

# NOAA FISHERIES SERVICE

## Compliance Guide for Right Whale Ship Strike Reduction Rule (50 CFR 224.105)

**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.**

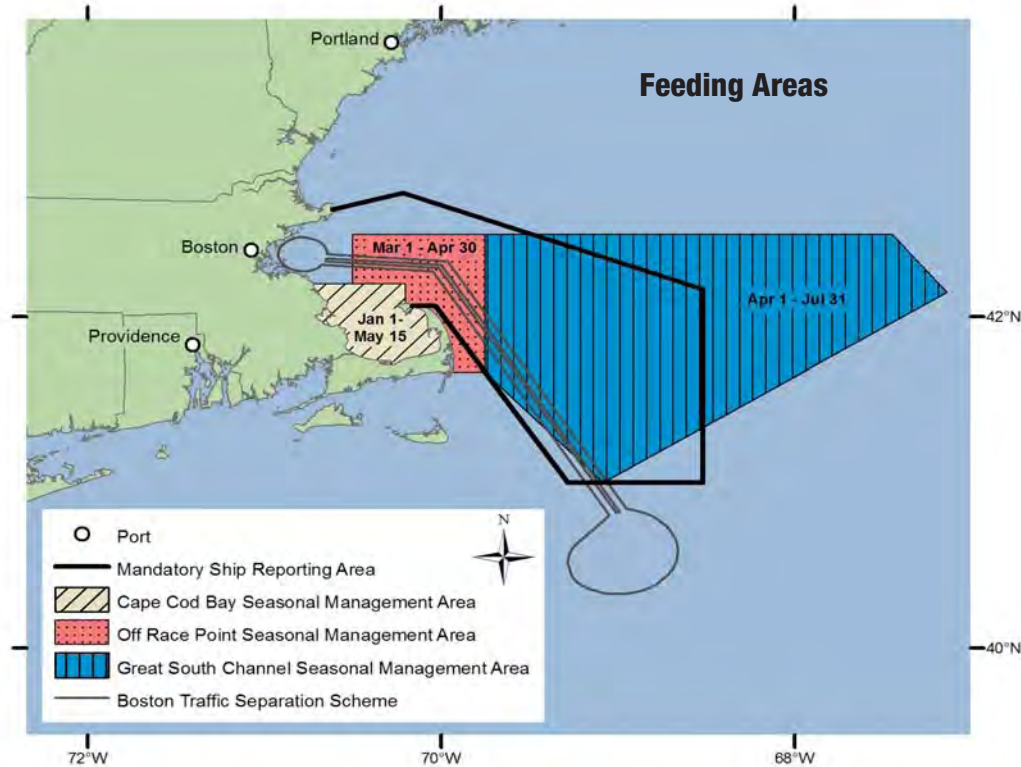
**YOU MUST SLOW TO SPEEDS OF 10 KNOTS OR LESS IN SEASONAL MANAGEMENT AREAS**

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.



NOAA

### 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°30'N, 067°27'W  
 42°09'N, 067°08'24"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

## Mid-Atlantic U.S. Seasonal Management Areas

### Migratory Route

November 1 through April 30

Vessel speed is restricted in the following areas:

•Block Island Sound waters bounded by:

40°51'53.7" N 070°36'44.9" W  
 41°20'14.1" N 070°49'44.1" W  
 41°04'16.7" N 071°51'21.0" W  
 40°35'56.5" N 071°38'25.1" 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:

40°29'42.2"N 073°55'57.6"W

-Entrance to the Delaware Bay

(Ports of Philadelphia and Wilmington):

38°52'27.4"N 075°01'32.1"W

-Entrance to the Chesapeake Bay

(Ports of Hampton Roads and Baltimore):

37°00'36.9"N 075°57'50.5"W

-Ports of Morehead City and Beaufort, NC:

