

U.S. Department of
Homeland Security
**United States
Coast Guard**



USER'S MANUAL

Revised July 2010

VESSEL TRAFFIC SERVICE NEW YORK

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The mission of Vessel Traffic Service New York is to maximize the safe and efficient use of waterways of the Port of New York and New Jersey.

PURPOSE OF THIS MANUAL

The Vessel Traffic Service New York User's Manual provides VTS Users:

- A copy of the Vessel Traffic Regulations from Title 33 Code of Federal Regulations Part 161.
- A ready reference that describes the services provided by VTS New York, the requirements for vessel participation, and the measures employed to manage traffic in the Port of New York and New Jersey.

ABOUT THE VTS REGULATIONS

Under the Ports and Waterways Safety Act of 1972, as amended by the Port and Tanker Safety Act and the Oil Pollution Act (OPA 90), the Department of Homeland Security may construct, operate, maintain and improve or expand VTS in any port or place under the jurisdiction of the United States.

Marine accidents in recent years have underscored, often dramatically, the need for continuously improving navigation safety on our nation's waterways. They have increased public awareness of collisions, rammings and groundings. This heightened awareness and the importance of VTS participation was reaffirmed when Congress mandated such participation in section 4107 of OPA 90, 33 USC 1223(a)(2). The Maritime Transportation Security Act of 2002 has also added the requirement for vessels to carry the Automatic Identification System (AIS) (as of December 31, 2004).

The implementing legislation for these regulations prescribes civil penalties of up to \$32,500 for each violation. Willful and knowing violations can be prosecuted as a Class D Felony.

ABOUT VTS NEW YORK

The primary function of VTS New York is to instill good order and predictability on the waters of the Port of New York and New Jersey. This is accomplished by coordinating vessel movements through the collection, verification, organization and dissemination of information.

The Vessel Traffic Center (VTC), an element of the Captain of the Port (COTP) New York at Fort Wadsworth on Staten Island, NY, is staffed by military and civilian personnel. The VTC uses a VHF-FM radiotelephone network to gather information as well as radar and low-light closed circuit television (CCTV) to confirm and supplement this information. The remote VHF-FM sites are designed to permit low power (1 watt) communications from anywhere in the VTSNY Area.

ABOUT THIS MANUAL

This manual presents the VTS regulations exactly as found in Title 33 CFR Part 161. It is, for this reason, important to note that several references are made to other parts of Title 33 CFR 161, that are not contained within this manual. When appropriate, clearly labeled notes that elaborate on the regulations by providing guidance and examples specifically for the VTS New York area have been inserted.

Also included are several appendices useful to VTS Users. They contain chartlets showing the VTSNY area, applicable VHF-FM frequencies, temporary reporting points that may be used in the event of sensor casualties and information about the VTS administered Federal Anchorages located in the area.

HOW TO CONTACT US

Any questions about this manual can be directed to Captain of the Port New York, attention Director, VTS New York.

Director, VTS New York
U.S. Coast Guard Sector New York
212 Coast Guard Drive
Staten Island, NY 10305

Phones: (718) 354-4088/9 (VTC)
Fax: (718) 354-4096
VHF-FM: Channels 11, 12, 14 and 16
Website: <http://homeport.uscg.mil/newyork>

Captain of the Port New York
212 Coast Guard Drive
Staten Island, NY 10305

Phone: (718) 354-4001
Fax: (718) 354-4009
24 hour Command Center: (718)-354-4353

33 CFR Part 161

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Subpart A-Vessel Traffic Services

General Rules

161.1 Purpose and Intent.

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

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

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

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

VTS New York Note: Under NORMAL conditions VTS New York will manage traffic by ADVISING mariners of traffic to expect along their intended transit and MONITORING passing arrangements between vessels to ensure they are occurring, and can continue to occur, as intended. If VTS New York identifies a potentially unsafe situation, the Vessel Traffic Center (VTC) may RECOMMEND the vessel(s) reconsider an intended course of action. This recommendation is designed to heighten awareness and encourage the vessel(s) to review their actions in light of additional or improved information the VTC will provide. Recommendations may also include an alternative course of action. If conditions dictate, the VTC has authority to, and may, DIRECT a vessel(s) by specifying when the vessel(s) may enter, move within or through, or depart from the VTS New York Area.

It is important to note VTS New York DOES NOT DIRECT THE MANEUVERING (the shiphandling required to execute the VTC's direction) of a vessel. The MANEUVERING of the vessel remains the sole responsibility of the Pilot/Master. The ultimate responsibility for safe navigation of the vessel always remains with the master.

161.2 Definitions.

For the purposes of this part:

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

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

(1) The absence or malfunction of vessel operating equipment, such as propulsion machinery, steering gear, radar system, gyrocompass, depth sounding device, automatic radar plotting aid (ARPA), radiotelephone, automated dependent surveillance 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, under keel clearance, speed, or similar characteristics.

VTS New York Note: The Pilot or Master may be aware that a particular vessel will be especially difficult to handle because of a loading condition or other factor. It is important that the VTC be advised of ANY abnormal condition, which may cause a vessel's transit to be conducted differently than may routinely be expected. This information will allow the VTC operator to consider the vessel's expected difficulty when advising surrounding traffic.

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. VMRS participation is required for:

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

VTS New York Note: All VMRS USERS are required to MONITOR the VTS frequency, PARTICIPATE in the VMRS and REPORT to the VTC.

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 New York Note: Subpart C (33CFR 161.25) describes the VTS New York Area. A chartlet of the current VTS New York Area is provided in Appendix 1.

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 New York Note: All VTS Users are required to MONITOR the VTS frequency. The Vessel Bridge to Bridge Radiotelephone Act (33 CFR 26) requires the following vessels to maintain a listening watch on the designated VTS frequency when navigating in the VTS Area:

- a. Every power-driven vessel of 20 meters or over in length while navigating;
- b. Every vessel of 100 gross tons and upward carrying one or more passengers for hire while navigating;
- c. Every towing vessel of 26 feet or over in length, while navigating;
- d. Every dredge and floating plant.

Although not all of these vessels are required to participate in the VMRS, ALL must monitor the VTS designated frequency. In doing so they will be cognizant of the navigational and safety information being provided.

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 that 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 that may assist the prudent mariner while in the appropriate VTS area.

VTS New York Note: The VTS New York User's Manual meets the requirement to carry the VTS regulations.

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.

VTS New York Note: Correspondence requesting a deviation from these regulations should be addressed to:

**Commander
First Coast Guard District
408 Atlantic Ave
Boston, MA 02110**

(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 practical. 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.

VTS New York Note: By authority of the COTP New York, the VTC may grant a deviation due to circumstances, which develop immediately preceding, or during a transit. Verbal deviations will be granted for reasons of navigational safety only and are valid for a single voyage.

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.

VTS New York Note: VTS New York Note: VTS New York provides Traffic Information Services, Traffic Organization Services and Navigation Assistance Services to participating vessels operating in the VTS Area. Operating procedures and designated radiotelephone frequencies are published in CFR 33 161, the U.S. Coast Pilot and the VTS User Manual.

