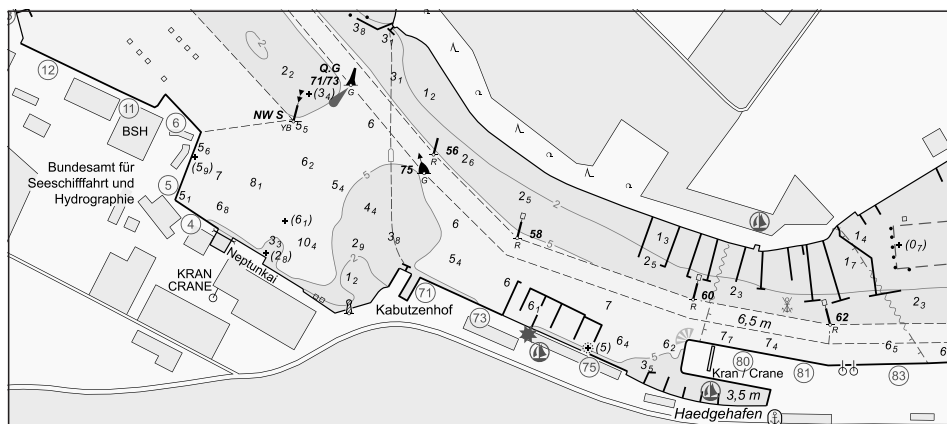


BUNDESAMT FÜR
SEESCHIFFFAHRT
UND
HYDROGRAPHIE

Nachrichten für Seefahrer *Notices to Mariners*

Amtliche Veröffentlichungen für die Seeschifffahrt
Official Maritime Publication

22. August 2025 · 156. Jahrgang
22 August 2025 · Volume 156



NfS 34/2025

Karten, Seehandbücher und Leuchtfeerverzeichnisse usw. bitte sofort berichtigen.

Geographische Länge bezogen auf den Nullmeridian.

Kurse und Peilungen rechtweisend in Graden von 000° bis 360°.

Sektorengrenzen der Feuer von See aus.

Tragweiten für 10 sm meteorologische Sichtweite; Sichtweiten für 5 m Augeshöhe.

Tiefenangaben und trockenfallende Höhen bezogen auf das Kartennull.

Andere Höhen bezogen auf kartenspezifische Höhenbezugsflächen.

Entfernungsangaben in metrischen Maßen sowie in Seemeilen (sm) und Kabellängen (kbl).

Zeichen und Abkürzungen in den deutschen Seekarten siehe Karte 1/INT 1.

Weitere Abkürzungen und Erklärungen sind in der „Jährlichen Beilage zu den Nachrichten für Seefahrer“ (NfS) sowie im „Handbuch für Brücke und Kartenhaus“ enthalten.

Übersetzungen

Die bereitgestellten englischen Übersetzungen sind ein Service für die internationale Schifffahrt. Rechtsverbindlich ist der deutsche Text.

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Charts, Sailing Directions and Lists of Lights etc. to be corrected immediately.

Geographic longitude referred to Greenwich meridian.

True courses and bearings in degrees from 000° to 360°.

Sector limits of lights from seaward.

Luminous ranges at 10 nautical miles meteorological visibility, at 5 m height of eye.

Depths and drying heights referred to Chart Datum.

Other heights referred to chart specific height datum.

Distances in metric units, nautical miles, and cable lengths.

For symbols and abbreviations used in the German nautical charts, please refer to Karte 1/INT 1.

Additional abbreviations and explanations are provided in the enclosure to the “Annual enclosure to the Notices to Mariners” (NfS) and in the “Handbuch für Brücke und Kartenhaus”.

Translations

The provided English translations are a service for the international shipping. The German text version prevails in any case.

Voluntary cooperation

Any information provided to supplement or correct nautical publications supports the safety of navigation. For such reports following link can be used:



<https://www.bsh.de/webcode/281936>

Oder adressiert an

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Neuerscheinungen des BSH/New BSH publications

Bücher/Books: –

Karten/Charts: –

Teil 1 – Berichtigungen zu den Karten/Part 1 – Corrections to charts**Nordsee/North Sea**

1220	1240	1330	1360	1610	1611
1230	1320	1350	1530		

Ostsee/Baltic Sea

2210	2250	2300	2400	2410	2500
2230					

Teil 2 – Berichtigungen zu den Seebüchern/Part 2 – Corrections to nautical publications

2011	VTS Guide Germany 2024
4001	Leuchfeuerverzeichnis, südwestliche Ostsee 2025

Teil 3 – Mitteilungen/Part 3 – Notifications

- DE. Ostsee. Westliche und südliche Ostsee. Internationale Militärübung „NORTHERN COAST 2025“/DE. *Baltic Sea. Western and southern Baltic Sea. International military exercise “NORTHERN COAST 2025”*
- DE. BMI. Bekanntmachungen. Gefährdungshinweis aufgrund von Drohungen des HOCC/DE. *BMI. Notifications. Danger warning due to threats from the HOCC*
- DE. BSH. Neues Intra-Nordsee-Ballastwasser Ersatzmaßnahmengebiet/DE. *BSH. New Intra-North Sea Ballast Water Contingency and Compliance Area*

Beilagen/Enclosures

- DE. BSH. Austauschseiten zum VTS Guide Germany 2024/DE. *BSH. Replacement pages to the VTS Guide Germany 2024*
- DE. BSH. Deckblätter zum Lfv./DE. *BSH. Corrections to the List of Lights*

Teil 1/Part 1**Berichtigungen zu den Karten/*Corrections to charts*****Nordsee/North Sea****★ 1220****Neuer Luechtergrund**

Letzte NfS:

31/25

Streiche

Delete
Fl(5)Y.20s
ODAS

53° 58,1' N 008° 36,1' E

(WSA Elbe-Nordsee 230/25) 34/25

★ 1230**Hohewegrinne**

Letzte NfS:

23/25

Ersetze

Replace
 11_8 durch 10_8
by

53° 48,99' N 008° 06,55' E

(WSA Weser-Jade-Nordsee, Survey LP28318/25) 34/25

★ 1240**Neue Weser. Wurster Fahrwasser**

Letzte NfS:

