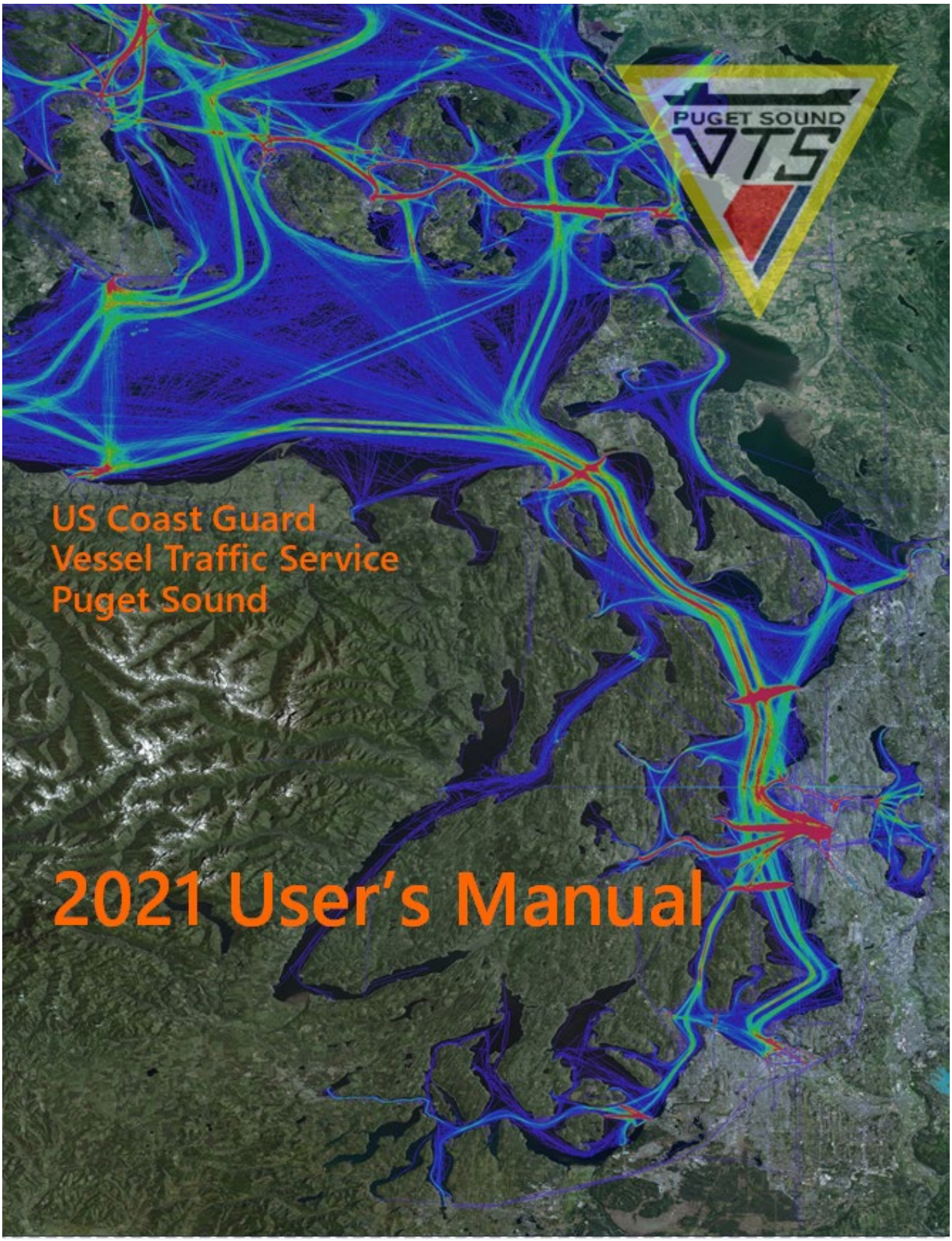

Image from August2015

Vessel Traffic Service Puget Sound User Definitions and Requirements

VMRS (Vessel Movement Reporting System) Users are: 1. Every power-driven vessel of 40 meters (approximately 131.23 feet) or more in length, while navigating; 2. Every towing vessel of 8 meters (approximately 26.25 feet) or more in length, while navigating; 3. Every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.	Requirements **1-3** apply.

VTS Users are: 1. Every power-driven vessel of 20 meters (approximately 65.62 feet) or more in length, while navigating; 2. Every vessel of 100 gross tons or more carrying 1 or more passengers for hire, while navigating; 3. A dredge or floating plant.	Requirements **1-2** apply.

All other **Waterborne Craft:** Defined as a "vessel" by Rule 3 of the 1972 Collision Regulations, and not defined above.	Requirements **1** apply.

Requirements:

1. Subject to 1972 Collision Regulations (72 COLREGS);
2. Subject to 33 CFR 161.1-161.13 (Subpart A – VESSEL TRAFFIC SERVICES General Rules, Services, Measures, Operating Requirements);
3. Subject to 33 CFR 161.15-161.23 (Subpart B – VESSEL MOVEMENT REPORTING SYSTEM).

VTS participation requirements in *Canadian Waters* 1. Non-Pleasure craft vessels 20 meters or greater in length. 2. Pleasure craft 30 meters or greater in length. 3. Fishing vessel 24 meters or greater in length, and 150GT. 4. Towing vessels 20 meters or greater in length, or, if the object being towed is 20 meters, or, overall length of tug and tow is 45 meters.	Requirements **1-3** apply.

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INTRODUCTION

The Strait of Juan de Fuca and its approaches, Puget Sound, the San Juan Island Archipelago, Haro Strait, Boundary Pass, and the Strait of Georgia are regions of the Salish Sea collectively managed by Seattle, Prince Rupert, and Victoria Traffic Services. This cooperatively managed portion of the Salish Sea is a vastly complex waterway, a pristine ecosystem, and part of a commercially and economically critical port infrastructure utilized by a myriad of vessel types. In addition to large commercial traffic destined for the refineries and bulk or container terminals, the Salish Sea has historically supported a valuable commercial and tribal fishery, and a large recreational vessel fleet. The establishment and operation of Vessel Traffic Service Puget Sound (VTSPS) or "Seattle Traffic" under the authority of the Ports and Waterways Safety Act, is a major effort by the U. S. Coast Guard to ensure the continued safe use of these waters for its many diverse users.

The purpose of Vessel Traffic Service Puget Sound is to facilitate the safe, secure and efficient transit of vessel traffic to assist in the prevention of collisions or groundings that could cost lives, property damage, or subject the pristine waters of the Salish Sea to environmental harm. VTSPS provides all three levels of VTS services defined by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) to assist the mariner in the formation and execution of sound navigational decision making. These services include: Information Service, Navigation Assistance Service and Traffic Organization Service.

This manual contains Vessel Traffic Service regulations contained in 33 CFR 161 and references to other applicable regulations essential to navigating in the VTS Puget Sound Area. Carriage of these regulations is mandatory for Vessel Movement Reporting System (VMRS) and VTS Users. This manual meets 33 CFR Part 161.4 "Requirement to carry the rules." This publication may be downloaded from the VTS website, but is **not for resale**.

VTSPS is comprised of three major components:

(1) a Vessel Movement Reporting System (VMRS);
(2) a Traffic Separation Scheme (TSS); and
(3) a Surveillance system including radar, Automatic Identification System (AIS), and closed-circuit television (CCTV).

VMRS: The VMRS is based upon a VHF-FM communications network maintained continuously by the Vessel Traffic Center (VTC) in Seattle. This network consists of 15 variable power sites. The location of these communication sites throughout the VTSPS Area allows mariners to contact the VTC while normally only using low power on their radio. The VTC processes all information received and disseminates navigational safety information to those vessels asking for or requiring it. Much of the information processed by the VTC is collected from vessel reports, so mariners are cautioned that advisories based on vessel reports are only as accurate as the information given to the VTC from vessels in the VTS area. A common "radio net" provides the fundamental safety component for all vessels using, or merely listening to VTS traffic.

TSS: The Traffic Separation Scheme (TSS) in the VTSPS Area has been adopted by the International Maritime Organization (IMO). Therefore, the TSS is subject to the COLREGS and all vessels are expected to comply with the provisions of Rule 10 when operating in or

near the TSS. The traffic lanes, separation zone, and TSS buoys that comprise the TSS are depicted on nautical charts, and International COLREGS apply everywhere in the VTSPS Area, including Lake Washington. Several IMO defined Precautionary Areas exist within the TSS where the master or person in charge of a vessel must exercise particular caution. Most of these precautionary areas are at turns or junctions in the TSS. Vessels must keep the center of the precautionary area to port in accordance with 33 CFR 165.1303 and consider them *roundabouts* to enhance order and predictability in traffic flow.

Surveillance: The VTC receives radar signals from 12 strategically located radar sites throughout the VTSPS area. Radar provides approximately 2,900 square miles of coverage including all waters where the TSS exists. This includes the Strait of Juan de Fuca, Rosario Strait, Admiralty Inlet, and Puget Sound south to Commencement Bay. The VTS also receives and displays AIS information from 13 AIS base stations, and has a total of 13 CCTV cameras located throughout the VTSPS Area to observe critical waterways, port areas and major anchorages. Canadian Marine Communications and Traffic Services (MCTS) partners provide radar and AIS surveillance of the offshore approaches to the Strait of Juan de Fuca, Haro Strait, Boundary Pass, and Strait of Georgia.

Since 1979, the U.S. Coast Guard has worked cooperatively with the Canadian Coast Guard in managing vessel traffic in adjacent waters through the **Cooperative Vessel Traffic Service** (CVTS). An international State Department level agreement between our nations has established traffic management areas based not on international boundaries, but rather on geography and waterways to provide the best possible seamless and safest collective service for the mariner. Prince Rupert MCTS (*Prince Rupert Traffic, Ch. 74*), VTS Puget Sound (*Seattle Traffic, Ch. 5A, 14*) and Victoria MCTS (*Victoria Traffic, Ch. 11*) each have reporting areas that contain a component of each other's nation's waters to ensure that a single VTS service, with a single reporting frequency will be assigned to critical segments of the TSS as a matter of convenience and safety to the mariner. The service boundary line between Prince Rupert, Seattle, and Victoria Traffic is independent of the International Boundary, and is known as the "Exchange Line." It is described in detail in this manual.

The **Puget Sound Harbor Safety Plan** provides best practices and standards of care for maritime operations in Puget Sound. The plans purpose is to mitigate risks for maritime safety and to enhance the protection of the marine environment. The plan represents the cooperative and collaborative efforts of industry leaders, Washington State, the U.S. Coast Guard and other government agencies and is strongly endorsed by the Captain of the Port Puget Sound. The plan can be found at www.pshsc.org

Send suggestions, comments or requests for additional copies of this User Manual to:

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U. S. Coast Guard Sector Puget Sound
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Section 1

Title 33: Navigation and Navigable waters

PART 161—VESSEL TRAFFIC MANAGEMENT

Subpart A—Vessel Traffic Services

General Rules

Services, VTS Measures, and Operating Requirements

Subpart B—Vessel Movement Reporting System

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

Subpart A—Vessel Traffic Services

General Rules

§ 161.1 Purpose and Intent.

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

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

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

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

§ 161.2 Definitions.

For the purposes of this part:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(2) Required to participate in a VMRS within a VTS area (VMRS User); or

(3) Equipped with a required Coast Guard type-approved Automatic Identification System (AIS).

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

§ 161.3 Applicability.

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

§ 161.4 Requirement to carry the rules.

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

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

§ 161.5 Deviations from the rules.

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

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

provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances.

§ 161.6 Preemption.

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

Services, VTS Measures, and Operating Requirements

§ 161.10 Services.

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

(a) Hazardous conditions or circumstances;

(b) Vessel congestion;

(c) Traffic density;

(d) Environmental conditions;

(e) Aids to navigation status;

(f) Anticipated vessel encounters;

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

(h) Temporary measures in effect;

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

(j) Anchorage availability; or

(k) Other information or special circumstances.

§ 161.11 VTS measures.

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

(1) Designating temporary reporting points and procedures;

(2) Imposing vessel operating requirements; or

(3) Establishing vessel traffic routing schemes.

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

§ 161.12 Vessel operating requirements.