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.

VTS New York Note: In the event of scheduled maintenance, the impairment of surveillance capability, or when otherwise required for the safety of navigation the VTC may direct VMRS Users to make additional reports at the temporary reporting points listed in Appendix 3. VTS New York suggests the temporary reporting points listed for the Arthur Kill and East River be considered by the Master/Pilot as permanent reporting points.

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.

VTS New York Note: By monitoring the designated VTS frequencies, VTS Users will be in receipt of all traffic advisories pertaining to the area in which they are operating and will be aware of developing traffic and safety situations.

Participation in the VTS when underway in the VTSNY Area relieves the VTS User of the requirement to monitor VHF-FM CH 16. This provision is designed to free a radio for monitoring the required VTS frequencies.

Table 161.12(c) is reproduced in Appendix 2. VTS New York uses the following VHF-FM Channels:

Channel 11	Sailing plan/Initial calls throughout VTS New York Area.
Channel 12	Arthur Kill, East River, Raritan Bay and Anchorage Administration.
Channel 14	Lower Bay, Upper Bay, Newark Bay, Sandy Hook Channel and Raritan Bay.

(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.

VTS New York Note: America's Waterways Watch is a national awareness program that asks those who work, live, or recreate on or near the water to be aware of suspicious activity that might indicate threats to our country's homeland security.

Americans are urged to adopt a heightened sensitivity toward unusual events or individuals they may encounter in or around ports, docks, marinas, riversides, beaches, or communities.

Anyone observing suspicious activity is simply asked to note details and contact local law enforcement. Do not approach or challenge anyone acting in a suspicious manner.

To Report Suspicious Activity:

Call the National Response Center: 1-800-424-8802 or 1-877-24WATCH

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.

VTS New York Note: As of the date this manual was promulgated, there are no VTS Special Areas within the VTS NY area.

Subpart B - Vessel Movement Reporting System

161.15 Purpose and Intent.

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

(b) To avoid imposing an undue reporting burden or unduly congesting radiotelephone frequencies, reports shall be limited to information 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 shall 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
- (b) Every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.

VTS New York Note: The above listing defines vessels designated as VMRS Users. VMRS USERS must MONITOR, PARTICIPATE and REPORT to the VTC.

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.
- (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.

VTS New York Note: VMRS Users are required to monitor the designated VTS frequencies. In so doing VMRS Users will be in receipt of all traffic advisories pertaining to the area in which they are operating and will be aware of developing traffic and safety situations.

§ 26.04 of the Bridge to Bridge Radiotelephone Regulations defines the appropriate use of the federally designated frequencies.

Table 161.12(c) is reproduced in Appendix 2. VTS New York uses the following VHF-FM channels:

Channel 11	Initial calls throughout VTS New York Area.
Channel 12	Arthur Kill, East River, Raritan Bay and Anchorage Administration.
Channel 14	Lower Bay, Upper Bay, Kill Van Kull, Newark Bay, Sandy Hook Channel and Raritan Bay.

Participation in the VTS when underway in the VTSNY Area relieves the VTS User of the requirement to monitor VHF-FM CH 16. This provision is designed to free a radio for monitoring the required VTS frequencies.

(d) A vessel must report:

- (1) Any significant deviation from its Sailing Plan, as defined in 161.19 of this chapter, 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 it's tow, as defined in 160.203 of this chapter, and other required information as set out in 160.212 and 160.213 of this chapter, if applicable.

VTS New York Note: In addition to the information required in 161.19, VTS New York requires all VMRS Users to report deepest draft and length overall. On occasion, additional information may also be requested such as horsepower and amount of cargo.

33 CFR 160.212 requires any vessel carrying "certain dangerous cargos" to notify the Captain of the Port 96 hours before arrival. **33 CFR 160.203** contains a list of the "certain dangerous cargos" that require notification of the Captain of the Port. These reports should be made directly to Captain of the Port at (718)-354-4353.

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

VTS New York Note: VTS New York has no additional reporting points set forth in subpart C.

- (c) When directed by the Vessel Traffic Center.

VTS New York Note: Temporary Reporting Points for VTS New York are listed in Appendix 3. In the event of impairment of any of our sensors, the VTC may require VMRS Users to make Position Reports at these locations. This requirement will be announced over normal VTS VHF-FM frequencies.

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 Vessel Traffic 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 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;

VTS New York Note: This may apply to scheduled ferries. Ferry operators should contact VTS NY for additional guidance.

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

VTS New York Note: The provision does not exempt vessels based solely upon length of transit. For example, a VMRS User getting underway to shift berths would still be required to make all required reports.

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

(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).

161.25 Vessel Traffic Service New York.

(a) The area consists of the navigable waters of the Lower New York Harbor bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40- 25'N.; then west into waters of the Raritan Bay to the Raritan River Railroad Bridge; and then north including the waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40-41.9'N.; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel Ventilator Shaft at latitude 40-43.7'N., longitude 74-01.6'W., in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.

VTS New York Note: There is a temporary extension of the VTS AOR from the Lehigh Valley Drawbridge to the Pulaski Skyway Bridge.

PART 164—NAVIGATION SAFETY REGULATIONS

Automatic Identification System (AIS) Vessel Requirements.

164.46 Automatic Identification System (AIS)

(a) The following vessels must have a properly installed, operational, type approved AIS as of the date specified:

- (1) Self-propelled vessels of 65 feet or more in length, other than passenger and fishing vessels, in commercial service and on an international voyage, not later than December 31, 2004.
- (2) Notwithstanding paragraph (a)(1) of this section, the following, self-propelled vessels, that are on an international voyage must also comply with SOLAS, as amended, Chapter V, regulation 19.2.1.6, 19.2.4, and 19.2.3.5 or 19.2.5.1 as appropriate (Incorporated by reference, see § 164.03):
 - (i) Passenger vessels, of 150 gross tonnage or more, not later than July 1, 2003;
 - (ii) Tankers, regardless of tonnage, not later than the first safety survey for safety equipment on or after July 1, 2003;
 - (iii) Vessels, other than passenger vessels or tankers, of 50,000 gross tonnage or more, not later than July 1, 2004; and

- (iv) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more but less than 50,000 gross tonnage, not later than the first safety survey for safety equipment on or after July 1, 2004, but no later than December 31, 2004.
- (3) Notwithstanding paragraphs (a)(1) and (a)(2) of this section, the following vessels, when navigating an area denoted in table 161.12(c) of § 161.12 of this chapter, not later than December 31, 2004.
- (i) Self-propelled vessels of 65 feet or more in length, other than fishing vessels and passenger vessels certificated to carry less than 151 passengers-for-hire, in commercial service;
 - (ii) Towing vessels of 26 feet or more in length and more than 600 horsepower, in commercial service;
 - (iii) Passenger vessels certificated to carry more than 150 passengers-for-hire.

