Masters Guide for Vessels Operating under the 1-Call Alaska APC while in COTP W Alaska Waters

Version 1.0
1. **Policies of APC Coverage**

1. Subject to the master’s concurrence, this guidance shall be observed by vessels with VRP’s citing the 1-Call Alaska APC when navigating within the Captain of the Port Western Alaska Zone while on a transit to or from a U.S. port. Vessels agree to observe these guidelines, in addition to meeting all USCG reporting requirements, as part of their enrollment with 1-Call Alaska.

2. When navigating in the area covered by the APC, enrolled vessels must carry on the bridge a copy of the 1-Call Alaska Enrollment Agreement, the USCG APC approval letter, and a copy of these APC Vessel Operational Policies.

3. All reports required in accordance with the APC procedures must be submitted to the 1-Call Alaska Coordination Center by phone +1-907-243-0069 and email (ops@1callalaska.com). The 1-Call Alaska Coordination Center will respond with a confirmation of receipt for your records.

4. 96 hours prior to entering Western Alaska waters covered by this APC, the Master will submit a Notice of Transit via Email. The Notice of Transit will include:

   a. the intended date and time of passage,
   b. point of arrival, and intended course through the area;
   c. vessel contact information and voyage details;
   d. confirmation that the planned route does not enter any ATBA or that it remains outside 50nm of shore unless using an authorized pass or calling a port in Alaska.
   e. confirmation that the vessel’s AIS has been tested and found properly operational.

5. 1-Call Alaska’s reply to the notice of arrival will confirm the Master’s commitment to comply with APC guidelines to the extent considered safe by the Master.

6. While in the Aleutian Islands Subarea the master shall sail on a route to maintain their position outside of the Aleutian Island Areas to Be Avoided (ATBA) at all times. Vessels should only approach within 50nm of land when transiting through one of the designated passes or its approaches, and/or hailing a US port in the area, or if they have secured a USCG approved deviation. **(For more information on the deviation process please see Section IV.)**

7. The Vessel Voyage Plan should be written to use only Unimak, Amchitka, Seaguam, or Buldir passes as created by the IMO’s designated ATBAs in the Aleutian area. Any use of the Northern Bering Sea/Strait will require the use of the mandatory route, unless granted a deviation that authorizes an alternative route.
8. Masters agree not to sail closer than 50 miles of nearest land while in western Alaska waters except when utilizing a strait or approaching and entering/leaving port.

9. If the vessel makes a course above 60 degrees North (not including weather deviations for Great Circle Traffic approved by the USCG) then they must adhere to the mandatory route.

10. If the Master judges it prudent to deviate from the intended course or must navigate within the ATBA for any reason, a deviation notice must be sent to the Resolve Marine Services Alaska Coordination Center indicating any course changes and the reason for the deviation.

11. Prior to entering into the ATBA or sailing closer than 50 miles from shore. Failure to do so can result in USCG review, and potential fines.

12. Failure to report deviations to the 1-Call Alaska Coordination Center or failure to follow these guidelines will result in the 1-Call Alaska Coordination center contacting the vessel, Q.I., DPA, and potentially activating Response Assets.

13. Any casualty or otherwise hazardous conditions as defined in 33CFR160.204 or other event requiring reduced propulsion must be reported to the 1-Call Alaska Coordination Center via telephone at +1 907 243 0069

   a. Within one hour when outside the ATBA.
   b. Within ½ hour when inside the ATBA no closer than 25 NM to any land mass.
   c. Immediately if any land mass is less than 25 NM from the vessel.
   d. Regular updates will be given to the 1-Call Alaska Coordination center until rectified and the voyage safely resumed. The updates should occur at least on the ½ hour and in no case shall they occur less than hourly.

