

SAILING DIRECTIONS CORRECTIONS

PUB 140 2 Ed 2001 LAST NM 25/03

Page 2—Line 6/R; insert after:

Ship Reporting System

The Adriatic Ship Reporting System (ADRIREP), a mandatory system for certain vessels, is in effect for the Adriatic Sea N of latitude 40°25'N. For further information, see Italy—Regulations.

(BA NM 22/03, Section VI) 26/03

Page 42—Line 34/R; insert after:

Ship Reporting System

The Adriatic Ship Reporting System (ADRIREP), a mandatory system for certain vessels, is in effect for the Adriatic Sea N of latitude 40°25'N. For further information, see Italy—Regulations.

(BA NM 22/03, Section VI) 26/03

Page 52—Line 30/R; insert after:

New graphic titled **Wadden Sea—Particularly Sensitive Sea Areas (PSSA)** from back of this Subsection.

(21(2304(P))03 Taunton) 26/03

Page 52—Line 30/R; insert after:

Particularly Sensitive Sea Areas (PSSA)

The Wadden Sea and adjacent parts of the North Sea in the common Wadden Sea area of Denmark, Germany, and the Netherlands were granted (2002) the status of PSSA by the International Maritime Organization.

A PSSA is an area that requires special protection because of its vulnerability to damage caused by marine activities. Vessels operating in or near such an area should exercise the utmost care to avoid damage to the maritime environment and the marine organisms in it. No waste should be discharged overboard.

(21(2304(P))03 Taunton) 26/03

Page 74—Lines 23 to 56/L; read:

SURNAV

SURNAV is a system designed to monitor the movements and condition of vessels carrying hydrocarbons, dangerous cargo, or noxious substances navigating in the approaches to the French coasts of the North Sea, the English Channel, the Atlantic Ocean, and the Mediterranean Sea.

Vessels carrying the indicated cargo shall report to the appropriate CROSS station, as given in the accompanying table.

Movement information.—Vessels indicated above intending to enter or pass through French territorial waters shall send a movement information report to the relevant CROSS center. The message shall be sent 6 hours prior to entering French territorial waters or 6 hours prior to leaving a port or anchorage on the French coast.

TO: Appropriate CROSS station
PREFIX: SURNAV-FRANCE

ALFA	Vessel's name, call sign, and flag
BRAVO	Date and time UT(GMT), suffixed ZULU
CHARLIE	Position (latitude and longitude)
ECHO	Course
FOXTROT	Speed
GOLF	Last port of call
HOTEL	Date and time UT(GMT) and position of entry into French territorial waters or date, time, and position on departure
INDIA	Destination
KILO	Date and time UT(GMT) and position of leaving French territorial waters or date and time of arrival at the port, anchorage, waiting area, or deballasting zone of the destination in French waters
MIKE	RT watch maintained
OSCAR	Draft
PAPA	Cargo—type (as defined by MARPOL 73/78) and quantity
QUEBEC	Whether maneuvering ability is normal or reduced by a defect in propulsion, steering, or anchoring equipment
UNIFORM	Type of vessel
X-RAY	Any other information
ZULU	End of message

Any subsequent changes should be reported immediately.

Vessels indicated above arriving from a port or anchorage outside the European Union and intending to anchor in French territorial waters shall send a message to the relevant CROSS station when leaving the loading port, or as soon as possible in the event of a change in destination, stating the following information:

1. Name and call sign of vessel.
2. Nationality of vessel.
3. Length and draft of vessel.
4. Port of destination.
5. ETA at the port of destination, at the pilot station, or in the intended anchorage area, as requested by the competent authority.
6. ETD.
7. Passage plan.
8. Precise technical description of the dangerous or polluting cargo; UN numbers, if applicable; the IMO risk category determined in accordance the IMDG and with the IBC and IGC sets of rules; and the vessel's IMF category, if applicable.
9. Confirmation of the existence on board of a suitable list, manifest, or lading plan giving precise details of the dangerous or polluting cargo carried by the vessel and their location on the vessel.

