



**PUB 191 (Continued)**

**Aspect.**—The DI lighted buoy, moored about 2.5 miles WNW of the harbor entrance, marks the approach to the port.

The conspicuous Chapel of Notre Dame de Bon Secours, with a large belfry, stands on the cliffs, 0.3 mile SSE of the head of the E breakwater. A light structure, 4m high, stands in front of this chapel. A prominent radio mast, 165m high, is situated 2 miles ESE of the chapel.

A prominent signal station stands close N of the chapel. A prominent fortress-type chateau is situated midway up the cliff, about 0.9 mile SW of the harbor entrance. A conspicuous silo tower stands on the S side of Bassin de Canada.

The cliffs surrounding the port are reported to be radar conspicuous.

**Pilotage.**—Pilotage is compulsory within an area extending 4 miles seaward from the breakwaters for all vessels carrying hydrocarbons or dangerous substances and other vessels over 50m in length.

Vessels should send a message to the pilot station 5 hours in advance stating their ETA at the DI lighted buoy, their draft, and whether or not a pilot is required.

Vessels should then contact the pilot station on VHF channel 12 at least 3 hours prior to their original ETA stating any delay over 2 hours or any incapacity to make the tide.

Pilots board between 1 mile and 2 miles from the breakwaters.

Vessels under 50m in length and equipped with VHF are not obliged to take a pilot. However, they must advise the port authorities in the same manner as other vessels.

**Regulations.**—All vessels should send a message to the harbormaster 24 hours prior to arrival at the DI lighted buoy stating their ETA, length, and draft.

All vessels should then contact the harbormaster on VHF channel 16 on arrival to obtain instructions. A continuous VHF watch must be maintained until berthed.

Fishing vessels and small craft are prohibited from navigating in the approach to the port when the entry or departures signals are displayed.

Special regulations and reporting procedures apply to vessels over 1,600 grt transporting dangerous cargoes in bulk in the approaches to the French coasts of the North Sea, English Channel, and the Atlantic between the Belgian border and the Spanish border.

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

In order to avoid impeding access, anchoring, stopping, or fishing are prohibited within a triangular controlled navigation zone fronting the port. This zone, which may best be seen on the chart, extends up to about 1 mile NW and NE from the harbor entrance. All vessels intending to enter the zone must receive permission from the port authorities.

**Signals.**—International traffic signals regulating entry and departure are shown by day and at night from the signal mast at the root of the W breakwater (see paragraph 1.1).

When dredges are operating or the channel is obstructed, a yellow light is shown at the same level and to the right of the main signal.

A green light shown above and to the right of the main signal indicates the entry of a ferry. A red light similarly shown indicates a ferry departing.

**Anchorage.**—The anchorage for vessels waiting to enter the port lies in the vicinity of the DI lighted buoy (49°57'N., 1°01'E.). There are depths of 8 to 12m and the bottom is sand and shingle or sand and shells with good holding ground.

It is reported (1995) that an area of the bottom within a radius of 1 mile from the lighted buoy has been systematically surveyed by sonar for any obstructions.

The recommended anchorage lies in a depth of 8.3m about 0.4 mile ENE of the lighted buoy. This anchorage is exposed to winds from the W through N to NE and in such conditions vessels may prefer to seek shelter elsewhere.

**Caution.**—An explosive dumping ground area, which may best be seen on the chart, lies centered about 1.5 miles NNE of the harbor entrance.

Several wrecks lie in the approaches to the harbor and may best be seen on the chart.

A submarine cable, which may best be seen on the chart, extends seaward from the shore, 0.8 mile WSW of the port entrance.

It is reported (2001) that high speed ferries may be encountered in the approaches to the port from March to October.

(BA NP 28; Fr SD C 2.1) 22/01

Page 107—Lines 1 to 56/L; strike out.

(NIMA) 22/01

Page 107—Lines 1 to 37/R; strike out.

(NIMA) 22/01

**PUB 192 7 Ed 2000 LAST NM 17/01**

Page 41—Lines 13 to 53/L; read:

Humber) is divided into two operational areas.

