

OPERATING PROCEDURES FOR TANK VESSELS – WESTERN ALASKA 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 Western Alaska Captain of the Port Zone (download documents at <u>www.alaskaosro.org/resources/documents</u>):
 - a. U.S. Coast Guard APC approval letter
 - b. APC Operating Procedures
 - c. Aleutian Island Waterways Safety Plan
- 2. Please ensure <u>MonitoringCenter@AlaskaOSRO.org</u> 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 <u>24-Hour Notice</u> <u>of Transit</u> prior to entering the Western Alaska Captain of the Port Zone. The vessel master must submit the Notice of Transit via Email to <u>MonitoringCenter@AlaskaOSRO.org</u>. 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 <u>MSA 03-09</u> 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 or operating within the Western Alaska Captain of the Port Zone. 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., Western Alaska) 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 Zones of Western Alaska.

- 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 Western Alaska Captain of the Port Zone on non-innocent passage voyages, the vessel master shall comply with the following:

- <u>Great Circle Route Aleutian Islands</u>: Vessels shall sail on a route that ensures a distance of a minimum of 100 nautical miles offshore between 175 degrees East and 170 degrees West Longitude and 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 pass for tank vessels while crossing the Aleutian Island chain is Unimak Pass. The following passes are not authorized for transit: Amukta Pass, Amchitka Pass, and the pass between Buldir Island and Agattu Island.
- <u>Vessels transiting Bering Strait</u>: 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 (<u>IMO NCSR 5/3/7</u> <u>dated 17 November 2017</u>). For Tank 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 100 nautical miles offshore can be maintained approximately at 70 degrees North Latitude.
- <u>Gulf of Alaska</u>: For waters East of Unimak Pass, transiting vessels shall sail on a route that ensures a distance of a minimum of 100 nautical miles offshore is maintained East of Aleutian Island Archipelago "East ATBA". Vessels calling port(s) in Cook Inlet shall only enter/exit through Kennedy Entrance. Shelikof Strait is not an authorized pass for transit or a pass that may be used for storm avoidance.
- Vessels on innocent passage are encouraged to follow the above-mentioned routing measures.

VESSEL ROUTING MEASURES WHEN CALLING ALASKA PORTS

When Tank Vessels transiting the Western Alaska Captain of the Port Zone and Calling a Port in Alaska, an Advance Notice of these such arrivals shall be made to the U.S. Coast Guard in accordance with applicable U.S. Coast Guard regulations and to the Monitoring Center (<u>MonitoringCenter@AlaskaOSRO.org</u>). The vessel master shall comply with the following:

- <u>Aleutian Islands</u>: Prior to the direct entry into port and on departure from the port, vessels calling a port in the Aleutian Island Chain shall:
 - Sail on a route that ensures a distance of a minimum of 100 nautical miles offshore between 175 degrees East and 170 degrees West Longitude and 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 pass for oil tankers carrying group I-V oil as cargo while crossing the Aleutian Island chain is Unimak Pass. The following passes are not authorized for transit: Amukta Pass, Amchitka Pass, and the pass between Buldir Island and Agattu Island. When entering or departing the port of Unalaska/Dutch Harbor, ensure vessels remain more than 12 nautical miles offshore from Bogoslof

Island, located approximately 20 nautical miles north of Umnak Island (53.56N 168.02W).

- <u>Gulf of Alaska</u>: Prior to the direct entry into port and on departure from the port, vessels calling a port in Gulf of Alaska coastal communities shall:
 - Sail on a route that ensures a distance of a minimum of 100 nautical miles offshore is maintained East of Aleutian Island Archipelago "East ATBA".
 - Only enter/exit through Kennedy Entrance when calling port(s) in Cook Inlet.
 - Shelikof Strait is not an authorized pass for entry/exit to Cook Inlet.

VESSEL ROUTING MEASURES WHEN CONDUCTING LIGHTERING OPERATIONS IN WESTERN ALASKA

For tankers conducting lightering operations, the vessel master shall follow the procedures and operate in those areas outlined in the **Best Practices For Western Alaska Lightering Operations** Guide. The Best Practices Guide is updated annually, no later than 1 April of each year; Tank Vessel masters will ensure they have the most current version on board the vessel. Tank Vessels operating under this APC will comply with these Best Practices to reduce the risk of environmental incidents when lightering in Western Alaska. To access the current guide, visit www.AlaskaOSRO.org, under Resources, click Documents.

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. In specific areas where the Captain of the Port has issued Ice Guidelines or Rules, those procedures shall control where applicable.

- Ensure the proper operation of all vessel machinery in ice impacted waters and when ambient air temperatures to -40 degrees F. 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 Rules" applicable to particular areas when issued by Captain of the Port, Western Alaska 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

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 (<u>MonitoringCenter@AlaskaOSRO.org</u>) 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. <u>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>

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.
- 20. Confirm copy of Aleutian Island Waterways Safety Plan onboard. You can download a copy at: <u>https://www.aleutianislandswsc.org/documents</u>

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: <u>MonitoringCenter@AlaskaOSRO.org</u>

Coast Guard Captain of the Port Western Alaska

Phone: (907) 428-4200 Email: <u>sector.anchorage@uscg.mil</u>

COVERAGE AREA

The Tank Vessel Coverage Area includes the waters encompassed by the Western Alaska Captain of the Port Zone area as defined in 33 CFR§3.85-15, excluding Cook Inlet. 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, and Beaufort Sea.



INFORMATION ON THE IMO ATBA, TWO-WAY ROUTES, AND PRECAUTIONARY AREAS

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



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



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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	(7) 64°55'.19 N 168° 27'.77 W	
(2) 60°10'.86 N 168°19'.58 W	(8) 63°29'.57 N 167° 42'.57 W	
(3) 61°29'.47 N 167°35'.89 W	(9) 62°25'.26 N 167° 11'.99 W	
(4) 62°25'.14 N 167°03'.13 W	(10) 61°30'.52 N 167° 43'.95 W	
(5) 63°30'.44 N 167°33'.86 W	(11) 60°10'.74 N 168° 27'.94 W	
(6) 64°56'.08 N 168°18'.60 W	(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	(16) 65°02'.60 N 168°37'.28 W	
(13) 64°59',22 N 168°20'.29 W	(17) 64°58'.14 N 168°29'.36 W	
(14) 65°05'.00 N 168°20'.30 W	(7) 64°55'.19 N 168°27'.77 W	
(15) 65°05'.00 N 168°29'.75 W	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	(19) 66°26'.57 N 168°29'.75 W	
(18) 66°26'.57 N 168°20'.30 W	(15) 65°05'.00 N 168°29'.75 W	
(e) A precautionary area "C" is established, the waters contained	d 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	(22) 66° 20'.83 N 169°11'.21 W	
(21) 66°24'.59 N 169°14'.72 W	(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	(26) 65°56'.20 N 169°25'.87 W	
(25) 66°18'.05 N 169°25'.87 W	(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	(29) 65°45'.52 N 169°25'.87 W	
(27) 65°56'.20 N 169°16'.11 W	(30) 65°47'.69 N 169°34'.01 W	
(28) 65°45'.52 N 169°16'.11 W	(31) 65°52'.82 N 169°25'.87 W	
	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	(16) 65°02'.60 N 168°37'.28 W	
(29) 65°45'.52 N 169°25'.87 W	(15) 65°05'.00 N 168°29'.75 W	
(32) 65°29'.65 N 169°25'.87 W	(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	(34) 64°28'.31 N 171°36'.35 W	
(30) 65°47'.69 N 169°34'.01 W	(35) 64°26'.14 N 171°28'.60 W	
(1) 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)		