ALASKA
Chaduˆ
Network
PREVENT / RESPOND / PIONEER

# Operating Procedures for Nontank Vessels

## October 2025

These Operating Procedures apply to nontank vessels citing the Alaska Chaduˆ Network APC in their Vessel Response Plans when transiting or operating within the Western Alaska and/or Prince William Sound COTP zones.

The Alaska Chaduˆ Network APC Operating Procedures are designed to reduce the risk of maritime incidents that could lead to oil spills. This document outlines the risk mitigation measures a nontank vessel master must follow when transiting Alaska waters under this APC.

Enrollment in the Alaska Chaduˆ Network Alternative Planning Criteria (APC) enables vessel owners/operators to comply with the Code of Federal Regulations, Title 33, Chapter 155, Subpart J, Nontank Vessel Response Plans within the areas covered by the Alaska Chaduˆ Network APC.

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## Vessel Master Checklist Prior to Entry into Alaska

1. Each participating vessel shall have a copy of the following documents onboard prior to entering Western Alaska and/or Prince William Sound Captain of the Port (COTP) zones (download documents at www.alaskaosro.org/resources/documents):

    a. U.S. Coast Guard APC acceptance letter
    b. APC Nontank Vessel Operating Procedures

2. Please ensure MonitoringCenter@AlaskaOSRO.org is added to the vessel's email account approved senders list or whitelist, to ensure Alaska Chaduˆ Network can quickly contact the vessel if necessary.

3. **Notice of Transit Notification Requirement**: the vessel master shall provide 24-Hour Notice of Transit prior to entering Western Alaska and/or Prince William Sound Captain of the Port (COTP) zones. The vessel master must submit the Notice of Transit via Email to MonitoringCenter@AlaskaOSRO.org. The following information must be included:

    a. Last port of call (LPOC) and Next Port of Call (NPOC).
    b. Intended route and estimated date of entry.
    c. Fuel oil types and quantity.
    d. Lubricant oil types and quantity.
    e. Cargo type and quantity.
    f. Confirm vessel contact information (email and phone).
    g. Confirm intended route will not deviate from the routing measures.
    h. Confirm onboard AIS is functioning properly and has been tested.

4. The vessel master shall ensure the vessel's AIS is transmitting accurate information, including the vessel's type, dimensions, origination, and destination. Additionally, the AIS shall transmit proper information regarding the vessel's operation. "Not Under Command" shall not be transmitted unless a vessel has encountered "extraordinary circumstances" that interfere with the safe navigation of the vessel as per the International Regulations for Preventing Collisions at Sea (72 COLREGs). Alaska Chaduˆ Network will contact the vessel when AIS transmissions of "Not Under Command" are broadcast to determine the nature of the problem the vessel is experiencing.

5. Nothing in the Operating Procedures is intended to control or limit the ultimate authority of the vessel master in the safe navigation of the vessel or constrain the authority of the U.S. Coast Guard Captain of the Port where this APC applies.

6. The vessel shall comply with U.S. Coast Guard Marine Safety Alert MSA 03-09 that addresses precautions to be undertaken when switching propulsion fuels and prescribes fuel switching be completed outside of 12 miles offshore.

7. For vessels transiting the Aleutian Islands, it is strongly recommended that the vessel master review the Aleutian Island Waterways Safety Plan, available at https://www.aleutianislandswsc.org/documents.

## Reporting of Hazardous Condition

The vessel master shall notify the appropriate U.S. Coast Guard COTP (Western Alaska and/or Prince William Sound) and the Alaska Chaduχ Network of any hazardous conditions, mechanical or structural failures, reduced propulsion due to mechanical deficiencies, or need to conduct servicing or repairs while underway that affect propulsion, or other vessel casualties incurred while operating within the U.S. EEZ (200 miles) in the COTP zones of Western Alaska and/or Prince William Sound.

- Per 33 CFR 160.216, a notification of hazardous conditions is required whenever there is a hazardous condition either on board a vessel or caused by a vessel or its operation, the owner, agent, vessel master, operator, or person in charge must **immediately** notify the U.S. Coast Guard, and in addition submit any report required by 46 CFR 4.05-10.
- The vessel master shall ensure regular updates and position reports are provided to the U.S. Coast Guard and the Alaska Chaduχ Network until the situation is resolved.
- A "Hazardous Condition" as defined in 33 CFR 160.202 which includes but is not limited to any condition that may adversely affect the safety and seaworthiness of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage.