14. A vessel stopping at any port in the area covered by this APC, whether a scheduled call or not, should comply with procedures proscribed in the applicable Sailing Directions for that port subsequent to filing a deviation notice per item 7 above.
II. AREAS TO BE AVOIDED IN THE REGION OF THE ALEUTIAN ISLAND ARCHIPELAGO


Description of the areas to be avoided:

In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment "In the Region of the Aleutian Island Archipelago", all ships 400 gross tons and above solely in transit should avoid the areas to be avoided bounded by lines connecting the following geographical positions:

1. East ATBA
   An area to be avoided is established and bounded by a line connecting the following geographical positions:
   (1) 54° 07'.94 N 162° 19'.48 W (7) 56° 19'.83 N 161° 04'.29 W
   (2) 54° 22'.14 N 164° 59'.57 W (8) 56° 04'.91 N 160° 29'.04 W
   (3) 54° 43'.51 N 165° 09'.77 W (9) 55° 40'.94 N 159° 32'.43 W
   (4) 54° 59'.45 N 165° 14'.74 W (10) 55° 22'.58 N 158° 49'.19 W
   (5) 55° 43'.20 N 163° 38'.05 W (11) 54° 41'.38 N 158° 31'.66 W
   (6) 56° 08'.30 N 162° 22'.14 W (12) 54° 21'.99 N 159° 11'.54 W
   thence back to point (1).

2. Unalaska ATBA
   An area to be avoided is established and bounded by a line connecting the following geographical positions:
   (13) 51° 41'.19 N 170° 52'.93 W (19) 54° 21'.96 N 165° 43'.77 W
   (14) 51° 53'.22 N 171° 32'.60 W (20) 54° 11'.15 N 163° 41'.63 W
   (15) 52° 41'.95 N 171° 50'.08 W (21) 53° 40'.84 N 163° 41'.67 W
   (16) 53° 17'.64 N 171° 50'.31 W (22) 53° 24'.39 N 164° 07'.37 W
   (17) 54° 09'.49 N 169° 23'.53 W (23) 52° 46'.62 N 165° 56'.33 W
   (18) 54° 17'.62 N 168° 11'.32 W (24) 51° 57'.40 N 168° 57'.60 W
   thence back to point (13).

3. Atka ATBA
   An area to be avoided is established and bounded by a line connecting the following geographical positions:
   (25) 50° 38'.55 N 180° 00'.00 W (30) 52° 41'.07 N 171° 56.15'W
   (26) 51° 11'.83 N 179° 50'.46 W (31) 51° 37'.86 N 171° 34.53'W
   (27) 52° 39'.35 N 178° 39'.78 W (32) 51° 15'.27 N 172° 36.40'W
   (28) 53° 13'.18 N 173° 49'.18 W (33) 50° 21'.63 N 179° 24.20'W
   (29) 53° 02'.71 N 172° 51'.16 W (33) 50° 21'.63 N 179° 24.20'W
   thence back to point (25).
4. Amchitka ATBA
An area to be avoided is established and bounded by a line connecting the following geographical positions:
(34) 51° 51’.50 N 174° 47’.54 E (39) 52° 36’.31 N 179° 22.09’W
(35) 52° 15’.54 N 174° 53’.24 E (40) 51° 32’.27 N 179° 41.19’W
(36) 52° 46’.63 N 176° 15’.15 E (41) 50° 33’.65 N 179° 33.12’E
(37) 52° 57’.86 N 177° 37’.91 E (42) 50° 44’.11 N 178° 10.33’E
(38) 52° 48’.39 N 180° 00’.00 W (43) 51° 21’.00 N 175° 59.57’E
thence back to point (34).

5. West ATBA
An area to be avoided is established and bounded by a line connecting the following geographical positions:
(44) 53° 40’.90 N 171° 50’.53 E (50) 52° 08’.23 N 174° 21’.75 E
(48) 53° 07’.49 N 175° 18’.74 E (54) 53° 00’.92 N 171° 06’.20 E
(49) 52° 19’.54 N 174° 51’.62 E (55) 53° 23’.69 N 171° 19’.71 E
thence back to point (44)
DESIGNATED PASSES IN THE ALEUTIAN ISLAND ARCHIPELIGO
COMMONLY USED GREAT CIRCLE ROUTES THROUGH THE ALEUTIAN ISLAND ARCHIPELIGO
II. MANDITORY ROUTE IN THE REGION OF THE BERING SEA

As part of our APC you are required to utilize the following route when you navigate through the Bering Sea North of 60 degrees.

