SECTION B

GENERAL INFORMATION

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AIDS TO NAVIGATION (ATON)

Action items:

- If you see an ATON discrepancy, (buoy off station, light extinguished, etc.) contact the Coast Guard. Your timely report could prevent an accident.
- If underway, contact the Puget Sound Vessel Traffic Center via VHF, or contact Coast Guard Sector Puget Sound by cell phone at 206-217-6001.
- If not underway, or if merely commenting on ATON, contact Commander, Thirteenth Coast Guard District (dpw) either by mail (Henry M. Jackson Federal Building, 915 2nd Ave, Seattle, WA 98174-1067) or by phone at 206-220-7270.

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

The Dungeness Lighthouse, located at the tip of Dungeness Spit near Port Angeles, Wash., was the first American Lighthouse in Puget Sound. The lighthouse was established in 1857 and automated in October 1976. USCG photo.

The aids to navigation depicted on charts comprise a system of fixed and floating aids that have varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecision in position fixing methods, prevailing atmospheric and sea conditions, the slope and the material making up the seabed, the fact that the buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which may occur more than a year apart. Due to the forces of nature, the position of the buoy body can be expected to shift inside and outside the charting symbol. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely solely upon the position or operation of floating aids to navigation, but must also use bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy may be marking.

INTERFERENCE WITH AIDS TO NAVIGATION

In accordance with Title 33, Code of Federal Regulations, Subpart 70.01; "No person shall obstruct or interfere with any aid to navigation established and maintained by the Coast Guard, or any private aid to navigation established and maintained in accordance with Title 33, Code of Federal Regulations, Parts 64, 66, or 67. Any person violating the provisions of this section shall be deemed guilty of a misdemeanor and be subject to a fine not exceeding the sum of $500 for each offense, and each day during such violation shall be considered a new offense."

REQUIRED REPORTING OF DAMAGED AIDS TO NAVIGATION

Vessel operators are required to notify the Coast Guard of any marine casualty or accident, including damage or destruction of aids to navigation, by the Marine Investigation Regulations, Title 46, Code of Federal Regulations, Section 4.05-20, with penalty for noncompliance. Frequently, aids to navigation are struck, causing damage and displacement or complete loss, without the knowledge of the Coast Guard. The result is diminished protection for marine traffic due to the failure of vessel operators to furnish notice of these collisions to the nearest local Coast Guard unit as required by law and regulation. All vessel operators who witness another vessel or individual damage or destroy an aid to navigation, or believe an aid is not watching properly or is off station in accordance with the Coast Guard Light List, should report the incident to the nearest Coast Guard unit. The Code of Federal Regulations excerpt below provides more details on reporting discrepancies.

TITLE 33--NAVIGATION AND NAVIGABLE WATERS
CHAPTER I--COAST GUARD, DEPARTMENT OF TRANSPORTATION
PART 62--UNITED STATES AIDS TO NAVIGATION SYSTEM--Table of Contents
Subpart D--Public Participation in the Aids to Navigation System

Sec. 62.65 Procedure for reporting defects and discrepancies.

(a) Mariners should notify the nearest Coast Guard facility immediately of any observed aids to navigation defects or discrepancies.

(b) The Coast Guard cannot monitor the many thousands of aids in the U.S. Aids to Navigation System simultaneously and continuously. As a result, it is not possible to maintain every aid operating properly and on its charted position at all times. Marine safety will be enhanced if persons finding aids missing, sunk, capsized, damaged, off station, or showing characteristics other than those advertised in the Light List, or other publication, promptly inform the Coast Guard. When making the report to the Coast Guard the mariner should consult the Light List to ensure the correct geographical information is used due to the similarity of names and geographical areas.

(c) Procedures for reporting defects and discrepancies:
  (1) Radio messages should be prefixed ``Coast Guard'' and transmitted directly to a Government shore radio station listed in Chapter three of Radio Navigation Aids Publication, 117, for relay to the relevant District Commander.
  (2) Commercial communications facilities should be used only when vessels are unable to contact a Government shore radio station. Charges for these messages will be accepted ``collect'' by the Coast Guard.

PROPOSED CHANGES IN AIDS TO NAVIGATION

Periodically the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids were established have changed. Some of the conditions that are considered include environmental changes i.e. (shoaling), type and amount of vessel traffic, and increases in aid and equipment technology. When changes occur, the feasibility of improving, relocating, or discontinuing aids is considered. Comments on proposed changes should be addressed to the Waterways Branch (dpw) of the Prevention Division of the Thirteenth Coast Guard District at: Commander (dpw), Thirteenth Coast Guard District, 915 Second Avenue, Seattle, WA 98174-1067. The Code of Federal Regulations excerpt below provides more details on the specific information that should be provided.

TITLE 33--NAVIGATION AND NAVIGABLE WATERS
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Sec. 62.63 Recommendations.

(a) The public may recommend changes to existing aids to navigation, request new aids or the discontinuation of existing aids, and report aids no longer necessary for maritime safety. These recommendations should be sent to the appropriate District Commander.
(b) Recommendations, requests and reports should be documented with as much information as possible to justify the proposed action. Desirable information includes:
  (1) Nature of the vessels which transit the area(s) in the question, including type, displacement, draft, and number of passengers and crew.
  (2) Where practicable, the kinds of navigating devices used aboard such vessels (e.g., magnetic or gyro compasses, radio direction finders, radar, loran, and searchlights).
  (3) A chartlet or sketch describing the actual or proposed location of the aid(s), and description of the action requested or recommended.

PRIVATE AIDS TO NAVIGATION

Private aids to navigation include all marine aids to navigation operated in the navigable waters of the United States other than those operated by the Federal Government or those operated in State waters for private use. No person, public body or other instrumentality not under the control of the Commandant, exclusive of the Armed Forces, shall establish and maintain, discontinue, or change or transfer ownership of any aid to maritime navigation, without first obtaining permission to do so from the Commandant; for more information consult Title 33, Code of Federal Regulations, Part 66. In order to make application to establish and maintain, discontinue, change, or transfer ownership of a private aid to navigation, a person or instrumentality shall submit a "Private Aids to Navigation Application" (CG-2554) to the Commander of the nearest Coast Guard District. To obtain a CG-2554 write Commander (dpw), Thirteenth Coast Guard District, 915 Second Avenue, Room 3510, Seattle, WA 98174-1067, or call (206) 220-7270 or go to the following website: http://www.uscg.mil/d13/oan/paton.htm.

POINTS OF CONTACT

To report an aid to navigation that is NOT displaying the characteristics as advertised contact the nearest Coast Guard unit or Sector Puget Sound VTS.

To recommend changes to navigational Aids to Navigation, submit the recommendation in writing to:

Commander, Thirteenth Coast Guard District (dpw)
915 Second Ave
Seattle WA, 98174-1067

The web address to receive and/or view the Local Notice to Mariners (LNM) and the yearly Special Local Notice to Mariners (SLNM) is http://www.navcen.uscg.gov. Note: The LNM and SLNM are produced only in an electronic format and no longer mailed.

