

**Southeast Alaska
Voluntary Waterway
Guide 2024**

Marine Safety Task Force

SOUTHEAST ALASKA VOLUNTARY WATERWAY GUIDE

Revisions

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Cover Photo: Donated by Southeast Alaska Pilot Jeff Baken

The Southeast Alaska Voluntary Waterway Guide (VWG) was developed by the Marine Safety Task Force (MSTF) and is intended for use by deep-draft vessels; primarily cruise vessels, which are subject to pilotage. The VWG is published by the Southeast Alaska Pilots Association and is distributed by Cruise Line Agencies of Alaska and the United States Coast Guard. The MSTF includes representatives from:

- The United States Coast Guard
- Cruise Lines International Association- Northwest and Canada
- Cruise Line Agencies of Alaska
- The Southeast Alaska Pilots' Association
- The Alaska Marine Highway System

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Disclaimer

Prudent seamanship should be the mariner's guide.

The VWG recommends guidelines intended to assist pilots, bridge teams, cruise ship operators, and agents in improving the safety standards on Southeast Alaska's waters.

The VWG is meant to complement, not replace, the International Regulations for Preventing Collisions at Sea 1972 (COLREGs) , state laws and regulations that govern maritime traffic in the region. Prudent mariners will comply with applicable laws and not rely on the VWG as their only source of information for Southeast Alaska. Mariners are advised that traffic patterns and maritime conditions in Southeast Alaska are constantly changing.

The Marine Safety Task Force expressly disclaims any liability which may arise from the use of, or reliance on, this VWG.

COMMUNICATIONS

1. GENERAL

Good communications are essential for the marine industry to run efficiently and safely. The MSTF encourages all involved parties including pilots, bridge teams, agents, shore-based operators, the State Board of Marine Pilots, and the U.S. Coast Guard to form and maintain an efficient communications network to ensure that relevant information is quickly distributed via the most efficient means available, including written memorandums; faxes; emails; and/or telephone, cell phone, radio and personal communications.

2. BRIDGE-TO-BRIDGE COMMUNICATIONS

Vessels are encouraged to communicate via VHF Channel 13 to ensure that intentions are understood. Radio broadcasts should be kept brief and concise. Mariners should be aware that there are numerous blind spots in Southeast Alaska where radio communications are sporadic; resulting in lost transmissions. Vessels equipped with AIS are encouraged to utilize this technology and the information it provides for better awareness and safer vessel navigation.

3. PRIMARY AND SECONDARY SÉCURITÉ CALLS

a. The MSTF recommends that primary sécurité calls be initiated on VHF Channels 13 and 16, 30 minutes prior with a 15 minute follow up call when:

- i) Departing from docks or anchorages
- ii) Entering harbors or anchorages
- iii) Entering narrow channels

When departing docks or anchorages, an additional call once the vessel is underway.

b. It is recommended that primary sécurité calls include the following information:

- i) The vessel's present position and direction of travel with estimated time of departure (ETD) from docks or anchorages
- ii) The estimated time of arrival (ETA) at harbors, anchorages, narrow channels or active fishing areas
- iii) The vessel's voyage plan, principally the destination and intended route
- iv) Any other relevant information that may be useful to other vessels in the area

c. The MSTF recommends that mariners adhere to the primary sécurité calling points listed below. Mariners are encouraged to be aware that other considerations such as fishing openings, inclement weather, congested vessel traffic, changes in voyage plans, suspected radio blind spots, or any uncertainty regarding the intentions of other vessels might result in the necessity of additional, secondary sécurité calls.

- d. It is recommended that secondary sécurité calls include the following information:
 - i) The vessel's present position and direction of travel
 - ii) The estimated time of departure (ETD) from docks or anchorages
 - iii) The estimated time of arrival (ETA) at harbors, anchorages, narrow channels or active fishing areas
 - iv) The vessel's voyage plan, principally the destination and intended route
 - v) Any other relevant information that may be useful to other vessels in the area

4. SÉCURITÉ CALLING POINTS

- a. Revillagigedo Channel/Nichols Passage/Ketchikan Harbor
 - i) Hog Rocks Light (northbound)
 - ii) Spire Island Reef Light (secondary) (northbound)
 - iii) Kelp Rocks Buoy (northbound)
 - iv) Blank Island Light (secondary) (northbound)
 - v) Guard Island Light (southbound)
- b. Misty Fjords
 - i) New Eddystone Rock (inbound)
 - ii) At the turn-around point (prior to departure from the fjord)
- c. Snow Pass
 - i) Key Reef Light (northbound)
 - ii) Nesbit reef (secondary northbound)
 - iii) Point Colpoys Light (southbound)
 - iv) Rookery Island (secondary southbound)
- d. Wrangell Narrows
 - i) Station Island (northbound)
 - ii) Point Alexander (northbound)
 - iii) Mountain Point Light (northbound and southbound)
 - iv) Sukoi Island Light (southbound)
- e. Point Baker
 - i) Point Colpoys Light (westbound)
 - ii) Caulder Rocks Buoy (eastbound)
 - iii) Buster Bay (secondary) (westbound)
 - iv) Point Baker Light (secondary) (westbound and eastbound)
- f. Decision Pass
 - i) 30 minute call with a 15 minute follow up call (eastbound and westbound)
- g. Tracy Arm
 - i) Fifteen minutes prior to crossing Tracy Arm Bar (inbound and outbound)
 - ii) Mile 8 and Mile 16 (inbound)
 - iii) Mile 20 and Mile 10 (outbound)

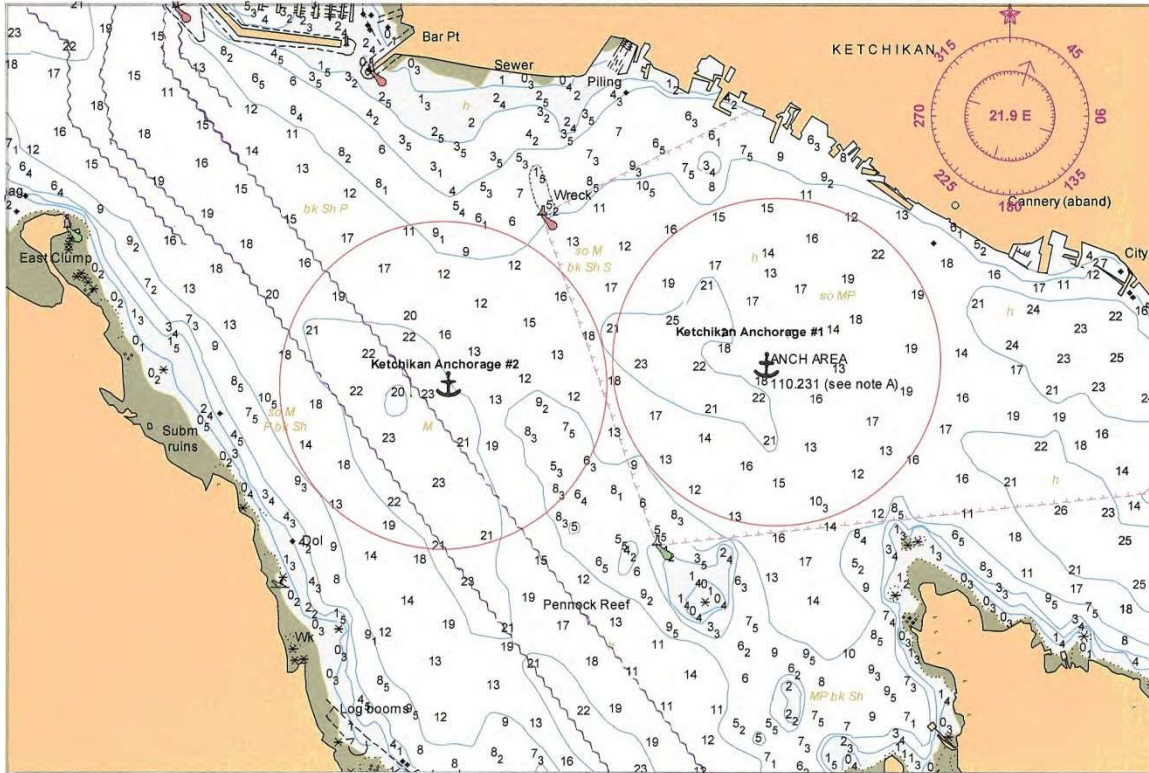
- h. Endicott Arm
 - i) Fifteen minutes prior to passing Woodspit Light (inbound and outbound)
- i. Taku Inlet (secondary) (during fishing openings)
 - i) Limestone Inlet (northbound)
 - ii) Marmion Island Light (southbound)
 - iii) Icy Point (southbound)
- j. Gastineau Channel/Juneau Harbor
 - i) Icy Point/Pt. Arden (inbound)
 - ii) Marmion Island Light (inbound)
 - iii) DuPont Dock (outbound)
- k. Saginaw Channel/Point Retreat
 - i) Outer Point (north- and westbound). Provide ETA Pt. Retreat.
 - ii) Favorite reef northbound (secondary)
 - iv) False Point Retreat Light (north- and eastbound)
 - v) Little Island Light (southbound)
- l. Favorite Channel
 - i) Outer Point (northbound)
 - ii) Vanderbilt Reef Light (southbound)
- m. Upper Lynn Canal
 - i) Eldred Rock Light (northbound)
 - ii) Fifteen minutes prior to Taiya Point (southbound)
 - iii) Battery Point northbound
- n. Rocky Island Light
 - i) 30 minutes prior to, with a 15 minute follow up (northbound and westbound)
- o. Glacier Bay
 - i) Fifteen minutes prior to Jackie Point north of Lamplugh Glacier (inbound and outbound: Tarr and Johns Hopkins Inlets)
- p. North Inian Passage
 - i) Point Adolphus Light (westbound)
 - ii) Lemesurier Island Light (secondary) (westbound)
 - iii) Cape Spencer Light (eastbound)
- q. Sitka
 - i) Cape Edgecombe Light (inbound)
 - ii) Vitskari Rocks Light (inbound)
 - iii) The Eckholms (outbound)
- r. Sergius Narrows
 - i) Hoggatt Island Light (southbound)
 - ii) Kane Island Light (northbound)

