

**SECTION II**  
**NAVIGATION PUBLICATIONS**

**NM 21/00**

**SAILING DIRECTIONS CORRECTIONS**

**PUB 120            1 Ed 1997            LAST NM 10/00**

Page 95—Line 6/L; read:  
Japanese Coast Guard. Newly set fixed nets,  
(PUBS 007/00) 21/00

Page 96—Line 23/R; read:  
The Japanese Coast Guard has requested that all foreign  
(PUBS 007/00) 21/00

Page 97—Line 23/L; read:  
copy of this publication from the Japanese Coast Guard  
(PUBS 007/00) 21/00

Page 175—Lines 1 to 12/L; strike out.  
(BA NM 16/00, Section IV) 21/00

**PUB 125            6 Ed 2000            LAST NM 10/00**

Page 122—Line 57/L; read:  
Ancud, about 10 miles SW. Bajo Colo-Colo (41°45.4'S.,  
73°44.0'W.), extending S from Punta Picuta, is marked by a  
light beacon. In the vicinity of Bajo Colo-Colo an extensive  
rocky shoal area stretches ESE and WNW. Mariners are  
advised to exercise extreme caution.  
(BA NM 26/99) 21/00

**PUB 131            9 Ed 2000            LAST NM 18/00**

Page 161—Line 37/R; insert after:  
**Regulations.**—Transit is prohibited to ships carrying  
hazardous cargo, flying Italian and French flags. Ships with  
hazardous cargo flying other flags shall comply with  
regulations issued by their flag state.  
(Ital NM 6/00 Section III) 21/00

Page 162—Line 52/L; insert after:  
A magnetic anomaly of 3° may be experienced in the  
vicinity of the power cables.  
(Ital NM 6/00 Section III) 21/00

**PUB 154            7 Ed 1998            LAST NM 30/99**

Page 4—Lines 28 to 30/L; read:  
**Regulations.**—For information on regulations concerning  
the Western Canada Traffic Zone, Vessel Traffic Services,  
and Pilotage, see Pub. 120,  
(NIMA) 21/00

Page 4—Line 37/L; insert after:  
The waters described in this sector lie within the  
Vancouver Vessel Traffic Service (VTS) System. Vessels  
must contact the Vancouver VTS Control by VHF and report

their position at each Calling-In-Point (CIP), by CIP name  
and sector, as follows:

<b>CIP</b>	<b>Name</b>	<b>Sector</b>
1	Zone Limit	Change
3	Race Rock	Change
4	Bouy "VH"	1
5	Hein Bank	Change
6	Turn Point	1
7	East Point	1
8	Patos Island	Change
9	Portlock Point	1
10	Peile Point	1
11	Active Pass	1
12	Sandheads	Change
12A	Woodward Island (Crown Forest)	2
12B	La Farge	2
12C	Shoal Point	Change
13	West Porlier Pass	1
14	East Porlier Pass	1
15A	Iona	Change
15B	Roger Curtis	Change
15C	Gower Point	Change
16	Halkett Point	3
17	Grace Island	3
18	Crown Point/Point Atkinson	3
19	Dundarave	3
20	Vanterm	3
21	Berry Point	3
22	Roche Point	3
23	Entrance Island/Five Fingers Island	1
24	Ballenas Island/Merry Island/ Welcome Passage	Change
25	Cape Lazo/Powell River	4
26	Cape Mudge	4
27	Steep Island	4
28	Separation Head	4
29	Cinque Island	4
30	Ripple Point	4
31	Vansittart Point	4
32	Fanny Island	4
33	Boat Bay	4
34	Lizard Point	4

## PUB 154 (Continued)

CIP	Name	Sector
35	Lewis Point	4
36	Pulteney Point	4
37	Doyle Island	4
38	Pine Island	4
39	Cape Caution/Triangle Island	4
40	Cape Scott	Change

Call signs and frequencies for each sector are, as follows:

Sector	Call sign	VHF channel	Remarks
1	Seattle Traffic	5A	Only for CIP 1 and 3.
1	Victoria Traffic	11	Remainder of Sector 1 CIPs.
2	Vancouver Traffic	74	
3	Vancouver Traffic	12	
4	Comox Traffic	71	

(Can Annual Notice No. 25 of 2000) 21/00

Page 12—Line 5/L; insert after:

The waters described in this Sector lie within the Vancouver Vessel Traffic Services (VTS) System. For further information on reporting requirements, see Sector 1.

(NIMA) 21/00

Page 12—Lines 6 to 7/R; read:

NE of Seabird Point. A lighted buoy is moored on this shoal and

(7(1305)99 Ottawa) 21/00

Page 23—Lines 31 to 35/R; read:

**Regulations.**—The waters described in this sector lie within the Vancouver Vessel Traffic Services (VTS) System. For further information on reporting requirements, see Sector 1.

