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COMDTINST N16618.5C

COMMANDANT INSTRUCTION M16618.5C

Subj: SHIPPING AGENT GUIDES - U.S. PORT ENTRY REQUIREMENTS FOR  
SPECIAL INTEREST VESSELS

1. PURPOSE. This instruction publishes the Shipping Agent Guidelines. These guidelines provide U.S. shipping agents with information necessary to request U.S. port entry for vessels controlled by the Special Interest Vessels.
2. ACTION. Area and District commander, commanders maintenance and logistics commands, commanding officers of headquarters units and Commander Coast Guard Activities Europe shall ensure compliance with the provisions of this instruction.
3. DIRECTIVES AFFECTED. Commandant Instruction M16618.5B is cancelled.
4. DISCUSSION.
  - a. These guidelines describe specific advance vessel itinerary information required to ensure expeditious entry for Special Interest Vessels into U.S. ports. These guidelines are current as of 26 April 1993.
  - b. Coast Guard units may duplicate extracts from these guidelines when necessary to distribute to shipping agents in their area. Captains of the Port should inform the SIV Desk of new shipping agents in their zone so the mailing list can be updated.
  - c. Further information on the SIV Program is provided in COMDTINST M1600.12, Volume VII of the Marine Safety Manual.
  - d. All personnel are encouraged to contact the SIV Desk at FTS/Commercial (202) 267-0476 for further information.
5. RESPONSIBILITIES. Commandant (G-MPS-2) ensures that the SIV Program operates in accordance with published directives.

Captains of the Port administer the SIV Program at the local level.

6. CORRECTIONS. Address all comments, suggestions, and notification of errors to Commandant (G-MPS-2) through the chain of command.

U.S. PORT ENTRY REQUIREMENTS

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## CHAPTER 1. GENERAL REQUIREMENTS

### A. INTRODUCTION.

1. Applicability. This document provides guidance on requirements for entry into the United States territorial sea, internal waters, and ports for vessels registered to, or under the effective control of, the nations listed below. These port entry requirements apply to commercial cargo, passenger, fishing and fisheries support vessels, public vessels and private yachts. Owners, masters, agents or persons in charge of these vessels should adhere to these requirements to facilitate legitimate entry of their vessels into the U.S. territorial sea, internal waters and ports.

a. Restricted countries:

Armenia  
Azerbaijan  
Byelarus  
Georgia  
Kazakhstan  
Kyrgyzstan  
Moldova  
Russia  
Tajikistan  
Turkmenistan  
Ukraine  
Uzbekistan  
Peoples Republic of China

b. Non-entrant countries:

Cambodia  
Cuba  
Iran  
Iraq  
Libya  
Peoples Republic of Korea (North Korea)  
Syria  
Sudan  
Vietnam

Vessels registered to, owned or operated by, or chartered by non-entrant nations are not permitted to enter the U.S. territorial sea or U.S. ports. Nations appear on this list because of U.S. diplomatic sanctions

against them.

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c. Although shipping agents may be hired to provide services for public vessels, all public vessel entry applications and changes are handled on a government-to-government basis at the embassy level via the Department of State, and should be made at least 14 days prior to desired entry date. See section 1.B.11 for a definition of a public vessel.

2. Intent. These guidelines are intended to assist shipping agents in obtaining port calls for vessels associated with the nations listed in section 1.A.1. Access to U.S. ports by any foreign vessel is subject to compliance with applicable laws and regulations of the federal government and state and local authorities in the areas of their jurisdiction. Vessels from nations listed in section 1.A.1 must comply with all applicable foreign vessel regulations and any additional requirements found in these guidelines.

3. Authority. National security interests require that the movement of any vessel within the territorial sea or internal waters of the United States be subject to U.S. Government review. Authority for this is found in the Magnuson Act (Title 50, United States Code, Section 191, 1950). The President implemented this statute by Executive Order (E.O.) 10173, as amended by E.O.s 10277, 10352, and 11249. These orders promulgated regulations in Part 6, Chapter 1, Title 33 of the Code of Federal Regulations (CFR). These regulations assign port security responsibilities to the U.S. Coast Guard. E.O. 10173 further directed all agencies and authorities of the United States Government and all state and local authorities to support, conform to, and assist in the enforcement of these regulations and any supplemental regulations issued.

4. Maritime Agreements. These guidelines implement and support provisions of treaties, conventions, agreements, and similar instruments in force between the government of the United States and the governments of certain nations concerning maritime matters. Title I, United States Code, Section 112a directs the Secretary of State to compile a publication United States Treaties and Other International Agreements (UST) which contains all treaties to which the United States is a party. It also states that the UST "...shall be legal evidence of the treaties, ... in all courts of the United States,...."

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In some instances, these instruments and supporting documents state specific procedures for entry to United States ports should be consulted for a complete understanding of requirements applicable to affected vessels. These guidelines address only those port entry requirements administered by the U.S. Coast Guard.

B. Definitions.

1. 2-Day Request (for itinerary changes). This period is exactly 48 hours. It commences at the hour and minute that an agent's change application message is received at Coast Guard Headquarters. Weekends and federal holidays have no effect on 2-Day Requests.
2. 3-Day Notice. This period is 72 hours after time of receipt, (e.g., to obtain clearance for a port call on a Saturday 0800, the notice is required at the local COTP no later than the preceding Wednesday 0800).
3. 4-Day Request. This period excludes the day of receipt and the day of entry (e.g., to obtain clearance for a port call on a Saturday 0800, the notice is required at the local COTP no later than the preceding Wednesday 0800).
3. 7-Day Request. This period excludes the day of receipt and the day of entry, but not weekends or federal holidays. For example, to obtain clearance for a ship to call on the 15th, the request must be filed by the 7th of that month.
4. Government-to-Government. These requests are coordinated at the embassy level. They are handled through diplomatic channels between the two governments only. When the initial itinerary request is government-to-government, all desired future itinerary changes must also be handled on a government-to-government basis.
5. Agent-to-Coast Guard. Coordination of applicable port entry requests, itinerary changes, and special waivers are specifically conducted between the U.S. Coast Guard Headquarters Special Interest Vessel Desk and the U.S. shipping agent representing vessels covered by these guidelines.