34°41'32.0"N 076°40'08.3"W

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

Point	Latitude	Longitude
A	34°10'30"N	077°49'12"W
B	33°56'42"N	077°31'30"W
C	33°36'30"N	077°47'06"W
D	33°28'24"N	078°32'30"W
E	32°59'06"N	078°50'18"W
F	31°50'00"N	080°33'12"W
G	31°27'00"N	080°51'36"W

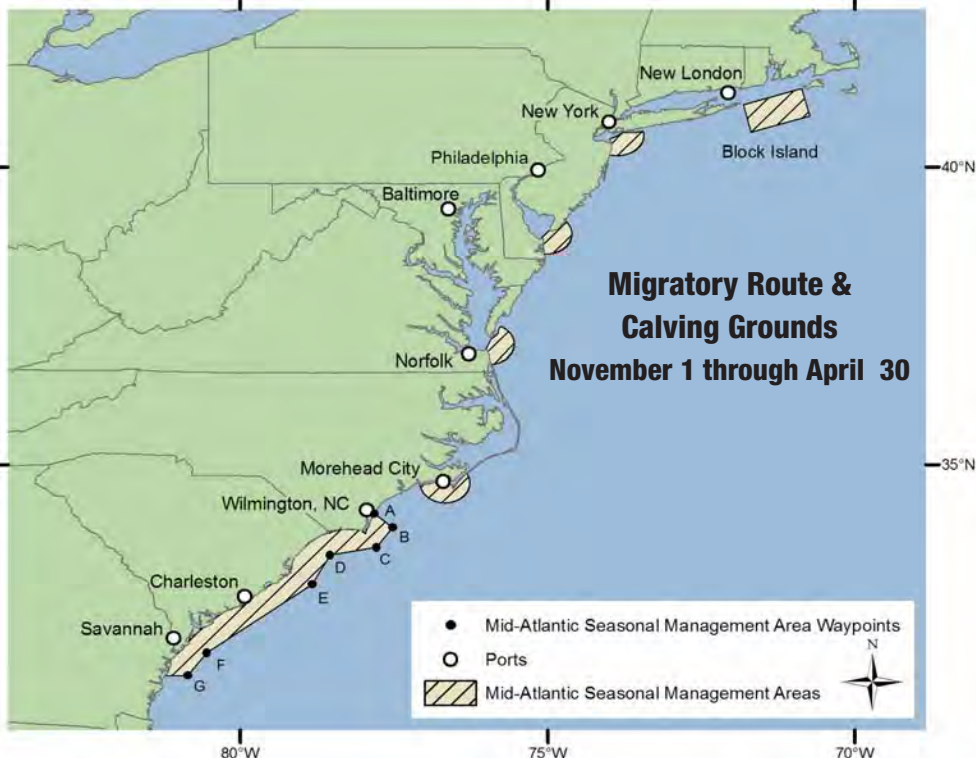
### Calving and Nursery Grounds

November 15 through April 15

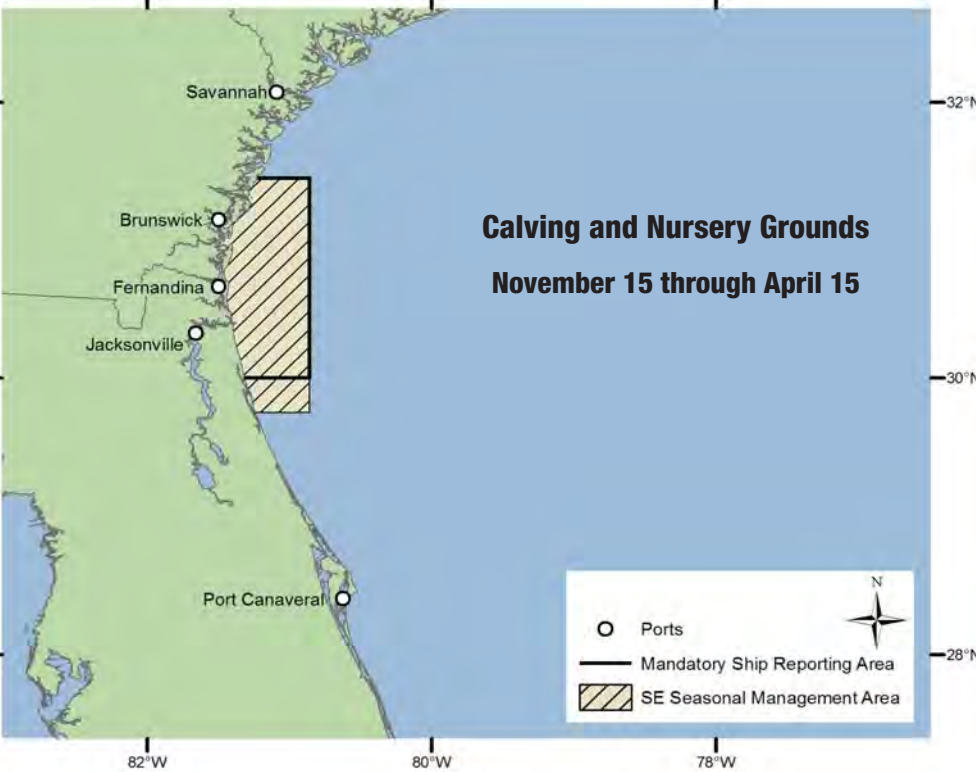
Vessel speed is restricted in the area bounded to the north by latitude 31°27'N; to the south by latitude 29°45'N; to the east by longitude 080°51'36"W.

For more information, visit:  
<http://www.nmfs.noaa.gov/pr/shipstrike>  
<http://nero.noaa.gov/shipstrike>  
<http://rightwhaleessouth.nmfs.noaa.gov>

Right Whale Ship Strike Reduction Rule expires on December 9, 2013



## Southeast U.S. Seasonal Management Area

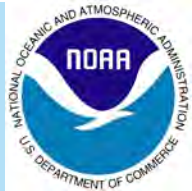


The rule does not apply to waters inshore of COLREGS lines.

**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.

OMB Control #0648-0580



# Right Whale Mandatory Ship Reporting System



All commercial ships of 300 gross tons and greater are required to report in when they enter either of two 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 further information on reporting procedures please 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](http://www.nmfs.noaa.gov/prot_res/PR2/Conservation_and_Recovery_Program/msr/msrhome.html)

