



RCC Pilotage Foundation FAROE, ICELAND AND GREENLAND

Supplement No.3

March 2007

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This supplement is cumulative. Corrections added since Supplement No. 1 are marked with an asterisk *. Corrections added since Supplement No. 2 are marked by two asterisks **.

Caution

Every effort has been made to ensure the accuracy of this supplement. However, it contains selected information and thus is not definitive and does not include all known information on the subject in hand.

The author, the RCC Pilotage Foundation and Imray Laurie Norie and Wilson Ltd believe this supplement to be a useful aid to prudent navigation, but the safety of the vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

With the increasing precision of modern position-fixing methods, allowance must be made for inaccuracies in latitude and longitude on many charts, inevitably perpetuated on some harbour plans. Modern surveys specify which datum is used together with correction figures if required, but older editions should be used with caution, particularly in restricted visibility.

This supplement contains amendments and corrections sent in by a number of cruising yachtsmen and women, in addition to those culled from official sources such as *Notices to Mariners*.

Page references are made to *Faroe, Iceland and Greenland 3rd edition 2004*.

The last input of technical information was March 2007.

**Reports have been received from the following: Andrew O'Grady and Ulla Norlander (AO'G), Rev Bob Shepton (RLS), Annie Hill and Trevor Robertson (AH), Brian Black (BB), Noël Marshall (NM), Anthony Browne (AB), Lady Denise Evans (DE), Henry Clay (HC), Alistair Pratt (AP), Richard Haworth (RH), James Nixon (JN).

The editors are most grateful to all the above and would welcome further corrections or additions, which should be addressed to the Publishers.

FAROE

Page 8 **Travel (AP 2006)

In 2007, the Smyril Line are reintroducing a summer service from Scrabster in the N of Scotland, using the *Norröna* car ferry. This will run from mid-June until the end of August.

Information on www.smyril-line.com

Relatively cheap helicopter flights link the islands and are centred on the airport on Vágur, which could be useful for a visit to Mykines.

Page 13 **Weather Forecasts

Add: A brief, but useful forecast is broadcast in English by the National Radio Station on FM 89.8 /87.5 MHz and on MW 531 kHz at 0845 on weekdays.

Page 14 **F.1 Vágur (AP 2006)

Facilities

Add: Showers (Dkr25), washing machine (Dkr20) with tumble drier (Dkr15) available on week-days at Suðuroyar Heimavirki.

Page 16 **F.2b Øravík**

It is reported that it is possible to anchor in a large area inshore of the fish farm, which offers some protection. Enter from the S.

** Page 21 **F.13 Tórshavn** (AP2006)

Facilities

Berthing charge remains the same (2006) and should be paid at the harbour office. Tokens for showers and washing machine are available from the fishing tackle shop next to the boat club. New Tourist Office with internet access at Jacobsens Bókahandil.

ICELAND

Page 29 **Travel External (AP 2006)

In 2007, the Smyril Line are reintroducing a summer service from Scrabster in the N of Scotland, using the *Norröna* car ferry. This will run from mid-June until the end of August.

Information on www.smyril-line.com

Page 33 **Cruising areas and approach

Approach from the E

Add: Hvalbakur (64°36'N 13°17'W) is an isolated, dangerous rock with radar reflector and lies about 25M E of Djúpivogur (Berufjörður).

Page 34 **Charts and publications (AP 2006)

Add: Icelandic chart corrections are available on www.lhg.is/english/hydrographic-department.

Page 35 **Chart Agents (WK 2006)

Raför is now located in a new office in the Sundahofn, about 4km E of the main harbour.

Address: Raför, Sundaborg 1, 101 Reykjavík.

☎ +354 551 5475 Fax +354 552 8595 Email rafor@rafor.is or ari@rafor.is

Page 36 Iceland VHF Radio diagram

Add working frequencies for the following VHF transmitters:

Hvalnes Ch 26
Þverfjall Ch 25
Dalatangi Ch 26
Gagnheiði Ch 25

(UKHO NM Wk 46 2004)

**Page 42 I.7 Reykjavík – Berth (AP 2006)

There is now a charge for lying on the visitors' pontoon of €50 for up to 7 days. A key is provided for the toilet and showers and includes use of a washing machine. There is also a visitors' pontoon close to 'Brokey' in the SE corner of the harbour.

