

U.S. Coast Guard User's Manual  
New York  
Vessel Traffic Service

Nineteen (19) pages total including this cover



## Vessel Traffic Service

### New York

### User's Manual

Revised : September 1999

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The Mission of Coast Guard Vessel Traffic Service New York is to maximize the safe and efficient use of waterways of the Port of New York and New Jersey.

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#### **PURPOSE OF THIS MANUAL**

The VTS New York User's manual is designed to provide VTS Users:

A complete copy of the Vessel Traffic Regulations from title 33 Code of Federal Regulations Part 161.

A ready reference that describes the services provided by VTS New York, the requirements for vessel participation, and the measures employed to manage traffic in the Port of New York and New Jersey.

#### **ABOUT THE VTS REGULATIONS**

Under the Ports and Waterways Safety Act of 1972, as amended by the Port and Tanker Safety Act (PTSA) and the Oil Pollution Act (OPA 90), the Secretary of Transportation may construct, operate, maintain and improve or expand VTSs in any port or place under the jurisdiction of the United States.

Marine accidents in recent years have underscored, often dramatically, the need for continuously improving navigation safety on our nation's waterways. They have heightened public awareness of collisions, ramblings and groundings. This heightened awareness and importance of VTS participation was reaffirmed when Congress mandated such participation in section 4107 of OPA 90, 33 CFR 1223(a)(2).

The implementing legislation for these regulations prescribes civil penalties of up to \$25,000 for each violation. Willful and knowing violations can be prosecuted as a Class D Felony.

#### **ABOUT VTS NEW YORK**

The primary function of VTS New York is to instill good order and predictability on the waters of the Port of New York and New Jersey. This is accomplished by coordinating vessel movements through the collection, verification, organization and dissemination of information.

The Vessel Traffic Center (VTC), located at Fort Wadsworth on Staten Island, NY, is staffed continuously by Coast Guard military and civilian personnel. The VTC uses a VHF-FM radio-telephone network to gather information as well as radar and low-light closed circuit television (CCTV) to confirm and supplement this information. The remote VHF-FM sites are designed to permit low power (1 watt) communications from anywhere in the VTSNY Area. These remote sites and their equipment capabilities are depicted in Appendix One.

## ABOUT THIS MANUAL

This manual presents the VTS regulations found in 33 CFR 161, in their entirety. When appropriate, clearly labeled notes that elaborate on the regulations by providing guidance and examples specifically for the VTS New York area have been inserted.

Also included are several appendices useful to VTS Users. They contain chartlets showing the VTSNY area, applicable VHF-FM frequencies, temporary reporting points that may be used in the event of sensor casualties and information about VTS administered Federal Anchorages located in the area.

## HOW TO CONTACT US

Commander (VTS)  
U.S. Coast Guard Activities New York  
212 Coast Guard Drive  
Staten Island, NY 10305

Phones: (718) 354-4088 (VTC/Offices)  
Fax: (718) 354-4096  
Internet: Activities New York Command Duty Officer  
VHF-FM: Channels 11, 12, 14 and 16

## 33 CFR Part 161

# VESSEL TRAFFIC MANAGEMENT

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## Subpart A--Vessel Traffic Services

### General Rules

#### 161.1 Purpose and Intent.

(a) The purpose of this part is to promulgate regulations implementing and enforcing certain sections of the Ports and Waterways Safety Act (PWSA) setting up a national system of Vessel Traffic Services that will enhance navigation, vessel safety, and marine environmental protection, and promote safe vessel movement by reducing the potential for collisions, rammings, and groundings, and the loss of lives and property associated with these incidents within VTS areas established hereunder.

(b) Vessel Traffic Services provide the mariner with information related to the safe navigation of a waterway. This information, coupled with the mariner's compliance with the provisions set forth in this part, enhances the safe routing of vessels through congested waterways or waterways of particular hazard. Under certain circumstances, a VTS may issue directions to control the movement of vessels in order to minimize the risk of collision between vessels, or damage to property or the environment.

(c) The owner, operator, charterer, master, or person directing the movement of a vessel remains at all times responsible for the manner in which the vessel is operated and maneuvered, and is responsible for the safe navigation of the vessel under all circumstances. Compliance with these rules or with a direction of the VTS is at all times contingent upon the exigencies of safe navigation.

(d) Nothing in this part is intended to relieve any vessel, owner, operator, charterer, master, or person directing the movement of a vessel from the consequences of any neglect to comply with this part or any other applicable law or regulation (e.g., the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS) or the Inland Navigation Rules) or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

**VTS New York Note:** Under **NORMAL** conditions VTS New York will manage traffic by **ADVISING** mariners of the traffic to expect along their intended transits and **MONITORING** passing arrangements between vessels to ensure they are occurring, and can continue to occur, as intended. If VTS New York identifies a potentially unsafe situation the Vessel Traffic Center (VTC) may **RECOMMEND** the vessel(s) reconsider an intended course of action. This **RECOMMENDATION** is designed to heighten awareness and encourage the vessel(s) to review their actions in light of additional or improved information which the VTC will provide. These **RECOMMENDATIONS** may also include an actual alternative course of action. If **EXTREME** conditions dictate, the VTC has the authority to, and may, **DIRECT** a vessel(s) by specifying when the vessel(s) may enter, move within or through, or depart from the VTS New York Area.

