



ALASKA  
**Chadu Network**  
PREVENT / RESPOND / PIONEER

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**OPERATING PROCEDURES FOR  
TANK VESSELS – PRINCE WILLIAM SOUND  
CAPTAIN OF THE PORT ZONE**

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## VESSEL MASTER CHECKLIST PRIOR TO ALASKA EEZ ENTRY

1. Per APC requirements, each participating Tank Vessel shall have a copy of the following documents onboard prior to entering Prince William Sound Captain of the Port Zone (download documents at [www.alaskaosro.org/resources/documents](http://www.alaskaosro.org/resources/documents)):
  - a. U.S. Coast Guard APC approval letter
  - b. APC Operating Procedures
2. Please ensure [MonitoringCenter@AlaskaOSRO.org](mailto:MonitoringCenter@AlaskaOSRO.org) is added to the vessel's email account approved senders list or whitelist, to ensure the APC Monitoring Center 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 the Prince William Sound Captain of the Port Zone. The vessel master must submit the Notice of Transit via Email to [MonitoringCenter@AlaskaOSRO.org](mailto:MonitoringCenter@AlaskaOSRO.org). The following information must be included:
  - a. Last port of call (LPOC)
  - b. Next Port of Call (NPOC)
  - c. Intended route and estimate date of entry
  - d. Fuel oil types and quantity
  - e. Lube oil types and quantity
  - f. Cargo types and quantity
  - g. Location of last fuel received
  - h. Exhaust scrubber installed (yes or no)
  - i. Confirm vessel contact information (email and phone)
  - j. Confirm intended route will not deviate from the routing measures
  - k. 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 Rules of the Road. The Monitoring Center will contact the ship 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 Tank Vessel master in the safe navigation of his or her 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 addressed precautions to be undertaken when switching propulsion fuels and prescribes fuel switching be completed outside of 12 miles offshore.

## ALASKA CHADUX NETWORK ENROLLMENT

- Enrollment in the Alaska Chadux Network Alternative Planning Criteria [APC] allows the vessel owner/operator and the vessel (collectively, Planholder) to comply with the Code of Regulations, Title 33, Chapter 155, Subpart D, Tank Vessel Response Plans in those areas covered by the Alaska Chadux Network APC.
- These Operating Procedures shall be observed by Tank Vessels carrying Groups I to V oil as cargo with Vessel Response Plan's citing the Alaska Chadux Network APC when transiting within the Prince William Sound Captain of the Port Zone offshore environment, which is 50 to 200 nautical miles. Per the Alaska Chadux Network Enrollment Agreement, vessels agree to comply with these Operating Procedures on all non-innocent passage voyages, in addition to meeting all U.S. Coast Guard reporting requirements, as part of their enrollment with Alaska Chadux Network. Vessels enrolled in the Alaska Chadux Network APC program on innocent passage are encouraged to comply with these operating procedures.

## REPORTING OF HAZARDOUS CONDITION

The vessel master shall notify the appropriate U.S. Coast Guard Captain of the Port (e.g., Prince William Sound) and the Monitoring Center 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 Zone of 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 Coast Guard Sector Anchorage, and in addition submit any report required by 46 CFR 4.05-10.
- The vessel master shall ensure hourly updates and position reports are provided to the appropriate Captain of the Port (COTP) and the Monitoring Center until the situation is resolved to the satisfaction of the U.S. Coast Guard.
- 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 on board 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 mobilizes response resources identified in the VRP if the incident requires.

Alaska Chadux Network does not activate a VRP or supplant the vessel owner/operator (VO/O) – QI relationship. Alaska Chadux Network provides assistance 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) by way of information on the vessel's location, vessel's status, and vessels in the area that may potentially be able to assist.

## RISK MITIGATION

The Alaska Chadux Network APC Operating Procedures are designed to mitigate the risk of maritime incidents that result in oil spills. This document outlines risk mitigation measures a Tank Vessel master shall adhere to when transiting in Alaska waters where this APC applies.

An important component of the enhanced environmental protection and response capabilities provided by the Alaska Chadux Network APC is the maritime domain management for enrolled vessels. Accordingly, Alaska Chadux Network uses the Monitoring Center managed and operated by the Marine Exchange of Alaska to provide timely and accurate information on a participating vessel's location and operating status. The 24/7 Monitoring Center uses a network of terrestrial and satellite Automatic Identification System (AIS) receivers to monitor compliance with these operating procedures. When deviations and/or anomalies are detected, the Monitoring Center will contact the vessel master, owner/operator, and/or U.S. Coast Guard of the situation as agreed to by the owner/operator in the Alaska Chadux Network Enrollment agreement.

