



RCC Pilotage Foundation

Arctic and Northern Waters



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Further updates are available, as they come in, via the Cruising Notes page of the Pilotage Foundation website at www.rccpf.org.uk/Pilotage-Notices

Caution

Whilst the RCC Pilotage Foundation, the author and the publishers have used reasonable endeavours to ensure the accuracy of the contents of this book, it contains selected information and thus is not definitive. It does not contain all known information on the subject in hand and should not be relied upon alone for navigational use: it should only be used in conjunction with official hydrographical data. This is particularly relevant to the plans, which should not be used for navigation. The RCC Pilotage Foundation, the author and the publishers believe that the information which they have included is a useful aid to prudent navigation, but the safety of a vessel depends, ultimately, on the judgment of the skipper, who should access all information, published or unpublished. The information provided in this book may be out of date and may be changed or updated without notice. The RCC Pilotage Foundation cannot accept liability for any error, omission or failure to update such information. To the extent permitted by law, the RCC Pilotage Foundation, the author and the publishers do not accept liability for any loss and/or damage, howsoever caused, that may arise from reliance on information contained in these pages.

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.

Positions and waypoints

All positions and waypoints are to datum WGS84. They are included to help locating place, features and transits. Do not rely on them alone for safe navigation.

Bearings and lights

Any bearings are given in degrees True and from seaward. The characteristics of lights may be changed during the lifetime of this book and they should be checked against the latest edition of the UK Admiralty List of Lights.

Note Where lights have been modified in the text do please remember to alter them on the appropriate plan(s).

This supplement is cumulative and the latest information is marked in **blue**.

Acknowledgements

Peter Ingram (Iceland), Bob Shepton (Greenland), Andrew Wilkes (Iceland), Martin Neil (Greenland), Martin Fuller (Iceland and Greenland), Benjamin Zartman (The North West Passage), Hugh Stewart (The Faroe Islands), Michael Jacques (Greenland)

THE FAROE ISLANDS

Page 62

SANDOY

Add Sandoy has a population of about 1,200 people and is one of the most remote and unspoilt islands. In 2024 it was linked to Streymoy by a new tunnel, the longest in the Faroe Islands. The tunnel took five years to build, drops to 155m below the sea bed, is 10.8km long and cost £150m (£125,000 for every resident of Sandoy). It now takes just 30 minutes to drive from Sandoy to Tórshavn and will no doubt change the island for ever.

8 SKÁLAVÍK

Delete Although the approach is exposed to the E, it is reported that the inner harbour provides shelter under all conditions, with a minimum depth of 3m.

Add Although the approach is exposed to the E, it is reported that the inner harbour provides shelter under all conditions. However, the depth is variable and, in 2022, it was reported to have reduced to 2m. The best approach is to stay to starboard when entering and keep close to the jetty. Well worth a visit thanks to excellent hotel with first class food and charm

ICELAND

Page 102

8 HAFNARFJÖRÐUR

Berthing

Add Alternatively anchor in the bay outside the harbour. There are three mooring buoys here and it may be possible to borrow one – ask the harbourmaster for permission.

Page 105

HVALFJÖRÐUR

Add Like most fjords, it is subject to katabatic winds – the wind can change from a flat calm to a strong breeze in a moment.

Anchorage

Add The most protected and attractive being at Hvammsvík. The head of the fjord is not accessible to larger boats due to the 10m overhead power cable.

Page 108

17 GRUNDARFJÖRÐUR

Berthing

Add It may be possible to berth on the north side of the 24m floating pontoon in the middle of the harbour.

Page 109

Add

19A SELLON ISLAND, 65° 04'N 022° 47'W

Charts 42 and 426

Approx. 1.5nm SW of Skipavík, Stykkisholmur: Reasonable anchorage with good holding in 8m in bay ESE of Sellon Island at position 65° 03.47'N 022° 47.42'W, just clear of the reef that closes off the passage. Easy walk to Helgafell from here, although the track runs past the rubbish tip.

Page 115

BÍLDUDALUR (ARNARFJÖRÐUR) 65°41'N 23°35'W

Approach

Add Take care to avoid the various fish farms.

