Chapter 12—Paragraph 13; read:

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. 154, Sailing Directions Enroute, British Columbia, 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.

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Chapter 12—Paragraph 14; read:

The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) in the Strait of Juan de Fuca, Rosario Strait, Admiralty Inlet, Puget Sound and navigable waters adjacent to these areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. 'Seattle Traffic' is a full service VTS providing Information Service, Traffic Organization Service and Navigation Assistance Services to vessels operating in the VTS area. 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.

(L 428-2012) 13/12

Chapter 12—Paragraph 16; read:

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 AIS, radar, or closed circuit television camera 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.

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Chapter 12—Paragraph 18; read:

A **Cooperative Vessel Traffic Service (CVTS)** has been established in 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 appropriate Vessel Traffic Center (VTC) (Tofino Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction. The CVTS Exchange lines delineating the sector boundaries and frequency change lines between Vessel Traffic Center management authorities are published below and in the VTS User's Manual. Useful information for operating in the CVTS area is available via http://www.uscg.mil/d13/cvts.

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Chapter 12—Paragraph 18; insert after:

**CVTS Sector Boundary and Exchange Lines**

Part 1–The 124°40' west meridian of Longitude in Juan de Fuca Strait from the Canadian low-water line to the U.S. low-water line as depicted on official charts. Part 2 – Church Point on Vancouver Island, to Race Rocks Light, due easterly to the intersection of the U.S./Canadian border at 48°17'53.0"N., 123°14'06.0"W, north-easterly to Hein Bank in position 48°21'05.62"N., 123°02'45.72"W, northerly to Cattle Point Light on San Juan Island, along the shoreline to Lime Kiln Light, to Kellet Bluff Light on Henry Island, along the shoreline to the tip of McCracken Point at the northernmost point of Henry Island, to the southernmost point on Stuart Island in position 48°39'28"N., 123°11'05"W, along the shoreline to Turn Point Light, to Sandy Point on Waldron Island, along the shoreline to Point Hammond, to Patos Island Light, to Alden Bank in position 48°50'23.39"N., 122°52'13.67"W, then due north to Boundary Bay in position 49°00'07.5"N., 122°52'13.67"W, then due east along the international boundary to the shoreline in Semiahmoo Bay.

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