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**INFORMATION ON RELOCATION OF TWO NAVIGATIONAL BUOYS  
IN THE TRAFFIC SEPARATION SCHEME "SOUTH OF GEDSER"**

- 1 At the request of the Governments of Denmark and Germany, the attached information on the relocation of two navigational buoys in the Traffic Separation Scheme "South of Gedser" to prevent accidental grounding of deep-draught vessels is brought to the attention of Member Governments.
- 2 Member Governments are requested to bring the attached information to the attention of all concerned.

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## ANNEX

**RELOCATION OF NAVIGATIONAL BUOYS IN TRAFFIC  
SEPARATION SCHEME (TSS) "SOUTH OF GEDSER"**

1 The Governments of Denmark and Germany have made plans for relocation of two buoys in the Traffic Separation Scheme (TSS) "South of Gedser

2 The background for the decision to relocate the two buoys and replace them by two new cardinal pillar buoys is as follows:

During the last couple of years 8 groundings have taken place in the southbound traffic lane in the area which lies SE of position 7 (re Ships' Routeing, Seventh Edition, 1999, B I/10). The depths in the area in question are between 10 and 13 metres and the grounding ships presumably all came from the Deep-Water (DW) route leading to the traffic separation scheme from the north.

3 In order to solve this problem in a safe and quick manner, the Danish and German Authorities have decided to relocate the two red buoys placed in positions 6 and 7 (W72 and W 71) eastwards so that they mark the 17 metres depth curve. This solution is believed to prevent ships coming from the DW route to run aground in the above-mentioned area. Further it has been agreed to place an East Cardinal light buoy in each of the positions 6 and 7 in order to maintain the marking of the traffic lane. The traffic separation scheme will thus be maintained as described in Ships' Routeing Publication.

4 The text of the navigational warning, which will be issued in Danish and German Notices to Mariners is reproduced below.

"On 3 April 2000 or as soon as possible thereafter the following changes are to be made:

*Positions.*

1) 54° 31'.55 N. 12° 10'.63 E. (Pos.6, B I/10), Red light-buoy »W 72« (Fl(3)R.10s).

2) 54° 31'.30 N. 12° 12'.80 E.

3) 54° 27'.30 N. 12° 10'.90 E. Yellow light-buoy »S 71« (Fl(4)Y.10s).

4) 54° 28'.07 N. 12° 09'.41 E. (Pos.7, B I/10) Red light-buoy »W 71« (Fl(2)R.5s).

a. The red light-buoy (Fl(3)R.10s) at position 1) will be moved to position 2) and named »W 72A«.

b. The yellow light-buoy (Fl(4)Y.10s) at position 3) will be permanently withdrawn.

c. The red light-buoy (Fl(2)R.5s) at position 4) will be moved to position 3) and named »W 71A«.

d. At position 4) an E. cardinal pillar light-buoy (Q(3)10s), named »W 71«, will be established.

e. At position 1) an E. cardinal pillar light-buoy (Q(3)10s), named »W 72«, will be established.

The sketch at annex depicts the above-mentioned changes.

**Note.** Deep draught vessels are recommended to keep east of a straight line between positions 2) and 3).

**Danish Chart Nos.** 191, 186, 187 and 188 (WGS-84 Datum).

**Publications.** Ships' Routeing, Seventh Edition 1999."

ANNEX