Berthing 1

Add There is water and fuel (Skeljungur card required).

Berthing 2

Add Good holding in the anchorage but there are some kelp patches.

Add

29A BÍLDUDALUR 65°41'N 23°35'W

Chart 41

There is a small museum dedicated to Pétur J Thorsteinsson, a blacksmith who founded Bíldudalur in 1880. The population dwindled to less than 100 people but is now over 200 people. Algae from the fjord is harvested and processed into a vitamin rich food additive which can be seen heaped up on the quayside. The salmon fish farms in the fjord are the biggest source of employment.

Add

29B REYKJAFJÖRÐUR (ARNARFJÖRÐUR)

65° 38'N 023° 28'W

Chart 41

Reykjafjörður, the short middle finger of the southern arm of Arnarfjörður, east of Fossvjörður: Good anchorage with excellent hot springs ashore. The charts show a shallow bar but no soundings, and deeper water within. There is good access, crossing the bar just east of centreline heading due south, with depths 4-5m minimum (correct to datum).

Anchor in 7m at 65° 37.66'N 023° 28.46'W with good holding. The thermal spring feeds a comfortable pool at the head of the bay, with easy landing from the dinghy. Shelter in offshore winds.'

Add

29C DYNJANDAVOGUR, ARNARFJÖRÐUR

65° 44'N 023° 14'W

Chart 41

Dynjandavogur, southern finger of eastern arm of Arnarfjörður: There is a reasonable anchorage here and good access to the spectacular waterfalls. Anchor in deep water (23m at 65° 44.263'N 023° 13.754'W) clear of the steeply shoaling alluvial deposit. It may be possible for shoal draft vessels to anchor in shallower water closer to the shore.

Page 116

31 FLATEYRI, ÖNUNДАРFJÖRÐUR

Berthing

Add Vessels can anchor E of the village in N part of the bay in 14m. Good holding but old mooring buoys may make the use of a tripping line advisable.

Page 117

ÍSAFJÖRÐUR (SKUTULSFJÖRÐUR)

Add It is a possible overwintering port for a yacht.

Page 118

Berthing

Add Anchor in 6-10m, clear of the permanent mooring buoys, in mud with good holding. Dinghies can be left temporarily in the marina.

Facilities

Add The slip to the west side of the yacht harbour jetty is suitable for drying-out a 2.0m draught vessel on a spring tide. The concrete ramp lands in a rough stone bed which then drops off steeply at the N end. See attached photo. *Add* The Smidjan hardware shop is very good for marine hardware, and the Husasmidjan DIY/hardware store is also very well-stocked. Both are just SE of the harbour. The 'olis' brand of propane gas is available in the Husasmidjan store. Other brands can be bought from the petrol station in town. The brewery near the Husasmidjan is very convivial

Page 123

47 HESTEYRARFJÖRÐUR

Anchorage

Add Note the bottom shelves rapidly.

Page 137

MJÓIFJÖÐUR

Berthing

Add It may be possible to lie alongside the jetty forming the east side of the small boat harbour or alongside the tyre-clad quay wall. Alternatively, it may be possible to borrow one of three moorings just to the west of the harbour.

GREENLAND

Page 155

Useful websites

Add nautiskinformation.soefartsstyrelsen.dk

Greenland navigation warnings, Greenpos etc

Add nautiskinformation.soefartsstyrelsen.dk/#/messages/details

Greenland nav warnings, Search and Rescue, Navtex etc.

Page 158

Delete Greenpos section

Add Information on the GREENPOS system.

The GREENPOS reporting system is mandatory. The system applies to all ships on voyage to and from Greenlandic waters and inside the Greenlandic continental shelf or exclusive economic zone. The ships are to report their position, course, speed and actual weather information every 6 hour.

When joining the system, the ship must send a sailingplan (SP) with the following information:

GREENPOS - SP

- A. Ship name/call sign
- B. Date and time (151632UTC)
- C. Present position
- E. Course
- F. Speed
- I. Destination and estimated time off arrival
- L. Route
- S. Actual weather and ice information
- X. Persons onboard (POB XX)

After joining the system the ship must send a position report (PR) every 6 hour (at 0000, 0600, 1200, 1800 UTC).