## Activating a Vessel Response Plan

The vessel master shall activate the Vessel Response Plan (VRP) once the vessel's master has determined onboard resources and personnel cannot meet the needs of an actual or potential incident. VRP activation occurs when the person in charge of the vessel contacts the Qualified Individual (QI) identified in the VRP and requests assistance. The QI and alternate QI are defined in regulation as having the authority to mobilize resources and consultative services identified in the VRP, and to act as the liaison with the Federal On-Scene Coordinator (FOSC). The QI then assesses the situation through consultative services and if the incident requires, mobilize response resources identified in the VRP.

Alaska Chaduχ Network does not activate a VRP or supplant the vessel owner/operator (VO/O) – QI relationship. Alaska Chaduχ Network provides information to the QI, VO/O, OSRO (Oil Spill Removal Organization), SMFF provider (Salvage and Marine Firefighting), U.S. Coast Guard, and ADEC (Alaska Department of Environmental Conservation) with details on the vessel's location and status, and vessels in the area that may potentially be able to assist.

## Vessel Routing Measures

Vessels enrolled in the Alaska Chaduχ Network APC must follow the routing measures outlined below for all non-innocent passage voyages to and from U.S. ports. Keeping a greater distance offshore allows more time for the crew to make repairs, correct navigational errors, and enables an assist vessel to reach the scene before grounding occurs. If the vessel master determines that severe weather makes it unsafe to follow these routing measures, a notice of deviation must be issued.

## Routing Measures for Vessels on Transit-Only Voyages

When nontank vessels transiting only the Western Alaska and/or Prince William Sound COTP zones on non-innocent passage voyages, the vessel master shall comply with the following:

- Great Circle Route – Aleutian Islands: Vessels sailing on the Great Circle Route between Attu Island and Unimak Pass shall sail on a route that avoids transiting within the Aleutian Island Areas to be Avoided (ATBA), adopted by IMO January 1, 2016 (IMO SN.1/Circ.331). The only authorized passes while crossing the Aleutian Island chain are Unimak Pass, Amukta Pass, Amchitka Pass, and the pass between Buldir Island and Agattu Island. With the exception of Unimak Pass, vessels shall maintain a distance of 12 nautical miles or more offshore while transiting these authorized passes.

- Vessels Transiting Bering Strait: Vessels transiting through the Bering Strait must follow the two-way routes, precautionary areas, and avoid Areas to be Avoided (ATBA) in the Bering Sea and Bering Strait, adopted by IMO and in effect December 1, 2018 (IMO NCSR 5/3/7 dated 17 November 2017). For vessels transiting North of the Bering Strait two-way routes, precautionary areas, and ATBA, these vessels shall sail on a route that ensures a maximum distance offshore until a minimum of 12 nautical miles offshore can be maintained. Vessels under the direction of a licensed ice-pilot shall communicate their route with Alaska Chaduˆ Network (MonitoringCenter@AlaskaOSRO.org) prior to entering within 12 nautical miles of shore.

- Gulf of Alaska and Prince William Sound: Vessels shall sail on a route that ensures a minimum distance of 12 nautical miles offshore is maintained. Vessels shall not shelter for storm avoidance inside Prince William Sound without filing a vessel routing deviation notice.

- All Remaining Waters: Vessels shall sail on a route that ensures a minimum distance of 12 nautical miles offshore is maintained. Shelikof Strait is not an authorized pass for transit without filing a vessel routing deviation notice. Vessels shall not shelter for storm avoidance inside Cook Inlet without filing a vessel routing deviation notice.

- Innocent Passage Vessels: Vessels on innocent passage are encouraged to follow the above-mentioned routing measures.

## Routing Measures for Vessels Calling Ports in Alaska

When nontank vessels transiting the Western Alaska and/or Prince William Sound COTP zones and calling a port or place in Alaska, an advance notice of these such arrivals shall be made to the U.S. Coast Guard in accordance with applicable regulations and to Alaska Chaduˆ Network (MonitoringCenter@AlaskaOSRO.org). The vessel master shall comply with the following:

- Aleutian Islands: Prior to the direct entry into port and on departure from the port or place, vessels calling a port or place in the Aleutian Island chain shall:

    - Avoid transiting within the Aleutian Island Areas to be Avoided (ATBA), adopted by IMO January 1, 2016 (IMO SN.1/Circ.331). The only authorized passes while crossing the Aleutian Island chain are Unimak Pass, Amukta Pass, Amchitka Pass, and the pass between Buldir Island and Agattu Island. With the exception of

Unimak Pass, vessels shall maintain a distance of 12 nautical miles or more offshore while transiting these authorized passes.

