

NORTH AMERICA, ATLANTIC COAST

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WARNING

Navigation in the vicinity of the Grand Banks of Newfoundland

Attention is drawn to Regulation 8 of Chapter V of the Convention for the Safety of Life at Sea, 1960. It directs that all ships proceeding on voyages in the vicinity of the Grand Banks of Newfoundland avoid as far as practicable the fishing banks of Newfoundland north of latitude 43°N. The reasons for avoiding the area are:

- (a) high concentration of fishing vessels;
- (b) prevailing adverse weather conditions;
- (c) seasonal existence of icebergs.

IN THE APPROACHES TO CHEDABUCTO BAY

(Reference charts: Canadian Hydrographic Service 4013 and 4335)

Description of the traffic separation scheme

The traffic separation scheme for Chedabucto Bay consists of three parts.

Part I:

- (a) A separation zone bounded by a line connecting the following geographical positions:
- (1) 45°24'00" N., 60°36'42" W.
 - (2) 45°24'12" N., 60°27'10" W.
 - (3) 45°23'42" N., 60°28'12" W.
 - (4) 45°23'49" N., 60°36'29" W.
- (b) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographical positions:
- (5) 45°26'00" N., 60°23'12" W.
 - (6) 45°25'26" N., 60°41'42" W.
- (c) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographical positions:
- (7) 45°22'18" N., 60°34'30" W.
 - (8) 45°22'09" N., 60°31'36" W.

The main traffic directions are:
092°—267°.

Part II:

- (a) A separation zone bounded by a line connecting the following geographical positions:
- (9) 45°22'34" N., 60°40'00" W.
 - (10) 45°19'53" N., 60°36'30" W.
 - (11) 45°19'18" N., 60°37'48" W.
 - (12) 45°22'41" N., 60°42'10" W.
- (b) A traffic lane for north-westbound traffic is established between the separation zone and a line connecting the following geographical positions:
- (13) 45°21'21" N., 60°33'18" W.
 - (14) 45°22'18" N., 60°34'30" W.

The main traffic direction is 318°.

- (c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

- (15) 45°22'54" N., 60°46'30" W.
- (16) 45°21'17" N., 60°44'24" W.
- (17) 45°14'28" N., 60°48'23" W.

The main traffic directions are:
138° and 202°.

Part III:

- (a) A separation line connects the following geographical positions:
- (18) 45°23'54" N., 60°41'42" W.
 - (19) 45°23'54" N., 60°58'48" W.
- (b) A traffic lane for westbound traffic is established between the separation line and a line connecting the following geographical positions:
- (20) 45°25'26" N., 60°41'42" W.
 - (21) 45°24'54" N., 60°58'48" W.
- (c) A traffic lane for eastbound traffic is established between the separation line and a line connecting the following geographical positions:

- (22) 45°22'54" N., 60°46'30" W.
- (23) 45°22'54" N., 60°58'48" W.

The main traffic directions are:
090°—270°.

IN THE APPROACHES TO PORTLAND, MAINE

(Reference chart: United States National Ocean Survey
C & GS 1106)

Description of the traffic separation scheme

The traffic separation scheme in the approaches to Portland, Maine, consists of two parts:

Part I – Eastern approach

A separation zone, one mile wide, is centred upon the following geographical positions:

- (1) 43°30'.2 N., 69°59'.4 W.
- (2) 43°24'.75 N., 69°33'.0 W.

A traffic lane, two miles wide, is established on each side of the separation zone.

The main traffic directions are:
107° and 287°.

Part II – Southern approach

A separation zone, one mile wide, is centred upon the following geographical positions:

- (3) 43°26'.8 N., 70°03'.5 W.
- (4) 43°07'.8 N., 69°55'.3 W.

A traffic lane, two miles wide, is established on each side of the separation zone.

The main traffic directions are:
162° and 342°.

