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**RECOMMENDED TRAFFIC SEPARATION SCHEME
IN THE GULF OF SANTA CATALINA**

1. At the request of the Government of the United States of America, the attached Note concerning the establishment of a recommended traffic separation scheme in the Gulf of Santa Catalina is brought to the attention of Member Governments for information.
2. The recommended traffic separation scheme, which was established on 1 January 1975, will be considered by the Organisation for adoption.

Part I - Western approach

- (a) A separation zone, two miles wide, is centred upon the following geographical positions:
- (1) $33^{\circ}39'.7$ N., $118^{\circ}17'.6$ W.
 - (2) $33^{\circ}39'.7$ N., $118^{\circ}27'.3$ W.
 - (3) $33^{\circ}44'.1$ N., $118^{\circ}36'.3$ W.
- (b) A traffic lane, one mile wide, is established on each side of the separation zone.
- (c) The main traffic directions are:
- 090° - 270° and
 120° - 300° .

Part II - Southern approach

- (a) A separation zone, two miles wide, is centred upon the following geographical positions:
- (4) $33^{\circ}37'.7$ N., $118^{\circ}08'.9$ W.
 - (5) $33^{\circ}19'.7$ N., $118^{\circ}03'.4$ W.
- (b) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:
- (6) $33^{\circ}37'.7$ N., $118^{\circ}11'.3$ W.
 - (7) $33^{\circ}19'.1$ N., $118^{\circ}06'.3$ W.
- (c) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:
- (8) $33^{\circ}37'.7$ N., $118^{\circ}06'.5$ W.
 - (9) $33^{\circ}20'.3$ N., $118^{\circ}00'.5$ W.
- (d) The main traffic directions are:
- 167° - 345° .

RECOMMENDED TRAFFIC SEPARATION SCHEME
IN THE GULF OF SANTA CATALINA

1. The Government of the United States of America has introduced a recommended traffic separation scheme in the Gulf of Santa Catalina.
2. The Government of the United States of America, noting Resolution A.284(VIII) which:

"Urges Governments, when planning either to introduce new traffic separation schemes similar to those included in the IMCO publication on "Ships' Routeing" or to amend existing schemes in that publication, to consult the Organization in advance whenever practicable,"

and noting further Annex I, Part 1, General Provisions 5(b), Resolution A.284(VIII) which provides:

"A Government may establish or adjust a routeing system lying partly within international waters, before consulting with IMCO, where local conditions require that early action be taken, with a view to later adoption by the Organization,"

announces that the recommended traffic separation scheme shall be established on 1 January 1975.

3. This traffic separation scheme amends the traffic separation scheme IN THE APPROACHES TO LOS ANGELES - LONG BEACH by establishing a separation zone and north and southbound lanes south of Los Angeles - Long Beach. Also established is a precautionary area in the vicinity of Los Angeles - Long Beach.

IN THE APPROACHES TO LOS ANGELES - LONG BEACH

(A continuation of the Santa Barbara Channel scheme)

(Reference charts: United States National Ocean Survey C and GS 5101, 5142, 5147 and 5148)

Description of the traffic separation scheme

The traffic separation scheme in the approaches to Los Angeles - Long Beach consists of two parts.

Note:

Precautionary area

The Los Angeles - Long Beach precautionary area consists of the water area enclosed by a line connecting Point Ferrin Light at $33^{\circ}42'.3$ N., $118^{\circ}17'.6$ W. to $33^{\circ}37'.7$ N., $118^{\circ}17'.6$ W., thence to $33^{\circ}37'.7$ N., $118^{\circ}05'.4$ W., thence to the shoreline at $33^{\circ}41'.7$ N., $118^{\circ}02'.8$ W.