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7. U.S. Coast Guard's Special Interest Vessel (SIV) Desk. The individual entry of all vessels covered by these guidelines into the U.S. territorial sea and ports is coordinated by the USCG's SIV Desk. The SIV Desk or Duty Officer is available 24 hours a day. During working hours, call (202) 267-0476; after hours and weekends for non-routine matters, call Coast Guard Headquarters Command Center at (202) 267-2100, and ask for the Port Security Duty Officer.

8. Port Call. A port call includes anchoring or mooring within the territorial sea or, for ports not adjacent to the territorial sea, the waters of the geographical limit of the port area described in enclosure (1). A vessel may be within these limits as long as it is either enroute to an approved port call or departing from such a port call. A vessel's presence within these limits is only permitted within the time frame of the previously approved port call. Vessels must have either a Commandant (G-MPS) approved itinerary or provide advance notification to the local Captain of the Port for any U.S. port call.

9. Port Area Descriptions. Geographical port limits are defined for certain U.S. ports for purposes of administering this program. See enclosures (1) and (2) for port area descriptions. The port area descriptions apply to port calls involving the nations covered by these guidelines. Port areas for which there is no geographical description include that area which encompasses the physical facilities of the port, the internal water approaches, and the seaward approaches to the limits of the territorial sea.

10. Free-Flag Vessel. Any vessel which is registered to or owned by any nation other than those listed in section 1.A.1.(a) or (b) of these requirements.

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11. Public Vessel. A vessel which is owned or operated by a state and used only in non-commercial, government service. The term state (or nation) includes political subdivisions of the state as well as agencies of the state or its subdivisions. The term public vessel does not include vessels merely subsidized by the government, state-owned vessels chartered to private parties and engaged in commercial activities, or privately-owned vessels operated by government personnel that are engaged in commercial activities.

12. Yacht. Any vessel, under power or sail, operating for pleasure and not carrying cargo or passengers for hire.

13. Greenwich Mean Time (GMT). All times used in message communication are in GMT. Agents are responsible for converting GMT to local time as necessary.

C. Chartered Vessels. The U.S. Port Security Program also applies to free-flag vessels chartered by nations listed in section 1.A.1.(b) of these guidelines.

D. Non-Standard Entries.

1. Force Majeure. Force Majeure is a doctrine of international law which confers limited legal immunity upon vessels which are forced to seek refuge or repairs within the jurisdiction of another nation due to uncontrollable external forces or conditions. This limited immunity prohibits coastal state enforcement of its laws which were breached due to the vessel's entry under force majeure. A claim of force majeure is supported only by the existence of overwhelming conditions or forces of such magnitude (e.g., severe storm, fire, disablement, mutiny) that they have threatened loss of the vessel, crew or cargo unless immediate corrective action is taken. Vessels entering U.S. waters under claim of force majeure are subject to boarding to validate the claim, and may be directed to a specific location, and not to the port of their choice. Each Coast Guard Captain of the Port has the authority to verify and accept or reject claims of force majeure for the purpose of enforcing applicable laws.

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2. Innocent Passage. All foreign ships, including warships, are entitled to the right of passage through the U.S. territorial sea, provided the passage is innocent under the United Nations Conventions on the Law of the Sea. Innocent passage means continuous and expeditious traversing of the territorial sea either without entering internal waters or passage for the purpose of proceeding to or from internal waters. It may include stopping or anchoring only when this is incident to ordinary navigation (such as when awaiting a favorable tide to traverse a particular narrows). Innocent passage specifically does not include hovering, stopping or anchoring for other reasons, and it does not include fishing. Anchoring or slow steaming within the U.S. territorial sea to avoid early arrival in port for which the vessel holds an approved itinerary will not be considered innocent passage and may result in cancellation of the vessel's itinerary, except when the vessel's movements are directed by a Coast Guard Vessel Traffic Service (VTS) for purposes of safety of navigation.

3. Medical Emergency. Foreign flag vessels not previously approved for a U.S. port call may enter U.S. waters for the sole purpose of removing a crewmember in need of immediate medical attention, or for the removal of a deceased crewmember. The cognizant Coast Guard district commander may grant permission for a vessel to enter territorial waters for a MEDEVAC (Medical Evacuation) or may also arrange a MEDEVAC outside the territorial sea. If the vessel is given permission to enter the territorial sea for a MEDEVAC, the vessel must depart upon completion of the transfer of the affected crewmember. Notify the Coast Guard district commander as soon as possible prior to desired entry.

4. Repatriation. It is the Department of State's position that repatriation of foreign nationals who have been evacuated for emergency medical treatment should be arranged and paid for by their countries of citizenship. Local INS and Customs should be notified of proposed repatriations. Requests for entry of vessels into U.S. territorial seas for the purpose of repatriation should be forwarded to Commandant (G-MPS) for consideration.

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5. Vessels Enroute Canadian Ports. All vessels, including those from non-entrant nations, must pass through U.S. waters in the St. Lawrence Seaway, the Great Lakes or the Straits of Juan de Fuca enroute to ports in Canada. Vessels transiting U.S. waters for this purpose are considered to be engaged in innocent passage and Coast Guard permission for such passage is not necessary.

6. Remote Ports Under U.S. Jurisdiction. The requirements of this program apply to remote Alaskan ports as well as to Guam, American Samoa and the Commonwealth of the Northern Marianas Islands (CNMI - Saipan, Rota, Tinian).

7. Deepwater Ports. Port calls at U.S. deepwater ports require the same conditions of advance notification for entry as applicable in U.S. coastal ports [refer to Title 33, U.S.C., section 1518 (c)].