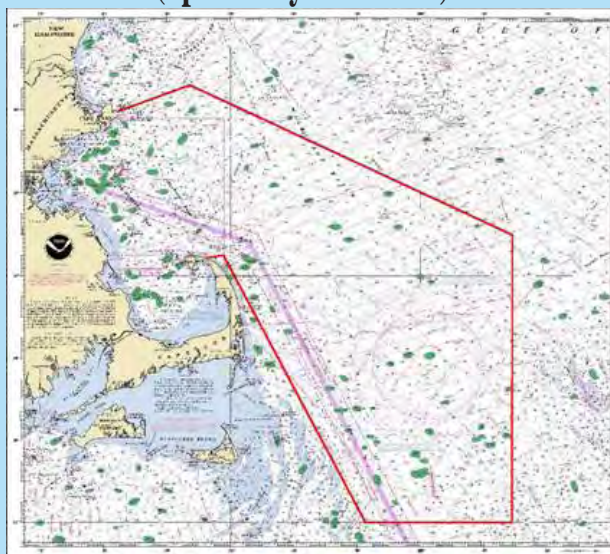
## Mandatory Reporting Requirements: (Report to: [rightwhale.msr@noaa.gov](mailto:rightwhale.msr@noaa.gov) or Telex: 48156090)

Paragraph	Function	Information Required
System Name	Area Identifier	Reporting system area name (WHALESNORTH).
M	INMARSAT Number	9-digit vessel INMARSAT number.
A	Ship	Vessel name and call sign.
B	Date, time, and month of report	6-digit group giving day of month and time, single letter indicating time zone, and three letters indicating month.
E	True course	3-digit number indicating true course.
F	Speed in knots and tenths	3-digit group indicating knots and tenths.
H	Date, time, and point of entry into system	Date and time expressed as in (B) and latitude and longitude expressed as a four digit group giving latitude, the letter N indicating north, followed by a / , a five digit group giving longitude, and the letter W indicating west.
I	Destination and ETA	Name of port and arrival time expressed as in (B).
L	Route information and speed	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.

