2019 Yacht Navigation Packet

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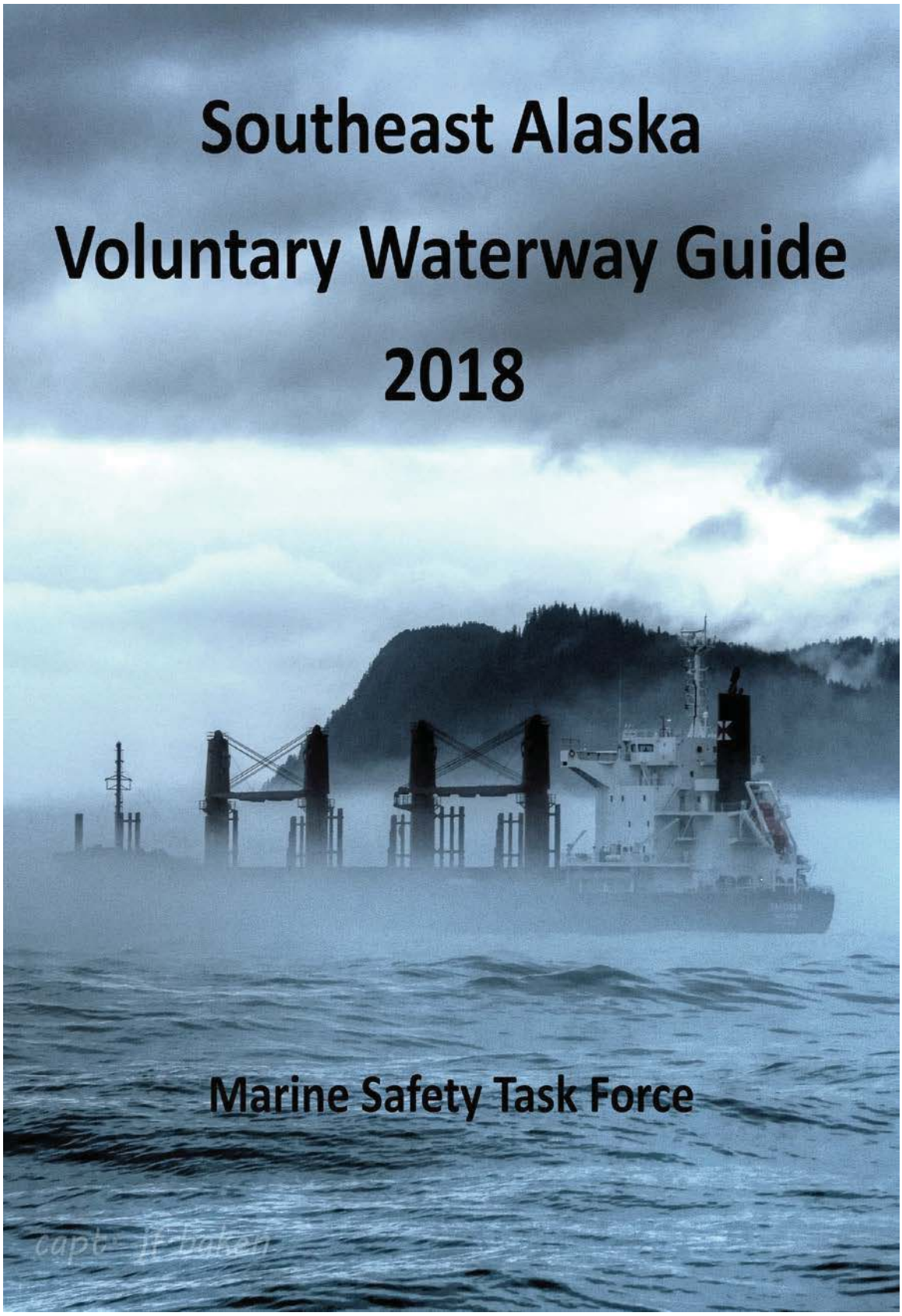
2018 Southeast Alaska Voluntary Waterway Guide


Southeast Alaska
Voluntary Waterway Guide
2018
Marine Safety Task Force

SOUTHEAST ALASKA VOLUNTARY WATERWAY GUIDE

Revisions

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Cover Photo: Donated by Southeast Alaska Pilot Jeff Baken

The Southeast Alaska Voluntary Waterway Guide (VWG) was developed by the Marine Safety Task Force (MSTF) and is intended for use by deep-draft vessels; primarily cruise vessels, which are subject to pilotage. The VWG is published by the Southeast Alaska Pilots Association and is distributed by Cruise Line Agencies of Alaska and the United States Coast Guard. The MSTF includes representatives from:

- The United States Coast Guard
- Cruise Lines International Association- Northwest and Canada
- Cruise Line Agencies of Alaska
- The Southeast Alaska Pilots' Association
- The Alaska Marine Highway System

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Disclaimer

Prudent seamanship should be the mariner's guide.

The VWG recommends guidelines intended to assist pilots, bridge teams, cruise ship operators, and agents in improving the safety standards on Southeast Alaska's waters.

The VWG is meant to complement, not replace, the International Regulations for Preventing Collisions at Sea 1972 (COLREGs) , state laws and regulations that govern maritime traffic in the region. Prudent mariners will comply with applicable laws and not rely on the VWG as their only source of information for Southeast Alaska. Mariners are advised that traffic patterns and maritime conditions in Southeast Alaska are constantly changing.

The Marine Safety Task Force expressly disclaims any liability which may arise from the use of, or reliance on, this VWG.

COMMUNICATIONS

1. GENERAL

Good communications are essential for the marine industry to run efficiently and safely. The MSTF encourages all involved parties including pilots, bridge teams, agents, shore-based operators, the State Board of Marine Pilots, and the U.S. Coast Guard to form and maintain an efficient communications network to ensure that relevant information is quickly distributed via the most efficient means available, including written memorandums; faxes; emails; and/or telephone, cell phone, radio and personal communications.

2. BRIDGE-TO-BRIDGE COMMUNICATIONS

Vessels are encouraged to communicate via VHF Channel 13 to ensure that intentions are understood. Radio broadcasts should be kept brief and concise. Mariners should be aware that there are numerous blind spots in Southeast Alaska where radio communications are sporadic; resulting in lost transmissions. Vessels equipped with AIS are encouraged to utilize this technology and the information it provides for better awareness and safer vessel navigation.

3. PRIMARY AND SECONDARY SÉCURITÉ CALLS

a. The MSTF recommends that primary sécurité calls be initiated on VHF Channels 13 and 16, 30 minutes prior with a 15 minute follow up call when:

   i) Departing from docks or anchorages
   ii) Entering harbors or anchorages
   iii) Entering narrow channels

   When departing docks or anchorages, an additional call once the vessel is underway.

b. It is recommended that primary sécurité calls include the following information:

   i) The vessel's present position and direction of travel with estimated time of departure (ETD) from docks or anchorages
   ii) The estimated time of arrival (ETA) at harbors, anchorages, narrow channels or active fishing areas
   iii) The vessel's voyage plan, principally the destination and intended route
   iv) Any other relevant information that may be useful to other vessels in the area

c. The MSTF recommends that mariners adhere to the primary sécurité calling points listed below. Mariners are encouraged to be aware that other considerations such as fishing openings, inclement weather, congested vessel traffic, changes in voyage plans, suspected radio blind spots, or any uncertainty regarding the intentions of other vessels might result in the necessity of additional, secondary sécurité calls.

d. It is recommended that secondary sécurité calls include the following information:

   i) The vessel's present position and direction of travel
   ii) The estimated time of departure (ETD) from docks or anchorages
   iii) The estimated time of arrival (ETA) at harbors, anchorages, narrow channels or active fishing areas
   iv) The vessel's voyage plan, principally the destination and intended route
   v) Any other relevant information that may be useful to other vessels in the area

4. SÉCURITÉ CALLING POINTS

a. Revillagigedo Channel/Nichols Passage/Ketchikan Harbor

   i) Hog Rocks Light (northbound)
   ii) Spire Island Reef Light (secondary) (northbound)
   iii) Kelp Rocks Buoy (northbound)
   iv) Blank Island Light (secondary) (northbound)
   v) Guard Island Light (southbound)

b. Misty Fjords

   i) New Eddystone Rock (inbound)
   ii) At the turn-around point (prior to departure from the fjord)

c. Snow Pass

   i) Key Reef Light (northbound)
   ii) Nesbit reef (secondary northbound)
   iii) Point Colpoys Light (southbound)
   iv) Rookery Island (secondary southbound

d. Wrangell Narrows

   i) Station Island (northbound)
   ii) Point Alexander (northbound)
   iii) Mountain Point Light (northbound and southbound)
   iv) Sukoi Island Light (southbound)

e. Point Baker

   i) Point Colpoys Light (westbound)
   ii) Caulder Rocks Buoy (eastbound)
   iii) Buster Bay (secondary) (westbound)
   iv) Point Baker Light (secondary) (westbound and eastbound)

f. Decision Pass

   i) 30 minute call with a 15 minute follow up call (eastbound and westbound)

g. Tracy Arm

   i) Fifteen minutes prior to crossing Tracy Arm Bar (inbound and outbound)
   ii) Mile 8 and Mile 16 (inbound)
   iii) Mile 20 and Mile 10 (outbound)

h. Endicott Arm

   i) Fifteen minutes prior to passing Woodspit Light (inbound and outbound)

i. Taku Inlet (secondary) (during fishing openings)

   i) Limestone Inlet (northbound)
   ii) Marmion Island Light (southbound)
   iii) Icy Point (southbound)

j. Gastineau Channel/Juneau Harbor

   i) Icy Point/Pt. Arden (inbound)
   ii) Marmion Island Light (inbound)
   iii) DuPont Dock (outbound)

k. Saginaw Channel/Point Retreat

   i) Outer Point (north- and westbound). Provide ETA Pt. Retreat.
   ii) Favorite reef northbound (secondary)
   iv) False Point Retreat Light (north- and eastbound)
   v) Little Island Light (southbound)

l. Favorite Channel

   i) Outer Point (northbound)
   ii) Vanderbilt Reef Light (southbound)

m. Upper Lynn Canal

   i) Eldred Rock Light (northbound)
   ii) Fifteen minutes prior to Taiya Point (southbound)
   iii) Battery Point northbound

n. Rocky Island Light

   i) 30 minutes prior to, with a 15 minute follow up (northbound and westbound)

o. Glacier Bay

   i) Fifteen minutes prior to Jackie Point north of Lamplugh Glacier (inbound and outbound: Tarr and Johns Hopkins Inlets)

p. North Inian Passage

   i) Point Adolphus Light (westbound)
   ii) Lemesurier Island Light (secondary) (westbound)
   iii) Cape Spencer Light (eastbound)

q. Sitka

   i) Cape Edgecombe Light (inbound)
   ii) Vitskari Rocks Light (inbound)
   iii) The Eckholms (outbound)

r. Sergius Narrows

   i) Hoggatt Island Light (southbound)
   ii) Kane Island Light (northbound)

s. Whitestone Narrows

i) Kane Island Light (southbound)
ii) Big Gavanski Island Light (northbound)

t. Yakutat Bay

i) Fifteen minutes prior to Ocean Cape, Buoy #2 (inbound and outbound)

RECOMMENDED OPERATIONAL GUIDELINES

1. TONGASS NARROWS/KETCHIKAN HARBOR

a. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 5-8.

b. The MSTF encourages vessels to observe the following speeds while transiting Tongass Narrows:

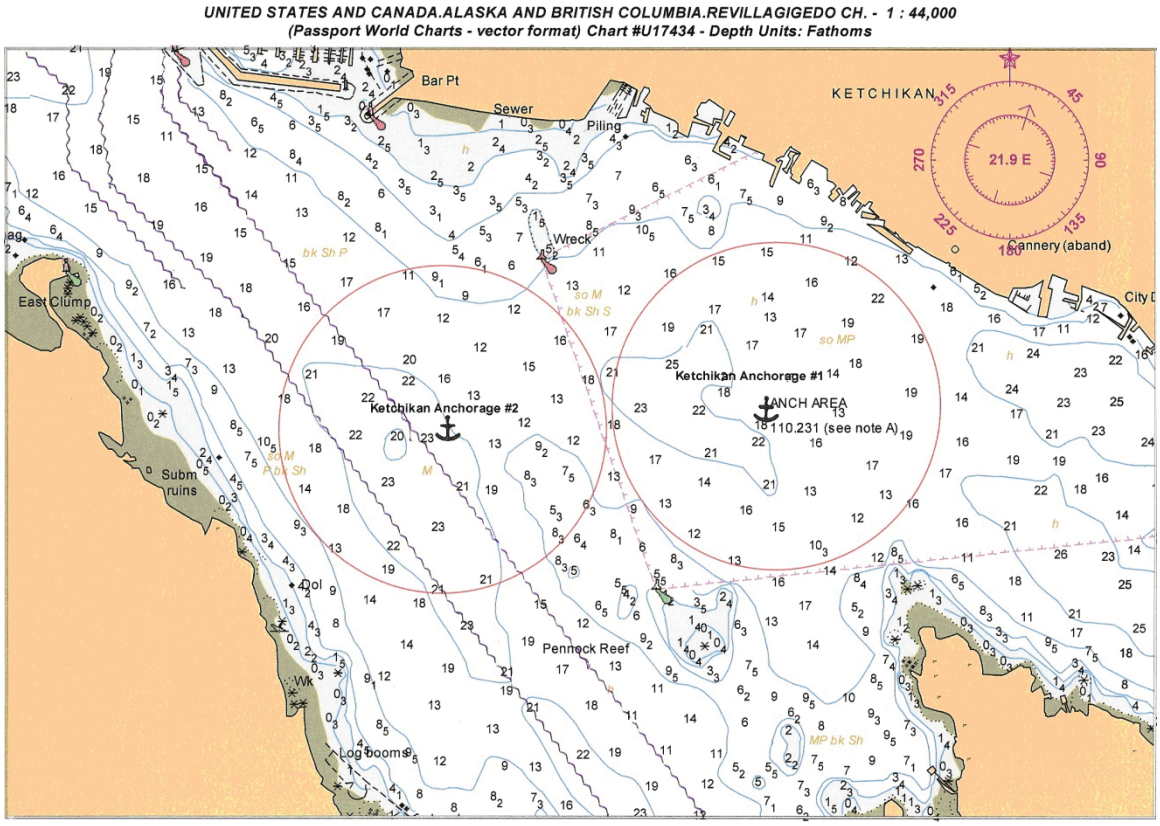
i)	Between Mountain Point and Saxman	12 knots
ii)	Between Blank Island Lt. and Saxman	12 knots
iii)	Between Saxman and Channel Island	7 knots
iv)	Between Channel Island and Rosa Reef	12 knots
v)	Between Rosa Reef and Guard Island	16 knots

c. Mariners are advised that there may be simultaneous vessel arrivals from both the north and south. The MSTF recommends in the event where two deep-draft vessels are maneuvering simultaneously in the Ketchikan Harbor that it only be done by PRIOR mutual consent between the Masters and Pilots of the vessels involved.

d. Successive vessels traveling in the same direction should maintain a safe and appropriate distance from one another taking into consideration the weather, the tide and current, and each vessel's maneuverability and speed.

e. The MSTF recommends the anchorage positions as set forth by the USCG (see chartlet page 9). When one or more vessels are anchored in Ketchikan Harbor, any subsequent maneuvering vessel should consider using adequate tug assist, taking into consideration the weather, the tide and current, the maneuvering characteristics of the vessel, and the position of the anchored vessel(s).

f. Tongass Narrows is a congested waterway, especially during May through September. Local user groups have united and established specific voluntary guidelines for all users within this area. The Tongass Narrows Voluntary Waterway Guide outlines these guidelines. Copies of this document are available from the United States Coast Guard, Ketchikan Harbor Master, and Cruise Line Agencies of Alaska.



2. SNOW PASSAGE

a. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 5-8.

b. Vessels are encouraged to be fully maneuverable while transiting Snow Passage.

c. Successive vessels traveling in the same direction should maintain a safe and appropriate distance from one another taking into consideration the weather, the tide and current, and each vessel's maneuverability and speed.

d. The MSTF recommends that no more than one vessel transit Snow Passage at any one time. When another vessel is transiting Snow Passage; subsequent vessels should delay, until the transiting vessel has cleared the Passage.

e. When conditions such as inclement weather and vessel traffic congestion warrant, Stikine Passage is recommended as an alternate route.

3. DECISION PASS

The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 5-8.

Tracy Arm and Endicott Arm

Vessel Operation Parameters

4. TRACY ARM AND ENDICOTT ARM

a. The MSTF recommends a Tracy Arm and Endicott Arm-specific Master/Pilot conference prior to arrival. The conference should take into consideration varying conditions such as weather, tidal and ice conditions, and limited VHF communications.

   i) Receding Glaciers may create heavy ice conditions which can congest waterways, limiting a vessels ability to navigate. Vessels should consider and reevaluate navigational plans as necessary.
   ii) Waterway bottom, shoreline features and depths may not be surveyed where glaciers have receded. Vessels are advised to use caution when navigating near areas that have not been surveyed and charted by the appropriate hydrographic agency. Navigation in non-surveyed areas may be hazardous.

b. For scheduling and planning purposes, vessel arrivals and departures at the Tracy Arm or Endicott Bar should also take into consideration, the following:

   i) Daylight transit
   ii) Visibility
   iii) Ice
   iv) Squat
   v) Height of tide
   vi) Minimum 10 feet under-keel clearance

c. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 5-8.

d. When two or more vessels are present in Tracy Arm/Endicott Arm, they are encouraged to coordinate itineraries via VHF radio communication and stagger their arrivals and departures at the entrance to the arm.

e. Vessels in Tracy Arm and Endicott Arm are advised to maintain a safe and appropriate distance from one another taking into consideration the weather, the tide and current, ice conditions, the recommended Passing Zones, and each vessel's maneuverability and speed.

f. Tracy Arm Passing Zones:
   i) Between Tracy Arm Bar and Mile 8
   ii) Between Mile 10 and Mile 16

g. Endicott Arm Passing Zones:
   i) Between Endicott Arm Bar and Mile 20

h. Tracy Arm:

i) It is recommended that no more than three vessels of greater than 50,000 gross tons be in Tracy Arm at any one time, and no more than two vessels greater than 50,000 gross tons be east of Mile 12 at any one time.

ii) When more than one vessel is in Tracy Arm, only one vessel should transit inbound beyond Mile 17 unless prior agreement is made with an outbound vessel. Only one vessel greater than 50,000 gross tons should be North or East of Sawyer Island at any one time. The MSTF recommends transits on the Southwest side of Sawyer Island may be appropriate if it is determined conditions dictate.

i) Endicott Arm:

i) It is recommended that no more than three vessels of greater than 50,000 gross Tons be in Endicott Arm at any one time, and no more than one vessel greater than 50,000 gross tons be east of Mile 22 at any one time.

ii) The recommended CPA from the face of Dawes Glacier is 2.5 cables (0.25nm).

5. GASTINEAU CHANNEL/JUNEAU HARBOR

a. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 5-8.

b. It is recommended that vessels arriving and departing Juneau Harbor maintain a safe and appropriate distance from one another taking into consideration the weather, tide and current, and each vessel's maneuverability and speed. Notwithstanding concerns for weather, environmental conditions, and small boat/fishing vessel operations, the MSTF recommends the following speed limit guidelines while transiting Gastineau Channel:

i) Between Marmion Island and DuPont Dock 16 knots
ii) Between DuPont Dock and Sheep Creek 14 knots
iii) Between Sheep Creek and Juneau Isle 10 knots
iv) Between Juneau Isle and Juneau Harbor 7 knots

c. Vessels requiring tug assist are encouraged to set their ETA's to allow extra time to complete their maneuvers.

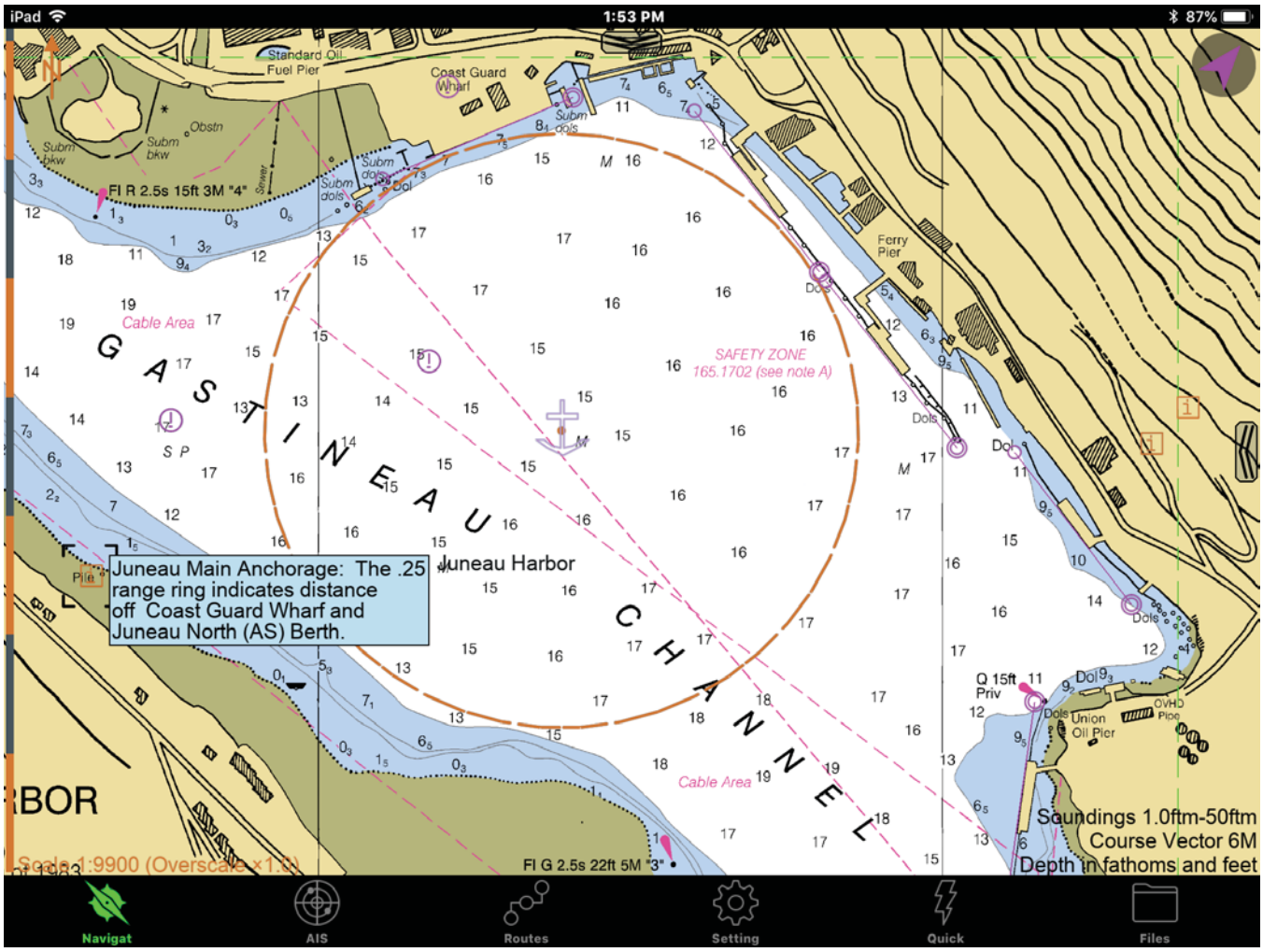
d. The MSTF recommends that where two deep-draft vessels are maneuvering simultaneously in the Juneau Harbor that it is done only by PRIOR mutual consent between the Masters and Pilots of the vessels involved.

e. The MSTF advises that no vessels be underway in Juneau Harbor if there are two vessels at anchor. When two vessels are at anchor, a tug shall standby to assist.

f. When a vessel is anchored in Juneau Harbor, any subsequent vessel maneuvering in the harbor should contemplate using adequate tug assist, taking into consideration the vessel's maneuvering characteristics, the weather, the tide and current, and the position of the anchored vessel.

g. The MSTF recommends the following anchorage position, as set forth by the USCG (See Figure 1), taking into consideration weather conditions, tendering docking assignments, berth assignments for other vessels, and the arrival and departure times of other vessels.

Figure 1



h. The MSTF recommends that assignments to anchorage be prearranged in agreement with cruise ship operators, pilots, and the USCG; and that notice of these assignments be communicated to all parties by the agent.

6. SAGINAW AND FAVORITE CHANNELS

a. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 5-8.

b. The MSTF recommends against vessels meeting or overtaking one another in Saginaw Channel between Faust Rock and Symonds Point.

c. The MSTF recommends against vessels meeting or overtaking one another in Favorite Channel.

7. SKAGWAY

a. Vessels arriving and departing Skagway are advised to maintain a safe and appropriate distance from one another taking into consideration the weather, the tide and current, each vessel's maneuverability and speed, and tug assist needs.

b. Vessels requiring tug assist are encouraged to set their ETA's to allow extra time to complete their maneuvers.

c. Successive vessels bound for Skagway should be positioned in their order of arrival by Katzehin River. Early communication and cooperation between vessels is encouraged to prevent close quarters situations.

d. The MSTF recommends that vessels scheduled for the Broadway Dock be the first to arrive in the west harbor.

e. After any vessel has departed Skagway, subsequently departing vessels should confirm that the departed vessel has completed its turn and attained proper steerage, prior to letting their own lines go. Mariners should be aware that departure times may vary; especially in instances where assist tugs are being utilized.

f. Departing vessels are encouraged to communicate any changes in their ETD, which might affect the departure or arrival of any other vessel.

8. ROCKY ISLAND AREA

a. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 5-8.

b. Vessels passing or meeting in the Rocky Island area should maintain a safe and appropriate distance from one another taking into consideration the weather, the tide and current, and each vessel's maneuverability and speed.

c. The MSTF recommends that vessels passing one another in the Rocky Island area make port-to-port passing arrangements. These passing arrangements should be facilitated by westbound vessels rounding Rocky Island at a distance of 1.0 mile off and eastbound vessels rounding the island at 2.0 miles off.

9. ICY STRAITS

When traffic patterns warrant, vessels transiting Icy Straits should consider routing north of Sisters Island when westbound and south of Sisters when eastbound.

10. GLACIER BAY

a. Vessels in Glacier Bay are advised to comply with National Park Service requirements which are detailed in the CFR's, Coast Pilot and the annual port information packet distributed by the agent.

b. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 5-8.

c. When two or more vessels are in Glacier Bay, they are encouraged to coordinate itineraries via VHF radio communication.

d. Vessels in Glacier Bay are advised to maintain a safe and appropriate distance from one another taking into consideration the weather, the tide and current, ice conditions, and each vessel's maneuverability and speed. The recommended CPA from any glacier face is 2.5 cables (0.25 nm).

11. NORTH INIAN PASS

a. The MSTF recommends that vessels adhere to the primary and secondary sécurité calling points and conditions as provided on pages 5-8.

b. The MSTF recommends against vessels meeting or overtaking one another in the narrows of North Inian Pass.

12. SITKA

a. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 5-8.

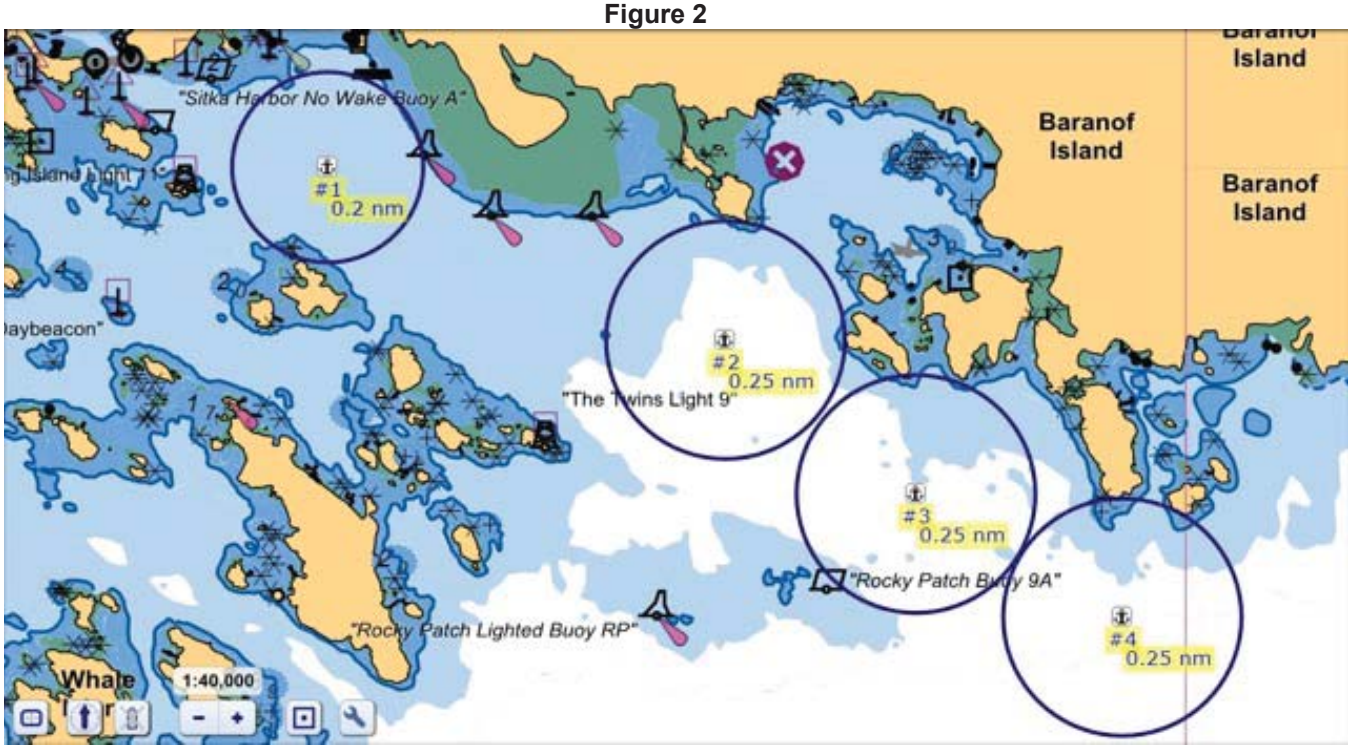
b. Vessels arriving and departing Sitka are advised to exercise prudent safety practices and maintain a safe and appropriate distance from one another taking into consideration the weather, the tide and current, each vessel's maneuverability and speed, vessels at anchor, and concentrations of fishing vessels.

c. The MSTF recommends the following anchorage positions (See Figure 2), taking into consideration weather conditions, tendering dock assignments, and the arrival and departure times of other vessels.

d. The MSTF recommends that assignments to anchorage positions be prearranged in agreement with cruise ship operators and the pilots. Notice of these assignments should be communicated to all parties by the agent.

e. Vessels desiring to anchor in Anchor Position #1 (the Inner Anchorage) should take into account weather conditions, as well as vessel size and maneuverability.