30/25

Trage ein

Insert
 5_5 und streiche 8_3 dicht NO-lich
and delete *close NE*

53° 44,46' N 008° 19,87' E

Ersetze

Replace
 11_8 durch 10_8
by

53° 48,99' N 008° 06,55' E

 7_3 durch 6_7
by

53° 44,83' N 008° 20,15' E

(WSA Weser-Jade-Nordsee, Survey LP28318, LP28381/25) 34/25

★ 1320

N-lich Rochelsand

Letzte NfS:
05/25

Verlege
Relocate



nach

to 54° 21,79' N 008° 34,62' E

nach

to 54° 21,00' N 008° 34,68' E

nach

to 54° 20,35' N 008° 34,54' E

(WSA Elbe-Nordsee 231/25) 34/25

★ 1330

W-lich Ordinger Priel

Letzte NfS:
05/25

Verlege
Relocate



nach

to 54° 21,79' N 008° 34,62' E

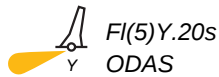
(WSA Elbe-Nordsee 231/25) 34/25

★ 1350

W-lich Tertiussand

Letzte NfS:
33/25

Trage ein
Insert



54° 08,00' N 008° 34,37' E

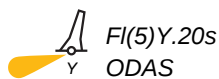
(WSA Elbe-Nordsee 229/25) 34/25

★ 1360

W-lich Tertiussand. Neuer Luechtergrund

Letzte NfS:
29/25

Trage ein
Insert



54° 08,00' N 008° 34,37' E

Streiche
Delete



53° 58,1' N 008° 36,1' E

(WSA Elbe-Nordsee 229, 230/25) 34/25

★ 1530

Fedderwarder Fahrwasser

Letzte NfS:
30/25

Ersetze
Replace

12₇ durch
by 11₇

53° 39,71' N 008° 23,46' E

(WSA Weser-Jade-Nordsee, Survey LP28328/25) 34/25

★ 1610

SW-lich Gelbsand

Letzte NfS:
32/25

Streiche
Delete



53° 58,1' N 008° 36,1' E
53° 56,7' N 008° 39,8' E

(WSA Elbe-Nordsee 230/25) 34/25

★ 1611

NO-lich Groden

Letzte NfS:
28/25

Trage ein
Insert



zwischen

between 53° 51,501' N 008° 43,881' E
53° 51,543' N 008° 43,936' E
53° 51,526' N 008° 43,973' E

Streiche
Delete



zwischen

between 53° 51,484' N 008° 43,917' E
53° 51,526' N 008° 43,973' E

(WSA Elbe-Nordsee 226/25) 34/25

Ostsee/Baltic Sea

★ 2210 Fehmarnbelt

Letzte NfS:
16/25

Trage ein
Insert



54° 35,71' N 011° 09,54' E

(WSA Ostsee 237/25) 34/25

★ 2230 W-lich Offentief

Letzte NfS:
21/25

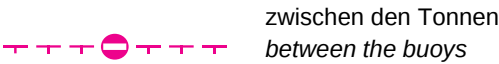
Trage ein
Insert



54° 02,98' N 011° 13,34' E
54° 02,95' N 011° 14,71' E
54° 02,41' N 011° 14,68' E
54° 02,44' N 011° 13,31' E



54° 02,97' N 011° 13,79' E
54° 02,96' N 011° 14,25' E
54° 02,68' N 011° 14,69' E
54° 02,42' N 011° 14,22' E
54° 02,43' N 011° 13,76' E
54° 02,71' N 011° 13,32' E



(WSA Ostsee 243/25) 34/25

★ 2250

Letzte NfS:
12/24

Trage ein
Insert

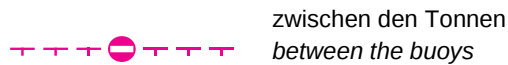
N-lich Boltenhagenbucht



54° 02,98' N 011° 13,34' E
54° 02,95' N 011° 14,71' E
54° 02,41' N 011° 14,68' E
54° 02,44' N 011° 13,31' E



54° 02,97' N 011° 13,79' E
54° 02,96' N 011° 14,25' E
54° 02,68' N 011° 14,69' E
54° 02,42' N 011° 14,22' E
54° 02,43' N 011° 13,76' E
54° 02,71' N 011° 13,32' E



zwischen den Tonnen
between the buoys

(WSA Ostsee 243/25) 34/25

2300

Letzte NfS:
26/25

Trage ein
Insert

O-lich Falster



54° 46,40' N 012° 22,31' E

(DK DMA 32/637/25) 34/25

★ 2400

Letzte NfS:
33/25

Streiche
Delete

Jasmund



Kollicker Ort
LFI.WR.6s30m10/7M

54° 33,7' N 013° 40,8' E

(WSA Ostsee 238/25) 34/25

★ 2410

Letzte NfS:
33/25

Streiche
Delete

Kollicker Ufer



Kollicker Ort und Sektoren
☆ LFI.WR.6s30m10/7M *and sectors*

54° 33,7' N 013° 40,8' E

(WSA Ostsee 238/25) 34/25

★ 2500

Jasmund

Letzte NfS:

32/25

Streiche

Delete

Kollicker Ort

LFI.WR.6s30m10/7M

54° 33,7' N 013° 40,8' E

(WSA Ostsee 238/25) 34/25

Beilagen/*Enclosures*

DE. BSH. Austauschseiten zum VTS Guide
Germany 2024

*DE. BSH. Replacement pages to the VTS
Guide Germany 2024*

(BSH N2/25) 34/25

DE. BSH. Deckblätter zum Lfv.

DE. BSH. Corrections to the List of Lights

(BSH N2/25) 34/25

Teil 2/Part 2**Berichtigungen zu den Seebüchern/*Corrections to nautical publications***

(Gültig bis zur nächsten Ausgabe)

*(Valid till next edition)***2011 VTS Guide Germany 2024****S. 23/24** Austauschseiten als Beilage des Heftes.

(BSH N2/25) 34/25

S. 69/70 Austauschseiten als Beilage des Heftes.

(BSH N2/25) 34/25

S. 77/78 Austauschseiten als Beilage des Heftes.

(BSH N2/25) 34/25

S. 79/80 Austauschseiten als Beilage des Heftes.

(BSH N2/25) 34/25

S. 85/86 Austauschseiten als Beilage des Heftes.

(BSH N2/25) 34/25

S. 89/90 Austauschseiten als Beilage des Heftes.

(BSH N2/25) 34/25

S. 93/94 Austauschseiten als Beilage des Heftes.

(BSH N2/25) 34/25

S. 99/100 Austauschseiten als Beilage des Heftes.

(BSH N2/25) 34/25

4001 Leuchfeuerverzeichnis, südwestliche Ostsee 2025

Berichtigung als Beilage des Heftes

(BSH N2/25) 34/25

Teil 3/Part 3 Mitteilungen/Notifications

★ **DE. Ostsee. Westliche und südliche Ostsee. Internationale Militärübung „NORTHERN COAST 2025“**

Die internationale Militärübung „NORTHERN COAST 2025“ (NOCO25) findet vom 29. August bis 12. September 2025 in der westlichen und südlichen Ostsee statt.

Die Übung wird in folgendem Gebiet durchgeführt:

- a) 53° 50' N 009° 00' E
- b) 56° 00' N 009° 00' E
- c) 56° 00' N 018° 00' E

Flugzeuge, Überwassereinheiten, U-Boote, Drohnen und Tauchereinheiten werden beteiligt sein. Militärschiffe manövrieren unregelmäßig und operieren möglicherweise ohne Navigationslichter oder AIS.

Schiffe, die sich in den Übungsgebieten befinden oder sich diesen nähern, können von Militäreinheiten kontaktiert werden (Fahrzeugtypen aller Art werden eingesetzt). Sofern sie nicht teilnehmen, werden sie gebeten, einen Sicherheitsabstand (mindestens 1 000 m) zu allen Marineschiffen einzuhalten und die angezeigten Signale zu beachten.

