

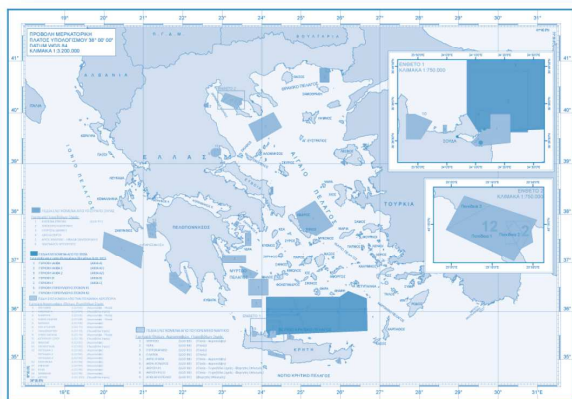


HELLENIC NAVY
HYDROGRAPHIC SERVICE

ANNUAL NOTICES TO MARINERS

VALID FROM
1st JANUARY 2021

Notices 1 up to 14



ANNUAL NOTICES TO MARINERS

VALID FROM 1ST JANUARY 2021



Notices 1 up to 14

HELLENIC NAVY HYDROGRAPHIC SERVICE

Responsibility for the publication of this issue is under taken by the Safety of Navigation Division, Hellenic Navy Hydrographic Service.

Annual notices to mariners provide important information, of permanent nature, about the Hellenic seas and the main routes of navigation in the Mediterranean Sea. The edition is annual due to the importance of the information it contains.

Changes, corrections and inputs that have been done on the text of the Annual Notices to Mariners are marked with a black perpendicular line on the left margin of every page.

Mariners are requested to report to Hellenic Navy Hydrographic Service upon discovering any navigational hazard or as certain differences between the real situation and the elements provided on the nautical charts and publications. Contact details are as follows:

Post: Hellenic Navy Hydrographic Service,
Safety of Navigation Division,
TGN 1040 ATHENS

Phone: (+30) 210 655 1772
(+30) 210 655 1771
(+30) 210 655 1806

FAX (+30) 210 655 7139
(+30) 210 655 1781

e-mail: navtex_hnhs@navy.mil.gr
info_hnhs@navy.mil.gr

You can also report to the nearest Port Authority.

In the event of unlit or malfunctioning lights (Lighthouses, lights, lightbuoys) mariners should report as soon as possible to the Hellenic Navy Lighthouse Service at:

Post: Hellenic Navy Lighthouse Service,
185 10 Piraeus

Phone: (+30) 210 458 1508

Fax: (+30) 210 458 1410

e-mail: yf_epix@navy.mil.gr

The monthly Notices to Mariners issue and its traces, the Navwarn catalogue in force and the international and national NAVTEX broadcasts are available on the website of HNHS: www.hnhs.gr

INDEX

Notice No.	Subject	Page
1	Information broadcast for Mariners (Notices to Mariners - Navwarns).	5
2	Information related to submarines.	14
3	Information dispensation.	17
4	Firing and exercise ranges ruled by Hellenic Navy, Hellenic Air force, Hellenic Army and General Headquarters of National Defense.	18
5	Navigational Restrictions.	33
6	Supply ways of N.Charts - N.Publications - Notices (Annual, monthly) from HNHS.	42
7	Official Nautical Publications.	43
8	Lights superscription (lighthouses, lights and lightbuoys) on navigational instructions (Pilot books).	44
9	Information related to mine - sweeper exercise.	45
10	National Holidays.	47
11	Time used in Greece.	48
12	Hellenic Naval ships – Differences in navigational lights in accordance with COLREGs (1972).	49
13	Navwarns Global dispersal service.	52
14	Maritime Search and Rescue Region (SRR).	60

This Page has been intentionally left blank

Notice No. **1/2021**

HELLÁS - Notices to Mariners, means of dissemination (Notices-Navwarns)

| Notice 1/2020 is canceled. Changes and inputs relative with the identity of the previous year are marked with a perpendicular line on the margin.

The HNHS, according to nautical information it collects, issues the HELLENIC NOTICES TO MARINERS and HELLENIC NAVWARNS for the mariners regarding the Hellenic seas and the main shipping lanes of Eastern Mediterranean.

1. Hellenic Notices to Mariners

The information provided with the Hellenic Notices intend to keep constantly aware the nautical charts and publications. The notices are issued from the HNHS and are made available free of charge on the website of HNHS: www.hnhs.gr. They are distinguished in:

a. Annual (Permanents):

Issued with an annual issue which comes out in print at the beginning of each year, from the HNHS. Provides information of permanent nature (e.g. firing ranges and practice areas of Hellenic Army, Hellenic Navy and Hellenic Air Force, Maritime Search and Rescue region, service areas of Hellenic NAVTEX stations e.t.c).

b. Notices to Mariners (Monthly issue)

Issued with a monthly issue of Notices which comes out in print at the end of each month, from HNHS. Provides information of permanent nature (e.g. sea hazards, shipwrecks, shallow waters, case changes of ports, function of new lights, changes in the characteristics of lights etc.) and therefore should be registered on the nautical charts and publications. When large corrections are required on the elements of charts, these Notices are accompanied with small parts of charts known as 'blocks' which must be placed (glued) on the relevant chart.

The numbering of these Notices is by sequence number which one starts after the last number of the last annual (permanent) notice. Under the text of every notice is indicated the number or the numbers of the nautical charts on which the corrections must be applied. Next to the chart number, inside a bracket is inscribed the number and the year of the previous notice that was registered on it. e.g **45** [194/2005].

When the text of the Notice contains two or more paragraphs and affects more than one nautical chart, then between the numbers of the nautical chart and the bracket there is parenthesis in which inside are marked the paragraphs that affect the relevant nautical chart e.g **4511** (1, 2, 3, 4, 6) [172/2005].

For the corrections of the nautical charts must be used always the symbols and abbreviations of the XEE 64 (INT 1).

1

2. Hellenic Navwarns

The Hydrographic Service except the Notices to Mariners issues and urgent information for the mariners with the title 'HELLENIC NAVWARNS', which are concerning the safety of navigation.

For the main subject of the NAVWARNS refer to paragraph 7.1 of the Annual notice no. 13.

The Navwarns don't replace notices that are issued from the Hydrographic Service or other nautical aids.

The Navwarns are numbered during every year with numerical sequence from no.1 and that number is accompanied from their edition year (e.g. 1073/ 1999).

The Navwarns are cancelled:

- a. Automatic (when they have specific duration)
- b. With another Navwarn.

c. With relevant Notice (in which it is included with a more comprehensive way the original information that was given with the Navwarn), as a result the Navwarn continues to be broadcasted for 15 days, from the edition of the Notice that is cancelling, because it is estimated that within this time window the dispersal of the Notice will have be completed. The cancellation of the Navwarn, after 15 days is made known to the mariners with another Navwarn.

The Navwarns are not printed and disseminated like Notices, but because of their urgent nature are broadcasted with radiotelephony as follows:

(1) Broadcast method J3E **in Greek and English language** from the below mentioned coastal stations as illustrated on the attached chart which belongs in the Notice 1/2017 with the title «HELLENIC COASTAL STATIONS»:

"KÉRKYRA RADIO" (39° 36' 25,7'' N - 019° 53' 28,4'' E) for the Íónio Sea including Patraikós and Korinthiakós gulf.

"IRÁKLEIO RADIO" (35° 19' 19,7'' N - 025° 44' 54,9'' E),

"RÓDOS RADIO" (36° 24' 31,2'' N - 028° 13' 37,1'' E) and

"LÍMNOS RADIO" (39° 54' 24,7'' N - 025° 10' 50,6'' E) for Aigaío Sea.

The coastal stations **KÉRKYRA RADIO** and **LÍMNOS RADIO** are also broadcasting the summary table of Navwarns that are in force for the entire Hellenic sea area.

NOTE: The CALL SIGN, the frequency, the times and the type of transmission and other related elements of the above mentioned stations as well as information regarding broadcast of "meteorological bulletin" and press conference are provided with details on the frequency board that is attached at the end of the issue.

(2) Broadcast method G2B/ G3E, **in Greek and English language** for the entire Hellenic sea area, from the below mentioned VHF transmitters of the broadcast station.

"OLYMPIA RADIO"

TRANSMITTER	POSITION	BROADCAST CHANNEL	Output (WATT)	NAVW ARN. Broadcast Times In UTC	Meteorological Bulletins Broadcast Times In UTC
KÉRKYRA	39° 44' 54" N 019° 52' 20 E	02	50		For the area of Eastern Mediterranean And Black Sea
KEFALLONIÁ	38° 08' 28" N 020° 39' 31" E	27	50		
PÁTRA	38° 14' 47" N 021° 46' 07" E	85	12	NO	
PETALÍDI	36°55' 45" N 021° 51' 32" E	83	50		
KÝTHIRA	36° 15' 57" N 023° 02' 50" E	85	50		
MOÚSTAKOS (Kriti is.)	35° 18' 28" N 023° 36' 35" E	04	50	NO	
KNOSSÓS (Kríti island.)	35° 16' 52" N 024° 56' 08" E	83	50	05:00	06:00
SITEÍA (Kríti island)	35° 04' 14" N 026° 11' 32" E	85	50	11:00	10:00
RÓDOS	36° 16' 22" N 027° 56' 01" E	63	50	17:30	16:00
SÝROS	37° 27' 27" N 024° 55' 37" E	04	25	23:30	22:00
PÁRNITHA	38° 10' 16" N 023° 43' 39" E	25	50	NO	
PÍLIO	39° 24' 16" N 023° 03' 07" E	60	50		
CHÍOS	38° 22' 34" N 026° 02' 44" E	85	50		
MYTILÍNI	39° 04' 22" N 026° 21' 15" E	01	50		
LÍMNOS	39° 54' 14" N 025° 04' 39" E	82	50		
SFENDÁMI (Piería)	40° 25' 09" N 022° 31' 06" E	23	50		
ASTYPÁLAIA	36° 35' 59" N 026° 26' 26" E	23	50	NO	
THÁSOS	40° 43' 51" N 024° 39' 43" E	85	50		
FAISTÓS (Kríti island.)	34° 59' 37" N 025° 12' 25" E	27	50		

NOTE:

a. The above broadcasts are harbingered on the distress traffic channel 16 for the VHF and with DSC (SAFETY) on the frequency of 2187,5 for MF.

b. If Navwarns are issued that their unscheduled broadcast is required, then are passed along from the working channels of the areas that concern, first with Digital Selective Call (DSC) on channel 70, followed by Navwarn on the distress traffic channel 16 for VHF and with call on DSC on the frequency of 2187,5 kHz for MF.

The stations of the above paragraph broadcast daily for the above mentioned times, on Greek and English language the numbered Navwarns for the mariners as well as the Navwarns summary in force which one is issued daily from the HO. Moreover the above stations are receiving and rebroadcast vessel's information relative with safety of navigation.

The full text of a Navwarn that is not broadcasted, the summary of which is included on the Navwarns board in force might be requested from the stations that are above mentioned from every interested mariner.

The responsible port authorities provide during granting of the departure CLEARANCE, the Navwarns board in force, in which is indicated the number of each Navwarn in force, their subject and the area in which it refers (summary) so the master immediately after departure to be able to request via VHF from the coastal stations the full text of the Navwarn that it is in the interest of the voyage.

In case that the HO adjudges necessary the wider spread of a 'Navwarn' it forwards it as NAVHELLEN to the NAVAREA III (SPAIN) Coordinator, which has been defined as responsible for the spread of Navwarns for the Mediterranean and Black Sea.

Detailed information for the areas and their coordinators, the stations, the frequencies and the broadcast times of NAVAREA Navwarns are provided in the notice with no. 13 every year as well as in ADMIRALTY LIST OF RADIO SIGNALS NP 283(1) of the British Admiralty.

3. NAVTEX

NAVTEX is the system for broadcast and automatic reception of maritime safety information with the use of Narrow Band Direct Printing (NBDP).

The establishment of NAVTEX has been agreed jointly from the International Organizations IHO (International Hydrographic Organization) and IMO (International Maritime Organization) and composes a part of Global Maritime Distress and Safety System (GMDSS), which is deployed within the frame of IMO.

INTERNATIONAL NAVTEX SERVICE 518 kHz

For the effectuation of the International NAVTEX service in Greece after the approval of I.M.O. (3) stations have been established, which one services a particular specified sea area. The broadcasts are made with telex type (broadcast type F1B) in the frequency of 518 kHz in the English language.

NATIONAL NAVTEX SERVICE 490 kHz

After request of the HNHS and approval of I.M.O, the National NAVTEX service established and putted into operation from 1st February 2012 on the frequency of 490 kHz in Greek language and on 4209,5 KHZ in Greek and English language (Irákleio station), [S].

The NAVTEX broadcasts are planned to be done every (4) hours ,with maximum time limit ten (10) minutes according with the broadcasts program published by I.M.O.

Vitals' importance and urgent messages (e.g. information for search and rescue, unscheduled gale winds bulletins etc.) are broadcasted unscheduled.

The NAVTEX receiver must be put in operation at least (12) hours prior departure of the vessel or to remain at continuous operation. It is programmed to receive automatic particular types of messages from selected stations. A computer checks the messages that are received as to not be entire reprinted on the next broadcasts but only their title.

All NAVTEX stations which consists of group of four (4) alphanumeric characters B1, B2, B3, B4:

The first character B1 (letter) defines the identity of the broadcast station.

The second character B2 (letter) defines the message type (as described below).

The third and fourth character B3, B4 (number) are a two digit sequential serial number beginning at 01 and ending at 99 avoiding message numbers still in force.

Messages containing safety information using number B3B4 = 00 cannot be rejected and will always be printed or displayed on first receipt.

The second character B2 (letter) indicates the category of the message and the below letters are used:

- A – Navigational Warnings
- B – Meteorological Warnings
- C – Ice reports
- D – Search and Rescue information
- E – Weather forecast
- F – Pilot and VTS service messages
- G – AIS service messages (non navigational aid)
- H – LORAN messages
- I – currently not used
- J – GNSS messages
- K – Other electronic navigational aid system messages
- L – Other Navigational warnings - additional to B2 character A
- Z – No messages on hand

The Greek seas are serviced with NAVTEX messages issued in English and Greek language (International and National NAVTEX service) and broadcasted from three (3) Hellenic Stations established at IRÁKLEIO (35° 19' 19,7'' N - 025° 44' 54,9'' E) with code letters [H], [Q] accordingly for South Aigaío, at KÉRKYRA (39° 36' 25,7'' N - 019° 53' 28,4'' E) with code letters [K], [P] accordingly for Ionio Sea and LÍMNOS (39° 54' 24,7'' N - 025° 10' 50,7'' E) with code letters [L], [R] accordingly for North Aigaío. The service area of each station is illustrated on the above diagram while the limits illustrated on the attached chart with title «HELLENIC NAVTEX STATIONS – SERVICE AREAS».

1

INTERNATIONAL NAVTEX SERVICE 518 kHz

Broadcast Times of NAVTEX stations:

IRÁKLEIO [H]: 01:10 - 05:10* - 09:10* - 13:10 - 17:10* - 21:10*, UTC

KÉRKYRA [K]: 01:40 - 05:40* - 09:40* - 13:40 - 17:40* - 21:40*, UTC

LÍMNOS [L] : 01:50 - 05:50* - 09:50* - 13:50 - 17:50* - 21:50*, UTC

*Meteorological bulletins also broadcasted.

NATIONAL NAVTEX SERVICE 490 kHz (Greek Language)

Broadcast Times of NAVTEX stations:

IRÁKLEIO [Q]: 02:40 - 06:40 - 10:40* - 14:40 - 18:40* - 22:40, UTC

KÉRKYRA [P]: 02:30 - 06:30 - 10:30* - 14:30 - 18:30* - 22:30, UTC

LÍMNOS [R] : 02:50 - 06:50 - 10:50* - 14:50 - 18:50* - 2250, UTC

*Meteorological bulletins also broadcasted.

National NAVTEX service 4209,5 kHz (Greek & English Language)

IRÁKLEIO [S]: 03:00 - 07:00 - 11:00* - 15:00 - 19:00* - 23:00 UTC

*Meteorological bulletins also broadcasted.

The HNHS has undertaken the role of coordinator for the collection, process and forwarding for further broadcast of messages from the NAVTEX stations that concern the Hellenic Seas, in cooperation with the adjoining services of NWS, Hellenic Ministry of Mercantile Marine and Island Policy, Headquarters of Coastguard and JRCC Piraeus.

