



Ref. T2/2.07

ROUTEING SYSTEMS OTHER THAN TRAFFIC SEPARATION SCHEMES

New deep-water route and areas to be avoided

1 At its fifty-ninth session, the Maritime Safety Committee (MSC 59/33, paragraph 10.7) adopted, subject to confirmation by the seventeenth regular session of the Assembly in accordance with the provisions of resolution A.377(X), the attached (MSC 59/33, annex 21) deep-water route "In the Southern Approach to Chesapeake Bay" and three areas to be avoided "Off the California Coast", "Off the Florida Coast" and "In the region of the Shetland Islands" and the proposed precautionary areas "In the Northern Approaches to Yell Sound" and "In the South-Eastern Approaches to Yell Sound".

2 The new deep-water route and the above three areas to be avoided will be implemented at 0000 hours UTC on 16 November 1991.

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ANNEX 21

## ROUTEING SYSTEMS OTHER THAN TRAFFIC SEPARATION SCHEMES

1 DEEP-WATER ROUTE "IN THE SOUTHERN APPROACH TO CHESAPEAKE BAY"

(Reference charts: United States 12221, 57th edition, 1989 edition)

Note: These charts are based on North American 1983 datum.Description of the deep-water route

A deep-water route is established in the southern approach of the traffic separation scheme "In the Approaches to Chesapeake Bay" between the separation lines which connect the following geographical positions of the traffic separation scheme (see annex 20):

(6)	36°55'.11 N.,	75°55'.23 W.	(9)	36°49'.52 N.,	75°46'.94 W.
(7)	36°52'.35 N.,	75°52'.12 W.	(10)	36°52'.18 N.,	75°52'.29 W.
(8)	36°49'.70 N.,	75°46'.80 W.	(11)	36°54'.97 N.,	75°55'.43 W.

Notes: (a) It is recommended that the following ships use the deep-water route when bound for Chesapeake Bay from sea or to sea from Chesapeake Bay:

Deep draught ships (draughts defined as greater than 13.5 m/45 ft in fresh water) and naval aircraft carriers;

(b) It is recommended that a ship using the deep-water route:

- .1 announces its intention on VHF-FM channel 16 as it approaches Chesapeake Bay Southern Approach Lighted Whistle Buoy CB on the south end or Chesapeake Bay Junction Lighted Buoy CBJ, on the north end of the route;
- .2 avoids, as far as practicable, overtaking other ships operating in the deep-water route;
- .3 keeps as near to the outer limit of the route which lies on the starboard side as is safe and practicable.

(c) All other ships approaching the Chesapeake Bay traffic separation scheme should use the appropriate inbound or outbound traffic lane of the traffic separation scheme "In the Approaches to Chesapeake Bay".

## 2 AREAS TO BE AVOIDED

## 2.1 "OFF THE CALIFORNIA COAST"

(Reference chart: United States 18720, 1990 edition)

Note: These charts are based on North American 1983 datum.

Description of the areas to be avoided

In order to avoid risk of pollution in the area designated as the Channel Islands National Marine Sanctuary, all ships, except those bound to and from ports on one of the islands within the area, engaged in the trade of carrying cargo, including but not limited to tankers and other bulk carriers and barges, should avoid the following areas:

- (a) In the region of the San Miguel, Santa Rosa, Santa Cruz and Anacapa Islands off the coast of southern California

The area bounded by a line connecting the following geographical positions is designated as an area to be avoided:

- |     |              |               |     |              |               |
|-----|--------------|---------------|-----|--------------|---------------|
| (1) | 33°58'.7 N., | 119°12'.8 W., | (5) | 34°10'.4 N., | 120°39'.5 W., |
| (2) | 33°54'.0 N., | 119°17'.0 W., | (6) | 34°14'.0 N., | 120°31'.3 W., |
| (3) | 33°46'.3 N., | 120°07'.8 W., | (7) | 34°10'.0 N., | 119°56'.4 W., |
| (4) | 33°59'.0 N., | 120°39'.5 W., | (8) | 34°01'.4 N., | 119°18'.6 W., |

- (b) In the region of the Santa Barbara Island off the coast of southern California

The area contained within a circle of radius 7.5 nautical miles, centred on the following geographical position, is designated as an area to be avoided:

- (9) 33°28'.6 N., 119°02'.2 W.

