

PUB 157 (Continued)

jetty with a 350m long T-head, which has an alongside depth of 18.5m.

There is a 5 mile long channel, with a least charted depth of 17.7m, leading SE to the berth. Approaches to this channel begin about 1 mile NW of Mallyuk To. An anchorage has been established 0.6 mile NW of the berth and has a radius of 450m.

(BA NM 44/00) 12/01

PUB 158 7 Ed 2000 LAST NM 10/01

Page 41—Lines 18 to 19/R; read:

Caution.—A voluntary traffic separation scheme has been established NW of O Shima. The traffic

(NIMA) 12/01

Page 41—Line 21/R; insert after:

New graphic titled "Off O Shima" from back of this Subsection.

(NIMA) 12/01

Page 42—Lines 33 to 34/L; read:

Caution.—A voluntary traffic separation scheme has been established W of Suno Saki and ESE of

(NIMA) 12/01

Page 42—Line 36/L; insert after:

New graphic title "Kazahaya Saki" from back of this Subsection.

(NIMA) 12/01

Page 60—Line 7/R; insert after:

New graphic titled "Mikomoto Shima" from back of this Subsection.

(NIMA) 12/01

Page 80—Line 39/L; insert after:

New graphic title "Daio Saki" from back of this Subsection.

(NIMA) 12/01

PUB 191 9 Ed 2000 LAST NM 11/01

Page 83—Lines 49 to 58/R; read:

The estuary also provides access to La Seine Maritime, the name given to that part of the Seine navigable by seagoing vessels as far as the port of Rouen.

The channel from Rade de la Carosse (49°28'N., 0°02'E.) to Rouen is about 78 miles long. The small ports of Trouville-Deauville and Honfleur lie on the S shore of the estuary.

On the N side, Port du Havre-Antifer, used by deep-draft tankers, is situated 10 miles N of Le Havre. On the SW side, the port of Caen-Ouistreham is situated 19 miles SW of Le Havre.

All of the above ports are considered to be within the Estuary of the Seine as far as the following VTS Identification Zone regulations are concerned.

Tides—Currents

The tides and tidal current systems
(Fr SD C2.1)

12/01

Page 84—Lines 1 to 30/L; strike out.

(NIMA)

12/01

Page 84—Lines 19 to 20/R; read:

turns, sets SSW, and ceases at LW at Le Havre.

Depths—Limitations

Banc de Seine, with depths of less

(NIMA)

12/01

Page 84—Lines 27 to 29/R; strike out.

(NIMA)

12/01

Page 84—Lines 40 to 60/R; read:

Since the construction of this dike, the banks in the vicinity of the river mouth have stabilized and any further changes have been relatively slight.

Two dredged channels lead across the banks that encumber the estuary. The N most channel leads into the port of Le Havre, and the S most into La Seine Maritime.

Aspect

Cap de la Heve (49°31'N., 0°04'E.) is located on the N bank of the mouth of the Seine. A main light is shown from a conspicuous white lighthouse, 32m high, standing on this cape. A prominent radar tower and two lattice masts stand close SSW and 0.2 mile SSE, respectively, of the light.

White limestone cliffs, which are visible from a great distance to seaward when the sun shines on them, are located in the vicinity of the cape. These cliffs are in contrast to those extending from near the cape to the vicinity of Cap d'Antifer, about 11 miles NNE, which are 100m high and reddish in color.

A conspicuous television mast, 189m high, stands at Gravelle, 4.2 miles E of Cap de la Heve.

Two conspicuous chimneys, 250m high, are situated near a power station in the port area of Le Havre, 3.7 miles SE of Cap de la Heve.

Riviere Dives (49°18'N., 0°06'W.) flows into the S side of the bay about 5.5 miles E of Ouistreham. The banks at the mouth of this river dry up to 1 mile seaward. Cabourg is situated on the W side of the river and Dives-sur-Mer is situated on the E side. The river contains a large marina and a quay, which is used by small fishing vessels and pleasure craft. Local knowledge is required for entry. A conspicuous casino stands in Cabourg.

Mont-Dives, 132m high, rises 2 miles SE of the river mouth. This hill is conspicuous from seaward and dominates the built up area of Dives-sur-Mer.

The S side of the estuary from Riviere Dives to Honfleur, about 15 miles NE, is backed by dark, round hills, which

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contrast with the light-colored cliffs on the N side. Villers-sur-Mer, a prominent resort borders the coast, 4 miles ENE of Riviere Dives. Mont Canisy, 111m high, rises close behind the shore, 1.5 miles NE of Villers-sur-Mer. It has a flat summit and is conspicuous from seaward.

