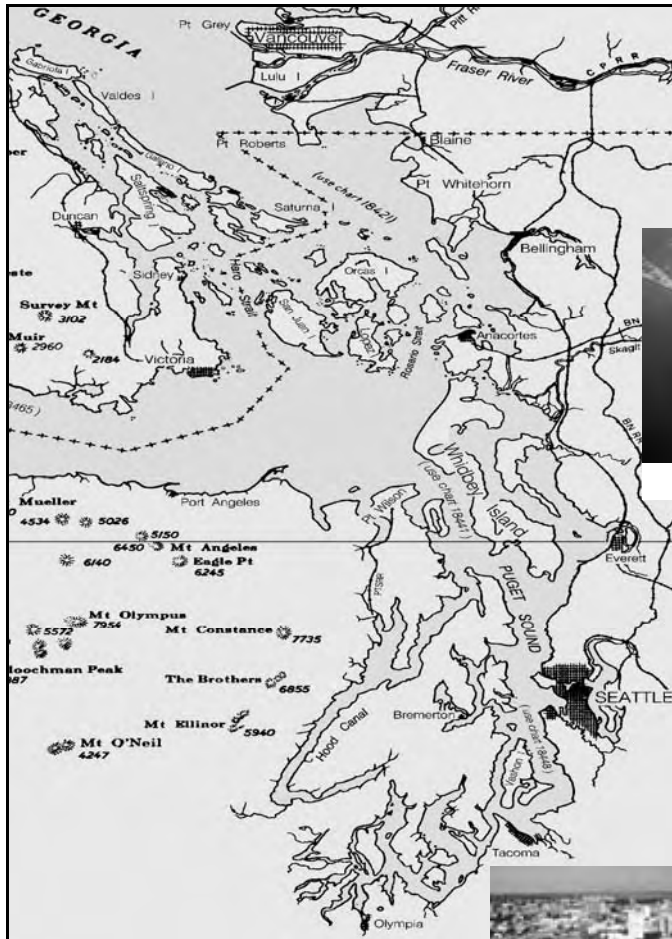


Puget Sound Harbor Safety Committee



Puget Sound Harbor Safety Plan

Updated and Republished February 2008 (revised July 2009)

U.S. Department of
Homeland Security

United States
Coast Guard



Captain of the Port
United States Coast Guard
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16600
February 26, 2008

Puget Sound Harbor Safety Committee
Mr. Bruce Reed, Chairman

PROMULGATION OF THE PUGET SOUND HARBOR SAFETY PLAN

1. As Captain of the Port for the Puget Sound region, I heartily support the promulgation of this most recent update of the Puget Sound Harbor Safety Plan. This plan represents the cooperative and collaborative efforts of industry leaders, Washington State and the U.S. Coast Guard to develop best practices and standards of care to mitigate risks for maritime safety and the protection of the marine environment.
2. Harbor Safety Committees (HSCs) have long been seen as a key to safe, efficient and environmentally sound operations. The Puget Sound HSC is our region's recognized body to bring together vessel and facility operators and port users to meet and discuss mutual issues of concern that affect the maritime transportation system. U.S. Coast Guard Sector Seattle remains committed to partnering with the HSC's diverse membership to further the goals and objectives of this Harbor Safety Plan.
3. Working together, we can facilitate more efficient and effective handling of port and maritime related issues, and in turn, achieve safer and more economically efficient ports and waterways.

Sincerely,

A handwritten signature in black ink, appearing to read "S. P. Metruck".

S. P. METRUCK
Captain, U. S. Coast Guard
Captain of the Port, Puget Sound

Letter of Promulgation

Welcome to the Puget Sound Harbor Safety Plan. The goal of the Puget Sound Harbor Safety Plan is to enhance marine safety and environmental stewardship via risk based decision making. First published and distributed early in 2002, the plan was intended to provide information, guidelines and Standards of Care for marine operations in Puget Sound. This revision of the plan, as well as previous versions, is the product of the collaboration of maritime stakeholders as represented on the Puget Sound Harbor Safety Committee, and others in our maritime community, who shared their time and expertise to help develop this plan.

