

SAILING DIRECTIONS CORRECTIONS

PUB 191 **9 Ed 2000** **LAST NM 14/01**

Page 90—Lines 36 to 55/L; read:
be done on a single tide.

(NIMA) 15/01

Page 90—Lines 1 to 29/R; strike out.

(NIMA) 15/01

Page 91—Lines 1 to 3/L; read:

The pilot should be consulted for further details concerning the height of tide in the channel.

The MHWS and MHWN are, respectively, 7.9m and 6.7m at Honfleur, 7.6m and 6.4m at Caudebec (Km 311), and 7.6m and 6.5m at Rouen. The MLWS and MLWN are, respectively, 1.5m and 2.9m at Honfleur, 3.5m and 3.7m at Caudebec (Km 311), and 4.8m and 4.4m at Rouen.

(Fr SD C2.1) 15/01

Page 91—Lines 22 to 35/L; read:

several causes. The largest depth variations occur in the fairway between Honfleur (Km 56) and Tancarville (Km 338). The variation in this stretch may be as much as 0.3m per week and soundings are taken daily. Dredging is carried out on a continuous basis.

The maximum permissible length for vessels sailing to Rouen (Km 245), Port-Jerome (Km 332), and Poste Miroline (Km 353) is 280m. However, further restrictions may be imposed at night or on certain tides.

The maximum draft authorized for Chenal de Rouen varies on a daily basis and is closely related to the height of tide available. The La Seine Pilotage Service publishes a forecast of maximum drafts for the channel monthly. The information refers to salt water drafts for the upriver passage and fresh water drafts for downriver. The maximum drafts given assume normal meteorological conditions.

The published drafts may be increased or decreased at the stage of a vessel's arrival or departure if the water level differs considerably from that predicted.

Draft restrictions may be imposed for certain areas. Further restrictions may also be imposed, particularly at night, depending on the vessel's handling and any deficiency of the radio or radar equipment.

It is reported (2000) that the maximum draft for vessels proceeding upriver is 9.7 to 11.7m, depending on the height of tide. Vessels with drafts up to 9.5m can enter on all tides. The maximum draft permitted for the downriver passage is 10m.

Deep-draft vessels, capable of speeds over 12 knots, can proceed downriver in two stages, either mooring at buoys at Villequier (Km 314), or dolphins at Vatteville-la-Rue (Km 318) with the aid of two tugs. Under these circumstances a greater draft than normal is permitted on certain tides. Vessels can also proceed in three stages, mooring at the buoys or dolphins and at Radicatel Quay. This programmed descent of the river is not authorized for tankers which are not gas free.

It is reported (2000) that vessels proceeding downriver in the above stages may be permitted a maximum draft of 10.8m.

The Pilotage Service should be contacted well in advance of arrival for maximum draft information, which should be confirmed when the pilot boards.

Overhead power cables cross the channel at Km 336, 331, 298, 274, and 262. Bridges span the channel at km 353, 338, and 309. The minimum vertical clearance of all these obstructions is 49m.

(Fr SD C2.1; Lloyds Ports) 15/01

Page 91—Lines 38 to 44/L; read:

training walls, border the N and S sides of Chenal de Rouen. These walls, which cover, extend about 4 miles W of Falais des Fonts Light and are marked by beacons. Digue Basse du Nord, on the N side, is 3 to 6m above chart datum and Digue de Ratir, on the S side, is 2 to 5m above chart datum. The outer head of Digue de Ratir is marked by a light.

The fairway within Chenal de Rouen is marked by lights and lighted buoys, which may best be seen on the chart.

A main sector light (Falais des Fonts) is shown from a prominent white tower, 18m high, standing 0.7 mile W of the entrance to Honfleur.

The access channel leading from Rade de la Carosse to Chenal de Rouen is marked by lighted buoys.

The city and port installations of Le Havre stand along the N side of the entrance to Chenal de Rouen and are prominent.

For further information concerning landmarks and navigation aids in the approaches to La Seine Maritime, see paragraph 5.9.

(Fr SD C2.1; BA NP 27) 15/01

Page 91—Lines 46 to 52/L; read:

The Compulsory Pilotage Area for La Seine Maritime is divided into two parts. Le Seine Aval, the lower part, is bound on the W side by the meridian of LHA Lanby (0°10'W.) and on the E side by Caudebec (Km 311). Le Seine Amont, the upper part, extends between Caudebec and Rouen (Km 242). Generally, pilots are exchanged between Caudebec and Le Dos D'Ane (Km 312).