LHA Lanby (49°31.7'N., 0°09.9'W.), equipped with a racon, is moored in the NW approach to the estuary, about 9 miles W of Cap de la Heve.

Antifer A5 lighted buoy, equipped with a racon, is moored about 21 miles NW of Cap de la Heve.

For details of additional landmarks and aids, see the descriptions of the individual ports.

Regulations

Reporting System—A Vessel Traffic Service (VTS) Identification Zone for vessels navigating in the Baie de la Seine has been established for the purpose of facilitating recognition of vessels bound to or for the ports of Port du Havre-Antifer, Le Havre, Rouen, and Caen-Ouistreham.

The zone is bounded by an arc of radius 22 miles centered on Cap de la Heve Light. It is bound on the S side by the coastline and on the N side by the intersection with the meridian of Cap d'Antifer Light (0°10'E.).

The following procedures apply:

1. All vessels and tows over 50m in length entering or within the zone bound to or from any port, Waiting Area, or anchorage should report on VHF channel 22 to the Baie de Seine Traffic Control Center. This regulation is mandatory within French territorial waters. All vessels should also maintain a listening watch on VHF channel 16.
2. Inward-bound vessels should contact the Control Center through their Agent 48 hours in advance of their arrival at the LHA Lanby (49°31.7'N., 0°09.9'W.) or the Port du Havre-Antifer A5 lighted buoy (49°46'N., 0°17'W.). Vessels must state name, call sign, ETA, maximum draft, details of cargo, and any damage.
3. Inward-bound vessels should contact the Control Center by telex 24 hours prior to arrival stating name, call sign, ETA, draft, and any damage.
4. Inward-bound vessels should contact the Control Center 3 hours prior to arrival on VHF channel 12 stating name, call sign, whether a pilot is on board, and any changes to information previously submitted.
5. Vessels inward-bound within the Identification Zone should report at the following positions (direction and VHF channel):
 - a. 49°28.9'N, 0°00.5'W.—NNW—Channel 12.
 - b. 49°34.2'N, 0°01.7'W.—S—Channel 12.
 - c. 49°45.3'N, 0°01.1'W.—SSW—Channel 22.
 - d. 49°43.8'N, 0°03.5'E.—SSW—Channel 22.
 - e. 49°41.8'N, 0°04.2'W.—NNE—Channel 22.
 - f. 49°40.2'N, 0°00.6'E.—NNE—Channel 22.
6. Vessels bound for Le Havre or Port du Havre-Antifer may only enter the Approach Channels with permission from the Control Center.
7. Vessels mooring in the Waiting Areas must contact the Control Center stating their position and time of anchoring.

8. Vessels transiting the area and not entering the ports of Le Havre de Port du Havre-Antifer should not:

a. Cross the Le Havre Approach Channel E of the LH7 and LH8 lighted buoys (49°30'N., 0°01'W.). Vessels may cross W of these buoys with permission from the Control Center.

b. Cross the Port du Havre-Antifer Approach Channel E of the A17 and A18 lighted buoys (49°42'N., 0°02'E.). Vessels may cross W of these buoys with permission from Port du Havre-Antifer Port Control.

9. Vessels bound for Le Havre should enter the Approach Channel W of the entrance buoys.

10. Exempted from the rules stated in 8a, 8b, and 9 above are fishing vessels and pleasure craft less than 19.8m in length, vessels with a pilot on board providing the authorities are notified, certain local craft, and vessels experiencing difficulty in embarking or disembarking a pilot in the approaches provided permission has been given by the authorities. In all these cases, it is conditional that no inconvenience is caused to shipping in the Approach Channels.

11. All vessels crossing the Approach Channels must not impede shipping in the channels.

12. Vessels constrained by their draft should display the appropriate international signals and lights.

13. Pleasure craft in the approaches to or within the ports, whether under sail or power, must give way to all other shipping.

Additional entry, departure, and reporting procedures are under the control of the individual ports within the zone.

Radar assistance, in poor visibility or on request, will be given by the Traffic Control Center. Coverage is within a circular area, with a 12.5 mile radius, centered on 49°39'N, 0°08'E.

Information concerning tides, meteorological conditions, and navigation will be provided by the Traffic Control Center on request.