Note:

Precautionary area

A precautionary area of radius five miles is centred upon geographical position 43°31'.5 N., 70°06'.0 W.

IN THE APPROACH TO BOSTON, MASSACHUSETTS

(Reference chart: United States National Ocean Survey
C & GS 1107)

Description of the traffic separation scheme

A separation zone, one mile wide, is centred upon the following geographical positions:

- (1) 42°21'.0 N., 70°40'.7 W.
- (2) 42°08'.5 N., 69°53'.6 W.
- (3) 40°49'.5 N., 69°00'.0 W.

A traffic lane, two miles wide, is established on each side of the separation zone.

The main traffic directions are:
110°—290° and
153°—333°.

Note:

Precautionary area

A precautionary area of radius five miles is centred upon geographical position 42°22'.7 N., 70°48'.0 W.

**IN THE APPROACHES TO NARRAGANSETT BAY,
RHODE ISLAND AND BUZZARDS BAY,
MASSACHUSETTS**

(Reference charts: United States National Ocean Survey
C & GS 1107, 1108 and 1210)

Description of the traffic separation scheme

The traffic separation scheme in the approaches to Narragansett Bay, Rhode Island and Buzzards Bay, Massachusetts, consists of two parts:

Part I—Narragansett Bay approach

A separation zone, two miles wide, is centred upon the following geographical positions:

- (1) 41°22'.7 N., 71°23'.4 W.
- (2) 41°11'.1 N., 71°23'.4 W.

A traffic lane, one mile wide, is established on each side of the separation zone.

The main traffic directions are:

000° and 180°.

Part II—Buzzards Bay approach

A separation zone, one mile wide, is centred upon the following geographical positions:

- (3) 41°10'.15 N., 71°19'.15 W.
- (4) 41°24'.9 N., 71°03'.9 W.

A traffic lane, one mile wide, is established on each side of the separation zone.

The main traffic directions are:

038° and 218°.

Note:

Precautionary areas

A precautionary area of radius 5.4 miles is centred upon geographical position 41°06'.0 N., 71°23'.4 W.

A precautionary area of radius 3.55 miles is centred upon geographical position 41°25'.6 N., 71°23'.4 W.

Restricted area

A restricted area, two miles wide, extending from the northern limit of the Narragansett Bay approach traffic separation zone to latitude 41°24'.7 N. has been established.

The restricted area within the precautionary area will only be closed to vessel traffic by the Naval Underwater System Center during periods of daylight and optimum weather conditions for torpedo range usage. The closing of the restricted area will be indicated by the activation of a white strobe light mounted on Brenton Reef Light and controlled by a Naval vessel supporting the torpedo range activities. There would be no vessel restrictions expected during inclement weather or when the torpedo range is not in use.

OFF NEW YORK

(Reference charts: British Admiralty 2755 and United States National Ocean Survey C & GS 1108)

NOTE: Under review—possible insufficient navigational marking in the eastern and south-eastern approaches.

Description of the traffic separation scheme

The traffic separation scheme off New York consists of three parts.

Part I—Eastern approach

- (a) A separation zone bounded by a line connecting the following geographical positions:
 - (1) 40°28'.5 N., 69°27'.9 W.
 - (2) 40°24'.2 N., 73°11'.5 W.
 - (3) 40°26'.0 N., 73°40'.8 W.
 - (4) 40°27'.0 N., 73°40'.7 W.
 - (5) 40°27'.2 N., 73°11'.5 W.
 - (6) 40°31'.5 N., 69°28'.1 W.
- (b) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographical positions:
 - (7) 40°36'.5 N., 69°28'.2 W.
 - (8) 40°32'.2 N., 73°11'.5 W.
 - (9) 40°27'.9 N., 73°40'.6 W.
- (c) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographical positions:
 - (10) 40°25'.0 N., 73°41'.2 W.
 - (11) 40°19'.2 N., 73°11'.5 W.
 - (12) 40°23'.5 N., 69°27'.8 W.