Any additional questions or clarification’s, The U.S. Coast Guard District Waterways Branch may be reached at (206) 220-7270 from 0730 to 1600 Mon through Fri, with the exception of federal holidays.

ADVANCE NOTICE OF ARRIVAL (NOA)
U.S. and Canadian Requirements

Action items:
- If bound for U.S. port, make 96 hour Notice of Arrival (NOA) Report
- If bound for Canadian port, make 96 hour Pre-Arrival Information Report (PAIR) and make VTS 24 hour Offshore Report.

A. U.S. REQUIREMENTS - OVERVIEW

1. After the terrorists attacks on the U. S. on 9/11/2001, the Coast Guard recognized the need to improve Maritime Domain Awareness (MDA) and thereby enhance maritime homeland security (MHLS) by increasing the required advance notice of arrivals for ships entering into U.S. waters from 24 hours to 96 hours, and the amount of information to be reported. These revised Coast Guard NOA regulations (33 CFR 160, Subpart C)—significantly expanded cargo and recent vessel transit information requirements, increased the time required for providing an advance notice, and revised the reporting process to include a central collection point (that is, the National Vessel Movement Center). These improvements contributed significantly to the Coast Guard's intelligence and security efforts. The Final Rule went into effect on 01 Apr 2003; a recent change was published on 30 Jan 2015. The rules are found at 33 CFR 160.201-215.

2. There are three main purposes for requiring information in advance of a vessel's arrival. One is for waterways management, another is for assessing maritime safety, and the last is for maintaining homeland security. The data contained in the NOA is considered vital to these missions.

3. Note: Effective November 15th 2007, the Canada/U.S. Cooperative Vessel Traffic Service (CVTS) no longer requires submission of the CVTS Advance Report/IMO Standard Ship Reporting System form as shown in 33 CFR 161.18 (A), since almost all of that information has been supplanted by the revised Advance Notice of Arrival process.

B. APPLICABILITY

1. The NOA requirements generally apply to all U.S. commercial vessels **except**:
   a. U.S. recreational vessels
   b. Oil Spill Response Vessels (OSRVs) engaged in actual spill responses or exercises.
   c. Passenger and offshore supply vessels when engaged in the exploration or removal of oil, gas, or mineral resources on the Outer Continental Shelf.
   d. After December 31, 2015, a vessel required by 33 CFR 165.830 (applies to certain Midwest Rivers regulated navigation areas (RNAs) for barges with CDCs) or

165.921 (same, Illinois Waterway System RNA) to report its movements, its cargo or the cargo in the barges it's towing.

e. A U.S. or Canadian vessel engaged in salving operations of any property wrecked, or rendering aid and assistance to any vessels wrecked, disabled, or in distress in waters specified in Article II of the 1908 Treaty of Extradition, Wrecking, and Salvage (35 Stat 2035; Treaty Series 502) (the Great Lakes/St Lawrence river and the waters of either country along the Atlantic and Pacific coasts within 30 miles of the International Boundary).

f. If not carrying CDCs or controlling a vessel carrying CDCs:
   - A vessel operating exclusively within a single Captain of the Port zone.
   - Towing vessels and barges operating solely between ports or places in the continental U.S (includes Alaska but not Hawaii or Pacific Islands)
   - Public vessels
   - Except for a tank vessel, a U.S. vessel operating solely between ports or places of the United States on the Great Lakes
   - A U.S. vessel 300 GT or less, engaged in commercial service, not coming from a foreign port or place
   - Ferries on fixed routes meeting the requirements of 33 CFR 160.204(a)(5)(vii) (includes international routes).

2. The NOA requirements generally apply to all foreign vessels except:
   a. A foreign vessel 300 GT or less not in commercial service if not carrying CDCs or controlling a vessel carrying CDCs.
   b. A Canadian vessel engaged in salving operations of any property wrecked, or rendering aid and assistance to any vessels wrecked, disabled, or in distress in waters specified in Article II of the 1908 Treaty of Extradition, Wrecking, and Salvage (35 Stat 2035; Treaty Series 502) (the Great Lakes/St Lawrence river and the waters of either country along the Atlantic and Pacific coasts within 30 miles of the International Boundary).
   c. A foreign public vessel.
   d. A foreign ferry on a fixed route as per 33 CFR 160.204(a)(5)(vii).

3. Information:
   a. Force Majeure: Vessels bound under force majeure for a United States port or place must now provide notice of the master's intentions, any hazardous conditions, and if the vessel is carrying certain dangerous cargo or controlling a vessel carrying certain dangerous cargo.

   b. Certain Dangerous Cargo (see 33 CFR 160.202 for complete details) is as follows:
      - Division 1.1 or 1.2 explosives
      - Division 1.5D blasting agents
      - Division 2.3 poisonous gas
      - Division 5.1 oxidizing materials
      - Liquid Division 6.1 poisonous materials

- Class 7 radioactive material
- Bulk liquefied gas carried under 46 CFR 151.50-31 or listed in 46 CFR 154.7
- That is flammable or toxic and that is not carried as CDC residue.
- Except when not carried as CDC residue, bulk liquid acetone cyanohydrin, allyl alcohol, chlorosulfonic acid, crotonaldehyde, ethylene chlorohydrin, ethylene dibromide, methacrylonitrile, oleum (fuming sulfuric acid), propylene oxide.
- Ammonium nitrate Division 5.1 material (not CDC residue)
- Ammonium nitrate Division 5.1 fertilizer (not CDC residue)
- Note: CDC residue does NOT include the following cargoes (they remain treated as CDCs):
  - Ammonium nitrate in bulk and ammonium nitrate based fertilizer exceeding 1000 lbs total and/or individual quantities over 2 cu ft, even if all saleable cargo is discharged
  - Anhydrous ammonia
  - Chlorine
  - Ethane
  - Methane (LNG)
  - Sulfur dioxide
  - Vinyl chloride

C. TIME REQUIREMENTS

1. The time requirements are based on the vessel's voyage time to the intended port or place of destination, not the first entry point into U.S. waters.
2. If voyage time > 96 hours, submit NOA 96 hours prior to intended arrival time.
3. If voyage time is < 96 hours, submit NOA before departure but at least 24 hours before arriving at the port or place of destination.
4. Towing vessels in control of a vessel carrying CDC and operating solely between ports or places of the contiguous United States and/or Alaska, must submit an NOA before departure but at least 12 hours before arriving at the port or place of destination.
5. U.S. vessels 300GT or less, arriving from a foreign port or place, if voyage time is <24 hours, must submit NOA at least 60 minutes before departure from the foreign port/place.
6. Canadian vessels 300GT or less, arriving directly from Canada via boundary waters, if voyage time is 24 hours or less, must submit NOA at least 60 minutes before departing the Canadian port or place.
7. Updates:
   a. Required:
      - If remaining voyage time is 96 hours or more, or less than 96 but more than 24 hours remain, an update must be provided as soon as practicable but at least 24 hours before arriving at the port or place.
      - If remaining voyage time isles than 24 hours, then an update must be provided as soon as practicable but at least 12 hours before arriving at the port or place.

b. Not required:
- Changes in arrival or departure times of less than 6 hours.
- Changes in vessel location or position at the time of reporting.
- Changes to crewmembers' positions or duties.