Tankers.—Special regulations and reporting procedures apply to vessels carrying hydrocarbons or dangerous substances navigating in the approaches to the French coasts of the North Sea, English Channel, and the Atlantic between the Belgian border and Spanish border. Such vessels preparing to pass through or stop within French Territorial Waters are required to send a message to the appropriate CROSS station giving their intended movements. In addition, such vessels must use the designated Mandatory Access Routes and Channels when approaching a port or roadstead. For further details of these special procedures, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

Special regulations and reporting procedures also apply to vessels carrying hydrocarbons or dangerous substances bound for or sailing from Port du Havre-Antifer, Le Havre, Rouen, and other La Seine ports. The following is a summary of the regulations:

1. The above vessels prior to entering French territorial waters or getting underway from a French port must:

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- a. Establish radio contact with Le Havre Port Radio or Rouen Pilot Radio. Contact must then be maintained continuously until berthed or outside the territorial waters.
 - b. Report to Le Havre port or Rouen pilots, as appropriate, any defects to propulsion machinery, steering or anchor gear, mooring winches, or radar equipment. The port authority will require such a vessel to complete a questionnaire.
2. Vessels bound for Le Havre must comply with instructions given by Le Havre port radio. If vessels have to wait they must proceed to the area appropriate for their draft and dimensions, as follows:
- a. Vessels less than 250m in length or with drafts less than 12m proceed to No.1 Waiting Area, lying S of the Approach Channel, passing N of a line through LHA Lanby and HP lighted buoy, 4.5 miles ESE.
 - b. Vessels 250m or more in length or with drafts of 12m or more proceed to No. 2 Waiting Area if their tonnage is less than 100,00 dwt, or to No. 3 Waiting Area.
3. Vessels bound for Le Havre must have a Le Havre pilot on board while underway within 7 miles of the French coast except vessels less than 250m in length or with a draft of less than 12m, which may proceed without a pilot to No. 1 Waiting Area.
4. Vessels bound for La Seine ports:
- a. Vessels 250m or more in length or with drafts of 12m or more must wait for a pilot at a distance of more than 7 miles from the coast and S of a line passing through LHA Lanby and HP lighted buoy.
 - b. Vessels less than 250m in length or with drafts less than 12m may proceed without a pilot to Rade de la Carosse (49°28'N., 0°02'W.) staying S of LHA Lanby and Le Havre No. 1 Waiting Area.
 - c. Vessels may not leave Rade de la Carosse for La Seine without a Rouen pilot on board.
5. During movements between Le Havre and La Seine, a Le Havre pilot and a Rouen pilot must be on board.

Anchorage

The following designated anchorage areas, which may best be seen on the chart, are available in the Estuary of the Seine:

1. For Le Havre:
 - a. No. 1 Waiting Area, for vessels less than 250m in length and less than 12m draft, is centered about 5 miles WSW of Cap de la Heve, on the S side of Le Havre entrance channel. It has depths of 12m, sand and broken shells, with good holding ground. A wreck, with a depth of 11.8m, lies near the middle of this anchorage area and is marked by the HP lighted buoy.
 - b. No. 2 Waiting Area, reserved for vessels of less than 100,000 dwt, is centered 2.5 miles NNE of LHA Lanby and has depths of 17 to 22m, sand, mud, and broken shells.

- c. No. 3 Waiting Area, centered about 5.5 miles NW of LHA Lanby, is authorized for use by any vessel. It has depths of 21 to 25m, fine sand and broken shells.

2. For Rouen:

- a. No. 1 Waiting Area lies in Rade de la Carosse, about 4 miles SW of Cap de la Heve. It has depths of 12 to 13m, sand and shells. This anchorage has good holding ground but is exposed to W and N winds. The area can be used by vessels bound for Rouen or La Seine Maritime while waiting for a pilot or the tide.

- b. No. 2 Waiting Area lies centered 3.5 miles SE of LHA Lanby. This area is for the use of vessels over 190m in length or with drafts over 9m, and vessels carrying dangerous cargoes over 150m in length or with drafts over 9m.

For anchorages for deep-draft vessels bound for Port du Havre-Antifer, see paragraph 5.18.

Caution

Numerous wrecks, which may best be seen on the chart, lie in the approach to Le Havre and in the Estuary of the Seine.

Small vessels should avoid impeding the navigation of deep-draft vessels, which are frequently encountered in the estuary.

Vessels should not proceed into depths of less than 15m unless they have verified their position as this contour lies close to the coastal dangers.

