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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, Tofino, 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 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.

The primary function of VTS Puget Sound is to facilitate good order and predictability on the Salish Sea waterways by coordinating vessel movements through the collection, verification, organization, and dissemination of information. To accomplish this, VTSPS uses the concept of a "continuum of traffic management." This continuum consists of the following levels of control: Monitor, Inform, Recommend, and Direct.

(1) **Monitor:** Using AIS, radar, CCTV, and radiotelephone equipment, VTS monitors vessel traffic in the VTS Area. VTS also receives information from various sources on predicted vessel movements, hazards to navigation, aids to navigation discrepancies, and other information of interest to VTS users. Monitoring vessel traffic allows us to ensure that vessels are navigating safely and efficiently in accordance with applicable regulations and the Navigation Rules.

(2) **Inform:** VTS analyzes the information gathered then informs participants as applicable. This is done when Vessel Traffic Management Specialists determine the information is relevant, or at the user's request, or at periodic intervals. The purpose of informing participants is to give VTS Users timely information to allow them to make decisions concerning the navigation of their vessels.

(3) **Recommend:** Almost all of VTS Puget Sound's operations are conducted at the monitor and inform levels. However, at certain times the VTS will recommend action be taken by a participant to prevent a potentially dangerous situation. Such recommendations are offered to assist the participant in avoiding hazardous situations early on. Recommendations are made on the pretence that there is information available to VTS of which the participant may not be aware.

(4) **Direct:** On rare occasions (and during heightened security conditions) VTS may direct movement or actions of a participant. Direction is typically given in cases when the VTS observes obvious violations of regulations, or an immediately dangerous condition exists which the participant is, or appears, unaware of. Directions will normally be in the form of a general objective such as staying out of a certain area, proceeding to an anchorage or berth, passing no closer than a certain distance from a vessel or facility, or in grave situations altering course to avoid an imminent collision or grounding.

Each of the above actions - monitor, inform, recommend and direct, are independent of each other and one action does not necessarily precede the other. The ultimate responsibility for safe navigation of a vessel remains with the master or person in charge.

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**.

Section 1 of this manual offers a Vessel Operator Quick Reference Guide section useful to identify participatory requirements. Section 2 contains VTS Operating Rules and Reporting Requirements as stated in CFR. Sections 2 and 3 may also contain supplementary text (**bold text underlined**) that offers helpful explanation, and administrative policy regarding the rules.

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 these 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 Class A AIS information from 13 AIS base stations, and has a total of 14 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) <http://www.uscg.mil/d13/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. Tofino MCTS (*Tofino 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 Tofino, 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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CVTS Web Page: <http://www.uscg.mil/d13/cvts>

Section 1

Vessel Operator Quick Reference Guide

- *Is my vessel required to participate with VTS Puget Sound or a Canadian MCTS Center, and to what extent is my vessel required to participate?*
- *Which VTS/MCTS Center do I report to?*
- *What is the Cooperative Vessel Traffic Service (CVTS) Area?*
- *How do I communicate and participate with VTS?*
- *May I participate as a full VMRS (Vessel Movement Reporting System) User even if my vessel is not required to?*
- *How far in advance should I provide a Sail Plan?*
- *Do I need to guard Channel 16?*
- *May I use the VTS frequency for passing arrangements?*
- *Are all vessels subject to VTS Measures?*
- *What are the Rosario Strait and Guemes Channel Special Area Regulations?*
- *What is the Turn Point Special Operating Area?*
- *If VTS Service is interrupted in my area, what should I do?*

➤ ***Is my vessel required to participate with VTS Puget Sound or a Canadian MCTS Center, and to what extent is my vessel required to participate?***

All vessels are to observe the VTS or MCTS regulations of the host nation’s territorial waters, regardless of which nation’s VTS or MCTS service is actively managing your transit. Refer to Tables 1-4 to determine your vessel’s participation requirements, whether *FULL*, *PASSIVE* or *MINIMAL*, and what these requirements are, while operating in U.S. territorial waters. Refer to Table 5 to determine your vessel’s participation requirements while operating in Canadian waters. All vessels are subject to VTS Measures or Directions, the 1972 International Collision Regulations, and all other safe and prudent practices of seamanship while in the VTS Puget Sound Area. Additionally, all vessels are subject to the regulations listed in the Radio Aids to Marine Navigation (RAMN) Manual while in Canadian waters.

<i>Your Vessel (VMRS User Class)</i>	<i>VTS participation requirements in U.S. Navigable waters of the Salish Sea.</i>
Power Driven 40 meters or greater in length while navigating.	FULL Participation. See Table 4
Every towing vessel of 8 meters or greater in length, while navigating (engaged in towing).	FULL Participation.
Every vessel certificated to carry 50 or more passengers for hire, when engaged in trade (includes dead heading for passengers).	FULL Participation.
Section 1 Table 1	

<i>Your Vessel (VTS User Class)</i>	<i>VTS participation requirements in U.S. Navigable waters of the Salish Sea.</i>
Power Driven 20 meters or greater in length while navigating.	PASSIVE Participation. See Table 4
Every vessel of 100 gross tons or more carrying 1 or more passengers for hire, while navigating	PASSIVE Participation.
A dredge or floating plant	PASSIVE Participation.
Section 1 Table 2	

<i>Your Vessel (All Waterborne Craft)</i>	<i>VTS participation requirements in U.S. Navigable waters of the Salish Sea.</i>
<i>Any vessel not defined as VMRS or VTS User Class in Tables 1 and 2 –to include every description of water craft, including nondisplacement craft, and seaplanes per Rule 3, International Navigation Rules, that can be used or capable of being used as a means of transportation on the water.</i>	MINIMAL Participation. See Table 4
	Section 1 Table 3

<i>Your Vessel Class</i>	<i>Participation requirements in U.S. Navigable waters of the Salish Sea.</i>
All Waterborne Craft <i>(Not defined as VMRS or VTS User Class.)</i>	<ol style="list-style-type: none"> 1. Adherence to 1972 Collision Regulations (72 COLREGS) 2. Subject to VTS Measures (when VTS direction is issued under authority of 33 CFR 161.11) 3. Adherence to all other practices of safe navigation and prudent seamanship.
<i>1-3 Minimal.</i>	
VTS User Class	ALL of the above (1-3) and:
<i>1-6 Passive Participation.</i>	<ol style="list-style-type: none"> 4. Shall monitor the designated VHF-FM VTS frequency for the area in which they are operating, and Channel 13. 5. Shall respond to VTS (Seattle Traffic) if hailed. 6. Shall comply with general VTS operating rules.
VMRS User Class	ALL of the above (1-6) and:
<i>1-7 Full participation.</i>	<ol style="list-style-type: none"> 7. Shall make required reports to the VTS. See Section 2, Subpart B on reporting.
	Section 1 Table 4

<i>Your Vessel</i>	<i>VTS participation requirements in Canadian waters.</i>
Commercial power driven vessels 20 meters or greater in length.	FULL Participation. Must check in and make reports.
Pleasure craft 30 meters or greater in length.	FULL Participation. Must check in and make reports.
Fishing vessels 24 meters or greater in length, <u>and</u> 150 GT.	FULL Participation. Must check in and make reports.
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.	FULL Participation. Must check in and make reports.

Section 1 Table 5

➤ *Which VTS/MCTS Center do I report to?*

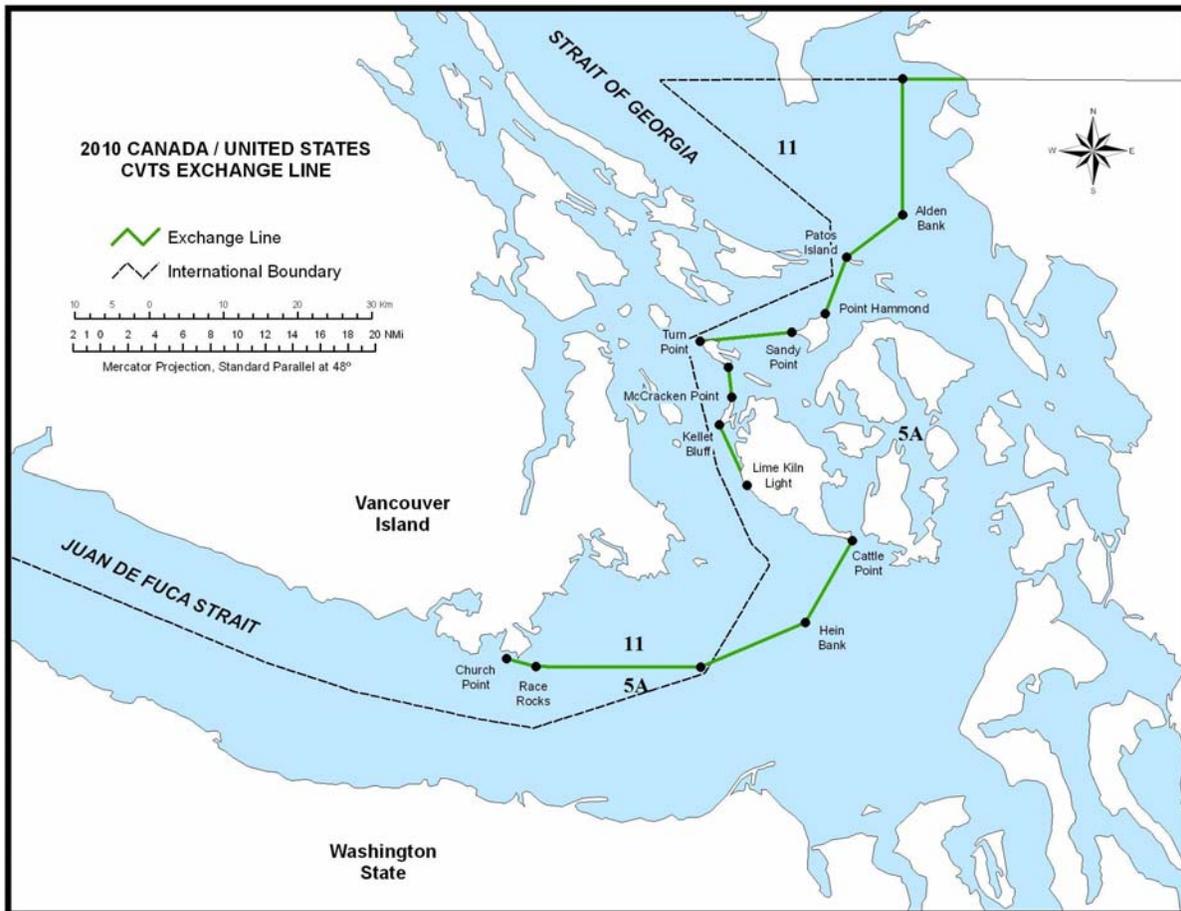
SECTOR BOUNDARY AND EXCHANGE LINES

Tofino MCTS, or *Tofino Traffic*, provides traffic services via **Ch. 74** westward of meridian 124°40'W in the Strait of Juan de Fuca, south to 48°00'N, west to 127°00'W and within 50 nm of the west coast of Vancouver Island. Refer to the latest Radio Aids to Marine Navigation Manual for requirements and the level of services that may be provided. *The 124°40' west meridian of Longitude in the Strait of Juan de Fuca is the Tofino Traffic / Seattle Traffic exchange line. Channel 5A is monitored by Seattle Traffic directly east of this meridian.*

VTS Puget Sound, or *Seattle Traffic*, has two frequency areas, **Ch. 5A and 14**. The Channel 5A (156.250 MHz) service area is used in the northern portion of the VTS Area and is situated between Tofino and Victoria's service areas. The Seattle Traffic Ch. 5A area has an *exchange line with Tofino and Victoria defined as a line drawn north from the Olympic Peninsula at 124°40'W Longitude to the Coast of Vancouver Island, thence eastward along the coast of Vancouver Island (including all the inlets and ports, i.e. Port Renfrew, and Sooke Inlet) to Church Point. From Church Point the line connects to Race Rocks Light, then due easterly to the intersection of the U.S./Canadian border at 48°17'53.0"N/123°14'06.0"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. The Channel 14 (156.700 MHz) service area is all navigable waters south of a line from Nodule Point to Bush Point in Admiralty Inlet, and south of a line drawn eastward from Possession Point on Whidbey Island to the shoreline.

