

SAILING DIRECTIONS CORRECTIONS

PUB 120            2 Ed 2001            LAST NM 38/04

Page 45—Lines 1 to 2/L; read:

**Regulations**

**Marine Transport Security and 96-Hour Notification Prior to Entering Canadian Waters**

The *Marine Transportation Security Regulations* came into force on July 1, 2004. These regulations address marine security levels, ship reporting responsibilities, and the responsibilities of the Canadian Government for the provision of information to vessels pertaining to security.

The entire text of the *Canadian Marine Transportation Security Regulations* and the *Marine Transportation Security Act* can be found on the Transport Canada web site.

<p><b>Transport Canada Home Page</b> <a href="http://www.tc.gc.ca">http://www.tc.gc.ca</a></p>
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**Application.**—The *Canadian Marine Transportation Security Regulations* apply to vessels and marine facilities (ports) in Canada and Canadian ships outside Canada engaged on voyages between a port in one country and a port in another country and that:

1. Are more than 100 tons gross tonnage, other than a towing vessel.
2. Carry more than 12 passengers
3. Are towing vessels engaged in towing a barge astern or alongside or pushing ahead, if the barge is carrying certain dangerous cargoes means [dangerous goods], other than products, substances, or organisms identified in Class 3, 4, 8 or 9 of the schedule to the *Transportation of Dangerous Goods Act, 1992, that are carried in bulk or in such a quantity as to require an emergency response assistance plan under section 7.1 of the Transportation of Dangerous Goods Regulations.*

The regulations do not apply to pleasure craft, fishing vessels, vessels without a crew that are in dry-dock, dismantled or laid up vessels, or government vessels.

**Maritime Security (MARSEC) Levels.**—MARSEC levels are based on the International Maritime Organization's International Ship and Port Facility Security (ISPS) Code security levels and describe the levels of threat that necessitate that the master of a vessel, the operator of a marine facility, or a port administration (as defined in the Canadian Regulations) take steps to reduce the likelihood of a marine transportation security incident.

MARSEC Levels are defined in the *Marine Transportation Security Regulations*, as follows:

1. MARSEC Level 1—The level for which minimum security procedures are maintained at all times.
2. MARSEC Level 2—The level for which security procedures additional to those of MARSEC level 1 are maintained for a limited period as a result of heightened risk of a security threat or security incident.

3. MARSEC Level 3—The level for which security procedures additional to those of MARSEC Level 1 and MARSEC Level 2 are maintained for a limited period when a security threat or security incident is probable or imminent, regardless of whether the specific target is identified.

MARSEC Level 1 has been in effect since July 1, 2004. A vessel to which the regulations apply must operate under MARSEC Level 1 at all times unless directed by the Minister of Transport to increase to a higher MARSEC level.

The operator of a vessel shall, before the vessel enters a port or interfaces with a marine facility, ensure that all procedures are taken that are specified in the vessel security plan for compliance with the MARSEC level in effect for the port or marine facility.

**Vessel Responsibilities.**—Any vessel that is operating at a higher MARSEC level than that in effect in the port or marine facility it is interfacing with, or is about to interface with, shall report their MARSEC level to a Marine Communications and Traffic Services (MCTS) Center of the Canadian Coast Guard. MARSEC Reports shall include the following information:

1. Identification of the vessel (vessel's name and radio call sign).
2. Time and position of the vessel.
3. Destination of the vessel.
4. MARSEC level at which the vessel is operating.

If an MCTS Center advises that there is a change in the MARSEC level affecting any port or other area within Canadian waters and a vessel cannot comply with the written procedures as outlined in the vessel security plan, the vessel must notify an MCTS Center.

When at anchor or alongside a marine facility, if a vessel receives notice from a Port Administration or a marine facility security officer that the MARSEC Level in the port or marine facility in which the vessel is located or is about to enter or interface with is raised to a higher level, the master of a vessel shall ensure that the vessel complies, without undue delay, before interfacing with the facility and no later than 12 hours after being notified of the higher level, with all procedures specified in the vessel security plan for compliance with that higher MARSEC level.

If the vessel is in a Canadian port, alongside or at an anchorage, it shall ensure that the local Port Authority or the marine facility security officer who issued the notice is advised if the vessel cannot comply with the higher MARSEC level that has been implemented.

If the vessel is a Canadian ship in the waters of a contracting government, the vessel should communicate its MARSEC level information to the relevant maritime authority of that country. If the vessel is a Canadian ship in the waters of a non-contracting government, and the master has to use temporary procedures or upgrade the vessel's MARSEC level to maintain the safety of the vessel, the master shall communicate this information to a Canadian MCTS Center.

