

## SAILING DIRECTIONS CORRECTIONS

**PUB 191            8 Ed 1996            LAST NM 48/99**

Page 4—Lines 30 to 58/L; read:

**Reporting Systems.**—The Ship Movement Reporting System (MAREP) is a voluntary reporting system and its objectives are to assist the mariner, to improve safety of navigation in the English Channel and Dover Strait, and to reduce the risk of pollution off the coasts of the United Kingdom and France in this area.

The Dover Strait Reporting System (CALDOVREP), a mandatory reporting system under SOLAS regulations, operates in a 65-mile stretch of the Dover Traffic Separation Scheme (TSS). In order to enhance safe navigation, shore based facilities at Gris Nez Traffic and Dover Coastguard will monitor shipping movements and provide information pertaining to navigational hazards and weather conditions.

An automatic ship identification and ship reporting system (AIRS) has been established to monitor the movements of vessels around the British Isles including the Dover Strait. The system utilizes the capability of the VHF DSC installations adopted for the Global Marine Distress and Safety System (GMDSS).

For further details of these reporting systems and search and rescue information, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

**Navigation.**—The Netherlands Hydrographic Service publishes, in English,  
(NIMA) 50/99

Page 4—Lines 1 to 6/R; strike out.

(NIMA) 50/99

Page 100—Line 32/R; insert after:

**Note.**—For information concerning the MARSEP and CALDOVREP reporting systems, route planning, and TSS details, see paragraph 1.1 and Pub. 140 (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

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