

GIBRALTAR MARITIME ADMINISTRATION
(Ministry of Maritime Affairs)



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ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

To: Local Representatives Ship Owners, Operators, Masters, and Officers

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

Owners/operators/Masters attention is drawn to the contents of IMO Circular SN/1/Circ 263, issued under the provisions of IMO Res. A. 858 (20).

In addition, attention is drawn to the recommendations issued by the Danish Maritime Administration regarding the use of pilots while transiting through Route T and the Sound in Danish Waters, i.e. transiting through the entrances of the Baltic Sea.

In particular, the Gedser / Spodsbjerg area poses significant problems in respect of heavy traffic and sand migration which cause restrictions to the manoeuvring space available to deep draught vessels transiting the area. The Danish Maritime Authorities recommend the use of a licensed a pilot.

While **the contents of the Annex to IMO Circular SN/1/Circ 263 are recommendations and are not compulsory**, it may be prudent for Masters of deep draught vessels, when preparing passage plans, to consider engaging the services of a licensed pilot to assist in navigating the abovementioned areas.

The relevant extract from IMO circular SN/1/Circ 263 is attached to this Notice.

Richard Montado
Maritime Administrator

Issue date:

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Extract from Annex to IMO Circular SN/1/Circ 263

AMENDMENTS TO THE RECOMMENDATION ON NAVIGATION THROUGH THE ENTRANCES TO THE BALTIC SEA:

Route. T

1. When passing through the entrances to the Baltic Sea, ships should note that the maximum obtainable depth in most parts of Route T is 17 metres. However, in some areas the maximum obtainable depth is to some extent permanently reduced due to sand migration.

2. The effect of sea level variations caused by a combination of tide and metrological conditions together with unknown obstructions on the sea bottom and sand migration could decrease the depth with as much as 2 metres. Bearing these facts in mind, ships should:

.1 not pass the area unless they have a draught, with which it is safe to navigate, taking into account draught increasing effects such as squat effect and the effect of a course alteration, etc.;

.2 exhibit the signal prescribed in rule 28 of the International Regulations for Preventing Collisions at Sea, 1972, as amended, in certain areas in the Storebælt (Great Belt), Hatter Rev, Vengeancegrund and in the narrow route east of Langeland, when constrained by their draught.

3. Ships with a draught of 11 metres or more should, furthermore:

.1 use for the passage the pilotage services locally established by the coastal States; and

.2 be aware that anchoring may be necessary owing to the weather and sea conditions in relation to the size and draught of the ship and the sea level and, in this respect, take special account of the information available from the pilot and from radio navigation information services in the area.

4. Ships irrespective of size or draught, carrying a shipment of irradiated nuclear fuel, plutonium and high level radioactive wastes on board ships (INF-Code materials) should:

.1 use for the passage the pilotage services locally established by the coastal States.

5. Ship-owners and masters should consider the full potential of new and improved navigation equipment in the SOLAS chapter V, including Electronic Chart Display and Information System (ECDIS) when navigating these narrow waters.

THE SOUND

1. Loaded oil tankers with a draught of 7 metres or more, loaded chemical tankers and gas carriers irrespective of size, and ships carrying a shipment of irradiated nuclear fuel, plutonium and high level radioactive wastes (INF-Code materials), when navigating the Sound between a line connecting SvinbÅdan Lighthouse and HornbÊk Harbour and a line connecting Skan^r Harbour and Aflandshage (the southernmost point of Amager Island) should:

.1 use the pilotage services established by the Governments of Denmark and Sweden;

.2 be aware that anchoring may be necessary owing to the weather and sea conditions in relation to the size and draught of the ship and the sea level and, in this respect, take special account of the information available from the pilot and from radio navigation information services in the area.