It is important to note VTS New York **DOES NOT DIRECT THE MANEUVERING** (the ship handling required to execute the VTC's direction) of a vessel. The **MANEUVERING** of the

**Pilot/Master. The ultimate responsibility of the vessel always remains with the master.**

#### **161.2 Definitions.**

For the purposes of this part:

**Cooperative Vessel Traffic Services (CVTS)** means the system of vessel traffic management established and jointly operated by the United States and Canada within adjoining waters. In addition, CVTS facilitates traffic movement and anchorages, avoids jurisdictional disputes, and renders assistance in emergencies in adjoining United States and Canadian waters.

**Hazardous Vessel Operating Condition** means any condition related to a vessel's ability to safely navigate or maneuver, and includes, but is not limited to:

- (1) The absence or malfunction of vessel operating equipment, such as propulsion machinery, steering gear, radar system, gyrocompass, depth sounding device, automatic radar plotting aid (ARPA), radiotelephone, automated dependent surveillance equipment, navigational lighting, sound signaling devices or similar equipment.
- (2) Any condition on board the vessel likely to impair navigation, such as lack of current nautical charts and publications, personnel shortage, or similar condition.
- (3) Vessel characteristics that affect or restrict maneuverability, such as cargo arrangement, trim, loaded condition, under keel clearance, speed, or similar characteristics.

**VTS New York Note:** The Pilot or Master may be aware that a particular vessel will be especially difficult to handle because of a loading condition or other factor. It is important that the VTC be advised of ANY abnormal condition that may cause a vessel's transit to be conducted differently than may routinely be expected. This information will allow the VTC operator to consider the vessel's expected difficulty when advising surrounding traffic.

**Precautionary Area** means a routing measure comprising an area within defined limits where vessels must navigate with particular caution and within which the direction of traffic may be recommended.

**Towing Vessel** means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

**Vessel Movement Reporting System (VMRS)** is a system used to manage and track vessel movements within a VTS area. This is accomplished by a vessel providing information under established procedures as set forth in this part, or as directed by the VTS.

**Vessel Movement Reporting System (VMRS) User** means a vessel, or an owner, operator, charterer, master, or person directing the movement of a vessel, that is required to participate in a VMRS within a VTS area. VMRS participation is required for:

- (1) every power-driven vessel of 40 meters (approximately 131 feet) or more in length, while navigating;
- (2) every towing vessel of 8 meters (approximately 26 feet) or more in length, while navigating;
- (3) every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.

**VTS New York Note:** All VMRS USERS are required to MONITOR the VTS frequency, PARTICIPATE in the VMRS and REPORT to the VTC.

**Vessel Traffic Center (VTC)** means the shore-based facility that operates the vessel traffic service for the Vessel Traffic Service area or sector within such an area.

**Vessel Traffic Services (VTS)** means a service implemented by the United States Coast Guard designed to improve the safety and efficiency of vessel traffic and to protect the environment. The VTS has the capability to interact with marine traffic and respond to traffic situations developing in the VTS area.

**Vessel Traffic Service Area or VTS Area** means the geographical area encompassing a specific VTS area of service. This area of service may be subdivided into sectors for the purpose of allocating responsibility to individual Vessel Traffic Centers or to identify different operating requirements.

**NOTE:** Although regulatory jurisdiction is limited to the navigable waters of the United States, certain vessels will be encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

**VTS New York Note:** Subpart C (33CFR 161.25) describes the VTS New York Area. A chartlet of the current VTS New York Area is provided in Appendix 1.

**VTS Special Area** means a waterway within a VTS area in which special operating requirements apply.

**VTS User** means a vessel, or an owner, operator, charterer, master, or person directing the movement of a vessel, that is:

- (a) subject to the Vessel Bridge-to-Bridge Radiotelephone Act; or
- (b) required to participate in a VMRS within a VTS area (VMRS User).

**VTS New York Note:** All VTS Users are required to **MONITOR** the VTS frequency. The Vessel Bridge to Bridge RadioTelephone Act 33 CFR 26.05(a) requires the following vessels to maintain a listening watch on the designated VTS frequency when navigating in the VTS Area:

- a. Power-driven vessel greater the 20 meters
- b. Every vessel greater than 100 gross tons carrying one or more passengers for hire
- c. Towing vessel 26 feet or over
- d. Dredges and floating plants

Although some of these vessels need not make reports required by a VMRS User they must monitor the VTS designated frequency. In doing so they will be cognizant of the navigational and safety information being provided.

**VTS User's Manual** means the manual established and distributed by the VTS to provide the mariner with a description of the services offered and rules in force for that VTS. Additionally, the manual may include chartlets showing the area and sector boundaries, general navigational information about the area, and procedures, radio frequencies, reporting provisions and other information which may assist the mariner while in the VTS area.