Victoria MCTS, or *Victoria Traffic*, provides traffic services via **Ch. 11**, on the north side of the service exchange line described in the previous paragraph. Their service area continues northward in the Strait of Georgia past the Vancouver Traffic Zone area up to a line from Ballenas Island to Merry Island.



➤ ***What is the Cooperative Vessel Traffic Service (CVTS) Area?***

In 1979 the governments of Canada and the United States signed a formal agreement which established the CVTS system for the Juan De Fuca region and its seaward approaches. This agreement resulted through excellent cooperation and joint management and has become a model for the world and an ultimate example of international teamwork. Since its inception, this agreement has served both the peoples of Canada and the United States well in protecting our common shared marine environment and in the enhancement of maritime efficiency, trade, transportation and safety. It is a region of rugged steep cliff shorelines, deceptively strong tidal currents, often near-saturated with vessels in the traditional fishing grounds, and an ever

increasing enviro-tourism industry with the addition of whale watching. The size of ships and the amount of cargo carried have been growing steadily year by year. These ships include large Alaska crude oil tankers, fast container ships, Ro Ros, Bulklers, Cruise ships and a variety of cargo and special purpose ships, coastal vessels, tugs and tows, naval vessels of every type and fishing vessels. Many of these vessels carry dangerous/hazardous and environmentally sensitive cargoes. The region is home to one of the world's largest per capita recreational boating communities. The region's pristine rocky coasts stand as vulnerable sentinels lining the route for millions of barrels of petroleum products which move through it annually. Oceanographers estimate that a major spill in this region could blanket the entire area within two 24-hour tidal cycles. This fact alone highlights the driving environmental concerns of the CVTS as a major preventative safety measure in the continuing battle to guard against pollution of our common natural heritage. Taking all elements into consideration, navigation within the Juan De Fuca region is somewhat more complicated than it might appear simply by looking at a nautical chart. In addition, one must also keep in mind, that the 60 odd miles between the western entrance of the Strait and Victoria, BC/Port Angeles, WA is not Pilotage waters. Addressing these challenges to minimize marine occurrences to the greatest extent possible is the Cooperative Vessel Traffic Service provided by the Tofino MCTS Centre (Tofino Traffic), the USCG Puget Sound VTS Center (Seattle Traffic), and the Victoria MCTS Centre (Victoria Traffic). Through a modern technological advanced system of radar and radio communications, Coast Guard Vessel Traffic Specialist Officers from Canada and the United States provide the necessary advice, recommendations and when needed, directions to the mariner for the completion of a safe and efficient voyage irrespective of the international boundary. Through this system of shared responsibilities in our common boundary waters, the peoples of our two nations can have confidence that the challenges presented are being met regarding safety at sea, and regarding the preservation and sustaining of our life enriching environment. Today, the CVTS is a well organized and effective body that is constantly responding to changes in administrative and operational requirements determined by the dynamics of the marine industry, the environment, and the public concerns of the day. Joint Coordinating Group (JCG) meetings of the authorities of the two Coast Guards take place on a bi-annual basis as well as Operational Procedures Committee meetings. What results is a seamless, smooth, unencumbered and safe transit of this region for the mariner. The transition from one Coast Guard Traffic Centre to the next is transparent to the mariner as there is a constant focus on cooperative spirit and oneness of purpose which is achieved through common operational procedures and harmonized regulations. From 1979 to today, the CVTS has developed into an organization and system that is prepared to meet and has met the inevitable challenges in providing safe and efficient waterways management through the new millennium.

➤ ***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, will **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 in the **English** language. Use of Message Markers (page 5-8) 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**" 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 Tofino, 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 Centres both electronically and via phone lines, so reporting a radio or equipment casualty to one Center can be relayed to another when necessary.

➤ ***How far in advance 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?***

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, however VTS tracking systems only display Class A AIS, not Class B AIS. 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, and may attempt to hail larger vessels on Channel 16 in an emergency, which is the appropriate frequency for a vessel of their class in U.S. or Canadian waters.

➤ ***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.

➤ ***Are all vessels subject to VTS Measures?***

Many smaller 'vessels of consequence' without radio or identity can negatively impact traffic flow in or near traffic separation schemes. Many of these vessels, due to their size, may come and go undetected by VTS sensors and tracking systems. Regardless, all waterborne craft are subject to issuance of VTS Measures (Participation requirements 1-3 in Section 1 Table 4).

➤ ***What are the Rosario Strait and Guemes Channel Special Area Regulations?***

The Rosario Strait and Guemes Channel VTS Special Areas are monitored and enforced by Seattle Traffic under authority of the Captain of the Port.

The Rosario Strait and Guemes Channel VTS Special Areas are defined as those waters bounded on the south by the center of the "RB" precautionary area and to the north by the center to the "C Buoy" precautionary area, and those waters bound to the west by Shannon Point on Fidalgo Island and to the east by Southeast Point on Geumes Island. Additionally, through policy and proposed rulemaking, the waters of Bellingham Channel, Padilla Bay and Samish Bay south of 48°38'25"N including the Saddlebag route is also subject to the Special Area operating requirements to promote maritime safety.

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.

➤ ***What is the Turn Point Special Operating Area?***

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:

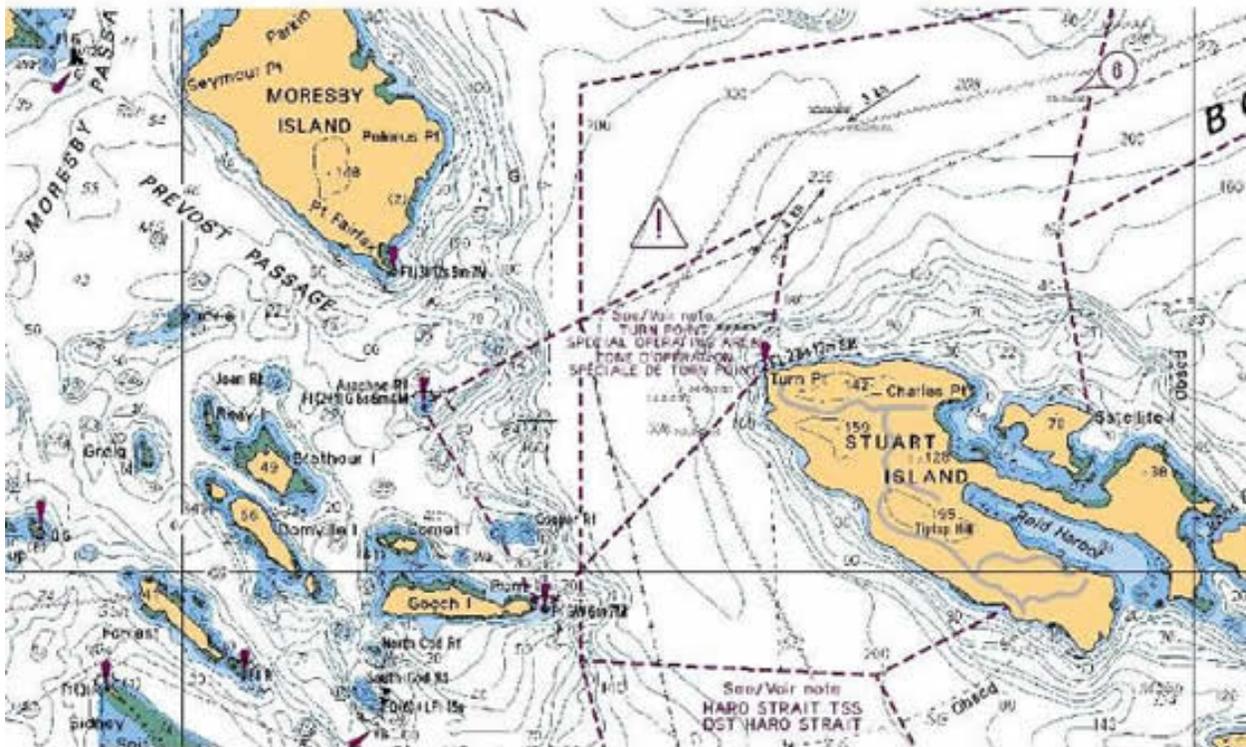
These procedures apply to all Canadian and United States VTS participant vessels within or approaching the Turn Point SOA from Boundary Passage, southbound for Haro Strait; and from Haro Strait, northbound for Boundary Passage or Swanson Channel, however, they do not apply to vessels southbound out of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



➤ *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. Tofino 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.

Section 2

Title 33: Navigation and Navigable waters

PART 161—VESSEL TRAFFIC MANAGEMENT

Subpart A—Vessel Traffic Services

General Rules

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- § 161.2 Definitions.
- § 161.3 Applicability.
- § 161.4 Requirement to carry the rules.
- § 161.5 Deviations from the rules.
- § 161.6 Preemption.

Services, VTS Measures, and Operating Requirements

- § 161.10 Services.
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- § 161.12 Vessel operating requirements.
- § 161.13 VTS Special Area operating requirements.

Subpart B—Vessel Movement Reporting System

- § 161.15 Purpose and intent.
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- § 161.19 Sailing Plan (SP).
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- § 161.21 Automated reporting.
- § 161.22 Final Report (FR).
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Subpart C—Vessel Traffic Service and Vessel Movement Reporting System Areas and Reporting Points

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

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 includes, but is not limited to:

(1) The absence or malfunction of vessel operating equipment, such as propulsion machinery, steering gear, radar system, gyrocompass, depth sounding device, automatic radar plotting aid

(ARPA), radiotelephone, Automatic Identification System equipment, navigational lighting, sound signaling devices or similar equipment.

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

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

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

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

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

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

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

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

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

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

Vessel Traffic Service Area or VTS Area means the geographical area encompassing a specific VTS area of service. This area of service may be subdivided into sectors for the purpose of

allocating responsibility to individual Vessel Traffic Centers or to identify different operating requirements.

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

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

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

- (a) Subject to the Vessel Bridge-to-Bridge Radiotelephone Act; or
- (b) Required to participate in a VMRS within a VTS area (VMRS User).

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 VTS Director. Requests to deviate shall be made as far in advance as practicable. Upon receipt of the request, the VTS Director may authorize a deviation if it is determined that, based on vessel handling characteristics, traffic density, radar contacts, environmental conditions and other relevant information, such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances.

§ 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		
<i>Seattle Traffic— 003669957</i>	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.
<i>Seattle Traffic— 003669957</i>	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.
<i>Tofino Traffic— 003160012</i>	156.725 MHz (Ch. 74)	The waters west of 124°40' W. within 50 nautical miles of the coast of Vancouver Island including the waters north of 48° N., and east of 127° W.
<i>Victoria Traffic— 003160010</i>	156.550 MHz (Ch. 11)	The waters of the Strait of Georgia west of 122°52' W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait.

***A precise service ‘exchange line’ was adopted in 2010 between Tofino Traffic, Seattle Traffic and Victoria Traffic. The official exchange lines are defined as:**

- (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>i.e.</i> , a detailed description of a planned operation, which may include: its duration; effective area; any restrictions to navigation; notification procedures for approaching vessels; in addition, for a towing operation: configuration, length of the tow, available horsepower, etc.; for a dredge or floating plant: configuration of pipeline, mooring configuration, number of assist vessels, etc.].

(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 § 160.203 of this chapter, and other required information as set out in § 160.211 and § 160.213 of this chapter, if applicable.

