

SAILING DIRECTIONS CORRECTIONS

PUB 140 **1 Ed 1997** **LAST NM 52/99**
 Page 59—Lines 40/L to 62/R; read:
English Channel Regulations

MAREP, a voluntary ship reporting system, is operational within the English Channel and the Dover Strait. Vessels are requested to report to the appropriate shore station when approaching the following:

1. Traffic Separation Scheme (TSS) situated off Ouessant.
2. Traffic Separation Scheme (TSS) situated off Casquets.
3. Dover Strait Traffic Separation Scheme (TSS).

For further details of MAREP, see Reporting Systems under the United Kingdom in this publication.

CALDOVREP, a mandatory reporting system under SOLAS regulations, is operational within a 65-mile stretch of the Dover Traffic Separation Scheme (TSS).

For further details of CALDOVREP, see Pub. 191, Sailing Directions (Enroute) English Channel.

Special IMO provisions have been established for the Traffic Separation Scheme (TSS) situated off Ile d'Ouessant and French national regulations apply to vessels using the Inshore Traffic Zone of the TSS and the nearby inner channels.

In addition, CORSEN-OUESSANT, a Vessel Traffic Service (VTS) system, which is mandatory under SOLAS regulations, is in operation within an area with a radius of 35 miles centered on Ile d'Ouessant.

For further details of these regulations, see Pub. 191, Sailing Directions (Enroute) English Channel.

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Page 185—Lines 48 to 49/R; read:
 Stationery Office.

Reporting Systems

The English Channel and Dover Strait Movement Report System (MAREP) is a voluntary reporting system which applies to the following vessels:

1. All merchant vessels of 300 grt and over.
2. Any vessels "not under command" or at anchor in a Traffic Separation Scheme (TSS) or an Inshore Traffic Zone (ITZ).
3. Any vessel "restricted in its ability to maneuver".
4. Any vessel with defective navigational aids.

The reporting area is bound as follows by:

1. A line between the SW Lanby (48°30'N., 5°50'W.) and Bishop Rock Light (49°50'N., 6°21'W.).
2. A line joining North Foreland (51°22'N., 1°28'E.) to the Belgian coast through Mid Falls lighted buoy (51°19'N., 1°47'E.).

Vessels should report to the appropriate shore station as follows:

1. TSS off Ouessant—10 miles before entering the TSS or the associated ITZ.

2. TSS off Casquets—10 miles before entering the TSS or the associated ITZ.

3. TSS in the Strait of Dover and adjacent waters:

(a) E-bound vessels—2 miles before crossing a line joining Royal Sovereign Light Tower (50°43'N., 0°26'E.) to the French coast through Bassurelle lighted buoy (50°33'N., 0°58'E.).

(b) SW-bound vessels—2 miles before crossing a line joining North Foreland to the Belgian coast through Mid Falls lighted buoy.

(c) On departure from a port within the ITZ.

In addition, vessels should maintain a continuous listening watch on VHF channel 16, on VHF channel 80 for Jobourg Traffic, and, if possible, on the main calling frequencies of the relevant shore stations.

Vessels with no defects should send a Position Report (POSREP). Vessels with defects (not under command, restricted in their ability to maneuver, defective navigational aids, etc.) should send a Defect Report (DEFREP). If necessary, a subsequent amending report (CHANGERE) should be sent.

All reports should be made in English and the following details should be given, as appropriate, prefixed MAREP and followed by POSREP, DEFREP, or CHANGERE, as appropriate:

Designator	Information Required
ALFA	Name and call sign of vessel.
BRAVO	Day of month (2 figures) and time in hours and minutes (UT/GMT in 4 figures).
CHARLIE	Latitude (4 figures N or S) and longitude (5 figures E or W).
DELTA	True bearing (3 figures) and distance in miles (2 figures) from identified sea or landmark.
ECHO	True course in degrees (3 figures).
FOXTROT	Speed in knots and tenths of knots (3 figures).
GOLF	Last port of call.
INDIA	Destination.
MIKE	VHF channel monitored.
OSCAR	Deepest draft, in meters and centimeters.
PAPA	Type and quantity of cargo.
QUEBEC	Brief details of damage, deficiencies, or other limitations (Omit if nothing to report).
XRAY	Any other useful information (Omit if nothing to report).

These reports should be made to the following designated shore stations:

TSS	MAREP Receiving Station	VHF Channel
Ouessant (Ushant)	Ouessant Traffic	13, 79
Casquets	Jobourg Traffic	13, 80
	Portland Coastguard	16, 69

TSS	MAREP Receiving Station	VHF Channel
Dover Strait	Griz Nez Traffic	13, 79
	Dover Coastguard	16, 69

Information broadcasts, which are preceded by an announcement on VHF channel 16, are made in English and French as follows:

Station	VHF Channel	Clear Visibility	Restricted Visibility
Ouessant Traffic	79	H+10	H+10
Jobourg Traffic	80	H+40	H+40
Griz Nez Traffic	79	H+20	H+20
		H+50	H+50
Dover Coastguard	11	H+10	H+25
		H+40	H+55
		(English only)	

Restricted visibility means when visibility is less than 2 miles.

These broadcasts contain navigational and traffic information on movements of vessels which appear to be navigating within a TSS contrary to the requirements of Rule 10 of the International Collision Regulations (72 COLREGS).

Urgent information will be broadcast at any time as necessary.

Note.—CALDOVREP, a mandatory reporting system under SOLAS regulations, has been established (1999) in a 65-mile stretch of the Dover Traffic Separation Scheme (TSS).

CORSEN-OUESSANT, a Vessel Traffic Service (VTS) system, has been established in the W approaches to the English Channel. It is a mandatory reporting system under SOLAS regulations and operates within an area with a radius of 35 miles centered on Ile d'Ouessant. Special IMO provisions have also been established for vessels using the Traffic Separation Scheme (TSS) situated off Ouessant (Ushant).

The Channel Navigation and Information Service (CNIS) operates from Dover Strait Coast Guard and CROSSMA Griz Nez. The broadcasts include information concerning traffic, navigation, and visibility.

For further details of these reporting systems and regulations, see Pub. 191, Sailing Directions (Enroute) English Channel.

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).

Search and Rescue

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