

SECTION II
NAVIGATION PUBLICATIONS

NM 42/99

SAILING DIRECTIONS CORRECTIONS

PUB 143 6 Ed 1994 LAST NM 41/99

Page 240—Lines 5 to 9/R; read:
situated on both sides of Fourah Point. Berths 1, 1A, and 2, located SE of the point, have a total berthing length of 367m, with charted depths of 7 to 9.2m alongside. Berths 3 to 6, located W of the point, have a total berthing length of 700m, and charted depths of 7 to 9.1m alongside. The use of wire ropes for securing to this quay is forbidden due to the cathodic protection equipment in use at Berth Nos. 3, 4, 5, and 6.

(Fr SD C4, 1997 ed.; US NM 1/51621/99) 42/99

Page 240—Lines 15 to 19/R; read:
accommodating vessels up to 43,000 dwt, with a maximum length of 160m and a maximum draft of 11.2m. The berth is formed by a T-shaped jetty, with two dolphins at each end, which has a face, 73m long. Berthing is restricted to daylight hours on the flood tide.

(Fr SD C4, 1997 ed.; BA NP 1, Supp. 7/99; Lloyd's Ports of the World, 1999 ed.) 42/99

PUB 146 6 Ed 1995 LAST NM 30/99

Page 36—Line 26/L; insert after:

An abandoned lighthouse stands on Rose Blanche Point.
(BA) 42/99

Page 120—Line 7/R; read:
mud, about 0.2 mile from its head. The village of Dunfield lies at the head of the S extension of Southwest Arm.

(Can SD, 1995 ed.) 42/99

Page 251—Line 55/R; read:
port facilities. Post Hill, 435m high, stands about 1.3 miles SE of Postville.

(US CH 15081) 42/99

PUB 157 1 Ed 1995 LAST NM 40/99

Page 51—Lines 46 to 48/R; read:
vessels in position 35°59'N., 126°27'E. Vessels should govern their arrival at the bar at or

(37(381)99 Inchon) 42/99

PUB 158 6 Ed 1994 LAST NM 33/99

Page 58—Line 13/L; insert after:

Vessels should use extreme caution while transiting in the vicinity of 35°10'N 139°25'E, due to naval operations which involves frequent maneuvers.

(NIMA 0031/99) 42/99

PUB 193 7 Ed 1998 LAST NM 39/99

Page 85—Line 40/L; insert after:

Vessels up to 200m in length, 29m beam, and 10.4m draft can be accommodated.

It was reported (1996) that the ports of Fredrikstad and Sarpsborg have combined to form an area known as Borg Harbor (Borg Havnevesen).

(Fairplay 1997) 42/99

Page 153—Lines 15 to 50/R; read:

Directions.—Route T.—From lighted buoy No. 1 (57°47'N., 10°46'E.), moored NE of Skagens Rev, Route T, the main track, leads about 30 miles SE to lighted buoy No. 3 (57°28'N., 11°25'E.), which is equipped with a racon. It continues SSE for 45 miles, passing E of Anholt, to lighted buoy No. 6 (56°45'N., 11°53'E.), which is equipped with a racon.

The track then leads SSW for 52 miles. It crosses Route B and passes NW of Sjaellands Rev Light, which is equipped with a racon. About 6 miles SSW of this light, the track joins Route A at lighted buoy No. 13 (56°01'N., 11°05'E.). It then continues SW and forms the principal track for large vessels passing through the Samsø Bælt and entering the N part of the Storebælt (Great Belt). This track includes a Deep-Water Route and a Traffic Separation Scheme (TSS), which may best be seen on the chart.

Route B.—From lighted buoy No. 1 (57°47'N., 10°46'E.), Route B leads S for 32 miles, passing W of Laeso, and SSE for 18 miles to lighted buoy No. 6 (56°58'N., 10°52'E.). It continues SSW for 7 miles to lighted buoy No. B7 (56°51'N., 10°48'E.).

The track then leads 56 miles SE to lighted buoy No. 10 (56°18'N., 12°04'E.). It passes SW of Anholt and crosses Routes E, A, and T. From lighted buoy No. 10, Route B leads SE for 18 miles and enters The Sound.

Route D.—From lighted buoy No. 6 (56°45'N., 11°53'E.), equipped with a racon, Route D leads SSE for 29 miles and joins Route B at lighted buoy No. 10 (56°18'N., 12°04'E.).

Route A.—From lighted buoy No. 6 (56°45'N., 11°53'E.), equipped with a racon, Route A leads 34 miles SE to lighted buoy No. 4 (56°24'N., 11°06'E.). It passes SE of Anholt and crosses Route B.

From lighted buoy No. 4, the track leads 23 miles S and joins Route T at lighted buoy No. 13 (56°01'N., 11°05'E.).

Route F.—Route F leads 7 miles SW from lighted buoy No. B7 (56°51'N., 10°48'E.) to lighted buoy No. 2 (56°41'N., 10°38'E.). It then leads 13 miles SE and SSE to join Route A at lighted buoy No. 4 (56°24'N., 11°06'E.).

Route C.—From lighted buoy No. B7 (56°51'N., 10°48'E.), Route C leads 33 miles E from Route B to join Route T at lighted buoy No. 5 (56°51'N., 11°49'E.).

Route E.—From lighted buoy No. B7 (56°51'N., 10°48'E.), Route E leads 13 miles E from Route B (along Route C) to lighted buoy No. 3 (56°51'N., 11°12'E.). It then leads 27 miles SSW to join Route A at lighted buoy No. 4 (56°24'N., 11°06'E.). The track passes W of Anholt and crosses Route B.

PUB 193 (Continued)

All of the above routes and navigational aids may best be seen on the chart.

(US CH 44040) 42/99

Page 154—Lines 1 to 10/L; strike out.

(NIMA) 42/99

Page 154—Lines 16 to 20/L; read:

stretches between the Swedish coast and Jylland. The Sound lies off the E side of this island and the Store Baelt lies off the W side. A considerable amount of traffic uses these two passages. The N coast of this island, which lies at the S end of the Kattegat, extends between Gilbjerg Hoved and the peninsula of Rosnaes, 53 miles WSW.

(US CH 44040; NIMA) 42/99