D. REPORTING METHODS AND CG/CBP ALIGNMENT

Vessels must report their NOAs electronically to the NVMC through the NVMC website: http://www.nvmc.uscg.gov. The electronic submission automates the reporting and vetting system. In addition, when a vessel sends an NOA electronically to the NVMC, the NOA is automatically sent to CBP's Advanced Passenger Information System (APIS). CBP requires all commercial vessels to submit a NOA when arriving from a foreign port or place.

E. PROCESS

When a vessel submits a NOA, the information is processed by the NVMC. It is first validated (for completion and some accuracy) by the NVMC. It then is entered into a database. From there, vetting and scrutiny for each arrival notice occurs on two levels. First, the Coast Guard's Intelligence Center analyzes each notice of arrival for security purposes. Second, each Coast Guard Sector or unit analyzes the notice of arrival for both safety and security purposes. If there is a safety or security concern with the vessel, it may be boarded or inspected by the Coast Guard.

F. NOA POINT OF CONTACT

For common questions and regulatory interpretations, visit Homeport: http://homeport.uscg.mil. Navigate to "Port State Control", then "General Information", then "Notice of Arrival and Departure (NOAD) Questions and Interpretations."

For questions about your NOA (how to submit, whether it was submitted, technical questions) contact:

National Vessel Movement Center
24 hour phone line – *when in doubt, start here*!
1-800-708-9823 or 304-264-2502
Email Address: sans@nvmc.uscg.mil
Fax Number: 800-547-8724 or 304-264-2684
Tech Support (not 24 hours): NVMC-techsupport@uscg.mil

CBP Process and vetting
Ms. Deborah Nesbitt
APIS – Maritime Carrier Account Manager
(P): 409-727-0285; Ext 238
Email: Deborah.S.Nesbitt@cbp.dhs.gov

G. WHEN TO CALL EXAMPLES

QUESTION/PROBLEM	POC
When do I have to submit my NOA?	NVMC
Do I have to submit a NOA?	NVMC
I sent an eNOA, but don't know if it got there….	NVMC (24 hour number)
Was my departure notice received?	Ms. Nesbitt
I can't get in touch with ____ local CBP unit…	Ms. Nesbitt
What time do I have to submit my NOD?	Mr. Neumann
What if I can't submit my NOD 60 minutes prior to departure?	Mr. Neumann
Is my NOA complete?	NVMC
Is my vessel cleared to enter the port?	USCG Sector Puget Sound (206 217 6002)
I am having trouble submitting my eNOAD	NVMC

H. CANADIAN REPORTING REQUIREMENTS

1. 96 hour Pre-Arrival Information Report (PAIR)

   Vessels bound for a Canadian Port are required to file a 96 hour Pre-Arrival Information Report (PAIR) in accordance with the *Canadian Marine Transportation Security Regulations* Part 2: Vessels Pre-arrival Information (221).

2. Vessel Traffic Services (VTS) 24 Hour Offshore Report

   A Canadian VTS Offshore Report must be filed in accordance with the *Canada Shipping Act (CSA) Vessel Traffic Services Zones Regulations* (*CSA*, Section 6: Reports 1.1) whereby the master of a ship shall ensure that a report is made at least 24 hours before the ship enters a Canadian Vessel Traffic Services Zone from seaward (including Alaska), or as soon as possible where the estimated time of arrival at that Vessel Traffic Services Zone is less than 24 hours after the ship departs from the last port of call.

3. The reporting requirements for the 96 hour PAIR and VTS 24 hour Offshore Reports are outlined in the most recent edition of the Canadian Coast Guard *Radio Aids to Marine Navigation* at http://www.ccg-gcc.gc.ca/Marine-Communications/RAMN-2015/Pacific-Table-of-Contents. The reports will be sent directly to the Marine Communications and Traffic Services (MCTS) Regional Marine Information Centre (RMIC) via one of the methods listed below:

   - Via e-mail: OFFSHORE@RMIC.GC.CA
   - Via INMARSAT telex 04352586 "CGTC VAS VCR"
   - Via any Canadian Coast Guard MCTS Centre, free of charge;
   - Or directly to CVTS Offshore by FAX: 604-666-8453.

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

Action items:

- Properly program, maintain and update information in the vessel's Automatic Identification System unit. All information should be completed properly and updated as necessary for the specific voyage.

The **Automatic Identification System** (**AIS**) is a system used by ships and Vessel Traffic Services principally for identification and locating vessels. AIS helps to resolve the difficulty of identifying ships when not in sight (e.g. in fog, at distance, etc.) by providing a means for ships to automatically exchange identification, position, course, speed, and other ship data with all other nearby ships and VTS stations.

The International Maritime Organization's (IMO) International Convention for the Safety of Life at Sea (SOLAS) requires AIS to be fitted aboard international voyaging ships of 300 or more gross tonnage, and all passenger ships regardless of size.

Since 2003, the U.S. Coast Guard has also required that Coast Guard type approved AIS be properly installed and operational on certain vessels operating within a vessel traffic service area as listed in Title 33, Code of Federal Regulations (CFR), Paragraph 161.12(c). The AIS requirements were expanded in 2015 to all U.S. navigable waters and to additional vessels so as to now apply to following vessels:

AIS Class A device on:

(i) Self-propelled vessels of 65 feet or more in length, engaged in commercial service;
(ii) Towing vessels of 26 feet or more in length and more than 600 horsepower, engaged in commercial service;
(iii) Vessels that is certificated to carry more than 150 passengers;
(iv) A self-propelled vessel engaged in dredging operations in or near a commercial channel or shipping fairway in a manner likely to restrict or affect navigation of other vessels; and
(v) A self-propelled vessel engaged in the movement of— (A) Certain dangerous cargo as defined in subpart C of part 160 of this chapter, or (B) Flammable or combustible liquid cargo in bulk that is listed in 46 CFR 30.25–1, Table 30.25–1.

AIS Class B device in lieu of an AIS Class A device is permissible on the following vessels if they are not subject to pilotage by other than the vessel Master or crew:

(i) Fishing industry vessels;
(ii) Vessels identified in paragraph (b)(1)(i) of this section that are certificated to carry less than 150 passengers and that— (A) Do not operate in a Vessel Traffic Service (VTS) or Vessel Movement Reporting System (VMRS) area defined in Table 161.12(c) of § 161.12 of this chapter, and (B) Do not operate at speeds in excess of 14 knots; and
(iii) Vessels identified in paragraph (b)(1)(iv) of this section engaged in dredging operations.

Some AIS users are not updating their unit to accurately reflect voyage related information, e.g., navigation status, static draft, destination, estimated time of arrival, etc. Some users fail to properly complete certain basic information. These issues require the due diligence of the users to ensure the AIS unit is always providing proper identification information so that the AIS continues to serve the intended purpose.