Part II—South-eastern approach

- (a) A separation zone bounded by a line connecting the following geographical positions:
 - (13) 39°20'.7 N., 72°18'.0 W.
 - (14) 40°06'.3 N., 73°22'.7 W.
 - (15) 40°22'.4 N., 73°43'.5 W.
 - (16) 40°23'.0 N., 73°42'.7 W.
 - (17) 40°08'.6 N., 73°20'.1 W.
 - (18) 39°23'.0 N., 72°15'.2 W.
- (b) A traffic lane for north-westbound traffic is established between the separation zone and a line connecting the following geographical positions:
 - (19) 39°26'.7 N., 72°10'.8 W.
 - (20) 40°12'.2 N., 73°15'.7 W.
 - (21) 40°24'.0 N., 73°41'.9 W.
- (c) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:
 - (22) 40°21'.7 N., 73°44'.5 W.
 - (23) 40°02'.7 N., 73°27'.2 W.
 - (24) 39°17'.0 N., 72°22'.4 W.

Part III—Southern approach

- (a) A separation zone bounded by a line connecting the following geographical positions:
 - (25) 39°45'.7 N., 73°48'.0 W.
 - (26) 40°20'.5 N., 73°48'.3 W.
 - (27) 40°20'.7 N., 73°47'.0 W.
 - (28) 39°45'.7 N., 73°44'.0 W.
- (b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:
 - (29) 39°45'.7 N., 73°37'.7 W.
 - (30) 40°21'.2 N., 73°45'.8 W.
- (c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:
 - (31) 40°20'.4 N., 73°49'.6 W.
 - (32) 39°45'.7 N., 73°54'.4 W.

Note:

Precautionary area

A precautionary area of radius seven miles is centred upon the Ambrose Light in geographical position 40°27'.5 N., 73°49'.9 W.

OFF DELAWARE BAY

(Reference charts: British Admiralty 2563 and United States Ocean Survey C & GS 1219)

Description of the traffic separation scheme

The traffic separation scheme of Delaware Bay consists of two parts.

Part I—Eastern approach

(a) A separation zone bounded by a line connecting the following geographical positions:

- (1) 38°46'.8 N., 74°34'.6 W.
- (2) 38°46'.8 N., 74°55'.7 W.
- (3) 38°47'.8 N., 74°55'.4 W.
- (4) 38°47'.8 N., 74°34'.6 W.

(b) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographical positions:

- (5) 38°49'.8 N., 74°34'.6 W.
- (6) 38°48'.8 N., 74°55'.3 W.

(c) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

- (7) 38°45'.8 N., 74°56'.1 W.
- (8) 38°44'.8 N., 74°34'.6 W.

Part II—South-eastern approach

(a) A separation zone bounded by a line connecting the following geographical positions:

- (9) 38°27'.0 N., 74°35'.6 W.
- (10) 38°43'.4 N., 74°58'.0 W.
- (11) 38°44'.2 N., 74°57'.2 W.
- (12) 38°27'.6 N., 74°34'.6 W.

(b) A traffic lane for north-westbound traffic is established between the separation zone and a line connecting the following geographical positions:

- (13) 38°29'.1 N., 74°32'.9 W.
- (14) 38°45'.1 N., 74°56'.6 W.

(c) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

- (15) 38°42'.8 N., 74°58'.9 W.
- (16) 38°27'.0 N., 74°39'.2 W.

Note:

Precautionary area

A precautionary area of radius eight miles is centred upon Harbour of Refuge Light in geographical position 38°48'.9 N., 75°05'.6 W.

IN THE APPROACHES TO CHESAPEAKE BAY

(Reference charts: British Admiralty 2843 and United States National Ocean Survey C & GS 1222)

Description of the traffic separation scheme

The traffic separation scheme in the approaches to Chesapeake Bay consists of two parts.