Area 1 extends from the sea to the meridian of the No. 4A Clew Ness Light Float (53°35'N., 0°02'E.).

Area 2 extends upriver from the meridian of the No. 4A Clew Ness Light Float to Gainsborough, on the River Trent, and Goole, on the River Ouse.

General information including visibility, weather, tidal information, aids, navigational warnings, and traffic is broadcast for the Rivers Humber, Ouse, and Trent.

The VTS procedures are mandatory for all vessels over 50 grt and those vessels carrying dangerous cargoes.

Vessels within Area 1 should contact VTS Humber on VHF channel 14. Vessels within Area 2 should contact VTS Humber on VHF channel 12. All vessels should keep a continuous watch on the appropriate channel.

Inbound vessels should send a report to VTS Humber at least 24 hours in advance or within 1 hour of leaving a previous port of call where such port is not situated within the River Humber. The report should include an ETA and the same information as listed above in the request for pilotage message.

Inbound vessels are required to report to VTS Humber on VHF, as follow:

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1. When entering the TSS and passing either the Outer Binks lighted buoy (53°37.2'N., 0°20.2'E.) or the Outer Sea Reach lighted buoy (53°32.7'N., 0°23.0'E.) or the Outer Rosse Reach lighted buoy (53°29.8'N., 0°20.9'E.).
2. When the pilot is embarked.
3. When passing the Alpha lighted buoy (53°32.8'N., 0°13.3'E.).
4. When anchoring or not proceeding to a port.
5. When passing the No. 4A Clee Ness Light Float (Change from VHF channel 14 to channel 12).
6. When passing the Sunk Split lighted buoy (53°37.1'N., 0°04.6'W.).
7. When passing the No. 19 Paull Sand lighted buoy (53°42.0'N., 0°13.7'W.).
8. When passing Trent Falls (53°42.0'N., 0°41'W.).
9. When securely moored at a final berth within the ports and docks of the Rivers Humber, Ouse, or Trent.

Inbound and outbound vessels intending to navigate the Sunk Dredged Channel should obtain clearance from VTS Humber prior to passing Spurn Point (53°34.0'N., 0°6.6'W.).

The Sunk Dredged Channel is now dredged continuously; the least available depth is announced by VTS Humber on VHF channel 12 during regular river broadcasts. This information is also available on request from VTS Humber.

Prior to entering the river, all vessels carrying dangerous cargo should request anchoring or berthing instructions from VTS Humber.

Humber Serious Marine Emergency Plan (HSMEP) is a contingency plan developed to deal with any marine accident or emergency including oil pollution within the river. Details of this plan and the emergency will be broadcast by VTS Humber on VHF channels 12, 14, and 16.

(BA NP 286)

22/01

## RADIO NAVIGATIONAL AIDS CORRECTIONS

PUB 117

Ed 2001

LAST NM 20/01

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast
<b>RUSSIA - NORTHERN COASTS</b>				
	LONG-RANGE WARNINGS: NAVIP: World-wide navigational warnings. LOCAL WARNINGS: PRIP.			
<b>3224</b> 3-3960/1	<b>Murmansk (UHS) (UDK) (UDK2).</b>	4307, 6331.5, 12661.5 kHz, A1A, F1B.	0630, 1700.	PRIP warnings in Russian (selected coastal warnings are repeated in English).
		4307, 6331.5, 12661.5 kHz, A1A, F1B.	0630, 1700.	Weather and ice in Russian.
		521.5, 3740, 6393.5 kHz, A1A, F1B.	0400, 1730.	PRIP warnings.
		521.5, 3740, 6393.5 kHz, A1A, F1B.	0420, 1740.	Weather in Russian.
		2666 kHz, J3E.	0533, 1733.	Weather and ice in Russian.
		6446, 7907, 8444 kHz, F3C.	0700, 0800, 1400, 1430, 2000.	Weather and ice FAX*; 120/576.
		518 kHz, F1B.	0020, 0420, 0820, 1220, 1620, 2020.	NAVTEX (C).
	*NOTE: Broadcast schedule at 1850 (RPM/IOC: 90/576).			
	*	*		22/01
<b>3226</b> 3-3950	<b>Arkhangel'sk (UGE).</b>	2595 kHz, J3E.	0630, 1830.	Weather and ice (ice at 1830) in Russian.
		4545 kHz, F3C.	0125, 1625, 1925, 2225.	Weather FAX; 60/576.
		5345, 7760 kHz, F3C.	0125, 0425, 0725, 1025, 1325, 1625, 1925, 2225.	Weather FAX; 60/576.
		4545, 5345, 7760 kHz, F3C.	1715.	Ice FAX*; 60/576.
		518 kHz, F1B.	0050, 0450, 0850, 1250, 1650, 2050.	NAVTEX (F).
	*NOTE: 15 Jan. - 10 May.			
	*	*	*	22/01