**Pre-arrival Information (96-hour Notification).**—All vessels (the master) subject to the Marine Transportation

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Security Regulations are required to submit their 96-hour Notification and a true copy of their International Ship Security Certificate or Interim Ship Security Certificate to a Canadian MCTS Center, as follows:

1. When en route to or transiting through Canadian territorial waters.
2. When en route to or transiting through Canadian territorial waters and bound for a Canadian or US port.
3. When 96 hours from entry to Canadian territorial waters.

If the duration of the segment of the voyage before entering Canadian waters is less than 24 hours, vessels are required to send a pre-arrival report as soon as practicable before entering Canadian waters but no later than the time of departure from their last port of call

The 96-hour Notification does not apply in the following instances:

1. Non-SOLAS vessels on a voyage between US ports on the W coast of Canada.
2. Vessels already inside the Great Lakes and its connecting and tributary waters and the St. Lawrence River as far as the lower exit of the St. Lambert Lock at Montreal in the Province of Quebec.

The 96-hour Notification should be sent to one of the addresses below:

1. Vessels transiting through Canadian territorial waters or inbound to a Canadian port on the W coast shall send a Pre-arrival Report to the Canadian Coast Guard Regional Marine Information Centre (RMIC) via one of the following methods:

- E-mail: [rmic-pacific@pac.dfo-mpo.gc.ca](mailto:rmic-pacific@pac.dfo-mpo.gc.ca)
- INMARSAT: telex 04352586 "CGTC VAS VCR"
- Any Canadian Coast Guard MCTS Centre (free of charge)
- Directly to CVTS Offshore by fax: (604) 666-8453

2. Vessels inbound to Canadian waters on the E coast including a Canadian or American port in the Great Lakes shall send a Pre-arrival Report to ECAREG Canada via one of the following methods:

<b>St. John's MCTS Center</b>
Telex: 016-4530
Facsimile: (709) 772-5369
Telegraphic Identifier: CCGTC SNF
E-mail: <a href="mailto:ecaregsnf@innav.gc.ca">ecaregsnf@innav.gc.ca</a>
<b>Halifax MCTS Center</b>
Telex: 019-22510
Facsimile: (902) 426-4483
Telegraphic Identifier: CCG MRHQ DRT
E-mail: <a href="mailto:hlxecareg1@innav.gc.ca">hlxecareg1@innav.gc.ca</a>

3. Vessels inbound to a port within the Canadian Arctic Zone shall send a Pre-arrival Report to NORDREG Canada via one of the following methods:

<b>Iqaluit MCTS Center</b>
Telex: 063-15529
Facsimile: (867) 979-4236
Telegraphic Identifier: NORDREG CDA
E-mail: <a href="mailto:iqanordreg@innav.gc.ca">iqanordreg@innav.gc.ca</a>
<b>Note.</b> —The Iqaluit MCTS Center is open only during the navigation season (June 25 approximately to December 15 approximately)

All vessels are required to send their complete 96-hour Notification plus a copy of their International Ship Security Certificate or Interim Ship Security Certificate. Any vessel with incomplete 96-hour Notification or a missing International Ship Security Certificate or Interim Ship Security Certificate will be denied entry into Canadian waters. It is the responsibility of the master of the vessel to ensure that all the information provided to Transport Canada is complete and correct. Transport Canada will be in communication with the vessel only when seeking additional information. Any vessel that enters Canadian waters after being denied entry into Canadian waters may be subjected to the following control actions, at the discretion of Transport Canada:

1. The vessel may be detained.
2. The vessel may be redirected.
3. The vessel may be expelled.

The vessel's Pre-arrival Report shall include the following information:

1. Vessel's name.
2. Country of registry.
3. Name of vessel's registered owner.
4. Name of vessel's operator.
5. Name of vessel's classification society.
6. Vessel's international radio call sign.
7. Vessel's International Ship Security Certificate, Canadian Vessel Security Certificate, or ship security compliance document number.
8. Date of issuance, date of expiry, and name of the issuing body of its International Ship Security Certificate, Canadian Vessel Security Certificate, or ship security document.
9. Vessel's International Maritime Organization number, if it is a SOLAS ship.
10. Confirmation that the vessel has an approved vessel security plan.
11. Vessel's current MARSEC level.
12. A statement of when its last ten declarations of security were completed.
13. Details of any security threats to the vessel during the last ten calls at marine facilities.
14. A statement as to whether the vessel consents to tracking by the Canadian Government.
15. Details of any deficiencies in its security equipment and systems, including the communication systems,

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and the way in which the master of the vessel intends to rectify them.

16. Name of vessel's agent and contact person and their 24-hour telephone and facsimile numbers, if applicable.

17. Name of vessel's charterer, if applicable.

18. Vessel's position and time at which it reached that position.

19. Vessel's course and speed.

20. Vessel's destination and estimated time of arrival at its destination.

21. Name of a contact person at the marine facility that it will visit and their 24-hour telephone and facsimile numbers.