Figure 2



13. YAKUTAT BAY/DISENCHANTMENT BAY

a. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 5-8.

b. When two or more vessels are in Disenchantment Bay, they are encouraged to coordinate itineraries via VHF radio communication.

c. When multiple vessels are scheduled for Yakutat Bay, they are advised to allow an hour of separation between ETA's at Ocean Cape.

d. The MSTF recommends that vessels in Yakutat Bay maintain a safe and appropriate distance from one another taking into consideration the weather, the tide and current, ice conditions, and each vessel's maneuverability and speed.

e. The MSTF recommends transits between Haenke Island and the east shore may be appropriate if it is determined conditions dictate.

f. The recommended CPA from any glacier face is 5 cables (0.5 nm). Mariners are advised of the strong currents and rapidly shifting icebergs in the vicinity of Turner and Hubbard Glaciers (See US Coast Pilot 9).

14. SPEED

It is recommended that vessels observe established harbor speed limits and comply with COLREGS Rule 6, Safe Speed. Vessels are encouraged to reduce speed for sensitive shore-line areas and other vessels susceptible to wake damage (e.g.; log tows and tugs alongside barges).

15. TRACK LINES

a. The MSTF advises pilots and bridge teams to engage in route planning, prior to and during each voyage.

b. Upon request, pilot associations are encouraged to provide cruise ship operators with safe and appropriate, generic track lines. Operators should recognize that these track lines are for voyage planning purposes only.

c. It is recommended that specific track lines be discussed and agreed upon by pilots and bridge teams. All parties should be aware that track lines are meant to indicate a vessel's intended route only. Inclement weather, congested traffic, concentrations of fishing vessels, or other conditions may necessitate changes from planned routes.

16. NATURAL SEPARATION ZONES

a. The geography of Southeast Alaska affords several natural bifurcation zones which provide for vessel traffic separation schemes. These zones allow for opportunities to deviate from planned routes if inclement weather, congested traffic, concentrations of fishing vessels, or other conditions warrant.

b. Lynn Canal affords multiple routes for north and southbound traffic. Considerations for traffic or weather may dictate route selection. Any departure from these routes should be made with the mutual agreement of the bridge team, pilot and other vessels affected by the change. Vessels should avoid meeting or overtaking in Favorite or Saginaw Channels.

c. A partial list of recommended alternative passages which could be used to avoid close quarters situations are: Seduction Pass, West of Eldred Rock, East of Portland Island, West of Grand Island, South of Round Rock, West of Six Fathom Bank, South of Brothers Islands, East of Key Reef, South of Hanus Reef, South of Lemesurier Island, North of Hump Island, and East of SP Buoy in Snow Pass. Chart depiction of these alternative passages are found in Appendix B.

d. These alternate passages are published as a planning resource for vessels to pre-vet passages for inclusion into their companies' passage planning.

17. RESTRICTED MANEUVERING AREAS

Vessels are encouraged to avoid narrow or congested waterways while delaying for arrival at any port or waterway.

18. MASTER SHIP SCHEDULES

a. Prior to each Alaska cruise season, cruise ship operators should provide the agent with each vessel's voyage information. From this information the agent consulting with the regional pilot association, should prepare a master ship schedule containing individual vessel schedules, berthing assignments, and other relevant operational information. This master schedule should be distributed to the pilot association, the cruise ship operators, the individual vessels, the USCG Marine Safety Office, the Alaska Marine Highway System, and any other appropriate parties (e.g.: harbor masters, etc.).

b. Upon commencement of the cruise season, any substantial and premature changes or deviations from the master ship schedule should be reported and approved by the agent and regional pilot association and be distributed to the waterway users listed above.

c. Vessels are encouraged to report to the agent and regional pilot association any anticipated or intended deviation from the recommended operational guidelines or master ship schedule. In turn, the agent should advise all affected parties If time does not allow for prompt reporting to the agent, the vessel should ensure that other affected vessels and/or authorities are notified.

19. VOYAGE PLANNING

a. Pilots and bridge teams are encouraged to give the highest priority to voyage planning prior to, and during, vessel transits. Voyage planning should utilize all resources available and follow the guidelines outlined below. Pilots and bridge teams are reminded that good communication and teamwork are essential for safe vessel operations.

b. The MSTF recommends that pilots and bridge teams conduct Master/Pilot conferences and Bridge Resource Management meetings following the International Maritime Organization (IMO) Bridge Procedures Guide or the American Pilot Association's Bridge Resource Management Guidelines, as set forth below:

Each vessel transit should begin with a Master/Pilot conference taking into consideration the following:

i) The initial conference should serve as an opportunity to exchange relevant information and establish an appropriate working relationship between the pilot and the master.
ii) It is not necessary that all relevant information be exchanged in the initial conference. The amount and type of information exchanged may be determined by the difficulty of any immediate maneuvers and the length and navigational parameters of the transit. Additional information may be exchanged later, as the transit proceeds.

iii) All parties should acknowledge that the pilot and each member of the bridge team have important roles to perform in the safe operation of the vessel.

20. WEATHER AND ICE CONDITIONS

a. Wind and tugs:

i) When inclement weather is anticipated in any port, vessels are encouraged to give sufficient advance notice for the scheduling of tugs for standby or assistance.
ii) Prior to each cruise season, cruise ship operators should determine their tug-assist requirements for each port and coordinate their dispatch requests through the agent.

b. When visibility is limited, bridge teams are encouraged to comply with appropriate COLREGS and safety procedures including reducing the vessel's speed, sounding the fog signal, and considering alternate routes.

c. Ice: Mariners are encouraged to report any hazardous ice conditions to the U.S. Coast Guard, particularly in the vicinity of Holkham Bay in Stephens Passage.

VWG EVALUATION AND REVISIONS

This VWG is intended to be a work-in-progress. It is a document that should always be in need of evaluation, revision, and refinement. All interested parties including pilots, bridge teams, cruise ship operators, agents, the USCG, shore-based organizations and individuals are encouraged to offer suggestions and comments directly to the MSTF.

RECORD OF SIGNIFICANT CHANGES

1. April 2013 - Recommended Operational Guidelines, Section 8. Skagway, c., Added: *Early communication and cooperation between vessels is encouraged to prevent close quarters situations.*
2. *May 2014 – Appendix Proposed Safety Corridors, Added: All Mariners are reminded of their responsibilities under Rule 9 of the International Rules of the Road*
3. *April 2015 – Appendix Proposed Safety Corridors Changed to Deep Draft Track lines 0.2 in width. Added Eastern track line to Upper Lynn Canal. Eastern Track in upper Lynn Canal to be avoided when the majority of fishing is on the eastern side of the canal, usually the days of Sunday to Wednesday.*
4. *April 2016-Natural Separation Zones.,Added: (C) Partial list of alternative passages which could be used to avoid close quarters situations; Seduction Pass, West of Eldred Rock, East of Portland Island, West of Grand Island, South of Round Rock, West of Six Fathom bank, South of Brothers Islands, East of Key Reef, South of Hanus Reef, South of Lemesurier island, North of Hump Island, East of SP Buoy in Snow Pass: (D)These alternate passages are published as a planning resource for vessels to pre-vet the passages for inclusion into their companies' passage planning.*
   Added: Appendix B Recommended Alternative Passage
5. *April 2017-Combined Recommendations for Tracy Arm & Endicott Arm*
6. *April 2018-Added warning to Tracy Arm and Endicott Arm (Operational Parameters). Adjusted recommended anchor position in Juneau Harbor to reflect recent Harbor construction. Appendix B: added alternative passage chartlet for Tongass Narrows.*

APPENDIX A:

LYNN CANAL AND STEPHENS PASSAGE GILLNET TRACKLINES

IMPORTANT: Charts are not for Navigation

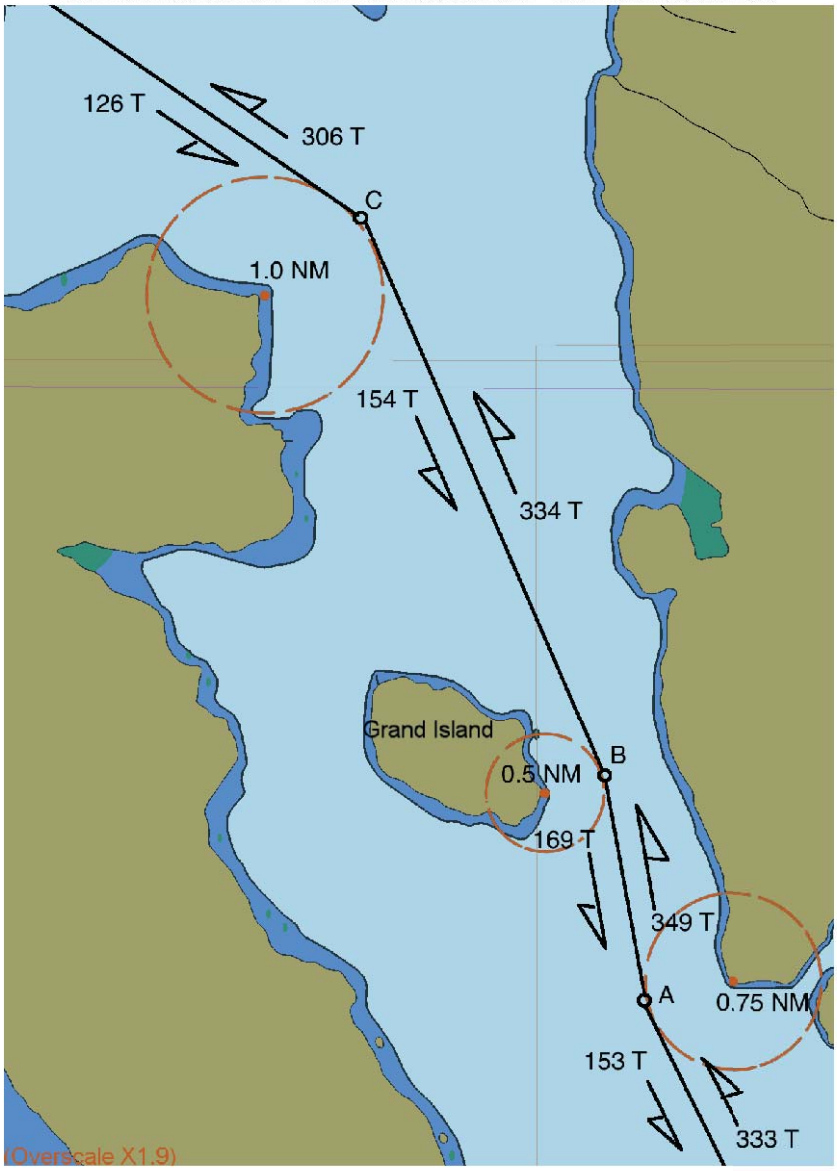
During the winter of 2014 the Marine Safety Task Force co-chairs worked with the Southeast Alaska Pilots' Association and the United Southeast Alaska Gillnetters Association representatives to develop a set of track lines to aid in reducing the impact of deep-draft vessels on the gillnet fishing vessel fleets operating in lower Lynn Canal and Stephens Passage in the vicinity of Point Arden and Grave Point.

The results of the effort are the track lines depicted on the following charts. As with the track lines published in the U.S. Coast Pilot for Sumner Strait between Point Baker and Point Colpoys, they were produced with a corridor of about 0.2 NM.

The pilots of SEAPA met in September 2014 and approved these track lines for a trial period during the 2015 season. The effectiveness of these track lines will be evaluated at the end of the cruise ship season and results brought to the MSTF at the next meeting for discussion.

Deep draft vessels are encouraged to follow the track lines during times of fishing openings, typically June and July and to make early and frequent calls, at least 30 minutes prior to transiting the areas. Sécurité calls are critical to alerting the fishing fleet of intended passages. In Lower Lynn Canal the Eastern Track line is to be avoided when the majority of fishing is on the eastern side of the channel usually during the days of Sunday to Wednesday. All mariners are reminded of their responsibilities under Rule 9 of the International Rules of the Road.

SOUTHEAST ALASKA MARINE SAFETY TASK FORCE MAY 2015
DEEP-DRAFT TRAFFIC STANDARD TRACKLINES GRAVE PT TO PT ARDEN
NOT FOR NAVIGATION – NOT FOR NAVIGATION – NOT FOR NAVIGATION



A: 58-03.5N / 134-04.5 W **B: 58-06.1N / 134-05.4W** **C: 58-10.2N / 134-09.0W**

Voluntary vessel traffic procedures for gillnet fishing conditions and deep-draft ships. Traffic lanes, about 0.2 NM wide, are centered on the tracklines as shown.

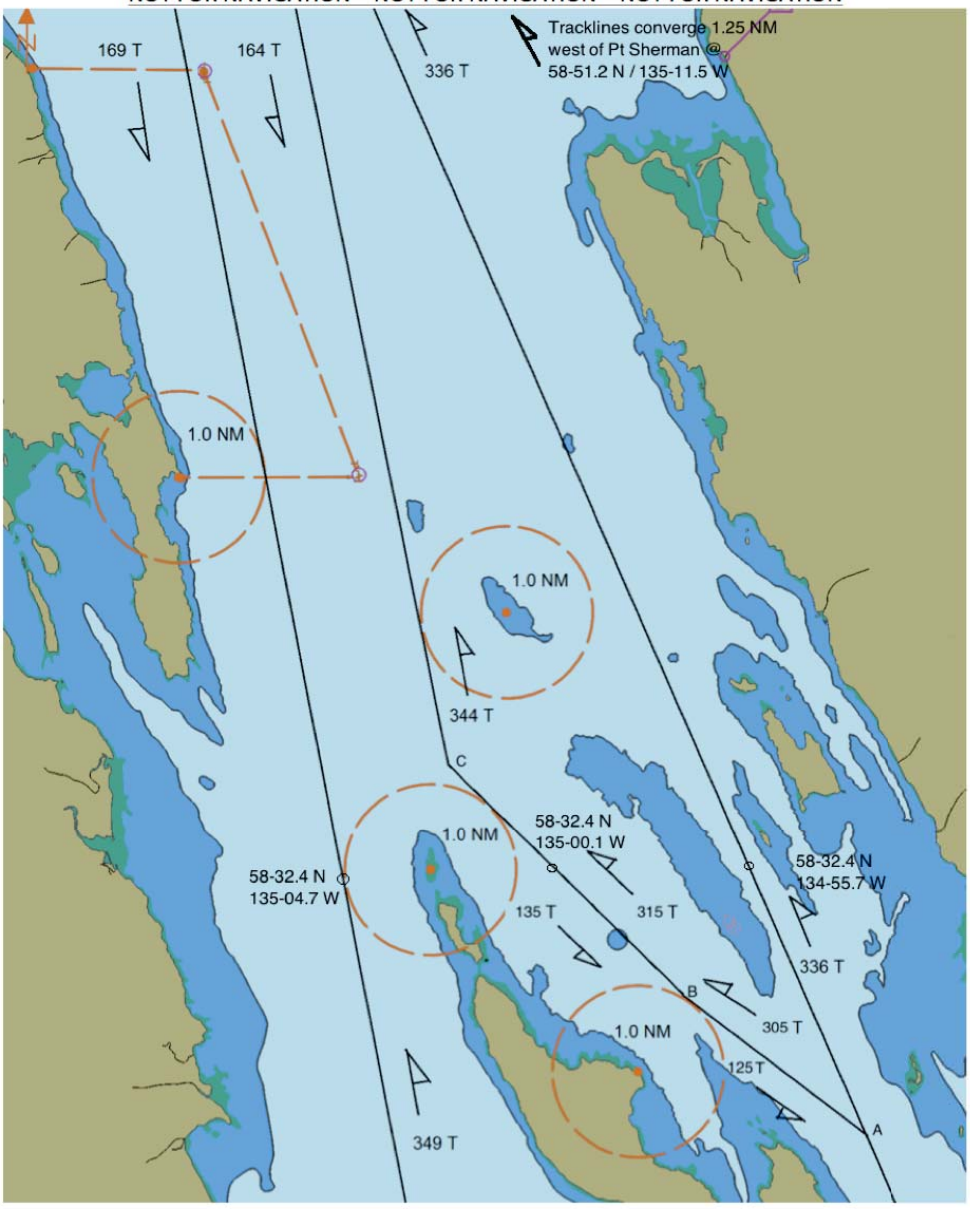
Deep-Draft Traffic:
Securite call 30-45 minutes prior to entering area and at regular intervals while transiting the area.
Travel along tracklines as much as possible.

Gillnet Fishing Vessels;
Mark net end with lights and radar reflectors;
Monitor VHF CH 13 & 16 for broadcasts;
Warn other gillnetters if they appear in the traffic lane and deep-draft ships are approaching.
Do not place sleep sets within or adjacent to tracklines.

SOUTHEAST ALASKA MARINE SAFETY TASK FORCE MAY 2015

LYNN CANAL DEEP-DRAFT TRAFFIC STANDARD TRACKLINES EAST AND WEST OF LITTLE ISLAND.

NOT FOR NAVIGATION – NOT FOR NAVIGATION – NOT FOR NAVIGATION



A: 58-29.5N / 134-53.3 W B: 58-30.9N / 134-57.1W C: 58-33.3N / 135-01.8W

Voluntary vessel traffic procedures for gillnet fishing conditions and deep-draft ships. Traffic lanes, about 0.2 NM wide, are centered on the tracklines as shown.

Deep-Draft Traffic:

Securite call 30-45 minutes prior to entering area
and at regular intervals while transiting the area.
Travel along tracklines as much as possible.

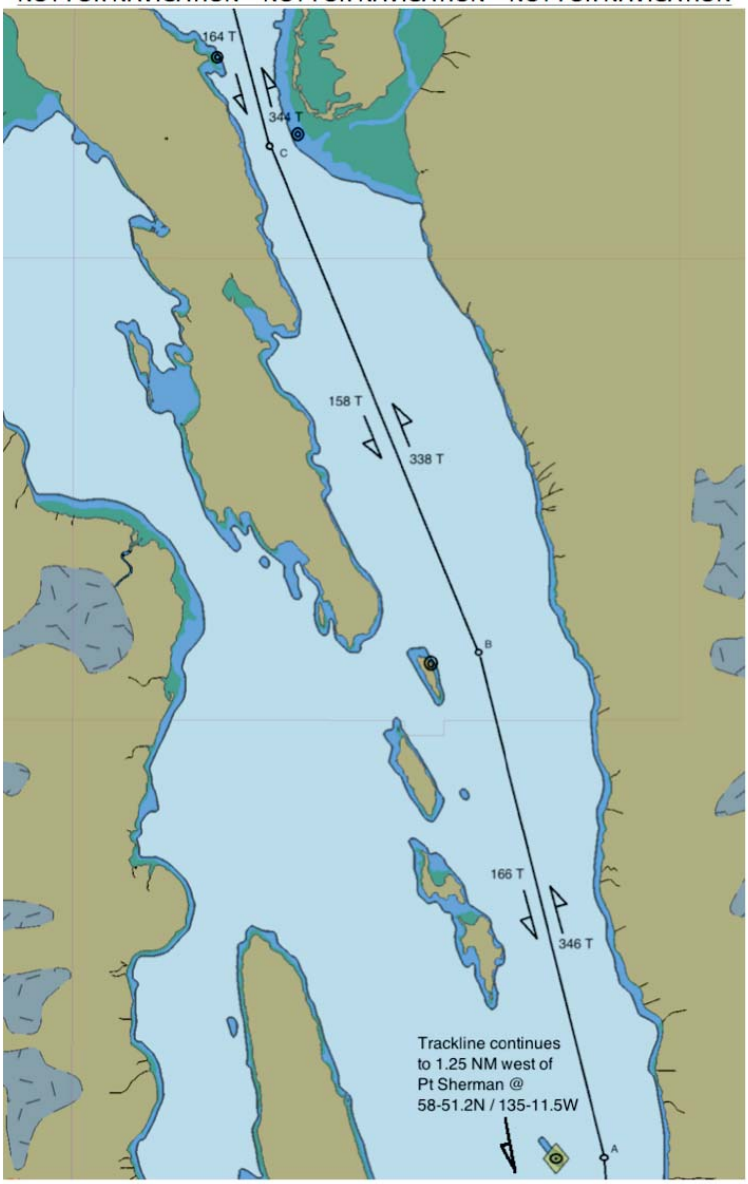
Gillnet Fishing Vessels;

Mark net end with lights and radar reflectors;
Monitor VHF CH 13 & 16 for broadcasts;
Warn other gillnetters if they appear in the
traffic lane and deep-draft ships are approaching.
Do not place sleep sets within or adjacent to tracklines.

SOUTHEAST ALASKA MARINE SAFETY TASK FORCE MAY 2015

UPPER LYNN CANAL DEEP-DRAFT TRAFFIC STANDARD TRACKLINES ELDRED ROCK TO BATTERY PT.

NOT FOR NAVIGATION – NOT FOR NAVIGATION – NOT FOR NAVIGATION



A: 58-58.2N / 135-12.1 W B: 59-04.7N / 135-15.0W C: 59-11.7N / 135-20.7W

Voluntary vessel traffic procedures for gillnet fishing conditions and deep-draft ships. Traffic lanes, about 0.2 NM wide, are centered on the tracklines as shown.

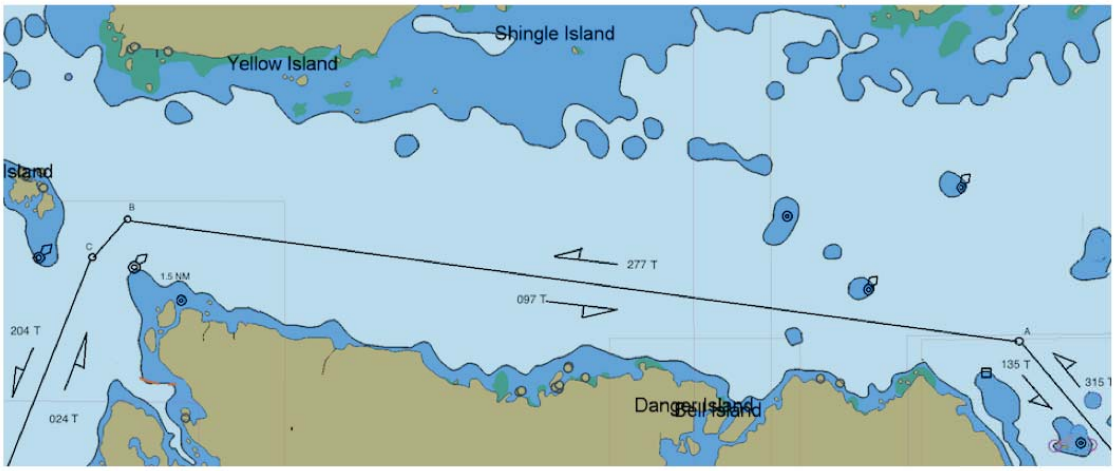
Deep-Draft Traffic:

Securite call 30-45 minutes prior to entering area
and at regular intervals while transiting the area.
Travel along tracklines as much as possible.

Gillnet Fishing Vessels;

Mark net end with lights and radar reflectors;
Monitor VHF CH 13 & 16 for broadcasts;
Warn other gillnetters if they appear in the
traffic lane and deep-draft ships are approaching.
Do not place sleep sets within or adjacent to tracklines.

SOUTHEAST ALASKA MARINE SAFETY TASK FORCE MAY 2015
SUMNER STRAIT DEEP-DRAFT TRAFFIC STANDARD TRACKLINES
NOT FOR NAVIGATION – NOT FOR NAVIGATION – NOT FOR NAVIGATION



A: 56-21.0N / 133-09.5 W B: 56-23.0N / 133-38.7W C: 56-22.5N / 133-39.9 W

Voluntary vessel traffic procedures for gillnet fishing conditions and deep-draft ships. Traffic lanes, about 0.2 NM wide, are centered on the tracklines as shown.

REFERENCE COAST PILOT 8

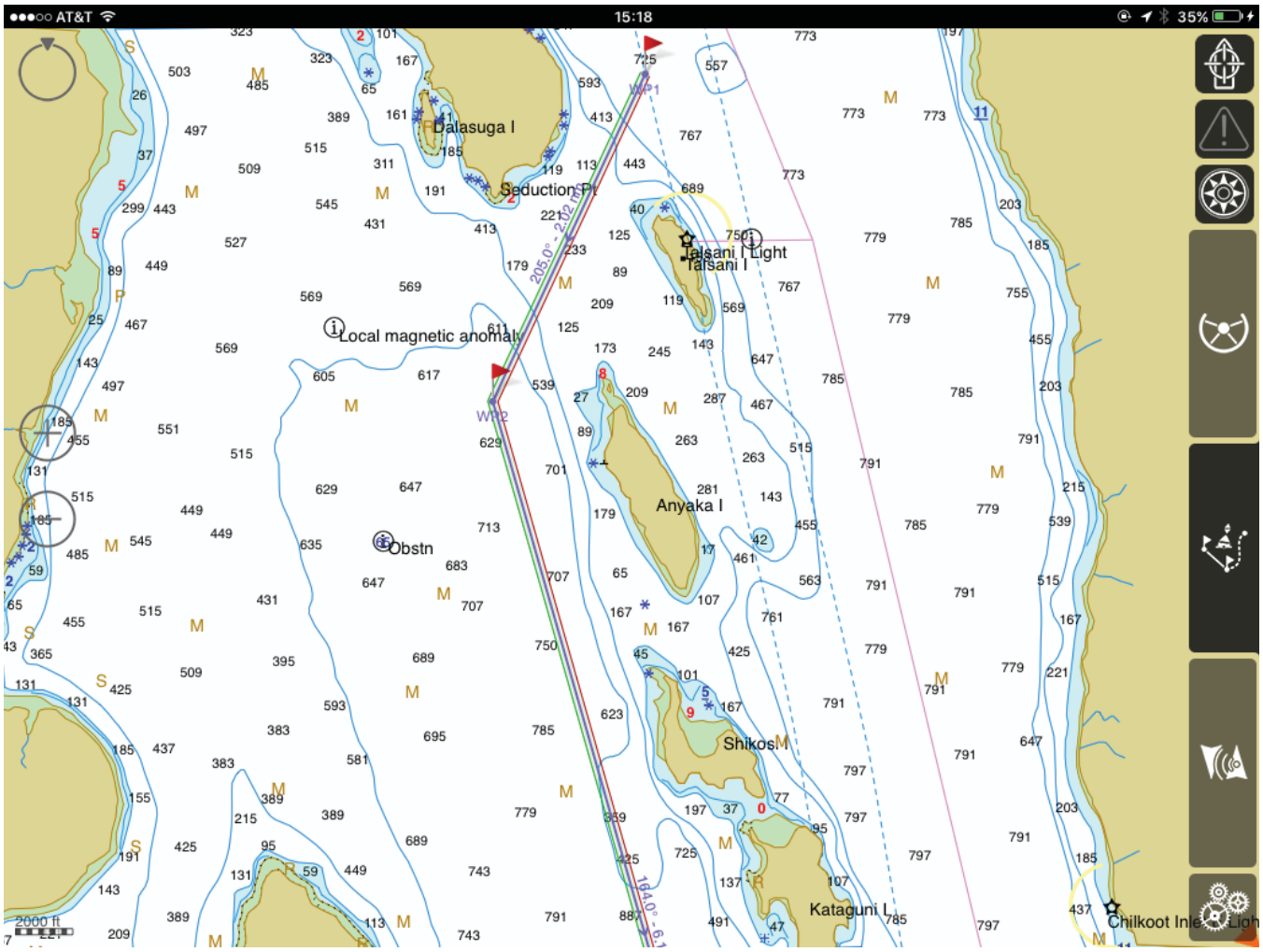
Deep-Draft Traffic:
Securite call 30-45 minutes prior to entering area and at regular intervals while transiting the area.
Travel along tracklines as much as possible.

Gillnet Fishing Vessels;
Mark net end with lights and radar reflectors;
Monitor VHF CH 13 & 16 for broadcasts;
Warn other gillnetters if they appear in the traffic lane and deep-draft ships are approaching.
Do not place sleep sets within or adjacent to tracklines.
Provide for two-way traffic of large vessels along the designated tracklines.

