1) Introduction to the Shipboard Right Whale Protection Program

2) Crew and Watchstander Training

3) Sighting Information Sources and Collection

4) Precautionary Measures for the Prudent Mariner

1) Introduction

The North Atlantic right whale population is severely at risk of extinction following centuries of commercial whaling dating back to the 1600s, and more recently from direct and indirect impacts from human activities – mostly in the form of ship strikes and entanglement in fixed fishing gear.

From late winter through summer, right whales aggregate in North Atlantic waters from Cape Cod to Nova Scotia, often near busy shipping lanes. The whales use this area for feeding and mating activities. In the fall, pregnant females travel from this area to their only known calving area off South Carolina, Georgia, and northeastern Florida, where they give birth and nurse their young. When spring arrives, mothers and their calves make the long journey back north.

The right whales’ migration route, which hugs the U. S. Atlantic coastline, leads them through nearshore waters laden with heavy ship traffic. The whales spend a considerable amount of time at or near the water’s surface, and most of the time, they are oblivious to dangers around them. To make matters worse, right whales are slow swimmers and they have dark skin and no dorsal fin, which makes them very difficult to see.

With as few as 300 North Atlantic right whales remaining, the species’ recovery is dependent upon the protection of each remaining whale. This Shipboard Right Whale Protection Program has been developed with input from ships’ masters and crews to provide a simple framework for reducing the risk of collisions between ships and right whales.

For more information about NOAA Fisheries’ Ship Strike Reduction Strategy, visit: www.nmfs.noaa.gov/pr/shipstrike/
1) Introduction (Continued)

The Program consists of four key elements:

**Crew and Watchstander Training** – Officers and crew members should receive basic training on right whale protection including identification and reporting.

**Analysis of Sighting Information and Right Whale Management Areas** – Right whale sighting information is available from a variety of sources. In addition to Seasonal Management Areas where right whales are likely to be present, right whale sightings may trigger Dynamic Management Areas (DMAs) where precautionary measures are strongly recommended. Sighting information and active DMA locations should be collected and evaluated for possible voyage planning alternatives and navigational practices.

**Navigational Practices to Reduce the Risk of Right Whale Interactions** - Ships operating in areas where right whales are likely to be present can implement navigational practices that reduce the risk and potential severity of ship strikes.

**Compliance with regulations:**

**Right Whale Ship Strike Reduction Rule** – The Right Whale Ship Strike Reduction Rule requires all vessels greater than or equal to 65 ft. (19.8 m) in length and subject to jurisdiction of the United States, and all vessels greater than or equal to 65 ft. in overall length entering or departing a port or place subject to jurisdiction of the United States to slow to speeds of 10 knots or less in Seasonal Management Areas where right whales are likely to be present.

**Mandatory Ship Reporting Requirements** - Upon entering specific areas where right whales are likely to be present, the U.S. Coast Guard requires ships to report their arrival by satellite communications.

**Right Whale Approach Rule** – It is illegal to intentionally approach within 500 yards of a right whale.
2) Crew and Watchstander Training

To reduce the risk of collisions with right whales, it is important that a ship’s crew is competent in spotting and identifying right whales by both their appearance and their behavior. When the vessel is operating in areas where right whales may occur, the bridge management team must be familiar with and be prepared to implement precautionary measures to reduce the risk of adverse interactions.

Recommended Crew Training

Mates on watch, helmsmen, and lookouts, as well as any other regular deck personnel, should complete the following minimal training:

- View the contents of “A Prudent Mariner’s Guide to Right Whale Protection” CD inside the front cover of this program, including “About the Right Whales,” “What to Do,” and the “Prudent Mariner Video.”

- Crew members should be encouraged to take the 12-question quiz on the CD.

- Read and Study “Right Whales – Guidelines for Mariners” Placard (Section 5 of this program).

In addition, deck officers should be familiar with the following information:

- Read and be familiar with the right whale information published in Chapter 3 of each East Coast volume of the U.S. Coast Pilot (volumes 1-4).