A. Mandatory routing does not apply to vessels engaged in fishing.

Deviations from this route must be submitted to 1-Call Alaska for approval via the USCG.


Note: These charts are based on North American 1983 Datum (NAD 83) which is equivalent to World Geodetic System 1984 Datum (WGS 84).

WAYPOINTS ARE AS FOLLOWS:

1. 54° 42.95' N 165° 13.12' W
2. 56° 45.00' N 166° 17.14' W
3. 58° 45.00' N 167° 27.81' W
4. 60° 10.80' N 168° 23.76' W
5. 61° 30.00' N 167° 39.92' W
6. 62° 25.20' N 167° 07.56' W
7. 63° 30.00' N 167° 38.21' W
8. 64° 59.00' N 168° 25.00' W
9. 66° 30.00' N 168° 25.00' W
10. 64° 18.00' N 171° 22.80' W
Mandatory Route Through the Bering Sea
III. AREAS TO BE AVOIDED IN THE REGION OF THE BERING SEA

In addition to the mandatory routing, all 1-Call Alaska Vessels must comply with our Areas to Be Avoided (ATBA's) within the Bering Sea. These areas should not be used in normal operations as a potential place of refuge. Should the vessel need to utilize them for storm weather deviations, casualty, or another circumstance beyond the scope of normal operations, a deviation form must be approved by 1-Call Alaska.

The ATBA's are established and bounded by the geographical points listed below.

Note: These charts are based on North American 1983 Datum (NAD 83) which is equivalent to World Geodetic System 1984 Datum (WGS 84).

1. Bering Strait ATBA:
   An area to be avoided is established and bounded by a line connecting the following geographical positions:
   a. 66° 14.4000'N 168° 58.6166'W
   b. 66° 14.4000'N 168° 30.0000'W
   c. 65° 30.7800'N 168° 30.0000'W
   d. 65° 30.7800'N 168° 58.6166'W
   Thence to point a

2. King Island ATBA:
   An area to be avoided is established and bounded by a line connecting the following geographical positions:
   a. 65° 03.1200'N 168° 19.5600'W
   b. 65° 05.5260'N 167° 52.9200'W
   c. 64° 53.5440'N 167° 46.9800'W
   d. 64° 51.0120'N 168° 14.8200'W
   Thence to point a

3. St. Lawrence Island ATBA:
   An area to be avoided is established and bounded by a line connecting the following geographical positions:
   a. 63° 01.7760'N 168° 04.3800'W
   b. 62° 46.1400'N 168° 21.2400'W
   c. 62° 44.3820'N 168° 58.3200'W
   d. 61° 00.0000'N 169° 00.0000'W
   e. 61° 00.0000'N 171° 27.0000'W
   f. 63° 08.5740'N 173° 31.0200'W
   g. 63° 54.7980'N 171° 50.9400'W
   h. 63° 59.9460'N 171° 06.1800'W
   i. 63° 17.9940'N 168° 12.5400'W
   Thence to point a
4. **Nunivak Island ATBA:**
   An area to be avoided is established and bounded by a line connecting the following geographical positions:
   a. 59° 32.7960'N 165° 28.8000'W
   b. 59° 41.4420'N 166° 49.0800'W
   c. 59° 54.8940'N 167° 40.9800'W
   d. 60° 17.0520'N 167° 37.8000'W
   e. 60° 39.8640'N 165° 41.7000'W
   Thence to point a
IV. Deviation Process

The Deviation process is initiated when the captain determines the need to change course or route through WAK waters or to reduce speed to drift. The Captain is expected to inform 1-Call Alaska of the change via email AS SOON AS POSSIBLE, so that the Coordination Center can process and seek approval for his new routing plan. This process applies to both innocent and non-innocent passage ships.