22. The following information in respect to each of the last ten marine facilities visited:

- a. Receiving facility.
- b. Marine facility visited.
- c. City and country.
- d. Date and time of arrival.
- e. Date and time of departure.

23. A general description of the cargo, including cargo amount.

24. The presence and description of any dangerous substances or devices on board, if applicable.

Any change in the vessel's MARSEC level during the transit from the vessel's location at 96 hours prior to arriving at the port facility must be immediately reported to an MCTS Center.

The vessel security officer shall ensure that all security threats and security incidents are reported and recorded in accordance with the *Marine Transportation Security Regulations*. When underway or at anchor in an uncontrolled anchorage, reports shall be made to an MCTS Center. When alongside or at anchor in a controlled anchorage, reports shall be made to the Port Administration and appropriate law enforcement. When the vessel is in a Vessel Traffic Services Zone, the vessel shall report to the MCTS Center.

If the master of a vessel is required to institute temporary procedures in response to a security threat, the master shall ensure, as soon as possible, that a report is made, as follows:

1. If the vessel is in Canadian waters, to the nearest MCTS Center.
2. If the vessel is a Canadian ship in the waters of a contracting government, to the relevant maritime authority of that government and an MCTS Center (ECAREG Canada on the East Coast or the Regional Marine Information Center (RMIC) on the Canadian West Coast).
3. If the vessel is a Canadian ship in other waters, to an MCTS Center.

**MCTS Center Responsibilities.**—When the MARSEC level increases from the normal MARSEC Level 1, the MCTS Centers will issue a broadcast informing vessels of the increase to either MARSEC Level 2 or MARSEC Level 3. Once the MARSEC level decreases, the MCTS Centers will issue a broadcast informing vessels of the downgrade in MARSEC levels.

In VTS zones, the MCTS Centers often play a role in regulating vessels at anchor on behalf of port authorities. Therefore MCTS Centers will be involved in informing ships

or port authorities about the MARSEC levels at port facilities or of the vessel.

**Ship Security Alert System.**—If the security of a vessel is under threat or in any way compromised, the master or other competent authority onboard may activate the Ship Security Alert System, a system that transmits an automated message from vessel to shore. This message identifies the vessel and provides position information. When a security alert is received by a Canadian Maritime Rescue Coordination Center, the appropriate shore authorities will be notified.

### Practices and Procedures for Public Ports

Transport Canada, pursuant to Section 76 of the *Canada Marine Act*, has instituted practices and procedures to be followed by all ships entering, berthing, departing, maneuvering, or anchoring in the waters of all public ports. These practices and procedures, which have been developed for the purposes of promoting safe and efficient navigation and environmental protection within the limits of public ports, can be accessed through the Internet at the following web address:

**Practices and Procedures for Public Ports**  
<http://www.tc.gc.ca/programs/ports/practproc.htm>

### Transport Canada Marine Acts and Regulations

Further information on Marine Acts and Regulations issued by Transport Canada can be found at the website below.

**Transport Canada Marine Acts and Regulations**  
<http://www.tc.gc.ca/acts-regulations/marine/menu.htm>

### Chart and Publications Regulations

(7(711)04 Ottawa)

40/04

**PUB 126**                      **6 Ed 2002**                      **LAST NM 39/04**

Page 258—Lines 23/L to 37/R; read:

**Depths—Limitations.**—The main channel to the commercial port is Sokehs Passage. The channel is intricate, but marked by buoys, beacons, and lights. Shoals protrude inside the buoyed channel, but these shoals are located at the channel entrance and can be easily avoided, since the channel width at this point is more than sufficient. The controlling depth in the channel is 10m, referenced to LLW.

Pohnpei Passage, about 1.5 miles E of Sokehs Passage, leading to Langer Road, is about 0.2 mile wide between the 10m curves. It has a least charted depth of 7.5m, but general depths are much greater. The inner channel, leading to a small unused pier on the NE side of Not Point, is intricate and requires local knowledge. The commercial pier on the SW side of Dekehtik is 280m long, with a depth of 10m alongside. A turning basin is situated W of the dock. It has a radius of 463m.

**Aspect.**—Tolap Peak, the summit of Sokehs Island, has a precipitous E side. Peipalap, a peak shaped like a lion's head, stands near the NE end of the same island. A fixed aeronautical warning light, shown from the peak, is useful for

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navigation. Tamatamansakir, 586m high and prominent, is located 3 miles S of Tolap Peak.

Sankaku Mountain, located about 3.8 miles S of Not Point, has the appearance of a symmetrical cone when viewed from the N. Upon nearing Pohnpei, the settlement of Kolonia appears to stand at the base of the mountain.

Dekehtik is a low island with dense mangroves to seaward. The Pohnpei International Airport is situated on this island, with the E-W runway situated approximately in the middle of the island. The commercial port facility is situated about 0.3 mile S of the runway at the beginning of a causeway which connects Dekehtik with Pohnpei. Four oil tanks stand about 90m E of the commercial wharf.