§ 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 life 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 navigable waters of the United States bounded by a line drawn from the Washington State coastline at 48°23'08" N., 124°43'37" W. on Cape Flattery to the Cape Flattery Light at 48°23'30" N., 124°44'12" 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 through the waters known as the Strait of Juan de Fuca, Haro Strait, Boundary Pass, and the Strait of Georgia to the Washington State coastline at 49°00'06" N., 122°45'18" W. (International Boundary Range C Rear Light). This area includes: Puget Sound, Hood Canal, Possession Sound, the San Juan Island Archipelago, Rosario Strait, Guemes Channel, Bellingham Bay, the U.S. waters of the Strait of Juan de Fuca and the Strait of Georgia, and all waters adjacent to the above.

(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 waters of the Strait of Juan de Fuca and its offshore approaches, southern Georgia Strait, the Gulf and San Juan Archipelagos, Rosario Strait, Boundary Pass and Haro Strait, bounded on the northwest by 48°35'45" N.; and on the southwest by 48°23'30" N.; and on the west by the rhumb line joining 48°35'45" N., 124°47'30" W. with 48°23'30" N., 124°48'37" W.; and on the northeast in the Strait of Georgia, 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 (Tofino, B.C., Canada, Vancouver, BC, Canada and Seattle, WA) manage traffic within the CVTS area irrespective of the International Boundary.

(b) VTS Special Areas.

(1) The Rosario Strait VTS Special Area consists of those waters bounded to the south by the center of Precautionary Area "RB" (a circular area of 2,500 yards radius centered at 48°26'24" N., 122°45'12" W.), and to the north by the center of Precautionary Area "C" (a circular area of 2,500 yards radius centered at 48°40'34" N., 122°42'44" W.; Lighted Buoy "C"); and

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.

As a matter of VTS policy, Bellingham Channel and the Saddlebag Route are treated as being part of the above VTS Special Areas and are in the process of being formally included via regulatory action.

(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.

Section 3

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; deepwater 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.

PART 160—PORTS AND WATERWAYS SAFETY—GENERAL

§ 160.3 Definitions.

For the purposes of this subchapter:

Bulk means material in any quantity that is shipped, stored, or handled without the benefit of package, label, mark or count and carried in integral or fixed independent tanks.

Captain of the Port means the Coast Guard officer designated by the Commandant to command a Captain of the Port Zone as described in part 3 of this chapter.

Commandant means the Commandant of the United States Coast Guard.

Deviation means any departure from any rule in this subchapter.

Director, Vessel Traffic Services means the Coast Guard officer designated by the Commandant to command a Vessel Traffic Service (VTS) as described in part 161 of this chapter.

District Commander means the Coast Guard officer designated by the Commandant to command a Coast Guard District as described in part 3 of this chapter.

ETA means estimated time of arrival.

Length of Tow means, when towing with a hawser, the length in feet from the stern of the towing vessel to the stern of the last vessel in tow. When pushing ahead or towing alongside, length of tow means the tandem length in feet of the vessels in tow excluding the length of the towing vessel.

Person means an individual, firm, corporation, association, partnership, or governmental entity.

State means each of the several States of the United States, the District of Columbia, the Commonwealth of Puerto Rico, Guam, American Samoa, the United States Virgin Islands, the Trust Territories of the Pacific Islands, the Commonwealth of the Northern Marianas Islands, and any other commonwealth, territory, or possession of the United States.

Tanker means a self-propelled tank vessel constructed or adapted primarily to carry oil or hazardous materials in bulk in the cargo spaces.

Tank Vessel means a vessel that is constructed or adapted to carry, or that carries, oil or hazardous material in bulk as cargo or cargo residue.

Vehicle means every type of conveyance capable of being used as a means of transportation on land.

Vessel means every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water.

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.

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

§ 160.5 Delegations.

(a) District Commanders and Captains of the Ports are delegated the authority to establish safety zones.

(b) Under the provisions of §§ 6.04-1 and 6.04-6 of this chapter, District Commanders and Captains of the Ports have been delegated authority to establish security zones.

(c) Under the provisions of § 1.05-1 of this chapter, District Commanders have been delegated authority to establish regulated navigation areas.

(d) Subject to the supervision of the cognizant Captain of the Port and District Commander, Directors, Vessel Traffic Services are delegated authority under 33 CFR 1.01-30 to discharge the duties of the Captain of the Port that involve directing the operation, movement, and anchorage of vessels within a Vessel Traffic Service area including management of vessel traffic within anchorages, regulated navigation areas and safety zones, and to enforce Vessel Traffic Service and ports and waterways safety regulations. This authority may be exercised by Vessel Traffic Center personnel. The Vessel Traffic Center may, within the Vessel Traffic Service area, provide information, make recommendations, or, to a vessel required under part 161 of this chapter to participate in a Vessel Traffic Service, issue an order, including an order to operate or anchor as directed; require the vessel to comply with orders issued; specify times of entry, movement or departure; restrict operations as necessary for safe operation under the circumstances; or take other action necessary for control of the vessel and the safety of the port or of the marine environment.

PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

Subpart B—Regulated Navigation Areas

§ 165.10 Regulated navigation areas.

§ 165.11 Vessel operating requirements (regulations).

§ 165.13 General regulations.

Subpart C—Safety Zones

§ 165.20 Safety zones.

§ 165.23 General regulations.

Subpart D—Security Zones

§ 165.30 Security zones.

§ 165.33 General regulations.

Subpart E—Restricted Waterfront Areas

§ 165.40 Restricted waterfront areas.

Subpart F—Specific Regulated Navigation Areas and Limited Access Areas

Thirteenth Coast Guard District

- § 165.1301 Puget Sound and Adjacent Waters in Northwestern Washington—Regulated Navigation Area.
- § 165.1302 Bangor Naval Submarine Base, Bangor, WA.
- § 165.1303 Puget Sound and adjacent waters, WA—regulated navigation area.
- § 165.1304 Bellingham Bay, Bellingham, WA.
- § 165.1305 Commencement Bay, Tacoma, WA.
- § 165.1307 Elliott Bay, Seattle, WA.
- § 165.1309 Eagle Harbor, Bainbridge Island, WA.
- § 165.1310 Strait of Juan de Fuca and adjacent coastal waters of Northwest Washington; Makah Whale Hunting—Regulated Navigation Area.
- § 165.1311 Olympic View Resource Area, Tacoma, WA.
- § 165.1313 Security zone regulations, tank ship protection, Puget Sound and adjacent waters, Washington
- § 165.1317 Security and Safety Zone; Large Passenger Vessel Protection, Puget Sound and adjacent waters, Washington.
- § 165.1319 Safety Zone Regulations, Seafair Blue Angels Air Show Performance, Seattle, WA.
- § 165.1321 Security Zone; Protection of Military Cargo, Captain of the Port Zone Puget Sound, WA.
- § 165.1324 Safety and Security Zone; Cruise Ship Protection, Elliott Bay and Pier-91, Seattle, Washington.
- § 165.1327 Security Zone; escorted U.S. Navy submarines in Sector [Puget Sound] Captain of the Port Zone.
- § 165.1328 Regulated Navigation Area; U.S. Navy submarines, Hood Canal, WA.
- § 165.1329 Regulated Navigation Area; Thea Foss and Wheeler-Osgood Waterways EPA Superfund Cleanup Site, Commencement Bay, Tacoma, WA.
- § 165.1330 Safety Zone; Fleet Week Maritime Festival, Pier 66, Elliott Bay, Seattle, WA.
- § 165.1332 Safety Zones; annual firework displays within the Captain of the Port, Puget Sound Area of Responsibility.
- § 165.1333 Security Zones, Seattle’s Seafair Fleet Week moving vessels, Puget Sound, WA.
- § 165.1334 Security Zone; U.S. Coast Guard BSU Seattle, Pier 36, Elliott Bay, Seattle, WA.
- § 165.1336 Regulated Navigation Area; Pacific Sound Resources and Lockheed Shipyard Superfund Sites, Elliott Bay, Seattle, WA.
- § 165.1339 Safety Zone; Coast Guard Exercise Area, Hood Canal, Washington.

Subpart G—Protection of Naval Vessels

- § 165.2010 Purpose
- § 165.2015 Definitions
- § 165.2020 Enforcement Authority
- § 165.2030 Pacific Area

Subpart B—Regulated Navigation Areas

§165.10 Regulated navigation areas.

A regulated navigation area is a water area within a defined boundary for which regulations for vessels navigating within the area have been established under this part.

§165.11 Vessel operating requirements (regulations).

Each District Commander may control vessel traffic in an area which is determined to have hazardous conditions, by issuing regulations:

- (a) Specifying times of vessel entry, movement, or departure to, from, within, or through ports, harbors, or other waters;
- (b) Establishing vessel size, speed, draft limitations, and operating conditions; and
- (c) Restricting vessel operation, in a hazardous area or under hazardous conditions, to vessels which have particular operating characteristics or capabilities which are considered necessary for safe operation under the circumstances.

§165.13 General regulations.

- (a) The master of a vessel in a regulated navigation area shall operate the vessel in accordance with the regulations contained in Subpart F.
- (b) No person may cause or authorize the operation of a vessel in a regulated navigation area contrary to the regulations in this part.

Subpart C—Safety Zones

§165.20 Safety zones.

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

§165.23 General regulations.

Unless otherwise provided in this part:

- (a) No person may enter a safety zone unless authorized by the COTP or the District Commander;
- (b) No person may bring or cause to be brought into a safety zone any vehicle, vessel, or object unless authorized by the COTP or the District Commander;
- (c) No person may remain in a safety zone or allow any vehicle, vessel, or object to remain in a safety zone unless authorized by the COTP or the District Commander; and

- (d) Each person in a safety zone who has notice of a lawful order or direction shall obey the order or direction of the COTP or District Commander issued to carry out the purposes of this subpart.

Subpart D—Security Zones

§165.30 Security zones.

- (a) A security zone is an area of land, water, or land and water which is so designated by the Captain of the Port or District Commander for such time as is necessary to prevent damage or injury to any vessel or waterfront facility, to safeguard ports, harbors, territories, or waters of the United States or to secure the observance of the rights and obligations of the United States.
- (b) The purpose of a security zone is to safeguard from destruction, loss, or injury from sabotage or other subversive acts, accidents, or other causes of a similar nature:
 - (1) Vessels,
 - (2) Harbors,
 - (3) Ports, and
 - (4) Waterfront facilities:

in the United States and all territory and water, continental or insular, that is subject to the jurisdiction of the United States.

§165.33 General regulations.

Unless otherwise provided in the special regulations in Subpart F of this part:

- (a) No person or vessel may enter or remain in a security zone without the permission of the Captain of the Port;
- (b) Each person and vessel in a security zone shall obey any direction or order of the Captain of the Port;
- (c) The Captain of the Port may take possession and control of any vessel in the security zone;
- (d) The Captain of the Port may remove any person, vessel, article, or thing from a security zone;
- (e) No person may board, or take or place any article or thing on board, any vessel in a security zone without the permission of the Captain of the Port; and
- (f) No person may take or place any article or thing upon any waterfront facility in a security zone without the permission of the Captain of the Port.

Subpart E—Restricted Waterfront Areas

§165.40 Restricted waterfront areas.

The Commandant may direct the COTP to prevent access to waterfront facilities, and port and harbor areas, including vessels and harbor craft therein. This section may apply to persons who do not possess the credentials outlined in §125.09 of this chapter when certain shipping activities are conducted that are outlined in §125.15 of this chapter.

Subpart F—Specific Regulated Navigation Areas and Limited Access Areas

Thirteenth Coast Guard District

§ 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 area 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.

§ 165.1302 Bangor Naval Submarine Base, Bangor, WA.