Telefonische Kontaktaufnahme beim Duty Commander der Deutschen Marine im Maritime Operation Centre unter +49 46 31 6 66 32 01.

★ **DE. Baltic Sea. Western and southern Baltic Sea. International military exercise “NORTHERN COAST 2025”**

The international military exercise “NORTHERN COAST 2025” (NOCO25) will take place from 29 August to 12 September 2025 in the western and southern Baltic Sea.

The exercise will be conducted in the following area:

- d) 53° 50' N 018° 00' E
- a) 53° 50' N 009° 00' E

Aircraft, surface units, submarines, drones, and diver units will be involved. Naval vessels will conduct irregular manoeuvres and may operate without navigation lights or AIS.

Vessels located within or approaching the exercise area may be contacted by military units (all types of craft will be employed). Non-participating vessels are requested to maintain a safe distance of at least 1 000 metres from all naval units and to observe any signals displayed.

Telephone contact with the Duty Commander of the German Navy at the Maritime Operation Centre at +49 46 31 6 66 32 01.

(WSA Ostsee 241/25) 34/25

★ **DE. BMI. Bekanntmachungen. Gefährdungshinweis aufgrund von Drohungen des HOCC**
Siehe auch NfS 26/24

I. Sachverhalt

Die Bedrohungslage für Schiffe, insbesondere im Golf von Aden, in der Meerenge Bab al-Mandab sowie im Roten Meer, hält weiter an.

Das mutmaßlich unter Kontrolle des Huthi-Regimes stehende sog. „*Humanitarian Operations Coordination Center*“ (HOCC) droht per E-Mail deutsche Reedereien und Schifffahrtsunternehmen mit Angriffen auf ihre Schiffe, sollten Geschäftsbeziehungen zu Israel unterhalten werden. Auf den in diesem Zusammenhang veröffentlichten Gefährdungshinweis vom 13. Juni 2024 wird hingewiesen.

★ **DE. BMI. Notifications. Danger warning due to threats from the HOCC**
See also NtM 26/24

I. The situation

The threat environment for ships persists, especially in the Gulf of Aden, the Bab al-Mandeb Strait and the Red Sea.

The Yemeni Humanitarian Operations Coordination Center (HOCC) is currently circulating emails threatening German shipping companies with attacks on their ships if they continue to maintain business relations with Israel. Please refer to the threat notice published on 13 June 2024 for more information.

II. Hinweise

Die fortlaufende sicherheitsbehördliche Gefährdungsbeurteilung stuft die Warnungen des HOCC als ernst zu nehmend ein. Demzufolge sind insbesondere Schiffe, die eine Durchquerung der vorgenannten Seegebiete (ohne militärisches Geleit) planen, vom Zielspektrum der Huthis umfasst und damit einer erhöhten Gefährdung ausgesetzt. Grundsätzlich können aber auch Angriffe der Huthis auf Schiffe über diese Seegebiete hinaus nicht ausgeschlossen werden, soweit auch entferntere Ziele mit Waffensystemen der Huthis erreicht werden können.

Es wird daher dringend empfohlen, die an den Jemen angrenzenden Seegebiete (südliche Rote Meer; Meerenge Bab Al-Mandab; Golf von Aden) mit erhöhter Wachsamkeit zu befahren; alternative Routenführungen sind zu prüfen. Sollte sich zu einer Fahrt durch die benannten Seegebiete entschieden werden, ist die Route so zu wählen, dass eine maximale Entfernung zu den jemenitischen Hoheitsgewässern gewahrt bleibt. Darüber hinaus wird empfohlen, von der Möglichkeit Gebrauch zu machen, sich bei den in der Region eingesetzten Marineverbänden anzumelden, den Funkverkehr auf das notwendigste zu reduzieren und von militärischem Geleit Gebrauch zu machen.

Informationen zur Kontaktaufnahme mit den Marineverbänden der Europäischen Union sowie weitere Informationen zur aktuellen Lage im Seegebiet, Vorsorgemaßnahmen, etc. finden Sie auf der Internetseite des (im Januar 2025 umbenannten) Maritime Security Centre Indian Ocean (www.msco.eu).

II. Instructions

The ongoing threat assessment by security authorities has concluded that the HOCC's warnings are to be taken seriously. Accordingly, ships planning to cross the waters listed above (without military escort) will be particular targets of the Houthis and therefore will face an elevated threat. It cannot be ruled out, however, that the Houthis could attack ships beyond these waters, provided that the Houthi weapons systems can reach more distant targets.

Vessels are urgently advised to remain highly vigilant when travelling in the waters bordering Yemen (southern Red Sea, Bab el-Mandeb Strait, Gulf of Aden). Vessels are also advised to look for alternative routes. Should a route through the aforementioned waters be chosen, vessels should maintain the maximum distance possible from Yemeni territorial waters. It is also advisable to make use of the possibility to register with the naval associations operating in the region, to limit radio communication to what is absolutely necessary and to make use of military escort.

The contact details of the European Union's naval associations as well as further information on the current situation in the region and on preventive measures can be found on the website of the Maritime Security Centre Indian Ocean (www.msco.eu; renamed in January 2025).

(BMI 08/08/25) 34/25

★ DE. BSH. Neues Intra-Nordsee-Ballastwasser Ersatzmaßnahmenggebiet

Nachdem das mit Rundschreiben der IMO ausgewiesene Intra-Nordsee-Ballastwasser Austauschgebiet (BWM.2/Circ.56) seit dem 8. September 2024 erloschen ist, haben die Nordseeanrainerstaaten ein Intra-Nordsee-Ballastwasser-Ersatzmaßnahmenggebiet mit neuen Koordinaten ausgewiesen.

Sofern bei der Aufnahme von Ballastwasser in einem deutschen Nordseehafen Probleme mit dem Ballastwasser-Behandlungssystem auftreten oder erwartet werden, sollte zum frühestmöglichen Zeitpunkt Kontakt mit

- 1) der zuständigen Hafenbehörde, sowie
- 2) mit dem BSH unter ballastwasser@bsh.de

aufgenommen werden.

An Wochenenden und Feiertagen wenden Sie sich bitte telefonisch an unser Serviceteam Deutsche Flagge unter +49 40 31 90 77 77.

★ DE. BSH. New Intra-North Sea Ballast Water Contingency and Compliance Area

Since the intra-North Sea ballast water exchange area designated by IMO circular (BWM.2/Circ.56) has expired on September 8, 2024, the North Sea States have designated an intra-North Sea Ballast Water Contingency and Compliance Area within new coordinates.

If problems with the ballast water management system occur or are expected during the uptake of ballast water in a German North Sea port, please contact, at the earliest point in time,

- 1) the competent port authority, and
- 2) the BSH at ballastwasser@bsh.de.

During weekends and bank holidays, please contact our service team Deutsche Flagge by phone: +49 40 31 90 77 77.

