

Extract of the Algeciras harbourmaster's 2016 proposal to create a dedicated holding area/waiting anchorage for vessels waiting to enter Algeciras



Campos de polo de Soligrande, San Roque
Altura 860 m



FUNDIDO EXTERIOR 1 = 13 563 237m ²			
PUNTO 1	X=297.143,89	Y=4.014.353,16	
PUNTO 2	X=286.589,45	Y=4.014.340,84	
PUNTO 3	X=293.853,25	Y=4.009.859,48	
PUNTO 4	X=298.659,26	Y=4.012.476,58	
FUNDIDO EXTERIOR 2 = 14 319,3 0m ²			
PUNTO 5	X=292.879,25	Y=4.019.449,91	
PUNTO 6	X=297.853,50	Y=4.016.719,87	
PUNTO 7	X=300.053,55	Y=4.014.148,29	
PUNTO 8	X=302.615,58	Y=4.016.625,55	

ZONA DE FUNDIDO EXTERIOR

Puerto Bahía de Algeciras

DETERMINACIÓN DE LA ZONA DE AGUAS ONU, PUERTO
HOLA VIVA Y CAMPOS DE FUNDIDO EXTERIOR,
SAN ROQUE

Fecha:	1 de 1
Hoja:	8 de 13
Proyecto:	PROYECTO 2017
Escala:	1:1000
Fecha:	01/11/2016

ZONA DE FUNDIDO EXTERIOR
ESCALA 1:1000



■ DEMARCACIÓN FONDEXT
 DEMARCACIÓN FONDEXT_1
 DEMARCACIÓN FONDEXT_2

EMPOZADERO EXTERIOR 1

PUNTO 1 4-237 114,30 7-4-014 803,16
 PUNTO 2 4-238 208,45 7-4-014 340,64
 PUNTO 3 4-239 291,71 7-4-028 872,88
 PUNTO 4 4-240 291,71 7-4-028 872,88
 PUNTO 5 4-241 539,58 7-4-017 418,28

EMPOZADERO EXTERIOR 2

PUNTO 6 4-242 628,25 7-4-018 613,31
 PUNTO 7 4-243 628,25 7-4-018 613,31
 PUNTO 8 4-244 643,20 7-4-018 148,25
 PUNTO 9 4-245 643,20 7-4-018 329,71
 PUNTO 10 4-246 619,99 7-4-018 083,53

Puerto Bahía de Algeciras <small>Administración Portuaria de Algeciras - Algeciras</small>			
<small>MAPA PLANIMÉTRICO DE LA DEMARCACIÓN DE PUERTOS Y OTRAS INSTALACIONES DE INTERÉS PARA LA NAVEGACIÓN COMERCIAL Y DE LA DEFENSA DEL PUERTO</small>			
<small>DELIMITACIÓN DE LA ZONA DE AGUAS DEL PUERTO</small>			
<small>ZONA EXTERIOR</small>			
<small>PROYECTO DE PUERTO DE ALGECIRAS</small>		<small>HOJA N.º 4</small>	
<small>ESCALA: 1:5000</small>		<small>FECHA: 1980</small>	

Extract of the International Regulations for Preventing Collisions at Sea

SECTION I - CONDUCT OF VESSELS IN ANY CONDITION OF VISIBILITY

Rule 5

Look-out

Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision

Rule 6

Safe Speed

Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions. In determining a safe speed the following factors shall be among those taken into account:

(a) By all vessels:

- (i) the state of visibility;
- (ii) the traffic density including concentrations of fishing vessels or any other vessels;
- (iii) the manoeuvrability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;
- (iv) at night the presence of background light such as from shore lights or from back scatter of her own lights;
- (v) the state of wind, sea and current, and the proximity of navigational hazards;
- (vi) the draught in relation to the available depth of water.

(b) Additionally, by vessels with operational radar:

- (i) the characteristics, efficiency and limitations of the radar equipment;
- (ii) any constraints imposed by the radar range scale in use;
- (iii) the effect on radar detection of the sea state, weather and other sources of interference;
- (iv) the possibility that small vessels, ice and other floating objects may not be detected by radar at an adequate range;
- (v) the number, location and movement of vessels detected by radar;
- (vi) the more exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or other objects in the vicinity

Rule 7

Risk of Collision

- (a) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist.
- (b) Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.
- (c) Assumptions shall not be made on the basis of scanty information, especially scanty radar information.
- (d) In determining if risk of collision exists the following considerations shall be among those taken into account:
 - (i) Such risk shall be deemed to exist if the compass bearing of an approaching vessel does not appreciably change;
 - (ii) such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range.

Rule 8

Action to avoid Collision

- (a) Any action to avoid collision shall be taken in accordance with the Rules of this Part and shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.
- (b) Any alteration of course and/or speed to avoid collision, shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar; a succession of small alterations of course and/or speed should be avoided.
- (c) If there is sufficient sea room, alteration of course alone may be the most effective action to avoid a closequarters situation provided that it is made in good time, is substantial and does not result in another closequarters situation.
- (d) Action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance. The effectiveness of the action shall be carefully checked until the other vessel is finally past and clear.
- (e) If necessary to avoid collision or allow more to assess the situation, a vessel shall slacken her speed or take all way off by stopping or reversing her means of propulsion.

SECTION III - CONDUCT OF VESSELS IN RESTRICTED VISIBILITY

RULE 19

Conduct of Vessels in Restricted Visibility

- (a) This Rule applies to vessels not in sight of one another when navigating in or near an area of restricted visibility.
- (b) Every vessel shall proceed at a safe speed adapted to the prevailing circumstances and conditions of restricted visibility. A power-driven vessel shall have engines ready for immediate manoeuvre.
- (c) Every vessel shall have due regard to the prevailing circumstances and conditions of restricted visibility when complying with the Rules of Section I of this Part.
- (d) A vessel which detects by radar alone the presence of another vessel shall determine if a close-quarters situation is developing and/or risk of collision exists. If so, she shall take avoiding action in ample time, provided that when such action consists of an alteration of course, so far as possible the following shall be avoided:
- (i) an alteration of course to port for a vessel forward of the beam, other than for a vessel being overtaken;
 - (ii) an alteration of course towards a vessel abeam or abaft the beam.
- (e) Except where it has been determined that a risk of collision does not exist, every vessel which hears apparently forward of her beam the fog signal of another vessel, or which cannot avoid a close quarters situation with another vessel forward of her beam, shall reduce her speed to the minimum at which she can be kept on her course. She shall if necessary take all her way off and in any event navigate with extreme caution until danger of collision is over.