- Understand and be able to comply with the Mandatory Ship Reporting System requirements outlined on the CD and on the MSR Placard in Section 5 of this program. (The Mandatory Ship Reporting section of the CD can be used to compose the required MSR message)

Tracking Crew Training

On the following page is a suggested form to be used to track crew training for the Right Whale Protection Program. It is provided as an aid to management and is not a mandatory form.

For more information about NOAA Fisheries’ Ship Strike Reduction Strategy, visit: www.nmfs.noaa.gov/pr/shipstrike/
2) Record of Crew’s Training for Right Whale Protection

<table>
<thead>
<tr>
<th>Rate/Name</th>
<th>A Prudent Mariner’s Guide to Right Whale Protection CD</th>
<th>Right Whales - Guidelines for Mariners Placard</th>
<th>Coast Pilot Information</th>
<th>Mandatory Ship Reporting System</th>
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</tbody>
</table>
3) Sighting Information Sources

The right whale protection community has established a network of agencies, organizations, and processes to collect and disseminate information about right whale locations to mariners. The sighting information is managed differently in the northeast and southeast areas of the United States. Right whale sightings, in any region, may trigger Dynamic Management Areas (DMAs) where precautionary measures are strongly recommended. Information about DMAs can be found at the NOAA Fisheries Service website, http://www.nmfs.noaa.gov/pr/shipstrike.

In the Northeast U. S. (Gulf of Maine and Cape Cod Bay and approaches)

Right whale aerial surveys are flown year-round. An array of passive acoustic detection buoys are also active 24/7 in the northern portion of the Boston TSS. The location of active DMAs, which are triggered by persistent feeding aggregation in the northeast, are distributed to mariners via NOAA’s Right Whale Sighting Advisory System (SAS) faxes and e-mails, NOAA Weather Radio broadcasts, NAVTEX messages, Coast Guard Broadcast Notice to Mariners, Cape Cod Canal Vessel Traffic Control, Bay of Fundy Vessel Traffic Control, Harbor Pilot Associations, in reply messages to Mandatory Ship Reporting messages and at the NOAA Fisheries Service website. Acoustic detections can be accessed at www.listenforwhales.org.

In the Mid-Atlantic U. S. (Block Island Sound through North Carolina)

Dedicated aerial survey effort is limited in this region; however, when opportunistic sightings are made or reported to NOAA, alerts may be distributed via SAS faxes and e-mails, NOAA Weather Radio broadcasts, NAVTEX messages, and Coast Guard Broadcast Notice to Mariners.

In the Southeast U. S. (Coastal South Carolina through Central Florida)

During the winter calving season (November through April), dedicated aerial survey teams collect right whale sighting information. Sightings are published as Coast Guard Broadcast Notice to Mariners, NAVTEX messages, NOAA Weather Radio Broadcasts and in reply messages to Mandatory Ship Reporting messages. Harbor Pilot Associations and local Coast Guard offices are also aware of recent sighting information. Information regarding active DMAs can be found at the NOAA Fisheries Service website.

Auto-Reply E-Mail:
An auto-reply e-mail containing recent sighting information can be obtained by sending an e-mail to:

In the northeast: ne.rw.sightings@noaa.gov
In the southeast: se.rw.sightings@noaa.gov
Mariners should be diligent in collecting information about right whale and DMA locations from all available sources to conduct the most prudent voyage planning, particularly before arriving to and departing from ports.

