

SAILING DIRECTIONS CORRECTIONS

PUB 120 2 Ed 2001 LAST NM 44/02
 Page 54—Line 19/L to Page 55—Line 11/R; read:

3. Directly to CVTS Offshore by fax: (604) 666-8453.

4. Directly to Vancouver MCTS Center via E-mail: MCTSRMIC@ATTMAIL.COM

A 96-hour advance notice of arrival is also required of all vessels required to send the 24-hour advance report. If the time of arrival of the vessel into Canadian waters is less than 96 hours after departure from the last port-of-call, the 96-hour advance notice shall be sent as soon as practicable. The 96-hour notice is in addition to the 24-hour notice; the format and delivery process for the 96-hour notice are the same as for the 24-hour notice.

| Designator | Required Information |
|-------------------|---|
| ALPHA | Vessel name, call sign, flag, and IMO International Number (Lloyds Register No.). If vessel does not have an assigned IMO International Number, use the Official Number of the vessel. |
| BRAVO | Current date and time (UTC). |
| CHARLIE | Current position. |
| ECHO | True course. |
| FOXTROT | Speed in knots. |
| GOLF | Name of port or place of departure. |
| HOTEL | ETA to Buoy J at the entrance to Juan de Fuca Strait, if applicable. |
| INDIA | Destination and ETA to port of destination. |
| MIKE | ISM, if applicable, and if any issued to the vessel: 1. What is the name of the Issuing Authority? 2. ISM Safety Management Certificate (a) What is the date of issue? (b) What is the date of expiration? 3. ISM Document of Compliance: (a) What is the date of issue? (b) What is the date of expiration? |
| NOVEMBER | Vessel MMSI number. |
| OSCAR | Maximum present static draft. |
| PAPA | 1. If bound for a Canadian port, dangerous or pollutant cargo by name, UN Number, or IMDG Code Number, if applicable. |

| Designator | Required Information |
|-------------------|--|
| | 2. If bound for a U.S. port, name and UN Number or IMDG Code Number of certain dangerous cargoes as defined in 33 CFR 160.203. (The vessel must also report the items required in 33 CFR 160.211 (a)(1) through (a)(16) and (b) when applicable) 3. If a tank vessel, indicate whether loaded. |
| QUEBEC | Any defects; deficiencies in hull, steering gear, propulsion machinery, navigation equipment, anchors or cables, or required radio communications equipment; incomplete complement of officers and crew as required by flag state; or any other hazardous conditions. |
| ROMEO | Have you tested your steering and propulsion (both ahead and astern) as required by regulation? YES or NO. |
| SIERRA | On scene weather, if severe. |
| TANGO | Agent name, owner name, and name of operator or person in charge of vessel. |
| UNIFORM | Vessel gross tonnage. |
| WHISKEY | For approaches to Juan de Fuca Strait: Ballast water—If in ballast, has your vessel: 1. Conducted open ocean ballast exchange at least 200 nautical miles offshore since your last port of call? YES or NO. 2. A Ballast Water Management Plan? YES or NO. Made the required notification and reports to Canada/United States as applicable? YES or NO. Notification/Reports required by: United States—U. S. Coast Guard—fax: (301) 261-4319. Canada—Destination port: Vancouver—fax: (604) 665-9099. Fraser—fax: (604) 524-1127. Nanaimo—fax: (250) 753-4899. For approaches to the Prince Rupert Traffic Zone and the northern ports of British Columbia: Ballast water—If in ballast, has your vessel: 1. Conducted open ocean ballast exchange at least 200 nautical miles offshore since your last port of call? YES or NO. 2. A Ballast Water Management Plan? YES or NO. |
| XRAY | If bound for a Canadian port, expiration date of: |

| Designator | Required Information |
|------------|---|
| | <ol style="list-style-type: none"> 1. International Oil Pollution Prevention Certificate, or Certificate of Compliance. 2. International Noxious Liquid Substance Certificate, or Certificate of Compliance. 3. Certificate of Fitness (Chemical tanker). 4. International Convention on Civil Liability for Oil Pollution Damage Certificate of Insurance. 5. Indicate if a shipboard oil pollution emergency plan is on board. 6. Indicate if oil spill response arrangements are in effect with a designated spill response organization for your port of destination. 7. ISM Safety Management Certificate and ISM Document of Compliance. <p>If bound for a U.S. port:</p> <ol style="list-style-type: none"> 1. Indicate intention to transfer fuel and/or lube oil; if yes, specify type and amount. 2. Indicate name of Washington State spill contingency plan. 3. Classification society of vessel. 4. Name and phone number of a 24-hour point of contact for vessel-related concerns. 5. If required by 33 CFR 160.207 to meet International Safety Management Code (ISM) indicate Document of Compliance issue date, Safety Management Certificate issue date, and Issuing Organization (class or flag). |

For voyages less than 24 hours in duration, a report must be submitted prior to departure. A report must also be submitted if any ETA changes by more than 6 hours.

Item HOTEL, ETA to Buoy J at the entrance to Juan de Fuca Strait, does not have to be reported for vessels not using Juan de Fuca Strait.

The Advance Report is a cooperative voluntary measure by the Canadian and United States Coast Guards to reduce the reporting burden on ships calling on collective ports and to facilitate transits through Canadian and U.S. waters. This one report will satisfy the Canadian VTS Offshore Report, the U.S. Notice of Arrival Report, and the State

(Can NM 8W/01, Section 4; Can SD PAC 200) 45/02