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## CHAPTER 2. PORT ENTRY APPLICATION PROCEDURES

### A. Port Entry Application Requirements.

1. General. Agents should file itinerary requests for only those U.S. ports for which they will be acting as agents. All port entry applications must be in writing. Telephone inquiries are welcome during normal business hours (0700 to 1530 Eastern Time). The Special Interest Vessel Desk, in the Waterways Management and Policy Division at U.S. Coast Guard Headquarters, can be reached by calling (202) 267-0476. For non-business hour emergencies, call U.S. Coast Guard Headquarters Command Center at (202) 267-2100. Port Entry Applications (except government-to-government) should be submitted by the vessel's agent directly to Coast Guard Headquarters. TELEX or FAX messages are preferred. Port Entry Applications will not be accepted by local or regional Coast Guard commands. Shipping agents are responsible for ensuring that requests, whether sent electronically, by mail, or delivered by hand, arrive at Coast Guard Headquarters in time to meet all requirements. Coast Guard Headquarters will send a receipt confirmation telex/fax within 24 hours of receiving a telex/fax from a shipping agent. If you do not receive this confirmation within 48 hours, call the SIV desk to inquire about your request. Make application to only one of the following USCG Headquarters addresses:

- a. TELEX address: "Commandant (G-MPS), U.S. Coast Guard, Washington, D.C. 20593-0001 TELEX NUMBER 892427. Answer back COASTGUARDWSH."
- b. TWX address: "Commandant (G-MPS), U.S. Coast Guard, Washington, D.C. 20593-0001 TWX NUMBER 710 822 1959. Answer back CGDOTWSH."
- c. WESTERN UNION address: "Commandant (G-MPS), U.S. Coast Guard, 2100 2nd Street, S.W., Washington, DC 20593-0001." (PREPAID)
- d. Port entry applications may also be sent by mail, fax or delivered by hand. The mailing address is:

Commandant (G-MPS)  
U.S. Coast Guard Headquarters  
2100 Second Street, S.W.  
Washington, D.C. 20593-0001

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3. Required Information. All port entry applications must provide certain information in an orderly manner (See figure 3-A of enclosure (3) for an example of an initial itinerary request.) Agents should double check all information, including spelling of foreign translations, since requests with incomplete information will be denied. All port entry applications must include the following:

- a. Shipping agent's complete address, commercial telephone number, point of contact, and TELEX/TWX number with answer back code or Western Union address.
- b. Appropriate message title identification: For example, 4-Day REQUEST, 7-DAY REQUEST.
- c. Itinerary number: For example, INITIAL ITINERARY, or CHANGE 1,2,3....
- d. Vessel type: This information must precede the vessel's name. Use applicable abbreviations as follows:

Merchant Vessel	M/V
Passenger Vessel	P/V
Fishing Vessel	F/V
Fishing Support Vessel	F/V
Research Vessel	R/V
Sail Vessel	S/V
Yachts	YCT

- e. Vessel name, flag, call sign and Lloyd's number.
- f. Itinerary information:
  - (1) U.S. ports of call in the order desired. See section 1.B for the definition of a port call.
  - (2) Desired arrival and departure dates.
- g. Cargo information: type of cargo loaded/unloaded; loading port of cargo being discharged; destination for cargo being loaded.
- h. Master's name.

i. Next and last foreign ports of call.  
[NOTE: Information above is required; failure to provide required information may result in denials or cancellations.]

3. Arrival and Departure Dates.

a. Only one day overlap is allowed for multiple port calls (i.e., Port St Joe, 6/17-6/19, Port Canaveral, 6/19-6/21, Pensacola 6/21-6/27).

b. All approved itineraries automatically terminate upon the vessel's departure enroute to a foreign port of call, except when the vessel departs enroute to Canadian ports which have been noted on the initial or change itinerary message.

c. An approved port call terminates upon departure of the vessel from the described port area. For instance, if a vessel is approved 6/04-6/10, but departs the port area on 6/08, it cannot re-enter port unless a new initial itinerary is filed.

d. The vessel's official notification period begins upon receipt of the agent's telex request or notice at Coast Guard Headquarters communication center. By return telex, Commandant (G-MPS) will inform the agent of the exact Greenwich Mean Time (GMT) his message was received.

e. Port approvals are in effect through 2359 (one minute before midnight) GMT on the final day stated on port call approval. Vessels must be outside of the port area by this time. Vessels may not wait until this time to begin their outbound departure.

4. Advance Notice of Arrival. None of the procedures outlined in this document relieves the master or agent of the requirement to provide advance notice of arrival to each local Coast Guard Captain of the Port (COTP) in accordance with 33 CFR 160, Subpart C and to comply with other applicable laws and regulations.

5. Approved Itinerary Entry Times (Port Entry). If the vessel's itinerary is approved, the agent will be notified by message specifying the dates that the vessel is authorized to be in the port(s). The vessel may enter that specified port at any time during the approved dates. The vessel must depart the port no later than 2359 GMT of the final day stated on the port call approval unless the agent has requested and received approval for an extension of the port call.



6. Denials. Vessels may be denied U.S. entry when there is insufficient information or if the agent's application message does not meet the time limits required by these guidelines. All denials are sent to the vessel's agent by the end of the working day following the day of receipt of the TELEEX. An agent may, however, submit a new corrected entry application for the vessel. In such cases, the official notification period commences upon receipt of the corrected entry application, not the original entry application which was denied.
7. Early Arrival. A vessel which holds an approved itinerary for a United States port entry shall not enter the U.S. territorial sea earlier than the first day on the approved itinerary. A vessel is considered to have arrived in port when it enters U.S. territorial waters, or, for ports not adjacent to U.S. territorial waters, the port area descriptions listed in enclosure (1).

B. Itinerary Change Requests.

1. General. Agents seek itinerary change requests generally for three reasons: To add ports, to change the previously approved port call sequence and/or dates, and to cancel planned port calls after receiving approval to enter. In each case, the agent's message request must list the vessel's full remaining itinerary, in addition to the desired change. Failure to list the vessel's entire desired U.S. port calls may lead to cancellation of the vessel's itinerary other than the requested change. For example, if the initial itinerary requested Providence, Morehead City, and Miami, and the agent sent a change listing only Providence, the vessel would be considered only for entry into Providence. Two days is the minimum time necessary to process itinerary change requests. Use the format in figure 3-B to enclosure (3) for itinerary change requests. Actions applicable to three types of itinerary change requests follow.
2. To Add Port Calls. Requests for additional port calls are reviewed using the same criteria as for initial port calls. The following apply:

- a. Agent messages should be titled CHANGE 1, 2, 3, etc.
- b. Additional ports must be requested far enough in advance to comply with the applicable request period (i.e., 7-days).

