STATE OF ALASKA
DEPARTMENT OF COMMERCE, COMMUNITY, AND ECONOMIC DEVELOPMENT
DIVISION OF CORPORATIONS, BUSINESS AND PROFESSIONAL LICENSING

ALASKA BOARD OF MARINE PILOTS

MAY 17, 2016
TELECONFERENCE

MEETING AGENDA

TIME	**TOPIC**	**LEAD PERSON**
1000	**Call to Order – Roll Call**	Chair
1005	**Review Agenda** Declarations / Recusals	Chair
1010	**Review/Approve Minutes:** 12 April 2016	Chair
1030	**Business Items:** a.) Possible adoption to change of regulations: 12 AAC 56.205(b) 12 AAC 56.029(2) 12 AAC 56.990(a)(34) 12 AAC 56.960(d)	Chair
	b.) Approve agent navigation packet	MPC
	c.) USCG long range communication study	MPC
1050	**Executive Session**	Chair
1115	**Other Business: Next Meeting**	MPC
1130	**Adjournment**	Chair

"Provide for the maintenance of efficient and competent pilotage service to assure the protection of shipping, the safety of human life and property and the protection of the marine environment." ***AS 08.62.040***

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DRAFT MINUTES OF MEETING
April 12, 2016
Juneau, Alaska

These draft minutes have been prepared by the staff of the Division of Corporations, Business and Professional Licensing. They have not been reviewed or approved by the Alaska Board of Marine Pilots.

By the authority of AS 08.01.070(2), AS 08.62.030, and in compliance with the provisions of AS 44.62, Article 6, a meeting of the Alaska Board of Marine Pilots was held on April 12, 2016 in Juneau, Alaska.

Call to Order/Roll Call

The meeting was called to order at 8:45 AM by Chairman Chris Hladick. The Marine Pilot Coordinator (MPC) conducted roll call.

Participating members constituting a quorum were:

Chris Hladick	- Commissioner, Chair
Hans Antonsen	- Pilot Member
David Arzt	- Pilot Member
Richard Erickson	- Agent Member
Tom Rueter	- Agent Member
Shirley Marquardt	- Public Member
Andrew Mack	- Public Member

Staff present:

Crystal Dooley	Marine Pilot Coordinator (MPC)
Martha Hewlett	Administrative Officer II
Jun Marquis	Regulations Specialist

Members of the public present:

Paul Merrill	Southeast Alaska Pilot Association
John Larsen	Southeast Alaska Pilot Association/Marine Safety Task Force
Bill Gillespie	Alaska Marine Pilots

Mike Tibbles	Alaska Steamship Association
Bob Berto	Cruise Line Agencies of Alaska
Luke Hasenbank	Cruise Line Agencies of Alaska
Ron Hildebrand	Trident Seafoods
Paul Axelson	North Pacific Maritime Institute- Yacht Services of Alaska
Gary Messer	Pacific Reefer Logistics

Jenni Zielinski and Captain Mike O'Hara from Southwest Alaska Pilot Association attended via teleconference.

Agenda Item 1 **Review and Set Agenda**

Hearing no objections to the set agenda, it was:

RESOLVED to approve the agenda.

Declarations of Potential Conflicts of Interest/Recusals

Board members made no declarations of potential conflicts of interest.

Agenda Item 2 **Review/Approve Minutes**

On review of the January 28, 2016 meeting minutes, there were no objections to the content and the Board corrected some typing errors.

Agenda Item 3 **Public Comment on 12 AAC 56.205(b), 12 AAC 56.029(2) 12 AAC 56.990(a)(34) & 12 AAC 56.960(d)**

Captain Michael O'Hara, the president of SWAPA, stated that SWAPA supported the wording for 12 AAC 56.960(d) as written.

Mr. Ron Hildebrandt, representing Trident Seafoods, stated that he wasn't speaking to the specific wording of proposed changes to 12 AAC 56.960(d), but to the general conditions of the pilots and the Board. Mr. Hildebrandt stated he personally saw a lack of transparency if pilots were only required to report allisions, collisions, and groundings. He stated the Board had taken up pleasure-craft reporting to decide what should and should not be reported but the information wasn't flowing to the Board and the public. He stated that the Board's decision to take action seemed to be decided before the Board even got to see the Incident Report. He stated he believed the Board should see all incidents even if the MPC doesn't take action, regardless of if there is a pilot onboard. Mr. Hildebrandt suggested, in the report, the MPC should list the conditions, state whether there was a pilot onboard or not, and then give the findings to the Board

on a quarterly basis to see if further action was needed. He suggested the MPC should provide a summary at each meeting and an annual report. He stated that public had an interest in seeing how many incidents occurred and the names of the pilots and yachts did not need to be provided.

Mr. Mike Tibbles, the executive director for Alaska Steamship Association, requested the Board hold the section of 12 AAC 56.960(d) from the regulation package and allow the other regulations to move forward. Mr. Tibbles stated the motion to adopt that specific regulation was out of order. He stated that the minutes had just been corrected accurately to reflect who made and seconded the motion, but there was a vote on that regulation. He stated there was a subsequent motion to amend a motion that was on top of a different motion. He stated that Mr. Erickson spent time putting a packet with suggested definitions together and he deserved a vote on his proposal instead of getting overwritten by the Board. Mr. Tibbles stated he thought the current regulations were out of order and didn't follow the correct protocol.

Mr. Tibbles stated he didn't think the proposed change to regulations to 12 AAC 56.960(d) was consistent with direction from the Chair. He stated the Chair had tasked the Board to come up with a definition of marine casualty, and instead the Board came up with repealing the word casualty. He stated that he didn't think coming up with a definition was that difficult. He read from a "casualty" definition from a Coast Guard document Navigation and Vessel Inspection Circular No. 0-15 :

> *" [This circular] provide[s] concise policy interpretations to assist involved parties in the casualty reporting process. It is impossible to outline every scenario that may apply to this subject within the highly dynamic and complex maritime environment; however, this circular is intended to serve as a common framework of understanding for both Coast Guard and maritime industry personnel."*

Mr. Tibbles stated the definition was within the circular, as well as the option of having agents and pilots work together to come with a good definition of casualty was available, but the pending regulation were going in a different direction.

Mr. Tibbles said he thought the Board was taking language and removing requirements for reporting casualties, which he believed was bad policy. He stated that he understood that some incidents may have nothing to do with navigation,

but some may. He stated a thorough analysis was needed on those cases. He stated if there was an avoidance maneuver to avoid a vessel that resulted in an injured person; the public has the right to know. He stated he believed the proposed change to regulations will guarantee many incidents would never be reported, and that less reporting is not the right way for Alaska.

The Chair thanked the public for the comments and reiterated that the regulations were not up for action today,

Agenda Item 4 **Discussion and Possible Change to 12 AAC 56.990(a)(40) Length Overall**

The MPC explained that the foreign yacht committee did not meet between Board meetings, and that if the Board wanted to open public comment to allow the yacht committee to comment, the Board needed to open the public comment period for all public, and the yacht committee had to specifically notice their meetings. The MPC stated she created a document with other definitions for the yacht committee to brainstorm.

Mr. Erickson stated that last meeting the Board attempted to send this to the yacht committee and still believed involving agents and pilots was the best course of action.

Motion: Open public comment on 12 AAC 56.990(a)(40) to allow the Board to involve the yacht committee.
Moved by: Mr. Erickson
Seconded by: Mr. Rueter

The Chair asked who was on the yacht committee. Mr. Erickson stated that Mr. Axelson and Captain Preston were the two Chairs, but they were unable to meet due to the Open Meetings Act. The MPC stated the Board had to open the Public Comment period and then the committee had to complete other public noticing requirements as per state law.

Captain Antonsen asked how designating something to a subcommittee had any advantages under state law, and it was almost better to have public comment at a Board meeting. He stated he thought it would be easier to have a teleconference.

Mr. Erickson stated he still recommended the yacht committee be involved. Captain Antonsen stated that the Board had previously decided they only wanted the hull to be part of the definition, not fixtures to the vessel.

Captain Arzt stated that the Board was not requesting the committee to create something new. He stated that length overall is by definition, the Board already has a proposal, and the Board can't even act on a definition pulled from the Coast Guard. He stated there wasn't enough agreement between Board members to accept the definition.

Mr. Rueter said that if the Board refers to the registry, some of the registries do not reference LOA, they reflect the length of the vessel, which is a different unit of measurement. He said the Board could spend a lot of time coming up with definitions but length overall does not adhere to the international community and if there is a document that reflects length overall, it should be produced. He stated the Board should make a pointed request to the yacht committee that no finding is unacceptable and the Board needs something to vote on at the next meeting.

The Chair asked for the problem statement.

Mr. Erickson answered that about four years ago, the Board identified the means of giving a definition of length overall and in the regulations; the registry was utilized for LOA. However, in the regulations packet it was used to determine the fees and the regulations don't say anything towards granting exemptions based on LOA. There was an assumption from the Board but not in the regulations that the ship's registry would be used to determine LOA and fees. He said that today the Board trying to determine whether or not language with the definition of LOA from outside the ship's registry to determine whether or not a yacht would be granted an exemption.

The Chair asked the Board how often this was an issue.

Mr. Erickson said that the length of the vessel is different than what the registry states and that conflicting length information was an issue at least once last summer.

Captain Arzt stated he thought the core of the problem was using the registry document to extract LOA. Captain Arzt said, at last meeting, Captain Preston suggested the Board ask for the stated LOA and the registry is not relevant in that the registries haven't been giving LOA. He stated the exemption application was changed in February, which compounds the issue even more because the Board is inferring the documentation of registry gives length overall and it does not. He stated he would appreciate more public comment. Captain Arzt said the Board needed to scrub where that number comes from and relay on testament of the

applicant and the agents, and if there is challenges to the length overall, the Board should address it on a case by case.

Captain Antonsen said that accepting a number on the registry for fees complicated the issue for the Board, and it isn't relevant what the intent was. He stated the Board should go back to statute since statute uses LOA and regulations are needed to clarify.

Ms. Marquardt asked if the language was in statute and Mr. Rueter said. Captain Antonsen stated that LOA is used in statute but there was no definition of what LOA was. Ms. Marquardt stated if the LOA definition was changed to this definition, would the registry be needed?

Mr. Erickson stated the regulation requests the registry and read the application to the Board to illustrate that LOA is used to calculate fees. He stated the Board could use language "… and if an exemption will be granted".

Captain Arzt stated that when the number given on the registry is registered length and not LOA, it flaws this approach. He stated the majority of certificates post-2012 do not give LOA and give registered length. Captain Arzt said that if this document gives an LOA, he'd be onboard, but the Board is trying to make language based on information that isn't given.

Captain Antonsen said the Board was correct in getting this information consistent, and he personally believed length overall should be used for fees and exemptions. He stated that he understood Mr. Erickson was proposed fees and pilotage based on the length listed on the registry, which would complicate the issue. He said that captains would know the length of the vessel, but the length listed on the registry was different.

Ms. Marquart asked the Board what to do if the yacht committee wasn't interested in discussing the issue.

Mr. Axelson stated the yacht committee had asked for an opportunity to discuss and send it back to the Board. He stated he believed the Board was on the right track but he thought a registry length for fees and another document for LOA would be too confusing. He stated that Captain Preston wasn't interested in the discussion and that the committee got lost in the Open Meeting Act process.

Captain Antonsen stated that he didn't find a reason to put the issue before the yacht committee.

Ms. Marquardt stated she thought the Board could solve the issue and asked Mr. Erickson what information he thought would come from the meeting.

Mr. Erickson said that, originally, it was sent to the committee and their hands were tied based on the Open Meeting Act process since public comment was closed. He stated that the Board should send it back. He said the Board agreed that at the last meeting that if it related to any yacht exemption matters the Board would not change the process for this summer.

Captain Arzt asked if the Board was able to accept a proposal for length in regulation that does not align in statute. He stated the LOA uses statute, and if the registry does not give a LOA number, the Board cannot accept it.

The Chair asked the MPC for the process. The MPC stated the Board needed to make a motion to re-open the public notice period to start the regulation process. The MPC stated that lawyers would make sure the regulation was aligned with statute during the 13-step regulation process and the Board would not be able to pass the regulation.

The MPC confirmed the public comment period for this specific regulation ended on April 29, but there was not an open public comment period for the LOA regulations now.

Mr. Rueter stated, in statute, there is the LOA of a pleasure-craft of foreign registry. He asked if a vessel was more than 65-ft overall was a question for the port state where the vessel was flagged and not the registry document. He stated the statutes refer to a vessel that isn't US-flagged, not for specific information from the port state, so the statute is really referring to a non-US flagged vessel.

Mr. Mack asked if the Board sent it back to the yacht committee, it would trigger public comment. The MPC requested to research if the Board needed to send out a specific regulation to discuss. The Chair recessed the Board at 0940.

At 0953, the Board was called back in order.

The Chair asked the Board if they had any suggested language to send out for public comment. Captain Antonsen stated the Board did, but the definition wasn't complete if they solve the registry issue. The Chair requested a motion to re-open public comment so the yacht committee can meet. The MPC confirmed that the Board was required to send out a proposed regulation or topic for the public to discuss.

The Regulations Specialist, Mr. Jun Marquis, representing the Division, joined the meeting. Mr. Marquis stated the public comment period on the previous LOA project closed January 28, 2016. He asked if the Board would like to open the public comment on that topic at today's meeting. He recommended re-noticing the project again to extend public testimony period. He stated the Board could not take public comment on LOA issues today because it was not public noticed.

Captain Antonsen asked how broad the topic needed to address the whole section for public comment in case the Board wanted to change other sections of the regulation too. Mr. Marquis stated he could make notes broader so the Board could take bigger changes to regulation.

Comment [HA1]: elete "narrow and" so sentence makes sense.

Mr. Mack confirmed this motion would allow both the public and the yacht committee to make a comment. Mr. Erickson confirmed that was the case, and his goal was to get the pilots and agents together to discuss. The Chair confirmed with the MPC that a second motion would be needed to send the regulation to the yacht committee within the public comment period. The Chair asked Mr. Marquis how long the Board could open the public notice period. Mr. Marquis stated he was required to public notice regulations no less than 30 days, but could do longer.

Mr. Erickson amended his motion to read:

Motion: Move to open public comment to discuss proposed changes to regulation 12 AAC 56.990(a)(40) "'Length Overall' means the horizontal distance between the forward-most and the after-most points on the hull." to public comment.
Moved by: Mr. Erickson
Second: Mr. Reuter

The Board APPROVED the motion 7 – 0.

The Chair asked for a second motion to send the proposed change to regulation to the yacht committee. Mr. Mack stated that he was concerned with sending to the yacht committee in that the expertise was within the table. Captain Antonsen asked if the yacht committee would need to public notice their meeting and the Chair said they did. The Chair stated the yacht committee did not preclude anyone from commenting. Mr. Mack asked for the benefit of sending it to the committee and asked for clarification on that process. Mr. Erickson stated it was an important venue for pilots and agents to get together. Captain Arzt stated the yacht committee would consolidate viewpoints between industry and the pilots, and that consolidation would be more effective to the Board.

Motion: send 12 AAC 56.990(a)(40)to the yacht committee for public comment within the public comment period.
Moved by: Mr. Erickson
Seconded by: Ms. Marquardt

The Chair called for a vote. Motion was APPOVED 5-1 by the Board. Dissenting vote was Captain Antonsen.

Mr. Rueter asked if the supplemental comment period had been established. Mr. Marquis stated that the standard notice was 30 days, but it was up to the Board. The Chair asked if the yacht committee could meet in that period. Mr. Axelson stated the yacht committee could meet before them. Mr. Rueter stated they wanted public comment over before the next meeting so the Board could take action at the Fall meeting. Mr. Marquis stated the Board could request only written testimony or only oral comment, but the Board did not have to wait until their next face-to-face comment. Captain Antonsen asked how fast the Division could put something out for public comment. Mr. Marquis stated that he could release the information tomorrow, but the public comment period was dependent on what the paper published it. He stated he needed to know when the Board was having their next meeting to advertise the information for the teleconference. Mr. Erickson asked if once a definition of LOA was determined, when would the Board take time to clean up 12 AAC 56.115(a)(4). Mr. Marquis stated that there might need to be a second regulation project to clean up those regulations.

The Board recessed at 10:05am.

The Board came to order at 10:00am.

The Chair stated that Mr. Marquis had confirmed there was no issue taking up other sections of the regulations while the Board was fixing a specific section.

Agenda Item 5 **Association Reports**

a) SEAPA: Captain Paul Merrill, President of SEAPA, stated SEAPA was gearing up for the summer with 47 pilots and a one new deputy after this meeting. He stated there were two retirements over the winter. He stated that some SEAPA members had attended the Marine Safety Task Force meeting yesterday and worked with the agents on scheduling. Captain Antonsen asked about trainees. Captain Merrill stated there were 5 trainees in the pipeline. Captain Merrill confirmed to Captain Arzt that “trainee” and “apprentice” were used interchangeably. The Chair asked if each organization had different training

standards. Captain Arzt stated there were different move requirements in each region.

b) SWAPA: Ms. Zielinski, representing SWAPA, stated that SWAPA had 14 full pilots, two Deputy pilots with one at 90KGT and one at 60KGT, and five people in the training program. She stated there was one should be taking the Local Knowledge Exam within a month to become a Deputy pilot and there were two trainees on the Deputy track and one trainee on the apprentice track.

c) AMP: Captain Bill Gillespie, representing AMP, stated they had nine pilots were determining how many pilots were needed for the Quintillion Project, the fiber-optic cable project in the Arctic. Captain Gillespie stated pilots would be required in Nome, Kotzebue, Wainwright, Barrow, and Prudhoe Bay. He stated there would be three ships moving around in pilotage waters and the organization had been in touch with them the last month. Captain Gillespie stated they were in contact with ALAMAR concerning expedition ships. He said it's a challenge getting Russian VISAs and the paperwork is extremely complicated. Captain Gillespie explained that an expedition ship was approximately 300-ft long with 100 people onboard, and the ships went bird-watching, into World War II historical areas, and required zodiacs to transport people onboard. He stated AMP had one trainee, Derrick Nystrom, and finished Akutan transits the other day. Captain Gillespie stated that Captain Christy had completed manned model training in Louisiana, he was scheduled for an emergency ship handling class, and Captain Arzt had a manned model ship handling class coming up too.

Ms. Marquardt asked what manned model training was. Captain Gillespie stated it was the most realistic, accurate reproduction of a ship moving around where the ship could be banged up. He stated the training was very expensive, but comprehensive in that pilots could complete tasks in five days they wouldn't see in years on a ship. Captain Gillespie stated that AMP had teamed up with the Ports and Waterways Committee of Unalaska to have a more effective waterways and safety commitment. He stated that Unalaska was a limited resource port and mostly fishing boats and Shell had stretched their limits. He stated that, with help from Captain Ed Page, AMP teamed up with the Department of Ports and Waterways to create a Waterways Safety Committee. He stated AMP is also a member of the Arctic Waters Safety Committee; and even though it hasn't formed yet, there's been a lot of interest in that committee and how it's going to work. The Chair asked who was organizing the committee and Captain Gillespie said he thought the Coast Guard had started it and was continuing to run it. Mr. Tibbles stated that there were five subsistence groups and every industry was involved

and the last meeting was in Juneau. Mr. Tibbles stated this was a different group than the one meeting in Nome, and there was White House congressional attendance.

Captain Gillespie stated that AMP meet with NOAA in Anchorage to discuss prioritizing charting requirements. He stated there were still places in the Arctic that weren't surveyed and the template NOAA uses to prioritize charting requirements doesn't fit with AMP's traffic. He stated he was looking forward to meeting in Dutch Harbor to discuss annual emergency tow training.

The Chair asked if the Coast Guard had finished their fairways studies on the Bering Strait. Captain Gillespie stated that it had been finished but hadn't appeared on the charts yet. He stated that AMP would be creating new rate contracts. The Chair asked about Marine Protected Areas in that 15% of the ocean would be designated as an MPA by the Obama Administration. Captain Gillespie stated that expedition cruises need flexibility and the Chair stated that Captain Page from Marine Exchange discussed using AIS as roving hot spots for whale avoidance.

Mr. Erickson asked Captain Gillespie if AMP was involved in the Crystal Serenity cruises exercise tomorrow. Captain Gillespie said no. Mr. Reuters stated it was a mass rescue tabletop drill. He stated it was originated by the Coast Guard to work with Transport Canada and how to get cities and boroughs to respond to a mass rescue. Mr. Erickson stated it was a two day event.

Mr. Rueter asked if Captain Gillespie thought AMP had enough trainees for the foreseeable future and Captain Gillespie said that they did.

Agenda Item 6 **MSTF Report**

Captain Larsen reported he would discuss the agenda of the previous day's meeting with the Board. He stated the Glacier Bay observer program is an ongoing whale and wildlife program where people stand on the bow the whole time to boat is in Glacier Bay, sighting and mapping for the whole Southeast Alaska with humpback whales and orcas. He stated here is now a cell phone ap for uploading information about real time white sightings, however there's a conflict with bridge cell phone protocol. Captain Larsen stated the MSTF discussed whale collision avoidance in that a couple pilots have gone to Seward in the simulation program. He said the harbor seal viewing guidelines for glacier areas is the same as last year, and to avoid areas where seal are pupping in specific months. Captain Larsen stated NOAA is now monitoring heartrate for

seals to tell when they're stressed. He stated the new Hoonah deep water berth is ready to go and the cruise line agents suggest a second vessel can be brought in to anchor. Captain Larsen reported that a Juneau dock program update was given by the harbormaster and harbor engineer, and the dock should be operational in May, even though arrival and departure at the Franklin Dock could be more logistically difficult and ships would work together to reduce overtaking schedules so vessels arrive in the proper order to their next port.

Captain Larsen said the SEAPA introduced an alternative route to reduce traffic density in lower Lynn Canal to Mr. Kirby Day, Mr. Day accepted it, and the Northwest Cruiseship meeting will see it on April 19. He stated the Bridge team pilot relationship is an evolving atmosphere, and the current atmosphere between the pilot and the bridge team is going really well and he looks forward to more discussion in how the pilot fits with the bridge team. Captain Larsen said that safe anchoring is an issue in Hawk Inlet if there's a heavy ship at the dock and the current anchorage isn't sufficient. He stated the Voluntary Waterway Guide was reviewed with minor edits and a new version will be issued by May 1.

Captain Antonsen asked Captain Larsen if he knew the heading if the Icy Strait Point dock and he did not.

Agenda Item 7 **Change to 12 AAC 56.120(a)(50) Pilot Stations or Pickup Points**

The MPC stated that the United Kingdom Hydrographic Office, the British version of NOAA, had discovered a typo in the location of the pilot station in Kiska. The MPC stated the Board had to follow the standard regulations process to fix the typo.

Motion: Change the language in 12 AAC 56.120(a)(50) "Kiska Harbor – 1.0 mile 270° true from Little Kiska Head; approximately position 51°58.5' north latitude, 177°36.5' west longitude" to "Kiska Harbor – 1.0 mile 270° true from Little Kiska Head; approximately position 52°58.5' north latitude, 177°36.5' east longitude".
Moved by: Mr. Erickson
Seconded by: Mr. Rueter

The Board APPROVED the motion 7 -0.

Agenda Item 8 **Approval of agent navigation packet as per Sec. 08.62.180(c)**

The MPC stated that the Board was directed via statute to approve the navigation packet. The Chair asked if there were any changes from last year and Mr. Axelson, the representative of North Pacific Maritime, said there were not. Mr.

Axelson stated that the navigation packet was created by the yacht committee when Captain Winters was the co-chair, and in the past the agents had given the navigation packet to yachts upon their arrival. Mr. Axelson stated that pilots that are onboard yachts give similar briefs and the briefs should be aligned.

Motion: The Board shall accept the navigation packet as submitted.
Moved by: Mr. Rueter
Seconded by: Ms. Marquardt

The Chair asked for discussion. Captain Antonsen stated he had not had time to review the document. Captain Arzt asked when the document was last reviewed and Mr. Axelson stated he thought probably during Captain Winter's tenure. Captain Antonsen requested the Board to wait until the next teleconference to officially approve the information to give more time to review. He stated the agents should keep issuing the information unless the Board directs otherwise.

The Chair requested a vote on the motion. The motion failed 5 -1 with Mr. Rueter the dissenting vote. The Chair stated that approving the agent packet would be on the next teleconference Board meeting.

Agenda Item 9 **Board Revenue and Expense Report**

Ms. Martha Hewlett, Administrative Office II for the Division, addressed the Board. She stated the Board had received $10, 448.00 in revenue and that over $3,000.00 was from foreign pleasure-craft and the other was from pilot fees. She stated the Board had spent $30, 509.00 in Personal Services, which corresponded to the 2000 object codes. She stated that Personal Services were broken into the MPC's time, the Regulation Specialist's time, and if investigators outside of the MPC were spending time on her project. Ms. Hewlett stated the Board had spent $2,987.00 on travel, which corresponded to other 2000 object codes. She stated the last line item was contractual expenses, in which the Board spent $2,175.00 on advertising for meetings and regulation changes, rentals and leases, and stipends if a Board member was attending a meeting within their community. Ms. Hewlett asked for questions and none.

Ms. Hewlett stated the Director would start analyzing fees for the next renewal cycle on May 1 to see if fees needed to be adjusted. Captain Antonsen asked if fees would drop and Ms. Hewlett said there would be an in depth analysis and the MPC would be contacted if there were any questions. She stated the goal was that revenue would cover the two-year licensing cycle.

Agenda Item 10 **Possible creation of casualty reporting requirements of foreign pleasure-craft**

Ms. Marquardt and Captain Antonsen stated there was nothing to discuss at the time. The Board declined to discuss the subject.

Agenda Item 11 **Discussion of proposed regulation change to "day" as per 12 AAC 56.012(c)(1)**

Mr. Rueter stated that he had researched the CFR reference to "calendar year" and noted that there aren't correct CFR references throughout the regulation.

Captain Antonsen stated that statutes refer to 360 days and 8 hours in a day for submitting time in licensing, and while he could not keep track of all the CFR's, the big picture is the narrow area in licensing in the regulations and statutes where a year is supposed to be different than 365 days and a day is different than 24 hours.

Mr. Rueter stated he agreed, and suggested the MPC research all CFR references to find errors. The Chair suggested the MPC have the information for the next Board meeting for the Board to take action.

Agenda Item 12 **MPC/Investigator Report**

The MPC stated she had no open investigations and received no intakes since the last meeting. She stated that the exemption process was working well and recognized North Pacific Maritime for their effort and working as a finely tuned machine. The MPC stated that last year the Board received 22 exemptions and she currently has four or five exemptions on her desk. She stated that she was coordinating with DEC and NOAA for wildlife information that might be helpful for the agent navigation packet, but no mandatory reporting requirements. She stated NOAA was creating a one page graphic with information for someone not familiar with Alaska's marine life. The Chair asked if yachts received the navigation packet, and the MPC confirmed that the information will be in the packet. Mr. Rueter stated the agents will incorporation anything other agencies wanted to provide. He said he wasn't sure if it was the MPC's position to add things to the packet. The MPC stated she has asked the agent's permission. Captain Arzt stated that if this Board was approving the navigation packet but now submitting information for the agent's approval to be added to the packet, there may be a conflict. Mr. Axelson stated the regulations/statutes are clear that the Board can give information to the agents for the navigation packet, and if the agents chose not to put it in the navigation packet, it would be breaking the law. The Chair asked if people visiting Glacier Bay had requirements to learn specific information. Mr. Erickson stated people needed a permit to enter Glacier Bay. Captain Antonsen said they had multiple meetings with Park Service personnel.

Captain Antonsen asked if the Board should be reviewing the exemption form. Captain Antonsen stated the goal was to keep ambiguities out. The MPC stated the form was owned by the Division, so the MPC could send a form out for Board approval but the Division had the final stay. The Chair requested the MPC provide the application the next time the Board discussed the issue.

Mr. Mack asked if the Board if vessels entering Glacier Bay needed Letters of Authorizations, or permits from NMFS or NOAA. Mr. Erickson stated the vessels enter into a contract with the Park Service to enter Glacier Bay, and that varies from operator to operator. Mr. Erickson stated vessels may need permits for landings. Mr. Mack stated the Arctic used Letters of Authorization and he was nervous about spreading the information around without an authorized source.

Mr. Rueter stated the Board was discussing the yacht navigation packet vs. commercial operations in Glacier Bay. It was stated that yachts do have to apply for a permit to enter Glacier Bay, but it's not a contractual agreement. Captain Antonsen stated the Board is not generating the navigation packet, but giving approval to it. It was confirmed the Board would "revise and approve" the packet, but not generated, but the yacht committee does not generate the navigation packet.

Captain Arzt stated it was collaboration between different agencies to create advisory information, subject to Board approval. Captain Erickson stated that a wealth of information is given to bigger vessels via thumb drive. The Chair asked if there was a disclaimer and Mr. Erickson said there was not because it was all public information. Captain Antonsen said there was nothing in statute that requires anything specific.

The Board recessed at 11:15am.

The Board came to order at 11:30am.

Agenda Item 13 **Correspondence**

The Chair directed the Board to the correspondence section containing letters from Captain O'Hara to the Board. The Chair asked the Board if they had any questions. There were none.

The Board recessed at 11:35am.

The Board came back to order at 11:45am.

Agenda Item 14 **Executive Session**

The Board entered Executive Session under AS 44.62.310 Open Meetings Act for the purpose of subject's undue prejudice, reputation, and character of any persons provided the person may request a public discussion.

The Board came out of executive session at 12:15pm.

Motion: Captain Palmer has satisfied all conditions and requirements to become a Deputy Pilot for 25,000 GT.
Moved By: Captain Antonsen
Seconded By: Mr. Erickson

The Board APPROVED the proposed the endorsement.

Agenda Item 15 **Other Business: Next meeting**

The Board agreed the next tentative in-person meeting would be October 12, 2016 in Anchorage and January 26, 2017 in Anchorage.

The Board RESOLVED to adjourn at 1:00pm.

Respectfully submitted: _____

Crystal Dooley

Marine Pilot Coordinator

_____

Chris Hladick

Chairman

Chapter 56. Board of Marine Pilots.

(Words in **boldface and underlined** indicate language being added; words [CAPITALIZED AND BRACKETED] indicate language being deleted.)

12 AAC 56.029(2) is amended to read:

(2) show that the applicant has held a valid deputy marine pilot license in Alaska for a minimum of three [CALENDAR] years while remaining eligible for license renewal during this period of service without use of the familiarization trips under AS 08.62.120;

(Eff. 11/1/93, Register 128; am 5/29/96, Register 138; am 3/21/99, Register 149; am 10/24/2002, Register 164; am 10/25/2002, Register 164; am 9/12/2006, Register 179; am 5/26/2007, Register 182; am 1/29/2009, Register 189; am ___/___/____, Register ____)

Authority: AS 08.62.040 AS 08.62.100

12 AAC 56.205(b) is repealed and readopted to read:

(b) Except as provided in (d) of this section,

(1) in Akutan of the Western Alaska Region, an agent, owner, or master of a vessel shall inform the appropriate pilot organization of a vessel movement at least 48 hours before the movement in order to provide sufficient time for a pilot to arrive at the vessel by the available means of transportation. A pilot will be considered unavailable for service only if the 48-hour notice required by this subsection is given and a pilot does not show up at the vessel to render service. If the agent, owner, or master of a vessel requests a pilot, and the pilot attempts to reach the vessel but cannot do so within 48 hours due to factors beyond the pilot's control, and the vessel then leaves without the pilot, the vessel or the vessel's owner may be charged for the actual expenses incurred by the pilot in attempting to reach the vessel. If the 48-hour notice is

not given as required by this subsection and a pilot is not able to reach the vessel to render pilot services, the vessel or the vessel's owner may be charged for the transportation costs incurred by the pilot in attempting to reach the vessel and the pilotage charge and all other charges that would have been incurred had the pilot reached the vessel and provided pilotage services;

(2) in the Pribilof Islands, Port Clarence, and the Kuskokwim Bay Region of the Western Alaska Region, an agent, owner, or master of a vessel shall inform the appropriate pilot organization of a vessel movement at least 96 hours before the movement in order to provide sufficient time for a pilot to arrive at the vessel by the available means of transportation. A pilot will be considered unavailable for service only if the 96-hour notice required by this subsection is given and a pilot does not show up at the vessel to render service. If the agent, owner, or master of a vessel requests a pilot, and the pilot attempts to reach the vessel but cannot do so within 96 hours due to factors beyond the pilot's control, and the vessel then leaves without the pilot, the vessel or the vessel's owner may be charged for the actual expenses incurred by the pilot in attempting to reach the vessel. If the 96-hour notice is not given as required by this subsection and a pilot is not able to reach the vessel to render pilot services, the vessel or the vessel's owner may be charged for the transportation costs incurred by the pilot in attempting to reach the vessel and the pilotage charge and all other charges that would have been incurred had the pilot reached the vessel and provided pilotage services;

(3) in all other locations of the Western Alaska Region, an agent, owner, or master of a vessel shall inform the appropriate pilot organization of a vessel movement at least 72 hours before the movement in order to provide sufficient time for a pilot to arrive at the vessel by the available means of transportation. A pilot will be considered unavailable for service only if the 72-hour notice required by this subsection is given and a pilot does not show up at the

vessel to render service. If the agent, owner, or master of a vessel requests a pilot, and the pilot attempts to reach the vessel but cannot do so within 72 hours due to factors beyond the pilot's control, and the vessel then leaves without the pilot, the vessel or the vessel's owner may be charged for the actual expenses incurred by the pilot in attempting to reach the vessel. If the 72-hour notice is not given as required by this subsection and a pilot is not able to reach the vessel to render pilot services, the vessel or the vessel's owner may be charged for the transportation costs incurred by the pilot in attempting to reach the vessel and the pilotage charge and all other charges that would have been incurred had the pilot reached the vessel and provided pilotage services.

(Eff. 11/7/93, Register 128; am 4/7/95, Register 134; am 8/9/97, Register 143; am 5/31/2000, Register 154; am 2/12/2005, Register 173; am ___/___/____, Register ____)

Authority: AS 08.62.040 AS 08.62.190

12 AAC 56.960(d) is amended to read:

(d) If a vessel piloted by a state licensed pilot **is involved in a collision, allision, or grounding** [GOES AGROUND, COLLIDES WITH ANOTHER VESSEL OR DOCK, MEETS WITH ANY CASUALTY, OR IS DAMAGED IN ANY WAY], the pilot shall, no later than 72 hours after returning ashore after the incident, file with the marine pilot coordinator an incident report as described in 12 AAC 56.965. The marine pilot coordinator will, in the coordinator's discretion, investigate the reported incident.