Coast Guard Captain of the Port: The Coast Guard is the primary advisor, an active participant and major contributor to the Harbor Safety Committee and this Plan. This Plan is strongly endorsed by the Captain of the Port.

The first section of the plan is administrative, and introduces the reader to the Harbor Safety Committee and its work. The second section is primarily informative in nature, and provides important information for professional mariners transiting Puget Sound. The third section includes Standards of Care developed by the Harbor Safety Committee that formalize and document certain “good marine practice” especially important to operations in the Puget Sound region.

The Puget Sound Harbor Safety Committee is committed to maintaining and updating this plan as new information and changing technologies warrant.

The Puget Sound Harbor Safety Committee has a web site at www.pshsc.org where further details regarding the activities of the Committee can be found. Comments and suggestions regarding the plan may be forwarded to the Committee through this web site. Comments may also be submitted to the Committee via the Marine Exchange of Puget Sound at 100 West Harrison Street, Suite S-560, Seattle WA 98119-4135; by phone (206) 443-3830; by Fax (206) 443-8205; or by their web site at <http://www.marineexchange.com>.



Bruce Reed
Chair, Puget Sound Harbor Safety Committee
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e-mail: bruce@foss.com

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TABLE OF CONTENTS

Letter of Promulgation	1
Table of Contents	3
<u>Section A -- Introduction</u>	
Statement of Purpose	7
Harbor Safety Committee Members	9
Geographic Plan Applicability and Information	10
<u>Section B – General Information</u>	
Aids to Navigation	15
Advance Notice of Arrival	19
Automatic Identification System	23
Charts: Required	24
Communications: Emergency Response	30
Fishing Net Conflict Resolution	34
Naval Vessels – Naval Vessel Protection Zones	36
Olympic Coast National Marine Sanctuary / Area To Be Avoided	37
Pilotage	38
Small Vessels and Marine Event Management	40
<u>Section C – Standards of Care (SOCs)</u>	
Anchoring ... (revised 7/29/09)	42
Bridge Team Management	51
Bunkering Operations ... (revised 12/3/08)	53
Equipment Failures	64
Heavy Weather	66
Hot Work	75
Lightering	78
Propulsion Loss Prevention	86
Restricted Visibility	89
Tanker Escort Operations	90
Towing Vessel Operations	93
Underkeel Clearance	95
Appendix 1 – Glossary of Terms	96
Appendix 2 – List of Acronyms	98

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SECTION A

INTRODUCTION

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PURPOSE OF THE PUGET SOUND HARBOR SAFETY PLAN

The Puget Sound Harbor Safety Committee (PSHSC) is a duly constituted body of public and private stakeholders who share the common interest of safe, environmentally responsible and efficient use of Puget Sound and adjacent waters. As such, the PSHSC takes responsibility for developing standards and protocols that address those environmental and operational elements of maritime operations that are somewhat unique and especially significant to Puget Sound. The standards and protocols contained in the Puget Sound Harbor Safety Plan complement and supplement existing and future federal, state and local laws and regulations. Because these standards and protocols are generally non-regulatory in nature, their development and implementation can be more timely than regulatory actions.

With its regular meetings and broad stakeholder group participation, the PSHSC offers an agile and vibrant forum to lead the stakeholder community in identifying and resolving conflicts or concerns, existing and potential, in the commercial and recreational use of Puget Sound. The PSHSC should be viewed as the agent of choice by government, industry and environmentalists to present and respond to user conflicts, desired new environmental practices, new safety initiatives, and natural resource conflicts or changes. The PSHSC can also support and expand upon the work of other Puget Sound focused organizations, such as the Puget Sound Partnership, the Puget Sound Area Maritime Security Committee (AMSC), the Pacific Northwest Area Committee (AC)/Regional Response Team (RRT), the Puget Sound Marine Firefighting Commission (PSMFC) and others.

