SAILING DIRECTIONS CORRECTIONS

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Page 131—Lines 39 to 41/R; read:

pilotage between the Inner Deutsche Bucht (German Bight) pilot boarding position (2 miles NW of the E3 lighted buoy) and No. 3/Jade 2 lighted buoy (53°52'N., 7° 47'E.) when visibility is less than 4,000m. The

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Page 143—Lines 39 to 42/L; read:

Inbound vessels bound for the Jade should send a request for pilotage, stating port of destination and ETA at the No. 3/ Jade 2 lighted buoy, 12 hours in advance or on departure from last port to Jadelotse Wilhelmshaven. Vessels bound for the Weser should send their request 24 hours in advance to Weserlotse II, Bremerhaven through Norddeich (DAN). The requests should be confirmed 6 hours and 2 hours prior to arrival. Vessels with drafts over 15m are advised to employ two pilots.

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Page 143—Lines 3 to 7/R; read:

Ems, Jade, Weser, or Elbe.

See Traffic Control under The Jade (paragraph 8.21) or The Weser (paragraph 8.26) for information concerning local VTS systems operating within the approaches and fairways of each river.

(NIMA) 30/01

Page 144—Lines 48 to 49/R; read:

visibility, and ice reports when appropriate; casualties; dredging operations; and pilotage information.

Regulations.—Large tankers bound for the Jade are escorted through the Jade Approach TSS by Water Police patrol vessels, which display blue flashing lights.

Extraordinarily Large Vessels are defined as those exceeding 350m in length, 52m beam, and 20m draft inbound or 19m draft outbound. Such vessels are tide dependent.

All Extraordinarily Large Vessels, high speed vessels, air cushion vehicles, and unusually large tug formations must obtain permission from the Water Police Authority at Wilhelmshaven immediately prior to entering the Jade.

On specified fairway sections of the Jade, there are prohibitions on meeting or overtaking other vessels. Permission must be obtained from the VTS Center on VHF channel 20 or 63 before entering these areas.

Oil, gas, and chemical tankers (including towed units), which are carrying hazardous goods in bulk or have done so but are not certified gas-free, are permitted to enter the Jade only when the visibility is 1,000m or more. In special circumstances, when the visibility is 500m to 1,000m, such vessels may enter with permission of the Jade VTS.

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Page 159—Lines 18 to 19/L; read:

normally embarked at the Inner Deutsche Bucht (German Bight) pilot boarding position located about 2 miles NW of the E3 lighted buoy (54° 04'N., 7°55'E.).

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Page 159—Lines 24 to 25/L; read:

1. At least 24 hours before arrival at the Inner Deutsche Bucht pilot boarding position (2 miles NW of the E3 lighted buoy) or immediately upon

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Page 160—Line 59/L; strike out.

(NIMA) 30/01

Page 160—Lines 47 to 54/R; read:

Anchorage.—An outer anchorage area for large and deep-draft vessels lies adjacent to the W side of the Jade Approach TSS and may best be seen on the chart. A number of wrecks and obstructions lie within this area.

An outer anchorage area for vessels waiting for the tide lies centered about 5 miles W of the E3 lighted buoy (5404'N., 7˚55'E.) and may best be seen on the chart.

An anchorage area lies in the approaches to the river, 3 miles NE of the Elbe Lightvessel. Tankers carrying oil, gas, or chemicals may use this roadstead for waiting or bunkering. Another anchorage area lies on the S side of the fairway, in the entrance to Neuwerker Fahrwasser; the N part of this area is generally reserved for vessels with dangerous cargo or for tankers transferring cargoes.

Both of these anchorage areas are marked by buoys and their limits may best be seen on the chart.

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