**Page 44 I.9 Akranes (WK 2006)

Berth

Visiting yachts should now berth alongside a new concrete pontoon, which runs across the harbour from the central jetty.

Add: new harbour

I.10a Arnarstapi (RLS 2006)

64°46'N 23°38'W

Chart 41

General

A spectacular anchorage under the SE flank of the Snæfellsjökull, with a small harbour. It is protected from the W and N and could be useful if head winds cause problems rounding Öndverðarnes.

Approach

Approach is straightforward from the SE, but there are rocks off the point to the S of the harbour to be avoided.

Berth

Anchor off in Breiðavík in a suitable depth, good holding. It is possible to enter the small harbour and it is reported that a 40ft yacht drawing 2m has obtained shelter there. Water and shore power available.

**Page 45 I.13 Grundarfjörður (WK 2006)

Navigation

Add after: 'outlying shoals' – however, in reasonable conditions it is possible to enter in the white sector of Krossnes Light between 97° and 128.5°. Note also that a reef extends to the NW of Melrakkaey and it is therefore preferable to leave the island to starboard, when entering from the N.

Add: new anchorage

I.13a Kolgrafafjörður (WK 2006)

65°N 23°03'W

Chart 41

General

This large bay lies to the W of the famous Berserkjahraun. The narrows to the W of Berserkseyraroddi have been closed by a road bridge, denying the anchorages in the inner bay.

Approach

From the NW, using Chart 426, there should be no problems following the deep-water route in.

Berth

Either anchor in 3m in the SE corner, off Berserkseyri Farm, or for better protection, enter Hraunsfjörður leaving the gravel bank of Seljaoddi close to port – the channel carries 4-5m and there is sufficient water just inside to anchor in perfect shelter in 3-4m mud.

Remarks

From the anchorage, it is a 4km walk to the Berserkjahraun.

**Page 46 I.16 Stykkishólmur (HC 2006)

Facilities

The boat yard appears to be excellent and capable of repairs in steel, wood and GRP, to a high standard.

**Page 47 I.19 Flatey (WK 2006)

Berth

It is also possible to lie on the jetties at the SW end of the island, clear of the ferry berth.

**Page 47 I.20 Vatnsfjörður (WK 2006)

Approach

Approaching the anchorage at the head of the fjord, keep mid-channel between the island and the E shore, carrying 5-6m, but beware reef projecting from the E side of the island.

Berth

Depths to the N of the island at the head are relatively shallow, but it is possible to find >2m and the island provides some protection.

Remarks

Not far from the anchorage, on the NW shore, Hótel Flókelundur has reasonable meals and a thermal swimming pool.

**Page 49 I.21 Patreksfjörður (AP 2006)

Berth

Entering the small boat harbour, the quay on the port side has at least 3m alongside for most of its length.

**Page 50 I.26 Suðureyri (WK 2006)

Approach

The leading line has been removed. To enter, leave the stone jetty about half a cable on the starboard hand and steer approximately 100° towards 3 spar buoys – one red and two green, which lead into the harbour.

Hotel VEG Gisting has internet access and are very helpful. (HC2006)

**Page 51 I.36 Æðey (WK 2006)

The owner prefers yachts to anchor off, rather than attempt to enter the pool; but do not anchor over the power cable, which runs to the entrance to the pool and not as shown on the chart.

If sailing around the N of the island keep N of the islet off the N point since the passage between is obstructed by an alkathene water pipe. There is no longer the overhead power line mentioned in NP11. The old ferry jetty may be approached from the NW and has at least 2m on the end.

****Page 55 I.44 Hornvík (AP2006)**

Anchorage

Off Hornvík Farm, the bottom is round boulders. Trip line may be advisable.

****Page 56 Add new:**

I.46a Reykjarfjörður (WK 2006)

65°58'N 21°22'W

Chart 53

General

A deep fjord 5M long, 4M S of Trékyllisvík, offering good protection. Near the head, there is a former herring oil factory and the friendly Hótel Djúpvík.