AIS users are further referred to the U.S. Coast Guard Navigation Center website (http://navcen.uscg.gov/?pageName=AISmain) for much more information regarding AIS.

Note: AIS data can be invaluable, however, as with any source of navigation information, it should not be solely relied upon in making navigational and collision-avoidance decisions. Further, while AIS allows for safety related ship-to-ship test messaging to communicate with others and make passing arrangements, these communications do not meet the requirements of the Vessel Bridge-to-Bridge Radiotelephone Act (33 U.S. Code 1201 et seq) for broadcasts on the designated bridge-to-bridge channel, nor do they relieve a vessel operator from the Navigation Rules requirement to sound whistle signals or display signals.

CHARTS REQUIRED FOR THE PUGET SOUND REGION

INTRODUCTION

No person may operate or cause the operation of a vessel unless the vessel has the required marine charts of the area prior to entering U.S. waters and/or departing a U.S. port. This section is primarily focused on the commercial vessel requirements contained in 33 CFR 164, but all vessels should have appropriate charts for the areas they are operating in. The required charts listed in this chapter were developed by the Captain of the Port (COTP), Puget Sound in conjunction with Canadian authorities and this committee.

CHART REQUIREMENTS

Marine charts of the areas to be transited must be published by NOAA's National Ocean Service (NOS), the Army Corp of Engineers (ACOE), British Admiralty Charts or a river authority that satisfy the following requirements:

- Charts must be of a large enough scale and have enough detail to make safe navigation of the areas possible.
- Charts must be the current edition, corrected through the most recent Local Notice to Mariners (LNM).

VESSEL MISSING CHARTS

The vessel master must report directly or through their agent to the Captain of the Port if the vessel is missing any of the required or current navigational charts for the transit through U.S. waters (Strait of Juan de Fuca, Haro Strait or the Puget Sound region). The master will be required to obtain the proper charts prior to entering U.S. waters. Note that some foreign flagged vessels will report they are missing U.S. charts for their transit through the Strait of Juan de Fuca and the Puget Sound region to their port of destination; however, if they have the proper British Admiralty charts for their transit those charts will be accepted instead. Vessel masters or agents may contact the Captain of the Port to verify if the charts the vessel has on board are sufficient for their transit.

If the vessel has the proper charts to transit to the Port Angeles or Victoria Pilot Station, but not inside Puget Sound, the vessel shall have the missing or outdated charts delivered prior to commencing the voyage to the port of destination. If the vessel is missing the entrance chart to the Strait of Juan de Fuca, the master shall notify the Captain of the Port in advance via the Cooperative Vessel Traffic Service (CVTS), in addition to the normal verbal notification via the agent.

If the Captain of the Port is notified of the missing chart in advance, and the vessel is able to receive an electronic (fax or e-mail) transmission of the proper charts to navigate safely to the appropriate pilot station, the Captain of the Port will likely permit the in-bound

transit. The required charts must then be acquired before proceeding to final destination subject to approval from the Captain of the Port. However, if the vessel is unable to obtain an electronic transmission of the proper entrance charts, the vessel will be required by the Captain of the Port to have the charts delivered via another vessel prior to entering the Strait of Juan de Fuca, or be escorted in.

In all cases, the vessel shall have the charts in sufficient time to support appropriate voyage planning. Vessel masters shall not rely on last minute chart deliveries and the services of the pilot to make their transit. The bridge team shall remain fully engaged in voyage planning and execution of the voyage plan along with the services of the pilot, whose input, based on local knowledge, may require the voyage plan formulated by the vessels bridge team to be adjusted during various stages of the transit while in pilotage waters.

LOCAL NOTICE TO MARINERS (LNM)

The Thirteenth Coast Guard District publishes a weekly LNM which includes Light List and Chart updates. Use this LNM to keep your Light List and nautical charts current. The LNM covers aids to navigation, charts, channel depths, marine construction, military operations, bridge repair/construction, significant marine events and other information of interest to mariners. The web address to receive and/or view the LNM and the yearly Special Local Notice to Mariners (SLNM) is D13 (Pacific Northwest) Local Notice to Mariners (http://www.navcen.uscg.gov/?pageName=lnmDistrict&region=13). Note: The LNM and SLNM are produced only in an electronic format and no longer mailed.

Mariners are urged to take advantage of automatic chart distribution as a quick and easy way to ensure the most up to date charts are on board.

Note: NOAA Electronic Navigational Chart (ENC) numbers are listed for vessels navigating using Electronic Chart Display and Information Systems (ECDIS) that comply with International Maritime Organization (IMO) requirements for SOLAS class vessels.

REQUIRED CHARTS FOR ALL COMMERCIAL VESSELS TRANSITING PUGET SOUND AREA

General Charts required for Strait of Juan de Fuca	Admiralty Chart Number	U. S. Chart Number	U.S. ENC Chart Number
Strait of Juan de Fuca Entry	4945, 4947	18460	US3WA01M, US4WA36M
Strait of Juan de Fuca East	4950	18465	US4WA34M

CHARTS BY VARIOUS TRANSITS VIA STRAIT OF JUAN DE FUCA

Charts by Area/Location	Admiralty Chart Number	U. S. Chart Number	U.S. ENC Chart Number
Port Angeles	1717	18468	US5WA29M
Port Townsend	46	18471, 18464	US5WA28M
Everett	46, 47	18471, 18473, 18443, 18444	US5WA16M, US5WA17M, US5WA19M, US5WA51M
Anacortes	80	18429, 18427	US5WA31M, US5WA32M
Bellingham (via Rosario Strait)	80	18429, 18430, 18424	US5WA31M, US5WA32M, US5WA45M
Blaine/Ferndale (via Haro Strait)	80, 4950, 4951, 4953, 4954	18433, 18432, 18431, 18421, 18423	US3WA02M, US5WA41M, US5WA42M, US5WA43M, US5WA44M
Blaine/Ferndale (via Rosario Strait)	80, 4950, 4952, 4951	18429, 18430, 18431, 18421, 18423	US3WA02M, US5WA32M, US5WA40M, US5WA41M

Seattle	46, 47, 50, 4950	18471, 18473, 18449, 18450	US5WA12M, US5WA14M, US5WA15M, US5WA16M, US5WA17M, US5WA19M
Tacoma	46, 47, 48, 4950	18471, 18473, 18474, 18453	US5WA12M, US5WA14M, US5WA15M, US5WA16M, US5WA17M, US5WA18M, US5WA19M, US5WA22M
Olympia	46, 47, 48, 51	18471, 18473, 18474, 18448, 18456	US4WA10M, US5WA12M, US5WA14M, US5WA15M, US5WA16M, US5WA17M, US5WA18M, US5WA19M, US5WA22M

CHARTS FOR TRANSIT FROM CANADA VIA STRAIT OF GEORGIA

Charts by Area/Location	Admiralty Chart Number	U. S. Chart Number	U.S. ENC Chart Number
All vessels required to have chart	4951	18421	US3WA02M
Blaine	4952	18423	
Bellingham	80	18431, 18430, 18424	US5WA41M, US5WA45M
Ferndale	80	18431	US5WA41M