### 3) Source Summary

<table>
<thead>
<tr>
<th>Southeast U.S.</th>
<th>Northeast U.S.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reply message to Mandatory Ship Reporting Message</td>
<td>Reply message to Mandatory Ship Reporting Message</td>
</tr>
<tr>
<td>Broadcast Notice to Mariners</td>
<td>Broadcast Notice to Mariners</td>
</tr>
<tr>
<td>NAVTEX</td>
<td>NAVTEX</td>
</tr>
<tr>
<td>NOAA Weather Radio</td>
<td>NOAA Weather Radio</td>
</tr>
<tr>
<td>Harbor Pilot Associations</td>
<td>Harbor Pilot Associations</td>
</tr>
<tr>
<td>Auto Reply E-Mail</td>
<td>Auto Reply E-Mail</td>
</tr>
<tr>
<td></td>
<td>Bay of Fundy Vessel Traffic Control</td>
</tr>
<tr>
<td></td>
<td>Cape Cod Canal Vessel Traffic Control</td>
</tr>
<tr>
<td></td>
<td><a href="http://www.listenforwhales.org">www.listenforwhales.org</a> (for Boston TSS transits)</td>
</tr>
</tbody>
</table>

*Note: To receive SAS e-mails or faxes, send an e-mail to [ne.rw.sightings@noaa.gov](mailto:ne.rw.sightings@noaa.gov) requesting to be added to the SAS distribution list.*

Right whale sighting information and/or DMA locations for each voyage should be collected and compiled in this section of the management program. Sightings should be evaluated, and if they fall within 30 nautical miles of the vessel’s proposed track line, they should be plotted on the ship’s navigational chart and considered possible hazards to navigation.
When vessels are operating in areas where right whales are known to be present, such as Seasonal Management Areas (SMAs) or Dynamic Management Areas (DMAs), or if a sighting report has been made along the vessel’s intended track line, the following actions are recommended or required by NOAA Fisheries Service:

- **Reduce Speed** – Vessel speeds of 10 knots or less greatly reduce the risk of fatal collisions with right whales. Vessels greater than or equal to 65 ft. (19.8 m) in length and subject to jurisdiction of the United States and all vessels greater than or equal to 65 ft. in overall length entering or departing a port or place subject to jurisdiction of the United States, must slow to speeds of 10 knots or less in SMAs. (See the Local Notice to Mariners or the “Compliance Guide for Right Whale Ship Strike Reduction Rule” in Section 5 for specific times, areas, and exceptions to this law.) In addition, mariners are advised to route around active DMAs or transit thought them at 10 knots or less. See Section 3, “Sighting Information Sources,” to find out how to obtain right whale sightings and active DMA locations.

- **Maneuver Around Whales** – Right whales are slow swimmers, spend a considerable amount of time at or near the surface, and often seem oblivious to dangers around them. Intentionally approaching within 500 yards of right whales is prohibited and is a violation of federal law. Vessels should alter course by a wide margin to avoid whales. Routing around active DMAs greatly reduces the risk of striking a right whale.

- **Post Lookouts** – Post lookouts familiar with spotting right whales.

- **Avoid Transits When Visibility Is Poor** – Fog, rain, and darkness significantly reduce visibility.

- **Use Recommended Routes** – Vessels should use the recommended two-way whale avoidance routes to reduce the incidence of whale interactions. These routes have been published on U. S. Nautical Charts for approaches to the ports of Jacksonville and Fernandina Beach, Florida and Brunswick, Georgia, as well as the approaches and areas within Cape Cod Bay. (See the “Recommended Routes Fact Sheet” contained in this section. Additional graphics are available on the “A Prudent Mariner’s Guide to Right Whale Protection” CD in a separate “Media” folder.)

- **Notify Others** – Alert other vessel captains in the area when a right whale is sighted.
Reduce Collisions with North Atlantic Right Whales

Use Two-Way Routes To Avoid Whales

NORTHEAST REGION

JANUARY - MAY

PURPOSE:
To minimize vessel collisions with endangered right whales during the winter/spring feeding season in Cape Cod Bay (January through May). These two-way routes and two-way track were established based on historical patterns of right whale distribution during this time frame.

WHO, WHERE, WHEN:
The two-way routes and track shown in the chart to the right are STRONGLY RECOMMENDED for use by all vessels when transiting within or through Cape Cod Bay from January through May. The majority of Cape Cod Bay is designated Right Whale Critical Habitat.

