SAILING DIRECTIONS CORRECTIONS

PUB 192 7 Ed 2000 LAST NM 6/03

Page 91—Line 28/R; read:
may best be seen on the chart.

A dangerous wreck (M/V Tricolor) is reported to lie about 1.5 miles NE of the Hinder 1 Lighted Buoy (51˚21'N., 2˚11'E.), in the mouth of the westbound lane of the West Hinder TSS. The wreck, which is the subject of ongoing salvage operations, uncovers at times and is marked by lighted buoys. Vesssls should use extreme caution when navigating in this vicinity.

(BA NP 28) 7/03

Page 158—Lines 1 to 14/L; read:
and divides the channel into two fairways.

Mittelrinne (53˚58'N., 8˚33'E.), the main fairway, passes S of Neur Leuchtergrund and is maintained by dredging. It has a projected dredged depth of 14.7m (2002).

Norderrinne (53˚59'N., 8˚33'E.), a secondary fairway, passes N of Neuer Leuchtergrund and is used by departing vessels (see Regulations). This fairway has a least depth of about 7m; however, it is reported to be not maintained by dredging and subject to frequent changes. It rejoins the main fairway about 1.7 miles SE of the E end of Neuer Leuchtergrund.

(BA NP 55) 7/03

Page 160—Lines 20 to 33/R; read:
length exceeds 330m or whose beam exceeds 45m.

Generally, vessels not dependent on the tide can transit to Hamburg with drafts (fresh water) up to 12.8m. It is reported (2002) that container vessels with a beam exceeding 32.3m and not dependent on the tide are limited to a draft (fresh water) of 12.7m.

The following maximum drafts (fresh water) for tide-dependent vessels are permitted provided the maintained channel depths are available and an average tide is expected:

1. Vessels up to 360m in length or 63m beam—Inbound draft 14.2m and outbound draft 12.7m.
2. Vessels up to 350m in length or 55m beam—Inbound draft 14.5m and outbound draft 13.1m.
3. Vessels up to 340m in length or 50m beam—Inbound draft 14.8m and outbound draft 13.4m.
4. Vessels up to 330m in length or 45m beam—Inbound draft 15.1m and outbound draft 13.7m.

(BA NP 55) 7/03

Page 160—Line 46/R; read:
permitting.

Right-of-way vessels proceeding to the entrance of the Elbe should display the appropriate lights and signals as per Rule 27(b) of the International Regulations for Preventing Collisions at Sea (1972). For more details concerning right-of-way vessels, see Regulations (Approaches to German Bight) in paragraph 8.1.

With prior permission from Cuxhaven Elbe Traffic VTS, the following vessels, when departing, may use Mittelrinne (53˚58'N., 8˚33'E.), the main fairway, instead of Norderrinne:

1. Car carriers, container, and ro-ro vessels over 170m in length or 28m beam.
2. All other vessels over 220m in length or 28m beam.
3. All other vessels unable to use Norderrinne because of their draft.

No overtaking is permitted by any vessel within Mittelrinne, the main fairway, between No. 13/Neuwerk Reede Lighted Buoy (53˚58'N., 8˚28'E.) and No. 29 Lighted Buoy (53˚55'N., 8˚40'E.).

A vessel departing via Norderrinne must not overtake on the port side of a vessel departing via Mittelrinne when below No. 29 Lighted Buoy (53˚55'N., 8˚40'E.).

(BA NP 55) 7/03