(Eff. 6/11/71, Register 38; am 6/19/74, Register 50; am 5/12/78, Register 66; am 7/24/83, Register 87; am 12/26/86, Register 100; am 8/29/87, Register 103; am 7/26/90, Register 115; am 11/7/93, Register 128; am 5/17/95, Register 134; am 6/16/96, Register 138; am 1/23/99, Register

149; am 3/15/2002, Register 161; am ___/___/____, Register ____)

Authority: AS 08.62.040 AS 08.62.160

12 AAC 56.990(a)(34) is amended to read:

(34) "year" as used in AS 08.62.093(b) means the same as year in 46 C.F.R. 10.103**, elsewhere, year means 365 days**;

(Eff. 6/11/71, Register 38; am 6/19/74, Register 50; am 5/12/78, Register 66; am 7/24/83, Register 87; am 12/26/86, Register 100; am 8/29/87, Register 103; am 7/26/90, Register 115; am 5/13/92, Register 122; am 4/7/93, Register 126; am 10/2/93, Register 127; am 7/15/95, Register 135; am 6/16/96, Register 138; am 6/17/96, Register 138; am 1/23/99, Register 149; am 3/21/99, Register 149; am 5/31/2000, Register 154; am 3/15/2002, Register 161; am 10/24/2002, Register 164; am 5/26/2007, Register 182; am 1/29/2009, Register 189; am 11/4/2009, Register 192; am 10/28/2010, Register 196; am ___/___/____, Register ____)

Authority: AS 08.62.040 AS 08.62.160

NOTICE OF PROPOSED CHANGES TO GENERAL REQUIREMENTS FOR MARINE PILOT LICENSE, NOTIFICATION OF VESSEL MOVEMENTS, DUTIES, AND DEFINITIONS IN THE REGULATIONS OF THE BOARD OF MARINE PILOTS

BRIEF DESCRIPTION: The Board of Marine Pilots proposes to update various regulations relating to general requirements for marine pilot license, notification of vessel movements, marine pilot's duties, and clarifying the definition of "year".

The Board of Marine Pilots (Board) proposes to adopt regulation changes in Title 12, Chapter 56, of the Alaska Administrative Code, dealing with general requirements for marine pilot license, availability of pilots, duties of pilots, and definitions, including the following:

1. **12 AAC 56.029, General requirements for marine pilot license,** is proposed to be changed to alter the general requirements for a marine pilot license.

2. **12 AAC 56.205, Availability of pilots,** is proposed to be changed to alter the requirements for notification of vessel movements.

3. **12 AAC 56.960, Duties of pilots,** is proposed to be changed to clarify a marine pilot's duties.

4. **12 AAC 56.990, Definitions,** is proposed to be changed to further define terms used in AS 08.62 and 12 AAC 56.

You may comment on the proposed regulation changes, including the potential costs to private persons of complying with the proposed changes, by submitting written comments to Marilyn Zimmerman, Paralegal, Division of Corporations, Business and Professional Licensing, P.O. Box 110806, Juneau, AK 99811-0806. Additionally, the Board will accept comments by facsimile at (907) 465-2974, and by electronic mail at marilyn.zimmerman@alaska.gov. Comments may also be submitted through the Alaska Online Public Notice System by accessing this notice on the system at http://notice.alaska.gov/180839, and using the comment link. **The comments must be received not later than 4:30 p.m. on April 29, 2016.**

Oral comments relevant to the proposed actions, including the potential costs to private persons of complying with the proposed action, may also be given at a hearing to be held on April 12, 2016, at the State Office Building, 333 Willoughby Avenue, 9th Floor, Conference Room A, Juneau, Alaska. If you wish to give your comments via telephone, please call 1-800-315-3668 access code 89061. The hearing will begin at 8:50 a.m. and will end when those who have signed up before 8:50 a.m. to give oral testimony have had the opportunity to comment. The chair of the Board may set a time limit for each participant's oral testimony, determined by the chair before the hearing begins, to allow enough time for all those present and timely registered to give testimony.

You may submit written questions relevant to the proposed action to Marilyn Zimmerman, Paralegal, Division of Corporations, Business and Professional Licensing, P.O. Box 110806, Juneau, AK 99811-0806, or by e-mail at marilyn.zimmerman@alaska.gov. **The questions must be received at least 10 days before the end of the public comment period.** The Board will aggregate its response to substantially similar questions and make the questions and responses available on the Board's website at https://www.commerce.alaska.gov/web/cbpl/ProfessionalLicensing/BoardofMarinePilots.aspx or on the Alaska Online Public Notice System. The Board may, but is not required to, answer written questions received after the 10-day cut-off date and before the end of the comment period.

If you are a person with a disability who needs a special accommodation in order to participate in this process, please contact Marilyn Zimmerman at (907) 465-2532 or marilyn.zimmerman@alaska.gov not later than April 22, 2016 to ensure that any necessary accommodations can be provided.

For a copy of the proposed regulation changes, contact Marilyn Zimmerman at the address or phone number above, or go to https://www.commerce.alaska.gov/web/portals/5/pub/MAR-0316.pdf.

After the public comment period ends, the Board will either adopt the proposed regulation changes or other provisions dealing with the same subject, without further notice, or decide to take no action. The language of the final regulations may be different from that of the proposed regulations. **You should comment during the time allowed if your interests could be affected.** Written comments and questions received are public records and are subject to public inspection.

Statutory Authority: AS 08.62.040; AS 08.62.100; AS 08.62.160; AS 08.62.190
Statutes Being Implemented, Interpreted, or Made Specific: AS 08.62.040; AS 08.62.100; AS 08.62.160; AS 08.62.190

Fiscal Information: The proposed regulation changes are not expected to require an increased appropriation.

DATE: 3/29/16

/s/
Jun Maiquis, Regulations Specialist
Division of Corporations, Business and
Professional Licensing

For each occupation regulated under the Division of Corporations, Business and Professional Licensing, the Division keeps a list of individuals or organizations who are interested in the regulations of that occupation. The Division automatically sends a Notice of Proposed Regulations to the parties on the appropriate list each time there is a proposed change in an occupation's regulations in Title 12 of the Alaska Administrative Code. If you would like your address added to or removed from such a list, send your request to the Division at the address above, giving your name, either your e-mail address or mailing address (as you prefer for receiving notices), and the occupational area in which you are interested.

ADDITIONAL REGULATION NOTICE INFORMATION
(AS 44.62.190(d))

1. **Adopting agency:** Board of Marine Pilots – Department of Commerce, Community, and Economic Development, Division of Corporations, Business and Professional Licensing.

2. **General subject of regulation:** General requirements for marine pilot license, availability of pilots, duties of pilots, and definitions.

3. **Citation of regulation:** 12 AAC 56.029, 12 AAC 56.205, 12 AAC 56.960, and 12 AAC 56.990.

4. **Department of Law file number:** To be assigned.

5. **Reason for the proposed action:** Update and clarification of current regulations.

6. **Appropriation/Allocation:** Corporations, Business and Professional Licensing – #2360.

7. **Estimated annual cost to comply with the proposed action to:**
   A private person: None.
   Another state agency: None.
   A municipality: None.

8. **Cost of implementation to the state agency and available funding (in thousands of dollars):**
   No costs are expected in FY 2016 or in subsequent years.

9. **The name of the contact person for the regulation:**
   Crystal Dooley, Marine Pilot Coordinator
   Board of Marine Pilots

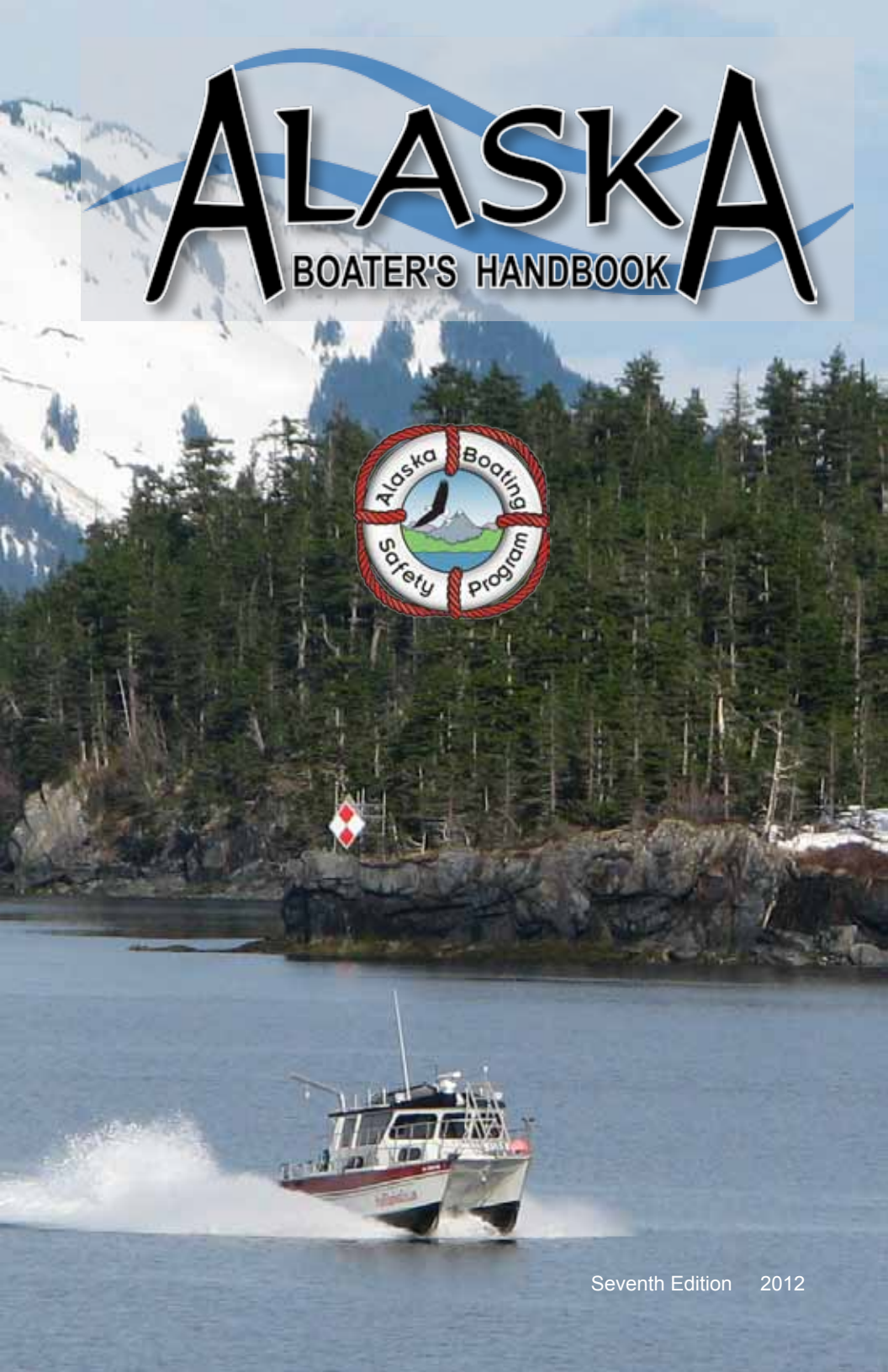
Division of Corporations, Business and Professional Licensing
Department of Commerce, Community, and Economic Development
Telephone: (907) 465-2548
E-mail: crystal.dooley@alaska.gov

10. The origin of the proposed action: Board of Marine Pilots.

11. Date: 3/29/16 **Prepared by:** /s/

Jun Maiquis
Regulations Specialist
(907) 465-2537

ALASKA
BOATER'S HANDBOOK



Seventh Edition 2012

LIFE JACKETS SAVE LIVES AND FAMILIES

Although this media is not a NASBLA-approved boating course, it is recognized by NASBLA to benefit boating safety.

The Alaska Boating Safety Program cooperates with the U.S. Coast Guard, U.S. Coast Guard Auxiliary, and other partners to produce educational programs and publications that promote safe and enjoyable boating, including this 2012 edition of the *Alaska Boater's Handbook*.

A guide to safe and enjoyable boating in Alaska

Photo Courtesy of Mike Folkerts, U.S. Coast Guard Office of Boating Safety

Special thank you to the contributors of photos for this publication:

Alaska Department of Fish and Game, Alaska Marine Safety Education, Mike Folkerts, Noreen Folkerts, D.L. Gustafson, Ashley Massey, Mustang Survival, Steve Neel, Megan Piersma, Kelli Toth, Raincoast Conservation Foundation, United States Fish and Wildlife

STATE OF ALASKA
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF PARKS AND OUTDOOR RECREATION
OFFICE OF BOATING SAFETY

SEAN PARNELL, Governor
550 W. 7th AVENUE, SUITE 1380
ANCHORAGE, ALASKA 99501-3561
PHONE: (907) 269-8706
FAX: (907) 269-8907

Dear Alaskan Boater,

Alaska offers a wide array of boating activities on its vast system of waterways. The types of water and vessels used are as varied as the people who use them. For many, Alaska is a boater's paradise, but the users of its waterways know that circumstances can change quickly and accidents can and do happen. The *Alaska Boater's Handbook* is intended to inform boaters on points to consider before departure, what to do when underway and how to handle emergencies on the water so that everyone can have a safe and memorable adventure on the water.

Long time Alaskans as well as the newest visitor can benefit from the information found in the pages of this handbook. Education, preparation and preparedness can help reduce fatalities when boating in our great state. Please familiarize yourself with the information the handbook provides and consider taking a boating safety course to stay up to date on legal requirements, new innovations such as inflatable life jackets and the latest information on topics such as cold water immersion.

In addition to this handbook, the Alaska Office of Boating Safety provides other resources for boaters that can be obtained by calling (907) 269-8706 or visiting the website www.alaskaboatingsafety.org. You can also search for the Alaska Boating Safety Program on Facebook and "like" to receive information about our latest activities and programs.

Many great adventures await the well prepared and adventurous boater. From all of us at the Division of Parks and Outdoor Recreation, we wish you a safe and memorable adventure on the water. For the sake of you and your loved ones, please follow safe boating practices when on the water including filing a float plan, avoiding alcohol, and most importantly always wear a life jacket.

Sincerely,

Ben Ellis
Director, Divison of Parks and Outdoor Recreation

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PREPARATION

INTRODUCTION

From powerboating and kayaking our coastal waters to air boating, jet boating, rafting, drift boating and canoeing our interior rivers and lakes, Alaska's boating opportunities are unsurpassed. However, Alaska also has one of the highest boating fatality rates in the nation. Statistics show us that the majority of those who died while boating in Alaska:

- **More Alaskans die in recreational boating accidents than die commercial fishing**
- **9 of 10 involve boats under 26 feet in length**
- **3 of 4 are powerboats**
- **9 of 10 are adult males**
- **5 of 6 involve capsizing or a fall overboard, resulting in a cold water immersion related drowning.**

Because nearly all boating-related mishaps involve operator-controllable risk factors, most are both predictable and preventable. All boating entails some risk and safe and enjoyable boating depends on effective risk management. The best skippers and paddlers know they must be able to anticipate, recognize and assess risks, avoid or control what they can, and minimize the effects of those they can't. The ability

to do this hinges on the four cornerstones of safe, enjoyable boating: proper attitude, knowledge, skill and unimpaired judgment. These are the keys to safe and enjoyable boating experiences.

Attitude

Safe, enjoyable boating begins with the proper attitude. According to BoatUS, most accidents occur in good weather. Alaska's waterways are a dynamic, ever changing environment. Complacency, over-confidence, carelessness or "amusement park" mentalities are serious liabilities on a boat. Never underestimate the power of Alaska's cold water. When boating in Alaska, avoid a day trip "attitude."

Joe McCullough teaches an Alaska Water Wise course

Knowledge

Nationwide, eight out of ten boating fatalities involve boat operators who had not taken a single boating course. The Alaska Office of Boating Safety highly recommends that all boaters take boating courses relevant to their type of boating and then continue to refresh and build on their knowledge over time.

Power boaters should look for courses approved by the National Association of State Boating Law Administrators (NASBLA). Completing a NASBLA-approved boating safety course fulfills the mandatory boating education requirements of many states and may qualify boaters for discounts on their boat insurance. For more information on NASBLA, visit www.nasbla.org.

The U.S. Coast Guard Auxiliary, a civilian component of the U.S. Coast Guard, conducts NASBLA-approved boating classes in Alaska. Visit their website at http://a170.uscgaux.info/

The Alaska Boating Safety Program offers the NASBLA-approved ***Alaska Water Wise*** course and trains, certifies and supports a statewide network of registered boating safety instructors who teach a variety of boating education programs in their communities. For more information, please contact the Alaska Office of Boating Safety at (907) 269-8704 or www.alaskaboatingsafety.org.

Marine safety instructor training and educational courses are also available through the Alaska Marine Safety Education Association (AMSEA). For more information, contact the Alaska Marine Safety Education Association at (907) 747-3287 or www.amsea.org.

Paddlers should look for courses specific to their sports, such as those sponsored by the American Canoe Association and American Whitewater. There are also several Alaska paddling organizations. Courses that incorporate hands-on instruction are recommended.

- American Canoe Association: www.americancanoe.org
- American Whitewater: www.americanwhitewater.org
- Knik Canoers and Kayakers: www.kck.org
- Fairbanks Paddlers: www.fairbankspaddlers.org
- Alaska Sea Kayak Symposium: www.aksks.org

Skill

All boaters should have the skill to operate their boat under a variety of conditions and deal with a variety of problems. Beginning boaters may have enough skill to operate a boat under ideal conditions, but events such as deteriorating weather or mechanical breakdown can suddenly occur, requiring a much higher level of skill than the boater possesses. Skills are developed with instruction, practice and experience. It's important for boaters to recognize their skill level and avoid operating in conditions that could potentially exceed their abilities.

Judgment

Sound judgment, unimpaired by alcohol, drugs or fatigue, is a boater's most important tool. Boaters often have a choice of whether or not to put themselves and their passengers in a situation that could be beyond their skill or the capability of their boat or equipment. Be flexible in decision making, lives may depend on it.

EQUIPMENT REQUIREMENTS

The federal and state laws requiring basic equipment on vessels are designed to save lives and reduce the need for rescue. Equipment required for a specific boat depends on many factors including the size of the boat, source of propulsion, construction and where and how the boat is used. The Alaska Requirements Summary (page 5) incorporates the items required under state and federal law. Please note these requirements are the minimum—every boater should carry additional equipment appropriate for the boat and the operating conditions. Suggestions may be found in the Pre-Departure Checklist (page 21).

Federal Requirements

Federal requirements apply on all U.S. navigable waters. In Alaska, this includes all saltwater, rivers that empty into saltwater and inland waterways designated as U.S. navigable waters under federal law. The requirements for non-commercial boats are found in the brochure "Federal Requirements and Safety Tips for Recreational Boats," or through the United States Coast Guard's website at: www.uscgboating.org.

State Requirements

In Alaska, state requirements are similar to the federal requirements and apply to all boats (except ship lifeboats, seaplanes, inspected passenger vessels and water toys) on all waters of the state including inland waters and saltwater within the territorial limits of the state. This section provides an overview of state requirements as of this printing.

A person may not operate a boat in the State of Alaska:

- without the equipment required by law
- that is not registered unless the vessel is exempt from this requirement
- in a reckless or negligent manner so as to endanger the life or property of another person
- with any person under 13 on deck or in an open boat NOT wearing a United States Coast Guard-approved PFD
- if they are under the influence of drugs or alcohol

ALASKA REQUIREMENTS SUMMARY

Requirements	Boats Under 16 Feet	Boats 16 feet to less than 26 feet	Boats 26 feet to less than 40 feet	Boats 40 feet to less than 65 feet
Personal Flotation Devices (PFD)	One USCG-approved Type I, II, III or V PFD for each person on board. Must be in serviceable condition. Persons under 13 must wear a PFD when in an open boat, on the deck of a boat or when waterskiing.			
Throwable Devices (Type IV)	Recommended but not mandatory.	Except for canoes and kayaks, one USCG-approved Type IV (seat cushion or throw ring) device must be carried.		
Sound Producing Devices	Boats less than 39.4 feet (12 meters) in length must be able to make an efficient sound signal (such as that made with a whistle or horn) to signal intentions and to signal position in periods of reduced visibility.			Boats 39.4 feet (12 meters) or more in length must carry on board a whistle or horn.
Visual Distress Signals	USCG-approved night signals required between sunset and sunrise.	USCG-approved visual distress signals for both day and night time use must be carried. Exception: boats and open sailboats not equipped with mechanical propulsion and under 26 feet in length are not required to carry day signals. *Note: Pyrotechnic devices, if used to meet this requirement, must be current, serviceable and readily accessible. At the minimum, a total of three day/night combination devices or three day and three night devices must be carried.*		
Fire Extinguishers	At least one USCG-approved B-I required for boats with inboard engines, living spaces, permanent fuel tanks or enclosed storage areas or hull voids not sealed or filled with flotation material.		At least two B-I or one B-II USCG-approved fire extinguishers.	At least three B-I or one B-I and one B-II USCG-approved fire extinguishers.
Navigation Lights	Display required between sunset and sunrise and during periods of restricted visibility. International configuration required (varies with length and mode of operation). See the International Navigation Rules.			
Backfire Flame Arrestors	One USCG-approved backfire control device on each carburetor of all inboard gasoline engines.			
Ventilation	Boats with permanently installed engines, closed compartments or permanent fuel tanks must have efficient natural or mechanical ventilation.			
Registration	Undocumented boats equipped with mechanical propulsion (gas, diesel or steam engines, and electric motors) and any undocumented vessel used in sport fishing charter activities must be registered with the Division of Motor Vehicles. Certificate of Number must be carried onboard. Registration numbers and validation decals must be properly displayed on hull of boat.			

Personal Flotation Devices (PFDs)

Personal flotation devices, or life jackets (both terms will be used interchangeably throughout this handbook), have always been thought of simply as a substitute for swimming ability. However, with increased understanding of the factors involved in Alaska's boating fatalities and the effects of cold water immersion (see Surviving Cold Water, pages 63-67), many boaters are realizing the importance of always wearing a PFD when underway. EVERYONE in Alaska should wear a PFD when in an open boat or on an open deck.

Personal flotation devices:

- Assist with self-rescue or when rescuing someone else
- Aid breath control by increasing the distance between breathing passages and the water
- Keep a person floating, even if disabled or unconscious

Life jackets provide additional buoyancy for the wearer. Buoyancy is the upward force exerted on anything in the water that is less dense than the water it displaces, thereby causing it to float. If something is more dense than the water it displaces, it has negative buoyancy and sinks. In the water, the average adult has about 7.5 lbs of negative buoyancy. A U.S. Coast Guard approved PFD provides at least 15 lbs of supplemental buoyancy to overcome this negative buoyancy, allowing a person to float with little or no effort.

There are important legal requirements (see Alaska Requirements Summary, page 5) concerning PFDs that must be observed.

- A U.S. Coast Guard-approved wearable life jacket must be carried on board for each person on the boat.
- Persons under 13 years old must **wear** a PFD when in an open boat, on an open deck or when being towed on waterskis or other devices.
- Life jackets must be of the proper size and fit for the intended wearer. Adult sizes do not satisfy the legal requirements for children or vice versa.
- PFDs must be used in accordance with the manufacturer's label and owner's manual. Some PFDs must be worn to count as a U.S. Coast Guard approved PFD.

- All PFDs must be in serviceable condition, meaning they must be free of defects such as missing or waterlogged flotation material, or broken zippers, buckles or straps. Special attention should be given to inflatable devices, which should be carefully maintained per manufacturer recommendations.
- All PFDs must be readily accessible for use during an emergency. Of course, the best way to meet this requirement is to **WEAR IT!**

Life Jacket Selection

A properly selected life jacket that is worn is the most important piece of equipment that a person can have with them when boating in Alaska. Life jacket designs have come a long way over the years and now come in a variety of styles and colors. Although no one life jacket is perfectly suited for all persons in all situations, they all provide supplemental buoyancy in the water.

When selecting a life jacket, carefully read the manufacturer's label and the owner's manual to determine if the life jacket is U.S. Coast Guard approved and recommended for the intended use. Consider the following points about life jackets:

- Some are designed and/or only approved for certain uses. For example, inflatable PFDs are not recommended for personal watercraft use or water skiing because an impact may render a person unable to activate the device.
- Brightly colored models increase the visibility of a person in the water, improving the chances of a successful rescue or recovery.
- Some are made with materials that help slow body heat loss in cold water.
- All PFDs perform differently in the water and identical PFDs perform differently on different people. If possible, test life jackets in a pool.

Immersion suits

- Immersion suits completely cover the wearer, significantly slowing heat loss in the water. These devices have saved many lives but are not U.S. Coast Guard approved for recreational boats.
- If non-approved devices are used, a U.S. Coast Guard approved life jacket for each person must also be carried on the boat in order to meet federal and state requirements.

Types of Personal Flotation Devices

USCG Type	Minimum Buoyancy (adult sizes)	Recommended Uses	Turns Unconscious Wearer Face Up?	Other Comments
I	22 lbs.	off-shore PFD designed for rough, remote or open water	most	offers most buoyancy; high visibility colors
II	15.5 lbs.	near-shore PFD designed for calm, inland water	some	less cost and less buoyancy than Type I
III	15.5 lbs.	designed for a wide variety of uses	inflatable designs turn most persons; inherently buoyant (foam) designs do not	comfortable, many styles (fishing, paddling, skiing); use according to label
IV	16.5-20 lbs.	designed for throwing to a person in calm water	not applicable	boat cushions, life rings; not considered by law to be a wearable PFD
V	varies	wearable special use devices designed for specific purposes or conditions, such as flotation suits or deck coats	varies	in-water performance of a Type I, II or III (see label); some models must be worn to meet requirements

Type I

Type II

Type III

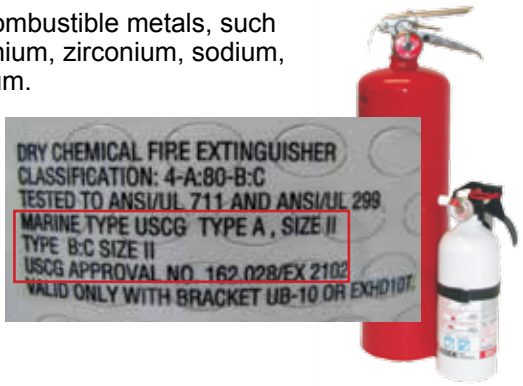
Inflatable: read label for type and use

"The best type of life jacket is the one you WEAR and the one that FITS."

Fire Extinguishers

Fire extinguishers are required on all powerboats with enclosed engine compartments, permanently installed fuel tanks or enclosed areas that could trap fumes. Extinguishers are classified by the type of fire (A, B, C, or D) they are designed for and size (I, II).

- **Class A**—fires in ordinary combustible materials, such as wood, cloth, paper, rubber and many plastics.
- **Class B**—fires in flammable liquids, combustible liquids, petroleum, greases, tars, oils, oil-based paints, solvents, lacquers, alcohols and flammable gases.
- **Class C**—fires that involve energized electrical equipment.
- **Class D**—fires in combustible metals, such as magnesium, titanium, zirconium, sodium, lithium and potassium.



Extinguishers must bear a label from the testing laboratory and have a U.S. Coast Guard approval number or specify "Marine Type USCG." Marine extinguishers are typically B-I or B-II.

The size and number of extinguishers that are required to be carried on a powerboat vary with the length of the boat. (See Alaska Requirements Summary, page 5) Everyone on the boat should be familiar with the location and correct use of fire extinguishers. Fire drills are highly recommended. (See Fire, page 71)

Some additional points:

- Do not test a fire extinguisher (this breaks the seal and causes leakage). See label for additional information.
- Place extinguishers in readily-accessible locations, but NOT where a fire would be most likely to break out. For example, an extinguisher mounted inside a closed engine compartment may be impossible to reach in the event of a fire.
- Mount dry chemical extinguishers horizontally. They will be less susceptible to packing of the powder charge due to settling. Occasionally remove these extinguishers from their brackets and give them a good shake to redistribute the agent.

Visual Distress Signals

Problems can occur for many reasons when boating and even well-prepared boaters sometimes need help. In these situations, boaters must be able to alert others. Signals can help, but only if they are the right type for the conditions and are used properly.

- Visual distress signals are classified and approved by the U.S. Coast Guard as day signals, night signals or combination day and night signals.
- Boats under 16 feet in length, manually propelled boats and open sailboats under 26 feet without engines, are not required to carry day signals. However, those boats must carry night signals when operating between sunset and sunrise.

- Other boats must carry both U.S. Coast Guard approved day and night signals at all times.
- Carry extra visual and sound signaling devices in clothing or PFD pockets; in the event of getting separated from your boat, you will be glad you have these devices with you! (See Distress Signals, page 75)
- Pyrotechnic devices should be packaged in a watertight container, with the expiration date clearly marked on the outside.

If pyrotechnic devices (such as smoke signals and flares) are used to meet legal requirements, at least three must be carried. All U.S. Coast Guard approved pyrotechnic devices are marked with an expiration date. If expired flares are carried as spares, put them in a separate container and clearly mark them and consider using them first. If the expired devices work, then the newer devices are still available as a backup.

Keep in mind that three flares don't last long in an emergency. For that reason, many experienced boaters carry, in addition to the requirements, other signaling devices including expired pyrotechnics, survival mirrors, floating signaling streamers, distress flags and signal kites, whether or not they are U.S. Coast Guard approved.

Examples of U. S. Coast Guard approved visual distress signals are:

- Electric, automatic SOS distress light (night signal)

- Three orange smoke canisters (day signal)
- Three hand-held flares (day and night signal)
- Three red meteor aerial flares (day and night signal)
- Three parachute flares (day and night signal)
- Orange flag with distress symbol (day signal)

Day signal distress flag

Night signal flares

Sound Signals

The International Navigation Rules 32-37 (Part D) address the signals used when maneuvering, warning other boaters and attracting attention. According to both federal and state law; .

- Vessels less than 39 feet, 4 inches (12 meters) are not specifically required to carry a sound-producing device, such as a whistle or horn, but must have some means of making an “efficient sound signal.” Fastening a whistle to each PFD is a great way to meet this requirement.
- Vessels over 39 feet, 4 inches (12 meters) are required to carry a whistle or horn.

Various types of sound signals

Ventilation

An enclosed space containing explosive vapors is a bomb waiting to go off.

Any boat equipped with a gasoline engine installed inside an enclosed engine or fuel tank space (not open to the atmosphere) must have an efficient ventilation system to disperse explosive vapors.

Natural ventilation consists of at least two ventilation ducts fitted with cowls or the equivalent. At least one exhaust duct extending to the lower portion of the bilge, where fumes are most likely to accumulate, and at least one intake (supply) duct extending to a point midway to the bilge (or at least below the level of the carburetor air intake) are required.

Boats built after July 31, 1980, are required to have powered ventilation (exhaust blower) for engine compartments that are not open to the atmosphere. Such boats are also required to display a warning label.

Butane and propane are even more dangerous than gasoline, so be diligent about checking inside the cabin and galley. Be sure the fuel tank enclosure is properly vented.

Before starting the engine, operate the blower for at least five minutes (see Bilge/Engine Compartments, page 24) and check the engine compartment for gasoline vapors. Remember, your “nose knows!” If you smell vapors, do not start the engine.

Backfire Flame Arrestors

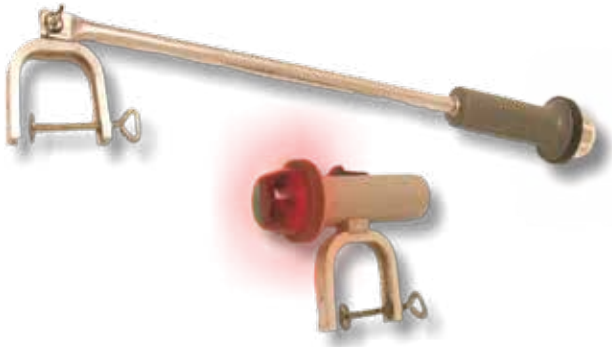
Backfire flame arrestors are screen-like devices installed on inboard gas engine carburetors. They help prevent flames produced by engine backfire from causing a fire and/or explosion. These devices must be kept clean and periodically inspected for damage. They are required on all motorboats with inboard gas engines manufactured after April 25, 1940.

Exceptions: A vessel which has an attachment to the carburetor or has the engine located so that flames caused by engine backfire will be dispersed outside the vessel so neither the vessel nor the persons on board are endangered or a vessel whose air and fuel intake system bears a U.S. Coast Guard approval label stating that such a system is safe without a flame arrestor.

Navigation Lights and Shapes

The International Navigation Rules 20-31 (Part C) address navigation lights and shapes (shapes are the daytime equivalent of navigation lights and may be balls, cones, cylinders or diamonds and are black in color).It is the responsibility of the boat operator to learn and use these lights and shapes.

- Boats on the waters of the state must display navigation lights **between sunset and sunrise and during periods of restricted visibility**.