### **161.3 Applicability.**

The provisions of this subpart shall apply to each VTS User and may also apply to any vessel while underway or at anchor on the navigable waters of the United States within a VTS area, to the extent the VTS considers necessary.

### **161.4 Requirement to carry the rules.**

Each VTS User shall carry on board and maintain for ready reference a copy of these rules.

**Note:** These rules are contained in the applicable U.S. Coast Pilot, the VTS User's Manual which may be obtained by contacting the appropriate VTS, and periodically published in the Local Notice to Mariners. The VTS User's Manual and the World VTS Guide, an International Maritime Organization (IMO) recognized publication, contain additional information which may assist the prudent mariner while in the appropriate VTS area.

**VTS New York Note:** Carrying a copy of this User's Manual meets the requirement to carry the regulations.

#### 161.5 Deviations from the rules.

(a) Requests to deviate from any provision in this part, either for an extended period of time or if anticipated before the start of a transit, must be submitted in writing to the appropriate District Commander. Upon receipt of the written request, the District Commander may authorize a deviation if it is determined that such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances. An application for an authorized deviation must state the need and fully describe the proposed alternative to the required measure.

**VTS New York Note:** Correspondence requesting a waiver of these regulations should be addressed to:

Commander(oan)  
First Coast Guard District  
408 Atlantic Ave  
Boston, MA 02110

(b) Requests to deviate from any provision in this part due to circumstances that develop during a transit or immediately preceding a transit, may be made verbally to the appropriate VTS Commanding Officer. Requests to deviate shall be made as far in advance as practicable. Upon receipt of the request, the VTS Commanding Officer may authorize a deviation if it is determined that, based on vessel handling characteristics, traffic density, radar contacts, environmental conditions and other relevant information, such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances.

**VTS New York Note:** By authority of the COTP New York, the VTC may grant a deviation due to circumstances which develop immediately preceding or during a transit. Verbal deviations will be granted for reasons of navigational safety only and are only valid for a single voyage.

#### Services, VTS Measures, and Operating Requirements

##### 161.10 Services.

To enhance navigation and vessel safety, and to protect the marine environment, a VTS may issue advisories, or respond to vessel requests for information, on reported conditions within the VTS area, such as:

- (a) Hazardous conditions or circumstances;
- (b) Vessel congestion;
- (c) Traffic density;
- (d) Environmental conditions;
- (e) Aids to navigation status;
- (f) Anticipated vessel encounters;
- (g) Another vessel's name, type, position, hazardous vessel operating conditions, if applicable, and intended navigation movements, as reported;
- (h) Temporary measures in effect;
- (i) A description of local harbor operations and conditions, such as ferry routes, dredging, and so forth;

- (j) Anchorage availability; or
- (k) Other information or special circumstances.

#### 161.11 VTS Measures.

(a) A VTS may issue measures or directions to enhance navigation and vessel safety and to protect the marine environment, such as, but not limited to:

- (1) Designating temporary reporting points and procedures;
- (2) Imposing vessel operating requirements; or
- (3) Establishing vessel traffic routing schemes.

(b) During conditions of vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances, a VTS may control, supervise, or otherwise manage traffic, by specifying times of entry, movement, or departure to, from, or within a VTS area.

**VTS New York Note:** In the event of scheduled maintenance or the impairment of surveillance capability or when otherwise required for the safety of navigation the VTC may direct VMRS Users to make additional reports at the temporary Reporting Points listed in Appendix 3. VTS New York suggests the temporary reporting points listed for the Arthur Kill and East River be considered by the Master/Pilot as permanent Reporting Points.

#### 161.12 Vessel Operating Requirements.

(a) Subject to the exigencies of safe navigation, a VTS User shall comply with all measures established or directions issued by a VTS.

(1) If, in a specific circumstance, a VTS User is unable to safely comply with a measure or direction issued by the VTS, the VTS User may deviate only to the extent necessary to avoid endangering persons, property or the environment. The deviation shall be reported to the VTS as soon as is practicable.

(b) When not exchanging communications, a VTS User must maintain a listening watch as required by 26.04(e) of this chapter on the VTS frequency designated in Table 161.12(b) (VTS Call Signs, Designated Frequencies, and Monitoring Areas). In addition, the VTS User must respond promptly when hailed and communicate in the English language.

Note: As stated in 47CFR 80.148(b), a VHF watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

**VTS New York Note:** By monitoring the designated VTS frequencies, VTS Users will be in receipt of all traffic advisories pertaining to the area in which they are operating and will be aware of developing traffic and safety situations.

Participation in the VTS when underway in the VTSNY Area relieves the VTS User of the requirement to monitor VHF-FM CH 16. This provision is designed to free a radio for monitoring the required VTS frequencies.

Table 161.12(b) is reproduced in Appendix 3. VTS New York uses the following VHF-FM Channels:

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Channel 11: Sailing plan/Initial calls throughout VTS New York Area.  
Channel 12: Arthur Kill, East River, Raritan Bay and Anchorage Administration.