Part I—Eastern approach

A separation line connects the following geographical positions:

- (1) 36°58'.7 N., 75°48'.7 W.
- (2) 36°56'.5 N., 75°56'.3 W.

A traffic lane, half a mile wide, is established on each side of the separation line.

The main traffic directions are:

- 070° and
- 250°.

Part II—Southern approach

A separation line connects the following geographical positions:

- (3) 36°51'.3 N., 75°50'.9 W.
- (4) 36°55'.5 N., 75°56'.6 W.

A traffic lane, half a mile wide, is established on each side of the separation line.

The main traffic directions are:

- 132° and
- 312°.

**NORTH AMERICA,
PACIFIC COAST**

CAUTION:

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NORTH AMERICA, PACIFIC COAST

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OFF SAN FRANCISCO

(Reference chart: British Admiralty 229)

Description of the traffic separation scheme

The traffic separation scheme off San Francisco consists of three parts.

Part I—Northern approach

(a) A separation zone bounded by a line connecting the following geographical positions:

- (1) 37°48'.6 N., 122°47'.5 W.
- (2) 37°57'.1 N., 123°03'.5 W.
- (3) 37°55'.7 N., 123°04'.6 W.
- (4) 37°47'.8 N., 122°48'.2 W.

(b) A traffic lane for north-westbound traffic is established between the separation zone and a line connecting the following geographical positions:

- (5) 37°49'.4 N., 122°46'.6 W.
- (6) 37°58'.5 N., 123°02'.3 W.

(c) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

- (7) 37°54'.3 N., 123°05'.7 W.
- (8) 37°46'.8 N., 122°48'.7 W.

Part II—Southern approach

(a) A separation zone bounded by a line connecting the following geographical positions:

- (9) 37°39'.1 N., 122°40'.3 W.
- (10) 37°27'.0 N., 122°36'.9 W.
- (11) 37°27'.0 N., 122°34'.8 W.
- (12) 37°39'.3 N., 122°39'.1 W.

(b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

- (13) 37°27'.0 N., 122°32'.6 W.
- (14) 37°39'.7 N., 122°37'.9 W.

(c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

- (15) 37°39'.0 N., 122°41'.6 W.
- (16) 37°27'.0 N., 122°39'.0 W.

Part III—Main approach

(a) A separation zone bounded by a line connecting the following geographical positions:

- (17) 37°41'.9 N., 122°48'.0 W.
- (18) 37°38'.1 N., 122°58'.1 W.
- (19) 37°36'.5 N., 122°57'.3 W.
- (20) 37°41'.1 N., 122°47'.2 W.

(b) A traffic lane for south-westbound traffic is established between the separation zone and a line connecting the following geographical positions:

- (21) 37°42'.8 N., 122°48'.5 W.
- (22) 37°39'.6 N., 122°58'.8 W.

(c) A traffic lane for north-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

- (23) 37°35'.0 N., 122°56'.5 W.
- (24) 37°40'.4 N., 122°46'.3 W.

Note:

Circular traffic separation zone

A circular traffic separation zone of radius half a mile is centred upon geographical position 37°45'.0 N., 122°41'.5 W.

Precautionary area

A precautionary area of radius six miles is centred upon geographical position 37°45'.0 N., 122°41'.5 W.

IN THE SANTA BARBARA CHANNEL

(Reference charts: British Admiralty 899 and United States National Ocean Survey C & GS 5101 and 5202)

Description of the traffic separation scheme

A separation zone, two miles wide, is centred upon the following geographical positions:

- (1) 34°20'.1 N., 120°30'.4 W.
- (2) 34°04'.6 N., 119°19'.6 W.
- (3) 33°44'.1 N., 118°36'.3 W.

A traffic lane, one mile wide, is established on each side of the separation zone.

The main traffic directions are:

- 105°—285° and
120°—300°.

Note:

Port Hueneme Fairway

The fairway at Port Hueneme is extended to meet the eastern edge of the northbound lane.

