

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 7 **37 Ed 2005** **Change No. 28**
LAST NM 39/05

Page 196—Paragraph 3394, lines 7 to 9; read:
Georgia. These changes take effect 1 July 2005. The revised limits will be depicted on NOAA nautical charts published on or after the effective date. The final regulations ...
(CL 51/05) 40/05

Page 196—Paragraph 3394, line 17; read:
<http://nauticalcharts.noaa.gov/nsd/cpilot7-9.htm>.] (From International ...
(NOS/05) 40/05

Page 400—Paragraph 7, lines 1 to 5; read:
In July 2005, the controlling depth was 10 feet in the entrance channel to the turning basin, thence depths of 7 to 11 feet were available in the basin; the entrance to the SE basin had a controlling depth of 6 feet and the barge slip had a depth of 7 feet. An overhead power cable crossing the river ...
(BP 186889) 40/05

Page 436—Paragraph 167, lines 2 to 5; read:
Oregon shore is used for log-raft storage. The power cables S of Lord Island have a least ...
(BP 186267; NOS 18524) 40/05

Page 478—Paragraphs 65 to 69; strike out.
(NOS/05) 40/05

Page 482—Paragraph 131; read:
The entrance to the bay is between Waadah Island and Baada Point. A depth of 17 feet can be carried into the bay. Anchorage is in 20 to 35 feet, mud bottom.
(BP 186375) 40/05

Page 515—Paragraph 7, line 6; read:
through 161.23 and 161.55, chapter 2, for limits and regulations, and the ...
(33 CFR 161) 40/05

Page 521—Paragraph 94, lines 8 to 14; read:
breakwater is marked by a light. In 2001, a depth of 12 feet was available in the entrance and in the E half of the basin; thence in 1982, 8.5 feet in the W half of the basin alongside the piers. Berths for 275 craft, electricity, gasoline, diesel fuel, water, ice, a pump-out station, and marine supplies are available.
(BP 185115; FE 00483;
CL 1088/01; TXT 7-369/00) 40/05

COAST PILOT 7 **37 Ed 2005** **Change No. 29**
Page 475—Paragraph 6 to Page 476—Paragraph 14, line 1; read:
COLREGS Demarcation Lines

The International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) apply on all the waters of the Strait of Juan de Fuca, Haro Strait, and Strait of Georgia. (See **80.1385** and **80.1390**, chapter 2.)

Traffic Separation Scheme

The **Strait of Juan de Fuca Traffic Separation Scheme** has been established in the Strait of Juan de Fuca. The separation scheme consists of five sets of traffic lanes: the **Western Approach** and the **Southwestern Approach** from the ocean; the **Western Lanes** in the Strait; the **Southern Lanes** to Port Angeles; the **Northern Lanes** to Victoria; and two precautionary areas, one NNW of Cape Flattery and the other N of Port Angeles. Each set of lanes consists of **inbound** and **outbound traffic lanes** with **separation zones**. Each precautionary area is marked by lighted yellow buoys. The lighted buoy marking the precautionary area NNW of Cape Flattery is equipped with a racon. The purpose of these buoys is to assist in the separation of inbound and outbound vessels transiting the Strait of Juan de Fuca to eliminate as much as possible the cross vessel traffic that now occurs between the entrance to the Strait of Juan de Fuca at Cape Flattery and the pilot stations at Port Angeles and Victoria, B.C. It is recommended that all vessels navigate so as to leave these buoys to port.

The **Haro Strait and Strait of Georgia Traffic Separation Scheme**, consisting of **inbound** and **outbound traffic lanes** with **separation zones**, continues E from the Victoria approach segment of the **Strait of Juan de Fuca Traffic Separation Scheme** to Victoria, B.C., thence through Haro Strait, Boundary Pass, and the Strait of Georgia, to Vancouver, B.C.

Two abbreviated traffic separation schemes, also consisting of inbound and outbound traffic separation lanes, with separation zones, connect the Haro Strait and Strait of Georgia Scheme with the **Puget Sound Vessel Traffic Service** (described later in this chapter.) One leads NW from the precautionary area E of Hein Bank into Haro Strait, and the other leads NW from the precautionary area S of Alden Bank into the Strait of Georgia. These abbreviated schemes are voluntary. (See **167.1 through 167.15** and **167.1300 through 167.1332**, chapter 2, for additional information.)