Anacortes	80	18431, 18430, 18424, 18427	US5WA41M, US5WA45M, US5WA31M
Anacortes (via Rosario Strait)	80, 4950	18431, 18430, 18429, 18427	US5WA41M, US5WA45M, US5WA31M, US5WA32M
Port Townsend (via Rosario Strait)	46, 80, 4950	18431, 18430, 18429, 18471, 18464	US5WA41M, US5WA45M, US5WA31M, US5WA32M, US5WA16M, US5WA28M
Port Townsend (via Haro Strait)	46, 4950, 4953, 4954	18432, 18433, 18465, 18471, 18464	US5WA41M, US5WA42M, US5WA43M, US5WA44M, US5WA16M, US5WA28M
Port Angeles (via Haro Strait)	1717, 4950, 4953, 4954	18432, 18433, 18465, 18468	US5WA41M, US5WA42M, US5WA43M, US5WA44M, US5WA29M
Everett (via Rosario Strait)	46, 47, 80	18431, 18429, 18441, 18471, 18473, 18443, 18444	US5WA41M, US5WA45M, US5WA31M, US5WA32M, US5WA16M, US5WA17M, US5WA19M, US5WA50M, US5WA51M

Seattle (via Rosario Strait)	46, 47, 50, 80	18431, 18430, 18429, 18441, 18471, 18473, 18449, 18450	US5WA41M, US5WA45M, US5WA31M, US5WA32M, US5WA16M, US5WA12M, US5WA14M, US5WA15M,
Tacoma (via Rosario Strait)	46, 47, 48, 80	18431, 18430, 18429, 18441, 18471, 18473, 18474, 18453	US5WA41M, US5WA45M, US5WA31M, US5WA32M, US5WA16M, US5WA19M, US5WA17M, US5WA12M, US5WA14M, US5WA18M,
Olympia	46, 47, 48, 51, 80	18431, 18430, 18429, 18441, 18471, 18473, 18474, 18448, 18456	US5WA41M, US5WA45M, US5WA31M, US5WA32M, US5WA16M, US5WA19M, US5WA17M, US5WA12M, US5WA14M, US5WA18M, US4WA10M

REQUIRED CANADIAN CHARTS FOR COMMERCIAL VESSELS TRANSITING PUGET SOUND AREA

(If not in possession of Admiralty or US charts for these areas)

General Canadian Charts required for Strait of Juan de Fuca and Haro Strait	Chart Number
Strait of Juan de Fuca	3606
Haro Strait	3441, 3440

****** Note: Canadian charts are not available for Puget Sound area; any charts used outside the area of Canadian chart numbers above must be of equivalent scale of the U.S. or British Admiralty charts already listed.

COMMUNICATIONS: EMERGENCY & RESPONSE

INTRODUCTION

This document is designed to assist foreign and domestic commercial vessels to easily communicate with appropriate agencies regarding various emergencies and/or unusual situations while transiting Puget Sound. This document is not intended to suggest a departure from existing procedures set forth by the ITU, IMO and FCC for the handling of Distress or Urgency communications. The Puget Sound region is served by a number of Rescue and Vessel Traffic centers as well as the Captain of the Port command center. Commercial vessels should familiarize themselves with the areas of responsibility and appropriate working frequencies of the various traffic centers, which are available in the Puget Sound Vessel Traffic Service Users Manual (http://www.uscg.mil/d13/psvts/).

LIVES AT STAKE

The safety of life at sea is of primary importance to the various agencies in Puget Sound. Types of incidents include injury to crewman or accidents on the vessel that threaten the crew or others. Such reports trigger joint responses by Search and Rescue Centers as well as the Captain of the Port in U.S. waters. To obtain the most timely response, you should notify the appropriate Vessel Traffic Service (VTS) or Maritime Communications and Traffic Services (MCTS) center as outlined in the attached chart.

Action Items:

- Canadian Waters- Contact Canadian Coast Guard (CCG) via the appropriate MCTS center (Victoria or Prince Rupert Coast Guard Radio).
- U.S. Waters- Contact VTS Puget Sound (Seattle Traffic) who will direct you to Sector Puget Sound for search and rescue or for suspicious activity (security threats), ship emergencies (fire, salvage, oil spill, propulsion/steering problems etc.).

MARINE CASUALTIES AND OTHER REPORTABLE EVENTS

This includes collisions, anchor dragging, grounding, oil spills and hazardous material releases of any amount, equipment casualties, loss of propulsion (including even brief losses) and any other situation which results in the loss of vessel control or possible loss of control, but does not immediately put lives at risk. **NOTE**: The Captain of the Port will not permit drifting. Vessels are expected to have fully functioning propulsion and steering while underway or at anchor, or a standby/escort tug(s) will be required.

Action Items:

- Canadian Waters - Contact Transport Canada Marine Safety through the MCTS.
- U.S. Waters – Contact the Captain of the Port (COTP) through the VTS.

REGIONAL EMERGENCIES

For port-wide emergencies or natural disasters, vessels should listen carefully to the appropriate VTS working frequency. The Captain of the Port may direct vessels to depart, delay arrival, or take other action to mitigate risk.

AREAS OF RESPONSIBILITY

LOCATION	DISTRESS NATURE	AGENCY
Offshore- Canadian Waters In Canadian Coast Guard (CCG) Prince Rupert Traffic's area of control West of 124° 40' W	Lives at Stake	CCG Radio Prince Rupert directly or via CCG Prince Rupert Traffic
	Vessel casualties	Transport Canada Marine Safety via Prince Rupert Traffic
Offshore- U.S. Waters In Canadian Coast Guard (CCG) Prince Rupert Traffic's area of control West of 124° 40' W	Lives at Stake	USCG Sector Puget Sound directly or via CCG Prince Rupert Traffic
	Vessel casualties	USCG COTP via Prince Rupert Traffic
Strait of Juan de Fuca east of 124° 40'W, south of Race Rocks and southeast of Hein Bank	Lives at Stake	CCG Radio Victoria (CA waters) directly, USCG Sector Puget Sound (US waters) directly, or via Seattle Traffic
	Vessel casualties	Transport Canada Marine Safety (CA waters), USCG COTP (US waters), or via Seattle Traffic
Haro Strait, Boundary Pass, Strait of Georgia west of 122° 52'W	Lives at Stake	CCG Radio Victoria (CA waters) directly, USCG Sector Puget Sound (US waters) directly or via Seattle Traffic

	Vessel casualties	Transport Canada Marine Safety (CA waters), USCG COTP (US waters), or via Victoria Traffic
Puget Sound, San Juan Islands and Strait of Georgia east of 122° 52'W	Lives at Stake	USCG Sector Puget Sound directly or via Seattle Traffic
	Vessel casualties	USCG COTP via Seattle Traffic