There are two types of deviations that are issued by 1-Call Alaska, please see the lists below for an idea of what circumstances require specific deviation approval procedures.

<table>
<thead>
<tr>
<th>Deviations requiring USCG Approval</th>
<th>Deviations requiring 1-Call Alaska Acknowledgement</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>(Call 1-Call Alaska for a deviation request ASAP)</em></td>
<td><em>(Email 1-Call Alaska with new coordinates/information ASAP)</em></td>
</tr>
<tr>
<td>- Entering the ATBA for any reason</td>
<td>- Deviating from planned course to any beyond 50nm from shore</td>
</tr>
<tr>
<td>- Utilizing the ATBA for storm weather avoidance</td>
<td>- Stopping or slowing speed in areas greater than 50nm to perform drills or routine maintenance.</td>
</tr>
<tr>
<td>- Changing course to come within 50 nm of shore (except when using the designated passes or mandatory Bering Sea Route)</td>
<td></td>
</tr>
<tr>
<td>- Plotting a course in the Northern Bering Sea/Strait that does not utilize Mandatory Route.</td>
<td></td>
</tr>
<tr>
<td>- Stopping/drifting the vessel anywhere within the US EEZ for mechanical casualty,</td>
<td></td>
</tr>
<tr>
<td>- Any time the vessel broadcasts a “Not Under Command” status</td>
<td></td>
</tr>
</tbody>
</table>

1. Requesting a USCG Approved Deviation
USCG Approved Permits require the vessel to fill out a storm weather avoidance form. This can be acquired by the captain by calling the Coordination Center or emailing ops@1callalaska.com Once we provide the form to you, please fill it out and return it to us, we will submit it to Sector Anchorage on your behalf.

If approved by Sector Anchorage, 1-Call Alaska will email the Captain the approval and serve as the point of contact for both the Ship and USCG Sector Anchorage. If initial approval is not granted we will contact the ship with the USCG’s requirements and help with the resubmission of another deviation request.

2. Status Updates During Deviation
Once your vessel has begun the deviation, you are required to report status updates to 1-Call Alaska at the following frequency.
a. Casualties required to be reported under 33 CFR 160.204: updates should occur at least on the 1/2 hour and in no case shall they occur less than hourly.
b. Weather related deviations: 12-hour status reporting
c. Mechanical related deviations: 2-hour reporting
d. All other Deviations: 6-hour reporting until vessel is greater than 50nm from shore
e. Reporting should include the following information
   • Ships condition
   • Ships speed (if not applicable please provide ships drift speed)
   • Wind direction
   • Swell height
   • Mechanical repair progress (if applicable)
   • Estimate of time remaining in area

3. Requesting a 1-Call Alaska Approved Deviation
1-Call Alaska approved deviations are requested by sending the updated course to ops@1callalaska.com. Our watch standers will log your new course/delay/etc. and send a confirmation email to the vessel, at which point the vessel is free to begin adjusting its course to the deviation route it had submitted.

For routine mechanical related delays, the vessel shall report to the 1-Call Alaska Coordination Center at two-hour intervals and should include:
   • Ships condition
   • Ships speed (if not applicable please provide ships drift speed)
   • Ships heading/course
   • Wind direction
   • Swell height
   • Routine maintenance progress (if applicable)
   • Estimate of time remaining not under command
V. Contact information

1-Call Alaska Coordination Center
+1 907 243 0069 (24 hr number) ops@1callalaska.com (24 hr Email)

USCG Sector Anchorage
+1 907 428 4100 (24 hr number) sector.anchorage@uscg.mil (24 hr Email)
VI. Maritime Emergency Response Assets

1. Unalaska/Dutch Harbor

**Emergency Towing:**

1-Call Alaska towing vessels along with towing vessels that are part of the 1-Call Rapid Response Network (R2N) are available to conduct emergency towing should the need arise. 1-Call Alaska holds USCG approved agreement with Dunlap, Foss, Harley Marine, AMAK, Survey Point and other towing companies. The 1-Call Alaska Coordination center actively tracks the location of towing vessels in the area.