The PR includes the following information:

GREENPOS - PR

- A. Ship name/call sign
- B. Date and time
- C. Present position
- E. Course
- F. Speed
- S. Actual weather and ice informations

When the ship leaves the reporting area (Greenland EEZ) or upon arrival at the Greenlandic destination the ship must send a final report (FR) including the following information:

GREENPOS - FR

- A. Ships name/call sign
- B. Date and time group
- C. Present position
- S. Actual weather and ice informations

If the ship changes destination or alter its route, the ship must send a deviation report (DR) including the following information:

GREENPOS - DR

- A. Ships name/call sign
- B. Date and time
- C. Present position
- L. Short description of new route.

As the system is a part of the “search and rescue” assistance system it is important that the ship reports in accordance with the above. If the ship is more than 30 minutes overdue with its report, JRCC Greenland are obliged to investigate the ships missing report and if JRCC Greenland is unable to establish contact with the ship, JRCC Greenland will initiate a search and rescue mission.

All reports are to be sent directly to JRCC Greenland or via Aasiaat radio:

JRCC Grønland

INMARSAT C: 433 116 710

E-mail: greenpos@jrcc.gl

Tlf: ☎+299 364010 Fax: +299 364099

Iridium: 00881677754507

Aasiaat Radio

Via radio VHF & MF

E-mail: oyr@tusass.gl

Tel. ☎+299 130000, ☎+299 389454'

Page 158

Delete Coastal Control system section

Add Information on COASTAL CONTROL system

The COASTAL CONTROL reporting system is mandatory to ships larger than 20 BRT on voyage to and from Greenlandic harbours and ports of call. The ships are to report their position, course and speed every 24th hour.

When joining the system, the ship must send a sailing plan (SP) with the following information:

COASTAL CONTROL - SP

- A. Ship name/call sign
- B. Date and time (151632UTC)
- C. Present position
- E. Course
- F. Speed
- I. Destination and estimated time off arrival
- L. Route
- X. Persons onboard (POB XX)

After joining the system the ship must send a position report (PR) every 24th hour.

The PR includes the following information:

COASTAL CONTROL - PR

- A. Ship name/call sign
- B. Date and time
- C. Present position
- E. Course
- F. Speed

When the ship leaves COASTAL CONTROL either on arrival to port or when joining GREENPOS the ship must send a final report (FR) including the following information:

COASTAL CONTROL - FR

- A. Ships name/call sign
- B. Date and time group
- C. Present position

If the ship changes destination or alter its route, the ship must send a deviation report (DR) including the following information:

COASTAL CONTROL - DR

- A. Ships name/call sign
- B. Date and time
- C. Present position
- L. Short description of new route.

As the system is a part of the “search and rescue” assistance system it is important that the ship reports in accordance with the above. If the ship is more than 1 hour overdue with its report, the coast radio stations are obliged to report to the police. It is the police who decide whether to initiate a search and rescue mission.

All reports are to be send directly to:

Aasiaat Radio
Via radio on VHF & MF
E-mail: oyr@tusass.gl
Tel. ☎+299 130000, ☎+299 389454

Page 160

Ice Information

Delete Obtaining ice information [and first six paragraphs]

Add Up to date ice information can be found on the DMI website, <https://www.dmi.dk/gronland/> Navigate to ‘Greenland’ and select ‘Iskoncentration’

Page 164–5

IGLUKASIK HAVN

Delete An excellent sheltered bay close NW of a deserted village lines can be run ashore.

Add Access easy from the inner route. Anchor in 10–12m, thick mud and weed.

If the presence of ice makes this anchorage uncomfortable, it is possible to enter the bay to the W with care. 2m can be carried at half-tide, between the ridge extending 20m from the N side (which covers) and the outermost of three rocks extending from the S side (of which only the middle one shows). Anchor in 8m, mud and weed. Lines can be run ashore.’

Page 167

NANORTALIK

Add [After ‘Diesel and gasoline are available from the floating dock in the NW corner of the main harbour.’] Note that the floating dock is very small and only suitable for yachts in settled weather.