- s. Whitestone Narrows
 - i) Kane Island Light (southbound)
 - ii) Big Gavanski Island Light (northbound)
- t. Yakutat Bay
 - i) Fifteen minutes prior to Ocean Cape, Buoy #2 (inbound and outbound)

RECOMMENDED OPERATIONAL GUIDELINES

1. TONGASS NARROWS/KETCHIKAN HARBOR

- a. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 5-8.
- b. The MSTF encourages vessels to observe the following speeds while transiting Tongass Narrows:
 - i) Between Mountain Point and Saxman 12 knots
 - ii) Between Blank Island Lt. and Saxman 12 knots
 - iii) Between Saxman and Channel Island 7 knots
 - iv) Between Channel Island and Rosa Reef 12 knots
 - v) Between Rosa Reef and Guard Island 16 knots
- c. Mariners are advised that there may be simultaneous vessel arrivals from both the north and south. The MSTF recommends in the event where two deep-draft vessels are maneuvering simultaneously in the Ketchikan Harbor that it only be done by PRIOR mutual consent between the Masters and Pilots of the vessels involved.
- d. Successive vessels traveling in the same direction should maintain a safe and appropriate distance from one another taking into consideration the weather, the tide and current, and each vessel's maneuverability and speed.
- e. The MSTF recommends the anchorage positions as set forth by the USCG (see chartlet page 9). When one or more vessels are anchored in Ketchikan Harbor, any subsequent maneuvering vessel should consider using adequate tug assist, taking into consideration the weather, the tide and current, the maneuvering characteristics of the vessel, and the position of the anchored vessel(s).
- f. Tongass Narrows is a congested waterway, especially during May through September. Local user groups have united and established specific voluntary guidelines for all users within this area. The Tongass Narrows Voluntary Waterway Guide outlines these guidelines. Copies of this document are available from the United States Coast Guard, Ketchikan Harbor Master, and Cruise Line Agencies of Alaska.



2. SNOW PASSAGE

- a. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 5-8.
- b. Vessels are encouraged to be fully maneuverable while transiting Snow Passage.
- c. Successive vessels traveling in the same direction should maintain a safe and appropriate distance from one another taking into consideration the weather, the tide and current, and each vessel's maneuverability and speed.
- d. The MSTF recommends that no more than one vessel transit Snow Passage at any one time. When another vessel is transiting Snow Passage; subsequent vessels should delay, until the transiting vessel has cleared the Passage.
- e. When conditions such as inclement weather and vessel traffic congestion warrant, Stikine Passage is recommended as an alternate route.

3. DECISION PASS

The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 5-8.

Tracy Arm and Endicott Arm

Vessel Operation Parameters

4. TRACY ARM AND ENDICOTT ARM

- a. The MSTF recommends a Tracy Arm and Endicott Arm-specific Master/Pilot conference prior to arrival. The conference should take into consideration varying conditions such as weather, tidal and ice conditions, and limited VHF communications.
 - i) Receding Glaciers may create heavy ice conditions which can congest waterways, limiting a vessels ability to navigate. Vessels should consider and reevaluate navigational plans as necessary.
 - ii) Waterway bottom, shoreline features and depths may not be surveyed where glaciers have receded. Vessels are advised to use caution when navigating near areas that have not been surveyed and charted by the appropriate hydrographic agency. Navigation in non-surveyed areas may be hazardous.
- b. For scheduling and planning purposes, vessel arrivals and departures at the Tracy Arm or Endicott Bar should also take into consideration, the following:
 - i) Daylight transit
 - ii) Visibility
 - iii) Ice
 - iv) Squat
 - v) Height of tide
 - vi) Minimum 10 feet under-keel clearance
- c. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 5-8.
- d. When two or more vessels are present in Tracy Arm/Endicott Arm, they are encouraged to coordinate itineraries via VHF radio communication and stagger their arrivals and departures at the entrance to the arm.
- e. Vessels in Tracy Arm and Endicott Arm are advised to maintain a safe and appropriate distance from one another taking into consideration the weather, the tide and current, ice conditions, the recommended Passing Zones, and each vessel's maneuverability and speed.
- f. Tracy Arm Passing Zones:
 - i) Between Tracy Arm Bar and Mile 8
 - ii) Between Mile 10 and Mile 16
- g. Endicott Arm Passing Zones:
 - i) Between Endicott Arm Bar and Mile 20
- h. Tracy Arm:

- i) It is recommended that no more than three vessels of greater than 50,000 gross tons be in Tracy Arm at any one time, and no more than two vessels greater than 50,000 gross tons be east of Mile 12 at any one time.
- ii) When more than one vessel is in Tracy Arm, only one vessel should transit inbound beyond Mile 17 unless prior agreement is made with an outbound vessel. Only one vessel greater than 50,000 gross tons should be North or East of Sawyer Island at any one time. The MSTF recommends transits on the Southwest side of Sawyer Island may be appropriate if it is determined conditions dictate.

i) Endicott Arm:

- i) It is recommended that no more than three vessels of greater than 50,000 gross Tons be in Endicott Arm at any one time, and no more than one vessel greater than 50,000 gross tons be east of Mile 22 at any one time.
- ii) The recommended CPA from the face of Dawes Glacier is 2.5 cables (0.25nm).