**IN THE APPROACHES TO LOS ANGELES –
LONG BEACH**

(A continuation of the Santa Barbara Channel scheme)

(Reference chart: United States National Ocean Survey C & GS 5101)

Description of the traffic separation scheme

A separation zone, two miles wide, is centred upon the following geographical positions:

- (1) 33°39'.7 N., 118°17'.6 W.
- (2) 33°39'.7 N., 118°27'.3 W.
- (3) 33°44'.1 N., 118°36'.3 W.

A traffic lane, one mile wide, is established on each side of the separation zone.

The main traffic directions are:

- 090°—270° and
120°—300°.

AUSTRALASIA

CAUTION:

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**SOUTH OF WILSON PROMONTORY IN THE
BASS STRAIT**

(Reference charts: British Admiralty 1695A and Australian
AUS 801)

Description of the traffic separation scheme

- (a) A separation zone bounded by a line connecting the following geographical positions:
- (1) 39°11'.0 S., 146°45'.0 E.
 - (2) 39°15'.0 S., 146°33'.0 E.
 - (3) 39°15'.0 S., 146°15'.0 E.
 - (4) 39°12'.0 S., 146°25'.0 E.
- (b) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographical positions:
- (5) 39°02'.0 S., 146°45'.0 E.
 - (6) 39°09'.0 S., 146°26'.0 E.
 - (7) 39°10'.8 S., 146°19'.2 E.
 - (8) 39°10'.8 S., 146°15'.0 E.
- (c) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographical positions:
- (9) 39°19'.0 S., 146°15'.0 E.
 - (10) 39°19'.0 S., 146°45'.0 E.
- The main traffic directions are:
090°--270° and
067°--250°.

Inshore traffic zone

The area between Wilson Promontory and the landward boundary of the traffic separation scheme is designated as an inshore traffic zone.

PART III

OTHER ROUTEING SYSTEMS

DEEP WATER ROUTES

CAUTION:

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CHARTLET OF DEEP WATER ROUTES

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DEEP WATER ROUTE FROM LIGHTBUOYS TW/1 AND TW/A TO NORTH HINDER

(Reference charts: German Hydrographic Office 50 and 53 and Netherlands Hydrographic Office 1035)

Description of the deep water route

The deep water route is bounded by a line connecting the following geographical positions:

- | | | |
|------|---------------|-------------|
| (1) | 54°10'54" N., | 6°00'12" E. |
| (2) | 54°04'47" N., | 4°42'40" E. |
| (3) | 53°35'31" N., | 3°36'30" E. |
| (4) | 52°55'45" N., | 3°14'15" E. |
| (5) | 52°09'55" N., | 2°35'00" E. |
| (6) | 51°51'56" N., | 2°33'20" E. |
| (7) | 51°53'16" N., | 2°41'38" E. |
| (8) | 52°09'35" N., | 2°43'20" E. |
| (9) | 52°54'10" N., | 3°22'00" E. |
| (10) | 53°32'24" N., | 3°43'29" E. |
| (11) | 54°00'00" N., | 4°46'00" E. |
| (12) | 54°06'06" N., | 6°03'00" E. |

Note:

Least Waterdepths

The area bounded by a line connecting the geographical positions (1), (2), (3), (10), (11) and (12) above, was closely surveyed in 1972. The least waterdepth found in this area was more than 25 metres at LWS.

The area bounded by a line connecting the geographical positions (3), (4), (5), (6), (7), (8), (9) and (10) above, was closely surveyed in 1972. The least waterdepth found in this area was 23 metres at LWS.

See also note pertaining to the traffic separation scheme "Deutsche Bucht Light vessel Western Approach" (Page 25).