A rock, 2.4m high and conspicuous, stands on the barrier reef, about 2 miles NE of Pohnpei Passage.

Langer, an island of volcanic rock, lies on the E fringe of Langer Road. The summit is flat and the upper part of the island is covered with vegetation. Clumps of coconut palms and breadfruit trees cover all parts of the island. The shores of the island are fringed by mangroves.

The pier situated at Not Point is no longer used as a commercial facility; it was reported (1995) to be 335m long, with a depth of 9.1m alongside. The pier's warehouse and a 20m high windmill on top are prominent landmarks.

A disused lighthouse stands on the reef on the W side of Pohnpei Passage.

Sapwtik, an island 40m high and covered with coconut palms, is connected to the N end of Langer by a drying reef.

**Pilotage.**—A licensed pilot is available. The pilot boat will meet the ship approximately 1 mile off the entrance of Sokehs Passage. Pilotage services must be requested by radio in advance.

**Anchorage.**—The best anchorage is in Langer Road, in 49m, taking care to avoid the unmarked shoals. It was reported that anchorage inside Sokehs Passage, about 0.5 mile NNE of Toletik Point, has good holding ground with little influence from the wind or current.

Vessels anchoring inside Sokehs Passage must ensure not to obscure the leading lights shown seaward.

The lagoon NE of Sapwtik provides anchorage space for large vessels. It is fully exposed to the NE trades, but the barrier reef offers protection from seas and swells. Scattered shoals and reefs, some of which are marked by buoys or beacons, are found in the lagoon.

**Directions.**—Sokehs Passage is marked by leading lights fitted on two dayboards, painted black and white vertical stripes, in line bearing 145°.

**Caution.**—Caution is advised as numerous uncharted coral heads are known to exist within the waters of the island.

Langer Road may be used for emergency anchorages, but local knowledge is recommended.

Prevailing heavy rain frequently obscures navigational marks.

(US CH 81453)

40/04

Page 262—Lines 37 to 55/L; read:

**10.19 Moen** (7°26'N., 151°50'E.) (World Port Index No. 56600) is a small harbor located in Uola Roads, on the W side of Moen Island. It is a first port of entry. There is a con-

crete pier, 92m long, dredged to a depth of 7.3m on the W side. The SE side of the pier is 99m long and is reported to have a depth of 8.5m alongside. A channel and turning basin, both dredged to a depth of 8.5m, are situated W of the pier. Caution is advised as the channel is unmarked. Although the reefs to the N and S of the channel are readily identifiable during unfavorable winds, a single-screw vessel without assistance might experience difficulty backing out from the SE side of the pier due to the closeness of the reef to the S.

An active airfield with scheduled airline service lies on the NW side of the island. Landing aircraft make their approach from the SW and vessels should avoid anchoring in their flight path. A radio antenna is situated at the S end of the airstrip. A prominent tower stands near the airfield on the N side of the island. A beacon is situated on Pisiras Island, about 1.5 miles NW of the airport.

(US CH 81327)

40/04

**PUB 148 7 Ed 2001 LAST NM 33/04**

Page 145—Line 26/R; insert after:

A fish haven marked by a lighted buoy was reported (2004) to be situated about 11 miles NNE of La Barra Light. (BA NM 35/04) 40/04

**PUB 173 7 Ed 2002 LAST NM 38/04**

Page 123—Lines 45 to 46/L; read:

Cuddalore Light is exhibited from a white round concrete tower 0.2 mile W of the mouth of the Uppanar River. A white flagstaff, 31m high and conspicuous, stands 0.6 mile NNE of the light.

(BA NP 21, Supp. 12/04)

40/04

**PUB 180 3 Ed 2002 LAST NM 35/04**

Page 51—Lines 11 to 27/R; read:

**Marine Transport Security and 96-Hour Notification Prior to Entering Canadian Waters**

The *Marine Transportation Security Regulations* came into force on July 1, 2004. These regulations address marine security levels, ship reporting responsibilities, and the responsibilities of the Canadian Government for the provision of information to vessels pertaining to security.

The entire text of the *Canadian Marine Transportation Security Regulations* and the *Marine Transportation Security Act* can be found on the Transport Canada web site.

**Transport Canada Home Page**

<http://www.tc.gc.ca>

**Application.**—The *Canadian Marine Transportation Security Regulations* apply to vessels and marine facilities (ports) in Canada and Canadian ships outside Canada engaged on voyages between a port in one country and a port in another country and that:

1. Are more than 100 tons gross tonnage, other than a towing vessel.
2. Carry more than 12 passengers

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3. Are towing vessels engaged in towing a barge astern or alongside or pushing ahead, if the barge is carrying certain dangerous cargoes means [dangerous goods], other than products, substances, or organisms identified in Class 3, 4, 8 or 9 of the schedule to the *Transportation of Dangerous Goods Act, 1992, that are carried in bulk or in such a quantity as to require an emergency response assistance plan under section 7.1 of the Transportation of Dangerous Goods Regulations.*

The regulations do not apply to pleasure craft, fishing vessels, vessels without a crew that are in dry-dock, dismantled or laid up vessels, or government vessels.

