



Virgin Islands Shipping Registry

Ritter House, PO Box 4751, Road Town, Tortola, British Virgin Islands, VG1110

Tel: +1 284 393 0000 Website: www.bvimaritime.vg

General Email: vishipping@bvimaritime.vg

NAVIGATION WARNING

GORDA SOUND ENTRANCE

NOTICE TO MARINERS No. 06-2023 (P)

OWNERS, MANAGERS, OPERATORS, SKIPPERS AND MASTERS OF ALL VESSELS ENTERING AND OPERATING WITHIN 'GORDA SOUND (NORTH SOUND)'

This is a Preliminary notice informing Mariners of updates to USA Sailing Directions Pub 147 and British Admiralty Sailing Direction NP 70 / 71.

Mariners are required to take note that the proposed Gorda Sound entry restriction will be added into relevant affected sections of the Sailing Directions, as follows:

“The maximum charted depth in the middle of the buoyed channel is 10.3 meters; rapidly decreasing to 6 meters either side of the 10-meter contour lines;

the channel width in between the 10-meter contours is approximately 30 meters in the west<>east direction.

The land masses of Prickly Pear Island and Mosquito Island do not provide shelter from wind and seas for vessels entering the buoyed channel.

Larger vessels are required to exercise caution before committing to enter the channel, as the windage surface could create a ‘crabbing’ effect (going sideways; making a lot of leeway), causing the vessel (or its bow or stern) to breach the 10-meter contour into shallower waters. Due to limitations posed by the type of propulsion system fitted, the vessel may lose steerageway earlier than anticipated, accentuating the situation.

Vessels entering the Gorda Sound are limited to no more than 35,000 Gross Tons; having a maximum beam width of 25 meters and a draft of less than 7 meters.

Vessels exceeding these size and draft limitations will require special permission based on prevalent factors of weather and traffic conditions.”

Prior to entering the channel vessels must test controls; try out the main engines and thrusters. Thrusters if fitted must be kept ‘on’ ready for use during the channel transit. Generated power should be available to its maximum safe loading capacity.





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Ritter House, PO Box 4751, Road Town, Tortola, British Virgin Islands, VG1110

Tel: +1 284 468 2902/2903 • Fax: +1 284 468 2913 • Duty Officer: +1 284 468 9646

Website: www.vishipping.gov.vg • General Email: vishipping@bvimaritime.vg

It must be anticipated that manoeuvrability of the vessel would be affected due to sudden narrowing of channel and limitations of propulsion system fitted. A ship fitted with azimuth drives would manoeuvre differently from a standard propeller and rudder configuration.

Increase in vessel's draft due to trim, heel and extended propulsion machinery should be allowed for.

This notice has been issued in accordance with section 163 of the Merchant Shipping Act, 2001

Mr. John Samuel
Director of Shipping
Virgin Islands Shipping Registry
Ritter House
Wickham's Cay II, Tortola
British Virgin Islands VG 1110

