

**INTERNATIONAL HYDROGRAPHIC
ORGANIZATION**



**ORGANISATION HYDROGRAPHIQUE
INTERNATIONALE**

IHB File No.S3/3100

**CIRCULAR LETTER 42/2006
24 May 2006**

NEW IALA EMERGENCY WRECK BUOY

Dear Hydrographer,

The IHB has been informed by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), see letter attached at Annex A, of the introduction on a trial basis of a new Emergency Wreck Marking Buoy. They envisage that this buoy would only be deployed for a period of 24 to 72 hours; consequently this would need promulgation by MSI but not require charting action. The two documents referenced in the IALA letter can be downloaded from the IHO web site www.iho.int > INT Organizations > IALA.

The IHB will remain in contact with IALA and inform Member States of any further developments on this matter.

On behalf of the Directing Committee
Yours sincerely,

A handwritten signature in dark ink, appearing to be 'A. Maratos', is written over a horizontal line. The signature is stylized and cursive.

Vice Admiral Alexandros MARATOS
President

Annex A: IALA letter reference IHO/EWMB/06-267 dated 12 May 2006



Association Internationale de Signalisation Maritime
International Association of Marine Aids to Navigation
and Lighthouse Authorities (IALA – AISM)

Steve Shipman
IHO/IHB
BP 445
MC 980 11 Monaco Cedex
Monaco

St. Germain en Laye, 12th May 2006

Our Reference: IHO/EWMB/06-267

Dear Sir,

As you will remember, the wreck of the *Tricolor* in the Dover Straits in 2002, brought into sharp focus the necessity to adequately and quickly mark such new dangers and prevent collisions. Responsible authorities identified the need to re-assess their areas of responsibility and provide rapid response capability as part of their contingency planning.

The **IALA Guideline No.1046 - Response Plan for the Marking of New Wrecks (June 2005)** provides guidance to authorities for an immediate, effective and well co-ordinated response in such situations. The guidelines recommend procedures to be observed, as well as factors to be taken into account, when confronted with a new danger or an obstruction as a result of an incident within their area of responsibility.

However, in preparing the Guideline, the limitations of the present IALA Maritime Buoyage System, when providing initial marking of new dangers, were noted. At present, new dangers are generally marked by cardinal or lateral marks, although it is recognised that a number of authorities also deploy isolated danger marks. Recent groundings and collisions have indicated a need for a revision of how new dangers are to be marked, especially in an emergency.

To provide a possible means of ensuring clear and unambiguous marking of dangerous new wrecks, IALA has recently adopted **Recommendation O-133**, which introduces, on a trial basis, a new emergency wreck marking buoy. Both the Guideline and Recommendation are available at the IALA web site (www.iala-aism.org). Results from the trials will be assessed during the 2006 - 2010 IALA work term, under the direction of the IALA Aids to Navigation Management Committee. It is envisaged that any such buoy will be a temporary response, typically to be used for the first 24 to 72 hrs. Its deployment should be promulgated through the usual maritime safety information systems. It is expected that no new charting symbol will be necessary for such buoys.

IALA invites IHO to participate in the discussions, and to provide guidance on the charting of such buoys, should they be accepted into the IALA Maritime Buoyage System at some stage.

I look forward to discussing this further with you.

Kind regards,

Torsten Kruise
IALA Secretary General