

PUB. 140

**SAILING DIRECTIONS
(PLANNING GUIDE)**

★
**NORTH ATLANTIC OCEAN,
BALTIC SEA, NORTH SEA, AND
THE MEDITERRANEAN SEA**



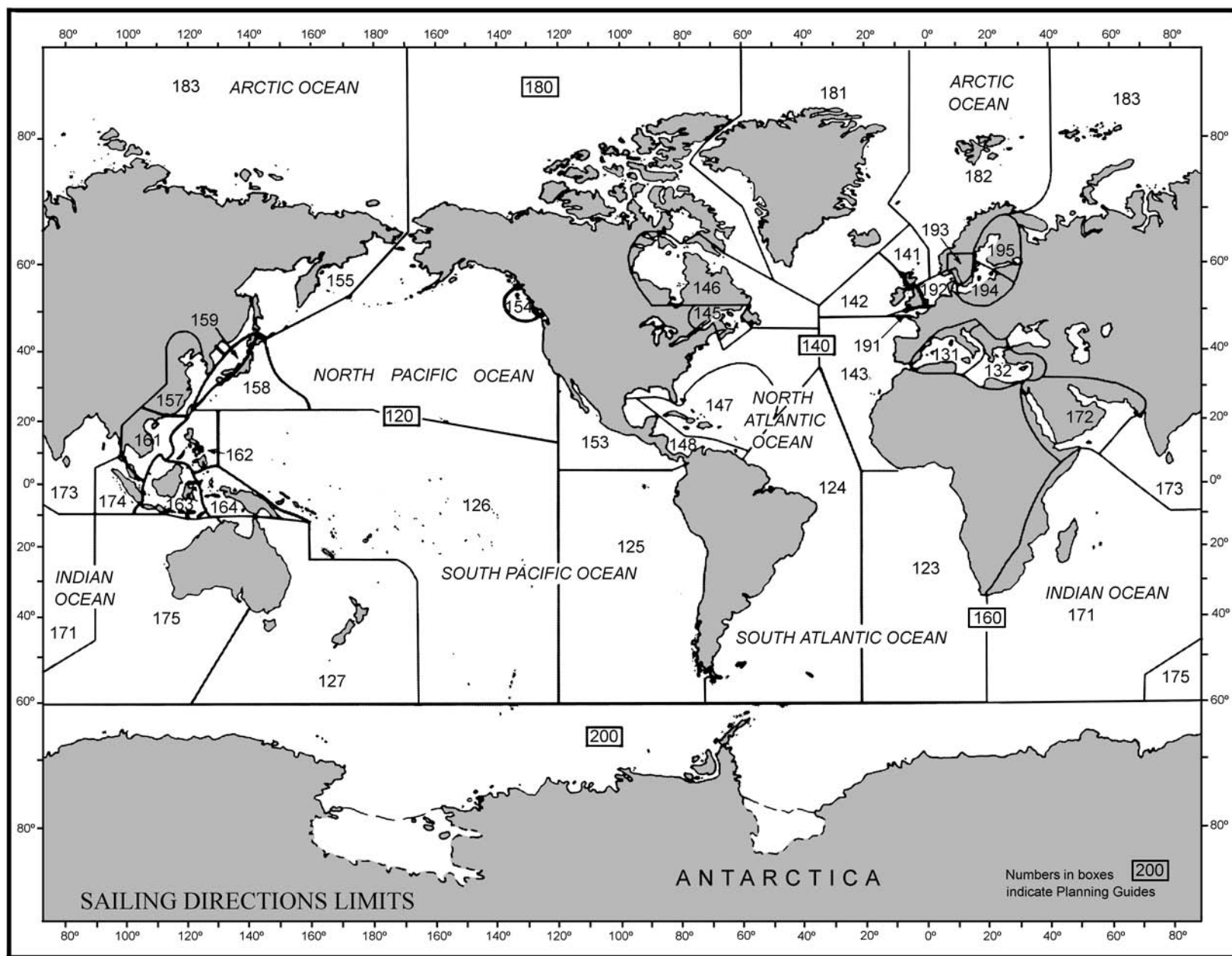
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FOURTH EDITION



Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea, Fourth Edition, 2006, is issued for use in conjunction with the following Sailing Directions (Enroute) publications:

Pub. 131, Pub. 132, Pub. 141, Pub. 142, Pub. 143,
Pub. 145, Pub. 146, Pub. 147, Pub. 148, Pub. 191,
Pub. 192, Pub. 193, Pub. 194, and Pub. 195.

This publication has been corrected to 11 February 2006, including Notice to Mariners No. 6 of 2006.

Explanatory Remarks

Sailing Directions are published by the National Geospatial-Intelligence Agency (NGA) under the authority of Department of Defense Directive 5105.40, dated 12 December 1988, and pursuant to the authority contained in U. S. Code Title 10, Sections 2791 and 2792 and Title 44, Section 1336. Sailing Directions, covering the harbors, coasts, and waters of the world, provide information that cannot be shown graphically on nautical charts and is not readily available elsewhere.

Sailing Directions (Planning Guide) are intended to assist mariners in planning ocean passages and to eliminate duplication by consolidating useful information about all the countries adjacent to a particular ocean basin in one volume.

Planning Guide publications are compiled and structured in the alphabetical order of countries contained within the region covered by each publication.

Bearings.—Bearings are true, and are expressed in degrees from 000° (north) to 360°, measured clockwise. General bearings are expressed by the initial letters of the points of the compass (e.g. N, NNE, NE, etc.). Adjective and adverb endings have been discarded. Wherever precise bearings are intended, degrees are used.

Corrective Information.—Corrective information and other comments about this publication can be forwarded to NGA, as follows:

1. Mailing address—
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2. E-mail address—
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New editions of Sailing Directions are corrected through the date of publication shown above. Important information to amend material in the publication is available as a Publication Digital Update (PDU) from the NGA Maritime Division website.

NGA Maritime Division Website (PDUs)

<http://164.214.12.145/sdr>

Courses.—Courses are true, and are expressed in the same manner as bearings. The directives “steer” and “make good” a course mean, without exception, to proceed from a point of origin along a track having the identical meridional angle as the designated course. Vessels following the directives must allow for every influence tending to cause deviation from such track, and navigate so that the designated course is continuously being made good.

Currents.—Current directions are the true directions toward which currents set.

Distances.—Distances are expressed in nautical miles of 1 minute of latitude. Distances of less than 1 mile are expressed in meters, or tenths of miles.

Geographic Names.—Geographic names are generally those used by the nation having sovereignty. Names in parentheses following another name are alternate names that may appear on some charts. In general, alternate names are quoted only in the principal description of the place. Diacritical marks, such as accents, cedillas, and circumflexes, which are related to specific letters in certain foreign languages, are not used in the interest of typographical simplicity.

Geographic names or their spellings do not necessarily reflect recognition of the political status of an area by the United States Government.

Heights.—Heights are referred to the plane of reference used for that purpose on the charts and are expressed in meters.

Internet Links.—This publication provides Internet links to web sites concerned with maritime navigational safety, including but not limited to, Federal government sites, foreign Hydrographic Offices, and foreign public/private port facilities. NGA makes no claims, promises, or guarantees concerning the accuracy, completeness, or adequacy of the contents of these web sites and expressly disclaims any liability for errors and omissions in the contents of these web sites.

International Ship and Port Facility Security (ISPS) Code.—The ISPS Code is a comprehensive set of measures to enhance the security of ships and port facilities developed in response to the perceived threats to ships and port facilities in the wake of the 9/11 attacks in the United States. Information on the ISPS Code can be found at the International Maritime Organization web site:

International Maritime Organization Home Page

<http://www.imo.org>

Lights and Fog Signals.—Lights and fog signals are not described, and light sectors are not usually defined. The Light Lists should be consulted for complete information.

National Ocean Claims.—Information on national ocean claims and maritime boundary disputes, which have been compiled from the best available sources, is provided solely in the interest of the navigational safety of shipping and in no way constitutes legal recognition by the United States. These non-recognized claims and requirements may include, but are not limited to:

1. A requirement by a state for advance permission or notification for innocent passage of warships in the territorial sea.
2. Straight baseline, internal waters, or historic waters claims.
3. The establishment of a security zone, where a state claims to control activity beyond its territorial sea for security reasons unrelated to that state's police powers in its territory, including its territorial sea.

Radio Navigational Aids.—Radio navigational aids and radio weather services are not described in detail. Publication No. 117 Radio Navigational Aids and NOAA Publication, Selected Worldwide Marine Weather Broadcasts, should be consulted.

Soundings.—Soundings are referred to the datum of the charts and are expressed in meters.

Special Warnings.—Special Warnings may be in force for the geographic area covered by this publication. Special Warnings are printed in the weekly Notice to Mariners upon promulgation and are reprinted annually in Notice to Mariners No. 1. A listing of Special Warnings currently in force is printed in each weekly Notice to Mariners, Section III, Broadcast Warnings, along with the notice number of promulgation. Special Warnings are also available on the Maritime Division website.

NGA Maritime Division Website (Special Warnings)
http://164.214.12.145warn/warn_j_query.html

Special Warning 120 (Issued 16 November 2001)

1. Due to recent events in the Middle East and the American homeland, U.S. forces worldwide are operating at a heightened state of readiness and taking additional defensive precautions against terrorist and other potential threats. Consequently, all aircraft, surface vessels and subsurface vessels approaching U.S. forces are requested to maintain radio contact with U.S. forces on bridge-to-bridge channel 16, international air distress (121.5 MHz VHF), or MILAR Distress (243 MHz UHF)

2. U.S. forces will exercise appropriate measures in self-defense if warranted by the circumstances. Aircraft, surface vessels, and subsurface vessels approaching U.S. forces will, by making prior contact as described above, help make their intentions clear and avoid unnecessary initiation of such defensive measures.

3. U.S. forces, especially when operating in confined waters, shall remain mindful of navigational considerations of aircraft, surface vessels, and subsurface vessels in their immediate vicinity.

4. Nothing in this special warning is intended to impede or otherwise interfere with the freedom of navigation or overflight of any vessel or aircraft, or to limit or expand the inherent self-defense right of U.S. forces. This special warning is published solely to advise of the heightened state of readiness of U.S. forces and to request that radio contact be maintained as described above.

Time Zone.—The Time Zone description(s), as well as information concerning the use of Daylight Savings Time, are included. The World Time Zone Chart is available on the Internet at the website given below.

World Time Zone Chart
http://www.odci.gov/cia/publications/factbook/reference_maps/pdf/time_zones.pdf

Winds.—Wind directions are the true directions from which winds blow.

Reference List

The principal sources examined in the preparation of this publication were:

British Hydrographic Department Sailing Directions.
Canada Sailing Directions.
France Sailing Directions.
Germany Sailing Directions.
Greece Sailing Directions.
Italy Sailing Directions.
Netherlands Sailing Directions.
Poland Sailing Directions.
Portugal Sailing Directions.
Russia Sailing Directions.
Spain Sailing Directions.
Fairplay Ports and Terminals
The Statesman's Yearbook
The World Factbook

Reports from United States Naval and merchant vessels and various shipping companies.

Other U.S. Government publications, reports, and documents.

Charts, light lists, tide and current tables, and other documents in possession of the Agency.

Internet Web sites, as follows:

1. Department of State/U.S. Embassies.
<http://usembassy.state.gov>
2. World Factbook.
<http://www.odci.gov/cia/publications/factbook>

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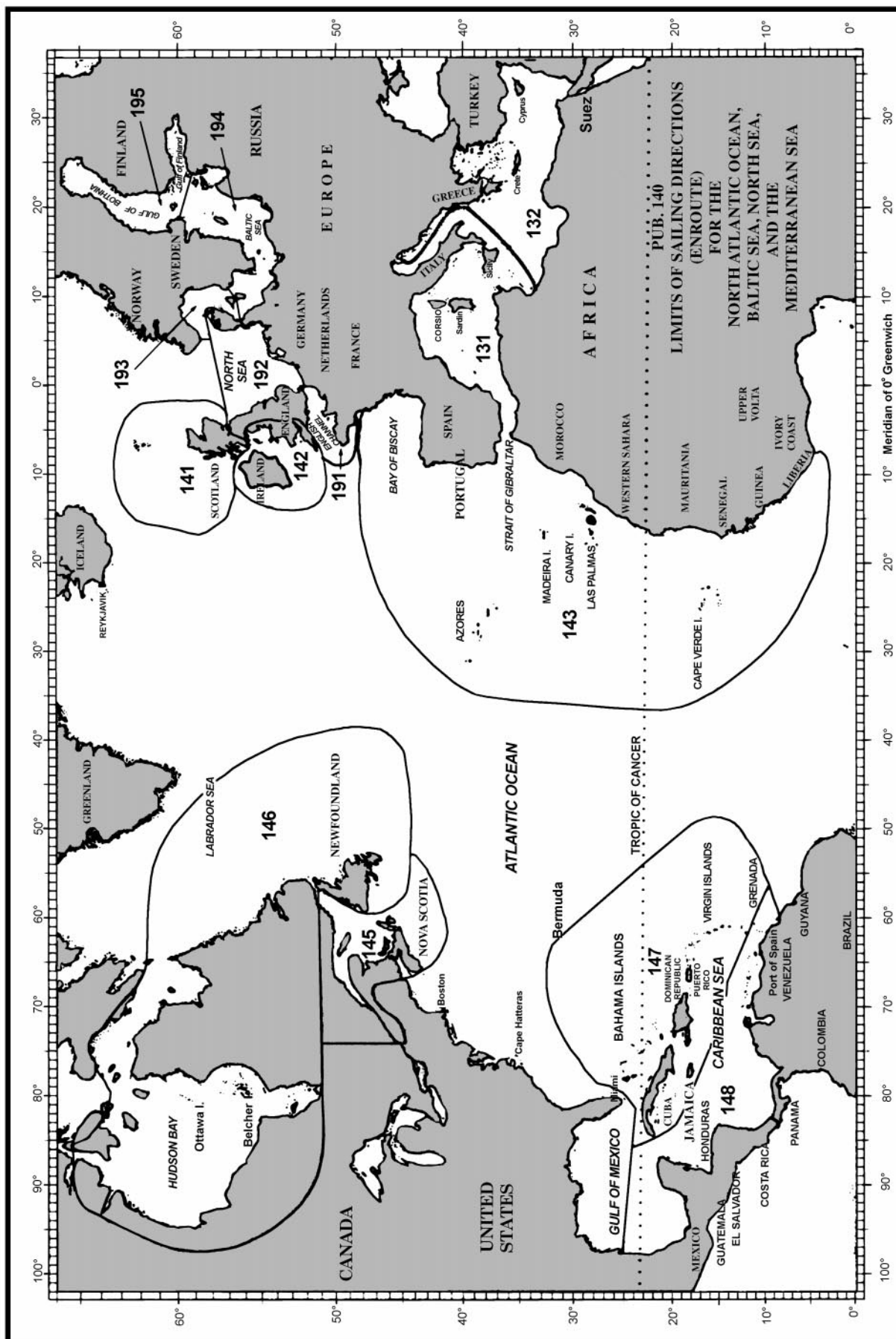
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Conversion Tables

Feet to Meters

Feet	0	1	2	3	4	5	6	7	8	9
0	0.00	0.30	0.61	0.91	1.22	1.52	1.83	2.13	2.44	2.74
10	3.05	3.35	3.66	3.96	4.27	4.57	4.88	5.18	5.49	5.79
20	6.10	6.40	6.71	7.01	7.32	7.62	7.92	8.23	8.53	8.84
30	9.14	9.45	9.75	10.06	10.36	10.67	10.97	11.28	11.58	11.89
40	12.19	12.50	12.80	13.11	13.41	13.72	14.02	14.33	14.63	14.93
50	15.24	15.54	15.85	16.15	16.46	16.76	17.07	17.37	17.68	17.98
60	18.29	18.59	18.90	19.20	19.51	19.81	20.12	20.42	20.73	21.03
70	21.34	21.64	21.95	22.25	22.55	22.86	23.16	23.47	23.77	24.08
80	24.38	24.69	24.99	25.30	25.60	25.91	26.21	26.52	26.82	27.13
90	27.43	27.74	28.04	28.35	28.65	28.96	29.26	29.57	29.87	30.17

Fathoms to Meters

Fathoms	0	1	2	3	4	5	6	7	8	9
0	0.00	1.83	3.66	5.49	7.32	9.14	10.97	12.80	14.63	16.46
10	18.29	20.12	21.95	23.77	25.60	27.43	29.26	31.09	32.92	34.75
20	36.58	38.40	40.23	42.06	43.89	45.72	47.55	49.38	51.21	53.03
30	54.86	56.69	58.52	60.35	62.18	64.01	65.84	67.67	69.49	71.32
40	73.15	74.98	76.81	78.64	80.47	82.30	84.12	85.95	87.78	89.61
50	91.44	93.27	95.10	96.93	98.75	100.58	102.41	104.24	106.07	107.90
60	109.73	111.56	113.39	115.21	117.04	118.87	120.70	122.53	124.36	126.19
70	128.02	129.85	131.67	133.50	135.33	137.16	138.99	140.82	142.65	144.47
80	146.30	148.13	149.96	151.79	153.62	155.45	157.28	159.11	160.93	162.76
90	164.59	166.42	168.25	170.08	171.91	173.74	175.56	177.39	179.22	181.05

Meters to Feet

Meters	0	1	2	3	4	5	6	7	8	9
0	0.00	3.28	6.56	9.84	13.12	16.40	19.68	22.97	26.25	29.53
10	32.81	36.09	39.37	42.65	45.93	49.21	52.49	55.77	59.06	62.34
20	65.62	68.90	72.18	75.46	78.74	82.02	85.30	88.58	91.86	95.14
30	98.42	101.71	104.99	108.27	111.55	114.83	118.11	121.39	124.67	127.95
40	131.23	134.51	137.80	141.08	144.36	147.64	150.92	154.20	157.48	160.76
50	164.04	167.32	170.60	173.88	177.16	180.45	183.73	187.01	190.29	193.57
60	196.85	200.13	203.41	206.69	209.97	213.25	216.54	219.82	223.10	226.38
70	229.66	232.94	236.22	239.50	242.78	246.06	249.34	252.62	255.90	259.19
80	262.47	265.75	269.03	272.31	275.59	278.87	282.15	285.43	288.71	291.99
90	295.28	298.56	301.84	305.12	308.40	311.68	314.96	318.24	321.52	324.80

Meters to Fathoms

Meters	0	1	2	3	4	5	6	7	8	9
0	0.00	0.55	1.09	1.64	2.19	2.73	3.28	3.83	4.37	4.92
10	5.47	6.01	6.56	7.11	7.66	8.20	8.75	9.30	9.84	10.39
20	10.94	11.48	12.03	12.58	13.12	13.67	14.22	14.76	15.31	15.86
30	16.40	16.95	17.50	18.04	18.59	19.14	19.68	20.23	20.78	21.33
40	21.87	22.42	22.97	23.51	24.06	24.61	25.15	25.70	26.25	26.79
50	27.34	27.89	28.43	28.98	29.53	30.07	30.62	31.17	31.71	32.26
60	32.81	33.36	33.90	34.45	35.00	35.54	36.09	36.64	37.18	37.73
70	38.28	38.82	39.37	39.92	40.46	41.01	41.56	42.10	42.65	43.20
80	43.74	44.29	44.84	45.38	45.93	46.48	47.03	47.57	48.12	48.67
90	49.21	49.76	50.31	50.85	51.40	51.95	52.49	53.04	53.59	54.13

Abbreviations

The following abbreviations may be used in the text:

Units

°C	degree(s) Centigrade	km	kilometer(s)
cm	centimeter(s)	m	meter(s)
cu.m.	cubic meter(s)	mb	millibars
dwt	deadweight tons	MHz	megahertz
FEU	forty-foot equivalent units	mm	millimeter(s)
grt	gross registered tons	nrt	net registered tons
kHz	kilohertz	TEU	twenty-foot equivalent units

Directions

N	north	S	south
NNE	northnortheast	SSW	southsouthwest
NE	northeast	SW	southwest
ENE	eastnortheast	WSW	westsouthwest
E	east	W	west
ESE	eastsoutheast	WNW	westnorthwest
SE	southeast	NW	northwest
SSE	southsoutheast	NNW	northnorthwest

Vessel types

LASH	Lighter Aboard Ship	ro-ro	Roll-on Roll-off
LNG	Liquified Natural Gas	ULCC	Ultra Large Crude Carrier
LPG	Liquified Petroleum Gas	VLCC	Very Large Crude Carrier
OBO	Ore/Bulk/Oil		

Time

ETA	estimated time of arrival	GMT	Greenwich Mean Time
ETD	estimated time of departure	UTC	Coordinated Universal Time

Water level

MSL	mean sea level	LWS	low water springs
HW	high water	MHWN	mean high water neaps
LW	low water	MHWS	mean high water springs
MHW	mean high water	MLWN	mean low water neaps
MLW	mean low water	MLWS	mean low water springs
HWN	high water neaps	HAT	highest astronomical tide
HWS	high water springs	LAT	lowest astronomical tide
LWN	low water neaps		

Communications

D/F	direction finder	MF	medium frequency
R/T	radiotelephone	HF	high frequency
GMDSS	Global Maritime Distress and Safety System	VHF	very high frequency
LF	low frequency	UHF	ultra high frequency

Navigation

LANBY	Large Automatic Navigation Buoy	SPM	Single Point Mooring
NAVSAT	Navigation Satellite	TSS	Traffic Separation Scheme
ODAS	Ocean Data Acquisition System	VTC	Vessel Traffic Center
SBM	Single Buoy Mooring	VTS	Vessel Traffic Service

Miscellaneous

COLREGS	Collision Regulations		
IALA	International Association of Lighthouse Authorities	No./Nos.	Number/Numbers
		PA	Position approximate
IHO	International Hydrographic Office	PD	Position doubtful
IMO	International Maritime Organization	Pub.	Publication
loa	length overall	St./Ste.	Saint/Sainte

The Prudent Mariner

Warning on the Use of Floating Aids to Navigation in General to Fix a Navigation Position

The aids to navigation depicted on charts comprise a system consisting of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. An aid to navigation also refers to any device or structure external to a craft, designed to assist in determination of position. This includes celestial, terrestrial, and electronic means, such as the Global Positioning System (GPS) and Differential GPS (DGPS). Here, too, the prudent mariner will not rely solely on any single aid to navigation.

The buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecisions in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice or other natural causes, collisions, or other accidents. Many of these factors also apply to articulated lights. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

Use of Foreign Charts

In the interest of safe navigation, caution should be exercised in the use of foreign charts not maintained through U.S. Notice to Mariners.

Foreign produced charts are occasionally mentioned in NIMA Sailing Directions when such charts may be of a better scale than U.S. produced charts. Mariners are advised that if or when such foreign charts are used for navigation it is their responsibility to maintain those charts from the Notice to Mariners of the foreign country producing the charts.

The mariner is warned that the buoyage systems, shapes, colors, and light rhythms used by other countries often have a different significance than the U.S. system.

Mariners are further warned about plotting positions, especially satellite-derived positions such as from GPS, onto foreign charts where the datum is unknown or the conversion from WGS-84 is unknown.

Chart Notes Regarding Different Datums

Particular caution should be exercised during a passage when transferring the navigational plot to an adjacent chart upon a different geodetic datum or when transferring positions from one chart to another chart of the same area, which is based upon a different datum. The transfer of positions should be done by bearings and distances from common features. Notes on charts should be read with care, as they give important information not graphically presented. Notes in connection with the chart title include the horizontal geodetic datum which serves as a reference for the values of the latitude and longitude of any point or object on the chart. The latitudes and longitudes of the same points or objects on a second chart of the same area, which is based upon a different datum, will differ from those of the first chart. The difference may be navigationally significant. Additionally, datum changes between chart editions could significantly affect the positions of navigational aids found in the List of Lights and other NIMA publications.

Positions obtained from satellite navigation systems, such as from GPS, are normally referred to the World Geodetic System 1984 (WGS-84) Datum. The differences between GPS satellite-derived positions and positions on some foreign charts cannot be determined: mariners are warned that these differences MAY BE SIGNIFICANT TO NAVIGATION and are therefore advised to use alternative sources of positional information, particularly when closing the shore or navigating in the vicinity of dangers.



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General

Albania is located in southeastern Europe between Greece, Serbia, and Montenegro. The country borders the Adriatic Sea and the Ionian Sea.

The climate is mild and temperate. The winters are cool, cloudy, and wet while the summers are hot and clear.

The terrain is mostly mountainous with hills and small plains along the coast.

Hydrographic information for the coast of Albania may be inadequate; charts and publications covering these waters may not be up-to-date. Prudent navigation is advisable.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Coastal Depths

Mouths of Albanian rivers and their deltas are subject to great change; the alluvial banks extending for some distance offshore from these rivers and their deltas are constantly changing and increasing in size, particularly during heavy rains and when the rivers are swollen. Considerable changes to the coastline have been reported between Lumi i Vjoses (40°40'N, 19°18'E.) and Pellgu i Drinit (41°44'N, 19°26'E.), 60 miles N. Mariners are warned to navigate with great caution, sound continuously when near the coast, and to give the coast a wide berth at night.

Explosives Dumping Areas

Explosives dumping areas have been reported (1999) in the Adriatic Sea off the coast of Albania. See Italy for further information

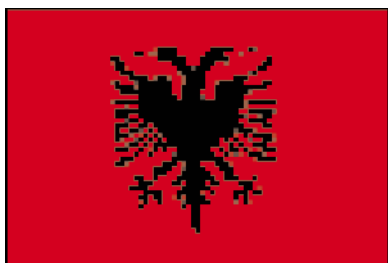
Marine Exploitation

Vessels engaged in seismic surveys and other research projects may be encountered in the Adriatic Sea, normally inside the 200m depth curve.

Currency

The official unit of currency is the lek, consisting of 100 quintars.

Government



Flag of Albania

Albania is a republic. The country is divided into 12 counties.

Albania is governed by a President, who is elected by the People's Assembly to serve a 5-year term. The unicameral People's Assembly is composed of 140 members serving a 4-year term; 100 members are directly-elected, while the remaining 40 members are elected by proportional representation.

The capital is Tirana.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 11	Proclamation of the Republic
May 1	Labor Day
November 8	Party's Foundation Day
November 28	Independence Day
November 29	Liberation Day
December 25	Christmas Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), and the Prophet's Birthday.

Industries

The main industries include food processing, textiles and clothing, lumber, oil, cement, chemicals, mining, basic metals, and hydropower.

Languages

The languages of the country are Albanian (Tosk is the official dialect) and Greek.

Mined Areas

A large area, formerly declared dangerous due to mines, exists off the Albanian coast and lies within the area bounded by lines joining the following positions:

- A position on the shore at 41°30'N.
- 41°30'N, 19°00'E.
- 40°30'N, 19°00'E.
- 40°15'N, 19°10'E.
- then E to a position on the shore at 40°15'N.

The area is now considered to be safe for surface navigation, but could still present a hazard for vessels anchoring, fishing, or engaged in submarine or sea bed activity.

It is reported that measures have been taken to clear the coastline exposed to mined waters.

Vessels should enter Gji i Vlores and Gji i Durresit during daylight only and should follow the recommended track shown on the charts.

Navigational Information

Enroute Volume

Pub. 132, Sailing Directions (Enroute) Eastern Mediterranean.

Maritime Claims

The maritime territorial claims of Albania are, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone	15 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Claims straight baselines. Requires advance permission or notification for innocent passage of warships in the territorial sea.

Pilotage

Pilotage is compulsory for all foreign vessels.

Regulations

Vessels from Italy, Slovenia, Croatia, Serbia and Montenegro, and Greece are required to send their ETA 48 hours in advance. Vessels from other countries are required to send their ETA 5 days in advance.

Foreign vessels require authorization to enter the territorial waters of Albania. Approach to the open ports is permitted only through authorized routes. See Pub. 132, Sailing Directions (Enroute) Eastern Mediterranean for further information.

Vessels are subject to port regulations, a copy of which should be obtained on arrival.

Regulations concerning the emigration of Albanian citizens to Italian territory have been issued and apply to vessels of all flags in Albanian territorial waters. All merchant ships entering or leaving Albanian territorial waters will be contacted by Italian warships or Italian coast guard vessels, which will carry out inspection procedures. For further information, see Italy—Regulations—Albanian Immigration.

Ship Reporting System

The Adriatic Ship Reporting System (ADRIREP), a mandatory system for certain vessels, is in effect for the Adriatic Sea N of latitude 40°25'N. For further information, see Italy—Regulations.

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time (BRAVO (-2)) is maintained from the last Sunday in March until the Saturday before the last Sunday in October.

U.S. Embassy

The U.S. Embassy is situated at Rrug Elbansanit Labinoti 103, Tirana.

The mailing address is Department of State, 9510 Tirana Place, Washington, DC 20521-9510.

<p>U. S. Embassy Albania Home Page http://www.usemb-tirana.rpo.at</p>



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General

Algeria is located in Northern Africa between Morocco and Tunisia. The country borders the Mediterranean Sea.

The climate is arid to semi-arid. Winters are wet and summers are hot and dry along the coast.

The sirocco wind produces a hot dust and sand-filled wind that is common in the summer.

The terrain is mostly high plateau and desert, with some mountains and a narrow discontinuous coastal plain.

The Sahara Desert occupies much of the S part of the country.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 117 (Issued 5 March 2001)

1. Due to the potential for domestic unrest and anti-foreign violence, U.S. mariners are advised to exercise extreme caution when in Algerian waters. Although there has only been one attack against foreigners since 1997, the level of risk in Algeria remains high.

2. Attacks against maritime vessels in Algerian ports have taken place several years ago. The U.S. Embassy in Algiers specifically identifies ports, train stations (trains), and airline terminals as terrorist targets. Commercial shipping should remain on maximum alert when in Algerian waters and maintain adequate security precautions.

3. The Department of State recommends that U.S. citizens evaluate carefully the implications for their security and safety before deciding to travel to Algeria, and that Americans in Algeria whose circumstances do not afford them effective (armed) protection depart the country. Americans arriving in the country should not disembark and travel within the country without adequate, including armed, protection immediately upon arrival.

Locust Reports

See Egypt—Cautions for further information.

Currency

The official unit of currency is the dinar, consisting of 100 centimes.

Firing Areas

Firing practice takes place in a sector with a radius of 0.5 mile, bounded by lines of position extending from Fort Mers-el-Kebir (35°44.3'N., 0°41.6'W.) on bearings of 350° and 010°.

Fishing Areas

Tunny Fishing

For general information on tunny fishing, see Spain—Fishing Areas.

Tunny Net Areas

Between March 15 and November 10, tunny nets may be set in the following locations S of Cap Falcon:

1. About 0.6 mile W of Pointe Canastel (April to October).
2. In position 35°49'N, 0°30'W (April to September).
3. About 200m SE of Cap de l'Aiguille (April to July).
4. About 1.3 miles E of Cap Lindless.

Between June 1 and December 31, tunny nets may be set in the following locations:

1. East of Rocher de l'Aiguille.
2. North of Cap Ferrat, in depths of up to 38m.
3. With Arzew Light (35°53'N., 0°17'W.) bearing 317° at a distance of 2.3 miles.
4. About 0.4 mile SE of Arzew Light.

The extremities of these tunny nets in the open sea are marked by red lights.

Government



Flag of Algeria

Algeria is a socialist republic. The country is divided into 48 provinces.

Algeria is governed by a directly-elected president who serves a maximum of two 5-year terms. The Prime Minister and the cabinet are appointed by the President. The bicameral Parliament consists of the 389-member National Assembly (directly-elected, based on proportional representation, serving 5-year terms) and the 144-member Council of the Nations (48 members appointed by the President and 96 members indirectly elected by the 48 provinces, serving 6-year terms).

The legal system is based on Islamic and French law. The capital is Algiers.

Holidays

The following holidays are observed:

January 1	New Year's Day
May 1	Labor Day
June 19	Anniversary of the Start of the Revolution
July 5	Independence Day
Nov. 1	Revolution Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), and the Prophet's Birthday.

Industries

The main industries are based on petroleum, natural gas, mining, electrical production, petrochemicals, and food processing.

Languages

Arabic is the official language. French and Berber dialects are also spoken.

Navigational Information

Enroute Volume

Pub. 131, Sailing Directions (Enroute) Western Mediterranean.

Maritime Claims

The maritime territorial claims of Algeria are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	52 miles. **

* Claims straight baselines. Requires advance permission or notification for innocent passage of warships in the territorial sea.

** Reduced to 32 miles W of the longitude of Ras Tenes.

Regulations

Algeria has announced a temporary suspension of the freedom of navigation within Algerian territorial waters extending up to 10 miles from the coast between 3°15'E and 4°10'E.

Vessels entering or leaving certain ports must do so within designated channels, as follows:

1. Port de Zemmouri Bahar—Channel running N-S centered on the port between 3°33.5'N and 3°34.6'N.
2. Port de Dellys—Channel running N-S centered on the port's green harbor light between 3°54.8'N and 3°55.8'N.
3. Pointe Tigzirt—Channel running N-S centered on the port between 4°07.8'N and 4°08.6'N.

Search and Rescue

The Algerian Coast Guard is responsible for coordinating search and rescue operations. A network of coast radio stations maintains a continuous listening watch on international distress frequencies

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time is not observed.

Traffic Separation Schemes

Traffic Separation Schemes (TSS) off Algeria are, as follows:

1. Northwest Approach to Skikda. (Government of Algeria)
2. North Approach to Skikda. (Government of Algeria)

U.S. Embassy

The U.S. Embassy is situated at 4 Chemin Cheikh Bachir El-Ibrahimi, Algiers.

The mailing address is B.P. Box 408, Alger-Gare, 16030 Algiers.

U. S. Embassy Algeria Home Page
<http://algiers.usembassy.gov>



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Cautions

Lobster pots, which are marked by small floats which are difficult to see, may be found anywhere on the banks N and E of Anguilla, as well as on the banks between Anguilla and Saint Martin to the S.

Currency

The official unit of currency is the Eastern Caribbean dollar.

Government

General

Anguilla is the northernmost of the Leeward Islands. The territory also includes the island of Sombbrero and several off-shore islets.

Anguilla is a flat, rocky island comprised of coral overlaying volcanic debris and fringed by some of the finest white sand beaches in the Caribbean. The SE side of the island is generally much lower in elevation than the NW side of the island.

The climate is tropical oceanic, with rain throughout the year, particularly between May and December. Tropical storms and hurricanes may occur between July and November. Generally, summers are hotter than winters, although there is little variation in the temperatures.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.



Flag of Anguilla

Anguilla is a self-governing dependent overseas territory of the United Kingdom, with Queen Elizabeth II as its chief of state.

Anguilla is governed by a Governor appointed by the Queen. The 11-member unicameral House of Assembly consists of two ex-officio members (the Deputy Governor and the Attorney-General), two appointed members, and seven directly-elected members who serve 5-year terms.

The legal system is based on English common law.

The capital is The Valley.

Holidays

The following holidays are observed:

January 1	New Year's Day
Good Friday	Variable
Easter Monday	Variable
May 5	Labor Day
May 30	Anguilla Day
Second Saturday in June	Queen's Birthday
December 25	Christmas Day
December 26	Boxing Day

Industries

The main industries are tourism, boat building, offshore financial services, fishing, and salt-exporting.

Languages

English is the official language.

Navigational Information

Enroute Volume

Pub. 147, Sailing Directions (Enroute) Caribbean Sea Volume 1.

Maritime Claims

The maritime territorial claims of Anguilla are, as follows:

Territorial Sea	3 miles.
Fisheries or Economic Zone	200 miles.

Regulations

Marine Parks, designed to conserve the marine environment around Anguilla, have been established in the following locations:

1. Dog Island.
2. Prickly Pear Cays and Seal Island Reef.
3. Shoal Bay and Island Harbour.
4. Rendezvous Bay
5. Little Bay.
6. Sandy Island.

Various regulations, including no anchoring on the coral, apply in these areas. White mooring buoys may be used by vessels under 16.8m long who have a Marine Park Mooring Permit. Red mooring buoys are used by dive boats.

Further details may be obtained from the Department of Fisheries and Marine Resources, South Hill.

Search and Rescue

The Anguilla Marine Police Unit is responsible for coordinating search and rescue operations in association with MRCC Fort de France (Martinique).

MRCC Fort-de-France can be contacted by e-mail, as follows:

cross-fort-de-france@equipement.gouv.fr
mrcc.fortdefrance@wanadoo.fr

Time Zone

The Time Zone description is QUEBEC (+4). Daylight Savings Time is not observed.

U.S. Embassy

Anguilla is a dependent territory of the United Kingdom. There is no diplomatic representation.



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General

Antigua and Barbuda lies in the central portion of the Leeward Islands.

The local weather is generally dry and sunny, with the best weather from November to May. The sea breezes moderate the heat and humidity.

Antigua is low-lying and of volcanic origin. The island is of modest elevation with a gently rolling aspect. The hills on the SW side of the island are very irregular and serve as landmarks. Reefs and shoals surround most of the island.

Barbuda is a flat, featureless coral island with a large lagoon on its W side. The island has a maximum elevation of only 40m.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Dangerous shoals lie up to 17 miles W of Barbuda, up to 14 miles W of Antigua, and in the channel between the two islands. Antigua should be approached with caution, as shoal patches, over which there may be less water than charted, may be encountered.

There are over 80 known shipwrecks in the waters surrounding Antigua and over 120 in the waters surrounding Barbuda.

Currency

The official unit of currency is the Eastern Caribbean dollar.

Government



Flag of Antigua and Barbuda

Antigua and Barbuda is a parliamentary democracy. The country is divided into six parishes and two dependencies.

Elizabeth II, recognized as the Chief of State, appoints a Governor-General. The Prime Minister and the cabinet are appointed by the Governor-General. The bicameral Parliament is composed of a 17-member Senate (appointed by the Governor-General) and a 17-member House of Representatives (directly elected to 5-year terms).

The legal system is based on English common law.

The capital is St. John's.

Holidays

The following holidays are observed:

January 1	New Year's Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
First Monday in May	Labor Day
Whitmonday	Variable
Second Saturday in June	Queen's Birthday
First Monday in July	Caricom Day
First Monday and Tuesday of August	Carnival Days
October 7	Merchants Holiday
November 1	Independence Day
December 25	Christmas Day
December 26	Boxing Day

Industries

The main industries include tourism, beer and rum production, small appliances, and clothing.

Languages

English is the official language. Several local dialects are also spoken.

Navigational Information

Enroute Volume

Pub. 147, Sailing Directions (Enroute) Caribbean Sea Volume 1.

Maritime Claims

The maritime territorial claims of Antigua and Barbuda are, as follows:

Territorial Sea * 12 miles.

Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* Claims archipelagic status. Requires advance permission or notification for innocent passage of warships in the territorial sea.

Search and Rescue

The Antigua and Barbuda Defense Force Coast Guard is responsible for coordinating search and rescue operations in association with MRCC Fort de France (Martinique).

MRCC Fort-de-France can be contacted by e-mail, as follows:

cross-fort-de-france@equipement.gouv.fr
mrcc.fortdefrance@wanadoo.fr

The Antigua and Barbuda Defense Force Coast Guard can be contacted by e-mail, as follows:

abdfcg@candw.ag

A lifeboat station is located in English Harbour (17°00'N., 61°46'W.).

Time Zone

The Time Zone description is QUEBEC (+4). Daylight Savings Time is not observed.

U.S. Embassy

The U. S. Ambassador to Barbados is accredited to Antigua and Barbuda. The embassy is situated in the Canadian Imperial Bank of Commerce Building, Broad Street, Bridgetown.

The mailing addresses are, as follows:

1. Barbados address—
P.O. Box 302
Bridgetown, Barbados
2. U. S. address—
FPO AA 34055

U. S. Embassy Barbados Home Page http://bridgetown.usembassy.gov
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Cautions

Many small fishing vessels may be found anchored up to 3 miles off the coast of Aruba. It is very common for these vessels not to show any lights.

A tanker transfer area, best seen on the chart, is located WSW of Aruba. Tankers in this area should be given a wide berth as they are either anchored or, if underway, unable to maneuver.

The prevailing trade winds sometimes carry dense smoke from the oil refineries seaward. The resultant haze may obscure the island until within a distance of 6 miles.

The NE coast of Aruba is exposed to heavy breakers and should not be approached.

Currency

The official unit of currency is the Aruban florin.

Government

Aruba is an integral part of the Kingdom of the Netherlands. The island is fully autonomous concerning internal affairs. The Dutch government is responsible for defense and foreign affairs.

Aruba is governed by a Governor-General, appointed by the Queen, for a 6-year term. The unicameral Staten is composed of 21 directly-elected members serving 4-year terms.

The legal system is based on Dutch civil law, with some English common law influence.

The capital is Oranjestad.

General

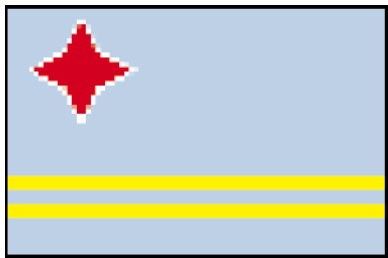
Aruba is an island located in the Caribbean Sea N of Venezuela.

The climate is tropical marine, with little seasonal temperature variation. A brief rainy season occurs from October to December.

The terrain is flat, with a few hills and scant vegetation.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.



Flag of Aruba

Holidays

The following holidays are observed:

January 1	New Year's Day
January 25	G. F. Betico Croes Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
March 18	Flag Day
April 30	Queen's Day
May 1	Labor Day
Ascension Day	Variable
Whitsunday	Variable
Whitmonday	Variable
July 1	Emancipation Day
Last Monday in July	Carnival Day
November 16	Statia/America Day
December 25	Christmas Day
December 26	Boxing Day

Industries

The main industries tourism, offshore banking, oil refining, and oil storage.

Languages

Dutch is the official language, although Papiamentu, a Spanish-Portuguese-Dutch-English dialect, predominates. English is also widely understood.

Navigational Information

Enroute Volumes

Pub. 148, Sailing Directions (Enroute) Caribbean Sea Volume 2.

Maritime Claims

The maritime territorial claims of Aruba are, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone	To median lines.

* Claims straight baselines. Requires advance permission or notification for innocent passage of warships in the territorial sea.

Pilotage

Pilotage is essential at all ports for anchoring and berthing alongside.

Regulations

Vessels carrying dangerous cargo must obtain special permission before entering any port. Cargo in transit must be stored in a sealed hold while in port.

It is prohibited to dump oily wastes overboard within 50 miles of the coast.

Search and Rescue

See Netherlands Antilles—Search and Rescue.

Signals

Visual storms signals are displayed by day, as follows:

Signal	Meaning
One red triangular flag	Small craft warning. Winds up to 34 knots
Two red triangular flags, vertically disposed	Gale warning. Winds of 34 to 47 knots.
One square red flag, with a centered black square	Whole gale warning. Winds of 48 to 63 knots.
Two square red flags, with a centered black square, vertically disposed	Hurricane warning. Winds over 63 knots.

Time Zone

The Time Zone description is QUEBEC (+4). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Mission is situated at J. B. Gorsiraweg #1, Willemstad, Curacao.

The mailing address is P.O. Box 158, Willemstad, Curacao.



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Government



Flag of the Bahamas

General

The Bahamas is an extensive chain of islands located in the Caribbean Sea SE of Florida.

The climate is tropical maritime and moderated by the warm waters of the Gulf Stream.

The terrain consists of flat coral formations with some low rounded hills.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Bahamian dollar, consisting of 100 cents. United States currency is also in common use.

The Bahamas is an independent commonwealth of the United Kingdom. The country is divided into 21 districts.

Elizabeth II, recognized as the Chief of State, appoints a Governor-General. The cabinet is appointed by the Governor-General. The bicameral legislature is composed of a 14-member Senate (appointed by the Governor-General to 5-year terms) and a 40-member House of Assembly (directly elected to 5-year terms).

The legal system is based on English common law.

The capital is Nassau, New Providence.

Holidays

The following holidays are observed:

January 1	New Year's Day
Good Friday	Variable

Easter Sunday	Variable
Easter Monday	Variable
First Friday in June	Labor Day
Whitmonday	Variable
July 10	Independence Day
First Monday in August	Emancipation Day
October 12	Discovery Day
December 25	Christmas Day
December 26	Boxing Day

Industries

The main industries are tourism, banking, cement, oil refining and transshipment, salt production, and rum.

Languages

English is primarily spoken, with Creole being the language of the Haitian immigrants.

Navigational Information

Enroute Volume

Pub. 147, Sailing Directions (Enroute) Caribbean Sea Volume 1.

Maritime Claims

The maritime territorial claims of the Bahamas are, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Limit of Exploitation.

* Claims archipelagic status.

Maritime Boundary Disputes

Unable to agree on a maritime boundary with the United States.

Search and Rescue

The Bahamas Air Sea Rescue Association (BASRA) is a voluntary organization working in cooperation with the U.S.

Coast Guard and the Royal Bahamas Defense Forces. Assistance can be requested, as follows:

1. U.S. Coast Guard—VHF channel 16 or 2182 kHz.
2. Nassau Marine Operator—VHF channel 27, 2182 kHz, or 2198 kHz.
3. Royal Bahamas Defense Force—VHF channel 22A.
4. Automatic repeater stations, with a range of 50 miles, as follows:
 - a. Freeport—VHF channel 86 or 84.
 - b. Chub Cay, Berry Islands—VHF channel 22A.
 - c. Highbourne Cay, Exuma—VHF channel 22A.

The Bahamas Air Sea Rescue Association (BASRA) can be contacted, as follows:

Internet: <http://www.basra.org>

E-mail: control@basra.org

BASRA stations are located, as follows:

1. Abacos.
2. Freeport.
3. The Berry Islands.
4. Nassau.
5. Eleuthera.
6. Exumas.
7. Cat Island.
8. Crooked Island.
9. Long Island.

Time Zone

The Time Zone description is ROMEO (+5). Daylight Savings Time (QUEBEC+4)) is maintained from the first Sunday in April until the Saturday before the last Sunday in October.

U.S. Embassy

The embassy is situated in the Mosmar Building, 42 Queen Street, Nassau.

The mailing addresses are, as follows:

1. Bahamas address—
P.O. Box N-8197
Nassau
2. U.S. address—
3370 Nassau Place
Washington, DC (205219-3370)

U. S. Embassy Bahamas Home Page
<http://nassau.usembassy.gov>



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It has been reported that when approaching Barbados from E the lights from the houses on the inland hill can be seen long before the navigational lights on Ragged Point or South Point.

Currency

The official unit of currency is the Barbados dollar, consisting of 100 cents.

Government

General

Barbados is an island nation located in the Caribbean Sea NE of Venezuela.

The climate is tropical, with a rainy season from June to October. There is little temperature variation over the year and it is seldom excessively hot. The hurricane season extends from May through September.

The terrain is relatively flat, rising gently to a central highland.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Extensive local fishing takes place around the island. Most local fishing boats range in length from 6 to 9m.



Flag of Barbados

Barbados is a parliamentary democracy. The country is divided into 11 parishes.

Elizabeth II, recognized as the Chief of State, appoints a Governor-General. The Prime Minister and the cabinet are appointed by the Governor-General. The bicameral Parliament is composed of a 21-member Senate (appointed by the Governor-General) and a 28-member House of Assembly (directly elected to 5-year terms). It has been reported (2003)

that the Constitution is being amended to allow the replacement of Elizabeth II as Chief of State by a Barbadian president.

The legal system is based on English common law.

The capital is Bridgetown.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 21	Earl Barrow Day
April 28	Heroes Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
Whitmonday	Variable
August 1	Emancipation Day
First Monday in August	Kadooment Day
November 30	Independence Day
December 25	Christmas Day
December 26	Boxing Day

Industries

The main industries are tourism, sugar, and light manufacturing.

Languages

English is the official language.

Navigational Information

Enroute Volume

Pub. 147, Sailing Directions (Enroute) Caribbean Sea Volume 1.

Maritime Claims

The maritime territorial claims of Barbados are, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone	200 miles.

* Requires advance permission or notification for innocent passage of warships in the territorial sea.

Maritime Boundary Disputes

Seeking arbitration on the claim that the N limit of Trinidad and Tobago's maritime boundary extends into the territorial waters of Barbados.

Joining other Caribbean states to counter Venezuela's claim that Isla Aves (15°42'N., 63°38'W.) sustains human habitation, which would permit Venezuela to extend its Exclusive Economic Zone over a large portion of the Caribbean Sea.

Search and Rescue

The Barbados Coast Guard is responsible for coordinating search and rescue operations through the Maritime Rescue Coordination Subcenter (MRSC) Barbados Coast Guard.

The Barbados Coast Guard, Barbados External Communications, and Barbados Coast Radio Station (8PO) maintain a continuous listening watch for distress traffic and 2182 kHz and VHF channel 16.

Signals

Visual storms signals are displayed, as follows:

Day signal	Night signal	Meaning
Two square red flags, with a centered black square, vertically disposed	Two red lights, vertically disposed	Hurricane force winds expected within 24 hours.
Square green flag, with a diagonal white stripe	One green light	Island is out of danger

Time Zone

The Time Zone description is QUEBEC (+4). Daylight Savings Time is not observed.

U.S. Embassy

The embassy is situated in the Canadian Imperial Bank of Commerce Building, Broad Street, Bridgetown.

The mailing addresses are, as follows:

1. Barbados address—
P.O. Box 302
Bridgetown
2. U. S. address—
CMR 10145
APO AA 34055

U. S. Embassy Barbados Home Page
<http://bridgetown.usembassy.gov>



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General

Belgium is located in western Europe, bordering the North Sea between France and the Netherlands.

The climate is temperate, with mild winters and cool summers that are rainy, humid and cloudy.

The terrain is flat coastal plains in the NW, with central rolling hills, and the rugged mountains of the Ardennes Forrest in the SE.

The Schelde and the Maas are large rivers which have their sources in France. In Belgium, these rivers are called the Es-caut and Meuse, respectively.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

High speed craft operate between the coast of Belgium and the coast of the United Kingdom. For further information on high speed craft, see United Kingdom.

Currency

The official unit of currency is the Euro, consisting of 100 cents.

Firing Areas

Firing practice takes place in the coastal sectors of the following areas:

1. Area 1—Within a radius of 2.5 miles centered on Nieuwpoort Light (51°09.3'N., 2°43.9'E.).
2. Area 2—Within a radius of 7.5 miles centered on 51°08.7'N, 2°46.2'E.
3. Area 3—Within a radius of 12.8 miles centered on 51°08.7'N, 2°46.2'E.

During firing practice, the following signals are shown from a mast in 51°09.3'N, 2°44.2'E (350m WSW of Nieuwpoort water tower):

1. A square red flag with a red ball above it indicates Area 1 in use.

2. A square red flag with two balls above it indicates Area 2 in use.

3. A square red flag with three balls above it indicates Area 3 in use.

For mine exercise areas situated off the coast, see The Netherlands.

Government



Flag of Belgium

Belgium is a constitutional monarchy. The country is divided into ten provinces and one region.

King Albert II is the Head of State. The Prime Minister is named by the King and approved by the Parliament. The bicameral Parliament is composed of the 71-member Senate, of which 40 members are directly elected and 31 members are indirectly elected, serving 4-year terms, and the 150-member Chamber of Deputies, directly elected under a proportional representation system, serving 4-year terms.

The legal system is based on civil law influenced by English constitutional theory.

The capital is Brussels.

Holidays

The following holidays are observed:

January 1	New Year's Day
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
Ascension Day	Variable
Whitsunday	Variable
Whitmonday	Variable
July 11	Flemish Community Holiday
July 21	Independence Day
August 15	Assumption Day
September 27	French Community Holiday

November 1

All Saints' Day

November 11

Armistice Day

December 25

Christmas Day

Industries

The main industries are engineering and metal products, motor vehicle assembly, processed food and beverages, chemicals, basic metals, textiles, glass, petroleum, and coal.

Languages

Dutch, French, and German are the official languages. Dutch is the predominant language in the Flemish north; French is the predominant language in the Walloon south.

Mined Areas

Mines are occasionally detonated off the Belgian coast in a circular area, with a radius of 4 miles, centered on position 51°29.1'N, 2°50.0'E. Shipping will be notified on VHF channel 16 and are strongly requested to avoid the danger area from 2 hours before until just after the detonation.

Navigational Information

Enroute Volume

Pub. 192, Sailing Directions (Enroute) North Sea.

Maritime Claims

The maritime territorial claims of Belgium are, as follows:

Territorial Sea	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles to defined coordinates.
Continental Shelf *	Continental Shelf (no specified limits).

* Extends to a median line equidistant from the baseline of its neighbors.

Pilotage

For information concerning Deep Sea Pilotage in the North Sea, the English Channel, and Skagerrak, see United Kingdom—Pilotage.

A pilotage agreement based on an international treaty between Belgium and the Netherlands applies to the estuary of Westerschelde. Both countries have authority to pilot vessels from sea to Antwerpen and Ghent and conversely.

Pollution

In Belgian waters, the Belgian Pilot Service is responsible for maintaining oil pollution regulations. In the event of pollution, masters are requested to send a report containing the following information:

1. Vessel name.
2. Vessel type.
3. Nationality.
4. Position.
5. Date and time (in Central European Time).
6. Wind force and direction.
7. High water.
8. Tidal current (speed and direction).
9. Any other relevant information.

Reports should be made as quickly as possible to Oostende Pilot Watch (VHF channel 9), Vlissingen Radio (VHF channel 14), or Zandvliet (VHF channel 12 or 16), depending on the vessel's position.

If it is not possible to relay the message through these locations, the vessels should contact the Belgian Pilot Service (at Antwerpen or Oostende) or the Netherlands Pilot Service (at Antwerpen, Oostende, or Vlissingen) as soon as possible. When ashore, a hand-written report, accompanied, if possible, by an oil sample, should be submitted.

Regulations

Particularly Sensitive Sea Areas (PSSA)

The waters off the W coast of the United Kingdom, Ireland, Belgium, France, Spain, and Portugal, from the Shetland Islands in the N to Cabo San Vicente in the S, including the English Channel, were granted (2004) the status of PSSA by the International Maritime Organization.

A PSSA is an area that requires special protection because of its vulnerability to damage caused by marine activities. Vessels operating in or near such an area should exercise the utmost care to avoid damage to the maritime environment and the marine organisms in it. No waste should be discharged overboard.

The Western Europe Tanker Reporting System (WETREP) was instituted to help protect the environment of the PSSA.

Western Europe Tanker Reporting System (WET-REP)

The Western Europe Tanker Reporting System (WETREP), a mandatory reporting system, is in effect. The Reporting Area covers the waters off Belgium; the W coast and English Channel coasts of France; Ireland; Portugal; the N and W coasts of Spain; and the English Channel and W coasts of the United Kingdom, including the Shetland Isles.

Further information on WETREP can be found in United Kingdom—Regulations—Reporting Systems.

Search and Rescue

Lifeboats and rescue equipment are maintained at Oostende (51°09'N., 2°43'E.), Nieuwpoort (51°14'N., 2°55'E.), and Zeebrugge (51°20'N., 3°12'E.).

A watch during inclement weather is also kept at De Panne (51°05'N., 2°36'E.), Middelkerke (51°11'N., 2°49'E.), and Blankenberge (51°19'N., 3°08'E.).

The Belgian Coastguard Service, "Coastguard Oostende," is responsible for coordinating search and rescue operations.

MRCC Oostende and Oostende Radio (OST) both maintain a continuous listening watch for distress traffic on 2182 kHz, 2187.5 kHz, VHF channel 16, and VHF channel 70. MRCC Oostende can be contacted by e-mail, as follows:

kustwachtoostende@vlaanderen.be

Maritime Rescue Coordination subcenters are located at Nieuwpoort and Zeebrugge. A Rescue Subcenter is situated at Koksye airforce helicopter base.

Port Control Oostende also maintains a listening watch for message traffic regarding search and rescue on VHF channel 9.

Signals

Vessels requesting pilotage for Belgian ports may do so by displaying Flag G by day, sending Morse P by flashing light at night, and by sounding the letter H in reduced visibility, 3 seconds after sounding the prescribed international signal in fog. Similar methods may be employed to request port pilotage by signalling G6 for the port of Zeebrugge, G7 for Nieuwpoort, and G8 for Oostende.

The following storm signals are displayed at Oostende, Nieuwpoort, Blankenberge, and Zeebrugge for winds of force 4 or higher:

1. By day—Two black cones, points together.
2. By night—A violet flashing light.

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time (BRAVO (-2)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

Traffic Separation Schemes

Traffic Separation Schemes (TSS) in Belgium are, as follows:

1. At North Hinder. (IMO adopted)
2. In the approaches to the Hook of Holland. (IMO adopted)
3. At West Hinder. (IMO adopted)

U.S. Embassy

The U. S. Embassy is situated at Regentlaan 27 Boulevard du Regent, Brussels.

The mailing addresses are, as follows:

1. Belgium address—
Regentlaan 27 Boulevard du Regent
B-1000, Brussels
2. U. S. address—
PSC 82, Box 0020
APO AE 09724

U. S. Embassy Belgium Home Page
<http://brussels.usembassy.gov>



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Government



General

Belize is located in Central America between Guatemala and Mexico. The country borders the Caribbean Sea.

The climate is tropical, very hot, and humid, with a rainy season from May to February.

The terrain is flat, with a swampy coastal plain. The interior consists of rich grasslands and low mountains rising in the S.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Belize dollar, consisting of 100 cents.

Flag of Belize

Belize is a parliamentary democracy. The country is divided into six districts.

Elizabeth II, recognized as the Chief of State, appoints a Governor-General. The Prime Minister and the cabinet are appointed by the Governor-General. The bicameral Parliament is composed of a 9-member Senate (appointed by the Governor-General) and a 29-member House of Assembly (directly elected to 5-year terms).

The legal system is based on English common law.

The capital is Belmopan.

Holidays

The following holidays are observed:

January 1	New Year's Day
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March 9	Baron Bliss Day
Carnival	Variable (week before Lent)
Good Friday	Variable
Holy Saturday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
May 24	Commonwealth Day/ Emancipation Day
September 10	St. George's Caye Day
September 21	Independence Day
October 12	Pan American Day
November 19	Garifuna Settlement Day
December 1	Bank Holiday
December 25	Christmas Day
December 26	Boxing Day

Industries

The main industries are garment production, food processing, tourism, and construction.

Languages

English is the official language. Spanish, Mayan, and Garifuna (Carib) are also spoken.

Navigational Information

Enroute Volume

Pub. 148, Sailing Directions (Enroute) Caribbean Sea Volume 2.

Maritime Claims

The maritime territorial claims of Belize are, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone	200 miles.

* Claims straight baselines. The territorial sea is only 3 miles from the mouth of the Sarstoon River to Ranguana Cay.

Search and Rescue

The Maritime Wing of the Belize Defense Force is responsible for the coordination of search and rescue operations. A continuous listening watch for distress traffic is maintained on 2182 kHz and VHF channel 16.

Signals

The following storm signals are displayed on the coast of Belize:

1. A square red flag means either:
 - a. A tropical depression has developed or moved into the area S of 21°N, and W of 80°W.
 - b. A tropical storm or hurricane has developed or moved into the area S of 21°N, and between 80°W and 83°W.
2. A square red flag, with a black center, means a storm or hurricane has developed or moved into the area S of 20°N and between the longitudes 83°W and 85°W.
3. Two square red flags with black centers means that a tropical storm or hurricane has developed or moved into the quadrant S of 20°N and W of 85°W.
4. A square green flag means that a tropical depression, tropical storm, or hurricane has passed and no longer poses a threat to Belize or its coastal waters.

Time Zone

The Time Zone description is SIERRA (+6). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at 29 Gabourel Lane, Belize City.

The mailing addresses are, as follows:

1. Belize address—
29 Gabourel Lane
P.O. Box 286
Belize City
2. U. S. address—
Unit 7401
APO AA 34025

U. S. Embassy Belize Home Page
<http://belize.usembassy.gov>



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Currency

The official unit of currency is the Bermudian dollar, consisting of 100 cents. Canadian and U.S. currency is also in use and is generally accepted.

Government



Flag of Bermuda

General

Bermuda is a group of islands located in the North Atlantic Ocean, E of North Carolina. The islands are low-lying coral formations.

The climate is subtropical, mild, and humid. Winter gales and strong winds are common.

The terrain consists of low hills separated by fertile depressions.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Bermuda is a dependent territory of the United Kingdom. It is divided into nine parishes and two municipalities.

Elizabeth II, recognized as the Chief of State, appoints a Governor. The Premier and the cabinet are appointed by the Governor. The bicameral Parliament is composed of a 11-member Senate (appointed by the Governor) and a 40-member House of Assembly (directly elected to 5-year terms).

The legal system is based on English law.

The capital is Hamilton.

Holidays

The following holidays are observed:

January 1	New Year's Day
Good Friday	Variable
Easter Sunday	Variable
May 24	Bermuda Day
Third Monday in June	Queen's Birthday
August 3	Emancipation Day
Thursday before first Monday in August	Cup Match Day
Friday after Cup Match Day	Somers Day
First Monday in September	Labor Day
November 11	Remembrance Day
December 25	Christmas Day
December 26	Boxing Day

Industries

Tourism is Bermuda's primary industry. Additional sectors of the economy are based in finance, structural concrete products, paints, pharmaceuticals, and ship repair.

Languages

English is the official language.

Navigational Information

Enroute Volume

Pub. 147, Sailing Directions (Enroute) Caribbean Sea Volume 1.

Maritime Claims

The maritime territorial claims of Bermuda are, as follows:

Territorial Sea	12 miles.
Fisheries or Economic Zone	200 miles.

Pilotage

Pilotage is compulsory for all vessels, except naval vessels and yachts. Pilotage is available during daylight hours only. Pilots board about 2 miles ENE of St. David's Head Light, in the vicinity of Fairway Lighted Buoy.

Regulations

A Vessel Traffic Management System (VTMS) is in operation; it is voluntary for vessels passing within 30 miles of Bermuda and mandatory for vessels sailing for ports in Bermuda or for vessels intending to navigate within the charted Area to be Avoided.

For further information on the VTMS and the Area to be Avoided, see paragraph 1.1 of Pub. 147, Sailing Directions (Enroute) Caribbean Sea, Volume I.

Radar assistance is available, primarily for vessels having inadequately-scaled charts of the area. The working channel for Bermuda Pilots is VHF channel 12.

Departure reports are mandatory 15 minutes prior to departure from any berth or anchorage and should be forwarded to Bermuda Pilots.

Quarantine regulations are strictly enforced. All vessels requesting free pratique must anchor in Saint George's Harbor and hoist International Flag Q.

Naval vessels and commercial vessels calling regularly which have received prior permission, and vessels which have been granted pratique by radio, will be visited upon berthing.

Search and Rescue

Bermuda Harbor Radio (ZBM) maintains a continuous listening watch for distress traffic on 2182 kHz, 2187.5 kHz, 4125 kHz, VHF channel 16, and VHF channel 70. It is also the location of Rescue Coordination Center (RCC) Bermuda.

Further information can be obtained, as follows:

1. Web page: <http://www.rccbermuda.bm>
2. E-mail: operations@rccbermuda.bm

Time Zone

The Time Zone description is QUEBEC (+4). Daylight Savings Time (PAPA (+3)) is maintained from the first Sunday in April until the Saturday before the last Sunday in October.

U.S. Embassy

There is a Consulate General situated at Crown Hill, 16 Middle Road, Devonshire, Hamilton.

The mailing addresses are, as follows:

1. Bermuda address—
P.O. Box HM325
Hamilton HMBX
2. U. S. address—
American Consulate General Hamilton
Department of State
Washington DC 20520-5300

U. S. Consulate Bermuda Home Page
<http://hamilton.usconsulate.gov>



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Cautions

Vessels engaged in seismic surveys and other research projects may be encountered in the Adriatic Sea, normally inside the 200m depth curve.

Currency

The official unit of currency is the Konvertiblna marka, consisting of 100 pfening.

Government

General

Bosnia-Herzegovina is located on the E side of the Adriatic Sea. The country's coastline is only about 11 miles long.

The climate is generally considered continental, with steady rainfall throughout the year, although in areas nearer the coast it is more Mediterranean in character.

The coast is generally high and picturesque, with steep cliffs in places. Inland are high mountain ranges, fertile plains, and dense forests.



Flag of Bosnia-Herzegovina

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Bosnia-Herzegovina is a federal democratic republic. The country is divided into the Bosnian/Croat Federation, the Bosnian/Serb Republika Srpska, and the internationally-supervised Brcko District.

Bosnia-Herzegovina is governed by a directly-elected rotating three-member Presidency (one Croat, one Muslim, and one Serb) serving a 4-year term. The bicameral Parliamentary Assembly consists of a directly-elected 42-member National House of Representatives (14 Croats, 14 Muslims, and 14 Serbs), serving 4-year terms, and the appointed 15-member House of Peoples (5 Croats, 5 Muslims, and 5 Serbs), elected by the legislatures of the Bosnian/Croat Federation and the Bosnian/Serb Republika Srpska, serving 4-year terms.

The legal system is based on civil law.
The capital is Sarajevo.

Holidays

The following holidays are observed:

January 2	New Year's Day
January 6	Orthodox Christmas Eve *
January 7	Orthodox Christmas Day *
January 14	Orthodox New Year's Day *
January 19	Orthodox Epiphany *
March 1	Independence Day **
Good Friday	Variable *
Easter	Variable *
May 1	Labor Day
May 2	Labor Day **
Pentecost	Variable *
August 15	Assumption Day **
November 1	All Saints' Day **
November 25	Statehood Day

* Banja Luka only.

** Sarajevo and Mostar only.

Industries

The main industries include steel production, mining, textiles, furniture, and motor vehicle assembly.

Languages

Serbo-Croatian is the official language.

Navigational Information

Enroute Volume

Pub. 132, Sailing Directions (Enroute) Eastern Mediterranean.

Maritime Claims

The territorial sea of Bosnia-Herzegovina is defined by median lines with Croatia.

Regulations

Any overboard discharge of harmful waste material into the waters of Bosnia-Herzegovina should be reported to the nearest harbor master's office.

Ship Reporting System

The Adriatic Ship Reporting System (ADRIREP), a mandatory system for certain vessels, is in effect for the Adriatic Sea N of latitude 40°25'N. For further information, see Italy—Regulations.

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time (BRAVO (-2)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

U.S. Embassy

The U.S. Embassy is situated at Alpešina 43, 7100 Sarajevo. The mailing address is the same.

U. S. Embassy Bosnia-Herzegovina Home Page
<http://sarajevo.usembassy.gov>



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General

The British Virgin Islands, located NE of the U.S. Virgin Islands, consists of 16 inhabited and more than 20 uninhabited islands.

The islands, all of which are of volcanic origin except for Anegada, are steep and hilly. Anegada, the northeasternmost island of the chain, is a low coral island.

The climate is subtropical and humid. Temperatures are moderated by the trade winds. Hurricanes and tropical storms can occur from July through October.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the U.S. dollar, consisting of 100 cents.

Government



Flag of the British Virgin Islands

The British Virgin Islands are internally self-governing overseas territory of the United Kingdom.

Elizabeth II, recognized as the Chief of State, appoints a Governor. The Chief Minister and the Executive Council are appointed by the Governor. The 13 members of the unicameral Legislative Council are directly elected to 4-year terms.

The legal system is based on English common law.

The capital is Road Town.

Holidays

The following holidays are observed:

January 1	New Year's Day
March 10	Commonwealth Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
Whitmonday	Variable
Second Saturday in June	Queen's Birthday
July 1	Territories Day
August 1-3	Bank Holiday
October 21	St. Ursula's Day
November 14	Prince of Wales' Birthday
December 25	Christmas Day
December 26	Boxing Day

Industries

The main industries are based on tourism, offshore financial activities, and fishing.

Languages

English is the official language. Spanish and Creole are also spoken.

Navigational Information

Enroute Volume

Pub. 147, Sailing Directions (Enroute) Caribbean Sea Volume 1.

Maritime Claims

The maritime territorial claims of the British Virgin Islands are, as follows:

Territorial Sea	3 miles.
Fisheries or Economic Zone	200 miles.

Search and Rescue

A National Emergency Committee is responsible for coordinating search and rescue operations. Virgin Islands Search and Rescue (VISAR), a volunteer organization, works closely with the U.S. Coast Guard. VISAR is not manned 24 hours, but rescue coordinators and lifeboat crews are on call 24 hours. VISAR can be contacted by e-mail, as follows:

admin@visar.org

Time Zone

The Time Zone description is QUEBEC (+4). Daylight Savings Time is not observed.

U.S. Embassy

The British Virgin Islands are a dependent territory of the United Kingdom. There is no diplomatic representation.



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General

Bulgaria is located in southeastern Europe on the Black Sea, between Romania on the N and Greece and Turkey on the S.

The S part of the country has a Mediterranean climate, with mild moist winters and hot dry summers. Further N conditions become more Continental, with a larger range of temperatures and greater amounts of rainfall in the summer and early fall.

The terrain is mostly mountainous, with lowlands in the N and SE.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the lev, consisting of 100 stotinki.

Government

Bulgaria is a parliamentary democracy. The country is divided into 28 provinces.

Bulgaria is governed by a directly-elected President serving a 5-year term. The Prime Minister is nominated by the President and elected by the National Assembly. The unicameral National Assembly consists of 240 directly-elected members, using a system of proportional representation, serving 4-year terms.

The legal system is civil law and criminal law based on Roman law.

The capital is Sofia.



Flag of Bulgaria

Holidays

The following holidays are observed:

January 1	New Year's Day (St. Basil's Day)
March 3	National Day (Liberation from the Ottomans)
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 6	St. George's Day (Bulgarian Army Day)
May 24	Sts. Cyril and Methodius Day
September 6	Unification Day
September 22	Independence Day
December 24	Christmas Eve
December 25	Christmas Day
December 26	Second Day of Christmas

Industries

The main industries are agriculture; food, beverages, and tobacco; machinery and equipment; base metals; chemical products; coke; refined petroleum; and nuclear fuel.

Languages

Bulgarian is the official language.

Navigational Information

Enroute Volume

BA NP 24, Black Sea and Sea of Azov Pilot (British Admiralty publication)

Maritime Claims

The maritime territorial claims of Bulgaria are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone **	200 miles.
Continental Shelf **	Depth of 200m or the Limit of Exploitation.

* Foreign submarines must navigate on the surface. The innocent passage of warships is limited to designated sea lanes.

** Limits to be established by agreement between states with adjacent or opposite coasts on the Black Sea on the basis of international law.

Restricted Areas

Bulgarian Regulated Areas, where navigation, fishing, and anchoring are prohibited, are listed below. The times during which these areas are either prohibited or dangerous for navigation, fishing, or anchoring are announced by radio navigational warnings 3 to 5 days before the start of the prohibition or dangerous operation.

Areas Prohibited for Navigation

East of Nos Shabla

Area 11 (former Area 15)—A circular area, with a radius of 0.5 mile, centered on position 43°33.5'N, 28°43.2'E.

Area 12 (former Area 16)—A circular area, with a radius of 0.5 mile, centered on position 43°32.4'N, 28°41.5'E.

Varnenski Zaliv

Area 13—Area bounded by lines joining the following positions:

- 43°12.38'N, 27°57.30'E.
- 43°12.12'N, 27°57.40'E.
- 43°12.12'N, 27°57.65'E.
- 43°12.38'N, 27°57.54'E.

Varna

Area No. 14—Area bounded by South Mole and lines joining the following positions:

- 43°11.52'N, 27°55.02'E. (South Mole)
- 43°11.44'N, 27°55.02'E.
- 43°11.44'N, 27°55.08'E.
- 43°11.52'N, 27°55.08'E. (South Mole)

Varnensko Ezero

Area No. 15—Area bounded by lines joining the following positions:

- 43°11.55'N, 27°50.60'E.
- 43°11.38'N, 27°50.60'E.
- 43°11.38'N, 27°50.82'E.
- 43°11.55'N, 27°50.82'E.

South of Nos Galata

Area No. 16—Area bounded by the shoreline and lines joining the following positions:

- a. 43°03.9'N, 27°54.8'E. (shore)
- b. 43°03.9'N, 27°55.1'E.
- c. 43°06.4'N, 27°55.8'E.
- d. 43°06.4'N, 27°55.4'E. (shore)

East of Cherni Nos

Area No. 17—A circular area, with a radius of 0.5 mile, centered on position 42°53.9'N, 28°03.3'E.

West of Nos Atiya

Area No. 18—A circular area, with a radius of 0.2 mile, centered on position 42°27.6'N, 27°34.4'E.

Areas Declared Periodically Dangerous for Navigation**Southeast of Balchik**

Area No. 111 (former Area 11)—Area bounded by lines joining the following positions:

- a. 43°21.4'N, 28°10.0'E.
- b. 43°15.0'N, 28°07.0'E.
- c. 43°19.0'N, 28°21.5'E.
- d. 43°21.4'N, 28°21.5'E.

East of Maslin Nos

Area No. 112—Area bounded by lines joining the following positions:

- a. 42°25.8'N, 27°45.0'E.
- b. 42°15.0'N, 27°52.5'E.
- c. 42°15.0'N, 28°07.8'E.
- d. 42°25.8'N, 28°01.0'E.

Areas Declared Temporarily Dangerous for Navigation**Southeast of Varna**

Area No. 211 (former Area 41)—Area bounded by lines joining the following positions:

- a. 42°59.0'N, 28°11.5'E.
- b. 42°35.0'N, 28°11.5'E.
- c. 42°59.5'N, 29°01.0'E.
- d. 43°16.0'N, 28°46.0'E.

East of Burgaskiy Zaliv

Area No. 212 (former Area 43)—Area bounded by lines joining the following positions:

- a. 42°39.0'N, 28°28.0'E.
- b. 42°18.5'N, 28°28.0'E.
- c. 42°18.5'N, 29°22.0'E.
- d. 42°39.0'N, 29°22.0'E.

Areas Prohibited for Anchoring, Fishing, Underwater and Dredging Operations, Trawling, and Underwater Explosions

Varnenski Zaliv

Area No. 311—Area bounded by the shoreline and lines joining the following positions:

- a. 43°11.3'N, 26°55.3'E. (shore)

- b. 43°11.3'N, 26°56.7'E.

- c. 43°12.7'N, 26°56.7'E. (shore)

Between Nos Shabla and Nos Kaliakra

Area No. 312 (former Area 32)—Area bounded by the shoreline and lines joining the following positions:

- a. 43°21.0'N, 28°28.0'E. (shore)
- b. 43°19.9'N, 28°30.0'E.
- c. 43°22.7'N, 28°48.0'E.
- d. 43°30.0'N, 28°50.0'E.
- e. 43°34.0'N, 28°50.0'E.
- f. 43°34.0'N, 28°35.5'E. (shore)

West of Nos Kaliakra

Area No. 313—Area bounded by the shoreline and lines joining the following positions:

- a. 43°23.2'N, 28°25.6'E. (shore)
- b. 43°22.7'N, 28°25.6'E.
- c. 43°22.7'N, 28°26.9'E.
- d. 43°23.0'N, 28°26.9'E. (shore)

South of Balchik

Area No. 314—A circular area, with a radius of 0.3 mile, centered on position 43°21.1'N, 28°10.4'E.

Eastsoutheast of Nos Galata

Area No. 320—A circular area, with a radius of 0.25 mile, centered on position 43°06'58.2"N, 28°07'31.2"E

Kora Burnu to Nos Sivriburun

Area No. 315—An area 1.5 miles on either side of the cable running N from a position 9 miles E of Kora Burnu (41°53'N., 28°03'E.) to Varna and 1.5 miles on either side of the cable running NE from a position 15.5 miles E of Nos Ilandzhik (43°07'N., 27°55'E.) to a position 13 miles E of Nos Sivriburun (43°44'N., 28°35'E.).

East of Cherni Nos

Area No. 316—A circular area, with a radius of about 0.15 mile, centered on position 42°53.9'N, 28°07.4'E.

Nos Emine

Area No. 55—Area bounded by the shoreline and lines joining the following positions:

- a. 42°41.96'N, 27°53.90'E. (shore)
- b. 42°41.89'N, 27°54.00'E.
- c. 42°41.98'N, 27°54.12'E.
- d. 42°42.05'N, 27°54.07'E. (shore)

Southwest of Ostrov Sveta Anastasiya

Area No. 317—Area bounded by the shoreline and lines joining the following positions:

- a. 42°27.50'N, 27°32.43'E. (shore)
- b. 42°28.38'N, 27°32.95'E.
- c. 42°28.20'N, 27°33.47'E.
- d. 42°27.29'N, 27°32.88'E. (shore)

Nos Atiya

Area No. 51—Area bounded by the shoreline and lines joining the following positions:

- a. 42°26.75'N, 27°34.54'E. (shore)
- b. 42°27.20'N, 27°34.44'E.
- c. 42°27.85'N, 27°35.00'E.
- d. 42°27.92'N, 27°35.18'E.
- e. 42°27.83'N, 27°35.42'E.
- f. 42°27.30'N, 27°35.84'E.
- g. 42°27.23'N, 27°35.71'E. (shore)

East of Nos Atiya

Area No. 318—A circular area, with a radius of 0.25 mile, centered on position 42°27.8'N, 27°36.2'E.

Nos Talasakra

Area No. 53—Area bounded by the shoreline and lines joining the following positions:

- a. 42°27.10'N, 27°38.88'E. (shore)
- b. 42°27.15'N, 27°38.88'E.
- c. 42°27.15'N, 27°39.15'E.
- d. 42°27.09'N, 27°39.32'E.
- e. 42°26.94'N, 27°39.28'E.
- f. 42°26.94'N, 27°39.15'E. (shore)

Northwest of Nos Khrisosotira

Area No. 52—Area bounded by the shoreline and lines joining the following positions:

- a. 42°26.07'N, 27°39.26'E. (shore)
- b. 42°25.95'N, 27°39.37'E. (shore)

South of Ostrov Sveta Ivan

Area No. 319—Area bounded by the shoreline and lines joining the following positions:

- a. 42°26.40'N, 27°41.35'E. (shore)
- b. 42°26.66'N, 27°41.00'E.
- c. the major arc of a circle with a radius of 0.47 mile centered on Ostrov Sveti Ivan Light (42°26.37'N., 27°41.45'E.) extending counterclockwise to
- d. 42°26.36'N, 27°42.00'E.
- e. 42°26.36'N, 27°41.97'E. (shore)

Sozopol

Area No. 54—Area bounded by the shoreline and lines joining the following positions:

- a. 42°25.56'N, 27°41.74'E. (shore)
- b. 42°25.55'N, 27°41.65'E.
- c. 42°25.38'N, 27°41.52'E.
- d. 42°25.25'N, 27°41.27'E.
- e. 42°25.29'N, 27°41.13'E.
- f. 42°25.60'N, 27°41.30'E.
- g. 42°25.68'N, 27°41.62'E.
- h. 42°25.64'N, 27°41.75'E. (shore)

Nos Maslen-Nos

Area No. 56—Area bounded by the shoreline and lines joining the following positions:

- a. 42°18.55'N, 27°47.58'E. (shore)
- b. 42°18.67'N, 27°47.58'E.
- c. 42°18.67'N, 27°47.86'E.
- d. 42°18.32'N, 27°47.86'E.
- e. 42°18.32'N, 27°47.53'E.
- f. 42°18.42'N, 27°47.53'E. (shore)

Southeast of Nos Rohi

Area No. 57—Area bounded by the shoreline and lines joining the following positions:

- a. 42°09.41'N, 27°52.48'E. (shore)
- b. 42°09.46'N, 27°52.62'E.
- c. 42°09.42'N, 27°52.74'E.
- d. 42°09.34'N, 27°52.65'E. (shore)

Note.—Former Regulated Areas 13, 35, 42, 44, and 45, which may still be charted on some charts, are no longer in force.

Search and Rescue

The Maritime Rescue Coordination Center (MRSC) Varna can be contacted by e-mail, as follows:

mrcc_vn@marad.bg

The Maritime Rescue Coordination Subcenter (MRSC) Burgas can be contacted by e-mail, as follows:

mrsc_bs@marad.bg

Burgas Coast Radio Station (LZL) and Varna Coast Radio Station (LZW) maintain a continuous listening watch for distress traffic on 2182 kHz and VHF channel 16. Distress information is forwarded to MRSC Varna and MRSC Burgas.

Time Zone

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

Traffic Separation Schemes

Traffic Separation Schemes (TSS) in Bulgaria are, as follows:

1. Between Burgas and Nos Kaliakra. (Government of Bulgaria)
2. In the Approaches to Burgas. (Government of Bulgaria)

U.S. Embassy

The U. S. Embassy is situated at 16 Kozyak Street, Sofia. The mailing addresses are, as follows:

1. Bulgaria address—
16 Kozyak Street
Sofia 1407
2. U. S. address—
Department of State
5740 Sofia Place
Washington, DC (20521-5740)

U. S. Embassy Bulgaria Home Page
<http://sofia.usembassy.gov>



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General

Canada is located in northern North America bordering the North Atlantic Ocean, the Arctic Ocean, and the Pacific Ocean. This publication covers only the Atlantic coast of Canada.

The climate varies from temperate in the S to subarctic and arctic in the N.

The terrain is mostly plains, with mountains in the W and lowlands in the SE.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

In winter, floating aids to navigation may be out of position, their equipment inoperative, their shape altered by ice formation or structural damage, and their color indistinguishable due to freezing spray, marine growth, or guano.

Cautions

The Canadian Coast Guard's Marine Communications and Traffic Services (MCTS) are in the process (2003) of installing Automatic Identification System (AIS) equipment at selected radio sites associated at MCTS Centers (St. John's, Placentia Bay, Halifax, Les Escoumins, Quebec, and Montreal) for testing purposes. The AIS equipment is in an operational test status. Mariners may observe an AIS ICON identifying a shore-based station on their AIS display.

Currency

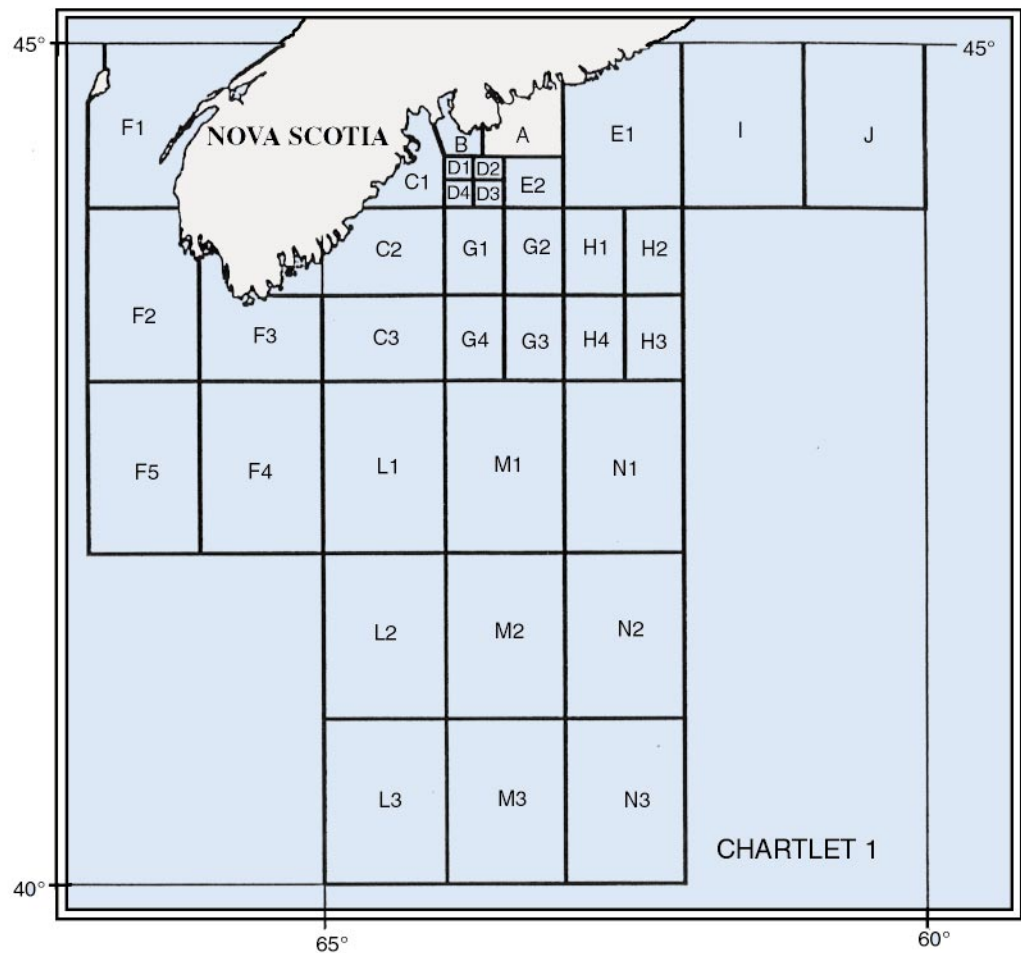
The official unit is the Canadian dollar, consisting of 100 cents.

Firing Areas

Firing practices, bombing practices, and defense exercises take place in a number of areas off the coasts of Canada.

A vessel may be aware of the existence of a practice area from Local Notices to Mariners or similar method of promulgation and by observing the warning signals of the practice.

Except where stated, areas are only in use intermittently or over limited periods, and when it is intended that a firing practice and exercise area be used. This information will be prom-



ulgated by local Department of Transports, Marine Radio Broadcasts and may also be advertised in local newspapers. Maritime Command vessels are informed by Navigational Warning Messages (CANHYDROLANT).

Firing Exercise Areas		
Area	Coordinates	Chartlet No.
Delta One	44°19'N, 64°00'W 44°19'N, 63°45'W 44°10'N, 63°45'W 44°10'N, 64°00'W	1
Delta Two	44°19'N, 63°45'W 44°19'N, 63°30'W 44°10'N, 63°30'W 44°10'N, 63°45'W	1

Firing Exercise Areas		
Area	Coordinates	Chartlet No.
Delta Three	44°10'N, 63°45'W 44°10'N, 63°30'W 44°00'N, 63°30'W 44°00'N, 63°45'W	1
Delta Four	44°10'N, 64°00'W 44°10'N, 63°45'W 44°00'N, 63°45'W 44°00'N, 64°00'W	1
Echo Two	44°19'N, 63°30'W 44°19'N, 63°00'W 44°00'N, 63°00'W 44°00'N, 63°30'W	1

Firing Exercise Areas		
Area	Coordinates	Chartlet No.
Golf One	44°00'N, 64°00'W 44°00'N, 63°30'W 43°30'N, 63°30'W 43°30'N, 64°00'W	1
Golf Two	44°00'N, 63°30'W 44°00'N, 63°00'W 43°30'N, 63°00'W 43°30'N, 63°30'W	1
Golf Three	43°30'N, 63°30'W 43°30'N, 63°00'W 43°00'N, 63°00'W 43°00'N, 63°30'W	1
Golf Four	43°30'N, 64°00'W 43°30'N, 63°30'W 43°00'N, 63°30'W 43°00'N, 64°00'W	1
Hotel One	44°00'N, 63°00'W 44°00'N, 62°30'W 43°30'N, 62°30'W 43°30'N, 63°00'W	1
Hotel Two	44°00'N, 62°30'W 44°00'N, 62°00'W 43°30'N, 62°00'W 43°30'N, 62°30'W	1
Hotel Three	43°30'N, 62°30'W 43°30'N, 62°00'W 43°00'N, 62°00'W 43°00'N, 62°30'W	1
Hotel Four	43°30'N, 63°00'W 43°30'N, 62°30'W 43°00'N, 62°30'W 43°00'N, 63°00'W	1

Fishing Areas

Throughout the year, but especially in summer, large concentrations of fishing vessels may be encountered anywhere on the Grand Banks of Newfoundland and on the Nova Scotian shelf. Large fleets may also be encountered throughout the year in the S approaches to the Bay of Fundy and within the area of Grand Manan Basin between Grand Manan Island and Nova Scotia.

Fishing gear in the waters off the Atlantic coast of Canada extending horizontally in the sea is marked, as given in the accompanying table.

Government



Flag of Canada

Canada is a confederation with a parliamentary democracy. The country is divided into ten provinces and three territories.

Elizabeth II, recognized as the Chief of State, appoints a Governor-General. The Governor-General appoints a Prime Minister after Parliamentary elections are held. The bicameral Parliament consists of a 105-member Senate, appointed by Governor-General for 5-year terms, and a directly-elected 301-member House of Commons, serving 5-year terms.

The legal system is based on English common law, except in the province of Quebec, where the legal system is based on French civil law.

The capital is Ottawa.

Fishing Gear Markings—East Coast of Canada		
Type of gear	Day signal	Night signal
Horizontal fishing gear—West end *	A buoy with two square black flags or one square black flag over a black radar reflector.	A buoy with two white lights.
Horizontal fishing gear—East end *	A buoy with an square orange flag or an orange radar reflector.	A buoy with one white light.
Anchored fishing gear not extending horizontally	Buoy with a square blue flag or blue radar reflectore	One white light
Drifting fishing gear	At each end and at distances of not more than two miles along its length, a buoy with a square green flag	At each end and at distances of not more than two miles along its length, a buoy with a white light
* The direction in which the gear extends may be further by a buoy moored of each end, showing, as follows: <ol style="list-style-type: none"> 1. By day—A square white flag or white radar reflector. 2. By night—One white light. 		

Holidays

The following holidays are observed:

January 1	New Year's Day
January 2	New Year's Day (Montreal and Quebec City only)
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
First Monday on or preceding May 24	Victoria Day
June 24	St. Jean Baptiste Day (Montreal and Quebec City only)
July 1	Canada Day
First Monday in September	Labor Day
Second Monday in October	Thanksgiving Day
November 11	Remembrance Day
December 25	Christmas Day
December 26	Boxing Day

Note.—Canadian holidays falling on a Saturday or Sunday are observed the following Monday.

The Province of Quebec observes the following local holidays:

Epiphany; Ash Wednesday; Ascension Day; All Saints' Day; and Immaculate Conception Day.

Newfoundland observes the following local holidays:

St. Patrick's Day; St. George's Day; Discovery Day; Orangeman's Day; Annual Regatta Day; and Boxing Day.

Ice

In February or March of each year, depending on the iceberg conditions, the International Ice Patrol begins its annual service of guarding the SE, S, and SW limits of the regions of icebergs in the vicinity of the Grand Banks of Newfoundland for the purpose of informing ships of the extent of this dangerous region. Reports of ice in this area are collected from passing ships and from Ice Patrol aircraft. Ice information is broadcast in Ice Patrol Bulletins. See Pub. 117, Radio Navigational Aids and U.S. Notice to Mariners No. 1 of each year.

It should always be borne in mind that all original reported positions of pack ice or bergs may be subject to large observational errors and that they become less reliable as time goes on, owing to the impossibility of forecasting the drift.

In the case of the bergs, the surface current, subsurface current, wind, and the wash of the sea all have their effect on its drift, the current having the most effect, so that a berg is often seen drifting to windward.

The International Ice Patrol Service advises ship masters not to venture into pack ice N of latitude 45°30'N before the middle of April.

The Canadian Coast Guard has a limited number of icebreakers available for the escort and support of shipping, although they cannot always be provided when requested.

General requirements include the capability of communicating on the following frequencies: 2237 kHz, 2134 kHz, 2738 kHz, 2182 kHz, 156.8 MHz, and 156.3 MHz.

Experience has shown that non-ice-strengthened ships with an open water speed of about 12 knots often become hopelessly beset in relatively light ice conditions, whereas an adequately powered ice-strengthened ship should be able to make progress through six- or seven-tenths first year ice.

These latter ships are often able to proceed independently without any assistance other than routing advice. The route recommended by the appropriate Ice Operations Officer is based on the latest available information and masters are advised to adjust their course accordingly.

For further information, also see the sections on ice navigation in Bowditch, and the ice communications sections in Pub. 117, Radio Navigational Aids and Pub. 102, International Code of Signals.

Superstructure icing may be encountered in the Gulf of St. Lawrence and in the proximity of the Newfoundland and Nova Scotia coasts during winter months.

Ice has been reported to form a thickness of about 10cm in 4 to 12 hours, when freezing air temperatures are combined with sea spray. This combination rapidly produces an unstable condition in smaller vessels, and the danger should be minimized by adjusting course and speed to reduce the amount of spray being accumulated and by chopping the ice as it forms on the superstructure, seeking shelter or, if circumstances permit, steering towards warmer water.

Observations indicate that icing is most frequently encountered W of the 40°W in the vicinity of Newfoundland and up to 250 miles from the Nova Scotia coastline between the months of January and March.

Vessels crossing the North Atlantic Ocean shall avoid, as far as practicable, crossing the Grand Banks of Newfoundland N of 43°N and pass outside regions known or believed to be endangered by ice.

The above precautions are also advisable in the vicinity of the Nova Scotia banks.

Ice Navigation, Routing, and Requests for Icebreaker Assistance

During the winter navigation season, a system for providing ice navigation and routing information is provided to ships intending to transit or operate off the E coast of Canada and the waters of the Gulf of St. Lawrence. Access to this service can be obtained by contacting the Eastern Canada Traffic System (ECAREG CANADA).

Information on ice conditions is also available for vessels in Newfoundland waters, as well as the coast of Labrador and Hamilton Inlet.

In the St. Lawrence River W of longitude 66°W to Montreal, vessel movement is under the control of the Vessel Traffic Services (VTS) system. During the winter navigation season, information concerning recommended ice routes, ice condi-

tions, and icebreaker assistance is provided by the Traffic Centers at Escoumins, Quebec, and Montreal.

Contact information for the above systems can be seen in the accompanying table.

Industries

The main industries are processed and raw minerals, food products, wood and paper products, transportation equipment, chemicals, fish products, petroleum, and natural gas.

Languages

English and French are both official languages.

Navigational Information

Enroute Volumes

Pub. 145, Sailing Directions (Enroute) Nova Scotia and the Saint Lawrence River.

Pub. 146, Sailing Directions (Enroute) Newfoundland, Labrador, and Hudson Bay.

Pub. 154, Sailing Directions (Enroute) British Columbia.

Maritime Claims

The maritime territorial claims of Canada are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* Claims straight baselines. All waters between Canadian islands in the Arctic are claimed as internal waters. Hudson Bay is claimed as historic waters.

Maritime Boundary Disputes

Managed maritime boundary disputes with the United States at the following locations:

1. Dixon Entrance (British Columbia/State of Alaska).
2. Strait of Juan de Fuca (Vancouver Island/State of Washington).
3. Beaufort Sea (Yukon Territory/State of Alaska).
4. Machias Seal Island (44°30'N., 67°06'W.) and North Rock (New Brunswick/State of Maine).

Uncontested dispute with Denmark over the sovereignty of Hans Island (80°49'N., 66°30'W.), located in Kennedy Channel between Ellesmere Island and Greenland.

Offshore Drilling

Oil Drilling

Extensive oil and gas exploration and exploitation is underway off the E coast of Canada. Mariners are cautioned that fixed and floating drilling platforms, a floating production storage and offloading unit (FPSO Sea Rose), supply vessels, and shuttle tankers may be encountered underway or at anchor within the safety zone bounded by lines joining the following positions:

- a. 46°52'37.90"N, 48°03'06.00"W.
- b. 46°47'41.30"N, 47°59'54.62"W.
- c. 46°45'46.57"N, 47°59'22.87"W.
- d. 46°45'21.15"N, 48°00'48.33"W.
- e. 46°52'57.60"N, 48°03'38.55"W.
- f. 46°52'07.02"N, 48°04'53.84"W.

Vessels are prohibited from navigating within the safety zone without permission from the Offshore Installation Manager. Vessels are prohibited from navigating within 500m around the FPSO Sea Rose or an offshore drilling unit when on location, unless they are specifically exempted.

All vessels are requested to contact the Mobile Offshore Drilling Unit "GSF Grand Banks" (Global Sante Fe) in advance on DSC channel 70 (MMSI 57692800) or VHF channel 16 for permission from the Offshore Installation Manager if they need to transit through the safety zone established for the White Rose Development Project or navigate within 2 miles of the boundaries of the zone. When within the safety zone, the instructions and advice of the Offshore Installation Manager are to be complied with at all times.

Contact Information for Ice Navigation, Routing, and Requests for Icebreaker Assistance			
	The East Coast of Canada and the Gulf of St. Lawrence	Newfoundland, the Coast of Labrador, and Hamilton Inlet	The St. Lawrence River W of 66°N
Address	Canadian Coast Guard Operations Center—Maritimes Region Ice Operations Section 10 Hudson Way (Shannon Hill) Dartmouth, Nova Scotia B2Y 3Z8	ECAREG CANADA MCTS Center, St. John's P.O. Box 5667 St. John's, Newfoundland A1C 5X1	Fisheries and Oceans Quebec Region Regional Operations Center Ice Quebec 101 Boulevard Champlain Quebec, Quebec G1K 7V7
Telephone	(902) 426-5664 (902) 426-5665	(709) 772-2078 (709) 772-4580	(418) 648-4427 (418) 648-2214
Telex	019-22510	016-4530	—
Facsimile	(902) 426-6444	(709) 772-5369	(418) 648-7244

Contact Information for Ice Navigation, Routing, and Requests for Icebreaker Assistance			
	The East Coast of Canada and the Gulf of St. Lawrence	Newfoundland, the Coast of Labrador, and Hamilton Inlet	The St. Lawrence River W of 66°N
Radiogram	ECAREG CANADA	ECAREG CANADA	Escoumins Traffic Quebec Traffic Montreal Traffic

Notices to Mariners and Notices to Shipping broadcast by radio are issued whenever possible to give information on the establishment, or changes in position, of these platforms. Information regarding the latest positions of installations and vessels in the area may be obtained on request from ECAREG Canada.

It should be noted that information on the establishment, or change of position, may be received well after a platform is located in a new position, with the result that mariners may expect to encounter them without necessarily receiving prior information.

Pilotage

Atlantic Pilotage Authority.—The Atlantic Pilotage Authority, with its office in Halifax, is responsible for pilotage in Canadian waters in and around the provinces of Nova Scotia, Prince Edward Island, Newfoundland, and New Brunswick, including the waters of Chaleur Bay in the province of Quebec, S of Cap d'Espoir (48°25'N, 64°19'W.). All pilot orders for arrival, departure, and moves are placed through the Atlantic Pilotage Authority Dispatch Office (APA DISPATCH), which can be contacted, as follows:

1. Telephone: 1-877-272-3477 (toll free)
1-902-426-7610 (INMARSAT)
2. Facsimile: 1-877-745-3477 (toll free)
1-902-426-7236 (INMARSAT)
3. Telex: 01921500 PILOT HFX
4. E-mail: dispatch@atlanticpilotage.com
5. Website: <http://www.atlanticpilotage.com>

If direct communication is not possible, pilotage requests can be made through any Canadian Coast Guard radio station, with a clear request to "Please forward to Atlantic Pilotage Authority Dispatch, Halifax." The name of the port where the pilot is required should be clearly identified.

Laurentian Pilotage Authority.—For all Canadian waters in and around the province of Quebec, N of the seaward entrance to St. Lambert Lock, except the waters of Chaleur Bay, S of Cap d'Espoir, the Laurentian Pilotage Authority, with headquarters in Montreal, is responsible.

The master of every vessel inbound in the Gulf of St. Lawrence and destined for a port W of Les Escoumins must request a pilot through an MCTS Center or the Laurentian Pilotage Authority, as follows:

1. Facsimile: (514) 283-3647
2. E-mail: pilote.mtl@apl.gc.ca

A minimum notice of 24 hours before ETA at the pilot station must be given and a second notice of ETA 12 hours before hand, with final notice 6 hours before ETA. If a ship is arriving from a point W of the Strait of Canso, the Strait of

Belle Isle, or Cabot Strait, the master must give first notice 12 hours before ETA, and final notice 6 hours before ETA.

Great Lakes Pilotage Authority.—The Great Lakes Pilotage Authority, with its head office in Cornwall, Ontario, is responsible for pilotage in Churchill, Manitoba, and in all Canadian waters S of the seaward entrance to St. Lambert Lock in the province of Quebec, and in the province of Ontario. Local pilotage information is included in the principal descriptions of the ports.

Pollution

The International Convention on Civil Liability for Oil Pollution Damage 1992 (CLC) came into force on May 29, 1999 for Canada. All vessels covered by this convention are now required to carry a certificate showing that a contract of insurance or other security that satisfies the requirements of the 1992 CLC is in force with respect to the vessel. The area of application has now been extended to include voyages to offshore terminals within the Exclusive Economic Zone (EEZ). This means that some vessels previously exempt under the 1969 CLC may now be subject to the requirements for certification under the 1992 CLC. A 1992 CLC certificate is required for all ocean-going vessels carrying, in bulk as cargo, more than 2,000 tons of crude oil, fuel oil, heavy diesel oil, lubricating oil, or any other persistent hydrocarbon mineral oil that enters or leaves a port or offshore terminal within Canadian waters or the Canadian EEZ.

As of April 1995, Canadian Shipping Act amendments require that oil tankers of 150 grt, and all other vessels of 400 grt trading in Canadian waters, enter into an arrangement with a certified response organization.

Such vessels must also carry a declaration attesting to the existence of an arranged response also naming the ship's insurer and persons authorized to implement the vessel's oil pollution emergency plan and its clean up.

Under the amendments, any person or ship found discharging pollutants in Canadian water faces fines of up to \$250,000 (Canadian dollars) and or 6 months imprisonment. Individuals found guilty of a marine pollution related offense face fines of up to \$1 million (Canadian dollars), and/or 3 years imprisonment.

All vessels operating in Canadian and adjacent waters are requested to report oil slicks or pollution of any type to the nearest coast radio station or VTS Center. The report should include the following information:

1. Name of vessel.
2. Location of vessel.
3. Time of incident or sighting.
4. Location of pollution.
5. Extent of pollution and quantity of pollution, if known.

6. Name of source of pollution, including port of registry for a vessel.
7. Any other relevant information.

Regulations

Marine Transport Security and 96-Hour Notification Prior to Entering Canadian Waters

The *Marine Transportation Security Regulations* came into force on July 1, 2004. These regulations address marine security levels, ship reporting responsibilities, and the responsibilities of the Canadian Government for the provision of information to vessels pertaining to security.

The entire text of the *Canadian Marine Transportation Security Regulations* and the *Marine Transportation Security Act* can be found on the Transport Canada web site.

Transport Canada Home Page
<http://www.tc.gc.ca>

Application.—The *Canadian Marine Transportation Security Regulations* apply to vessels and marine facilities (ports) in Canada and Canadian ships outside Canada engaged on voyages between a port in one country and a port in another country and that:

1. Are more than 100 tons gross tonnage, other than a towing vessel.
2. Carry more than 12 passengers
3. Are towing vessels engaged in towing a barge astern or alongside or pushing ahead, if the barge is carrying certain dangerous cargoes means [dangerous goods], other than products, substances, or organisms identified in Class 3, 4, 8 or 9 of the schedule to the *Transportation of Dangerous Goods Act, 1992, that are carried in bulk or in such a quantity as to require an emergency response assistance plan under section 7.1 of the Transportation of Dangerous Goods Regulations*.

The regulations do not apply to pleasure craft, fishing vessels, vessels without a crew that are in dry-dock, dismantled or laid up vessels, or government vessels.

Maritime Security (MARSEC) Levels.—MARSEC levels are based on the International Maritime Organization's International Ship and Port Facility Security (ISPS) Code security levels and describe the levels of threat that necessitate that the master of a vessel, the operator of a marine facility, or a port administration (as defined in the Canadian Regulations) take steps to reduce the likelihood of a marine transportation security incident.

MARSEC Levels are defined in the *Marine Transportation Security Regulations*, as follows:

1. MARSEC Level 1—The level for which minimum security procedures are maintained at all times.
2. MARSEC Level 2—The level for which security procedures additional to those of MARSEC level 1 are maintained for a limited period as a result of heightened risk of a security threat or security incident.
3. MARSEC Level 3—The level for which security procedures additional to those of MARSEC Level 1 and MARSEC Level 2 are maintained for a limited period when a

security threat or security incident is probable or imminent, regardless of whether the specific target is identified.

MARSEC Level 1 has been in effect since July 1, 2004. A vessel to which the regulations apply must operate under MARSEC Level 1 at all times unless directed by the Minister of Transport to increase to a higher MARSEC level.

The operator of a vessel shall, before the vessel enters a port or interfaces with a marine facility, ensure that all procedures are taken that are specified in the vessel security plan for compliance with the MARSEC level in effect for the port or marine facility.

Vessel Responsibilities.—Any vessel that is operating at a higher MARSEC level than that in effect in the port or marine facility it is interfacing with, or is about to interface with, shall report their MARSEC level to a Marine Communications and Traffic Services (MCTS) Center of the Canadian Coast Guard. MARSEC Reports shall include the following information:

1. Identification of the vessel (vessel's name and radio call sign).
2. Time and position of the vessel.
3. Destination of the vessel.
4. MARSEC level at which the vessel is operating.

If an MCTS Center advises that there is a change in the MARSEC level affecting any port or other area within Canadian waters and a vessel cannot comply with the written procedures as outlined in the vessel security plan, the vessel must notify an MCTS Center.

When at anchor or alongside a marine facility, if a vessel receives notice from a Port Administration or a marine facility security officer that the MARSEC Level in the port or marine facility in which the vessel is located or is about to enter or interface with is raised to a higher level, the master of a vessel shall ensure that the vessel complies, without undue delay, before interfacing with the facility and no later than 12 hours after being notified of the higher level, with all procedures specified in the vessel security plan for compliance with that higher MARSEC level.

If the vessel is in a Canadian port, alongside or at an anchorage, it shall ensure that the local Port Authority or the marine facility security officer who issued the notice is advised if the vessel cannot comply with the higher MARSEC level that has been implemented.

If the vessel is a Canadian ship in the waters of a contracting government, the vessel should communicate its MARSEC level information to the relevant maritime authority of that country. If the vessel is a Canadian ship in the waters of a non-contracting government, and the master has to use temporary procedures or upgrade the vessel's MARSEC level to maintain the safety of the vessel, the master shall communicate this information to a Canadian MCTS Center.

Pre-arrival Information Report (PAIR).—The PAIR submission applies to SOLAS and non-SOLAS vessels bound for Canadian waters.

A SOLAS vessel is defined as a vessel that:

1. Is 500 gross tons or more or is carrying more than 12 passengers, and
2. Is engaged on a voyage from a port in one country to a port in another country other than a voyage solely on the Great Lakes and the Saint Lawrence River as far seaward as a strait line drawn from Cap des Rosiers to West Point,

Anticosti Island and from Anticosti Island to the N shore of the Saint Lawrence River along the meridian of 63°00'W.

A non-SOLAS vessel is defined as a vessel that:

1. Is not a SOLAS vessel,
2. Is engaged on a voyage from a port in one country to a port in another country, and
 - a. is more than 100 gross tons, other than a towing vessel,
 - b. carries more than 12 passengers, or
 - c. is a towing vessel engaged in towing a barge astern or alongside or pushing ahead, if the barge is carrying certain dangerous cargo.

The PAIR should be sent to one of the addresses below:

1. Vessels transiting through Canadian territorial waters or inbound to a Canadian port on the W coast shall send a PAIR to the Canadian Coast Guard Regional Marine Information Centre (RMIC) via one of the following methods:

- E-mail: rmic-pacific@pac.dfo-mpo.gc.ca
- Telex: 21-043-52586 "CGTC VAS VCR"
- Any Canadian Coast Guard MCTS Centre (free of charge)
- Directly to CVTS Offshore by fax: (604) 666-8453

2. Vessels inbound to Canadian waters on the E coast including a Canadian or American port in the Great Lakes shall send a PAIR to ECAREG Canada via one of the following methods:

St. John's MCTS Center
Telex: 21-016-4530
Facsimile: (709) 772-5369
Telegraphic Identifier: CCGTC SNF
E-mail: ecaregsnf@innav.gc.ca
Halifax MCTS Center
Telex: 21-019-22510
Facsimile: (902) 426-4483
Telegraphic Identifier: CCG MRHQ DRT
E-mail: ccgops@attnmail

3. Vessels inbound to a port within the Canadian Arctic Zone shall send a PAIR to NORDREG Canada via one of the following methods:

Iqaluit MCTS Center
Telex: 21-063-15529
Facsimile: (867) 979-4236
Telegraphic Identifier: NORDREG CDA
E-mail: iqanordreg@innav.gc.ca
Note. —The Iqaluit MCTS Center is open only during the navigation season (June 25 approximately to November 30 approximately)

If the duration of the segment of the voyage before entering Canadian waters is less than 24 hours, the PAIR shall be sub-

mitted as soon as practicable before entering Canadian waters but no later than the time of departure from the last port of call.

If the duration of the segment of the voyage before entering Canadian waters is less than 96 hours but more than 24 hours, the PAIR shall be submitted at least 24 hours before entering Canadian waters.

All vessels are required to send their PAIR fully completed. They must also send a copy of their International Ship Security Certificate, Interim Ship Security Certificate, or Ship Security Compliance Document if the vessel is on its first visit to Canadian waters since July 1, 2004. Any vessel with an incomplete PAIR will be denied entry into Canadian waters. It is the responsibility of the master of the vessel to ensure that all the information provided to Transport Canada is complete and correct.

Transport Canada will be in communication with the vessel only when seeking additional information. Any vessel that enters Canadian waters after being denied entry into Canadian waters may be subjected to the following control actions, at the discretion of Transport Canada:

1. The vessel may be detained.
2. The vessel may be redirected.
3. The vessel may be expelled.

The vessel's PAIR shall include the following information:

1. Vessel's name.
2. Country of registry.
3. Name of vessel's registered owner.
4. Name of vessel's operator.
5. Name of vessel's classification society.
6. Vessel's international radio call sign.
7. Vessel's International Ship Security Certificate, Canadian Vessel Security Certificate, or Ship Security Compliance Document number.
8. Vessel's International Maritime Organization number, if it is a SOLAS ship.
9. Date of issuance, date of expiry, and name of the issuing body of its International Ship Security Certificate, Canadian Vessel Security Certificate, or Ship Security Compliance Document.
10. Confirmation that the vessel has an approved vessel security plan.
11. Vessel's current MARSEC level.
12. A statement of when its last ten declarations of security were completed.
13. Details of any security threats to the vessel during the last ten calls at marine facilities.
14. A statement as to whether the vessel consents to tracking by the Canadian Government.
15. Details of any deficiencies in its security equipment and systems, including the communication systems, and the way in which the master of the vessel intends to rectify them.
16. Name of vessel's agent and contact person and their 24-hour telephone and facsimile numbers, if applicable.
17. Name of vessel's charterer, if applicable.
18. Vessel's position and time at which it reached that position.
19. Vessel's course and speed.
20. Vessel's destination and estimated time of arrival at its destination.
21. Name of a contact person at the marine facility that it will visit and their 24-hour telephone and facsimile numbers.

22. The following information in respect to each of the last ten marine facilities visited:

- a. Receiving facility (company dealt with).
- b. Marine facility visited (pier berthed at).
- c. City and country.
- d. Date and time of arrival.
- e. Date and time of departure.

23. A general description of the cargo, including cargo amount.

24. The presence and description of any dangerous substances or devices on board, if applicable.

Any change in the vessel's MARSEC level during the transit from the vessel's location at 96 hours prior to arriving at the port facility must be immediately reported to an MCTS Center.

The vessel security officer shall ensure that all security threats and security incidents are reported and recorded in accordance with the *Marine Transportation Security Regulations*. When underway or at anchor in an uncontrolled anchorage, reports shall be made to an MCTS Center. When alongside or at anchor in a controlled anchorage, reports shall be made to the Port Administration and appropriate law enforcement. When the vessel is in a Vessel Traffic Services Zone, the vessel shall report to the MCTS Center.

If the master of a vessel is required to institute temporary procedures in response to a security threat, the master shall ensure, as soon as possible, that a report is made, as follows:

1. If the vessel is in Canadian waters, to the nearest MCTS Center.
2. If the vessel is a Canadian ship in the waters of a contracting government, to the relevant maritime authority of that government and an MCTS Center (ECAREG Canada on the East Coast or the Regional Marine Information Center (RMIC) on the Canadian West Coast).
3. If the vessel is a Canadian ship in other waters, to an MCTS Center.

MCTS Center Responsibilities.—When the MARSEC level increases from the normal MARSEC Level 1, the MCTS Centers will issue a broadcast informing vessels of the increase to either MARSEC Level 2 or MARSEC Level 3. Once the MARSEC level decreases, the MCTS Centers will issue a broadcast informing vessels of the downgrade in MARSEC levels.

In VTS zones, the MCTS Centers often play a role in regulating vessels at anchor on behalf of port authorities. Therefore MCTS Centers will be involved in informing ships or port authorities about the MARSEC levels at port facilities or of the vessel.

Ship Security Alert System.—If the security of a vessel is under threat or in any way compromised, the master or other competent authority onboard may activate the Ship Security Alert System, a system that transmits an automated message from vessel to shore. This message identifies the vessel and provides position information. When a security alert is received by a Canadian Maritime Rescue Coordination Center, the appropriate shore authorities will be notified.

AMVER Reporting

Vessels proceeding on an offshore voyage of more than 24 hours' duration which will take them outside VHF and MF radio coverage areas are encouraged to participate in the Automated Mutual-assistance Vessel Rescue System (AMVER).

Participation is compulsory for all Canadian vessels and all non-Canadian vessels engaged in coastal trading in Canada. Of this group, the following vessels are exempted:

1. Fishing vessels engaged in fishing.
2. Ships operated by the Canadian government on law enforcement duties.
3. Vessels whose voyages will be within the waters of an Arctic Shipping Safety Control Zone, Hudson Bay, James Bay, or Ungava Bay.
4. Vessels in other waters provided their voyages are within VHF or MF radio coverage areas.

Messages should be addressed to "AMVER Vancouver" or "AMVER Halifax." They may be sent through any Canadian Marine Communications and Traffic Services Center (MCTS) which accepts AMVER messages or through a Canadian Coast Guard vessel.

Practices and Procedures for Public Ports

Transport Canada, pursuant to Section 76 of the *Canada Marine Act*, has instituted practices and procedures to be followed by all ships entering, berthing, departing, maneuvering, or anchoring in the waters of all public ports. These practices and procedures, which have been developed for the purposes of promoting safe and efficient navigation and environmental protection within the limits of public ports, can be accessed through the Internet at the website below:

Practices and Procedures for Public Ports
<http://www.tc.gc.ca/programs/ports/practproc.htm>

Transport Canada Marine Acts and Regulations

Further information on Marine Acts and Regulations issued by Transport Canada can be found at the website below.

Transport Canada Marine Acts and Regulations
<http://www.tc.gc.ca/acts-regulations/marine/menu.htm>

Chart and Publications Regulations

Extracts from the Canadian regulations are quoted below:

1. These regulations may be cited as the Chart and Nautical Publications Regulations, 1995.

6.1 Subject to subsection 6.3, the person-in-charge of the navigation of a ship in waters under Canadian jurisdiction shall use, in respect of each area to be navigated by the ship, the most recent edition of:

- (a) the reference catalog i.e., Catalogue of Nautical Charts and Related Publications.
- (b) the annual edition of the Notices to Mariners, published by the Department of Fisheries and Oceans.
- (c) the following publications, namely:
 - (i) sailing directions, published by the Canadian Hydrographic Service.
 - (ii) tide and current tables, published by the Canadian Hydrographic Service.
 - (iii) lists of lights, buoys, and fog signals, published by the Department of Fisheries and Oceans.
 - (iv) where the ship is required to be fitted with radio equipment pursuant to any Act of Parliament or of a

foreign jurisdiction, the Radio Aids to Marine Navigation, published by the Department of Fisheries and Oceans

(d) the documents and publications listed in the Schedule of Documents and Publications.

6.3 The documents and publications referred to in paragraphs 6.1(c) and (d) may be substituted for similar documents and publications issued by the government of another country, if the information contained in them that is necessary for the safe navigation of a ship in the area in which a ship is to be navigated is as complete, accurate, intelligible, and up-to-date as the information contained in the documents and publications referred to in those provisions.

7. The master of a ship shall ensure that the charts, documents, and publications required by these regulations are, before being used for navigation, correct and up-to-date, based on information that is contained in the Notices to Mariners, Notices to Shipping, or Radio Navigational Warnings.

Schedule of Documents and Publications

1. Ice Navigation in Canadian Waters, published by the Department of Transport, where the ship is making a voyage during which ice may be encountered.

2. Table of Life-Saving Signals, published by the International Maritime Organization and reprinted by the Department of Transport, where the ship is making a foreign voyage, a home-trade voyage, Class I, II, or III, or an inland voyage, Class I.

3. The Merchant Ship Search and Rescue Manual (MER-SAR), published by the International Maritime Organization, where the ship is making a foreign voyage or a home-trade voyage, Class I or II.

4. Where the ship is required to be fitted with radio equipment and is making a foreign voyage or a home-trade voyage, Class I or II, the following publications, published by the International Maritime Organization and reprinted by the Department of Transport:

- (a) the International Code of Signals
- (b) the Standard Marine Navigational Vocabulary

The Seaway Handbook contains the St. Lawrence Seaway Regulations, and other information related to the use of the Seaway. A copy of this publication is to be carried on every vessel in transit through the St. Lawrence Seaway and can be obtained from the St. Lawrence Seaway Management Corporation, as follows:

Mail: St. Lawrence Seaway Management Corporation
202 Pitt Street
Cornwall, Ontario
K6J 3P7, Canada

Telephone: (613) 932-5170 (extension 3626)

Facsimile: (613) 932-7268

E-mail: marketing@seaway.ca

Web site: <http://www.greatlakes-seaway.com>

Seaway Notices are issued as conditions require and are available upon request to the Canadian Seaway Authority or the U.S. Seaway Development Corporation, which is headquartered in Washington, D.C.

Conservation of Marine Animals

The Federal Department of Fisheries and Oceans ensures the protection and conservation of marine mammals in Canadian waters. Harassing whales changes or interferes with their behavior, forces them away from their habitat at critical times in their annual reproduction and feeding cycles, and may cause them injury.

The Fisheries Act prohibits any form of harassment of cetaceans, including repeated attempts to pursue, disperse, or herd whales and any repeated intentional act of negligence resulting in disruption of their normal behavior. Individuals who contravene the Marine Mammal Regulations are guilty of an offense and liable to a fine not exceeding \$500,000 and twenty four (24) months imprisonment (Fisheries Act sec. 78).

The following are general guidelines for dealing with marine mammals:

1. Do not hunt, chase, follow, disperse, drive, herd, or encircle whales.
2. Avoid any sudden changes of course or speed.
3. Avoid heading directly toward a whale.
4. If in an area known to be frequented by whales, be on the lookout to avoid collisions.
5. Travel parallel to whales' direction of travel.
6. The whales may come close to you; if they do, do not chase them. These animals may be calves that approach while their mothers are submerged feeding. Keep clear of the tail.
7. If you are operating a sailing vessel with an auxiliary motor, leave it in idle or turn on the echo sounder to signal your presence.
8. If it is impossible to detour around a whale or group of whales, slow down immediately and wait until you are more than 400m away before resuming speed.

The North Atlantic right whale (*Eubalaena glacialis*) is the rarest large whale species in the world. Current estimates indicate that only about 300 occur along the E coast of North America. Sightings have been reported from the Gulf of Mexico to Iceland, but most of the population now is distributed between Nova Scotia and Florida. Concentrations of right whales have been documented in the Bay of Fundy and in Roseway Basin (between Browns and Baccaro Banks on the southern Scotian Shelf) from early summer to late autumn.

Right whales can be identified from a distance by the shape of the blow or spout, which is bushy and appears "V" shaped when seen head-on, and can be 5m high. Adult right whales are medium-sized robust whales 14 to 17m long and can weigh up to 100 tons. Calves are 6 to 7m long. Right whales have dark gray or black skin. Their backs are broad and they have no dorsal fin or ridge. On the top of their heads, patches of raised and roughened skin (called callosities) that appear white occur.

Right whales are slow swimmers, seldom moving faster than 3 to 5 knots. They may stay submerged for 15 to 20 minutes when feeding on plankton. Because a right whale or group of right whales frequently spend periods lying at the surface, they are vulnerable to collisions with ships. Collisions with ships are one of the main sources of human-related mortality.

Ships operating in the right whale critical areas in the Bay of Fundy and Roseway Basin should ask all watches to keep a lookout for right whales. During the night and other periods of reduced visibility, vessel operators should use the slowest safe speed to reduce the risks of collisions with right whales.

Despite all precautions, collisions may still occur. Please report all sightings to the appropriate authority. The information you provide is important in monitoring the population and will be held in confidence.

The following seasonal guidelines for Right Whale Critical Areas are in effect from July through November and are provided to assist mariners avoid, disturb, or strike right whales:

1. Grand Manan Basin, Bay of Fundy.—This area, which is important to right whales for feeding and is where mothers bring their calves, is bounded by lines joining the following positions:

- a. 44°45'N, 66°35'W.
- b. 44°45'N, 66°18'W.
- c. 44°30'N, 66°18'W.
- d. 44°30'N, 66°35'W.

The major threats to right whales in this area are collisions with ships and entanglement in fixed fishing gear.

Avoid this area if possible. Due to a large portion of this habitat occurring in or near the main shipping channel to Saint John, New Brunswick, this may not be possible.

If the area cannot be avoided, decrease vessel speed, post a lookout, and steer ship around any right whales.

If a right whale is sighted or a collision occurs, please report the position (in latitude and longitude) to the Department of Fisheries and Oceans via any Marine Communications Traffic Services Center (MCTS) or via fax at 902-426-2698.

2. Roseway Basin, located between Browns and Baccaro Banks on the southern Scotian Shelf.—This area, which is important to the right whales for feeding and mating, is bounded by lines joining the following positions:

- a. 43°05'N, 65°40'W.
- b. 43°05'N, 65°03'W.
- c. 42°45'N, 65°03'W.
- d. 42°45'N, 65°40'W.

The major threats to right whales in this area are collisions with ships.

Avoid passage through this area. This area can easily be bypassed to the N or S.

If passage through this area is necessary, decrease vessel speed, post a lookout, and steer ship around any right whales.

If a right whale is sighted or a collision occurs, please report the position (in latitude and longitude) to the Department of Fisheries and Oceans via any Marine Communications Traffic Services Center (MCTS) or via fax at 902-426-2698.

Marine Protected Areas

Marine Mammal Protection in Marine Protected Areas.—All marine mammal species are protected in Marine Protected Areas. The key threats associated with shipping are acoustic disturbances and vessel collisions. Vessels must adhere to the following provisions:

1. Passage through the area should be avoided, if possible.

2. If passage through the area is required, transit the area at a reduced safe speed and post a lookout to increase the likelihood of sighting and avoiding marine mammals. Be aware that marine mammals often travel in small groups dispersed over an area of several miles.

3. When maneuvering around any marine mammal activity:

- Avoid any sudden changes in speed or direction.
- Avoid heading directly towards marine mammals.
- Travel parallel to marine mammals.
- If it is not possible to maneuver around marine mammals, slow down and wait until the animals are more than 400m away before resuming speed.
- If operating a sailing vessel with an auxiliary engine, leave it in idle or use the echo sounder to signal your presence.

4. Comply with all relevant provisions of the *Marine Mammal Regulations* pursuant to the *Fisheries Act*.

5. Report any marine mammal collisions, entanglements, strandings, distressed animals, or any other incidents to the Canadian Coast Guard via any Marine Communications Traffic Services Center (MCTS). If possible, sightings of northern bottlenose whales, blue whales, or North Atlantic right whales should also be reported.

Pollution Prevention in Marine Protected Areas.—Vessels must adhere to the following measures to ensure the protection of the quality of the marine environment:

1. Any discharges, including discharge of ballast water, within the Marine Protected Area is prohibited. Vessels should avoid such discharges within 27 miles of the Marine Protected Area.

2. Report any pollution sightings or incidents to Transport Canada, Marine Safety via any Marine Communications Traffic Services Center (MCTS).

Gully Marine Protected Area.—The Gully Marine Protected Area covers The Gully, a deep-canyon ecosystem on the edge of the Scotia Shelf near Sable Island. The area is bounded by lines joining the following positions:

- a. 44°13'N, 59°06'W.
- b. 43°47'N, 58°35'W.
- c. 43°35'N, 58°35'W.
- d. 43°35'N, 59°08'W.
- e. 43°55'N, 59°08'W.
- f. 44°06'N, 59°20'W.

Any activity within or in the vicinity of the Marine Protected Area that disturbs, damages, destroys, or removes any living marine organism or any part of its habitat is prohibited. The depositing, discharging, or dumping of any substance likely to result in harm to the Marine Protected Area is also prohibited.

The exercise of international navigational rights in the Marine Protected Area is permitted year round. Vessels must operate in compliance with the relevant provisions of the *Canada Shipping Act* and the relevant requirements of the International Maritime Organization.

Vessels not in compliance with these requirements are subject to penalties under the *Oceans Act*.

Vessels must report all accidents or incidents to the Canadian Coast Guard via any Marine Communications Traffic Services Center (MCTS) within 2 hours of occurrence or detection.

Species at Risk Act

The goal of the Species at Risk Act (SARA) is to prevent the extinction of wild species. It sets requirements defining the essential habitats and the measures to protect them. Some marine mammal populations were granted the status of endangered species or of threatened species. To protect these populations, the SARA prohibits the hunting or willful disturbance of these populations in the Gulf of Saint Lawrence, the St. Lawrence River, and the Saguenay River or their affluents.

Many marine mammals populate the waters of the Gulf of Saint Lawrence, the St. Lawrence River, and the Fjord du Saguenay. In some areas, mariners will have proceed with caution in order to avoid colliding with marine mammals or with observation vessels.

Controlled Access Zones

The Minister of National Defense has designated certain areas of Canadian waters as Controlled Access Zones (CAZ). A designated CAZ is in effect for an indeterminate period. The Chief of the Defense Staff sets conditions for access/non-access into a CAZ.

Information on the status of a CAZ is given in the Canadian Annual Notice to Mariners, the Canadian Monthly Notice to Mariners, and through the local Vessel Traffic Management System. The local Queen's Harbourmaster should be contacted if a vessel determines that they will pass through a CAZ.

The only CAZ located in the waters covered by this publication is in Halifax, Nova Scotia and its approaches. The Halifax CAZ is comprised of the water area in Halifax Harbour and the contiguous area of water NW of a line joining the following positions:

- a. 44°31.19'N, 63°31.19'W.
- b. 44°35.55'N, 63°26.61'W.

Designated CAZs within the Halifax Harbour CAZ are, as follows:

1. Water area contiguous to Naval Jetty NA1.
2. Water area contiguous to Naval Jetty NB.
3. Water area contiguous to Naval Jetty NC.
4. Water area contiguous to Naval Jetty ND.
5. Water area contiguous to Naval Jetty NE.
6. Water area contiguous to Naval Jetty NF.
7. Water area contiguous to Naval Jetty NG.
8. Water area contiguous to Naval Jetty NH.
9. Water area contiguous to Naval Jetty NI.
10. Water area contiguous to Naval Jetty NJ.
11. Water area contiguous to Naval Jetty NK2.
12. Water area contiguous to Naval Jetty NL3.
13. Water area contiguous to Naval Jetty NN3.
14. Water area in Bedford Basin bounded by lines joining the following positions:
 - a. 44°42.06'N, 63°39.55'W.
 - b. 44°42.23'N, 63°38.92'W.
 - c. 44°42.55'N, 63°39.06'W.
 - d. 44°42.41'N, 63°39.71'W.
15. Water area SE of MacDonald Bridge bounded by lines joining the following positions:
 - a. 44°39.92'N, 63°34.91'W.
 - b. 44°39.63'N, 63°34.34'W.
 - c. 44°39.51'N, 63°34.48'W.
 - d. 44°39.77'N, 63°35.05'W.

16. Water area SW of McNabs Island bounded by lines joining the following positions:

- a. 44°36.34'N, 63°32.45'W.
- b. 44°36.32'N, 63°32.05'W.
- c. 44°36.37'N, 63°31.85'W.
- d. 44°36.39'N, 63°31.72'W.
- e. 44°36.65'N, 63°31.76'W.
- f. 44°36.74'N, 63°31.92'W.
- g. 44°36.69'N, 63°32.14'W.
- h. 44°36.80'N, 63°32.30'W.
- i. 44°36.73'N, 63°32.66'W.

17. Water area within 200m of a designated vessel underway in the Halifax CAZ.

18. Water area within 500m of a designated vessel that is stationary, including at anchor, in the Halifax CAZ.

Quarantine Reporting Requirements

The "Quarantine Act and Regulations" require that, with the exemption in normal circumstances of vessels engaged in coastwise traffic with the United States, the master of every vessel shall complete and furnish promptly, at the first port of arrival in Canada, a Declaration of Health in the prescribed form.

Advance radio notification to a quarantine station applies only if a condition of health irregularity occurs onboard. The master of a vessel will be guided by instructions received by radio, from the quarantine officer, in reply to a notification of irregularity onboard. Section 12 of the "Quarantine Regulations" prescribes the conditions for requirements of advance notification by radio, the essential information to be supplied in such circumstances, and the appropriate quarantine station for the area. It is quoted, as follows:

12.(1) Where, in the course of a voyage of a vessel to one of the ports referred to in subsection (3):

(a) a member of the crew or a passenger onboard the vessel has:

(i) died,

(ii) has a temperature of 38°C or greater that persisted for two days or more or was accompanied or followed by a rash, jaundice, or glandular swelling, or

(iii) suffered from diarrhea severe enough to interfere with that person's work or normal activity,

(b) the person in charge of the vessel is, during the period:

(i) of four weeks preceding the estimated time of arrival of the vessel, or

(ii) since he last submitted a declaration of health as required by section 16 whichever is the lesser, aware of any instance of illness among the crew or passengers that he suspects is of an infectious nature and may lead to the spread of disease,

(c) the vessel has:

(i) within fourteen days of its estimated time of arrival in Canada been in a country that, in the opinion of a quarantine officer, is infected or suspected of being infected with smallpox, or

(ii) within sixty days of its estimated time of arrival in Canada been in a country that, in the opinion of a quarantine officer, is infected or suspected of being infected with the plague,

(d) a certificate establishing that the vessel has been de-ratted or exempted from de-ratting procedures had expired or is about to expire the person in charge of the vessel shall, by radio at least 24 hours prior to the vessel's estimated time of arrival at its port of destination and between the hours of 9:00 o'clock in the morning and 5:00 o'clock in the afternoon, notify the quarantine officer at the quarantine station designated in subsection (3) for that port of the occurrence and provide him with the information described in subsection (2).

(2) The information to be provided to the quarantine officer pursuant to subsection (1) is:

- (a) the name and nationality of the vessel;
- (b) the ports called at during the voyage of the vessel;
- (c) the nature of the cargo onboard the vessel;
- (d) the number of persons comprising the crew of the vessel;
- (e) the number of passengers onboard the vessel;
- (f) the port of destination of the vessel and the name of the vessel's owner or, if the owner is not in Canada, the name of the vessel's agent in Canada;
- (g) the condition of all persons on board the vessel and details of any death or illness occurring during the voyage;
- (h) whether the body of any person is being carried on the vessel;
- (i) the estimated time of arrival of the vessel at the port of destination;
- (j) the date and place of issuance of any de-ratting certificate or de-ratting exemption certificate applicable to the vessel.

(3) For the purpose of subsection (1), the quarantine station for vessels bound for;

- (a) a port in the Province of Nova Scotia or a port in the Province of Prince Edward Island, is Quarantine Station, Halifax, Nova Scotia
- (b) a port in the Province of New Brunswick, is Quarantine Station, St. John, New Brunswick
- (c) a port in the Province of Newfoundland, is Quarantine Station, St. John's, Newfoundland
- (d) a port in the Province of Quebec or any Canadian port via the St. Lawrence River, is Quarantine Station, Montreal, Quebec.

Minor Waters

The following sheltered waters on the E coast of Canada are specified as minor waters:

- 1. New Brunswick:
 - a. St. John Harbor—Inside the S breakwater and inside a line drawn between the S extremity of the N breakwater and the easternmost point of Partridge Island.
 - b. Shediac Harbour—West of a line drawn between Pointe du Chene and Caissie Point.
 - c. Miramichi Bay—West of a line drawn from the E shore of Neguac Beach to the E shores of Portage Island and Fox Island and then to the W point of Preston Beach.
 - d. Nepisiquit Bay—Inside a line drawn between Alston Point and Cron Point.
 - e. Dalhousie Harbour and the Restigouche River—West of a line drawn from Maguacha Point, Quebec to the mouth of the Charlo River.

f. Shippigan Sound—Inside the breakwater at Shippigan Gully and S of a line drawn between Grasse Point and Pokesudi Point.

g. Miscou Harbour—East of a line drawn between Herring Point and Mya Point.

h. Passamoquoddy Bay—As far as Campobello Island and inside a line drawn at the N entrance between East Quoddy Head and Deadman Head.

2. Newfoundland.—Humber Arm E of a line drawn between Frenchman's Head and McIver's Point.

3. Nova Scotia:

a. Bras d'Or Lake, Great Bras d'Or and all connected waters—Inside a line drawn between Carey Point and North Point, and N of the seaward entrance of St. Peters Canal.

b. Annapolis Gut and Digby Gut—Inside a line drawn between Prim Point Light and Victoria Beach at the entrance to Digby Gut.

c. Halifax Harbour—Inside a line drawn between Osborne Head and the E extremity of Chebucto Head.

4. Prince Edward Island:

a. Charlottetown Harbour—Inside a line drawn between Canseaux Point and Battery Point.

b. Summerside Harbor—Inside a line drawn between Phelan Point and Indian Head Breakwater.

c. Cardigan Bay—Inside a line drawn between Panmure Head and Red Point.

Canadian Coast Guard

In addition to their traditional roles, Canadian Coast Guard vessels are utilized for maritime security patrols. The patrols will be conducted in Canadian waters from Les Escoumins to Thunder Bay. Canadian Coast guard vessels dedicated to maritime security operations will be clearly marked as police vessels. In addition, these vessels may exhibit a flashing blue light, flashing at regular intervals at a rate of 50 to 70 flashes per minute.

Mariners are advised that the police officers on board Canadian Coast Guard Maritime Security vessels have the authority to stop other vessels in appropriate circumstances. Mariners must obey the directions of the police and comply with any orders.

Search and Rescue

The Canadian Forces coordinate all search and rescue activities in Canada, in Canadian waters, and on the high seas off the Atlantic coasts of Canada and operate a Joint Rescue Coordination Center (JRCC) at Halifax, N.S., for this purpose. Canadian Coast Guard officers are attached to the JRCC to give advice on marine matters and to assist the Canadian Forces Officers in coordinating Search and Rescue operations.

Maritime Rescue Coordination Subcenters (MRSC), located in Saint John's and Quebec, can be contacted by e-mail, as follows:

MRSC Saint John's: mrsesj@sarnet.dnd.ca

MRSC Quebec: opscentremrscqbc@dfo-mpo.gc.ca

The JRCC at Halifax maintains a 24-hour watch (call sign VCS) on 500 kHz, 2182 kHz, and 156.8 MHz.

Canadian government vessels deployed on search and rescue missions may display a square flag having an orange triangle on a yellow background.

A ship-to-air distress signal for use in Canadian waters has been designed in conjunction with the Canadian Forces Search and Rescue Authorities. The signal consists of a cloth painted with fluorescent paint showing a disc and square to represent the ball and flag of the well-known visual distress signal.

The signal should be secured across a hatch or cabin top. In the event of foundering it should be displayed by survival craft. Search and rescue aircraft will recognize this signal as a distress signal and will look for it in the course of a search. Other aircraft on seeing this signal are requested to make a sighting report to the JRCC.

Search Initiator Buoys on tugs of more than 5 gross tons consist of a float free buoy attached to the tug with free running cable. In the event the tug sinks, the buoy will float free and mark the wreck. It is equipped with a radio transmitter capable of sending radio signals on frequencies of 121.5 MHz and 243 MHz. An amber or white light of high intensity attached to the top of the buoy is visible for at least 5 miles and operates for 48 hours. The buoy is radar reflective and painted fluorescent orange.

Coast Guard stations, which are equipped with a lifeboat and are operational 24 hours, are located, as follows:

1. St. John, New Brunswick (45°16'N., 66°03'W.).
2. Shippegan, New Brunswick (47°45'N., 64°42'W.) (seasonal).
3. Westport, Nova Scotia (44°16'N., 66°21'W.).
4. Clarks Harbor, Nova Scotia (43°26'N., 65°38'W.).
5. Sambro, Nova Scotia (44°28'N., 63°35'W.).
6. Bickerton, Nova Scotia (45°05'N., 61°42'W.).
7. Louisbourg, Nova Scotia (45°55'N., 59°58'W.).
8. Souris, Prince Edward Island (46°21'N., 62°15'W.) (seasonal).
9. Summerside, Prince Edward Island (46°24'N., 63°47'W.).
10. Cap-aux-Melles, Quebec (47°23'N., 61°55'W.) (seasonal).
11. Tadoussac, Quebec (48°09'N., 69°43'W.).
12. Quebec, Quebec (46°49'N., 71°13'W.).
13. Burin, Newfoundland (47°03'N., 55°10'W.).
14. Burgeo, Newfoundland (47°36'N., 57°37'W.).

There are no Coast Guard stations on the coasts of Labrador or Hudson Bay. In Hudson Strait, a Coast Guard icebreaker on station can be contacted for assistance in an emergency.

Signals

Mariners are informed that, if it is necessary for the Department of National Defense to take control of certain Canadian ports, signals will be displayed from a conspicuous position at

or near the ports concerned or by an Examination or Traffic Control Vessel, as follows:

Canada—Port Control Signals		
Meaning	Day signal	Night signal
Entry prohibited	Three red balls, vertically displayed	Three flashing red lights vertically displayed and visible all around the horizon
Entry permitted	—	Three green lights vertically displayed and visible all around the horizon
Movement within a port or anchorage prohibited	Blue flag	One green light between two red lights vertically displayed and visible all around the horizon

The lights described above will be carried in addition to the ordinary navigation lights of Examination Vessels.

Masters of vessels are warned that should they approach the entrance to a port which is being controlled by the Department of National Defense they should not enter a declared Dangerous Area or approach boom defenses without permission, nor should they anchor or stop in a dangerous area or prohibited anchorage unless instructed to do so.

Masters are advised therefore to communicate with any government or port authority vessel found patrolling in the area to ascertain the recommended approach route to the port.

In certain circumstances, it may be necessary to take special measures to examine, or to establish the identity of, vessels desiring to enter ports and to control their entry. This is the function of the Examination Service, whose officers will be afloat in Examination Vessels or Traffic Control Vessels.

These vessels will wear the distinguishing flags of the Examination Service. The examination service special flag consists of a red and white center with a blue border, and the national flag of Canada.

Canadian signal regulations are subject to frequent additions and changes. U.S. Notice of Mariners No. 1 for the current year should be consulted.

Submarine Operating Areas

The Canadian Maritime Command operates submarines on the Atlantic coast, based at Halifax, N.S. Mariners are cautioned that they may encounter these submarines anywhere off the Canadian coasts, particularly in the vicinity of the home port. U.S. Navy submarines are also frequently encountered off the coasts of Canada. Submarines may be surfaced or submerged, operating independently or with surface ships and/or aircraft.

When a surface ship is operating with a submarine the surface ship will fly the International Code Group "NE2" meaning

"Submarines are exercising in this vicinity, you should proceed with great caution."

Vessels should steer so as to give a wide berth to any ship flying this signal. If, from any cause, it is necessary to approach it, vessels should proceed at slow speed until warning is given of the danger zone by flags, signal lamp, semaphore, etc. At all times, a good lookout should be kept for submarines whose presence may only be indicated by a periscope or snorkel showing above the water.

A submarine operating either independently or with a surface ship or aircraft, when at a depth too great to show its periscope, may indicate its position by releasing a "smoke candle" or a "flare."

Warnings that submarines are exercising in specified areas may be issued as "CANHYDROLANT" messages on standard navigational warning broadcasts.

Distress Signals

A bottomed submarine which is unable to surface will try to indicate its position by the following methods:

1. Releasing an indicator buoy as soon as the accident occurs.
2. Firing red pyrotechnic signals.
3. Pumping out fuel or lubricating oil.
4. Releasing air bubbles.
5. Personnel or debris floating on the surface.

In any submarine accident, time is the most vital factor affecting the chances of rescue of survivors. At the first indication that a submarine accident has occurred, by sighting the signals described above or actually being in a collision with a submarine, an immediate report should be made by the quickest means possible, to the appropriate authority, as follows:

1. Atlantic Coast—Headquarters of Maritime Forces Atlantic at Halifax, telephone (902) 427-2501.
2. Pacific Coast—Headquarters of Maritime Forces Pacific at Esquimalt, telephone (604) 363-2425.
3. The nearest Marine Communications and Traffic Services (MCTS) Center.

The aim of a submarine rescue operation is to save lives and will have to achieve the following:

1. Fixing the exact position of the submarine.
2. To get a ship standing by to pick up survivors, with boats already lowered, if practicable.
3. To inform the trapped personnel that help is at hand.
4. To get medical assistance to the recovered survivors.
5. To get a recompression chamber to the scene.
6. To get divers, rescue equipment, etc. on the scene to assist the submarine personnel.

There are Canadian Maritime Forces Atlantic and Maritime Forces Pacific organizations, designed to respond to a submarine search and rescue event, which are kept at an immediate readiness for action. It is clear, however, that any ship may at any time find evidence of a submarine disaster, if it takes prompt and correct action as described above, may be in a position to play a vital role.

There should be no reluctance to make a report of a suspected submarine accident because the observer has been unable to establish beyond any reasonable doubt that a submarine accident has occurred. The Canadian Maritime Forces Atlantic and Maritime Forces Pacific are prepared to react appropriately.

At any time between the accident and the arrival of assisting or rescue forces, conditions in the bottomed submarine may deteriorate to the point where the crew have to escape. Any ship finding an indicator buoy should not leave the position but should remain in the area, well-clear, ready to pick up survivors.

If the escape option is started, escapees will ascend nearly vertically from the bottomed submarine, either individually or in small groups. On arrival at the surface, they may be exhausted or ill, and the presence of an already lowered boat to assist in their recovery is very desirable. Some men may require recompression treatment, and it will be the aim of the Commander of either Canadian Maritime Forces Atlantic and Maritime Forces Pacific, as appropriate, to get such personnel to a recompression chamber as soon as possible.

In order that those trapped in the submarine know that help is at hand, Canadian Maritime Forces will drop up to 12 small charges, individually at 5-second intervals, into the sea. There is no objection to the use of small charges for this purpose, but it is vital that they are not dropped too close, since men in the process of making ascents are particularly vulnerable to underwater explosions and may easily receive fatal injuries; a distance of 0.25 mile is considered safe. Vessels can also indicate their presence by the intermittent running of an echo sounder on high power, or by banging on the outer skin of an underwater portion of the ship's hull with a hammer. Such sounds are likely to be heard by the submarine and should be carried out at frequent intervals.

Submarine Indicator Buoys

Canadian Victoria Class submarines are fitted with two indicator buoys, one at each end of the ship, which are tethered to the submarine by a mooring wire and can be released from inside in case of emergency or if for any reason the submarine is unable to surface. The buoys are marked either FORWARD or AFT to indicate which end of the submarine they were released and are all marked with the submarine's identification number.

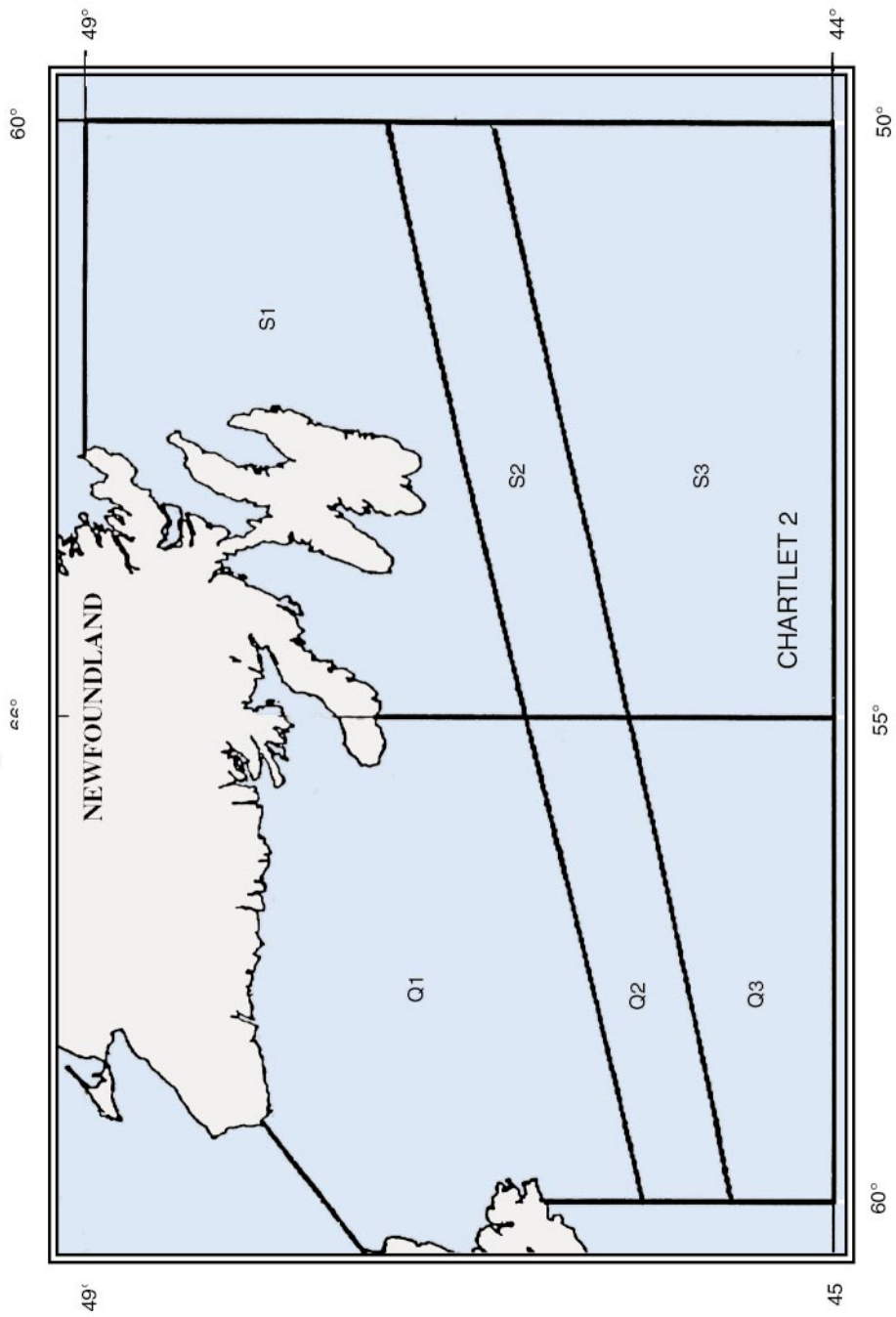
The buoys, known as Type 639 Model 060, are made of aluminum and are cylindrical in shape. They are 76.2cm in diameter and 79.8cm high, with a cylindrical projection on the bottom about 16.5cm deep. There is a mooring bolt on the bottom, from which is suspended 1,000m of 1.3cm (circumference) steel mooring wire.