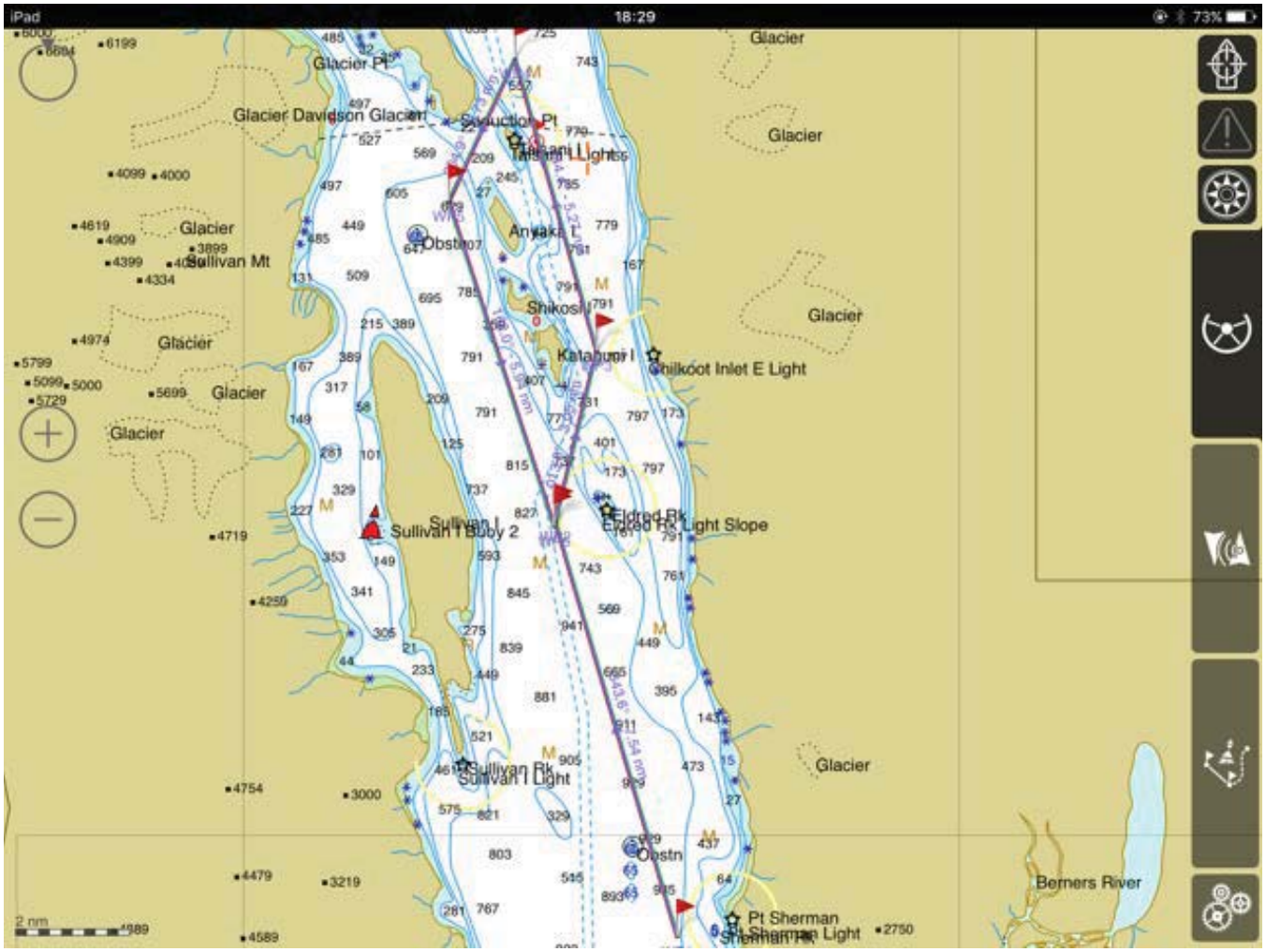
APPENDIX B:

RECOMMENDED ALTERNATIVE PASSAGES

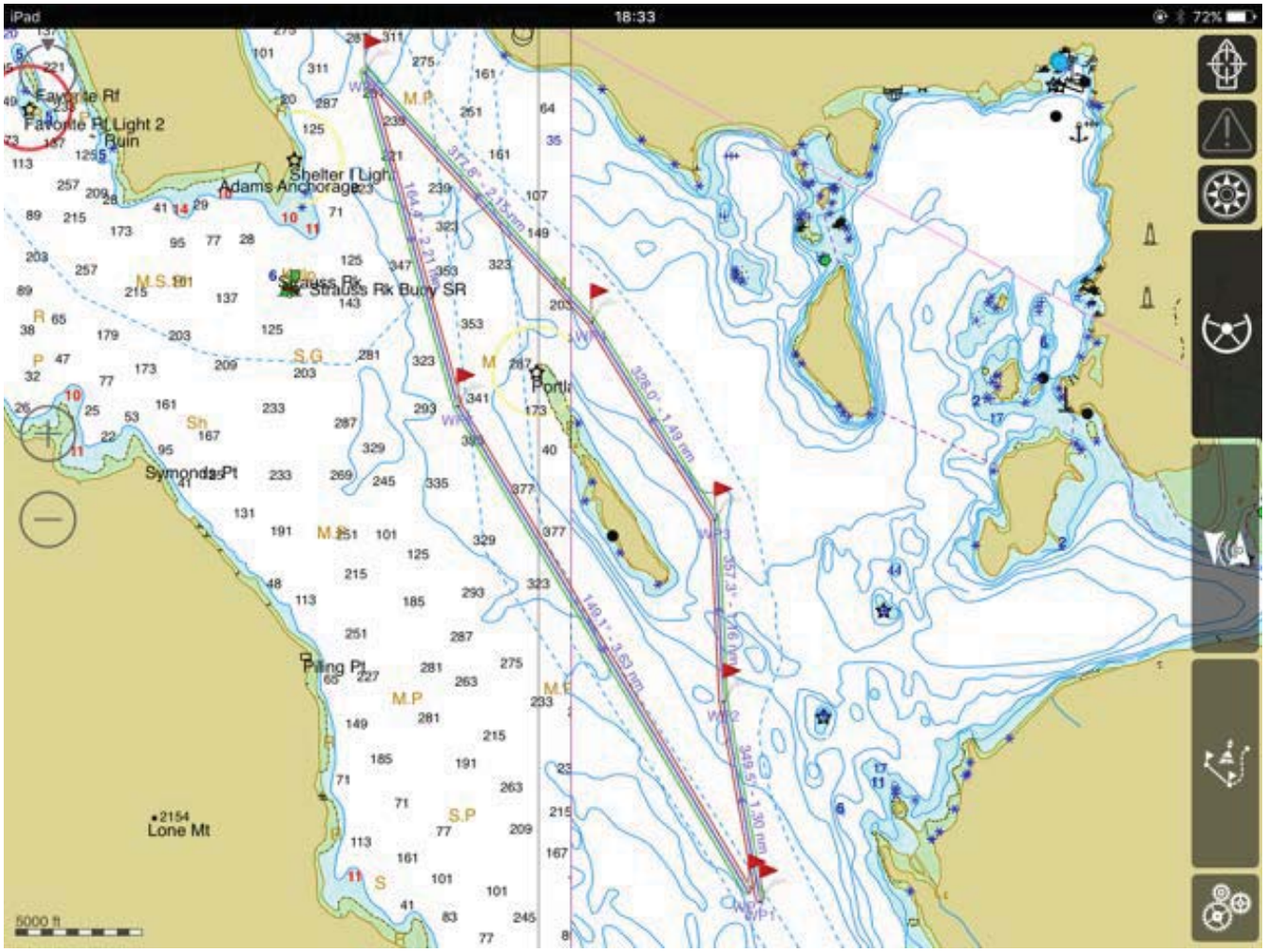
IMPORTANT: Charts are not for Navigation



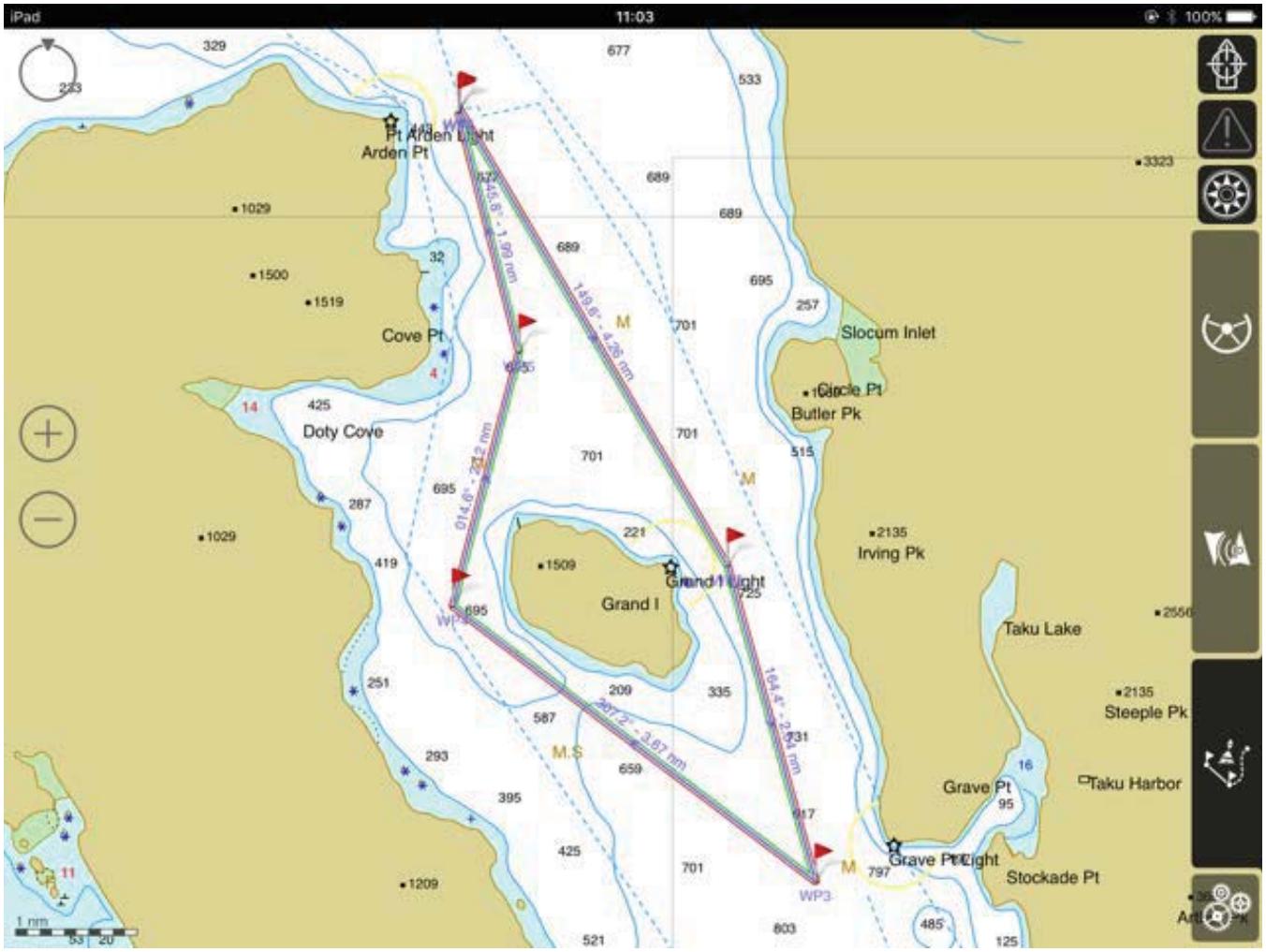
SEDUCTION PASS: WEST OF TALSANI ISLAND



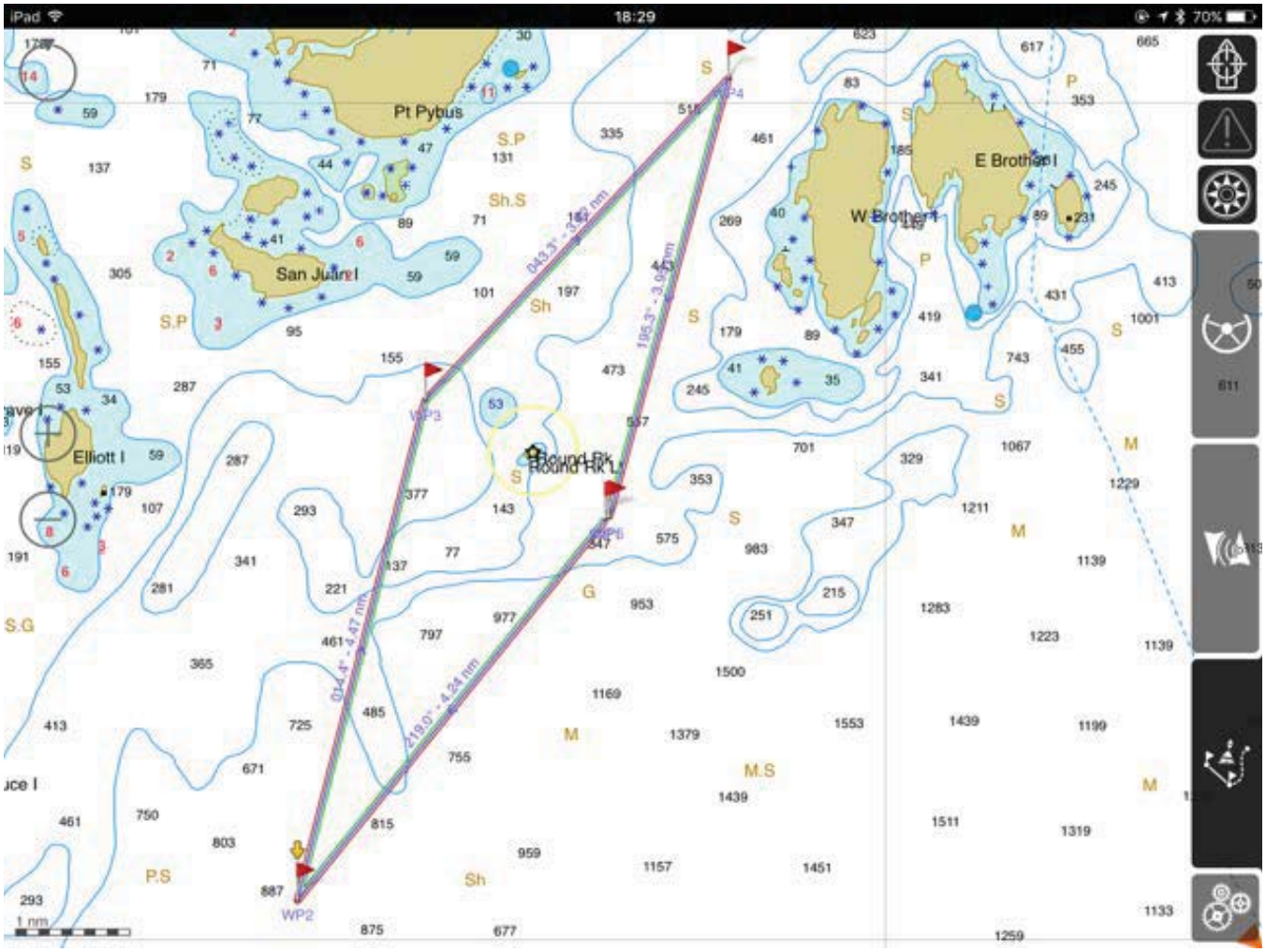
WEST OF ELDRED ROCK



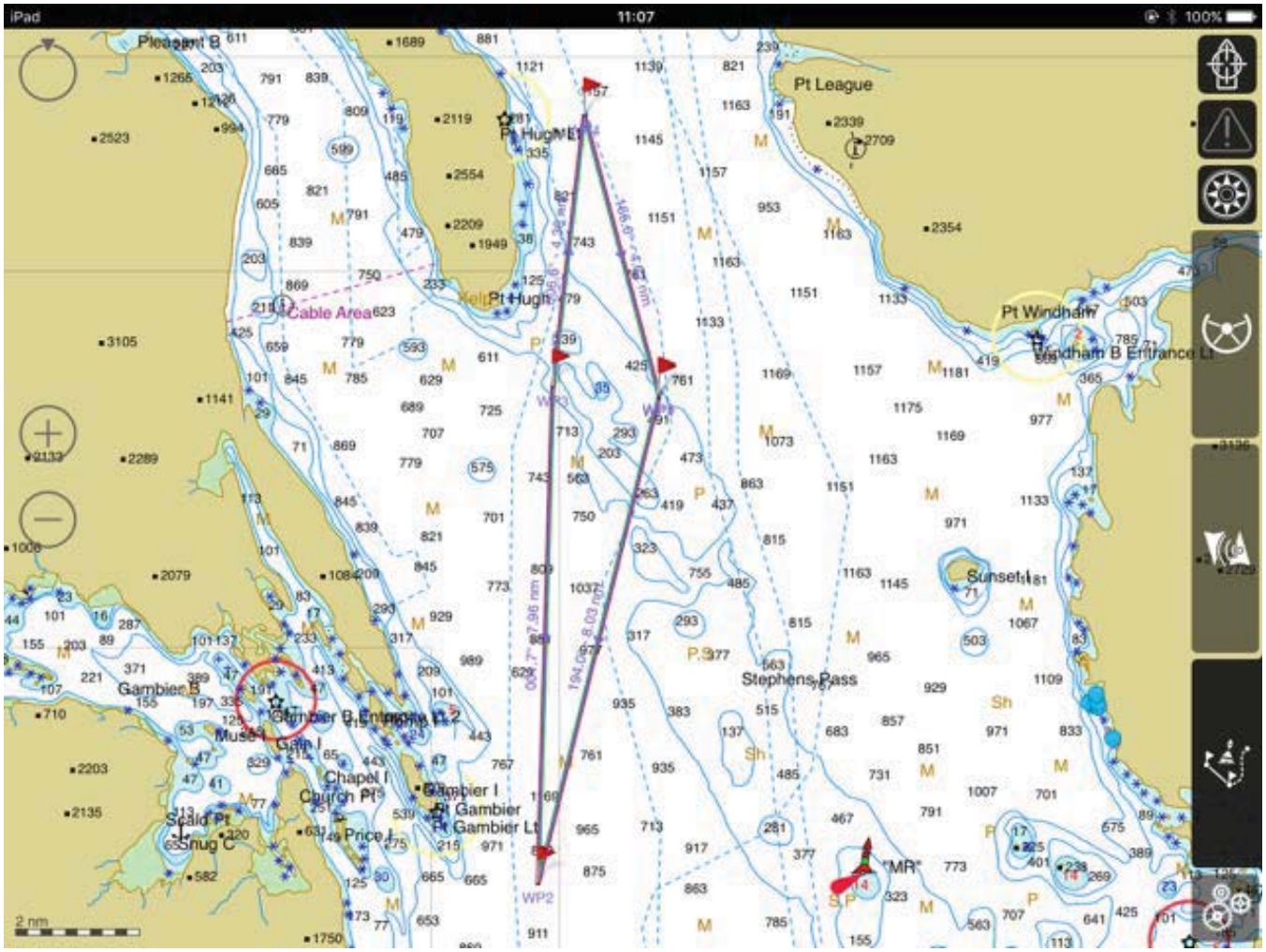
EAST AND WEST OF PORTLAND ISLAND



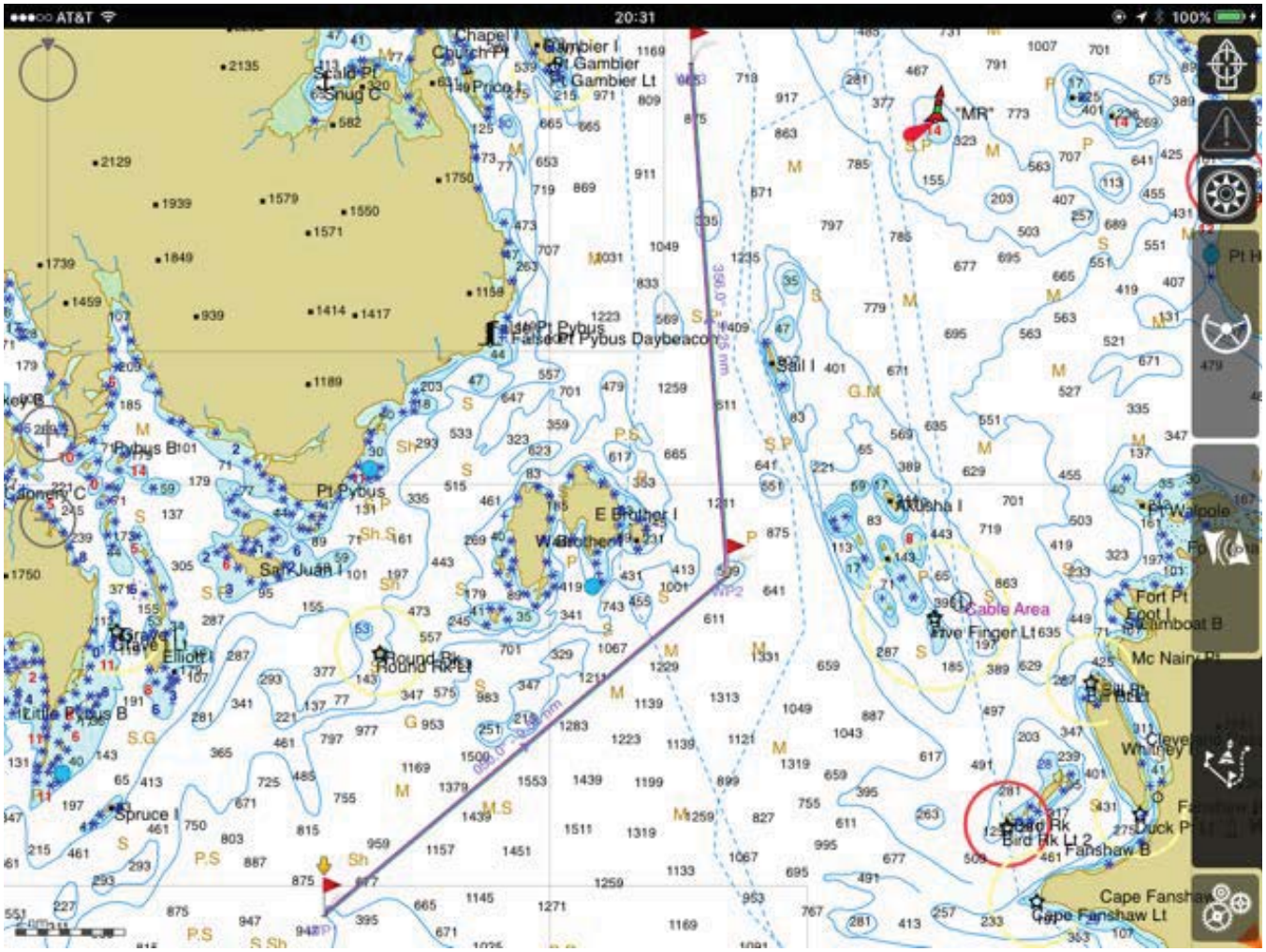
WEST AND EAST OF GRAND ISLAND



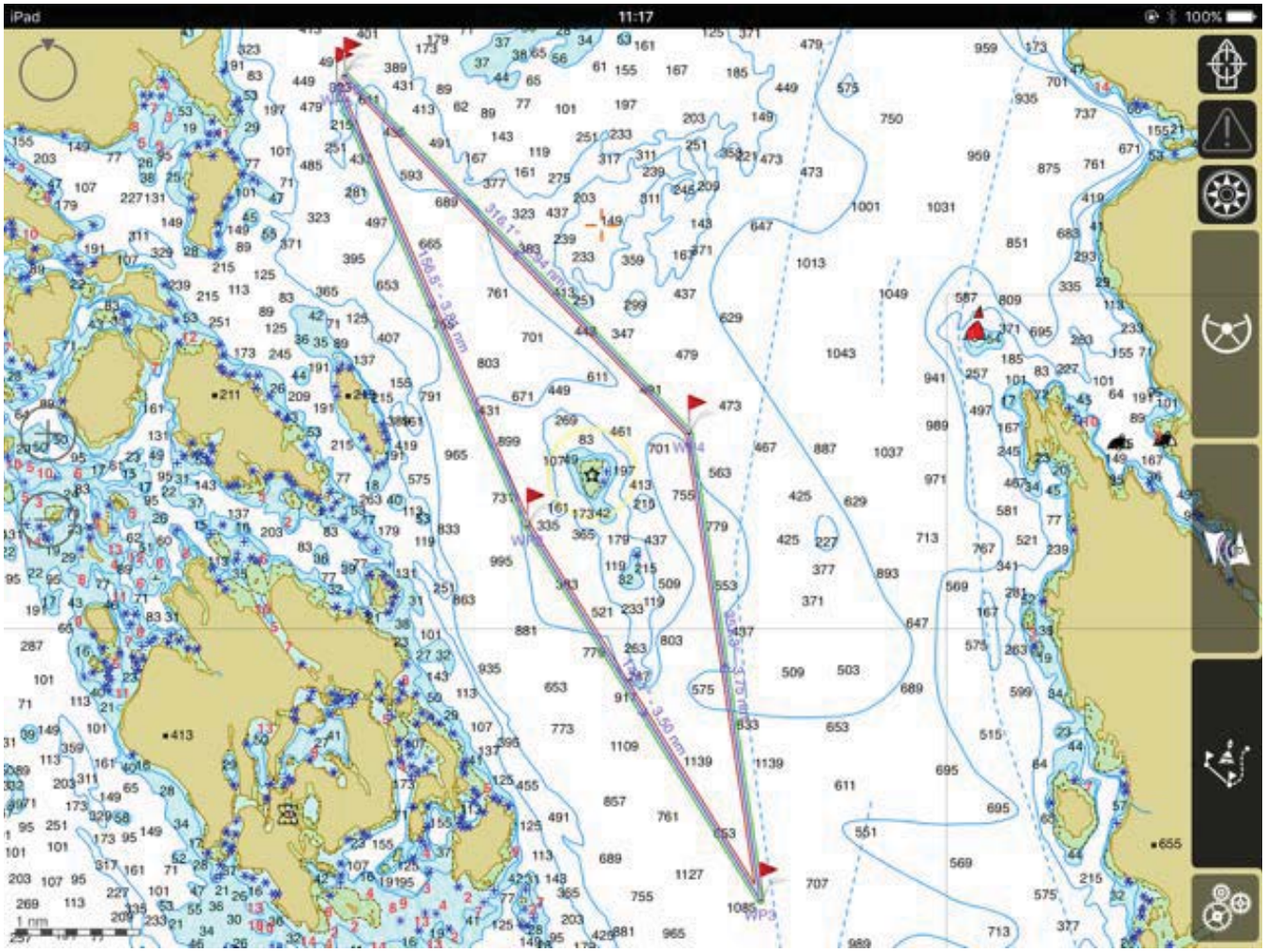
SOUTH AND NORTH OF ROUND ROCK



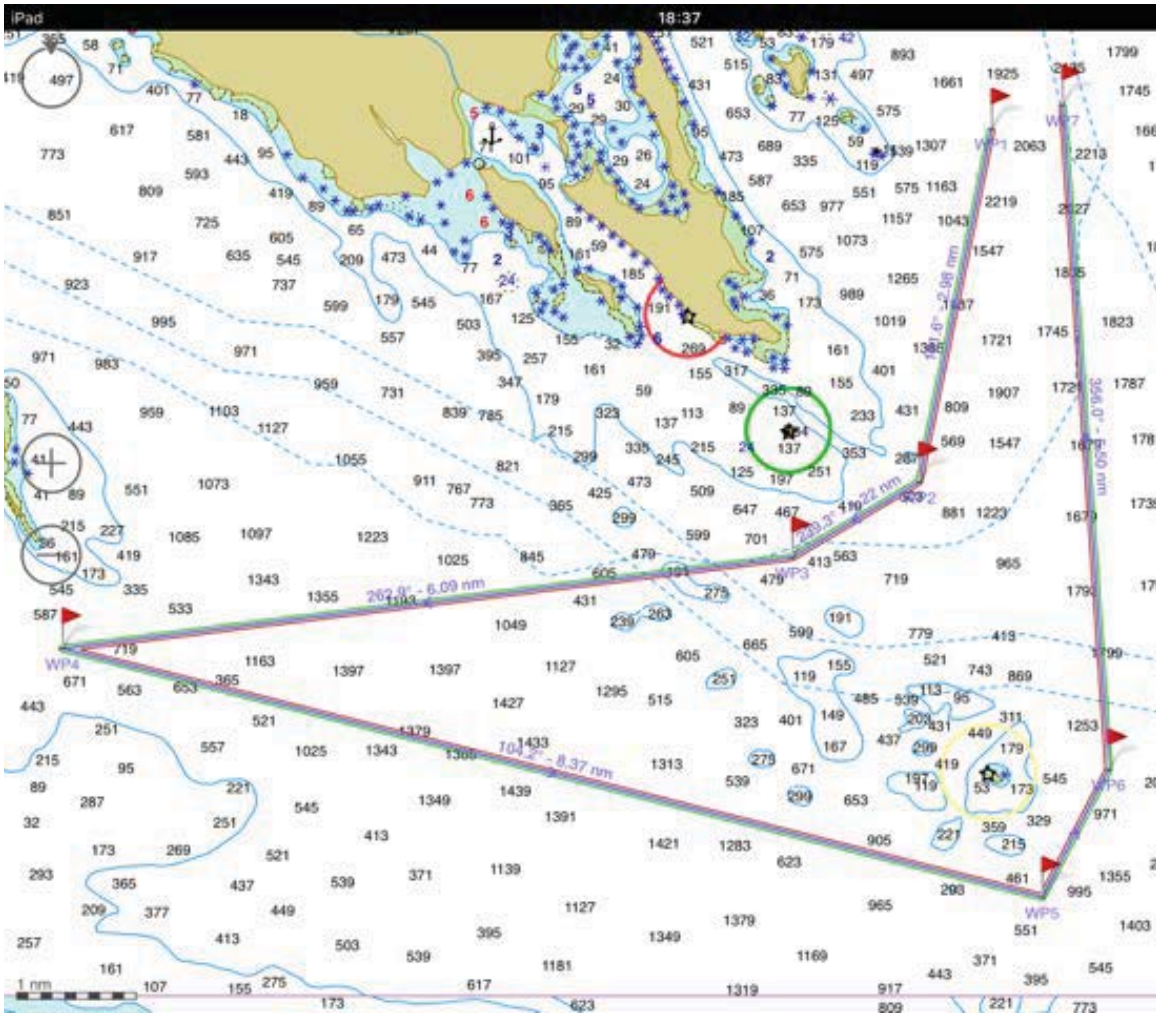
WEST AND EAST OF SIX FATHOM BANK- PT HUGH



