

## SAILING DIRECTIONS CORRECTIONS

**PUB 191**            **9 Ed 2000**            **LAST NM 18/03**

Page 41—Lines 23 to 52/R; read:

**Regulations—Traffic Control.**—An IMO-adopted Traffic Separation Scheme (TSS) lies NW of Ile d'Ouessant and may best be seen on the chart.

From NE of this TSS, the main traffic flow leads in a general ENE direction for about 110 miles to the vicinity of the TSS off Casquets.

Ouessant NE Lighted Buoy (48°59'N., 5°24'W.), equipped with a racon, is moored about 34 miles NNW of Creac'h Point Light (48°28'N., 5°08'W.) at the NE side of the TSS.

Ouessant SW Lanby (48°30'N., 5°45'W.), equipped with a racon, is moored about 25 miles WNW of Creac'h Point Light at the SW side of the TSS.

The TSS consists of the following:

1. An inshore traffic zone.
2. A two-way traffic route, 2 miles wide, centered 10.5 miles NW of Creac'h Point Light (48°28'N., 5°08'W.).
3. A northeastbound traffic lane, 5 miles wide, centered 26 miles NW of Creac'h Point Light.
4. A southwestbound traffic lane, 5 miles wide, centered 37 miles NW of Creac'h Point Light.

The above routes and traffic lanes are bordered by separation zones which may best be seen on the chart.

The two-way route may be used only by the following vessels:

1. Passenger ships operating on regular schedules to or from a Channel port situated W of the meridian 1°W.
2. Vessels sailing between ports situated between Cape de la Hague (49°44'N., 1°56'W.) and Cape Finisterre (42°53'N., 9°16'W.), except for the following:
  - a. Vessels transporting oils as listed in Annex I, Appendix I, of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78).
  - b. Vessels carrying substances in bulk classed in categories A and B listed in Annex II, Appendices I and II, of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78).

The IMO states that navigation in the Inshore Traffic Zone at the SE side of this TSS is subject to French national regulations. These regulations state that traffic movements are to be in accordance with Rule 10 (72 COLREGS).

The following regulations, promulgated by the French authorities, affect the Inshore Traffic Zone (ITZ) and certain inner channels lying off NW Bretagne:

1. Navigation is prohibited in Chenal du Four, Chenal de la Helle, Passage du Fromveur, and in Raz de Sein except to the following categories of vessels:
  - a. French government vessels.
  - b. Rescue craft and those giving assistance to others.
  - c. Passenger vessels employed on local services.
  - d. Fishing vessels with lengths less than 35m.
  - e. Pleasure craft.

Exceptions are possible under certain circumstances for other types of vessels, notably vessels under 1,600 grt not carrying passengers or dangerous goods.

2. Vessels transiting the ITZ or the above channels must report to the CORSEN-OUESSANT Vessel Traffic Service (VTS) 2 hours before commencement of their passage.

Special regulations and reporting procedures apply to tankers transporting hydrocarbons and to vessels transporting dangerous substances navigating in the approaches to the French coasts of the North Sea, the English Channel, and the Atlantic Ocean between the Belgian border and the Spanish border.

Such vessels preparing to pass through or stop within French Territorial Waters are required to send a message to the appropriate CROSS station 6 hours in advance giving their intended movements. In addition, such vessels must maintain a listening watch on VHF channel 16 and use the designated Mandatory Access Routes and Channels when approaching a port or roadstead.

Navigation at less than 7 miles from the French coast is forbidden for vessels over 1,600 grt carrying dangerous cargoes in bulk, except in the Dover Strait.

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

**Note.**—Extensive changes were made to the TSS located off Ouessant and came into effect on 1 May 2003. These changes included new traffic regulations, the relocation of traffic lanes, and the repositioning of navigational aids.

(BA NP 27)

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Page 42—Lines 1 to 43/L; strike out.

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