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LIMITS IN THE SEAS

No. 38

STRAIGHT BASELINES

GERMANY

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INTERNATIONAL BOUNDARY STUDY

Series A

LIMITS IN THE SEAS

No. 38

STRAIGHT BASELINES: GERMANY

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STRAIGHT BASELINES: GERMANY

The Federal Republic of Germany has created a system of straight baselines for the island-fringed North Sea coast of the state. The system also includes straight baselines about the offshore island of Helgoland. The straight baselines, their coordinate values for turning points, and the seaward limit of the territorial sea are plotted on the following charts of the official German Hydrographic Institute (DHI):

INNERE UND SEEWARTIGE BEGRENZUNG DES KUSTENMEERES AN DER NORDSEEKUSTE DER BUNDESREPUBLIK DEUTSCHLAND (Internal and territorial waters boundaries for the North Sea coast of the Federal Republic of Germany)

Chart No. 2, Mundung der Jade und Weser, 1:50,000, III 1970.
Contains points Nos. 8 and 9.

Chart No. 3, Ansteuerung von Helgoland, 1:50,000, III 1970.
Contains points Nos. 10 and 18 - 23.

Chart No. 44, Elbmundung, 1:50,000, III 1970.
Contains point No. 10.

Chart No. 50, Deutsche Bucht, 1:300,000, III 1970.
Overview chart of the entire system containing points Nos. 1 - 23.

Chart No. 89, Juist bis Wangerooge, 1:50,000, III 1970.
Contains points Nos. 1 - 9.

Chart No. 90, Emsmundung, 1:50, III 1970.
No points.

Chart No. 105, Die Eider, Norder- und Suderpiep, 1:50,000, III 1970.
Contains point No. 11.

Chart No. 106, Hever und Schmaltief, 1:50,000, III 1970.
Contains points Nos. 11 and 12.

Chart No. 107, Vortrapptief, Norder- und Suderaue, 1:50,000, III 1970.
Contains points Nos. 13 - 15.

Chart No. 108, Lister Tief, 1:50,000, III 1970.
Contains points Nos. 16 and 17.

The values and positions of the turning points for the straight baselines, with the exception of those for Helgoland, are given on the attached chart. The values for the Helgoland points are as follows:

18	54° 11’ 39” North	7° 51’ 46” East
19.	54° 11' 33" North	7° 55' 12" East
20.	54° 11' 28" North	7° 55' 18" East
21.	54° 10' 50" North	7° 55' 33" East
22.	54° 10' 12" North	7° 53' 48" East
23.	54° 10' 09" North	7° 53' 32" East

The values are quoted on the cited chart No. 3.These straight baseline and territorial waters charts note that mean low-water shorelines in these parts of the North Sea are subject to considerable fluctuations and that the most recent charts of the DHI should be consulted for the proper limits of the German territorial sea and internal waters.

ANALYSIS

The German North Sea coast is fringed with the low and sandy Frisian Islands which parallel and nearly mask the entire coast of the state. While the islands are normally depicted on geographical maps as lying from two to five miles offshore, they actually are connected to the mainland at low water by extensive mud flats. The straight baselines, as a consequence, may be considered to be a series of "river" closing lines in a sense. The straight baselines exert little effect on the outer limit of the German territorial sea.

The lengths of the individual lines and segments are as follows:

line	line length	segment total
1 – 2	3.28 n.m.	3.28 n.m.
3 – 4	0.60	
4 – 5	3.91	4.51
6 – 7	3.66	3.66
8 – 9	3.38	
9 – 10	21.50	
10 – 11	20.25	
11 – 12	9.50	
12 – 13	14.50	
13 – 14	0.77	
14 – 15	4.74	74.60
16 – 17	1.69	1.69

line		line length		segment total
18 – 19		2.03		
19 – 20		0.10		
20 – 21		0.64		
21 – 22		1.20		
22 – 23		0.18		
23 – 18		1.82		6.97 (Helgoland total)
18 lines	6 segments		total	94.71 nautical miles

The longest lines (9-10-11) measure approximately 21.5 and 20.25 nautical miles, respectively. The double segment serves to "close" the Jade, Weser, Elbe, and Elder rivers. (Note that on the attached chart the low-water coastline in this region has not been represented. While the lines appear to be "distant" from the shore, they are, in fact, close to the low-water line.)

