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ROUTEING SYSTEMS OTHER THAN TRAFFIC SEPARATION SCHEMES

1 At its sixty-second session (24 to 28 May 1993), the Maritime Safety Committee adopted, subject to confirmation by the eighteenth regular session of the Assembly, in accordance with the provisions of resolution A.377(X), the following (MSC 62/25, annex 32) routeing measures given in the Annex to the present circular:

- .1 areas to be avoided:
 - .1.1 "In the region of the Shetland Islands" (amended area);
 - .1.2 "In the region of the Orkney Islands" (new area); and
 - .1.3 "In the region of the Fair Isle" (new area)
- .2 precautionary areas connected with the area to be avoided "In the region of the Shetland Islands"
- .3 recommended routes in the Fair Isle Channel
- .4 recommendations on navigation:
 - in the Pentland Firth;
 - in the Minches;
 - in the North Channel;
 - off Smalls and Grassholme Islands;
 - off Scilly Islands;
 - in the Needles Channel;
 - in the English Channel and Dover Strait; and
 - in the Firth of Forth

2 The above new and amended areas to be avoided, recommended routes and recommendations on navigation will be implemented at 00.00 hours UTC on 28 November 1993.

ANNEX

ROUTEING SYSTEMS OTHER THAN TRAFFIC SEPARATION SCHEMES

1 AREAS TO BE AVOIDED

IN THE REGION OF THE SHETLAND ISLANDS (Amended area)

(Reference charts: British Admiralty 1119, 1989 edition; 1233, 1989 edition; 3292, 1986 edition.

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

Description of the area to be avoided and precautionary areas(a) North of Shetland

In order to avoid the risk of oil pollution and severe damage to the environment of Shetland, vessels of more than 5,000 GT carrying oil or other hazardous cargoes in bulk should avoid the area bounded by lines connecting the following geographical positions:

- | | | | |
|-----|------------|----------|-------------|
| (1) | 60°39'.5N, | 1°09'.3W | |
| (2) | 61°04'.3N, | 1°09'.3W | |
| (3) | 61°04'.3N, | 0°29'.7W | |
| (4) | 60°38'.4N, | 0°12'.2W | |
| (5) | 60°34'.2N, | 0°48'.0W | Funzie Ness |
| (6) | 60°33'.8N, | 0°53'.5W | Rams Ness |

Thence up the Eastern side of Colgrave Sound to:

- | | | |
|-----|------------|----------|
| (7) | 60°35'.8N, | 0°55'.4W |
| (8) | 60°36'.8N, | 0°58'.0W |
| (9) | 60°38'.4N, | 0°58'.8W |

Thence along the coastline to Position (1)

(b) West and South of Shetland

In order to avoid the risk of oil pollution and severe damage to the environment of Shetland, vessels of more than 5,000 GT carrying oil or other hazardous cargoes in bulk should avoid the area bounded by lines connecting the following geographical positions:

- | | | | |
|------|-------------|-----------|---------------|
| (10) | 60°02'.50N, | 1°10'.20W | Helli Ness |
| (11) | 59°59'.87N, | 1°09'.37W | Perie Bard Lt |
| (12) | 59°41'.0N, | 1°12'.0W | |
| (13) | 59°42'.7N, | 1°26'.0W | |
| (14) | 60°02'.0N, | 2°48'.0W | |
| (15) | 60°15'.0N, | 2°48'.0W | |
| (16) | 60°42'.5N, | 2°09'.0W | |
| (17) | 60°42'.5N, | 1°22'.0W | |
| (18) | 60°40'.0N, | 1°17'.0W | |
| (19) | 60°37'.3N, | 1°17'.9W | |

Thence along the West coastline to position (10)

(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) 61°04'.3N, 1°09'.3W
- (21) 60°39'.5N, 1°09'.3W
- (22) 60°40'.0N, 1°17'.0W
- (23) 60°42'.5N, 1°22'.0W
- (24) 60°42'.5N, 2°09'.0W

(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'.4N, 1°02'.4W
- (26) 60°24'.0N, 0°02'.5W
- (27) 60°38'.4N, 0°12'.2W
- (28) 60°34'.2N, 0°48'.0W
- (29) 60°33'.8N, 0°53'.5W

Thence up the Eastern side of Colgrave Sound to:

- (30) 60°35'.8N, 0°55'.4W
- (31) 60°36'.8N, 0°58'.0W

(e) Precautionary area in the approaches to Lerwick

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

- (25) 60°27'.4N, 1°02'.4W
- (26) 60°24'.0N, 0°02'.5W
- (12) 59°41'.0N, 1°12'.0W
- (11) 59°59'.87N, 1°09'.37W Perie Bard

IN THE REGION OF THE ORKNEY ISLANDS (New area)

(Reference charts: British Admiralty 1954, 1988 edition; 1942, 1988 edition.

