

NOTES

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INTRODUCTION

This manual is intended to provide the user with information necessary for participating in the Vessel Traffic Service Puget Sound (VTSPS). This manual is not intended to conflict with or modify the National Vessel Traffic Services Regulations in any respect, and any apparent conflict should be resolved in favor of the Regulations. This manual is not intended to replace or alter any federal regulations nor does it necessarily include all references made herein. It also contains supplementary text (**THAT IS UNDERLINED**) which is **not part of the Regulations**, but is intended to explain VTSPS policy, or be helpful, in nature. This manual does meet the requirement set forth in 33 CFR Part 161.4, "Requirement to Carry the Rules". This Manual can be downloaded directly from the VTSPS web site for individual use only. This publication is **NOT FOR RESALE**.

The Puget Sound area and the waters of the Pacific Northwest provide several fine harbors for commercial and public vessels. The area has historically supported a valuable fishery (both commercial and recreation) and a large, ever increasing, recreational fleet. The establishment of VTSPS is a major effort by the U. S. Coast Guard to ensure the continued safe use of these waters for its many diverse users. Our purpose is to facilitate the 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 waters of this beautiful area to environmental harm. Additionally, by facilitating the secure and efficient flow of commerce, VTSPS serves as an intermodal partner in supporting the evolving National Transportation System.

Many regulations contained herein are applicable to all vessels, no matter the size, operating in the Vessel Traffic Service Puget Sound Area, while certain regulations are applicable only to vessels of certain length, tonnage, and/or engaged in certain specific activities. It is incumbent upon the operator of any vessel in this area to be familiar with the regulations for the particular type vessel being operated. The Ports and Waterways Safety Act, as amended, prescribes civil and criminal penalties for violation of the regulations.

VTSPS is comprised of three major components:

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

The VMRS is based upon a VHF-FM communications network maintained continuously by the Vessel Traffic Center (VTC) in Seattle. This network consists of 14 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.

The TSS in the VTSPS area has been adopted by the International Maritime Organization (IMO). Therefore, the TSS is subject to the provisions of Rule 10 of the 1972 Collision Regulations. The traffic lanes and separation zone that comprise the TSS are depicted on nautical charts. Throughout the VTSPS area, International Collision Regulations apply.

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 the Strait of Juan de Fuca, Rosario Strait, Admiralty Inlet, and Puget Sound south to Commencement Bay. Additionally, close circuit TV provides coverage of various critical waterways.

The VTC may not have first hand knowledge of all hazardous conditions that exist in the VTSPS area, so unreported hazards may confront the mariner at any time. Such hazards should be reported to the VTC so they may pass that information on to other mariners.

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 Puget Sound (CVTS). Two Canadian Vessel Traffic Centers work hand in hand with Puget Sound Vessel Traffic Service. The area west of the Strait of Juan De Fuca is managed by Tofino Vessel Traffic (VHF-FM CH 74). North of the Strait of Juan De Fuca, through Haro Strait, to Vancouver Harbour, BC is managed by Victoria Vessel Traffic Service (VHF-FM CH 11). The three Vessel Traffic Centers communicate via a computer link and dedicated telephone lines to advise each other of vessels passing between their respective zones.

We encourage all interested parties to visit the Vessel Traffic Center. Visiting hours are from 0800 to 1800 daily. Reservations are requested for large tour groups. We also encourage suggestions for improvements to this manual or to VTS operating procedures.

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

USCG Sector Seattle
Waterways Management Division
Attn: Vessel Traffic Service
1519 Alaskan Way South
Seattle WA 98134-1192

Phone: (206) 217-6050
Facsimile: (206)217-6900
E-Mail: psvts@uscg.mil
VTS Puget Sound Home Page: <http://www.uscg.mil/d13/psvts/>

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Section 1

Quick Reference Guide

- **What are the participation requirements?**
- **Am I required to have the regulations with me?**
- **How do I communicate?**
- **What VHF-FM radio channel do I use?**
- **What information do I need to give Seattle Traffic?**
- **Are there any reporting exemptions?**
- **What type of marine casualty or hazardous condition information must I provide to Seattle Traffic?**
- **What type of information will I receive from Seattle Traffic?**
- **How do I use the Traffic Separation Scheme?**
- **What are the Rosario Strait and Guemes Channel requirements?**
- **May I depart from these rules for convenience?**
- **Does Seattle Traffic have the authority to direct the movement of my vessel?**
- **What other information should I provide to the VTS?**

➤ **What are the participation requirements?**

For the VMRS (Vessel Movement Reporting System) user; All parts of the VTS regulations are applicable.

VMRS vessels are defined as:

- (a) Every power-driven vessel of 40 meters (approximately 131 feet) or more in length, while navigating;
- (b) Every commercial towing vessel of 8 meters (approximately 26 feet) or more in length, while navigating;
- (c) Every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.

For the VTS user, -Passive participation is required. This level of participation, as a minimum, consists of the continuous monitoring of the appropriate VHF-FM VTS frequency (either 5A, or 14, depending on location) in addition to Channel 13. This class of user shall also respond if hailed by the VTS, and adhere to sections pertaining to general VTS operating rules.

VTS users are defined as:

- (a) Every power driven vessels of 20 meters (approximately 66 feet) or more in length, while navigating;
- (b) Every vessel of 100 gross tons or more carrying 1 or more passengers for hire, while navigating;
- (c) A dredge or floating plant engaged in or near a channel or fairway in operations likely to restrict or affect navigation of other vessels.

