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**ROUTEING SYSTEMS OTHER THAN
TRAFFIC SEPARATION SCHEMES**

1 In accordance with the procedures set out in Assembly resolution A.377(X) the Maritime Safety Committee at its fifty-first session (MSC 51/21, paragraph 5.8 and annex 5) adopted the new and amended routeing systems other than traffic separation schemes subject to confirmation by the fourteenth regular session of Assembly.

2 The routeing systems, attached hereto, which will be implemented on 15 December 1985 (deep-water route leading to IJmuiden) and on 1 December 1985 (area to be avoided in the region of the Bermuda Islands) are brought to the attention of Member Governments.

ANNEX 5

ROUTEING SYSTEMS OTHER THAN TRAFFIC SEPARATION SCHEMES

1 DEEP-WATER ROUTE

LEADING TO IJMUIDEN (new route)

(Reference chart: Netherlands 1450, 1350 and 1974)

Note: These charts are based on European DatumDescription of the deep-water route

The deep-water route is bounded by a line connecting the following geographical positions:

(1) 52°28'.15 N.,	4°32'.10 E.
(2) 52°28'.58 N.,	4°28'.34 E.
(3) 52°29'.09 N.,	4°24'.30 E.
(4) 52°29'.33 N.,	4°22'.08 E.
(5) 52°30'.28 N.,	4°13'.64 E.
(6) 52°30'.54 N.,	4°12'.31 E.
(7) 52°31'.78 N.,	3°48'.49 E.
(8) 52°27'.42 N.,	3°41'.33 E.
(9) 52°30'.01 N.,	4°12'.16 E.
(10) 52°29'.96 N.,	4°13'.55 E.
(11) 52°28'.90 N.,	4°23'.03 E.
(12) 52°27'.89 N.,	4°32'.02 E.

Notes1 Least water depth

The least water depths in the deep-water route are as follows:

(a) between longitudes 3°45'.0E. and 4°12'.0E.

18.20 metres at mean LLWS

(b) between longitudes 4°12'.0E. and 4°22'.0E.

17.90 metres at mean LLWS

(c) between longitudes 4°22'.0E. and 4°32'.0E.

17.40 metres at mean LLWS.

2 Electronic navigational aids

A dedicated Decca indicator will be brought on board by the pilot to enable the vessel to be informed continuously and highly accurately about its deviation from and progress along the axis of the route.

3 Traffic centre IJmuiden

The traffic centre IJmuiden will organize the use of the dredged channel and will monitor the traffic up to a distance of about 20 miles. Information on the times and conditions when the dredged channel is navigable will be broadcast by the traffic centre IJmuiden on VHF channel 12 with a normal working range of 35 miles.

2 AREA TO BE AVOIDED

IN THE REGION OF THE BERMUDA ISLANDS

(Reference chart ; BA chart 360; Edition dated 15 April 1983)

Description of the area to be avoided

Because of the great danger of stranding on the extensive reefs fringing Bermuda to the west, north and north-east of the islands, and for reasons of environmental protection, all vessels carrying cargoes of oil or hazardous materials and all other vessels of more than 1,000 gross tons, whether or not bound for Bermuda ports, should avoid the area outside the reefs bounded by the lines connecting the following geographical positions:

- | | |
|--|--|
| (1) Gibb's Hill Lighthouse
(32°15'.1N., 64°50'.0W.) | (5) 32°39'.0N., 64°53'.0W. |
| (2) 32°08'.0N., 64°53'.0W. | (6) 32°39'.0N., 64°38'.0W. |
| (3) 32°12'.0N., 65°10'.0W. | (7) 32°32'.0N., 64°29'.0W. |
| (4) 32°24'.0N., 65°10'.0W. | (8) St. David's Lighthouse
(32°21'.8N., 64°39'.0W.) |

Note: Mariners are warned to navigate with extreme care in the approaches to the Bermuda islands due to the extensive and dangerous fringing reefs. The only safe approach to the islands is from the south-east, preferably in daylight. The outer navigational aids may be unreliable.