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- c. When an initial government-to-government request is required, all requests for additional ports must be made at the embassy level.
3. To Change Port Call Sequence/Dates. Change requests to a vessel's approved port call sequence/dates are accepted by Commandant (G-MPS), and normally approved, provided the following criteria are met:
    - a. The initial port request was not government-to-government. (All others which are government-to-government must continue to be handled at the embassy level.)
    - b. The itinerary change request was submitted far enough in advance. Two days is the minimum processing time required by the Coast Guard to process requests for changes in port sequence or dates. Whenever possible, the Coast Guard will try to expedite the itinerary changes. However, requests made within the minimum processing time may be delayed. Agents should submit change requests as early as possible.
    - c. The change was submitted prior to the close of the approved itinerary (see section 2.A.5).
    - d. The new date requested meets the minimum advance request period specified.
  4. Cancelled Port Calls. Occasionally, cargo loading plans change and certain previously requested U.S. port calls may not be desired. Agents should notify the Coast Guard of cancelled port calls as far in advance as possible. Failure to arrive at a port within the approved itinerary dates will lead to

cancellation of a vessel's remaining itinerary and may subsequently delay entry to a previously approved port.

5. Waivers. The Coast Guard recognizes that unusual circumstances arise which require agents to seek waivers of the advance itinerary request period. Approval of waiver requests will be the exception rather than the rule and all waiver requests should be well documented. Agents must fully elaborate on their justification for the Coast Guard to consider a waiver of these entry requirements. Agents should allow at least 48 hours for waiver requests to be processed. Waivers are not ordinarily approved for purely economic reasons.

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Kazakhstan	
Kyrgyzstan	
Moldova	
Russia	
Tajikistan	
Turkmenistan	
Ukraine	
Uzbekistan	

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## CHAPTER 3. SPECIFIC ENTRY REQUIREMENTS FOR RESTRICTED NATIONS

A. General. Vessels that bear the flag of Restricted nations may enter the territorial sea, ports and internal waters of the United States subject to certain limitations. The following pages contain specific entry requirements by country for vessels registered to Restricted countries.

### B. Peoples Republic of China (CH).

1. Access for vessels from the PRC is governed under the bilateral Maritime Transport Agreement of 15 December 1988. Under the agreement, commercial cargo, fishing, hydrographic, oceanographic, meteorological or terrestrial magnetic field research, and private yachts bearing the flag of the PRC must submit a 4-day request to Commandant (**G-MPS**) and receive an approved itinerary for entry into controlled ports.
2. Commercial cargo, passenger, fishing, fisheries support vessels, vessels engaged in hydrographic, oceanographic, meteorological and terrestrial magnetic field research, and private yachts bearing the flag of the PRC need only submit advance notice of arrival required by 33 CFR 160, Subpart C for entry into all other U.S. ports.
3. All other PRC vessels must submit a government-to-government request and receive approval from the Department of State for entry into U.S. ports.



C. <u>Armenia</u> (AM)	<u>Moldova</u> (MD)
<u>Azerbaijan</u> (AJ)	<u>Russia</u> (RS)
<u>Byelarus</u> (BO)	<u>Tajikistan</u> (TI)
<u>Georgia</u> (GG)	<u>Turkmenistan</u> (TX)
<u>Kazakhstan</u> (KZ)	<u>Ukraine</u> (UP)
<u>Kyrgyzstan</u> (KG)	<u>Uzbekistan</u> (UZ)

)

1. Commercial cargo, passenger, fishing, fisheries support vessels and yachts bearing the flag of the above countries must submit a 7-day request to Commandant (G-MPS) and receive an approved itinerary for entry into the following controlled ports:

Kings Bay, GA  
 New London/Groton, CT  
 Port Canaveral, FL  
 Port Hueneme, CA  
 San Diego, CA

2. Commercial cargo, passenger, fishing, fisheries support vessels and yachts bearing the flag of the above countries must submit a 3-day notice to the appropriate COTP for entry into the following controlled ports:

Charleston, SC  
 Hampton Roads, VA  
 Honolulu, HI  
 Panama City, FL  
 Pensacola, FL  
 Portsmouth, NH  
 Port St. Joe, FL

3. Public vessels bearing the flag of the above countries must submit a government-to-government request and receive approval from the Department of State for entry into controlled ports.
4. Vessels from the above listed countries need only

submit advance notice of arrival required under 33 CFR  
160, Subpart C for the entry into all other U.S.  
ports.

PORT AREA DESCRIPTIONS

<u>U.S. Port</u>	<u>Geographical Description</u>
Alameda, California	See San Francisco, California.
Albany, New York River.	North of the Castleton, New York bridge mile 135.6 on the Hudson River and south of U.S. Lock 1 at Troy, New York on the Hudson River.
Anchorage, Alaska northward Cape Elizabeth.	The waters of Cook Inlet from line drawn between Douglas and Cape
Antioch, California	See Stockton, California.
Apra Harbor, Guam and	The waters of Apra Outer Harbor Apra Inner Harbor.
Astoria, Oregon	Coincident with Clatsop County, Oregon.
Baltimore, Maryland North anchorage area Chesapeake Bay Bridge Point.	North and west of a line from Point to Bodkin Point, but including Annapolis between the and Kent
Bar Harbor, Maine Duck Neck, and	The waters of Frenchman Bay and Blue Hill Bay north of Greatt Island east of Blue Hill west of Schoodic Point.
Baton Rouge, Louisiana	See New Orleans, Louisiana.
Bay City, Michigan	The Saginaw River entrance to the limits of navigation.
Beaumont, Texas	The Neches River from the Intracoastal Waterway (ICW) to Interstate 10 Bridge.

Bellingham, Washington

Bellingham Bay.

Benicia, California

See San Francisco, California.

Berkeley, California

See San Francisco, California.