(a) *Location.* The following is a security zone: The waters of the Hood Canal encompassed by a line commencing on the east shore of Hood Canal at latitude 47°43'17" N., longitude 122°44'44" W., thence to latitude 47°43'32" N., longitude 122°44'40" W.; thence to latitude 47°43'50" N., longitude 122°44'40" W.; thence to latitude 47°44'24" N., longitude 122°44'22" W.; thence to latitude 47°45'47" N., longitude 122°43'22" W.; thence to latitude 47°46'23" N., longitude 122°42'42" W.; thence to latitude 47°46'23" N., longitude 122°42'20" W.; thence to latitude 47°46'20" N., longitude 122°42'12" W.; thence southerly along the shoreline to the point of beginning.

(b) *Security zone anchorage.* The following is a security zone anchorage: Area No. 2. Waters of Hood Canal within a circle of 1,000 yards diameter centered on a point located at latitude 47°46'26" N., longitude 122°42'49" W.

(c) *Special Regulations*

- (1) Section 165.33 paragraphs, (a), (e), and (f) do not apply to the following vessels or individuals on board those vessels:
 - i. Public vessels of the United States, other than United States Naval vessels.
 - ii. Vessels that are performing work at Naval Submarine Base Bangor pursuant to a contract with the United States Navy which requires their presence in the security zone.
 - iii. Any other vessels or class of vessels mutually agreed upon in advance by the Captain of the Port and Commanding Officer, Naval Submarine Base Bangor. Vessels operating in the security zone under this exemption must have previously obtained a copy of a certificate of exemption permitting their operation in the security zone from the Security Office, Naval Submarine Base Bangor. This written exemption shall state the date(s) on which it is effective and may contain any further restrictions on vessel operations within the security zone as have been previously agreed upon by the Captain of the Port and Commanding Officer, Naval Submarine Base Bangor. The certificate of exemption shall be maintained on board the exempted vessel so long as such vessel is operating in the security zone.
- (2) Any vessel authorized to enter or remain in the security zone may anchor in the security zone anchorage.

- (3) Other vessels desiring access to this zone shall secure permission from the Captain of the Port through the Security Office of the Naval Submarine Base Bangor. The request shall be forwarded in a timely manner to the Captain of the Port by the appropriate Navy official.
- (d) *Enforcement.* The U.S. Coast Guard may be assisted in the patrol and monitoring of this security zone by the U.S. Navy.

§ 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.

§ 165.1305 Commencement Bay, Tacoma, WA.

- (a) *Location.* The following area is a safety zone: All portions of Commencement Bay bounded by the following coordinates: Latitude 47°17'34" N, Longitude 122°28'36" W; thence to Latitude 47°17'06" N, Longitude 122°27'40" W; thence to Latitude 47°16'42" N, Longitude 122°28'06" W; thence to Latitude 47°17'10" W, Longitude 122°29'02" W; thence returning to the origin. This safety zone resembles a rectangle lying adjacent to the shoreline along Ruston Way. Floating markers will be placed by the sponsor of the event to delineate the boundaries of the safety zone. [Datum: NAD 1983].
- (b) *Effective dates.* This section is effective annually on July the fourth from 2 p.m. to 12:30 a.m. July the fifth unless otherwise specified by Federal Register notice.
- (c) *Regulation.* In accordance with the general regulations in §165.23 of this part, entry into this safety zone is prohibited unless authorized by the Captain of the Port, Puget Sound, Seattle, WA.

§ 165.1307 Elliott Bay, Seattle, WA.

- (a) *Location.* The following area is a safety zone: All portions of Elliott Bay bounded by the following coordinates: Latitude 47°37'22" N, Longitude 122°22'06" W; thence to Latitude 47°37'06" N, Longitude 122°21'45" W; thence to Latitude 47°36'54" N, Longitude 122°22'05" W; thence to Latitude 47°37'08" N, Longitude 122°22'27" W; thence returning to the origin. This safety zone resembles a square centered around the barge from which the fireworks will be launched and begins 100 yards from the shoreline of Myrtle Edwards Park. Floating markers will be placed by the sponsor of the fireworks display to delineate the boundaries of the safety zone [Datum NAD 1983].
- (b) *Effective dates.* This section is effective annually on July fourth from 9:30 p.m. to 11 p.m. unless otherwise specified by Federal Register notice.
- (c) *Regulation.* In accordance with the general regulations in §165.23 of this part, entry into this safety zone is prohibited unless authorized by the Captain of the Port, Puget Sound, Seattle, WA.

§ 165.1309 Eagle Harbor, Bainbridge Island, WA.

- (a) *Regulated Area.* A regulated navigation area is established on that portion of Eagle Harbor bounded by a line beginning at: 47°36'56" N, 122°30'36" W; thence to 47°37'11" N, 122°30'36" W; thence to 47°37'25" N, 122°30'17" W; thence to 47°37'24" N, 122°30'02" W; thence to 47°37'16" N, 122°29'55" W; thence to 47°37'03" N, 122°30'027sec; W; thence returning along the shoreline to point of origin. [Datum NAD 1983].
- (b) *Regulations.* All vessels and persons are prohibited from anchoring, dredging, laying cable, dragging, seining, bottom fishing, conducting salvage operations, or any other activity which could potentially disturb the seabed in the designated area. Vessels may otherwise transit or navigate within this area without reservation.

- (c) *Waiver*. The Captain of the Port, Puget Sound, upon advice from the U.S. EPA Project Manager and the Washington State Department of Natural Resources, may, upon written request, authorize a waiver from this section if it is determined that the proposed operation supports USEPA remedial objectives, or can be performed in a manner that ensures the integrity of the sediment cap. A written request must describe the intended operation, state the need, and describe the proposed precautionary measures. Requests should be submitted in triplicate, to facilitate review by U.S. EPA, Coast Guard, and Washington State Agencies. USEPA managed remedial design, remedial action, habitat mitigation, or monitoring activities associated with the Wyckoff/Eagle Harbor Superfund Site are excluded from the waiver requirement. USEPA is required, however, to alert the Coast Guard in advance concerning any of the above-mentioned activities that may, or will, take place in the Regulated Area.

§ 165.1310 Strait of Juan de Fuca and adjacent coastal waters of Northwest Washington; Makah Whale Hunting—Regulated Navigation Area.

- (a) The following area is a Regulated Navigation Area (RNA): From 48°02.25' N, 124°42.1' W northward along the mainland shoreline of Washington State to Cape Flattery and thence eastward along the mainland shoreline of Washington State to 48°22' N, 124°34' W; thence due north to 48°24.55' N, 124°34' W; thence northwesterly to 48°27.1' N, 124°41.7' W; thence due west to 48°27.1' N, 124°45.5' W; thence southwest to 48°20.55' N, 124°51.05' W, thence west south west to 48°18.0' N 124°59.0' W, thence due south to 48°02.25' N, 124°59.0' W) thence due east back to the shoreline of Washington at 48°02.25' N, 124°42.1' W. Datum: NAD 1983.
- (b) During a whale hunt, while the international numeral pennant five (5) is flown by a Makah whale hunt vessel, the following area within the RNA is a Moving Exclusion Zone: The column of water from the surface to the seabed with a radius of 500 yards centered on the Makah whale hunt vessel displaying international numeral pennant five (5). This Moving Exclusionary Zone is activated only when surface visibility exceeds one nautical mile, between sunrise and sunset, and the Makah whale hunt vessel displays the international numeral pennant five (5). The Moving Exclusionary Zone is deactivated upon sunset, visibility is reduced to less than one nautical mile, or when the Makah hunt vessel strikes international numeral pennant five (5).
- (c) Unless otherwise authorized by the Commander, Thirteenth Coast Guard District or his or her representative, no person or vessel may enter the active Moving Exclusionary Zone except for:
- (1) Authorized Makah whale hunt vessel actively engaged in hunting operations under direction of the master of the Makah vessel flying international numeral pennant five (5), and
 - (2) A single authorized media pool vessel operating in accordance with paragraph (f) of this section.
- (d) The international numeral pennant five (5) is only authorized to be displayed from one Makah whale hunt vessel during actual whale hunt operations. No other vessels may display this pennant within the RNA at any time. Whale hunt operations commence when

a whale hunt vessel is underway and its master intends to have a whale killed during the voyage. Whale hunt operations cease once this intent is abandoned, a whale is landed, or when the international numeral pennant five (5) is struck.

- (e) The Makah Tribe shall make SECURITE broadcasts beginning one half hour before the commencement of a hunt and every half hour thereafter until hunting activities are concluded. This broadcast shall be made on channel 16 VHF-FM and state:

A whale hunt is proceeding today within the Regulated Navigation Area established for Makah whaling activities. The (name of vessel) is a (color and description of vessel) and will be flying international numeral pennant five (5) while engaged in whaling operations. This pennant is yellow and blue in color. Mariners are required by federal regulation to stay 500 yards away from (name of vessel), and are strongly urged to remain even further away from whale hunt activities as an additional safety measure.

(f)

- (1) Credentialed members of the media interested in entering the Moving Exclusionary Zone may request permission to operate a single media vessel in the Moving Exclusionary Zone by telephoning Coast Guard Public Affairs, as soon as practicable at (206) 220-7237 during normal working hours, and (206) 220-7001 after hours. Coast Guard preauthorization is required prior to entry into the Moving Exclusionary Zone by a single media pool vessel.
- (2) The media pool vessel must be a U.S. documented vessel. The media pool vessel must be under command at all times within the Moving Exclusionary zone by a master licensed in the U.S. to carry passenger for hire. All expenses, liabilities and risks associated with operation of the media pool vessel lie with members of the pool and the pool vessel owners and operators.
- (3) The master of the media pool vessel shall maneuver to avoid positioning the pool vessel between whales and hunt vessel(s), out of the line of fire, at a prudent distance and location relative to whale hunt operations, and in a manner that avoids hindering the hunt or path of the whale in any way.
- (4) Although permitted to maneuver within the Moving Exclusionary Zone, personnel aboard the media pool vessel are still required to follow safety and law enforcement related instructions of Coast Guard personnel.

§ 165.1311 Olympic View Resource Area, Tacoma, WA.

- (a) *Regulated Area.* A regulated navigation area is established on that portion of Commencement Bay bounded by a line beginning at: 47°15'40.19753" N, 122°26'09.27617" W; thence to 47°15'42.21070" N, 122°26'10.65290" W; thence to 47°15'41.84696" N, 122°26'11.80062" W; thence to 47°15'45.57725" N, 122°26'14.35173" W; thence to 47°15'53.06020" N, 122°26'06.61366" W; thence to 47°15'46.74493" N, 122°26'02.50574" W; thence returning along the shoreline to the point of origin. [Datum NAD 1983].
- (b) *Regulations.* All vessels and persons are prohibited from anchoring, dredging, laying cable, dragging, seining, bottom fishing, conducting salvage operations, or any other activity which could potentially disturb the seabed in the designated area. Vessels may otherwise transit or navigate within this area without reservation.

- (c) *Waiver.* The Captain of the Port, Puget Sound, upon advice from the United States Environmental Protection Agency (USEPA) Project Manager and the Washington State Department of Natural Resources, may, upon written request, authorize a waiver from this section if it is determined that the proposed operation supports USEPA remedial objectives, or can be performed in a manner that ensures the integrity of the sediment cap. A written request must describe the intended operation, state the need, and describe the proposed precautionary measures. Requests shall be submitted in triplicate, to facilitate review by USEPA, Coast Guard, and Washington State Agencies. USEPA managed remedial design, remedial action, habitat mitigation, or monitoring activities associated with the Olympic View Resource Area Superfund Site are excluded from the waiver requirement. USEPA is required, however, to alert the Coast Guard in advance concerning any of the above-mentioned activities that may, or will, take place in the Regulated Area.

