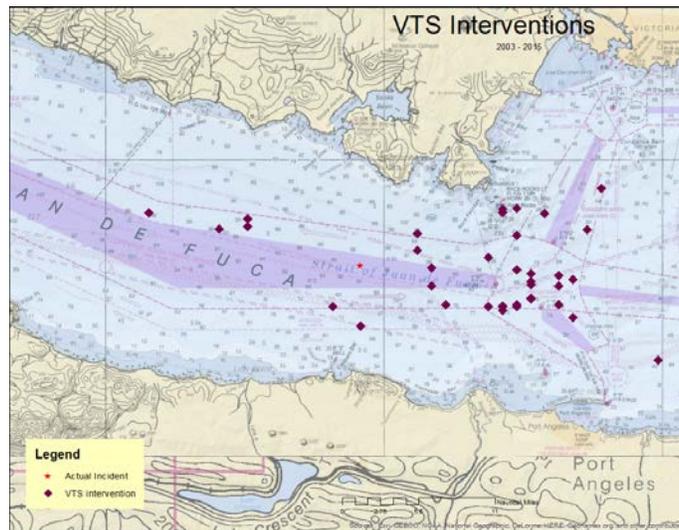


PORT ANGELES PRECAUTIONARY AREA

A. GENERAL INFORMATION

1. This Standard of Care is to alert vessel owners and operators to a complex vessel traffic scheme in the vicinity of the precautionary area north of Port Angeles and establish good marine practice to mitigate potential navigation errors that could lead to a vessel casualty.
2. The Port Angeles Precautionary Area consists of inbound and outbound traffic lanes from the east, west, southeast, and northeast. Most deep draft vessels encounter this precautionary area prior to embarking a pilot or shortly after disembarking a pilot.
3. USCG VTS Puget Sound has observed an increasing trend in deep draft vessel interventions in the vicinity of the precautionary area when neither a Canadian nor U.S. pilot is onboard. Unfamiliarity with the complex traffic patterns in the precautionary area, crew fatigue, and poor language skills have contributed to VTS Puget Sound intervening in vessel navigation to prevent close quarters situations.

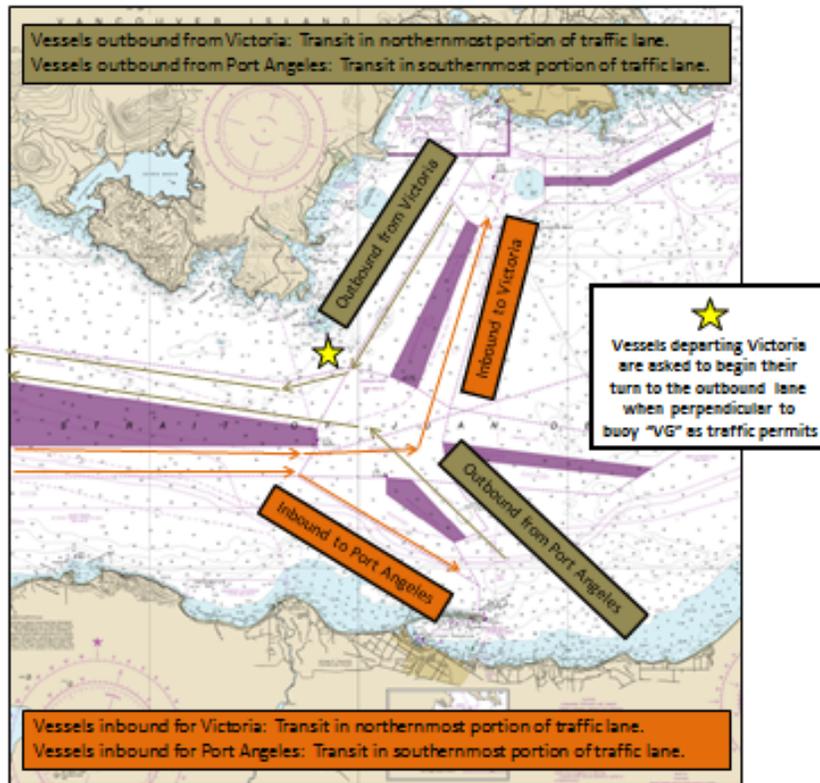


4. Nothing in this Standard of Care relinquishes the vessel owner or operator from any of the requirements regarding vessel safety and the protection of the environment specified in the applicable sections of 46 CFR “Shipping” and 33 CFR “Navigation,” or the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS).

B. SPECIFIC STANDARD OF CARE

1. This Standard of Care is applicable to all vessels that intend to transit through the Port Angeles Precautionary Area and are required to board a U.S. or Canadian pilot regardless of the time of day or visibility.
2. When passing 124°W on an easterly heading without a pilot, two English speaking licensed deck officers should be on the bridge. Similarly, two English speaking licensed deck officers should be on the bridge while the vessel is on a westerly heading until passing 123° 40' W.

3. If bound for the Port Angeles pilot station, it is preferred that vessels use the southern most portion of the east bound Strait of Juan de Fuca traffic lane. When outbound from Port Angeles pilot station, vessels should transit on the southern portion of the west bound traffic lane.
4. If inbound for the Victoria pilot station, it is preferred that vessels use the northern most portion of the east bound Strait of Juan de Fuca traffic lane. When outbound from the Victoria pilot station and when conditions permit, vessels should turn to the west when abeam of the “VG” buoy or soon after so as to transit on the northern portion of the west bound traffic lane.



5. Prior to the pilot disembarking at Port Angeles or Victoria, the licensed deck officers that will be on the bridge for the outbound transit are to engage in a briefing by the pilot to discuss any approaching traffic and review the appropriate track for rejoining the outbound traffic lanes.
6. VTS Puget Sound should, when practical, advise vessels if they will encounter a meeting, crossing, or overtaking situation in the Port Angeles Precautionary Area and facilitate course and speed changes to reduce the number of vessels in the precautionary area.