Action Items: Especially important action items for vessel masters will be highlighted throughout the plan in special "action items" boxes like this one.

PROCEDURES:

The elements of the Puget Sound Harbor Safety Plan are developed by “focus teams” which are subcommittees of the Operations standing committee of the PSHSC. To assure the broadest perspectives on measures considered, focus teams are expected to include interested parties within the PSHSC and to reach beyond the PSHSC for membership, participation and advice.

As possible additions and/or corrections to the Harbor Safety Plan are identified, the Chair of the Operations standing committee will appoint one or more PSHSC members to lead a focus group to consider the issues and bring recommendations to the full PSHSC.

GUIDELINES:

Standards and protocols included in the Puget Sound Harbor Safety Plan will address operational and environmental issues unique to Puget Sound. The Puget Sound Harbor Safety Plan is not intended to supplant or otherwise conflict with federal, state or local regulations developed under legal authorities. Nor is the Puget Sound Harbor Safety Plan intended to replace the good judgment of a ship's master in the safe operation of his/her vessel. The Puget Sound Harbor Safety Plan is intended to complement existing regulations by advising the mariner of unique conditions and requirements that may be encountered in Puget Sound and adjacent waters and the standards and protocols developed by local experts for ensuring greater safety in light of those conditions and requirements.

HARBOR SAFETY COMMITTEE MEMBERS

LIST OF MEMBERS

The Puget Sound Harbor Safety Committee is a stakeholder organization. A broad based association representing the interests of each stakeholder group is invited to nominate a representative and an alternate. The Puget Sound Harbor Safety Committee includes the following:

Voting Members

- Aquaculture
- Commercial Fishing (non tribal)
- Environmental Groups
- Labor
- Native American (treaty)
- Passenger Vessel Operators
- Petroleum Shippers
- Pilots
- Public
- Public Ports
- Recreational Boaters
- State Ferry System
- Steamship Lines
- Tug & Barge

In addition to the stakeholder groups listed above, there are a number of governmental agencies that may serve on the Puget Sound Harbor Safety Committee in a non-voting, advisory capacity and to the extent they consent to participate on the Committee. These include:

Advisors (non-voting)

- Local Government
- NOAA
- Pacific States/BC Task Force
- US Army Corps of Engineers
- US Coast Guard
- US Dept. of Trans. – MARAD
- US Navy
- WA Dept of Ecology
- Marine Exchange (Admin.)

The Chair of the Puget Sound Harbor Safety Committee appoints the chairs of the various PSHSC subcommittees (including the Operations standing committee).

Committee membership shall not, by itself, be construed to in any way limit the legal rights, obligations, or authorities of an individual representative or the groups or agencies which they represent.

GEOGRAPHIC PLAN APPLICABILITY AND INFORMATION

GEOGRAPHIC BOUNDARIES

This plan is intended to cover federal navigable waters throughout Puget Sound and the approaches from Sea, and the focus is primarily on commercial vessels. The U.S. and Canada cooperatively manage vessel traffic in these boundary waters, and there are sections of this plan with relevance to dealing with Canadian authorities, operations in Canadian waters, and operations in U.S. waters controlled by Canadian traffic managers. With the above in mind, the applicability of this plan is the combination of the below geographic areas that encompass both the legal and traffic management regimes.

U.S. COAST GUARD CAPTAIN OF THE PORT (COTP) ZONE

For all commercial vessel and waterways management marine safety, port security and environmental issues in Puget Sound and northwest Washington State, the Captain of the Port Puget Sound (located at Sector Seattle) is the primary Coast Guard authority. The legal boundaries for the Captain of the Port Puget Sound are set forth in 33 Code of Federal Regulations 3.65-10. This approximately corresponds to the Queets River on the Washington coast and northward, the Strait of Juan de Fuca and all the navigable waters of Puget Sound. The Captain of the Port has varying levels of jurisdiction extending to the outer limit (200 nautical miles) of the EEZ for foreign and domestic vessels.

