

PUB 191 (Continued)

Page 60—Lines 9 to 16/L; read:
visibility.

Note.—Due to the MANCHEREP Vessel Traffic Service (VTS) being mandatory in this area, vessels are advised that this system takes preference over the Ship Movement Report System (MAREP), which is only voluntary.

(BA NM 17/01) 23/01

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

RADIO NAVIGATIONAL AIDS CORRECTIONS**PUB 117 Ed 2001 LAST NM 22/01**

Page 4-40—Lines 18 to 20/L; read:
ship's bridge.

400K. Use of GMDSS Equipment for Routine Telecommunications

GMDSS telecommunications equipment should not be reserved for emergency use only. The IMO has issued COMSAR/Circ.17 (dated 9 March 1998) which recommends and encourages mariners to use that equipment for routine as well as safety telecommunications. The following recommendation is extracted from Circ.17:

Use of GMDSS equipment for transmission of general radiocommunications is one of the functional requirements specified in SOLAS chapter IV, regulation 4. Regular use of GMDSS equipment helps to develop operator competency and ensure equipment availability. If ships use other radiocommunication systems for the bulk of their business communications, they should adopt a regular program of sending selected traffic or test messages via GMDSS equipment to ensure operator competency and equipment availability and to help reduce the incidence of false alerts. This policy extends to all GMDSS equipment suites including Digital Selective Calling (DSC) on VHF, MF and HF, to the Inmarsat-A, -B and -C systems, and to any duplicated VHF and long-range communications facilities.

400L. Instructions for Canceling Inadvertent Distress Alerts

(PUBS 0006/2001) 23/01

SECTION II

NM 23/01

PUB 117 (Continued)

(1) No.	(2) Name	(3) Type	(4) Position Rx Tx	(5) Frequency	(6) Range	(7) Procedure	(8) Remarks
CANADA							
The VHF direction finding stations of Canada are for emergency use only. All stations are remotely controlled by a Marine Communications and Traffic Services Center (MCTS). The following details of operation are common to all of these stations:							
A. Ch.16. B. Ch.16 (distress only). C. Ch.16 (distress only).							
1001.15 2-4326	Cap Est.	RDF	48 22 55 N 70 41 25 W				MCTS Quebec (VCC). * 23/01
1002.25 2-4326	Sacre Coeur.	RDF	48 12 45 N 69 52 15 W				MCTS Quebec (VCC). * 23/01

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast
CANADA - ARCTIC AND ATLANTIC				
3017 3-7315	Iqaluit, N.T. (VFF).	2514, 6513 kHz, J3E.	0110, 1320, 1705.	Local navigational warnings, weather and ice (ice at 0110, 1705).
		2514, 2582, 4363 kHz, J3E.	1340, 1705, 2235.	Local navigational warnings, weather and ice (ice only at 1705).
		3251.1, 7708.1 kHz (USB), J3C.	1000, 2100.	Weather FAX; 120/576.
		3251.1, 7708.1 kHz (USB), J3C.	0500, 2125.	Ice FAX; 120/576.
		2582, 4363 kHz, J3E.	1240, 1705, 2310.	Local navigational warnings, weather and ice (ice only at 1705) (Resolute).
		3251.1, 7708.1 kHz (USB), J3C.	1100, 2330.	Weather FAX; 120/576 (Resolute).
		3251.1, 7708.1 kHz (USB), J3C.	0010, 0700.	Ice FAX; 120/576 (Resolute).
		490 kHz, F1B.	0310, 0710, 1110, 1510, 1910, 2310.	NAVTEX (S) in French.
		518 kHz, F1B.	0320, 0720, 1120, 1520, 1920, 2320.	NAVTEX (T).
NOTE: Station open during navigation season only, Jun. - Dec.				
		*	*	* 23/01
3027.5 3-7260	Placentia, Nfld. (VCP).	2598 kHz, J3E.	0048, 0737, 1607, 2137.	Weather and ice (ice at 0737, 2137).
		2598 kHz, J3E.	1137, 1807.	Local navigational warnings.
		Ch. 21B, 23B, 28B, 83B, F3E.	Continuous.	Local navigational warnings, weather and ice.
		*		23/01

SECTION II

NM 23/01

PUB 117 (Continued)

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast
3040 3-7090	Riviere-au-Renard, Que. (VCG).	2598, 2749 kHz, J3E.	0937, 1737.	Local navigational warnings and ice.
		2598, 2749 kHz, J3E.	0437, 0847, 1407, 2317.	Weather.
		Ch. 21B, 25B, 83B, F3E.	Continuous.	Local navigational warnings, weather and ice.
		518 kHz, F1B.	0020, 0420, 0820, 1220, 1620, 2020.	NAVTEX (C).
		518 kHz, F1B.	0035, 0435, 0835, 1235, 1635, 2035.	NAVTEX (D) in French.
			*	23/01
3045 3-7055	Halifax, N.S. (VCS) (CFH).	2749 kHz, J3E, Ch. 21B, 83B, F3E.	1310, 1910.	Local navigational warnings.
		2749 kHz, J3E.	0110, 0810, 1540, 2010.	Weather.
		Ch. 21B, 83B, F3E.	0240, 0840.	Local navigational warnings.
		Ch. 21B, 83B, F3E.	Continuous.	Weather.
		122.5, 4271, 6496.4, 10536, 13510 kHz, F3C.	Continuous.	Weather FAX*; 120/576.
		122.5, 4271, 6496.4, 10536, 13510 kHz, F3C.	0001, 2222, 2301.	Ice FAX*; 120/576.
			*	23/01
UNITED STATES AND CANADA - LAKES				
3069 3-7210	Prescott, Ont. (VBR).	Ch. 21B, 83B, F3E.	Continuous.	Local navigational warnings, weather and ice.
		Ch. 23B, 28B, F3E.	Continuous.	Local navigational warnings, weather and ice in French.
		*	*	23/01

*NOTE: CFH broadcast schedule at 1101.