**Channel 14: Lower Bay, Upper Bay, Newark Bay, Sandy Hook Channel and Raritan Bay**

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(c) As soon as is practicable, a VTS User shall notify the VTS of any of the following:

- (1) A marine casualty as defined in 46 CFR 4.05-1;
- (2) Involvement in the ramming of a fixed or floating object;
- (3) A pollution incident as defined in section 151.15 of this chapter;
- (4) A defect or discrepancy in an aid to navigation;
- (5) A hazardous condition as defined in section 160.203 of this chapter;
- (6) Improper operation of vessel equipment required by Part 164 of this chapter;
- (7) A situation involving hazardous materials for which a report is required by 49 CFR 176.48; and
- (8) A hazardous vessel operating condition as defined in section 161.2.

**161.13 VTS Special Area Operating Requirements.**

The following operating requirements apply within a VTS Special Area:

- (a) A VTS User shall, if towing astern, do so with as short a hawser as safety and good seamanship permits.
- (b) A VMRS User shall:
  - (1) Not enter or get underway in the area without prior approval of the VTS;
  - (2) Not enter a VTS Special Area if a hazardous vessel operating condition or circumstance exists;
  - (3) Not meet, cross, or overtake any other VMRS User in the area without prior approval of the VTS; and
  - (4) Before meeting, crossing, or overtaking any other VMRS User in the area, communicate on the designated vessel bridge-to-bridge radiotelephone frequency, intended navigation movements, and any other information necessary in order to make safe passing arrangements. This requirement does not relieve a vessel of any duty prescribed by the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS) or the Inland Navigation Rules.

**VTS New York Note:** Currently there is a Regulated Navigation Area (RNA) encompassing the Kill Van Kull deepening project and recommended no passing or meeting zones in the Arthur Kill, KVK, and Sandy Hook channel. VTS New York is working with the maritime community to identify additional areas where safety can be enhanced.

**Subpart B-Vessel Movement Reporting System****161.15 Purpose and Intent.**

(a) A Vessel Movement Reporting System (VMRS) is a system used to manage and track vessel movements within a VTS area. This is accomplished by requiring that vessels provide information under established procedures as set forth in this part, or as directed by the VTS.

(b) To avoid imposing an undue reporting burden or unduly congesting radiotelephone frequencies, reports shall be limited to information which is essential to achieve the objectives of the VMRS. These reports are consolidated into four reports (sailing plan, position, sailing plan deviation and final).

**161.16 Applicability.**

(a) Every power driven vessel of 40 meters (approximately 131 feet) or more in

length, while navigating;

(b) Every towing vessel of 8 meters (approximately 26 feet) or more in length, while navigating; or

(c) Every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.

**VTS New York Note: The above listing defines vessels designated as VMRS Users. VMRS USERS must MONITOR, PARTICIPATE and REPORT to the VTC.**

#### 161.17 Definitions.

As used in this subpart:

**Published** means available in a widely distributed and publicly available medium (e.g., VTS User's Manual, ferry schedule, Notice to Mariners).

#### 161.18 Reporting Requirements.

(a) A VTS may:

(1) Direct a vessel to provide any of the information set forth in Table 161.18(a) (IMO Standard Ship Reporting System); VTS New York Note: Table 161.18(a) is reproduced as Appendix 4.

(2) Establish other means of reporting for those vessels unable to report on the designated frequency; or

(3) Require reports from a vessel in sufficient time to allow vessel traffic planning.

(b) All reports required by this part shall be made as soon as is practicable on the frequency designated in Table 161.12(b) (VTS Call Signs, Designated Frequencies, and Monitoring Areas).

(c) When not exchanging communications, a VMRS User must maintain a listening watch as described in 26.04(e) of this chapter on the frequency designated in Table 161.12(b) (VTS Call Signs, Designated Frequencies, and Monitoring Areas). In addition, the VMRS User must respond promptly when hailed and communicate in the English language.

**Note:** As stated in 47CFR 80.148(b), a VHF watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

**VTS New York Note:** VMRS Users are required to monitor the designated VTS frequencies. In so doing VMRS Users will be in receipt of all traffic advisories pertaining to the area in which they are operating and will be aware of developing traffic and safety situations.

Table 161.12(b) is reproduced in Appendix 3. VTS New York uses the following VHF-FM Channels:

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Channel 11: Sailing plan/Initial calls throughout VTS New York Area.

Channel 12: Arthur Kill, East River, Raritan Bay and Anchorage Administration.

**Channel 14: Lower Bay, Upper Bay, Newark Bay, Sandy Hook Channel and Raritan Bay.**

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Participation in the VTS when underway in the VTSNY Area relieves the VTS User of the requirement to monitor VHF-FM CH 16. This provision is designed to free a radio for monitoring the required VTS frequencies.

(d) When reports required by this part include time information, such information shall be given using the local time zone in effect and the 24 hour military clock system.

**161.19 Sailing Plan (SP).**

Unless otherwise stated, at least 15 minutes before navigating a VTS area, a vessel must report the:

- (a) Vessel name and type;
- (b) Position;
- (c) Destination and ETA;
- (d) Intended route;
- (e) Time and point of entry; and
- (f) Dangerous cargo on board or in its tow, as defined in section 160.203 of this chapter, and other required information as set out in sections 160.211 and 160.213 of this chapter, if applicable.