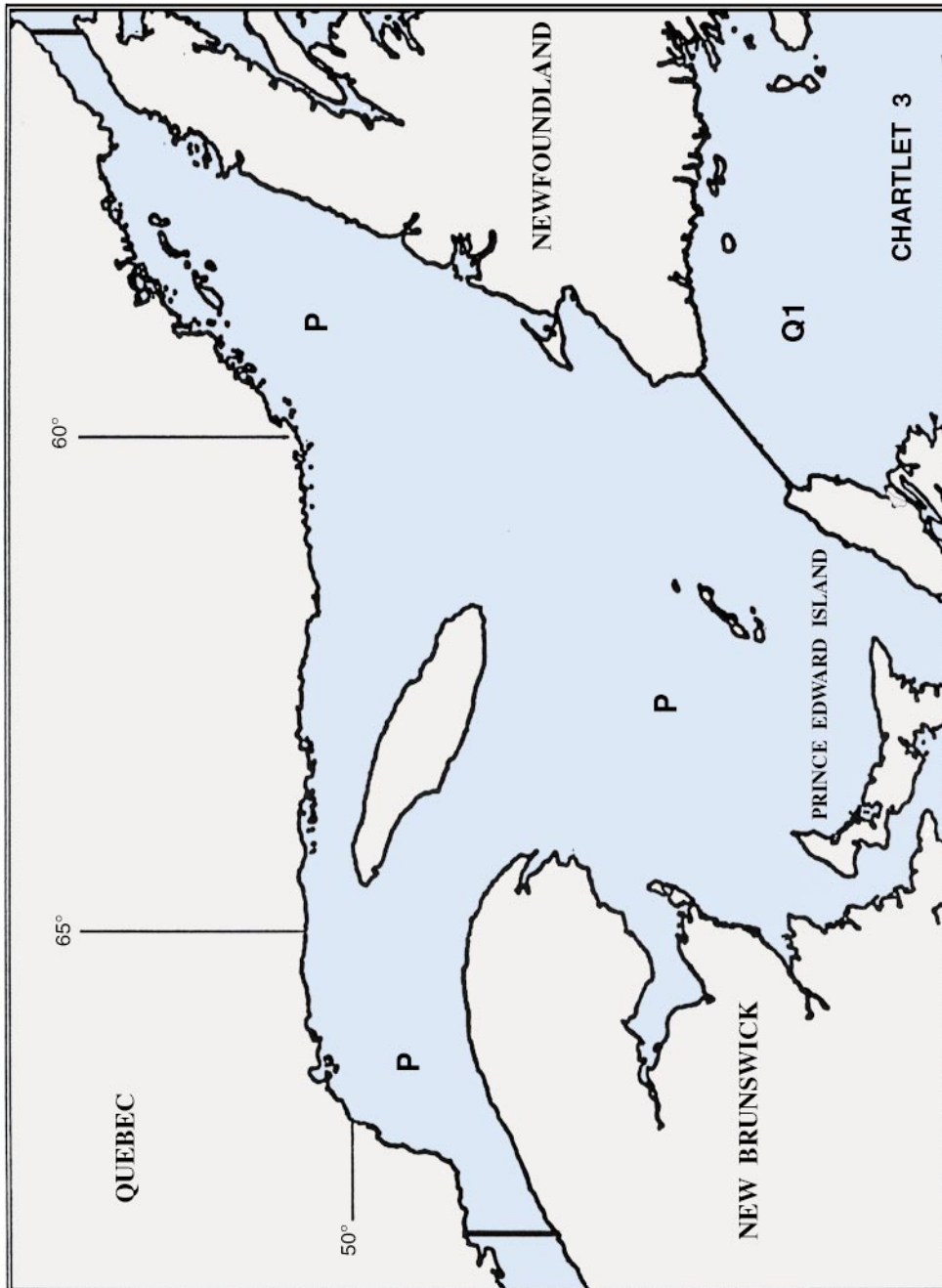
The buoy floats with a freeboard of about 15.2cm. The buoy has an extending vertical whip antenna, which extends to a height of 1.77m above the buoy.

A white light, which flashed twice per second for at least 40 hours, is mounted in the center of the top surface. In darkness and good weather, the visibility of the light without binoculars is 3.2km. A ring, carrying cat's eye reflectors, which will reflect searchlight beams from searching vessels, is fitted around the base of the light. Each buoy is painted international orange.

For identification purposes, the following inscriptions are carried on each buoy around the top surface:

1. In English—"S.O.S. H.M.C.S. (identification number) Finder inform Navy, Coastguard or Police. Do not secure to or touch."
2. In French—"S.O.S. SOUS-MARIN H.M.C.S. (numéro d'identification) Prevenir immediatement autorités maritimes. Defense de toucher."





The buoys are fitted with an automatic transmitting radio unit which is activated when the indicator buoy is released. The operating characteristics are, as follows:

1. 243.0 MHz—the sound is a high-pitched tone dropping to a low-pitched tone, then a brea. This is repeated and these repeating tones will trigger automatic-receiving SAR equipment.

2. GMDSS frequency 406.025 MHz—a 15-digit code is transmitted in digitized format. This code is received by satellite, which will correspond to the specific indicator buoy. The code is identified by the Rescue Coordination Centers.

Ships hearing these signals should immediately report their position, depth of water, and, if possible, an indication of signal strength. If the buoy is sighted in depths of water greater than 1,000m, it is certain to be adrift; this fact should also be reported as soon as possible.

Distress Radio Transmitting Buoys

Canadian Victoria Class submarines carry expendable communications buoys. These buoys, known as Type ECB 680, are silver-colored radio rescue spar buoys. They are about 10cm in diameter and 60cm long and are powered by a lithium cell. Upon reaching the surface, the buoy transmits a SABRE tone radio distress signal on 243.0 MHz for about 8 hours. The buoy is free-floating and is not attached to the submarine.

Area	Coordinates	Chartlet No.*
Alpha	44°42'N, 63°00'W 44°19'N, 63°00'W 44°19'N, 63°40'W 42°28'N, 63°40'W Note. —Does not include Halifax Harbor. Extends to harbor limits only.	1
Bravo	44°28'N, 63°40'W 44°19'N, 63°40'W 44°19'N, 64°00'W 44°28'N, 64°05'W	1
Charlie One	44°28'N, 64°05'W 44°19'N, 64°00'W 44°00'N, 64°00'W 44°00'N, 64°40'W	1
Charlie Two	44°00'N, 64°40'W 44°00'N, 64°00'W 43°30'N, 64°00'W 43°30'N, 65°24'W	1
Charlie Three	43°30'N, 65°00'W 43°30'N, 64°00'W 43°00'N, 64°00'W 43°00'N, 65°00'W	1
Delta One	44°19'N, 64°00'W 44°19'N, 63°45'W 44°10'N, 63°45'W 44°10'N, 64°00'W	1

Area	Coordinates	Chartlet No.*
Delta Two	44°19'N, 63°45'W 44°19'N, 63°30'W 44°10'N, 63°30'W 44°10'N, 63°45'W	1
Delta Three	44°10'N, 63°45'W 44°10'N, 63°30'W 44°00'N, 63°30'W 44°00'N, 63°45'W	1
Delta Four	44°10'N, 64°00'W 44°10'N, 63°45'W 44°00'N, 63°45'W 44°00'N, 64°00'W	1
Echo One	44°59'N, 62°00'W 44°00'N, 62°00'W 44°00'N, 63°00'W 44°42'N, 63°00'W	1
Echo Two	44°19'N, 63°30'W 44°19'N, 63°00'W 44°00'N, 63°00'W 44°00'N, 63°30'W	1
Foxtrot One	45°03'N, 66°46'W 44°48'N, 66°46'W Along the east coast of Grand Manan Island 44°36'N, 66°54'W 44°00'N, 66°54'W 44°00'N, 66°09'W	1
Foxtrot Two	44°00'N, 66°09'W 44°00'N, 66°36'W 43°00'N, 66°36'W 43°00'N, 66°00'W 43°43'N, 66°00'W	1
Foxtrot Three	43°33.0'N, 66°00.0'W 43°00.0'N, 66°00.0'W 43°00.0'N, 65°00.0'W 43°30.0'N, 65°00.0'W 43°30.0'N, 65°24.5'W	1
Foxtrot Four	43°00'N, 66°00'W 43°00'N, 65°00'W 42°00'N, 65°00'W 42°00'N, 66°00'W	1
Foxtrot Five	43°00'N, 66°54'W 43°00'N, 66°00'W 42°00'N, 66°00'W 42°00'N, 66°54'W	1
Golf One	44°00'N, 64°00'W 44°00'N, 63°30'W 43°30'N, 63°30'W 43°30'N, 64°00'W	1

Area	Coordinates	Chartlet No.*
Golf Two	44°00'N, 63°30'W 44°00'N, 63°00'W 43°30'N, 63°00'W 43°30'N, 63°30'W	1
Golf Three	43°30'N, 63°30'W 43°30'N, 63°00'W 43°00'N, 63°00'W 43°00'N, 63°30'W	1
Golf Four	43°30'N, 64°00'W 43°30'N, 63°30'W 43°00'N, 63°30'W 43°00'N, 64°00'W	1
Hotel One	44°00'N, 63°00'W 44°00'N, 62°30'W 43°30'N, 62°30'W 43°30'N, 63°00'W	1
Hotel Two	44°00'N, 62°30'W 44°00'N, 62°00'W 43°30'N, 62°00'W 43°30'N, 62°30'W	1
Hotel Three	43°30'N, 62°30'W 43°30'N, 62°00'W 43°00'N, 62°00'W 43°00'N, 62°30'W	1
Hotel Four	43°30'N, 63°00'W 43°30'N, 62°30'W 43°00'N, 62°30'W 43°00'N, 63°00'W	1
India	45°16'N, 61°00'W 44°00'N, 61°00'W 44°00'N, 62°00'W 44°59'N, 62°00'W	1
Juliet	45°53'N, 60°00'W 44°00'N, 60°00'W 44°00'N, 61°00'W 45°16'N, 61°00'W	1
Lima One	43°00'N, 65°00'W 43°00'N, 64°00'W 42°00'N, 64°00'W 42°00'N, 65°00'W	1
Lima Two	42°00'N, 65°00'W 42°00'N, 64°00'W 41°00'N, 64°00'W 41°00'N, 65°00'W	1
Lima Three	41°00'N, 65°00'W 41°00'N, 64°00'W 40°00'N, 64°00'W 40°00'N, 65°00'W	1
Mike One	43°00'N, 64°00'W 43°00'N, 63°00'W 42°00'N, 63°00'W 42°00'N, 64°00'W	1

Area	Coordinates	Chartlet No.*
Mike Two	42°00'N, 64°00'W 42°00'N, 63°00'W 41°00'N, 63°00'W 41°00'N, 64°00'W	1
Mike Three	41°00'N, 64°00'W 41°00'N, 63°00'W 40°00'N, 63°00'W 40°00'N, 64°00'W	1
November One	43°00'N, 63°00'W 43°00'N, 62°00'W 42°00'N, 62°00'W 42°00'N, 63°00'W	1
November Two	42°00'N, 63°00'W 42°00'N, 62°00'W 41°00'N, 62°00'W 41°00'N, 63°00'W	1
November Three	41°00'N, 63°00'W 41°00'N, 62°00'W 40°00'N, 62°00'W 40°00'N, 63°00'W	1
Papa	Gulf of St. Lawrence bounded by the following three sets of lines: Line 1— 47°00'N, 60°25'W 47°37'17.1"N, 59°18'16.8"W Line 2— 51°35'N, 56°00'W 51°54'N, 56°00'W Line 3— 49°18'N, 68°00'W 48°41'N, 68°00'W	3
Quebec One	46°56'N, 55°30'W 46°00'N, 55°30'W 45°17'N, 60°00'W 45°53'N, 60°00'W and a line joining 47°00'N, 60°25'W to 47°37'17.1"N, 59°18'16.8"W Note. —Does not include the French territorial waters of Saint-Pierre and Miquelon.	2

Area	Coordinates	Chartlet No.*
Quebec Two	45°17'N, 60°00'W 46°00'N, 55°30'W 45°20'N, 55°30'W 44°45'N, 60°00'W Note. —Does not include the French territorial waters of Saint-Pierre and Miquelon.	2
Quebec Three	44°45'N, 60°00'W 45°20'N, 55°30'W 44°00'N, 55°30'W 44°00'N, 60°00'W Note. —Does not include the French territorial waters of Saint-Pierre and Miquelon.	2
Sierra One	48°40'N, 53°05'W 48°40'N, 50°00'W 46°47'N, 50°00'W 46°00'N, 55°30'W 46°56'N, 55°30'W	2
Sierra Two	46°00'N, 55°30'W 46°47'N, 50°00'W 46°10'N, 50°00'W 45°20'N, 55°30'W	2
Sierra Three	45°20'N, 55°30'W 46°10'N, 50°00'W 44°00'N, 50°00'W 44°00'N, 55°30'W	2
Note. —Chartlet No. 1 may be found in the section titled “Firing Areas.”		

Time Zone

Eastern Canada is covered by several time zones. Information is given in the table in Appendix I.

Traffic Separation Schemes

Traffic Separation Schemes (TSS) on the E coast of Canada are, as follows:

1. Approaches to the Bay of Fundy. (IMO adopted)
2. Approaches to Halifax. (Government of Canada)
3. Approaches to Chedabucto Bay. (IMO adopted)
4. Gulf and River St. Lawrence. (Government of Canada)
5. St. George's Bay. (Government of Canada)
6. Placentia Bay. (Government of Canada)

U.S. Embassy

The U.S. Embassy is situated at 490 Sussex Drive, Ottawa, Ontario.

The mailing address is P.O. Box 5000, Ogdensburg, NY 13669-0430.

U. S. Embassy Canada Home Page
<http://www.usembassy.gov>

Vessel Traffic Service

The purpose of this section is to describe the ship reporting procedures to be followed by vessels when within or intending to enter the waters of Eastern Canada or Arctic Canada to which the *Arctic Waters Pollution Prevention Act* applies.

Responsibilities

There is no intention on the part of the Canadian Coast Guard to attempt to navigate or maneuver ships from a shore station and nothing in this publication overrides the authority of the master for the safe navigation of the ship. Information passed to the master is intended to assist in the safe conduct of the ship.

A Marine Communications and Traffic Services (MCTS) Officer may, under specific circumstances:

1. Direct the master, pilot, or person in charge of the deck watch of the vessel to provide any pertinent information in respect of that vessel that may be specified in the direction.
2. Direct the vessel to use any radio frequencies in communications with coast stations or other vessels that may be specified in the direction.
3. Direct the vessel, at the time, between the times or before or after any event that may be specified in the direction to:
 - a. Leave a VTS Zone.
 - b. Leave or refrain from entering any area within a VTS Zone that may be specified in the direction.
 - c. Proceed to or remain at any location within a VTS Zone that may be specified in the direction.

A vessel, as well as the master, pilot, or person in charge of the deck watch of the vessel, shall comply with a direction given to it or them by the MCTS Officer. Notwithstanding, the master, pilot, or person in charge of the deck watch of the vessel may take any action that may be required to ensure the safety of the ship or any other ship.

The master of a ship shall ensure that before the ship enters a VTS Zone the ship's radio equipment is capable of receiving and transmitting radio communications on the appropriate VTS sector frequency.

Traffic Clearance

A Traffic Clearance is an authorization for a ship to proceed subject to such conditions as may be included in the authorization. The Traffic Clearance is predicated upon ship report information and known waterway/traffic conditions. A traffic clearance does not eliminate the need for other authorizations required by legislation or by-laws.

Should any factor upon which the clearance is predicated alter to the detriment of safe navigation, the clearance may be delayed or other conditions may be attached to the clearance.

A traffic clearance is required prior to:

1. Entering a VTS Zone.
2. Commencing a departure maneuver.

3. Commencing a maneuver that may be detrimental to safe navigation.

4. Proceeding after being stranded, stopped due to breakdown of main propulsion machinery or steering gear, or having been involved in a collision.

Communications

Radiotelephone procedures used in communicating with an MCTS center are those specified by the International Telecommunications Union in the *Manual for Use by The Maritime Mobile and Maritime Mobile Satellite Services*.

A continuous listening watch shall be maintained on the appropriate VTS sector frequency on radio equipment located:

1. At any place on board the ship, where the ship is at anchor or moored to a buoy.

2. In the vicinity of the ship's conning space, where the ship is underway.

The continuous listening watch may be suspended if an MCTS officer directs the ship to communicate with coast stations and/or other ship stations on a different VHF radio frequency.

All times given in VHF reports should be in local time and in accordance with the 24-hour clock system.

Navigation safety calls on the designated VTS frequencies should be kept to the minimum consistent with the safety requirement of the situation.

Communication Difficulties.—Where a ship, for any reason other than shipboard radio equipment failure, is unable to obtain the required Traffic Clearance or after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the master may nevertheless proceed along the route, but shall take all reasonable measures to communicate with the appropriate MCTS Center as soon as possible.

Shipboard Radio Equipment Malfunction.—In the event of a shipboard radio equipment failure where the ship is unable to obtain the required Traffic Clearance or, after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the vessel shall:

1. If it is in a port where repairs can be made, remain in the port until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulations* and/or the *Eastern Canada Vessel Traffic Services Zone Regulations*.

2. If it is not in a port where repairs can be made, proceed to the nearest reasonably safe port or anchorage on its route and remain there until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulations* and/or the *Eastern Canada Vessel Traffic Services Zone Regulations*.

Zone Descriptions

Eastern Canada.—The Eastern Canada VTS Zone (ECAREG) consists of Canadian waters on the E coast of Canada S of the parallel of 60°N latitude and in the St. Lawrence River E of the meridian of 66°W longitude, except the waters within Ungava Bay and the waters within the VTS Zones referred to in the *Vessel Traffic Services Zone Regulations*.

Arctic Canada.—The Arctic Canada VTS Zone (NORDREG) includes those waters of Ungava Bay, Hudson Bay, and James Bay S of the parallel of 60°N latitude and the

waters to which the *Arctic Waters Pollution Prevention Act* apply. It excludes MacKenzie Bay and Kugmallit Bay S of the parallel of 70°N latitude and E of the meridian of 139°W longitude.

Local Zones.—East Coast VTS Local Zones have been established for traffic to St. John's, Placentia Bay, Port aux Basques, the Strait of Belle Isle, the Strait of Canso, Halifax, Northumberland Strait, the Bay of Fundy, and St. Lawrence Waterway. The appropriate Sailing Directions (Enroute) volumes should be consulted.

Zone Application

Eastern Canada VTS Zone (ECAREG).—With respect to ECAREG, in which participation is mandatory, the *Eastern Canada Vessel Traffic Services Zone Regulations* apply in respect of:

1. Every ship of 500 gross tons or more.

2. Every ship that is engaged in towing or pushing one or more vessels, where the combined tonnage of that ship and its tow amounts to 500 gross tons or more.

3. Every ship carrying a pollutant or dangerous goods, or engaged in towing or pushing a vessel carrying a pollutant or dangerous goods as prescribed in the following:

a. Oil Pollution Prevention Regulations.

b. Pollutant Substances Regulations.

c. Dangerous Goods Shipping Regulations.

d. International Maritime Dangerous Goods Code (IMDG).

e. Dangerous Chemicals and Noxious Liquid Substances Regulations.

Arctic Canada VTS Zone (NORDREG).—With respect to NORDREG, the provisions of this notice apply to every ship of 300 gross tons, or more. Participation is voluntary; however, mariners are encouraged to participate fully to receive the maximum benefit.

Local VTS Zones.—With respect to the VTS Zones specified in the *Vessel Traffic Services Zone Regulations*, these regulations apply in respect of:

1. Every ship 20m or more in length.

2. Every ship engaged in towing or pushing any vessel or object, other than fishing gear, where:

a. The combined length of the ship and any vessel or object towed or pushed by the ship is 45m or more.

b. The length of the vessel or object being towed or pushed by the ship is 20m or more in length.

With respect to the VTS Zones specified in the *Vessel Traffic Services Zone Regulations*, these regulations do not apply in respect of:

1. A ship engaged in towing or pushing any vessel or object within a log booming ground.

2. A pleasure yacht that is less than 30m in length.

3. A fishing vessel that is less than 24m in length and not more than 150 gross tons.

Reporting Requirements

Change in information.—A report shall be made whenever a significant change occurs in the information previously provided in any report made pursuant to the *Eastern Canada Vessel Traffic Services Zone Regulations* or the *Vessel Traffic Services Zone Regulations* except where the report was made when departing from a VTS Zone.

Non-routine reports.—Pursuant to the *Eastern Canada Vessel Traffic Services Zone Regulations* or the *Vessel Traffic Services Zone Regulations*, a report indicating the vessel's name, position, and a description of the incident shall be made prior to the vessel proceeding, as soon as the master becomes aware of any of the following conditions:

1. The occurrence on board the ship of any fire.
2. The involvement of the ship in a collision, grounding, or striking.
3. Any defect in the ship's hull, main propulsion systems, steering systems, radars, compasses, radio equipment, anchors, or cables.
4. Any discharge or probable discharge of a pollutant from the ship into the water.
5. Another ship in apparent difficulty.
6. Any obstruction to navigation.
7. Any aid to navigation that is functioning improperly, damaged, off-position, or missing.
8. The presence of any pollutant in the water.
9. The presence of a ship that may impede the movement of other ships.
10. Any ice and weather conditions that are detrimental to safe navigation.

Note.—Items 6, 7, and 8 are not required if the information has been previously promulgated by a Notice to Shipping.

Mariners are encouraged to provide, on a voluntary basis, any information pertaining to charts and publications which may not be on board so that arrangements can be made to embark the necessary items.

ECAREG/NORDREG Information Requirements

ECAREG/NORDREG zone reports shall be communicated either directly or to the nearest Canadian Coast Guard MCTS Center. All times given in ECAREG/NORDREG zone reports shall be in Coordinated Universal Time (UTC).

Depending upon the reporting requirement, various elements of the following may be required to be reported:

1. The name of the ship.
2. The radio call sign of the ship.
3. The name of the master of the ship.
4. The position of the ship.
5. The time the ship arrived at the position.
6. The course of the ship, if any.
7. The speed of the ship, if any.
8. The prevailing weather conditions (including ice, if applicable).
9. The estimated time that the ship will enter the Eastern Canada VTS Zone.
10. The estimated time the ship will depart the berth.
11. The destination of the ship.
12. The ETA of the ship at the destination.
13. The route the ship intends to take through the Eastern Canada VTS Zone to arrive at the destination.
14. The name of the last port of call of the ship.
15. The draft of the ship.
16. Any dangerous goods, listed by class, or pollutant, that is carried on board the ship or vessel being towed or pushed by the ship.
17. Revoked.

18. Any defect in the ship's hull, main propulsion machinery, steering system, radars, compasses, radio equipment, anchors or cables.

19. Any discharge, or threat of discharge, of a pollutant from the ship into the water, and any damage to the ship that may result in the discharge of a pollutant from the ship into the water.

20. The name of the Canadian or United States agent of the ship.

21. The date of expiration of a certificate referred to in Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1969/1992; the International Oil Pollution Prevention Certificate; the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk; the Certificate of Fitness; the Certificate of Compliance; and the ISM Safety Management Certificate and the ISM Document of Compliance, if any, issued to the ship.

Search and Rescue authorities have requested that ships entering Canadian waters for the first time answer the following question; this information is only required to be supplied once and updated when the situation changes.

Is your vessel EPIRB equipped? If not, please supply the following information:

1. Number of crew and passengers.
2. Number of lifeboats and life rafts plus make and capacity.
3. Color of hull and superstructure.
4. Distinctive features.

ECAREG Zone Reports

Prior to Entering the Zone.—A report containing all the required information listed under **ECAREG/NORDREG Information Requirements**, except Item 10, shall be made 24 hours prior to entering the zone, or as soon as practicable where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

This report is not required where:

1. The ship is on a voyage between two ports within the zone, and
2. The ship is entering the zone directly from the Arctic Canada Traffic Zone, and is in possession of a valid NORDREG Clearance.

Entering at a Zone Boundary.—A report consisting of Items 1, 2, 4, 8, and 9 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the Zone Boundary when entering the VTS Zone.

This report is not required when entering directly from a Local VTS Zone.

Arrival at a Berth.—A report consisting of Items 1 and 2 from the information listed under **ECAREG/NORDREG Information Requirements**, as well as the port of arrival and the time of arrival, shall be made on arrival of the ship at a berth.

Departing a Berth.—A report containing all the required information listed under **ECAREG/NORDREG Information Requirements**, except Item 9, shall be made 2 hours before a ship departs a berth.

A traffic clearance to depart a berth is valid for 1 hour from estimated time of departure. Where a traffic clearance to depart a berth has expired because of a revised time of departure, a new traffic clearance is required. In this case, the report need only contain the ship's name, call sign, position, and revised time of departure.

This report is not required where the ship is proceeding to another berth in the same port.

Exiting the Zone.—A report consisting of Items 1, 2, 4, and 8 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the seaward boundary of the VTS Zone.

In a case where exiting a VTS Zone coincides with entering a Local VTS Zone, this report is not required. The Local VTS Zone reporting requirements procedures shall be followed.

NORDREG Zone Reports

NORDREG Reports shall be addressed to NORDREG CANADA and communicated either directly to NORDREG CANADA or to the nearest Canadian Coast Guard MCTS Center. The master of the ship shall ensure that these reports are made in accordance with the stated requirements.

Prior to Entering the Zone.—A report containing all the required information listed under **ECAREG/NORDREG Information Requirements**, except Item 10, but also including the following information:

1. Ice class (type or Arctic class category), if applicable, and Classification Society;
 2. Amount of oil on board (fuel and cargo), if such amount exceeds 453 cubic meters (15,988 cubic feet); and
 3. Date of issue of Arctic Pollution Prevention Certificate, if carried and name of Classification Society,
- shall be made 24 hours prior to entering the zone, or as soon as practical where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

If the ship is entering the zone directly from the Eastern Canada Vessel Traffic Services Zone, and is in possession of a valid ECAREG Clearance, only Items 1, 2, and 3 above need be reported.

Entering at a Zone Boundary.—A report consisting of Items 1, 2, and 4 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the Zone Boundary when entering the VTS Zone.

Arrival at a Berth.—A report consisting of Items 1, 2, and 10 from the information listed under **ECAREG/NORDREG Information Requirements**, as well as the port of arrival and the time of arrival, shall be made on arrival of the ship at a berth.

Departing a Berth.—A report consisting of Items 1, 2, 8, 10, 11, 12, 13, and 16 from the information listed under **ECAREG/NORDREG Information Requirements**, as well as the amount of oil on board (fuel and cargo) if such amount exceeds 453 cubic meters (15,988 cubic feet), and any changes to previously-reported Items 18, 19, 20, and 21 from the information listed under **ECAREG/NORDREG Information Requirements**, shall be made not more than 2 hours and not less than 1 hour before departing a berth.

If the estimated time of departure changes by more than 1 hour, a report shall be made containing the revised estimated time of departure.

A report shall be made when the ship has departed the berth, giving the actual time of departure.

This report is not required where the ship is proceeding to another berth in the same port.

1600 UTC Report.—A report consisting of Items 1, 2, 4, and 8 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made daily at 1600 UTC.

Exiting the Zone.—A report consisting of Items 1, 2, 4, and 8 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the seaward boundary of the VTS Zone.

ECAREG/NORDREG Reporting Contacts

See the accompanying table titled **ECAREG/NORDREG Contact Reporting Information**.

Local VTS Zone Reports

With respect to Local VTS Zones as specified in the *Vessel Traffic Services Zone Regulations*, the master of a ship shall report to the MCTS Officer in accordance with the regulations described below.

Information Required.—Depending on the reporting requirements, the following information may be required to be reported:

1. The name of the ship.
2. The radio call sign of the ship.
3. The position of the ship.
4. Estimated time that the ship will enter the VTS Zone.
5. The destination of the ship.
6. Estimated time the ship will arrive at its destination.
7. Whether any pollutant or dangerous goods cargo is carried on board the ship or any vessel or object being towed or pushed by the ship.
8. The estimated time that the ship will depart the berth.
9. The estimated time at which the ship will next arrive at a location requiring a report.

Entering a Zone.—At least 15 minutes before a ship intends to enter a zone, a report shall be made specifying the information contained in Items 1, 2, 3, 4, 5, 6, and 7 above.

Ships in possession of a valid Traffic Clearance are not required to provide this report.

Arriving at a Calling-In-Point (CIP).—When a ship arrives at a CIP, a report shall be made specifying the information contained in Items 1, 3, and 9 above.

Arriving at a Berth.—As soon as practicable after a ship arrives at a berth, a report shall be made specifying the information contained in Items 1 and 3 above.

Departure Maneuvers.—A departure maneuver is defined as an operation during which a vessel leaves a berth and gets safely underway. Immediately before commencing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, 3, 5, 6, 7, and 8 above.

Immediately after completing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, and 9 above.

Maneuvers.—A Traffic Clearance is required 15 minutes prior to commencing any maneuver, such as:

1. A compass adjustment.
2. The calibration and servicing of navigational aids.
3. A sea trial.
4. A dredging operation.

5. The laying, picking up, and servicing of submarine cables; or any other maneuver that may be detrimental to safe navigation, a report shall be made specifying the information listed in Items 1 and 3 above, plus a description of the intended maneuver.

As soon as practicable after the maneuver is completed, a report describing the maneuver just completed shall be made.

Variations

Ferries and other vessels on a regularly scheduled voyage may be exempted from making routine reports. formal variations to reporting procedures will be granted only where alter-

nate arrangement to provide essential information are made and where the equivalent procedure or practice is deemed to be as safe as that required in the regulations.

Formal variations may be obtained by submitting a written request to the appropriate Regional Director, Canadian Coast Guard.

In circumstances other than those described above, informal variations may be granted from time to time on a one time only basis by an MCTS Officer where the procedure or practice requested is deemed to be as safe as that required in the regulations.

ECAREG/NORDREG Contact Reporting Information				
Contact	Telephone	Telex	Facsimile	Telegraphic identifier
ECAREG				
St. John's MCTS Center	(709) 772-2083	016-4530	(709) 772-5369	CCGTC SNF
Halifax MCTS Center	(902) 426-9750	019-22510	(902) 426-4483	CCG MRHQ DRT
Riviere-au-Renard MCTS Center	(418) 269-5686	316-0025	(418) 269-5514	—
NORDREG				
Iqaluit MCTS Center*	(867) 979-5724	063-15529	(867) 979-4236	NORDREG CDA
*Operational from mid-June until mid-December. At other times, contact St. John's MCTS Center.				

Appendix I

Eastern Canada—Time Zones		
Location	Standard Time	Daylight Savings Time
Newfoundland (except Labrador)	+3 ½	+2 ½ Maintained from the first Sunday in April until the Saturday before the last Sunday in October.
Atlantic Zone—New Brunswick, Nova Scotia, Anticosti E of 63°W, and Labrador	QUEBEC (+4)	PAPA (+3) Maintained from the first Sunday in April until the Saturday before the last Sunday in October.
Atlantic Zone—Eastern Quebec	QUEBEC (+4)	Not observed.
Eastern Zone—Nunavet E of longitude 85°W (except Southampton Islands and the islands adjacent to Southampton Island), eastern Ontario, western Quebec, and Anticosti W of longitude 63°W	ROMEO (+5)	QUEBEC (+4) Maintained from the first Sunday in April until the Saturday before the last Sunday in October.
Eastern Zone—Nunavet (Southampton Islands and the islands adjacent to Southampton Island) and western Ontario	ROMEO (+5)	Not observed.
Central Zone—Manitoba and Nunavet between longitude 85°W and longitude 102°W (except Southampton Island, the islands adjacent to Southampton Island, and all areas lying within the Kitikmeot Region)	SIERRA (+6)	ROMEO (+5) Maintained from the first Sunday in April until the Saturday before the last Sunday in October.

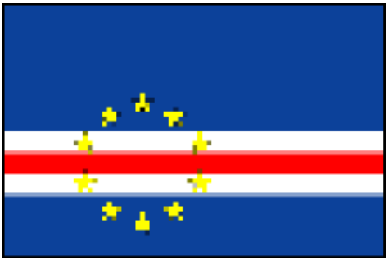
CAPE VERDE ISLANDS

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Flag of the Cape Verde Islands

General

The Cape Verde Islands consists of ten major islands and five small islets. This group, lying between 350 and 450 miles off the African coast, is of volcanic origin and is mountainous.

The climate, which is dry and tropical, and vegetation are similar to the adjoining African mainland.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Cape Verde escudo, consisting of 100 centavos.

Cape Verde Islands is a republic. The country is divided into 17 districts.

Cape Verde Islands is governed by a directly-elected President who serves a 5-year term. The Prime Minister is nominated by the National Assembly and appointed by the President. The unicameral National Assembly is composed of 72 directly-elected members serving 5-year terms.

The legal system is modeled after the Portuguese legal system.

The capital is Praia.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 13	Democracy and Liberty Day
January 20	National Heroes' Day
Ash Wednesday	Variable
Good Friday	Variable
Easter Sunday	Variable
May 1	Labor Day
May 19	Municipal Day
July 5	Independence Day
August 15	Assumption Day
September 12	National Day
November 1	All Saints' Day
December 25	Christmas Day

Industries

Salt mining is a major industry. The chief products are bananas, salt, tunny, coffee, nuts, and pozzolana (volcanic rock).

Languages

Portuguese is the official language. Criolo, an indigenous language, is a mixture of Portuguese and West African words.

Navigational Information

Enroute Volume

Pub. 143, Sailing Directions (Enroute) West Coast of Europe and Northwest Africa.

Maritime Claims

The maritime territorial claims of the Cape Verde Islands are, as follows:

Territorial Sea *	12 miles.
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Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles.

* Claims archipelagic status. Requires advance permission or notification for innocent passage of warships in the territorial sea.

Search and Rescue

Capitania dos Portos de Barlavento (CPB) is responsible for coordinating search and rescue operations. A Rescue Coordination Center, which operates 24 hours and relays all calls to CPB, is located on Sal Island. Cape Verde MRCC CPB can be contacted by e-mail, as follows:

capitaniasv@cvtelecom.cv

Sao Vicente Coast Radio Station (D4A) maintains a continuous listening watch for distress traffic on 2182 kHz, 2187.5 kHz, VHF channel 16, and VHF channel 70. The radio station can be contacted by e-mail, as follows:

s.movelmaritimo@cvtelecom.cv

Time Zone

The Time Zone description is NOVEMBER (+1). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Rua Abilio Macedo 81, Praia.

The mailing address is C. P. 201, Praia.

U. S. Embassy Cape Verde Islands Home Page
<http://praia.usembassy.gov>



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Government



Flag of the Cayman Islands

General

The Cayman Islands are three low-lying coral islands lying WSW of Jamaica. Grand Cayman, about half of which is swamp, features a shallow reef-protected sound along its NW part. Cayman Brac and Little Cayman, lying NE of Grand Cayman, are both wooded.

The climate is tropical maritime, with a cool season from November to March. Hurricanes may be experienced between July and November.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Cayman Islands dollar, consisting of 100 cents.

The Cayman Islands are a self-governing dependent overseas territory of the United Kingdom, with Queen Elizabeth II as its chief of state. It is divided into eight districts.

The Cayman Islands are governed by a Governor appointed by the Queen. The 18-member unicameral Legislative Assembly consists of three appointed members and 15 directly-elected members, all serving 4-year terms.

The legal system is based on British common law and local statutes.

The capital is Georgetown.

Holidays

The following holidays are observed:

January 1	New Year's Day
Ash Wednesday	Variable

Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
Third Monday in May	Discovery Day
Whitsunday	Variable
Whitmonday	Variable
First Monday following the second Saturday in June	Queen's Birthday
First Monday in July	Constitution Day
November 11	Remembrance Day
December 25	Christmas Day
December 26	Boxing Day

Industries

Financial services, including banking and insurance, and tourism are the primary industries of the Cayman Islands. Additional sectors of the economy are based on construction, construction materials, and furniture.

Languages

English is the official language.

Navigational Information

Enroute Volume

Pub. 147, Sailing Directions (Enroute) Caribbean Sea Volume 1.

Maritime Claims

The maritime territorial claims of the Cayman Islands are, as follows:

Territorial Sea	12 miles.
Fisheries or Economic Zone	200 miles.

Search and Rescue

The Marine Unit of the Cayman Islands Police is responsible for coordinating search and rescue operations.

Time Zone

The Time Zone description is ROMEO (+5). Daylight Savings Time is not observed.

U.S. Embassy

The Cayman Islands are a dependent territory of the United Kingdom. There is no diplomatic representation.



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Cautions

Drilling platforms and drill rigs are found off the coast of Colombia.

Currency

The official unit of currency is the Colombian peso, consisting of 100 centavos.

Government

General

Colombia is located in Northern South America. The country borders the Caribbean Sea between Panama and Venezuela, and the North Pacific Ocean between Ecuador and Panama.

The climate is tropical along the coast and eastern plains, becoming cooler in the highlands.

The terrain is flat coastal lowlands, central highlands, high interior Andes Mountains, and eastern lowland plains.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.



Flag of Colombia

Colombia is a constitutional republic in which the executive branch dominates the government structure. The country is divided into 32 departments and one capital district.

Colombia is governed by a directly-elected President who serves a 4-year term; the President may not be elected to consecutive terms. The bicameral Congress is composed of a 102-member Senate and a 165-member House of Representatives.

Members of both houses are elected via proportional representation to serve 4-year terms.

The legal system is based on Spanish law and a criminal code model after United States procedures.

The capital is Bogota.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 6 *	Feast of the Epiphany
March 19 *	St. Joseph Day
Holy Thursday	Variable
Good Friday	Variable
Easter Sunday	Variable
May 1	Labor Day
Ascension Day	Variable
Corpus Christi	Variable
Feast of the Sacred Heart	Variable
June 29 *	St. Peter and St. Paul
July 20	Independence Day
August 7	Battle of Boyaca
August 15	Assumption Day
October 12	Dia de la Raza
November 1 *	All Saints' Day
November 11 *	Cartagena Independence Day
December 8 *	Immaculate Conception
December 25	Christmas Day

* If the holiday does not fall on a Monday, it is celebrated on the following Monday.

Industries

The main industries include textiles, food processing, oil, clothing and footwear, beverages, chemicals, metal products, and cement.

Languages

Spanish is the official language.

Navigational Information

Enroute Volumes

Pub. 125, Sailing Directions (Enroute) West Coast of South America.

Pub. 148, Sailing Directions (Enroute) Caribbean Sea Volume 2.

Maritime Claims

The maritime territorial claims of Colombia are, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Claims straight baselines.

Maritime Boundary Disputes

Territorial dispute with Nicaragua and Honduras over Isla de San Andres (12°33'N., 81°43'W.), Isla Providencia (13°21'N., 81°22'W.), and the Quito Sueno Bank (14°15'N., 81°15'W.) region.

Maritime boundary dispute in the Gulf of Venezuela with Venezuela.

Pilotage

Pilotage is compulsory for all vessels exceeding 250 nrt.

The vessel's ETA should be sent 48 hours and 24 hours in advance through the agent. Any delay in the ETA should be sent at least 6 hours in advance.

Regulations

Oil tankers are not permitted to clean tanks within 60 miles of the Colombian coast. A vessel arriving at a port with dirty ballast will be ordered to proceed to sea beyond the 60-mile limit and take on clean ballast.

Within the territorial waters of Colombia, masters of vessels are liable to heavy fines, seizure of vessel or cancellation of licenses if they:

1. Fail to obey the orders of the competent authorities regarding departure and arrival at ports.
2. Moor at piers, off beaches, or off river banks where this is not permitted by the authorities.
3. Alter their port of destination without permission.
4. Unjustifiable delay passage between two ports.
5. Carry out unauthorized embarking or disembarking of persons and loading or unloading of cargo.
6. Disobey instructions from military, naval, police, customs, or port authorities.
7. Do not comply with the regulations of the competent authorities in force for maritime and river traffic.

Search and Rescue

Colombian Coast Guard stations maintain continuous listening watches for distress traffic, as follows:

1. Atlantic coast—VHF channels 11 and 16.
2. Pacific coast—VHF channels 16 and 68.

Submarine Operating Areas

Submarine exercise areas are located, as follows:

- a. Two areas lying up to 26 miles W of Isla Tierra Bomba (10°21'N., 75°35'W.).
- b. 5 miles WNW of Punta San Bernardo (9°42'N., 75°42'W.).
- c. 8 miles NW of Punta San Bernardo.

Time Zone

The Time Zone description is ROMEO (+5). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Calle 22D-BIS, No. 47-51, Bogota.

The mailing address is Carrera 45, #22D-45, Bogota, D.C.

U. S. Embassy Colombia Home Page
<http://bogota.usembassy.gov>



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Government



Flag of Costa Rica

General

Costa Rica is located in Central America, bordering the Caribbean Sea and the North Pacific Ocean, between Nicaragua and Panama.

The climate is tropical, having its dry season from December to April and its rainy season from May to November.

The terrain is primarily coastal plains separated by rugged mountains.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Costa Rican colon, consisting of 100 centimos.

Costa Rica is a democratic republic. The country is divided into seven provinces.

Costa Rica is governed by a directly-elected President who serves for a 4-year term. The unicameral Legislative Assembly is composed of 57 directly-elected members serving 4-year terms.

The legal system is based on Spanish civil law.
The capital is San Jose.

Holidays

The following holidays are observed:

January 1

New Year's Day

Mid April	Juan Santamaria (Anniversary of the Battle of Rivas)
Holy Thursday	Variable
Good Friday	Variable
Easter Sunday	Variable
May 1	Labor Day
June 29	St. Peter and St. Paul
Late July	Annexation of Guanacaste
August 15	Assumption Day/ Mother's Day
September 15	Independence Day
October 12	Columbus Day/Dia de la Raza
December 8	Immaculate Conception
December 24	Christmas Eve
December 25	Christmas Day
December 28-31	Christmas Holiday

Industries

The main industries are food processing, textiles and clothing, construction materials, fertilizer, and plastic products.

Tourism and the export of bananas, coffee, and other agricultural products are also important to the economy.

Languages

Spanish is the official language. English is spoken in the area of Puerto Limon.

Navigational Information

Enroute Volumes

Pub. 148, Sailing Directions (Enroute) Caribbean Sea Volume 2.

Pub. 153, Sailing Directions (Enroute) West Coasts of Mexico and Central America.

Maritime Claims

The maritime territorial claims of Costa Rica are, as follows:

Territorial Sea	12 miles.
Fisheries or Economic Zone	200 miles.

Continental Shelf 200 miles.

* Claims straight baselines.

Maritime Boundary Disputes

Legal dispute with Nicaragua over navigational rights on the San Juan River.

Regulations

No vessel is allowed to enter a Costa Rican port until visited by a Health Inspector, the Captain of the Port, and a Customs Officer.

Vessels should send their ETA at their first Costa Rican port as soon as possible after leaving its previous port and at least 72 hours in advance. Any changes of at least 1 hour in the ETA should be reported at least 24 hours in advance. The initial message should include the following information:

1. Vessel draft.
2. Cargo.
3. Cargo consignees.
4. Vessel requirements.

Search and Rescue

Puntarenas Coast Radio Station (TEC) maintains a continuous listening watch on VHF channel 16 for distress traffic.

Time Zone

The Time Zone description is SIERRA (+6). Daylight Savings Time is not observed.

U.S. Embassy

The embassy is situated on Calle 120, Avenida 0, Pavas, San Jose.

The mailing addresses are, as follows:

1. Costa Rica address—
920-1200
San Jose
2. U.S. address—
U. S. Embassy San Jose
APO AE 34020

U. S. Embassy Costa Rica Home Page
<http://sanjose.usembassy.gov>



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General

Croatia is located in southeastern Europe, bordering the Adriatic Sea between Bosnia and Herzegovina and Slovenia.

The climate is Mediterranean, and more predominately, continental, with hot summers and cold winters. Mild winters with dry summers prevail along the coast.

The terrain is geographically diverse. There are flat plains along the Hungarian border, low mountains, and highlands near the Adriatic coast. The W coast is fringed by off-lying islands.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Vessels engaged in seismic surveys and other research projects may be encountered in the Adriatic Sea, normally inside the 200m depth curve.

Currency

The official unit of currency is the kuna, consisting of 100 lipa.

Firing Areas

P-1 (SW of Rt Marlera)—Area bound by line joining the following positions:

- a. 44°48'N, 14°00'E.
- b. 44°42'N, 14°14'E.
- c. 44°22'N, 14°06'E.
- d. 44°39'N, 13°40'E.

P-2 (SW of Otok Losinj)—Area bound by line joining the following positions:

- a. 44°34'N, 14°22'E.
- b. 44°25'N, 14°34'E.
- c. 44°17'N, 14°22'E.
- d. 44°24'N, 14°15'E.

P-3 (SW of Otok Premuda)—Area bound by line joining the following positions:

- a. 44°22'N, 14°35'E.
- b. 44°12'N, 14°50'E.
- c. 44°04'N, 14°35'E.
- d. 44°15'N, 14°24'E.

P-4 (SW of Otok Vir)—Area bound by line joining the following positions:

- a. 44°18'N, 15°02'E.
- b. 44°10'N, 15°10'E.
- c. 44°11'N, 15°02'E.
- d. 44°15'N, 14°56'E.

P-5 (SW of Otok Zirje)—Area bound by line joining the following positions:

- a. 43°41'N, 15°36'E.
- b. 43°38'N, 15°45'E.
- c. 43°35'N, 15°55'E.
- d. 43°30'N, 15°59'E.
- e. 43°23'N, 15°44'E.
- f. 43°34'N, 15°18'E.

P-6 (Korculanski Kanal)—Area bound by line joining the following positions:

- a. 43°07'N, 16°49'E.
- b. 43°06'N, 16°59'E.
- c. 42°59'N, 16°59'E.
- d. 42°59'N, 16°49'E.

P-7 (Lastovski Kanal)—Area bound by line joining the following positions:

- a. 42°55'N, 17°06'E.
- b. 42°55'N, 17°12'E.
- c. 42°47'N, 17°19'E.
- d. 42°43'N, 17°23'E.
- e. 42°43'N, 17°10'E.

P-8 (S of Otok Mljet)—Area bound by line joining the following positions:

- a. 42°47'N, 17°19'E.
- b. 42°41'N, 17°45'E.
- c. 42°32'N, 17°42'E.
- d. 42°37'N, 17°16'E.

P-9 (S of Boka Kotorska)—Area bound by line joining the following positions:

- a. 42°24'N, 18°31'E.

- b. 42°21'N, 18°42'E.
- c. 42°09'N, 18°42'E.
- d. 42°21'N, 18°22'E.

P-10 (S of Luka Budva)—Area bound by line joining the following positions:

- a. 42°16'N, 18°49'E.
- b. 42°08'N, 19°02'E.
- c. 42°00'N, 19°00'E.
- d. 42°07'N, 18°46'E.

Government



Flag of Croatia

Croatia is a presidential/parliamentary democracy. The country is divided into 20 counties and one city.

Croatia is governed by a directly-elected President who serves a renewable 5-year term. The Prime Minister is appointed by the President. The unicameral Parliament is composed of 151 directly-elected members serving 4-year terms.

The legal system is based on civil law.

The capital is Zagreb.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 6	Epiphany
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
Corpus Christi	Variable
June 22	Croatian Uprising Day
June 25	Croatian State Day
August 5	Patriotic Gratitude Day
August 15	Assumption Day
October 8	Independence Day
November 1	All Saints' Day
December 25	Christmas Day
December 26	St. Stephen's Day

The ports of Rovenj, Sibenik, Split, and Zadar observe a holiday on May 30.

The ports of Hvar, Pula, Ploce-Kordeljevo, Rijeka, and Senj observe a holiday on July 27.

The port of Dubrovnik observes a holiday on August 15.

Industries

The main industries include chemicals and plastics, machine tools, fabricated metal, electronics, pig iron, wood products, shipbuilding, petroleum and refining, food and beverage products, paper, and rolled steel iron products.

Languages

Serbo-Croatian is the official language, which is spoken by 96 per cent of the population.

Navigational Information

Enroute Volume

Pub. 132, Sailing Directions (Enroute) Eastern Mediterranean.

Maritime Claims

The maritime territorial claims of Croatia are, as follows:

Territorial Sea *	12 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Requires advance permission or notification for innocent passage of warships in the territorial sea.

Maritime Boundary Disputes

A Croatia-Slovenia land and maritime boundary agreement, which would have ceded most of Piranski Zaliv (Pirin Bay) (45°30'N., 13°34'E.) and maritime access to Slovenia and several village to Croatia, remains controversial, has not been ratified, and has been complicated by Croatia's declaration of an ecological fisheries zone in the Adriatic Sea.

Pilotage

Pilotage is compulsory for all foreign vessels exceeding 500 grt. Pilotage is also compulsory for vessels carrying hazardous cargo proceeding between Croatian ports and while in Croatian waters. Certain vessels under 500 grt may be subject to pilotage should the Harbormaster's office consider this necessary.

The harbor authorities may be contacted 24 hours on VHF channel 9. The pilot associations may be contacted 24 hours on VHF channel 12.

Coastal pilotage is compulsory for all vessels carrying dangerous liquid chemicals or bulk flammable liquid gas. Vessels bound for ports open to international traffic should use coastal pilotage. Coastal pilotage should be requested 6 hours in advance.

Prohibited Areas

The following prohibited areas have been established in Croatian waters:

1. A sea belt, 100m wide, along the N shore of Poluotok Lustica peninsula, between Spiljice and Donji Krasici and between Rose and Rt Dobrac.
2. A sea belt, 300m wide, along the N shore of Malo More from Uvala Vodice to Rt Meded, delimited by the following shore points: 42°59.4'N, 17°28.5'E and 42°56.4'N, 17°32.8'E.
3. The sea area in the Stonski Kanal, within a line joining Rt Blaca and Zuronja.
4. In two areas within 300m of that part of the coast of Otok Lastovo from 42°45.3'N, 16°48.6'E, on the shore, to 42°45.8'N, 16°49.4'E, on the shore, including the area within 300m of the coast of Otok Mrara; and within 300m of that part of the coast of Otok Lastovo from 42°43.8'N, 16°50.2'E, on the shore, to 42°44.0'N, 16°52.1'E, on the shore.
5. A sea belt, 300m wide, along the shore of Poluotok Prevlaka peninsula, bounded by the following points on the shore:
 - a. 42°24.5'N, 18°30.6'E.
 - b. 42°24.5'N, 18°30.7'E.
6. A sea belt in front of Sava Kovacevic ship repair yard of Tivat, bounded by lines joining the following positions:
 - a. 42°25.9'N, 18°41.8'E.
 - b. 42°25.8'N, 18°41.4'E.
 - c. 42°26.2'N, 18°41.3'E.
 - d. 42°26.4'N, 18°41.5'E.
7. A sea belt, 300m wide, offshore of Otok Palagruza.
8. A sea belt, 300m wide, along the S coast Otok Brac from Rt Zastup to Uvala Farska, delimited by the following points:
 - a. 43°17.9'N, 16°27.5'E.
 - b. 43°16.2'N, 16°32.4'E.
9. A sea area in the bay of Luka Budava, SW of a line, the outermost points of which on the shore are marked by two pyramidal structures.
10. A sea area, 500m wide, offshore of Otok Goli.
11. The sea area around Brionski Otoci, bounded by lines joining the following positions:
 - a. 44°56.8'N, 13°42.6'E.
 - b. 44°54.9'N, 13°42.8'E.
 - c. 44°53.1'N, 13°45.1'E.
 - d. 44°53.9'N, 13°46.7'E.
 - e. 44°54.5'N, 13°47.2'E.
 - f. 44°55.5'N, 13°46.8'E.
 - g. 44°56.9'N, 13°44.7'E.

The following navigation prohibited areas have been established in Croatian waters:

1. Within 300m of three sections of the coast of Otok Vis:
 - a. Between 43°03.5'N, 16°03.8'E, on the shore, and 43°02.8'N, 16°03.8'E, on the shore, in the vicinity of Rt Barjak and including Otoci Barjak.
 - b. Between 43°00.6'N, 16°04.6'E, on the shore, and 43°00.4'N, 16°05.0'E, on the shore, in the vicinity of Rt Stupisce.
 - c. Between 43°02.4'N, 16°14.4'E, on the shore, and 43°03.9'N, 16°15.7'E, on the shore.

2. Uvala Stupica Mala and the channel between Rt Rasohe and Otocic Mazirina.
3. A sea area, 500m wide, surrounding Rt Zecevo.
4. Uvala Zagracina (44°08.2'N., 14°53.8'E.), Uvala Dumboka (44°07.2'N., 14°16.0'E.), and Uvala Bukasin (44°06.6'N., 14°56.7'E.), on the NE coast of Dugi Otok.
5. Within a 500m radius of Marinka Rat
6. Within a radius of 500m of Rt Gruj, Goli Rat, Rt Raznjic, and from position 42°43.2'N, 17°52.1'E.
7. Through Novsko Zdrilo.

Prohibited areas for vessels greater than 500 grt, and for vessels carrying dangerous substances, or which have not been certified gas-free, have been established in the following areas:

1. In Pamanski Kanal S of Rt Podvara (44°03'N., 15°18'E.).
2. In Kolocepki Kanal between Otok Kolocep (42°40'N., 18°01'E.) and Veliki Vratnik (42°45'N., 17°47'E.).
3. In Peljeski Kanal between Rt Raznjic (42°55'N., 17°12'E.) and Rt Osicac (43°01'N., 17°01'E.).
4. In the channels between Otok Kornat and Dugi Otok on the W, and Otok Pasman and Otok Ugljan on the E, from Otok Zirje (43°39'N., 15°40'E.) to Otok Molat (44°15'N., 14°49'E.).

In exceptional circumstances and with a pilot embarked, vessels carrying oil may navigate in each of the prohibited areas listed above between October 1 and March 31.

Regulations

Navigational warnings and weather messages are broadcast in English from Bar, Dubrovnik, Split, and Rijeka.

Vessels calling at Croatian harbors must give 24 hours notice of ETA through any Croatian coast radio station.

At most of the major ports in Croatia, vessels are subject to regulations, a copy of which should be obtained on arrival.

Special rules are in force for all foreign naval and surveying vessels visiting Croatian coastal waters.

Vessels transiting this area should obtain a copy of The International Convention for the Prevention of Pollution from Ships, 1973, of which Annexes I, II, and V are mandatory, and III and IV are voluntary.

The Mediterranean Sea is defined as a Special Area for the purposes of the Convention.

Annex I prohibits the discharge of any oil or oil mixtures into the Special Area.

Annex II is related to Noxious Liquid Substances in bulk.

Annex V regulates the disposal of garbage from ships and contains special provisions for the applicable area. Any discharge of harmful waste material overboard, in Croatian waters, should be reported to the closest port authority.

Dredges and other craft engaged in works in harbors, or in much-frequented waters on the coasts of Croatia, where they are liable to be affected by the wash of passing vessels, carry the International Code signal signifying reduce speed.

All vessels in the vicinity must reduce their speed, so as to avoid damage or disturbance of the work. Infringements of this order are punishable with fines or arrest and payment of any damage occasioned.

The following Croatian ports are open to international traffic:

1. Umag.
2. Porec.
3. Rovinj.
4. Pula.
5. Rasa-Brsica.
6. Rijeka.
7. Mali Losinj.
8. Senj.
9. Maslenica.
10. Zadar.
11. Sibenik.
12. Split.
13. Ploce.
14. Metkovic.
15. Korcula.
16. Dubrovnik.

The following Croatian ports are open to international traffic on a seasonal basis (April 1 to October 31) only:

1. Umag (ACI Marina).
2. Novigrad (Istria).
3. Plominska Luka.
4. Kanegra.
5. Sali.
6. Bozava.
7. Primosten.
8. Hvar.
9. Stari Grad.
10. Vela Luka.
11. Ubli (Lastovo).
12. Vis.
13. Komiza.
14. Cavtat.

Ship Reporting System

The Adriatic Ship Reporting System (ADRIREP), a mandatory system for certain vessels, is in effect for the Adriatic Sea N of latitude 40°25'N. For further information, see Italy—Regulations.

Search and Rescue

The Maritime Rescue Coordination Center (MRCC) is located in Rijeka. The MRCC Rijeka can be contacted by e-mail, as follows:

mrcc@pomorstvo.hr

Maritime Rescue Coordination Subcenters (MRSC) are also located, as follows:

1. MRSC Dubrovnik.
2. MRSC Ploce.
3. MRSC Pula.
4. MRSC Senj.
5. MRSC Sibenik.
6. MRSC Split.
7. MRSC Zadar.

A network of coast radio stations maintains a continuous listening watch on international distress frequencies. MRCC Rijeka also maintains a continuous listening watch on 2187.5 kHz.

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time (BRAVO (-2)) is maintained from the Saturday before the last Sunday in March until the Saturday before the last Sunday in October.

Traffic Separation Schemes

Traffic Separation Schemes (TSS) in Croatia are, as follows:

1. Off Otok Palagruza. (Government of Croatia)
2. In Vela Vrata. (Government of Croatia)

U.S. Embassy

The U.S. Embassy is situated at 2 Thomas Jefferson Street, Zagreb.

The mailing address is 2 Thomas Jefferson Street, 10010 Zagreb.

<p>U. S. Embassy Croatia Home Page http://zagreb.usembassy.gov</p>



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General

Cuba is an island lying about 85 miles S of Florida, with the Caribbean Sea bordering its S coast and the North Atlantic Ocean bordering its N coast.

The climate is tropical and is moderated by trade winds. The dry season is from November to April while the rainy season is from May to October.

The terrain is mostly flat to rolling plains, with rugged hills and mountains in the SE. Rivers are numerous, but unsuitable for navigation.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 29 (Issued 1 March 1962; updated 1 January, 1982; reviewed 9 November 1994)

1. Mariners are advised to use extreme caution in transiting the waters surrounding Cuba. Within distances extending in some cases up to 20 miles from the Cuban coast, vessels have been stopped and boarded by Cuban authorities. Cuba vigorously enforces a 12-mile territorial sea extending from straight baselines drawn from Cuban coastal points. The effect is that Cuba's claimed territorial sea extends in many cases beyond 12 miles from Cuba's physical coastline.

2. The publication of this notice is solely for the purpose of advising U.S. mariners of information relevant to navigational safety and in no way constitutes a legal recognition of the validity of any foreign rule, regulation, or proclamation so published.

Guantanamo Bay Naval Defensive Sea Area

At no time shall any ship or other craft, other than public ships of the United States, be navigated into Guantanamo Bay Naval Defensive Sea Area, unless authorized by the Secretary of the Navy. Commander, U.S. Naval Base, Guantanamo Bay, Cuba, has been authorized to act on requests from vessels whose normal legitimate business requires entry into Guantanamo Bay.

U.S. Naval Base Guantanamo maintains a communications guard (call sign Guantanamo Bay Port Control) on VHF channels 12 and 16.

The Guantanamo Bay Naval Defensive Sea Area is the area between the high and low water marks and the sea and in and about the entrance channel within the following lines:

1. A line bearing 180° and extending 3 miles from the shoreline of the E boundary of the U.S. Naval Base Guantanamo (longitude 75°05'1502"W).

2. A line bearing 180° and extending 3 miles from the shoreline of the W boundary of the U.S. Naval Base Guantanamo (longitude 75°14'02"W).

3. A line joining the outer extremities of the bearing lines described above in paragraph 1 and paragraph 2.

All vessels are directed to stand clear of the Guantanamo Bay Naval Defensive Sea Area.

Currency

The official unit of currency is the Cuban peso, consisting of 100 centavos.

Firing Areas

U.S. military exercise areas are established in the waters S of the Florida Keys and off Guantanamo Bay.

Local Notice to Mariners are promulgated giving the limits of the area, nature of exercise, time and duration, and applicable navigational rules.

Government



Flag of Cuba

Cuba is a communist state comprised of 14 provinces and one special municipality.

Cuba is governed by a President appointed by the National Assembly for a 5-year term. The unicameral National Assembly is composed of 609 members serving 5-year terms. They are directly elected from slates approved by special candidate commissions; no other political candidates are allowed to stand for office.

The legal system is based on Spanish law and American law, with large elements of Communist legal theory.

The capital is Havana.

Holidays

The following holidays are observed:

January 1	New Year's Day/Liberation Day
January 21	Armed Forces Victory Day
May 1	Labor Day
May 20	Independence Day (from Spain)

July 25-27

October 10

Revolution Days

Commemoration of Wars of Independence

Industries

The main industries are sugar milling and refining, petroleum refining, food and tobacco processing, textiles, chemicals, paper and wood products, metals, cement, fertilizer, consumer goods, and agricultural machinery.

Languages

Spanish is the official language.

Navigational Information

Enroute Volume

Pub. 147, Sailing Directions (Enroute) Caribbean Sea Volume 1.

Maritime Claims

The maritime territorial claims of Cuba are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	Depth of 200m.

* Cuba claims straight baselines enclosing varying distances of water between Cabo Frances, Isla de la Juventad, Cayo Breton, and Cabo Cruz as internal waters.

Pilotage

Pilotage is compulsory for all foreign vessels for entry, departure, berthing, casting off, and towing. There are pilot stations in every large port and small ports are serviced by pilots from the nearest larger port.

The port operations of Guantanamo Bay (19°54'N., 75°10'W.) are controlled by U.S. Naval authorities.

Pollution

All vessels navigating in Cuban waters must report the presence of oil patches or other substances through the nearest coast radio station. The report should be sent to "Centro Aviso Nacional" and should include the following information:

1. Date and time of discovery.
2. Position, direction of drift, approximate size, and description of type of substance.
3. Proximity to the nearest Cuban coastal zone, mentioning the port and provincial authority.
4. Name and nationality of vessels found close to the substance.
5. Any other relevant information

Regulations

Vessels should send their ETA to Mambisas Habana. If another port other than Habana is the vessel's first port of call, the ETA should also be sent to Mambisas (name of port).

All vessels approaching Cuban ports should contact the Port Signal Station on VHF channel 16, or by light signals, to announce their presence, nationality, and characteristics.

The maximum permitted vessel speed in inner Cuban waters is 6 knots, unless otherwise directed.

Search and Rescue

The Maritime Safety and Survey Directorate of the Cuban Ministry of Transport is responsible for coordinating search and rescue operations. The Maritime Rescue Coordination Center (MRCC) Cuba can be reached by e-mail, as follows:

dsim@mitrans.transnet.cu
cla@transnet.cu

A network of coast radio stations maintains a continuous listening watch on international distress frequencies.

Signals

Cuba has adopted the storm and hurricane signal system of the United States.

For Cuban port signal purposes, vessels are classified by length, as follows:

1. Long—More than 170m in length.
2. Average—130 to 170m in length.
3. Short—Less than 130m in length.

Cuban port signals consist of a code of flags by day, or lights at night, to indicate the presence of approaching vessels, and for traffic control. Day signals are shown in the accompanying graphic. Night signals, shown from lights on a mast, are, as follows:

Signal	Meaning
R G R W R G	This is the position of the various lights on the mast. There are six lamps arranged vertically which combine to make the appropriate signal. The distance between the lights as seen from the vessel will vary dependent upon the signal being displayed and the lamps in use. G=Green light. R=Red light. W=White light
G	One or more vessels approaching port.
G G	Vessel(s) 1 or 2 miles off maneuvering to enter port with clear approach to the channel.

Signal	Meaning
G R	Vessel(s) 1 or 2 miles off has requested pilot. Do not enter. Wait there for pilot.
W	Pilot launch returning to station.
R R	Channel not clear.
R R R	Entry and exit prohibited for all types of vessel.
R G W	Vessel close to the entrance of the channel is to keep well clear
R R W	Works in progress in the channel; small craft may enter or leave with extreme caution.
R G G	Entry prohibited due to rough seas.
G W G	VHF out of service. Communicate directly with the pilots on VHF channel 13.

Time Zone

The Time Zone description is QUEBEC (+4). Daylight Savings Time is not observed.

Traffic Separation Schemes

Traffic Separation Schemes (TSS) in Cuba are, as follows:

1. Off Cabo San Antonio. (IMO adopted)
2. Off La Tabla. (IMO adopted)
3. Off the coast of Matanzas. (IMO adopted)
4. In Old Bahama Channel. (IMO adopted)
5. Off Punta Maternillos. (IMO adopted)
6. Off Punta Lucrecia. (IMO adopted)
7. Off Cabo Maisi. (IMO adopted)

U.S. Embassy

The United States does not maintain diplomatic relations with Cuba. The U.S. Interests Section is situated at the Swiss Embassy, Calzada between Calle L and Calle M, Vedado Seccion, Havana.

U. S. Interests Section Cuba Home Page
<http://havana.usinterestsection.gov>



One or more long vessels
approaching port



One or more average length
vessels approaching port



One or more short vessels
approaching port



One or more sailing vessels
approaching port



One or more tugs
approaching port



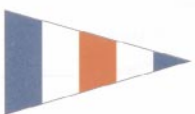
Flotilla of warships or
merchantmen approaching port



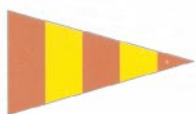
Previous signal cancelled



Vessel one or two miles off
manoeuvring to enter port



Yacht races in progress
in port or off the coast



VHF out of service, communicate
with pilots on Ch. 13



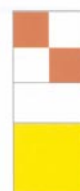
Pilot launch returning to station



Channel not clear



Port closed to traffic



Wait outside port

Cuba—Port Signals (Day)

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Currency

The official unit of currency is the Cypriot pound, consisting of 100 cents. Also in use is the Turkish lira, consisting of 100 kuras.

Firing Areas

In Episkopi Bay, a firing practice target is anchored about 6 miles E of Cape Aspro.

Government**General**

Cyprus is located in the Mediterranean Sea S of Turkey.

The climate is temperate Mediterranean, with hot dry summers and cool wet winters.

The terrain is a central plain with mountains to the N and S. There are scattered, but significant plains along the S coast.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions**Locust Reports**

See Egypt—Cautions for further information.

**Flag of Cyprus**

Cyprus is an independent republic. The country is divided into six districts. Great Britain retains sovereignty over the areas containing its military bases on the island at Akrotiri and Dhekelia.

Cyprus is governed by directly-elected President who serves a 5-year term. The unicameral House of Representatives is

composed of 80 directly-elected members (56 from the Greek Cypriot community and 24 from the Turkish Cypriot community) serving 5-year terms. The Turkish Cypriot members have not attended legislative sessions since 1963.

The legal system is based on common law with civil modifications.

The capital is Nicosia.

Since 1974, the Republic of Cyprus has been divided de facto into two autonomous areas. The Greek Cypriots control the only internationally-recognized government of the republic, although their effective authority is limited to the Greek Cypriot communities.

In 1983, Turkish Cypriots declared independence and formed the "Turkish Republic of Northern Cyprus," with its capital at Lefkosa. The Turkish Republic has been recognized only by Turkey. The Greek and Turkish nations are separated by a United Nations buffer zone.

Holidays

The following holidays are observed:

January 1	New Year's Day
March 25	Greek Independence Day
April 1	EOKA Day
May 1	Labor Day
October 1	Independence Day

The following additional holidays are observed by the Greek Orthodox Cypriot community:

January 6	Epiphany
May 6	Green Monday
Good Friday	Variable
Holy Saturday	Variable
Easter Monday	Variable
August 15	Assumption Day
October 28	OHI Day
December 25	Christmas Day
December 26	Boxing Day

The following additional holidays are observed by the Armenian, Catholic, and Protestant Cypriot community:

January 6	Epiphany
Good Friday	Variable
Easter Monday	Variable
December 25	Christmas Day
December 26	Boxing Day

The following holidays are observed by the Turkish Cypriot community:

January 1	New Year's Day
February 13	Founding of the Turkish Federated State of Cyprus
April 23	Opening of the Turkish Grand National Assembly
May 19	Turkish Youth Day
August 30	Turkish Victory Day
October 29	Turkish Republic Day

Islamic holidays, which are subject to the appearance of the moon, include Ramazan Bairam (End of Ramadan), Kurban Bairam (End of Pilgrimage), and the Prophet's Birthday.

Industries

The main industries are food, beverages, textiles, chemicals, metal products, tourism, and wood products.

Languages

Greek and Turkish are the official languages. English is widely spoken.

Navigational Information

Enroute Volume

Pub. 132, Sailing Directions (Enroute) Eastern Mediterranean.

Maritime Claims

The maritime territorial claims of Cyprus are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Claims straight baselines.

Regulations

The Republic of Cyprus has designated the sea ports of Limassol, Larnaca, and Paphos as the only legal ports of entry into and exit from Cyprus. All of these ports are in the S Greek Cypriot-controlled part of the island.

Entry or exit through any other seaport is not authorized by the government of the Republic of Cyprus.

Vessels may cross from Turkey to any arrival port in Cyprus and may travel from the N part of Cyprus to Turkey, but may not cross from the N part of Cyprus to any S Cypriot port. A

passage from a S Cypriot port to a N Cypriot port is inadvisable.

Normal international courtesies, such as flying the flag of Cyprus at the foremast, should be carefully adhered to by vessels while in the waters and ports of Cyprus.

Search and Rescue

The Rescue Coordination Center (RCC) Larnaca is responsible for search and rescue operations in Cypriot waters.

Cyprus operates a maritime radio service which maintains a continuous listening watch on international distress frequencies.

Submarine Operating Areas

Submarines frequently exercise in an area centered about 23 miles NNW of Cape Kormakiti (35°24'N., 32°55'E.).

Time Zone

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

U.S. Embassy

The U.S. Embassy is situated at the corner of Metochiou Street and Ploutarchou Street, Engomi 2407, Nicosia.

The mailing addresses are, as follows:

1. Cyprus address—
P. O. Box 24536
1385 Nicosia
2. U. S. address—
APO AE 09836

U. S. Embassy Cyprus Home Page
<http://cyprus.usembassy.gov>



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General

Denmark is located in Northern Europe, bordering the Baltic Sea and the North Sea, on a peninsula N of Germany.

The climate is temperate, humid and overcast with mild, windy winters and cool summers.

The terrain is low and flat, rising to gently rolling plains.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Owing to local circumstances, the marks for a dredged channel are often placed slightly outside the limits of the channel. Such marks should be passed at a safe distance.

In inshore waters, some aids may be withdrawn or altered during the winter, or when ice is forming or breaking up. Lighted buoys may be replaced by unlighted buoys; unlighted buoys may be replaced by spar buoys or floating beacons. The replacements have the same characteristics at the original buoyage but may be without topmarks. changes may be announced by Notice to Mariners. Buoyage may be damaged, displaced, or sunk if subject to heavy ice movement.

Lighted buoys marking transit routes, including Route T; traffic separation schemes are maintained as long as possible and are only withdrawn or replaced in severe ice conditions.

Ice may also wear the color off buoys; topmarks or reflectors may be lost or damaged.

Cautions

In conjunction with the establishment of GMDSS (Global Maritime Distress and Safety System), numerous medium frequency radiobeacons situated around the coast of Denmark are reported (1999) to have been discontinued.

Air Cushion Vehicles operate between Malmo and Kobenhavn, on the same route as hydrofoils. They have a maximum speed of 35 knots and operate in accordance with the International Rules of the Road. When airborne, they carry a rotating yellow warning light. The vehicle makes difficult leeway with the wind abeam. Signals made on a ship's bell are difficult to hear aboard the air cushion vehicle.

Danish fishing vessels may lie anchored by a long scope of cable to which a large anchor buoy is secured about 150m from the vessel. Other vessels should pass astern.

Currency

The official unit of currency is the krone, consisting of 100 ore.

Firing Areas

While every effort has been made to ensure the information is up-to-date and accurate, mariners should be advised that these firing areas are subject to change. Information relative to the times of firing practice in the below areas is broadcast daily by Denmark Radio immediately after the Mariners Weather Forecast beginning at 1750.

Firing schedules may also be published in Danish Notice to Mariners. The firing areas are not shown on U.S. charts.

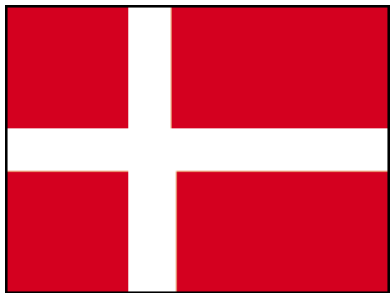
Firing in progress is generally indicated by day by a red flag or sphere or diamonds hoisted on the mast 1 hour prior to the firing until the firing ceases. At night, the signal may be a red light or a combination of red and white lights.

Generally, there are two types of restrictions placed on firing areas in Danish waters. The first type is, in conjunction with firing practices, that a temporary danger area is established and vessel traffic is urged to show consideration.

The second type, also in conjunction with firing practices, is that all navigation, anchoring and fishing is prohibited within that part of the area in Danish territorial waters and navigation is dangerous during firing in the entire area.

Danish authorities advise violators will be subject to punishment.

Government



Flag of Denmark

Denmark is a constitutional monarchy. The country is divided into 14 counties and two boroughs.

Queen Margrethe II is the Head of State and appoints the prime Minister. The unicameral Parliament is composed of 179 members (including two from Greenland and two from the Faroe Islands) serving 4-year terms; 139 members are directly-elected under a system of proportional representation, while the remaining 40 members are appointed.

The legislative system is based on civil law.

The capital is Kobnhavn (Copenhagen).

Holidays

The following holidays are observed:

January 1	New Year's Day
Holy Thursday	Variable
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
Prayer Day	Fourth Friday after Easter
May 1	Labor Day
Ascension Day	Variable
Whitsunday	Variable
Whitmonday	Variable
June 5	Constitution Day
Third Monday in October	National Heroes' Day
December 24	Christmas Eve
December 25	Christmas Day
December 26	Second Day of Christmas
December 31	New Year's Eve

Ice

The Danish State Ice Service, which includes the Ice Breaking Service and the Ice Reporting Service, assists vessels in Danish waters during ice conditions.

Requests for ice breaking assistance will normally be directed to the state ice breakers of the State Ice Service. The ice breakers can be contacted on VHF channel 16 or through Lyngby Coast Radio Station.

The State Ice Service decides, based on prevailing and predicted ice conditions, when compulsory reporting for vessels bound for harbors within a certain area is introduced. This information will be given in the daily ice reports.

During a compulsory reporting period, vessels should send their report to the State Ice Service well in advance of arriving in iced Danish waters and include the following information in the report:

- 1. Vessel name.
- 2. Flag.
- 3. Call sign.
- 4. Vessel size.
- 5. Engine power.
- 6. Year built.

7. Gear limit.
8. Amount of cargo.
9. Port of destination.
10. ETA in iced Danish waters.

During the reported voyage, vessels should obey the instructions given by the State Ice Service. Vessels should report to the ice breaker or the State Ice Service no later than when arriving in iced Danish waters. After initial contact with the ice breaker, vessels should maintain a continuous listening watch, unless otherwise directed.

Any vessel delaying or cancel its voyage after submitting the above-described report shall immediately notify the State Ice Service.

Industries

The main industries are food processing, the manufacture of machinery and equipment, textiles and clothing, chemical products, electronics, construction, furniture and other wood products, and shipbuilding.

Languages

Danish is the official language. Faroese is also spoken.

Mined Areas

Mariners should consult Notice to Mariners and the latest best scale chart for any additional danger areas.

A risk does still exist with regard to anchoring, fishing or any form of submarine activity close to the seabed.

Former NEMEDRI Danger Area No. 9 is an area in which danger due to mines laid between 1939 and 1945 still exist and comprises all waters bounded by the line joining the following approximate positions:

- a. The coast of Denmark in longitude 9°00'00"E.
- b. 57°20'00"N, 9°00'00"E.
- c. 57°12'00"N, 8°30'00"E.
- d. 57°00'00"N, 8°14'30"E.
- e. 56°58'36"N, 8°12'36"E.
- f. 56°58'30"N, 8°08'00"E.
- g. 56°53'00"N, 7°54'00"E.
- h. 56°50'00"N, 7°45'30"E.
- i. 56°00'00"N, 7°45'00"E.
- j. 56°00'00"N, 7°00'00"E.
- k. 54°50'00"N, 7°00'00"E.
- l. 54°50'00"N, 7°06'00"E.
- m. 54°40'00"N, 7°06'00"E.
- n. 54°40'00"N, 7°39'00"E.
- o. 54°10'00"N, 7°39'00"E.
- p. 54°10'00"N, 4°58'00"E.
- q. 54°00'00"N, 4°46'00"E.
- r. 53°30'00"N, 4°46'00"E.
- s. 53°30'00"N, 4°30'00"E.
- t. 53°17'42"N, 5°01'18"E.

In that part of the area which lies S of 55°04'N (the latitude of Lister Tief), the risk to surface navigation is now considered, owing to the lapse of time, to be no more dangerous than the ordinary hazards of navigation, but a risk still exists with regard to anchoring, fishing or seabed activity.

However, the recognized navigational routes and channels, such as the traffic separation schemes and other marked coastal routes, and the marked channels into estuaries and ports are considered to be free from mines, and it is prudent to adhere to them.

In that part of the area which lies N of latitude 55°04'N, surface navigation is unrestricted, and the risk from anchoring, fishing, or seabed activity is now considered to be confined to small areas which are shown on the charts.

Residual dangers are still considered to exist in the following areas due to the existence of mines and other objects containing explosives. Navigation, anchoring, fishing and/or other subsurface activities are prohibited in the areas listed below.

North Sea.—Navigation is prohibited in the area between the W coast of Denmark and lines joining the following positions:

- a. 55°27.8'N, 8°18.7'E.
- b. 55°28.2'N, 8°15.2'E.

as well as the area which extends from position b, 1 mile from the coast, to 55°49'N. The harbor approaches in the area are exempt from the prohibition.

Sild.—Anchoring, fishing with bottom equipment, and seabed activity are prohibited in the following areas:

1. A circle with a radius of 1 mile centered on position 55°05'N, 8°16'E.
2. A circle with a radius of 1 mile centered on position 55°02'N, 7°58'E.

Romo and Mano.—Anchoring, fishing with bottom equipment, and seabed activity are prohibited in the area between the W coast of Romo and Mano and a line joining the following positions:

- a. 55°03.9'N, 8°29.3'E.
- b. 55°05.0'N, 8°19.9'E.
- c. 55°17.0'N, 8°19.9'E.
- d. 55°17.0'N, 8°33.1'E.

Kattegat.—Navigation is prohibited in the following areas:

1. **Stensnaes.**—An area with a width of 1 mile along the coast from 57°15.0'N to Vorsa Bro at position 57°12.5'N, 10°30.2'E. The approach to Vorsa Bridge is exempt from the prohibition.

2. **Rageleje.**—An area bounded by a line joining the following positions:

- a. 56°09.6'N, 12°07.7'E.
- b. 56°09.4'N, 12°05.8'E.
- c. 56°10.4'N, 12°05.5'E.
- d. 56°10.3'N, 12°07.5'E.

3. **Entrance of Kalo Vig.**—An area bounded by a line joining the following positions:

- a. 56°11.9'N, 10°19.3'E.
- b. 56°12.4'N, 10°18.0'E.
- c. 56°13.3'N, 10°19.0'E.
- d. 56°13.4'N, 10°19.6'E.
- e. 56°13.0'N, 10°20.7'E.

Albaek Bugt.—Anchoring, fishing with bottom equipment, and seabed activity are prohibited in an area bounded by a line joining the following positions:

- a. 57°35.5'N, 10°25.7'E. (Albaek Harbor)
- b. 57°35.5'N, 10°39.7'E.
- c. 57°30.3'N, 10°39.7'E.
- d. 57°26.9'N, 10°35.8'E.
- e. 57°26.9'N, 10°32.7'E.

Baltic Sea—Bornholm.—Navigation is prohibited in the following areas:

- 1. A circle with a radius of 0.5 mile centered on position 55°02.4'N, 14°38.0'E.
- 2. A circle with a radius of 0.3 mile centered on position 55°04.7'N, 15°14.3'E.
- 3. A circle with a radius of 0.3 mile centered on position 55°21.1'N, 15°07.6'E.

Due to the residual dangers of bottom mines or other objects containing explosives, vessels are cautioned against anchoring, fishing with bottom equipment, and seabed activity in the following danger areas listed below.

Baltic Sea

- 1. **South of Aero.**—The area bounded by a line joining the following positions:
 - a. 54°46.5'N, 10°26.9'E.
 - b. 54°46.5'N, 10°31.3'E.
 - c. 54°45.0'N, 10°31.3'E.
 - d. 54°45.0'N, 10°26.9'E.
- 2. **Keldsnor.**—The area bounded by a line joining the following positions:
 - a. 54°43.0'N, 10°34.2'E.
 - b. 54°41.6'N, 10°32.7'E.
 - c. 54°39.2'N, 10°39.2'E.
 - d. 54°41.0'N, 10°40.7'E.
- 3. **Keldsnor.**—The circular area with a radius of 0.5 mile centered on position 54°38.3'N, 10°40.1'E.
- 4. **Keldsnor.**—The circular area with a radius of 0.5 mile centered on position 54°41.0'N, 10°48.1'E.
- 5. **Langeland-Lolland.**—The area bounded by a line joining the following positions:
 - a. 54°40.0'N, 11°13.6'E.
 - b. 54°38.0'N, 11°13.6'E.
 - c. 54°44.8'N, 10°53.7'E.
 - d. 54°45.0'N, 10°49.6'E.
 - e. 54°43.0'N, 10°48.4'E.
- 6. **Zingst.**—The circular area with a radius of 1 mile centered on position 54°41.0'N, 12°46.9'E.
- 7. **Mon-Falsterbo.**—The area bounded by a line joining the following positions:
 - a. 55°05.8'N, 12°20.7'E.
 - b. 55°18.7'N, 12°46.8'E.
 - c. 55°20.4'N, 12°53.2'E.
 - d. 55°19.4'N, 12°56.5'E.
 - e. 55°16.5'N, 12°56.5'E.
 - f. 55°09.5'N, 12°41.1'E.
 - g. 55°04.8'N, 12°27.5'E.
 - h. 55°05.4'N, 12°21.2'E.
- 8. **West of Bornholm.**—The area bounded by the line joining the following positions:
 - a. 55°09.2'N, 13°04.7'E.
 - b. 55°06.3'N, 13°20.2'E.
 - c. 55°05.3'N, 13°19.7'E.

- d. 55°08.3'N, 13°04.1'E.

9. **West of Bornholm.**—The area bounded by the line joining the following positions:

- a. 54°59.0'N, 13°19.1'E.
- b. 54°57.8'N, 13°26.9'E.
- c. 54°56.9'N, 13°26.2'E.
- d. 54°58.1'N, 13°18.7'E.

10. **West of Bornholm.**—The area bounded by the line joining the following positions:

- a. 54°49.1'N, 13°31.9'E.
- b. 54°49.1'N, 13°35.4'E.
- c. 54°48.1'N, 13°35.4'E.
- d. 54°48.1'N, 13°31.9'E.

11. **Southsouthwest of Ronne.**—The circular area with a radius of 0.5 mile centered on position 55°02.9'N, 14°39.8'E.

12. **North of Bornholm.**—The circular area with a radius of 1 mile centered on position 55°33.0'N, 15°01.9'E.

13. **North of Bornholm.**—The circular area with a radius of 0.3 mile centered on position 55°34.4'N, 15°13.1'E.

14. **East of Bornholm.**—The area bounded by a line joining the following positions:

- a. 55°03.8'N, 15°10.1'E.
- b. 55°03.8'N, 15°11.4'E.
- c. 55°02.1'N, 15°11.4'E.
- d. 55°02.1'N, 15°10.1'E.

15. **East of Bornholm.**—The area bounded by a line joining the following positions:

- a. 55°25.0'N, 15°31.9'E.
- b. 55°25.0'N, 15°41.9'E.
- c. 55°23.0'N, 15°41.9'E.
- d. 55°23.0'N, 15°54.9'E.
- e. 55°07.0'N, 15°54.9'E.
- f. 55°07.0'N, 15°29.9'E.
- g. 55°05.0'N, 15°29.9'E.
- h. 55°05.0'N, 15°24.9'E.
- i. 55°10.0'N, 15°24.9'E.
- j. 55°10.0'N, 15°27.9'E.
- k. 55°23.0'N, 15°27.9'E.
- l. 55°23.0'N, 15°31.9'E.

16. **East of Bornholm.**—The circular area with a radius of 3 miles centered on position 55°21.0'N, 15°37.1'E.

17. **East of Bornholm.**—The circular area with a radius of 1 mile centered on position 55°16.0'N, 16°12.3'E.

18. **East of Bornholm.**—The circular area with a radius of 1 mile centered on position 55°08.0'N, 16°10.5'E.

19. **East of Bornholm.**—At approximate position 52°12.3'N, 15°16.2'E (about 6 miles NE of Svaneke).

20. **East of Bornholm.**—The area bounded by a line joining the following positions:

- a. 55°03.1'N, 15°08.3'E.
- b. 55°03.1'N, 15°09.4'E.
- c. 55°02.5'N, 15°09.3'E.
- d. 55°02.5'N, 15°08.2'E.

21. **East of Bornholm.**—The circular area with a radius of 0.5 mile centered on position 55°02.2'N, 15°09.5'E.

22. **East of Bornholm.**—The circular area with a radius of 0.5 mile centered on position 54°51.9'N, 16°00.8'E.

23. **South of Bornholm.**—The circular area with a radius of 0.5 mile centered on position 54°37.0'N, 15°38.9'E.

24. **South of Bornholm.**—The circular area with a radius of 0.5 mile centered on position 54°41.8'N, 15°02.4'E.

Kattegat

1. **Northwest of Gillege.**—The circular area with a radius of 1 mile centered on position 56°13.5'N, 12°09.0'E.

2. **Northeast of Griben.**—The area bounded by a line joining the following positions:

- a. 56°02.7'N, 11°17.2'E.
- b. 56°02.7'N, 10°20.4'E.
- c. 56°00.9'N, 10°20.4'E.
- d. 56°00.9'N, 11°17.2'E.

3. **West of Gillege.**—The circular area with a radius of 1,000m centered on position 56°00.7'N, 11°14.2'E.

4. **Hjelm to Sjaellands Rev.**—The area bounded by a line joining the following positions:

- a. 56°04.3'N, 11°05.9'E.
- b. 56°04.8'N, 10°47.5'E.
- c. 56°05.8'N, 10°47.5'E.
- d. 56°05.3'N, 11°05.9'E.

5. **North of Lysegrund (Route B).**—The circular area with a radius of 0.5 mile centered on position 56°25.8'N, 11°46.5'E.

6. **Southwest of Anholt.**—The circular area with a radius of 2 miles centered on position 56°36.5'N, 11°28.7'E.

7. **Jegens Bugt.**—The circular area with a radius of 150m centered on position 57°19.8'N, 11°06.6'E.

8. **Albaek Bugt.**—The area bounded by a line joining the following positions:

- a. 57°35.5'N, 10°25.6'E. (Albaek Havn)
- b. 57°35.5'N, 10°39.6'E.
- c. 57°30.3'N, 10°39.6'E.
- d. 57°26.9'N, 10°35.7'E.
- e. 57°26.9'N, 10°33.6'E. (Frederikshavn Havn)

9. **Skagen to St. Polsan (Sweden).**—The area bounded by a line joining the following positions:

- a. 57°44.5'N, 11°08.9'E. (Skagen Havn SE)
- b. 57°47.7'N, 11°25.6'E.
- c. 57°50.9'N, 11°24.8'E.
- d. 57°50.9'N, 11°31.2'E.
- e. 57°46.5'N, 11°31.4'E.
- f. 57°44.2'N, 11°34.9'E.
- g. 57°42.6'N, 11°29.9'E.
- h. 57°44.1'N, 11°27.9'E.
- i. 57°39.0'N, 11°02.4'E.
- j. 57°42.5'N, 10°37.9'E.

10. The areas listed below are bounded by a circle, with a radius of 0.5 mile, with their centers on the following positions:

- a. 57°45.5'N, 10°42.4'E.
- b. 57°36.8'N, 10°26.7'E.
- c. 57°34.6'N, 10°40.7'E.
- d. 57°32.7'N, 11°26.4'E.
- e. 57°31.2'N, 11°26.9'E.
- f. 57°30.5'N, 10°46.6'E.
- g. 57°28.2'N, 11°19.3'E.
- h. 57°24.0'N, 11°32.2'E.
- i. 57°22.2'N, 11°25.8'E.
- j. 56°49.9'N, 10°34.7'E.
- k. 56°45.0'N, 11°29.7'E.
- l. 56°42.3'N, 10°24.8'E.
- m. 56°40.9'N, 11°29.5'E.
- n. 56°40.0'N, 11°19.7'E.
- o. 56°39.4'N, 11°25.4'E.

- p. 56°36.5'N, 11°39.9'E.
- q. 56°28.6'N, 11°19.7'E.
- r. 56°43.2'N, 11°38.2'E.
- s. 56°19.7'N, 11°09.1'E.
- t. 56°18.0'N, 11°13.9'E.
- u. 56°15.9'N, 11°28.2'E.
- v. 56°13.0'N, 11°28.9'E.
- w. 56°09.9'N, 10°21.2'E.
- x. 56°09.0'N, 10°26.7'E.
- y. 56°03.5'N, 10°39.7'E.
- z. 56°00.0'N, 11°02.7'E.
- aa. 55°57.5'N, 11°21.1'E.
- ab. 55°51.0'N, 11°12.3'E.
- ac. 55°46.1'N, 10°33.1'E.
- ad. 56°00.7'N, 11°14.2'E.

Sundet

1. **Drogden.**—The circular area with a radius of 0.5 mile centered on position 55°36.4'N, 12°42.9'E.

2. **Koge Bugt.**—The circular area with a radius of 0.5 mile centered on position 55°30.8'N, 12°33.0'E.

Storebaelt

Northeast of Albuen.—The circular area with a radius of 0.5 mile centered on position 54°52.5'N, 11°00.1'E.

Lillebaelt

1. **Sandvig.**—The circular area with a radius of 0.5 mile centered on position 55°10.0'N, 9°36.3'E.

2. **Between Aero and Als.**—The area bounded by a line joining the following positions:

- a. 54°50.0'N, 10°07.9'E.
- b. 54°50.0'N, 10°14.9'E.
- c. 54°47.0'N, 10°14.9'E.
- d. 54°47.0'N, 10°07.9'E.

Limfjorden

1. **North of Egholm.**—The circular area with a radius of 250m centered on position 57°05.4'N, 9°49.6'E.

2. **East of Fur.**—The circular area with a radius of 0.5 mile centered on position 56°49.0'N, 9°08.7'E.

3. **Lovns Bredning.**—The circular area with a radius of 0.5 mile centered on position 56°3.05'N, 9°03.9'E.

Skagerrak

1. **Between Denmark and Norway.**—The area bounded by a line joining the following positions:

- a. Lodbjerg Light.
- b. 57°00.0'N, 7°44.9'E.
- c. 57°35.0'N, 6°59.9'E.
- d. Lista Light.

and to the E by a line joining the following positions:

- e. Bragera (57°0.08'N, 8°54.9'E).
- f. Lillesand (Saltholmen Light).
- g. 57°40.0'N, 8°54.9'E.

2. **Southeast of Arendal.**—The area bounded by a line joining the following positions:

- a. 58°14.0'N, 9°26.9'E.
- b. 58°16.0'N, 9°26.9'E.
- c. 58°19.1'N, 9°40.2'E.
- d. 58°17.0'N, 9°40.2'E.

3. The areas listed below are bounded by a circle, with a radius of 0.5 mile, with their centers on the following positions:

- a. 57°57.0'N, 11°17.9'E.
- b. 57°54.0'N, 11°13.7'E.
- c. 57°45.5'N, 10°42.4'E.
- d. 57°46.0'N, 10°10.6'E.
- e. 57°44.6'N, 9°51.7'E.
- f. 57°26.1'N, 9°03.7'E.
- g. 57°45'.0N, 8°59.0'E.

North Sea

1. **West coast of Jylland.**—The area along the W coast of Denmark at a distance of 1 mile from the coast between the parallels of 55°49.0'N and 56°52.9'N.

2. **East of Horns Rev.**—The circular area with a radius of 0.1 mile centered on position 55°34.4'N, 7°59.59'E.

3. **Horns Rev.**—The area bounded by a line joining the following positions:

- a. 55°45.5'N, 7°43.6'E.
- b. 55°44.6'N, 7°48.4'E.
- c. 55°32.8'N, 7°43.0'E.
- d. 55°34.1'N, 7°36.2'E.

4. **Southwest of Horns Rev.**—The area bounded by a line joining the following positions:

- a. 55°25.0'N, 6°51.4'E.
- b. 55°30.1'N, 7°28.6'E.
- c. 55°29.1'N, 7°29.1'E.
- d. 55°23.8'N, 6°51.9'E.

5. **Southwest of Horns Rev.**—The area bounded by a line joining the following positions:

- a. 55°22.0'N, 7°12.0'E.
- b. 55°22.0'N, 7°16.2'E.
- c. 55°19.5'N, 7°16.2'E.
- d. 55°19.5'N, 7°12.0'E.

6. **Northwest of Knudedyb.**—The circular area with a radius of 0.5 mile centered on position 55°20.7'N, 8°14.6'E.

7. **West coast of Fano.**—An area with a width of 1 mile, limited to the N and S by the parallels 55°27.8'N, and 55°16.9'N, respectively, and towards the E by the W coast of Fano and by a line joining the following positions:

- a. 55°20.2'N, 8°28.1'E.
- b. 55°17.3'N, 8°32.6'E.

Navigational Information

Enroute Volumes

Pub. 192, Sailing Directions (Enroute) North Sea.

Pub. 193, Sailing Directions (Enroute) Skagerrak and Kattegat.

Pub. 194, Sailing Directions (Enroute) Baltic Sea (Southern Part).

Maritime Claims

The maritime territorial claims of Denmark are, as follows:

Territorial Sea *	12 miles. **
Contiguous Zone	24 miles.

Fisheries or Economic Zone 200 miles.

Continental Shelf Depth of 200m or the limit of Exploitation.

* Advance permission or notification for innocent passage of warships in the territorial sea only required for three or more warships at once.

** Territorial sea limits reduced in the following areas to retain a high seas corridor:

1. Kattegat.
2. Northern and southern approaches to The Sound.
3. Samso Bael.
4. Kadet Renden.
5. Fehmarn Belt.
6. Kieler Bucht.
7. Bornholmsgat.

The territorial sea of Denmark is claimed by using strait baselines. The area outside the baselines is known as the Outer Territorial Sea; the area inside the baselines is known as the Inner Territorial Sea. Foreign vessels may enter the Inner Territorial Sea only with permission after giving advanced notice.

Maritime Boundary Disputes

Dormant dispute involving Iceland and the United Kingdom over the continental shelf of Rockall (57°36.8'N., 13°41.3'W.).

Dispute with Iceland over the Faroe Islands' fisheries median boundary with 200 miles.

Dispute with Iceland, the United Kingdom, and Ireland over the Faroe Islands' continental shelf boundary outside 200 miles.

Pilotage

Deep Sea Pilotage

A deep-sea pilot is strongly recommended for infrequent visitors to the area and for all vessels constrained by their draft. Vessels requiring a deep-sea pilot should request this service through DANPILOT or other designated stations.

Pilotage through Route T from Skagen to Bornholm and vice versa can be ordered through a coast radio station from the following:

1. Skagen Deep Sea Pilots.
2. Store Bael Pilot Station.
3. Gedser Deep Sea Pilots.
4. Soundpilot Deep Sea Pilots.

When ordering a pilot, the following information is required:

1. Vessel's name and call sign.
2. ETA at pilot boarding position from where the pilotage is required.
3. Draft and grt.
4. Speed.
5. Place to which pilotage is required.

Deep sea pilots should be ordered at least 18 hours prior to ETA and should be confirmed 3 hours prior to ETA.

Recommended Pilotage

Pilotage is recommended through Route T by IMO Resolution MSC.138(76) for the following vessels:

1. Vessels with a draft of 11m or greater.
2. All vessels carrying radiated nuclear fuel, plutonium, or highly radioactive waste as defined in the INF Code, regardless of size.

Pilotage is also recommended by IMO Resolution MSC 138(76) for the following vessels when transiting Sundet (The Sound):

1. Loaded oil tankers with a draft of 7m and over.
2. Loaded chemical tankers and gas carriers, regardless of size.
3. Vessels carrying shipments of irradiated nuclear fuel, plutonium, or high level radioactive waste (INF cargo).

The limits of the area where this pilotage is recommended is, as follows:

1. North limit—A line connecting Svinbaden Light (56°09'N., 12°33'E.) in Sweden and Hornbaek Harbor (56°06'N., 12°28'E.) in Denmark.
2. South limit—A line connecting Skanor Harbor (55°25'N., 12°50'E.) in Sweden and Alfandshage (55°33'N., 12°36'E.), the southernmost point of Amager Island in Denmark.

Vessels should use the pilotage service established by the governments of Denmark and Sweden.

General

Pilotage is compulsory in Danish territorial waters for the following vessels unless exempt by law:

1. Loaded oil tankers of 1,500 dwt and over.
2. Loaded chemical tankers carrying dangerous liquid chemicals covered by the IMO chemical code.
3. Gas tankers.
4. Vessels carrying radioactive cargo.
5. Towed vessels 150 grt and over navigating in dredged channels or marked navigation channels into or past harbors or pilot stations (excluding maneuvers within a harbor).
6. Tankers with uncleaned tanks not secured by inert gases.

In the Outer Territorial Sea N of latitude 55°25'N and W of longitude 10°39'E, the requirement for compulsory pilotage does not apply to vessels in the first four categories listed above, provided that these vessels are more than 3 miles from the baseline. Additionally, the pilotage requirements do not apply in Fano Bugt (55°20'N., 8°00'E.) S of latitude 55°22'N and W of a line extending NNE/SSW through position 55°25.0'N, 8°12.5'E.). For information on the Outer Territorial Sea, see Navigational Information.

Pilotage is also compulsory for certain vessels within the following Danish harbors, fjords, and bridges; see the appropriate Sailing Directions (Enroute) for details of these compulsory pilotage areas:

1. Kobenhavn, Amargevaerket, and Provstenen.
2. Fredericka and Lyngs Odde.
3. Guldborgsund to Nykobong, Falster.
4. Hals Barre to Alborg.
5. Helsingor.
6. Hundested.
7. Kalundborg and Statoil Pier.

8. Karrebaek Fjord to Naestved.
9. Limfjorden West to Alborg.
10. Mariager Fjord.
11. Masnedsund Bridge to Vordingborg.
12. Odense Fjord and the dredged channel.
13. Arhus.

Pilotage is strongly recommended in all other Danish harbors.

Pilotage is also required for towed/towing vessels of 150 grt and over, or 28m long and over, navigating in dredged channels, marked navigation channels into harbors, or at pilot stations, excluding maneuvers within a harbor.

Inbound vessels should send a request for pilotage 6 hours in advance, with confirmation sent 1 hour in advance (18 hours in advance, with confirmation sent 3 hours in advance for vessels transiting Route T with a pilot from Skagen to Bornholm and vice versa) to the appropriate pilot station stating:

1. Vessel's name, call sign, and IMO number.
2. ETA at pilot boarding position.
3. Beam, draft, loa, and grt.
4. Speed.
5. Place to which pilotage is required.

Outbound vessels should send a request for pilotage 4 hours in advance and confirm 1 hour prior to departure.

If anchoring is considered necessary, the following anchorages should be preferred:

1. Off Skagen.
2. Off Sjaellands Rev.
3. Northwest of Rosnaes.
4. Off Romso.
5. Off Keldsnor.

Anchoring is possible most places along the route depending on the draft of the ship. Tankers of 1,600 grt and over transporting oil, gas, or chemical products, whether they are fully or partially loaded or they are vessels without cargo which are not yet gas-free or cleaned of dangerous residue substances shall, at least 6 hours prior to arriving at a Danish Port, send a Sailing Plan (SP) to SHIPPOS Aarhus according to the above guidelines.

If during the voyage through Danish waters deficiencies occur which might reduce the normal and safe maneuvering capabilities of the ship, or a situation arises, which can endanger the marine environment and adjacent areas, vessels mentioned above, shall as soon as possible, send an Incident Report (IR) to SHIPPOS Aarhus.

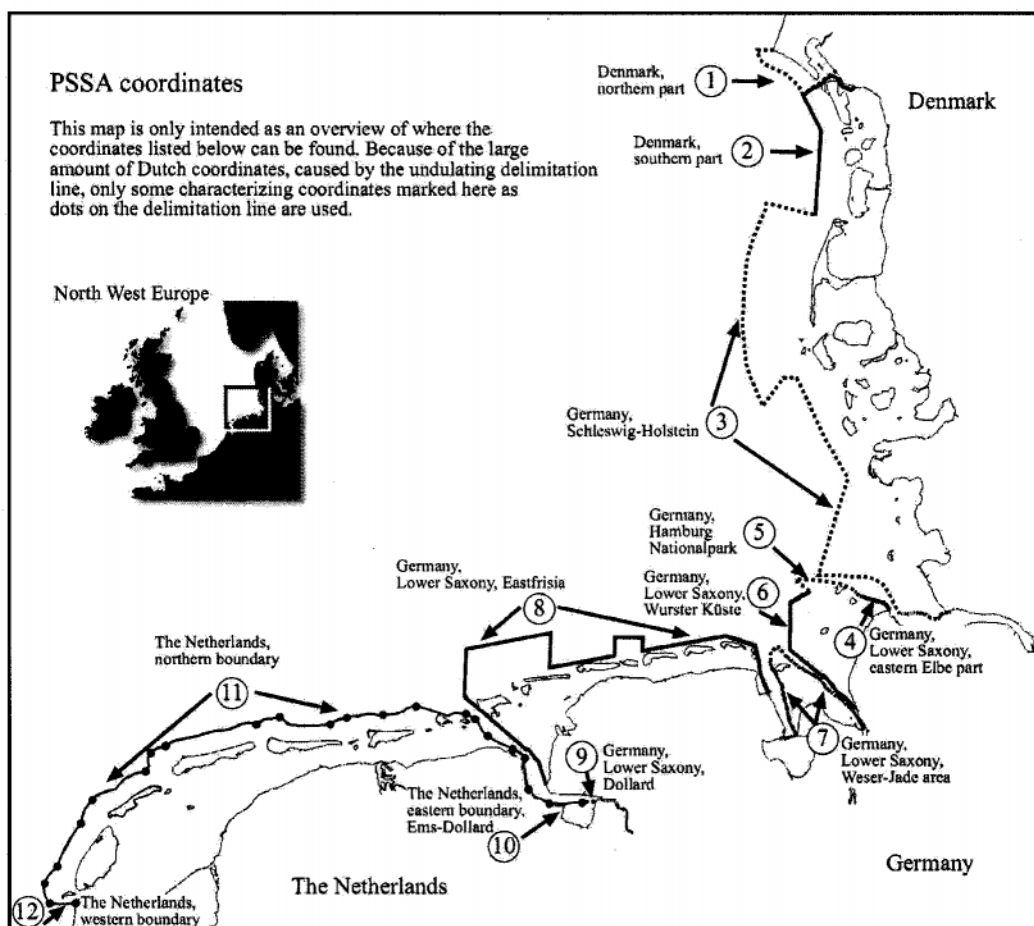
Pollution

All incidents, including maritime casualties, which involve a discharge or dumping of oil or other harmful substances, shall be reported to the Maritime Rescue Coordination Center (MRCC) Arhus, which can be contacted by e-mail, as follows:

mrcc@sok.dk

Dangerous or Polluting Cargo

In order to prevent and reduce the damage to the environment in case of an incident involving vessels carrying dangerous or polluting cargo, the Danish authorities require that such vessels provide certain information, as contained in Danish



Wadden Sea—Particularly Sensitive Sea Areas (PSSA)

Statutory Order No. 258 of May 1, 1999 on the Provision of Information on Dangerous or Polluting Goods on Board Vessels (Ministry for the Environment and Energy).

Vessels passing through Danish waters, not bound to or coming from a Danish port, and anchoring in Danish waters, are required to report to the Danish authorities, as follows:

1. Naval District Kattegat:
 - Telephone: +45-99-222809
 - Fax: +45-99-222838
 - E-mail: orum@kgm.svn.dk
2. Naval District Bornholm (in the Baltic Sea S and E of Sjælland and Funen):
 - Telephone: +45-56-972115
 - Fax: +45-56-910444
 - E-mail: orum@bhm.svn.dk

Regulations

During maneuvers, regular exercises, or for other reasons, vessels may be prohibited from entering or leaving København and certain Danish inner waters, or to make such navigation

subject to special regulations. At such times a warning signal consisting of three red balls by day, and three red lights, vertically disposed, at night will be displayed from conspicuous positions. Similar signals will be displayed by patrol vessels.

Vessels desiring to enter or leave Danish waters and having observed the warning signals should display the pilot flag and await the arrival of the patrol or pilot vessel.

Vessels in Danish territorial waters must display their national flag both by day and at night.

Patrol and pilot vessels will give further information as necessary to incoming vessels. Vessels leaving Danish harbors should obtain the necessary information beforehand.

Danish law requires all vessels within Danish waters to carry updated charts and navigational publications appropriate to the intended voyage and imposes the duty upon masters to be properly informed of all relevant regulations and navigational information.

With the object of ensuring the safety of navigation of large ships passing through Danish waters, and also of reducing the risk of oil pollution resulting from the grounding and collision of tankers, the Danish government has established a transit route between Skagen and the area NE of Gedser with a mini-

imum depth of water 17m. The route, named Route T, is recommended in Danish waters for those vessels over 40,000 dwt or with a draft of 13m.

The route is marked by lights and lighted buoys. Danish pilotage assistance is available.

Under ice conditions Danish icebreakers, as far as possible, render free assistance to shipping.

In spite of the good buoyage, navigation through Danish waters presents, however, in certain areas difficulties to large ships on account of narrow waters, sharp bends and shallow depths. Furthermore, there is intensive eastbound and westbound ferry traffic in Store-Baelt, particularly in the area immediately S of Sprogø.

Therefore, a radio reporting service (SHIPPOS) has been established in the Danish waters of the Baltic Sea, including the transit route known as Route T.

Vessels over 50m long passing S of German Bight Lightfloat (54°11'N., 7°28'E.) must report to German Bight Traffic. Further information may be found in Sector 8 of Pub. 192, Sailing Directions (Enroute) North Sea.

Danish Harbor Regulations

Extracts are, as follows:

Article 2. Vessels lying at anchor in a harbor or roadstead, or in pilotage waters in the vicinity of the same, must display in the fore part of the vessel, where it can best be seen, a black ball 0.6m in diameter.

Article 5. Before entering a harbor or proceeding to a pier, vessels must display their national flag.

Article 6. No vessel may anchor in a harbor or proceed alongside a pier, except in a case of necessity, until permission has been obtained from the harbor authority.

Article 8. The master of a vessel, or agent, must report to the harbor authority and furnish all information required before a vessel can be allotted a berth.

No vessel carrying inflammable liquids or explosive goods as cargo may enter a harbor or approach a pier until the harbor authority has been informed of all details concerning such cargo.

Article 13. Vessels with inflammable liquids or explosive goods as cargo shall on entering a harbor and during her stay in the harbor with such cargo on board, exhibit flag B, of the International Code of Signals by day, or a red light at night, at the foremast head, or, if the vessel has no mast, on a staff erected for the purpose at least 3m in height.

Articles 20, 21, and 33. Vessels loading and unloading inflammable liquids may only do so from approved berths and legitimate storage tanks.

Loading and unloading directly from or to railway tankers, tanker lorries or similar transportable containers may be allowed in exceptional cases by permission of the Fire Service, after prior declaration to the Ministry of Justice consultant for inflammable substances. The address is Kobenhavn Fire Service, Vester Voldgade 80, Kobenhavn K.

These regulations do not affect vessels bunkering.

Particularly Sensitive Sea Areas (PSSA)

The Wadden Sea and adjacent parts of the North Sea in the common Wadden Sea area of Denmark, Germany, and the Netherlands were granted (2002) the status of PSSA by the International Maritime Organization.

A PSSA is an area that requires special protection because of its vulnerability to damage caused by marine activities. Vessels operating in or near such an area should exercise the utmost care to avoid damage to the maritime environment and the marine organisms in it. No waste should be discharged overboard.

Reporting System

SHIPPOS is the radio reporting system for Danish waters of the Baltic Sea, including the 17m minimum depth route known as Route T. Its object is to ensure the safety of navigation and reduce the risk of pollution of Danish coasts and waters that may result from grounding or collisions of oil tankers, gas tankers, and chemical tankers by:

1. Informing shipping about the movements of large vessels, so that smaller vessels can take into account the limited maneuverability of these larger vessels and to avoid the risks of large vessels meeting one another in areas where it is difficult to pass.
2. Informing vessels about navigational hazards en route and about deviations of currents, water levels, and wave heights from their normal conditions.
3. Notifying ferry traffic S of Sprogø in Storebaelt about the passage of large vessels.
4. Facilitating early and effective pollution response action in case of an accident.

5. All vessels with a draft of 10m or more may participate in the procedures of transiting the ferry route S of Sprogø.

SHIPPOS is a voluntary reporting system which applies to:

1. All vessels of 20,000 grt and over.
2. All loaded oil, gas, and chemical tankers of 1,600 grt and over.
3. All vessels with a draft of 11m and more.
4. All vessels carrying irradiated nuclear fuel, plutonium, and/or high level radioactive waste.

Vessels of over 40,000 dwt are recommended by IMO to participate in this service.

Note.—Participation in SHIPPOS does not relieve the ship of its duty to participate in the IMO-adopted mandatory VTS Reporting System in the Great Belt. Further information on this reporting system can be found in paragraph 2.9 of Pub. 194, Sailing Directions (Enroute) Baltic Sea (Southern Part).

There are five types of SHIPPOS messages:

1. Sailing Plan (SP).
2. Position Report (PR).
3. Deviation Report (DR).
4. Final Report (FR).
5. Incident Report (IR).

Vessels should send all reports to SHIPPOS Aarhus through any Danish Maritime Radio Station. These reports are free of charge. SHIPPOS messages can also be sent, as follows:

E-mail:	mrcc@sok.dk
	shippos@sok.dk
	o-rum@sok.dk
Facsimile:	45-89-433230

The format for SHIPPOS messages and the information required in each SHIPPOS message, are given in the accompanying table.

The **Sailing Plan (SP)** consists of the words SHIPPOS and SP, followed by the required information and should be sent:

1. On passing latitude 57°45'N (Skagen/Skaw) southbound.
2. On passing the “Mon” or “Sound S” reporting lines when outbound from the Baltic Sea.
3. Two hours prior to departing a Danish Baltic port.
4. Before passing the first reporting line in Danish waters if the SP has not been sent under 1, 2, or 3 above.

The **Position Report (PR)** consists of the words SHIPPOS and PR, followed by the required information and should be sent when crossing the reporting lines, as follows:

1. Hatter—Latitude 56°00'N.
2. Baltic W—Latitude 54°40'N, W of Lolland.
3. Sound N—A line joining Nakkehoved and Kullen.

The **Deviation Report (DR)** consists of the words SHIPPOS and DR, followed by the required information and should be sent in the event of the following:

1. A change in destination.

2. A change of more than 30 minutes in ETA at the next reporting line or destination.

The **Final Report (FR)** consists of the words SHIPPOS and FR, followed by the required information and should be sent, as follows:

1. On passing latitude 57°45'N (Skagen/Skaw) northbound or westbound.
2. On passing the “Mon” or “Sound S” reporting lines eastbound or southbound.
3. On arrival at a Danish port.
4. On leaving Danish waters at any other point.

The **Incident Report (IR)** consists of the words SHIPPOS and IR, followed by the required information and should be sent in the event of one of the following:

1. Any deficiency which might adversely affect safe navigation.
2. Any incident which might cause pollution.
3. Any spillage of oil or other harmful substance from the vessel.
4. Sighting of pollution, not coming from own vessel.

Designator	Information Required	SP	DR	PR	FR	IR
A/	Vessel name and call sign//	R	R	R	R	R
B/	Day of month (2 figures) and time in hours and minutes (UT(GMT) in 4 figures)//	R	R	R	R	R
C/	Latitude (4 figures with N) and longitude (4 figures with E)//	R—either Line C or Line D				
D/	True bearing (3 figures) and distance in nautical miles from identified land-mark, port of arrival or departure, or designation of reporting line. Latitude (4 figures with N) and longitude (4 figures with E)//	R—either Line C or Line D				
E/	Course (3 figures)//	O	O	R		
F/	Speed in knots and tenths of knots (3 figures)//	O	O	R		
G/	Port of departure//	O				
I/	Destination and ETA (given as in B)//	R	I			
J/	Pilot carried (state whether deep sea or local pilot)//	O	O	O	O	O
L/	Route—Position of each turn point should be given as in C, together with type of intended track between each point (RL—rhumb line, GC—great circle, or Coast)//	R	I			
N/	Time of next report (given as in B)//	R	I	R		
O/	Draft in meters and centimeters (4 digits)//	R				
P/	Type and quantity of cargo//	R				O
Q/	Defects or damage//	R		R	R	R
R/	Pollution—brief details and position given as in C or D//	I		I	I	R
U/	Vessel length, beam, grt, and type//	R				
X/	Remark//	O	O	O	O	O
Key R—Required. O—Optional. I—If appropriate.						

SHIPPOS Information Broadcasts are made by Lyngby Coast Radio Station from remotely-controlled transmitters every 3 hours, commencing at 0220, following an announcement on VHF channel 16. The broadcasts contain information on the position of vessels of 20,000 grt and over and vessels with a draft of 13m and over, participating in SHIPPOS, together with information about actual water levels and navigational warnings in force for Route T. The transmitter locations and broadcast channel are, as follows:

Transmitter Location	VHF Channel
Skagen (57°44'N., 10°36'E.)	VHF channel 4
Laeso (57°17'N., 11°03'E.)	VHF channel 64
Anholt (56°42'N., 11°35'E.)	VHF channel 7
Fornaes (56°27'N., 10°57'E.)	VHF channel 5
Rosnaes (55°44'N., 10°55'E.)	VHF channel 4
Karleby (54°47'N., 12°02'E.)	VHF channel 28
Mon (54°57'N., 12°33'E.)	VHF channel 2

Search and Rescue

The Maritime Rescue Coordination Center (MRCC) Arhus coordinates all search and rescue operations. However, MRCC Arhus has no direct radio communication with vessels in distress but can be contacted by e-mail, as follows:

mrcc@sok.dk

All communications is through the Maritime Rescue Coordination Subcenter (MRSC) Bornholm, MRSC Kattegat, and coast radio stations, which all maintain a continuous listening watch on all international distress frequencies.

Rescue craft on the Baltic Sea coast are maintained at the following locations:

1. Ronne (55°06'N., 14°42'E.).
2. Nexø (55°04'N., 15°09'E.).
3. Skagen (57°43'N., 10°36'E.).
4. Sæby (57°20'N., 10°32'E.).
5. Osterby (57°19'N., 11°08'E.).
6. Anholt (57°43'N., 10°31'E.).
7. Grenaa (56°25'N., 10°56'E.).
8. Klintholm (56°57'N., 10°28'E.).
9. Gedser (54°34'N., 10°56'E.).

Rescue craft on the North Sea coast are maintained at the following locations:

1. Romo Havn (55°05'N., 8°34'E.).
2. Sønderho (55°21'N., 8°28'E.).
3. Esbjerg (55°28'N., 8°6'E.).
4. Hvide Sande (56°00'N., 8°07'E.).
5. Thorsminde Havn (56°22'N., 8°30'4"E.).
6. Thyborøn Havn (56°43'N., 8°14'E.).
7. Vester Agger (56°47'N., 8°14'E.).
8. Norre Vorupør (56°58'N., 8°22'E.).
9. Hanstholm Havn (57°08'N., 8°36'E.).
10. Torup Strand (57°08'N., 9°07'E.).
11. Lønstrup (57°28'N., 9°48'E.).
12. Hirtshals Havn (57°36'N., 9°58'E.).

Signals

Dredge signals

Dredge signals, in addition to those prescribed by the International Regulations for Preventing Collisions at Sea, are given below. Either the signal permitting passage or the signal prohibiting it may, if necessary, be shown from both sides of the dredge simultaneously.

Vessels may pass on the side on which the following signals are shown:

1. By day.—A black diamond.
2. By night—Two green lights, vertically disposed.

Vessels may not pass on the side on which the following signals are shown:

1. By day.—A black ball.
2. By night.—Two red lights, vertically disposed.

Diving signals

Flag "A" of the International Code, illuminated at night, denotes that a diver is at work. Vessels must pass with great caution and, as far as possible, with their engines stopped.

Restricted maneuvering signals

A vessel which, because of its length or draft when navigating in a narrow channel, is obliged to keep to the deeper part of the channel, may display the following signals as a warning to other shipping that it is unable to maneuver freely:

1. By day.—A black cylinder at least 3m in length and 1m in diameter.
2. By night.—Three red lights, vertically disposed, at least 2m apart and visible all round the horizon at a range of at least 2 miles, in addition to normal navigational lights.

The sound signal D in Morse code may be also made by day or night.

When towing, the signals are shown by the vessel being towed.

In certain channels within the territorial waters of Denmark, a vessel displaying the above signals has undisputed right of way, and all other vessels are obliged to keep clear.

Submarine Operating Areas

Danish naval vessels escorting exercising submarines display the Answering Pennant and the signal HP from the International Code of Signals.

Danish submarines underway on the surface display, in addition to the required navigation lights, a quick flashing blue light, positioned 1m above the masthead light, visible for a distance of 5 miles.

Danish submarines are equipped with telephone buoys, used only in distress, which can be released from a submerged submarine. The buoys are fitted with a flashing light and a green triangular flag. A plate on the upper side gives instructions for use.

Vessels sighting this buoy should contact the submarine by means of the telephone. Do not moor to the buoy, as this may damage the attached cable. A report, which should include all relevant information, should be sent immediately to the Danish naval authorities.

Submarines, both surfaced and dived, exercise frequently in the areas WSW and NNW of Helgoland (54°11'N., 7°53'E.).

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time (BRAVO (-2)) is observed from the last Sunday in March until the last Sunday in October.

Traffic Separation Schemes

Traffic Separation Schemes (TSS) in Denmark are, as follows:

1. South of Gedser. (IMO adopted)
2. Between Korsoer and Sprogø (Korsør and Sprogø). (IMO adopted)
3. Hatter Barn. (IMO adopted)

4. In The Sound. (IMO adopted)

U.S. Embassy

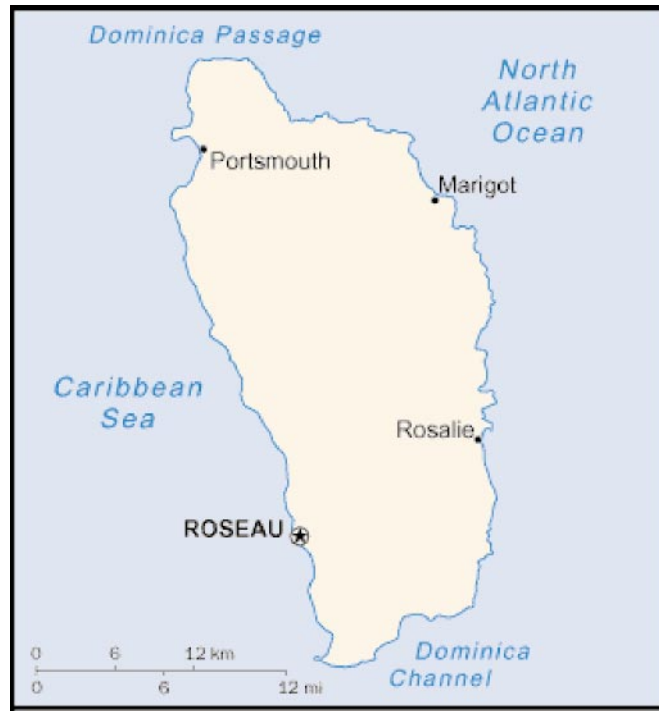
The U.S. Embassy is situated at Dag Hammarskjolds Alle 24, Copenhagen.

The mailing addresses are, as follows:

1. Denmark address—
Dag Hammarskjolds Alle 24
2100 Copenhagen
2. U. S. address—
PSC 73
APO AE 09716

U. S. Embassy Denmark Home Page

<http://www.usembassy.dk>



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Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the East Caribbean dollar. The U.S. dollar is also legal tender.

Government

General

Dominica lies at the N end of the Windward Islands. It is located between Guadeloupe and Martinique.

The island, the highest island of the Lesser Antilles, is of volcanic origin and is very mountainous, with fertile soil. The highest peaks are usually obscured by clouds.

The tropical climate of the island is modified by the North-east Trade Wind.

Rain is very heavy in the mountains and averages about 1,400mm along the coast. The heaviest rainfall occurs during the rainy season (May to August), although a considerable amount of rain also falls during the dry season (January to April).

Heavy squalls can have considerable force when the trade wind is strong, may come off the high land and through the deep valleys of the island, especially off the W coast of the island.

Dominica lies within the hurricane belt of the Caribbean Sea.



Flag of Dominica

Dominica is a parliamentary democracy in the British Commonwealth of Nations. The country is divided into ten parishes.

Dominica is governed by a President elected by the House of Assembly to a 5-year renewable term. The Prime Minister is appointed by the President. The unicameral House of Assembly is composed of 30 members who serve 5-year terms; 21 members are directly elected, while the remaining nine members are appointed.

The legal system is based on English common law.
The capital is Roseau.

Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 2	Merchant's Holiday
Carnival	Variable
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
First Monday in May	May Day
Whitsunday	Variable
Whitmonday	Variable
First Monday in August	August Monday
November 3	Independence Day
November 4	Community Service Day
December 25	Christmas Day
December 26	Boxing Day

Industries

The main industries include agriculture (especially banana production), soap, coconut oil, and tourism.

Languages

English is the official language. A French patois is also spoken.

Navigational Information

Enroute Volume

Pub. 147, Sailing Directions (Enroute) Caribbean Sea Volume 1.

Maritime Claims

The maritime territorial claims of Dominica are, as follows:

Territorial Sea	12 miles.
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Maritime Boundary Disputes

Joining other Caribbean states to counter Venezuela's claim that Isla Aves (15°42'N., 63°38'W.) sustains human habitation, which would permit Venezuela to extend its Exclusive Economic Zone over a large portion of the Caribbean Sea.

Search and Rescue

The Dominica Marine Police Unit is responsible for coordinating search and rescue operations in association with MRCC Fort de France (Martinique).

MRCC Fort-de-France can be contacted by e-mail, as follows:

cross-fort-de-france@equipement.gouv.fr
mrcc.fortdefrance@wanadoo.fr

The Dominica Coast Guard maintains a continuous listening watch for distress traffic on 7850 kHz and VHF channel 16.

Time Zone

The Time Zone description is QUEBEC (+4). Daylight Savings Time is not observed.

U.S. Embassy

The interests of the United States in Dominica are represented by the U. S. Ambassador to Barbados. The embassy is situated in the Canadian Imperial Bank of Commerce Building, Broad Street, Bridgetown.

The mailing addresses are, as follows:

1. Barbados address—
P.O. Box 302
Bridgetown, Barbados
2. U. S. address—
FPO AA 34055

<p>U. S. Embassy Barbados Home Page http://bridgetown.usembassy.gov</p>

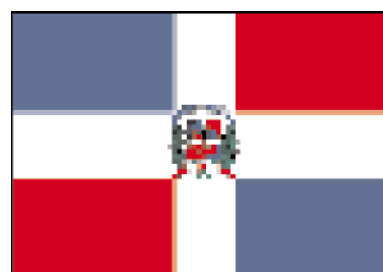


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Currency

The unit of currency is the Dominican peso, consisting of 100 centavos.

Government



Flag of the Dominican Republic

General

The Dominican Republic, which occupies the eastern two-thirds of the island of Hispaniola, consists of large mountainous areas interspersed with relatively low flat fertile valleys and plains, generally in the N and E regions. The irregular coastline provides numerous bays and coves, and the many streams provide only limited local small craft navigation.

The climate is tropical and the annual extremes along the coast range from a low of 18°C to a high of about 36°C. Temperatures moderate with altitude in the mountains. Rainfall is quite variable and ranges from 432mm in the W to 2,083mm in the NE.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

The Dominican Republic is a representative democracy. The country consists of 29 provinces and one district.

The Dominican Republic is governed by a directly-elected President who serves a 4-year term; consecutive terms are prohibited. The bicameral Congress consists of a directly-elected 30-member Senate, serving 4-year terms, and a directly-elected 149-member Chamber of Deputies, serving 4-year terms.

The legal system is based on French civil law.
The capital is Santo Domingo.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 6	Epiphany
January 21	Our Lady of Altagracia
January 26	Dia de Duarte
February 27	Independence Day
Good Friday	Variable
Easter Sunday	Variable
May 1	Labor Day
Corpus Christi	Variable
August 16	Restoration Day
September 24	Our Lady of Mercedes
November 6	Constitution Day
December 25	Christmas Day

Industries

Agriculture is the major activity in the economy, with sugar, cocoa, tobacco, and coffee being the most important export products. Tourism is also a major industry.

Languages

Spanish is the official language.

Navigational Information

Enroute Volume

Pub. 147, Sailing Directions (Enroute) Caribbean Sea Volume 1.

Maritime Claims

The maritime territorial claims of the Dominican Republic are, as follows:

Territorial Sea * 6 miles.

Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.
* Claims straight baselines. Claims Samana Bay, Ocoa Bay, Neiba Bay, Escocesa Bay, and Santo Domingo Bay as historic bays.	

Regulations

Anchorage for foreign vessels in the territorial waters of the Dominican Republic is only authorized in chartered anchorage areas. Vessels can request authorization to anchor elsewhere from the Dominican Republic Navy or the Dominican Republic Port Authority. Foreign vessels anchoring or adrift without proper authorization may be subject to fines. Vessels claiming force majeure will have that claim verified by a Dominican Authorities boarding party.

Search and Rescue

The Operations Center of the Dominican Republic navy is responsible for the coordination of search and rescue efforts. A continuous listening watch is maintained for distress traffic on 2182 kHz and VHF channel 16.

Time Zone

The Time Zone description is QUEBEC (+4). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Calle Cesar Nicolas Penson and Avenida Maximo Gomez, Santo Domingo.

The mailing address is Unit 5500, APO AA 34041-5500.

U. S. Embassy Dominican Republic Home Page
<http://santodomingo.usembassy.gov>



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General

Egypt is located in Northern Africa, bordering the Mediterranean Sea, between Libya and Israel.

The climate is arid, with hot dry summers and moderate winters.

The terrain is a vast desert plateau by the Nile valley and delta.

The Suez Canal is described in Pub. 172, Sailing Directions (Enroute) Red Sea and the Persian Gulf.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 121 (Issued 20 March 2003)

1. Coalition naval forces may conduct military operations in the Eastern Mediterranean Sea, Red Sea, Gulf of Aden, Arabian Sea, Gulf of Oman, and Arabian Gulf. The timely and accurate identification of all vessels and aircraft in these areas are critical to avoid inadvertent use of force.

2. All vessels are advised that Coalition naval forces are prepared to exercise appropriate measures in self-defense to ensure their safety in the event they are approached by vessels or aircraft. Coalition forces are prepared to respond decisively to any hostile acts or indications of hostile intent. All maritime vessels or activities that are determined to be threats to Coalition naval forces will be subject to defensive measures, including boarding, seizure, disabling, or destruction, without regard to registry or location. Consequently, surface vessels, subsurface vessels, and all aircraft approaching Coalition naval forces are advised to maintain radio contact on bridge-to-bridge channel 16, international air distress (121.5 MHz VHF), or military air distress (243 MHz UHF).

3. Vessels operating in the Middle East, Eastern Mediterranean Sea, Red Sea, Gulf of Oman, Arabian Sea, and Arabian Gulf are subject to query, being stopped, boarded, and searched by U.S./Coalition warships operating in support of operations against Iraq. Vessels found to be carrying contraband bound for Iraq or carrying and/or laying naval mines are subject to detention, seizure, and destruction. This notice is effective immediately and will remain in effect until further notice.

General

Areas prohibited to navigation may extend up to 25 miles off the Egyptian coast. Vessels navigating off the Egyptian coast or bound for Egyptian ports should obtain the latest information from their agents.

Locust Reports

Many countries in Africa and Southwest Asia are, from time to time, invaded by swarms of Desert Locust. These locusts are capable of traveling for hundreds of miles and have repeatedly been seen in flight at sea within the Mediterranean Sea. The adult Desert Locust is about 60mm long with a wingspan of about 120mm. They vary in color from red to yellow according to their state of maturity.

Reports of locusts in all infested countries are exchanged through the Desert Locust Information Service, Food and Agriculture Organization (FAO) of the United Nations, Rome. To assist in the provision of appropriate warnings to countries threatened by locust invasion, mariners sighting locusts are requested to report by radio or, as follows:

1. Telephone: +39-06-570-52420
2. Fax: +39-06-570-55271
3. Telex: 625852 FAO
610181 FAO
4. Telegraph: FOODAGRI ROME
5. E-mail: eclo@fao.org
6. Web site below:

<http://www.fao.org/news/global/locusts/locuhome.htm>

The report should include the following particulars:

1. Date and time (specifying UT/GMT or zone time) when locust first seen.
2. Latitude and longitude, if possible to nearest second, where locusts first seen.
3. Time and position at which locusts were last seen.
4. Whether isolated locusts (seen in flight singly), locust groups(s) (flying locusts seen intermittently in numbers), swarm (flying locusts seen continuously in numbers over a period of at least a minute), dense swarm (obscuring part of horizon or other background), or locusts appearing on board or floating dead (isolated, groups, or swarms).
5. Color of locusts (yellow, pink, red, or gray).
6. Wind direction and speed.

The cost of these messages will be defrayed by the FAO Desert Locusts Information Service.

Currency

The official unit of currency is the Egyptian pound, consisting of 100 piastres.

Government

Egypt is a republic. The country is divided into 26 governorates.

Egypt is governed by a President, nominated by the People's Assembly to serve a 6-year term and confirmed in a national referendum. The unicameral 454-member People's Assembly, which is the principal legislative body, consists of 444 directly-



Flag of Egypt

elected members and ten appointed members, all serving 5-year terms. There is also a 264-member Advisory Council, which functions only in a consultative capacity; it is composed of 176 directly-elected members and 88 appointed members.

The legal system is based on English common law, Islamic law, and the Napoleonic code.

The capital is Cairo.

Holidays

The following holidays are observed:

January 7	Coptic Christmas
April 25	Sinai Liberation Day
Easter Monday	Variable
May 1	Labor Day
June 18	Evacuation Day
July 23	Revolution Day
October 6	Armed Forces Day
October 24	Suez Victory Day
December 23	Victory Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Sham El Nessim (Spring Holiday), and the Prophet's Birthday.

Industries

The main industries are textiles, food processing, tourism, chemicals, petroleum, construction, cement, and metals.

Languages

Arabic is the official language. English and French are widely understood.

Navigational Information

Enroute Volumes

Pub. 132, Sailing Directions (Enroute) Eastern Mediterranean.

Pub. 172, Sailing Directions (Enroute) Red Sea and the Persian Gulf.

Maritime Claims

The maritime territorial claims of Egypt are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone **	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Claims straight baselines. Requires advance permission or notification for innocent passage of warships in the territorial sea.

** Also considered a security zone. Egypt claims the right to prior permission for entry of nuclear-powered vessels, vessels carrying nuclear materials, and foreign vessels carrying hazardous or other wastes.

Regulations

Entry permission must be requested from the Egyptian authorities 48 hours prior to arrival. The ETA should be confirmed at least 24 hours in advance, giving the last port of call, position, course, and speed.

Vessels approaching the Egyptian coast should keep at least 12 miles off during daylight hours and at least 24 miles off at night. Port authorities must be contacted by radio when within 24 miles of the coast in order to receive entry instructions.

The normal international courtesies, such as flying the flag of Egypt at the foremast, should be carefully adhered to while in the waters and ports of Egypt.

Routes

The Suez Canal

The Suez Canal, a sea-level waterway, connects Port Said (Bur Said) on the Mediterranean Sea with Suez (As Suways) on the Red Sea. It has a total length of 193.5km (including approaches); it has been reported (2003) that the Suez Canal has been dredged to a depth of 18.9m, with further plans to dredge the canal to a depth of 20.1m by 2006. The canal was originally opened for traffic on November 17, 1869 and nationalized in 1956. It was closed in June 1967 due to military conflict and reopened in June 1975. Regulations, restrictions, and other operational details concerning transit of the Suez Canal are fully described in Pub. 172, Sailing Directions (Enroute) Red Sea and the Persian Gulf.

Search and Rescue

The Middle East Search and Rescue Center at the Joint Rescue Coordination Center (JRCC) Cairo is responsible for coor-

inating search and rescue operations and can be contacted by e-mail, as follows:

jrcc136@afmic.gov.eg

A Maritime Rescue Coordination Center (MRCC) for the Mediterranean coast of Egypt is located in El Iskandariya (Alexandria).

A network of coast radio stations maintains a continuous listening watch on international distress frequencies.

Signals

A naval surveillance tower standing on the W breakwater is used for securing Bur Said and challenging approaching warships and suspicious merchant ships. Only visual signals in plain language are used (English-Arabic) and international signals. The call sign is SSL 2. All ships are to exercise caution when approaching the area.

Visual storm warning signals used in Egypt are given in the accompanying table.

Egypt—Storm Signals		
Day	Night	Meaning
One black triangle, point up	—	Gale from NW quadrant
One black triangle, point down	—	Gale from SW quadrant
Two black triangle, points up, vertically disposed	—	Gale from NE quadrant
Two black triangles, points down, vertically disposed	—	Gale from SE quadrant
Two black triangle, bases together, vertically disposed	—	Storm
White flag with yellow anchors	Four red lights, vertically disposed	Sea too rough. Pilots cannot go out.

Time Zone

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is observed from the end of April until the end of September; the exact changeover dates should be obtained from local authorities.

Traffic Separation Schemes

Traffic Separation Schemes (TSS) on the Mediterranean coast of Egypt are, as follows:

1. Western Approaches to Mina Dumyat. (IMO adopted)
2. Eastern Approaches to Mina Dumyat. (IMO adopted)

3. Western Approaches to Bur Said. (IMO adopted)
4. Eastern Approaches to Bur Said. (IMO adopted)

Traffic Separation Schemes (TSS) on the Red Sea coast of Egypt are, as follows:

1. In the Gulf of Suez. (IMO adopted)
2. In the Strait of Tiran. (IMO adopted)

U.S. Embassy

The U.S. Embassy is situated at 5 Latin America Street, Garden City, Cairo.

The mailing address is Unit 64900, Box 15, APO AE 09839-4900.

U. S. Embassy Egypt Home Page

<http://cairo.usembassy.gov>



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Currency

The official unit of currency is the Estonian kroon, consisting of 100 sents.

Government



Flag of Estonia

General

Estonia is located in Eastern Europe, bordering the Baltic Sea and Finland, between Latvia and Russia.

The climate is maritime and wet, with moderate winters and cool summers.

The terrain consists mostly of marshy lowlands.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Many buoys and lighted buoys are withdrawn or replaced for the winter. Information on intended changes and dates is promulgated in Estonian Notices to Mariners as necessary.

Estonia is a parliamentary republic. The country is divided into 15 counties.

Estonia is governed by a President, elected by the National Assembly, serving a 5-year term. The Prime Minister is appointed by the President. The unicameral National Assembly consists of 101 members serving 4-year terms.

The legal system is based on civil law.

The capital is Tallinn.

Holidays

The following holidays are observed:

January 1	New Year's Day
February 24	Independence Day
Good Friday	Variable
Easter Sunday	Variable
May 1	Spring Day
Whitsunday	Variable
June 23	Victory Day
June 24	St. John's Day (Mid-summer's Day)
August 20	Restoration of Independence Day
December 25	Christmas Day
December 26	Second Day of Christmas

Ice

The following ports are serviced by state icebreakers:

1. Muuga Harbor.
2. Tallinn.
3. Kopli Bay.
4. Paldiski North Harbor.
5. Paldiski South Harbor.
6. Kunda Harbor.
7. Pamu Harbor. Serviced from the open sea up to position 58°21.4'N, 24°27.0'E.

The Coordination Center of the Estonian Maritime Authority is operationally responsible for the icebreaking service and can be contacted by e-mail, as follows:

keskus@vta.ee
rein.einberg@vta.ee

Industries

The main industries include oil, shale, shipbuilding, phosphates, electric motors, excavators, cement, furniture, clothing, textiles, paper, and shoes.

Languages

Estonian is official language. Latvian, Lithuanian, and Russian are also spoken.

Navigational Information

Enroute Volumes

Pub. 194, Sailing Directions (Enroute) Baltic Sea (Southern Part).

Pub. 195, Sailing Directions (Enroute) Gulf of Finland and Gulf of Bothnia.

Maritime Claims

The maritime territorial claim of Estonia is, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone	200 miles **

* Claims straight baselines. Nuclear-powered vessels must apply for permission to enter the territorial sea 30 days in advance. Innocent passage is prohibited to ships carrying radioactive materials, explosives and marine pollutants defined as hazardous, and certain oil and fertilizer products unless the cargo is loaded or unloaded in an Estonian port. Fishery zone limits are to be fixed in coordination with neighboring states.

** To defined coordinates.

Pilotage

The Estonian Vessel Traffic Service is part of the administrative area of the Estonian National Maritime Board. The activities of the VTS are to provide pilot service, deep sea pilotage, icebreaker service, radar traffic control, and (presently under development) VTS service.

Pilotage is compulsory for all foreign vessels in the inner water areas of Estonia; such vessels may only proceed along established shipping routes or channels. However, within the Gulf of Riga, the use of established shipping routes or channels is permissible without a pilot.

Requests for a pilot should be made 24 hours in advance of ETA at the pilot boarding station. Vessels are required to request permission to berth 24 hours in advance of arrival in port. Pilots may be contacted on VHF channel 16.

Estonia Pilots Home Page

<http://www.laevaljk.ee>

Regulations

Vessels navigating in Estonian waters are obliged to observe the requirements of MARPOL 73/78 and the Helsinki Convention of 1974, wherein the Baltic Sea is defined as a Special Area.

Vessels causing any form of marine pollution or damage to the environment may be arrested and detained by Estonian authorities.

Reports, with full details of any infringements of Estonian or international regulations, should be sent to the Estonian National Maritime Board.

Estonia prohibits the transport of certain hazardous substances through its territorial waters unless bound for Estonia. This list includes radioactive materials, explosives, infectious substances, hazardous marine pollutants, some MARPOL categories of chemicals, certain crude or persistent oil products, and some fertilizers.

Vessel Reporting System

The Gulf of Finland Reporting System (GOFREP) is a mandatory ship reporting system. Shore-based facilities at Tallinn

Traffic, Helsinki Traffic, and Sankt Petersburg Traffic monitor vessel movements and provide advice and information about navigational hazards and weather conditions. For further information on the requirements for GOFREP, see Finland—Regulations—Reporting System.

Search and Rescue

The Joint Rescue Coordination Center (JRCC) Tallinn is responsible for coordinating search and rescue operations and can be contacted by e-mail, as follows:

ncc_estonia@pv.ee

A Maritime Rescue Coordination Subcenter (MRSC) is located at MRSC Kuressaare and can be contacted by e-mail, as follows:

kord@laane.pv.ee

JRCC Tallinn, in addition to Tallinn Radio (ESA), maintains a continuous listening watch for distress traffic on 2182 kHz, 2187.5 kHz, VHF channel 16, and VHF channel 70.

Tallinn Radio (ESA) can be contacted by e-mail, as follows:

tallinnradio@riks.ee

Rescue craft are located at Estonian Coastguard Stations, as follows:

1. Undva (58°31'N., 21°55'E.).

2. Soru (58°42'N., 22°31'E.).
3. Kopu (58°55'N., 22°15'E.).
4. Tahkuna (59°06'N., 22°35'E.).
5. Dirhami (59°13'N., 23°30'E.).
6. Haapsalu (58°57'N., 23°30'E.).
7. Parnu (58°23'N., 24°29'E.).
8. Sorve Saar (57°55'N., 22°02'E.).
9. Kuressaare (58°15'N., 22°29'E.).
10. Ruhnu (57°48'N., 23°14'E.).

Time Zone

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is maintained from the Saturday before the last Sunday in March until the Saturday before the last Sunday in October.

Traffic Separation Schemes

Traffic Separation Schemes (TSS) in Estonia are, as follows:

1. Approaches to Tallinn. (Government of Estonia)
2. Off Kopu Peninsula (Hiiumaa Island) (Kopu Poolsaar). (IMO adopted)

U.S. Embassy

The U.S. Embassy is situated at Kentmanni 20, 15099 Tallinn. The mailing address is the same.

U. S. Embassy Estonia Home Page
<http://estonia.usembassy.gov>



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General

The Faroe Islands is an archipelago of 17 inhabited islands, one uninhabited island, and several small islets strategically located along important sea lanes in the North Atlantic Ocean.

The climate consists of mild winters and cool summers; it is usually foggy, windy, and overcast.

The terrain is rugged and rocky, with some low peaks; cliffs line most of the coasts. The islands are indented by numerous fjords. The steep terrain limits the population to small coastal lowlands.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Faroese krona, which is freely interchangeable with the Danish krone.

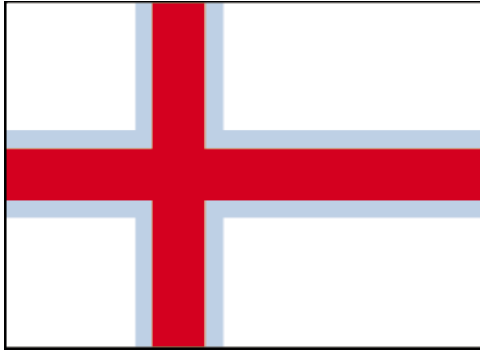
Fishing Areas

Trawling occurs around the islands year round. The heaviest concentration of trawlers occurs from February to April, mainly on Faroe Bank (60°55'N., 8°30'W.) and off the W and E sides of the main group of islands. Long line fishing occurs year round, mainly on Faroe Bank.

Government

The Faroe Islands is a self-governing overseas administrative division of the Kingdom of Denmark. The country is divided into 49 municipalities.

Queen Margrethe II is the Head of State. The Chief Administrative Officer, who represents the islands in the Danish Par-



Flag of the Faroe Islands

liament, is appointed by the Queen. The unicameral Logting (Parliament) is composed of 32 directly-elected members, under a proportional representation system, serving 4-year terms. The Prime Minister is elected by the Logting.

The legal system is based on Danish law.
The capital is Torshavn.

Holidays

The following holidays are observed:

January 1	New Year's Day
Maundy Thursday	Variable
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
April 25	Flag Day
Common Prayer Day	Variable
Ascension Day	Variable
Whitsunday	Variable
Whitmonday	Variable
June 5 (from midday only)	Constitution Day
July 28	St. Olav's Day Eve
July 29	St. Olav's Day
December 24	Christmas Eve
December 25	Christmas Day
December 26	Boxing Day
December 31	New Year's Eve

Industries

The main industries are fishing, fish processing, and ship-building.

Languages

Danish and Faroese, a derivative of Old Norse, are the main languages.

Navigational Information

Enroute Volume

Pub. 141, Sailing Directions (Enroute) Scotland.

Maritime Claims

The maritime territorial claims of the Faroe Islands are, as follows:

Territorial Sea *	3 miles. **
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Advance permission or notification for innocent passage of warships in the territorial sea only required for three or more warships at once.

** Straight baselines have the effect of enclosing the waters of the Faroe Islands. Drogden and Hollaenderdyb are claimed as internal waters.

Maritime Boundary Disputes

Dispute with Iceland over the Faroe Islands' fisheries median boundary of 200 miles.

Dispute with Iceland, the United Kingdom, and Ireland over the Faroe Islands' continental shelf boundary outside 200 miles.

Pilotage

There are no licensed pilots in the Faroe Islands. Arrangements can be made with the local harbor authorities of the larger ports to obtain a person with suitable local knowledge to assist vessels.

Regulations

All vessels arriving in the Faroe Islands must obtain clearance at one of the following ports before entering any other harbor in the islands:

1. Sandur.
2. Vagur.
3. Tvoroyri.
4. Sorvagur.
5. Midvagur.
6. Vestmanna.
7. Torshavn.
8. Runavik.
9. Fuglafjordur.
10. Klaksvik.

Search and Rescue

Maritime search and rescue operations are conducted under the operational control of MRCC Torshavn. Distress reports, as well as traffic between ships in distress and MRCC Torshavn, are normally conducted through Torshavn Coast Radio Station (OXI). MRCC Torshavn can be contacted by e-mail, as follows:

mrcc@mrcc.fo

Torshavn Coast Radio Station (OXI) maintains a continuous listening watch for distress traffic on 2182 kHz and VHF channel 16, and can be contacted by e-mail, as follows:

telegramm@mrcc.fo

Time Zone

The Faroe Islands maintains ZULU (UTC). Daylight Savings Time (ALFA (-1)) is observed from the last Sunday in March until the last Sunday in October.