**Maritime Security (MARSEC) Levels.**—MARSEC levels are based on the International Maritime Organization's International Ship and Port Facility Security (ISPS) Code security levels and describe the levels of threat that necessitate that the master of a vessel, the operator of a marine facility, or a port administration (as defined in the Canadian Regulations) take steps to reduce the likelihood of a marine transportation security incident.

MARSEC Levels are defined in the *Marine Transportation Security Regulations*, as follows:

1. MARSEC Level 1—The level for which minimum security procedures are maintained at all times.
2. MARSEC Level 2—The level for which security procedures additional to those of MARSEC level 1 are maintained for a limited period as a result of heightened risk of a security threat or security incident.
3. MARSEC Level 3—The level for which security procedures additional to those of MARSEC Level 1 and MARSEC Level 2 are maintained for a limited period when a security threat or security incident is probable or imminent, regardless of whether the specific target is identified.

MARSEC Level 1 has been in effect since July 1, 2004. A vessel to which the regulations apply must operate under MARSEC Level 1 at all times unless directed by the Minister of Transport to increase to a higher MARSEC level.

The operator of a vessel shall, before the vessel enters a port or interfaces with a marine facility, ensure that all procedures are taken that are specified in the vessel security plan for compliance with the MARSEC level in effect for the port or marine facility.

**Vessel Responsibilities.**—Any vessel that is operating at a higher MARSEC level than that in effect in the port or marine facility it is interfacing with, or is about to interface with, shall report their MARSEC level to a Marine Communications and Traffic Services (MCTS) Center of the Canadian Coast Guard. MARSEC Reports shall include the following information:

1. Identification of the vessel (vessel's name and radio call sign).
2. Time and position of the vessel.
3. Destination of the vessel.
4. MARSEC level at which the vessel is operating.

If an MCTS Center advises that there is a change in the MARSEC level affecting any port or other area within Canadian waters and a vessel cannot comply with the written procedures as outlined in the vessel security plan, the vessel must notify an MCTS Center.

When at anchor or alongside a marine facility, if a vessel receives notice from a Port Administration or a marine facility security officer that the MARSEC Level in the port or marine facility in which the vessel is located or is about to enter or interface with is raised to a higher level, the master of a vessel shall ensure that the vessel complies, without undue delay, before interfacing with the facility and no later than 12 hours after being notified of the higher level, with all procedures specified in the vessel security plan for compliance with that higher MARSEC level.

If the vessel is in a Canadian port, alongside or at an anchorage, it shall ensure that the local Port Authority or the marine facility security officer who issued the notice is advised if the vessel cannot comply with the higher MARSEC level that has been implemented.

If the vessel is a Canadian ship in the waters of a contracting government, the vessel should communicate its MARSEC level information to the relevant maritime authority of that country. If the vessel is a Canadian ship in the waters of a non-contracting government, and the master has to use temporary procedures or upgrade the vessel's MARSEC level to maintain the safety of the vessel, the master shall communicate this information to a Canadian MCTS Center.

**Pre-arrival Information (96-hour Notification).**—All vessels (the master) subject to the Marine Transportation Security Regulations are required to submit their 96-hour Notification and a true copy of their International Ship Security Certificate or Interim Ship Security Certificate to a Canadian MCTS Center, as follows:

1. When en route to or transiting through Canadian territorial waters.
2. When en route to or transiting through Canadian territorial waters and bound for a Canadian or US port.
3. When 96 hours from entry to Canadian territorial waters.

If the duration of the segment of the voyage before entering Canadian waters is less than 24 hours, vessels are required to send a pre-arrival report as soon as practicable before entering Canadian waters but no later than the time of departure from their last port of call

The 96-hour Notification does not apply in the following instances:

1. Non-SOLAS vessels on a voyage between US ports on the W coast of Canada.
2. Vessels already inside the Great Lakes and its connecting and tributary waters and the St. Lawrence River as far as the lower exit of the St. Lambert Lock at Montreal in the Province of Quebec.