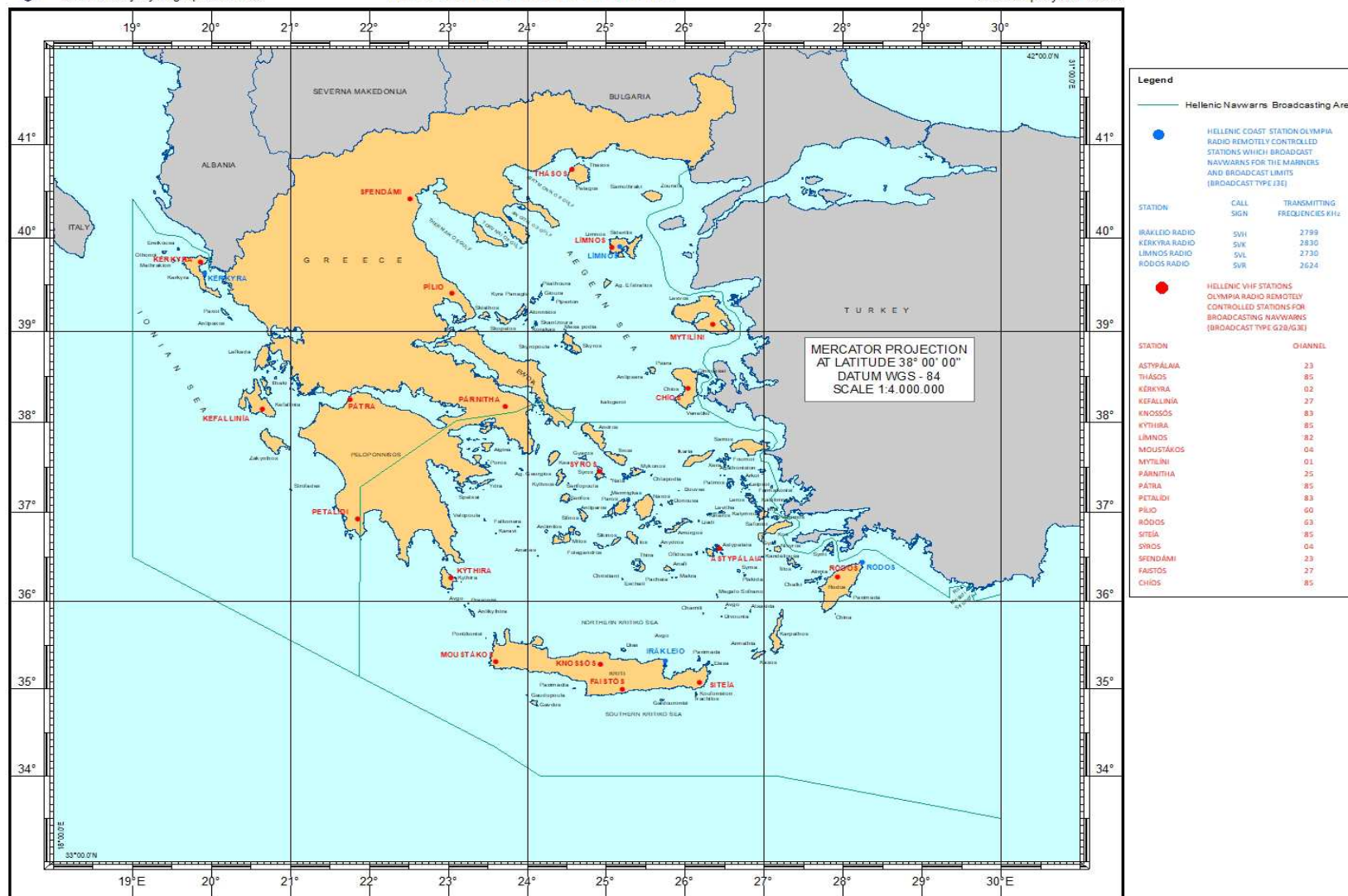
The unscheduled Gale winds bulletins are broadcasted immediately after their issue.



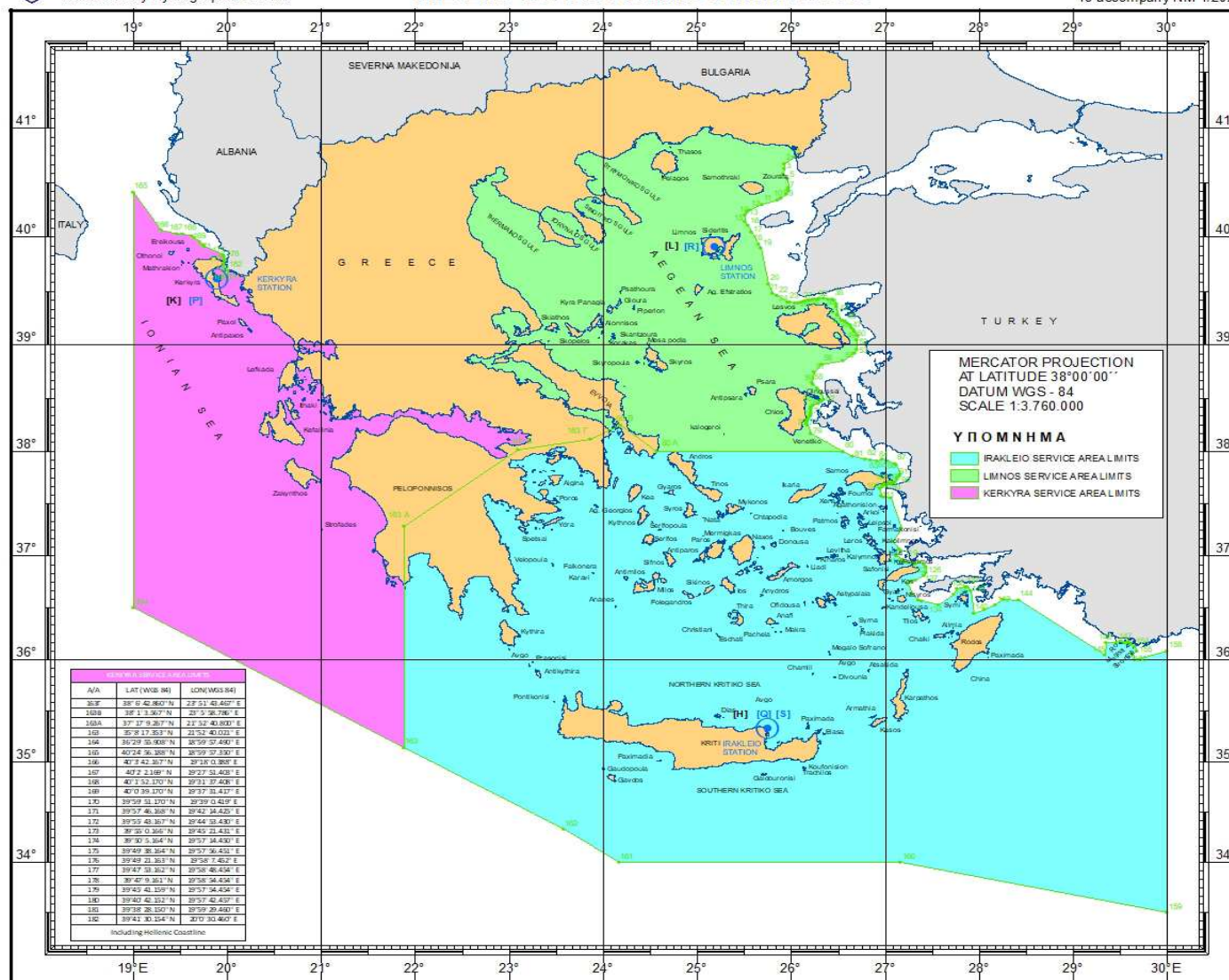
Hellenic Navy Hydrographic Service

HELLENIC COAST STATIONS

To accompany NM 1/2021



[illegible]



A/A	LAT (WGS 84)	LONG (WGS 84)	A/A	LAT (WGS 84)	LONG (WGS 84)
80	37 00 00.00 N	26 52 56.433 E	1	47 41 30.003 N	26 11 30.000 E
81	37 07 56.760 N	26 58 38.713 E	2	47 40 36.420 N	27 33 36.663 E
82	37 15 43.206 N	26 50 47.276 E	3	47 41 30.007 N	27 33 36.618 N
83	37 23 34.278 N	26 50 48.433 E	4	47 38 39.944 N	27 33 36.618 N
84	37 31 24.758 N	26 50 49.589 E	5	47 40 36.245 N	27 33 36.618 N
85	37 39 15.248 N	26 50 38.213 E	6	47 27 15.344 N	27 33 36.618 N
86	37 47 06.303 N	27 1 37.891 E	7	47 25 15.207 N	27 33 36.618 N
87	37 54 57.006 N	27 1 37.891 E	8	47 23 46.135 N	27 37 17.322 E
88	37 52 47.490 N	27 0 56.000 E	9	47 21 26.365 N	27 33 41.628 E
89	37 46 51.778 N	27 0 56.000 E	10	47 20 07.074 N	27 33 41.628 E
90	37 46 0 219 N	27 5 28.589 E	11	47 18 28.283 N	27 41 37.322 E
91	37 45 1 889 N	27 12 27.413 E	12	47 15 15.867 N	27 33 41.628 E
92	37 44 6.964 N	27 17 22.851 E	13	47 12 46.933 N	27 33 41.628 E
93	37 42 13.870 N	27 16 2 820 E	14	47 10 33.939 N	27 33 46.148 E
94	37 42 13.870 N	27 16 2 820 E	15	47 08 39.967 N	27 33 46.148 E
95	37 41 56.833 N	27 14 4 443 E	16	47 06 26.243 N	27 33 46.148 E
96	37 41 56.833 N	27 14 4 443 E	17	47 0 15.000 N	27 33 46.148 E
97	37 41 56.833 N	27 14 4 443 E	18	39 56 12.205 N	27 39 77.766 E
98	37 41 56.833 N	27 14 4 443 E	19	39 54 40.233 N	27 39 77.766 E
99	37 41 56.833 N	27 14 4 443 E	20	39 54 39.939 N	27 39 77.766 E
100	37 41 56.833 N	27 14 4 443 E	21	39 54 39.939 N	27 39 77.766 E
101	37 41 56.833 N	27 14 4 443 E	22	39 54 39.939 N	27 39 77.766 E
102	37 41 56.833 N	27 14 4 443 E	23	39 54 39.939 N	27 39 77.766 E
103	37 41 56.833 N	27 14 4 443 E	24	39 54 39.939 N	27 39 77.766 E
104	37 41 56.833 N	27 14 4 443 E	25	39 54 39.939 N	27 39 77.766 E
105	37 41 56.833 N	27 14 4 443 E	26	39 54 39.939 N	27 39 77.766 E
106	37 41 56.833 N	27 14 4 443 E	27	39 54 39.939 N	27 39 77.766 E
107	37 41 56.833 N	27 14 4 443 E	28	39 54 39.939 N	27 39 77.766 E
108	37 41 56.833 N	27 14 4 443 E	29	39 54 39.939 N	27 39 77.766 E
109	37 41 56.833 N	27 14 4 443 E	30	39 54 39.939 N	27 39 77.766 E
110	37 41 56.833 N	27 14 4 443 E	31	39 54 39.939 N	27 39 77.766 E
111	37 41 56.833 N	27 14 4 443 E	32	39 54 39.939 N	27 39 77.766 E
112	37 41 56.833 N	27 14 4 443 E	33	39 54 39.939 N	27 39 77.766 E
113	37 41 56.833 N	27 14 4 443 E	34	39 54 39.939 N	27 39 77.766 E
114	37 41 56.833 N	27 14 4 443 E	35	39 54 39.939 N	27 39 77.766 E
115	37 41 56.833 N	27 14 4 443 E	36	39 54 39.939 N	27 39 77.766 E
116	37 41 56.833 N	27 14 4 443 E	37	39 54 39.939 N	27 39 77.766 E
117	37 41 56.833 N	27 14 4 443 E	38	39 54 39.939 N	27 39 77.766 E
118	37 41 56.833 N	27 14 4 443 E	39	39 54 39.939 N	27 39 77.766 E
119	37 41 56.833 N	27 14 4 443 E	40	39 54 39.939 N	27 39 77.766 E
120	37 41 56.833 N	27 14 4 443 E	41	39 54 39.939 N	27 39 77.766 E
121	37 41 56.833 N	27 14 4 443 E	42	39 54 39.939 N	27 39 77.766 E
122	37 41 56.833 N	27 14 4 443 E	43	39 54 39.939 N	27 39 77.766 E
123	37 41 56.833 N	27 14 4 443 E	44	39 54 39.939 N	27 39 77.766 E
124	37 41 56.833 N	27 14 4 443 E	45	39 54 39.939 N	27 39 77.766 E
125	37 41 56.833 N	27 14 4 443 E	46	39 54 39.939 N	27 39 77.766 E
126	37 41 56.833 N	27 14 4 443 E	47	39 54 39.939 N	27 39 77.766 E
127	37 41 56.833 N	27 14 4 443 E	48	39 54 39.939 N	27 39 77.766 E
128	37 41 56.833 N	27 14 4 443 E	49	39 54 39.939 N	27 39 77.766 E
129	37 41 56.833 N	27 14 4 443 E	50	39 54 39.939 N	27 39 77.766 E
130	37 41 56.833 N	27 14 4 443 E	51	39 54 39.939 N	27 39 77.766 E
131	37 41 56.833 N	27 14 4 443 E	52	39 54 39.939 N	27 39 77.766 E
132	37 41 56.833 N	27 14 4 443 E	53	39 54 39.939 N	27 39 77.766 E
133	37 41 56.833 N	27 14 4 443 E	54	39 54 39.939 N	27 39 77.766 E
134	37 41 56.833 N	27 14 4 443 E	55	39 54 39.939 N	27 39 77.766 E
135	37 41 56.833 N	27 14 4 443 E	56	39 54 39.939 N	27 39 77.766 E
136	37 41 56.833 N	27 14 4 443 E	57	39 54 39.939 N	27 39 77.766 E
137	37 41 56.833 N	27 14 4 443 E	58	39 54 39.939 N	27 39 77.766 E
138	37 41 56.833 N	27 14 4 443 E	59	39 54 39.939 N	27 39 77.766 E
139	37 41 56.833 N	27 14 4 443 E	60	39 54 39.939 N	27 39 77.766 E
140	37 41 56.833 N	27 14 4 443 E	61	39 54 39.939 N	27 39 77.766 E
141	37 41 56.833 N	27 14 4 443 E	62	39 54 39.939 N	27 39 77.766 E
142	37 41 56.833 N	27 14 4 443 E	63	39 54 39.939 N	27 39 77.766 E
143	37 41 56.833 N	27 14 4 443 E	64	39 54 39.939 N	27 39 77.766 E
144	37 41 56.833 N	27 14 4 443 E	65	39 54 39.939 N	27 39 77.766 E
145	37 41 56.833 N	27 14 4 443 E	66	39 54 39.939 N	27 39 77.766 E
146	37 41 56.833 N	27 14 4 443 E	67	39 54 39.939 N	27 39 77.766 E
147	37 41 56.833 N	27 14 4 443 E	68	39 54 39.939 N	27 39 77.766 E
148	37 41 56.833 N	27 14 4 443 E	69	39 54 39.939 N	27 39 77.766 E
149	37 41 56.833 N	27 14 4 443 E	70	39 54 39.939 N	27 39 77.766 E
150	37 41 56.833 N	27 14 4 443 E	71	39 54 39.939 N	27 39 77.766 E
151	37 41 56.833 N	27 14 4 443 E	72	39 54 39.939 N	27 39 77.766 E
152	37 41 56.833 N	27 14 4 443 E	73	39 54 39.939 N	27 39 77.766 E
153	37 41 56.833 N	27 14 4 443 E	74	39 54 39.939 N	27 39 77.766 E
154	37 41 56.833 N	27 14 4 443 E	75	39 54 39.939 N	27 39 77.766 E
155	37 41 56.833 N	27 14 4 443 E	76	39 54 39.939 N	27 39 77.766 E
156	37 41 56.833 N	27 14 4 443 E	77	39 54 39.939 N	27 39 77.766 E
157	37 41 56.833 N	27 14 4 443 E	78	39 54 39.939 N	27 39 77.766 E
158	37 41 56.833 N	27 14 4 443 E	79	39 54 39.939 N	27 39 77.766 E
159	37 41 56.833 N	27 14 4 443 E	80	39 54 39.939 N	27 39 77.766 E
160	37 41 56.833 N	27 14 4 443 E	81	39 54 39.939 N	27 39 77.766 E
161	37 41 56.833 N	27 14 4 443 E	82	39 54 39.939 N	27 39 77.766 E
162	37 41 56.833 N	27 14 4 443 E	83	39 54 39.939 N	27 39 77.766 E
163	37 41 56.833 N	27 14 4 443 E	84	39 54 39.939 N	27 39 77.766 E
164	37 41 56.833 N	27 14 4 443 E	85	39 54 39.939 N	27 39 77.766 E
165	37 41 56.833 N	27 14 4 443 E	86	39 54 39.939 N	27 39 77.766 E
166	37 41 56.833 N	27 14 4 443 E	87	39 54 39.939 N	27 39 77.766 E
167	37 41 56.833 N	27 14 4 443 E	88	39 54 39.939 N	27 39 77.766 E
168	37 41 56.833 N	27 14 4 443 E	89	39 54 39.939 N	27 39 77.766 E
169	37 41 56.833 N	27 14 4 443 E	90	39 54 39.939 N	27 39 77.766 E
170	37 41 56.833 N	27 14 4 443 E	91	39 54 39.939 N	27 39 77.766 E
171	37 41 56.833 N	27 14 4 443 E	92	39 54 39.939 N	27 39 77.766 E
172	37 41 56.833 N	27 14 4 443 E	93	39 54 39.939 N	27 39 77.766 E
173	37 41 56.833 N	27 14 4 443 E	94	39 54 39.939 N	27 39 77.766 E
174	37 41 56.833 N	27 14 4 443 E	95	39 54 39.939 N	27 39 77.766 E
175	37 41 56.833 N	27 14 4 443 E	96	39 54 39.939 N	27 39 77.766 E
176	37 41 56.833 N	27 14 4 443 E	97	39 54 39.939 N	27 39 77.766 E
177	37 41 56.833 N	27 14 4 443 E	98	39 54 39.939 N	27 39 77.766 E
178	37 41 56.833 N	27 14 4 443 E	99	39 54 39.939 N	27 39 77.766 E
179	37 41 56.833 N	27 14 4 443 E	100	39 54 39.939 N	27 39 77.766 E
180	37 41 56.833 N	27 14 4 443 E	101	39 54 39.939 N	27 39 77.766 E
181	37 41 56.833 N	27 14 4 443 E	102	39 54 39.939 N	27 39 77.766 E
182	37 41 56.833 N	27 14 4 443 E	103	39 54 39.939 N	27 39 77.766 E
183	37 41 56.833 N	27 14 4 443 E	104	39 54 39.939 N	27 39 77.766 E
184	37 41 56.833 N	27 14 4 443 E	105	39 54 39.939 N	27 39 77.766 E
185	37 41 56.833 N	27 14 4 443 E	106	39 54 39.939 N	27 39 77.766 E
186	37 41 56.833 N	27 14 4 443 E	107	39 54 39.939 N	27 39 77.766 E
187	37 41 56.833 N	27 14 4 443 E	108	39 54 39.939 N	27 39 77.766 E
188	37 41 56.833 N	27 14 4 443 E	109	39 54 39.939 N	27 39 77.766 E
189	37 41 56.833 N	27 14 4 443 E	110	39 54 39.939 N	27 39 77.766 E
190	37 41 56.833 N	27 14 4 443 E	111	39 54 39.939 N	27 39 77.766 E
191	37 41 56.833 N	27 14 4 443 E	112	39 54 39.939 N	27 39 77.766 E
192	37 41 56.833 N	27 14 4 443 E	113	39 54 39.939 N	27 39 77.766 E
193	37 41 56.833 N	27 14 4 443 E	114	39 54 39.939 N	27 39 77.766 E
194	37 41 56.833 N	27 14 4 443 E	115	39 54 39.939 N	27 39 77.766 E
195	37 41 56.833 N	27 14 4 443 E	116	39 54 39.939 N	27 39 77.766 E
196	37 41 56.833 N	27 14 4 443 E	117	39 54 39.939 N	27 39 77.766 E
197	37 41 56.833 N	27 14 4 443 E	118	39 54 39.939 N	27 39 77.766 E
198	37 41 56.833 N	27 14 4 443 E	119	39 54 39.939 N	27 39 77.766 E
199	37 41 56.833 N	27 14 4 443 E	120	39 54 39.939 N	27 39 77.766 E
200	37 41 56.833 N	27 14 4 443 E	121	39 54 39.939 N	27 39 77.766 E
201	37 41 56.833 N	27 14 4 443 E	122	39 54 39.939 N	27 39 77.766 E
202	37 41 56.833 N	27 14 4 443 E	123	39 54 39.939 N	27 39 77.766 E
203	37 41 56.833 N	27 14 4 443 E	124	39 54 39.939 N	27 39 77.766 E
204	37 41 56.833 N	27 14 4 443 E	125	39 54 39.939 N	27 39 77.766 E
205	37 41 56.833 N	27 14 4 443 E	126	39 54 39.939 N	27 39 77.766 E
206	37 41 56.833 N	27 14 4 443 E	127	39 54 39.939 N	27 39 77.766 E
207	37 41 56.833 N	27 14 4 443 E	128	39 54 39.939 N	27 39 77.766 E
208	37 41 56.833 N	27 14 4 443 E	129	39 54 39.939 N	27 39 77.766 E
209	37 41 56.833 N	27 14 4 443 E	130	39 54 39.939 N	27 39 77.766 E
210	37 41 56.833 N	27 14 4 443 E	131	39 54 39.939 N	27 39 77.766 E
211	37 41 56.833 N	27 14 4 443 E	132	39 54 39.939 N	27 39 77.766 E
212	37 41 56.833 N	27 14 4 443 E	133	39 54 39.939 N	27 39 77.766 E
213	37 41 56.833 N	27 14 4 443 E	134	39 54 39.939 N	27 39 77.766 E
214	37 41 56.833 N	27 14 4 443 E	135	39 54 39.939 N	27 39 77.766 E
215	37 41 56.833 N	27 14 4 443 E	136	39 54 39.939 N	27 39 77.766 E
216	37 41 56.833 N	27 14 4 443 E	137	39 54 39.939	