The vessel master shall adhere to the offshore routing noted below as this is one means of reducing the risk of marine casualties. Distance offshore provides more time for repairs to be affected by the vessel's crew if a hazardous condition develops, provides time to respond to navigational errors, and allows for more time for an assist vessel to arrive on scene before a vessel grounds.

**Vessels enrolled in the Alaska Chadux Network APC shall comply with the routing measures outlined below on all non-innocent passage voyages to/from U.S. Ports.** Enrolled vessels on innocent passage transits are encouraged to comply with the following routing measures. If, in the rare case, the vessel master determines that in the interest of the safety of the vessel and/or crew due to severe weather it is unsafe to comply with the routing measures, a notice of deviation shall be made. In some cases, vessels that are more sensitive to heavy weather, due to certain types of cargo onboard, a deviation from the routing measures may be the safest risk reduction measure to be taken, when stability and vessel/crew safety are at risk.

## VESSEL ROUTING MEASURES WHEN TRANSITING ONLY

When Tank Vessels transiting the Prince William Sound Captain of the Port Zone on non-innocent passage voyages, the vessel master shall comply with the following:

- Prince William Sound: Vessels may only transit Prince William Sound Captain of the Port Zone on a route that ensures a minimum distance of 50 nautical miles offshore is maintained.
- Vessels on innocent passage are encouraged to follow the above-mentioned routing measures.

## DEVIATION PROCEDURE

In the rare case 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 the Monitoring Center ([MonitoringCenter@AlaskaOSRO.org](mailto:MonitoringCenter@AlaskaOSRO.org)) with the below list of details prior to the deviation occurring. The Vessel Master shall provide answers to the list of details below on their deviation request. This deviation process provides satisfactory awareness and sufficient information to support pollution response services if necessary.

The vessel is requested to submit their weather routing guidance and associated charts to provide additional justification for the deviation request, if available. Global weather routing providers use complex algorithms to ensure vessels transit areas that are safest for the vessels and their cargo. If the vessel does not provide the below information prior to the deviation occurring, the Monitoring Center will communicate with the Vessel Master to obtain the necessary information. Vessels who do not follow the Operating Procedures and enter Areas to Be Avoided without obtaining a deviation request acknowledgement and are not responsive to communications with the Monitoring Center, may result in U.S. Coast Guard review and penalty.

U.S. Coast Guard Sector Anchorage 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 reduced risk routing measures have been deemed absolutely 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.
4. Provide Sea Height, Wind Speed and Wind Direction for deviation route.
5. Vessel intentions (continue transit, loiter/jog, shelter, anchor, etc.).
6. Closest intended distance from shore during this deviation.
7. Geographic reference or position of closest point to shore and ETA.
8. Current Latitude and Longitude (DMS)
9. Deviation Entry Latitude and Longitude (DMS)
10. Deviation Exit Latitude and Longitude (DMS)
11. Estimated date and time for deviation entry and exit.
12. Last Port of Call and Next Port of Call with ETA.
13. Type(s) and amount(s) of fuel oil and lubes aboard (bbls).
14. Type and amount of cargo onboard.
15. Confirm updated charts of area onboard.
16. Number of anchors and shots of chain onboard.
17. Confirm engine on standby and ready to maneuver when sheltering in place.
18. Confirm anchor(s) ready to deploy at all times.
19. Confirm vessel is not experiencing any engineering, structural, cargo difficulties and is fully seaworthy.

After the Monitoring Center receives the above information, an acknowledgment of deviation notification will be emailed to the Vessel Master, with the U.S. Coast Guard in copy, confirming the proper deviation information has been provided and the vessel may then deviate from the routing measures per their request. The Monitoring Center will observe the vessel's transit throughout their deviation. Please note that 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 12nm or every 2 hours when the deviation is inside 12nm, unless otherwise requested by the Monitoring Center. The Monitoring Center shall provide this information to the U.S. Coast Guard for their situational awareness.

## IMPORTANT CONTACT INFORMATION

### APC Monitoring Center (24/7)

Phone: (907) 463-4603

Email: [MonitoringCenter@AlaskaOSRO.org](mailto:MonitoringCenter@AlaskaOSRO.org)

### Coast Guard Captain of the Port Western Alaska

Phone: (907) 428-4200

Email: [sector.anchorage@uscg.mil](mailto:sector.anchorage@uscg.mil)

### Coast Guard Captain of the Port Prince William Sound

Phone: (907) 835-7205

Email: [D17-PF-MSUValdezCDO@uscg.mil](mailto:D17-PF-MSUValdezCDO@uscg.mil)

## COVERAGE AREA

The Tank Vessel Coverage Area includes the waters encompassed by the Prince William Sound Captain of the Port Zone area as defined in 33 CFR§3.85-15 only from 50nm offshore out to the 200-mile limit of the Exclusive Economic Zone (EEZ) in the Gulf of Alaska.