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Boca Grande, Florida	Boca Grande Channel from sea buoy to Port Boca Grande on Island.
Gasparilla	
Boston, Massachusetts	Boston Harbor proper, including
the	Mystic and Chelsea Rivers to
the	limit of navigation, and
the	harbors of
Gloucester, Lynn, Salem	and Plymouth,
Massachusetts.	
Brownsville, Texas	The Brownsville Ship Channel from
	the sea buoy to the
Brownsville	Turning Basin.
Buffalo, New York	Outer Harbor including Buffalo
	River to limits of navigation.
	Black Rock Canal from the
entrance	channel downstream to
its	termination abeam
of Placid Harbor.	The Niagara
River downstream from	Placid
Harbor to limits of	
navigation.	
Burnside, Louisiana	See New Orleans, Louisiana.
Camden, New Jersey	See Philadelphia, Pennsylvania.
Cape Cod, Massachusetts	An area extending from the
Western	terminus of the Cape Cod
Canal	eastward (includes Cape
Cod Bay,	Chatham, Sandwich &
Provincetown).	
Charleston, South Carolina	See enclosure (2).
Charlotte Amalie,	St. Thomas Harbor including the
St. Thomas, U.S.V.I.	East and West Gregerie Channels,
	Long Bay, Cay Bay, Crown Bay,
Krum	Bay and the Inner and Outer
harbor	anchorage.
Chicago, Illinois	Between Burns Harbor (including
	Burns Waterway Harbor) and

northern  
Harbor, including  
and other waterways,  
intersection of the  
Sanitary and Ship Canal  
Calumet Sag Channel.

limits of Chicago  
Lake Calumet  
inland to  
Chicago  
with

Christiansted Harbor,  
St. Croix, U.S.V.I.

Christiansted Harbor proper.

Encl. (1) to COMDTINST M16618.5C

Cleveland, Ohio

Cleveland Harbor, including Cuyahoga River to limits of navigation.

Coos Bay, Oregon  
(including North Bend)

All of Coos Bay to north of Coos River.

Corpus Christi, Texas  
the  
Turning  
LaQuinta Channel  
junction to the Corpus  
Channel.

The Corpus Christi Channel from sea buoy to the Viola Basin, and the from its Christi

Detroit, Michigan

All waters of the United States within the St. Clair River, Lake St. Clair, and Detroit River from Fort Gratiot Light to the River Light.

Detroit

Duluth, Minnesota/  
Superior, Wisconsin

Duluth/Superior Harbor only.

Dutch Harbor, Alaska

The bays and harbors of Dutch Harbor, Illiliuk Bay, Illiliuk Harbor, Captains Bay, Nateekin Broad Bay, Wide Bay, and Bay to a distance 3 of the Island.

Bay,  
Unalaska  
miles seaward  
northern end of Unalaska

Erie, Pennsylvania

Presque Isle Bay.

Eureka, California

Humboldt Bay.

Everett, Washington  
Sound.

Northeast end of Possession

Fall River, Massachusetts  
(Includes North Tiverton,  
Rhode Island and Somerset  
Massachusetts)

Mount Hope Bay and Taunton River.

Fernandina, Florida

All waters of the St. Marys River Entrance Channel west of the

as  
80.720 (c)  
Amelia River  
statute mile 718.

COLREGS Demarcation Line  
described in 33 CFR Part  
and all waters of the  
south to ICW

Fredericksted,  
St. Croix, U.S.V.I.

Frederiksted Harbor proper.

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Freeport, Texas	Freeport Entrance Channel of the Old Brazos River to the Stauffer Turning Basin, to include the Brazos Harbor.
Galveston/Texas City, Texas	The Galveston and Texas City Channels from their intersection with the Houston Ship Channel to their respective turning basins.
Georgetown, South Carolina Island at through Wingah all Georgetown and River north to where Waccamaw River and Pee Dee River merge into Winyah Bay at Route 17.	Entrance channel between Sand and North Islands, and North South Island Bend Bay, including Sampit
Gloucester, Massachusetts	See Boston, Massachusetts.
Green Bay, Wisconsin limit	Port area of Green Bay including the Fox River upstream to the of commercial navigation.
Guanica, Puerto Rico	Bahia de Guanica proper.
Guayanilla, Puerto Rico	Bahia de Guayanilla and Bahia de Tallaboa.
Gulfport, Mississippi Ship the	Ship Island Pass and Gulfport Channel from the sea buoy to harbor basin.
Hampton Roads (including Norfolk, Newport News, Jamestown, Yorktown, and Portsmouth, Virginia)	See enclosure (2).
Harrisville, Michigan	See Detroit, Michigan.
Hilo, Hawaii	Eastern end of Kohio Bay on northeast coast of the Island of Hawaii.

Honolulu, Hawaii

See enclosure (2).

Houston, Texas  
Five  
Turning  
Bayport Turning

The Houston Ship Channel from  
Mile Cut to the Houston  
Basin and the  
Basin.

Encl. (1) to COMDTINST M16618.5C

Humboldt Bay, California  
South  
drawn from  
Light 4 to  
Entrance Light 3.

All waters of Arcata Bay and  
Bay shoreward of a line  
Humboldt Bay Entrance  
Humboldt Bay

Huron, Ohio  
draft

Huron River to limits of deep  
navigation.

Jacksonville, Florida  
  
Demarcation  
in Title 33 CFR  
(C) terminating at the  
bridge.

All waters of the St. Johns River  
upriver of the COLREGS  
Line as described  
part 80.723  
Highway 295

Juneau, Alaska

Auke Bay and Gastineau Channel  
northwest of a line between Pt.  
Salisbury to Marmion Island and  
southeast of a line between Pt.  
Louisa to outer point on Douglas  
Island.

Kalama, Washington

See Longview, Washington.

Kenosha, Wisconsin  
to

Line drawn from Breakwater Light  
South Pier Light.

Ketchikan, Alaska  
line  
Gravina  
North of a  
Vallenar Point and  
Point and south of a line  
Point Francis and Escape  
including Vallenar Bay.

Tongass Narrows northwest of a  
between Mountain Point and  
Point, and Behm Canal  
line between  
Caamano  
between  
Point,

Kings Bay, Georgia

See enclosure (2).

Kodiak, Alaska  
Paul  
of line  
southern point

All waters of Woman's Bay, St.  
Channel, and Chiniak Bay NW  
from Cliff Point to  
of Woody Island.

Laguna de Las Mareas,

Laguna de Las Mareas proper.

Puerto Rico

Lake Charles, Louisiana

The Calcasieu River, from Light "83" north to the interstate 10 bridge including the Industrial Canal, Prien Lake, Lake Charles, and the turning basins.