Nachdem mit den deutschen Behörden (BSH sowie der zuständigen Hafenbehörde) vereinbart wurde, dass das Schiff nach einer Umgehung des BWMS bei der Aufnahme von Ballastwasser ein Dekontaminationsverfahren innerhalb der Koordinaten des Gebiets für Ballastwasser-Ersatzmaßnahmen in der deutschen AWZ durchführen darf, muss dies innerhalb der kürzest möglichen Entfernung vom Aufnahmeort des Ballastwassers erfolgen, um das Risiko der Übertragung von Schadorganismen und Krankheitserregern zu minimieren.

Die „Vorläufige Anleitung zur Anwendung des Ballastwasser-Übereinkommens auf Schiffe, die in Gebieten mit herausfordernden Wasserqualitätsbedingungen eingesetzt sind“ (VkBl. 2025 S. 97) beschreibt, wie die Dekontaminationsprozedur durchzuführen ist:

[https://www.wcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/MEPCDocuments/MEPC.387\(81\).pdf](https://www.wcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/MEPCDocuments/MEPC.387(81).pdf).

Die Absätze 2 bis 9 der OSPAR-Entscheidung

<https://www.deutsche-flagge.de/de/redaktion/dokumente/dokumente-bsh/2025-07-07-ospar-annex10-intra-north-sea-bw-contingency-area.pdf>

führen weitere Voraussetzungen und Bedingungen für die Nutzung des Intra-Nordsee-Ballastwasser-Ersatzmaßnahmengebiets auf.

Bitte beachten Sie, dass das Intra-Nordsee-Ballastwasser-Ersatzmaßnahmengebiet über die kommenden Jahre, aufgrund von aufwachsenden Offshore-Strukturen, kleiner werden wird. Die Nutzung des ausgewiesenen Gebiets wird ab dem 26. Juni 2030 nicht mehr möglich sein.

Once it has been agreed with the German authorities (BSH as well as the competent port authority) that the ship may carry out a decontamination procedure within the coordinates of Intra North Sea Ballast Water Contingency and Compliance Area in the German EEZ after bypassing the BWMS during the uptake of ballast water, this needs to take place within the shortest possible distance from the ballast water uptake location in order to minimize the risk of transferring harmful aquatic organisms and pathogens.

The “Interim Guidance on the Application of the BWM Convention to Ships Operating in Challenging Water Quality Conditions” (VkBl. 2025 p. 97) describes how to carry out such decontamination procedure:

[https://www.wcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/MEPCDocuments/MEPC.387\(81\).pdf](https://www.wcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/MEPCDocuments/MEPC.387(81).pdf).

Paragraphs 2 to 9 of the OSPAR decision

<https://www.deutsche-flagge.de/de/redaktion/dokumente/dokumente-bsh/2025-07-07-ospar-annex10-intra-north-sea-bw-contingency-area.pdf>

list further prerequisites and conditions for using the intra-North Sea Ballast Water Contingency and Compliance Area.

Please note that the Intra-North Sea Ballast Water Contingency and Compliance Area will become smaller over the coming years due to the continued expansion of offshore structures. Making use of the designated area will no longer be possible from 26 June 2030.

(BSH S15 06/08/25) 34/25

AUSTAUSCHSEITEN zum VTS Guide Germany 2024 (Nr. 2011)

Einordnungsanweisung

Herauszunehmende Blätter	Anzahl	Einzuordnende Blätter	Anzahl
		Einordnungsanweisung	1 (nach dem Innentitel)
Seite		Seite	
23/24	1	23/24	1
69/70	1	69/70	1
77–80	2	77–80	2
85/86	1	85/86	1
89/90	1	89/90	1
93/94	1	93/94	1
99/100	1	99/100	1
Insgesamt herauszunehmen:	8	Insgesamt einzuordnen:	9

S e r v i c e s

Information Service

situation broadcast

times

every h + 10 min

frequencies

see diagram

languages

English and German

content

information relevant to the safe passage through the VTS area

general fairway and traffic situation (e. g. weather conditions, casualties, dredging operations, pilot information)

Navigational Assistance Service

times

on request or if instructed

frequencies

see diagram

languages

German

English on request

content

information, warnings and advice to single vessels or to the shipping in general to avoid dangers and to prevent accidents and / or threat to the environment

regular information about position and surrounding traffic

rules and regulations

service is available

when visibility is less than 2,000 m

when pilot vessel is in a sheltered position

when light-buoys are withdrawn due to ice

when required by traffic situation or when requested by a vessel

when requesting, give A (name, call sign) and D (position) for identification

Traffic Regulation Service

by instruction

regulatory measures to prevent accidents and / or threat to the environment

traffic management

Maritime Assistance Service

in the event of an incident involving a ship

receive the reports, consultations and notifications

if a report discloses an incident that may give rise to a situation where the ship is in need of assistance

monitor the ship's situation

serve as the point of contact

between the master and the coastal State if the ship's situation requires exchanges of information between the ship and the coastal State other than a distress situation that could lead to a search and rescue operation

between those involved in a marine salvage operation undertaken by private facilities at the request of the company and the coastal State if the coastal State considers that it should monitor the conduct of the operation

Pilotage

Pilot District
Wilhelmshaven

Pilot Service

pilotage compulsory

tankers carrying gas / chemicals / petroleum / petroleum products in bulk, or unloaded tankers, if not cleaned, degassed or completely inerted after having carried petroleum / petroleum products or chemicals with a flashpoint below 35 °C
other vessels of 90 m in length or 13 m in beam or 8 m in draught or more

Contact Details

Call Weser Jade Pilot
Frequency VHF Channel 06
Telephone +49 (0) 4 71 94 42 42
E-mail dispo@weserjadepilot.de
Internet www.weserjadepilot.de

Pilot request

Status	Who	When/Where	to whom	What
Arrival	pilotage compulsory vessels	at least 12 hrs before arrival at boarding place	Wilhelmshaven Pilot Station	- vessel's name, call sign, length, beam and gross tonnage (GT) - actual draught on arrival / departure (in decimetres) - pilot boarding position - ETA/ETD at / from pilot boarding position - destination of pilotage required - indication whether transfer by pilot vessel or by helicopter - port of destination - port of departure - freeboard and distance from pilot door to the waterline
Departure	pilotage compulsory vessels	- at least 3 hrs before departure - departures between 1900–0800 request pilot before 1700		

Pilot boards

Boarding place
near light-buoy "3 / Jade 2"

Services

Information Service

situation broadcast

times

every h+15 min and h+45 for canal area Brunsbüttel to Breiholz

every h+20 min and h+50 for canal area Breiholz to Kiel-Holtenau

frequencies

VHF channels 02 for canal area Brunsbüttel to Breiholz

VHF channels 03 for canal area Breiholz to Kiel-Holtenau

languages

German

English on request

content

information relevant to the safe passage through the VTS area

general fairway and traffic situation (e. g. weather conditions, casualties, dredging operations, pilot information)