HOW:
The two-way routes and track may, at times, have opposing vessel traffic and all mariners should navigate with caution. Mariners are warned that some vessels may not be able to keep the starboard side of the routes at all times.

CAUTION: Full bottom coverage surveys have not been conducted within the entire routes, so uncharted dangers may exist.

REMEMBER:
• Speed restrictions of 10 knots or less are mandatory in Seasonal Management Areas along the U.S. East Coast during times when right whales are likely present (See 50 CFR 224.105).
• It is illegal to approach right whales closer than 500 yards (See 50 CFR 224.103 (c), regulations, and exceptions).

For more information visit:
www.nmfs.noaa.gov/pr/shipstrike/ or
www.nero.noaa.gov/shipstrike/

This chart is for informational purposes only and is not to be used for navigation.
For navigation, refer to the current version of NOAA Chart 13246.
The area shaded in blue is designated critical habitat for North Atlantic right whales 50 CFR 226.203(b).
This area is a critical feeding area for whales between January and May each year.
Reduce Collisions with North Atlantic Right Whales

Use Two-Way Routes To Avoid Whales

SOUTHEAST REGION

NOVEMBER - APRIL

PURPOSE:
To minimize vessel collisions with endangered right whales during the winter calving season from November through April. These two-way routes were established based on historical patterns of right whale distribution during this time frame.

WHO, WHERE, WHEN:
The two-way routes shown in the chart to the right are STRONGLY RECOMMENDED for use by all vessels when traveling into or out of the Florida ports of Jacksonville and Fernandina Beach, as well as Brunswick Harbor, Georgia, from November through April.

HOW:
The two-way routes may, at times, have opposing vessel traffic and all mariners should navigate with caution. Mariners are warned that some vessels might not be able to keep the starboard side of the routes at all times.

CAUTION: Full bottom coverage surveys have not been conducted within the entire routes, so uncharted dangers may exist.

TRANSITING BETWEEN ADJACENT PORTS:
When transiting between adjacent ports within the critical habitat area, it is not necessary to use the two-way routes; however, mariners should minimize travel distance and use slowest safe speed when transiting outside the lanes.

REMEMBER:
- Speed restrictions of 10 knots or less are mandatory in Seasonal Management Areas along the U.S. East Coast during times when right whales are likely present (See 50 CFR 224.105).
- It is illegal to approach right whales closer than 500 yards (See 50 CFR 224.103 (c), regulations, and exceptions).

For more information: visit www.nmfs.noaa.gov/pr/shipstrike/ or http://rightwhalessouth.nmfs.noaa.gov
Commercial ships of 300 gross tons and greater must report in when entering designated right whale reporting areas along the U.S. East Coast. All ships equipped with INMARSAT C must report in IMO standard format as provided in the table below. For more information on reporting procedures consult 33 CFR Part 169, the Coast Pilot, or the Mandatory Ship Reporting (MSR) System web site at:


### Mandatory Reporting Requirements: (Report to: rightwhale.msr@noaa.gov or Telex: 48156090)

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Function</th>
<th>Information Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>M</td>
<td>INMARSAT Number</td>
<td>9-digit vessel INMARSAT number</td>
</tr>
<tr>
<td>A</td>
<td>Ship</td>
<td>Vessel name and call sign</td>
</tr>
<tr>
<td>B</td>
<td>Date, time, and month of report</td>
<td>6-digit group giving day of month and time, single letter indicating time zone, and three letters indicating month.</td>
</tr>
<tr>
<td>E</td>
<td>True course</td>
<td>3-digit number indicating true course</td>
</tr>
<tr>
<td>F</td>
<td>Speed in knots and tenths</td>
<td>3-digit group indicating knots and tenths.</td>
</tr>
<tr>
<td>H</td>
<td>Date, time, and point of entry into system</td>
<td>Date and time expressed as in (B) and latitude/longitude expressed as a 4-digit group giving latitude, the letter N indicating north, followed by a / , a 5-digit group giving longitude, and the letter W indicating west.</td>
</tr>
<tr>
<td>I</td>
<td>Destination and ETA</td>
<td>Name of port and arrival time expressed as in (B).</td>
</tr>
<tr>
<td>L</td>
<td>Route information and speed</td>
<td>Route information should be reported as direct rhumbline to port (RL) and intended speed or a series of waypoints (WP). Vessels reporting waypoints should include latitude and longitude, expressed as in (H), and intended speed between waypoints. For vessels transiting within a traffic separation scheme (TSS), give only the WP on entry and departure of TSS.</td>
</tr>
</tbody>
</table>