AGENCY COMMUNICATIONS

AGENCY	CAPABILITY: PRIMARY SECONDARY	COMMUNICATIONS
CCG Radio Prince Rupert and CCG Prince Rupert Traffic	**Search and Rescue and Traffic Management** Search and Rescue Vessel difficulties & Casualties	**VHF** channel 74, 16, 22A (Channel 70 DSC only MMSI# 003160012) **HF Distress** on 2.182 MhZ or 4.125 MhZ Upper Side Band
CCG Radio Victoria	**Search and Rescue** Vessel difficulties & Casualties	**VHF** 16, 22A, 84, 26 (Channel 70 DSC only MMSI# 003160011)
CCG Victoria Traffic	**Traffic Management** Search and Rescue Vessel difficulties & Casualties	VHF channel 11, 77, 16, 22A, 26 Channel 70 DSC monitor only
Transport Canada Marine Safety	**Vessel difficulties & Casualties**	604-666-5300
USCG Captain of the Port (COTP) Puget Sound	**Vessel Casualties, Equipment Failures, Transit Requests, Oil & Hazardous Material Spills**	206-217-6001

AGENCY	CAPABILITY: PRIMARY SECONDARY	COMMUNICATIONS
Puget Sound Vessel Traffic Service (Seattle Traffic) (Works for COTP)	**Traffic Management** Search and Rescue Vessel difficulties & Casualties	VHF 5A and 14 (switch at Bush Point)
USCG Sector Puget Sound	**Search and Rescue**	VHF channel 16, 22A

VHF CHANNELS

- Channel 16 – International Distress and Calling. For Distress, Urgency and Safety traffic and general calling. (Vessels subject to Bridge to Bridge Radiotelephone Act and VTS are not required to maintain a watch on Channel 16.)
- Channel 20 (international) – Marine Exchange channel. Use for communications with Marine Exchange, West Seattle Buoys and Washington State Maritime Cooperative.
- VTS Channels 5A, 11, 14 and 74 (See Puget Sound-VTS Users Manual for designated areas - http://www.uscg.mil/d13/psvts/.) For VTS traffic, reporting of casualties, oil/hazardous material spill reports and any condition related to a vessels ability to navigate safely.
- Channel 22A -- US Mode) Coast Guard Liaison. The US Coast Guard does not normally monitor channel 22A so you must first establish contact on channel 16.
- Channel 13 -- Bridge to Bridge. For passing and safety communications between vessels. (Passing communications may be done on VHF channel 5A when operating in the VTS area west of Port Angeles.

REDUCE INTERFERENCE
ALWAYS USE LOW POWER WHEN PRACTICABLE

HELPFUL TELEPHONE NUMBERS

- COTP Puget Sound Joint Harbor Operations Center 206-217-6001
- Coast Guard Sector Puget Sound Inspection Division 206-217-6180
- Coast Guard VTS Puget Sound 206-217-6151
- Marine Exchange 206-443-3830
- Washington State Maritime Cooperative 206-448-7557

OIL/HAZARDOUS MATERIAL SPILL REPORTING (This is not an all-inclusive list- operators should follow their Facility/Vessel Response plan as per applicable laws and regulations):

- National Response Center 800-424-8802
- Coast Guard Sector Puget Sound 206-217-6001
- Washington State Emergency Management Division 800-258-5990
- Canadian Coast Guard 604-666-6011

FISHING NET CONFLICT RESOLUTION

Action Items:

- Vessels engaged in fishing must comply with the 72 COLREGS and should not obstruct navigable channels.
- Deep draft vessels should proactively verify in advance that channels are clear before transiting.
- Parties shall work together to solve conflicts prior to calling the Coast Guard.
- Using a non-fishing vessel to move obstructing nets is a last resort and is not always a timely process.

OBJECTIVE

Public safety is one of the Coast Guard's primary missions and safety of navigation will always be of paramount concern. This guidance is applicable to all waters of Puget Sound, but has a focus on the Duwamish waterway as it has been the primary source of conflicts in the past.

For specific guidance on the Duwamish waterways, the following information applies:

- Vessel operators should coordinate ahead of time with tribal fishermen by calling them directly to ensure they are aware of planned vessel moves/shifts. They can reach the tribe landing building POC, Mike Mahovlich, at 206-767-9455 or the enforcement officer, Chief Potts, at 206-660-6492.
- If a net is blocking passage of the waterway, operators should contact the tribal POCs above, or if not available, the Port of Seattle. Reports should include where net is located and whether it is marked and how.
- If neither the tribal POC nor the Port of Seattle are available, vessel operators may contact the Coast Guard Captain of the Port.
- If tribal, Port of Seattle Police, or Coast Guard resources are unavailable, vessel operators must still maintain safe and positive control of their vessels in accordance with International Regulations (72 COLREGS – Navigation Rules) until the obstruction can be mitigated. Inbound vessels may be directed by the VTS to proceed to anchorages or perform race-track turns or other evolutions. Operators should contact the VTS on CH 14.

COAST GUARD POLICY

1. The CG has the legal authority to order movement of barges, fishing nets, and other hazards to navigation when they actually prevent passage of vessels or create a significant safety hazard. It is the Coast Guard's Policy that fishing nets, moored or fleeted barges, or any other obstruction shall not prevent the safe passage of vessels on a navigable channel.

2. Vessels engaged in fishing shall adhere to the requirements of 72 COLREGS, in particular, rules 9 and 10.
3. It is the responsibility of the Master of a vessel to ensure the safe navigation of their vessel in narrow channels. Masters of vessels that are constrained by the draft, length, width, or maneuverability of their vessel should use any available resources, including VTS, the vessel's owner or agent, the appropriate port, and the COTP's office, to ensure that the channel is safe to navigate prior to entering a channel.
4. It is the responsibility of the fishermen and barge owners/operators to ensure that reasonable measures are taken to maintain the safe navigability of a channel. The fishermen must deploy their nets in accordance with all applicable regulations. Barge owners must limit the width of multiple moored/fleeted barges, as practicable, to minimize the impact on the available channel.
5. When an obstruction has been identified, the Coast Guard will expect that responsibility to alleviate the problem lies with the parties involved and they shall act in a timely fashion to clear the navigational obstruction(s) them-selves. Early and proactive communication between concerned parties will greatly increase safety and promote efficient commerce.
6. If the matter cannot be resolved between the affected parties, the COTP may assist in clearing an obstruction or direct parties to take action to remove it.

DERELICT FISHING NETS

If fishing nets are observed drifting or are lost, they should be reported to the Washington Department of Fish and Wildlife (WDFW) under the no-fault reporting process at http://wdfw.wa.gov/fish/derelict/derelict_gear.htm. WDFW maintains a database of reported derelict fishing gear. Derelict nets are eligible for recovery in coordination with the Northwest Straits marine conservation initiative. They can be contacted at: broadhurst@nwstraits.org.

NAVAL VESSEL OPERATIONS -- NAVAL VESSEL PROTECTION ZONES (NVPZ)

Puget Sound is home to numerous U.S. Navy vessels, including submarines and aircraft carriers. Mariners should be aware that they may come upon such vessels when transiting the waters of Puget Sound and know that certain security zones apply.