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

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

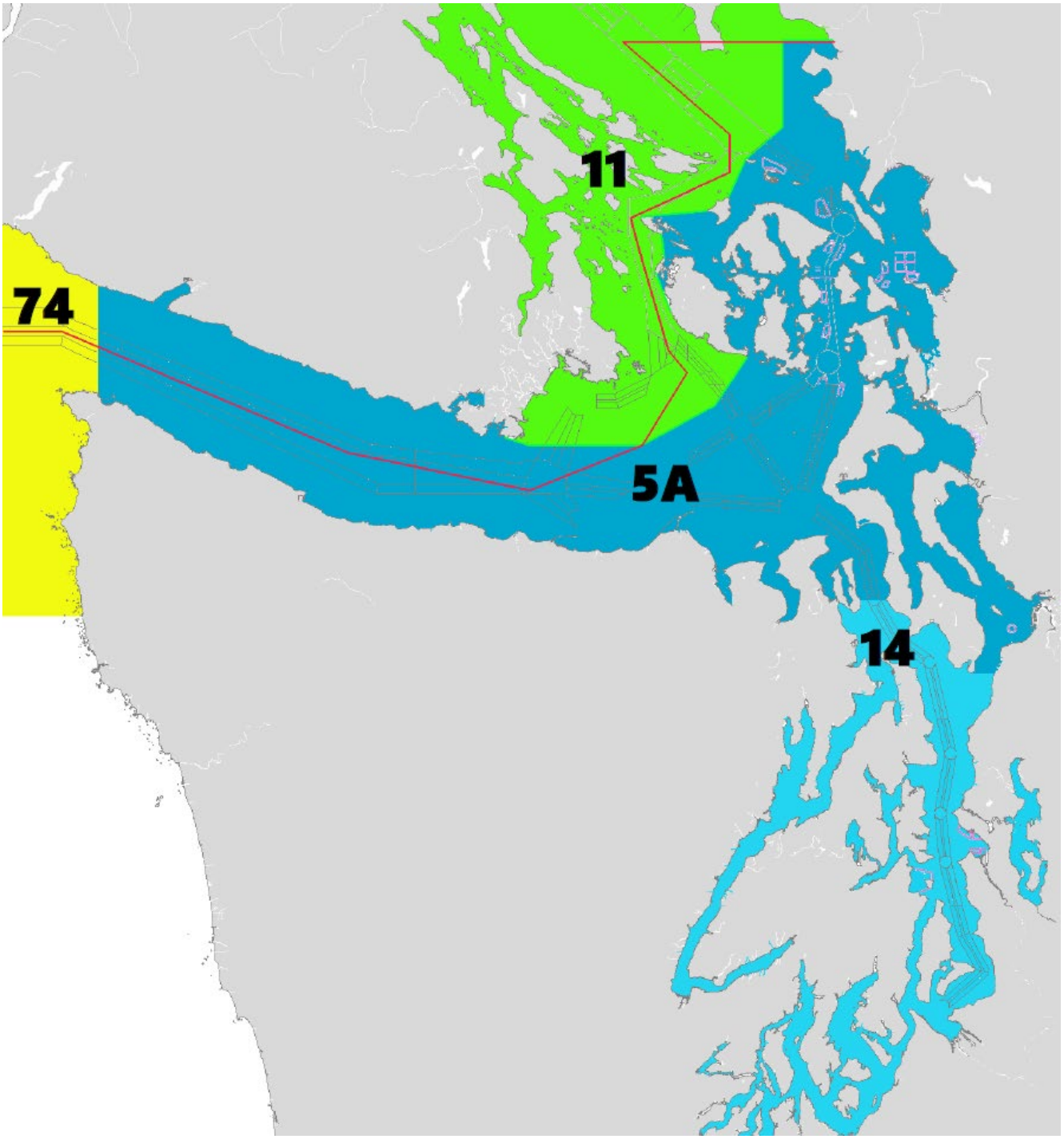
(c) When not exchanging voice communications, a VTS User must maintain a listening watch as required by § 26.04(e) of this chapter on the VTS frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VTS User must respond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

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

It is requested that when anchored or moored to a buoy in the VTS Area, the master, pilot, or person directing the movement of the vessel ensure that a radio listening watch is maintained on the appropriate VTS frequency except when transmitting on that frequency. Additional anchoring standards of care are contained in the Puget Sound Harbor Safety Plan.

Table 161.12(c)—VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas

Center MMSI [1] *Call Sign*	**Designated frequency (Channel designation)—purpose [2]**	**Monitoring area [3,4]**
Puget Sound [7]		
Seattle Traffic—003669957	156.700 MHz (Ch. 14)	The waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Nodule Point and Bush Point in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
Seattle Traffic—003669957	156.250 MHz (Ch. 5A)	The waters of the Strait of Juan de Fuca east of 124°40′ W. excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks; the navigable waters of the Strait of Georgia east of 122°52′ W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Nodule Point and Bush Point and all waters east of Whidbey Island North of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
Prince Rupert Traffic—003160012	156.725 MHz (Ch. 74)	The waters west of 124°40′ W. within 12 nautical miles of the coast of Vancouver Island including the waters north of 48° N., and east of 125°15′ W.
Victoria Traffic—003160010	156.550 MHz (Ch. 11)	The waters of the Strait of Georgia, including Vancouver Harbor, Boundary Pass, and Haro Strait north and west of a line drawn from Church Point on Vancouver Island, to Race Rocks Light, due easterly to the intersection of the U.S./Canadian border at 48°17.883′ N., 123°14.1′ W., north-easterly to Hein Bank in position 48°21.093′ N., 123°02.762′ W., northerly to Cattle Point Light on San Juan Island, along the shoreline to Lime Kiln Light, to Kellett Bluff Light on Henry Island, along the shoreline to the tip of McCracken Point at the northernmost point of Henry Island, to the southernmost point on Stuart Island in position 48°39.467′ N., 123°11.083′ W., along the shoreline to Turn Point Light, to Sandy Point on Waldron Island, along the shoreline to Point Hammond, to Patos Island Light, to Alden Bank in position 48°50.389′ N., 122°52.227′ W., then due north to Boundary Bay in position 49°00.125′ N., 122°52.227′ W., then due east along the international boundary to the shoreline in Semiahmoo Bay.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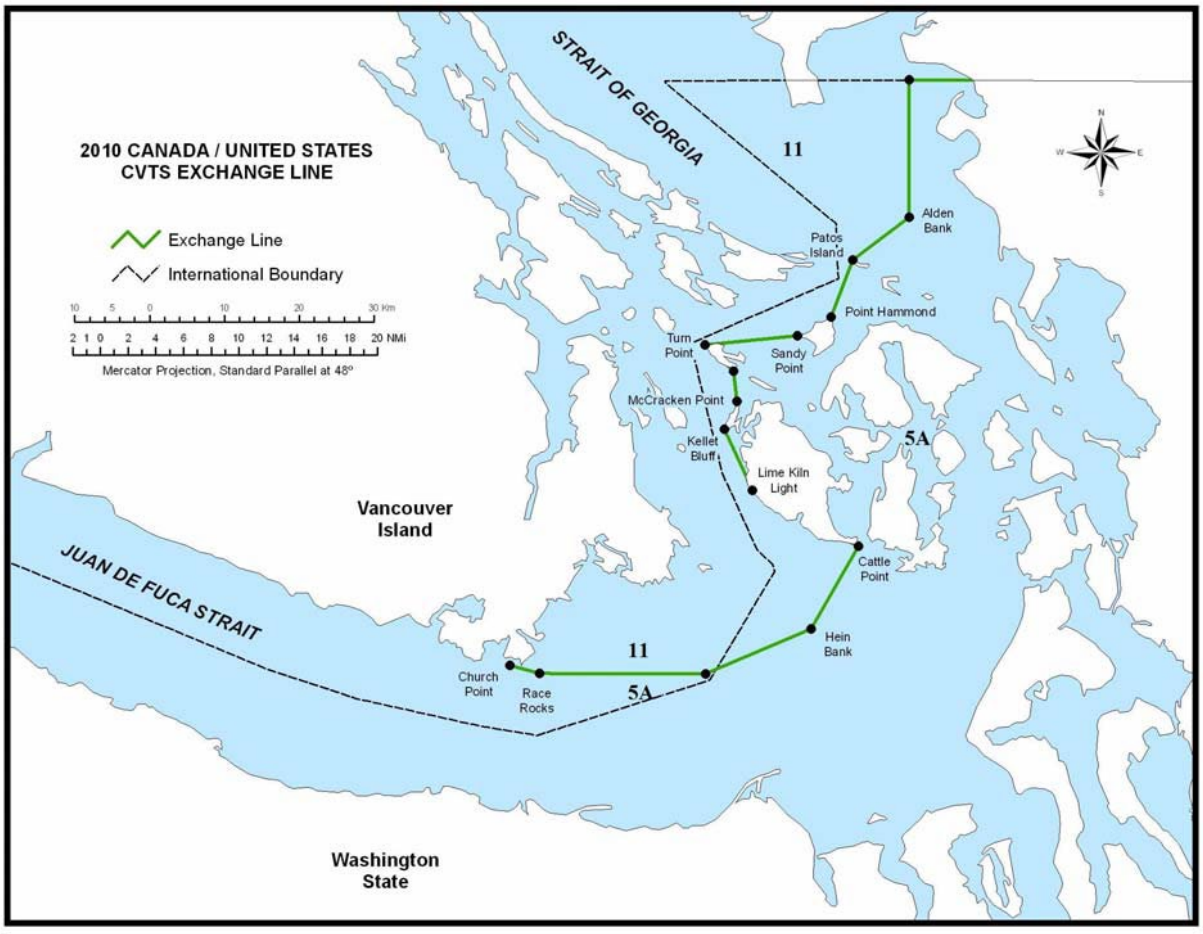
***<u>A precise service 'exchange line' was adopted in 2010 between Prince Rupert Traffic, Seattle Traffic and Victoria Traffic. The official exchange lines are defined as</u>:**

(a) Part 1. The 124°40' west meridian of Longitude in Juan de Fuca Strait from the Canadian low-water line to the U.S. low-water line as depicted on official charts;

(b) Part 2. Church Point on Vancouver Island, to Race Rocks Light, due easterly to the intersection of the U.S./Canadian border at 48°17'53.0"N/123°14'6.0"W, north-easterly to Hein Bank in position 48°21'05.62"N/123°02'45.72"W, northerly to Cattle Point Light on San Juan Island, along the shoreline to Lime Kiln Light, to Kellett Bluff Light on Henry Island, along the shoreline to the tip of McCracken Point at the northernmost point of Henry Island, to the southernmost point on Stuart Island in position 48°39'28"N/123°11'05"W, along the shoreline to Turn Point Light, to Sandy Point on Waldron Island, along the shoreline to Point Hammond, to Patos Island Light, to Alden Bank in position 48°50'23.39"N/122°52'13.67"W, then due north to Boundary Bay in position 49°00'07.5"N/122°52'13.67"W, then due east along the international boundary to the shoreline in Semiahmoo Bay.



Notes:

[1] Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in §§ 161.21 and 164.46 of this subchapter. The requirements set forth in §§ 161.21 and 164.46 of this subchapter apply in those areas denoted with a MMSI number.

[2] In the event of a communication failure, difficulties or other safety factors, the Center may direct or permit a user to monitor and report on any other designated monitoring frequency or the bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13) or 156.375 MHz (Ch. 67), to the extent that doing so provides a level of safety beyond that provided by other means. The bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is used in certain monitoring areas where the level of reporting does not warrant a designated frequency.

[3] All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

[4] Some monitoring areas extend beyond navigable waters. Although not required, users are strongly encouraged to maintain a listening watch on the designated monitoring frequency in these areas. Otherwise, they are required to maintain watch as stated in 47 CFR 80.148.

[5] N/A

[6] N/A

[7] A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate Center administers the rules issued by both nations; however, enforces only its own set of rules within its jurisdiction. Note, the bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is not so designated in Canadian waters, therefore users are encouraged and permitted to make passing arrangements on the designated monitoring frequencies.

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

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

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

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

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

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

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

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

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

The master, pilot, or person directing the movement of the vessel is also requested to report to the VTS any other hazardous condition or circumstance whenever observed unless it is known to have been previously reported. These include, but are not limited to the following:

(a) Reduced visibility and other adverse weather conditions
(b) Concentrations or vessels congesting the traffic lanes
(c) Floating logs or other obstructions to navigation
(d) Any defect observed on another vessel that may affect safe navigation

§ 161.13 VTS Special Area operating requirements.