DEEP WATER ROUTE LEADING TO EUROPOORT

(Reference charts: British Admiralty 1406 and 122 and Netherlands Hydrographic Office 1449, 1349, 1350 and 1540)

Description of the deep water route

The deep water route is bounded by a line connecting the following geographical positions:

- | | | |
|-----|--------------|------------|
| (1) | 52°00'.0 N., | 3°27'.9 E. |
| (2) | 52°02'.1 N., | 3°53'.6 E. |
| (3) | 52°01'.3 N., | 3°56'.4 E. |
| (4) | 52°01'.1 N., | 3°55'.3 E. |
| (5) | 52°01'.3 N., | 3°51'.8 E. |
| (6) | 51°59'.4 N., | 3°28'.0 E. |

The directions of the route are:

- 082°.5—262°.5 and
 112° —292°.

Note:

Least waterdepth

West of the line through positions (3) and (4) above the least waterdepth is 22.5 metres at mean LLWS and east of this line 22 metres at mean LLWS. The depths are checked and maintained by frequent surveys and dredging.

Electronic navigational aids

The Decca Navigator Chain (Holland Chain) enables masters of deep-draught vessels equipped with a Decca receiver to be informed continuously and highly accurately about the ships' deviation from, and progress along, the axes of the route.

For optimum use of this aid in the eastern part of the deep water route a special indicator is brought on board by the pilot.

**DEEP WATER ROUTE FORMING PART OF THE
NORTH-EASTBOUND TRAFFIC LANE OF THE
STRAIT OF DOVER AND ADJACENT WATERS
TRAFFIC SEPARATION SCHEME**

(Reference charts: British Admiralty 1406 and 1895)

Description of the deep water route

A deep water route forming part of the north-eastbound traffic lane between the north-western edge of the Sandettie Bank and the separation line/zone described in paragraphs (a) and (b) of the traffic separation scheme in the Strait of Dover has been established between the following latitudes:

- (i) 51°10'.3 N.
- (ii) 51°22'.0 N.

The main direction of the route is 046°.

Note:

See note pertaining to the traffic separation scheme "In the Strait of Dover and Adjacent Waters" (Page 28).

PART IV

AREAS TO BE AVOIDED

AREAS TO BE AVOIDED

1. In the region of the Rochebonne shelf
2. At Alphard Banks
3. In the region of Cape Terpeniya (Sakhalin)

CAUTION:

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AREAS TO BE AVOIDED

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IN THE REGION OF THE ROCHEBONNE SHELF

(Reference chart: British Admiralty 2648)

Description of the area to be avoided

In order to avoid the risk of pollution due to an accident in the area, all tankers carrying oil should avoid the area contained within a circle of radius seven miles, centred at geographical position $46^{\circ}10'.0$ N., $2^{\circ}26'.0$ W. Local knowledge is essential for safe passage because of navigational hazards in the area.

AT ALPHARD BANKS

(Reference chart: British Admiralty 2083)

Description of the area to be avoided

All vessels should avoid the area contained within a circle of radius six miles, centred at geographical position $35^{\circ}01'.7$ S., $20^{\circ}51'.2$ E.

This area is established because of insufficient aids to navigation and the proximity of the Alphard Banks to traffic routes.

IN THE REGION OF CAPE TERPENIYA (SAKHALIN)

(Reference chart: British Admiralty 2405)

Description of the area to be avoided

The area described below should be avoided by ships of more than 1000 tons gross tonnage carrying oil or hazardous cargoes, for reasons of conservation of unique wildlife in the area, and of inadequate survey.

The area is bounded by a line passing through Cape Davydov and the points defined as follows:

- (1) 21.8 miles at 100° from Terpeniya Lighthouse (L.H.)
- (2) 40.5 miles at 126° from Terpeniya L.H.
- (3) 41.6 miles at $146^{\circ}.7$ from Terpeniya L.H.
- (4) 20.2 miles at $208^{\circ}.5$ from Terpeniya L.H.
- (5) 12.0 miles at $307^{\circ}.5$ from Terpeniya L.H. and thence eastward to the coast.

