

10. IMO adopted Traffic Separation Schemes (TSS), serving Bass Strait and the area south of Wilsons Promontory, are promulgated in *Notice to Mariners No 16*. In addition, in Bass Strait, there is an Area to be Avoided, which should be avoided by ships of more than 200 gross tonnage. The area is bound by a line joining the following points:

- (a) The low water line at latitude 38° 15' S  
 (b) 38° 35' S 147° 44' E (c) 38° 41' S 148° 06' E (d) 38° 41' S 148° 13' E  
 (e) 38° 32' S 148° 26' E (f) 38° 19' S 148° 35' E (g) 38° 08' S 148° 31' E  
 (h) 38° 05' S 148° 24' E (i) the low water line at latitude 37° 58' S  
 (j) thence along the low water line to the point of commencement.

11. Exploratory rigs including Mobile Offshore Drilling Units (MODUs) may be encountered outside the Area to be Avoided, and should not be approached within 2.5 nautical miles.

12. Production platforms and exploration rigs and their support craft maintain a continuous radio watch on VHF Channel 16 and will attempt to make contact with any ship entering the area to be avoided, cautionary zone or heading towards an exploration rig outside the area. All ships required to be fitted with VHF must maintain a continuous listening watch on Channel 16.

13. Under the *Offshore Petroleum and Greenhouse Gas Storage Act 2006* it is an offence, punishable on conviction by a heavy fine or imprisonment or both, for any vessel without authorisation to enter the safety zone that extends up to 500 metres from the outer edge of platform, well heads and other offshore structures.

14. Under the *Offshore Petroleum and Greenhouse Gas Storage Act 2006* it is an offence, punishable on conviction by a heavy fine or imprisonment or both, for an Australian registered ship with a registered gross tonnage in excess of 200, without authorisation to enter any Area to be Avoided.

15. Masters of ships registered elsewhere than Australia are warned that any infringements of the Area to be Avoided will be reported to the maritime authority in the country of registry.

Australian Maritime Safety Authority, Canberra.

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## 16. TRAFFIC SEPARATION SCHEMES

1. The arrangements described in this *Notice* are designed for the protection of installations in the Bass Strait area and for the safety of shipping, and have been adopted by the International Maritime Organisation (IMO). Ships operating in or near the Traffic Separation Schemes (TSS) must comply with *Rule 10 of the Regulations for Preventing Collisions at Sea, 1972*.

**Bass Strait** (see charts *Aus 357 & Aus 487*)

2. Description of the traffic separation scheme is:

(a) A separation zone 1.5 nm wide is centred on a line connecting the following geographical positions:

- (i) 38° 41'.5 S 148° 20'.2 E (ii) 38° 44'.5 S 148° 14'.9 E  
 (iii) 38° 46'.3 S 148° 09'.0 E

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

- (i) 38° 38'.5 S 148° 17'.5 E (ii) 38° 41'.0 S 148° 13'.2 E  
 (iii) 38° 42'.8 S 148° 07'.3 E

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

- (i) 38° 49'.8 S 148° 10'.8 E (ii) 38° 48'.0 S 148° 16'.7 E  
 (iii) 38° 44'.6 S 148° 23'.0 E

3. Navigational aids have been established in the area as follows:

- (a) Kingfish B Platform (38° 36'.00 S 148° 11'.48 E) - *Racon (3 & 9 GHz) Morse B*.  
 (b) Flounder A Platform (38° 18'.7 S 148° 26'.4 E) - *Racon (3 & 9 GHz) Morse Q*.

**South of Wilsons Promontory** (see charts *Aus 802, Aus 357 & Aus 487*)

4. Description of the traffic separation scheme:

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

- (i) 39° 11'.0 S 146° 45'.0 E (ii) 39° 15'.0 S 146° 33'.0 E  
 (iii) 39° 15'.0 S 146° 15'.0 E (iv) 39° 12'.0 S 146° 25'.0 E

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

- (i) 39° 02'.0 S 146° 45'.0 E (ii) 39° 09'.0 S 146° 26'.0 E  
 (iii) 39° 10'.8 S 146° 19'.2 E (iv) 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 geographic positions:

- (i) 39° 19'.0 S 146° 15'.0 E (ii) 39° 19'.0 S 146° 45'.0 E

5. The main traffic directions are 090° - 270° and 069° - 252°.

#### Inshore Traffic Zone

6. The area between Wilsons Promontory and the separation line in *para 4(b)* is designated as an inshore traffic zone (ITZ).

Australian Maritime Safety Authority, Canberra.

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## 17. SYMBOLOGY USED ON AUSTRALIA NAVIGATIONAL CHARTS

1. The following symbology is used in Australian Navigational charts and generally has not been adopted into the International Hydrographic Organisation INT 1 (symbols and abbreviations) publication:

INT 1 Reference	Description	Symbol
D 17b	Helicopter Landing Site	
J 21	Approximate Rock Reef	
J 21	Rock Symbol	
J 22	Approximate Coral Reef	
J 22	Areas Considered to be Coral Reef	
J 22	Areas of possible shoaling	
J 22	Coral Pinnacle	
L 17	Moored Storage Tanker	
M	Preferred Route	
K 48.1	Marine Farm	
U 3	Visitors Mooring	
N	Ship Reporting System	
	Virtual Aids to Navigation	

Australian Hydrographic Service.

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