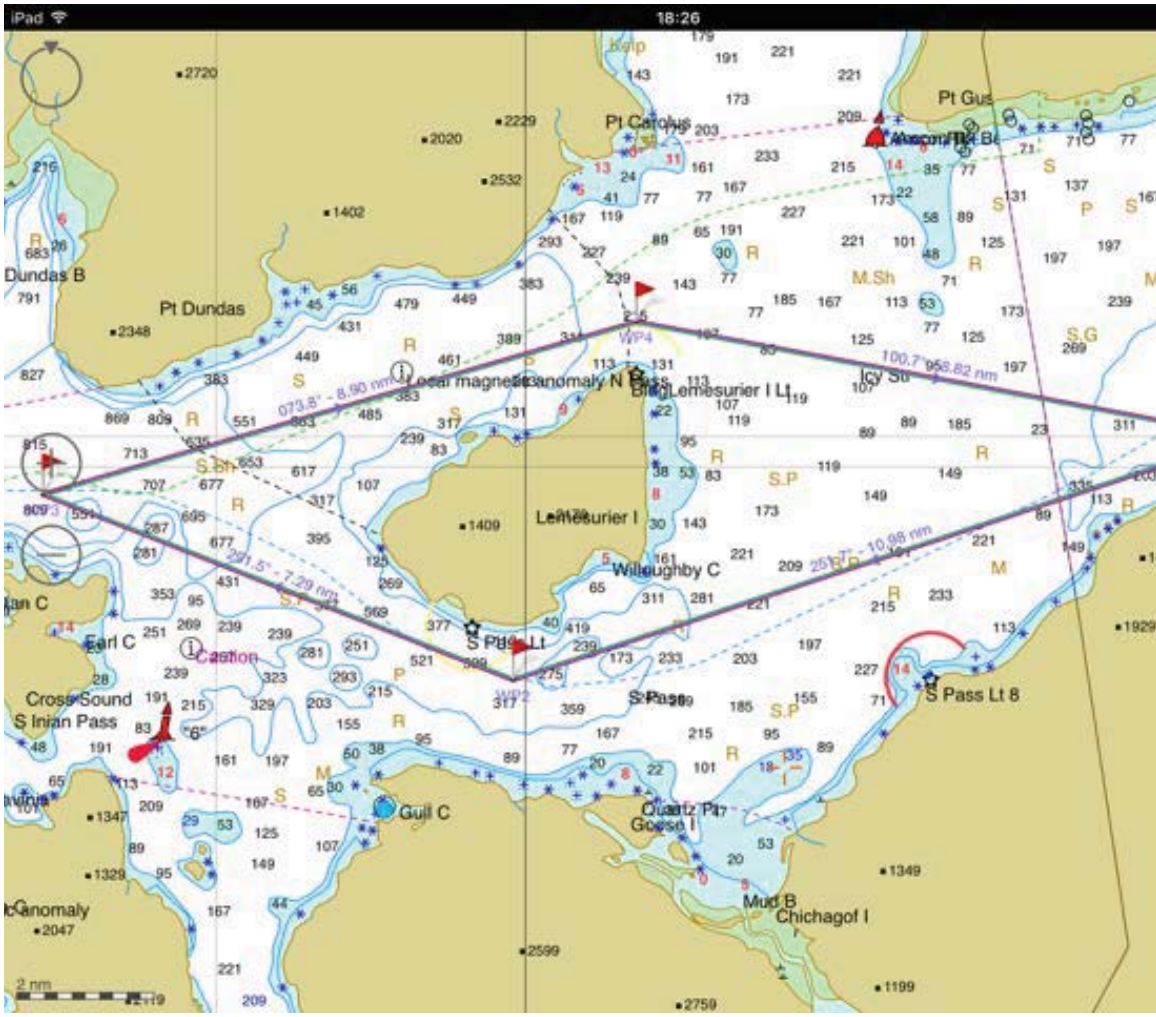
SOUTH OF BROTHERS ISLANDS



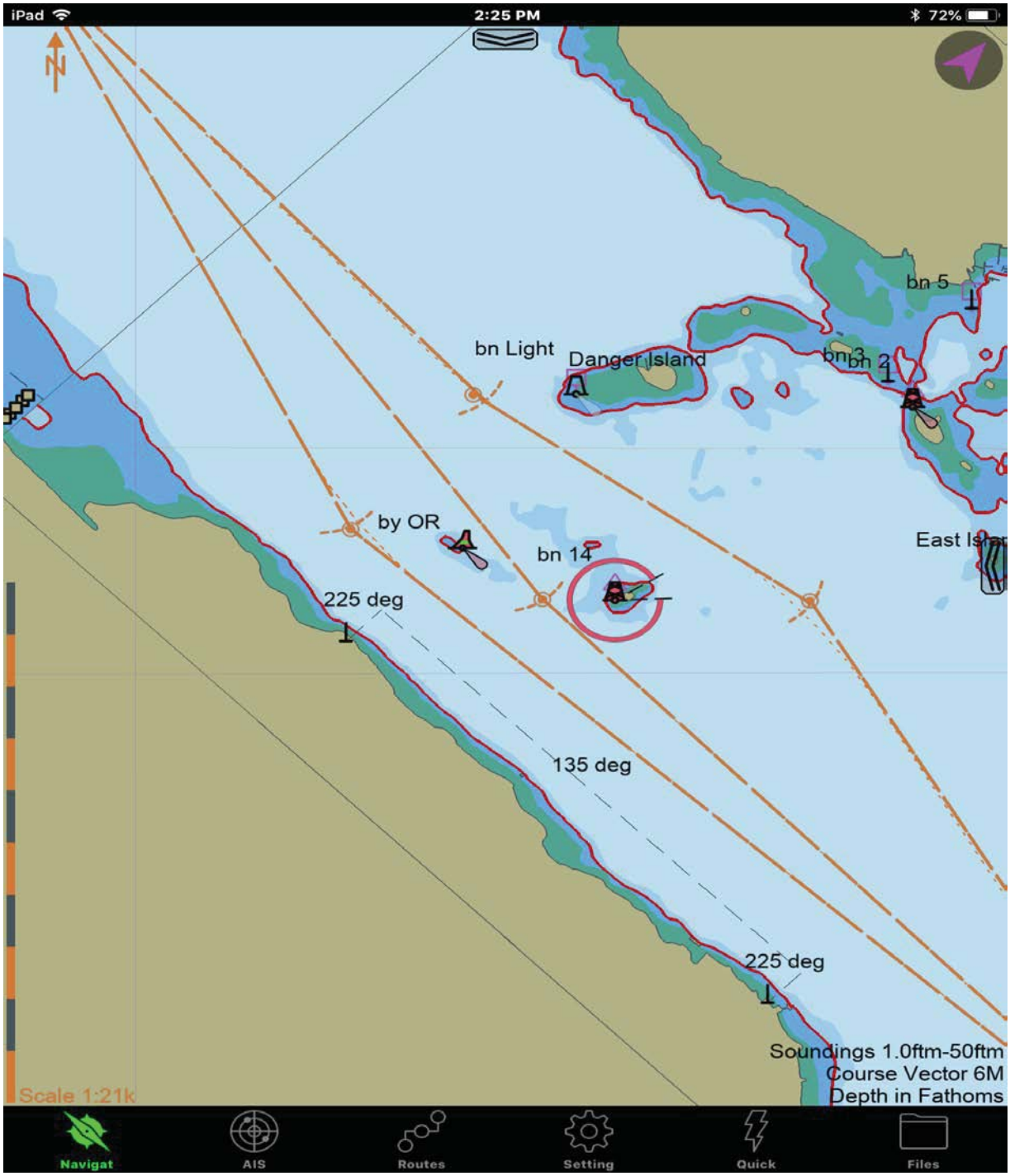
EAST AND WEST OF KEY REEF



SOUTH AND NORTH OF HANUS REEF



SOUTH AND NORTH OF LEMESURIER ISLAND



ROSA REEF TO LEWIS REEF
EAST AND WEST OF CHANNEL ISLAND
WEST OF OHIO ROCK

Tongass Narrows Voluntary Waterway Guide

TONGASS NARROWS VOLUNTARY WATERWAY GUIDE

Revisions
Est. February 28, 1999
October 1, 2006
April 30, 2007
April 10, 2010
April 24, 2012

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The Tongass Narrows Voluntary Waterway Guide (TNVWG) is intended for use by all vessel operators when transiting Tongass Narrows from the intersection of Nichols Passage and Revillagigedo Channel on the Southeastern-most end to Guard Island on the Northwest end of the narrows. The members of the Tongass Narrows Work Group (TNWG), which included representatives from the following waterway user groups, developed this Guide in an effort to enhance the safety of navigation on this congested waterway:

United States Coast Guard · Federal Aviation Administration
Southeast Alaska Pilots Association · Cruise Line Agencies of Alaska
Commercial and private floatplane operators · Small passenger vessels
Commercial Kayak Operators · Commercial freight transporters
Pennock-Gravina Island Association · Charter vessel operators
Recreational boat operators · Local City-Borough · Waterfront Facility Operators
Commercial fishing interests · Alaska Marine Highway System

This Guide is published and distributed by the United States Coast Guard.

For more information contact the:
U.S. Coast Guard Marine Safety Detachment
1621 Tongass Ave. Ketchikan, AK 99901
(907) 225-4496

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Disclaimer

The Tongass Narrows Work Group's TNVWG provides suggestions and recommended guidelines that are intended to assist persons operating vessels on the Tongass Narrows, regardless of type of vessel.

This Guide is meant to complement and not replace the federal and state laws and regulations that govern maritime traffic on the Narrows. Prudent mariners should not rely on the Guide as their only source of information about vessel traffic patterns and safe navigation practices in Tongass Narrows, and should comply with all applicable laws and regulations.

Vessel operating parameters and maritime conditions on Tongass Narrows constantly change. The TNWG and its members expressly disclaim any liability or responsibility, direct or indirect, which may arise from the use of the Guide, or reliance upon any information or recommendations in the Guide, by any person or entity.

Table of Contents

Comments and Concerns

Any questions, comments, or concerns can be submitted to the folloing:

United States Coast Guard Marine Safety Detachment Ketchikan at (907) 225-4496, 1621 Tongass Avenue, Suite 202A, Ketchikan, AK 99901

Ketchikan Harbormaster at (907) 228-5632 or 2933 Tongass Avenue, Harbor Master, Ketchikan, AK 99901

Description: Tongass Narrows is a "Y" shaped body of water that stretches from Nichols Passage on the Southeast end to Guard Island on the North. Tongass Narrows is approximately 13 nautical miles in length and, at its narrowest point is only about a ¼ of a nautical mile wide. The narrows is bounded on the eastern side by Revillagigedo Island and by Gravina Island on the west. The Narrows is oriented in a southeast to northwesterly direction and is split into two channels in the southeastern most third of the Narrows by Pennock Island. The cities of Saxman and Ketchikan lie along the eastern side of Tongass Narrows.

Reason/Purpose: To provide a non-regulatory approach to deconflict traffic and improve safety in the Tongass Narrows waterway.

Because of the high volume of traffic, the geography of Tongass Narrows, and the multiple directions of travel, it is vital that operators on Tongass Narrows (both first time and experienced) adhere to all navigation safety regulations and follow, as closely as possible, the suggested operating guidelines found in this Guide.

Primary Waterway Users/Background: Tongass Narrows is home to a large variety of traffic ranging from some of the largest cruise ships in the world to kayaks. Types of vessels operating on the Narrows include: recreational vessels, passenger vessels, commercial fishing vessels, commercial freight vessels/barges, commercial tank barges, kayaks, floatplanes, charter vessels and passenger ferries.

Navigational Restrictions: For a detailed description of the navigational restrictions on Tongass Narrows, see the **COAST PILOT 8.** This volume of the COAST PILOT gives a complete and adequate description of Tongass Narrows from the North Entrance of Nichols Passage to Guard Island. Generally, the more restricted areas of Tongass Narrows are:

1) West Channel in the vicinity of Clam Cove.
2) East Channel from Idaho Rock to CG Base.
3) North Channel from Danger Island to South End of Bar Harbor.

Annual Marine Events: During the summer months, the Ketchikan Yacht Club holds sailboat regattas on each Wednesday night and on some weekends. All marine events require a formal permit issued by the USCG. Approved marine events will be published in the Local Notice to Mariners. In addition to the weekly sailboat regatta, permit requests for the following annual marine events are anticipated – the annual Pennock Island Swim and the Christmas Boat Parade.

Federally Regulated Navigation Areas: The following regulated navigation areas are in effect on Tongass Narrows and are **MANDATORY, NOT VOLUNTARY**:

1) 33 CFR 110.231, Ketchikan Harbor, Alaska, Large Passenger Vessel Anchorage. This regulation defines an anchorage area in which no vessel, other than a large passenger vessel of over 1600 gross tons, may anchor without the express consent of the Captain of the Port Southeast Alaska. This regulation also requires all vessels using propulsion machinery to proceed through the anchorage by the most direct route without unnecessary delay and prohibits sudden course changes.
2) 33 CFR 165.1708, Tongass Narrows, Ketchikan, Alaska-Safety Zone. This regulation designates a safety zone for the annual fireworks display on the fourth of July.

3) 33 CFR 162.240, Tongass Narrows, Ketchikan, Alaska; navigation. This regulation establishes a **maximum speed limit of 7 knots for vessels of over 23 feet** in length in Tongass Narrows, bounded on the north by Buoy '9' and to the south by the East and West Channel Regulatory markers, respectively. Float planes involved in take-off or landing are exempt.

Security Zones: The following security zone is in effect on the Tongass Narrows:

33 CFR 165.1711, Waters of the Seventeenth Coast Guard District. This regulation establishes a 100 yard zone around escorted high capacity passenger vessels (HCPV, i.e. cruise ships and AMHS vessels). Persons desiring to transit within 100 yards of a moving, escorted HCPV or AMHS vessel in the Seventeenth Coast Guard District must contact the designated on scene representative on VHF channel 16 (156.800 MHz) or VHF channel 13 (156.650 MHz) to receive permission.

There is no type of vessel traffic control system in effect for Tongass Narrows.

Pollution Response/Salvage Companies
Alaska Commercial Divers: (907) 247-0771
Diversified Diving Service (907) 247-3843
SEAPRO: (907) 225-7002
PSSC: (907) 617-3392

Federal Pilotage Requirements: For information on pilotage requirements see COAST PILOT 8. As a general rule all U.S. vessels over 300 Gross Tons must have a federally licensed pilot onboard or must have a federal pilotage endorsement on their license for these waters. For non-U.S. flagged vessels over 300 Gross Tons, you must meet all applicable Alaska State Pilotage Rules, found in Alaska Statutes, Title 8, Chapter 62.

U.S. Customs & Border Protection (CBP) Requirements: As a general rule, all persons entering U.S. waters from Canadian waters, after having stopped in Canada are subject to all applicable customs regulations. To arrange for a U.S. Customs service inspection, to notify the CPB of your arrival, or to get further information on this topic, you may contact the CPB Office at (907) 225-2254.

OPERATING GUIDELINES FOR VESSELS OPERATING ON TONGASS NARROWS

The items listed below are suggested guidelines (in bullet form) for operations on Tongass Narrows. This section is followed by user specific guidelines. These guidelines are not all-inclusive. These are suggested procedures designed to enhance the safety of all persons operating vessels of any type on Tongass Narrows.

(***Note: A "vessel" is defined by the Navigation Rules [Rule 2(a)] as "every description of water craft, including nondisplacement craft and seaplanes, used or capable of being used as a means of transportation on water."***)

The chartlets used in this guide illustrate suggested or preferred operational areas but are not all-inclusive. Mariners should be aware of this and should maintain their vigilance when transiting Tongass Narrows.

GENERAL GUIDELINES:

- All vessels in Alaskan waters are required to operate in accordance with the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS), also known as the Navigation Rules, per 33 CFR 80.1705.
- All vessels equipped with a VHF Marine band radio should monitor channel 16 when underway. Channel 13 should also be monitored if available. It is the policy of cruise ships and other large commercial vessels including tugs with tow and Marine Highway vessels to give "securite" call on channels 13 and 16, fifteen minutes prior to getting underway and at prescribed call points while transiting. Only concerned vessel affected should respond to these securite calls.
- **All mariners are responsible for the wake created by their vessel.** If your vessel causes a dangerous or damaging wake, in addition to civil fines, you may be held liable for damages resulting from that wake.
- When transiting the Tongass Narrows, please exercise caution, maintain extra vigilance and be courteous. Unlike other waterways, on Tongass Narrows you must also remember to scan the sky as there is a constant stream of floatplanes landing and taking off on these waters.
- Whenever possible, vessels should transit perpendicular to, or parallel with, the main channel.
- For moorage information, you may contact the local harbormaster's office on VHF channel 73, or you may call them at (907) 228-5632.
- This Guide includes chartlets showing some of the suggested operating areas for various user groups. There is also a chartlet in each section for that specific waterway user. Please become familiar with these suggested operating areas prior to operating your vessel on the narrows.
- The Marine Safety Task Force has created a Southeast Alaska Voluntary Waterway Guide for use by cruise ships and other large vessels when transiting Southeast Alaska. A copy can be downloaded at http://www.seapa.com/ for review. This guide gives additional information on cruise ship operations in the Tongass Narrows.

Because of the high volume and variety of traffic and the multiple directions of travel, it is vitally important for all vessel operators to follow the suggested operating procedures outlined in this Guide when traveling on Tongass Narrows.

FISHING VESSELS

- Fishing vessel operators should be cognizant of their wake at all times while transiting Tongass Narrows. This is especially critical when around kayakers or in the vicinity of the floatplane facilities. Remember, if your vessel causes a dangerous or damaging wake, you may be held accountable for any damage that is caused by your vessel's wake as well as be subject to a fine.
- There is no Federally Regulated fishing vessel anchorage. Fishing vessels wishing to anchor in Tongass Narrows should anchor between East Clump and Clam Cove, near Gravina Island. These areas are shaded on the attached chartlet at the end of this section.
- If you anchor in the east channel of Tongass Narrows in front of the canneries and facilities, you must maintain a radio watch and should coordinate your anchoring with the canneries and facilities so as to not impede access to the shore facilities.

- Do not anchor in the Large Passenger Vessel anchorage at the north end of Pennock Island.
- When at anchor, all vessels should display the appropriate lights or day shapes required by the Navigation Rules. Care should also be taken to ensure you do not encroach upon the main channel and thus cause a hazard to navigation.
- Regardless of where you anchor, care must be taken to not impede navigation in the channel and to not block access to any waterfront facilities.
- Limit the use of Halogen deck lights at night as they can obscure the lights from navigations aids and make it more difficult for transiting traffic. Please reference the Sector Juneau *OCMI Advisory on High Intensity Lights* on fishing vessels for further guidance.
- The following is a list of waterfront facilities and their contact numbers:

Petro Marine Service (907) 225-2106
Northland Services (907) 225-2093
Alaska General Seafoods (907) 225-2906
Anderes Oil (907) 225-2163
Trident Seafoods (907) 225-4191
E C Phillips & Sons (907) 225-3121

CRUISE SHIP OPERATIONS

- Cruise ships shall anchor in the designated anchorages illustrated on the attached chartlet.
- Anchoring in this area will enable a cruise ship to have the maximum swing area and will help to ease congestion in the east channel of Tongass Narrows. If unable to use the designated anchorages, variations will be approved by the COTP prior to anchoring.
- When using tenders to transport passengers, all cruise ships are reminded that they need to be cognizant of the wake created by the tenders. A wake of 12 inches can cause problems for floatplanes landing and taking off. Given the proximity of the cruise ship anchorage to the float plane operations area, extreme care needs to be exercised.
- Tenders should transit by proceeding down the middle of the channel, parallel to the shore, until adjacent to the debarkation destination. This transit route will help to reduce the amount of congestion in the Narrows, reduce exposure to floatplane traffic and make tender traffic more predictable. The suggested traffic pattern is illustrated on the attached chartlet.
- Tender operators should be able to communicate effectively in English and should monitor VHF channels 13 and 16 for other marine traffic at all times.
- Inbound and outbound cruise ships must be cognizant of their wake and any potential damage their wake may cause. This is especially true when in the vicinity of Lewis Reef and Peninsula Point. This is applicable to all cruise ships regardless of size.
- The following is a list of contacts for this group:

Southeast Alaska Pilots' Association (907) 225-9696
Cruise Line Agencies of Alaska (907) 225-0999

FLOAT PLANE OPERATIONS

- Floatplane operators are reminded that when the plane is on the water, it is considered a vessel and is subject to the International Navigation Regulations (72 COLREGS). As the operator of a floatplane, you are reminded that under the 72 COLREGS, floatplanes 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, she shall comply with the Rules of this Part.

- It is recommended that "Step Taxiing" in floatplanes be minimized. "Idle Taxiing" is preferred.
- Floatplane operators should keep a close eye out for kayaks and other small vessel traffic when landing and taking off.
- Landing through fish processing outfalls should be avoided.
- Floatplane operators should be aware of changing wind conditions when in the lee of a cruise ship.
- When landing and taking off in the vicinity of a cruise ship keep a sharp lookout for vessels that may be screened from your sight by the cruise ship.
- Floatplane operators are encouraged to extend their taxi to the west when operating under the East Wind Pattern. This will aid the pilots in avoiding most of the congestion.
- There is no set distance a floatplane should keep from the waterfront facilities. However, pilots are reminded that many vessels depart from these facilities and by keeping more to the outside of the channel, you will decrease your risk of being surprised by a vessel leaving one of these facilities.
- When using the floatplane facilities at the Ketchikan International Airport, floatplane operators should avoid operating in the vicinity of the airport ferry. The attached chartlet illustrates a suggested landing and take-off zone to the northwest of the floatplane dock. By using this area for your landing and takeoffs, you are helping to ease the congestion in this, the narrowest portion of Tongass Narrows. You are also limiting the amount of vessel traffic that you will have to contend with when using this facility.
- Floatplane operators, when landing or taking off in the vicinity of any vessel should avoid doing so in a manner that will impede or surprise the operator of that vessel.
- The following is a list of contacts for this group:

Taquan Air (907) 225-8800
Promech Air (907) 225-3845
Pacific Airways (907) 225-3500
Ketchikan Flight Services (907) 225-9481
Seawind Aviation INC (907) 225-1206
Southeast Aviation (907) 225-2900
Alaska Seaplane Tours (907) 225-1974
Misty Fjords Air & Outfitting (907) 225-5155
Temsco Helicopters INC (907) 225-5141
Family Air (907) 247-1305
Island Wings Air Service (907) 225-2444

KETCHIKAN YACHT CLUB SAILBOAT REGATTAS

- Two days prior to each race, the sailboat race will be announced in the Events section of the Ketchikan Daily News. This announcement will give the times of the race, the name of the race committee boat if known and a method for contacting the race committee boat. The attached chartlets illustrate the usual routes used for these regattas.
- Whenever possible, races should be held in non-peak operation times for other vessels.
- All races must have an approved "Marine Event Permit" prior to their being conducted.
- Whenever possible, races should be coordinated with the local Coast Guard Auxiliary Flotilla so they may provide a safety patrol craft for the race.

- Once it is determined a race is going to conducted, the race committee boat should initiate a "Securite" broadcast advising marine traffic of the race course, number of vessels participating, and how to contact the committee boat if a conflict exists.
- All race participants equipped with a marine radio should monitor VHF channels 13 and 16 during the course of the race and are reminded at all times, they must abide by all applicable navigation safety regulations.
- Mariners wishing to contact the race committee boat may do so on VHF channel 16, 13 or 69.
- The Ketchikan Yacht Club can be contacted at: (907) 225-3262.

KAYAK OPERATIONS

All Kayakers should abide by the "1998 Power Vessel Operator & Kayaker Suggested Guidelines for Safe Operations in Alaska" (Appendix 1 to this Guide). Although it's several years old, the information is still very useful for safe operations.

In addition to the guidelines in the above mentioned pamphlet, when on Tongass Narrows, kayak operators should:

- At no time should kayaks be operated around the stern or bow thruster area of cruise ships preparing to depart the pier. This is especially critical when ships are preparing to depart their berth or anchorage. Some ships have controllable pitch propellers. On these ships, propellers and shafts may be turning even when the vessel is not making way. They may be started up to an hour prior to the vessel getting underway to warm up the engines. Cruise ships when in berth or at anchor, as well as ship's agents, usually monitor and work on VHF channel 12. Ships or agents may be contacted on channel 12 to verify departure times. Cruise ship pilots give securite calls on channels 16 and 13 approximately 15 minutes prior to getting underway.
- Kayak operations around any cruise ship should be avoided in the fifteen minutes immediately prior to the cruise ship's scheduled departure. If you are unsure as to the time of the vessel departure, contact the vessel and notify them of your intentions.
- Guided kayak operations should maintain a guide to client ratio of 1 to 6, unless a motorized rescue boat accompanies your group. Guides should maintain a radio watch on VHF channels 13 and 16.
- When crossing Tongass Narrows, groups of kayaks should cross in a side by side formation, not strung out end to end. When traveling in a group, you will be more visible than when you form a line and you will also limit your exposure to other vessel traffic.
- When crossing from Revillagigedo Island to Pennock Island, you should cross at the suggested crossing corridor depicted on the attached chartlet. The coridor runs from Thomas Basin, straight across Tongass Narrows to Pennock Island. By transiting across the narrows at these points you will be in an area where cross traffic normally occurs.
- When weather conditions exceed safe operating levels or the skill level of the kayaker, operations should be halted.
- "Securite" broadcasts should be made when groups are departing Thomas Basin or transiting to or from Pennock Island, to advise marine traffic of your intended route of travel and numbers in your group.
- For kayakers traveling through Tongass Narrows, we suggest that you stay to the side of the main channel and avoid traveling in the center of the channel whenever possible.
- All kayakers should be extra vigilant. Because of he low profile of a kayak, it is very difficult for other vessels or floatplanes to detect you presence.

RECREATIONAL AND CHARTER VESSELS

All recreational and charter vessels should abide by the "1998 Power Vessel Operator & Kayaker Suggested Guidelines for Safe Operations in Alaska" (Appendix 1 to this Guide). Although it's several years old, the information is still very useful for safe operations.

- Like all other vessels, recreational and charter vessel operators must comply with all applicable navigation safety regulations, including the 72 COLREGS.
- Vessel operators should ensure they are traveling at a safe speed for the given weather and traffic conditions.
- Whenever possible, vessels should transit perpendicular to, or parallel with, the main channel.
- Vessels should transit using the middle of the channel when possible. Near shore operations are more hazardous because visibility is obstructed by shore infrastructure and other traffic.
- Do not anchor in the Large Passenger Vessel anchorage at the north end of Pennock Island.
- When transiting perpendicular to the main traffic flow, extra caution should be used. This is especially true if your view of an area is blocked by another vessel, such as a cruise ship at anchor.
- Rapid course changes should be avoided whenever possible, especially in front of large vessels and floatplanes.
- If you are transiting through the Narrows, you are encouraged to use the West Channel between Pennock and Gravina Islands if at all possible. This will help to reduce the congestion in the East Channel of Tongass Narrows.

Personal Watercraft

Although these craft are not restricted in Tongass Narrows, due to the high volume and variety of traffic, mariners wishing to operate personal watercraft should not operate them in Tongass Narrows.

- Personal watercraft are considered motorized vessels and are subject to all applicable navigation safety regulations. This includes the 72 COLREGS.
- Rapid course changes should be avoided whenever possible.

Duck Boat Operations

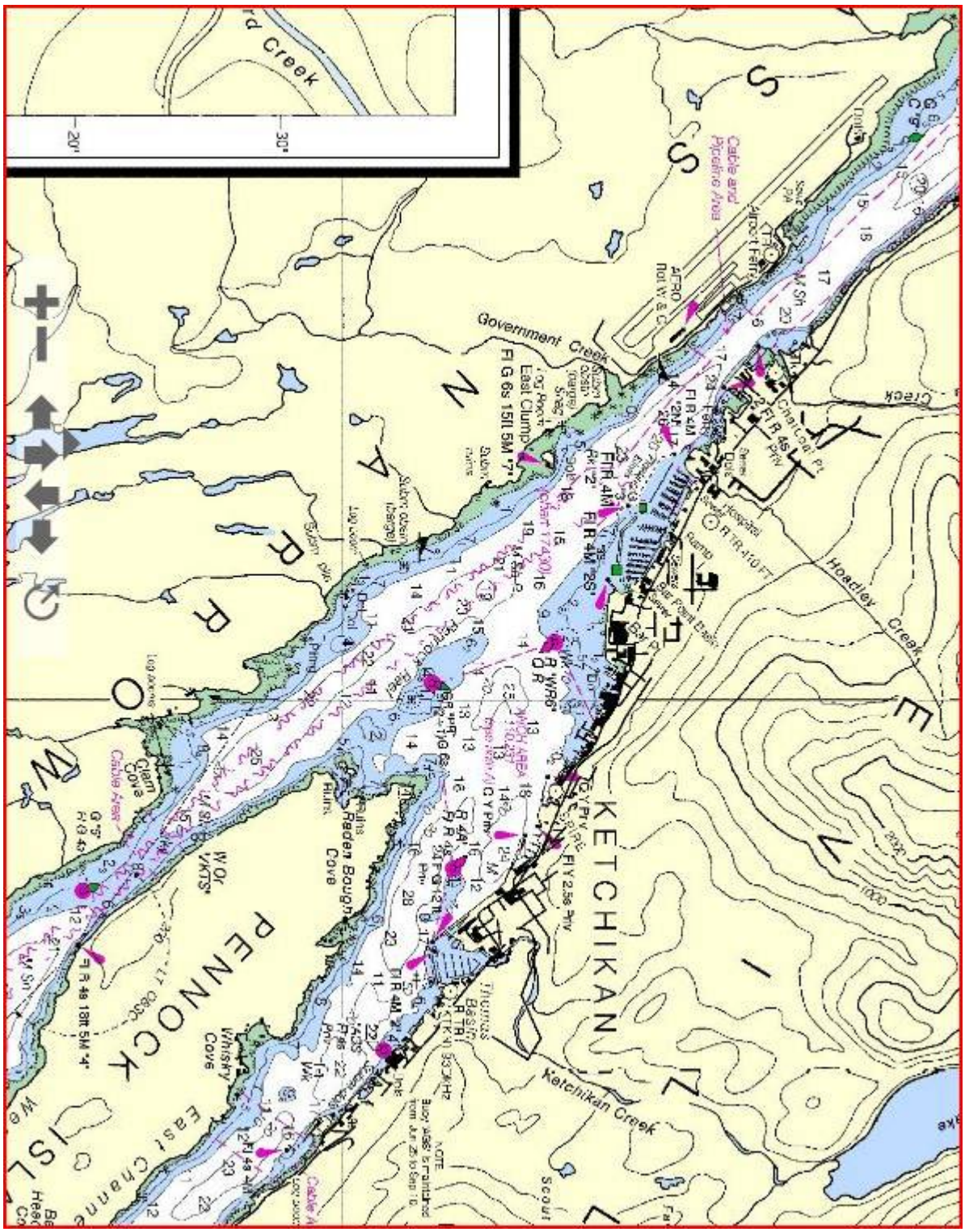
Duck boats operate at a very slow speed and are reduced in maneuverability. Other vessels in their vicinity should realize that duck boats have a minimal amount of steering and to stay clear of their heading. The duck boats enter Tongass Narrows at Bar Harbor public boat launch, head south out of Bar Harbor Marina, and make their turn back north in front of the Westflight Building at 1621 Tongass Ave. before departing from Bar Harbor boat launch again.