Navigational Assistance Service

times

if instructed by the VTS Centre Brunsbüttel

if visibility is less than 2,000 m

if light-buoys are withdrawn due to ice

if required by traffic situation

if requested by a vessel

frequencies

see diagram

languages

German

English on request

content

information, warnings and advice to single vessels or to the shipping in general to avoid dangers and to prevent accidents and / or threat to the environment

regular information about position and surrounding traffic for Brunsbüttel locks approach, anchorages and outer harbours

rules and regulations

when requesting, give A (name, call sign) and D (position) for identification

Traffic Regulation Service

by instruction

regulatory measures to prevent accidents and / or threat to the environment

traffic management

Maritime Assistance Service

in the event of an incident involving a ship

receive the reports, consultations and notifications

if a report discloses an incident that may give rise to a situation where the ship is in need of assistance

monitor the ship's situation

serve as the point of contact

between the master and the coastal State if the ship's situation requires exchanges of information between the ship and the coastal State other than a distress situation that could lead to a search and rescue operation

between those involved in a marine salvage operation undertaken by private facilities at the request of the company and the coastal State if the coastal State considers that it should monitor the conduct of the operation

Pilotage**Pilot District**

Kiel Canal and approaches

Pilot Service

pilotage compulsory

tankers carrying gas / chemicals / petroleum / petroleum products in bulk, or unloaded tankers, if not cleaned, degassed or completely inerted after carrying petroleum / petroleum products or chemicals with a flashpoint below 35 °C;

other vessels and composite units in traffic group 2 or upwards (over 45 m in length, 9.5 m in beam, 3.1 m in draught or 55 m in length, 8.5 m in beam, 3.1 m in draught)

tows over 65 m in length, 10 m in beam, 3.1 m in draught

Contact Details**Brunsbüttel Pilot Station**

Call	Kiel Canal Pilot
Frequency	VHF channel 09
Telephone	+49 (0) 48 52 80 80 (approaching from river Elbe) 80 88 (Kiel Canal between km 1.2 and 55)
Fax	+49 (0) 48 52 86 03
E-mail	dispo@pilot-nok.de
Internet	www.pilot-nok.com

Brunsbüttel Pilot vessel

Call	Kiel Canal Pilot
Frequency	VHF channel 09, 13

Rüsterbergen Pilot Station

Call	Breiholz Pilot
Frequency	VHF channel 73
Telephone	+49 (0) 43 31 84 56
Fax	+49 (0) 43 31 84 57 60
E-mail	breiholzpilot@kielpilot.de
Internet	www.kielpilot.com

Rüsterbergen Pilot vessel

Internet	www.kielpilot.com
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Kiel-Holtenau Pilot Station (Kiel Lighthouse)

see page 76

Kiel-Holtenau Pilot Station

see page 76

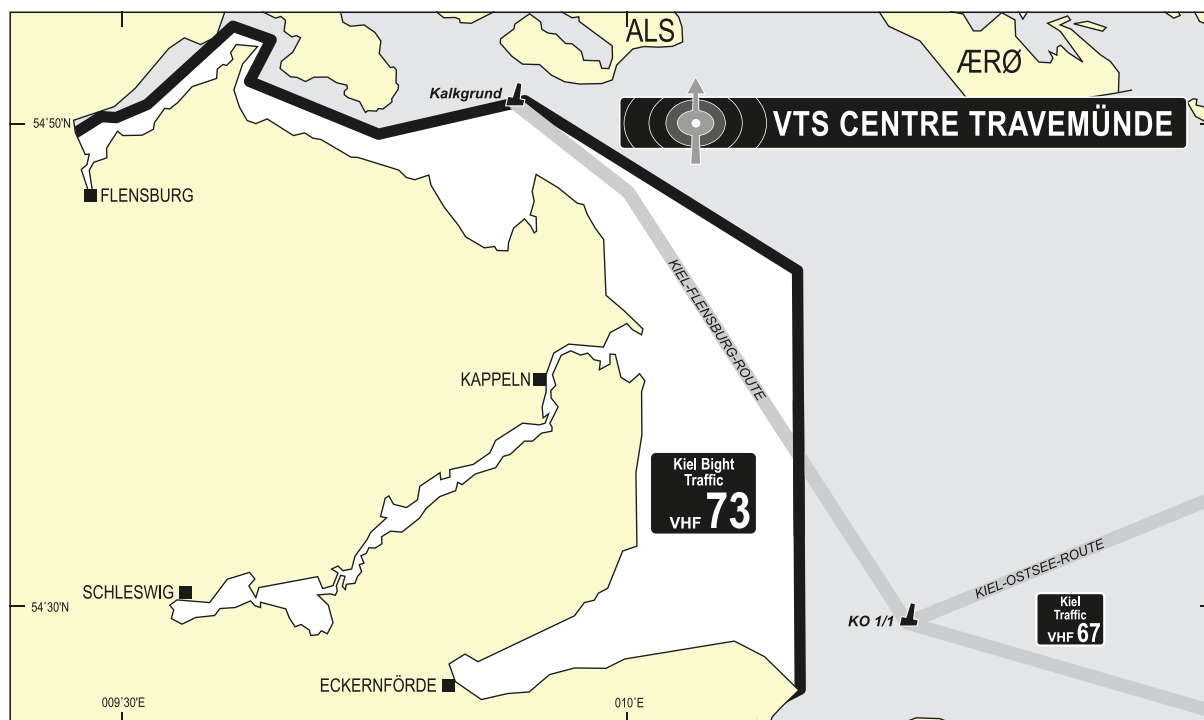
via VTS Centre Kiel Canal

C 9.2 Kiel Bight Traffic

Vessel Traffic Service

Area

see diagram



Station

VTS Centre Travemünde

Contact Details

Call	Kiel Bight Traffic
Frequency	see diagram
Telephone	+49 (0) 45 02 8 47 50
Fax	+49 (0) 45 02 8 47 55 28
E-mail	vkz-travemuende@wsv.bund.de
Internet	www.wsa-ostsee.wsv.de

Continuous listening watch

when entering on VHF working channel and VHF channel 16

Reports

no verbal reports required
reporting data will be collected by using AIS data

Services

Traffic Regulation Service

by instruction

regulatory measures to prevent accidents and / or threat to the environment

traffic management

Maritime Assistance Service

in the event of an incident involving a ship

receive the reports, consultations and notifications

if a report discloses an incident that may give rise to a situation where the ship is in need of assistance

monitor the ship's situation

serve as the point of contact

between the master and the coastal State if the ship's situation requires exchanges of information between the ship and the coastal State other than a distress situation that could lead to a search and rescue operation

between those involved in a marine salvage operation undertaken by private facilities at the request of the company and the coastal State if the coastal State considers that it should monitor the conduct of the operation

Pilotage

Pilot District

Flensburger Förde

Pilot Service

pilotage compulsory

tankers carrying gas / chemicals / petroleum / petroleum products in bulk, or unloaded tankers, if not cleaned, degassed or completely inerted after having carried petroleum / petroleum products or chemicals with a flashpoint below 35 °C

other vessels and composite units of 90 m in length or 13 m in beam or 6 m in draught or more