Vessels so desiring, may while transiting the Strait of Juan de Fuca, contact the Puget Sound Vessel Traffic Service by calling SEATTLE TRAFFIC on VHF-FM channel 5A to receive desired information on known traffic, aids to navigation discrepancies, and locally hazardous weather conditions. VHF-FM channel 13 should be used to make passing arrangements in U.S. waters and in Seattle Traffic's secondary frequency, however because channel 13 is not used in Canadian waters as the primary bridge-to-bridge radiotelephone channel, vessels are encouraged to use channel 5A to make passing arrangements in the Strait of Juan de Fuca. Preliminary calls to SEATTLE TRAFFIC on VHF-FM channel 16 are not required or desired. (See Traffic Separation Schemes, chapter 1, for additional information.)

The Canadian Government recommends that ships conduct themselves in accordance with the navigational procedures set forth in the Ship Routing Regulations when navigating in or near the traffic separation scheme in Cana-

dian waters. Mariners are advised that the Canadian Ship Routing Regulations are based upon the International Maritime Organization's "General Principles of Ships' Routing", except for a relaxation that permits vessels engaged in fishing to proceed in any direction in or near traffic lanes and on the high seas. (Canadian Ship Routing Regulations are published in the Annual Edition of Canadian Notices to Mariners.)

The Canadian waters SE and E of Vancouver Island are a **Vessel Traffic Management Zone**.

Complete details of the traffic separation schemes and the vessel traffic management and information system for the coastal waters of southern British Columbia are given in Pub. No. 152, Sailing Directions, Planning Guide for the North Pacific Ocean, published by the National Geospatial-Intelligence Agency, Sailing Directions, British Columbia Coast (South Portion), Volume 1, published by the Canadian Hydrographic Service, and the Annual Edition of Canadian Notices to Mariners, published by the Canadian Coast Guard.

Vessel Traffic Service

Puget Sound Vessel Traffic Service, operated by the U.S. Coast Guard, has been established in the Strait of Juan de Fuca (E of Port Angeles) and in the waters of Rosario Strait, Admiralty Inlet, Puget Sound, and navigable waters adjacent to these areas. The System is designed to prevent collisions and groundings and to protect the navigable waters concerned from environmental harm resulting from such collisions and groundings.

The **Puget Sound Vessel Traffic Service** comprises three major components: a Traffic Separation Scheme, a Vessel Movement Reporting System, and radar surveillance. The Traffic Separation Scheme comprises a network of one-way traffic lanes, separation zones in between, and precautionary areas. Most traffic lanes are 1,000 yards wide and are separated by 500-yard-wide separation zones.

The Vessel Movement Reporting System is based upon a VHF-FM communications network maintained continuously by the Coast Guard Vessel Traffic Center in Seattle. This center will process information received from vessels in required and voluntary reports, and will, in turn, disseminate navigational safety information to vessels participating in the service. The mariner is cautioned that information provided by the vessel traffic center is, with the exception of radar information, largely generated from these reports by vessels and can be no more accurate than that received. Additionally, the Coast Guard may not have first-hand knowledge of hazardous circumstances existing in the Vessel Traffic Service Area, and unreported hazards may confront the mariner at any time. The Vessel Traffic Service is shown on the appropriate nautical charts of the area.

The rules governing vessels operating in the Vessel Traffic Service are given in **161.1 through 161.23** and **161.55**, chapter 2. In addition, the proper operating procedures are contained in the Puget Sound Vessel Traffic Service User Manual, available at no charge from Commanding Officer, U.S. Coast Guard, Puget Sound Vessel Traffic Service, 1519 Alaskan Way S., Seattle, Wash. 98134-1192.

A **Cooperative Vessel Traffic Service (CVTS)** has been

established in the waters of the Strait of Juan de Fuca region, based on an agreement between the United States and Canada. Operated by the U.S. Coast Guard and the Canadian Coast Guard, the system is intended to enhance safe and expeditious vessel movement, and to minimize risk of pollution to the marine environment; the system is **mandatory**. The rules governing vessels operating in the Cooperative Vessel Traffic Service (CVTS) are given in **161.1 through 161.23**, and **161.55**, chapter 2. In addition, a CVTS Users Manual, which contains useful information for operating in the CVTS area, is available from Commanding Officer, USCG Vessel Traffic Service, 1519 Alaskan Way South, Seattle, WA 98134-1192.

Mariners are advised that **ferry routes** may differ ...

(CL 51/05; NOS 18400; NOS/05)

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