Page 170

QAQORTOQ

Harbour

Add Harbourmaster opening hours (0830–1600 Mon–Fri).

Page 171

QAQORTOQ

Facilities

Delete Free wifi at the cafe near the quay.

Delete There is electricity on the Atlantic dock adjacent to the small ferry pontoon.

Add Good dentist located behind the kindergarten section of the school just above the river.

Page 174

TUNULLIATSIAAP NUNAA

Delete entry

Add An almost landlocked bay in the Nordlige Mågeløb opposite Pinguiarneq Island. The entrance carries 3.5m; anchor in 3.5–5.5m, good holding in mud.

Page 178

SMALLESUND

Add Note there is a significant chart/GPS offset.

Delete carrying 4m. Replace with very narrow passage at the NE end of Anarsivik, with 2.5m at LW Neaps.

Page 180

PAAMIUT

Berthing

Add There is a small, solid wharf just past the fish plant where a yacht can usually tie up or raft up. The fuel point is just beyond the wharf on a very small pontoon and fuel may be best got by jerry cans.

Page 181

TEISTEN HAVN

Delete entry

Add Sailing Directions and the Danish Greenland Pilot refer to Teisten Havn, the northernmost of two bays on the W side of Umiarssuakulup nuna. A good passage anchorage on the inner channel. Good holding in 9m, well sheltered except in westerlies.

Page 184

QEQERTARSUATSIAAT

Delete 3rd para However, there are two sturdy quays and are filled with local craft.

Add There is an 8m long quay in the harbour and floating pontoon with 3m depth at LWS. The two smaller floating pontoons in the harbour are only suitable for small motor boats and are filled with local craft. It is possible to anchor in 9m between the 2 small islands just outside the main harbour.

MARRAQ

Add A vessel can anchor in 5m with good holding in sand 200m off the shore.

Page 186

BUKSEFJORD

Delete note two underwater rocks N of the line

Add of 3 small islands to starboard when turning into the anchorage

Page 187

NUUK

Delete Information can be obtained from the harbourmaster’s office, which operates a 24-hour service on Ch 16 and Ch 12 (Mon–Fri 0800–1600), ☎+299 48 64 37 (24hrs).

Page 188

CHARTLET

Show new bridge in northern harbour/marina

Page 189

NUUK HARBOUR

Add On arrival contact the harbourmaster on ☎+299 36 65 89 he may not respond to the VHF.

Page 189–90

NUUK

Delete The Nuuk Boat Club (Godthåb Bådeforening) now harbourmaster can advise. ☎+299 32 3833.

Add The Nuuk Boat Club (Godthåb Bådeforening) has a marina off the suburb of Nuussuaq however a new bridge to the north restricts access to motor boats only. The club welcomes visitors (by land) and it is a good place to get information about local anchorages and facilities. Permission may be given to use the 9T mooring buoys which have been laid in some of the nearby anchorages.

Page 190**Delete Formalities**

Add Formalities Contact the harbourmaster on arrival (☎+299 36 65 89) who will tell you where to berth and, if appropriate, give you keys to the Kutterkaj pontoon. He can also arrange customs clearance or the Customs can be contacted on) ☎+299 560220.

Page 192**HÅBETS Ø HAVN**

Add Note 3m depth reported at entrance to the northern bay.

Page 194**MANIITSOQ****Berth**

Delete Keys for the marina are obtainable from the hotel.
Add Keys for the marina are obtainable from Michael (☎+299 520 980) or the hotel.

Page 197**KANGAAMIUT****Delete entry**

Add A village with a tiny harbour in a narrow gut between two islands. Anchor in 11m outside the line of islands just to the south of the middle cut: it is open to all winds and swell. It is possible to lie alongside the 9m long wharf which has 3m alongside LWN. There is a fuel pump on the wharf with payment by credit card. Water from the village. Well stocked supermarket. During the salmon-fishing season the area is surrounded by drift nets and fresh salmon can be bought off the boats. Power lines are cross the harbour from the village to the small centre island, with a clearance of 21m.