Contact Details

Pilot Station Flensburg

Call	Flensburg Pilot
Frequency	VHF channel 14
Telephone	+49 (0) 4 31 36 28 58
Fax	+49 (0) 4 31 36 10 49
E-mail	eta@kielpilot.de
Internet	www.kielpilot.com

Kiel-Holtenau Pilot Station

Call	Holtenau Pilot
Frequency	VHF channel 12
Telephone	+49 (0) 4 31 36 28 58
Fax	+49 (0) 4 31 36 10 49
E-mail	info@kielpilot.de
Internet	www.kielpilot.com

Pilot request

Status	Who	When/Where	to whom	What
Arrival	pilotage compulsory ves- sels	- from sea at least 12 hrs in advance - confirm ETA 5 hrs be- fore arrival at boarding place	Flensburg Pilot Station	- vessel's name, length, beam and gross ton- nage (GT) - pilot boarding position - ETA / ETD at / from pilot boarding position
Departure	pilotage compulsory ves- sels	at least 5 hrs before depar- ture	Flensburg Pilot Station	- destination of pilotage required - actual draught on arrival / departure (in decimetres) - whether the vessel is exempt from pilotage compulsory

Pilot boards

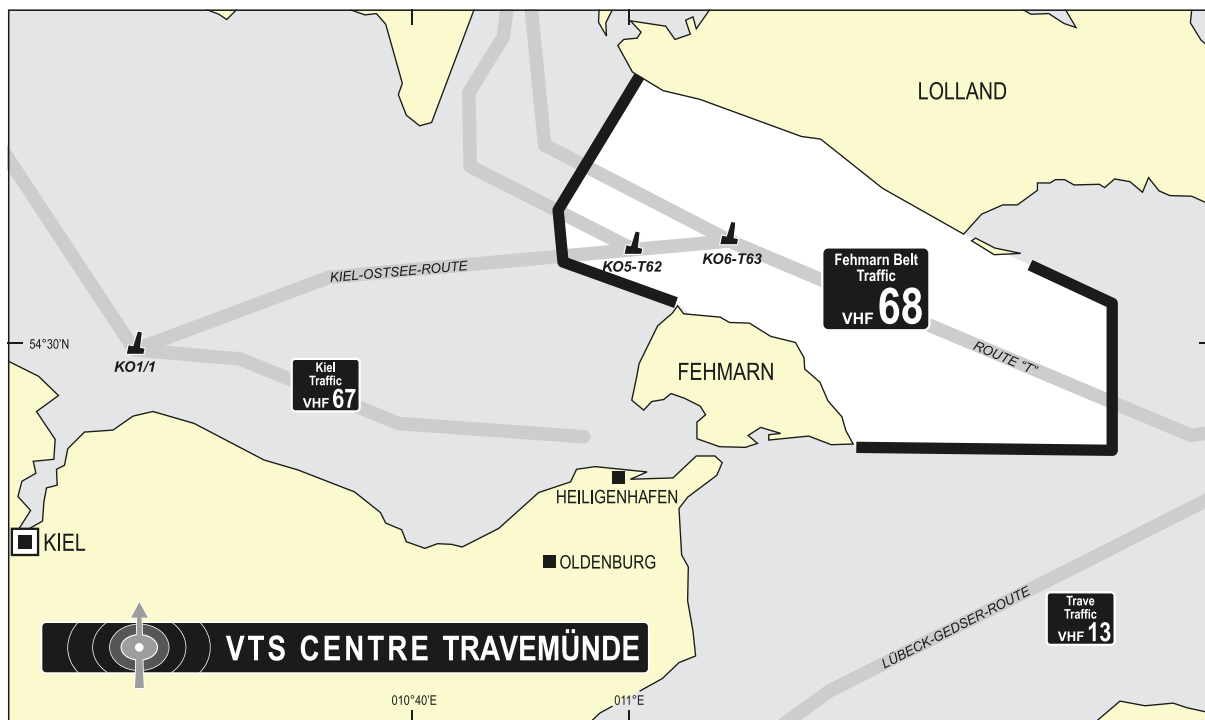
Boarding place
NW of Neukirchengrund 54° 49.4' N 009° 44.7' E

C 9.3 Fehmarn Belt Traffic

Vessel Traffic Service

Area

see diagram



Station

VTS Centre Travemünde

Contact Details

Call Fehmarn Belt Traffic
 Frequency see diagram
 Telephone +49 (0) 45 02 8 47 55 14
 Fax +49 (0) 45 02 8 47 55 28
 E-mail contact@vtsfehmarbelt.org
 Internet www.wsa-ostsee.wsv.de

Continuous listening watch

when entering on VHF working channel and VHF channel 16

Reports

Status	Who	When/Where	to whom	What
Sailing Plan 👁️	all vessels strongly advised	when entering the VTS area	Fehmarn Belt Traffic	- vessel's name and call sign - vessel's draught - port of destination and planned route - any other safety related information deemed necessary

Pilotage**Pilot District**

Trave and Lübeck

Pilot Service

pilotage compulsory

tankers carrying gas / chemicals / petroleum / petroleum products in bulk, or unloaded tankers, if not cleaned, degassed or completely inerted after having carried petroleum / petroleum products or chemicals with a flashpoint below 35 °C
other vessels of 60 m in length or 10 m in beam or more

Contact Details**Lübeck-Travemünde Pilot Station**

Call Lübeck Pilot
Frequency VHF channel 14
Telephone +49 (0) 45 02 7 11 17
1 71 4 06 71 68
Fax +49 (0) 45 02 75 35 17
E-mail info@luebeckpilot.de
Internet www.kielpilot.com

Pilot Vessel

Call Lübeck Pilot
Frequency VHF channel 14

Pilot request

Status	Who	When/Where	to whom	What
Arrival	pilotage compulsory vessels	- at least 12 hrs (confirmation exactly 2 hrs, if possible) before arrival at light-buoy "Trave" - confirm ETA 2.5 hrs before arrival at light-buoy "Trave" - when passing light-buoy "1" of Lübeck-Gedser-Route	Lübeck-Travemünde Pilot Station	- vessel's name - beam - gross tonnage (GT) - destination of pilotage required - whether vessel is exempt from taking a pilot
Departure	pilotage compulsory vessels	- at least 2 hrs before departure - departures between 1900–0800 request pilot before 1700	Lübeck-Travemünde Pilot Station	