(NIMA) 21/00

Page 39—Line 43/R to Page 40—Line 42/L; read:

For further information on reporting requirements, see Sector 1.

**4.02 Satellite Channel** (48°42'N., 123°29'W.), a navigable

(NIMA) 21/00

Page 55—Line 21/R; insert after:

**Regulations.**—The waters described in this sector lie within the Vancouver Vessel Traffic Service (VTS) System.

For further information on reporting requirements, see Sector 1.

(NIMA) 21/00

Page 95—Line 36/L; insert after:

**Regulations.**—The waters described in this sector lie within the Vancouver Vessel Traffic Service (VTS) System. For further information on reporting requirements, see Sector 1.

(NIMA) 21/00

Page 174—Line 15/R; read:

with a depth of 3.8m, lies close SE of Raby Islet. A wider (8(1507)99 Ottawa) 21/00

**PUB 159 7 Ed 1999 LAST NM 15/00**

Page 3—Line 45/R; read:

**Directions.**—The Japanese Coast Guard has (PUBS 007/00) 21/00

Page 17—Line 51/R; read:

obtainable through the Japanese Coast Guard. This (PUBS 007/00) 21/00

Page 32—Line 12/R; read:

through the Japanese Coast Guard. This (PUBS 007/00) 21/00

Page 79—Line 2/R; read:

Japanese Coast Guard. This publication should be (PUBS 007/00) 21/00

Page 84—Line 11/L; read:

through the Japanese Coast Guard. This (PUBS 007/00) 21/00

Page 94—Line 23/L; insert after:

A submarine power cable laid between Tachibana and Shira Saki, position best seen on chart, may cause local magnetic compass anomaly.

(BA NM 16/00, Section IV) 21/00

Page 103—Lines 48 to 49/R; read:

Safety Laws and Regulations, obtainable through the Japanese Coast Guard. This publication should be kept as a (PUBS 007/00) 21/00

Page 105—Lines 32 to 33/L; read:

Regulations, obtainable through the Japanese Coast Guard. This publication should be kept as a reference for (PUBS 007/00) 21/00

Page 107—Line 19/R; read:

Japanese Coast Guard. This publication should be (PUBS 007/00) 21/00

**PUB 159 (Continued)**

Page 117—Line 13/L; read:  
obtainable through the Japanese Coast Guard. This  
(PUBS 007/00) 21/00

Page 145—Line 45/R; read:  
Japanese Coast Guard. This publication should be  
(PUBS 007/00) 21/00

Page 167—Line 2/L; read:  
Japanese Coast Guard. This publication should be  
(PUBS 007/00) 21/00

**PUB 175 6 Ed 1994 LAST NM 9/99**

Page 109—Lines 31 to 50/R; read:  
Within Roebuck Deep the preferred track leads E of  
Channel Rock (18°00.7'S., 122°12.8'E) on bearing 000°, over  
a 5.2m shoal lying off the W end of Middle Ground.

The least charted depth on this track is 10m, but there is a  
9.1m patch close N and an 8.2m patch close S of the  
recommended track. This approach will clear Pearl Shoals to  
the S, and Declaration Rock to the N.

The wharf is situated about 0.75 mile NE of Entrance  
Point and is situated at the head of a concrete jetty which  
extends across the ledges fronting the shore.

The wharf has two berths, the outer having a length of  
183m and alongside depth of 10m, and the inner berth a  
length of 170m and 9m depth alongside. Vessels up to 187m  
in length, having a deep draft of 9m, can be accommodated  
at the outer berth; the inner berth can accommodate vessels  
up to 146m in length and 8m draft.  
(NIMA) 21/00

**PUB 191 8 Ed 1996 LAST NM 18/00**

Page 44—Lines 18 to 22/R; read:  
Ile d'Ouessant is radar conspicuous and can easily be  
identified from SW by two headlands, which extend SW  
from the SW end of the island and portray the appearance of  
an open lobster claw when viewed on the screen.

A main light is shown from a conspicuous tower, 55m  
high, standing on Pointe de Creac'h, near the W end of the  
island. A racon is situated at this light, but it can only be used  
by vessels passing NW of the island.

A main light (Le Stiff Light) is shown from a conspicuous  
structure formed by two adjoining towers, 32m high,  
standing near Pointe du Stiff, the NE extremity of the island.  
A prominent radar tower, 72m high, is situated 0.3 mile NE  
of this light.  
(BA NP 27) 21/00

Page 44—Lines 41 to 42/R; read:  
of 9°40'W and 7°30'W.