§ 165.1313 Security zone regulations, tank ship protection, Puget Sound and adjacent waters, Washington

- (a) *Notice of enforcement or suspension of enforcement.* The tank ship security zone established by this section will be enforced only upon notice by the Captain of the Port Puget Sound. Captain of the Port Puget Sound will cause notice of the enforcement of the tank ship security zone to be made by all appropriate means to effect the widest publicity among the affected segments of the public including publication in the Federal Register as practicable, in accordance with 33 CFR 165.7(a). Such means of notification may also include but are not limited to, Broadcast Notice to Mariners or Local Notice to Mariners. The Captain of the Port Puget Sound will issue a Broadcast Notice to Mariners and Local Notice to Mariners notifying the public when enforcement of the tank ship security zone is suspended.
- (b) The following definitions apply to this section:
- (1) *Federal Law Enforcement Officer* means any employee or agent of the United States government who has the authority to carry firearms and make warrantless arrests and whose duties involve the enforcement of criminal laws of the United States.
 - (2) *Navigable waters of the United States* means those waters defined as such in 33 CFR part 2.
 - (3) *Navigation Rules* means the Navigation Rules, International-Inland.
 - (4) *Official patrol* means those persons designated by the Captain of the Port to monitor a tank ship security zone, permit entry into the zone, give legally enforceable orders to persons or vessels within the zone and take other actions authorized by the Captain of the Port. Persons authorized in paragraph (k) to enforce this section are designated as the official patrol.
 - (5) *Public vessel* means vessels owned, chartered, or operated by the United States, or by a State or political subdivision thereof.
 - (6) *Tank ship security zone* is a regulated area of water, established by this section, surrounding tank ships for a 500-yard radius that is necessary to provide for the security of these vessels.

- (7) ***Tank ship*** means a self-propelled tank vessel that is constructed or adapted primarily to carry oil or hazardous material in bulk as cargo or cargo residue in the cargo spaces. The definition of tank ship does not include tank barges.
- (8) ***Washington Law Enforcement Officer*** means any General Authority Washington Peace Officer, Limited Authority Washington Peace Officer, or Specially Commissioned Washington Peace Officer as defined in Revised Code of Washington section 10.93.020.
- (c) ***Security zone***: There is established a tank ship security zone extending for a 500-yard radius around all tank ships located in the navigable waters of the United States in Puget Sound, WA, east of 123 degrees, 30 minutes West Longitude. [Datum: NAD 1983]
- (d) ***Compliance***: The tank ship security zone established by this section remains in effect around tank ships at all times, whether the tank ship is underway, anchored, or moored. Upon notice of enforcement by the Captain of the Port Puget Sound, the Coast Guard will enforce the tank ship security zone in accordance with rules set out in this section. Upon notice of suspension of enforcement by the Captain of the Port Puget Sound, all persons and vessels are authorized to enter, transit, and exit the tank ship security zone, consistent with the Navigation Rules.
- (e) The Navigation Rules shall apply at all times within a tank ship security zone.
- (f) When within a tank ship security zone all vessels shall operate at the minimum speed necessary to maintain a safe course and shall proceed as directed by the on-scene official patrol or tank ship master. No vessel or person is allowed within 100 yards of a tank ship, unless authorized by the on-scene official patrol or tank ship master.
- (g) To request authorization to operate within 100 yards of a tank ship, contact the on-scene official patrol or tank ship master on VHF-FM channel 16 or 13.
- (h) When conditions permit, the on-scene official patrol or tank ship master should:
- (1) Permit vessels constrained by their navigational draft or restricted in their ability to maneuver to pass within 100 yards of a tank ship in order to ensure a safe passage in accordance with the Navigation Rules;
 - (2) Permit commercial vessels anchored in a designated anchorage area to remain at anchor when within 100 yards of a passing tank ship; and
 - (3) Permit vessels that must transit via a navigable channel or waterway to pass within 100 yards of a moored or anchored tank ship with minimal delay consistent with security.
- (i) ***Exemption***. Public vessels as defined in paragraph (b) of this section are exempt from complying with paragraphs (c), (d), (f), (g), (h), (j), and (k) of this section.
- (j) ***Exception***. 33 CFR Part 161 promulgates Vessel Traffic Service regulations. Measures or directions issued by Vessel Traffic Service Puget Sound pursuant to 33 CFR Part 161 shall take precedence over the regulations in this section.
- (k) ***Enforcement***. Any Coast Guard commissioned, warrant or petty officer may enforce the rules in this section. In the navigable waters of the United States to which this section

applies, when immediate action is required and representatives of the Coast Guard are not present or not present in sufficient force to provide effective enforcement of this section in the vicinity of a tank ship, any Federal Law Enforcement Officer or Washington Law Enforcement Officer may enforce the rules contained in this section pursuant to 33 CFR §6.04–11. In addition, the Captain of the Port may be assisted by other federal, state or local agencies in enforcing this section.

§ 165.1317 Security and Safety Zone; Large Passenger Vessel Protection, Puget Sound and adjacent waters, Washington.

- (a) *Notice of enforcement or suspension of enforcement.* The large passenger vessel security and safety zone established by this section will be enforced only upon notice by the Captain of the Port Puget Sound. Captain of the Port Puget Sound will cause notice of the enforcement of the large passenger vessel security and safety zone to be made by all appropriate means to effect the widest publicity among the affected segments of the public including publication in the Federal Register as practicable, in accordance with 33 CFR 165.7(a). Such means of notification may also include but are not limited to, Broadcast Notice to Mariners or Local Notice to Mariners. The Captain of the Port Puget Sound will issue a Broadcast Notice to Mariners and Local Notice to Mariners notifying the public when enforcement of the large passenger vessel security and safety zone is suspended.
- (b) *Definitions.* The following definitions apply to this section:

Federal Law Enforcement Officer means any employee or agent of the United States government who has the authority to carry firearms and make warrantless arrests and whose duties involve the enforcement of criminal laws of the United States.

Large Passenger Vessel means any cruise ship over 100 feet in length carrying passengers for hire, and any auto ferries and passenger ferries over 100 feet in length carrying passengers for hire such as the Washington State Ferries, M/V COHO and Alaskan Marine Highway Ferries. Large Passenger Vessel does not include vessels inspected and certificated under 46 CFR, Chapter I, Subchapter T such as excursion vessels, sight seeing vessels, dinner cruise vessels, and whale watching vessels.

Large Passenger Vessel Security and Safety Zone is a regulated area of water established by this section, surrounding large passenger vessels for a 500-yard radius to provide for the security and safety of these vessels.

Navigable waters of the United States means those waters defined as such in 33 CFR part 2.

Navigation Rules means the Navigation Rules, International—Inland.

Official Patrol means those persons designated by the Captain of the Port to monitor a large passenger vessel security and safety zone, permit entry into the zone, give legally enforceable orders to persons or vessels within the zone and take other actions authorized by the Captain of the Port. Persons authorized in paragraph (l) to enforce this section are designated as the Official Patrol.

Public vessel means vessels owned, chartered, or operated by the United States, or by a

State or political subdivision thereof.

Washington Law Enforcement Officer means any General Authority Washington Peace Officer, Limited Authority Washington Peace Officer, or Specially Commissioned Washington Peace Officer as defined in Revised Code of Washington section 10.93.020.

- (c) *Security and safety zone.* There is established a large passenger vessel security and safety zone extending for a 500-yard radius around all large passenger vessels located in the navigable waters of the United States in Puget Sound, WA, east of 123°30' West Longitude. [Datum: NAD 1983].
- (d) *Compliance.* The large passenger vessel security and safety zone established by this section remains in effect around large passenger vessels at all times, whether the large passenger vessel is underway, anchored, or moored. Upon notice of enforcement by the Captain of the Port Puget Sound, the Coast Guard will enforce the large passenger vessel security and safety zone in accordance with rules set out in this section. Upon notice of suspension of enforcement by the Captain of the Port Puget Sound, all persons and vessels are authorized to enter, transit, and exit the large passenger vessel security and safety zone, consistent with the Navigation Rules.
- (e) The Navigation Rules shall apply at all times within a large passenger vessel security and safety zone.
- (f) When within a large passenger vessel security and safety zone all vessels must operate at the minimum speed necessary to maintain a safe course and must proceed as directed by the on-scene official patrol or large passenger vessel master. No vessel or person is allowed within 100 yards of a large passenger vessel that is underway or at anchor, unless authorized by the on-scene official patrol or large passenger vessel master. No vessel or person is allowed within 25 yards of a large passenger vessel that is moored.
- (g) To request authorization to operate within 100 yards of a large passenger vessel that is underway or at anchor, contact the on-scene official patrol or large passenger vessel master on VHF-FM channel 16 or 13.
- (h) When conditions permit, the on-scene official patrol or large passenger vessel master should:
 - (1) Permit vessels constrained by their navigational draft or restricted in their ability to maneuver to pass within 100 yards of a large passenger vessel in order to ensure a safe passage in accordance with the Navigation Rules; and
 - (2) Permit vessels that must transit via a navigable channel or waterway to pass within 100 yards of an anchored large passenger vessel or within 25 yards of a moored large passenger vessel with minimal delay consistent with security.
- (i) When a large passenger vessel approaches within 100 yards of any vessel that is moored or anchored, the stationary vessel must stay moored or anchored while it remains within the large passenger vessel's security and safety zone unless it is either ordered by, or given permission by the Captain of the Port Puget Sound, his designated representative or the on-scene official patrol to do otherwise.

- (j) *Exemption.* Public vessels as defined in paragraph (b) of this section are exempt from complying with paragraphs (c), (d), (f), (g), (h), and (i), of this section.
- (k) *Exception.* 33 CFR part 161 contains Vessel Traffic Service regulations. When measures or directions issued by Vessel Traffic Service Puget Sound pursuant to 33 CFR part 161 also apply, the measures or directions govern rather than the regulations in this section.
- (l) *Enforcement.* Any Coast Guard commissioned, warrant or petty officer may enforce the rules in this section. In the navigable waters of the United States to which this section applies, when immediate action is required and representatives of the Coast Guard are not present or not present in sufficient force to provide effective enforcement of this section in the vicinity of a large passenger vessel, any Federal Law Enforcement Officer or Washington Law Enforcement Officer may enforce the rules contained in this section pursuant to 33 CFR 6.04–11. In addition, the Captain of the Port may be assisted by other federal, state or local agencies in enforcing this section.
- (m) *Waiver.* The Captain of the Port Puget Sound may waive any of the requirements of this section for any vessel or class of vessels upon finding that a vessel or class of vessels, operational conditions or other circumstances are such that application of this section is unnecessary or impractical for the purpose of port security, safety or environmental safety.

§ 165.1319 Safety Zone Regulations, Seafair Blue Angels Air Show Performance, Seattle, WA.

- (a) *Enforcement period.* This section will be enforced annually during the last week in July and the first two weeks of August from 8 a.m. until 4 p.m., each day during the event. The event will be one week or less in duration. The specific dates during this time frame will be published in the Federal Register.
- (b) *Location.* The following is a safety zone: All waters of Lake Washington, Washington State, enclosed by the following points: Near the termination of Roanoke Way 47°35'44" N, 122°14'47" W; thence to 47°35'48" N, 122°15'45" W; thence to 47°36'02.1" N, 122°15'50.2" W; thence to 47°35'56.6" N, 122°16'29.2" W; thence to 47°35'42" N, 122°16'24" W; thence to the east side of the entrance to the west highrise of the Interstate 90 bridge; thence westerly along the south side of the bridge to the shoreline on the western terminus of the bridge; thence southerly along the shoreline to Andrews Bay at 47°33'06" N, 122°15'32" W; thence northeast along the shoreline of Bailey Peninsula to its northeast point at 47°33'44" N, 122°15'04" W; thence easterly along the east-west line drawn tangent to Bailey Peninsula; thence northerly along the shore of Mercer Island to the point of origin. [Datum: NAD 1983]
- (c) *Regulations.* In accordance with the general regulations in 33 CFR Part 165, Subpart C, no person or vessel may enter or remain in the zone except for support vessels and support personnel, vessels registered with the event organizer, or other vessels authorized by the Captain of the Port or his designated representatives. Vessels and persons granted authorization to enter the safety zone shall obey all lawful orders or directions of the Captain of the Port or his designated representatives.