The following operating requirements apply within a VTS Special Area:

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

(b) A VMRS User shall:

(1) Not enter or get underway in the area without prior approval of the VTS;

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

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

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

Subpart B—Vessel Movement Reporting System

§ 161.15 Purpose and intent.

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

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

§ 161.16 Applicability.

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

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

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

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

§ 161.17 Definitions.

As used in this subpart:

Center means a Vessel Traffic Center or Vessel Movement Center.

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

§ 161.18 Reporting requirements.

(a) A Center may:

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

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

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

Table 161.18(a)—The IMO Standard Ship Reporting System

A	ALPHA	Ship	Name, call sign or ship station identity, and flag.
B	BRAVO	Dates and time of event	A 6 digit group giving day of month (first two digits), hours and minutes (last four digits). If other than UTC state time zone used.
C	CHARLIE	Position	A 4 digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5 digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or.
D	DELTA	Position	True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark).
E	ECHO	True course	A 3 digit group.
F	FOXTROT	Speed in knots and tenths of knots	A 3 digit group.
G	GOLF	Port of Departure	Name of last port of call.
H	HOTEL	Date, time and point of entry system	Entry time expressed as in (B) and into the entry position expressed as in (C) or (D).
I	INDIA	Destination and expected time of arrival	Name of port and date time group expressed as in (B).
J	JULIET	Pilot	State whether a deep sea or local pilot is on board.
K	KILO	Date, time and point of exit from system	Exit time expressed as in (B) and exit position expressed as in (C) or (D).
L	LIMA	Route information	Intended track.
M	MIKE	Radio	State in full names of communications stations/frequencies guarded.
N	NOVEMBER	Time of next report	Date time group expressed as in (B).
O	OSCAR	Maximum present static draught in meters	4 digit group giving meters and centimeters.
P	PAPA	Cargo on board	Cargo and brief details of any dangerous cargoes as well as harmful substances and gases that could endanger persons or the environment.
Q	QUEBEC	Defects, damage, deficiencies or limitations	Brief detail of defects, damage, deficiencies or other limitations.
R	ROMEO	Description of pollution or dangerous goods lost	Brief details of type of pollution (oil, chemicals, etc) or dangerous goods lost overboard; position expressed as in (C) or (D).
S	SIERRA	Weather conditions	Brief details of weather and sea conditions prevailing.
T	TANGO	Ship's representative and/or owner	Details of name and particulars of ship's representative and/or owner for provision of information.
U	UNIFORM	Ship size and type	Details of length, breadth, tonnage, and type, etc., as required.
V	VICTOR	Medical personnel	Doctor, physician's assistant, nurse, no medic.
W	WHISKEY	Total number of persons on board	State number.
X	XRAY	Miscellaneous	Any other information as appropriate. [*i.e.*, a detailed description of a planned operation, which may include: its duration; effective area; any restrictions to navigation; notification procedures for approaching vessels; in addition, for a towing operation: configuration, length of the tow, available horsepower, etc.; for a dredge or floating plant: configuration of pipeline, mooring configuration, and number of assist vessels, etc.].

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

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

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

(d) A vessel must report:

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

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

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

§ 161.19 Sailing Plan (SP).

Unless otherwise stated, at least 15 minutes, **but not more than 45 minutes,** before navigating a VTS area, a vessel must report the:

(a) Vessel name and type;

(b) Position;

(c) Destination and ETA;

(d) Intended route;

(e) Time and point of entry; and

(f) Dangerous cargo on board or in its tow, as defined in § 160.202 of this chapter.

§ 161.20 Position Report (PR).

A vessel must report its name and position:

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

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

(c) When directed by the Center.

§ 161.21 Automated reporting.

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

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

(1) Notify the Center;

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

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

Automated reporting does not relieve the vessel operator from the responsibility of submitting a Sail Plan. VTS requests all Class A AIS equipped vessels (particularly lite tugs) broadcast AIS while temporarily moored or at anchor so they can be identified in an emergency.

§ 161.22 Final Report (FR).

A vessel must report its name and position:

(a) On arrival at its destination; or

(b) When leaving a VTS area.

§ 161.23 Reporting exemptions.

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

(1) Vessels on a published schedule and route;

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

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

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

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

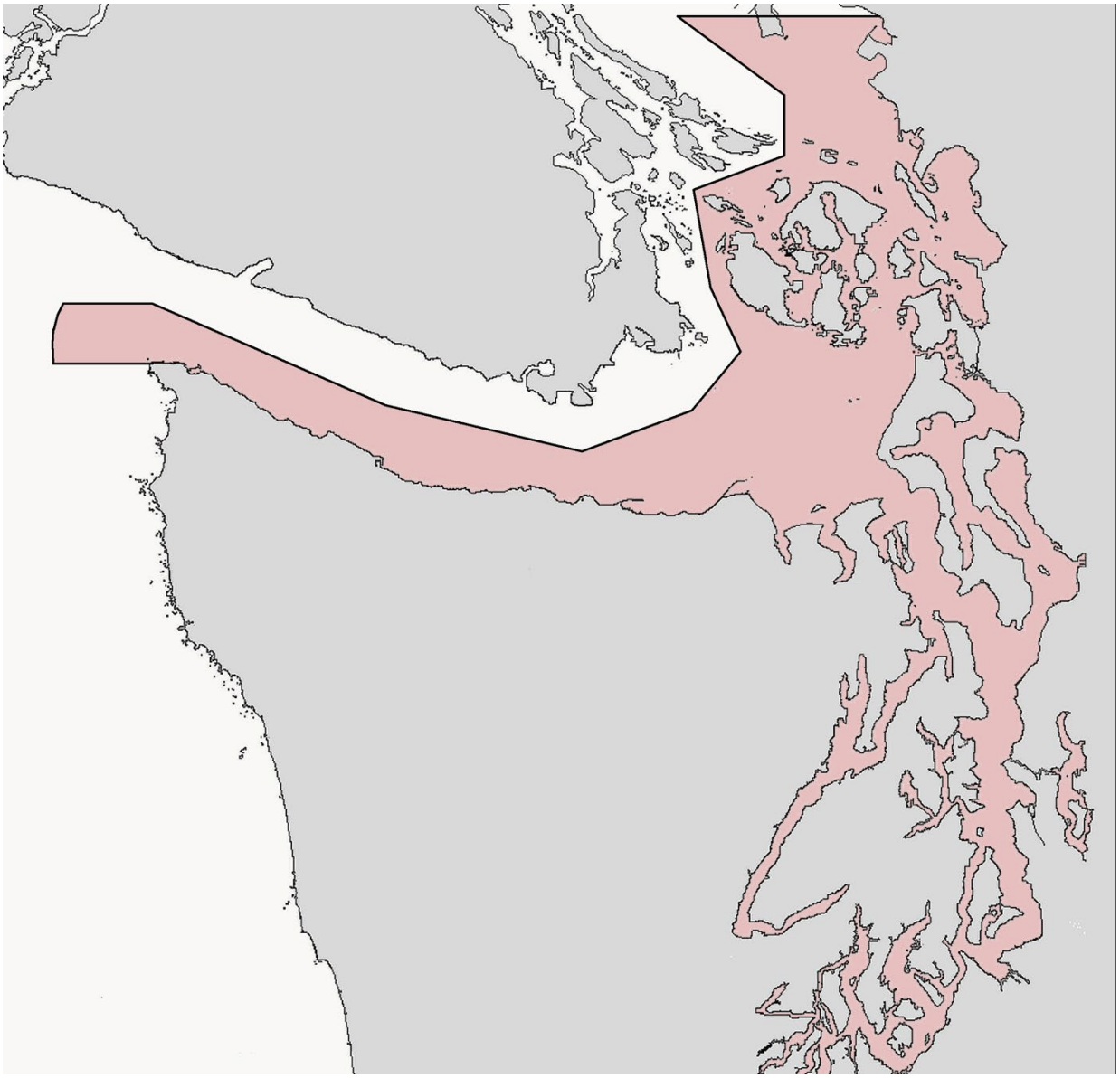
(2) If it departs from its promulgated schedule by more than 15 minutes or changes its limited operating area, make the established VMRS reports, or report as directed.

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

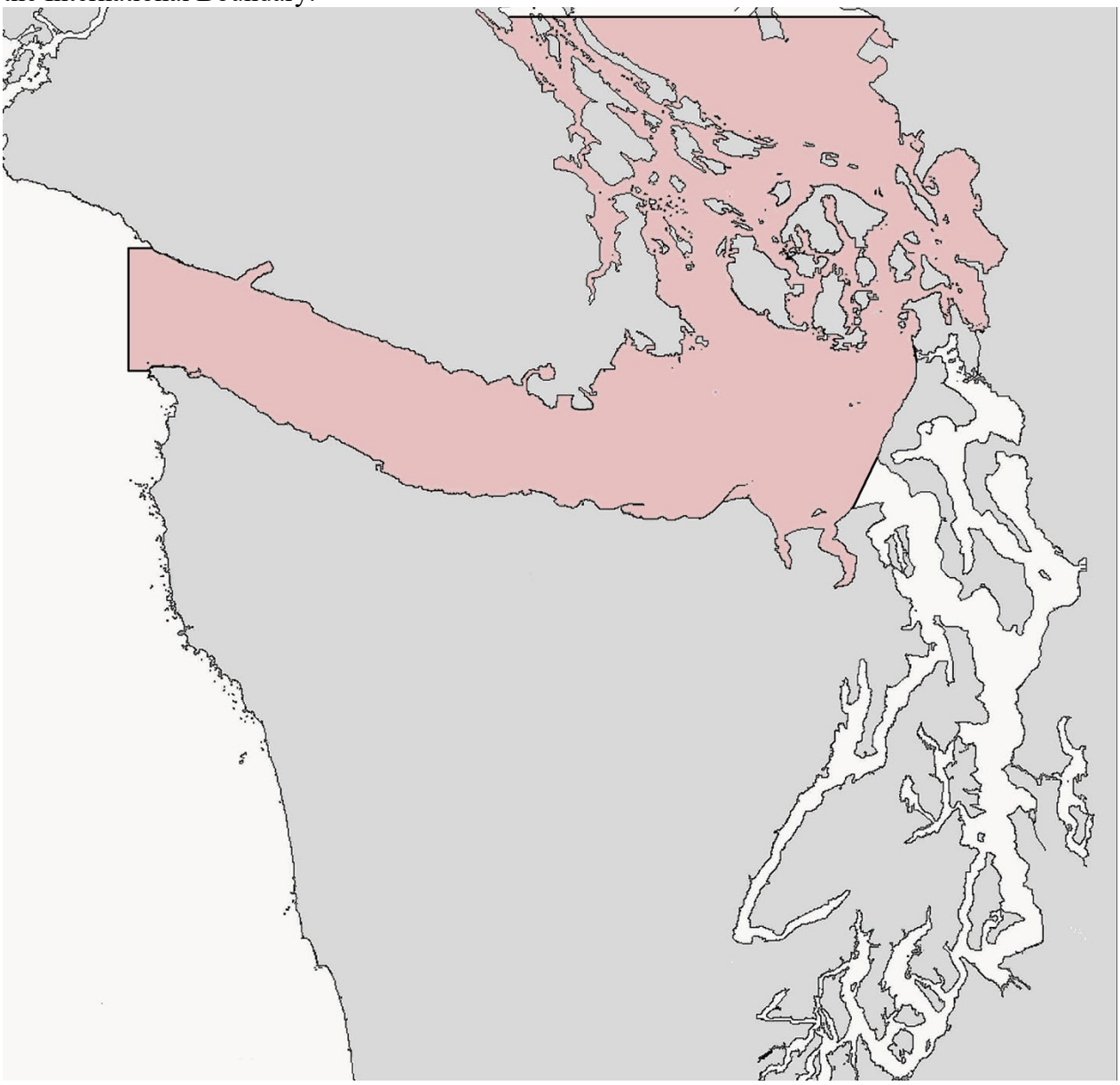
Note: All geographic coordinates contained in part 161 (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

§ 161.55 Vessel Traffic Service Puget Sound and the Cooperative Vessel Traffic Service for the Juan de Fuca Region.

.The Vessel Traffic Service Puget Sound area consists of the U.S. navigable waters of the Salish Sea from a line drawn from the Washington State coastline at 48°23.133′ N., 124°43.616′ W. on Cape Flattery to the Cape Flattery Light at 48°23.5′ N., 124°44.2′ W. on Tatoosh Island, due west to the U.S. Territorial Sea Boundary; thence northward along the U.S. Territorial Sea Boundary to its intersection with the U.S./Canada International Boundary; thence east along the U.S./Canada International Boundary to 49°00.1′ N., 122°45.3′ W. (International Boundary Range C Rear Light).