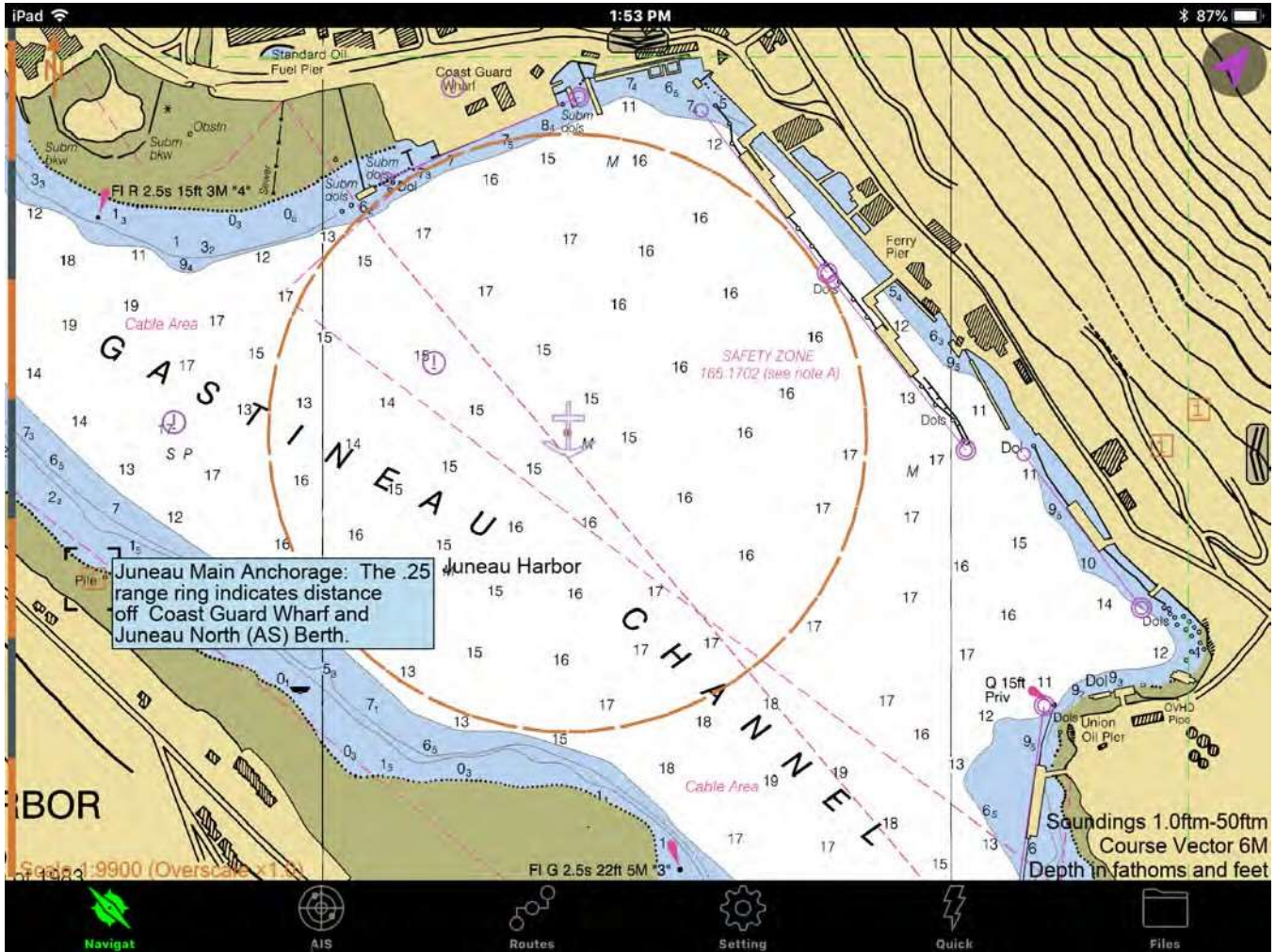
5. GASTINEAU CHANNEL/JUNEAU HARBOR

- a. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 5-8.
- b. It is recommended that vessels arriving and departing Juneau Harbor maintain a safe and appropriate distance from one another taking into consideration the weather, tide and current, and each vessel's maneuverability and speed. Notwithstanding concerns for weather, environmental conditions, and small boat/fishing vessel operations, the MSTF recommends the following speed limit guidelines while transiting Gastineau Channel:

i)	Between Marmion Island and DuPont Dock	16 knots
ii)	Between DuPont Dock and Sheep Creek	12 knots
iii)	Between Sheep Creek and Juneau Harbor	7 knots
- c. Vessels requiring tug assist are encouraged to set their ETA's to allow extra time to complete their maneuvers.
- d. The MSTF recommends that where two deep-draft vessels are maneuvering simultaneously in the Juneau Harbor that it is done only by PRIOR mutual consent between the Masters and Pilots of the vessels involved.
- e. The MSTF advises that no vessels be underway in Juneau Harbor if there are two vessels at anchor. When two vessels are at anchor, a tug shall standby to assist.
- f. When a vessel is anchored in Juneau Harbor, any subsequent vessel maneuvering in the harbor should contemplate using adequate tug assist, taking into consideration the vessel's maneuvering characteristics, the weather, the tide and current, and the position of the anchored vessel.

- g. The MSTF recommends the following anchorage position, as set forth by the USCG (See Figure 1), taking into consideration weather conditions, tendering docking assignments, berth assignments for other vessels, and the arrival and departure times of other vessels.

Figure 1



- h. The MSTF recommends that assignments to anchorage be prearranged in agreement with cruise ship operators, pilots, and the USCG; and that notice of these assignments be communicated to all parties by the agent.

6. SAGINAW AND FAVORITE CHANNELS

- a. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 5-8.

- b. The MSTF recommends against vessels meeting or overtaking one another in Saginaw Channel between Faust Rock and Symonds Point.
- c. The MSTF recommends against vessels meeting or overtaking one another in Favorite Channel.

7. SKAGWAY

- a. Vessels arriving and departing Skagway are advised to maintain a safe and appropriate distance from one another taking into consideration the weather, the tide and current, each vessel's maneuverability and speed, and tug assist needs.
- b. Vessels requiring tug assist are encouraged to set their ETA's to allow extra time to complete their maneuvers.
- c. Successive vessels bound for Skagway should be positioned in their order of arrival by Katzechin River. Early communication and cooperation between vessels is encouraged to prevent close quarters situations.
- d. The MSTF recommends that vessels scheduled for the Broadway Dock be the first to arrive in the west harbor.
- e. After any vessel has departed Skagway, subsequently departing vessels should confirm that the departed vessel has completed its turn and attained proper steerage, prior to letting their own lines go. Mariners should be aware that departure times may vary; especially in instances where assist tugs are being utilized.
- f. Departing vessels are encouraged to communicate any changes in their ETD, which might affect the departure or arrival of any other vessel.

8. ROCKY ISLAND AREA

- a. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 5-8.
- b. Vessels passing or meeting in the Rocky Island area should maintain a safe and appropriate distance from one another taking into consideration the weather, the tide and current, and each vessel's maneuverability and speed.
- c. The MSTF recommends that vessels passing one another in the Rocky Island area make port-to-port passing arrangements. These passing arrangements should be facilitated by westbound vessels rounding Rocky Island at a distance of 1.0 mile off and eastbound vessels rounding the island at 2.0 miles off.

9. ICY STRAITS

When traffic patterns warrant, vessels transiting Icy Straits should consider routing north of Sisters Island when westbound and south of Sisters when eastbound.

10. GLACIER BAY

- a. Vessels in Glacier Bay are advised to comply with National Park Service requirements which are detailed in the CFR's, Coast Pilot and the annual port information packet distributed by the agent.
- b. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 5-8.
- c. When two or more vessels are in Glacier Bay, they are encouraged to coordinate itineraries via VHF radio communication.
- d. Vessels in Glacier Bay are advised to maintain a safe and appropriate distance from one another taking into consideration the weather, the tide and current, ice conditions, and each vessel's maneuverability and speed. The recommended CPA from any glacier face is 2.5 cables (0.25 nm).

11. NORTH INIAN PASS

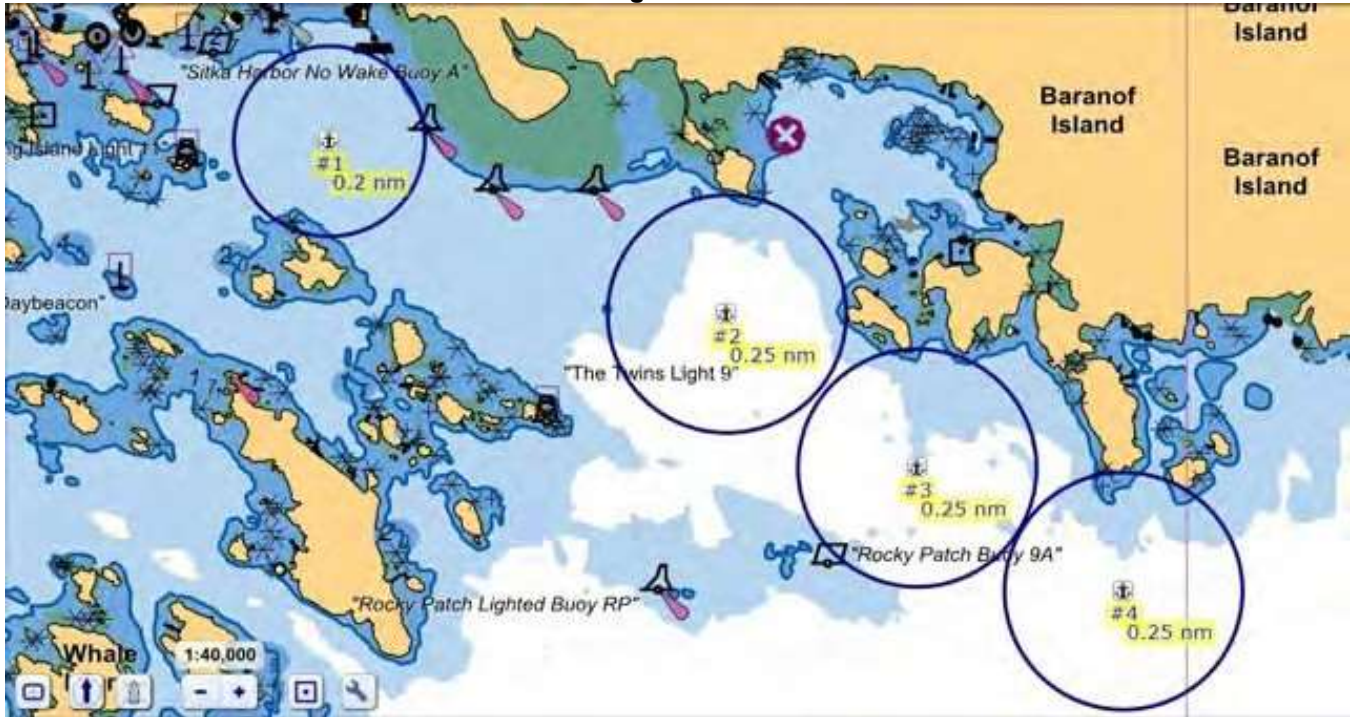
- a. The MSTF recommends that vessels adhere to the primary and secondary sécurité calling points and conditions as provided on pages 5-8.
- b. The MSTF recommends against vessels meeting or overtaking one another in the narrows of North Inian Pass.

12. SITKA

- a. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 5-8.
- b. Vessels arriving and departing Sitka are advised to exercise prudent safety practices and maintain a safe and appropriate distance from one another taking into consideration the weather, the tide and current, each vessel's maneuverability and speed, vessels at anchor, and concentrations of fishing vessels.
- c. The MSTF recommends the following anchorage positions (See Figure 2), taking into consideration weather conditions, tendering dock assignments, and the arrival and departure times of other vessels.
- d. The MSTF recommends that assignments to anchorage positions be prearranged in agreement with cruise ship operators and the pilots. Notice of these assignments should be communicated to all parties by the agent.