Note to § 164.46(a): "Properly installed" refers to an installation using the guidelines set forth in IMO SN/Circ.227 (Incorporated by reference, see § 164.03). Not all AIS units are able to broadcast position, course, and speed without the input of an external positioning device (e.g. DGPS); the use of other external devices (e.g. transmitting heading device, gyro, rate of turn indicator) is highly recommended, however, not required except as stated in § 164.46(a)(2). "Type approved" refers to an approval by an IMO recognized Administration as to comply with IMO Resolution MSC.74(69), ITU-R Recommendation M.1371-1, and IEC 61993-2 (Incorporated by reference, see § 164.03). "Length" refers to "registered length" as defined in 46 CFR part 69. "Gross tonnage" refers to tonnage as defined under the International Convention on Tonnage Measurement of Ships, 1969.

(b) The requirements for Vessel Bridge-to-Bridge radiotelephones in this chapter, also apply to AIS. The term "effective operating condition" used in § 26.06 includes accurate input and upkeep of AIS data fields.

(c) The use of a portable AIS is permissible only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board and such that only one AIS unit may be in operation at any one time.

(d) The AIS Pilot Plug, on each vessel over 1,600 gross tons on international voyage, must be available for pilot use, easily accessible from the primary conning position of the vessel, and near a 120 volt, AC power, 3-prong receptacle.

Appendix 1 Area of Operations



- | | | | | | |
|---|----------------------------|---|--|---|--|
| 1 | Throgs Neck Bridge | 4 | Brooklyn Bridge | 7 | Raritan River Railroad Bridge |
| 2 | Holland Tunnel Ventilators | 5 | Arthur Kill Railroad Bridge | 8 | Line drawn from Great Kills Light to Pt. Comfort (thru Raritan Chnl LB #14) |
| 3 | Lehigh Valley Drawbridge | 6 | Line drawn from Norton Point to Breezy Point | 9 | Line drawn from Breezy Pt. to entrance buoys of Ambrose, Swash and Sandy Hook Channels then to tip of Sandy Hook |

Appendix 2

33 CFR 161 Table 161.12(c) Vessel Traffic Services (VTS) Call Signs, Designated Frequencies and Monitoring Areas

<u>VTS Call Sign</u>	<u>Designated frequency</u>	<u>Monitoring Area</u>
New York Traffic.....	156.550 MHz (Ch.11)..... For Sailing Plans only. 156.600 MHz (Ch. 12)..... For vessels at anchor.	The area consists of the navigable waters of the Lower New York Bay bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40-25.0' N; then west in the Raritan Bay to the Raritan River Railroad Bridge, then north into waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40-41.9' N; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40-43.7' N, longitude 74-01.6' W, in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.
New York Traffic.....	156.700 MHz (Ch.14).....	The navigable waters of the Lower New York Bay west of a line drawn from Norton Point to Breezy Point; and north of a line connecting the entrance buoys of Ambrose Channel, Swash Channel, and Sandy Hook Channel, to Sandy Hook Point; on the southeast including the waters of the Sandy Hook Bay south to a line drawn at latitude 40-25.0' N; then west into the waters of Raritan Bay East Reach to a line drawn from Great Kills Light south through Raritan Bay East Reach LGB #14 to Comfort PT, NJ; then north including the waters of the Upper New York Bay south of 40-42.4' N (Brooklyn Bridge) and 40-43.7' N (Holland Tunnel Ventilator Shaft); west through the KVK into the Arthur Kill north of 40-38.25' N (Arthur Kill Railroad Bridge); then north into the waters of the Newark Bay, south of 40-41.95' N (Lehigh Valley Draw Bridge).
New York Traffic.....	156.600 MHz (Ch. 12).....	The navigable waters of the Raritan Bay south to a line drawn at latitude 40-26.0' N; then west of a line drawn from Great Kills Light south through the Raritan Bay East Reach LGB #14 to Point Comfort, NJ; then west to the Raritan River Railroad Bridge; and north including the waters of the Arthur Kill to 40- 28.25' N (Arthur Kill Railroad Bridge); including the waters of the East River north of 40-42.4' N (Brooklyn Bridge) to the Throgs Neck Bridge, excluding the Harlem River.

Appendix 3

Temporary Reporting Points

VTS New York Note: These points may be used by the VTC in the event of loss of sensor capability. In addition to the required reports upon entry or exit of the VTS area, a VMRS User may be required to make position reports at these points. The VTS will notify all VMRS Users if these temporary reporting points are in effect.

LOWER BAY

- (1) Ambrose Channel LBB #14
- (2) Norton's Point
- (3) Chapel Hill North Channel LBB #17
- (4) Sandy Hook Channel Buoy #10
- (5) Terminal Channel LB "TC"
- (6) Raritan Channel LBB #14
- (7) Ward Point

UPPER BAY

- (1) Verrazano Bridge
- (2) Kill Van Kull LWB "KV"
- (3) Governor's Island

KILL VAN KULL/NEWARK BAY

- (1) Kill Van Kull LB #9
- (2) West end of Shooter's Island
- (3) Old Bay Drawbridge

ARTHUR KILL

- (1) Grasselli Highwires
- (2) Fresh Kills
- (3) Smoking Point
- (4) Outerbridge Crossing

EAST RIVER

- (1) Manhattan Bridge
- (2) 59th Street Bridge
- (3) Sunken Meadows
- (4) Hunt's Point
- (5) Whitestone Bridge

Appendix 4

Anchorage Administration

The Captain of the Port (COTP) New York has delegated authority to the Director of Vessel Traffic Service New York to exercise the duties and responsibilities of the Captain of the Port New York pertaining to certain Federal Anchorages as outlined in 33 CFR 110.155(d)(10)-(16), (e)(1) and (l)(1)-(7). These regulations control the use of Federal Anchorages 21A, 21B, 21C, 23A, 23B, 24 and 25. Exemptions to anchorage regulations, specifically to length, draft and time restrictions, should be requested from VTSNY. The following table summarizes the regulations governing the length, draft, and maximum duration for these anchorages:

Anchorage	Length	Draft	Time
21A	None	None	96 Hours
21B	None	>10 FT.	96 Hours
21C	None	>33 FT.	96 Hours
23A	≤670 FT.	None *	48 Hours
23B	>670 FT.	None *	48 Hours
24	≥800 FT. <u>OR</u>	≥40 FT.*	48 Hours
25**	None	None	96 Hours

* Vessels drawing 40 ft. or more may anchor if they anchor within 5 hours after ebb current begins at the Verrazano Narrows.

** When the use of this anchorage is required by naval vessels, any commercial vessels anchored therein must move when directed by the Captain of the Port.

VTSNY carries out anchorage management responsibilities utilizing Channel 12 VHF FM. All reports and requests for deviations may be made on this frequency. After a vessel is anchored and all required information is passed to the VTC, the vessel will be required to maintain a live watch on channel 16 for the entire time it is anchored.

33 CFR 110.155(d)(16) places additional requirements upon vessels utilizing these anchorages. The following requirements are taken from those regulations:

(16) Any vessel anchored in or intending to anchor in Federal Anchorage 20-A through 20-G, 21-A through 21-C, 23-A and 23-B, 24 or 25 must comply with the following requirements:

(i) No vessel may anchor unless it notifies VTS New York when it anchors, of the vessels name, length, draft, and its position in the anchorage.