**Caution.**—The area lying between Ile d'Ouessant and the  
mainland to the SE is heavily encumbered with numerous  
small islands, reefs, and rocks. Passage du Fromveur leads  
between Ile d'Ouessant and the dangers lying SE. Chenal du  
Four and Chenal de la Helle lead between the dangers and  
the mainland. Vessels without local knowledge are advised  
not to approach this area.

**Presqu'île de Saint-Laurent to Ile de Batz**

(BA NP 27) 21/00

Page 45—Lines 13 to 16/L; read:  
**3.4 Pointe de Beg-Pol** (48°41'N., 4°21'W.) is located  
9.5 miles ENE of Ile Vierge Light. A main light (Pontusval  
Light) is shown from a tower on a white dwelling, 15m  
high, standing on the point. A church with a prominent  
belfry is situated at Plouescat, 6.7 miles E of the light.  
Conspicuous water towers stand 1 mile SE, 1.7 miles SW,  
and about 5.3 miles SE of the light.

Plateau de Lizenn Wenn, a rocky shoal area, fronts the  
coast 8.5 miles W of Pointe de Beg-Pol. It extends up to 2.5  
miles N from the shore and is marked by a lighted buoy.

Plateau d'Aman ar Rouz, a rocky shoal area, fronts the  
coast 4.2 miles W of Pointe de Beg-Pol. It extends up to 2  
miles N from the shore and is marked by a lighted buoy.

Qeyn-Cos, a detached rocky bank, lies 4 miles E of Pointe  
de Beg-Pol and about 3.5 miles offshore.

A number of small drying harbors lie along this stretch of  
the coast. They are used by local fishing vessels and pleasure  
craft. Mogueriec, a small drying harbor, lies 10.5 miles E of  
Pointe de Beg-Pol. Ile de Sec lies in the approach to the  
harbor and is connected to the mainland at its SE end by a  
causeway that covers. This island is 15m high and a ruined  
house stands near its center. A conspicuous water tower  
stands at Sibiril, about 1.4 miles S of the harbor.

(BA NP 27) 21/00

Page 45—Lines 20 to 23/L; read:  
drying SW extremity, which is located 2 miles N of Pointe  
de Primel. The center of the plateau consists of large rocks.  
Grande Roche, the tallest, is 23m high.

A prominent cathedral with twin spires, 86m high, stands  
on the W side of the bay at Saint Pol de Leon, 2.5 miles S of  
Pointe de Blosscon.  
(BA NP 27) 21/00

Page 45—Lines 41 to 56/L; read:  
**3.6 Porz Kernok** (48°45'N., 4°01'W.), a small  
sheltered harbor, is located near the middle of the S side of  
Ile de Batz. It dries completely and is mainly used by local  
fishing vessels.

**Port de Roscoff** (48°44'N., 3°59'W.) (World Port Index  
No. 36370), a small harbor, lies in the bight close W of  
Pointe de Blosscon. It is used by small coasters, fishing  
vessels, and pleasure craft. The channel leading between Ile  
de Batz and the coast affords access to the port from the W.  
The main approach is from the NE through the controlled  
mandatory access channel. There are two quayed basins. The  
harbor dries up to 5m at LW. Local knowledge or the use of a  
pilot is required (see Baie de Morlaix). Tides rise about  
9.3m at springs and 7.6m at neaps.

**Port de Roscoff-Blosscon** (48°43'N., 3°58'W.) is situated  
0.3 mile S of Pointe de Blosscon and used by ferries, fishing  
vessels, and coasters. The main approach is from the NE  
through the controlled mandatory access channel. The

**PUB 191 (Continued)**

harbor is entered between the head of a breakwater and a lighted buoy moored 0.2 mile S. There are three quays and facilities for ro-ro vessels. The breakwater quay is 240m long and has a depth of 7m alongside. The other quays are 120m and 90m long with alongside depths of 5m and 3.5m, respectively. Ro-ro ferries run to Plymouth and Cork. Vessels up to 5,000 dwt and 6m draft can be accommodated. Cargo vessels are limited to a length of 120m and ferries to a length of 150m. Pilots are available and board about 1.2 miles NE of the harbor. (See Baie de Morlaix.)

(BA NP 27)

21/00

Page 45—Lines 31 to 38/R; read:  
on the highest rock of the group.

A main light (La Lande) is shown from a prominent square tower, 19m high, standing 6.2 miles SE of Pointe de Bloscon.