Notice No. **2/2021**

HELLÁS - INFORMATION RELATED TO SUBMARINES

Notice 2/2020 is canceled. Changes and inputs regarding the previous year's notice are marked with a perpendicular line on the margin.

Mariners must transit the submarine exercise areas with great caution and thorough surveillance.

Hydroplanes and specifically the firefighting aircrafts must avoid alighting in these areas for the abstraction of sea water.

Serious hazard for the lives of the submarine crews can exist if the following signals that indicate the existence of the submarines are not comprehended.

1. Warning signals

a. Visible signals. The naval (warships) fly the International Code group NE2 to denote that submarines, which may be submerged are carrying out exercises in the vicinity. In that case vessels should steer so as to give a wide berth to any vessel flying this signal. **If the approach is inevitable during transiting from the area it is forbidden to stop the engines and propellers of the vessel as well as casting nets and mechanical fishing.** The sea area must be observed well by lookouts for submarines that its presence can only be detected from its periscope and respirators which are protruded from the surface of the sea.

b. Pyrotechnic signals. The below mentioned signals can be used from submarine in diving.

Signals	Meaning
(1) White fog signal (with or without flame). Yellow fog signal. Green flare launched at height 50 - 300 feet from the surface of the sea and burning for about 10 seconds.	Designates the position of the submarine, in response to a question from a ship, plane or other.
(2) Red flare (can be accompanied by fog signals as soon as possible) or red flares.	Keep clear. Emergency surfacing in progress. Do not halt engines. Evacuate the area immediately, steering away the rest of the ships if present. Be alerted to provide assistance. Submarine in danger. Take action according to note.

Note. If the submarine has not surfaced within 5 minutes of the initial occurrence of a red flare, it should be assumed that it has sunk. The first thing to do is to determine the exact position of the red flare. Then, the steps described in paragraph (5) should be taken.

(3) White or yellow fog signal followed after 3 minutes by another white or yellow fog signal.

Keep clear.
I intend to surface.
Do not halt engines.
Evacuate the adjacent to the smoke area, steering away the rest of the ships if present.

Note: Submarines conduct exercises with warships or solely or in group of submarines.

It should not create the impression that the submarines perform exercises only when accompanied by other warships and is very common that individual exercises and group submarines may take place.

2. Navigation Lights

a. Submarines, while on surface, are excluded from rule 23 paragraph a (i) and (ii) of the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs) when this would prevent them from completing their mission.

b. The navigation lights of the submarines have been placed necessary in small distance between them and low (close to the sea surface) as to be visible cleared, the length, the course and the course changes of the submarines and as a result can be seen as lights of a vessel with much smaller dimensions.

c. The Hellenic submarines have an all-around anchoring light in the highest point of the bridge at about the middle of the submarine (20 meters from the bow and 30 meters from the stern). In addition they carry an all-around light in the bow at smaller height from the statutory and if the weather conditions allow the placement, a portable all around light at the end most part of the stern. Or a projector suitable fitted as to light up the endmost part of the stern of the submarine and specifically the rudder that is protruded from the surface of the sea.

d. The masthead light of the submarines is located at height smaller than the regulations.

e. The perpendicular distance between the lights and the shapes that are used in cases of: Towing, Not under command and grounding is 1,35 meters and the lower from the perpendicular lights and shapes is located in smaller distance than the regulations.

f. The Hellenic submarines and few of other nationalities when navigating on the surface except from the lights that are statutory from the "International Regulations for Preventing Collision at Sea" can exhibit a yellow/orange all around recognition light which flashes 90 times per minute, with range of 3 nautical miles, placed 2,7 to 6 feet above the masthead light.

In general submarines, whichever nationality it belong due to their construction are sensitive to leaks with danger their immediate sinking in case of collision. As a result the surface vessels that detect or identify a submarine must act according to the "International Regulations for Preventing Collision at Sea" in order to avoid the submarine.

3. Submarine safe bottomed, incapable of surfacing.

In the event that a submarine is safe bottomed but incapable of surfacing, it will indicate its position with one of the following ways:

a. Release of SEEPIRB (Submarine Ejected Emergency Position Indicator Radio Beacon).

b. By releasing an inflatable life boat immediately after the accident happens. The lifeboat is color orange and is attached to the submarine by rope.

Vessel that detects such a lifeboat must notify immediately the nearest naval or port authorities. The mooring in the lifeboat is forbidden.

c. By releasing frequently red, yellow or white fog signals according to par.1b(3) when the approach of a surface vessel is comprehended.

d. By depletion of oil or lube oil into the sea.

e. By releasing air bubbles.

f. By Underwater telephone sound signals or sound pulses from SONAR, (SONAR BEACON regarding submarine type 214)

g. With touch indicative white lamp located in the upper part of the superstructure of the submarine.

There is a possibility that survivors have escaped from the submarine prior to arrival of a passing ship. Therefore, ships crossing submarine exercise areas should keep a sharp look for survivors. Survivors may use whistles to attract attention and, during the night or in conditions of low visibility, flashing lights or flares.

4. Importance of time.

Time is an important factor for the rescue of survivors. The above - mentioned ways of indicating a submarine's location refer to the early stages of an accident, hence no time delays should be allowed.

5. Actions to be taken by surface ships that acknowledge submarine emergency signals.

Every ship that detects a submarine accident must act with the below procedure as soon as possible:

a. Notify the Hellenic authorities (Hellenic Navy, Hellenic Coast Guard).

b. Deploy a light buoy or indicator at the position where the signals are first shown and record the exact position.

c. Lower their boats to provide assistance to the survivor's.

d. Keep a clear distance of approximately 200 metres, to allow survivors to surface.

e. The ship must be in such a position as to not obstruct those that are escaping, be capable of rescuing the survivors and provide them with the first aids.

f. In order to inform the submarine that emergency signals have been acknowledged, the ship should produce a metallic sound in the water, periodically by hits on her hull.

g. In order to notify those who were trapped in the submarine, that the accident was realized and that there is outside help, can ship cause blows with iron bodies inside the ship's hull (below the waterline), which can run from 200 meters. These are perceived by the submarine and must be repeated at frequent intervals.

Notice No. **3/2021**

HELLÁS - INFORMATION

Notice No. 3/2020 is canceled. Changes and inputs relative with the identity of the previous year are marked with a perpendicular line on the margin.

1. Mariners (professionals, amateurs) are requested to notify immediately the:

a) Hellenic Navy Hydrographic Service, as soon as they discover any navigational hazard or ascertain differences between the actual situation and the elements provided in the nautical charts and publications.

- Post: Hellenic Navy, Hydrographic Service, TGN 1040, ATHENS
- Phone: (+30) 210 655 1772, 210 655 1806
- Fax: (+30) 210 651 7811
- e-mail: navtex_hnhs@navy.mil.gr
info_hnhs@navy.mil.gr

b) Hellenic Navy, Lighthouse Service for unlit or malfunctioning lights (lighthouses, lights, lightbuoys):

- Post: Lighthouse Service P.O. 185 10, PIRAEUS
- Phone: (+30) 210 458 1508
- Fax: (+30) 210 458 1410
- e-mail: yf_epix@navy.mil.gr

c) Closest Port Authority

2. Every vessel when detects a danger or anything that can lead to a danger to navigation is responsible to notify the Hydrographic Service of the nearest state, providing the necessary information regardless if it will report it to the Hydrographic Service of its country.

3. If the master is in doubt with who he must contact with or if he/she has any communication problem can send the information to the International Hydrographic Organization:

- Post: International Hydrographic Bureau,
4b Quai Antoine 1er
B.P. 445
MC 98011 MONACO CEDEX.
- Phone: +377 93 10 81 00
- Fax: +377 93 10 81 40
- e-mail: info@iho.int

HELLÁS - FIRING RANGES AND EXERCISE RANGES CONTROLLED BY THE HELLENIC NAVY, THE HELLENIC ARMY, THE HELLENIC AIR FORCE AND THE HELLENIC NATIONAL DEFENCE GENERAL STAFF

| Notice No. 4/2020 is canceled. Changes and inputs regarding the previous year's notice are marked with a perpendicular line on the margin.

1. Firing ranges and exercise ranges consist of:
 - a. Firing ranges controlled by the Hellenic Navy.
 - b. Firing ranges controlled by the Hellenic Army.
 - c. Firing ranges controlled by the Hellenic Air force.
 - d. Firing ranges controlled by the Hellenic National Defence General Staff.
 - e. Naval mine warfare exercise areas.
 - f. Submarine exercise areas.
 - g. Underwater firing exercise areas.

2. Firing ranges and missile launch ranges fall into the following categories:
 - a. Permanently promulgated (daily, daily except for Saturdays, Sundays and National Holidays, on specific days each week), for which navwarns are issued that apply throughout the year
 - b. Periodically promulgated, for which navwarns are issued at least 48 hours before firing begins.
 - c. Especially for the partial or complete activation of Kriti's Firing Range navwarns are issued 72 hours before firing begins.

3. Exercise ranges consist of:
 - a. Mine warfare exercise areas. Activation information is provided with a navwarn issued at least 48 hours before the exercises begin.

 - b. Submarine exercise areas. Activated without prior issue of a navawarn which can be issued only in extreme circumstances. (For information regarding submarine exercises see notice 9 of current issue)

 - c. Underwater firing exercise areas. Activation information is provided with a navwarn issued at least 48 hours before the exercises begin.

4. Every ship should be aware of the exact time and day that a firing or exercise range is or will be promulgated.

5. Information on predefined limits of firing and exercise ranges, buoys, beacons or floating targets permanently set in the ranges is included in HNHS publications.

6. Consult Hellenic Navy Hydrographic Service chart B.X 02 for exercise and firing ranges.

7. In the event of range limit modification, mariners are notified by means of a navwarn.

8. In the event that firing or an exercise is to take place within an area other than the predefined ranges, information on the time of activation and the exact limits will be provided by means of a navwarn, at least 48 hours before firing or the exercise begins.

9. Types of firing or exercises:

Firing Sea to sea	S-S	Light armor firing	L.A.F
Firing Sea to air	S-A	Submarine exercise	S.E
Firing Sea to ground	S-G	Mine sweeping exercise	M.S
Firing air to surface	A-S	Mine hunting exercise	M.H
Firing air to sea	A-S	Mine laying exercise	M.L
Firing air to ground	A-G	Depth charges exercise	D.C.
Firing ground to sea	G-S	Torpedo firing exercises	T.F
Firing ground to air	G-A	Rocket and Guided weapons (missiles) firing exercises	M.L
Firing ground to ground	G-G		

10. The geographical coordinates of the firing and exercise ranges are referred to Worldwide Geodetic System WGS-84.

TABLE 1
FIRING AND EXERCISE RANGES CONTROLLED BY THE HELLENIC NAVY

S/N	NAME (used by)	LIMITS (Meridians – Parallels-Exact Positions - read horizontally)	ACTIVATION PERIOD TYPE OF FIRING OR EXERCISE & REMARKS
For ships, aircrafts, gunnery firing			
1.	MYRTÓON (LGD 83) (Ships, Aircrafts)	Embayed by the parallels: 36° 20' 00'' N - 36° 40' 00'' N and the meridians: 023° 40' 00'' E - 024° 10' 00'' E	Activated by navwarn S-S S-A A-S
2.	ÝDRA (LGD 84) (Ships)	Embayed by the parallels: 37° 00' 00'' N - 37° 10' 00'' N and the meridians: 023° 00' 00'' E - 023° 36' 00'' E	Activated by navwarn S-S Affected by a submarine exercise area which is defined by the following coordinates: 36° 55' 00''N - 023° 05' 00''E 36° 55' 00''N - 023° 20' 00''E 37° 12' 00''N - 023° 05' 00''E 37° 12' 00''N - 023° 20' 00''E

4

- | | | | |
|----|--|--|--|
| 3. | PETROKÁRAVO
(LGD 85)
(Ships) | Embayed by the
parallels:
37° 22' 00''N - 37° 37' 00''N
and the meridians:
023° 35' 00''E - 023° 44' 00''E | Activated by navwarn
S-S |
| 4. | PLATIÁ (LGD 86)
(Ships) | Defined by the points:
37° 47' 00''N - 023° 17' 00''E
37° 52' 00''N - 023° 22' 00''E
37° 50' 00''N - 023° 26' 00''E
37° 44' 00''N - 023° 22' 00''E | Activated from 05:00 to 13:00
UTC Monday to Friday except
national holidays by navwarn
S-S
A-S |
| 5. | POINT SPÁTHA
(LGD 88) (Ships,
Aircrafts) | Embayed by the
parallels:
36° 05' 00''N - 36° 15' 00''N
and the meridians:
023° 45' 00''E - 024° 00' 00''E | Activated by navwarn
S-S
S-A
A-S |
| 6 | POINT
CHÓNDROS
(LGD 89)
(Ships, Aircrafts) | Defined by the points:
35° 33' 00''N - 024° 39' 00''E
35° 29' 00''N - 024° 49' 00''E
35° 26' 00''N - 024° 49' 00''E
35° 26' 00''N - 024° 39' 00''E | Activated by navwarn
S-S
S-A
A-S |
| 7. | AKROTÍRI (LGD
90)
(Ships, Land
Firing,
Light Armor) | Defined by the points:
35° 36' 00''N - 024° 12' 00''E
35° 36' 00''N - 024° 22' 00''E
35° 28' 00''N - 024° 22' 00''E
35° 27' 00''N - 024° 10' 00''E
35° 28' 00''N - 024° 08' 30''E
35° 31' 00''N - 024° 12' 00''E | Activated by navwarn
S-S
S-A
L.A.F |
| 8. | AKROTÍRI (1) (LGD
90)
(Ships, Land Firing
,Light armor)
(part of Akrotiri -
LGD 90) | Defined by the points:
35° 28' 46''N - 024° 10' 16''E
35° 28' 09''N - 024° 10' 26''E
35° 27' 59''N - 024° 09' 38''E | Activated by navwarn daily
24/7 |
| 9. | ÁGIOI APÓSTOLOI
(LGD 91)
(Light Armor) | Embayed by the
parallels:
35° 30' 36''N - 35° 32' 56''N
and the meridians:
023° 58' 41''E - 024° 00' 00''E | Activated by navwarn L.A.F |