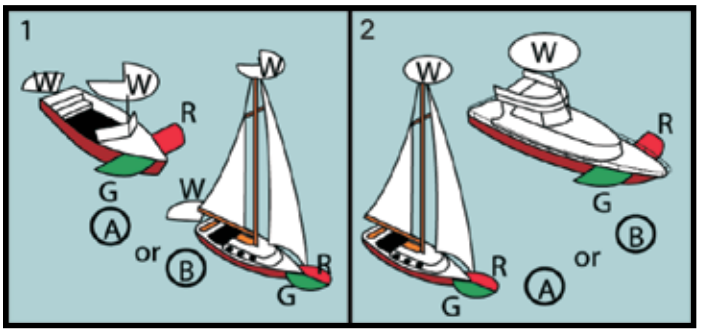


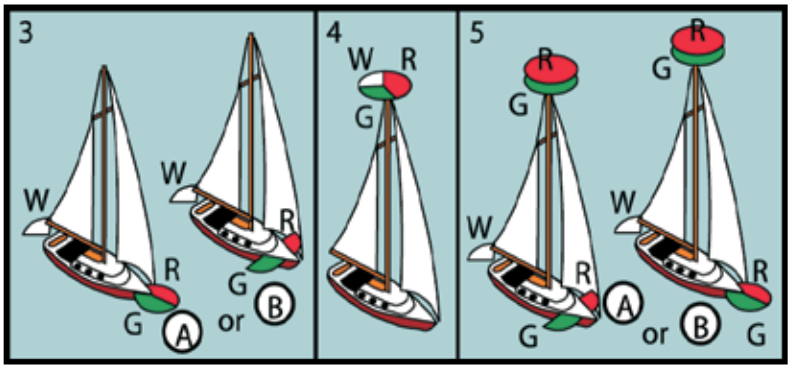
The following summarizes the lighting requirements for non-commercial boats under 20 meters (65 feet, 7 inches):

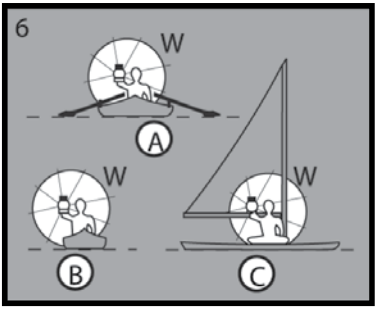
NOTE: Navigation Light Illustrations (Figures 1-6) can be found on the following page.

- **Powerboats** must exhibit navigation lights as shown in Figure 1, except that boats less than 12 meters (39 feet, four inches) may show the lights shown in Figures 1 or 2. A power-driven boat of less than seven meters (23 feet) in length whose maximum speed does not exceed seven knots may instead exhibit an all-round white light and, if practicable, side lights. A sailboat operating under both machinery and sail power is considered a power-driven boat.
- **Sailboats** under sail alone must exhibit navigation lights, as shown in Figures 3 or 4, and may also display the lights shown in Figure 5. A sailboat of less than seven meters (23 feet) in length must either exhibit navigation lights as shown in Figures 3 or 4 or carry an electric torch or white light, which must be exhibited in sufficient time to prevent a collision (Figure 6).
- **Boats under oars** must either exhibit navigation lights as shown in Figures 3 or 4 or carry an electric torch or white light, which must be exhibited in sufficient time to prevent a collision (Figure 6).
- **Anchor lights** must be displayed on power-driven vessels and sailboats. An anchor light is an all-round white light visible for two miles and exhibited forward where it can best be seen. Vessels less than seven meters (23 feet) are not required to display anchor lights unless anchored in or near a narrow channel, fairway, anchorage or where other vessels normally navigate. Anchor lights are not required on vessels less than 20 meters anchored in a special anchorage designated by the Secretary of Transportation.

Navigation Light Illustrations (Figures 1-6)







COLOR CODE

W = White

R = Red

G = Green

Additional information, including all recognized signals, lighting and shape requirements, can be found in the complete Navigation Rules, which may be obtained from:

Superintendent of Documents
U.S. Government Printing Office
P.O. Box 371954
Pittsburgh, PA 15250
(202) 512-1800

REGISTRATION REQUIREMENTS

In the event of a boating emergency or boat theft, boat registration provides critical information such as a detailed boat description, owner contact information and hull identification number and can substantially reduce the time and cost involved with responding to these cases.

All 50 states and six U.S. territories and commonwealths register boats. Under federal law, all undocumented boats equipped with machinery propulsion must be registered by the state in which principal use occurs. Once issued, this registration cannot be reassigned or transferred to another boat. Registration in Alaska is valid for a three-year period.

In Alaska, exceptions to the state's registration requirement apply to:


ALASKA BOAT REGISTRATION

EXP DATE
JUL 2012

NUMBER
AK-0000-P

DECAL NO
BE7233

HULL IDENTIFICATION NUMBER
NFL00000E000

OWNER NAME/ADDRESS
CAPT. JAMES COOK
2503 BLIGH DR.
ANCHORAGE AK 99500

- Boats with current registration from another state (though not to exceed 90 consecutive days)
- Government boats. NOTE: Government recreational boats are not exempt under federal law
- Ship lifeboats that are used solely for lifesaving purposes
- Boats documented by the U.S. or a foreign government
- Boats not equipped with mechanical propulsion unless used for sport fish guiding

When a boat is registered, the owner is issued a Certificate of Number for that boat. The Certificate of Number must always be kept on the boat when the boat is in use.

NOTE: The Alaska Department of Fish and Game vessel license for boats engaged in commercial fishing is not boat registration.

How to Register

The owner must complete a state application for boat registration and present the application together with the appropriate fees to the Alaska Division of Motor Vehicles (DMV). An owner of a boat that has not yet been assigned a Certificate of Number in Alaska and is applying for a new Certificate of Number must also provide one of the following ownership documents with their application:

- Manufacturer's Statement of Origin (new boats only)
- Carpenter's Certificate
- Bill-of-Sale from a dealer or the previous owner
- Title or Certificate of Number from another state
- Affidavit of Ownership

Registration forms are available at any Alaska DMV office. Forms and additional information are also available on the internet through the Alaska Boating Safety Program's web page at www.alaskaboatingsafety.org or the DMV web page at www.state.ak.us/dmv/reg/boat.htm.

Registration Fees

Boats equipped with mechanical propulsion, including non-powered boats with auxiliary machinery propulsion (for three years):

- Original Certificate of Number, transfer of ownership or renewal: $24
- Duplicate Certificate of Number or replacement decal: $5

Boats NOT equipped with mechanical propulsion (for three years):

- Original Certificate of Number, transfer of ownership, or renewal: $10
- Duplicate Certificate of Number or replacement decal: $5

Notification Requirements

The boat owner is required to notify the DMV in writing, within 15 days of:

- Any change in address
- Theft (or recovery) of a registered boat
- Loss or destruction of a valid Certificate of Number
- Transfer of all or part of the owner's interest in the boat
- Destruction or abandonment of the boat

The boat owner is also required to surrender the Certificate of Number to the DMV within 15 days if the Certificate of Number becomes invalid due to any of the following:

- U.S. Coast Guard documents the boat
- Owner transfers all of their ownership of the boat
- Boat is destroyed or abandoned
- Fees are not paid
- Application contains a fraudulent statement
- Boat is no longer principally used in Alaska
- Owner involuntarily loses their interest in the boat by legal process

Display of Number

If a boat is required to be registered, then the "AK" number assigned to the boat by the Certificate of Number must be painted on or otherwise permanently attached to each side of the forward half of the boat. Boats not required to be registered are also not required to display the number, but doing so speeds identification in the event of an emergency or theft.

- Numbers must be plain, vertical block letters not less than three inches in height. Numbers must contrast with the color of the background and be distinctly visible and legible. They must read left to right and have either a space or hyphen that is the width of a letter or number (except the width of an I or a

1) between each group of letters and numbers (Example: AK 5678 AA or AK–5678–AA).

- A backing plate made of plastic or other suitable material may be used as a surface to place the number if the boat is an inflatable or if the boat is so configured that the number would not easily be seen if it was affixed to the hull or superstructure.
- Boat dealers may use a removable backing plate to display the number, but only if the boat is actually being tested or demonstrated.
- Only the registration number officially assigned to a boat may be displayed.

Display of Validation Decals

All boats required to be registered must display the validation decals issued with the Certificate of Number. The decals must be visible when the boat is in operation and displayed within six inches of the registration number on each side of the boat. Only a current decal may be displayed. Expired decals must be covered or removed.

Decals may be applied to a backing plate if the plate is attached to the boat in the proper location and it is impractical to attach the decal directly to the boat.

Hull Identification Number (HIN)

A hull identification number (HIN) is a unique serial number that identifies a specific boat, much like the vehicle identification number of an automobile.

State law requires a permanent HIN on every boat registered in Alaska. Manufacturers are required under federal law to put a HIN on the boat during construction. However, some boats, such as those manufactured before 1972 and homemade boats, don't have one assigned, so the owner must obtain a HIN from the DMV. HINs shall be permanently inscribed into the hull in accordance with 02 AAC 70.080. It is unlawful for a person to remove, alter, deface, destroy or otherwise make a HIN illegible.

OTHER BOATING LAWS

Prohibited Operation

A person may not operate a boat on water of the state for a recreational purpose or another purpose, or tow water skis, a surfboard or a similar device, in a reckless or negligent manner so as to endanger the life or property of another person; or that is not equipped as required under state law. (AS 05.25.060)

Owner's Civil Liability

Except as provided under AS 09.65.112 and AS 09.65.290, the owner of a boat is liable for injury or damage caused by the negligent operation of the owner's boat whether the negligence consists of a violation of a state statute or the failure to exercise ordinary care in the operation of the boat as the rules of the common law require. The owner is not liable, however, unless the boat is used with the owner's express or implied consent. It is presumed that the boat is being operated with the knowledge and consent of the owner if, at the time of the injury or damage, it is under the control of the owner's spouse, father, mother, brother, sister, son, daughter or other member of the owner's immediate family. This statute does not relieve any other person from a liability that the person would otherwise incur and does not authorize or permit recovery in excess of injury or damage actually incurred. (AS 05.25.040)

Alcohol and Boating

Alcohol use is involved, on average, in at least 28% of Alaska's boating fatalities. Alaska's laws that define driving while intoxicated, and the penalites for conviction, also apply to boat operators. The Alaska Office of Boating Safety strongly encourages boaters and passengers to refrain from consuming alcohol when boating. Alcohol use:

- **Decreases balance**—Most alcohol related boating deaths involve a fall overboard
- **Affects vision**—Alcohol can seriously affect peripheral vision, night vision and ability to focus
- **Affects judgment**—Operators under the influence are more likely to take risks they normally wouldn't take and are more likely to make the wrong decisions in a life-threatening situation
- **Slows reaction time**—In an emergency, sharp reflexes and quick, appropriate action can save the day. Even without alcohol, a boater's reaction time is affected by exposure to

constant motion, sun, wind and noise. Add alcohol and the effects are multiplied

- **Increases heat loss**
- **Is just as dangerous for passengers**—Having a designated driver is certainly a good idea on the water, but don't let the passengers be "designated drowners"

Littering and Pollution Laws

It is unlawful to litter on either state or federal waters.

It is a violation of federal law to discharge raw sewage within three miles of the shoreline. Federal law requires an operable U.S. Coast Guard certified marine sanitation device (MSD) be installed on boats with toilets when on U.S. navigable waters. MSDs must be locked when boating within the three mile proximity to the coastline.

The Federal Water Pollution Control Act prohibits the discharge of oil or hazardous or toxic substances in U.S. navigable waters. Under both Alaska and federal law, any release of oil into the water must be reported as soon as the person has knowledge of the discharge. Spills may be reported by contacting the nearest Department of Environmental Conservation Area Response Team and the U.S. Coast Guard (see Contacts, page 80)

Federal law also requires that boats 26 feet and longer on U.S. navigable waters post an oil pollution placard in the machinery space or bilge area, and a garbage placard be posted in a visible location.

Boating Accidents

The operator of a boat involved in a collision, accident or casualty shall render assistance as is practicable and necessary to save other persons from danger or to minimize the danger to other persons to the extent that the operator can do so without serious danger to the operator's boat, crew and passengers. The operator must also give his or her name, address and identification number of the boat in writing to each person injured in the collision, accident or casualty and to the owner of property damaged in the collision, accident or casualty. (AS 05.25.030)

Accident Reporting

For the purpose of gathering boating accident statistics, the boat operator or owner is required by law (AS 05.25.030) to file a written report if a boating accident occurs and results in:

- Loss of life
- Disappearance
- Injury requiring medical treatment beyond first aid
- Property damage over $500

Please submit the accident report to the Alaska Office of Boating Safety by mail, fax or email. (see Contacts on page 80)

Under federal law, if a person disappears or dies, or there are any injuries from the accident requiring more than first aid, the report must be filed within 48 hours. Other accidents must be reported within 10 days.

Accident report forms can be obtained from the back of this book, the Alaska Department of Public Safety and the U.S. Coast Guard, or may be downloaded from http://dnr.alaska.gov/parks/boating/pdf/accident.pdf.

MARINE LAW ENFORCEMENT

Boating regulations can be local, state, or federal and boaters are encouraged to check with area managers for the rules that apply. Jurisdictions can oftentimes overlap. State peace officers, including the Alaska State Troopers and State Park Rangers, enforce state boating laws. U.S. Coast Guard boarding officers enforce federal boating laws.

Whenever approached by an officer, boaters must stop, or slow to a speed sufficient for safe steerage only, and permit the officer to come alongside to check for registration and safety equipment. While safe boaters will find these officers both helpful and professional, violators can expect to be cited.

PRE-DEPARTURE CHECKLIST

Along with skillful boat handling, thorough preparation is what distinguishes the better skippers from other boaters. This is especially true in Alaska. Boaters are often a long way from help and must be as self-sufficient as possible. Develop a pre-departure checklist that is specific to the boat and the way it is used.

The following is an example of a pre-departure checklist for a powerboat that incorporates both federal and Alaska requirements and some additional equipment and procedures. Keep in mind that while some of these items might only need to be checked before each season or periodically, others should be checked before each trip.

Personal Flotation Devices (PFDs)

- U.S. Coast Guard approved PFD for each person, properly sized and in serviceable condition. Worn and properly fastened when in an open boat or on an open deck.
- U.S. Coast Guard approved Type IV throwable PFD (seat cushion or throw ring), readily accessible, with 1/4" (minimum) diameter floating line, marked with boat registration number or vessel name.
- Survival (immersion) suits carefully inspected. Zippers waxed and suits unzipped for quick donning.

Signals/Communication

- Horn or whistle, operational, capable of a four second blast and audible for a 1/2 mile. If using a hand-held air horn, bring a spare can of air.
- Visual distress signals packed in an easily accessible container and clearly marked. Pyrotechnic devices, such as flares, should be current (see Visual Distress Signals, page 10).
- Personal Locator Beacon (PLB) or Emergency Position Indicating Radio Beacon (EPIRB), 406 MHz, working, current battery, readily accessible (a must-have for off-shore and remote-area boaters, see DISTRESS RADIO BEACONS page 78).
- VHF marine radio(s) are working properly.
- Cellular phone, fully charged, and spare battery stored in a waterproof bag.

Alaskan boaters should also ALWAYS carry at least one signaling device and one communication device ON THEIR PERSON.

- **Signaling:** whistle, signal mirror, small aerial flares, personal locator beacon
- **Communication:** handheld waterproof VHF radio or cell phone in waterproof bag

Fire Extinguishers

- With gauge, corrosion free, clear nozzles and fully charged.
- Securely mounted in a readily accessible location, but not where fire is likely to occur.
- Current inspection tags (if required).

Fuel and Oil

- Calculate fuel needs based on the boat's fuel consumption and the trip plan. Follow the Rule of Thirds: 1/3 out, 1/3 back and 1/3 spare. (See FUELING, page 31)
- Tank valves in proper position. Portable fuel tanks placed in open, well-ventilated areas. Portable tank vents closed for storage and transport, opened for use, and caps vapor tight and leak proof. Fuel lines and all fuel fittings carefully inspected for leaks, kinks, cracks or clogs. Fuel filters checked for water/dirt contamination.
- Engine oil checked and/or proper fuel/oil mixture checked.
- Tanks larger than seven gallons are properly grounded and vented.

Hull

- Drain plug(s) are installed.
- Hull bottom and drive train inspected for damage before launch. Ensure the hull bottom is clean.
- Registration numbers/validation decals or documented vessel name/port is properly displayed and legible.

- General inspection/walk around.
- Galley and heating systems are secure, tanks properly installed, fuel lines secure and connectors secure. No flammable material is stored near stoves and heaters.
- Marine sanitation devices checked and working properly.
- Generator, stove and engine exhaust ports clear and unobstructed.

- Capacity plate and hull identification number (HIN) visible and legible.
- Small rope ladder, step or other reboarding device attached to the boat, deployable in the event of a capsizing or fall overboard.

Bilge/Engine Compartments

- Ventilation ducts clear and functional, connections secure for all closed compartments with potential for explosive vapors and potential ignition sources.
- Bilge area clean and reasonably dry, this helps reduce the risk of a fire.
- Oil or waste cleaned up to prevent an illegal discharge, dispose of waste properly.
- Bilge pumps start, run and shut off properly.
- "Sniff test" around the engine and bilge areas for fuel leaks or vapors before ventilating. If detected, stop and search for the source.
- Engine compartment (inboards) ventilated for five minutes. Before starting engines, do sniff test again. If odor detected after ventilating, stop and search for source before starting engine.

Main and Auxiliary Engines

- Propellers and lower units inspected.
- Belts, hoses and fittings checked.
- Backfire flame arrestor tight, clean and in good condition. (inboard gas engines)
- Seawater strainers clean, in good condition.
- Check all fluid levels.

Wrangell, Alaska

- Water pump operational when engine running, tell-tale water stream observed (outboard).
- Engine(s) secured on transom, clamps and/or bolts tightened and secure.

- Inspect exhaust hoses and each of the metallic exhaust components for cracks, leaking, rusting or other deterioration. Replace if necessary.
- Test run all engines for five minutes. Monitor gauges, test forward and reverse gears, steering and emergency cut-off switches and check fuel and cooling systems for leaks.

Electrical/Electronics

- Spark plugs should have a bright and visible spark, show no fouling or corrosion; wires and plugs should be in good condition and firmly seated.
- Battery switches operational.
- Volt meters working, confirm proper charging voltage.
- Batteries fully charged with proper electrolyte level.
- Battery terminal connections secure, corrosion free, batteries encased in plastic boxes with terminals covered, and secured with a strap.
- Jumper cables are in good condition.
- Hand-held electronic accessories (cell phone, marine radio, flashlight, EPRIB, PLB, etc.) tested, with spare batteries.
- Installed devices (depth finder, radio, GPS, bilge pump, horn, navigation lights, radar, gauges) tested.

Ground Tackle and Dock Lines

- Main and lightweight “lunch hook” anchors, each with shackles, chain and line. At least one anchor system attached to the boat and at the ready.
- Anchors selected for the size of the boat, bottom type and depth, and weather/water conditions.
- Sea anchor, with 200 feet of line.
- Dock lines and spares inspected for chafing and wear, stowed and secured.
- Two or more docking fenders.

Other Items

- Manual bailing device (even if the boat has an electric bilge pump)
- Knife
- Sunglasses or goggles
- Hearing protection
- Foot pump and fabric repair materials (inflatables)
- First aid kit
- Watch or small clock
- Binoculars
- Means of manual propulsion (oars, paddles)
- Compass with headings list
- Radar reflector
- Depth soundings marked on oar, sounding pole or a line
- Plenty of water and food, tarp or tent, fire-making materials, and spare clothing in a waterproof bag (AKA: abandon boat bag). Survival raft, small inflatable boat or dinghy
- Brimmed hat and sunscreen
- Warm hat and gloves
- Portable AM/FM radio
- Fuel additive for water contamination
- Push pole (river boats)

Alaskan boaters should also carry a personal survival kit ON THEIR PERSON at all times and it should include:

- Shelter aids (such as an emergency blanket or large garbage bag)
- Signal and communication devices (see box on page 22)
- Personal health needs
- Fire starter (waterproof matches, lighter, starter material)

Contents will depend on each individual and items should be multi-purpose and regularly inspected. Containers should be waterproof and sturdy.

- Tools—anchor shackle key or rigging knife, fuel cap key, fuel and oil filter wrenches, assorted adjustable wrenches, screw drivers, open-end wrench set, pliers (slip joint, needle nose, locking), wire cutters, spark plug wrench, electrical repair kit, socket set and prop nut wrench.
- Spare parts—right size propeller, prop nut and thrust washer, propeller shear pin and/or cotter pin, spark plugs, various sized hose clamps, starter rope, fuses, fuel filter cartridge, belts, drain plugs, light bulbs, ignition and lock keys, water pump kit, starter solenoid, duct tape, bailing wire, hull repair materials. Consult a marine dealer or mechanic to determine what other spare parts are recommended for your specific boat.

Documents and Placards

- Boat registration certificate or current certificate of documentation. (see Registration Requirements, page 15)
- Federally required certificate of compliance label (boats under 20 feet with inboard engines, manufactured after October 31, 1972) and pollution and garbage placards (boats over 26 feet).
- Other licenses and permits (moorage, fishing licenses, etc.).

Reference Materials

- Navigation Rules
- Owner's manuals
- Charts
- Maps
- Tide book
- Waterway guides
- Vessel log book
- Equipment repair manuals

Float Plan

Like the flight plans filed by pilots, boaters use float plans to provide critical information to those who will try to assist them in case of trouble. An example of a float plan can be found on the previous page.

1. **Assess the risk BEFORE you go.** Consider the condition of the boat and equipment and gather information about local boating

ALASKA FLOAT PLAN

I. If Overdue, Contact: _____
Phone: _____
On (date): _____

II. Vessel Information: **Vessel Name:** _____
Boat Registration (or USCG documentation) Number: _____

Vessel type:	**Hull type:**	**Communication/Signals:**	**Survival Equipment:**
☐ Kayak	☐ Canvas / skin	☐ Installed Marine VHF	☐ Personal survival kits
☐ Canoe	☐ Plastic	☐ Handheld Marine VHF	☐ Tender/Raft/Dinghy
☐ River raft	☐ Fiberglass	☐ Single Side Band	☐ Water
☐ Row boat	☐ Wood	☐ EPIRB	☐ Spare Food
☐ Personal Water Craft	☐ Aluminum	☐ Flares	☐ Spare clothing
☐ Center console / skiff	☐ Inflatable	☐ Mirror	☐ Shelter (tent, tarp)
☐ Runabout / bow rider	☐ Rigid hull inflatable	☐ Cell # _____	☐ Matches/Lighter
☐ Cabin Cruiser / overnighter	☐ Other_____	☐ Other Signals _____	☐ Other_____
☐ Sailboat			

Length:_____ Engine(s) make _____ hp _____ Hull color: _____ Cabin/top color: _____

III. Vehicle Information:
License #: _____Make: _____Model: _____Year: _____Color: _____

Location vehicle is parked: _____

IV. Boat Trailer Information:
License #: _____Make: _____Model: _____Year: _____Color: _____

Location trailer is parked: _____

V. All Persons Onboard (POB):

Names / ages:	Phone:	Can Operate Boat? (Y/N)
- Skipper		yes

VI. Trip Plan:

Depart From:	Departure Date/Time:	To:	Arrive Date/Time:

Revised 01/2010

hazards and the weather. Consult charts, local boaters and tide tables and check both the weather forecast and existing conditions one last time (see Weather and Tides, page 30). The operator's skill and ability should always be considered in relation to the prevailing conditions.

2. **Based on your risk assessment, make a GO/NO GO decision.** It is always better to be on shore wishing you were on the water than to be on the water wishing you were on shore. Consider the passenger's comfort levels as well as your own.
3. **Prepare the float plan.** If it's a "go," provide trip information to someone who can be relied upon. The plan should include a description of the boat and equipment, boat registration, the names of everyone on the boat, planned destination and route, expected return and when and who to call for help. If the float plan can't be left with someone, place it in a window of your vehicle so others can read it. Notify the same person(s) if plans change and immediately upon return.

Passenger Briefing

All passengers should know the rules while on board and the basic functions of the boat in case something were to happen to the operator. Passengers should be aware of:

- The float plan and the alternate plan in case of problems or delays.
- How to start, shift gears, steer and stop the boat.
- Stability rules - remain seated and refrain from sudden movement or reaching overboard for objects.
- The location of PFDs, rescue devices, survival kits, first aid kits and survival suits and life rafts.
- How to use radios, battery switches, fuel valves, fire extinguishers, signaling devices and EPIRB(s).

PREVENTIVE MAINTENANCE

Mechanical breakdown is the most common powerboating problem. Insufficient or contaminated fuel, a poorly maintained electrical/ignition system, fouled spark plugs, a damaged propeller or a bad water pump

are just a few of the culprits. To help prevent these problems, keep the boat clean, organized and well maintained. Follow the maintenance recommendations in the owner's manual. Keep the boat, engine and trailer maintenance records up to date and organized.

Fuel contamination due to condensation is an ever-present problem in Alaska, especially in coastal areas. Installing a water separator/fuel filter between the fuel tank and engine will go a long way in preventing fuel contamination and engine damage.

The leading causes of fires aboard vessels include wiring problems, engine and transmission overheating and fuel leaks. Consider these potential problem areas when inspecting and maintaining a boat.

WEATHER AND TIDES

Alaska weather can be harsh and turn a boating experience into a life-threatening situation very quickly! Always check the local weather forecast and current weather and water conditions before leaving the house and before getting on the water. NEVER try to outrun a bad weather forecast. It is always better, however inconvenient and disappointing, to wait until conditions improve. Be alert to weather changes, especially the build up of dark, heavy clouds, which indicates wet weather ahead.

For detailed weather information, try the following sources:

- National Weather Service VHF/FM frequencies of 162.400, 162.425, 162.475 and 162.550 MHz in areas where available.
- National Weather Service's website: www.arh.noaa.gov.
- Alaska Weather Information Hotline at 1-800-472-0391.


YAKUTAT DISTRICT

MARCH 01 — HIGH TIDES

	A.M.	FT.	P.M.	FT.
1 Thu	4:23	9.8	5:07	7.5
2 Fri	5:05	9.6	6:21	7.0
3 Sat	6:01	9.4	7:57	6.8
4 Sun	7:15	9.4	9:29	7.2
5 Mon	8:36	9.6	10:35	8.0
6 Tue	9:50	10.2	11:25	8.9
7 Wed	10:53	10.9		
8 Thu	0:08	9.8	11:49	11.4
9 Fri	0:48	10.5	12:40	11.7
10 Sat	1:26	11.1	1:29	11.6
11 Sun	2:03	11.3	2:16	11.1
12 Mon	2:40	11.3	3:03	10.3
13 Tue	3:17	11.0	3:52	9.3

If boating in saltwater, always carry and use a tide book. Tidal currents can be very strong in some areas of Alaska and can cause dangerous rip currents (also known as an undertow) or standing waves, especially when the current is in opposition to the wind. In those areas, it is usually better to wait for the "slack," which

occurs when the tide is changing directions. Remember that current and wind can greatly affect fuel consumption.

FUELING

Most boat fires, explosions and fuel spills happen during or just after fueling. To help prevent this:

- Fuel before dark.
- Secure and cover batteries to prevent terminals from shorting and sparking fuel vapors.
- Do not smoke or strike matches.
- Shut off motors.
- Turn off all battery switches and electrical equipment.
- Close all cabin windows and doors.
- Make sure all tank vents are unobstructed.
- Ensure the boat's stability. Ask passengers to step on shore when fueling.
- Take portable tanks out of the boat to fill them.
- Know how much the fuel tanks can hold and don't overfill them. Avoid "topping off" tanks.
- Keep the fill nozzle in contact with the tank while filling, to prevent static discharge.
- Fuel slowly.
- Don't rely on automatic nozzle shutoffs.
- Catch drips and wipe up any spilled gasoline with oil absorbent pads. Discard on shore in a safe and environmentally responsible manner.
- Before starting the engine, ventilate engine compartment for at least five minutes, and sniff around to make sure there is no odor of gasoline anywhere in the boat.
- Keep bilges clean to avoid the risk of a fire.

BOAT CAPACITY, LOADING AND STABILITY

Attention to capacity and proper loading is critical to safe boat operation. Overloading or imbalanced and shifting loads can seriously affect boat stability, which is dangerous even on calm water.

To help prevent overloading, a U.S. Coast Guard boat capacity plate is required to be installed by the manufacturer on all powerboats built after 1972. The plate on mono-hull boats less than 20 feet in length lists the maximum number of persons, total weight of passengers and the maximum total weight of the passengers, gear and motor. If the boat is designed to be equipped with an outboard engine, the plate will also display the maximum horsepower. Never exceed a boat's recommended capacity. If a capacity plate is not installed, use the following formula to estimate the number of persons the boat will safely carry in calm conditions. This formula only applies to powerboats less than 20 feet. The result gives the number of persons (150 lb/person average) that can be put aboard in calm weather conditions.

$$\frac{\text{Boat Length (ft) x Boat Width (ft)}}{15} = \text{Number of People}$$

Also consider the following:

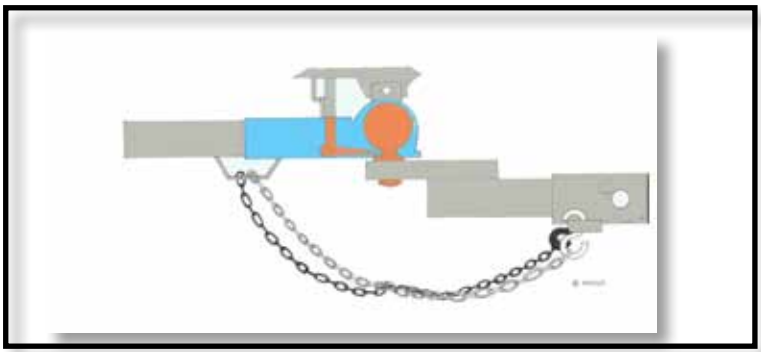
- Always use great care when loading and hand gear to a person already in the boat.
- Carefully secure heavy items from shifting.
- Properly position items and passengers evenly and then adjust as necessary for safety and optimal boat performance.
- Proper trim (lateral, fore and aft) aids in boat handling, especially in smaller boats or when approaching the capacity limits.
- Instruct passengers in small boats to remain seated unless otherwise instructed.
- Don't stand while operating unless the boat is rigged for it and equipped with an emergency cut off cable.
- Keep shoulders inside gunwales.
- When retrieving an object outside the boat, either pull it toward the boat with a paddle or maneuver the boat alongside the object, then reach straight down for it without shifting weight or leaning over the side.

BOAT TRAILERING

Trailers are not often on the minds of boaters when preparing for a trip, except when something goes wrong. With a little planning and attention, trailer problems can be prevented. According to BoatUS, the top five

reasons for trailer breakdowns are flat tires, bearing problems, axle problems, suspension problems and tongue problems.

- Alaska law requires boat trailers be registered.
- Boat trailers are subject to the lighting requirements of Title 13 of the Alaska Administrative Code.
- The driver of the towing vehicle must be able to safely stop in a reasonable distance. Check the function of the brakes on flat ground. Allow more time and distance for braking while towing. Booster brakes are best with heavy boats.
- Carefully follow the trailer manufacturer's recommendations for maintenance. Inspect and lubricate all moving parts frequently, especially wheel bearings.
- Does the tow vehicle have adequate power? Is the transmission capable of towing? Are adequate cooling systems installed?
- Make sure the trailer isn't overloaded. Check these capacities before hauling:
  - –gross vehicle weight rating
  - –gross vehicle axle weight rating
  - –trailer tongue weight
  - –trailer capacity
- Adequate tie-downs are necessary at both bow and stern. The bow should be secured with the winch cable, winch post safety chain and the boat's bow line. The stern should be secured with transom tie-downs.
- Hitches should be welded or bolted to the frame of the towing vehicle. Bumper hitches are not recommended.



Ball and coupler proper fit, chains crossed in X pattern

- The tow ball and ball coupler must be the same size. Secure the ball coupler with a pin or lock after it has been placed onto the ball and closed.
- Two safety chains, crossed under the coupler, help prevent the trailer tongue from dropping to the ground in the event the coupling device fails. The chains must have a tensile strength at least equal to the weight of the trailer and be long enough to permit the turning of the vehicle. To prevent the chain hooks from bouncing out, it's usually best to face the open end of the hooks toward the boat, rather than toward the vehicle.
- Before departure, check overhead, side and engine drive unit clearances.
- Place all overhead antennas in the down position.
- Check and tighten all adjustable trailer components and bolt-on parts.
- Secure all loose items in the boat and tie boat covers down securely.
- Check wheel bolts for proper torque, test brakes, tighten winch cable and transom straps, check that ball and hitch are tight and locked, test lights and check electrical connections.

Tire failures top the list of boat trailer breakdowns.

- Check all tires and spares (trailer and tow vehicle) for wear and proper inflation while cold.
- Carry a wheel jack, some flares and reflectors, a spare tire and wheel (with proper inflation), proper size jack and lug nut wrench, a set of wheel bearings, a seal and cup set and some wheel bearing grease when on the road.
- Stop periodically during each trip to check wheel hubs/ bearings for overheating.

Launching

Be courteous. Avoid blocking ramps and docks when others are waiting to use the facility. Practice backing a trailer until proficient - the less time spent on the ramp, the better.

At ramp staging area:

1) Check for engine or hull damage sustained during the drive.
2) Remove cover, raise antennas.

3) Load and secure any gear going into the boat.
4) Check that drain plug(s) are in place and secure.
5) Check engines and systems including blower, lights, bilge pump, electronics, etc.
6) Remove any transom and side tie-down straps that are securing the boat to the trailer.
7) Tilt engines/out drives up, disengage travel bracket or transom saver(s).
8) Check that the ball hitch and safety chains are secure.
9) Unplug trailer lights.
10) Check that winch line and bow safety chain are secure and winch ratchet engaged.
11) All passengers should exit the vehicle.
12) Keep wheel chocks easily accessible.
13) Vehicle doors unlocked, driver's window down.
14) Unfasten seat belt.

At the ramp:

1) Scan the ramp for hazards or obstructions before backing.
2) While backing down the ramp, one person acts as lookout and is ready with wheel chocks.
3) Back down ramp until boat floats or can be pushed off trailer. Don't immerse rear wheels of vehicle unless absolutely necessary.
4) Put vehicle in first gear (or park), shut off vehicle, put on parking brake and place chocks behind tires.

5) Hand the bow line to an “assistant,” and remove the bow safety chain and winch line hook.
6) Use the bow line to guide boat off trailer and secure it, away from the launch area, to the dock or shore.
7) Promptly move vehicle and trailer away from the ramp area.

Retrieving

1) Raise outdrive/outboard motor.
2) Be cautious while winching the boat onto the trailer. Make sure winch ratchet click-stop is properly engaged to prevent the handle from spinning in reverse. Watch for signs of a worn or damaged winch cable.
3) Once the boat is on the trailer, move the boat and trailer well away from the launch ramp.
4) Rinse trailer with fresh water following saltwater immersion.
5) Remove drain plugs and make sure the boat is de-watered before getting on the road.
6) Secure all tie-downs and straps.