(a) Vessel Traffic Service Puget Sound participates in a U.S./Canadian Cooperative Vessel Traffic Service (CVTS) to jointly manage vessel traffic in the Juan de Fuca Region. The CVTS for the Juan de Fuca Region consists of all navigable waters of the Salish Sea, bounded on the northwest by 48°35.749′ N.; and on the southwest by 48°23.5′ N.; and on the west by the rhumb line joining 48°35.749′ N., 124°47.5′ W. with 48°23.5′ N., 124°48.616′ W.; and on the northeast by a line drawn along 49° N. from Vancouver Island to Semiahmoo Bay; and on the southeast, by a line drawn from McCurdy Point on the Quimper Peninsula to Point Partridge on Whidbey Island. Canadian and United States Vessel Traffic Centers (Prince Rupert, B.C., Canada; Vancouver, B.C., Canada; and Seattle, WA) manage traffic within the CVTS area irrespective of the International Boundary.



(b) VTS Special Area: The Eastern San Juan Island Archipelago VTS Special Area consists of all waters of the eastern San Juan Island Archipelago including: Rosario Strait bounded to the south by latitude 48°26.40′ N. (the center of the Precautionary Area "RB") extending from Lopez Island to Fidalgo Island, and to the north by latitude 48°40.57′ N. (the center of the Precautionary Area "C") extending from Orcas Island to Lummi Island; Guemes Channel; Bellingham Channel; Padilla Bay and southern Bellingham Bay (Samish Bay) south of latitude 48°38.42′N.

(Note: The center of precautionary area "RB" is not marked by a buoy. All precautionary areas are depicted on National Oceanic and Atmospheric Administration (NOAA) nautical charts.

(2) The Guemes Channel VTS Special Area consists of those waters bounded to the west by Shannon Point on Fidalgo Island and to the east by Southeast Point on Guemes Island.

(c) Additional VTS Special Area Operating Requirements. The following additional requirements are applicable in the Rosario Strait and Guemes Channel VTS Special Areas:

(1) A vessel engaged in towing shall not impede the passage of a vessel of 40,000 dead weight tons or more.

(2) A vessel of less than 40,000 dead weight tons is exempt from the provision set forth in § 161.13(b)(1) of this part.

(3) A vessel of less than 100 meters in length is exempt from the provisions set forth in § 161.13(b) (3) of this part. Approval will not be granted for:

(i) A vessel of 100 meters or more in length to meet or overtake; or cross or operate within 2,000 yards (except when crossing astern) of a vessel of 40,000 dead weight tons or more; or

(ii) A vessel of 40,000 dead weight tons or more to meet or overtake; or cross or operate within 2,000 yards (except when crossing astern) of a vessel of 100 meters or more in length.

(d) Reporting Point. Inbound vessels in the Strait of Juan de Fuca upon crossing 124-W.

In the eastern San Juan Island archipelago, the combined effects of the 33 CFR 161.13 and 161.55 regulations are:

1. **A vessel of less than 100 meters does not require VTS permission to meet, cross, or overtake any other VMRS User in the area.**

2. **A vessel of 100 meters or more in length will not be permitted to meet or overtake; or cross or operate within 2,000 yards (except when crossing astern) of a vessel of 40,000 DWT or greater.**

3. **A vessel of 40,000 DWT or more will not be permitted to meet or overtake; or cross or operate within 2,000 yards (except when crossing astern) of a vessel 100 meters or more in length.**

4. **A VTS User engaged in towing shall do so with as short a hawser as safety and good seamanship permits, and shall not impede the passage of a vessel of 40,000 DWT or more.**

5. **A vessel of 40,000 DWT or greater always requires prior VTS approval to enter or get underway in the special area. All other VMRS Users do not, unless a hazardous vessel operating condition or circumstance exists.** ***Permission to enter a special area with a known vessel defect or hazardous condition, or continue a transit if a hazardous condition develops within the special area itself, requires explicit approval of the Captain of the Port after contacting the VTS. Special conditions or restrictions may be placed upon the vessel, or authorization may be withheld. An alternate route around the special area may be recommended.***
   ****Ballast state does not exempt a vessel of 40,000 DWT from the necessity to gain VTS authorization to enter or get underway in a special area.***

6. **All VMRS Users must make safe passing arrangements on Channel 13 prior to meeting, crossing, or overtaking in the special area, and must comply with all other applicable International Collision Regulations.**

Section 2

Title 33: Navigation and Navigable waters

EXCERPTS FROM VARIOUS PARTS OF 33 CFR

PART 1--GENERAL PROVISIONS

§ 1.01-30 Captains of the Port.

Captains of the Port and their representatives enforce within their respective areas port safety and security and marine environmental protection regulations, including, without limitation, regulations for the protection and security of vessels, harbors, and waterfront facilities; anchorages; security zones; safety zones; regulated navigation areas; deep-water ports; water pollution; and ports and waterways safety.

PART 26--VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS

§ 26.01 Purpose.

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

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

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

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

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

§ 26.02 Definitions.

For the purpose of this part and interpreting the Act:

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

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

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

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

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

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

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

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

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

§ 26.03 Radiotelephone required.

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

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

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

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

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

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

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

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

(e) N/A

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

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

§ 26.04 Use of the designated frequency.

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

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

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

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

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

§ 26.05 Use of radiotelephone.

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

§ 26.06 Maintenance of radiotelephone; failure of radiotelephone.

Section 6 of the Act states:

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

§ 26.07 Communications.

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

§ 26.08 Exemption procedures.

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

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

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

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

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

PART 80—COLREGS DEMARCATION LINES

§ 80.1385 Strait of Juan de Fuca.

The 72 COLREGS shall apply on all waters of the Strait of Juan de Fuca.

§ 80.1390 Haro Strait and Strait of Georgia.

The 72 COLREGS shall apply on all waters of the Haro Strait and the Strait of Georgia.

§ 80.1395 Puget Sound and adjacent waters.

The 72 COLREGS shall apply on all waters of Puget Sound and adjacent waters, including Lake Union, Lake Washington, Hood Canal, and all tributaries.

AIS REQUIREMENTS

Title 33, Code of Federal Regulations

§ 164.46 Automatic Identification System

(a) Definitions. As used in this section-–

Automatic Identification Systems or *AIS* means a maritime navigation safety communications system standardized by the International Telecommunication Union (ITU), adopted by the International Maritime Organization (IMO), that—

(1) Provides vessel information, including the vessel's identity, type, position, course, speed, navigational status and other safety-related information automatically to appropriately equipped shore stations, other ships, and aircraft;

(2) Receives automatically such information from similarly fitted ships, monitors and tracks ships; and

(3) Exchanges data with shore-based facilities.

Gross tonnage means tonnage as defined under the International Convention on Tonnage Measurement of Ships, 1969.

International voyage means a voyage from a country to which the present International Convention for the Safety of Life at Sea applies to a port outside such country, or conversely.

Properly installed, operational means an Automatic Identification System (AIS) that is installed and operated using the guidelines set forth by the International Maritime Organization (IMO) Resolution A.917(22) and Safety of Navigation Circulars (SN/Circ.) 227, 244, 245, and SN.1/Circ.289; or National Marine Electronics Association (NMEA) Installation Standard 0400-3.10 in lieu of SN/Circ.227 and 245 (incorporated by reference, see § 164.03).

(b) *AIS carriage*.

(1) *AIS Class A device.* The following vessels must have on board a properly installed, operational USCG Type-approved* AIS Class A device:

(i) A self-propelled vessel of 65 feet or more in length, engaged in commercial service.

(ii) A towing vessel of 26 feet or more in length and more than 600 horsepower, engaged in commercial service.

(iii) A self-propelled vessel 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.

(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.

(2) AIS Class B device. 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.

Note to paragraph (b): Under 33 U.S.C. 1223(b)(3) and 33 CFR 160.111, a Coast Guard Captain of the Port (COTP) may restrict the operation of a vessel if he or she determines that by reason of weather, visibility, sea conditions, port congestion, other hazardous circumstances, or the condition of such vessel, the restriction is justified in the interest of safety. In certain circumstances, if a COTP is concerned that the operation of a vessel not subject to § 164.46 would be unsafe, the COTP may determine that voluntary installation of AIS by the operator would mitigate that concern.

(c) *SOLAS provisions*. The following self-propelled vessels must comply with International Convention for Safety of Life at Sea (SOLAS), as amended, Chapter V, regulation 19.2.1.6 (Positioning System), 19.2.4 (AIS Class A), and 19.2.3.5 (Transmitting Heading Device) or 19.2.5.1 (Gyro Compass) as applicable (Incorporated by reference, see § 164.03):

(1) A vessel of 300 gross tonnage or more, on an international voyage.

(2) A vessel of 150 gross tonnage or more, when carrying more than 12 passengers on an international voyage.

(d) *Operations*. The requirements in this paragraph are applicable to any vessel equipped with AIS.

(1) Use of AIS does not relieve the vessel of the requirements to sound whistle signals or display lights or shapes in accordance with the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS), 28 U.S.T. 3459, T.I.A.S. 8587, or Inland Navigation Rules, 33 CFR part 83; nor of the radio requirements of the Vessel Bridge-to-Bridge Radiotelephone Act, 33 U.S.C. 1201-1208, part 26 of this chapter, and 47 CFR part 80.

(2) AIS must be maintained in effective operating condition, which includes—

(i) The ability to reinitialize the AIS, which requires access to and knowledge of the AIS power source and password;

(ii) The ability to access AIS information from the primary conning position of the vessel;

(iii) The accurate broadcast of a properly assigned Maritime Mobile Service Identity (MMSI) number;

(iv) The accurate input and upkeep of all AIS data fields and system updates; and

(v) For those vessels denoted in paragraph (b) of this section, the continual operation of AIS and its associated devices (e.g., positioning system, gyro, converters, displays) at all times while the vessel is underway or at anchor, and, if moored, at least 15 minutes prior to getting underway; except when its operation would compromise the safety or security of the vessel or a security incident is imminent. The AIS should be returned to continuous operation as soon as the compromise has been mitigated or the security incident has passed. The time and reason for the silent period should be recorded in the ship's official log and reported to the nearest Captain of the Port or Vessel Traffic Center (VTC).

Subpart F—Specific Regulated Navigation Areas and Limited Access Areas

Thirteenth Coast Guard District

For a complete listing of all applicable RNA's and LAA's s go to https://www.ecfr.gov/

§ 165.1301 Puget Sound and Adjacent Waters in Northwestern Washington—Regulated Navigation Area.

The following is a regulated navigation area—All of the following northwestern Washington waters under the jurisdiction of the Captain of the Port, Puget Sound: Puget Sound, Hood Canal, Possession Sound, Elliott Bay, Commencement Bay, the San Juan Archipelago, Rosario Strait, Guemes Channel, Bellingham Bay, U.S. waters of the Strait of the Strait of Juan de Fuca, Haro Strait, Boundary Pass, and Georgia Strait, and all lesser bays and harbors adjacent to the above.

(a) Definitions as used in this section:
  (1) ***Vessels engaged in fishing*** are as identified in the definition found in Rule 3 of the International Regulations for Prevention of Collisions at Sea, 1972, (72 COLREGS), found in Appendix A, Part 81 of this chapter.
  (2) ***Hazardous levels of vessel traffic congestion*** are as defined at the time by Vessel Traffic Service Puget Sound.

(b) Nothing in this section shall be construed as relieving any party from their responsibility to comply with applicable rules set forth in the 72 COLREGS.

(c) General Regulations: The provisions of this paragraph apply at all times.
  (1) Vessels engaged in fishing or other operations—that are distinct from vessels following a TSS or a connecting precautionary area east of New Dungeness and which are not required by the Bridge to Bridge Radiotelephone Regulations to maintain a listening watch, are highly encouraged to maintain a listening watch on the Vessel Traffic Service Puget Sound (PSVTS) VHF-FM radio frequency for the area in which the vessel is operating. A safe alternative to the radio listening watch is to stay clear of the TSS and connecting precautionary area.
  (2) Vessels engaged in gill net fishing at any time between sunset and sunrise in any of the waters defining the regulated navigation are of this section shall, in addition to the navigation lights and shapes required by Part 81 of this title (72 COLREGS), display at the end of the net most distant from the vessel on all-round (32-point) white light visible for a minimum of two nautical miles and displayed from at least three feet above the surface of the water.
  (3) Vessels engaged in fishing, including gillnet and purse seine fishing, are prohibited in the following Prohibited Fishing Area: The Hood Canal Bridge, to include the waters within a one-half nautical mile radius of the center of the main ship channel draw span during the immediate approach and transit of the draw by public vessels of the United States.
  (4) East of New Dungeness, vessels engaged in fishing in a traffic lane or connecting precautionary area shall tend nets or other gear placed in the water so as to facilitate the movement of the vessel or gear from the traffic lane or precautionary area upon the approach of a vessel following the TSS.