§ 165.1321 Security Zone; Protection of Military Cargo, Captain of the Port Zone Puget Sound, WA.

(a) *Notice of enforcement or suspension of enforcement.* The Captain of the Port Puget Sound will enforce the security zones established by this section only upon notice. Captain of the Port Puget Sound will cause notice of the enforcement of these security zone to be made by all appropriate means to effect the widest publicity among the affected segments of the public including publication in the Federal Register as practicable, in accordance with 33 CFR 165.7(a). Such means of notification may also include but are not limited to, Broadcast Notice to Mariners or Local Notice to Mariners. The Captain of the Port Puget Sound will issue a Broadcast Notice to Mariners and Local Notice to Mariners notifying the public when enforcement of these security zones is suspended.

(b) *Definitions.* The following definitions apply to this section:

Designated Representative means those persons designated by the Captain of the Port to monitor these security zones, permit entry into these zones, give legally enforceable orders to persons or vessels with in these zones and take other actions authorized by the Captain of the Port. Persons authorized in paragraph (g) to enforce this section and Vessel Traffic Service Puget Sound (VTS) are Designated Representatives.

Federal Law Enforcement Officer means any employee or agent of the United States government who has the authority to carry firearms and make warrantless arrests and whose duties involve the enforcement of criminal laws of the United States.

Navigable waters of the United States means those waters defined as such in 33 CFR Part 2.

Public vessel means vessels owned, chartered, or operated by the United States, or by a State or political subdivision thereof.

Washington Law Enforcement Officer means any General Authority Washington Peace Officer, Limited Authority Washington Peace Officer, or Specially Commissioned Washington Peace Officer as defined in Revised Code of Washington section 10.93.020.

Security zone. The following areas are security zones:

- (1) ***Blair Waterway Security Zone:*** The Security Zone in the Blair Waterway, Commencement Bay, WA, includes all waters enclosed by a line connecting the following points: 47°16'57" N, 122°24'39" W, which is approximately the beginning of Pier No. 23 (also known as the Army pier); then northwesterly to 47°17'05" N, 122°24'52" W, which is the end of the Pier No. 23 (Army pier); then southwesterly to 47°16'42" N, 122°25' 18" W, which is the approximate location of a private buoy on the end of the sewage outfall; then southeasterly to 47°16'33" N, 122°25'04" W, which is approximately the northwestern end of Pier No. 5; then northeasterly to the northwestern end of Pier No. 1; then southeasterly along the shoreline of the Blair Waterway to the Blair Waterway turning basin; then along the shoreline around the Blair Waterway turning basin; then northwesterly along the shoreline of the Blair Waterway to the Commencement Bay Directional

Light (light list number 17159); then northeasterly along the shoreline to the point of origin. [Datum: NAD 1983].

- (2) *Sitcum Waterway Security Zone*: The Security Zone in the Sitcum Waterway, Commencement Bay, WA, includes all waters enclosed by a line connecting the following points: 47°16'33" N, 122°25'04" W, which is approximately the northwestern end of Pier No. 5; then northwesterly to 47°16'42" N, 122°25'18" W, which is the approximate location of a private buoy on the end of the sewage outfall; then southwesterly to 47°16'23" N, 122°25'36" W; then southeasterly to 47°16'10" N, 122°25'27" W, which is the northwestern corner of Pier No. 2; then extending northeasterly to 47°16'13" N, 122°25'13" W; then extending southeasterly along the shoreline of the Sitcum Waterway; then northeasterly along the shoreline at the terminus of the Sitcum Waterway and then northwesterly along the shoreline of the Sitcum Waterway; then northeasterly along the shoreline of Pier No. 5 to the point of origin. [Datum: NAD 1983].
 - (3) *Budd Inlet Security Zone*: The Security Zone in Budd Inlet, West Bay, Olympia WA includes all waters enclosed by a line connecting the following points: 47°03'12" N, 122°54'21" W, which is approximately the northwestern end of the fence line enclosing Berth 1 at Port of Olympia; then northerly to 47°03'15" N, 122°54'21" W, which is the approximate 300 feet north along the shoreline; then westerly to 47°03'15" N, 122°54'26" W; then southerly to 47°03'06" N, 122°54'26" W; then southeasterly to 47°03'03" N, 122°54'20" W, which is approximately the end of the T-shaped pier; then north to 47°03'04" N, 122°54'19.5" W, which is approximately the southwestern corner of berth 1; then northerly along the shoreline to the point of origin. [Datum: NAD 1983].
- (c) *Obtaining permission to enter, move within, or exit the security zones*. All vessels must obtain permission from the COTP or a Designated Representative to enter, move within, or exit the security zones established in this section when these security zones are enforced. Vessels 20 meters or greater in length should seek permission from the COTP or a Designated Representative at least 4 hours in advance. Vessels less than 20 meters in length should seek permission at least 1 hour in advance. VTS Puget Sound may be reached on VHF channel 14.
 - (d) *Compliance*. Upon notice of enforcement by the Captain of the Port Puget Sound, the Coast Guard will enforce these security zones in accordance with rules set out in this section. Upon notice of suspension of enforcement by the Captain of the Port Puget Sound, all persons and vessels are authorized to enter, transit, and exit these security zones.
 - (e) *Regulations*. Under the general regulations in 33 CFR part 165 subpart D, this section applies to any vessel or person in the navigable waters of the United States to which this section applies. No person or vessel may enter the security zones established in this section unless authorized by the Captain of the Port or his designated representatives. Vessels and persons granted permission to enter the security zone shall obey all lawful orders or directions of the Captain of the Port or his designated representatives. All vessels shall operate at the minimum speed necessary to maintain a safe course.

- (f) *Enforcement.* Any Coast Guard commissioned, warrant or petty officer may enforce the rules in this section. In the navigable waters of the United States to which this section applies, when immediate action is required and representatives of the Coast Guard are not present or not present in sufficient force to provide effective enforcement of this section, any Federal Law Enforcement Officer or Washington Law Enforcement Officer may enforce the rules contained in this section pursuant to 33 CFR 6.04–11. In addition, the Captain of the Port may be assisted by other federal, state or local agencies in enforcing this section pursuant to 33 CFR 6.04–11.
- (g) *Exemption.* Public vessels as defined in paragraph (b) of this section are exempt from the requirements in this section.
- (h) *Waiver.* For any vessel, the Captain of the Port Puget Sound may waive any of the requirements of this section, upon finding that operational conditions or other circumstances are such that application of this section is unnecessary or impractical for the purpose of port security, safety or environmental safety.

§ 165.1324 Safety and Security Zone; Cruise Ship Protection, Elliott Bay and Pier-91, Seattle, Washington.

(a) *Safety and security zones.* (1) The following area is a safety and security zone: All waters within the following points: a rectangle, starting at 47°37'53" N/122°23'07" W, thence south to position 47°37'06" N/122°23'07" W, thence east to position 47°37'06" N/122°22'43" W, thence north to position 47°37'58" N/122°22'43" W. This zone will be enforced only during the arrival or departure of Large Passenger Cruise Vessels at Pier 91, Seattle, Washington.

(2) The following area is a safety and security zone: All waters within 100 yards of Pier 91, Seattle, Washington, at approximate position 47°37'35" N/122°23'00" W. This zone will be enforced only when a Large Passenger Cruise Vessel is moored at Pier 91.

(b) *Regulations.* In accordance with the general regulations in 33 CFR Part 165, Subpart D, no person or vessel may enter or remain in either Safety and Security Zone except for vessels authorized by the Captain of the Port or Designated Representatives.

(c) *Definitions.* The following definitions apply to this section:

Facility Security Officer means the person designated as responsible for the development, implementation, revision and maintenance of the facility security plan and for liaison with the COTP and Company and Vessel Security Officers.

Large Passenger Cruise Vessel means any cruise ship over 100 feet in length carrying passengers for hire. Large Passenger Cruise Vessel does not include vessels inspected and certificated under 46 CFR, Chapter I, Subchapter T such as excursion vessels, sight seeing vessels, dinner cruise vessels, and whale watching vessels.

Official Patrol means those persons designated by the Captain of the Port to monitor a Large Passenger Cruise Vessel security and safety zone, permit entry into the zone, give legally enforceable orders to persons or vessels within the zone and take other actions authorized by the Captain of the Port. Persons authorized in paragraph (e) to enforce this section are designated as the Official Patrol.

(d) *Authorization.* To request authorization to operate within 100 yards of a Large Passenger Cruise Vessel that is moored at Pier 91, contact the on-scene Official Patrol on VHF-FM channel 16 or 13 or the Facility Security Officer at (206) 728-3688.

(e) *Enforcement.* Any Coast Guard commissioned, warrant or petty officer may enforce the rules in this section. In the navigable waters of the United States to which this section applies, when immediate action is required and representatives of the Coast Guard are not present or not present in sufficient force to provide effective enforcement of this section in the vicinity of a Large Passenger Cruise Vessel, any Federal or Washington Law Enforcement Officer may enforce the rules contained in this section pursuant to 33 CFR 6.04-11. In addition, the Captain of the Port may be assisted by other Federal, state or local agencies in enforcing this section.

(f) *Waiver.* The Captain of the Port Puget Sound may waive any of the requirements of this section for any vessel or class of vessels upon finding that a vessel or class of vessels, operational conditions or other circumstances are such that application of this section is unnecessary or impractical for the purpose of port security, safety or environmental safety.

§ 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.

§ 165.1328 Regulated Navigation Area; U.S. Navy submarines, Hood Canal, WA.

(a) *Location.* The following area is a regulated navigation area (RNA): All waters of the Hood Canal in the State of Washington whenever any U.S. Navy submarine is operating in the Hood Canal and is being escorted by the Coast Guard. For purposes of this section, "Hood Canal" means all waters of Hood Canal, including Dabob Bay, located between two lines with the first line connecting positions 47°37.9' N, 122°57.1' W and 47°37.9' N, 122°52.9' W and the second line connecting positions 48°00.7' N, 122°41.0' W and 47°56.4' N, 122°36.9' W

(b) *Regulations.* All persons and vessels located within the RNA created by paragraph (a) of this section shall follow all lawful orders and/or directions given to them by Coast Guard security escort personnel. 33 CFR Section 165, Subpart B, contains additional provisions applicable to the RNA 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 in the RNA created in paragraph (a) of this section of its existence via VHF Channel 16 and/or any other means reasonably available.

§ 165.1329 Regulated Navigation Area; Thea Foss and Wheeler-Osgood Waterways EPA Superfund Cleanup Site, Commencement Bay, Tacoma, WA.

(a) *Regulated areas.* The following areas are regulated navigation areas:

(1) All waters of the Thea Foss Waterway bounded by a line connecting the following points: Point 1: 47°15'43.49" N, 122°26'23.29" W; Point 2: 47°15'44.59" N, 122°26'19.89" W; Point 3: 47°15'39.01" N, 122°26'15.99" W; Point 4: 47°15'37.91" N, 122°26'19.39" W. [Datum: NAD 1983].

(2) All waters of the Thea Foss Waterway bounded by a line connecting the following points: Point 1: 47°15'22.74" N, 122°25'57.15" W; Point 2: 47°15'22.52" N, 122°26'0.18" W; Point 3: 47°15'18.05" N, 122°25'59.48" W; Point 4: 47°15'18.26" N, 122°25'56.45" W. [Datum: NAD 1983].

(3) All waters of the Thea Foss and Wheeler-Osgood Waterways south of a line bounded by connecting the following points: Point 1: 47°15'13.94" N, 122°26'05.56" W; Point 2: 47°15'15.01" N, 122°25'55.14" W. [Datum: NAD 1983].