Airport Operations

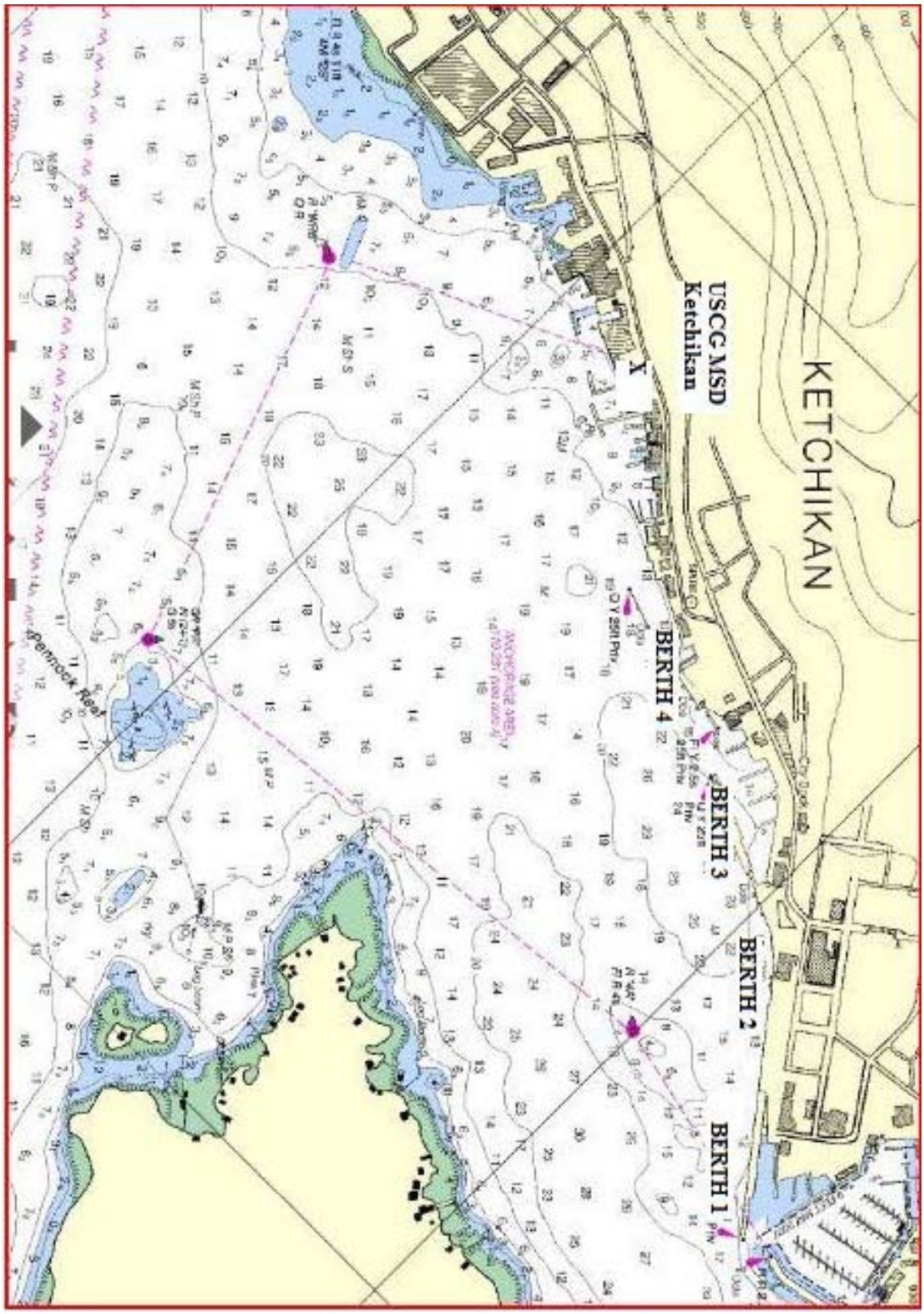
The Ketchikan Airport has a ferry that operates every 30 minutes in the winter and every 15 minutes during the busy summer months. The ferry runs from the Ketchikan side directly across from the airport to Gravina Island where the airport loading ramp is located. The Ketchikan Airport also operates a float dock and vessel traffic is monitored on CH 16.

- The 7 Knot restriction zone begins at buoy number “9” on the north end of the Narrows. This encompasses the Ketchikan Airport operations.
- Mariners are reminded of the Ketchikan Airport Ferry that crosses the Tongass Narrows, and small vessels are asked to give way to the ferry operations due to its time restrictions.
- The Ketchikan Airport operates a float plane dock for passenger pick ups, passenger drop offs, and for mail and package deliveries. Mariners are reminded that you are responsible for your wake and due to the dock being intended for float planes a small wake can have a very big impact. Many times tourists or other passengers are being loaded or off loaded when vessels pass.
- The Ketchikan Airport Float Plane dock is for float planes only. Vessels mooring at the dock could receive a violation ticket up to $500.00.
- Vessels may moor on a first come basis on the south end of the Ketchikan Airport Float Plane Dock. The dock only has a 50’ boat moorage and cannot receive any vessel larger than 50’.

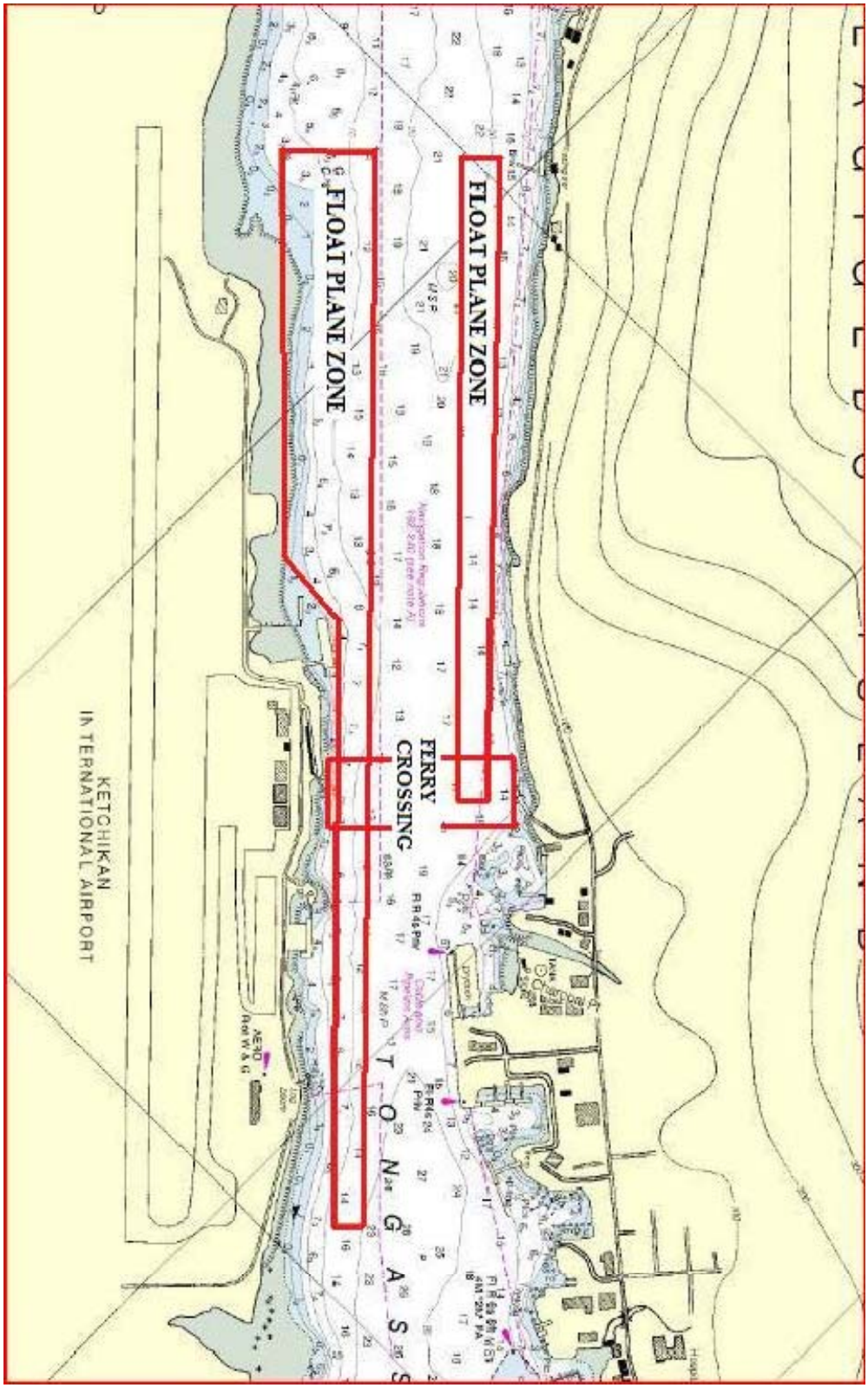
KETCHIKAN OVERVIEW



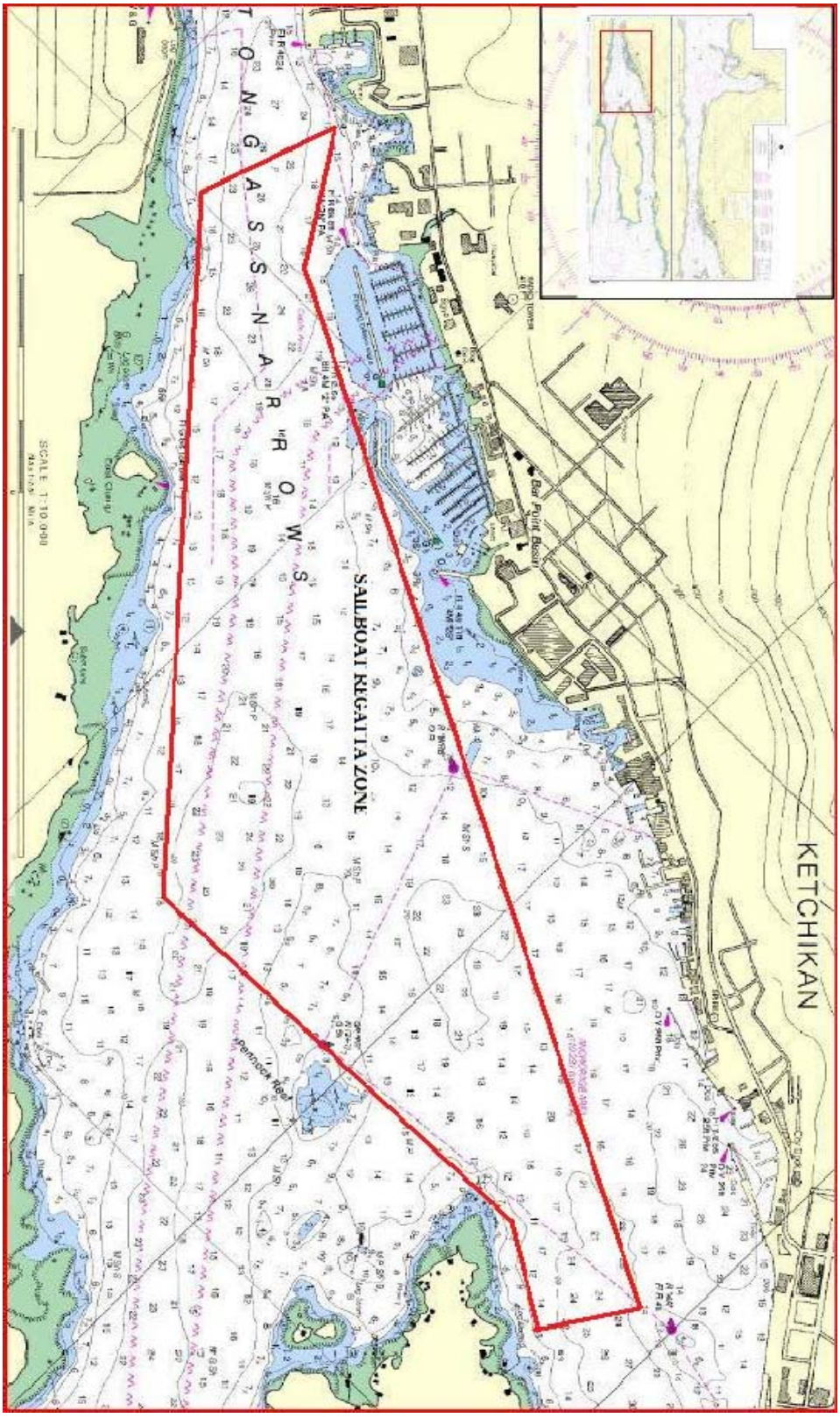
CRUISHIP BERTHS



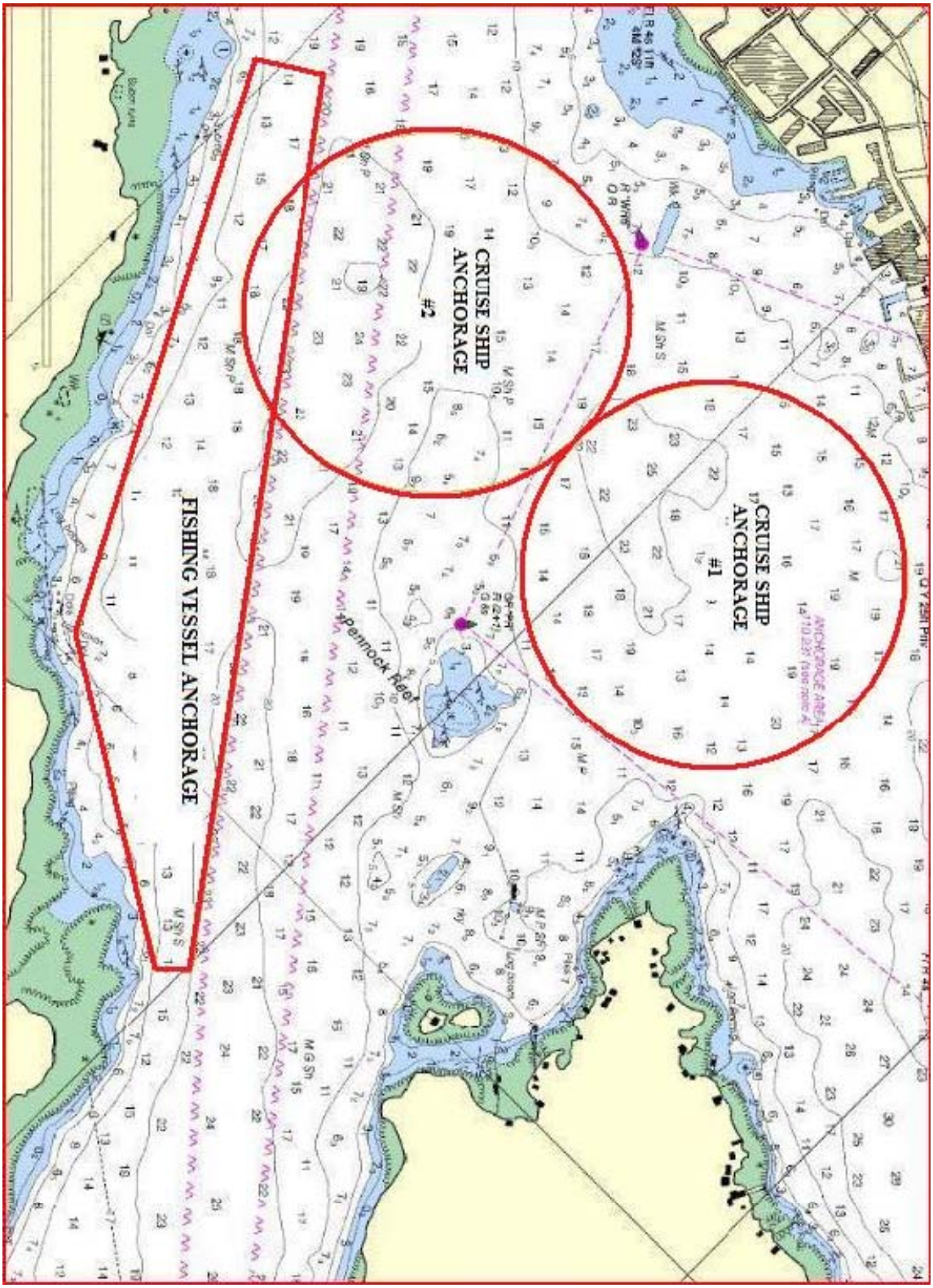
AIRPORT HIGH TRAFFIC ZONE



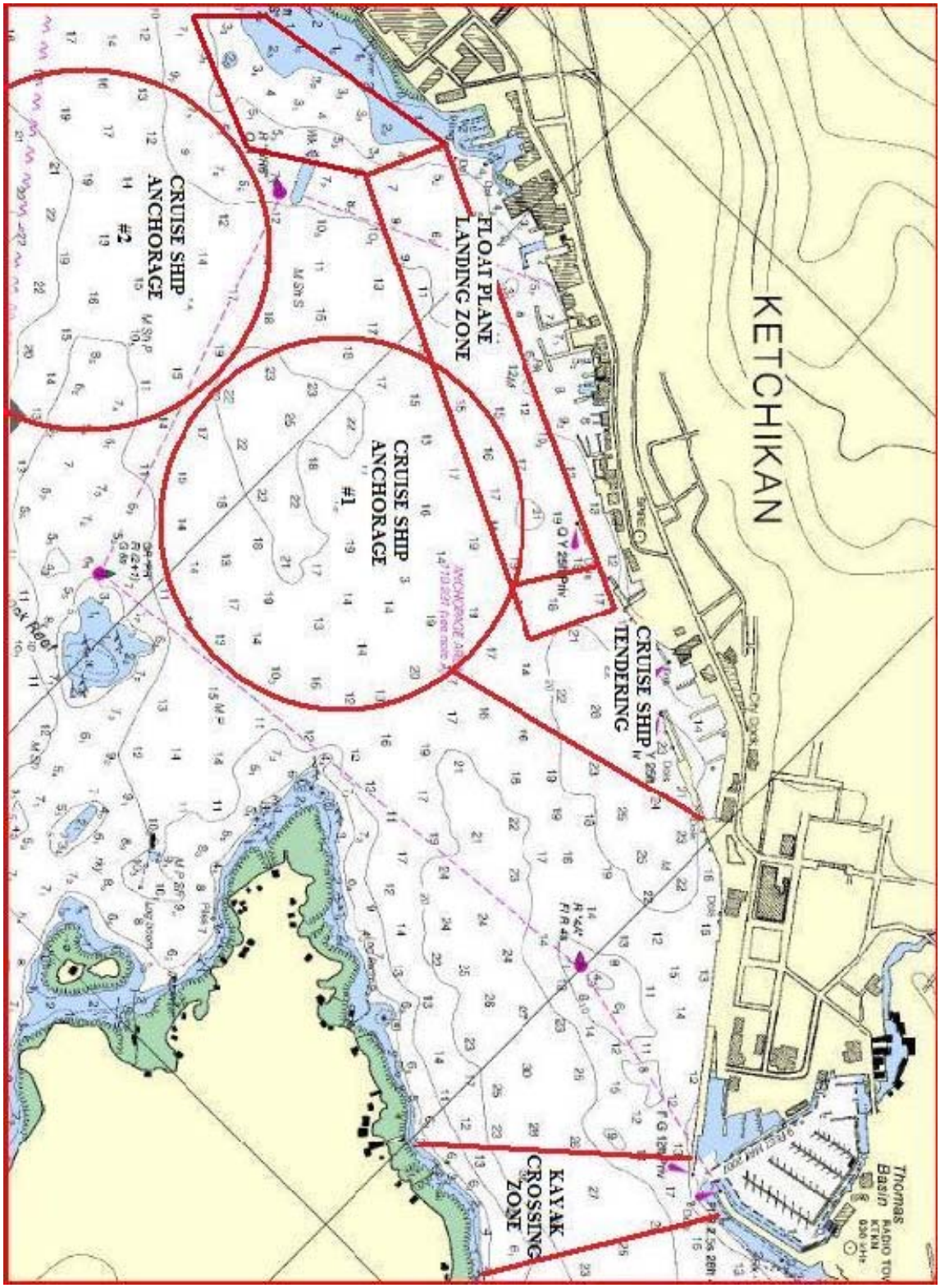
SAILBOAT REGATTA ZONE



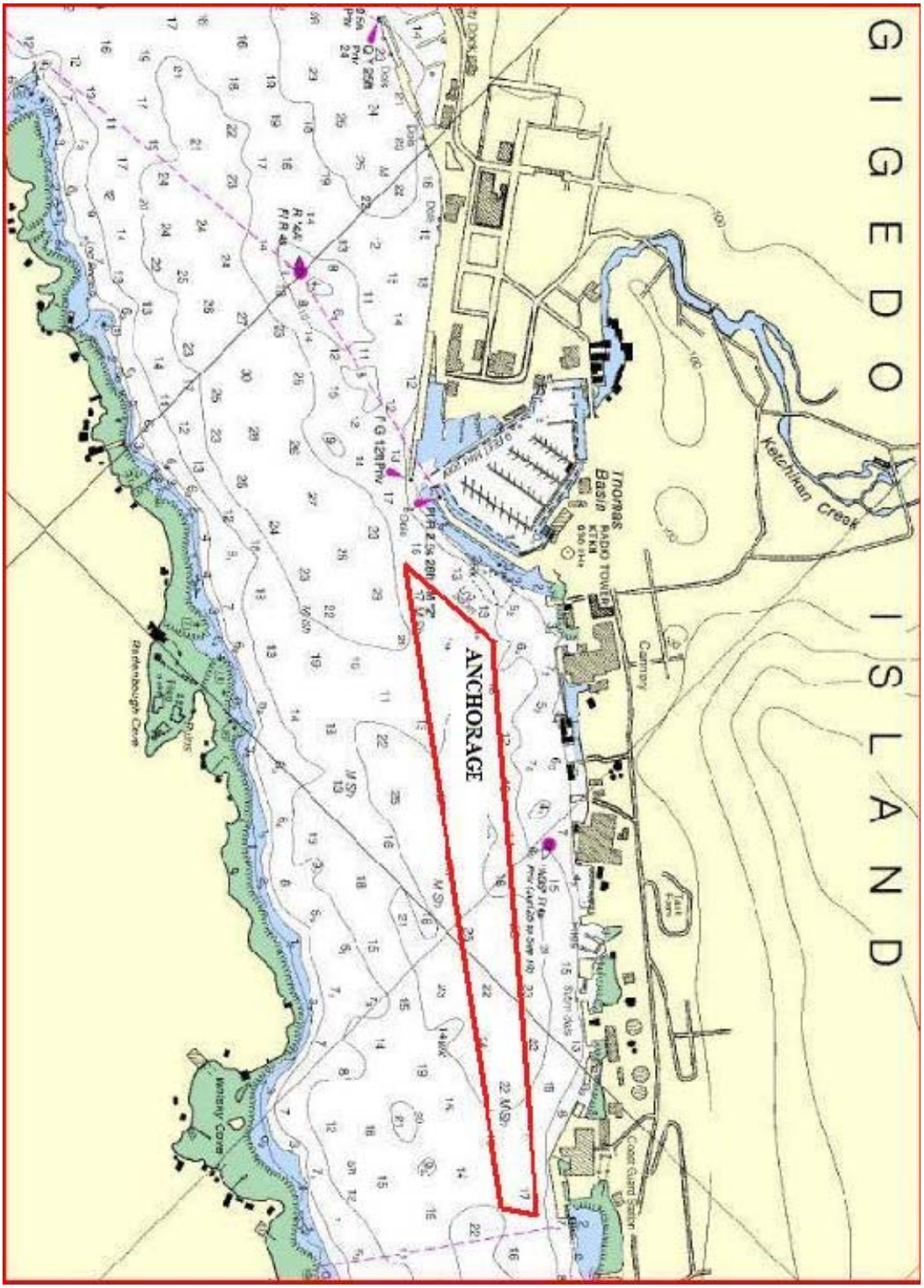
CRUISE SHIP ANCHORAGE AND FISHING VESSEL ANCHORAGE



FLOAT PLANE LANDING, CRUISE SHIP ANCHORGE & TENDERING, & KAYAK CROSSING ZONES



OFFLOADING FISHING VESSEL ANCHORAGE



Appendix One: Power Vessel Operator and Kayaker Guide

1998 POWER VESSEL OPERATOR AND KAYAKER SUGGESTED GUIDELINES FOR SAFE OPERATIONS IN ALASKA

Overview: Alaska's coastal communities are connected by thousands of miles of waterways. As Alaska's economy diversifies and develops, more people are and will be using Alaska's coastal waters for business and pleasure. Commercial fishing, sport fishing charters, transportation, large vessel tourism and the sea kayaking industry each contribute millions of dollars annually to Alaska's economy and help to provide economic diversification and stability in small coastal communities. However, with this growth come increased opportunities for inadvertent adverse impact between various boating groups. Of particular concern is the possibility of collisions, capsizing or injury to sea kayakers. The Alaska Wilderness Recreation and Tourism Association with the support of the U.S. Coast Guard held a meeting in Anchorage and decided that increased boater education was one way to help reduce the risk of such an event.

What kayakers should know about power vessel operators

- When powerboat operators are heading into the sun, it is virtually impossible for them to see kayaks. Powerboat operators rated colliding with a kayak when heading into the sun as the most likely cause of a fatality.
- Kayaks are not visible on radar. Kayakers should not rely on a boat's radar to alert a skipper to their presence.
- When a power vessel traveling at high speeds slows down, it creates a larger wake as the vessel settles into the water.
- Large powerboats and tour-boats can be blown off course by strong winds when traveling too slowly, such as when they must pause in harbor entranceways because kayakers are blocking the passage.
- If a vessel does not respond to your VHF radio call, call again. The vessel operator may have been on the radio to another boat or using the PA system to speak to passengers.

What power vessel operators should know about sea kayakers

- Because sea kayakers carry their "life support" systems (food, clothing, tents, sleeping bags, etc.) in their kayaks, a fully loaded kayak may weigh 250 or more pounds. Kayaks and survival equipment are particularly vulnerable to being damaged by large wakes when loading or unloading on a beach as the kayaks cannot be quickly picked up and carried out of the wake zone.
- Wakes breaking onshore against a loaded kayak may push the kayak into a kayaker causing severe injury or a broken leg.
- Kayakers usually travel close to the shore to stay out of the way of power vessels. However, large wakes breaking against cliffs give kayakers a "double whammy". First they get the incoming wake, then the refracted wave off the cliff.
- A power vessel with a large wake traveling at high speeds close to sea kayakers can capsize a sea kayak if the kayakers do not have sufficient time to turn "bow-into" the wake.
- In bad weather (winds over 15 knots), kayakers are less likely to be able to maneuver. Giving them room is the best option unless assistance is clearly being requested.

Guidelines for sea kayakers

- Increase your visibility by wearing bright clothing, using a bright (not dark) colored kayak. Paddles with white rather than black blades, and putting reflector tape on our kayak paddles and life jackets. Use of a bicycle flag pole may interfere with your ability to right and climb back into the kayak should you be rolled. Test this in a pool before using.
- Learn the boating sound signals so you can understand a vessel operator's intentions when he gives you a sound signal.
- Carry flares to use in distress.
- Carry a good, submersible, VHF radio where it is readily available for use. Be aware of large boats and subsequent wakes and avoid landing and launching in a potential surf zone when their wakes are approaching. Use beaches that are protected from possible surf and wake for rest breakers and/or carry your boats up out of the surf zone if possible. When loading or unloading for camp, empty and move the kayaks up the beach as quickly as possible.
- In narrow passages or places where power vessels have limited maneuverability, stay out of the main channel. Do not impede traffic in a harbor or harbor entrances.
- Move into and away from harbor entrances quickly to avoid wakes from vessels accelerating and slowing down.
- If you are traveling in a group and see a vessel approaching, move into a tight group to increase your visibility. Wave your paddles high above your head to alert the vessel operator to your presence.
- If a power vessel approaches you heading into the sun, try waving your paddles high above your head in a back and forward motion to alert them to your presence.
- When rounding blind corners or areas with submerged reefs be aware that boat wakes can be dangerous. Wait until the boat and subsequent wake pass by before proceeding.
- When crossing a passageway or open water, cross in a tight group. In areas or high traffic, give a "securite" call on your VHF radio before crossing.

Guidelines for Power Vessel Operators

- Always travel at a safe speed for the conditions. Reduce speeds when weather conditions or blind corners reduce your visibility. Never travel faster than you are capable of responding to avoid an accident or close encounter.
- Stay sufficiently far away from kayakers that they have time to maneuver "bow-into" your approaching wake.
- On leaving and approaching harbor entrances look for kayakers and plan your acceleration or slowing down so they have time to turn into the wake. Kayaks have been capsized in this situation.
- Avoid traveling close to shore especially around blind corners. Kayakers ranked encountering a vessel rounding a blind corner as the most likely cause of a sea kayaking fatality. When rounding a blind corner in an area sea kayakers use, give one prolonged blast as a warning. Listen to your radio for response. Take action to avoid close encounters or collisions.
- When kayakers are near cliffs, consider reducing your speed well before you reach them to minimize your wake or give the area a wider berth.
- If you inadvertently place a large wake close to kayakers when they may not be able to head "bowinto" it, look back after passing and make sure you have not capsized a kayaker.