(d) Congested Regulations: The provisions under this paragraph apply only when imposed in specific locations by Vessel Traffic Service Puget Sound. They are intended to enhance vessel traffic safety during periods and in locations where hazardous levels of vessel traffic congestion are deemed to exist by Vessel Traffic Service Puget Sound. Operations potentially creating vessel traffic congestion include, but are not limited to, vessels engaged in fishing, including gillnet or purse seine, recreational fishing derbies, regattas, or permitted marine events.

(1) Vessels engaged in fishing or other operations—that are distinct from vessels following a Traffic Separation Scheme (TSS) or a connecting precautionary area east of New Dungeness, may not remain in, nor their gear remain in, a traffic lane or a connecting precautionary area east of New Dungeness when a vessel following a TSS approaches. Such vessels not following a TSS or a connecting precautionary area shall draw in their gear, maneuver, or otherwise clear these areas so that their action is complete at least fifteen minutes before the arrival of a vessel following the TSS. Vessels which are required by this paragraph to remain clear of a connecting precautionary area east of New Dungeness or a traffic lane must also remain clear of the adjacent separation zone when in a TSS east of New Dungeness.

(2) A vessel following the TSS may not exceed a speed of 11 knots through the water.

(3) Vessels engaged in fishing, including gillnet and purse seine fishing, are prohibited in the following Prohibited Fishing Area: Edmonds/Kingston ferry crossing lanes, to include the waters within one-quarter nautical mile on either side of a straight line connecting the Edmonds and Kingston ferry landings during the hours that the ferry is operating.

(e) Authorization to deviate from this section.

(1) Commander, Thirteenth Coast Guard District may, upon written request, issue an authorization to deviate from this section if the proposed deviation provides a level of safety equivalent to or beyond that provided by the required procedure. An application for authorization must state the need for the deviation and describe the proposed alternative operation.

(2) PSVTS may, upon verbal request, authorize a deviation from this section for a voyage, or part of a voyage, if the proposed deviation provides a level of safety equivalent to or beyond that provided by the required procedure. The deviation request must be made well in advance to allow the requesting vessel and the Vessel Traffic Center (VTC) sufficient time to assess the safety of the proposed deviation. Discussions between the requesting vessel and the VTC should include, but are not limited to, information on vessel handling characteristics, traffic density, radar contracts, and environmental conditions.

(3) In an emergency, the master, pilot, or person directing the movement of the vessel following the TSS may deviate from this section to the extent necessary to avoid endangering persons, property, or the environment, and shall report the deviation to the VTC as soon as possible.

§ 165.1303 Puget Sound and adjacent waters, WA–regulated navigation area.

(a) The following is a regulated navigation area: the waters of the United States 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.

(b) *Regulations.*

(1) Tank vessel navigation restrictions: Tank vessels larger than 125,000 deadweight tons bound for a port or place in the United States may not operate in the regulated navigation area.

(2) Commander, Thirteenth Coast Guard District may, upon written request, issue an authorization to deviate from paragraph (b)(1) of this section if it is determined that such deviation provides an adequate level of safety. Any application for authorization must state the need and fully describe the proposed procedure.

(c) *Precautionary Area Regulations.*

(1) A vessel in a precautionary area which is depicted on National Oceanic and Atmospheric Administration (NOAA) nautical charts, except precautionary "RB" (a circular area of 2,500 yards radius centered at 48–26'24" N., 122–45'12" W.), must keep the center of the precautionary area to port.

Note: The center of precautionary area "RB" is not marked by a buoy.

(2) The Vessel Traffic Service Puget Sound (PSVTS) may, upon verbal request, authorize a onetime deviation from paragraph (c)(1) of this section for a voyage, or part of a voyage, if the proposed deviation provides a level of safety equivalent to or beyond that provided by the required procedure. The deviation request must be made well in advance to allow the requesting vessel and the Vessel Traffic Center (VTC) sufficient time to assess the safety of the proposed deviation. Discussions between the requesting vessel and the VTC should include, but are not limited to, information on the vessel handling characteristics, traffic density, radar contacts, and environmental conditions.

(3) In an emergency, the master, pilot, or person directing the movement of the vessel may deviate from paragraph (c)(1) of this section to the extent necessary to avoid endangering persons, property, or the environment, and shall report the deviation to the VTC as soon as possible.

§ **165.1327 Security Zone; escorted U.S. Navy submarines in Sector Seattle Captain of the Port Zone.**

(a) *Location.* The following area is a security zone: All waters within 1000 yards of any U.S. Navy submarine that is operating in the Sector Puget Sound Captain of the Port Zone, as defined in 33 CFR Section 3.65-10, and is being escorted by the Coast Guard.

(b) *Regulations.* In accordance with the general regulations in 33 CFR Section 165, Subpart D, no person or vessel may enter or remain in the security zone created by paragraph (a) of this section unless authorized by the Coast Guard patrol commander. The Coast Guard patrol commander will coordinate with Vessel Traffic System users on a case-by-case basis to make appropriate passing arrangements under the circumstances. 33 CFR Section 165, Subpart D, contains additional provisions applicable to the security zone created in paragraph (a) of this section.

(c) *Notification.* The Coast Guard security escort will attempt, when necessary and practicable, to notify any persons or vessels inside or in the vicinity of the security zone created in paragraph (a) of this section of its existence via VHF Channel 16 and/or any other means reasonably available.

Return to Section 3 TOC

Section 3

IMO RULE 10 - TRAFFIC SEPARATION SCHEMES (International)

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

(b) A vessel using a traffic separation scheme shall:

i. Proceed in the appropriate traffic lane in the general direction of traffic flow for that lane.

ii. So far as is practicable keep clear of a traffic separation line or separation zone.

iii. Normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.

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

(d)

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

ii. Notwithstanding subparagraph (d)(i), a vessel may use an inshore traffic zone when en route to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger.

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

i. in cases of emergency to avoid immediate danger;

ii. to engage in fishing within a separation zone.

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

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

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

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

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

Note: "Shall Not Impede" means a vessel MUST NOT navigate in such a way as to risk the development of a collision with another vessel (i.e. when a power driven vessel following a TSS is forced to make an unusual or dangerous maneuver in order to avoid one of the vessels listed above, then the vessel following the TSS has been impeded).

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

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

Speed and Wake Control

Shipping - 46 USC Section 2302

(a) A person operating a vessel in a negligent manner or interfering with the safe operation of a vessel, so as to endanger the life, limb, or property of a person is liable to the United States Government for a civil penalty of not more than $5,000 in the case of a recreational vessel, or $25,000 in the case of any other vessel.

(b) A person operating a vessel in a grossly negligent manner that endangers the life, limb, or property of a person commits a class "A" misdemeanor.

(c) An individual who is under the influence of alcohol, or a dangerous drug in violation of a law of the United States when operating a vessel, as determined under standards prescribed by the Secretary by regulation -

(1) is liable to the United States Government for a civil penalty of not more than $5,500

(2) Commits a class "A" misdemeanor.

Note: Each vessel operator is responsible for operating their vessel at a safe speed, especially in reduced visibility, and for the wake created by their vessel. When a tide exceeds a stage of 11.0 feet at Seattle, there is an increased risk of vessel wakes endangering persons and/or property along the shoreline within the VTS Area. All vessels operating within the VTS Area should proceed at a speed that will minimize the risk of wake damage while maintaining the ability to maneuver safely.

The VTS will begin tidal advisory broadcasts 30 minutes before the tide is predicted to exceed 11.0 feet in Seattle. This advisory will be re-broadcast every 30 minutes until the tidal state has subsided.

Anchorages and Reservations

VTS Puget Sound manages the general anchorage areas within the VTS Area on behalf of the Captain of the Port (COTP). General Anchorages are intended for use by commercial deep draft vessels over 200 feet in length. This includes the Articulated and Integrated Tug Barge combinations. Each vessel described above anchoring outside an established general anchorage shall immediately notify the COTP of their position and reason for anchoring.

Except with the prior approval of the COTP, or, in the case of an emergency, with approval of the COTP immediately subsequent to anchoring, no commercial vessel greater than 1600 gross tons may anchor in any anchorage unless it maintains the capability to get underway within 30 minutes. Any vessel unable to meet this requirement must immediately notify the COTP and make arrangements for an adequate number of tugs to respond to the vessel within 30 minutes notice.

No vessel may anchor in a “dead ship” status (propulsion or control unavailable for normal operations) at any anchorage without prior approval by the COTP.

No vessel in a condition such that it is likely to sink or otherwise become a menace or obstruction to the navigation or anchorage of other vessels shall occupy any general anchorage except in an emergency and then only for such period as may be permitted by the COTP.

All anchored vessels are encouraged to comply with the Anchoring Standard of Care, which may be found in the Puget Sound Harbor Safety Plan www.PSHSC.org . Vessels unable to comply with these requirements must immediately notify VTS Puget Sound. In such case, the COTP may require the vessel to have one or more tugs standing by to render immediate assistance. VTS will contact each anchored vessel to ensure that they are maintaining a live radio watch on the VTS working frequency during heavy weather conditions.

The VTS will monitor each vessel at anchor, in case U. S. Coast Guard intervention is necessary to ensure safety. VTS actions may include directing vessels to anchor or raise anchor, seek sheltered areas, increase position reporting requirements, require stand-by tugs, and/or control vessel movements to mitigate the threats posed by heavy weather.

VTS provides an anchorage reservation service which is intended to reduce the risk of overcrowding while maintaining maximum usage of each anchorage in a fair and orderly manner. A table listing the maximum number of vessels and duration for each anchorage can be found in this section, and is also accessible at www.pacificarea.uscg.mil/VTSpugetsound/. No vessel shall occupy a general anchorage for a period longer than 30 days unless authorization is received from the COTP. Reservations should typically be made at least 48 hours prior to the ship’s arrival by the agent or master calling VTS Puget Sound in Seattle, Washington at 206-217-6152. Tugs using the tug and barge areas are exempt from the reservation requirement.

Each general anchorage may be reserved on a competitive "first come, first served" basis. To allow a more efficient and fair allocation of available space, we ask that:

(1) A reservation may be made as far in advance of arrival as possible. A reservation shall be for no longer than the maximum allowable stay assigned to the anchorage area. Multiple reservations for an individual vessel in an anchorage area will not be accepted, unless the anchorage will be vacated, returned to, and ultimately vacated within the maximum allowable duration of a single anchorage stay. Once a reservation time is agreed and set, all other time slots become available to others.

(2) A vessel must heave anchor and depart upon expiration of their reservation. Shortening the duration of an anchorage stay is never a problem, however, all revisions of ETA's and ETD's (estimated time of departure) shall be reported as soon as changes become known, to maximize the availability of the anchorage to others.

(3) Extending the maximum allowable stay for a vessel in an anchorage area requires COTP approval through the Vessel Traffic Center Watch Supervisor and VTS Director. An extension request may be denied if another competing reservation exists, and if an extension is granted, it may be granted with caveats that it could be revoked by direction of the COTP depending on port loading.

(4) Anchorage reservations may not be accepted in high usage areas, such as Port Angeles, Anacortes, Vendovi, and Elliott Bay/Smith Cove (Seattle) if there is a possibility of delay due to uncertain sailing orders.

All vessels anchoring with the Salish Sea region are asked to be good neighbors and follow some simple guidelines to promote harmony:

i. Reduce bright lights, particularly high intensity mast mounted or superstructure mounted lighting (such as halogen and mercury vapor lights) to a minimum consistent with crew security and safety and compliance with Rule 30.

ii. Minimize noise at all times, but particularly between 2000 and 0800 local time.

iii. Limit industrial, noise-making work at all times and cease all industrial, noise-making work between 2000 and 0800 local time. If such work is going to be necessary when at anchor, then so inform the VTS when requesting anchorage.