VTS New York Note: In addition to the information required in 161.19, VTS New York requires all VMRS Users to report deepest draft and length overall. From time to time additional information may also be requested such as horsepower and amount of cargo.

33 CFR 160.210 requires any vessel carrying "certain dangerous cargos" to notify the Captain of the Port 24 hours before arrival. 33 CFR 160.203 contains a list of the "certain dangerous cargos" that require notification of the Captain of the Port. 33 CFR 160.213 requires any vessel carrying "certain dangerous cargos" to notify the Captain of the Port 24 hours before departure. These reports should be made directly to Captain of the Port at (718) 354-4088 or by fax at (718) 354-4096.

**161.20 Position Report (PR).**

A vessel must report its name and position:

- (a) Upon point of entry into a VTS area;
- (b) At designated reporting points as set forth in subpart C; or

VTS New York Note: VTS New York has no additional reporting points set forth in Subpart C.

- (c) When directed by the VTC.

NOTE: Notice of temporary reporting points, if established, may be published via Local Notices to Mariners, general broadcast or the VTS User's Manual.

**VTS New York Note: Temporary Reporting Points for VTS New York are listed in Appendix 2. In the event of impairment of any of our sensors, the VTC may require VMRS Users to make Position Reports at these locations. This may requirement will be announced over normal VTS VHF-FM frequencies.**

#### **161.21 Sailing Plan Deviation Report (DR)**

A vessel must report:

- (a) When its ETA to a destination varies significantly from a previously reported ETA;
- (b) Any intention to deviate from a VTS issued measure or vessel traffic routing system; or
- (c) Any significant deviation from previously reported information.

#### **161.22 Final Report (FR)**

A vessel must report its name and position:

- (a) On arrival at its destination; or
- (b) When leaving a VTS area.

#### **161.23 Reporting Exemptions**

(a) Unless otherwise directed, the following vessels are exempted from providing Position and Final Reports due to the nature of their operation:

- (1) Vessels on a published schedule and route;

**VTS New York Note: This may apply to scheduled ferries. Ferry operators should contact VTS New York for additional guidance.**

- (2) Vessels operating within an area of a radius of three nautical miles or less; or

**VTS New York Note: This provision is most applicable to commercial fishing vessels, which routinely operate in other VTS Areas around the country, and has little application within the VTSNY Area. It does not exempt vessels based solely upon length of transit. For example, a VMRS User getting under way to shift berths would still be required to make required reports.**

- (3) Vessels escorting another vessel or assisting another vessel in maneuvering procedures.

(b) A vessel described in paragraph (a) of this section must:

- (1) Provide a Sailing Plan at least 5 minutes but not more than 15 minutes before navigating within the VTS area; and
- (2) If it departs from its promulgated schedule by more than 15 minutes or changes its limited operating area, make the established VMRS reports, or report as directed.

(c) In those VTS areas capable of receiving automated position reports from Automated Dependent Surveillance Shipboard Equipment (ADSSE) as required by 164.43 of this chapter and where ADSSE is required, vessels equipped with an

operating ADSSE are not required to make voice radio position reports at designated reporting points as required by 161.20(b) of this part, unless otherwise directed by the VTC.

**VTS New York Note:** VTS New York does not yet have the capability to receive ADSSE position reports.

(1) Whenever an ADSSE becomes non-operational as defined in 164.43(c) of this chapter, before entering or while underway in a VTS area, a vessel must:

- (i) Notify the VTC;
- (ii) Make voice radio position reports at designated reporting points as required by 161.20(b) of this part;
- (iii) Make other voice radio reports as directed; and
- (iv) Restore the ADSSE to operating condition as soon as possible.

(2) Whenever an ADSSE becomes non-operational due to loss of position correction information (i.e. the U.S. Coast Guard differential global positioning system (DGPS) cannot provide the required error correction messages) a vessel must:

- (i) Make voice radio position reports at designated reporting points as required by 161.20(b) of this part; and
- (ii) Make other voice radio reports as directed.

**Note:** Regulations pertaining to ADSSE required capabilities are set forth in 164.43 of this chapter.

## **Subpart C--Vessel Traffic Service Areas, Cooperative Vessel Traffic Service Area, Vessel Traffic Service Special Areas and Reporting Points.**