(ii) Each vessel anchored must notify VTS New York when it weighs anchor.

VTS New York Note: VMRS Users at anchor are required to make a Sailing Plan Report at least 15 minutes before getting underway in the VTS area.

(iii) No vessel may conduct lightering operations unless it notifies the VTS New York before it begins lightering operations.

(iv) Each vessel lightering must notify VTS New York at the termination of lightering.

(v) No vessel may anchor unless it maintains a bridge watch, guards and answers Channel 16 VHF-FM, and maintains an accurate position plot.

(vi) If any vessel is so close to another that a collision is probable, each vessel must communicate with the other vessel and VTS New York on Channel 16 VHF-FM and shall act to eliminate the close proximity situation.

(vii) No vessel may anchor unless it maintains the capability to get underway within 30 minutes except with prior approval of VTS New York.

(viii) No vessel may anchor in a "dead ship" status (propulsion or control unavailable for normal operations) without prior approval of VTS New York.

(ix) Each vessel in a "dead ship" status must engage an adequate number of tugs alongside during tide changes. A tug alongside may assume the Channel 16 FM radio guard for the vessel after it notifies VTS New York.

VTS New York Note: The general rule of thumb for tugs alongside a vessel anchored or transiting in a "dead ship" status is enough tug horsepower equal to 10% of the ship's Gross Dead Weight.

(x) No vessel may lighter in a "dead ship" status without prior approval from VTS New York.

33 CFR 110.155(l) contains General Regulations applicable to the Federal Anchorages. Among the noteworthy requirements are the following regulations:

- (1) No vessel in excess of 800 feet (243.84 meters) in length overall or 40 feet (12.192 meters) in draft may anchor unless it notifies VTS New York at least 48 hours prior to entering Ambrose Channel.
- (2) Except in cases of great emergencies, no vessel shall be anchored in the navigable waters of the Port of New York outside of the anchorage areas established in this section, nor cast anchor within a cable or pipe line area shown on a Government chart, nor be moored, anchored, or tied up to any pier, wharf, or vessel in such a manner as to obstruct or endanger the passage of any vessel in transit by, or to or from, adjacent wharves, piers, or slips.
- (3) No vessel shall occupy for a longer period than 30 days, unless a permit is obtained from VTS New York for that purpose, any anchorage for which the time of occupancy is not otherwise prescribed in this section. No vessel in a condition such that it is likely to sink or otherwise become a menace or obstruction to navigation or anchorage of other vessels shall occupy an anchorage except in an emergency, and then only for such a period as may be permitted by VTS New York.
- (4) Whenever, in the opinion of VTS New York, such action may be necessary, that officer may require any or all vessels in a designated anchorage area to moor with two or more anchors.
- (5) Every vessel whose crew may be reduced to such a number that it will not have sufficient men on board to weigh anchor at any time shall be anchored with two anchors, with mooring swivel put on before the crew shall be reduced or released, unless VTS New York shall waive the requirements of a mooring swivel.
- (6) Anchors of all vessels must be placed well within the anchorage areas, so that no portion of the hull or rigging shall at any time extend outside the boundaries of the anchorage area.
- (7) Any vessel anchoring under circumstances of great emergency outside of the anchorage areas must be placed near the edge of the channel and in such position as not to interfere with the free navigation of the channel nor obstruct the approach to any pier nor impede the movement of any boat, and shall move away immediately after the emergency ceases, or upon notification by VTS New York.

- (11) Whenever the maritime or commercial interests of the United States so require, VTS New York is hereby empowered to shift the position of any vessel anchored within the anchorage areas, of any vessel anchored outside the anchorage areas, of any vessel which is so moored or anchored as to impede or obstruct vessel movements in any channel or obstruct or interfere with range lights and of any vessel which, lying at the exterior end of a pier or alongside an open bulkhead, obstruct or endangers the passage of vessels in transit by, or to or from, adjacent wharf property or impedes the movements of vessels entering or leaving adjacent slips.
- (12) A vessel upon being notified to move into the anchorage limits or to shift its position on anchorage grounds, shall get under way at once or signal for a tug, and shall change position as directed, with reasonable promptness.
- (13) Nothing in this section shall be construed as relieving any vessel or the owner or person in charge of any vessel from the penalties of law for obstructing navigation or for obstructing or interfering with range lights, or for not complying with the navigation laws in regard to lights, fog signals, or for otherwise violating law.
- (14) Any vessel prohibited by the rules from anchoring in a specific anchorage because of the vessel's length or draft may not anchor in the anchorage without permission from VTS New York.

Appendix 5

Regulated Navigation Area And No Meeting or Overtaking Zones

Regulated Navigation Area

Title 33 CFR Part 165.100 - Regulated Navigation Area: All navigable waters within the First Coast Guard District.

(a) *Regulated navigation area.* All navigable waters of the United States, as that term is used in 33 CFR 2.36, within the geographic boundaries of the First Coast Guard District, as defined in 33 CFR 3.05–1(b).

(b) *Definitions.* Terms used in this section have the same meaning as those found in 33 CFR 157.03. Single-hull identifies any tank barge that is not a double-hull tank barge.

(c) *Applicability.* This section applies to primary towing vessels engaged in towing tank barges carrying petroleum oil in bulk as cargo in the regulated navigation area, or as authorized by the District Commander.

(d) *Regulations— (1) Positive control for barges.*

(i) Except as provided in paragraph (d)(1)(iii) and paragraph 5 of this section, each single hull tank barge, unless being towed by a primary towing vessel with twin-screw propulsion and with a separate system for power to each screw, must be accompanied by an escort tug of sufficient capability to promptly push or tow the tank barge away from danger of grounding or collision in the event of—

- A propulsion failure;
- A parted towing line;
- A loss of tow;
- A fire;
- Grounding;
- A loss of steering; or
- Any other time a vessel may be operating in a Hazardous Vessel Operating Condition as defined in §161.2 of this Chapter.

(ii) Double-hull tank barges are exempt from paragraph (d)(1)(i) of this section.

(iii) The cognizant Captain of the Port (COTP), upon written application, may authorize an exemption from the requirements of paragraph (d)(1)(i) of this section for --

- Any tank barge with a capacity of less than 25,000 barrels, operating in an area with limited depth or width such as a creek or small river; or
- Any tank barge operating on any waters within the COTP Zone, if the operator demonstrates to the satisfaction of the COTP that the barge employs an equivalent level of safety to that provided by the positive control provisions of this section. Each request for an exemption under this paragraph must be submitted in writing to the cognizant COTP no later than 7 days before the intended transit.

(iv) The operator of a towing vessel engaged in towing any tank barge must immediately call for an escort or assist tug to render assistance in the event of any of the occurrences identified in paragraph (d)(1)(i) of this section.