10. Number of crew onboard.

During the entire transit or stay within French territorial or inshore waters, except when berthed at a quayside in a port, vessels indicated above shall maintain a continuous listening watch on the following frequencies:

1. DSC—2187.5 kHz and VHF channel 70.
2. VHF channel 16.
3. On any specified channel.

Accident information.—Vessels indicated above in a position less than 50 miles from the French coast shall immediately send a message to the relevant CROSS center reporting any accident suffered by the vessel. This includes, but is not limited to collision, grounding, navigational incident, and an event on board or off the vessel resulting in either material damage or a risk of material damage which the vessel or its cargo may suffer. The message should state the following information:

TO: Appropriate CROSS station (for vessels in the North Sea, the English Channel, or the Atlantic Ocean) or TO: CROSS La Garde (for vessels in the Mediterranean Sea)	
PREFIX: SURNAV-AVARIES (for vessels in the North Sea, the English Channel, or the Atlantic Ocean) or PREFIX: SURNAV BREAKDOWNS (for vessels in the Mediterranean Sea)	
ALFA	Vessel's name, call sign, and flag
BRAVO	Date and time UT(GMT), suffixed ZULU
CHARLIE	Position (latitude and longitude)
ECHO	Course
FOXTROT	Speed
GOLF	Last port of call
INDIA	Destination
MIKE	RT watch maintained
OSCAR	Draft
PAPA	Cargo
QUEBEC	Nature of the damage
ROMEO	Description of any pollution or dangerous cargo lost overboard
TANGO	Name and address of owner, charterer, and any other French consignee
UNIFORM	Type of vessel
X-RAY	Date and time UT(GMT) of call for assistance or towage; name of assisting vessel, if present or, if not, its ETA in UT(GMT); any other information

YANKEE	Request for transmission of the report to another system (AMVER, AUSREP, JASREP, MAREP, etc.)
ZULU	End of report

The vessel suffering the accident shall also:

1. Inform the appropriate CROSS station of the developing situation.
2. Maintain a continuous listening watch, as follows:
 - a. DSC—2187.5 kHz and VHF channel 70.
 - b. VHF channel 16.
 - c. On any specified channel.
3. Take all precautions stipulated by the maritime authorities to prevent any navigational dangers and risks of pollution.

Assisting vessel information.—Any vessel called upon to assist or tow a damaged or defected vessel shall immediately send a message to the appropriate CROSS station, stating the following information:

TO: Appropriate CROSS station (for vessels in the North Sea, the English Channel, or the Atlantic Ocean) or TO: CROSS La Garde (for vessels in the Mediterranean Sea)	
PREFIX: SURNAV-AVARIES (for vessels in the North Sea, the English Channel, or the Atlantic Ocean) or PREFIX: SURNAV BREAKDOWNS (for vessels in the Mediterranean Sea)	
ALFA	Assisting vessel's name, call sign, and flag
BRAVO	Date and time UT(GMT), suffixed ZULU
CHARLIE	Position of assisting vessel (latitude and longitude)
ECHO	Course of assisting vessel
FOXTROT	Speed of assisting vessel
INDIA	Destination
PAPA	Cargo of the casualty, if known
QUEBEC	Damage to casualty, if known
TANGO	Name and address of owner, charterer, and any French consignee of the assisting vessel
UNIFORM	Type of assisting vessel
X-RAY	Date and time UT(GMT) and position of casualty; name, nationality, and call sign of casualty; course and speed of the casualty, any other information

The assisting vessel shall also:

1. Inform the appropriate CROSS station of the developing situation.
 2. Maintain a continuous listening watch, as follows:
 - a. DSC—2187.5 kHz and VHF channel 70.
 - b. VHF channel 16.
 - c. On any specified channel.
 3. Take all precautions stipulated by the maritime authorities to prevent any navigational dangers and risks of pollution.
- (BA NM 21/03, Section VI) 26/03

