

SAILING DIRECTIONS CORRECTIONS

PUB 191 **9 Ed 2000** **LAST NM 20/01**

Page 105—Line 22/L; read:

vessels entering Bassin Freycinet are limited to a length of 100m and a beam of 17m. Vessels up to 105m in length can enter Arriere-port with prior permission. Vessels can be

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Page 105—Lines 36 to 59/L; read:

heads of the jetties for vessels over 45m in length. Vessels should send a request for pilotage and an ETA 24 hours in advance or at least 12 hours before HW or on leaving their last port of call if less than 4 hours distant. This request message should include vessel length, overall dimensions, draft, and whether equipped with a bow thruster or other maneuvering capability. On arrival off the port vessels should contact the pilot station by VHF for instructions. Pilots board about 1 mile WNW of the jetties.

Regulations.—Vessels over 1,600 grt carrying hydrocarbons or dangerous substances must report to the port authority before entering the harbor.

Permission for vessels over 100m in length to enter is only given after agreement between the port authority, the pilot, and the agent.

Signals.—International port traffic signals are shown from the root of the S jetty (see paragraph 1.1).

Anchorage.—A designated anchorage area (Waiting Area), with a radius of about 0.5 mile, lies centered about 1.3 miles W of the N jetty. This anchorage has depths of 10 to 16m, sand and shells, with bad holding ground and is exposed to winds from the SW through N to NE. The sea rises rapidly and vessels should only anchor in good weather. The best anchorage lies in a depth of 10m at the ESE edge of the area.

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Page 106—Lines 25 to 44/L; read:

6.8 Dieppe lies in a valley at the mouth of Riviere Arques. The port, which is primarily a cross-channel ferry terminal, also has facilities for cargo vessels, fishing boats, and recreational craft.

The harbor consists of Avant-port, Arriere-port, Bassin du Canada, Bassin de Paris, and Bassin Duquesne.

Winds—Weather.—The most frequent winds are from the SW and W; they cause

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Page 106—Lines 4 to 52/R; read:

When the wind is from the W to seaward of the port it will be from the SW at the entrance and from the S farther inside.

Tides—Currents.—The tides rise about 9.3m at springs and 7.4m at neaps. The LW slack period is shorter than the HW slack.

In good weather, the rate of the tidal current does not exceed 0.5 knot between 1 hour before HW and HW, both at springs and neaps. During W winds, HW may occur 45 minutes late, and during SE winds up to 20 minutes early.

The tidal currents within the harbor run directly in and out with no eddies. At a position 0.4 mile off the port entrance the E-going tidal current commences 5 hours before HW and attains a rate of 2 knots at springs. The W-going tidal current commences 40 minutes after HW and attains a rate of 1.5 knots at springs.

Depths—Limitations.—The port is entered directly from seaward through a channel, maintained at a depth of 5m, which leads between two converging breakwaters. The W breakwater extends about 200m more to seaward than the E breakwater. Within the breakwaters, the channel narrows to a width of 75m.

A 12° sector, centered on a line bearing 318° from the light standing in front of the Chapel of Notre Dame de Bon Secours, extends 5 miles seaward. The area within this sector was systematically surveyed for obstructions by sonar in 1995.

Avant-port has a maintained depth of 4.5m. Bassin Duquesne, used by recreational craft and fishing vessels, is entered from the SW part of Avant-port through a lock, which is 15m wide and has a depth of 3.5m on the sill. A marina is situated at the NW side of Avant-port.

Terminal Multivrac is situated at the NE side of Avant-port. It has a quay, 100m long, with a depth of 6m alongside.

Terminal Transmanche, with a depth of 6m alongside, is situated close S of Terminal Multivrac and is used by cross-channel ro-ro ferries.

Arriere-port, with depths of 2.5 to 4m, is entered from the SE part of Avant-port through a passage, 37m wide, which is spanned by a swing bridge. A ro-ro berth is located at Quai Guynemer, at the SE end of this basin.

Bassin du Canada, with 300m of quayage, is entered from the SE end of Arriere-port through a lock, which is 23m wide and has a depth of 1m over the sill. This lock is operated from 2 hours before HW to 1 hour after HW.

Bassin du Paris, with a depth of 6.5m, is entered directly from Bassin de Canada. Quai de Norvege, on the N side, is 683m long and Quai du Maroc, on the S side, is 600m long. A ro-ro berth is situated in the NW part of this basin.