**Note:** All geographic coordinates contained in part 161 (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

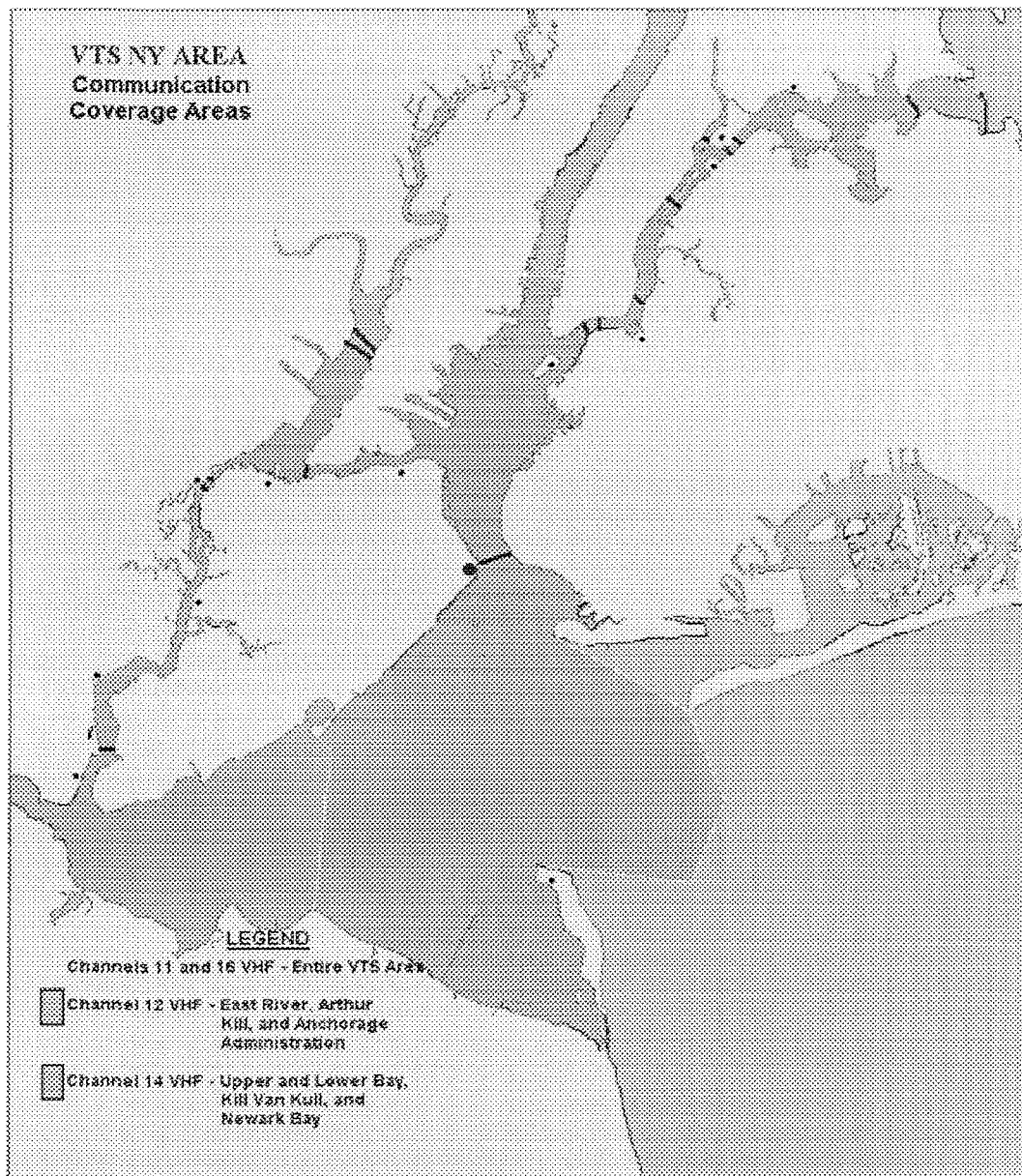
### 161.25 Vessel Traffic Service New York.

(a) The area consists of the navigational waters of the Lower New York Harbor bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel and Sandy Hook Channel to Sandy Hook Point; and on the southeast including waters of Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west into waters of the Raritan Bay to the Raritan River Railroad Bridge; and then north including the waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40°41.9'N.; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel Ventilator Shaft at latitude 40°43.7'N.; longitude 74°01.6'W., in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.

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# **Appendix 1**

## **Area of Operations**



## Appendix 2

### Temporary Reporting Points

VTS New York Note: These points may be used by the VTC in the event of loss of sensor capability. In addition to the required reports upon entry or exit of the VTS area, a VMRS User may be required to make position reports at these points. The VTS will notify all VMRS Users if these temporary reporting points are in effect.

#### No. Position Description

##### UPPER BAY

- (1) Verrazano Narrows Bridge
- (2) Liberty Island
- (3) Red Hook

##### KILL VAN KULL

- (4) Constable Hook
- (5) Bayonne Bridge

NEWARK BAY

- (6) Old Bay Drawbridge

LOWER BAY

- (7) Norton Point
- (8) Chapel Hill Channel LB 17
- (9) Terminal Channel LB TC

ARTHUR KILL

- (10) Grasselli High Wires
- (11) Fresh Kills
- (12) Smoking Point
- (13) Outerbridge Crossing

EAST RIVER

- (14) Manhattan Bridge
- (15) United Nations Building
- (16) Sunken Meadows
- (17) Hunts Point

VTS New York suggests the temporary reporting points listed above for the Arthur Kill and East River be considered by the Master/Pilot as permanent Reporting Points.