THEFT PREVENTION

Nationwide, boat theft has become big business. To help prevent theft, consider the following:

- Take keys and valuables out and lock the boat and all hatches and storage compartments.
- Lock portable outboard motors to the boat.
- Engrave or permanently mark property with a driver’s license number (include “AK” before the number and “DL” after the number) or boat registration number.
- Record property on an inventory list (include brand names and model numbers) and store in a safe place.
- Photograph or videotape the boat’s exterior, interior and property. Prepare notes to accompany photos.
- Install an audible alarm.
- Make sure the registration certificate is current and on the boat and keep a copy in a safe place at home.

- Secure small boats by chaining and locking them to a secure object or storing them in a locked garage, shed or in a location where others cannot easily see them. If a powerboat, make sure the engine is disabled.
- Secure trailers by using a hitch lock (even when on the tow vehicle), by immobilizing the trailer with a wheel lock, removing a trailer wheel and/or blocking up the frame, or place a vehicle or other large object in front of it.

Fisherman's Memorial Cordova, Alaska

UNDERWAY

ENVIRONMENTAL ETHICS

- Federal law prohibits the discharge of plastic trash into U.S. navigable waters. Polystyrene cups, plastic bags, bait packages and monofilament line can kill or injure birds, fish and marine mammals. Reduce the amount of packaging and plastic taken aboard. Keep a sturdy garbage container on board and use it. Retrieve any trash that falls overboard.
- No human generated waste, no matter how small, should be thrown overboard. Use rest rooms on shore before departure and carry a portable toilet. Federal law requires that all boats with installed toilets also have a U.S. Coast Guard approved Marine Sanitation Device (MSD).
- The Federal Water Pollution Act prohibits the discharge of oil or oily waste into U.S. navigable waters. Never discharge fuel, oil, chemicals or contaminated bilge water into the water. Don't use soap or detergent to get rid of oil that has spilled into the water. This practice doesn't dissolve the oil; it just breaks it down into smaller particles and forces it deeper into the water column where it can kill zooplankton and larval forms of fish, crab and shellfish.
- Encounters with marine mammals are always an exciting experience. However, federal law protects many marine mammal species. Boaters should stay at least 300 feet away from marine mammals or more if animals appear to change their behavior. Time spent viewing particular animals should be kept to less than 30 minutes. Never try to pursue animals, restrict their path or encircle them. Always leave them a clear escape route. If a marine mammal approaches, put the engine in neutral and let the animal pass. If an animal displays erratic behavior or appears disturbed, cautiously leave the area. Never handle young animals or feed animals.
- Many of our shoreline areas are very sensitive habitats. Please practice "leave no trace" techniques when on land.
- Avoid approaching too close to bird rookeries. This may be evident by changes in the bird's behavior.

- Alaska has many special protected areas. Whenever boating in a new area, first contact local resource management agencies or landowners to obtain guidelines.
- Keep the boat bottom clean and the engine tuned for optimal performance and reduced emissions.
- Do heavy boat cleaning and maintenance away from the water. Routinely scrub decks with fresh water and a brush to reduce the need for heavy cleaners.
- Recycle used zincs.
- Don't idle engine(s) unnecessarily.
- Don't keep more fish than can be used within the next three to six months.
- Consider using sinkers made of materials other than lead. Small lead sinkers are ingested by shore birds and sea birds, killing them.

Aquatic Invasive Species

Aquatic invasive species (AIS) are non-indigenous species that invade local water bodies and can threaten native species, ecological stability, traditional human activities, our economy and even human health. According to the Alaska Department of Fish and Game, Alaska is vulnerable to invasive species introduction through many pathways, including contaminated boats and fishing gear brought to our waterways. We can help prevent the spread of AIS by following these simple steps:

- Thoroughly clean and dry boats and equipment before transporting to other water bodies. Remove any visible mud, plants, fish or animals from the hull, trailer or other parts of your gear.
- Completely de-water boats and equipment, including any areas where water can be held, before transporting. Dump bait buckets, coolers, etc. on land.
- State regulations prohibit releasing plants, fish or animals into a body of water unless they came out of that body of water.

Didemnum Vexillum

Elodea

To report an invasive species, please call 1-877-INVASIV.

U.S. AIDS TO NAVIGATION SYSTEM

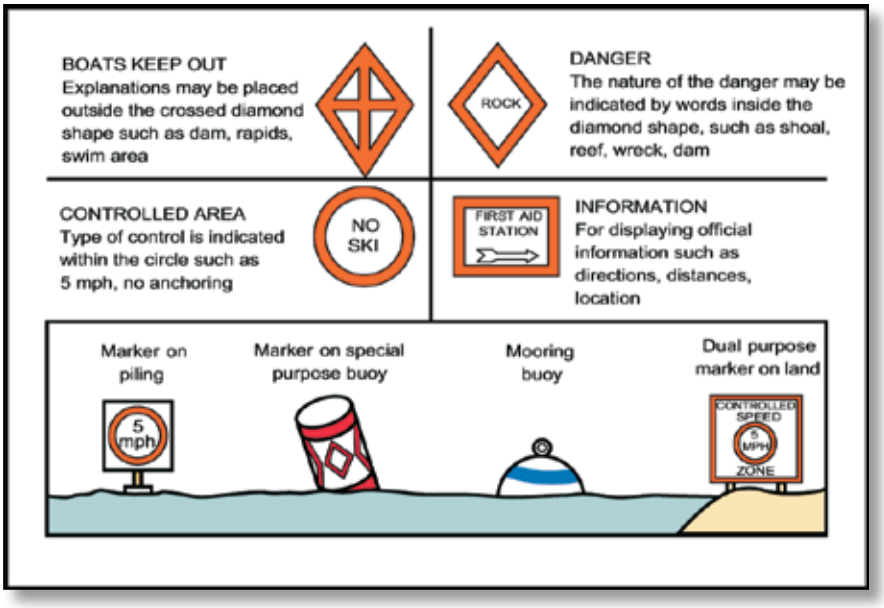
The U.S. Aids to Navigation System (ATONS) is a system of signs, buoys, day beacons and other structures that incorporate specific shapes, colors, numbers and lights in order to assist mariners with safe navigation.

Some types mark areas with restrictions such as speed limits or no-wake zones, waters closed to boats such as swim beaches or waters with obstructions or other dangers. Others are placed to help boaters locate their position or safely navigate channels.

Although technically not an aid to navigation, mooring buoys are assigned a distinctive marking scheme under the aids to navigation system in order to promote easy identification and to avoid confusing them with other aids to navigation.

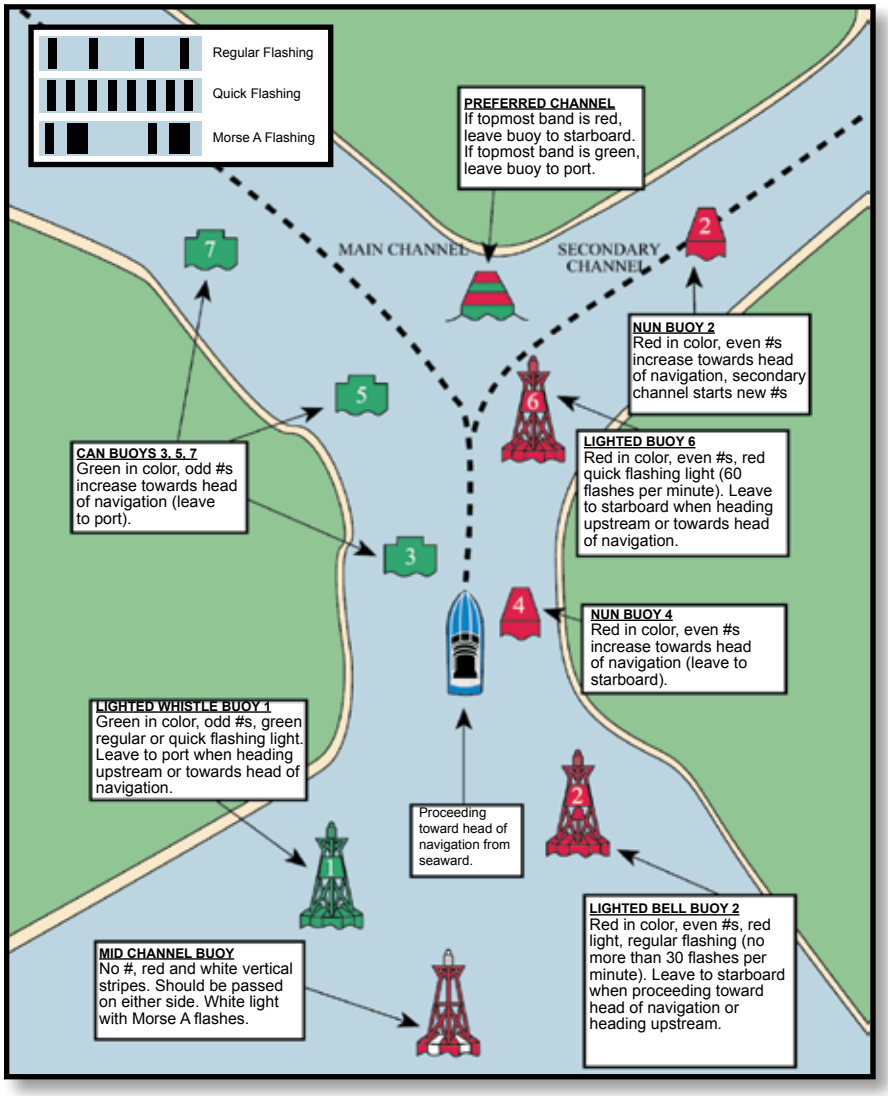
Other than a mooring buoy, it is a criminal offense to moor to, damage or interfere with aids to navigation. If you should collide with or damage an aid to navigation, report it immediately to the U.S. Coast Guard or a local law enforcement officer.

Information and Regulatory Markers and Mooring Buoys



Lateral Aids (Channel Markers)

Channel markers assist vessels in navigating safe courses. Because they are numbered and depicted on nautical charts, they can also help boaters determine position. An easy way to remember how to steer the proper course, relative to channel markers, is the phrase “red, right returning.” Red channel markers should be on the boat’s right (starboard) side and green markers on the left (port) when proceeding north, upstream or returning from open water to a harbor.



NAVIGATION RULES—STEERING AND SAILING

The International Regulations for Avoiding Collisions at Sea 1972 (72 COLREGS) are also known as the International Navigation Rules or simply, the "Rules." Adopted under federal law, the Rules address navigation light requirements, sound signals, day shapes and emergency signals and contain the International Navigation Rules on Steering and Sailing (Rules 1-19, Part A) to help vessels stay clear of each other.

In Alaska, the International Rules apply to all boats on all U.S. navigable waters (as defined or designated under federal law 33 CFR 2.05-25).

Please keep in mind that the Rules assign tasks but never confer entitlements. For example, although vessels in certain situations should "keep out of the way" of other vessels, the Rules never grant any vessel the "right of way." Also keep in mind that the ordinary practice of seamanship requires precaution and prudent action by all boaters, at all times, under all circumstances. Knowing the Rules is important, but boaters also must be constantly vigilant of the circumstances and be prepared to depart from the Rules, if necessary, to avoid a collision.

Boaters should obtain and become familiar with the complete Rules, available from a link on the Alaska Office of Boating Safety website www.alaskaboatingsafety.org, or from:

Superintendent of Documents
U.S. Government Printing Office
P.O. Box 371954
Pittsburgh, PA 15250-7954
(202) 512-1800

Following is a summary of some of the International Navigation Rules:

Responsibility (Rule 2)

- None of the Rules shall excuse anyone from the consequences of any neglect to comply with these Rules or of the neglect of any precaution required by the ordinary practice of seamen or by the special circumstances of the case.
- In using these Rules, be aware of all dangers of navigation and collision and any special circumstances, including the limits of the boats involved, which may require a departure from these Rules necessary to avoid immediate danger.

General Definitions [Selected] (Rule 3)

- **Vessel**—every description of watercraft, including non-displacement craft and seaplanes, used or capable of being used as a means of transportation on the water.
- **Power-driven vessel**—any vessel propelled by machinery.
- **Sailing vessel**—any vessel under sail except if under mechanical power.
- **Vessel engaged in fishing**—any vessel fishing with nets, lines, trawls or other fishing apparatus which restricts maneuverability, but does NOT include a vessel fishing with trolling lines or other fishing apparatus that does not restrict maneuverability.
- **Vessel not under command**—a vessel, which through some exceptional circumstance, is unable to maneuver as required by the Rules and is therefore unable to keep out of the way of another vessel.
- **Vessel restricted in ability to maneuver**—a vessel which from the nature of its work is restricted in the ability to maneuver as required by the Rules and is therefore unable to keep out of the way of another vessel.
- **Vessel constrained by draft**—means a power-driven vessel that, because of its draft in relation to the available depth of the water, is severely restricted in the ability to deviate from its course.
- **Underway**—means a vessel is not at anchor, made fast to the shore or aground.
- **Length and breadth**—means a vessel's length overall and her greatest breadth (width).
- **Restricted visibility**—means any condition in which visibility is restricted by fog, mist, falling snow, heavy rain, sand or other similar causes.

Proper Look Out (Rule 5)

- At all times, keep a proper lookout with eyes, ears and all useful means available, so as to be fully aware of the situation and the risk of collision.
- Vessels shall be deemed to be in sight of one another only when one can be observed visually from the other.

Safe Speed (Rule 6)

- At all times, travel at a safe speed so that proper and effective action to avoid collision can be taken and the boat can be stopped within an appropriate distance.

Risk of Collision (Rule 7)

- Use all available means appropriate to the situation to determine if risk of collision exists. If there is any doubt, such risk shall be deemed to exist.
- Risk of collision exists if the compass bearing of an approaching boat does not appreciably change.
- Don't assume other boaters know or follow the Navigation Rules.
- If risk of collision exists, vessels become either the "stand-on" or "give-way" vessel.

Action to Avoid Collision (Rule 8)

- Any action taken to avoid collision shall, if conditions permit, be positive, early and with due regard to the observance of good seamanship.
- Any change of course or speed to avoid collision shall, if conditions permit, be large enough to be obvious to another boat. Avoid a series of small changes in course or speed.
- When taking avoiding action, pass the other boat at a safe distance.
- If necessary to avoid collision or to allow more time to assess the situation, boaters must slow down or stop.

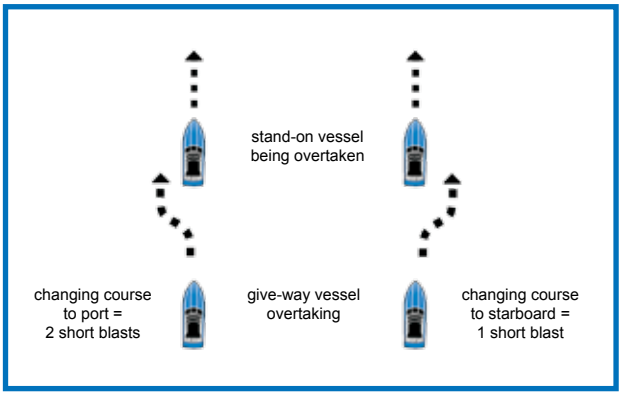
Narrow Channels (Rule 9)

- When traveling along a narrow channel, keep as near to the outer limit of the channel or fairway, which lies to the boat's starboard side, as is safe and practical.
- A vessel less than 20 meters (65.6 feet) long or a sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel.
- Do not cross a narrow channel if doing so would impede the passage of a vessel that must stay in that channel to safely navigate.

Overtaking (Rule 13)

- The vessel overtaking shall give way to the vessel being overtaken. Be prepared to use a sound signal to indicate intentions.

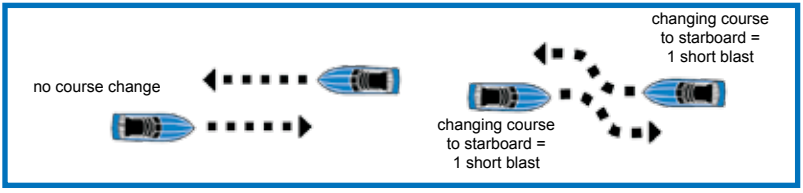
The following illustrates the proper maneuver and includes the appropriate (Rule 34) sound signals.



Head-On Situation (Rule 14)

- When two power-driven vessels traveling in opposite or nearly opposite directions are in risk of collision, they are in a head-on situation.
- A head-on situation exists when a power-driven vessel sees another power-driven vessel's bow dead ahead or nearly so.
- If there is any doubt as to whether a head-on situation exists between two power-driven vessels, assume that it does exist and be prepared to signal intentions.
- Each shall turn to starboard, so that they will pass port side to port side (just like cars on a road).

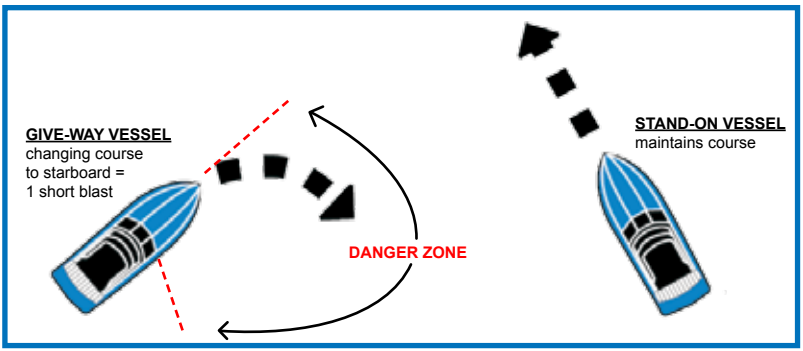
The following illustrates the proper maneuver and includes the appropriate (Rule 34) sound signal.



Crossing Situation (Rule 15)

- With two power-driven vessels crossing and in risk of collision, the vessel which has the other to starboard shall give way and shall, if conditions allow, cross astern of the other vessel.

The following illustrates the proper maneuver and includes the appropriate (Rule 34) sound signal.



Action by Give-way Vessel (Rule 16)

- Every give-way vessel shall take early and large action to keep well clear of the other vessel.

Action by Stand-on Vessel (Rule 17)

- When one vessel must give way, the other shall keep its course and speed, unless it appears that the give-way vessel is not taking required early and large action. At this moment, the stand-on vessel should take action to avoid collision.
- If the stand-on vessel finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, the stand-on vessel shall do all she can to avoid collision.

Responsibilities between Vessels (Rule 18)

- Except where Rules 9, 10 (compliance with official traffic separation schemes) and 13 otherwise require, the higher-listed vessels should give way to the lower-listed vessels:
  - (a) Power-driven vessel
  - (b) Sailing vessel
  - (c) Vessel engaged in fishing
  - (d) Vessel restricted in ability to maneuver
  - (e) Vessel not under command

Note: The determination that a vessel is "restricted in its ability to maneuver" is made by the vessel's master. If that determination is made, the vessel shall also display the lights and shapes prescribed in Rule 27 accordingly.

Conduct of Vessels in Restricted Visibility (Rule 19)

- When vessels are not in sight of each other when operating in or near an area with restricted visibility, every vessel shall proceed at a safe speed adapted to the prevailing circumstances and conditions of restricted visibility. A power-driven vessel must have its engines ready for immediate maneuver.
- Every vessel shall have due regard to the prevailing circumstances and conditions of restricted visibility when complying with Rules 4 through 10.
- A vessel that detects by radar alone the presence of another vessel shall determine if a close-quarters situation is developing and/or risk of collision exists. If so, the vessel shall take avoiding action in ample time, provided that when such action consists of an alteration of course, so far as possible the following shall be avoided:
  - (a) an alteration of course to port for a vessel forward of the beam, other than for a vessel being overtaken.
  - (b) an alteration of course towards a vessel abeam or abaft the beam.
- Except where it has been determined that a risk of collision does not exist, every vessel that hears, apparently forward of her beam, the fog signal of another vessel, shall reduce speed to the minimum at which course can still be kept. The vessel shall, if necessary, take all way off and, in any event navigate with extreme caution until danger of collision is over.

Rendering Assistance

- Under federal law, the master or person in charge of a vessel is obligated to provide assistance that can be safely provided to any individual in danger at sea. The master or person in charge is subject to a fine and or imprisonment for failure to do so.

COMMUNICATIONS

Marine VHF Radios

Experienced boaters always carry an effective means of communication, and for many, a marine VHF radio is the best choice. Primarily used to access weather reports and to communicate with other boaters (and even airplanes), they can also be a very effective distress signal (see Emergency Radio Procedures, page 76).

On small boats without electrical systems, hand-held models are a popular choice. On boats with 12-volt electrical systems, hand-held radios can also serve as a backup in case of a main power failure. A boat's electrical system is often "shorted out" when taking on water. Boaters should be proficient with their radio equipment and practice emergency communications so that procedures become second nature. Marine VHF radio operators must follow the rules of the Federal Communications Commission, which can be found on the FCC website: http://wireless.fcc.gov/rules.html.

Cellular Telephones

Cellular telephones can be a great tool for boaters, but they do have limitations:

- Coverage can be limited in many areas of Alaska.
- In an emergency, the conversation cannot be monitored by other boaters.
- The caller's location cannot be determined using radio direction finders.
- 9-1-1 calls from marine locations may be misdirected, delaying rescue response.
- The caller cannot always be contacted directly from rescue boats and aircraft.

Cell phones are an excellent supplement to, but not a replacement for, a marine radio. If a cell phone is carried as the primary means of communication, take the following precautions before leaving the dock:

- Make sure the battery is fully charged (and consider bringing a fully charged spare).

- Keep the cell phone and a list of emergency phone numbers inside a waterproof bag that floats (see Emergency Cellular Procedures, page 76).

HOMELAND SECURITY

Since the events of September 11, 2001, boaters have a new and important role in helping to keep our nation's waterways safe and secure.

Please follow these guidelines:

- Keep well clear of all military vessels, cruise-liners, tankers and other commercial ships.
- Slow to minimum speed when within 500 yards of any U.S. naval vessel and proceed as directed by the Commanding Officer of the naval or escort vessel.
- Do not approach within 100 yards of naval vessels. If you must enter this zone in order to ensure safe passage in accordance with the navigation rules, you MUST first contact the naval vessel or its escort on marine VHF channel 16 to seek direction.
- Violators of a Naval Vessel Protection Zone can face up to six years in prison and a $250,000 fine, not to mention a quick and severe response.
- Approaching certain other commercial vessels may also result in an immediate boarding.
- Observe and avoid all marked or designated security zones and other restricted areas.
- Avoid commercial port operation areas, especially those that involve military, cruise-line or petroleum facilities.
- Do not stop or anchor beneath bridges.

Keep a look out for anything that appears to be out of the ordinary. Depending on the circumstances, suspicious activity may include:

- Persons renting or attempting to procure or "borrow" watercraft or offering cash on the spot for a vessel.
- Persons asking suspicious questions concerning the boat, such as how to start the engines or how much weight the boat can carry.

- Persons loitering around or photographing or creating diagrams of such things as the underside of bridges, established security zones, oil refineries or transfer facilities, military bases, military or government vessels and the waterfront areas near those facilities or vessels.
- Vessels attempting to sell/deliver merchandise or drop off packages in waterfront areas.
- Persons who are throwing or retrieving unusual objects in or out of the water.

If encountering a situation that feels suspicious, report it immediately to local law enforcement, the U.S. Coast Guard or port security. Do not approach or challenge suspects.

By actively demonstrating a commitment to boating safety, we can help reduce the demand on limited law enforcement and rescue resources and show support for homeland security efforts.

POWERBOATING TIPS

General

- When underway, keep the engine cut-off cable attached to you. This is especially important for solo operators. Wireless cut-off devices are now available and highly recommended. If you somehow get tossed into the water, the boat will stop.
- Don't run at full throttle, but maintain enough speed to keep the hull "on step." This is called cruising speed. It is easier on the engine, greatly improves fuel economy and reaction time increases.
- Maintain a clear, unobstructed forward view at all times. Constantly scan the water back and forth for hazards. Avoid tunnel vision.

Deshka Landing

- Operate well within the limits of your skill and respect the capabilities of the boat.
- Develop proficiency with basic boater's knots (bowline, figure eight, cleat hitch, anchor bend).
- Exercise caution when around commercial traffic. Give these vessels a wide berth. Don't get caught between a tow boat and a barge. Slow down and keep a sharp eye for hazards in the water, because tow lines and fishing gear are not always clearly visible.
- Control boat wake when operating near moored boats or structures (docks, floating homes and launch ramps).
- Be considerate around small or slow moving boats, swimmers and water skiers. Maintain a distance of at least 100 feet from a boat towing a water skier.

Handling Rough Open Water

If rough weather is coming and can't be avoided, there are a number of things that can be done to prepare.

- Don PFDs if not already on.
- Place passengers and loads low and along the centerline. Secure all items to prevent shifting.
- Consider pulling drain plugs to promote self-bailing. Prepare bailing devices.
- Consider donning immersion suits, at least to the waist.
- Establish radio contact with nearby boaters.
- Have a spare fuel filter and wrench handy, because rough conditions can stir up tank sediment.
- Brief passengers and assign tasks as necessary. Proceed to the nearest protected area.
- Avoid the middle of inlets, rounding a point of land, and the mouth of bays where wind, current and seas collide.

When running into the waves:

- "Tack" back and forth at a 45-degree angle to the waves.
- Slow down to allow the bow to lift with oncoming waves instead of digging in.

When running in the same direction as the waves:

- Throttle and steering adjustments must be made constantly to avoid a "pitch pole" (stern over bow) down the wave face, a broach sideways or taking a breaking wave over the stern.
- Avoid sudden stops or backing down into following seas.

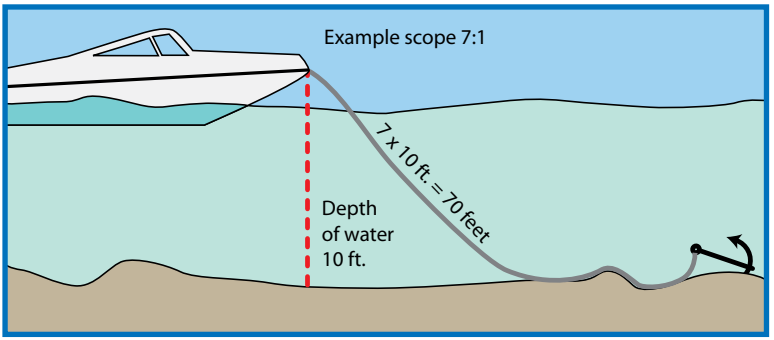
In the event of an engine failure, use oars or a sea anchor (a plastic bucket with a hole in the bottom attached to the bow) to keep the bow into the waves.

Anchoring

To anchor a boat, first select the appropriate type and size of anchor and the appropriate diameter and length of rode (anchor line and chain). Consider the size of the boat, the bottom type, the water conditions and the depth of the water (**measured from the bow to the bottom**). The length of the rode should be five to ten times longer than the depth of the water, depending on the weather conditions, the current and the size of the boat. Don't forget to account for tidal fluctuation!

RODE: line and chain attached to anchor

SCOPE: ratio of rode length to depth of the water



Prepare the anchor and rode in advance and firmly attach the anchor line to a secure point at the bow. Secure anchor and rode while underway to avoid accidental deployment.

- Bring the bow into the wind or current. When in areas with no current, put the engine in neutral and wait for the boat to stop moving forward.

- Lower (do not throw) the anchor over the bow slowly
- Back up slowly to straighten the anchor line and “set” the anchor.
- If an outboard or inboard with outdrive, raise the drive unit out of the water to prevent fouling the anchor line.
- Avoid anchoring from the stern of a small powerboat. This squares the boat’s flat transom directly into the wind, waves or current and can cause the boat to swamp, capsize or sink.
- Never leave an anchored boat unattended. Tides, current, wind and wave conditions may change and can cause an anchor to foul or drag. Maintain an anchor watch.
- If the boat is small, consider taking it up onto shore (beyond the high water line) and securing it. Other options to anchoring include using designated mooring buoys or setting up a “running line” (with a safety line) from the boat to the shore.
- Take communications and survival gear ashore, in case you get separated from the boat.

River Boating

Whether by jetboat, airboat, inboard or outboard, powerboating on Alaska’s interior rivers is both an exhilarating recreational activity and an important means of access. River boating puts us in special places that might otherwise be out of reach. However, the power of moving water is relentless and should never be underestimated!

Exercising good judgment and applying the right mix of skill, ability and caution are never more important than when boating on rivers. Here are some important points to consider:

- Always wear a life jacket. Rivers contain many hazards and fast water—emergencies can develop quickly. River boats tend to be small and fast, capable of throwing passengers overboard without much warning. Currents and eddies can make self-rescue very difficult.
- Reading the water is a much-needed skill while boating on rivers. This takes time and practice to develop.
- Match the boat design to the intended use. There are a lot of options out there—do your research, work with the boat dealer and, if possible, test drive boats under similar conditions before purchase.
- Knowledge of the river is key. Always research and then scout new areas. Learn from the locals!
- River hazards include sweepers (overhanging trees), log jams, gravel bars, submerged objects, animals, wind, sunlight and other restricted visibility problems and, of course, other boaters.
- If new to river boating, practice skills in safe areas first. River boaters should be skilled in turning with and against current, launching, landing and beaching, anchoring, basic troubleshooting and repairs.
- It is best to stay in the deeper water that is found closer to the outside bank, while still keeping as far to the right as possible, to allow room for a boat coming from the other direction.
- Be particularly vigilant in narrow channels. Slow to the minimum speed needed when rounding tight river bends and blind corners. Consider using your sound-producing device to signal your presence.
- Learn the locations of popular bank fishing spots and be considerate of bank anglers in the water.
- Carry communication devices that are suitable for the area. For example, cell phones are appropriate in some areas, but in remote areas, a VHF radio for contacting pilots may be a better choice.
- Before launching, make sure to have an alternate propulsion source (oars, paddle, another engine) and anchor at the ready for immediate use. It is a very good idea to warm up your engine before pushing away from the bank.
- When beaching, try to find places where the boat can be placed facing into the current. Otherwise, look for a slow

channel or calm backwater pool. ALWAYS secure the boat to the shore.

- Follow the Navigation Rules and slow down when passing other boats on the river. When passing, make sure other boat operators see you and understand your intentions.

Personal Watercraft (PWC)

If new to operating a personal watercraft (PWC), take both basic boating safety and PWC-specific courses and develop skills under the instruction of an experienced operator. Also read the owner's manual carefully—it provides important information specific to the model such as load capacity and fuel systems.

PWCs are considered boats, and operators have the same responsibilities as other boaters. However, there are some important differences:

- A PWC handles differently than boats with propellers. The jet drive and short overall length make the boat extremely responsive to even a small movement of the handlebars. PWCs are steered by directing the water jet while powering forward. On many models, when the operator releases the throttle the ability to steer is eliminated. Inexperienced operators attempting to avoid a collision by powering down can find themselves steering directly toward the very thing they are trying to avoid!
- The wrist lanyard, which is connected to the ignition, will shut off the engine if the rider falls off the boat, preventing the boat from continuing on an out-of-control journey. The cut-off switch should be checked for function, and the wrist lanyard should ALWAYS be worn when underway. Remove the lanyard when the PWC is unattended.
- Most PWC fatalities are a result of collision. It is common for operators to develop a "tunnel vision." Constantly scan the water all around and check behind you before turning.

Guidelines for PWC Operation:

- Operators must have the skill and ability to reboard the boat in deep water. Even the best method of deep water reboarding, from the rear of the boat, can be difficult in rough water and/or if the operator is tired.

- When righting an overturned PWC, rotate it according to the decal on the transom.
- NEVER loan a PWC to an inexperienced person. Many PWC accidents involve operators who did not own the boat.
- Wear the right gear. Start with synthetic long underwear, a dry suit or a 2-3 millimeter wet suit, neoprene boots, neoprene or water-ski gloves, safety helmet, goggles and a snug fitting United States Coast Guard-approved PFD. Inflatable PFDs are not appropriate for PWCs.
- Slow to 10 mph when within 100 feet of another motorboat or a sailboat underway.
- Slow to no-wake speed when within 100 feet of anchored boats or paddle craft, or when within 200 feet of the shoreline, a swimmer, diver's flag, dock or launch ramp.
- Obey regulatory markers such as "No Wake" zones and speed limit signs.
- Do not use alcohol before or during operation.
- Avoid wake jumping.
- Avoid operating in the same area for extended periods.
- PWC operation may be restricted or prohibited on some waterways. Check with local land managers.
- Carry and use navigation lights if operating between sunset and sunrise or in conditions of limited visibility.

PADDLE SPORTS

Paddle sports are one of the fastest growing recreational activities in the United States, as this trend grows, so do the number of accidents. In Alaska, paddling fatalities account for 25% to 60% of all boating deaths each year. Nationally, statistics show that three out of four of the paddlers who died in boating accidents were not wearing a PFD and almost a third were alcohol related.

Safe Paddling Tips

- All paddlers should know how to swim.
- Take hands-on training and read books and guides specific to the sport. Look for courses that are offered by instructors certified by the American Canoe Association and Alaskan

paddling organizations. See page 83 for more information.

- A paddler without a PFD is a sign of inexperience, regardless of swimming ability. Choose a style that has high visibility and a snug fit, without impeding mobility.

- Avoid paddling alone. In the event of a capsize, self-rescue can be very difficult.
- Like other sports, paddling requires the right gear. Purchase quality equipment.
- Be prepared to get wet and dress appropriately—consider wearing a dry suit, especially when paddling rough water.
- Standing up or moving about in a canoe or kayak greatly increases the chance of capsize. Maintain three points of contact at all times.
- Load the boat properly. Keep the weight centered both from side to side and bow to stern. The lower and closer the load is to the boat's centerline, generally the more stable the boat will be, assuming there is adequate freeboard.
- When retrieving something from the water, reach with your paddle or guide the boat close to the object so you can grab the item from the water without leaning your shoulders over the gunwales.
- Plan ahead. Check weather and water conditions, and conduct thorough pre-departure checks before each trip. Avoid extreme conditions including weather, distance from shore, water conditions and fast current beyond skill level.
- Always file a float plan and stick to it as much as possible.

If paddling in remote areas, consider wearing a waterproof beltpack while on the water. Fill this pack with the survival essentials. See the text boxes on pages 22 and 26 for more information on what to include. In the event of capsizing and losing the boat, you'll be glad to have it!

- Trips should be planned in consideration of the least experienced group member. Make sure skill levels are adequate for the situation.

Safe Paddler's Checklist

Be prepared, even on day trips!