PUGET SOUND ANCHORAGES - Quick Reference Sheet

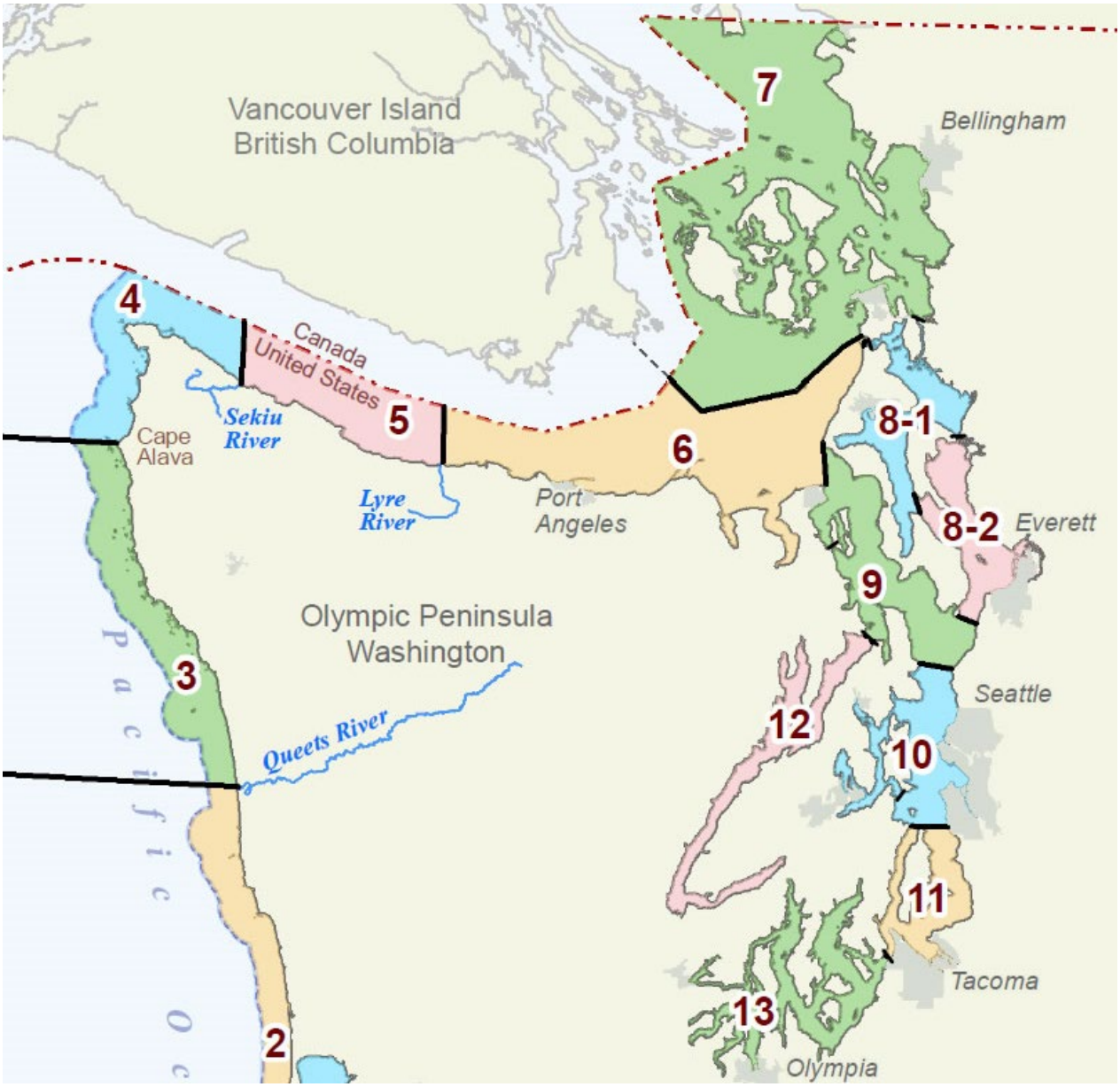
All Puget Sound anchorage areas are managed on behalf of the Captain of the Port by the Puget Sound Vessel Traffic Service. The number of vessels and maximum stay durations are based on policy set by the Captain of the Port.

GENERAL ANCHORAGES	ABBREVIATIONS	NUMBER OF VESSELS	MAX STAY
Elliott Bay East	EBE	1	3 days
Elliott Bay West	EBW	1	10 days
Smith Cove East	SCE	1	10 days
Smith Cove West (Apr through Sep)	SCW	3	15 days
Smith Cove West (MINIMIZE Oct through Mar)	SCW	3	10 days
Yukon Harbor (MINIMIZE Apr through Sep)	YH	5	15 days
Commencement Bay	COM	4	15 days
Port Gardner	PG	2	15 days
Holmes Harbor	HH	6	15 days
Bellingham Bay	BB	6	15 days
Cherry Point	CP	1	15 days
Anacortes West	ANW	1	6 days
Anacortes Central	ANC	1	10 days
Anacortes East	ANE	1	10 days
SPECIAL ANCHORAGES			
Port Townsend Foul Weather Explosives	PTX1	1	3 days
Port Townsend Fair Weather Explosives	PTX2	1	10 days
Bellingham Bay Explosives	BBX	1	10 days
Thorndike Bay Emergency Explosives	TBX	1	3 days
Freshwater Bay Emergency	FBX	2	1 day
NON-DESIGNATED ANCHORAGES			
Port Angeles Harbor	PA	5*	10 days
Port Townsend Harbor	PT	4	15 days
Vendovi Island East	VIE	4	10 days
Vendovi Island South	VIS	1	10 days
Quartermaster Harbor	QM	1	10 days
Ruston	RU	1	10 days
Budd Inlet	BI	4	15 days
Budd Inlet North	BIN	2	10 days
William Point (ATB's Only)	WP	2	10 days

* Note: A 6th vessel is allowed in Port Angeles' easternmost anchorage only for 1 day when approved by COTP for inspection or other emergent need during good weather.

Section 4

Ferry Crossings



Commercial Salmon Management and Catch Reporting Areas

Treaty all-gear fishing, including the use of set-nets, may be encountered in all areas throughout the entire year.
Areas 4B, 5, 6C, 10A, 10F and 11A are often open for long periods and may be congested.
Navigate with extreme caution and report any unattended nets to VTS

Commercial salmon gillnet fishing is most prevalent in the autumn in areas 7, 7A, 7B, 8A, 9, 10 and 11. Special navigation requirements may be enacted by VTS depending on the level of vessel congestion.

Sport recreational fishing is common throughout the entire Puget Sound region. Concentrations historically occur in the western Strait of Juan de Fuca in the vicinity of Neah Bay and Clallam Bay, Port Angeles, Dungeness, Partridge Bank to Marrowstone Island, Point No Point, Jefferson Head, Shilshole, Elliott Bay, Des Moines to Point Robinson, and Commencement Bay.

Message Markers, SMCP and English Language

Message Markers:

When language problems arise, communications may be preceded by the following message markers:

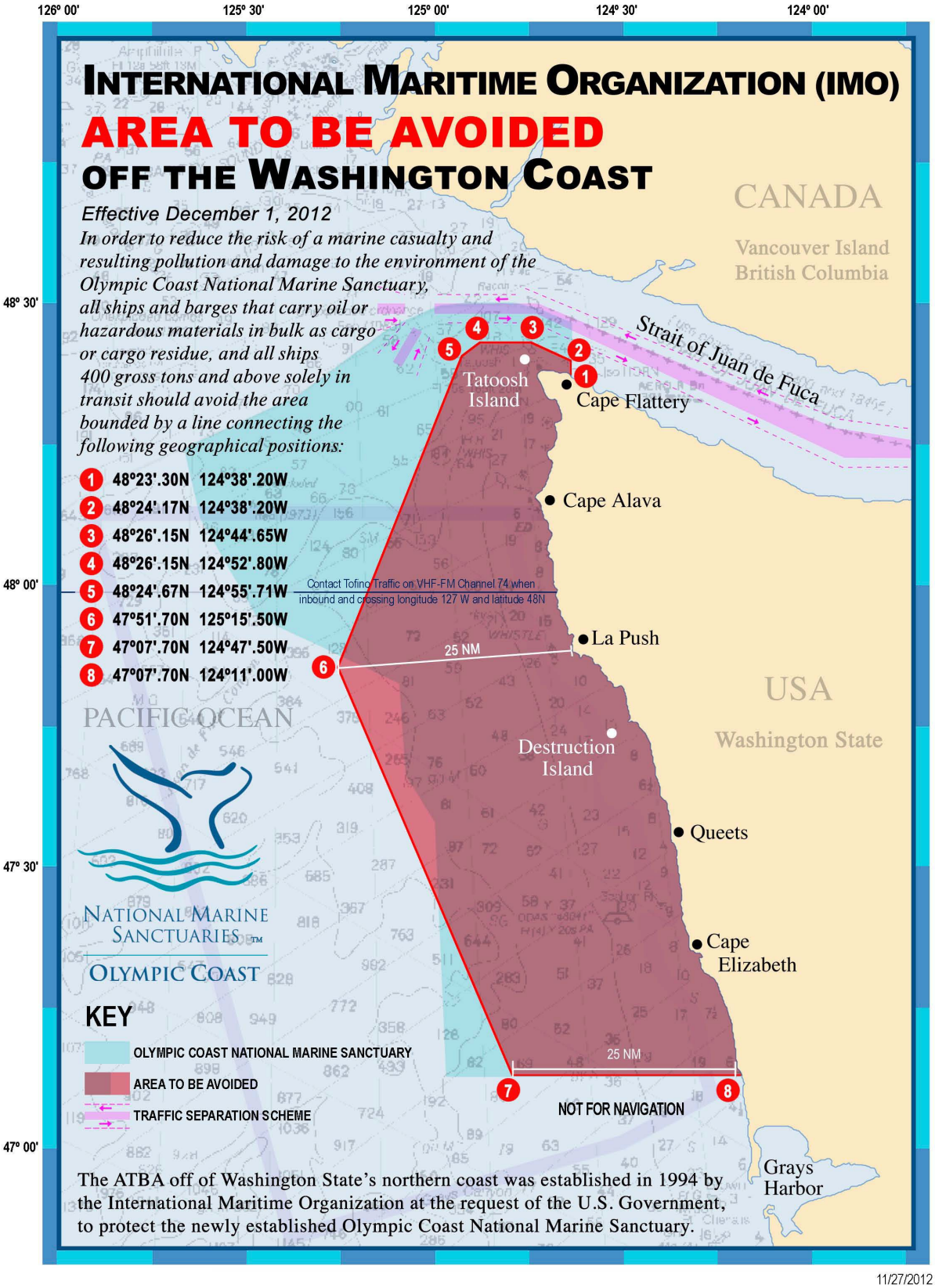
- **Question**: request for information. *"Question, what is your pilot station time, over?"*
- **Answer**: the reply to a previous question. *"Answer, fourteen-thirty, over."*
- **Request**: a request for action from others with respect to the ship.
- **Information**: observed facts.
- **Intention**: notice of immediate planned navigational actions.
- **Warning**: information about dangers.
- **Advice**: a recommendation to correct a hazardous condition.
- **Instruction**: a lawful order
- **Clearance**: an authorization to proceed subject to conditions.

Standard Marine Communication Phrases:

As navigational and safety communications must be precise, simple and unambiguous, so as to avoid confusion and error, there is a need to standardize the language used. When transmitting intentions in English over the radio to Prince Rupert, Seattle, or Victoria Traffic, where precision in English may be of concern, vessels should use the Standard Marine Communication Phrases of the Marine National Vocabulary available from the IMO.