In general, **All waterborne craft** are subject to:

- (a) 1972 Collision Regulations (72 COLGREGS);
- (b) VTS Measures (33 CFR 161.11);
- (d) All other practices of safe navigation and prudent seamanship.
(This participation category includes vessels of every description, powered or not. The Recreational Boater's Guide, published by this office, offers more detailed information for vessels belonging solely to the above category. Online: "recreational manual"
www.uscg.mil/d13/units/vts/psvts.html

The significant difference in participation of the VTS user in comparison to the VMRS, is the absence of the reporting requirements 161.19-22 under Section 2, Subpart B to this manual. This exclusion does not prohibit the VTS user from making these additional reports if deemed beneficial to the safe navigation of your vessel. The additional participation is advisable if your transit will include passage through Canadian waters, or Haro Strait. Canadian Traffic Services set full participation requirements beginning at 20 meters. If your transit information is first received by the VTS, it will then be passed on to the appropriate Canadian Traffic Service, by the VTS. See section 5 for more information.

➤ **Am I required to have the regulations with me?**

Both VMRS users and VTS users must carry a copy of current VTS regulations on board the vessel. This manual, as the only source of reference, fulfills the requirement to carry the rules.

➤ **How do I communicate with the 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.

- (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.

➤ **What VHF-FM radio channel do I use?**

Use VHF-FM channel 14 (156.700Mhz) when south of a line drawn from Nodule Point to Bush Point, or south of a line drawn due east from Possession Point when entering or exiting Possession Sound. Channel 5A (156.250 MHz) is used north of these lines. For more information on frequency change lines, see the chartlet in Section 5, or page 2-7. Channel 13 is used as Seattle Traffic's secondary frequency when 5A or 14 are temporarily unavailable. Within the Strait of Juan de Fuca, vessels are encouraged to make passing arrangements on Channel 5A to ensure good understanding of intent by all parties.

➤ **What information do I need to give Seattle Traffic?**

(VMRS User required, VTS user optional)

Provide an initial report - Sailing Plan (SP)

Call "Seattle Traffic" at least 15 minutes, but not more than 45 minutes, before navigating in the VTS area. Upon initial call, provide your vessel's name, and the general location of your vessel to permit VTS operators to select the proper radio transmission site. After "Seattle Traffic" answers your radio call, provide the following information about your voyage:

- (a) Vessels name and type.
- (b) Position.
- (c) Destination and Estimated Time of Arrival (ETA).
- (d) Anticipated speed of advance.
- (e) Intended route.
- (f) Time and point of entry into the Seattle Traffic area.
- (g) Dangerous cargo on board, or, in your tow if applicable.

Provide position information - Position Report (PR)

You must report your vessels name and position:

- (a) When you get underway or enter the VTS area.
- (b) When inbound in the Strait of Juan de Fuca at 124°00' west longitude.
- (c) When directed by the VTS (Seattle Traffic).

Provide updated information - Sailing Plan Deviation Report (DR)

You must provide updated information:

- (a) When your vessel's ETA to a destination changes by more than 30 minutes.
- (b) If you intend to deviate from the TSS or a VTS issued measure.
- (c) If you intend to operate differently than previously reported.

Provide destination information - Final Report (FR)

Upon arrival at your destination, or when leaving the VTS area, you must provide:

- (a) Vessel name.
- (b) Position.
- (c) Your intention to check out of the system.

➤ **Are there any reporting exemptions?**
(VMRS users)

Due to the nature of their operation, unless otherwise directed, the following vessels are exempted from providing **Position** and **Final Reports**:

- (a) Vessels on a published schedule and route. *Example: WSF Ferries.*
- (b) Vessels operating within an area of a radius of three nautical miles or less.
Example: A tug and barge maneuvering within a short distance.
- (c) Vessels escorting another vessel or assisting another vessel in maneuvering procedures.
Example: Escort or assist tugs.

Vessels exercising their exemption must report to the VTS:

- (a) A **sailing plan** at least five minutes, but not more than 15 minutes before navigating within the VTS area.
This generally includes a brief description of the operation. Speed reporting may be of little relevance for limited area operations.
- (b) Any changes to the stated sailing plan, or, if the ETA varies more than 15 minutes.
- (c) Additional VMRS or other reports **if directed** by the VTS.

➤ **What type of marine casualty or hazardous condition information must I provide to the VTS?**

Call "Seattle Traffic" immediately if the following or knowledge of the following occur:

- (a) Grounding;
- (b) Collision with a fixed or floating object;
- (c) Striking of a bridge;
- (d) Loss of propulsion, steering or reduction in ability to safely navigate or maneuver;
- (e) Occurrence adversely affecting seaworthiness or causing property damage in excess of \$25,000, (including fire, explosion, flooding, etc.);
- (f) Incident adversely affecting the environmental quality of a waterway;
- (g) Incident involving hazardous materials;
- (h) Loss of life, or injury requiring professional medical attention.

➤ **What type of information will I receive from Seattle Traffic?**

Advisories on vessel traffic are normally given in the following sequence:

- (a) Description
- (b) Location
- (c) Direction of movement
- (d) Speed
- (e) Route/Destination
- (f) Description of operation or supplementary information

Seattle Traffic will not repeat departure information on Washington State Ferries on a normal basis. Participants are required to monitor the VTS channel and listen for Washington State Ferry departures. When visibility drops below 2 nautical miles, Seattle Traffic will pass Washington State Ferry transit information to all relevant participants.

➤ **How do I use the Traffic Separation Scheme? (TSS)**

The requirements for using the traffic lanes can be found in Rule 10 of the 1972 International Regulations for the Prevention of Collisions at Sea (1972 COLREGS). A copy of Rule 10 is included in Section 4 of this manual.