### WHALESSOUTH BOUNDARY

The area (NAD 83) extends from shoreline eastward to longitude 80°51.6’W with the southern and northern boundaries at latitude 30°00’N and 31°27’N, respectively.

*Vessels not equipped with INMARSAT C must report via alternate satellite communications equipment to rightwhale.msr@noaa.gov or Telex: 48156090.*

*Vessels unable to use satellite communications equipment should contact the U.S. Coast Guard Communication Area Master Station, Chesapeake, VA via published voice frequencies on 2182 kHz, 4125 kHz, 6215 kHz, 8291 kHz, 12290 kHz, 16420 kHz 24 hours per day or by phone at 1-800-742-8519 ext. 0.*

**WARNING**

DO NOT INCLUDE ADDITIONAL MESSAGES OR CHARACTERS IN YOUR REPORT. FAILURE TO FOLLOW THE EXACT FORMAT WILL CAUSE THE MSR COMPUTER SYSTEM TO REJECT YOUR REPORT.

EXAMPLE REPORT:

Please follow the format exactly as outlined below.

**WHALESSOUTH**

**/M/412345678**

**A/BEAGLE/NVES**

**B/270810Z MAR**

**E/250**

**F/10.0**

**H/270810ZMAR/3030N/080 52W/**

**I/MAYPORT/271215Z MAR/**

**L/RL/17.0/**

Update 11/2008

NOAA Chart #11480

OMB Control #1625-0103
Commercial ships of 300 gross tons and greater must report in when entering designated right whale reporting areas along the U.S. East Coast. All ships equipped with INMARSAT C must report in IMO standard format as provided in the table below. For more information on reporting procedures consult 33 CFR Part 169, the Coast Pilot, or the Mandatory Ship Reporting (MSR) System web site at: http://www.nmfs.noaa.gov/prot_res/PR2/Conservation_and_Recovery_Program/msr/msrhome.html

Mandatory Reporting Requirements: (Report to: rightwhale.msr@noaa.gov or Telex: 48156090)

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Function</th>
<th>Information Required</th>
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</thead>
<tbody>
<tr>
<td>System Name</td>
<td>Area Identifier</td>
<td>Reporting system area name (WHALESNORTH).</td>
</tr>
<tr>
<td>M</td>
<td>INMARSAT Number</td>
<td>9-digit vessel INMARSAT number.</td>
</tr>
<tr>
<td>A</td>
<td>Ship</td>
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**WARNING**

DO NOT INCLUDE ADDITIONAL MESSAGES OR CHARACTERS IN YOUR REPORT. FAILURE TO FOLLOW THE EXACT FORMAT WILL CAUSE THE MSR COMPUTER SYSTEM TO REJECT YOUR REPORT.

Vessels not equipped with INMARSAT C must report via alternate satellite communications equipment to rightwhale.msr@noaa.gov or Telex: 48156090.

Vessels unable to use satellite communications equipment should contact the U.S. Coast Guard Communication Area Master Station, Chesapeake, VA via published voice frequencies on 2182 kHz, 4125 kHz, 6215 kHz, 8291 kHz, 12290 kHz, 16420 kHz 24 hours per day or by phone at 1-800-742-8519 ext. 0.