Within the northern part of the Sector Seattle Captain of the Port Zone, Coast Guard Group Port Angeles performs search and rescue, border security, law enforcement and fisheries patrol missions. Group Port Angeles' area of operation consists of the Washington coast from Queets River north, the Strait of Juan de Fuca, Boundary Pass and Haro Strait, Rosario Strait, and other waters of Puget Sound north of Admiralty Inlet. Sector Seattle's subunit, Station Seattle, performs these missions within the remaining areas of Puget Sound.

WASHINGTON DEPARTMENT OF ECOLOGY

For all commercial vessel and waterways management, marine safety, port safety and environmental protection and spill preparedness and response issues in Washington state waters, including all of Puget Sound and the various connecting straits, the Washington Department of Ecology Spills Prevention, Preparedness, and Response (SPILLS) Program is the primary state authority responsible for dealing with vessel and facility incidents as they might impact state marine resources. The state's jurisdiction extends to activities occurring in the coastal waters within the U.S. territorial seas, and state interests may even extend beyond those limits to the extent the event would likely impact state waters and resources. Similar to the U.S. Coast Guard, the SPILLS program conducts vessel examinations utilizing accepted industry standards for non-tank vessels, as well as

conducting fuel and cargo oil transfer monitoring inspections on all vessels. In addition, the agency responds to and investigates all marine incidents and accidents involving covered vessels (i.e., tank vessels, and other commercial vessels of 300 gross tons or more).

TRAFFIC MANAGEMENT SCHEME

An International Maritime Organization (IMO) approved Traffic Separation Scheme (TSS) governs vessel traffic in Puget Sound and its approaches. This area is actively managed by a joint U.S. - Canadian Cooperative Vessel Traffic Service (CVTS). At the western entrance to the Strait of Juan de Fuca, this area includes the extent of Tofino Traffic's radar coverage, approximately 60 miles out to sea, and extends throughout Puget Sound north to Vancouver, British Columbia, and south to Tacoma, Washington and Olympia, Washington. Commercial mariners are required to have an operating handbook for the Vessel Traffic Service; it is available at: <http://www.uscg.mil/d13/psvts/>.

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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 Seattle 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 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: 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
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. 62.63 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 Seattle 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.

U.S. REQUIREMENTS - OVERVIEW

- 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; it is found at 33 CFR 160.201-215.
- 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.

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.

APPLICABILITY

- The NOA requirements generally apply to:
 - All commercial vessels greater than 300 gross tons that intend to arrive at a port or place in the United States;
 - All foreign vessels that intend to arrive at a port or place in the United States (regardless of size); and
 - All vessels that intend to arrive at a port or place in the United States that are carrying Certain Dangerous Cargo (see 33 CFR 160.204 for complete details):
 - 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 liquid chlorine gas
- Bulk liquid flammable or toxic gas carried under 46 CFR 154.7
- 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
- Note: Customs and Border Protection (CBP) requires all commercial vessels arriving at a port or place in the United States from a foreign port, to submit Advance Passenger Information System (APIS) information, which is accomplished through the electronic Notice of Arrival/Departure (eNOAD) system.
- Exemptions:
 - U.S. recreational vessels
 - Oil Spill Response Vessels (OSRVs) engaged in actual spill response or exercise
 - Passenger and supply vessels when engaged in the exploration or removal of oil, gas, or mineral resources on the Outer Continental Shelf.
 - IF NOT CARRYING A CDC:
 - Each vessel 300 gross tons or less except **foreign vessels.**
 - Vessels arriving under force majeure
 - 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
 - Each vessel operating exclusively within a USCG Captain Of The Port Zone

TIME REQUIREMENTS

- The time requirements are based on the vessel's voyage time to the intended port or place of destination
- If voyage time > 96 hours, submit NOA 96 hours prior to intended arrival time
- If voyage time is < 96 hours but >24 hours, submit NOA before departure
- If voyage time is <24 hours, submit NOA before departure AND 24 hours prior to intended arrival

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.