➤ **What are the Rosario Strait, and Guemes Channel requirements?**

If transiting Rosario Strait or Guemes Channel:

- (a) Towing vessels shall not impede the passage of a vessel of 40,000 dead weight tons or more.
- (b) A vessel of 100 meters or more in length will not be allowed to meet or overtake; or, cross or operate within 2000 yards of a vessel of 40,000 dead weight tons or more (except when crossing astern).
- (c) A vessel of 40,000 dead weight tons or more will not be allowed to meet or overtake; or, cross or operate within 2000 yards of a vessel of 100 meters or more in length (except when crossing astern).
- (d) Vessels of 40,000 dead weight tons or more require authorization from Seattle Traffic to enter or get underway in Rosario Strait and/or Guemes Channel.
- (e) A vessel requiring authorization shall provide at least 15 minutes notification prior to entering or getting underway within Rosario Strait or Guemes Channel.
- (f) Vessels experiencing maneuverability or navigational difficulties, or any other situation that may impair their safe transit, must report this to Seattle Traffic before entering or getting underway in either Rosario Strait or Guemes Channel.
- (g) Vessels required to fully participate with VTS (VMRS Users) must communicate on channel 13 to make safe passing arrangements before meeting, crossing or overtaking any other VMRS User.

NOTE: Definitions of Guemes Channel / Rosario Strait geographic boundaries can be found in 33CFR Part 161.55(c). These areas are referred to as "VTS Special Areas."

Exception:

A partial deviation to the VTS Special Area regulations for Rosario Strait and Guemes Channel has been granted to allow all Washington State Ferries departing Ships Harbor, WA. en-route to the San Juan Islands to meet vessels greater than 40,000 dead weight tons when their ultimate intention is to pass astern.

➤ **May I depart from these rules for convenience?**

Deviations will be granted for navigational safety reasons only, and not for matters of convenience such as saving time. Deviations from regulations may be granted verbally for one time transits by "Seattle Traffic" or for extended periods by written authorization from the Commander (m), 13th Coast Guard District, 915 2nd Ave. Seattle, WA 98174.

NOTE: In emergency situations, specific verbal requests are not required, however, you must notify "Seattle Traffic" as soon as possible regarding the deviation.

➤ **Does Seattle Traffic have the authority to direct the movement of my vessel?**

Yes: "Seattle Traffic" may issue measures or directions to enhance navigation and vessel safety and protect the marine environment by:

- (a) Designating temporary reporting points and procedures;
- (b) Imposing vessel operating requirements;
- (c) Establishing vessel traffic routing schemes;
- (d) During conditions of vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances, "Seattle Traffic" may control, supervise, or otherwise manage traffic, specifying times of entry, movement, or departure, from, or within Seattle Traffic's area.

➤ **What other information should I provide to the VTS?**

- (a) Any pollution incident or visible sheens on the water;
- (b) A defect or discrepancy in an aid to navigation;
- (c) A hazardous condition with your vessel;
- (d) Improper operation of vessel equipment required by 33 CFR Part 164;
- (e) A situation involving hazardous materials for which a report is required by 49 CFR 176.48;
- (f) Reduced visibility and other adverse weather conditions.
- (g) Concentrations of vessels.
- (h) Floating logs or other obstructions.
- (i) Any defect observed on another vessel that may affect safe navigation.
- (j) Suspicious activity observed on or near the water.

Section 2

Title 33: Navigation and Navigable Waters

PART 161—VESSEL TRAFFIC MANAGEMENT

Subpart A—Vessel Traffic Services

General Rules

- § 161.1 Purpose and Intent.**
- § 161.2 Definitions.**
- § 161.3 Applicability.**
- § 161.4 Requirement to carry the rules.**
- § 161.5 Deviations from the rules.**

Services, VTS Measures, and Operating Requirements

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

Subpart B—Vessel Movement Reporting System

- § 161.15 Purpose and intent.**
- § 161.16 Applicability.**
- § 161.17 Definitions.**
- § 161.18 Reporting requirements.**
- § 161.19 Sailing Plan (SP).**
- § 161.20 Position Report (PR).**
- § 161.21 Automated reporting.**
- § 161.22 Final Report (FR).**
- § 161.23 Reporting exemptions.**

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

§ 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.

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 arrangement, trim, loaded condition, underkeel clearance, speed, or similar characteristics.

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.

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.

Note: When anchored or moored to a buoy in the VTS area, the master, pilot, or person directing the movement of a vessel, is requested to insure that a radio telephone listening watch is maintained on the appropriate VTS frequency except when transmitting on that frequency. This radio listening watch may be maintained in a location other than the vessels navigational bridge.

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

Center MMSI ¹ Call Sign	Designated FREQ (CH designation)_purpose ²	Monitoring area ^{3,4}
Puget Sound ⁶ Seattle Traffic_003669957	156.700 MHz (Ch. 14)	The waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Marrowstone Point and Lagoon Point in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
Seattle Traffic_003669957	156.250 MHz (Ch. 5A)	The waters of the Strait of Juan de Fuca east of 124°40' W. excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks; the navigable waters of the Strait of Georgia east of 122°52' W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Marrowstone Point and Lagoon 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.
Tofino Traffic_003160012	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.
Victoria Traffic_003160010	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.

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 elective 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 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.

Note: Additionally, the master of a vessel is requested to report any hazardous conditions whenever observed unless they are known to have been previously reported. Conditions of importance to the VTC and other participants include, but are not limited to the following:

- (a) Reduced visibility and other adverse weather conditions.**
- (b) Concentrations of vessels.**
- (c) Floating logs or other obstructions.**
- (d) Any defect observed on another vessel that may affect safe navigation.**

Regattas occur often within the VTS area. The VTC is normally in contact with the regatta officials. The general position of the concentration of boats will be passed to affected users by the VTC.