A **Naval vessel protection zone (NVPZ)** is a 500-yard regulated area of water surrounding large U.S. naval vessels (greater than 100 feet in length overall) that is necessary to provide for the safety or security of these U.S. naval vessels. A NVPZ exists around all such U.S. naval vessels at all times in the navigable waters of the United States, whether the large U.S. naval vessel is underway, anchored, moored, or within a floating dry dock, except when the large naval vessel is moored or anchored within a restricted area or within a naval defensive sea area.

> When within a NVPZ, **all vessels shall operate at the minimum speed necessary to maintain a safe course**, unless required to maintain speed by the Navigation Rules, and **shall proceed as directed** by the Coast Guard, the senior naval officer present in command, or the official patrol.
>
> When within a NVPZ, **no vessel or person is allowed within 100 yards** of a large U.S. naval vessel unless authorized by the Coast Guard, the senior naval officer present in command, or official patrol.
>
> Nothing shall relieve any vessel, including U.S. naval vessels, from the observance of the Navigation Rules. The rules and regulations concerning NVPZs supplement, but do not replace or supersede, any other regulation pertaining to the safety or security of U.S. naval vessels.

To request authorization to operate within 100 yards of a large U.S. naval vessel, contact the Coast Guard, the senior naval officer present in command, or the official patrol on VHF-FM channel 16.

When conditions permit, the Coast Guard, senior naval officer present in command, or the official patrol generally will:

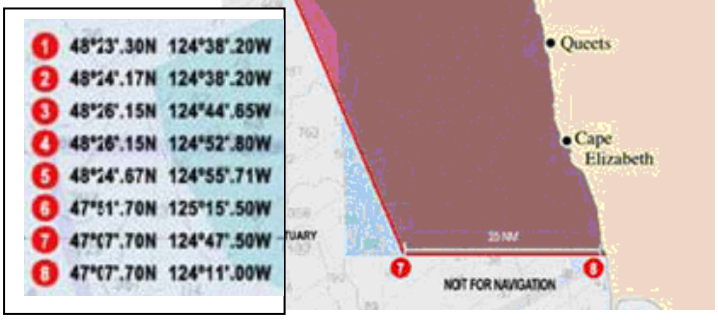
- Give advance notice on VHF-FM channel 16 of all large U.S. naval vessel movements;
- Permit vessels constrained by their navigational draft or restricted in their ability to maneuver to pass within 100 yards of a large U.S. naval vessel in order to ensure a safe passage in accordance with the Navigation Rules;
- Permit commercial vessels anchored in a designated anchorage area to remain at anchor when within 100 yards of passing large U.S. naval vessels; and
- Permit vessels that must transit via a navigable channel or waterway to pass within 100 yards of a moored or anchored large U.S. naval vessel with minimal delay consistent with security.

OLYMPIC COAST NATIONAL MARINE SANCTUARY AND AREA TO BE AVOIDED

The **Olympic Coast National Marine Sanctuary** was designated in July 1994. The Sanctuary lies along 135 miles of northern Washington coastline and encompasses an area of approximately 2,500 square nautical miles. Sanctuary habitats include beautiful rocky reefs, lush kelp forests, whale migrations corridors, spectacular deep-sea canyons, and underwater archaeological sites. They provide safe habitat for species close to extinction and/or protect historically significant shipwrecks.

The goals of the Olympic Coast National Marine Sanctuary include: (1) enhance resource protection through comprehensive and coordinated conservation and management tailored to specific resources, in a manner that complements existing regulatory authorities; (2) support, promote, and coordinate scientific research on, and monitoring of, Sanctuary resources to improve management and decision-making in the Sanctuary; (3) enhance public awareness, understanding, and wise use of the marine environment; and (4) facilitate to the extent compatible with the primary objective of resource protection, multiple uses of the Sanctuary not prohibited pursuant to other authorities.

Incorporating much of the Olympic Coast National Marine Sanctuary, an **Area to be Avoided (ATBA)** was designated by the International Maritime Organization (IMO) first in 1995 and then expanded in 2002. Effective December 1, 2012, this ATBA applies to all ships and barges carrying cargoes of oil or hazardous materials, and all ships 400 gross tons and above solely in transit. These vessels should avoid the area bound by a line connecting the following coordinates:



This ATBA was established to reduce the risk of a marine casualty and resulting pollution and environmental damage within the Olympic Coast National Marine Sanctuary.

For more details see: http://olympiccoast.noaa.gov/protect/incidentresponse/atba.html.

PILOTAGE

Action Items:

- Pilotage should be arranged 24 hours in advance.
- Radio communication can be made by calling Port Angeles Pilot Station or the Victoria Pilot station on the appropriate VHF-FM frequency.
- Inbound vessels are requested to reaffirm their estimated time of arrival at the pilot boarding station when they are passing Cape Flattery, and again when they are one (1) hour away.
- A pilot ladder is to be rigged in compliance with SOLAS regulations on the leeward side about one (1) meter above the water.
- When approaching the Port Angeles pilot station boarding area, vessels are requested to monitor VHF-FM channel 13, and maintain a steady course and speed of around 8-10 knots when the pilot boat comes alongside, unless otherwise directed by the pilot boat.

For vessels bound to U.S. ports, the following pilot requirements apply:

- Pilotage is compulsory under Washington State law for all foreign vessels and U.S. vessels engaged in foreign trade.
- Coastwise seagoing vessels propelled by machinery and subject to inspection under 46 U.S. Code Chapter 33, and coastwise seagoing tank barges subject to inspection under 46 U.S. Code Chapter 37, must be under the direction and control of a federally licensed pilot.
- Vessels that are not authorized by their Certificate of Inspection to proceed beyond the Boundary Line which are in excess of 1,600 gross tons, propelled by machinery, and subject to inspection under 46 U.S. Code Chapter 33, must be under the direction and control of a federally licensed pilot.

Pilotage service for all U.S. ports and places E of 123' 24'W longitude in the Strait of Juan de Fuca, including Puget Sound and adjacent inland waters is provided by the Puget Sound Pilots.

Pilotage should be arranged between 0800 and 1700, and at least 24 hours in advance of inbound estimated time of arrival (ETA), through the vessel's agent, by direct telephone communication with the Puget Sound Pilots at (206) 448-4455 or through the Marine Exchange of Puget Sound at (206) 443-3830 - (206) 443-3839 FAX - Telex 6734358 MAREX. If subsequent conditions make it necessary, an amended ETA should be made. Inbound vessels are also requested to reaffirm their ETA at the pilot boarding station through the Cooperative Vessel Traffic Service (CVTS) and directly with Puget Sound Pilots via VHF Channel 13 when they are passing Cape Flattery, and again when they are one (1) hour from the pilot station.

