

INTER-GOVERNMENTAL M. 1E
CONSULTATIVE ORGANIZATION

101-104 PICCADILLY,
LONDON, W1V 0AE

Telegrams: INMARCOR-LONDON, W.1
Telephone: 01-499 9040



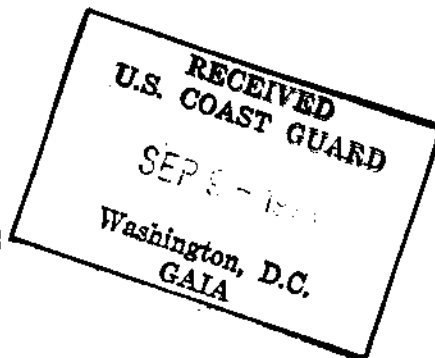
IMCO

SN/C 58
9 July 1974

file
[Signature]

Ref. T2/2.07

REVISION OF THE TRAFFIC SEPARATION SCHEME
IN THE SARONICOS GULF



1. The Greek Administration notified the Secretariat that as from 1 August 1974 a modified version of the traffic separation scheme in the Saronicos Gulf, adopted by the eighth Assembly (Resolution A.284(VIII)) and included in the third edition of the IMCO publication on Ships' Routing, will come into force.
2. A description of the revised traffic separation scheme, containing additional instructions to vessels using the scheme, is attached.
3. The revised scheme will be examined by the Sub-Committee on Safety of Navigation.

ANNEXSARONICOS GULF (in the approaches to Piraeus Harbour)

(Reference charts: British Admiralty 1657 and Greek Hydrographic Office 140)

Description of the traffic separation scheme

A separation zone, one-and-a-half miles wide, is centred upon the following geographical positions:

- | | | |
|-----|--------------|-------------|
| (1) | 37°40'.0 N., | 23°44'.0 E. |
| (2) | 37°50'.0 N., | 23°38'.0 E. |

A traffic lane, one mile wide, is established on each side of the separation zone. The main traffic directions are:

335° - 155°

Inshore traffic zone

The area between the coast and the eastern boundary of the traffic separation scheme is designated as an inshore traffic zone.

Notes:

Ships in the area between the northern boundaries of the scheme and the adjacent coast of the mainland and Salamis Island should proceed with caution, as heavy traffic of especially small ships, fishing boats and pleasure craft from all directions may be encountered.

Large ships bound to Piraeus and Salamis Strait should reduce speed to bare steerage way before entering the appropriate lane of the scheme.

Navigation Within the Scheme:

- (a) A vessel using the above traffic separation scheme shall:
- (i) proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;
 - (ii) so far as practicable keep clear of the traffic separation zone;
 - (iii) normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from the side shall do so at as small an angle to the general direction of traffic flow as practicable.

- (b) A vessel shall so far as practicable avoid crossing the traffic lanes, but if obliged to do so shall cross as nearly as practicable at right angles to the general direction of traffic flow.
 - (c) The inshore traffic zone shall not normally be used by through traffic which can safely use the appropriate traffic lane within the adjacent traffic separation scheme.
 - (d) A vessel, other than a crossing vessel, shall not normally enter the separation zone except in cases of emergency to avoid immediate danger.
 - (e) A vessel navigating in areas near the termination of the traffic separation scheme shall do so with particular caution.
 - (f) A vessel shall so far as practicable avoid anchoring in the traffic separation scheme or in areas near its terminations.
 - (g) A vessel not using the traffic separation scheme shall avoid it by as wide a margin as is practicable.
 - (h) A vessel engaged in fishing, shall not impede the passage of any vessel following a traffic lane of the scheme.
 - (i) A vessel of less than 20 metres in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane of the scheme.
 - (j) Within the scheme the International Regulations for Preventing Collisions at Sea in force shall apply.
-