

MEMBER ALERT

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The following Circular has been issued by the IMO:

Amended "Off Ushant" Traffic Separation Scheme – Entry in force

From a current Traffic separation scheme designed with three traffic lanes, the new TSS "off Ushant" is designed with two main traffic lanes completed with a coastal two-way traffic route, authorised only for coaster sailing between La Hague Cape and the Gulf of Biscay.

The objective of this new traffic scheme is to remove the dangerous maritime crossing points located in the north-East and the South of the current TSS, while the offshore shifting of the traffic lanes will increase maritime authorities capabilities of reaction when facing an accident or an hazardous situation at sea.

So, the implementation of this new scheme will improve navigation safety and maritime environment protection, while increasing the efficiency of maritime traffic streams in the Channel and the Gulf of Biscay.

The amended "off Ushant" Traffic separation scheme will entry in force on May 1st at 00H00 UTC.

For a few hours period, the area including the scope of both the new and the former TSS, and the vicinity, will be subject to different navigation streams, some vessels transiting according to the former lanes, because entering the TSS before 00h00 the 1st of May, and others vessels sailing according to the new lanes, because entering the TSS after this date.

Consequently, seafarers are required to keep a close and careful watch when sailing in Ushant area and are warned that vessels in their vicinity may steer a course according to rule different from the one they are complying with.

Preventing and prior information will be issued by usual navigational information broadcasting means: Navigational warnings issued by the French hydro graphic and oceanographic service (SHOM) and notices broadcasted by NAVTEX stations of NIItton (UK) and Corsen (France).

Furthermore, Jobourg Vessels traffic systems will broadcast specifics information to vessels heading for the "off Ushant" traffic separation scheme.

Corsen vessel traffic system will provide navigational warnings for vessels transiting through the "off Ushant" TSS around the implementation date of the new TSS.

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-2-



Seafarers are advised to keep a close watch on VHF 16 and 13 and to pay a watchful attention to information and warning messages delivered by Vessels traffic systems.

It is reminded that vessels sailing through the new TSS must fully comply with Mandatory ship reporting system in force in the "off Ushant TSS".

According to IMO regulation, the Ushant mandatory ship reporting system area is widen from a 35 to a 40 miles circular area centred on Ushant Island (Stiff radar tower).

Description of the new traffic separation scheme "off Ushant"

From Ushant to open sea, the "off Ushant " traffic separation scheme is designed as describe below:

An inshore traffic zone bounded by a lane connecting the following geographical points:

48° 37,20' N - 005° 11,90' W
48° 28,00' N - 005° 01,40' W (Men Korn lighthouse)
48° 25,35' N - 005° 08,00' W (La Jument lighthouse)
48° 29,39' N - 005° 22,05' W

A separation zone bounded by a lane connecting the following geographical points:

48° 38,00' N - 005° 12,90' W
48° 37,20' N - 005° 11,90' W
48° 29,39' N - 005° 22,05' W
48° 29,80' N - 005° 23,50' W

A two way traffic route – 2 miles wide

This route is allowed only for passenger ships operating regular schedules to or from a Channel port situated west of meridian 1°W and for ships sailing between ports situated between Cape de la Hague and Cape Finisterre, except for ships carrying oils listed in appendix 1 of annex 1 of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL 73/78), and chips carrying in bulk the substances listed in categories and B listed in appendices I and II of Annex II of that convention.

A separation zone bounded by a lane, 12 miles wide, connecting the following geographical points:

48° 48,60' N - 005° 25,10' W
48° 39,70' N - 005° 14,70' W
48° 30,60' N - 005° 26,30' W
48° 35,10' N - 005° 42,30' W
48° 45,00' N - 005° 34,30' W

A Northeast bound traffic lane, 5 miles wide:

Course on ground: 028° as far as the line of the turning point at 315° from the Creach light, then: 060° as far as the Northeast boundary of the scheme.

A separation zone, 5 miles wide, bounded by a lane connecting the following geographical points:

48° 57,00' N - 005° 32,50' W
48° 52,75' N - 005° 28,60' W
48° 48,60' N - 005° 39,60' W
48° 37,40' N - 005° 48,60' W
48° 39,70' N - 005° 55,20' W
48° 52,05' N - 005° 45,00' W

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-3-

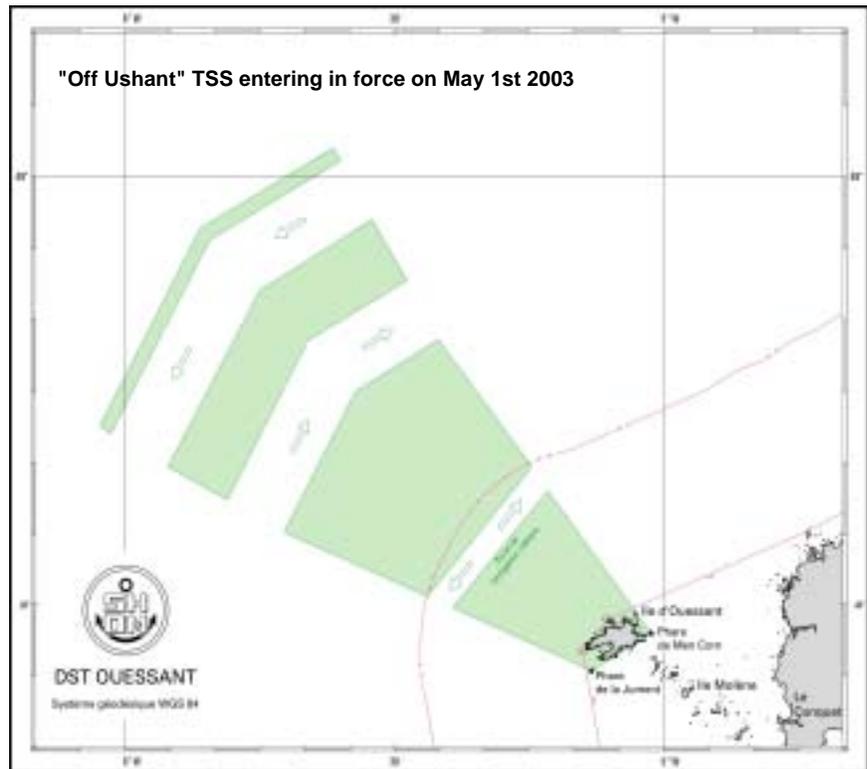


A Southwest bound traffic lane, 5 miles wide:

Course on ground: 240° as far as the line of the turning point at 315° from the Creach light, then: 208° as far as the Southwest boundary of the scheme.

A separation zone bounded by a lane connecting the following geographical points:

- 49° 02,00' N - 005° 36,80' W
- 49° 01,10' N - 005° 36,05' W
- 48° 55,60' N - 005° 50,60' W
- 48° 42,00' N - 006° 01,60' W
- 48° 42,60' N - 006° 02,80' W
- 48° 56,40' N - 005° 51,60' W



For further information, please contact the Managers.....

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