  - When entering or departing the port of Unalaska/Dutch Harbor, ensure vessels remain more than 12 nautical miles offshore from Bogoslof Island (53.56N 168.02W), located approximately 20 nautical miles north of Umnak Island.

- Western Alaska North of the Aleutian Islands (Bering Sea, Chukchi Sea, and Beaufort Sea): Prior to the direct entry into port and on departure from the port or place, vessels calling a port or place in Bristol Bay, Norton Sound, Kotzebue Sound, Kivalina, or communities along the North Slope shall:

  - Follow the two-way routes, precautionary areas, and avoid Areas to be Avoided (ATBA) in the Bering Sea and Bering Strait, adopted by IMO and in effect December 1, 2018 (IMO NCSR 5/3/7 dated 17 November 2017), when transiting through the Bering Strait.

  - Sail on a route that ensures a minimum distance of 3 nautical miles offshore is maintained, when transiting North or South of the Bering Strait two-way routes, precautionary areas, and ATBA.

  - Sail on a route that ensures a maximum distance offshore until a minimum of 3 nautical miles offshore can be maintained or ensure the vessel is under the direction of a licensed ice-pilot when transiting North of the Bering Strait two-way routes, precautionary areas, and ATBA.

- Gulf of Alaska and Prince William Sound: Prior to the direct entry into port or place and on departure from the port or place, vessels calling a port or place in Kodiak, Cook Inlet, Seward, Prince William Sound, or other Gulf of Alaska coastal communities shall:

  - Maintain a distance of 3 nautical miles or more offshore.
  - Only enter/exit through Kennedy Entrance when calling port(s) in Cook Inlet.

- Vessels Engaged in Alaska Commerce and Operations, including Fishing, Towing, Offshore Supply, Cable Layer, Passenger, Research, U.S. Flagged Cargo, and Landing Craft: Vessels in this category employed in Alaska commerce and operations conducted in or near coastal waters, including both operating and transiting to/from Alaskan ports or places, are unable to feasibly adhere to offshore routing measures that apply to transit-only vessels due to the nature of their normal operations. This category of vessels ensures 24/7 availability for direct email and phone communication and compliance with 33 CFR 155 Subpart J and I, in the event prompt VRP activation is required.

## Transits in Waters with Ice Conditions

The vessel's master shall evaluate weather and ice conditions prior to entering Alaska waters and if ice may be encountered, shall ensure the vessel's hull is suitable for operating in the projected ice conditions and the following guidelines adhered to when ice is encountered.

- Ensure the proper operation of all vessel machinery in ice-impacted waters and when ambient air temperatures are -40 degrees F or less. This includes but is not limited to emergency fire pumps, generators, and mooring winches.
- Ensure an adequate vessel draft is maintained to keep the vessel's sea suction and propeller well below the ice to prevent ice from sliding under the vessel.
- Unless the vessel is designed to break ice, the vessel should not force ice at any time. "Forcing Ice" is defined as making way through ice that is substantial enough to significantly slow the speed of the vessel, or when the vessel slows to 50% or less of the speed made before entering the ice. If the master, pilot or both believe the vessel is forcing ice, the master shall abort the transit and navigate to safer waters until more favorable conditions are present.
- Ensure compliance with any Ice Guidelines or Rules applicable to particular areas when issued by the Western Alaska COTP and in effect.
- When operating North of 60 degrees Latitude, IMO's International Code for Ships Operating in Polar Waters (Polar Code) is mandatory under both the International Convention for the Safety of Life at Sea (SOLAS) and the International Convention for the Prevention of Pollution from Ships (MARPOL). The Polar Code covers the full range of design, construction, equipment, operational, training, search and rescue and environmental protection matters relevant to ships operating in the inhospitable waters surrounding the two poles. The Polar Code entered into force on 1 January 2017. The Code is not mandatory for ships less than 500 Gross Tons, fishing vessels or those entitled to sovereign immunity. (https://www.imo.org/en/OurWork/Safety/Pages/polar-code.aspx)

## Deviation Procedure

When a vessel master determines the vessel will be unable to comply with the routing measures in the interest of the safety of the vessel and/or crew due to severe weather or ice, the vessel master shall notify Alaska Chaduˆ Network (MonitoringCenter@AlaskaOSRO.org) and the U.S Coast Guard with the below details prior to the deviation occurring. The vessel master shall answer the below questions required by the U.S. Coast Guard Sector Western Alaska and U.S. Arctic on their deviation request form.