## 2.2 "OFF THE FLORIDA COAST"

(Reference charts: United States 11420, 1988 edition, 11460, 1988 edition)

Note: These charts are based on North American 1983 datum.

Description of the areas to be avoided

In order to avoid risk of pollution and damage to the environment of these sensitive areas, all ships carrying cargoes of oil and hazardous materials and all other ships greater than 50 m in length should avoid the following areas:

- (a) In the vicinity of the Florida Keys

The area bounded by a line connecting the following geographical positions is designated as an area to be avoided:

- |      |               |               |      |               |               |
|------|---------------|---------------|------|---------------|---------------|
| (1)  | 25°45'.00 N., | 080°06'.10 W. | (12) | 24°33'.60 N., | 081°26'.00 W. |
| (2)  | 25°38'.70 N., | 080°02'.70 W. | (13) | 24°38'.20 N., | 081°07'.00 W. |
| (3)  | 25°22'.00 N., | 080°03'.00 W. | (14) | 24°43'.20 N., | 080°53'.20 W. |
| (4)  | 25°00'.20 N., | 080°13'.40 W. | (15) | 24°46'.10 N., | 080°46'.15 W. |
| (5)  | 24°37'.90 N., | 080°47'.30 W. | (16) | 24°51'.10 N., | 080°37'.10 W. |
| (6)  | 24°29'.20 N., | 081°17'.30 W. | (17) | 24°57'.50 N., | 080°27'.50 W. |
| (7)  | 24°22'.30 N., | 081°43'.17 W. | (18) | 25°09'.90 N., | 080°16'.20 W. |
| (8)  | 24°28'.00 N., | 081°43'.17 W. | (19) | 25°24'.00 N., | 080°09'.10 W. |
| (9)  | 24°28'.70 N., | 081°43'.50 W. | (20) | 25°31'.50 N., | 080°07'.00 W. |
| (10) | 24°29'.80 N., | 081°43'.17 W. | (21) | 25°39'.70 N., | 080°06'.85 W. |
| (11) | 24°33'.10 N., | 081°35'.15 W. | (22) | 25°45'.00 N., | 080°06'.10 W. |

## (b) In the vicinity of Key West Harbour

The area bounded by a line connecting the following geographical positions is designated as an area to be avoided:

(23) 24°27'.95 N.,	081°48'.65 W.	(27) 24°29'.35 N.,	081°53'.40 W.
(24) 24°23'.00 N.,	081°53'.50 W.	(28) 24°29'.35 N.,	081°50'.00 W.
(25) 24°26'.60 N.,	081°58'.50 W.	(29) 24°27'.95 N.,	081°48'.65 W.
(26) 24°27'.75 N.,	081°55'.70 W.		

## (c) Surrounding the Marquesas Keys

The area bounded by a line connecting the following geographical positions is designated as an area to be avoided:

(30) 24°26'.60 N.,	081°59'.55 W.	(37) 24°36'.15 N.,	081°51'.78 W.
(31) 24°23'.00 N.,	082°03'.50 W.	(38) 24°34'.40 N.,	081°50'.60 W.
(32) 24°23'.00 N.,	082°27'.80 W.	(39) 24°33'.44 N.,	081°49'.73 W.
(33) 24°34'.50 N.,	082°37'.50 W.	(40) 24°31'.20 N.,	081°52'.10 W.
(34) 24°43'.00 N.,	082°26'.50 W.	(41) 24°28'.70 N.,	081°56'.80 W.
(35) 24°38'.31 N.,	081°54'.06 W.	(42) 24°26'.60 N.,	081°59'.55 W.
(36) 24°37'.91 N.,	081°53'.40 W.		