- VHF radio, EPIRB, PLB, satellite phone, cell phone (whatever works in the area that you are paddling)
- Spare paddle
- Repair kits for boat
- Maps, compass, GPS, nautical charts
- Whistle, light and other signaling devices
- River knife on person
- Rescue devices: throw bag, paddle float, slings, ropes
- Bilge pump, bailing bucket, sponge
- Sunscreen, proper footwear, eye protection
- Dry bag with appropriate and extra clothing, rain gear
- First aid kit, personal medications
- Emergency shelter and sleeping bag
- Water and food
- Fire starting material (or stove and fuel)
- Helmet, paddling jacket and pants or a dry suit, spray skirt, neoprene gloves

Canoeing

The majority of paddling fatalities are attributable to capsized canoes. Comply with the manufacturer's load recommendations. Canoes are generally not recommended for coastal waters unless they are decked, have extra flotation and the paddler has extensive experience.

The American Canoe Association recommends that all paddlers be proficient in:

- keeping a boat balanced, under a variety of conditions and maneuvers,
- proper boarding—entries and exits,
- maintaining a straight course when going forward, backward and stopping,
- turning a boat in any direction quickly and efficiently
- and performing self-rescues and assists.

Swift Water Paddling

Paddling in swift water requires a set of skills entirely different than that of flat or calm water paddling. The paddler needs to be very familiar with each kind of paddle stroke and able to quickly respond to changing conditions with the correct stroke. It is highly recommended to take paddling courses and practice with paddlers of higher abilities.

- Learn and practice the universal river signals. Make sure other party members know them as well.
- Match skill and experience to the difficulty of the river. Before a trip, carefully review maps and determine the current and anticipated water levels and any possible evacuation routes.
- Rivers contain many hazards including waterfalls, rocks, strainers and sweepers, hydraulics or “holes” and challenging rapids. If in doubt, walk around.
- Always scout down river from the shore. Rivers are constantly changing, so don’t rely on what it looked like last season.
- Learn and be proficient in first aid and basic swift water rescue techniques. Carry throw bags and other appropriate rescue gear.
- If the boat is not designed with closed decks and bulkheads to displace water, install devices such as float bags. This is especially important for open canoes.
- Be alert on rivers used by powerboaters. Listen carefully, keep to the right side (especially around river bends) and be prepared to handle boat wakes. Carry a sound signaling device.
- If in a group, assign the most experienced paddlers to the lead and sweep (last) boats. All other boaters should stay in

between. If you lose sight of the boat behind you, pull over and wait. See page 67 for information on how to self-rescue in moving water.

Coastal Kayaking

Alaska has some of the most amazing sea kayaking in the world. But before venturing out into the gorgeous waters around the state, begin with proper instruction and practice. Both dry land and on the water instruction (in protected areas) are highly recommended.

- Obtain and maintain essential skills in reboarding a capsized boat in open water, such as the paddle float self rescue and the two boat "T" rescue technique.
- Avoid powerboat traffic lanes. Strive for high visibility when around powerboats. Especially under conditions of limited visibility, rough water, or strong backlighting from the sun, groups of boats are far more easily seen than single boats. Wave paddles if necessary to attract the attention of approaching boats.
- When on the beach, move the boat well above the high tide line and tie it securely. Many a paddler has returned to the shore only to watch their boat float away on a high tide.
- Check the weather forecast before every departure and never try to outrun a bad weather forecast. Get frequent weather updates via VHF radio.
- Keep a lookout for large boat wakes and wave rebound off the shoreline, rocks and coastal cliff faces.
- Stay close to the shore and avoid paddling in strong winds or heavy chop. Cross open water where the distance is the shortest.

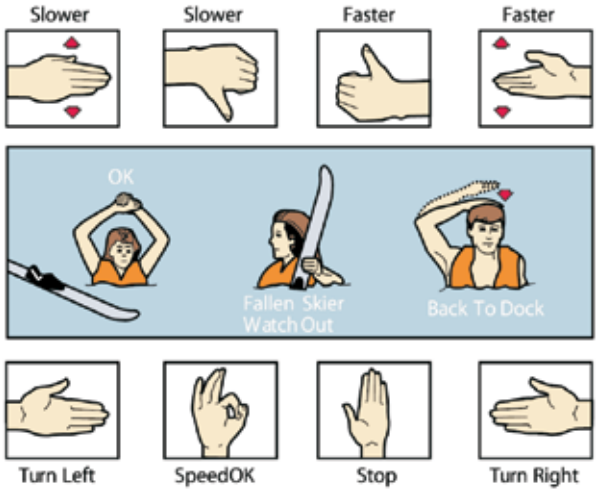
OTHER WATER ACTIVITIES

Water Skiing

To make water skiing safer and more enjoyable, boat operators and skiers should observe the following:

- Operate only between sunrise and sunset.
- Boat operators must either have another person (12 years of age or older) onboard as a lookout or have a rear view mirror installed on the boat.

- The boat operator should keep a minimum of a 200-foot wide "ski corridor" (100 feet on either side) to protect the skier from other boats and/or obstacles.
- A boat operator may not tow a person on water skis, a surfboard, or a similar device, in a reckless or negligent manner so as to endanger the life or property of another person (AS 05.25.060 (1)).
- Skiers should wear a PFD that is approved by the U.S. Coast Guard for the activity. Inflatable PFDs are not appropriate for water skiing.



Boat operator and skier should agree on recognized hand signals prior to departure.

Diving

Diving has become a very popular activity in Alaska. Boat operators need to be aware of divers in the water and be able to recognize diving flags.

- Alaska law recognizes that a red flag with a white diagonal stripe (a "diver's flag") indicates a person is engaged in diving in the immediate area. Displaying the diver's flag is not required by law and does not in itself restrict the use of the water.
- International Navigation Rules also require a blue and white "Alpha" flag be displayed on boats engaged in diving operations.

- When operating in an area where a diving flag is displayed, boaters must stay at least 100 feet away from the flag unless they are operating at no-wake speed.

Diver Down Flag

Alpha Flag

Hunting and Fishing

Nationwide, hunters and anglers account for one in three boating fatalities. According to the National Rifle Association, many more hunters die from drowning than by gunshot. Records show the average sportsman who dies on the water is an adult male, in a small open motorboat on relatively calm water and on a sunny day. Most were not wearing a PFD and died by drowning.

- Unless a boat is designed for it, avoid hauling heavy fishing pots and nets in over the stern.
- Avoid standing up or moving about when casting or shooting (especially in a canoe). Shoot or cast from a well balanced or seated position.
- When retrieving objects from the water (such as fish, decoys or dogs) either move the boat to the object or draw it toward the boat with a paddle.
- Consider yourself a boater and take a boating course.
- Avoid alcohol when boating. Sensible sportsmen already know alcohol and guns don't mix!
- File a float plan and stick to it.
- Many new styles of life jackets are available that are comfortable and don't restrict movement. Sportsmen should always wear a PFD when in a boat and when hunting and fishing waterways on foot.

EMERGENCIES

SURVIVING COLD WATER

Cold water immersion plays a significant role in the majority of Alaska's boating fatalities. Generally accepted by researchers to be water temperatures below 68 degrees Fahrenheit, cold water is virtually all water in Alaska.

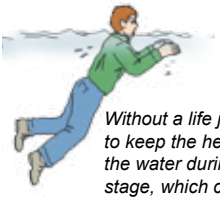
The Effects of Cold Water Immersion

Most of Alaska's boating fatalities involve cold water immersion that, according to research, kills in several ways:

1. INITIAL REACTION—"COLD SHOCK RESPONSE"
    - Within the first 1- 3 minutes
    - Involuntary gasping and hyperventilation, panic and vertigo, can result in water inhalation
    - Effect passes after a few minutes
    - High risk of drowning if not wearing a life jacket

*Without a life jacket, it is very difficult to keep the airway clear during the **cold shock response** stage, which could result in drowning.*

2. SHORT TERM IMMERSION—"SWIM FAILURE"
    - Within 10-30 minutes of immersion
    - Localized cooling of extremities affects muscles and nerves, impairing their function
    - Arms and legs become stiff and unresponsive. Activities such as swimming, re-boarding a boat, using a radio or distress signal, or holding on to a floating object becomes difficult or impossible
    - High risk of drowning (even good swimmers) if not wearing a life jacket



*Without a life jacket, it is very difficult to keep the head above the surface of the water during the **"Swim Failure"** stage, which could result in drowning.*

3. LONG TERM IMMERSION—"IMMERSION HYPOTHERMIA"

- After 1hr (or more) of immersion, depending on variables.
- Gradual cooling of the body core will occur at a rate dependent upon factors including water temperature, clothing worn, body type, physical condition, physical activity, and body position in the water.
- As body core temperature falls, hypothermia symptoms will range from mild to severe. Humans will eventually lapse into unconsciousness. If not removed from the water death is caused by drowning or cardiac arrest.
- High risk of drowning if not wearing a life jacket.

Causes of Cold Water Immersion

The following are the leading causes of cold water immersion:

Swamping and/or capsizing – due to overloading, poorly secured or shifting loads, improper boat handling in rough water, loss of power or steerage, anchoring from the stern, wrapping an anchor, mooring, or pot line around a drive unit, or taking a wave over the transom during a sudden stop.

Falls overboard – most commonly due to slipping, a loss of balance while standing or moving around the boat, striking another boat or object, sudden grounding, or when reaching for objects overboard.

Swimming to retrieve a drifting boat - a loose boat drifting away produces an almost irresistible impulse to intentionally leave a place of safety to swim for it. Don't.

Prepare for Cold Water Immersion

Most immersion events happen quickly and unexpectedly. So, while prevention is best it is also important to be prepared. Taking these simple steps will help ensure the best possible outcome:

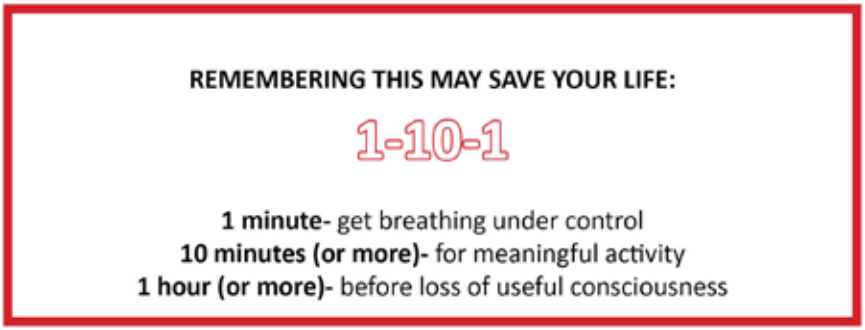
- Always wear a life jacket when in an open boat or on an open boat deck. Trying to put your PFD on in cold water is extremely difficult (if not impossible) and costs precious time and energy.
- Carry some communication and signaling devices ON YOUR PERSON. A personal locator beacon, a small hand held VHF radio, EPIRB, a cell phone in a waterproof bag, a whistle, and some visual distress signals may save the day. Today's devices are smaller, lighter, and easy to carry.

- Unless the boat is designed so that a person in the water can easily get back into the boat unassisted, equip the boat with a reboarding ladder, rope ladder, foot sling, or a swim platform.
- Carry survival suits. Make sure they are well maintained and readily accessible.
- Practice- re-boarding your boat, donning survival suits, signaling, transmitting MAYDAYs, recovering a person overboard, and other cold-water survival techniques described in this section. Drills are fun and build skill and confidence.

Surviving Cold Water Immersion, the 1-10-1 Principle

Surviving cold water immersion depends on adequate flotation to prevent drowning, and timely self-rescue or rescue by others. Wearing a life jacket, the ability to swim, a controlled entry into the water, surface conditions, length of time in the water, associated injuries or medical conditions, and alcohol use can all influence the outcome.

1-10-1 is an easy way to remember what to do in the event of a sudden cold water immersion. Note: the information below does not apply to all persons in all cases.



1 Minute

The initial reaction / cold shock response phase usually passes within 1-3 minutes. Focus on getting breathing under control until the gasp reflex subsides. Understanding that this stage will soon pass may help prevent panic.

10 Minutes

Once breathing is under control, most people have at least 10 minutes (or more) to take the actions necessary for self rescue or obtaining rescue. Don't waste time and energy removing shoes or clothing. Even

small amounts of air trapped in clothing will provide some buoyancy and thermal protection. Perform the most important functions first:

1. If not already worn, attempt to don life jackets or survival suits, and then assist others in doing so.

2. Account for any other members of the party. Check around and under the boat.

3. If not already deployed (and depending on the circumstances), activate emergency communication and/or signaling devices such as an EPIRB or a personal locator beacon, transmit a MAYDAY on a VHF marine radio, or call 911 on a cellular phone. If in range of others, activate visual and sound distress signals.

4. Water transfers heat much faster than air of the same temperature. Get all persons as much out of the water as is possible. For example, if the boat is not overturned, use the boat's re-boarding devices and appropriate and practiced techniques to get back in. If overturned, climb on top of the hull. If separated from the boat use any other available objects to get as much of your body out of the water as possible.

5. Make a plan.

The Swim/Don't Swim Decision

Staying with or near a floating boat may be the best choice, especially if the event was witnessed or emergency communication was successful. Even if capsized or swamped, a boat may offer supplemental flotation and is far easier for potential rescuers to spot than is a person in the water. Swimming in cold water can reduce in-water survival time, and the average person will lose more heat faster by swimming than by remaining still. Distances can be deceiving when on the water and safety can look closer than it really is.

Situational factors should often be considered when making the swim/don't swim decision:

- Whether or not a PFD or survival suit is worn
- Whether or not a place of safety is close (less than 800 yards away or 45 minutes swimming time based on fitness level and swimming ability, and wearing a life jacket)
- The likelihood of rescue by others (the event was witnessed or others are aware of the emergency via an EPIRB, PLB, SPOT, MAYDAY or other communication)

- Able to get in or on top of the boat or other object to get out of the water
- Would be leaving a place of relative safety to swim
- Whether in calm or moving water (i.e. a river)
- Physical ability and medical condition of the party members

Swimming in open water:

Use a modified backstroke, using forearms and lower legs. Keep upper arms and elbows close to the sides of chest, upper legs close together and knees slightly bent. Move slowly and conserve energy.

If there is more than one person and they are in the "huddle" position (see next page) one person may be able to propel the entire group, taking turns.

Use floating objects to pull body out of water

Swimming in rivers or other moving water:

- Point feet downstream, knees bent slightly and feet up to avoid foot entrapment
- Maintain body at a 45-degree angle to the current, with head pointing to the bank of choice. The force of the current on the upstream side of your body will help to "ferry" you toward that bank.
- Use a modified backstroke. Use your feet, arms and legs to fend off rocks and other objects.
- If necessary be prepared to quickly flip onto your stomach and into a head-first position to scramble over "strainers" or other obstacles to keep from becoming pinned against them by the current.

1 HOUR

Even in very cold water people may have an hour (or more) before body core temperature begins to drop. The priority may now become slowing the rate of heat loss to extend useful consciousness and survival time.

Keep movement to a minimum. Protect areas of high heat loss (such as the head, neck, armpits, groin and the sides of the torso) as much as possible. The "Heat Escape Lessening Position" (H.E.L.P.) may be useful, but is only possible if wearing a personal flotation device. Hold the inner side of your arms tightly against the sides of your chest and

grasp the shoulders of your PFD. Press your thighs together, cross your feet at the ankles and raise your knees as close to your chest as possible while still maintaining position in the water.

Small groups can form a tight "huddle" by intertwining arms so that bodies work together to protect high heat loss areas. Small children and injured or unconscious persons can be placed in the center of the huddle, to be supported by the group. Persons in a group should tie themselves together to keep from becoming separated.

A tight huddle protects high heat loss areas

Be prepared to activate visual and sound distress signals when potential rescuers are in range.

Person Overboard Response

1. Everyone don life jackets (if they aren't worn already).
2. Keep eyes on the victim at all times. If possible, assign a person on the boat to serve as the lookout.
3. Throw a life jacket, Type IV life ring or seat cushion or any other floating object toward the victim. Any additional objects in the water with the person will also make them easier to see.

Always maintain a proper lookout

4. Approach the person from downwind or downstream. To avoid the risk of striking the victim with the boat, when close enough reach for the person with an oar, paddle, or other item and pull them to the boat. Or, use a Type IV throw ring or cushion with a line attached and pull the person to the boat.
5. Don't go into the water for the victim except as a last resort.

Approach a victim in the water from downwind and/or down current

6. Direct passengers as necessary to assist and/or to balance the boat, then assist the person in getting out of the water. If pulling a victim in over the stern, all engines should be stopped.
7. Treat the victim to your level of training.

Treating Immersion Hypothermia

The goals for treating immersion hypothermia patients are:

Gentle handling - Cold heart muscle and vasculature of severely hypothermic patients are vulnerable to physical exertion, jarring, or moving from a horizontal to vertical position too quickly.

Providing basic life support - as necessary.

Preventing further heat loss - Remove wet clothing, dry victims off and put them in dry clothes and a sleeping bag or blankets and vapor barrier. Shivering is good.

Securing transport - to medical care for moderately to severely hypothermic patients.

Cold Water Near-Drowning

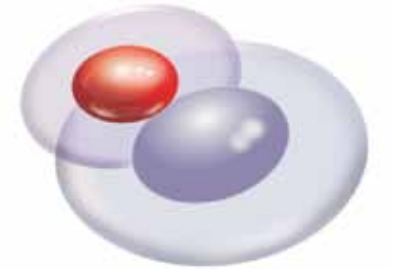
A person found unconscious in cold water, even if they appear dead, may still have a chance for survival. If the victim was known to be submerged for an hour or less (or if the time of submersion is unknown), providing basic life support to your level of training and obtaining medical help quickly could save a life. Emergency medical responders are taught “a cold water immersion victim isn’t dead until they are warm and dead.”

CARBON MONOXIDE POISONING

Carbon monoxide (CO) poisoning, the leading cause of accidental poisoning death in America, has been identified recently as a serious problem on our nation’s waters. Carbon monoxide (known as “The Silent Killer”) is an odorless, colorless, tasteless gas, formed by the incomplete combustion of hydrocarbon fuel, which can cause seizures, unconsciousness and death. Carbon monoxide binds to red blood cells 240 times more aggressively than oxygen, displacing oxygen and causing metabolic asphyxiation (suffocation). Depending on the concentration, CO poisoning can happen very quickly, sometimes with

just a few breaths.

Boaters should be aware of improperly vented or malfunctioning cabin heating systems, grills and propane appliances and exhaust gases produced by generators and engines. These all produce CO.



Carbon monoxide binds to red blood cells displacing oxygen

Exhaust fumes and carbon monoxide can accumulate in areas such as enclosed cabin spaces and under swim platforms. Prevent CO poisoning aboard your vessel by taking these precautions:

- Use care in running the engine or boat's generator continuously when the boat is closed up in cold or bad weather, particularly when the boat is not in motion.
- Do not use small, portable gas generators on boats.
- Be alert to any indication that exhaust fumes are present and ventilate accordingly.
- CO detectors should be installed and maintained in enclosed areas.
- Everyone on board should keep well clear of engine and generator exhaust ports that are running.
- If there is a need to be around swim platforms or exhaust ports for any reason, first shut the engines down and then allow sufficient time for fumes to dissipate.
- Be sure to have your engine and generator exhaust systems regularly inspected by a professional. If you notice a change in the sound or appearance of the exhaust system, shut the unit down and have it inspected and repaired by a competent mechanic.

Because CO is difficult to detect by sight or smell and poisoning can happen so quickly, there is often little warning. Carbon monoxide poisoning is difficult to diagnose because of a wide range of vague symptoms.

- Fatigue and headache are most common.
- "Flu like" symptoms of dizziness, vomiting, muscular twitching, weakness and sleepiness.
- Gray or ashen appearance.

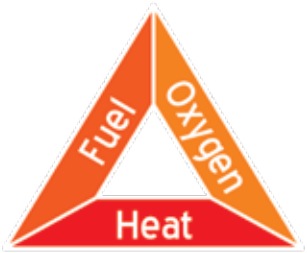
If someone feels dizzy or loses consciousness while onboard, consider the possibility of CO poisoning. If you suspect someone could be suffering from CO poisoning, remove them from the suspected source and into fresh air immediately. Be prepared to provide basic life support to your level of training, and call for medical assistance.

FIRE

The key to putting out a fire on a powerboat is eliminating any of the fire's three ingredients: fuel, oxygen or heat. Often the easiest to remove is oxygen—by using a fire extinguisher. Fire extinguishers use agents that either cool or smother the fire, such as water, carbon dioxide, halon, dry chemical or dry powder.

If a fire breaks out:

1. Alert passengers. Direct them to gather survival gear and prepare to go into the water if necessary.
2. Keep the fire downwind; turn the boat so flames and smoke blow away from the craft rather than over it.
3. Cut off oxygen to the area of the fire.
4. Use the P.A.S.S. system to extinguish the fire.



   - PULL the pin.
   - AIM the extinguisher nozzle at the source (at base of flames).
   - SQUEEZE the handle.
   - SWEEP back and forth.
5. Don't try to save some of the charge for a re-flash; instead, carry a spare extinguisher. Remember, a B-I extinguisher empties in less than 10 seconds.
6. Transmit a MAYDAY if necessary (see Emergency Radio Procedures, on page 76).
7. As a last resort, abandon ship. Stay together and use cold water survival techniques (see Surviving Cold Water Immersion, page 65).

TAKING ON WATER

1. Direct passengers to don PFDs and gather survival gear.
2. Re-distribute weight to balance the boat.

3. Secure doors and hatches.
4. Pump and bail. Start bilge pumps and get manual dewatering devices in use.
5. Locate leak source and take measures to stop or reduce leak. If unsuccessful and near shore, consider beaching the boat.
6. Shut off engines if the leak is from the cooling system.
7. If hull is breached, an inboard engine can act as a bilge pump. Shut off engine, close sea cock, disconnect cooling water intake hose, restart engine and use the water intake hose to pump out the boat.

8. Transmit MAYDAY if necessary (see Emergency Radio Procedures, page 75).
9. As a last resort abandon ship, but stay with the boat if it is floating. Stay together and use cold water survival techniques (see Surviving Cold Water Immersion, page 65).

RUNNING AGROUND

Besides causing expensive damage to the boat and engine, striking underwater objects or the bottom can cause passengers to be suddenly thrown forward, often resulting in injury and/or a plunge into the cold water. Running aground is usually caused by inattention. This can be avoided by taking these simple steps:

- Carefully study charts of the area before a trip to identify shallow areas, rocks and other hazards.
- Be aware of the tide cycle or changes in river volume.
- Always maintain a close watch while underway, constantly scanning the water.
- In shallow water, proceed SLOWLY and use a depth finder and an observer.

If you do run aground, first ensure the safety of passengers. Next:

- Assess the situation.
- Check for hull damage.
- If the boat is not firmly grounded, consider lightening the load and, if safe, rocking the boat back and forth to free it.
- Another method is to use an anchor or sea anchor to pull the boat into deeper water.
- If the boat can not be freed, stabilize it and secure fuel tanks and vents.
- Prepare signaling devices and consider calling for help.

MECHANICAL BREAKDOWN

Mechanical breakdown is the most common powerboating problem. If you encounter problems on the water, consult owner's manuals and try some of the following before calling for help:

Problem: Engine turns over but won't start

- Check if safety shut-off cable is disconnected
- Check if fuel is getting to the engine (fuel line not primed, kinked, bad connection, tank vent closed)
- Check if engine is flooded
- Check for spark

Problem: Engine doesn't turn over or the solenoid clicks but starter does not engage

- Check that the gear shift is in the neutral position
- Check that the battery switch is in the "on" position
- Check that battery terminals, cables, and connections are clean and secure
- Check ALL ignition system fuses, including under engine cowling (outboards)
- Check starter solenoid
- Check connections at starter motor

Problem: Engine runs poorly

- Check if fuel line priming bulb is full of fuel and firm

- Check if fuel tank vent is closed
- Check fuel lines and connections for kinks, pinches, obstructions and poor connections and check fuel filters for contamination (water or other agents)
- Check fuel and fluid levels
- Check for overheating

Problem: Engine stops suddenly

- Check if safety shut-off cable became disconnected or the ignition key was turned off
- Check fuel and oil levels
- Check if fuel tank vent is closed
- Check fuel line connections
- Check for engine overheating
- Check for propeller fouling

Problem: Engine overheats

- Shut down immediately until problem solved
- Check oil levels
- Check water intakes and cooling system for fouling, obstructions or leaks
- Check water pump operation
- Check engine trim to make sure water intake is below the water line

SHORE SURVIVAL

Our boats provide us with access to beautiful and remote areas of the state. However, bad weather, mechanical breakdown, running out of fuel, running aground or poorly tied mooring lines can all result in an unexpected stay on shore. Research has shown that under these circumstances, the proper attitude has a profound influence on the outcome. Your primary goal is to be found as quickly as possible in the best condition possible.

In these cases, follow the SEVEN STEPS TO SURVIVAL. In order of priority, they are:

1. **Recognition**—Recognize that an emergency exists and unless

survival tactics are employed, bodily harm or death could occur.

2. **Inventory**—Take stock of your physical and emotional condition, the environment, available equipment and the factors working for and against you. All boaters should carry survival items (see text boxes on pages 22 and 26).
3. **Shelter**—Humans need shelter to survive. The goal in shelter building is to prevent heat loss, so make them small and tight. Remember that clothing is the first shelter layer, so keep clothing as dry as possible.
4. **Signals**—Flares, three fires, signal mirrors, log or rock SOS formations, bright flags, etc. You must BE SEEN to BE RESCUED!
5. **Water**—A person can live only a few days without water. Collect clean water, such as rain, in a piece of plastic or other material.
6. **Food**—A person can survive without food for quite a while, but our physical state affects our mental state, and food helps keep both energy levels and attitudes up. However, don't eat unless you have water and you know the food is safe for consumption.
7. **Play**—Stay busy by doing any activity that builds and maintains a positive attitude. However, don't use unnecessary energy.

EMERGENCY COMMUNICATIONS

Distress Signals

International Navigation Rules 32-37 (Part D) apply to signals, including distress signals. The internationally recognized signals indicate that a boat is in distress and requires assistance. Please see page 11 for visual distress signal descriptions.

If flares or other pyrotechnic devices are used, please keep in mind that it doesn't do any good to use them if there is no one around to see them. Use them judiciously!

Other signal methods may also be used in an emergency, but keep in mind:

- With visual signals, CONTRAST with the background is key.
- Straight lines and geometric shapes are uncommon in nature, making them stand out when seen.

- Fires and gunshots are not unusual in rural settings. When used as signals, they should be in groups of three in order to draw sufficient attention.
- Using a sound and a visual signal together may be more effective than one single method.

Emergency Radio Procedures

There are three types of emergency radio messages:

SECURITE—to notify others of bad weather or other hazards (pronounced say-cure-eh-tay).

PAN-PAN—to notify others of a very urgent situation regarding vessel or personal safety (pronounced pon-pon).

MAYDAY—to notify others when experiencing an immediate threat to life or vessel.

EMERGENCY RADIO CALL PROCEDURES

1. MAKE SURE RADIO IS ON
2. SELECT CHANNEL 16
3. PRESS & HOLD TRANSMIT BUTTON
4. CLEARLY SAY: ***MAYDAY, MAYDAY, MAYDAY***
5. ALSO GIVE:
   - **VESSEL NAME & DESCRIPTION**
   - **POSITION/LOCATION**
   - **NATURE OF EMERGENCY**
   - **NUMBER OF PEOPLE ON BOARD**
6. RELEASE TRANSMIT BUTTON
7. WAIT 10 SECONDS — IF NO RESPONSE, REPEAT

16
VHF-FM

CONFIRM ALL PERSONS WEARING LIFE JACKETS!

www.alaskaboatingsafety.org

Transmitting a MAYDAY:

If you get a response, be prepared to give the following information:

Vessel description:

length:_____ propulsion type:_____

color:_____ registration #:_____

On-scene weather:

wind speed:_____ wind direction:_____

sea height:_____ swell direction:_____

visibility:_____ ceiling:_____

Emergency radio & survival equipment onboard:_____

Radio frequencies available:_____

Operator's name and phone:_____

Owner's name and phone:_____

Home port:_____

Emergency Cellular Procedures

Where there is cell phone coverage, it is possible to call the U.S. Coast Guard directly by dialing *CG. (*24) Alaska is the only state where *CG is still operational, however the call must be placed from an Alaskan cellular phone provider.

1. First give your phone number in case you are disconnected.
2. Give your name and a boat description.
3. Give your position/location.
4. Explain the nature of your problem.
5. Give the number of people on board.
6. REPEAT your cell phone number before ending your call.
7. Keep as calm as possible and speak slowly and clearly so you can be understood.

Single Side Band (SSB)

The U.S. Coast Guard can be reached by HF/SSB radio on 4125 MHz.

Distress Radio Beacons

Distress radio beacons are highly effective tracking transmitters which aid in the detection and location of boats, aircraft, and people in distress. When activated, these radio beacons interface on the 406MHz frequency with COSPAS-SARSAT, an international satellite-based search and rescue alert detection and information distribution system.

There are two main types of distress radio beacons that are appropriate for boating in Alaska:

- Emergency Position Indicating Radio Beacons (EPIRBs) are installed on vessels. There are two categories: Category 1 beacons automatically deploy and activate when in contact with the water, but can also be manually deployed and activated or manually activated while in its bracket. Category 2 beacons manually deploy, but automatically activate when out of the bracket and in contact with water.

- Personal Locator Beacons (PLBs) work much the same way as EPIRBs, but are carried by a person and must be manually deployed and activated by the user. When selecting a PLB for boating, consider models that are waterproof, will float and are small enough that you will always carry it on your person when on the boat.

When selecting a radio beacon, consider ease of activation under a variety of conditions and the length of time the unit will operate following activation.

It is important that the EPIRB or PLB be registered (and the information updated every two years) so that rescuers can access the vessel's or PLB owner's emergency contact information. Registration is available online at www.beaconregistration.noaa.gov.

Digital Selective Calling

In addition to sending a distress call, or MAYDAY, boaters should also consider activating the red digital selective calling (DSC) emergency button on their MMSI-equipped and registered radio to "alert all stations."

- A distinctive red “DISTRESS” button is located on the face of a DSC radio.
- Manufacturers are required to install DSC on any marine VHF radio model developed after June 1999 (except handheld models).
- DSC radios automatically send (once pushed) a DISTRESS alert to those in the immediate area who are also equipped with a DSC radio, without having to use the usual voice calling/distress channels.
- DSC radios automatically and silently maintain a listening watch on the appropriate DSC channel (VHF 70, or 2187.5 kHz).
- The benefits of DSC are greatly enhanced when the radio is connected to the boat’s global positioning system (GPS) unit.

To be able to use the DISTRESS alert function, boaters must first obtain a Maritime Mobile Service Identity (MMSI) number. This nine-digit number electronically identifies a specific boat and must be programmed into the radio. MMSI numbers may be obtained, at no charge, from www.boatus.com/mmsi/.

The United States Coast Guard’s Rescue 21 Digital Selective Calling Emergency Contact System is not yet operational in Alaska, however, those in the immediate area with DSC can receive the distress signal for relay purposes. For more information on when Rescue 21 will be operational, contact the U.S. Coast Guard.

Other Sources of Assistance:

Coast Guard Marine Safety Anchorage: (907) 271-6700

Pollution Reporting: (800) 424-8802

Coast Guard Auxiliary: VHF Ch. 16 and CB Ch. 9

CONTACTS

Emergencies

- 9-1-1
- U.S. Coast Guard Search & Rescue 1-800-478-5555 (*CG)

Boating Education

- Alaska Boating Safety Program (907) 269-8706
  www.alaskaboatingsafety.org
- Alaska Water Wise Courses (907) 269-8704
  www.alaskaboatingsafety.org
- Alaska Marine Safety Education Assn. (907) 747-3287
  www.amsea.org
- USCG Auxiliary Courses, www.cgaux.org
- USCG Recreational Boating Safety, www.uscgboating.org
- National Association of State Boating Law Administrators, www.nasbla.org
- Boat US Foundation, www.boatus.com
- Knik Canoers & Kayakers, www.kck.org
- Fairbanks Paddlers, www.fairbankspaddlers.org
- American Canoe Association, www.americancanoe.org

Accident Reporting

Mail to:
Alaska Office of Boating Safety
550 West 7th Avenue, Suite 1380
Anchorage, AK 99501

Fax to:
(907) 269-8907

Email to:
officeofboatingsafety@alaska.gov

Reporting Oil Spills

Both state and federal agencies must be contacted in the event of an oil spill.