The State of Washington periodically opens fishing to licensed commercial fishermen. When this occurs, certain areas of Puget Sound may become heavily congested and highly susceptible to casualties. The Coast Guard may implement 33CFR 165.1301 which contains special procedures for transiting these areas if a hazardous level of vessel congestion is deemed to exist. The text of 33CFR 165.1301 is included in Section 2 of this manual.

§ 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 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 exit from system	Exit time expressed as in (B) and exit 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.

- (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 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.

§ 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.

(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

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.
- § 165.1306 Lake Union, Seattle, 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.

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 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 Puget Sound Vessel Traffic Service.

(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 Puget Sound Vessel Traffic Service (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 Puget Sound Vessel Traffic Service. 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 Puget Sound Vessel Traffic Service. 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 contacts, 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 Puget Sound Vessel Traffic Service (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.

165.1304 Bellingham Bay, Bellingham, WA.

- (a) **Location.** The following area is a safety zone: All waters of Bellingham Bay, Washington, bounded by a circle with a radius of 1000 yards centered on the fireworks launching site located on the Georgia Pacific Lagoon Seawall at position latitude 48°44'56" N, longitude 122°29'40" W, including the entrances to the I & J Street Waterway and the Whatcom Creek Waterway. [Datum: NAD 83]
- (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.

165.1305 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.

165.1306 Lake Union, Seattle, WA.

- (a) **Location.** The following area is a safety zone: All portions of the waters of Lake Union bounded by the following coordinates: Latitude 47°38'32" N, Longitude 122°20'34" W; thence to Latitude 47°38'32" N, Longitude 122°19'48" W; thence to Latitude 47°38'10" N, Longitude 122°19'45" W; thence to Latitude 47°38'10" N, Longitude 122°20'24" W; thence returning to the origin. This safety zone begins 1,000 feet south of Gas Works Park and encompasses all waters from east to west for 2,500 feet. Floating markers will be placed by the sponsor of the fireworks demonstration 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 the safety zone is prohibited unless authorized by the Captain of the Port, Puget Sound, Seattle, WA. The Captain of the Port may establish transit lanes along the east and west shorelines of Lake Union and may allow boaters to transit north and south through the safety zone in these lanes. If established, these transit lanes will remain open until 10 p.m. and then be closed until the end of the fireworks display (approximately 30 minutes).

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.

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 transport§ 165.2030 Pacific

Area..... 3-22ation 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)

ANCHORAGE 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 Reservations

PSVTS manages the anchorages in Puget Sound and adjacent areas for the Captain of the Port. For safety reasons, each anchorage has a restricted number of anchorage spaces available, and are normally reserved on a "first come, first served" basis. To allow a more efficient and fair allocation of available space we ask that:

- (1) Reservations be made as far in advance of arrivals as possible.
- (2) Revisions of ETA's and ETD's be made as they become known.

Reservations are only valid for the time span requested. A vessel staying past the ETD may be subject to movement orders to make room for an inbound vessel with a reservation. Anchorage reservations will not be accepted in high usage areas, such as Elliott Bay or Port Angeles, if there is a possibility of delay due to uncertain orders.

With these considerations, the occasions of a vessel being denied anchorage or being ordered to depart to make room for another vessel should be infrequent.