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.

FUTURE INITIATIVES

In order to align with the CBP APIS regulation and to enhance MDA, the Coast Guard is working on a regulatory project to expand the NOA regulation. It will increase the affected vessel population by capturing all foreign commercial vessels (regardless of size), and all U.S. commercial vessels (regardless of size) arriving from a foreign port or place. In addition, the rulemaking will require all applicable vessels to report a notice of departure (NOD) when departing from a port or place of the U.S. Also, vessels will be required to report NOAs and NODs via electronic methods, which can be accessed through the National Vessel Movement Center (NVMC) at www.nvmc.uscg.gov.

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 235

Email: Deborah.nesbitt@dhs.gov

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 Seattle (206 217 6002)
I am having trouble submitting my eNOAD	NVMC

CANADIAN REPORTING REQUIREMENTS

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).

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.

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 www.ccg-gcc.gc.ca/mcts-sctm/ramn/docs/index_e.htm. 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 identifying 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.

The U.S. Coast Guard also requires that a 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). This includes (i) 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; (ii) Towing vessels of 26 feet or more in length and more than 600 horsepower, in commercial service; and (iii) Passenger vessels certificated to carry more than 150 passengers-for-hire. See 33 CFR 164.46.

“Properly installed” refers to an installation using the guidelines set forth in IMO SN/Circ.227 (incorporated by reference, see §164.03). Not all AIS units are able to broadcast position, course, and speed without the input of an external positioning device (e.g. dGPS); the use of other external devices (e.g. transmitting heading device, gyro, rate of turn indicator) is highly recommended, however, not required except as stated in §164.46(a)(2).

It has been noticed that many 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 serves the intended purpose.

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 text 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 Local Notice to Mariners (LNM) and the yearly Special Local Notice to Mariners (SLNM) is <http://www.navcen.uscg.gov/lnm/d13/>. 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 VTS as outlined in the attached chart.

Action Items:

- Canadian Waters- Contact Canadian Coast Guard (CCG) Radio Victoria via the appropriate VTS center (Clear with RCC Victoria).
- U.S. Waters- Contact VTS Puget Sound (Seattle Traffic) who will direct you to either Coast Guard Group Port Angeles or Sector Seattle for search and rescue and/or to the Captain of the Port 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 VTS.
- 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) Tofino Traffic's area of control West of 124° 40' W	Lives at Stake	CCG Radio Victoria directly or via CCG Tofino Traffic
	Vessel casualties	Transport Canada Marine Safety via Tofino Traffic
Offshore- U.S. Waters In Canadian Coast Guard (CCG) Tofino Traffic's area of control West of 124° 40' W	Lives at Stake	USCG Group Port Angeles directly or via CCG Tofino Traffic
	Vessel casualties	USCG COTP via Tofino Traffic
Strait of Juan de Fuca E. of 124° 40' W to Haro Strait and Boundary Pass- Canadian Waters	Lives at Stake	CCG Radio Victoria directly or via Seattle Traffic or Victoria Traffic
	Vessel casualties	Transport Canada Marine Safety via Victoria Traffic
Strait of Juan de Fuca E. of 124° 40' W to Double Bluff, Whidbey Island- U.S. Waters	Lives at Stake	USCG Group Port Angeles directly or via Seattle Traffic
	Vessel casualties	USCG COTP via Seattle Traffic
Puget Sound South of Double Bluff, Whidbey Island and all San Juan Islands- U.S. Waters	Lives at Stake	USCG Sector Seattle directly or via Seattle Traffic
	Vessel casualties	USCG COTP via Seattle Traffic