

SAILING DIRECTIONS CORRECTIONS

PUB 126 **6 Ed 2002** **LAST NM 44/04**
Page 16—Lines 19 to 38/R; read:

Directions.—Two passes that may be used lead into the lagoon of Fakarava.

Passe Tumakohua is suitable for vessels drawing less than 2.7m and requires local knowledge. One can clear the passage by following a lighted range line on a bearing of 336.4°. The pass intersects the atoll on the SE.

Passe Garuae is entered 6 miles WSW of the N extremity of Fakarava. The pass is about 0.9 mile wide and has been swept to a depth of 10m over a width of 0.2 mile. Recife Pufana, marked by a lighted beacon, is located 0.9 mile ESE of the E entrance point of the pass.

Vessels can enter the pass on a course of 147°. When the lighted beacon on Recife Pufana bears less than 070°, steer with the flagstaff at Rotoava ahead bearing 067°. When about 2 miles from the village steer as necessary to the anchorage. The channel is marked by buoys and beacons, which have been reported to be unreliable.

The outgoing tidal current follows the axis of the pass and is sometimes strong. A line of breakers appears to extend across the entrance; however, a vessel with a speed of over 8 knots can enter at anytime.

(Fr NM 19/04) 45/04

Page 128—Lines 27 to 44/L; read:

Regulations.—Vessels arriving from an area infested by rhinoceros beetles are subject to quarantine inspection. The local authorities should be contacted in advance of arrival for details and requirements. Vessels carrying hydrocarbons are subject to special regulations. See Pub. 120, Sailing Directions (Planning Guide) Pacific Ocean and Southeast Asia for details.

Trawling and dredging are prohibited in a 13,000 square mile restriction zone located SE of the S end of New Caledonia. This special protection zone is bounded by a line joining the following positions:

- a. 23°15.0'S, 167°00.0'E.
- b. 23°15.0'S, 169°00.0'E.
- c. 25°30.0'S, 169°00.0'E.
- d. 25°30.0'S, 167°00.0'E.

Caution.—Reports indicate that the set and drift of currents in the vicinity of the barrier reef surrounding New Caledonia are unpredictable. Extreme caution should be used in navigating these waters, particularly in an area defined by the following limits:

1. A line extended first in a 180° direction from the E side of Passe de Boulari (Bulari Pass) for a distance of 35 miles;
2. Then to position 23°30'00"S, 167°00'00"E;
3. Then to position 23°15'00"S, 167°30'00"E;
4. Then to position 22°56'18"S, 167°45'00"E;
5. Finally extending as a tangent to the E side of Ile des Pins.

The area between these limits and the barrier reef is rendered extremely hazardous by unpredictable currents, and no vessel should enter it except in emergency.

(23(33)04 Brest) 45/04

PUB 195 **7 Ed 2002** **LAST NM 44/04**
Page 64—Lines 17 to 18/L; read:

Regulations.—A Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Gavle and Lulea.

The system is mandatory for vessels over 300 grt and vessels, including tows, over 45m in length.

Approaching vessels must send a report to VTS Gavle 30 minutes before passing the first Reporting Point (see below). Vessels with an Automated Identification System (AIS) are not obliged to send this report.

Participating vessels must report to VTS Gavle on passing the following Reporting Points (RP):

1. RP No. 11 Vaktaren (60°42.7'N., 17°36.2'E.).
2. RP No. 12 Purrutsgrund (60°46.7'N., 17°27.5'E.).
3. RP No. 13 Valkommen (60°57.8'N., 17°15.0'E.).
4. RP No. 21 Storjungfrun S (61°06.9'N., 17°21.3'E.).
5. RP No. 22 Blomman (61°11.5'N., 17°17.5'E.).
6. RP No. 23 Hallgrund (61°15.8'N., 17°22.0'E.).
7. RP No. 31 Tihallsten (61°31.5'N., 17°19.0'E.).
8. RP No. 32 Hudiksgrund (61°35.0'N., 17°24.0'E.).
9. RP No. 41 Britas Klack (61°53.1'N., 17°27.7'E.).
10. RP No. 51 Bramon S (62°10.0'N., 17°39.7'E.).
11. RP No. 52 Bramon N (62°17.4'N., 17°40.4'E.).
12. RP No. 53 Astholmsudde (62°22.8'N., 17°43.8'E.).
13. RP No. 61 Hamo (62°36.6'N., 18°05.8'E.).
14. RP No. 62 Storon S (62°43.4'N., 18°12.8'E.).
15. RP No. 63 Storon N (62°47.6'N., 18°17.0'E.).
16. RP No. 64 Ramon (62°50.0'N., 17°54.0'E.).
17. RP No. 65 Brunne (62°56.0'N., 17°50.0'E.) (Out-bound).

Reports must include the vessel's name, call sign, position, and destination.

Vessels must report their name, position, and destination when arriving at or leaving a berth (including an anchorage), when changing route, when being involved in an accident (including groundings and collisions), and on the occurrence of any defect affecting the safety of navigation. The report should be sent 10 minutes prior to leaving a berth or an anchorage.

Participating vessels must maintain a continuous listening watch on VHF channel 13 after the first report.

Smaller vessels than those described above, which are fitted with VHF, should maintain a continuous VHF listening watch.

Gavle VTS may be contacted on VHF channels 16 and 13, and by e-mail, as follows:

vtsgavle@sjofartsverket.se

PUB 195 (Continued)

All vessels must proceed through Holmuddsranna, the main entrance channel, at a slow speed.

(BA NP 286)

45/04

1. 30 minutes before arrival at the first Reporting Point (see below). Vessels equipped with an Automated Identification System (AIS) are exempt from this report.

(BA NP 286)

45/04

Page 115—Line 44/R; read:

A Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Lulea and Gavle.

The system is mandatory for vessels over 300 grt and vessels, including tows, of over 45m in length.

Participating vessels must report to VTS Lulea on the assigned VHF channels when passing the following Reporting Points (RP):

1. RP No. 7 Maloren (65°32'N., 23°25'E.)—channel 14.
2. RP No. 8 Nygran (65°01'N., 21°46'E.)—channel 13.
3. RP No. 9 Gasoren (65°40'N., 21°30'E.)—channel 13.
4. RP No. 10 Vaktaren (63°33'N., 20°30'E.)—channel 12.
5. RP No. 11 Logaren (63°32'N., 20°05'E.)—channel 12.
6. RP No. 12 Storbaden (63°21'N., 19°35'E.)—channel 14.
7. RP No. 13 Vallinsgrund (63°18'N., 19°20'E.)—channel 14.
8. RP No. 14 Skagshallan (63°10'N., 19°00'E.)—channel 14.
9. RP No. 15 Trysunda (63°10'N., 18°48'E.)—channel 14.

Reports must include the vessel's name, call sign, position, and destination.

Vessels must report their name, position, and destination when arriving at or leaving a berth (including an anchorage), when changing route, when being involved in an accident (including groundings and collisions), and on the occurrence of any defect affecting the safety of navigation. The report should be sent 10 minutes prior to leaving a berth.

Participating vessels must maintain a continuous listening watch on the assigned VHF channel after the first report.

Smaller vessels than those described above, which are fitted with VHF, should maintain a continuous VHF listening watch.

Lulea VTS may be contacted by e-mail, as follows:

vtslulea@sjofartsverket.se

Sandoleden is considered to be that part of the fairway

(BA NP 286)

45/04

Page 116—Lines 8 to 12/L; read:

The system is mandatory for vessels over 300 grt and vessels, including tows, of over 45m in length.

Vessels are required to maintain a constant listening watch on VHF channel 14 while in the area and to report, as follows: