## SAILING DIRECTIONS CORRECTIONS

**PUB 131 9 Ed 2000 LAST NM 37/02**

Page 183—Line 26/L; insert after:

**Regulations.—**A Traffic Separation Scheme is established in the approaches to Cagliari. The scheme consists of two pairs of inbound and outbound lanes separated by a broad separation zone. Each pair of lanes has its own narrow separation zone. The separation zone between the pairs of lanes is marked at its N end by a lighted buoy. The lanes E of the separation zone are for use in approaching the old port. The lanes to the W of the separation zone are designed for use in approaching the new harbor facilities of Nuovo Porto Industriale (Porto Canale). A common precautionary zone lies N of the pairs of lanes between the the two harbor entrances.

(Ital CH 299) 38/02

Page 183—Lines 27 to 29/L; read:

**Anchorage.—**Anchorage can be taken in three separate designated areas.

Anchorage Area Bravo is a trapezoidal-shaped area centered 1.7 miles SSW of the light at the head of the Nuovo Molo di Levante. Its NE and SE sides border the outbound lane of the TSS for the new construction harbor. It is adjacent to Anchorage Area Delta.

Anchorage Area Delta is also a quadrilateral-shaped area centered 1.5 miles SW of the same light. Its NE side borders the outbound lane of the TSS for the new industrial port.

Anchorage Area Foxtrot is located on the E side of the TSS for the old harbor of Cagliari. It is also a quadrilateral area centered 1.0 mile from the same light. It borders the inbound lane of the TSS for the old port.

(Ital CH 299) 38/02

Page 183—Line 42/L; insert after:

**Regulations.—**A Traffic Separation Scheme is established in the approaches to the ENICHEM pier facility. It consists of a NW inbound traffic lane, a SE outbound departure lane, and a narrow separation zone. The entrance is 2.4 miles SE of the head of Pontile ENICHEM Sud.

(Ital CH 299) 38/02

Page 183—Line 51/L; read:

**Sarroch Oil Terminal** (Porto Foxi) (39˚05'N., 9˚02'E.) (World Port Index No. 39215), a

(NIMA) 38/02

Page 183—Line 32/R; insert after:

**Regulations.—**A Traffic Separation Scheme is established in the approaches to the terminal. The scheme consists of a NW inbound lane, a SE outbound lane, and a narrow separation zone. The inbound lane is marked on the N by a line of lighted buoys marking the entrance channel. The S limit of the inbound lane is the separation zone and is marked by a line of lighted buoys along the center of the separation zone. The S limit of the outbound lane is the boundary of Anchorage Area Alfa. A lighted safe-water buoy designated "Q" marks the entrance to the inbound lane.

(Ital CH 299) 38/02

Page 183—Lines 33 to 42/R; read:

**Anchorage.—**The following designated anchor berths are situated in the vicinity of the terminal:

1. Anchor berth G1 lies 2.3 miles NE of Punta Zavorra and should be used by vessels with drafts greater than 12.8m.
2. Anchor berth G2 lies 1 mile NNE of Punta Zavorra and should be used by vessels with drafts less than 12.8m.
3. Anchor berth G3 lies 2.5 miles N of Punta Zavorra and should be used by vessels of less than 5,000 tons.
4. Anchor berth G4 lies 2.5 miles E of Punta Zavorra and should be used by large vessels of 250,000 grt.

(BA NM 13/01; Ital CH 299) 38/02

Page 183—Line 42/R; insert after:

There are three designated anchorage areas in the vicinity of the terminal.

Anchorage Area Alfa is located E of Punta Zavorra. It contains two anchor berths; G2 in the NW part and G4 in the E part. Its NE limit borders the outbound TSS lane for the terminal.

Anchorage Area Charlie is a triangular-shaped area centered 3.4 miles NNE of Punta Zavorra. It contains anchor berth G3. Its NE side borders the outbound TSS lane for the ENICHEM pier.

Anchorage Area Echo is a quadrilateral area centered 2.3 miles NE of Punta Zavorra. It contains anchor berth G1.

(BA NM 13/01; Ital CH 299) 38/02