U.S. Embassy

The Faroe Islands is a self-governing overseas administrative division of the Kingdom of Denmark. There is no U.S. diplomatic representation.



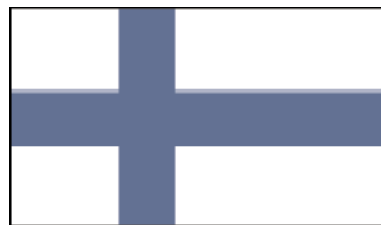
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General

Finland is located in Northern Europe, bordering the Baltic Sea, the Gulf of Bothnia, and the Gulf of Finland between Sweden and Russia.

The climate is cold and potentially subarctic, but comparatively mild due to the moderating influence of the North Atlantic Current, the Baltic Sea, and many lakes.

The terrain is mostly low, having flat to rolling plains interspersed with lakes and low hills.



Flag of Finland

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Caution should be exercised in relying upon floating aids, particularly during periods of ice, in stormy weather, and when summer markings are being changed to winter ones.

Although, ordinary buoys are routinely withdrawn or replaced by spar and ice buoys, any floating aid may become submerged by ice or moved off station.

Only certain buoys are fitted with color reflectors. Those reflectors in use conform to the IALA buoyage system. Radar reflectors are usually painted yellow.

Cautions

In conjunction with the establishment of GMDSS (Global Maritime Distress and Safety System), it is reported (2000) that numerous medium frequency radiobeacons situated around the coasts of Finland have been discontinued.

Currency

The official unit of currency is the Euro, consisting of 100 cents.

Fishing Areas

Fish traps may be 1 mile or more in length and may be found in or outside a public channel. The traps are marked at both ends and at intervals of about 0.8 mile with a flag by day or a light by night. Unless forced to do so by the narrowness of the channel, vessels should not approach within 50m of a trap.

Government

Finland is a republic. The country is divided into six provinces.

Finland is governed by a directly-elected President who serves a term of 6 years. The Prime Minister is elected by the Parliament. The unicameral Parliament consists of 200 directly-elected members, based on proportional representation, serving 4-year terms.

The legal system is based on a civil law system.

The capital is Helsinki.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 6	Epiphany
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 1	Vappu (May Day)
Ascension Day	Variable
Whitsunday	Variable
June 20	Juhannusaatto (Midsummer's Eve)
June 21	Juhannuspaiva (Midsummer's Day)
November 1	All Saints' Day
December 6	Independence Day
December 24	Christmas Eve
December 25	Christmas Day
December 26	Second Day of Christmas

Ice

Ice Information

The Ice Service of the Finnish Institute of Marine Research is responsible for supplying mariners with ice and weather information in Finland. The Ice Service monitors ice conditions and developments on a daily basis and issues ice charts, ice reports, and ice forecasts, for a fee, based on the data it collects and analyzes.

The daily ice chart and ice report include description of current ice conditions and information about the operational areas of Finnish icebreakers, as well as information concerning traffic restrictions, ship routes, advance notification requirements, and other information.

The Ice Service can be contacted, as follows:

1. Telephone: 358(9)-6857659
358(0)-204484488

2. Facsimile: 358(9)-6857638
358(9)-6857639
3. E-mail: info@ice.fmi.fi
4. Web address: <http://www.iceservice.fi>

Ice reports are read daily by Finnish radio stations, as follows:

1. Radio Suomi—in Finnish.
2. Radio Vega—in Swedish.
3. Turku Radio—in English, twice daily. Also reports the positions of Finnish icebreakers three times daily.

Icebreaking Information

The Finnish ice breaker fleet is operated by the Traffic Unit of the Finnish Maritime Administration's (FMA) Traffic Department.

The Winter Navigation Department and the Icebreaker Operations of the Finnish Maritime Administration can be contacted, as follows:

Winter Navigation Department	
Facsimile:	+358(0)204-484470
E-mail:	winternavigation@fma.fi
Web site:	http://www.fma.fi
Icebreaker Operations	
Facsimile:	+358(0)204-484431
E-mail:	icebreakers@fma.fi
Web site:	http://www.fma.fi/shipping

Requests for ice breaking assistance should be made to a Finnish ice breaker, in accordance with the instructions given in the daily ice report, well in advance of entering ice-covered waters. Vessels stuck in ice must notify an ice breaker of its position as soon as possible. Vessels receiving assistance must maintain a continuous listening watch on the frequency specified by the ice breaker.

Ships bound for harbors in the Gulf of Bothnia where traffic restriction apply will be instructed to report their nationality, name, destination, speed, and ETA to VTS Stockholm on VHF channel 84 when passing Svenska Björn (59°33'N., 20°01'E.); a reporting point further S of this line may be required based on ice conditions.

Ice breaker assistance is given to ships that meet the requirements concerning ice class and size. In addition, it is required that vessel draft be kept between the load line and the ballast line during navigation in ice and that the ship has a good searchlight for night operations.

An icebreaker has the right to refuse assistance to a ship if it is known that the arrangements of the ship are not functional before the assistance, or if the ship, with regard to hull, engine power, equipment, or crew is in such condition that operation in ice can be presumed to endanger the safety of the ship, or if there is good reason to suspect that the ship is less suitable for operation in ice than what is generally expected for ships belonging to the same ice class.

Vessels shall adhere to the following regulations when in company with an icebreaker, or in convoy:

1. All instructions given from the icebreaker shall be followed.

2. Particular attention shall be paid to the following:

- a. A careful watch shall be kept for signals from the icebreaker or from other ships in convoy. The VHF channel specified shall be monitored continuously.

- b. The propulsion machinery of the ship shall be constantly ready for rapid maneuvers.

- c. The icebreaker shall determine when the ship is to be towed.

- d. The ship shall be prepared to make fast or let go the towing cable at any time.

- e. A ship, which is towed by an icebreaker, may only use its propulsion machinery in accordance with instructions given from the icebreaker.

- f. If any ship should spring a leak or suffer damage that may affect the vessel's ability to follow the icebreaker or otherwise comply with the directives given by the icebreaker, this shall be immediately communicated.

- g. To be eligible for icebreaker assistance, vessels navigating in ice-covered waters must be equipped with a powerful searchlight. Ships which form part of a convoy and which have stuck in the ice shall keep their searchlights extinguished.

- h. In difficult ice conditions, such as strong ice pressure or passage through heavy ice ridges, towing might be the only means for ensuring safe and effective assistance. Towing usually takes place by taking the vessel's stem into the towing fork of the icebreaker.

3. Instructions to the ship being assisted are usually given via VHF, on the dedicated assistance channel. If the radio transmission is disconnected, the instructions should be given by sound signals specified in the table of signals. Icebreakers equipped with both bass and treble sirens give signals in accordance with the following:

- a. The bass siren is used for all the ships in the convoy.

- b. The treble siren is used for the ship closest to the icebreaker.

4. Bass siren signals given from the icebreaker shall be repeated by ships throughout the convoy, as far as possible, in the order in which they follow the icebreaker.

5. Bass siren signals can be made clearer with the aid of signal with a white light visible all around the horizon at a distance of at least 5 miles and so arranged that it can be given at the same time as and in conjunction to the sound signal.

6. State icebreakers show a blue light visible around the horizon at their masthead during the hours of darkness.

7. Ships which do not follow the traffic regulations and traffic instructions which have been issued or the orders given by the icebreaker can be refused assistance.

8. The FMA does not accept any responsibility for delay, damage, or other loss caused to a ship, its crew, passengers, or cargo as a result of ice conditions. Every ship is responsible for its own safety.

9. Finnish icebreakers are provided with two rotating red lights, one placed above the other, which are switched on when the icebreaker makes an unexpected stop or a sharp reduction in speed. The assisted ship(s) must then immediately

take whatever measures are necessary to promptly execute full astern.

Table of International Signals Used in the Icebreaking Service in Denmark, Finland, Norway, and Sweden

The following signals, when made between an icebreaker and assisted vessels, have only the signification given in this table and are only to be made by sound or visual signals. All other communications shall be exchanged by radio.

Signal	Meaning
• - - -	Icebreaker support is now commencing. Use special ice-breaker support signals and keep continuous watch for sound, visual, or radiotelephone signals.
• - - - -	Icebreaker support is finished. Proceed to your destination.

A dot • means a short blast (flash); a dash - means a long blast (flash).

No.	Signal	Meaning (from the icebreaker)	Meaning (to the assisted vessel)
1	• -	Go ahead (proceed along the ice channel).	I am going ahead (I am proceeding along the ice channel).
2	• - - •	Slow down.*	I am slowing down.*
3	- •	Stop your engines.	I am stopping my engines.
4	• • • •	Reverse your engines.	Reverse your engines. **
5	• • - • •	Stop your headway (given only to a ship in an ice channel ahead of and approaching or going away from the ice-breaker).	I am stopping my headway.
6	- • - -	Be ready to take (or cast off) the tow line.	I am ready to take (or cast off) the tow line.
7	• • • • •	Attention.	Attention.

* "Slow down" means "Ease up your engines."

** Assisted vessels may use this signal only as a repetition of an order given by an icebreaker.

Note:

1. The signal - • - by sound or light may be used by an icebreaker to indicate obligation to listen continuously on VHF radio.

2. If more than one vessel is assisted, the distance between vessels should be as constant as possible; watch speed of your own vessel and vessel ahead. Should speed of

your vessel reduce, sound the attention signal • • • • • to the following vessel.

3. The use of these signals does not relieve any vessel from complying with the International Regulations for Preventing Collisions at Sea.

Industries

The main industries include metal products, shipbuilding, forestry and wood processing, copper refining, chemicals, textiles, and clothing.

Languages

Finnish and Swedish are the official languages.

Navigational Information

Enroute Volume

Pub. 195, Sailing Directions (Enroute) Gulf of Finland and Gulf of Bothnia.

Maritime Claims

The maritime territorial claims of Finland are, as follows:

Territorial Sea *	12 miles (3 miles in the Gulf of Finland).
Contiguous Zone	14 miles.
Fisheries or Economic Zone	12 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Claims straight baselines. Requires advance permission or notification for innocent passage of warships in the territorial sea.

Pilotage

Pilotage is generally compulsory. Vessels should report 24 and 6 hours in advance of arrival at the pilot boarding position. If the vessel's ETA is amended, a new report should be made at least 3 hours in advance.

Vessels should report 12 and 3 hours in advance of departure from a port. The report should contain information about the vessel, cargo, and other relevant details affecting the safe passage of the vessel, together with the port of destination.

All pilot stations and pilot vessels maintain a continuous watch on VHF channels 13 and 16. Pilot stations provide traffic information.

During the winter months, pilot boarding positions are subject to change according to the weather conditions.

Vessels requiring a licensed Deep Sea Pilot in the Baltic Sea area should send request at least 24 hours in advance to any Coastal Pilot Station.

Radar stations are equipped with VHF channels 18, 20, and 22.

A continuous listening watch is maintained on VHF channel 71 for the archipelago area between the Åland Islands and Turku.

Regulations

Foreign vessels should not enter a military zone unless the channel leads through such an area, in which case the vessel must not deviate from the channel. While in a military zone, a vessel is subject to inspection by the commander of the area and the vessel must provide all information which may be requested.

Merchant ships entering Finnish waters must adhere to routes and instructions issued by customs authorities and patrol authorities.

Persons aboard ships in Finnish territory are prohibited from surveying, mapping, taking soundings (except under the supervision of a pilot), subsurface work, and taking photographs within fortified areas.

Foreign warships planning a cruise in Finnish coastal waters should advise the Finnish government through diplomatic channels. Approval should be obtained at least 8 days in advance. Port Regulations will be furnished to shipmasters upon arrival in Finnish ports by the Port Captains.

The Finnish customs flag is similar to the merchant flag and, in addition, it shows in the upper white field next to the staff, the Finnish coat of arms between two crossed black staffs of Mercury. Control vessels may order vessels to stop by international signals on the whistle or siren or by hoisting the customs flag or the flag of the Border Control Service, or at night by signal flares. Aircraft ordering a vessel to stop will circle the ship and fire one signal flare. Enforcement of customs regulations is delegated to Finnish government pilots.

Oil, gas, and chemical tankers of 1,600 grt and above, destined for Finnish ports, should report to Turku Radio before passing latitude 56°N. When the tanker's port of departure is situated in the Baltic N of 56°N, the report is to be made immediately after leaving the harbor.

Vessel Reporting System

The Gulf of Finland Reporting System (GOFREP) is a mandatory ship reporting system. Shore-based facilities at Tallinn Traffic, Helsinki Traffic, and Sankt Petersburg Traffic monitor vessel movements and provide advice and information about navigational hazards and weather conditions. The following vessel categories are required to participate in GOFREP:

1. Vessels 300 gross tons and over.
2. All vessels under 300 gross tons in the following circumstances:
 - a. When not under command or at anchor in the TSS.
 - b. When restricted in their ability to maneuver.
 - c. With defective navigational aids.

GOFREP covers the international waters in the Gulf of Finland and is bounded, as follows:

1. Western Reporting Line—A line joined by the following positions:
 - a. Bengtskar Light.
 - b. 59°33'18"N, 22°30'00"E.
 - c. 59°10'00"N, 21°30'00"E.
 - d. Kopu Poolsaar.
2. Eastern Reporting Line—A line joined by the following positions:
 - a. 60°05'00"N, 26°30'00"E.
 - b. 59°57'00"N, 26°30'00"E.

3. Central Reporting Line—A line drawn through the midpoints of the separation zones of the Traffic Separation Schemes off Kopu, Hankoniemi, Porkkala, and Kalbadagrund to position 59°59'09"N, 26°30'00"E.

Vessels entering the area N of the Central Reporting Line contact Helsinki Traffic. Vessels entering the area S of the Central Reporting Line contact Tallinn Traffic. Information on contacting the three traffic centers is given in the accompanying table.

There are two types of reports to be given in GOFREP:

1. Full Report.
2. Position Report.

The formats for GOFREP Full Reports and Position Reports are given in the accompanying table.

GOFREP Contact Information			
Traffic Center	Fax	Frequency	E-mail
Tallinn Traffic	372-6205766	VHF channel 61	gofrep@vta.ee
Helsinki Traffic	358(0)204-485394	VHF channel 60	gofrep@fma.fi
Sankt Petersburg Traffic	7(8)812-3807020	VHF channel 74	gofrep@rsbm.ru

GOFREP Message Requirements			
Designator	Information Required	Full Report	Position Report
ALFA	Vessel name and call sign, IMO number, or MMSI	X	X
CHARLIE	Geographical Position (two six-digit groups)	X ¹	X ¹
DELTA	Bearing and distances in nautical miles from a clearly-identified landmark		
ECHO	True course (three-digit group)	X	X
FOXTROT	Speed in knots (two-digit group)	R ¹	R ¹

GOFREP Message Requirements			
Designator	Information Required	Full Report	Position Report
HOTEL	Time (UTC) and point of entry into the Reporting Area	X ²	
INDIA	Destination and ETA	X	
OSCAR	Vessel's draft (in meters)	X	
PAPA	Hazardous cargo onboard (main classes and total quantity). The amount of Class 1 and Class 7 cargo, if any, shall be reported separately	X	
QUEBEC	Brief details of any defects or restrictions on maneuverability	R ²	
ROMEO	Description of any pollution or dangerous cargo lost overboard	R ²	
UNIFORM	Vessel type and length	X	
WHISKEY	Number of persons on board	R ¹	
XRAY	Miscellaneous remarks (i.e. ice class, bunkers, etc.)	R ¹	
KEY			
X	Required information.		
X ¹	Required information. Either the CHARLIE or DELTA format may be used.		
X ²	Required when entering the GOFREP area from the W.		
R ¹	May be required to be reported by Traffic Centers.		
R ²	To be reported if circumstances affecting normal navigation in accordance with SOLAS and MARPOL conditions occur, as relevant. This report shall be made without delay.		

Helsinki Traffic monitors vessel traffic in the Reporting System area N of the Central Reporting Line by radar and AIS. Tallinn Traffic monitors vessel traffic in the Reporting System area S of the Central Reporting Line by radar and AIS.

The Traffic Centers provide information concerning exceptional weather conditions, ice, and navigational hazards on request or when needed, as follows:

1. Tallinn Traffic—VHF channels 61 and 81.
2. Helsinki Traffic—VHF channels 60 and 80.
3. Sankt Petersburg Traffic—VHF channels 74 and 10.

The information broadcasts are preceded by an announcement on VHF channel 16.

Full Reports are required to be sent, as follows:

1. Prior to crossing any GOFREP Reporting Line. Vessels entering from the W not equipped with AIS shall report to the relevant Traffic Center by fax or e-mail at least 1 hour prior to crossing the Western Reporting Line.

2. When leaving or departing from a port in the Gulf of Finland. The report should be made to the Traffic Center of the country where the port is located.

Note.—Vessels can fulfill the requirements for a full Report using AIS, provided the report can be transmitted fully.

Position Reports are required to be sent, as follows:

1. Prior to crossing any GOFREP Reporting Line.

2. When entering the GOFREP area from the territorial waters of Russia; from the Helsinki VTS, Kotka VTS, or TallinnVTS areas; or crossing the Western Reporting Line inbound to the Gulf of Finland. The report should be given via VHF.

3. When crossing the Central Reporting Line. The report should be given via VHF to the Traffic Center to which the vessel is entering.

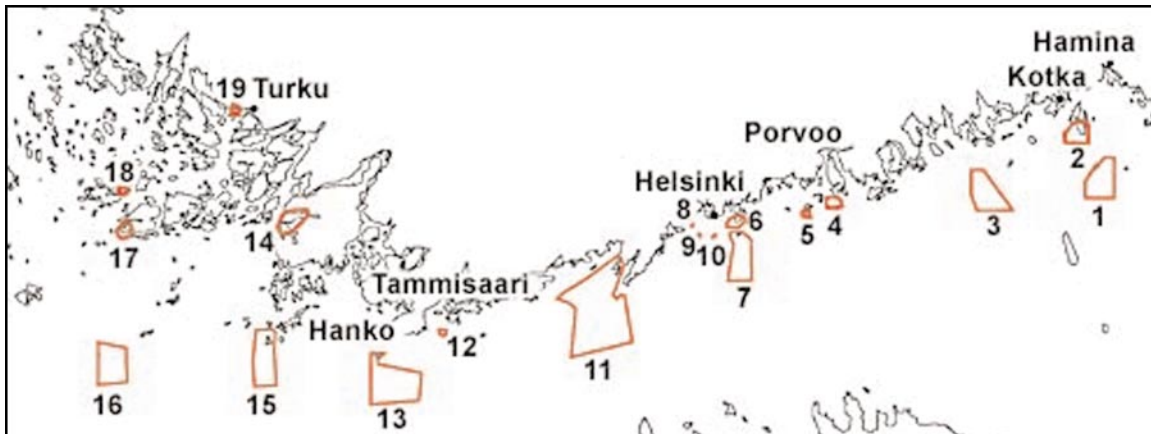
4. When entering the Estonian monitoring area from the Russian Federation monitoring area, on VHF channel 61 to Tallinn Traffic, when crossing a line joining the following positions:

- a. 59°28'N,28°03'E.
- b. 59°37'N,27°38'E.
- c. 59°46'N,26°33'E.
- d. 59°57'N,26°30'E.

5. When entering the Estonian monitoring area from the Vainameri, on VHF channel 61 to Tallinn Traffic, when crossing a line joining the following positions:

- a. 59°06'N,22°03'E.
- b. 59°14'N,23°03'E.

Vessels should maintain a continuous listening watch on the VHF channel of the Traffic center in the area in which they are navigating.



Finland—Restricted Areas

International Ship and Port Facility (ISPS) Code

The ISPS Code applies to ships on international voyages and port facilities directly interfacing with these ships. Ships covered by the ISPS Code must submit the following information at least 24 hours prior to entering Finnish waters:

1. Vessel name, IMO number, port of registry, flag, type of vessel, call sign, contact details, gross tonnage, name of shipping company, and contact details of the shipping company's security officer.
2. Vessel port-of-call and the name of the port facility, if known, the ETA, and the purpose of the visit.
3. Whether the vessel possesses a valid International Ship Security Certificate or a valid Interim International Ship Security Certificate. If it does, include the name of the competent authority that issued it, along with the expiration date of the certificate. If the vessel does not have these certificates, an explanation must be given.
4. Whether the vessel has an approved Ship's Security Plan.
5. The current Security Level of the vessel and the vessel's location at the time of submitting the notification.
6. The last ten port facilities visited by the vessel, in chronological order, and the Security Level at each port.
7. In addition to the measures set out in the approved Ship's Security Plan, any special or additional security measures implemented that were embarked upon by the vessel during vessel/port interfaces within the period referred to in paragraph 6.
8. Events during vessel/vessel interfaces within the period referred to above in paragraph 6, and the vessel's location during the period in question.
9. Whether the security measures under the approved Ship's Security Plan have been followed in vessel-to-vessel activities; if not, an explanation must be given of which security measures were not followed and which security measures were taken in lieu.
10. A general description of the cargo and information on any hazardous substances on board the vessel.
11. Verification that the vessel has a crew list and a passenger list.

12. Any other matters concerning security.

13. Contact details of the vessel's duly authorized representative at the port of destination.

14. Name and title or permission of the person making the notification, and the date, time, and place of its completion.

If the duration of the voyage from the vessel's previous port of call is less than 24 hours, the information should be submitted no later than the vessel's departure from the previous port of call. If the port of call is not known or if it changes during the voyage, the information should be submitted as soon as the port of call is known.

Restricted Areas

Certain areas in Finnish waters have been designated as restricted areas. Regulations for these areas prohibit landing or approaching the shore closer than 100m in the vicinity of military areas. Fishing; anchoring outside authorized anchorages, except in an emergency; and underwater activities are prohibited without prior permission.

The numbers located on the above graphic titled **Finland—Restricted Areas** correspond to the numbers of the restricted areas listed below, as follows:

1. **Haapasaari.**—Area bounded by a line joining the following positions:
 - a. 60°15.08'N, 27°04.50'E.
 - b. 60°12.25'N, 27°04.49'E.
 - c. 60°12.24'N, 27°14.56'E.
 - d. 60°18.77'N, 27°14.61'E.
 - e. 60°18.78'N, 27°11.19'E.
 - f. 60°17.41'N, 27°08.64'E.
 - g. 60°17.29'N, 27°08.00'E.
 - h. 60°16.06'N, 27°06.13'E.
2. **Kirkonmaa.**—Area bounded by a line joining the following positions:
 - a. 60°22.74'N, 26°57.10'E.
 - b. 60°21.20'N, 26°57.40'E.
 - c. 60°21.11'N, 27°05.58'E.
 - d. 60°24.15'N, 27°05.59'E.

- e. 60°24.87'N, 27°03.30'E.
- f. 60°24.94'N, 27°02.51'E.
- g. 60°24.60'N, 27°02.29'E.
- h. 60°24.68'N, 27°01.54'E.
- i. 60°24.37'N, 27°00.33'E.

3. **Orrengrund.**—Area bounded by a line joining the following positions:

- a. 60°16.77'N, 26°24.66'E.
- b. 60°11.73'N, 26°24.71'E.
- c. 60°10.25'N, 26°26.69'E.
- d. 60°10.31'N, 26°39.28'E.
- e. 60°16.75'N, 26°28.98'E.

4. **Vaarlahti.**—Area bounded by a line joining the following positions:

- a. 60°12.34'N, 25°34.36'E.
- b. 60°10.69'N, 25°34.42'E.
- c. 60°10.85'N, 25°40.02'E.
- d. 60°12.39'N, 25°38.50'E.

5. **Pirtisaari.**—Area bounded by a line joining the following positions:

- a. 60°09.36'N, 25°25.98'E.
- b. 60°09.27'N, 25°27.05'E.
- c. 60°08.95'N, 25°29.02'E.
- d. 60°10.10'N, 25°28.21'E.
- e. 60°10.38'N, 25°27.05'E.
- f. 60°10.22'N, 25°26.17'E.
- g. 60°09.91'N, 25°25.76'E.

6. **Santahamina.**—Area bounded by a line joining the following positions:

- a. 60°08.61'N, 24°59.83'E.
- b. 60°07.45'N, 24°59.42'E.
- c. 60°07.44'N, 25°04.84'E.
- d. 60°08.37'N, 25°05.40'E.
- e. 60°08.63'N, 25°05.45'E.
- f. 60°09.00'N, 25°05.48'E.
- g. 60°09.42'N, 25°03.81'E.
- h. 60°09.47'N, 25°03.14'E.

7. **Isosaari.**—Area bounded by a line joining the following positions:

- a. 60°06.68'N, 25°04.92'E.
- b. 60°06.65'N, 25°00.82'E.
- c. 60°06.25'N, 25°00.42'E.
- d. 60°04.67'N, 25°01.89'E.
- e. 59°58.61'N, 24°59.96'E.
- f. 59°58.73'N, 25°08.26'E.
- g. 60°05.47'N, 25°07.88'E.

8. **Miessaari.**—Area bounded by a line joining the following positions:

- a. 60°08.28'N, 24°47.72'E.
- b. 60°07.93'N, 24°47.83'E.
- c. 60°07.65'N, 24°47.05'E.
- d. 60°07.70'N, 24°46.60'E.
- e. 60°07.83'N, 24°46.58'E.
- f. 60°08.08'N, 24°46.78'E.
- g. 60°08.28'N, 24°47.40'E.

9. **Rysakari.**—Area bounded by a line joining the following positions:

- a. 60°06.20'N, 24°50.30'E.
- b. 60°06.05'N, 24°50.57'E.
- c. 60°05.83'N, 24°49.97'E.
- d. 60°06.12'N, 24°49.50'E.

10. **Katajaluoto.**—Area bounded by a line joining the following positions:

- a. 60°06.23'N, 24°55.18'E.
- b. 60°06.15'N, 24°55.60'E.
- c. 60°05.67'N, 24°54.92'E.
- d. 60°05.83'N, 24°54.45'E.

11. **Upinniemi.**—Area bounded by a line joining the following positions:

- a. 59°46.20'N, 24°05.18'E.
- b. 59°48.70'N, 24°26.59'E.
- c. 59°56.27'N, 24°23.91'E.
- d. 59°56.26'N, 24°22.66'E.
- e. 59°55.65'N, 24°21.22'E.
- f. 59°56.25'N, 24°19.86'E.
- g. 60°00.20'N, 24°22.97'E.
- h. 60°01.00'N, 24°23.43'E.
- i. 60°01.72'N, 24°23.10'E.
- j. 60°02.51'N, 24°22.44'E.
- k. 60°02.79'N, 24°21.74'E.
- l. 59°58.76'N, 24°09.85'E.
- m. 59°57.09'N, 24°03.66'E.
- n. 59°56.13'N, 24°01.06'E.
- o. 59°55.70'N, 24°00.24'E.
- p. 59°55.02'N, 24°04.37'E.
- q. 59°54.18'N, 24°06.64'E.

12. **Hasto Buso.**—Area bounded by a line joining the following positions:

- a. 59°50.67'N, 23°18.86'E.
- b. 59°50.02'N, 23°19.07'E.
- c. 59°49.62'N, 23°20.60'E.
- d. 59°49.90'N, 23°21.42'E.
- e. 59°50.55'N, 23°21.51'E.

13. **Hanko.**—Area bounded by a line joining the following positions:

- a. 59°46.92'N, 22°55.3'E.
- b. 59°38.38'N, 22°55.09'E.
- c. 59°39.12'N, 23°12.20'E.
- d. 59°43.58'N, 23°12.88'E.
- e. 59°45.03'N, 22°57.68'E.
- f. 59°45.76'N, 22°57.54'E.
- g. 59°46.79'N, 22°59.96'E.

14. **Kemio.**—Area bounded by a line joining the following positions:

- a. 60°09.96'N, 22°25.09'E.
- b. 60°06.82'N, 22°21.76'E.
- c. 60°06.21'N, 22°24.46'E.
- d. 60°06.58'N, 22°26.86'E.
- e. 60°06.76'N, 22°27.48'E.
- f. 60°09.17'N, 22°32.88'E.
- g. 60°09.61'N, 22°33.01'E.

h. 60°10.30'N, 22°32.74'E.

15. **Oro.**—Area bounded by a line joining the following positions:

- a. 59°50.55'N, 22°15.25'E.
- b. 59°45.38'N, 22°14.04'E.
- c. 59°41.27'N, 22°14.63'E.
- d. 59°41.54'N, 22°22.16'E.
- e. 59°43.51'N, 22°21.61'E.
- f. 59°46.83'N, 22°21.50'E.
- g. 59°47.63'N, 22°21.41'E.
- h. 59°48.00'N, 22°21.53'E.
- i. 59°50.25'N, 22°21.88'E.
- j. 59°50.60'N, 22°20.67'E.

16. **Uto.**—Area bounded by a line joining the following positions:

- a. 59°48.46'N, 21°20.05'E.
- b. 59°46.54'N, 21°20.21'E.
- c. 59°41.55'N, 21°20.08'E.
- d. 59°42.00'N, 21°29.94'E.
- e. 59°45.47'N, 21°29.93'E.
- f. 59°47.62'N, 21°29.94'E.

17. **Gylto.**—Area bounded by a line joining the following positions:

- a. 60°06.55'N, 21°26.63'E.
- b. 60°05.50'N, 21°27.98'E.
- c. 60°06.02'N, 21°31.76'E.
- d. 60°07.63'N, 21°31.47'E.
- e. 60°08.34'N, 21°30.99'E.
- f. 60°08.59'N, 21°29.55'E.
- g. 60°08.01'N, 21°28.87'E.

18. **Houtskar.**—Area bounded by a line joining the following positions:

- a. 60°12.81'N, 21°27.94'E.
- b. 60°12.85'N, 21°29.93'E.
- c. 60°13.43'N, 21°30.09'E.
- d. 60°13.68'N, 21°29.78'E.
- e. 60°13.69'N, 21°28.62'E.
- f. 60°13.76'N, 21°28.30'E.
- g. 60°13.70'N, 21°27.44'E.
- h. 60°13.47'N, 21°27.35'E.

19. **Pansio.**—Area bounded by a line joining the following positions:

- a. 60°26.88'N, 22°06.66'E.
- b. 60°25.75'N, 22°07.05'E.
- c. 60°25.89'N, 22°09.37'E.
- d. 60°26.00'N, 22°09.44'E.
- e. 60°27.17'N, 22°08.84'E.

Semi-Restricted Areas

Semi-restricted areas have been established throughout Finnish waters and are regulated by the same laws and guidelines as apply to restricted areas. See the appropriate chart for limits of these areas.

Search and Rescue

The Frontier Guard (FG) is the authority in Finland responsible for search and rescue operations. The Maritime Search and Rescue Service, under the control of the FG, consists of Maritime Rescue Coordination Center (MRCC) Turku, Maritime Rescue Coordination Subcenter (MRSC) Helsinki and MRSC Vaasa. MRCC Turku (SPOC) is the central point of contact in operational SAR matters.

MRCC Turku, MRSC Helsinki, and MRSC Vaasa maintain a continuous listening watch for distress traffic on 2187.5 kHz and VHF channel 70. The centers can be contacted by e-mail, as follows:

- | | |
|-------------------|-----------------------|
| 1. MRCC Turku: | mrcc@raja.fi |
| 2. MRSC Helsinki: | mrsc.helsinki@raja.fi |
| 3. MRSC Vaasa: | mrsc.vaasa@raja.fi |

The Finnish coast is divided into maritime SAR areas which are identical to the Finnish Coastguard districts.

Time Zone

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is observed from the last Sunday in March until the last Sunday in October.

Traffic Separation Schemes

Traffic Separation Schemes (TSS) in Finland are, as follows:

- 1. Off Kalbadagrund Lighthouse. (IMO approved)
- 2. Off Porkkala Lighthouse. (IMO approved)
- 3. Off Hankoniemi Peninsula (Hanko). (IMO approved)

U.S. Embassy

The U.S. Embassy is situated at Itainen Puistotie 14B, Helsinki.

The mailing addresses are, as follows:

- 1. Finland address—
Itainen Puistotie 14B
00140, Helsinki
- 2. U. S. address—
APO AE 09723

U. S. Embassy Finland Home Page
<http://helsinki.usembassy.gov>



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General

France is located in Western Europe, bordering the Bay of Biscay and the English Channel, between Belgium and Spain, and SE of the United Kingdom. France borders the Mediterranean Sea between Italy and Spain.

The island of Corsica (Corse) lies in the Mediterranean Sea and is a province of France. The main town of the island is Ajaccio.

The climate is generally cool in winter and mild in summer however, the summers are hot along the Mediterranean.

The terrain is mostly flat plains or gently rolling hills in the N and W. The remainder is mountainous.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

High Speed Craft

High speed craft operate between the coast of France and the coast of the United Kingdom. For further information, see United Kingdom—Cautions.

Locust Reports

See Egypt—Cautions for further information.

Currency

The official unit of currency is the Euro, consisting of 100 cents.

Firing Areas

Firing practices take place from French coastal batteries at any season of the year and are announced by Notices to Mariners.

The following warning signals are given:

1. By day—A red flag is displayed from the battery from which the firing is taking place, and from the signal stations in the vicinity, from 1 hour before the practice until the practice is completed. The battery fires a blank round 1 hour

before the practice, and two blank rounds, 30 seconds apart, 10 minutes before the practice. The target tugs and range boats also display a red flag during the firings.

2. By night—When a night practice is planned, the signal stations in the vicinity of the battery display, from sunrise to sunset, two red flags, vertically disposed. At sunset and until the practice is completed, two horizontally-disposed red lights are shown at the battery, and a red light is shown from the signal stations in the vicinity.

Thirty minutes before the practice, two red flares are fired at 5 minute intervals by the signal stations. The battery fires a blank round 1 hour before, and two blank rounds, 30 seconds apart, 10 minutes before the practice begins. A white flare marks the end of the practice.

In addition to the usual lights, the target tug exhibits three red lights, disposed vertically, and range boats exhibit one red light at the masthead, during the firings.

The exercises include surface firing, ground to air and air to ground firing, torpedo launchings, bombing, and anti-submarine warfare, minesweeping operations, etc., and are broadcast at least 4 days in advance by radio.

French naval vessels and aircraft carry out exercises, day and night, off all points of the coast, but particularly in certain zones, which are hereinafter described. The exercises include surface firing, ground to air and air to ground firing, torpedo launchings, bombing, anti-submarine warfare, minesweeping operations, etc., and are broadcast at least 4 days in advance by radio and by the local press. These exercises may take place anywhere off the French coast, but in particular in Baie de la Seine, Ile d'Ouessant, L'Iroise, and off Brest.

Surveillance of naval vessel firing areas is assured by the firing vessels, which display a red flag by day, and show a red light, visible around the horizon, at night. Vessels not participating in the exercises should avoid the previously announced exercise areas.

Veules-les-Roses

A circular sector with a radius of 6.5 miles, centered on position 49°52'N, 0°46'E, oriented to the N and limited by the bearings 327° and 032°. All navigation is prohibited in this firing range during times of activation, which are announced by Notices to Mariners and indicated by a red flag hoisted at Dieppe and Fecamp semaphores.

Baie de Seine (D82)

A firing area for vessels of the French Navy is bounded by lines joining the following positions:

- a. 49°55'00"N, 0°05'19"W.
- b. 49°39'58"N, 0°02'03"W.
- c. 49°32'20"N, 0°18'37"W.
- d. 49°34'46"N, 0°55'45"W.
- e. 49°55'00"N, 0°16'45"W.

The firing zone is divided into Subzone East and Subzone West by a line joining 49°50'00"N, 0°26'00"W and 49°32'20"N, 0°18'37"W.

Querqueville-Castel-Vendon (R156)

A ground-to-sea and ground-to-air firing area is established to the N of Querqueville. The area is bounded to the E by a line joining the following positions: 49°49'10"N, 1°36'00"W and

49°40'40"N, 1°45'30"W; to the S by the coast; to the W by a line joining the following positions: 49°41'25"N, 1°48'46"W and 49°50'55"N, 1°54'10"W; and to the N by the arc of a circle with a radius of 11 miles centered at 49°40'56"N, 1°46'53"W.

Firing takes place at various times throughout the year, except:

1. June 25 to August 3.
2. December 20 to January 5.
3. February and spring school holidays.
4. Days of maximum spring tides.

Times when firings exercises are to take place are broadcast by AVURNAV from Cherbourg Coast Radio.

Biville

An artillery firing range, bounded to the N and S by the parallels 49°38'40"N and 49°34'40"N, respectively, to the E by the coast, and to the W by the meridian 1°58'00"W.

In Anse de Vauville (49°36'N., 1°55'W.), the outer limits of Vauville (Biville sector) firing danger area extend 2.5 miles N from a position 3.5 miles NW of Cap de Flamanville. Practices take place in this area all the year round except from July 15 to November 15.

Fort de la Varde

A firing area extends about 2.5 miles seaward from Pointe de Varde (48°41'N., 1°59'W.).

A considerable sea area, up to 45 miles offshore, between the Gironde and Cap Breton is used as a rocket firing range.

Warnings for particular danger zones are issued by Bordeaux-Arcachon Radio (FFC) on VHF channel 82.

Surveillance of naval vessel firing areas is assured by the firing vessels, which display a red flag by day, and show a red light, visible around the horizon, at night.

Vessels not participating in the exercises should avoid the previously announced exercise areas.

Area 16A—Quessant

A circle 15 miles in radius centered on position 48°30'N, 5°58'W.

Area 16C—Glenan

A circle 15 miles in radius centered on position 47°19'N, 5°26'W.

Area 16D—Grais

A circle 15 miles in radius centered on position 46°53'N, 3°28'W.

Area 16E—Armen

A circle 15 miles in radius centered on position 47°35'N, 7°24'W.

Area 17A—Brest

A zone bounded by the parallels of 48°21'N and 48°05'N, and the meridians 4°37'W and 4°53'W.

Area 17B—Pierres Noires

A zone bounded by the parallels of 48°21'N and 48°05'N, and the meridians 4°53'N and 5°20'W.

Area 18—Belle Ile

A zone bounded by lines joining the following positions:

- a. 47°23'N, 3°59'W.
- b. 47°17'N, 3°41'W.
- c. 46°23'N, 4°21'W.
- d. 46°29'N, 4°39'W.
- e. 47°23'N, 3°59'W.

Area 18D—Armorique

Air-to-air firing practice takes place in an area bounded by lines joining the following positions:

- a. 47°23'N, 3°59'W.
- b. 47°17'N, 3°41'W.
- c. 46°23'N, 4°21'W.
- d. 46°29'N, 4°39'W.

Area Pierre Profunde

Mortar firing practices will take place in a circle 0.75 mile in radius centered on the Rock of Pierre Profunde in the Bay of Douarnenez (48°12'20"N, 4°27'00"W.).

Belle-Ile

Practice against the land may be carried out near the SW coast of Belle-Ile. The restricted zone lies in an area bounded by lines joining the following positions:

- a. 47°23'N, 3°23'W.
- b. 47°24'N, 3°18'W.
- c. 47°14'N, 3°08'W.
- d. 47°10'N, 3°22'W.

Basse de Guihel

Aircraft firing practices may be taken against floating targets in tan area bounded by lines joining the following positions:

- a. 47°35'30"N, 3°30'00"W.
- b. 47°30'30"N, 3°23'30"W.
- c. 47°35'05"N, 3°16'30"W.
- d. 47°39'40"N, 3°23'30"W.
- e. A semicircle with a radius of 3 miles centered on position 47°37'25"N, 3°19'57"W, between the bearings 317° and 137°.

Landes

The zone of Landes extends off the coast and begins at a position 3 miles from the coast with the exception of the three connecting sectors to the coast. Navigation may be prohibited in the sectors located in territorial waters. The most utilized sector is 31A, located in front of the land installations at the Landes Test Center.

The prohibition of navigation throughout this sector or parts of it is signalled by day on the coastal dune, as follows:

1. A pylon to the N of the sector (44°26'25"N., 1°15'18"E.) shows a white ball 2m in diameter.
2. A pylon to the S of the sector (44°13'52"N., 1°17'34"E.) shows two white superimposed balls 2m in diameter.

Gavres

A day practice zone called Gavre Area is delimited by a line joining the following points:

1. Pointe de Gavres.
2. Pointe de Beg-el-lan (47°26'33"N., 3°05'35"W.).

3. Pointe des Poulains, on the coast of Belle Ile.

4. The Bagueneres Islands (47°14'28"N., 3°17'38"W.; 47°31'49"N., 3°23'40"W.).

Generally, there is no limitation on navigation in the area during practices, however in an exceptional case, navigation may be prohibited in a delimited zone, and information will be given about 1 week in advance in Notice to Mariners.

Signal stations of Taillefer on Belle Isle, of Beg Melen at Groix, and of S. Julien at Quiberon, hoist red flags during practices.

Night Firings (Gavres Nord and Sud)

These two triangular zones may be closed to navigation by Notices to Mariners given 1 week notice. The semaphores hoist, from sunrise to sunset preceding the firing practice, the following signals:

1. A red flag above a red light if practice is to take place in Zone A.
2. A red flag below a red light if practice is to take place in Zone B.

One hour before the beginning of the practice, the red lights for night practices are raised on the various masts of the proving grounds. One-half hour before the beginning of the practice, three red flares are set off at 5-minute intervals by the signal stations of Beg-Melen, Taillefer and S. Julien-de-Quiberon (or by the proving ground itself).

During the duration of the practice, these same signal stations set off a red flare every 30 minutes, with a time lag of 10 minutes between signal stations.

At the end of the firing practice, the proving ground sets off a group of three white flares.

Baie de Quiberon

Practice firings toward the sea may be carried out from the Pierre-Quiberon Proving Grounds Observatory (47°30'50"N., 3°08'30"W.). The dates and times of these practice firings will be given in Notice to Mariners.

Anti-Armored and Anti-aircraft

The following signals are shown:

1. By day.—One hour prior to practice firings a red flag is hoisted on the tower of the firing range (47°31'50"N., 3°00'30"W.); on the signal stations of S. Julien-de-Quiberon and of Taillefer on Belle Isle; on the lighthouse of Poulains on Belle Isle and of Ponte de Chats at Groix. Two warning shots are fired, the first 1 hour and the second 30 minutes before the beginning of each firing period.
2. By night.—Two red lights on top of the tower of the proving grounds, 1 hour before the beginning and until the end of the firing period. Two red flares are set off, the first 1 hour and the second 30 minutes before the beginning of each firing period. A white flare indicates the end of the firing period.

Coastal Battery Exercises

Firing practices take place from French coastal batteries during any season of the year and are announced by Notice to Mariners.

The following warning signals are given:

1. By day.—A red flag is displayed from the battery from which the firing is taking place, and from the signal stations

in the vicinity, from 1 hour before the practice until the practice is completed. The battery fires a blank round 1 hour before the practice, and two blank rounds, 30 seconds apart, 10 minutes before the practice.

2. By night.—When a night practice is planned, the signal stations in the vicinity of the battery display, from sunrise to sunset, two red flags, vertically disposed. At sunset and until the practice is completed, two horizontally disposed red lights are shown at the battery, and a red light is shown from the signal stations in the vicinity.

Thirty minutes before the practice, two red flares are fired at 5 minute intervals by the signal stations. The battery fires a blank round 1 hour before, and 23 blank rounds, 30 seconds apart, 10 minutes before the practice begins. A white flare marks the end of the practice.

Naval gunnery practice firing range surveillance is ensured by the firing ships, which fly a red flag by day and show a red light visible all around the horizon at night.

Ships not engaged in firing should avoid entering areas in which firing has been announced.

Any explosion of or experimentation with submarine charges in the Mediterranean is subject to prior authorization of the Naval Commander-in-Chief of the District.

Coastal Belt

The space between the exercise areas described above and the coast is the coastal belt. This space is not used for exercises on a regular basis, but rather for special, or occasional, activities in this coastal belt.

Special activities (such as ranges, test ranges, measured miles, launching sites, etc.) can take place in areas that are predetermined and prepared for the purpose in advance.

These areas are described below. Their organization and operation are controlled by prefectural orders issued by the Commander-in-Chief of the District. The activities in the coastal belt are always announced in local Notice to Mariners.

Artillery Ranges

Maguelonne (Palavas).—The ground to air range is a circular sector with a radius of 10.8 miles centered on position 43°31'00"N, 3°54'26"E, and bound by a line extending from this same point on a bearing of 100° and to the SW by the coast.

The ground to sea range is a circular sector with a radius of 11 miles centered on position 43°30'41"N, 3°53'46"E, and bound by lines extending from this same point on bearings of 125° and 210°.

Espiguette.—This ground to air range is a circular sector with a radius of 10.8 miles centered on position 43°29'00"N, 4°09'20"E, and bound by lines extending from this same point on bearings of 135° and 225°. It is activated from May to September.

Saint-Elme-La Renardiere (Presqu'île de Saint-Mandrier).—This firing range is associated with the Saint-Elme batteries (43°04.5'N., 5°54.2'E.) and La Renardiere (43°04.3'N., 5°55.6'E.).

The firing azimuths of Saint-Elme are included between 170° and 230° from the mast of Pointe de Saint-Elme.

The firing azimuths of La Renardiere are, as follows:

1. Wide Renardiere—Bearing 120° from the Cap Cepet flagpole to the meridian 6°00'E, then along this meridian to a bearing of 230° from the flagpole.

2. Narrow Renardiere—Defined by lines drawn 170° to 230° from La Renardiere.

Warning signals are displayed from Cap Cepet signal station (La Croix des Signaux) and at the masts of the firing batteries. They consist of a red flag by day and red lights at night. The user of the range fires one round of blanks 1 hour before firing is to commence and two rounds of blanks 10 minutes prior to firing. The firing range is not in use from July 1 to August 31.

Petit Serranier.—This range is used for gunnery exercises fired by naval vessels at Petit Sarranier Rock. It is bounded by a line joining the following positions:

- a. 43°04'00"N, 6°15'10"E.
- b. 43°02'40"N, 6°18'35"E.
- c. 42°56'35"N, 6°17'00"E.
- d. 42°56'35"N, 6°13'00"E.
- e. 42°59'50"N, 6°15'10"E.
- f. 43°04'00"N, 6°15'10"E.

The firing ship maneuvers in the N part of the above area and fires toward the S. A ship patrols that part of the range not visible to the firing ship. This range is not used between June 15 and September 15.

Warning signals are a red flag displayed by Ile de Porquerolles signal station and at the masthead of one of the firing ships.

Levant Area (Air to Ground Range).—This range is used by aircraft for firing at targets on the ground on the NE part of the Ile du Levant. It is bound by the following points, distances and bearings from Madone Tower (43°01.9'N., 6°28.2'E.):

- a. 1.2 miles 016°. (Pointe de Castelas)
- b. 1.7 miles 010°.
- c. 3.4 miles 034°.
- d. 5.3 miles 052°.
- e. 4.8 miles 090°.
- f. 2.4 miles 090°.
- g. 2.2 miles 063°.

Points d and e are joined by the arc of a circle centered 1.5 miles, 053°, from Madone Tower. Warning signals are a red triangle hoisted at the Titan signal station by day and two red lights at the same place at night. The firing range is not in use from July 1 to September 1.

Levant Area (Air to Air Range).—This range is rectangular shaped and is 16 miles long and 8 miles wide. The starting point is position 42°56'12"N, 6°20'00"E.

The long NW side is 16 miles bearing 050° from the above point. The short SW side is 8 miles bearing 140° from the same point. Warning signals are a blue flag and a red flag hoisted on Madone Tower by day and red lights in the same place at night.

The firing range is not in use from July 1 to September 1.

Lizerot (Ile du Levant).—This range is used by vessels firing at a target which consists of a mooring buoy anchored at position 43°01'30"N, 6°31'30"E, or 1.6 miles bearing 193° from the l'Esquillade tower. The danger area is inside a circular sector with a radius of 8 miles centered on position 42°58'30"N, 6°28'00"E, and bound by lines extending from this same point on bearings of 025° and 065°.

Warning signals are a blue flag and a red flag hoisted on Madone Tower and a red flag hoisted by the firing ship. At

night, red lights are shown from the same places. The firing range is not in use from July 1 to September 1.

Ile du Toro (E coast of Corse).—A firing range is in the area of Ile du Toro (41°30.6'N., 9°22.9'E.).

Diane (R66) (E coast of Corse).—This air to ground firing range is under the authority of the Solenzara Air Base. The area forms a rectangle between the parallels 42°05'N and 42°14'N, and the meridians 9°28'E and 9°38'E. It is used during the daytime hours from Monday to Friday.

Solenzara (D67) (E coast of Corse).—This air to air firing range is bound by a line joining the following positions:

- a. 42°18'N, 9°42'E.
- b. 42°19'N, 9°47'E.
- c. 42°07'N, 10°26'E.
- d. 41°34'N, 10°42'E.
- e. 41°14'N, 9°42'E.

This air to air firing area is active from Monday to Friday (except during the summer).

Launch Ranges

These launch ranges are part of installations designed for special activities. Their organization and operation are controlled by the Naval Commander-in-Chief of the Third Region at Toulon. Activation is announced via local Notice to Mariners.

Golfe de Saint-Tropez Torpedo Range

The torpedo launching range is established between the launching mole, situated abreast of Chateau Bertaud, and Seche a l'Huile tower, which stands about 0.5 mile ESE of Pointe des Sardinaux.

This range includes a launching range for submarines, bounded by the following points given in distance and bearing from Seche a l'Huile tower:

- a. 0.75 mile, 214.0°
- b. 1.7 miles, 226.0°
- c. 1.7 miles, 244.0°
- d. 1.3 miles, 248.5°
- e. 0.6 mile, 229.0°

Launching can occur every day, usually performed during the day from 0800 to sunset, in clear weather, without prior notice. A protected zone of 0.25 mile has been established around the launching range, on each side of the 4.6 mile line of fire axis, which is oriented 055° on the Seche a l'Huile tower.

The range is permanently marked by mooring buoys placed in the vicinity of the axis, up to about 3.2 miles from the launching mole. At night these buoys are not individually lit, but are covered by the white sector of Pointe de Bertaud mole light. Thirty minutes before the first launching of a firing practice, a blue flag is displayed at the mast of the launching mole, until the end of the firing practice. A small boat displaying a blue flag is stationed at the end of the firing line.

Five minutes before each launching, a red flag is displayed from the launching mole, and at the same time a loud sound signal occurs. Each launching is announced by two brief sound signals.

While the blue flag is displayed at the launching mole mast, vessels and small boats are prohibited from stopping and laying out fishing nets in the protected zone of the launching range. While the red flag is displayed from the mole mast, the

same vessels are prohibited from navigating in, or entering, the protected zone.

In the event of a night launching, a fixed red light is shown at the top of the mole mast from one-half hour before the first launching until the end of the firing practice.

While the red light is shown, vessels and small boats are prohibited from navigating in, or entering, the protected zone.

The launch stationed at the end of the firing line will display a red flag when it has recovered the torpedo.

Long Distance Launching Range

The axis of the long distance launching range is oriented at 060°. A protected zone of 0.25 mile has been established on each side of the axis. The length of this range is unlimited seaward and, as its use is exceptional, it is unmarked.

For long distance firing, the warning signals and regulations remain the same as for the main launching range. In addition, a blue flag is displayed at the Seche a l'Huile tower to repeat that of the launching mole. Vessels anchoring should do so at a prudent distance from the range.

Fishing Areas

Although French fishermen are frequenting fishing zones farther and farther from the coast with larger and larger trawlers, coastal fishing remains essential to the economies of certain regions, and concentrations of fishing vessels are likely to be encountered, especially at night, off the French coast.

There are the large concentrations of trawlers and drifters, fishing for herring in autumn and the first days of winter in the North Sea, in the vicinity of Le Sandettie and Cap Gris-Nez, then S of the Strait of Dover, following the fish S from October until the beginning of January.

The drifters, especially, are not maneuverable, as they are either paying out or taking in nets, or are moored to their nets.

The nets which may reach several miles in length, are supported by buoys, which show white lights at night; the buoys may be equipped with radar reflectors.

The ports which are engaged in fishing are Boulogne, Dieppe, Cherbourg, Concarneau, Lorient, La Rochelle, Douarnenez, Les Sables d'Olonne, and Saint Jean de Luz which specialize in sardine fishing. They follow their movements on the banks and great concentrations of fishermen may be encountered in their vicinity.

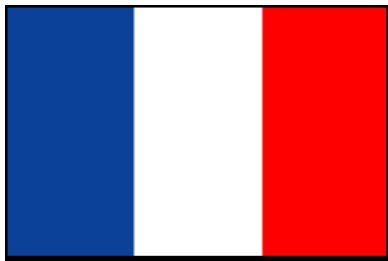
Fishing takes place along the S coast of France, particularly in Golfe du Lion where the depths are favorable.

Most fishing vessels work within a coastal strip approximately 10 miles wide, although tuna and sardine boats may be encountered farther offshore. At night, certain vessels practice "lamparo" (lamp) fishing and their powerful lanterns, owing to the motion of the sea, should not be mistaken for the navigational lights and buoyage of the coast.

Government

France is a republic. The country is divided into 22 regions and subdivided into 96 departments.

France is governed by a directly-elected President who serves a 5-year term. The Prime Minister is nominated by the National Assembly and appointed by the President. The



Flag of France

bicameral Parliament is composed of a 321-member Senate, indirectly elected by an electoral college, serving 9-year terms, and a directly-elected 577-member National Assembly, serving 5-year terms.

The legal system is based on French civil law.

The capital is Paris.

Holidays

The following holidays are observed:

January 1	New Year's Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
May 8	World War II Victory Day
Ascension Day	Variable
Whitsunday	Variable
Whitmonday	Variable
July 14	Bastille Day
August 15	Assumption Day
November 1	All Saint's Day
November 11	Armistice Day
December 25	Christmas Day

Industries

The main industries include steel, machinery, motor vehicles, metallurgy, aircraft, electronics, mining, food processing, and tourism.

Languages

French is the official language.

Mined Areas

Mariners should consult Notice to Mariners and the latest best scale chart for any additional danger areas. A risk exists in

the following areas with regard to anchoring, fishing or any form of submarine or seabed activity.

Kerisoc

An area bound by the coast, the parallel of 48°40'N and the meridians of 4°23'W and 4°32'W.

Baie de la Fresnaie, Baie de l'Arguenon, Baie de Lancieux

An area bound by the coast, by a line joining Pointe de la Latte (48°40.2'N., 2°09.5'W.) to a position 0.5 mile N of Ile Agot and by the meridian of 2°09.5'W.

Strait of Dover to Dunkerque

Former NEMEDRI Danger Area No. 7 is an area in which danger due to mines laid between 1939 and 1945 still exists.

The limits of Former Danger Area No. 7 are comprised of all waters bound by the land and the lines joining the following approximate positions:

- The coast of France in 2°32'E.
- 51°07'N, 2°35'E.
- 51°11'N, 2°35'E.
- 51°13'N, 2°29'E.
- 51°08'N, 2°12'E.
- 51°09'N, 2°12'E.
- 51°07'N, 2°07'E.
- 51°04'N, 2°10'E.
- 51°04'N, 2°22'E.
- The coast of France in 2°23'E.

Northwest of Le Treport

This area has been declared dangerous with regard to anchoring, trawling, or seabed activity and is bound by lines joining the following positions:

- 50°08.0'N, 1°06.5'E.
- 50°16.5'N, 1°13.5'E.
- 50°16.0'N, 1°20.0'E.
- 50°06.5'N, 1°14.0'E.

Minesweeping Operations

French minesweeping vessels, operating singly or in groups, exhibit the lights and markings required by the International Regulations for Preventing Collisions at Sea.

Other vessels should not approach within 0.3 mile of, or pass less than 0.5 mile astern of, minesweepers in operation. In any case, vessels should not cross a formation of minesweepers.

Minesweepers warn vessels that persist in approaching too close by means of the International Code of Signals. There are several dangerous areas, as follows, open to surface navigation, but in which it is dangerous to anchor, trawl, or navigate submerged, due to the presence of mines:

In the W approaches to Dunkerque; in the NW approach to Le Treport; in Baie de Seine; in Baie de la Fresnaie and Baie de Saint-Brieuc; the NW approach to Brest; the approach to Lorient, Baie de Quiberon and La Loire; the approach to Bayonne and Saint Jean de Luz.

These areas may be charted. In general, the danger of magnetic mines is greater when the vessel has a large magnetic field (a cargo of mineral ore, for example), or is navigated with little water under the keel.

It should be considered, especially, that certain shoal areas have not been dragged, and may still contain mines which have not been rendered harmless by time.

Vessels may encounter minesweepers operating in the following areas:

1. **CM1—Cherbourg**.—Area bounded by a line joining the following positions:

- 49°40'31"N, 1°38'50"W.
- 49°43'16"N, 1°39'40"W.
- 49°43'30"N, 1°40'00"W.
- 49°43'30"N, 1°30'00"W.
- 49°43'37"N, 1°35'03"W.

2. **CM2—La Capelle St. Vaast**.—Area bounded by lines joining the following positions:

- 49°30'30"N, 1°07'40"W.
- 49°26'00"N, 0°56'40"W.
- 49°28'20"N, 0°53'50"W.
- 49°32'10"N, 1°03'40"W.

3. **CM3—Seine Entrance**.—Area bounded by lines joining the following positions:

- 49°28'N, 0°04'W.
- 49°28'N, 0°09'W.
- 49°23'N, 0°09'W.
- 49°23'N, 0°04'W.

4. **CM4—Calais Dunkerque**.—Area bounded by lines joining the following positions:

- 51°03'30"N, 1°54'00"E.
- 51°05'20"N, 1°50'43"E.
- 51°07'15"N, 2°03'00"E.
- 51°12'00"N, 2°15'00"E.
- 51°08'30"N, 2°15'00"E.
- 51°05'30"N, 2°05'00"E.

5. **CM5—Baie de Seine**.—Area bounded by lines joining the following positions:

- 49°30'00"N, 0°30'00"W.
- 49°32'00"N, 0°27'00"W.
- 49°37'00"N, 0°37'50"W.
- 43°43'50"N, 0°40'00"W.

6. **BM1—Brest, Iroise West**.—Area bounded by lines joining the following positions:

- 48°19'00"N, 4°38'36"W.
- 48°18'36"N, 4°38'06"W.
- 48°17'14"N, 4°43'03"W.
- 48°17'37"N, 4°43'18"W.

7. **BM2—Brest, Iroise East**.—Area bounded by lines joining the following positions:

- 48°18'48"N, 4°38'15"W.
- 48°19'25"N, 4°35'47"W.
- 48°19'13"N, 4°35'43"W.
- 48°18'37"N, 4°38'08"W.

8. **BM3—Brest Toulinguet**.—Area bounded by lines joining the following positions:

- 48°17'30"N, 4°35'00"W.
- 48°18'15"N, 4°35'00"W.
- 48°18'15"N, 4°41'00"W.
- 48°17'30"N, 4°41'00"W.

9. **BM4—Douarnenez Jument**.—Area bounded by lines joining the following positions:

- 48°11'06"N, 4°21'26"W.

- 48°08'40"N, 4°20'16"W.
- 48°06'46"N, 4°28'42"W.
- 48°09'09"N, 4°29'56"W.

10. **BM5—Douarnenez Millier**.—Area bounded by lines joining the following positions:

- 48°10'26"N, 4°24'18"W.
- 48°08'03"N, 4°23'04"W.
- 48°06'06"N, 4°31'33"W.
- 48°08'28"N, 4°32'46"W.

An area in which anchoring, diving, and fishing are prohibited due to the presence of mines laid during the war of 1939-1945 lies between Pointe de la Cride and Ile du Grand Nouveau, in Baie de Sanary.

A risk still exists with regard to anchoring, fishing, or any form of submarine activity close to the sea bed.

The area is bounded by lines joining the following positions:

- 43°06'30"N, 5°45'00"E.
- 43°06'30"N, 5°46'24"E.
- 43°05'24"N, 5°45'00"E.
- 43°05'24"N, 5°46'24"E.

Explosive Dumping Areas

The following steps are to be taken in case of the discovery of suspicious devices in French waters:

- Make all efforts to mark it.
- Inform the nearest CROSS station or, if this is not possible, the authorities at the nearest harbor.
- Any vessel having a suspicious device on board, in its nets, or in tow must report as in paragraph 2, must not enter harbor without authorization of the port authority, and must keep clear of other vessels and of the shore.
- Make all efforts to stand into one of the deposit zones (temporary) listed below.

The position in which the device is dumped must be carefully marked, and if this procedure is considered to be dangerous then the vessel must remain in the area until the arrival of the intervention team.

Temporary Explosives Dumping Areas		
Deposit Zone Locality	Area radius	Centered on (approx.)
Le Havre	200m	49°28.7'N, 0°02.0'E.
Trouville	200m	49°24.0'N, 0°01.2'E.
Dives-sur-Mer	200m	49°20.8'N, 0°09.3'W.
Ouistreham	200m	49°20.8'N, 0°09.3'W.
Courselles-sur-Mer	200m	49°22.3'N, 0°26.9'W.
Port-en-Bessin	200m	49°22.8'N, 0°45.8'W.
Grandcamp-Maisy	200m	49°25.4'N, 1°02.6'W.
Saint-Vaast-la-Hougue and Barfleur	200m	49°31.1'N, 1°12.8'W.
Cherbourg (heavy devices)	200m	49°41.6'N, 1°38.1'W.
Cherbourg (light devices)	200m	49°40.1'N, 1°37.0'W.

Temporary Explosives Dumping Areas		
Deposit Zone Locality	Area radius	Centered on (approx.)
Granville	200m	48°48.9'N, 1°37.1'W.
Cancale	200m	48°43.0'N, 1°47.8'W.
Saint Malo	200m	48°42.5'N, 1°58.8'W.
Saint Jacut-Saint Cast	200m	48°40.5'N, 2°14.9'W.
Cap Frehel	200m	48°39.8'N, 2°24.5'W.
Erquy-Saint Brieuc	200m	48°38.8'N, 2°36.1'W.
Saint Quay-Portrieux	200m	48°43.7'N, 2°38.5'W.
Paimpol	200m	48°50.0'N, 2°50.1'W.
Treguier	200m	48°54.2'N, 3°08.9'W.
Perros Guirec	200m	48°51.3'N, 3°24.1'W.
Lannion	200m	48°45.1'N, 3°37.2'W.
Morlaix-Roscoff	200m	48°44.1'N, 3°55.1'W.
Ile de Batz	200m	48°45.3'N, 4°03.3'W.
Kerlouan	200m	48°40.8'N, 4°26.4'W.
Aber Wrac'h	200m	48°38.2'N, 4°36.9'W.
Aber Benoit	200m	48°35.4'N, 4°40.7'W.
Portsall	200m	48°33.6'N, 4°45.7'W.
Ile de Molene	200m	48°24.3'N, 4°55.8'W.
Le Conquet	200m	48°22.6'N, 4°47.7'W.
Brest	200m	48°21.2'N, 4°27.7'W.
Camaret	An area 500m in width bordering the coast of Presquille de Queler, between Pointe des Capucins and Pointe du Diable.	
Anse de Dinan	200m	48°14.5'N, 4°35.4'W.
Morgat-Douarnenez	200m	48°11.0'N, 4°21.1'W.
Ile de Sein	200m	48°03.0'N, 4°50.2'W.
Audierne	200m	47°59.1'N, 4°32.1'W.
Le Guilvinec	200m	47°45.4'N, 4°16.3'W.
Concarneau	200m	47°47.3'N, 3°53.2'W.
L'orient Etel-Ile Groix	200m	47°38.0'N, 3°23.1'W.

Navigational Information

Enroute Volumes

Pub. 131, Sailing Directions (Enroute) Western Mediterranean.

Pub. 143, Sailing Directions (Enroute) West Coast of Europe and Northwest Africa.

Pub. 191, Sailing Directions (Enroute) English Channel.

Maritime Claims

The maritime territorial claims of France are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles. **
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Claims straight baselines.

** Atlantic coast only. In the Mediterranean Sea, only claims a 12-mile fishery limit and a 200-mile Ecological Protection Zone.

Pilotage

Pilotage is compulsory for vessels of a certain length or tonnage for each port within a defined compulsory pilotage area. Pilotage is compulsory in many ports for vessels carrying hydrocarbons or dangerous substances. Vessels should send an ETA, depending on the port, between 48 and 12 hours in advance, or at the last port of call.

All vessels bound for a port should maintain a listening watch on VHF channel 16, or on a channel designated by the port authority or pilot station before entry into the approach channel.

A Vessel Traffic Safety Service exists for Bordeaux, Le Havre, Antifer, Marseille, Sete, St. Nazaire, and Rouen.

Vessels arriving or departing ports in NW Europe can request Deep Sea Pilots before reaching busy areas. These pilots should be requested from certain Deep Sea Pilot Stations in France, United Kingdom, or other European countries along the North Sea Coasts and the Baltic. For further information, see United Kingdom—Pilotage.

Vessels transiting the English Channel eastward can pick up Deep Sea Pilots off Cherbourg, Le Harve, Boulogne, Calais, and Dunkerque.

SURNAV Reporting Stations				
CROSS station	Traffic	Call sign	VHF channel	E-mail address
CROSS Gris-Nez	For vessels on passage in the French Economic Zone E of a line joining Cap d'Antifer and the Greenwich Lightfloat, marking the entrance to the Dover Strait TSS.	Gris-Nez Traffic	13, 16, 79	ops.cross-gris-nez@equipement.gouv.fr

SURNV Reporting Stations				
CROSS station	Traffic	Call sign	VHF channel	E-mail address
CROSS Jobourg	For vessels on passage in the French Economic Zone W of a line joining Cap d'Antifer and the Greenwich Lightfloat, marking the entrance to the Dover Strait TSS, and E of a line joining the following positions: a. 49°31.0'N, 4°00.0'W. b. 48°53.0'N, 2°20.0'W. c. 48°49.0'N, 1°49.0'W. d. 48°37.7'N, 1°34.0'W.	Jobourg Traffic	13, 16, 80	jobourg.mrcc@equipement.gouv.fr
CROSS Corsen	For vessels on passage in the French Economic Zone W of a line joining the following positions: a. 49°31.0'N, 4°00.0'W. b. 48°53.0'N, 2°20.0'W. c. 48°49.0'N, 1°49.0'W. d. 48°37.7'N, 1°34.0'W. and N of latitude 47°47'33"N.	Ouessant Traffic	13, 16, 79	ouessant-traffic@equipement.gouv.fr
CROSS Etel	For vessels on passage in the French Economic Zone S of latitude 47°47'33"N.	CROSSA Etel	16	op.cross-etel@equipement.gouv.fr
CROSS La Garde	For vessels going to French Mediterranean ports.	CROSS MED	16, 70, 79	lagarde.mrcc@equipement.gouv.fr

Pollution

All vessels navigating in French coastal waters are requested to report the following incidents:

1. Pollution caused by hydrocarbons or other noxious substances.
2. Barrels, containers, or other packages found at sea liable to cause pollution.
3. Incidents such as collisions or fire at sea liable to cause pollution.
4. Jettisoning of hydrocarbons to help save vessels and safeguard human life at sea.

Reports should be sent to the nearest CROSS Stations, either directly or through a coast radio station. The report should begin with the word POLREP and contain the following information:

1. Classification of report (doubtful, probable, or confirmed).
2. Date and time of observation reported. Indicate if time is UTC or local. Identity of the observer or the report's originator. Indicate the name and call sign of the vessel sending the report.
3. Position and extent of the pollution (if possible, give the latitude and longitude or distance from a conspicuous point). Estimate of pollution (dimensions of polluted area,

tonnage of hydrocarbons pumped out or number of barrels, containers, etc.). Position of observer with respect to the pollution.

4. Speed and direction of wind and current.
5. Meteorological conditions and sea state.
6. Pollution characteristics. Type of pollution (hydrocarbons (crude or refined), jettisoning of chemical products in containers or bulk). In each case, give the appearance (liquid, floating solids, oily appearance, semi-liquid sludge, tarry lumps, dispersed hydrocarbons, changes in water color, visible vapor). Give all distinguishing marks on the containers or barrels.
7. Source and cause of pollution (from vessel or other installations). If the origin is a vessel, indicate if it appears to have been deliberate or an accident; in the latter case, give a brief description. If possible, give the name, type, size, nationality of the home port of the polluting vessel. If the vessel is on passage, give its course and speed.
8. Identification of vessels in the vicinity (to be given if the polluter cannot be identified and if the pollution appears to be recent).
9. Proof of details (photographs or samples).
10. Action taken or planned.
11. Expected development in pollution (arrival at coastline) giving time of estimates.
12. Countries and organizations informed.

13. Any other information judged of value (names of witnesses).

Regulations

SURNAV

SURNAV is a system designed to monitor the movements and condition of vessels carrying hydrocarbons, dangerous cargo, or noxious substances navigating in the approaches to the French coasts of the North Sea, the English Channel, the Atlantic Ocean, and the Mediterranean Sea. The regulations apply

Vessels carrying the indicated cargo shall report to the appropriate CROSS station, as given in the accompanying table.

Movement information.—Vessels indicated above intending to enter or pass through French territorial waters shall send a movement information report to the relevant CROSS center. The message shall be sent 6 hours prior to entering French territorial waters or 6 hours prior to leaving a port or anchorage on the French coast.

TO: Appropriate CROSS station (for vessels in the North Sea, the English Channel, or the Atlantic Ocean) or TO: CROSS La Garde (for vessels in the Mediterranean Sea)	
PREFIX: SURNAV-FRANCE	
ALFA	Vessel's name, call sign, flag, and MMSI number
BRAVO	Date and in time UT(GMT), suffixed ZULU
CHARLIE	Position (latitude and longitude)
ECHO	Course
FOXTROT	Speed
GOLF	Last port of call
HOTEL	Date and time in UT(GMT) and position of entry into French territorial waters or date, time, and position on departure
INDIA	Destination
KILO	Date and time in UT(GMT) and position of leaving French territorial waters or date and time in UT(GMT) of arrival at the port, anchorage, or waiting area, of the destination in French waters
MIKE	RT watch maintained
OSCAR	Draft
PAPA	Cargo—type (as defined by MARPOL 73/78) and quantity
QUEBEC	Defects, damages, failures, or restrictions
SIERRA	Weather in the area
TANGO	Vessel's representative

UNIFORM	Type of vessel
WHISKEY	Number of persons on board
X-RAY	Any other information
ZULU	End of message

Any subsequent changes should be reported immediately.

Vessels indicated above arriving from a port or anchorage outside the European Union and intending to anchor in French territorial waters shall send a message to the relevant CROSS station (for vessels in the North Sea, the English Channel, or the Atlantic Ocean) or to CROSS La Garde (for vessels in the Mediterranean Sea) when leaving the loading port, or as soon as possible in the event of a change in destination, stating the following information:

1. Name and call sign of vessel.
2. Nationality of vessel.
3. Length and draft of vessel.
4. Port of destination.
5. ETA at the port of destination, at the pilot station, or in the intended anchorage area, as requested by the competent authority.
6. ETD.
7. Passage plan.
8. Precise technical description of the dangerous or polluting cargo; UN numbers, if applicable; the IMO risk category determined in accordance the IMDG and with the IBC and IGC sets of rules; and the vessel's IMF category, if applicable.
9. Number of crew onboard.

During the entire transit or stay within French territorial or inshore waters, except when berthed at a quayside in a port, vessels indicated above shall maintain a continuous listening watch on the following frequencies:

1. DSC—2187.5 kHz and VHF channel 70.
2. VHF channel 16.
3. On any specified channel.

Accident and incident at sea information.—All vessels 300 gross tons and over on commercial passage within the limits of the Environmental Protection Zone shall immediately report the following information to the responsible CROSS center:

1. Any incident or accident affecting the safety of the vessel (e.g. collision, grounding, damage, failure or breakdown, intrusion or displacement of cargo, and all hull defects or structural failures).
2. Any incident or accident affecting navigational safety (e.g. failures likely to affect the vessel's maneuverability or defects affecting the propulsion system, steering system, electrical generating system, navigation equipment, or communications equipment).
3. Any situation likely to cause pollution of the water or coast line (e.g. any discharge or the risk of discharge of pollutants into the sea).
4. Any slicks of pollution and any containers or packages observed adrift in the sea.

The message should state the following information:

TO: Appropriate CROSS station (for vessels in the North Sea, the English Channel, or the Atlantic Ocean) or TO: CROSS La Garde (for vessels in the Mediterranean Sea)	
ALFA	Vessel's name, call sign, and flag
BRAVO	Date and time in UT(GMT), suffixed ZULU
CHARLIE	Position (latitude and longitude)
ECHO	Course
FOXTROT	Speed
GOLF	Last port of call
INDIA	Destination
MIKE	RT watch maintained
OSCAR	Draft
PAPA *	Cargo and details enabling information to be obtained about dangerous cargo or pollutants on board
QUEBEC *	Nature of the incident or situation encountered
ROMEO *	Description of any pollution or dangerous cargo lost overboard
SIERRA	Weather in the area
TANGO	Name and address of owner, charterer, and any other French consignee
UNIFORM	Type of vessel
WHISKEY	Number of persons on board
X-RAY *	Date and time UT(GMT) of call for assistance or towage; name of assisting vessel, if present or, if not, its ETA in UT(GMT); any other information
YANKEE	Request for transmission of the report to another reporting system (AMVER, AUSREP, JASREP, MAREP, etc.)
ZULU	End of message
* Vessels should consult IMO Resolution A.851(20) to ensure that the required information is given correctly	

The vessel suffering the accident shall also:

1. Inform the appropriate CROSS station of the developing situation.
2. Maintain a continuous listening watch, as follows:
 - a. DSC—2187.5 kHz and VHF channel 70.
 - b. VHF channel 16.
 - c. On any specified channel.
3. Take all precautions stipulated by the maritime authorities to prevent any navigational dangers and risks of pollution.

Assisting vessel information.—Any vessel called upon to assist or tow a damaged or defected vessel shall immediately send a message to the appropriate CROSS station, stating the following information:

TO: Appropriate CROSS station (for vessels in the North Sea, the English Channel, or the Atlantic Ocean) or TO: CROSS La Garde (for vessels in the Mediterranean Sea)	
PREFIX: SURNAV-AVARIES (for vessels in the North Sea, the English Channel, or the Atlantic Ocean) or PREFIX: SURNAV BREAKDOWNS (for vessels in the Mediterranean Sea)	
ALFA	Assisting vessel's name, call sign, flag, and MMSI number
BRAVO	Date and time in UT(GMT), suffixed ZULU
CHARLIE	Position of assisting vessel (latitude and longitude)
ECHO	Course of assisting vessel
FOXTROT	Speed of assisting vessel
INDIA	Destination
MIKE	RT watch maintained
OSCAR	Draft
PAPA	Cargo of the casualty, if known
QUEBEC	Damage to casualty, if known
TANGO	Name and address of owner, charterer, and any French consignee of the assisting vessel
UNIFORM	Type of assisting vessel
X-RAY	Date and time in UT(GMT) and position of casualty; name, nationality, and call sign of casualty; course and speed of the casualty; any other information

The assisting vessel shall also:

1. Inform the appropriate CROSS station of the developing situation.
2. Maintain a continuous listening watch, as follows:
 - a. DSC—2187.5 kHz and VHF channel 70.
 - b. VHF channel 16.
 - c. On any specified channel.
3. Take all precautions stipulated by the maritime authorities to prevent any navigational dangers and risks of pollution.

Navigation and Procedures in French Territorial Waters

Vessels greater than 1,600 grt carrying hydrocarbons, dangerous cargo, or noxious substances must keep at least 7 miles from the French coast except, as follows:

1. In the northeastbound lane of the Straits of Dover Traffic Separation Scheme.

2. Within the passages and fairways to the following French Atlantic ports:

Dunkerque	Saint Brieuc
Calais	Roscoff
Boulogne	Brest
Dieppe	Douarnenez
Fecamp Le Havre-Antifer	Concarneau
Rouen and the ports of the lower Seine	Lorient
Caen/Ouistreham	Ports of the Loire
Cherbourg	Les Sables-d'Olonne
Granville	La Rochelle/La Pallice
The Transfer of Cargo Operations Area ENE of Pointe de Saire in Baie de la Seine	Ports of La Gironde and Bayonne
Saint Malo	

3. Raz Blanchard, the channel between Alderney and the coast of France.

4. Within the passages and fairways to the following French Mediterranean ports:

Port-La-Nouvelle	Ajaccio
Sete	Porto-Vecchio
Golfe de Fos	Solenzara
Marseille	Lucciana
Toulon	Bastia

5. In the narrow passage called Canal de Corse, which separates the NE coast of Corse (Corsica) from the Italian island of Capraia, between the parallels of 42°48'N (disused signal station on Cape Sagro) and 43°07'N. The distance here is reduced to 5 miles to take into account the narrowing of French territorial waters in this region.

6. In the Strait of Bonifacio.

Mandatory Access Routes/Channels

Many French ports contain Mandatory Access Routes/Channels, which are required to be used by vessels greater than 1,600 grt which originate from or are bound to these harbors and roadsteads, and are carrying hydrocarbons, dangerous cargo, or noxious substances. The ports where these Mandatory Access Routes/Channels are in operation are contained the accompanying table.

Mandatory Access Routes/Channels	
Atlantic ports	Mediterranean ports
Saint Malo	Port-La-Nouvelle

Mandatory Access Routes/Channels	
Atlantic ports	Mediterranean ports
Saint Brieuc	Sete
Roscoff	Golfe de Fos
Brest	Marseille
Douarnenez	Toulon
Concarneau	Ajaccio
Lorient	Porto-Vecchio
Ports of the Loire	Solenzara
Les Sables-d'Olonne	Lucciana
La Rochelle	Bastia
La Pallice	
La Gironde	
Bayonne	

See the appropriate Sailing Directions (Enroute) for particulars concerning Mandatory Access Routes/Channels to the above ports.

These vessels, when they are in the access channels, have priority in accordance with Rule 9 of the International Regulations for Preventing Collisions at Sea.

Vessels crossing these channels should do so as nearly as possible at right angles to the channel and stay well clear of any vessels in the approach channel and, if it is equipped with VHF radiotelephone, it must maintain a listening watch on VHF channel 16.

Vessels are not to anchor or wait in the approach channels except in the circumstances beyond their control.

Those vessels forced by necessity to anchor or wait should inform port authorities by the most expedient means.

Those vessels carrying a dangerous cargo must, in the approach channels, fly Flag "B" of the International Code of Signals by day and exhibit one red light, at night, clearly visible all around.

The preceding regulations do not excuse masters and pilots from conforming to the International Regulations for Preventing Collisions at Sea.

English Channel Regulations

English Channel and Dover Strait Movement Report System (MAREP).—MAREP, a voluntary ship reporting system, is operational within the English Channel and the Dover Strait. Vessels are requested to report to the appropriate shore station when approaching the following:

1. Traffic Separation Scheme (TSS) situated off Ouesant.
2. Traffic Separation Scheme (TSS) situated off Casquets.
3. Dover Strait Traffic Separation Scheme (TSS).

For further details of MAREP, see Reporting Systems under the United Kingdom in this publication.

Dover Strait Reporting System (CALDOVREP).—CALDOVREP, a mandatory reporting system under SOLAS regu-

lations, has been established (1999) in a 65-mile stretch of the Dover Traffic Separation Scheme (TSS). Vessels participating in this system are tracked by radar. Vessels which appear to be navigating within a TSS contrary to the requirements of Rule 10 of the International Collision Regulations (72 COLREGS) will be reported to their flag state.

For further details of these regulations, see Pub. 191, Sailing Directions (Enroute) English Channel.

CORSEN-OUESSANT.—CORSEN-OUESSANT, a Vessel Traffic Service (VTS) system, has been established in the W approaches to the English Channel. It is a mandatory reporting system under SOLAS regulations and operates within an area with a radius of 40 miles centered on Ile d'Ouessant. Special IMO provisions have also been established for vessels using the Traffic Separation Scheme (TSS) situated off Ouessant (Ushant).

For further details of these regulations, see Pub. 191, Sailing Directions (Enroute) English Channel.

Channel Navigation and Information Service (CNIS).—The CNIS operates from Dover Strait Coast Guard and CROSSMA Griz Nez. The broadcasts include information concerning traffic, navigation, and visibility.

For further details of these regulations, see Pub. 191, Sailing Directions (Enroute) English Channel.

Jobourg Vessel Traffic Service (MANCHEREP).—MANCHEREP is a mandatory reporting system operating under SOLAS regulations which has been established in an area covering the Traffic Separation Scheme off Les Casquets.

For further details of these regulations, see Pub. 191, Sailing Directions (Enroute) English Channel.

Particularly Sensitive Sea Areas (PSSA)

The waters off the W coast of the United Kingdom, Ireland, Belgium, France, Spain, and Portugal, from the Shetland Islands in the N to Cabo San Vicente in the S, including the English Channel, were granted (2004) the status of PSSA by the International Maritime Organization.

A PSSA is an area that requires special protection because of its vulnerability to damage caused by marine activities. Vessels operating in or near such an area should exercise the utmost care to avoid damage to the maritime environment and the marine organisms in it. No waste should be discharged overboard.

The Western Europe Tanker Reporting System (WETREP) was instituted to help protect the environment of the PSSA.

Western Europe Tanker Reporting System (WETREP)

The Western Europe Tanker Reporting System (WETREP), a mandatory reporting system, is in effect. The Reporting Area covers the waters off Belgium; the W coast and English Channel coasts of France; Ireland; Portugal; the N and W coasts of Spain; and the English Channel and W coasts of the United Kingdom, including the Shetland Isles.

Further information on WETREP can be found in United Kingdom—Regulations—Reporting Systems.

Regulations for Movement of Vessels in Port Access Routes and Anchorage Areas

The following special navigation regulations are in effect to control sailboat and small vessel traffic in the approach routes and anchorage areas of certain French ports:

1. Port-Vendres.

2. Port La-Nouvelle.
3. Marseille.
4. Toulon.
5. Nice.
6. Ajaccio.
7. Bonifacio.
8. Port-Vecchi.
9. Bastia.
10. Ile Rousse.
11. Calvi.

Sailing vessels must stay clear of the course of warships, and all other mechanically propelled vessels with a length equal to or greater than 50m.

Motorized vessels less than 20m in length must not impede the passage of warships, and all other mechanically propelled vessels with a length equal to or greater than 50m.

Sailing or motorized vessels should only navigate in these areas when entering or leaving a harbor, occupying or leaving an anchorage, or when carrying out a public or commercial service. Within these port access routes and anchorage areas, swimming, deep sea diving, movement of beach apparatus and wind surfing are prohibited.

Speed Limit in the Coastal Area

To ensure the safety of swimmers and deep sea divers, the movement of all sailing and motorized vessels (including seaplanes and maritime hovercraft), beach and nautical sports apparatus, and windsurfers is prohibited at a speed greater than 5 knots, in a continuous strip 300m wide along the French Mediterranean coast, and around the islands and islets off the coast. However, this speed limit is not applicable in the approach routes and anchorage areas of the ports mentioned in the preceding regulation.

Seaplanes

During the summer season, seaplanes, when combating forest fires, normally use open and calm areas to fill their water tanks. No prior warning can be given. These planes make passes at very low altitude over the selected landing axis. Upon sighting this maneuver all vessels, sailboats, small craft and divers must, without fail, depart as quickly as possible from the landing axis, on a perpendicular course, to a distance of 0.25 mile.

This zone is to remain free and clear until 1 hour after the passage of the last plane. The following areas on the S coast of France may be used:

1. La Ciotat.
2. Sanary.
3. Toulon.
4. Hyeres.
5. Saint-Tropez.
6. Saint-Raphael.
7. Villefranche.
8. Beaulieu.
9. Etang de Thau.
10. Berre.
11. Marseille.

The following gulfs and bays of Corse may be used:

1. Saint-Florent.
2. Calvi.
3. Sagone.

4. Ajaccio.
5. Valinco.
6. Figari.
7. Porto-Vecchio.

Tanker Regulations

Single hull oil tankers over 15 years old must contact the appropriate CROSS station 24 hours prior to entering the Exclusive Economic Zone of France.

Single hull oil tankers carrying heavy petroleum products are prohibited from entering or departing from French ports or terminals and from anchoring in French waters without prior permission.

Search and Rescue

Atlantic Ocean

France has four Regional Surveillance and Rescue Operations situated on the Atlantic coast. These centers are located in MRCC Griz-Nez (50°52'N., 1°35'E.), MRCC Jobourg (49°38'N., 1°38'E.), MRCC Corsen (48°24'N., 4°47'E.), and MRCC Etel (47°39'N., 3°12'E.).

A Search and Rescue Organization, Centre Regional de Surveillance et de Sauvetage (CROSS) covers the English Channel and S part of the North Sea. MRCC Griz-Nez has been designated as the initial point of contact for foreign search and rescue authorities or when one of the other MRCCs is unable to deal with the incident. The MRCCs can be contacted by e-mail, as follows:

MRCC Gris Nez:	ops.cross-grisnez@equipement.gouv.fr
MRCC Jobourg:	jobourg.mrcc@equipement.gouv.fr
MRCC Corsen:	corsen.operations@equipement.gouv.fr
MRCC Etel:	etel.mrcc@equipement.gouv.fr

CROSS provides a permanent, full-time weather operational presence along the coast of France. CROSS also coordinates surveillance of marine traffic, especially within the 12 mile limit, maritime search and rescue, fishery surveillance out to 200 miles, monitors pollution, and collects data for future use.

The purpose of the marine traffic surveillance is to enhance navigational safety which includes the policing of the IMO adopted Traffic Separation Schemes (TSS) and Inshore Traffic Zones (ITZ) in the English Channel and off Ushant.

CROSS broadcasts information bulletins on movements of vessels which appear to be navigating within a TSS or ITZ contrary to the requirements as per the International Rules of the Road, Rule 10.

The Societe Nationale de Sauvetage en Mer (SNSM) maintains offshore lifeboats, at constant readiness, at the following locations:

1. Saint-Jean-de-Luz (43°23'N., 1°40'W.).
2. L'Ardour. Anglet (43°32'N., 1°30'W.).
3. Cap Ferret (44°39'N., 1°14'W.).
4. Port Bloc (45°34'N., 1°04'W.).
5. La Cotiniere (45°55'N., 1°20'W.).
6. Les Sables-d'Olonne (46°42'N., 1°57'W.).
7. Port Joinville (46°44'N., 2°21'W.).
8. L'Herbaudiere (47°01'N., 2°18'W.).

9. Le Palais (47°21'N., 3°09'W.).
10. Etel (47°39'N., 3°12'W.).
11. Le Guilvined (47°48'N., 4°17'W.).
12. Saint-Guenole (47°49'N., 4°23'W.).
13. Ile d'Ouessant (Lampaul) (48°27'N., 5°06'W.).
14. Port de Conquet (48°22'N., 4°47'W.).
15. Ile Molene (48°24'N., 4°57'W.).
16. Ile de Sein (48°03'N., 4°52'W.).
17. Audierne (48°01'N., 4°32'W.).
18. Portsall (48°33'N., 4°42'W.).
19. Aber-Wrac'h (48°36'N., 4°34'W.).
20. Ile de Batz (48°45'N., 4°01'W.).
21. Saint-Malo (48°38'N., 2°02'W.).
22. Granville (48°50'N., 1°36'W.).
23. Goury (49°43'N., 1°57'W.).
24. Barfleur (49°40'N., 1°15'W.).
25. Ouistreham (49°17'N., 0°15'W.).
26. Fecamp (49°46'N., 0°22'E.).
27. Dieppe (49°56'N., 1°05'E.).
28. Boulogne-sur-Mer (50°44'N., 1°36'E.).
29. Calais (50°58'N., 1°51'E.).

Mediterranean Sea

France has two Regional Surveillance and Rescue Operations situated on the Mediterranean coast. These centers are located in MRCC La Garde (43°06'N., 6°00'E.) and MRSC Ajaccio (41°55'N., 8°45'E.).

A Search and Rescue Organization, Centre Operationnel de Surveillance et de Sauvetage en Mediterranee (CROSS MED) (Mediterranean Operational Center for Surveillance and Rescue) covers the Mediterranean Sea from the Franco-Spanish border, then by the line joining the following points:

- a. 42°00'N, 4°40'E.
- b. 39°00'N, 4°40'E.
- c. 39°00'N, 8°00'E.
- d. 41°00'N, 8°00'E.
- e. 41°20'N, 8°20'E.
- f. 41°20'N, 9°45'E.
- g. 43°10'N, 9°45'E.
- h. and to the E by the Franco-Italian border.

The MRCCs can be contacted by e-mail, as follows:

MRCC La Garde:	lagarde.mrcc@equipement.gouv.fr
MRSC Ajaccia:	ajaccio.mrsc@equipement.gouv.fr

CROSS provides a permanent, full-time weather operational presence along the coast of France. CROSS also coordinates surveillance of marine traffic, especially within the 12 mile limit, maritime search and rescue, fishery surveillance out to 200 miles, monitors pollution, and collects data for future use.

CROSS broadcasts information bulletins on the movements of vessels which appear to be navigating within a TSS or ITZ contrary to the requirements as per the International Rules of the Road, Rule 10.

The Societe Nationale de Sauvetage en Mer (SNSM) maintains offshore lifeboats, at constant readiness, at the following locations:

1. Port-Vendres (42°31'N., 3°07'E.).
2. Sete (43°24'N., 3°42'E.).

3. Port de Carro (43°19.9'N., 5°02.6'E.).
4. La Ciotat (43°10'N., 5°36'E.).
5. Hyeres (43°05'N., 6°09'E.).
6. Saint-Tropez (43°16'N., 6°38'E.).
7. Monaco (43°44'N., 7°25'E.).
8. Bonifacia (41°23'N., 9°09'E.).
9. Macinaggio (42°57.7'N., 9°27.3'E.).
10. Bastia (42°42'N., 9°27'E.).

French Police Vessels

These vessels display, by day, a blue and white triangular flag with the letter "P" in the white portion, and at night exhibit an all-round flashing purple light.

Signals

Port Control Signals

International storm signals and traffic signals are used. The use of the following signals may indicate that obstructions exist in the fairways; however, vessels should proceed with caution and conform to any signals made by the port authorities:

1. Three red balls, vertically disposed, by day, or three all-round red lights, vertically disposed, at night, indicate the port is closed.
2. The appropriate signal from the International Code of Signals by day, or three all-round green lights, vertically disposed, at night, indicate that the port is open.

In small ports, these signals may be replaced by a simplified system, as follows:

Simplified Port Entry Control Signals		
Day signal	Night signal	Meaning
One square red flag	One red light	Entry prohibited
One square green flag	One green light	Exit prohibited
One square red flag over one square green flag	One red light over one green light	Entry and exit prohibited

Tidal Signals

The state of the tide is indicated by the following signals displayed at the masthead:

1. A blue pennant by day or two green lights, horizontally disposed, at night signify the LW stand.
2. A white flag with a black diagonal cross by day or two white lights, horizontally disposed, at night signify the HW stand.
3. An elongated black cone, point up, by day or a green light over a white light at night signify the rising tide.
4. An elongated black cone, point down, by day or a white light over a green light at night signify the falling tide. The height of the tide above chart datum is indicated, by day, by means of a display of cones (0.2m), cylinders (1m), and spheres (5m), displayed, respectively, in three vertical lines.

5. By night, a display of green lights (0.2m), red lights (1m), and white lights (5m) indicates the height of the tide.

The summation of the figures represented by the above-mentioned shapes gives the height of the water.

Strong Wind Signals

Light signals, which operate during daylight hours only, may be exhibited from certain ports and indicate predicted strong winds, as follows:

1. No signal—Local winds less than force 6 or no forecast of winds of force 6 or greater for the next 6 hours.
2. Occulting white light (on for 4 seconds; off for 4 seconds)—Forecast of winds of force 6 or greater for the next 6 hours.
3. Fixed white light—Forecast of winds of force 6 or greater for the next 3 hours.

Signal Stations

Signal stations are situated on the principal points and headlands of the French coast. Independently of its military function, each station is equipped to display storm signals, transmit urgent messages pertinent to the safety of shipping, and warn of marine disasters in its vicinity, and guide rescue craft.

Communication between vessel and signal station is made by light signal, flag signals of the International Code of Signals, and, in some cases, by radiotelephone (2716 kHz).

Some lighthouses are normally equipped with radiotelephone. In case of non-functioning of the latter equipment they may show the following signals:

1. A ball above, or below, a square flag indicates immediate assistance is required.
2. A black flag at the masthead indicates a shipwreck in the vicinity.

Submarine Operating Areas

Although submerged submarines may be encountered at any point on the French coast, vessels should be particularly attentive in the vicinity of the ports of Cherbourg, Brest and Lorient, and off the entrance to Baie de Douarnenez.

French naval vessels while exercising with submarines will fly the appropriate international signal indicating that a submarine in the vicinity is submerged. All other vessels, therefore, should clear the area without stopping their screws, keeping a careful lookout ahead for a periscope or a snorkel.

Zones prohibited to submerged submarines have been established off the entrances of ports frequented by submarines.

Vessels approaching or leaving these ports are recommended to navigate in these zones. The limits of the zones within this area, Chenal du Four, Brest, Lorient, Loire, and Gironde, are described in Pub. 143, Sailing Directions (Enroute) West Coast of Europe and Northwest Coast of Africa.

Mariners may encounter submarines anywhere along the French coast of the Mediterranean, particularly between Marseille and Nice. Particular care should be exercised around Toulon. French submarines may also be encountered off the W coast of Corsica.

Within these areas, mariners may encounter at any time of the day or night warships conducting exercises with other war-

ships, with submarines, and with aircraft, including torpedo and missile launching and artillery fire at floating targets or anti-aircraft fire.

During certain exercises at night warships may navigate with their lights out. Rockets may be launched, as well as smoke and flame producing floats; these light displays should not be confused with distress or lifesaving signals.

These activities are announced in French Notice to Mariners or by Avurnav (French coastal or local navigational warnings) through Marseille Radio, Grasse Radio, and Monaco Radio.

Military ships engaged in maneuvers that include submarines hoist the international code signal "NE2" to indicate that a submerged submarine is in their vicinity.

Commercial ships should be ready to give a wide berth to a vessel displaying this signal. If for some reason it is inevitable to pass close by, they should exercise caution and be ready to maneuver to avoid a periscope or a snorkel observed within a 10 degree angle forward and to either side.

A submarine which is too deeply submerged to show its periscope may indicate its position by ejecting a smoke candle which develops considerable smoke at the surface. Its position can also be indicated by means of a towed floating object painted red and white or red and yellow.

Due to their specific configuration, submarines cannot conform strictly to the requirements of Rule 23 of the International Regulations for the Prevention of Collisions at Sea, as far as the number and placement of their lights. The navigation lights are grouped on the house.

The lights are neither high above the water nor widely spaced. Consequently, they give no indication of the size of the submarine and little information concerning its route or changes of direction.

The submarines can be mistaken for ships of much smaller size. The stern light sometimes can mark the rear of the submarine; in this case it is located at the water line, and therefore may be partially obscured by spray or swell of the wake.

In order to facilitate their identification at night, French submarines on the surface are allowed to carry, in addition to the lights prescribed by the International Regulations for Preventing Collisions at Sea, one quick flashing yellow light, mounted above the light at the head of the mast, visible all around the horizon from a distance of at least 5 miles.

The rate of flash for French submarines is 120 flashes per minute; without advance notice the rate of flash can increase to between 120 and 180 flashes per minute.

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time (BRAVO (-2)) is maintained from the last Sunday in March until the Saturday before the last Sunday in October.

Traffic Separation Schemes

Traffic Separation Schemes (TSS) in France are, as follows:

1. **Atlantic Coast**
 - a. In the Strait of Dover and adjacent waters. (IMO adopted)
 - b. Off Casquets. (IMO adopted)
 - c. Off Ushant. (IMO adopted)
2. **Mediterranean Coast**—Approaches to Porto-Vecchio. (Government of France)

U.S. Embassy

The U.S. Embassy is situated at 2 Avenue Gabriel, Paris.

The mailing addresses are, as follows:

1. France address—
2 Avenue Gabriel
75382 Paris CEDEX 08
2. U. S. address—
PSC 116, Box 210
APO AE 09777

<p>U. S. Embassy France Home Page http://france.usembassy.gov</p>
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Vessel Traffic Service

The Strait of Bonifacio borders the S side of Corsica and separates it from Sardinia, a province of Italy. For information concerning the Reporting System (BONIFREP) within this strait, see Pub. 131, Sailing Directions (Enroute) Western Mediterranean.



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Government



Flag of the Gambia

General

The Gambia is the smallest sovereign state in Africa, less than half the size of Massachusetts. It consists of a narrow strip of land extending for over 200 miles from the coast on both sides of the Gambia River. It lies in a narrow river basin. From the valley floor in the center, the relief slopes upward, both northward and southward, to a plateau.

The climate of Gambia is pleasant along the coast during the dry season (December to May) but is very hot in the interior. The monthly temperature range is 23°-27°C on the Atlantic Ocean, with greater extremes upriver.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Dalasi, consisting of 100 butut.

Holidays

The following holidays are observed:

January 1	New Year's Day
February 18	Independence Day
Good Friday	Variable

Holy Saturday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
July 22	July 22 Holiday
August 15	Assumption Day
December 25	Christmas Day
December 26	Boxing Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), and the Prophet's Birthday.

Industries

The Gambia depends almost entirely on agriculture.

Languages

English is the official language. Mandinka, Wolof, Fula, and other indigenous languages are also spoken.

Navigational Information

Enroute Volume

Pub. 143, Sailing Directions (Enroute) West Coast of Europe and Northwest Africa.

Maritime Claims

The maritime territorial claims of the Gambia are, as follows:

Territorial Sea	12 miles.
Contiguous Zone	18 miles.
Fisheries or Economic Zone	200 miles.

Search and Rescue

The Ministry of Defense coordinates search and rescue operations from Maritime Rescue Coordination Subcenter (MRSC) Banjul.

Banjul Coast Radio Station (C5G) maintains a continuous listening watch for distress traffic on VHF channel 16.

Time Zone

The Time Zone description is ZULU. Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Fajara, Kairaba Avenue, Banjul.

The mailing address is P. M. B. No. 19, Banjul.

<p>U. S. Embassy The Gambia Home Page http://www.usembassybanjul.gm</p>



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Cautions

It was reported (2003) that the ports of **Sokhumi** (43°00'N., 41°01'E.) and **Ochamchir** (42°44'N., 41°26'E.) and all waters within 12 miles of the coast between the Russian/Georgian border (43°23'N., 40°00'E.) and Mys Anaklia (42°23'N., 41°34'E.) were closed to navigation to all vessels except those carrying humanitarian aid. Such vessels should anchor off **Poti** (42°09'N., 41°39'E.) to obtain clearance prior to entry.

Currency

The official unit of currency is the **lati**, consisting of 100 **tetri**.

Government

General

Georgia is located in southwestern Asia on the Black Sea, between Russia on the N and Turkey on the S.

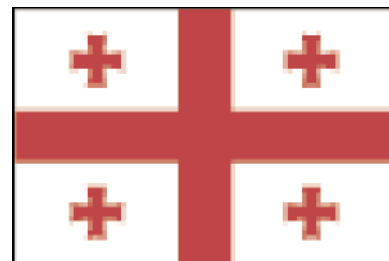
The coastal climate is a Mediterranean-like warm and pleasant climate.

The terrain is mostly mountainous, with the Great Caucasus Mountains in the N and the Lesser Caucasus Mountains in the S.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

It has been reported (2003) that navigational aids in Georgia may be unreliable and that navigational aids in Georgian waters may be different from those charted and described in navigational publications. Mariners should use extreme caution when attempting to identify navigational aids.



Flag of Georgia

Georgia is a republic. The country is divided into nine regions, nine cities, and two autonomous republics.

Georgia is governed by a directly-elected President serving a 5-year term. The unicameral Supreme Council is composed of 235 directly-elected members serving 5-year terms; 150 members are chosen from party lists based on proportional repre-

sensation while the remaining 85 members are chosen from single-member districts.

The legal system is based on civil law.

The capital is Tlibisi.

Holidays

The following holidays are observed:

January 1-2	New Year's Holidays
January 7	Orthodox Christmas
January 19	Orthodox Epiphany
March 3	Mothers Day
March 8	International Women's Day
April 9	Memorial Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 9	Victory Day
May 12	St. Andrew the Apostle Day
May 26	Independence Day
August 28	Assumption Day (Mariamoba)
October 14	Svetitskhovlobo
November 23	St. George's Day (Gior-goba)

Industries

The main industries are agriculture, manganese and copper mining, metals, machinery, wine production, and chemicals.

Languages

Georgian is the official languages.

Navigational Information

Enroute Volume

BA NP 24, Black Sea and Sea of Azov Pilot (British Admiralty publication)

Maritime Claims

The maritime territorial claims of Georgia are, as follows:

Territorial Sea	12 miles.
Fisheries or Economic Zone	200 miles or to median lines or boundaries.

Maritime Boundary Disputes

The maritime boundary with Russia is unresolved.

Pilotage

Pilotage is compulsory for entry to and departure from all Georgian ports, as well as for mooring and casting off, regardless of vessel type or size.

Pilots should be ordered, via the ship's agent, 24 hours in advance and confirmed 2 hours prior to arrival, except as stated otherwise by local port authorities.

Pollution

All vessels in the Georgia Search and Rescue Region are requested to report oil pollution and accidents which could lead to pollution. The report, which is free of charge, should be sent through MRCC Georgia. The message should begin with the word GEOPOLREP and should contain the following information:

1. Date and type of pollution.
2. Position.
3. Wind direction and speed at sea surface.
4. Sea state.
5. Origin of pollution (collision, grounding, etc.).
6. Name, tonnage, and nationality of vessel causing pollution.
7. Names of vessels in the vicinity.
8. Information on type of oil.
9. Dimensions of the oil slick (width, length), estimated amount of oil spilled, any possible information on thickness of oil layer.
10. Measures already taken by the vessel to stop further escape of oil or to control floating oil.
11. Details of observer.

Regulations

Advanced Notice

The vessel's ETA should be sent, via the agent, 7 days, 72 hours, 48 hours, and 24 hours prior to arrival, as well as 2 hours prior to arriving at the roads.

Vessel Reporting System

The Georgian Ship Reporting System (GEOREP) is operated by MRCC Georgia. Participation is compulsory; vessels of any nationality, tonnage, or type should participate when within the GEOREP area.

GEOREP identifies and monitors the positions of vessels participating in the system. Vessels participating in GEOREP provide regular reports which are used to maintain a chart plot of the vessels' positions. GEOREP aids in search and rescue operations by:

1. Reducing the time between the loss of the vessel and initiation of search and rescue action in cases where no distress signals are sent out.
2. Limiting the search area for rescue operations.
3. Providing up-to-date information on shipping resources available in the vicinity of a casualty.

The GEOREP area is bounded by the shoreline and lines joining the following positions:

- a. 43°23'00.0"N, 40°00'30.0"E.
- b. 42°24'00.0"N, 38°41'00.0"E.
- c. 42°20'09.0"N, 39°00'07.8"E.

- d. 42°08'00.0"N, 39°50'30.0"E.
- e. 42°02'00.0"N, 40°26'00.0"E.
- f. 41°57'00.0"N, 40°42'00.0"E.
- g. 41°35'30.0"N, 41°16'30.0"E.
- h. 41°31'00.0"N, 41°33'00.0"E.

All GEOREP messages should be forwarded through MRCC Georgia, as follows:

Telephone:	995(8)222-73913
Facsimile:	995(8)222-73905 995(8)222-73929
MMSI:	002130100
E-mail:	mrcc@maradageorgia.org

There are four types of reports in GEOREP, as follows:

1. **Sailing Plan (SP).**—Should be sent within 6 hours prior to a vessel entering the GEOREP area from the Bosphorus or from ports on the NW coast of the Black Sea. If the vessel is coming from ports in Turkey or Russia or is leaving from a port within the GEOREP area, the SP should be sent immediately after the vessel's departure from the port. The SP contains information necessary to initiate a plot and give the outline of the intended passage.

2. **Position Report (PR).**—Should be sent within 3 hours prior to the vessel entering the Georgian SAR zone. The PR contains information about the vessel's position within the GEOREP area, and the course and speed of the vessel. This information is used to update the plot.

3. **Deviation Report (DR).**—Should be sent when the vessel's position varies more than 1 hour's sailing from the position that would be predicted from the SP or last PR (changing route, speed, etc.).

4. **Final Report (FR).**—Used to terminate participation in GEOREP. The FR should be sent upon arrival at a destina-

tion in the GEOREP area or when leaving the area covered by GEOREP. The GEOREP plot of a vessel ceases when the FR is sent.

5. **Dangerous Goods Report (DGR).**—Required when an incident takes place involving the loss or likely loss overboard of packaged dangerous cargo, including those in freight containers, portable tanks, road and rail vehicles, and shipping barges, into the sea.

6. **Harmful Substances Report (FR).**—Required when an incident takes place involving the discharge of the probable discharge of oil (Annex I of MARPOL 73/78) or noxious liquid substances in bulk (Annex II of MARPOL 73/78).

The format for all GEOREP messages is given in the accompanying table.

If a vessel does not report at the indicated time, action will be taken to check the safety of the vessel. To avoid unnecessary search actions being taken, it is important that vessels report at the nominated reporting time each day and send their FR when leaving the GEOREP area. If the vessel is unable to pass a PR due to faulty radio equipment, all attempts should be made to pass the PR through other vessels, using VHF, or as soon as it arrives at a port.

Questions regarding GEOREP can be sent, as follows:

Mail:	Maritime Rescue Coordination Center 4 Shavsheti Street Batumi, 6017 Georgia
Telephone:	995(8)222-73913 995(8)222-73917
Facsimile:	995(8)222-73923
E-mail:	magheadof@gol.ge

GEOREP Message Formats							
Iden- tifier	Content	SP	PR	DR	FR	DGR	HS
A	Name, call sign, MMSI number, and flag—(for flag, use as defined in Lloyd's pub-lications)	X	X	X	X	X	X
B	Time (UT (GMT))—(date and time of report 6 digits-day of month 2 digits; hour and minutes 4 digits). If other than UTC is used, state time zone used.	X	X	X	X	X	X
C	Latitude and longitude—(latitude is 5-digit group in degrees and minutes with N; longitude is 6-digit group in degrees and minutes E)	X	X	X	X	X	X
E	Course—(true heading is a 3-digit group)	X	X	X			X
F	Speed—(knots and tenths of knots e.g. 155=15.5)	X	X	X			X
G	Port of departure—(name of last port of call)	X					
H	Date, time, and position of entry into the GEOREP area—(date and time as expressed in B; position as expressed in C)	X					
I	Destination and ETA—(port and ETA as expressed in B)	X					

GEOREP Message Formats							
Iden- tifier	Content	SP	PR	DR	FR	DGR	HS
K	Date, time, and position of departure from GEOREP area—date and time as expressed in B; position as expressed in C	X			X		
L	Route information in latitude/longitude should be given for each Way Point (WP) in the GEOREP area as expressed in C. The Way Points should be designated WP1, WP2, etc.	X		X			X
M	Radio communications—(Name(s) or call sign(s) of coast radio stations and frequencies guarded)	X				X	X
N	Time, as expressed in B, the next DR or PR will be sent	X	X	X			X
O	Draft, in meters and centimeters	X					
P	Cargo—(a brief description of cargo carried on board {e.g. Bulk Coal, General, chemicals, etc.})	X					
Q	Defects, damages, deficiencies, and other limitations—(brief details)					X	X
R	Brief details of type of pollution (oil, chemicals, etc.) or dangerous cargo lost overboard; position expressed as in C					X	X
S	Brief details of weather and sea conditions prevailing					X	X
T	Vessel's owner agent—(names and particulars)					X	X
U	Vessel size and type—(vessel's grt and type)	X				X	X
V	Medical personnel—(doctor, physician's assistant, nurse, or NIL)	X					
W	Persons—(State number of persons on board)	X					
X	Remarks—(Any other useful information)			X		X	X
A full stop "." should be used after each code (e.g. A.) and a space between each code. All reports should include the system identifier "GEOREP" and the code for the appropriate report (e.g. GEOREP SP). Vessels should only include those components listed above. Other may be included at the master's discretion if relevant to the type of report.							

Restricted Areas

Georgian Regulated Areas, where navigation, fishing, and anchoring are prohibited, are listed below.

Prohibited Areas (Navigating, Stopping, Fishing, and Anchoring are Prohibited)

Westsouthwest of Batumi

Area SARPI (Area 119)—Area bounded by the shoreline and lines joining the following positions:

- 41°32.6'N, 41°33.6'E. (shore)
- 41°36.7'N, 41°18.5'E.
- 41°40.5'N, 41°19.6'E.
- 41°36.4'N, 41°34.6'E. (shore)

West of Poti

Area POTI (Area 112)—Area bounded by lines joining the following positions:

- 42°09.45'N, 41°38.54'E.
- 42°09.29'N, 41°38.54'E.
- 42°09.29'N, 41°38.75'E.
- 42°09.45'N, 41°38.75'E.

Southwest of Sokhumi

Area SOKHUMI—Area bounded by the shoreline and lines joining the following positions:

- 42°59.8'N, 40°57.3'E. (shore)
- 42°59.6'N, 40°56.6'E.
- 42°57.0'N, 40°58.8'E.
- 42°57.9'N, 41°00.7'E.
- 42°59.2'N, 40°59.1'E. (shore)

Westnorthwest of Mys Pitsunda

Area BZYB (Area 117)—Area bounded by the shoreline and lines joining the following positions:

- 43°09.6'N, 40°19.4'E. (shore)
- 43°06.3'N, 40°16.7'E.
- 43°11.9'N, 40°10.2'E.
- 43°14.2'N, 40°16.3'E. (shore)

West of Grigoleti

Area SUPSA—Area bounded by lines joining the following positions:

- 42°03.1'N, 41°40.0'E.
- 42°00.0'N, 41°40.0'E.
- 42°00.0'N, 41°45.4'E.
- 42°03.1'N, 41°43.4'E.

Areas Temporarily Prohibited for Navigation**Southwest of Mys Batumskiy**

Area BURUN-TABIA—Area bounded by the shoreline and lines joining the following positions:

- 41°37.9'N, 41°36.0'E. (shore)
- 41°40.1'N, 41°36.0'E.
- 41°40.1'N, 41°37.4'E.
- 41°39.1'N, 41°37.4'E. (shore)

South of Potiyskiy

Area MALTAKVA (Area 658)—Area bounded by the shoreline and lines joining the following positions:

- 42°07.9'N, 41°39.7'E.
- 42°07.2'N, 41°38.5'E.
- 42°06.3'N, 41°38.9'E.
- 42°06.8'N, 41°38.9'E.

Approaches to Ochamchira

Area OCHAMCHIRA—Area bounded by the shoreline and lines joining the following positions:

- 42°44.8'N, 41°24.8'E. (shore)
- 42°42.7'N, 41°20.8'E.
- 42°40.8'N, 41°23.8'E.
- 42°44.4'N, 41°25.4'E. (shore)

Mys Kodori to Mys Iskuriya

Area KODORI—Area bounded by lines joining the following positions:

- 43°50.5'N, 41°06.6'E. (shore)
- 43°49.7'N, 41°05.2'E.
- 43°46.8'N, 41°09.2'E.
- 43°47.7'N, 41°09.8'E. (shore)

South of Sokhumi

Area BIRTS—Area bounded by lines joining the following positions:

- 42°59.2'N, 40°59.0'E.
- 42°58.5'N, 41°00.0'E.
- 42°58.9'N, 41°01.3'E.
- 42°59.5'N, 41°01.3'E.

Naval Practice Areas**Westnorthwest of Mys Anaklia**

Area GEORGIA (Area 740)—Area bounded by lines joining the following positions:

- 42°28.0'N, 40°26.0'E.
- 43°10.0'N, 39°24.0'E.
- 43°22.0'N, 39°40.0'E.
- 43°01.0'N, 40°09.0'E.
- 42°50.0'N, 40°44.0'E.
- 42°24.0'N, 41°05.0'E.

Gagida

Area GAGIDA (Area 741)—Area bounded by the shoreline and lines joining the following positions:

- 42°29.6'N, 41°32.0'E. (shore)
- 42°23.1'N, 41°24.2'E.
- 42°37.4'N, 41°14.4'E.

- 42°37.2'N, 41°30.1'E. (shore)

Mys Anaklia to Reyd Redut-Kale

Area ANAKLIA (Area 742)—Area bounded by lines joining the following positions:

- 42°18.1'N, 41°37.6'E.
- 42°15.7'N, 41°29.4'E.
- 42°21.8'N, 41°25.2'E.
- 42°22.4'N, 41°33.6'E.

Dangerous Maritime Areas (Spoil Grounds)**Northeast of Batumi**

Area No. 10—Area bounded by the shoreline and lines joining the following positions:

- 41°39'41"N, 41°39'11"E.
- 41°39'53"N, 41°39'11"E.
- 41°39'53"N, 41°39'32"E.
- 41°39'41"N, 41°39'32"E.

Southwest of Poti

Area No. 20—Area bounded by lines joining the following positions:

- 42°09.00'N, 41°38.55'E.
- 42°08.70'N, 41°38.55'E.
- 42°08.70'N, 41°38.90'E.
- 42°09.00'N, 41°38.90'E.

Approaches to Ochamchira

Area No. 30—Area bounded by lines joining the following positions:

- 42°44.3'N, 41°26.4'E.
- 42°44.1'N, 41°26.0'E.
- 42°43.9'N, 41°26.2'E.
- 42°44.0'N, 41°26.6'E.

**Dangerous Maritime Areas
(Explosives Dumping Areas)****Northwest of Poti**

Area No. 40 (Area 92)—Area bounded by lines joining the following positions:

- 42°15.0'N, 41°08.4'E.
- 42°11.0'N, 41°08.4'E.
- 42°11.0'N, 41°20.0'E.
- 42°15.0'N, 41°20.0'E.

Area No. 50 (Area 93)—Area bounded by lines joining the following positions:

- 42°13.8'N, 41°25.8'E.
- 42°43.0'N, 41°25.8'E.
- 42°10.9'N, 41°29.8'E.
- 42°10.9'N, 41°29.8'E.

Northnorthwest of Batumi

Area No. 60 (Area 94)—Area bounded by lines joining the following positions:

- 41°52.2'N, 42°29.4'E.
- 41°48.0'N, 42°29.4'E.
- 41°48.0'N, 42°34.0'E.
- 41°52.2'N, 42°34.0'E.

Search and Rescue

The State Coordination Rescue Center (SMRCC Georgia) of the Georgian Maritime Transport Administration, located at Batumi, is responsible for the coordination of all maritime distress and safety incidents within the Maritime Search and Rescue Region of Georgia. Contact information for the Georgian Maritime Transport Administration is, as follows:

Internet: <http://www.maradgeorgia.org>

E-mail: mtag@maradgeorgia.org
magheadof@gol.ge

The SMRCC Georgia can be contacted by e-mail, as follows:

mrcc@maradgeorgia.org
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The harbormaster's offices in the ports of Batumi and Poti are designated as Rescue Subcenters for the areas up to 12 miles from the respective ports.

Time Zone

The Time Zone description is DELTA (-4). Daylight Savings Time is not observed.

U.S. Embassy

The U. S. Embassy is situated at 25 Atoneli Street, Tbilisi.

The mailing addresses are, as follows:

1. Georgia address—
25 Atoneli Street
Tbilisi 0105
2. U. S. address—
7060 Tbilisi Place
Washington, DC 20521-7060

U. S. Embassy Georgia Home Page http://georgia.usembassy.gov



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General

Germany is located in Central Europe, bordering the Baltic and North Sea, between the Netherlands and Poland, S of Denmark.

The climate is temperate with cool, cloudy, wet winters and summers. There is an occasional warm tropical foehn wind and relative high humidity.

The terrain is lowlands in the N, uplands in the central portion, and the Bavarian Alps located in the S.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Prohibited areas are marked by yellow buoys, sometimes with a red cross, marked "Sperrgebiet."

Submarine cable buoys are painted yellow, are usually spherical, and marked with the letter "K" or word "Kabel" in white. Obstructions outside the buoyed channels are not normally marked.

Winter seamarks are the same color as the fair weather marks, however topmarks may be absent or replaced by bush brooms and straw wisps. Special purpose buoys are barrel-shaped in most cases, but other shapes may be used.

Anchorage buoys are painted red, and may carry a red cylindrical topmark, to mark the limit of an anchorage on the port hand side of a fairway.

The limit of an anchorage on the starboard side of a fairway is marked by black buoys, and may carry a black conical topmark.

The dangerous goods anchorage is marked by yellow buoys with the letter "P" in black.

Military prohibited areas are marked by white buoys with either a blue cross or a blue band, marked "Sperrgebiet," or "Warngebiet," respectively. Yellow buoys with a red cross mark all other prohibited areas.

Dumping grounds are marked by buoys painted yellow at the top and black at the lower part, and may carry a black flag.

Fishing grounds are marked by blue buoys or unpainted poles, either of which may carry a yellow topmark in the shape of a fish.

In inshore waters, some aids may be withdrawn or altered during the winter, or when ice is forming or breaking up. Lighted buoys may be replaced by unlighted buoys; unlighted buoys may be replaced by spar buoys or floating beacons. The replacements have the same characteristics at the original buoyage but may be without topmarks. changes may be announced by Notice to Mariners. Buoyage may be damaged, displaced, or sunk if subject to heavy ice movement.

Currency

The official unit of currency is the Euro, consisting of 100 cents.

Firing Areas

North Sea and Baltic Firing Danger Areas have been established for the occasional use of the German Navy.

Local announcements of firing practice are made. Usually there is no obstruction to shipping. Firing may be carried out by day or at night when the visibility is good and the target area is clear. Patrol vessels may warn approaching vessels.

The danger areas in Kieler Bucht, Hohwachter Bucht, Todendorf, and Putlos should be avoided during firing exercises but vessels may pass through after permission has been granted by the Bundeswehr. Todendorf Naval Coast Radio Station transmits updated situation broadcasts concerning the danger areas on VHF channel 11 from Monday through Friday at 0730, 1100, and 1530; in exceptional cases, broadcasts will also be made on Saturday at 0730 and 1100. The station's broadcast will be announced 5 minutes in advance on VHF channel 16.

Gunnery, aerial bombing, and torpedo firing occur at various times and locations along the German coast. Shipping is forbidden, or otherwise subjected to special regulations within the firing area. When firing or aircraft exercises are in progress, lightships, signal stations, and patrol vessels in the vicinity display the following signals:

1. By day.—Flags BB vertically.
2. By night.—A red light above two white lights.

A vessel towing a target or targets for firing practice will display the following signals:

1. By day.—Two black cones, points down, in a vertical line.
2. By night.—In addition to the lights prescribed by the International Rules of the Road, two red lights above a white light in a vertical line.

If a vessel approaches the tow too closely, a flare will be shown on the towing vessel. Targets which are being towed at night when firing is not in progress display two white lights, one forward and the other aft, at the same elevation.

When firing is in progress, targets do not display lights. As targets may be towed as far as 1 mile astern of the towing vessel, a wide berth should be given to the tow.

A firing danger area is established N of Zingst and is occasionally closed to shipping. The approximate boundaries are:

- a. 54°26.7'N, 12°44.6'E.
- b. 54°30.2'N, 12°37.7'E.
- c. 54°37.0'N, 12°37.7'E.
- d. 54°37.0'N, 13°00.5'E.

- e. 54°26.6'N, 12°59.5'E.

A military training area, marked by blue and white can buoys, established in Greifswalder Bodden is restricted to shipping. The approximate boundaries are:

- a. 54°10.5'N, 13°47.7'E.
- b. 54°11.4'N, 13°47.7'E.
- c. 54°11.4'N, 13°50.0'E.
- d. 54°10.6'N, 13°51.6'E.
- e. 54°09.5'N, 13°51.9'E.
- f. 54°09.3'N, 13°50.6'E.
- g. 54°09.2'N, 13°49.3'E.

Government



Flag of Germany

Germany is a federal republic. The country is divided into 16 states.

Germany is governed by a President who is elected by a Federal Convention to a 5-year term. The Chancellor is elected by the Federal Assembly to a 4-year term. The bicameral Parliament is composed of the 603-member Federal Assembly, directly elected through a combination of direct and proportional representation, serving 4-year terms, and the appointed 69-member Federal Council, consisting of three to six members from each state based on that state's population, serving terms based on each state's individual election cycle.

The legal system is based on German civil law.

The capital is Berlin.

Holidays

The following holidays are observed:

January 1	New Year's Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
Ascension Day	Variable
Whitsunday	Variable
Whitmonday	Variable
Corpus Christi	Variable
October 3	German Unity Day

December 24	Christmas Eve
December 25	Christmas Day
December 26	Second Christmas Day
December 31	New Year's Eve

Ice

The Ice Service, which includes the Ice Breaking Service and Ice Reporting Service, assists vessels in German Baltic waters during ice operations. There are three Ice Service Centers (ISC) to assist vessels, as follows:

1. ISC Kiel-Holtenau covers the western Baltic Sea from Flensburg to the W coast of Fehmarn and Kiel Canal. They may be contacted on VHF channel 22, call sign Kiel Traffic.
2. ISC Lubeck covers the western Baltic Sea from the W coast of Fehmarn to Ob Buk Light at longitude 11°42'E. They may be contacted on VHF channel 13, call sign Trave Traffic.
3. ISC Stralsund covers the western and southern Baltic Sea from Ob Buk Light at longitude 11°42'E to the Germany/Poland border. They may be contacted on VHF channel 14, call sign Stralsund Traffic.

Requests for ice breaking assistance are normally directed to the appropriate ISC. Requests should contain the following information:

1. Vessel name.
2. Call sign.
3. Flag.
4. Size.
5. Ice class.
6. Engine power.
7. Position.
8. Destination.

During the voyage, vessels should follow the instructions given by the ISC. After the initial contact with the ISC or the icebreaker, vessels should maintain a continuous listening watch as directed.

Industries

The main industries include iron, steel, coal, cement, chemicals, machinery, vehicles, electronics, food and beverages, shipbuilding, textiles and petroleum refining.

Fishing is a major industry in Germany. The industry tends to centralize in a small number of the principal ports. The main fishing ports are Bremerhaven, Hamburg, and Cuxhaven.

German trawlers work the year around and may be found in the North Sea, the Skagerrak, Kattegat, and in the vicinity of Iceland and Foroyar (the Faeroe Islands).

Languages

German is the official language.

Mined Areas

Former NEMEDRI Danger Area No. 9 is an area in which danger due to mines laid between 1939 and 1945 still exists. For further information, see Denmark—Mined Areas.

Navigational Information

Enroute Volumes

Pub. 192, Sailing Directions (Enroute) North Sea.
Pub. 194, Sailing Directions (Enroute) Baltic Sea (Southern Part).

Maritime Claims

The maritime territorial claims of Germany are, as follows:

Territorial Sea	12 miles. *
Fisheries or Economic Zone	200 miles. **
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Claims straight baselines. A special claim extends the limit to include the deep water anchorage W of Helgoland. Territorial sea limits reduced in the following areas to retain a high seas corridor:

1. Kattegat.
2. Northern and southern approaches to The Sound.
3. Samso Bael.
4. Kadet Renden.
5. Fehmarn Belt.
6. Kieler Bucht.
7. Bornholmsgat.

** To defined coordinates.

Pilotage

German Bight Pilotage

Pilotage is compulsory, as follows:

1. Petroleum, gas, and chemical tankers with a length greater than 150m, or a beam greater than 23m, en route to or from the River Ems, the River Jade, the River Weser, or the River Elbe.
2. Bulk carriers, other than oil, gas, and chemical tankers, with a length greater than 220m, or a beam greater than 32m, en route to or from the River Elbe.
3. Bulk carriers, other than oil, gas, or chemical tankers, with a length greater than 250m, a beam greater than 40m, or a draft greater than 13.5m, en route to or from the River Weser or the River Jade.
4. Other vessels with a length greater than 350m, or a beam greater than 45m, en route to or from the River Jade, the River Weser, or the River Elbe.

Pilots must be requested 24 hours prior to arrival at the pilot boarding position or upon departure from the last port of call. Further information concerning pilot boarding positions, pilotage request messages, ETA messages, and helicopter boarding procedures may be found in Pub. 192, Sailing Directions (Enroute) North Sea in Sector 8.

District Pilotage

District pilotage in the River Ems, the River Jade, the River Weser, and the River Elbe is compulsory, as follows:

1. Tankers carrying gas, chemicals, petroleum, or petroleum products in bulk.

2. Unloaded tankers if not cleaned, degassed, or completely inerted after carrying petroleum or petroleum products with a flashpoint below 35 C.

3. All vessels greater than 90m in length.

4. All vessels greater than 13m in beam.

5. Vessels with drafts greater than:

a. 6.0m—Flensburger Forde and The River Ems.

b. 8.0m—Kieler Forde and The River Jade.

c. 8.0m—bound for Bremerhaven.

d. 6.5m—bound for destinations above Bremerhaven and the River Elbe.

Pilots must be requested 12 hours before arrival at the pilot boarding position or upon departure from the last port of call. Further information may be found under the appropriate river in Sector 8 of Pub. 192, Sailing Directions (Enroute) North Sea.

Deep Sea Pilotage

Vessels requiring a licensed Deep Sea Pilot in the North Sea, the English Channel, or the Baltic Sea should send a request to the following Pilot Agencies through their port agents:

1. Die Elbe.

2. Die Weser.

3. Helgoland.

Requests for German Deep Sea Pilots should be made, as follows:

1. Vessels berthed in German North Sea ports.—6 to 8 hours before ETD.

2. Vessels berthed in Continental North Sea ports.—24 hours before ETD.

3. Vessels berthed in the United Kingdom, North Sea, and Channel ports.—48 hours before ETD.

Deep sea pilots may also be requested from pilotage organizations in other countries bordering these areas. Further information on Deep Sea Pilots may be found in United Kingdom—Pilotage.

Miscellaneous

Tankers of all nationalities coming from sea and entering the territorial waters of the Federal Republic of Germany must complete a check list before the pilot starts his duties. This check list enables the pilot to satisfy himself about the condition of the ship and her equipment for safe operation, or in the case of deficiencies, to enable him to take these into account.

Two copies of the check list are required. One copy of the checklist is for the pilot to examine and send to the responsible authority, while the other is to be retained on board the ship. Failure to complete the check list correctly or to produce it upon request may result in a fine.

Pollution

All vessels navigating off the Baltic Sea and North Sea coasts of Germany are requested to report pollution and any accidents which could lead to such pollution. Reports of oil pollution should be sent to the Maritime Emergencies Reception Center (MERC/MLZ) through the nearest coast radio station. Radio telegrams must carry the legend MLZ Cuxhaven and the first word of the text must be the code word Oelunfall

(Oil Accident). MLZ Cuxhaven is available 24 hours and will bear the cost of the message.

The Maritime Emergencies Reception Center can also be contacted, as follows:

Frequency: VHF channel 16 and 71 (through Cuxhaven Elbe Traffic)

Telephone: 49(0) 4721-567485

Facsimile: 49(0) 4721-554744

49(0) 4721-554745

E-mail: MLZ@havariekommando.de

The reports should contain the following information:

1. Details of observer

1.1 Name and address

1.2 Name or identity of the vessel or aircraft (distinguishing signal, call sign, nationality, home port).

1.3 Destination (next port of call, roadstead, landing place).

2. Date and time (UTC) of observation.

3. Position of the pollution.

3.1 High seas.

3.2 Coastal seas.

3.3 Inner waters.

3.4 Drift direction of the pollution.

4. Type of pollution.

4.1 Oil/type of oil.

4.2 Chemicals/type of chemicals.

4.3 Other: for example, refuse.

5. Extent of the pollution.

5.1 Extent of the trail of the damaging substance.

5.2 Description of the trail of the damaging substance.

(a) Hardly visible in favorable light conditions.

(b) A silvery shine on the surface of the water.

(c) First glimmer of color recognizable.

(d) Light strips of color.

(e) Colors beginning to have a discontinuous appearance.

(f) Colors of continuous appearance.

6. Cause: collision, stranding, etc.

7. Vessel causing the pollution.

7.1 Name, nationality/home port, type, size of the vessel/vessels in the vicinity.

7.2 Approximate course and speed.

7.3 Visible portion of the polluting substance in relation to the vessel.

7.4 Statement as to whether the discharge stopped during the observation of the vessel or after calling on the radio.

7.5 Positions of the vessel/vessels where it deviates from paragraph 3 above.

8. Sea state conditions/wind direction and speed.

9. Measures already introduced by the vessel in order to control the escape of the polluting substance or combat any floating polluting substance.

Regulations

General

Before navigating German waterways all vessels required to report to waterway authorities should contact the appropriate authority by VHF stating name, position, dimensions, and destination.

When navigating German waterways all vessels required to report to waterway authorities should report at each listed reporting point stating: name, position, speed, time of passing reporting point.

All vessels required to report must maintain continuous listening watch on VHF channel 16, or other channel as required by the River and Shipping Police, commencing at the time of the first report.

Vessels entering German waterways should have on board a copy of the "Traffic Regulations for Navigable Waterways" pertinent to the navigation of vessels in the territorial waters of Germany.

Seeschiffahrtstrassen-Ordnung (SeeSchStrO) are regulations which are in force in the waters of the Federal Republic of Germany. Some of the more important regulations are listed in the following paragraphs.

A right-of-way vessel is one which is obliged by its draft, length or other characteristic to keep to the deepest part of the fairway.

Traffic regulations (other than in Der Nord-Ostsee Kanal) include the following:

1. Vessels are normally to navigate on the right of the fairway. In specified places mentioned in the text, certain vessels, including right-of-way vessels, are authorized to navigate on the left.

2. Overtaking is normally on the left. If the cooperation of the overtaken vessel is required, sound signals should be made. Overtaking is prohibited at narrow places, near chain ferries, etc.

3. Vessels meeting normally give way to the right. On meeting, right-of-way vessels and certain other hampered vessels have the right of way. On meeting at a narrow place, including a narrow bridge or flood barrage opening, the vessel which is proceeding with the stream or current has the right of way.

4. Anchoring is prohibited in the fairway, except in designated roadsteads, in narrow places, within 0.15 mile of wrecks, obstructions etc., or in poor visibility, of an overhead cable.

5. The prior approval, to be sought in good time, of the appropriate navigation authority is required for certain unusual operations or passages, including the passage of, nuclear-powered vessels, and extraordinarily large vessels.

6. Especially dangerous cargoes, where referred to in the text, include most explosives, gases and inflammable liquids.

7. Designated Transshipment Roadsteads are located within the waterways of this nation, many of which handle dangerous cargo. Special regulations are in force for such roadsteads, for which the local authorities should be consulted.

8. During periods of reduced visibility, tank vessels of specific cargo capacity may be prohibited from entering a waterway.

9. Speed restrictions may apply to vessels when in some portions of the waterway.

International Ship and Port Facility (ISPS) Code

The ISPS Code applies to ships on international voyages and port facilities directly interfacing with these ships. The following information must be sent at least 24 hours prior to arrival:

1. Vessel name, flag, type, IMO number, call sign.
2. Confirmation that the vessel possesses a valid International Ship Security Certificate (ISSC), including the issue date and the expiration date, and the name of the issuing authority.
3. Security level ship is currently operating at.
4. Destination port in Germany, including the facility name and the ETA at the destination port in Germany.
5. Name, country, and security level of the last ten port facilities where the vessel has conducted a ship/port interface.
6. Any special or additional measures that were taken by the vessel in any of the last ten port facilities where it has conducted a ship/port interface.
7. Confirmation that appropriate ship security procedures were maintained by the vessel during any ship-to-ship activities during the period covered by its last ten calls at port facilities.
8. Port facilities of the port of destination.

If the passage time from the previous port of call is less than 24 hours, the required information should be sent upon departure from the previous port of call. If the port of call is not known or if the port of call changes during the voyage, the required information should be sent as soon as the port of call becomes known.

The information should be sent to the Point of Contact at the Traffic Center at Wilhelmshaven using one of the following methods:

1. E-mail: poc.germany@pointofcontact.de
2. Facsimile: +49(0) 4421-489-2351

Germany—Maritime Security Report

<http://www.bsh.de/en/Maritime%20shipping/Commercial%20shipping/Maritime%20security/FurtherInformations.jsl>

Scroll to bottom of the page and click on the link titled "security report."

Territorial Sea/Pollution Enforcement

The federal government of Germany has decreed that "the territorial sea of the Federal Republic of Germany shall be extended in the North Sea to enable appropriate action to be taken against the risk of tanker casualties and of pollution by oil of the sea and the coast of the German Bight."

The area of extension is in the vicinity of Helgoland in the German Bight; the outer limits of the extension area of the territorial sea may be best seen on the chart.

Special shipping police regulations have been put into force in the extension area and are stated below.

By derogation from the provisions of Rule 18(d) of the International Regulations for Preventing Collisions at Sea any vessel, other than a vessel not under command, navigating in the area of extension of the territorial sea in the German Bight

shall, irrespective of the circumstances of the case, avoid impeding the safe passage of a vessel constrained by its draft and shall take avoiding action in ample time. This provision shall apply in particular, to any vessel approaching a vessel constrained by its draft so as to involve risk of collision.

In practice this provision means, especially for vessels heading E in the Off Terschelling and in the German Bight TSS, that they must not in any way impede those large vessels, especially tankers, which are heading from the German Bight Western Approach TSS towards the River Jade, the River Weser, or the River Elbe and which, on account of their draft, have reached the point of no return even before passing the Off Terschelling and in the German Bight TSS and which, after consultation with the pilots, are exhibiting the signals of Rule 28 of the International Regulations for Preventing Collisions at Sea.

The restricted obligation in Rule 18(d) of the Collision Regulations not to impede the safe passage of vessels constrained by their draft has thus been replaced, as far as the area of extension of the territorial sea is concerned, by the clear, unambiguous, and unrestricted obligation not to impede the safe passage of vessels constrained by their draft.

This provision shall apply irrespective of visibility conditions. Therefore, information on any movements of vessels constrained by their draft will be broadcast in good time by the coast radio station "German Bight Traffic" to all vessels navigating in the area of extension of the territorial sea.

These safety broadcasts will be announced at 15 minute intervals on VHF channel 16 and transmitted on VHF channels 80 and 79 immediately following the situation report. As soon as vessels have been informed through such safety broadcasts of the position of vessels constrained by their draft, they shall take avoiding action as prescribed above.

All vessels of a length exceeding 50m, including pushed and towed units, shall be subject to compulsory reporting to shipping police authorities before entering into, and when sailing in, the area of extension of the territorial sea of the Federal Republic of Germany in the North Sea. This regulation in no way affects the obligation of vessels to report to the shipping police authorities before entering onto, and when sailing on, the River Ems, the River Jade, the River Weser, the River Hunte, the River Elbe, or on the Kiel Canal.

In good time before any such vessel enters into the area of extension of the territorial sea, the vessel's name, position, dimensions, and port of destination shall be communicated to the coast radio station "Deutsche Bucht Revier Radio" on VHF channel 80 when the vessel in question passes any one of the following positions:

1. In the case of a vessel proceeding in the German Bight Western Approach TSS in an E direction, when passing TG7 Lighted Buoy.
2. In the case of a vessel proceeding in the Off Terschelling and in the German Bight TSS or in the associated inshore traffic zone in an E direction, when passing the separation scheme German Bight Western Approach TSS in an E direction, when passing TG7 Lighted Buoy.
3. In the case of a vessel enroute from N and heading for a position anywhere between German Bight Lightvessel and Helgoland, when passing 54°20'N.

While any such vessel is sailing in the area of extension of the territorial sea, the vessel's name, position, cruising speed, and time of passage shall be communicated to the coast radio

station "Deutsche Bucht Revier Radio" on VHF channel 80 when the vessel in question passes any one of the following positions:

1. In the case of a vessel proceeding in the German Bight Western Approach TSS in an E direction, when passing GW 9 Lighted Buoy.
2. In the case of a vessel proceeding in the traffic separation scheme Off Terschelling and in the German Bight TSS or in the associated inshore traffic zone in an E direction, when passing TG17 Lighted Buoy.
3. In the case of a vessel outbound from River Weser, when passing No. 1 Lighted Buoy (Neue Weser Fairway), or A1 Lighted Buoy Alte Weser Fairway).
4. In the case of a vessel outbound from River Elbe and proceeding in a W direction, when passing a line connecting Helgoland Light and Nordergrunde N Lighted Buoy.

While vessels are sailing in the area of extension of the territorial sea, they shall remain constantly available for radio contact by the coast radio station "German Bight Traffic" on VHF channel 80 or VHF channel 16, even after they have dispatched their reports under the provisions of paragraph 2 or 3 above.

During maneuvers, exercises, or for other causes, the entrance of vessels into river mouths and harbors, as well as departure therefrom, may depend on special conditions or may be entirely prohibited. In such cases a warning signal, consisting of three red balls by day, and three red lights, disposed vertically at night, will be shown from conspicuous positions.

Similar signals will be shown by patrol vessels, which, under certain circumstances, will also carry the pilot flag.

All vessels wishing to enter or leave German territorial waters must, on observing the warning signal, fly the pilot flag and await the arrival of the patrol or pilot vessel. Further instructions can be obtained from the patrol vessel. Should the warning signal be made at night, it is advisable to anchor outside the German territorial limits or remain in harbor.

If hailed by, or if a gun is fired from, the patrol vessel all vessels in sight must immediately stop or heave-to.

Vessels must submit to an examination when required.

The patrol or pilot vessel will give full particulars as to the following:

1. Whether a special examination service is in force, and where it takes place.
2. Whether, and for how long, the harbor entrance or river mouth is closed.
3. Whether special regulations are in force for the navigation of a particular waterway.

Outbound vessels will be given the aforementioned information, or their examination will be carried out in the harbor, according to circumstances.

Dangerous Cargo Pre-entry Report

Vessels carrying dangerous or polluting including oil tankers, chemical tankers, gas carriers, and all other vessels carrying dangerous or polluting cargo, are required to submit a Pre-entry Report to the Central Reporting Point at Cuxhaven in the following circumstances:

1. When the vessel comes from a port outside the European Union and next calls at a port, berth, or anchorage in Germany.
2. When a vessel leaves a German port.

The report must contain the following information:

1. Vessel's name, type, flag, and call sign or IMO number.
2. Length (in meters), beam (in decimeters), and draft (in decimeters).
3. The ETA at the German port of destination or the ETD from a German port.
4. Intended route.
5. Correct technical names, quantities, and shipboard locations of the dangerous or polluting cargo, with UN numbers and classes according to IMDG, IBC, or ICG Codes (INF code for radioactive material) and, if in portable tanks or containers, their identification marks. A corresponding list is to be kept on the vessel's bridge or in the master control room.

The requirement to forward this information shall be considered fulfilled if the master indicated which authority of a Member State of the European Union is holding this information.

6. Number of persons on board.

The Central Reporting Point in Cuxhaven can be contacted, as follows:

- | | |
|---------------|--|
| 1. Mail: | Zentrale Meldestelle
Am Alten Hafen 2
27472 Cuxhaven |
| 2. Telephone | 49(0) 4721-567392 |
| 3. Facsimile: | 49(0) 4721-567393
49(0) 4721-567394 |
| 4. E-mail | mlz@havariekommando.de |

Nature Reserves

The North Sea coast of the Federal Republic of Germany, including large areas of the shallower channels and drying flats off, and inshore of, the German Frisian Islands, is designated a National Park. Entry and activities within the park are controlled. As a general rule, entry into the unpopulated areas is prohibited. Mariners should consult the German authorities for details.

Particularly Sensitive Sea Areas (PSSA)

The Wadden Sea and adjacent parts of the North Sea in the common Wadden Sea area of Denmark, Germany, and the Netherlands were granted (2002) the status of PSSA by the International Maritime Organization. Further information on the PSSA may be found in Denmark—Regulations.

Advance notification requirements for certain vessels

The following vessels are subject to additional advance notification requirements:

1. Gas and chemical tankers older than 10 years of age.
2. Bulk carriers older than 12 years of age.
3. Oil tankers over 3,000 gross tons and older than 15 years of age.
4. Passenger vessels, other than ro-ro ferries and high speed passenger craft, older than 15 years of age

The advance notification shall be sent at least 3 days prior to the ETA at the port. If the voyage from the previous port is expected to take less than 3 days, the advance notification shall be sent prior to leaving the previous port.

The advance notification shall be submitted to See-Berufsgenossenschaft by one of the following methods:

- | | |
|---------------|--|
| 1. Mail: | See-Berufsgenossenschaft
Reimerstweite 2
20457 Hamburg |
| 2. Facsimile: | 49(0)40 36-13-72-04 |
| 3. E-mail | psc@see-bg.de |

The advance notification shall contain the following information:

1. Vessel name.
2. Flag.
3. IMO number.
4. DWT.
5. Date of construction of the vessel, as determined by the date indicated in the vessel's safety certificates.
6. For tankers:
 - a. Configuration (single hull, single hull with segregated ballast tanks, double hull).
 - b. Condition of the cargo and ballast tanks (full, empty, inerted).
 - c. Volume and type of cargo.
7. ETA at the port.
8. Planned duration of the port call.
9. Planned operations at the port of destination (loading, unloading, other).
10. Planned statutory survey inspections and substantial maintenance/repair work to be conducted in the port of destination.

Tanker Regulations

Single hull tankers over 5,000 dwt carrying or transporting fuel oils are prohibited from entering the territorial waters of Germany.

Search and Rescue

The German Sea Rescue Service (GSRS) is responsible for coordinating search and rescue operations and is supported by search and rescue units of the German navy. The Maritime Rescue Coordination Center in Bremen maintains a continuous listening watch on VHF channel 16 and VHF channel 70 for distress traffic and can be contacted by e-mail, as follows:

mail@mrcc-bremen.de

Rescue craft on the Baltic Sea coast are maintained at the following locations:

1. Sassnitz (54°31'N., 13°38'E.).
2. Glowe (54°34'N., 13°28'E.).
3. Greifswalder Oie (54°15'N., 13°15'E.).
4. Lauterbach (54°20'N., 13°30'E.).
5. Stralsund (54°19'N., 13°06'E.).

6. Freest (54°08'N., 13°44'E.).
7. Zinnowitz (54°05'N., 13°55'E.).
8. Ueckermunde (54°44'N., 14°04'E.).
9. Langballigau (54°39'N., 9°39'E.).
10. Gelting (54°45'N., 9°53'E.).
11. Maasholm (54°41'N., 9°59'E.).
12. Schleswig (54°31'N., 9°34'E.).
13. Damp (54°35'N., 10°02'E.).
14. Eckernförde (54°28'N., 9°51'E.).
15. Schilksee (54°26'N., 10°10'E.).
16. Laboe (54°24'N., 10°13'E.).
17. Lippe (54°20'N., 10°39'E.).
18. Heiligenhafen (54°23'N., 10°59'E.).
19. Puttgarden (54°30'N., 11°14'E.).
20. Fehmarn/Grobenbrode (54°30'N., 11°30'E.).
21. Neustadt (54°06'N., 10°49'E.).
22. Gromitz (54°09'N., 10°58'E.).
23. Travemünde (53°58'N., 10°53'E.).
24. Timmendorf Poel (53°59'N., 11°23'E.).
25. Kuhlungsborn (54°09'N., 11°47'E.).
26. Warnemünde (54°11'N., 12°05'E.).
27. Wustro (54°20'N., 12°24'E.).
28. Darber Ort (54°28'N., 12°31'E.).
29. Zingst (54°26'N., 12°41'E.).
30. Stralsund (54°19'N., 13°06'E.).
31. Kloster/Vitte Hiddensee (54°35'N., 13°07'E.).
32. Breege (54°37'N., 13°21'E.).

Rescue craft on the North Sea coast are maintained at the following locations:

1. Hafen von Borkum (53°33'N., 6°45'E.).
2. Juist (53°41'N., 7°00'E.).
3. Hafen von Norddeich (53°37'N., 7°10'E.).
4. Hafen von Norderney (53°42'N., 7°10'E.).
5. Baltrum (53°44'N., 7°24'E.).
6. Hafen von Langeoog (53°43'N., 7°30'E.).
7. Neuharlingerseil (53°42'N., 7°42'E.).
8. Wangerooge (53°46'N., 7°52'E.).
9. Helgoland (54°11'N., 7°53'E.).
10. Wangersiel (53°41'N., 8°02'E.).
11. Hooksiel (53°38'N., 8°02'E.).
12. Wilhelmshaven (53°32'N., 8°08'E.).
13. Fedderwardersiel (53°36'N., 8°21'E.).
14. Bremerhaven (53°33'N., 8°35'E.).
15. Cuxhaven (53°52'N., 8°43'E.).
16. Brunsbüttel (53°54'N., 9°09'E.).
17. Busum (54°08'N., 8°52'E.).
18. Eiderdamm (54°16'N., 8°51'E.).
19. Nordstrand (54°30'N., 8°49'E.).
20. Hafen von Amrum (54°38'N., 8°23'E.).
21. Hafen von Hornum (54°45'N., 8°18'E.).
22. Westerland (54°55'N., 8°19'E.).
23. List (55°01'N., 8°26'E.).

Signals

Vessels entering German waterways should have on board a copy of "New Traffic Regulations on German Waterways for Seagoing Vessels." Some of the more important signals from these regulations are described below.

The new traffic signs are mostly self-evident, those prohibiting anything consist of white rectangular daymarks with a red

border. The prohibited item is shown as a black symbol crossed by a red diagonal stripe. A bollard or letter P indicates that mooring is prohibited.

The signals indicating that a channel is closed are, as follows:

1. Day signals:

- a. One black ball over two black cones, points together, vertically disposed.

- b. A red rectangular daymark with a horizontal white band.

2. Night signal—One red light over one green light over one white light, vertically disposed.

In the event of an obstruction in the fairways of German waters, the following signals will be shown in the vicinity:

1. By day.—Two black balls over a cone, point down, vertically disposed.

2. By night.—Two red lights over a green light, vertically disposed.

The L flag from the International Code, or that letter in Morse Code sounded by a local authority craft, indicates that the vessel addressed should stop.

The passage to be used through bridges is indicated by one or two yellow diamond daymarks close together, or its limits are marked by diamond daymarks painted red and white vertically, the outer halves being red.