State:

Department of Environmental Conservation

- Southeast Area (907) 465-5340

- Northern Area (907) 451-2121
- Central Area (907) 269-3063
- 1-800-478-9300 (after normal business hours)

Federal:

- U.S. Coast Guard National Response Center 24-hour Hotline 1-800-424-8802

Ports & Harbors

- Anchorage (907) 343-6200
- Bristol Bay (907) 246-6168
- Cordova (907) 424-6400
- Dillingham (907) 842-1069 (seasonal number)
- Haines (907) 766-2448
- Homer (907) 235-3160
- Juneau (907) 586-5255
- Kenai (907) 283-7535
- Ketchikan (907) 228-5632
- Kodiak (907) 486-8080
- Petersburg (907) 772-4688
- Sand Point (907) 383-2331
- Seldovia (907) 234-7886
- Seward (907) 224-3138
- Sitka (907) 747-3439
- Skagway (907) 983-2628
- Valdez (907) 835-4981
- Whittier (907) 472-2330
- Wrangell (907) 874-3736

Other

- Alaska Weather Information Hotline 1-800-472-0391
- Cook Inlet Keepers (for a bilge pillow), www.inletkeeper.org

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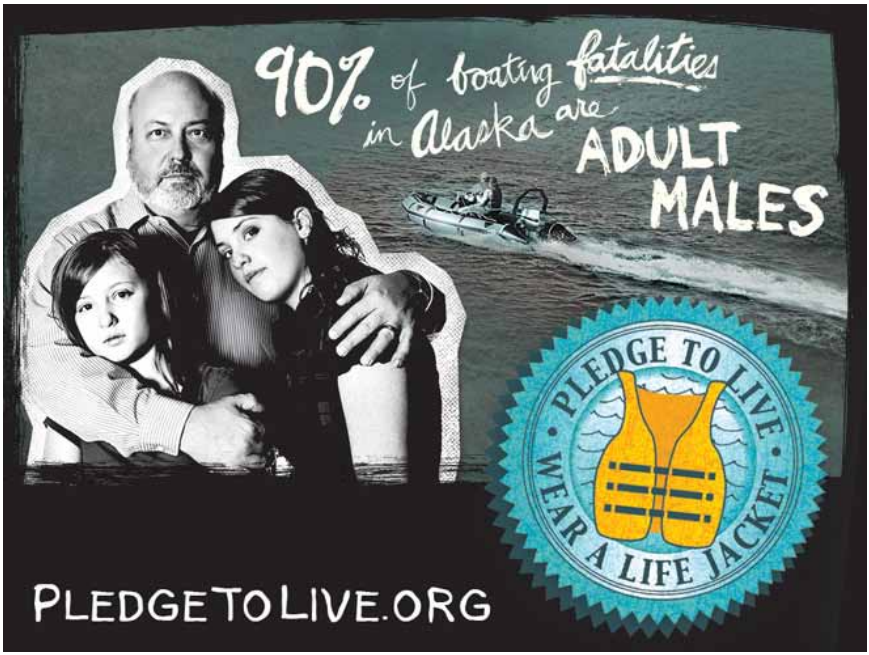
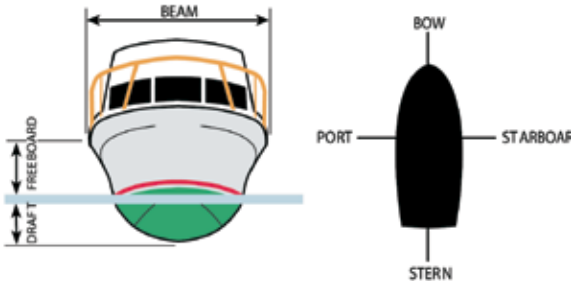


BOATING TERMS

- **Amidships**—Center of boat with reference to its length and/or sometimes its width.
- **Aft**—Toward the stern of a boat.
- **Beam**—The boat's maximum width.
- **Bilge**—Lower internal part of a boat's hull.
- **Boat**—Every description of watercraft used or capable of being used as a means of transportation on the water.
- **Bow**—Forward part of a boat.
- **Bulkhead**—A vertical partition separating compartments.
- **Draft**—The depth of water a boat draws.
- **Fathom**—Six feet.
- **Fore**—To or at the front of the boat.
- **Freeboard**—Height of boat from the waterline to the deck or gunwale.
- **Gunwale**—Top, outer edge of boat's hull.
- **Helm**—The wheel or tiller controlling the rudder.
- **Hull**—Body of a boat.
- **Motorboat**—Any boat propelled by machinery, including any sailboat under power.
- **Port**—Side of boat to the left when facing forward.
- **Starboard**—Side of boat to the right when facing forward.
- **Stern**—Back end of a boat.
- **Transom**—Flat planking across the stern of a boat.
- **Trim**—Fore and aft balance of a boat.
- **Underway**—Boat in motion. Technically, a boat is underway when not moored, at anchor, or aground.



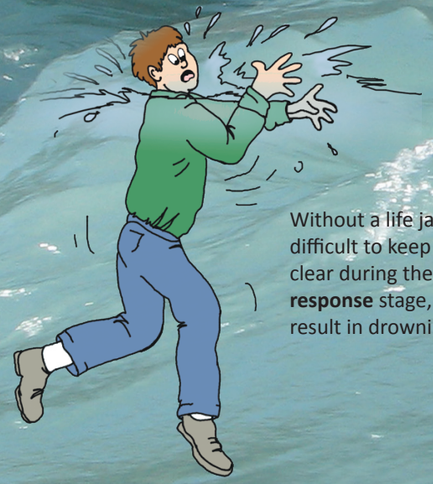

Alaska
Boating
Safety
Program

Most boating fatalities in Alaska result from drowning in cold water while not wearing a life jacket.

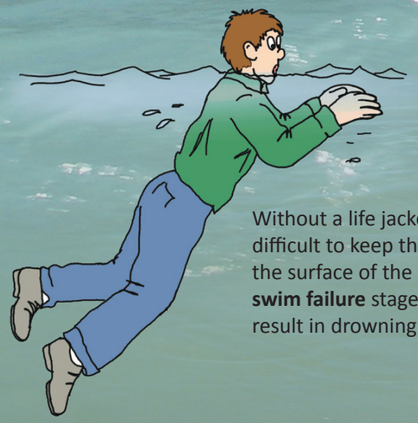
Cold water immersion can kill in several ways, and most die long before they become hypothermic.

1. **COLD SHOCK RESPONSE**
   Within the first 2-3 minutes:
   - Gasping, hyperventilation and panic.
   - Drowning if not wearing a life jacket.
2. **SWIM FAILURE**
   Within the first 30 minutes:
   - Rapid cooling of arms and legs impairs the ability to keep the head above water.
   - Effects occur regardless of swimming ability.
   - Drowning if not wearing a life jacket.
3. **IMMERSION HYPOTHERMIA**
   After at least 30 minutes of immersion:
   - Gradual cooling of the body's core temperature eventually results in loss of useful conciousness.
   - Drowning if not wearing a life jacket.

Wearing your life jacket could be the single most important factor in surviving cold water immersion.



Without a life jacket, it is very difficult to keep the airway clear during the **cold shock response** stage, which could result in drowning.



Without a life jacket, it is very difficult to keep the head above the surface of the water during the **swim failure** stage, which could result in drowning.

Life jacket designs have come a long way over the years and now come in a wide variety of styles and colors.

Although no *one* life jacket is perfectly suited for all persons in all situations, they all provide life saving flotation in the water.

In Alaska, capsizing and falls overboard are the leading causes of cold water immersion.

Capsizes are most often caused by:

- Overloading.
- Poorly secured or shifting loads.
- Improper boat handling in rough water.
- Loss of power or steerage.
- Anchoring from the stern.
- Wrapping a line around a drive unit.
- Taking a wave over the transom after a sudden stop.

Falls overboard are usually due to slipping or loss of balance when standing or moving around the boat or reaching for objects in the water. Most of these events happen quickly, often when you least expect it.

Another common cause of cold water drowning in Alaska is leaving a place of safety to swim for a boat. Watching a loose boat drift away from shore produces an almost irresistible impulse to swim for it. Don't.

Luckily for this man, he was wearing his life jacket when he fell off his boat. Now he will use his reboarding ladder to climb back aboard.

For more information:

Alaska Office of Boating Safety
550 West 7th Avenue, Suite 1380
Anchorage, AK 99501
907-269-8706

www.alaskaboatingsafety.org

Take the pledge at www.pledgetolive.org.

COLD WATER *Kills!*

Follow these tips to help keep yourself and your passengers safe while boating on Alaska's cold water:

BE SMART!

- File a float plan and leave it with a trusted friend or relative. Your float plan should include a description of your boat and equipment, names of passengers, planned destination and route, expected return and when and who to call if overdue.
- Make sure the boat is either equipped with a reboarding ladder, rope ladder, foot sling, swim platform or designed such that a person in the water can easily get back into the boat.
- Brief your passengers: they should know where all the safety & emergency equipment is (and how to use it), how to start, steer and stop the boat, how to use the radio and what channel is for emergencies, and what the float plan entails (in case of delays or problems).

BE PREPARED!

- Always wear a life jacket when in an open boat or on an open deck. Trying to put your life jacket on in the water is extremely difficult (if not impossible) and costs precious time and energy.
- There are several things that every boater should carry ON THEIR PERSON while out on the water.
  - a sound-producing device, such as a whistle
  - signaling devices: mirror, small aerial flares, personal locator beacon
  - a communication device: hand-held water proof marine VHF radio, cell phone in a waterproof bag
  - survival kit: knife, waterproof matches, emergency blanket, resealable plastic bag for water collection

Wear your life jacket.

b. WOMENS BAY

(1) Departing ships from Womens Bay proceeding to Kodiak/St. Paul Harbor:

Within 10 minutes of Nyman Spit or the

Womens Bay Entrance Channel Lighted Buoy 14 (26830) - 57°42'53.162"N, 152°30'41.769"W

"This is marine vessel _____. We are within 10 minutes of the Womens Bay Entrance Channel Lighted Buoy 14 (or Nyman Spit). We will call when clear of the alert area."

Then as soon as possible but no later than 5 minutes after crossing a line between:

St. Paul Harbor Entrance Channel Lighted Buoy 7 (26705) - 57°45'21.02"N, 152°27'08.44"W
St. Paul Harbor Entrance Channel Lighted Buoy 6 (26700) - 57°45'22.64"N, 152°26'42.01"W

"This is marine vessel _____. We are clear of the alert area."

(2) Departing ships from Kodiak/St. Paul harbor proceeding to Womens Bay:

Within 10 minutes of untying and getting under way

"This is marine vessel _____. We are untying and getting under way from the Kodiak harbor. We will call when clear of the alert area."

Then as soon as possible but no later than 5 minutes after crossing a line between:

Womens Bay Entrance Channel Lighted Buoy 2 (26780) - 57°44'21.179"N, 152°27'53.372"W
Womens Bay Entrance Channel Lighted Buoy 3 (26785) - 57°44'17.162"N, 152°27'43.386"W

"This is marine vessel _____. We are clear of the alert area."

Suggested phraseology for the ship captain, pilot, or designated person to communicate the position is depicted below in red.

a. KODIAK/ST. PAUL HARBOR ARRIVAL/DEPARTURE PROCEDURES

Ships entering or exiting Kodiak/St. Paul harbor with an air draft of 138 foot or higher are required to notify the Federal Aviation Administration (FAA) Anchorage Air Route Traffic Control Center at **907-269-1103** of their presence.

(1) Arriving ships:

Within 10 minutes of a ship crossing 152°21'W

"This is marine vessel _____. We are within 10 minutes of crossing 152°21'W for the Kodiak harbor. We will call when clear of the alert area."

Then as soon as possible but no later than 5 minutes after crossing a line between:

St. Paul Harbor Entrance Channel Lighted Buoy 7 (26705) - 57°45'21.02"N, 152°27'08.44"W
St. Paul Harbor Entrance Channel Lighted Buoy 6 (26700) - 57°45'22.64"N, 152°26'42.01"W

"This is marine vessel _____. We are clear of the alert area."

(2) Departing ships:

Within 10 minutes of untying and getting under way

"This is marine vessel _____. We are untying and getting under way from the Kodiak harbor. We will call when clear of the alert area."

Then as soon as possible but no later than 5 minutes after crossing a line between:

St. Paul Harbor Entrance Channel Lighted Buoy 3 (26690) - 57°44'40.29"N, 152°26'16.91"W
St. Paul Harbor Entrance Channel Lighted Buoy 2 (26685) - 57°44'35.29"N, 152°25'27.38"W

"This is marine vessel _____. We are clear of the alert area."

PRE-DEPARTURE CHECKLIST

Power boaters can avoid inconvenience and potential danger by taking a few minutes before departure to check the following:

- Life jackets for each person (proper size & fit, worn & fastened)
- Throwable Type IV flotation device attached to floating line
- Fire extinguisher(s) fully charged & mounted securely
- Ability to make an efficient sound signal (horn or whistle)
- USCG-approved visual distress signals (check expiration dates)
- Boat registration current, properly displayed & certificate onboard
- Drain plugs installed, thru hull fittings leak-free, sea cocks closed
- All hoses/clamps, drive units/props, fuel lines/filters, scuppers clear, bilge clean, blowers/backfire flame arrestors (inboards)
- Battery fully charged, secured, terminals covered
- Back-up manual bailing device(s) accessible & functional
- Back-up propulsion source (spare engine, sail, paddles or oars)
- Tools/parts (spare batteries, fuses, spark plugs, belts, prop & prop nut kit)
- Anchors (2), each with chain & line, one attached to boat
- Food, water, spare clothing and shelter (tent/tarp) all in waterproof bag— “abandon boat” bag
- Reboarding devices (foot sling, swim step, ladder)
- First aid kit
- Signals & communication devices carried ON person
- Navigation tools (GPS, compass, charts, maps, tide book)
- Fuel & oil sufficient for trip — 1/3 out, 1/3 return, 1/3 spare
- Test engines, emergency cut-off cable, steering, gear shift & lights
- EPIRBs, radios & other electronics
- Weather & water conditions (forecast updates & observations)
- Passengers/load distributed properly, items secured from shifting
- Float plan prepared, transmitted to responsible party
- Passenger briefing — clothing check, location of & how to use communications & emergency equiment, how to start/stop & steer boat

EMERGENCIES:

VHF RADIO CHANNEL 16, PHONE *CG or 911

www.alaskaboatingsafety.org

WHAT DO WE DO NOW?

WILL THE SHIP WAIT FOR ME?

Your ship is on a set schedule and will depart as planned. Your agent will be in contact with the medical facility and ship staff to let them know of your condition should it be necessary that you stay.

HOW DO I GET HOME?

Each of the major ports in S.E. Alaska has daily jet service (except Skagway) to Seattle or Anchorage with connecting flights to any U.S. or foreign city.

WHO PAYS FOR MY FLIGHTS?

You or your insurance company will be responsible for the cost of your flights home. Generally you pay for all costs up front and are reimbursed later by your insurance company *if you have one*. Cruise Line Agencies of Alaska (CLAA) will, with the help of a local travel agent help make these arrangements. C.L.A.A. will not charge for any assistance they give you in making arrangements, but all other travel associated costs are your responsibility.

WHAT ABOUT MY INSURANCE?

If you have taken out travel insurance through your cruise line or another 3rd party insurer, i.e. (Love Boat Care, Travel-guard, etc), be sure to phone them immediately upon receiving service from a local medical facility. They will set up a case number for your future claims. Please keep all receipts for future claims and reimbursement.

WHAT ABOUT HOTEL ROOMS?

Your local C.L.A.A. representative will help locate a hotel room or Bed & Breakfast as near the hospital as possible. (And make a reservation if possible) As with the cost of your travel home, you will be responsible for the cost of your stay in Alaska.

HOW DO I GET TO THE HOSPITAL EVERYDAY?

Special requests for transportation will need to be made in advance through your C.L.A.A. Office. Many Hotels have courtesy van service, check with your agent for schedules.

CAN I REJOIN THE SHIP?

Based on the severity of your condition, this will have to be cleared by shipboard medical staff in consultation with shore-side medical staff. If this is allowed, your CLAA representative will help make those arrangements, if possible.

WHAT ABOUT MEDICAL AIR-LIFT FLIGHTS?

Each of the major ports in S.E. Alaska is served by a number of medical airlift companies. Should the need arise, the plane will be ordered by your attending physician. The planes are typically Lear jets with room for only the stretcher and one passenger. There usually is room for one **small** *carry on bag.*

WHAT ABOUT MY LUGGAGE IF I HAVE TO LEAVE SOME BEHIND?

Your C.L.A.A. agent will make arrangements for the rest of your luggage to either be sent home or to the hospital where you will be going. The cost of the freight is born by you. Please have a credit card or some other form of payment available so the freight can be charged to your account.

HOW CAN I CONTACT FRIENDS OR FAMILY STILL ON THE SHIP?

Your CLAA representative can help send a message to your friends and relatives on the ship. Your representative will tell them where you can be reached.

WHAT IF I AM STRANDED IN SKAGWAY FOR MEDICAL REASONS?

Skagway does not have jet service due to its small airport. There are many small commuter aircraft that fly in and out of Skagway so if you need medical attention you will fly to Juneau; which is about a 45-minute flight from Skagway. While in Juneau please contact the Juneau office of C.L.A.A. for assistance.

WHAT ABOUT GOING TO A MEDICAL FACILITY IN SEATTLE, WASHINGTON?

Seattle is the most extensive medical treatment center in the Pacific Northwest, with many fine health care facilities. Your Alaska health care provider will inform you of which facility he/she is sending you or your loved one to. They will also inform your C.L.A.A. representative which facility you are going to. Cruise Line Agencies of Alaska, acting as agents for the many ships that come to Alaska in the summer; take great pride on our caring service we provide cruise ship passengers. We will try to lend as much assistance as is practical, appropriate or possible.

Check List and Important Facts:

- **Insurance Company**

Ph: _____

Claim #: _____

- **Local Agent Name/Number**

Name:
Number:

- **Hospital Name/Number**

Name: _____
Number: _____

- **Hotel Name/Number**

Name _____

Number _____

- **Pharmacy Name/Number**

Name _____

Number _____

- **Travel Agent**

Name _____

Number _____

- **Doctors Name/Number**

Name _____

Number _____

Local C.L.A.A. Offices:

Juneau
1330 Eastaugh Way; #4
Juneau, Alaska 99801
Ph: (907) 586-1282
Fax: (907) 463-5011
Juneau@claalaska.com

Ketchikan
1249 Tongass Ave.
Ketchikan, AK 99901
Ph: (907) 225-0999
Fax: (907) 247-6042
Ketchikan@claalaska.com

Sitka
124 Lincoln St.; Suite 204
Sitka, AK 99835
Ph: (907) 747-3377
Fax: (907) 747-8685
Sitka@claalaska.com

Skagway
#1 Ore Dock Road
Skagway, AK 99840
Ph: (907) 983-2815
Fax: (907) 983-2842
Skagway@claalaska.com

Cruise Line Agencies *of Alaska*

MEDICAL SITUATIONS QUICK REFERENCE GUIDE

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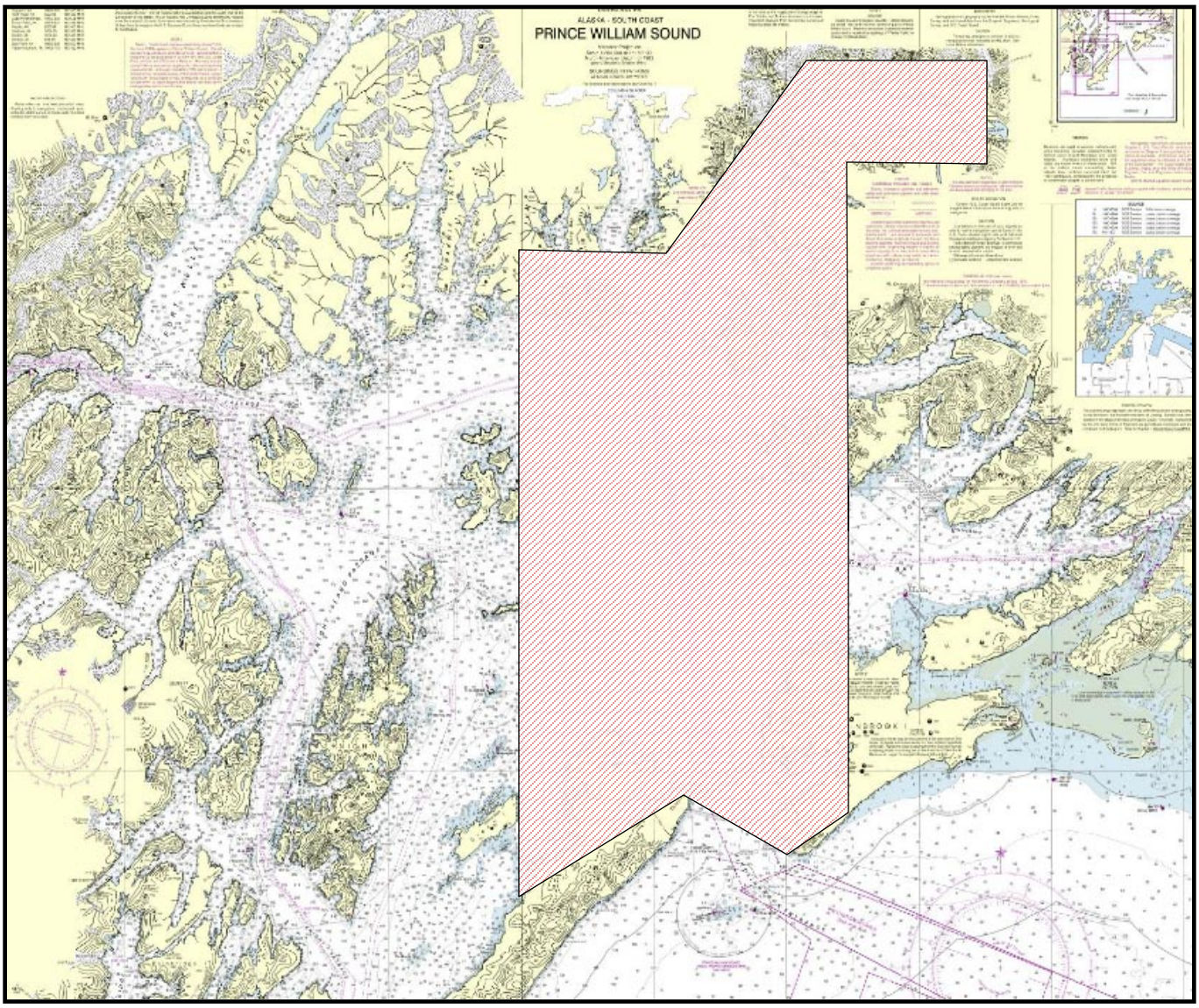
U.S. Coast Guard

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).

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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 are encouraged to call 3 hours prior to arrival at Cape Hinchinbrook. Tankers are required 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 at least five minutes, but not more than 15 minutes prior to navigating within the VTSA. 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?**

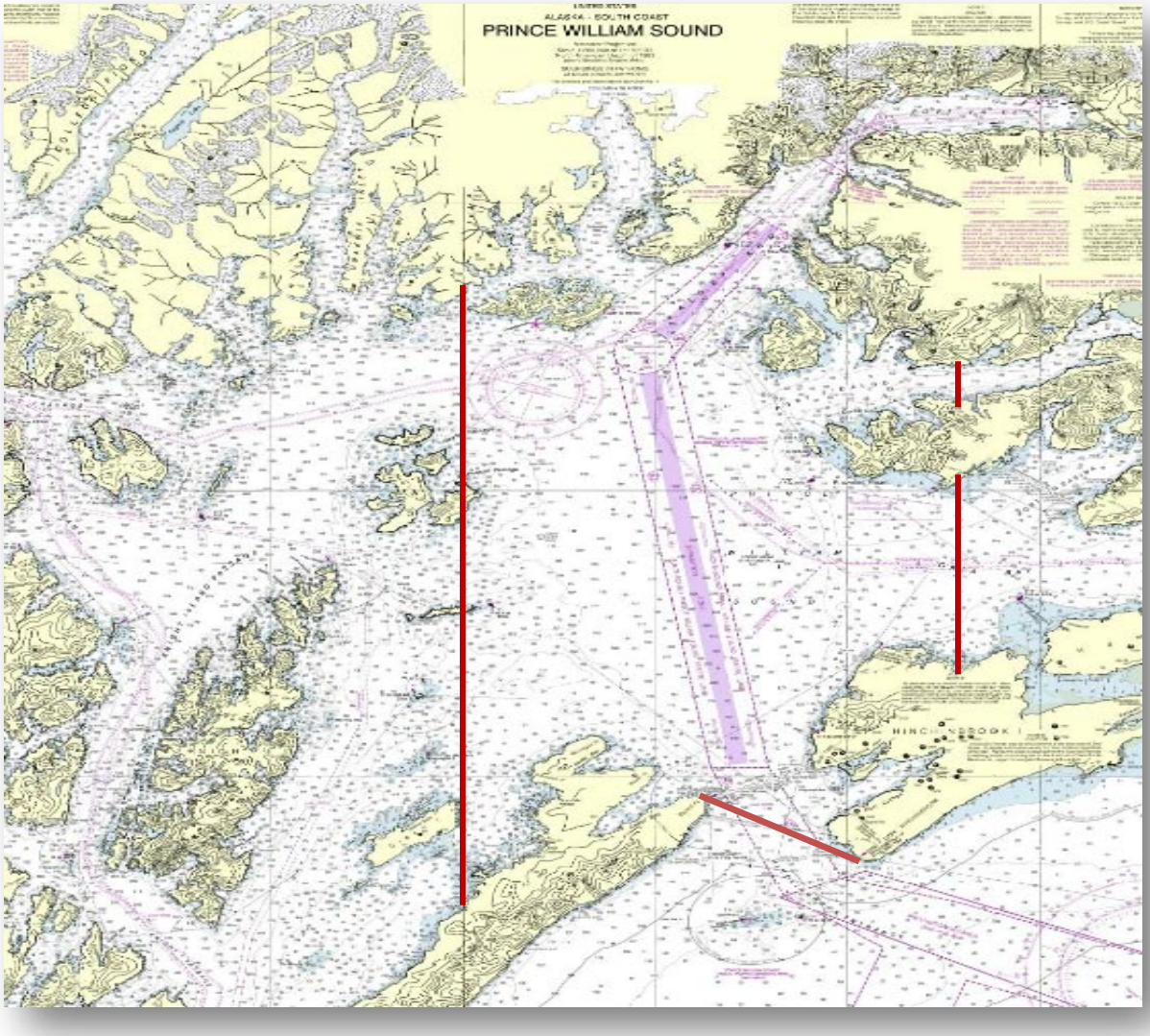
The VTS monitors all VMRS Users at anchor within the VTSA, but not inside Knowles Head Anchorage.

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

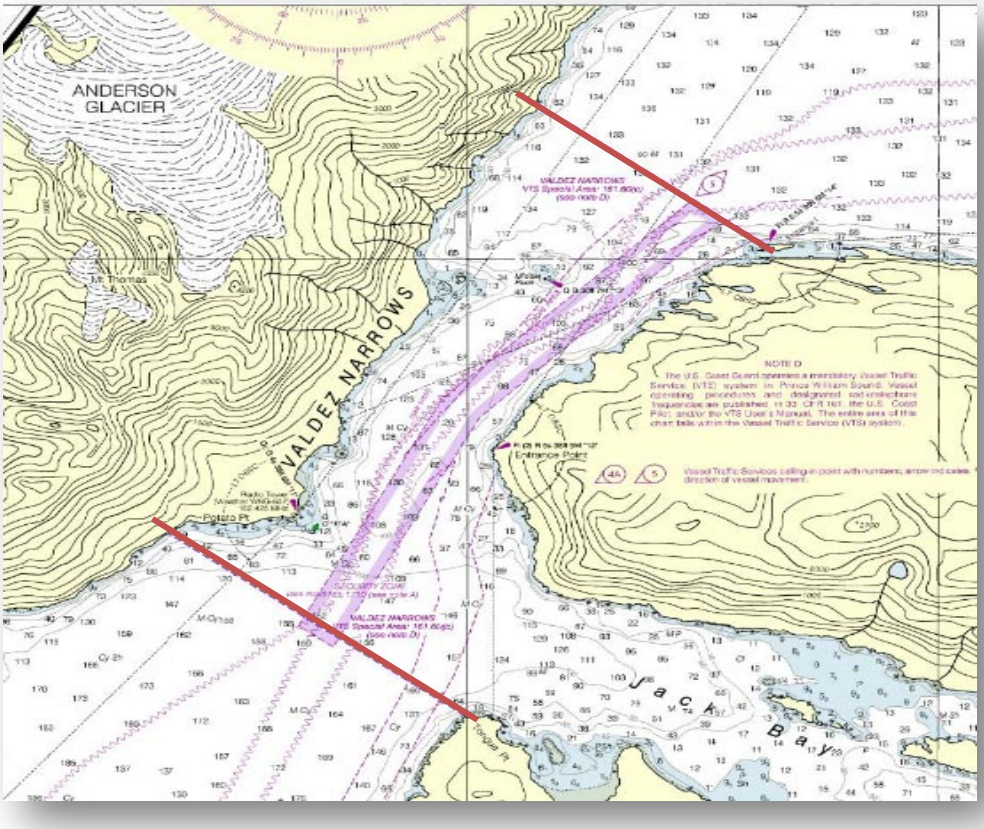


Prince William Sound VTS Area (VTSA)

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

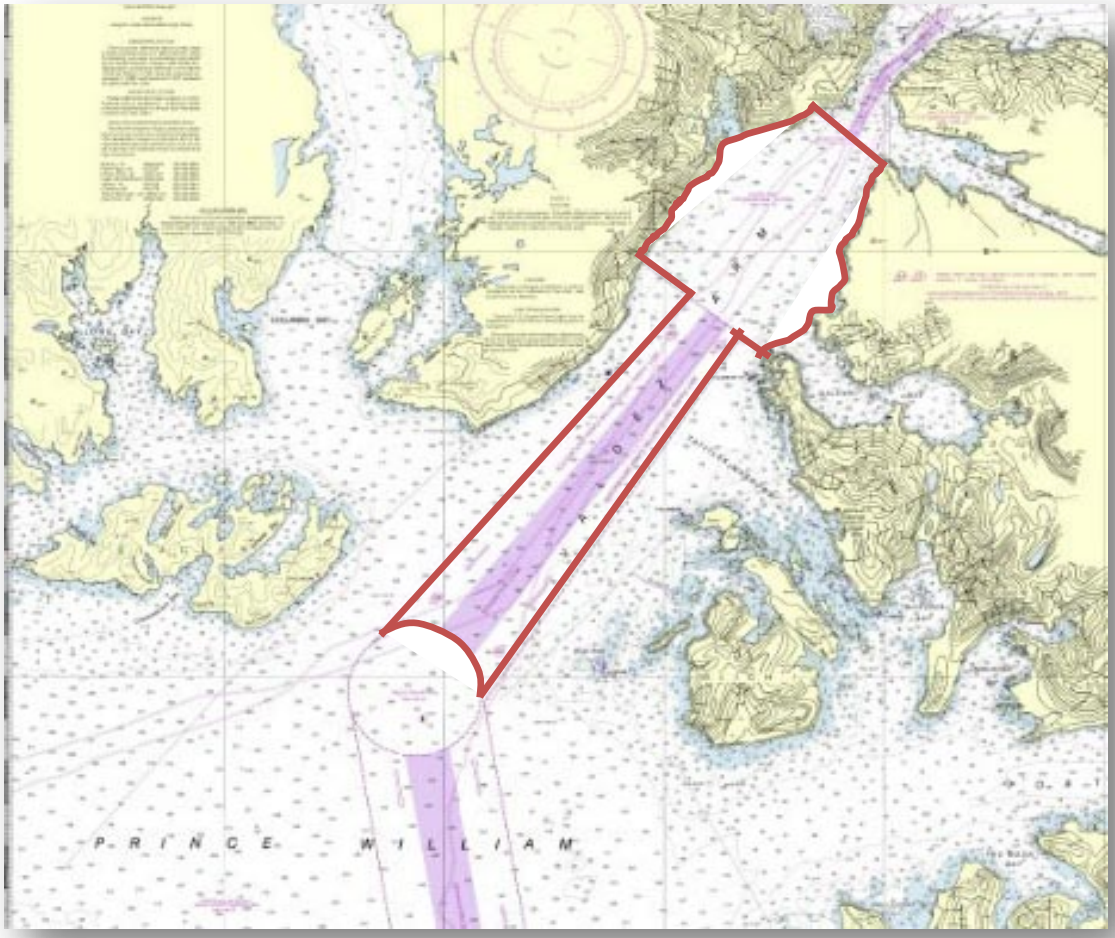


Valdez Narrows VTS Special Area

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

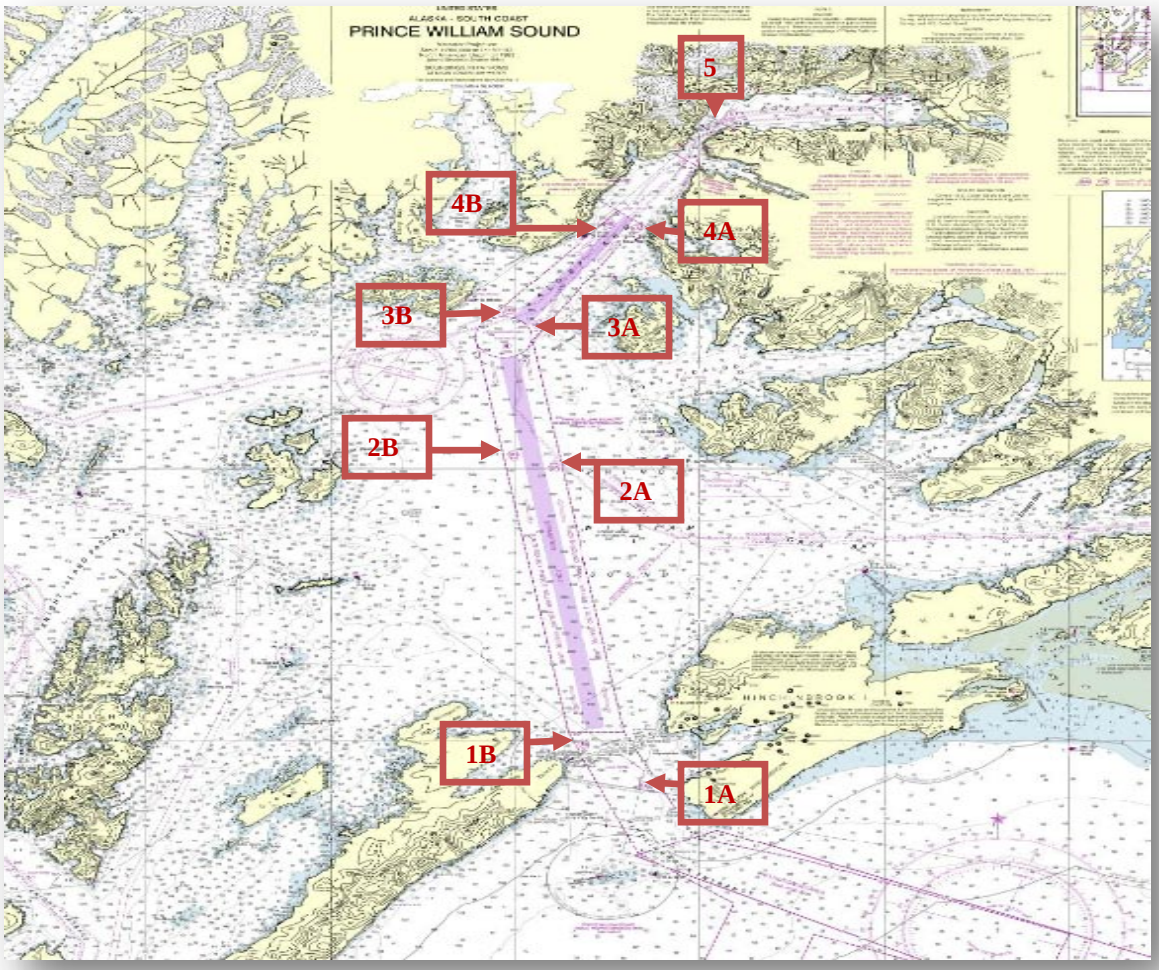


Valdez Arm VTS Special Area

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.