### 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.

### WHALESNORTH (operates year round)



NOAA Chart #13009

### EXAMPLE REPORT:

Please follow the format exactly as outlined below.

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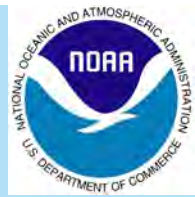
WHALESNORTH//
M/487654321//
A/CALYPSO/NRUS//
B/031401Z APR//
E/345//
F/15.5//
H/031410Z
APR/4104N/06918W//
I/BOSTON/032345Z APR//
LWP/4104N/06918W/15.5//
LWP/4210N/06952W/15.5//
LWP/4230N/07006W/15.5//
    
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\*Vessels not equipped with INMARSAT C should still report via alternate satellite communications equipment to [rightwhale.msr@noaa.gov](mailto: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.**



# Right Whale Mandatory Ship Reporting System



All commercial ships of 300 gross tons and greater are required to report in when they enter either of two 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 further information on reporting procedures please 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](http://www.nmfs.noaa.gov/prot_res/PR2/Conservation_and_Recovery_Program/msr/msrhome.html)

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

Paragraph	Function	Information Required
System Name	Area Identifier	Reporting system area name (WHALESSOUTH).
M	INMARSAT Number	9-digit vessel INMARSAT number.
A	Ship	Vessel name and call sign.
B	Date, time, and month of report	6-digit group giving day of month and time, single letter indicating time zone, and three letters indicating month.
E	True course	3-digit number indicating true course.
F	Speed in knots and tenths	3-digit group indicating knots and tenths.
H	Date, time, and point of entry into system	Date and time expressed as in (B) and latitude and longitude expressed as a four digit group giving latitude, the letter N indicating north, followed by a / , a five digit group giving longitude, and the letter W indicating west.
I	Destination and ETA	Name of port and arrival time expressed as in (B).
L	Route information and speed	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.

### WHALESSOUTH (operates 15 Nov. to 16 April)

#### WHALESSOUTH BOUNDARY

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



\*Vessels not equipped with INMARSAT C should still report via alternate satellite communications equipment to [rightwhale.msr@noaa.gov](mailto: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.

#### EXAMPLE REPORT:

Please follow the format exactly as outlined below.

WHALESSOUTH//  
M/412345678//  
A/BEAGLE/NVES//  
B/270810Z MAR//  
E/250//  
F/17.0//  
H/270810ZMAR/3030N/080  
52W//  
VMAYPORT/271215Z  
MAR//  
L/RL/17.0//

#### \*\*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.

# CAUTION MARINERS

PLEASE AVOID COLLISIONS WITH RIGHT WHALES



The **North Atlantic right whale** is the most endangered large whale – only about 450 remain. Right whales are protected in Canadian waters under the *Species at Risk Act*.

## DISTINCTIVE FEATURES

- Adult length 14 – 17 metres
- Weigh up to 60 – 70 tonnes
- Slow swimmers, seldom moving faster than 3-5 knots
- Can stay submerged for 10 to 20 minutes and may appear quite suddenly when surfacing to breathe
- Often seen alone or in small groups



## SOCIAL BEHAVIOUR

At times, right whales form large courtship groups of 20 to 30+ animals.



## TAIL

Black, deeply notched tail flukes are raised vertically when diving.



## V-SHAPED BLOW

The whale's profile on the surface is low; they are not easily seen except for their V-shaped blow when surfacing and flukes when diving.