Encl. (1) to COMDTINST M16618.5C

Limetree Bay,  
Channel,  
St. Croix, U.S.V.I.

Limetree Bay, Limetree Bay  
and Krause Lagoon (also known as  
Alucroix or Martin Marietta  
Channel).

Long Beach, California  
(including eastern part  
of  
of Terminal Island)

That portion of San Pedro Bay and  
Cerritos Channel within the city  
Long Beach, California.

Longview, Washington  
and

Columbia River between Mile 62  
Mile 78.

Los Angeles, California  
(including San Pedro,  
of  
Wilmington and western  
Terminal Island).

That portion of San Pedro Bay and  
Cerritos Channel within the city  
Los Angeles, California, and the  
Chevron El Segundo Offshore  
Mooring.

Louisiana Offshore  
Oil Port (LOOP)

All waters comprising the LOOP  
Safety Zone and Safety Fairway as  
described in 33 CFR Appendix  
33 CFR 166.200(d)(52)

A and  
respectively.

Martinez, California

See San Francisco, California.

Mayaguez, Puerto Rico

Bahia de Mayaguez, Mayaguez  
Approach Channel and Mayaguez  
Terminal Channel.

Menominee, Michigan/  
Marinette, Wisconsin

Breakwater entrance to the limits  
of navigation.

Miami, Florida

Upper Biscayne Bay south of  
MacArthur Causeway and north of  
Rickenbacker Causeway, including  
Government Cut. The Miami River  
east of the Brickell Ave. bridge.

Milwaukee, Wisconsin  
limits

Milwaukee breakwater to the  
of navigation.

Mobile, Alabama  
and  
Channel from  
the Mobile Ship

The Mobile Ship Channel from the  
sea buoy to the Cochran Bridge,  
the Hollinger's Island  
its junction with  
Channel.

Morehead City,  
North Carolina  
  
Carolina.

Morehead City Harbor, including  
Radio Island from the sea buoy at  
Beaufort Inlet, North

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Muskegon, Michigan

Muskegon Lake to limits of navigation within Muskegon breakwater.

New Bedford, Massachusetts extending  
(Includes Fairhaven, Massachusetts)

The area north of a line from Wilbur Point in the east to Mishaum Point in the west.

New Harbor, Maine

The waters of Muscongus Bay north of Monhegan Island, east of Pemaquid Point, and west of Island.

Georges

New Haven, Connecticut  
from Haven, CT buoy, thence Point, East Haven, CT and by the Quinnipiac Bridge.

The waters of New Haven Harbor bounded on the south by a line Oyster River Point, West to the RW"NH" Mo (A) to Morgan on the north River

New London/Groton, Connecticut

See enclosure (2).

New Orleans, Louisiana  
Mile Orleans, Baton Louisiana.

Sea Buoy to Mississippi River 255.2. Includes New Rouge and Burnside,

New York, New York  
Sandy (including the Port Authority of New York and New Jersey)

North of a line drawn between Hook, NJ and East Rockaway, NY, west of the Throgs Neck Bridge, south of the George Washington Bridge and east of Interstate 95 New Jersey.

in

Newport, Rhode Island

Narragansett Bay south of a line extending from Conanicut Point to Carr Point.

North Bend, Oregon

See Coos Bay, Oregon.

Oakland, California

See San Francisco, California.

Ogdensburg, New York

Ogdensburg Harbor, including the  
Oswegatchie River to the limits  
of navigation.

of

Olympia, Washington

Coincident with Thurston County,  
Washington.

Encl. (1) to COMDTINST M16618.5C

Orange, Texas	The ICW from Mile 276.5 to Mile 265; the Sabine River from the intersection with the ICW; north to the Navy Yard.
Oswego, New York	Oswego Harbor, including Oswego River to Lock 8.
Pago Pago, American Samoa side 42.0 W,	Pago Pago Harbor and access channel, located on the south of Tutuila Island at 170-14-16.5 S.
Pascagoula, Mississippi the Cassotte Pascagoula Channel.	From the sea buoy of Horn Island Channel Pass to mile 1 of the Pascagoula River, including the Pascagoula Channel; and from the Bayou Cassotte harbor proper to junction buoy of Bayou Channel and the
Panama City, Florida	See enclosure (2).
Pensacola, Florida	See enclosure (2).
Philadelphia, Pennsylvania River, Bay to the the entrance excluding the port Wilmington, Delaware.	The waters of the Schuylkill Delaware River, and Delaware from Trenton, New Jersey Line of Demarcation at to Delaware Bay area of
Pittsburg, California	See Stockton, California.
Point Comfort, Texas the County turning basin.	The Matagorda Ship Channel from sea buoy to the Calhoun Navigation District
Point Judith, Rhode Island eastward	Narragansett Bay south of a line extending from Sauga Point to Conanicut Point.

Ponce, Puerto Rico

Bahia de Ponce proper.

Port Arthur, Texas

The ICW from Mile 276.5 to Mile 288.5 including the East Basin, West Basin, and Turning Basin of Taylor Bayou.

Port Canaveral, Florida

See enclosure (2).

Encl. (1) to COMDTINST M16618.5C

Port Everglades, Florida Waterway, causeway, including the Canal, including the Cut and Bar Cut.	The Atlantic Intercoastal south of the 17th Street north of, but not Dania Cutoff Outer Bar
Port Hueneme, California	See enclosure (2).
Port Huron, Michigan	See Detroit, Michigan.
Port St. Joe, Florida	See enclosure (2).
Portland, Maine the mile	Hussey Sound and Fore River to limits of navigation at the Veterans Memorial Bridge at 3.0 on the Fore River.
Portland, Oregon Multnomah, Washington, and the Vancouver, Washington.	Three Oregon counties: Clackamas, and Port of
Portsmouth, New Hampshire (including Kittery, Maine, and Dover, New Hampshire, on the Piscataqua River.)	See enclosure (2).
Providence, Rhode Island and (Including East Providence of and Pawtucket) Point Carr	Seekonk River, Providence River Narragansett Bay extending north a line stretching from Sauga east to Conanicut Point and Point.
Quonset Point, Rhode Island Island.	Includes that area between and including Sauga Point, Quonset Point and Davisville, Rhode
Redwood City, California	See San Francisco, California.
Richmond, California	See San Francisco, California.