Sound Signals

The following maneuvering signals are used when vessels are in sight of one another or to announce a vessel's presence when vessels are in sight of one another.
***1 short** blast*: I am altering course to starboard
***2 short** blasts*: I am altering course to port
***3 short** blasts*: I am operating astern propulsion
***1 prolonged** blast*: Power driven vessel underway in reduced visibility
5** or more **short blasts: Danger signal

Sound Signals at Blind Corners

Power vessels rounding a blind corner in areas routinely used by kayakers should indicate their approach with 1 prolonged blast. Kayakers should immediately respond on their VHF radio giving a "securite" announcement on channel 16 as follows:
"*Securite, securite, securite, vessel rounding the blind corner, there is a kayaker (or group of kayaks) at _____(location: such as - 100 yards from Point Roberts).*"

Communications

Channel 16 is the standard hailing and distress channel for vessels in Alaskan coastal waters. Initial contact is made on channel 16, and then if more discussion is necessary the parties agree to switch to another channel. Channels 21 and 22 are for communication with the Coast Guard. It is advisable that kayakers carry and know how to use a VHF radio. VHF radios require a station and operator's license. The best VHF radios for Alaskan coastal conditions are water repellent and have 5 watts of power.

Using a VHF Radio

- Listen to make sure no one else is speaking.
- Establish contact on channel 16 giving first the NAME of the boat you are calling (if known, or type of boat and description of its location "tour-boat approaching Point Decision", this is NAME (of your boat) and CALL SIGN. To avoid confusion, never reverse this sequence. You may repeat the name of the boat you are calling a few times, but do not repeat your name and call sign. Keep your call short. If the boat does not respond, wait two minutes before trying again unless it is an emergency.
- When contact is established, switch to a working channel (9 if with a commercial boat or 68, 69, 70, 71, 72, or 78 for recreational boats). Listen to make sure no one else is using the channel.
- Communications should be short and about operational or safety concerns.
- Sign off giving your NAME and CALL SIGN when you are finished on the working channel.

Making a "MAYDAY" Call

"Mayday" calls are made only when one is in grave and immediate danger. Being weathered in or overdue are not "Mayday" situations. For less severe situations call the Coast Guard or harbormaster. Use VHF channel 16.

"MAYDAY" Procedures

1. On VHF channel 16 state: "MAYDAY, MAYDAY, MAYDAY, THIS IS A KAYAK PARTY (repeated three times; normally the name and call sign of the vessel goes here, but kayaks usually don't have names)".
2. "WHERE" you are. Give the most exact information possible.
3. "WHAT' is wrong (collision, sinking, injured person, etc.).
4. "NUMBER" of persons in party and the condition of any injured.
5. "PRESENT SEAWORTHINESS" of the kayak(s).
6. "DESCRIPTION" of the boat (yellow single person kayak, etc.)
7. Give "YOUR LISTENING FREQUENCY" and schedule.
8. Conclude: "THIS IS A KAYAK PARTY, OVER".

Local Knowledge

- Inexperienced kayakers often do not know where they are. Follow your charts and note the local names for points and bays.
- Never kayak in an unfamiliar area without a local chart or special map. Keep track of your location.
- When kayaking in an unfamiliar area, seek local knowledge even if you have a chart.
- It is advisable to fill out a trip plan and leave it at the harbor office.
- If you are in an unfamiliar area, check with the harbor staff about local high traffic areas, such as small boat ramp areas, cannery docks, and harbor entrances, where there might be a potential conflict. Try avoiding these areas. If you cannot avoid them, enter these areas with caution and try to stay out of the way of vessel traffic. If visibility is poor, you may whish to give a Securite call.
  This Guide was developed in partnership with the U.S. Coast Guard. For more information call your local Coast Guard Sector.

Contributors

The Alaska Wilderness Recreation and Tourism Association took the lead in developing this brochure and received invaluable help from the Knik Kayakers and Canoers. Over 80 businesses and individuals from Ketchikan to Kodiak participated in the scoping process, risk assessment and development of this brochure. Personnel from the U.S. Coast Guard in Juneau, Valdez, and Anchorage have provided support and assistance.

Notice

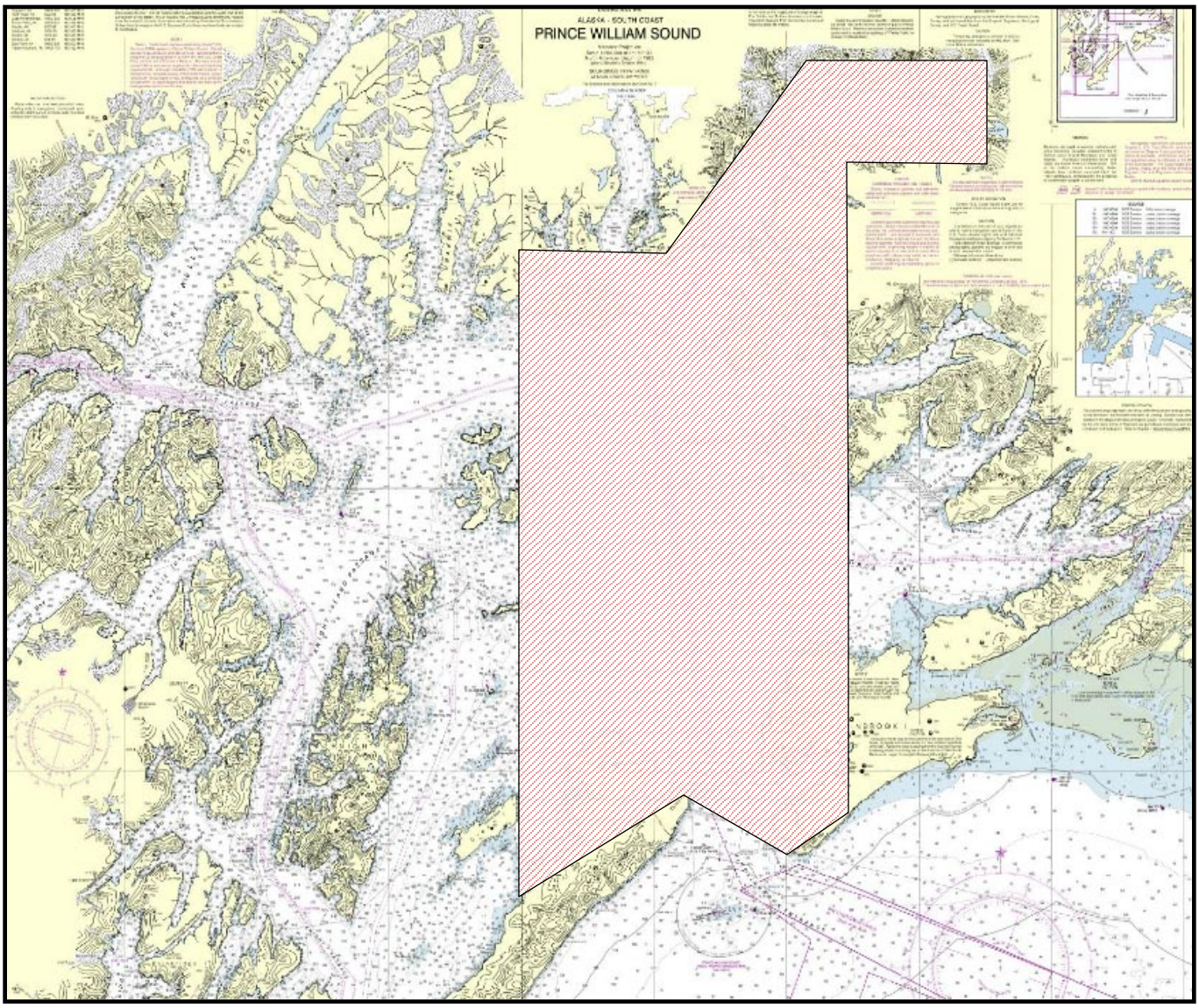
VTS Prince William Sound User's Manual

U.S. Coast Guard

Vessel Traffic Service
Prince William Sound

User's Manual

Tenth Edition
April 2014



Notes

Purpose of this Manual:

With the implementation of Vessel Traffic Management regulations contained in Title 33, Code of Federal Regulations, effective October 13, 1994, a VTS User's Manual is required for Prince William Sound. This manual provides the VTS User with:

- An understanding of the regulations governing the Vessel Traffic Service contained in 33 CFR 161 and 165.
- A description of traffic management measures employed and services provided by the VTS.
- A quick reference guide that describes the requirements and procedures for participating in Vessel Traffic Service Prince William Sound.
- A copy of 33 CFR 161: Vessel Traffic Management Regulations.

Introduction:

Welcome to the Vessel Traffic Service Prince William Sound Area and thank you for taking the time to read our User's Manual. This Manual contains information that will help you use our service and remain in compliance with applicable federal regulations and local operating requirements. Carrying this manual satisfies the requirement found in 33 CFR 161 to keep a copy of the Vessel Traffic Service rules on board when operating in the VTS Area. All mariners are encouraged to read this manual prior to participating in the VTS.

Please call us any time at (907) 835-7205 if we can be of assistance. We look forward to working with you!

Vessel Traffic Service Prince William Sound:

The Ports and Waterways Safety Act of 1972 (PWSA), as amended, authorizes the Coast Guard to establish and operate Vessel Traffic Services. The Trans-Alaska Pipeline Authorization Act of 1973 amended the PWSA to specifically require the Coast Guard to establish and operate a Vessel Traffic Service in Prince William Sound. A Coast Guard operated Prince William Sound Vessel Traffic Service is also required in accordance with the Oil Pollution Act of 1990.

VTS Prince William Sound is a department of Coast Guard Marine Safety Unit Valdez, Alaska. The VTS watch is housed in the Vessel Traffic Center, located in the Marine Safety Unit building in Valdez, and is staffed 24 hours a day, 7 days a week by Coast Guard civilian and active duty personnel. Our mission is to prevent accidents, loss of life, and damage to property and the environment. Our primary function is to instill good order and predictability on the waters of the VTS Area by coordinating vessel movements through the collection, verification, organization, and dissemination of information.

This version of the User's Manual supersedes all previous editions. Copies of this manual are available free of charge online at the U.S. Coast Guard Homeport web site: (homeport.uscg.mil/valdez).

Table of Contents

Concept of Operations

The primary components of the VTS are:

- The Vessel Traffic Center (VTC) housed at Marine Safety Unit Valdez.
- Ports and Waterways Safety System (PAWSS) operator workstations in the VTC.
- Vessel Traffic Service Area (VTSA).
- Traffic Separation Schemes (TSS).
- VTS VHF-FM communications network.
- VTS Automated Identification System (AIS) surveillance system.
- VTS radar surveillance system.
- VTS closed circuit video surveillance system.
- Knowles Head Anchorage.
- Federal Vessel Traffic Management regulations contained in 33 CFR 161.
- Local VTS operating policies and procedures outlined in this manual.

The Traffic Separation Schemes in Prince William Sound have been adopted by the International Maritime Organization (IMO). Because of this, they are subject to the provisions of Rule 10 of the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS). The traffic lanes and separation zone, which comprise each TSS, are depicted on nautical charts.

Vessel tracking in the Prince William Sound Vessel Traffic Service Area falls into four categories:

a) Vessels in the radar coverage area.
b) AIS equipped vessels in the radar coverage area.
c) Vessels outside the radar coverage area.
d) AIS equipped vessels outside the radar coverage area.

Vessels in the radar coverage area are tracked by radar returns and voice reports. AIS equipped vessels in the radar coverage area are tracked by their AIS transponder updates (accurate to within 10 meters), radar returns, and voice reports. Vessels outside the radar coverage area are tracked by their voice reports, and if equipped, by their AIS.

VTS Prince William Sound - Quick Reference Guide

This section is for quick reference only. Information provided in this section is not intended to modify the regulations in any respect. The applicable regulation should be referenced for more detailed information.

• What are the VTS levels of service?

The International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) has developed three levels in determining the service provided by a VTS. VTS Prince William Sound is organized and equipped to provide all three levels of service.

Information Service: Provides the position, intentions, and destinations of vessels operating with the VTS Area. It may also provide information on meteorological and hydrological conditions, status of aids to navigation, traffic congestion, and waterways restrictions.

Navigation Assistance Service: Designed to assist in a vessel's bridge team in the navigational decision making process. This service is provided at the request of a vessel or when deemed necessary by the VTS. Navigation Assistance Service provides essential and timely navigational information and may inform, advise, and/or instruct vessels accordingly. This service in no way absolves the mariner of their responsibility to act in a safe and prudent manner. The VTS will never direct a course to steer or engine orders to be executed, but, instead, direct a desired outcome to the bridge crew (ex: "You are directed to remain south of 61 degrees north until the tanker clears the southern boundary of the Valdez Narrows.")

Traffic Organization Service: Provides advance planning of vessel movements and is particularly useful during time of congestion or waterways restrictions. Monitoring traffic and enforcing adherence to rules and regulations are integral parts of the Traffic Organization Service. The service may include prioritization of movements, allocation of space, mandatory position reporting, established routes, speed limits, ice routing measures, weather closures, and other measures that may be considered necessary and appropriate by the VTS.

• What are the VTS management activities?

Monitor: VTS uses surveillance and communications equipment, as well as other resources to collect, organize, display, and analyze information.

Inform: VTS uses communication resources to disseminate information to vessel operators, shore side facilities, and other organizations to facilitate vessel traffic movements, safety, and security.

Recommend: VTS uses communication resources to highlight particular conditions or recommend particular action to vessel operators, shore side facilities, and other organizations. Recommendations are usually given to resolve miscommunications or otherwise call attention to particular circumstances, hazards, or conflicts when there is doubt that vessels are taking appropriate action.

Direct: VTS employs communications resources to direct a course of action when necessary to minimize the risk of collision or damage to property or the environment and to promote compliance with navigation regulations.

- **What common services are provided by the VTS?**

Caution: Information provided by VTS Prince William Sound is, to a large extent, based upon reports from participating vessels and can be no more accurate than the information received. The Coast Guard may not be aware of all hazardous circumstances within the VTS Area, and unreported hazards may confront the mariner at any time.

VTS Prince William Sound may issue "traffic advisories" on VHF-FM Channel 13 or provide information upon request on reported conditions within the VTS Area, such as:

- Hazardous conditions or circumstances.
- Traffic density.
- Environmental conditions, including weather and ice.
- Status of aids to navigation.
- Anticipated vessel encounters, including vessel name, type, position, hazardous vessel operating conditions if applicable, and intended navigation movements, as reported.
- Temporary measures in effect (i.e. temporary safety zones, ice routing measures information, weather closures, etc.).
- A description of local maritime operations and conditions, such as dredging or training exercises.
- Anchorage availability and berth or pilot station information.
- Other information or notification of special circumstances. [33 CFR 161.10]

- **What are the boundaries of the PWS Vessel Traffic Service Area (VTSA)?**

The Prince William Sound VTSA encompasses the same area as the Prince William Sound Regulated Navigation Area. The VTSA is defined as:

> "The navigable waters of the U.S., north of a line drawn from Cape Hinchinbrook Light to Schooner Rock Light, comprising that portion of Prince William Sound between 146-30'W and 147-20'W and includes Valdez Arm, Valdez Narrows, and Port Valdez." [33 CFR 161.60 and 165.1704]

- **Who is required to participate in the VTS and what are they required to do?**

VMRS User: The following vessel types are categorized as Vessel Movement Reporting System Users (VMRS Users): [33 CFR 161.16]:

- Every power driven vessel of 40 meters (131.2 feet) or more in length, while navigating.
- Every towing vessel of 8 meters (26.2 feet) or more in length, while navigating
- Every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.

VMRS Users are required to fully participate in the VTS in accordance with [CFR 33 161] and make the following reports when applicable: a Sailing Plan, Position Reports, and Final Report.

VMRS Users, also considered VTS Users, must meet all requirements for VTS Users outlined below.

VTS User: Vessels that do not meet the criteria of a VMRS User, but fall into one of the following categories (those subject to the Vessel Bridge-to-Bridge Radiotelephone Act [33 CFR 26]), are designated as Vessel Traffic Service Users (VTS Users)

- Every power driven vessel of 20 meters or more in length, while navigating.
- Every vessel of 100 gross tons and upward and carrying 1 or more passengers for hire, while navigating.
- Every towing vessel of 26 feet or over in length while navigating;
- Every dredge and floating plant engaged in operations in or near a channel or fairway that are likely to restrict the navigation of other vessels, except for an unmanned or intermittently manned floating plant under the control of a dredge.

VTS Users, whether underway or at anchor, are required to participate within a VTSA. [33 CFR 161.2 and 161.3]

Each VTS User must have radiotelephone equipment on board capable of operation from the vessel's navigational bridge (or a dredge's main control station) and maintain a listening watch on the prescribed VTS frequency (Channel 13, 156.65 MHz). [33 CFR 161.12, 26.03 (b) (f), 26.04, and 161.18]

***Note: Tankers and tank vessels of 20,000 deadweight tons or more, while navigating in the VTSA, must have at least 2 radiotelephones capable of operating on the VTS frequency, one of which is capable of battery operation. A single VHF-FM radio capable of scanning, or with "dual watch" capability, will not meet the requirement for two radios. [33 CFR 165.1704 (c) (2)]**

VTS Users must be able to communicate in the English language and respond promptly when hailed. [33 CFR 26.07 and 161.12]

Other Vessels: Vessels that do not meet the criteria of a VTS User (i.e. small recreational vessels or some commercial fishing vessels) are required to abide by the International Regulations for the Prevention of Collisions at Sea, 1972 (72 COLREGS).

Any vessel underway in the VTSA may be required to participate to the extent that the VTS considers necessary. [33 CFR 161.2, 161.3, 161.11, 161.12, 26.03 and 26.05].

- **Who must carry the VTS rules on board?**

All VMRS and VTS Users are required to carry the VTS rules on board the vessel and maintain them for ready reference. Carrying the VTS Prince William Sound User's Manual on board meets that requirement. The VTS rules are also contained in the U.S. Coast Pilot. [33 CFR 161.4]

- **How do I communicate with the VTS?**

VTS Prince William Sound's working frequency is Channel 13 VHF-FM (156.65 MHz), which is also the Bridge-To-Bridge navigational frequency for Prince William Sound. Channel 13 is used because the volume of radio traffic does not warrant use of a separate designated frequency.

Our call sign is **"Valdez Traffic,"** and after communications are established, this may be shortened to **"Traffic."** [33 CFR 26.03, 161.12 and 161.18]

Vessels unable to contact the VTS via radio may contact us via telephone at (907) 835-7205.

- **Requirements for a Sailing Plan, Position Report, and Final Report.**

The following reporting requirements apply to all VMRS Users:

a) **Sailing Plan:** - Unless exempt, at least 15 minutes prior to navigating in the VTSA, a VMRS User must report:

- Vessel name and type.
- Current Position.
- Destination and estimated time of arrival (ETA).
- Intended route.
- Time and point of entry into the VTSA.
- Dangerous cargo on board or in tow as defined by 33 CFR 160.204 and other required information as set out in 33 CFR 160.206, if applicable.
- Confirmation that the vessel has a copy of the VTS Prince William Sound rules onboard.

Additionally, tankers of 20,000 deadweight tons or more must also provide:

- Compliance with Navigation Safety Regulations contained in 33 CFR 164.
- Next and last port of call.
- Drafts.
- Pilotage.

Additionally, towing vessels must also provide:

- Length overall (with tow).
- Name and status of barges (loaded or empty).
- Towing configuration.
- Drafts.
- Cargo.
- Next and last port of call.

***NOTE #1: All vessels that provide a Sailing Plan to the VTS prior to entering the VTSA at Cape Hinchinbrook <u>are encouraged</u> to call 3 hours prior to arrival at Cape Hinchinbrook. Tankers <u>are required</u> to call 3 hours prior to arrival at Cape Hinchinbrook in accordance with the Vessel Escort and Response Plan (VERP). Sailing Plans reported by vessels 3 hours prior to arrival at Cape Hinchinbrook will provide for an opportunity to exchange weather reports, information on ice conditions and anchorages, and to coordinate traffic management at Cape Hinchinbrook and elsewhere in the VTSA.**

Example Sailing Plan:

"Valdez Traffic, this is the tanker Polar Resolution, bound for Alyeska Valdez Marine Terminal. We are in position 59 degrees, 55 minutes north, 146 degrees, 20 minutes west. Last port of call was Ferndale, WA. Next port of call is Anacortes, WA. ETA to Cape Hinchinbrook is 0200. ETA to Bligh Reef Pilot Station is 0500. We will be using the traffic lanes. The vessel has no impairments. Our deepest draft is 10 meters. The Master has pilotage. We have a copy of the VTS User's Manual on board and the vessel is in compliance with 33 CFR 164."

b) **Position Report:** - A vessel must report its name and position:

- Upon point of entry into the VTSA.
- At designated reporting points as set forth in 33 CFR 161.60.
- When directed by the VTS. [33 CFR 161.20]

***NOTE: Notice of temporary reporting points, if established, may be published via general VTS traffic advisory, Local Notice to Mariners, or in the VTS User's Manual.**

Example Position Reports:

"Valdez Traffic, this is the tug Nanuq. We are inbound abeam Naked Island."
"Valdez Traffic, this is the Polar Endeavour, inbound abeam Rocky Point."

c) **Final Report**: - A vessel must report its name and position:

- On arrival at final destination; or
- When departing the VTSA. [33 CFR 161.22]

***NOTE: The VTS may also direct a vessel to provide any of the information set forth in the IMO Standard Ship Reporting System, 33 CFR 161.18. [33 CFR 161.15 through 161.23]**

Exempt VMRS Users: The following VMRS Users are considered exempt from providing position and final reports due to the nature of their operations:

- Vessels operating on a published route and schedule;
- Vessels operating within an area of a radius of three nautical miles or less; or
- Vessels escorting or assisting another vessel in maneuvering positions.

Exempt vessels are required to provide a sail plan, but may do so <u>at least five minutes, but not more than 15 minutes prior to navigating within the VTSA</u>. If these vessels depart from their promulgated schedule by more than 15 minutes or there is a change to their operating area they are no longer exempt from providing position and final reports. The VTS may also direct exempt VMRS Users to provide position and final reports when needed.

- **What if my plan changes?**

  A vessel must report to the VTS as soon as practicable:

  - Any significant deviation from its Sailing Plan, as defined in [33 CFR 161.19], or from previously reported information; or

  - Any intention to deviate from a VTS issued measure or the vessel traffic routing system. [33 CFR 161.18]

- **What are the designated voice reporting points for VTS Prince William Sound?**

  Reporting points for northbound vessels are:
  1A – Cape Hinchinbrook
  2A – Naked Island
  3A – Bligh Reef (pilot embarkation point)
  4A – Rocky Point
  5 – Entrance Island

  Reporting points for southbound vessels are:
  5 – Entrance Island
  4B – Rocky Point
  3B – Bligh Reef (pilot debarkation point)
  2B – Naked Island
  1B – Schooner Rock

***NOTE 1: For exact positions of the above locations, see table 33 CFR 161.60 (d)**
***NOTE 2: Vessels <u>not</u> equipped with AIS are directed to make positional calls when passing those points listed above.**
***NOTE 3: Vessels equipped with operating Automated Identification System (AIS) <u>are not</u> required to make voice radio position reports at designated reporting points as required by 33 CFR 161.21, <u>unless otherwise directed by the VTS</u>. [33 CFR 161.21 and 165.1704]**

- **Who is required to have Automatic Identification System (AIS) in PWS?**

- Self-propelled vessels of 65 feet or more in length, other than passenger and fishing vessels, in commercial service and on an international voyage.
- Passenger vessels, of 150 gross tonnage or more.
- Tankers, regardless of tonnage.
- Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more.
- Self-propelled vessels of 65 feet or more in length, other than fishing vessels and passenger vessels certificated to carry less than 151 passengers-for-hire, in commercial service.
- Towing vessels of 26 feet or more in length and more than 600 horsepower, in commercial service.
- Passenger vessels certificated to carry more than 150 passengers-for-hire. [33 CFR 164.46]

- **What if a vessel's AIS is inoperative?**

Should a vessel's AIS become inoperative while navigating a VTSA, it should be restored to operating condition as soon as possible, and, until restored the vessel must:

- Notify the VTS and request a verbal deviation;
- Make voice radio Position Reports at designated reporting points; and
- Make any other reports as directed by the VTS.

Should a vessel's AIS become inoperative prior to getting underway in the VTSA, the vessel must notify the Prince William Sound Captain of the Port and request a deviation prior to getting underway or entering the VTSA [33 CFR 165.1704].

In addition tank vessel of 20,000 deadweight tons must report as directed by [33 CFR 165.1704].

- **What other types of information must a vessel provide to the VTS?**

The VTS may request other information from vessels from time to time, including, but not limited to:

- Weather reports.
- Ice conditions.
- Traffic conditions or approximate locations of other vessels.
- Hazards to navigation (ex: floating logs).

Example weather report:

"Valdez Traffic, this is the tug Attentive, currently abeam the Seals Rocks buoy. Winds are out of the northwest at 10 knots. Seas are 3 feet. Visibility is unlimited."

***NOTE: Position and extent of ice should be given in terms of geography and distance from local landmarks.**

Example ice report:

"Valdez Traffic, this is the ferry Aurora. There's a moderate concentration of growlers, bergy bits, and brash from Point Freemantle to Finski Pt, crossing all lanes down to the Bligh Reef Precautionary Area. Visibility is unlimited."

As soon as possible, vessels shall notify the VTS of any of the following:

- A marine casualty defined in 46 CFR 4.05-1.
- Involvement in an allision or collision with a fixed or floating object.
- A pollution incident as defined in 33 CFR 151.15.
- A defect or discrepancy in an aid to navigation.
- A hazardous condition that may adversely affect the safety of a vessel, bridge, structure, shore area, or the environment of any navigable waters of the United States as defined in 33 CFR 160.204.
- Improper operation of vessel equipment required by 33 CFR 164.
- A situation or incident involving hazardous materials as defined in 49 CFR 176.48.
- A hazardous vessel operating condition as defined in 33 CFR 161.2. [33 CFR 161.12 (c)]

- **VTS authority to direct vessel movements.**

The VTS may issue directions or measures to enhance navigation or vessel safety, or to protect the marine environment. Examples:

a) Designating temporary reporting points and procedures.
b) Imposing vessel operating requirements.
c) Establishing vessel traffic routing schemes.
d) During conditions of vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances, the VTS may control, supervise, or otherwise manage traffic, by specifying times of entry, movement, or departure to, from, or within the VTSA. [33 CFR 161.11]

***NOTE: The owner, operator, charterer, master, or person directing the movement of a vessel is responsible at all times for the operation and safe navigation of his/her vessel under all circumstances. Compliance with VTS rules or with direction of the VTS is contingent upon the exigencies of safe navigation. [33 CFR 161.1(c)]**

- **Where are the VTS Special Areas?**

Within the VTSA are VTS Special Areas, where special operating requirements apply. Two VTS Special Areas in PWS include Valdez Narrows VTS Special Area and Valdez Arm VTS Special Area.

The Valdez Narrows VTS Special Area consists of the waters northeast of a line bearing 307° true from Tongue Point (61°02'06"N, 146°40'00"W) and southwest of a line bearing 307° true from Entrance Island Light (61°05'06"N, 146°36'42"W). [33 CFR 161.60 and 165.1704]

The Valdez Arm VTS Special Area consists of the waters of the Valdez Arm traffic separation scheme (described in 33CFR 167.1703 of this chapter) and the waters northeast of a line drawn from shoreline to shoreline through the points 60-58.04N, 146-46.52W and 60-58.93 N, 146-48.86W; and southwest of a line of bearing 307 degrees True from Tongue Point at 61-02.10 N, 146-40.00 W.

- **What operating requirements apply in all VTS Special Areas? (33 CFR 161.13)**

A VTS User shall, if towing astern, do so with as short a hawser as safety and good seamanship permit.

A VMRS User shall:

- Not enter or get underway in the VTS Special Area without prior approval from the VTS (locally referred to as "Narrows and Arm Clearance").
- Not enter a VTS Special Area if a hazardous vessel operating condition or circumstance exists.
- Not meet, cross, or overtake any other VMRS User in the VTS Special Area without prior approval of the VTS.
- Before meeting, crossing or overtaking any other VMRS User in the VTS Area, make safe passing arrangements on VHF Channel 13. This requirement does not relieve a vessel of any duty prescribed by the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS). [33 CFR 161.13]

- **Additional operating requirements for the Valdez Narrows VTS Special Area. (33 CFR 161.60)**

No VMRS User shall proceed north of 61°00'N without prior approval from the VTS. [33 CFR 161.60 (d) (1)].

Whenever a tank barge or tanker over 20,000 deadweight tons is navigating in the Valdez Narrows VTS Special Area:

a) A northbound vessel shall remain south of 61°00'N until the VTS has granted permission to proceed.
b) A southbound vessel shall remain in Port Valdez east of 146°35'W and north of 61°06'N until the VTS has granted permission to proceed. [33 CFR 161.60 (d)]
c) If in ballast, a tank vessel shall limit its speed to 12 knots. [33 CFR 165.1704]
d) If laden, a tank vessel shall limit its speed to 6 knots between Middle Rock and Potato Point, and 12 knots elsewhere in the VTS Special Area. [33 CFR 165.1704]

This does not apply to:

a) A vessel less than 1600 gross tons.
b) A towing vessel less than 8 meters in length.
c) A vessel performing duties as a vessel escort as described in 33 CFR 168.

- **What are Ice Routing Measures?**

Generally, ice calved from the Columbia Glacier may become a navigation concern and may impact vessel traffic operating within the VTSA. Ice routing measures may be implemented when ice is present.

Ice Routing Measures – One Way Zone. The area of the Traffic Separation Scheme (TSS) with reported ice will become a one-way zone and vessels may use both lanes and the separation zone to ensure safe transit in the area of ice. This measure applies to all VMRS Users.

Ice Routing Measures – Daylight Only Transits. Instituted during periods of reduced visibility (2NM or less) when heavy ice concentrations are reported in the TSS. Daylight is defined as the hours between morning and evening civil twilight. Prior to the conclusion of civil twilight, applicable vessels must be clear of the area of ice. The one way zone remains in effect during daylight only transits. This measure primarily applies to tank vessels, but may be expanded to include other vessels at the discretion of the VTS.