Recommended No Meeting and Overtaking Zones

The Harbor Safety, Navigation, and Operations Committee created a standing subcommittee to assess the risks associated with navigating in the confined water of the Arthur Kill and to make recommendations on how to improve navigation in this area. A group of local waterway users and government agency representatives met to define the current state and to provide recommendations on how to achieve the desired state of a safer waterway.

The subcommittee recommended that the following zones be no meeting or overtaking between VMRS users:

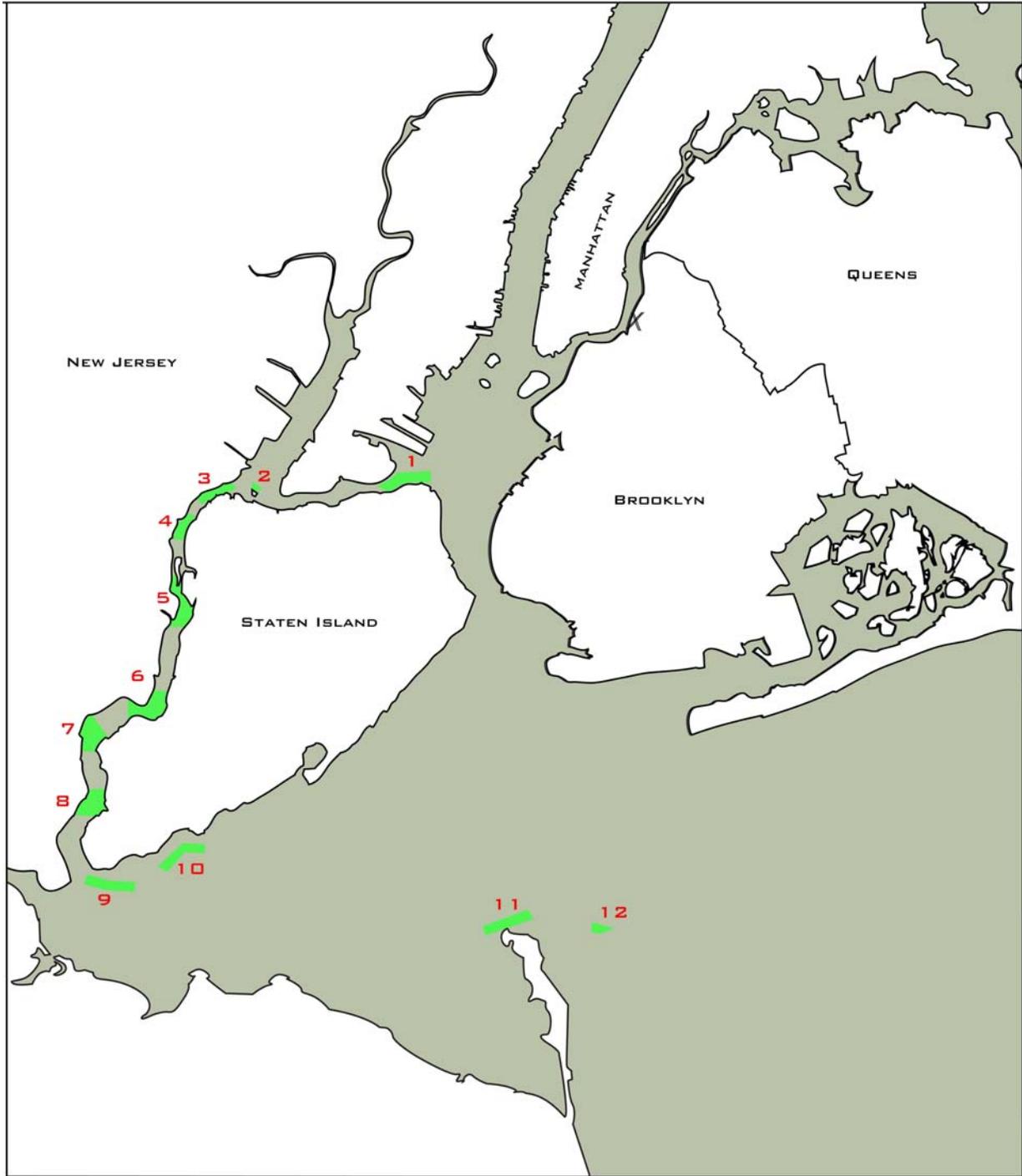
- 1) Kill Van Kull Lighted Buoy “3” (LLNR 37263) to Kill Van Kull Lighted Buoy “8” (LLNR 37280)*
- 2) Entire length of Shooter’s Reach
- 3) Port Ivory to Elizabeth River
- 4) Arthur Kill Railroad Bridge to Bayway Barge Piers
- 5) Arthur Kill Channel Lighted Buoy “38” (LLNR 36840) to Arthur Kill Channel Lighted Buoy “30” (LLNR 36805)
- 6) Arthur Kill Channel Lighted Buoy “21” (LLNR 36785) to Smoking Point
- 7) Arthur Kill Channel Lighted Buoy “12” (LLNR 36740) to Arthur Kill Channel Buoy “8” (LLNR 36725)
- 8) Outerbridge to Ploughshare Point
- 9) Raritan Bay Channel Lighted Buoy “56” (LLNR 36310) to Raritan Channel Lighted Bell Buoy “46” (LLNR 36260)
- 10) Raritan Channel Buoy “39” (LLNR 36235) to Raritan Bay Channel Lighted Buoy “33” (LLNR 36210)
- 11) Sandy Hook Channel Lighted Gong Buoy “17” (LLNR 35175) to Sandy Hook Channel Lighted Gong Buoy “13” (LLNR 35165)
- 12) Vicinity of Sandy Hook Channel Lighted Gong Buoy “7” (LLNR 35125) & Sandy Hook Channel Lighted Bell Buoy “8” (LLNR 35120)

***Inbound vessels from sea:** If engaged, the docking pilot will normally embark aboard the vessel between the Bayridge Channel Lighted Buoy “2” (*LLNR 36872) and Gowanus Flats Lighted Bell Buoy “26” (LLNR 34965) and arrange relief with the pilot already on board, as dictated by prevailing conditions and in accordance with best professional judgment.

Outbound vessels to sea or anchorage (Eastbound in the KVK): If engaged, the docking pilot and the other pilot on board (Sandy Hook or Interport) , if present, will arrange for an appropriate relief at a location mutually agreed upon, as dictated by prevailing conditions and in accordance with best professional judgment.

Both inbound and outbound relief should not occur in the above noted NO MEETING or OVERTAKING ZONE on the Con Hook Range.