Anchoring, fishing, and waiting are prohibited within a large area, which may best be seen on the chart, lying adjacent to the N side of the Le Havre Approach Channel.

Anchoring, dredging, and trawling are prohibited within an area lying adjacent to the coast in the vicinity of Cap de la Heve. This area, which may best be seen on the chart, extends up to about 3 miles seaward.

Care is advised when using any of the anchorages in the approaches to the estuary as there is a slight risk of fouling disused cables, which may best be seen on the chart.

5.10 Trouville-Deauville (49°22'N., 0°05'E.) (World Port Index No. 35870) is situated on the S side of the estuary, on both sides of the mouth of the Riviere La Touques. It is used by fishing vessels and pleasure craft.

The harbor is entered between two rubble training walls, which cover at HW. The W wall extends NNW from the outer end of a curved breakwater. The harbor consists of Avant-port, a riverside quay, and two wet basins.

Tides—Currents.—The tides rise about 8.2 m at springs and 6.8m at neaps. Off the harbor, the tidal currents set ENE and WSW with rates up to 3 knots at springs. Within the entrance channel, the flood current attains a rate of 2.8 knots and the ebb current a rate of 1.8 knots. An eddy forms off the entrance to the outer yacht basin about 1 hour before HW. The best time to enter is at slack water, about 15 minutes before to 15 minutes after HW.

Depths—Limitations.—An entrance channel, which dries 1.2m at its N end, leads through the coastal bank to the entrance. An extensive yacht basin, with a least depth of 2.8m, lies on the W side of the harbor entrance, at Deauville.

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It is protected by a breakwater and entered via a lock, which is 52m long and 12m wide. Basin des Yachts, a wet basin, is situated in the S part of the harbor and entered via a gate, 14.5m wide. Basin Mornay is entered from the S end of Basin des Yachts via a passage, 13.1m wide. Small vessels with drafts up to 3.5m at springs and 2.5m at neaps can enter the basins.

The E bank of the river provides a quay, which dries up to 3m, mud. Vessels up to 60m in length and 13m beam can enter the harbor with drafts up to 3.6m at springs and of 2.5m at neaps.

Aspect.—A lighted range, which may best be seen on the chart, indicates the entrance channel. The training walls are marked by beacons and lights.

A conspicuous casino is reported to stand in Deauville at the W side of the harbor.

Pilotage.—The harbor may be contacted by VHF. Pilots are available from La Seine pilot station. Pilotage is compulsory for all vessels over 55m in length and all vessels carrying dangerous substances. An ETA and request for pilotage should be sent 48 hours in advance with confirmations 5 hours and 3 hours prior to arrival. Pilots board in the Rouen Waiting Area about 4 miles SW of Cap de la Heve.

Anchorage.—Small vessels may anchor in a depth of 4m about 2.3 miles WNW of the harbor entrance.

Caution.—Dredges may be frequently encountered in the approaches to the harbor.

(Fr SD C2.1; BA NP 27) 12/01

Page 85—Lines 1 to 54/L; strike out.

(NIMA) 12/01

RADIO NAVIGATIONAL AIDS CORRECTIONS

PUB 117

Ed 2001

LAST NM 11/01

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast	
PAPUA NEW GUINEA					
3866 3-4410	Port Moresby (P2M).	484 kHz, A2A, 6351.5, 13042 kHz, A1A.	0100, 0900.	Local navigational warnings and weather.	
		4407, 6515.7 kHz, J3E.	0603, 2203.	Local navigational warnings and weather.	
		484 kHz, A2A, 6351.5, 13042 kHz, A1A.	Every odd hour +00m.	Weather.	
		4407, 6515.7 kHz, J3E.	Every even hour +03m.	Weather.	
				*	12/01
3868 3-4400	Rabaul (P2R).			Remove from list.	
				*	12/01
AUSTRALIA					
LONG-RANGE WARNINGS: NAVAREA X: Includes the waters surrounding Australia and the Solomon Islands south to Antarctica bound on the west by 80°E and on the east by 170°E south to the Tasman Sea and 160°E south to Antarctica. Original reports to RCC Australia, through any Australian Coast Radio Station (CRS). LOCAL WARNINGS: AUSCOAST: Original reports to RCC Australia.					
3876 3-4595	Townsville (VIT).	2201, 4426, 6507, 8176, 12365 kHz, J3E, Ch. 67, F3E.	0003, 1203.	NAVAREA X warnings and weather (at 0003 on 12365 kHz).	
		2201, 4426, 6507, 8176, 12365 kHz, J3E, Ch. 67, F3E.	0603, 2003.	Local navigational warnings and weather (at 0603 on 12365 kHz).	
		*	*	*	12/01
*3876.5 3-4585	Brisbane (VIB).	8176, 12365 kHz, J3E.	0703, 1903.	NAVAREA X, local navigational warnings, and weather (at 0703 on 12365 kHz).	
		Ch. 67, F3E.	0833, 2233.	Local navigational warnings and weather.	
					12/01