The vessel shall submit the weather routing guidance and associated charts to provide additional justification for the deviation notice of intention. Vessels that do not follow the risk reduction routing measures and enter Areas to Be Avoided without filing a deviation notice of intention and are not responsive to communications with Alaska Chaduˆ Network, may result in U.S. Coast Guard review and penalty.

The U.S. Coast Guard Captain of the Port Western Alaska released Marine Safety Information Bulletin (MSIB) 02-21 on July 30, 2021, titled "Coast Guard Enforcement of Alternative Planning Criteria Restricted Areas in the Western Alaska Captain of the Port Zone". Per MSIB 02-21,

*"In order to preserve the safety buffer around high-risk areas, the Captain of the Port for Western Alaska has determined that transiting vessels must abide by the routing measures and operational guidelines established in approved APC plans. Deviations from these Coast Guard approved routing measures are reasonable when it is necessary for the Master to mitigate a significant threat to the vessel, cargo, or crew. Vessel masters are responsible for adequate voyage planning and should not plan deviations in advance to take shelter in high-risk areas. The increased risk to the environment is unacceptable. If a master is uncertain about the safety of their vessel while planning an upcoming transit through a weather system, they are encouraged to delay the voyage or alter their intended course in order to maintain compliance with their Vessel Response Plan. Any vessel that unreasonably deviates from its approved routing measures may be subject to enforcement action by the WAK COTP. Additionally, in accordance with 33 USC 2704(c), unreasonable deviations from approved routing as identified within an APC Plan may waive the responsible party's limit on liability should a discharge occur."*

After other alternate routes have been evaluated and deviation from the risk reduction routing measures has been deemed necessary, the vessel master shall provide the following information within 24 hours (when possible) of starting the intended deviation:

1. Describe the early and substantial actions taken prior to deviation into Area To Be Avoided (example: stay in port, take another route, loiter outside ATBA).
2. Describe why deviation is needed, including Vessel Master's assessment of situation, (example: weather avoidance, ice avoidance etc.) and attach weather routing recommendation with associated charts, if available.
3. Provide Sea Height, Wind Speed and Wind Direction for the original route and for the deviation route.
4. Vessel intentions (continue transit, loiter/jog, shelter, anchor, etc.).
5. Closest intended distance from shore during this deviation.
6. Geographic reference or position of closest point to shore and ETA.
7. Current Latitude and Longitude.
8. Deviation Entry Latitude and Longitude.
9. Deviation Exit Latitude and Longitude.
10. Estimated date and time for deviation entry and exit.
11. Last Port of Call and Next Port of Call with ETA.
12. Type(s) and amount(s) of fuel oil and lubricants aboard.
13. Type and amount of cargo onboard.
14. Confirm updated charts of area onboard.
15. Number of anchors and shots of chain onboard.
16. Confirm engine on standby and ready to maneuver when sheltering in place.
17. Confirm anchor(s) ready to deploy at all times.
18. Confirm vessel is not experiencing any engineering, structural, or cargo difficulties and is fully seaworthy.

After the deviation information is received, an acknowledgment of deviation notification will be provided, and the vessel may then deviate from the routing measures per their intention. During the deviation, a communications schedule will be established. The vessel master shall provide status updates on minimum every 6 hours when the deviation is outside 12 nautical miles or every 3 hours when the deviation is inside 12 nautical miles, unless otherwise requested by the Alaska Chadux̂ Network.