Pilot signals are in accordance with the International Code of Signals.

Vessels show the flag of the Federal Republic of Germany and a rectangular green flag by day; by night they show four green vertical lights in addition to the lights prescribed by the International Rules of the Road.

Quarantine signals are as provided in the International Code of Signals. In addition, at night a red light over a white light signifies "I have not received pratique." These two lights must be at least 2m apart and visible all around the horizon. This signal may be set only inside the harbor limits.

A fire alarm is a steady tone on the siren for 1 minute interrupted twice.

A disaster alarm is a twice interrupted steady tone on the siren of 1 minute, then steady tone of 1 minute after a pause of 12 seconds.

In order to indicate that distress signals made by a ship or aircraft have been seen, and that help is coming, by day the flag of the Society for Saving Shipwrecked Persons will be displayed at the flagstaff on the lifesaving station, and, if the station is concealed from view, a signal bomb, which will rise to a height of about 150m and then detonate, will be fired on the shore. This signal can also be used at night, together with the general night signal, made by firing a light rocket.

Further, the lifeboats, when proceeding by day to a ship in distress, will from time to time fire white rockets and/or white stars, and, in addition, will, at night, burn white flares.

German coastal signal stations and light vessels answer distress signals at sea, when observed, as follows:

1. By day.—Suitable flag signals from the International Code of Signals.

2. By night.—Five white light balls fired at intervals of about 1 minute. In case of necessity, this signal will be repeated.

Visual storm warning signals are not used.

In German waters, moored or fixed nets are usually marked by flags, one at every sixth net and two at the beginning and end of each line of nets. The outer end of a line of moored or fixed nets is marked by a white light.

Submarine Operating Areas

German Submarine Operating Areas are located in the North Sea (off Deutsche Bucht) and in the Baltic Sea off Flensburger Forde (North Surface Area) and Eckernförder Bucht (South Surface Area); for limits see the charts. Ships and fishing vessels are requested to use extreme caution when vessels are operating in these areas. Submarines of the German Navy show the following lights when proceeding on the surface:

1. A blue light at the bow, visible all round for a distance of 1 mile.
2. A white light at the masthead, visible from right ahead to two points abaft the beam on either side for a distance of 5 miles.
3. On the starboard side two green lights and on the port side two red lights, disposed vertically, respectively, and visible in accordance with the rules governing the exhibition of side lights.
4. A stern light as laid down in the Rules for Preventing Collisions at Sea.
5. An additional flashing yellow light above the white masthead light visible all around for at least 3 miles.

Submarines are usually not in a position to carry their running lights in the prescribed order and height. Since the lights are attached close together at the conning tower and the second masthead light often is missing, the danger arises that a submarine surfaced will be taken at night for a much smaller vessel, and accordingly, its speed will also be underestimated. Submarines require special attention during their surfacing.

It is possible that a surfacing submarine is not completely able to maneuver, and also is not in a position to show immediately the signals prescribed for ships unable to maneuver. Many submarines announce their surfacing by signalling with smoke candles or flares, some also use a searchlight, with which they cast rays on the water surface from below.

Submerged submarines are often accompanied by other vessels, which call attention to the exercises below the surface with the international signal "NE 2." Vessels so marked should be avoided as far away as possible. If one should be forced to approach such a vessel, nevertheless, it must be done at slow speed. The escort vessel will point out the danger zone with flags or megaphone. A sharp lookout must be kept for periscopes. When submarines dive so far below that they cannot show the periscope any longer, they announce their position occasionally with a smoke candle, which develops a strong smoke track when it reaches the water surface.

German sunken submarines which can no longer surface under their own power, need immediate assistance and identify themselves, if possible, with the following signals:

1. By rising marker buoys which are attached to the submarine with a wire.
2. By shooting off signals, which give off white or yellow smoke or flames on the water surface (during the day yellow smoke signals are used, if possible).
3. By pumping out fuel oil or engine oil.
4. By releasing air.

When such signals are observed and especially when a marker buoy is sighted, it should be reported immediately by the most expedient means, giving, if possible, in that connection, the name or nationality of the submarine, if the marker buoy carries such an indication. The most accurate possible ship's position is important at that juncture. If one finds that the marker buoy is drifting and is no longer attached to the submarine, this must be added to the report.

With water depths of more than 200m, one can assume that a sighted marker buoy is drifting, since the buoy wire is usually not longer; with lesser depths one can observe it by carefully hauling up the wire.

Care must be taken not to break the buoy wire, and one must not make fast any vessel to the buoy or to the wire. A drifting marker buoy may also have detached itself from a submarine during the voyage and therefore does not point to an accident in every case. As long as no rescue vessel has arrived at a sunken submarine, every other vessel can contribute to the rescue of the submarine crew and should not, if possible, leave the scene of the accident. Since the living conditions quickly deteriorate in a sunken submarine, the crew may be forced to abandon the submarine before the arrival of the rescue vessels.

One should therefore stay at such a distance from the scene of the wreck that one does not impede the vertically ascending survivors, and keep a boat clear for rescuing them. In most cases, the survivors require medical assistance and pressure chambers, which must be prepared or called in, as far as possible. To notify the submarine crew of the presence of an assisting vessel, very small detonators are employed, however, only at a minimum distance of 0.25 mile from the submarine, so that persons leaving the submarine and rising in the water, will not be injured.

One can also knock vigorously against the ship's hull below the water line with a hard object, or switch on the echo sounding machines. These signals should be repeated from time to time and may possibly be answered by the submarine by releasing pyrotechnics, which develop flares or smoke on the water surface. Most submarines are equipped with two marker buoys, of which one is attached forward, the other aft. In many cases, the marker buoys are provided with a quick flashing light or with a telescope aerial and an automatic emergency transmitter.

Besides these marker buoys, there are long cylindrical buoys with telescope aerials, which are dropped by airplanes and serve as sonic buoys for tracking down submarines. They should not be confused with the marker buoys.

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time (BRAVO (-2)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

Traffic Separation Schemes

Traffic Separation Schemes (TSS) in Germany are, as follows:

1. **The North Sea**
 - a. German Bight Western Approach. (IMO adopted)
 - b. Approaches to the River Elbe. (IMO adopted)
 - c. Approaches to the River Jade. (IMO adopted)

- d. Terschelling—German Bight. (IMO adopted)
- e. East Friesland. (IMO adopted)
- f. Off Botney Ground. (IMO adopted)
- 2. **The Baltic Sea.**—Off Kiel Lighthouse. (IMO adopted)

U.S. Embassy

The U.S. Embassy is situated at Neustaedtische Kirchstrasse 4-5, Berlin.

The mailing addresses are, as follows:

- 1. Germany address—
Neustaedtische Kirchstrasse 4-5
10117, Berlin
- 2. U. S. address—
PSC 120, Box 1000
APO AE 09265

<p>U. S. Embassy Germany Home Page http://berlin.usembassy.gov</p>



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General

Gibraltar is located in southwestern Europe, bordering the Strait of Gibraltar, which links the Mediterranean Sea and the North Atlantic Ocean, on the S coast of Spain.

The climate is Mediterranean, with mild winters and warm summers.

The terrain is a narrow coastal lowlands bordering the Rock of Gibraltar.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

In the E approaches to the Strait of Gibraltar, tide rips have been reported to occur under certain weather conditions during a W current. These tide rips, which have been detected on radar, may be up to 4 miles long.

Currency

The official unit of currency is the Gibraltar pound, consisting of 100 pence.

Firing Areas

Firing practice may take place, in an area extending up to 1.6 miles seaward from the SE coast of Gibraltar. A red flag will be displayed from three places along the coast 30 minutes before the start of firing.

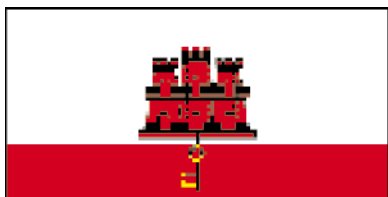
Government

Gibraltar is a dependent territory of the United Kingdom.

Elizabeth II, recognized as the Chief of State, appoints a Governor. The cabinet is appointed by the Governor. The Prime Minister is appointed by the Governor. The unicameral House of Assembly consists of 18 members serving 4-year terms; 15 members are directly elected while the remaining three members are appointed.

The legal system is based on English law.

The capital is Gibraltar.



Flag of Gibraltar

Holidays

The following holidays are observed:

January 1	New Year's Day
Second Monday in March	Commonwealth Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 1	May Day
Last Monday in May	Spring Bank Holiday
Monday after the Second Saturday in June	Queen's Birthday
Last Monday in August	Summer Bank Holiday
September 10	Gibraltar National Day
December 25	Christmas Day
December 26	Boxing Day

Industries

The main industries include tourism, banking and finance, construction, commerce, support to UK naval and air bases, transit trade and ship chandlery.

Languages

English is the official language. Spanish, Italian, Portuguese, and Russian are also spoken.

Navigational Information

Enroute Volume

Pub. 131, Sailing Directions (Enroute) Western Mediterranean.

Maritime Claims

The maritime territorial claims of Gibraltar are, as follows:

Territorial Sea	3 miles.
Fisheries or Economic Zone	3 miles.

Pilotage

Pilotage is compulsory for all vessels, except those leaving the anchorage direct for sea. Bay pilots berth ships at the Mercantile Port; Admiralty Pilots berth ships at the HM Naval Base.

Regulations

Single hull tankers over 5,000 grt carrying heavy grades of oil are prohibited from entering or leaving Gibraltar waters, including the East Anchorage. The owner or master of single hull tankers carrying oil products must supply the vessel's agent with details of the cargo and the grade of oil when sending the vessel's ETA in Gibraltar.

Search and Rescue

Gibraltar coordinates search and rescue operations within the Spanish Search and Rescue Region. The Gibraltar Maritime Rescue Coordination Center (MRCC) is located at MRCC Tarifa.

Signals

Local storm signals may be shown, as given in the accompanying table.

Gibraltar—Local Storm Signals		
Day signal	Night signal	Meaning
Black triangle, point up	Three red lights arranged in a triangle, point up	Gale or strong wind probable from E
Black triangle, point down	Three red lights arranged in a triangle, point down	Gale or strong wind probable from W

Submarine Operating Areas

Submarines may be found conducting exercises outside Spanish territorial waters, E of the Strait of Gibraltar. For further information, see Spain—Submarine Operating Areas.

The notice "Submarine Exercise Area" on the chart should not be read to mean that submarines do not operate outside such areas.

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time (BRAVO (-2)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

U.S. Embassy

Gibraltar is a dependent territory of the United Kingdom. There is no diplomatic representation.



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General

Greece is located in Southern Europe, bordering the Aegean Sea, the Ionian Sea, and the Mediterranean Sea, between Albania and Turkey.

The climate is temperate, with mild wet winters and hot dry summers.

The terrain is mostly mountainous with ranges extending into the sea as peninsulas or chains of islands.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Egypt—Cautions.

Locust Reports

See Egypt—Cautions for further information.

Currency

The official unit of currency is the Euro, consisting of 100 cents.

Firing Areas

Information concerning firing practice and exercise areas is broadcast by coastal radio stations as Hellenic Navwarnings.

If the limits of a pre-designated firing practice range or exercise area were to change suddenly, this information would be referred to in the announcement of firing practices or exercises.

In addition to the existing pre-designated firing practice ranges and exercise areas, firing practice or exercises may be executed in other areas not predesignated, in which case an announcement will be made at least 48 hours before the start of the firing practice or exercises, describing the limits of the area, as well as the time and duration of the practice or exercises.

1. Areas Controlled By The Navy.—Submarine Weapons Firing Practice:

A. **Gulf of Megara** (Kolpos Megaron)—Between 37°52'00"N and 37°56'30"N and 23°11'00"E and 23°21'00"E.

B. **Velopoulos** (NW of Nisis Velopoula)—Between 37°00'N and 37°10'N and 23°05'E and 23°20'E.

C. **Argolikou** (Argolikos Kolpos)—Area bounded by lines joining:

- a. 37°09'30"N, 22°59'30"E.
- b. 37°18'00"N, 22°52'00"E.
- c. 37°21'30"N, 22°58'30"E.
- d. 37°13'00"N, 23°06'00"E.

Note.—The above areas are periodically activated after an announcement made 48 hours before the start of the firing practice.

2. Areas Controlled By The Navy.—Firing Practice from Ships, Aircraft, and Land Artillery:

A. **Myrtoon** (SW of Nisos Milos)—Between 36°20'N and 36°40'N and 23°40'E and 24°10'E.

B. **Hydra** (N of Nisis Velopoula)—Between 37°00'N and 37°10'N and 23°00'E and 23°36'E.

C. **Petrokaravo** (Saronikos Kolpos)—Between 37°22'N and 37°37'N and 23°35'E and 23°44'E.

D. **Plateia** (NW of Nisos Aiyina)—Area bounded by lines joining:

- a. 37°47'N, 23°17'E.
- b. 37°52'N, 23°22'E.
- c. 37°50'N, 23°26'E.
- d. 37°44'N, 23°22'E.

E. **Akra Spatha** (N of Kriti)—Between 36°05'N and 36°15'N and 23°45'E and 24°00'E.

F. **Akra Hondros** (Akra Khondhros Karos)—Area bounded by lines joining:

- a. 35°33'N, 24°39'E.
- b. 35°26'N, 24°39'E.
- c. 35°26'N, 24°49'E.
- d. 35°29'N, 24°49'E.

G. **Akrotiri** (E of Khersonisos Akrotiri)—Area bounded by lines joining:

- a. 35°28'00"N, 24°22'00"E.
- b. 35°36'00"N, 24°22'00"E.
- c. 35°36'00"N, 24°12'00"E.
- d. 35°31'00"N, 24°12'00"E.
- e. 35°28'00"N, 24°08'30"E.
- f. 35°27'00"N, 24°10'00"E.

H. **Agioi Apostoloi** (W of Khersonisos Akrotiri)—Between 35°30'36"N and 35°32'56"N and 23°58'41"E and 24°00'00"E.

Note.—The above areas are activated with advance warning.

3. Areas Controlled By The Navy.—Mine Warfare Exercises:

A. **Strymonikos** (Strimonikos Kolpos)—Area bounded by lines joining:

- a. 40°44'20"N, 23°58'00"E.
- b. 40°33'40"N, 23°53'00"E.
- c. 40°39'40"N, 23°45'00"E.
- d. 40°45'30"N, 23°45'00"E.

B. **Atheridas** (S of Akra Atheridha)—Area bounded by lines joining:

- a. 40°21'50"N, 22°39'25"E.
- b. 40°20'00"N, 22°43'00"E.
- c. 39°57'07"N, 22°42'17"E.

and contained by the coast of the above.

C. **Epanomis** (S of Akra Epanomi)—Area bounded by lines joining:

- a. 40°22'45"N, 22°53'20"E.
- b. 40°20'30"N, 22°52'00"E.
- c. 40°11'00"N, 23°17'00"E.
- d. 40°13'15"N, 23°18'50"E.

and contained by the coast of the above.

D. **Aiyina** (NW of Nisos Aiyina)—Area bounded by lines joining:

- a. 37°48'00"N, 23°12'40"E.
- b. 37°48'00"N, 23°24'00"E.
- c. 37°45'30"N, 23°24'00"E.
- d. 37°44'30"N, 23°21'00"E.
- e. 37°40'30"N, 23°19'00"E.
- f. 37°40'30"N, 23°13'00"E.

E. **Mesologgiou** (Patraikos Kolpos)—Area bounded by lines joining:

- a. 38°18'36"N, 21°32'00"E.
- b. 38°17'00"N, 21°32'00"E.
- c. 38°19'00"N, 21°42'00"E.
- d. 38°20'48"N, 21°42'00"E.

and contained by the coast of the above.

F. **Katakolou** (Limin Katakolou)—Area bounded by lines joining:

- a. 37°38'10"N, 21°18'35"E.
- b. 37°32'00"N, 21°32'00"E.
- c. 37°33'40"N, 21°32'40"E.

and contained by the coast of the above.

G. **Patrai** (Patraikos Kolpos)—Area bounded by lines joining:

- a. 38°10'10"N, 21°30'00"E.
- b. 38°12'30"N, 21°30'00"E.
- c. 38°13'30"N, 21°42'00"E.
- d. 38°12'06"N, 21°42'00"E.

and contained by the coast of the above.

H. **Soudhas** (N coast of Kriti)—Area bounded by lines joining:

- a. 35°29'40"N, 24°15'02"E.
- b. 35°29'10"N, 24°15'08"E.
- c. 35°28'48"N, 24°12'22"E.
- d. 35°29'16"N, 24°12'28"E.

I. **Almyrou** (N coast of Kriti)—Area bounded by lines joining:

- a. 35°23'00"N, 24°15'30"E.
- b. 35°23'00"N, 24°22'20"E.
- c. 35°21'45"N, 24°22'20"E.

and contained by the coast of the above.

J. **Salamis** (Nisos Salamis)—Area bounded by lines joining:

- a. 37°55'54"N, 23°23'00"E.
- b. 37°56'36"N, 23°23'00"E.
- c. 37°56'36"N, 23°27'54"E.
- d. 37°55'54"N, 23°27'54"E.

Note.—The above areas are periodically activated after an announcement made 48 hours prior to the start of the exercises.

4. Areas Controlled By The Army.—Land artillery practice may be scheduled in the following areas.

A. **Xylagani-Proskynitai** (Komotini) (N of Nisos Samothraki)—Area bounded by lines joining:

- a. 40°54'00"N, 25°18'00"E.
- b. 40°52'00"N, 25°18'00"E.
- c. 40°50'00"N, 25°22'00"E.
- d. 40°51'00"N, 25°27'00"E.
- e. 40°52'00"N, 25°29'00"E.
- f. 40°54'30"N, 25°24'10"E.
- g. 40°54'35"N, 25°23'15"E.

B. **Marathon** (Kolpos Petalion).—Area bounded by lines joining:

- a. 38°07'30"N, 24°01'30"E.
- b. 38°07'40"N, 24°01'45"E.
- c. 38°02'50"N, 24°03'10"E.
- d. 38°05'00"N, 24°06'45"E.

C. **Asprokavos** (S of Nisos Samos)—Defined by a circle with a radius of 2 miles centered at position 37°38'30"N, 26°53'30"E.

D. **Aydira Xanthis** (NE of Nisos Thasos)—Between 40°51'N and 40°56'N and 24°55'E and 25°02'E.

E. **Gulf of Kassandra** (Kolpos Kassandras)—Area bounded by lines joining:

- a. 40°16'N, 23°25'E.
- b. 40°09'N, 23°25'E.
- c. 40°10'N, 23°35'E.
- d. 40°15'N, 23°35'E.

F. **Koskina Evoia**—Area bounded by lines joining:

- a. 38°22'20"N, 24°12'50"E.
- b. 38°32'45"N, 24°14'50"E.
- c. 38°32'45"N, 24°17'40"E.
- d. 38°24'15"N, 24°17'40"E.

G. **Skala Makris Alexandroupolis** (W of Alexandroupolis)—Area bounded by lines joining:

- a. 40°51'30"N, 25°41'00"E.
- b. 40°51'30"N, 25°45'00"E.
- c. 40°47'00"N, 25°47'00"E.
- d. 40°47'00"N, 25°39'00"E.

H. **Gulf of Kontias** (S of Nisos Limnos).—Between 39°49'N and 39°51'N and 25°07'E and 25°10'E.

I. **Litochoron Pierias** (Thermaikos Kolpos)—Area bounded by lines joining:

- a. 40°07'N, 22°33'E.
- b. 40°06'N, 22°39'E.
- c. 40°12'N, 22°39'E.
- d. 40°09'N, 22°32'E.

J. **Dikela Alexandroupolis** (W of Alexandroupolis)—Area bounded by lines joining:

- a. 40°51'40"N, 25°39'30"E.
- b. 40°51'10"N, 25°43'00"E.
- c. 40°47'20"N, 25°37'30"E.
- d. 40°47'20"N, 25°45'30"E.

Note.—The above areas are activated with advance warning.

5. **Areas Controlled By The General Staffs.**—The following areas off Crete are utilized for the practice firing of ballistic missiles:

A. **Area A**—Area bounded by lines joining:

- a. 35°36'N, 24°07'E.
- b. 36°18'N, 24°07'E.

c. 36°18'N, 24°47'E.

d. 35°34'N, 25°08'E.

e. 35°31'N, 24°11'E.

B. **Area A1**—Area bounded by lines joining:

a. 35°32'N, 24°10'E.

b. 35°37'N, 24°10'E.

c. 35°37'N, 24°15'E.

d. 35°32'N, 24°15'E.

C. **Area A2**—Area bounded by lines joining:

a. 35°36'N, 24°07'E.

b. 35°48'N, 24°07'E.

c. 35°48'N, 24°28'E.

d. 35°31'N, 24°28'E.

e. 35°31'N, 24°11'E.

D. **Area B**—Area bounded by lines joining:

a. 35°36'N, 24°07'E.

b. 36°18'N, 24°07'E.

c. 36°18'N, 25°59'E.

d. 35°35'N, 25°58'E.

e. 35°31'N, 24°11'E.

E. **Area C**—Area bounded by lines joining:

a. 35°36'N, 24°07'E.

b. 36°18'N, 24°07'E.

c. 36°18'N, 25°59'E.

d. 36°25'N, 26°12'E.

e. 36°16'N, 26°40'E.

f. 35°36'N, 26°41'E.

g. 35°31'N, 24°11'E.

F. **Area R1** (Target Collection)—Defined by a circle with a radius of 1,000m centered at position 35°32'00"N, 24°13'00"E.

G. **Area R2** (Target Collection)—Defined by a circle with a radius of 1,000m centered at position 35°28'00"N, 24°11'45"E.

Note.—Area A, Area B, and Area C are active every Wednesday, Thursday, Friday and Saturday from 0530 until sunset, by announcement. These areas are not active on Saturdays during the period from April 1 to October 31, unless there is a relevant announcement.

Area A1 and Area A2 are active daily from 0500 until sunset, except Saturdays, Sundays and holidays, by announcement.

All ships passing through the above areas, during the days and hours that they are activated, must monitor VHF channel 16 on which the Firing Practice Area of Crete broadcasts information.

6. **Areas Controlled By The Air Force.**—Firing practice by aircraft, ships, and land artillery may be scheduled in the following areas, and are normally activated with advance warning.:

A. **Zakynthos**—Area bounded by lines joining:

a. 37°12'N, 20°18'E.

b. 37°56'N, 20°00'E.

c. 37°56'N, 20°28'E.

d. 37°15'N, 20°49'E.

B. **Andros** (E of Nisos Andros)—Area bounded by lines joining:

a. 38°02'N, 24°52'E.

b. 38°16'N, 25°21'E.

c. 37°48'N, 25°49'E.

- d. 37°34'N, 25°23'E.
- e. 37°42'N, 25°01'E.
- f. 38°00'N, 24°52'E.

Note.—The range is active daily from sunrise to sunset, including Saturdays, Sundays, and holidays, by announcement.

C. **Psathoura** (N of Nisos Psathoura)—Area bounded by lines joining:

- a. 39°26'00"N, 23°53'00"E.
- b. 39°43'00"N, 23°40'00"E.
- c. 40°00'30"N, 24°18'00"E.
- d. 39°43'00"N, 24°31'00"E.

Note.—The range is active daily from 0500Z until 1500Z, except Fridays, Saturdays, Sundays, and holidays, by announcement.

D. **Kassandra** (Kolpos Kassandra) —Area bounded by lines joining:

- a. 40°14'30"N, 23°20'00"E.
- b. 40°16'00"N, 23°20'00"E.
- c. 40°16'00"N, 23°29'00"E.
- d. 40°10'00"N, 23°30'00"E.
- e. 40°08'00"N, 23°25'00"E.

E. **Poteidaia** (Thermaikos Kolpos)—Area bounded by lines joining:

- a. 40°13'30"N, 22°58'00"E.
- b. 40°23'00"N, 23°04'45"E.
- c. 40°16'15"N, 23°31'30"E.
- d. 40°04'30"N, 23°23'00"E.

Note.—The range is active daily from 0530Z until 1230Z, except Fridays, Saturdays, Sundays, and holidays, by announcement.

F. **Andravidia** (E of Nisos Zakynthos)—Area bounded by lines joining:

- a. 37°51'N, 21°15'E.
- b. 37°46'N, 21°14'E.
- c. 37°46'N, 21°20'E.
- d. 37°50'N, 21°19'E.

Note.—The range is active daily for 24 hours, except Saturdays, Sundays, and holidays, by announcement.

G. **Palaiohorion** (E of Nisos Zakynthos)—Area bounded by lines joining:

- a. 37°48'30"N, 21°14'48"E.
- b. 37°47'50"N, 21°05'45"E.
- c. 37°41'50"N, 21°07'50"E.
- d. 37°41'25"N, 21°15'45"E.

H. **Messara** (S coast of Kriti)—Area bounded by lines joining:

- a. 35°01'N, 24°36'E.
- b. 35°06'N, 24°10'E.
- c. 35°11'N, 24°10'E.
- d. 35°05'N, 24°36'E.

I. **Nisos Karavia**—Area bounded by lines joining:

- a. 36°56'N, 23°29'E.
- b. 36°42'N, 23°32'E.
- c. 36°41'N, 23°48'E.
- d. 36°47'N, 23°55'E.

J. **Asproneri Zirou** (S coast of Kriti)—Area bounded by lines joining:

- a. 35°01'40"N, 26°00'00"E.
- b. 34°54'30"N, 26°01'00"E.

- c. 34°55'30"N, 25°55'30"E.
- d. 34°58'40"N, 25°52'20"E.

K. **Maleme** (Kolpos Khanion)—Area bounded by lines joining:

- a. 35°29'N, 23°46'E.
- b. 35°29'N, 23°51'E.
- c. 35°34'N, 23°55'E.
- d. 35°36'N, 23°49'E.
- e. 35°36'N, 23°46'E.

Note.—The range is active daily from sunrise until 2100Z, except Fridays, Saturdays, Sundays, and holidays, by announcement.

L. **Nea Anchialos** (Pagasitikos Kolpos)—Defined by a circle with a radius of 5 miles centered on position 39°13'15"N, 22°48'30"E. The range is a prohibited area. It is active daily for 24 hours, except Saturdays, Sundays, and holidays, by announcement.

M. **Pagasitikos** (Pagasitikos Kolpos)—Area bounded by lines joining:

- a. 39°18'05"N, 22°48'30"E.
- b. 39°10'35"N, 22°48'20"E.
- c. 39°17'50"N, 22°58'10"E.
- d. 39°10'25"N, 22°57'50"E.

N. **Amalias** (E of Nisos Zakynthos)—Area bounded by lines joining:

- a. 37°48'00"N, 21°05'00"E.
- b. 37°31'50"N, 21°08'00"E.
- c. 37°31'00"N, 21°20'00"E.
- d. 37°48'00"N, 21°17'00"E.

Note.—The range is active daily from 0500Z until 2200Z, except Fridays, Saturdays, Sundays, and holidays, by announcement.

O. **Astros** (Argolikos Kolpos)—Area bounded by lines joining:

- a. 37°26'15"N, 22°45'20"E.
- b. 37°31'20"N, 22°47'55"E.
- c. 37°29'35"N, 22°51'00"E.
- d. 37°26'30"N, 22°52'00"E.
- e. 37°24'10"N, 22°51'40"E.

P. **Schiza** (Nisis Skhiza)—Between 36°40'N and 36°48'N and 21°40'E and 21°50'E.

Note.—The range is active, by announcement, as follows:

1. Monday—Sunrise to sunset.
2. Tuesday, Wednesday, and Thursday—Sunrise until 2100Z.
3. Friday—Sunrise until 1000Z.

It is not activated on Saturdays, Sundays, and holidays.

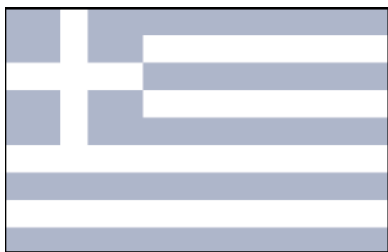
Government

Greece is a parliamentary republic. The country is divided into 51 prefectures and one autonomous region.

Greece is governed by a President by the Chamber of Deputies for a 5-year term. The unicameral 300-member Chamber of Deputies, directly-elected on a proportional representation basis, serves a 4-year term.

The legal system is based on codified Roman law.

The capital is Athens.



Flag of Greece

Holidays

The following holidays are observed:

January 1	New Year's Day
January 6	Epiphany
Clean Monday (Start of Lent)	Variable
March 7	Dodecanese Accession (Rhodes only)
March 10	Kathara Deftera
March 25	Independence Day
Good Friday	Variable
Holy Saturday	Variable
Easter Sunday	Variable
Easter Monday	Variable
Easter Tuesday (half day)	Variable
May 1	Labor Day
Holy Ghost	Variable
August 15	Assumption Day
October 4	Liberation of Xanthi (Xanthi only)
October 26	St. Dimitrios Day (Thessaloniki only)
October 28	OXI Day
December 25	Christmas Day
December 26	Second Day of Christmas

Industries

The main industries include tourism, food and tobacco processing, textiles, chemicals, metal products, mining, and petroleum products.

Languages

Greek is the official language.

Navigational Information

Enroute Volume

Pub. 132, Sailing Directions (Enroute) Eastern Mediterranean.

Maritime Claims

The maritime territorial claims of Greece are, as follows:

Territorial Sea	6 miles.
Fisheries or Economic Zone	6 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

Maritime Boundary Disputes

Complex maritime, air, and territorial disputes with Turkey in the Aegean Sea.

Pilotage

Pilotage is compulsory for all vessels greater than 500 grt. Greek coastwise vessels, Greek naval vessels, and naval vessels of foreign countries that extend free pilotage to Greek naval vessels are exempt from the payment of pilotage.

The pilots, designated by the government and under the jurisdiction of the navy, serve only in an advisory capacity.

To call a pilot, a vessel should make one of the signals as specified in the International Code of Signals.

The port authority must be notified by the captain or agent of the exact hour of sailing, and the notification must be given at least 2 hours prior to the time of sailing in the case of vessels lying in the port, and 10 hours prior in case of vessels lying outside the port.

Vessels lying in the Gulf of Athens must give such notification 24 hours in advance.

Regulations

At most of the important ports vessels are subject to regulations, a copy of which should be obtained on arrival.

Copies of Greek Notices to Mariners may be obtained from local port authorities.

Prohibited Areas to Navigation

Navigation without prior permission from the naval authorities is prohibited in the following areas:

1. Saronikos Kolpos

A. Salamina Naval Base (Stenon Navstathmou)

North limit of the prohibited area—Lines joining the following positions:

- 37°59'51"N, 23°31'19"E.
- 38°00'21"N, 23°35'08"E.
- 38°00'15"N, 23°35'24"E.

South limit of the prohibited area—Lines joining the following positions:

- 37°57'54"N, 23°32'36"E.
- 37°58'00"N, 23°33'24"E.

Inside the above prohibited area is a channel for navigation with a width of 365m defined by the following points:

- a. 38°00'03"N, 23°32'53"E.
- b. 38°00'05"N, 23°33'08"E.
- c. 37°57'56"N, 23°32'57"E.
- d. 37°57'55"N, 23°32'42"E.

The passage of any non-naval vessel through the above channel as well as through the channel found to the S of it, which has a width of 240m and a maximum allowable draft for passage of 10.9m, is permitted under the following conditions and restrictions:

- a. Foreign flag vessels are permitted passage during daytime (sunrise to sunset) after receiving permission from the naval base, which is requested via the Central Harbormaster's Office of Piraeus or Eleusis.
- b. Passage during the night (sunset to sunrise) must, in principle, be avoided. However, if it is necessary, passage may be allowed by permission from Salamina Naval Base.

Permission must be requested through the Harbor-master's Office of Piraeus or Eleusis at least 6 hours in advance of the time of passage and in any case not later than 2000. The request for passage must include the following information:

- a. Vessel's name.
- b. Nationality.
- c. Net registered tonnage.
- d. Total length.
- e. Maximum draft during passage.
- f. Type of cargo.
- g. Requested time for passage.

Vessels using the channel must monitor VHF channel 12. Vessels without a pilot, regardless of flag, before entering the channel must report their intentions to Piraeus pilot station by RT, or by other means, so as to be notified in the event that passage through the channel is prohibited. Salamina Naval Base has the right to postpone, prohibit, or limit passage due to operational or other conditions. Pilotage is required 24 hours for foreign flag vessels over 150 nrt.

Towing by one or more tugboats is obligatory during the day for vessels over 120m in length, and during the night for vessels over 75m in length.

In the S channel, the following conditions apply:

- a. Southbound vessels have priority of passage over northbound vessels.
- b. Small boats and ferries engaged in local traffic must keep clear of vessels entering or exiting the channel.
- c. Warships and merchant vessels with pilots have priority of passage over merchant vessels without pilots.
- d. The passage of ships sailing in opposite directions through the channel is prohibited.

Passage in both channels is not permitted at a speed greater than 6 knots, except in cases when lower speeds are not sufficient for safe passage. In such cases, only the speed which is absolutely necessary in excess of the limit is permitted.

B. Ormos Salaminos—The area bound by the meridians 23°25'57"E and 23°26'36"E, the parallel 37°56'12"N, and the coast to the S.

C. Nisis Psittalia—The area up to a distance of 182m around the coast of Nisis Psittalia.

2. Kikladhes Nisoi

A. Nisos Siros to Ormos Foinikos—The area enclosed by the meridians 24°52'39"E and 24°52'54"E, the parallel 37°23'27"N, and the shoreline to the S.

B. Patraikos Kolpos to Akra Papas—The area, up to a distance of 1.5 miles from the coast, that extends from the point 38°06'06"N, 21°20'42"E to the point 38°10'54"N, 21°28'30"E.

3. Kriti (Crete)

A. Ormos Soudhas—The entire area on the line that joins the following points:

- a. 35°27'53"N, 24°09'34"E.
- b. 35°30'07"N, 24°11'04"E.
- c. 35°30'12"N, 24°10'11"E.

Inside the above prohibited area is a channel for navigation, 365m wide, the axis of which passes through the following points:

- a. 35°28'45"N, 24°10'41"E.
- b. 35°28'52"N, 24°09'24"E.
- c. 35°29'46"N, 24°04'46"E.

Permission from the naval authorities, requested through the Khania Harbormaster's Office, is required for passage through the above channel during daytime and at night for all foreign flag vessels.

The area of the port of Soudhas, which is defined by the following points, is open to navigation and anchorage:

- a. 35°29'25"N, 24°04'38"E.
- b. 35°29'40"N, 24°04'46"E.
- c. 35°29'51"N, 24°04'51"E.
- d. 35°30'04"N, 24°03'48"E.

B. Ormos Kiriadadi—The area of the bay E of a line joining the following points:

- a. 35°18'24"N, 26°16'58"E.
- b. 35°17'50"N, 26°16'34"E.

4. Dhodhekanisos

A. Nisos Leros to Limin Lakki—The area up to a distance of 200m from the coast extending from the point 37°06'59"N, 26°50'31"E to the point 37°07'26"N, 26°51'28"E.

B. Nisos Leros to Ormos Partheni—The area up to a distance of 350m from the coast extending from the point 37°11'48"N, 26°47'02"E to the point 37°11'18"N, 26°47'39"E. The area up to a distance of 100m from the coast extending from the point 37°11'18"N, 26°48'18"E to the point 37°11'26"N, 26°48'16"E.

C. Tris Mpoukes—The area up to a distance of 250m from the coast extending from the point 38°47'15"N, 24°36'00"E to the point 38°46'15"N, 24°37'00"E.

D. Pagasitikos Kolpos to Ormos Almirou—The area of a circle with a radius of 5 miles centered at the point 39°13'15"N, 22°48'30"E.

E. Approaching the coasts without prior permission from the naval authorities is prohibited in the following areas:

a. **Piraeus to Ormos Kannellopoulouar**—The entire bay up to the line joining the following points:

- a. 37°56'02"N, 23°37'30"E.
- b. 37°56'01"N, 23°37'28"E.
- c. 37°55'50"N, 23°37'40"E.
- d. 37°55'50"N, 23°37'42"E.

e. **Nisos Ayios Yeoryios**—The entire coast of the island.

f. **Nisos Poros**—The area up to a distance of 50m from the coast extending from the point 37°30'34"N, 23°27'58"E to the point 37°29'56"N, 23°27'32"E. The area up to a distance of 50m from the coast extending from the point 37°30'31"N, 23°26'58"E to the point 37°30'13"N, 23°27'20"E.

g. **Ormos Ayios Marina**—Approaching and landing at the naval installations on the N shore of the bay are prohibited.

Anchorage and fishing are prohibited up to a distance of 450m from the coast of the same area.

h. **Akra Limnonari**—The area up to a distance of 100m from the coast extending from the point 38°48'40"N, 24°40'30"E to the point 38°48'35"N, 24°40'40"E.

- a. 37°47'06"N, 23°20'24"E.
- b. 37°48'00"N, 23°20'30"E.
- c. 37°45'48"N, 23°24'24"E.
- d. 37°45'24"N, 23°24'12"E.

Ayios Yeoryios (S of Nisos Yeoryios)—Bounded by a line joining the following positions:

- a. 37°12'00"N, 23°50'00"E.
- b. 37°12'00"N, 24°05'00"E.
- c. 37°23'00"N, 24°05'00"E.
- d. 37°23'00"N, 23°50'00"E.

Argolikos Kolpos (S of Nisos Spetsai)—Bounded by a line joining the following positions:

- a. 36°55'00"N, 23°05'00"E.
- b. 36°55'00"N, 23°20'00"E.
- c. 37°12'00"N, 23°20'00"E.
- d. 37°12'00"N, 23°05'00"E.

Drepanon (N of Kriti off Akra Drapanon)—Bounded by a line joining the following positions:

- a. 35°45'00"N, 24°00'00"E.
- b. 35°45'00"N, 24°30'00"E.
- c. 35°26'00"N, 24°30'00"E.
- d. 35°26'00"N, 24°19'00"E.
- e. 35°35'30"N, 24°19'00"E.
- f. 35°35'30"N, 24°00'00"E.

Khios (S of Khios)—At position 37°56'N, 26°10'E.

Lesvos (S of Lesvos)—At position 38°50'N, 26°00'E.

Nisos Karpathos (SE of Nisos Karpathos)—In the vicinity of a line joining position 38°15.6'N, 27°20.6'E and position 35°15.6'N, 27°29.0'E.

Search and Rescue

The Joint Rescue Coordination Center (JRCC) Peiraias is responsible for coordinating search and rescue operations. JRCC Peiraias can be contacted by e-mail, as follows:

jrccpgr@mail.yen.gr

The search and rescue area is divided into five subareas, as follows:

1. RSC Khania—Southwest Aegean Sea.
2. RSC Mytilini—Central Aegean Sea.
3. RSC Patrai—Ionian Sea.
4. RSC Rodos—Southeast Aegean Sea.
5. RSC Thessaloniki—North Aegean Sea.

A network of coast radio stations maintains a continuous listening watch for distress traffic on international distress frequencies.

Submarine Operating Areas

Diaporion (N of Nisoi Dhiaporioi)—Bounded by a line joining the following positions:

- a. 37°50'00"N, 23°10'00"E.
- b. 37°50'00"N, 23°22'00"E.
- c. 37°56'30"N, 23°22'00"E.
- d. 37°56'30"N, 23°10'00"E.

Aiyina (NW of Nisos Aiyina)—Bounded by a line joining the following positions:

Time Zone

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

Traffic Separation Schemes

An IMO-adopted Traffic Separation Scheme is located in Saronikos Kolpos in the approaches to Piraeus.

U.S. Embassy

The U.S. Embassy is situated at 91 Vasilissis Sophias Boulevard, 10160 Athens.

The mailing address is PSC 108, APO AE 09842-0108.

U. S. Embassy Greece Home Page
<http://athens.usembassy.gov>



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Cautions

Extensive local fishing takes place around the island.

Currency

The official unit of currency is the East Caribbean dollar, consisting of 100 cents.

Government

General

Grenada is located in the Caribbean Sea, N of Trinidad and Tobago.

The climate is tropical, tempered by the Northeast Trade Winds, although at times it may be uncomfortable. The dry season lasts from January to May.

The terrain is volcanic in origin, with central mountains forming a ridge running down the center of the island.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.



Flag of Grenada

Grenada is an independent commonwealth of the United Kingdom. The country is divided into six parishes and one dependency.

Elizabeth II, recognized as the Chief of State, appoints a Governor-General. The bicameral Parliament consists of an appointed 13-member Senate and a directly-elected 15-member House of Representatives, serving 5-year terms.

The legal system is based on English common law.

The capital is Saint George's.

Holidays

The following holidays are observed:

January 1	New Year's Day
February 7	Independence Day
Good Friday	Variable
Holy Saturday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
Whitsunday	Variable
Whitmonday	Variable
Corpus Christi	Variable
First Monday and Tuesday in August	Emancipation Day
Second Monday and Tuesday in August	Carnival
October 25	Thanksgiving Day
December 25	Christmas Day
December 26	Boxing Day

Industries

The main industries include food and beverage, textiles, light assembly operations, tourism, and construction.

Languages

English is the official language. French is also spoken.

Navigational Information

Enroute Volume

Pub. 147, Sailing Directions (Enroute) Caribbean Sea Volume 1.

Maritime Claims

The maritime territorial claims of Grenada are, as follows:

Territorial Sea *	12 miles.
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Fisheries or Economic Zone 200 miles.

* Requires advance permission or notification for innocent passage of warships in the territorial sea.

Pilotage

Pilotage is compulsory for vessels of more than 200 grt. Pilots meet vessels NE of Annas Shoal and will take a vessel in at night.

Search and Rescue

The Grenada Coast Guard is responsible for the coordination of search and rescue operations.

Signals

Visual storms signals are displayed by day, as follows:

Signal	Meaning
One red triangular flag	Winds of 28 to 33 knots expected.
One square red flag, with a centered black square	Winds of 34 to 63 knots expected.
Two square red flags, with a centered black square, vertically disposed	Winds over 63 knots expected.
Note. —At night, two red lights, vertically disposed, are shown when winds over 63 knots are expected.	

Time Zone

The Time Zone description is QUEBEC (+4). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Point Salines, Saint George's.

The mailing address is P.O. Box 54, Saint George's, Grenada, West Indies.



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General

Guadeloupe is an archipelago of nine inhabited islands located in the central portion of the Leeward Islands. Basse-Terre is volcanic in origin and contains interior mountains; an active volcano, from which smoke is always visible and flames are frequently visible, lies on the S end of the island. Grande-Terre is a low limestone formation surrounded by coral reefs. Most of the remaining islands are volcanic in origin.

St. Barthelemy and St Martin lie about 135 miles NW of Guadeloupe. The S half of the island of St. Marten is part of the Netherlands Antilles.

The subtropical climate of the islands is moderated by the trade winds. Rainfall is abundant in the mountains of Basse-Terre but is sparse over Grande-Terre. There are three distinct seasons, as follows:

1. November to April—Cool season.
2. April to July—Warm and dry season.
3. July to November—Warm and wet season.

Guadeloupe lies in the hurricane belt. The hurricane season is from July until November.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Euro, consisting of 100 cents.

Government



Flag of Guadeloupe

Guadeloupe is an overseas department of France. The island elects two senators to the French Senate and four deputies to the French National Assembly.

Guadeloupe is administered by the directly-elected General Council, consisting of 42 members serving 6-year terms, and the directly-elected Regional Council, consisting of 41 members serving 6-year terms.

The legal system is based on French law.

The capital is Basse-Terre.

Holidays

The following holidays are observed:

January 1	New Year's Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
May 8	World War II Victory Day
Ascension Day	Variable
Whitsunday	Variable
Whitmonday	Variable
July 14	Bastille Day
August 15	Assumption Day
November 1	All Saints' Day
November 11	Armistice Day
December 25	Christmas Day

Industries

The main industries include sugarcane and pineapple production, sugar refining, tourism, food processing, rum, and cement.

Languages

French is the official language; however, a majority of the population speaks a Creole dialect.

Navigational Information

Enroute Volume

Pub. 147, Sailing Directions (Enroute) Caribbean Sea Volume 1.

Maritime Claims

The maritime territorial claims of Guadeloupe are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.

Continental Shelf

Depth of 200m or the Limit of Exploitation.

* Claims straight baselines.

Regulations

Vessels in transit or stationary within the territorial waters, except when alongside in port, should maintain a continuous listening watch on VHF channel 16 and respond to calls by official vessels and French coast radio stations.

Reporting System (SURNV)

The SURNV system is intended to prevent accidental pollution in the territorial water of Guadeloupe and the waters within 50 miles of the coast of Guadeloupe.

Covered Vessels.—The regulations are mandatory for the following vessels:

1. Vessels carrying hydrocarbons or the gaseous residues of hydrocarbons as specified in Annex 1 of MARPOL 73.
2. Non-inert tankers and vessels carrying the following:
 - a. Noxious liquid substances as specified in Annex 2 of MARPOL 73 and classed in Category A and Category B in Chapter 17 of the IBC Code.
 - b. Liquefied gas in bulk.
 - c. Plutonium-239, uranium-233, uranium-235, or uranium-238, or all materials containing them with the exception of ores.
 - d. Acetaldehyde (UN 1089), ether ethyl (UN 1155), ethyl vinyl ether (UN 1302), monoethylamine (UN 1036), ammonium nitrate (UN 0222), or propylene oxide (UN 1280).
 - e. Composite organochlorides, such as organochloride pesticides (UN 2761, UN 2762, UN 2995, and UN 2996).
3. Vessels carrying the following:
 - a. Noxious liquid substances as specified in Annex 2 of MARPOL 73 and not listed above.
 - b. Harmful liquid substances as specified in Annex 3 of MARPOL 73.
 - c. Dangerous cargo as specified in the International Maritime Code of Dangerous Goods (IMDG), including radioactive materials specified in the INF Code.
 - d. Dangerous cargo as specified in Chapter 17 of the IBC Code and Chapter 19 of the IGC Code.

SURNV-FRANCE Messages.—All vessels listed in paragraph 1 and paragraph 2 of **Covered Vessels** preparing to pass through or stay in the territorial waters of Guadeloupe must send a SURNV-FRANCE message to CROSS Antilles-Guyane 6 hours prior to entering the territorial waters of Guadeloupe or 6 hours prior to departing from a port or anchorage in Guadeloupe.

The message covers the entire planned voyage in the territorial waters until departure or until arrival at the destination, even if the vessel's route takes it out of these waters and back in again. If there is a change in the vessel's planned route, or the vessel is unable to maneuver or navigate, the vessel must send a correcting message as soon as possible.

SURNAV-FRANCE messages should be sent to CROSS Antilles-Guyane and prefixed SURNAV-FRANCE using any method available to the vessel. Messages should be sent in the format given in the table below and should also include the following additional information:

1. Intended movements within territorial waters.
2. Current ability to maneuver and navigate.

SURNAV-FRANCE Message	
Designator	Information required
ALFA	Vessel's name, call sign, and flag.
BRAVO	Date and time UT (GMT), suffixed ZULU (6 figures DD/HH/MM).
CHARLIE	Position.
ECHO	Course.
FOXTROT	Speed.
GOLF	Origin.
HOTEL	1. Date, time UT (GMT), and position of entering territorial waters. * 2. Date, time UT (GMT), and place of departure. * *Whichever is appropriate.
INDIA	Destination.
KILO	1. Date, time UT (GMT), and position of leaving territorial waters. * 2. Date and time UT (GMT), of arrival at destination (port, anchorage, waiting position, deballasting position) within territorial waters. * *Whichever is appropriate.
MIKE	Radio watch maintained.
OSCAR	Draft.
PAPA **	Cargo—type (as defined by MARPOL 73) and quantity.
QUEBEC	Any defects, damage, faults, or restrictions.
UNIFORM	Type of vessel.
XRAY	Other remarks.
ZULU	End of message.
** Vessels should refer to IMO Resolution A.851(20) in order to correctly give the information requested.	

Vessels arriving from outside the European Union.—All vessels listed in paragraph 1, paragraph 2, and paragraph 3 of **Covered Vessels** arriving from a port outside the European Union and intending to anchor in territorial waters of Guadeloupe must send a message when departing from the loading port, or as soon as possible if changing destinations, using any method available to the vessel to CROSS Antilles-Guyane stating either the following information or indicating the authority holding this information in the European Union:

1. Vessel name and call sign.

2. Flag.
3. Draft and loa.
4. Destination port.
5. ETA at destination port, pilot station, or designated anchorage, as requested by the local authority
6. ETD.
7. Planned itinerary.
8. Precise technical names of dangerous or polluting cargo; UN numbers, if necessary; risk classes, as defined by the IMO in accordance with the IMDG Code and the IBC/IGC compendium; and the INF category of the vessel, if necessary.
9. Confirmation that a list, manifesto, or loading diagram held on board that details the dangerous or polluting cargo on board the vessel and the location of it.
10. Number of crew.

Incident/Accident Report.—Vessels of 300 gross tons and over on a commercial voyage and navigating within the limits of the Economic Zone, or when outside the limits of the zone but less than 50 miles from the coast must immediately report the following:

1. Every incident or accident affecting the safety of the vessel (collision, stranding, damage, breakdown or failure, invasion or movement of cargo, or all defects within the hull or damage to the structure).
2. Every incident or accident affecting the safety of navigation (damage likely to affect the vessel's maneuverability or navigation, or every defect affecting the propulsion systems, steering gear, the production of power, or the navigation or communication equipment).
3. Every situation likely to lead to pollution (discharge or risk of discharge of pollutants into the sea).
4. Every slick of pollution and every drifting container seen in the sea.

Messages should be sent to CROSS Antilles-Guyane using any method available to the vessel, in the format given below.

Incident/Accident Report	
Designator	Information required
ALFA	Vessel's name, call sign, and flag.
BRAVO	Date and time UT (GMT), suffixed ZULU (6 figures DD/HH/MM).
CHARLIE	Position.
ECHO	Course.
FOXTROT	Speed.
GOLF	Origin.
INDIA	Destination and ETA.
MIKE	Radio watch maintained.
OSCAR	Draft.
PAPA *	Cargo and details of dangerous or pollutant cargo on board.
QUEBEC *	Nature of incident or situation, with damage or problem suffered.

Incident/Accident Report	
Designator	Information required
ROMEO *	Description of the pollution caused and of all containers, parcels, or cargo lost overboard or observed drifting and presenting a danger to navigation and/or the environment.
TANGO	Owner's details, charter company, and possible consignees in France.
UNIFORM	Vessel type, characteristic, and tonnage.
WHISKEY	Number of people on board.
XRAY *	Date and time (UT/GMT) of possible call for assistance or towing, possible presence and name of assisting vessel, time (UT/GMT) of contacting a possible assisting vessel, or other information.
YANKEE	Request transmission of report to another system (AMVER, AUSREP, JASREP, MAREP, etc.).
ZULU	End of message.

Incident/Accident Report	
Designator	Information required
* Vessels should refer to IMO Resolution A.851(20) in order to correctly give the information requested.	

Listening watch—Throughout the duration of a transit or stay in territorial waters, vessels listed in paragraph 1, paragraph 2, and paragraph 3 of **Covered Vessels** must maintain a continuous listening watch on 2182 kHz, VHF channel 16, and any other frequency they are advised to listen on.

Search and Rescue

See Martinique—Search and Rescue.

Time Zone

The Time Zone description is QUEBEC (+4). Daylight Savings Time is not observed.

U.S. Embassy

Guadeloupe is an overseas department of France. There is no diplomatic representation.



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General

Guatemala, the northernmost Central American country, is bordered by Mexico to the N and W, by Belize to the NE, and by Honduras and El Salvador to the E. It has about 70 miles of coast on the Caribbean side and 220 miles on the Pacific side. San Jose is the largest port on the Pacific coast.

The climate is tropical; hot and humid in the lowlands, and cooler in the highlands.

The terrain is mostly mountains with narrow coastal plains and rolling limestone plateaus.

The entire Pacific coast is bordered by a 30 mile wide belt of tropical lowland backed inland by high mountainous country of volcanic origin. Many of the peaks of this range rise to elevations in excess of 3,658m.

The Pacific slope of this range is the most densely-populated section of the country. Violent earthquakes are a frequent occurrence and in the past have caused considerable damage to the capital city of Guatemala.

The N part of the country contains the great plain of Peten, a low, humid, and heavily-forested area which comprises about one-third of the total territory of the state.

The greater part of this region is uncultivated, although many districts have extremely fertile soils and an abundance of water.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the quetzal, consisting of 100 centavos.

Government

Guatemala is a republic with a traditionally dominant executive. The country is divided into 22 departments.

Guatemala is governed by a directly-elected President who serves a 4-year term. The unicameral Congress consists of 158 directly-elected members serving 4-year terms.

The capital is Guatemala City.



Flag of Guatemala

Holidays

The following holidays are observed:

January 1	New Year's Day
Holy Thursday	Variable
Good Friday	Variable
Holy Saturday	Variable
Easter Sunday	Variable
May 1	Labor Day
June 30	Army Day
August 15	Assumption Day
September 15	Independence Day
October 20	Revolution Day
November 1	All Saints' Day
December 24	Christmas Eve (half day)
December 25	Christmas Day
December 31	New Year's Eve (half day)

Industries

The principal industries are food and beverages, coffee, tobacco, chemicals, hides and skins, and non-metallic minerals.

Languages

The languages of the country are Spanish and Amerindian.

Navigational Information

Enroute Volumes

Pub. 148, Sailing Directions (Enroute) Caribbean Sea Volume 2.

Pub. 153, Sailing Directions (Enroute) West Coasts of Mexico and Central America.

Maritime Claims

The maritime territorial claims of Guatemala are, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Claims Bahia de Amatique as a historic bay.

Search and Rescue

A Maritime Rescue Coordination Center is located at the Joint Operations Center, Guatemala City, for both the Atlantic coast and the Pacific coast.

Time Zone

The Time Zone description is SIERRA (+6). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at 7-01 Avenida de la Reforma, Zone 10, Guatemala City.

The mailing address is APO AA 34024.

U. S. Embassy Guatemala Home Page
<http://guatemala.usembassy.gov>



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Government



Flag of Guinea

General

Guinea lies on the W coast of Africa between Guinea-Bissau and Sierra Leone and has a coastline of 170 miles on the Atlantic Ocean. The coastal plain has an irregular and swampy shoreline and extends inland for 50 miles.

All parts of Guinea have a humid tropical climate. Temperature ranges at Conakry from a daily high of 30°C to a low of 23°C. Rainfall is heavy and is more than 3,810mm along the coast.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Guinean franc, consisting of 100 centimes.

Guinea is a republic. The country is divided into 33 prefectures and one special zone.

Guinea is governed by a popularly-elected President who serves a 5-year term. The Prime Minister and the Council of Ministers are appointed by the President. The unicameral 114-member People's National Assembly is directly-elected to serve 5-year terms.

The legal system is based on French civil law, customary law, and decree.

The capital is Conakry.

Holidays

The following holidays are observed:

January 1	New Year's Day
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April 3	Second Republic Day
May 1	Labor Day
August 15	Assumption Day
October 2	Independence Day
December 25	Christmas Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Tabaski, and the Prophet's Birthday.

Industries

Agricultural products include rice, bananas, palm oil, and corn.

Languages

French is the official language. Each ethnic group has its own language.

Navigational Information

Enroute Volume

Pub. 143, Sailing Directions (Enroute) West Coast of Europe and Northwest Africa.

Maritime Claims

The maritime territorial claims of Guinea are, as follows:

Territorial Sea	12 miles.
Fisheries or Economic Zone	200 miles.

Search and Rescue

Kamsar Coast Radio Station (3XO) maintains a continuous listening watch for distress traffic on VHF channel 16.

Time Zone

The Time Zone description is ZULU. Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Rue Ka 038, Conakry. The mailing address is B. P. 603, Conakry.

U. S. Embassy Guinea Home Page
<http://conakry.usembassy.gov>



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Government



Flag of Guinea-Bissau

General

Guinea-Bissau lies on the W coast of Africa. Its neighbors are Senegal on the N, Guinea on the E and SE, and the Atlantic Ocean on the W and NW.

The climate is hot and humid, with a monsoonal-type rainy season (June to November) with SW winds and a dry season (December to May) with NE harmattan winds. The annual rainfall ranges from 1,270 to 3,050mm.

The coast is heavily indented by deep inlets or gulfs. Off the coast, many islands are separated from the mainland by creeks.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Communauté Financière Africaine franc (CFAF), consisting of 100 centimes.

Guinea-Bissau is a multi-party republic. The country is divided into nine regions.

Guinea-Bissau is ruled by a directly-elected President who serves a 5-year term. The unicameral National People's Assembly consists of 100 directly-elected members serving 4-year terms.

The capital is Bissau.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 20	Death of Amílcar Cabral
March 8	International Women's Day
May 1	May Day

August 3	Pidjiguiti Day	Fisheries or Economic Zone	200 miles.
September 24	Independence Day		
December 25	Christmas Day		

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan) and Eid Al-Adha.

Industries

The economy of Guinea-Bissau is based on farming and fishing.

Languages

Portuguese is the official language. Crioulo, and other indigenous African languages are also spoken.

Navigational Information

Enroute Volume

Pub. 143, Sailing Directions (Enroute) West Coast of Europe and Northwest Africa.

Maritime Claims

The maritime territorial claims of Guinea-Bissau are, as follows:

Territorial Sea	12 miles.
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Search and Rescue

Bissau Coast Radio Station (J5M) maintains a continuous listening watch for distress traffic on 2182 kHz and VHF channel 16.

Time Zone

The Time Zone description is ZULU. Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy suspended operations on 14 June 1998. Diplomatic issues are currently (2002) handled by the U. S. Embassy in Senegal.

U. S. Embassy Senegal Home Page
<http://dakar.usembassy.gov>



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Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the gourde, consisting of 100 centimes.

Government

General

Haiti, occupying the western third of the island of Hispaniola, is composed mostly of mountains which reach the coast in many places. The highest of the three major mountain ranges is about 2,680m.

There are several large fertile plains among the mountains. The coast line is quite irregular producing numerous small bays and coves.

The largest river, the Riviere de l'Artibonite, is navigable by small craft for about 100 miles.

The tropical climate produces annual coastal temperature extremes between 20°C and 37°C. Rainfall patterns vary throughout the island but at the capital city annual rainfall averages 1,372mm.



Flag of Haiti

Haiti has an elected government. The country is divided into nine departments.

Haiti is governed by a directly-elected president who serves a 5-year term. The bicameral National Assembly is composed of a directly-elected 27-member Senate, who serve 6-year

terms, and a directly-elected 83-member Chamber of Deputies, who serve 4-year terms.

The legal system is based on Roman civil law.

The capital is Port-au-Prince.

Holidays

The following holidays are observed:

January 1	New Year's Day/Independence Day
January 2	Ancestor's Day
April 7	Death of Toussaint Louverture
April 14	Americas Day
Carnival	Variable
Good Friday	Variable
Easter Sunday	Variable
May 1	Labor Day
May 18	Flag Day and University Day
May 22	Sovereignty and Thanksgiving Day
Ascension Day	Variable
Corpus Christi	Variable
August 15	Assumption Day
October 8	Death of Henri Christophe
October 17	Death of Jean-Jacques Dessalines
October 24	United Nations Day
November 1	All Saints' Day
November 2	All Souls' Day
November 18	Vertieres Day (Armed Forces Day)
December 5	Discovery of Haiti
December 25	Christmas Day

Industries

Agriculture is the most important economic activity.

Languages

French and Creole are the official languages.

Navigational Information

Enroute Volume

Pub. 147, Sailing Directions (Enroute) Caribbean Sea Volume 1.

Maritime Claims

The maritime territorial claims of Haiti are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone **	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	Limit of Exploitation.

* Draws the territorial sea limits in a manner which implies straight baselines, including across the mouth of the Golfe de la Gonave.

** Also considered a security zone.

Maritime Boundary Disputes

Claims U.S.-administered Navassa Island (18°24'N., 75°01'W.).

Regulations

Vessels are prohibited from entering Haitian ports between the hours of 1800 and 0600.

Search and Rescue

The Maritime Rescue Coordination Center (MRCC) Semannah of the Haitian Maritime Navigation Service is responsible for coordinating search and rescue operations.

Time Zone

The Time Zone description is ROMEO (+5). Daylight Savings Time (QUEBEC (+4)) is observed from the first Sunday in April until the Saturday before the last Sunday in October.

U.S. Embassy

The U.S. Embassy is situated at 5 Harry Truman Boulevard, Port-au-Prince.

The mailing address is P.O. Box 1761, Port-au-Prince.

U. S. Embassy Haiti Home Page
<http://portauprince.usembassy.gov>



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Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the lempira, consisting of 100 centavos.

Government

General

Honduras is located in Central America, bordering the Caribbean Sea, between Guatemala and Nicaragua and bordering the North Pacific Ocean, between El Salvador and Nicaragua.

Honduras has a 400 mile coastline along the Caribbean Sea and a short 40 mile Pacific outlet in the Golfo de Fonseca. It shares borders with Nicaragua, Guatemala and El Salvador.

The terrain is predominately mountainous, with a narrow plain on the Pacific side and a wide coastal plain on the Caribbean side. The high mountain ranges in the interior rise to elevations of about 3,048m in places, but elsewhere, the heights rarely exceed 1,524m.

Both coastal areas are typically tropical with a hot, humid climate. The climate is temperate in the mountains.



Flag of Honduras

Honduras is a democratic constitutional republic. The country is divided into 18 departments.

Honduras is governed by a directly-elected President who serves a 4-year term. The unicameral National Congress is composed of 128 members, serving 4-year terms, elected by proportional representation.

The legal system is based on Roman civil law, Spanish civil law, and English common law.

The capital is Tegucigalpa.

Holidays

The following holidays are observed:

January 1	New Year's Day
Holy Thursday	Variable
Good Friday	Variable
Holy Saturday	Variable
Easter Sunday	Variable
April 14	Panamerican Day
May 1	Labor Day
September 15	Independence Day
October 3	Francisco Morazan's Birthday
October 12	Columbus Day (Dia de la Raza)
October 21	Armed Forces Day
December 25	Christmas Day

Industries

The main industries are based on manufacturing, agriculture, forestry, and mining.

Languages

The languages of the country are Spanish and Amerindian dialects.

Navigational Information

Enroute Volumes

Pub. 148, Sailing Directions (Enroute) Caribbean Sea Volume 2.

Pub. 153, Sailing Directions (Enroute) West Coasts of Mexico and Central America.

Maritime Claims

The maritime territorial claims of Honduras are, as follows:

Territorial Sea *	12 miles.
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Contiguous Zone 24 miles.

Fisheries or Economic Zone 200 miles.

* Claims straight baselines. Claims Golfo de Fonseca as a historic bay.

Maritime Boundary Disputes

Advised by the ICJ to adopt a tripartite resolution with El Salvador and Nicaragua to establish a maritime boundary in Golfo de Fonseca which considers Honduran access to the Pacific Ocean.

Territorial dispute with Colombia and Nicaragua over Isla de San Andres (12°33'N., 81°43'W.), Isla Providencia (13°21'N., 81°22'W.), and the Quito Sueno Bank (14°15'N., 81°15'W.) region.

Conejo Island, in Golfo de Fonseca, claimed by El Salvador.

Claims Sapodilla Cays (16°07'N., 88°16'W.) off the coast of Belize.

Search and Rescue

The Central America Air Traffic Control Center (CEN-AMER ACC), in conjunction with the Honduran Armed Forces, is responsible for the coordination of search and rescue operations. RCC Honduras cooperates with the Belize Air Traffic Service and the Belize Defense Forces during normal hours of operation.

Time Zone

The Time Zone description is SIERRA (+6). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Avenida La Paz, Apartado Postal No. 3453, Tegucigalpa.

The mailing address is American Embassy, APO AA 34022, Tegucigalpa.

<p>U. S. Embassy Honduras Home Page http://www.usmission.hn</p>



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General

Ireland is located in Western Europe, occupying almost 85 per cent of the island of Ireland in the North Atlantic Ocean, W of Great Britain.

The climate is temperate maritime modified by the North Atlantic Current. The winters are mild and the summers cool. The climate is consistently humid, and overcast about half the time.

The terrain is mostly level with rolling interior plain surrounded by rugged hills and low mountains terminating in sea cliffs on the W coast.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

High speed craft operate between the coast of Ireland and the coast of the United Kingdom. For further information on high speed craft, see United Kingdom.

Currency

The official unit of currency is the Euro, consisting of 100 cents.

Fishing Areas

Southwest Coast

Trawlers fish for a considerable distance off the SW coast of Ireland, principally in the autumn, however, such vessels may be encountered here at any time of year. The fishing grounds are limited to within depths of 550m and extend from off Fastnet Rock to a position in 51°10'N, 14°30'W, and then N to Porcupine Bank. These deep sea fishing grounds also extend S from off Fastnet Rock to 49°00'N.

Drift nets may be met with off the SW coast of Ireland far offshore from April to June and inshore during September and October.

British and French mackerel drifters may be encountered during the months of April to June between the latitudes of the Fastnet and the Scilly Isles, and between the meridians of 11°00'W and 6°00'W. Mackerel drifters normally lie to their nets, which may extend up to 3.5 miles and are only marked by a can buoy at the end and occasional floats. The usual lights for a drift net vessel are exhibited by the drifters. It is not possible to steam over the drift nets without doing damage as they lie on the surface.

South Coast

Trawling is carried out year round on Nymph Bank.

East and North Coasts

From Tuscar Rock to Inishtrahull, trawling is carried on throughout the year, mostly between Dublin Bay and Lough Strangford, off Larne, and E of Inishtrahull and in the approaches to North Channel.

Nets may be encountered off Waterford and South Wexford coast, up to 30 miles off, from February to June; close off the E coast of Wexford and the coasts of Wicklow and Dublin, nets may be encountered from October to January; from 10 to 25 miles offshore between E and NE of Howth, from June to August; off Ardglass, from May to August; close inshore off Kilkeel, during September and October.

West Coast

Some trawling is carried on in Dingle Bay, from October to June, and in Galway Bay and Donegal Bay throughout the year.

Drift nets are also employed in Galway Bay during September and October; off the N coast of Mayo and N and W coasts of Donegal, not far offshore, from July to September; and up to 40 miles W of Inishtrahull, during January, February, May, and June.

Northwest Coast

Trawling is carried out on the NW coast, on and E of Vidal Bank, and NW of Tory Island, in depths of 200 to 550m. These deep sea grounds extend N to St. Kilda and beyond.

Government



Flag of Ireland

Ireland is a republic. The country is divided into 26 counties. Ireland is governed by a directly-elected President who serves a 7-year term. The Prime Minister is nominated by the House of Representatives and appointed by the President. The

bicameral Parliament composed of the appointed 60-member Senate, serving 5-year terms, and the 166-member House of Representatives, directly elected using a proportional representation system, serving 5-year terms.

The legal system is based on English common law, substantially modified by indigenous concepts.

The capital is Dublin.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 6	Epiphany
March 17	Saint Patrick's Day (except when this date falls on a Sunday, when the feast is kept on March 18)
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
First Monday in May	Bank Holiday
Ascension Day	Variable
Corpus Christi	Variable
First Monday in June	Bank Holiday
First Monday in August	Bank Holiday
August 15	Assumption Day
Last Monday in October	Bank Holiday
November 1	All Saints' Day
December 8	Immaculate Conception
December 25	Christmas Day
December 26	St. Stephen's Day

Industries

The main industries include food products, brewery products, textiles, clothing, chemicals, pharmaceuticals, machinery, transportation equipment, glass and crystal.

Languages

Irish is the first official language. English is recognized as the second official language.

Navigational Information

Enroute Volume

Pub. 142, Sailing Directions (Enroute) Ireland and the West Coast of England.

Maritime Claims

The maritime territorial claims of Ireland are, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	No specified limit.

* Claims straight baselines

Maritime Boundary Disputes

Dispute with Denmark, the United Kingdom, and Iceland over the Faroe Islands' continental shelf boundary outside 200 miles.

Pilotage

In addition to signals of the International Code, any vessel requiring a pilot at night should show a blue light every 15 minutes, and a bright white light, flashed or shown just above the bulwarks at short or frequent intervals, for about 1 minute at a time.

Deep Sea Pilotage

For information concerning Deep Sea Pilotage in the North Sea, the English Channel, and Skagerrak, see United Kingdom—Pilotage.

Regulations

Protection of Whales and Dolphins

Since 1981, all Irish waters have been declared a whale and dolphin sanctuary. Regulations prohibit the deliberate disturbance of these marine mammals.

There are definite risks associated with engaging these mammals, particularly the larger whales. Generally they are present some distance offshore, in open waters, and late in the year when weather conditions are not suitable for small craft. As wild animals, their actions are unpredictable if they feel their young are at risk and, considering their size, are capable of causing damage to small craft.

The following guidelines are to be followed in case of interaction with large mammals within Irish waters:

1. When whales or dolphins are first sighted, vessels should maintain a steady course.
2. Vessels should be maintained below 7 knots.
3. Do not attempt to pursue any whales or dolphins encountered.
4. In the case of dolphins, they will often approach craft and may engage in "bow riding." Always allow dolphins to approach a vessel rather than attempt to go after them.
5. Maintain a distance of at least 100m from whales.
6. Maintain a distance of 200m between other vessels in the vicinity.
7. Attempt to take a course parallel to the direction the whales or dolphins are taking.
8. Do not corral whales or dolphins between vessels.
9. Special care must be taken when young calves are seen. Do not come between a mother and her calf.
10. Successive vessels must follow the same course.

11. Vessels should not spend more than 30 minutes with the whales or dolphins.

12. Do not attempt to swim with the whales or dolphins.

Vessels that do encounter any species are encouraged to log all sightings and to advise the Irish Whale and Dolphin Group or the National Parks and Wildlife Service.

Irish Whale and Dolphin Group

Mail: Dr. Simon Berrow
Irish Whale and Dolphin Group
Merchants Quay
Kilrush, County Clare
Ireland

Telephone: +353-86-8545450

E-mail: sightings@iwdg.ie

Web address: <http://www.iwdg.ie>

National Parks and Wildlife Service

Mail: 7 Ely Place
Dublin 2, Ireland

Telephone: +353-1-8882000

Facsimile: +353-1-8883272

E-mail: natureconservation@environ.ie

Web address: <http://www.npws.ie>
<http://www.environ.ie>

Particularly Sensitive Sea Areas (PSSA)

The waters off the W coast of the United Kingdom, Ireland, Belgium, France, Spain, and Portugal, from the Shetland Islands in the N to Cabo San Vicente in the S, including the English Channel, were granted (2004) the status of PSSA by the International Maritime Organization.

A PSSA is an area that requires special protection because of its vulnerability to damage caused by marine activities. Vessels operating in or near such an area should exercise the utmost care to avoid damage to the maritime environment and the marine organisms in it. No waste should be discharged overboard.

The Western Europe Tanker Reporting System (WETREP) was instituted to help protect the environment of the PSSA.

Western Europe Tanker Reporting System (WETREP).

The Western Europe Tanker Reporting System (WETREP), a mandatory reporting system, is in effect. The Reporting Area covers the waters off Belgium; the W coast and English Channel coasts of France; Ireland; Portugal; the N and W coasts of Spain; and the English Channel and W coasts of the United Kingdom, including the Shetland Isles.

Further information on WETREP can be found in United Kingdom—Regulations—Reporting Systems.

Search and Rescue

The Irish Coast Guard is responsible for conducting search and rescue operations through the Maritime Rescue Coordination Center (MRCC) and Maritime Rescue Coordination Sub-centers (MRSC), as follows:

1. MRCC Dublin.
2. MRSC Valentia.
3. MRSC Malin Head.

These facilities maintain a continuous listening watch for distress traffic on 2187.5 kHz, VHF channel 16, and VHF channel 70 and can be reached by e-mail, as follows:

MRCC Dublin:	mrccdublin@dcmnr.gov.ie mrccdublin@irishcoastguard.ie
MRSC Valentia:	mrscvalentia@irishcoastguard.ie
MRSC Malin Head:	mrscmalinhead@irishcoastguard.ie

The Royal National Lifeboat Institution (RNLI), which is a private organization supported entirely by voluntary contributions, maintains 250 lifeboats of various types at 211 lifeboat stations around the coast of the United Kingdom, the Republic of Ireland, the Isle of Man and the Channel Islands; 19 all-weather lifeboats are located in the Republic of Ireland. Every all-weather lifeboat is equipped the following:

1. VHF radiotelephone and DSC equipment.
2. Medium frequency radiotelephone and DSC equipment.
3. High frequency radiotelephone and DSC equipment
4. VHF direction-finding equipment capable of detecting EPIRB and PLB transmissions on marine VHF frequencies and on 121.5 MHz.
5. Radar capable of activating and detecting SART transponders.

The Community Inshore Rescue Service, a locally funded rescue service manned by volunteers, maintains eight lifeboats around the coast of Ireland.

The Irish Coast Guard, a volunteer organization, maintains 52 coastal units whose primary function is to assist craft in distress on or near the coast. These stations are located, as follows:

1. Malin Head Division (NW coast)—9 stations.
2. Valentia Division (W and SW coasts)—23 stations.
3. Dublin Division (E and SE coasts)—20 stations.

Signals

Storm warnings are only broadcast by radio. No visual storm signals are shown.

Time Zone

The Time Zone description is ZULU. Daylight Savings Time (ALFA (-1)) is maintained from the last Sunday in March until the Saturday before the last Sunday in October.

Traffic Separation Schemes

A Traffic Separation Scheme has been established by the Government of Ireland in the approaches to Dublin. This scheme is not IMO adopted.

U.S. Embassy

The U.S. Embassy is situated at 42 Elgin Road, Dublin 4. The mailing address is the same.

U. S. Embassy Ireland Home Page
<http://dublin.usembassy.gov>



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General

Israel, located in the Middle East, is bordered on the NW side by the Mediterranean Sea, on the N side by Lebanon, on the NE side by Syria, on the SE side by Jordan and the Gulf of Aqaba, and on the SW side by Egypt. The country extends about 260 miles in a N/S direction and varies from 10 to 65 miles in width. The Sinai Peninsula was formerly occupied by Israel after the 1967 Six Day War until 1982. The Gaza Strip, the westernmost coastal area, is now largely administered by the Palestinian Authority. The Dead Sea, lying on the E side of the country, is 400m below sea level and the lowest point on the earth's surface. The terrain consists of low, coastal plains, central mountains, and the Negev Desert in the S.

The climate is primarily temperate, although it is hot and dry in the S and E areas.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Egypt—Cautions.

Locust Reports

See Egypt—Cautions for further information.

Currency

The official currency is the new Israeli shekel, consisting of 100 new agorot.

Firing Areas

Firing and bombing practices may take place off the coast of Israel in the exercise areas best seen on the chart.

Vessels should approach with caution and avoid crossing firing danger areas. Such danger areas, dates and hours of these practices are broadcast by Haifa Radio (4XO) at least 24 hours in advance and repeated every 4 hours until the end of the practice.

Though every effort will be made to broadcast the navigational warnings related to firing practices at least 24 hours in advance, mariners are warned that a firing practice may take place at short notice.

Mariners are requested to listen to Haifa Radio at the time of the last transmission of warnings prior to their departure from an Israeli port.

Government

Israel, an independent sovereign republic, was originally proclaimed in 1948. The country is divided into six districts.



Flag of Israel

The Knesset, directly elected for a 4-year term, is a 120-member Parliament. The system of election is by proportional representation. Executive power lies in the Cabinet, headed by the directly-elected Prime Minister. The President of the Knesset, who serves as chief of state for a maximum of two 5-year terms, is chosen by the Knesset.

The legal system is based on English common law, British Mandate regulations, and, in personal matters, Jewish, Christian, and Muslim traditions.

The capital, as proclaimed in 1950, is Jerusalem. The United States, like nearly all other countries, does not recognize this status and maintains its Embassy in Tel Aviv.

Holidays

The following holiday is observed:

Labor Day

May 1

Other holidays, which are dependent on the appearance of the moon, include Passover, Independence Day, Pentecost, Rosh Hashana (Jewish New Year), Yom Kippur (Day of Atonement), and the Feast of the Tabernacles.

Industries

Agriculture is an important industry. Other major industries include food processing, diamond cutting and polishing, textiles and apparel, chemicals, metal products, military and electrical equipment, potash mining, and tourism.

Languages

The official language is Hebrew. Arabic is the official language of the Arab minority. English is also widely used.

Navigational Information

Enroute Volumes

Pub. 132, Sailing Directions (Enroute) Eastern Mediterranean.

Pub. 172, Sailing Directions (Enroute) Red Sea and the Persian Gulf.

Maritime Claims

The maritime territorial claims of Israel are, as follows:

Territorial Sea	12 miles. *
Continental Shelf	Limit of Exploitation.

* Reduced to 3 miles off Gaza.

Pollution

Ballast Water Exchange

In order to prevent the import of non-native aquatic organisms into the waters of the ports of Israel from ships' ballast water discharges, all ships destined for Israeli ports must exchange any ballast water that has not been taken on in open ocean.

The best method of protecting harbor waters from foreign organisms that may exist in the ballast water collected in foreign harbors and near shore areas is for the ballast water to be exchanged in open ocean, beyond any continental shelf or fresh water current effect.

For vessels calling at Israeli Mediterranean ports, ballast exchange must be carried out in the Atlantic Ocean when practicable.

Vessels failing to comply with the above procedure will not be permitted to pump out their ballast water during their stay in the port or while navigating along the coast of Israel.

A record of the location, date, and time of the ballast water exchange should be entered in the ship's log book, or in other suitable documentation, such as an official ballast water record book. Masters of vessels will be requested to provide ship's inspectors (pilots) with a completed ballast water exchange report.

Pollution Reports

All vessels navigating in Israeli waters should report any pollution, grounding, or dangerous situation to the Marine and Coastal Pollution Division via Haifa. Reports should include the following details:

1. Date and time in UTC.
2. Position of pollution/dangerous vessel.
3. Spread and direction of spillage from polluting vessel.
4. Visible sheen or color of water surface.
5. Any other information concerning the type of pollution, including length and breadth of surface area covered.

Civil Liability

From 20 February 1997, entry to the territorial waters of Israel by oil tankers will be permitted only by those holding an insurance policy covering civil liability for oil pollution damage issued by their flag state.

Vessels over a certain age carrying persistent oils (as stated in Regulation 15a of Israeli Regulations of Shipping and Ports) will not be allowed to enter Israeli territorial waters, as follows:

1. Mediterranean Sea—Vessels 25 years of age and older.
2. Gulf of Eilat—Vessels 20 years of age and older.

Regulations

Normal international courtesies, such as flying the flag of Israel at the foremast, should be carefully observed while in the waters and ports of Israel.

Navigation is prohibited within the territorial waters of Israel and Lebanon between the parallels of 33°05.72'N, and 33°15.00'N.

Approaches

All vessels bound for any Israeli Mediterranean port are advised to approach the Israeli coast only through the charted approach corridors. All coastal traffic transiting along the Israeli coast must transit with the charted coastal route. Vessels navigating within Israeli territorial waters are advised not to exceed a maximum speed of 15 knots.

Communications

Within Israeli territorial waters, all vessels are forbidden to transmit by radiotelephone or radiotelegraph except in accordance with the following conditions:

1. Carry out communications with or through an Israeli coastal radio station on its authorized frequency of 26.96 MHz.
2. Use the minimum power possible.
3. Do not cause interference with other authorized stations.
4. Stop transmitting when requested by Israeli coastal stations.

Prohibited Area

A prohibited entry area, designated "K," has been established off the coast of Israel and is bounded by lines joining the following positions:

K1	31°35'26.9"N,	34°29'17.2"E.
K2	31°35'10.7"N,	34°28'20.1"E.
K3	31°46'34.3"N,	34°09'47.4"E.
K4	31°45'19.1"N,	34°08'48.9"E.

Vessels may cross the prohibited entry area only upon complying with the following requirements:

1. Request and obtain permission for crossing the area from the Israeli navy on VHF channel 16.
2. Cross at right angles to the line joining position K1 to position K3 and the line joining position K2 to position K4, keeping a minimum distance of not less than 3 miles from the coastline.

Ship Reporting System

Vessels bound for Israeli ports are required to report the following information through Haifa Coast Radio Station to the Israeli Ministry of Transport (IMOT) when 100 miles off the Israeli coast (50 miles for small craft):

1. Vessel name (and previous name).
2. Call sign.
3. Flag and port of registry.

4. IMO number.
5. MMSI.
6. Telex number and satellite telephone number.
7. Year when vessel was built.
8. Deadweight tonnage.
9. Vessel type and cargo on board.
10. Number of crew/passengers.
11. Agent's name, telephone number, and facsimile.
12. Last port/previous port and date of departure.
13. Destination.
14. Present position, course, and speed.
15. ETA.
16. Crew list, including name, rank, nationality, residence (country and city), age, gender, seniority in company, and date of signing-on.

Vessels which do not report according to the above IMOT procedures will not be allowed to enter any Israeli port.

The IMOT report must be sent to the Israeli navy by one of the following methods:

1. Facsimile: +972-3-6064567
2. E-mail: s430085@mail.idf.il
3. E-mail: shipping@mail.idf.il

The Israeli navy will confirm receipt of the IMOT report via INMARSAT-C.

If the vessel is not equipped with INMARSAT-C, or if communication fails, the IMOT report should be sent via Haifa Radio (4X0).

All vessels shall contact the Israeli navy on VHF channel 16 when 25 miles off the coast. The report shall include the following information:

1. Vessel's name and call sign.
2. Present position, course, and speed.
3. ETA.

The vessel's agent may be requested to submit additional information 48 hours prior to arrival.

Note.—This contact with the Israeli navy is not a substitute for the required report sent through Haifa Coast Radio Station.

All vessels entering and leaving Israeli ports and proceeding to them must do so via the recommended route and approach channels which may best be seen on the chart.

Winter Restrictions

Any vessel bound for an Israeli port shall not be permitted to enter the territorial waters of Israeli from 1 November until 30

April if, by certification, it is constrained by the sea state, maximum distance from land, port of refuge, or length of voyage.

Search and Rescue

The Israeli Navy and Air Force are responsible for search and rescue in Israeli waters. The Search and Rescue Coordination Center, based at the Israeli Navy and Air Force Headquarters, can be reached through Hefa Radio (4X0).

Hefa Radio can be contacted by e-mail, as follows:

haifaradio@bezeqint.net

A network of coast radio stations along the Mediterranean coast of Israel maintains a continuous listening watch on international distress frequencies.

Time Zone

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is maintained from the end of March/beginning of April through the end of September/beginning of October; the exact changeover dates should be obtained from local authorities.

U.S. Embassy

The U.S. Embassy is situated at 71 Hayarkon Street, Tel Aviv.

The mailing addresses are, as follows:

1. Israel address—
71 Hayarkon Street
Tel Aviv 63903
2. U.S. address—
PSC 98, Box 100
APO AE 09830

U. S. Embassy Israel Home Page
<http://telaviv.usembassy.gov>



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General

Italy, located in Southern Europe, is a peninsula extending into the central Mediterranean Sea NE of Tunisia.

The climate is predominantly Mediterranean, although it becomes Alpine in the far N, and hot and dry in the S.

The terrain is mostly rugged and mountainous. There are some plains extending to coastal lowlands.

The island of Sardinia lies in the Mediterranean Sea and is an autonomous region of Italy. The main towns are Cagliari and Sassari.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Marine Exploitation

Oil and gas fields are located off the Adriatic coast of Italy N of about 42°00'N, as well as off the coast WNW of Promontorio del Gargano (41°50'N., 16°12'E.). Associated structures and installations may be found as much as 32 miles offshore,

but most lie within about 16 miles of the coast. There are no special fairways through these fields.

Vessels engaged in seismic surveys and other research projects may be encountered in the Adriatic Sea, normally inside the 200m depth curve.

Area to be Avoided

An IMO-adopted Area to be Avoided has been established between the E and W parts of the In the North Adriatic Sea Traffic Separation Scheme. The area is bounded on the N by latitude 44°52'N and on the S by latitude 44°14'N. The area protects Barbara Oil Field and Ivana Oil Field.

Locust Reports

See Egypt—Cautions for further information.

Currency

The official unit of currency is the Euro, consisting of 100 cents.

Firing Areas

Firing danger areas off the coast of Italy are subject to special regulations. Within territorial waters regulations may prohibit navigation or give notice of danger. Outside the territorial limits notices of danger may be promulgated.

These regulations and notices of danger may be published in local Notices to Mariners and Port Authority Orders or broadcast by coastal radio stations.

Warning signals for gunnery or torpedo launching exercises consist of the flag hoist "B." In addition, the appropriate International Code Signal can be shown. Aircraft flying in the vicinity of a prohibited or danger area will be warned by a series of rockets, launched at 10-second intervals, which explode in red or green lights. These signals may be made from shore or another aircraft. Each area is indicated by a letter of the alphabet followed by three numbers. The significance of each is, as follows:

1. The identifying letter indicates the type of activity which is responsible for the prohibition or danger in the area.
2. The first of the three numbers identifies the type of area and is the same for all areas of the same type. The second number identifies the area which has jurisdiction (0 for La Spezia, 1 for Cagliari, 2 for Messina, 3 for Taranto, and 4 for Ancona). The third number identifies the specific area.
3. The letters identifying the area and the corresponding first number are:

T8—Areas used for firing exercises.

E3—Areas used for firing exercises.

M5—Areas in which submarine obstacles are present.

S7—Areas used for submarine exercises.

In addition to the areas mentioned above, there are zones of restricted airspace identified by the letters P, R, or D. These zones, used for air to air and/or air to surface firing practice, extend from the water surface, and therefore may constitute a hazard to surface navigation.

Maritime Department—La Spezia

D37—Bounded by a line joining the following positions:

- a. 44°00'40"N, 9°35'00"E.
- b. 44°03'32"N, 9°51'10"E.
- c. 43°50'00"N, 9°59'00"E.
- d. 43°50'00"N, 9°47'00"E.

Hazardous air space from surface to unlimited ceiling for firing practice. Scheduled continuously from 0001Z Monday to 2400Z Friday.

D67—Bounded by a line joining the following positions:

- a. 42°18'00"N, 9°42'00"E.
- b. 42°19'00"N, 9°47'00"E.
- c. 42°07'00"N, 10°26'00"E.
- d. 41°34'00"N, 10°42'00"E.
- e. 41°14'00"N, 9°42'00"E.

Hazardous airspace from an altitude of 13,500m for air-to-air firing practice. Scheduled Monday through Friday from 0530Z to 1530Z.

E301—Bounded by the parallels 43°45'30"N and 43°48'30"N, the meridian 10°10'00"E and the coast.

E302—Bounded by the parallels 43°03'00"N and 43°00'00"N, the meridian 10°27'18"E, and the coast.

E303—Bounded by a line joining the following positions:

- a. 43°41'50"N, 10°16'48"E.
- b. 43°41'00"N, 10°14'00"E.
- c. 43°41'00"N, 10°13'00"E.
- d. 43°44'00"N, 10°13'00"E.
- e. 43°44'00"N, 10°15'00"E.

E304—Bounded by a line joining the following positions:

- a. 42°16'30"N, 11°39'40"E.
- b. 42°17'16"N, 11°33'29"E.
- c. 42°12'38"N, 11°33'24"E.
- d. 42°10'05"N, 11°40'15"E.
- e. 42°15'05"N, 11°40'58"E.

E305—Bounded between the bearings of 175° and 280° from the point 4.5 miles NW of Torre Flavia, extending for a distance of 6 miles.

M501—Bounded by the parallels 44°08'00"N and 44°00'00"N, and the meridians 9°30'00"E and 9°50'00"E. The area is further subdivided into the following zones:

1. Parallels 44°00'00"N and the coast, and the meridians 9°42'45" and 9°50'00"E.
2. Parallels 44°08'00"N and 44°00'00"N, and the meridians 9°36'00"E and 9°42'45"E.
3. Parallels 44°08'00"N and 44°00'00"N, and the meridians 9°30'00"E and 9°36'00"E.

The Naval Units present in this zone have on their stern equipment for mechanical and magnetic sweeping or underwater wire-guided craft.

M502—Bounded by a line joining the following positions:

- a. 44°03'18"N, 9°53'20"E.
- b. 44°00'04"N, 9°58'14"E.
- c. 44°00'40"N, 9°59'00"E.

- d. 44°03'54"N, 9°54'00"E.

Naval Units present in this zone have on their stern equipment for mechanical and magnetic sweeping or wire-guided underwater craft.

M503—Bounded by a line joining the following positions:

- a. 44°01'00"N, 9°58'06"E.
- b. 44°01'00"N, 10°05'00"E.
- c. 43°57'24"N, 10°10'00"E.
- d. 43°50'00"N, 10°06'00"E.
- e. 43°54'00"N, 9°54'00"E.

The area is further subdivided into the following zones bounded by lines joining the following positions:

- A. 44°01'00"N, 9°58'06"E.
44°01'00"N, 10°05'00"E.
43°56'00"N, 10°02'18"E.
43°58'00"N, 9°56'24"E.
- B. 44°01'00"N, 10°05'00"E.
43°57'24"N, 10°10'00"E.
43°54'00"N, 10°08'12"E.
43°56'00"N, 10°02'18"E.
- C. 43°58'00"N, 9°56'24"E.
43°54'00"N, 10°08'12"E.
43°50'00"N, 10°06'00"E.
43°54'00"N, 9°54'00"E.

The Naval Units present in this zone have on their stern equipment for mechanical and magnetic sweeping or wire-guided underwater craft.

P2—Bounded by a line joining the following positions:

- a. 44°11'50"N, 9°40'00"E.
- b. 44°08'00"N, 10°01'00"E.
- c. 44°00'20"N, 10°01'00"E.
- d. 44°03'32"N, 9°51'10"E.
- e. 44°01'30"N, 9°40'00"E.

Airspace prohibited from the surface up to an altitude of 7,450m.

P3—Bounded by a line joining the following positions:

- a. 44°03'32"N, 9°51'10"E.
- b. 43°54'06"N, 10°06'40"E.
- c. 43°50'00"N, 9°59'00"E.

Prohibited airspace from the surface up to unlimited ceiling for firing practice. Scheduled continuously from 0700Z to 1600Z Monday through Friday from 1 September to 30 June.

R42—Bounded by a line joining the following positions:

- a. 42°16'30"N, 11°39'40"E.
- b. 42°17'16"N, 11°33'29"E.
- c. 42°12'38"N, 11°33'24"E.
- d. 42°10'05"N, 11°40'15"E.
- e. 42°15'05"N, 11°40'48"E.

Regulated air space from the surface up to an altitude of 900m from sunrise to sunset for firing practice. Scheduled from 30 minutes prior to sunrise and 30 minutes after sunset.

R14—Bounded by a lines joining the following positions:

- a. 42°00'57"N, 11°58'26"E.
- b. 41°59'10"N, 12°02'00"E.
- c. 41°55'00"N, 11°57'30"E.
- d. 41°58'30"N, 11°55'12"E.

- e. 42°00'28"N, 11°58'06"E.

T801—Bounded by a line joining the following positions:

- a. 44°00'00"N, 9°28'00"E.
- b. 44°00'00"N, 9°53'00"E.
- c. 43°45'00"N, 9°53'00"E.
- d. 43°45'00"N, 9°39'00"E.

T802—Bounded by a line joining the following positions:

- a. 44°04'30"N, 9°45'00"E.
- b. 43°59'00"N, 9°37'00"E.
- c. 43°53'30"N, 9°45'00"E.
- d. 43°59'00"N, 9°53'00"E.

T803—Bounded by a line joining the following positions:

- a. 44°03'40"N, 9°51'54"E.
- b. 44°02'45"N, 9°55'18"E.
- c. 43°53'30"N, 10°06'30"E.
- d. 43°50'30"N, 10°00'00"E.
- e. 44°00'36"N, 9°52'00"E.

Also included is an area extending a distance of 15 miles from Buoy B1, near the center of Diga Foranea, between the bearings of 135° and 155°. Scheduled daily, except Saturday, from 1 September until 30 June.

Autonomous Maritime Command—Cagliari

D40A—Bounded by a line joining the following positions:

- a. 40°20'00"N, 8°10'00"E.
- b. 38°40'00"N, 8°10'00"E.
- c. 38°40'00"N, 7°38'00"E.
- d. 39°00'00"N, 7°38'00"E.
- e. 39°00'00"N, 7°34'00"E.
- f. 39°13'00"N, 7°30'00"E.
- g. 39°47'02"N, 7°38'58"E.
- h. then a circular arc with a radius of 15 miles centered on 39°46'44"N, 7°50'29"E up to the point of 39°57'58"N, 7°37'32"E and ending at the point of 40°20'00"N, 8°10'00"E.

Hazardous zone due to air-to-air firing and air combat training. Scheduled from 30 minutes prior to sunrise to 30 minutes after sunset, from Monday through Friday, except Italian holidays.

E311—Bounded by a line joining the following positions:

- a. 38°55'10"N, 8°42'30"E.
- b. 38°50'00"N, 8°48'00"E.
- c. 38°46'15"N, 8°48'00"E.
- d. 38°43'30"N, 8°41'15"E.
- e. 38°49'00"N, 8°26'00"E.
- f. Isolotta la Vacca.
- g. 38°57'00"N, 8°37'06"E.

C311—Bounded by a line joining the following positions:

- a. 38°57'00"N, 8°37'06"E.
- b. 38°56'00"N, 8°31'42"E.
- c. 38°54'00"N, 8°30'42"E.
- d. 38°51'48"N, 8°31'24"E.
- e. 38°50'00"N, 8°32'48"E.
- f. 38°49'00"N, 8°37'00"E.
- g. 38°48'54"N, 8°41'18"E.
- h. 38°50'36"N, 8°44'42"E.

- i. 38°52'18"N, 8°45'48"E.
- j. 38°55'10"N, 8°42'30"E.

Note.—This area is a subzone of Area E311.

P39—Bounded by a line joining the following positions:

- a. 39°38'00"N, 9°19'00"E.
- b. 39°49'43"N, 9°36'46"E.
- c. 39°38'05"N, 9°49'21"E.
- d. 39°26'30"N, 9°37'00"E.

R16—Bounded by a line joining the following positions:

- a. 39°49'43"N, 9°36'46"E.
- b. 39°54'40"N, 9°44'20"E.
- c. 40°08'00"N, 9°52'50"E.
- d. 40°00'00"N, 10°08'00"E.
- e. 39°48'00"N, 10°00'00"E.
- f. 39°38'05"N, 9°49'21"E.

Regulated air space from the surface up to ceiling unlimited due to intense firing activities. Scheduled Monday to Friday, from 0700Z to 1630Z, from 22 September to 20 June.

R46—Bounded by a line joining the following positions:

- a. 39°05'00"N, 8°29'00"E.
- b. 38°57'00"N, 8°43'00"E.
- c. 38°50'00"N, 8°51'00"E.
- d. 38°41'00"N, 8°51'00"E.
- e. 38°41'00"N, 8°45'00"E.
- f. 38°50'00"N, 8°23'00"E.

Regulated air space from the surface up to an altitude of 6,100m. Scheduled continuously, from 2301Z Sunday to 1100Z Saturday.

R54—Bounded by a line joining the following positions:

- a. 40°20'00"N, 8°10'00"E.
- b. 40°20'00"N, 8°15'00"E.
- c. 40°09'00"N, 8°27'30"E.
- d. 39°35'02"N, 8°49'49"E.
- e. 39°19'00"N, 8°51'00"E.
- f. 39°06'00"N, 8°26'14"E.
- g. 38°45'00"N, 8°10'00"E.
- h. 40°20'00"N, 8°15'00"E.

Regulated air space from the surface up to an altitude of 18,200m. Scheduled continuously, from Monday to Friday, except holidays.

R59—A circle with a radius of 5 miles centered on position 39°46'00"N, 8°27'00"E.

Regulated air space from the surface up to an altitude of 4,500m due to air-to-ground firing practice. Scheduled continuously, from 2301Z Sunday to 1100Z Saturday.

T811—Bounded by a line joining the following positions:

- a. 38°55'10"N, 8°42'30"E.
- b. 38°50'00"N, 8°50'00"E.
- c. 38°40'00"N, 8°50'00"E.
- d. 38°40'00"N, 8°39'00"E.
- e. 38°40'00"N, 8°24'30"E.
- f. Isola del Toro.
- g. Isola La Vacca.
- h. 39°00'00"N, 8°29'00"E.
- i. 39°00'00"N, 8°32'00"E.

j. Punta Menga.

The area is further subdivided into the following zones bounded by lines joining the following positions:

A. Punta Menga.

- 39°00'00"N, 8°32'00"E.
- 39°00'00"N, 8°29'00"E.
- Isola La Vacca.
- Isola del Toro.
- 38°40'00"N, 8°24'30"E.
- 38°40'00"N, 8°39'00"E.
- Capo Teulada.

B. Capo Teulada.

- 38°40'00"N, 8°39'00"E.
- 38°40'00"N, 8°50'00"E.
- 38°50'00"N, 8°50'00"E.
- 38°55'10"N, 8°42'30"E.

T812—Bounded by a line joining the following positions:

- a. 39°42'48"N, 8°26'48"E.
- b. 39°42'48"N, 8°23'12"E.
- c. 39°44'18"N, 8°22'30"E.
- d. 39°46'00"N, 8°22'42"E.
- e. 39°47'30"N, 8°23'48"E.
- f. 39°48'30"N, 8°25'12"E.
- g. 39°49'00"N, 8°28'00"E.
- h. 39°48'06"N, 8°30'00"E.
- i. 39°44'12"N, 8°28'54"E.

Anchorage, navigation, fishing, and related activities are prohibited Monday through Friday, from 0730 until 1730 (local time), from 6 January until 30 June and again from 1 September until 21 December.

* Bounded by a line joining the following positions:

- a. 40°30'00"N, 8°20'25"E.
- b. 40°29'48"N, 8°21'30"E.
- c. 40°29'00"N, 8°22'00"E.
- d. 40°29'00"N, 8°19'00"E.
- e. 40°30'00"N, 8°19'00"E.

The area may be temporarily prohibited to navigation due to the presence of submerged and surface obstacles and firing practice with portable arms.

Autonomous Maritime Command—Messina

D13—Bounded by a line joining the following positions:

- a. 37°54'00"N, 11°30'00"E.
- b. 37°54'00"N, 12°00'00"E.
- c. 37°25'00"N, 12°25'00"E.
- d. 37°12'00"N, 13°10'00"E.
- e. 36°35'00"N, 13°10'00"E.
- f. 36°35'00"N, 12°22'00"E.
- g. 36°57'00"N, 12°22'00"E.
- h. 37°11'19"N, 12°08'30"E.
- i. 37°11'19"N, 11°30'00"E.

Regulated air space from the surface up to 2,250m due to intense firing activities. Scheduled continuously from Monday to Friday.

D44—A circle with a radius of 35 miles centered on position 37°05'00"N, 16°20'00"E.

Hazardous air space from sea to an altitude of 900m due to ASW exercises and firing practice.

E321—A circle with a radius of 2,700m centered on position 36°39'19"N, 15°00'52"E. A lighted buoy is anchored in the center of the zone.

E322—Bounded by a line joining the following positions:

- a. 39°46'36"N, 15°47'31"E.
- b. 39°46'37"N, 15°47'45"E.
- c. 39°46'19"N, 15°47'56"E.
- d. 39°46'16"N, 15°47'35"E.

M521—Bounded by a line joining the following positions:

- a. 37°48'00"N, the coast.
- b. 37°42'00"N, 12°15'00"E.
- c. 37°42'00"N, 12°00'00"E.
- d. 38°08'00"N, 12°00'00"E.
- e. 38°08'00"N, 12°30'00"E.
- f. the coast, 12°30'00"E.

The area is further subdivided into the following zones:

1. Bounded by the parallels 38°08'00"N and 37°55'00"N and the meridians 12°00'00"E and 12°15'00"E.
2. Bounded by the parallels 38°08'00"N and 37°55'00"N and the meridians 12°15'00"E and 12°30'00"E.
3. Bounded by the parallels 37°55'00"N and 37°42'00"N and the meridians 12°00'00"E and 12°15'00"E.
4. Bounded by a line joining the following positions:
37°48'00"N, the coast.
37°42'00"N, 12°15'00"E.
37°55'00"N, 12°15'00"E.
37°55'00"N, the coast.

Naval units present in this zone may have on their stern equipment for mechanical, magnetic-sweeping, or wire-guided underwater craft.

M522—Bounded by a line joining the following positions:

- a. The coast, 15°17'00"E.
- b. 38°14'00"N, 15°17'00"E.
- c. 38°20'00"N, 15°30'00"E.
- d. 38°20'00"N, 15°37'00"E.
- e. The coast, 15°37'00"E.

The area is further subdivided into the following zones bounded by lines joining the following positions:

- A. The coast, 15°17'00"E.
38°14'00"N, 15°17'00"E.
38°17'12"N, 15°24'00"E.
The coast, 15°24'00"E.
- B. The coast, 15°24'00"E.
38°17'12"N, 15°24'00"E.
38°20'00"N, 15°30'00"E.
The coast, 15°30'00"E.
- C. The coast, 15°30'00"E.
38°20'00"N, 15°30'00"E.
38°20'00"N, 15°37'00"E.
The coast, 15°37'00"E.

The Naval Units present in this zone have on their stern equipment for mechanical, magnetic-sweeping, or wire-guided underwater craft.

R38—A circle with a radius of 15 miles centered on position 36°40'20"N, 15°00'53"E, and bounded on the S by a line joining the following positions:

- a. 36°30'00"N, 14°47'03"E.
- b. 36°30'00"N, 15°14'26"E.

Regulated air space from the surface up to ceiling unlimited due to intense air-to-ground firing.

T821—Bounded by a line joining the following positions:

- a. 37°22'30"N, 15°20'00"E.
- b. 37°22'30"N, 15°29'00"E.
- c. 37°04'30"N, 15°29'00"E.
- d. 37°04'30"N, 15°21'24"E.
- e. 37°14'14"N, 15°15'15"E.

T822—Bounded by the parallels 37°11'00"N and 36°51'00"N, and the meridians 15°25'00"E and 15°53'00"E.

T823—Bounded by the parallels 37°25'00"N and 37°15'00"N, and the meridians 15°35'00"E and 15°48'00"E.

T824—Bounded by the parallels 37°11'00"N and 37°00'00"N, and the meridians 15°25'00"E and 15°43'00"E.

* Bounded by the parallels 37°14'15"N and 37°18'21"N and the meridians 15°15'18"E and 15°17'51"E.

Firing range facing the sea for firing practice with small arms.

* Bounded by a line joining the following positions:

- a. 38°17'39"N, 15°34'06"E.
- b. 38°17'35"N, 15°34'35"E.
- c. 38°17'20"N, 15°34'18"E.
- d. 38°17'23"N, 15°34'05"E.

Firing range facing the sea for firing practice with small arms.

* Bounded by a line joining the following positions:

- a. 38°12'00"N, 15°11'30"E.
- b. 38°12'30"N, 15°12'00"E.
- c. 38°12'00"N, 15°13'20"E.
- d. 38°11'15"N, 15°13'00"E.

Firing range facing the sea for firing practice with small arms.

* Bounded by a line joining the following positions:

- a. 38°08'30"N, 12°40'54"E.
- b. 38°08'40"N, 12°43'02"E.
- c. 38°06'20"N, 12°42'27"E.
- d. 38°07'10"N, 12°39'30"E.

Firing range facing the sea for firing practice with small arms.

Zone A—Bounded by a line joining the following positions:

- a. 37°12'00"N, 13°40'00"E.
- b. 37°11'00"N, 13°39'00"E.
- c. 37°12'30"N, 13°37'40"E.
- d. 37°12'20"N, 13°39'18"E.

Firing range facing the sea for firing practice with small arms.

Zone B—Bounded by a line joining the following positions:

- a. 37°14'00"N, 13°37'18"E.
- b. 37°09'45"N, 13°32'36"E.
- c. 37°07'48"N, 13°35'24"E.
- d. 37°11'35"N, 13°39'45"E.

Firing range facing the sea for firing practice with small arms.

* Bounded by a line joining the following positions:

- a. 37°05'06"N, 14°11'12"E.
- b. 37°02'35"N, 14°11'12"E.
- c. 37°02'35"N, 14°12'36"E.
- d. 37°04'36"N, 14°12'36"E.

Firing range facing the sea for firing practice with small arms.

* Bounded by a line joining the following positions:

- a. 38°10'30"N, 16°15'43"E.
- b. 38°13'03"N, 16°15'10"E.
- c. 38°13'24"N, 16°15'30"E.
- d. 38°13'00"N, 16°18'38"E.
- e. 38°11'35"N, 16°17'50"E.

Firing range facing the sea for firing practice with small arms.

* Bounded by a line joining the following positions:

- a. 36°49'26"N, 12°00'43"E.
- b. 36°49'22"N, 12°00'23"E.
- c. 36°50'20"N, 11°59'45"E.
- d. 36°50'13"N, 12°01'02"E.

Firing range facing the sea for firing practice with small arms.

Maritime Department—Taranto

D25/A—Bounded by a line joining the following positions:

- a. 40°45'00"N, 18°37'30"E.
- b. 40°40'00"N, 18°37'30"E.
- c. 40°40'00"N, 18°21'20"E.
- d. 40°45'00"N, 18°13'30"E.

Hazardous air space from the surface up to 3,200m due to intense air-to-ground firing.

D25/B—Bounded by a line joining the following positions:

- a. 40°45'00"N, 18°37'30"E.
- b. 40°45'00"N, 18°13'30"E.
- c. 40°47'00"N, 18°10'00"E.
- d. 40°53'04"N, 18°10'53"E.
- e. 40°53'04"N, 18°28'58"E.

Hazardous air space from the surface up to ceiling unlimited due to intense air-to-ground firing.

D25/C—Bounded by a line joining the following positions:

- a. 40°53'04"N, 18°10'53"E.
- b. 41°05'00"N, 18°12'30"E.
- c. 41°05'00"N, 18°16'30"E.
- d. 40°53'04"N, 18°28'58"E.

Hazardous air space from the surface up to ceiling unlimited due to intense air-to-ground firing.

D28/A—Bounded by a line joining the following positions:

- a. 40°17'00"N, 17°00'00"E.

- b. 40°17'00"N, 17°15'00"E.
- c. 40°10'00"N, 17°30'00"E.
- d. 39°50'00"N, 17°17'00"E.
- e. 40°00'04"N, 17°00'00"E.

Hazardous air space from the surface up to ceiling unlimited due to intense air-to-ground firing.

D28/B—Bounded by a line joining the following positions:

- a. 40°10'00"N, 17°30'00"E.
- b. 40°02'00"N, 17°37'00"E.
- c. 39°50'00"N, 17°37'00"E.
- d. 39°50'00"N, 17°17'00"E.

Hazardous air space from the surface up to ceiling unlimited due to intense air-to-ground firing.

E332—Bounded by a line joining the following positions:

- a. 41°27'16"N, 12°40'55"E.
- b. 41°22'00"N, 12°36'00"E.
- c. 41°16'00"N, 12°55'00"E.
- d. 41°21'50"N, 12°56'56"E.

E333—Bounded by a line joining the following positions:

- a. 41°27'20"N, 12°39'20"E.
- b. 41°24'30"N, 12°35'30"E.
- c. 41°13'00"N, 12°41'30"E.
- d. 41°08'30"N, 12°50'00"E.
- e. 41°13'00"N, 12°56'40"E.
- f. 41°21'40"N, 12°56'50"E.

E334—Bounded by a line joining the following positions:

- a. 41°18'16"N, 13°00'18"E.
- b. 41°15'50"N, 12°59'40"E.
- c. 41°17'30"N, 12°56'15"E.
- d. 41°20'30"N, 12°56'00"E.
- e. 41°19'40"N, 12°59'08"E.

E335—Bounded by the parallels 40°48'00"N, and 40°59'00"N, the meridians 13°48'00"E, and the coast.

E337—Bounded by a line joining the following positions:

- a. 38°49'49"N, 16°38'29"E.
- b. 38°50'15"N, 16°38'45"E.
- c. 38°48'37"N, 16°39'17"E.
- d. 38°47'53"N, 16°41'11"E.
- e. 38°47'53"N, 16°39'59"E.
- f. 38°49'49"N, 16°37'45"E.

E338—Bounded by a line joining the following positions:

- a. 40°25'31"N, 18°15'30"E.
- b. 40°30'20"N, 18°16'30"E.
- c. 40°29'25"N, 18°19'03"E.
- d. 40°27'45"N, 18°20'58"E.
- e. 40°25'55"N, 18°22'28"E.
- f. 40°23'05"N, 18°23'18"E.
- g. 40°23'54"N, 18°17'30"E.

E339—Bounded by a line joining the following positions:

- a. 41°09'05"N, 16°47'18"E.
- b. 41°11'20"N, 16°47'08"E.
- c. 41°10'57"N, 16°48'59"E.

- d. 41°09'40"N, 16°50'12"E.
- e. 41°09'03"N, 16°47'34"E.

E3310—Bounded by a line joining the following positions:

- a. 41°21'45"N, 16°12'16"E.
- b. 41°26'00"N, 16°13'29"E.
- c. 41°24'00"N, 16°19'09"E.
- d. 41°21'20"N, 16°16'23"E.
- e. 41°20'30"N, 16°14'08"E.

M531—Bounded by a line joining the following positions:

- a. 40°46'00"N, 13°51'00"E.
- b. 40°43'00"N, 13°50'00"E.
- c. 40°44'00"N, 13°40'00"E.
- d. 40°49'00"N, 13°42'00"E.

M532—Bounded by a line joining the following positions:

- a. 40°26'00"N, the coast W.
- b. 40°26'00"N, 17°05'30"E.
- c. 40°21'00"N, 17°05'30"E.
- d. 40°21'00"N, the coast W.

The Naval Units present in this zone have on their stern equipment for mechanical, magnetic-sweeping, or wire-guided underwater craft.

M533—Bounded by a line joining the following positions:

- a. The coast, 17°12'20"E.
- b. 40°24'00"N, 17°12'20"E.
- c. 40°23'54"N, 17°13'24"E.
- d. The coast, 17°13'24"E.

The Naval Units present in this zone have on their stern equipment for mechanical, magnetic-sweeping, or wire-guided underwater craft.

M534—Bounded by a line joining the following positions:

- a. 40°38'24"N, 18°01'30"E.
- b. 40°39'12"N, 18°04'00"E.
- c. 40°36'12"N, 18°06'30"E.
- d. 40°35'13"N, 18°04'00"E.

The Naval Units present in this zone have on their stern equipment for mechanical, magnetic-sweeping, or wire-guided underwater craft.

P8—Bounded by a line joining the following positions:

- a. 41°28'00"N, 12°44'15"E.
- b. 41°23'10"N, 12°53'30"E.
- c. 41°15'00"N, 12°54'00"E.
- d. 41°10'25"N, 12°50'00"E.
- e. 41°15'00"N, 12°44'00"E.
- f. 41°24'25"N, 12°39'00"E.

Prohibited air space (hazardous outside territorial waters) from the surface to unlimited ceiling due to firing practice and airborne target towing.

P55—Bounded by a line joining the following positions:

- a. 40°25'31"N, 18°15'30"E.
- b. 40°30'20"N, 18°16'30"E.
- c. 40°29'25"N, 18°19'03"E.
- d. 40°27'45"N, 18°20'58"E.

- e. 40°25'55"N, 18°22'28"E.
- f. 40°23'05"N, 18°23'18"E.
- g. 40°23'54"N, 18°17'30"E.

Regulated air space from surface up to 500m due to intensive firing practice.

R7—Bounded by a line joining the following positions:

- a. 41°31'25"N, 12°35'21"E.
- b. 41°30'09"N, 12°37'40"E.
- c. 41°28'00"N, 12°44'15"E.
- d. 41°24'25"N, 12°39'00"E.
- e. 41°31'00"N, 12°35'00"E.

Regulated air space from surface up to unlimited ceiling due to intensive firing practice. Scheduled every day from 0700Z to 1500Z.

R24—Bounded by a line joining the following positions:

- a. 40°32'27"N, 14°54'36"E.
- b. 40°30'18"N, 14°49'12"E.
- c. 40°24'54"N, 14°52'30"E.
- d. 40°27'21"N, 14°57'42"E.

Regulated air space from surface to 1,500m (hazardous outside territorial waters) due to firing exercise.

R60—Bounded by a line joining the following positions:

- a. 40°26'00"N, 17°41'00"E.
- b. 40°26'00"N, 17°53'00"E.
- c. 40°15'00"N, 18°27'00"E.
- d. 40°00'00"N, 18°44'00"E.
- e. 39°40'00"N, 18°40'00"E.
- f. 39°40'00"N, 17°41'00"E.
- g. 40°15'00"N, 17°34'00"E.

Regulated air space from surface to 7,400m (hazardous outside territorial waters) due to firing exercise.

T831—Bounded by a line joining the following positions:

- a. 41°20'30"N, 12°56'00"E.
- b. 41°16'00"N, 12°55'00"E.
- c. 41°15'50"N, 12°59'40"E.
- d. 41°17'30"N, 12°56'15"E.

Zone set aside for firing practice by Coast Guard units and is an extension of E334.

T832—Bounded by the parallels 39°58'00"N and 40°17'00"N, the meridian 16°51'00"E, and the coast.

T833—Bounded by a line joining the following positions:

- a. the coast, 17°12'20"E.
- b. 40°07'00"N, 17°12'20"E.
- c. 40°00'00"N, 17°30'00"E.
- d. the coast, 17°30'00"E.

T833-ALFA—Bounded by a line joining the following positions:

- a. 40°24'00"N, 17°12'00"E.
- b. 40°18'00"N, 17°30'00"E.
- c. 40°10'00"N, 17°30'00"E.
- d. 40°17'00"N, 17°15'00"E.
- e. 40°17'00"N, 17°12'00"E.

Note.—This area is a subzone of Area T833.

T833-BRAVO—Bounded by a line joining the following positions:

- a. 40°17'00"N, 17°12'00"E.
- b. 40°17'00"N, 17°15'00"E.
- c. 40°10'00"N, 17°30'00"E.
- d. 40°00'00"N, 17°30'00"E.
- e. 40°07'00"N, 17°12'00"E.

Note.—This area is a subzone of Area T833.

T834—Bounded by a line joining the following positions:

- a. 40°03'00"N, 17°13'00"E.
- b. 39°52'00"N, 17°38'00"E.
- c. 39°34'00"N, 17°38'00"E.
- d. 39°34'00"N, 17°13'00"E.

The area is further subdivided into the following zones:

- A. 40°03'00"N, 17°13'00"E.
39°52'00"N, 17°38'00"E.
39°47'00"N, 17°38'00"E.
39°47'00"N, 17°13'00"E.

B. Bounded by the parallels 39°47'00"N and 39°34'00"N and the meridians 17°13'00"E and 17°38'00"E.

T835—Bounded by a line joining the following positions:

- a. 41°07'00"N, 17°41'00"E.
- b. 41°07'00"N, 17°53'00"E.
- c. 40°51'00"N, 17°53'00"E.

T836—Bounded by a line joining the following positions:

- a. 40°36'00"N, 18°32'00"E.
- b. 40°39'00"N, 18°44'00"E.
- c. 40°21'00"N, 18°44'00"E.
- d. 40°32'00"N, 18°32'00"E.

In operation Monday through Friday, from 0800 to 1600 local time.

T—Bounded by a line joining the following positions:

- a. 41°30'00"N, 16°10'00"E.
- b. 41°27'00"N, 16°17'00"E.
- c. 41°24'00"N, 16°20'00"E.
- d. 41°22'00"N, 16°20'00"E.
- e. 41°25'00"N, 16°10'00"E.

* Bounded by a line joining the following positions:

- a. 40°24'13"N, 17°13'49"E.
- b. 40°22'30"N, 17°11'30"E.
- c. 40°21'42"N, 17°12'42"E.
- d. 40°21'32"N, 17°14'30"E.
- e. 40°22'00"N, 17°16'00"E.
- f. 40°24'05"N, 17°14'10"E.

Firing range facing the sea for firing practice with small arms.

* Bounded by a line joining the following positions:

- a. 40°35'32"N, 18°02'26"E.
- b. 40°36'18"N, 18°02'06"E.
- c. 40°39'41"N, 18°02'08"E.
- d. 40°36'05"N, 18°06'21"E.

Firing range facing the sea for firing practice with small arms.

* Bounded by a line joining the following positions:

- a. 40°38'40"N, 18°01'12"E.
- b. 40°39'58"N, 18°03'35"E.
- c. 40°39'02"N, 18°04'24"E.
- d. 40°37'51"N, 18°04'27"E.
- e. 40°36'39"N, 18°03'22"E.
- f. 40°38'08"N, 18°01'12"E.

Firing range facing the sea for firing practice with small arms.

R88A—Bounded by a line joining the following positions:

- a. 40°35'30"N, 17°56'00"E.
- b. 40°40'45"N, 18°05'43"E.
- c. 40°35'40"N, 18°09'58"E.
- d. 40°31'00"N, 17°59'00"E.

Regulated air space from surface to 3,500m (hazardous outside territorial waters) due to firing exercise.

Maritime Department—Ancona

D10—Bounded by a line joining the following positions:

- a. 44°42'00"N, 12°26'00"E.
- b. 44°37'00"N, 12°31'00"E.
- c. 44°31'00"N, 12°28'00"E.
- d. 44°34'00"N, 12°15'00"E.
- e. 44°37'00"N, 12°15'00"E.

Hazardous air space from surface to 10,600m due to firing practice. In operation 24 hours.

E341—Bounded by the parallel 42°07'00"N, the coast, and the meridians 14°44'00"E and 14°47'00"E.

E342—Bounded by a line joining the following positions:

- a. 43°39'30"N, 13°20'00"E.
- b. 43°38'30"N, 13°22'00"E.
- c. 43°41'00"N, 13°20'00"E.
- d. 43°41'00"N, 13°24'00"E.

E343—Bounded by the parallels 43°50'00"N and 43°53'00"N, and the meridians 13°02'00"E and 13°06'00"E.

E344—Bounded by the parallel 43°58'25"N, the coast, and the meridians 12°50'00"E and 12°54'00"E.

The area is further subdivided into the following zones:

- a. West of the meridian 12°53'00"E.
- b. East of the meridian 12°53'00"E.

E345—Bounded by the parallels 44°01'00"N and 44°02'00"N, the meridian 12°44'00"E, and the coast.

E346—Bounded by a line joining the following positions:

- a. 44°43'00"N, 12°32'00"E.
- b. 44°34'00"N, 12°32'00"E.
- c. 44°33'40"N, 12°26'35"E.
- d. 44°32'00"N, 12°26'36"E.
- e. 44°33'00"N, 12°17'10"E.
- f. 44°39'00"N, 12°15'00"E.

The area is further subdivided into the following zones:

- a. West of the meridian 12°22'00"E.
- b. East of the meridian 12°22'00"E.

The area is permanently prohibited to sailing and fishing due to firing practice from 0700 until 2400 on Monday through Friday and from 0700 to 1200 each Saturday.

E347—Bounded by a line joining the following positions:

- a. 45°10'50"N, 12°19'07"E.
- b. 45°12'11"N, 12°21'46"E.
- c. 45°12'11"N, 12°23'08"E.
- d. 45°09'00"N, 12°23'08"E.
- e. 45°09'00"N, 12°19'53"E.

E348—Bounded by a line joining the following positions:

- a. 45°26'43"N, 12°28'00"E.
- b. 45°27'43"N, 12°32'00"E.
- c. 45°26'20"N, 12°33'54"E.
- d. 45°25'15"N, 12°30'06"E.

E349—Bounded by the parallels 45°39'00"N and 45°31'00"N, and the meridians 12°59'00"E and 13°17'00"E.

The area is further subdivided into the following zones:

A. Bounded by the parallels 45°39'00"N and 45°36'00"N, and the meridians 12°59'00"E and 13°09'00"E.

B. Bounded by the parallels 45°39'00"N and 45°36'00"N, and the meridians 13°09'00"E and 13°17'00"E.

C. Bounded by the parallels 45°36'00"N and 45°31'00"N, and the meridians 13°09'00"E and 13°17'00"E.

D. Bounded by the parallels 45°36'00"N and 45°31'00"N, and the meridians 12°59'00"E and 13°09'00"E.

M541—Bounded by a line joining the following positions:

- a. Senigallia Light.
- b. 43°51'00"N, 13°27'00"E.
- c. 43°47'00"N, 13°32'00"E.
- d. the coast, 13°20'00"E.

The area is further subdivided into the following zones:

A. 43°41'00"N, the coast
43°40'48"N, 13°18'00"E.
43°40'12"N, 13°21'12"E.
The coast, 13°20'00"E.

B. Senigallia Light.
43°43'48"N, 13°14'30"E.
43°40'48"N, 13°18'00"E.
43°41'00"N, the coast.

C. 43°43'48"N, 13°14'30"E.
43°47'30"N, 13°21'00"E.
43°45'18"N, 13°23'36"E.
43°40'48"N, 13°18'00"E.

D. 43°40'48"N, 13°18'00"E.
43°45'18"N, 13°23'36"E.
43°43'15"N, 13°26'00"E.
43°40'12"N, 13°21'12"E.

E. 43°47'30"N, 13°21'00"E.
43°51'00"N, 13°27'00"E.
43°49'00"N, 13°29'30"E.
43°45'18"N, 13°23'36"E.

F. 43°45'18"N, 13°23'36"E.
43°49'00"N, 13°29'30"E.
43°47'00"N, 13°32'00"E.
43°43'15"N, 13°26'00"E.

The Naval Units present in this zone have on their stern equipment for mechanical, magnetic-sweeping, or wire-guided underwater craft.

M542—Bounded by a line joining the following positions:

- a. 43°38'20"N, 13°31'26"E.

b. 43°39'06"N, 13°32'30"E.

c. 43°37'00"N, 13°35'24"E.

d. 43°36'14"N, 13°34'20"E.

The Naval Units present in this zone have on their stern equipment for mechanical, magnetic-sweeping, or wire-guided underwater craft.

M543—Bounded by a line joining the following positions:

a. 43°41'33"N, 13°17'08"E.

b. 43°42'48"N, 13°18'18"E.

c. 43°41'03"N, 13°21'42"E.

d. 43°39'48"N, 13°20'30"E.

The Naval Units present in this zone have on their stern equipment for mechanical, magnetic-sweeping, or wire-guided underwater craft.

M544—Bounded by the parallels 43°47'00"N and 43°37'00"N, and the meridians 13°33'00"E and 13°50'00"E.

The Naval Units present in this zone have on their stern equipment for mechanical, magnetic-sweeping, or wire-guided underwater craft.

T841—Bounded by the parallels 43°47'00"N and 43°37'00"N, and the meridians 13°33'00"E and 13°50'00"E.

T842—Bounded by a line joining the following positions:

a. 43°13'00"N, 14°19'00"E.

b. 43°25'00"N, 14°33'00"E.

c. 43°11'00"N, 14°55'00"E.

d. 42°59'00"N, 14°41'00"E.

Missile Exercise Zones

The following sea zones of the Tyrrhenian Sea are prohibited to navigation, anchorage, fishing, and related activities within the limits of the territorial waters, and are declared dangerous outside of these limits due to missile firing exercises:

Zone 1

- a. 40°00'N, 10°00'E.
- b. 40°00'N, 10°30'E.
- c. 39°10'N, 10°30'E.
- d. 39°10'N, 10°00'E.
- e. 39°26'N, 9°38'E.
- f. 39°38'N, 9°38'E.

Zone 2

- a. 40°15'N, 10°00'E.
- b. 40°15'N, 11°31'E.
- c. 40°11'N, 11°33'E.
- d. 39°32'N, 11°38'E.
- e. 38°52'N, 11°28'E.
- f. 39°10'N, 10°00'E.
- g. 39°28'N, 9°38'E.
- h. 39°43'N, 9°40'E.

Zone 3

- a. 40°37'N, 9°50'E.
- b. 40°40'N, 10°35'E.
- c. 40°40'N, 10°50'E.
- d. 39°20'N, 10°50'E.
- e. 39°20'N, 9°47'E.
- f. 39°24'N, 9°40'E.

Zone 4

- a. 40°38'N, 9°54'E.

- b. 40°00'N, 11°17'E.
- c. 40°47'N, 11°33'E.
- d. 39°00'N, 11°36'E.
- e. 39°00'N, 10°17'E.
- f. 39°26'N, 10°08'E.
- g. 39°26'N, 9°38'E.

These zones are in use from 0800 to 2000 on Monday through Friday, excluding holidays, from 21 July through 21 September.

On the above days and times, vessels that must navigate through the prohibited zone to reach the coast, and particularly the port of Arbatax, must be explicitly authorized to do so by the local maritime authority.

Explosives Dumping Areas

Explosives dumping areas have been reported (1999) in the Adriatic Sea and off the coast of Italy. These areas, which may best be seen on the chart, are situated, as follows:

1. Within 4 miles of 42°03'58"N, 17°22'02"E.
2. Within 9 miles of 41°55'57"N, 17°25'13"E.
3. Within 5 miles of 40°48'32"N, 18°51'09"E.
4. Within 5 miles of 39°49'00"N, 19°00'00"E.
5. Within 4 miles of 42°03'32"N, 17°22'01"E.
6. Within 5 miles of 41°20'00"N, 18°44'00"E.
7. Within 1 mile of 41°26'00"N, 16°32'00"E.
8. Within 4 miles of 41°46'30"N, 16°32'18"E.
9. Within 5 miles of 40°41'00"N, 18°29'36"E.
10. Within 3 miles of 42°00'00"N, 17°00'00"E.
11. Within 5 miles of 41°20'00"N, 18°30'00"E.
12. Within 5 miles of 41°41'00"N, 17°48'00"E.
13. Within 5 miles of 41°18'24"N, 18°38'15"E.
14. Within an area bounded by lines joining the following positions:
 - a. 41°45'N, 18°05'E.
 - b. 41°45'N, 18°20'E.
 - c. 41°28'N, 18°31'E.
 - d. 41°28'N, 18°19'E.
15. Within an area bounded by lines joining the following positions:
 - a. 41°48'24"N, 16°52'40"E.
 - b. 41°48'22"N, 16°54'13"E.
 - c. 41°44'30"N, 16°54'37"E.
 - d. 41°44'11"N, 16°53'17"E.
16. Within 5 miles of 45°15.0'N, 13°00.0'E.
17. Within 5 miles of 42°30.0'N, 15°20.0'E.
18. Within an area bounded by lines joining the following positions:
 - a. 44°05.0'N, 13°40.0'E.
 - b. 44°20.0'N, 13°20.0'E.
 - c. 44°24.0'N, 13°28.0'E.
 - d. 44°09.0'N, 13°48.0'E.
19. Within 5 miles of 44°47'16"N, 13°08'02"E.
20. Within 5 miles of 44°30'00"N, 13°30'00"E.
21. Within 5 miles of 43°58'18"N, 14°14'59"E.
22. Within 4 miles of 42°03'58"N, 17°22'02"E.
23. Within an area bounded by lines joining the following positions:
 - a. 41°20.0'N, 12°06.0'E.
 - b. 38°17.0'N, 12°14.0'E.
 - c. 38°12.0'N, 12°06.0'E.
 - d. 38°20.0'N, 11°56.0'E.

- e. 38°25.0'N, 12°06.0'E.

24. An explosive ordnance hazard is reported to exist in the vicinity of the following positions:

- a. 40°41'N, 18°30'E.
- b. 41°20'N, 18°30'E.
- c. 42°35'N, 17°36'E.
- d. 41°48'N, 17°25'E.
- e. 42°00'N, 17°00'E.
- f. 44°30'N, 13°16'E.

Waters around the coast of Albania

It is reported a mine was caught in a fishing net at position 41°49'N, 18°36'E.

Fishing Areas

Tunny nets on the coasts of Italy are being marked in accordance with the IALA special marks. These signals are arranged on boats or floats in the central outer part of the tunny nets. The mark could also be equipped with a radar reflector. Particularly wide tunny nets may be marked by two distinct signals, placed at the corners of the enclosed sea area. For general information on tunny fishing, see Spain—Fishing Areas.

Small fishing boats engaged in sardine net fishing, and extending in close formation for 4 miles or more, may be encountered at a distance of 8 miles off the coast of Sicilia; these boats carry no special marks or lights to indicate that they are using nets.

Night fishing takes place off the coast of Sicilia during the summer months in the area between Taormina and Capo Murro di Porco and up to 30 miles offshore.

Fishing is carried out by staked nets, marked on the surface by a long line of white lights. Mariners are cautioned to keep a lookout for small craft which are difficult to see against the background of lighted nets.

Government



Flag of Italy

Italy is a democratic republic. The country is divided into 20 regions.

Italy is governed by a President, elected by an electoral college composed of both houses of Parliament and 58 regional representatives, serving a 7-year term. The Prime Minister is appointed by the President. The bicameral Parliament is composed of a 315-member Senate, of which 232 members are directly elected and 83 members are elected by a system of regional proportional representation, serving 5-year terms, and

a 630-member Chamber of Deputies, of which 475 members are directly elected and 155 members are elected by a system of regional proportional representation, serving 5-year terms.

The legal system is based on civil law.

The capital is Rome

Holidays

The following holidays are observed:

January 1	New Year's Day
January 6	Epiphany
Easter Sunday	Variable
Easter Monday	Variable
April 25	Anniversary of the Liberation
May 1	Labor Day
June 2	Foundation of the Italian Republic
June 24	St. John's Day (Florence only)
June 29	St. Peter and St. Paul's Day (Rome only)
August 15	Assumption Day
September 19	St. Gennaro's Day (Naples only)
November 1	All Saints' Day
Sunday nearest November 4	World War I Victory Anniversary Day
December 7	St. Ambrogio's Day (Milan only)
December 8	Immaculate Conception
December 25	Christmas Day
December 26	St. Stephen's Day

Industries

The main industries include machinery, iron and steel, chemicals, food processing, textiles, motor vehicles, clothing, footwear, and ceramics.

Languages

Italian, German (parts of the Trentino-Alto Adige region are predominately German speaking), French (small French-speaking minority in the Valle d'Aosta region), and Slovene (Slovene-speaking minority in the Trieste-Gorizia area) are in common usage.

Mined Areas

In the areas indicated below, search is constantly in progress and the presence on the bottom is probable, of magnetic mines,

torpedoes, or projectiles, or other explosive objects constituting danger to navigation.

Western Mediterranean

1. **Sardinia—Golfo di Oristano**—Due to the presence of explosive devices on the bottom, anchoring and fishing are permanently prohibited in an area bounded by the following positions:

- 39°44.2'N, 8°28.9'E.
- 39°48.1'N, 8°30.0'E.
- 39°47.3'N, 8°31.3'E.
- 39°46.5'N, 8°31.4'E.

2. **Capo Frasca**—Navigation, tourism, fishing, and other occupations are permanently prohibited along the coast of Capo Frasca in an area bounded by lines joining the following positions:

- 39°42.8'N, 8°26.8'E.
- 39°42.8'N, 8°26.3'E.
- 39°46.2'N, 8°26.5'E.
- 39°46.6'N, 8°27.9'E.
- 39°44.7'N, 8°29.2'E.
- 39°44.2'N, 8°28.9'E.

An additional area where unexploded ordnance lies on the sea bed, is bounded by lines joining the following positions:

- 39°48.1'N, 8°30.0'E.
- 39°47.3'N, 8°31.5'E.
- 39°46.5'N, 8°31.4'E.
- 39°44.2'N, 8°28.9'E.

3. **Sardinia—Giglio Point**—Anchoring, fishing, mooring, and underwater diving are prohibited in a circular zone with a radius of 150m centered on position 40°34'04"N, 8°12'14"E due to the presence of explosive devices on the bottom

4. **Sardinia—Capo Caccia**—Anchoring, fishing, and related activities are prohibited in a circular zone with a radius of 150m centered on position 40°33'36"N., 8°09'44"E due to explosive devices on the bottom.

Ligurian Sea

1. **Alassio Waters**—Fishing is prohibited within an area extending 500m around the Island of Gallinara due residual ordnance.

2. **Genova**—Anchoring and fishing are prohibited in a circular zone with a radius of 0.5 mile lying nearly 1 mile SSW of Punta Vagno, due to the presence of a mine on the bottom.

3. **Bonassola**—About 1 mile offshore of Bonassola, at a depth of 40 to 45m, lies a wreck containing explosive ordnance.

4. **Punta Moneglia**—The water zone comprised between the parallel 44°13'30"N, the meridian 9°25'00"E, and the coast, is dangerous to underwater fishing due to the presence on the bottom of explosive ordnance.

5. **La Spezia Passages**—Navigating, fishing, and stopping are dangerous due to the presence of explosive ordnance in an area bounded by lines joining the following positions:

- a. 44°02'36"N, 9°36'42"E.
- b. 43°57'42"N, 9°41'30"E.
- c. 43°56'30"N, 9°39'18"E.
- d. 44°01'24"N, 9°34'30"E.

6. **San Vincenzo**—Sunken hulls containing explosive ordnance lie on the bottom at the following positions centered on circles with a 0.5 mile radius:

- a. 43°07'18"N, 10°30'42"E.
- b. 43°07'24"N, 10°30'04"E.
- c. 43°09'00"N, 10°29'06"E.

7. **Isola Capraia**—A mine is reported to exist NW of the island in the vicinity of La Manza.

8. **Punta Ferraione**—A circular zone with a radius of 0.25 mile, lying about 550m N of Punta Ferraione, is dangerous due to the presence of an explosive device lying at a depth of 60m.

Tyrrhenian Sea

1. **Piombino**—The sea area, opposite the center of Enel (a small private harbor), 1 mile from Torre de Sale, is dangerous due to the presence of unexploded munitions lying at a depth of 15m.

2. **Isola d'Elba**—The waters off Porto Azzurro, within the 50m depth curve, are dangerous due to the presence of unexploded mines on the bottom.

Unexploded mines have been reported between Punta Cannelle and Isola Ortano at the following positions:

- a. 42°46'48.70"N, 10°26'39.70"E.
- b. 42°47'08.34"N, 10°26'22.79"E.

Stopping, fishing, and underwater activities are prohibited within circles with a 200m radius of the above positions.

3. **Isola Pianosa**—A mine is reported to exist near Isolotto La Scola at a depth of 80m.

Unexploded ordnance is reported to lie 20m from Punta del Marchese.

4. **Follonica**—An area that is dangerous due to the presence of an explosive device on the bottom is located within the area bounded by lines joining the following positions:

- a. 42°52.5'N, 10°45.1'E.
- b. 42°52.8'N, 10°45.6'E.
- c. 42°53.5'N, 10°44.6'E.
- d. 42°53.1'N, 10°44.7'E.

5. **Talamone**—A wreck lies approximately 1 mile W of the tower Cala Forno. It is reported to contain unexploded ordnance which has been discovered on the bottom.

It is prohibited to anchor or fish within 1.5 miles of the coast between the tower on Cala Forno and the mouth of the Ombrone River.

6. **Civitavecchia**—Entry is prohibited due to the presence of possibly explosive devices on the bottom of the sea areas to the NW of the harbor within an area bounded by lines joining the following positions:

- a. 42°21.3'N, 11°26.0'E.
- b. 42°18.4'N, 11°33.0'E.
- c. 42°16.6'N, 11°32.4'E.
- d. 42°19.0'N, 11°24.2'E.

An explosive device is found within 150m of position 42°07.8'N, 11°07.7'E.

7. **Capo d'Anzio**—In the vicinity of Arco Muto, unmarked explosive devices are located in a depth of 4m about 100m off the coast.

8. **Anzio**—An explosive device lies about 1 mile E of the end of Molo Innocenziano at a depth of 7m. Vessels in transit should navigate with caution.

9. **Sardinia—Maddalena Archipelago—Roads of Mezzo Schifo**—Anchorage and fishing are prohibited in Mezzo Schifo Roads due to explosive devices on bottom.

10. **Sardinia—Maddalena Archipelago—Waters around the island of Spargi**—Anchoring, fishing, and related activities are prohibited at all times due to explosive ordnance in a circular zone, with a radius of 200m, centered on position 41°13'54"N, 9°21'25"E.

Hazardous operations may be carried out in the vicinity of the above area from 15 January to 15 June and from 15 October to 22 December. When these hazardous operations are in progress, the radius of the restricted area will be enlarged, as follows:

- a. 1,000m—All activities, including transiting, are prohibited.
- b. 4,000m—All underwater activities.

11. **Sardinia—Maddalena Archipelago—Island of Caprera—Port Palma**—Anchorage and fishing are prohibited in an area centered on position 41°10.88'N, 9°26.98'E, due to projectiles and other devices and other explosive devices that could be in the area.

12. **Capo San Lorenzo**—The following areas are dangerous to navigation and fishing due to the presence of explosive devices:

A. The area between the parallels 39°30'30"N, 39°32'30"N, and the meridian 9°41'00"E.

B. The area bounded by lines joining the following positions:

- a. 39°29'30"N, 9°38'30"E.
- b. 39°29'30"N, 9°39'30"E.
- c. 39°31'30"N, 9°39'30"E.
- d. 39°31'30"N, 9°38'00"E.

C. The sea area within 1 mile of position 39°30'45"N, 9°40'39"E.

D. The circular zone with a radius of 2 miles centered on position 39°29'N, 9°42'E is prohibited to anchoring and fishing due to the presence of an explosive device at a depth of 90m.

13. **Capo Teulada**—Anchoring and fishing are permanently prohibited due to the presence of unexploded devices on the bottom in an area bounded by lines joining the following positions:

- a. 38°56'52"N, 8°37'12"E.
- b. 38°56'18"N, 8°32'24"E.
- c. 38°52'54"N, 8°35'30"E.
- d. 38°51'30"N, 8°39'00"E.
- e. 38°53'48"N, 8°42'06"E.
- f. 38°54'00"N, 8°44'14"E.
- g. 38°55'22"N, 8°42'38"E.

However, transit through the above area is prohibited only during periods of firing practice, for which specific orders are periodically issued.

14. **Mondragone**—Anchoring, fishing and other related activities are prohibited in the locality of Sinuessa due to the presence of numerous explosive devices on the bottom in an area bounded by lines joining the following positions:

- a. 41°09.0'N, 13°49.5'E.
- b. 41°09.0'N, 13°50.0'E.
- c. 41°07.0'N, 13°51.5'E.
- d. 41°07.0'N, 13°51.0'E.

15. **Gaeta**—The presence of numerous devices of a military wartime nature has been reported in the area off the locality of Monte Orlando (Grotta del Turco) at a distance of 100m and for a stretch of 100m parallel to the coast. (This point is within the area of the Monte Orlando Preserve).

16. **Canale di Procida**—Explosive ordnance lies scattered on the bottom, on the E edge of the 26m shoal, at approximate position 40°45.2'N, 14°05.5'E (about 1.3 miles S of Capo Miseno).

17. **Golfo di Pozzuoli—Miseno**—Navigation, anchorage, and all other activity are prohibited in the sea area extending 300m to the E of the mussel bed due to the presence of an explosive device on the bottom

18. **Penisola Sorrentina—Marina di Lobra**—The stopping and mooring of ships and all craft in general, fishing, and all underwater activity are prohibited in a 400m wide stretch of water which extends SE from Scoglio Vervece and connects the head of Molo Foraneo with the landing place at Marina di Lobra due to the presence of explosive devices contained within a submerged fishing net.

19. **Punta Baccoli to Capri**—The probable presence of explosive devices in depths of about 70m has been reported in the area bounded by lines joining the following positions:

- a. 40°36'12"N, 14°19'00"E.
- b. 40°36'12"N, 14°19'12"E.
- c. 40°36'00"N, 14°19'12"E.
- d. 40°36'00"N, 14°19'00"E.

20. **Golfo di Policastro—Villamare**—The sea area along the coastal strip of Via Torre-Vibonati-Villamare, extending for a length of 0.2 mile and up to 100m off the coast, is dan-

gerous to navigation and prohibited to fishing and anchorage due to the presence of explosive devices on the bottom.

21. **Golfo di Policastro—Scario**—Explosive devices are located, in depths of 9 to 11m, in the vicinity of position 40°03.0'N, 15°29.7'E.

22. **Golfo di Policastro—Maratea**—Unexploded ordnance lies about 150m offshore from the Acquafrèdda District. A prohibited entry area, with a radius of 500m, is centered on position 40°02.2'N, 15°40.1'E.

23. **Golfo di Policastro—Scalea**—The circular zone offshore of Torre Lao (Scalea), with a radius of 300m centered on position 39°48'54"N, 15°47'48"E is prohibited to transiting, mooring, stopping, and fishing due to the existence of explosive devices on the bottom. The center of the area is marked by two red buoys.

Operations to remove and dispose of these explosive devices may occur in this area. The salvaged explosive devices are transported to position 39°48'42"N, 15°44'24"E and are destroyed. When these operations are in progress transiting, mooring, stopping, fishing and all other underwater activities are prohibited within 1 mile of this position. Vessels are also prohibited from coming within 500m of the Italian naval vessels transporting the explosive devices to this position. During the transport of these explosive devices, the transport vessel will display Flag B of the International Code of Signals.

A prohibited entry area, with a radius of 1 mile, established due to unexploded ordnance on the sea bed, lies centered on position 39°48.9'N, 15°47.0'E.

24. **Golfo di Sant' Eufemia**—The sea area off the coast, bounded by the parallels 38°50'N and 38°53'N and up to 0.5 mile off this same coast, is dangerous to navigation and prohibited to fishing and anchorage due to the presence of explosive devices on the sea bottom. A wreck, covered with mud and containing explosive ordnance, lies on the bottom at position 38°45'30"N, 16°11'30"E, about 0.3 mile N of the Tonnara chimney.

The area within a 0.5 mile radius from the above position is prohibited to anchorage and any underwater operations.

25. **Capo Cozzo**—A device dangerous to navigation lies at a depth of about 12m, about 100m from the coast in the vicinity of Zambrone.

26. **Sicily—Formiche Shoals**—Anchoring, sailing, fishing, and other related activities of any kind are prohibited in the area of the seawall of Argo Capo d'Orlando up to 250m from land due to the presence of numerous explosive devices on the bottom.

27. **Golfo di Castellammare**—Anchoring, sailing, and stopping by any vessel or craft, along with any other related water activities, are prohibited due to the presence of a wartime device in the area bounded by lines joining the following positions:

- a. 38°06.0'N, 12°47.9'E.
- b. 38°06.2'N, 12°48.4'E.

- c. 38°05.8'N, 12°48.7'E.
- d. 38°05.6'N, 12°48.3'E.

Stay clear a distance of no less than 0.5 mile from this area.

Anchoring, sailing, and fishing are prohibited, until further notice, and navigation is dangerous in the area of Cala dei Muletti, about 3.2 miles SSE of Capo di Rama, due to the presence of explosive ordnance on the sea bottom.

28. **Sicily—Northwest of Trapani**—Unexploded ordnance may be found in the area bounded by lines joining the following positions:

- a. 38°25'N, 12°06'E.
- b. 38°17'N, 12°14'E.
- c. 38°12'N, 12°06'E.
- d. 38°20'N, 11°56'E.

29. **Sicily—Trapani**—Unexploded ordnance may be found within 1 mile of position 37°46.5'N, 11°58.5'E.

30. **Sicily—Porto Empedocle**—Unexploded ordnance may be found within 1 mile of position 37°13'21"N, 13°17'07"E.

Ionian Sea

1. **Waters around Magnisi Peninsula**—The zone contained between the parallels 37°09'48"N, 37°09'15"E and the meridians 15°17'05"E and 15°15'55"E, is permanently prohibited for mooring and fishing and is dangerous to navigation due to submerged ordnance.

2. **Capo Spartivento**—Explosive ordnance is reported to lie in position 37°53'49.0"N, 16°00'49.2"E.

3. **Golfo di Taranto**—An unexploded mine is located in position 39°03.2'N, 17°11.0'E. Vessels should give this position a berth of at least 0.5 mile.

4. **Golfo di Taranto**—The presence of explosive ordnance is reported to lie in position 40°21'N, 16°58'E, in depths of over 650m; it poses a danger to deep-sea research.

5. **Taranto**—Explosive ordnance is reported to lie in an area SW of Isola San Pietro and Isolotto San Paolo, bounded by the bearing of 270° from Punta La Forca, the line of the dike which joins the two islands, and the bearing of 180° from the red light of San Paolo, in depths between the 40m and 140m curves.

6. **Taranto**—The following areas are prohibited to anchoring and fishing due to the presence of unexploded ordnance:

Area 1—Bound by lines joining the following positions:

- a. 40°28.0'N, 17°05.7'E.
- b. 40°27.2'N, 17°06.6'E.
- c. 40°27.7'N, 17°09.7'E.
- d. 40°28.5'N, 17°10.4'E.

Area 2—Bound by lines joining the following positions:

- a. 40°25.2'N, 17°10.6'E.
- b. 40°25.7'N, 17°11.6'E.
- c. 40°24.2'N, 17°11.5'E.

7. **Porto Cesareo**—Unexploded ordnance, in depths of 15 to 20m, lies within 100m of Torre Chianca.

8. **Punta del Pizzo**—Due to the presence of explosive ordnance on the bottom, in a depth of about 70m, navigation is dangerous within a radius of 1 mile of the point situated 5.5 miles S of Punta del Pizzo.

Adriatic Sea

1. **Punta San Cataldo**—Anchoring and fishing are prohibited, and navigation is dangerous, due to the presence of explosive ordnance on the sea bottom in an area bounded by a line joining the following points:

- a. 40°25'31"N, 18°15'30"E.
- b. 40°30'20"N, 18°16'30"E.
- c. 40°29'25"N, 18°19'03"E.
- d. 40°27'45"N, 18°20'58"E.
- e. 40°25'55"N, 18°22'28"E.
- f. 40°23'05"N, 18°23'18"E.
- g. 40°23'54"N, 18°17'30"E.

2. **Molfetta**—Explosive ordnance lies 7.1 miles, bearing 051°, from Molfetta Light.

Unexploded ordnance lies within an area bounded by lines joining the following positions:

- a. 41°48'30"N, 16°52'07"E.
- b. 41°48'49"N, 16°54'47"E.
- c. 41°43'52"N, 16°55'50"E.
- d. 41°43'33"N, 16°53'10"E.

