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|  | <p>HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT<br/>SYSTEM</p> <p><b>21.0 NAVIGATION IN RIGHT WHALE AREA</b></p> <p>NAUTICAL MANUAL</p> | <p>Sect : 21.0<br/>Page : 1 of 3<br/>Date : 07-Aug-25<br/>Rev : 10.0<br/>Appr : DPA</p> |
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## NAVIGATION IN RIGHT WHALE AREA

### 1. RIGHT WHALE REDUCING SHIP STRIKE

- 1.1. Right whales are listed as endangered species and are protected under US Federal Law.
- 1.2. While planning passage, reference to be made to IMO ship's routing publication regarding protection of Right whales. Refer Right Whale compliance guide in Memo section of SHEQ portal.
- 1.3. Bridge team shall be vigilant and shall keep a sharp lookout for whales and are strongly advised not to exceed speeds of **10 knots** when transiting areas known to be populated by whales.
- 1.4. It is believed that, if a ship hits a whale at 10 knots or less, there is a greater chance that there will be no injury to the whale.
- 1.5. It is illegal to approach closer than **500 yards** to any right whale. Approaching or remaining within 500 yards of a right whale is against Federal law and violations can result in civil or criminal penalties with fines.
- 1.6. During the transit, all available information through Coast Guard voice broadcasts, NOAA weather radio, NAVTEX, local authorities and pilots for recent sighting reports should be obtained. Sightings in any location can be reported to the US Coast Guard on Channel 16.

### 2. REPORTING REQUIREMENTS

- 2.1. For any sighting, be prepared with the following information:
  - a. Date, time and location of the sighting
  - b. Number of animals sighted
  - c. Distinctive features and estimated length of the animal
  - d. How you can be contacted (i.e. contact information for original report; how an observer can be contacted)
  - e. Signs of injury or entanglement
  - f. Description of behaviour, any injuries and/or entangling gear
  - g. If the whale is dead, the condition of the carcass
- 2.2. If a Right Whale is sighted from the vessel or reported along the intended track, steer a course away from the right whale(s) and immediately leave the area at a slow, safe speed. Reduction of speed minimizes the risk of vessel strike.

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- 2.3. Any collisions with whales or any observed live, injured or dead whales; including time and position should be reported to NOAA or to the US Coast Guard. Refer NOAA's Mandatory Ship Reporting (MSR) system in Memo section of SHEQ portal.
- 2.4. A vessel may operate at a speed necessary to maintain safe manoeuvring speed instead of the required ten knots only if justified because the vessel is in an area where oceanographic, hydrographic and/or meteorological conditions severely restrict the manoeuvrability of the vessel and the need to operate at such speed is confirmed by the pilot on board or, when a vessel is not carrying a pilot, the master of the vessel.
- 2.5. If a deviation from the ten-knot speed limit is necessary, the reasons for the deviation, the speed at which the vessel is operated, the latitude and longitude of the area, and the time and duration of such deviation shall be entered into the logbook of the vessel.
- 2.6. The Master of the vessel shall attest to the accuracy of the logbook entry by signing and dating it.

**Reference: Compliance Guide for Right Whale Ship Strike Reduction Rule (50 CFR 224.105)**