## Important Contact Information

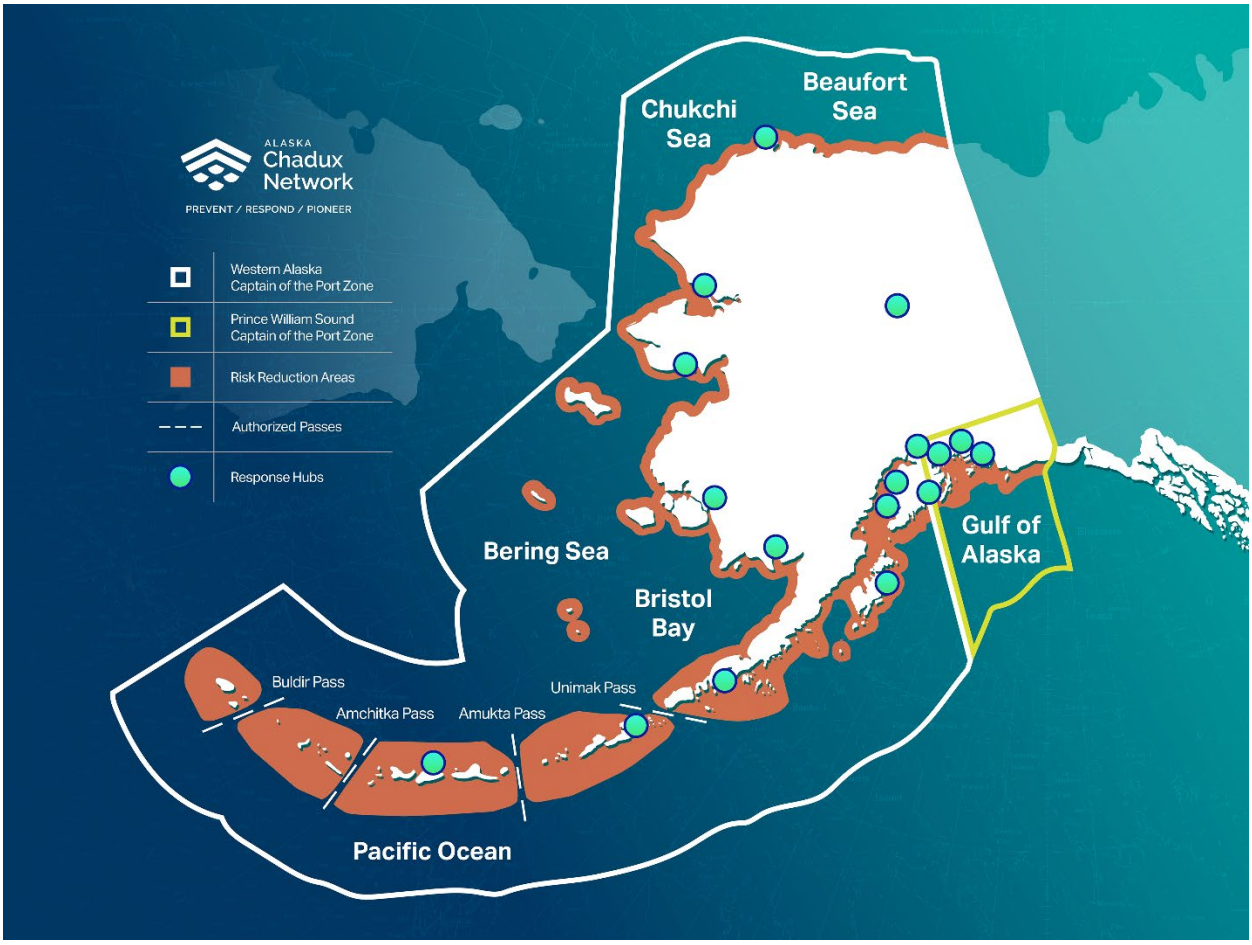
**Alaska Chaduχ̂ Network Monitoring Center (24/7)**
Phone: (907) 348-2300
Email: MonitoringCenter@AlaskaOSRO.org

**Coast Guard Captain of the Port Western Alaska**
Phone: (866) 759-1361
Email: SectorWesternAK@uscg.mil

**Coast Guard Captain of the Port Prince William Sound**
Phone: (907) 835-7205
Email: D17-PF-MSUValdezCDO@uscg.mil

## Coverage Area

The coverage area includes the waters encompassed by the Western Alaska and Prince William Sound COTP zones as defined in 33 CFR §3.85-15. These waters encompass U.S. waters out to the 200-mile limit of the Exclusive Economic Zone (EEZ) in the North Pacific Ocean, Bering Sea, Chukchi Sea, Beaufort Sea, Cook Inlet, and Prince William Sound.