Pilot boards

Boarding place

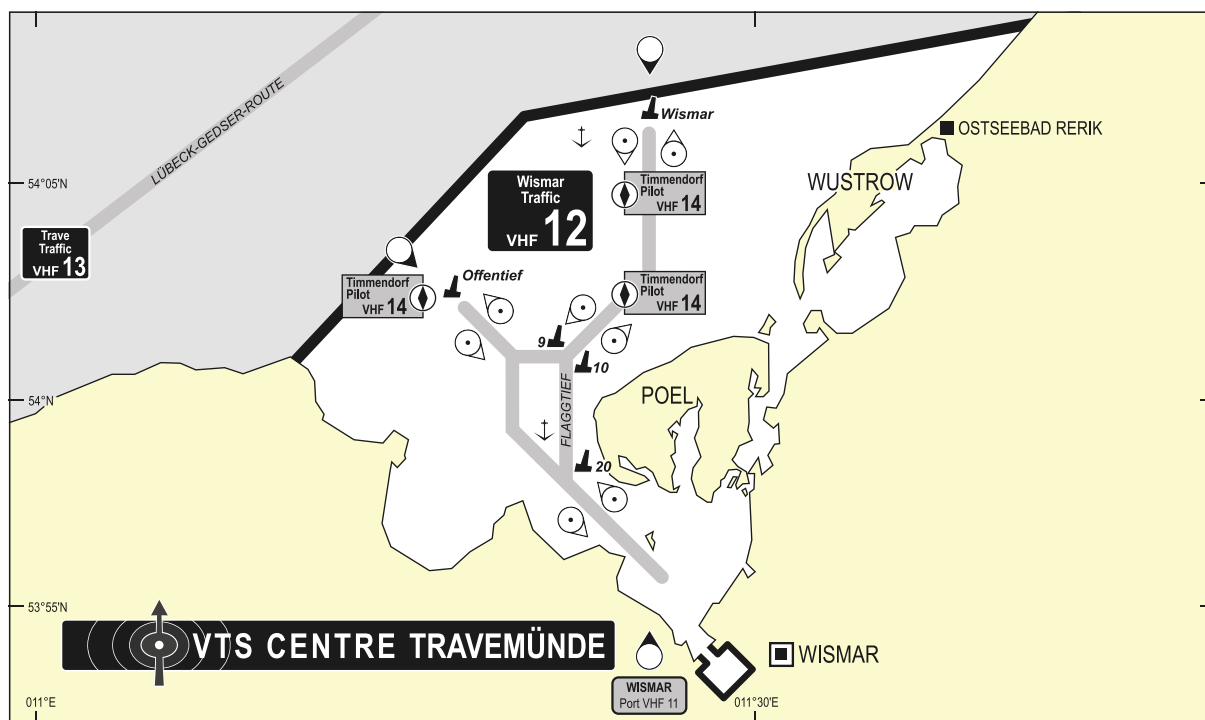
near light-buoy "Trave" off Travemünde

C 9.5 Wismar Traffic

Vessel Traffic Service

Area

see diagram



Station

VTS Centre Travemünde

Contact Details

Call	Wismar Traffic
Frequency	see diagram
Telephone	+49 (0) 45 02 8 47 50
Fax	+49 (0) 45 02 8 47 55 28
E-mail	vkz-travemuende@wsv.bund.de
Internet	www.wsa-ostsee.wsv.de

Continuous listening watch

when entering on VHF working channel and VHF channel 16

Pilotage**Pilot District**

Wismar and approach

Pilot Service

pilotage compulsory

tankers carrying gas / chemicals / petroleum / petroleum products in bulk, or unloaded tankers, if not cleaned, degassed or completely inerted after having carried petroleum / petroleum products or chemicals with a flashpoint below 35 °C

other vessels of 90 m in length or 13 m in beam or more or with a draught of 5 m or more

Contact Details**Timmendorf Pilot Station**

Call Timmendorf Pilot
 Frequency VHF channel 14, 16
 Telephone +49 (0) 3 81 2 06 03 50
 Fax +49 (0) 3 81 2 06 03 51
 E-mail station@wismarpilot.de
 Internet www.wismar-rostock-stralsund-pilots.de

Pilot Vessel

Call Timmendorf Pilot
 Frequency VHF channel 14

Pilot request

Status	Who	When/Where	to whom	What
Arrival	pilotage compulsory vessels	at least 4 hrs before arrival at boarding position	Timmendorf Pilot Station	– vessel's name, call sign – length, beam and gross tonnage (GT) – ETA at pilot boarding position – destination of pilotage required – actual draught – speed – agency
Departure	pilotage compulsory vessels	• at least 3 hrs before departure – departures between 1900–0700 request pilot before 1700	Timmendorf Pilot Station	

Pilot boards**Boarding place**

near light-buoy "Wismar" (vessels exceeding 90 m in length or 5.2 m in draught)

54° 05.0' N 011° 26.7' E

near light-buoy "7" (vessels not exceeding above dimensions)

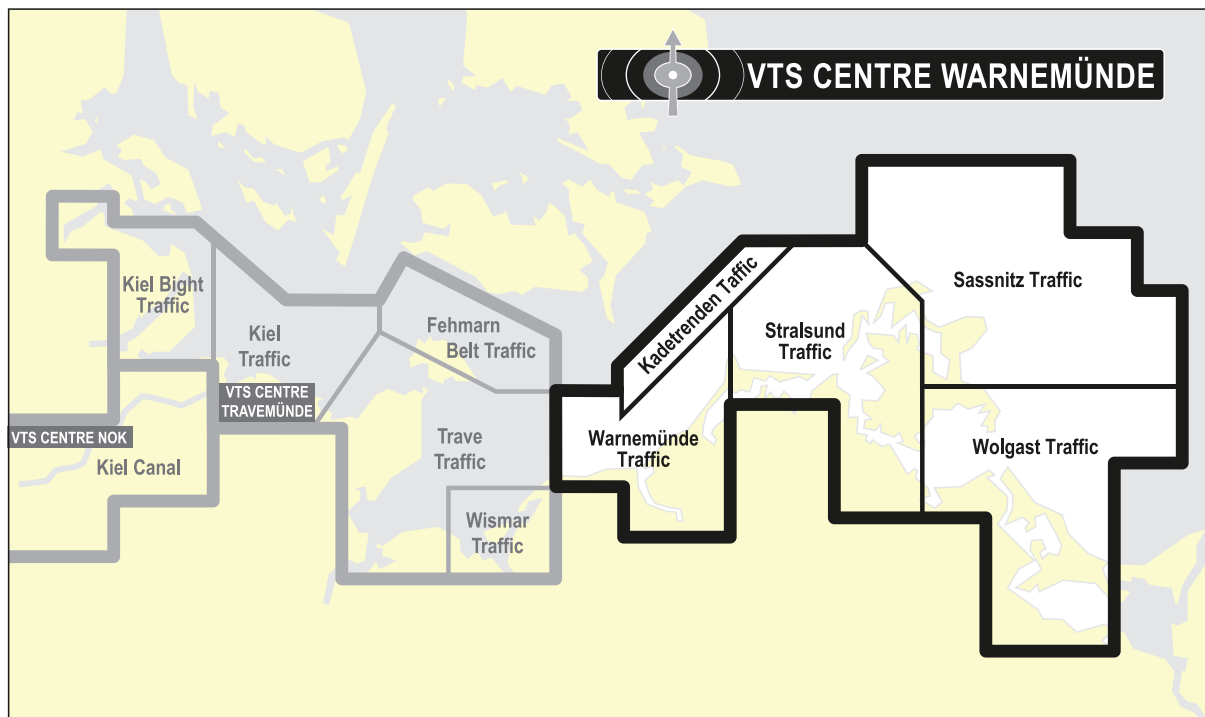
54° 02.6' N 011° 25.2' E

NW of light-buoy "Offentief"