## PUB 117 (Continued)

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast
<b>RUSSIA - BALTIC COAST</b>				
	LONG-RANGE WARNINGS: NAVIP: World-wide navigational warnings. LOCAL WARNINGS: PRIP.			
<b>3325</b> 3-0432	<b>Kaliningrad (UIW) (UIW-2).</b>	4228, 8454, 12877.5, 16927, 19724.5, 22603.5 kHz, F1B.	1000, 1620.	NAVIP warnings.
		3737, 6465, 8466, 12877.5 kHz, A1A.	2030.	NAVIP warnings.
		*		22/01
<b>RUSSIA - BLACK SEA</b>				
	LONG-RANGE WARNINGS: NAVIP: World-wide navigational warnings. LOCAL WARNINGS: PRIP.			
<b>3520</b> 3-1600	<b>Novorossiysk (UDN) (UDF).</b>	4245, 8571 kHz, A1A.	0930, 2130.	Weather and PRIP warnings in Russian.
		518 kHz, F1B.	0300, 0700, 1100, 1500, 1900, 2300.	NAVTEX (A).
		*		22/01
<b>RUSSIA - PACIFIC</b>				
	LONG-RANGE WARNINGS: NAVAREA XIII: Includes the waters of the Sea of Okhotsk, North Pacific and Bering Sea north of 45°N and east to the International Date Line. Original reports to NAVAREA XIII Coordinator, Chief, Head Department of Navigation and Oceanography, St. Petersburg. NAVIP: World-wide navigational warnings. LOCAL WARNINGS: PRIP.			
<b>3748</b> 3-3835/7	<b>Vladivostok (UFL) (UKA) (UFZ).</b>	4241, 12870 kHz, A1A.	0030.	Local navigational warnings in Russian (selected warnings are repeated in English).
		4241, 12870 kHz, A1A.	0630, 2200.	Weather in Russian.
		3630, 8595, 12729, 22656.5 kHz, A1A, F1B.	0900, 2300.	NAVAREA XIII warnings; local navigational warnings in Russian (selected coastal warnings are repeated in English) and weather.
		3630, 8595, 12729, 22656.5 kHz, A1A, F1B.	0900.	Ice in Russian.
		4241, 6430 kHz, A1A.	1730.	Local navigational warnings in Russian (selected warnings are repeated in English).
		*		22/01
<b>3749.5</b> 3-3890	<b>Petropavlovsk-Kamchatskiy (UBE) (UBE-2).</b>	4216.5, 12601.5, 16837 kHz, F1B.	0000.	NAVAREA XIII warnings; local navigational warnings in Russian (selected warnings are repeated in English), weather and ice in Russian.
		4216.5, 8421.5, 12601.5, 16837 kHz, F1B.	0900.	Local navigational warnings in Russian (selected warnings are repeated in English), weather and ice in Russian.
		4271, 6370, 13000 kHz, A1A.	1000.	Local navigational warnings in Russian (selected warnings are repeated in English), weather and ice in Russian.
		6370, 13000 kHz, A1A.	2300.	NAVAREA XIII warnings; local navigational warnings in Russian (selected warnings are repeated in English), weather and ice in Russian.
	*	*		22/01