Page 74—Line 56/L; insert after:
 New table titled **SURNAV Reporting Stations** from back of this Subsection.
 (BA NM 21/03, Section VI) 26/03

Page 74—Lines 1 to 59/R; strike out.
 (BA NM 21/03, Section VI) 26/03

Page 75—Lines 1 to 28/L; read:
Navigation and Procedures in French Territorial Waters
 Vessels greater than 1,600 grt carrying hydrocarbons, dangerous cargo, or noxious substances must keep at least 7 miles from the French coast except, as follows:

1. In the northeastbound lane of the Straits of Dover Traffic Separation Scheme.
2. Within the passages and fairways to the following French Atlantic ports:

Dunkerque	Saint Brieuc
Calais	Roscoff
Boulogne	Brest
Dieppe	Douarnenez
Fecamp Le Havre-Antifer	Concarneau
Rouen and the ports of the lower Seine	Lorient
Caen/Ouistreham	Ports of the Loire
Cherbourg	Les Sables-d'Olonne
Granville	La Rochelle/La Pallice
The Transfer of Cargo Operations Area ENE of Pointe de Saire in Baie de la Seine	Ports of La Gironde and Bayonne
Saint Malo	

3. Raz Blanchard, the channel between Alderney and the coast of France.
4. Within the passages and fairways to the following French Mediterranean ports:

Port-La-Nouvelle	Ajaccio
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Sete	Porto-Vecchio
Golfe de Fos	Solenzara
Marseille	Lucciana
Toulon	Bastia

5. In the narrow passage called Canal de Corse, which separates the NE coast of Corse (Corsica) from the Italian island of Capraia, between the parallels of 42°48'N (disused signal station on Cape Sagro) and 43°07'N. The distance here is reduced to 5 miles to take into account the narrowing of French territorial waters in this region.

6. In the Strait of Bonifacio.
 (BA NM 21/03, Section VI) 26/03

Page 75—Lines 1 to 57/R; strike out.
 (BA NM 21/03, Section VI) 26/03

Page 76—Lines 1 to 36/L; read:
Mandatory Access Routes/Channels

Many French ports contain Mandatory Access Routes/Channels, which are required to be used by vessels greater than 1,600 grt which originate from or are bound to these harbors and roadsteads, and are carrying hydrocarbons, dangerous cargo, or noxious substances. The ports where these Mandatory Access Routes/Channels are in operation are contained the accompanying table.

Mandatory Access Routes/Channels	
Atlantic ports	Mediterranean ports
Saint Malo	Port-La-Nouvelle
Saint Brieuc	Sete
Roscoff	Golfe de Fos
Brest	Marseille
Douarenez	Toulon
Concarneau	Ajaccio
Lorient	Porto-Vecchio
Ports of the Loire	Solenzara
Les Sables-d'Olonne	Lucciana
La Rochelle	Bastia
La Pallice	
La Gironde	
Bayonne	

See the appropriate Sailing Directions (Enroute) for particulars concerning Mandatory Access Routes/Channels to the above ports.

These vessels, when they are in the access channels, have priority in accordance with Rule 9 of the International Regulations for Preventing Collisions at Sea.

Vessels crossing these channels should do so as nearly as possible at right angles to the channel and stay well clear of any vessels in the approach channel and, if it is equipped with VHF radiotelephone, it must maintain a listening watch on VHF channel 16.

Vessels are not to anchor or wait in the approach channels except in the circumstances beyond their control.

Those vessels forced by necessity to anchor or wait should inform port authorities by the most expedient means.

Those vessels carrying a dangerous cargo must, in the approach channels, fly Flag "B" of the International Code of Signals by day and exhibit one red light, at night, clearly visible all around.

The preceding regulations do not excuse masters and pilots from conforming to the International Regulations for Preventing Collisions at Sea.