## Information on the IMO ATBA, Two-Way Routes, and Precautionary Areas

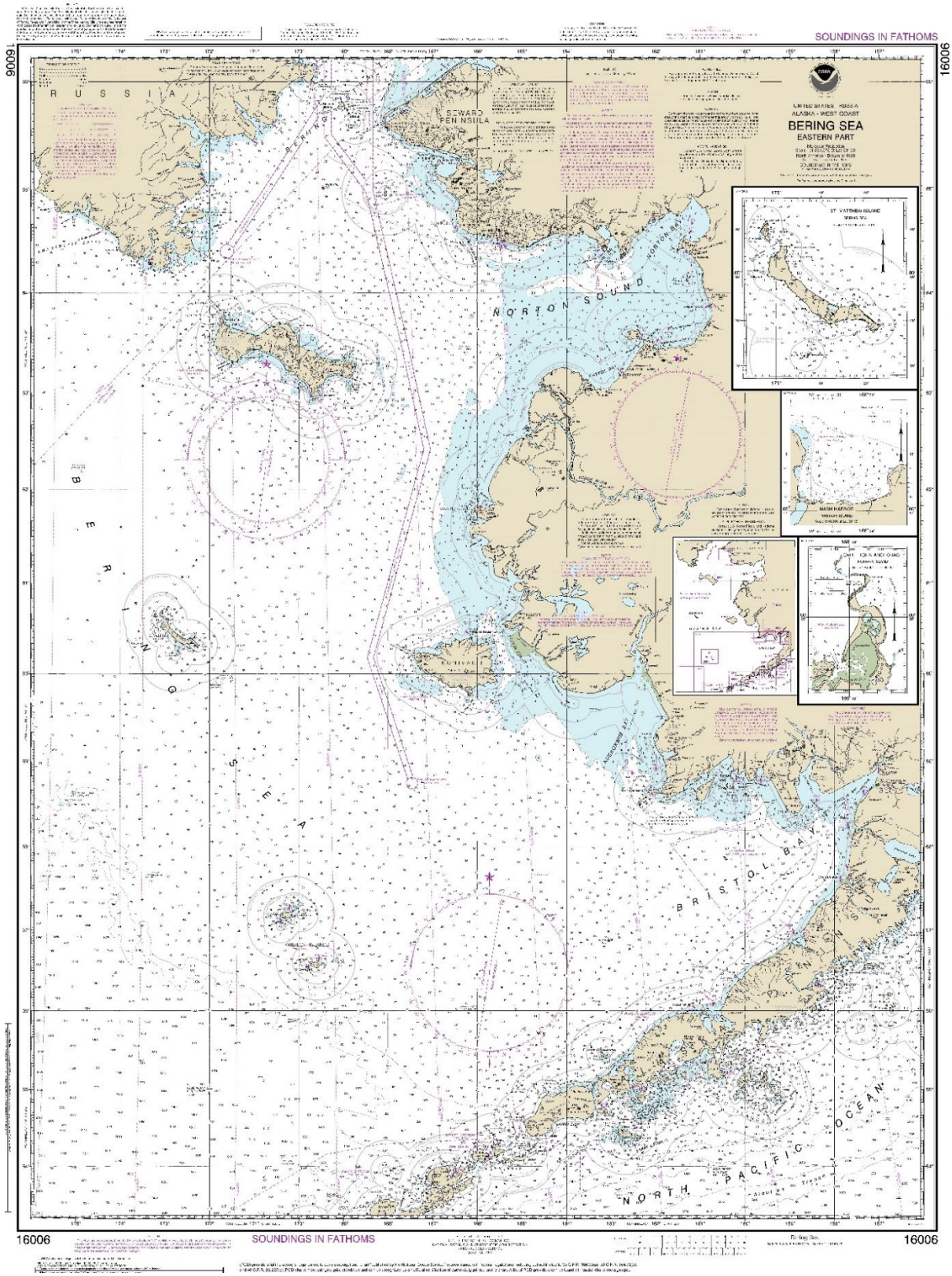
The following pages provide the coordinates and charts for the International Maritime Organization (IMO) Areas To Be Avoided (ATBA) in the Aleutian Island chain and the Bering Strait.

NORTH PACIFIC OCEAN
BERING SEA (SOUTHERN PART)
DEPTHS IN METERS
INT 813
513
B E R I N G S E A
N O R T H P A C I F I C O C E A N
A L A S K A

The IMO has adopted proposals to establish ATBA off the coast of Alaska, which are to be implemented at 000 UTC on 1 January 2016.

In order to reduce the risk of a marine casualty, resulting pollution and damage to the environment, all ships 400 gross tonnage and upwards, solely in transit, should avoid these areas.