## CALLOSITIES

Rough gray and whitish patches of raised skin on the top and sides of the head. Used by researchers to identify individuals.



## NO DORSAL FIN

Smooth black back.



## FLIPPERS

Short paddle-shaped.



**PLEASE AVOID  
CLOSE APPROACHES.  
RIGHT WHALES ARE DIFFICULT  
TO SEE AND MIGHT NOT BE  
AWARE OF VESSELS.**

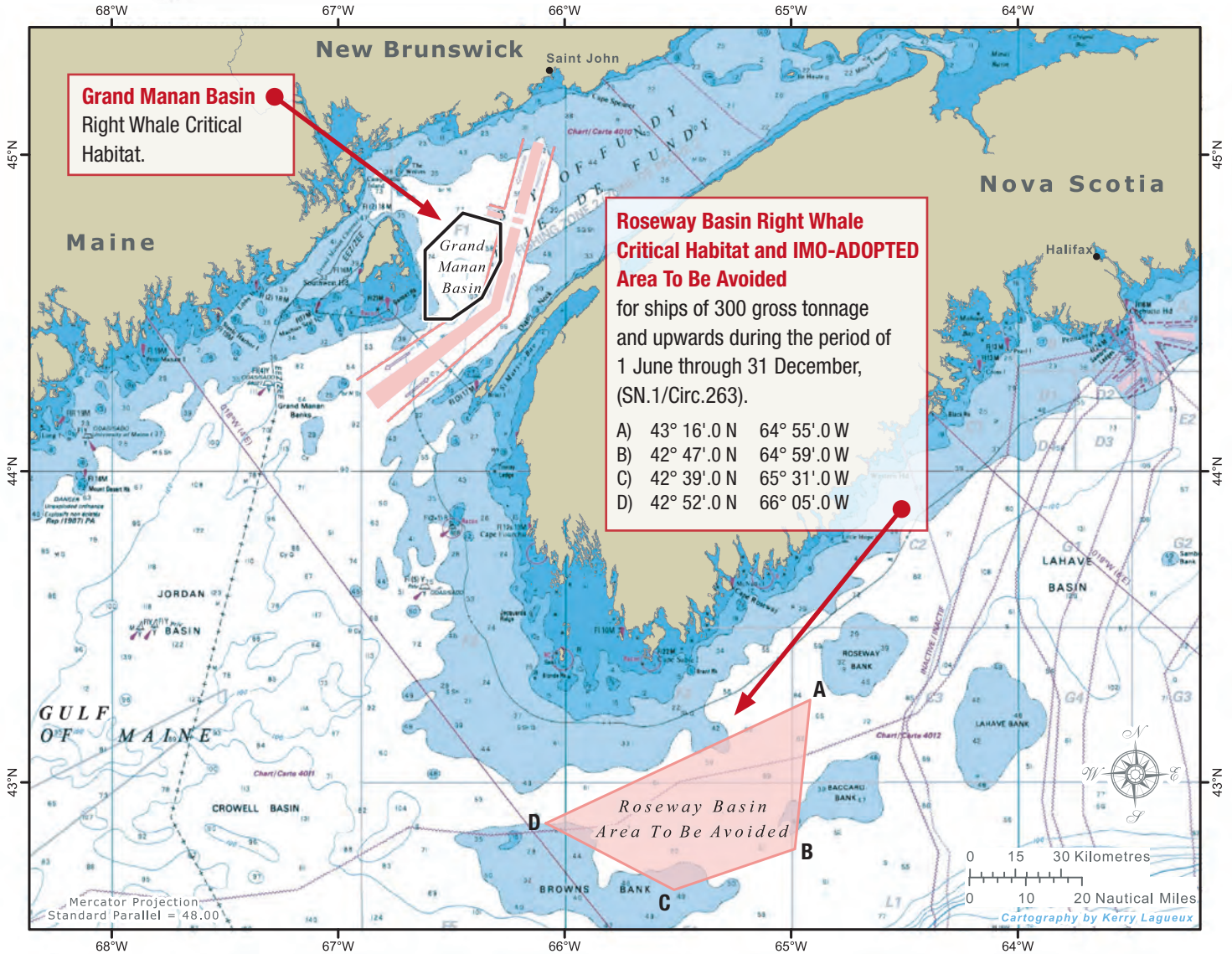
FOR MORE INFORMATION SEE CANADIAN  
COAST GUARD ANNUAL NOTICES TO  
MARINERS, [WWW.RIGHTWHALE.CA](http://WWW.RIGHTWHALE.CA) AND  
[WWW.NMFS.NOAA.GOV/PR/SHIPSTRIKE/](http://WWW.NMFS.NOAA.GOV/PR/SHIPSTRIKE/).