3. **Fiume Ofanto (Barletta)**—Navigation and fishing are prohibited due to the presence of explosive ordnance on the bottom, in an area at the mouth of the Ofanto River, near the Barletta coast, bounded by lines joining the following points:

- a. 41°21'45"N, 16°12'16"E.
- b. 41°23'48"N, 16°13'28"E.
- c. 41°23'00"N, 16°15'16"E.
- d. 41°21'20"N, 16°16'23"E.
- e. 41°20'30"N, 16°14'08"E.

4. **Isole di Tremiti—Isola Pianosa**—The sea area surrounding Isola Pianosa, up to 0.3 mile from the coast, is prohibited to navigation, anchorage, underwater fishing, and stopping due to the presence of residual unexploded ordnance on the bottom within approximately 100m of the coast.

5. **Pesaro**—Unexploded ordnance lies in a depth of 7m within 500m of position 43°55.5'N, 12°55.2'E.

6. **Cattolica**—Anchoring and fishing are permanently prohibited due to the presence of explosive ordnance on the sea bottom in the area bounded by lines joining the following positions:

- a. 43°58'18"N, 12°45'15"E.
- b. 43°58'18"N, 12°45'24"E.
- c. 43°58'12"N, 12°45'24"E.
- d. 43°58'12"N, 12°45'15"E.

7. **Porto Garibaldi (Mouth of Fiume Reno)**—Anchoring and fishing are permanently prohibited due to the pres-

ence of explosive ordnance on the sea bottom in the area bounded by lines joining the following positions:

- a. 44°39'00"N, 12°15'00"E.
- b. 44°43'00"N, 12°22'00"E.
- c. 44°31'30"N, 12°22'00"E.
- d. 44°33'00"N, 12°17'10"E.

This area is dangerous due to missile firing from 0730 of each Monday until 1300 of each Saturday.

8. **Malamocco**—A wreck, with a depth of 14.5m, lies in position 45°17'15"N, 12°35'03"E. The zone centered around this wreck with a radius of 1 mile is dangerous for anchoring, trawling, and fishing due to the wreck itself and by explosive material scattered on the bottom.

Another zone which contains unexploded ordnance lies S of the entrance channel to Malamocco. Vessels are cautioned not to anchor, dredge, trawl, lay cable, bottom, or conduct any similar type of operation in this area.

9. **Punta del Tagliamento**—Fishing, anchoring, stopping, or any form of submarine activity are prohibited in an area bounded by lines joining the following positions:

- a. 45°35'42.0"N, 12°56'15.0"E.
- b. 45°35'08.4"N, 12°53'21.6"E.
- c. 45°33'22.2"N, 12°57'37.2"E.
- d. 45°33'12.0"N, 13°11'06.6"E.
- e. 45°26'30.0"N, 13°05'00.0"E.

10. **Punta del Tagliamento to Bibione**—Fishing and anchoring are dangerous due to the presence of explosive ordnance on the bottom in an area bounded by lines joining the following positions:

- a. 45°37'50"N, 13°04'18"E.
- b. 45°37'00"N, 13°04'18"E.
- c. 45°36'20"N, 13°04'30"E.
- d. 45°36'20"N, 13°05'12"E.
- e. 45°37'00"N, 13°05'20"E.
- f. 45°37'50"N, 13°05'20"E.

11. **Grado**—Fishing and anchoring is dangerous to starboard of the access channel to Grado due to the presence of mines on the bottom in an area bounded by lines joining the following positions:

- a. 45°39'58"N, 13°22'05"E.
- b. 45°39'58"N, 13°22'45"E.
- c. 45°39'26"N, 13°22'45"E.
- d. 45°39'26"N, 13°22'21"E.
- e. 45°39'40"N, 13°22'21"E.

Caution.—There are some additional areas off the Italian coast which constitute danger due to unexploded ordnance. These areas are shown on the charts or described in Pub. 131, Sailing Directions (Enroute) Western Mediterranean.

Navigational Information

Enroute Volume

Pub. 131, Sailing Directions (Enroute) Western Mediterranean.

Maritime Claims

The maritime territorial claims of Italy are, as follows:

Territorial Sea *	12 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Claims straight baselines. Claims Golfo di Taranto as a historic bay.

Offshore Drilling

Seismic Survey

Seismic surveying and drilling operations are carried out off the coasts of Italy, Sardinia, and Sicilia, normally in depths of less than 200m.

Seismic surveying ships tow a cable about 0.5 mile to 1.6 miles in length, the end of which is marked by a small lighted buoy.

Vessels should give the stern of seismic surveying ships a berth of at least 1.6 miles and avoid interfering with the surveying ship's course.

Vessels should be alert to signals of the International Code displayed by prospecting ships or small escort craft. Details of these surveys are circulated as Italian Notice to Mariners broadcasts by radiotelegraph and radiotelephone, and by NAVAREA III notices.

Fixed oil rigs and mobile platforms may be encountered in Italian waters at some distance offshore; they are fitted with lights and, if possible, fog signals.

Mariners are cautioned that unlighted installations may also exist in these waters. Most of the fixed platforms are found in the central-northern Adriatic Sea.

Vessels in transit should give mobile platforms a wide berth in order to avoid the moorings associated with these installations.

Safety zones, in which unauthorized vessels are prohibited from entering, are established around the fixed and mobile platforms and can extend up to a distance of 0.25 mile from these installations.

Announcements concerning the movements of these installations are promulgated through notices broadcast by radiotelegraph, radiotelephone, and NAVAREA III warnings.

Pilotage

Pilotage is compulsory for all foreign vessels greater than 500 grt, although there are some ports which require pilotage for all foreign vessels greater than 400 grt. Licensed pilots are available at the more important Italian ports and harbors. A vessel requiring a pilot should display one of the signals designated in the International Code of Signals.

See Pub. 131, Sailing Directions (Enroute) Western Mediterranean for further information. A pilot vessel bringing out a pilot to a signalling vessel by day, gives notice of such intention by hoisting and lowering the distinguishing flag several times, and at night by showing a flashing light at intervals not exceeding 15 seconds.

Pollution

All vessels navigating in Italian waters should report pollution by noxious substances, threats of pollution caused by any event or incident, and accidents which could lead to such pollution. The first report should be sent as soon as possible via a coast radio station to the following addresses:

1. "Ministry of Merchant Marine Difmar Centrale Operativa Rome."
2. "Harbormaster of ..." (the nearest port).

The report must contain the paragraph number, together with the information required, in the following format:

1. General information.
 - A. Subject of the message.
 - B. Time of the incident (in UTC).
 - C. Position of the incident.
2. Incident.
 - A. Incident concerning: vessel(s), platform, refinery, storage facility, oil pipeline, other.
 - B. Cause of incident: collision, explosion, fire, shipwreck, grounding, spillage.
 - C. Particulars of vessel(s) or installation(s) involved: name, type, nationality, gross tonnage, owners/charterers, nature and tonnage of cargo, registration number of vessel (if possible).
3. Meteorology.
 - A. Meteorological conditions: wind direction (in degrees), wind speed (in knots), sea state.
 - B. Surface currents in the area: direction (in degrees), speed (in knots).
 - C. Local outlook (improving, worsening, stable).
4. Pollution.
 - A. Existing maritime pollution? (Yes/No). If yes, complete all of Paragraph 4, then go on to Paragraph 6. If no, go on to Paragraph 5.
 - B. Type of product being spilled: raw (light, medium, heavy), refined (white, black), slops, ballast, condensation, liquefied gas, chemical products.
 - C. Have samples been taken? (Yes/No). If yes, by whom: name, address, telephone, telex.
 - D. Details of product(s), if available: density, flammability (non-flammable, weak, high), toxicity (low, medium, high).
 - E. Quantity spilled: rate of spillage.
 - F. If spillage floats, estimate of spread in two dimensions.
 - G. Direction (in degrees) and estimated speed of spread.
 - H. Is the product on fire? (Yes/No).
 - I. Has the spread reached the coast? (Yes/No).
 - J. Identify affected areas.
 - K. Length of coastline affected (in kilometers).
 - L. Type of coast affected: beach, rocky coast, other.
5. Risk of pollution.
 - A. Is there a risk of spreading? (Yes/No). If yes, complete paragraph 5. If no, continue on to paragraph 6.
 - B. Type of product which can spread (see 4B).
 - C. Details of product which can spread (see 4D).
 - D. Maximum estimated quantity.
6. Measures already taken.
7. Assistance required.

8. Other observations.

As soon as mariners are in possession of additional information, another message, numbered sequentially, should be sent in the same format.

Regulations

Marine Mammals Sanctuary

A marine mammals sanctuary has been established in the Ligurian Sea, the Sea of Corsica and the central and N portions of the Tyrrhenian Sea. The area is located between the following boundaries:

1. North boundary—The coast of Italy and France between Fosso Chiarone, Italy (42°21.4'N., 11°31.0'E.) and Pointe Escampobariou, France (43°01.7'N., 6°05.9'E.).
2. West boundary—A line joining Pointe Escampobariou, France (43°01.7'N., 6°05.9'E.) and Capo Falcone, Sardegna (40°58.3'N., 8°12.1'E.).
3. South boundary—The N coast of Sardegna between Capo Falcone, Sardegna (40°58.3'N., 8°12.1'E.) and Capo Ferro, Sardegna (41°09.3'N., 9°31.3'E.).
4. East boundary—A line joining Capo Ferro, Sardegna (41°09.3'N., 9°31.3'E.) and Fosso Chiarone, Italy (42°21.4'N., 11°31.0'E.).

Pre-arrival Reporting

It has been reported (2003) that foreign-flagged vessels must provide pre-arrival information, via telex, to COMPAMARE (the harbor authority of the port) 72 hours prior to arrival in order to be allowed to enter the port. If the sailing time to the arrival port is less than 72 hours, the message should be sent prior to leaving the previous port. Vessels failing to comply will have to wait 72 hours before being allowed to enter Italian ports.

Special Tanker Ordinances

Single-hull tankers over 5,000 dwt and over 15 years of age carrying heavy fuels, waste oils, heavy crude oil, bitumen, and tar are prohibited from entering Italian ports.

Italian authorities advise that special ordinances are in effect for regulating the entry and exit of tankers from Italian ports.

These ordinances have the following rules:

Article 1. It is mandatory, starting immediately, that the masters of all tankers transporting petroleum, gas or chemical products, having a gross tonnage equal to or above 1,600 tons, totally or partially full, including empty, but not yet degassed tankers, headed to ports or boundaries included in the area of jurisdiction; do the following:

- a. Communicate via radio to the Harbor Master's Office of the Port, on VHF or via coastal public radio station, before entering the territorial waters of jurisdiction:
 - The name and international call sign of the vessel
 - Nationality of the ship
 - Length and draft
 - Port or destination of anchorage
 - Scheduled time of arrival
 - General nature of cargo aboard and its quantity
 - If in possession, in the case of transporting chemical products, of the certificate prescribed for new ships of the IMO Code for the construction and equipping of ships that transport chemical products in bulk.

- If, in the case of transporting chemical products in packing cases or liquefied gas in packing cases, the ship is in possession of the appropriate certificate prescribed by the IMO Code.

- b. Complete the check list connected with the ordinance and put it within easy reach of the pilot.

Article 2. The Masters of vessels mentioned in the proceeding Article 1, whether entering or leaving a port, navigating in the areas of jurisdiction, must:

- Inform the Harbor Master's Office of any defects or incidents that could jeopardize navigational safety or constitute a danger for the sea environment and adjacent areas.
- Establish and maintain a radiotelephone connection, preferably on VHF, with the Harbor Master's Office or via coastal public radio station.
- Use the pilot even outside the boundaries of the area in which pilotage is mandatory, in case of fog or poor visibility, and whenever the nature of the cargo aboard ship and/or the conditions of navigation make it advisable.

Article 3. If, from the checklist of Article 1, letter b, there ever is a defect that could jeopardize the safety of the navigation of the vessel or that could in any way constitute a danger, the pilots of the port must immediately inform the Harbor Master's Office. The above list, endorsed by the pilot, must be shown immediately after the ship's arrival, to the Harbor Master's technical office.

Article 4. Except for the fact that it does not constitute a serious crime, transgressors of the items of the ordinance will be punished according to the terms of Article 1174 or 1231 of the Navigation Codes and Article 32 of the law of June 5, 1962 number 616, and will also be held responsible for the damages incurred by their illicit behavior should any such damages involve people or things.

Vessels carrying arms or ammunition must declare them and obtain ministerial permission before entering Italian territorial waters. Complete information must be provided at least 4 days prior to arrival.

Ship Reporting System

The Adriatic Traffic Reporting System (ADRIREP) is a mandatory reporting system for the following vessels:

1. Oil tankers of 150 grt and over.
2. All vessels of 300 grt and over carrying dangerous or polluting cargo, either in bulk or break bulk.

The operational area covered by ADRIREP is the entire Adriatic Sea N of latitude 40°25'N. The area is divided into five sectors, each of which has been assigned to a competent authority.

The system is based on VHF voice communications. Vessels contact the appropriate shore-based authority on the VHF channel assigned to the sector in which the vessel is located.

Vessels unable to report using the assigned VHF channel should report by any other available communication method. English shall be used for all communications. A description of the boundaries, competent authorities, and VHF channels used are given in the accompanying table.

The following procedures shall be used by all vessels required to participate in ADRIREP:

1. Northbound vessels.—

- a. Vessels shall transmit a First Report to the competent shore-based authority of the interested sector, as follows:

- i. When entering the Adriatic Sea by crossing latitude 40°25'N.

- ii. When entering the Adriatic Sea by leaving a port inside the area covered by ADRIREP.

- b. Vessels shall transmit a Position Report to the competent shore-based authority, as follows:

- i. When entering a new sector by crossing its S border.

- ii. When entering the port of destination in the area covered by ADRIREP.

2. Southbound vessels.—

- a. Vessels shall transmit a First Report to the competent shore-based authority of the interested sector when leaving a port area covered by the system.

- b. The shore-based authority to whom the First Report shall be transmitted is that of the country of the port the vessel is leaving.

- c. The recipient of the First Report shall pass the information on to the following authorities:

- i. The maritime authority of the vessel's destination, if in the area covered by ADRIREP.

- ii. Brindisi Coast Guard.

- iii. The other shore-based authorities in between, if any.

- d. Vessels shall transmit a Position Report to the competent shore-based authority, as follows:

- i. When entering a new sector by crossing its N border.

- ii. When entering the port of destination in the area covered by ADRIREP.

3. **Vessels crossing the Adriatic Sea.**—Vessel shall send a report to the closest shore-based authority of the country the vessel is leaving, who shall then inform the maritime authority of the port of destination.

4. **Special cases.**—Northbound or southbound vessels entering Sector 5 shall transmit the report to one of the competent authorities according to where the vessel is going to or coming from.

Southbound vessels crossing latitude 40°25'N and either departing Sector 1 or the area covered by ADRIREP shall transmit an additional Final Report to Brindisi Coast Guard.

ADRIREP Sector Reporting Information					
Sector	Southern border	Northern border	Competent authority	VHF channel	Remarks
1	40°25'N	41°30'N	Brindisi Coast Guard (Italy)	10	
2	41°30'N	42°00'N	Bar MRCC (Serbia and Montenegro)	12	
3	42°00'N	43°20'N	Rijeka MRCC (Croatia)	10	

ADRIREP Sector Reporting Information					
Sector	Southern border	Northern border	Competent authority	VHF channel	Remarks
4	43°20'N	44°30'N	Ancona MRSC (Italy)	10	
5	44°30'N	Coastline	Venezia MRSC (Italy)	10	See note.
5	44°30'N	Coastline	Trieste MRSC (Italy)	10	See note.
5	44°30'N	Coastline	Koper MRCC (Slovenia)	12	See note.
Note. —Northbound and southbound vessels entering Sector 5 shall transmit the First Report or Position Report, as applicable, to the competent authority to where the vessel is going to or coming from.					

Note.—The format of each report, as well as the required information for the report, are given in the accompanying tables.

The responsibilities of the shore-based authorities are, as follows:

1. The shore-based authority receiving the First Report (01/FR) shall inform the maritime authority of the vessel's destination, if in the area covered by ADRIREP, and the other shore-based authorities in between, if any.
2. The shore-based authority in Sector 5 receiving the Position Report from the vessel entering the sector will inform the other two shore-based authorities in Sector 5.
3. Upon the receipt of any report, the shore-based authority will provide the vessel with the following information:
 - a. Information on navigational conditions.
 - b. Information on weather conditions.
 - c. Any other relevant information.

ADRIREP—First Report Format	
Line	Description
Message Identifier: ADRIREP	
Type of report: 01/FR (First Report)	
A	Vessel name, call sign, IMO number, and flag
B	Time in UT(GMT) (date and time of report (6 digits)—day of month (2 digits) and hours and minutes (in 4 digits))
C	Current position—latitude (4 digits followed by N) and longitude (5 digits followed by E)
E	Course (3 digits)
F	Speed in knots (3 digits)
G	Port of departure
I	Anticipated time of arrival (as expressed in B), followed by the port of destination
N	ETA at next checkpoint (as expressed in B), followed by parallel of the checkpoint
O	Draft (4 digits)
P	Cargo information (general category of hazardous cargo as defined by the IMDG, IBC, and ICG Codes and MARPOL Annex I)
T	Vessel's representative and/or owner available on a 24-hour basis

ADRIREP—First Report Format	
Line	Description
U	Vessel type, dwt, grt, and loa in meters
W	Number of people on board, including crew
X	Any other relevant information
Note. —In accordance with provisions of SOLAS and MARPOL Conventions, vessels shall also report on any defect, damage, deficiency, or limitations, as well as information related to any pollution incident or loss of cargo.	

ADRIREP—Position/Final Report Format	
Line	Description
Message Identifier: ADRIREP	
Type of report: 01/PR, 02/PR, 03/PR (Position Report) or Type of report: ER (Final Report)	
A	Vessel name, call sign, IMO number, and flag
B	Time in UT(GMT) (date and time of report (6 digits)—day of month (2 digits) and hours and minutes (in 4 digits))
C	Current position—latitude (4 digits followed by N) and longitude (5 digits followed by E)
E	Course (3 digits)
F	Speed in knots (3 digits)
G	Port of departure
I	Anticipated time of arrival (as expressed in B), followed by the port of destination
N	ETA at next checkpoint (as expressed in B), followed by parallel of the checkpoint
X	Any other relevant information
Note. —The information contained in the Position Report/Final Report shall be supplemented by any other information which differs from the previous report.	

Italian Automated Search and Rescue System (ARES)

Vessels transiting the Mediterranean are encouraged to participate in the Italian Automated Search and Rescue System. The system is aimed at a coordinated efficiency of search and rescue operations. Automated Search and Rescue (ARES) messages will be accepted free of charge by Italian coast radio stations. There are four types of messages:

1. The Initial Report (INI) is the sailing plan and should be sent as soon after departure as possible.
2. The Intermediate Report (INT) confirms the sailing plan and should be sent at 1200 local time, if navigating in the Mediterranean, and every 48 hours if outside. This report confirms the sailing plan.
3. The Modification Report (MOD) should be sent when the vessel deviates from its sailing plan or it anticipates a deviation of course from that previously sent, if the vessel's position is expected to differ by 15 miles in the Mediterranean Sea, or 25 miles outside.
4. The Final Report (FIN) should be sent just prior to the vessel's reaching the port of arrival.

The first five lines of every message should consist of the following:

1. Priority qualification "0" (immediate) followed by date and time UTC, e.g. 0 290855
2. Prefix "FM" followed by the name of the vessel, e.g. FM RANGER
3. Addressee of message, e.g. TO Comando Generale delle Capitanarie di Porto-Central Operativa—N.I.S.A.T. (Navigation Information System in Advanced Technology)
4. Fixed line "BT" indicating the body of the report
5. Prefix "ARES" followed by a progressive two digit report number, type of report, month, and year, e.g. ARES/01/INI/08/1991//

Note.—The report number should be increased sequentially for each subsequent report, regardless of the type of report, and terminated with the final report at the end of the voyage.

ARES Message Format	
Line	Description
A	Call sign, vessel name, and flag code
B	Time in UT(GMT) (date and time of report (6 digits)—day of month (2 digits) and hours and minutes (in 4 digits))
C	Latitude (4 digits with N or S), longitude (4 digits with E or W). Nation code* must be included in INI and FIN Reports.
F	Speed in knots and tenths of knots
I	Destination, nation code*, and ETA
L	Turn point (Latitude and longitude, expressed as in C, representing the route of the vessels from port of departure to port of arrival. If the course is direct between ports only the term "DIRETTA" should be indicated. If one line is not sufficient to contain all the turnpoints, L may be repeated as many times as needed.)

ARES Message Format	
Line	Description
P	Cargo, danger class, MARPOL 73/78 category, quantity, method of transport, and placement on board
W	Number of people on board, including crew
*Nation code—Contained in ARES Rules and Regulations.	

Information Required in ARES Reports				
Line	Initial	Inter- mediate	Modifica- tion	Final
A	R	R	R	R
B	R	R	R	R
C	R	R	R	R
F	R		M	
I	R		M	
L	R		M	
P	*			
W	R			

Key

R Required.

M May include these lines.

* Required if vessel carries dangerous cargo.

Regulations for Marking Areas Polluted by Toxic Substances in Italian Waters

The Ministry of the Merchant Marine has established a contingency plan in the event of an oil spill or environmental contamination by other toxic substances.

All vessels navigating in Italian territorial waters or adjacent waters are obligated to inform the Italian maritime authority of any pollution or danger of pollution caused by any event, collision, wreck, or explosion.

Notification of such incident must be sent immediately to either the harbormaster's office or to the Ministry of the Merchant Marine DIFMAR Operational Headquarters, Rome, whichever is closer. The message must contain the following:

1. Generalities, including purpose of the message, site of the incident, and day, date and time of the occurrence in UTC.
2. Cause of the accident, as from collision, fire, explosion, wreck, sinking, or spill. Incident with regard to vessel(s), platform, refinery, storage area or pipeline involved.
3. Particulars on the vessel(s) and installation(s) involved including name, type, nationality, gross tonnage, owner, nature and quantity of cargo, and vessel's registration number.
4. Meteorological conditions with respect to wind direction and velocity, state of the sea, and direction and velocity

of the surface current. Whether the prevailing circumstances appear to be improving, worsening, or stabilized.

5. Pollution with regard to type of product spilled, characteristics of the product, quantity spilled, and present rate of spill. Statement as to whether samples have been taken and by whom. If the product floats, estimate dimension of the sea area affected.

6. Disposition of the spill with regard to movement, product flammability, and proximity of the product to the coast.

7. Measures which have been taken.

8. Assistance requested.

9. Other information.

Albanian Immigration

Regulations concerning the emigration of Albanian citizens to Italian territory have been issued and apply to vessels of all flags in Albanian territorial waters. All merchant ships entering or leaving Albanian territorial waters will be contacted by Italian warships or Italian coast guard vessels, which will carry out inspection procedures. Vessels must be prepared to submit the following information:

1. Vessel name.
2. Call sign.
3. Flag.
4. Last port of call and departure date.
5. Destination(s) in Albania and ETA.
6. General cargo description.
7. Number of crew.
8. Number of illegal emigrating Albanians on board, if any.
9. For vessels leaving Albanian territorial waters—The destination(s) in Italy and ETA, if possible.

Based on the information provided above, the following action(s) may be taken:

1. Vessels bound for Albanian territorial waters—Masters will be advised to ensure there are no illegal Albanian emigrants on board when departing Albanian ports.
2. Vessels leaving Albanian territorial waters and declaring their destination to be an Italian port—The vessel can be inspected to determine the presence of illegal Albanian emigrants.
3. Vessels leaving Albanian territorial waters and declaring their destination to be other than an Italian port—The vessel will not be stopped but may be followed to confirm that their course has not changed towards an Italian port.

Search and Rescue

The Maritime Rescue Coordination Center (MRCC) Roma, under the authority of the Italian Port Coast Guard, coordinates search and rescue operations within Italian waters. Further information regarding the Italian Port Coast Guard can be obtained, as follows:

1. Web site: <http://www.guardiacostiera.it>
2. E-mail: cogecap3@flashnet.it

The Maritime Rescue Coordination Center and the Maritime Rescue Coordination Subcenters (MRSC), along with e-mail contact information, are listed in the accompanying table.

Italian MRCC:	cgcp3rep4@infrastrutturetrasporti.it centraloperativa1@libero.it
MRSC Ancona:	ancona@guardiacostiera.it
MRSC Bari:	bari@guardiacostiera.it
MRSC Genova:	mrsc@mrsc.porto.genova.it
MRSC Livorno:	compliop@portnet.it
MRSC Napoli:	4_msc@libero.it
MRSC Ravenna:	ravenna@guardiacostiera.it
MRSC Reggio Calabria:	reggiocalabria@guardiacostiera.it
MRSC Roma:	roma@guardiacostiera.it
MRSC Trieste:	mrsctrieste@tiscali.it
MRSC Venezia:	capve6@portofvenice.net
MRSC Cagliari:	cagliari@guardiacostiera.it
MRSC Catania:	catania@guardiacostiera.it
MRSC Palermo:	palermo@guardiacostiera.it

A network of coast radio stations maintains a continuous listening watch on international distress frequencies.

Signals

Traffic Control Signals may be shown from Italian naval vessels. When such vessels are engaged in traffic control they show the following lights at night in addition to navigation lights. These lights are displayed vertically, 2m apart:

1. Three red lights prohibit free entry into the harbor.
2. Three white lights allow for free entry into the harbor.

Italian lighthouses, lightships, and signal stations may exhibit, when necessary, the following signals of distress:

Traffic Control Signals		
Day	Night	Meaning
A black flag with a white ball in the center	A white flare	Doctor needed
A black and white checkered flag or pennant	A red flare followed by a white flare	Damage to apparatus
A black ball	A red flare	Provisions and water needed
A black flag with a white ball in the center above a black ball	A white flare followed by a red flare	Shipwrecked

Traffic Control Signals		
Day	Night	Meaning
A black ball above a black flag with a white ball in the center	A white flare followed by a red and then a white flare	Accident to aircraft

Italian Storm Signals

In addition to the International Storm Signals, the following storm signals may be displayed at Italian ports:

Storm Signals		
Day	Night	Meaning
Black cone, point up	Two red lights, vertically disposed	Gale expected from the NW quadrant
Black cone, point down	Two white lights, vertically disposed	Gale expected from the SW quadrant
Two black cones, points up, vertically disposed	One red light over one white light	Gale expected from the NE quadrant
Two black cones, points down, vertically disposed	One white light over one red light	Gale expected from the SE quadrant
Two black cones, bases together	One red light	Gale expected from any direction

Submarine Operating Areas

Submarine operating areas are described below. Ships approaching these areas should abide by notice to mariners, or if lacking special navigational warnings, they should avoid as much as possible crossing these areas.

When, out of necessity, a ship must enter an area, it must proceed with great caution maintaining a good lookout and radar watch.

It is absolutely necessary to comply with the signals of the vessel escorting the submerged submarine, and with Italian signal stations in sight, in order to avoid emergency situations.

Vessels escorting submarines will hoist the signal "NE 2" for the duration of the exercise.

Italian submarines unable to surface may release orange indicator buoys marked with their names and either "Boa Prodiera" (bow buoy) or "Boa Poppiera" (stern buoy).

S701—Bounded by a line joining the following positions:

- 43°44'59"N, 9°31'30"E.
- 43°58'00"N, 9°18'30"E.
- 44°06'00"N, 9°33'00"E.
- 43°53'00"N, 9°46'00"E.

The area is further subdivided into the following zones bounded by lines joining the following positions:

- 44°02'00"N, 9°25'40"E.

- 44°06'00"N, 9°33'30"E.
- 43°53'00"N, 9°46'00"E.
- 43°48'40"N, 9°39'00"E.

- 44°02'00"N, 9°25'40"E.
- 43°48'40"N, 9°39'00"E.
- 43°44'59"N, 9°31'30"E.
- 43°58'00"N, 9°18'30"E.

S701C—Bounded by a line joining the following positions:

- 44°06'10"N, 9°33'50"E.
- 44°04'10"N, 9°30'10"E.
- 44°01'30"N, 9°32'50"E.
- 44°03'30"N, 9°36'24"E.

This zone is a firing range for checking torpedoes and plans call for the placement of a buoy in position 44°05'20"N, 9°36'00"E.

S702—Bounded by a line joining the following positions:

- 44°03'13"N, 9°56'18"E.
- 44°02'06"N, 9°53'24"E.
- 44°00'36"N, 9°54'24"E.
- 44°02'00"N, 9°58'36"E.

S721—Bounded by the parallels 37°25'N and 37°20'N, and the meridians 15°08'E and 15°19'E.

S722—Bounded by the parallels 37°15'N and 37°25'N, and the meridians 15°25'E and 15°55'E.

S723—Bounded by the parallels 36°45'N and 37°08'N, and the meridians 15°25'E and 16°10'E.

S731—Bounded by the parallels 40°00'N and 40°18'N, and the meridians 16°51'E and 17°09'E.

The area is further subdivided, as follows:

- Bounded by the parallels 40°00'00"N and 40°18'00"N and the meridians 16°51'00"E and 17°00'00"E.
- Bounded by the parallels 40°00'00"N and 40°18'00"N and the meridians 17°00'00"E and 17°09'00"E.

S732—Bounded by a line joining the following positions:

- 40°29'30"N, 17°00'30"E.
- 40°28'00"N, 17°02'30"E.
- 40°26'50"N, 17°01'00"E.
- 40°28'30"N, 16°59'00"E.

S733—Bounded by a line joining the following positions:

- 40°00'00"N, 16°51'00"E.
- 40°00'00"N, 17°54'00"E.
- 39°39'00"N, 17°54'00"E.
- 39°34'00"N, 17°38'00"E.
- 39°34'00"N, 17°00'00"E.
- 39°40'00"N, 16°51'00"E.

The area is further subdivided into the following zones bounded by lines joining the following positions:

- 40°00'00"N, 16°51'00"E.
40°00'00"N, 17°13'00"E.
39°40'00"N, 17°13'00"E.
39°40'00"N, 16°51'00"E.

- Bounded by the parallels 40°00'00"N and 39°34'00"N and the meridians 17°13'00"E and 17°38'00"E.

- C. 40°00'00"N, 17°38'00"E.
40°00'00"N, 17°54'00"E.
39°39'00"N, 17°54'00"E.
39°34'00"N, 17°38'00"E.
- D. 39°40'00"N, 16°51'00"E.
39°40'00"N, 17°13'00"E.
39°34'00"N, 17°13'00"E.
39°34'00"N, 17°00'00"E.

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time (BRAVO (-2)) is maintained from the last Sunday in March until the Saturday before the last Sunday in October.

Traffic Separation Schemes

Traffic Separation Schemes (TSS) in Italy are, as follows:

1. West Coast

- a. Golfo di Olbia. (Government of Italy)
- b. Approaches to Pontile SARAS No. 1 and Pontile SARAS No. 2 (Sarroch Oil Terminal). (Government of Italy)
- c. Approaches to Pomtile ENICHEM Sud. (Government of Italy)
- d. Approaches to Cagliari. (Government of Italy)
- e. Approaches to Livorno. (Government of Italy)
- f. Approaches to Civitavecchia. (Government of Italy)
- g. Approaches to Napoli. (Government of Italy)
- h. Approaches to Torre Annunziata. (Government of Italy)
- i. Approaches to Castellammare di Stabia. (Government of Italy)

- j. In Stretto di Messina. (Government of Italy)

2. East Coast

- a. Approaches to Taranto. (Government of Italy)
- b. Approaches to Bari. (Government of Italy)
- c. Approaches to Brindisi. (Government of Italy)
- d. Approaches to Ancona and Falconara Marittima. (Government of Italy)
- e. In the North Adriatic Sea. (IMO adopted)
- f. Approaches to the Gulf of Trieste. (IMO adopted)
- g. Approaches to the Gulf of Venice. (IMO adopted)
- h. In the Gulf of Trieste. (IMO adopted)
- i. Approaches to Monfalcone. (IMO adopted)
- j. Approaches to Chioggia, Malamocco, and Venezia. (Government of Italy)
- k. Approaches to Trieste. (Government of Italy)

U.S. Embassy

The U.S. Embassy is situated at Via Vittorio Veneto 121, Rome.

The mailing addresses are, as follows:

- 1. Italy address—
Via Vittorio Veneto 121
00187 Roma
- 2. U. S. address—
PSC 59
Box 100
APO AE 09624

U. S. Embassy Italy Home Page
<http://rome.usembassy.gov>



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Government



Flag of Jamaica

General

Jamaica is an island located in the Caribbean Sea, S of Cuba. The climate is tropical, hot, and humid with a temperate interior.

The terrain is mostly mountains with narrow, discontinuous coastal plains.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Jamaican dollar, consisting of 100 cents.

Jamaica is a constitutional parliamentary democracy. The country is divided into 14 parishes.

Elizabeth II, recognized as the Chief of State, appoints a Governor-General. The cabinet is appointed by the Governor-General. The bicameral Parliament is composed of a 21-member Senate (appointed by the Governor-General) and a 60-member House of Representatives (directly elected to 5-year terms).

The legal system is based on English common law.

The capital is Kingston.

Holidays

The following holidays are observed:

January 1	New Year's Day
Ash Wednesday	Variable
Good Friday	Variable
Easter Sunday	Variable

Easter Monday	Variable
May 23	National Labor Day
Sunday before August 6	Emancipation Day
August 6	Independence Day
Third Monday in October	National Heroes' Day
December 25	Christmas Day
December 26	Boxing Day

Industries

The main industries include bauxite mining, tourism, textiles, food processing, and light manufacturing.

Languages

The languages of the country are English and Creole.

Navigational Information

Enroute Volume

Pub. 147, Sailing Directions (Enroute) Caribbean Sea Volume 1.

Maritime Claims

The maritime territorial claims of Jamaica are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* Claims archipelagic status

Pilotage

Pilotage is compulsory for vessels over 50 tons, except yachts and coastal vessels, in all parts of the island.

Regulations

In Jamaican waters, the port authorities use VHF channels 11 and 12 for pilotage and shiphandling work. Yachts and pleasure craft primarily use VHF channel 68.

Search and Rescue

The Jamaica Defense Force Coast Guard is responsible for the coordination of search and rescue operations.

The Jamaica Defense Force Coast Guard Headquarters maintains a continuous listening watch for distress traffic on 2182 kHz and VHF channel 16.

Signals

Visual storms signals are shown in the accompanying table.

Time Zone

The Time Zone description is ROMEO (+5). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Jamaica Mutual Life Center, 2 Oxford Road, 3rd floor, Kingston 5.

The mailing address is the same.

U. S. Embassy Jamaica Home Page
<http://kingston.usembassy.gov>

Jamaica Storm Warning Signals		
Day signal	Night signal	Meaning
One triangular red flag	One red light over one white light, vertically disposed.	Small craft advisory. Winds over 18 knots expected.
Two triangular red flags, vertically disposed	One white light over one red light, vertically disposed.	Gale warning. Winds of 34 to 47 knots expected.
One square red flag, with a centered black square	Two red lights, vertically disposed.	Storm warning. Winds of 48 to 63 knots expected.
Two square red flags, with a centered black square, vertically disposed	One white light between two red lights, vertically disposed.	Hurricane warning. Winds over 63 knots expected.



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Currency

The official unit of currency is the Latvian lat, which consists of 100 santims.

Government



Flag of Latvia

General

Latvia is located in Eastern Europe between Estonia and Lithuania and borders the Baltic Sea.

The climate is maritime and wet, with moderate winters.

The country's terrain consists mainly of a low plain.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Many buoys and lighted buoys are withdrawn or replaced for the winter. Information on intended changes and dates is promulgated in Latvian Notices to Mariners as necessary.

Latvia is an independent parliamentary republic. The country is divided into 26 counties and seven municipalities.

Latvia is governed by a President who is elected by the Parliament to serve a 4-year term. The Prime Minister is appointed by the President. The unicameral Parliament consists of 100 members, serving 4-year terms, who are directly elected under a system of proportional representation.

The legal system is based on a civil law system.

The capital is Riga.

Holidays

The following holidays are observed:

January 1

New Year's Day

Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
May 4	Declaration on the Re- newal of Independence
Second Sunday in May	Mothers' Day
June 23	Ligo Day (Midsummer Solstice Eve)
June 24	St. John's Day (Jani) (Midsummer Solstice)
November 18	Independence Day
December 25	Christmas Day
December 26	St. Stephen's Day
December 31	New Year's Eve

Ice

In Latvian waters during the winter navigation season the responsibility for the control and operation of ice services and icebreakers is divided between the harbor masters at Liepaja, Ventspils, and Riga. In addition, the harbor master at Riga also has responsibility for winter navigation in Irbe Strait, which is the principal entrance to the Gulf of Riga, as well as for the Gulf of Riga itself.

For information on required reports for vessels transiting the Gulf of Riga in the winter navigation season, see Regulations.

Industries

Latvia is developing a sound and growing market economy.

It is dependent primarily upon the import of raw materials as it modernizes its diverse, although antiquated, industrial structure.

Manufactured goods include machinery for domestic and industrial usage, synthetic fibers, pharmaceuticals, electronics, and textiles.

Languages

Lettish is the official language is. Lithuanian, Russian, and other languages are spoken.

Mined Areas

Formerly mined areas, now open to surface navigation, are located, as follows:

1. **Approach to Riga**.—An area bounded by the coastline and lines joining the following positions:

- 56°58.89'N, 23°49.88'E.
- 57°12.49'N, 23°49.88'E.
- 57°12.49'N, 24°06.78'E.
- 57°18.99'N, 24°06.78'E.
- 57°18.99'N, 24°16.88'E.
- 57°12.99'N, 24°17.78'E.

- 57°10.79'N, 24°08.38'E.
- 57°05.59'N, 24°08.38'E.

2. **Southwest of Kolka Rags**.—An area bounded by the coastline and lines joining the following positions:

- 57°36.49'N, 22°46.38'E.
- 57°40.49'N, 22°48.28'E.
- 57°39.19'N, 22°57.38'E.
- 57°34.99'N, 22°55.58'E.

3. **Irbe Strait**.—An area bounded by the coastline and lines joining the following positions:

- 57°19.99'N, 21°27.88'E.
- 57°24.99'N, 21°14.88'E.
- 57°39.99'N, 21°32.38'E.
- 57°39.99'N, 21°25.88'E.
- 57°47.99'N, 21°25.87'E.
- 57°47.99'N, 21°34.87'E.
- 57°52.99'N, 21°49.87'E.
- 57°58.49'N, 21°58.87'E and continuing along the coastline of Saaremaa Island to:
- 58°21.49'N, 22°59.87'E.
- 57°59.99'N, 22°59.87'E.
- 57°57.49'N, 22°47.87'E.
- 57°46.39'N, 22°56.38'E.
- 57°45.59'N, 22°36.38'E.

This area encompasses the territorial waters of Latvia and Estonia.

4. **South of Uzava Light**.—An area delimited by the coastline, the parallels of latitude 57°03.99'N and 57°09.99'N, and the meridian of longitude 21°14.88'E.

5. **Approach to Liepaja**.—An area delimited by the coastline, the parallels of latitude 56°48.99'N and 56°06.49'N, and the meridian of longitude 20°27.88'E.

The following anchorages have been established in formerly mined areas:

1. **Approach to Riga—Area No. 44**

- 57°07'N, 23°51'E.
- 57°08'N, 23°49'E.
- 57°09'N, 23°51'E.
- 57°08'N, 23°52'E.

2. **Approach to Riga—Area No. 45**.—An area bounded by lines joining the following positions:

- 57°05'N, 23°53'E.
- 57°07'N, 23°51'E.
- 57°08'N, 23°55'E.
- 57°06'N, 23°56'E.

3. **North of Ventspils Harbor—Area No. 50**.—An area bounded by lines joining the following positions:

- 57°30'N, 21°28'E.
- 57°32'N, 21°30'E.
- 57°31'N, 21°32'E.
- 57°29'N, 21°30'E.

This area is designated for the anchorage of gas and liquid cargo tankers.

4. Northwest of Ventspils Harbor—Area No. 50A—
An area bounded by lines joining the following positions:

- a. 57°30'N, 21°21'E.
- b. 57°32'N, 21°22'E.
- c. 57°31'N, 21°23'E.
- d. 57°30'N, 21°23'E.

This area is intended for vessels of large tonnage.

5. Ventspils Harbor—Area No. 51—An area bounded by lines joining the following positions:

- a. 57°27'N, 21°29'E.
- b. 57°28'N, 21°27'E.
- c. 57°29'N, 21°29'E.
- d. 57°28'N, 21°31'E.

This is a quarantine anchorage as well as a designated anchorage for crude oil tankers or vessels carrying other explosive and inflammable cargo.

6. Ventspils Harbor—Area No. 51A—An area bounded by lines joining the following positions:

- a. 57°26'N, 21°31'E.
- b. 57°28'N, 21°31'E.
- c. 57°28'N, 21°34'E.
- d. 57°26'N, 21°34'E.

This area is designated for the use of fishing vessels.

7. Ventspils Harbor—Area No. 52—An area bounded by lines joining the following positions:

- a. 57°26'N, 21°27'E.
- b. 57°27'N, 21°25'E.
- c. 57°28'N, 21°26'E.
- d. 57°26'N, 21°29'E.

This area is designated as a dry cargo vessel anchorage.

8. Liepaja Harbor—Area No. 54—An area bounded by lines joining the following positions:

- a. 56°30'N, 20°53'E.
- b. 56°30'N, 20°56'E.
- c. 56°31'N, 20°56'E.
- d. 56°30'N, 20°53'E.

This area has been designated for the use of small transport and fishing vessels.

9. West of Liepaja Harbor—Area No. 55—An area bounded by lines joining the following positions:

- a. 56°31'N, 20°50'E.
- b. 56°32'N, 20°52'E.
- c. 56°33'N, 20°50'E.
- d. 56°33'N, 20°52'E.

10. West of Liepaja Harbor—Area No. 56—An area bounded by lines joining the following positions:

- a. 56°30'N, 20°43'E.
- b. 56°33'N, 20°48'E.
- c. 56°33'N, 20°45'E.
- d. 56°31'N, 20°48'E.

This area is a deepwater anchorage.

Disused mine exercise areas, within which shipping is not recommended and fishing and anchoring are prohibited, are located, as follows:

1. West of Akmenrags.—An area bounded by lines joining the following positions:

- a. 56°48.99'N, 20°24.88'E.
- b. 56°51.99'N, 20°24.88'E.
- c. 56°51.99'N, 20°28.88'E.
- d. 56°48.99'N, 20°28.88'E.

2. Southwest of Akmenrags.—An area bounded by lines joining the following positions:

- a. 56°41.69'N, 20°41.88'E.
- b. 56°44.09'N, 20°41.88'E.
- c. 56°44.09'N, 20°44.58'E.
- d. 56°41.69'N, 20°44.58'E.

Explosives dumping grounds, where anchoring, bottom fishing, underwater activities, and blasting are prohibited due to sunken explosives, are located, as follows:

1. West of Liepaja.—A circle with a radius of 0.5 mile drawn from position 56°21.79'N, 19°44.88'E.

2. Southwest of Liepaja.—An area bounded by lines joining the following positions:

- a. 55°55.98'N, 18°38.88'E.
- b. 56°15.98'N, 18°38.88'E.
- c. 56°15.98'N, 18°50.88'E.
- d. 56°19.98'N, 18°54.88'E.
- e. 56°19.99'N, 19°30.88'E.
- f. 56°06.99'N, 19°14.88'E.
- g. 55°55.98'N, 19°14.88'E.

This area is located in the economic zones of Latvia and Sweden.

An area where shipping is temporarily prohibited is bounded by the coastline and lines joining the following positions:

- a. 56°12.0'N, 20°59.5'E.
- b. 56°12.0'N, 20°53.0'E.
- c. 56°17.0'N, 20°53.0'E.
- d. 56°17.0'N, 20°59.2'E.

Navigational Information

Enroute Volume

Pub. 194, Sailing Directions (Enroute) Baltic Sea (Southern Part).

Maritime Claims

The maritime territorial claims of Latvia are, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone	200 miles. **
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Foreign warships which are nuclear powered or carrying nuclear material may not enter Latvian ports or territorial waters without receiving permission at least 30 days prior to arrival.

** To defined limits.

Maritime Boundary Disputes

The 1998 maritime boundary treaty with Lithuania has not been ratified by the Latvian Parliament, primarily due to concerns over oil exploration rights.

Pilotage

Pilotage is compulsory for entering and leaving all Latvian ports. Pilots should be ordered through the local agent 4 hours in advance and confirmed 1 hour in advance.

Pollution

The Coast Guard or the nearest harbormaster should be notified of any incidents referring to leakage or the possible leakage of oil or other hazardous substances in Latvian waters from a vessel, offshore equipment, port terminal, or other source. The notification must be given to MRCC Riga (Riga Rescue Radio) and should include the following information:

1. Source and cause of pollution.
2. Location and quantity of pollution.
3. Type of substance being spilled.
4. Information on weather leakage has been stopped.

MRCC Riga (Riga Rescue Radio) can be contacted, as follows:

- | | |
|-----------------------|----------------------------|
| 1. Telephone: | 371-7082063
371-6124945 |
| 2. Facsimile: | 371-7320100 |
| 3. E-mail: | sar@mrcc.lv |
| 4. INMARSAT-C (AOR-E) | 427518510=RIGA X |

Regulations

Vessels should send their ETA to the local agent 12 days, 96 hours, and 12 hours in advance. Oil, gas, and chemical tankers should send their ETA 14 days, 72 hours, and 12 hours in advance.

Vessels should also send their ETA to the respective harbormaster through their local agent 24 and 4 hours in advance. Vessels requiring a deep-sea pilot in the Baltic Sea should send a request to Ventspils or Riga.

During the ice navigation season, all vessels bound for the port of Riga or ports on the coastline of Latvia in the Gulf of Riga are prohibited from entering Irbe Strait and the Gulf of Riga, or to leave these ports independently, without a special permit issued each time by the Captain of the icebreaker Varma. The special permit takes into account the real ice conditions in this area after being approved by the port of Riga Harbormaster.

Search and Rescue

The Latvian Coast Guard is responsible for coordinating search and rescue operations. Further information can be obtained from the following web site:

MRCC Riga Home Page
<http://www.mrcc.lv/mrcc/en/index.sql>

The Maritime Rescue Coordination Center (MRCC) Riga maintains a continuous listening watch for distress traffic on 2182 kHz and VHF channel 16 and can be contacted by e-mail, as follows:

sar@mrcc.lv

Riga Rescue Radio, which is situated at MRCC Riga, maintains a continuous listening watch for distress traffic on 2187.5 kHz and VHF channel 16.

Rescue craft and/or inshore rescue boats are stationed at the following locations:

1. Ventspils (57°24'N., 21°33'E.).
2. Roja (57°30'N., 22°49'E.).
3. Riga (56°58'N., 24°06'E.).
4. Salacgriva (57°45'N., 24°22'E.).
5. Kolka (57°45'N., 22°36'E.).

Time Zone

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is maintained from the end of March through the end of October; the exact changeover dates should be obtained from local authorities.

U.S. Embassy

The U.S. Embassy is situated at Raina Boulevard 7, Riga. The mailing addresses are, as follows:

1. Latvia address—
Raina Boulevard 7
Riga LV-1510
2. U. S. address—
PSC 78, Box Riga
APO AE 09723

U. S. Embassy Latvia Home Page
<http://riga.usembassy.gov>



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General

Lebanon is located in the Middle East bordered on the N and E by Syria and on the S by Israel.

The climate is Mediterranean with mild to cool, wet winters and hot, dry summers. The mountains of Lebanon experience heavy winter snows.

The coast of Lebanon is varied, alternating between sandy bays and rocky headlands.

A narrow coastal plain is backed by Jabal Lubnan (Lebanon Mountains). The fertile valley of Al Biqa (Bekaa) lies between Jabal Lubnan and the ranges of the Anti-Lebanon and Jabal Ash Shaykh (Mount Hermon).

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Egypt—Cautions.

Special Warning 118 (Issued 9 March 2001)

1. The U.S. Department of State warns U.S. citizens, including U.S. mariners, of the risks of travel to Lebanon and recommends that Americans exercise caution while traveling there. During Lebanon's civil conflict from 1975 to 1990, Americans were targets of numerous terrorist attacks in Lebanon. While there have been very few incidents in recent years, the perpetrators of these attacks are still present in Lebanon and retain the ability to act.

2. The local security environment can limit the movement of U.S. officials in certain areas of the country. This factor, plus limited staffing, may prevent the U.S. Embassy from performing full consular functions and providing timely assistance to U.S. citizens in Lebanon. Dual nationals and spouses of Lebanese citizens can encounter particular difficulties, and should see the Department of State Consular Information Sheet on Lebanon. U.S. citizens who travel to Lebanon are encouraged to register at the U.S. Embassy in Beirut.

3. The security situation may change rapidly, and visitors to Lebanon should monitor the news for reports of incidents that might affect their personal safety.

Currency

The official unit of currency is the Lebanese pound, consisting of 100 piasters.

Firing Areas

A hill, from which firing practice takes place, is located 1.5 miles SSE of Ras Beirut Light. The axis of the firing range, oriented 288°, is dangerous up to 2.5 miles from shore.

During firing practice a yellow flag is hoisted in the vicinity of the hill.

Government



Flag of Lebanon

Lebanon is a parliamentary republic. The country is divided into six governorates.

Lebanon is governed by a President who is elected by the National Assembly to a 6-year term. By custom, the President is a Maronite Christian, the Prime Minister is a Sunni Muslim, and the Speaker of the National Assembly is a Shia Muslim. The unicameral National Assembly is composed of 128, who are directly-elected to 4-year terms based on proportional sectarian representation.

The legal system is a mixture of Ottoman law, canon law, the Napoleonic code, and civil law.

The capital is Bayrut (Beirut).

Holidays

The following holidays are observed:

January 1	New Year's Day
January 6	Armenian Christmas
January 7	Orthodox Christmas
Good Friday (Christian and Orthodox)	Variable
Easter Sunday (Christian and Orthodox)	Variable
Easter Monday (Christian and Orthodox)	Variable
May 1	Labor Day
May 6	Martyrs' Day

August 15	Assumption Day
November 1	All Saints' Day
November 22	Independence Day
December 25	Christmas Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), Ashoura, and the Prophet's Birthday.

Industries

The major industries are banking, food processing, textiles, cement, chemicals, jewelry, metal fabricating, and oil refining.

There is an oil refinery at Tripoli, which refines oil brought by sea from Iraq, and a refinery at Sidon, which refines oil brought from Saudi Arabia by pipeline.

Languages

Arabic and French are the official languages. Armenian and English are also spoken.

Navigational Information

Enroute Volume

Pub. 132, Sailing Directions (Enroute) Eastern Mediterranean.

Maritime Claims

The only maritime territorial claim of Lebanon is a territorial sea of 12 miles.

Prohibited Areas

The S coastal area of Lebanon, between 33°06'N and 33°15'N, is restricted to navigation within 3 miles offshore.

Vessels should remain 6.5 miles to seaward of the line joining Sidon and Khaldi, just S of Bayrut.

Regulations

The Lebanese authorities require that all Lebanese and foreign merchant vessels entering Lebanese territorial waters should obtain permission from the Maritime Chamber, via the agent, 24 to 36 hours prior to arrival.

All vessels should contact Bayrut Port Control on VHF channel 16 when 12 miles from the port.

Navigation is prohibited within the territorial waters of Lebanon and Israel between the parallels of 33°05.72'N and 33°15.00'N.

The legal and commercial ports are Bayrut (Beirut), Tarabulus (Tripoli), Jounieh (Juniye), Sidon (Sayde), and Sur (Sour), with the addition of certain private and specialized ports such as Chekka and Selaata.

Vessels must approach Bayrut, Tarabulus, Sidon, and Sur by the recognized sea lanes, where they will be subject to control by the maritime and customs authorities before continuing to the legal ports of destination. Any commercial vessels found

outside these sea lanes or visiting ports other than the legal ports will be formally banned and severely penalized.

The recognized sea lanes for the ports of Bayrut, Tarabulus, Sidon, and Sur are established, as follows:

1. Entry should be executed by navigating on a course of 090° within a lane not exceeding 3 miles opposite the relevant port.
2. Exit should be executed by navigating on a course of 270° within a lane not exceeding 3 miles opposite the relevant port.

Passage between the above ports should be effected within Lebanese territorial waters at a distance of between 3 and 12 miles off the coast.

Ports are open to traffic during the following periods:

1. Bayrut—24 hours.
2. Tarabulus—between 0500 and 2400.
3. Sidon and Sur—between 0500 and 2000.

Passage between the above ports is limited to between 0500 and 2000.

Normal international courtesies, such as flying the Lebanese flag at the foremast, should be carefully adhered to by vessels while in the waters and ports of Lebanon.

Search and Rescue

The Lebanese navy, with a Rescue Coordination Center in Bayrut, is responsible for search and rescue operations in Lebanese waters.

Lebanese naval bases and coast radio stations maintain a continuous listening watch for distress traffic on 2182 kHz and VHF channel 16.

Time Zone

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is maintained from the end of March until the end of October; the exact changeover dates should be obtained from local authorities.

U.S. Embassy

The U.S. Embassy is situated at Antelias, Bayrut. The mailing addresses are, as follows:

1. Lebanon address—
P.O. Box 70-840 Antelias
Bayrut, Lebanon
2. U. S. address—
6070 Beirut Place
Department of State
Washington, DC 30521-6070

U. S. Embassy Lebanon Home Page
<http://beirut.usembassy.gov>



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General

Liberia lies on the W coast of Africa. It borders Guinea, Ivory Coast, and Sierra Leone and has about 350 miles of coastline on the Atlantic Ocean.

Three distinct land forms lie parallel to the coast:

1. The low coastal belt.
2. The high forest area, with elevations of 244m.
3. The inland plateau, with elevations of 57 to 610m.

The climate is tropical, with annual rainfall of over 5,000mm on the coast, decreasing to about 1,800mm inland. The average mean temperature is about 29°C. The rainy season is between April and November.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 92 (Issued 3 December 1992; revised 29 October 1997)

1. Mariners are advised to use caution when sailing near the coast of Liberia.

2. The United Nations Security Council has passed Resolution 788 (November 19, 1992), which says that "all states shall, for the purposes of establishing peace and stability in Liberia, immediately implement a general and complete embargo on all deliveries of weapons and military equipment to Liberia until the Security Council decides otherwise." Resolution 788 also "requests all states to respect the measures established by the Economic Community of West African States (ECOWAS) to bring about a peaceful solution to the conflict in Liberia."

Currency

The official unit of currency is the Liberian dollar, consisting of 100 cents, although U.S. currency is legal tender.

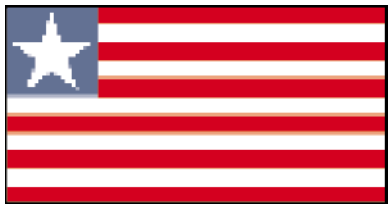
Government

Liberia is a republic. The country is divided into 15 counties.

Liberia is ruled by a directly-elected President who serves a renewable 6-year term. The bicameral National Assembly consists of a directly-elected 26-member Senate, serving 9-year terms, and a directly-elected 64-member House of Representatives, serving 6-year terms.

The legal system is based on a combination of Anglo-American common law and local customary law.

The capital is Monrovia.



Flag of Liberia

Holidays

The following holidays are observed:

January 1	New Year's Day
February 11	Armed Forces Day
March 8	Decoration Day
March 15	J. J. Robert's Birthday
Easter Sunday	Variable
April 12	National Redemption Day
April 14	Fast and Prayer Day
May 6	Samuel K. Doe's Birthday
May 14	National Unification Day
May 25	Africa Day
July 26	Independence Day
August 24	Nation Flag Day
October 9	National Youth Day
November 7	Thanksgiving Day
November 29	W. V. S. Tubman's Birthday
December 25	Christmas Day

Industries

Agriculture is the main source of livelihood for most people.

Languages

English is the official language. There are also about 20 ethnic group languages, of which a few can be written and are used in correspondence.

Navigational Information

Enroute Volume

Pub. 143, Sailing Directions (Enroute) West Coast of Europe and Northwest Africa.

Maritime Claims

The only maritime territorial claim of Liberia is a territorial sea of 200 miles.

Regulations

The Economic Community of West African States (ECOWAS) has declared an embargo on arms and military equipment destined for Liberia. Its monitoring group (ECOMOG) has imposed a maritime exclusion zone of 15 miles along the coast of Liberia.

The port of Monrovia is accessible. Vessels should state their ETA to ECOMOG at least 24 hours in advance, as follows:

ECOMOG
P.O. Box 10.9033
Monrovia, Liberia

Vessels should contact the warships maintaining the embargo upon entering the territorial waters of Liberia.

Time Zone

The Time Zone description is ZULU. Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at 111 United Nations Drive, Mamba Point, Monrovia.

The mailing address is P.O. Box 10-0098, 1000 Monrovia, 10 Liberia.

U.S. Embassy Liberia Home Page
<http://monrovia.usembassy.gov>



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General

Libya is located in Northern Africa, bordering the Mediterranean Sea, between Egypt and Tunisia.

The climate is Mediterranean along the coast and extremely dry in the desert interior.

The terrain is mostly barren, flat to undulating plains, plateaus, and depressions.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Egypt—Cautions.

Special Warning 81 (Issued 31 August 1990)

1. Due to unsettled relations between the U.S. government and the government of Libya, U.S. mariners are advised to exercise caution in transiting the waters of the Gulf of Sidra S of 32°30'N. The United States does not maintain an embassy in Libya and cannot ensure the safety of its citizens.

2. The publication of this notice is solely for the purpose of advising U.S. mariners of information relevant to navigational safety and in no way constitutes a legal recognition of the validity of any foreign rule, regulation, or proclamation so published.

Locust Reports

See Egypt—Cautions for further information.

Miscellaneous

Drilling platforms and ships servicing them may be found in an area extending up to 20 miles NW of Az Zuwaytinah.

Vessels anchoring in the roadsteads off Libya in the winter are recommended to leave their daytime anchorage and to anchor further offshore at night due to the strong winds and occasional gales from the NW.

Currency

The official unit of currency is the Libyan dinar, consisting of 1,000 millemes.

Firing Areas

Firing exercises take place in two areas off the Libyan coast from Ras Ajdir to Tarabulus. These areas are described below, as follows:

1. **Area 1.**—An area bounded by lines drawn joining the following positions:

- a. 33°20'N, 12°36'E.
- b. 33°20'N, 13°00'E.
- c. 33°04'N, 13°00'E.
- d. 33°08'N, 12°42'E.

2. **Area 2.**—An area delimited by the parallel 33°00'N, the meridians 12°25'E and 13°10'E, and the coast.

The following areas are prohibited to navigation:

1. **Khalij Surt** (Gulf of Sidra).—An area bounded by lines joining the following positions:

- a. 31°09'N, 19°42'E.
- b. 31°09'N, 19°19'E.
- c. 31°56'N, 19°19'E.
- d. 31°56'N, 19°42'E.

2. An area bounded by lines joining the following positions:

- a. 32°52'N, 12°44'E.
- b. 32°58'N, 12°48'E.
- c. 32°58'N, 13°06'E.
- d. 32°53'N, 13°06'E.

Fishing Areas

Tunny Net Areas

During certain seasons of the year, expansive tunny nets are laid out in places off the Libyan coast. The nets are sometimes upward of 5 miles offshore and should be avoided.

The prescribed marking for all tunny fisheries is, as follows:

1. By day.—Two balls displayed vertically, the upper one red, the lower white, and not less than 2m apart. They are shown at a height of not less than 5m above the sea from boats or floats moored seaward of the central outer portion of the main nets or the return, whichever extends farthest.

2. By night.—Two lights, the upper one red, the lower white, visible not less than 2 miles, are shown in place of the above balls.

Tunny nets which do not extend more than 0.15 mile from the coast, and are not laid out in areas frequented by shipping, are exempt from showing the above night signals.

Practical difficulties may temporarily prevent the proper marking of tunny fisheries areas and may affect their dimensions and positions. Generally, such fisheries are allotted a water area of about 3 miles along their front, 5.5 miles on their W side, and 0.5 mile along their E side.

Where nets have been laid out, vessels should keep not less than 6 miles from the coast to avoid the possibility of fouling them. Great caution should be observed when entering or leaving a port.

Tunny nets are usually laid as far as:

- a. 5 miles offshore of Zuwarah
- b. 2.5 miles NNW of Marsa Zuwaghah
- c. 5 miles N of Marsa Dilah
- d. 5 miles offshore of Zanzur

- e. 2.5 miles NNW of Ras el-Ahmar
- f. 3 miles W of Ras al Hallab, the end of which may project as far as 5 miles from shore, in proximity of normal shipping routes
- g. 4.5 miles offshore of Ras al Misann
- h. The sea area fronting Sidi Muftah
- i. 1.5 miles NNW of Zlitan
- j. 2.5 and 5 miles NW of Sidi Bu Fatimah and Marsa Zurayq.
- k. 2.2 miles offshore of Minqares Sighir (4 miles NE of Banghazi)

Government



Flag of Libya

Libya has established a form of direct democracy, the *Jamahiriya* (state of the masses), governed by the populace through local councils. The country is divided into 25 municipalities, although these may have been reorganized into 13 regions.

The country functions as a military dictatorship. The General People's Congress is composed of 3,000 members selected by local councils.

The legal system is based on Italian civil law and Islamic law.

The capital is Tripoli.

Holidays

The following holidays are observed:

March 2	Proclamation of the People's Authority
March 28	Evacuation of the British Forces
May 25	Sudanese Revolution Day
June 11	Evacuation of the American Forces
September 1	Libyan Revolution Day
October 7	Evacuation of the Italians

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), and the Prophet's Birthday.

Industries

Oil and natural gas production are the principal industries. Textiles, handicrafts, and cement contribute to the economy.

Oases along the coast produce dates, olives, peanuts, and citrus fruit.

Languages

Arabic is the official language. Italian and English are also in general use in the major cities.

Mined Areas

Mines have been reported in areas bounded by lines joining the following positions:

1. **Area 1**
 - a. 32°52.8'N, 13°24.5'E.
 - b. 32°57.7'N, 13°24.5'E.
 - c. 32°57.6'N, 13°18.0'E.
 - d. 32°53.8'N, 13°22.3'E.
2. **Area 2**
 - a. 32°53.7'N, 13°20.6'E.
 - b. 32°55.9'N, 13°18.0'E.
 - c. 32°55.9'N, 13°15.0'E.
 - d. 32°54.5'N, 13°15.0'E.

Navigational Information

Enroute Volume

Pub. 132, Sailing Directions (Enroute) Eastern Mediterranean.

Maritime Claims

The maritime territorial claims of Libya are, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone	74 miles.
Continental Shelf	No specified limits.

* Claims straight baselines. Requires advance permission or notification for innocent passage of warships in the territorial sea. Claims the Gulf of Sidra as a historic bay. All merchant ships required to give prior notice of innocent passage.

Regulations

The normal international courtesies, such as flying the Libyan flag at the foremast, should be carefully adhered to while in the territorial waters and ports of Libya.

The Libyan flag and the ship's national flag must be shown by day and night. Failure to fly the Libyan flag may result in a heavy fine.

Before arrival at the outer limits of a Libyan port, vessels are requested to display the following signals:

1. Flags of the vessel's call sign.

2. Quarantine flag.
3. Ship's national flag.
4. Libyan flag at the foremast.
5. A red flag during daylight, and red light at night, if carrying explosives or any inflammable cargo.
6. Pilot flag.

Libyan law does not permit ships transiting Libyan waters to retain on board Israeli flags, stores, goods, or containers of Israeli origin, or literature pertaining to Israel, even though the above items may be normally a part of the vessel's navigation equipment. Any vessel having such items on board upon arrival in the harbor will be liable to a heavy fine and confiscation of the goods or containers. In addition, the Libyan authorities may refuse to clear the vessel.

Ships bound to any Libyan port must inform their agent in Libya from the vessel's port of departure of the following:

1. Name of vessel.
2. Call sign.
3. Nationality of vessel.
4. Name and address of owner.
5. Name and nationality of master.
6. Number of crew and passengers.
7. Gross tonnage and type of cargo.
8. Destination port and intended duration of stay.
9. ETA.

Vessels must contact the nearest coastal station 24 hours prior to arriving at the Approach Reporting Point to confirm the above information and to supply the following additional information:

1. Position.
2. Speed.
3. Course being steered.
4. Approach Reporting Point to be used.
5. Sea state.
6. Ship's condition (trim, list, draft).

All vessels bound for Libyan ports must pass through one of the following designated Approach Reporting Points. On arrival at an Approach Reporting Point, vessels must report their position, course, and speed to the appropriate port authority.

Destination	Approach Reporting Point
Mina Tubruq (Mersa Tobruch)	32°10'N, 24°02'E.
Darnah (Derna)	32°58'N, 22°42'E.
Banghazi (Bengasi)	32°20'N, 20°06'E. 32°17'N, 19°53'E. 32°09'N, 19°49'E. 32°03'N, 19°50'E.
Az Zuwaytinah Oil Terminal	32°43'N, 19°06'E.
Marsa al Burayqah Oil Terminal	32°43'N, 19°06'E.
Ras Lanuf Oil Terminal	32°43'N, 19°06'E.
Qasr Ahmad (Qasr Ahmed)	32°34'N, 15°16'E.
Tarabulus (Tripoli)	33°05'N, 13°19'E. 33°07'N, 13°10'E. 33°05'N, 13°04'E. 33°00'N, 12°58'E.

Destination	Approach Reporting Point
Zuwarah (Zuara)	33°03'N, 12°15'E.

All vessels arriving, departing, or on passage between Libyan ports within Libyan territorial waters must make regular contact every 4 hours with a Libyan coast radio station on VHF channel 16 or a port radio station on VHF channel 11 or 16. Vessels must maintain a continuous listening watch on VHF channel 16.

All ships must abide by the designated anchorages and prohibited areas and adjust their course to pass an Approach Reporting Point. Vessels must not shift berths except when directed by the port authority.

All ships must ensure that they have on board all certificates and documents required including the safe minimum manning certificate when entering any Libyan port or passing through Libyan waters.

Ships that violate these regulations may be subject to punitive penalties. See Pub. 132, Sailing Directions (Enroute) Eastern Mediterranean, and the appropriate chart for details on approved anchorages.

Search and Rescue

Tubruq Coast Radio Station (5AL) and Benghazi Coast Radio Station (5AB) maintain a continuous listening watch for

distress traffic on VHF channel 16. Benghazi Coast Radio Station also maintains a continuous listening watch for distress traffic on 2182 kHz.

Submarine Operating Areas

A submarine exercise area exists seaward of the coast between Zuara and Tarabulus, 55 miles E.

Time Zone

The Time Zone description is BRAVO (-2). Daylight Savings Time is not observed.

U.S. Embassy

A U.S. Liaison Office had been established in Libya. The office is located in Corinthia Bab Africa Hotel, Souq At-Tlat Al-Qadim, Tripoli.

The mailing address is, as follows:

U.S. Liaison Office
8850 Tripoli Place
Washington, DC 20521-8850

<p>U. S. Liaison Office Libya Home Page http://tripoli.usmission.gov</p>
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Firing Areas

An area frequently used for firing exercises and declared temporarily dangerous to shipping, is bound by lines joining the following positions:

- 55°37'N, 20°46'E.
- 55°34'N, 21°00'E.
- 55°25'N, 21°00'E.
- 55°22'N, 20°46'E.
- 55°25'N, 20°42'E.
- 55°34'N, 20°42'E.

Government

General

Lithuania is located in Eastern Europe, bordering the Baltic Sea between Latvia and Russia.

The climate is maritime, with wet, moderate winters and summers.

The terrain is composed of fertile lowlands, with many scattered small lakes.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Lithuanian litas, consisting of 100 cents.



Flag of Lithuania

Lithuania is a parliamentary democracy. The country is divided into ten counties.

Lithuania is governed by a directly-elected President serving a 5-year term. The Premier is appointed by the President. The unicameral 141-member Parliament has 71 directly-elected

members and 70 members elected through a system of proportional representation, all serving 4-year terms.

The legal system is based on civil law.

The capital is Vilnius.

Holidays

The following holidays are observed:

January 1	New Year's Day
February 16	Lithuanian Statehood Day
March 11	Independence Statehood Day
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
July 6	Crowning of Mindaugas
November 1	All Saints' Day
December 25	Christmas Day
December 26	Boxing Day

Industries

The main industries include the manufacture of machine tools, electric motors, televisions, refrigerators and freezers, petroleum refining, amber mining, and shipbuilding.

Almost 20 per cent of the population is engaged in agriculture, raising dairy cattle and other livestock, and growing such crops as sugar, grain, and potatoes.

Languages

Lithuanian is the official language. Polish and Russian are also spoken.

Navigational Information

Enroute Volume

Pub. 194, Sailing Directions (Enroute) Baltic Sea (Southern Part).

Maritime Claims

The maritime territorial claims of Lithuania are, as follows:

Territorial Sea	12 miles.
Fisheries or Economic Zone	200 miles. *

* To median lines or boundaries.

Maritime Boundary Disputes

The 1998 maritime boundary treaty with Latvia has not been ratified by the Latvian Parliament, primarily due to concerns over oil exploration rights.

Pilotage

Pilotage is compulsory for entering and leaving all Lithuanian ports. Generally, pilots should be ordered through the local agent 12 hours in advance and confirmed 4 hours prior to arrival.

Regulations

Vessels should send their ETA to the local agent 12 days, 96 hours, and 12 hours in advance. Oil, gas, and chemical tankers should send their ETA 14 days, 72 hours, and 12 hours in advance.

Search and Rescue

The Maritime Rescue Coordination Center (MRCC) Klaipėda, is responsible for coordinating search and rescue operations and maintains a continuous listening watch for distress traffic on 2182 kHz, 2187.5 kHz, VHF channel 16, and VHF channel 70. MRCC Klaipėda can be contacted by e-mail, as follows:

mrcc@msa.lt

Rescue craft are stationed at Klaipėda (55°43'N., 21°08'E.) and Liepāja (56°31'N., 21°01'E.).

Time Zone

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is maintained from the Saturday before the last Sunday in March until the Saturday before the last Sunday in October.

U.S. Embassy

The U.S. Embassy is situated at 2600 Akmenu 6, Vilnius. The mailing addresses are, as follows:

1. Lithuania address—
2600 Akmenu 6
Vilnius
2. U. S. address—
PSC 78, Box V
APO AE 09723

U. S. Embassy Lithuania Home Page
<http://vilnius.usembassy.gov>



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General

The Maltese Islands lie in the central Mediterranean Sea and, lying 60 miles S of Sicily, are considered part of Southern Europe. The group consists of three islands and seven islets.

Malta, the main island, is the largest. Gozo and Comino are two of the next larger islands. Filfla and Kemmaunett are uninhabited rocks.

The climate is Mediterranean with mild, rainy winters and hot, dry summers.

The terrain is mostly low, rocky, and flat. There are no permanent lakes or streams on Malta because of the porous nature of the limestone topography.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Maltese lira, consisting of 100 cents.

Firing Areas

Forts of the Maltese Islands may conduct firing exercises towards the sea on towed objects. These regulations govern artillery practice from any fort in the Maltese Islands.

A blue pennant over a red flag will be shown at the station from which practice is to take place on the afternoon prior to the practice and at 0700 on the day of the practice. The same signal will be shown on the vessel towing the targets.

A red flag will be hoisted at the firing location 15 minutes before the commencement and will be kept flying during firing practice. Bombardments by vessels or planes may take place on Filfla Islet. While such practice is taking place, a red flag is displayed by day and a red light is shown at night on Torri tal Wied Zurrieq.

Exercise Zones

Five Naval Air Exercise Zones, which may be dangerous, exist in the vicinity of the Maltese Islands. They are defined, as follows:

1. **Zone D1.**—An area bounded by lines joining the following positions:
 - a. 35°05'N, 14°06'E.

- b. 35°05'N, 15°21'E.
- c. 34°20'N, 16°24'E.
- d. 34°20'N, 13°49'E.

2. **Zone D2.**—An area bounded by lines joining the following positions:

- a. 36°31'N, 17°00'E.
- b. 35°30'N, 17°35'E.
- c. 35°41'N, 15°25'E.
- d. 36°12'N, 15°25'E.
- e. 36°31'N, 15°50'E.

3. **Zone D3.**—An area bounded by lines joining the following positions:

- a. 36°01'N, 14°12'E.
- b. 35°58'N, 14°20'E.
- c. 35°55'N, 14°20'E.
- d. 35°51'N, 14°14'E.
- e. 35°56'N, 14°10'E.

4. **Zone D4.**—A circular area with an 8.5 mile radius centered on position 35°40'N, 14°59'E. A lighted buoy, fitted with a radar reflector, lies at the center of the circle.

5. **Zone D6.**—An area between the parallels 36°11'N and 36°31'N and the meridians 16°00'E and 17°00'E.

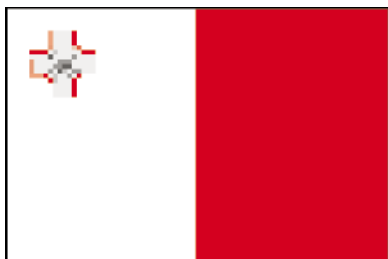
Fishing Areas

Tunny Net Areas

Tunny nets are usually laid in the vicinity of Mellicha Bay and between Ponta tal Marfa and Ras il Pellegrin. The seaward extremities of the nets are marked, as follows:

1. By day.—A small conical buoy surmounted by a staff and ball.
2. By night.—A boat exhibiting two white fixed lights shown vertically.

Government



Flag of Malta

Malta is a parliamentary democracy.

Malta is governed by a President elected by the House of Representatives to serve a 5-year term. The Prime Minister is appointed by the President. The unicameral House of Representatives is composed of 65 members who are directly elected

under a system of proportional representation to serve 5-year terms, although additional seats may be given to the party with the largest popular vote to ensure a legislative majority.

The legal system is based on English common law and Roman civil law.

The capital is Valletta.

Holidays

The following holidays are observed:

January 1	New Year's Day
February 10	St. Paul's Shipwreck
March 19	St. Joseph Day
March 31	Freedom Day
Good Friday	Variable
Easter Sunday	Variable
May 1	Worker's Day
June 7	Commemoration of the Uprising of 7 June 1919
June 29	St. Peter and St. Paul Feast Day
August 15	Assumption of the Blessed Virgin Mary
September 8	Our Lady of Victories Feast Day
September 21	Independence Day
December 8	Immaculate Conception
December 13	Republic Day
December 25	Christmas Day

Industries

Electronic and textile manufacturing and tourism are the most substantive contributors to the economy. Ship repair, construction, tobacco, and apparel are also important sectors of the economy. Oil prospecting is taking place over most of the width of Malta Channel between Malta and the S coast of Sicily. The reported positions of the associated drill rigs are promulgated in NAVAREA messages.

Languages

Maltese and English are the official languages.

Navigational Information

Enroute Volume

Pub. 131, Sailing Directions (Enroute) Western Mediterranean.

Maritime Claims

The maritime territorial claims of Malta are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	25 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Requires advance permission or notification for innocent passage of warships in the territorial sea.

Regulations

No commercial vessels or vessels with an loa of over 50m may pass through the channels between Malta and Ghawdex (Gozo). Commercial vessels are also prohibited from entering the Secca Munxar restricted area. In cases of emergency, permission to enter can be obtained through Valletta Port Control on VHF channel 16 or 12.

All vessels bound for Malta must make an initial VHF contact with Valletta Port Control as soon as possible.

Search and Rescue

The Operations Center of the Armed Forces Malta also serves as the Malta Rescue Coordination Center. It is responsible for coordinating search and rescue operations within the Malta Search and Rescue Region and can be contacted by e-mail, as follows:

rccmalta@govt.mt

Malta Coast Radio Station (9HD) maintains a continuous listening watch for distress traffic on all international distress frequencies and can be contacted by e-mail, as follows:

rccmalta@govt.mt

Signals

The following signals are shown from the Palace Tower and from Fort St. Angelo at Grand Harbor:

1. Gales or strong winds are expected between W and E, through N and is shown:
 - a. By day.—A black cone point upwards.
 - b. By night.—Three green lights, in the form of a triangle, point upwards.
2. Gales or strong winds are expected from between E, through S to W and is shown:
 - a. By day.—A black cone, point downwards.

- b. By night.—Three green lights, in the form of a triangle, point downwards.

3. The following signals are shown when a wind of force 5 or greater, from between 010° and 120°, is expected in any part of Valetta Harbor, and is also shown as a scend warning after a gale warning has been cancelled until such time as the sea has fallen below 1.5m:

- a. By day.—One black ball.
- b. By night.—One red light.

4. A Gregale is the name given to strong NE winds occurring in the central Mediterranean Sea, especially in the Ionian Sea and on the coasts of Sicily and Malta. Gregale signals are, as follows:

- a. Moderate Gregale, indicating a wind between N and E of force 5 to 7, on the Beaufort scale:
 - By day.—Two black cones, points upwards, vertically disposed.
 - By night.—Two green lights, vertically disposed.
- b. Strong Gregale, indicating a wind between N and E of force 8 or greater, on the Beaufort scale:
 - By day.—Three black cones, points upwards, vertically disposed.
 - By night.—Three green lights, vertically disposed.

Vessels are not permitted, during the night, to make use of private signals off any bay or creek of the island. The only authorized signals are:

1. A vessels requiring a pilot may show a blue light.
2. A vessel in distress may show the internationally-prescribed distress signals.

See Pub. 131, Sailing Directions (Enroute) Western Mediterranean, for traffic signals shown from these stations.

Submarine Operating Areas

Submarines frequently operate within 20 miles of Malta and Gozo.

Time Zone

The Time Zone description is ALPHA (-1). Daylight Savings Time is maintained from the last Sunday in March until the Saturday before the last Sunday in October.

U.S. Embassy

The U.S. Embassy is situated at Development House, Third Floor, Saint Anne Street, Floriana, Malta.

The mailing address is P.O. Box 535, Valletta CMR 01.

U. S. Embassy Malta Home Page
<http://valletta.usembassy.gov>



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General

Martinique is an island in the Caribbean Sea. It lies near the N end of the Windward Islands between Dominica and Saint Lucia.

The climate is tropical and humid. The rainy season occurs from June through October. The island is subject to hurricanes. December through May are generally the coolest, driest, and most comfortable months.

The predominant current around Martinique fluctuates between WNW in winter and NNW in summer. It is most pro-

nounced from March to September and moderate for the rest of the year. The average rate is 1 knot.

The terrain is mountainous, with an indented coast line. The island is dominated by Mount Pelee, almost 1,400m high, a dormant volcano visible up to 45 miles.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

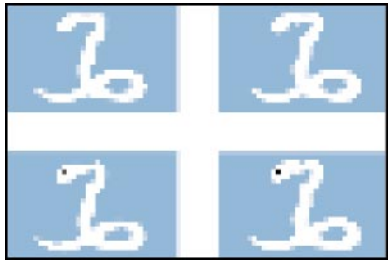
Currency

The official unit of currency is the Euro, consisting of 100 cents.

Government

Martinique is an overseas department of France. The island elects two senators to the French Senate and four deputies to the French National Assembly.

Martinique is administered by the directly-elected General Council, consisting of 45 members serving 6-year terms, and the directly-elected Regional Council, consisting of 42 members serving 6-year terms.



Flag of Martinique

The legal system is based on French law.

The capital is Fort-de-France.

Holidays

The following holidays are observed:

January 1	New Year's Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
May 8	World War II Victory Day
May 22	Slavery Abolishment Day
Ascension Day	Variable
Whitsunday	Variable
Whitmonday	Variable
July 14	Bastille Day
August 15	Assumption Day
November 1	All Saints' Day
November 11	Armistice Day
December 25	Christmas Day

Industries

The main industries are sugarcane and banana production, tourism, and light industry (cement, rum, construction, and oil refining).

Languages

French is the official language. A Creole patois is also widely spoken.

Navigational Information

Enroute Volume

Pub. 147, Sailing Directions (Enroute) Caribbean Sea Volume 1.

Maritime Claims

The maritime territorial claims of Martinique are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Claims straight baselines.

Regulations

Vessels in transit or stationary within the territorial waters, except when alongside in port, should maintain a continuous listening watch on VHF channel 16 and respond to calls by official vessels and French coast radio stations.

Vessels over 1,600 grt must remain at least 10 miles of the coast of Martinique except when in waiting areas or when using approach or access channels.

Reporting System (SURNV)

The SURNAV system is intended to prevent accidental pollution in the territorial water of Martinique and the waters within 50 miles of the coast of Martinique.

Covered Vessels.—The regulations are mandatory for the following vessels:

- Vessels carrying hydrocarbons or the gaseous residues of hydrocarbons as specified in Annex 1 of MARPOL 73.
- Non-inert tankers and vessels carrying the following:
 - Noxious liquid substances as specified in Annex 2 of MARPOL 73 and classed in Category A and Category B in Chapter 17 of the IBC Code.
 - Liquefied gas in bulk.
 - Plutonium-239, uranium-233, uranium-235, or uranium-238, or all materials containing them with the exception of ores.
 - Acetaldehyde (UN 1089), ether ethyl (UN 1155), ethyl vinyl ether (UN 1302), monoethylamine (UN 1036), ammonium nitrate (UN 0222), or propylene oxide (UN 1280).
 - Composite organochlorides, such as organochloride pesticides (UN 2761, UN 2762, UN 2995, and UN 2996).
- Vessels carrying the following:
 - Noxious liquid substances as specified in Annex 2 of MARPOL 73 and not listed above.
 - Harmful liquid substances as specified in Annex 3 of MARPOL 73.
 - Dangerous cargo as specified in the International Maritime Code of Dangerous Goods (IMDG), including radioactive materials specified in the INF Code.

d. Dangerous cargo as specified in Chapter 17 of the IBC Code and Chapter 19 of the IGC Code.

SURNAV-FRANCE Messages.—All vessels listed in paragraph 1 and paragraph 2 of **Covered Vessels** preparing to pass through or stay in the territorial waters of Martinique must send a SURNAV-FRANCE message to CROSS Antilles-Guyane 6 hours prior to entering the territorial waters of Martinique or 6 hours prior to departing from a port or anchorage in Martinique.

The message covers the entire planned voyage in the territorial waters until departure or until arrival at the destination, even if the vessel's route takes it out of these waters and back in again. If there is a change in the vessel's planned route, or the vessel is unable to maneuver or navigate, the vessel must send a correcting message as soon as possible.

SURNAV-FRANCE messages should be sent to CROSS Antilles-Guyane and prefixed SURNAV-FRANCE using any method available to the vessel. Messages should be sent in the format given in the table below and should also include the following additional information:

1. Intended movements within territorial waters.
2. Current ability to maneuver and navigate.

SURNAV-FRANCE Message	
Designator	Information required
ALFA	Vessel's name, call sign, and flag.
BRAVO	Date and time UT (GMT), suffixed ZULU (6 figures DD/HH/MM).
CHARLIE	Position.
ECHO	Course.
FOXTROT	Speed.
GOLF	Origin.
HOTEL	1. Date, time UT (GMT), and position of entering territorial waters. * 2. Date, time UT (GMT), and place of departure. * *Whichever is appropriate.
INDIA	Destination.
KILO	1. Date, time UT (GMT), and position of leaving territorial waters. * 2. Date and time UT (GMT), of arrival at destination (port, anchorage, waiting position, deballasting position) within territorial waters. * *Whichever is appropriate.
MIKE	Radio watch maintained.
OSCAR	Draft.
PAPA **	Cargo—type (as defined by MARPOL 73) and quantity.
QUEBEC	Any defects, damage, faults, or restrictions.
UNIFORM	Type of vessel.
XRAY	Other remarks.

SURNAV-FRANCE Message	
Designator	Information required
ZULU	End of message.
** Vessels should refer to IMO Resolution A.851(20) in order to correctly give the information requested.	

Vessels arriving from outside the European Union.—All vessels listed in paragraph 1, paragraph 2, and paragraph 3 of **Covered Vessels** arriving from a port outside the European Union and intending to anchor in territorial waters of Martinique must send a message when departing from the loading port, or as soon as possible if changing destinations, using any method available to the vessel to CROSS Antilles-Guyane stating either the following information or indicating the authority holding this information in the European Union:

1. Vessel name and call sign.
2. Flag.
3. Draft and loa.
4. Destination port.
5. ETA at destination port, pilot station, or designated anchorage, as requested by the local authority
6. ETD.
7. Planned itinerary.
8. Precise technical names of dangerous or polluting cargo; UN numbers, if necessary; risk classes, as defined by the IMO in accordance with the IMDG Code and the IBC/IGC compendium; and the INF category of the vessel, if necessary.
9. Confirmation that a list, manifesto, or loading diagram held on board that details the dangerous or polluting cargo on board the vessel and the location of it.
10. Number of crew.

Incident/Accident Report.—Vessels of 300 gross tons and over on a commercial voyage and navigating within the limits of the Economic Zone, or when outside the limits of the zone but less than 50 miles from the coast must immediately report the following:

1. Every incident or accident affecting the safety of the vessel (collision, stranding, damage, breakdown or failure, invasion or movement of cargo, or all defects within the hull or damage to the structure).
2. Every incident or accident affecting the safety of navigation (damage likely to affect the vessel's maneuverability or navigation, or every defect affecting the propulsion systems, steering gear, the production of power, or the navigation or communication equipment).
3. Every situation likely to lead to pollution (discharge or risk of discharge of pollutants into the sea).
4. Every slick of pollution and every drifting container seen in the sea.

Messages should be sent to CROSS Antilles-Guyane using any method available to the vessel, in the format given below.

Incident/Accident Report	
Designator	Information required
ALFA	Vessel's name, call sign, and flag.

Incident/Accident Report	
Designator	Information required
BRAVO	Date and time UT (GMT), suffixed ZULU (6 figures DD/HH/MM).
CHARLIE	Position.
ECHO	Course.
FOXTROT	Speed.
GOLF	Origin.
INDIA	Destination and ETA.
MIKE	Radio watch maintained.
OSCAR	Draft.
PAPA *	Cargo and details of dangerous or pollutant cargo on board.
QUEBEC *	Nature of incident or situation, with damage or problem suffered.
ROMEO *	Description of the pollution caused and of all containers, parcels, or cargo lost overboard or observed drifting and presenting a danger to navigation and/or the environment.
TANGO	Owner's details, charter company, and possible consignees in France.
UNIFORM	Vessel type, characteristic, and tonnage.
WHISKEY	Number of people on board.
XRAY *	Date and time (UT/GMT) of possible call for assistance or towing, possible presence and name of assisting vessel, time (UT/GMT) of contacting a possible assisting vessel, or other information.
YANKEE	Request transmission of report to another system (AMVER, AUSREP, JASREP, MAREP, etc.).

Incident/Accident Report	
Designator	Information required
ZULU	End of message.
* Vessels should refer to IMO Resolution A.851(20) in order to correctly give the information requested.	

Listening watch—Throughout the duration of a transit or stay in territorial waters, vessels listed in paragraph 1, paragraph 2, and paragraph 3 of **Covered Vessels** must maintain a continuous listening watch on 2182 kHz, VHF channel 16, and any other frequency they are advised to listen on.

Search and Rescue

The Maritime Rescue Coordination Center (MRCC) Fort de France is located on Martinique and is the Centre Regional de Surveillance et de Sauvetage aux Antilles-Guyana (CROSS-AG). CROSSAG is responsible for coordinating search and rescue operations in its area of responsibility. MRCC Fort de France can be contacted by e-mail, as follows:

fortdefrance.mrcc@equipement.gouv.fr

mrcc.fortdefrance@wanadoo.fr

CROSSAG maintains a continuous listening watch for distress traffic on 2182 kHz and VHF channel 16.

Time Zone

The Time Zone description is QUEBEC (+4). Daylight Savings Time is not observed.

U.S. Embassy

Martinique is an overseas department of France. There is no diplomatic representation.



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Currency

The official unit of currency is the ouguiya, consisting of five khoums.

Government

General

Mauritania is located in Northwest Africa and is bordered on the N and NW by Western Sahara, on the NE by Algeria, on the E by Mali, on the S by Mali and Senegal, and on the W by the Atlantic Ocean.

The coastline is generally smooth and unindented. Most of the country is desert and is relatively flat, with ridges between regions of lower and higher altitudes.

Except for certain spots in the S, Mauritania's climate is hot and dry; the temperature averages more than 38°C for half the year. The climate along the coast has one rainy season and an annual rainfall of less about 675mm each year. Trade winds moderate the temperature for about 8 months of the year.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.



Flag of Mauritania

Mauritania is a republic. The country is divided into 12 regions and one capital district.

Mauritania is governed by a directly-elected President who serves a 6-year term. The bicameral legislature consists of an indirectly-elected 56-member Senate, who serve 6-year terms, and a directly-elected 81-member National Assembly, who serve 5-year terms.

The legal system is based on French civil law and Islamic law.

The capital is Nouakchott.

Holidays

The following holidays are observed:

January 1	New Year's Day
March 8	Women's Day
May 1	Labor Day
May 25	African Unity Day
July 10	Armed Forces Day
November 28	Independence Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), and the Prophet's Birthday.

Industries

Most Mauritaniens are nomads or subsistence farmers. Major industries include mining of iron ore, gypsum, and fish processing.

Languages

Hasaniya Arabic and Wolof are the official languages. Pular, Soninke, and French are also spoken.

Navigational Information

Enroute Volume

Pub. 143, Sailing Directions (Enroute) West Coast of Europe and Northwest Africa.

Maritime Claims

The maritime territorial claims of Mauritania are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* Claims an 89-mile straight baseline between Cap Blanc and Cap Timiris.

Search and Rescue

Rescue Coordination Center (RCC) Nouakchott maintains a continuous listening watch on 2182 kHz, VHF channel 16, and VHF DSC.

RCC Nouakchott can be contacted by e-mail, as follows:

ccsm@mauritel.mr

Time Zone

The Time Zone description is ZULU. Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Rue Abdallahi Ould Oubeid, Nouakchott.

The mailing address is B. P. 222, Nouakchott.

U. S. Embassy Mauritania Home Page
<http://mauritania.usembassy.gov>



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General

Mexico is located in Central America and borders the U.S. to the N and Belize and Guatemala to the S. The Caribbean Sea and Gulf of Mexico are the bodies of water to its E and the North Pacific Ocean lies to its W.

The climate in the N is arid to semi-arid; this section of the country tends to experience extremes in temperature. The S portion of Mexico and the Yucatan Peninsula have tropical climates and are generally humid.

The terrain is high, rugged mountains, low coastal plains, with high plateaus, and desert.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Mexican peso, consisting of 100 centavos.

Firing Areas

North of Punta Jerez.—Area bounded by lines joining the following positions:

- 23°30.0'N, 97°42.5'W.
- 23°30.0'N, 97°32.5'W.
- 23°00.0'N, 97°32.5'W.
- 23°00.0'N, 97°42.5'W.

Vicinity of Roca Portida and Punta Zapotitlan.—Area bounded by lines joining the following positions:

- 18°52.3'N, 95°05.8'W.
- 18°40.2'N, 95°42.5'W.
- 18°32.2'N, 95°47.5'W.
- 18°42.2'N, 95°10.0'W.

North of Cayo Arenas.—Area bounded by lines joining the following positions:

- 22°20.0'N, 91°34.5'W.
- 22°20.0'N, 91°16.0'W.
- 22°10.0'N, 91°16.0'W.
- 22°10.0'N, 91°34.0'W.

Government

Mexico is a constitutional republic. The country is divided into 31 states and a federal district.

Mexico is governed by a directly-elected President serving a non-renewable 6-year term. The bicameral General Congress



Flag of Mexico

consists of a 128-member Senate, 96 of which are directly elected and 32 elected under a system of proportional representation, serving 6-year terms, and a 500-member Chamber of Deputies, 300 of which are directly elected from single-member districts and 200 elected under a system of proportional representation, serving 3-year terms.

The legal system is based on a mixture of U. S. constitutional theory and civil law.

The capital is Mexico City.

Holidays

The following holidays are observed:

January 1	New Year's Day
February 5	Constitution Day
March 21	Benito Juarez's Birthday
Holy Thursday	Variable
Good Friday	Variable
May 1	Labor Day
May 5	Battle of Pueblo (Cinco de Mayo)
May 10	Mother's Day
September 1	State of the Nation Address
September 16	Independence Day
October 12	Columbus Day (Dia de la Raza)
November 2	All Souls' Day
November 20	Revolution Day
December 12	Virgin of Guadalupe Day
December 25	Christmas Day

Industries

The primary industries are tourism, tobacco, food and beverages production, iron and steel, petroleum, textiles, clothing, and motor vehicles.

Languages

Spanish is the official language, but many dialects of Mayan are spoken.

Navigational Information

Enroute Volumes

Pub. 148, Sailing Directions (Enroute) Caribbean Sea Volume 2.

Pub. 153, Sailing Directions (Enroute) West Coasts of Mexico and Central America.

Maritime Claims

The maritime territorial claims of Mexico are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* No more than three foreign warships will be authorized in Mexican ports on each coast at the same time; no more than one will be in any given port. Port calls by more than one training vessel can be authorized only if permission is requested 3 months in advance. Nuclear-powered and nuclear-armed ships are not allowed to enter Mexican territorial waters or dock in Mexican ports.

Pilotage

Pilotage is compulsory for all vessels of 500 tons or more entering or departing a port in Mexico.

Regulations

All vessels will be boarded on arrival by a health official, the port captain, and a customs officer.

The maritime authorities will require arrival messages to include:

1. Last port clearance.
2. Passenger list.
3. Crew list.
4. Cargo manifest.
5. Deck log book.
6. Customs manifest to be stamped with a visa by a Mexican Consulate or Embassy.

On departure, vessels must submit:

1. Request for clearance.
2. List of passengers embarked.
3. Crew list and Articles of Agreement.
4. Stores list.

Protected Areas

Areas, protected by Presidential Decree, are established along the coast of the State of Jalisco (20°00'N., 105°00'W.), within the jurisdiction of Naval Zone XII, at Los Arcos, Playa

Mismaloya, Playa Teopa, Playa Cuitzamala, and Playa El Tecuan, and in the waters of the coasts and estuaries in their vicinity. In these areas, the following is prohibited:

1. Collection, or disturbance, of flora and fauna, on both land and sea.
2. Anchoring.
3. Dumping of hydrocarbons, oil derivatives, and refuse.
4. Fishing.

Search and Rescue

The Mexican navy is responsible for coordinating search and rescue operations within the Exclusive Economic Zone of Mexico in the Gulf of Mexico and the Caribbean Sea. The Maritime Rescue Coordination Center (MRCC) Tampico, which covers the Gulf of Mexico, can be contacted by e-mail, as follows:

radiotam@telecomm.net.mx

The following coast radio stations maintain a continuous listening watch on international distress frequencies:

1. Cancun (XFO).
2. Isla Cozumel (XFC).
3. Chetumal (XFP).
4. Tampico (XFS).
5. Veracruz (XFU).
6. Coatzacoalcas (XFF).
7. Ciudad del Carmen (XFB).

Time Zone

Mexico is covered by several time zones. Information is given in the accompanying table.

Traffic Separation Schemes

An IMO-adopted Traffic Separation Scheme is located on the E coast of Mexico in the approaches to the port of Veracruz.

U.S. Embassy

The U.S. Embassy is situated at Paseo de la Reforma 305, Colonia Cuauhtemoc, Mexico City.

The mailing addresses are, as follows:

1. Mexico address—
Paseo de la Reforma 305
Colonia Cuauhtemoc
06500 Mexico, D. F.
2. U.S. address—
P.O. Box 9000
Brownsville, TX 78520-9000

U. S. Embassy Mexico Home Page
<http://mexico.usembassy.gov>

Mexico—Time Zones		
Location	Standard Time	Daylight Savings Time
All states except those listed below	SIERRA (+6)	ROMEO (+5) Maintained from the first Sunday in April until the last Sunday in October.
Baja California Sur, Nayarit, Sinaloa, and Chihuahua	TANGO (+7)	SIERRA (+6) Maintained from the first Sunday in April until the last Sunday in October.
Baja California Norte	UNIFORM (+8)	TANGO (+7) Maintained from the first Sunday in April until the last Sunday in October.
Sonora	TANGO (+7)	Not observed.



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Currency

The official unit of currency is the Euro, consisting of 100 cents.

Government

General

The principality of Monaco is located in Western Europe on the Mediterranean Sea and borders France.

The climate is Mediterranean with mild, wet, winters and hot, dry summers.

Monaco consists of four quarters, as follows:

1. Monaco-Ville, the capital, situated on a rocky head-land.
2. La Condamine, the business district.
3. Monte Carlo, the N section.
4. Fontvieille, the industrial area in La Condamine.

Monaco is the site of the International Hydrographic Bureau.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.



Flag of Monaco

Monaco is a constitutional monarchy.

Prince Ranier is the Head of State. The Prince appoints a Minister of State. The unicameral National Council consists of 24 members serving 5-year terms; 16 members are elected by a list-majority system, while 8 members are elected on the basis of proportional representation.

The legal system is based on French law.

The capital is Monaco.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 26-27	Sainte-Devote Days
Shrove Tuesday	Variable
Mi-Careme	Variable
Holy Thursday	Variable
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
Ascension Day	Variable
Whitsunday	Variable
Whitmonday	Variable
August 15	Assumption Day
November 1	All Saints' Day
November 18-19	National Days
December 8	Immaculate Conception
December 24	Christmas Eve
December 25	Christmas Day
December 31	New Year's Eve

Industries

Tourism is the principal industry. Light industries, including chemicals, plastics, electronics, and engineering are also important to the economy.

Languages

French is the official language. English, Italian, and Monegasque are also spoken.

Navigational Information

Enroute Volume

Pub. 131, Sailing Directions (Enroute) Western Mediterranean.

Maritime Claims

The only maritime territorial claim of Monaco is a territorial sea of 12 miles; claims waters within defined geographical coordinates not related to distance from the coastline.

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time (BRAVO (-2)) is maintained from the last Sunday in March until the Saturday before the last Sunday in October.

U.S. Embassy

There is no embassy in Monaco; however, the U.S. Consul General in Marseille, France is accredited to Monaco.



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The area W of Montserrat is subject to heavy ash falls. The underwater hydrography may differ considerably from that charted due to volcanic activity.
Abnormally high seas may be expected S of the island.

Currency

The official unit of currency is the East Caribbean dollar.

Government

General

Montserrat is a volcanic island located near the middle of the Leeward Islands.

The climate is tropical, with little daily or seasonal variation.

The terrain is mostly mountainous, with a small coastal lowland.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Volcanic activity on the island has been continuous since 1995. In 1997, the capital was covered with ash and abandoned. An exclusion zone extending 2 miles from the coast has been established between position 16°45.9'N, 62°09.8'W and position 16°44.0'N, 62°14.1'W.



Flag of Montserrat

Montserrat is a dependent overseas territory of the United Kingdom, with Queen Elizabeth II as its chief of state. The island is divided into three parishes.

Montserrat is governed by a Governor appointed by the Queen. The Chief Minister is appointed by the Governor. The 11-member unicameral Legislative Council consists of two appointed members and nine directly-elected members who serve 5-year terms.

The legal system is based on English common law and statutory law.

The capital is officially Plymouth. However, the city was abandoned in 1997 due to damage caused by volcanic eruptions. Interim government buildings have been built in the Carr's Bay/Little Bay area in the NW part of the island.

Holidays

The following holidays are observed:

January 1	New Year's Day
March 17	St. Patrick's Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
First Monday in May	Labor Day
Whitmonday	Variable
Second Saturday in June	Queen's Birthday
First Monday in August	August Day
December 25	Christmas Day
December 26	Boxing Day
December 31	Festival Day

Industries

The main industries are agriculture, tourism, offshore banking, and the production of small electrical parts and leather goods.

Languages

English is the official language.

Navigational Information

Enroute Volume

Pub. 147, Sailing Directions (Enroute) Caribbean Sea Volume 1.

Maritime Claims

The maritime territorial claims of Montserrat are, as follows:

Territorial Sea	3 miles.
Fisheries or Economic Zone	200 miles.

Search and Rescue

The Montserrat Marine Police Unit is responsible for coordinating search and rescue operations in association with MRCC Fort de France (Martinique).

MRCC Fort-de-France can be contacted by e-mail, as follows:

cross-fort-de-france@equipement.gouv.fr
mrcc.fortdefrance@wanadoo.fr

A continuous listening watch for distress traffic is maintained on 7850 kHz and VHF channel 16.

Time Zone

The Time Zone description is QUEBEC (+4). Daylight Savings Time is not observed.

U.S. Embassy

Montserrat is a dependent territory of the United Kingdom. There is no diplomatic representation.



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General

Morocco is located in Northern Africa and borders Algeria and Western Sahara. The North Atlantic Ocean lies to its W and the Mediterranean Sea lies to its N.

The climate is Mediterranean and becomes extreme in the desert interior.

Morocco has varied topography. It is dominated by several rugged mountain ranges, divided by fertile river valleys. There are extensive lowlands on the W coast. The Sahara Desert occupies a large part of the interior of the country.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 89 (Issued 16 October 1992)

1. Prior to the September 1991 cease-fire between Morocco and the Polisario, unprovoked attacks on shipping off the coast of Western Sahara by Polisario guerillas using machine guns, grenades, and mortars occurred, resulting in the loss of life and property.

2. Despite the cease-fire, the potential for violent incidents still exists. Mariners are advised to continue using extreme caution and remain well offshore when transiting the waters off the W coast of Africa between 27°40'N, 13°11'W and Cap-Blanc (20°47'N., 17°03'W.) and particularly between Dakhla (23°42'N., 15°56'W.) and Cape Corbiero (21°48'N., 16°59'W.).

3. The publication of this notice is solely for the purpose of advising U.S. mariners of information relevant to navigational safety and in no way constitutes a legal recognition of the validity of any foreign rule, regulation, or proclamation so published.

Special Warning 82 (Issued 31 August 1990)

1. U.S. mariners advised to exercise caution within the territorial waters claimed by Morocco. Moroccan coastal protection warships, while engaged in anti-drug smuggling activities or enforcing territorial fishing rights, have been known to open fire on innocent vessels.

2. The publication of this notice is solely for the purpose of advising U.S. mariners of information relevant to navigational safety and in no way constitutes a legal recognition of the validity of any foreign rule, regulation, or proclamation so published.

High Speed Craft

High speed craft operate in the Strait of Gibraltar. Vessels are advised to maintain a good lookout. Some high speed craft can generate large waves which can have a serious impact on small craft and their moorings close to the shoreline and on shallow off-lying banks.

Locust Reports

See Egypt—Cautions for further information.

Tide Rips

In the E approaches to the Strait of Gibraltar, tide rips have been reported to occur under certain weather conditions during a W current. These tide rips, which have been detected on radar, may be up to 4 miles long.

Currency

The official unit of currency is the dirham, consisting of 100 centimes.

Firing Areas

Zone Alpha.—A sector with a radius of 20 miles between the bearings of 270° and 000°, centered on position 33°41'N, 8°03'W.

Zone Bravo.—A sector with a radius of 20 miles between the bearings of 270° and 000°, centered on position 29°53'N, 10°15'W.

Zone Delta.—A sector with a radius of 20 miles between the bearings of 270° and 000°, centered on position 23°35'N, 17°00'W.

Zone Aerora Goulmine.—An air-to-air and air-to-surface firing range bounded by a line joining the following positions:

- a. 28°46.5'N, 10°48.5'W.
- b. 29°08.0'N, 11°28.0'W.
- c. 29°18.0'N, 11°06.0'W.
- d. 29°12.8'N, 10°56.7'W.

Firing exercises are carried out in a sector with a radius of 20 miles between the bearings of 270° and 000°, centered on position 35°22'N, 4°04'W.

Firing exercises are carried out from the coast, for a distance of 2 miles seaward, from N of Melille to Punta Tarquiat.

Fishing Areas

Tunny nets may be found up to 7 miles off the coast of Morocco.

For general information on tunny fishing, see Spain—Fishing Areas.

Government

The Kingdom of Morocco is a constitutional monarchy consisting of 37 provinces and two miscellaneous administrative



Flag of Morocco

entities. The coastal enclaves of Ceuta and Melilla, in addition to the islands of Penon de Velez de la Gomera, Penon de Alhucemas, and Islas Chafarinas, are under Spanish sovereignty.

The Parliament is a bicameral organization. The Chamber of Counselors (upper house) is composed of 270 members, serving 9-year terms, appointed by local councils, chambers of commerce, and labor organizations. The Chamber of Deputies (lower house) consists of 325 directly-elected members serving 5-year terms.

The legal system is based on Islamic law, French civil law, and Spanish civil law.

The capital is Rabat.

Western Sahara, a former Spanish province, was partitioned by Morocco and Mauritania in 1976. In 1979, Mauritania withdrew from the territory and Morocco asserted control of the entire area. A liberation movement, Frente Polisario, continues to claim the territory. This movement, which consists of Saharawi guerrillas, has renamed the area the Saharawi Arab Democratic Republic. A United Nations-administered ceasefire has been in effect since 1991. The capital of the territory is El-Aaiun. The population is Arabic-speaking.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 11	Independence Manifesto Day
May 1	Labor Day
July 30	Feast of the Throne
August 14	Reunification Day
August 20	King's and People's Revolution Day
August 21	King Mohamed's Birthday (Youth Day)
November 6	Anniversary of the Green March
November 18	Independence Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha

(End of Pilgrimage), Hijrah (Islamic New Year), and the Prophet's Birthday.

Industries

Although Morocco is primarily agricultural, the major industries include phosphate mining, food processing, the manufacture of leather goods, textiles, construction, and tourism.

Languages

Arabic is the official language. Several Berber dialects are also spoken, particularly in the mountainous regions.

French and Spanish are widely used in the urban areas.

Navigational Information

Enroute Volumes

Pub. 131, Sailing Directions (Enroute) Western Mediterranean.

Pub. 143, Sailing Directions (Enroute) West Coast of Europe and Northwest Africa.

Maritime Claims

The maritime territorial claims of Morocco are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Claims straight baselines.

Maritime Boundary Disputes

Protests Spanish control over the coastal enclaves of Ceuta and Melilla, as well as the offshore islands of Penon de Velez de la Gomera, Penon de Alhucemas, and Islas Charfarinas.

Rejected Spain's 2002 unilateral designation of a median line from the Islas Canarias (Canary Islands) to set limits to undersea resource exploration and refugee interdiction. In 2003, Spain and Morocco agreed to discuss comprehensive maritime delineations.

Regulations

Pollution

Single-hull tankers over 15 years old carrying heavy fuel, bitumen, or other polluting substances may not enter the Exclusive Economic Zone of Morocco without prior permission of the Directorate of the Moroccan Merchant Marine.

Permission must be requested 24 hours in advance; the following information should be included in the request:

1. Vessel name.
2. Call sign and IMO number.
3. Name and address of owner.
4. Name and address of charterer.
5. Classification society.

6. Position.

7. Last port of loading and destination.

8. Type and quantity of cargo.

9. Name of technical management company.

Prohibited areas

Morocco prohibits navigating, anchoring, or maritime activity in an area in an area extending 21 miles from the coast between Rabat and Mohammedia and bounded by lines joining the following positions:

- a. 34°02.2'N, 6°50.5'W.
- b. 34°15.2'N, 7°09.5'W.
- c. 34°01.0'N, 7°33.0'W.
- d. 33°47.3'N, 7°15.2'W.

Navigating and fishing are prohibited until further notice in an area extending 13 miles from the coast between Agadir (30°27'N., 9°37'W.) and Punta Guera (20°49'N., 17°06'W.).

A prohibited entry area is bounded by lines joining the following positions:

- a. 33°52'36"N, 7°02'36"W.
- b. 33°54'24"N, 7°03'24"W.
- c. 33°54'18"N, 7°04'12"W.
- d. 33°52.21"N, 7°03'30"W.

A prohibited entry area is bounded by lines joining the following positions:

- a. 33°33'16.2"N, 7°45'00.0"W.
- b. 33°36'18.0"N, 7°45'00.0"W.
- c. 33°40'04.8"N, 7°37'00.0"W.
- d. 33°36'03.6"N, 7°37'00.0"W.

Vessels calling at Layounne (27°05'N., 13°26'W.) or Dakhal (23°42'N., 15°56'W.) should report their intentions 24 hours in advance.

GIBREP

GIBREP, a mandatory Vessel Traffic Service, is in operation in the Strait of Gibraltar, including the TSS and Inshore Traffic Zones. The reporting system covers the area between longitudes 5°58'W and 5°15'W. Further information can be found in Pub. 131, Sailing Directions (Enroute) Western Mediterranean (paragraph 1.1).

Search and Rescue

The Ocean Fisheries Department of the National Commission for Coordinating Search and Rescue is responsible for coordinating search and rescue operations and can be contacted by e-mail, as follows:

drissi@mpm.gov.ma

Maritime Rescue Coordination Centers (MRCC) and Maritime Rescue Coordination Subcenters (MRSC) are located, as follows:

1. MRSC Mdiq.
2. MRCC Al-Hoceima.
3. MRSC Nador.
4. MRCC Tanger.
5. MRSC Casablanca.
6. MRSC Larache.
7. MRSC Safi.
8. MRSC Essaouira.

9. MRCC Agadir.
10. MRSC Tan Tan.
11. MRSC Laayoune.
12. MRCC Dakhla.

An Ocean Fisheries Department Station at Rabat maintains a continuous listening watch on international distress frequencies. A Merchant Marine Station and a Coast Radio Station, both located in Casablanca, maintain a continuous listening watch on international distress frequencies.

Signals

The following storm signals may be displayed in Moroccan ports:

Day signal	Night signal	Meaning
Black ball	Red light	Bad weather probable
Two black balls, vertically disposed	Two red lights, horizontally disposed	Violent gale probable
Black cylinder	No signal	Wind expected to veer
Two black cylinders, vertically disposed	No signal	Wind expected to back
One black ball over one black triangle, point down	Three green lights, vertically disposed	Dangerous swell, with height greater than 4m, is expected
One black ball over two black triangles, points down, vertically disposed	One green light, one red light, one green light, vertically disposed	Very dangerous swell expected

Submarine Operating Areas

Submarines frequently exercise E of the Strait of Gibraltar. For further information, see Spain—Submarine Operating Areas.

Time Zone

The Time Zone description is ZULU. Daylight Savings Time is not observed.

Traffic Separation Schemes

An IMO-approved Traffic Separation Scheme is located off the coast of Morocco in the Strait of Gibraltar.

U.S. Embassy

The U.S. Embassy is situated at 2 Avenue de Mohamed el Fassi, Rabat.

The mailing addresses are, as follows:

1. Morocco address—
2 Avenue de Mohamed el Fassi
Rabat
2. U. S. address—
PSC 74, Box 021
APO AE 09718

U. S. Embassy Morocco Home
<http://www.usembassy.ma>



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General

The Netherlands is located in Western Europe, bordering the North Sea, between Belgium and Germany.

The climate is temperate and marine, with cool summers and mild winters.

The terrain is mostly coastal lowland and reclaimed land area with some hills in the SE. Several thousand square miles of the W part of the country lie below sea level and must be protected by an elaborate system of dikes.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

In inshore waters, some aids may be withdrawn or altered during the winter, or when ice is forming or breaking up. Lighted buoys may be replaced by unlighted buoys; unlighted buoys may be replaced by spar buoys or floating beacons. The replacements have the same characteristics at the original buoyage but may be without topmarks. Changes may be announced by Notice to Mariners. Buoyage may be damaged, displaced, or sunk if subject to heavy ice movement.

Cautions

High speed craft operate between the coast of the Netherlands and the coast of the United Kingdom. For further information on high speed craft, see United Kingdom.

As a consequence of their special construction, some warships of The Netherlands cannot comply with the requirements regarding the number and installation of their navigational lights mentioned in Regulations 23, 24, and 27, and Appendix I of the *Rules for the Prevention of Collisions at Sea (1972)*.

Currency

The official unit of currency is the Euro, consisting of 100 cents.

Firing Areas

Petten (Area No. 3 on chartlet)

Two firing practice areas are located in this vicinity, as follows:

1. Firing practice with artillery takes place from position 52°47.1'N, 4°40.3'E. The firing area consists of a danger sector between 254° and 327° or between 327° and 000°, measured from the battery, over a maximum distance of 9 miles.

When firing is in progress, two red flags will be hoisted as a warning signal, one near beach pole 19 and the other about 300m further N.

2. Firing practice with artillery takes place from one of four battery positions on a line joining the following positions:

- a. 52°47.7'N, 4°40.3'E.
- b. 52°47.8'N, 4°41.0'E.

The firing area consists of a danger sector between 225° and 345°, measured from the battery, over a maximum distance of 14 miles.

When firing is in progress, the Netherlands flag will be flown from a flagstaff on the radar tower (52°47.7'N, 4°40.5'E.) as a warning signal. Red flags will also be displayed on the dunes N and S of the battery and on the shore.

West of Haaksgronden (Area No. 4 on chartlet)

An anti-aircraft firing practice range bounded by 53°05'N and 53°13'N, and 3°45'E and 4°10'E.

Zeegat van Texel—W of Kaap Hoofd (Area No. 3 on chartlet)

Firing practice involving artillery and machine guns at air and sea targets takes place each working day from 0800 until 1200 and from 1400 until 1700 at the following areas:

1. A danger sector with a radius of 10 miles centered on 52°57.8'N, 4°44.3'E, between the bearings 265° and 337°.
2. A danger sector with a radius of 1.6 miles centered on 52°57.8'N, 4°44.3'E, between the bearings 260° and 010°.

A red flag is hoisted on a radar signal mast during firings; the flag is lowered upon completion of the exercises.

IJsselmeer—Breezanddijk (Area No. 2 on chartlet)

Artillery firing takes place within the area bounded by lines joining the following positions:

- a. 53°01'04.2"N, 5°12'28.2"E.
- b. 52°53'42.2"N, 5°15'55.2"E.
- c. 52°53'25.2"N, 5°11'06.2"E.
- d. 52°48'36.2"N, 5°10'11.2"E.
- e. 52°48'44.2"N, 5°07'28.2"E.
- f. 52°50'50.2"N, 5°07'44.2"E.
- g. 52°55'57.2"N, 5°03'28.2"E.

The firing dates will be announced by the day before firings take place on Teletext page 724.

Warnings are also transmitted, as follows:

1. West Terschelling—VHF channel 25.
2. Wieringerwerf—VHF channel 27.
3. Lelystad—VHF channel 83.

During firings, the Netherlands flag is shown from a mast situated near position 53°01.1'N, 5°12.5'E.

During firings, the firing battery can be contacted, as follows:

1. VHF channel 71—call sign “Schietterrein Breezanddyk.”

2. VHF channel 1—Reporting Point “IJsselmeergebied.”

Vlieland—Vliehors (Area No. 1 on chartlet)

Firing practice from aircraft at ground targets takes place in a sector area centered on position 53°14.4'N, 4°55.3'E, with a radius of 4 miles, between the bearings 275° and 355°.

This area is normally used during daylight hours only if the visibility is greater than 2 miles. When the red warning flag is hoisted, vessels should remain at least 2,000m outside the LW mark and not remain in the area any longer than necessary for direct passage. Range Control, call sign Vliehors Range Control, can be contacted on VHF channel 74.

Waddenzee—Southeast of Vlieland (Area No. 5 on chartlet)

Firing practice with armor-piercing and high explosive shells, anti-tank rockets, small arms, and automatic firearms, takes place in an area bounded by lines joining the following positions:

- a. 53°14'57.3"N, 4°58'48.1"E.
- b. 53°10'12.3"N, 5°06'13.1"E.
- c. 53°07'36.3"N, 4°55'13.1"E.
- d. 53°10'39.3"N, 4°55'53.1"E.
- e. 53°11'02.1"N, 4°53'20.9"E.
- f. 53°14'32.1"N, 4°55'02.9"E.

Firing is done from the direct vicinity of position 53°15.0'N, 4°56.7'E and in a strip extending 500m SE.

Warning signals are shown from the control center located in position 53°15.0'N, 4°56.7'E, as follows:

1. Two black balls—Firing will occur that day.
2. At night, when firing exercises are in progress, a red light is exhibited from the top of the control center.

Exercises are conducted Monday through Friday from 0800Z until 2300Z. Flares may be observed during firing exercises conducted at night.

Within this sector aircraft may be conducting firing exercises in an area bounded by lines joining the following positions:

- a. 53°13.7'N, 4°55.9'E.
- b. 53°09.9'N, 5°01.4'E.
- c. 53°09.2'N, 5°00.0'E.
- d. 53°13.0'N, 4°54.6'E.

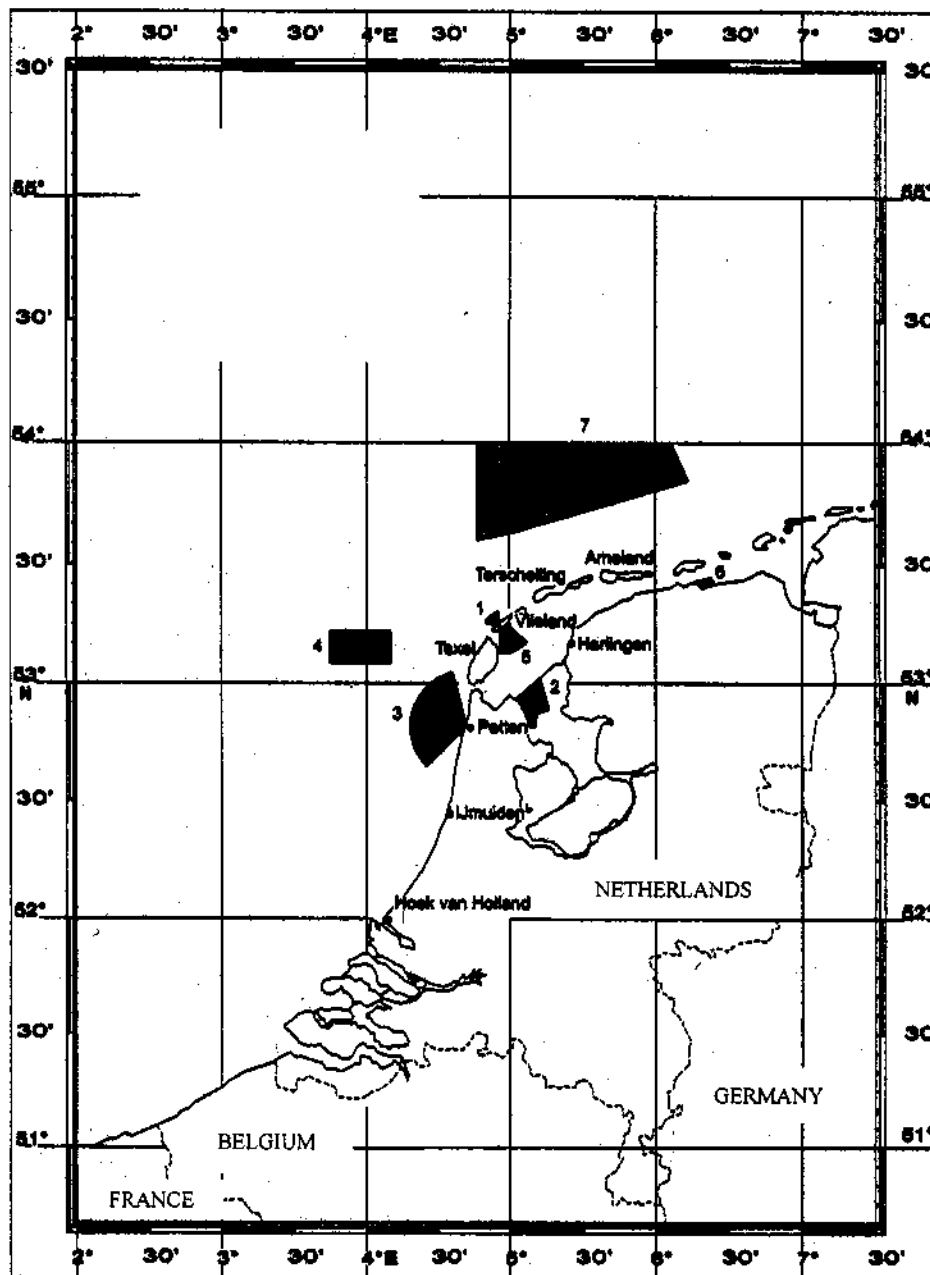
Lauwersmeer—Marnewaard (Area No. 6 on chartlet)

Firing practice takes place in an area bounded by lines joining the following positions:

- a. 53°25'09.0"N, 6°14'34.8"E.
- b. 53°25'28.8"N, 6°15'09.0"E.
- c. 53°25'33.0"N, 6°15'58.8"E.
- d. 53°25'40.8"N, 6°16'52.2"E.
- e. 53°25'46.2"N, 6°17'42.0"E.
- f. 53°25'46.8"N, 6°18'33.0"E.
- g. 53°25'54.0"N, 6°19'07.8"E.
- h. 53°25'57.0"N, 6°19'52.8"E.
- i. 53°25'27.0"N, 6°19'58.2"E.
- j. 53°25'01.8"N, 6°20'04.2"E.

Firing exercise may be held daily from 0800 until 2300. The above positions are each marked by a lighted beacon, showing lights, as follows:

1. Firing in progress—AlWR1s.
2. No firing—FIY10s.



Firing and Exercise Areas

North Sea—North of the Wadden Islands (Area No. 7 on chartlet)

Firing practice from aircraft at airborne targets takes place in an area bounded by lines joining the following positions:

- 53°59'57.4"N, 4°45'55.1"E.
- 53°59'57.4"N, 6°06'21.2"E.
- 53°51'03.4"N, 6°13'53.2"E.
- 53°37'35.3"N, 5°05'55.1"E.
- 53°35'57.4"N, 4°45'55.1"E.

These firing practices, which normally occur from sunrise to sunset, may constitute a danger for vessel traffic.

Government

The Netherlands is a constitutional monarchy. The country is divided into 12 provinces.

Queen Beatrix is the Head of State. The Prime Minister is appointed by the Queen. The bicameral States General consists of the 75-member First chamber (upper chamber), indirectly



Flag of the Netherlands

elected by the 12 provincial councils, serving 4-year terms, and the Second Chamber (lower chamber), directly elected using a proportional representation system, serving 4-year terms

The legal system is based on civil law incorporating French penal theory.

The capital is Amsterdam, but the government resides at The Hague.

Holidays

The following holidays are observed:

January 1	New Year's Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
April 30	Queen's Birthday
May 5	Liberation Day
Ascension Day	Variable
Whitsunday	Variable
Whitmonday	Variable
December 25	Christmas Day
December 26	Second Christmas Day

Industries

The main industries include agricultural industries, metal and engineering products, electrical machinery, chemicals, petroleum, fishing, construction, and microelectronics.

Languages

Dutch is the official language.

Mined Areas

Practice mines are laid off the Belgium and Netherlands coasts in a number of fixed Mine Exercise Areas, as follows:

NB1 (West Hinder)

Area bounded by lines joining the following positions:

- 51°29.9'N, 2°45.0'E.
- 51°26.8'N, 2°45.0'E.
- 51°26.8'N, 2°35.6'E.
- 51°28.9'N, 2°35.6'E.

NB4 (Schouwenbank)

A circular area with a radius of 2 miles centered on position 51°49.5'N, 3°08.5'E.

NB6 (Westgat)

A circular area with a radius of 1.5 miles centered on position 51°40.0'N, 3°35.0'E.

NB7 (Everingen)

Area bounded by lines joining the following positions:

- 51°24.4'N, 3°44.9'E.
- 51°23.7'N, 3°46.8'E.
- 51°23.8'N, 3°46.2'E.
- 51°23.1'N, 3°44.3'E.

NB8 (Molengat)

A circular area with a radius of 1.5 miles centered on position 53°06.0'N, 4°36.5'E.

NB9 (Goeree)

A circular area with a radius of 1 mile centered on position 51°54.50"N, 3°43.67'E.

NB10 (Wenduinebank)

Area bounded by lines joining the following positions:

- 51°20.58'N, 2°55.50'E.
- 51°18.58'N, 2°55.20'E.
- 51°18.70'N, 2°53.60'E.
- 51°20.68'N, 2°53.92'E.

The above area is used only for mine hunting exercises.

NB12 (Callantsoog)

Area bounded by lines joining the following positions:

- 52°54.0'N, 4°23.0'E
- 52°54.0'N, 4°30.0'E.
- 52°50.0'N, 4°20.0'E.
- 52°50.0'N, 4°23.0'E.

NB13 (Egmond)

Area bounded by lines joining the following positions:

- 52°38.0'N, 4°23.0'E
- 52°38.0'N, 4°30.0'E.
- 52°34.0'N, 4°20.0'E.
- 52°34.0'N, 4°23.0'E.

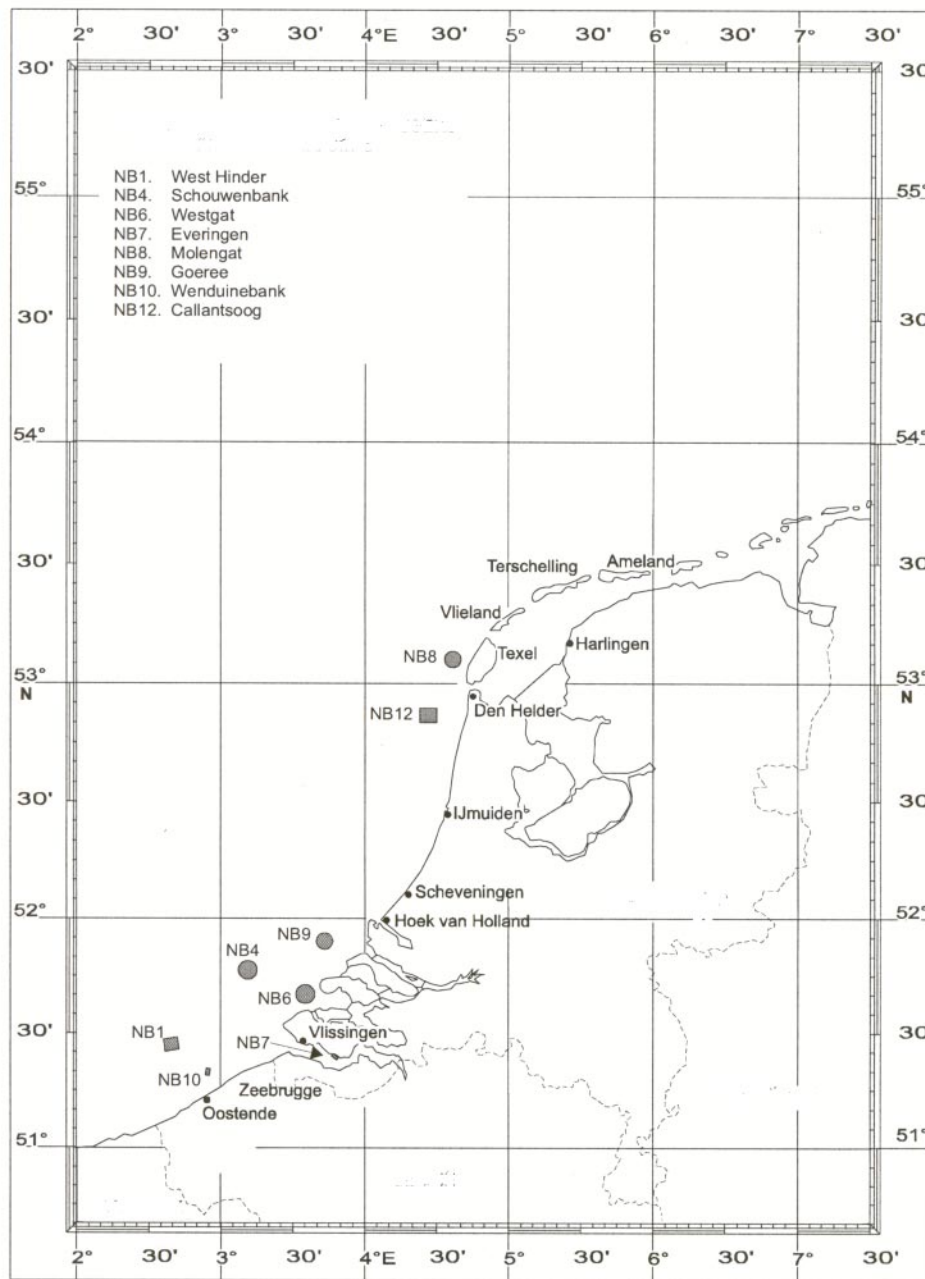
Mined Areas

Former NEMEDRI Danger Area No. 9 is an area in which danger due to mines laid between 1939 and 1945 still exists. For further information, see Denmark—Mined Areas.

Navigational Information

Enroute Volume

Pub. 192, Sailing Directions (Enroute) North Sea.



Mine Exercise Areas

Maritime Claims

The maritime territorial claims of the Netherlands are, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone	200 miles. **

* Claims straight baselines. Claims the Westerschelde as internal waters, through which passage requires prior permission. Requires advance permission or notification for innocent passage of warships in the territorial sea.

** To defined limits.

Pilotage

Netherlands Pilotage

Compulsory pilotage in the Netherlands depends on the following factors:

1. The vessel's destination.
2. The fairway being used.
3. The vessel's measurements.
4. The vessel's cargo.
5. If exemption/dispensation has been given to certain vessels.

Pilotage is compulsory in the following regions:

1. Noord Region—Delfzijl, Eemshaven and the Ems estuary, and the Terschelling estuary (Lauwersoog, Harlingen, West-Terschelling, Vlieland, Kornwerderzand, and Den Oever).
2. Amsterdam/IJmond Region—Amsterdam, IJmuiden, the Texel estuary (Den Helder, Den Oever, Oudeschild, and Kornwerderzand), and Scheveningen.

3. Rotterdam/Rijnmond Region—Rotterdam Waterway, Europoort, Scheveningen, and Stellendam.

4. Scheldemonden Region—The River Scheldt, the Tem-euzen-Ghent Canal, the Zuid Beveland Canal, the Walcheren Canal, Veerse Meer, Oosterschelde, Keeten, Krammer to the Kreekrak Locks, and the Schelde-Rhine connection to the Kreekrak Locks and Bergen op Zoom with dangerous cargo on board.

Exceptions to compulsory pilotage are given in the accompanying table.

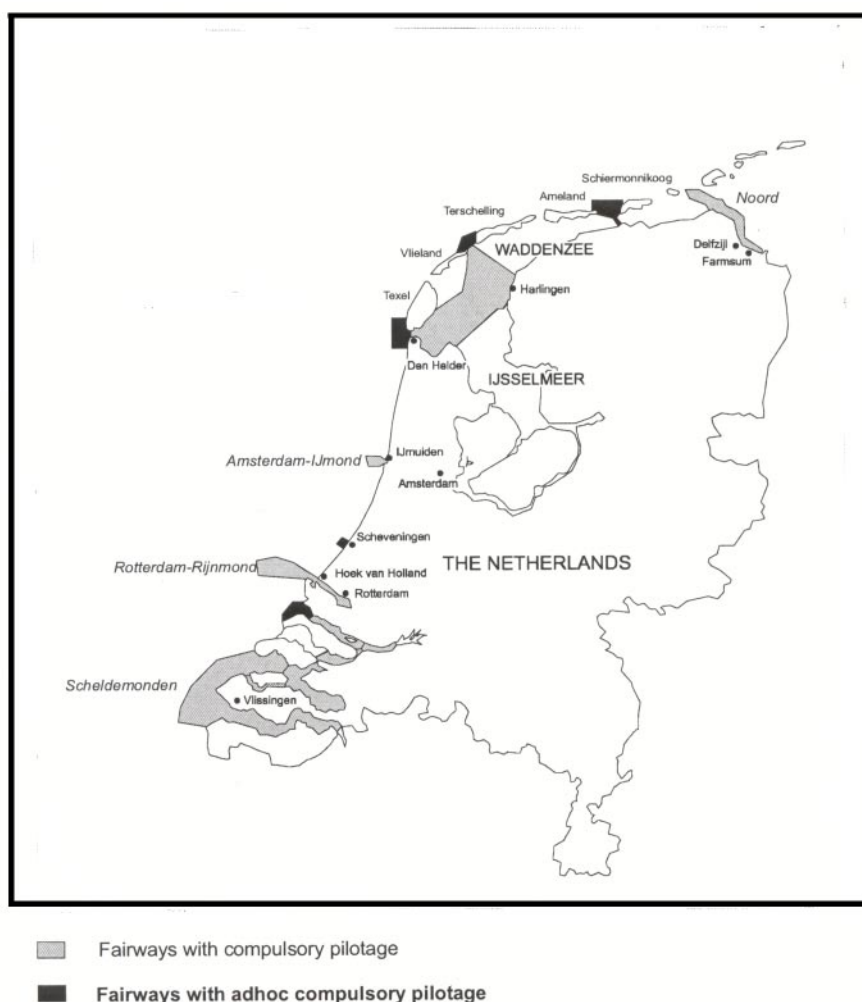
In some cases, the pilot will be unable to board to perform pilotage duties, as follows:

1. Due to bad weather conditions.
2. If the design of the vessel does not allow the pilot to embark offshore.
3. Other extraordinary circumstances.

Unless prohibited by the harbormaster, shore-based pilotage will take place, in the above-mentioned circumstances, by VHF, but only on the open water sea routes. In general, the pilot will be able to board the vessel once the vessel is inside.

Exemptions to Compulsory Pilotage		
Region	Fairway(s)	Exemption to compulsory pilotage
Noord	Westerems to Borkum (general traffic)	Maximum length: 150m or Maximum breadth: 25m or Maximum draft: 7m
	Westerems to Borkum (car ferries)	Maximum length: 120m or Maximum breadth: 20m or Maximum draft: 7m
	Borkum to Eemshaven	Maximum length: 90m or Maximum breadth: 13m or Maximum draft: 7m
	Eemshaven to Delfzijl	Maximum length: 90m or Maximum breadth: 13m or Maximum draft: 6m
	Texel Roads to Den Helder (Nieuwe Diep)	Maximum length: 90m and Maximum draft: 7m
	Texel Roads to Den Helder (Koopvaardersbinnenhave)	Maximum length: 90m and Maximum draft: 5m
	Den Helder to Kornwerderzand	Maximum length: 60m or Maximum draft: 4m
	Harlingen to Kornwerderzand, Den Helder to Den Oever, and the remaining Waddenzee	Maximum length: 60m or Maximum draft: 2.5m
	Harlingen to Vlierede	Maximum length: 70m Maximum draft: 6m
Amsterdam/IJmond	All fairways with compulsory pilotage	Maximum length: 70m

Exemptions to Compulsory Pilotage		
Region	Fairway(s)	Exemption to compulsory pilotage
Rotterdam/Rijnmond	All fairways with compulsory pilotage	Maximum length: 70m
Scheldemonden	Schouwenbank to Vlissingen Oost	Maximum length: 75m and Maximum draft: 5.5m
	All other fairways with compulsory pilotage	Maximum length: 75m
Note. —Vessels with an exemption to compulsory pilotage or vessels sailing in fairways with adhoc compulsory pilotage can be ordered by the authorities to make use of a pilot due to weather conditions or when deviating circumstances to the vessel, passengers and/or crew, traffic, or fairway occur.		



Vessels should send a request for pilots to the appropriate pilot station at least 6 hours in advance including the following information:

1. Vessel's name, call sign, and flag.
2. Date and time (state difference from UTC).
3. Port of destination.
4. Request for pilot and ETA boarding position.
5. Draft (in meters and centimeters).

6. Cargo—including description of any dangerous cargo.
7. Name of agent or owner.
8. Length, beam (in meters and centimeters), and grt.
9. Any other information.

If the original ETA becomes more than 1 hour 30 minutes in error (or 30 minutes for Den Helder, IJmuiden, or Amsterdam), the message should be repeated with the revised ETA.

The ETD should be sent 1 hour in advance.

Interruption or resumption of the Netherlands Pilotage Service will be announced in the navigational warnings broadcast by Scheveningen (PCH) Radio.

A pilotage agreement based on an international treaty between Belgium and the Netherlands applies to the estuary of the Westerschelde. Both countries have authority to pilot vessels from sea to Antwerpen and Ghent and conversely.

Deep Sea Pilotage

For information concerning Deep Sea Pilotage in the North Sea, the English Channel, and Skagerrak, see United Kingdom—Pilotage.

Pollution

Vessels navigating within the Netherlands Exclusive Economic Zone (EEZ) are requested to send pollution reports to Netherlands Coastguard Radio. The message should contain the following information:

1. Name and call sign of reporting vessel.
2. Date and time (UTC) of observation.
3. Position, size, and type of pollution (heavy or light oil, color, thick or thin layer, etc.).
4. Name, port of registration or nationality, and type of discharging vessel.
5. Course and speed of discharging vessel.
6. Any other relevant information

The Netherlands Coast Guard Radio (call sign: PBK)/MRCC Den Helder can be contacted, as follows:

1. VHF channel 16 (MMSI 002442000)
2. DSC channel 70 and 2187.5 kHz (MMSI 002442000)
3. Telephone: 31-223-542300
4. Facsimile: 31-223-658358
5. Telex: 44-71088 KUSTW NL
6. INMARSAT (AOR-E): 424426512=CGHQ X

Regulations

Under certain conditions in the interests of national security, or for other causes, it may be necessary to prohibit navigation within the Netherlands zeegats or harbors, or to allow vessels to enter only under certain conditions. In such cases, the following signals will be shown in a conspicuous position:

1. By day—Three red balls, vertically disposed; or two cones, points together, over a ball.
2. By night—Three red lights, vertically disposed; or three lights vertically disposed; green over red over white.

If an incoming vessel approaching a zeegat should observe such a signal as above, the master must, unless wind and sea

prevent it, proceed toward the examination vessel, which displays the same signal.

The examination vessel will give further instructions and in certain cases the vessel will be allowed to enter; the entering vessel must have a pilot onboard or be preceded by a pilot vessel or warship.

Should a warning shot be fired, all vessels in the vicinity must stop immediately, so far as their safety will allow. In no case will vessels then be allowed to enter. Non-compliance with these instructions expose a vessel and its crew to danger.

As a rule, entering at night is prohibited. If an examination vessel is not met in the entrance, then the vessel must heave to or anchor outside.

If off the entrance of the Westerschelde, vessels may proceed inward until an examination vessel is met. No previous announcement will be made of the enforcement of these measures for any particular zeegat or harbor.

Particularly Sensitive Sea Areas (PSSA)

The Wadden Sea and adjacent parts of the North Sea in the common Wadden Sea area of Denmark, Germany, and the Netherlands were granted (2002) the status of PSSA by the International Maritime Organization. Further information on the PSSA may be found in Denmark—Regulations.

Single Hull Tanker Restrictions

Single hull oil tankers are prohibited to enter or depart from a port or offshore terminal in Netherlands based on the anniversary date of the vessel's delivery, as given in the accompanying table.

Single Hull Tanker Restrictions		
Category	Delivery year	Prohibition year
Category 1 Oil Tankers	1980 or earlier	2003
	1981	2004
	1982 or later	2005
Category 2 Oil Tankers	1975	2003
	1976	2004
	1977	2005
	1978 or 1979	2006
	1980 or 1981	2007
	1982	2008
	1983	2009
	1984	2010

The following single hull tankers are also prohibited to enter or depart from a port or offshore terminal in the Netherlands:

1. Category 1, 2, and 3 oil tankers carrying heavy grades of oil.
2. Oil tankers greater than 600 dwt but less than 5,000 dwt beginning on the 2008 anniversary of the delivery date of the vessel.

Category 1, 2, and 3 oil tankers are defined, as follows:

1. Category 1—Oil tankers of 20,000 dwt and over carrying crude oil, fuel oil, heavy diesel oil, or lubricating oil, or of 30,000 dwt and over carrying oil other than those just listed, which **does not** comply with the requirements for new oil tankers as defined in Regulation 1(26) of Annex I of MARPOL 73/78.

2. Category 2—Oil tankers of 20,000 dwt and over carrying crude oil, fuel oil, heavy diesel oil, or lubricating oil, or of 30,000 dwt and over carrying oil other than those just listed, which complies with the requirements for new oil tankers as defined in Regulation 1(26) of Annex I of MARPOL 73/78.

3. Category 3—Oil tankers of 5,000 dwt and over but less than the limits specified for Category 1 and category 2 oil tankers.

Single hull tankers of 5,000 dwt and over carrying heavy grades of oil are prohibited from anchoring in areas under the jurisdiction of the Netherlands.

Search and Rescue

The Netherlands Coastguard is responsible for coordinating search and rescue operations through the Joint Rescue Coordination Center (JRCC) Den Helder, which can be contacted by e-mail, as follows:

ccc@kustwacht.nl

The Netherlands Coastguard Radio (PBK) maintains a continuous listening watch for distress traffic on 2187.5 kHz, VHF channel 16, and VHF channel 70.

Lifeboats are stationed, as follows:

1. Breskens (51°24'N., 3°34'E.).
2. Burghsluis (51°41'N., 3°46'E.).
3. Stellendam (51°50'N., 4°02'E.).
4. Hoek van Holland (51°59'N., 4°06'E.).
5. Scheveningen (52°06'N., 4°16'E.).
6. IJmuiden (52°28'N., 4°34'E.).
7. Den Helder (52°58'N., 4°47'E.).
8. West Terschelling (53°22'N., 5°13'E.).
9. Harlingen (53°11'N., 5°25'E.).
10. Lauwersoog (53°25'N., 6°12'E.).

Signals

Netherlands storm signals are shown only at Flushing and Hoek van Holland. The signals are the same as the night signals for gales and strong wind as given for Belgium.

In Netherlands waters, the following sluicing signals are shown:

1. By day—A blue board, with the word SPUIEN painted on it, often displayed in addition to the three red lights.

2. By night—Three red lights exhibited in a triangle, point up.

Bucket or suction dredges without their own means of production show additional signals, as given in the accompanying table.

Netherlands Dredge Signals		
Meaning	Day signal	Night signal
Side on which the vessel may pass	Two green diamonds, vertically disposed	Two green lights, vertically disposed
Side on which the vessel may pass without causing any wash	Red board over a white board; or a single board, with the upper half red and the lower half white	One red light over one white light
Side on which passing is prohibited	Red ball or red board at the same height as the upper board on the passing side	Red light at the same height as the upper light on the passing side

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time (BRAVO (-2)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

Traffic Separation Schemes

Traffic Separation Schemes (TSS) in the Netherlands are, as follows:

1. At North Hinder. (IMO adopted)
2. In the approaches to the Hook of Holland. (IMO adopted)
3. At West Hinder. (IMO adopted)
4. German Bight Western Approach. (IMO adopted)
5. Vlieland North. (IMO adopted)
6. Off Vlieland. (IMO adopted)
7. Off Texel. (IMO adopted)
8. Off Brown Ridge. (IMO adopted)
9. West Friesland. (IMO adopted)

U.S. Embassy

The U.S. Embassy is situated at Lange Voorhout 102, The Hague.

The mailing addresses are, as follows:

1. Netherlands address—
Lange Voorhout 102
2514 EJ, The Hague

2. U. S. address—
PSC 71, Box 1000
APO AE 09715

U. S. Embassy Netherlands Home Page http://thehague.usembassy.gov



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General

The Netherlands Antilles consists of two groups of islands in the Caribbean Sea about 440 miles apart. The S group consists of Bonaire, Curacao, and two small offshore islets, all lying from 15 to 45 miles N of the coast of Venezuela. The N group consists of Sint Maarten, Saba, and Sint Eustatius, all located in the N portion of the Leeward Islands.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

It has been reported that oil rigs working on Saba Bank are well lit, but the off-lying buoys used are not lit.

Fish pots may be encountered up to 3 miles of the W side of Sint Eustatius.

Currency

The official unit of currency is the Netherlands Antilles guilder (also known as the gulden or the florin), consisting of 100 cents.

Firing Areas

Air and surface firing exercise areas are located up to 46 miles NE of Bonaire and from 8 to 26 miles SW of Curacao.

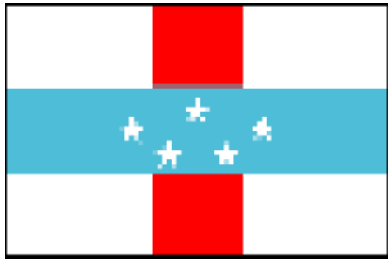
Government

The Netherlands Antilles is an integral part of the Kingdom of the Netherlands. The islands are fully autonomous concerning internal affairs. The Dutch government is responsible for defense and foreign affairs.

The Netherlands Antilles is governed by a Governor-General, appointed by the Queen for a 6-year term. The unicameral Staten is composed of 22 directly-elected members serving 4-year terms.

The legal system is based on Dutch civil law, with some English common law influence.

The capital is Willemstad.



Flag of the Netherlands Antilles

Holidays

The following holidays are observed:

January 1	New Year's Day
January 25 *	Bettico Day (Aruba)
March 18 *	Aruba Flag Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
April 30	Queen's Birthday
May 1	Labor Day
Ascension Day	Variable
Whitsunday	Variable
Whitmonday	Variable
July 1	Emancipation Day
July 2	Flag Day
Last Monday in July	Carnival Day
September 6 *	Bonaire Flag Day
October 21	Antilles Day
November 11 *	Sint Maarten Flag Day
November 16 *	Sint Eustatius Flag Day
December 2 *	Saba Flag Day
December 25	Christmas Day
December 26	Boxing Day

* Local holiday celebrated on indicated island.

Industries

The main industries include tourism, petroleum refining, off-shore banking, and limestone mining.

Languages

Dutch is the official language, although Papiamentu, a Spanish-Portuguese-Dutch-English dialect, predominates. English is also widely understood.

Navigational Information

Enroute Volumes

Pub. 148, Sailing Directions (Enroute) Caribbean Sea Volume 2.

Maritime Claims

The maritime territorial claims of the Netherlands Antilles are, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone	To median lines.

* Claims straight baselines. Requires advance permission or notification for innocent passage of warships in the territorial sea.

Pilotage

Pilotage is essential at all ports for anchoring and berthing alongside.