Section 5

VHF Radio Areas & Call-In Points

Ferry Crossing Routes, South Puget Sound & Straits

Ferry Crossing Routes, San Juan Islands

Commercial Salmon Management & Catch Reporting Areas

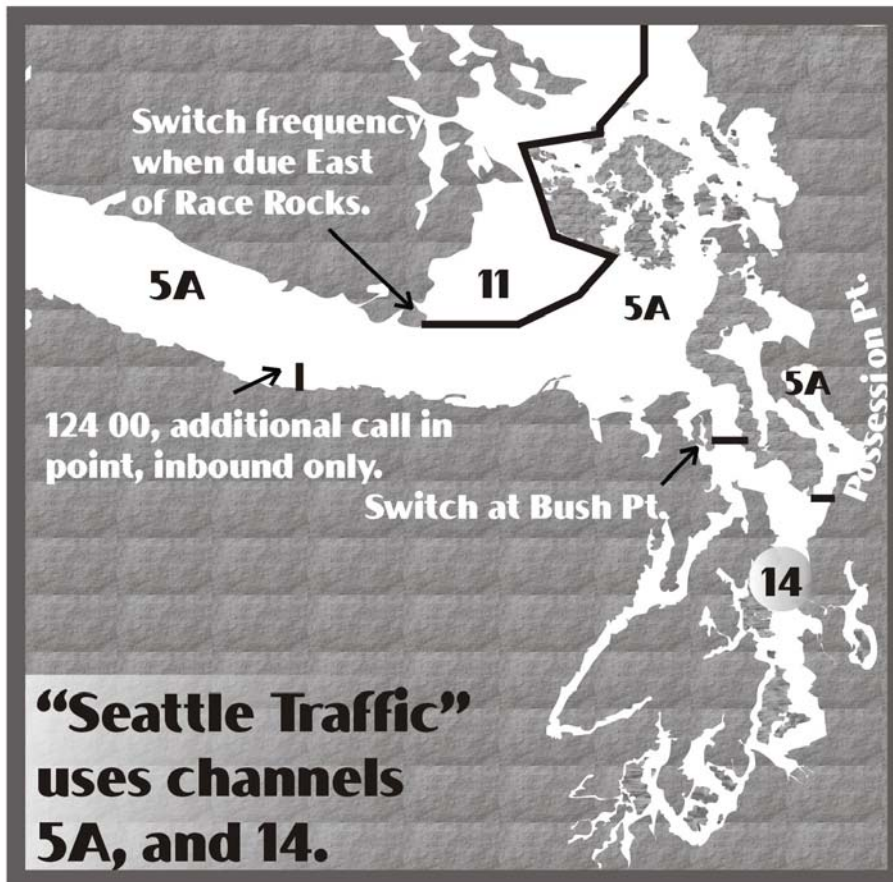
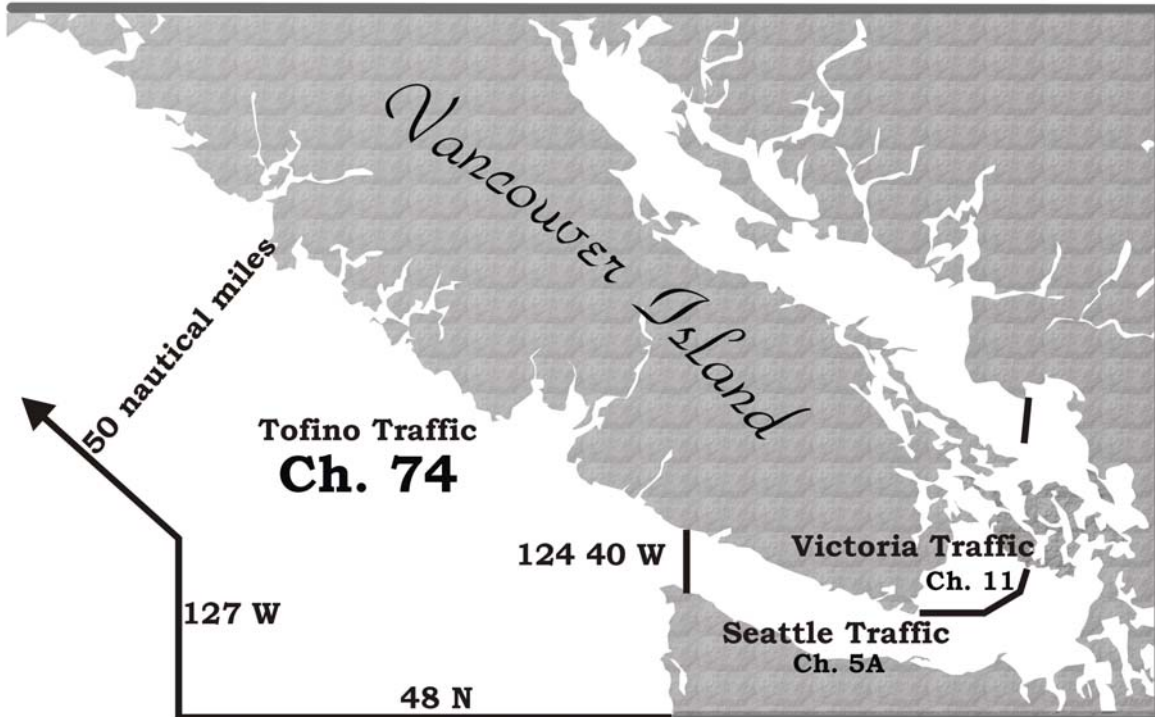
Cooperative Vessel Traffic Service (CVTS) Advance Report & Reporting Area

Message Markers

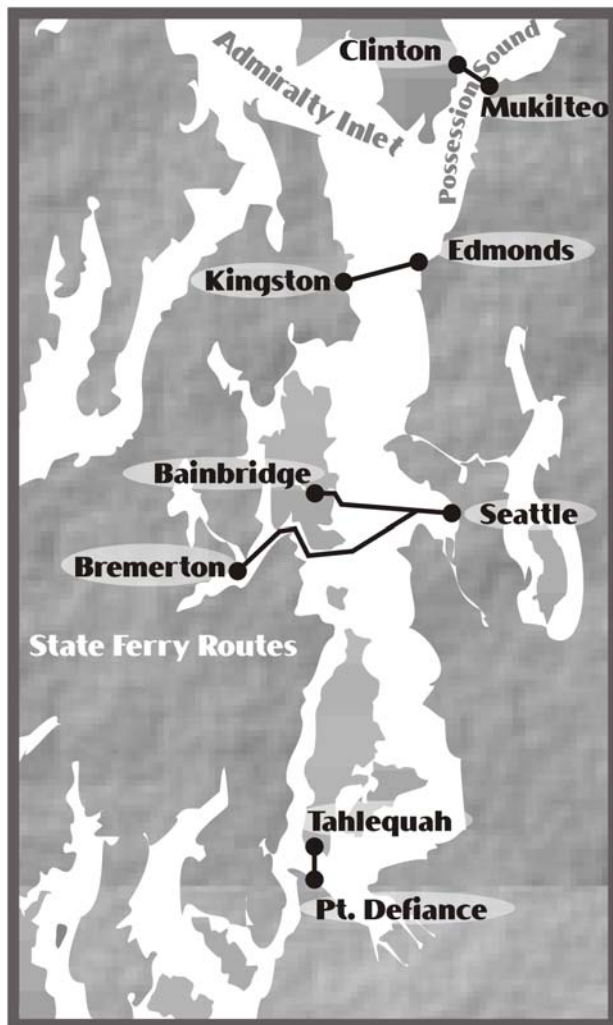
IMO Area To Be Avoided off the Washington Coast

