

## **TURN POINT SPECIAL OPERATING AREA**

The Turn Point SOA has been established to enhance order and predictability, the efficient and safe movement of goods and services, and to further reduce the risk of accidents with respect to vessels transiting the boundary waters of Haro Strait and Boundary Passage in the vicinity of Turn Point on Stuart Island, Washington.

- The Turn Point SOA consists of those Canadian and United States Waters contained within a four (4) sided area connected by the following coordinates: 48 41.324N 123 14.245W (Turn Point Light - LL255/US19790) 48 42.400N 123 13.967W 48 41.087N 123 17.631W (Arachne Reef Light - LL254.3) 48 39.732N 123 16.438W (Tom Point Light - LL225)
- These procedures apply to all Canadian and U.S. VTS participant vessels within or approaching the Turn Point SOA from Boundary Passage, southbound for Haro Strait; and from Haro Strait, northbound for Boundary Passage or Swanson Channel, however, they do not apply to vessels southbound out of Swanson Channel.
  - a) A VTS participant, if towing astern, do so with a (short) hawser as safety and good seamanship permits.
  - b) A VTS participant of 100 metres or more in length (LOA) will make best efforts consistent with safety and industry practices:
    - 1) not to enter the Turn Point SOA when another VTS participant of 100 metres or more in length is already located within the SOA, unless following astern on a similar course;
    - 2) when following astern, maintain a minimum .5 NM
    - 3) (5 cables) separation with the vessel ahead;
    - 4) maintain a distance off of Turn Point of a least .3 NM
    - 5) (3 cables).
    - 6) All VTS participants approaching the Turn Point SOA are expected to make safe passing arrangements with other VTS participants at either Monarch Head or Blunden Islet southbound and Lime Kiln Light (LL222/US19695) or Kellett Bluff Light (LL229/US19720) northbound.