Regulations

Vessels carrying dangerous cargo must obtain special permission before entering any port. Cargo in transit must be stored in a sealed hold while in port.

It is prohibited to dump oily wastes overboard within 50 miles of the coast.

Search and Rescue

Coastguard Netherlands Antilles and Aruba is responsible for coordinating search and rescue operations. The Joint Rescue Coordination Center (JRCC) Curacao can be contacted by e-mail, as follows:

kw.rcc@czmcarib.an

Curacao Coast Radio Station (PJC) maintains a continuous listening watch for distress traffic on international distress frequencies.

A major search and rescue center for the southern Caribbean Sea is located in Curacao. The Royal Netherlands Naval Air Service provides fixed wing aircraft only for search purposes. There is a communications link with the U.S. Coast Guard Rescue Coordination Center in San Juan, Puerto Rico.

Signals

Visual storm signals are displayed by day, as follows:

Signal	Meaning
One red triangular flag	Small craft warning. Winds up to 34 knots
Two red triangular flags, vertically disposed	Gale warning. Winds of 34 to 47 knots.

Signal	Meaning
One square red flag, with a centered black square	Whole gale warning. Winds of 48 to 63 knots.
Two square red flags, with a centered black square, vertically disposed	Hurricane warning. Winds over 63 knots.

Submarine Operating Areas

Submarines exercise in an area SW of Bonaire.

Time Zone

The Time Zone description is QUEBEC (+4). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Consulate is situated at J. B. Gorsiraweg #1, Willemstad.

The mailing address is P.O. Box 158, Willemstad, Curacao.

U. S. Consulate Netherlands Antilles
Home Page
<http://www.amcongencuracao.an>



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General

Nicaragua, which borders Costa Rica and Honduras, is located in Central America. The Caribbean Sea lies to its N and the Pacific to its S.

Both coasts lie within the hot tropical zone; however, the temperatures become cooler in the interior highlands.

The Atlantic coast has expansive coastal plains rising to central interior mountains. Inland, the country is spanned diagonally by two high mountain chains.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 95 (Issued 10 February 1994; revised 29 October 1997)

1. Mariners operating small vessels such as yachts and fishing boats should note that Nicaragua has boundary disputes with its neighbors in both its Caribbean and Pacific waters, especially with Honduras, and should exercise caution. There have been cases of foreign-flagged fishing vessels and other vessels being seized off the Nicaraguan coast by Nicaraguan authorities. The government of Nicaragua has adopted a new law that mandates the payment of a fine equal to 200 per cent of the value of any boat caught fishing illegally within Nicaragua's Exclusive Economic Zone (EEZ).

2. While in all cases passengers and crew have been released within a period of several weeks, in some cases the ships have been searched, personal gear and navigation equipment has been stolen, and there have been excessive delays in releasing vessels. Prompt U.S. Embassy consular access to detained U.S. citizens on Nicaragua's Caribbean coast may not be possible due to the relative isolation of the region.

3. It should also be noted that there have been incidents of piracy in Caribbean and Pacific waters off the coast of Nicaragua, but the Nicaraguan navy has increased its patrols and no recent incidents have been reported.

Currency

The official unit of currency is the gold cordoba, consisting of 100 centavos.

Government



Flag of Nicaragua

Nicaragua is a republic. The country is divided into 15 departments and two autonomous regions.

Nicaragua is governed by a directly-elected President serving a 5-year term. The unicameral National Assembly is composed of 90 members, who are directly elected using proportional representation, serving 5-year terms.

The legal system is based on a civil law system.

The capital is Managua.

Holidays

The following holidays are observed:

January 1	New Year's Day
Holy Thursday	Variable
Good Friday	Variable
Easter Sunday	Variable
May 1	Labor Day
May 30	Mother's Day
July 19	National Liberation Day
August 1	Fiesta Day
September 14	San Jacinto Battle Day
September 15	Independence Day
November 2	All Souls' Day
December 8	Immaculate Conception
December 25	Christmas Day

Industries

Agriculture is the principal industry. Coffee, cotton, bananas, rice, and tobacco are the main crops. Livestock, fishery, forestry, and mining are also important to the economy.

The chief local industries are metal products, chemicals, and petroleum refining.

Languages

Spanish is the official language. English and Indian are widely spoken on the Atlantic coast.

Navigational Information

Enroute Volumes

Pub. 148, Sailing Directions (Enroute) Caribbean Sea Volume 2.

Pub. 153, Sailing Directions (Enroute) West Coasts of Mexico and Central America.

Maritime Claims

The maritime territorial claims of Nicaragua are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.

* Requires advance permission or notification for innocent passage of warships in the territorial sea.

Maritime Boundary Disputes

Territorial dispute with Colombia and Honduras over Isla de San Andres (12°33'N., 81°43'W.), Isla Providencia (13°21'N., 81°22'W.), and the Quito Sueno Bank (14°15'N., 81°15'W.) region.

Legal dispute with Costa Rica over navigational rights on the San Juan River.

Advised by the ICJ to adopt a tripartite resolution with El Salvador and Honduras to establish a maritime boundary in Golfo de Fonseca which considers Honduran access to the Pacific Ocean.

Search and Rescue

The Nicaraguan Air Force coordinates search and rescue operations. The Maritime Rescue Coordination Center (MRCC) is situated at the international airport in Managua and can be contacted by e-mail, as follows:

fzaaerea@tmx.com.ni

Time Zone

The Time Zone description is SIERRA (+6). Daylight Savings Time (ROMEO (+5)) is observed from the second Sunday in April until the first Saturday in October.

U.S. Embassy

The U.S. Embassy is situated at Kilometer 4.5 Carretera Sur, Managua.

The mailing address is APO AA 34021.

U. S. Embassy Nicaragua Home Page
<http://managua.usembassy.gov>



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General

Norway, located in Northern Europe, occupies the W and N part of the Scandinavian Peninsula. The Arctic Ocean lies to its N, the Norwegian Sea to its W and the North Sea to its SW.

Most of its E border joins Sweden, except in the far N, where Finland and Russia form the border.

The climate along the S coast of Norway, because of the influence of the North Atlantic Current, has very mild weather for such high latitudes and the harbors are ice free.

The terrain is glaciated in character, being of mostly high plateaus and rugged mountains over fertile valleys. The coast-line is deeply indented by fjords.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Mariners are cautioned that few buoys will carry the topmark as prescribed for IALA buoyage. Fixed marks placed on the coast close to the fairway consist of beacons, perches, iron pillars, and wood or stone structures.

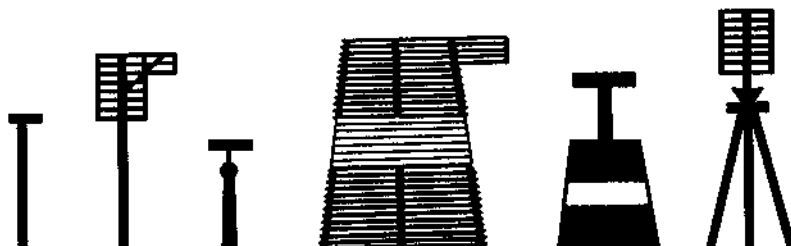
They are usually fitted with arms indicating the fairway, or when a vessel may pass on either side, with two arms, one on each side.

Iron perches and posts may, for the sake of increased visibility, be furnished with topmarks. Marks exposed to the sea carry neither arms nor topmarks.

Due to the large number of fixed marks, mariners are warned that at any one time some of them will be damaged. In particular, iron beacons may become twisted and their arms point in the wrong direction. Defects, or any need for inspection which may be observed when passing, should be reported.

In channels where ice is expected, topmarks are removed in autumn and replaced in the spring. Buoyage is removed for the winter in channels prone to freezing.

Oceanographic instruments may be moored off the coast of Norway and are usually marked, although they may not be charted. Mariners are requested to give floating aids as wide a berth as possible.



Examples of Norwegian Fixed Marks

Floating marks are removed for the winter in channels where seasonal freeze always takes place. Mariners are advised to give a wide berth to these floating aids (buoys and spars) due to continued damage caused by vessels and ice conditions, and any irregularity discovered relating to the lights and buoyage system should be reported to the National Coordinator of Navigational Aids, as follows:

Telephone: 22-422331

Telex: 76550 NAVCO N (24 hours)

Telefax: 22-410491 (24 hours)

Bridge markings.—Many bridges may be lighted in accordance with the IALA markings for fixed bridges over navigational waters. The prescribed navigational markings are, as follows:

1. Red and green lights mark the lateral limits of the bridge.
2. White lights indicate the center of the bridge span.
3. Floodlights illuminate the bridge pillars in or adjacent to the channel.
4. A racon indicates the best transit under the bridge.

Cautions

In conjunction with the establishment of GMDSS (Global Maritime Distress and Safety System), numerous medium frequency radiobeacons situated around the coast of Norway have been discontinued.

Scientific research cruises are conducted within Norwegian jurisdiction of the Greenland Sea and the Norwegian Sea. Recording equipment, consisting of an anchor and a submerged float at a depth of about 50m, may be deployed. These devices are not marked on the surface and vessels are advised to consult Norwegian Notices to Mariners for details on the mooring positions.

Dangerous Waves

Dangerous waves may be encountered in the following areas:

1. In the vicinity of Ryvingen Light (57°58'N., 7°30'E.) where the current normally sets W with almost no tidal component. Interaction between the current and waves from between SW and W frequently cause heavy breakers.
2. In the area between Tvistein (58°56'N., 9°56'E.) and Tristeinane, 19 miles ENE, in depths of 50 to 100m, where

the current is largely independent of the tide and has rates of 1 to 1.5 knots.

In the W part of the area, winds from W and SW create the heaviest seas. Rough seas and large waves occur from NW and SW and the sea condition is characterized by large short swells which can break as tumbling breakers.

In the E part of the area winds from SE to SW create the roughest seas with tumbling breakers. The sea is described as rough and recoiling from all directions.

3. In the vicinity of position 57°37'N, 7°18'E.

Currency

The official unit of currency is the Norwegian krone, consisting of 100 ore.

Fishing Areas

Drift Net Fishing

Drift net fishing takes place from May to September. The fish are concentrated in the area from NW of Egersund (58°27'N., 6°00'E.) to Oslo Fjord.

Mackerel fishing usually takes place from 7 to 30 miles offshore. The mackerel nets usually run parallel to the coast and stretch from 1 to 3 miles.

Salmon fishing area marks from the baseline out to 4 to 5 miles offshore, and the nets are usually placed at right angles to the coast stretching from 0.5 to 1 mile long.

The nets are marked by lighted buoys with flag and radar reflector at each end. Mariners can normally make radio contact with fishing fleets.

Government

The Kingdom of Norway is a constitutional monarchy. The country is divided into 19 counties and two territories.

Norway is ruled by a King, in conjunction with a Prime Minister and the cabinet, who are appointed by the King with the approval of the Storting. The unicameral Storting consists of 165 members, directly elected according to a system of proportional representation, for 4-year terms.

The legal system is based on a mixture of customary law, civil law, and common law traditions.

The capital is Oslo.



Flag of Norway

Holidays

The following holidays are observed:

January 1	New Year's Day
Palm Sunday	Variable
Holy Thursday	Variable
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 1	Norwegian Labor Day
May 17	Norwegian Constitution Day
Ascension Day	Variable
Whitsunday	Variable
Whitmonday	Variable
December 24	Christmas Eve (half day)
December 25	Christmas Day
December 26	Second Christmas Day
December 31	New Year's Eve (half day)

Ice

The Norwegian Ice Service is administered by the Norwegian State Mapping Authority, whose main task is to inform vessels about the prevailing ice situation. This service covers the fairways, harbors, and coastal routes along the coast from the Swedish border to Kristiansand, including Oslofjord.

Ice reports are available on the Internet between December 1 and March 31, as follows:

Norwegian Ice Service Ice Reports
<http://www.kystverket.no>

The Norwegian Ice Service can also be contacted by e-mail, as follows:

ismelding@kystverket.no

The Norwegian Ice Service does not provide icebreaker assistance to and from Norwegian ports. Certain harbors provide their own ice-breaking service; the harbor authorities should be contacted for details of relevant information.

Industries

Norway is mostly barren and mountainous. Arable soil is found in narrow strips in deep valleys and around fjords and lakes. Of the total area, 80 per cent is unproductive, 18 per cent is productive forest, and only 2 per cent is cultivated.

The major natural sources of wealth are forestry, fisheries, minerals, and offshore oil and gas. The most important sea fisheries in order of value were cod, mackerel, coal-fish (saithe), deep-water prawn, haddock, herring, and dogfish. The principal mineral products are iron ore, aluminum, and copper.

Industry is based mainly on raw materials produced within the country (wood, fish, oil, etc.) and is aided by great resources of hydroelectric power. The most important manufactures in order of value are food canning, transport equipment, pulp and paper, machinery and equipment, wood, metal products, petroleum (crude and refined), printing, and publishing.

Languages

Norwegian is the official language. There are small areas of Lapp and Finnish-speaking minorities.

Meteorology

The Norwegian Meteorological Institute (DNMI) prepares weather warnings for the coast and harbor areas and warnings on tides along the coast. Maritime forecasts available in English on the Internet are listed below:

Shipping Forecasts for the North Sea and the Norwegian Sea
<http://met.no/english/maritime/index.html>

Forecasts for Norwegian Coastal Waters
<http://met.no/english/maritime/coast.html>

Navigational Information

Enroute Volumes

Pub. 182, Sailing Directions (Enroute) North and West Coasts of Norway.

Pub. 192, Sailing Directions (Enroute) North Sea.

Maritime Claims

The maritime territorial claims of Norway are, as follows:

Territorial Sea	12 miles.
Contiguous Zone *	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* Does not apply to Jan Mayen and Svalbard.

Maritime Boundary Disputes

Dispute with Russia over maritime limits in the Barents Sea and Russia's fishing rights beyond the territorial limits of Svalbard within the Svalbard Treaty zone.

Pilotage

Pilotage regulations apply, with minor exemptions, to all coastal waters within the baseline. The baseline consists of a straight line drawn from one outermost point to the next along the entire Norwegian coast.

State Pilotage is controlled by the Ministry of Fisheries. Although pilotage is a function of State Pilots (Statslos), certain vessels are allowed to use company employed "line" pilots (rutelos).

Pilotage procedures are, as follows:

1. Pilotage is compulsory for the following:
 - a. Vessels over 500 grt, as stated in the vessel's international certificate of registered tonnage pursuant to the 1969 International Convention on Tonnage Measurement.
 - b. Vessels pushing or towing one or more objects exceeding a total length of 50m.
 - c. Vessels, irrespective of size, carrying particularly hazardous and/or polluting bulk cargo.
 - d. Vessels over 100 grt, with a single bottom, and vessels exceeding 300 grt, with a double bottom, that are carrying hazardous and/or polluting cargo.
 - e. Nuclear-powered vessels.
 - f. Vessels with a maximum length of 24m or more, not holding a valid international certificate of registered tonnage pursuant to the 1969 Convention on Tonnage Measurement.
2. Vessels should send requests for pilots 24 hours prior to arrival to the appropriate Pilot Booking Center, all of which operate 24 hours, as described in the accompanying table titled **Norway—Pilot Booking Centers**. Requests should include:
 - a. Vessel name.
 - b. Call sign.
 - c. Nationality.
 - d. LOA, beam, and grt.
 - e. Draft.
 - f. Nature of cargo.
 - g. Destination.
 - h. Purpose of call.
 - i. ETA at pilot boarding area, or ETD from harbor.
 - j. Whether one or two pilots are required.

- k. Vessel's IMO number (if any).
- l. Crew and passengers (Master's name and nationality, size of crew, etc.).
- m. Cargo and bunker fuel (UN number and quantity of hazardous or polluting cargo, type and quantity of bunker fuel, etc.).
- n. Details of passage (last port of call, next port of call, etc.).
- o. Details related to pilotage requests and pilotage exemption certificates (PECs).
- p. Agent or operator (the Norwegian contact).
- q. Shipping company (name and address).
3. Each pilot station should be notified on VHF 2 hours before ETA or ETD.
4. Duty pilots are located at all pilot offices and undertake outward pilotage, through (transit) pilotage, and coastal pilotage.
5. Inquiries about compulsory pilotage, pilotage exemption certificates (PEC), pilotage service dues, and transitional arrangements should be sent to the appropriate Pilot Booking Center.
6. Indreleia (Coastal Fairways).—Pilotage is compulsory. Vessels should send requests for pilots 24 hours in advance to the appropriate Pilot Booking Center stating the following:
 - a. ETA.
 - b. Draft.
 - c. GRT.
 - d. Destination.
 - e. How far pilotage is required.
7. Pilots may be contacted on VHF channel 13.
8. Between June 15 and August 20, a pleasure craft escort service is available and can be arranged through the Lifeboat Service by telephone or VHF. Emergency situations and assistance to distressed vessels can affect the lifeboats ability to meet its escort service commitments. Thick fog and bad weather can also be a hindrance. For information on the escort service, weather conditions, requests for assistance, contact the Lifeboat Service on VHF channel 16.

Pollution

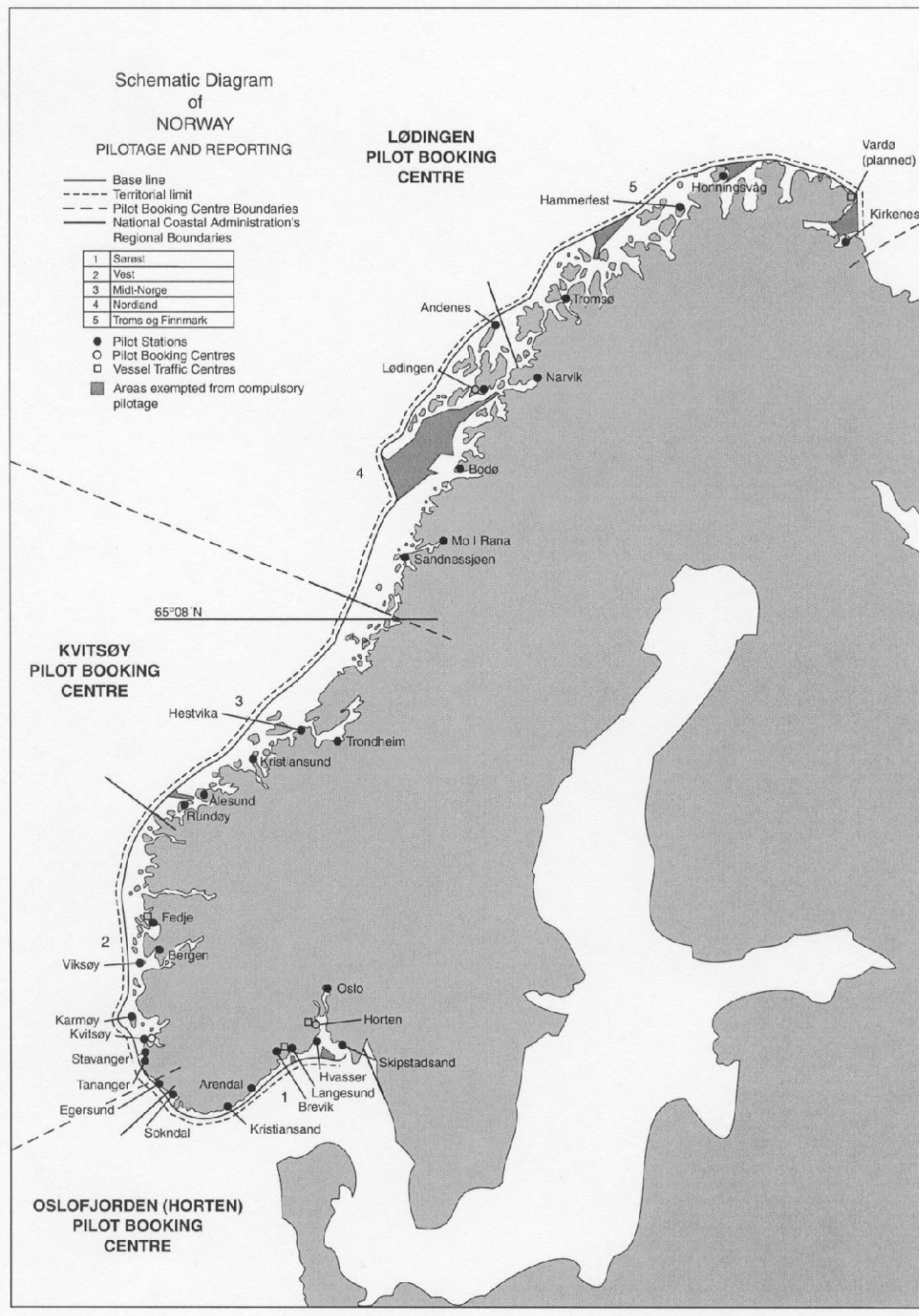
Vessels navigating in Norwegian coastal waters are requested to report pollution incidents and oil slicks whenever sighted. The reports are to be sent to any Norwegian coast radio station.

Reports on pollution or the risk of pollution can be forwarded directly to the department for emergency response, by any time by telephone: +47-33-03-48-00.

The reports can be given according to the Shipboard Oil Emergency Plan or any oil pollution report form.

Whenever possible, the following information should be included:

1. Time and date of observation.
2. Location of pollution (latitude and longitude).
3. Amount of oil spilled (length and width of oil slick).
4. Oil type and description (rainbow colors/silver sheen or brown colors).
5. Weather conditions (wave height, wind speed, and wind direction).



Norway—Pilotage and Booking

6. Pollution source (name and type of vessel, course, and speed).

7. Vessel in distress and risk of pollution (is your vessel or are other vessels in a distress situation, such as engine failure, grounding, fire, etc. Give details.).

Regulations

Entry Regulations

See Appendix I for details of regulations concerning the entry into and passage through Norwegian Territorial Waters in peacetime of foreign non-military vessels

See Appendix II for details of regulations concerning prescribed channels for foreign non-military vessels in Norwegian Territorial Waters.

Regulations for Norwegian Internal Waters

The following regulations apply to internal Norwegian waters and differ from the rules in the International Regulations for Preventing Collisions at Sea (1972):

1. A vessel towing floating timber, oil containers, plastic hoses, etc. carries a white lantern with an additional white lantern for every 100m of tow, or, by day, a black flag or rectangular black shape.

2. **Marking of Objects Other Than Vessels.**—Dracons, herring and fish locknets, etc., lying wholly or partly submerged and under tow shall have a raft or float in tow. To mark the after end of the tow, the raft or the float shall exhibit an all around white light or a diamond shape.

Power cables and similar constructions being kept afloat by means of floats, etc., and which while being extended across waters, may result in blocking or restrictions of the general traffic, shall be marked by lights prescribed in Rule 24(g). The floats shall be light reflective.

3. Dredges show the lights and shapes prescribed by the International Regulations except that only one shape is displayed by day. In fog the sound signal for a vessel at anchor is followed by:

a. At least six single strokes of the bell if the dredger is to be passed as if it were a red spar buoy.

b. At least six double strokes of the bell if the dredger is to be passed as if it were a green spar buoy.

4. **Patrol Vessels—Channel Closure.**—A vessel patrolling for the purpose of warning approaching shipping of the temporary closure or restriction of a channel will show:

a. By day—International flag U.

b. By night—One green light above two red lights disposed vertically.

c. The vessel may transmit the letter U (.-) in the Morse code by light or signal.

5. **Bend in Channel.**—A power-driven vessel approaching a bend in the channel must sound a 10 second blast when 0.5 mile short of the bend. On hearing this signal a vessels must wait.

6. **Narrow Passage.**—A power-driven vessel approaching a passage so narrow that meeting vessels cannot pass must sound at least 5 short blasts. On hearing this signal a meeting vessel must wait.

7. **Speed Limits.**—Speed is limited to 5 knots when less than 100m from the shore, boat harbors, anchored boats, etc. and within 50m of bathing places. Public bathing places are marked by buoys (orange with orange spherical topmark) and passing inside these is prohibited.

8. **Cable ferries or chain ferries.**—These vessels carry a ball and three red lights, disposed in a triangle apex up.

Lights for Large Vessels at Anchor

Vessels 92m in length and above when at anchor in Norwegian inland waters shall, in addition to the anchor lights, show one white light screened to show from right ahead to right astern, on each side of the vessel midway between the forward and after anchor lights, at such a height that all three lights are in a straight line, decreasing in height toward the stern.

Norway—Pilot Booking Centers					
Center	Area	Telephone	Facsimile	E-mail	VHF channel
Lodingen	West coast of Norway N of 65°08'N to the Russian border	+47-76-986810	+47-76-986820	pilot.lodingen@kystverket.no	13
Kvitsoy	West coast of Norway S of 65°08'N to W of Egersund	+47-51-735397 +47-51-735398	+47-51-735391	pilot.kvitsoy@kystverket.no	13
Oslofjorden (Horten)	South coast of Norway from W of Egersund to the Swedish border	+47-33-034970	+47-33-034999	pilot.horten@kystverket.no	13

Lifeboat Drills

Lifeboat drills involving the lowering of boats is not permitted when vessels are underway in Norwegian territorial waters. Harbor drills are allowed with local police permission.

Seaplane Harbors

The following information has been extracted from the regulations:

1. The alighting and taking-off of aircraft must in no way be impeded or endangered.
2. No vessel shall pass within 50m of any moored or stationary aircraft, and must pass at such reduced speed that no damage may be caused by wash.
3. All vessels in the vicinity of alighting or taking-off areas shall keep a sharp lookout for a patrol boat and promptly obey any order received from such boat.
4. When seaplanes are operating, a black and yellow checkered flag or ball will be displayed ashore at the administrative buildings, and a patrol boat will be on duty; this signal indicates that the flying area is closed to shipping. During this period, vessels and small craft should not approach the patrol boat within a distance of 200m, even if they are outside the operating area.

The patrol boat is easily recognizable by its black and yellow checkered hull; it displays a flag or ball with similar colors and may call the attention of a vessel by siren or green and red visual signals and, at night, by flares.

Light signals shown by the patrol boat are, as follows:

Signal	Meaning
Fixed red	Stop immediately and wait.
Flashing red	You are in a prohibited area; proceed clear on reverse course, or in the direction indicated by visual signals.
Fixed green	All clear, continue on your course.
Flashing green	The area is clear and open to shipping.

During the part of the year when flying operations take place, a number of notice boards are established within the seaplane harbors, in such a position as to be easily visible to all craft underway within the limits of the operating area.

The notice boards warn vessels to reduce speed and to follow the instructions of the patrol boat and are inscribed.

Dangerous and Polluting Cargo

Norwegian regulations require an arrival report and the completion of a checklist for vessels carrying dangerous or polluting cargo arriving from countries other than the EC and Iceland. All vessels departing from Norway, regardless of destination, must file a departure report. These regulations apply to all vessels of 300 grt and over and to all vessels carrying dangerous or polluting cargo in bulk, as defined by the *International Maritime Dangerous Goods Code*. These regulations do not apply to the following vessels:

1. Warships and official vessels used for non-commercial purposes.
2. Fishing vessels, pleasure craft, and traditional vessels, provided the length is less than 45m.
3. Bunkers of less than 5,000 tons, stores, and equipment for use on board vessels.

The regulations, forms, and checklists are available from the Norwegian Coastal Administration, as follows:

E-mail: nnca@kystverket.no
 Telephone: +47-33-034800
 Facsimile: +47-33-034680
 Web site: <http://www.kystdir.no>

Users of the website require a password; a user name and password can be acquired by contacting the Brevik Vessel Traffic Center on +47-35-572610.

Local Speed Restrictions

When a vessel carrying a red ball in the rigging is lying moored at any of the lighted structures, or is loading or discharging gas containers at any piers or jetties, powered vessels passing must not proceed at a greater speed than 5 knots for a distance of 100m on either side of the moored vessel.

Search and Rescue

The Norwegian Rescue Services for sea, air, and land are regarded as one organization under the common heading of life-saving service. The sea rescue service combines a number of public and private institutions, coordinated through the police, who have general responsibility and authority for the saving of lives. Among these institutions are the pilotage, light, and harbor authorities; civil defense and fishery organizations; and the Norwegian Lifeboat Society (Norwegian Society for Rescue of Shipwrecked Mariners). The Norwegian Naval Defense Force has vessels in readiness for distress calls at all times.

The Norwegian Lifeboat Society operates a fleet of over 30 rescue vessels of various sizes and a chain of rescue stations along the coast. The vessels have an operational radius of 400 to 5,000 miles and are fitted with VHF, SSB, and mobile telephone communications. The vessels have white hulls, with a wide red band along the deck, and a red Maltese cross in a blue ring on the bow. About 20 of the rescue stations are operated year round, with the remaining stations operating during the fishing and pleasure-boating season.

Norwegian Chart Q6356 shows the location of coastguard stations, lifeboat stations, coast radio stations, and other details of the search and rescue organization in British and North European waters.

A fleet of about 50 vessels is run by the pilotage authority; many of these vessels operate within a radius of 175 to 360 miles. Vessels are equipped for rescue missions. Many shore pilot stations maintain a listening watch on VHF channel 16.

Other vessels, such as those used for harbor works and buoy maintenance, as well as fishing vessels and merchant vessels, can be called upon for rescue service.

The Norwegian Air Force has ten Sea King helicopters, with an operating radius of 220 miles, available for search and rescue duty. The helicopters are based at Stavanger (Sola), Olandet, Bodo, and Banak. Long-range transport and maritime aircraft can be called on for more extensive searches and for the dropping of rescue equipment.

A civilian helicopter, with a range of 150 miles, is based at Svalbard.

The Joint Rescue Coordination Centers (JRCC) are located, as follows:

1. SRR South Norway (JRCC Stavanger)—South of 65°N.
2. SRR North Norway (JRCC Bodo)—North of 65°N.

These centers receive all distress calls and assign the appropriate local rescue center to each incident. The JRCCs can be contacted by e-mail, as follows:

1. JRCC Stavanger: post@jrcc-stavanger.no
2. JRCC Bodo: mailto@jrcc-bodoe.no

A network of coast radio stations maintains a continuous listening watch for distress traffic on 2182 kHz, 2187.5 kHz, VHF channel 16, and VHF channel 70.

Submarine Operating Areas

Norwegian submarines may be met underway on the surface, at night, in channels within the skerries. At night, they show an amber quick flashing light showing about 90 flashes every minute.

Submarines which are entirely submerged or showing only their periscopes are required to keep clear of all surface vessels. Surface vessels must keep a sharp lookout, and exercise caution.

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time (BRAVO (-2)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

Traffic Separation Schemes

Traffic Separation Schemes (TSS) in Norway are, as follows.

1. **North and West Coasts**
 - a. Off Makkaur (Government of Norway).
 - b. Off Nordkinn (Government of Norway).
 - c. Off Nordkapp (Government of Norway).
 - d. Off Feistein (IMO approved).
2. **South Coast**
 - a. Oslo Fjord East of Fuglehuk (Government of Norway).
 - b. Oslo Fjord East of Bastoyk (Government of Norway).
 - c. Oslo Fjord West of Jeloya (Government of Norway).
 - d. Oslo Fjord West of Nesoddtangen (Government of Norway).

U.S. Embassy

The U.S. Embassy is situated at Drammensveien 18, Oslo.

The mailing addresses are, as follows:

1. Norway address—
Drammensveien 18
0244 Oslo
2. U. S. address—
PSC 69, Box 1000
APO AE 09707

U. S. Embassy Norway Home Page

<http://oslo.usembassy.gov>

or

<http://www.usa.no>

Vessel Traffic Service

Traffic Reporting—Entry into or passage through Norwegian Territorial Waters (NTW)

The following definitions apply to this section:

1. Baseline—Straight lines joining the outermost points of the entire coast of Norway.
2. Norwegian Internal Waters (NIW)—All waters inside the baseline.
3. Norwegian Territorial Waters (NTW)—All waters within the territorial limits of Norway extending 12 miles seaward from the baseline.

All foreign non-military vessels are to keep Norwegian Authorities informed when sailing in Norwegian Territorial Waters (NTW). This is to be done by sending an Arrival Notification and a Reporting Point Notification through the nearest Norwegian Coast Radio Station (CRS), or directly to the Norwegian Authorities, as follows:

1. For vessels in positions N of 65°N:
Regional Headquarters North
Surveillance Center
N-8002 Bodo
Norway
Telephone: +47-75-536886
Fax: +47-75-536354
E-mail: Idkncos@common.mil.no
2. For vessels in positions S of 65°N:
National Joint Headquarters
Naval Operations Center
N-4068 Stavanger
Norway
Telephone: +47-51-343815
Fax: +47-51-343819
E-mail: south@coss.mil.no

Arrival Notification.—The Arrival Notification should be sent at least 24 hours in advance of entering Norwegian Internal Waters (NIW). In need for dispensation to enter NIW earlier than 24 hours, vessels should contact the Norwegian Authorities through a CRS or by telephone at the above numbers. Messages without a valid AAIC will not be accepted by a CRS.

The Arrival Notification shall contain the following:

1. Vessel name.
2. Call sign.
3. AAIC (Accounting Authority Identification Code).

4. IMO identity.
5. MMSI number.
6. Flag (nationality).
7. Type of vessel.
8. Type, quantity, and UN number of cargo.
9. LOA (feet or meters), beam (feet or meters), draft (feet or meters), and tonnage (gross tons).
10. Last port/place before entering NTW.
11. Next port after leaving NTW.
12. Date, time (UTC), and position on entering Norwegian baseline.
13. Date, time (UTC), and position on leaving Norwegian baseline.
14. Port (name, ETA, ETD, and purpose).
15. Norwegian agent's name, address, and telephone.
16. Vessel's communication numbers (INMARSAT or telephone).
17. Master's name and nationality.

Vessels calling at more than one port of call within Norwegian Territorial Waters should repeat the above details of 14 and 15 for the additional ports.

If changes of more than 4 hours to the ETA/ETD given in the original Advance Notification occur, an updated Arrival Notification shall be sent to the Norwegian authorities as soon as possible.

Reporting Point Notification.—This should be sent when crossing the Norwegian baseline upon entering and leaving NTW, and when passing the Reporting Points, listed below. Reporting Point Notifications without a valid AAIC will not be accepted by a CRS.

The Reporting Point Notification shall contain the following:

1. Vessel name.
2. Call sign.
3. AAIC (Accounting Authority Identification Code).
4. IMO identity.
5. MMSI number.
6. Flag (nationality).
7. Current position (latitude/longitude).
8. Destination.
9. Master's name and nationality.

Reporting Points		
No.	Name	Reporting Line
1	Kvitsoy	Latitude 59°05'N
2	Stad	Latitude 62°10'N
3	Rorvik	Latitude 64°52'N
4	Landegode	Latitude 67°27'N

Reporting Points		
No.	Name	Reporting Line
5	Tromso	Latitude 69°41'N
6	Honningsvag	Longitude 26°00'E
	Passing the baseline	When entering or leaving NTW

Stopping or anchoring.—Stopping or anchoring by vessels passing through NTW is only permitted, as follows:

1. Actions incidental to ordinary navigation.
2. Force majeure.
3. Distress.
4. Assisting persons, ships, or aircraft in danger or distress.

If a vessel makes a temporary stop or remains stationary, the Norwegian Authorities must be notified.

Extended Notification Requirements

All vessels 300 gross tons and over, as well as all vessels carrying dangerous or polluting cargo regardless of size, bound for Norwegian waters or a Norwegian port, must report to the Norwegian Coastal Administration, as follows:

1. At least 24 hours prior to arrival. If the voyage is less than 24 hours, the report is made, at the latest, when the vessel departs from the previous port of call.
2. As soon as the arrival port is known.

Vessels, regardless of size, leaving a quay, anchorage, or mooring device and carrying dangerous or polluting cargo, must report to the Norwegian Coastal Administration.

The Norwegian Coastal Administration can only handle electronic submissions. Notifications can be submitted, as follows:

1. Via the nearest Coast Radio Station, who will then forward the information to the Norwegian Coastal Administration.
2. Via the Norwegian Coastal Administration website:

Norwegian Coastal Administration Home Page
<http://www.kystverket.no>

Users requiring a password should contact Brevik Vessel Traffic Center by telephone (+47-355-72610).

Details of the required information should be obtained via a Norwegian Coast Radio Station or the Norwegian Coastal Administration website.

Appendix I

LAWS AND REGULATIONS APPERTAINING TO NAVIGATION

Regulations concerning foreign non-military vessels entering and making passage through Norwegian territorial waters in peacetime.—Laid down by Royal Decree and put forward by Ministry of Defense.

Introductory Provisions

Section 1.—These regulations only apply when Norway and the State whose flag the vessel is entitled to fly are at peace, or until contingency measures have been implemented.

Section 2.—The regulations do not apply to Norwegian territorial waters off Svalbard, Jan Mayen or dependencies unless otherwise prescribed by statute.

Section 3.—For the purpose of these regulations, foreign, non-military vessel means any foreign vessel, or Norwegian vessel the master of which is a foreign national, to which current Norwegian regulations concerning the admission of foreign warships and military aircraft to Norwegian territorial waters in peacetime do not apply.

In these regulations, foreign, non-military vessel also means equipment belonging to the vessel (lifeboats, landing craft, aircraft, etc.).

Section 4.—Nuclear-powered vessels are subject to special licensing pursuant to section 4 of Act No. 28 of 12 May 1972. Vessels carrying nuclear substances are required to hold a permit pursuant to section 5 of the said Act.

Section 5.—Sections 13, 15, and 16 of these regulations apply subject to any restrictions established by agreements with foreign States.

Section 6.—Pleasure craft carrying foreign nationals who are required to hold a visa shall be subject to the regulations concerning the admission of foreigners to the Kingdom and their stay there pursuant to sections 83 and 111 of the Crown Prince Regent's Decree of 21 December 1990 Number 1028.

Pleasure craft over 24m in length or 50 grt shall use prescribed sea lanes and are required to give notification pursuant to section 17 and may be ordered to report pursuant to section 19.

Pleasure craft are otherwise exempted from the restrictions set out in Sections 16, 17, 18, and 19.

Section 7.—Norwegian territorial waters and sea limits:

(a) For the purpose of these regulations, baselines means straight lines drawn between the base points.

(b) For the purpose of these regulations, Norwegian territorial waters means all waters within the territorial limit.

(c) For the purpose of these regulations, internal waters means all waters that lie within the baselines.

(d) For the purpose of these regulations, the territorial sea means the waters between the baselines and the territorial limit.

Section 8.—Responsibility of the shipmaster.—Masters of all foreign, non-military vessels are required to familiarize themselves with the substance of these regulations before entering Norwegian territorial waters.

Section 9.—Norwegian authorities.—For the purpose of these regulations, the Norwegian authorities means the Ministry of Defense or whosoever the Ministry so authorizes. All inquiries, notifications, reports, applications for clearance etc, to the Norwegian authorities shall be directed to Headquarters Defense Command North Norway (Hq DEFCOMMON) for vessels in positions north of 65°N and to Headquarters Defense Command South Norway (Hq DEFCOMMONOR) for vessels in positions south of 65°N and shall be submitted in Norwegian, Danish, Swedish, or English.

Section 10.—Innocent passage through the territorial sea.—Innocent passage through the territorial sea is permitted for foreign non-military vessels. Innocent passage means navigation through the territorial sea, either in transit or for the purpose of proceeding to or from Norwegian internal waters or ports.

Stopping or anchoring while passing through the territorial sea is only permitted when such action is incidental to ordinary navigation or is rendered necessary by force majeure or distress or for the purpose of rendering assistance to persons, ships or aircraft which are in danger of distress.

Section 11.—Any vessel in innocent passage through the territorial sea which for reasons set forth in Section 10, second paragraph, must make a temporary stop or remain stationary or enter Norwegian internal waters or call at a Norwegian port facility, shall notify the Norwegian authorities without undue delay.

Section 12.—Admission of foreign non-military vessels to Norwegian internal waters.—Foreign non-military vessels to which the list in section 13 does not apply may, subject to the restrictions set out in section 16, enter Norwegian internal waters without obtaining written permission in advance.

Foreign non-military vessels maybe refused admission to Norwegian internal waters when special grounds make this necessary. Such special grounds exist when inter alia fishing vessels plan to enter these waters in connection with fishing or bringing ashore a catch as set out in Section 8, first paragraph, of Act No. 19 of 17 June 1966.

Section 13.—Admission to Norwegian internal waters is permitted for the following foreign non-military vessels only

when written permission has been granted in advance by the Norwegian authorities:

- a. Research vessels.
- b. Seismic vessels and other vessels carrying equipment used for surveying and charting the sea bed.
- c. Factory ships, repair ships and expedition vessels.
- d. Vessels for special purposes, including floating and mobile oil platforms, tugboats, dredges, icebreakers and floating cranes, unless entry into Norwegian internal waters is necessary due to a binding agreement with a Norwegian company which requires the vessel to call at a Norwegian port facility.
- e. Non-military government ships and stand-by and support vessels for naval units.
- f. Vessels specified in Section 4 of these regulations.
- g. Vessels carrying aircraft.

In cases of doubt, the Norwegian authorities will decide whether a foreign, non-military vessel is subject to this provision.

Section 14.—The vessels specified in Section 13 b, c, d, and g may be granted admission into Norwegian internal waters without a prior written application in order to be repaired or laid up in a Norwegian port provided a binding agreement with a Norwegian company exists. In such cases, deviations may be made from the deadlines referred to in Section 15. The Norwegian authorities shall be notified of such admission as soon as possible.

Foreign non-military vessels which are obliged to seek a port of refuge for the reasons specified in Section 10, second paragraph, may enter Norwegian internal waters without a prior written application.

Section 15.—A written application for permission to enter Norwegian internal waters under Section 13a, b, c, d, e, and g shall have reached the Norwegian authorities at the latest 7 days before entry is expected to take place. Applications under section 13f shall have reached the Norwegian authorities at the latest 14 days before entry is expected to take place. All applications shall contain the information specified in section 17 and any other information deemed to be of importance in connection with the planned entry.

Notwithstanding these regulations, the Norwegian authorities may require information from foreign non-military vessels which is considered to be of relevance to the planned entry, including information about catches carried on board and, if the catch is to be delivered in Norway, fishing activities within Norwegian fishery jurisdiction in which the vessel has been engaged.

Section 16.—Entry, passage, and notification requirement when navigating through Norwegian internal waters.—For foreign, non-military vessels, entry into and passage through Norwegian internal waters is restricted to the following activities:

- a. Navigation to and from Norwegian ports in connection with loading, unloading, restocking, bunkering, carrying out necessary repairs or carrying out binding agreements with Norwegian interests. Laytime in a Norwegian port shall be limited to the necessary length of time as dictated by the purpose of the call at the port.
- b. Navigation in transit via specified sea lanes when the vessel's mission makes this necessary.

- c. Navigation in order to seek a port of refuge.

Stopping or anchoring while passing through internal waters is only permitted when such action is incidental to ordinary navigation or is rendered necessary by force majeure or distress or for the purpose of rendering assistance to persons, ships or aircraft which are in danger or distress. If the vessel makes a temporary stop or remains stationary, the Norwegian authorities shall be notified without undue delay.

Section 17.—Masters of all foreign non-military vessels over 24m in length or 50 gross tons who intend to navigate their vessel into Norwegian internal waters are required to give notification of such entry and shall notify the Norwegian authorities at the latest 24 hours in advance. Such notification may be made in written or oral form and shall contain:

- a. Vessel's IMO identification number, if any.
- b. Vessel's nationality, name, international radio call sign (distinctive letters), and any mobile or satellite telephone numbers.
- c. Type of vessel, cargo, draft, and size in gross tons.
- d. Purpose of the entry including any information about the entry as specified in Section 14 of these regulations.
- e. Specification in latitude and longitude of the point where the vessel intends to cross the Norwegian baseline when entering and leaving.
- f. Intended ports of-call with specification of times of arrival and departure.
- g. Norwegian contact (agent, operator, ship owner, etc).

The Norwegian authorities shall be informed without delay of any changes in the submitted plan of navigation.

Passenger and car ferries in regular service to and from Norwegian ports are excepted from the notification requirement provided an approved navigation plan has been forwarded to the Norwegian authorities at the latest 14 days before the service is put into operation. The Norwegian authorities are to be informed if the navigation plan is withdrawn or if major changes are introduced.

The vessels specified in Section 13 are required to give notification as described above irrespective of their length or size.

Section 18.—Sea Lanes and Reporting Points in Norwegian internal waters.—When navigating through Norwegian internal waters, foreign non-military vessels shall only use those sea lanes prescribed by the Ministry of Defense.

Section 19.—Foreign non-military vessels shall report to the Norwegian authorities when entering and leaving Norwegian internal waters and when passing specified geographical positions in the sea lane. Such reports shall include the vessel's name, call sign, destination, and estimated time of passing the next reporting point or of arrival at the vessel's next port of call. The reporting points are determined by the Ministry of Defense.

Section 20.—Foreign non-military vessels which are obliged to enter Norwegian internal waters due to force majeure or distress or to provide assistance to persons, ships, or aircraft that are in danger are exempted from the above provisions concerning the requirement to report and the use of sea lanes.

Such vessels shall nevertheless and by the fastest possible means contact the Norwegian authorities for specific instructions regarding anchoring or continued navigation.

Section 21.—Vessels stopping in Norwegian territorial waters.—No registrations or measurements other than those necessary for safe navigation are permitted without special permission from the Norwegian authorities.

Section 22.—It is prohibited for all persons on board foreign non-military vessels to make maps or sketched maps of ports, waters, airfields, or seaplane ports of the Kingdom. It is also prohibited to make maps, sketches of maps, take photographs, or record descriptions of Norwegian military facilities or equipment.

Section 23.—Foreign non-military vessels shall fly their national flag at all times while navigating through Norwegian territorial waters. When the vessel is at anchor or moored, the flag shall be hoisted during the day.

Section 24.—Officers on Norwegian warships or guard ships and other officers in the Norwegian Armed Forces may inspect any foreign non-military vessel, including its documents, cargo, equipment, and any persons on board. The master of the vessel under inspection shall provide any assistance necessary to facilitate the inspection, including placing the vessel's communications equipment at the disposal of the inspecting officers free of charge. The master shall provide on request any information which is of interest to the Norwegian authorities

and is under obligation to comply with instructions regarding the remainder of the voyage.

Section 25.—The master and crew of a foreign non-military vessel shall comply with current Norwegian legislation including regulations concerning the environment, health, customs, use of pilot, traffic, ports, foreign nationals, and rules of conduct. Norwegian regulations governing the use of communications equipment shall be complied with.

Section 26.—Should the master or crew of a foreign non-military vessel fail to comply with the laws and regulations laid down for the presence and navigation of vessels in Norwegian territorial waters, the Norwegian authorities may order the vessel to leave Norwegian territorial waters immediately or within a specified reasonable period of time. The vessel may also be brought to the nearest police authority to be charged and prosecuted.

Section 27.—Unless otherwise prescribed by statute, infringement of these regulations is punishable by fines or by imprisonment for a term not exceeding 3 months pursuant to Section 418, Subsection 2, of Act No. 10 of 22 May 1902.

Section 28.—Concluding provisions.—The Ministry of Defense or whosoever the Ministry so authorizes may grant exemption from these regulations and may issue further provisions for the supplementation and implementation of these regulations.

Section 29.—These regulations enter into force on 1 May 1995.

Appendix II

REGULATIONS ON PRESCRIBED CHANNELS FOR FOREIGN NON-MILITARY VESSELS IN NORWEGIAN TERRITORIAL WATERS

Decreed by the Ministry of Defense 4 May 1995 in accordance with Royal Resolution of 23 December 1994 No. 1130 on foreign non-military vessels calling at and traveling in Norwegian territorial waters during peacetime

Prescribed Channels

1. Foreign non-military vessels shall follow prescribed channels which are summarized in the Coast Directorate's fairway system..

2. Foreign non-military vessels wishing to call at places which are not directly connected to the prescribed channels shall follow prescribed channels as far as possible and then take the shortest safe channel in or out. Where a prescribed channel cannot be followed as in the previous sentence, a vessel shall cross the baseline at a point which allows the shortest safe channel in or out between the baseline and the port of call, and the vessel shall follow that channel.

3. Foreign non-military vessels which, after entering Norwegian internal waters, have a need to follow channels other than those described in Paragraphs 1 and 2 above, can obtain special permission from the Norwegian authorities (i.e. Headquarters Defense Command North Norway/South Norway) to follow these channels as long as there is a state pilot on board. In areas regulated by traffic centers, the appropriate pilot master at the traffic center can give dispensation as necessary.

Reporting Points

4. When passing in or out of the Norwegian internal waters and when passing defined geographical points in channels, foreign non-military vessels shall report to the Norwegian authorities. The report shall contain the vessel's name, call sign, and port of call, along with the time for passing the next reporting point in a channel or the next harbor.

5. The reporting points are defined, as follows:

Headquarters Defense Command	
South Norway	Kvitsoy (Rogaland)
	Statt (More and Romsdal)
	Rorvik (Nord Trondelag)
North Norway	Landego (Nordland)
	Tromso (Troms)
	Honningsvag (Finnmark)

Appendix III**Norway—Economic Exploitation Zone**

By act No. 91 of 17 December 1976 and Royal Decree of 17 December 1976, of which the following are extracts, the Norwegian authorities established, from 1 January 1977, an Economic Exploitation Zone, the outer limits of which are set at a distance of 200 nautical miles from the appropriate baselines but not so as to extend beyond the Continental Shelf Boundaries of other States.

The establishment of the Zone does not affect the rights of navigation through or flight over the waters in question.

Except as provided in agreements with other States and in regulations concerning fisheries, aliens may not engage in fishing or hunting within the Zone.

Regulations concerning the protection of the environment, scientific research, artificial installations and port facilities, cables and pipelines, and the exploitation of the Zone for any economic purpose, may be issued.



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General

Panama, located in Central America, is bordered on the E by Colombia and on the W by Costa Rica. The Caribbean Sea lies to its N and the North Pacific Ocean lies to its S.

Heavily-wooded hills and mountain ranges generally span the length of the country, with the exception of the low gap at its narrowest part, through which the Panama Canal crosses. The coastal areas are largely plains and rolling hills.

Elevations E of the canal rise to a height of about 1,615m near the Colombian border and to a height of 3,475m in the mountains to the W of the canal.

The climate is tropical. It is hot, humid, and cloudy with the rainy season from May to January and the dry season from January to May.

Most of the numerous rivers of the country flow into the Pacific Ocean and are of little or no importance to navigation.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Many navigational lights along the coast have been reported to be unreliable, irregular, or operating at a reduced range.

Turtle nets and buoys may be encountered near the coast in the NE approach to the Panama Canal.

Currency

The official unit of currency is the Balboa, consisting of 100 centesimos.

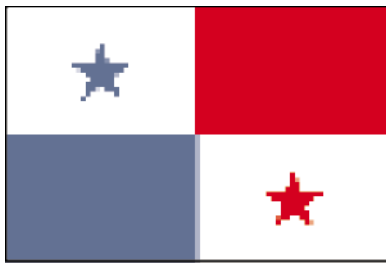
Government

Panama is a constitutional republic. The country is divided into nine provinces and one territory.

Panama is governed by a directly-elected President who serves a non-renewable 5-year term. The unicameral Legislative Assembly consists of 72 directly-elected members serving 5-year terms.

The legal system is based on civil law.

The capital is Panama City.



Flag of Panama

Holidays

The following holidays are observed:

January 1	New Year's Day
January 9	National Mourning Day
Carnival	Variable
Ash Wednesday	Variable
Holy Thursday	Variable
Good Friday	Variable
Holy Saturday	Variable
Easter Sunday	Variable
May 1	Labor Day
June 16	Dia del Padre
November 3	Independence Day from Colombia
November 4	Flag Day
November 5	Colon Day (Colon only)
November 10	Uprising of Los Santos
November 28	Independence Day from Spain
December 8	Mother's Day
December 25	Christmas Day
December 31	New Year's Eve

Industries

The main industries are based on manufacturing and construction, petroleum refining, brewing coffee, cement and other construction materials, and sugar milling.

Local industries include cigarettes, clothing, food processing, shoes, soap, and cement products. Foreign firms are being encouraged to establish industries, and an oil refinery is in operation in Colon.

The most important crops are bananas and sugar cane. Also grown are rice, maize, cocoa, coffee, and coconuts. Livestock are being raised in increasing number.

Timber resources are considerable, notably mahogany.

Languages

Spanish is the official language, although a segment of the population speaks English as a native tongue. Many Panamanians are bilingual.

Navigational Information

Enroute Volumes

Pub. 148, Sailing Directions (Enroute) Caribbean Sea Volume 2.

Pub. 153, Sailing Directions (Enroute) West Coasts of Mexico and Central America.

Maritime Claims

The maritime territorial claims of Panama are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* Claims the Gulf of Panama as a historic bay.

Regulations

International Ship and Port Facility Security (ISPS) Code

The Panama Canal Authority has adopted regulations similar to those established by the ISPS Code, even though the Panama Canal does not fall within the ISPS Code definition of a port facility.

All vessels to which SOLAS 74 regulations apply and which plan to arrive in Panama canal waters are expected to comply with the ISPS Code and related Panama Canal Regulations. Additionally, those vessels not required to comply with the ISPS Code will be expected to provide evidence they have implemented onboard security measures comparable to those contained in the ISPS Code.

Vessels not fully able to comply with these requirements may be subject to control and compliance measures, which may include a more detailed inspection and assignment of additional resources at their own cost. These measures could also result in transit delays or the denial of transit.

Electronic Data Collection System (EDCS) Code

The following documents are required to be submitted through ECDS at least 96 hours prior to arriving in Panama Canal waters:

1. ETA/Ship Due (Form 4376).
2. Cargo Declaration (Form 4363).
3. Passenger List (Form 20).
4. Crew List (Form 1509).

Updates to this information may be submitted up to 12 hours prior to arrival but these changes will be subjected to security verification.

Vessels with a voyage time of less than 96 hours from their last port of call prior to entering the canal must still provide

preliminary information 96 hours in advance. Vessels will be required to provide their final information to the Panama Canal Authority immediately upon departure from their last port of call.

With the implementation of EDCS, vessels no longer need to provide the canal Boarding Officer with hard copies of the Cargo Declaration, Passenger List, and Crew List. However, vessels are still required to provide Boarding Officers with a hard copy of the Ship's Information and Quarantine Declaration (SIQD) (Form 4398), which should be completely filled out, with the exception of information on any dangerous cargo, which is required to be forwarded in advance through EDCS. The SIQD form is available at the following web site:

**Ship's Information and Quarantine Declaration
(SIQD)**

<http://www.pancanal.com/eng/maritime/forms.html>

Oil Pollution Emergency Plan

All vessels using the Panama Canal having a carrying capacity of 400 metric tons or more of oil as cargo or fuel must have a Panama Canal Ship Oil Pollution Emergency Plan (PCSOPEP) in place. Vessels without a PCSOPEP could face transit delays and financial penalties.

Each PCSOPEP must be submitted at least 96 hours prior to arrival in canal waters and should include the following information at a minimum:

1. Oil pollution prevention measures for Panama Canal waters.
2. Spill notification procedures in a prioritized sequence.
3. Spill response procedures.

4. Crew training program for reaction to shipboard and shoreside spill incidents.

5. Record of PCSOPEP notification exercises.

6. Identification of the authorized person, as well as the telephone number and facsimile number where they can be reached on a 24-hour basis.

Search and Rescue

Panama Intelmar Radio (HPP) maintains a continuous listening watch for distress traffic on 2182 kHz and VHF channel 16.

Time Zone

The Time Zone description is ROMEO (+5). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Avenida Balboa and Calle 39.

The mailing addresses are, as follows:

1. Panama address—
Apartado 6959
Panama City 5
2. U. S. address—
Unit 0945
APO AA 34002

U. S. Embassy Panama Home Page

<http://panama.usembassy.gov>



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General

Poland is bounded by Germany on the W; Russia, Lithuania, Belarus, and Ukraine on the E; Slovakia and the Czech Republic on the S; and the Baltic Sea on the N.

The climate is temperate, with cold cloudy moderately-severe winters with frequent precipitation and mild summers with frequent showers and thunderstorms.

The terrain is mostly a low-lying plain, becoming more hilly in the S inland third of the country and mountainous along the border with Slovakia and the Czech Republic.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Buoys marking areas closed to navigation are painted yellow with two red stripes forming a cross when viewed from above and may exhibit white or red flashing lights.

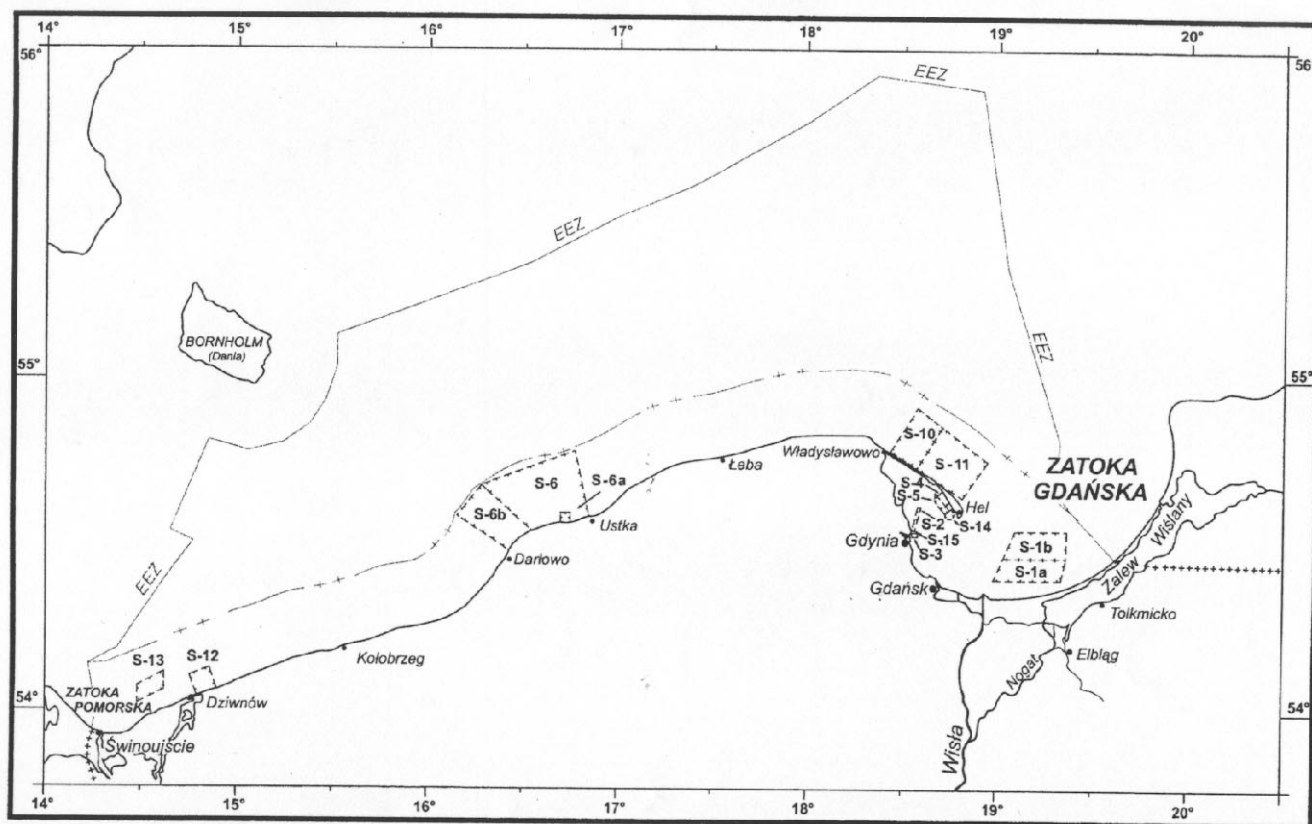
Military zones may be marked by buoys stamped with the letters "SN." Areas in which explosives have been dumped, and mined areas, are marked by white conical buoys with a large letter "A" in red. Buoys serving as survey marks are conical and painted in blue and red bands.

The limits of fishing areas or fish conservation areas may be marked by either spar or conical buoys painted in yellow and black bands with the letters "RYB" which may carry a yellow spherical topmark.

Cables are marked by black conical buoys with a white letter "K." The limits of an anchorage are usually marked by red or black conical buoys with a white anchor symbol.

Buoys marking a canal entrance are conical and painted yellow above black. Measured distance buoys are usually oval in shape, painted yellow and red, divided vertically, and may carry topmarks consisting of one, two, or three red spheres.

Many buoys and lighted buoys are withdrawn or replaced for the winter, usually beginning in early November or when ice threatens. Information on intended changes is promulgated in Polish Notices to Mariners and by radio navigational warnings, if necessary.



Poland—Firing Zones—Chartlet No. 1

Currency

The official unit of currency is the zloty, consisting of 100 groszy.

Firing Areas

Vessels of naval units, anchored and unable to show prescribed anchor lights, shall show two white lights visible for 2 miles around the horizon. One light is placed close above the hull at the stern; the other on the bow at a greater height.

One of a group of naval vessels at anchor can show one blue light independently of other prescribed lights. Vessels in single column formation, except for the last vessel, can show two white lights in addition to the prescribed stern light. One of these lights, shown from the mainmast, is beamed toward the stern; the other light is carried above the stern light.

Ships engaged in practice firing exercises display a red flag at the masthead. At night, a red light visible all around the horizon, is shown above the prescribed white light on the foremast.

The following areas, used for military and gunnery exercises, will be temporarily closed to fishing and navigation, except as noted, at times promulgated by the Polish authorities:

Area No. 1a (Chartlet No. 1 and No. 2).—An area bounded by lines joining the following positions:

- a. 54°23'54.6"N, 18°59'50.4"E.

- b. 54°27'54.6"N, 19°02'50.4"E.

- c. 54°27'54.6"N, 19°22'56.4"E.

- d. 54°23'54.6"N, 19°21'26.4"E.

Area No. 1b (Chartlet No. 1 and No. 2).—An area bounded by lines joining the following positions:

- a. 54°27'54.6"N, 19°02'50.4"E.

- b. 54°32'54.6"N, 19°06'38.4"E.

- c. 54°32'54.6"N, 19°23'08.4"E.

- d. 54°27'54.6"N, 19°22'56.4"E.

Area No. 2 (Chartlet No. 1 and No. 2).—An area bounded by lines joining the following positions:

- a. 54°32'54.6"N, 18°34'02.4"E.

- b. 54°33'12.6"N, 18°33'44.4"E.

- c. 54°37'18.6"N, 18°35'38.4"E.

- d. 54°37'12.6"N, 18°36'38.4"E.

- e. 54°33'06.6"N, 18°34'38.4"E.

Area No. 3 (Chartlet No. 1 and No. 2).—An area bounded by lines joining the following positions:

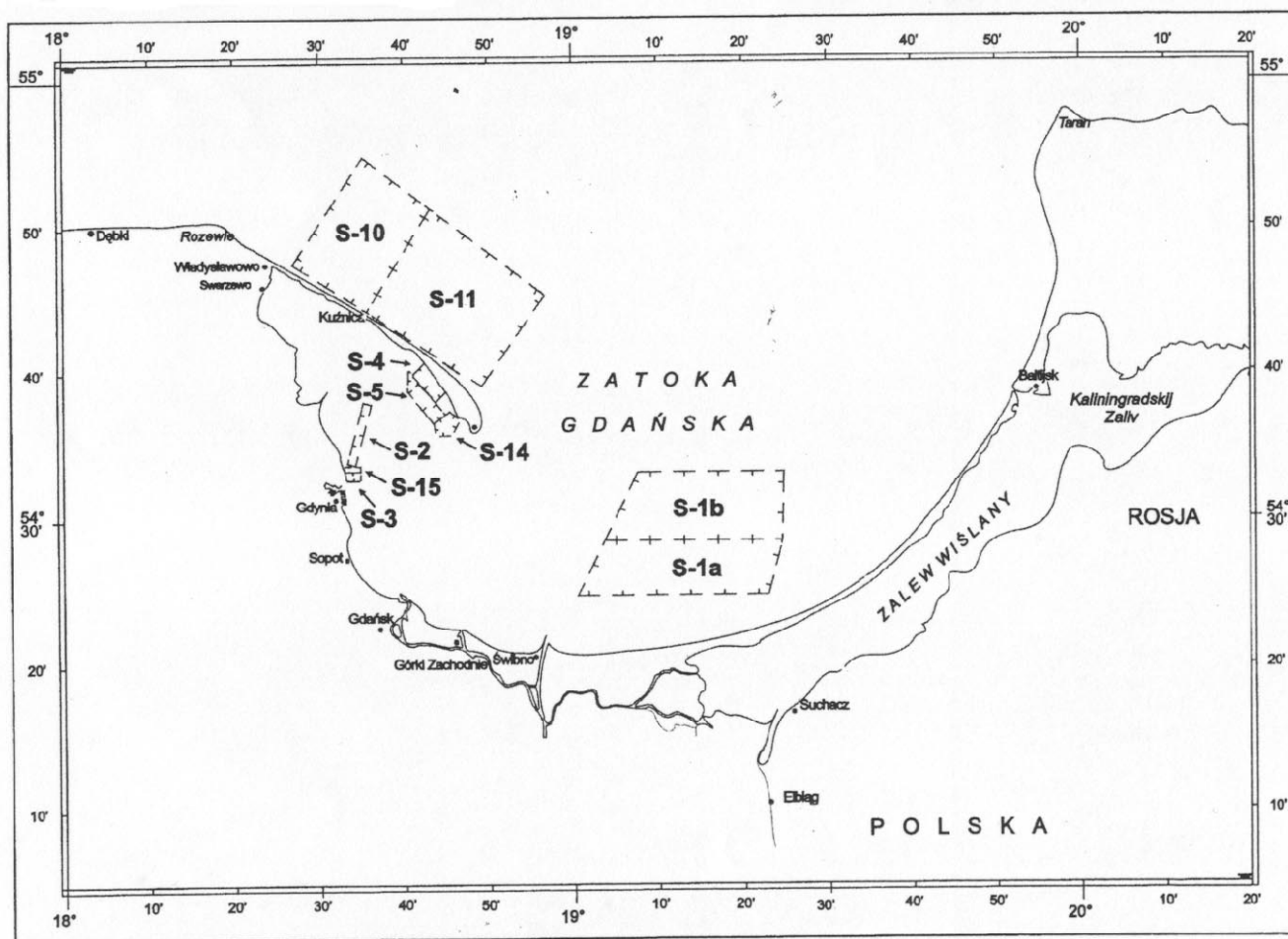
- a. 54°32'15.0"N, 18°33'46.8"E.

- b. 54°32'15.0"N, 18°35'20.0"E.

- c. 54°32'48.0"N, 18°35'20.0"E.

- d. 54°32'48.0"N, 18°33'48.0"E.

Note.—This area is closed to fishing year round.



Poland—Firing Zones—Chartlet No. 2

Area No. 4 (Chartlet No. 1 and No. 2).—An area bounded by lines joining the following positions:

- a. $54^{\circ}40'12.0''\text{N}$, $18^{\circ}43'18.0''\text{E}$.
- b. $54^{\circ}39'36.0''\text{N}$, $18^{\circ}41'36.0''\text{E}$.
- c. $54^{\circ}37'42.0''\text{N}$, $18^{\circ}44'18.0''\text{E}$.
- d. $54^{\circ}38'24.0''\text{N}$, $18^{\circ}45'42.0''\text{E}$.

Area No. 5 (Chartlet No. 1 and No. 2).—An area bounded by lines joining the following positions:

- a. $54^{\circ}36'06.6''\text{N}$, $18^{\circ}44'20.4''\text{E}$.
- b. $54^{\circ}38'24.6''\text{N}$, $18^{\circ}40'56.4''\text{E}$.
- c. $54^{\circ}40'00.6''\text{N}$, $18^{\circ}41'02.4''\text{E}$.
- d. $54^{\circ}36'48.6''\text{N}$, $18^{\circ}45'44.4''\text{E}$.

Area No. 6 (Chartlet No. 1).—An area bounded by lines joining the following positions:

- a. $54^{\circ}32'37.2''\text{N}$, $16^{\circ}32'43.2''\text{E}$.
- b. $54^{\circ}40'45.0''\text{N}$, $16^{\circ}16'57.0''\text{E}$.
- c. $54^{\circ}47'01.8''\text{N}$, $16^{\circ}46'21.6''\text{E}$.
- d. $54^{\circ}35'16.2''\text{N}$, $16^{\circ}50'42.0''\text{E}$.

Area No. 6a (Chartlet No. 1).—An area bounded by lines joining the following positions:

- a. $54^{\circ}34'06.0''\text{N}$, $16^{\circ}41'51.6''\text{E}$.
- b. $54^{\circ}35'54.0''\text{N}$, $16^{\circ}41'51.6''\text{E}$.
- c. $54^{\circ}35'54.0''\text{N}$, $16^{\circ}44'51.6''\text{E}$.
- d. $54^{\circ}34'06.0''\text{N}$, $16^{\circ}44'51.6''\text{E}$.

Area No. 6b (Chartlet No. 1).—An area bounded by lines joining the following positions:

- a. $54^{\circ}29'03.0''\text{N}$, $16^{\circ}25'28.8''\text{E}$.
- b. $54^{\circ}35'24.0''\text{N}$, $16^{\circ}08'46.2''\text{E}$.
- c. $54^{\circ}40'45.0''\text{N}$, $16^{\circ}16'57.0''\text{E}$.
- d. $54^{\circ}32'37.2''\text{N}$, $16^{\circ}32'43.2''\text{E}$.

Area No. 10 (Chartlet No. 1 and No. 2).—An area bounded by lines joining the following positions:

- a. $54^{\circ}47'24.0''\text{N}$, $18^{\circ}27'12.0''\text{E}$.
- b. $54^{\circ}55'12.6''\text{N}$, $18^{\circ}36'36.0''\text{E}$.
- c. $54^{\circ}51'55.2''\text{N}$, $18^{\circ}43'22.2''\text{E}$.
- d. $54^{\circ}44'21.6''\text{N}$, $18^{\circ}35'17.4''\text{E}$.

Area No. 11 (Chartlet No. 1 and No. 2).—An area bounded by lines joining the following positions:

- a. 54°44'21.6"N, 18°35'16.8"E.
- b. 54°51'55.2"N, 18°43'22.2"E.
- c. 54°45'30.6"N, 18°57'50.4"E.
- d. 54°38'54.6"N, 18°49'50.4"E.

Area No. 12 (Chartlet No. 1).—An area bounded by lines joining the following positions:

- a. 54°01'54.6"N, 14°46'40.8"E.
- b. 54°05'42.6"N, 14°44'22.8"E.
- c. 54°07'06.6"N, 14°50'40.8"E.
- d. 54°03'06.6"N, 14°52'58.8"E.

Area No. 13 (Chartlet No. 1).—An area bounded by lines joining the following positions:

- a. 54°00'30.6"N, 14°27'52.8"E.
- b. 54°03'43.8"N, 14°27'52.8"E.
- c. 54°06'24.6"N, 14°36'22.8"E.
- d. 54°02'48.6"N, 14°36'22.8"E.

Area No. 14 (Chartlet No. 1 and No. 2).—An area bounded by lines joining the following positions:

- a. 54°36'47.4"N, 18°46'47.4"E.
- b. 54°36'24.0"N, 18°47'37.8"E.
- c. 54°35'12.6"N, 18°46'32.4"E.
- d. 54°35'12.6"N, 18°44'32.4"E.
- e. 54°36'06.6"N, 18°44'20.4"E.

Note.—This area is closed to fishing year round.

Area No. 15 (Chartlet No. 1 and No. 2).—An area bounded by lines joining the following positions:

- a. 54°32'48.6"N, 18°33'44.4"E.
- b. 54°33'06.6"N, 18°33'44.4"E.
- c. 54°33'06.6"N, 18°35'20.4"E.
- d. 54°32'48.6"N, 18°35'20.4"E.

Note.—This area is closed to shipping and fishing year round.

Government



Flag of Poland

Poland is a democratic republic. The country is divided into 16 provinces.

Poland is governed by a directly-elected President who serves a renewable 5-year term. The bicameral National Assembly is composed of the Sejm (lower chamber), con-

sisting of 460 members serving 4-year terms elected by a system of proportional representation, and the Senate (upper chamber), consisting of 100 directly-elected members serving 4-year terms.

The legal system is based on a mixture of French civil law and holdover Communist legal theory; changes are gradually being introduced as part of the broader democratization process.

The capital is Warsaw.

Holidays

The following holidays are observed:

January 1	New Year's Day
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
May 3	Constitution Day
Corpus Christi	Variable
August 15	Assumption Day
November 1	All Saints' Day
November 11	Independence Day
December 25	Christmas Day
December 26	Second Christmas Day

Ice

Icebreakers

Icebreakers use signals of the International Code. Poland has a small number of icebreakers to aid ships in coastal shipping lanes during the ice season.

The responsibility for the control and operation of the ice services and icebreakers is divided as follows:

1. Eastern coastal region (includes Kolobrzeg and the ports in the Gulf of Gdansk)—under the control of the harbormaster at Gdynia.
2. Central region (the ports of Ustka, Darlowo, and Leba)—under the control of the Maritime Board of Slupia.
3. Western coastal region (including Zatoka Pomorska and Swinoujscie)—under the control of the harbormaster at Szczecin.

Any vessel requiring future icebreaker assistance must register at the harbormaster's office at least 24 hours in advance of arriving or departing port. Ships not reinforced for ice, or having no valid ice certificate, will not be led to Szczecin harbor, but can dock at Swinoujscie.

Requests for icebreaking assistance should be made through the vessel's agent, VTS Swinoujsce, VTS Szczecin, or directly through the tug.

Industries

The main industries include machine building, iron and steel, extractive industries, chemicals, shipbuilding, food processing, glass, and textiles.

Languages

Polish is the official language.

Mined Areas

Former Mine Danger Area No. 10

This former NEMEDRI Danger Area is enclosed by all waters S and W of lines joining the following positions:

- a. 54°52'N, 13°25'E.
- b. 54°52'N, 13°48'E.
- c. 54°07'N, 14°25'E.
- d. 54°15'N, 14°45'E.
- e. The coast in longitude 14°45'E.

Within Area No. 10, the following areas have been swept in addition to the established routes:

1. **Sassnitz Approaches E of Rugen.**—An area bounded by lines joining the following positions:

- a. 54°31'N, 13°42'E.
- b. 54°36'N, 13°42'E.
- c. 54°32'N, 13°46'E.

2. **Swinoujscie Approaches E of Sassnitz.**—An area bounded by lines joining the following positions:

- a. 54°15'N, 14°12'E.
- b. 54°16'N, 14°10'E.
- c. 54°31'N, 14°06'E.
- d. 54°28'N, 14°08'E.
- e. 54°15'N, 14°12'E.
- f. 54°20'N, 13°59'E.
- g. 54°24'N, 13°56'E.

Former Mine Danger Area No. 16

This former NEMEDRI Danger Area is bounded by lines joining the following approximate positions:

- a. 54°13'N, 14°54'E.
- b. 54°17'N, 14°47'E.
- c. 54°26'N, 15°02'E.
- d. 54°22'N, 15°09'E.

Former Mine Danger Area No. 19

This former NEMEDRI Danger Area is bounded by lines joining the following approximate positions:

- a. 54°28'N, 19°39'E.
- b. 54°30'N, 19°34'E.
- c. 54°26'N, 19°14'E.
- d. 54°31'N, 18°57'E.
- e. 54°29'N, 18°56'E.
- f. 54°29'N, 18°57'E.
- g. 54°27'N, 18°54'E.
- h. 54°24'N, 18°54'E.
- i. 54°24'N, 18°59'E.
- j. 54°21'N, 19°00'E.

Within Area No. 19 is a swept route with its centerline joining the following approximate positions:

- a. 54°26'N, 19°13'E.
- b. 54°23'N, 19°08'E.
- c. 54°23'N, 19°00'E.

The route is 0.5 mile wide between positions a and b, and 0.3 mile wide between positions b and c.

- a. 54°21'N, 18°55'E.
- b. 54°23'N, 18°54'E.
- c. 54°24'N, 18°48'E.
- d. 54°22'N, 18°48'E.
- e. 54°25'N, 18°40'E.
- f. 54°25'N, 18°40'E.
- g. 54°25'N, 18°39'E.
- h. 54°26'N, 18°39'E.
- i. 54°26'N, 18°39'E.
- j. 54°26'N, 18°39'E.
- k. 54°26'N, 18°39'E.
- l. 54°27'N, 18°39'E.
- m. 54°27'N, 18°39'E.
- n. 54°27'N, 18°36'E.
- o. 54°29'N, 18°36'E.
- p. 54°31'N, 18°35'E.
- q. 54°31'N, 18°34'E.
- r. 54°31'N, 18°33'E. then along the coast to
- s. 54°32'N, 18°34'E.
- t. 54°35'N, 18°44'E.
- u. 54°36'N, 18°50'E.
- v. 54°38'N, 18°51'E.
- w. 54°50'N, 18°38'E.
- x. 54°48'N, 18°27'E.

Navigational Information

Enroute Volume

Pub. 194, Sailing Directions (Enroute) Baltic Sea (Southern Part).

Maritime Claims

The maritime territorial claims of Poland are, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone **	200 miles.

* Requires advance permission or notification for innocent passage of warships in the territorial sea. Claims a closing line across the Gulf of Gdansk.

** Claims a fishing zone to the median line in the Baltic Sea. The Exclusive Economic Zone is determined by lines connecting extreme points of specified lateral limits.

Pilotage

Pilotage is compulsory for all ships, including harbor movements, with some exceptions, as follows:

1. All vessels 40m long and over.
2. All vessels carrying dangerous cargo regardless of size.
3. Any damaged vessel and any vessel which through exceptional circumstances may create a danger to navigation or a threat to the environment.

If, because of severe weather conditions, the pilot cannot come aboard the ship, then the pilot vessel may make the appropriate signal from the International Code and lead the vessel to a position where the pilot can safely board.

Incoming ships can communicate directly with the pilot stations at Swinoujscie, Szczecin, Gdynia, and Gdansk.

Deep-sea pilotage services for the Baltic Sea may be ordered at least 24 hours in advance through the pilot stations or harbor masters at Gdynia, Gdansk, Swinoujscie, and Szczecin.

Regulations

The following extracts are taken from the general harbor regulations for Polish harbors:

1. The harbor administrative authority is the Port Captain, or in smaller ports, the Port Boatswain.
2. Vessels at all times should show such lights or shapes as may be required by the International Regulations for the Prevention of Collision at Sea.
3. A vessel lying in the roadstead and on entering or leaving the port shall fly her national flag at any time of the day.
4. Port orders apply equally to anchorages outside of the port area and the fairways connecting those anchorages with the port.
5. Ships entering port, entrances to channels or port basins must give way to vessels leaving. Overtaking in fairways leading to port entrances and under bridges, is prohibited.
6. Vessels underway within the port area must have at least one anchor ready for letting go.
7. All vessels are forbidden to approach the quay or berth, secure themselves there, or shift berth in harbor without first obtaining permission from the Port Captain. In harbor all large vessels must go dead slow. At night or at times of poor visibility the speed of a vessel should be appropriately decreased.
8. Permission to enter port must be requested from the harbor master via radiotelephone, or International Code signals by flag or signal lamp, giving the name of the ship and call letters.
9. The harbor master grants permission by radiotelephone, signal lamp, or by displaying the code flag "C" and the call letters of the ship. In addition to the general harbor regulations for Polish harbors, ships must adhere to special local regulations established for each harbor and enforced by the harbor master.
10. Vessels of 150 grt and above bound for Gdansk and vessels over 500 grt bound for Gdynia, when passing latitude 54°45'N, should contact the harbor master (via "REPLINE HEL") of Gdansk on VHF channel 14 or the harbor master of Gdynia on VHF channel 12 and report the following information:
 - a. Name and call sign of vessel
 - b. Date time group
 - c. Position
 - d. Port of destination
 - e. ETA to the roadstead
 - f. Type and amount of cargo
 - g. Type and amount of liquid or noxious substances
 - h. Maximum draft in meters
 - i. Deficiencies of the vessel. Deficiencies, including overloading, excessive trim, dangerous heel, maneuvering

problems, uncleaned tanks, fouled ballast water, rinsings, remains of solid noxious cargo, or any possible pollution or leakage problems, should also be reported.

Search and Rescue

The Polish Maritime Search and Rescue Service consists of a Maritime Rescue Coordination Center (MRCC) in Gdynia and a Maritime Rescue Coordination Subcenter (MRSC) at Swinoujscie. They can be contacted by e-mail, as follows:

MRCC Gdynia:	polratok1@sar.gov.pl
MRSC Swinoujscie:	polratok2@sar.gov.pl

A network of coast radio stations maintains a continuous listening watch on international distress frequencies.

The Polish Maritime Search and Rescue Service can be contacted by e-mail, as follows:

office@sar.gov.pl

Fully-equipped rescue craft are located, as follows:

1. Swinoujscie (53°55'N., 14°16'E.).
2. Trzebiez (53°40'N., 14°31'E.).
3. Dziwnow (54°01'N., 14°46'E.).
4. Kolobrzeg (54°11'N., 15°33'E.).
5. Darlowo (54°26'N., 16°23'E.).
6. Ustka (54°35'N., 16°52'E.).
7. Leba (54°46'N., 17°33'E.).
8. Wladyslawowo (54°25'N., 18°25'E.).
9. Hele (54°36'N., 18°48'E.).
10. Gdynia (54°32'N., 18°33'E.).
11. Gorki Wschodnie (54°21'N., 18°48'E.).
12. Swibno (54°20'N., 18°56'E.).
13. Tolmicko (54°0'N., 19°32'E.).
14. Sztutowo (54°0'N., 19°11'E.).

Further information on the Polish Maritime Search and Rescue Service can be found on the following web site:

Polish Maritime Search and Rescue Service Home Page

<http://www.polratok.gov.pl>

or

<http://www.sar.gov.pl>

Signals

Vessels may determine whether a port is open for entry or departure by contacting the Captain of the Port by VHF radiotelephone.

Port Closed

In case of an emergency, the following signal indicates that entrance into the port is absolutely prohibited:

1. By day.—Three black balls in a vertical line.
2. By night.—Three red lights in a vertical line.

Traffic Signals

The following signals are normally shown from a mast at the harbormaster's office:

1. Entrance Prohibited:
 - a. By day.—Three black balls in a vertical line.
 - b. By night.—A white light between two red lights in a vertical line.
2. Departure Prohibited:
 - a. By day.—A black cone, point up, between two black cones, points down, in a vertical line.
 - b. By night.—A white light between two green lights in a vertical line.
3. Entry and Departure Prohibited and Harbor Movements Prohibited:
 - a. By day.—Two black cones, points together, over a black ball in a vertical line
 - b. By night.—A white light with a green light above it and a red light below it.

Customs vessels display a white pennant with a green border and show two green lights over a white light from the mast-head.

Storm Signals

Storm signals are shown in Poland in cases of actual or forecasted winds greater than force 4 as indicated in the accompanying table.

Special Services Ships

Ships of Special State Services display their service flags, by day, where best seen. At night, a green light is shown above the light on the foremast.

Citizens' Militia vessels, while on duty, show a blue all around light located above the white light on the foremast.

Border Patrol Ships while on duty, in order to apprehend another vessel, may, by day, fire two green flares; at night, two green lights in a vertical line may be shown. This signal means "Border Patrol, stop your engines."

A special state service ship desiring to stop another vessel will sound two long and two short blasts.

Submarine Operating Areas

Polish submarines on the surface show lights prescribed by international regulations.

Ships convoying and exercising with Polish submarines display "NE 2" by day, and at night three blue lights are shown vertically on the yardarm of the mast in addition to all other prescribed lights.

Polish submarines are equipped with salvage and telephone buoys. Salvage buoys are spherical, painted in white and red checks; telephone buoys are can-shaped, painted in red and white checks. Both buoys have green double collars between which a cable is wound.

A salvage buoy, if found, should not be touched. Its position should be reported by radio to the Commander of the Polish Naval Authority, Gdynia.

The name of the submarine is painted on both buoys. The telephone buoy has two position lights and instructions in Polish, English, and German.

The position and any telephone communication received from the submarine should be reported to the Commander of the Polish Naval Authority, Gdynia. Great care must be taken to avoid damaging the cables.

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time (BRAVO (-2)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

Traffic Separation Schemes

A Traffic Separation Scheme has been established by the Government of Poland in Zatoka Gdanska. This scheme is not IMO adopted

U.S. Embassy

The U.S. Embassy is situated at Aleje Ujazdowskie 29/31, 00-540 Warsaw.

The mailing address is American Embassy Warsaw, US Department of State, Washington, DC 20521-5010.

U. S. Embassy Poland Home Page
<http://warsaw.usembassy.gov>

Polish Storm Signals		
Event	Day signal	Night signal
Strong winds, Force 4-5	A yellow cylinder	A green light over a white light
Gales, Force 6	A black ball	A white light over a green light.
Northwest storm, Force 8	A black cone, point up	Two red lights
Southwest storm	A black cone, point down	Two white lights
Northeast storm	Two black cones, points up	A red light over a white light
Southeast storm	Two black cones, points down	A white light over a red light
Hurricane, Force 12	A black cross	A green light between two red lights in a vertical line
Note. —A red flag shown with any of the storm signals indicates the wind is veering. Two red flags shown with any of the storm signals indicates the wind is backing.		



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General

Portugal is located in Southwest Europe, bordering the North Atlantic Ocean, W of Spain.

The climate is marine temperate being cool and rainy in the N, and warmer and drier in the S.

The terrain is mountainous N of Tagus, with rolling plains in the S.

The Arquipelago dos Acores (Azores Islands), in the North Atlantic Ocean, constitutes an autonomous region of Portugal. The principal islands of the group are Flores, Corvo, Terceira, Sao Jorge, Pico, Faial, Graciosa, Sao Miguel, and Santa Maria.

Madeira and Porto Santo, two inhabited islands, form an autonomous region of Portugal. They lie, along with two groups of barren islets, in the North Atlantic Ocean to the SE of the Arquipelago dos Acores.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

An IMO-adopted An Area to be Avoided encloses Islas de Berlengas. This area is bounded by the coast and lines joining the following positions:

- 39°20'00"N, 9°21'30"W. (coast)
- 39°20'00"N, 9°42'12"W.
- 39°30'00"N, 9°42'12"W.
- 39°30'00"N, 9°21'15"W. (coast)

All vessels greater than 300 gross tons shall avoid transiting this area, with the exception of authorized vessels navigating between Portuguese ports and not carrying dangerous cargo or other harmful substances.

Currency

The official unit of currency is the Euro, consisting of 100 cents.

Firing Areas

Espinho Firing Danger Zone.—An area bounded by lines joining the following positions:

- 41°00'10.9"N, 8°40'47.8"W.
- 40°59'11.2"N, 8°38'36.9"W.
- 40°59'06.0"N, 8°38'37.7"W.
- 40°58'54.9"N, 8°41'07.3"W.

This area must be considered dangerous on Mondays and Fridays from 0800 until 1800. Exercises may also be conducted on Saturdays and Sundays, but prior warning will be given.

Figuera da Foz Firing Danger Zone.—An area bounded, as follows:

- On the N—latitude 40°07.0'N.
- On the W—longitude 8°54.5'W.
- On the S—latitude 40°05.5'N.
- On the E—by the coastline.

This area must be considered dangerous during the following times:

- Monday, Thursday, and Friday—from 0800 until 1800.
- Tuesday and Wednesday—from 0800 until 1800 and from 2100 until 2300.
- Sunday—from 0800 until 1300, except for the months of September and November, when it is dangerous from 0800 until 2000.

Fishing Areas

Tunny Fishing

For general information on tunny fishing, see Spain—Fishing Areas.

Tunny Net Markings

In Portuguese waters, each tunny net, when submerged, is usually marked, as follows:

- By day—A boat or buoy surmounted by a white flag with a black "A" in its center marks the outer end of the net; a boat or buoy with a similar flag marks the center of the net.
- By night—A white light over a red light is shown from the central boat or buoy; the outer boat or buoy shows a red light over a white light.

Areas of Intensive Fishing

The government of Portugal has declared the following to be areas of intensive fishing:

- An area between the parallels 41°45'N and 40°10'N, the coast, and the 200m curve.
- An area between the parallels 39°40'N and 38°40'N, the coast, and the meridian 9°45'W.
- An area between the parallels 40°15'N and 38°40'N, the 250m curve, and the 400m curve.
- An area between the parallels 38°25'N and 38°00'N, the coast, and the 200m curve.
- An area between the parallels 37°45'N and 37°55'N and the meridians 9°20'W and 9°00'W.
- An area between the parallels 37°38'N and 37°32'N and the meridians 9°05'W and 9°00'W.
- An area between the parallels 37°30'N and 37°25'N and the meridians 9°10'W and 9°00'W.
- An area between the parallels 37°16'N and 37°10'N and the meridians 9°20'W and 9°10'W.
- An area between the parallel 37°10'N and the meridian 8°50'W, extending up to 6 miles off the coast.
- An area in the vicinity of position 36°48'N, 9°05'W.
- An area between the meridians 9°00'W and 7°25'W, the coast, and the 200m curve.
- An area between the 200m curve and the 600m curve bounded by the parallel 38°00'N and the meridian 7°25'W.
- The entire coastal area of the Algarve extending off-shore as far as the 40m curve.

It is recommended that vessels keep a sharp lookout when approaching or crossing these areas in order to avoid damage to vessels or fishing gear.

Government



Flag of Portugal

Portugal is a republic. The country is divided into 18 districts and two autonomous regions.

Portugal is governed by a directly-elected President serving a maximum of two consecutive 5-year terms. The unicameral National Assembly consists of 230 members, serving 5-year terms, who are directly elected under a system of proportional representation.

The legal system is based on civil law.

The capital is Lisbon.

Holidays

The following holidays are observed:

January 1	New Year's Day
Shrove Tuesday/Carnival	Variable
Holy Thursday	Variable
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
April 25	Liberation Day
May 1	Labor Day
Corpus Christi	Variable
June 9	Espirito Santo Day (Azores only)
June 10	Portugal Day
June 13	St. Anthony's Day (Lisbon only)
July 1	Funchal Day (Funchal only)
August 15	Assumption Day
October 5	Republic Day
November 1	All Saints' Day
December 1	Independence of Portugal

December 8	Immaculate Conception
December 24	Christmas Eve
December 25	Christmas Day

Industries

The main industries are textiles and footwear, wood pulp, paper, metal working, oil refining, chemicals, fish canning, wine, and tourism.

Languages

Portuguese is the official language.

Navigational Information

Enroute Volume

Pub. 143, Sailing Directions (Enroute) West Coast of Europe and Northwest Africa.

Maritime Claims

The maritime territorial claims of Portugal, including the Arquipelago dos Acores and Madeira, are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Has established straight baselines for various areas along the continental coast of Portugal, as well as Arquipelago dos Acores and Madeira. Claims the Tagus estuary and the Sado estuary, as well as their associated bays, as historic waters.

Pilotage

Pilotage is compulsory at nearly all Portuguese ports. There is usually a properly organized pilot service at the larger ports and licensed pilots at the smaller ones.

The pilot stations at Lisboa and Setubal are equipped with radio; the pilot vessel at Lisboa is equipped with a telephone.

Pilot vessels do not generally cruise off the entrances to ports. At the larger ports, communication with the pilots is usually established by radio, either through the port authority or direct. At the smaller ports ships, should approach the harbor mouth, making the usual signal for a ship requiring a pilot.

Regulations

Particularly Sensitive Sea Areas (PSSA)

The waters off the W coast of the United Kingdom, Ireland, Belgium, France, Spain, and Portugal, from the Shetland Islands in the N to Cabo San Vicente in the S, including the English Channel, were granted (2004) the status of PSSA by the International Maritime Organization.

A PSSA is an area that requires special protection because of its vulnerability to damage caused by marine activities. Vessels operating in or near such an area should exercise the utmost care to avoid damage to the maritime environment and the marine organisms in it. No waste should be discharged overboard.

The Western Europe Tanker Reporting System (WETREP) was instituted to help protect the environment of the PSSA.

Western Europe Tanker Reporting System (WETREP)

The Western Europe Tanker Reporting System (WETREP), a mandatory reporting system, is in effect. The Reporting Area covers the waters off Belgium; the W coast and English Channel coasts of France; Ireland; Portugal; the N and W coasts of Spain; and the English Channel and W coasts of the United Kingdom, including the Shetland Isles.

Further information on WETREP can be found in United Kingdom—Regulations—Reporting Systems.

Search and Rescue

The Portuguese navy is responsible for coordinating search and rescue operations.

Due to the large volume of traffic off the Portuguese coasts, search and rescue operations are divided into SAR LISBOA, for the coast of Portugal, and SAR ACORES, for the waters surrounding the Arquipelago dos Acores. Maritime Rescue Coordination Centers (MRCC) are located at MRCC Lisboa (Portugal) and MRCC Ponta Delgada (Arquipelago dos Acores). A Maritime Rescue Coordination Subcenter (MRSC) is located at MRSC Funchal (Madeira).

The MRCCs can be contacted by e-mail, as follows:

MRCC Lisboa	mrcclisboa@netc.pt
MRCC Ponta Delgada	mrcc.delgada@mail.telepac.pt

A network of coast radio stations maintains a listening watch on international distress frequencies.

Along the coast of Portugal, lifeboats are stationed at the following locations:

1. Viana do Castelo (41°41'N., 8°50'W.).
2. Espsende (41°32'N., 8°47'W.).
3. Apulia (41°29'N., 8°47'W.).
4. Povoa de Varzim (41°23'N., 8°46'W.).
5. Vila do Conde (41°21'N., 8°44'W.).
6. Vila Cha (41°18'N., 8°44'W.).
7. Angeiras (41°16'N., 8°44'W.).
8. Leixoes (41°11'N., 8°42'W.).
9. Porto do Douro (41°09'N., 8°37'W.).
10. Aguda (41°03'N., 8°39'W.).
11. Aveiro (40°39'N., 8°45'W.).
12. Figueira da Foz (40°09'N., 8°52'W.).
13. Nazare (39°36'N., 9°05'W.).
14. Sao Martinho do Porto (39°30'N., 9°08'W.).

15. Peniche (39°21'N., 9°22'W.).
16. Ericeira (38°58'N., 9°25'W.).
17. Lisboa (38°42'N., 9°11'W.).
18. Sesimbra (38°26'N., 9°07'W.).
19. Sines (37°57'N., 8°52'W.).
20. Vila Nova de Milfontes (37°43'N., 8°47'W.).
21. Baleeira (37°01'N., 8°56'W.).
22. Ferragudo (37°07'N., 8°31'W.).
23. Cabo de Santa Maria (36°58'N., 7°52'W.).
24. Fuzeta (37°03'N., 7°45'W.).
25. Tavira (37°5'08., 7°39'W.).
26. Vila Real de Santo Antonio (37°11'N., 7°25'W.).

In the Arquipelago dos Acores, lifeboats are stationed at the following locations:

1. Ponta Delgada (37°44'N., 25°40'W.).
2. Angra do Heroismo (38°39'N., 27°13'W.).

Signals

Several signal stations with which vessels can communicate by International Code stand along the Portuguese coast.

The International Storm Warning Signals are in use in Portugal, as shown in the accompanying table.

In the Arquipelago dos Acores, the following signals may be shown when a hurricane is imminent:

1. Day signal—Two black triangles, vertically disposed, bases together.
2. Night signal—Two red lights, horizontally disposed.

Submarine Operating Areas

Portuguese submarines may be met on the surface at night between Cabo da Roca and Cabo de Sines; they frequently exercise in the SW approach to Rio Tejo, and S of Ilha da Sao Miguel in the Arquipelago dos Acores.

Portuguese submarines also operate, both on the surface and submerged, in the area extending NE from Madeira to Porto Santo.

Time Zone

The Time Zone description for mainland Portugal is ZULU. Daylight Savings Time (ALFA (-1)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

The Time Zone description for the Arquipelago dos Acores is NOVEMBER (+1). Daylight Savings Time (ZULU) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

The Time Zone description for Madeira is ZULU. Daylight Savings Time (ALFA (-1)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

Portugal—Storm Warning Signals				
Signal No.	Meaning	Day signal	Night signal	Remarks
1	Wind of force 8 or greater beginning in the NW quadrant	Black triangle, point up	Two red lights, vertically disposed	

Portugal—Storm Warning Signals				
Signal No.	Meaning	Day signal	Night signal	Remarks
2	Wind of force 8 or greater beginning in the SW quadrant	Black triangle, point down	Two white lights, vertically disposed	
3	Wind of force 8 or greater beginning in the NE quadrant	Two black triangles, points up, vertically disposed	One red light over one white light	
4	Wind of force 8 or greater beginning in the SE quadrant	Two black triangles, points down, vertically disposed	One white light over one red light	
5	Wind of force 12 in any direction	Black cross	One green light between two red lights, vertically disposed	
6	Wind of force 7 in any direction	Black ball	One white light over one green light	
7	Wind veering	One black flag	—	See Note 1
8	Wind backing	Two black flags, vertically disposed	—	See Note 1
9	Wave heights of 2m or greater are expected from the SE	Black cylinder	One green light	See Note 2
Note 1 —Only used by day. The signals are used to supplement Signal Nos. 1 through 6 and are shown on the opposite side.				
Note 2 —Only used on the S coast of the Algarve.				

Traffic Separation Schemes

Traffic Separation Schemes (TSS) in Portugal are, as follows:

1. Off Cabo da Roca. (IMO adopted)
2. Off Cabo de Sao Vicente. (IMO adopted)

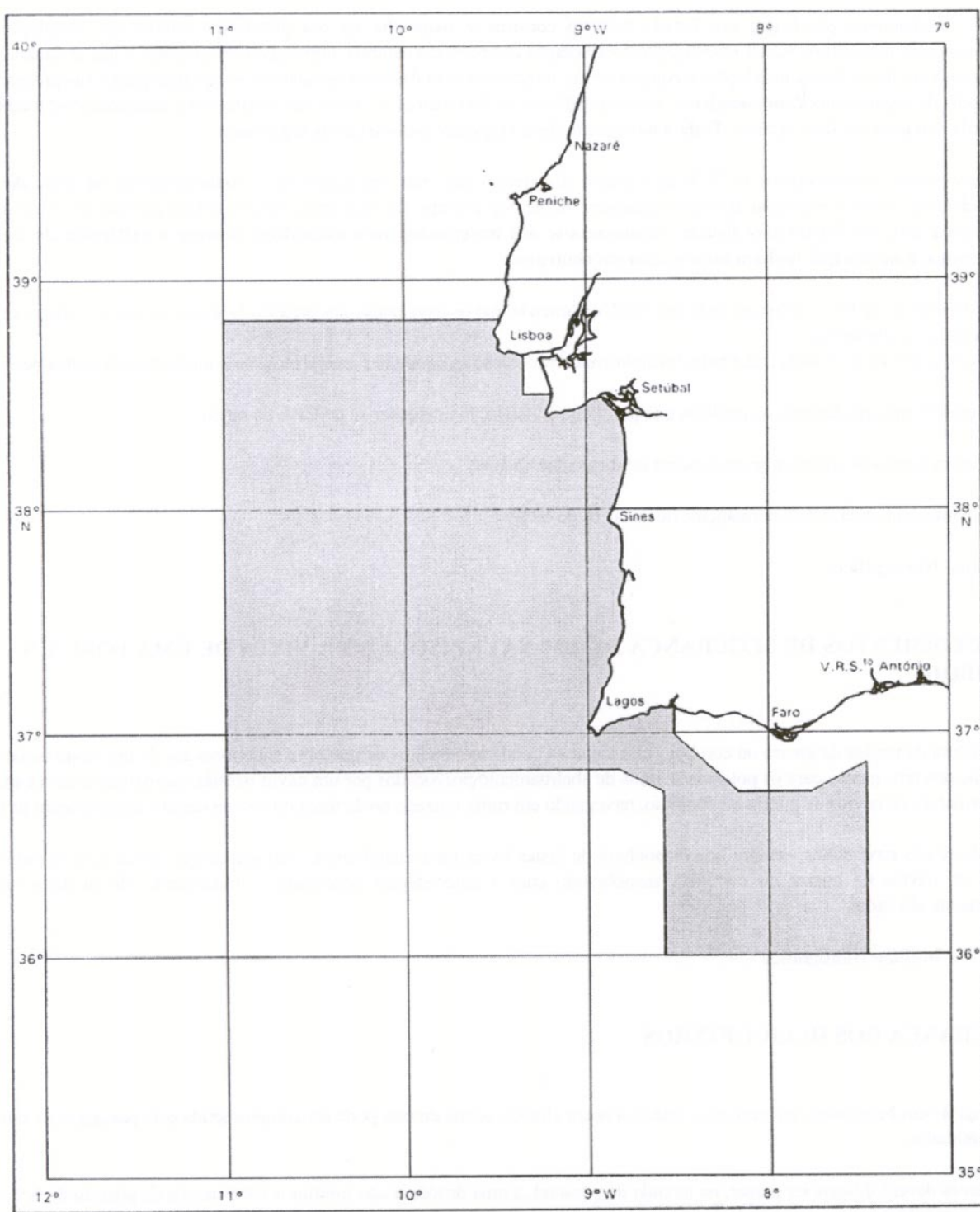
U.S. Embassy

The U.S. Embassy is situated at Avenida das Forças Armadas, 1600-081 Lisbon.

The mailing addresses are, as follows:

1. Portugal address—
Apartado 43033
1601-301 Lisboa
2. U. S. address—
PSC 83
APO AE 09762

U. S. Embassy Portugal Home Page
<http://lisbon.usembassy.gov>



Portugal—Submarine Operating Areas



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General

Romania is located in southeastern Europe on the Black Sea, between Ukraine and Moldova on the N and Bulgaria on the S.

The climate is temperate. Winters are cloudy, with frequent snow and fog. Summers are sunny, with frequent showers and thunderstorms.

The central Transylvanian Basin is separated from the Plain of Moldavia on the E by the Carpathian Mountains and from the Walachian Plain on the S by the Transylvanian Alps.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

The Danube River is marked by buoys and lighted buoys, as follows:

Dangers along the S bank and S side of the fairway	Red cylindrical buoys or spar buoys with red cylinder topmarks
Dangers along the N bank and N side of the fairway	Black cylindrical buoys or spar buoys with black cylinder topmarks
Axis of fairway where no dangers exist	White buoys in the shape of two superimposed conical sections on a small base with black and white horizontal bands or spar buoys with a topmark of a similar shape
Junction or division of the fairway or danger in the fairway	Spherical buoys with black and red horizontal bands or spar buoys with a spherical topmark

Beacons and lighted beacons, consisting of yellow panels with black vertical lines, standing on the river bank indicate the axis of the fairway.

Other special beacons, as described in *Rules and Regulations of the Danube*, mark distances; river crossing points; turning areas; anchorage areas; and sections where two-way traffic, overtaking, and anchoring are prohibited.

Currency

The official unit of currency is the lei, consisting of 100 bani.

Firing Areas

A military exercise area, in which navigating and anchoring are prohibited, is bounded by lines joining the following positions:

- 44°05.0'N, 28°40.0'E.
- 44°05.0'N, 28°41.0'E.
- 44°04.0'N, 28°41.0'E.
- 44°04.0'N, 28°40.0'E.

Government



Flag of Romania

Romania is a republic. The country is divided into 41 counties and one municipality.

Romania is governed by a directly-elected President serving a 5-year term. The Prime Minister is named by the President. The bicameral Parliament is composed of the directly-elected, using a system of proportional representation, 143-member Senate, serving 4-year terms, and the directly-elected, using a system of proportional representation, 346-member Chamber of Deputies, serving 4-year terms.

The legal system is based on the constitution of France's Fifth Republic.

The capital is Bucharest.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 2	Second New Year's Day
January 6	Epiphany

Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
December 1	National Day
December 25	Christmas Day
December 26	Second Day of Christmas

Industries

The main industries are textiles and footwear, light machinery and auto assembly, mining, timber, construction materials, metallurgy, chemicals, food processing, and petroleum refining.

Languages

Romanian is the official language.

Navigational Information

Enroute Volume

BA NP 24, Black Sea and Sea of Azov Pilot (British Admiralty publication)

Maritime Claims

The maritime territorial claims of Romania are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles
Fisheries or Economic Zone	200 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation

* Requires advance permission or notification for innocent passage of warships in the territorial sea.

Maritime Boundary Disputes

Dispute with Ukraine over the Ukrainian-administered Ostrov Zmiynyy (Snake Island) and the Black Sea maritime boundary have been referred to the ICJ for adjudication.

Search and Rescue

Constanta Coast Radio Station (YQI) maintains a continuous listening watch for distress traffic on 500 kHz, 2182 kHz, and VHF channel 16. The station can also be contacted by e-mail, as follows:

<p>constantaradio@seanet.ro</p> <p>arrivairo@radionav.ro</p>
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Time Zone

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is observed from the last Sunday in March until the last Sunday in October.

Traffic Separation Schemes

A Government of Romania-adopted Traffic Separation Scheme is located in the approaches to Constanta and Midia.

U.S. Embassy

The U. S. Embassy is situated at 7-9 Strada Tudor Arghezi, Bucharest.

The mailing address is Department of State, 5260 Bucharest Place, Washington, DC (20521-5260).

<p>U. S. Embassy Romania Home Page http://bucharest.usembassy.gov</p>



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General

Russia is located in northern Asia, bordering the Arctic Ocean, between Europe and the North Pacific Ocean.

The climate ranges from subtropical with abundant rainfall along sections of the Black Sea to extreme cold winters with short cool summers in N Siberia. In general, most of the

country has a continental type of climate which is characterized by cold winters and warm summers.

The terrain is a broad plain with low hills W of the Urals. There are vast forest and tundra in Siberia with uplands and mountains along the S border regions.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Temporary markings indicating areas prohibited for navigation, anchoring and fishing, and naval exercise areas, will be broadcast by marine radio and published in the weekly notice.

Cautions

Protection zones have been established extending 100m on each side of all pipelines in Russian waters. Anchoring, trailing an anchor, trawling, dredging, or any operation which could endanger a pipeline is prohibited within these zones. The same restrictions apply within 0.25 mile on each side of the seabed cables.

Because of insufficient information, it is not possible to ensure that NGA charts and publications, covering the coasts of Russia and adjacent waters, are up to date concerning new dangers or changes to navigational aids or warnings and mariners are therefore cautioned to exercise additional care when navigating these waters.

Currency

The official unit of currency is the ruble, consisting of 100 kopeks.

Firing Areas

Area No. 117—Area bounded by lines joining the following positions:

- a. 54°57.8'N, 19°41.0'E.
- b. 55°13.4'N, 19°24.5'E.
- c. 55°43.8'N, 19°12.1'E.
- d. 56°18.5'N, 19°28.2'E.
- e. 56°08.1'N, 20°42.0'E.
- f. 55°35.0'N, 20°42.0'E.
- g. 55°05.0'N, 20°24.0'E.
- h. 54°57.8'N, 20°06.0'E.

Area No. 117A—Area bounded by lines joining the following positions:

- a. 55°57.8'N, 19°41.0'E.
- b. 55°13.4'N, 19°24.5'E.
- c. 55°43.8'N, 19°12.1'E.
- d. 55°51.0'N, 19°15.5'E.
- e. 55°51.0'N, 20°42.0'E.
- f. 55°35.0'N, 20°42.0'E.
- g. 55°05.0'N, 20°24.0'E.
- h. 54°57.8'N, 20°06.0'E.

Kronshtadt Fortified Zone (West)—Area bounded by lines joining the following positions:

- a. 60°12.2'N, 29°00.0'E.
- b. 60°00.0'N, 29°00.0'E.
- c. 59°57.0'N, 28°56.0'E.
- d. 59°54.7'N, 29°00.7'E.

Kronshtadt Fortified Zone (East)—Area bounded by lines joining the following positions:

- a. 60°00.8'N, 29°58.0'E.
- b. 59°56.5'N, 29°50.0'E.
- c. 59°56.5'N, 29°40.0'E.
- d. 59°55.9'N, 29°40.0'E.

Government



Flag of Russia

Russia is a federation. The country is divided into 89 various administrative entities.

Russia is governed by a directly-elected President serving a maximum of two consecutive 4-year terms. The bicameral Federal Assembly is composed of the 178-member appointed Council of the Federation (upper chamber), serving 4-year terms, and the 450-member State Duma (lower chamber), of

which 225 members are directly elected and 225 members are elected on the basis of proportional representation, serving 4-year terms.

The legal system is based on civil law.
The capital is Moscow.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 2	Second New Year's Day
January 7	Russian Orthodox Christmas
February 23	Defenders' Day
March 8	International Women's Day
May 1 and 2	Spring and Labor Holiday
May 9	Victory Day (World War II)
June 12	Independence Day
August 22	Day of the Russian Federation State Flag
November 4	Reconciliation Day
December 12	Constitution Day

Ice

The Baltic Sea

Russian icebreakers are maintained to assist vessels in the navigation of territorial waters during the ice season. The movements and positions of the icebreakers are reported daily by radio.

These rules have been extracted from Russian Notices to Mariners:

1. The request for convoying vessels through the ice shall be made in port to the Captain of the Port, and at sea to the master of the icebreaker.

2. A vessel to be convoyed should carry, within the limits of the requirements of good seamanship, a supply of fuel and provisions, wooden fenders, quick-setting cement, patches, mats, and the like, sufficient for the passage. The vessel's pumps should be in good working condition and vessels should be equipped with a properly functioning radio receiver.

If these conditions cannot be met, and, in addition, if the vessel has not been certified by governmental agencies, or classification societies, as being fit to put to sea, or if such certification is overdue, the Captain of the Port, or the master of the icebreaker, if the icebreaker is outside the port limits, has the right to refuse the request to take the vessel to sea, or to bring it into port.

3. Any vessel in need of icebreaker convoy shall await the arrival of the icebreaker, and shall not enter the ice without the latter.

4. The time, and the sequence in which vessels will proceed through the ice, as well as the number of vessels to be convoyed simultaneously, shall be determined in port by the

Captain of the Port, and at sea by the master of the icebreaker.

5. Masters of vessels following icebreakers through the ice shall be subordinate to orders issued by the master of the icebreaker in so far as they pertain to movement in the ice, and shall act in conformity with such orders. Masters of vessels shall, by their actions, assist the master of the icebreaker so that passage through the ice area may be made together as rapidly and safely as possible.

6. Vessels following icebreakers shall not overtake each other.

7. Vessels following icebreakers shall be prepared for immediate full astern operation. When the vessel begins to back the rudder shall be in the "amidships" position.

8. Vessels proceeding through the ice in tow of an icebreaker shall not operate their engines in the ahead direction without special orders from the master of the icebreaker in each individual case. Vessels shall be constantly alert to drop the tow immediately when ordered to do so by the master of the icebreaker, as well as ready to make full speed astern.

9. The first vessels to be convoyed shall be naval vessels, mail-passenger vessels, and vessels carrying cargo that has been designated as priority. These shall be followed by all remaining vessels in their order of arrival at the edge of the ice, or readiness to leave port.

10. Vessels following an icebreaker and suffering damage shall hoist the distress signal prescribed by the International Rules of the Road.

A vessel suffering damage of any kind in the ice, or springing a leak, shall take immediate steps to repair the damage, and shall, simultaneously, report such damage to the master of the icebreaker by radio, or other means of communications.

11. Vessels following an icebreaker through the ice shall be guided by the International Code of Signals. Vessels shall comply immediately with these signals when made by the icebreaker.

12. In the event the master of a vessel being convoyed by an icebreaker fails to comply with the orders issued by the master of the icebreaker, the latter has the right to refuse further convoy until his orders are complied with.

13. Neither the icebreaker, the owner of the icebreaker, nor the charterer shall bear any property responsibility for damage, or for other losses that could be sustained by a ship under convoy during, and as a consequence of its being convoyed through the ice, or as a result of maneuvers while under such convoy.

14. Merchant vessels of all flags are free of all charges for using the services of port icebreakers to convoy them from the edge of the ice into port to the berth, and from the port to sea, as well as for towing during convoy if such towing is deemed necessary by the master of the icebreaker.

The tariffs for the operation of icebreakers in the Arctic, and in the non-Arctic seas that freeze during the winter navigation period, shall be paid at the per ton rate by the shipper, or receiver, for each ton of cargo, depending on the conditions of the sales contract, as shall the rate for convoying vessels other than those belonging to the Ministry of the Merchant Marine in Arctic waters, levied in accordance with established procedure. The shifting of berths required in con-

nection with cargo handling operations, as well as bunkering, docking, and the like, shall be paid for separately.

15. Any vessel using an icebreaker to convoy it through the ice, by such action consents to placing itself under the provisions of these rules.

16. The master of a vessel following an icebreaker shall do his own dead-reckoning and keep a running fix of his vessel's position. Upon completion of the convoy through the ice he shall compare his position coordinates with those of the icebreaker.

The Black Sea and the Sea of Azov

Ice may form during prolonged periods of frost which occur in the winter in the N parts of the Black Sea and the Sea of Azov. The severity of the winter, and therefore the extent and thickness of the ice cover, varies in different years but even in the most severe winter, only a relatively small part of the entire Black Sea is affected by ice.

Navigation is usually only affected in the NW part of the Black Sea, Kerchenskiy Proliv (Kerch Strait), and the Sea of Azov. February is normally the month of greatest ice cover in these areas.

In the Sea of Azov, between mid-December and late February, navigation is often hindered by ice and in many cases can only be maintained with the help of icebreakers. Navigation is likely to be the most difficult of the N shore, in the entrance to the Gulf of Taganrog, and with prolonged N or NE winds, in the approaches to Kerchenskiy Proliv (Kerch Strait).

Industries

The main industries include oil, gas, chemicals and metals, mining, machine building, road and transportation equipment, communication equipment, medical and scientific instruments, and consumer goods.

Languages

Russian is the official language.

Mined Areas

The Baltic Sea

Area No. 110—Northwest of Tolbukhin Light.—Area bounded by lines joining the following positions:

- a. 60°02.7'N, 29°23.1'E.
- b. 60°05.0'N, 29°23.0'E.
- c. 60°05.0'N, 29°29.3'E.
- d. 60°04.2'N, 29°29.3'E.
- e. 60°02.7'N, 29°25.5'E.

Note.—This is a mine practice area.

Area No. 233—Northeast of Ostrov Rukhnu.—Area bounded by lines joining the following positions:

- a. 57°53.7'N, 23°17.5'E.
- b. 57°56.0'N, 23°25.0'E.
- c. 57°54.2'N, 23°27.0'E.
- d. 57°51.5'N, 23°19.0'E.

Area No. 234—West of Mys Akmenrags.—Area bounded by lines joining the following positions:

- a. 56°52'N, 20°25'E.
- b. 56°52'N, 20°29'E.
- c. 56°49'N, 20°29'E.
- d. 56°49'N, 20°25'E.

Area No. 235—Southwest of Mys Taran.—Area bounded by lines joining the following positions:

- a. 54°39.0'N, 19°33.0'E.
- b. 54°42.0'N, 19°33.0'E.
- c. 54°42.0'N, 19°36.5'E.
- d. 54°39.0'N, 19°36.5'E.

Area No. 236—Approaches to Liepaja.—Area bounded by lines joining the following positions:

- a. 56°41.7'N, 20°42.0'E.
- b. 56°44.1'N, 20°42.0'E.
- c. 56°44.1'N, 20°44.7'E.
- d. 56°41.7'N, 20°44.7'E.

The Sea of Azov (Taganrogskiy Zaliv)

Former Mined Area No. 64—Area bounded by lines joining the following positions:

- a. 46°50.0'N, 38°05.5'E.
- b. 46°44.8'N, 38°07.5'E.
- c. 46°45.0'N, 38°14.8'E.
- d. 46°48.4'N, 38°19.2'E.
- e. 46°51.5'N, 38°17.5'E.

Former Mined Area No. 65—Area bounded by lines joining the following positions:

- a. 46°45.0'N, 38°18.2'E.
- b. 46°44.0'N, 38°18.2'E.
- c. 46°44.0'N, 38°20.3'E.
- d. 46°45.0'N, 38°20.3'E.

Former Mined Area No. 66—Area bounded by lines joining the following positions:

- a. 46°58.0'N, 38°25.0'E.
- b. 46°55.0'N, 38°25.0'E.
- c. 46°53.5'N, 38°37.0'E.
- d. 46°57.5'N, 38°48.7'E.
- e. 46°59.0'N, 38°57.2'E.
- f. 47°01.5'N, 38°56.0'E.

Former Mined Area No. 67—Area bounded by lines joining the following positions:

- a. 47°04.7'N, 38°30.5'E.
- b. 47°02.0'N, 38°32.0'E.
- c. 47°02.3'N, 38°36.0'E.
- d. 47°05.7'N, 38°34.7'E.

Former Mined Area No. 68—Area bounded by the coast and lines joining the following positions:

- a. 47°11.7'N, 38°49.7'E. (coast)
- b. 47°07.5'N, 38°53.0'E.
- c. 47°06.5'N, 38°58.5'E.
- d. 47°11.0'N, 39°00.5'E.
- e. 47°12.0'N, 38°57.5'E. (coast)

Note.—These former mined areas still may present a danger for vessels anchoring, fishing, or engaged in submarine or sea bed activities.

Navigational Information

Enroute Volumes

Pub. 155, Sailing Directions (Enroute) East Coast of Russia.

Pub. 183, Sailing Directions (Enroute) North Coast of Russia.

Pub. 195, Sailing Directions (Enroute) Gulf of Finland and Gulf of Bothnia.

BA NP 24, Black Sea and Sea of Azov Pilot (British Admiralty publication)

Maritime Claims

The maritime territorial claims of Russia are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* In a joint statement with Ukraine, declared that the Sea of Azov and Kerchenskiy Proliv (Kerch Strait) are historic internal waters of the two states.

Maritime Boundary Disputes

Dispute with Norway over maritime limits in the Barents Sea and Russia's fishing rights beyond the territorial limits of Svalbard within the Svalbard Treaty zone.

Dispute with China over alluvial islands at the confluence of the Amur River and the Ussuri River, as well as a small island on the Argun River.

Dispute with Japan over the islands of Etorofu, Kunashiri, Shikotan, and the Habomai Group, known in Japan as the "Northern Territories" and in Russia as the "Southern Kurils." These islands were occupied by the Soviet Union in 1945, are now administered by Russia, and are claimed by Japan.

The maritime boundary with Ukraine through the Sea of Azov and Kerchenskiy Proliv (Kerch Strait) remains unresolved despite a 2003 framework agreement and ongoing discussions.

The maritime boundary with Georgia is unresolved.

Pilotage

Pilotage is compulsory for entry to and departure from all Russian ports and for mooring and casting off. Pilots should be ordered through the vessel agent 12 hours in advance and confirmed 4 hours prior to arrival, unless otherwise stated by individual ports.

Vessels should send their ETA via their agent 12 days, 96 hours, and 12 hours in advance. Oil, gas, and chemical tankers should however, confirm their ETA 14 days, 72 hours, and 12 hours before arrival.

Vessels requiring a Deep Sea Pilot for the Baltic area should send the request to the port of St. Petersburg.

In addition, masters must indicate that the vessel has certification guaranteeing civil responsibility for damage from oil pollution.

The following information is required by the Port Authority:

1. Name and flag of vessel.
2. Port of departure (last port of call).
3. Vessel's draft at bow and stern.
4. Cargo capacity of vessel, volume of hold, measurements.
5. Name and quantity of cargo and its distribution by hold (for tankers, in addition, indicate type and disposition of ballast).
6. Requirements from port services.

Information concerning a vessel's sanitation state must be reported in accordance with current sanitation, veterinary, and quarantine regulations.

A vessel's arrival in port must be registered directly with the Port Authority or with a representative of the Transport Fleet Maintenance Service, within the first 6 hours in port, completing sanitation, quarantine, customs, and border formalities.

On sailing, the Port Authority must be informed of intended departure at least 6 hours in advance; during a short term anchorage (less than 6 hours) at least 2 hours notice is required.

Pilotage requirements may therefore vary from port to port. See the appropriate volume of Sailing Directions (Enroute). In the majority of ports, entry and departure of vessels take place around the clock. In some ports, pilotage is carried out with the aid of tugs. In others, shore radar and radio direction-finding stations are used.

Pollution

Russian regulations prohibit, under severe penalties, discharge within the economic zone of Russia of oil, oil products and any other substance or refuse injurious to human health or to the living resources of the sea.

Failure to inform the nearest Russian authority of accidental or emergency discharge of such substances within the territorial and internal waters of Russia and failure to note the occurrence in the ship's log also carry severe penalties.

Russian merchant vessels and civil aircraft are instructed to inform Russian authorities of witnessed infringements of the Russian regulations and of the international regulations.

Within the territorial and internal waters of Russia vessels suspected of infringing the regulations are liable to be stopped, boarded and inspected. If an infringement has taken place within those waters, the vessel is liable to be detained.

The Black Sea and the Sea of Azov are Special Areas under the terms of *The International Convention for the Prevention of pollution from Ships 1973*, as modified by the Protocol of 1978 (MARPOL 73/78). All discharge of oil at sea is prohibited and special regulation apply to the discharge of garbage.

Regulations

Access to Russian ports by any foreign vessel is subject to compliance with applicable laws and regulations of the government of Russia and local municipal and port authorities in the areas wherein they have their jurisdiction.

Economic Zone

Russia claims an economic zone extending 200 miles seaward from the limits of its territorial sea.

Within the economic zone, the Government of Russia issues regulations in connection with and for the control of:

1. Exploitation and conservation of resources found on or below the sea bed and in the waters above it, including anadromous fish. Fishing of anadromous types of fish is permitted only as a result of inter-governmental agreement.
2. Marine scientific research.
3. Pollution of the marine environment.

Freedom of passage for ships and aircraft through the economic zone is assured.

Regulations exist for the inspection of vessels suspected of causing pollution and penalties for infringement exist.

Foreign Naval Vessels

Foreign naval vessels intending to enter waters of Russian or visit Russian ports should obtain a copy of *Regulations for Foreign Naval Vessels Navigating and Remaining in the Territorial or Internal Waters of Russia or Visiting Russian Ports*. These regulations are published as a Russian Annual Notice to Mariners.

Proposals to visit Russian ports should be forwarded through the Russian Ministry of Foreign Affairs not less than 30 days prior to the suggested visit. This rule does not apply to warships on which heads of governments or heads of state are embarked, nor to ships accompanying them.

Ships whose approach is necessitated by foul weather or engine failure which threatens the safety of the ship must inform the nearest port of the reason for entry, and, if possible, go to a recognized port open to foreign merchant vessels, or to a point indicated by the vessel sent to aid or meet it.

All foreign vessels when within territorial waters or internal waters of Russia, must observe radio communication, navigational, port, customs, sanitary and other regulations.

In the event of an emergency entry into territorial waters, or emergency non-observance of rules for navigation and stay in these waters, foreign vessels must immediately notify the nearest Russian port authority.

Foreign Merchant Vessels

Foreign non-military vessels enjoy the right of innocent passage through Russian territorial waters in accordance with Russian laws and international treaties; innocent passage is effected by crossing them without entering Russian internal waters, or by passing through them enroute to or from Russian ports open to foreign vessels.

While effecting innocent passage, vessels must follow the customary navigational course or course recommended through sea corridors or in accordance with traffic separation schemes.

The master of a foreign non-military vessel which has violated the rules of innocent passage is accountable under Russian legislation.

All foreign vessels when within territorial waters or internal waters of Russia, must observe radio communication, navigational, port, customs, sanitary and other regulations.

In the event of an emergency entry into territorial waters, or emergency non-observance of rules for navigation and stay in

these waters, foreign vessels must immediately notify the nearest Russian port authority.

Vessel Reporting System

The Gulf of Finland Reporting System (GOFREP) is a mandatory ship reporting system. Shore-based facilities at Tallinn Traffic, Helsinki Traffic, and Sankt Petersburg Traffic monitor vessel movements and provide advice and information about navigational hazards and weather conditions. For further information on the requirements for GOFREP, see Finland—Regulations—Reporting System.

Restricted Areas

Russian Regulated Areas include all areas where navigation, fishing, or anchoring is prohibited or restricted.

Regulated Areas also include areas designated by the Russian authorities as temporarily dangerous for navigation; as these prohibitions are for an indefinite period they are described below as prohibited areas.

Areas where navigation is periodically prohibited lie within Russian territorial waters; radio warning is given by PRIP of the date on which such an area becomes prohibited for navigation.

Areas periodically declared dangerous for navigation which may also include various firing danger and exercise areas, lie partly or wholly outside Russian territorial waters; radio warning is given by PRIP, of the date on which such an area becomes dangerous for navigation.

Fortified Zones are those areas established by the Russian authorities where special control of navigation exists on a permanent basis. Prior permission must be obtained to enter or leave such areas, and pilotage through them is compulsory.

Special regulations are in force in these zones, and the pilot's instructions concerning them must be strictly complied with. Navigation through these zones in fog is normally prohibited.

Changes to Russian Regulated Areas are announced by PRIP or NAVIP. Similar warnings may occasionally be broadcast concerning other areas not previously designated as areas where navigation is periodically prohibited.

The Russian authorities place responsibility for the violation of the limits of a regulated area on the ship's master.

The geographical positions which follow are those published in Russian Notices to Mariners and/or Russian publications and therefore relate to Russian charts. Mariners should not navigate near the limits of these areas, when activated, due to possible graduation differences between Russian and NGA charts. Unless otherwise stated, the area is bounded by the lines joining the positions.

Russian Regulated Areas for the Baltic Sea are listed in Appendix I.

Russian Regulated Areas for the Black Sea and the Sea of Azov are listed in Appendix II.

Search and Rescue

The Maritime Rescue Coordination Center (MRCC) Moskva is responsible for coordinating search and rescue operations and working with search and rescue services of neighboring countries.

A network of coast radio stations maintains a continuous listening watch on international distress frequencies for distress traffic.

The MRCCs and the Maritime Rescue Coordination Subcenters (MRSC) can be contacted by e-mail, as follows:

MRCC Moskva:	smrcc@morflot.ru
MRCC Sankt Petersburg:	mrcc@mail.pasp.ru
MRCC Kaliningrad:	mrcc@mapkld.ru
MRCC Novorossiysk:	gmssb3@mapn.morflot.ru

Rescue craft on the Baltic Sea coast are maintained at the following locations:

1. Sestroetsk (60°06'N., 29°57'E.).
2. Mys Lisiy Nos (60°01'N., 29°58'E.).
3. Lomonosov (59°55'N., 29°46'E.).
4. Petrovets (59°53'N., 29°54'E.).
5. Strelina (59°52'N., 30°03'E.) (summer only).
6. Baltiysk (54°39'N., 19°54'E.).
7. Mys Taran (54°58'N., 19°59'E.).
8. A rescue station 6 miles NNE of Baltiysk.

Signals

Anchor Signals

Vessels using a kedge anchor show, by day, a red flag, or at night a white light on the anchor cable at half the height of the ship's side. These signals are additional to those prescribed by the International Regulations for Preventing Collisions at Sea.

Dredge Signals

Dredges in Russian waters show the appropriate lights or shapes as prescribed in the *International Regulations for Preventing Collisions at Sea*. These signals should only be interpreted as an indication of the side on which the dredge wishes to allow the approaching vessel to pass.

The approaching vessel should reduce speed to the minimum necessary for steerage way before arriving at a distance of 0.5 mile from the dredge; one prolonged blast should be sounded. The dredge will, in addition to showing the proper signals, confirm the side on which the dredge is to be passed, as follows:

Russia—Dredge Signals	
Signal	Meaning
One long blast	Leave me on your port side.
Two long blasts	Leave me on your starboard side.
Three long blasts	No passage. Wait until clear.

Survey Vessels

Russian vessels, engaged in survey operations, display a blue pennant having on it a white disc bearing the figure of a light-house.

Fishing Vessels

Mariners are cautioned that, in certain waters of the Baltic Sea and Gulf of Finland, Russian fishing vessels may be en-

countered at night showing lights additional to those described in the International Rules of the Road.

These lights are white, red, green and blue, the brightest being a red light with a visibility of at least 1 mile; the remaining lights have a visibility of not less than 750m.

Mariners are advised on sighting these fishing vessels, to give them a berth of not less than 2 miles.

Lightships Not on Station

A lightship, not on station, that has broken loose from its anchor shall discontinue its characteristic light and fog signal and, if possible, lower its daymark and hoist the following signals:

1. By day—Two large black balls, one in the bow, the other in the stern.
2. At night—Two red lights, one in the bow, the other in the stern.

Red flags shall be displayed in place of the black balls if circumstances are such that the above daytime signals cannot be used, or if the signals are the distinguishing signals for the particular lightship.

The lightship that has broken loose from its anchor shall, in addition to the above, take the following precautions:

1. By day—Hoist the signal "LO" of the International Code, meaning "I am not in my charted position."
2. At night—Burn red and white pyrotechnic lights simultaneously at least once every 15 minutes.

If circumstances are such that pyrotechnics cannot be used, the red and white pyrotechnics shall be replaced by simultaneously showing a red and a white light.

Special Warning Signals

It may at times be necessary to prohibit entry of shipping into certain Russian territorial waters and under these conditions a special warning service consisting of special warships, guardships, examination vessels, or coast guard stations will be established. Mariners are cautioned on approaching such waters to maintain a good lookout for these vessels which will show the following signals:

1. By day—A blue triangular flag.
2. By night—Three blue lights, vertically disposed.

Should any vessel approach an area where entry to or navigation within is prohibited, the patrol vessel, guardship, or coastguard station shall in addition to the above signals, show the following signals:

1. By day—Three red balls, vertically disposed.
2. By night—Three red lights, vertically disposed.

The above information is not to be construed to mean every restricted area will be guarded, and vessels proceeding into these waters should have on board the latest available information pertaining to navigation off the coastal areas of Russian.

Vessels of the Russian Police Department wishing to stop non-naval vessels will exhibit:

1. By day—International Code flag L from the mast.
2. By night—Two green lights, vertically disposed.

Ships that have been given either of these signals must stop and remain stopped until permission to proceed is received from the guardship..

Should entry or navigation into a given area be unrestricted and no special signal or instruction regarding further move-

ments have been made or given by the guardship or coastguard station, an incoming vessel is free to proceed to its destination, but must observe such regulations as may already have been promulgated.

Should Russian naval vessels be present in any restricted area, and should no special regulations concerning navigation with it have been issued, then approaching vessels must not pass between such naval vessels.

Submarine Warning Signals

The following signal is used to warn foreign submarines which are submerged:

1. A series of three explosions at 1 minute intervals, followed after an interval of 3 minutes by a second series of three explosions: you have entered territorial waters. Come to the surface immediately. If you do not surface you will be fired upon.
2. An acoustic signal by sonar may be given simultaneously, with the same meaning as above. The signal will consist of five dashes, each dash 3 seconds long, with the interval between dashes being 3 seconds.

Tidal Signals

Signals are displayed to indicate the height of the water level above chart datum, in units of 20 cm, as follows:

Day Signal	Night Signal	Meaning
Three black balls, vertically disposed	Three red lights, vertically disposed	Entry forbidden due to obstruction
Black cone, point up, between two black balls, vertically disposed	White light between two red lights, vertically disposed	Entry temporarily prohibited-Normal operations
Black cone, point down, above black cone, point up, over black ball	Green light above white light over red light	Entry and exit temporarily prohibited-Normal operations
Black cone, point down, above black cone, point up, over black cone, point down	White light between two green lights, vertically disposed	Exit temporarily prohibited-Normal operations
Black ball between two black cylinders, vertically disposed	Red light between two white lights, vertically disposed	Movement of small warships, launches, boats prohibited in harbor and roads

Traffic Signals

Signals regulating entry to and departure from the Russian Federation ports are, as follows:

Day Signal	Night Signal	Meaning
Three balls	Three red lights	Entry forbidden due to obstruction

Day Signal	Night Signal	Meaning
Cone, point up, between two balls	White light between two red lights	Entry temporarily prohibited-Normal operations
Cone, point down, above cone, point up, over ball	Green light above white light over red light	Entry and exit temporarily prohibited-Normal operations
Cone, point down, above cone, point up, over cone, point down	White light between two green lights	Exit temporarily prohibited-Normal operations
Ball between two cylinders	Red light between two white lights	Movement of small warships, launches, boats prohibited in harbor and roads

Note.—All signals are disposed vertically; all the day signal shapes are black.

Towing Signals

The following sound signals are used by the vessel being towed:

Signal	Meaning
One long blast	Tow straight ahead or astern (as appropriate)
Two long blasts	Stop engines
One long blast, one short blast	Reduce speed
One short blast, one long blast	Increase speed
One long blast, one short blast, one long blast	Let go or take up tow
One short blast	Tow to starboard
Two short blasts	Tow to port
Three short blasts	Go full speed astern
Three long blasts, one short blast	Tug required
Five or more short blasts	Stop moving immediately

When two tugs are employed, one will be directed by the ship's whistle and the other by oral whistle signals. Signals given by the towed ship must be repeated by the tug.

Submarine Operating Areas

Warships of the Navy of Russia escorting submarines will, for purposes of warning vessels of the presence of submarines in a particular sea area, hoist the flag signal "NE 2" of the International Code of Signals, meaning "You should proceed with particular caution; submarine exercises are in progress in this area."

Warships of Russia shall, if possible, also transmit the fact by radio in plain language on the established international frequency, 500 kHz.

During darkness, specially assigned warships shall warn approaching vessels of the presence of submarines by using for the purpose all communication means available to them.

Approaching vessels shall set their courses so as not to interfere with the movements of the warships displaying the signals indicated, and shall ensure that these latter have adequate room in which to maneuver. If, for whatever reason, a vessel is unable to meet these requirements, such vessel should reduce speed to as slow as possible until such time as the danger area has been transmitted to it, or until such time as instructions as to a safe course are received.

The vessel shall, at the same time, keep a sharp lookout for submarines, the presence of which can be detected only if they are at a depth when the periscope, snorkel, parabolic radar antenna, or DF loop is visible.

All these devices can be mistaken for the brooms used as topmarks, logs, and other floating objects, because of their external appearance. However, if they are in fact extendible devices of a submarine they usually will leave a wake.

A submarine, moreover, sometimes can be detected because of air bubbles coming to the surface, or because of a red and white float, or buoy, towed astern and visible on the surface.

A surfaced submarine can be detected at night by its running lights, and by the fixed white lights of emergency signal buoys which can be lighted by the submarine in good time while it still is submerged. In some cases the presence of a submarine in the area can be made known by its submerged firing of signal cartridges which form a colored smoke in the daytime, and by a similarly colored flare at night.

A vessel observing the extendible devices of a submarine, a towed float or buoy, the fact of running lights showing as well as the fixed white lights of emergency signal buoys, or the firing of signal cartridges shall sheer off immediately so as to leave them astern, or back down or stop its engine, so as to pass clear of the submarine at a safe distance.

Mariners should, however, be aware of the fact that surface warships do not always escort submarines engaged in exercises, or making passage.

Sunken Submarines

When a Russian submarine is in distress and cannot surface it can indicate its position by releasing to the surface an emergency signal buoy, fuel or lubricating oil, or air bubbles.

Submarines of the Navy of Russia are fitted with two emergency signal buoys, one in the bow, the other in the stern.

The emergency signal buoys are shaped like a truncated cone with a flat bottom and a spherical upper part (the buoy can, in some cases, be shaped like an oblate spheroid). Buoy diameter is about 0.9 to 1.25m; height about 0.4 to 0.7m.

The body of the buoy rises about 0.4 to 0.6m above the surface. The buoy is red, with the upper part having three red sectors alternating with three white sectors. One of the white sectors carries a black H, or a black K. The letter H signifies that the buoy is the bow buoy, the letter K that the buoy is the stern buoy. The buoys are visible for about 2 miles.

A quick flashing white light (70 flashes per minute) visible for 5 miles, is shown from the center of the upper part of the buoy.

A mariner sighting evidence on the surface that a submarine is in distress shall, with the maximum accuracy, fix the position of an oil slick, or of the appearance of air bubbles, and report this to the nearest Russian port authorities.

If an emergency signal buoy is spotted, the fact shall be reported immediately to the nearest Russian port, such report to include the exact position of the buoy, and time spotted, and communications shall be established with the submarine over the emergency signal buoy telephone.

To establish communications with the submarine, open the cover on the well in the buoy (by removing the wing nuts, or by backing off the nuts with a wrench), secure it, remove the handset from the rubber case, and call by pressing the button on the end of the rubber bulb.

Upon receiving a response, release the button and begin to talk. Now further action on the part of the mariner will depend entirely on the concrete situation in which the submarine may be in and on the status of its crew.

Vessels, cutters, or boats should not tie up to an emergency signal buoy, nor lift it on board.

Russian Submarine Lights

The design features of submarines prevent them from fully complying with the provisions of Rules of the Road with respect to ships' lights.

The low position of the running lights, the small vertical spacing, and the closeness together of the masthead and side lights all work to give an incorrect idea of the length of the submarine, its exact course, and even more to the point, of changes in course. This is why submarine lights can be mistaken for those of a small vessel, or a cutter, moving at slow speed.

Mariners should always be aware of the special features of the placement of submarine lights, and take all precautionary measures necessary when passing submarines, particularly in fairways, in narrow waters, and in the entrances (exits) of bays and gulfs.

Submarines may carry one or two special identification lights for timely recognition when in restricted waters, and in areas in which traffic is heavy. They are quick flashing (100

flashes per minute) orange lights visible all around the horizon, located in the submarines fore and aft plane.

One light is installed on top and in the middle of the conning tower, at least 1.5m above the masthead light. The other is in the stern on the submarine, or on a stabilizer. All ships, upon seeing these lights, shall take immediate, decisive measures to pass the submarine at a safe distance.

Time Zone

The boundaries between the Time Zones covering Russia are irregular; the principal towns in each zone are listed in the accompanying table. Daylight Savings Time is observed from the last Sunday in March until the Saturday before the last Sunday in October.

Traffic Separation Schemes

Traffic Separation Schemes (TSS) in the Baltic Sea coast of Russia are, as follows:

1. Off Seskar Island (Ostrov Seskar). (Government of Russia)
2. Off Sommers Island (Ostrov Sommers). (IMO adopted)
3. Off Hogland Island (Ostrov Gogland). (IMO adopted)
4. Off Rodsher Island (Ostrov Rodsher). (IMO adopted)

Traffic Separation Schemes (TSS) in the Black Sea coast of Russia are, as follows:

1. In the Southern Approaches to Kerch Strait (Kercehnskiy Proliv). (IMO adopted)
2. In the Northern Approaches to Kerch Strait (Kercehnskiy Proliv). (Governments of Russia and Ukraine)
3. Approaches to Novorossiysk. (Government of Russia)

U.S. Embassy

The U.S. Embassy is situated at Bolshoy Devyatinskiy Pereulok No. 8, 121099 Moscow.

The mailing address is APO AE 09721.

U. S. Embassy Russia Home Page
<http://moscow.usembassy.gov>

West Coast of Russia—Time Zones			
Zone	City	Standard Time	Daylight Savings Time
0	Kaliningrad	BRAVO (-2)	CHARLIE(-3)
1	Moscow, St. Petersburg, Arkhangelsk, Astrakhan. Includes the Russian coasts of the Black Sea and the Sea of Azov.	CHARLIE(-3)	DELTA (-4)

Appendix I

Regulated Navigation Areas—Baltic Sea

Areas Prohibited for Navigation

Malyy Kronshtadtskiy

Area 69A—Area bounded by lines joining the following positions:

- a. 59°58.13'N, 29°46.16'E.
- b. 59°58.56'N, 29°46.16'E.
- c. 59°58.25'N, 29°46.77'E.
- d. 59°58.13'N, 29°46.77'E.

Area 69B—Area bounded by lines joining the following positions:

- a. 59°58.22'N, 29°47.20'E.
- b. 59°58.20'N, 29°47.10'E.
- c. 59°58.47'N, 29°46.57'E.
- d. 59°58.54'N, 29°46.78'E.

Northwest of Ostrov Vikrevoiy

Area No. 71—Area bounded by the shoreline and lines joining the following positions:

- a. 60°36.25'N, 28°23.29'E.
- b. 60°34.39'N, 28°17.40'E.

Approaches to Proliv B'yerkezund

Area No. 73—Area bounded by the shoreline and lines joining the following positions:

- a. 60°15.70'N, 28°55.00'E.
- b. 60°15.70'N, 28°49.53'E.
- c. 60°17.55'N, 28°45.50'E.
- d. 60°19.15'N, 28°46.24'E.

Ostrov Seskar

Area No. 75—Area bounded by lines joining the following positions:

- a. 59°59.3'N, 28°14.0'E.
- b. 60°06.2'N, 28°14.0'E.
- c. 60°01.8'N, 28°25.4'E.
- d. 59°59.3'N, 28°25.4'E.

Northeast of Ostrov Malyy

Area No. KP3—Area bounded by the shoreline and lines joining the following positions:

- a. 60°04.30'N, 28°03.70'E.
- b. 60°06.00'N, 28°11.30'E.
- c. 60°03.35'N, 28°13.40'E.
- d. 60°01.65'N, 28°05.79'E.

Northeast of Mys Kurgal'skiy

Area No. 77—Area bounded by the shoreline and lines joining the following positions:

- a. 59°44.5'N, 28°01.0'E.
- b. 59°44.5'N, 28°00.0'E.
- c. 59°52.5'N, 28°00.0'E.
- d. 59°52.5'N, 28°10.0'E.
- e. 59°47.5'N, 28°10.0'E.

West of Ostrov Moshchnyy

Area No. 78—Area bounded by lines joining the following positions:

- a. 60°05.4'N, 27°34.0'E.
- b. 60°00.5'N, 27°16.5'E.
- c. 59°51.7'N, 27°26.5'E.
- d. 59°56.7'N, 27°44.0'E.

Zaliv Hara Laht to Zaliv Muuga

Area bounded by the shoreline and lines joining the following positions:

- a. 59°40.2'N, 25°42.7'E.
- b. 59°40.7'N, 25°42.7'E.
- c. 59°38.2'N, 25°11.9'E.
- d. 59°34.4'N, 25°11.9'E.
- e. 59°30.4'N, 25°00.4'E.

Zaliv Muuga to Tallinskiy Zaliv

Area bounded by the shoreline and lines joining the following positions:

- a. 59°30.08'N, 24°54.96'E.
- b. 59°35.35'N, 25°01.50'E.
- c. 59°35.35'N, 25°06.86'E.
- d. 59°37.63'N, 25°05.00'E.
- e. 59°37.40'N, 25°02.10'E.

and the shoreline along the S and W coasts of Ostrov Pranglin to point f.

- f. 59°38.70'N, 24°58.30'E.
- g. 59°36.00'N, 24°43.90'E.
- h. 59°34.90'N, 24°44.50'E.

and continuing along the shoreline to point i.

- i. 59°34.30'N, 24°45.60'E.
- j. 59°34.30'N, 24°47.90'E.

Ostrov Naissaar to Ostrov Osmussaar

Area bounded by the shoreline and lines joining the following positions:

- a. 59°29.3'N, 24°42.5'E.
- b. 59°32.5'N, 24°34.0'E.

then along the W coast of Ostrov Naissaar to point c.

- c. 59°36.3'N, 24°30.9'E.
- d. 59°37.7'N, 24°30.9'E.
- e. 59°18.2'N, 24°21.7'E.

then along the E coast of Ostrov Osmussaar to point f.

- f. 59°16.5'N, 23°24.7'E.
- g. 59°13.7'N, 23°30.7'E.

Gulf of Gdansk—East Side

Area No. 104—Area bounded by the coastline and lines joining the following positions:

- a. 54°43.6'N, 19°56.7'E.
- b. 54°43.6'N, 19°53.0'E.
- c. 54°44.1'N, 19°53.0'E.
- d. 54°44.1'N, 19°57.0'E.

Area No. 107—Area bounded by the coastline and lines joining the following positions:

- a. 54°38.05'N, 19°55.66'E.
- b. 54°38.01'N, 19°55.38'E.
- c. 54°38.04'N, 19°55.34'E.

Area No. 108—Area bounded by the coastline and lines joining the following positions:

- a. 54°38.12'N, 19°55.31'E.
- b. 54°38.14'N, 19°55.09'E.

Area No. 109—Area bounded by the coastline and lines joining the following positions:

- a. 54°38.41'N, 19°54.68'E.
- b. 54°38.40'N, 19°54.75'E.
- c. 54°38.34'N, 19°54.74'E.
- d. 54°38.34'N, 19°54.65'E.

Area No. 111—Area bounded by lines joining the following positions:

- a. 54°39.0'N, 19°33.0'E.
- b. 54°42.0'N, 19°33.0'E.
- c. 54°42.0'N, 19°36.0'E.
- d. 54°39.0'N, 19°36.5'E.

Areas Periodically Prohibited for Navigation Due to Firing Practices and Exercises

Gulf of Gdansk—East Coast

Area No. 117—Area bounded by lines joining the following positions:

- a. 54°50.0'N, 19°25.0'E.
- b. 55°54.0'N, 19°03.0'E.
- c. 55°30.0'N, 20°15.0'E.
- d. 55°04.0'N, 20°15.0'E.
- e. 54°57.5'N, 20°06.0'E.
- f. 54°57.5'N, 19°55.0'E.
- g. 54°50.0'N, 19°50.0'E.

Area No. 117A—Area bounded by lines joining the following positions:

- a. 54°50.0'N, 19°25.0'E.
- b. 55°20.0'N, 19°15.0'E.
- c. 55°20.0'N, 20°15.0'E.
- d. 55°04.0'N, 20°15.0'E.
- e. 54°57.5'N, 20°06.0'E.
- f. 54°57.5'N, 19°55.0'E.
- g. 54°50.0'N, 19°50.0'E.

Area No. 163—Area bounded by lines joining the following positions:

- a. 54°46.4'N, 19°39.6'E.
- b. 55°00.0'N, 19°39.6'E.
- c. 55°00.0'N, 19°50.7'E.
- d. 54°46.4'N, 19°50.7'E.

Area No. 161—Area bounded by lines joining the following positions:

- a. 55°02.0'N, 19°39.6'E.
- b. 55°09.5'N, 19°45.3'E.
- c. 55°09.5'N, 20°00.0'E.
- d. 55°02.0'N, 20°00.0'E.