(BA NP 27)

21/00

Page 45—Lines 49 to 54/R; read:

**Pilotage.**—Pilotage is compulsory for all vessels over 50m in length entering Port de Roscoff and Port de Roscoff-Bloscon, and for all vessels over 45m in length entering Morlaix. All vessels should send an ETA and a request for pilotage to Roscoff-Morlaix pilot station at least 24 hours in advance with any amendments of more than 3 hours.

Vessels bound for Port de Roscoff-Bloscon should contact the pilot vessel 1 hour prior to arrival on VHF. Vessels using the mandatory controlled access channel should contact the signal station on Ile de Batz upon entering and maintain a listening watch on VHF channel 16.

Pilots for Port de Roscoff-Bloscon generally board about 1.2 miles NE of the harbor. Pilots for Morlaix board in the vicinity of Pot-de Fer buoy (48°44.3'N., 3°53.9'W.).

(BA NP 286)

21/00

Page 46—Lines 1 to 15/L; strike out.

(NIMA)

21/00

Page 46—Lines 23 to 35/L; read:

by the damming of the river, can accommodate vessels up to 63m in length with drafts up to 4m at springs and 3m at neaps. It is used by coasters and pleasure craft.

The entrance channel is difficult to navigate for vessels more than 50m in length due to the bends. The river fairway, which dries up to 3.5m, is marked by beacons, buoys, and range marks.

The avant-port is 53m wide with drying quays on both sides of the river. The wet basin has depths of 3 to 4m alongside the quays. The lock has a usable length of 63m and is 16m wide. A marina is situated at the S end of the wet basin. The lock is operated from 1 hour 30 minutes before to 1 hour after HW.

Anchoring is prohibited in the river channel, and entry is prohibited at night unless the vessel is equipped with a searchlight capable of lighting a radius of about 200m.

A bridge with a vertical clearance of 30m spans the channel close seaward of the lock.

**La Penze River** (48°39'N., 3°57'W.) flows into the SW side of Baie de Morlaix. It is narrow, shallow, and the approach is encumbered by numerous dangers. A bridge with a vertical clearance of 10m spans the river close above the mouth. The drying river channel is marked by beacons and used by pleasure craft.

(BA NP 27)

21/00

Page 46—Lines 44 to 55/L; read:

9.3m, lies centered about 4.5 miles NE of Pointe de Primel. Toul Tan Bras, the deep channel leading between Chaises de Primel and Plateau de la Meloine, can be used by vessels coming from Canal des Sept-Iles in order to proceed directly into Baie de Morlaix. This channel should only be used when the visibility is satisfactory.

Ile Grande, an island with a conspicuous hummock, has foul ground extending up to about 2 miles N of it. Ile Milliau lies close W of the mainland shore, 2 miles SSW of Ile Grande. This island has two summits. A conspicuous white house with a flat roof surmounts the N most summit. Port Trebeurden, an extensive marina, fronts the mainland E of Ile Milliau and is protected by a breakwater. Small craft can anchor in a depth of 5m, mud, close N of Ile Milliau. The holding ground is good and the tidal currents are not felt here.

A conspicuous church belfry is situated at Trebeurden, 1.2 miles E of Ile Milliau. A prominent water tower stands at Penvern, 1 mile NNE of the belfry.

A very conspicuous aluminum radome stands about 2.1 miles SE of Ile Grande. When approaching the coast, this radome will probably be the first object sighted because the shore in this area is relatively low.

**Locquirec** (48°42'N., 3°39'W.), a small drying harbor, lies close S of Ponte de Locquirec and is used by small craft.

(BA NP 27)

21/00

Page 46—Lines 1 to 8/R; strike out.

(NIMA)

21/00

Page 46—Lines 18 to 34/R; read:

and should not be attempted without local knowledge. A bar fronts the mouth of the river. With NW winds the sea breaks on this bar and prevents entry. The river dries up to 2.5m as far as Le Yaudet, a village standing on the S bank about 1 mile above the entrance. It then dries up to 5m as far as Lannion. Overhead cables with a vertical clearance of 35m span the river 2 miles above Le Yaudet.

Pilots are stationed at Le Yaudet and board about 0.8 mile NW of the river mouth. The pilot vessel is a motor fishing boat. Vessels should send advanced notice of their ETA to the port authority at Lannion.

**Lannion** (48°44'N., 3°28'W.) (World Port Index No. 36320) has quays, which dry up to 5m, on both sides of the river. Vessels up to 50m in length with drafts up to 4m at springs and 2.2m at neaps can be handled.

Anchorage can be taken in depths of 5 to 13m, sand and shells, about 0.5 mile S of Pointe de Bihit (48°45'N.,

**PUB 191 (Continued)**

3°35'W.). The anchorage has good holding ground and is sheltered from E winds.  
(BA NP 27) 21/00