Approach

The fjord is entered to the S of Gjögur Lt - Fl (4) WRG 30s – on the Reykjanes Peninsula. Detached reefs lie 2M E of the Lt and are covered by the green sector, but the approach from the ESE is clean.

Berth

Either anchor in sand just off the hotel, avoiding the ruins of the old wooden jetties in front of the factory, or go around into the next bay to the W, where better protection may be had close in. There is a small private jetty about 200m E of the hotel with 2m alongside, which might be used with permission.

Facilities

Showers and good meals at the hotel. The old factory is being developed as a small herring museum.

I.46b Hólmavík (WK 2006)

65°42'N 21°41'W

Charts 53 & 54

General

A small fishing harbour lying 7M up the broad Steingrímsfjörður, with easy access.

Approach

Shoals lie to the NE of Grimsey Lt to be avoided, thereafter the fjord is 2M wide and clean. The harbour entrance faces SE and note that rocks extend a short distance from the rubble breakwater on the E side.

Berth

Berth on the S quay. Note that the small boat float is shoal.

Facilities

Bar and restaurants in the old village by the harbour. Supermarket, bank with ATM and petrol station 10 min walk up the hill, in a new development. Contact the harbour-master for diesel and water.

I.46c Hvammstangi (WK 2006)

65°24'N 20°57'W

Chart 54

General

Small harbour on the E side of Miðfjörður, in an attractive agricultural area, with very easy access.

Berth

The harbour entrance faces SW. Berth alongside the S quay.

Facilities

Small supermarket with Vin Búð liquor store. Diesel and water available.

I.47a Blönduós (WK 2006)

65°40'N 20°18'W

Chart 53

General

An important town and centre for the horse breeding area, as well a base for salmon fishermen; the nearby Laxá river reputedly the best in Iceland. There is a large hotel, banks, supermarket etc; however the very small harbour is some distance from the town and poorly protected. Unless there are particular reasons for visiting by yacht, it is better to berth at Skagaströnd, 10M to the N and visit by road.

I.47b Lambhúsavík (WK 2006)

65°37'N 20°37'W

In suitable weather there is an attractive anchorage in the SW corner of Húnaþing, 8M WSW of Blönduós (*NP11 6.106*). It is reported that, at the head of the fjord, the mouths of the rivers have silted up due to hydro' schemes and can not now be entered.

I.48 Kálfshamarsvík (DE 2006)

Secure anchorage confirmed.

I.49 Siglufjörður (HC2006)

Facilities

Add: There is a washing machine at the campsite. New Folk Music Centre is worth a visit.

****Page 57 I.51 Dalvík (AP2006)**

Berth

The bottom shoals very quickly to <1m beyond the fuel berth – the deeper water is on the E side.

Facilities

The baker has now closed. There is a good DIY shop next to the supermarket.

****Page 58 I.55 Flatey (HC 2006)**

Berth

In 2006 the inner harbour was choked with weed and there was <1m alongside the wooden quay on the S side, however, it was possible to lie in about 2m at the end of the new floating pontoon. Dredging is carried out, once in a while; but it is wise to anchor off, or lie alongside the stone jetty outside, to check the situation before entering.

****Page 59 I.57 Kópasker (AP2006)**

Although this harbour has been used to shelter in a NW F9, there is very little room and it is somewhat exposed.

Berth

Delete and replace by:

Berth on the E side of the main pier, where there is >2.5m alongside, as far as the white oil tank. For better shelter, the small inner harbour is now protected by a breakwater running W-E from the main breakwater and has a pontoon for small craft. Towards the end of the main pier on the W side,

there are depths of 3m alongside and >2m on the E side of the pontoon near the S end – the W side of the pontoon is shallow.

Add new:

I.57a Hraunhöfn (WK 2006)

66°32'N 16°02'W

Charts 62 & 63

General

This ancient Viking anchorage lies just SW of Hraunhafnartangi - light Mo(N)WR 30s. This is the northernmost point of Iceland and just S of the Arctic Circle. Protected from the NE through S to WSW and to a certain extent from swell by a shallow bar, which runs SW from the Lt Ho across the bay.

Approach

Approach from the NW. Care is needed entering the bay, but there appears to be about 3m over a ridge, which lies between the Lt Ho and the 3.9m sounding on the chart. Depths increase inside the bay.