Area No. 65—Area bounded by lines joining the following positions:

- a. 54°50.3'N, 19°20.3'E.
- b. 55°26.0'N, 19°03.0'E.
- c. 55°26.0'N, 19°47.0'E.
- d. 55°03.0'N, 19°35.0'E.
- e. 54°46.4'N, 19°35.0'E.

Area No. 65A—Area bounded by lines joining the following positions:

- a. 54°50.3'N, 19°20.3'E.
- b. 55°09.0'N, 19°10.3'E.
- c. 55°09.0'N, 19°38.1'E.
- d. 55°03.0'N, 19°35.0'E.
- e. 54°46.4'N, 19°35.0'E.

Area No. 65B—Area bounded by lines joining the following positions:

- a. 55°09.0'N, 19°10.3'E.
- b. 55°26.0'N, 19°03.0'E.
- c. 55°26.0'N, 19°47.0'E.
- d. 55°09.0'N, 19°38.1'E.

Area No. 42—Area bounded by lines joining the following positions:

- a. 55°07.6'N, 20°08.0'E.
- b. 55°20.0'N, 20°08.0'E.
- c. 55°20.0'N, 20°30.0'E.
- d. 55°07.6'N, 20°30.0'E.

Areas With Above and Underwater Navigational Dangers

Gulf of Gdansk—East Coast

Area No. 326—Area surrounding a wreck bounded by the coastline and the arc of a circle, with a radius of 1 mile, centered on position 54°55.55'N, 19°55.57'E.

Area No. 327—Area surrounding a drilling platform bounded by the arc of a circle, with a radius of 0.3 mile, centered on position 54°45.45'N, 19°46.65'E.

Area No. 328—Area surrounding a drilling platform bounded by the arc of a circle, with a radius of 0.3 mile, centered on position 55°18.40'N, 20°34.85'E.

Area No. 329—Area bounded by lines joining the following positions:

- a. 54°46.80'N, 19°54.35'E.
- b. 54°47.70'N, 19°54.35'E.
- c. 54°47.70'N, 19°56.60'E.
- d. 54°47.80'N, 19°56.60'E.

Areas Prohibited for Stopping, Anchoring, Fishing, Underwater and Dredging Operations, Navigating With a Trailing Anchor, and Underwater Explosions

Leningrad Guba

Area E of the meridian 29°E and bounded by the coast.

North of Zaliv Hara Laht

Area No. 160—Area bounded by lines joining the following positions:

- a. 59°41.50'N, 25°27.30'E.
- b. 59°45.50'N, 25°27.30'E.
- c. 59°45.50'N, 25°35.20'E.
- d. 59°40.00'N, 25°39.10'E.
- e. 59°39.68'N, 25°36.62'E.

Viire Kurk

Area No. 185—Area bounded by the shoreline and lines joining the following positions:

- a. 58°34.30'N, 23°23.55'E.

- b. 58°34.45'N, 23°24.22'E.
- c. 58°34.54'N, 23°30.62'E.
- d. 58°33.62'N, 23°30.80'E.
- e. 58°33.00'N, 23°24.45'E.

Bukhta Kihelkonna Laht

Area No. 187—Area bounded by the shoreline and lines joining the following positions:

- a. 58°23.46'N, 21°54.13'E.
- b. 58°24.00'N, 21°53.98'E.
- c. 58°24.23'N, 21°54.80'E.
- d. 58°24.58'N, 21°57.40'E.
- e. 58°24.19'N, 21°58.01'E.
- f. 58°23.47'N, 21°54.70'E.

Rizhskiy Zaliv

Area No. 193—Area bounded by 56°59.4'N and 56°59.1'N, the shoreline, and 24°05.9'E.

Approaches to Port Ventpils

Area No. 197—Area bounded by the shoreline and lines joining the following positions:

- a. 57°24.33'N, 21°31.60'E.
- b. 57°24.33'N, 21°31.45'E.
- c. 57°26.20'N, 21°28.90'E.
- d. 57°25.95'N, 21°25.80'E.
- e. 57°26.65'N, 21°24.85'E.
- f. 57°30.50'N, 21°29.20'E.
- g. 57°30.50'N, 21°25.10'E.
- h. 57°24.30'N, 21°20.00'E.
- i. 57°19.50'N, 21°27.73'E.

Southwest of Mys Taran

Area No. 159—Area bounded by the shoreline and lines joining the following positions:

- a. 54°27.6'N, 19°38.5'E.
- b. 54°36.0'N, 19°25.0'E.
- c. 54°45.0'N, 19°37.0'E.
- d. 54°57.6'N, 19°37.0'E.
- e. 54°57.6'N, 19°58.6'E.

Area No. 161—Area bounded by the shoreline and lines joining the following positions:

- a. 54°38.52'N, 19°52.53'E.
- b. 54°38.72'N, 19°52.82'E.
- c. 54°38.40'N, 19°53.43'E.
- d. 54°38.20'N, 19°53.12'E.

Nevskaya Guba

Area No. 241—Area bounded by lines joining the following positions:

- a. 59°56.6'N, 29°55.0'E.
- b. 59°57.6'N, 29°55.0'E.
- c. 59°57.2'N, 29°57.5'E.
- d. 59°56.2'N, 29°57.5'E.

Note.—Vessels not engaged in fishing are prohibited from this area.

Explosives Dumping Areas

North of Ostrov Narvi

Area No. 210—A circular area with a radius of 0.5 mile and centered on position 60°17'N, 27°57'E.

North of Naissaar

Area No. 211—Area bounded by lines joining the following positions:

- a. 59°42.5'N, 24°23.8'E.
- b. 59°43.0'N, 24°26.8'E.
- c. 59°40.4'N, 24°30.3'E.
- d. 59°40.0'N, 24°27.3'E.

Northeast of Osmussaar

Area No. 179—A circular area with a radius of 3.7 miles and centered on position 59°20.1'N, 23°32.2'E.

East of Abruksa Saar

Area No. 212—Area bounded by lines joining the following positions:

- a. 58°09.8'N, 22°51'E.
- b. 58°09.8'N, 22°53'E.
- c. 58°08.3'N, 22°53'E.
- d. 58°08.3'N, 22°51'E.

Southwest of Liepaja

Area No. 213—A circular area with a radius of 0.5 mile and centered on position 56°21.8'N, 19°45.0'E.

Area No. 214—Area bounded by lines joining the following positions:

- a. 56°16'N, 18°39'E.
- b. 56°16'N, 18°51'E.
- c. 56°20'N, 18°55'E.
- d. 56°20'N, 19°31'E.
- e. 56°07'N, 19°15'E.
- f. 55°56'N, 19°15'E.
- g. 55°56'N, 18°39'E.

Appendix II

Regulated Navigation Areas—Black Sea and the Sea of Azov

Caution.—Many Regulated Navigation Areas are not charted. Information on those areas described as having unknown boundaries should be obtained from local authorities.

Areas Prohibited for Navigation

Novorossiyskaya Bukhta

Area 113—Area bounded by the shoreline and lines joining the following positions:

- 44°42'36"N, 37°47'10"E. (shore)
- 44°42'36"N, 37°48'08"E.
- 44°42'13"N, 37°47'21"E.
- 44°42'13"N, 37°46'77"E. (shore)

Mys Penay

Area No. 146—Area bounded by lines joining the following positions:

- 44°40'42"N, 37°52'41"E.
- 44°40'42"N, 37°52'58"E.
- 44°40'32"N, 37°52'58"E.
- 44°40'32"N, 37°52'41"E.

Northwest of Mys Vylazki (Sea of Azov)

Area No. 157—A circular area with a radius of 2 miles and centered on position 46°47.0'N, 38°03.9'E.

Southwest of Bukhta Gelendzhikskaya

Area No. 133—A circular area with a radius of 0.4 mile and centered on position 44°30.4'N, 37°58.7'E.

Note.—For **Areas Prohibited for Navigation** off the Black Sea and Sea of Azov coasts of Ukraine, see Ukraine—Regulated Areas.

Areas Prohibited for Stopping, Anchoring, Fishing, Underwater and Dredging Operations, Navigating With a Trailing Anchor, and Underwater Explosions

Mouth of the Reka Ozyereyka

Area No. 647—Area bounded by the shoreline and the seaward portion of a circular area with a radius of about 0.2 mile and centered on position 44°40'08"N, 37°37'31"E.

Mys Myskhako to Mys Doob (Approaches to Novorossiyskaya Bukhta)

Area No. 648—Area bounded by lines joining the following positions:

- 44°38.9'N, 37°44.2'E.
- 44°37.9'N, 37°43.7'E.
- 44°35.5'N, 37°45.9'E.
- 44°35.5'N, 37°52.9'E.
- 44°36.4'N, 37°54.4'E.
- 44°37.9'N, 37°54.4'E.

Novorossiyskaya Bukhta

Area No. 649—Area bounded by the shoreline and lines joining the following positions:

- 44°43'01.0"N, 37°50'11.2"E. (shore)
- 44°42'17.5"N, 37°48'59.7"E.
- 44°41'23.2"N, 37°49'36.6"E.
- 44°41'23.2"N, 37°52'09.3"E. (shore)

Bukhta Imeretinskaya

Area No. 650—Area of unknown boundaries in the vicinity of position 43°23'N, 39°58'E.

Gelendzhikskaya Bukhta

Area No. 651—Area of unknown boundaries in the vicinity of position 44°34'N, 38°04'E.

Approaches to Arkhipo-Osipovka

Area No. 652—Area bounded by lines joining the following positions:

- 44°19.9'N, 38°36.5'E.
- 44°18.0'N, 38°34.9'E.
- 44°16.2'N, 38°31.7'E.
- 44°19.1'N, 38°24.1'E.
- 44°21.3'N, 38°27.1'E.

Bukhta Dzhubga

Area No. 653—Area of unknown boundaries in the vicinity of position 44°18'N, 38°43'E.

South of Novorossiyskaya Bukhta

Area No. 664—Area bounded by lines joining the following positions:

- 44°32.4'N, 37°52.9'E.
- 44°27.3'N, 37°42.5'E.
- 44°21.5'N, 37°57.0'E.
- 44°21.8'N, 37°57.4'E.

Bukhta Rybatskaya

Area No. 666—Area bounded by the shoreline and lines joining the following positions:

- 44°34.5'N, 37°58.5'E. (shore)
- 44°34.3'N, 37°57.9'E.
- 44°34.2'N, 37°58.0'E.
- 44°33.7'N, 37°58.9'E.
- 44°33.9'N, 37°59.1'E.
- 44°34.1'N, 37°59.0'E. (shore)

West of Mys Myskhako

Area No. 670—Area bounded by the shoreline and lines joining the following positions:

- 44°40'08"N, 37°39'22"E. (shore)
- 44°37'15"N, 37°41'37"E.
- 44°36'00"N, 37°40'25"E.
- 44°36'36"N, 37°35'01"E.
- 44°38'14"N, 37°34'58"E.
- 44°40'12"N, 37°38'07"E. (shore)

Approaches to Novorossiyskaya Bukhta

Area No. 671—A circular area with a radius of 0.27 mile and centered on position 44°35'57.5"N, 37°52'47.2"E.

Note.—For **Areas Prohibited for Stopping, Anchoring, Fishing, Underwater and Dredging Operations, Navigating With a Trailing Anchor, and Underwater Explosions** off the Black Sea and Sea of Azov coasts of Ukraine, see Ukraine—Regulated Areas.

Areas Temporarily Dangerous to Navigation**West of Mys Anapskiy**

Area No. 744—Area of unknown boundaries in the vicinity of position 44°50'N, 37°05'E.

Southwest of Novorossiyskaya Bukhta

Area No. 745—Area of unknown boundaries in the vicinity of position 44°28'N, 37°08'E.

Area No. 746—Area of unknown boundaries in the vicinity of position 44°27'N, 37°01'E.

Area No. 747—Area of unknown boundaries in the vicinity of position 44°30'N, 37°10'E.

Area No. 748—Area of unknown boundaries in the vicinity of position 44°23'N, 37°00'E.

Area No. 749—Area of unknown boundaries in the vicinity of position 44°30'N, 37°24'E.

South of Novorossiyskaya Bukhta

Area No. 750—Area of unknown boundaries in the vicinity of position 44°11'N, 37°53'E.

Area No. 751—Area of unknown boundaries in the vicinity of position 44°06'N, 37°48'E.

Area No. 752—Area of unknown boundaries in the vicinity of position 44°21'N, 37°47'E.

Southwest of Gelendzhikskaya Bukhta

Area No. 753—Area bounded by lines joining the following positions:

- a. 44°32'30"N, 37°52'55"E.
- b. 44°33'54"N, 37°54'19"E.
- c. 44°32'18"N, 37°59'43"E.
- d. 44°30'30"N, 37°57'55"E.

Note.—For **Areas Temporarily Dangerous to Navigation** off the Black Sea and Sea of Azov coasts of Ukraine, see Ukraine—Regulated Areas.

For **Areas Temporarily Dangerous to Navigation** off the Black Sea coast of Georgia, see Georgia—Regulated Areas.

Area Used Periodically for Fleet Exercises**Taganrogskiy Zaliv (Sea of Azov)**

Area No. 763—Area bounded by the shoreline and lines joining the following positions:

- a. 46°39.5'N, 37°47.2'E. (shore)
- b. 46°45.9'N, 37°45.4'E.
- c. 46°53.5'N, 37°58.3'E.
- d. 46°42.7'N, 38°15.4'E. (shore)

Note.—For **Areas Used Periodically for Fleet Exercises** off the Black Sea coast of Ukraine, see Ukraine—Regulated Areas.

Explosives Dumping Areas**Southeast of Kerchenskiy Proliv**

Area No. 87—A circular area with a radius of 1 mile and centered on position 44°40.2'N, 36°44.7'E.

Area No. 88—Area bounded by lines joining the following positions:

- a. 44°34.0'N, 36°46.7'E.
- b. 44°34.0'N, 36°54.1'E.
- c. 44°28.8'N, 36°54.1'E.
- d. 44°28.8'N, 36°46.7'E.

Southeast of Novorossiyskaya Bukhta

Area No. 89—Area bounded by lines joining the following positions:

- a. 45°32.0'N, 37°40.0'E.
- b. 45°32.0'N, 37°46.2'E.
- c. 44°29.0'N, 37°46.2'E.
- d. 44°29.0'N, 37°40.0'E.

Southwest of Port Tuapse

Area No. 90—Area bounded by lines joining the following positions:

- a. 44°05.3'N, 38°46.0'E.
- b. 44°05.3'N, 38°50.0'E.
- c. 44°02.3'N, 38°50.0'E.
- d. 44°02.3'N, 38°46.0'E.

Area No. 91—Area bounded by lines joining the following positions:

- a. 43°57.0'N, 38°54.0'E.
- b. 43°57.0'N, 39°00.0'E.
- c. 43°53.7'N, 39°00.0'E.
- d. 43°53.7'N, 38°54.0'E.

Note.—For **Explosives Dumping Areas** off the Black Sea coast of Ukraine, see Ukraine—Regulated Areas.

For **Explosives Dumping Areas** off the Black Sea coast of Georgia, see Georgia—Regulated Areas.



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Currency

The official unit of currency is the East Caribbean dollar, consisting of 100 cents.

Government



Flag of St. Kitts and Nevis

General

St. Kitts and Nevis is located in the N portion of the Leeward Islands.

Although the climate of both islands is hot, it is very healthy. Temperature extremes are moderated by the ocean winds.

The center of the NW portion of St. Kitts is dominated by Mount Liamuiga, which is usually covered by clouds. The SE portion of the island is much lower in elevation. Nevis is a circular island formed by volcanic action. The low coasts gradually rise to the high peaks of the interior.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

St. Kitts and Nevis is a democratic federal state. The country is divided into 14 parishes.

Elizabeth II, recognized as the Chief of State, appoints a Governor-General. The Prime Minister and the cabinet are appointed by the Governor-General. The unicameral Parliament is composed of three appointed Senators and 11 directly-elected Members serving 5-year terms.

The legal system is based on English common law.

The capital is Basseterre.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 2	End of Carnival
Good Friday	Variable
Easter Monday	Variable
First Monday in May	Labor Day
Whitmonday	Variable
June 14	Queen's Birthday
First Monday in August	Bank Holiday
September 19	Independence Day
December 25	Christmas Day
December 26	Boxing Day

Industries

The main industries are sugar production, export-oriented manufacturing, tourism, and offshore banking.

Languages

English is the official language.

Navigational Information

Enroute Volume

Pub. 147, Sailing Directions (Enroute) Caribbean Sea Volume 1.

Maritime Claims

The maritime territorial claims of St. Kitts and Nevis are, as follows:

Territorial Sea	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

Maritime Boundary Disputes

Joining other Caribbean states to counter Venezuela's claim that Isla Aves (15°42'N., 63°38'W.) sustains human habitation,

which would permit Venezuela to extend its Exclusive Economic Zone over a large portion of the Caribbean Sea.

Search and Rescue

The St. Kitts and Nevis Defense Force Coast Guard is responsible for coordinating search and rescue operations in association with MRCC Fort de France (Martinique).

MRCC Fort-de-France can be contacted by e-mail, as follows:

cross-fort-de-france@equipement.gouv.fr
mrcc.fortdefrance@wanadoo.fr

Signals

Visual storms signals are displayed by day in Charlestown, on the W coast of Nevis, as follows:

Signal	Meaning
One red triangular flag	Winds of 28 to 33 knots expected.
One square red flag, with a centered black square	Winds of 34 to 63 knots expected.
Two square red flags, with a centered black square, vertically disposed *	Winds over 63 knots expected.
* Red flares are displayed at night.	

Time Zone

The Time Zone description is QUEBEC (+4). Daylight Savings Time is not observed.

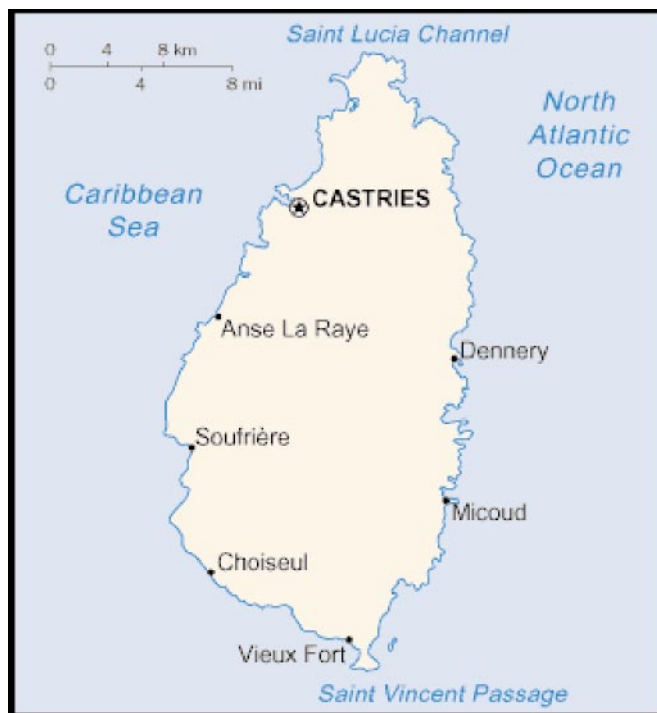
U.S. Embassy

The U.S. does not have an embassy in St. Kitts and Nevis. The U.S. Ambassador to Barbados is accredited to St. Kitts and Nevis.

The mailing addresses are, as follows:

1. Barbados address—
P.O. Box 302
Bridgetown
2. U. S. address—
FPO AA 34055

U. S. Embassy Barbados Home Page
<http://bridgetown.usembassy.gov>



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Currency

The official unit of currency is the East Caribbean dollar, consisting of 100 cents. U.S. dollars are also accepted.

Government



Flag of St. Lucia

General

St. Lucia is the second largest of the Windward Islands.

The climate is tropical, with a dry season from January through April. The rainy season is from May through August.

The island is mountainous and for the most part covered with forest and vegetation.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Most of the inshore areas are unsurveyed.

St. Lucia is a parliamentary democracy. It is divided into 11 quarters.

Elizabeth II, recognized as the Chief of State, appoints a Governor. The Prime Minister and the cabinet are appointed by the Governor. The bicameral Parliament is composed of a 11-member appointed Senate and a directly-elected 17-member House of Assembly serving 5-year terms.

The legal system is based on English law.
The capital is Castries.

Holidays

The following holidays are observed:

January 1-2	New Year's Days
February 22	Independence Day
Good Friday	Variable
Easter Monday	Variable
May 1	Labor Day
Whitmonday	Variable
Corpus Christi	Variable
End of Carnival Month	Variable
Emancipation Day	Variable
October 2	Thanksgiving Day
Defunct's Day	Variable
November 1	All Saints' Day
December 13	St. Lucia Day
December 25	Christmas Day
December 26	Boxing Day

Industries

The main industries are banana production, manufacturing, tourism, and offshore banking.

Languages

The official language is English, but over 80 per cent of the population speaks a French creole.

Navigational Information

Enroute Volume

Pub. 147, Sailing Directions (Enroute) Caribbean Sea Volume 1.

Maritime Claims

The maritime territorial claims of St. Lucia are, as follows:

Territorial Sea	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.

Continental Shelf

200 miles or the Continental Margin.

Maritime Boundary Disputes

Joining other Caribbean states to counter Venezuela's claim that Isla Aves (15°42'N., 63°38'W.) sustains human habitation, which would permit Venezuela to extend its Exclusive Economic Zone over a large portion of the Caribbean Sea.

Search and Rescue

The Royal St. Lucia Police Force is responsible for coordinating search and rescue operations in association with MRCC Fort de France (Martinique).

MRCC Fort-de-France can be contacted by e-mail, as follows:

cross-fort-de-france@equipement.gouv.fr
mrcc.fortdefrance@wanadoo.fr

Castries Port Authority Radio maintains a continuous listening watch for distress traffic on 2182 kHz and VHF channel 16.

A lifeboat station is located in Port Castires (14°01'N., 61°00'W.).

Signals

Visual storms signals are displayed in Castries, as shown in the accompanying table.

Time Zone

The Time Zone description is QUEBEC (+4). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. does not have an embassy in St. Lucia. The U.S. Ambassador to Barbados is accredited to St. Lucia.

The mailing addresses are, as follows:

1. Barbados address—
P.O. Box 302
Bridgetown
2. U. S. address—
FPO AA 34055

U. S. Embassy Barbados Home Page http://bridgetown.usembassy.gov
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St. Lucia Storm Warning Signals

Day signal	Night signal	Meaning
One red triangular flag	One red light over one white light.	Winds of 28 to 33 knots expected.
Two red triangular flags, vertically disposed	One white light over one red light.	Winds of 34 to 48 knots expected.

St. Lucia Storm Warning Signals		
Day signal	Night signal	Meaning
One square red flag, with a centered black square	Two red lights, vertically disposed.	Winds of 49 to 63 knots expected.
Two square red flags, with a centered black square, vertically disposed	One white light between two red lights, vertically disposed.	Winds over 63 knots expected.



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Currency

The official unit of currency is the Euro, consisting of 100 cents.

Government



Flag of St. Pierre and Miquelon

General

St. Pierre and Miquelon consists of two larger islands and several smaller adjacent islands lying about 10 miles off the S coast of Newfoundland.

The climate is cold and wet, with a large amount of mist and fog; which can be a hazard to navigation. Spring and autumn are windy.

The islands consist mostly of barren rock covered with thin soil and with scattered vegetation.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

St. Pierre and Miquelon is a self-governing Territorial Collectivity of France.

St. Pierre and Miquelon is governed by the President of France, which is represented by a Prefect. St. Pierre and Miquelon has one representative in the French Senate and one representative in the French National Assembly. The local unicameral General Council is composed of 19 directly-elected members serving 6-year terms; 15 members are elected from St. Pierre, while four members are elected from Miquelon.

The legal system is based on French civil law, with local modifications.

The capital is St. Pierre.

Holidays

The following holidays are observed:

January 1	New Year's Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
May 8	World War II Victory Day
Ascension Day	Variable
Whitsunday	Variable
Whitmonday	Variable
July 14	Bastille Day
August 15	Assumption Day
November 1	All Saints' Day
November 11	Armstice Day
December 25	Christmas Day

Industries

The main industries are fishing, fish processing, and tourism.

Languages

French is the official language.

Navigational Information

Enroute Volume

Pub. 146, Sailing Directions (Enroute) Newfoundland, Labrador, and Hudson Bay.

Maritime Claims

The maritime territorial claims of St. Pierre and Miquelon are, as follows:

Territorial Sea *	12 miles.
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Contiguous Zone 24 miles.

Fisheries or Economic Zone 200 miles.

Continental Shelf Depth of 200m or the Limit of Exploitation.

* Claims straight baselines.

Search and Rescue

The Quartier des Affaires Maritimes (AFMAR Saint Pierre et Miquelon) is responsible for coordinating search and rescue operations. It is also linked with the Maritime Rescue Coordination Subcenter, St. John's, Newfoundland, Canada.

Signals

The following signals may be displayed in addition to the normal port open/port closed signals.

St. Pierre and Miquelon Port Signals		
Day signal	Night signal	Meaning
Three red balls, vertically disposed	Three red lights, vertically disposed	Port closed
Appropriate signal from the International Code of Signals	Three green lights, vertically disposed	Port open

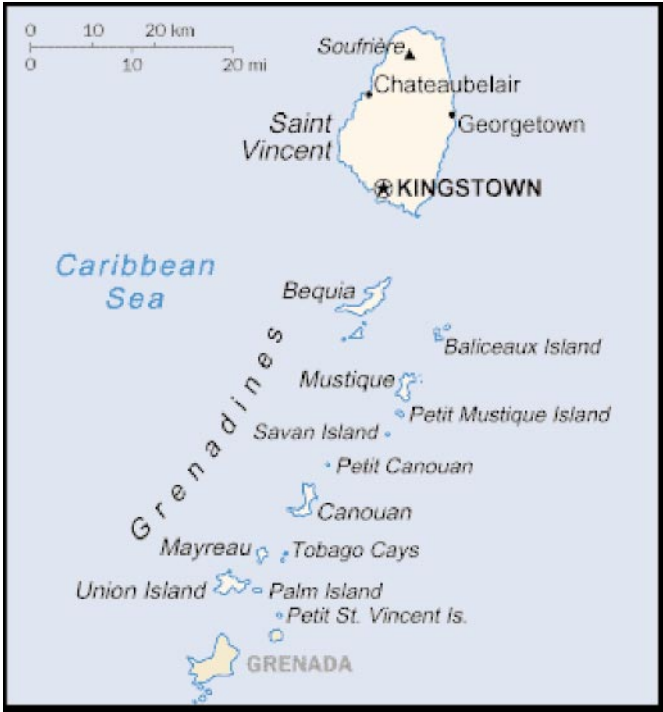
Caution is necessary as these signals may only be indicating that obstructions are in the fairway. Vessels should follow any signals received from the harbor authorities.

Time Zone

The Time Zone description is PAPA (+3). Daylight Savings Time (OSCAR (+2)) is maintained from the first Sunday in April until the Saturday before the last Sunday in October.

U.S. Embassy

St. Pierre and Miquelon is a self-governing Territorial Collectivity of France. There is no diplomatic representation.



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General

St. Vincent and the Grenadines, located in the Windward Islands, consists of the island of St. Vincent, a high mountainous island with an active volcano near its N end, and a chain of smaller islands and islets, known as the Grenadines, extending SW from St. Vincent.

The climate is tropical, with the Northeast Trade Winds predominating and little variation in temperature. The rainy season is from May to November.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.



Flag of St. Vincent and the Grenadines

St. Vincent and the Grenadines is an independent parliamentary democracy with the British Commonwealth. The country is divided into six parishes.

Elizabeth II, recognized as the Chief of State, appoints a Governor-General. The Prime Minister and the cabinet are appointed by the Governor-General. The unicameral House of Assembly is composed of six appointed Senators and 15 directly-elected Members serving 5-year terms.

The legal system is based on English common law.
The capital is Kingstown.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 22	St. Vincent and the Grenadines Day
Carnival Tuesday	First Tuesday in March
Good Friday	Variable
Easter Monday	Variable
May 1	Labor Day
Whitmonday	Variable
Mardi Gras	First Monday in July
July 7	Caricom Day
First Monday in August	Bank Holiday
October 27	Independence Day
December 25	Christmas Day
December 26	Boxing Day

Industries

The main industries are electronic and electrical equipment assembly, clothing manufacturing, food processing, cement, and furniture.

Languages

English is the official language. A French patois is also spoken.

Navigational Information

Enroute Volume

Pub. 147, Sailing Directions (Enroute) Caribbean Sea Volume 1.

Maritime Claims

The maritime territorial claims of St. Vincent and the Grenadines are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.

* Claims archipelagic status. Requires advance permission or notification for innocent passage of warships in the territorial sea.

Maritime Boundary Disputes

Joining other Caribbean states to counter Venezuela's claim that Isla Aves (15°42'N., 63°38'W.) sustains human habitation, which would permit Venezuela to extend its Exclusive Economic Zone over a large portion of the Caribbean Sea.

Search and Rescue

The Saint Vincent and the Grenadines Coastguard is responsible for all maritime search and rescue operations. The Coastguard base at Calliagua maintains a continuous listening watch for distress traffic on 2182 kHz, 7850 kHz, and VHF channel 16. The Coastguard radio station at Fort Charlotte in Kingstown maintains a continuous listening watch for distress traffic on 2182 kHz and VHF channel 16.

A lifeboat station is located in Kingstown (13°09'N., 61°14'W.).

Signals

The following storm signals are shown:

Signal	Meaning
One square red flag, with a centered black square	Cautionary warning. Storm or hurricane force winds possible.
Two square red flags, with a centered black square, vertically disposed	Definite warning. Hurricane force winds will affect the island.

Time Zone

The Time Zone description is QUEBEC (+4). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. does not have an embassy in St. Vincent and the Grenadines. The U.S. Ambassador to Barbados is accredited to St. Vincent and the Grenadines.

The mailing addresses are, as follows:

1. Barbados address—
P.O. Box 302
Bridgetown
2. U. S. address—
FPO AA 34055

U. S. Embassy Barbados Home Page
<http://bridgetown.usembassy.gov>



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General

Senegal lies less than 1,700 miles from the E bulge of Brazil. It borders Mauritania, Mali, Guinea, and Guinea-Bissau; Gambia forms a narrow extension into Senegal from the Atlantic Ocean for a distance of about 200 miles.

Most of the country is low plateau or plain, generally sloping toward the Atlantic Ocean. The greatest altitudes, which are about 488m, lie in the SE. Four major west-flowing rivers drain the country.

Climate varies from the desert to wet tropics. The coastal region has low rainfall and high humidity. The wet season is from May to November, being shorter in the N and longer in the S. The dry season, December to April, is dominated by hot, dry, harmattan wind.

The rainfall varies from 350mm in the N to 1,525mm in the S. Temperatures vary within the range of 24°C to 38°C, the highest being in the NE.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Communauté Financière Africaine franc (CFA franc), consisting of 100 centime.

Government



Flag of Senegal

Senegal is a republic under multi-party democratic rule. The country is divided into ten regions.

Senegal is governed by a directly-elected President who serves for not more than two 5-year terms. The President appoints a Prime Minister. The Council of Ministers is appointed by the Prime Minister in consultation with the Pres-

ident. The unicameral 120-member National Assembly is directly elected to serve 5-year terms.

The legal system is based on French civil law.

The capital is Dakar.

Holidays

The following holidays are observed:

January 1	New Year's Day
April 4	Independence Day
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
Ascension Day	Variable
Whitsunday	Variable
Whitmonday	Variable
August 15	Assumption Day
November 1	All Saints Day
December 25	Christmas Day

Islamic holidays, which are subject to the appearance of the moon, include Tabaski (Eid Al-Adha), Tamkharit (Islamic New Yera), and the Prophet's Birthday.

Industries

The industries of Senegal are agriculture, fish processing, phosphate mining, fertilizer production, petroleum refining, and construction materials.

Languages

French is the official language. Wolof, Pular, Jola, and Mandinka are also spoken.

Navigational Information

Enroute Volume

Pub. 143, Sailing Directions (Enroute) West Coast of Europe and Northwest Africa.

Maritime Claims

The maritime territorial claims of Senegal are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* Claims straight baselines.

Search and Rescue

There is a Maritime Rescue Coordination Center (MRCC) at Dakar.

Dakar Coast Radio Station (6VA) maintains a continuous listening watch for distress traffic on 500 kHz, 2182 kHz, and VHF channel 16.

Time Zone

The Time Zone description is ZULU. Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at Avenue Jean XXIII at the corner of Rue Kleber, Dakar.

The mailing address is B. P. 49, Dakar.

U. S. Embassy Senegal Home Page
<http://dakar.usembassy.gov>



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General

Serbia and Montenegro is located on the eastern Adriatic Sea. The country has a short coast line between Bosnia-Herzegovina and Albania.

The climate along the coast is hot and dry in the summer and fall; winters are cold, with heavy snow inland.

The coast, which is generally high, with steep cliffs in places, is backed by the high mountains of the Dinaric Alps.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Lights on Naval Vessels

In addition to their normal navigation lights, vessels of the navy of Serbia and Montenegro operating in company may show fixed or flashing red, blue, or green white lights from their masts; the lights are visible at ranges up to 2 miles all around the horizon.

Marine Exploitation

Vessels engaged in seismic surveys and other research projects may be encountered in the Adriatic Sea, normally inside the 200m depth curve.

Offshore Depths

Mariners are cautioned that charted depths off the coast of Serbia and Montenegro are unreliable, the coastline may differ from that charted, and certain harbors have been damaged and are unfit for berthing. Mariners must proceed with caution; they are advised to keep offshore and contact the port authorities before entering port.

Currency

The official unit of currency is the dinar, consisting of 100 paras.

Government

Serbia and Montenegro is a republic. The country is divided into two republics (Serbia, Montenegro) and two nominally autonomous provinces (Kosovo, Vojvodina).



Flag of Serbia and Montenegro

Serbia and Montenegro is governed by a President elected by the Parliament to a 4-year term. The president names the Prime Minister. The unicameral Parliament consists of 126 members appointed by the two republics' parliaments (91 from Serbia and 35 from Montenegro). Direct parliamentary elections are scheduled to be called by the President in 2005.

The legal system is based on civil law.
The capital is Belgrade.

Holidays

The following holidays are observed in Serbia:

January 1-2	New Year's Day
January 7	Orthodox Christmas
March 28	Serbian State Day
Orthodox Easter Monday	Variable
May 1-2	May Day
November 29	Republic Day

The following holidays are observed in Montenegro:

January 1-2	New Year's Day
January 6	Orthodox Christmas Eve
January 7-8	Orthodox Christmas
Orthodox Good Friday	Variable
Orthodox Easter Monday	Variable
May 1-2	May Day
November 29	Republic Day

Industries

The main industries include agriculture, production of heavy machinery, petroleum, mining, metallurgy, production of consumer good and electronics, and tourism.

Languages

Serbian is the official language. Albanian and Hungarian are also spoken

Navigational Information

Enroute Volume

Pub. 132, Sailing Directions (Enroute) Eastern Mediterranean.

Maritime Claims

The only maritime territorial claim of Serbia and Montenegro is a territorial sea of 12 miles. Claims straight baselines.

Pilotage

Pilotage is compulsory for all vessels over 500 gross tons and for all vessels carrying dangerous chemical or combustible substances while proceeding between ports in Serbia and Montenegro and while within the coastal waters of Serbia and Montenegro.

Regulations

Any overboard discharge of harmful waste material into the waters of Serbia and Montenegro should be reported to the nearest harbormaster's office.

ETA messages

All vessels calling at harbors in Serbia and Montenegro should send their ETA 24 hours prior to arrival through any coast radio station in Serbia and Montenegro.

Ship Reporting System

The Adriatic Ship Reporting System (ADRIREP), a mandatory system for certain vessels, is in effect for the Adriatic Sea N of latitude 40°25'N. For further information, see Italy—Regulations.

Search and Rescue

The harbormaster's offices in Bar and Kotor are responsible for distress and safety communications and operations within the coastal waters of Serbia and Montenegro. The Maritime Rescue Coordination Center (MRCC) Bar can be contacted by e-mail, as follows:

barradio@cg.yu

Bar Coast Radio Station (YUW) maintains a continuous listening watch for distress traffic on 500 kHz, 2182 kHz, and VHF channel 16.

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time (BRAVO (-2)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

U.S. Embassy

The U.S. Embassy is situated at Kneza Milosa 50, 11000 Belgrade.

The mailing address is Kneza Milosa 50, 11000 Belgrade.

<p>U. S. Embassy Serbia and Montenegro Home Page http://belgrade.usembassy.gov</p>



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General

Sierra Leone is at the SW extremity of the great African bulge. It borders Guinea and Liberia and faces the Atlantic Ocean on the SW for about 220 miles.

Leaving the low lying coastal plain one proceeds to rolling country to upland plateau and mountain ranges with some elevations exceeding 1,830m in the NE.

Temperatures and humidity are high with heavy rainfall. There are two distinct seasons, with the dry season lasting from December to March and the wet season lasting for the rest of the year.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 119 (Issued 16 March 2001)

1. Mariners are strongly advised not to use any ports in Sierra Leone except for the port of Freetown, which is currently considered to provide safe harborage. Mariners should note that the Department of State warns U.S. citizens against travel to Sierra Leone. Although the security situation in Freetown has improved somewhat, areas outside the capital are still dangerous.

2. The Department of State has terminated the ordered departure status of U.S. Government personnel in non-emergency positions. The U.S. Embassy in Freetown currently operates with a reduced staff. Only emergency consular services to U.S. citizens are available, and the Embassy's ability to provide these services is limited. U.S. citizens in Sierra Leone should review their own personal security situations in determining whether to remain in the country.

Currency

The official unit of currency is the leone, consisting of 100 cents.

Government

Sierra Leone is a constitutional democracy. The country is divided into four administrative regions.

Sierra Leone is governed by a directly-elected president who serves for not more than two 5-year terms. The Ministers of State are appointed by the President. The unicameral Parliament is composed of 124 members serving 5-year terms; 112



Flag of Sierra Leone

members are directly-elected, while the remaining 12 members are appointed.

The legal system is based on English law and customary local law.

The capital is Freetown.

Holidays

The following holidays are observed:

January 1	New Year's Day
Good Friday	Variable
Holy Saturday	Variable
Easter Sunday	Variable
Easter Monday	Variable
April 27	Republic Day
December 25	Christmas Day
December 26	Boxing Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Tabaski (Islamic New Year), Eid Al-Adha, and the Prophet's Birthday.

Industries

The chief agricultural crops are coffee, cocoa, rice and yams; much of the cultivated land devoted to subsistence farming.

Major industries are mining diamonds, iron ore, bauxite and the manufacture of beverages, construction goods and textiles.

Languages

The languages of the country are English (official, regular use limited to literate minority), Mende (principal vernacular in the S), Temne (principal vernacular in the N), and Krio (English-based Creole).

Navigational Information

Enroute Volume

Pub. 143, Sailing Directions (Enroute) West Coast of Europe and Northwest Africa.

Maritime Claims

The maritime territorial claims of Sierra Leone are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles.

* Requires advance permission or notification for innocent passage of warships in the territorial sea.

Search and Rescue

The Sierra Leone Ports Authority is responsible for coordinating search and rescue operations.

Time Zone

The Time Zone description is ZULU. Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at corner of Walpole and Siaka Stevens Streets, Freetown.

The mailing address is the same as street address.

U. S. Embassy Sierra Leone Home Page
<http://freetown.usembassy.gov>



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Cautions

Marine Exploitation

Vessels engaged in seismic surveys and other research projects may be encountered in the Adriatic Sea, normally inside the 200m depth curve.

Currency

The official unit of currency is the tolar, consisting of 100 stotinas.

Government

General

Slovenia is located on the northern Adriatic Sea. The country has a short coastline between Italy and Croatia.

The climate along the coast is Mediterranean. Inland, the summers are mild to hot while the winters are cold.

The coast, which is generally high, with steep cliffs in places, is backed by the high mountains of the Julian Alps.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.



Flag of Slovenia

Slovenia is a parliamentary democratic republic. The country consists of 193 municipalities.

Slovenia is governed by a directly-elected President serving a 5-year term. The President nominates the Prime Minister, who is elected by the National Assembly. The unicameral National Assembly consists of 40 directly-elected members and 50 members selected on a proportional representation basis, although the number of directly-elected and proportional members can vary each election; all members serve 4-year terms.

The legal system is based on a civil law system.

The capital is Ljubljana.

Holidays

The following holidays are observed:

January 1-2	New Year's Day
February 8	Slovene Cultural Day
Easter Sunday	Variable
Easter Monday	Variable
April 27	Resistance Day
May 1-2	Labor Day
Whitsunday	Variable
June 25	National Day
August 15	Assumption Day
October 31	Reformation Day
November 1	All Saints' Day
December 25	Christmas Day
December 26	Independence Day

Industries

The main industries include agriculture, cement, aluminum, steel, vehicle manufacturing, tourism, and the production of consumer goods.

Languages

Slovenian is the official language. Serbo-Croatian is also spoken.

Navigational Information

Enroute Volume

Pub. 131, Sailing Directions (Enroute) Western Mediterranean.

Maritime Claims

The maritime territorial claims of Slovenia are, as follows:

Territorial Sea * 12 miles.

* Foreign warships require a 24-hour advance notice for innocent passage through the territorial sea and must use designated sea lanes only.

Maritime Boundary Disputes

A Croatia-Slovenia land and maritime boundary agreement, which would have ceded most of Piranski Zaliv (Pirin Bay) (45°30'N., 13°34'E.) and maritime access to Slovenia and several village to Croatia, remains controversial, has not been ratified, and has been complicated by Croatia's declaration of an ecological fisheries zone in the Adriatic Sea.

Pilotage

Pilotage is compulsory for all vessels over 500 gross tons entering or leaving Slovenian ports.

Regulations

Any overboard discharge of harmful waste material into the waters of Slovenia should be reported to the nearest harbor-master's office.

ETA messages

All vessels calling at Slovenian harbors should send their ETA and draft 7 days, 3 days, and 48 hours prior to arrival, with a confirmation sent 24 hours prior to arrival. Vessels carrying dangerous cargo should send their ETA and draft 48 hours prior to arrival through any coast radio station to the Slovenian Maritime Directorate.

Ship Reporting System

The Adriatic Ship Reporting System (ADRIREP), a mandatory system for certain vessels, is in effect for the Adriatic Sea N of latitude 40°25'N. For further information, see Italy—Regulations.

Search and Rescue

The Maritime Rescue Coordination Center (MRCC) Koper is the search and rescue coordination center for Slovenia. MRCC Koper maintains a continuous listening watch for distress traffic on VHF channel 16 and VHF channel 70 and can be contacted by e-mail, as follows:

koper.mrcc@gov.si

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time (BRAVO (-2)) is maintained from the last Sunday in March until the Saturday before the last Sunday in October.

Traffic Separation Schemes

An IMO-adopted Traffic Separation Scheme is located in the approaches to Koper.

U.S. Embassy

The U.S. Embassy is situated at Presernova 31, 1000 Ljubljana.

The mailing addresses are, as follows:

1. Slovenia address—
P.O. Box 254
Presernova 31
1000 Ljubljana
2. U. S. address—
American Embassy Ljubljana

Department of State
Washington, DC (20521-7140)

<p>U. S. Embassy Slovenia Home Page http://ljubljana.usembassy.gov</p>
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General

Spain is located in southwestern Europe. It is bound on the N side by the Bay of Biscay, France, and Andorra; on the E side by the Mediterranean Sea; on the S side by the Strait of Gibraltar and Gibraltar; and on the W side by the North Atlantic Ocean and Portugal.

The climate is temperate with clear, hot summers in the interior, and becomes more moderate and cloudy along the coast. Spain has cloudy, cold winters in the interior and becomes partly cloudy and cool along the coast.

The terrain has large, flat to dissected plateaus surrounded by rugged hills.

Spain controls the coastal enclaves of Ceuta and Melilla, in Morocco, in addition to the islands of Penon de Velez de la Gomera, Penon de Alhucemas, and the Islas Chafarinas.

Spain includes the Islas Baleares (Balearic Islands) in the Mediterranean Sea and the Islas Canarias (Canary Islands) in the North Atlantic Ocean. The principal islands of the Islas Baleares are Majorca, Minorca, Ibiza, Formentera, and Cabrera. The principal islands of the Islas Canarias are Tenerife, La Palma, Gomera, Hierro, Grand Canary, Fuerteventura, and Lanzarote.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See chart No. 1 for further IALA Buoyage System information.

Cautions

Abnormal Waves

Abnormal waves have been reported to occur under certain weather conditions in the vicinity of the 200m curve off the NW coast of Spain.

High Speed Craft

High speed craft operate in the Strait of Gibraltar. Vessels are advised to maintain a good lookout. Some high speed craft can generate large waves which can have a serious impact on small craft and their moorings close to the shoreline and on shallow off-lying banks.

Locust Reports

See Egypt—Cautions for further information.

Miscellaneous

In the E approaches to the Strait of Gibraltar, tide rips have been reported to occur under certain weather conditions during a W current. These tide rips, which have been detected on radar, may be up to 4 miles long.

Currency

The official unit of currency is the Euro, consisting of 100 cents.

Firing Areas

North Coast

Firing exercises may take place in the following areas:

1. **Area LED-28**—An area bounded by lines joining the following positions:
 - a. 44°20'30"N, 4°47'30"W.
 - b. 44°17'20"N, 4°07'30"W.
 - c. 43°36'00"N, 4°34'00"W.
 - d. 43°40'00"N, 5°40'00"W.

Northwest Coast

Firing exercises may take place in the following areas:

1. **Area LE-D39**—An area bounded by lines joining the following positions:
 - a. 44°55'N, 11°00'W.
 - b. 43°32'N, 9°00'W.
 - c. 43°11'N, 9°28'W.
 - d. 44°33'N, 11°30'W.
2. **Area LE-D80**—An area bounded by lines joining the following positions:
 - a. 43°29'N, 8°17'W.
 - b. 43°29'N, 8°20'W.
 - c. 43°30'N, 8°20'W.
 - d. 43°30'N, 8°17'W.
3. **Area LE-D81**—An area bounded by lines joining the following positions:
 - a. 43°28'N, 8°27'W.
 - b. 43°28'N, 8°57'W.
 - c. 43°46'N, 8°57'W.
 - d. 43°46'N, 8°27'W.
4. **Area LE-D82**—An area bounded by lines joining the following positions:
 - a. 42°10'N, 9°10'W.
 - b. 42°10'N, 9°40'W.
 - c. 42°30'N, 9°40'W.
 - d. 42°30'N, 9°10'W.
5. **Area F-130**—An area bounded by a circle with a radius of 3 miles centered on position 43°45'N, 9°02'W. This area is presently (2005) inactive.

Southwest Coast

Firing exercises may take place in the following areas:

1. **Area LE-D90 (Sector A)**—An area bounded by lines joining the following positions:

- a. 36°26'00"N, 6°35'00"W.
 - b. 36°27'20"N, 6°32'54"W.
 - c. 35°58'47"N, 6°21'49"W.
 - d. 35°58'47"N, 6°41'00"W.
2. **Area LE-D90 (Sector B)**—An area bounded by lines joining the following positions:
 - a. 35°58'47"N, 6°21'49"W.
 - b. 36°13'38"N, 6°27'34"W.
 - c. 36°27'35"N, 6°14'55"W.
 3. **Area LE-D90 (Sector C)**—An area bounded by lines joining the following positions:
 - a. 36°27'20"N, 6°32'54"W.
 - b. 36°29'00"N, 6°30'00"W.
 - c. 36°29'04"N, 6°25'11"W.
 - d. 36°27'35"N, 6°14'55"W.
 - e. 36°13'38"N, 6°27'34"W.
 4. **Area LE-D100**—An area bounded by lines joining the following positions:
 - a. 36°42'46"N, 6°26'24"W.
 - b. 36°45'30"N, 6°23'00"W.
 - c. 36°52'00"N, 6°10'30"W.
 - d. 36°41'05"N, 6°08'16"W.
 - e. 36°41'07"N, 6°25'09"W.
 5. **Area LE-D117**—An area bounded by lines joining the following positions:
 - a. 37°09'00"N, 6°45'00"W.
 - b. 36°56'50"N, 6°34'10"W.
 - c. 36°50'33"N, 6°43'03"W.
 - d. 37°05'37"N, 7°01'37"W.
 6. **Area LE-D118**—An area bounded by lines joining the following positions:
 - a. 37°05'37"N, 7°01'37"W.
 - b. 36°50'33"N, 6°43'03"W.
 - c. 36°20'00"N, 7°21'30"W.
 - d. 37°02'30"N, 7°21'30"W.
 7. **Area LE-D119**—An area bounded by lines joining the following positions:
 - a. 37°39'00"N, 6°45'00"W.
 - b. 36°56'50"N, 6°34'10"W.
 - c. 36°20'00"N, 7°21'30"W.
 - d. 36°55'30"N, 7°21'30"W.
 - e. 37°05'00"N, 7°07'10"W.
 8. **Area LE-D122**—An area bounded by lines joining the following positions:
 - a. 36°20'00"N, 7°21'30"W.
 - b. 36°13'30"N, 6°38'00"W.
 - c. 35°51'30"N, 6°42'30"W.
 - d. 35°57'00"N, 7°21'30"W.
 9. **Area LE-D128**—An area bounded by lines joining the following positions:
 - a. 36°56'30"N, 6°34'06"W.
 - b. 36°51'18"N, 6°29'18"W.
 - c. 36°13'18"N, 6°38'00"W.
 - d. 36°14'18"N, 6°43'02"W.
 - e. 36°50'20"N, 6°43'02"W.
 10. **Area LE-D129**—An area bounded by lines joining the following positions:
 - a. 36°50'20"N, 6°43'02"W.
 - b. 36°14'18"N, 6°43'02"W.
 - c. 36°20'00"N, 7°21'18"W.

Strait of Gibraltar

Firing exercises may take place in the following areas:

1. **Sierra del Retin**—An area bounded by lines joining the following positions:

- 36°10'21.0"N, 5°53'34.2"W.
- 36°08'40.8"N, 5°54'21.6"W.
- 36°07'42.6"N, 5°55'31.8"W.
- 36°06'15.6"N, 5°53'37.2"W.
- 36°08'24.6"N, 5°51'04.8"W.

2. **Zona Tiro Centro**—An area bounded by lines joining the following positions:

- 36°00.5"N, 5°36.0"W.
- 35°57.5"N, 5°34.5"W.
- 36°00.5"N, 5°24.0"W.
- 36°04.0"N, 5°26.0"W.

3. **Zona Tiro Almina**—An area bounded by lines joining the following positions:

- 35°54.2"N, 5°17.5"W.
- 35°55.0"N, 5°03.05"W.
- 35°53.0"N, 5°06.0"W.
- 35°53.0"N, 5°19.5"W.

4. **Zona Tiro Estrecho**—An area bounded by lines joining the following positions:

- 35°55.0"N, 5°22.0"W.
- 35°59.0"N, 5°22.0"W.
- 36°01.0"N, 5°16.5"W.
- 36°01.5"N, 5°11.5"W.
- 35°59.5"N, 5°09.0"W.
- 35°54.0"N, 5°17.0"W.
- 35°55.5"N, 5°19.0"W.

5. **Tarifa**—An area bounded by lines joining the following positions:

- 36°06.0"N, 5°49.0"W.
- 36°01.0"N, 5°55.0"W.
- 36°03.0"N, 5°41.0"W.

6. **Este**—An area bounded by lines joining the following positions:

- 36°19.0"N, 5°14.0"W.
- 36°14.0"N, 5°06.0"W.
- 36°12.0"N, 5°19.0"W.
- 36°18.0"N, 5°05.0"W.
- 36°12.0"N, 5°05.0"W.

7. **Estrecho A**—An area bounded by lines joining the following positions:

- 36°00.0"N, 5°19.7"W.
- 36°02.0"N, 5°06.0"W.
- 35°56.5"N, 5°13.1"W.
- 35°54.5"N, 5°22.5"W.
- 35°53.5"N, 5°24.7"W.

8. **Estrecho B**—An area bounded by lines joining the following positions:

- 35°56.0"N, 5°23.0"W.
- 35°53.0"N, 5°16.0"W.
- 35°53.0"N, 5°22.0"W.
- 36°55.0"N, 5°16.0"W.
- 35°52.0"N, 5°09.0"W.

- 36°38"N, 4°20"W.
- 36°11"N, 2°02"W.
- 35°50"N, 2°07"W.
- 35°50"N, 4°54"W.

2. **Area LE-D56**—An area bounded by a circle with a radius of 5 miles centered on position 36°15'28"N, 4°59'31"W.

3. **Area LE-D21**—An area bounded by lines joining the following positions:

- 40°19'00"N, 1°03'30"E.
- 39°37'00"N, 1°08'00"E.
- 39°38'00"N, 0°21'00"E.
- 39°46'00"N, 0°16'00"E.

4. **Area LE-D22**—An area bounded by lines joining the following positions:

- 37°13"N, 1°15"W.
- 37°13"N, 0°45"W.
- 36°56"N, 0°45"W.
- 36°56"N, 1°15"W.

5. **Area LE-D26**—An area bounded by lines joining the following positions:

- 38°35"N, 1°07"E.
- 38°20"N, 1°38"E.
- 37°34"N, 1°03"E.
- 37°57"N, 0°18"E.
- 38°25"N, 0°33"E.

6. **Area LE-D32**—An area bounded by lines joining the following positions:

- 39°22'20"N, 0°16'30"W.
- 39°16'30"N, 0°06'00"W.
- 39°13'15"N, 0°10'00"W.
- 39°20'30"N, 0°18'20"W.

7. **Area LE-D59**—An area bounded by lines joining the following positions:

- 39°12"N, 0°07"W.
- 38°50"N, 0°20"E.

b. then the arc of a circle with a radius of 55 miles centered on position 39°29'N, 0°29'W from position 38°50'N, 0°20'E to position 38°39'N, 0°00'W.

- 39°07'N, 0°16'W.

d. then the arc of a circle with a radius of 25 miles centered on position 39°29'N, 0°29'W from position 39°07'N, 0°16'W to position 39°12'N, 0°07'W.

8. **Area M-134**—Depth charge exercises may take place in an area bounded by a circle with a radius of 2 miles centered on position 37°27'N, 1°00'W. This area is reported (2005) abandoned.

Islas Baleares

Mine sweeping exercises may take place near Islas Baleares within the following areas:

1. **Area M-21**—An area bounded by the SW coast of Isla de Mallorca, the parallel 39°05'N, and the meridians 2°25'E and 2°49'E.

2. **Area M-22**—An area bounded by the E coast of Isla de Mallorca, the parallels 39°30'N and 40°00'N, and the meridians of 3°12'E and 3°49'E.

Islas Canarias

Firing exercises may take place off the Islas Canarias in the following areas:

Southeast Coast

Firing exercises may take place in the following areas:

1. **Area LE-D19**—An area bounded by lines joining the following positions:

1. **Area GCD-3**—An area bounded by lines joining the following positions:

- 28°20'50"N, 14°13'00"W.
- 28°20'50"N, 14°09'20"W.
- 28°15'20"N, 14°09'20"W.
- 28°14'20"N, 14°13'00"W.

2. **Area GCD-15**—An area bounded by lines joining the following positions:

- 28°58'00"N, 13°49'36"W.
- 28°58'00"N, 13°47'36"W.
- 28°57'12"N, 13°47'36"W.
- 28°57'12"N, 13°49'36"W.

3. **Area GCD-20 (Sector A)**—An area bounded by lines joining the following positions:

- 27°30'00"N, 16°00'00"W.
- 27°30'00"N, 15°30'00"W.
- 27°20'00"N, 15°30'00"W.
- 27°20'00"N, 16°00'00"W.

4. **Area GCD-20 (Sector B)**—An area bounded by lines joining the following positions:

- 27°20'00"N, 16°00'00"W.
- 27°20'00"N, 15°30'00"W.
- 27°00'00"N, 15°30'00"W.
- 27°00'00"N, 16°00'00"W.

5. **Area CGD-23**—An area bounded by lines joining the following positions:

- 28°25'30"N, 16°16'25"W.
- 28°19'00"N, 16°10'05"W.
- 28°17'40"N, 16°15'15"W.

6. **Area GCD-29**—An area bounded by lines joining the following positions:

- 28°30'00"N, 16°10'15"W.
- 28°31'00"N, 16°06'00"W.
- 28°26'00"N, 16°05'05"W.

7. **Area GCD-51**—An area bounded by lines joining the following positions:

- 27°55'50"N, 15°21'44"W.
- 27°59'44"N, 15°16'40"W.
- 27°52'13"N, 15°16'20"W.

8. **Area GCD-53**—An area bounded by lines joining the following positions:

- 28°10'08"N, 15°24'22"W.
- 28°16'39"N, 15°19'27"W.
- 28°16'39"N, 15°31'38"W.

9. **Area GCD-54**—An area bounded by lines joining the following positions:

- 28°10'08"N, 15°25'10"W.
- 28°12'18"N, 15°19'06"W.
- 28°05'30"N, 15°20'08"W.
- 28°09'39"N, 15°25'10"W.

10. **Area GCD-74**—An area bounded by lines joining the following positions:

- 28°21'06"N, 16°23'00"W.
- 28°16'00"N, 16°23'00"W.
- 28°15'20"N, 16°15'00"W.
- 28°20'20"N, 16°15'00"W.

11. **Area GCD-75**—An area bounded by lines joining the following positions:

- 28°09'30"N, 15°24'00"W.
- 28°09'30"N, 15°26'00"W.
- 28°11'00"N, 15°26'00"W.

- 28°11'00"N, 15°24'00"W.

12. **Area GCD-78**—An area bounded by lines joining the following positions:

- 27°46'00"N, 15°33'00"W.
- 27°46'00"N, 15°36'00"W.
- 27°43'00"N, 15°36'00"W.
- 27°43'00"N, 15°33'00"W.

13. **Area GCD-79**—An area bounded by lines joining the following positions:

- 27°14'38"N, 18°59'03"W.
- then the arc of a circle with a radius of 200 miles centered on position 28°04'38"N, 15°25'43"W from position 27°14'38"N, 18°59'03"W to position 24°51'07"N, 15°57'03"W.
- 27°29'00"N, 14°00'00"W.
- 27°45'48"N, 14°40'39"W.
- then the arc of a circle with a radius of 45 miles centered on position 28°04'38"N, 15°25'43"W from position 27°45'48"N, 14°40'39"W to position 27°26'55"N, 15°51'38"W.
- then the arc of a circle with a radius of 70 miles centered on position 28°32'12"N, 16°16'09"W from position 27°26'55"N, 15°51'38"W to position 27°48'26"N, 17°16'08"W back to the point of beginning.

Fishing Areas

Tunny Fisheries

Tunny fisheries use large nets set at depths of 15 to 40m. Tunny fishing usually takes place with 10 miles of the coast. On dark nights, small vessels may be encountered fishing by the light of flares. these flares, owing to the movement of the ocean surface, may have the appearance of flashing lights and must not be mistaken for navigational lights.

Tunny Net Markings

In Spanish waters, each tunny net, when submerged, is usually marked by two boats or buoys, one about 100m seaward of the net and the other about 100m seaward of the outer-most warp. The boats or buoys show the following:

- By day—A white ball over a red ball is shown from the central boat or buoy; the outer boat or buoy shows a red ball over a white ball.
- By night—A white light over a red light is shown from the central boat or buoy; the outer boat or buoy shows a red light over a white light.

It has been reported (2005) that tunny net installations will be marked at the outer points of the installations by lighted buoys with nominal ranges of not less than 3 miles.

Tunny Season

The tunny season off the coasts of Spain begins in the beginning of February and ends at the end of September.

Government

The government is a parliamentary monarchy. The country is divided into 19 autonomous communities.

Spain is governed by a king. The President is named by the monarch after the national elections based on which party received the most seats in the National Assembly. The National



Flag of Spain

Assembly is composed of a 259-member Senate, of which 208 members are directly elected and 50 members are appointed by the regional legislatures, serving 4-year terms, and a 350-member Congress of Deputies, who are directly elected based on a system of proportional representation, serving 4-year terms.

The legal system is based on civil law, with regional applications.

The capital is Madrid.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 6	Epiphany
March 19	St. Joseph's Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 1	Labor Day
July 25	Santiago Apostol
August 15	Assumption Day
October 12	Spanish National Day
November 1	All Saints' Day
December 6	Constitution Day
December 8	Immaculate Conception
December 25	Christmas Day

In addition, two or more local holidays are usually celebrated in each locality. Autonomous provinces may celebrate certain local holidays instead of some of the general holidays.

Industries

The main industries include textiles and apparel, food and beverages, metals, chemicals, shipbuilding, automobiles, machine tools, and tourism.

Languages

Spanish is the official language.

Navigational Information

Enroute Volumes

Pub. 131, Sailing Directions (Enroute) Western Mediterranean.

Pub. 143, Sailing Directions (Enroute) West Coast of Europe and Northwest Africa.

Maritime Claims

The maritime territorial claims of Spain are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles **

* Claims straight baselines.

** Atlantic coast only. In the Mediterranean Sea, only claims a fishery limit to the median line.

Maritime Boundary Disputes

Morocco protests Spanish control over the coastal enclaves of Ceuta and Melilla, as well as the offshore islands of Penon de Velez de la Gomera, Penon de Alhucemas, and Islas Charfarinas.

Morocco rejected Spain's 2002 unilateral designation of a median line from the Islas Canarias (Canary Islands) to set limits to undersea resource exploration and refugee interdiction. In 2003, Spain and Morocco agreed to discuss comprehensive maritime delineations.

Pilotage

Pilotage is compulsory for all vessels over 500 gross tons entering, leaving, or maneuvering in Spanish ports.

Regulations

Single-hull Tankers

All single-hull tankers carrying heavy fuel, tar, asphaltic bitumen, or heavy crude oil are not permitted to enter Spanish ports, terminals, and anchorage areas. This prohibition also includes all ports, terminals, and anchorage areas in the Canary Islands.

Radio Frequencies

The use of radio frequencies lower than 30 MHz by merchant vessels in or in the approaches to Spanish ports is prohibited, except for emergencies or with permission of the Maritime Authority.

Access to Spanish Ports

Access to Spanish ports may be prohibited, or subject to certain regulations, due to naval maneuvers, exercises, or other causes, as follows:

1. A warning signal will be shown from a conspicuous position. By day, three balls will be disposed vertically. By night, three red lights will be disposed vertically.
2. The same signals will be shown by the watch vessels.

3. Vessels wishing to enter or leave Spanish waters when the above signals are displayed must:

a. By day—display the pilot flag and await the arrival of a watch vessel.

b. By night—burn one or many Bengal lights; also sound a siren or whistle and await the arrival of a watch vessel.

4. If a watch vessel hails or fires a gun, a vessel must immediately stop or heave to.

5. Vessels will, if the occasion arises, submit to a visit from the watch vessel, which will provide the following information:

a. If a special examination service is established and where it is to be found.

b. If the port is closed and, if so, for how long.

c. If there are any special directions for the navigation of any part of the port.

6. Necessary instructions will be provided, or the examination made, to vessels leaving the port by the Naval authorities, within the port.

7. Masters of vessels not complying with these regulations do so at their risk and peril, and are liable for any damage they may cause.

Particularly Sensitive Sea Areas (PSSA)

The waters off the W coast of the United Kingdom, Ireland, Belgium, France, Spain, and Portugal, from the Shetland Islands in the N to Cabo San Vicente in the S, including the English Channel, were granted (2004) the status of PSSA by the International Maritime Organization.

A PSSA is an area that requires special protection because of its vulnerability to damage caused by marine activities. Vessels operating in or near such an area should exercise the utmost care to avoid damage to the maritime environment and the marine organisms in it. No waste should be discharged overboard.

The Western Europe Tanker Reporting System (WETREP) was instituted to help protect the environment of the PSSA.

Western Europe Tanker Reporting System (WETREP)

The Western Europe Tanker Reporting System (WETREP), a mandatory reporting system, is in effect. The Reporting Area covers the waters off Belgium; the W coast and English Channel coasts of France; Ireland; Portugal; the N and W coasts of Spain; and the English Channel and W coasts of the United Kingdom, including the Shetland Isles.

Further information on WETREP can be found in United Kingdom—Regulations—Reporting Systems.

GIBREP

GIBREP, a mandatory Vessel Traffic Service, is in operation in the Strait of Gibraltar, including the TSS and Inshore Traffic Zones. The reporting system covers the area between longitudes 5°58'W and 5°15'W. Further information can be found in Pub. 131, Sailing Directions (Enroute) Western Mediterranean (paragraph 1.1).

Search and Rescue

Information on the Sociedad de Salvamento y Seguridad Maritima (SASE), the national search and rescue agency of Spain, can be found, in Spanish, at the following web site:

SASE Home Page

<http://www.sasemar.es>

The Maritime Rescue Coordination Center (MRCC) Madrid coordinates search and rescue operations. Maritime Rescue Coordination Centers (MRCC) and Maritime Rescue Coordination Subcenters (MRSC) are located, along with an e-mail contact, as follows:

1. Atlantic coast:

a. MRCC Bilbao	bilbao@sasemar.es
b. MRSC Santander	santande@sasemar.es
c. MRCC Gijon	gijon@sasemar.es
d. MRSC Coruna	coruna@sasemar.es
e. MRCC Finisterre	finister@sasemar.es
f. MRSC Vigo	vigo@sasemar.es
g. MRSC Huelva	huelva@sasemar.es
h. MRSC Cadiz	cadiz@sasemar.es
i. MRSC Tarifa	tarifa@sasemar.es

2. Mediterranean coast:

a. MRSC Algeciras	algecir@sasemar.es
b. MRCC Almeria	almeria@sasemar.es
c. MRSC Cartagena	cartagena@sasemar.es
d. MRCC Valencia	valencia@sasemar.es
e. MRSC Castellon	castello@sasemar.es
f. MRSC Tarragona	tarragon@sasemar.es
g. MRCC Barcelona	barcelon@sasemar.es
h. MRCC Palma (Mallorca)	palma@sasemar.es

3. Islas Canarias:

a. MRCC Las Palmas	laspalma@sasemar.es
b. MRCC Tenerife	tenerife@sasemar.es

A network of coast radio stations maintains a continuous listening watch on international distress frequencies.

Lifeboats and rescue craft are stationed, as follows:

1. North coast (Bay of Biscay).

- San Sebastian (43°19'N., 1°59'W.).
- Bermeo (43°25'N., 2°43'W.).
- Santander (43°27'N., 3°48'W.).
- Gijon (43°34'N., 5°41'W.).

2. Northwest coast (Atlantic Ocean).

- La Coruna (43°23'N., 8°22'W.).
- Vigo (42°14'N., 8°44'W.).

3. Southwest coast (Atlantic Ocean).

- Huelva (37°16'N., 6°55'W.).
- Cadiz (36°30'N., 6°20'W.).
- Algeciras (36°08'N., 5°27'W.).

4. East coast (Mediterranean Sea).

- Malaga (36°43'N., 4°25'W.).
- Almeria (36°50'N., 2°27'W.).
- Carboneras (36°58'N., 1°54'W.).
- Cartagena (37°36'N., 0°59'W.).
- Torre Vieja (37°58'N., 0°41'W.).
- Denia (38°51'N., 0°07'E.).

- g. Valencia (39°28'N., 0°22'W.).
- h. Peniscola (40°21.5'N., 0°24.0'E.).
- i. Vinaroz (40°28'N., 0°28'E.).
- j. La Ampolla (40°48.7'N., 0°42.5'E.).
- k. Tarragona (41°06'N., 1°14'E.).
- l. Torredembarra (41°08'N., 1°24'E.).
- m. Segur de Calafell (41°11.4'N., 1°36.4'E.).
- n. Vilanova i La Geltru (41°13'N., 1°44'E.).
- o. Sitges (41°14.0'N., 1°49.5'E.).
- p. Barcelona (41°21'N., 2°10'E.).
- q. San Feliu du Guixols (41°47'N., 3°02'E.).
- r. Palamos (41°50.8'N., 3°07.3'E.).
- s. Rosas (42°15.2'N., 3°10.8'E.).
- t. Cadaques (42°17'N., 3°17'E.).
- 5. Islas Baleares (Mediterranean Sea).
 - a. Puerto de Palma (39°33'N., 2°38'E.).
 - b. Fornells (40°03'N., 4°08'E.).
 - c. Puerto de Mahon (39°59'N., 4°18'E.).
- 6. Islas Canarias
 - a. Santa Cruz de Tenerife (28°28., 16°14'W.).
 - b. Las Palmas de Gran Canaria (28°08., 15°25'W.).

Signals

The following signals may be displayed in Spanish ports:

Day signal	Night signal	Meaning
Black cylinder	White light over red light over white light, vertically disposed	Local gale or strong wind. All boat traffic suspended.
Black triangle, point down, over black triangle, point up	White light over two red lights, vertically disposed	Moderate gale. Port closed to fishing vessels and small craft.

Special Areas

Explosives Dumping Grounds and Depth Charges Areas

Area F132

Circular area with a radius of 0.8 mile centered on position 36°14.6'N, 6°49.2'W.

Area C136

Circular area with a radius of 3 miles centered on position 28°09'N, 15°10'W.

Diving Exercises

Diving exercises are held in the following areas:

1. **Area E-51**—Circular area with a radius of 0.6 mile centered on 36°36'N, 6°29'W.
2. **Area E-52**—Circular area with a radius of 1.5 miles centered on 36°35'N, 6°18'W.
3. **Area E-53**—Circular area with a radius of 1.5 miles centered on 36°29'N, 6°20'W.
4. **Area E-54**—Circular area with a radius of 1.5 miles centered on 36°23'N, 6°16'W.

Submarine Operating Areas

Submarine operating areas are described below. Some of these areas are shown on the charts. Spanish submarines may be found conducting exercises off the E coast of Spain between Cabo de San Sebastian and Cabo de Gata, in an area located between the coast and a line connecting the following points:

- a. 41°54'N, 3°14'E.
- b. 41°50'N, 3°20'E.
- c. 38°44'N, 0°22'E.
- d. 36°56'N, 0°34'W.
- e. 36°43'N, 0°52'W.
- f. 36°43'N, 2°11'W.

Submarine and anti-submarine exercises

Submarine and anti-submarine exercises are conducted in the vicinity of Cantabrico in an area bounded by lines joining the following positions:

- a. 43°35'N, 10°04'W.
- b. 43°13'N, 9°37'W.
- c. 44°23'N, 7°45'W.
- d. 44°47'N, 8°12'W.

Submarine and anti-submarine exercises are conducted in the vicinity of off the NW coast in an area bounded by lines joining the following positions:

- a. 44°23.5'N, 8°23.5'W.
- b. 43°57.0'N, 8°00.0'W.
- c. 44°22.0'N, 9°18.0'W.
- d. 43°48.5'N, 9°41.5'W.

Submarine and anti-submarine exercises are conducted in the vicinity of the Strait of Gibraltar, as follows:

1. **Area SA**—An area bounded, as follows:
 - a. North limit, territorial waters.
 - b. East limit, territorial waters.
 - c. South limit, 36°34.0'N.
 - d. West limit, 7°17.0'W.
2. **Area SB**—An area bounded, as follows:
 - a. North limit, 36°34.0'N.
 - b. East limit, territorial waters.
 - c. South limit, 36°22.0'N.
 - d. West limit, 7°17.0'W.
3. **Area SC**—An area bounded by lines joining the following positions:
 - a. 36°22.00'N, 7°17.00'W.
 - b. 36°22.00'N, 6°28.30'W.
 - c. 36°00.00'N, 7°17.00'W.
 - d. 36°01.15'N, 6°08.00'W.

Visual signals

Spanish naval vessels hoist the International Code group "NE 2" to indicate the proximity of submarines which may be submerged. Vessels in such cases ought to steer so as to give a wide berth to the vessels flying this signal.

If for whatever cause it were necessary to approach them, they ought to approach at slow speed maintaining at all times a good watch for submarines whose presence might only be indicated by the periscopes or bubbles emerging from the water.

Radio Signals

In certain circumstances notices that maneuvers are being carried out in specified zones may be broadcast.

Navigation Lights

It is possible to meet very frequently at night submarines on the surface in the vicinity of Cartagena and in the area between Cabo de Gata and Cabo de la Nao.

The lights on submarines can be confusing since these lights are necessarily in a very low position and too close together to be able to calculate the length of the submarine and its true direction or change of direction, and therefore can easily be confused with a much smaller vessel of the coastal type or even a fishing boat.

Sunken Submarines

Sunken submarines, unable to surface, will attempt to indicate their position by means of a telephone buoy.

Spanish submarines are provided with two telephone buoys, one at each end of the vessel, that can be released from inside the boat in case of necessity, or when, for whatever reason, the submarine may be viewed as incapable of surfacing.

The telephone buoys are metallic, one at the bow (painted yellow and light orange) and the other at the stern (painted yellow). The diameter is about 90cm and in its middle carries a white light that may be switched on from inside the submarine.

For purposes of identification there is on the buoy a thin metal plate engraved with the name and notice to the authorities. Rescue workers are asked to remove the top and follow the instructions inside.

The telephone buoys are secured to the submarine by a cable not longer than 125m. On finding a telephone buoy in waters deeper than 150m, it can be assumed that it is adrift, and it also should be reported as soon as possible.

Submerged submarines who cannot release the telephone buoys can signal by letting fuel oil or lubricant escape or by releasing air.

In all submarine accidents time is a decisive factor in regard to the chances of saving the survivors, therefore the finding of an indicator buoy ought to be taken as a warning of having discovered a real accident and of not letting any time be lost in taking appropriate measures. When a buoy of this kind is found, the first step to take is to report the discovery by the most rapid means available. If possible the name of the submarine should be listed in the reports that are sent.

In order that those in the submarine may be informed that assistance is on the way, naval vessels will drop small charges that can be heard from the inside. The use of small charges in these cases is perfectly acceptable, but it is absolutely essential that they not be dropped too close, since those that are just emerging could easily suffer fatal wounds because of extreme sensitivity to the submarine explosions. A distance of 0.25 mile is considered adequate. If not equipped with small charges, an acoustic sounder can be turned on or the hull of the vessel may be struck with an iron maul beneath the water line. These signals can normally be heard from inside a submarine and should be made at frequent intervals.

It is possible that a buoy has accidentally become unfastened without the submarine having actually sunk. In any case it is very important to determine conclusively if the telephone buoy

is actually adrift or not. If something else cannot be done, it is permitted to lower a boat to verify the weight of the cable by hand. Extreme caution is recommended since it is absolutely essential that the cable not be broken.

In no case should the boat be secured to the buoy nor should it circle the cable, once it has been proved that the buoy is attached to the disabled submarine.

If it is found to be adrift, it shall not be considered as an indication that all is in order and that nothing has occurred, since the cable could have been broken and floating adrift after deliberate release from a submarine as a result of an accident.

All ships finding themselves in the presence of a telephone buoy of a submarine not adrift, will therefore remain and prepare to pick up survivors. These will emerge almost vertically so that it is very important to leave them sufficient free space to be able to do it without obstacles.

The survivors of a submarine accident may attempt their own rescue at any time after the accident. The internal conditions can worsen rapidly and such attempts will be delayed for only the time required to enable rescue boats to arrive at the disaster zone.

On their arrival at the surface the survivors may be exhausted or sick, so it is very helpful, if circumstances permit to have already lowered a boat to prepare to pick them up. Some will need to be taken to a decompression chamber and naval authorities will make efforts to transport with maximum urgency equipment of this type to the site of the disaster. Those still in the submarine should be informed that assistance is on the way.

The Spanish navy has a service in Cartagena for search and rescue operations. It is always available to render assistance. It is understood, nevertheless, that any vessel which at a determined moment may have evidence of a submarine disaster and goes into action in the sense of the given instructions, working quickly and with effectiveness, can render an important service and play a decisive role in the rescue. It will try according to the instructions written on the buoy to establish communication with the submarine.

Time Zone

The Time Zone description for Spain, the Islas Baleares, and Spanish possessions in North Africa (Al Hoceima, Ceuta, Islas Chafarinas, Melilla, Penon de Velez, and Isla de Alboran) is ALFA (-1). Daylight Savings Time (BRAVO (-2)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

The Time Zone description for the Islas Canarias is ZULU. Daylight Savings Time (ALFA (-1)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

Traffic Separation Schemes

Traffic Separation Schemes (TSS) in Spain are, as follows:

1. **Atlantic Ocean**
 - a. Off Cabo Finisterre. (IMO adopted)
 - b. Approaches to Puerto Vigo. (Government of Spain)
 - c. Banco del Hoyo. (IMO adopted)
2. **Mediterranean Sea**
 - a. In the Strait of Gibraltar. (IMO adopted)
 - b. Off Cabo de Gata. (IMO adopted)

- c. Off Cabo de Palos. (IMO adopted)
- d. Off Cabo de la Nao. (IMO adopted)
- e. Approaches to Castellon. (Government of Spain)
- f. Approaches to Barcelona. (Government of Spain)

U.S. Embassy

The U.S. Embassy is situated at Serrano 75, 28006 Madrid.
The mailing address is APO AE 09642.

U. S. Embassy Spain Home Page

<http://madrid.usembassy.gov>



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General

Sweden is located in northern Europe bordering the Baltic Sea, the Gulf of Bothnia, and Skagerrak, between Finland and Norway.

The climate is temperate in the S, with cold cloudy winters and cool partly cloudy summers.

The terrain is mostly flat or gently rolling lowlands, and mountainous in the W.

Buoyage System

IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

In winter, floating aids to navigation could be damaged, drift, or be lost. Weather conditions may also necessitate their withdrawal from station. At the beginning of winter many lightships and lighted buoys are replaced by small buoys more capable of resisting damage or loss.

Topmarks and radar reflectors on remaining buoys are removed. Red reflectors may bleach causing a yellow reflection; care should be exercised not to confuse these with white reflectors.

Buoys fitted with racons are generally replaced by lighted buoys when icing is expected to prevent damage to the sensitive and expensive electronic equipment.

Cautions

In conjunction with the establishment of GMDSS (Global Maritime Distress and Safety System), numerous medium frequency radiobeacons situated around the coast of Sweden are reported (1999) to have been discontinued.

Air Cushion Vehicles

Air Cushion Vehicles operate between Malmo and Kobenhavn, on the same route as hydrofoils. They have a maximum speed of 35 knots and operate in accordance with the International Rules of the Road. When airborne they carry a rotating yellow warning light. The vehicle makes difficult leeway with the wind abeam. Signals made on a ship's bell are difficult to hear aboard the air cushion vehicle.

Chemical Munitions

Chemical munitions, including mustard gas, are known to have been dumped in the following locations:

- 15 miles E of Christiano (55°20'N., 15°11'E.).
- 52 miles SSE of Hoburg (56°55'N., 18°09'E.).

It must be assumed that these munitions were spread over a larger area than charted during dumping operations and it is known that some were dumped during the transit from Peenemunde to the dumping areas. It is also likely that these munitions have moved outside the charted areas due to activity on the sea bed.

Floating Hazards

In the coastal waters and archipelagic waters of Sweden, numerous drifting logs may be encountered throughout the year, especially after storms and spring freshets. These may constitute a serious hazard to small and medium-sized vessels.

Unexploded Ordnance

Unexploded ordnance, which may cause a dangerous explosion if disturbed, lies on the sea bed and could present a hazard to vessels anchoring, fishing, or engaging in submarine or seabed operations, as follows:

- East coast—
 - 59°00.1'N, 18°11.7'E.
 - 58°59.8'N, 18°11.7'E.
 - 58°57.3'N, 18°27.2'E.
 - 58°50.8'N, 18°57.5'E.
 - 58°49.8'N, 18°20.0'E.
 - 58°49.7'N, 18°14.7'E.
 - 58°45.5'N, 18°26.4'E.
 - 58°35.0'N, 18°45.4'E.
 - 58°30.5'N, 17°34.9'E.
 - 58°28.0'N, 17°23.0'E.
 - 57°51.4'N, 17°15.1'E.
 - 57°46.1'N, 17°11.9'E.
 - 57°49.4'N, 19°09.2'E.
- South coast—
 - 56°00.6'N, 16°07.6'E.
 - 55°53.2'N, 16°31.1'E.
 - 55°52.9'N, 16°31.0'E.
 - 55°52.3'N, 16°28.8'E.
 - 55°52.1'N, 16°32.1'E.
 - 55°52.0'N, 16°30.7'E.
 - 56°00.7'N, 15°25.3'E.
 - 56°00.2'N, 15°19.2'E.
 - 55°58.2'N, 15°10.0'E.
 - 55°52.4'N, 15°09.6'E.
 - 55°52.1'N, 15°04.0'E.
 - 56°05.6'N, 15°03.0'E.
 - 56°01.1'N, 15°02.6'E.
 - 56°01.3'N, 14°56.0'E.
- West coast—
 - 57°33.4'N, 11°21.5'E.
 - 58°14.6'N, 11°16.7'E.
 - 58°31.4'N, 11°06.9'E.
 - 58°49.2'N, 11°00.3'E.
 - 58°24.4'N, 10°30.1'E.

Currency

The official unit of currency is the krona, consisting of 100 ore.

Firing Areas

Baltic Sea

Area R64S (Torhamn Storre)—Bounded by lines joining the following positions:

- 56°14.9'N, 16°02.8'E.
- 56°10.0'N, 16°24.8'E.
- 56°05.0'N, 16°24.8'E.
- 55°50.0'N, 15°47.3'E.

- e. 56°03.7'N, 15°47.3'E.

Area R64M (Torhamn Mindre)—Bounded by lines joining the following positions:

- a. 56°03.7'N, 15°49.6'E.
b. 56°08.1'N, 16°16.8'E.
c. 55°56.0'N, 16°07.0'E.

Area R63A (Sturko Nord)—Bounded by lines joining the following positions:

- a. 56°03.9'N, 15°24.0'E.
b. 56°07.0'N, 15°28.7'E.
c. 56°07.0'N, 15°37.6'E.
d. 56°03.7'N, 15°47.3'E.
e. 55°56.8'N, 15°47.3'E.
f. 55°54.0'N, 15°39.9'E.
g. 56°00.0'N, 15°39.9'E.
h. 56°02.5'N, 15°36.0'E.

Area R63B (Sturko Syd)—Bounded by lines joining the following positions:

- a. 56°03.9'N, 15°24.0'E.
b. 56°02.5'N, 15°36.0'E.
c. 56°00.0'N, 15°39.9'E.
d. 55°54.0'N, 15°39.9'E.
e. 55°54.6'N, 15°33.5'E.
f. 55°58.0'N, 15°27.8'E.

Area R63C (Sturko Nytt)—Bounded by lines joining the following positions:

- a. 56°07.0'N, 15°28.7'E.
b. 56°11.8'N, 15°30.4'E.
c. 56°10.0'N, 15°48.8'E.
d. 56°03.7'N, 15°47.3'E.
e. 56°07.0'N, 15°37.6'E.

Area D164 (Hano Nord)—Bounded by lines joining the following positions:

- a. 55°58.2'N, 14°49.0'E.
b. 56°06.6'N, 14°58.2'E.
c. 56°07.0'N, 15°05.2'E.
d. 56°03.9'N, 15°24.0'E.
e. 55°58.7'N, 15°27.8'E.
f. 55°54.7'N, 15°33.8'E.

Area D165 (Hano Väst)—Bounded by lines joining the following positions:

- a. 55°40.0'N, 14°39.9'E.
b. 55°50.0'N, 14°39.9'E.
c. 55°58.2'N, 14°49.0'E.
d. 55°56.4'N, 15°09.7'E.
e. 55°40.0'N, 15°09.7'E.

Area D166 (Hano Ost)—Bounded by lines joining the following positions:

- a. 55°40.0'N, 15°09.7'E.
b. 55°56.4'N, 15°09.7'E.
c. 55°54.0'N, 15°39.9'E.
d. 55°40.0'N, 15°39.9'E.

Area R38A (Rinkaby)—Bounded by the coast and lines joining the following positions:

- a. 55°59.4'N, 14°23.0'E. (coast)
b. 55°58.0'N, 14°29.0'E.
c. 55°53.6'N, 14°22.0'E.
d. 55°56.4'N, 14°19.5'E. (coast)

Area R34 (Ravlunda)—Bounded by the coast and lines joining the following positions:

- a. 55°45.8'N, 14°12.0'E. (coast)

- b. 55°53.8'N, 14°19.9'E.

- c. 55°53.0'N, 14°22.5'E.

- d. 55°56.6'N, 14°25.3'E.

- e. 55°47.3'N, 14°32.5'E.

- f. 55°42.6'N, 14°32.5'E.

- g. 55°35.3'N, 14°27.2'E.

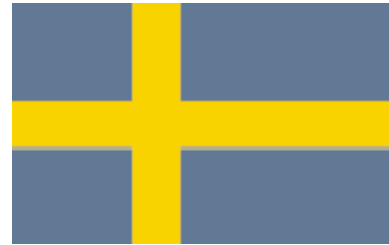
- h. 55°43.1'N, 14°19.5'E. (coast)

Gulf of Bothnia

Lulea Archipelago.—Junkon.—Limits of a gunnery range are bounded by lines joining the following positions:

- a. 65°27.80'N, 22°20.45'E.
b. 65°25.25'N, 22°25.25'E.
c. 65°23.70'N, 22°17.95'E.
d. 65°27.26'N, 22°15.96'E.
e. 65°27.87'N, 22°20.45'E.

Government



Flag of Sweden

Sweden is a constitutional monarchy. The country is divided into 21 counties.

King Carl XVI Gustav is the Head of State. The Prime Minister is elected by the Parliament. The unicameral Parliament consists of 349 members, directly-elected according to a system of proportional representation, serving 4-year terms.

The legal system is based on civil law influenced by customary law.

The capital is Stockholm.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 5	Eve of Epiphany
January 6	Epiphany
Good Friday	Variable
Easter Monday	Variable
April 30	Valborg's Eve
May 1	Labor Day
Ascension Day	Variable
Whitmonday	Variable
June 6	National Day

Friday after June 19	Midsummer Eve
Saturday after June 19	Midsummer Day
Friday after October 30	All Saints' Eve
Saturday after October 30	All Saints' Day
December 24	Christmas Eve
December 25	Christmas Day
December 26	Second Day of Christmas
December 31	New Year's Eve

Ice

The government of Sweden operates a fleet of state-owned icebreakers managed by the Swedish Maritime Administration (SMA). The icebreakers, which are manned by the Swedish Naval Forces, break ice between open water, and waters protected from sea ice, pack ice, and similar ice obstacles. Helicopters are based aboard some of these vessels and are utilized for air reconnaissance purposes and directing.

Municipal or private vessels may be contracted to assist state-owned icebreakers, when necessary.

The ice breaking service is administrated by the Director of the SMA, Ship Management and Icebreaking, assisted by local offices and, when necessary, through the regional offices in Malmo, Gothenburg, and Trollhattan.

In accordance with the Ice Breaking Ordinance, ships suitable for winter navigation can receive ice breaking assistance through the Government Ice Breaking Service in Swedish coastal waters and in sea routes to these waters between the open sea and waters which are protected from sea ice, drift ice, pack ice, or similar obstacles. Severe ice can, to a certain extent determined by the Administration, be broken with the aid of the government service in Lake Vanern, Lake Malaren, and the Angermanalven River.

No charge is made for towing or other icebreaker assistance provided by state icebreakers in conjunction with the breaking of sea ice.

The SMA does not accept any responsibility for delay, damage, or other loss caused to a ship, its crew, passengers, or cargo as a result of ice conditions. Every ship is responsible for its own safety.

Assistance is given to ships at their own risk.

For a vessel to obtain state icebreaker assistance it must, as a minimum, have the Finnish-Swedish ice class (or equivalent) and the minimum dwt that are applicable to a specific ice region in accordance with ice restrictions imposed by the Swedish Maritime Administration.

An icebreaker has the right to refuse assistance to a ship if it is known that the arrangements of the ship are not functional before the assistance, or if the ship, with regard to hull, engine power, equipment, or crew is in such condition that operation in ice can be presumed to endanger the safety of the ship, or if there is good reason to suspect that the ship is less suitable for operation in ice than what is generally expected for ships belonging to the same ice class.

The Executive Boards of the Finnish Icebreaking Service and the Swedish Icebreaking Service have jointly decided that

tugs with barges (barges connected with cables or hawsers) and so-called river vessels are not suitable for winter navigation and cannot count on state icebreaker assistance, even if they have the relevant ice class granted by their classification society.

The following are the minimum requirements to be complied with if a ship is to be considered suitable for winter navigation:

1. The ship shall be classified as being of the highest ice class by a Classification Society approved by the state in question or shall otherwise have shown itself to be of a corresponding construction and strength at an inspection of seaworthiness.
2. The ship shall be equipped with propulsion machinery powerful enough for the ship to make its way through light ice or through broken channels within the belt of skerries without icebreaker assistance.
3. The ship shall be of at least 500 dwt.
4. The stability of the ship shall be such that even when carrying deck cargo a certain amount of icing can occur without risk for capsizing.

The Executive Board of the Ice Breaking Service of the SMA issues directions and restrictions for sea traffic based on current and expected ice and weather conditions and on the ice breaking resources available. The restrictions issued include requirements concerning minimum tonnage, engine power, and ice strengthening (ice class) for those ships which can expect ice breaking assistance.

The SMA will announce the tightening of restrictions 6 days (including Saturdays and holidays) in advance, if possible, before they enter into force. When restrictions are eased or lifted by the SMA, these decisions come into force on the same day as announced.

Information on existing traffic directions and existing/pending restrictions is obtained via ice reports issued by the Swedish Hydrological and Meteorological Institute (SHMI) and, in Swedish, on the SMA Home Page.

SMA Home Page

<http://www.sjofartsverket.se>

Click on Yrkessjofart, then on Isnytt

Direction for alternate ports can also be given. Requirements for only one loading port and/or one discharging port and a certain minimum cargo can be laid down as a prerequisite for assistance.

Information on ice services provided by the SHMI, including ice conditions and traffic restrictions, can be found as follows:

SHMI Ice Products

<http://www.smhi.se/oceanografi/iceservice/start.htm>

Ships which have not been granted the right to assistance from an icebreaker will be recommended to refrain from fulfilling the voyage in question.

The Director will decide whether, having due regard for the traffic directions issued, the ship in question can count on assistance from an icebreaker and if the ship shall utilize the services of an ice pilot in conjunction with this.

Unless special reasons indicate otherwise, ships in need of help will be assisted in the following order, no matter what their nationality:

1. Ships in distress or in need of help because of danger to the lives of those on board.
2. Ships destined for or coming from Denmark, Finland, Norway, Sweden, and Germany. In this case preference shall be given to passenger ships and ships carrying goods of special importance.
3. Other ships.

Ships seeking assistance will be grouped in convoys whenever conditions require this. Dispensation from sea traffic restrictions which have been issued cannot be counted on.

Ships which can count on assistance from an icebreaker will receive the necessary instructions for the voyage in question.

Ships can be obligated to give advance notice of arrival or of passage through a specified point or line to the state icebreaker or to the local office of the Government Ice Breaking Service.

To provide for wintertime vessel traffic information needed by the Government Icebreaking Service and the state icebreakers, ships bound for harbors in the Gulf of Bothnia will be instructed, if necessary, to report the following information, in Swedish and English, to VTS Stockholm when passing Svenska Bjorn (59°33'N., 20°01'E.):

1. Name.
2. Nationality.
3. Destination.
4. Speed.
5. ETA.

The information can be reported using one of the following methods:

Radio: VHF channel 84
Telephone: +46-8-6666622

Monitoring also takes place on VHF channel 16. Reporting may be carried out in Swedish or in English, using the IMO Marine Standard Phrases.

The reporting line can be moved further S based on ice conditions.

In connection with reporting, ships bound for specific harbors will be ordered to contact the relevant state icebreaker before passing a point specified by VTS Stockholm, to get information and directions as to the route and assistance.

Requests for assistance from state icebreakers shall, when the state icebreaker (this term includes other ships used in the state ice breaking service) is in the waters where the assistance is required to be made to the captain of the icebreaker or a specific icebreaker designated to receive notifications.

Information on the reporting procedure will be given in daily ice reports and in coast radio station transmissions.

Unless otherwise agreed with the icebreaker providing assistance, ships shall monitor their radios continuously.

VHF radio shall be used for signaling between icebreakers and assisted ships. In case of failure on VHF, sound signals specified in the table of signals shall be used.

Ice breakers continuously monitor VHF channel 16 when at sea. Calls to ice breakers can also be established by coastal radio stations; it is also possible to contact icebreakers by mobile telephone

The Executive Board of the Ice Breaking Service recommends that vessels navigating in ice-covered waters be equipped with a transponder for automatic identification of ships (AIS).

Vessels shall adhere to the following regulations when in company with an ice breaker, or in convoy:

1. All instructions given from the ice breaker shall be followed.
2. Particular attention shall be paid to the following:
 - a. The VHF channel specified shall be monitored continuously.
 - b. The propulsion machinery of the ship shall be constantly ready for rapid maneuvers.
 - c. The ice breaker shall determine when the ship is to be towed.
 - d. If any ship should spring a leak or suffer damage that may affect the vessel's ability to follow the ice breaker or otherwise comply with the directives given by the ice breaker, this shall be immediately communicated.
 - e. To be eligible for ice breaker assistance, vessels navigating in ice-covered waters must be equipped with a powerful searchlight. Ships which form part of a convoy and which have stuck in the ice shall keep their searchlights extinguished.
3. Instructions to the ship being assisted are usually given via VHF on the dedicated assistance channel
4. In order to avoid collisions, a vessel in a convoy shall immediately inform other vessels on the dedicated assistance channel if it stops or slows down its speed substantially.
5. State ice breakers show a blue light visible around the horizon at their masthead during the hours of darkness.
6. Ships which do not follow the traffic regulations and traffic instructions which have been issued or the orders given by the ice breaker can be refused assistance.
7. Finnish ice breakers are provided with two rotating red lights, one placed above the other, which are switched on when the ice breaker makes an unexpected stop or a sharp reduction in speed. The assisted ship(s) must then immediately take whatever measures are necessary to promptly execute full astern. Note that this warning signal is NOT used on Swedish ice breakers.

Industries

The main industries include iron and steel, precision equipment, pulp and paper products, processed foods, and motor vehicles.

Languages

Swedish is the official language.

Mined Areas

The location of former NEMEDRI mine danger area No. 10, in which residual dangers are still considered to exist, is given below.

Kattegat.—All waters bounded by lines joining the following approximate positions:

- a. 57°18.5'N, 11°37.2'E.
- b. 57°01.0'N, 12°06.2'E.
- c. 56°48.5'N, 12°20.7'E.
- d. 56°21.4'N, 12°24.8'E.
- e. 56°17.7'N, 12°22.0'E.
- f. 56°15.7'N, 12°16.6'E.
- g. 56°37.9'N, 12°16.9'E.
- h. 56°51.9'N, 11°49.5'E.

The Sound.—All waters bounded by lines joining the following approximate positions:

- a. 55°38.7'N, 12°53.5'E.
- b. 55°39.1'N, 12°54.8'E.
- c. 55°38.2'N, 12°55.6'E.
- d. 55°37.0'N, 12°52.8'E.

The Sound—South Approaches.—All waters bounded by lines joining the following positions and the coast of Sweden:

- a. 55°36.6'N, 12°58.4'E.
- b. 55°36.7'N, 12°56.7'E.
- c. 55°36.6'N, 12°56.2'E.
- d. 55°36.0'N, 12°54.9'E.
- e. 55°36.2'N, 12°54.6'E.
- f. 55°37.6'N, 12°55.3'E.
- g. 55°36.8'N, 12°53.3'E.
- h. 55°34.4'N, 12°49.2'E.
- i. 55°34.0'N, 12°47.8'E.
- j. 55°32.1'N, 12°43.9'E.
- k. 55°23.3'N, 12°43.5'E.
- l. 55°18.8'N, 12°41.6'E.
- m. 55°16.7'N, 12°40.6'E.
- n. 55°12.6'N, 12°4.11'E.
- o. 55°06.0'N, 12°50.3'E.
- p. 55°07.1'N, 13°09.9'E.
- q. 55°15.0'N, 13°09.9'E.
- r. 55°18.6'N, 13°08.4'E.
- s. 55°20.5'N, 12°58.4'E.
- t. 55°20.5'N, 12°56.4'E.
- u. 55°23.6'N, 12°5.07'E. (S entrance to the Falsterbo Kanal)

Due to the residual danger of the possible existence of bottom mines laid during WWII, mariners are cautioned against anchoring or fishing in the following areas, which are best seen on the chart:

1. **Åland Hav.**—An area enclosed by the parallels 60°21'N, and 6°15'N to the N and S, respectively; to the W by lines joining the following positions:

- a. 60°21.0'N, 18°58.8'E.
- b. 60°16.0'N, 18°53.6'E.
- c. 60°15.0'N, 18°53.6'E.;

and to the E by a line joining the following positions:

- d. 60°21.0'N, 19°08.9'E.
- e. 60°15.0'N, 19°06.8'E.

2. **South of Mallsten.**—An area bounded by lines joining the following positions:

- a. 58°50.0'N, 18°01.0'E.
- b. 58°50.0'N, 18°04.0'E.
- c. 58°47.2'N, 18°04.0'E.
- d. 58°47.2'N, 18°01.0'E.

3. **Southeast of Huvudskar.**—An area bounded by lines joining the following positions:

- a. 58°56.0'N, 18°46.0'E.
- b. 58°56.0'N, 18°54.0'E.
- c. 58°51.0'N, 18°54.0'E.
- d. 58°51.0'N, 18°46.0'E.

4. **Northeast of Sandsankan.**—An area enclosed by the parallels 58°26.5'N and 58°20.5'N and the meridians 17°22.5'E and 17°13.0'E.

5. **Southeast of Haradskar.**—An area enclosed by the parallels 58°08.5'N and 58°03.0'N and the meridians 17°11.0'E and 17°02.0'E.

6. **Southeast of Storklappen.**—An area enclosed by the parallels 57°50.0'N and 57°44.5'N and the meridians 17°04.0'E and 16°54.5'E.

7. **Kungsggrund.**—An area enclosed by the parallels 57°41.5'N and 57°33.5'N and the meridians 17°06.0'E and 16°53.0'E.

8. **Nidingen** (57°18'N., 11°54'E.).

9. **Stora Polsan** (57°47'N., 11°32'E.).

10. **South of Flatholmen** (58°16'N., 11°25'E.).

11. **West of Bonden.**—An area enclosed by the parallels 58°10.5'N and 58°13.5'N and the meridians 11°13.6'E and 11°18.0'E.

Defensive Minefields

Along the Swedish coast are a number of areas where mines are already laid in peacetime. These mined areas are usually found in harbor entrances and archipelago channels where the waters can be observed and the mines controlled from observation posts on shore. The mines are not activated and may only be detonated remotely from the observation post.

Anchorage is prohibited in these areas due to the risk of damage to the mine equipment; during thunderstorms, vessels navigate in these areas at their own risk as full security cannot be guaranteed in such conditions.

If a vessel must anchor in the mined area in an emergency, anchoring should be done as near to the outer limit of the area as possible in order to minimize damage to the mine gear.

Defensive minefields are laid in the following areas:

1. In the approaches to Guovik (56°12'N., 15°01'E.) and Jarnavik (56°11'N., 15°04'E.).

2. In the S approach to Karlskrona (56°10'N., 15°35'E.).

3. In the E approach to Karlskrona S of Torhamnsudde (56°05'N., 15°51'E.).

4. In the E approach to Karlskrona in the entrance to Kallafjarden NW of Eldstein Beacon (56°02'N., 15°45'E.).

5. Stockholm (Landsort Entrance)—In the vicinity of Mallsten (58°51'N., 18°02'E.) extending 1 mile N of the island and 1.5 to 2 miles S of the island. BA NP 19

6. Stockholm (Landsort Entrance)—Between the N end of Uto (58°57'N., 18°15'E.) and the S end of Orno, 2 mile NE.

7. Stockholm (Landsort Entrance)—In the vicinity of Vettskar between Galon (59°05'N., 18°18'E.) and Orno, about 1 mile SE.

8. Across the entrance to Slite Hamn (57°42'N., 18°48'E.).

9. Across the N entrance and the S entrance to Farosund (57°53'N., 19°03'E.).

10. Approaches to Goteburg (57°42'N., 11°55'E.)—Three minefields. The N field lies across the approaches of the N main channel. The central field lies across the approaches across the N channel and the SW channel. The S field lies across the approaches of the S channel.

11. In the approaches to Bulkhammen (56°00'N., 12°43'E.).

12. In the approaches to Raa Hamn (55°59'N., 12°45'E.).

Navigational Information

Enroute Volumes

Pub. 193, Sailing Directions (Enroute) Skagerrak and Kattegat.

Pub. 194, Sailing Directions (Enroute) Baltic Sea (Southern Part).

Pub. 195, Sailing Directions (Enroute) Gulf of Finland and Gulf of Bothnia.

Maritime Claims

The maritime territorial claims of Sweden are, as follows:

Territorial Sea	12 miles. *
Fisheries or Economic Zone	200 miles. **
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Claims straight baselines. Territorial sea limits reduced in the following areas to retain a high seas corridor:

1. Kattegat.
2. Northern and southern approaches to The Sound.
3. Samso Baelt.
4. Kadet Renden.
5. Fehmarn Belt.
6. Kieler Bucht.
7. Bornholmsgat.

** To defined coordinates.

National Sea Surveillance Centers

The main duty of each center is to gather and study information concerning all maritime activities. The centers continuously monitor VHF channel 16. These centers are located, as follows:

1. Harnosand (62°38'N., 17°56'E.).
2. Musko (59°02'N., 18°07'E.).
3. Karlskrona (56°10'N., 15°35'E.).
4. Malmo (55°37'N., 13°00'E.).
5. Goteborg (57°42'N., 11°55'E.).

Pilotage

Pilotage is controlled by the Swedish Navigation Authority and is compulsory in Swedish coastal waters and along certain pilot leads (fairways) connecting ports along the coast.

The vessels subject to compulsory pilotage vary in size and type, according to location. For this purpose, vessels are divided into the following categories:

1. Category 1—Vessels carrying or with uncleaned tanks which last carried:

a. Liquefied gas.

b. Liquid chemicals defined in MARPOL 73 Supplement 2 Annex 2 as category A, B, or (if vessel does not have a double-skin hull under all cargo tanks) C.

c. Liquid chemicals which, according to IMO bulk chemical code should be carried in Type 1 or 2 vessels.

2. Category 2—All other chemical tankers which are laden or have uncleaned tanks and all laden oil tankers.

3. Category 3—All other vessels.

Vessels should send a request for pilot at least 5 hours in advance to the appropriate pilot station stating when, and the area within which, pilotage is required. Any amendments should be notified at least 3 hours before the original time.

Vessels should establish radio contact with pilot station before arrival.

Requests for pilotage in Swedish waters, and any subsequent amendments, are to be made through the appropriate VTS/pilot ordering center. Pilotage for certain ports on the W coast of Sweden is arranged through the Swedish Maritime Administration web site, as follows:

Swedish Maritime Administration Home Page
<http://www.sjofartsverket.se>

In exceptional cases, the requests and amendments can be made by radio or telephone. It is expected that eventually all pilot bookings for Swedish ports will be made via the Internet.

Recommended Pilotage

Pilotage is recommended by IMO Resolution MSC 138(76) for the following vessels when transiting Sundet (The Sound):

1. Loaded oil tankers with a draft of 7m and over.
2. Loaded chemical tankers and gas carriers, regardless of size.

3. Vessels carrying shipments of irradiated nuclear fuel, plutonium, or high level radioactive waste (INF cargo).

The limits of the area where this pilotage is recommended is, as follows:

1. North limit—A line connecting Svinbaden Light (56°09'N., 12°33'E.) in Sweden and Hornbaek Harbor (56°06'N., 12°28'E.) in Denmark.

2. South limit—A line connecting Skanor Harbor (55°25'N., 12°50'E.) in Sweden and Alfandshage (55°33'N., 12°36'E.), the southernmost point of Amager Island in Denmark.

Vessels should use the pilotage service established by the governments of Denmark and Sweden.

Deep Sea Pilotage

Vessels requiring a licensed deep sea pilot in the Baltic Sea area should send request at least 24 hours in advance to one of the following stations:

1. Baltic Sea—Lulea Pilots, Stockholm Pilots, Malmo Pilots.
2. North Sea—Goteborg Pilots.
3. Kattegat—Malmo Pilots, Helsingborg Pilots, Goteborg Pilots.

Large Tankers

According to an agreement between the Swedish Navigation Authority and a combination of the Swedish Petroleum Institute and Owners Association, loaded oil tankers employed by Swedish oil companies, with a draft greater than 12m or carrying more than 50,000 tons of petroleum products, must employ a Swedish pilot on voyages in the Baltic Sea N of latitude 55°25'N.

Regulations

Ships should obtain a copy of the harbor regulations from the harbormaster of each port. The regulations described below are in force at most of the ports.

Masters of merchant ships arriving in port must report to the harbormaster the usual information relative to the ship, crew, and cargo.

Ships, unless obliged by necessity, must not anchor in, or off, the entrance channels, but if forced to do so, must shift berth at the first opportunity.

On entering the harbor limits, ships must display their national colors, and keep them flying by day until after the completion of the Customs visit.

Berths will be allotted by the harbormaster, and must not be shifted without his permission. Ships must shift berth if and when required to do so by the harbormaster.

Ships lying alongside a quay, or one another, must use sufficient and proper fenders, and if required by the harbormaster, must have their anchors stowed inboard, davits turned in, etc.

Ships are not to move inside the harbor at a greater speed than necessary for their convenient handling. They must not use their engines except at the slowest speed and for as short a time as possible just previous to their departure.

Steam whistles and sirens must not be sounded within the harbor, unless necessary to do so to avoid danger, or in accordance with the International Regulations for Preventing Collisions at Sea.

Securing cables, hawsers, warps, etc., must only be taken to the proper securing positions (bollards, rings, etc.) provided.

In many places special by-laws are enforced to prevent pollution of the water by the discharge of oil or other noxious matter from ships. Provision must be made when working cargo to prevent any falling overboard.

All foreign vessels within Swedish territorial waters sighting significant pollution by oil or other noxious material such as chemicals, or from solid waste, or ships suffering damage which causes, or might cause, the release of oil or other noxious material, must immediately report the fact to a coast radio station.

Ships are to pass jetties, harbor installations and moored boats at the slowest possible speed compatible with safe navigation to avoid damaging them by wash.

Ships passing lighted structures, which are in process of being replenished by boats carrying gas containers, or piers or jetties at which such boats are loading or discharging gas containers, should do so at a speed not greater than 5 knots when within a distance of about 200m from them; such boats can be distinguished by a red ball in the rigging.

Special regulations are in force in the inner coastal waters of Sweden against causing damage to the sides of channels cut through the ice, and for the marking of temporary bridges thrown across such channels. Ships carrying, loading or discharging explosive, inflammable or dangerous cargo (including radioactive materials) must display by day, Flag B of the International Code of Signals and exhibit, at night, two red lights, disposed horizontally about the centerline and at least 2m apart. These signals need not be shown by a vessel carrying only a small quantity of dangerous cargo, below the limits prescribed in Swedish regulations.

Anchorage is prohibited in the vicinity of submarine cables in Swedish waters. The positions of cables are usually marked by beacons or buoys, but the prohibition may or may not be indicated on the chart. This prohibition applies equally to power cables and telegraph cables.

Foreign state vessels (naval vessels and other vessels and hovercraft which are owned or used by a state and employed for non-commercial purposes) are not allowed to stop or anchor within Swedish territory unless it is necessary for the safety of the vessel. If the vessel is compelled to stop or if it enters Swedish internal waters because of distress, it shall make this known by giving an international signal and by notifying a Swedish military authority of the circumstances.

Dangerous or polluting cargo

Vessels carrying dangerous or polluting cargo must provide the following information to MRCC Goteberg:

1. Vessel name and call sign.
2. nationality.
3. Length and draft in meters.
4. Port of destination.
5. ETA at port of destination or pilot boarding position.
6. ETD.
7. Intended route.
8. The correct technical name of the dangerous or polluting cargo; the UN numbers, where they exist; the IMO hazard classes in accordance with the IMDG Code, the IBC Code, and the IGC Code; the quantity of the cargo and its location on board; and, if in portable tanks or freight containers, their identification marks.

This information can be sent via e-mail, as follows:

hazmat@amrcc.sjofartsverket.se

Advance notification for merchant shipping

The vessel's master or representative must give advance notification to the Swedish Coast Guard no less than 24 hours prior to arrival. The form titled *Notification in Advance* should be used. The document can be obtained from the Internet, as follows:

Swedish Coast Guard Home Page
<http://www.kustbevakningen.se>

Any changes should immediately be reported to the Swedish Coast Guard. Any change in departure time should be reported not later than 4 hours in advance.

Advance notification requirements for foreign vessels

The following foreign-flagged vessels are subject to additional advance notification requirements:

1. Gas and chemical tankers older than 10 years of age as determined by the date indicated in the vessel's safety certificates.
2. Bulk carriers older than 12 years of age as determined by the date indicated in the vessel's safety certificates.
3. Oil tankers over 3,000 gross tons and older than 15 years of age as determined by the date indicated in the vessel's safety certificates.
4. Passenger vessels older than 15 years of age as determined by the date indicated in the vessel's safety certificates.

The advance notification shall be sent at least 3 days prior to the ETA at the port. If the voyage from the previous port is expected to take less than 3 days, the advance notification shall be sent prior to leaving the previous port.

The advance notification shall be submitted to the Swedish Coast Guard by one of the following methods:

1. E-mail: sweden24@coastguard.se
2. Fax: +46-611-20190

The advance notification shall contain the following information:

1. Vessel name.
2. Flag.
3. IMO number.
4. DWT.
5. Date of construction of the vessel, as determined by the date indicated in the vessel's safety certificates.
6. For tankers:
 - a. Configuration (single hull, single hull with segregated ballast tanks).
 - b. Condition of the cargo and ballast tanks (full, empty, inerted).
 - c. Volume and type of cargo.
7. ETA at the port and the pilot station.
8. Planned duration of the port call.
9. Planned operations at the port of destination (loading, unloading, other).
10. Planned statutory survey inspections and substantial maintenance/repair work to be conducted in the port of destination.

Vessel Reporting Service

Vessels are required to submit certain information to the Vessel Reporting Service of the Swedish Maritime Administration not later than 24 hours prior to arrival at a port or anchorage in Sweden. Vessels shall submit, via their agent, the following information:

1. Ship's name, type, call sign, MMSI number, and IMO number.
2. Destination (port/anchorage), ETA/ETD, number of persons on board, and arrival draft.
3. Pilot Exemption Number, if any.
4. Last port of call or anchorage.

5. Next port of call or anchorage.

For further information, see the Swedish Maritime Administration web site, as follows:

Swedish Maritime Administration Home Page

<http://www.sjofartsverket.se>

Click on **e-services**, then on **Vessel Reporting Service**

Restricted Areas

Restricted Military Areas

Within Swedish waters, several Restricted Military Areas have been established for the protection of defense installations and areas of special significance to the defense of Sweden. Under normal circumstances, foreign persons and vessels may stay in these areas without special permission. However, during times of increased military, or at such other times as the Swedish government may decide, special regulations will apply; the details of any special regulations will be promulgated by Swedish Notice to Mariners.

These Restricted Military Areas are located, as follows:

1. Karlskrona Restricted Area.
2. Gotland Restricted Area.
3. Landsort Restricted Area.
4. Musko Restricted Area.
5. Huvudskar Restricted Area.
6. Morto-Bunson Restricted Area.
7. Uto Semi-Restricted Area.
8. Goteberg Restricted Area.
9. Uddevalla Restricted Area.

Special Regulations

Vessels in Swedish territorial waters, when in company with Swedish warships in daylight or when within 1 mile of Restricted or Semi-Restricted areas, are required to hoist their national flag. When at anchor in company with Swedish warships the national flag must be hauled down.

Vessels may be hailed by Swedish maritime, air or defense authorities, using signal SO or L of the International Code of Signals, and required to alter course or stop. They may also be boarded or instructed to enter harbor for examination. Restrictions may also be ordered on the use of the vessel's radio.

It is prohibited to land and remain on several islands and regions close to the Swedish coast. Notices are posted to this effect. This edict also pertains to military installations and naval dockyards. Foreign ships should obtain copies of the Police Regulations for restrictions against photography, surveying, and anchoring in defensive areas.

Swedish War Harbors

Foreign warships are not, without special permission, allowed to enter Swedish war harbors, and any foreign vessel within the limits of these harbors must employ a pilot and only proceed through the authorized channels.

Search and Rescue

The Swedish Maritime Agency is responsible for search and rescue operations. The Maritime Rescue Coordination Center (MRCC) Goteborg can be contacted by e-mail, as follows:

mrccgbg@amrcc.sjofartsverket.se

Signals

Minesweepers

Minesweepers engaged in minesweeping operations display the signals prescribed by the International Regulations for Preventing Collisions at Sea.

In addition, Swedish naval vessels will use the following signals:

1. When engaged in acoustic minesweeping, Morse Code Letter "U" flashed in the direction of any approaching vessel; a minesweeper making this signal should not be approached within at least 1.5 miles.
2. When towing minesweeping apparatus or other military gear, but not engaged in minesweeping operations the vessel will display:
 - a. By day—Flag "D."
 - b. By night—Three lights, red, white, green, disposed vertically.

Such vessels should not be approached within 0.1 mile.
3. When engaged in destroying mines or rendering mines safe, a vessel will display:
 - a. By day—A red flag.
 - b. By night—A red light.

Such vessels should be given a wide berth.

Dredges

Dredges in Swedish waters and vessels at anchor similarly obstructing navigation show the following signals in addition to the lights and signals for a vessel at anchor required by the International Regulations for Preventing Collisions at Sea:

1. On the side on which a vessel may not pass:
 - a. By day—A red ball.
 - b. By night—A white light over a red light.
2. On the side on which a vessel may pass:
 - a. By day—Two black cones, points together, vertically disposed.
 - b. By night—A white light over a green light.
3. In fog and reduced visibility:
 - a. Vessels to pass N or E of the dredge—Double strokes of the bell for 5 seconds every minute.
 - b. Vessels to pass S or W of the dredge—Triple strokes of the bell for 5 seconds every minute.

During diving operations a red and blue flag, divided diagonally, is shown; vessels should proceed with caution and if possible pass with engines stopped.

Marking of Fishing Gear

Drift nets are marked by day with a black barrel or buoy, or with a buoy which may have a triangular flag. By night, they are marked by a white light.

Fixed nets are marked at the outer ends by day with two square flags, one of dark color and the other of light color, and at night with a violet light.

On the Swedish coast, fishing gear which is not laid in the customary navigational channels is marked with floats by day and by night, with a violet light at the fixed end and a white light at the drifting end.

Swedish Fishing Markers

In Swedish waters, fishing gear which is not laid in the customary navigational channels is marked with floats by day.

At night, a violet light marks the fixed end and a white light the drifting end. Caution must be exercised not to foul the gear.

Eel nets are usually set out from May to December along the S coast of Sweden. The nets are either made fast to poles or strung from anchored plastic balls. The outer end is marked by a fixed violet light and a black flag, or a topmark on the outermost pole. Vessels are advised not to approach this coast within a distance of 1.5 miles.

Swedish Lightships

Swedish lightships may exhibit the following signals if a vessel is observed standing into danger. A gun may be fired, the Morse letter "U" may be made by siren or flashing light, or the International Code flag "U" is displayed.

Lightships out of position discontinue their characteristic lights and fog signals. If possible, they will lower their daymarks and make the following signals:

1. By day—Two black balls, one forward and one aft. Red flags may be substituted, if the balls constitute the normal daymark. The International Code Signal "LO" is also shown.
2. By night—Two red lights, one forward and one aft. Also two flare-up lights, one white and one red shown simultaneously every 15 minutes. If the flare-ups are not available, a red and a white light will be shown.

Speed Signals

Ships passing through mined waters close astern of naval ships, or leading ships with the pilot aboard, shall comply with the following semaphore and sound signals made by flag or whistle:

1. By day:
 - a. PROCEED—Flag extended horizontally.
 - b. STOP—Flag extended overhead and swung to both sides.
 - c. REVERSE—Flag extended vertically downward.
2. By night or in fog:
 - a. PROCEED—The Morse code letter "C."
 - b. STOP—The Morse code letter "H."
 - c. REVERSE—The Morse code letter "S."

A red ball displayed in the rigging of a vessel lying at a light station indicates that passing ships must not proceed at a speed greater than 5 knots at 0.1 mile off the moored vessel.

Local speed restrictions are in force within harbors and channels, especially in the Swedish archipelago.

Submarine Operating Areas

Swedish submarines which have been submerged for a long period may release a towing buoy to warn surface vessels of the position of the submarine and that the submarine may be about to surface, as follows:

1. By day—The towing buoy may be released either by itself or in conjunction with a telephone buoy. The towing buoy is cylindrical, is painted in white and orange horizontal bands, and displays a small triangular flag at its forward end.
2. At night—A telephone buoy will be released before the submarine surfaces. The buoy contains a light which makes short flashes.

Surface vessels should pass astern of these buoys when sighted.

Swedish submarines carry special telephone buoys for communications in the events of the submarine being sunk. These buoys are can-shaped and painted orange, with a white rim on the lid, to which a ring is attached. They are fitted with a signal lamp that can be worked from the submarine, as well as a board inscribed with instructions for use and the name of the submarine. Any vessel finding such a buoy should immediately notify the nearest Swedish naval vessel, pilot, or shore authority.

Some submarines are also equipped with special rising buoys. They are painted red, with a dark green lid, and are used to assist crewmembers escaping from a sunken submarine.

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time (BRAVO (-2)) is maintained from the last Sunday in March until the last Sunday in October.

Traffic Separation Schemes

Traffic Separation Schemes (TSS) in Sweden are, as follows:

1. Approaches to Stockholm—Sandhamn Entrance. (Government of Sweden)
2. Off Gotland Island. (IMO adopted)
3. Off Öland Island. (IMO adopted)
4. In The Sound. (IMO adopted)
5. Off Falsterborev. (IMO adopted)

U.S. Embassy

The U.S. Embassy is situated at Dag Hammarskjöld Väg 31, Stockholm.

The mailing addresses are, as follows:

1. Sweden address—
Dag Hammarskjöld Väg 318
S-115 89, Stockholm
2. U. S. address—
Department of State
Washington, DC 20521-5750

U. S. Embassy Sweden Home Page
<http://stockholm.usembassy.gov>

Vessel Traffic Service

All vessel traffic service activities along the W coast of Sweden are operated from a center in Göteborg. Swedish VTS centers are located, as follows:

1. Stromstad.
2. Lysekil
3. Marstrand.
4. Göteborg.
5. Varberg.
6. Falkenberg.
7. Halmstad

All information concerning these VTS centers can be found in Pub. 193, Sailing Directions (Enroute) Skagerrak and Kattegat.

The following vessels are required to report to the appropriate VTS center during a passage within a VTS area or when passing a reporting point:

1. All vessels 45m long and over.
2. All vessels 300 gross tons and over
3. A towing vessel with a length of 45m and over, including the tow.

All information concerning the exact reporting requirements for each VTS center can be found in Pub. 193, Sailing Directions (Enroute) Skagerrak and Kattegat.



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General

Syria is located in the Middle East bordering the Mediterranean Sea, between Lebanon and Turkey.

The climate is mostly desert with hot dry sunny summers and mild rainy winters along the coast.

The terrain is primarily semi-arid and desert plateau, with narrow coastal plains rising to mountains in the W.

Buoyage System

IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Egypt—Cautions.

Locust Reports

See Egypt—Cautions for further information.

Miscellaneous

Areas prohibited to navigation may extend up to 25 miles off the Syrian coast. Vessels navigating off the Syrian coast or bound for Syrian ports should obtain the latest information from their agents.

Currency

The official unit of currency is the Syrian pound, consisting of 100 piastres.

Government

Syria is a republic under a left-wing military regime since March 1963. The country is divided into 14 provinces.

Syria is governed by a President appointed by the People's Council for a 7-year term. The People's Council is composed of 250 members appointed to 4-year terms. The President appoints the Prime Minister and the Council of Ministers.

The legal system is based on Islamic law and local civil law. The capital is Damascus.



Flag of Syria

Holidays

The following holidays are observed:

January 1	New Year's Day
February 22	Unity Day
March 8	Revolution Day
March 22	Arab League Day
Easter Sunday (Catholic)	Variable
Easter Sunday (Orthodox)	Variable
April 17	Independence Day
May 1	Labor Day
May 6	Martyrs' Day
December 25	Christmas Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), and the Prophet's Birthday.

Industries

The main industries include textiles, food processing, beverages, tobacco, petroleum, and phosphate rock mining.

Languages

Arabic is the official language. Kurdish, Armenian, Aramaic, Circassian, and French are widely understood.

Navigational Information

Enroute Volume

Pub. 132, Sailing Directions (Enroute) Eastern Mediterranean.

Maritime Claims

The maritime territorial claims of Syria are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.

Continental Shelf

Depth of 200m or the Limit of Exploitation.

* Claims straight baselines. Requires advance permission or notification for innocent passage of warships in the territorial sea.

Pilotage

Vessels calling at Syrian ports should contact the appropriate pilot station or signal tower when entering Syrian territorial waters and give the following information:

1. Ship's name.
2. Nationality.
3. Nature of cargo.
4. ETA at the Waiting Zone.

Regulations

Vessels calling at Syrian ports are required to communicate the following information, through a Syrian coast radio station, when 50 miles off the Syrian coast:

1. Ship's name (and former name, if any).
2. Nationality.
3. Characteristics (i.e. type of vessel).
4. Position and time.
5. Maritime passage (route) to port of call.
6. Speed.

When entering Syrian territorial waters, vessels should pass the following information to the appropriate pilot station or signal tower:

Normal international courtesies, such as flying the flag of Syria at the foremast, should be carefully adhered to while in the waters and ports of Syria

1. Ship's name.
2. Nationality.
3. Nature of cargo.
4. Port of destination.

Search and Rescue

The General Director of Ports in Lattakia is responsible for coordinating search and rescue operations in Syrian waters.

A network of coast radio stations maintains a continuous listening watch on international distress frequencies.

Signals

Signals used in Syrian ports are given in the accompanying table.

Syria Port Signals		
Sound signal	Light signal	Meaning
Six short blasts	Six flashes from the foremast	Attacked by thieves
Six long blasts	Six long flashes	Fire on board or alongside

Syria Port Signals

Sound signal	Light signal	Meaning
Two long blasts	Two long flashes	Serious injury
Four long blasts	Four long flashes	Stranding

Time Zone

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is maintained from April 1 until October 1 each year.

U.S. Embassy

The U.S. Embassy is situated at Abou Roumaneh, Al-Mansur Street No. 2, Damascus.

The mailing address is P.O. Box 29, Damascus.

U. S. Embassy Syria Home Page

<http://damascus.usembassy.gov>



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Currency

The official unit of currency is the Trinidad and Tobago dollar, consisting of 100 cents.

Government



Flag of Trinidad and Tobago

General

Trinidad and Tobago are two islands located in the Caribbean Sea NE of Venezuela.

The climate is tropical and humid, with a rainy season from June to December.

The terrain is mostly plains, with some hills and low mountains.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Many drilling platforms, well heads, and pipelines are located off the coasts of Trinidad.

Trinidad and Tobago is a parliamentary democracy. The country is divided into eight counties and four other smaller administrative divisions.

Trinidad and Tobago is governed by a President, elected by the Parliament, who serves a 5-year term. The bicameral Parliament consists of an appointed 31-member Senate, serving 5-year terms, and a 36-member directly-elected House of Representatives, serving 5 year terms.

The legal system is based on English common law.

The capital is at Port-of-Spain, on the island of Trinidad.

Holidays

The following holidays are observed:

January 1	New Year's Day
March 30	Liberation Day (Shouter Day)
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
May 30	Indian Arrival Day
Corpus Christi	Variable
June 19	Labor Day
August 1	Emancipation Day
August 31	Independence Day
September 24	Republic Day
Eid Al-Fitr	Variable
Divali	Variable
December 25	Christmas Day
December 26	Boxing Day

Industries

The main industries include petroleum, chemicals, tourism, food processing, cement, beverages, and cotton textiles.

Languages

English is the official language. Other languages spoken include Hindi, French, and Spanish.

Navigational Information

Enroute Volumes

Pub. 148, Sailing Directions (Enroute) Caribbean Sea Volume 2.

Maritime Claims

The maritime territorial claims of Trinidad and Tobago are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* Claims archipelagic status.

Maritime Boundary Disputes

Barbados is seeking arbitration on the claim that the N limit of Trinidad and Tobago's maritime boundary extends into the territorial waters of Barbados.

Pilotage

Pilotage is compulsory for Grier Channel leading to the deep water wharves at Port of Spain and for berthing at Chaguaramas Bay, Cronstadt, Tembladora Terminal, Lisas Point Port, Point Lisas Industrial Port, Pointe-A-Pierre, Brighton and La Brea, Point Fortin, and the SBM at Galeota Terminal.

If a pilot is required elsewhere, agents, if informed 48 hours in advance, can arrange for a pilot to board off the entrances to the Gulf of Paria (10°20'N., 62°00'W.) or off Five Islands for the Port of Spain roadstead.

Search and Rescue

The Trinidad and Tobago Coast Guard is responsible for coordinating search and rescue operations, and can be contacted by e-mail, as follows:

1ttcg1@tstt.net.tt

North Post Trinidad Coast Radio Station (9YL) maintains a continuous listening watch for distress traffic on 2182 kHz and VHF channel 16, and can be contacted by e-mail, as follows:

npradio-9yl@tstt.net.tt

Signals

The following signals are shown as a hurricane (winds speeds of 64 knots and over) warning:

1. Day signal—Black cross.
2. Night signal—One red light over one white light.

Time Zone

The Time Zone description is QUEBEC (+4). Daylight Savings Time is not observed.

U.S. Embassy

The U.S. Embassy is situated at 15 Queen's Park West, Port-of-Spain.

The mailing address is P.O. Box 752, Port-of-Spain.

U. S. Embassy Trinidad and Tobago
Home Page
<http://trinidad.usembassy.gov>



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General

Tunisia is located in North Africa, bordering the Mediterranean Sea between Algeria and Libya.

The climate is temperate in the N with mild, rainy winters and hot dry summers.

The terrain is mountainous in the N with a hot, dry central plain.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Locust Reports

See Egypt—Cautions for further information.

Currency

The official unit of currency is the dinar, consisting of 1,000 millimes.

Firing Areas

Banzart (Bizerte) Exercise Area

A dangerous area exists to the NNE of Banzart. This area is used by the Tunisian Navy for firing practice and is bounded by the parallels 37°45'N and 38°00'N, and the meridians 10°15'E and 10°30'E.

The firing practices are announced by Tunis Radio on the eve and the day of the exercise.

Susah (Sousse) Exercise Area

A dangerous area exists to the ESE of Susah. This area is used by the Tunisian Navy for firing practice and is bounded by the parallels 35°30'N and 35°40'N, and by the meridians 11°30'E and 11°50'E.

The firing practices are announced by Tunis Radio on the eve and the day of the exercise.

Fishing Areas

Tunny Fishing

For general information on tunny fishing, see Spain—Fishing Areas.

Tunny Net Areas

On shore tunny nets are marked by masonry beacons, 2.1m high, surmounted by two spherical top marks, the upper one white and the lower one red. At sea, tunny nets are marked by buoys, surmounted by a white ball over a red ball, that mark the limits of the areas occupied by the nets, corresponding to the beacons on shore.

The seaward extremities of the nets are marked by a lightboat, showing by day a white ball over a red ball, and at night two fixed lights, the upper white and the lower red.

The lightboat may be replaced by a lighted buoy showing the same signals.

Tunny nets may be set from April to August in the NE part of Golfe de Tunis at the following locations:

1. Sidi Daoud (37°00'N., 10°54'E.) (PA).
2. Ras el Ahmar (37°03'N., 10°54'E.) (PA).
3. El Haouaria (37°03'N., 10°59'E.) (PA).

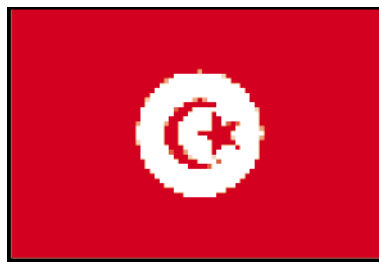
The positions and lengths of the tunny nets can vary from one year to the next. Vessels should give the nets a wide berth and keep watch, in particular, for the tunny net of Ras el Ahmar, the end of which lies 1.4 miles S of the islet of Zembretta. This net is marked by a N cardinal lighted buoy.

A tunny net may be set from April to August in the area NW of Cap Zebib (37°16'N., 10°04'E.). Its extremity is marked by a N cardinal lighted buoy. Vessels should give it a wide berth.

Tunny nets may be set from April to August in the following areas:

1. North of Munastir.
2. Northnorthwest of Ile Kuriat.
3. Northnortheast of Ras Kabudiyah.

Government



Flag of Tunisia

Tunisia is a republic. The country is divided into 23 governorates.

Tunis is governed by a directly-elected President who serves for not more than five consecutive terms. The unicameral National Assembly is composed of 163 members serving 5-year terms; 144 members are directly-elected, while the remaining 19 members are appointed.

The legal system is based on Islamic law and French civil law.

The capital is Tunis.

Holidays

The following holidays are observed:

January 1	New Year's Day
January 18	Revolution Day
March 20	Independence Day
March 21	Youth Day
April 9	Martyr's Day
May 1	Labor Day
June 1	Victory Day

July 25	Proclamation of the Republic
August 3	Anniversary of President Habib Bourguiba
August 13	Women's Day
September 3	Celebration of September 3, 1934
October 15	Evacuation Day
November 7	Commemoration Day

Islamic holidays, which are subject to the appearance of the moon, include Eid Al-Fitr (End of Ramadan), Eid Al-Adha (End of Pilgrimage), Hijrah (Islamic New Year), and the Prophet's Birthday.

Industries

The main industries include petroleum, mining, tourism, textiles, footwear, food, and beverages.

Languages

Arabic is the official language. French is also spoken commercially.

Navigational Information

Enroute Volume

Pub. 131, Sailing Directions (Enroute) Western Mediterranean.

Maritime Claims

The maritime territorial claims of Tunisia are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	Extends to the 50m depth curve in Khalij Gabes.

* Claims straight baselines enclosing Khalij Tunis and Khalij Gabes as internal waters.

Regulations

Regulations concerning foreign pleasure craft entering Tunisian ports are in effect and restrict the first entry to those ports which have a Customs Officer.

Search and Rescue

The Tunisian navy is responsible for search and rescue operations in Tunisian waters. A lifesaving station is located at Sfax (34°44'N., 10°46'E.).

A network of coast radio stations maintains a continuous listening watch on international distress frequencies.

Time Zone

The Time Zone description is ALFA (-1). Daylight Savings Time (BRAVO (-2)) is observed from the beginning of May until the end of September; the exact changeover dates should be obtained from local authorities.

Traffic Separation Schemes

Traffic Separation Schemes (TSS) in Tunisia are, as follows:

1. Off Iles Cani. (IMO adopted)
2. Off Ras at Tib (Cap Bon). (IMO adopted)

U.S. Embassy

The U.S. Embassy is situated at Zone Nord-Est des Bergus du Lac Nord de Tunis, 1053 Tunis.

The mailing address is the same.

U. S. Embassy Tunisia Home Page
<http://tunis.usembassy.gov>



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General

Turkey is located in southwest Asia, bordering the Black Sea, between Bulgaria and Georgia, and the Aegean Sea and the Mediterranean Sea, between Greece and Syria.

The climate is temperate with hot dry summers and mild wet winters.

The terrain is mostly mountainous, with narrow coastal plains and a high central plateau.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Special Warning 121 (Issued 20 March 2003)

Information on Special Warning 121 can be found in Egypt—Cautions.

Locust Reports

See Egypt—Cautions for further information.

Currency

The official unit of currency is the Turkish lira, consisting of 100 kuruş.

Firing Areas

Training and firing exercises are announced at least 3 days prior to the training by Turkish radio stations and stations broadcasting navigational warnings.

Mariners are warned that if a training and firing exercise area, announced by notice, is entered, the responsibility for any damage incurred lies with the ship entering the area.

Firing and Training Areas in the Aegean Sea

Area 61 (Saros Korfezi).—The area E of the line connecting position 40°37'N, 26°04'E (on the coast) and position 40°19'N, 26°13'E (Buyukkemikli Burnu Light).

Area 62 (Meric).—Area bounded by lines joining the following positions:

- 40°37'N, 26°04'E.
- 40°37'N, 25°58'E.
- 40°19'N, 25°58'E.
- 40°19'N, 26°13'E.

Area 63 (Anafarta Training Area).—Area bounded by lines joining the following positions:

- a. 40°19'N, 26°13'E.
- b. 40°19'N, 26°03'E.
- c. 40°08'N, 26°03'E.
- d. 40°08'N, 26°13'E.

Area 64 (Mehmetcik).—Area bounded by lines joining the following positions:

- a. 40°08'00"N, 26°13'00"E.
- b. 40°08'00"N, 26°03'00"E.
- c. 40°02'30"N, 26°03'00"E.
- d. 40°02'30"N, 26°10'00"E.

Area 65 (Kumkale).—Area bounded by lines joining the following positions:

- a. 40°00'N, 26°11'E.
- b. 40°00'N, 26°00'E.
- c. 39°53'N, 26°00'E.
- d. 39°53'N, 26°09'E.

Area 66 (West of Kumkale) (training area).—Area bounded by lines joining the following positions:

- a. 40°00'N, 26°00'E.
- b. 40°00'N, 25°43'E.
- c. 39°53'N, 25°43'E.
- d. 39°53'N, 26°00'E.

Area 67 (North Aegean Sea).—Area bounded by lines joining the following positions:

- a. 40°15'N, 25°35'E.
- b. 40°35'N, 24°58'E.
- c. 40°18'N, 24°43'E.
- d. 40°09'N, 25°00'E.
- e. 40°09'N, 25°29'E.

Area 68 (North Aegean Sea).—Area bounded by lines joining the following positions:

- a. 40°09'N, 25°00'E.
- b. 40°18'N, 24°43'E.
- c. 39°57'N, 24°23'E.
- d. 39°41'N, 24°35'E.

Area 69 (Ezine).—Area bounded by lines joining the following positions:

- a. 39°48'N, 26°08'E.
- b. 39°48'N, 25°43'E.
- c. 39°23'N, 25°15'E.
- d. 39°15'N, 25°38'E.
- e. 39°29'N, 25°53'E.
- f. 39°29'N, 26°04'E.

Area 70 (Central Aegean Sea).—Area bounded by lines joining the following positions:

- a. 39°15'N, 25°38'E.
- b. 39°23'N, 25°15'E.
- c. 39°09'N, 25°08'E.
- d. 38°56'N, 25°25'E.
- e. 39°04'N, 25°42'E.

Area 71 (Central Aegean Sea).—Area bounded by lines joining the following positions:

- a. 39°06'N, 25°06'E.
- b. 39°21'N, 24°46'E.
- c. 39°09'N, 24°32'E.
- d. 38°54'N, 24°52'E.

Area 72 (Foka).—Area bounded by lines joining the following positions:

- a. 38°58'N, 26°48'E.
- b. 38°51'N, 26°36'E.
- c. 38°51'N, 26°19'E.
- d. 38°42'N, 26°19'E.
- e. 38°40'N, 26°40'E.

Area 73 (Kara Burun).—Area bounded by lines joining the following positions:

- a. 38°51'N, 26°19'E.
- b. 39°00'N, 25°48'E.
- c. 38°45'N, 25°41'E.
- d. 38°42'N, 26°19'E.

Area 74 (Uzun Ada) (training area).—Area bounded by lines joining the following positions:

- a. 38°40'00"N, 26°44'00"E.
- b. 38°40'40"N, 26°35'30"E.
- c. 38°28'00"N, 26°41'00"E.
- d. 38°28'00"N, 26°50'00"E.

Area 75 (Central Aegean Sea).—Area bounded by lines joining the following positions:

- a. 38°45'N, 25°21'E.
- b. 38°45'N, 24°52'E.
- c. 38°18'N, 24°52'E.
- d. 38°18'N, 25°21'E.

Area 76 (Sigacik Korfezi).—Area bounded by lines joining the following positions:

- a. 38°07'N, 26°47'E.
- b. 38°07'N, 26°26'E.
- c. 37°56'N, 26°37'E.
- d. 37°56'N, 26°58'E.

Area 77 (Cesme).—Area bounded by lines joining the following positions:

- a. 38°07'00"N, 26°26'00"E.
- b. 38°00'00"N, 25°58'00"E.
- c. 37°45'30"N, 25°58'00"E.
- d. 37°56'00"N, 26°37'40"E.

Area 78 (Central Aegean Sea).—Area bounded by lines joining the following positions:

- a. 38°00'00"N, 25°58'00"E.
- b. 38°00'00"N, 25°10'00"E.
- c. 37°38'30"N, 25°30'00"E.
- d. 37°45'30"N, 25°58'00"E.

Firing and Training Areas in the Mediterranean Sea

Area 91 (Fethiye).—Area bounded by lines joining the following positions:

- a. 36°25'N, 29°19'E.

- b. 36°30'N, 28°34'E.
- c. 36°00'N, 28°34'E.
- d. 36°00'N, 29°19'E.

Area 92 (Toros).—Area bounded by lines joining the following positions:

- a. 35°28'N, 28°43'E.
- b. 35°53'N, 28°21'E.
- c. 35°20'N, 27°26'E.
- d. 34°55'N, 27°49'E.

The above areas are activated with advance warning.

Area A-67 (Antalya Korfezi).—Area bounded by lines joining the following positions:

- a. 36°42'N, 31°05'E.
- b. 36°37'N, 31°33'E.
- c. 36°32'N, 31°02'E.
- d. 36°26'N, 31°30'E.

Area A-71 (South of Fener Burnu).—Area bounded by lines joining the following positions:

- a. 36°19'N, 35°08'E.
- b. 36°19'N, 35°32'E.
- c. 36°04'N, 35°32'E.
- d. 36°04'N, 35°08'E.

Area A-76 (Iskenderun Korfezi).—Area bounded by lines joining the following positions:

- a. 36°15'00"N, 35°49'00"E.
- b. 36°15'00"N, 35°32'30"E.
- c. 36°34'30"N, 35°32'00"E.
- d. 36°50'00"N, 35°53'00"E.
- e. 36°35'00"N, 36°08'00"E.

Area A-77 (West of Fener Burnu).—Area bounded by lines joining the following positions:

- a. 36°37'N, 35°01'E.
- b. 36°30'N, 35°20'E.
- c. 36°26'N, 35°16'E.
- d. 36°36'N, 34°55'E.

Area A-78 (Kirlangic Burnu).—Area bounded by lines joining the following positions:

- a. 36°07'50"N, 30°15'55"E.
- b. 36°17'15"N, 30°21'15"E.
- c. 36°12'00"N, 30°25'00"E.
- d. 36°12'30"N, 30°30'00"E.
- e. 36°07'30"N, 30°30'00"E.

Area A-80 (Marmaris).—Area bounded by lines joining the following positions:

- a. 36°50'00"N, 28°27'06"E.
- b. 36°50'00"N, 28°25'33"E.
- c. 36°48'48"N, 28°22'00"E.
- d. 36°41'30"N, 28°22'00"E.
- e. 36°41'30"N, 28°32'30"E.
- f. 36°46'54"N, 28°32'30"E.

Air to Air Firing Ranges

Area LT-D8 (Manavgat).—Area bounded by lines joining the following positions:

- a. 36°45'N, 31°09'E.
- b. 36°30'N, 32°00'E.
- c. 36°23'N, 32°00'E.
- d. 36°38'N, 31°09'E.

Area LT-D13 (Mersin Korfezi).—Area bounded by lines joining the following positions:

- a. 36°26'N, 35°29'E.
- b. 36°17'N, 35°24'E.
- c. 36°32'N, 34°42'E.
- d. 36°40'N, 34°52'E.

Area LT-D16 (Besadalar).—Area bounded by lines joining the following positions:

- a. 36°07'50"N, 30°15'55"E.
- b. 36°17'15"N, 30°21'15"E.
- c. 36°12'00"N, 30°25'00"E.
- d. 36°12'30"N, 30°30'00"E.
- e. 36°07'50"N, 30°30'00"E.

Firing and Training Areas in the Black Sea

Area No. 001 (Gorele).—Area bounded by lines joining the following positions:

- a. 41°47.9'N, 39°00.0'E.
- b. 41°18.9'N, 39°00.0'E.
- c. 41°18.9'N, 39°12.1'E.
- d. 41°47.9'N, 39°12.1'E.

Area No. D-16 (Calti Burnu).—Area bounded by lines joining the following positions:

- a. 41°28.8'N, 36°42.0'E.
- b. 41°26.0'N, 36°40.3'E.
- c. 41°03.8'N, 37°33.3'E.
- d. 41°05.8'N, 37°34.3'E.

Area No. 002.—Area bounded by lines joining the following positions:

- a. 42°27.0'N, 36°00.0'E.
- b. 41°56.0'N, 36°00.0'E.
- c. 41°26.0'N, 37°29.0'E.
- d. 41°56.0'N, 37°29.0'E.

Area No. 018.—Area bounded by lines joining the following positions:

- a. 42°58.7'N, 36°59.3'E.
- b. 42°25.5'N, 36°59.3'E.
- c. 42°25.5'N, 38°59.0'E.
- d. 42°58.7'N, 38°59.0'E.

Area No. LT-D17 (Gerze).—Area bounded by lines joining the following positions:

- a. 41°59.0'N, 35°18.3'E.
- b. 41°56.0'N, 35°15.4'E.
- c. 41°43.3'N, 35°50.0'E.
- d. 41°46.8'N, 35°51.8'E.

Area No. LT-D11.—Area bounded by lines joining the following positions:

- a. 42°05.2'N, 34°00.0'E.
- b. 41°59.8'N, 34°00.0'E.
- c. 41°59.8'N, 34°49.8'E.

- d. 42°12.0'N, 35°02.8'E.

Area No. 003—Area bounded by lines joining the following positions:

- a. 42°43.0'N, 33°12.0'E.
- b. 42°13.0'N, 33°12.0'E.
- c. 42°13.0'N, 34°40.0'E.
- d. 42°43.0'N, 34°40.0'E.

Area No. 023—Area bounded the shoreline and the major arc of a circle, with a radius of 15 miles, centered on position 41°42.8'N, 32°17.2'E beginning on shore at position 41°49.7'N, 32°35.0'E and extending counterclockwise to the shore at position 41°33.8'N, 32°01.2'E.

Area No. 004—Area bounded by lines joining the following positions:

- a. 42°08.0'N, 31°49.0'E.
- b. 41°41.0'N, 31°49.0'E.
- c. 42°07.7'N, 32°44.2'E.
- d. 42°14.7'N, 32°44.2'E.

Area No. 005—Area bounded by the shoreline and lines joining the following positions:

- a. 41°48.8'N, 32°34.0'E. (shore)
- b. 42°03.0'N, 32°34.0'E.
- c. 42°03.0'N, 32°11.0'E.
- d. 41°38.6'N, 32°11.0'E. (shore)

Area No. 006—Area bounded by the shoreline and lines joining the following positions:

- a. 41°38.6'N, 32°11.0'E. (shore)
- b. 41°55.1'N, 32°11.0'E.
- c. 41°55.1'N, 31°49.0'E.
- d. 41°28.7'N, 31°49.0'E. (shore)

Area No. 007—Area bounded by the shoreline and lines joining the following positions:

- a. 41°28.7'N, 31°49.0'E. (shore)
- b. 41°45.0'N, 31°49.0'E.
- c. 41°45.0'N, 31°28.5'E.
- d. 41°19.9'N, 31°28.5'E. (shore)

Area No. 020—Area bounded by lines joining the following positions:

- a. 43°10.9'N, 29°49.5'E.
- b. 42°38.8'N, 29°49.5'E.
- c. 42°38.8'N, 31°15.3'E.
- d. 43°10.9'N, 31°15.3'E.

Area No. 022—Area bounded by the shoreline and the major arc of a circle, with a radius of 15 miles, centered on position 41°19.0'N, 31°24.0'E beginning in position 41°06.2'N, 31°14.0'E (shore) and extending clockwise to position 41°25.3'N, 31°42.2'E. (shore)

Area No. 008—Area bounded by lines joining the following positions:

- a. 41°19.9'N, 31°28.5'E.
- b. 41°35.0'N, 31°28.5'E.
- c. 41°35.0'N, 31°00.0'E.

- d. 41°19.9'N, 31°00.0'E.

Area No. 009—Area bounded by the shoreline and lines joining the following positions:

- a. 41°19.9'N, 31°28.5'E. (shore)
- b. 41°19.9'N, 31°00.0'E.
- c. 41°15.3'N, 31°00.0'E.
- d. 41°15.3'N, 31°07.0'E.
- e. 41°05.5'N, 31°07.0'E. (shore)

Area No. 010—Area bounded by lines joining the following positions:

- a. 41°15.3'N, 31°07.0'E.
- b. 41°15.3'N, 30°54.9'E.
- c. 41°08.2'N, 30°54.9'E.
- d. 41°08.2'N, 31°07.0'E.

Area No. D-6—Area bounded by lines joining the following positions:

- a. 41°24.8'N, 31°00.0'E.
- b. 41°24.8'N, 30°10.0'E.
- c. 41°15.1'N, 30°10.0'E.
- d. 41°15.1'N, 31°00.0'E.

Area No. 011—Area bounded by lines joining the following positions:

- a. 41°54.8'N, 30°57.8'E.
- b. 41°54.8'N, 29°38.0'E.
- c. 41°32.8'N, 29°38.0'E.
- d. 41°32.8'N, 30°57.8'E.

