

IV. In the area of the deep-draught route east of the separation line deep-draught vessels should be recommended to avoid overtaking.

Warning

A route for deep-draught vessels is established to the north-west of the Sandettie Bank and masters considering the use of this route shall take into account the proximity of traffic using the south-west-bound lane. The main traffic lane for north-east-bound vessels lies to the south-east of the Sandettie Bank and shall be followed by all such vessels as can safely navigate therein having regard to their draught.

12 October 1971
Agenda item 8

RESOLUTION A.228(VII)

OBSERVANCE OF TRAFFIC SEPARATION SCHEMES

The Assembly,

Noting Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the functions of the Assembly,

Having examined the Recommendation on Observance of Traffic Separation Schemes adopted by the Maritime Safety Committee at its twenty-third session,

Noting that in a recent survey of the recommended Dover Strait Traffic Separation Scheme about 5 per cent of ships were proceeding in the wrong lane,

Noting further that collisions continue to occur in this area through which some 600 ships pass daily, a high proportion involving ships proceeding in the wrong lane,

Endorses the action taken by the Maritime Safety Committee,

Recommends that Member Governments of the Organization should make it an offence for ships of their flag which use any traffic separation scheme adopted by the Organization to proceed against the established direction of traffic flow.

12 October 1971
Agenda item 8

RESOLUTION A.229(VII)

MERCHANT SHIP SEARCH AND RESCUE MANUAL
(MERSAR)

The Assembly,

Noting Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the functions of the Assembly with regard to maritime safety,