Mine Warfare Exercises

- | | | | |
|-----|--|--|------------------------------------|
| 21. | STRYMONIKÓS
(MWE 1)
(Ships) | Defined by the points:
a. 40° 44' 20''N - 023° 58' 00''E
b. 40° 33' 40''N - 023° 53' 00''E
c. 40° 39' 40''N - 023° 45' 00''E
d. 40° 45' 30''N - 023° 45' 00''E | Activated by navwarn
MS, MH, ML |
| 22. | ATHERÍDA (MWE 2)
(Ships) | Defined by the points:
a. 40° 21' 50''N - 022° 39' 25''E
(Atherída Light)
b. 40° 20' 00''N - 022° 43' 00''E
c. 39° 57' 07''N - 022° 42' 17''E
(Platamónas Point)
d. Enclosed coast | Activated by navwarn
MS, MH, ML |
| 23. | EPANOMÍ (MWE 3)
(Ships) | Defined by the points:
a. 40° 22' 45''N - 022° 53' 20''E
(Epanomí Point Light)
b. 40° 20' 30''N - 022° 52' 00''E
c. 40° 11' 00''N - 023° 17' 00''E
d. 40° 13' 15''N - 023° 18' 50''E
e. Enclosed coast | Activated by navwarn
MS, MH, ML |
| 24. | AÍGINA (MWE 4)
(Ships) | Defined by the points:
a. 37° 48' 00''N - 023° 12' 40''E
b. 37° 48' 00''N - 023° 24' 00''E
c. 37° 45' 30''N - 023° 24' 00''E
d. 37° 44' 30''N - 023° 21' 00''E
e. 37° 40' 30''N - 023° 19' 00''E
f. 37° 40' 30''N - 023° 13' 00''E | Activated by navwarn
MS, MH, ML |
| 25. | MESOLÓNGI (MWE 5)
(Ships) | Defined by the points:
a. 38° 18' 36''N - 021° 32' 00''E
b. 38° 17' 00''N - 021° 32' 00''E
c. 38° 19' 00''N - 021° 39' 48''E
d. 38° 20' 48''N - 021° 39' 48''E
e. Enclosed coast | Activated by navwarn
MS, MH, ML |
| 26. | KATÁKOLO (MWE 6)
(Ships) | Defined by the points:
a. 37° 38' 10''N - 021° 18' 35''E
(Katákolos Point Light)
b. 37° 32' 00''N - 021° 32' 00''E
c. 37° 33' 40''N - 021° 32' 40''E
d. Enclosed coast | Activated by navwarn
MS, MH, ML |

- | | | | |
|-----|---------------------------------------|---|------------------------------------|
| 27. | PÁTRA (MWE 7)
(Ships) | Defined by the points:
a. 38° 10' 10''N - 021° 30' 00''E
b. 38° 12' 30''N - 021° 30' 00''E
c. 38° 13' 30''N - 021° 42' 00''E
d. 38° 12' 06''N - 021° 42' 00''E
e. Enclosed coast | Activated by navwarn
MS, MH, ML |
| 28. | SOÚDA (MWE 8)
(Ships) | Defined by the points:
a. 35° 29' 40''N - 024° 15' 02''E
b. 35° 29' 10''N - 024° 15' 08''E
c. 35° 28' 48''N - 024° 12' 22''E
d. 35° 29' 16''N - 024° 12' 28''E | Activated by navwarn
MS, MH, ML |
| 29. | ALMYRÓS (MWE 9)
(Ships) | Defined by the points:
a. 35° 23' 00''N - 024° 15' 30''E
b. 35° 23' 00''N - 024° 22' 20''E
c. 35° 21' 45''N - 024° 22' 20''E
d. Enclosed coast | Activated by navwarn
MS, MH, ML |
| 30. | SALAMÍS (MWE 10)
(Ships) | Defined by the points:
a. 37° 55' 54''N - 023° 23' 00''E
b. 37° 56' 36''N - 023° 23' 00''E
c. 37° 56' 36''N - 023° 27' 54''E
d. 37° 55' 54''N - 023° 27' 54''E | Activated by navwarn
MH |
| 31. | KÉRKYRA (MWE 11)
(Ships) | Defined by the points:
a. 39° 22' 48''N - 019° 56' 00''E
b. 39° 20' 24''N - 020° 03' 00''E
c. 39° 17' 25''N - 020° 03' 00''E
d. 39° 20' 00''N - 019° 56' 00''E | Activated by navwarn
MS,MH,ML |
| 32. | KEFALONIÁ (MWE 12)
(Ships) | Defined by the points:
a. 38° 03' 00''N - 020° 30' 00''E
b. 38° 03' 00''N - 020° 36' 30''E
c. 38° 00' 00''N - 020° 36' 30''E
d. 38° 00' 00''N - 020° 30' 30''E | Activated by Navwarn
MS,MH,ML |

Submarine Exercise Areas

- | | | | |
|-----|------------------|--|--------------------------------------|
| 41. | DIAPORÍON | Embayed by the
parallels:
37° 50' 00''N - 37° 56' 30''N
and the meridians:
023° 10' 00''E - 023° 22' 00''E | See notice no. 2 of
current issue |
| 42. | AÍGINA | Defined by the points:
37° 46' 00''N - 023° 19' 00''E | See notice no. 2 of
current issue |

37° 46' 30''N - 023° 19' 00''E
 37° 46' 30''N - 023° 20' 00''E
 37° 46' 00''N - 023° 20' 00''E

- | | | |
|---------------------------|--|--|
| 43. ÁGIOS GEÓRGIOS | Embayed by the
parallels:
37° 12' 00''N - 37° 23' 00''N
and the meridians:
023° 50' 00''E - 024° 05' 00''E | See notice no. 2 of
current issue |
| 44. SPÉTSES | Embayed by the
parallels:
36° 55' 00''N - 37° 12' 00''N
and the meridians:
023° 05' 00''E - 023° 20' 00''E | See notice no. 2 of
current issue |
| 45. DRÉPANO | Defined by the points:
35° 45' 00''N - 024° 00' 00''E
35° 45' 00''N - 024° 30' 00''E
35° 26' 00''N - 024° 30' 00''E
35° 26' 00''N - 024° 19' 00''E
35° 35' 30''N - 024° 19' 00''E
35° 35' 30''N - 024° 00' 00''E | See notice no. 2 of
current issue |
| 46. AKROTÍRI | Embayed by the
parallels:
35° 36' 00''N - 35° 45' 00''N
and the meridians:
023° 50' 00''E - 024° 06' 00''E | See notice no. 2 of
current issue

DREPANO firing range
is activated |

Underwater firing exercise areas

- | | | |
|---------------------------|--|-----------------------------------|
| 51. KÓLPOS MEGÁRON | Embayed by the
parallels:
37° 52' 00''N - 37° 56' 30''N
and the meridians:
023° 11' 00''E - 023° 21' 00''E | Activated by navwarn
broadcast |
|---------------------------|--|-----------------------------------|

52.	VELOPOÚLA	Embayed by the parallels: 36° 55' 00''N - 37° 12' 00''N and the meridians: 023° 05' 00''E - 023° 20' 00''E	Activated by navwarn broadcast
53.	ARGOLIKÓS	Defined by the points: 37° 09' 30''N - 022° 59' 30''E 37° 18' 00''N - 022° 52' 00''E 37° 21' 30''N - 022° 58' 30''E 37° 13' 00''N - 023° 06' 00''E	Activated by navwarn broadcast

TABLE 2
FIRING AND EXERCISE RANGES CONTROLLED BY THE HELLENIC AIRFORCE

S/N	NAME (used by)	LIMITS	ACTIVATION PERIOD TYPE OF FIRING OR EXERCISE & REMARKS
For ships, Aircrafts, Light armor firing			
1.	ZÁKYNTHOS (LGD 61) (Aircrafts, Ships)	Defined by the points: 37° 38' 35''N - 020° 00' 24''E 37° 20' 08''N - 020° 59' 28''E 36° 53' 13''N - 020° 56' 38''E 37° 19' 23''N - 019° 58' 10''E	Activated by navwarn broadcast S-S S-A A-S A-S
2.	KASÁNDRA (LGD 64) (Land firing)	Defined by the points: 40° 14' 30''N - 023° 20' 30''E 40° 16' 00''N - 023° 20' 00''E 40° 16' 00''N - 023° 29' 00''E 40° 10' 00''N - 023° 30' 00''E 40° 08' 00''N - 023° 25' 00''E	Activated by navwarn G-A
3.	PSATHOÚRA (LGD 65) (Aircrafts, Ships)	Defined by the points: 39° 26' 00''N - 023° 53' 00''E 39° 46' 00''N - 023° 40' 00''E 40° 00' 30''N - 024° 18' 00''E 39° 43' 00''N - 024° 31' 00''E	Activated from 05:00 to 15:00 UTC Monday to Thursday except national holidays by navwarn S-S S-A A-S Simultaneous use with flight area 15A is not allowed

- | | | |
|---|--|--|
| 4. NÍSOS ÁNDROS
(LGD 68)
(Aircrafts, Ships) | Defined by the points:
38° 16' 00''N - 025° 21' 00''E
37° 46' 00''N - 025° 49' 00''E
37° 34' 00''N - 025° 23' 00''E
37° 42' 00''N - 025° 01' 00''E
38° 00' 00''N - 024° 52' 00''E
38° 02' 00''N - 024° 52' 00''E | Activated daily from
sunrise to sunset by
navwarn
S-S
S-A
A-S
A-S
Simultaneous use with
flight area 4A is not
allowed |
| 5. MESSARÁ (LGD 69)
(Aircrafts) | Defined by the points:
35° 01' 00''N - 024° 36' 00''E
35° 05' 00''N - 024° 36' 00''E
35° 11' 00''N - 024° 10' 00''E
35° 06' 00''N - 024° 10' 00''E | Activated by navwarns
A-S
S-A |
| 6. NÉA AGCHÍALOS
(LGD 71)
(Aircrafts) | Defined by a circle of
5 n. m radius with centre the
point:
39° 13' 12''N - 022° 49' 06''E | Restricted area.
Activated from sunrise
to sunset Monday to
Friday except national
holidays by navwarn
A-G |
| 7. PALATIOCHÓRIO
(LGD 73)
(Land Firing) | Defined by the points:
37° 47' 50''N - 021° 05' 45''E
37° 48' 30''N - 021° 14' 48''E
37° 41' 25''N - 021° 15' 45''E
37° 41' 50''N - 021° 07' 50''E | Activated by navwarn
G-A |
| 8. NÍSOI KARÁVIA
(LGD 76)
(Aircrafts, Ships) | Defined by the points:
36° 56' 00''N - 023° 29' 00''E
36° 42' 00''N - 023° 32' 00''E
36° 41' 00''N - 023° 48' 00''E
36° 47' 00''N - 023° 55' 00''E | Activated by navwarn
S-S
S-G
S-A
A-S
A-G |
| 9. ASPRONÉRI ZIROÚ
(LGD 79)
(Land Firing) | Defined by the points:
34° 58' 40''N - 025° 52' 20''E
35° 01' 40''N - 026° 00' 00''E
34° 54' 30''N - 026° 01' 00''E
34° 55' 30''N - 025° 55' 30''E | Activated by navwarn
G-A |
| 10. MÁLEME (LGD 81)
(Aircrafts) | Defined by the points:
35° 29' 00''N - 023° 46' 00''E
35° 29' 00''N - 023° 51' 00''E
35° 34' 00''N - 023° 55' 00''E | Activated Monday to
Friday except national
holidays sunrise to
21:00 UTC by navwarn. |

	35° 36' 00''N - 023° 49' 00''E 35° 36' 00''N - 023° 46' 00''E	A-G
11. PAGASITIKÓS (LGD 82) (Land Firing)	Defined by the points: 39° 18' 05''N - 022° 48' 30''E 39° 17' 50''N - 022° 58' 10''E 39° 10' 25''N - 022° 57' 50''E 39° 10' 35''N - 022° 48' 20''E	Activated by navwarn G-A
12. POTÍDEA (LGD 92) (Aircrafts) POTÍDEA 1	Defined by the points: 40° 13' 30''N - 022° 58' 00''E 40° 20' 30''N - 023° 14' 30''E 40° 16' 15''N - 023° 31' 30''E 40° 04' 30''N - 023° 23' 00''E	
POTÍDEA 2	Defined by the points: 40° 16' 00''N - 023° 23' 00''E 40° 12' 30''N - 023° 19' 30''E 40° 09' 30''N - 023° 20' 00''E 40° 09' 40''N - 023° 24' 00''E 40° 12' 50''N - 023° 26' 00''E	Activated Monday to Thursday except national holidays from 0530 to 12:30 UTC by navwarn A-S
POTÍDEA 3	Defined by the points: 40° 23' 00''N - 023° 04' 45''E 40° 13' 30''N - 022° 58' 00''E 40° 20' 30''N - 023° 14' 30''E	
13. ANDRAVÍDA (LGD 93) (Aircrafts)	Defined by the points: 37° 51' 00''N - 021° 15' 00''E 37° 46' 00''N - 021° 14' 00''E 37° 46' 00''N - 021° 20' 00''E 37° 50' 00''N - 021° 19' 00''E	Activated by Navwarn Monday to Thursday 05:00 UTC to 21:00 UTC and every Friday 05:00 UTC to 13:00 UTC except national holidays A-S A-G Simultaneous use of ANDRAVÍDA and AMALIÁS firing ranges is not allowed

- | | | |
|---|--|---|
| 14. AMALIÁS (LGD 94)
(Aircrafts) | Defined by the points:
37° 48' 00''N - 021° 05' 00''E
37° 31' 50''N - 021° 08' 00''E
37° 31' 00''N - 021° 20' 00''E
37° 48' 00''N - 021° 17' 00''E | Activated by Navwarn
Monday to Thursday
from 05:00 UTC to
21:00 UTC and every
Friday from 05:00 UTC
to 13:00 UTC
except national
holidays.
A-S
A-G

Simultaneous use of
ANDRAVÍDA and
AMALIÁS firing ranges
is not allowed. |
| 15. SCHÍZA (LGD 95)
(Aircrafts) | Defined by the points:
36° 48' 00''N - 021° 40' 00''E
36° 48' 00''N - 021° 50' 00''E
36° 40' 00''N - 021° 50' 00''E
36° 40' 00''N - 021° 40' 00''E | Activated every Monday
from sunrise to sunset,
from Tuesday to
Thursday sunrise to
21:00 UTC and every
Friday sunrise to
10:00 UTC except
national holidays by
navwarn.
A-S

Simultaneous use with
Methóni FIRING range
is not allowed. |
| 16. METHÓNI (LGD 96)
(Aircrafts) | Defined by the points:
36° 48' 00''N - 021° 40' 00''E
36° 48' 00''N - 021° 50' 00''E
36° 42' 00''N - 021° 54' 00''E
36° 31' 00''N - 022° 13' 00''E
36° 21' 30''N - 022° 04' 30''E
36° 36' 00''N - 021° 40' 00''E | Activated every Monday
sunrise to sunset, from
Tuesday to Thursday
sunrise to 21:00 UTC
and every Friday from
sunrise to 10:00 UTC.
The target of the firing
range is the rock islet
'Arnátsi' in position: 36°
43' 20''N - 021° 47'
30''E. Simultaneous
use with SCHÍZA firing
range is not allowed. |

4

17.	ÁSTROS (LGD 100) (Land Firing)	Defined by the points: 37° 31' 20''N - 022° 47' 55''E 37° 29' 35''N - 022° 51' 00''E 37° 26' 30''N - 022° 52' 00''E 37° 24' 10''N - 022° 51' 40''E 37° 26' 15''N - 022° 45' 20''E	Activated by navwarn G-A
-----	--	--	-----------------------------

TABLE 3
FIRING AND EXERCISE RANGES CONTROLLED BY THE HELLENIC ARMY

S/N	NAME	LIMITS	ACTIVATION PERIOD TYPE OF FIRING OR EXERCISE & REMARKS
For land firing			
1.	KÓSKINA ÉVOIA (LGD 97)	Defined by the points: 38° 22' 20''N - 024° 12' 50''E 38° 32' 45''N - 024° 14' 50''E 38° 32' 45''N - 024° 17' 40''E 38° 24' 15''N - 024° 17' 40''E	Activated by navwarn* Responsible unit MND/GDDIA L-S, L-A
2.	LITÓCHORO KATERÍNI	Defined by the points: 40° 07' 00''N - 022° 33' 00''E 40° 09' 00''N - 022° 32' 00''E 40° 06' 00''N - 022° 39' 00''E 40° 12' 00''N - 022° 39' 00''E	Activated by navwarn*
3.	PETROTÁ XÁNTHI	Defined by the points: 40° 51' 30''N - 025° 28' 20''E 40° 51' 30''N - 025° 30' 00''E 40° 52' 00''N - 025° 37' 20''E 40° 51' 30''N - 025° 37' 20''E 40° 50' 50''N - 025° 41' 40''E 40° 35' 20''N - 025° 41' 40''E 40° 35' 20''N - 025° 29' 00''E 40° 51' 30''N - 025° 28' 20''E	Activated by navwarn*
4.	DÍKELA ÉVROS	Defined by the points: 40° 51' 40''N - 025° 39' 30''E 40° 51' 10''N - 025° 43' 00''E 40° 47' 20''N - 025° 37' 30''E 40° 47' 20''N - 025° 45' 30''E	Activated by navwarn*

5.	ÁΓ. ANDRÉAS- LIVÁDIA SAMOTHRÁKIS	Defined by the points: 40° 27' 34''N - 025° 26' 35''E 40° 28' 07''N - 025° 27' 38''E 40° 27' 36''N - 025° 28' 39''E 40° 26' 30''N - 025° 28' 02''E	Activated by navwarn*
6.	MAGNÁDOS MYTILÍNIS	Defined by the points: 39° 01' 56''N - 026° 00' 15''E 38° 57' 47''N - 026° 07' 00''E 39° 02' 48''N - 026° 07' 23''E 39° 04' 09''N - 026° 06' 11''E	Activated by navwarn*

* The type of firings is assigned on the navwarn.