2014 Southeast Alaska

Voluntary Waterway Guide

Developed by the Marine Safety Task Force

Cruise Line Agencies of Alaska • The Alaska Marine Highway • Southeast Alaska Pilots' Association

SOUTHEAST ALASKA VOLUNTARY WATERWAY GUIDE

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Cover photo: Captain Doug Sturm, Southeast Alaska Pilot

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
- The North West Cruise Ship Association
- 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

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

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

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

o. Glacier Bay

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

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 3-6.

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

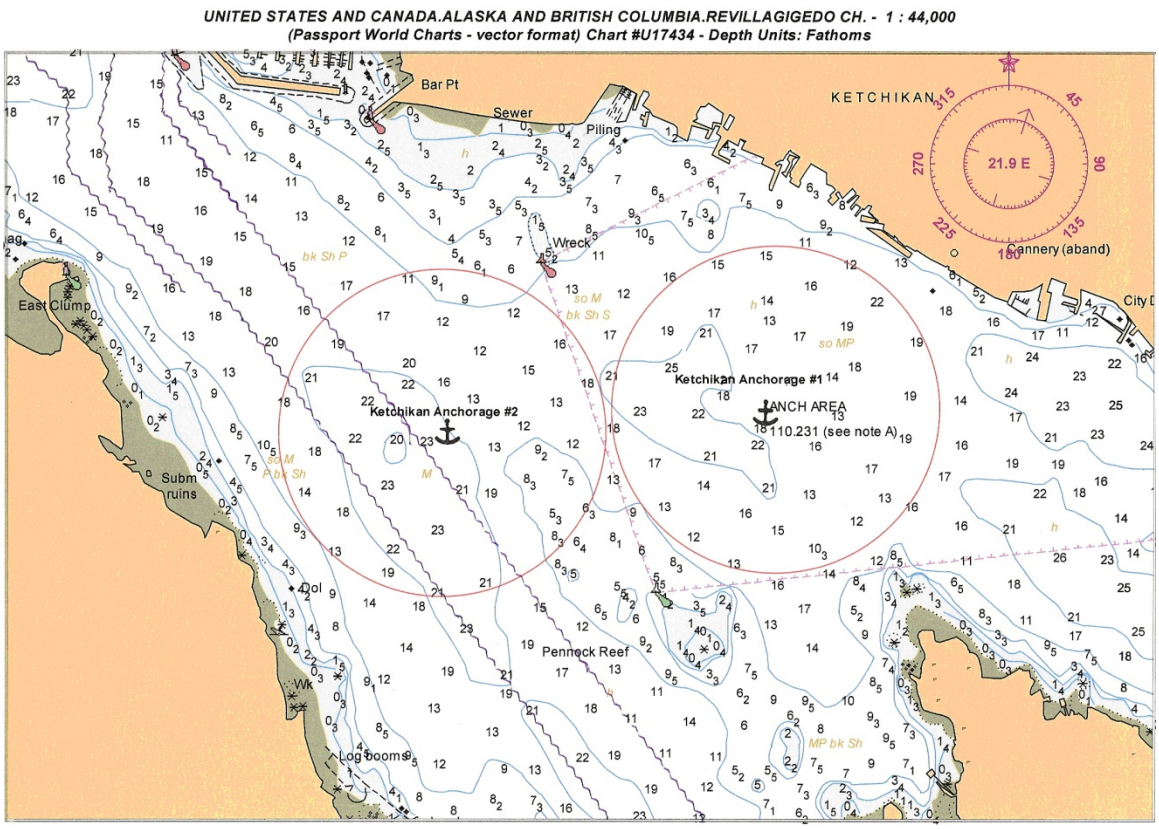
i) Between Mountain Point and Saxman 12 knots
ii) Between Blank Island Lt. and Saxman 12 knots
iii) Between Saxman and Channel Island 7 knots
iv) Between Channel Island and Rosa Reef 12 knots
v) Between Rosa Reef and Guard Island 16 knots

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 7). 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 3-6.

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 3-6.

Tracy Arm Bar

Vessel Operation Parameters

4. TRACY ARM

a. The MSTF recommends a Tracy-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.

b. For scheduling and planning purposes, vessel arrivals and departures at the Tracy Arm 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 3-6.

d. Vessels in Tracy 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. There are two recommended *Passing Zones* in Tracy Arm:

   i) Between Tracy Arm Bar and Mile 8
   ii) Between Mile 10 and Mile 16

e. 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.

f. 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.

5. ENDICOTT ARM

a. The MSTF recommends that vessels adhere to the primary and secondary sécurité calling points and conditions as provided on pages 3-6.

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

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

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

6. GASTINEAU CHANNEL/JUNEAU HARBOR

a. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 3-6.

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.

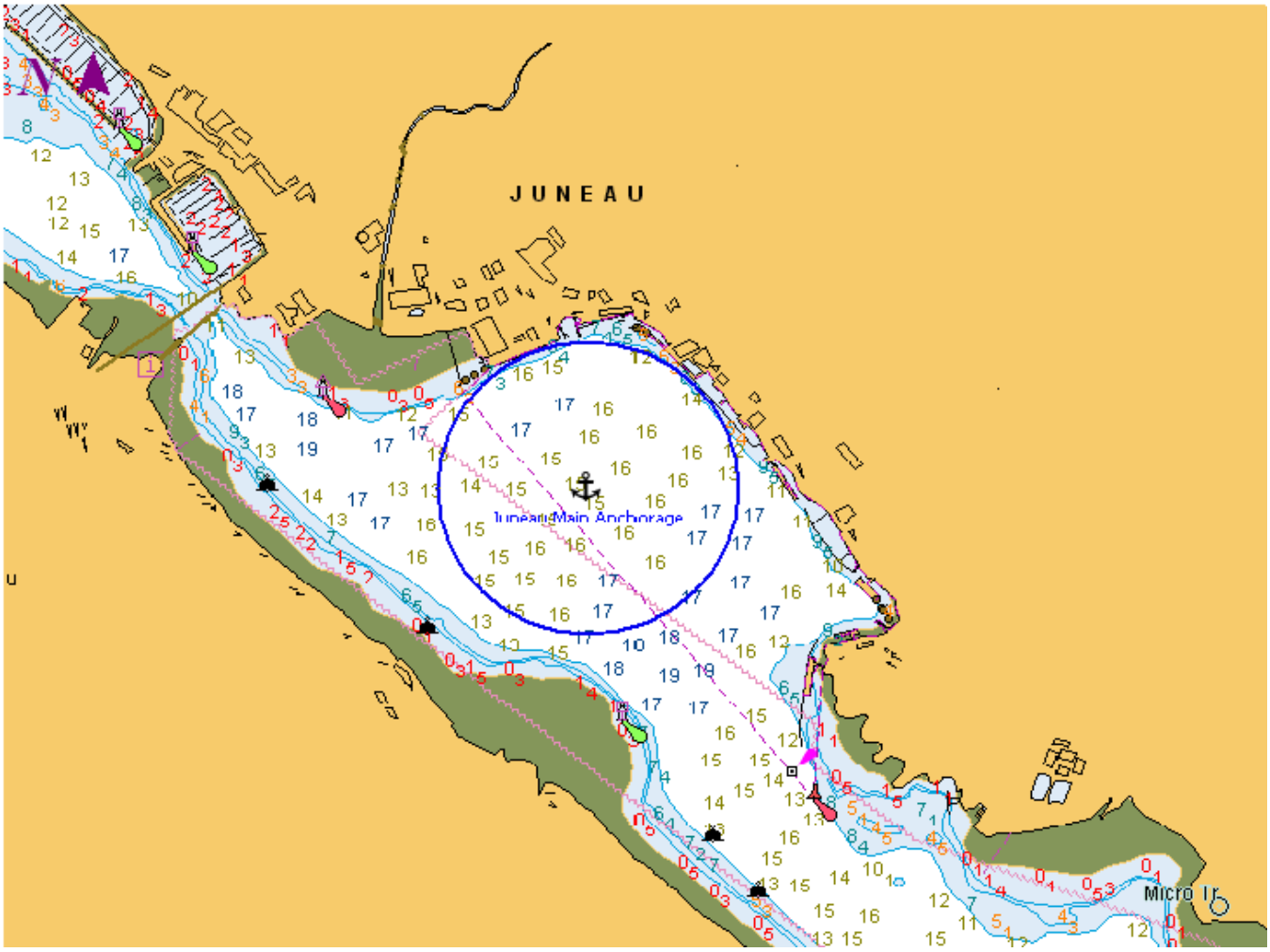
e. The MSTF advises that no vessels be underway in Juneau Harbor if there are two vessels at anchor. When two vessels are at anchor, a tug shall standby to assist.

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.

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.

Figure 1



7. SAGINAW AND FAVORITE CHANNELS

a. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 3-6.

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.

8. 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.

9. ROCKY ISLAND AREA

a. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 3-6.

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.

10. 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.

11. 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 3-6.

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).

12. NORTH INIAN PASS

a. The MSTF recommends that vessels adhere to the primary and secondary sécurité calling points and conditions as provided on pages 3-6.

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

13. SITKA

a. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 3-6.

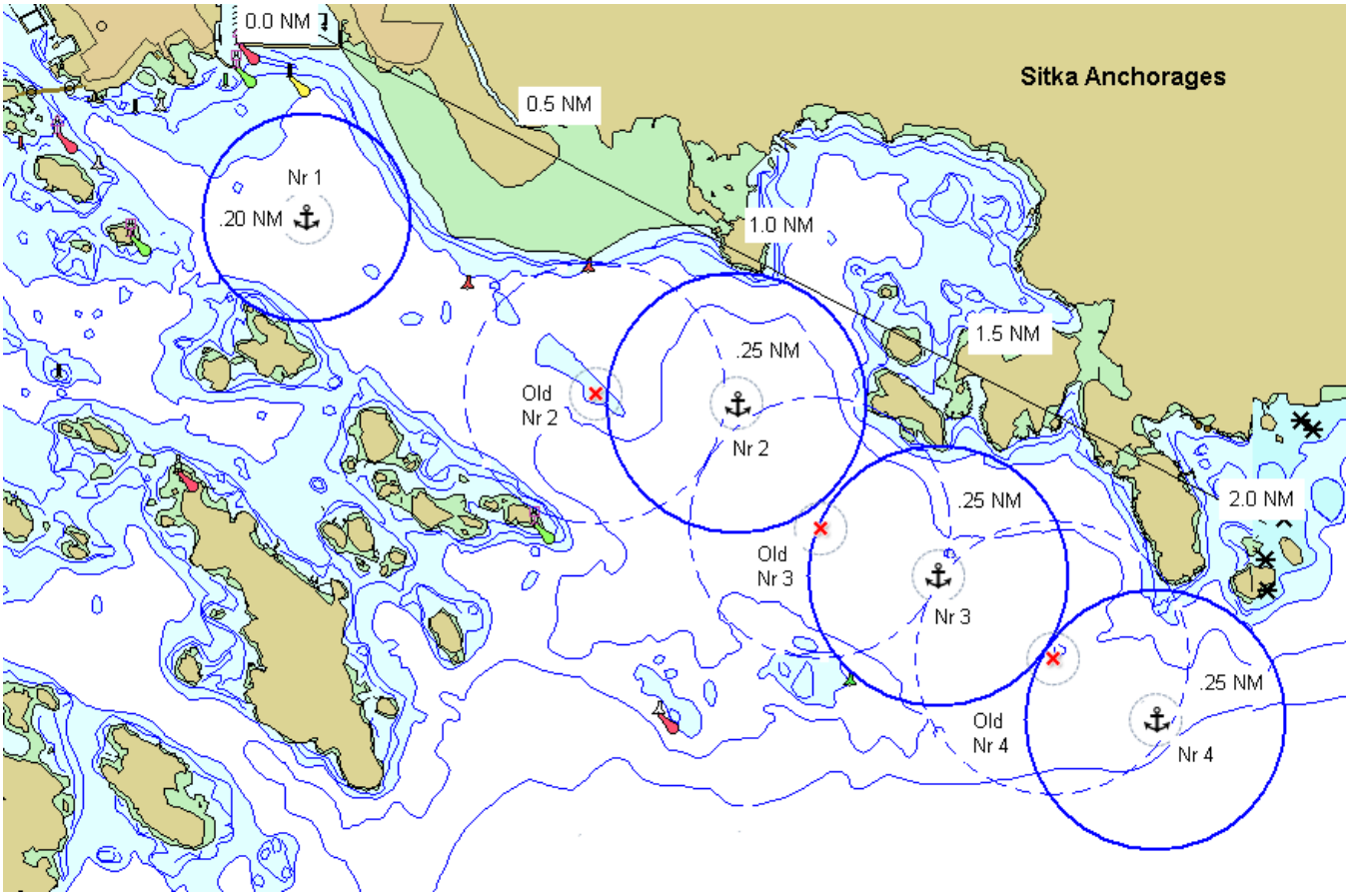
b. Vessels arriving and departing Sitka are advised to exercise prudent safety practices and maintain a safe and appropriate distance from one another taking into consideration the weather, the tide and current, each vessel's maneuverability and speed, vessels at anchor, and concentrations of fishing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



14. YAKUTAT BAY/DISENCHANTMENT BAY

a. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 3-6.

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).

15. 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).

16. 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.

17. 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.

18. RESTRICTED MANEUVERING AREAS

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

19. 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.

20. 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.

WEATHER AND ICE CONDITIONS

1. WIND AND TUGS

a. 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.

b. 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.

2. VISIBILITY

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.

3. 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.

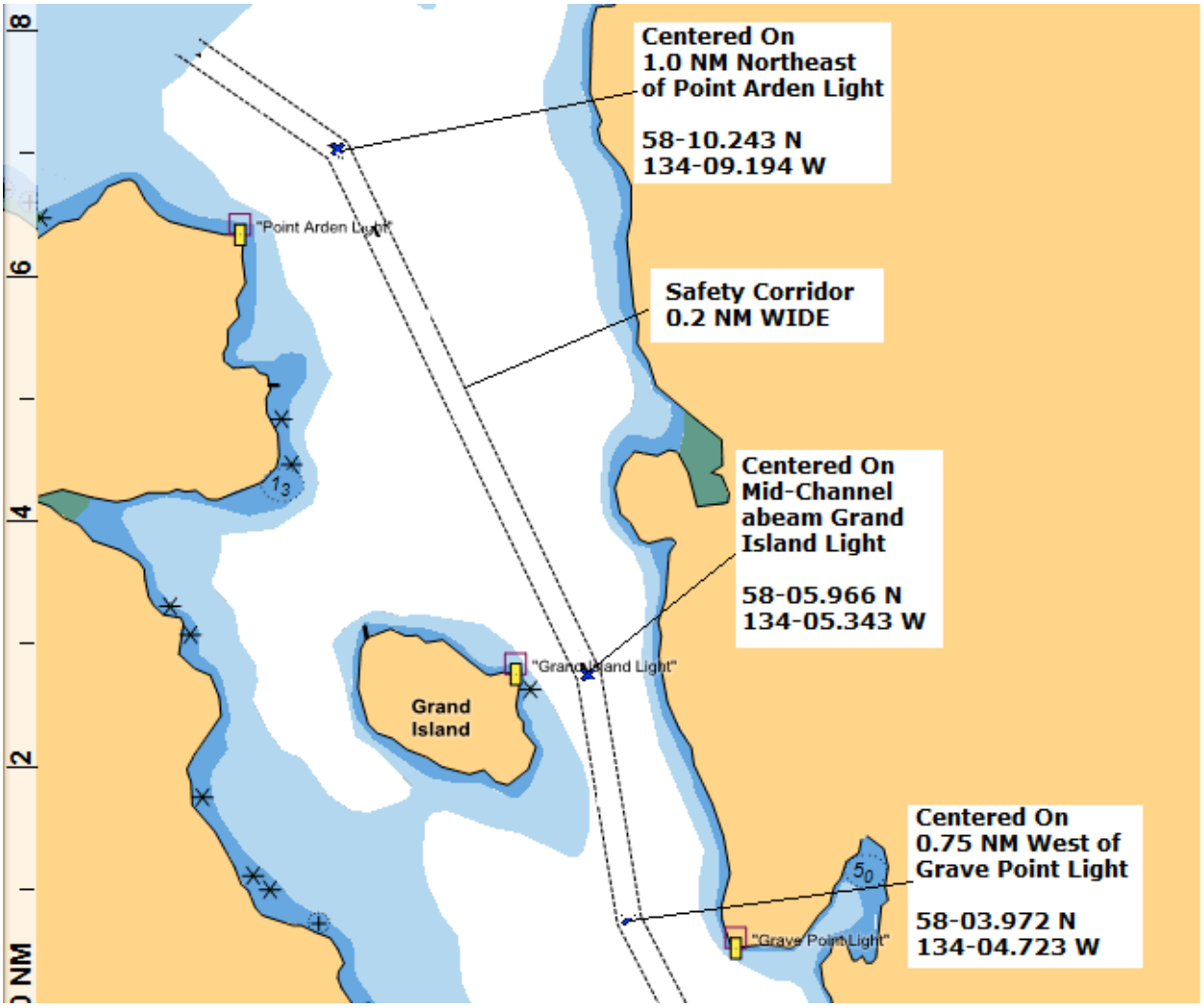
VWG EVALUATION AND REVISIONS

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 or the International Rules of the Road*

PROPOSED SAFETY CORRIDORS DURING STEPHENS PASSAGE GILLNET FISHING CONDITIONS FOR DEEP-DRAFT TRAFFIC GRAVE POINT TO POINT ARDEN.



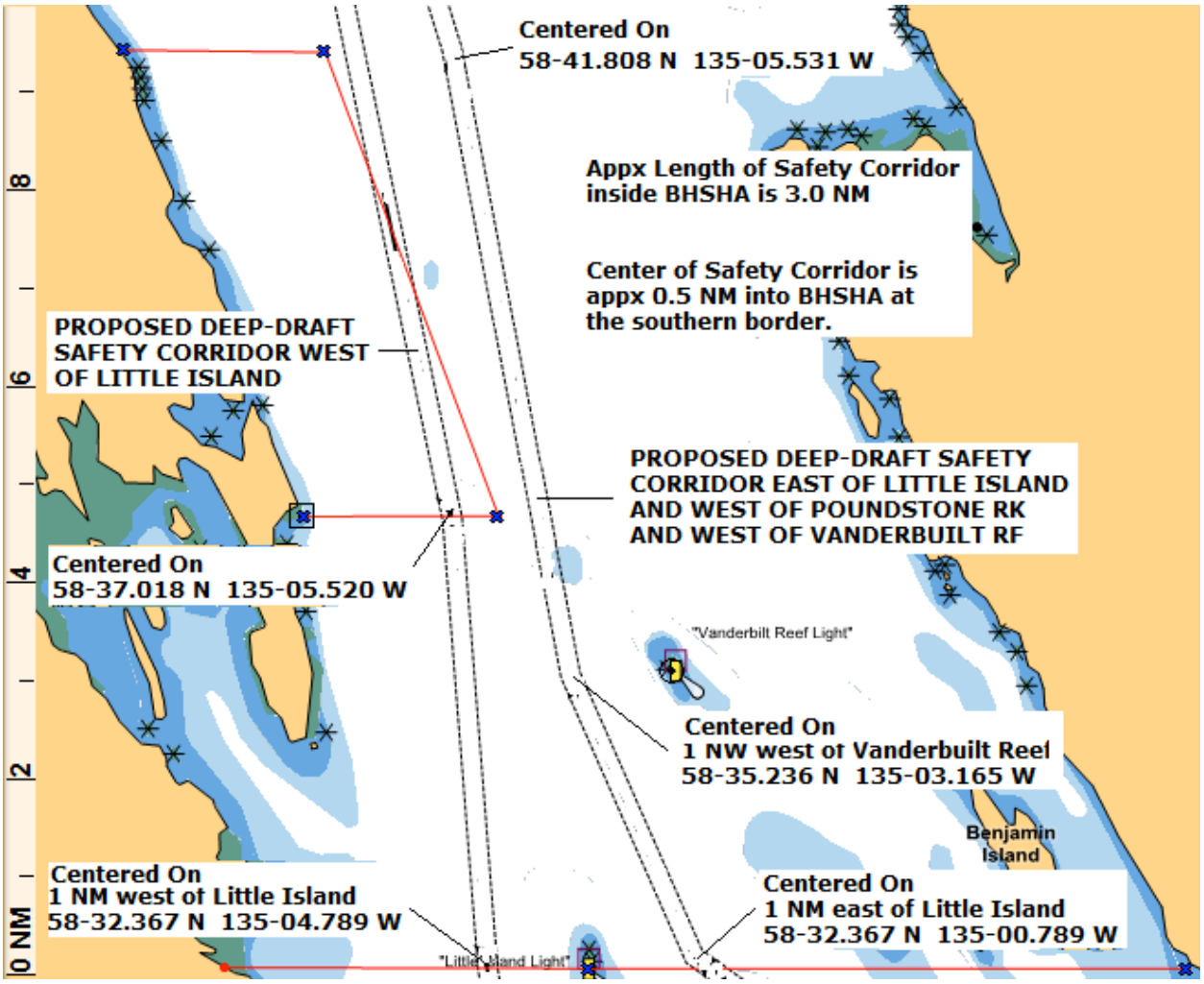
Voluntary vessel traffic procedures for gillnet fishing conditions and deep-draft ships transiting Lynn Canal. Traffic lanes are about 0.2 NM wide centered on the points as shown.

Deep-Draft Traffic:
Securite call 30 minutes prior to entering area;
Maintain safety corridors as much as possible.

Gillnet Fishing Vessels;
Mark net end with lights and radar reflectors;
Monitor VHF CH 13 & 16 for broadcasts;
Advise other gillnetters if they appear in the Traffic lane and deep-draft ships are approaching.

All Mariners are reminded of their responsibilities under Rule 9 of the International Rules of the Road

PROPOSED SAFETY CORRIDORS DURING LYNN CANAL GILLNET FISHING CONDITIONS FOR DEEP-DRAFT TRAFFIC EAST AND WEST OF LITTLE ISLAND.



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

Deep-Draft Traffic:
Securite call 30 minutes prior to entering area;
Maintain safety corridors as much as possible.

Gillnet Fishing Vessels;
Mark net end with lights and radar reflectors;
Monitor VHF CH 13 & 16 for broadcasts;
Advise other gillnetters if they appear in the Traffic lane and deep-draft ships are approaching.

All mariners are reminded of their responsibilities under Rule 9 of the International Rules of the Road

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.

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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.

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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

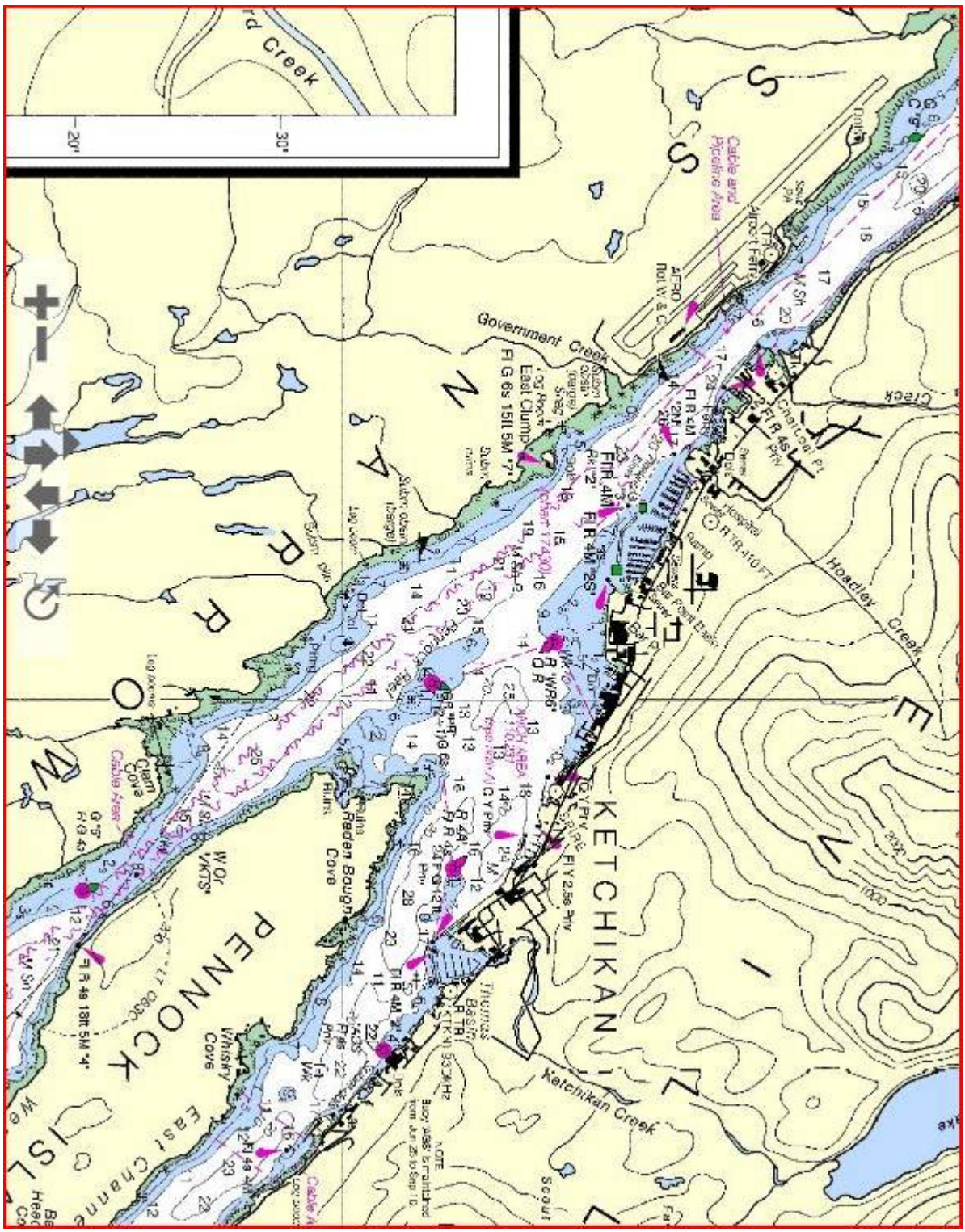
Duck boats operate at a very slow speed and are reduced in maneuverability. Other vessels in their vicinity should realize that duck boats have a minimal amount of steering and to stay clear of their heading. The duck boats enter Tongass Narrows at Bar Harbor public boat launch, head south out of Bar 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

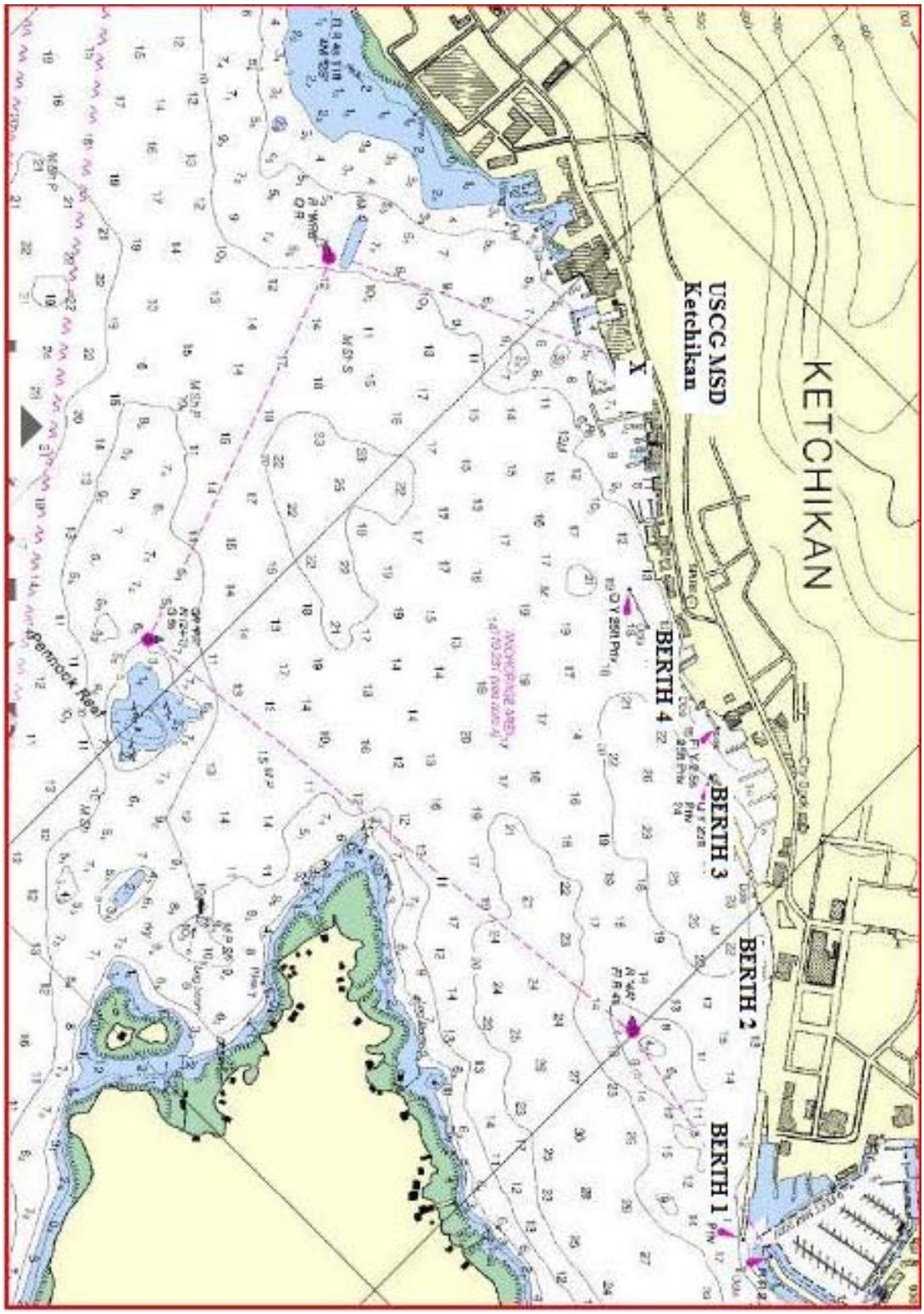
The Ketchikan Airport has a ferry that operates every 30 minutes in the winter and every 15 minutes during the busy summer months. The ferry runs from the Ketchikan side directly across from the airport to Gravina Island where the airport loading ramp is located. The Ketchikan Airport also operates a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