The 96-hour Notification should be sent to one of the addresses below:

1. Vessels transiting through Canadian territorial waters or inbound to a Canadian port on the W coast shall send a Pre-arrival Report to the Canadian Coast Guard Regional Marine Information Centre (RMIC) via one of the following methods:
  - E-mail: [rmic-pacific@pac.dfo-mpo.gc.ca](mailto:rmic-pacific@pac.dfo-mpo.gc.ca)
  - INMARSAT: telex 04352586 "CGTC VAS VCR"

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- Any Canadian Coast Guard MCTS Centre (free of charge)
- Directly to CVTS Offshore by fax: (604) 666-8453

2. Vessels inbound to Canadian waters on the E coast including a Canadian or American port in the Great Lakes shall send a Pre-arrival Report to ECAREG Canada via one of the following methods:

<b>St. John's MCTS Center</b>
Telex: 016-4530
Facsimile: (709) 772-5369
Telegraphic Identifier: CCGTC SNF
E-mail: ecaregsnf@innav.gc.ca
<b>Halifax MCTS Center</b>
Telex: 019-22510
Facsimile: (902) 426-4483
Telegraphic Identifier: CCG MRHQ DRT
E-mail: hlxecareg1@innav.gc.ca

3. Vessels inbound to a port within the Canadian Arctic Zone shall send a Pre-arrival Report to NORDREG Canada via one of the following methods:

<b>Iqaluit MCTS Center</b>
Telex: 063-15529
Facsimile: (867) 979-4236
Telegraphic Identifier: NORDREG CDA
E-mail: iqanordreg@innav.gc.ca
<b>Note.</b> —The Iqaluit MCTS Center is open only during the navigation season (June 25 approximately to December 15 approximately)

All vessels are required to send their complete 96-hour Notification plus a copy of their International Ship Security Certificate or Interim Ship Security Certificate. Any vessel with incomplete 96-hour Notification or a missing International Ship Security Certificate or Interim Ship Security Certificate will be denied entry into Canadian waters. It is the responsibility of the master of the vessel to ensure that all the information provided to Transport Canada is complete and correct. Transport Canada will be in communication with the vessel only when seeking additional information. Any vessel that enters Canadian waters after being denied entry into Canadian waters may be subjected to the following control actions, at the discretion of Transport Canada:

1. The vessel may be detained.
2. The vessel may be redirected.
3. The vessel may be expelled.

The vessel's Pre-arrival Report shall include the following information:

1. Vessel's name.
2. Country of registry.

3. Name of vessel's registered owner.
  4. Name of vessel's operator.
  5. Name of vessel's classification society.
  6. Vessel's international radio call sign.
  7. Vessel's International Ship Security Certificate, Canadian Vessel Security Certificate, or ship security compliance document number.
  8. Date of issuance, date of expiry, and name of the issuing body of its International Ship Security Certificate, Canadian Vessel Security Certificate, or ship security document.
  9. Vessel's International Maritime Organization number, if it is a SOLAS ship.
  10. Confirmation that the vessel has an approved vessel security plan.
  11. Vessel's current MARSEC level.
  12. A statement of when its last ten declarations of security were completed.
  13. Details of any security threats to the vessel during the last ten calls at marine facilities.
  14. A statement as to whether the vessel consents to tracking by the Canadian Government.
  15. Details of any deficiencies in its security equipment and systems, including the communication systems, and the way in which the master of the vessel intends to rectify them.
  16. Name of vessel's agent and contact person and their 24-hour telephone and facsimile numbers, if applicable.
  17. Name of vessel's charterer, if applicable.
  18. Vessel's position and time at which it reached that position.
  19. Vessel's course and speed.
  20. Vessel's destination and estimated time of arrival at its destination.
  21. Name of a contact person at the marine facility that it will visit and their 24-hour telephone and facsimile numbers.
  22. The following information in respect to each of the last ten marine facilities visited:
    - a. Receiving facility.
    - b. Marine facility visited.
    - c. City and country.
    - d. Date and time of arrival.
    - e. Date and time of departure.
  23. A general description of the cargo, including cargo amount.
  24. The presence and description of any dangerous substances or devices on board, if applicable.
- Any change in the vessel's MARSEC level during the transit from the vessel's location at 96 hours prior to arriving at the port facility must be immediately reported to an MCTS Center.
- The vessel security officer shall ensure that all security threats and security incidents are reported and recorded in accordance with the *Marine Transportation Security Regulations*. When underway or at anchor in an uncontrolled anchorage, reports shall be made to an MCTS Center. When alongside or at anchor in a controlled anchorage, reports shall be made to the Port Administration and appropriate law

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enforcement. When the vessel is in a Vessel Traffic Services Zone, the vessel shall report to the MCTS Center.

If the master of a vessel is required to institute temporary procedures in response to a security threat, the master shall ensure, as soon as possible, that a report is made, as follows:

1. If the vessel is in Canadian waters, to the nearest MCTS Center.
2. If the vessel is a Canadian ship in the waters of a contracting government, to the relevant maritime authority of that government and an MCTS Center (ECAREG Canada on the East Coast or the Regional Marine Information Center (RMIC) on the Canadian West Coast).
3. If the vessel is a Canadian ship in other waters, to an MCTS Center.

