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COLREG.2/Circ.24/Add.1

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IMPLEMENTATION OF THE AMENDMENT TO THE TRAFFIC SEPARATION SCHEME "IN THE SANTA BARBARA CHANNEL"

- 1 In 1985, the Maritime Safety Committee, at its fifty-first session (MSC 51/21, annex 4), adopted the amended traffic separation scheme "In the Santa Barbara Channel". The implementation of this scheme was pending notification of the implementation date by the Government of the United States. COLREG.2/Circ.24 of 24 June 1985 refers.
- 2 The Government of the United States has now informed the Organization that:
 - .1 the amendments to the traffic separation scheme "In the Santa Barbara Channel" will be implemented at 0000 hours UTC on 15 July 2000.
- 3 The geographic co-ordinates for the TSS "In the Santa Barbara Channel" remain the same; however, because the charts have been converted from NAD 27 to NAD 83, the nominal longitudes of the positions have changed several hundredths of a minute. The corrected longitudes of the positions based on NAD 83 datum are given at annex.
- 4 Member Governments are invited to bring this information to the attention of all concerned.

ANNEX

IN THE SANTA BARBARA CHANNEL

(Reference charts: United States National Ocean Survey 18700, 1988 edition; 18720, 1987 edition.
Note: These charts are based on North American 1983 Geodetic Datum.)

Description of the traffic separation scheme

The traffic separation scheme in the Santa Barbara Channel consists of two parts:

*Part I:***Between Point Vicente and Point Conception**

(a) A separation zone is bounded by a line connecting the following geographical positions:

- | | | | |
|------------------|--------------|------------------|--------------|
| (1) 34°20'.90 N, | 120°30'.16 W | (4) 33°43'.20 N, | 118°36'.95 W |
| (2) 34°04'.00 N, | 119°15'.96 W | (5) 34°02'.20 N, | 119°17'.46 W |
| (3) 33°44'.90 N, | 118°35'.75 W | (6) 34°18'.90 N, | 120°30'.96 W |

(b) A traffic lane for north-westbound traffic is established between the separation zone and a line connecting the following geographical positions:

- | | | | |
|------------------|--------------|------------------|--------------|
| (7) 34°21'.80 N, | 120°29'.96 W | (9) 33°45'.80 N, | 118°35'.15 W |
| (8) 34°04'.80 N, | 119°15'.16 W | | |

(c) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

- | | | | |
|-------------------|--------------|-------------------|--------------|
| (10) 33°42'.30 N, | 118°37'.55 W | (12) 34°18'.00 N, | 120°31'.16 W |
| (11) 34°01'.40 N, | 119°18'.26 W | | |

*Note:**Port Hueneme Fairway*

A safety fairway is established in the approach to Port Hueneme.

*Part II:***Between Point Conception and Point Arguello**

(a) A separation zone is bounded by a line connecting the following geographical positions:

- | | | | |
|------------------|--------------|-------------------|--------------|
| (1) 34°20'.90 N, | 120°30'.16 W | (13) 34°23'.75 N, | 120°51'.81 W |
| (6) 34°18'.90 N, | 120°30'.96 W | (14) 34°25'.70 N, | 120°52'.51 W |

- (b) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographical positions:

(7) 34°21'.80 N, 120°29'.96 W (15) 34°26'.60 N, 120°51'.51 W

- (c) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

(12) 34°18'.00 N, 120°31'.16 W (16) 34°22'.80 N, 120°52'.76 W