Page 199**CRUNCHER ISLAND**

Delete Then select best bay on north side of the inlet.
Add Anchor in one of the shallow bays on north side of inlet or north of the line formed by Tasilik and Cruncher islands. These waters are uncharted on some electronic charts but yachts have anchored in 6m with good holding and swinging room. Navigate with caution.

Page 260**TIMMIARMIUT (UVTORSIUTIT ISLAND)**

Delete There are secure anchorages off an abandoned weather station, either side of the isthmus in the middle of Uvtorsiutit island.

Add Depending on wind and ice conditions, there are anchorages off an abandoned weather station, either side of the isthmus in the middle of Uvtorsiutit island.

The harbour is used as an emergency depot for refuelling helicopters. Polar bears have been sighted on the landing stage.

Page 261**TIMMIARMIUT****Delete Anchorage**

Add Both the anchorages to the southeast and to the northwest of the isthmus may be subject to katabatic winds and ice.

There is a small landing stage in the S harbour where it may be possible for a small yacht to lie alongside in 2.5m or anchor off.

Anchorage can also be found in the western harbour in 10m, close to the isthmus. The potential anchorage off what

looks like a small stream, deep into the bay and behind the islands, is full of rocks.

Delete The bay is well protected from all directions, but the northern half is rock strewn and shoal.

Add The bay is open to the south and the northern half is rock strewn and shoal (covered at high water).

Page 266**TASIILAQ**

Delete anchor outside the harbour in 3–6m, to the N of the harbour buildings

Add There is an alternate secure anchorage directly across the bay on the far side if the harbour becomes untenable due to adverse winds, swell or ice.

Facilities

Delete The town water is heavily chlorinated and expensive. It may be better to fill up from a stream, away from the settlements.

Add The town water is heavily chlorinated and expensive. It is available from 2 “town distribution points” situated in small blue roadside huts on either side of the town (a taxi may be advisable). Alternatively, it may be preferable to fill up from a stream, away from the settlements.

Add Good craft workshop near the post office 100m from the pontoon.

Page 256**AAPPILATTOQ****Anchorage**

Add The depth alongside the quay is reported to be 2m at LWN.

Add The inner bay and small narrow bay to the west may both have lines across to prevent bergy bits getting amongst the small boats and this effectively prevents a keel boat getting into either. It would be possible to anchor outside the ice barrier in the western bay with lines ashore but care would be needed to avoid interfering with the small fishing boats. The manager at the supermarket can open the barrier on request. To arrange this, a yacht would have to temporarily go alongside the wharf or send someone ashore in a dinghy.

Facilities

Delete Fuel available in limited quantities.

Add Fuel cans can be refilled at the depot 80m up the hill. Payment by credit card. Water cans can be filled from the small hut opposite the supermarket entrance.

Page 264**Add****193B PEDER OXE BUGT 64:36.0N 40:25.3W**

Enter on the North side of Pros Munds Island. Anchor in 10m on the North side of the bay just before the first glacier flows in. There is a stream for water. Very sheltered although the glacier may calve small lumps occasionally!

Add**194B KITAK 65:30.9N 38:52.8W**

This is mentioned in the Pilot under Isortoq *Enter* from the south through a narrow passage. On the East side was a Loran station and as a result the area is charted. Turn northwest and anchor where depth allows. There is no water but is sheltered from wind and ice.

Page 265**TASIILAQ**

Position incorrect, should read 65 36N 37 37W

Page 268

Add

202A NUNARTIVAQ 65 59.4N 36 29.6W

Attractive bay with freshwater. Good holding in sand



Nunartivaq, *Michael Jaques*

Add

207A TUGTILIK 66 20.7N 34 58.6W

This is the fjord where Gino Watkins was drowned which is also called Lake Fjord. There are the ruins of his hut and a memorial cross on the headland. It is very shallow at the head although a sandy bottom.

Anchor in good holding on the north side in about 10m below a stream. There are char in the river at the head.

There is also an anchorage by the glacier in the right hand fork of the fjord (66 21.8N 34 52.4W). Anchor on the right hand side near the glacier, where it shallows.