- e. Vessels desiring to anchor in Anchor Position #1 (the Inner Anchorage) should take into account weather conditions, as well as vessel size and maneuverability.

Figure 2



13. YAKUTAT BAY/DISENCHANTMENT BAY

- a. The MSTF recommends that vessels adhere to the primary sécurité calling points and conditions as provided on pages 5-8.
- b. When two or more vessels are in Disenchantment Bay, they are encouraged to coordinate itineraries via VHF radio communication.
- c. When multiple vessels are scheduled for Yakutat Bay, they are advised to allow an hour of separation between ETA's at Ocean Cape.
- d. The MSTF recommends that vessels in Yakutat Bay maintain a safe and appropriate distance from one another taking into consideration the weather, the tide and current, ice conditions, and each vessel's maneuverability and speed.
- e. The MSTF recommends transits between Haenke Island and the east shore may be appropriate if it is determined conditions dictate.

- f. The recommended CPA from any glacier face is 5 cables (0.5 nm). Mariners are advised of the strong currents and rapidly shifting icebergs in the vicinity of Turner and Hubbard Glaciers (See US Coast Pilot 9).

14. SPEED

It is recommended that vessels observe established harbor speed limits and comply with COLREGS Rule 6, Safe Speed. Vessels are encouraged to reduce speed for sensitive shore-line areas and other vessels susceptible to wake damage (e.g.; log tows and tugs alongside barges).

15. TRACK LINES

- a. The MSTF advises pilots and bridge teams to engage in route planning, prior to and during each voyage.
- b. Upon request, pilot associations are encouraged to provide cruise ship operators with safe and appropriate, generic track lines. Operators should recognize that these track lines are for voyage planning purposes only.
- c. It is recommended that specific track lines be discussed and agreed upon by pilots and bridge teams. All parties should be aware that track lines are meant to indicate a vessel's intended route only. Inclement weather, congested traffic, concentrations of fishing vessels, or other conditions may necessitate changes from planned routes.

16. NATURAL SEPARATION ZONES

- a. The geography of Southeast Alaska affords several natural bifurcation zones which provide for vessel traffic separation schemes. These zones allow for opportunities to deviate from planned routes if inclement weather, congested traffic, concentrations of fishing vessels, or other conditions warrant.
- b. Lynn Canal affords multiple routes for north and southbound traffic. Considerations for traffic or weather may dictate route selection. Any departure from these routes should be made with the mutual agreement of the bridge team, pilot and other vessels affected by the change. Vessels should avoid meeting or overtaking in Favorite or Saginaw Channels.
- c. A partial list of recommended alternative passages which could be used to avoid close quarters situations are: Seduction Pass, West of Eldred Rock, East of Portland Island, West of Grand Island, South of Round Rock, West of Six Fathom Bank, South of Brothers Islands, East of Key Reef, South of Hanus Reef, South of Lemesurier Island, North of Hump Island, and East of SP Buoy in Snow Pass. Chart depiction of these alternative passages are found in Appendix B.
- d. These alternate passages are published as a planning resource for vessels to pre-vet passages for inclusion into their companies' passage planning.

17. RESTRICTED MANEUVERING AREAS

Vessels are encouraged to avoid narrow or congested waterways while delaying for arrival at any port or waterway.

18. MASTER SHIP SCHEDULES

- a. Prior to each Alaska cruise season, cruise ship operators should provide the agent with each vessel's voyage information. From this information the agent consulting with the regional pilot association, should prepare a master ship schedule containing individual vessel schedules, berthing assignments, and other relevant operational information. This master schedule should be distributed to the pilot association, the cruise ship operators, the individual vessels, the USCG Marine Safety Office, the Alaska Marine Highway System, and any other appropriate parties (e.g.: harbor masters, etc.).
- b. Upon commencement of the cruise season, any substantial and premature changes or deviations from the master ship schedule should be reported and approved by the agent and regional pilot association and be distributed to the waterway users listed above.
- c. Vessels are encouraged to report to the agent and regional pilot association any anticipated or intended deviation from the recommended operational guidelines or master ship schedule. In turn, the agent should advise all affected parties. If time does not allow for prompt reporting to the agent, the vessel should ensure that other affected vessels and/or authorities are notified.

19. VOYAGE PLANNING

- a. Pilots and bridge teams are encouraged to give the highest priority to voyage planning prior to, and during, vessel transits. Voyage planning should utilize all resources available and follow the guidelines outlined below. Pilots and bridge teams are reminded that good communication and teamwork are essential for safe vessel operations.
- b. The MSTF recommends that pilots and bridge teams conduct Master/Pilot conferences and Bridge Resource Management meetings following the International Maritime Organization (IMO) Bridge Procedures Guide or the American Pilot Association's Bridge Resource Management Guidelines, as set forth below:

Each vessel transit should begin with a Master/Pilot conference taking into consideration the following:

- i) The initial conference should serve as an opportunity to exchange relevant information and establish an appropriate working relationship between the pilot and the master.
- ii) It is not necessary that all relevant information be exchanged in the initial conference. The amount and type of information exchanged may be determined by the difficulty of any immediate maneuvers and the length and navigational parameters of the transit. Additional information may be exchanged later, as the transit proceeds.

- iii) All parties should acknowledge that the pilot and each member of the bridge team have important roles to perform in the safe operation of the vessel.

20. WEATHER AND ICE CONDITIONS

- a. Wind and tugs:
 - i) When inclement weather is anticipated in any port, vessels are encouraged to give sufficient advance notice for the scheduling of tugs for standby or assistance.
 - ii) Prior to each cruise season, cruise ship operators should determine their tug-assist requirements for each port and coordinate their dispatch requests through the agent.
- b. When visibility is limited, bridge teams are encouraged to comply with appropriate COLREGS and safety procedures including reducing the vessel's speed, sounding the fog signal, and considering alternate routes.
- c. Ice: Mariners are encouraged to report any hazardous ice conditions to the U.S. Coast Guard, particularly in the vicinity of Holkham Bay in Stephens Passage.

VWG EVALUATION AND REVISIONS

This VWG is intended to be a work-in-progress. It is a document that should always be in need of evaluation, revision, and refinement. All interested parties including pilots, bridge teams, cruise ship operators, agents, the USCG, shore-based organizations and individuals are encouraged to offer suggestions and comments directly to the MSTF.

RECORD OF SIGNIFICANT CHANGES

1. April 2013 - Recommended Operational Guidelines, Section 8. Skagway, c., Added: *Early communication and cooperation between vessels is encouraged to prevent close quarters situations.*
2. May 2014 – Appendix Proposed Safety Corridors, Added: *All Mariners are reminded of their responsibilities under Rule 9 of the International Rules of the Road*
3. April 2015 – Appendix Proposed Safety Corridors Changed to Deep Draft Track lines 0.2 in width. Added Eastern track line to Upper Lynn Canal. Eastern Track in upper Lynn Canal to be avoided when the majority of fishing is on the eastern side of the canal, usually the days of Sunday to Wednesday.
4. April 2016-Natural Separation Zones.,Added: (C) *Partial list of alternative passages which could be used to avoid close quarters situations; Seduction Pass, West of Eldred Rock, East of Portland Island, West of Grand Island, South of Round Rock, West of Six Fathom bank, South of Brothers Islands, East of Key Reef, South of Hanus Reef, South of Lemesurier island, North of Hump Island, East of SP Buoy in Snow Pass: (D)These alternate passages are published as a planning resource for vessels to pre-vet the passages for inclusion into their companies' passage planning.*
Added: *Appendix B Recommended Alternative Passage*
5. April 2017-Combined Recommendations for Tracy Arm & Endicott Arm
6. April 2018-Added warning to Tracy Arm and Endicott Arm (Operational Parameters). Adjusted recommended anchor position in Juneau Harbor to reflect recent Harbor construction. Appendix B: added alternative passage chartlet for Tongass Narrows.
7. April 2024 - Changed Gastineau Channel Speed Recommendations. Page 11 (5.) (B)

APPENDIX A:

LYNN CANAL AND STEPHENS PASSAGE GILLNET TRACKLINES

IMPORTANT: Charts are not for Navigation

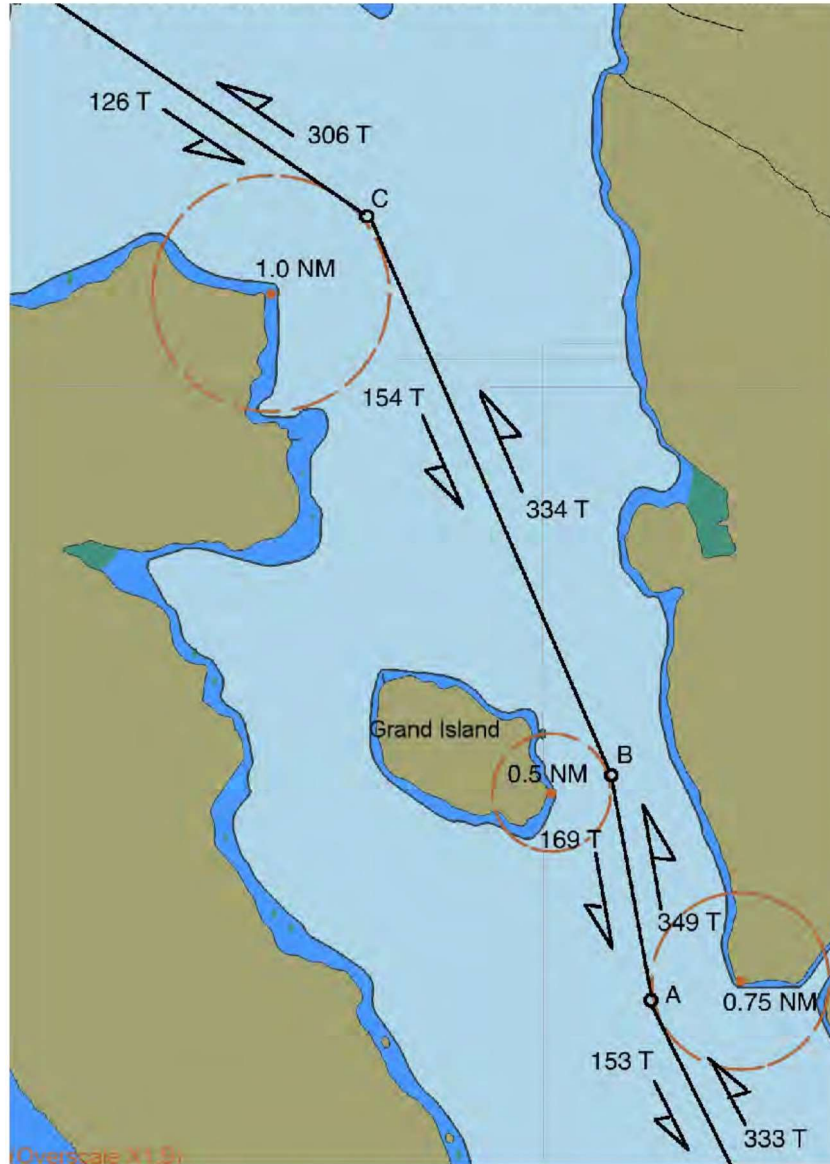
During the winter of 2014 the Marine Safety Task Force co-chairs worked with the Southeast Alaska Pilots' Association and the United Southeast Alaska Gillnetters Association representatives to develop a set of track lines to aid in reducing the impact of deep-draft vessels on the gillnet fishing vessel fleets operating in lower Lynn Canal and Stephens Passage in the vicinity of Point Arden and Grave Point.

The results of the effort are the track lines depicted on the following charts. As with the track lines published in the U.S. Coast Pilot for Sumner Strait between Point Baker and Point Colpoys, they were produced with a corridor of about 0.2 NM.

The pilots of SEAPA met in September 2014 and approved these track lines for a trial period during the 2015 season. The effectiveness of these track lines will be evaluated at the end of the cruise ship season and results brought to the MSTF at the next meeting for discussion.

Deep draft vessels are encouraged to follow the track lines during times of fishing openings, typically June and July and to make early and frequent calls, at least 30 minutes prior to transiting the areas. Sécurité calls are critical to alerting the fishing fleet of intended passages. In Lower Lynn Canal the Eastern Track line is to be avoided when the majority of fishing is on the eastern side of the channel usually during the days of Sunday to Wednesday. All mariners are reminded of their responsibilities under Rule 9 of the International Rules of the Road.

SOUTH-EAST ALASKA MARINE SAFETY TASK FORCE MAY 2015
 DEEP-DRAFT TRAFFIC STANDARD TRACKLINES GRAVE PT TO PT ARDEN
 NOT FOR NAVIGATION - NOT FOR NAVIGATION - NOT FOR NAVIGATION



A: 58-03.5N / 134-04.5 W

B: 58-06.1N / 134-05.4W

C: 58-10.2N / 134-09.0W

Voluntary vessel traffic procedures for gillnet fishing conditions and deep-draft ships. Traffic lanes, about 0.2 NM wide, are centered on the tracklines as shown.

Deep-Draft Traffic:

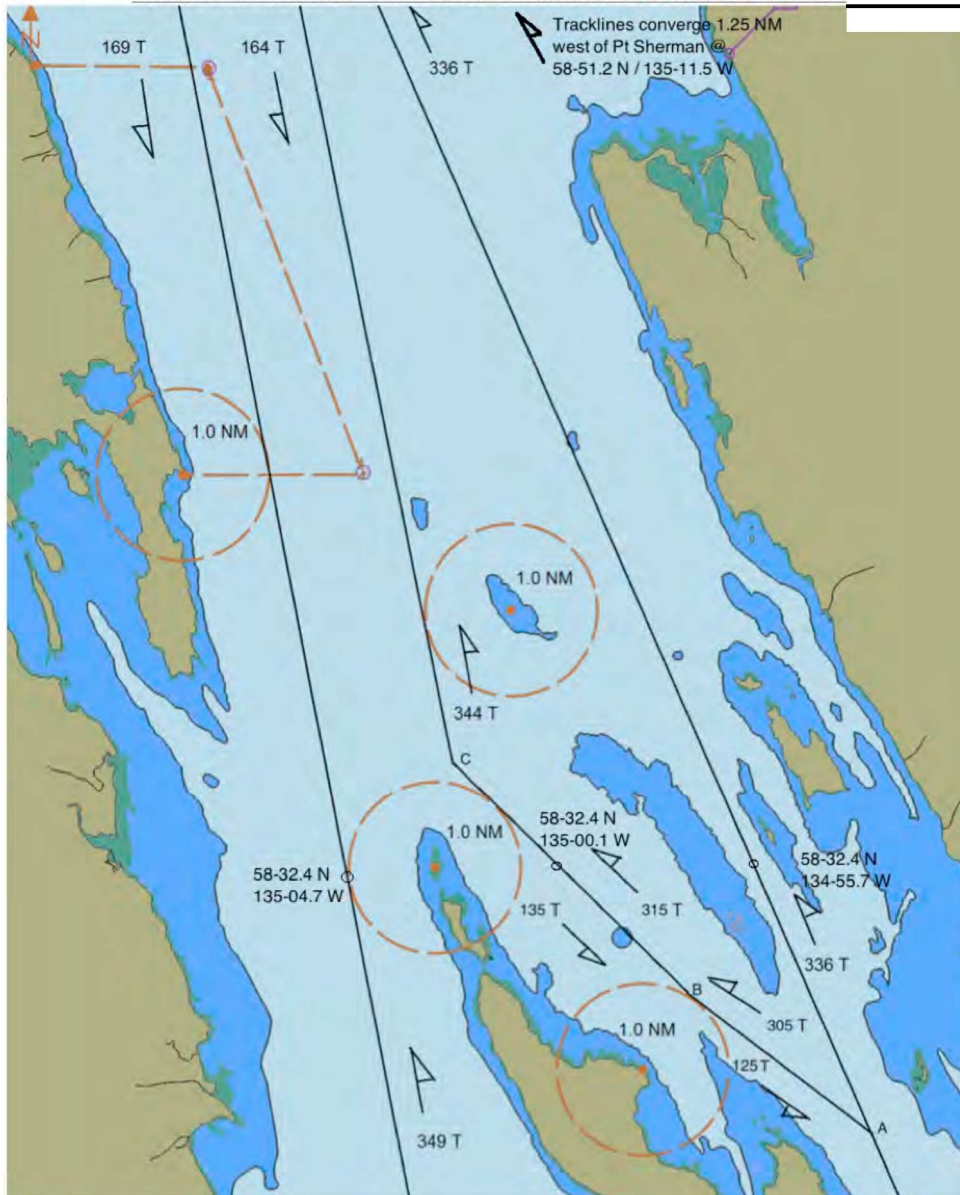
Secure call 30-45 minutes prior to entering area and at regular intervals while transiting the area.
 Travel along tracklines as much as possible.

Gillnet Fishing Vessels:

Mark net end with lights and radar reflectors;
 Monitor VHF CH 13 & 16 for broadcasts;
 Warn other gillnetters if they appear in the traffic lane and deep-draft ships are approaching.
 Do not place sleep sets within or adjacent to tracklines.

SOUTHEAST ALASKA MARINE SAFETY TASKFORCE MAY 2015
 LYNN CANAL DEEP-DRAFT TRAFFIC STANDARD TRACKLINES EAST AND WEST OF LITTLE ISLAND.

NOT FOR NAVIGATION – NOT FOR NAVIGATION – NOT FOR NAVIGATION



A: 58-29.5N / 134-53.3 W

B: 58-30.9N / 134-57.1W

C: 58-33.3N / 135-01.5W

Voluntary vessel traffic procedures for gillnet fishing conditions and deep-draft ships. Traffic lanes, about 0.2 NM wide, are centered on the tracklines as shown.

