

Verbeterblad voor kaart 1970 bij BaZ nr 351/20

Verwijder sectie 4.3 tot 4.6 en vervang door:

Block for chart 1970 to NL NtM 351/20

Delete section 4.3 to 4.6 and replace by:

4.3 Considerations for navigating the routes above the Wadden islands

Along TSS Terschelling-German Bight the following container vessels are at risk of losing containers and touching the seabed during heavy weather and high waves from a north to north-westerly direction:

- container vessels of 100-200m in length. With a wave height of more than 3.3m, masters must take appropriate measures and alter course if necessary to avoid broaching and coming abeam to the waves;
- container vessels of more than 200m in length. With a wave height over 4.5m, masters are recommended to follow an alternative route via TSS East Friesland.

4.4 Compulsory pilot transfer far offshore

4.4.1 Certain categories of vessels shall only be boarded or disembarked by pilots near the GW-TG Buoy (en route to or from the river Ems) or south of the GW/Jade Buoy (en route to or from the rivers Elbe, Jade or Weser). This applies to:

- tankers exceeding 150m in length or 23m in beam, en route to or from any of the above mentioned rivers, when carrying gas/chemicals/petroleum/petroleum products in bulk or unloaded tankers, if not cleaned, degassed or completely inerted after having carried petroleum/petroleum products or chemicals with a flashpoint below 35°C;
- bulk carriers other than oil, gas and chemical tankers exceeding 220m in length or 32m in beam, when en route to or from the river Elbe;
- bulk carriers other than oil, gas and chemical tankers exceeding 250m in length or 40m in beam or 13.5m in draught, en route to or from the rivers Weser or Jade;
- other vessels exceeding 350m in length or 45m in beam, en route to or from the rivers Jade or Weser;
- other vessels exceeding 350m in length or 55m in beam, en route to or from the river Elbe.

4.4.2 The **safest and fastest** way to reach these pilot stations is by using the routeing systems 'Off Friesland' and 'TSS German Bight Western Approach'. For additional information on compulsory pilotage for certain vessels see the 'Mariners Routeing Guide German Bight' (DE2910 INT 1410).

4.5 Sailing vessels and vessels under 20m long, are allowed to use the ITZ under all circumstances and it will usually be safer for them to do so. But if obliged **to cross traffic lanes** they shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow; by keeping a vessel's heading at right angles, regardless of the tidal stream, her time in the traffic lanes will be reduced to a minimum and true right-angle aspect will be presented to shipping following the lanes (see 2.3).

Rule 10(j) of the COLREGs states that sailing vessels and vessels under 20m in length **'shall not impede the safe passage** of a power-driven vessel following a traffic lane'.

A yacht's course and speed should be planned so as to avoid, as far as possible, the development of a risk of collision. If a yacht cannot follow proper routeing procedures under sail in a TSS because of light or adverse winds, she should use her engine if she has one. If, nonetheless, risk of collision with another vessel develops, the normal COLREGs apply.