(BA NM 21/03, Section VI) 26/03

Page 76—Line 9/R to Page 78—Line 20/R; strike out.

(BA NM 21/03, Section VI) 26/03

Page 87—Line 41/L; insert after:

Particularly Sensitive Sea Areas (PSSA)

The Wadden Sea and adjacent parts of the North Sea in the common Wadden Sea area of Denmark, Germany, and the Netherlands were granted (2002) the status of PSSA by the International Maritime Organization. Further information on the PSSA may be found in Denmark—Regulations.

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Page 130—Line 9/R; insert after:

New table titled **ADRIREP Sector Reporting Information** from back of this Subsection.

(BA NM 22/03, Section VI) 26/03

Page 130—Lines 20 to 21/R; read:

prior to arrival.

Ship Reporting System

The Adriatic Traffic Reporting System (ADRIREP) is a mandatory reporting system for the following vessels:

1. Oil tankers of 150 grt and over.
2. All vessels of 300 grt and over carrying dangerous or polluting cargo, either in bulk or break bulk.

The operational area covered by ADRIREP is the entire Adriatic Sea N of latitude 40°25'N. The area is divided into five sectors, each of which has been assigned to a competent authority.

The system is based on VHF voice communications. Vessels contact the appropriate shore-based authority on the VHF channel assigned to the sector in which the vessel is located. Vessels unable to report using the assigned VHF channel should report by any other available communication method. English shall be used for all communications. A description of the boundaries, competent authorities, and VHF channels used are given in the accompanying table.

The following procedures shall be used by all vessels required to participate in ADRIREP:

1. Northbound vessels.—

a. Vessels shall transmit a First Report to the competent shore-based authority of the interested sector, as follows:

i. When entering the Adriatic Sea by crossing latitude 40°25'N.

ii. When entering the Adriatic Sea by leaving a port inside the area covered by ADRIREP.

b. Vessels shall transmit a Position Report to the competent shore-based authority, as follows:

i. When entering a new sector by crossing its S border.

ii. When entering the port of destination in the area covered by ADRIREP.

2. Southbound vessels.—

a. Vessels shall transmit a First Report to the competent shore-based authority of the interested sector when leaving a port area covered by the system.

b. The shore-based authority to whom the First Report shall be transmitted is that of the country of the port the vessel is leaving.

c. The recipient of the First Report shall pass the information on to the following authorities:

i. The maritime authority of the vessel's destination, if in the area covered by ADRIREP.

ii. Brindisi Coast Guard.

iii. The other shore-based authorities in between, if any.

d. Vessels shall transmit a Position Report to the competent shore-based authority, as follows:

i. When entering a new sector by crossing its N border.

ii. When entering the port of destination in the area covered by ADRIREP.

3. **Vessels crossing the Adriatic Sea.**—Vessel shall send a report to the closest shore-based authority of the country the vessel is leaving, who shall then inform the maritime authority of the port of destination.

4. **Special case.**—Southbound vessels crossing latitude 40°25'N and either departing Sector 1 or the area covered by ADRIREP shall transmit an additional Final Report to Brindisi Coast Guard.

Note.—The format of each report, as well as the required information for the report, are given in the accompanying tables.

The responsibilities of the shore-based authorities are, as follows:

1. The shore-based authority receiving the First Report (01/FR) shall inform the maritime authority of the vessel's destination, if in the area covered by ADRIREP, and the other shore-based authorities in between, if any.

2. The shore-based authority in Sector 5 receiving the Position Report from the vessel entering the sector will inform the other two shore-based authorities in Sector 5.

3. Upon the receipt of any report, the shore-based authority will provide the vessel with the following information:

a. Information on navigational conditions.

b. Information on weather conditions.

c. Any other relevant information.