**MCTS Center Responsibilities.**—When the MARSEC level increases from the normal MARSEC Level 1, the MCTS Centers will issue a broadcast informing vessels of the increase to either MARSEC Level 2 or MARSEC Level 3. Once the MARSEC level decreases, the MCTS Centers will issue a broadcast informing vessels of the downgrade in MARSEC levels.

In VTS zones, the MCTS Centers often play a role in regulating vessels at anchor on behalf of port authorities. Therefore MCTS Centers will be involved in informing ships or port authorities about the MARSEC levels at port facilities or of the vessel.

**Ship Security Alert System.**—If the security of a vessel is under threat or in any way compromised, the master or other competent authority onboard may activate the Ship Security Alert System, a system that transmits an automated message from vessel to shore. This message identifies the vessel and provides position information. When a security alert is received by a Canadian Maritime Rescue Coordination Center, the appropriate shore authorities will be notified.

(7(711)04 Ottawa) 40/04

**PUB 195 7 Ed 2002 LAST NM 36/04**

Page 71—Line 12/R; read:

between the N end of Alnon and the head of the bay.

**Anchorage.**—Designated anchorage areas lie in the outer part of the bay and may best be seen on the chart. Area A and Area B are centered about 5 miles S and 1 mile ENE, respectively, of Gubben Light (62°13'N., 17°43'E.). Area C is centered 2 miles N of Rodogubben Light (62°23'N., 17°36'E.).

(Swd NM 51/02) 40/04

Page 71—Lines 45 to 49/R; strike out.

(Swd NM 49/99) 40/04

Page 73—Lines 25 to 29/L; read:

**Regulations.**—Designated safety areas, which may best be seen on the chart, lie S of Sundsvall Airport (62°32'N., 17°27'E.), in the NE part of Klingerfjorden. Vessels, with an air draft (height) over 20m, must contact VTS Gavle on VHF channel 13 or by telephone at least 2 hours prior to entering Area A, which extends about 0.7 mile SSE from the N shore. Vessels, with an air draft over 40m, must contact VTS Gavle

at least 2 hours prior to entering Area B, which extends between about 0.7 mile and 1.2 miles SSE from the N shore.

(BA NP 20) 40/04

**COAST PILOT CORRECTIONS****COAST PILOT 6 34 Ed 2004 Change No. 14  
LAST NM 39/04**

Page 198—Paragraph 154, line 2; read:

**Genesee River**, is 54 miles W of Oswego Harbor and about 7 ...

(NOS 14815) 40/04

Page 307—Paragraph 68, lines 4 to 5; read:

reported depth alongside of about 12 feet. A ...

(CL 772/89) 40/04

Page 334—Paragraph 254, line 1; read:

**Stoneport, Mich.**, about 2 miles NW of False ...

(CL 924/04) 40/04

Page 334—Paragraph 254, lines 10 to 11; read:

depth alongside was 23.5 feet. **Stoneport Light** (45° 17'48"N., 83°25'06"W.), 55 feet above the water, is a seasonal, ...

(CL 924/04) 40/04

Page 334—Paragraph 254, lines 15 to 16; read:

0.8 mile SE of Stoneport Light marks the harbor approach.

(CL 924/04) 40/04

Page 409—Paragraph 580; strike out.

(CL 923/04) 40/04

Page 419—Paragraph 632, line 8; read:

channel 14, call Great Lakes Harbor, or at the boathouse, ...

(CL 923/04) 40/04

Page 440—Paragraph 813; read:

Ferry service is available for passengers and autos to Ludington, Mich. The ferry operates from the E side of the slip at the river mouth from about mid May to October.

(CL 924/04) 40/04

Page 442—Paragraph 844; strike out.

(CL 924/04) 40/04

Page 539—Paragraph 124; strike out.

(CL 923/04) 40/04

**COAST PILOT 7 36 Ed 2004 Change No. 20  
LAST NM 39/04**

Page 186—Paragraph 3160, line 7; read:

security, safety or environmental safety.

**\$165.1321 Security Zone; Protection of Military Cargo, Captain of the Port Zone Puget Sound, WA.**

## COAST PILOT 7 (Continued)

(a) *Notice of enforcement or suspension of enforcement.* The Captain of the Port Puget Sound will enforce the security zones established by this section only upon notice. Captain of the Port Puget Sound will cause notice of the enforcement of these security zone to be made by all appropriate means to effect the widest publicity among the affected segments of the public including publication in the **Federal Register** as practicable, in accordance with 33 CFR 165.7(a). Such means of notification may also include but are not limited to, Broadcast Notice to Mariners or Local Notice to Mariners. The Captain of the Port Puget Sound will issue a Broadcast Notice to Mariners and Local Notice to Mariners notifying the public when enforcement of these security zones is suspended.

