Charles A. Phippen
Harbormaster
1 Town Pier
Bar Harbor, Maine 04609

(207) 288-5571
FAX 288-1034
VHF 16 & 09
bhhmaster@barharbormaine.gov

Town of Bar Harbor, Maine
2020 Cruise Ship standard operating procedures

PORT CALL RESERVATIONS AND PROCEDURES

Under Federal, State and Local laws, the Town of Bar Harbor has regulatory authority over anchorage and disembarkation of passengers into the Town. To reserve anchorage, contact the Harbormaster at (207)288-5571, fax (207)288-1034 or e-mail bhhmaster@barharbormaine.gov . **Upon making reservations, the Cruise Line agrees to abide by all Federal and State laws and regulations, as well as those of the Town of Bar Harbor as outlined in this document.**

Bar Harbor has two General Anchorages capable of accommodating a maximum of three ships per day. One ship in anchorage "A" approximately one half mile east of the tender landing and two ships in anchorage "B", north of Bar Island, approximately one mile from the tender landing. Normally the first ship scheduled will be assigned anchorage "A", however this is not always the case. Ships on their maiden voyages may be assigned anchorage "A" regardless of when the reservation is received. Other instances when departure from this procedure might occur are significant passenger count differences and ship customs clearance requirements. The final determination of anchorage assignment will be made by the Harbormaster and will be in the best interest of safety and expediency of operations.

In addition to the limit of three ships per day, there is a daily passenger cap during the season which runs from May 1st through October 31st. The passenger cap in May, June, September and October is 5,500 passengers based on the LOWER BERTH capacity of a given ship. During July and August the passenger cap is 3,500 based on LOWER BERTH capacity.

There is a Port Fee for cruise ships occupying Bar Harbor anchorages and at present the fee is $4.55 per passenger based on the LOWER BERTH capacity of the ship regardless of the actual manifested passengers. Agents and cruise line personnel must carefully review the passenger count listed in the ship specification portion of the Bar Harbor Cruise Ship List to ensure that the correct pax count is listed. Payment of all fees is expected the day of the ship visit unless other arrangements are made in advance.

The Town of Bar Harbor has the expectation and requirement that visiting ships will do everything possible to prevent oceanic, atmospheric, light and noise pollution. All cruise ships calling in Bar Harbor, whether in anchorage A or B or laying alongside the Town Pier floats, are **expected to hold all waste water including gray water while in port. Ships should minimize exterior lighting and public announcements to official or safety related levels, including music and large projection screens.**

Bar Harbor presently has two approved 33 CFR 105 Secure Facilities for embarkation and disembarkation of passengers from foreign flagged cruise ships. The facilities used at present are located immediately to the west of the Town Pier. The tender floats are located at Harbor Place and the Harborside Marina.

The tender landings are in close proximity to Bar Harbor's downtown area and the main tour bus queuing area is located on West Street across from the entrance to Harbor Place.

In the event of a medical emergency aboard a cruise ship at anchorage contact the Harbormaster or EMS Dispatch. The patient will be met by ambulance at the tender landing point on the Bar Harbor waterfront. EMS personnel will not be available to transport to cruise ships at anchor.

USE OF RECOMMENDED ROUTE

Cruise Ship operators should be aware that the waters on the approach to Bar Harbor are heavily fished by the use of fixed fishing gear. Lobster fishing gear is set throughout the area, near shore as well as off shore. The presence of colored floats will indicate fixed fishing gear and should be avoided. Loss of fishing gear due to transits by large vessels is of concern to both the fisherman and the Town of Bar Harbor.

Please schedule arrival at the pilot station carefully to avoid unnecessary maneuvering. There are charted **RECOMMENDED ROUTES** on NOAA Chart #13318 and 13312 which should be strictly followed in order to avoid damaging fixed fishing gear. If gear is present within the Recommended Route the fisherman risks losing his gear. In general, local fishermen are aware of the amount of Cruise Ship traffic and avoid placing their gear within the charted route. All Frenchman Bay Pilots are familiar with the recommended route into Bar Harbor. Your cooperation will be greatly appreciated and if this office can be of further assistance please contact the Harbormaster.

Cruise Ships visiting Bar Harbor are encouraged to use the tendering service available at Harbor Place. Ships which use their own tenders to transport passengers to and from landing facilities in Bar Harbor must ensure that all tender operators abide by all applicable navigational rules. Navigation lights and sound signals should be used during periods of reduced visibility and during periods of darkness.

Ships assigned Anchorage B and tendering passengers should be aware of the presence of two private aids to navigation which will be in the channel normally used to transit from and to Anchorage B. The aids will be set between western Sheep Porcupine Island and the small islet east of Bar Island from May through October annually. The channel will be marked with a lighted nun on the east side and an unlighted can on the west side. Transit through the narrow channel is generally north/south. A point of reference south of this channel is the USCG Anchorage nun (white with blue stripe) located in the northwest corner of Anchorage A. Tenders should pass this buoy on the eastern side and continue south to the inner harbor entrance which is marked by an unlighted nun and a lighted white no wake buoy.

Ships intending to tender passengers shall assign an officer to supervise the operation of the tenders for the duration of the port call. This officer must have direct communications with the tender operators and correct non-compliant operations immediately. Bar Harbor inner harbor is a NO WAKE ZONE and is clearly marked as such with private aids to navigation. Tenders are responsible for the effects of their operation within the confines of the inner harbor including prop wash. Tenders should be made fast to the landing float and shut down to reduce negative effects on other vessels operating in the vicinity and minimize exhaust emissions.

Bar Harbor Points of Contact

Harbormaster	Charlie Phippen	(207)288-5571
Town Manager	Cornell Knight	(207)288-4098
Police/Fire/EMS	Bar Harbor Dispatch	(207)288-3391
Chamber of Commerce	C of C Welcome Ctr.	(207)288-5103
Frenchman Bay Pilot	Dave Gelinas	(207)548-1077
Harbor Place FSO	Mike Siemion	(207)288-2386