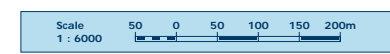
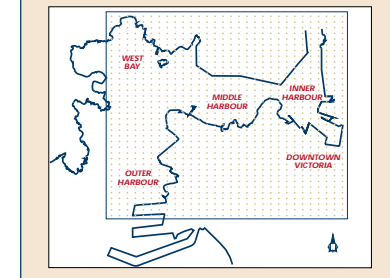
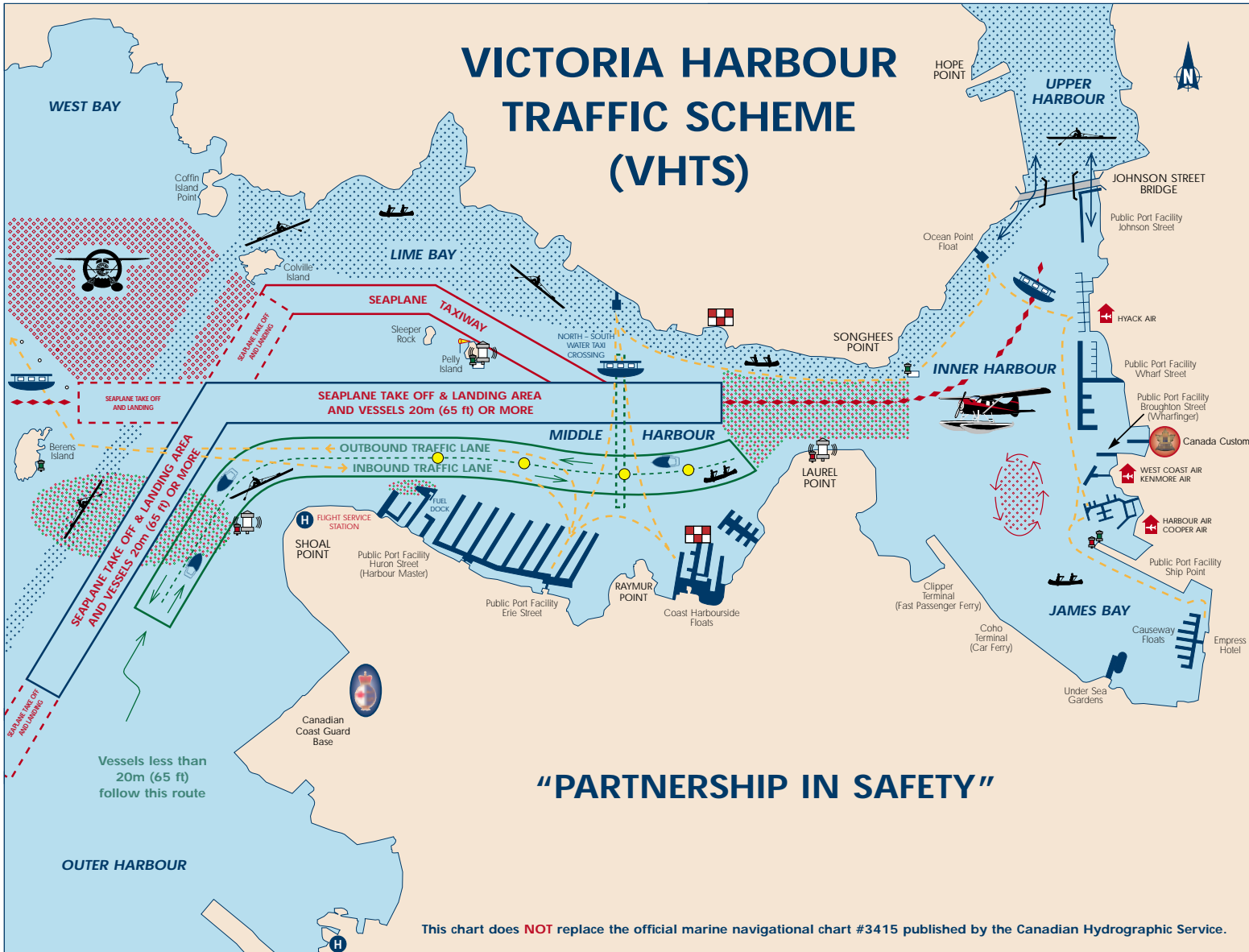


VICTORIA HARBOUR TRAFFIC SCHEME (VHTS)



LEGEND

This chart does **NOT** replace the official marine navigational chart #3415 published by the Canadian Hydrographic Service.