Richmond, Virginia  
Harrison  
Hopewell,  
limits of navigation.

James River from Benjamin  
Memorial Bridge,  
Virginia, to

River Rouge, Michigan

See Detroit, Michigan.

Encl. (1) to COMDTINST M16618.5C

Rockland, Maine	The waters of Rockland harbor and West Penobscot Bay north of drawn from Owls Head Light Browns Head Light and south line drawn from Webster Head.
a line to of a Northeast Point to	
Rota Harbor, Rota, CNMI all	The waters of Sasanhaya Harbor, waters north of a line drawn between Puntan Pona and Taipingot. The waters Harbor, all waters Island of Rota miles drawn town of Rota.
Puntan of Sasanlago west of the within an arc of 1.5 from the center of the	
Sacramento, California River	All waters of the Sacramento Deep Water Ship Channel from Sacramento River Deep Channel Light 1 to Stone Lock.
Water Ship the William G.	
San Francisco, California (including Alameda, Oakland, Berkeley, San Francisco Richmond, Benicia and from Martinez and Redwood City) Rocks	All waters of Suisan Bay, the Carquinez Straits, and San Pablo Bay and all waters of San Bay shoreward of a line drawn Point Bonita Light through Mile Light to the shore.
San Diego, California	See enclosure (2).
San Juan, Puerto Rico	Bahia de San Juan proper.
San Pedro, California	See Los Angeles, California.
Savannah, Georgia	Savannah River from the Route 17 Bridge to the territorial sea limit.
Seattle, Washington County,	Waters coincident with King Washington.
Seward, Alaska	All headwaters of Resurrection

Bay  
Resurrection to

to a line from Cape  
Callisto Head.

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Sitka, Alaska  
of  
  
on  
line  
Kruzof  
Point on  
Island.

Sitka Sound and Silver Bay north  
a line between Cape Edgecomb on  
Kruzof Island to Pavorotni Point  
Baranof Island and south of a  
between Point Brown on  
Island to Lisianski  
Baronof

Skagway, Alaska  
Lynn  
Alaska.

Taiya Point (in Taiya Inlet on  
Canal) to Town of Skagway,

Stockton, California  
Slough,  
and the  
Channel from  
Light 30 to the  
Interstate 5 Bridge.

All waters of the New York  
the San Joaquin River,  
Stockton Deep Water  
Suisan Bay

Superior, Wisconsin

See Duluth, Minnesota.

Tacoma, Washington

Coincident with Pierce County,  
Washington.

Tampa, Florida  
contained  
County.

That portion of Tampa Bay  
within Hillsborough

Tanapag Harbor,  
Saipan, CNMI

The waters of Garapan Lagoon and  
Puetten Tanapag (Tanapag Harbor)  
north of 15-13.0 N and south of  
15.5 N.

15-

Terminal Island, California

See Los Angeles, California.

Texas City, Texas

See Galveston, Texas.

Tinian Harbor,  
Tinian, CNMI

The waters of Tinian Harbor and  
Sunharon Roads enclosed within a  
line drawn between Carolinas  
and Gurguan Point.

Point

Tiverton, Rhode Island

Sakonnet River from the Route 138  
bridge to a line extending

from  
Sakonnet Point.

Sachuset Point to

Toledo, Ohio

Maumee River to limits of  
navigation.

Trenton, Michigan

See Detroit, Michigan.

Vancouver, Washington

See Portland, Oregon.

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Whittier, Alaska of	All waters of Passage Canal west Trinity Point.
Wilmington, California	See Los Angeles, California.
Wilmington, Delaware  the border at the Bay.	The waters of the Delaware River and Bay, including the Christina River and the Salem River, from Delaware/Pennsylvania state to the Line of Demarcation entrance to Delaware
Wilmington, North Carolina  turning	The Cape Fear River from the Sea Buoy to Point Peter, and then the Northeast River to the basin at Mile 2.
Woods Hole, Massachusetts	See New Bedford, Massachusetts.
Yabucoa, Puerto Rico	Puerto de Yabucoa proper.



CONTROLLED PORT AREA DESCRIPTIONS

<u>U.S. Port</u>	<u>Geographical Description</u>
Charleston, South Carolina navigable	Charleston Harbor and approaches from the sea buoy to the  limits of the Cooper River, Wando River, and Ashley River.
Hampton Roads, Virginia line (including Norfolk, Point Newport News, Jamestown, Yorktown, and Portsmouth, Virginia)	All the waters shoreward of a  from Cape Henry light to New  Comfort, which includes the southwest portion of Chesapeake Bay, Hampton Roads, and the Elizabeth and York Rivers.
Honolulu, Hawaii	All internal waters and waters of the Pacific Ocean out to three  nautical miles from and including Honolulu Harbor westward to and including Barbers Point Harbor  (with the exception of Pearl Harbor).
Kings Bay, Georgia from the entrance to St. Marys River at Intracoastal Waterway (ICW) statute mile 712.5 north to the entrance of Crooked River at statute mile 705.	All waters of Cumberland Sound
New London/Groton, Connecticut to thence	All waters encompassed by a line from Goshen Point, Waterford, CT Dumping Ground buoy Y"NDA," to Avery Point, Groton, CT.
Panama City, Florida Channel	From the Panama City Harbor

entrance buoy "SA" to Panama City  
proper, including St. Andrews Bay.

Pensacola, Florida  
the

The Pensacola Ship Channel from  
sea buoy to Pensacola Bay,  
inclusive.