**Marine Fire Fighting:**

The Dutch Harbor MFF Package has a 6,000 GPM fire pump, various monitors and nozzles, hose, and 1,200 gallons of 1 x 3 AR-AFFF foam concentrate. Bunker gear and SCBA’s for a 4-man team.

**Boom:**

The 1-Call Alaska boom inventory in Unalaska includes a total of 32,000+ feet of 18, 24, and 42-inch boom, to be used for protection and containment of oil. The boom is stored with anchoring and towing systems in 20 ft intermodal containers at the 1-Call Alaska facility in Dutch Harbor and ready for rapid deployment.

**Skimming Ability:**

<table>
<thead>
<tr>
<th>Type</th>
<th>Quantity</th>
<th>EDRC (Derated)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elastec X-150</td>
<td>1</td>
<td>4600 bbl (Inland/Oceans)</td>
</tr>
<tr>
<td>Elastec Ocean Skimmer</td>
<td>1</td>
<td>8914 bbl (Inland/Oceans)</td>
</tr>
<tr>
<td>Aqua Guard Triton 35</td>
<td>1</td>
<td>1137 bbl (Inland)</td>
</tr>
<tr>
<td>Desmi Mini Max</td>
<td>4</td>
<td>4525 bbl (Inland)</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>19176 bbl/day</strong></td>
</tr>
</tbody>
</table>

**Temporary Storage Capacity:**

<table>
<thead>
<tr>
<th>Size –Gallons</th>
<th>Description</th>
<th>Fixed / Portable</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>40,000</td>
<td>Yaveh Barge</td>
<td>Fixed</td>
<td></td>
</tr>
<tr>
<td>8,000</td>
<td>Vertical</td>
<td>Fixed</td>
<td>2X4,000</td>
</tr>
<tr>
<td>8,000</td>
<td>Skid Mounted</td>
<td>Portable</td>
<td>2X4,000</td>
</tr>
<tr>
<td>43,000</td>
<td>FRAC Tank</td>
<td>Portable</td>
<td>2x500bbl</td>
</tr>
<tr>
<td>10,000</td>
<td>Skid Mounted</td>
<td>Portable</td>
<td>2X5,000</td>
</tr>
<tr>
<td>24,000</td>
<td>ISO Tanks</td>
<td>Portable</td>
<td></td>
</tr>
<tr>
<td>22,000</td>
<td>Skid Mounted</td>
<td>Portable</td>
<td></td>
</tr>
<tr>
<td>924,500</td>
<td>IBIS Barge</td>
<td>Portable</td>
<td></td>
</tr>
<tr>
<td>1,079,500 gal</td>
<td></td>
<td></td>
<td>25,104 BBL</td>
</tr>
</tbody>
</table>
2. Nome

Staged at the Port of Nome, the 1-Call Alaska MMPD Package is staged for rapid deployment to the Southern Chukchi Sea, Bering Strait and Northern Bering Sea Regions.

**Boom:** 2,000 Feet of Optimax I - S/S top tension 7" Freeboard 12" draft “OptiMax I - 19 Series” 4 Tow Bridles with Floats.