Berth

Anchor in 7m close to the shore S of the Lt Ho, good holding.

Remarks

The area appears to be deserted, but the coast road runs close S of the anchorage and it is, no doubt, busy at the Summer Solstice.

Page 60 **I.61 Bakkafjörður (WK 2006)

General

Delete all after 'E shore' and replace by:

Following further improvements, the small fishing harbour, 1M SSW of the village of Höfn, is now very snug and well protected. The village has a small shop, post office and bank, all in the same building, with limited opening hours. Advisable to get a lift, otherwise it is a twenty minutes walk.

Berth

There is a substantial wooden quay on the N side of the harbour with >2m alongside. This is used for unloading fish, but it should be possible to lie alongside with permission.

Page 60 **I.62 Vopnafjörður (AB 2006)

Approach

Delete second paragraph and replace by:

The gap between Miðhólmi and Skiphólmi has now been closed by a substantial breakwater (see Chart 613 New Edition Feb 2005) Approach about half a mile S of Skiphólmi and enter on the first leading line bearing 323° Oc.G.5s.

The second leading line bears 10°30' Oc.R.5s and passes between two port and starboard lit buoys into the harbour.

*Page 60 **I.63 Bakkagerði (Borgarfjörður)**

Berth

It is reported that the small boat harbour under Hafnarhólmi has been dredged to 3m and that there is usually room for a 12m yacht to lie on the inside of the S pier.

Page 60 **I.64 Seyðisfjörður (WK 2006)

Berth & Facilities

In 2006 the old wooden quay (Þorshammarbryggja) had been severely damaged and was unuseable; however, the harbour authorities say that they intend to repair it. Fuel is now available about 400m NE, on the Shellbryggja (☎ 840 3172), close to the harbourmaster's office.

If the harbourmaster is not in his office, he may be contacted by telephone (☎ 472 1424)

There is internet access at the Skaftafell Café, 2 min. walk from the quays.

Page 64 **Djúpivogur (Berufjörður)**

Approach

Add: Hvalbakur (64°36'N 13°17'W) is an isolated, dangerous rock with radar reflector and lies about 20M E of Papey.

Page 64 **Djúpivogur (Berufjörður)

Approach

Add after: 'until conditions improve.' It is reported that the buoyage in the approach is unreliable. (DE 2006)

GREENLAND

Page 67 **Travel (WK 2004)

Add after: www.firstair.ca Air Nunavut operate charter flights to Greenland from Iqaluit. Spare seats are sometimes available.

Email airnuna@nunanet.com

Page 72 **Greenland Coast Radio network diagram

Note that Qaqortoq Coast Radio Station is no longer manned and all radio communications on the W Coast are remotely controlled by Asiaat Radio. QAQATOQAQ VHF delete Ch 87 (UKHO NM 31/06)

Box: Asiaat HF Radiotelephone

For ITU Channel 808, read 608

For Tx 8740 kHz, read 8749 kHz.

Box: Ammassalik HF Radiotelephone

For Rx 16360 kHz, read 12260

*UUMMANNAQ MF

For Rx 1638 kHz, read 1665

IKERASSUAQ MF

For Rx 1665 kHz, read 2090

Page 73 **Weather information

First paragraph. Add: A weather forecast for tourists on the W Coast of Greenland is broadcast on local FM radio in English at 0910 from Monday to Friday and at 0815 on Saturday between 15th June and 15th September. *Times may vary with locality.

Last paragraph. For E Greenland, read W Greenland.

Navtex. The stations are now reported to be fully operational.

Safety

For ALRS Vol 1(2), read ALRS Vol 6

Page 74 **Icebergs** (NM 2004)

Add after: dark nights. Consider heaving-to until conditions improve.

*Ice Information

After first paragraph insert postal address:
Iscentralen (Ice Central), Postbox 23, 3923
Narsarsuaq, Greenland. *Email* isc@greenet.gl

Second paragraph. For Qaqortoq Radio, read Aasiaat Radio through Ikerasassuaq or Qaqortoq remote transmitters.