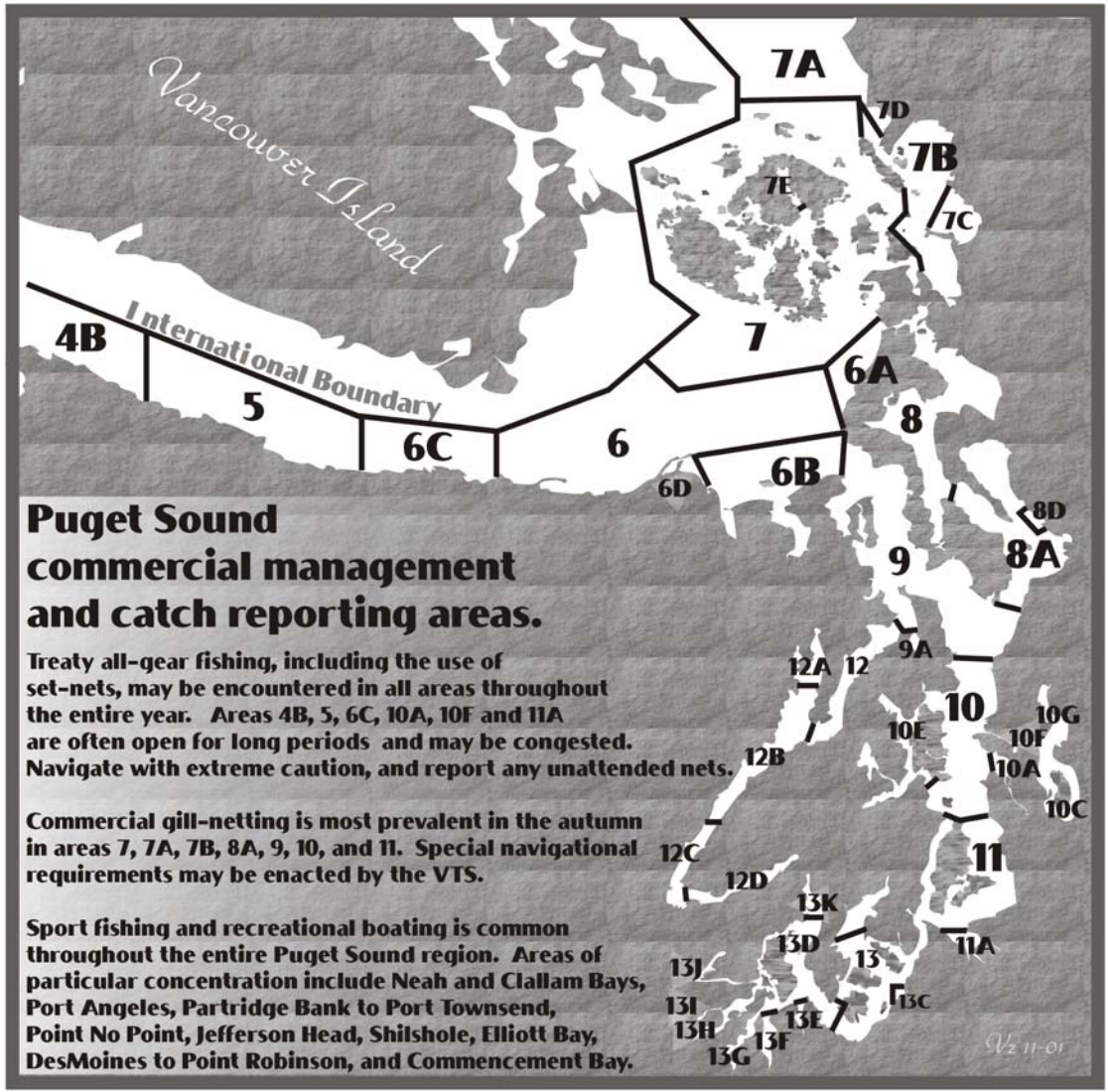
International Tug of Opportunity System

Puget Sound Area Security Zones



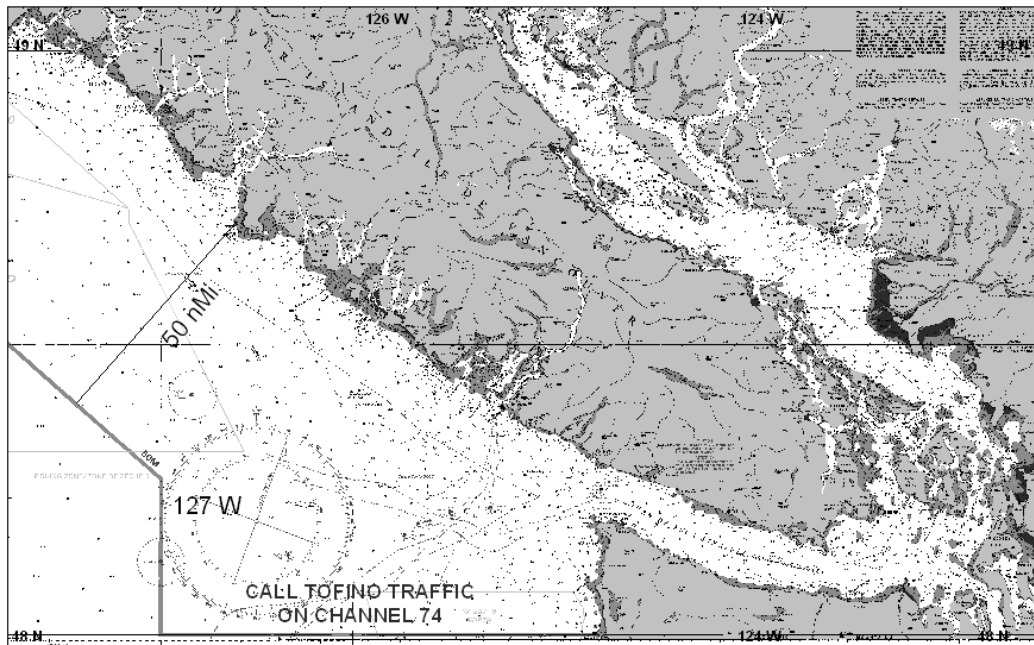
Canadian/ US Frequency monitoring areas.