54° 02.5' N 011° 17.9' E

C 10 VTS Centre Warnemünde

Overview Chart



S e r v i c e s

Information Service

situation broadcast

times

every h + 15 min

single reports if the VTS considers it necessary or on request

frequencies

see diagram

languages

English and German

content

information relevant to the safe passage through the VTS area

general fairway and traffic situation (e. g. weather conditions, casualties, dredging operations, pilot information)

Navigational Assistance Service

not provided in the VTS area

Traffic Regulation Service

by instruction

regulatory measures to prevent accidents and / or threat to the environment

traffic management

Maritime Assistance Service

in the event of an incident involving a ship

receive the reports, consultations and notifications

if a report discloses an incident that may give rise to a situation where the ship is in need of assistance

monitor the ship's situation

serve as the point of contact

between the master and the coastal State if the ship's situation requires exchanges of information between the ship and the coastal State other than a distress situation that could lead to a search and rescue operation

between those involved in a marine salvage operation undertaken by private facilities at the request of the company and the coastal State if the coastal State considers that it should monitor the conduct of the operation

Pilotage

Pilot District

Rostock Warnemünde and River Warnow

Pilot Service

pilotage compulsory

tankers carrying gas / chemicals / petroleum / petroleum products in bulk, or unloaded tankers, if not cleaned, degassed or completely inerted after having carried petroleum / petroleum products or chemicals with a flashpoint below 35 °C

other vessels

from Rostock Approach to the berth No 60 Warnowpier

of 100 m in length or 15 m in beam or 7.5 m in draught or more

from berth No 60 Warnowpier to light-buoy "59/M2"

of 80 m in length or 11 m in beam or 6 m in draught or more

from light-buoy "59/M2" upriver to Stadthafen Rostock

of 60 m in length or 10 m in beam or 4.5 m in draught or more

Contact Details

Warnemünde Pilot Station

Call Warnemünde Pilot
 Frequency VHF channel 14, 16
 Telephone +49 (0) 3 81 2 06 03 50
 Fax +49 (0) 3 81 2 06 03 51
 E-mail station@rostockpilot.de
 Internet www.wismar-rostock-stralsund-pilots.de

Pilot Vessel

Call Warnemünde Pilot
 Frequency VHF channel 14

Pilot request

Status	Who	When/Where	to whom	What
Arrival	pilotage compulsory vessels	at least 3 hrs before arrival at boarding position	Warnemünde Pilot Station	– vessel's name, call sign – length, beam and gross tonnage (GT) – ETA at pilot boarding position – destination of pilotage required – actual draught – speed – agency
Departure	pilotage compulsory vessels	• at least 3 hrs before departure – departures between 1900–0700 request pilot before 1700	Warnemünde Pilot Station	

Pilot boards

Boarding place inbound

NW of light-buoy "1" (vessels over 11.58 m draught)

54° 17' N 012° 00' E

W of light-buoy "5" (vessels over 6.5 m draught)

54° 14.5' N 012° 02.3' E

near light-buoy "11" (vessels of 6.5 m draught or less)

54° 12.5' N 012° 04.0' E

Boarding place outbound

E of light-buoy "12" (vessels of 9.45 m draught or less)

N of light-buoy "8" (vessels of 10.66 m draught or less)

54° 14.4' N 012° 04.0' E

N of light-buoy "2" (vessels over 10.66 m draught)

54° 17.2' N 012° 02.5' E

S e r v i c e s

Information Service

situation broadcast

times

every h + 35 min

single reports if the VTS considers it necessary or on request

frequencies

see diagram

languages

English and German

content

information relevant to the safe passage through the VTS area

general fairway and traffic situation (e. g. weather conditions, casualties, dredging operations, pilot information)

Navigational Assistance Service

not provided in the VTS area

Traffic Regulation Service

by instruction

regulatory measures to prevent accidents and / or threat to the environment

traffic management

Maritime Assistance Service

in the event of an incident involving a ship

receive the reports, consultations and notifications

if a report discloses an incident that may give rise to a situation where the ship is in need of assistance

monitor the ship's situation

serve as the point of contact

between the master and the coastal State if the ship's situation requires exchanges of information between the ship and the coastal State other than a distress situation that could lead to a search and rescue operation

between those involved in a marine salvage operation undertaken by private facilities at the request of the company and the coastal State if the coastal State considers that it should monitor the conduct of the operation

Pilotage

Pilot District

Stralsund N and E approach
waters around Rügen and Usedom up to the Polish border

Pilot Service

pilotage compulsory

tankers carrying gas / chemicals / petroleum / petroleum products in bulk, or unloaded tankers, if not cleaned, degassed or completely inerted after having carried petroleum / petroleum products or chemicals with a flashpoint below 35 °C

other vessels

from Stralsund Approach to the port of Stralsund and on the fairways between ports on the Bodden waters and the Peenestrom via the Osttief and the Landtief fairway

from Sassnitz Approach to Stadthafen Sassnitz

of 85 m in length or 13 m in beam or 5 m in draft or more

from Sassnitz Approach to Fährhafen Sassnitz

of 135 m in length or 22 m in beam or 9 m in draft or more

remaining routes

vessels of 60 m in length or more or 10 m in beam or more or 3.3 m in draught or more

Contact Details

Stralsund Pilot Station

Call Stralsund Pilot
Frequency VHF channel 14, 16
Telephone +49 (0) 3 81 2 06 03 50
Fax +49 (0) 3 81 2 06 03 51
E-mail station@stralsundpilot.de
Internet www.wismar-rostock-stralsund-pilots.de

Pilot Vessel

Call Stralsund Pilot
Frequency VHF channel 14

Pilot request

Status	Who	When/Where	to whom	What
Arrival	pilotage compulsory vessels	at least 6 hrs before arrival at boarding position	Stralsund Pilot Station	– vessel's name, call sign – length, beam and gross tonnage (GT) – ETA at pilot boarding position – destination of pilotage required – actual draught – speed – agency
Departure	pilotage compulsory vessels	• at least 4 hrs before departure (from Stralsund 3 hrs only) – departures between 1900–0700 request pilot before 1700	Stralsund Pilot Station	

Pilot boards

Boarding place

N-Approach

near light-buoy "1"

54° 34.4' N 013° 03.5' E

E-Approach and for Sassnitz and Wolgast

near light-buoy "Landtief B"

54° 17.8' N 013° 46.6' E

near light-buoy "Osttief 2"

54° 12.0' N 013° 52.2' E

near of 54° 27.0' N 013° 42.5' E

4001 Lfv. südwestliche Ostsee 2025**218940**
C 2596**Kollicker Ort**

Streiche alle Angaben

(WSA Ostsee 238/25) 2025-34