*Page 79 **Nuuk Harbour** (A O'G 2005)

First paragraph. Add after: not suitable for yachts. A large orange mooring buoy in the Skipshavn, just N of the Kutterkaj, is owned by a member of the Nuuk Boat Club and has been used to moor a 20-ton yacht. Request permission from the boat club before use.

Second paragraph. Add after: visiting yachtsmen. A visit to get information about the numerous anchorages in the area is recommended. Permission may be given to use the 9-ton mooring buoys which have been laid in many of the anchorages.

*Page 80 **Nuup Kangerlua**

Add the following anchorages:

G.3e Sulussugutip Kangerlua

64°23'N 50°38'5"W (A O'G 2005)

Approach straightforward with no dangers. Anchor in 5m, mud, in the NW of the bay below dense greenery, which marks an old Norse farmstead. There is a Boat Club buoy about 1M W, just inside a small islet.

G.3f Qornoq

64°32'N 51°06'W (A O'G 2005)

A small settlement, where a big fête is held during the first weekend in July. This was the base from which the geodetic survey of W Greenland was started in 1927.

Either anchor in the small bay to the SE of the island, 5m sand and kelp, but beware obstructions at the S end; or in the inlet to the W of the island, 5m mud and kelp. There is a boat club mooring in the latter.

G.3g Kangiussaq

64°38'N 50°30'W (A O'G 2005)

An interesting anchorage, close to the Nuup Kangerlua Isfjord, with excellent shelter. Old Norse farmstead with stone store house ruin. Two drying rocks lie off the E side of the narrows in the approach. Anchor in 4 – 6m, sand, off the river outflow.

Add:

Ameralik (Lysefjord)

64°04'N 51°30'W (A O'G 2005)

The entrance to Ameralik lies 10M SE of Nuuk and runs 40M ENE to the head of Ameragdli. It is deep throughout its length with no dangers, but is shoal at the head.

During the period of the Norse Western Settlement (circa AD1000 to 1350) there were a number of farms in the area, of which the largest at Sandnæs with its church (now Kilaarsarfik on the map), has been subject of considerable

archaeological interest. The first crossing of the Greenland Ice Cap by Fridtjof Nansen in 1888, finished close by.

G.3h Amitsoq

64°05'N 51°28'W (A O'G 2005)

A useful anchorage at the entrance to Ameralik, on the N side, with moderate shelter from the S. Beware shallows when approaching from the E. Anchor in 5m.

G.3i Eqaluit Ilordlit

64°09'N 50°29'W (A O'G 2005)

Popular with the locals fishing for Arctic Char and for hunting Reindeer. Anchor in the SW of the bay in 8m, sand; or pick up the boat club buoy.

G.3j Itivdleq

64°20'N 50°27'W (A O'G 2005)

There is a boat club mooring just N of the islet 3M from the head of the fjord. Anchor in 5m, mud, 1M N of the islet, in the small bight to port, or at the head. The seawater lake at the head is only accessible by dinghy at HW.

Page 83 **G.12 Sisimiut (Holsteinsborg)**

*For: 66°07'N 53°41'W Read: 66°57'N 53°41'W

Facilities

It is reported that the ship repair yard is no longer operating.

*Anchorage (A O'G 2005)

Good anchorage can be found 500m NW of the new bridge, in the NW corner of the bay, in 3–8m, mud. Some fetch from the SW.

*Page 84 **G.13 Ukiivik (Sydbay)** (A O'G 2005)

Better shelter, if needed, can be found to the NE of the islet N of the main anchorage; but beware drying rock in the channel just N of the islet.

Page 85 **G.20 Aasiaat (RH 2006)

Anchorage

A new fishing quay, suitable for yachts, has been established S of the commercial dock. Use either side.

*Page 88 **G.33 Qeqertarsuaq (Godhavn)** (NM 2004)

Anchorage

It is reported that Eulners Bugt is foul in places and holding variable; care should therefore be taken when anchoring.

**Page 90 Add:

G.36f Eqalunguit (RH 2006)

69°33'N 53°35'W **Chart D 1500 Map 69 V.1**

Excellent anchorage in 6m, thick mud, in the middle of a small bay on the W side of the Kuanersuit suvdluat, where it swings around to the E.

Good walking and fishing.