Area No. 012—Area bounded by the shoreline and lines joining the following positions:

- a. 41°08.5'N, 30°06.0'E. (shore)
- b. 41°25.7'N, 30°06.0'E.
- c. 41°25.7'N, 29°37.2'E.
- d. 41°10.7'N, 29°37.2'E. (shore)

Area No. 013—Area bounded by the shoreline and lines joining the following positions:

- a. 41°10.3'N, 29°35.2'E. (shore)
- b. 41°33.8'N, 29°35.2'E.
- c. 41°33.8'N, 29°15.0'E.
- d. 41°13.0'N, 29°09.7'E. (shore)

Area No. 014—Area bounded by the shoreline and lines joining the following positions:

- a. 41°13.0'N, 29°09.7'E. (shore)
- b. 41°17.2'N, 29°16.0'E. then the minor arc of a circle with a radius of 15 miles centered on position 41°13.0'N, 29°09.7'E and extending clockwise to position
- c. 41°11.3'N, 29°29.0'E. (shore)

Area No. 015—Area bounded by lines the shoreline and joining the following positions:

- a. 41°14.2'N, 29°06.8'E. (shore)
- b. 41°28.1'N, 29°00.7'E. then the minor arc of a circle with a radius of 15 miles centered on position 41°14.2'N, 29°06.8'E and extending counterclockwise to position
- c. 41°18.0'N, 28°48.0'E. (shore)

Area No. 016—Area bounded by the shoreline and lines joining the following positions:

- 41°14.2'N, 29°06.8'E. (shore)
- 41°34.0'N, 29°05.0'E.
- 41°43.0'N, 28°45.0'E.
- 41°19.0'N, 28°45.0'E. (shore)

Area No. 017—Area bounded by lines joining the following positions:

- 41°36.0'N, 28°28.0'E.
- 41°29.0'N, 28°25.0'E.
- 41°24.0'N, 28°38.0'E.
- 41°29.0'N, 28°41.0'E.

Government



Flag of Turkey

Turkey is a republican parliamentary democracy. The country is divided into 81 provinces.

Turkey is governed by a President elected by the National Assembly to a 7-year term. The Prime Minister is appointed by the President. The unicameral National Assembly consists of 550 members, who are directly elected under a system of proportional representation to serve 5-year terms.

The legal system is based on various continental European legal systems.

The capital is Ankara.

Holidays

The following holidays are observed:

January 1	New Year's Day
April 23	National Sovereignty and Children's Day
May 19	Ataturk Commemoration and Youth and Sports Holiday
August 30	Victory Day
October 29	Anniversary of the Proclamation of the Republic

Islamic holidays, which are subject to the appearance of the moon, include Sheker Bayram (End of Ramadan) and Kurban Bayram (End of Pilgrimage).

Industries

The main industries include textiles, food processing, mining, steel, petroleum, construction, lumber, and paper.

Languages

Turkish is the official language. Arabic and Kurdish are also spoken.

Navigational Information

Enroute Volume

Pub. 132, Sailing Directions (Enroute) Eastern Mediterranean.

BA NP 24, Black Sea Pilot (British Admiralty publication)

Maritime Claims

The maritime territorial claims of Turkey are, as follows:

Territorial Sea *	12 miles in the Black Sea and the Mediterranean Sea. 6 miles in the Aegean Sea.
Fisheries or Economic Zone	200 miles (Black Sea only).

* Claims straight baselines. Requires advance permission or notification for innocent passage of warships in the territorial sea.

Maritime Boundary Disputes

Complex maritime, air, and territorial disputes with Greece in the Aegean Sea.

Pilotage

Pilotage through Istanbul Bogazi (The Bosphorus) and Canakkale Bogazi (The Dardanelles) is not required but is strongly advised because of the strong currents and high density of traffic. Pilotage, however, is compulsory for the following areas:

- Canakkale Karanlik Liman.
- Izmit Korfezi.
- The port of Galata and the inner port of Istanbul.
- Selviburnu oil installation and Cubuklu oil installation, in Istanbul Bogazi.
- Anchorage at Dolmabahce.

Pilots should be requested using Sailing Plan 1 (SP1) or Sailing Plan 2 (SP2). For further information, see Vessel Traffic Service—Procedures and the Appendix.

Vessels should maintain a listening watch on the VHF working frequencies of the relevant sector during passage through or anchorage within the Turkish Straits Vessel Traffic Service (TSVTS) area. Vessels stopped or anchored in the straits should report their position to the relevant sector. For further information, see Vessel Traffic Service—VTS Centers and the Appendix.

Vessels over 200m long or with a draft greater than 15m are advised to pass through the straits during daylight hours only.

Pilots board, as follows:

1. North entrance of Istanbul Bogazi—3 miles NNE of Cali Burnu Light (41°12.3'N., 29°06.7'E.). The pilot disembarks 3 miles NE of Fili Burnu Light (41°12.2'N., 29°07.0'E.).
2. South entrance of Istanbul Bogazi—5 miles S of Ahirkapi Light (41°00.4'N., 28°59.2'E.). The pilot disembarks 5 miles SW of Ahirkapi Light.
3. Haydarpasa (Inci Burnu)—in position 40°59.5'N., 29°01.2'E.).
4. North entrance of Canakkale Bogazi—3 miles NE of Gelibolu Light (40°24.6'N., 27°41.0'E.). The pilot disembarks 2.5 miles ENE of Gelibolu Light.
5. South entrance of Canakkale Bogazi—3 miles SW of Mehmetcik Light (40°02.7'N., 26°10.5'E.). The pilot disembarks 2.5 miles WSW of Mehmetcik Light.

Regulations

Special regulations exist for foreign warships entering Turkish waters. These vessels should contact the proper authorities before entering Turkish waters.

Radio communications within Turkish waters are prohibited for foreign warships as well as other foreign vessels. However, if no other means of communication exist, the harbor authority can allow transmissions of short duration relating to the voyage or events on board.

Transmissions to calibrate the apparatus can only be authorized from appropriate coastal stations. Private messages cannot be transmitted. Vessels must abide by the arrangements of the coastal stations for hours and service in order to avoid interference.

In territorial waters vessels can, during their stay in the harbor, communicate only with the nearest Turkish coastal station. However, these vessels must adhere to the arrangements of that coastal station with regard to hours and service. Vessels of the same company can communicate amongst themselves service messages without passing them through coastal stations.

Normal international courtesies, such as flying the Turkish flag at the foremast, should be carefully adhered to by vessels while in the waters and ports of Turkey.

Vessels are warned against entering Turkish territorial waters except for the purpose of calling at a port, when they should keep close to the prescribed navigational route.

Anchoring off, approaching near, and landing on the coast of Uzun Ada (38°30'N., 26°43'E.) are prohibited.

Landing is prohibited on the island of Saros Adalari (40°37'N., 26°44'E.) and along the Turkish coast between the mouths of the Kavaksuyu River (40°36.2'N., 26°49.8'E.) and the Guneyli River (40°30.7'N., 26°42.7'E.).

Landing on the islands of Bozca Ada, Tavsan Adalari, and Imbroz Adasi is subject to special authorization.

International Ship and Port Facility (ISPS) Code

Information on Turkish ports that comply with the ISPS Code, as well as contact information for Port Facility Security

Officers at individual ports, can be found at the following website:

Turkey—ISPS-compliant Ports
http://www.denizcilik.gov.tr/isps/Safe_Ports.htm

Search and Rescue

The Undersecretariat for Maritime Affairs, Prime Ministry at Ankara, in conjunction with regional Turkish Coast Guard Centers, is responsible for search and rescue operations in Turkish waters and can be contacted by e-mail, as follows:

trmrcc@denizcilik.gov.tr

A network of coast radio stations maintain a continuous listening watch on international distress frequencies.

Submarine Operating Areas

Mediterranean Sea

Vessels are cautioned that submerged submarines may be operating in the areas described below.

Area A64.—Area bounded by lines joining the following positions:

- a. 35°47.5'N, 29°34.5'E.
- b. 35°47.5'N, 30°09.5'E.
- c. 35°32.5'N, 30°09.5'E.
- d. 35°32.5'N, 29°34.5'E.

Area A65.—Area bounded by lines joining the following positions:

- a. 35°59'N, 30°15'E.
- b. 35°59'N, 30°50'E.
- c. 35°45'N, 30°50'E.
- d. 36°14'N, 30°41'E.

Area A66.—Area bounded by lines joining the following positions:

- a. 36°29'N, 30°41'E.
- b. 36°29'N, 31°06'E.
- c. 36°14'N, 31°06'E.
- d. 36°14'N, 30°41'E.

Area A67.—Area bounded by lines joining the following positions:

- a. 36°47'N, 31°05'E.
- b. 36°37'N, 31°33'E.
- c. 36°32'N, 31°02'E.
- d. 36°26'N, 31°30'E.

Area A68.—Area bounded by lines joining the following positions:

- a. 36°19'N, 31°13'E.
- b. 36°19'N, 31°50'E.
- c. 36°01'N, 31°50'E.
- d. 36°01'N, 31°13'E.

Area A69.—Area bounded by lines joining the following positions:

- a. 35°56.0'N, 32°30.0'E.
- b. 35°45.0'N, 33°06.0'E.
- c. 35°37.5'N, 33°06.0'E.
- d. 35°37.5'N, 32°30.0'E.

Area A70.—Area bounded by lines joining the following positions:

- a. 36°24'00"N, 34°29'30"E.
- b. 36°24'00"N, 35°05'30"E.
- c. 36°11'15"N, 35°05'30"E.
- d. 36°11'15"N, 34°29'30"E.

Area A71.—Area bounded by lines joining the following positions:

- a. 36°19'N, 35°08'E.
- b. 36°19'N, 35°32'E.
- c. 36°04'N, 35°32'E.
- d. 36°04'N, 35°08'E.

Area A72.—Area bounded by lines joining the following positions:

- a. 36°37.0'N, 34°31.0'E.
- b. 36°24.0'N, 34°36.0'E.
- c. 36°19.5'N, 34°11.5'E.
- d. 32°26.0'N, 34°12.0'E.
- e. 32°48.0'N, 33°51.0'E.
- f. 32°58.0'N, 34°04.0'E.
- g. 32°51.7'N, 34°45.0'E.

Area C.—Area bounded by lines joining the following positions:

- a. 31°19.0'N, 34°00.0'E.
- b. 31°19.0'N, 34°10.0'E.
- c. 31°57.0'N, 33°15.0'E.
- d. 31°59.5'N, 34°00.5'E.
- e. 31°50.0'N, 34°55.0'E.

Area D (Shefayyim).—Area bounded by lines joining the following positions (permanent firing practice area):

- a. 32°12.8'N, 34°41.5'E.
- b. 32°19.7'N, 34°43.8'E.
- c. 32°21.2'N, 34°41.7'E.
- d. 32°12.4'N, 34°38.8'E.

Black Sea

Submarines frequently exercise in the area between Akcakoca (41°05'N., 31°07'E.) and Girece Burnu (41°50'N., 32°35'E.).

Time Zone

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

Traffic Separation Schemes

An IMO-adopted Traffic Separation Scheme is located between Canakkale Bogazi (The Dardanelles) and Istanbul Bo-

gazi (The Bosphorus), including Marmara Denizi (The Sea of Marmara).

U.S. Embassy

The U.S. Embassy is situated at 110 Ataturk Boulevard, Kavaklidere, Ankara.

The mailing address is PSC 93, Box 5000, APO AE 0823.

U. S. Embassy Turkey Home Page
<http://ankara.usembassy.gov>

Vessel Traffic Service

The Turkish Straits Vessel Traffic Service (TSVTS) and Reporting System (TUBRAP) has been established in Istanbul Bogazi (The Bosphorus) and Canakkale Bogazi (The Dardanelles). All vessels entering the VTS are encouraged to participate in the system. Participation is mandatory for the following vessels:

1. All vessels carrying dangerous cargo.
2. All vessels over 500 gross tons.

All vessels 200m long and greater are considered Large Vessels. Large Vessels planning to navigate through the Turkish Straits should provide details of the vessel and its cargo to the local maritime authorities.

Vessels navigating within the TSVTS area should continually monitor the broadcasts of the VTS Centers and follow the instructions, recommendations, and warnings concerning the safety of navigation, life, property, and the environment.

VTS Centers.—Two VTS Centers have been established to serve to TSVTS, as follows:

1. **Canakkale VTS Center**—Covers Canakkale Bogazi (The Dardanelles), its S approach from the Aegean Sea, and its N approach from Marmara Denizi.

The N limits of Canakkale VTS comprise a line joining the following positions:

- a. 40°36'28.2"N, 27°06'48.0"E.
- b. 40°26'39.0"N, 27°06'48.0"E.

The S limits of Canakkale VTS comprise a line joining the following positions:

- a. 39°44'00.0"N, 26°09'12.0"E.
- b. 39°44'00.0"N, 25°55'00.0"E.
- c. 39°52'36.0"N, 25°47'00.0"E.
- d. 40°06'00.0"N, 25°47'00.0"E.
- e. 40°09'00.0"N, 26°00'54.0"E.
- f. 40°09'00.0"N, 26°14'12.0"E.

Canakkale VTS is further subdivided into the following sectors:

- a. Sector Gelibolu.
- b. Sector Nara.
- c. Sector Kumkale.

The limits, call sign, and working frequency of each sector are given in the Appendix.

2. **Istanbul VTS Center**—Covers Istanbul Bogazi (The Bosphorus), its S approach from Marmara Denizi, and its N approach from the Black Sea.

The N limits of Istanbul VTS comprise a line joining the following positions:

- a. 41°10'30.0"N, 29°35'00.0"E.

- b. 41°32'30.0"N, 29°35'00.0"E.
- c. 41°32'30.0"N, 28°45'00.0"E.
- d. 41°19'00.0"N, 28°45'00.0"E.

The S limits of Istanbul VTS comprise a line joining the following positions:

- a. 40°53'06.0"N, 29°10'48.0"E.
- b. 40°52'24.0"N, 29°08'12.0"E.
- c. 40°50'18.0"N, 29°07'30.0"E.
- d. 40°45'12.0"N, 29°07'24.0"E.
- e. 40°49'06.0"N, 28°42'36.0"E.
- f. 40°57'18.0"N, 28°37'30.0"E.

Istanbul VTS is further subdivided into the following sectors:

- a. Sector Turkeli.
- b. Sector Kavak.
- c. Sector Kandilli.
- d. Sector Kadikoy.

The limits, call sign, and working frequency of each sector are given in the Appendix.

Procedures.—TUBREP consists of four reports, as follows:

1. **Sailing Plan 1 (SP1)**—This report is sent, as follows:
 - a. Masters, owners, or agents of vessels carrying dangerous cargo or vessels of 500 gross tons and over should submit a written SP1 to the VTS Centers at least 24 hours prior to entry into the Turkish Straits.
 - b. Masters, owners, or agents of vessels between 200m and 300m long and/or vessels with a draft over 15m should submit a written SP1 to the VTS Centers at least 48 hours prior to entry into the Turkish Straits.
 - c. Owners or operators of vessels over 300m long, vessels propelled by nuclear power, and vessels carrying nuclear cargo or nuclear waste must provide information regarding their characteristics and cargo during the planning stages of their voyage. The TSVTS, based upon this data, shall inform the relevant vessel's owner, operator, or master of any requirements or recommendations necessary to ensure safe passage through the Turkish Straits. A written SP1 must be submitted at least 72 hours prior to entry into the Turkish Straits.
 - d. Vessels carrying dangerous cargo and/or vessels of 500 gross tons and over leaving ports in Marmara Denizi should submit an SP1 at least 6 hours prior to departure. The SP1 shall contain the following information:

Designator	Information required
A	Vessel's name, call sign, flag, IMO number, and MMSI number.
B	Date and time (UTC).
C	Reporting position (latitude/longitude).
F	Continuous maneuvering speed (in knots and tenths of knots).
G	Port of departure.
H	Date and time of entry into Canakkale Bogazi or Istanbul Bogazi (UTC).
I	Port of destination.

Designator	Information required
J	Request for pilot (yes/no) for Istanbul Bogazi, Marmara Denizi, or Canakkale Bogazi.
O	Draft (forward and aft) and maximum air draft (at the entrance to the strait).
P	Cargo type and quantity.
Q	Any defects, damage, deficiencies, or other limitations.
R	Description of dangerous, nuclear, or pollutant cargo (UN Number, type, class, and quantity).
T	Vessel's agent or representative (including fax number).
U	Type of vessel length and beam (in meters), gross tonnage, and net registered tonnage.
X	P and I information (club name, policy number, and validity).

2. **Sailing Plan 2 (SP2)**—This report is sent to the relevant VTS entry sector, by VHF, 2 hours prior to arrival at the straits or when at a distance of 20 miles from the entrance of the straits.

The SP2 shall contain the following information:

Designator	Information required
A	Vessel's name, call sign, flag, IMO number, and MMSI number.
D	Vessel's position (bearing and distance). See Note below.
H	Date and time of entry into the Straits.
J	Request for pilot (yes/no) for Istanbul Bogazi, Marmara Denizi, or Canakkale Bogazi.
Q	Any defects, damage, deficiencies, or other limitations.
T	Vessel's agent or representative.
Note. —The position should be referenced from the appropriate landmark, as follows: <ul style="list-style-type: none"> a. Black Sea side—Turkeli Light (41°14.1'N., 29°06.7'E.). b. Marmara Denizi side for Istanbul Bogazi—Ahirkapi Light (41°00.4'N., 28°59.2'E.). c. Marmara Denizi side for Canakkale Bogazi—Gelibolu Light (40°24.6'N., 27°41.0'E.). d. Aegean Sea side for Canakkale Bogazi—Mehmetcik Light (40°02.7'N., 26°10.5'E.). 	

3. **Position Report**—Vessels over 20m long situated 5 miles off the entrance of the straits should report to the VTS entry sector (Turkeli, Kadikoy, Gelibolu, or Kumkale, as appropriate) by VHF, stating the vessel's name and position by

bearing and distance from the appropriate landmark, as follows:

- a. Black Sea side—Turkeli Light (41°14.1'N., 29°06.7'E.).
 - b. Marmara Denizi side for Istanbul Bogazi—Ahirkapi Light (41°00.4'N., 28°59.2'E.).
 - c. Marmara Denizi side for Canakkale Bogazi—Gelibolu Light (40°24.6'N., 27°41.0'E.).
 - d. Aegean Sea side for Canakkale Bogazi—Mehmetcik Light (40°02.7'N., 26°10.5'E.).
4. **Call Point Report**—Vessels over 20m long should report to the relevant VTS sector by VHF when entering and

exiting sectors, as well as when changing sectors, stating the vessel's name and position by bearing and distance from the appropriate landmark, as follows:

- a. Black Sea side—Turkeli Light (41°14.1'N., 29°06.7'E.).
- b. Marmara Denizi side for Istanbul Bogazi—Ahirkapi Light (41°00.4'N., 28°59.2'E.).
- c. Marmara Denizi side for Canakkale Bogazi—Gelibolu Light (40°24.6'N., 27°41.0'E.).
- d. Aegean Sea side for Canakkale Bogazi—Mehmetcik Light (40°02.7'N., 26°10.5'E.).

Appendix

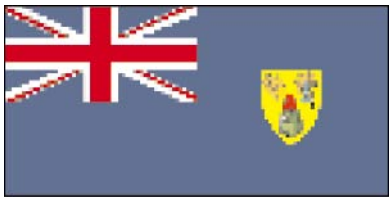
Turkish Straits Vessel Traffic Service and Reporting System—Sector Information				
VTS Center	Sector	Limits	Call sign	VHF channel
Canakkale VTS	Gelibolu	North limit—a line joining the following positions: a. 40°37'28.2"N, 27°06'48.0"E. b. 40°26'39.0"N, 27°06'48.0"E. South limit—a line joining the following positions: a. 40°21'33.6"N, 26°37'39.0"E. b. 40°20'09.0"N, 26°39'45.0"E.	Sector Gelibolu	11
	Nara	North limit—the S limit of Sector Gelibolu. South limit—a line joining the following positions: a. 40°06'48.0"N, 26°20'20.0"E. b. 40°05'42.0"N, 26°21'45.0"E.	Sector Nara	12
	Kumkale	North limit—the S limit of Sector Nara. South limit—the S limit of Canakkale VTS.	Sector Kumkale	13
Istanbul VTS	Turkeli	North limit—the N limit of Istanbul VTS. South limit—a line joining Fili Burnu Light (41°12'24.0"N., 29°07'07.8"E.) and Cali Burnu Light (41°12'25.8"N., 29°06'22.2"E.).	Sector Turkeli	11
	Kavak	North limit—the S limit of Sector Turkeli. South limit—the Fatih Sultan Mehmet Bridge.	Sector Kavak	12
	Kandilli	North limit—the Fatih Sultan Mehmet Bridge. South limit—a line joining the N end of Haydarpasa Breakwater (41°00'36.0"N., 29°00'06.0"E.) and a position on shore (41°00'36.0"N., 28°59'15.6"E.), including Haydarpasa Port and Kadikoy Breakwater.	Sector Kandilli	13
	Kadikoy	North limit—the S limit of Sector Kandilli. South limit—the S limit of Istanbul VTS.	Sector Kadikoy	14



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Currency
The official unit of currency is the U.S. dollar.

Government



Flag of the Turks and Caicos Islands

General

The Turks and Caicos Islands, lying E of the Bahamas, consist of two small island groups with a total of over 40 islands and cays, of which only eight are inhabited. The islands consist of low flat limestone, with extensive marshes and mangrove swamps. The climate is tropical marine moderated by the trade winds, and is normally sunny and dry. Tropical storms and hurricanes are sometimes experienced.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.

The Turks and Caicos Islands is a self-governing dependent overseas territory of the United Kingdom, with Queen Elizabeth II as its chief of state. The Turks and Caicos Islands is governed by a Governor appointed by the Queen. The Chief Minister is appointed by the Governor. The 19-member unicameral House of Assembly consists of six appointed members and 13 directly-elected members who serve 4-year terms. The legal system is based on English and Welsh common law, with some aspects of the judicial systems of Jamaica and the Bahamas. The capital is Grand Turk (Cockburn Town).

Holidays

The following holidays are observed:

January 1	New Year's Day
Second Monday in March	Commonwealth Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
End of May	National Heroes' Day
Second Saturday in June	Queen's Birthday
August 30	Constitution Day
September 30	National Youth Day
October 17	Columbus Day
December 10	Human Rights Day
December 25	Christmas Day
December 26	Boxing Day

Industries

The main industries are tourism, fishing, and offshore financial services.

Languages

English is the official language.

Navigational Information

The maritime territorial claims of the Turks and Caicos Islands are, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone	200 miles.

* Claims straight baselines.

Pilotage

Pilotage is not compulsory in the Turks and Caicos Islands, but local pilots are available, if needed, at Grand Turk, South

Caicos, and Providenciales. Vessels should make pilotage arrangements through their agent.

Regulations

Advance Notice

Vessels bound for any port in the Turks and Caicos Islands should send their ETA, as well as the following information, to the appropriate harbormaster on VHF channel 16 at least 24 hours prior to arrival:

1. Vessel's name.
2. Call sign.
3. Nationality.
4. Length.
5. Draft.
6. GRT.
7. Net tonnage.

Anchorage Restrictions

Vessels are warned that most of the traditional anchorages in the Turks and Caicos Islands are located within National Marine Parks and are subject to restrictions. All vessels arriving from foreign ports should contact the appropriate harbormaster on VHF channel 16 for instructions and information prior to anchoring.

Search and Rescue

The Turks and Caicos Islands Rescue Association is responsible for coordinating search and rescue operations.

Signals

Visual storms signals indicating a tropical storm is expected to strike the islands within 12 hours are shown in the accompanying table.

Time Zone

The Time Zone description is ROMEO (+5). Daylight Savings Time (QUEBEC (+4)) is observed from the first Sunday in April until the Saturday before the last Sunday in October.

U.S. Embassy

The Turks and Caicos Islands is a dependent territory of the United Kingdom. There is no diplomatic representation.

Turks and Caicos Islands Storm Warning Signals		
Day signal	Night signal	Meaning
One square red flag, with a centered black square	Two red lights, vertically disposed.	Storm warning. Winds of 48 to 63 knots expected.
Two square red flags, with a centered black square, vertically disposed	One white light between two red lights, vertically disposed.	Hurricane warning. Winds over 63 knots expected.



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Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

It has been reported (2003) that navigational aids in Ukrainian waters may be different from those charted and described in navigational publications. Mariners should use extreme caution when attempting to identify navigational aids.

In areas where sea ice forms during the winter, buoys may be removed.

Currency

The official unit of currency is the hryvnia, consisting of 100 kopykas.

Government

General

Ukraine is located on the N coast of the Black Sea. It is bordered by Poland, Slovakia, Hungary, Romania, and Moldova to the W; by Belarus to the N; and by Russia to the N and E.

The climate is continental temperate, except for a Mediterranean climate along the S coast of Crimea. The highest amount of precipitation occurs in the W and N parts of the country; lesser amounts fall in the E and SE.

Winters vary from cool along the Black Sea coast to cold further inland. Summers are warm across the greater part of the country, but are hot in the S.

Most of Ukraine consists of fertile plains, known as steppes, and plateaus. Mountains are found only in the W (the Carpathian Mountains) and in the extreme S on the Crimean Peninsula.



Flag of Ukraine

Ukraine is a republic. The country is divided into 24 provinces, one autonomous republic, and two municipalities with the same status as a province.

Ukraine is governed by a directly-elected President serving a 5-year term. The unicameral Supreme Council is composed of 450 members serving 5-year terms; seats are allocated on a proportional basis to those parties that gain 3 per cent or more of the national electoral vote.

The legal system is based on civil law, with judicial review of legislative acts.

The capital is Kyiv (Kiev).

Holidays

The following holidays are observed:

January 1	New Year's Day
January 7	Orthodox Christmas
March 8	International Women's Day
Good Friday	Variable
Orthodox Easter	Variable
May 1	International Labor Day
May 9	Victory Day (World War II)
Holy Trinity	Variable
June 28	Constitution Day
August 24	Independence Day

Note.—When a Ukrainian holiday falls on Saturday OR Sunday, it is usually observed on Monday. When a Ukrainian holiday falls on Saturday AND on Sunday, it is usually observed on Monday and Tuesday.

Ice

Ice may form during prolonged periods of frost which occur in the winter in the N parts of the Black Sea and the Sea of Azov. The severity of the winter, and therefore the extent and thickness of the ice cover, varies in different years but even in the most severe winter, only a relatively small part of the entire Black Sea is affected by ice.

Navigation is usually only affected in the NW part of the Black Sea, Kerchenskiy Proliv (Kerch Strait), and the Sea of Azov. February is normally the month of greatest ice cover in these areas.

In average winters, ice is found in a coastal belt and in bays and estuaries from Mys Tarkhankut (45°21'N., 32°30'E.) N across the head of the Black Sea and down its W side to the S of the delta of the Danube River. In extremely severe winters, pack ice may be found in the open sea N of the parallel of Mys Tarkhankut.

The coast from Mys Tarkhankut to Kerchenskiy Proliv (Kerch Strait) is generally free of ice except during very severe winters, when thin coastal ice may be formed.

In the Sea of Azov, between mid-December and late February, navigation is often hindered by ice and in many cases can only be maintained with the help of icebreakers. Navigation is likely to be the most difficult of the N shore, in the entrance to the Gulf of Taganrog, and with prolonged N or NE winds, in the approaches to Kerchenskiy Proliv (Kerch Strait).

Industries

The main industries include agriculture, coal and iron ore mining, fuel and petroleum products, chemicals, and machinery and transportation equipment.

Languages

Ukrainian is the official language.

Navigational Information

Enroute Volume

BA NP 24, Black Sea and Sea of Azov Pilot (British Admiralty publication)

Maritime Claims

The maritime territorial claims of Ukraine are, as follows:

Territorial Sea *	12 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* In a joint statement with Russia, declared that the Sea of Azov and Kerchenskiy Proliv (Kerch Strait) are historic internal waters of the two states.

Maritime Boundary Disputes

The maritime boundary with Russia through the Sea of Azov and Kerchenskiy Proliv (Kerch Strait) remains unresolved despite a 2003 framework agreement and ongoing discussions.

Dispute with Romania over the Ukrainian-administered Ostrov Zmiyinyy (Snake Island) and the Black Sea maritime boundary have been referred to the ICJ for adjudication.

Pilotage

Pilotage is compulsory for entry to and departure from all Ukrainian ports, as well as for mooring and casting off, regardless of vessel type or size.

Pilots should be ordered, via the ship's agent, 12 hours in advance and confirmed 4 hours prior to arrival, except as stated otherwise by local port authorities.

Pollution

The Black Sea and the Sea of Azov are Special Areas under the terms of *The International Convention for the Prevention of pollution from Ships 1973*, as modified by the Protocol of 1978 (MARPOL 73/78). All discharge of oil at sea is prohibited and special regulation apply to the discharge of garbage.

Regulations

Vessels should send their ETA via their agent 12 days, 96 hours, and 12 hours in advance. Oil, gas, and chemical tankers should however, confirm their ETA 14 days, 72 hours, and 12 hours before arrival.

The following Ukrainian ports are open to international trade:

1. Berdyans'k (46°45'N., 36°46'E.).
2. Bilhorod-Dnistrovs'kyi (46°11'N., 30°22'E.).
3. Feodosiya (44°02'N., 35°23'E.).
4. Illichivs'k (46°19'N., 30°40'E.).
5. Kerch (45°22'N., 36°29'E.).
6. Kherson (46°38'N., 32°37'E.).
7. Mykolayiv (46°57'N., 31°58'E.).
8. Odesa (46°30'N., 30°45'E.).
9. Port Dnipro-Bux'kyi (46°46'N., 31°57'E.).
10. Port Mriupol (47°03'N., 37°30'E.).
11. Port Yuzhnyi (46°36'N., 31°01'E.).
12. Sevastopol (44°36'N., 33°32'E.).
13. Yalta (44°30'N., 34°10'E.).

Northwest Black Sea Traffic Control System

The Northwest Black Sea Traffic Control System is a mandatory radar control system administered from a radar station at Burlacha Balka (46°21'N., 30°39'E.). This system is mandatory for all foreign vessels and covers the approaches to the following ports:

1. Illichivs'k (46°19'N., 30°40'E.).
2. Kherson (46°38'N., 32°37'E.).
3. Mykolayiv (46°57'N., 31°58'E.).
4. Odesa (46°30'N., 30°45'E.).
5. Port Yuzhnyi (46°36'N., 31°01'E.).

Vessels must contact Illichivs'k Traffic Control on VHF channel 10 when passing Lighted Buoy No. 1 (46°08'N., 31°06'E.) in order to receive instructions for proceeding to Odesa, Illichivs'k, Port Yuzhnyi, Mykolayiv, or Kherson.

Other reporting location are given in the accompanying table.

Northwest Black Sea Traffic Control System Reporting Points		
Area 1	Location:	Within 16 miles of Illichivs'k but excluding Area 2, Area 3, and Area 4
	Call sign:	Traffic Center
	Frequency:	VHF channels 10, 16, and 19
Area 2	Location:	Within 45 miles of Illichivs'k, including Anchorage No. 352
	Call sign:	Illichivs'k Port Control
	Frequency:	VHF channels 12 and 16
Area 3	Location:	Odesa Port Control
	Call sign:	Within 8 miles of Odesa
	Frequency:	VHF channels 14, 16, and 67
Area 4	Location:	Within 8 miles of Port Yuzhnyi
	Call sign:	Port Yuzhnyi Port Control
	Frequency:	VHF channels 11 and 16

Area 5	Location:	Within 8 miles of Ochachov
	Call sign:	Ochachov Port Control
	Frequency:	VHF channels 13 and 16

The stations broadcast navigational information as necessary and on request. Radar assistance is also available in poor visibility and on request.

Restricted Areas

Regulated Areas include all areas where navigation, fishing, or anchoring is prohibited or restricted. Regulated Areas also include areas designated as temporarily dangerous for navigation; as these prohibitions are for an indefinite period they are described below as prohibited areas.

Areas periodically declared dangerous for navigation which may also include various firing danger and exercise areas, lie partly or wholly outside Russian territorial waters. The times which these areas are dangerous to navigation are broadcast as PRIPS and NAVIPS. The warnings are broadcast 3 to 5 days prior to the start of the dangerous operations and repeated each day until their completion.

Caution.—Many Regulated Navigation Areas are not charted. Information on those areas described as having unknown boundaries should be obtained from local authorities.

Areas Prohibited for Navigation

East of Mys Fiolent

Area 104—Area bounded by the shoreline and lines joining the following positions:

- a. 44°30.0'N, 33°31.0'E. (shore)
- b. 44°29.4'N, 33°31.0'E.
- c. 44°29.4'N, 33°31.9'E.
- d. 44°29.8'N, 33°31.9'E. (shore)

Sevastopol Outer Roadstead

Area 108—Area of unknown boundaries in the vicinity of position 44°41'N, 33°32'E.

Feodosiyska Zatoka

Area No. 114—Area bounded by the shoreline and lines joining the following positions:

- a. 45°02.5'N, 35°48.6'E. (shore)
- b. 45°01.0'N, 35°47.0'E.
- c. 45°04.6'N, 35°34.0'E.
- d. 45°04.4'N, 35°26.0'E.
- e. 45°06.3'N, 35°27.90'E. (shore)

Mys Chauda to Mys Kyz-Aul

Area No. 115—Area bounded by the shoreline and lines joining the following positions:

- a. 45°03.5'N, 36°22.5'E. (shore)
- b. 44°52.1'N, 36°22.5'E.
- c. 44°49.6'N, 35°50.5'E.
- d. 44°57.5'N, 35°33.5'E.
- e. 45°04.5'N, 35°33.5'E. (shore)

Osero Sans'ke to Mys Kostyantynivs'kyy

Area No. 123—Area bounded by the shoreline and lines joining the following positions:

- a. 45°06.3'N, 33°32.7'E. (shore)
- b. 45°06.3'N, 33°24.0'E.
- c. 45°03.3'N, 33°17.5'E.
- d. 44°40.8'N, 33°17.5'E.
- e. 44°40.0'N, 33°19.8'E.
- f. 44°38.6'N, 33°27.8'E.
- g. 44°37.9'N, 33°30.8'E. (shore)

South of Bukhta Gollandiya

Area No. 124—Area bounded by lines joining the following positions:

- a. 44°37'03"N, 33°33'33"E.
- b. 44°37'10"N, 33°33'31"E.
- c. 44°37'05"N, 33°34'00"E.
- d. 44°37'03"N, 33°34'00"E.

East of the Entrance to Kilen Bukhta

Area No. 125—Area of unknown boundaries in the vicinity of position 44°37'N, 33°34'E.

Bukhta Matushenko/Kostyantynivs'ka Bukhta and Approaches

Area No. 129—Area of unknown boundaries in the vicinity of position 44°38'N, 33°31'E.

Mys Nikitin

Area No. 132—Area of unknown boundaries in the vicinity of position 44°30'N, 34°15'E.

West of Mys Troitsky

Area No. 136—Area bounded by the shoreline and lines joining the following positions:

- a. 44°24'17"N, 33°50'24"E. (shore)
- b. 44°22'35"N, 33°50'24"E.
- c. 44°22'35"N, 33°53'18"E.
- d. 44°24'11"N, 33°53'18"E. (shore)

West of Mys Ay-Todor

Area No. 137—Area of unknown boundaries in the vicinity of position 44°25'N, 34°06'E.

Odesa

Area No. 184—Area bounded by the Old Sea Wall and lines joining the following positions:

- a. 46°29'52.5"N, 30°44'41.0"E. (Old Sea Wall)
- b. 46°29'55.0"N, 30°45'06.0"E.
- c. 46°29'53.5"N, 30°45'21.0"E.
- d. 46°29'39.5"N, 30°45'26.0"E. (Old Sea Wall)

Mys Kikineyz

Area No. 197—Area of unknown boundaries in the vicinity of position 44°23'N, 33°59'E.

Areas Prohibited for Stopping, Anchoring, Fishing, Underwater and Dredging Operations, Navigating with a Trailing Anchor, and Underwater Explosions**Dnestrovsko-Tsaregradskoye Girlo**

Area No. 602—Area of unknown boundaries in the vicinity of position 46°05'N, 30°28'E.

Dnistrovskyy Lyman

Area No. 603—Area of unknown boundaries in the vicinity of position 46°12'N, 30°23'E.

Odesa

Area No. 605—Area of unknown boundaries in the vicinity of position 46°30'N, 30°46'E.

Mykolayiv

Area No. 609—Area bounded, as follows:

1. Southwest boundary—A line joining the shoreline in position 46°58'36"N, 31°56'06"E and the shoreline in position 46°57'55"N, 31°56'48"E.

2. Northeast boundary—A line joining the shoreline in position 46°58'51"N, 31°56'20"E and the shoreline in position 46°58'07"N, 31°57'06"E.

Area No. 610—Area bounded, as follows:

1. Southwest boundary—A line joining the shoreline in position 46°59'12"N, 31°57'48"E and the shoreline in position 46°59'02"N, 31°58'18"E.

2. Northeast boundary—A line joining the shoreline and the following positions:

- a. 46°59'57"N, 31°57'26"E. (shore)
- b. 46°59'20"N, 31°58'49"E.
- c. 46°59'11"N, 31°58'48"E. (shore)

Area No. 611—Area bounded, as follows:

a. West boundary—A line joining the shoreline in position 46°58.81'N, 31°59.73'E and the shoreline in position 46°58.70'N, 31°59.68'E.

b. East boundary—A line joining the shoreline in position 46°58.78'N, 31°59.84'E and the shoreline in position 46°59.68'N, 31°59.78'E.

Ruskaya Kosa

Area No. 612—Area bounded by the shoreline and lines joining the following positions:

- a. 46°44'52"N, 31°56'06"E. (shore)
- b. 46°44'47"N, 31°55'57"E.
- c. 46°44'00"N, 31°55'57"E.
- d. 46°44'00"N, 31°56'36"E.
- e. 46°44'44"N, 31°56'36"E. (shore)

Kherson

Area No. 614—Area bounded, as follows:

- a. 46°37.17'N, 32°36.63'E. (shore)
- b. 46°36.89'N, 32°36.92'E. (shore) and continuing NE along the shoreline to
- c. 46°36.98'N, 32°37.05'E. (shore)
- d. 46°37.07'N, 32°37.16'E.
- e. 46°37.42'N, 32°36.99'E. (shore) and continuing WSW along the shoreline to
- f. 46°37.42'N, 32°36.88'E. (shore)

g. 46°37.32'N, 32°36.74'E. (shore) and continuing SW along the shoreline to position a above

Area No. 615—Area bounded, as follows:

- a. 46°37.67'N, 32°37.43'E. (shore)
- b. 46°37.51'N, 32°37.70'E. (shore) and continuing NE along the shoreline to
- c. 46°37.54'N, 32°37.73'E. (shore)
- d. 46°37.56'N, 32°37.79'E. (shore) and continuing NE along the shoreline to
- e. 46°37.65'N, 32°37.92'E. (shore)
- f. 46°37.80'N, 32°37.67'E. (shore) and continuing SW along the shoreline to position a above

Area No. 616—Area bounded, as follows:

- 1. Southwest boundary—A line joining the shoreline in position 46°38.05'N, 32°38.03'E and the shoreline in position 46°37.90'N, 32°38.23'E.
- 2. Northeast boundary—A line joining the shoreline in position 46°38.14'N, 32°38.16'E and the shoreline in position 46°38.02'N, 32°38.40'E.

Tendrivska Kosa

Area No. 617—Area of unknown boundaries in the vicinity of position 46°22'N, 31°32'E.

Sevastopolskaya Bukhta

Area No. 625—Area of unknown boundaries in the vicinity of position 44°37'N, 33°32'E.

Area No. 627—Area of unknown boundaries in the vicinity of position 44°37'N, 33°34'E.

Feodosiyska Zakota

Area No. 630—Area bounded by lines joining the following positions:

- a. 45°02.0'N, 35°29.6'E.
- b. 45°03.1'N, 35°27.4'E.
- c. 45°03.7'N, 35°28.7'E.

Area No. 635—Area bounded by lines joining the following positions:

- a. 45°01.0'N, 35°32.9'E.
- b. 45°03.8'N, 35°31.7'E.
- c. 45°03.8'N, 35°32.9'E.

North of Sevastopol

Area No. 632—Area bounded by lines joining the following positions:

- a. 44°39'29"N, 33°25'19"E.
- b. 44°38'47"N, 33°25'19"E.
- c. 44°38'11"N, 33°29'19"E.
- d. 44°39'29"N, 33°29'19"E.

Balakovskaya Bukhta

Area No. 633—Area bounded by lines joining the following positions:

- a. 44°27.7'N, 33°34.5'E.
- b. 44°27.7'N, 33°35.8'E.
- c. 44°26.7'N, 33°35.8'E.
- d. 44°26.7'N, 33°34.5'E.

Mys Khersonesky to Mys Sarych

Area No. 634—Area bounded by the shoreline and lines joining the following positions:

- a. 44°35.6'N, 33°23.7'E. (shore)
- b. 44°39.7'N, 33°23.7'E.
- c. 44°42.2'N, 33°18.9'E.
- d. 44°40.6'N, 33°08.1'E.
- e. 44°34.7'N, 33°06.3'E.
- f. 44°27.2'N, 33°10.0'E.
- g. 44°18.0'N, 33°27.2'E.
- h. 44°16.6'N, 33°47.5'E.
- i. 44°16.5'N, 33°50.8'E.
- j. 44°19.5'N, 33°51.2'E.
- k. 44°26.3'N, 33°46.5'E. (shore)

Mys Bashenny to Mys Peshchernyy

Area No. 636—Area bounded by the shoreline and lines joining the following positions:

- a. 44°47.8'N, 34°41.8'E. (shore)
- b. 44°37.5'N, 34°48.2'E.
- c. 44°37.3'N, 34°56.8'E.
- d. 44°49.0'N, 34°54.8'E. (shore)

Area No. 640—Area bounded by the shoreline and lines joining the following positions:

- a. 44°49.3'N, 35°07.7'E. (shore)
- b. 44°41.0'N, 35°09.8'E.
- c. 44°41.0'N, 35°20.4'E.
- d. 44°43.2'N, 35°25.0'E.
- e. 44°48.9'N, 35°21.3'E.
- f. 44°48.9'N, 35°46.8'E.
- g. 44°49.9'N, 35°46.8'E.
- h. 44°59.9'N, 35°27.0'E.
- i. 45°01.5'N, 35°29.0'E.
- j. 45°02.0'N, 35°27.8'E.
- k. 45°00.8'N, 35°25.3'E. (shore)

Sudakovskaya Bukhta

Area No. 637—Area of unknown boundaries in the vicinity of position 44°50'N, 34°58'E.

East of Mys Chauda

Area No. 644—Area bounded by the shoreline and lines joining the following positions:

- a. 45°00.6'N, 35°52.6'E. (shore)
- b. 44°57.5'N, 35°52.6'E.
- c. 44°57.5'N, 35°55.6'E.
- d. 45°01.3'N, 35°55.6'E. (shore)

Skaly Korabl Kamen

Area No. 645—Area bounded by the shoreline and lines joining the following positions:

- a. 45°00.7'N, 36°07.6'E.
- b. 44°58.2'N, 36°07.6'E.
- c. 44°58.2'N, 36°11.2'E.
- d. 45°00.7'N, 36°11.2'E.

Tendrivska Kosa

Area No. 660—Area of unknown boundaries in the vicinity of position 46°20'N, 31°33'E.

Northwest of Tarkhankutskyy Pivostri

Area No. 663—Area bounded by the shoreline and lines joining the following positions:

- a. 45°25.3'N, 32°00.0'E. (shore)

- b. 45°33.5'N, 32°17.9'E.
- c. 45°30.3'N, 32°14.7'E.
- d. 45°23.7'N, 32°29.2'E. (shore)

Southwest of Mys Velkyy Fontan

Area No. 665—A circular area with a radius of 0.25 mile and centered on position 46°21'02"N, 30°42'44"E.

Feodosiyska Zakota

Area No. 667—Area of unknown boundaries in the vicinity of position 45°04'N, 35°24'E.

North and Northwest of Mys Tarkhankut

Area No. 668—Area bounded by the shoreline and lines joining the following positions:

- a. 45°25.9'N, 32°31.7'E. (shore)
- b. 45°23.6'N, 32°12.0'E.
- c. 45°22.0'N, 32°12.2'E.
- d. 45°23.3'N, 32°28.9'E. (shore)

Kosa Arabatska Strilka

Area No. 693—Area bounded by the shoreline and lines joining the following positions:

- a. 45°50.3'N, 34°55.7'E. (shore)
- b. 45°50.5'N, 34°56.7'E.
- c. 45°49.6'N, 34°57.7'E.
- d. 45°49.2'N, 34°56.5'E. (shore)

Kosa Biryuchyy Ostriv

Area No. 694—Area bounded by the shoreline and lines joining the following positions:

- a. 46°08.0'N, 35°01.0'E. (shore)
- b. 46°08.0'N, 35°00.0'E.
- c. 46°04.8'N, 34°58.0'E.
- d. 46°03.0'N, 35°00.0'E.
- e. 46°03.0'N, 35°05.5'E.
- f. 46°10.0'N, 35°15.0'E.
- g. 46°13.8'N, 35°15.0'E. (shore)

Obytychna Kosa

Area No. 695—Area bounded by the shoreline and lines joining the following positions:

- a. 46°32.6'N, 36°09.0'E. (shore)
- b. 46°32.8'N, 36°08.0'E.
- c. 46°29.8'N, 36°08.0'E. (shore)

Areas Temporarily Dangerous to Navigation

South of Mys Uret

Area No. 700—Area bounded by lines joining the following positions:

- a. 45°12.5'N, 32°37.8'E.
- b. 45°15.0'N, 32°39.4'E.
- c. 45°13.2'N, 32°45.7'E.
- d. 45°11.6'N, 32°44.9'E.

Northwest of Tarkhankutskyy Pivostriiv

Area No. 701—Area bounded by lines joining the following positions:

- a. 46°02.0'N, 32°17.9'E.
- b. 45°56.0'N, 32°30.9'E.

- c. 45°46.0'N, 32°21.9'E.
- d. 46°00.0'N, 31°54.9'E.

East of Tendrivskyy Mys

Area No. 705—Area bounded by the shoreline and lines joining the following positions:

- a. 46°22.1'N, 31°31.0'E. (shore)
- b. 46°25.0'N, 31°31.9'E.
- c. 46°25.0'N, 31°35.9'E.
- d. 46°19.0'N, 31°35.9'E.
- e. 46°19.0'N, 31°32.0'E. (shore)

Northwest of Tarkhankutskyy Pivostriiv

Area No. 707—Area bounded by lines joining the following positions:

- a. 45°33.5'N, 32°17.9'E.
- b. 45°40.3'N, 32°08.1'E.
- c. 45°43.7'N, 31°51.6'E.
- d. 45°41.9'N, 31°39.0'E.
- e. 45°40.2'N, 31°39.0'E.
- f. 45°41.8'N, 32°51.3'E.
- g. 45°30.3'N, 32°14.7'E.

West of Mys Khersoneskyi

Area No. 710—Area bounded by lines joining the following positions:

- a. 44°42.2'N, 33°19.0'E.
- b. 44°58.0'N, 32°44.7'E.
- c. 45°07.5'N, 32°42.0'E.
- d. 45°08.8'N, 32°30.0'E.
- e. 44°44.2'N, 32°30.0'E.
- f. 44°18.0'N, 33°15.0'E.
- g. 44°18.0'N, 33°27.2'E.
- h. 44°27.2'N, 33°10.8'E.
- i. 44°34.5'N, 33°06.5'E.
- j. 44°40.5'N, 33°08.0'E.

West of Tarkhankutskyy Pivostriiv

Area No. 723—Area bounded by lines joining the following positions:

- a. 45°23.6'N, 32°12.0'E.
- b. 45°21.3'N, 31°51.7'E.
- c. 45°15.7'N, 31°39.3'E.
- d. 45°14.5'N, 31°40.3'E.
- e. 45°19.7'N, 31°51.8'E.
- f. 45°22.0'N, 32°12.2'E.

Southeast of Sevastopol

Area No. 725—Area bounded by lines joining the following positions:

- a. 44°33.0'N, 32°24.9'E.
- b. 44°27.3'N, 33°16.2'E.
- c. 44°29.2'N, 33°14.1'E.
- d. 44°33.5'N, 33°24.2'E.

Southwest of Mys Ay-Todor

Area No. 728—Area bounded by lines joining the following positions:

- a. 44°14.0'N, 33°52.4'E.
- b. 44°16.0'N, 33°52.4'E.
- c. 44°18.8'N, 33°56.2'E.

- d. 44°18.8'N, 33°59.2'E.
- e. 44°17.8'N, 33°59.2'E.
- f. 44°14.0'N, 33°56.5'E.

South of Sudatska Bukhta

Area No. 732—Area bounded by lines joining the following positions:

- a. 44°42.0'N, 34°53.4'E.
- b. 44°46.3'N, 34°53.5'E.
- c. 44°46.8'N, 35°00.4'E.
- d. 44°43.0'N, 35°01.9'E.

Areas Used Periodically for Fleet Exercises

Kinburnska Kosa

Area No. 704—Area bounded by lines joining the following positions:

- a. 46°31.40'N, 31°33.75'E.
- b. 46°30.80'N, 31°33.20'E.
- c. 46°30.00'N, 31°34.50'E.
- d. 46°30.70'N, 31°35.30'E.

Tendrivska Kosa

Area No. 705—Area bounded by the shoreline and lines joining the following positions:

- a. 46°22.1'N, 31°32.0'E. (shore)
- b. 46°25.0'N, 31°31.9'E.
- c. 46°25.0'N, 31°35.9'E.
- d. 46°48.0'N, 31°35.9'E.
- e. 46°52.5'N, 31°32.0'E. (shore)

Bilosarays'ka Zakota (Sea of Azov)

Area No. 761—Area bounded by the shoreline and lines joining the following positions:

- a. 46°49.0'N, 36°55.0'E. (shore)
- b. 46°37.0'N, 36°49.7'E.
- c. 46°36.5'N, 36°53.5'E.
- d. 46°48.0'N, 37°13.3'E.
- e. 46°49.8'N, 37°15.0'E.
- f. 46°52.5'N, 37°02.8'E. (shore)

Southeast of Mys Khersonesky

Area No. 784—Area bounded by lines joining the following positions:

- a. 44°33.2'N, 32°24.6'E.
- b. 44°32.9'N, 32°24.3'E.
- c. 44°32.6'N, 32°25.1'E.
- d. 44°32.7'N, 32°25.2'E.

Explosives Dumping Areas

Kazachya Bukhta

Area No. 81—Area bounded by the shoreline and lines joining the following positions:

- a. 44°35'25"N, 33°24'10"E. (shore)
- b. 44°35'25"N, 33°24'55"E.
- c. 44°35'15"N, 33°24'55"E. (shore)

West of Mys Khersonesky

Area No. 82—Area bounded by lines joining the following positions:

- a. 44°37.2'N, 32°20.0'E.
- b. 44°31.1'N, 32°20.0'E.
- c. 44°31.1'N, 32°29.0'E.
- d. 44°37.2'N, 32°29.0'E.

Southsouthwest of Mys Khersonesky

Area No. 83—Area bounded by lines joining the following positions:

- a. 44°23.0'N, 33°09.2'E.
- b. 44°20.6'N, 33°09.2'E.
- c. 44°20.6'N, 33°15.8'E.
- d. 44°23.0'N, 33°15.8'E.

South of Mys Chauda

Area No. 84—Area bounded by lines joining the following positions:

- a. 45°39.7'N, 35°52.0'E.
- b. 45°34.7'N, 35°52.0'E.
- c. 45°34.7'N, 36°00.0'E.
- d. 45°39.7'N, 36°00.0'E.

Area No. 85—A circular area with a radius of 1 mile and centered on position 44°42.0'N, 35°58.8'E.

South of Mys Opuk

Area No. 86—Area bounded by lines joining the following positions:

- a. 45°42.8'N, 36°04.0'E.
- b. 45°32.8'N, 36°04.0'E.
- c. 45°32.8'N, 36°18.0'E.
- d. 45°42.8'N, 36°18.0'E.

Northwest of Ostrov Zmiynyy

Area No. 95—A circular area with a radius of 4 miles and centered on position 45°20.4'N, 29°59.4'E.

North of Mys Khersonesky

Area No. 96—A circular area with a radius of 0.3 mile and centered on position 44°36'41.2"N, 33°22'31.0"E.

Search and Rescue

The State Department of Maritime and Inland Water Transport is responsible for coordinating search and rescue operations.

The Maritime Rescue Coordination Center (MRCC) and the Maritime Rescue Coordination Sub-centers (MRSC) can be contacted by e-mail, as follows:

MRCC Odesa:	mrcc@morcom.org.ua
MRSC Mariupol:	mrcc@marport.net
MRSC Kerch:	info@portkerch.com

A network of coast radio stations maintains a continuous listening watch on international distress frequencies for distress traffic.

Time Zone

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

Traffic Separation Schemes

Traffic Separation Schemes (TSS) in Ukraine are, as follows:

1. In the Approaches to the Ports of Odessa and Il'ichevsk. (IMO adopted)

Note.—This TSS has been extended by Ukraine to include the approaches to Yuzhnyy, by the extension has not yet been adopted by the IMO.

2. Between the Ports of Odessa and Il'ichevsk. (IMO adopted)

3. Off Sevastpol. (Government of Ukraine)

4. Off Mys Sarych. (Government of Ukraine)

5. In the Southern Approaches to Kerch Strait (Kerchenskiy Proliv). (IMO adopted)

6. In the Northern Approaches to Kerch Strait (Kerchenskiy Proliv). (Governments of Ukraine and Russia)

7. Approaches to Bersyans'k and Mariupol'. (Government of Ukraine)

U.S. Embassy

The U.S. Embassy is situated at 10 Yuriya Kotsiubynskoho 10, 04053, Kiev.

The mailing addresses are, as follows:

1. Ukraine address—
10 Yuriya Kotsiubynskoho
Kiev 04053
2. U. S. address—
5850 Kiev Place
Washington DC 20521-5850

U. S. Embassy Ukraine Home Page
<http://kiev.usembassy.gov>



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General

The United Kingdom is located in Western Europe. The islands include the N one-sixth of the island of Ireland and lie between the North Atlantic Ocean and the North Sea, NW of France.

The climate is temperate being moderated by prevailing SW winds over the North Atlantic Current. More than half the days are overcast.

The terrain is mostly rugged hills and low mountains with level to rolling plains in the E and SE.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

The conventional direction of buoyage generally runs N along the W coast of the British Isles and through the Irish Sea, but locally follows the direction taken when approaching a harbor, river estuary or other waterway from seaward.

Cautions

Wind Turbines

The United Kingdom is in the process of developing offshore wind farms for the generation of electricity. Two rounds of wind farm development leases have been approved.

Round 1 developments will be entirely contained within the territorial waters of the United Kingdom and are typically limited to 30 turbines.

Round 2 developments will be found both within and beyond the territorial waters of the United Kingdom. The largest developments may have from 240 to 300 turbines. It appears that these developments will be clustered in the following regions:

1. The Thames Estuary.
2. The Greater Wash area on the E coast of England.
3. Northwest coast of England.

Other wind farms may be developed in Wales, Northern Ireland, and Scotland. BA Annual Notice 11/2006

The turbines are mounted on a tower on a platform connected to a foundation. The foundation may be a single pile sunk into the sea bed, an anchored tripod, or a caisson filled with aggregate; the foundations may be surrounded by riprap to protect it from wave action. Cables connect the individual turbines to a separate offshore substation platform, which is connected by a cable to an onshore substation.

The outer perimeters of offshore wind farms will be marked and lit in accordance with IALA Recommendation 0-117 (May, 2000).

High Speed Craft

High speed craft now operate in many coastal areas of the United Kingdom. These craft usually operate on fixed routes and carry passengers, cars, and freight. They operate at speeds of 31 to 50 knots, which is considerably faster than other vessels.

These vessels carry no special identification signals and have no special privileges or obligations under COLREGS72. The high speeds of these vessels may increase the likelihood of

hazardous situations and bring the risk of collision from unexpected directions.

High speed craft are reported (2005) to be in operation in the following areas:

1. Channel Islands-St. Malo, France.
2. Weymouth-Channel Islands-St. Malo-Poole-Cherbourg, France.
3. Dover-Boulogne, France.
4. St. Helier-St. Malo.
5. Cairnryan-Larne/Troon. *
6. The River Clyde 2, miles E of Dumbarton.
7. Greenock and Faslane.
8. Stranraer-Belfast, Northern Ireland.
9. Liverpool-Douglas-Dublin. *
10. Liverpool-Dublin-Isle of Man. *
11. Fishguard-Rosslare, Ireland. *
12. Holyhead-Dublin-Dun Laoghaire, Ireland.
13. Harwich-Hoek van Holland, Netherlands.
14. Belfast-Troon.
15. Portsmouth-Cherbourg.
16. Portsmouth-Isle of Wight.
17. Portsmouth-Poole. *
18. Southampton-Poole. *
19. Southampton-Cowes, Isle of Wight.
20. Southsea-Shanklin-Ryde, Isle of Wight.

* Summer service only.

Marine Exploitation

Vessels conducting seismic and other surveys can be found off the coasts of the United Kingdom, as follows:

1. North Sea.
2. West coast of Scotland.

Oil fields, gas fields, and drill rigs can be found off the coasts of the United Kingdom, as follows:

1. North Sea (oil fields, gas fields, and drill rigs).
2. English Channel (drill rigs).
3. Approaches to Liverpool and Liverpool Bay (oil fields and gas fields).
4. Approaches to Morecambe and Morecambe Bay (oil fields and gas fields).
5. Irish Sea (drill rigs).
6. Celtic Sea (drill rigs).
7. Northeast of the Shetland Islands (oil fields and gas fields).
8. East of the N coast of Scotland (oil fields and gas fields).

Dover Strait—Risk of Collision

There is a high risk of collision, especially during poor visibility, in the Dover Strait and its adjacent waters. In addition to the high volume of vessel traffic in the Traffic Separation Scheme, there is a large volume of cross-channel ferry traffic, including high speed catamarans and hovercraft, which is at a peak during the summer months; the summer months also see a high concentration of fishing vessels and recreational boats.

Currency

The official unit of currency is the British pound, consisting of 100 pence.

Firing Areas

Firing and bombing practices and other defense exercises in which warships, submarines and aircraft participation take place within approximately 40 miles of the English coast.

In view of the responsibility of range authorities to avoid accidents, limits of practice areas will not as a rule be shown on navigational charts or described in the Sailing Directions. They are, however, shown for British coastal waters on a series of six small scale charts called the PEXA series.

Details of types of practices and warning signals are given in the Annual Summary of British Admiralty Notice to Mariners of the current year.

The principal types of practices carried out are:

1. **Bombing Practice from Aircraft.**—Warning signals usually shown.

2. **Air to Air, and Air to Sea or Ground Firing.**—The former is carried out by aircraft at a large, usually colored, sleeve, a winged target, or flag towed by another aircraft moving on a steady course. The latter is carried out from aircraft at towed or stationary targets on sea or land, the firing taking place to seaward in the case of those on land.

As a general rule, warning signals are shown when the targets are afloat, but not when airborne towed targets are used.

3. **Anti-Aircraft Firing.**—This may be from AA missiles, guns, or close weapons at a target towed by an aircraft as in 2 above, a pilotless target aircraft, or at balloons, pyrotechnics, or illuminance. Practice may take place from shore batteries or ships. Warning signals as a rule are shown from shore batteries. Ships fly a red flag.

4. **Firing from Shore Batteries.**—The warning signals for firing from shore batteries or ships at sea at fixed or floating targets are usually shown as above.

5. **At Remote-Controlled Craft.**—These craft carry “not under command” shapes and lights. Exercises consisting of surface firing by ships, practice bombing, and air to sea firing will be carried out against these craft or targets towed by them.

A control craft will keep visual and radar watch up to a distance of approximately 8 miles and there will be cover from the air over a much greater range to ensure that other shipping will not be endangered.

6. **Rocket and Guided Weapons Firing.**—These may take the form of 2, 3, or 4 above. All such firings are conducted under Clear (Air and Sea) Range procedure. Devices are generally incorporated whereby the missiles may be destroyed should their flights be erratic. Warning signals are usually shown as in 3 above.

Warning signals, when given, usually consist of red flags by day and red fixed or red flashing lights at night. The absence of any such signal cannot, however, be accepted as evidence that a practice area does not exist. Warning signals are shown from shortly before practice commences until it ceases.

Ships and aircraft carrying out night exercises may illuminate with bright colored flares. To avoid confusion with international distress signals, red or orange flares will be used in emergency only.

Marine craft operating as range safety craft, target towers or control launches for wireless controlled targets will display, for

identification purposes, while in or in the vicinity of the danger area, some or all of the following:

1. Red flag at masthead.
2. International Code signal NE4.
3. Display boards colored dayglow orange with black letters “RANGE SAFETY” on either side of the wheelhouse.
4. Dayglow orange cabin roof.

Royal Air Force target towing vessels display a red flag at the masthead and the signals for a vessel towing a tow over 200m in length.

A vessel may be aware of the existence of a practice area from PEXA charts, local Notices to Mariners or similar method of promulgation and by observing the warning signals or the practice.

The Range Authorities are responsible for ensuring that there should be no risk of damage from falling shell splinters, bullets, etc., to any vessel which may be in a practice area. If, however, a vessel finds itself in an area where practice is in progress, it should maintain course and speed; but, if it is prevented from doing this by the exigencies of navigation, it would assist the Range Authority if the vessel would endeavor to clear the area at the earliest possible moment. Furthermore, if projectiles or splinters are observed to be falling near the vessel, all persons on board should take cover.

Fishermen operating in the vicinity of firing practice areas may occasionally bring unexploded missiles or portions of them to the surface in their nets or trawls. These objects may be dangerous and should be treated with great circumspection and jettisoned immediately, no attempt being made to tamper with them or to bring them back for inspection by Naval Authorities.

Promulgation

Areas are only in force intermittently or over limited periods, and local promulgation or warnings by radio, NAVTEX, visual signals, or Notices are such that they will come to the attention of those whose cooperation or instruction is intended.

Some broadcasting authorities around the UK broadcast information relating to Practice Range Safety.

Naval exercises carried out at night off the coasts of Britain and Ireland where firing will take place or vessels are liable to be encountered without lights, are broadcast in special warnings by coast radio stations.

Fishing Areas

Trawling has, for many years, been one of the main harvesting techniques employed in the North Sea fishery.

Single trawlers may be met with anywhere off the coasts of the United Kingdom. Care should be taken to pass a single trawler at a distance of at least 0.1 mile if passing to windward.

Pair trawlers, after streaming their net, take up station about 0.5 to 0.75 mile apart. Towing speed is about 2 knots. At no time should a vessel attempt to pass between paired trawlers engaged in fishing.

Fleets of drifters present formidable navigational hazards in the North Sea and approaches to the British Isles. If possible, the prudent watch officer should alter course and go around the fleet. Actual fishing operations are conducted at night because

the nets are close to the surface and hence visible to the fish during the day.

Mariners are advised to consider the characteristics of the fisheries described below and navigate with caution in these waters.

The Orkney Islands and the Shetland Islands

Mariners are cautioned that concentrations of British drift net, ring net, trawl, pair trawl and purse seine vessels may be encountered, principally at night, in this area throughout the year. During the period from the end of April to mid-September large concentrations of drifters, trawlers, and purse seiners may be encountered within 25 miles, all around the Shetland Islands. From March to August, long line fishing may be encountered NW, N, NE, and E of the Shetland Islands.

During July and August, large concentrations of purse seiners, drifters, and trawlers may be encountered as far as 30 miles of the W side of the Orkney Islands. Long line fishing may be encountered in Stronsay Firth and Westray Firth; off Stromness, during the spring; and W and NW of the Orkney Islands, from November to April.

North and East Coasts of Scotland

The following are the approximate localities off the N and E coasts of Scotland where fishing vessels are most likely to be found at work.

Steam trawlers operate from Aberdeen, Granton, and Dundee. Off the N and E coasts of Scotland their fishing grounds lie mainly N, from 3 to 30 miles W of the Orkney Islands; and E from the parallel of Isle of May N, extending seaward from 3 miles offshore to the meridian of 30°E, although the more distant grounds, especially the SE, are less regularly and intensely fished.

British trawlers are not permitted to work in the Moray Firth area, within a line joining Duncansby Head and Rattray Head, but a few foreign trawlers are to be found there, especially in the early part of the year.

Other grounds fished off these coasts include a small area from 6 to 18 miles ESE of St. Abb's Head, the vicinity of Udsire Light, Norway, in the spring, and in the late autumn Great Fisher Bank (57°00'N., 4°00'E.). No seasonal concentration of the fleet as a whole takes place.

Steam vessels engaged in long-line, or great line fishing work mainly from Aberdeen. The larger vessels usually proceed to the edge of the continental shelf NW of Scotland or farther afield, but a few work off Cape Wrath and Farout Head on the N coast.

Operations in the North Sea, which are conducted by vessels of the steam drifter class mainly from April to September, inclusive, are usually confined to the area N of the parallel of 59°N, but are also carried on between the parallels of 57° and 59°N, and the meridians of 2° and 3°E, and in later summer on Great Fish Bank (57°00'N., 4°00'E.) and Jubilee Bank (57°10'N., 06°50'E.).

British vessels engaged in seine-net fishing for white fish work chiefly beyond the 3 mile limit in Moray Firth, and also off the coast of Angus and the NE coast of Fife, and the S side of Firth of Forth, smaller vessels in these latter areas being permitted to work inshore. Foreign seine-net vessels work chiefly in the vicinity of NW Ling Bank (58°15'N., 2°30'E.).

The warps used in hauling the seine are of considerable length, extending to as much as 1.4 miles on each side of the net, and the gear is so set before hauling that the warps and net together enclose the maximum triangular area.

British, Danish, Dutch, and Swedish fishing vessels, when actually fishing with seine nets, show the following distinctive signals:

1. By day—One black ball, basket, or shape, in the fore part of the vessel as near to the stem as possible, not less than 3m above the rail. One black cone, point upward, on the yardarm of the mizzenmast, on the side from which the net is being operated.

Dutch fishing vessels may use a triangle in place of a cone. Some Swedish fishing vessels, which have no mizzenmast, display the cone from the rigging on the side on which the nets are being operated.

2. By night—Three white lights in a triangle, the sides of which are approximately 1m, point upwards, from the yard on the side of the vessel from which the gear is leading. The signal is to be used in conjunction with the side lights when running the gear and without the side lights when hauling the gear. In neither case should the masthead light be shown.

3. Sound signals—Three long and one short blasts on the whistle when being approached by other vessels.

Vessels showing the above distinctive signals should therefore be given a wide berth by other vessels approaching.

Fishing by means of small and hand lines is conducted chiefly by motor boats, and small sailing craft, which work comparatively close inshore, usually confining their operations to within a radius of 20 miles at most of the numerous small harbors and creeks along the E coast to which they belong. Fishing is most intensive off the S side of Moray Firth, off the coast of Angus, and about the entrance to Firth of Forth.

Fishing by means of anchored ground nets, known as cod nets, is conducted chiefly in Moray Firth, mainly within 12 miles of the coast between Clyth Ness and Firth of Dornoch, from January to April, inclusive. Fishing on a smaller scale is simultaneously carried on off the SE coast of Fife.

Crab and lobster traps, known as "creels," are set by small motor and sailing boats on inshore and usually rocky grounds throughout the year, though to a greater extent during the summer than winter.

The fishing extends more or less along the whole coastline, but is most intensive from S of Aberdeen to Berwick, and along the N coasts.

The main herring fishing off the E coast of Scotland takes place between about the middle of May and the middle of September, operations being most intensive during June, July, and August.

The steam and motor drifters engaged work mainly from Wick, Fraserburgh, and Peterhead, and to a lesser extent from Macduff and Eyemouth, as well as from other ports chiefly in Moray Firth. The operations extend to a maximum of some 70 miles from their bases, to which they return daily.

Fishing grounds W of the Orkney Islands are usually visited only in the early part of each season. Only exceptionally is fishing conducted within 10 miles or so of the coast.

Foreign drifters, which cure onboard and only return to their bases at approximately monthly intervals, work on North Sea grounds lying rather farther seaward off the Orkney Islands and

E coast of Scotland, but overlapping the area worked by British vessels, especially off the Orkney Islands.

Fishing on a smaller scale is conducted chiefly by motor boats, but also by steam vessels, from the end of January to the beginning of April, off the SE coast of Fife outward to Isle of May and beyond, and also off the NE coast of East Lothian and Berwickshire.

During some winters fishing has taken place along the N coast of Scotland from December to February.

Herring seine, which is operated by motor boats working in pairs, is not used on these coasts except in Firth of Forth winter fishing, when landings are made at Newhaven or one of the Fife ports. The grounds worked lie mostly on the N side of the firth; from the end of December to February extending from W of the Forth Bridge to about abreast Burntisland, and from the beginning of February to the end of March along the SE coast of Fife.

In Moray Firth, from mid-July to the end of August, purse seiners, drifters, and trawlers may be encountered within 8 miles offshore from 58° to 58°30'N.

West Coast of Scotland

Trawlers do not fish in fleets on the W coast of Scotland, but singly, or in groups of twos or threes. The vicinities of the W coasts of Islay and Skye are their favorite grounds.

Both steam and sailing trawlers are employed on this form of fishing, and in addition a modified form of trawling is prosecuted by motor boats in certain inshore areas.

Herring fishermen follow the movements of the herring shoals, which are uncertain, but they will generally be found in the areas given below.

Herring fishing is prosecuted in Firth of Clyde, chiefly by motor seine-net boats, practically throughout the year, the slack season being usually during the spring months.

Kilbrannan Sound and Kyle of Bute are, as a rule, the most productive of this fishery. Ballantrae Bank is also fished during the herring spawning season about the middle of February and beginning of March, but it is often interfered with by bad weather. The greatest concentration is at the S end of Arran and on Ballantrae Bank.

In the Minches, herring fishing is conducted throughout the year but the greatest concentration is from November to March. Purse seiners, drifters, ring netters and trawlers concentrate from the Butt of Lewis to Scalpay and from Cape Wrath to Rhu Re in the N Minch.

In the S Minch drifters, ringers, trawlers and purse seiners concentrate on the E side of S Uist and Barra.

During the spring months long-line fishing and cod net fishing are prosecuted to a limited extent off the Ayrshire and Renfrewshire coasts, and off Campbeltown, and long-line fishing in the Sea of the Hebrides.

During the spring and summer months white fish seining is prosecuted off the Ayrshire and Renfrewshire coasts. Long-line fishers are seldom in fleets.

The fisheries are the principal industry of Outer Hebrides, Castle Bay and Stornoway being the chief stations for the herring fishery, though at Loch Maddy, and at Scalpay, in the entrance to East Loch Tarbert, as well as at other places on the eastern side of Outer Hebrides, there are smaller stations, which vary in importance according to the results of the fishing.

West Coast of England

During August, September, and October concentrations of up to 50 fishing vessels, principally working single boat trawls but also some pair beam trawlers and purse seiners, fishing between Chicken Rock and Douglas, operate generally within 6 miles of the coast.

During April and May, large concentrations of trawlers between N through W to SW and as far as 25 miles from Morecambe Bay Lightfloat, smaller concentrations may also be encountered during the period mid-August to October.

Vessels approaching all these areas are warned to keep a sharp look-out to avoid damage to vessels and nets.

Salmon drift nets and herring drift nets normally extend about 0.3 mile and 1.5 miles, respectively, on or just below the surface, ahead of and usually upwind from the fishing vessel which should, where possible, be passed to leeward.

If crossing the nets is absolutely unavoidable they should be crossed at right angles to the lay of the net with engines stopped in order to cause least damage.

Drifters may be encountered in large groups of as many as 200 or 300 boats, covering from 40 to 160 square miles, and should be avoided if possible. When lying at their nets, except in fine weather, their foremasts are lowered. Drifters often keep their foremasts lowered when underway.

A vessel should, if possible, avoid passing through a fleet of drifters. Even a single vessel may have considerable difficulty in doing so without damage to nets, because the nets of one boat lies so close to those of another that in maneuvering to pass the end of one line a vessel is very apt to find herself in the middle of another.

If forced by circumstances to cross a line of drift nets the least damage will be done by crossing them at right angles, midway between two of their buoys, at a fair speed. If possible, propellers should be stopped while passing over the nets.

The mere parting of a net does no great harm, but a revolving propeller may draw up the headline and net, thereby doing considerable damage.

Cases have been reported of large steamers having to be towed into port helpless after fouling drift-nets. Mackerel and pilchard nets are on the surface, and there is no means of avoiding them except by keeping clear of them.

At night, it should be remembered that the nets lie in the direction of the wind, with the drifter at their lee end, so if the latter is passed to leeward the vessel is bound to clear the nets.

When nets are being hauled at night powerful lamps are used on deck. Drifters carry very bright lights at night, usually visible 5 miles in clear weather.

The nets of British drifters are fished in fleets of 50 to 120 nets (usually about 80) extending 1 to 2.5 miles. The nets are suspended by strops from buoys, usually known as buffs, bowls, or pallets, the distance from the surface varying according to the type of fishing. In the case of herring drifting it is 2.7 to 3.7m. The extreme end of the fleet is marked by a buoy known as the pole end or end buoy, and there are intermediate buoys, one to each net, painted in the particular color favored by the owner.

These are at intervals of 35m, the quarter and half and three-quarters of the fleet being marked by buoys appropriately quartered in their painting. Foreign drifters now mostly employ the same type of gear, but generally shoot a larger number of nets extending sometimes 4 to 5 miles. In some cases nets of a

heavier type are used. These are usually hung from a warp suspended from buoys at a depth of some 5.5m from the surface.

It should be noted that when shooting drift nets large foreign drifters are frequently navigated stern first; British drifters shoot before the wind with the mizzen sheet slacked out.

In places where drift-net fishing is being carried on, if two white lights are seen at night they probably belong to a drifter.

If a power or sailing vessel is seen by day with her foremast down and mizzen set, that vessel might be a drifter riding to the nets. The ends of the nets may or may not be specially marked with a staff and a flag, or a white float. It is best to avoid drifters altogether.

Government



Flag of the United Kingdom

The United Kingdom is a constitutional monarchy. The country is composed of the union of England, Northern Ireland, Scotland, and Wales.

Queen Elizabeth II is the Head of State. The Prime Minister is usually the head of the majority party of Parliament. The bicameral Parliament is composed of the appointed House of Lords, consisting of about 600 life members, and the directly-elected 659-member House of Commons, serving 5-year terms, unless the House is dissolved earlier.

The legal system is based on a common law tradition, with early Roman and modern Continental influences.

The capital is London.

Holidays

The following holidays are observed in England and Wales:

January 1	New Year's Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
First Monday in May	May Day Bank Holiday
Last Monday in May	Spring Bank Holiday
Second Saturday in June	Queen's Birthday
Last Monday in August	Summer Bank Holiday
December 25	Christmas Day
December 26	Boxing Day

The following holidays are observed in Northern Ireland:

January 1	New Year's Day
March 17	St. Patrick's Day
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
Easter Tuesday	Variable
First Monday in May	May Day Bank Holiday
Last Monday in May	Spring Bank Holiday
July 12	Battle of the Boyne Day
July 14-15	Orangeman's Days
Last Monday in August	Summer Bank Holiday
December 25	Christmas Day
December 26	Boxing Day

The following holidays are observed in Scotland:

January 1	New Year's Day
January 2	Bank Holiday
Good Friday	Variable
Easter Sunday	Variable
Easter Monday	Variable
Second Monday in April	Spring Holiday
First Monday in May	May Day Bank Holiday
May 19	Victoria Day
Last Monday in May	Spring Bank Holiday
First Monday in August	Summer Bank Holiday
Third Monday in September	Autumn Holiday
December 25	Christmas Day
December 26	Boxing Day

Industries

The main industries are production machinery, railroad equipment, shipbuilding, vehicle manufacture, aircraft, electronics and communication equipment, metals, chemicals, coal, petroleum, paper products, food processing, textiles, clothing, pharmaceuticals, and other consumer goods. In addition, there is a large tourist industry.

Languages

English is the official language. Welsh and Scottish forms of Gaelic are also spoken.

Mined Areas

Practice mine laying and mine countermeasures exercises involving the laying of mines will be confined whenever possible to areas selected from those indicated below. Notification that an area is to be used will be by radio navigational warnings shortly before mine laying takes place. As brevity is essential in these methods of promulgation the areas will be defined in them by the serial letters and numbers of the mine fields; however, when there is no serial letter and number, the area will be indicated by its name.

In the Eastern English Channel (X5062), North Channel (X5406), Kirkaldy Bay (X5611), and Approaches to Thames Estuary, areas have been established for the firing of Live Mine Disposal Charges (MDC). Notification that these areas are to be used will be by GUNFACTS broadcast by VHF at least 1 hour before firing takes place. Additional warnings will also be broadcast 1 hour, 30 minutes, and immediately prior to detonation by the controlling unit on VHF channel 16.

In the Firth of Forth, the Firth of Clyde, and the Eastern English Channel areas, minesweeping corridors have been established. Normally, minesweeping operations will be confined to these corridors. Notification that these corridors are to be used will be made by radio warning shortly before the mine-sweeping takes place.

Mine clearance vessels may be required to operate in other areas, clear of shipping. In these cases, except as specified below, mines will not be laid and the vessels will show the lights or shapes prescribed in the International Regulations for Preventing Collisions at Sea. They will be restricted in their freedom to maneuver and may be operating divers within 1,000m of their position. Mariners are requested to observe the cautions promulgated in the paragraphs below. A harmless non-explosive practice mine which lies on the bottom and may eject to the surface a green or white flare is now extensively used during Naval Exercises in Northern European waters.

These mines are sometimes laid outside the regular exercise areas and whenever they are, a radio warning in general terms will be broadcast but exact positions will not be given.

Ships engaged in mine countermeasures will show the lights or shapes prescribed in the International Regulations for Preventing Collisions at Sea. Other vessels should not approach closer than 1,000m. Minehunters normally work in conjunction with small boats or inflatable rubber dinghies from which divers may be operating or may be controlling a wire guided submersible. These may be up to 1,000m from the minehunter. By day, the dinghy will show Flag "A" of the International Code of Signals.

By night, small boats or inflatable dinghies operating divers will show the lights required by the International Regulations for Preventing Collisions. Mariners are requested to navigate with caution in the proximity of a minehunter, or small boat or inflatable dinghy operating in the vicinity of a minehunter, and to avoid passing within 1,000m whenever practicable.

Both minesweeping and minehunting operations require the ship engaged to lay small buoys, which are normally marked with a radar reflector and may have a numeral or alphabetical flag attached. By night, these buoys will have a green, white or red flashing light, visible all round the horizon for a distance of about 1 mile.

X5039 Quebec One.—Area bounded by lines joining the following positions:

- a. 50°40.00'N, 1°05.50'W.
- b. 50°40.00'N, 0°57.00'W.
- c. 50°37.00'N, 0°54.57'W.
- d. 50°37.00'N, 1°02.18'W.
- e. 50°30.00'N, 1°11.40'W.
- f. 50°30.00'N, 1°12.17'W.
- g. 50°35.55'N, 1°12.17'W.
- h. then N along the coast of the Isle of Wight to the origin.

X5050.—Area bounded by lines joining the following positions:

- a. 50°41.00'N, 0°54.88'W.
- b. 50°41.00'N, 0°52.12'W.
- c. 50°40.00'N, 0°52.12'W.
- d. 50°40.00'N, 0°54.88'W.

X5059 Eastern English Channel Minesweeping Stream-ing Corridor.—Area bounded by lines joining the following positions:

- a. 50°33.20'N, 0°53.40'W.
- b. 50°32.87'N, 0°51.95'W.
- c. 50°23.87'N, 0°57.35'W.
- d. 50°24.20'N, 0°58.80'W.

X5060E Eastern English Channel Minesweeping Corridor.—Area bounded by lines joining the following positions:

- a. 50°25.03'N, 1°18.58'W.
- b. 50°25.03'N, 0°58.08'W.
- c. 50°23.03'N, 0°58.08'W.
- d. 50°23.03'N, 1°18.58'W.

X5060W Eastern English Channel Minesweeping Corridor.—Area bounded by lines joining the following positions:

- a. 50°25.03'N, 1°35.08'W.
- b. 50°25.03'N, 1°18.58'W.
- c. 50°23.03'N, 1°18.58'W.
- d. 50°23.03'N, 1°35.08'W.

X5061 Sandown Bay Minehunting Area.—Area bounded by lines joining the following positions:

- a. 50°38.58'N, 1°03.00'W.
- b. 50°38.08'N, 1°03.00'W.
- c. 50°38.08'N, 1°05.40'W.
- d. 50°36.57'N, 1°06.98'W.
- e. 50°37.02'N, 1°07.58'W.
- f. 50°38.58'N, 1°05.77'W.

X5062 Eastern English Channel Live MDC Firing Area.—The circular area, radius 2 miles, centered on position 50°26.23'N, 1°00.08'W.

X5117 Outer Gabbard.—Area bounded by lines joining the following positions:

- a. 51°58.83'N, 1°56.00'E.
- b. 51°59.13'N, 2°03.38'E.
- c. 51°49.53'N, 1°59.38'E.
- d. 51°51.00'N, 1°51.68'E.

X5118 Gunfleet.—Area bounded by lines joining the following positions:

- a. 51°55.23'N, 1°21.40'E.
- b. 51°51.20'N, 1°34.95'E.
- c. 51°46.53'N, 1°30.23'E.
- d. 51°41.23'N, 1°20.00'E.
- e. 51°44.87'N, 1°07.30'E.
- f. then 1.5 miles to seaward of the HW line to a above.

X5119 Kentish Knock.—Area bounded by lines joining the following positions:

- a. 51°45'N, 2°00'E.
- b. 51°30'N, 1°50'E.
- c. 51°30'N, 1°35'E.
- d. 51°45'N, 1°45'E.

X5120 South Galloper.—Area bounded by lines joining the following positions:

- a. 51°45'N, 2°00'E.
- b. 51°45'N, 2°20'E.
- c. 51°30'N, 2°10'E.
- d. 51°30'N, 1°50'E.

X5121 North Galloper.—Area bounded by lines joining the following positions:

- a. 51°45'N, 2°00'E.
- b. 52°00'N, 2°10'E.
- c. 52°00'N, 2°30'E.
- d. 51°45'N, 2°20'E.

X5122.—Area bounded by lines joining the following positions:

- a. 51°27.53'N, 1°34.10'E.
- b. 51°27.53'N, 1°45.68'E.
- c. 51°26.63'N, 1°45.68'E.
- d. 51°26.63'N, 1°34.10'E.

X5123 Live MDC Firing Area.—The circular area, radius 1 mile, centered on position 51°22.53'N, 1°38.50'W.

X5406 North Channel Live MDC Firing Area.—Area bounded by a line joining the following positions:

- a. 54°55.50'N, 5°11.97'E.
- b. 54°55.50'N, 5°13.77'E.
- c. 54°56.60'N, 5°13.77'E.
- d. 54°56.60'N, 5°11.97'E.

Note.—This area is in almost daily use.

X5500 Campbeltown (Amphibious Task Force Anchor-age).—Area bounded by lines joining the following positions:

- a. 55°23.80'N, 5°29.00'W.
- b. 55°23.80'N, 5°26.57'W.
- c. 55°23.20'N, 5°26.57'W.
- d. 55°23.20'N, 5°28.00'W.
- e. 55°23.00'N, 5°28.00'W.
- f. 55°23.00'N, 5°29.00'W.

X5551 Clyde Minesweeping Corridor Alpha.—Area bounded by lines joining the following positions:

- a. 55°40.18'N, 4°56.15'W.

- b. 55°40.38'N, 4°54.42'W.
- c. 55°37.00'N, 4°53.28'W.
- d. 55°28.20'N, 4°53.28'W.
- e. 55°28.20'N, 4°55.00'W.
- f. 55°37.00'N, 4°55.00'W.

X5552 Clyde Minesweeping Corridor Bravo.—Area bounded by lines joining the following positions:

- a. 55°28.20'N, 4°55.00'W.
- b. 55°28.20'N, 4°53.28'W.
- c. 55°25.23'N, 4°53.28'W.
- d. 55°17.12'N, 5°02.20'W.
- e. 55°17.63'N, 5°03.68'W.
- f. 55°25.50'N, 4°55.00'W.

X5553 Clyde Minesweeping Corridor Charlie.—Area bounded by lines joining the following positions:

- a. 55°46.10'N, 5°15.32'W.
- b. 55°46.60'N, 5°13.67'W.
- c. 55°45.20'N, 5°12.52'W.
- d. 55°41.90'N, 5°04.00'W.
- e. 55°41.62'N, 4°56.67'W.
- f. 55°40.60'N, 4°56.72'W.
- g. 55°40.90'N, 3°04.57'W.
- h. 55°44.60'N, 3°14.00'W.

X5554 Campbeltown North.—Area bounded by lines joining the following positions:

- a. 55°20.87'N, 5°21.65'W.
- b. 55°20.82'N, 5°20.95'W.
- c. 55°20.30'N, 5°20.88'W.
- d. 55°20.33'N, 5°21.58'W.

X5555 Campbeltown Middle.—Area bounded by lines joining the following positions:

- a. 55°19.80'N, 5°21.55'W.
- b. 55°19.75'N, 5°20.85'W.
- c. 55°19.32'N, 5°20.78'W.
- d. 55°19.37'N, 5°21.47'W.

X5556 Campbeltown South.—Area bounded by lines joining the following positions:

- a. 55°14.90'N, 5°21.65'W.
- b. 55°14.93'N, 5°21.02'W.
- c. 55°14.40'N, 5°20.93'W.
- d. 55°14.37'N, 5°21.57'W.

X5557 Jura Sound Deep Field North.—Area bounded by lines joining the following positions:

- a. 55°53.80'N, 5°45.97'W.
- b. 55°52.90'N, 5°43.37'W.
- c. 55°51.40'N, 5°45.00'W.
- d. 55°51.70'N, 5°48.17'W.

X5558 Campbeltown Loch.—Area bounded by lines joining the following positions:

- a. 55°25.20'N, 5°35.17'W.
- b. 55°25.33'N, 5°33.97'W.
- c. 55°25.10'N, 5°33.97'W.
- d. 55°24.95'N, 5°35.00'W.

X5559.—Area bounded by lines joining the following positions:

- a. 55°22.68'N, 5°28.55'W.
- b. 55°22.68'N, 5°25.05'W.
- c. 55°20.68'N, 5°25.05'W.
- d. 55°20.68'N, 5°28.55'W.

X5603 Loch Fyne.—Area bounded, as follows:

1. North boundary—A line joining the following positions:

- a. 56°13.80'N, 5°04.27'W
- b. 56°13.07'N, 5°02.52'W.

2. South boundary—A line joining the following positions:

- a. 56°10.07'N, 5°04.82'W.
- b. 56°10.60'N, 5°06.82'W.

X5611 Kirkcaldy Bay.—Area bounded by lines joining the following positions:

- a. 56°04.43'N, 3°02.68'W.
- b. 56°05.40'N, 3°05.78'W.
- c. 56°06.08'N, 3°05.28'W.
- d. 56°08.45'N, 3°00.78'W.
- e. 56°08.03'N, 2°56.98'W.
- f. 56°05.13'N, 2°59.28'W.

X5612 Aberlady Bay.—Area bounded by lines joining the following positions:

- a. 56°00.30'N, 3°03.48'W.
- b. 56°00.30'N, 2°58.00'W.
- c. 55°59.30'N, 2°58.00'W.
- d. 55°59.30'N, 3°03.48'W.

Note.—This area is used for minehunting exercises only.

X5615 Forth Deep.—Area bounded by lines joining the following positions:

- a. 56°07.50'N, 2°22.00'W.
- b. 56°07.50'N, 2°27.58'W.
- c. 56°14.00'N, 2°27.60'W.
- d. 56°14.00'N, 2°22.00'W.

X5625 Anstruther.—Area bounded by lines joining the following positions:

- a. 56°12.00'N, 2°41.58'W.
- b. 56°14.02'N, 2°36.58'W.
- c. 56°12.50'N, 2°34.00'W.
- d. 56°10.90'N, 2°36.98'W.

X5637 Firth of Forth Minesweeping Corridor.—Area bounded by lines joining the following positions:

- a. 56°05.95'N, 2°50.45'W.
- b. 56°07.98'N, 2°42.27'W.
- c. 56°08.00'N, 2°30.00'W
- d. 56°07.00'N, 2°30.00'W
- e. 56°07.00'N, 2°41.88'W
- f. 56°05.05'N, 2°49.72'W

X5638 Firth of Forth Northern Minesweeping Corridor.—Area bounded by lines joining the following positions:

- a. 56°14.78'N, 2°33.97'W.
- b. 56°14.22'N, 2°32.50'W.

- c. 56°07.22'N, 2°41.37'W.
- d. 56°07.78'N, 2°42.80'W.

X5639 Coulpport South.—Area bounded by lines joining the following positions:

- a. 56°03.92'N, 4°52.83'W.
- b. 56°03.85'N, 4°52.63'W.
- c. 56°03.58'N, 4°52.65'W.
- d. 56°03.65'N, 4°53.00'W.
- e. 56°03.78'N, 4°52.97'W.

X5640 Coulpport North.—Area bounded by lines joining the following positions:

- a. 56°04.25'N, 4°52.52'W.
- b. 56°04.23'N, 4°52.45'W.
- c. 56°04.13'N, 4°52.45'W
- d. 56°04.15'N, 4°52.62'W.

Temporary Mine Countermeasures Training Areas

JUTTER (minesweeping corridor).—The area 0.5 mile on either side of a line joining the following positions:

- a. 51°27.0'N, 1°34.1'E.
- b. 51°27.0'N, 1°45.7'E.

HELDER (Knock Deep).—Area bounded by lines joining the following positions:

- a. 51°33.28'N, 1°27.02'E.
- b. 51°35.61'N, 1°29.37'E.
- c. 51°34.57'N, 1°32.21'E.
- d. 51°42.26'N, 1°29.48'E.

TEXEL (Margate Roads)—Area bounded by lines joining the following positions:

- a. 51°25.21'N, 1°20.90'E.
- b. 51°24.23'N, 1°20.90'E.
- c. 51°24.23'N, 1°23.20'E.
- d. 51°25.21'N, 1°23.20'E.

Navigational Information

Enroute Volumes

Pub. 141, Sailing Directions (Enroute) Scotland.

Pub. 142, Sailing Directions (Enroute) Ireland and the West Coast of England.

Pub. 191, Sailing Directions (Enroute) English Channel.

Pub. 192, Sailing Directions (Enroute) North Sea.

Maritime Claims

The maritime territorial claims of the United Kingdom are, as follows:

Territorial Sea	12 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	Defined by coordinates.

The Isle of Man claims a territorial sea of 12 miles and a fisheries zone of 12 miles.

The Bailiwick of Guernsey claims a territorial sea of 3 miles and a fisheries zone of 12 miles.

The Bailiwick of Jersey claims a territorial sea of 12 miles and a fisheries zone of 3 miles, with a special regime in the Bay of Granville beyond 3 miles.

Maritime Boundary Disputes

Dormant dispute involving Denmark and Iceland over the continental shelf of Rockall (57°36.8'N., 13°41.3'W.).

Dispute with Denmark, Iceland, and Ireland over the Faroe Islands' continental shelf boundary outside 200 miles.

Pilotage

United Kingdom Pilotage

Each port of the United Kingdom has its own pilotage, the details of which are given in the appropriate volume of Sailing Directions (Enroute).

Most pilot stations and pilot vessels or boats are equipped with radiotelephone and maintain a continuous watch on standard call frequencies.

A vessel requiring a pilot should give an estimated time of arrival together with the gross tonnage, maximum draft, and port of destination, preferably 12 hours in advance and through a coast radio station.

Any adjustment to this time should be given at least 2 hours before arrival. If possible vessels should remain in radio contact to facilitate embarkation of the pilot. Shore pilot stations operate on VHF only.

The sound signal to be sounded by vessels requiring a pilot in thick weather is the letter G in Morse code.

When pilot vessels cruise on station, they will sound on their whistles or fog horns, the letter H in Morse code in thick weather.

Deep Sea Pilotage

Vessels required to use the "mandatory route for tankers from North Hinder to the German Bightband vice versa" are referred to IMO Resolution A.486(xii), adopted on 19 November 1981, concerning the "Recommendation on the use of adequately qualified Deep Sea Pilots in the North Sea, English Channel, and Skagerrak."

Vessels requiring a licensed Deep Sea Pilot for the English Channel, the North Sea, or Skagerrak should send the request to one of the following stations:

1. Brixham Deep Sea Pilots.
2. Brixham (Deep Sea and Coastal Pilots Ltd, Gravesend).
3. Brixham (Torbay).
4. Dirkzwagers Coastal Pilotage, Maassluis.
5. Hammond Deep Sea Pilots.

The following pilot authorities can also provide Deep Sea Pilotage:

1. Dunkerque Deep Sea Pilots (Pilotage Hauturier).
2. German Deep Sea Pilots (Helogland, Die Elbe, or Die Weser).
3. Cherbourg Deep Sea Pilots (Pilotage Hauturier).

Since the pilots may have to travel long distances to the port of embarkation, as much notice as possible should be given to the pilotage agency. For further details, see the appropriate volume of Sailing Directions (Enroute).

Regulations

The Ministry of Defence has stated that should it become necessary to control the entrance of ships into, and the movement of ships within, certain ports under its control in the United Kingdom, the signals described below will be displayed.

These signals will be shown from some conspicuous position in or near the approaches to the ports concerned, and may be displayed also by an Examination or Traffic Control Vessel operating in the approaches. The signals and their meanings are:

1. Entrance to the port prohibited:
 - a. By day—Three red balls, vertically disposed.
 - b. By night—Three red flashing lights, vertically disposed and visible all round the horizon.
2. Entrance to the port permitted:
 - a. By day—No signal.
 - b. By night—Three green lights, vertically disposed and visible all round the horizon.
3. Movement of shipping within the port or anchorage prohibited:
 - a. By day—A blue flag.
 - b. By night—Three lights, red, green, red, vertically disposed and visible all round the horizon.

The lights described above, when exhibited by Examination Vessels, will be carried in addition to their ordinary navigation lights. Masters of vessels are warned that should they approach the entrance to a port which is being controlled by the Ministry of Defense, they should not enter a declared "Dangerous Area," or close boom defenses, without permission, nor should they anchor or stop in a "Dangerous Area" or prohibited anchorage unless instructed to do so.

Masters are advised therefore to communicate with any government or port authority vessel found patrolling in the offing to ascertain the recommended approach route to the port.

Examination Service

In certain circumstances it may be necessary to take special measures to examine, or to establish the identity of, individual vessels desiring to enter ports and to control their entry.

This is the function of the Examination Service, whose officers will be afloat in Examination vessels or Traffic Control vessels.

These vessels will wear the distinguishing flags of the Examination Service, which are:

1. The Examination Service special flag consisting of a blue border with red and white squared center.
2. The Blue Ensign or, occasionally, the White Ensign.

If ordered to anchor in an Examination anchorage, masters are warned that it is forbidden, except for the purposes of avoiding accident, to do any of the following without prior permission being obtained from the Examining Officer:

1. To lower any boat.
2. To communicate with the shore or with any other ship.
3. To weigh the anchors.
4. To allow any person or thing to leave the ship.

The permission of the Home Office Immigration Officer must be obtained before any passenger or member of the crew who has embarked outside the United Kingdom is allowed to land. Nothing in the above paragraphs is to be taken as over-

ruling any regulations issued by local authorities at particular ports or by routing authorities.

Particularly Sensitive Sea Areas (PSSA)

The waters off the W coast of the United Kingdom, Ireland, Belgium, France, Spain, and Portugal, from the Shetland Islands in the N to Cabo San Vicente in the S, including the English Channel, were granted (2004) the status of PSSA by the International Maritime Organization.

A PSSA is an area that requires special protection because of its vulnerability to damage caused by marine activities. Vessels operating in or near such an area should exercise the utmost care to avoid damage to the maritime environment and the marine organisms in it. No waste should be discharged overboard.

The Western Europe Tanker Reporting System (WETREP) was instituted to help protect the environment of the PSSA. Further information on WETREP can be found in the section under Reporting Systems.

Dangerous and Polluting Cargo

The Merchant Shipping (Vessel Traffic Monitoring and Reporting Requirements) Regulations 2004 implement the European Council directive 2002/59/EC relating to vessels bound for or leaving European Union (EU) ports carrying dangerous or polluting cargo.

Merchant Shipping Notice MSN 1784(M)—Notification Prior to Entry into Ports and Additional Notification for Ships Carrying Dangerous or Polluting Cargo details the requirements applicable to ships and harbor authorities for compliance with statutory reporting arrangements prior to entry into United Kingdom ports under new EU provisions.

Dangerous cargo is defined, as follows:

1. Cargo classified as dangerous in the IMDG Code, including radioactive materials referred to in the INF Code.
2. Cargo listed in Chapter 19 of the IGC Code and Chapter 17 of the IBC Code.
3. Solids referred to in Appendix B of the BC Code.
4. Cargo on which preconditions have been imposed in accordance with paragraph 1.1.3 of the IBC Code or paragraph 1.1.6 of the IGC Code.

Polluting cargo is defined as oil, oily mixtures, oil fuel, or crude oil as defined in MARPOL Annex 1; noxious liquid substances, as defined in Annex II to MARPOL; and any marine pollutant as defined in the IMDG Code.

The regulations apply to vessels of 300 gross tons and over.

Vessels leaving UK ports.—The owner, agent, or master of a vessel leaving a UK port and bound for any other port, including another UK port must notify the Maritime and Coastguard Agency (MCA) at Dover via facsimile (+44(0) 1304-204253) of the information listed below under Required Information prior to departure.

Vessels sailing to a UK port from outside the EU.—The owner, agent, or master of a vessel leaving a port outside the EU and bound for a UK port or an anchorage in UK territorial waters must, as a condition of entry, notify the Maritime and Coastguard Agency (MCA) at Dover via facsimile (+44(0) 1304-204253) of the information listed below under Required Information upon departure from the loading port or, if the location in the UK is not known, as soon as the location becomes known.

Required Information.—The required information for these notifications is, as follows:

1. Vessel name, call sign, and IMO number or MMSI number.
2. Port of destination.
3. For a vessel leaving a port in a member state—ETD from the port of departure or pilot station, as required by the competent authority, and ETA at the port of destination.
4. For a vessel coming from a port located outside the community and bound for a port in a Member State—ETA at the port of destination or pilot station, as required by the competent authority.
5. Number of persons on board.
6. The correct technical name of the dangerous or polluting cargo; the United Nations numbers where they exist; the IMO hazard class in accordance with the IMDG, IBC, and IGC codes; the class of the vessel as defined by the INF Code, where appropriate; the quantities of such goods and their location on board; and, if carried in transport units other than tanks, their identification marks.
7. Confirmation that a list, manifest, or appropriate loading plan giving details of the dangerous or polluting cargo carried and their location on the vessel is on board.
8. Address from which detailed information on the cargo may be obtained.

Reporting Systems

English Channel and Dover Strait Movement Report System (MAREP).—The English Channel and Dover Strait Movement Report System (MAREP) is a voluntary reporting system which applies to the following vessels:

1. All merchant vessels over 300 grt. Vessels of 300 grt and under are strongly encouraged to participate.
2. Any vessels “not under command” or at anchor in a Traffic Separation Scheme (TSS) or an Inshore Traffic Zone (ITZ).
3. Any vessel “restricted in its ability to maneuver.”
4. Any vessel with defective navigational aids.

The reporting area is bounded by, as follows:

1. A line between the Ouessant SW Lanby (48°30'N., 5°50'W.) and Bishop Rock Light (49°50'N., 6°21'W.).
2. A line joining North Foreland (51°22'N., 1°28'E.) to the Belgian coast through Mid Falls Lighted Buoy (51°19'N., 1°47'E.).

Mandatory reporting procedures apply to all vessels over 300 grt in the following areas:

1. The TSS Off Ouessant (CORSEN OUESSANT) and its associated ITZs.
2. The TSS Off Casquets (MANCHEREP) and its associated ITZs.
3. The TSS in the Strait of Dover and its Adjacent Waters (CALDOVREP) and its associated ITZs.

Vessels should report to the appropriate shore station, as follows:

1. The TSS Off Ouessant—10 miles before entering the TSS or the associated ITZ.
2. The TSS Off Casquets—10 miles before entering the TSS or the associated ITZ.
3. The TSS in the Strait of Dover and its Adjacent Waters:

a. Northeastbound vessels—2 miles before crossing a line joining Royal Sovereign Light Tower (50°43'N., 0°26'E.) to the French coast through Bassurelle Lighted Buoy (50°33'N., 0°58'E.).

b. Southwestbound vessels—When within VHF range of North Foreland and not later than when crossing a line joining North Foreland to the Belgian coast through Mid Falls Lighted Buoy.

c. On departure from a port within the ITZ.

In addition, vessels should maintain a continuous listening watch on VHF channel 16, on VHF channel 80 for Jobourg Traffic, and, if possible, on the main calling frequencies of the relevant shore stations.

Vessels with no defects should send a Position Report (POSREP). Vessels with defects (not under command, restricted in their ability to maneuver, defective navigational aids, etc.) should send a Defect Report (DEFREP). If necessary, a subsequent amending report (CHANGEREPA) should be sent.

All reports should be made in English and the following details should be given, as appropriate, prefixed MAREP and followed by POSREP, DEFREP, or CHANGEREPA, as appropriate:

MAREP Reporting Information	
Designator	Information Required
ALFA	Name and call sign of vessel.
BRAVO	Day of month (2 figures) and time in hours and minutes (UT/GMT in 4 figures).
CHARLIE *	Latitude (4 figures N or S) and longitude (5 figures E or W).
DELTA *	True bearing (3 figures) and distance in miles (2 figures) from a clearly-identified landmark.
ECHO	True course in degrees (3 figures).
FOXTROT	Speed in knots and tenths of knots (3 figures).
GOLF	Last port of call.
INDIA	Destination.
MIKE	VHF channels monitored.
OSCAR	Maximum present draft, in meters and centimeters.

MAREP Reporting Information	
Designator	Information Required
PAPA	Type and quantity of cargo.
QUEBEC	Defects in steering, navigational equipment, etc., and restrictions on maneuverability (Omit if nothing to report).
XRAY	Any other useful information (Omit if nothing to report).
* Either format may be used.	

These reports should be made to the following designated shore stations:

TSS	MAREP Receiving Station	VHF Channel
Ouessant (Ushant)	Ouessant Traffic	13, 79
Casquets	Jobourg Traffic	13, 80
Dover Strait	Griz Nez Traffic (northeastbound vessels)	79
	Dover Coastguard (southwestbound vessels)	11

Information broadcasts, which are preceded by an announcement on VHF channel 16, are made in English and French, as follows:

Station	VHF Channel	Clear Visibility	Restricted Visibility
Ouessant Traffic	79	H+10 H+40	H+10 H+40
Jobourg Traffic	80	H+20 H+50	H+20 H+50
Griz Nez Traffic	79	H+10	H+25
Dover Coastguard	11	H+40 (English only)	H+55

WETREP Reporting Information				
Designator	Information Required	SP	DR	FR
ALFA	Name and call sign, IMO Number, or MMSI Number of vessel.	X	X	X
BRAVO	Day of month (2 figures) and time in hours and minutes (UT/GMT in 4 figures).	X	X	X
CHARLIE	Latitude (4 figures N or S) and longitude (5 figures E or W).	X	X	X
ECHO	True course in degrees (3 figures).	X	X	X
FOXTROT	Speed in knots (2 figures).	X	X	X

WETREP Reporting Information				
Designator	Information Required	SP	DR	FR
GOLF	Last port of call.	X		
INDIA	Destination and ETA.	X	X	
PAPA	Oil cargo type(s), quantity, grade(s), and density of heavy crude oil, heavy fuel oil, and bitumen and tar. If the tanker carries other hazardous cargo simultaneously give the type, quantity, and IMO class of that cargo, as appropriate.	X		
QUEBEC	Defects in steering, navigational equipment, etc., and restrictions on maneuverability (Omit if nothing to report).	*	*	*
TANGO	Details of name and particulars of vessel's representative and/or owner for provision of cargo information.	X		
WHISKEY	Total number of persons on board.	X		
XRAY	1. Characteristics and estimated quantity of bunker fuel, for tankers carrying more than 5,000 tons of bunker fuel. 2. Navigational status (underway, at anchor, not under command, restricted in ability to maneuver, constrained by draft, moored, aground, etc.).	X		
* This designator should also be included at any time where defects, including breakdown, damage, deficiencies, and circumstances affecting normal navigation, should occur within the Reporting Area.				

Restricted visibility means when visibility is less than 2 miles.

These broadcasts contain navigational and traffic information on movements of vessels, urgent warnings to mariners, and special weather bulletins.

Urgent information will be broadcast at any time as necessary.

Dover Strait Reporting System (CALDOVREP).—CALDOVREP, a mandatory reporting system under SOLAS regulations, has been established (1999) in a 65-mile stretch of the Dover Traffic Separation Scheme (TSS). Vessels participating in this system are tracked by radar. Vessels which appear to be navigating within a TSS contrary to the requirements of Rule 10 of the International Collision Regulations (72 COLREGS) will be reported to their flag state.

For further details of these reporting systems and regulations, see Pub. 191, Sailing Directions (Enroute) English Channel.

CORSEN-OUESSANT.—CORSEN-OUESSANT, a Vessel Traffic Service (VTS) system, has been established in the W approaches to the English Channel. It is a mandatory reporting system under SOLAS regulations and operates within an area with a radius of 40 miles centered on Ile d'Ouessant. Special IMO provisions have also been established for vessels using the Traffic Separation Scheme (TSS) situated off Ouessant (Ushant).

For further details of these regulations, see Pub. 191, Sailing Directions (Enroute) English Channel.

Channel Navigation and Information Service (CNIS).—The CNIS operates from Dover Strait Coast Guard and CROSSMA Griz Nez. The broadcasts include information concerning traffic, navigation, and visibility.

For further details of these regulations, see Pub. 191, Sailing Directions (Enroute) English Channel.

Jobourg Vessel Traffic Service (MANCHEREP).—MANCHEREP is a mandatory reporting system operating un-

der SOLAS regulations which has been established in an area covering the Traffic Separation Scheme off Les Casquets.

For further details of these regulations, see Pub. 191, Sailing Directions (Enroute) English Channel.

Western Europe Tanker Reporting System (WETREP).—The Western Europe Tanker Reporting System (WETREP), a mandatory reporting system, is in effect. The following vessels are required to participate in WETREP:

1. Any oil tanker over 600 dwt carrying a cargo of heavy crude oil, meaning crude oils with a density, at 15°C, of greater than 900 kg/m³.
2. Any oil tanker over 600 dwt carrying a cargo of heavy fuel oil, meaning fuel oils with a density, at 15°C, of greater than 900 kg/m³ or a kinematic viscosity, at 50°C, of greater than 180 mm²/s.
3. Any oil tanker over 600 dwt carrying a cargo of bitumen and tar or their emulsions.

The Reporting Area, best seen on the accompanying chartlet, covers the waters off Belgium; the W coast and English Channel coasts of France; Ireland; Portugal; the N and W coasts of Spain; and the English Channel and W coasts of the United Kingdom, including the Shetland Isles and is bounded by lines joining the following positions:

- a. 58°30.0'N, 3°08.0'W (coast of Scotland close WNW of Noss Head)
- b. 58°30.0'N, 0°00.0'
- c. 62°00.0'N, 0°00.0'
- d. 62°00.0'N, 3°00.0'W.
- e. 56°30.0'N, 12°00.0'W.
- f. 54°41.7'N, 15°00.0'W.
- g. 50°56.8'N, 15°00.0'W.
- h. 48°27.0'N, 6°25.0'W.
- i. 48°27.0'N, 8°00.0'W.
- j. 44°52.0'N, 3°10.0'W.
- k. 44°52.0'N, 10°00.0'W.
- l. 44°14.0'N, 11°34.0'W.
- m. 42°55.0'N, 12°18.0'W.



- n. 41°50.0'N, 11°34.0'W.
 o. 37°00.0'N, 9°49.0'W.
 p. 36°20.0'N, 9°00.0'W.
 q. 36°20.0'N, 7°47.0'W.
 r. 37°10.0'N, 7°25.0'W. (mouth of the Rio Guardiania)
 s. 51°22.4'N, 3°21.9'E. (Belgium-Netherlands border)
 t. 52°12.0'N, 1°37.4'E. (coast of England close N of Thorpe Ness)

Note.—The line joining point s and point t delineates the NE entrance to the English Channel.

u. 52°10.1'N, 6°21.1'W. (coast of Ireland near Carnsore Point)

v. 52°01.9'N, 5°04.3'W. (coast of Wales near Strumble Head)

Note.—The line joining point u and point v delineates the S entrance to the Irish Sea.

w. 54°51.7'N, 5°08.8'W. (coast of Scotland near Black Head)

x. 54°40.7'N, 5°34.6'W. (coast of Northern Ireland near Orlock Point, on the S side of Belfast Lough)

Note.—The line joining point w and point x delineates the N entrance to the Irish Sea.

Three types of reports are sent by vessels required to participate in WETREP, as follows:

1. **Sailing Plan (SP).**—To be sent, as follows:
 - a. On entering the Reporting Area.
 - b. Immediately on departing from a port located in the Reporting Area.
2. **Deviation Report (DR).**—To be sent, as follows:
 - a. When deviating from the routing to their original declared destination, port, terminal, anchorage, or position “for orders” given at the time of entry into the Reporting Area.
 - b. When a deviation from the planned route is necessary due to weather, equipment malfunction, or a change in navigational status.
3. **Final Report (FR).**—To be sent, as follows:
 - a. On leaving the Reporting Area.
 - b. On arrival at a port situated in the Reporting Area.

The format for each type of reported can be found in the accompanying table.

Upon entering the WETREP Reporting Area, vessels should notify the Regional Coordination Center (RCC) of the responsible authority of the coastal state participating in this system. Vessels unable to send the report to the nearest RCC should send the report to the next nearest RCC.

Vessels need not report if, while on normal passage routing during the transit of the Reporting Area, the boundary of the Reporting Area is crossed on other occasions apart from the initial entry and final exit. The RCC contact information is, as follows:

<u>Belgium—MRCC SAR Oostende</u>	
Telephone:	32(0)59-701000 32(0)59-701100
Fax:	32(0)59-703605
Frequency:	2182 kHz VHF channels 9, 16, 67, and 70

<u>Belgium—MRCC SAR Oostende</u>	
E-mail:	kustwachtoostende@vlaanderen.be

<u>France—MRCC Gris-Nez</u>	
Telephone:	33(0)3-21672187
Fax:	33(0)3-21877855
Telex:	42-130680
Frequency:	VHF channels 16 and 70
INMARSAT C:	422799256

<u>France—MRCC Corsen</u>	
Telephone:	33(0)2-98893131
Fax:	33(0)2-98896575
Telex:	42-940086
Frequency:	VHF channels 16 and 70

<u>Ireland—MRCC Dublin*</u>	
Telephone:	353(0)1-6620922 353(0)1-6620923
Fax:	353(0)1-6620795
E-mail:	mrccdublin@Irishcoastguard.ie
* Communications may be sent to MRCC Dublin via MRSC Valentia (EJK) and MRSC Main Head (EJM).	

<u>Portugal—MRCC Lisbon</u>	
Telephone:	351-21-4401950 351-21-4401919 (emergency only)
Fax:	351-21-4401954
Telex:	404-60747P
E-mail:	mrclisboa@netc.pt

<u>Spain—MRCC Bilbao</u>	
Telephone:	34-944-839286
Fax:	34-944-839161
Frequency:	VHF channels 10 and 16
E-mail:	bilbao@sasemar.es

<u>Spain—MRCC Finisterre</u>	
Telephone:	34-981-767500
Fax:	34-981-767740
Telex:	52-82268 52-86207

<u>Spain—MRCC Finisterre</u>	
Frequency:	2182 kHz VHF channels 11 and 16
E-mail:	finister@sasemar.es

<u>Spain—MRCC Madrid</u>	
Telephone:	34-91-7559133
Fax:	34-91-5261440
Telex:	52-41210 52-41214
E-mail:	cncs@sasemar.es

<u>United Kingdom—MRCC Falmouth</u>	
Telephone:	44(0)1326-317575
Fax:	44(0)1326-315610
Telex:	51-45234 FALMCG G
E-mail:	falmouthcoastguard@mcga.gov.uk

Search and Rescue

General

HM Coastguard (HMCG) is the authority responsible for initiating and coordinating all civil maritime search and rescue measures for vessels and persons in need of assistance in the United Kingdom Search and Rescue Region (UK SRR).

The area corresponds with the International Civil Aviation Organization (ICAO). The UK SRR approximates closely to that which can be reached by long-range aircraft capable of operating up to 1,000 miles from shore and is bounded by latitude 45° and 61°N, by longitude 30°W, and by the adjacent European SRRs.

The area is further subdivided into three maritime SRRs under the authority of a Regional Operations Manager (SAR) operating from a Maritime Rescue Coordination Center (MRCC). Each of the three SRRs has six Maritime Rescue Coordination Centers (MRCC). The UK SRR surrounds the "Shannon" area, which is the responsibility of the Republic of Ireland. Each HMCG SRR contains several MRCCs.

Search and rescue services which HMCG can call upon in the UK SRR comprise "declared" facilities which are available at short notice and which include military and some civil rotary and fixed wing aircraft and lifeboats of the Royal National Lifeboat Institution (RNLI) as well as additional facilities which include vessels which happen to be available and respond at the time.

The organization is based upon a constantly manned watch system at 18 MRCCs, which together give coverage of UK coastal waters. Additionally, London Coastguard, an operations center based near the Thames Barrier, covers the River Thames as far as Teddington. The voice call sign of an MRCC is the geographical name followed by "Coastguard." (e.g. "SWANSEA COASTGUARD")

These stations, along with available e-mail contact information, are listed below.

East of England SRR

MRCC Humber:	humbercoastguard@mcga.gov.uk
MRCC Thames:	thamescoastguard@mcga.gov.uk
MRCC Solent:	solentcoastguard@mcga.gov.uk
MRCC Yarmouth:	yarmouthcoastguard@mcga.gov.uk
London Coast-guard:	londoncoastguard@mcga.gov.uk
MRCC Portland:	portlandcoastguard@mcga.gov.uk
MRCC Dover:	dovercoastguard@mcga.gov.uk

Wales and West of England SRR

MRCC Brixham:	brixhamcoastguard@mcga.gov.uk
MRCC Falmouth:	falmouthcoastguard@mcga.gov.uk
MRCC Holyhead:	holyheadcoastguard@mcga.gov.uk
MRCC Liverpool:	liverpoolcoastguard@mcga.gov.uk
MRCC Milford Haven:	milfordhavencoastguard@mcga.gov.uk
MRCC Swansea:	swanseacoastguard@mcga.gov.uk

Scotland and Northern Ireland SRR

MRCC Aberdeen:	aberdeencoastguard@mcga.gov.uk
MRCC Belfast:	belfastcoastguard@mcga.gov.uk
MRCC Clyde:	clydecoastguard@mcga.gov.uk
MRCC Forth:	forthcoastguard@mcga.gov.uk
MRCC Shetland:	shetlandcoastguard@mcga.gov.uk
MRCC Stornoway:	stornowaycoastguard@mcga.gov.uk

Within each of the 18 districts associated with an MRCC there is an organization of Auxiliary Coastguard Rescue Teams grouped within sectors under the management of regular HM Coastguard Officers. There are about 65 sectors, in each of which are several Auxiliary Coastguard stations. Appropriate scales of rescue equipment are maintained at all stations.

HMCG is responsible for maintaining:

1. A continuous listening watch on VHF channel 16 with a coverage of at least 30 miles offshore of the coast of the United Kingdom.
2. An electronic radio watch on VHF DSC channel 70 covering up to 30 miles offshore.
3. An electronic radio watch on MF DSC on 2187.5 kHz at MRCC Falmouth, MRCC Milford Haven, MRCC Holyhead, MRCC Clyde, MRCC Stornoway, MRCC Shetland, MRCC Aberdeen, and MRCC Humber, covering 30 to 150 miles offshore.

All MRCCs also keep a continuous telephone and fax watch and have a VHF Direction Finding capability.

MRCC Dover, which is also the station responsible for the Channel Navigation Information Service (CNIS), operates a radar surveillance system and maintains a constant liaison with

its French counterpart at Cap Nez in monitoring the traffic flow through the Dover Strait.

Regular broadcasts are made at 40 minutes past each hour on VHF channel 11, with additional broadcasts in poor visibility or as circumstances dictate. CNIS operates an aircraft to identify vessels which may appear not to be complying with the International Regulations for Preventing Collision at Sea, 1972. All its facilities are available for SAR operations or other maritime emergencies.

CALDOVREP is a mandatory ship reporting system under SOLAS regulations for the Dover Strait Traffic Separation Scheme (TSS); it is operated jointly by the United Kingdom and France, with ships reporting to either MRCC Dover or MRCC Gris Nez.

MRSC Portland are also "reporting in" stations for ships operating the Ship Movement Reporting System (MAREP).

Vessels may also make voluntary Position and Intended Movement reports to MRCC Falmouth, MRCC Shetland, and MRCC Stornoway when on passage through their areas of responsibility.

In addition to its regional responsibilities, MRCC Falmouth plays an important role in the GMDSS established by the IMO. MRCC Falmouth is the UK Single Point of Contact (SPOC) for worldwide RCC outside the European area of operations. It is also the link for IMARSAT alerts and satellite traffic, as well as maintaining the UK EPIRB Registry.

Resources

HMCG operates SAR helicopters based at Sumburgh in the Shetland Isles, Stornoway, Lee on Solent, and, in daylight hours only, Portland.

The MCA has four emergency towing vessels (ETV) on charter to provide emergency towing service in those areas deemed at high risk of environmental damage due to vessel casualties. These vessels are based in the Northern Isles, the Minches, Dover Strait, and the Southwestern Approaches.

The Coastguard Agreement for Salvage and Towing (CAST) is a standing agreement with tug operators and other vessels capable of assisting MCA with towing, salvage, or other work related to saving life or property or environmental protection.

The Royal Air Force operates SAR fixed wing aircraft and helicopters which are controlled through the Air Rescue Coordination Center at Kinloss. It is responsible for coordinating and controlling rescues on behalf of service and civil aviation in the UK SRR and provides resources for civil maritime SAR in the form of fixed wing aircraft and helicopters.

The Royal Navy operates SAR helicopters from two Royal Naval Air Stations. Royal Naval ships and aircraft, including non-SAR helicopters, also assist casualties.

The Royal National Lifeboat Institution (RNLI), which is a private organization supported entirely by voluntary contributions, maintains 250 all-weather lifeboats, 204 inshore lifeboats, and four hovercraft at 220 lifeboat stations around the coast of the United Kingdom, the Republic of Ireland, the Isle of Man, and the Channel Islands. The inshore lifeboats and hovercraft are equipped with VHF/FM radio and only maintain a listening watch on VHF channel 16. Every all-weather lifeboat is equipped the following:

1. VHF radiotelephone and DSC equipment.
2. Medium frequency radiotelephone and DSC equipment.

3. High frequency radiotelephone and DSC equipment
4. VHF direction-finding equipment capable of detecting EPIRB and PLB transmissions on marine VHF frequencies and on 121.5 MHz.
5. Radar capable of activating and detecting SART transponders.

When on service, these boats monitor all GMDSS DSC emergency frequencies appropriate to Sea Area A1 and Sea Area A2.

In addition, it has an operational fleet of 204 inshore lifeboats and four hovercraft, which are equipped with VHF/FM radio. These craft only maintain a listening watch on VHF channel 16.

The coxswain of the lifeboat is kept informed by radiotelephone either directly from HMCG.

All-weather lifeboats and the larger inshore lifeboats of the RNLI are now fitted with a quick flashing blue light exhibited from the masthead showing at least 120 flashes every minute.

Air Traffic Control Centers are often the first to receive information about aircraft in distress. All commercial and many private aircraft are able to communicate with these centers by radio, and, in certain circumstances, are obligated to do so. They may be requested to assist in the search for a casualty at sea by keeping a look out along or near their normal routes, by reporting the position of the casualty if they should find it and, if possible, by guiding ships to the rescue.

Lloyd's, who are informed of casualties by HMCG, will advise HMCG of the position of any tugs in the area they are aware of and may also notify of any ocean-going tugs.

Local officers of the Fishery Departments communicate with HMCG when reports are received of fishing vessels which are missing or overdue.

The SAR action taken when a casualty occurs or is imminent depends on whether a ship or aircraft is involved, its position and the circumstances.

Marine Casualties within the UK SRR

If a ship in distress transmits a distress call, other ships must proceed to its assistance. An MRCC or an MRSC, upon hearing or receiving the distress call, will rebroadcast it by all appropriate means, to alert shipping in the area and to Lloyd's. Immediate SAR action will be taken and assistance will be requested from:

1. The ARCC at Kinloss, who can call upon RN warships and helicopters, and RAF fixed-wing aircraft and helicopters.
2. HMCG helicopters, where appropriate.
3. Royal National Lifeboat Institution Lifeboats, if the casualty is within their operating range.
4. Shipping in the area of the casualty.
5. The Automated Mutual-Assistance Vessel Rescue System (AMVER) Center in New York to establish which ships may be in the vicinity of the casualty.
6. Auxiliary Coastguard Rescue Teams.
7. HMCG ETVs when on station.
8. Tugs available under the CAST agreement.

The MRCC or MRSC will coordinate SAR action until a successful conclusion, or until search is called-off, keeping all participants, including foreign SAR authorities where necessary, informed. Tug companies, on being alerted by Lloyd's or HMCG, may send tugs.

Vessels Close to the Coast

HMCG may be informed of an actual or imminent distress situation by VHF or MF radio (direct or through a coast radio station), satellite, EPIRBs, or a report of distress by a 999 (or 112) emergency telephone call. In every case, the MRCC or MRSC receiving the initial distress automatically becomes the coordinating station for the incident.

Automatic Ship Identification System (AIS) Network

The Maritime and Coastguard Agency (MCA) has established an AIS network of base station transponders in accordance with SOLAS Chapter V regulations and European Monitoring Directive 2002/59/EC.

The AIS operates primarily on two dedicated VHF channels, as follows:

- 1. AIS1—161.975 MHz.
- 2. AIS2—162.025 MHz.

Where these two channels are not available regionally, the AIS is capable of automatically switching to alternative designated channels.

The locations of the base stations of the AIS network are given in the accompanying table.

The information requested can include position, vessel and cargo type (e.g. tanker or cargo vessel and whether cargo is hazardous), length, draft, next port of call, course, and speed. This automated procedure will allow identification and tracking of suitably-equipped vessels without further interaction from either the UK Coastguard or the vessel’s crew.

Mariners on vessels fitted with an AIS should be aware that the AIS will be transmitting own-ship data to other vessels and shore stations. Vessels are advised to:

- 1. Initiate action to prevent improper installation.
- 2. Ensure the correct information on the vessel’s identity, position, and movements (including voyage-specific information) is transmitted.
- 3. Ensure the AIS is turned on within at least 100 miles of the coast of the United Kingdom.

The routine updating of data into the AIS should be included in the navigating officer’s checklist. The following data should be manually entered at the start of the voyage:

- 1. Vessel’s draft.
- 2. Hazardous cargo on board.
- 3. Destination and ETA.
- 4. Route plan (way points).

- 5. Correct navigational status.
- 6. Short safety-related messages.

It is recommended that the UN/LOCODE be used for destination name to avoid any confusion caused by incorrect spelling.

Further information may be obtained from:

Navigation Safety Branch
Maritime and Coastguard Agency
Spring Place
105, Commercial Road
Southampton
SO15 1EG
United Kingdom
Telephone: +44 (0)23-8032-9521
Fax: +44 (0)23-8032-9204
E-mail: navigationsafety@mcga.gov.uk

Signals

The display of a visual gale warning signal indicates that a gale is expected within 12 hours, or is already in progress, in the coastal area on the landward boundary of which the station flying the cone is situated.

The cone signal will be lowered when the wind is below gale force and a renewal of gale force winds is not expected within 6 hours, so that the cone signal is left flying during a temporary abatement of a gale if a renewal is expected.

The coastal sea areas are those designated for use in the weather reports for shipping and for dissemination through the medium of the BBC and GPO coast radio stations broadcasts which about the coasts of the United Kingdom.

The warning signals are, as follows:

- 1. By day—A black or a white cone, 1m high and 1m wide at the base.
- 2. By night—Three lights in the form of a triangle, 1m wide at the base.

The N cone (point up) is hoisted for gales from any point N of the E-W line. The S cone (point down) is hoisted for gales from any point S of the E-W line.

When the direction of the gale is expected to change from the N side to the S side of the E-W line, the N cone is lowered and the S cone hoisted. Conversely, when the direction of the gale is expected to change from the S side to the N side of the E-W line the cone is changed accordingly.

United Kingdom AIS Network		
Area	Rescue Center	Radio Site
East Coast	MRCC Humber	Cullercoats
		Flamborough Head
	MRCC Forth	Saint Abb’s, Cross Law
		Forth
	MRCC Yarmouth	Yarmouth
		Skegness

United Kingdom AIS Network		
Area	Rescue Center	Radio Site
Pentland Firth and NE Scotland	MRCC Aberdeen	Noss Head
		Dunnet Head
		Durness
		Gregness
		Windy Head
Fair Isle Gap and Outer Route	MRCC Shetland	Compass Head
		Collarfirth Hill
The Minches and Western Isles	MRCC Stornoway	Butt of Lewis
		Rodel
		Melvaig
		Forsnaval
		Glengorm
		Tiree
		Kilchiaran
Irish Sea, The Smalls, and Bristol Channel	MRCC Liverpool	Snaefell
	MRCC Milford Haven	Saint Ann's Head
		Dinas
		Mumbles Hill
Scillies	MRCC Falmouth	Lizard
		Isles of Scilly
		Land's End
Southwest Approaches	MRCC Portland	The Grove
		Selsey
Dover Strait	MRCC Dover	North Foreland
		Dover
		Fairlight

Inshore mariners, for whose benefit the visual gale warning service is primarily intended, are advised that a cone signal now relates solely to the operation of a local sea area gale warning. Information given by these cone signals is to be regarded only as supplementary to the more detailed weather bulletins for shipping which are regularly broadcast from the BBC and GPO radio transmitters.

Traffic and Tidal Signals

Most British ports use a form of the International Traffic and Tidal Signals which may vary to the specific need of the individual harbors. In general, tidal locks and basins display these type signals to indicate entrance depths and traffic conditions and specific details are published in the appropriate volume of Sailing Directions (Enroute) for the area.

Port Entry Control Signals

Certain ports under the control of the Ministry of Defense of the United Kingdom may find it necessary to control the entrance of ships into and the movement of ships within these ports. The following signals will be displayed from a conspicuous position or near the approaches to these ports:

Port Entry Control Signals		
Day signal	Night signal	Meaning
Three red balls, vertically disposed	Three flashing red lights, vertically disposed	Entry to port prohibited
No signal	Three green lights, vertically disposed	Entry to port permitted

Port Entry Control Signals		
Day signal	Night signal	Meaning
One square blue flag	One green light between two red lights, vertically disposed	Movement within the port or anchorage prohibited

Submarine Operating Areas

The British Admiralty indicates that British submarines may be met day or night while operating in any of the waters of the British Isles, but most particularly in the vicinity of the ports of Clyde, North Channel, Minches, Plymouth, and Barrow. Submarines may be surfaced or submerged, operating independently or with surface ships or aircraft.

It must not be inferred from the above that submarines exercise only when in company with escorting vessels. The notice "Submarine Exercise Area" on certain charts should not be read to mean that submarines do not exercise outside such areas. Warnings that submarines are exercising in specified areas will be broadcast by a British Telecom coast radio station.

Submarines occasionally tow sonar equipment. Vessels are recommended to remain at least 1,500m clear when crossing astern of a surfaced submarine.

Submarine Indicator Buoys

British submarines are fitted with two indicator buoys, one at each end of the ship, which can be released from inside in case of emergency or if for any reason the submarine is unable to surface.

The buoy, known as Type 0070, is made of expanded plastic foam covered with a 3mm thick GRP skin for physical protection. It is semi-spherical in shape, 76cm in diameter and 90cm deep.

Anchorage for the 5mm braided nylon rope mooring at the bottom of the buoy is slightly offset from the center.

The buoy floats end up with a freeboard of about 15cm in slack water. It is covered with longitudinal strips of reflective tape alternately red and white. For identification purposes each buoy is allocated a three digit serial number which is displayed on each side under the words "Forward" or "Aft."

Also inscribed around the top of the buoy are the words: "FINDER INFORM NAVY, COASTGUARD OR POLICE. DO NOT SECURE TO OR TOUCH."

A program is in place to change the color scheme of these indicator buoys to a uniform international orange. The other wording will remain the same. It is possible that either type may be encountered.

A light which flashes approximately every 2 seconds, over a period of about 72 hours, is mounted in the center of the top surface. In darkness and during good weather, the unassisted visibility of the light is 5 miles.

The buoy carries UHF whip aerials (200cm and 100cm long) and is fitted with two automatic transmitting radio units which operate on 406.0 MHz and 243.0 MHz.

The 243.0 MHz SABRE emission will consist of three audio sweeps from 1600 Hz down to not lower than 300 Hz, occupying a period of 1.2 seconds. The emission will then be silent for 0.8 second. The transmission duration should continue for a minimum of 72 hours.

The 406.0 MHz emission will consist of a SARSET transmission.

Visual Signals

The following signals may frequently be met with in areas where British ships and aircraft exercise, whether or not submarines are present, and should not be confused with submarine indicator buoys.

In case of doubt the object should be approached to confirm, visually, whether or not it is a submarine indicator buoy before reporting it.

White Smoke Candles.—These are fired from submarines to indicate their position. They burn for up to 10 minutes emitting white smoke and flame and can thus be seen by day or night; they can easily be confused with aircraft marine markers and floats, smoke and flame. The candle can also give off a yellowish-green dye indicating that a message is attached.

Yellow Smoke Candles.—These are fired from submarines to indicate their position. They burn for about 5 minutes emitting yellow smoke.

They can be seen more easily than the white smoke candles in rough weather, but cannot be seen at night.

Sonobuoys

These are dropped from aircraft to detect submarines and may be encountered anywhere at sea.

Smoke and Flame Flares and Marine Markers

These are dropped from aircraft to aid in search operations. They burn for varying durations. Other versions are in service and may be encountered.

British vessels fly the appropriate group of the International Code of signals to denote that submarines, which may be submerged, are in the vicinity. Vessels are cautioned to steer so as to give a wide berth to any vessel flying this signal.

If from any cause it is necessary to approach the vessel, a good lookout must be kept for submarines whose presence may be indicated only by their periscopes or snorts showing above the water.

A submarine submerged at a depth too great to show the periscope may sometimes indicate the position by red and white or red and yellow buffs or floats, which tow on the surface close astern.

Submerged submarines also use white or yellow smoke candles, or yellow and green pyrotechnic flares to indicate their positions in response to requests from surface ships or aircraft or as required. Red pyrotechnic flares are released to indicate emergency surfacing procedures are in effect and all vessels in the vicinity should clear the immediate area at once without stopping their propellers and thence standby at a distance to render assistance.

Two white or yellow smoke candles released singly about 3 minutes apart indicate the submarine is preparing to surface.

Vessels should clear area immediately without stopping propellers.

Distress Signals

A bottomed submarine which is unable to surface will try to indicate its position by the following methods:

1. Releasing an indicator buoy (which carries a vertical whip aerial) as soon as the accident occurs.
2. On the approach of surface vessels and at regular intervals by firing candles giving off a red flame and white smoke or just yellow smoke.

If the red pyrotechnic flare signal is sighted and the submarine does not surface within 5 minutes, it should be assumed that the submarine is in distress and has sunk.

An immediate attempt should be made to fix the position in which the signal was sighted, after which action in accordance with emergency reported procedures should be taken.

It should be remembered that it may be impossible for a submarine to fire its smoke candles. Correspondingly, a partially-flooded submarine may have only a certain number of its smoke candles available and searching ships should not therefore expect many to appear.

Some submarine pyrotechnics can be fitted with message carriers. If a message has been attached, the pyrotechnic will be fitted with a dye marker, giving off a yellowish-green dye on the surface. Such a pyrotechnic should be recovered as soon as it has finished burning.

Since oil slicks or debris may be the only indication of the presence or whereabouts of the sunken submarine, it is vitally important that surface ships refrain from discharging anything which might appear to have come from a submarine while they are in the submarine probability area. Searching ships and aircraft can waste many valuable hours investigating these false contacts.

In any submarine accident, time is the most vital factor affecting the chances of rescue of survivors, and as the sighting of an indicator buoy may be the first intimation that an accident has in fact occurred, it is vital that no time should be lost in taking action.

The sighting of an indicator buoy or other submarine distress signal should be reported by the quickest available means to the Navy, Coast Guard, or Police. However, if vessels are unable to establish communications without leaving the vicinity of the submarine, it should be borne in mind that the primary consideration should be for vessels to remain standing by to rescue survivors and not leave the scene of the accident.

Every effort should be made to include in the report the serial number of the buoy; this number is affixed below the word "Forward" or "Aft."

Indicator buoys are attached to the submarine by a 1,000m braided line. Buoys found in areas where the depth of water is less than 1,000m may be secured to a sunken submarine. In areas where strong tidal streams or currents are prevalent the depth from which the buoy may be expected to watch is considerably reduced and in these areas it is possible that a buoy may only watch at slack tide.

It is possible that indicator buoys may break adrift accidentally even though the parent submarine may not have sunk, similarly a buoy found to be adrift is not necessarily an indication that all is well since it may have broken adrift after being deliberately released following an accident.

In any case it is therefore important to establish whether or not the buoy is adrift and it is considered that the only practical

means of determining movement is by observing its behavior in a tidal stream or seaway, or periodically fixing its position.

In any event, it is absolutely vital that the mooring wire is not parted, nor any tension applied to it. Boats should not secure to it.

The preferred method of saving the lives of personnel in a sunken submarine is by rescue. This involves the use of specialized submersible and support craft, and is likely to take a considerable period of time before they can all arrive at the scene of the accident. The first assisting personnel on the scene are likely to be parachuted in with their own inflatable boats. Once a rescue operation gets underway, it is vital that vessels not involved keep well clear. Most submarines are now fitted to receive rescue vehicles, but for those that are not, escape is the only option.

At any time between the accident and the arrival of assisting or rescue forces, conditions in the bottomed submarine may deteriorate to the point where the crew have to escape. The precise time at which an escape may be conducted will not be known in the early stages of any operation, and thus it is important that any ship finding an indicator buoy should stand by ready to receive escapees until relieved by naval forces.

In order that those trapped in the submarine know that help is at hand, naval vessels drop patterns of very small explosive charges, the meanings of which are known to the submarine. Rather than do this, other vessels can indicate their presence by the intermittent running of an echo sounder on high power, or by banging on the outer skin of an underwater portion of the ship's hull with a hammer. Such sounds are likely to be heard by the submarine and should be carried out at frequent intervals. The submarine may, if possible, acknowledge this by releasing a flare which gives off a flame or smoke once reaching the surface. Once naval forces arrive, such noise-making should be stopped so as not to interfere with other underwater communications.

If the escape option is started, escapees will ascend nearly vertically from the bottomed submarine, either individually or in small groups. On arrival at the surface, they may be exhausted or ill, and the presence of an already lowered boat to assist in their recovery is very desirable. Some men may require recompression treatment, and naval authorities will aim to get such recompression chambers to the scene as soon as possible.

Naval authorities are always ready to put an escape and rescue operation into effect, but it remains clear that any vessel finding evidence of a submarine disaster may be in a unique position to assist lifesaving by taking prompt action as described above.

Navigation Lights

The masthead and side lights of British submarines are placed well forward and very low over the water in proportion to the length and tonnage of these vessels. Stern lights are placed very low and may at times be partially obscured by spray and wash. They are invariably lower than the sidelights.

While at anchor or a buoy by night submarines display an all-round white light amidships in addition to the normal anchor lights. The after anchor light of nuclear submarines is mounted on the upper rudder which is some distance astern of the hull's surface waterline. Care must be taken to avoid confusion with two separate vessels of less than 50m in length.

The overall arrangement of submarine lights are unusual and may well give the impression of markedly smaller and shorter vessels than they are.

Their vulnerability to collision when proceeding on the surface and the fact that some submarines are nuclear powered dictates particular caution when approaching them.

Some submarines are fitted with an amber quick-flashing light situated about 1 to 2m above or below the masthead light.

This additional light is for use as an aid to identification in narrow waters and areas of dense traffic. The rate of flash of the submarine fitted light is 90 to 105 flashes per minute this should not be confused with a similar light used by hovercraft currently with a rate of 120 flashes per minute.

Certain submarines of the Royal Navy are fitted with quick-flashing amber anti-collision lights. These lights flash at between 90 and 105 flashes per minute and, due to the configurations of the various classes, are fitted above or below the steaming light.

The showing of one of these quick-flashing lights is intended to indicate to an approaching vessel the need for added caution rather than to give immediate identification of the type of vessel exhibiting such lights. Subsequent identification of submarine or hovercraft can usually be made by observation.

Limits of Areas

British submarines operate in numerous areas off the coast of Scotland, the coast of Northern Ireland, and the W coast of England. Submarine operating areas are shown on a special series of charts (PEXA charts) published by the British Hydrographic Department.

Submarines also operate in the Firth of Lorne (56°18'N., 5°47'W.), The Minches (58°00'N., 6°00'W.), and the approaches to Belfast Lough (54°46'N., 5°30'W.).

Submarines operate frequently in the SW approaches to the English Channel and the Bristol Channel, S of 50°30'N and E of 10°00'W. A good lookout should be kept for them when passing through these waters.

Time Zone

The Time Zone description is ZULU. Daylight Savings Time (ALFA (-1)) is maintained from the last Sunday in March until the Saturday before the last Sunday in October.

Traffic Separation Schemes

Traffic Separation Schemes (TSS) in the United Kingdom are, as follows:

1. **East Coast**
 - a. Approaches to the River Humber. (IMO adopted)
 - b. Approaches to Harwich. (Harwich Haven Authority)
 - c. At North Hinder. (IMO adopted)
 - d. In the approaches to the Hook of Holland. (IMO adopted)
 - e. At West Hinder. (IMO adopted)
2. **South Coast**
 - a. In the Strait of Dover and adjacent waters. (IMO adopted)

- b. Off Land's End between Seven Stones and Longships. (IMO adopted)
- c. South of the Scilly Isles. (IMO adopted)
- d. West of the Scilly Isles. (IMO adopted)
- e. Off Fastnet Rock. (IMO adopted)
- f. Off Smalls. (IMO adopted)
- g. Off Tuskar Rock. (IMO adopted)
3. **West Coast (Wales).**—Holyhead Harbor. (Stena Line Ports Limited, Holyhead)
4. **West Coast (Scotland).**—Off Skerries. (IMO adopted)
5. **North Coast (Scotland).**—In the North Channel. (IMO adopted)

U.S. Embassy

The embassy is situated at 24 Grosvenor Square, London. The mailing addresses are, as follows:

1. United Kingdom address—
24 Grosvenor Square
London W1A 1AE
2. U. S. address—
PSC 801, Box 40
FPO AE 09498-4040

U. S. Embassy United Kingdom Home Page
<http://london.usembassy.gov>

Wrecks

As promulgated by U.K. authorities, the Protection of Wrecks Act (1973), enables the Secretary of State to make orders to protect certain wreck sites in United Kingdom waters from unauthorized interference on account of either:

1. Their historic, archaeological or artistic importance or
2. Their potentially dangerous condition

In the case of historic wrecks as in 1 above, "unauthorized interference" includes tampering with, damaging or removing any part of a wreck within the area indicated, or carrying out diving or salvage operations within the area without a special license issued by the Secretary of State.

In dangerous condition as at 2 above, entry into the area is prohibited.

The wreck sites are shown in magenta on NIMA charts. Anyone convicted under the terms of this Act will be liable to a fine not exceeding 1,000 pounds sterling.

There are 37 historic wrecks within the waters of the UK. under this Act. They have been declared restricted on account of the historical and archaeological importance of these sites.

The stranded wreck Richard Montgomery (51°27.9'N., 00°47.2'E.) has been declared a prohibited area due to explosives contained within the wreck.

There are over 2,000 wrecks in the English Channel area and although the least depth over the most critical ones has been obtained by wire sweep, experience shows that unknown wrecks, most of vessels sunk in the two world wars, do sometimes exist in the vicinity of the shipping lanes, since a number

or previously unknown wrecks have been found in recent surveys.

Sonar searches to locate wrecks are carried out simultaneously with modern surveys, but sonar conditions in the area are particularly bad and wrecks may also be screened by sand banks making their location difficult. In addition, wrecks

previously covered by sand may become uncovered in newly formed navigational channels.

Strong tidal currents cause deep scouring close to wrecks, which may sometimes capsize into the scour. In most cases this results in a greater depth over the wreck, but a decrease of depth from this cause can sometimes occur.



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Cautions

Many navigational lights along the coast have been reported to be unreliable, irregular, or operating at a reduced range.

Drilling platforms, well heads, and pipelines occupy the greater portion of Lago de Maracaibo. Drilling platforms and drill rigs are also found N of Peninsula de Paria (10°40'N., 62°20'W.).

Currency

The official unit of currency is the bolivar, consisting of 100 centimos.

Government

General

Venezuela is located in Northern South America, bordering the Caribbean Sea and the North Atlantic Ocean, between Colombia and Guyana.

The climate is tropical, hot and humid, becoming more moderate in the highlands.

The terrain contains the lowlands of the Maracaibo and the highlands just to the E. The central part of the coast is dominated by two sections of the coastal mountain range and the E third of the coast is low-lying areas in the delta of the Orinoco.

Buoyage System

The IALA Buoyage System (Region B) is in effect. See Chart No. 1 for further IALA Buoyage System information.



Flag of Venezuela

Venezuela is a republic. The country is divided into 23 states, one federal district, and one federal dependency.

Venezuela is governed by a directly-elected president who serves a 6-year term. The unicameral National Assembly is composed of 165 directly-elected members who serve 5-year terms.

The legal system is based on organic law as of July, 1999.
The capital is Caracas.

Holidays

The following holidays are observed:

January 1	New Year's Day
Monday nearest January 6	Epiphany
Carnival (two days)	Variable
March 19	St. Joseph Day
Holy Thursday	Variable
Good Friday	Variable
Easter Sunday	Variable
April 19	Declaration of Independence
May 1	Labor Day
Ascension Day	Variable
June 24	Battle of Carabobo
June 29	Sts. Peter and Paul Day
July 5	Independence Day
July 24	Bolivar's Birthday
August 15	Assumption Day
October 12	Columbus Day (Dia de la Raza)
November 1	All Saints' Day
December 8	Immaculate Conception
December 24	Christmas Eve
December 25	Christmas Day
December 31	New Year's Eve

Industries

The main industries include petroleum, iron ore mining, construction materials, food processing, textiles, steel, aluminum, and motor vehicles assembly.

Languages

Spanish is the official language.

Navigational Information

Enroute Volume

Pub. 148, Sailing Directions (Enroute) Caribbean Sea Volume 2.

Maritime Claims

The maritime territorial claims of Venezuela are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone **	15 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Claims straight baselines.

** Claims a 15-mile Security Zone.

Maritime Boundary Disputes

Barbados, Dominica, Saint Kitts and Nevis, Saint Lucia, and Saint Vincent and the Grenadines are countering Venezuela's claim that Isla Aves (15°42'N., 63°38'W.) sustains human habitation, which would permit Venezuela to extend its Exclusive Economic Zone over a large portion of the Caribbean Sea.

Maritime boundary dispute in the Gulf of Venezuela with Colombia.

Venezuela's claim of all territory W of the River Essequibo has prevented any discussions regarding the maritime boundary between Guyana and Venezuela.

Guyana has expressed its intention to challenge the N limit of Trinidad and Tobago's maritime boundary with Venezuela under the claim that this boundary extends into the territorial waters of Guyana.

Pilotage

Pilotage is compulsory in all ports, rivers, and lakes where the government has established a pilotage zone. See the individual ports in Pub. 148, Sailing Directions (Enroute) Caribbean Sea, Volume II for further information.

Regulations

In Venezuelan territorial waters, the Venezuelan flag must be displayed continuously. At night, on demand, the name of the vessel must be signaled by Morse lamp.

Petroleum or other oils must not be discharged overboard into the territorial waters surrounding the Venezuelan coasts.

Vessels are not permitted by Venezuelan authorities to anchor within territorial waters except in ports and places usually used for commerce or under stress of weather.

There are strict dress regulations in force in Venezuelan ports.

Accommodation is to be provided to the same standard as ships' officers for Customs guards on board vessels.

Vessels carrying explosive or inflammable cargo must notify the Port Captain in advance prior to discharge or transit.

Search and Rescue

A Maritime Rescue Coordination Center (MRCC) is located in La Guaira and can be contacted by e-mail, as follows:

cguard@truvisin.com

Rescue Coordination Centers (RCC) are also located, as follows:

1. RCC Puerto Cabello (E-mail: epGPC@hotmail.com)
2. RCC Puerto Fijo (E-mail: guardacostaspf@hotmail.com)
3. RCC Maiquetia

La Guaira Coast Radio Station (YVG) maintains a continuous listening watch for distress traffic on 500 kHz and 2182 kHz. Port authorities maintain a continuous listening watch for distress traffic on VHF channel 16.

Time Zone

The Time Zone description is QUEBEC (+4). Daylight Savings Time is not observed.

Traffic Separation Schemes

A Traffic Separation Scheme (Government of Venezuela) is located in Canal de Maracaibo.

U.S. Embassy

The U.S. Embassy is situated at Calle F con Calle Suapure, Urbanizacion Colinas de Valle Arriba, Caracas.

The mailing addresses are, as follows:

1. Venezuela address—
P.O. Box 62291
Caracas 1060-A
2. U. S. address—
Unit 4960
APO AA 34037

U. S. Embassy Venezuela Home Page
<http://caracas.usembassy.gov>