Deep-Draft Traffic:

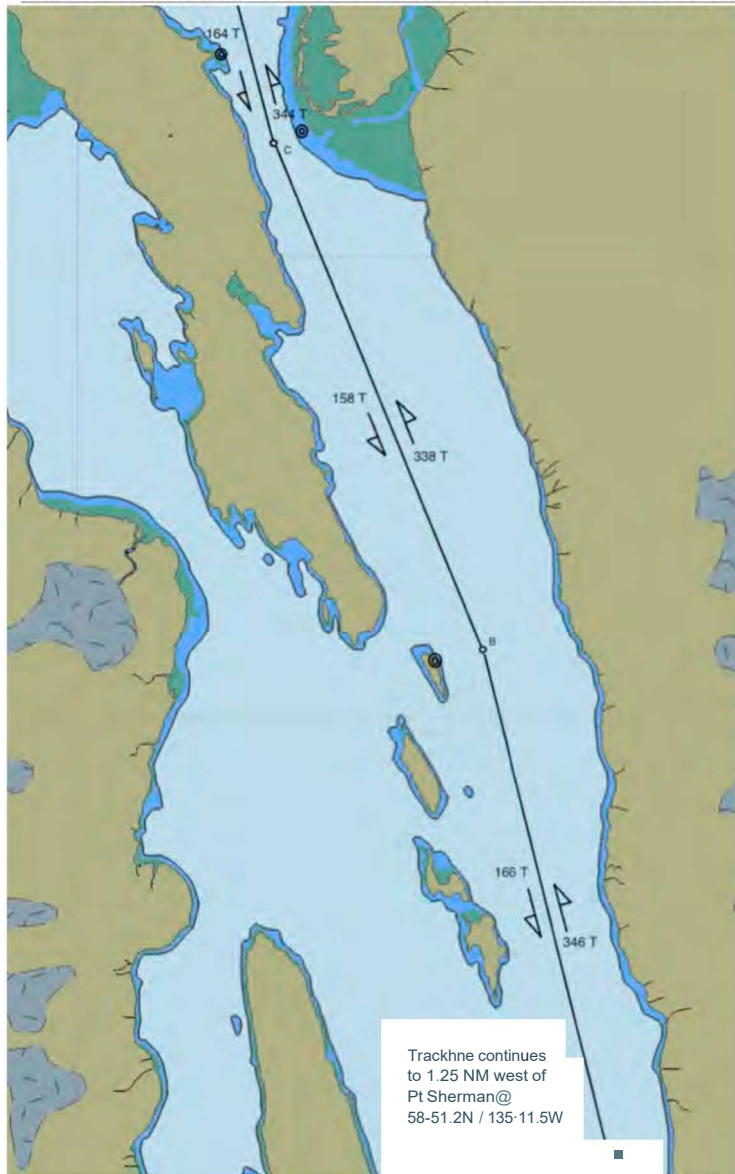
Secureite call 30-4S minutes prior to entering area and at regular intervals while transiting the area. Travel along tracklines as much as possible.

Gillnet Fishing Vessels;

Mark net end with lights and radar reflectors;
 Monitor VHF CH 13 & 16 for broadcasts;
 Warn other gillnetters if they appear in the traffic lane and deep-draft ships are approaching.
 Do not place sleep sets within or adjacent to tracklines.

SOUTHEAST ALASKA MARINE SAFETY TASK FORCE MAY 2015
 UPPER LYNN CANAL DEEP-DRAFT TRAFFIC STANDARD TRACKLINES ELDRED ROCK TO BATTERY PT.

NOT FOR NAVIGATION – NOT FOR NAVIGATION – NOT FOR NAVIGATION



A: 58-58.2N / 135-12.1 W

B: 59-04.7N / 135-15.0W

C: 59-11.7N / 135-20.7W

Voluntary vessel traffic procedures for gillnet fishing conditions and deep-draft ships. Traffic lanes, about 0.2 NM wide, are centered on the tracklines as shown.

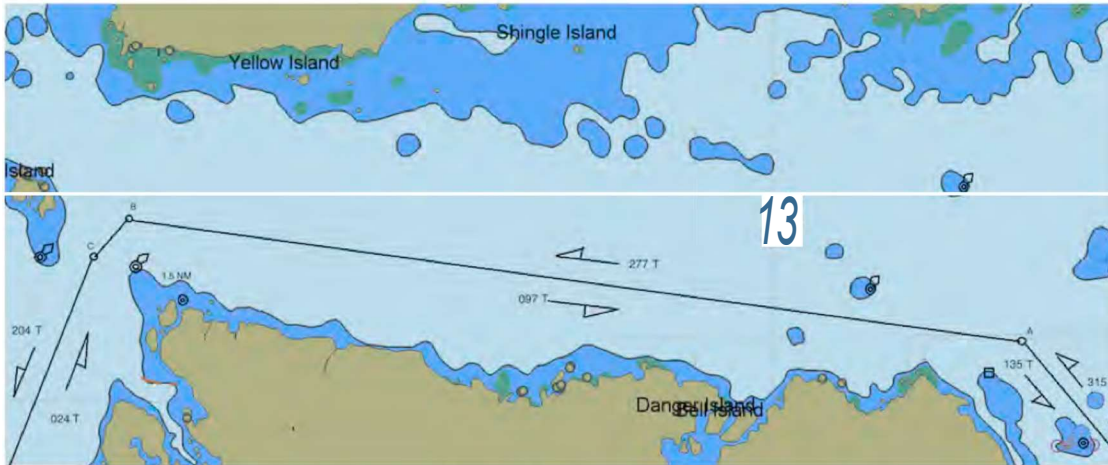
Deep-Draft Traffic:

Secureite call 30-4S minutes prior to entering area and at regular intervals while transiting the area. Travel along tracklines as much as possible.

Gillnet Fishing Vessels;

Mark net end with lights and radar reflectors;
 Monitor VHF CH 13 & 16 for broadcasts;
 Warn other gillnetters if they appear in the traffic lane and deep-draft ships are approaching.
 Do not place sleep sets within or adjacent to tracklines.

SOUTHEAST ALASKA MARINE SAFETY TASK FORCE MAY 2015
 SUMNER STRAIT DEEP-DRAFT TRAFFIC STANDARD TRACKLINES
NOT FOR NAVIGATION - NOT FOR NAVIGATION- NOT FOR NAVIGATION



A: 56-21.0N / 133-09.5 W

B: 56-23.0N / 133-38.7W

C: 56-22.5N / 133-39.9 W

Voluntary vessel traffic procedures for gillnet fishing conditions and deep-draft ships. Traffic lanes, about 0.2 NM wide, are centered on the tracklines as shown.

REFERENCE COAST PILOT 8

Deep-Draft Traffic:

Secure call 30-45 minutes prior to entering area and at regular intervals while transiting the area. Travel along tracklines as much as possible.

Gillnet Fishing Vessels;

Mark net end with lights and radar reflectors;
 Monitor VHF CH 13 & 16 for broadcasts;
 Warn other gillnetters if they appear in the traffic lane and deep-draft ships are approaching.
 Do not place sleep sets within or adjacent to tracklines.
 Provide for two-way traffic of large vessels along the designated tracklines.

APPENDIX B:

RECOMMENDED ALTERNATIVE PASSAGES

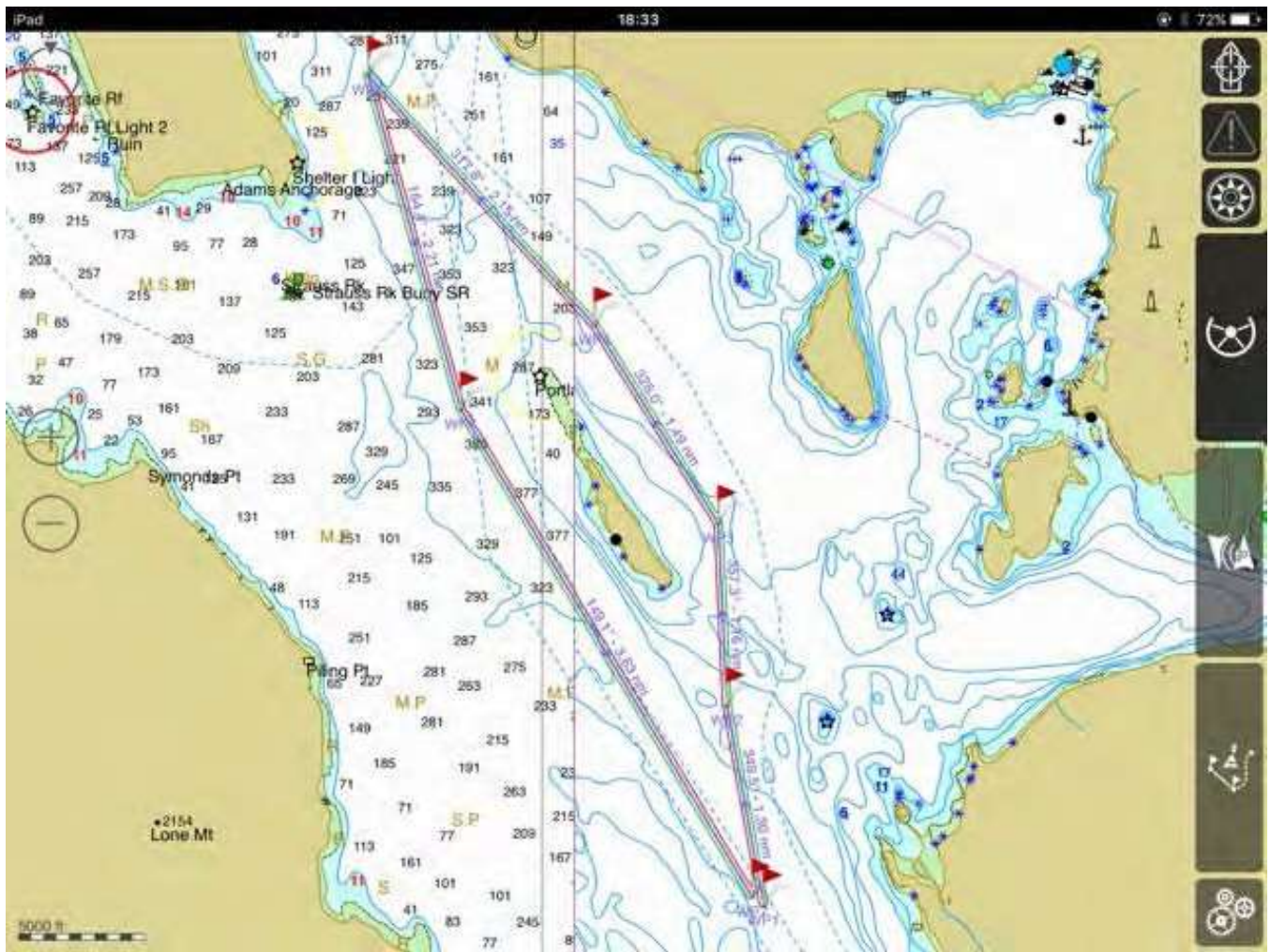
IMPORTANT: Charts are not for Navigation



SEDUCTION PASS: WEST OF TALSANI ISLAND



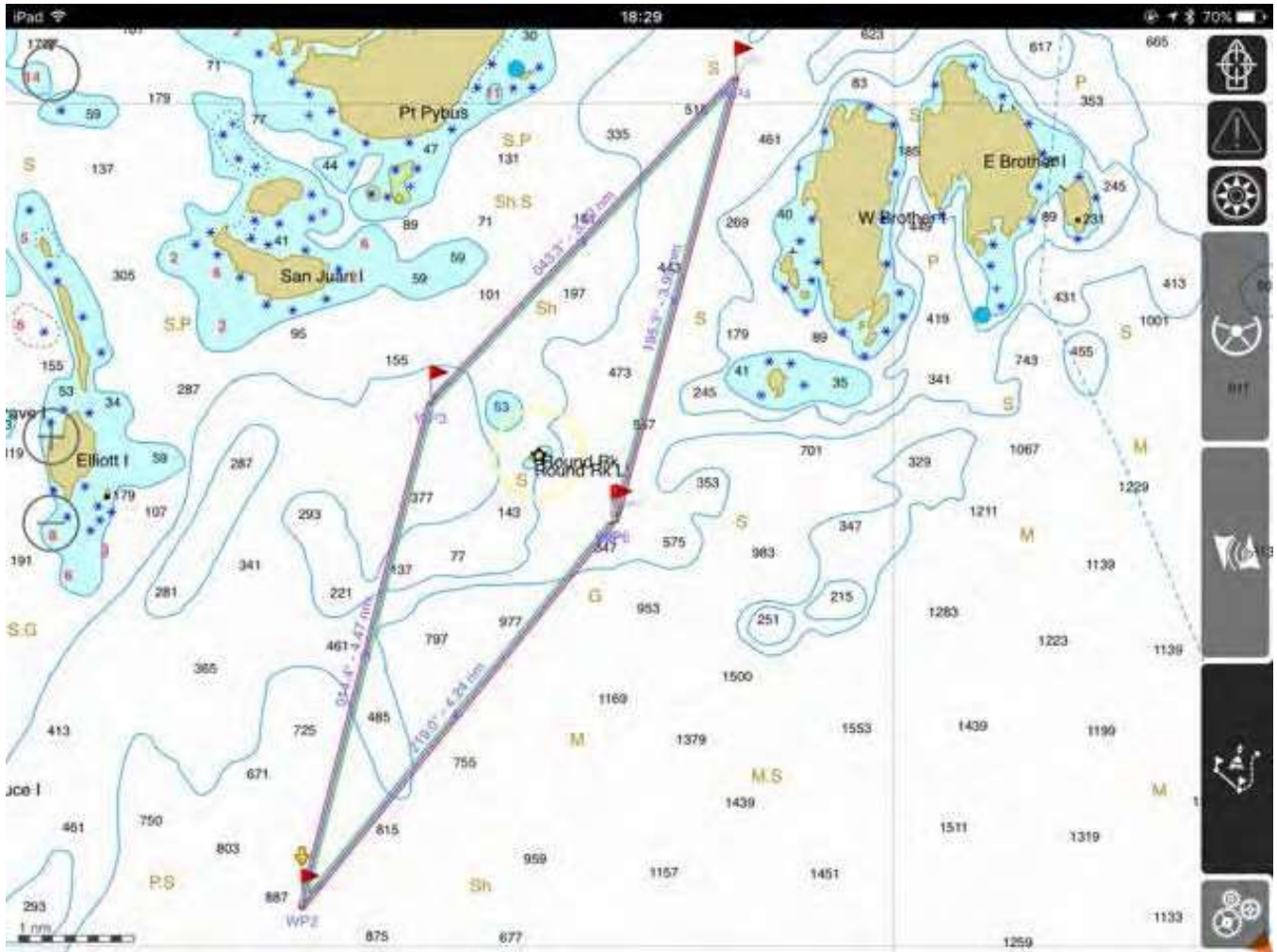
WEST OF ELDRED ROCK



EAST AND WEST OF PORTLAND ISLAND



WEST AND EAST OF GRAND ISLAND



SOUTH AND NORTH OF ROUND ROCK



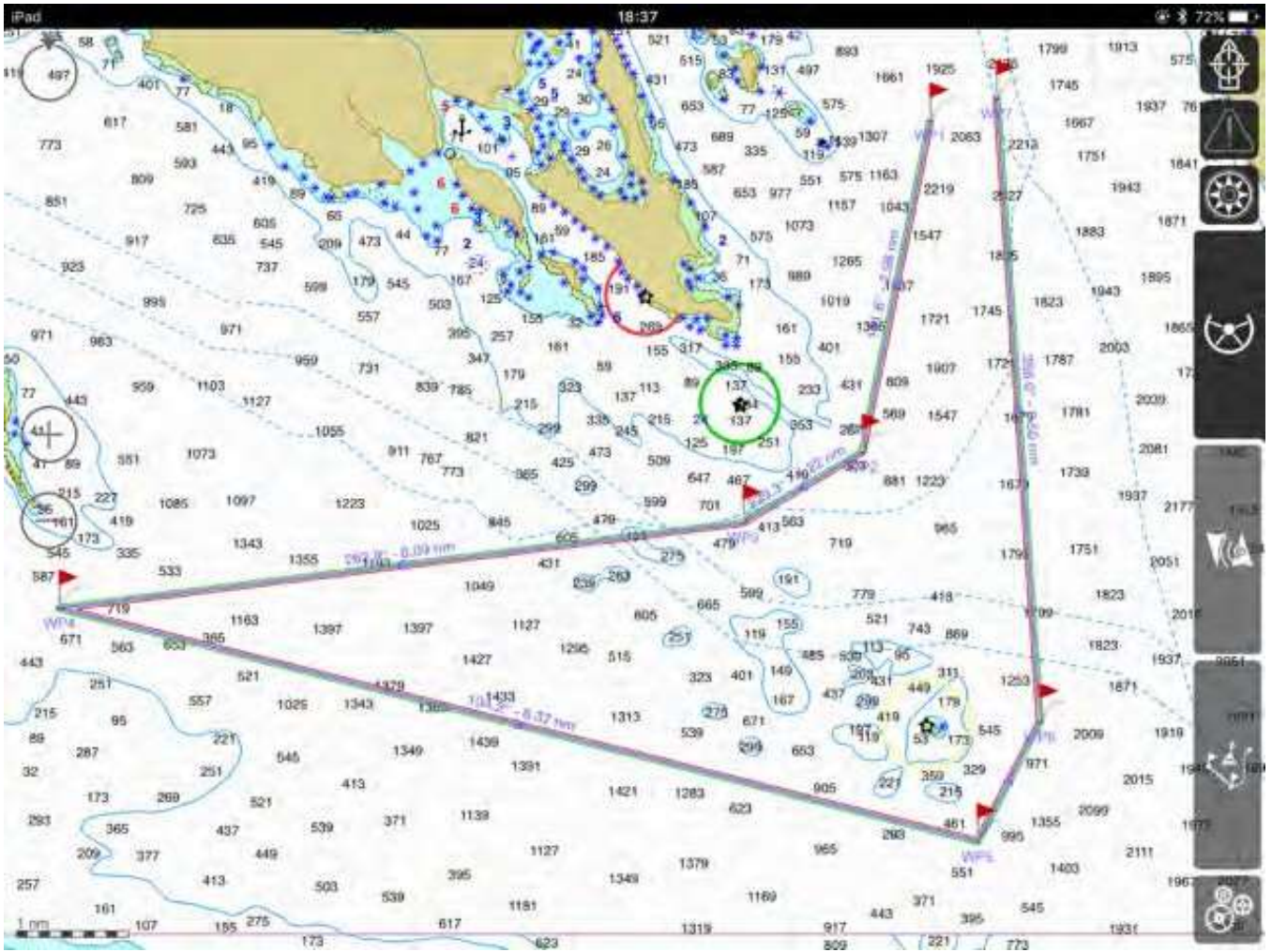
WEST AND EAST OF SIX FATHOM BANK- PT HUGH