TABLE 4
FIRING RANGES CONTROLLED BY HELLENIC NATIONAL DEFENCE GENERAL
STAFF

For missile launch

KRÍTI FIRING RANGE LGC 101

Kríti controlled firing range consists of the following areas:

1.	A AREA	Defined by the points: 35° 36' 00''N - 024° 07' 00''E 36° 18' 00''N - 024° 07' 00''E 36° 18' 00''N - 024° 47' 00''E 35° 34' 00''N - 025° 08' 00''E 35° 31' 00''N - 024° 11' 00''E	See note 1
2.	A1 AREA	Defined by the points: 35° 32' 00''N - 024° 10' 00''E 35° 37' 00''N - 024° 10' 00''E 35° 37' 00''N - 024° 15' 00''E 35° 32' 00''N - 024° 15' 00''E	See note 2
3.	A2 AREA	Defined by the points: 35° 36' 00''N - 024° 07' 00''E 35° 48' 00''N - 024° 07' 00''E 35° 48' 00''N - 024° 28' 00''E 35° 31' 00''N - 024° 28' 00''E 35° 31' 00''N - 024° 11' 00''E	See note 2

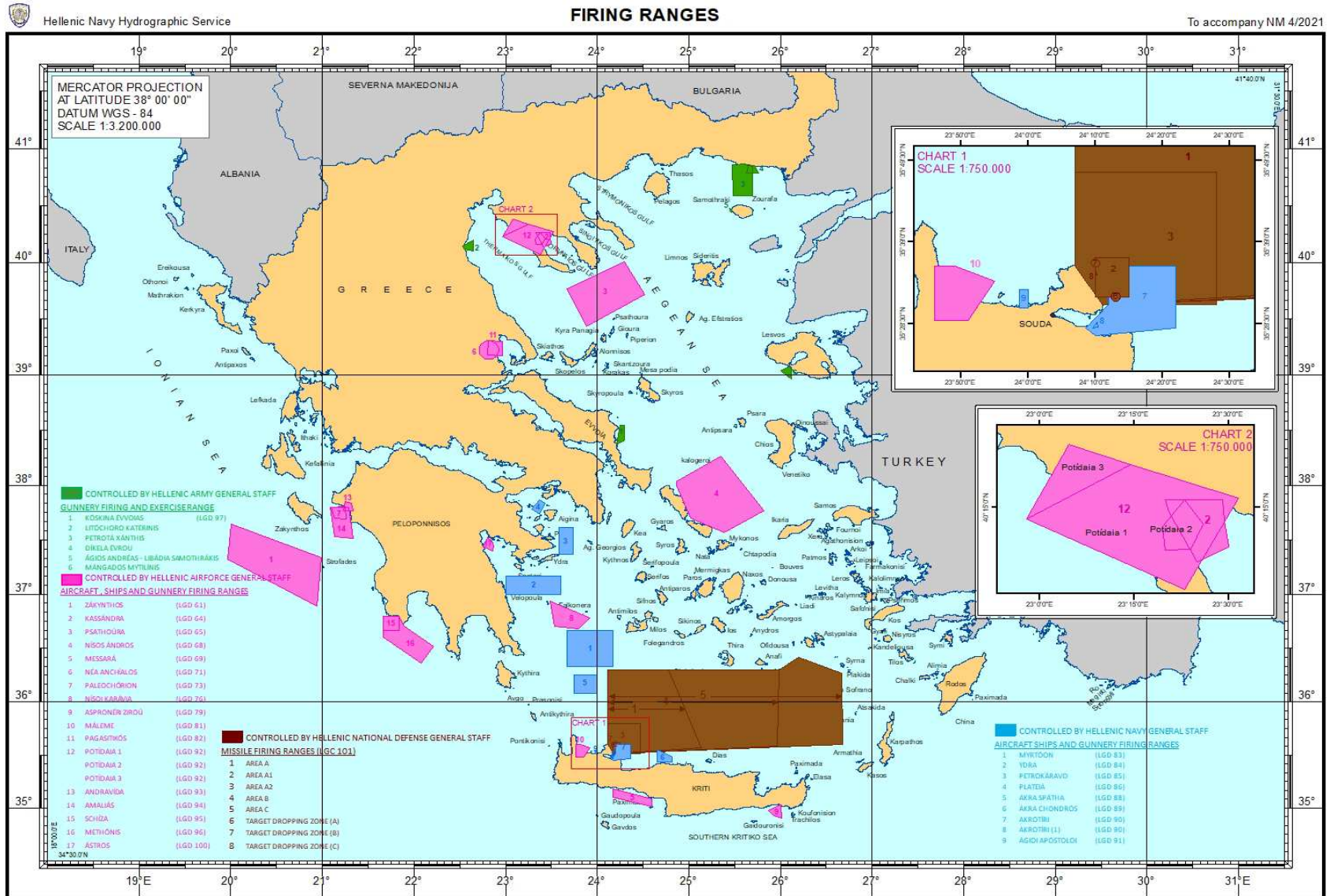
4

- | | | |
|---------------------------------------|--|------------|
| 4. B AREA | Defined by the points:
35° 36' 00''N - 024° 07' 00''E
36° 18' 00''N - 024° 07' 00''E
36° 18' 00''N - 025° 59' 00''E
35° 35' 00''N - 025° 58' 00''E
35° 31' 00''N - 024° 11' 00''E | See note 1 |
| 5. C AREA | Defined by the points:
35° 36' 00''N - 024° 07' 00''E
36° 18' 00''N - 024° 07' 00''E
36° 18' 00''N - 025° 59' 00''E
36° 25' 00''N - 026° 12' 00''E
36° 16' 00''N - 026° 40' 00''E
35° 36' 00''N - 026° 41' 00''E
35° 31' 00''N - 024° 11' 00''E | See note 1 |
| 6. TARGET DROPPING
ZONES A | Defined by a circle with a radius
of 1 km and its centre at
35° 32' 00''N - 024° 13' 00''E | |
| 7. TARGET DROPPING
ZONES B | Defined by a circle with a radius
of 1 km and its centre at
35° 36' 20''N - 024° 10' 00''E | |
| 8 TARGET DROPPING
ZONES C | With the following
characteristics:
35° 35' 10"N - 024° 10' 06"E
35° 34' 49"N - 024° 10' 18"E
35° 34' 44"N - 024° 10' 05"E
35° 35' 07"N - 024° 09' 56"E
35° 35' 10"N - 024° 10' 06"E | |

Note 1: Activated every Wednesday, Thursday, Friday and Saturday from 05:30 UTC until sunset by navwarn. For the period between 1st April and 31st October, the area will not be activated on Saturday unless a relevant navwarn is issued.

Note 2: Activated from Monday to Friday 05:00 UTC until sunset except national holidays, by navwarn.

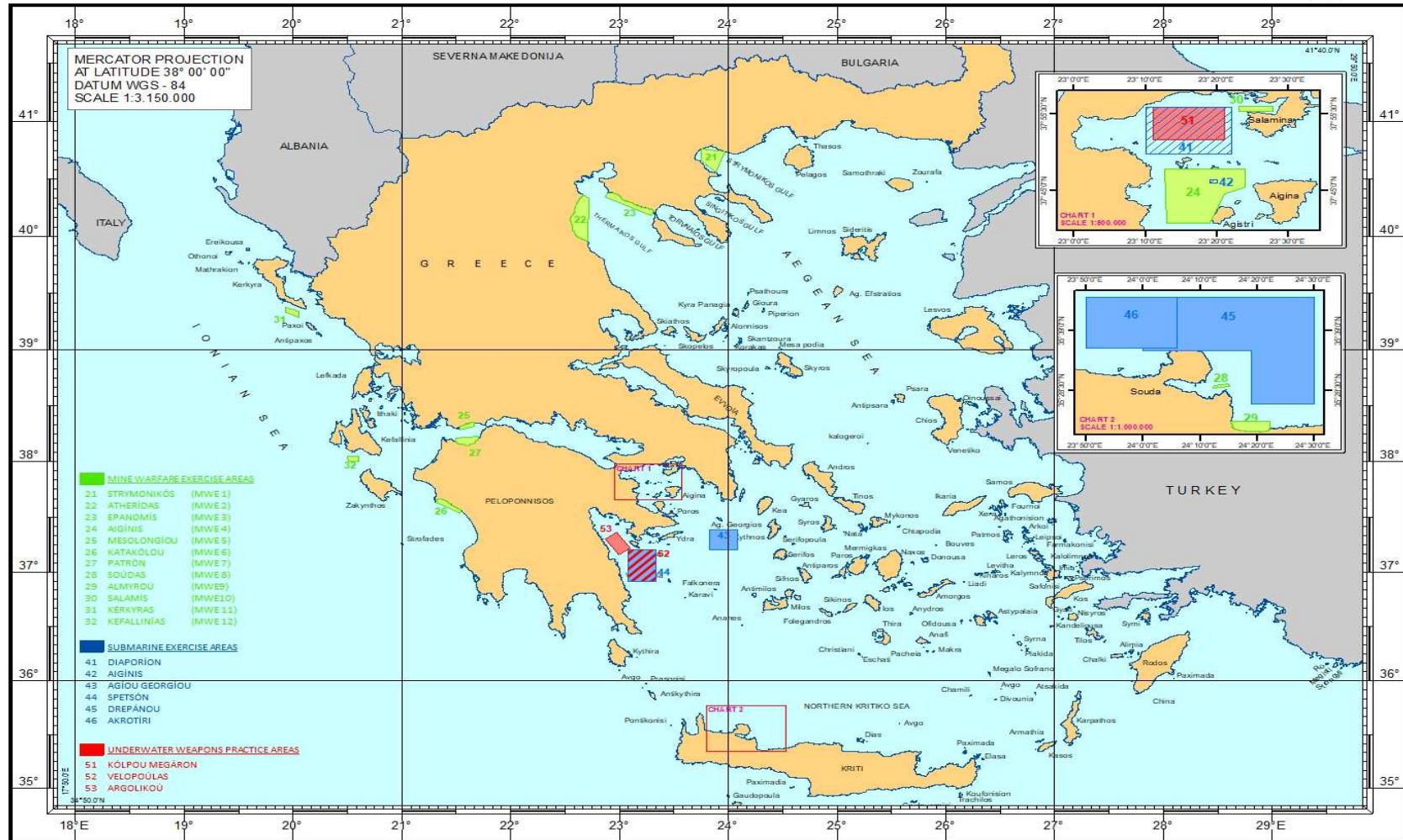
WARNING: Ships that navigate through the above-mentioned areas (during activation times), should keep continuous watch on channels 12/ 16 VHF, where KRÍTI firing controlling range station, is transmitting with call sign NAMFICONTROL.





**MINE WARFARE, UNDERWATER WEAPONS PRACTICE AREAS
AND SUBMARINE EXERCISE AREAS**

To accompany NM 4/2021



Notice No. **5/2021**

HELLÁS - RESTRICTIONS TO NAVIGATION

Notice No. 5/2020 is canceled. Changes and inputs regarding the previous year's notice are marked with a perpendicular line on the margin.

The following restrictions and wording to navigation on the mentioned areas are according to Hellenic legislation. For the easier briefing of mariners, the areas on the chart with title «PROHIBITED AREAS TO NAVIGATION AND APPROACH are depicted in summary on the attached chart at the end of this issue.

1. Saronikos gulf (Hellenic legislation: 41 A/ 11-2-2004)

a. Salamina Area:

Defined by the points:

- (1) 37° 59' 51'' N - 023° 31' 19'' E
- (2) 38° 00' 03'' N - 023° 32' 53'' E
- (3) 37° 57' 55'' N - 023° 32' 42'' E
- (4) 37° 57' 54'' N - 023° 32' 36'' E

b. Skaramangas area:

Defined by the points:

- (1) 37° 58' 00'' N - 023° 33' 24'' E
- (2) 37° 57' 56'' N - 023° 32' 57'' E
- (3) 38° 00' 05'' N - 023° 33' 08'' E
- (4) 38° 00' 21'' N - 023° 35' 08'' E
- (5) 38° 00' 15'' N - 023° 35' 24'' E

Navigation through the above-mentioned areas is restricted without appropriate clearance from Piraeus and Elefsína port authorities. Navigation without prior authorization by the competent maritime authorities, as well as photographing and filming of Coastal Military installations is forbidden.

Among the above areas is generated a channel for navigation of two (2) cables, defined by the following points:

- | | |
|-------------------------------------|------------------------|
| a. 38° 00' 03'' N - 023° 32' 53'' E | } West side of channel |
| b. 37° 57' 55'' N - 023° 32' 42'' E | |
| c. 38° 00' 05'' N - 023° 33' 08'' E | } East side of channel |
| d. 37° 57' 56'' N - 023° 32' 57'' E | |

in which special formalities are applicable for the passage of vessels.

The northern limit of the above channel is marked with a pair of light buoys.

Attention: The transit of every vessel that does not belong to the Navy from the above channel for navigation, as well as from the channel located south of it

which is marked with three pairs of light buoys and has a width of approximately 240 meters with a maximum authorized draft passage 10,7 meters, is allowed with the following conditions and restrictions:

(I) Passing Clearance:

a. During daytime, passage is allowed for vessels that have requested and acquired passing clearance from Piraeus or Elefsina port authorities.

b. Between sunset and sunrise, passing should be avoided. If passage is inevitable vessels may be granted the appropriate clearance on request and acquire clearance from Piraeus or Elefsina port authorities one (1) hour prior to passage and no later than 2000 LT. Tug boats that berth at Piraeus or Elefsina port are excluded of this restriction, following the restrictions for daytime.

c. The clearance request should be submitted to Piraeus or Elefsina port authorities accordingly and should include the following data.

- (2) Flag
- (3) Gross registered tonnes (GRT)
- (4) Length overall (LOA)
- (5) Maximum draught during passage
- (6) Type of cargo
- (7) Requested time of passage

The request of the vessel is forwarded from Piraeus or Elefsina port authorities to the Salamina's Naval Base command center, which approves or denies the request.

d. Ships passing through the channel are listening on VHF channel 12. Ships without pilot, regardless of flag, before they pass through the channel are obliged to report this to the Piraeus Pilot station via radiotelephony or other means, in order to be notified about any transit ban from the channel.

e. The Naval base reserves the right to suspend, prohibit or restrict the passage due to operational or other conditions.

(II) Pilotage:

Pilotage service is compulsory 24/7 for vessels that carry the Greek flag exceeding 1000 Gross Registered Tonnes (GRT), as well as for vessels that do not carry the Greek flag exceeding 150 Gross Registered Tonnes (GRT).

(III) Towage:

Towage is compulsory:

- a. In daytime, for ships with an overall length of more than 120 metres.
- b. From sunset to sunrise, for ships with an overall length of more than 75 metres

(IV) Priority:

a. Passage priority from the southern part of the channel has outbounding vessels from Elefsina gulf.

b. Local ferries should stand clear and wait for vessels that navigate inside the channel.

c. Ships without pilotage services should give way to ships with piloting services and warships.

(V) Precedence:

Contact **Piraeus port authority** (VHF-Ch. 12).

(VI) Prohibitions:

a. Simultaneous passage of meeting vessels inside the channel (except diesel powered) which is marked by three (3) pair of light buoys.

b. At the area between the light buoy in Poùda shoal and the northern channel limit (marked with a pair of light buoys), passage is allowed with a speed of up to 6 knots. When safety of navigation mandates, speed excession is allowed only by the absolute knots needed in order to assure navigational safety of the ship.

1A. Salamína - Skaramagás Area (Hellenic legislation: 378 B/ 20-3-07)

Professional and leisure fishing is prohibited, as is the collection of sea organisms, in the area defined by the following positions:

- (1) 37° 57' 50'',33 N - 23° 33' 16'',38 E
- (2) 37° 57' 42'',34 N - 23° 32' 37'',08 E
- (3) 37° 57' 42'',83 N - 23° 32' 13'',77 E
- (4) 37° 57' 48'',71 N - 23° 32' 06'',55 E
- (5) 37° 58' 03'',17 N - 23° 31' 53'',13 E
- (6) 37° 59' 51'',00 N - 23° 31' 19'',00 E
- (7) 38° 00' 03'',00 N - 23° 32' 53'',00 E
- (8) 38° 00' 05'',00 N - 23° 33' 08'',00 E
- (9) 38° 00' 21'',00 N - 23° 35' 08'',00 E
- (10) 38° 00' 15'',00 N - 23° 35' 24'',00 E

2. Elefsína Area (Hellenic legislations: 963 B/ 9-9-98 & 80 B/ 13-2-85)

Anchorage or standby of ships or any kind of floating constructions is prohibited in the area defined by the following positions:

- a. 37° 59' 48'' N - 23° 31' 18'' E
- b. 38° 00' 00'' N - 23° 32' 42'' E
- c. 38° 00' 48'' N - 23° 32' 00'' E
- d. 37° 59' 54'' N - 23° 30' 48'' E

Anchorage or standby of ships or any kind of floating constructions is also prohibited within a distance of 370 metres from the axis defined by the following positions:

- a. 38° 00' 04'' N - 23° 33' 00'' E
- b. 38° 01' 44'' N - 23° 31' 26'' E
- c. 37° 59' 34'' N - 23° 25' 21'' E

with a range of 370 meters either side of the axis.

3. Vicinity of Fléves Islets (Hellenic legislation: 1359 B/ 1-8-07)

It is prohibited for ships or any kind of floating constructions to approach or navigate to Fléves Islets at a distance of less than 0.3 nautical miles without clearance by the Senior Naval Officer Aegean.

4. Foínikas Bay Síros Island (Hellenic legislation: 245 A/ 24-10-2003)

At the area defined by the following positions:

- a. 37° 23' 16'',14 N - 024° 52' 39'',55 E
- b. 37° 23' 27'',00 N - 024° 52' 39'',55 E
- c. 37° 23' 27'',00 N - 024° 52' 54'',55 E
- d. 37° 23' 18'',40 N - 024° 52' 54'',55 E

Navigation is forbidden without prior authorization by the competent maritime authorities, as well as photographing and filming of Coastal Military installations.

5. Áraxos area (Pápas point) Patraikós gulf (Hellenic legislation: 163 A/ 28-6-05)

Navigation within less than 450 m off the shore is prohibited without clearance by the local naval authorities in the area defined by the following positions: 38° 11' 32'',7 N - 021° 22' 17'',0 E , 38° 11' 33'',2 N- 021° 24' 36'',9 E

(See Hellenic Navy, Hydrographic Service charts No. 40, 2311).

Navigation is forbidden without prior authorization by the competent maritime authorities, as well as photographing and filming of Coastal Military installations.