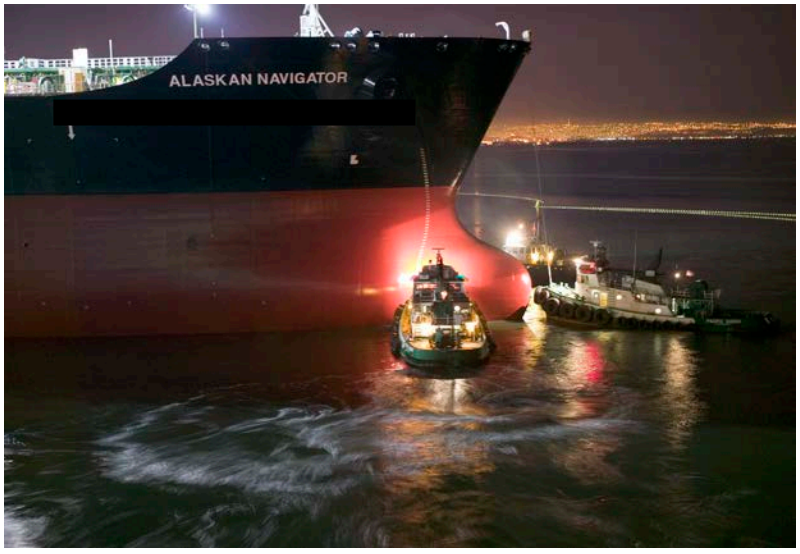
Port Angeles has been designated as the pilotage station for all vessels en route to U.S. ports from the sea or departing U.S. ports to sea. Vessels desiring a pilot should proceed with caution to a point at least 1.0 mile NNE (1.5 mile NNE if a loaded petroleum tanker) of the east end of Ediz Hook where the pilot will board the vessel. A pilot ladder is to be rigged in compliance with SOLAS regulations on the leeward side about one (1) meter above the water. Radio communication can be made by calling Port Angeles Pilot Station on VHF-FM channel 13. When approaching the boarding area, vessels should monitor VHF-FM channel 13, and maintain a steady course and a speed of about 8-10 knots when the pilot boat comes alongside.

There are two pilot boats, each 22 meters in length with white hulls and red deckhouses. The pilot station and pilot boats are equipped with radar and AIS to locate and track vessels. Pilot boats have their own lights to illuminate the pilot ladder, but a standby light should be ready in the event of an emergency. If illumination by the vessel is required, the pilot ladder and ship's deck should be lit by a forward shining overside light.

Vessels calling on British Columbia ports will bypass the Port Angeles pilot station and proceed to the British Columbia pilots' boarding station at Victoria, British Columbia. Masters shall take note of the Precautionary Area that must be transited on the way to Victoria and ensure proper situational awareness and appropriate communications with other vessels and CVTS to ensure a safe transit.

For more information about those who provide the pilotage services, see:

- For the U.S., Puget Sound Pilots at http://www.pspilots.org/;
- For Canada, Pacific Pilotage Authority at see http://www.ppa.gc.ca/ and British Columbia Coast Pilots at see http://www.bccoastpilots.com/.



SMALL VESSELS AND MARINE EVENT MANAGEMENT

Action Items:

- Be alert for marine events in progress, especially during the summer months when boating is popular.
- Check with VTS Puget Sound on events that might impact the Traffic Separation Scheme (TSS.)
- Make arrangements with VTS for passage near events in progress.

The Coast Guard, under the authority of 33 Code of Federal Regulations, part 100, is given the responsibility of overseeing marine events. The event sponsor has the primary responsibility of ensuring that the event is conducted in a safe and orderly fashion, so as to minimally impact other waterway users. For entities planning to stage marine events, permit applications must be submitted to Coast Guard Sector Puget Sound at least 135 days in advance. Upon consultation, the Captain of the Port may issue additional restrictions.

Small vessels, tankers, fast containerships, tugs with barges in tow, high speed ferries, and other commercial vessels share the Puget Sound waters. They frequently encounter large wakes and fog. All this creates the potential for serious marine accidents. Small vessel operators must be aware of and comply with their obligations under COLREGS 72 (Rules of the Road), specifically Rule 9, Narrow Channels, and Rule 10, Traffic Separation Schemes. Additionally, small vessel operators should realize that large commercial vessels cannot stop or alter course quickly, and therefore cannot easily avoid a collision with smaller, more maneuverable vessels. Large vessel crews also have trouble seeing small vessels because of wave patterns, a setting or rising sun, physical size of small vessels such as kayaks or outboards or jet skis, the height of eye of the observer on the larger ship, and containers or other cargo carried on deck that can cause blind spots that often extend ahead of the vessel.

The Committee supports continued local efforts to educate small vessel operators about the potential hazards to both themselves and to commercial vessels when they operate in the Puget Sound area, in the port approaches, and near large commercial vessels. The media, Coast Guard Auxiliary, U.S. Power Squadrons and Recreational Boating Association of Washington can be used to communicate these Standards of Care to the small vessel operators. Further information for small vessel operators on VTS Puget Sound participation can be found at the Puget Sound VTS website at: http://www.uscg.mil/d13/psvts/boaters%5Fman/ in the link titled “Recreational Boating Manual.”

TANKER SIZE LIMITATIONS FOR PUGET SOUND

GENERAL:

In 1978, shortly after the Supreme Court declared unconstitutional the State of Washington prohibition of tankers in excess of 125,000 deadweight (DWT) tons from operating in Puget Sound, the Coast Guard issued an interim navigation rule (March 23, 1978) which continued the de facto level of protection in these waters. The Washington laws were determined to be preempted by federal law.

Pending conclusion of studies necessary to determine the need for, and the substance of, possible additional vessel traffic service regulations under the Ports and Waterways Safety Act (PWSA), the Coast Guard and Department of Transportation interim rule was issued. About a year later, the interim navigation rules were made final in July 1979.

RESTRICTIONS:

> Per 33 CFR § 165.1303, all tank vessels, U.S. or foreign flag, larger than 125,000 deadweight tons bound for a port or place in the United States may not operate east of a line extending from Discovery Island Light to New Dungeness Light and all points in the Puget Sound area north and south of these lights. For purposes of this restriction, deadweight tonnage is determined using long tons *(this is the equivalent of 127,006 metric tons which is more likely the unit that will appear on international certificates).*

SPECIAL LOADLINE MARKS FOR U.S. FLAG TANKERS:

Because current U.S. regulations limit the size of tankers in Puget Sound to 125,000 DWT, larger capacity tankers would have to alter their load line to restrict loading in recognition of that limitation. To facilitate compliance for domestic tankers with a designed capacity larger than 125,000 DWT, the Coast Guard has authorized ABS to add a special Puget Sound load line mark ("PS") to the domestic U.S. load line "ladder" for certain TAPS tankers. This mark corresponds to the 125,000 DWT draft, taking into consideration each tanker's light ship displacement, bunker capacity, etc. This policy does not apply to other than U.S. flag tankers.

Since the ICLL does not recognize any marks other than those stipulated in the Convention, separate ICLL marks will be necessary on those U.S. TAPS tankers that also operate in international trade.