“PARTNERSHIP IN SAFETY” VICTORIA HARBOUR TRAFFIC SCHEME

INTRODUCTION

Victoria Harbour is home to many activities including international ferry services, commercial tugs and barges, fishing fleets, harbour ferries and water taxis, whale watching operations, seaplanes and numerous power driven and non-power driven recreational craft such as kayaks and sculls. There are also numerous “Special Events” that have an impact on harbour traffic and general operations. Aviation and marine traffic in Victoria Harbour has increased over the past few years and your cooperation is needed to ensure efficient operations and safety in the harbour. The following rules, special procedures and restrictions have been developed jointly by harbour users and regulatory authorities and apply to **all vessels and seaplanes** operating in Victoria Harbour.

Note: For official information on marine aids to navigation, water depths, etc., please refer to **Chart #3415** published by the Canadian Hydrographic Service.

HARBOUR CHARACTERISTICS

For the purpose of this traffic scheme, Victoria Harbour may be considered in four parts:

- the **OUTER HARBOUR** extending from the breakwater to Shoal Point,
- the * **MIDDLE HARBOUR** extending from Shoal Point to Laurel Point,
- the **INNER HARBOUR** extending from Laurel Point to the Johnson Street Bridge, and
- the **UPPER HARBOUR** extending north of the Johnson Street Bridge.

Located in the middle of the **MIDDLE HARBOUR** and extending into the **OUTER HARBOUR** are two unmarked **Seaplane Take Off and Landing Areas**, as well as an unmarked Seaplane Taxiway area just north of Pelly Island.

Located on the south of the **MIDDLE HARBOUR** and extending into the **OUTER HARBOUR** are two **Inbound/Outbound Traffic Lanes**. The eastern portion of the division between the **inbound** and **outbound** traffic lanes is **marked with four lighted yellow cautionary buoys** flashing every 4 seconds.

The vertical clearance under the Johnson Street Bridge at highwater is 5.9m (19ft) and the width of the channel between pilings is 37m (122ft).

CAUTION

White strobe lights are located at **Shoal Point, Laurel Point** and on **Pelly Island** and are activated by the Flight Service Station to alert mariners of the imminent take off or landing of seaplanes. When these strobe lights are activated, use extreme caution.

RULES AND RESTRICTIONS

Speed Limit: The speed limit is **5 knots** in the Victoria Harbour inside a line from Shoal Point to Berens Island, and **7 knots** outside the line.

Minimize Wake: All vessels are required to minimize their wake in order to prevent damage to shore facilities and other vessels.

No Sailing: Sailing is prohibited in the **MIDDLE, INNER** and **UPPER HARBOUR**. All sails must be lowered even when under power.

Professional and Amateur Training: Due to the volume of activity, scullers and kayakers are to refrain from conducting any professional or amateur training after 7 a.m. in the **INNER HARBOUR**, or the **MIDDLE HARBOUR** south of Pelly Island. Training can be conducted north of the Pelly Island Seaplane Taxiway area, or in the **UPPER** and **OUTER HARBOUR** at any time. Training in the **OUTER HARBOUR** should be conducted clear of both the Seaplane Take Off and Landing Area and the Inbound/Outbound Traffic Lanes.

Anchoring is prohibited without the permission of the Harbour Master.

Note: Persons failing to comply with these rules and restrictions may be subject to summary conviction and/or fines. The Victoria Harbour Traffic Scheme is not a “traffic separation scheme” as defined in the “Interpretation” section of the Collision Regulations. Authority is derived from the Canada Marine Act.

VESSEL OPERATING PROCEDURES

Power Driven Vessels of less than 20m (65 ft) in Length, including sailboats propelled by machinery, are to transit the **MIDDLE HARBOUR** via the vessel **Inbound/Outbound Traffic Lanes**, as indicated on the chart.

Power Driven Vessels of 20m (65 ft) or more in Length are to transit the **MIDDLE HARBOUR** via the **Seaplane Take Off and Landing Areas**.

Non-power Driven Vessels such as row boats, rowing sculls, kayaks and canoes are permitted to use the **OUTER, MIDDLE, INNER** and **UPPER HARBOUR** for recreational purposes. Non-power driven vessels are requested, whenever possible, to avoid the center channel under the Johnson Street Bridge by remaining between the fender piles and the shore on either the east or west side when transiting to and from the **INNER HARBOUR**. While in the **MIDDLE HARBOUR**, or in transit to the **OUTER HARBOUR**, non-power driven vessels are requested to operate north of the Pelly Island Seaplane Taxiway area, and to remain close to the north shore. While in transit from the **OUTER HARBOUR** to the **UPPER HARBOUR**, non-power driven vessels may transit by using the **Inbound Traffic Lane** or by remaining close to the north shore. Non-power driven vessels should use “**extreme caution**” when operating in vessel docking areas such as the Huron Street Public Port Facility, and should keep well clear of the docks.