Recommended No Meeting and Overtaking Zones



Appendix 6

Recommended Minimum Under Keel Clearance

In order to promote the safety and environmental security of the waterway resources of the Port of New York and New Jersey, the Harbor Operations Committee of the Port of New York and New Jersey hereby recommends that all entities responsible for the safe movement of vessels in and through the waters of the Port of New York and New Jersey operate vessels in such a manner as to maintain a minimum clearance of two feet between the deepest draft of their vessel and channel bottom in the following named channels:

Ambrose Channel ¹	Battery to Throgs Neck Br	Raritan Bay Reach	Port Reading Reach
Sandy Hook Channel	Constable Hook Reach	Seguine Point Reach	Port Socony Reach
Chapel Hill Channel	Bergen Point Reach	Red Bank Reach	Outerbridge Reach
Anchorage Channel ²	North of Shooters Island Reach	Ward Point Reach	
Bay Ridge Channel	Elizabethport Reach	Gulf Port Reach	
Red Hook Channel	Newark Bay Reach ³	Pralls Island Reach	
Buttermilk Channel	Droyers Point to Marion ⁴	Tremley Point Reach	
Battery to 79th Street	Kearney Point	Fresh Kills Reach	

¹ Three (3) ft minimum UKC - due to wave and sea action

² Narrows to Battery

³ Bergen Point to Droyers Point

⁴ Turning Basin at Marion

The following additional guidelines apply:

The recommended minimum under keel clearance standard will not apply to the berthing areas in the Port District that abut the above listed channels. Ship related factors such as squat, turning heel and other dynamic motions should be considered and, if expected, added to this figure to insure a minimum clearance of two feet will be maintained throughout a given transit.

Appendix 7

Standard VTS Severe Weather Practices

The Coast Guard has authority under Title 33 CFR Part 161.11, in ports where a Vessel Traffic Service (VTS) has been established. The VTS New York Director has the authority during conditions of vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances: to supervise or otherwise manage traffic by specifying time of entry, movement, or departures to, from, or within the VTS New York area.

Standard Severe Weather Practices for the Captain of the Port New York are outlined below. The COTP or VTS Director may, as warranted, impose additional vessel movement restrictions not specifically listed below. The COTP may also impose cargo and facility operational restrictions as conditions warrant. VTS New York may enact these practices based on actual or predicted conditions.

(a) Winds sustained at 15 kts or gusting to 20 kts from the North or Northwest while on an ebb current:

- All barges in the Bay Ridge anchorage shall have tugs alongside.

(b) Winds sustained at 25 kts regardless of the wind or current direction:

- All barges or ships anchored in a “dead ship status” in any anchorage not attached to permanent mooring (i.e., Robbins Reef mooring ball) shall have tugs alongside.
- All barges alongside anchored ships shall have tugs alongside.
- All ships and tugs in an anchorage shall have their engines online.
- All ships engaged in bunkering or lightering operations may have no more than one barge alongside.

(c) Gale Conditions: Winds sustained at 34 kts regardless of the wind or current direction:

- All ships at anchor in Bayridge, Gravesend, Perth Amboy, or Anchorage 19 shall have a Pilot aboard.
- All lightering and bunkering operations shall be suspended with all barges removed from anchored vessels.

- Based on their ship's particular characteristics and loading conditions, masters of ships at anchor should consider ordering tugs to assist their vessels in maintaining position in the anchorage.
- Vessels not certificated for operation above a gale or only certificated for river use shall cease operation.

(d) Winds sustained at 40 kts regardless of the wind or current direction:

- The transfer of hazardous cargo between vessels or barges and waterfront facilities shall be suspended.
- All ships in Stapleton Anchorage shall either have a pilot aboard or arrange with the Sandy Hook Pilots to have a pilot on call ready to respond at the Staten Island pilot station. All ships in other anchorages inside the port shall have a pilot aboard.
- Barges may be ordered out of specific anchorages by the COTP/VTS Director. Tug/barge combinations may go to a berth or transit to an area, such as north of the George Washington Bridge, and anchor/ride out the storm. Tug/barge combinations will not be ordered out of the Port of New York and New Jersey.
- Depending on actual harbor conditions, the COTP/VTS Director may impose restrictions on vessel movements into, out of, or within specific areas of the Upper and Lower Bay.
- Unattended barges attached to mooring ball shall have at least one tug standing by in the immediate vicinity.

(e) Winds sustained at 60 kts regardless of the wind or current direction:

- The COTP/VTS Director may impose a complete harbor closure affecting all commercial operations. Light tugs assisting other vessels/barges and emergency vessels will normally be the only vessels allowed to operate during these conditions.

(f) Line of severe thunderstorms or squall line approaching the area with expected winds greater than 25 kts:

- The COTP/VTS Director may impose any of the restrictions outlines above as early as necessary to ensure safety measures are in place prior to the onset of the severe weather.

Appendix 8**Captain of the Port New York Permanent Security Zones**

Published at 33 CFR 165.169

(a) Any vessel or person in the water is not authorized in the following Security Zones:

- Within 150 yards of Liberty and Ellis Islands;
- United Nations, in the East River along the Manhattan shoreline from 125 yards offshore at the Queensboro Bridge to 175 yards off shore at East 35th Street;
- Within 25 yards of all bridge piers or abutments, overhead power cables and tunnel ventilators in the waters of the greater New York area and along the Hudson River;
- Within 100 yards of all anchored or moored United States Coast Guard vessels.
- Around Piers 84 to 96, Manhattan, bound by the following points: the northeast corner of Pier 96 where it intersects the seawall, thence to approximate position 40-46'-23.1" N, 073-59'-59.0W, thence to approximate position 40-45'-55.3"N, 074-00'-20.2"W (NAD 1983), thence to the southeast corner of Pier 84 where it intersects the seawall, thence along the shoreline to the point of origin;
- The Indian Point Nuclear Power Station on the Hudson River, within 300 yards of approximate position 41-16'-12.4"N, 073-57'-16.2"W. All vessels transiting the Hudson River in the vicinity of Indian Point are subject to random CG boardings;
- All waters of Bowery and Flushing Bays within 100 yards of LaGuardia Intl Airport;
- All waters of Bergen Basin north of 40-39'-26.4"N;
- All waters of Thurston Basin north of 40-38'-21.2"W;
- All waters of Jamaica Bay within approximately 100 yards of John F. Kennedy International Airport;
- All waters of Eastchester Bay within approximately 100 yards of Rodman Neck, south of the City Island Bridge;
- All waters of Sandy Hook Bay within 750 yards of the Naval Weapons Station Earl.

(b) Recreational vessels are not authorized in the following Security Zones:

- All waters between Military Ocean Terminal and Global Marine Terminals, west of the New Jersey Pierhead channel;
- Within a 25 yard radius of every waterfront facility, as defined in 33 CFR 6.01-4;
- Within a 100 yard radius of any passenger ship, or vessel or barge carrying petroleum/chemical products in bulk;
- All waters of Newark Bay, around Port Newark and Port Elizabeth, bound by the following points: from the New Jersey Turnpike Extension Bridge (approximate position 40-41'-46.5"N, 074-07'-20.4"W), following the western edge of Newark Bay Channel, south through Newark Bay Channel Buoy "19A" (LLNR 37507), Newark Bay Channel Lighted Buoy "17" (LLNR 37485), Newark Bay Channel

Buoy “15A” (LLNR 37477), Newark Bay Channel Lighted Buoy “7” (LLNR 37405) and then west to approximate position 40-39’-21.5”N, 074-09’-54.3”W.