English Language:

The language normally used on board a ship is the national language of the crew. However, crews of ships trading internationally must necessarily conduct navigational and safety communications with persons who may be unable to understand their national language. All communications with Prince Rupert, Seattle or Victoria Traffic must be made in clear, unbroken English. At least one person capable of conducting two-way radio communication using the English language must be present on the bridge at all times within the CVTS area. (Back to TOC)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125° 30'
125° 00'
124° 30'
124° 00'
48° 30'
48° 00'
47° 30'
47° 00'
INTERNATIONAL MARITIME ORGANIZATION (IMO)
AREA TO BE AVOIDED
OFF THE WASHINGTON COAST
Effective December 1, 2012
In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges that carry oil or hazardous materials in bulk as cargo or cargo residue, and all ships 400 gross tons and above solely in transit should avoid the area bounded by a line connecting the following geographical positions:
1 48°23'.30N 124°38'.20W
2 48°24'.17N 124°38'.20W
3 48°26'.15N 124°44'.65W
4 48°26'.15N 124°52'.80W
5 48°24'.67N 124°55'.71W
6 47°51'.70N 125°15'.50W
7 47°07'.70N 124°47'.50W
8 47°07'.70N 124°11'.00W
Contact Tofino Traffic on VHF-FM Channel 74 when inbound and crossing longitude 127 W and latitude 48N
CANADA
Vancouver Island
British Columbia
Strait of Juan de Fuca
Tatoosh Island
Cape Flattery
Cape Alava
La Push
25 NM
USA
Washington State
PACIFIC OCEAN
Destruction Island
Queets
Cape Elizabeth
25 NM
NOT FOR NAVIGATION
Grays Harbor
NATIONAL MARINE SANCTUARIES™
OLYMPIC COAST
KEY
OLYMPIC COAST NATIONAL MARINE SANCTUARY
AREA TO BE AVOIDED
TRAFFIC SEPARATION SCHEME
The ATBA off of Washington State's northern coast was established in 1994 by the International Maritime Organization at the request of the U.S. Government, to protect the newly established Olympic Coast National Marine Sanctuary.
11/27/2012

Why does the IMO establish ATBAs?

- The IMO establishes ATBAs in defined areas where navigation is very hazardous or where it is important to avoid casualties.

Why is it important for vessels to remain offshore and avoid this area?

- Reduces risk of vessel grounding on shore
- Reduces risk of collision with small vessels traveling close to shore
- Allows more time for assistance to arrive to help a disabled vessel
- Increases protection of coastal resources
- In the event of an oil spill:
  - Allows more time for spill cleanup and containment crews to arrive
  - Decreases the chance of spill impacts on the shoreline
  - Increases spill evaporation and degradation time

How were the boundaries of the ATBA chosen?

- The boundaries were chosen to protect Sanctuary resources most at risk from vessel casualties.
- The boundaries are compatible with the Traffic Separation Scheme

How was the vessel applicability chosen for the ATBA?

- Vessels greater than 400 gross tons were selected because of the substantial amount of bunker fuel that they carry and the risk that a spill would pose to sanctuary resources
- Vessels that carry oil or hazardous materials in bulk as cargo or cargo residue were selected due to the risk that a spill would pose to sanctuary resources
- The ATBA applies to vessels solely in transit and does not apply to vessels engaged in activities otherwise allowed in the sanctuary, such as fishing and research. The ATBA also does not apply to government vessels, although they are encouraged to avoid the area when solely in transit.

Natural characteristics of the Olympic Coast National Marine Sanctuary:

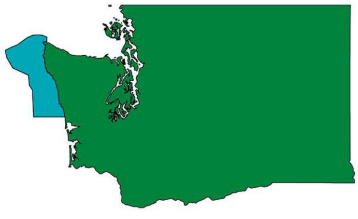
- 128 species of seabirds within the Sanctuary
- 29 species of whales, dolphins, and other marine mammals reside or visit the area
- Washington State's only sea otter population
- Many species of fish and shellfish harvested for commercial, subsistence or recreational purposes
- Over 300 species of resident intertidal invertebrates, aquatic plants, and fish
- Diverse habitat types supporting complex food chains, including kelp communities, rocky intertidal zones, sand beaches, and offshore rocks
- Within the usual and accustomed fishing grounds of the Hoh, Makah, Quileute tribes and the Quinault Indian Nation
- Adjacent to Olympic National Park, Washington Islands National Wildlife Refuges, and Washington State Seashore Conservation Area

FOR MORE VESSEL TRAFFIC INFORMATION:

U.S.C.G. Sector Puget Sound, Waterways Management Division
1519 Alaskan Way S, Seattle, WA 98134
Phone: 206-217-6051
e-mail: SectorPugetSoundWWM@uscg.mil
http://www.uscg.mil/d13/cvts/

FOR MORE SANCTUARY INFORMATION OR COPIES OF THIS PUBLICATION:

Olympic Coast National Marine Sanctuary
115 East Railroad Ave, Port Angeles, WA 98362
Phone: 360-457-6622 Fax: 360-457-8496
e-mail: olympiccoast@noaa.gov
http://olympiccoast.noaa.gov/protect/incidentresponse/atba.htm



11/27/12

Return to TOC

The Turn Point Special Operating Area (SOA) is monitored and enforced by Victoria MCTS.

The Turn Point SOA has been established to enhance order and predictability, the efficient and safe movement of goods and services, and to further reduce the risk of accidents with respect to vessels transiting the boundary waters of Haro Strait and Boundary Passage in the vicinity of Turn Point on Stuart Island, Washington.

The Turn Point SOA consists of those Canadian and United States waters contained within a four-sided area connected by the following coordinates:

48 41.324 N 123 14.245 W (Turn Point Light, LL255/US 19790);
48 42.400 N 123 13.967 W;
48 41.087 N 123 17.631 W (Arachne Reef Light, LL254.3);
48 39.732 N 123 16.438 W (Tom Point Light, LL225).

APPLICATION:

These procedures apply to all Canadian and United States VTS participant vessels within or approaching the Turn Point SOA from Boundary Passage, southbound for Haro Strait; and from Haro Strait, northbound for Boundary Passage or Swanson Channel, however, they do not apply to vessels southbound out of Swanson Channel.

MOVEMENT PROCEDURES

1. A VTS participant, if towing astern, do so with as short a hawser as safety and good seamanship permits.

2. A VTS participant of 100 meters or more in length (LOA) will make best efforts consistent with safety and industry practices:

a. Not to enter the Turn Point SOA when another VTS participant of 100 meters or more in length is already located within the SOA, unless;

1. When following astern a minimum .5NM (5 cables) separation is maintained with the vessel ahead,

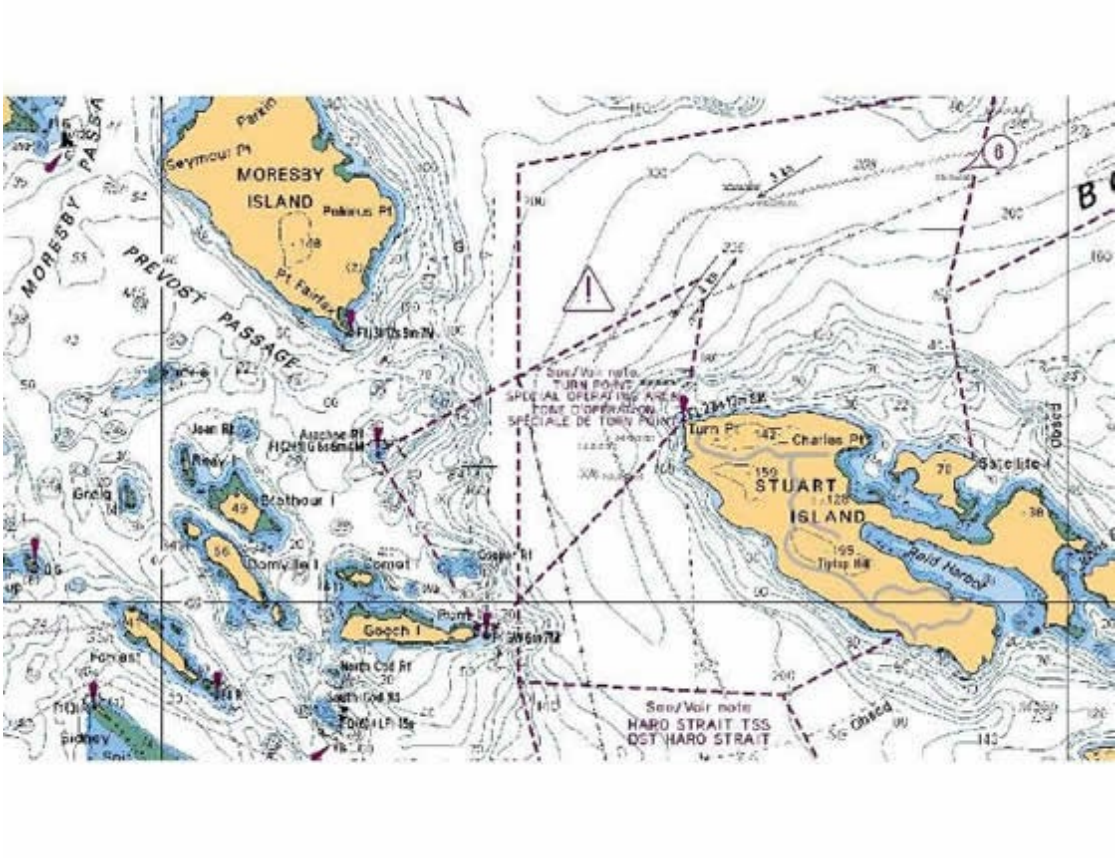
2. When overtaking in the SOA with the concurrence of MCTS Victoria that there is no opposing traffic and a CPA of at least .5NM (5 cables) is maintained,

3. If outbound from Boundary Pass and meeting an inbound vessel from Haro Strait already in the SOA, enter only after the outbound vessel is past the vector heading of the inbound vessel engaged in the turn and maintain at least a .5NM (5 cables) CPA,

4. If inbound from Haro Strait and meeting an outbound vessel from Boundary Pass already in the SOA, enter only after the outbound vessel has crossed a bearing line between Turn Point and Arachne Reef and maintain at least a .5NM (5 cables) CPA;

b. Maintain a distance off of Turn Point of at least .3 NM (3 cables).

All VTS participants approaching the Turn Point SOA are expected to make safe passing arrangements with other VTS participants at either Monarch Head or Blunden Islet southbound; and Lime Kiln Light (LL222/US19695) or Kellett Bluff Light (LL229/US19720) northbound. These arrangements should be made no later than reaching CIP 6 at Gowlland Point (LL253/US19800) southbound and approximately abeam Danger Shoal Light and Horn Buoy (US19775) northbound.



Section 5

Vessel Operator Quick Reference Guide

➢ *How do I communicate and participate with VTS?*

Key requirements:

(a) Each VMRS user and VTS user must have a combination of radio equipment capable of operating from the navigational bridge, that simultaneously maintains a listening watch on Channel 13 (156.650Mhz), and the designated VTS frequency.
(b) A single VHF/FM radio capable of scanning, or with "dual watch" capability, does **not** meet the requirement of two radios.
(c) A VHF watch on Channel 16 is not required on vessels subject to the Vessel Bridge-to-Bridge Radio Telephone Act, during participation with the VTS while maintaining a watch on Channel 13, and the VTS frequency.
(d) A person required to maintain a listening watch must be able to communicate proficiently in the **English** language. Use of Message Markers (page 5-5) is recommended when necessary.
(e) Any fixed or portable radiotelephone equipment capable of transmitting and receiving on the designated VHF frequency may be used.

If required to make reports, then it is the vessel operator's responsibility to initiate communications with VTS. Listen for a moment before keying the radio, and with the use of low power, address the VTS as **"Seattle Traffic, Prince Rupert Traffic, or Victoria Traffic"** followed by the name of your vessel –using the appropriate VTS frequency. This communication is initiated before getting underway within, upon entry to, or exiting a VTS service area –in accordance with the reporting requirements of your vessel as stated in Section 2 of this manual. A 'Sail Plan' is expected in the first report upon establishing communications. An initial conversation with the VTS may be phrased like this:

"Seattle Traffic, this is the (*vessel type and name*) checking **in** at (*current location*) on channel (*5A/14*) over." After acknowledgement, proceed with your sail plan information. See Section 2 for sail plan reporting.

If you are beginning your voyage, a full sail plan should follow your check in call. If your vessel is 'handed off' while underway between Prince Rupert, Seattle, or Victoria zones, typically all of your vessel voyage information will have been sent electronically to the adjacent VTS Center, although you may be asked to repeat some of your sail plan information. You should always report any changes to your original sail plan information.

A final report with the VTS may be phrased like this:

"Seattle Traffic, this is the (*vessel type and name*), checking **out** at (*the final docking/anchorage location or upon leaving the VTS Area)*, on channel (*5A/14*), over."

Your vessel *may* be asked to provide "Position Reports" while operating in U.S. waters – these requests are a lawful direction in the interest of navigational safety. *"Motor vessel _____, this is Seattle Traffic, request a call when you exit the west waterway, over."* Another example would be a request to *call Seattle Traffic when your vessel is actually underway* - free of lines or anchor from a dock or anchorage. In Canadian waters, vessels are required to make autonomous position reports via RAMN published "calling in points" - *if* your vessel is a required participant under Canadian regulations.

