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NEW AND AMENDED TRAFFIC SEPARATION SCHEMES

Corrigendum

The following correction should be made to COLREG.2/Circ.42 (English text only):

ANNEX (pages 2 and 3) - Off Delaware Bay (amended scheme)

Due to typographical error a decimal point has been left out, therefore replace Part I, Eastern approach geographical positions given in "(a) (1) (2) (3) (4), (b) (5) (6) and (c) (7) (8)" by the following geographical positions:

NEW AND AMENDED TRAFFIC SEPARATION SCHEMES

At West Hinder (amended scheme)

(Reference chart: British Admiralty 1872, 1991 edition.

Note: This chart is based on European datum.)

Description of the traffic separation scheme

- (a) A separation line connects the following geographical positions :
- (1) 51°22'.40 N 2°40'.00 E (3) 51°19'.20 N 2°16'.70 E
 (2) 51°22'.50 N 2°30'.00 E
- (b) A separation zone is bounded by a line connecting the following geographical positions :
- (4) 51°19'.20 N 2°16'.70 E (6) 51°19'.68 N 2°10'.09 E
 (5) 51°20'.88 N 2°10'.99 E
- (c) A traffic lane for westbound traffic is established between the separation line/zone described in paragraphs (a) and (b) above a line connecting the following geographical positions:
- (7) 51°23'.50 N 2°40'.00 E (10) 51°22'.80 N 2°26'.50 E
 (8) 51°23'.50 N 2°37'.00 E (11) 51°21'.30 N 2°17'.70 E
 (9) 51°23'.50 N 2°30'.00 E (12) 51°22'.88 N 2°12'.37 E
- (d) A traffic lane for eastbound traffic is established between the separation line/zone described in paragraphs (a) and (b) above and :
- (i) a line connecting the following geographical positions :
- (13) 51°21'.10 N 2°40'.00 E (15) 51°21'.50 N 2°30'.00 E
 (14) 51°21'.20 N 2°37'.00 E (16) 51°20'.00 N 2°24'.60 E
- (ii) a separation zone bounded by lines connecting the following geographical positions :
- (17) 51°20'.00 N 2°24'.60 E (20) 51°11'.29 N 2°04'.17 E
 (18) 51°12'.55 N 2°11'.40 E (21) 51°13'.20 N 2°10'.30 E
 (19) 51°09'.90 N 2°03'.20 E

A precautionary area with recommended direction of traffic flow is established connecting the following geographical positions :

- (22) 51°23'.50 N 2°40'.00 E
 (23) 51°23'.50 N 2°43'.00 E
 (24) 51°22'.30 N 2°46'.40 E
 (25) 51°20'.90 N 2°46'.40 E
 (26) 51°21'.10 N 2°40'.00 E
 (27) 51°23'.50 N 2°40'.00 E

The pilot station Wandelaar is positioned in the following geographical position :

(28) 51°22'.25 N 2°43'.00 E

Notes :

1. Positions (12), (19) and (20) form part of both the scheme "At West Hinder" and the scheme "In the Strait of Dover and adjacent waters". The small differences in values of these common points are due to the difference of the geodetic datum of the reference charts on which these two schemes are based.
2. An anchorage is established north of the scheme and is bounded by a line connecting the following geographical positions :

- | | | | |
|------------------|------------|-------------------|------------|
| (i) 51°24'.00 N | 2°33'.40 E | (iii) 51°26'.00 N | 2°40'.00 E |
| (ii) 51°26'.00 N | 2°35'.00 E | (iv) 51°24'.00 N | 2°40'.00 E |

Off Delaware Bay (amended scheme)

(Reference Chart: United States 12214, 1994 edition)

Note: This chart is based on North American Datum 1983 (WGS 84)

Description of the traffic separation scheme

Part I

Eastern Approach

- (a) A separation zone bounded by a line connecting the following geographical positions:

<u>Latitude</u>	<u>Longitude</u>
(1) 38° 46'.30 N	74° 34'.45 W
(2) 38° 46'.33 N	74° 55'.75 W
(3) 38° 47'.45 N	74° 55'.40 W
(4) 38° 47'.35 N	74° 34'.50 W

- (b) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographical positions:

<u>Latitude</u>	<u>Longitude</u>
(5) 38° 48'.32 N	74° 55'.30 W
(6) 38° 49'.67 N	74° 36'.75 W

- (c) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

<u>Latitude</u>	<u>Longitude</u>
(7) 38° 45'.45 N	74° 56'.20 W
(8) 38° 44'.45 N	74° 34'.35 W

Part II:**South-eastern Approach**

(a) A separation zone bounded by a line connecting the following geographical positions:

- | | |
|---------------------------------|---------------------------------|
| (9) 38° 27'.00 N, 74° 42'.30 W | (11) 38° 44'.20 N, 74° 57'.20 W |
| (10) 38° 43'.40 N, 74° 58'.00 W | (12) 38° 27'.60 N, 74° 41'.30 W |

(b) A traffic lane for north-westbound traffic is established between the separation zone and a line connecting the following geographical positions:

- | | |
|---------------------------------|---------------------------------|
| (13) 38° 28'.80 N, 74° 39'.30 W | (14) 38° 45'.10 N, 74° 56'.60 W |
|---------------------------------|---------------------------------|

(c) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

- | | |
|---------------------------------|---------------------------------|
| (15) 38° 42'.80 N, 74° 58'.90 W | (16) 38° 27'.00 N, 74° 45'.40 W |
|---------------------------------|---------------------------------|

Precautionary area

A precautionary area is established as follows: from 38° 42'.80 N, 74° 58'.90 W; thence northerly by an arc of eight nautical miles centred at 38° 48'.90 N, 75° 05'.60 W to 38° 48'.32 N, 74° 55'.30 W; thence westerly to 38° 47'.50 N, 75° 01'.80 W; thence northerly to 38° 50'.75 N, 75° 03'.40 W; thence northeasterly to 38° 51'.27 N, 75° 02'.83 W; thence northerly to 38° 54'.80 N, 75° 01'.60 W; thence westerly by an arc of 6.7 nautical miles centred at 38° 48'.90 N, 75° 05'.60 W to 38° 55'.53 N, 75° 05'.87 W; thence southwesterly to 38° 54'.00 N, 75° 08'.00 W; thence southerly to 38° 42'.80 N, 74° 58'.90 W.

Two-way route

A two-way traffic route is bounded on the west and south by a line connecting the following geographical positions:

<u>Latitude</u>	<u>Longitude</u>
(1) 38° 50'.75 N	75° 03'.40 W
(2) 38° 47'.50 N	75° 01'.80 W
(3) 38° 48'.32 N	74° 55'.30 W
(4) 38° 50'.20 N	74° 49'.73 W
(5) 39° 00'.00 N	74° 40'.23 W

and is bounded on the east and north by a line connecting the following geographical positions:

<u>Latitude</u>	<u>Longitude</u>
(6) 39° 00'.00 N	74° 41'.00 W
(7) 38° 50'.48 N	74° 50'.30 W
(8) 38° 48'.80 N	74° 55'.25 W
(9) 38° 48'.33 N	74° 59'.30 W
(10) 38° 49'.10 N	75° 01'.65 W
(11) 38° 51'.27 N	75° 02'.83 W

Note for the use of the two-way route

This two-way route is recommended for use predominantly by tug and tow traffic transiting to and from the north-east in order to separate such traffic from large, in-bound vessel traffic.

In the Approaches to Rostock (cancelled)

The existing traffic separation scheme is cancelled.

Traffic separation scheme "Off Texel" (amended scheme)

The existing "Special Provisions" are replaced by the following note:

"Note:

The following classes of ships are obliged to use the "Mandatory route for tankers from North Hinder to the German Bight and vice versa" (see annex 4):

- (a) tankers of 10,000 tons gross tonnage and upwards, carrying oil as defined under Annex I to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78);
- (b) ships of 5,000 tons gross tonnage and upwards, carrying noxious liquid substances in bulk as assessed as categories A or B of Annex II to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78);
- (c) ships of 10,000 tons gross tonnage and upwards, carrying noxious liquid substances in bulk as assessed as categories C or D of Annex II to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78); and
- (d) ships of 10,000 tons gross tonnage and upwards, carrying liquified gases in bulk."