6. Kríti Island Areas:

a. Soûda naval base and adjacent areas (Hellenic Legislation: 150 A/ 28-06-2002)

a. The area defined by the following positions:

- (1) 35° 27' 53'' N - 024° 09' 34'' E
- (2) 35° 28' 46'' N - 024° 10' 10'' E
- (3) 35° 28' 46'' N - 024° 09' 24'' E
- (4) 35° 28' 46'' N - 024° 09' 09'' E
- (5) 35° 29' 40'' N - 024° 04' 46'' E
- (6) 35° 29' 25'' N - 024° 04' 38'' E

b. The area defined by the following positions:

- (1) 35° 30' 12'' N - 024° 10' 11'' E
- (2) 35° 30' 07'' N - 024° 11' 04'' E
- (3) 35° 28' 58'' N - 024° 10' 18'' E
- (4) 35° 28' 58'' N - 024° 09' 24'' E
- (5) 35° 28' 58'' N - 024° 09' 11'' E
- (6) 35° 30' 04'' N - 024° 03' 49'' E
- (7) 35° 30' 04'' N - 024° 03' 48'' E

Navigation is forbidden without prior authorization by the competent maritime authorities, as well as photographing and filming of Coastal Military installations.

Between the above-mentioned areas a channel of two cables in width is formed, defined by the following positions:

- | | | | | |
|----|--------------|---|---------------|-------------------------|
| a. | 35° 28' 58'' | - | 024° 10' 18'' | } North side of channel |
| b. | 35° 28' 58'' | - | 024° 09' 24'' | |
| c. | 35° 28' 58'' | - | 024° 09' 11'' | |
| d. | 35° 29' 50'' | - | 024° 04' 52'' | |
| e. | 35° 29' 40'' | - | 024° 04' 46'' | } South side of channel |
| f. | 35° 28' 46'' | - | 024° 09' 09'' | |
| g. | 35° 28' 46'' | - | 024° 09' 24'' | |
| h. | 35° 28' 46'' | - | 024° 10' 10'' | |

Specific restrictions apply for passing through the channel:

a. In daytime:

For ships not carrying a Greek flag clearance is required by the local port authority.

b. Between sunset and sunrise:

Except Hellenic warships, passage should be avoided. When it is unavoidable, ships that have the mandatory clearance may pass. Clearance is requested from Soûda Naval Base through Chania port authorities six (6) hours prior to passage but not later than 20:00 LT.

Soûda naval base can always deny clearance due to operational or other restrictions.

The area of Soûda Port which is defined from the points:

- a. 35° 29' 25'' N - 024° 04' 38'' E
- b. 35° 29' 40'' N - 024° 04' 46'' E
- c. 35° 29' 51'' N - 024° 04' 51'' E
- d. 35° 30' 04'' N - 024° 03' 48'' E

is clear to navigation and anchoring (anchorage).

b. Kyriamádi bay area (Hellenic legislation: 276 A/ 18-11-2002)

In the area defined by the points:

- a. 35° 18' 14, 95'' N - 026° 17' 24, 76'' E
- b. 35° 18' 02, 43'' N - 026° 17' 24, 57'' E

Navigation is forbidden without prior authorization by the competent maritime authorities, as well as photographing and filming of Coastal Military installations.

c. Point drépano area (Hellenic legislation: 15 A /28-01-2003)

In the area defined by the points:

- a. 35° 28' 17,80'' N - 024° 14' 05,58'' E
- b. 35° 27' 04,15'' N - 024° 15' 33,46'' E
- c. 35° 27' 04,28'' N - 024° 16' 52,34'' E
- d. 35° 29' 11,63'' N - 024° 16' 52,04'' E
- e. 35° 29' 11,33'' N - 024° 14' 05,34'' E

Navigation is forbidden without prior authorization by the competent maritime authorities, as well as photographing and filming of Coastal Military installations.

7. Dodekánisa area (Hellenic legislation: 647 B/ 2-08-1979)

a. Lakí bay Léros Island:

Navigation within less than 200 metres off the shore is prohibited without clearance by the local port authorities in the area defined by the following positions:

- 37° 06' 59,0'' N - 026° 50' 31'' E

37° 07' 25,5'' N - 026° 51' 28'' E
(See Hellenic Navy Hydrographic Service chart No. 451/ 1)

Navigation is forbidden without prior authorization by the competent maritime authorities, as well as photographing and filming of Coastal Military installations.

b. Léros Island Parthéni Bay Areas:

1. Navigation within less than 350 metres off the shore is prohibited without clearance by the local port authorities in the area defined by the following positions:

37° 11' 48'' N - 026° 47' 02'' E

37° 11' 18'' N - 026° 47' 39'' E.

2. Navigation within less than 100 metres off the shore is prohibited without clearance by the local port authorities in the area defined by the following positions:

37° 11' 18'' N - 026° 48' 18'' E

37° 11' 26'' N - 026° 48' 16'' E.

Navigation is forbidden without prior authorization by the competent maritime authorities, as well as photographing and filming of Coastal Military installations.

8. Skýros Island Trístomo bay area (Hellenic legislation: 233 A/ 25-10-2006)

Navigation within less than 250 metres off the shore is prohibited without clearance by the local port authorities in the area defined by the following positions:

38° 47' 15,1'' N - 024° 35' 58,8'' E

38° 45' 55,9'' N - 024° 37' 03,0'' E

Navigation is forbidden without prior authorization by the competent maritime authorities, as well as photographing and filming of Coastal Military installations.

9. Piraeus port (Kanelópoulos bay) (Hellenic legislation: 163 A/ 28-6-2005)

Navigation between the shoreline and the line formed by the following positions is prohibited without clearance by the local port authorities.

a. 37° 56' 04,7'' N - 023° 37' 27,1'' E

b. 37° 56' 01,0'' N - 023° 37' 28,0'' E

c. 37° 56' 00,6'' N - 023° 37' 39,9'' E

Navigation is forbidden without prior authorization by the competent maritime authorities, as well as photographing and filming of Coastal Military installations.

10. Póros Island areas (both sides of Póros Peninsula) (Hellenic legislation: 13 A/ 21-1-2005)

Navigation is prohibited without clearance by the local port authorities in the area defined by the following positions as illustrated in the Hellenic Navy Hydrographic Service chart 412/5.

- a. 37° 30' 31,4'' N - 023° 27' 10,6'' E
- b. 37° 30' 13,5'' N - 023° 27' 18,6'' E
- c. 37° 30' 16,9'' N - 023° 27' 35,9'' E
- d. 37° 30' 28,1'' N - 023° 27' 36,8'' E

Navigation is forbidden without prior authorization by the competent maritime authorities, as well as photographing and filming of Coastal Military installations.

11. Agía Marína bay (South Evoikós Gulf) - (Hellenic legislation: 203 A/ 29-08-2002)

Approaching, embarking and disembarking are prohibited on the northern coast of Agía Marína bay. Anchorage or fishing (leisure/professional) is prohibited within less than 450 meters off the shore in the area defined between the shore and the following positions:

- 38° 11' 44'' N - 024° 04' 29'' E
- 38° 11' 06'' N - 024° 03' 34'' E

12. Skýros Island Limnonári point - (Hellenic legislation: 211 A/ 3-11-2004)

Navigation within less than 100 metres off the shore is prohibited without clearance by the local naval authorities in the area defined by the following positions:

- 38° 48' 25,34'' N - 024° 40' 56,29'' E
- 38° 48' 37,69'' N - 024° 40' 30,74'' E

Navigation is forbidden without prior authorization by the competent maritime authorities, as well as photographing and filming of Coastal Military installations.

13. Salamína Island area (Ágios Geórgios Islet):

Approaching the coastline of the islet is prohibited.

14. Salamína bay area

Navigation is prohibited without passing clearance by the local naval authorities in the area defined by the following lines:

- a. Meridians: 023° 25' 57'' E and 023° 26' 36'' E
- b. Parallel: 37° 56' 12'' N and South Coast Line

(See Hellenic Navy Hydrographic Service chart No. 412/6)

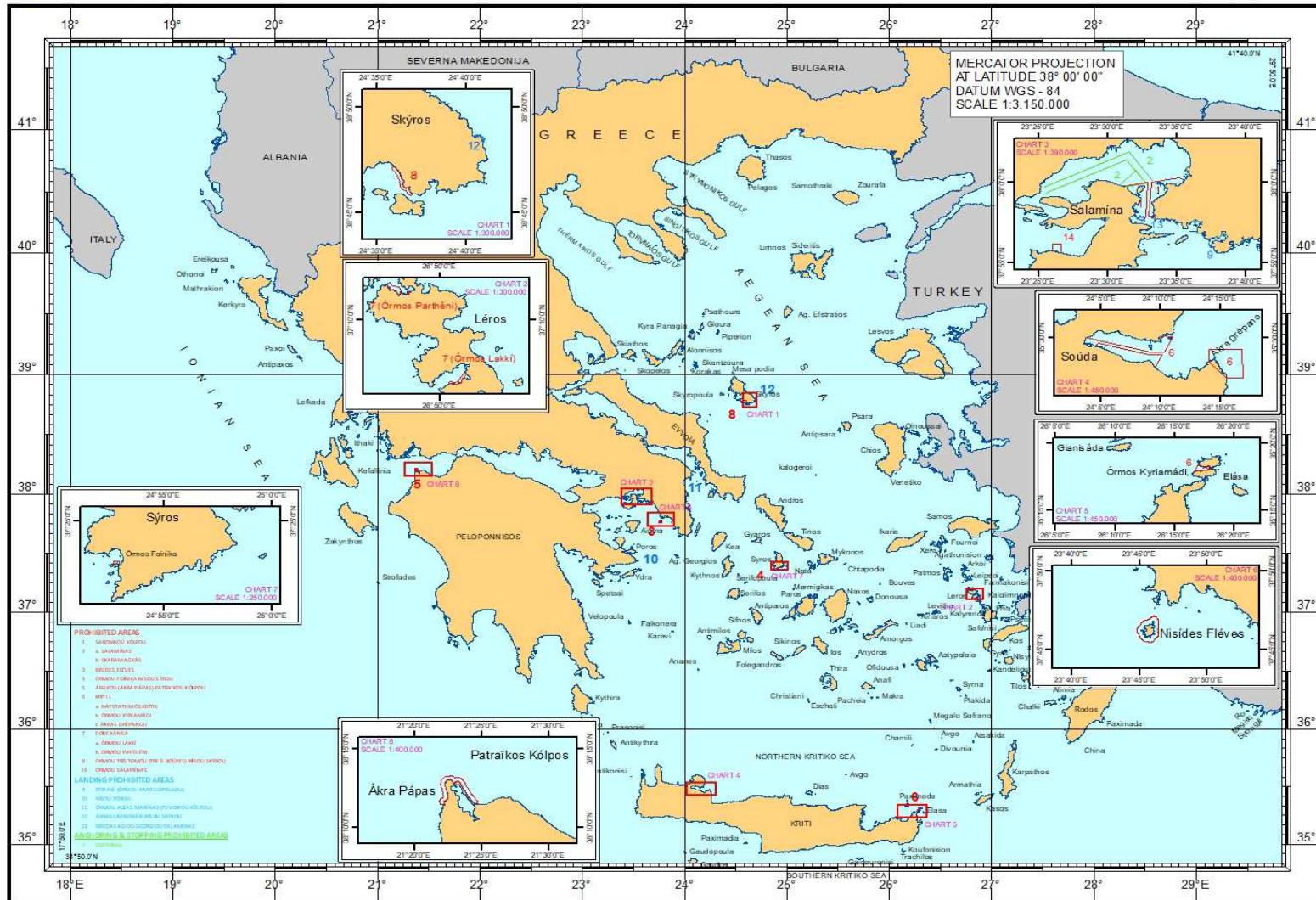
Navigation is forbidden without prior authorization by the competent maritime authorities, as well as photographing and filming of Coastal Military installations.



Hellenic Navy Hydrographic Service

PROHIBITED AREAS IN NAVIGATION, APPROACHING & ANCHORING

To accompany NM 5/2021



Notice No. **6/2021**

HELLÁS - HELLENIC NAVY HYDROGRAPHIC SERVICE PUBLICATIONS
SELLING POINTS/ INFO POINTS.

| Notice No. 6/2020 is canceled. The changes and inputs regarding the previous year's notice are marked with a perpendicular line on the margin.

1. Every interested party can supply the nautical charts and publications of the H.O with the below mentioned methods:

a. Hellenic Navy Hydrographic Service publications selling points (working days & hours):

(i) Athens:

2nd Paparigopoùlou Street,
Klathmónos Square,
Phone: (+30) 210 336 8639

(ii) Piraeus:

66th Akti Moutsopoùlou Avenue,
Phone: (+30) 210 458 3632

b. From the digital store of the website of H.O: **www.hnhs.gr** (24/7).

c. From bookstores and marine stores.

2. The selling price of the Nautical Charts and publications is mentioned on their index.

3. The Annual (Permanent) Notices as well as the monthly Notices issue free of charge from the Hellenic Navy Hydrographic Service publications selling points.

4. The Annual (Permanent) Notices issue, the monthly Notices issue for the mariners and their traces are available at: **www.hnhs.gr**

Notice No. **7/2021**

HELLÁS - OFFICIAL NAUTICAL PUBLICATIONS

| Notice No. 7/2020 is canceled. Changes and inputs regarding the previous year's notice are marked with a perpendicular line on the margin.

1. The Hellenic Navy Hydrographic Service is the only responsible national producer that publishes the Official Nautical Publications:

- a. Nautical charts.
- b. Sailing directions of Hellenic Coasts (Pilot Books) - (4) books.
- c. List of Lights (Hellenic coasts).
- d. Catalogue Nautical Charts & nautical publications.
- e. Symbols Abbreviations Terms used on Hellenic Navy Nautical Charts (XEE 64 INT1).
- f. Other Nautical aid publications.

The above official publications are the only ones that are kept constantly updated through the notices to mariners that are issued by the Hydrographic service.

Reproducing of any kind, even with the form of abstract is not allowed without former permission from the Hydrographic Service.

2. The sailing directions (Pilot books) must be used by the mariners in conjunction with their additional leaflets and with the last edition nautical charts that appertain the area.

Notice No. **8/2021**

HELLÁS - LIGHTS REFERENCE (LIGHTHOUSES, LIGHTS AND LIGHTBEACONS)
ON THE SAILING DIRECTIONS (PILOT BOOKS).

| Notice No. 8/2020 is canceled. Changes and inputs regarding the previous year's notice are marked with a perpendicular line on the margin.

The mariner must know that the information provided at the Sailing Directions (Pilot Books), are not in detail and at every case the List of Lights for the Hellenic coasts must be used.

The Hydrographic Service issues notices for the following cases:

- a. Establishment of new lights.
- b. Changes on the existing lights mentioned on the Sailing Directions (Pilot Books).

Notice No. **9/2021**

HELLÁS - INFORMATION REGARDING MINE WAR EXERCISES

Notice No. 9/2020 is canceled. Changes and inputs regarding the previous year's notice are marked with a perpendicular line on the margin.

1. Mine hunting and mine-sweeping exercises are carried out at defined areas which are marked on the nautical charts (according to notice no. 4 of this issue) and are made known each time to the mariners with relative 'Navwarn' which is issued by the Hydrographic Service 48 hours prior commencement of the exercises.

2. In case that is required to execute the above mentioned exercises at areas that have not been defined, it is made known to the mariners by a 'Navwarn'.

3. During mine placing exercises, the mines that are used are for drills which are harmless, they do not explode, they are located on the bottom or they are anchored at predefined depth and they can release into the surface red or green color. This mines in some cases are dropped out of the predefined (according to Notice no.4 of this issue) exercise areas. A navwarn to mariners is issued in that case which defines the area in which the above mentioned mines exist without though define their exact positions.

4. The vessels that execute countermining exercises (mine-sweeping and mine-hunting) isolated or in formation, are in great difficulty to steer, that's why mariners should not interfere with their free navigation, as follows:

Mine - Sweeping

- a. Don't navigate through formation of vessels that execute the above exercises.
- b. Don't approach the minesweeping formations, in distance less than 1.000 meters from the stern or 500 meters from each side, taking into account the existence of towed wires.

Mine - Hunting

Don't approach closer to the isolated mine-sweeping vessel 1.000 meters, taking into account the conduct of navy seals/ underwater vehicle operations as part of the mine search exercise or mine disposal with submarine explosives.

5. The vessels that carry out mine-sweeping operation as well as the vessels that carry out mine search operation:

- a. Cast during the exercises buoys that are usually equipped with radar reflectors, also can have on their mast, a number or a flag from the International Code Signal. During night these buoys have an all around green or white or red flashing light, visible with naked eye from about 1 nm distance.
- b. The vessels that perform mine neutralization with explosives. Can have on their mast the flag «B» as an indication of the conduct of extensive operations, visible with naked eye from about 600 meters distance.

6. The mariners can identify the vessels that are occupied with mine hunting exercise or mine search as below:

a. Vessel that executes mine-haunting, mine sweeping exercises exhibits lights or has raised day signals according par. (a) of rule 23 and besides that, the mentioned in par. (f) of rule 27 of the International Regulation for the Avoidance of Collision at Sea (1972) must exhibit:

- (1) During night:
 - (a) Masthead light towards bow.
 - (b) Side lights.
 - (c) Stern light.
 - (d) (3) All-around green lights (one above or close to the body of the mast and one at each end of each antenna).

- (2) During day:

Three black balls with diameter not less than 0,60 m, at the same position with the green all around lights of par. 6α (1) (d) (one above or close to the body of the mast and one at each end of each antenna).

Note: The exhibition of lights or balls of the previous paragraph shows that it is dangerous for another vessel to approach in distance less than 1.000 m. from the stern or 500 m. from the sides of the mine-sweeper, as it must be considered as a restricted in her ability to maneuver vessel and as a result cannot keep clear from the course of another vessel.

Notice No. **10/2021**

HELLÁS - NATIONAL HOLIDAYS

Notice No. 10/2020 is canceled.