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

Description of the area to be avoided

In order to avoid the risk of oil pollution and severe damage to the environment of Orkney, vessels of more than 5,000 GT carrying oil or other hazardous cargoes in bulk should avoid the area bounded by lines connecting the following geographical positions:

- (1) 58°46'.73N, 3°17'.69W Tor Ness
- (2) 58°55'.0N, 3°50'.0W
- (3) 59°17'.0N, 3°50'.0W

(4)	59°28'.0N,	3°15'.0W	
(5)	59°28'.0N,	2°19'.0W	
(6)	59°24'.0N,	2°09'.0W	
(7)	59°05'.0N,	2°09'.0W	
(8)	58°50'.0N,	2°35'.0W	
(9)	58°44'.15N,	2°54'.90W	Old Head
(10)	58°55'.97N,	3°21'.11W	Braebuster Point
(11)	58°57'.84N,	3°21'.11W	Breck Ness

IN THE REGION OF THE FAIR ISLE (New area)

(Reference chart: British Admiralty 1119, 1989 edition.)

Note: This chart is based on Ordnance Survey of Great Britain (1936) Datum)

In order to avoid the risk of oil pollution and severe damage to the environment of Fair Isle, vessels of more than 5,000 GT carrying oil or other hazardous cargoes in bulk should avoid the area contained within a circle of radius six and one half (6.5) miles centred upon geographical position 59°32'.0N 1°38'.0W.

Note: See Part E - recommended routes in the Fair Isle Channel

2 RECOMMENDED ROUTES IN THE FAIR ISLE CHANNEL

Recommended directions of traffic flow are established in the Fair Isle Strait as follows:

- (a) a single recommended route to the North of Fair Isle for use by West-bound traffic; and
- (b) separate recommended routes to the South West of Fair Isle with East bound traffic taking a route North East of North Ronaldsay, and with West bound traffic taking a route to the South West of Fair Isle.

These routes are recommended for use by all ships transiting the area.

Note: See chartlet attached to the areas to be avoided for Shetland, Fair Isle and Orkney Islands.

3 RECOMMENDATIONS ON NAVIGATION AROUND UNITED KINGDOM COAST

3.1 The following recommendations are made for specific locations around the coast of the United Kingdom

.1 In the Pentland Firth

Laden tankers not bound to or from Flotta and Scapa Flow should not transit the Firth against the tide or in restricted visibility or other adverse weather.

.2 Off the Isles of Scilly

Laden tankers over 10,000 gt using the Traffic Separation Scheme between Land's End and the Isle of Scilly should keep at least 3 miles to seaward of Wolf Rock, and should not use the scheme in restricted visibility or other adverse weather.

.3 In the Minches

Except due to stress of weather or any other case of "force majeure", all laden tankers over 10,000 GT should not pass through the Minches.

.4 In the North Channel

The present requirements and recommendation as set out in "Ships Routeing" continue to apply. In addition no laden tanker should use the narrow passage through Rathin Sound.

.5 Off Smalls and Grassholme Channel

Laden tankers over 10,000 GT should not use the channel between Grassholme Island and Skomer Island unless moving between the anchorage in St Bride's Bay and Milford Haven.

.6 In the Needles Channel

Due to tidal problems and apparent movement of the sand banks in this channel laden tankers over 10,000 GT should avoid this channel.

.7 In the English Channel and Dover Strait

All vessels navigating in this area have on board the latest edition of Chart 5500 "Mariners Routeing Guide English Channel and Southern North Sea" or other equivalent guides.

.8 In the Firth of Forth

Laden tankers should avoid the area between Bass Rock and the coast.

3.2 Reporting requirements

The following recommendations are associated with the areas set out in paragraph 3.1

Vessels intending to use the following routes, when at least 1 hour from the Estimated Time of Arrival (ETA) of entering the Route, and on final departure, should report to Coastguard as described below.

<u>Route</u>	<u>Vessel Condition</u>	<u>Report to Coastguard</u>	<u>Report On/ VHF Channel</u>
Fair Isle	Laden	Shetland	16
Pentland Firth	Laden	Pentland	16
The Minches	Laden or in Ballast	Stornoway	16
Isles of Scilly	Laden	Falmouth	16
Dover Strait TSS	<u>ALL VESSELS</u>	Dover or Cap Griz Nez	69
Casquets TSS W/5392N/jn/EWP	<u>ALL VESSELS</u>	Jobourg	69

3.3 Format of reports

The reporting should be in accordance with IMO Resolution A.648(16) adopted on 19 October 1989 and should include the following:

<u>ALFA</u>	Name and call sign of vessel
<u>BRAVO</u>	Day of month (two figures) and time in hours and minutes (UTC(GMT) in four figures)
<u>CHARLIE</u>	Latitude (4 figures + N or S) and Longitude (5 figures + E or W)
<u>DELTA</u>	True bearing (first 3 figures) and distance in nautical miles from identified landmark
<u>ECHO</u>	True course in degrees (3 figures)
<u>FOXTROT</u>	Speed in knots and decimal of knots (3 figures)
<u>GOLF</u>	Last port of call
<u>INDIA</u>	Destination
<u>MIKE</u>	VHF Channels monitored
<u>OSCAR</u>	Deepest draught in metres and centimetres
<u>PAPA</u>	Type and quantity (tonnes) of cargo
<u>QUEBEC</u>	Brief details of damage/deficiency/other limitations.