All Vessels entering or exiting the **Inbound/Outbound Traffic Lanes** should merge gradually into the appropriate traffic lane. All vessels should avoid crossing traffic lanes. However, if the crossing of a traffic lane is unavoidable, vessels should cross on a heading as nearly as practicable at right angles to the traffic lane. All vessels navigating in the area between Songhees Point and Laurel Point, near the **Inbound/Outbound Traffic Lanes** should use extreme caution, as it is a congested area and is often used by non-power driven vessels to transit between the north and south shores. Additional caution is also required in the area between Berens Island and Shoal Point where traffic from West Bay, the Middle Harbour and the Outer Harbour all converge near the north/south Seaplane Take Off and Landing Area.

Harbour Ferries/Water Taxis: Due to the nature of the service these vessels provide, they are required to “criss-cross” the **INNER HARBOUR** and **MIDDLE HARBOUR** on a continual basis in various locations. Harbour ferries will use the **Inbound/Outbound Traffic Lanes** whenever possible. However, when crossing a **Seaplane Take Off and Landing Area** they are required to yield to landing and taking off seaplanes prior to entering and, having entered the area, to maintain course and speed until exiting. As indicated on the chart, there is a designated North/South crossing area in the **MIDDLE HARBOUR** for water taxis.

Three short blasts of a large ferry’s whistle (the Coho) means it is operating astern propulsion. Stay well clear. Never cross in front of a ferry or in its immediate wake.

THE RULES OF THE ROAD: “COLLISION AVOIDANCE”

A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, vessels (including seaplanes) are required to comply with the **REGULATIONS FOR THE PREVENTION OF COLLISIONS (Collision Regulations)**.

Mariners are directed to, and are reminded that Part B — Steering and Sailing Rules of the Collision Regulations stipulates conduct of vessels **(a)** in any condition of visibility; **(b)** in sight of one another; and **(c)** in restricted visibility.



SEAPLANES: “WHAT BOATERS NEED TO KNOW”

Aviation procedures request that pilots give preference to taking off southbound in the north/south seaplane take off and landing area. Landings will most likely occur either eastbound in the east/west seaplane take off and landing area or northbound in the north/south take off and landing area. However, wind, water and aircraft load conditions may be such that aircraft will take off or land in either area, in either direction.

A **Seaplane Inclement Weather Operating Area** in West Bay may be used for take off in some high southeast wind conditions. Because of varying weather conditions, boat operators should not count on pilots always being able to operate completely within the designated areas. Therefore, boaters must remain vigilant at all times.

To aid boaters, **three white strobe lights**, located at **Shoal Point, Laurel Point**, and **Pelly Island**, are activated by the Flight Service Station just prior to a seaplane taking off or landing. Also, seaplanes so equipped will normally activate on board landing/pulsating lights just prior to take off.

Seaplanes may have to leave the **Seaplane Take Off and Landing Areas** to make way for other planes or large vessels and may use the **Inbound/Outbound Traffic Lanes** until being able to return to the **Seaplane Take Off and Landing Areas**. In addition, a Seaplane Taxiway has been established North of Pelly Island for the use of taxiing seaplanes during certain tide conditions.

A **Seaplane Holding Area** is located southeast of Laurel Point and has been designated for seaplanes to hold for short periods of time while waiting for a berth at one of the seaplane docks, or for a clear outbound taxi route.

Seaplanes operate in Victoria Harbour from 7 a.m. local time until 30 minutes past sunset.

CONTACTS

Canadian Coast Guard: In the case of a “Marine Emergency” contact the Canadian Coast Guard radio on VHF channel 16, or *16 on a cellular telephone, or the Rescue Coordination Centre at (250) 363-2333 or *311 on a cellular telephone.

Harbour Master: For general harbour information or to report marine incidents such as navigational hazards or pollution, contact the Harbour Master on VHF channel 73 or (250) 380-8177. For berthing information call the Harbour Master or Wharfinger on VHF channel 73 or (250) 363-3273.

Canada Customs: The Canada Customs clearance float is located on the east side of the **INNER HARBOUR** as shown on the chart, telephone (250) 363-3339.

Flight Service Station: The Flight Service Station is owned and operated by NAV CANADA, telephone (250) 953-1510.

Johnson Street Tilt Bridge, at the NE extremity of the **INNER HARBOUR**, is operated by the City of Victoria. Radio communications with the bridge operator can be made on VHF channel 12. Hours of operation are Monday through Friday, 8 a.m. to midnight and weekends and statutory holidays, 8 a.m. to 4 p.m. The after office hours telephone number is (250) 385-5717.

BE ALERT, BE SAFE, THINK SAFETY FIRST

* **Note:** Marine Chart #3415 and the Canada Flight Supplement show the Inner Harbour as consisting of both the Middle and Inner Harbour areas.

Version française disponible au bureau du directeur de port, 12 rue Erie ou en communiquant avec la bibliothèque de Transports Canada au (604) 666-5868. # TP 13410-F.