The national holidays of 2021 are the following:

1	January 1 st	New Year's Day
2	January 6 th	Epiphany
3	March 15 th	Ash Monday (Orthodox)
4	March 25 th	National Holiday - Virgin Mary Evangelism (Orthodox)
5	April 30 th	Good Friday (Orthodox)
6	May 1 st	Labour Day
7	May 2 nd	Easter Day (Orthodox)
8	May 3 rd	Easter Monday (Orthodox)
9	June 21 st	Whit Monday
10	August 15 th	Assumption (Orthodox)
11	October 28 th	National Holiday "Ochi Day"
12	December 25 th	Christmas Day (Orthodox)
13	December 26 th	Boxing Day (Orthodox)

11

Notice No. **11/2021**

HELLÁS - TIME IN USE

Notice No. 11/2020 is canceled.

In Hellas the time used between the last Sunday of October and the last Sunday of March is BRAVO time zone (30° East), two (2) hours in advance of UTC (Z) time zone.

Between the last Sunday of March and the last Sunday of October the time zone used is the CHARLIE time zone, three (3) hours in advance of UTC (Z) time zone.

The date's of start/ and of summer time are assigned every time with a ministerial council act.

Notice No. **12/2021**

HELLÁS - HELLENIC WAR SHIPS - DIFFERENCES IN NAVIGATIONAL LIGHTS WITH THE INTERNATIONAL REGULATIONS FOR COLLISION AVOIDANCE AT SEA.

| Notice No. 12/2020 is canceled. Changes and inputs regarding the previous year's notice are marked with a perpendicular line on the margin.

1. All vessels are warned when meet Hellenic warships at open sea or at the Hellenic territorial waters, during cases that navigation lights can be exhibited. In some war ships this lights can have differences regarding the number , the position and the height from what is statutory from the International Regulation for Collision Avoidance at Sea 1972 (COLREGs).

2. The differences from the COLREGs are necessary due to the special construction and operation of the warships and are as follows:

a. As to paragraph a (ii) of rule 23, which mentions that at vessels with length bigger than 50 meters a second mast light will be placed towards the stern and higher than the forward does not apply to the following cases: to Submarines, fast attack boat type OSPREY (APMATOLOS, MACHITIS, POLEMISTIS), zubr type (KEFFALINIA), fast attack boat type COMBATTANTE III (LASKOS - KAVALOUDIS), type VOSPER (ROYSEN) and at minesweepers type HUNT (EUROPI).

b. As to paragraph a (i) of rule 24 which mentions that powered vessel when towing exhibits in place of the light defined on rule 23 α (i), two mast lights forward in vertical line. On the following cases: Submarines, Minesweeper type OSPREY, HUNT and H/V - O/V NAFTILOΣ only one mast light exists.

c. As to paragraph a (iv) of rule 24, which mentions that powered vessel when towing, exhibits a towing light in vertical line above the stern light does not apply to the following cases: submarines, fast attack boats type COMBATTANTE III (LASKOS - KAVALOUDIS), type 148 (VOTSIS), mine hunters type HUNT (EUROPI), type OSPREY (EVNIKI), patrol boat type ESTEREL (STAMOU), H/V - O/V NAFTILOS, L/V (LYKOUDIS - KARAVOGIANNOS), Coast Guard Boat type Nasty (ANDROMEDA - KYKNOS - PIGASOS - TOXOTIS).

d. As to paragraph 2 a (i) Annex I of the regulation which mentions that at vessels with length in excess of 20 meters, the forward mast light, or if there is only one mast light ,this will be placed in height not less than and as the width of the vessel exceeds 6 meters, at height above the vessel not less than her width and that light does not required to be placed above the vessel in height bigger than 12 meters at frigates MEKO type (Hydra), landing ships LST type (SAMOS), gunboats OSPREY type (POLEMISTIS, ARMATOLOS, MACHITIS), ASHEVILLE type (TOLMI), fast attack boat COMBATTANTE III type (LASKOS - KAVALOUDIS), coastal patrol boats NASTY type (ANDROMEDA) and ESTEREL type (STAMOU), lighthouse service vessels LIKOUDIS, KARAVOGIANNOS, oil tankers AGP type (HYPERION - ORION-OURANOS), and at general support vessels ALIAKMON - AXIOS, H/V-O/V NAFTILOS the height of the forward mast light is smaller than the defined.

e. As to paragraph 2g of ANNEX I, which defines that the side lights will be placed at height above the vessel not bigger than the three thirds of the height of the forward mast light, at landing ships LST type (SAMOS) and general service vessel

PROMETHEUS, the side lights are placed higher than the three thirds of the height of the forward mast light.

f. According to paragraph 2 (i) ANNEX I of the regulation which defines that vessels with length more than 20 meters, the vertical lights (two or three) will be placed into distance between them not less than 2 meters and the lowest of them, except the case in which a towing light is required, it must not be placed at height less than 4 meters above the vessel. At the frigates MEKO type, gunboats ASHEVILLE type (TOLMI), OSPREY type (ARMATOLOS), POLEMISTIS type, MACHITIS type, fast attack boats COMBATTANTE III type (LASKOS - KAVALOUDIS), VOSPER type (ROYSEN), type 148 (VOTSIS), at coastal patrol boats NASTY type (ANDROMEDA) and ESTEREL type (STAMOU), L/V (LYKOUDIS - KARAVOGIANNOS) and at submarines, the vertical distance of the lights as well as the height of the lower of there is smaller than the defined.

g. As to paragraph 2 g Annex I, which mentions that the forward anchoring light, defined by the rule 30 a (i) if there are to, won't be at height less than 4,5 meters above the aft and that at vessel with length more than 50 meters, the forward anchoring light will be at height not less than 6 meters above the main deck, at fast attack boats COMBATTANTE III type (LASKOS - KAVALOUDIS), VOSPER type (ROUSEN), at gunboats (MACHITIS - POLEMISTIS - ARMATOLOS), at fast attack boat type 148 (VOTSIS), at general support vessels PROMETHEUS, at frigates MEKO type, at lighthouse service vessels (LYKOUDIS - KARAVOGIANNOS and at H/V-O/V NAFTILOS the forward anchoring light as well as the height between the forward and the aft anchoring light is smaller than the predicted.

While according rule 30 a (i) of COLREGs, every anchored vessel must exhibit at the forward part of the vessel an all around white light or a ball, at Zubr type vessel KEFALLINIA this particular light is collapsible and is located above the bridge.

The submarines carry an all around anchoring light at the highest point of the bridge at about the middle of the submarine (20 meters from the bow and 30 meters from the stern). In addition they carry an all around light at the bow at height smaller than the defined and smaller in comparison with the all around light of the bridge. If the weather conditions allow the establishment, a portable all around light is established at the most rear part of the stern, or suitable established projector as to illuminate the above mentioned part of the submarine and particular the rudder that is protruding from the surface of the sea.

h. As to paragraph 3 a Annex I which defines that the horizontal distance between the masthead lights of powered vessel must not be less than half the vessel's length and not necessary in excess of 100 meters. The forward light will be placed at a distance from the bow not less than $\frac{1}{4}$ of the length of the vessel.

At: frigates MEKO type (HYDRA), "S" type (ELLI), fast attack boats type 148 (VOTSIS), VOSPER type (ROUSEN), gunboats type (MACHITIS - TOLMI), oil carriers AGP type (ORION - HYPERION - OURANOS), Subr (KEFALLINIA), general support vessel PROMETHEUS, minesweepers HUNT type (EUROPI) and at general support vessels ALIAKMON - AXIOS, H/V - O/V NAFTILOS the horizontal distance between the mast lights is less than the defined. Moreover the frigates type MEKO and «S», as well as the gunboats type MACHITIS have placed the forward mast light in bigger distance from the bow than the defined. ($\frac{1}{4}$ of the vessel's length).

i. As to paragraph 3 b Annex I, which defines that at vessels with length in excess of 20 meters the side lights will not be placed forward of the forward mast lights, at the following cases: submarines type 214 and submarine OCEANOS, gunboats type ASHEVILLE (TOLMI), type OSPREY (ARMATOLOS - MACHITIS - POLEMISTIS),

fast attack boats type COMBATTANTE III (LASKOS - KAVALOUDIS), mine-sweepers type HUNT (Europi), fast attack boat type VOSPER (ROUSEN), type 148 (VOTSIS), coastal patrol boats type NASTY (ANDROMEDA) and type ESTEREL (STAMOU), the side lights are located forward of the mast lights.

g. As to paragraph 3 d Annex I, the lights which are defined by the rule 27 (b) (i) or by the rule 28 when are placed vertical between the forward and the aft mast light, this all around lights will be placed horizontally in distance not less than 2 meters from the main longitudinal line of the vessel. At the following cases: frigates type "S" (ELLI), gunboats type MACHITIS, type OSPREY (ARMATOLOS) and type ASHEVILLE (TOLMI), H/V - O/V NAFTILOS that distance is smaller than the defined.

k. As to paragraph a (iv) rule 24, which defines that powered vessel when towing shall exhibit towing light in vertical line above the stern light, at the following cases: frigates type MEKO (HYDRA), type 'S' (ELLI), general support vessel type (AXIOS), στα ΠΜΠ (NAXOS - SERIFOS - PANDORA - PANDROSOS), στο Α/Β (PAROS), στο Φ/Θ (THETIS), στις Υ/Φ (STIMFALIA - KERKINI), the towing light is not installed and on its place during night time towing can exhibit the restricted ability to maneuver lights and to light the towing line with a projector. The landing boat (FOLEGANDROS) does not carry anchoring lights.

l. The audibility range of the submarine's navigational lights is the same with those of the rule 22 (b), for crafts less than 50 meters and not the defined according to rule 22 (a).

m. As to paragraph 9b annex (I) of COLREGs which defines that the all around lights will be placed in such a way as to not be obscured by the masts or constructions more than (6) degrees, except the anchoring lights defined by the rule 30 which are not necessary as it are placed in a difficult height above the hull to approach. At the following case: minesweeper type OSPREY (EVNIKI) the low located green mine sweeping lights are obscured more than (6) degrees as following:

(1) Port side light: from 59°,5 to 78°,3 relative bearing.

(2) Starboard light: from 281°,7 to 300°,5 relative bearing.

n. As for the paragraph (c) rule 21, which provides that the Sternlight is placed as nearly as practicable at the stern. At the following cases: ΠΓΥ ATLAS & ΠΓΥ IRAKLIS, the Sternlight is placed at the stern of the accommodation and at a distance of 56 meters from the stern of the vessel.

3. The Hellenic naval vessels many times exhibit in combination with the navigational lights certain other lights or colorful illuminated identification marks.

4. While peace time and during naval exercises, the Hellenic naval ships when navigating as a unit or in formation, can skip exhibiting navigational lights while every effort will be made in order to exhibit them when other vessels approach.

Notice No. **13/2021**

WORLDWIDE NAVIGATIONAL WARNING SERVICE

| Notice No. 13/2020 is canceled. Changes and inputs regarding the previous year's notice are marked with a perpendicular line on the margin.

General

1. After an initial of the IHO (International Hydrographic Organization at MONACO) and IMO (International Maritime Organization at LONDON), various meetings have taken place since 1973, during which was decided the need to create a worldwide navigational warning service with purpose the fastest possible in detail information of the mariners with information regarding navigational and meteorological hazards which can affect the safety of navigation at the main shipping lanes.

Implementation

2. For this purpose the globe was divided into 21 areas (NAVAREAS), which for each of one a state is defined as coordinator. (see table I).
3. Definitions, procedure and used language as well as other data of the service are provided below.
4. The area of Mediterranean and Black Sea was defined as Area III and coordinator duties were assigned to Spain, which from 1-1-1977 has put into force the system and broadcasts information for the main shipping lanes of Mediterranean and Black Sea.
5. Mariners are requested to contribute to the successful operation of the service by means of an immediate report to the nearest communication station and particular for Area III to the Hydrographic Service via OLYMPIA RADIO for any information which can affect the safety of navigation at the main shipping lanes of Mediterranean and Black Sea.
6. This information will be enclosed immediately with NAVHELLEN to the NAVAREA III coordinator, which then will inform the mariners.

Service Description

1. Definitions.

For the purpose of the service the following definitions are applied:

(a) **Navarea**: Means a geographical sea area established for the purpose of coordinating the broadcast of navigational warnings. The term NAVAREA followed by a roman numeral may be used to identify a particular sea area (see figure I). The delimitation of such areas is not related to and shall not prejudice the delimitation of any boundaries between states.

(b) **Sub-area**: Means a subdivision of a NAVAREA/METAREA in which a number of countries have established a coordinated system for the promulgation of maritime safety information. The delimitation of such areas is not related to and shall not prejudice the delimitation of any boundaries between states.

(c) **Navarea coordinator**: Means the authority charged with coordinating, collating and issuing NAVAREA warnings for a designated NAVAREA.

(d) **Sub-area coordinator**: Means the authority charged with coordinating, collating and issuing Sub-area warnings for a designated Sub-Area.

(e) **National coordinator**: Means the national authority charged with collating and issuing coastal warnings within a national area of responsibility.

(f) **NAVAREA Warning:** Means a navigational warning or in-force bulletin promulgated as part of a numbered series by a NAVAREA Coordinator.

(g) **NAVAREA Warning Bulletin:** Navwarns table in force which have been issued and broadcasted by the area coordinator.

(h) **Coastal Navwarn:** A navwarn which is issued by a national responsibly authority through the national coast stations for coverage of a region or part of an area.

(i) **Local Navwarn:** Is a navwarn for area coverage through the jurisdiction limits of the Port Authorities.

2. Requirements for the Navarea and Sub-area coordinators.

2.1 At every area, the Navarea Coordinator and every Sub-area Coordinator if existing must have at his disposal a well organized H.S as well as, efficient and sufficient communication facilities with various National Coordinators. The NAVAREA Coordinator must have in addition at his disposal efficient and sufficient facilities for the broadcast in the entire area taken into account the geographical position for broadcast reasons. The broadcast facilities in addition must cover a part of the nearby areas as big as a fast vessel can travel in 24 hours (about 700 nm).

3. Area Navwarns and Bulletin

3.1 The Navwarns which are broadcasted are mentioned only in the relative area.

3.2 The Navwarns must be transmitted at defined times and to be repeated at the immediately next broadcast and if it considered necessary furthermore.

3.3 If immediate operational demands dictate the urgent implementation, such a change to the broadcast programs must not be implemented, prior the 3 months expiry from the relevant announcement of the responsible National Authorities to the International Telecommunication Union (ITU). The national Authorities that apply modifications are responsible for the confirmation that the requirements of paragraph 5.1 notice are met and to notify the mariners in time for all the changes. The IMO and IHO must be informed at the same time with the ITU for the intended changes, from the responsible member state.

3.4 For the sufficient dispersion of the Navwarns , at least 2 broadcasts daily are required. When the area extends and cross checks more than 6 hours zones, then more than 2 broadcasts must specifically required for the Navwarn reception confirmation during the specified watch period.

3.5 Suitable acts can be made as these Navwarns to be available from the Port Authorities and where necessary in hard copy deemed.

3.6 The Navwarns area bulletins to be broadcasted periodically.

3.7 The Navwarns must remain in force until it is cancelled from the Area Coordinator.

4. Coastal Navwarns

4.1 The validity of the Navwarns is limited to the coastal waters when such an issue is required and usually are covered sea areas until distance 100 - 200 nautical miles from the shore.

4.2 The Navwarns must be transmitted as long as the information is in force or until to be provided by other means.

4.3 The Navwarns must be transmitted at predefined hours. In addition urgent information is broadcasted to the mariners immediately upon reception, when deemed necessary using if required the alert systems that are provided for that purpose.

5. Area coordinator

5.1 The area Coordinator during composition of the broadcast times table, must be assured that the Navwarns broadcast times does not concur with these of the neighboring areas. Special care must be given to the defined working areas for all the categories of the ship stations and the zone time difference between east and west limits of the area. (For the reception of Area Navwarns, ships stations might require to reschedule their working hours in order to be followed by the broadcast time table that has been scheduled.

5.2 The coordination that has been chosen and the further broadcast process of Area Navwarns & bulletins must be left into the Area Coordinator disposal.

5.3 In case of Navwarns that remain in force after the end of the last broadcast, the proper acts must be taken as to be assured that this information have been made available worldwide.

5.4 The area Coordinator must assure that this messages that require further dispersion to other areas, have been forwarded to all the responsible Area Coordinators.

5.5 The area Coordinator takes measures in order that all ships receive the in-force messages for an area before approach or enter the area. In special occasions, the ships can receive the in-force messages following a request of them without thaw the regular broadcasts programmed included.

6. Routeing of information

6.1 Incoming information that requires the issue of Navwarn. Incoming information that requires the issue of a Navwarn.

(a) The National coordinators upon receiving an information of nautical interest and if it is required they issue a coastal Navwarn. If the information requires the wider dispersion of it as Area Navwarn it must forwarded to the Area or Sub-area Coordinator. If it is deemed necessary the message must be categorized with the desirable priority level.

(b) When the National or Area Coordinators ascertain that are the first recipient of the information that concern other district or Area, they must send it through to the National or Area Coordinator with fastest possible way.

(c) The Area Coordinators upon reception of the information which concerns their area will decide for the issue of Area Navwarn according to paragraphs 3, 5 and 7 of the current notice.

(d) The Area Coordinators upon reception of the information which concerns planning of Underwater Operations as described in paragraph 7.1 (b) (x) or other programmed operations as to paragraphs 7.1 (b) (iii) και 7.1 (b) (xi), will send through the information to all the Area Coordinators and National Area Coordinator which will issue Notices for the affected Area.

6.2 Wider spread of Area Navwarns.

(a) The Area Coordinators will θα διαβιβάζουν the Area Navwarns, which require wider spread to the neighboring Areas directly to the relevant Area Coordinators with the fastest possible way.

(b) The National Coordinators must care in order to receive the Area Navwarns broadcasts and to include to the Notices they issue, the Navwarns that are in force and concern their district.

(c) Every Area Coordinator must ensure that hard copies of the Area Navwarns that might be in force for more than 6 weeks have been made available to those Area Coordinators or National Authorities interested in. Delivery by air every week is recommended if there is no other alternative.