(b) *Definitions.* The following definitions apply to this section:

*Designated Representative* means those persons designated by the Captain of the Port to monitor these security zones, permit entry into these zones, give legally enforceable orders to persons or vessels within these zones and take other actions authorized by the Captain of the Port. Persons authorized in paragraph (g) to enforce this section and Vessel Traffic Service Puget Sound (VTS) are Designated Representatives.

*Federal Law Enforcement Officer* means any employee or agent of the United States government who has the authority to carry firearms and make warrantless arrests and whose duties involve the enforcement of criminal laws of the United States.

*Navigable waters of the United States* means those waters defined as such in 33 CFR Part 2.

*Public vessel* means vessels owned, chartered, operated by the United States, or by a State or political subdivision thereof.

*Washington Law Enforcement Officer* means any General Authority Washington Peace Officer, Limited Authority Washington Peace Officer, or Specially Commissioned Washington Peace Officer as defined in Revised Code of Washington section 10.93.020.

(c) *Security zone.* The following areas are security zones:

(1) *Blair Waterway Security Zone:* The Security Zone in the Blair Waterway, Commencement Bay, WA, includes all waters enclosed by a line connecting the following points: 47°16'57"N., 122°24'39"W., which is approximately the beginning of Pier No. 23 (also known as the Army pier); then northwesterly to 47°17'05"N., 122°24'52"W., which is the end of the Pier No. 23 (Army pier); then southwesterly to 47°16'42"N., 122°25'18"W., which is the approximate location of a private buoy on the end of the sewage outfall; then southeasterly to 47°16'33"N., 122°25'04"W., which is approximately the northwestern end of Pier 5; then northeasterly to the northwestern end of Pier No. 1; then southeasterly along the shoreline of the Blair Waterway to the Blair Waterway turning basin; then along the shoreline around the Blair Waterway turning basin; then northwesterly along the shoreline of the Blair Waterway to the Commencement Bay Directional Light (light list number 17159); then northeasterly along the shoreline to the point of origin [Datum: NAD 1983].

(2) *Sitcum Waterway Security Zone:* The Security Zone in the Sitcum Waterway, Commencement Bay, WA, includes all waters enclosed by a line connecting the following points:

47°16'33"N., 122°25'04"W., which is approximately the northwestern end of Pier No. 5; then northwesterly to 47°16'42"N., 122°25'18"W., which is the approximate location of a private buoy on the end of the sewage outfall; then southwesterly to 47°16'23"N., 122°25'36"W.; then southeasterly to 47°16'10"N., 122°25'27"W., which is the northwestern corner of Pier No. 2; then extending northeasterly to 47°16'13"N., 122°25'13"W.; then extending southeasterly along the shoreline of the Sitcum Waterway; then northeasterly along the shoreline at the terminus of the Sitcum Waterway and then northwesterly along the shoreline of the Sitcum Waterway; then northeasterly along the shoreline of Pier No. 5 to the point of origin [Datum: NAD 1983].

(d) *Obtaining permission to enter, move within, or exit the security zones.* All vessels must obtain permission from the COTP or a Designated Representative to enter, move within, or exit the security zones established in this section when these security zones are enforced. Vessels 20 meters or greater in length should seek permission from the COTP or a Designated Representative at least 4 hours in advance. Vessels less than 20 meters in length should seek permission at least 1 hour in advance. VTS Puget Sound may be reached on VHF channel 14.

(e) *Compliance.* Upon notice of enforcement by the Captain of the Port Puget Sound, the Coast Guard will enforce these security zones in accordance with rules set out in this section. Upon notice of suspension of enforcement by the Captain of the Port Puget Sound, all persons and vessels are authorized to enter, transit, and exit these security zones.

(f) *Regulations.* Under the general regulations in 33 CFR part 165 subpart D, this section applies to any vessel or person in the navigable waters of the United States to which this section applies. No person or vessel may enter the security zones established in this section unless authorized by the Captain of the Port or his designated representatives. Vessels and persons granted permission to enter the security zone shall obey all lawful orders or directions of the Captain of the Port or his designated representatives. All vessels shall operate at the minimum speed necessary to maintain a safe course.

(g) *Enforcement.* Any Coast Guard commissioned, warrant or petty officer may enforce the rules in this section. In the navigable waters of the United States to which this section applies, when immediate action is required and representatives of the Coast Guard are not present or not present in sufficient force to provide effective enforcement of this section, any Federal Law Enforcement Officer or Washington Law Enforcement Officer may enforce the rules contained in this section pursuant to 33 CFR 6.04-11. In addition, the Captain of the Port may be assisted by other federal, state or local agencies in enforcing this section pursuant to 33 CFR 6.04-11.

(h) *Exemption.* Public vessels as defined in paragraph (b) of this section are exempt from the requirements in this section.