Tugtilik, *Michael Jacques*

Page 269

Add

206A SERMILIGAP QINGERTIVA 66 03.3N 36 35.7W

Anchor before the main glacier on the south side in sand along close to the shore

Page 269



Sermiligap qingertiva, *Michael Jaques*

Add

207B PUIERATSE FJORD 66 44.8N 34 06.1W

An idyllic anchorage, stunning. As you approach keep to the middle or left hand side (west) as there appears to be a bar extending from the headland. Anchor about 100m from the shore in 10m with good sandy holding. The bergs ground to seaward. There is a nice walk around the scree.



Puieratse Fjord, *Michael Jacques*

Page 269

Add

208A POULSEN FJORD 66 48.4N 34 06.6W

Anchor on the right hand side by a rock wall just before the large glacier in 12m with good holding. There is a stream for water.



Poulsen Fjord, *Tim Blakemore*

Page 272

SCORESBYSUND

Add Note charted positions on electronic and paper charts are often displaced 0.5nm or more from GPS positions.

Page 272

ITTOQQORTOORMIIT (SCORESBY SUND SETTLEMENT)

Add Police are willing to acknowledge entry, with no formal requirements for vessels arriving from a Schengen member state. The police station is a green building at the bend in the road west of the tourist information building.

Page 274

222A HEKLA HAVN

Delete There is a cabin at the head which is used by hunters and hikers (by arrangement with Nanu Travel).

Add There is a cabin at the head which was used in the past by hunters and hikers but is now (2024) in a state of disrepair.

222B INLET ON N SIDE OF DANMARK Ø

Delete There is a spectacular anchorage at the head of the long inlet, which runs SE from Rensund.

Add There are spectacular anchorages at the head of, and along the length of, the long inlet, which runs SE from Rensund.

Add

222C FULGLEØ FØNFJORD 70° 25'N 27° 48'W

Pleasant anchorages to east or west of hammerhead, protection then from winds east or west. More information about depths, holding, protection etc and photographs would be appreciated by the editor.

Add

223A RØDEFJORD 70° 49'N 27° 53.8'W

On west side of the fjord anchor in a wide bay by some distinctive red sandstone cliffs. A fair weather anchorage which may be exposed to ice and onshore winds.

Add

223B RØDEØ ISLAND 70° 27'N 28° 04'W

A safe anchorage is reported to the south of Rødeø island. The narrow channel between the red sandstone island and Milne Land may become blocked with ice. More information about depths, holding, protection etc and photographs would be appreciated by the editor.

Page 275

HAREFJORD, TERNEVIGERNE

Add The anchor position indicated on the Sage map 21 is a useful guide.

Page 276

JYTTES HAVN, BJØRNEØER

Add

In 2023, Bob Shepton reported the following alternative anchorages:

- (1) 71° 3.9'N 25° 39.7'W Jettys Havn. An alternative anchorage on east side to those at far southern end
- (2) 71° 3.2'N 25° 28.1'W further east on north side of large bay enclosed by hills and islands. Musk Oxen (2023)
- (3) 71° 6.5'N 25° 19.2'W further east, anchorage in a well protected slot, Anchors fore and aft recommended.

227 SKILLEBUGT

Add Alternatively, anchor further in opposite the receding glacier and level with glacier stream by distinctive terminal moraine and before bumping the hidden silt bank. Suitable base for trek to Mirror Wall and dramatic climbs this side of Renland, but difficult landings on shore owing to silt bank.

THE NORTH WEST PASSAGE

Page 358

POND INLET

Anchorage

Add There is new breakwater and a harbour constructed off the beach at Pond Inlet. No details about the depth, navigation marks or facilities are available at the time of writing. A 'Google Earth' photo is attached.

Page 372

PASLEY BAY

Add Though the chart shows few soundings, the center of the south arm of Pasley Bay, carries 20m nearly to the south end, and very gradually and evenly slopes to the western shore with no rocks or obstructions. Anchorage can be found in 4-6m a hundred metres from shore about a mile south of Edwards Point.

The water is shallow (2-4m) several hundred metres from Edwards Point to the north and east, and it should be given reasonable berth when entering and leaving.

About 200m south of Edwards point inside Pasley Bay, there is a very steep-to section with 4m close to the shore.