In regard to switching service areas: If not first contacted by a VTS or MCTS, you are required to initiate radio communications upon departure from a service area, with the appropriate VTS or MCTS over the appropriate frequency, then immediately initiate 'check in' communications with the new service provider, on the new appropriate frequency.

If difficulty arises in making required reports to Seattle Traffic, you may try our alternate frequency of Channel 13, or call Seattle Traffic via cell phone at (206) 217 6151/52 to report a communications problem. Inability to communicate over designated frequencies may be cause to terminate a voyage. Seattle Traffic communicates with the Canadian MCTS Centre's both electronically and via phone lines, so reporting a radio or equipment casualty to one Center can be relayed to another when necessary.

➢ ***How should I provide a Sail Plan?***

It is requested that a Sail Plan report of your *voyage* (not including vessels with reporting exemptions such as ferries on a published schedule, harbor assist and escort, or local shift) should occur **15** minutes, *but not more than **45** minutes*, before actual departure from a dock or anchorage within the VTS area. If you are already underway in another VTS service area, and approaching our VTS area, a position report is needed as you cross the service area exchange line.
"Seattle Traffic, this is the (*type, name*) at (*pier or anchorage location description*), over." –wait for response- "Seattle Traffic, in (*15-45 minutes*) we will be departing (*location*) for (*destination, and ETA if terminating in our Seattle Traffic area, no ETA is necessary if you are destined for a port not in the Seattle Traffic area*) and will be using (*the traffic scheme and/or particular route),* (*and inclusion of sail plan applicable details such as the number and type of barges, loaded or empty, dangerous cargo –yes or no, in product or ballast if a petroleum tanker, with passengers for tour vessels*), over."

A **local** shift within a port (see *Reporting Exemptions in 33 CFR 161.23*) requires a Sail Plan, but not a Position or Final Report -*unless* requested by the VTS. A local shift report shall be provided at least **5** minutes, *but not more than **15** minutes*, before navigating within the VTS area. In practical application, a vessel shifting within a port (i.e. Seattle 115 to Pier 90), is considered a local shift with reporting exemptions -regardless of the 3 nautical mile radius rule. Most likely, however, the VTS will ask for a Position or Final Report to help safely manage Duwamish River and Elliott Bay traffic. Be sure to include a valid ETA in your local shift Sail Plan, or update as necessary, so the VTS will know when to terminate your vessel track tag if a Final Report is not requested.

- ***May I participate as a full VMRS (Vessel Movement Reporting System) User even if my vessel is not required to do so?***

If necessary, *any* vessel otherwise not required to make radio reports as a VMRS User, may be lawfully *directed* to do so by the VTS.
Any vessel otherwise not required to make radio reports, may *voluntarily* report, and their participation may be accepted by VTS depending on prevailing workload, radio saturation conditions and based on VTS's ability to track your vessel. Often lite tugs, fishing vessels, sailing vessels, and other waterborne craft may wish to call Seattle Traffic and request to participate as a full VMRS User by making *VTS reports* listed in Section 2 of this manual, or to receive a one-time traffic report to address navigation safety concerns or hazards in their immediate vicinity (particularly in restricted visibility). VTS will accommodate to the extent possible and services may be adapted or limited on a case by case basis. General geographic advisories are often issued 'in the blind' to advise all listeners, *known or unknown*, of traffic dangers, or to advise listeners either as groups or singularly to observe specific International Collision Regulations.

Some VTS Users may choose to operate as VMRS Users. The VTS generally allows this reporting, or will take information to the extent necessary to monitor their transit as an active track tag. Some circumstances that may warrant a vessel to be treated as a full VMRS User could include a lite commercial tug of 20 meters or greater in length transiting from U.S. to Canadian waters, or a 24 meter/150 gross ton fishing vessel leaving the Ballard Locks area bound for Alaska. Since both of these vessels *will eventually be required to check in with a Canadian MCTS Centre*, it is best to check in with Seattle Traffic *first*, to facilitate a seamless handoff to the Canadian MCTS Centre.

Any waterborne craft that has *no* reporting or passive listening requirements whatsoever is highly *encouraged* to *listen* to the VTS frequency for the area they operate, along with dutiful monitoring of Channel 16. Larger vessels (VMRS and VTS User class vessels) that are participating with a VTS are not legally required to monitor Channel 16, but instead are required to monitor the VTS Channel and Channel 13 on separate radios. Thus, merely listening to the VTS frequency and hailing large vessels via Channel 13 to make passing arrangements will greatly enhance the navigation safety of smaller waterborne craft.

Small recreational vessels, vessels engaged in fishing, and sailing vessels may not be observable on VTS tracking sensors. Radar is utilized by VTS in harbors and areas that contain traffic separation schemes, however, radar energy may not paint a definite 'return' for small vessels depending on the vessel's area of operation or hull composition. AIS tracking is displayed throughout the VTS Area. Vessels, under Rule 10 of the International Collision Regulations, are responsible for knowing their own proximity to the Traffic Separation Scheme (traffic lanes, separation zone and connecting precautionary areas), and avoid it by as wide a margin as is practicable if not using the TSS.

➢ *Do I need to guard Channel 16?*

Although VMRS and VTS Users are exempt from monitoring Channel 16 while complying with VTS participation regulations (reference 47 CFR 80.148(b) exemption), VMRS and VTS User class vessels are encouraged to also actively guard Channel 16 if able to do so, along with continuous monitoring of the appropriate VTS frequency, AND Channel 13, on separate radios, while in U.S. waters. Many smaller vessels may be unaware of the Channel 16 exemption status,

➢ *May I use the VTS frequency for passing arrangements?*

Although Channel 13 is the designated Bridge to Bridge Navigation Safety frequency for making passing arrangements, the use of VTS Channel 5A is allowable and encouraged for the exchange of passing arrangements or other navigation safety information - particularly in the Strait of Juan de Fuca area west of Port Angeles. VTS Channel 14 may be used for passing arrangements when necessary. Canada does not have a designated Bridge to Bridge Radiotelephone Frequency while in Canadian waters, and vessels that need to exchange passing arrangements should go to an agreed 'channel of convenience' in Canadian waters.

➢ *If VTS Service is interrupted in my area, what should I do?*

In the event that Seattle Traffic experiences an emergency, and is forced to discontinue service, then VTS will attempt to restore service as soon as possible, possibly from an alternate location depending on the severity of the emergency. Vessels are requested to continue monitoring and reporting on the appropriate VTS frequency if VTS service is interrupted. Sail Plan, Position Report, and Final Reports shall be announced by the vessel operator in the VTS Puget Sound Area *regardless* if the call goes unanswered. This will provide a 'vessel safety radio net' for all. Vessels may also use the VTS frequency to make position reports on their progress for the safety of others while transiting the VTSPS Area. Prince Rupert Traffic and Victoria Traffic have the capability to monitor and answer Channel 5A in the Strait of Juan de Fuca, and will answer calls made to "Seattle Traffic." An emergency broadcast will be aired as a Broadcast Notice to Mariners, a Notice to Shipping, and will be made on all VTS frequencies and Channel 13 time permitting:

> "All vessels in the VTS Area, this is Seattle Traffic. Traffic services will be discontinued until further notice due to emergency. VTS participants shall monitor the appropriate VTS frequency and broadcast required reports. This is Seattle Traffic, out."

When service is restored, a radio announcement will be issued over the VTS frequencies and Channel 13.
(Back to TOC)

CLEAR THE LANE

UNDERSTAND THE TRAFFIC SEPARATION SCHEME (TSS)

"The highway system for ships"

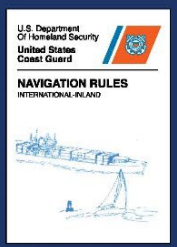
DO NOT IMPEDE
power driven ships following the lanes
Sailing vessels and craft less than 65 ft in length must give way and CLEAR THE LANE to ensure safe navigation

PLAY IT SAFE
ALWAYS GO ASTERN

- Avoid the TSS when not using it
- The size and speed of large ships using the lanes can be deceiving
- Large ships may have a hard time seeing you
- Wakes from large ships can be hazardous

NEVER CROSS IN FRONT

Follow the Navigation Rules
Rule 10 applies to the TSS

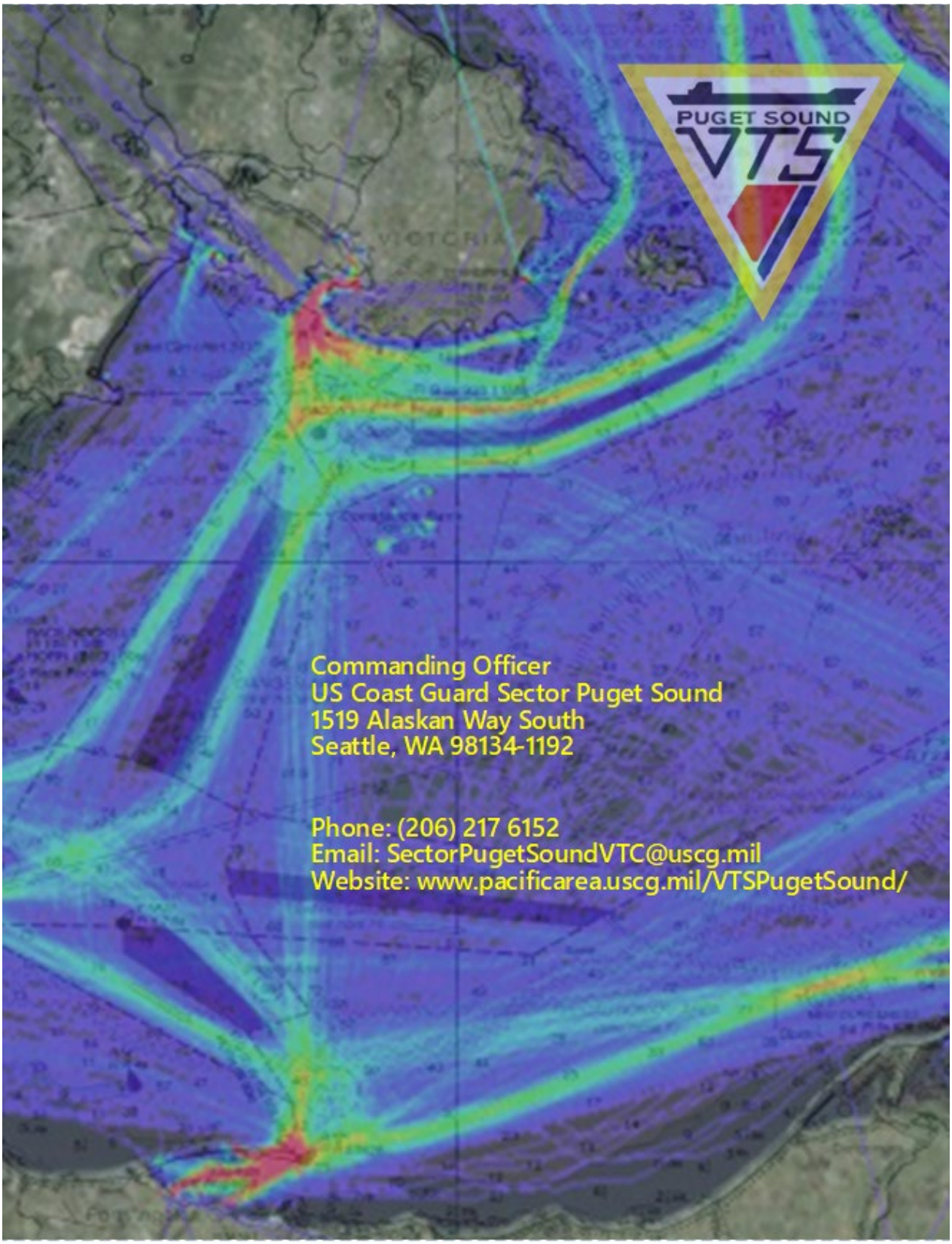


TRAFFIC LANE
SEPARATION ZONE
TRAFFIC LANE

SAFE NAVIGATION + PRUDENT SEAMANSHIP = PROTECTING OUR SOUND & OUR ENVIRONMENT

Listen to VTS on VHF-FM Channel 14 or 05A

www.uscg.mil/d13/psvts



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