SECTION II

NM 12/01

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast
3877 3-4572	Penta Comstat, Firefly (VZX).	4483, 8713, 17365 kHz, J3E.	0935, 2335.	NAVAREA X warnings and weather.
		4483, 6522, 8713 kHz, J3E.	0635, 2135.	Local navigational warnings and weather.
		8713, 13176, 17365, 22822 kHz, J3E.	0700, 2200.	Local navigational warnings and weather.
		2524, 4483, 6522 kHz, J3E.	0125, 0325, 0625, 0925, 2125, 2325.	Weather.
		6522, 8713, 13176 kHz, J3E.	0335.	Weather.
		4483, 6522, 8713 kHz, J3E.	0705.	Weather.
*	*	*	*	12/01
3882 3-4570	Sydney (VIS).	2201, 4426, 6507 kHz, J3E, Ch. 67, F3E.	0703, 1903.	NAVAREA X, local navigational warnings, and weather.
		*	*	* 12/01
3886 3-4555	Melbourne (VIM) (AXM).	2201, 4426, 6507, 8176, 12365 kHz, J3E, Ch. 67, F3E.	0148, 1348.	NAVAREA X warnings and weather (at 0148 on 12365 kHz).
		2201, 4426, 6507, 8176, 12365 kHz, J3E, Ch. 67, F3E.	0348, 0948, 2148.	Local navigational warnings and weather (at 0348, 2148 on 12365 kHz).
		2628, 5100, 11030, 13920, 20469 kHz, F3C.	Continuous.	Weather FAX*; 120/576.
	*NOTE: Broadcast schedule at 0015-0045.			
*	*	*	*	12/01
3892 3-4540	Perth (VIP).	2201, 4426, 6507, 8176, 12365 kHz, J3E, Ch. 67, F3E.	0118, 1518.	NAVAREA X warnings and weather (at 0118 on 12365 kHz).
		2201, 4426, 6507, 8176, 12365 kHz, J3E, Ch. 67, F3E.	1118, 2318.	Local navigational warnings and weather (at 2318 on 12365 kHz).
		*	*	* 12/01
3900 3-4505	Darwin (VID) (AXI).	2201, 4426, 6507, 8176, 12365 kHz, J3E, Ch. 67, F3E.	0233, 1233.	NAVAREA X warnings and weather (at 0233 on 12365 kHz).
		2201, 4426, 6507, 8176, 12365 kHz, J3E, Ch. 67, F3E.	0833, 2233.	Local navigational warnings and weather.
		5755, 7535 kHz, F3C.	0900-2300.	Weather FAX*; 120/576.
		10555 kHz, F3C.	Continuous.	Weather FAX*; 120/576.
		15615, 18060 kHz, F3C.	2300-0900.	Weather FAX*; 120/576.
	*NOTE: Broadcast schedule at 0015-0045.			
*	*	*	*	12/01