# North Atlantic right whales are Endangered



## Right whales in Atlantic Canada

Right whales are found in the waters of Atlantic Canada from June through December. Their range extends from their critical habitat in the lower Bay of Fundy to the Roseway Basin Area To Be Avoided and the Scotian Shelf, with occasional sightings in the Gulf of St. Lawrence.



Not to be used for navigation. See Canadian Hydrographic Service charts 4003 (2003 edition), 4011 and 4012.

Right whales are injured or killed by collisions with vessels and entanglement in fishing gear.

If you see a right whale, be aware that there may be more in your immediate area. Do not assume the whales will get out of your way.

Please report sightings of injured, entangled, or dead right whales to Canadian Coast Guard 2182 kHz or VHF 16, Fundy Traffic VHF 14 or the Whale Emergency Network 1-866-567-6277.



Your help is greatly needed and appreciated.



**NOAA  
FISHERIES  
SERVICE**

# 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.



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 designed 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.

**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/](http://www.nmfs.noaa.gov/pr/shipstrike/) or  
[www.nero.noaa.gov/shipstrike/](http://www.nero.noaa.gov/shipstrike/)



# Reduce Collisions with North Atlantic Right Whales

**NOAA  
FISHERIES  
SERVICE**

## 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.

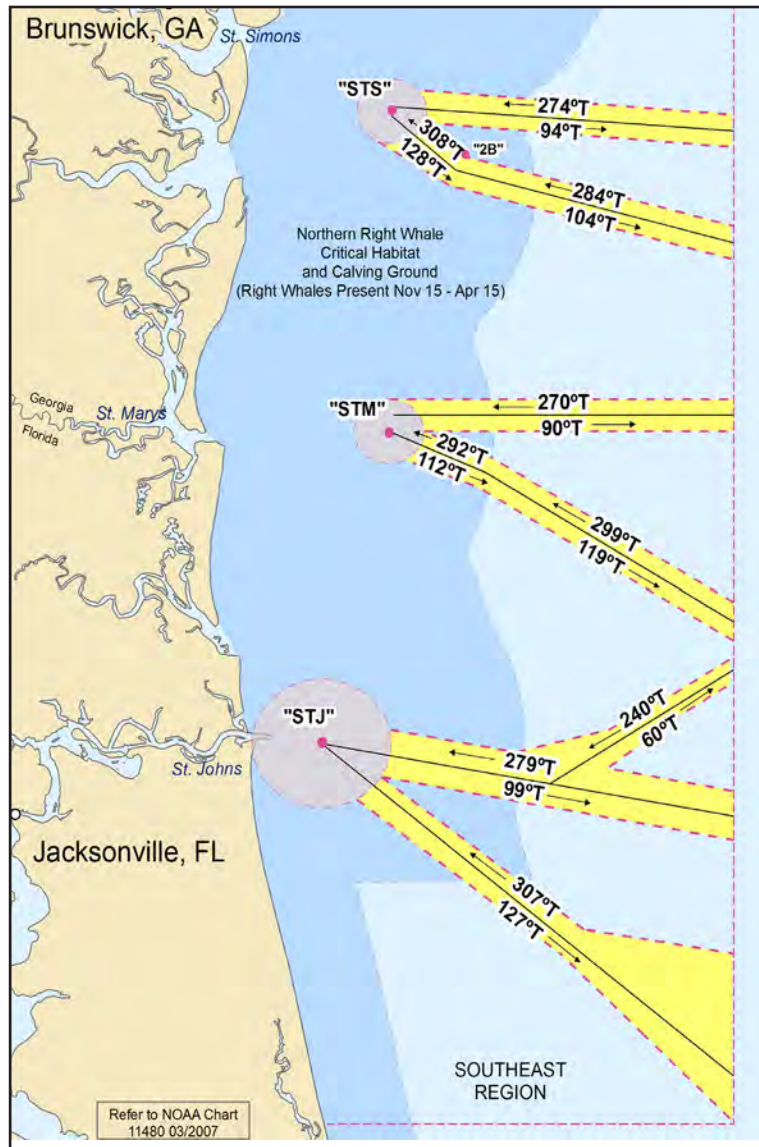
**CAUTION:** Full bottom coverage surveys have not been conducted within the entire routes, so uncharted dangers may exist.