Encl. (2) to COMDTINST M16618.5C

Port Canaveral, Florida  jetties	All waters of the Atlantic Ocean within 3.0 nautical miles of the seaward extremity of the Port Canaveral Entrance Channel  including all waters of the Entrance Channel westward to the Canaveral Barge Canal Lock.
Port Hueneme, California  Port Port	The waters of Port Hueneme Harbor shoreward of a line drawn from Hueneme East Jetty Light 4 to Hueneme West Jetty Light 3.
Port St. Joe, Florida  to  entrance channel, the entrance to	From Port St. Joe harbor proper  buoy 6 of the Port St. Joe  the Gulf County Canal and St. Joseph Bay.
Portsmouth, New Hampshire COLREGS (including Kittery, Maine and Dover, New Hampshire River on the Piscataqua River)	Portsmouth Harbor from the  Demarcation Line to the limits of navigation on the Piscataqua  to include Kittery and Eliot, Maine, and Portsmouth, Newington and Dover, New Hampshire.
San Diego, California          miles.	San Diego Bay, and all waters of the Pacific Ocean adjacent to the  cities of Ocean Beach, San Diego,  Coronado, National City and Chula  Vista out to three nautical



Encl. (3) to COMDTINST M16618.5C

EXAMPLES OF MESSAGES

Figure 3-A	Initial Itinerary Request
Figure 3-B	Change Request
Figure 3-C	Cancellation of Port Call
Figure 3-D	Special Waiver Request



Encl. (3) to COMDTINST M16618.5C

FIGURE 3-A

INITIAL 7-DAY ITINERARY REQUEST

FM: AGENCY NAME

COMPLETE ADDRESS (Street, City, State, Zip Code)

POINT OF CONTACT (Person)

COMMERCIAL PHONE NUMBER (include Area Code)

TELEX/TWX NO. (include Answer Back Code)

TO: COMMANDANT, U.S. COAST GUARD (G-MPS)

WASHINGTON, D.C. 20593-0001

TELEX NO. 892427 (See section 2.A.1 for other message

addresses.)

7 DAY REQUEST FOR ENTRY INTO U.S. CONTROLLED PORT

INITIAL ITINERARY

(Vessel Type, Vessel Name, Flag, Call Sign, Lloyd's Number)

M/V KAPITAN KAPITAL RS YZQE L9000008

PORT CANAVERAL, FL 6/30-7/04/

CARGO: DISCHARGE WOOD PRODUCTS FROM VLADIVOSTOK

LOAD BULK CORN FOR VLADIVOSTOK

MASTER: IVAN BORANOFF

LAST PORT OF CALL: NAPLES, IT

NEXT PORT OF CALL: VLADIVOSTOK, RS

NOTE: List only those ports for which you will be acting as agent for the vessel.



Encl. (3) to COMDTINST M16618.5C

FIGURE 3-B

CHANGE REQUEST

FM: AGENCY NAME

COMPLETE ADDRESS (Street, City, State, Zip Code)

POINT OF CONTACT (Person)

COMMERCIAL PHONE NUMBER (include Area Code)

TELEX/TWX NO. (include Answer Back Code)

TO: COMMANDANT, U.S. COAST GUARD (G-MPS)

WASHINGTON, D.C. 20593-0001

TELEX NO. 892427 (See section 2.A.1 for other message

addresses.)

7 DAY REQUEST (CHANGE IN ITINERARY)

CHANGE 1, 2, 3, ETC

(Vessel Type, Vessel Name, Flag, Call Sign, Lloyd's Number)

M/V KAPITAN KAPITAL RS YZQE L9000008

PORT/S NEW LONDON, CT 6/30-7/04

KINGS BAY, GA 7/21-8/25

CARGO: DISCHARGE WOOD PRODUCTS FROM VLADIVOSTOK

LOAD BULK CORN FOR VLADIVOSTOK

MASTER: IVAN BORANOFF

LAST PORT OF CALL: NAPLES, IT

NEXT PORT OF CALL: VLADIVOSTOK, RS



Encl. (3) to COMDTINST M16618.5C

FIGURE 3-C

CANCELLATION OF PORT CALL

FM: AGENCY NAME

COMPLETE ADDRESS (Street, City, State, Zip Code)

POINT OF CONTACT (Person)

COMMERCIAL PHONE NUMBER (include Area Code)

TELEX/TWX NO. (include Answer Back Code)

TO: COMMANDANT, U.S. COAST GUARD (G-MPS)

WASHINGTON, D.C. 20593-0001

TELEX NO. 892427 (See section 2.A.1 for other message

addresses.)

1. CANCELLATION OF PORT CALL(S)

(Vessel Type, Vessel Name, Flag, Call Sign, Lloyd's Number)

M/V KAPITAN KAPITAL RS YZQE L9000008

PORTS NEW LONDON, CT 6/30-7/04

KINGS BAY, GA 7/08-13

PORT CANAVERAL, FL 7/14-16

CARGO: DISCHARGE WOOD PRODUCTS FROM VLADIVOSTOK

LOAD BULK CORN FOR VLADIVOSTOK

MASTER: IVAN BORANOFF

LAST PORT OF CALL: NAPLES, IT

NEXT PORT OF CALL: VLADIVOSTOK, RS



Encl. (3) to COMDTINST M16618.5C

FIGURE 3-D

SPECIAL WAIVER REQUEST

FM: AGENCY NAME  
COMPLETE ADDRESS (Street, City, State, Zip Code)  
POINT OF CONTACT (Person)  
COMMERCIAL PHONE NUMBER (include Area Code)  
TELEX/TWX NO. (include Answer Back Code)

TO: COMMANDANT, U.S. COAST GUARD (G-MPS)  
WASHINGTON, D.C. 20593-0001  
TELEX NO. 892427 (See section 2.A.1 for message addresses.)

1. SPECIAL WAIVER REQUEST

2. (Vessel Type, Vessel Name, Flag, Call Sign, Lloyd's Number) M/V KAPITAN KAPITAL RS YZQE L9000008

NEW LONDON, CT 6/30-7/04

CARGO: DISCHARGE WOOD PRODUCTS FROM VLADIVOSTOK  
LOAD BULK CORN FOR VLADIVOSTOK

MASTER: IVAN BORANOFF

LAST PORT OF CALL: BALTIMORE, MD  
NEXT PORT OF CALL: VLADIVOSTOK, RS

ON BEHALF OF THE VESSELS OWNERS, WE REQUEST THAT THE VESSEL BE ALLOWED TO ENTER THE PORT OF NEW LONDON WITH ONLY A 2 DAY REQUEST DUE TO FAILURE OF REFRIGERATION SYSTEM CAUSING FOOD TO THAW AND SPOIL. ESTIMATE REPAIRS TO BE COMPLETE WITHIN 48 HRS.

NOTE: This must be received at the SIV desk no later than the close of the Official Port Approval Date and Time.