**Skimming Ability:**

<table>
<thead>
<tr>
<th>Type</th>
<th>Quantity</th>
<th>EDRC (De-rated)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TDS 118G Grooved drum Skimmer system (Skimmer head, D10 Hyd Power Pack, E-150 Transfer pump)</td>
<td>1</td>
<td>5760</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>5760 bbl/day</strong></td>
</tr>
</tbody>
</table>

**Temporary Storage Capacity:**

<table>
<thead>
<tr>
<th>Size – Gallons</th>
<th>Description</th>
<th>Fixed / Portable</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>4,000</td>
<td>USG Pillow tanks w/ ground cover and carry bag</td>
<td>Portable</td>
<td>4 x 1,000 gal units</td>
</tr>
<tr>
<td>4,000 gal</td>
<td></td>
<td></td>
<td>95 bbl</td>
</tr>
</tbody>
</table>

**Miscellaneous Support Gear:**

Non-Tank Vessel Clean UP Kit, Includes PPE Decon, shoreline clean up, bird hazing etc as required by ADEC

3. Homer

Staged at Moore and Moore, Homer Alaska the RMG WCD1 Package is ready for rapid deployment to The Cook Inlet and Northern Gulf of Alaska.

**Boom:** 30,000 ft 19" Boom - Optimax I - S/S top tension 7" Freeboard 12" draft "OptiMax I - 19 Series," 2,000 ft 42" Boom - Supermax II S/S top tension 15" freeboard 27" draft "Supermax II Series"

**Skimming Ability:**

<table>
<thead>
<tr>
<th>Type</th>
<th>Quantity</th>
<th>EDRC (Derated)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TDS118G Grooved drum Skimmer system (Skimmer head, D10 Hyd Power Pack, E-150 Transfer pump)</td>
<td>2</td>
<td>11,520 bbl EDRC (2x5760)</td>
</tr>
<tr>
<td>Ocean Skater weir skimmer system (Skimmer head, D100 hyd power pack, Pump, Hoses, hose reel)</td>
<td>2</td>
<td>44,570 bbl EDRC (2x22285)</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>56,090 bbl/day</strong></td>
</tr>
</tbody>
</table>
Temporary Storage Capacity:

<table>
<thead>
<tr>
<th>Size –Gallons</th>
<th>Description</th>
<th>Fixed / Portable</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>35,000</td>
<td>USG Towable bladder (XR-5 Fabric)</td>
<td>Portable</td>
<td>10 x 3,500 gal units</td>
</tr>
<tr>
<td>35,000 gal</td>
<td></td>
<td></td>
<td>833 bbl</td>
</tr>
</tbody>
</table>

Miscellaneous Support Gear:

Non-Tank Vessel Clean UP Kit, Includes PPE Decon, shoreline clean up, bird hazing etc as required by ADEC

4. Anchorage
Staged at Resolve Aviation, 6321 S Airpark Place Anchorage Alaska is Resolve’s rapidly deployable air response kit. The Kit can be taken anywhere in state to begin initial spill response capability. The Kit is designed for both Source Control and Oil Spill Response, depending on the assignment.

Boom: 500 feet of 17.5” Inflatable boom (Airmax River Series) 8” freeboard 8” draft, ready for airborne deployment from the RESOLVE PILATUS

Skimming Ability:

<table>
<thead>
<tr>
<th>Type</th>
<th>Quantity</th>
<th>EDRC (Derated)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mini Max Air Operated Skimmer with transfer pump and accessories kit</td>
<td>1</td>
<td>342 bbl (Inland/Oceans)</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>342 bbl/day</strong></td>
</tr>
</tbody>
</table>

Temporary Storage Capacity:

<table>
<thead>
<tr>
<th>Size –Gallons</th>
<th>Description</th>
<th>Fixed / Portable</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>USG Pillow tanks w/ ground cover and carry bag</td>
<td>Portable</td>
<td>2 X 1000 gal units</td>
</tr>
</tbody>
</table>

Marine Firefighting Package: 4,500 gpm pump with monitor nozzles, fire hose, and associated equipment. Bunker gear and SCBA’s for 6-man team 1,100 gal of 1 x 3 AFF-ATC Concentrate.

Source Control Kit: Source Control Kit w hydraulic submersible and diaphragm pumps

Miscellaneous Support Gear: 6-man radio package, Miko Magnets MAM Light Model with Air Freight Box, hose, PPE adapters and tools for fly away, and a 4-stroke boom inflator.