## Appendix 3

33 CFR 161 Table 161.12(b)

### Vessel Traffic Services (VTS) Call Signs, Designated Frequencies and Monitoring Areas

<u>Channel</u>	<u>Area Covered</u>
11	Sailing Plan/Initial Calls Throughout VTS New York Area
12	Arthur Kill, East River, Raritan Channel west of Buoy 14 and Anchorage Administration
14	Lower Bay, Upper Bay, Kill Van Kull, Newark Bay, Sandy Hook Channel and Raritan Bay east of Buoy 14

## Appendix 4

33 CFR 161 Table 161.18(a)

### The IMO Standard Ship Reporting System

A	ALPHA	Ship	Name, call sign or ship station, and flag.
			A 6 digit group giving day of month (first two digits) and minutes (last four digits). If other

B	BRAVO	Dates and time of event	than UTC state time zone used.
C	CHARLIE	Position	A 4 digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5 digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or
D	DELTA	Position	True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark).
E	ECHO	True course	A 3 digit group
F	FOXTROT	Speed in knots and tenths of knots	A 3 digit group
G	GOLF	Port of Departure	Name of last port of call
H	HOTEL	Date, time and point of entry system	Entry time expressed as in (B) and into the entry position expressed as in (C) or (D)
I	INDIA	Destination and expected time of arrival	Name of port and date time group expressed as in (B)
J	JULIET	Pilot	State whether a deep sea or local pilot is on board
K	KILO	Date, time and point of exit from system	Exit time expressed as in (B) and exit position expressed as in (C) or (D).
L	LIMA	Route information	Intended track
M	MIKE	Radio	State in full names of communications stations/frequencies guarded
N	NOVEMBER	Time of next repor	Date time group expressed as in (B)
O	OSCAR	Maximum present static draught in meters	4 digit group giving meters and centimeters
P	PAPA	Cargo on board	Cargo and brief details of any dangerous cargos as well as harmful substances
Q	QUEBEC	Defects,damage,deficiencies or limitations	Brief detail of defects, damage, deficiencies or other limitations
T	TANGO	Ship's representative and/or owner	Details of name and particulars of ship's and/or owner representative for provision of information. Details of name and particulars of ship's and/or owner representative for provision of information.
U	UNIFORM	Ship size and type	Details of length, breadth, tonnage, and type, etc., as required.
V	VICTOR	Medical personnel	Doctor, physician's assistant, nurse, no medic
W	WHISKEY	Total number of persons on board	State number
X	XRAY	Miscellaneous	Any other information as appropriate, [i.e. a detailed description of a planned operation, which may include: its duration, effective area; any restrictions to navigation; notification procedeures for approaching vessels; in addition, for a towing operation; configuration, length of the tow, available horsepower, etc; for a dredge or floating plant; configuration of pipeline, mooring configuration, number of assist vessels, etc.



## Appendix 5

### Anchorage Administration

The Captain of the Port New York has delegated authority to the Director of Vessel Traffic Service New York to exercise the duties and responsibilities of the Captain of the Port New York pertaining to certain Federal Anchorages as outlined in 33 CFR 110.155(d)(10)-(16), (e)(1) and (1)(1)-(7). These regulations control the use of Federal Anchorages 21A, 21B, 21C, 23A, 23B, 24 and 25. Exemptions to anchorage regulations, specifically to length, draft and time restrictions, should be requested from VTSNY. The following table summarizes the regulations governing the length, draft and maximum duration for these anchorages:

Anchorage	Length	Draft	Time
21A	None	None	30 Days
21B	None	>10 FT.	30 Days
21C	None	>33 FT.	30 Days
23A	<670 FT.	None *	48 Hours
23B	>670 FT.	None *	48 Hours
24	>800 FT. or	>40 FT. *	48 Hours
25 **	None	None	30 Days

\* Vessels drawing 40 ft. or more may anchor if they anchor within 5 hours of the start of the ebb at the Verrazano Narrows.

\*\* When the use of this anchorage is required by naval vessels, any commercial vessels anchored therein must move when directed by the Captain of the Port.

VTSNY carries out anchorage management responsibilities utilizing Channel 12 VHF-FM. All reports and requests for deviations may be made on this frequency. After a vessel is anchored and all required information is passed to the VTC, the vessel will be required to maintain a live watch on Channel 16 for the entire time it is anchored.

33 CFR 110.155(d)(16) places additional requirements upon vessels utilizing these anchorages. The following requirements are taken from those regulations:

(16) Any vessel anchored in or intending to anchor in Federal Anchorage 20-A through 20-G, 21-A through 21\_C, 23-A and 23-B, 24 or 25 must comply with the following requirements:

- (i) No vessel may anchor unless it notifies the Captain of the Port when it anchors, of the vessels name, length, draft and its position in the anchorage.
- (ii) Each vessel must notify the Captain of the Port when it weighs anchor.

Note: VMRS Users at anchor are required to make a Sailing Plan Report at least 15 minutes before getting underway in the VTS area.