## (d) Surrounding the Tortugas Islands

The area bounded by a line connecting the following geographical positions is designated as an area to be avoided:

(43) 24°32'.00 N.,	082°53'.50 W.	(48) 24°42'.80 N.,	082°43'.90 W.
(44) 24°32'.00 N.,	083°00'.05 W.	(49) 24°39'.50 N.,	082°43'.90 W.
(45) 24°39'.70 N.,	083°00'.05 W.	(50) 24°35'.60 N.,	082°46'.40 W.
(46) 24°45'.60 N.,	082°54'.40 W.	(51) 24°32'.00 N.,	082°53'.50 W.
(47) 24°45'.60 N.,	082°47'.20 W.		

## 2.3 "IN THE REGION OF THE SHETLAND ISLANDS"

(Reference charts: British Admiralty 1119, 1989 edition, 1233, 1989 edition and 3292, 1986 edition)

Note: These charts are based on Ordnance Survey of Great Britain (1936) datum.

Description of the areas to be avoided and precautionary areas

In order to avoid the risk of oil pollution and severe damage to the environment and economy of Shetland, all ships of more than 5,000 gross tons should avoid the area bounded by lines connecting the following geographical positions:

## (a) North of Shetland

(1) 60°39'.5 N.,	01°09'.3 W.
(2) 60°58'.2 N.,	01°09'.3 W.
(3) 61°01'.5 N.,	00°59'.5 W.
(4) 61°01'.5 N.,	00°48'.0 W.

- (5) 60°56'.5 N., 00°27'.0 W.
- (6) 60°36'.8 N., 00°25'.5 W.
- (7) 60°34'.2 N., 00°48'.0 W.
- (8) 60°33'.8 N., 00°53'.5 W.
- (9) Thence up to the eastern side of Colgrave sound to  
60°35'.8 N., 00°55'.4 W.
- (10) 60°36'.8 N., 00°58'.0 W.
- (11) 60°38'.4 N., 00°58'.8 W. hence along the coast line  
to position (1)

(b) West of Shetland

In order to avoid the risk of oil pollution and severe damage to the environment and economy of Shetland, all ships of more than 5,000 gross tons should avoid the area bounded by lines connecting the following geographical positions:

- (12) 59°51'.2 N., 01°16'.5 W.
- (13) 59°42'.7 N., 01°26'.0 W.
- (14) 60°00'.5 N., 02°20'.3 W.
- (15) 60°08'.0 N., 02°32'.0 W.
- (16) 60°42'.5 N., 01°44'.0 W.
- (17) 60°42'.5 N., 01°22'.0 W.
- (18) 60°40'.0 N., 01°17'.0 W.
- (19) 60°37'.3 N., 01°17'.9 W.

(c) Precautionary area in the Northern Approaches to Yell Sound

A precautionary area is established in the northern approaches to Yell Sound. The area is bounded by a line connecting the following geographical positions:

- (20) 60°58'.2 N., 01°09'.3 W.
- (21) 60°39'.5 N., 01°09'.3 W.
- (22) 60°40'.0 N., 01°17'.0 W.
- (23) 60°42'.5 N., 01°22'.0 W.
- (24) 60°42'.5 N., 01°44'.0 W.

(d) Precautionary area in the South Eastern Approaches to Yell Sound

A precautionary area is established in the south-eastern approaches to Yell Sound. The area is bounded by a line connecting the following geographical positions:

- (25) 60°27'.4 N., 01°02'.4 W.
- (26) 60°25'.5 N., 00°23'.0 W.9
- (27) 60°36'.8 N., 00°25'.5 W.
- (28) 60°34'.2 N., 00°48'.0 W.
- (29) 60°33'.8 N., 00°53'.5 W.
- (30) Thence up to the eastern side of Colgrave Sound to  
60°35'.8 N., 00°55'.4 W.
- (31) 60°36'.8 N., 00°58'.0 W.

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