**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).



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 11480. The area shaded in blue is a calving area of North Atlantic right whales November 15 through April 15. This area encompasses the northern portion of the designated critical habitat for the whales (see 50 CFR 226.203(c)). The red dashed line extending East from Florida coastline, then North parallel to shore is the Mandatory Ship Reporting boundary line.

**For more information:**  
visit [www.nmfs.noaa.gov/pr/shipstrike/](http://www.nmfs.noaa.gov/pr/shipstrike/) or  
<http://rightwhalesouth.nmfs.noaa.gov>

# Right Whales

## 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 | • Water depth                |
| • Speed of the vessel           | • Description of the impact  |
| • Size of the vessel            | • Fate of the animal         |
|                                 | • Species and size, if known |

© Center for Coastal Studies



Broad, paddle-shaped flippers

© Center for Coastal Studies



© Center for Coastal Studies



V-shaped blow; no dorsal fin

© Center for Coastal Studies



Callosities on their heads

© Lance Leontaridis/IFAW



Deeply notched tail flukes

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.

# THE MANDATORY SHIP REPORTING SYSTEM FACT SHEET

- The mandatory ship reporting system is aimed at increasing mariners' awareness of the severity of the problem of ship strikes of the highly endangered Northern right whale and to seek their help in minimizing the threat.
- Starting July 1, 1999, all commercial ships of 300 gross tons and greater will be required to report to a shore-based station when they enter two areas off the east coast of the United States: one off Massachusetts and one off Georgia and Florida. The reporting system off Massachusetts will operate year round while the one off Georgia and Florida will operate each year from 15 November to 15 April, which corresponds with periods of right whale occurrence.
- Ships will be required to report the ir name, call sign, course, speed, location, destination, and route.
- In return, a vessel receives an automated message that provides where the latest information about right whale sightings and avoidance procedures that may prevent a collision may be found. For example, mariners will be advised to refer to navigational publications such as the U.S. Coast Pilot, Sailing Directions, and nautical charts for information on relevant regulations, and the boundaries of right whale critical habitats.
- The reporting system will affect no other aspect of vessel operation and there is no cost the mariner. For the large majority of ships, the information is transmitted in minutes by satellite to the ship's bridge computer.
- Information about the location of right whales is also being provided to mariners through various broadcast media, including the U.S. Coast Guard's Broadcasts to Mariners, satellite-linked marine safety broadcasts, and NOAA Weather Radio.
- Mariners will be advised that information placards, videos, and other educational materials are available from shipping agents, port authorities, relevant state agencies, the Coast Guard, and the National Marine Fisheries Service.
- Collectively, the reports will yield data on ship number and routes in right whale habitat, which will be useful in identifying possible further measures to reduce ship/whale interactions. The entire program will be reviewed in three to five years to assess its effectiveness, and to introduce advances in ship communication technologies that have become available.

###