Ice Routing Measures – Closures. The VTS will evaluate closing the TSS in the area of reported ice during periods of heavy ice concentration and/or when vessels must deviate from the TSS or make excessive course corrections to avoid ice within the TSS. When no safe passage through ice concentrations can be found or concentrations pose hazardous navigation conditions that place vessels in danger, the VTS will close the TSS. This measure primarily applies to tank vessels, but may be expanded to include other vessels at the discretion of the VTS.

- **When may a vessel deviate from VTS measures or directions?**

Subject to the demands of safe navigation, a VTS User shall comply with all measures established or directions issued by the VTS. If, in a specific circumstance, a VTS User is unable to safely comply with a measure or direction issued by the VTS, the VTS User may deviate only to the extent necessary to avoid endangering persons, property or the environment. The deviation shall be reported to the VTS as soon as practicable. [33 CFR 161.19]

- **Reporting a deviation.**

Requests to deviate from any provision in [33 CFR 161--Vessel Traffic Services] or from locally established VTS policies and procedures **due to circumstances that develop during a transit or immediately preceding a transit** may be made verbally to the VTS Director through the VTS watch. Requests to deviate shall be made as far in advance as practicable. Upon receipt of the request, the VTS Director may authorize a deviation if it is determined that, based on vessel handling characteristics, traffic density, radar contacts, environmental conditions and other relevant information, such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances. A verbal request for deviation must state the need and fully describe the proposed alternative to the required measure or regulation.

> Requests to deviate from any VTS regulation or measure due to circumstances that develop during or immediately preceding a transit may be made verbally to the VTS Director through the VTS watch by radio, Channel 13 VHF-FM, or by phone, (907) 835-7205. Requests shall be made as far in advance as possible.

Requests to deviate from any provision of [33 CFR 161--Vessel Traffic Service] or from locally established VTS policies and procedures, either **for an extended period of time or if anticipated before the start of a transit**, must be submitted in writing to the Captain of the Port, Prince William Sound. Upon receipt of the written request, the Captain of the Port may authorize a deviation if it is determined that such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances. An application for a deviation must state the need and fully describe the proposed alternative to the required measure or regulation.

Requests to deviate from any navigation safety provision of [33CFR164 –Navigation Safety Regulations] must be submitted to the Captain of the Port, Prince William Sound. The Captain of the Port may authorize a deviation from Navigation Safety regulations if they determine that the deviation does not impair the safe navigation of the vessel under anticipated conditions and will not result in a violation of the rules for preventing collisions at sea. The application for deviation must state the need and fully describe the proposed alternative to the required measure or regulation. [33 CFR 164.55]

> Requests to deviate from any navigation safety regulation, or to deviate from a VTS regulation or measure for an extended period of time or if such need is anticipated prior to the start of a transit, must be submitted in to: Commander, Marine Safety Unit Valdez, P.O. Box 486, Valdez, AK 99686 or via telephone to the Marine Safety Unit Valdez Command Duty Officer (907) 831-0236.

- **What is a Safety Zone?**

A Safety Zone is a water area, shore area, or water and shore area to which, for safety or environmental purposes, access is limited to authorized persons, vehicles, or vessels. It may be stationary and described by fixed limits or it may be described as a zone around a vessel in motion. [33 CFR 165.20]

- **What rules apply in a Safety Zone?**

No person, vehicle, vessel or object may enter or remain in a Safety Zone unless authorized by the Captain of the Port. [33 CFR 165.23]

Each person in a Safety Zone who has notice of a lawful order or direction shall obey the order or direction of the Captain of the Port issued to carry out the purposes of 33 CFR 165, Subpart A, Regulated Navigation Areas and Limited Access Areas. [33 CFR 165.23]

- **Where are the Safety Zones in Prince William Sound? (33CFR 165.1701 and 33 CFR 165.1703).**

Valdez Marine Terminal (VMT). The area within 200 yards of any waterfront facility at the Trans-Alaska Pipeline Valdez Terminal complex or vessels moored or anchored at the Trans-Alaska Pipeline Valdez Terminal complex.

Tank Vessels Arriving/Departing VMT. The area within 200 yards of any tank vessel maneuvering to approach, moor, unmoor, or depart the Trans-Alaska Pipeline Valdez Terminal complex.

Ammunition Island (locally referred to as the Valdez Container Terminal). When a vessel carrying ammunition is moored or anchored at Ammunition Island, the waters within the following boundaries are a safety zone—the area within a radius of 1330 yards of Ammunition Island, centered on latitude 61°07′28″ N, longitude 146°18′29″ W.

Vessel Transiting to/from Ammunition Island. The area 200 yards off a vessel carrying ammunition navigating the Vessel Traffic system from abeam Naked Island, maneuvering to approach, moor, unmoor at Ammunition Island, or the departure of the vessel from Ammunition Island.

Alaska Marine Highway System (AMHS) Port Valdez Ferry Terminal. The area 200 yards in all directions of the Alaska Marine Highway System Terminal ferry dock located in Port Valdez at latitude 61°07'26"N and 146°21'50"W.

**Note: The AMHS Safety Zone is only enforceable whenever an AMHS ferry vessel is transiting in the vicinity of the Port Valdez ferry terminal dock and there is a commercial salmon fishery opener within Port Valdez.*

- **What is a Security Zone?**

A Security Zone is an area of land, water, or land and water which is so designated by the Captain of the Port to safeguard from destruction, loss, or injury from sabotage or other subversive acts, accidents, or other causes of a similar nature vessels, harbors, ports, and waterfront facilities in the United States and all territory and water, continental or insular that is subject to the jurisdiction of the United States. [33 CFR 165.30]

- **What rules apply in a Security Zone?**

Unless otherwise provided in the special regulations of 33 CFR 165 subpart F:

- No person or vessel may enter or remain in a security zone without the permission of the Captain of the Port.
- Each person and vessel in a security zone shall obey any direction or order of the Captain of the Port.
- The Captain of the Port may take possession and control of any vessel in the security zone.
- The Captain of the Port may remove any person, vessel, article, or thing from a security zone.
- No person may board, or take or place any article or thing on board, any vessel in a security zone without the permission of the Captain of the Port.
- No person may take or place any article or thing upon any waterfront facility in a security zone without the permission of the Captain of the Port. [33 CFR 165.33]

- **Where are the Security Zones in Prince William Sound? (33 CFR 165.1710 and 33 CFR 165.1711).**

Valdez Marine Terminal. All waters enclosed within a line beginning on the southern shoreline of Port Valdez at 61°05′03.6″ N, 146°25′42″ W; thence northerly to yellow buoy at 61°06′00″ N, 146°25′42″ W; thence east to the yellow buoy at 61°06′00″ N, 146°21′30″ W; thence south to 61°05′06″ N, 146°21′30″ W; thence west along the shoreline and including the area 2000 yards inland along the shoreline to the beginning point. The yellow security zone buoys are locally referred to as the "Alpha" and "Bravo" buoys.

Transiting Tank Vessels. All waters within 200 yards of any TAPS tank vessel maneuvering to approach, moor, unmoor or depart the TAPS Terminal or transiting, maneuvering, laying to or anchored within the boundaries of the Captain of the Port, Prince William Sound Zone.

Valdez Narrows. All waters 200 yards either side of the Valdez Narrows Tanker Optimum Track line.

**Note: The Valdez Narrows Security Zone is only enforceable when a tanker is present in the Valdez Narrows and does not apply to the tanker or its escort/sentinel tugs.*

Escorted HCPV or AMHS Vessels. All waters within 100 yards of any High Capacity Passenger Vessel (HCPV) or Alaska Marine Highway System (AMHS) vessel being escorted by Coast Guard surface/air assets or state, federal, or local law enforcement assets within the navigable waters of the Seventeenth Coast Guard District.

- **What are the VTS rules for anchoring in Knowles Head Anchorage?**

Knowles Head Anchorage is for the temporary use of vessels during:

a) Adverse weather or tidal conditions.
b) Vessel equipment failure.
c) Delays in Port Valdez.

No vessel may anchor in this anchorage without notifying the VTS in advance. Each anchored vessel shall notify the VTS prior to dropping anchor and again when it weighs anchor.

The anchorage grounds in Prince William Sound are bounded by a line beginning at 60°40'00" N, 146°40'00" W, thence proceeding south to 60°38'00" N, 146°40'00" W, thence proceeding east to 60°38'00" N, 146°30'00" W, thence proceeding north to 60°39'00" N, 146°30'00" W, thence proceeding northwesterly to the beginning point. [33 CFR 110.233]. The VTS continuously monitors any vessel anchored within these boundaries for safety purposes.

Upon anchoring at Knowles Head Anchorage, the VTS will request the vessel's true bearing and range from Red Head and number of shots used. This information will be used to monitor the vessel for safety purposes (to ensure the vessel is not dragging anchor) and will be passed to other vessels bound for the anchorage and local agencies that require it. Monitoring of vessels while at anchor by the VTS, in no way absolves the mariner of their responsibility to monitor the status of their vessel while at anchor and act in a safe and prudent manner.

- **What are the VTS rules for anchoring in other locations in the VTSA?**

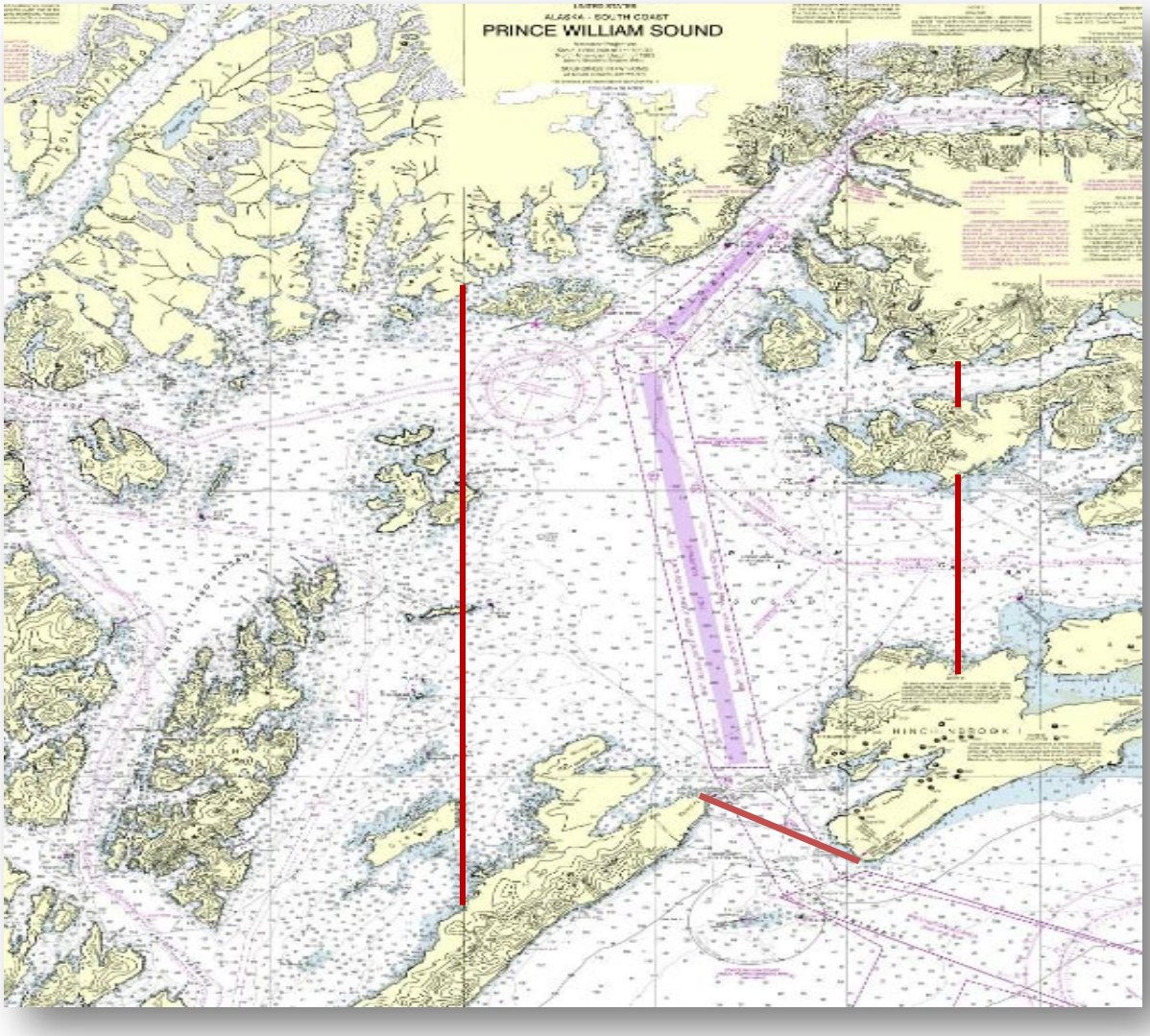
The VTS monitors all VMRS Users at anchor within the VTSA, but not inside Knowles Head Anchorage.

VMRS Users are directed to provide position in latitude/longitude, type of anchor, and length of anchor chain/line prior to dropping anchor and again when the vessel weighs anchor. This information will be used to monitor the vessel for safety purposes (to ensure the vessel is not dragging anchor) and will be passed to other vessels bound for the anchorage and local agencies that require it. Monitoring of vessels while at anchor by the VTS, in no way absolves the mariner of their responsibility to monitor the status of their vessel while at anchor and act in a safe and prudent manner.

For more on Federal Anchorage Regulations, see 33 CFR 110.

Reference Chartlets

Prince William Sound VTS Area

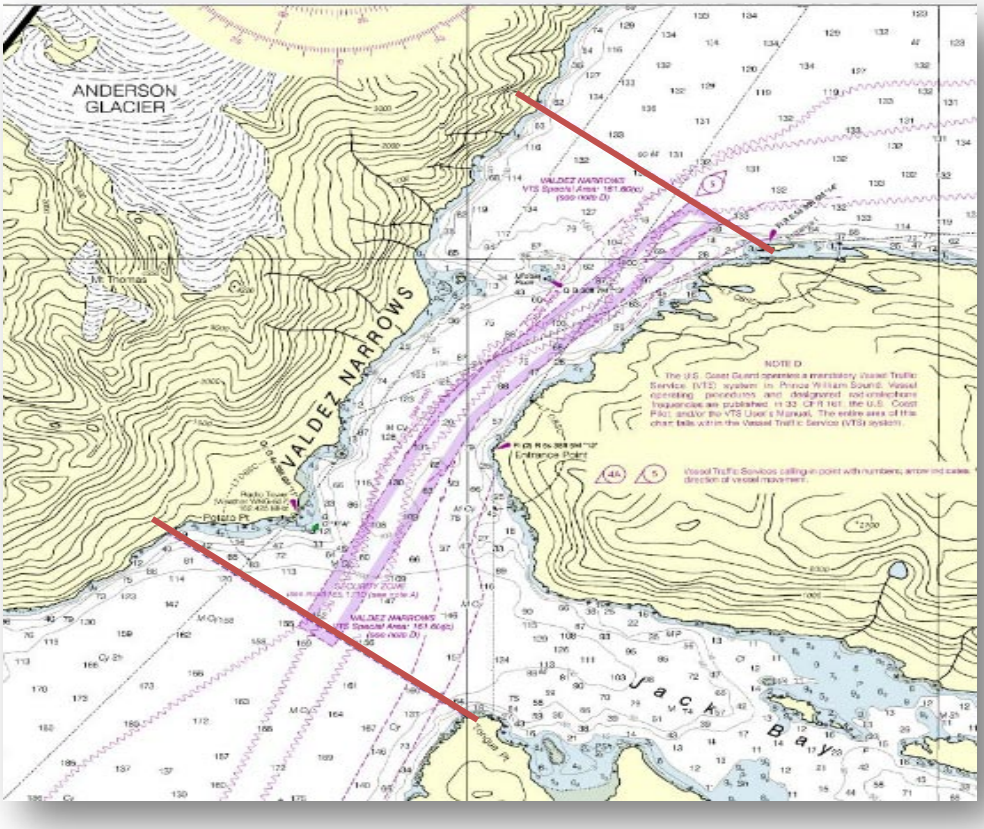


Prince William Sound VTS Area (VTSA)

The Prince William Sound VTSA encompasses the same area as the Regulated Navigation Area. The VTS Area and the Regulated Navigation Area are defined as:

"The navigable waters of the U.S., north of a line drawn from Cape Hinchinbrook Light to Schooner Rock light, comprising that portion of Prince William Sound between 146°30'W and 147°20'W and includes Valdez Arm, Valdez Narrows, and Port Valdez." [33 CFR 161.2 and 165.1704]

Valdez Narrows VTS Special Area

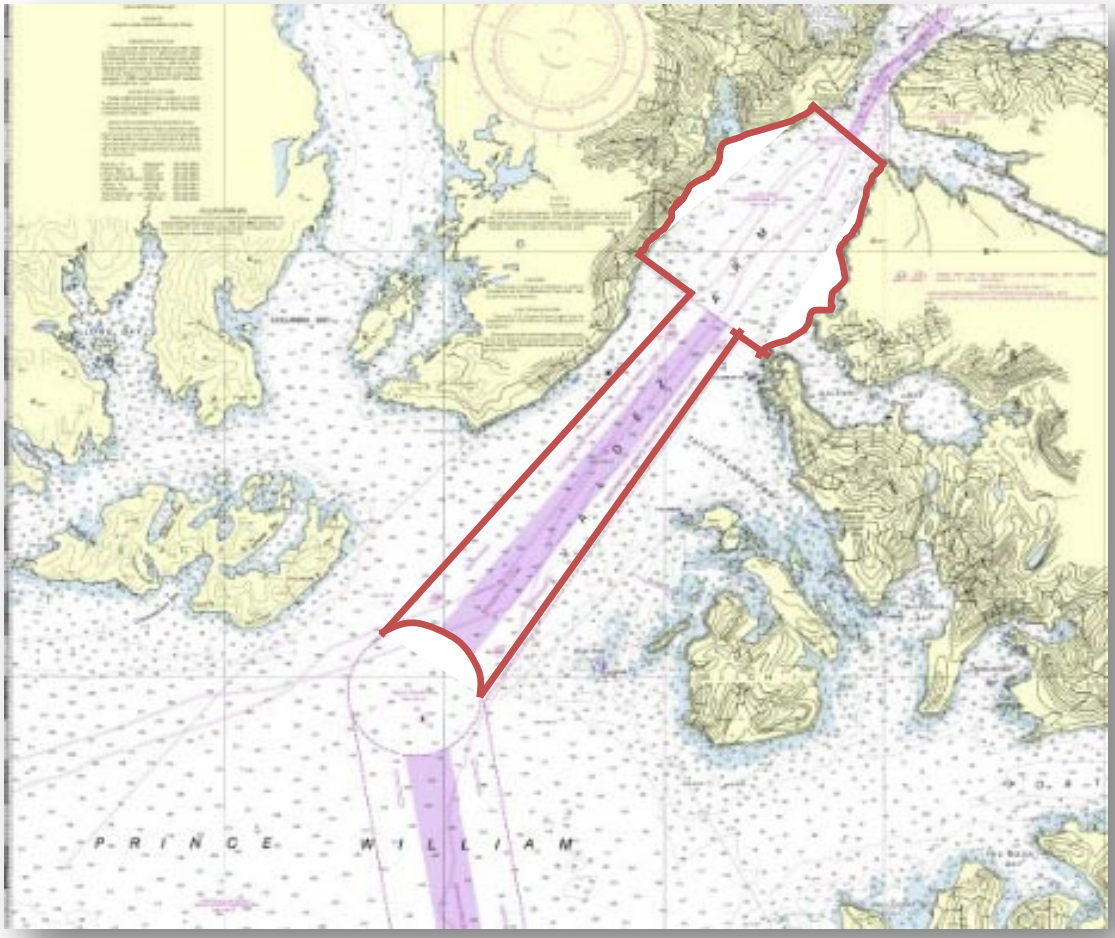


Valdez Narrows VTS Special Area

Special operating requirements apply in a VTS Special Area as outlined in 33 CFR 161.13 and 161.60.

The Valdez Narrows VTS Special Area is described as the waters northeast of a line bearing 307° true from Tongue Point at 61°02'06"N, 146°40'00"W and southwest of a line bearing 307° true from Entrance Island Light at 61°05'06"N, 146°36'42"W. [33 CFR 161.60 and 165.1704]

Valdez Arm VTS Special Area

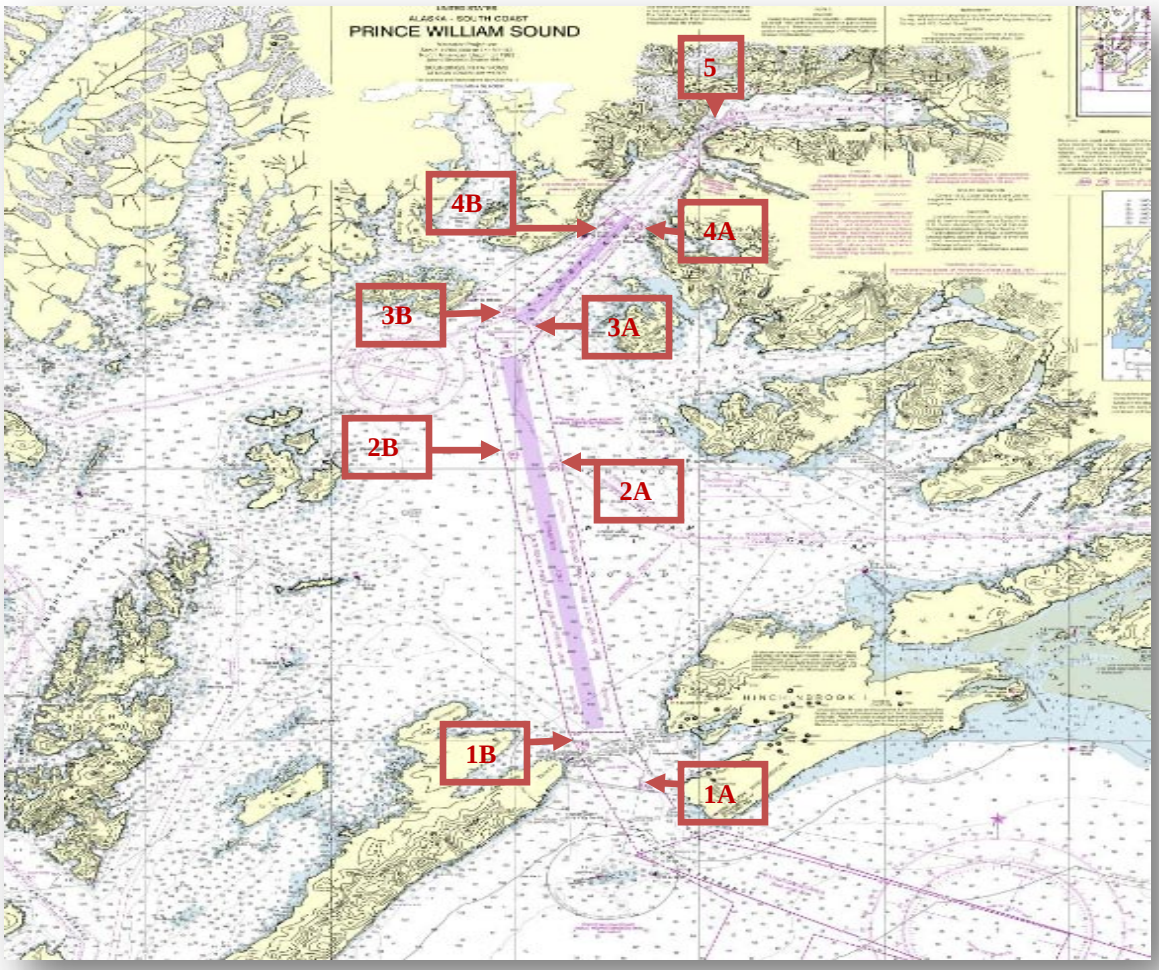


Valdez Arm VTS Special Area

Special operating requirements apply in a VTS Special Area as outlined in 33 CFR 161.13 and 161.60.

The Valdez Arm VTS Special Area consists of those waters of the Valdez Arm Traffic Separation Scheme, consists of an area south of a line bearing 307º true from Tongue Point, 61º02.10'N, 146º40.00'W, to the Northern Boundary of the Bligh Reef Precautionary Area, as well as those waters northeast of a line drawn from shoreline to shoreline through the points 60º58.04'N, 146º46.52'W and 60º58.93'N, 146º48.86'W and southeast of a line bearing 307º true from Tongue Point at 61º02.10'N, 146º40.00'W. [33 CFR 161.60 and 165.1704]

VTS Prince William Sound Reporting Points



VTS Prince William Sound Reporting Points

1A - Cape Hinchinbrook (Northbound only)	60°16'18"N, 146°45'30"W.
1B - Schooner Rock (Southbound only)	60°18'42"N, 146°51'36"W.
2A - Naked Island (Northbound only)	60°40'00"N, 146°56'00"W.
2B - Naked Island (Southbound only)	60°40'00"N, 147°00'00"W.
3A - Bligh Reef (Northbound only)	60°50'36"N, 146°57'30"W.
3B - Bligh Reef (Southbound only)	60°51'00"N, 147°01'24"W.
4A - Rocky Point (Northbound only)	60°57'48"N, 146°47'30"W.
4B - Rocky Point (Southbound only)	60°57'48"N, 146°50'00"W.
5 - Entrance Island	60°05'24"N, 146°37'30"W.

***NOTE: For additional information on reporting points, see 33 CFR 161.60 and 165.1704.**

Points of Contact:

VTS Prince William Sound and MSU Valdez (Captain of the Port)

Address: Commanding Officer
U.S. Coast Guard MSU Valdez
P.O. Box 486
105 Clifton Drive
Valdez, AK 99686

Vessel Traffic Center: (907) 835-7205 (24 hours)
Director, Vessel Traffic Service: (907) 835-7209
Fax: (907) 835-7286
Radio: VHF-FM Channel 13
Website: http:// homeport.uscg.mil/valdez

MSU Valdez Command Duty Officer (24 hour contact for non-VTS matters): (907) 831-0236

Coast Guard Sector Anchorage (Search & Rescue)

Address: Commander
U.S. Coast Guard Sector Anchorage
G-Wing Bldg 49000 Army Guard Rd.
JBER, AK 99505

Sector Anchorage Command Center: (907) 428-4100 (24 hours)
Fax: (907) 428-4114
Radio: VHF-FM Channel 16

Seventeenth Coast Guard District

Address: Commander (dpw)
Seventeenth Coast Guard District
P.O. Box 25517
Juneau, AK 99802-5517

Coast Guard Regional Examination Center

Telephone: (907) 271-6730

National Response Center

Telephone: 1-800-424-8802 (24 hours)

Electronic Code of Federal Regulations

U.S. Government Printing Office: (GPO) website: http://www.ecfr.gov/

Federal Regulations

- **33 CFR Part 26: Vessel Bridge to Bridge Radiotelephone Regulations**
- **33 CFR Part 161: Vessel Traffic Management**
- **33 CFR Part 165: Regulated Navigation Areas and Limited Access Areas**
- **IMO Rule 10**
- **IMO Standard Ship Reporting System**

33 CFR Part 26: Vessel Bridge to Bridge Radiotelephone Regulations

26.01 Purpose.

(a) The purpose of this part is to implement the provisions of the Vessel Bridge-to-Bridge Radiotelephone Act. This part:

(1) Requires the use of the vessel bridge-to-bridge radiotelephone;

(2) Provides the Coast Guard's interpretation of the meaning of important terms in the Act;

(3) Prescribes the procedures for applying for an exemption from the Act and the regulations issued under the Act and a listing of exemptions.

(b) Nothing in this part relieves any person from the obligation of complying with the rules of the road and the applicable pilot rules.

§26.02 Definitions.

For the purpose of this part and interpreting the Act:

Act means the "Vessel Bridge-to-Bridge Radiotelephone Act", 33 U.S.C. sections 1201-1208;

Length is measured from end to end over the deck excluding sheer;

Power-driven vessel means any vessel propelled by machinery; and

Secretary means the Secretary of the Department in which the Coast Guard is operating;

Territorial sea means all waters as defined in §2.22(a)(1) of this chapter.

Towing vessel means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

Vessel Traffic Services (VTS) means a service implemented under Part 161 of this chapter by the United States Coast Guard designed to improve the safety and efficiency of vessel traffic and to protect the environment. The VTS has the capability to interact with marine traffic and respond to traffic situations developing in the VTS Area.

Vessel Traffic Service Area or *VTS Area* means the geographical area encompassing a specific VTS area of service as described in Part 161 of this chapter. This area of service may be subdivided into sectors for the purpose of allocating responsibility to individual Vessel Traffic Centers or to identify different operating requirements.

NOTE: Although regulatory jurisdiction is limited to the navigable waters of the United States, certain vessels will be encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS Area.

(Rule 1, International Regulations for Preventing Collisions at Sea, 1972 (as rectified); EO 11964 (14 U.S.C. 2); 49 CFR 1.46(b))

[CGD 71-114R, 37 FR 12720, June 28, 1972, as amended by CGD 77-118a, 42 FR 35784, July 11, 1977; CGD 90-020, 59 FR 36322, July 15, 1994; USCG-2001-9044, 68 FR 42601, July 18, 2003]

§26.03 Radiotelephone required.

(a) Unless an exemption is granted under §26.09 and except as provided in paragraph (a)(4) of this section, this part applies to:

(1) Every power-driven vessel of 20 meters or over in length while navigating;

(2) Every vessel of 100 gross tons and upward carrying one or more passengers for hire while navigating;

(3) Every towing vessel of 26 feet or over in length while navigating; and

(4) Every dredge and floating plant engaged in or near a channel or fairway in operations likely to restrict or affect navigation of other vessels except for an unmanned or intermittently manned floating plant under the control of a dredge.

(b) Every vessel, dredge, or floating plant described in paragraph (a) of this section must have a radiotelephone on board capable of operation from its navigational bridge, or in the case of a dredge, from its main control station, and capable of transmitting and receiving on the frequency or frequencies within the 156-162 Mega-Hertz band using the classes of emissions designated by the Federal Communications Commission for the exchange of navigational information.

(c) The radiotelephone required by paragraph (b) of this section must be carried on board the described vessels, dredges, and floating plants upon the navigable waters of the United States.

(d) The radiotelephone required by paragraph (b) of this section must be capable of transmitting and receiving on VHF FM channel 22A (157.1 MHz).