- (iii) No vessel may conduct lightering operations unless it notifies the Captain of the Port before it begins lightering operations.
- (iv) Each vessel must notify the Captain of the Port at the termination of lightering.
- (v) No vessel may anchor unless it maintains a bridge watch, guards and answers Channel 16 VHF-FM, and an accurate position plot.
- (vi) If any vessel is so close to another that a collision is possible, each vessel must communicate with the other vessel and the Captain of the Port on Channel 16 VHF-FM and shall act to eliminate the close proximity situation.
- (vii) No vessel may anchor unless it maintains the capability to get underway within 30 minutes except with prior approval of the Captain of the Port.
- (viii) No vessel may anchor in a "dead ship" status (propulsion or control unavailable for normal operations) without prior approval of the Captain of the Port.
- (ix) Each ship in a "dead ship" status must engage an adequate number of tugs alongside during tide changes. A tug alongside may assume the Channel 16 VHF-FM radio guard for the vessel after it notifies the Captain of the Port.

Note: The general rule of thumb for tugs alongside a vessel anchored or transiting in a "dead ship" status is enough tug horsepower equal to 10% of the ship's Gross Dead Weight.

(x) No vessel may lighter in a "dead ship" status without prior approval from the Captain of the Port.

**33 CFR 110.155(1) General Regulations.**

- (1) No vessel in excess of 800 feet (243.84 meters) in length overall or 40 feet (12.192 meters) in draft may anchor unless it notifies the Captain of the Port at least 48 hours prior to entering Ambrose Channel.
- (2) Except in cases of great emergencies, no vessel shall be anchored in the navigable waters of the Port of New York outside of anchorage areas established in this section, nor cast anchor within a cable or pipe area shown on a Government chart, nor be moored, anchored, or tied up to any pier, wharf, or vessel in such a manner as to obstruct or endanger the passage of any vessel in transit by, or to or from, adjacent wharves, piers, or ships.
- (3) No vessel shall occupy for a longer period than 30 days, unless a permit is obtained from the Captain of the Port for that purpose, any anchorage for which the time of occupancy is not otherwise prescribed in this section. No vessel in a condition such that it is likely to sink or otherwise become a menace or obstruction to navigation or anchorage of other vessels shall occupy an anchorage except in case of emergency, and then only for a period as may be permitted by the Captain of the Port.
- (4) Whenever, in the opinion of the Captain of the Port, such action should be necessary, that officer may require any or all vessels in a designated anchorage area to moor with two or more anchors.
- (5) Every vessel whose crew may be reduced to such a number that it will not have sufficient men on board to weigh anchor at any time shall be anchored with two anchors, with mooring swivel put on before the crew shall be reduced or released, unless the Captain of the Port shall waive the requirements of a mooring swivel.
- (6) Anchors of all vessels must be placed well within the anchorage areas, so that no portion of the hull or rigging shall at any time extend outside the boundaries of the anchorage area.
- (7) Any vessel anchoring under the circumstances of great emergency outside of the anchorage areas must be placed near the edge of the channel and in such a position as not to interfere with the free navigation of the channel nor obstruct the approach to any pier nor impede the movement of any boat, and shall move away immediately after the emergency ceases, or upon notification by the Captain of the Port.

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AREAS	VESSELS TO WHICH SYSTEM APPLIES	VHF PROCEDURES
<p>New York Vessel Traffic Services Zone encompasses United States waters as shown on Page NYC 2.</p> <p>Sectors as shown on Page NYC 2.</p>	<p><b>Note 1:</b> This is a MANDATORY SYSTEM</p> <p><b>Note 2:</b> A VTS may issue directions to enhance navigation and vessel safety and protect the marine environment. During conditions of vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances, a VTS may manage traffic, by specifying times of entry, movement, or departure to, from, or within a VTS Area</p> <p><b>Note 3:</b> US Regulations state "The owner, operator, charterer, master, or person directing the movement of a vessel remains at all times responsible for the manner in which the vessel is operated and manoeuvred, and is responsible for the safe navigation of the vessel under all circumstances."</p> <p><b>Procedures apply to:</b></p> <ol style="list-style-type: none"> <li>1. ALL vessels of 40 m and over in length</li> <li>2. ALL vessels certificated to carry 50 or more passengers for hire and engaged in trade</li> <li>3. ALL commercial vessels of 8 m and over in length engaged in towing another vessel</li> </ol>	<p>New York VTS Area is divided into two sectors:</p> <p><b>Sector 1:</b> VHF CH 14 NEW YORK TRAFFIC</p> <p><b>Sector 2:</b> VHF CH 11 NEW YORK TRAFFIC</p> <p><b>At Anchor:</b> VHF CH 12 NEW YORK TRAFFIC</p> <p>When transiting system, vessels must keep watch on designated Sector frequency.</p> <p>Permission to change frequency or to end VHF watch must be obtained from NEW YORK TRAFFIC.</p> <p><b>Note:</b> The requirement to keep a VHF watch on the designated Sector frequency also applies to:</p> <ol style="list-style-type: none"> <li>1. ALL vessels of 20 m and over in length</li> <li>2. ALL dredges, and floating plants</li> </ol>