



**ORGANIZACION HIDROGRAFICA INTERNACIONAL**

**Dossier del BHI No. S3/3100**

**CIRCULAR No. 42/2006**  
**24 de Mayo del 2006.**

**NUEVA BOYA DE EMERGENCIA INDICADORA DE NAUFRAGIOS DE IALA**

Estimado Director,

La Asociación Internacional de Ayudas Marinas a la Navegación y de Autoridades de Faros (IALA) ha informado al BHI - ver la carta adjunta en el Anexo A - sobre la introducción, a prueba, de una nueva Boya de Emergencia indicadora de Naufragios. Prevén que esta boya sea desplegada únicamente durante un periodo de 24 a 72 horas; por consiguiente, esto requeriría la promulgación mediante MSI pero ninguna acción cartográfica. Los dos documentos referenciados en la carta de IALA pueden bajarse del sitio Web de la OHI: [www.iho.int](http://www.iho.int) > *INT Organizations* > *IALA*.

El BHI permanecerá en contacto con IALA e informará a los Estados Miembros sobre cualquier desarrollo adicional sobre este asunto.

En nombre del Comité Directivo  
Atentamente,

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

Vice-Almirante Alexandros MARATOS  
Presidente

Anexo A: Carta de IALA, referencia IHO/EWMB/06-267, del 12 de Mayo del 2006.



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

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St. Germain en Laye, 12<sup>th</sup> 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](http://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