

SAILING DIRECTIONS CORRECTIONS

PUB 191 **9 Ed 2000** **LAST NM 34/01**

Page 35—Line 26/L; read:

- b. West approach—in 50°45.43'N, 1°21.64'W. (About 0.7 mile W of Gurnard Ledge lighted buoy).
(BA NP 286) 36/01

Page 123—Lines 21 to 52/L; read:

The existence of a Traffic Separation Scheme (TSS) does not imply that the traffic lanes have been adequately surveyed. In addition, the existence of sandwave areas, where depths may be less than charted, should also be taken into account by masters of deep-draft vessels. See paragraph 6.4 for further details.

The inshore waters described in this sector, from the meridian of North Foreland Light, lie within the English Inshore Traffic Zone of the Dover Strait TSS.

Regulations concerning the use of Inshore Traffic Zones are given in the rules of the International Regulations for Preventing Collisions at Sea (72 COLREGS). Rule 10 of these regulations states that a vessel shall not use the inshore traffic zone when it can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20m in length, sailing vessels, and vessels engaged in fishing may use the inshore traffic zone.

Notwithstanding the above, a vessel may use the inshore traffic zone when enroute to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger.

A vessel outbound from a port is recommended to join the adjacent traffic lane as soon as possible, as provided for and described in the rules.

Pilotage.—Vessels bound for ports in the Dover Strait and English Channel area may wish to pick up a deep-sea pilot before reaching the complex Traffic Separation Schemes. Such pilots, who are properly licensed, should be requested through the various pilotage agencies based in the British Isles or other European countries.

Reporting Systems.—The Dover Strait Reporting System (CALDOVREP)
(BA NP 28) 36/01

Page 123—Lines 1 to 18/R; strike out.

(NIMA) 36/01

Page 123—Lines 31 to 52/R; read:

Mediterranean Sea (United Kingdom).

Due to the CALDOVREP reporting system being mandatory in the area of the Dover Strait TSS, vessels are advised that this system takes precedence over the Ship Movement Report System (MAREP), which is voluntary.

Directions.—The main coastal route connects to the N with the Outer Passage, which crosses the Thames Estuary. For more information concerning the Outer Passage, see Pub. 192, Sailing Directions (Enroute) North Sea.

Vessels bound for the N part of the North Sea usually keep to the E side of the Outer Passage. They pass E of the East Goodwin lightvessel (51°13'N., 1°36'E.), W of South Falls, and E of Drill Stone.

Vessels heading S usually keep to the W side of the passage. They pass E of Kentish Knock and then shape a course to lead E of Elbow lighted buoy and E of North Foreland. Vessels then pass E of the NE Goodwin lighted buoy (5°20'N., 1°34'E.), E of the E Goodwin lighted buoy (51°16'N., 1°36'E.), E of the SE Goodwin lighted buoy (51°13'N., 1°34'E.), clear of the East Goodwin lightvessel (51°13'N., 1°36'E.), SE of the S Goodwin lighted buoy (51°11'N., 1°32'E.), NW of the CS4 lighted buoy (51°09'N., 1°34'E.), SE of the SW Goodwin lighted buoy (51°09'N., 1°29'E.), and SE of the South Goodwin lightvessel (51°08'N., 1°28'E.).

Light-draft vessels may also transit Gull Stream and The Downs, which are described in paragraph 7.3.

Caution.—An offshore scallop fishing ground extends from a line S of Rye (50°43'N., 0°50'E.) to a line S of Selsey Bill (50°43'N., 0°47'W.), 60 miles W, in a zone 15 miles wide.

Fishing vessels may be encountered anywhere within the area described in this sector, which includes the entire W portion of the SW traffic lane of the Dover Strait Traffic Separation Scheme and the waters lying close W of it.

An area to be avoided surrounds the CS4 lighted buoy (51°09'N., 1°34'E.), which marks the NW limit of the Dover Strait TSS. This area, which may best be seen on the chart, has been established because of the damage inflicted by vessels that have been set down onto the buoy by the tidal currents.

North Foreland to Ramsgate

7.2 North Foreland (51°22'N., 1°27'E.), with its nearly perpendicular chalk cliffs, forms the S entrance point of the Thames Estuary. In good weather, it is usually the first point of land seen when approaching the Dover Strait from the NE.

A main light is shown from a conspicuous white tower, 26m high, standing on the rising ground close within the edge of the cliff at North Foreland. A prominent radio mast is situated close NNE of the light.

The cliffy coast in the vicinity of North Foreland is fringed by rocky ledges, which extend up to about 0.2 mile offshore. A very conspicuous building stands 1.5 miles WNW of the light and, when viewed from N, is the highest landmark in this area.

Elbow (51°22'N., 1°31'E.), a sandy ridge, forms the NE extremity of the shoal bank extending seaward from North Foreland. It is marked by a lighted buoy moored about 3 miles ENE of the light.

Broadstairs (51°21'N., 1°27'E.), a small town fronted by a drying boat harbor, is situated 1 mile S of North Foreland.

Broadstairs Knolls, with depths of less than 5m, are the outermost shoal patches on the flats that front the coast between Ramsgate and North Foreland. They extend up to about 1.5 miles seaward and are marked by a lighted buoy moored 1.8 miles ESE of Broadstairs.

Off-lying banks.—South Falls (51°23'N., 1°47'E.), with a least depth of 6.4m, lies 13 miles E of North Foreland and forms the most S part of the Outer Banks fronting the Thames Estuary. This shoal, which is marked by lighted buoys, is about 15 miles long and consists of a narrow ridge of sand and shells.

Drill Stone (51°26'N., 1°42'E.), with depths of 11 to 18m, lies about 10 miles ENE of North Foreland and is marked by a lighted buoy. Strong tide rips occur in the vicinity of this patch.

Caution.—Outfall pipelines extend up to about 2 miles ENE from the coast in the vicinity of North Foreland and may best be seen on the chart.

Numerous submarine cables, some disused, extend seaward from points on the shore close N and about 1.5 miles S of North Foreland, and may best be seen on the chart.

A dumping area (spoil ground), which may best be seen on the chart, lies 7.2 miles E of North Foreland.

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Page 124—Lines 1 to 43/L; strike out.

(NIMA) 36/01