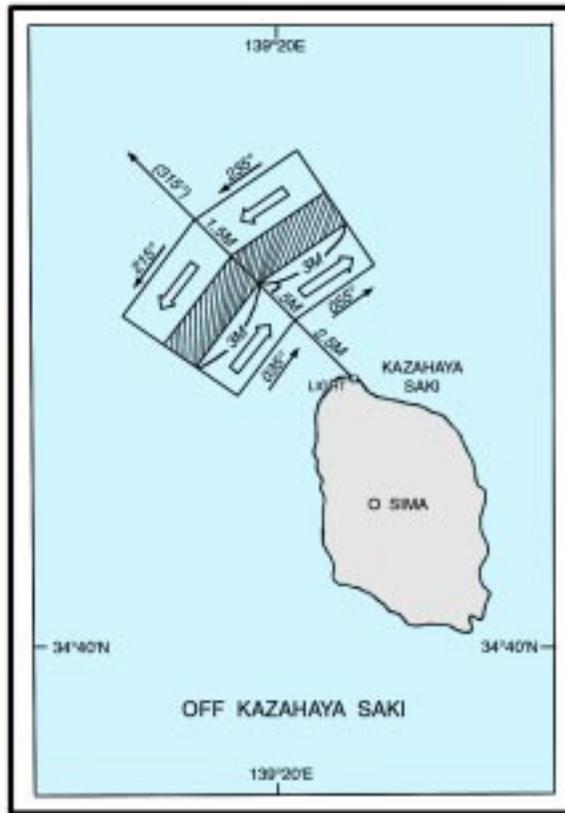
SECTION II

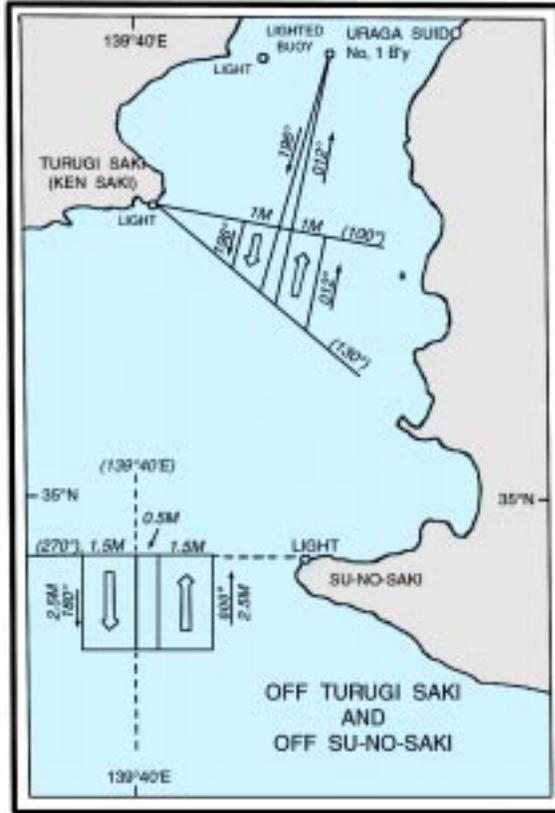
NM 12/01

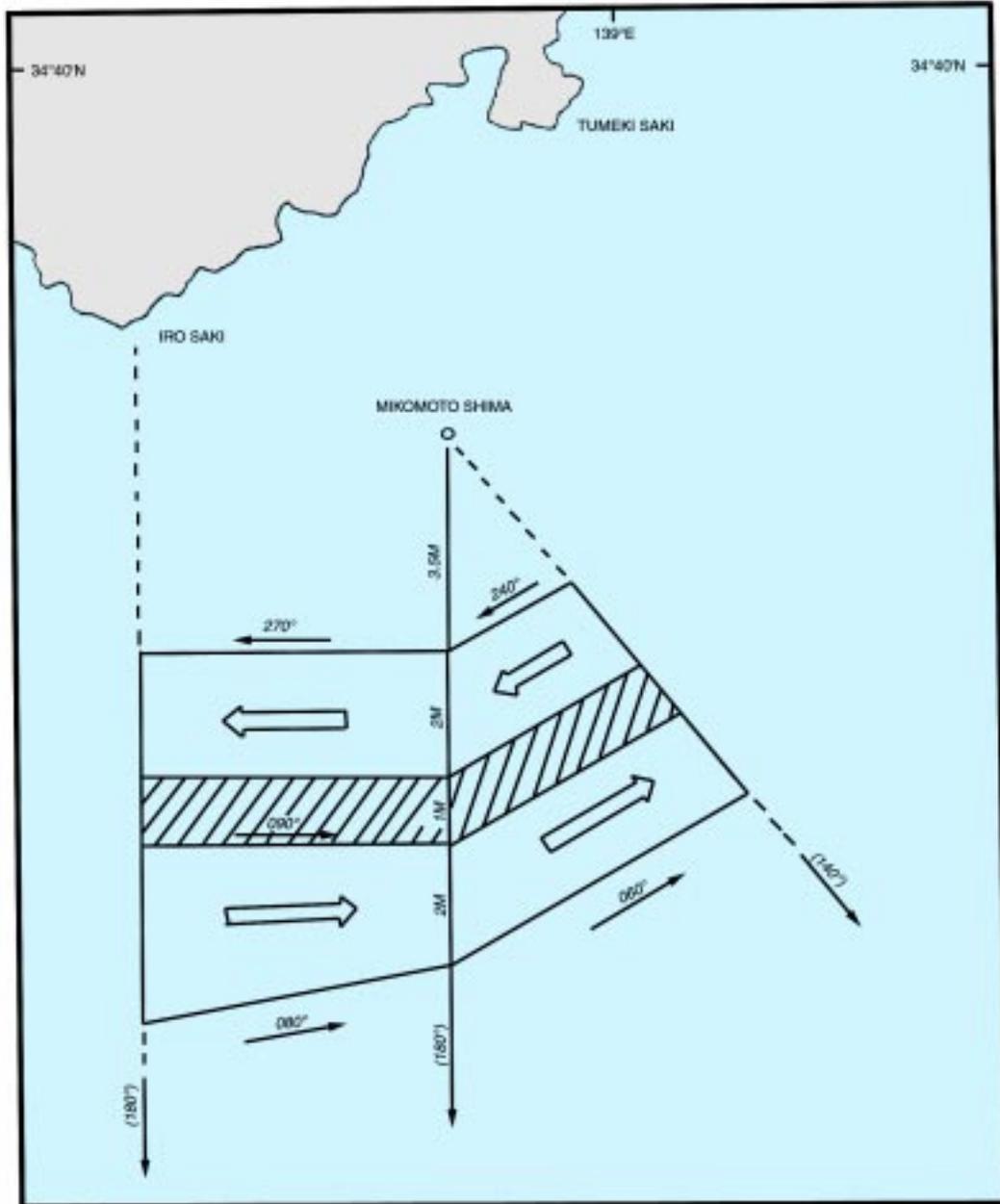
PUB 117 (Continued)