The harbor is only accessible to large vessels from 2 hours before to 1 hour after HW due to the strength of the tidal currents running across the entrance.

The port has facilities for bulk, container, general cargo, ro-ro, and reefer vessels. Vessels up to 164m in length and 21.6m beam can be accommodated in the harbor, with drafts up to 8m at springs and 7m at neaps.

Aspect.—The DI lighted buoy, moored about 2.5 miles WNW of the harbor entrance, marks the approach to the port.

The conspicuous Chapel of Notre Dame de Bon Secours, with a large belfry, stands on the cliffs, 0.3 mile SSE of the head of the E breakwater. A light structure, 4m high, stands in front of this chapel. A prominent radio mast, 165m high, is situated 2 miles ESE of the chapel.

A prominent signal station stands close N of the chapel. A prominent fortress-type chateau is situated midway up the cliff, about 0.9 mile SW of the harbor entrance. A conspicuous silo tower stands on the S side of Bassin de Canada.

The cliffs surrounding the port are reported to be radar conspicuous.

Pilotage.—Pilotage is compulsory within an area extending 4 miles seaward from the breakwaters for all vessels carrying hydrocarbons or dangerous substances and other vessels over 50m in length.

Vessels should send a message to the pilot station 5 hours in advance stating their ETA at the DI lighted buoy, their draft, and whether or not a pilot is required.

Vessels should then contact the pilot station on VHF channel 12 at least 3 hours prior to their original ETA stating any delay over 2 hours or any incapacity to make the tide.

Pilots board between 1 mile and 2 miles from the breakwaters.

Vessels under 50m in length and equipped with VHF are not obliged to take a pilot. However, they must advise the port authorities in the same manner as other vessels.

Regulations.—All vessels should send a message to the harbormaster 24 hours prior to arrival at the DI lighted buoy stating their ETA, length, and draft.

All vessels should then contact the harbormaster on VHF channel 16 on arrival to obtain instructions. A continuous VHF watch must be maintained until berthed.

Fishing vessels and small craft are prohibited from navigating in the approach to the port when the entry or departures signals are displayed.

Special regulations and reporting procedures apply to vessels over 1,600 grt transporting dangerous cargoes in bulk in the approaches to the French coasts of the North Sea, English Channel, and the Atlantic between the Belgian border and the Spanish border.

For further details of these special procedures, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean.

In order to avoid impeding access, anchoring, stopping, or fishing are prohibited within a triangular controlled navigation zone fronting the port. This zone, which may best be seen on the chart, extends up to about 1 mile NW and NE from the harbor entrance. All vessels intending to enter the zone must receive permission from the port authorities.

Signals.—International traffic signals regulating entry and departure are shown by day and at night from the signal mast at the root of the W breakwater (see paragraph 1.1).

When dredges are operating or the channel is obstructed, a yellow light is shown at the same level and to the right of the main signal.

A green light shown above and to the right of the main signal indicates the entry of a ferry. A red light similarly shown indicates a ferry departing.

Anchorage.—The anchorage for vessels waiting to enter the port lies in the vicinity of the DI lighted buoy (49°57'N., 1°01'E.). There are depths of 8 to 12m and the bottom is sand and shingle or sand and shells with good holding ground.

It is reported (1995) that an area of the bottom within a radius of 1 mile from the lighted buoy has been systematically surveyed by sonar for any obstructions.

The recommended anchorage lies in a depth of 8.3m about 0.4 mile ENE of the lighted buoy. This anchorage is exposed to winds from the W through N to NE and in such conditions vessels may prefer to seek shelter elsewhere.

Caution.—An explosive dumping ground area, which may best be seen on the chart, lies centered about 1.5 miles NNE of the harbor entrance.

Several wrecks lie in the approaches to the harbor and may best be seen on the chart.

A submarine cable, which may best be seen on the chart, extends seaward from the shore, 0.8 mile WSW of the port entrance.

It is reported (2001) that high speed ferries may be encountered in the approaches to the port from March to October.

(BA NP 28; Fr SD C 2.1) 22/01

Page 107—Lines 1 to 56/L; strike out.

(NIMA) 22/01

Page 107—Lines 1 to 37/R; strike out.

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