(b) *Regulations.* (1) All vessels and persons are prohibited from activities that would disturb the seabed, such as anchoring, dragging, trawling, spudding, or other activities that involve disrupting the integrity of the sediment caps installed in the designated regulated navigation area, pursuant to the remediation efforts of the U.S. Environmental Protection Agency (EPA) and others in the Thea Foss and Wheeler-Osgood Waterways EPA superfund cleanup site. Vessels may otherwise transit or navigate within this area without reservation.

(2) The prohibition described in paragraph (b)(1) of this section does not apply to vessels or persons engaged in activities associated with remediation efforts in the Thea Foss or Wheeler-Osgood Waterways superfund sites, provided that the Captain of the Port, Puget Sound (COTP), is given advance notice of those activities by the EPA.

(c) *Waiver.* Upon written request stating the need and proposed conditions of the waiver, and any proposed precautionary measures, the COTP may authorize a waiver from this section if the COTP determines that the activity for which the waiver is sought can take place without undue risk to the remediation efforts described in paragraph (b)(1) of this section. The COTP will consult with EPA in making this determination when necessary and practicable.

§ 165.1330 Safety Zone; Fleet Week Maritime Festival, Pier 66, Elliott Bay, Seattle, Washington.

(a) *Location.* The following area is a safety zone: All waters extending 100 yards from Pier 66, Elliott Bay, WA within a box encompassed by the points, 47°36.719' N, 122°21.099' W; 47°36.682' N, 122°21.149' W; 47°36.514' N, 122°20.865' W; and 47°36.552' N, 122°20.814' W.

(b) *Regulations.* In accordance with the general regulations in 33 CFR Part 165, Subpart C, no vessel operator may enter, transit, moor, or anchor within this safety zone, except for vessels authorized by the Captain of the Port or Designated Representative, thirty minutes prior to the beginning, during and thirty minutes following the conclusion of the Parade of Ships. For the

purpose of this rule, the Parade of Ships includes both the pass and review of the ships near Pier 66 and the aerial demonstrations immediately following the pass and review. The Captain of the Port may be assisted by other federal, state, or local agencies as needed.

(c) *Authorization.* In order to transit through this safety zone, authorization must be granted by the Captain of the Port, Puget Sound, or their Designated Representative. All vessel operators desiring entry into this safety zone shall gain authorization by contacting either the on-scene U.S. Coast Guard patrol craft on VHF Ch 13 or Ch 16, or Coast Guard Sector Puget Sound Joint Harbor Operations Center (JHOC) via telephone at (206) 217-6002. Requests shall indicate the reason why movement within the safety zone is necessary and the vessel's arrival and/or departure facility name, pier and/or berth. Vessel operators granted permission to enter this safety zone will be escorted by the on-scene patrol until no longer within the safety zone.

(d) *Enforcement period.* This rule is enforced annually during the parade of ships which typically occurs on a Wednesday during the last week of July or the first week in August from 8 a.m. until 8 p.m. unless cancelled sooner by the Captain of the Port.

§ 165.1332 Safety Zones; annual firework displays within the Captain of the Port, Puget Sound Area of Responsibility.

(a) *Safety Zones.* The following areas are designated safety zones:

(1) All waters of Puget Sound, Washington, extending to a 450 yard radius from the following launch sites: *See <http://www.ecfr.gov>

§ 165.1333 Security Zones, Seattle's Seafair Fleet Week moving vessels, Puget Sound, WA.

(a) *Location.* The following areas are security zones: all navigable waters within 500 yards of each designated participating vessel while each such vessel is in the Sector Puget Sound Captain of the Port (COTP) zone, as defined in 33 CFR 3.65-10, during a time specified in paragraph (e) of this section. The Coast Guard will publish a notice in the FEDERAL REGISTER each year at least 03 days before the start of the Seattle Seafair Fleet Week to identify the designated participating vessels for that year. The Coast Guard will also provide this information in the Local Notice to Mariners.

(b) *Definitions.* For purposes of this section—

Designated participating vessel means a military vessel participating in the Seattle Seafair Fleet Week that has been designated by the Sector Puget Sound COTP in accordance with this section.

Designated representative means any Coast Guard commissioned, warrant, or petty officer who has been designated by the COTP to implement or enforce this section.

Seattle Seafair Fleet Week means an annual event involving a parade of U.S. Navy, U.S. Coast Guard, and foreign military ships in Seattle's Elliott Bay waterfront and tours of those ships while docked at Port of Seattle facilities.

(c) *Regulations.* Under 33 CFR Part 165, Subpart D, no person or vessel may enter or remain in the security zones described in paragraph (a) of this section without the permission of the COTP or a designated representative. The COTP has granted general permission for vessels to enter the outer 400 yards of the security zones as long as those vessels within the outer 400 yards

of the security zones operate at the minimum speed necessary to maintain course unless required to maintain speed by the navigation rules. The COTP may be assisted by other federal, state or local agencies with the enforcement of the security zones.

(d) *Authorization.* All vessel operators who desire to enter the inner 100 yards of the security zones or transit the outer 400 yards at greater than minimum speed necessary to maintain course must obtain permission from the COTP or a Designated Representative by contacting the on-scene Coast Guard patrol craft on VHF 13 or Ch 16. Requests must include the reason why movement within this area is necessary. Vessel operators granted permission to enter the security zones will be escorted by the on-scene Coast Guard patrol craft until they are outside of the security zones.

(e) *Annual enforcement period.* The security zones described in paragraph (a) of this section will be enforced during Seattle Seafair Fleet Week each year for a period of up to one week. The Seattle Seafair Fleet Week will occur sometime between July 25 and August 14. The annual FEDERAL REGISTER notice identifying the designated participating vessels will also identify the specific dates of the event for that year.

§ 165.1334 Security Zone; U.S. Coast Guard BSU Seattle, Pier 36, Elliot Bay, Seattle, WA.

(a) *Location.* The following area is a security zone: All waters in Elliot Bay east of a line from 47°35'26.67" N 122°20'34.84" W to 47°35'23.69" N 122°20'34.77" W at Pier 36, Elliot Bay, Seattle, WA.

(b) *Regulations:* Under 33 CFR part 165, subpart D, no vessel may enter, transit, moor, or anchor within this security zone located at Pier 36, Elliot Bay, WA, except for vessels authorized by the Captain of the Port Puget Sound or Designated Representative.

(c) *Authorization:* To request authorization to operate within this security zone, contact United States Coast Guard Sector Puget Sound Joint Harbor Operations Center at 206-217-6001.

§ 165.1336 Regulated Navigation Area; Pacific Sound Resources and Lockheed Shipyard Superfund Sites, Elliott Bay, Seattle, WA.

(a) *Regulated areas.* The following areas are regulated navigation areas:

(1) All waters inside an area beginning at a point on the shore at 47°35' 02.7" N 122°22'23.00" W; thence north to 47°35'26.00" N 122°22'23.00" W; thence east to 47°35'26.00" N 122°21'52.50" W; thence south to 47°35'10.80" N 122°21'52.50" W; thence southwest to a point on the shoreline at 47°35'05.9" N 122°21'58.00" W. [Datum: NAD 1983].

(2) All waters inside an area beginning at 47°34' 52.16" N 122°21'27.11" W; thence to 47°34' 53.46" N 122°21'30.42" W; thence to 47°34' 37.92" N 122°21'30.51" W; thence to 47°34' 37.92" N 122°21'27.65" W. [Datum: NAD 1983].

(b) *Regulations.* (1) All vessels and persons are prohibited from activities that would disturb the seabed, such as anchoring, dragging, trawling, spudding, or other activities that involve disrupting the integrity of the sediment caps installed in the designated regulated navigation area, pursuant to the remediation efforts of the U.S. Environmental Protection Agency (EPA) and others in the Pacific Sound Resources and Lockheed Shipyard EPA superfund sites. Vessels may otherwise transit or navigate within this area without reservation.

(2) The prohibition described in paragraph (b)(1) of this section does not apply to vessels or persons engaged in activities associated with remediation efforts in the superfund sites, provided that the Captain of the Port, Puget Sound (COTP), is given advance notice of those activities by the EPA.

(3) Nothing in this section is intended to conflict with treaty fishing rights of the Muckleshoot and Suquamish tribes, and they are not restricted from any type of fishing in the described area.

(c) *Waivers.* Upon written request stating the need and proposed conditions of the waiver, and any proposed precautionary measures, the COTP may authorize a waiver from this section if the COTP determines that the activity for which the waiver is sought can take place without undue risk to the remediation efforts described in paragraph (b)(1) of this section. The COTP will consult with EPA in making this determination when necessary and practicable.

§ 165.1339 Safety Zone; Coast Guard Exercise Area, Hood Canal, Washington.

(a) *Location.* The following area is a safety zone: All waters encompassed within 500 yards of any vessel that is involved in a Coast Guard training exercise while such vessel is transiting Hood Canal, WA between Foul Weather Bluff and the entrance to Dabob Bay. Vessels involved will be various sizes and can be identified as those flying the Coast Guard Ensign.

(b) *Regulations.* In accordance with the general regulations in 33 CFR Part 165, Subpart C, no person may enter or remain in the safety zone created in this rule unless authorized by the Captain of the Port or a Designated Representative. See 33 CFR Part 165, Subpart C, for additional information and requirements. Vessel operators wishing to enter the zone during the enforcement period must request permission for entry by contacting the on-scene patrol commander on VHF channel 13 or 16, or the Sector Puget Sound Joint Harbor Operations Center at (206) 217-6001.

(c) *Definition.* Training exercises are defined as full scale exercises that are significant in nature and involve multiple units and vessels. This safety zone will not be utilized by operations and training which is conducted daily or is routine in nature.

(d) *Enforcement period.* The safety zone described in paragraph (a) of this section would be enforced by the Captain of the Port only upon notice. Notice of enforcement by the Captain of the Port will be provided 45 days prior to execution of the exercise by all appropriate means, in accordance with 33 CFR 165.7(a). Such means will include publication in the FEDERAL REGISTER, and may also include Broadcast Notice to Mariners, Local Notice to Mariners, or both.

Subpart G—Protection of Naval Vessels

§ 165.2010 Purpose.

This subpart establishes the geographic parameters of naval vessel protection zones surrounding U.S. naval vessels in the navigable waters of the United States. This subpart also establishes when the U.S. Navy will take enforcement action in accordance with the statutory guidelines of 14 U.S.C. 91. Nothing in the rules and regulations contained in this subpart shall relieve any vessel, including U.S. naval vessels, from the observance of the Navigation Rules. The rules and regulations contained in this subpart supplement, but do not replace or supercede, any other regulation pertaining to the safety or security of U.S. naval vessels.

§ 165.2015 Definitions.

The following definitions apply to this subpart:

Atlantic Area means that area described in 33 CFR 3.04–1 Atlantic Area.

Large U.S. naval vessel means any U.S. naval vessel greater than 100 feet in length overall.

Naval defensive sea area means those areas described in 32 CFR part 761.

Naval vessel protection zone is a 500-yard regulated area of water surrounding large U.S. naval vessels that is necessary to provide for the safety or security of these U.S. naval vessels.

Navigable waters of the United States means those waters defined as such in 33 CFR part 2.

Navigation rules means the Navigation Rules, International-Inland.

Official patrol means those personnel designated and supervised by a senior naval officer present in command and tasked to monitor a naval vessel protection zone, permit entry into the zone, give legally enforceable orders to persons or vessels within the zone, and take other actions authorized by the U.S. Navy.

Pacific Area means that area described in 33 CFR 3.04–3 Pacific Area.

Restricted area means those areas established by the Army Corps of Engineers and set out in 33 CFR part 334.

Senior naval officer present in command is, unless otherwise designated by competent authority, the senior line officer of the U.S. Navy on active duty, eligible for command at sea, who is present and in command of any part of the Department of Navy in the area.