Update 11/2008

OMB Control #1625-0103

WHALESNORTH BOUNDARY

The area coordinates (NAD 83) are as follows: from a point on Cape Ann, Massachusetts at 42°39'N, 70°37'W; then northeast to 42°45'N, 70°13'W; then southeast to 42°10'N, 68°31'W; then south to 41°00'N, 68°31'W; then west to 41°00'N, 69°17'W; then northwest to 42°05'N, 70°02'W; then west to 42°04'N, 70°10'W; and then along the Massachusetts shoreline of Cape Cod Bay and Massachusetts Bay back to the point on Cape Ann at 42°39'N, 70°37'W.

NOAA Chart #13009

**EXAMPLE REPORT:**

Please follow the format exactly as outlined below.

WHALESNORTH/
M/487654321/
A/CALYPSO/BRUS/
B/031401Z APR/
E/345/
F/10.0/
H/031410Z APR/4104N/06918W/
I/BOSTON/032345Z APR/
L/WP/4104N/06918W/15.5/
L/WP/4210N/06952W/15.5/
L/WP/4230N/07006W/15.5/
Guidelines for Mariners

Precautionary measures should be taken to avoid northern right whales.

It is illegal to approach closer than 500 yards to any right whale! See 50 CFR 224.103 (c).

See U.S. Coast Pilots for information on the location and seasonal occurrence of right whales and the complete list of recommendations.

- Check Coast Guard Safety Voice Broadcasts, NOAA Weather Radio, NAVTEX and local authorities for recent right whale sighting reports.
- Maintain a sharp watch with lookouts familiar with spotting whales.

When the ability to spot whales is reduced (e.g. night, fog, rain, etc.), mariners should bear in mind that reduced speed may minimize the risk of vessel strikes.

- If a right whale is sighted from the vessel, or reported along the intended track, mariners should exercise caution and maintain a safe speed within a few miles of the sighting location.
  - Reduced speed may minimize the risk of vessel strikes.
  - Do not assume right whales will move out of your way.
  - Right whales are slow swimmers, seldom traveling faster than 5 knots.
  - Their direction of travel may change suddenly.
  - They often travel in small groups that may be dispersed over an area of several miles.

- Any whale accidentally struck or any dead whale carcass should be reported immediately to the Coast Guard on VHF Ch. 16.

In the event of a collision the following information should be provided to the Coast Guard:

- Location and time of accident
- Speed of the vessel
- Size of the vessel
- Water depth
- Description of the impact
- Fate of the animal
- Species and size, if known

For detailed information, see U.S. Coast Pilots.

This information has been made possible through grants and donations from the Center for Coastal Studies, the Environmental Protection Agency, the Gulf of Maine Council on the Marine Environment, the International Fund for Animal Welfare and the Massachusetts Port Authority.
Mandatory speed restrictions of 10 knots or less are required in Seasonal Management Areas along the U.S. East Coast during times when right whales are likely to be present. The purpose of this regulation is to reduce the likelihood of deaths and serious injuries to these endangered whales that result from collisions with ships.

**ATTENTION:** All vessels greater than or equal to 65 ft (19.8 m) in overall length and subject to the jurisdiction of the United States and all vessels greater than or equal to 65 ft in overall length entering or departing a port or place subject to the jurisdiction of the United States.

**YOU MUST SLOW TO SPEEDS OF 10 KNOTS OR LESS IN SEASONAL MANAGEMENT AREAS**

### Northeast U.S. Seasonal Management Areas

#### Feeding Areas

**Cape Cod Bay**
- January 1 - May 15
- Includes all waters of Cape Cod Bay with Northern Boundary of 42°04’56.5”N, 070°12’W to 42°12’N, 070°12’W then due west back to shore.

**Off Race Point**
- March 1 - April 30
- Waters Bounded by:
  - 42°04’56.5”N, 070°12’W
  - 42°12’N, 070°12’W
  - 42°12’N, 070°30’W
  - 42°30’N, 070°30’W
  - 42°30’N, 069°45’W
  - 41°40’N, 069°45’W then due west back to shore.