(d) The National Coordinators must assess the ability and service requirement of the in-force Navwarns for the area in which the ships are located at ports of their competence.

7. Main subject of Navwarns

7.1 NAVAREA Warnings

(a) In general the Area Navwarns concern information regarding the safety of navigation of ocean-going vessels, in detail are as follows:

(I) Casualties to lights, fog signals, buoys and other aids to navigation affecting main shipping lanes.

(II) The presence of dangerous wrecks in or near main shipping lanes and if relevant, their marking.

(III) Establishment of major new aids to navigation or significant changes to existing ones, when such establishment or change might be misleading to shipping.

(IV) The presence of large unwieldy tows in congested waters.

(V) Drifting hazards (including derelict ships, ice, mines, containers, other large items over 6 meters in length, etc.).

(VI) Areas where search and rescue (SAR) and anti-pollution operations are being carried out (for avoidance of such areas).

(VII) The presence of newly discovered rocks, shoals, reefs and wrecks likely to constitute a danger to shipping, and, if relevant, their marking.

(VIII) Unexpected alteration or suspension of established routes.

(IX) Cable or pipe-laying activities, seismic surveys, the towing of large submerged objects for research or exploration purposes, the employment of manned or unmanned submersibles, or other underwater operations constituting potential dangers in or near shipping lanes.

(X) The establishment of research or scientific instruments in or near shipping lanes.

(XI) The establishment of offshore structures in or near shipping lanes.

(XII) Significant malfunctioning of radio-navigation services and shore-based maritime safety information radio or satellite services.

(XIII) Information concerning events which might affect the safety of shipping, sometimes over wide areas, e.g naval exercises, missile firings, space missions, nuclear tests, ordnance dumping zones e.t.c.

(XIV) Operating anomalies identified within ECDIS including ENC issues.

(XV) Acts of piracy and armed robbery against ships.

(XVI) Tsunamis and other natural phenomena, such as abnormal changes to sea level.

(XVII) World Health Organization (WMO) health advisory information.

(XVIII) Security-related requirements.

(b) The above signal catalogue that was sufficient checked and after their assessment broadcasted as Navwarns must be taken into consideration only as a guide.

(c) The categories of signals transmitted with the form of Navwarns must be updated every 36 months from their initial transmission. The Navwarns for the mariners, which are transmitted within the area, must be numbered successively during the year.

7.2 Coastal Navwarns

The Coastal Navwarns concern information that is mentioned in the above paragraph 7.1 and they are enough for the briefing of the mariners, when entered to a subarea or to a district. Nevertheless the Coastal Navwarns must not be confined into main navigation routes only.

7.3 Local Navwarns

The local Navwarns complete the Coastal broadcast/dispersal System of navigational information by providing detailed information regarding subjects which do not concern the oceangoing navigation. The local Navwarns can be issued only to the National language.

7.4 **The Navwarn Area system** must be adjusted as to be sufficient for vessels navigating in the main routes of an Area. In certain sea areas the reception of Coastal Navwarns can be proved actually necessary.

8. Use of navigational warning signal (2200 Hz Tone) and safety signal (TTT/Securite)

8.1 NAVAREA Warnings

The Navigational Warning Signal or the Safety Signal must not be used for the announcement of a Navwarn.

8.2 Coastal Warnings

(a) The coastal Navwarns must be characterized from their publisher (Coordinator) as to their broadcast priority into: Vital, Important or Scheduled Broadcast.

(b) The "vital importance" Navwarns must be broadcasted immediately after their reception and at the end of the first available period after following the Navigational Warning message and the safety message according with the radio communication regulations.

(c) The Navigational Warning message must not be used for the announcement of a scheduled broadcast except if that broadcast contains "Vital" Navwarn for the mariners' to be broadcasted for the first time.

(d) «The important» Navwarns for the Mariners must be broadcasted at the end of the first available period after following the safety message according with the radio communication regulations.

(e) In a «Scheduled broadcast» the Safety message must not be coming first except if it contains an «Important» Navwarn for the Mariners to be broadcasted for the first time or the repetition of a "Vital" Navwarn.

9. Language used

9.1 All the Navwarns for the mariners, with the exception of the ones mentioned in the above paragraph 7.3, must be broadcasted in English (the Standard Marine Navigational Vocabulary to be used as possible) and moreover :

(a) For NAVAREA Warnings in one or more from the most of the official languages of the United Nations if it deemed necessary.

(b) For COASTAL Warnings in National language.

10. Various

10.1 **Broadcast types:** For the dispersal of NAVAREA Warnings, radiotelegraphy (A1A) must be used at all cases. Moreover the area coordinators can use other dispersal methods e.g. direct printing, FACSIMILE, telephony etc. which depend from the capabilities of the vessels in the area and from their available facilities.

10.2 **Broadcast speed:** The broadcast speed must be according with the radio communications regulations.

10.3 **Broadcast row:** For the avoidance of pointless sit or record the coastal stations must as a general rule broadcast at the scheduled broadcasts the Navwarns with reverse chronological reception row.

10.4 Navwarn in force duration: where required, the time duration (if it is known) must be given in the text of a Navwarn.

10.5 **Message type:** The information provided with a NAVAREA Warning must have the message type contained as an example on table II.

10.6 **'No warnings' message:**

When there are no Navigational warnings to be disseminated at a scheduled broadcast time, a brief unnumbered message should be transmitted to identify the broadcast and advise the mariner that there is no navigational warning message traffic on hand.

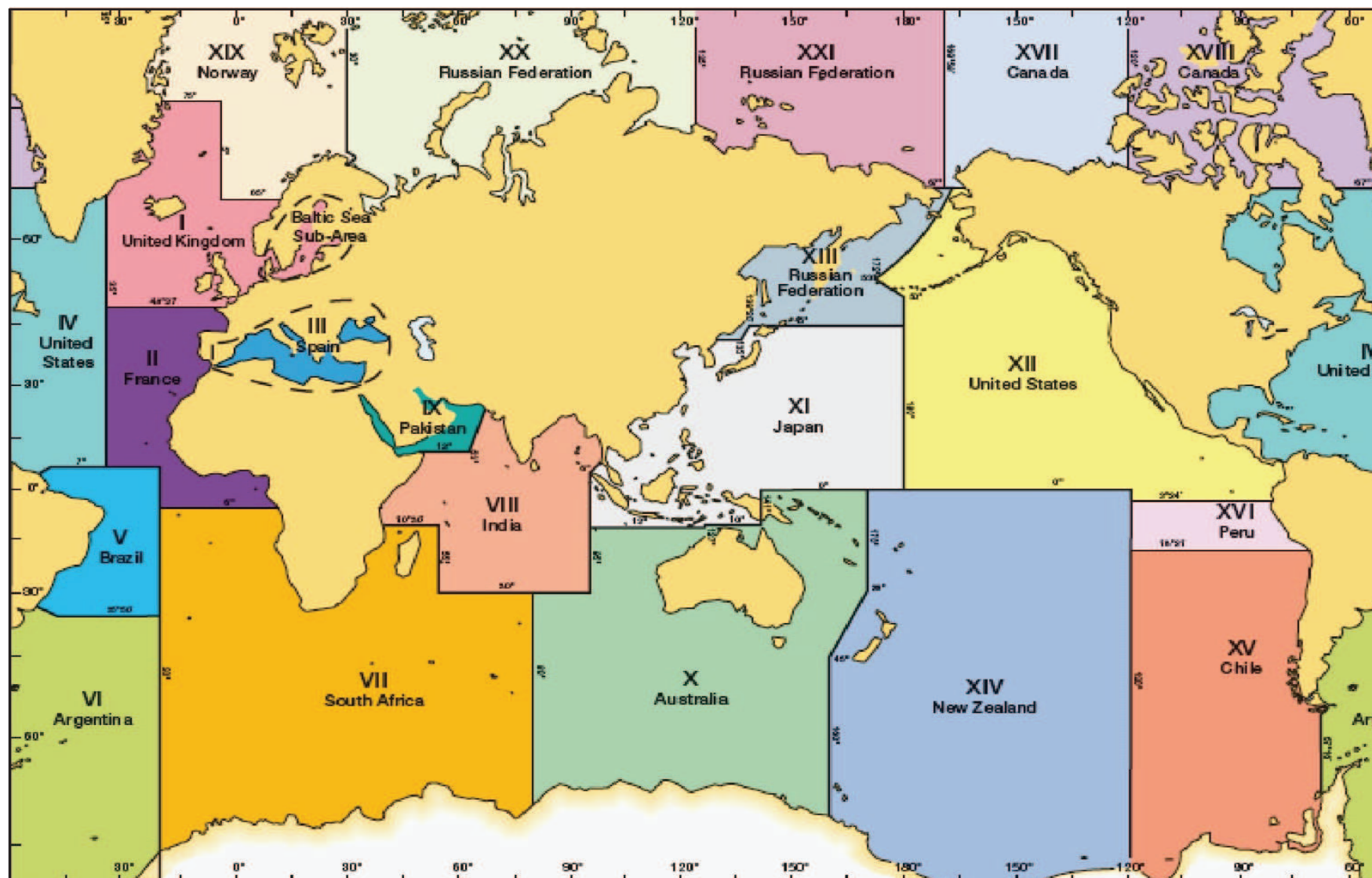
11. Important meteorological information's

11.1 It is worldwide established that it is of great assistance to the mariners the reception of meteorological information's, regarding the safety of navigation, along with the Navwarns for mariners on the same frequencies. The area coordinators are encouraged in spreading such meteorological information according with the general principles which were laid down for the NAVAREA Warnings. In order to avoid misunderstandings in these warnings, the following prefix is used: MET-WARNING.

12. Application

12.1 It is not expected that all area coordinators will be in place to implement the system at the same time but it is desirable the areas that are capable of operating according with the service to implement the system by way of trial with responsibilities that were placed from the existed agreements.

ΠΙΝΑΚΑΣ Ι



ΠΙΝΑΚΑΣ II
ΠΡΟΤΕΙΝΟΜΕΝΟΣ ΤΥΠΟΣ ΣΥΝΤΑΞΕΩΣ ΣΗΜΑΤΟΣ ΠΡΟΑΓΓΕΛΙΑΣ
PROPOSED FORMAT OF NAVIGATIONAL WARNINGS

COMPULSORY INFORMATION					INFORMATION AS APPROPRIATE	
NAVAREA	Annual serial No	General Locality	Nature of danger	Exact position	Time observed*	Remarks
1	2	3	4	5	6	7
NAVAREA I	7	France - West Coast	Quessant light extinguished	48° 40' N 04° 45' W		
NAVAREA VIII	315	Seychelles	Vessel on fire emitting toxic fumesNE	231036 Z	Pass well up wind
NAVAREA IV	13	Gulf of Mexico	Unwieldy tow			Production platform proceeding from Houston to position 28°35' N 90°02' W on 24th.

- NOTE:
1. Where it is necessary, a more accurate position (i. e. in seconds) may be given in Column 5.
 2. Where it is necessary and Known, duration of a warning should be given in Column 7.
 3. Where possible, Columns 4, 5, 6 and 7 should follow the Standard Marine Navigational Vocabulary.
 4. Where inaccuracies would occur due to different datums being utilized in affected charts, positions should be given by true bearing and distance in metres or nautical miles from a permanent, well defined charted object.

* e.g. for drifting objects, such as mines, derelicts, etc.

Notice No. **14/2021**

MARITIME SEARCH AND RESCUE REGION OF GREECE

| Notice 14/2020 is canceled. Changes and inputs regarding the previous year's notice are marked with a perpendicular line on the margin.

By the law with no. 1844/1989 of Hellenic Republic published in the government gazette 100A/25-4-1989:

a. As search and rescue region of Greece is defined the limit of Athens F.I.R.

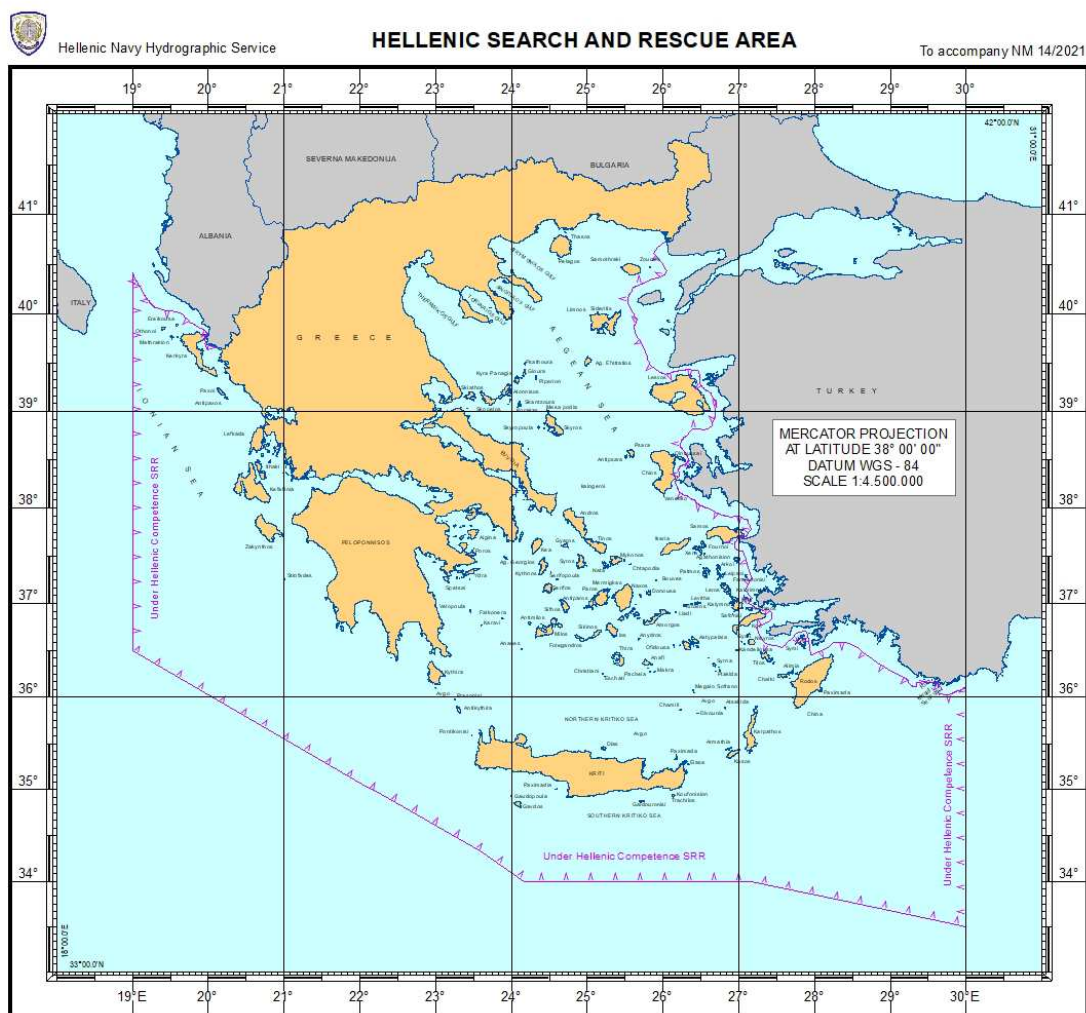
b. By the Common Minister Decision No. 1432-52/93/26-7-1993 (Government gazette 647B/ 30-08-93) founded the Joint Rescue Co-ordination Centre (JRCC) with mission the coordination and where it is demanded the administration of marine & air search and rescue operation after marine & air accidents which is located at the Ministry of Mercantile Marine & Island Policy at Piraeus.

Note: The limits of the search and rescue region of Greece as well as information regarding the JRCC and the rescue sub-centers are provided with details on the attached chart with title «SEARCH AND RESCUE REGION OF GREECE».

Whichever vessel or aircraft is in danger, assistance is provided according to above law not only from the vessels in the vicinity but also from JRCC.

The JRCC is the responsible government service for directing and coordinating all the available means and for taking the appropriate Search and Rescue (SAR) measures for vessels, aircrafts and persons that require assistance within the Search and Rescue Region of Greece.

The Search and Rescue Region of Greece for marine accidents is divided into five (5) subareas with the following corresponding rescue sub-centers:
Thessaloníki - Pátra - Chaniá - Ródos - Mytilíni.



JOINT RESCUE COORDINATION CENTRE PIRAEUS			
JRCC PIRAEUS Akti Vassileiadi P.O 185 10 PIRAEUS GATE E1-E2 TEL.: 213 137 1704, 210 411 2500 FAX.: 210 413 2398, 210 419 1561 E-Mail: jrccpgr@hcg.gr			
	TELEPHONES	FAX	OTHER
JRCC PIRAEUS Joint Rescue Coordination Centre Piraeus	210 410 1116 - 9 210 411 2500 210 422 0772 213 137 1325 213 137 1126	210 413 2398 210 419 1561	Inmarsat C: 423 767 310 AFTN: LGGGYCYX
THESSALONIKI (North Aegean Sea)	231 332 5800 231 332 5801	231 053 1506	thessaloniki@hcg.gr
PATRA (Ionian Sea)	261 361 5400 261 361 5401	261 361 5421	patra@hcg.gr
CHANIA (SW Aegean Sea)	282 109 8888 282 108 9240 282 105 2777	282 102 8387 282 108 9884	chania@hcg.gr
RODOS (SE Aegean Sea)	224 102 8666 224 102 2203 224 102 8888	224 102 7365	rodos@hcg.gr
MYTILINI (Central Aegean Sea)	225 104 0827 225 103 7447 225 102 4115	225 104 7888	mitilini@hcg.gr



HELLENIC NAVY HYDROGRAPHIC SERVICE

STRATOPEDO PAPAGOU - TGN 1040 - HOLARGOS
TEL +330 210 6551771, 210 6551806, 210 6551752 - FAX +30 210 6517811

www.hnhs.gr
e-mail: navtex_hnhs@navy.mil.gr
nasf_hnhs@navy.mil.gr

ISSN:2653-9195