(e) While transiting any of the following waters, each vessel described in paragraph (a) of this section also must have on board a radiotelephone capable of transmitting and receiving on VHF FM channel 67 (156.375 MHz):

(1) The lower Mississippi River from the territorial sea boundary, and within either the Southwest Pass safety fairway or the South Pass safety fairway specified in 33 CFR 166.200, to mile 242.4 AHP (Above Head of Passes) near Baton Rouge;

(2) The Mississippi River-Gulf Outlet from the territorial sea boundary, and within the Mississippi River-Gulf outlet Safety Fairway specified in 33 CFR 166.200, to that channel's junction with the Inner Harbor Navigation Canal; and

(3) The full length of the Inner Harbor Navigation Canal from its junction with the Mississippi River to that canal's entry to Lake Pontchartrain at the New Seabrook vehicular bridge.

(f) In addition to the radiotelephone required by paragraph (b) of this section, each vessel described in paragraph (a) of this section while transiting any waters within a Vessel Traffic Service Area, must have on board a radiotelephone capable of transmitting and receiving on the VTS designated frequency in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

NOTE: A single VHF-FM radio capable of scanning or sequential monitoring (often referred to as "dual watch" capability) will not meet the requirements for two radios.

[CGD 91-046, 57 FR 14485, Apr. 21, 1992; 57 FR 21740, May 22, 1992, as amended by CGD 90-020, 59 FR 36322, July 15, 1994; CGD 95-033, 60 FR 28328, May 31, 1995; CGD 92-052, 61 FR 45325, Aug. 29, 1996; CGD-1999-6141, 64 FR 69635, Dec. 14, 1999; USCG-2003-14757, 68 FR 39364, July 1, 2003]

§26.04 Use of the designated frequency.

(a) No person may use the frequency designated by the Federal Communications Commission under section 8 of the Act, 33 U.S.C. 1207(a), to transmit any information other than information necessary for the safe navigation of vessels or necessary tests.

(b) Each person who is required to maintain a listening watch under section 5 of the Act shall, when necessary, transmit and confirm, on the designated frequency, the intentions of his vessel and any other information necessary for the safe navigation of vessels.

(c) Nothing in these regulations may be construed as prohibiting the use of the designated frequency to communicate with shore stations to obtain or furnish information necessary for the safe navigation of vessels.

(d) On the navigable waters of the United States, channel 13 (156.65 MHz) is the designated frequency required to be monitored in accordance with §26.05(a) except that in the area prescribed in §26.03(e), channel 67 (156.375 MHz) is the designated frequency.

(e) On those navigable waters of the United States within a VTS area, the designated VTS frequency is an additional designated frequency required to be monitored in accordance with §26.05.

(85 Stat. 164; 33 U.S.C. 1201-1208; 49 CFR 1.46(n)(2))

[CGD 71-114R, 37 FR 12720, June 28, 1982, as amended by CGD 83-036, 48 FR 30107, June 30, 1983; CGD 91-046, 57 FR 14486, Apr. 21, 1992; 57 FR 21741, May 22, 1992; CGD 90-020, 59 FR 36323, July 15, 1994; CGD 95-033, 60 FR 28329, May 31, 1995]

§26.05 Use of radiotelephone.

Section 5 of the Act states that the radiotelephone required by this Act is for the exclusive use of the master or person in charge of the vessel, or the person designated by the master or person in charge to pilot or direct the movement of the vessel, who shall maintain a listening watch on the designated frequency. Nothing herein shall be interpreted as precluding the use of portable radiotelephone equipment to satisfy the requirements of this act.

[CGD 93-072, 59 FR 39963, Aug. 5, 1994]

§26.06 Maintenance of radiotelephone; failure of radiotelephone.

Section 6 of the Act states:

(a) Whenever radiotelephone capability is required by this Act, a vessel's radiotelephone equipment shall be maintained in effective operating condition. If the radiotelephone equipment carried aboard a vessel ceases to operate, the master shall exercise due diligence to restore it or cause it to be restored to effective operating condition at the earliest practicable time. The failure of a vessel's radiotelephone equipment shall not, in itself, constitute a violation of this Act, nor shall it obligate the master of any vessel to moor or anchor his vessel; however, the loss of radiotelephone capability shall be given consideration in the navigation of the vessel.

§26.07 Communications.

No person may use the services of, and no person may serve as, a person required to maintain a listening watch under section 5 of the Act, 33 U.S.C. 1204, unless the person can communicate in the English language.

[CGD 90-020, 59 FR 36323, July 15, 1994, as amended by CGD 95-033, 60 FR 28329, May 31, 1995]

§26.08 Exemption procedures.

(a) The Commandant has redelegated to the Assistant Commandant for Marine Safety, Security and Environmental Protection, U.S. Coast Guard Headquarters, with the reservation that this authority shall not be further redelegated, the authority to grant exemptions from provisions of the Vessel Bridge-to-Bridge Radiotelephone Act and this part.

(b) Any person may petition for an exemption from any provision of the Act or this part;

(c) Each petition must be submitted in writing to U.S. Coast Guard, Marine Safety, Security and Environmental Protection, (CG-5), 2100 2nd St., SW., Stop 7355, Washington, DC 20593-7355, and must state:

(1) The provisions of the Act or this part from which an exemption is requested; and

(2) The reasons why marine navigation will not be adversely affected if the exemption is granted and if the exemption relates to a local communication system how that system would fully comply with the intent of the concept of the Act but would not conform in detail if the exemption is granted.

[CGD 71-114R, 37 FR 12720, June 28, 1972, as amended by CGD 73-256, 39 FR 9176, Mar. 8, 1974; CGD 88-052, 53 FR 25119, July 1, 1988; CGD 95-057, 60 FR 34150, June 30, 1995; CGD 96-026, 61 FR 33663, June 28, 1996; CGD 97-023, 62 FR 33362, June 19, 1997; USCG-2002-12471, 67 FR 41331, June 18, 2002; USCG-2010-0351, 75 FR 36278, June 25, 2010]

§26.09 List of exemptions.

(a) All vessels navigating on those waters governed by the navigation rules for Great Lakes and their connecting and tributary waters (33 U.S.C. 241 *et seq.*) are exempt from the requirements of the Vessel Bridge-to-Bridge Radiotelephone Act and this part until May 6, 1975.

(b) Each vessel navigating on the Great Lakes as defined in the Inland Navigational Rules Act of 1980 (33 U.S.C. 2001 *et seq.*) and to which the Vessel Bridge-to-Bridge Radiotelephone Act (33 U.S.C. 1201-1208) applies is exempt from the requirements in 33 U.S.C. 1203, 1204, and 1205 and the regulations under §§26.03, 26.04, 26.05, 26.06, and 26.07. Each of these vessels and each person to whom 33 U.S.C. 1208(a) applies must comply with Articles VII, X, XI, XII, XIII, XV, and XVI and Technical Regulations 1-9 of "The Agreement Between the United States of America and Canada for Promotion of Safety on the Great Lakes by Means of Radio, 1973."

[CGD 72-223R, 37 FR 28633, Dec. 28, 1972, as amended by CGD 74-291, 39 FR 44980, Dec. 30, 1974; CGD 83-003, 48 FR 7442, Feb. 18, 1983; CGD 91-046, 57 FR 14486, Apr. 21, 1992]

33 CFR Part 161: Vessel Traffic Management

161.1 Purpose and Intent.

(a) The purpose of this part is to promulgate regulations implementing and enforcing certain sections of the Ports and Waterways Safety Act (PWSA) setting up a national system of Vessel Traffic Services that will enhance navigation, vessel safety, and marine environmental protection, and promote safe vessel movement by reducing the potential for collisions, rammings, and groundings, and the loss of lives and property associated with these incidents within VTS Areas established hereunder.

(b) Vessel Traffic Services provide the mariner with information related to the safe navigation of a waterway. This information, coupled with the mariner's compliance with the provisions set forth in this part, enhances the safe routing of vessels through congested waterways or waterways of particular hazard. Under certain circumstances, a VTS may issue directions to control the movement of vessels in order to minimize the risk of collision between vessels, or damage to property or the environment.

(c) The owner, operator, charterer, master, or person directing the movement of a vessel remains at all times responsible for the manner in which the vessel is operated and maneuvered, and is responsible for the safe navigation of the vessel under all circumstances. Compliance with these rules or with a direction of the VTS is at all times contingent upon the exigencies of safe navigation.

(d) Nothing in this part is intended to relieve any vessel, owner, operator, charterer, master, or person directing the movement of a vessel from the consequences of any neglect to comply with this part or any other applicable law or regulation (e.g., the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS) or the Inland Navigation Rules) or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

§161.2 Definitions.

For the purposes of this part:

Cooperative Vessel Traffic Services (CVTS) means the system of vessel traffic management established and jointly operated by the United States and Canada within adjoining waters. In addition, CVTS facilitates traffic movement and anchorages, avoids jurisdictional disputes, and renders assistance in emergencies in adjoining United States and Canadian waters.

Hazardous Vessel Operating Condition means any condition related to a vessel's ability to safely navigate or maneuver, and includes, but is not limited to:

(1) The absence or malfunction of vessel operating equipment, such as propulsion machinery, steering gear, radar system, gyrocompass, depth sounding device, automatic radar plotting aid (ARPA), radiotelephone, Automatic Identification System equipment, navigational lighting, sound signaling devices or similar equipment.

(2) Any condition on board the vessel likely to impair navigation, such as lack of current nautical charts and publications, personnel shortage, or similar condition.

(3) Vessel characteristics that affect or restrict maneuverability, such as cargo or tow arrangement, trim, loaded condition, underkeel or overhead clearance, speed capabilities, power availability, or similar characteristics, which may affect the positive control or safe handling of the vessel or the tow.

Navigable waters means all navigable waters of the United States including the territorial sea of the United States, extending to 12 nautical miles from United States baselines, as described in Presidential Proclamation No. 5928 of December 27, 1988.

Precautionary Area means a routing measure comprising an area within defined limits where vessels must navigate with particular caution and within which the direction of traffic may be recommended.

Towing Vessel means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

Vessel Movement Center (VMC) means the shore-based facility that operates the vessel tracking system for a Vessel Movement Reporting System (VMRS) area or sector within such an area. The VMC does not necessarily have the capability or qualified personnel to interact with marine traffic, nor does it necessarily respond to traffic situations developing in the area, as does a Vessel Traffic Service (VTS).

Vessel Movement Reporting System (VMRS) means a mandatory reporting system used to monitor and track vessel movements. This is accomplished by a vessel providing information under established procedures as set forth in this part in the areas defined in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

Vessel Movement Reporting System (VMRS) User means a vessel, or an owner, operator, charterer, Master, or person directing the movement of a vessel that is required to participate in a VMRS.

Vessel Traffic Center (VTC) means the shore-based facility that operates the vessel traffic service for the Vessel Traffic Service area or sector within such an area.

Vessel Traffic Services (VTS) means a service implemented by the United States Coast Guard designed to improve the safety and efficiency of vessel traffic and to protect the environment. The VTS has the capability to interact with marine traffic and respond to traffic situations developing in the VTS Area.

Vessel Traffic Service Area or *VTS Area* means the geographical area encompassing a specific VTS area of service. This area of service may be subdivided into sectors for the purpose of allocating responsibility to individual Vessel Traffic Centers or to identify different operating requirements.

NOTE: Although regulatory jurisdiction is limited to the navigable waters of the United States, certain vessels will be encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

VTS Special Area means a waterway within a VTS area in which special operating requirements apply.

VTS User means a vessel, or an owner, operator, charterer, master, or person directing the movement of a vessel, that is:

(a) Subject to the Vessel Bridge-to-Bridge Radiotelephone Act; or

(b) Required to participate in a VMRS within a VTS Area.

VTS User's Manual means the manual established and distributed by the VTS to provide the mariner with a description of the services offered and rules in force for that VTS. Additionally, the manual may include chartlets showing the area and sector boundaries, general navigational information about the area, and procedures, radio frequencies, reporting provisions and other information which may assist the mariner while in the VTS Area.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by CGE 97-023, 62 FR 33364, June 19, 1997; USCG-2003-14757, 68 FR 39364, July 1, 2003; USCG-1998-4399, 75 FR 66314, Oct. 28, 2010]

§161.3 Applicability.

The provisions of this subpart shall apply to each VTS User and may also apply to any vessel while underway or at anchor on the navigable waters of the United States within a VTS Area, to the extent the VTS considers necessary.

§161.4 Requirement to carry the rules.

Each VTS User shall carry on board and maintain for ready reference a copy of these rules.

NOTE: These rules are contained in the applicable U.S. Coast Pilot, the VTS User's Manual which may be obtained by contacting the appropriate VTS, and periodically published in the Local Notice to Mariners. The VTS User's Manual and the World VTS Guide, an International Maritime Organization (IMO) recognized publication, contain additional information which may assist the prudent mariner while in the appropriate VTS Area.

§161.5 Deviations from the rules.

(a) Requests to deviate from any provision in this part, either for an extended period of time or if anticipated before the start of a transit, must be submitted in writing to the appropriate District Commander. Upon receipt of the written request, the District Commander may authorize a deviation if it is determined that such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances. An application for an authorized deviation must state the need and fully describe the proposed alternative to the required measure.

(b) Requests to deviate from any provision in this part due to circumstances that develop during a transit or immediately preceding a transit, may be made verbally to the appropriate VTS Director. Requests to deviate shall be made as far in advance as practicable. Upon receipt of the request, the VTS Director may authorize a deviation if it is determined that, based on vessel handling characteristics, traffic density, radar contacts, environmental conditions and other relevant information, such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by USCG-2005-21531, 70 FR 36350, June 23, 2005]

§161.6 Preemption.

The regulations in this part have preemptive impact over State laws or regulations on the same subject matter. The Coast Guard has determined, after considering the factors developed by the Supreme Court in *U.S.* v. *Locke,* 529 U.S. 89 (2000), that by enacting Chapter 25 of the Ports and Waterways Safety Act (33 U.S.C. 1221 *et seq.*), Congress intended that Coast Guard regulations preempt State laws or regulations regarding vessel traffic services in United States ports and waterways.

[USCG-1998-4399, 75 FR 66314, Oct. 28, 2010]

SERVICES, VTS MEASURES, AND OPERATING REQUIREMENTS

§161.10 Services.

To enhance navigation and vessel safety, and to protect the marine environment, a VTS may issue advisories, or respond to vessel requests for information, on reported conditions within the VTS Area, such as:

(a) Hazardous conditions or circumstances;

(b) Vessel congestion;

(c) Traffic density;

(d) Environmental conditions;

(e) Aids to navigation status;

(f) Anticipated vessel encounters;

(g) Another vessel's name, type, position, hazardous vessel operating conditions, if applicable, and intended navigation movements, as reported;

(h) Temporary measures in effect;

(i) A description of local harbor operations and conditions, such as ferry routes, dredging, and so forth;

(j) Anchorage availability; or

(k) Other information or special circumstances.

§161.11 VTS measures.

(a) A VTS may issue measures or directions to enhance navigation and vessel safety and to protect the marine environment, such as, but not limited to:

(1) Designating temporary reporting points and procedures;

(2) Imposing vessel operating requirements; or

(3) Establishing vessel traffic routing schemes.

(b) During conditions of vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances, a VTS may control, supervise, or otherwise manage traffic, by specifying times of entry, movement, or departure to, from, or within a VTS Area.

§161.12 Vessel operating requirements.

(a) Subject to the exigencies of safe navigation, a VTS User shall comply with all measures established or directions issued by a VTS.

(b) If, in a specific circumstance, a VTS User is unable to safely comply with a measure or direction issued by the VTS, the VTS User may deviate only to the extent necessary to avoid endangering persons, property or the environment. The deviation shall be reported to the VTS as soon as is practicable.

(c) When not exchanging voice communications, a VTS User must maintain a listening watch as required by §26.04(e) of this chapter on the VTS frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VTS User must respond promptly when hailed and communicate in the English language.

NOTE TO §161.12(c): As stated in 47 CFR 80.148(b), a very high frequency watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

TABLE 161.12(C)—VTS AND VMRS CENTERS, CALL SIGNS/MMSI, DESIGNATED FREQUENCIES, AND MONITORING AREAS [EXCERPT FOR PWS ONLY]

Center MMSI[1] Call Sign	Designated frequency (Channel designation)—purpose[2]	Monitoring Area[3 4]
Prince William Sound—003669958:		
Valdez Traffic	156.650 MHz (CH. 13)	The navigable waters south of 61°05.00′ N., east of 147°20.00′ W., north of 60°00.00′ N., and west of 146°30.00′ W.; and, all navigable waters in Port Valdez.

(d) As soon as is practicable, a VTS User shall notify the VTS of any of the following:

(1) A marine casualty as defined in 46 CFR 4.05-1;

(2) Involvement in the ramming of a fixed or floating object;

(3) A pollution incident as defined in §151.15 of this chapter;

(4) A defect or discrepancy in an aid to navigation;

(5) A hazardous condition as defined in §160.203 of this chapter;

(6) Improper operation of vessel equipment required by part 164 of this chapter;

(7) A situation involving hazardous materials for which a report is required by 49 CFR 176.48; and

(8) A hazardous vessel operating condition as defined in §161.2.

[CGD 90-020, 59 FR 36324, July 15, 1994]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting §161.12, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and at www.fdsys.gov.

§161.13 VTS Special Area operating requirements.

The following operating requirements apply within a VTS Special Area:

(a) A VTS User shall, if towing astern, do so with as short a hawser as safety and good seamanship permits.

(b) A VMRS User shall: (1) Not enter or get underway in the area without prior approval of the VTS;

(2) Not enter a VTS Special Area if a hazardous vessel operating condition or circumstance exists;

(3) Not meet, cross, or overtake any other VMRS User in the area without prior approval of the VTS; and

(4) Before meeting, crossing, or overtaking any other VMRS User in the area, communicate on the designated vessel bridge-to-bridge radiotelephone frequency, intended navigation movements, and any other information necessary in order to make safe passing arrangements. This requirement does not relieve a vessel of any duty prescribed by the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS) or the Inland Navigation Rules.

Subpart B—Vessel Movement Reporting System

§161.15 Purpose and intent.

(a) A Vessel Movement Reporting System (VMRS) is a system used to monitor and track vessel movements within a VTS or VMRS Area. This is accomplished by requiring that vessels provide information under established procedures as set forth in this part, or as directed by the Center.

(b) To avoid imposing an undue reporting burden or unduly congesting radiotelephone frequencies, reports shall be limited to information which is essential to achieve the objectives of the VMRS. These reports are consolidated into three reports (sailing plan, position, and final).

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by USCG-2003-14757, 68 FR 39366, July 1, 2003; USCG-2011-0257, 76 FR 31838, June 2, 2011]

§161.16 Applicability.

Unless otherwise stated, the provisions of this subpart apply to the following vessels and VMRS Users:

(a) Every power-driven vessel of 40 meters (approximately 131 feet) or more in length, while navigating;

(b) Every towing vessel of 8 meters (approximately 26 feet) or more in length, while navigating; or

(c) Every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by USCG-2003-14757, 68 FR 39366, July 1, 2003]

§161.17 Definitions.

As used in this subpart:

Center means a Vessel Traffic Center or Vessel Movement Center.

Published means available in a widely-distributed and publicly available medium (e.g., VTS User's Manual, ferry schedule, Notice to Mariners).

[USCG-2003-14757, 68 FR 39366, July 1, 2003]

§161.18 Reporting requirements.

(a) A Center may: (1) Direct a vessel to provide any of the information set forth in Table 161.18(a) (IMO Standard Ship Reporting System);

TABLE 161.18(A)—THE IMO STANDARD SHIP REPORTING SYSTEM

A	ALPHA	Ship	Name, call sign or ship station identity, and flag.
B	BRAVO	Dates and time of event	A 6 digit group giving day of month (first two digits), hours and minutes (last four digits). If other than UTC state time zone used.
C	CHARLIE	Position	A 4 digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5 digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or.
D	DELTA	Position	True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark).
E	ECHO	True course	A 3 digit group.
F	FOXTROT	Speed in knots and tenths of knots	A 3 digit group.
G	GOLF	Port of Departure	Name of last port of call.
H	HOTEL	Date, time and point of entry system	Entry time expressed as in (B) and into the entry position expressed as in (C) or (D).
I	INDIA	Destination and expected time of arrival	Name of port and date time group expressed as in (B).
J	JULIET	Pilot	State whether a deep sea or local pilot is on board.
K	KILO	Date, time and point of exit from system	Exit time expressed as in (B) and exit position expressed as in (C) or (D).
L	LIMA	Route information	Intended track.
M	MIKE	Radio	State in full names of communications stations/frequencies guarded.
N	NOVEMBER	Time of next report	Date time group expressed as in (B).
O	OSCAR	Maximum present static draught in meters	4 digit group giving meters and centimeters.
P	PAPA	Cargo on board	Cargo and brief details of any dangerous cargoes as well as harmful substances and gases that could endanger persons or the environment.
Q	QUEBEC	Defects, damage, deficiencies or limitations	Brief detail of defects, damage, deficiencies or other limitations.
R	ROMEO	Description of pollution or dangerous goods lost	Brief details of type of pollution (oil, chemicals, etc) or dangerous goods lost overboard; position expressed as in (C) or (D).

S	SIERRA	Weather conditions	Brief details of weather and sea conditions prevailing.
T	TANGO	Ship's representative and/or owner	Details of name and particulars of ship's representative and/or owner for provision of information.
U	UNIFORM	Ship size and type	Details of length, breadth, tonnage, and type, etc., as required.
V	VICTOR	Medical personnel	Doctor, physician's assistant, nurse, no medic.
W	WHISKEY	Total number of persons on board	State number.
X	XRAY	Miscellaneous	Any other information as appropriate. [*i.e.*, a detailed description of a planned operation, which may include: its duration; effective area; any restrictions to navigation; notification procedures for approaching vessels; in addition, for a towing operation: configuration, length of the tow, available horsepower, etc.; for a dredge or floating plant: configuration of pipeline, mooring configuration, number of assist vessels, etc.].

(2) Establish other means of reporting for those vessels unable to report on the designated frequency; or

(3) Require reports from a vessel in sufficient time to allow advance vessel traffic planning.

(b) All reports required by this part shall be made as soon as is practicable on the frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

(c) When not exchanging communications, a VMRS User must maintain a listening watch as described in §26.04(e) of this chapter on the frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VMRS User must respond promptly when hailed and communicate in the English language.

NOTE: As stated in 47 CFR 80.148(b), a VHF watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

(d) A vessel must report:

(1) Any significant deviation from its Sailing Plan, as defined in §161.19, or from previously reported information; or

(2) Any intention to deviate from a VTS issued measure or vessel traffic routing system.

(e) When reports required by this part include time information, such information shall be given using the local time zone in effect and the 24-hour military clock system.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by USCG-2003-14757, 68 FR 39366, July 1, 2003]

§161.19 Sailing Plan (SP).

Unless otherwise stated, at least 15 minutes before navigating a VTS Area, a vessel must report the:

(a) Vessel name and type;

(b) Position;

(c) Destination and ETA;

(d) Intended route;

(e) Time and point of entry; and

(f) Certain dangerous cargo on board or in its tow, as defined in §160.204 of this subchapter.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by USCG-2011-1024, 78 FR 51671, Aug. 21, 2013]

§161.20 Position Report (PR).

A vessel must report its name and position:

(a) Upon point of entry into a VMRS Area;

(b) At designated reporting points as set forth in subpart C; or

(c) When directed by the Center.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by USCG-2003-14757, 68 FR 39366, July 1, 2003]

§161.21 Automated reporting.

(a) Unless otherwise directed, vessels equipped with an Automatic Identification System (AIS) are required to make continuous, all stations, AIS broadcasts, in lieu of voice Position Reports, to those Centers denoted in Table 161.12(c) of this part.

(b) Should an AIS become non-operational, while or prior to navigating a VMRS Area, it should be restored to operating condition as soon as possible, and, until restored a vessel must:

(1) Notify the Center;

(2) Make voice radio Position Reports at designated reporting points as required by §161.20(b) of this part; and

(3) Make any other reports as directed by the Center.

[USCG-2003-14757, 68 FR 39366, July 1, 2003]

§161.22 Final Report (FR).

A vessel must report its name and position:

(a) On arrival at its destination; or

(b) When leaving a VTS Area.

§161.23 Reporting exemptions.

(a) Unless otherwise directed, the following vessels are exempted from providing Position and Final Reports due to the nature of their operation:

(1) Vessels on a published schedule and route;

(2) Vessels operating within an area of a radius of three nautical miles or less; or

(3) Vessels escorting another vessel or assisting another vessel in maneuvering procedures.

(b) A vessel described in paragraph (a) of this section must:

(1) Provide a Sailing Plan at least 5 minutes but not more than 15 minutes before navigating within the VMRS Area; and

(2) If it departs from its promulgated schedule by more than 15 minutes or changes its limited operating area, make the established VMRS reports, or report as directed.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by CGD 97-023, 62 FR 33364, June 19, 1997; USCG-2003-14757, 68 FR 39367, July 1, 2003]

Subpart C—Vessel Traffic Service and Vessel Movement Reporting System Areas and Reporting Points

NOTE: All geographic coordinates contained in part 161 (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

§161.60 Vessel Traffic Service Prince William Sound.

(a) The VTS Area consists of the navigable waters of the United States north of a line drawn from Cape Hinchinbrook Light to Schooner Rock Light, comprising that portion of Prince William Sound between 146°30′ W. and 147°20′ W. and includes Valdez Arm, Valdez Narrows and Port Valdez.

(b) The Valdez Arm VTS Special Area consists of the waters of the Valdez Arm Traffic Separation Scheme (described in §167.1703 of this chapter); the waters northeast of a line drawn from shoreline to shoreline through the points 60°58.04′ N, 146°46.52′ W and 60°58.93′ N, 146°48.86′ W; and southwest of a line bearing 307° True from Tongue Point at 61°02.10′ N, 146°40.00′ W.

(c) The Valdez Narrows VTS Special Area consists of those waters of Valdez Arm, Valdez Narrows, and Port Valdez northeast of a line bearing 307° True from Tongue Point at 61°02′06″ 146°40′ W.; and southwest of a line bearing 307° True from Entrance Island Light at 61°05′06″ N., 146°36′42″ W.

(d) Additional VTS Special Area Operating Requirements. The following additional requirements are applicable in the Valdez Narrows VTS Special Area:

(1) No VMRS User shall proceed north of 61° N. without prior approval of the VTS.

(2) For a vessel listed in paragraph (c)(3) of this section—

(i) Approval to enter this area will not be granted to a vessel when a tank vessel of more than 20,000 deadweight tons is navigating therein;

(ii) A northbound vessel shall remain south of 61° N. until the VTS has granted permission to proceed; and

(iii) A southbound vessel shall remain in Port Valdez east of 146°35′ W. and north of 61°06′ N. until the VTS has granted permission to proceed.

(3) Paragraph (c)(2) of this section applies to—

(i) A vessel of 1600 gross tons or more; and

(ii) A towing vessel of 8 meters or more in length, except for a vessel performing duties as an escort vessel as defined in 33 CFR Part 168.

(e) Reporting Points.

TABLE 161.60(D)—VTS PRINCE WILLIAM SOUND REPORTING POINTS

Designator	Geographic name	Geographic description	Latitude/longitude	Notes
1A	Cape Hinchinbrook	Cape Hinchinbrook	60°16′18″ N; 146°45′30″ W	Northbound Only.
1B	Schooner Rock	Schooner Rock	60°18′42″ N; 146°51′36″ W	Southbound Only.
2A	Naked Island	Naked Island	60°40′00″ N; 147°01′24″ W	Northbound Only.
2B	Naked Island	Naked Island	60°40′00″ N; 147°05′00″ W	Southbound Only.
3A	Bligh Reef	Bligh Reef Light (Pilot Embark)	60°50′36″ N; 146°57′30″ W	Northbound Only.
3B	Bligh Reef	Bligh Reef Light (Pilot Disembark)	60°51′00″ N; 147°01′24″ W	Southbound Only.
4A	Rocky Point	Rocky Point	60°57′48″ N; 146°47′30″ W	Northbound Only.
4B	Rocky Point	Rocky Point	60°57′48″ N; 146°50′00″ W	Southbound Only.
5	Entrance Island	Entrance Island Light	61°05′24″ N; 146°37′30″ W.	

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by CGD 95-033, 60 FR 28332, May 31, 1995; USCG-1998-3799, 63 FR 35532, June 30, 1998; USCG-2001-10254, 67 FR 53742, Aug. 19, 2002]

Rule 10 - International Regulations for the Prevention of Collisions at Sea, 1972 (72 COLREGS)

International

Traffic Separation Schemes

a) This rule applies to traffic separation schemes adopted by the Organization and does not relieve any vessel of her obligation under any other rule.

b) A vessel using a traffic separation scheme shall:

1) Proceed in the appropriate traffic lane in the general direction of traffic flow for that lane.
2) So far as practical keep clear of a traffic separation line or separation zone.
3) Normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.

c) A vessel shall, so far as practicable, avoid crossing traffic lanes but if obligated to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow.

d) (1) A vessel shall not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 meters in length, sailing vessels, and vessels engaged in fishing may use the inshore traffic zone.

d) (2) Notwithstanding paragraph (d) (1), a vessel may use an inshore traffic zone when enroute to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger.

e) A vessel other than a crossing vessel or a vessel joining or leaving a lane shall not normally enter a separation zone or cross a separation line except:

1) In cases of emergency to avoid immediate danger.
2) To engage in fishing within a separation zone.

f) A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.

g) A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.

h) A vessel not using a traffic separation scheme shall avoid it by as wide a margin as practicable.

i) A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.

j) A vessel of less than 20 meters in length or a sailing vessel shall not impede the safe passage of a power driven vessel following a traffic lane.

k) A vessel restricted in her ability to maneuver when engaged in an operation for maintenance of safety of navigation in a traffic separation scheme is exempted from complying with this Rule to the extent necessary to carry out the operation.

l) A vessel restricted in her ability to maneuver when engaged in an operation for laying, servicing or picking up submarine cable, within a traffic separation scheme, is exempted from complying with this Rule to the extent necessary to carry out the operation.