

Ref. T2/2.07

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

1 In accordance with the provisions of resolution A.826(19), the Maritime Safety Committee at its sixty-sixth session (28 May to 6 June 1996), adopted the following routeing measures other than traffic separation schemes, attached at annex:

- .1 an area to be avoided and a precautionary area "In the Approaches to the Port of Veracruz";
- .2 a deep-water route "West of the Hebrides"; and
- .3 "Rules for navigation of laden tankers off the South African coast".

2 The aforementioned routeing measures will be implemented at 0000 hours UTC on 30 November 1996.

ANNEX

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

Area to be avoided in the Approaches to the Port of Veracruz

Reference chart: United States 28302, 1991 edition.

Note: This chart is based on World Geodetic System 84 Datum.

Description of the area to be avoided

With the aim of protecting the National Marine Park from the risk of pollution, which may be caused by the grounding of ships in the area, given the magnitude of the topographical obstacles which make navigation within the area hazardous, all ships of more than 500 gross tonnage and ships of less than 500 gross tonnage transporting oil, chemical, toxic or nuclear waste, should avoid the area bounded by a line connecting the following geographical positions:

- | | | |
|-----|--------------|----------------------------|
| (1) | 19°02'.20 N, | 95°58'.10 W (on the coast) |
| (2) | 19°02'.20 N, | 95°46'.60 W |
| (3) | 19°10'.90 N, | 95°46'.60 W |
| (4) | 19°10'.90 N, | 95°53'.43 W |
| (5) | 19°05'.80 N, | 96°02'.04 W |
| (6) | 19°03'.40 N, | 96°02'.04 W (on the coast) |

PRECAUTIONARY AREA IN THE APPROACHES TO THE PORT OF VERACRUZ

Reference chart: United States 28302, 1991 edition.

Note: This chart is based on World Geodetic System 84 Datum.

Description of the precautionary area

A precautionary area is established comprising the islands and reefs where the approach channels to the Port of Veracruz are situated. This area is bounded by an arc of a circle with a radius of 4.7 miles, centred on the lighthouse on the Island of Sacrificios, located in geographical position:

- | | | |
|-----|--------------|-------------|
| (1) | 19°10'.49 N, | 96°05'.53 W |
|-----|--------------|-------------|

starting on the coast in geographical position:

- | | | |
|-----|--------------|-------------|
| (2) | 19°12'.93 N, | 96°09'.70 W |
|-----|--------------|-------------|

to geographical position:

- | | | |
|-----|--------------|-------------|
| (3) | 19°13'.03 N, | 96°01'.39 W |
|-----|--------------|-------------|

thence bounded by a line connecting geographical position (3) and the following geographical positions:

- (4) 19°12'.07 N, 96°01'.77 W
(5) 19°09'.57 N, 96°06'.00 W (on the coast)

DEEP-WATER ROUTE WEST OF THE HEBRIDES

Description of the deep-water route

The deep-water route lies between the Outer Hebrides Isles on its south-east side and the Flannan Islands and St. Kilda to the north-west and is bounded by lines connecting the following geographical positions:

- | | | | |
|----------------|-----------|----------------|-----------|
| (1) 56°46.75 N | 7°54.00 W | (5) 58°40.50 N | 6°30.75 W |
| (2) 57°39.50 N | 7°54.00 W | (6) 58°24.10 N | 7°13.50 W |
| (3) 58°20.70 N | 7°03.50 W | (7) 57°41.25 N | 8°06.10 W |
| (4) 58°35.80 N | 6°23.70 W | (8) 56°46.75 N | 8°06.10 W |

Notes:

- 1 The depths in the route, as confirmed by detailed hydrographic surveys, are nowhere less than 28.5 metres.
- 2 Laden tankers of over 10,000 gross tonnage are recommended, weather conditions permitting, to use this route in preference to sailing through the restricted waters of the Minches.

RULES FOR NAVIGATION OF LADEN TANKERS OFF THE SOUTH AFRICAN COAST

- 1 Laden* tankers, westbound, when off the South African coast, should adhere to the following:
 - .1 Laden tankers should maintain a minimum distance of 20 (twenty) nautical miles off the following points:
 - .1 South Sand Bluff (International No. D6446)
 - .2 Bashee River (Mbashe Point) (D6438)
 - .3 Hood Point (D6420)
 - .4 Cape Receife (D6390).
 - .2 They should then steer to pass at least 10 (ten) nautical miles south of Alphard Banks (35°02'S, 20°52'E) and then maintain a minimum distance of 20 (twenty) nautical miles from:
 - .1 Cape Agulhas (D6370)
 - .2 Quoin Point (D6322)
 - .3 Cape Point (D6120)
 - .4 Slangkop Point (D6110)
 - .5 Cape Columbine (D5810).
- 2 Laden tankers, eastbound, should also adhere to maintaining a minimum distance of 25 (twenty-five) nautical miles off, when passing the points listed in 1.1 and 1.2 and at least 15 (fifteen) nautical miles South of Alphard Banks.
- 3 During the winter season tankers should maintain the recommended route until the boundary line with the winter zone is reached and then stay as close to that line as possible (but staying well clear of Alphard Banks).
- 4 **Exemptions**
 - .1 Vessels calling at Cape Town (Table Bay) to rendezvous with service craft or helicopters should follow the recommended routes until, in the case of laden tankers, following the Summer Season Route, Cape Point Light bears 000° (T) x 25 nautical miles, thence altering course to position, Slangkop Point Light 250°(T) x 14 nautical miles. From this position course may be altered to the rendezvous area 5 nautical miles westward of Green Point Light (D5900) (replenishment area shown on chart SAN 1013). When following the

***Definition:** "laden tanker" means any tanker other than a tanker in ballast having in its cargo tanks residual cargo only.

Winter Season Route, course may be altered when Cape Point Light bears $025^{\circ}(T)$ x 10 nautical miles, thence altering course to a position $270^{\circ}(T)$, Slangkop Point Light x 10 nautical miles. From this position course may then be shaped to the rendezvous position 5 nautical miles to the westward of Green Point Light.

- .2 Laden tankers engaged solely between points in the Republic of South Africa are exempted from the provisions in paragraphs 1, 2 and 3 of these regulations and are to maintain a distance of 10 (ten) nautical miles off salient points of the coast subject to weather, sea and current conditions, when setting courses to their ports of loading and discharging.