| | |
|---|---|
| **East Area To Be Avoided**, joining the following positions:<br>(9) 55° 40' ·94N 159° 32' ·43W (shore)<br>(10) 55° 22' ·58N 158° 49' ·19W<br>(11) 54° 41' ·38N 158° 31' ·66W<br>(12) 54° 21' ·99N 159° 11' ·54W<br>(1) 54° 07' ·94N 162° 19' ·48W<br>(2) 54° 22' ·14N 164° 59' ·57W<br>(3) 54° 43' ·51N 165° 09' ·77W<br>(4) 54° 59' ·45N 165° 14' ·74W<br>(5) 55° 43' ·20N 163° 38' ·05W<br>(6) 56° 08' ·30N 162° 22' ·14W<br>(7) 56° 19' ·83N 161° 04' ·29W<br>(8) 56° 04' ·91N 160° 29' ·04W (shore) | **Amchitka Area To Be Avoided**, joining the following positions:<br>(34) 51° 51' ·50N 174° 47' ·54E<br>(35) 52° 15' ·54N 174° 53' ·24E<br>(36) 52° 46' ·63N 176° 15' ·15E<br>(37) 52° 57' ·86N 177° 37' ·91E<br>(38) 52° 48' ·39N 180° 00' ·00E<br>(39) 52° 36' ·31N 179° 22' ·09W<br>(40) 51° 32' ·27N 179° 41' ·19W<br>(41) 50° 33' ·65N 179° 33' ·12E<br>(42) 50° 44' ·11N 178° 10' ·33E<br>(43) 51° 21' ·00N 175° 59' ·57E<br>and back to point (34) |
| **Unalaska Area To Be Avoided**, joining the following positions:<br>(13) 51° 41' ·19N 170° 52' ·93W<br>(14) 51° 53' ·22N 171° 32' ·60W<br>(15) 52° 41' ·95N 171° 50' ·08W<br>(16) 53° 17' ·64N 171° 50' ·31W<br>(17) 54° 09' ·49N 169° 23' ·53W<br>(18) 54° 17' ·62N 168° 11' ·32W<br>(19) 54° 21' ·96N 165° 43' ·77W<br>(20) 54° 11' ·15N 163° 41' ·63W<br>(21) 53° 40' ·84N 163° 41' ·67W<br>(22) 53° 24' ·39N 164° 07' ·37W<br>(23) 52° 46' ·62N 165° 56' ·33W<br>(24) 51° 57' ·40N 168° 57' ·60W<br>and back to point (13) | **West Area To Be Avoided**, joining the following positions:<br>(44) 53° 40' ·90N 171° 50' ·53E<br>(45) 53° 49' ·20N 172° 29' ·47E<br>(46) 53° 47' ·85N 173° 25' ·48E<br>(47) 53° 24' ·41N 174° 54' ·79E<br>(48) 53° 07' ·49N 175° 18' ·74E<br>(49) 52° 19' ·54N 174° 51' ·62E<br>(50) 52° 08' ·23N 174° 21' ·75E<br>(51) 51° 40' ·59N 172° 45' ·27E<br>(52) 52° 20' ·90N 171° 29' ·34E<br>(53) 52° 40' ·53N 171° 10' ·34E<br>(54) 53° 00' ·92N 171° 06' ·20E<br>(55) 53° 23' ·69N 171° 19' ·71E<br>and back to point (44) |
| **Atka Area To Be Avoided**, joining the following positions:<br>(25) 50° 38' ·55N 180° 00' ·00E<br>(26) 51° 11' ·83N 179° 50' ·46W<br>(27) 52° 39' ·35N 178° 39' ·78W<br>(28) 53° 13' ·18N 173° 49' ·18W<br>(29) 53° 02' ·71N 172° 51' ·16W<br>(30) 52° 41' ·07N 171° 56' ·15W<br>(31) 51° 37' ·86N 171° 34' ·53W<br>(32) 51° 15' ·27N 172° 36' ·40W<br>(33) 50° 21' ·63N 179° 24' ·20W<br>and back to point (25) | (All positions are referred to NAD83 DATUM) |


SOUNDINGS IN FATHOMS
16006
RUSSIA
SEWARD PENINSULA
BERING SEA
EASTERN PART
NORTON SOUND
BERING SEA
BRISTOL BAY
NORTH PACIFIC OCEAN
SOUNDINGS IN FATHOMS
16006

**GEOGRAPHICAL COORDINATES OF THE TWO-WAY ROUTES AND**

**PRECAUTIONARY AREAS IN THE BERING SEA AND BERING STRAIT**

**Description of the two-way routes and precautionary areas from NCSR 5/3/7, Annex 3.** The ships' routing system consists of six (6) recommendatory two-way routes and six (6) precautionary areas in the Bering Sea and Bering Strait. A list of the geographical coordinates of the two-way routes and precautionary areas is provided below. Note: These routing measures are recommended for ships of 400 gross tonnage and above.