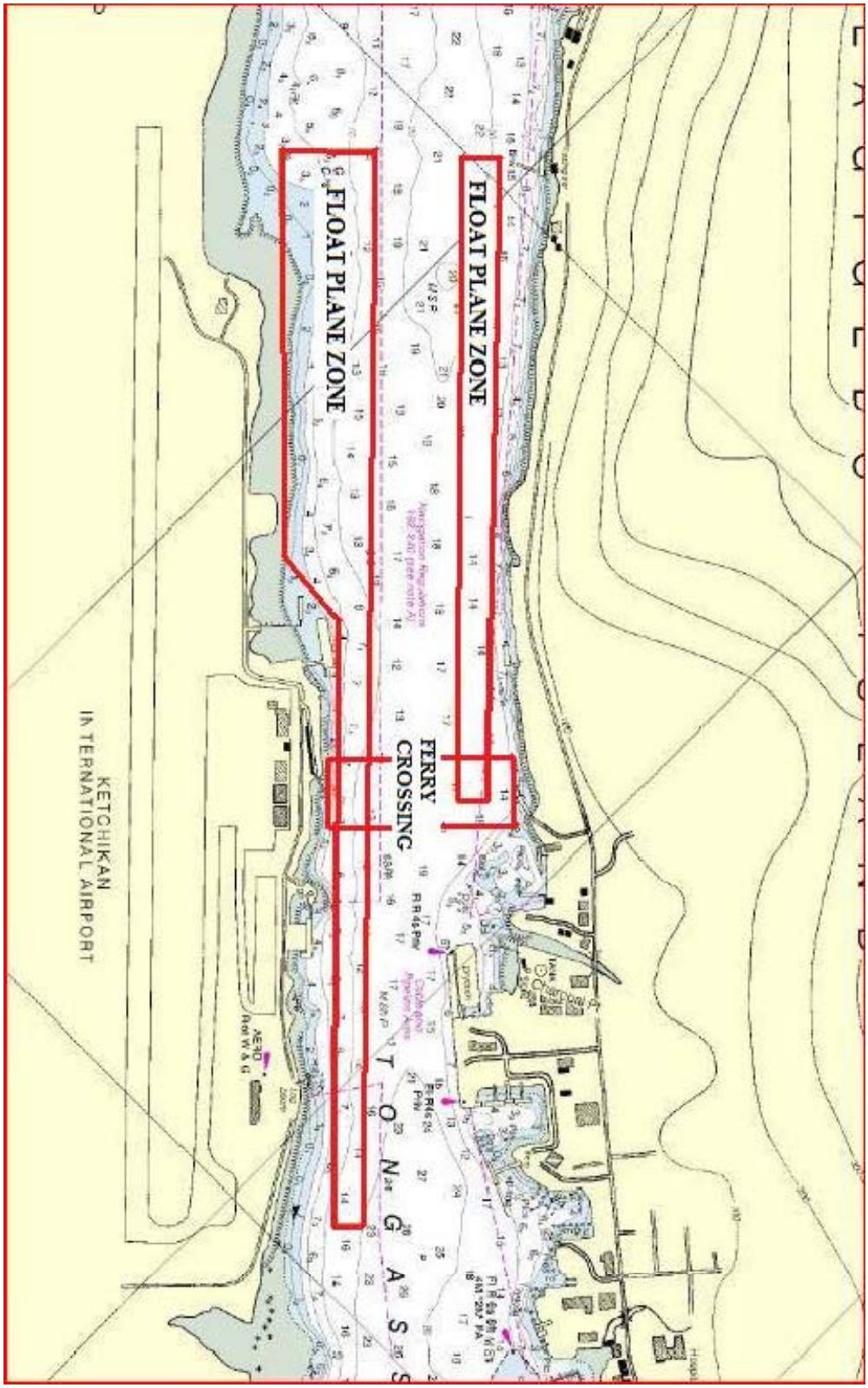
KETCHIKAN OVERVIEW



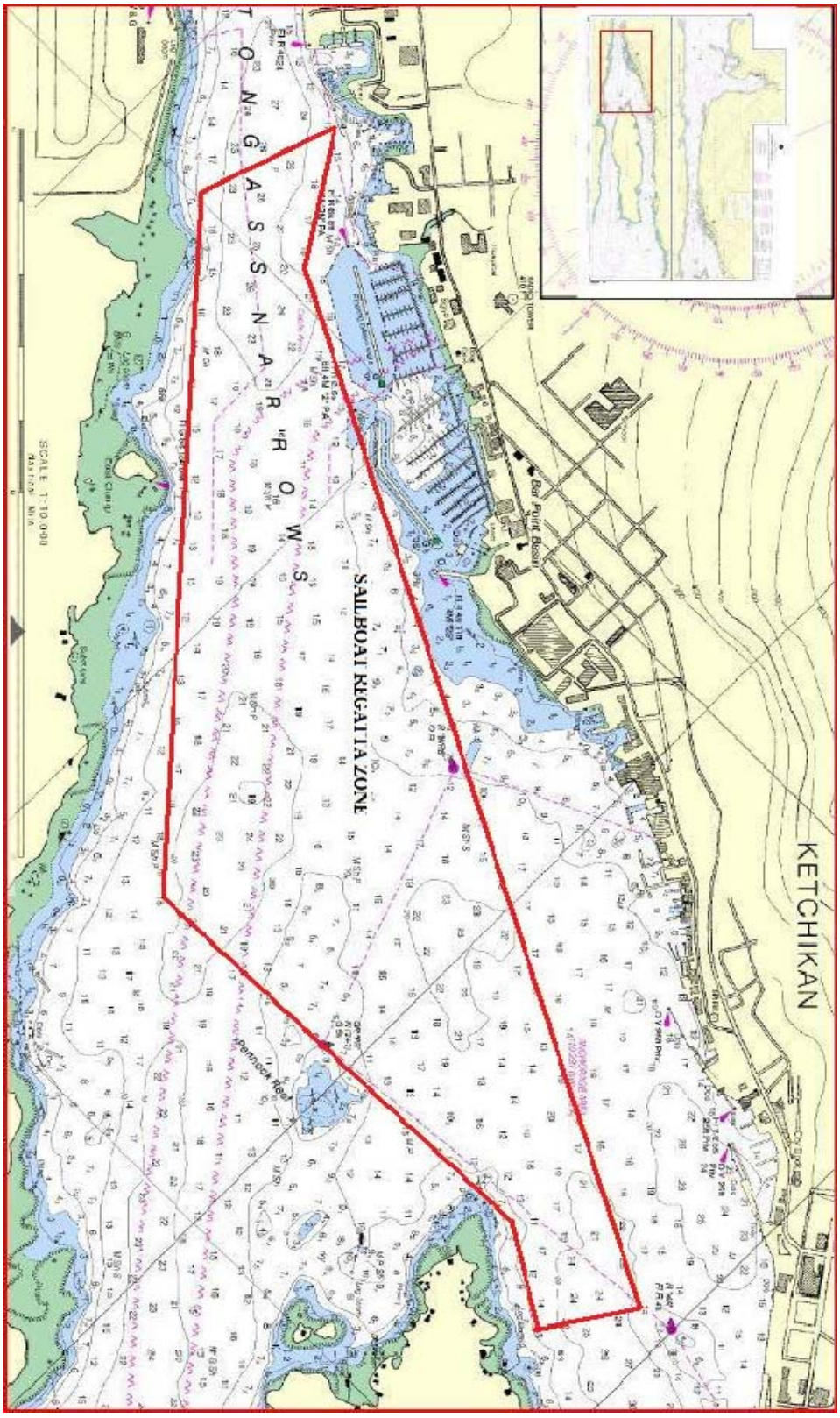
CRUISHIP BERTHS



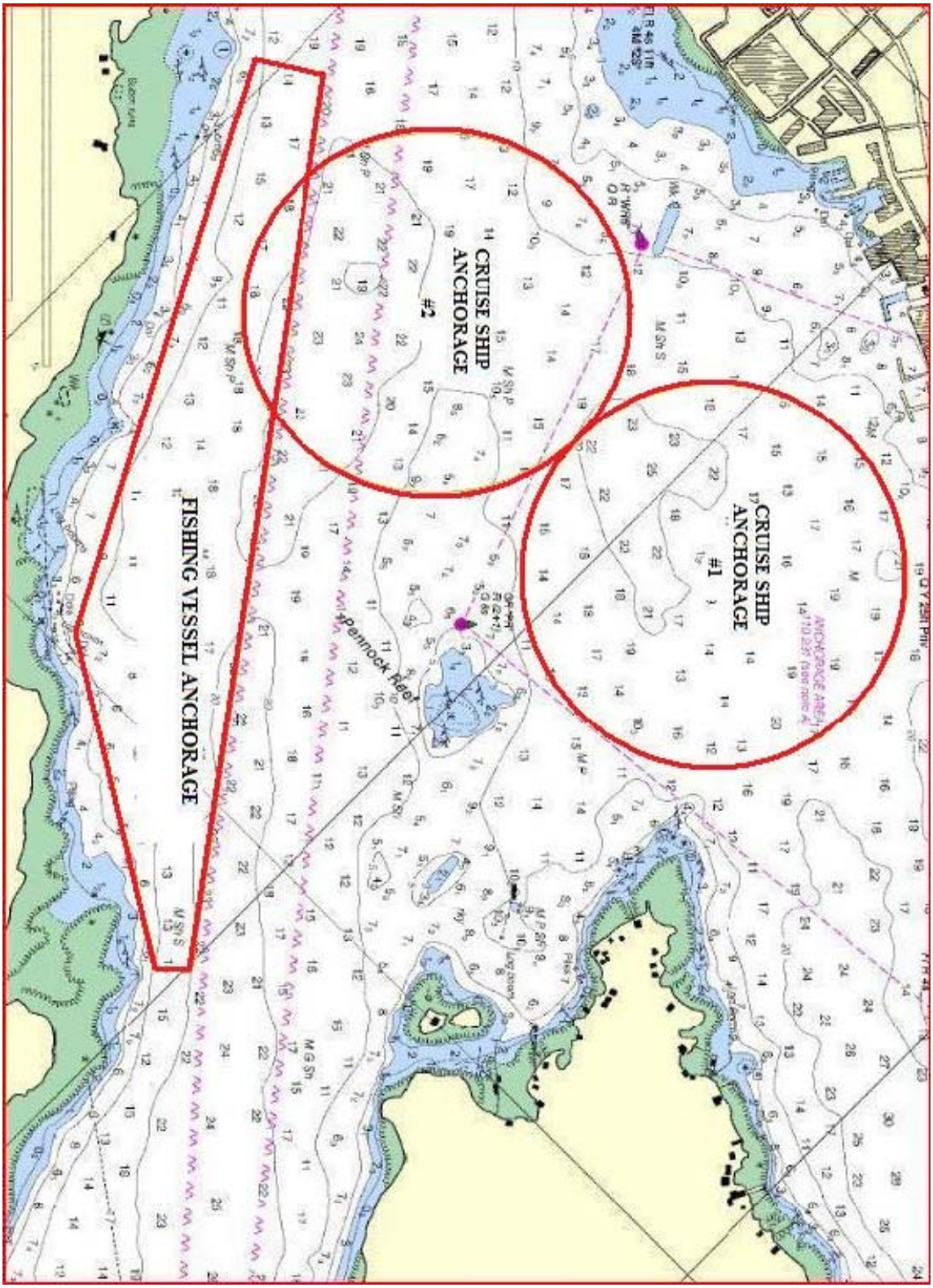
AIRPORT HIGH TRAFFIC ZONE



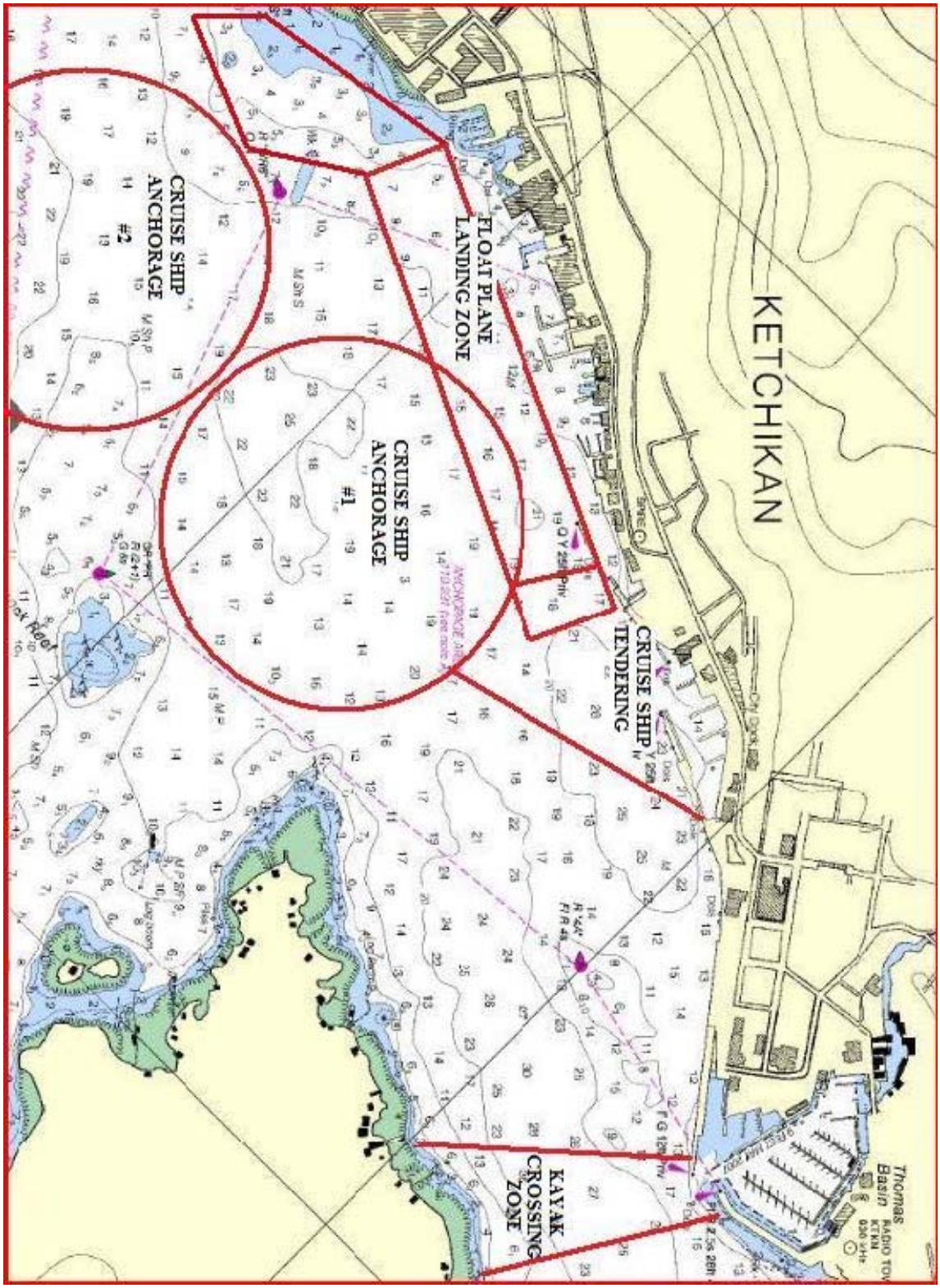
SAILBOAT REGATTA ZONE



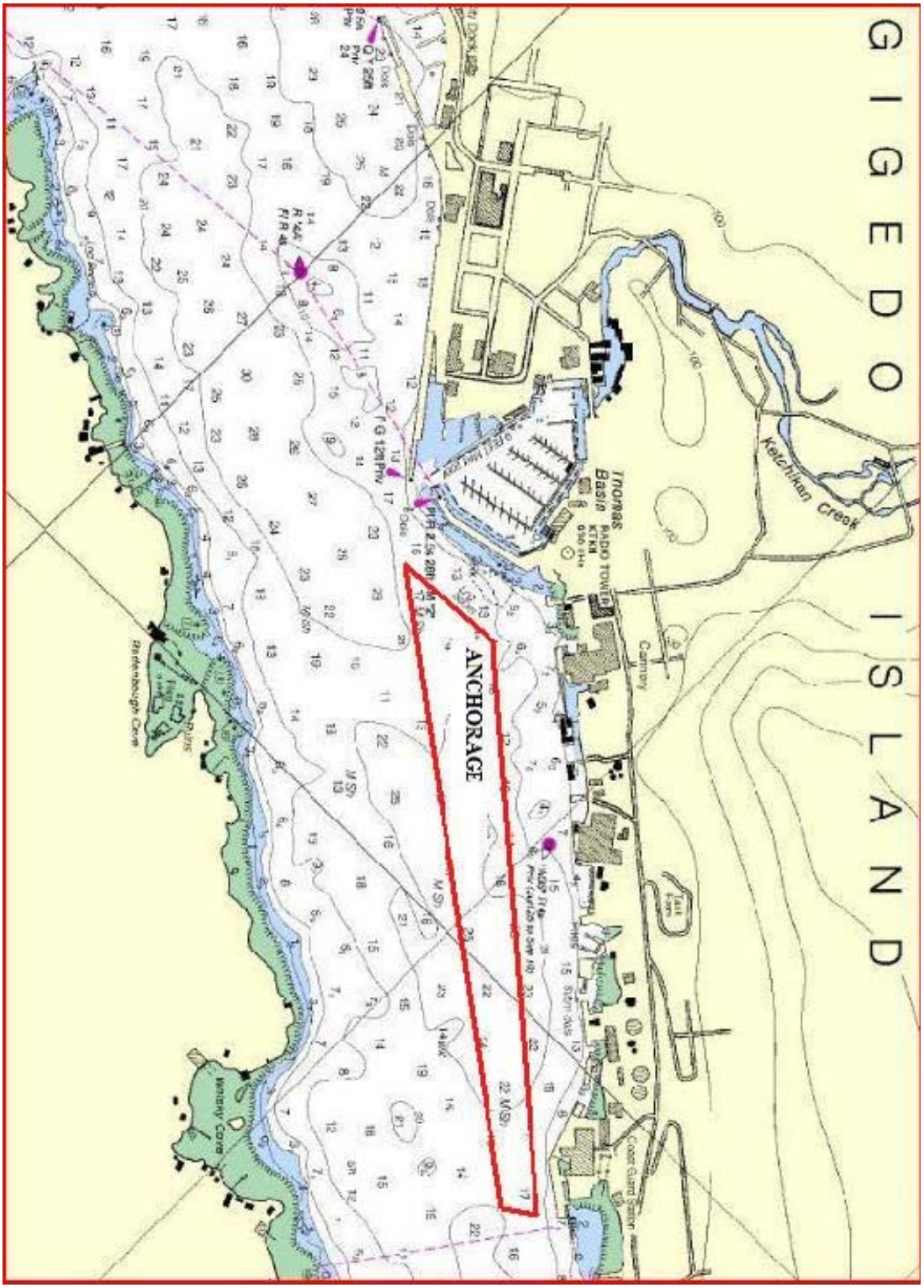
CRUISE SHIP ANCHORAGE AND FISHING VESSEL ANCHORAGE



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

2015 Wilderness Best Management Practices for Tracy Arm-Fords Terror Wilderness

(Including all of Holkham Bay, Tracy Arm, Endicott Arm, and Fords Terror)

Agreements Regarding Vessel Operators

This program is a cooperative effort between vessel operators and the Tongass National Forest. Initiated in 2008, Wilderness Best Management Practices are intended to minimize the impacts of tourism and vessel operations in the Tracy Arm-Fords Terror Wilderness (which includes Endicott Arm) in a manner that addresses both concerns for our natural resources and operators' concerns for safety and passenger service. By actively participating in this voluntary program, operators demonstrate their commitment to a sustainable use of wilderness resources.

The following agreements will advance wilderness values but are not intended to compromise vessel safety.

PRESERVING QUIET: All operators recognize the importance of quiet and solitude and will minimize vessel announcements and signals while in the Tracy Arm-Fords Terror Wilderness. While interpretation of wilderness values and marine ecology for passengers is important, operators agree to limit their outside announcements to preserve wilderness values of others in the vicinity (see Exhibit A). Operators agree to avoid announcements prior to 8:00am whenever possible, to limit the duration of announcements to about 5 minutes, to limit the number of announcements, and to lower the volume of announcements on outside decks to the minimum required for communication and safety. Operators agree to follow the Forest Service's recommended locations for these interpretive announcements (see Exhibit B map). The Forest Service will also attempt to provide alternative methods of interpretation such as brochures, maps, and podcasts. Certain signals and announcements are necessary and required by the US Coast Guard for navigational and safety reasons.

MAINTAINING CLEAN AIR: All vessel operators agree to comply with the Marine Vessel Visible Emissions Standards (18 AAC 50-.070) and take all available and reasonable steps to minimize visible stack emissions while in Tracy Arm-Fords Terror Wilderness. Recognizing that the unusually cold, still air of these glacial fjords can trap persistent haze, operators agree to take proactive steps to manage visible emissions, such as seeking engineered solutions and improvements to emissions monitoring. Visible stack emissions are regulated by the Alaska Department of Environmental Conservation and monitored by the US Forest Service in cooperation with Alaska Department of Environmental Conservation. Forest Service rangers will provide timely feedback to vessel operators resulting from their observations.

PROTECTING WILDLIFE: All operators agree to conduct their business in a manner which, whenever possible, avoids changing the natural behavior of wildlife in their vicinity including bears, whales, and nesting birds such as terns and oystercatchers.

All operators agree to follow the Humpback Whale Approach Regulation and familiarize their crews with the NOAA Code of Conduct for viewing marine mammals. Both documents are described on the NOAA website: http://www.fakr.noaa.gov/protectedresources/mmv/guide.htm.

Harbor seals, sea lions and whales are protected by the Marine Mammal Protection Act, which prohibits causing injury or disturbance or disrupting behavioral patterns (i.e., breathing, nursing, breeding, feeding, or sheltering). All operators agree to remain ***a minimum of 100 yards*** away from seals on icebergs whenever possible.

All vessel operators, including those operating auxiliary boats and kayaks, agree to ***reduce speed*** when approaching hauled out seals, and to gradually increase speed when leaving the site in order to minimize wake. Sudden changes

in speed are more likely to startle seals and wakes can rock or tip icebergs, causing seals to slip off, separating mother-pup pairs.

PRESERVING SOLITUDE: All operators recognize the importance of an authentic Alaskan experience of wilderness and agree to help preserve solitude through the following measures:

- SCHEDULES: Operators of vessels with more than 250 passengers agree to avoid scheduling visits to Tracy Arm-Fords Terror Wilderness in a way that, due to vessel traffic, necessitates use of Endicott Arm. Each season, a small number of cruise ships may schedule visits to Endicott Arm due to unavoidable scheduling conflicts in Tracy Arm. Dates will be provided in the spring.

- ENDICOTT ARM: While vessels with more than 250 passengers agree to avoid scheduling operations in Endicott Arm, it is recognized that some visits to Endicott Arm may occur when ice, tidal conditions, vessel traffic, fog, or other vessel and passenger safety concerns limit operations elsewhere. In the event that vessels with more than 250 passengers transit Endicott Arm, operators will do their utmost to minimize the impact of wakes on paddlers, smaller boats, and wildlife, including bears, nesting birds, and hauled-out seals.

- FORDS TERROR: Vessels with more than 250 passengers agree not to enter Fords Terror, including the portion that opens from the north shore of Endicott Arm. All operators of motorized vessels agree to minimize their speed and wake around paddlers and to avoid them whenever possible, maintaining a safe and respectful distance. Paddlers acknowledge that use of the marine radio to announce their presence will assist motorized vessel operators in achieving these goals.

COMMUNICATION: All operators acknowledge the importance of communication to the success of this agreement and pledge the following commitments:

- to engage over the course of the winter, in annual discussions about previous summer's implementation of the agreement and possible changes for the upcoming summer.
- to use the marine radio to share information which is imperative to navigation such as vessel traffic and ice flows. Operators agree to keep such communications short and to avoid unnecessary conversations.
- to use the Forest Service sponsored blog to share schedule changes, ice conditions, provide feedback, or other information and concerns about Tracy Arm-Fords Terror Wilderness. http://wildernessbmp.pbworks.com/w/page/14933240/FrontPage
- Operators of vessels with over 250 passengers agree to use the blog to keep other operators informed of any schedule changes , which may involve diverting from Tracy Arm to Endicott Arm, cancelling calls altogether, or making significant timing changes, and will do so in a manner that provides as much notice as possible.
- to recognize the role of the Forest Service in sharing information and observations about the Wilderness Best Management Practices implementation in the field.

KEEPING IT ALIVE: All vessel operators agree to include these guidelines in annual training and respective policies and procedures documentation. Operators will provide feedback about compliance with the above guidelines to other operators and the appropriate agency.

Send emails to:
Kevin E. Hood, Wilderness Program Manager
kehood@fs.fed.us

EXHIBIT A
RECOMMENDED AREAS FOR INTERPRETIVE ANNOUNCEMENTS

The following is a summary of locations where outside announcements would affect the fewest visitors: (see map)

1) Stephens Passage before entering Holkham Bay would be a good place to introduce Tracy Arm. Since the waterway is wide, announcements would not impact campers, kayakers, fishermen on shore, beach-walkers, hunters and other users of the wilderness area.

2) There is an approximate five-mile stretch beginning one mile east of the Tracy Arm elbow and ending one mile west of the first large U-shaped valley on the north shore. This would be a good area for short (5 minute) interpretive announcements to be made to guests (between N57.922776/W133.563637 and N57.915954/W133.452213).

3) There is another approximate four-mile stretch within the Tracy Arm S turns. It begins one mile north of the third U-shaped valley on the south shore, approximately eleven miles east of the elbow. It ends 1.5 miles west of Sawyer Island. This would be a good area for short interpretive announcements to be made to guests (between N57.887659/W133.307565 and N57.884008/W133.213526).

4) At the end of Tracy Arm, a few miles from South Sawyer Glacier is another area where there is an opportunity to present a short (5 minute) interpretive announcement (between N57.860754/W133.131673 and the face of the S. Sawyer Glacier). It would be preferable to leave a "quiet zone" within a few miles of Sawyer Island, to ensure a more peaceful environment for those people who may be camping on the island.

5) P.A. announcements are more likely to disturb visitors and wildlife in Endicott Arm due to the greater amount of islands, bays and anchorages. The recommended location for announcements in Endicott Arm is between one mile southeast of the entrance to Fords Terror and one mile northwest of the entrance to North Dawes Inlet (between N57.585560/W133.163017 and N57.515926/W133.053845)

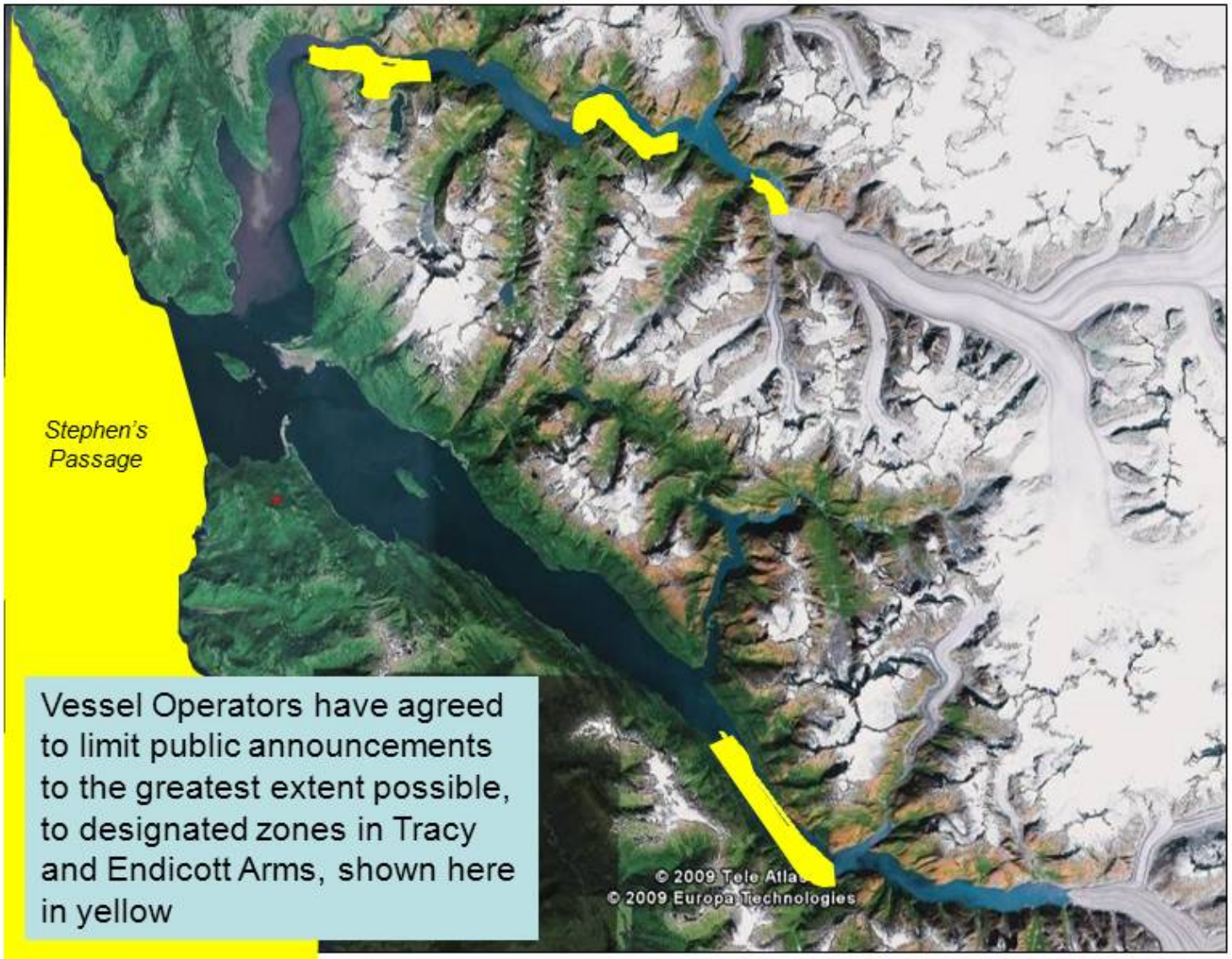
Recommended language for PA announcement in Stephens Passage or just prior to entering Tracy/Endicott Arm, and/or for printing in ship's daily program onboard which explains the intentions of this joint effort between all vessel operators and the USFS:

We're about to enter one of the most pristine Alaskan environments that we'll see on our voyage. Tracy Arm is a thirty-mile glacial fiord that reaches deep into the Coast Mountains and deep into our glacial past. With old-growth temperate rain forest here at its beginning and active tidewater glaciers at its upper reaches, our visit to Tracy Arm is a trip in time back to the Pleistocene ice age.

Tracy Arm is a special place. Recognizing its extraordinary biological, scenic, and recreational values, Congress protected the surrounding land as part of the National Wilderness Preservation System. The designation provides permanent protection for this part of the Tongass National Forest, ensuring that it remains a place of wild nature. It's a land for wildlife, timeless forests, and the enjoyment of the American public.

To help preserve Tracy Arm's wild character, tour companies and the Tongass National Forest created a set of guidelines for visiting the area. Our cruise company helped develop the guidelines and proudly supports their goals, which include special considerations for wildlife, air quality, and other natural systems. In accordance with the agreement, we will limit our outside announcements within the fiord, helping preserve a quiet environment both for wildlife and for other visitors. During the next few hours, our naturalists will make a few announcements about the area, but otherwise we invite you to sit back and enjoy this spectacular part of our rich national heritage.

Exhibit B map: Yellow zones depict areas where public announcements might be least disruptive



Port Contacts for Yacht Services of Alaska, and North Pacific Maritime

Ketchikan (Main Office)

North Pacific Maritime	phone:	(907) 225-2200
Box 8080	fax:	(907) 225-8254
1429 Tongass Avenue	e-mail:	operations@norpac1.com
Ketchikan, AK 99901	telex:	0023-413818
Debbie Azure, Vessel Operations	mobile:	(907) 617-1221
Destiny Bell, Vessel Operations	mobile:	(907) 617-1209

Sitka

North Pacific Maritime	phone:	(907) 747-3377
124 Lincoln Street	fax:	(907) 747-8685
Sitka, AK 99835	email:	sitka@norpac1.com
Fred Reeder, Port Manager	mobile:	(907) 783-3113

Juneau

North Pacific Maritime	phone:	(907) 586-1282
1330 Eastaugh Way # 4	fax:	(907) 463-5011
Juneau, AK 99801	email:	juneau@norpac1.com
Drew Green, Port Manager	mobile:	(907) 723-1214
Vessel agent	mobile:	(907) 723-3974

Wrangell

North Pacific Maritime	phone:	(907) 874-3683
P.O Box 888	fax:	(907) 874-3119
# 4 Front Street	email:	wrangell@norpac1.com
Wrangell, AK 99929		
Fred Angerman, Port Manager	mobile:	(907) 305-0194

Petersburg

Dave Berg	phone:	(907) 772-3818
101 N. Nordic Drive	fax:	(907) 772-3940
Petersburg, AK 99833	email:	david@vikingtrvl.net
Dave Berg, Vessel Agent	mobile:	(907) 518-1199
Nancy Berg	mobile:	(907) 518-1098

Skagway/Haines

North Pacific Maritime	phone:	(907) 983-2815
P.O. Box 729	fax:	(907) 983-2842
# 1 Ore Dock Road	email:	skagway@norpac1.com
Skagway, AK 99840		
Steward Stephens, Port Manager	mobile:	(907) 973-2815

Anchorage

ANP Shipping Co.	phone:	(907) 272-6145
P.O. Box 10-1300	fax:	(907) 276-0033
1900 Premier Avenue, Suite 110/112	email:	anpshipping@gci.net
Anchorage, AK 99510		
Chris Brown, Vessel Agent	mobile:	(907) 230-2416
Corey Schmidlkofer, Vessel Agent	mobile:	(907) 887-4757

Mail and freight for ports of Dutch Harbor, Kodiak, Homer, Seward, and Valdez should be sent to Anchorage office for delivery to port of call.

Emergency Contact, all ports

Les Cronk, Vice President	mobile:	(907) 617-1207
Paul Axleson, Operations Manager	mobile:	(907) 617-1200

From:	Williams, Kevin P CIV
To:	Dooley, Crystal L (CED)
Subject:	USCG LONG RANGE COMMUNICATION SURVEY
Date:	Thursday, May 05, 2016 2:59:57 PM
Attachments:	Long Range Communications Survey.pdf MSIB for Long Range Comms Survey.pdf

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Crystal:

The Coast Guard Communications Command in VA is conducting a survey that may change the way marine communications are conducted around the waters of the US, particularly Alaska.

I don't have a list of all the pilots and registered agents in Alaska. I was hoping for some help from you.

If you could forward the attached files and ask that the pilots and agents provide the forms to all vessels they represent.

From Communications Command:
Please see attached long range communications survey that COMMCOM would like disseminated to any vessels operating in sea areas A-2 and A-3, basically any mariners that utilizes HF in Alaska. This would be very appreciated and help us understand the impact of our services as well as help shape policy. Depending on respondents, we are anticipating the survey to go until the end of June. Completed surveys can be e-mailed to the address is listed at the bottom of the survey.

Thank you

Kevin Williams
Marine Investigator
Investigations Division
USCG Sector Anchorage
(907) 428-4162
(907) 223-0045 cell
(907) 428-4218 fax

Marine Safety Information Bulletin

Communications Command
U.S. Coast Guard
4720 Douglas A Munro Rd.
Chesapeake, VA 23322

April 18, 2016
E-Mail:
CWOWatchstanders@uscg.dhs.gov

Long Range Communications Survey

The Coast Guard is assessing the current services it provides for long range High Frequency radio notification of navigation, safety and urgent information via NAVTEX, SITOR, Weather Fax, and Voice Broadcast. The Coast Guard is also reviewing methods of long range distress communication, via, HF Voice, DSC, INMARSAT-C, and Satellite Phones.

Your voluntary participation in this survey will assist in providing proper support for services that are valuable to mariners, and the effectiveness of these Coast Guard products.

Questions regarding this survey may be directed to Coast Guard Communications Command at 757-421-6240 or by e-mail at CWOWatchstanders@uscg.dhs.gov.

-uscg-

Long Range Communications Survey

Vessel IMO#: _____

Note: Circle any of the following that applies:

1) Do you operate in Sea Area 2 (20-200NM from US) and/or Sea Area 3 (Between 70N and 70W)? Yes OR No

2) Does your ship use any of the following services?

NAVTEX	Do Not Use	Use, But Not Often	Frequent use
SITOR	Do Not Use	Use, But Not Often	Frequent use
Weather Fax	Do Not Use	Use, But Not Often	Frequent use
INMARSAT	Do Not Use	Use, But Not Often	Frequent use
HF Weather Voice	Do Not Use	Use, But Not Often	Frequent use

3) What is the quality of reception? (audible / appearance)

NAVTEX	Do Not Use	Poor Quality	Acceptable	Excellent
SITOR	Do Not Use	Poor Quality	Acceptable	Excellent
Weather Fax	Do Not Use	Poor Quality	Acceptable	Excellent
INMARSAT	Do Not Use	Poor Quality	Acceptable	Excellent
HF Weather Voice	Do Not Use	Poor Quality	Acceptable	Excellent

4) How would your ship notify the U.S. Coast Guard of distress?

HF Voice, without DSC	Do Not Use	May Use	Most Likely Would Use
GMDSS - DSC	Do Not Use	May Use	Most Likely Would Use
INMARSAT-C	Do Not Use	May Use	Most Likely Would Use
SAT Phone	Do Not Use	May Use	Most Likely Would Use

If SAT Phone , what brand? _____

5) If you were to call for help from the Coast Guard via HF Voice (not with a DSC call), what frequency would you use? _____

Inspectors, Please complete and e-mail to: Thomas.R.Brown2@uscg.mil