U.S. naval vessel means any vessel owned, operated, chartered, or leased by the U.S. Navy; any pre-commissioned vessel under construction for the U.S. Navy, once launched into the water; and any vessel under the operational control of the U.S. Navy or a Combatant Command.

Vessel means every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water, except U.S. Coast Guard or U.S. naval vessels.

§ 165.2020 Enforcement authority.

- (a) Coast Guard. Any Coast Guard commissioned, warrant or petty officer may enforce the rules and regulations contained in this subpart.
- (b) Senior naval officer present in command. In the navigable waters of the United States, when immediate action is required and representatives of the Coast Guard are not present or not present in sufficient force to exercise effective control in the vicinity of large U.S. naval vessels, the senior naval officer present in command is responsible for the enforcement of the rules and regulations contained in this subpart to ensure the safety and security of all large naval vessels present. In meeting this responsibility, the senior naval

officer present in command may directly assist any Coast Guard enforcement personnel who are present.

165.2030 Pacific Area

- (a) This section applies to any vessel or person in the navigable waters of the United States within the boundaries of the U.S. Coast Guard Pacific Area, which includes the Eleventh, Thirteenth, Fourteenth, and Seventeenth U.S. Coast Guard Districts.:

Note to paragraph(a): The boundaries of the U.S. Coast Guard Pacific Area and the Eleventh, Thirteenth, Fourteenth, and Seventeenth U.S. Coast Guard Districts are set out in 33 CFR part 3.

- (b) A naval vessel protection zone exists around U.S. naval vessels greater than 100 feet in length overall at all times in the navigable waters of the United States, whether the large U.S. naval vessel is underway, anchored, moored, or within a floating dry dock, except when the large naval vessel is moored or anchored within a restricted area or within a naval defensive sea area.
- (c) The Navigation Rules shall apply at all times within a naval vessel protection zone.
- (d) When within a naval vessel protection zone, all vessels shall operate at the minimum speed necessary to maintain a safe course, unless required to maintain speed by the Navigation Rules, and shall proceed as directed by the Coast Guard, the senior naval officer present in command, or the official patrol. When within a naval vessel protection zone, no vessel or person is allowed within 100 yards of a large U.S. naval vessel unless authorized by the Coast Guard, the senior naval officer present in command, or official patrol.
- (e) To request authorization to operate within 100 yards of a large U.S. naval vessel, contact the Coast Guard, the senior naval officer present in command, or the official patrol on VHF-FM channel 16.
- (f) When conditions permit, the Coast Guard, senior naval officer present in command, or the official patrol should:
- (1) Give advance notice on VHF-FM channel 16 of all large U.S. naval vessel movements;
 - (2) Permit vessels constrained by their navigational draft or restricted in their ability to maneuver to pass within 100 yards of a large U.S. naval vessel in order to ensure a safe passage in accordance with the Navigation Rules; and
 - (3) Permit commercial vessels anchored in a designated anchorage area to remain at anchor when within 100 yards of passing large U.S. naval vessels; and
 - (4) Permit vessels that must transit via a navigable channel or waterway to pass within 100 yards of a moored or anchored large U.S. naval vessel with minimal delay consistent with security.

Note to paragraph(f): The listed actions are discretionary and do not create any additional right to appeal or otherwise dispute a decision of the Coast Guard, the senior naval officer present in command, or the official patrol.

Section 4

IMO RULE 10 TRAFFIC SEPARATION SCHEMES (International)

SPEED AND WAKE CONTROL (Shipping - 46 USC Section 2302)

ANCHORAGES AND RESERVATIONS

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.

Anchorage 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.uscg.mil/d13/psvts. 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.

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	30 days
Smith Cove West (Oct through Mar)	SCW	3	10 days
Yukon Harbor	YH	6	30 days
Commencement Bay	COM	5	30 days
Port Gardner	PG	2	30 days
Holmes Harbor	HH	6	30 days
Bellingham Bay	BB	6	30 days
Cherry Point	CP	1	30 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	30 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	30 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 5

VHF Frequency Monitoring Areas

Ferry Crossing Routes

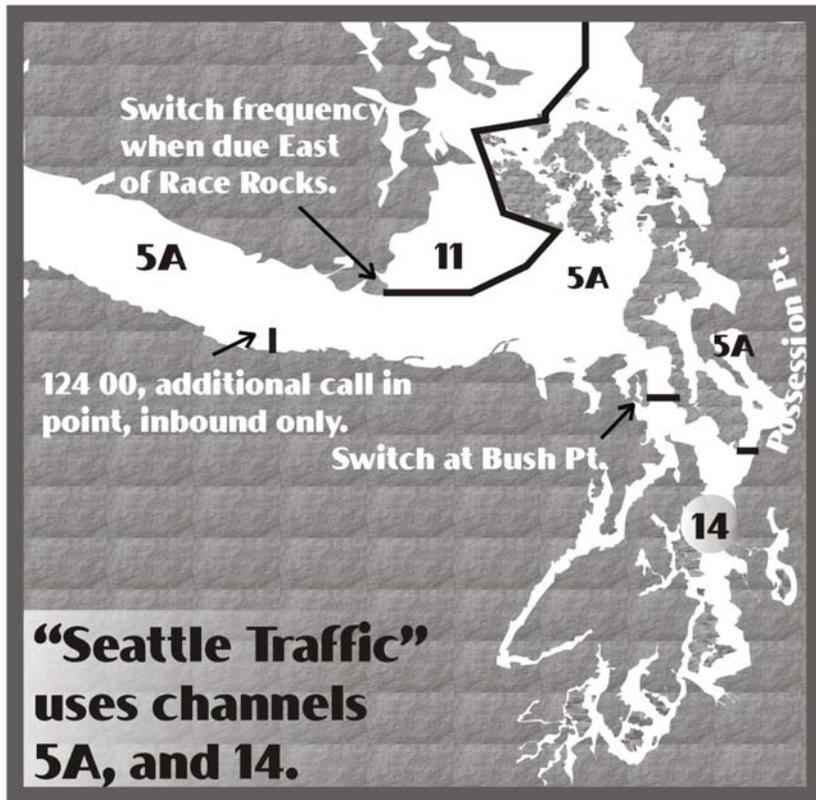
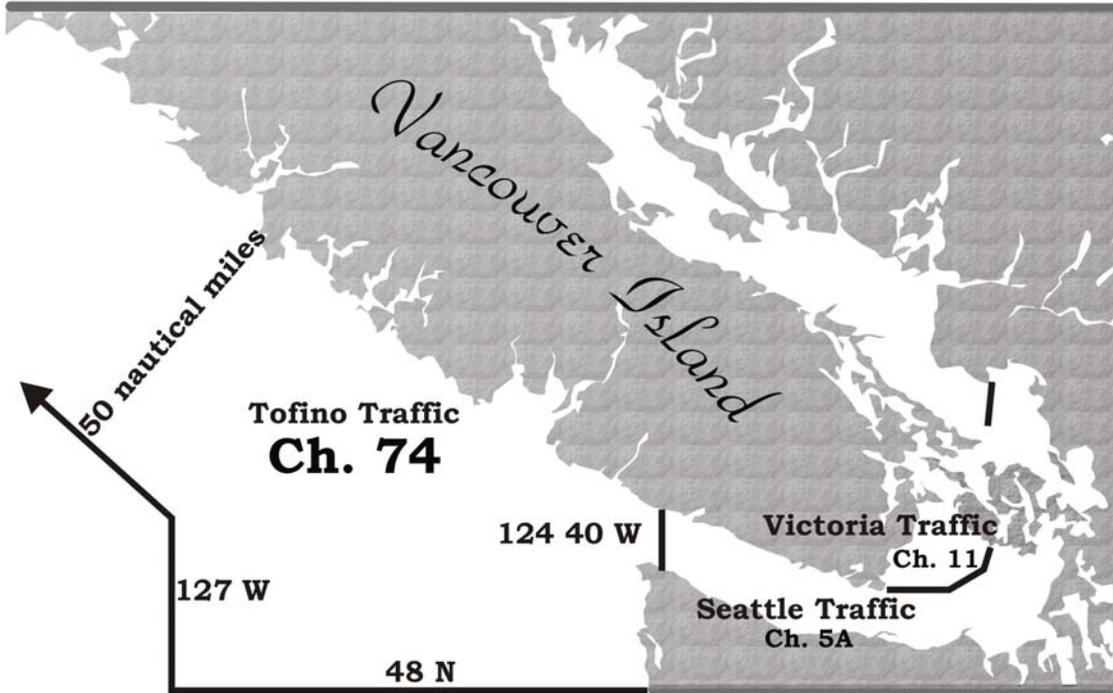
Commercial Salmon Management & Catch Reporting Areas

Cooperative Vessel Traffic Service (CVTS) Advance Report & Reporting Area

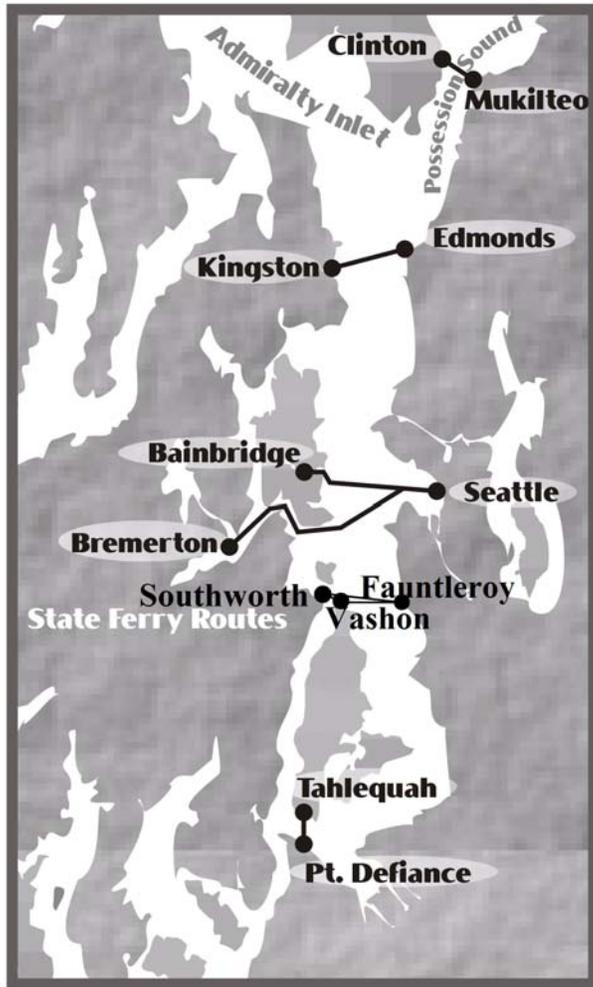
Message Markers and SMCP

IMO Area To Be Avoided off the Washington Coast

Puget Sound Area Security Zones



VHF Frequency Monitoring Areas



Ferry Crossing Routes

Message Markers, SMCP and English Language

Message Markers:

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

- Questions: 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 Tofino, 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 Tofino, 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.



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>





Puget Sound Area Security Zones Entry Prohibited!



US Navy Vessel



Ferry



Cruise Ship



Tanker



Naval Submarine Base Bangor CG Security Zone

Security Zones For Large Passenger Vessels & Tank Ships; Naval Vessel Protection Zones:

Keep your distance from all U.S. Naval Vessels, Washington State Ferries, Cruise Ships, Other Large Passenger Vessels & Tank Ships:

- Do not approach within 100 Yards.
- Slow to minimum Speed within 500 Yards.
- When a Ferry or Cruise Ship is moored do not approach within 25 Yards.
- Violators of these zones face up to 6 years in prison and a \$250,000 fine.

Naval Submarine Base Bangor Security Zone

- All vessels are Restricted from entering.
- Entry Authorized by USCG.

For further information contact U. S. Coast Guard Sector Seattle, 1519 Alaskan Way South, Seattle, WA 98134
Phone (206) 217-6200 or online at <http://homeport.uscg.mil>