**Great South Channel**
- April 1 - July 31
- Waters Bounded by:
  - 42°30’N, 069°45’W
  - 42°09’N, 067°27’W
  - 41°00’N, 069°05’W
  - 41°40’N, 069°45’W then back to starting pt.

The rule does not apply to waters inshore of COLREGS lines.

Vessels may operate at a speed greater than 10 knots only if necessary to maintain a safe maneuvering speed in an area where conditions severely restrict vessel maneuverability as determined by the pilot or master.

If a deviation from the 10 knot speed restriction is necessary, the following information must be entered into the logbook:
- Reasons for deviation
- Speed at which vessel is operated
- Latitude and longitude at time of deviation
- Time and duration of deviation
- Master of the vessel shall sign and date the logbook entry
Vessel speed is restricted in the area bounded to the north by latitude 31º27'N; to the south by latitude 29º45'N; to the east by longitude 080º51'36"W.

**Migratory Route**

**November 1 through April 30**

Vessel speed is restricted in the following areas:

- **Block Island Sound waters bounded by:**
  - 40º51'53.7" N 070º36'44.9" W
  - 41º20'14.1" N 070º49'44.1" W
  - 41º04'16.7" N 071º51'21.0" W
  - 40º35'56.5" N 071º38'25.1" W
  - then back to starting point.

- **Within a 20-nm (37 km) radius of the following (as measured seaward from the COLREGS lines):**
  - Ports of New York/New Jersey:
    - 40º29'42.2"N 073º55'57.6"W
  - Entrance to the Delaware Bay
    (Ports of Philadelphia and Wilmington):
    - 38º52'27.4"N 075º01'32.1"W
  - Entrance to the Chesapeake Bay
    (Ports of Hampton Roads and Baltimore):
    - 37º00'36.9"N 075º57'50.5"W
  - Ports of Morehead City and Beaufort, NC:
    - 34º41'32.0"N 076º40'08.3"W

- **Within a continuous area 20 nm from shore between Wilmington, NC, to Brunswick, GA, bounded by the following:**

<table>
<thead>
<tr>
<th>Point</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>34º10'30&quot;N</td>
<td>077º49'12&quot;W</td>
</tr>
<tr>
<td>B</td>
<td>33º56'42&quot;N</td>
<td>077º31'30&quot;W</td>
</tr>
<tr>
<td>C</td>
<td>33º36'30&quot;N</td>
<td>077º47'06&quot;W</td>
</tr>
<tr>
<td>D</td>
<td>33º28'24&quot;N</td>
<td>078º32'30&quot;W</td>
</tr>
<tr>
<td>E</td>
<td>32º59'06&quot;N</td>
<td>078º50'18&quot;W</td>
</tr>
<tr>
<td>F</td>
<td>31º50'00&quot;N</td>
<td>080º33'12&quot;W</td>
</tr>
<tr>
<td>G</td>
<td>31º27'00&quot;N</td>
<td>080º51'36&quot;W</td>
</tr>
</tbody>
</table>

- and west back to the shore.

**Southeast U.S. Seasonal Management Area**

**November 15 through April 15**

Vessel speed is restricted in the area bounded to the north by latitude 31º27'N; to the south by latitude 29º45'N; to the east by longitude 080º51'36"W.

**Calving and Nursery Grounds**

**November 15 through April 15**

Vessel speed is restricted in the area bounded to the north by latitude 31º27'N; to the south by latitude 29º45'N; to the east by longitude 080º51'36"W.

**Voluntary Dynamic Management Areas** (DMAs) may also be established by NOAA Fisheries Service. Mariners are encouraged to avoid these areas or reduce speeds to 10 knots or less while transiting through these areas. NOAA Fisheries Service will announce DMAs to mariners through its customary maritime communication media.

This serves as NOAA’s small entity compliance guide.