

SAILING DIRECTIONS CORRECTIONS

PUB 192 7 Ed 2000 LAST NM 22/01

Page 130—Lines 26 to 27/R; read:

1. Petroleum, gas, and chemical tankers with a length greater than 150m, or a beam greater than 23m, enroute to or
(Ger NM 13/01) 23/01

Page 130—Lines 42 to 55/R; read:

Pilots are normally embarked from pilot vessels. In exceptional cases, pilots may transfer by helicopter. This service can only be performed if a designated area on the vessel, which complies with all regulations, is available for landing or winching. Such transfers can be carried out at wind speeds up to 55 knots (force 10) relative to the vessel.

Pilots board the above vessels, as follows:

1. Vessels bound to and from the River Ems in the vicinity of the GW-TG lighted buoy (53° 59'N., 6° 21'E.).
2. Vessels inbound to the Rivers Jade and Weser in the Jade Approach TSS about 1 mile SE of the GW11/Jade lighted buoy (54° 08'N., 7° 27'E.).
3. Vessels outbound from the Rivers Jade and Weser in the Jade Approach TSS about 3 miles ENE of the TG18/Jade lighted buoy (54° 02'N., 7° 33'E.).
4. Vessels bound to and from the River Elbe about 2 miles WNW of the E3 lighted buoy (54° 04'N., 7° 55'E.).

Such large vessels should send a request for pilotage and an ETA, at the appropriate boarding place, at least 24 hours in advance. The message should include the vessel's name, call sign, length, beam, grt, ETA at pilot boarding place, draft, destination, and availability and location of a marked winching area or helicopter landing area.

Confirmation or correction reports must be sent to the pilot station for the River Elbe 6 hours and 2 hours prior to arrival.

Confirmation or correction reports must be sent to the appropriate pilot station for the Rivers Ems, Jade, or Weser 6 hours and 3 hours prior to arrival.

Vessels bound for the River Ems should send their request for pilotage to Ems Pilot, Emden; vessels bound for the Rivers Jade or Weser should send their request for pilotage to Weser Pilot, Bremerhaven; and vessels bound for the River Elbe should send their request for pilotage to Elbe Pilot, Brunsbützel.

It is reported (2001) that tankers over 300m in length or 16.5m draft approaching the German Bight must embark two pilots.

In the case of transfers from a helicopter from Helgoland (Helgoland Pilot), a continuous VHF listening watch should be kept on channel 16 for 30 minutes prior to arrival. After radio contact has been established, the helicopter
(BA NP 286; Ger NM 13/01) 23/01

Page 131—Lines 1 to 13/L; strike out.

(NIMA) 23/01

Page 134—Lines 25 to 26/L; read:

large vessels and vessels carrying dangerous cargo.

The regulations below apply to all other vessels.

Pilotage is compulsory for seagoing vessels over 60m in
(BA NP 286; BA NP 55) 23/01

Page 159—Line 8/L; read:

large vessels and vessels carrying dangerous cargo
approaching or navigating in the German Bight
(NIMA) 23/01