



ALASKA MARITIME  
PREVENTION & RESPONSE  
**NETWORK**

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**APPENDIX H**  
**To**  
**AK-APC-NTV-2017**

**OPERATING PROCEDURES FOR NONTANK VESSELS:**  
**FISHING, TOWING, RESEARCH, FERRIES, AND OFFSHORE SUPPLY**

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# AK-APC-NTV

## OPERATING PROCEDURES FOR NONTANK VESSELS: FISHING, TOWING, RESEARCH, FERRIES, AND OFFSHORE SUPPLY

The Alaska Maritime Prevention & Response Network's (Network) Alternative Planning Criteria (APC) Operating Procedures were developed to mitigate the risk of maritime incidents that result in oil spills. This document outlines risk mitigation measures a Master or Captain of Fishing, Towing, Offshore Supply, State Ferries, and Research Nontank Vessels shall adhere to when transiting and/or operating in Alaska waters where this APC applies. Compliance with these Operating Procedures on all non-innocent passage voyages in Alaska waters where this APC applies is a condition of participating in the Network's APC. Nothing in the Operating Procedures is intended to control or limit the ultimate authority of the master or captain of a nontank vessel in the safe navigation of his or her vessel or constrain the authority of the Coast Guard Captains of the Ports where this APC applies.

These Operating Procedures apply to the above referenced nontank vessels operating in Western Alaska waters and Prince William Sound in the Coast Guard Captain of the Port Western Alaska and Captain of the Port Prince William Sound zones that extend to the seaward boundaries of the U.S. EEZ (Exclusive Economic Zone – up to 200 miles offshore).

An important component of the enhanced environmental protection and response capabilities provided by this APC is the Maritime Domain Awareness and the engagement with vessels enrolled in the Network. Accordingly, all vessels enrolled in the Network shall be equipped with an operable AIS transceiver that properly transmits information on the vessel's operational and navigation status.

The 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 master, owner/operator and U.S. Coast Guard of the situation as agreed to in the owner/operator Network Enrollment application.

1. Documents: The Master shall have a copy of the Coast Guard AK-APC-NTV approval letter and the relevant Operating Procedures on board prior to operating in Alaska waters where this APC applies.
2. Automatic Identification System (AIS): The master shall ensure the vessel's AIS is transmitting accurate information, including the vessel's type, dimensions 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.

3. Reporting of Hazardous Condition: The Master shall notify the Network and the appropriate Coast Guard Captain of the Port of any hazardous condition, 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 Western Alaska. The **notification shall be made within one hour of occurrence** and the master of the vessel will ensure hourly updates and position reports are provided to the Captain of the Port and the Network until the situation is resolved to the satisfaction of the Coast Guard. A "Hazardous Condition" as defined in 33 CFR 160.204 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.
  
4. Activating a Vessel Response Plan: A Vessel Response Plan (VRP) must be activated 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 requesting 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 FOSC. The QI then assess the situation through consultative services and mobilizes response resources identified in the VRP if the incident requires.

The Network does not activate a VRP or supplant the vessel owner/operator (VO/O) – QI relationship. The Network provides assistance to the QI, VO/O, OSRO (oil spill removal organization), SMFF provider (salvage marine firefighting), USCG, 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.

5. Routing Measures: Vessels engaged in Alaska maritime operations conducted in or near coastal waters (towing, fishing, offshore supply, ferries, research) cannot feasibly or safely adhere to offshore routing measures that apply to larger vessels transiting Alaska waters. In lieu of offshore routing these vessels will ensure they can readily be taken under tow through having suitable towing equipment on board as described below.

6. Towing Configuration and Training: The vessels to which these operating procedures apply shall ensure they have the tow lines, pennants and/or bridles of adequate strength to be taken under tow or to tow another vessel of similar or smaller size. The vessel's crew shall also have the appropriate training to rig the vessel for towing and to conduct a towing evolution.
  
7. Transits in Waters with Ice Conditions: The vessel's Master shall evaluate weather and ice conditions prior to entering Western 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.
  - a. 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.
  - b. 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.
  - c. 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.
  - d. Ensure compliance with any "Ice Rules" applicable to particular areas when issued by Captain of the Port, Western Alaska and in effect.

**Contact Information:**

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