Commercial Salmon Management and Catch Reporting Areas

CANADA/U.S. COOPERATIVE VESSEL TRAFFIC SERVICE



General Information:

Details and regulations concerning the Canadian/United States Cooperative Vessel Traffic Services (CVTS) are contained in Canadian Notice to Mariners, the U.S. Code of Federal Regulations, and in many nautical publications. For more information about the CVTS, contact

In Canada

Regional Superintendent
Marine Communications and Traffic Services
Canadian Coast Guard Pacific Region
Institute of Ocean Sciences
PO Box 6000, 9860 W. Saanich Rd.
Sidney, BC V8L 4B2
Canada

Telephone (250) 363-8922
Facsimile: (250) 363-9829
Email: mcts@pac.dfo-mpo.gc.ca
Web Page: http://www.pacific.ccg-gcc.gc.ca/mcts-sctm/vesseltrafficservices_e.htm#CVTS

In The United States

US Coast Guard Sector Seattle
Waterways Management Division
Attn: Vessel Traffic service
1519 Alaskan Way South
Seattle, WA 98134-1109
U.S.A.

Telephone: (206) 217-6050
Facsimile: (206) 217-6900
Email: psvts@uscg.mil
Web Page <http://www.psvts.us>

Puget Sound Harbor Safety Committee

PUGET SOUND HARBOR SAFETY PLAN

The Puget Sound Harbor Safety Committee (PSHSC) is a duly constituted body of public and private stakeholders who share common interests in the safe, efficient, and environmentally sound use of Puget Sound and adjacent waters. As such, PSHSC takes responsibility for capturing existing and developing new standards and protocols that address those environmental and operational elements of maritime operations that are unique to Puget Sound. These standards and protocols are developed by local experts and are intended to increase safety.

The standards and protocols included in the Puget Sound Harbor Safety Plan complement and supplement existing and future federal, state and local law. It is not intended to supplant or otherwise conflict with federal, state or local regulations developed under legal authorities, nor is the Puget Sound Harbor Safety Plan intended to replace the good judgment of a ship's master in the safe operation of his/her vessel.

Chapters 1-7 of the plan are informative in nature, and provide important safety info for professional mariners transiting Puget Sound. Chapters 8-19 are Standards of Care developed by the Harbor Safety Committee that formalize and document good marine practice.

The Harbor Safety Committee welcomes additional input and participation to improve the plan and increase the region's safety. The Puget Sound Harbor Safety Plan can be obtained by going to the Marine Exchange of Puget Sound website: <http://www.marineexchange.com/>.

Vessel Traffic Services:

When inbound and crossing longitude **127° W**, latitude **48° N**, or within **50 NM of Vancouver Island**, all vessels 20 meters or greater, including tugs and tows, contact “**Tofino Traffic**” on **VHF Channel 74**. Once under **Tofino Traffic** management, vessels will receive instructions on when to switch to new frequencies at **Seattle Traffic (Channel 5A)** and **Victoria Traffic (Channel 11)** zone boundaries.

Participation with Tofino, Seattle and Victoria Traffic is mandatory within Canadian and U.S. territorial waters. The services, however, are available considerably further offshore, typically about 60 nautical miles. Though participation seaward of Canadian and U.S. territorial waters is voluntary, vessels are strongly encouraged to participate to receive the full benefit of the available Vessel Traffic Services. These benefits include traffic updates, warnings of vessel congestion or other hazardous conditions, and many other forms of transit assistance. Our goal is to make your visit as safe and convenient as possible.

English 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.

Message Markers:

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

- Questions: request for information.
- Answer: the reply to a previous question.
- 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.

INTERNATIONAL MARITIME ORGANIZATION (IMO) AREA TO BE AVOIDED OFF THE WASHINGTON COAST

Effective December 1, 2002

The IMO-designated Area to be Avoided (ATBA) applies to all ships and barges carrying cargoes of oil or hazardous materials, and all ships 1,600 gross tons and above solely in transit. These vessels should avoid the area bounded by a line connecting the following geographical positions:

- 1 48°23'.30N 124°38'.20W
- 2 48°24'.17N 124°38'.20W
- 3 48°26'.15N 124°44'.65W
- 4 48°26'.15N 124°52'.80W
- 5 48°24'.67N 124°55'.71W
- 6 47°51'.70N 125°15'.50W
- 7 47°07'.70N 124°47'.50W
- 8 47°07'.70N 124°11'.00W

CANADA

Vancouver Island
British Columbia

The boundaries of the vessel traffic lanes also change effective December 1, 2002

48° 30'

48° 00'

47° 30'

47° 00'

PACIFIC OCEAN

NATIONAL MARINE SANCTUARIES™

OLYMPIC COAST

KEY

OLYMPIC COAST NATIONAL MARINE SANCTUARY

AREA TO BE AVOIDED

TRAFFIC SEPARATION SCHEME

NOT FOR NAVIGATION

USA

Washington State

The ATBA off of Washington State's coast was established to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary.

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 very 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 changes to the Traffic Separation Scheme and the addition of a recommended route in the Strait of Juan de Fuca

How was the vessel applicability chosen for the ATBA?