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast	
NEW ZEALAND					
LONG-RANGE WARNINGS: NAVAREA XIV: Includes the waters of the South Pacific from the Equator to Antarctica bound on the west by 170°E south to the Tasman Sea and 160°E south to Antarctica and bound on the east by 120°W. Original reports to the nearest coast radio station or by mail to NAVAREA XIV Coordinator, Hydrographer, RNZN, Auckland.					
3904 3-4635	Taupo Maritime Radio (ZLM).	2207, 4146, 6224 kHz, J3E.	0133, 0533, 1333, 1733 (1 hr. earlier when daylight savings in effect).	Local navigational warnings and weather.	
		6224, 12356 kHz, J3E.	0303, 0903, 1503, 2103 (1 hr. earlier when daylight savings in effect).	NAVAREA XIV and weather.	
		8297, 16531 kHz, J3E.	0333, 0933, 1533, 2133 (1 hr. earlier when daylight savings in effect).	NAVAREA XIV and weather.	
		2207, 4146, 6224 kHz, J3E.	0803, 1203, 2003 (1 hr. earlier when daylight savings in effect).	Weather.	
		Ch. 67, 68, 71, F3E.	0533, 0733, 1033, 1333, 1733, 2133 (1 hr. earlier when daylight savings in effect).	Local navigational warnings and weather.	
		*	*	*	12/01
NEW CALEDONIA					
3940 3-4810	Noumea (FJP).	2197.5 kHz, J3E.	0805, 2005.	Local navigational warnings in French.	
		4366 kHz, J3E.	0900, 1230, 1630, 1800.	Local navigational warnings in French.	
		6501 kHz, J3E.	1105, 1505.	Local navigational warnings in French.	
		4366 kHz, J3E.	0500, 2000.	Weather in French.	
		Ch. 23, 24, 25, 26, 28, 82, 83, 87, F3E.	0830, 1130, 1715, 2030.	Local navigational warnings in French.	
Ch. 23, 24, 25, 26, 28, 82, 83, 87, F3E.	0415, 0730, 1930, 2230.	Weather in French.			
		*	*	*	12/01
FIJI ISLANDS					
3945 3-4790	Suva (3DP).	4372, 8746 kHz, J3E.	0003, 0403, 0803, 2003.	Local navigational warnings and weather.	
		4372, 8746 kHz, J3E.	Every hour +03m.	Weather.	
		*	*	*	12/01