| | |
|---|---|
| (a) A precautionary area "A" is established, the waters contained within a circle of radius 4.00 miles centered at geographical position 58°45'.00 N, 167°27'.81W. | |
| (b) A two-way route, connecting with precautionary area "A" and precautionary area "B", is established between the following geographical positions: | |
| (1) 58°48'.91 N 167°26'.26 W<br>(2) 60°10'.86 N 168°19'.58 W<br>(3) 61°29'.47 N 167°35'.89 W<br>(4) 62°25'.14 N 167°03'.13 W<br>(5) 63°30'.44 N 167°33'.86 W<br>(6) 64°56'.08 N 168°18'.60 W | (7) 64°55'.19 N 168° 27'.77 W<br>(8) 63°29'.57 N 167° 42'.57 W<br>(9) 62°25'.26 N 167° 11'.99 W<br>(10) 61°30'.52 N 167° 43'.95 W<br>(11) 60°10'.74 N 168° 27'.94 W<br>(12) 58°47'.65 N 167° 33'.56 W |
| (c) A precautionary area "B" is established, which is bounded by a line connecting the following geographical positions: | |
| (6) 64°56'.08 N 168°18'.60 W<br>(13) 64°59',22 N 168°20'.29 W<br>(14) 65°05'.00 N 168°20'.30 W<br>(15) 65°05'.00 N 168°29'.75 W | (16) 65°02'.60 N 168°37'.28 W<br>(17) 64°58'.14 N 168°29'.36 W<br>(7) 64°55'.19 N 168°27'.77 W<br>thence back to the point of beginning (6). |
| (d) A two-way route, connecting with precautionary area "B" and precautionary area "C", is established between the following geographical positions: | |
| (14) 65°05'.00 N 168°20'.30 W<br>(18) 66°26'.57 N 168°20'.30 W | (19) 66°26'.57 N 168°29'.75 W<br>(15) 65°05'.00 N 168°29'.75 W |
| (e) A precautionary area "C" is established, the waters contained within a circle of radius 4.00 miles centered at geographical position 66°30'.00 N, 168°25'.00 W. | |
| (f) A two-way route, connecting with precautionary area "C" and precautionary area "D", is established between the following geographical positions: | |
| (20) 66°30'.64 N 168°34'.79 W<br>(21) 66°24'.59 N 169°14'.72 W | (22) 66° 20'.83 N 169°11'.21 W<br>(23) 66° 26'.90 N 168°31'.34 W |
| (g) A precautionary area "D" is established, the waters contained within a circle of radius 4.00 miles centered at geographical position 66°21'.50 N, 169°21'.00 W. | |
| (h) A two-way route, connecting with precautionary area "D" and precautionary area "E", is established between the following geographical positions: | |
| (24) 66°18'.05 N 169°16'.11 W<br>(25) 66°18'.05 N 169°25'.87 W | (26) 65°56'.20 N 169°25'.87 W<br>(27) 65°56'.20 N 169°16'.11 W |
| (i) A precautionary area "E" is established, which is bounded by a line connecting the following geographical positions: | |
| (26) 65°56'.20 N 169°25'.87 W<br>(27) 65°56'.20 N 169°16'.11 W<br>(28) 65°45'.52 N 169°16'.11 W | (29) 65°45'.52 N 169°25'.87 W<br>(30) 65°47'.69 N 169°34'.01 W<br>(31) 65°52'.82 N 169°25'.87 W<br>thence back to the point of beginning (26). |
| (j) A two-way route, connecting with precautionary area "E" and precautionary area "B", is established between the following geographical positions: | |
| (28) 65°45'.52 N 169°16'.11 W<br>(29) 65°45'.52 N 169°25'.87 W<br>(32) 65°29'.65 N 169°25'.87 W | (16) 65°02'.60 N 168°37'.28 W<br>(15) 65°05'.00 N 168°29'.75 W<br>(33) 65°30'.71 N 169°16'.11 W |
| (k) A two-way route, connecting with precautionary area "E" and precautionary area "F", is established between the following geographical positions: | |
| (29) 65°45'.52 N 169°25'.87 W<br>(30) 65°47'.69 N 169°34'.01 W | (34) 64°28'.31 N 171°36'.35 W<br>(35) 64°26'.14 N 171°28'.60 W |
| (l) A precautionary area "F" is established, the waters contained within a circle of radius 4.00 miles centered at geographical position 64°24'.36 N, 171°36'.61 W. | |
| Note: All geographical positions are based on World Geodetic System 1984 Datum (WGS 84) | |