ADRIREP—First Report Format	
Line	Description
Message Identifier: ADRIREP	
Type of report: 01/FR (First Report)	
A	Vessel name, call sign, IMO number, and flag
B	Time in UT(GMT) (date and time of report (6 digits)—day of month (2 digits) and hours and minutes (in 4 digits))
C	Current position—latitude (4 digits followed by N) and longitude (5 digits followed by E)
E	Course (3 digits)
F	Speed in knots (3 digits)
G	Port of departure
I	Anticipated time of arrival (as expressed in B), followed by the port of destination
N	ETA at next checkpoint (as expressed in B), followed by parallel of the checkpoint
O	Draft (4 digits)
P	Cargo information (general category of hazardous cargo as defined by the IMDG, IBC, and ICG Codes and MARPOL Annex I)
T	Agent
U	Vessel type, dwt, grt, and loa in meters
W	Number of people on board, including crew
X	Any other relevant information
<p>Note.—In accordance with provisions of SOLAS and MARPOL Conventions, vessels shall also report on any defect, damage, deficiency, or limitations, as well as information related to any pollution incident or loss of cargo.</p>	

ADRIREP—Position/Final Report Format	
Line	Description
Message Identifier: ADRIREP	
Type of report: 01/PR, 02/PR, 03/PR (Position Report) or Type of report: ER (Final Report)	
A	Vessel name, call sign, IMO number, and flag
B	Time in UT(GMT) (date and time of report (6 digits)—day of month (2 digits) and hours and minutes (in 4 digits))
C	Current position—latitude (4 digits followed by N) and longitude (5 digits followed by E)
E	Course (3 digits)
F	Speed in knots (3 digits)

ADRIREP—Position/Final Report Format	
Line	Description
G	Port of departure
I	Anticipated time of arrival (as expressed in B), followed by the port of destination
N	ETA at next checkpoint (as expressed in B), followed by parallel of the checkpoint
X	Any other relevant information
<p>Note.—The information contained in the Position Report/Final Report shall be supplemented by any other information which differs from the previous report.</p>	

Italian Automated Search and Rescue System

(BA NM 22/03, Section VI)

26/03

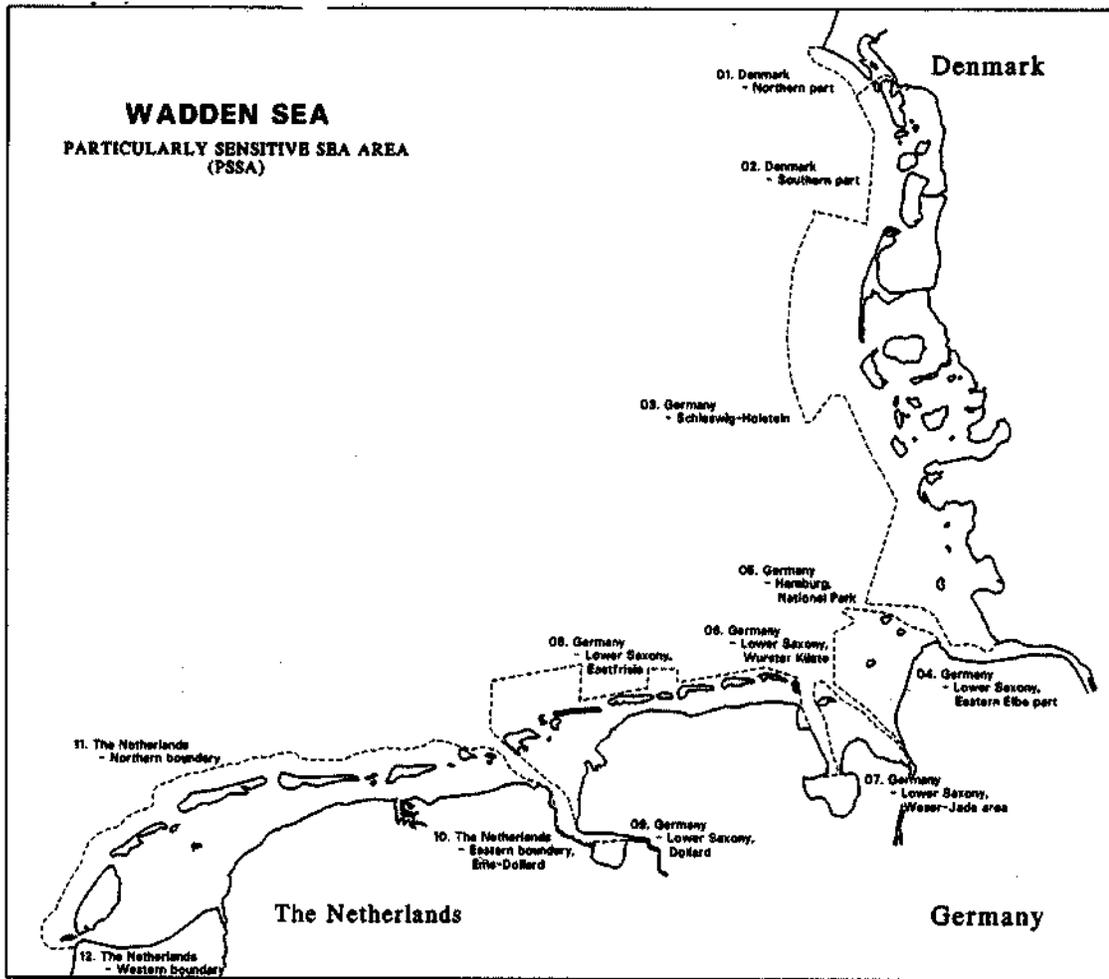
Page 162—Line 29/L; insert after:

Particularly Sensitive Sea Areas (PSSA)

The Wadden Sea and adjacent parts of the North Sea in the common Wadden Sea area of Denmark, Germany, and the Netherlands were granted (2002) the status of PSSA by the International Maritime Organization. Further information on the PSSA may be found in Denmark—Regulations.

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SURNAV Reporting Stations				
CROSS station	Traffic	Call sign	VHF channel	E-mail address
CROSS Gris-Nez	For vessels coming from the North Sea or a port on the S coast of England located E of Brighton.	Gris-Nez Traffic	13, 16, 79	ops.cross-gris-nez@equipement.gouv.fr
CROSS Jobourg	For vessels coming from a port on the S coast of England located W of Brighton.	Jobourg Traffic	13, 16, 80	jobourg.mrcc@wanadoo.fr
CROSS Corsen	For vessels coming from the Atlantic Ocean, going to the English Channel or Brest and its surroundings.	Ouessant Traffic	13, 16, 79	cross-corsen@equipement.gouv.fr
CROSS Etel	For vessels going to a French Atlantic coast port located S of the parallel of Pointe de Penmarch.	CROSSA Etel	16	—
CROSS La Garde	For vessels going to French Mediterranean ports.	CROSS MED	16, 70, 79	—

ADRIREP Sector Reporting Information					
Sector	Southern border	Northern border	Competent authority	VHF channel	Remarks
1	40°25'N	41°30'N	Brindisi Coast Guard (Italy)	10	
2	41°30'N	42°00'N	Bar MRCC (Serbia and Montenegro)	12	
3	42°00'N	43°20'N	Rijeka MRCC (Croatia)	10	
4	43°20'N	44°30'N	Ancona MRSC (Italy)	10	
5	44°30'N	Coastline	Venezia MRSC (Italy)	10	See note.
5	44°30'N	Coastline	Trieste MRSC (Italy)	10	See note.
5	44°30'N	Coastline	Koper MRCC (Slovenia)	12	See note.
<p>Note.—Northbound and southbound vessels entering Sector 5 shall transmit the First Report or Position Report, as applicable, to the competent authority to where to vessel is going to or coming from.</p>					

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