*Page 94 **G.45 Qaqortoq** (A O'G 2005)

Remarks

Add after: Hvalsey, 10M NE of Qaqortoq, where it is possible to anchor off in 10m, mud.

Note that the Coast Radio Station has now closed (see above).

Add the following anchorages:

G.45a Igaliku (A O'G 2005)

61°N 45°25'W

It is possible to anchor in the bay just N of the settlement.

See also **G.49b Ittileq**

G.45b Søndre Igaliku (A O'G 2005)

60°54'N 45°17'W

A temporary anchorage, subject to katabatic winds. Farm and interesting Norse church ruin. This attractive area was settled by the Norse and known as the Vatnaverfi. From Søndre Igaliku, a track leads 10M SW past sheep farms and lakes to a useful anchorage in a bay facing NW at Qanisartuut (60°50'N 45°29'W).

*Page 94 **G.47 Eqalugaarsuit** (A O'G 2005)

Entrance

For: W of Nupiluk Read: E of Nupiluk

*Page 95 **Additional anchorage in Tunulliarfik (Skovfjorden or Biriksfjord)**

G.48b Karra (A O'G 2005)

60°56'N 45°50'W

Good anchorage can be found inside the point NE of Karra island, in a small bay facing NW. Anchor in 5m, mud, with lines ashore if necessary.

*Page 96 **G.49b Ittileq** (A O'G 2005)

For: 60°N 45°28'W Read: 61°N 45°28'W.

Page 102 **G.60a Inukavsait (RLS 2006)

Chart D 1600 & 1610 Map 71 V.2

The deep passage between Upernivik Ø and Qioqe has two useful anchorages on the E side. In an area where suitable depths for anchoring are difficult to find, these are worth noting.

1) 71°13'N 52°27'W Anchor in <10m, good holding in mud, SW of the glacial stream and fan.

2) 71°19'N 52°15'W Suitable depths can be found on the N side of the glacial fan, but care is necessary in the approach, since the shoal extends out some distance. Tilman spent a difficult nine days here in *Baroque*, in 1975.

G.63 Amitsoq (RH 2006)

Note that the depths in the approach from the S, are less than charted. Only 6m was found 1M from the shore, all the way from the S end of the peninsula to the anchorage.

Page 102 **G.64 Kangersuatsiaq (Prøven) (AH 2005)

Delete text and replace by:

General

An attractive village on the inner lead route to Upernavik, with a small crowded harbour (see *NP12 5.72*). It is of historical interest, having been visited

by a number of explorers, including Kane in 1853, who called here on his way N in the *Advance*, in order to purchase dogs and complete his stock of fur clothing. Fairly well protected but subject to heavy swell in gales from the SW to NW.

Approach

The approach from the N through the Nordløbet is straightforward. Approaching from the S through the Sydløbet, favour the E side of the passage; this carries 6m and avoids the islets and rocks on the Sandøen side. Anchoring marks for large vessels consisting of two rocks painted red have been placed on Prøvens Ø ½M S of the village. This line, bearing 135°, clears W of the group of rocks, which lie 70m SW of the town jetty. Another pair of marks on Sandøen, which bear 247°, lead into the small craft anchorage on a back bearing and clear S of the rocks mentioned above and N of rocks and shoal in the S part of the cove.

Anchorage

Anchor amongst the fishing boats in the SE part of the cove with lines ashore to bollards. There is no room to swing. It is possible to lie temporarily on the town jetty to load stores or fuel, with 2m at LW.

Facilities

Store and post office with telephone. Credit cards are not accepted and there is no ATM. Fuel by can from a hut near the store where payment is made.

G.64a Tasiusaq (AH & RLS 2004)

72°36'N 55°34'W

Chart D 1710

Tasiusaq is a beautiful landlocked bay near the southern tip of Nuutarmitut and about 14M due N of Prøven. The entrance is narrow with below-water rocks extending from the S point but carries at least 15m. Most of the bay is rather deep, but there are a couple of places in the NE part where it is possible to anchor with lines ashore if necessary. A narrow rocky channel in the SE corner leads to a completely sheltered pool with depths of about 10m in either of the two arms. The channel has a least depth of 1.7m at LW and tides run strongly but it may be taken with care near HW.

