

## 55<sup>th</sup> NHC Meeting

Stavanger, 5 - 6 April, 2011

This report gives the summary of the activities that has taken place within the Icelandic Coast Guard - Hydrographic Department since the last report given at the NHC/54 meeting in Reykjavik, in April 2010.

### 1. Hydrographic Surveys

Due to cutbacks at the Icelandic Coast Guard (ICG), no hydrographic survey was planned in 2010. The survey vessel Baldur was however kept ready for surveying if needed. In May, June, July and August the vessel was used as a patrol vessel for a total of six weeks in collaboration with The Directorate of Fisheries. In August and September the survey vessel carried out a special survey for the National Energy Authority, in Hvalfjörður north-vest of Reykjavik. Reason for this survey was to inspect underwater gravel mines which have been in use since 1963.

### 2. Paper Charts

The paper chart portfolio consists of 38 charts and 37 harbour plans in size A3. All the Icelandic nautical charts have been transferred into WGS-84 datum except two charts in Breiðafjörður. Following charts were published and reprinted in 2010:

New harbour plans:

National No.	Name	Scale	Pub. month
424	Stykkishólmur	1:10 000	June
414	Hólmavík	1:10 000	Sept.
523	Ólafsfjörður	1:10 000	Oct.
711	Stöðvarfjörður	1:10 000	Nov.
532	Grímsey	1:10 000	Nov.

New editions:

National No.	Name	Scale	Pub. month
46	Ísafjarðardjúp (INT 1114)	1:100 000	June
52	Hornstrandir	1:100 000	June
62	Grímsey - Hraunhafnartangi	1:100 000	June
321	Vestmannaeyjar	1:50 000	June
361	Stakksfjörður (Keflavík, Helguvík)	1:10 000	June
364	Akranes	1:10 000	June
51	Horn - Rauðinúpur (INT 1105)	1:300 000	Nov.

Reprints:

National No.	Name	Scale	Pub. month
363	Hafnarfjörður (Straumsvík)	1:10 000	June
716	Reyðarfjörður	1:10 000	June
530	Akureyri (INT 1118)	1:10 000	June

For this year it is expected to publish four new charts:

National no.	Name	Scale
10	Iceland – Greenland (INT-112)	1:3 500 000
15	Iceland – EEZ	1:2 000 000
43	Öndverðarnes – Tálkni	1:100 000
428	Elliðaey - Brjánslækur	1:50 000
718	Stöðvarfjörður	1:10 000
719	Breiðdalsvík	1:10 000

### 3. ENC production

Iceland has finished transferring all the main charts to ENC's, total of 61 cells. Ten harbour plans and the four new charts will be added this year



Figure 1 Icelandic ENC Cells as 1<sup>st</sup> March 2011

#### 4. Nautical Publications

The following nautical publications were published: *Catalogue of Charts 2010*, *Tide Tables 2011* and *Tide Almanac 2011* and *Notices to Mariners* (six issues). *Notices to Mariners* (bilingual) and *Catalogue of Charts* (bilingual) can be obtained on the website [www.lhg.is/english/hydrographic\\_department/](http://www.lhg.is/english/hydrographic_department/).

#### 5. Capacity building

Iceland has not been active in Capacity Building during 2010.

#### 6. C-55

C-55 was last updated in March 2010 since then no changes have been.

#### 7. Other activities

##### Icelandic Coast Guard identifies WW2 British oiler utilizing a Gavia AUV

During fall of 2009, the Icelandic Coast Guard (ICG) conducted routine bathymetric surveys in an area that in November of 1944 had seen two ships, the British oiler SS Shirvan and the Icelandic steamship Goðafoss sunk by the German submarine U- 300. The results of these surveys revealed an anomaly that was ship like in shape and that had roughly the same length as the SS Shirvan. This aroused suspicions amongst the ICG that this may potentially be the wreck of the Shirvan. In August 2010 a mission was conducted by the Icelandic Coast Guard with the cooperation of the University of Iceland, utilizing a Gavia vehicle to investigate the target using a range of acoustic sensors including a high frequency side scan and a swath bathymetry system.

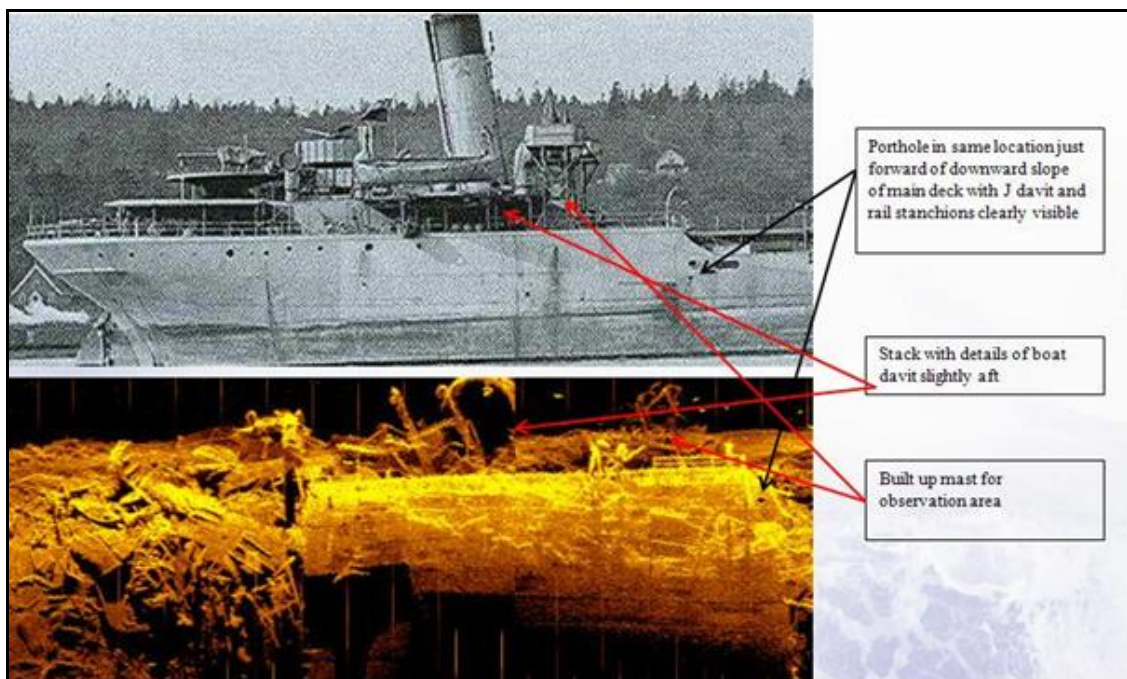


Figure 2 Image showing aft section similarities

The finding of the Shirvan is historically significant, as the exact location where the Shirvan went down has until now been unknown and the Icelandic Goðafoss was lost in the same attack after she defied orders and stopped to rescue the British sailors on the Shirvan. This action resulted in a significant loss of life amongst both the crew of Goðafoss and the rescued crewmen from the Shirvan. To date, despite numerous attempts, the wreck of the Godafoss remains undiscovered. However, locating the wreck of the Goðafoss may not be imminent as the stricken Shirvan drifted for roughly 24 hours after the attacks on the two vessels.