(c) United States Naval Vessel Protection Zones:

- The United States Coast Guard has established **permanent** Protection Zones for a distance of 500 yards around all U.S. Naval vessels in navigable waters of the United States. Vessels are to proceed at a no wake speed when within a Protection Zone. Non-military vessels are not allowed to enter within 100 yards of a U.S. Naval vessel, whether underway or moored, unless authorized by an official patrol. The patrol may be either U.S Coast Guard or U.S. Navy. A U.S. Naval vessel is any vessel owned, operated, chartered, or leased by the U.S. Navy and any vessel under the operational control of the U.S. Navy or a Unified Commander.

Entry into, or movement within these zones, is prohibited without the authorization of the Coast Guard Captain of the Port or his designated on-scene representative. Persons violating this regulation are subject to a penalty of up to \$50,000 and/or imprisonment for not more than 5 years.



COAST GUARD ADVISORY NOTICE

These bulletins are informational for the maritime community within this Captain of the Port zone. They advise you of emerging information and situations that may impact the safety and/or security of our Marine Transportation System. Increased vigilance in our maritime world hinges significantly upon proactive engagement and information sharing with the private sector, which has the primary responsibility for security and safety at their waterfront facilities and vessels.

To: Distribution Date: October 30, 2007
From: Waterways Management Division Revision No: 0 Pages: 1
Re: **Vessel Traffic Service Operating Requirement: AIS Transmitting Requirement**

1. Pursuant to Ports and Waterways Safety Act of 1972, under authority granted by 33 United States Code 1223, the Captain of the Port of New York may “*construct, operate, maintain, improve, or expand vessel traffic services, consisting of measures for controlling or supervising vessel traffic or for protecting navigation and the marine environment*”. Under this authority, Vessel Traffic Service of New York (VTS NY) may prescribe additional operating requirements for commercial vessels working within the Port of New York and New Jersey.
2. In the interest of navigational safety, **all vessels required by 33 CFR 164.46 to carry a properly installed and operational Automatic Identification System (AIS) transceiver will be required to ensure that the device is transmitting at all times while within the confines of the VTS NY’s area of responsibility**. This includes when a vessel is underway, anchored, or at berth. If a vessel must secure their AIS in order to carry out specific operations, the vessel’s captain or agent must contact VTS NY prior to doing so at (718) 354-4088, with notification of the vessel’s location, the reason for securing the AIS, and how long the AIS will be inoperative.
3. This measure is being put into effect in an attempt to enhance the safety and efficiency of vessel operations within the Port of New York and New Jersey. Vessels transiting the harbor subject to short-lived tidal, current or environmental windows have often discovered during their transit that their intended berth is occupied by another vessel. The resulting spontaneous changes in sailing plans and the improvised vessel maneuvers that result from these conflicts of operations create unnecessary risks to safe navigation. By ensuring a vessel’s AIS is constantly transmitting an accurate position, all AIS equipped vessels and VTS users will have access to accurate, up-to-date information on the location of other vessels and status of potential berths.
4. This measure **will go into effect permanently beginning November 10, 2007**. Specific questions regarding this new operating requirement can be addressed to LTJG Matt Layman at (718) 354-4352 or the VTS Watch Officer at (718)-354-4088.

M. T. McBRADY
Lieutenant Commander, U.S. Coast Guard
Chief, Waterway Management Division
By Direction

The USCG continues to be on a heightened state of alert, consistent with the current Homeland Security threat level and the normally high level of waterways usage in this critical operating area. We are taking appropriate measures consistent with the existing safety and security posture. The USCG is working with DHS, DOT, the FBI, and other security/law enforcement agencies to ensure the security of ports, waterways, coasts and facilities. You are encouraged to continue close cooperation and coordination of necessary safety/security efforts with your local/state law enforcement agencies. Report any suspicious activity to the Coast Guard via marine radio or via our 24-hour watch at (718) 354-4353 or (718) 354-4356.



COAST GUARD ADVISORY NOTICE

These bulletins are informational for the maritime community within this Captain of the Port zone. They advise you of emerging information and situations that may impact the safety and/or security of our Marine Transportation System. Increased vigilance in our maritime world hinges significantly upon proactive engagement and information sharing with the private sector, which has the primary responsibility for security and safety at their waterfront facilities and vessels.

To: Distribution

Date: 06 April 2007

From: Waterways Management Division

Revision No: 1

Subj: **Guidelines for Ambrose Channel Tug and Barge Operations**

1. Coast Guard Sector New York, in conjunction with several port partners, has developed the following guidelines regarding towing operations, tow configuration and vessel communications for towing vessels approaching, transiting or operating in the vicinity of Ambrose Channel. In the interests of safety and efficiency, mariners are encouraged to adhere to the following guidelines:

- a. Towing vessels entering Ambrose Channel from sea should do so at the sea buoy, turning onto the range course at as small an angle as is practicable.
- b. Towing vessel operators should query VTS New York on VHF-FM CH 14 well in advance of their arrival to Ambrose Channel for information regarding inbound and outbound ship traffic. These calls may be made upon entering the offshore "Precautionary Zone" or anytime thereafter.
- c. Towing vessels should employ the shortest length hawser feasible under the prevailing wind, current, weather, and vessel traffic conditions, when transiting or crossing Ambrose Channel.
- d. Whenever permissible (i.e. weather permitting), towing vessels should modify their tow configuration at one of the following locations: Scotland Lighted Whistle Buoy S (LLNR 35085), Gravesend Bay, or Craven Shoal Lighted Gong Buoy 21 (LLNR 34920).
- e. Exercise extreme caution when meeting or overtaking in Ambrose Channel, following the principles of prudent seamanship and navigational safety reflected in the Navigation Rules –Inland and International. Of particular importance is the requirement to make passing arrangements via radiotelephone on VHF channel 13, leaving no doubt as to a vessel's intentions. **VHF radio communication on channel 13 should be maintained throughout any maneuvers**, including maneuvers that require the captain of the towing vessel to be present at that vessel's aft steering station.

2. In complying with these recommended practices, due regard shall be given to all navigation and collision dangers, and to any special circumstances, including limitations of vessels involved, which may make a departure from these guidelines necessary to ensure safety or avoid danger. Please address questions, comments and recommended changes to VTS New York at (718) 354 4088.

M. T. McBrady
Lieutenant Commander, U.S. Coast Guard
Chief, Waterways Management Division
By direction

The USCG continues to be on a heightened state of alert, consistent with the current Homeland Security threat level and the normally high level of waterways usage in this critical operating area. We are taking appropriate measures consistent with the existing safety and security posture. The USCG is working with DHS, DOT, the FBI, and other security/law enforcement agencies to ensure the security of ports, waterways, coasts and facilities. You are encouraged to continue close cooperation and coordination of necessary safety/security efforts with your local/state law enforcement agencies. Report any suspicious activity to the Coast Guard via marine radio or via our 24-hour watch at (718) 354-4353 or (718) 354-4356.