Add:

G.64b et seq. (AH 2004)

During the late summer of 2004, Annie Hill and Trevor Robertson in yacht *Ironbark*, visited several anchorages in the area E of 55°30'W between 72°28'N and 72°50'N. They drew plans and wrote pilotage notes as well as recording a considerable number of soundings. This information can be made available to anyone intending to visit the area, if required.

Page 103 **G.65 Upernavik**

Facilities

After: Hospital Delete: (showers possible with permission)

After: Small hotel and restaurant. Delete: near the airport.

G.65a Aorussaarsuk (RLS 2006)

Add: Bangs Havn, however, offers the possibility of walking overland to Upernavik.

****Page 103** The burnt out wreck of the yacht *Dodo's Delight* lies on the bottom of the anchorage. Care is needed when anchoring and a tripping line advisable.

Add:

G.65e Qoornoq Kangigdleq (RH & RLS 2006)

72°45'N 55°40'W **Chart D 1710 Map 72 VI**

Very snug anchorages, either side of the peninsula with lines ashore.

Scrambling and some rock climbing possibilities.

****Page 104** Add:

G.70a Parker Snow Bugt (RH 2006)

76°08'N 68°40'W

Chart D 3100 Canadian chart 7302

There is an excellent anchorage at the head of this large bay, in clay.

The bay is NW of the Crimson Cliffs (of John Ross 1818) and under Cape Dudley Digges (of Baffin 1616)

****Page 104 G.70 Pituffik Glacier** (RH 2006)

Part of the glacier has collapsed. It is not possible to anchor here now; however suitable depths may be found in the next two bays farther N, but there is little shelter.

****Page 104 G.71 North Star Bay** (RH 2006)

Call the Thule US Air Force Base by radio for permission to anchor off Dundas, which is at the head of North Star Bay.

***Page 105 G.73 Qaanaaq** (RLS 2004)

Add: Canadian chart 7302

Facilities

Delete last sentence.

Add the following anchorages:

G.73a Barden Bugt (RLS 2004)

77°10'N 70°50'W

Depending on wind direction, anchorage can be found close to the N shore by the deserted settlement of Natsilivik, in 4 – 6m, or on the S shore in one of the small bays formed by moraines, either side of the Tyndall Gletscher, good holding.

G.73b Mac Cormick Fjord (RLS 2004)

77°40'N 70°06'W

Depending on wind direction, anchorage can be found in sand either side of the delta at Nuussuaq on the N shore. There is some protection from W winds in the small bay to the E of the delta on the S shore, opposite Nuussuaq.

The foundations of Peary's first winter camp in 1891-92 may be seen near the entrance to the fjord on the S shore, about 2M from Kap Cleveland.

G.74a Kap Alexander (RLS 2004)

78°10'N 73°W

It is possible to find shelter on the S side of Kap Alexander in the vicinity of Sutherland Ø. In northerly winds, anchor W of the southern arm of the Dodge Gletscher, in gently shelving sand off the

western of two small beaches, (the eastern beach is guarded by rocks which cover) or off another small beach about 1M W. Just to the W of the NE point of Sutherland Ø, there is a sandbank with good holding, giving protection from southerly winds.

G.74b Foulke Fjord (RLS 2004)

78°18'N 72°42'W

The abandoned Inuit settlement of Etah lies at the head of the fjord. This is of historical interest, having been visited by a number of explorers, including Inglefield, Kane and Nares as well as Cook and Peary, who used Etah as a base and recruited Inuit and their dogs for their expeditions to the N Pole.

The approach should follow the N shore and N of the prominent island midway. This is reputed to be one of the windiest places in the Arctic and anchoring at the head proved steep-to with poor holding.

***Page 117 G.98 Ittoqqortoormiit**

(Scoresbysund)

For: 70°36'N 21°58'W Read: 70°29'N 21°59'W

Berthing and anchorage

After: The anchorage recommended... Delete: at 70°30'N 21°58'.3W and replace by: (see chart D 2650)

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For *ALRS Vol 1(2)*, read *ALRS Vol 6*

Note

It is reported that vessels under 20 GRT, other than fishing vessels, are no longer required to comply with the GREENPOS regulation.

Willy Ker 14th March 2007