The Federal Republic of Germany is not a party to the Geneva Convention on the Territorial Sea and Contiguous Zone, but it has drawn conservative straight baselines in conformity with the Convention language. It should be noted that the terminal point, No. 17, marks the limit of the international boundary between Denmark and Germany, and it is not a standard insular or low-tide base point in the terms of the Convention.[1]

[1] See International Boundary Study No. 81 - June 14, 1968, "Denmark - Germany Boundary", and Series A, No. 19 - June 3, 1970, "Straight Baselines: Denmark". Germany's point No. 17 and Denmark's No. 1 are identical.

Federal Republic of Germany Straight Baselines
CONTINUED ON N.O. 37200
HORNS REV
FANØ BUGT
DENMARK
GERMANY
NETHERLANDS
OSTFRIESLAND
NORD-FRIES-LAND
EIDERSTEDT
DITHMARSCHEN
LAND HADELN
HELGOLÄNDER BUCHT
SUBMARINE EXERCISE AREA
VAR 3°45'W (1971) ANNUAL DECREASE 3'
1 53°41'24"N 7°04'02"E
2 53°42'53"N 7°08'54"E
3 53°44'29"N 7°21'41"E
4 53°44'34"N 7°22'41"E
5 53°45'34"N 7°29'02"E
6 53°45'51"N 7°35'37"E
7 53°46'54"N 7°41'32"E
8 53°47'03"N 7°45'22"E
9 53°47'39"N 7°50'57"E
10 53°58'42"N 8°22'36"E
11 54°17'52"N 8°33'55"E
12 54°26'21"N 8°26'39"E
13 54°39'44"N 8°17'27"E
14 54°40'27"N 8°17'12"E
15 54°45'13"N 8°16'37"E
16 55°02'35"N 8°23'13"E
17 55°04'14"N 8°23'30"E
GLOSSARY
Balje....channel between sands
Bucht, Bugt....bay, inlet
Dyb....deep
Ehe....channel for small craft
Flak....flat
Gat, Seegat....channel between banks
Grund....ground
Huk....point
Klit....sand hill, dune
Odde....cape, point
Plate, Plaat....sand bank
Rev, Riff....reef
Rinne....narrow channel
Rücken....ridge
Strom....river
Tief....deep
Vlakte....flat below water
Watt....drying sands fronting shore
CONVERSION TABLE FATHOMS AND FEET TO METERS
CAUTIONS
1. Detailed information has been omitted or generalized in areas covered by larger scale charts. In such areas, only the principal aids to navigation are maintained on this chart by Notice to Mariners.
2. Channels and shoals are constantly changing in this area. Numerous buoys marking the channels as well as many inside lights are not shown.
3. Navigation is prohibited within the restricted area in the vicinity of Helgoland, during the periods from 1st April to 15th July and from 15th September to 31st December.
4. For wrecks and markers in the vicinity of Netherlands and German coasts, see larger scale charts.
TRAFFIC SEPARATION SCHEME(S)
The use of the Traffic Separation Scheme(s) is recommended for all ships during both day and night and in all weather conditions. The International Regulations for Preventing Collisions at Sea must be observed at all times while using the Traffic Separation Scheme(s).
NOTE
Boundaries as shown are approximate only.
COMPILATION DATA
German Charts 50....1:250,000, Rev. 1956
53E (former)..1:300,000, Ed. 1954
Netherlands Chart 226..1:250,000, Rev. 1957
Miscellaneous data
Source of Data: Office of the Geographer, Department of State
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