- Vessels transiting the Sanctuary and marine traffic patterns were studied for the risk they pose to Sanctuary resources
- This analysis evaluated various scenarios of extending the applicability of the ATBA to additional classes of vessels
- Using criteria that ensured human safety was upheld and the risk of oil spills reduced, vessels greater than 1,600 GRT solely in transit were selected
- This finding does not include vessels that are engaged in an otherwise permitted activity that occurs predominantly within the Sanctuary, e.g. fishing or research

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 visit the area
- Washington State's only sea otter population
- Many species of fish and shellfish commonly eaten by people, including salmon, surf smelt, razor clams, rock scallops, and abalone
- Over 300 species of resident intertidal invertebrates, aquatic plants, and fish
- Nutrient rich waters
- Diverse habitat types supporting complex food chains, including kelp communities, intertidal zones, beaches, and offshore rocks

FOR MORE ATBA INFORMATION:

Marine Safety Office Puget Sound, United States Coast Guard
1519 Alaskan Way S., Seattle, WA 98134
Phone: 206-217-6232 Fax: 206-217-6345
<http://www.uscg.mil/d13/>

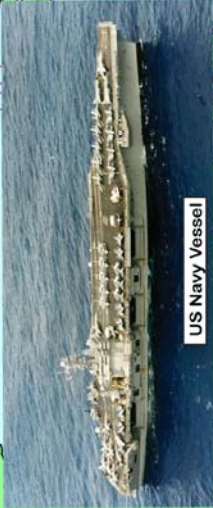
FOR MORE SANCTUARY INFORMATION OR COPIES OF THIS PUBLICATION:

Olympic Coast National Marine Sanctuary
115 East Railroad Ave, Port Angeles, WA 98362
Phone: 360-457-6622 Fax: 360-457-8496
<http://ocnms.nos.noaa.gov/>





Puget Sound Area Security Zones Entry Prohibited!



US Navy Vessel



Ferry



Cruise Ship

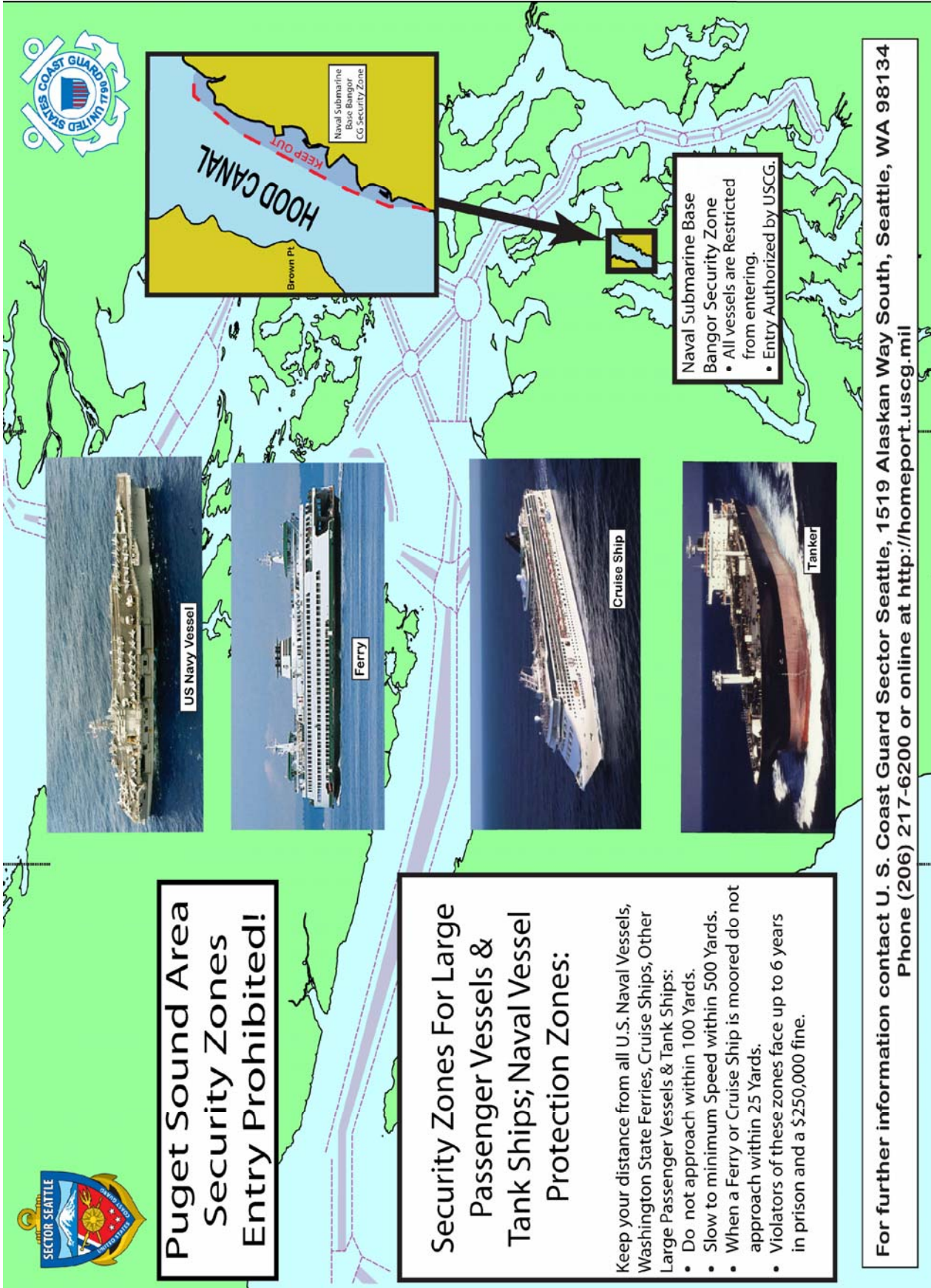


Tanker

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>