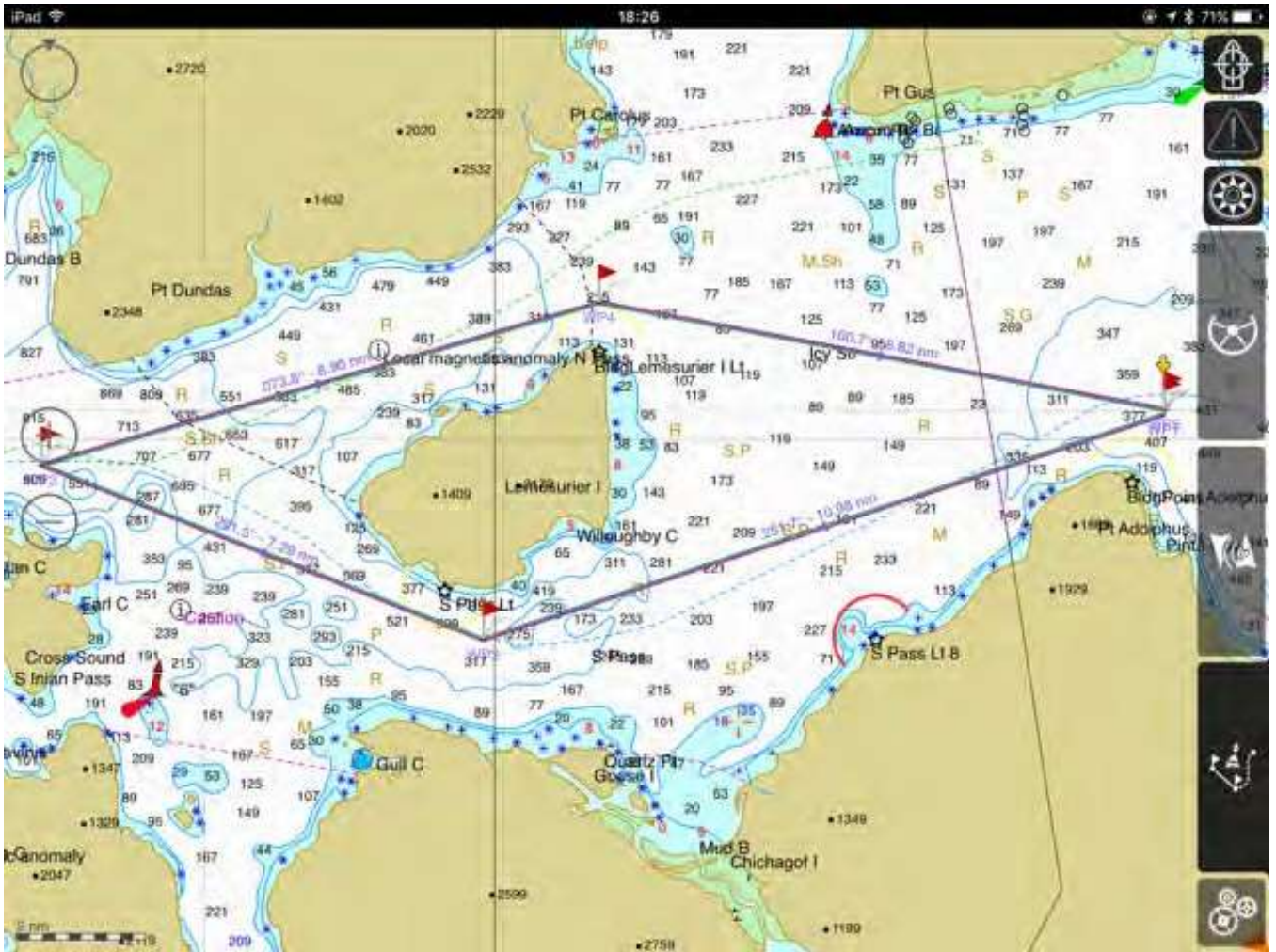
SOUTH OF BROTHERS ISLANDS



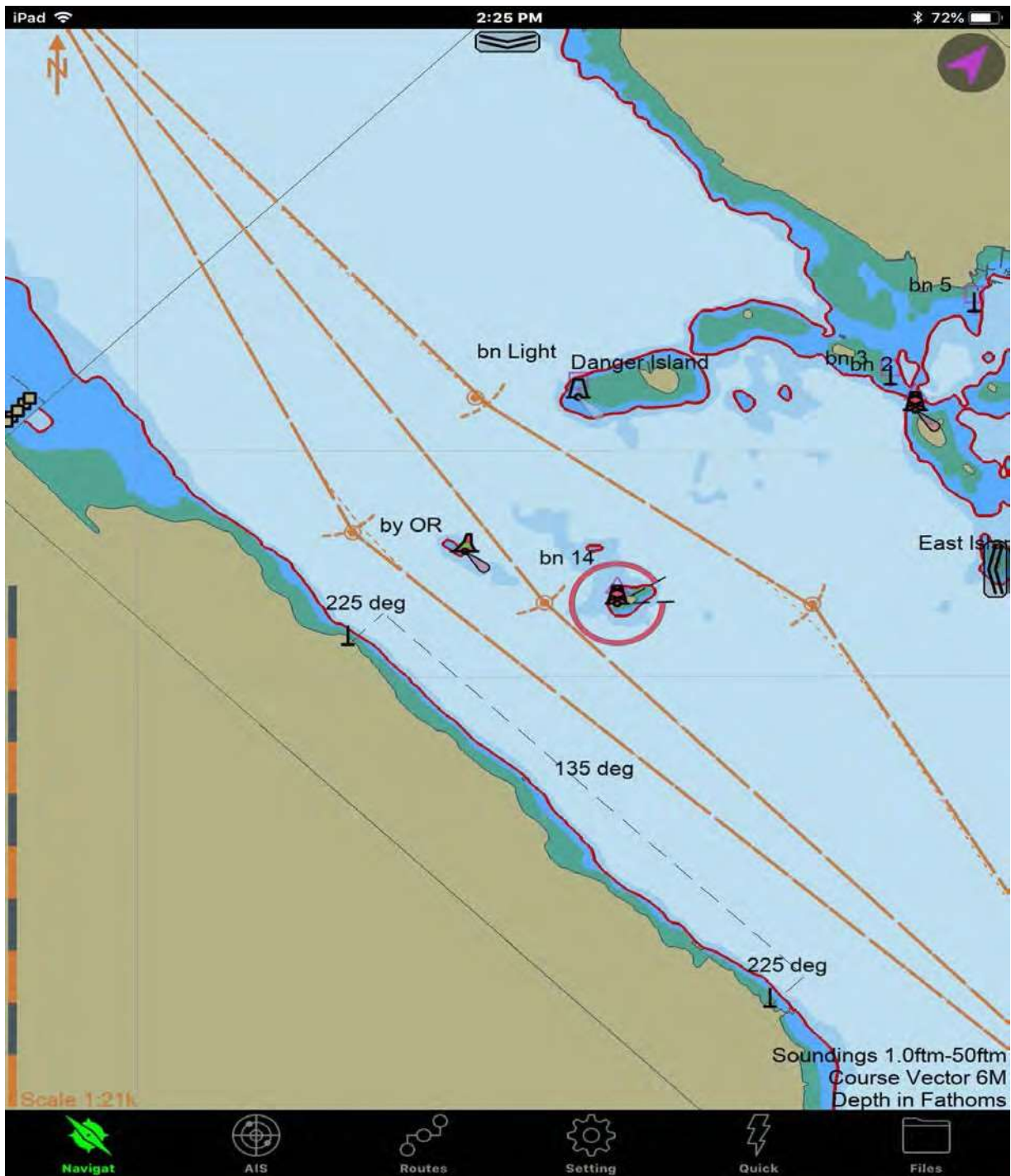
EAST AND WEST OF KEY REEF



SOUTH AND NORTH OF HANUS REEF



SOUTH AND NORTH OF LEMESURIER ISLAND



ROSA REEF TO LEWIS REEF
EAST AND WEST OF CHANNEL ISLAND
WEST OF OHIO ROCK