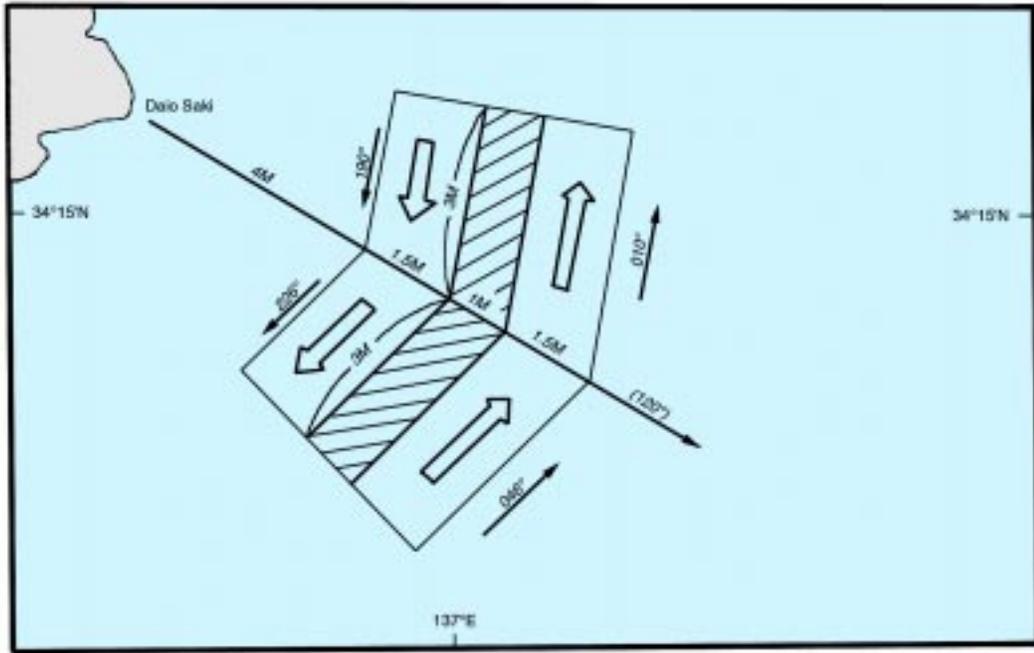
Saldanha Bay Vessel Traffic Service—Reporting Points (RP)					
Inbound vessels		Outbound vessels		Inshore Traffic Zone	
RP	Position	RP	Position	RP	Position
Approaching from the S		Departing to the S		Inbound vessels from the N	
1B	33°21.0'S, 17°53.9'E	5	33°03.3'S, 17°58.3'E	1D	32°53.7'S, 17°45.9'E
2B	33°10.6'S, 17°49.3'E	4	33°04.1'S, 17°55.5'E	2D	32°02.2'S, 17°50.1'E
3	33°06.7'S, 17°50.1'E	3	33°06.7'S, 17°50.1'E	4	33°04.1'S, 17°55.5'E
4	33°04.1'S, 17°55.5'E	2B	33°11.3'S, 17°47.1'E	5	33°03.3'S, 17°58.3'E
5	33°03.3'S, 17°58.3'E	1B	33°21.7'S, 17°51.6'E		
Approaching from the N		Departing to the N		Outbound vessels to the N	
1A	32°59.1'S, 17°38.2'E	5	33°03.3'S, 17°58.3'E	5	33°03.3'S, 17°58.3'E
2A	33°05.9'S, 17°45.0'E	4	33°04.1'S, 17°55.5'E	4	33°04.1'S, 17°55.5'E
3	33°06.7'S, 17°50.1'E	3	33°06.7'S, 17°50.1'E	1D	32°53.7'S, 17°45.9'E
4	33°04.1'S, 17°55.5'E	2A	33°04.6'S, 17°46.8'E		
5	33°03.3'S, 17°58.3'E	1A	32°57.8'S, 17°58.3'E		
Approaching from the W		Departing to the W		Inbound vessels from the S	
1C(N)	33°06.8'S, 17°34.8'E	5	33°03.3'S, 17°58.3'E	1E	33°20.8'S, 18°01.8'E
1C(M)	33°13.4'S, 17°36.3'E	4	33°04.1'S, 17°55.5'E	2E	33°09.1'S, 17°54.3'E
1C(S)	33°19.5'S, 17°43.0'E	3	33°06.7'S, 17°50.1'E	4	33°04.1'S, 17°55.5'E
2C	33°09.0'S, 17°45.3'E	2C	33°09.0'S, 17°45.3'E	5	33°03.3'S, 17°58.3'E
3	33°06.7'S, 17°50.1'E			Outbound vessels to the S	
4	33°04.1'S, 17°55.5'E			5	33°03.3'S, 17°58.3'E
5	33°03.3'S, 17°58.3'E			4	33°04.1'S, 17°55.5'E
				1E	33°20.8'S, 18°01.8'E







Voluntary Traffic Separation Scheme of Mikomoto Shima



Voluntary Traffic Separation Scheme off Daiso Saki