COAST GUARD ADVISORY NOTICE (CGAN 2010-031)

To: Distribution

Date: July 28, 2010

From: Waterways Management Division

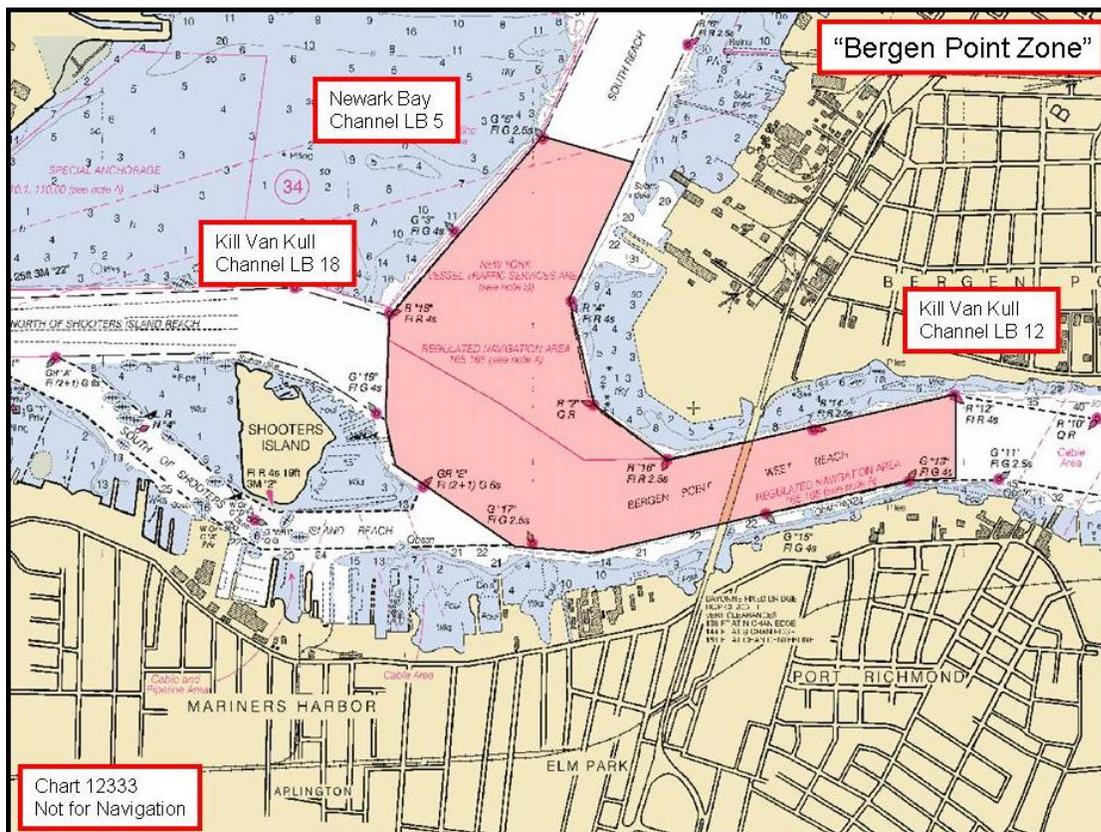
Revision No: 3

Re: Arthur Kill, Kill Van Kull and Newark Bay VTS Measures

CHANGE: Revised Tug requirements for backing out from the Arthur Kill

1. Effective July 30, 2010, under the provisions of 33 CFR 161.11, the Coast Guard is modifying the VTS Measures in place for portions of the Arthur Kill, Kill Van Kull (KVK), and Newark Bay channels, henceforth described as the Bergen Point Zone. The modified restrictions below replace all previous measures issued by CG Sector New York and are intended to increase vessel transit flexibility commensurate with established safety standards, taking full advantage of increases in available channel widths and depths as a result of the dredging operations. The below measures will be tested for a period of approximately 60 days, after which, further modifications may be enacted.

2. **Bergen Point Zone Limits:** the area bounded to the west by KVK Channel Lighted Buoy 18 (LLNR 37335), to the East by KVK Channel Lighted Buoy 12 (LLNR 37310) and to the North by Newark Bay Lighted Buoy 5 (LLNR 37400).



3. **Bergen Point Zone Transit Restrictions:** The following provisions apply:
 - a. **Tug Requirements:** all vessels 800 feet in length or greater require two assist tugs.
 - b. **Astern Tows:** Astern tows are permitted in the KVK and the Bergen Point Zone. Vessel operators are responsible for determining the safest tow configuration and hawser length for an astern tow transit. The Coast Guard will require an assist tug for any tow transiting the Bergen Point Zone with an overall length greater than 700 feet. Vessels towing container barges shall require an assist tug at all times.
 - c. **Weather Restrictions:** car carriers, container ships, container barges, tankers in ballast and vessels towing astern may not transit the Bergen Point Zone whenever sustained wind speeds of 34 knots or greater exist, as measured from Robbins Reef Light (LLNR 34975).
 - d. **Visibility Restrictions:** for vessels or tug with tows 700 feet or greater, no transits are permitted if visibility is less than 1 mile. The Bergen Point Zone will be closed to all vessels except vessels less than 300 gross tons when visibility is less than half a mile.
 - e. **Bayonne Bridge Airdraft:** all vessels must maintain at least 2 feet of air draft clearance while transiting under the Bayonne Bridge. For calculation purposes, the MHW clearance at the center span is assumed to be 151 feet.
 - f. **Backing Out from the Arthur Kill:** vessel departures from Howland Hook that occur within two hours before slack Battery water to one hour after slack Battery water, shall require two assist tugs. All other departures shall require three assist tugs.
4. **Transit Restrictions Waiver Requests:** waivers to VTS measures established in paragraph 3 may be requested. Waivers will be reviewed and approved only if granting the waiver will not reduce the level of safety to navigation and port operations provided under existing measures. Waiver requests must be communicated to the VTS in writing by the mariner or Pilot assigned to the vessel. The following minimum information is required before a waiver can be considered:
 - a. Vessel's name, length, beam, draft and air draft.
 - b. Availability of vessels bow or stern thruster(s), number and type of propeller configuration, shaft configuration and any other vessel control appurtenance that enhances the navigational control of the vessel.
 - c. Number, type and Base Horse Power of assisting tugs (if any).
 - d. Type of cargo and amount of cargo on board.
 - e. Point of departure, destination and intended route.
 - f. Endorsement of requesting mariner or pilot responsible for vessel's transit.
 - g. Reason for the request.

Questions regarding Waiver Requests should be referred to the VTS Watch Officer (718.354.4088) and written requests may be faxed (718.354.4096) or emailed to D01-SMB-VTSWatchOfficer@uscg.mil.

5. **Dredging operations:** For information regarding the 50' harbor deepening project see <http://homeport.uscg.mil/newyork> > Waterways Management > 05. Port of NY/NJ 50' Deepening Project.

6. **Vessel Traffic Service New York** will continually assess conditions and may initiate further changes as necessary. Future changes will be disseminated in the Local Notice to Mariners, scheduled marine information broadcasts, and publication online at <http://homeport.uscg.mil/newyork>. Please address questions or comments to Matthew.J.Holliday@uscg.mil.

M. J. HOLLIDAY
Director
Vessel Traffic Service New York
By direction