Pilotage is compulsory between the estuary of the Seine and Rouen for the following:

1. Vessels carrying hydrocarbons or dangerous cargo.
2. Vessels carrying passengers.
3. Vessels over 20m in length not equipped with VHF and vessels over 85m in length not equipped with radar.
4. Other vessels over 55m in length in the lower area and over 45m in length in the upper area.
5. Vessels towing other vessels requiring a pilot.

Inward-bound vessels should send an ETA and request for pilotage to the Rouen Harbor Master 48 hours and 5 hours prior to arrival. The Harbor Master will forward the message to the pilot station.

Inward-bound vessels should then contact La Seine Pilot Station 3 hours before arrival at Rade de la Carosse (49°28'N., 0°02'E.) by VHF. They must confirm their ETA or state any changes to their ETA of over 2 hours.

Pilots board vessels within the Rouen Waiting Area centered about 4 miles SW of Cap de la Heve Light. During bad weather pilots board in the vicinity of the RN lighted buoy (49°29'N., 0°01'W.) or in any previously agreed position.

La Seine Pilot Station also provides pilots for Deauville-Trouville and Caen-Ouistreham.

(Fr SD C2.1; BA NP 286) 15/01

Page 91—Lines 1 to 26/R; strike out.

(NIMA) 15/01

Page 91—Lines 28 to 55/R; read:

A Vessel Traffic Service (VTS) Identification Zone for vessels navigating in the Baie de la Seine has been established for the purpose of facilitating recognition of vessels bound to or from the ports of Port du Havre-Antifer, Le Havre, Rouen, and Caen-Ouistreham. The zone is bounded by an arc of radius 22 miles centered on Cap de Le Heve Light. For further information, see paragraph 5.9.

Special regulations and reporting procedures apply to vessels carrying hydrocarbons or dangerous substances bound for or sailing from Port du Havre-Antifer, Le Havre, Rouen, and other La Seine ports. For further information pertaining to these special regulations, see paragraph 5.9.

A Vessel Traffic Service (VTS) system is also in effect for the waters of La Seine Maritime between the estuary of the Seine and Rouen. It is mandatory for all commercial vessels.

The system covers the working area of the Honfleur radar (49°26'N., 0°14'E.) at a range of 20 miles and along the Upper Seine to Pont Jeanne d'Arc (Km 242) at Rouen.

Vessels must receive permission to enter the access channel of La Seine Maritime from the Rouen VTS Control Center.

All vessels should maintain listening watch on VHF channel 73 between Rade de la Carosse and Rouen.

The Rouen VTS Control Center provides details on VHF channel 73 of visibility in the estuary, tidal conditions, weather, and navigation on request. Radar assistance is available from Honfleur Radar Station during reduced visibility or on request. This station will also provide navigational information on VHF channel 73 or 13.

Overtaking is permitted within La Seine Maritime providing the visibility is clear and no other ship can be seen approaching from the opposite direction.

Between Tancarville and Rouen, a speed limit of 15 knots is in force, but vessels must not cause excessive wash.

Vessels of less than 20m in length must not hinder ships in La Seine Maritime.

(Fr SD C2.1; BA NP 286; BA NP 27) 15/01

Page 93—Lines 2 to 7/L; read:

Two designated Waiting Areas for vessels bound for Rouen, which may best be seen on the chart, lie in the estuary of the Seine. For further information, see paragraph 5.9.

(Fr SD C2.1) 15/01

Page 93—Lines 11 to 31/L; read:
the arrival of the flood.

Directions

Vessels bound for ports in La Seine Maritime should head for LHA Lanby (49°31.7'N., 0°09.9'W.) and then the RN lighted buoy (49°29'N., 0°01'W.), about 6.2 miles ESE, which is moored at the NW end of Rade de la Carosse. The outer entrance of the buoyed access channel lies about 3 miles SE of the RN lighted buoy.

Caution

Ferries cross at various points along the channel, which may best be seen on the chart. The crossing points are marked by white boards with the word "BAC" or a violet light at night. In addition to their usual lights, ferries at night display three vertical lights. White, red, and green lights are shown when proceeding toward the right or N bank; white, green, and red lights are shown when proceeding toward the left or S bank.

Dredgers permanently operate within La Seine Maritime.

Instructions are frequently given by the authorities using the convention "left bank or right bank" referring to the position of the banks when headed downstream.

(Fr SD C2.1; BA NP 27) 15/01