



U.S. Department
of Homeland Security
**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District: 17

Week: 16/08

-Navigation Information Service (NIS)-
Watchstander, 24 hours a day at (703) 313-5900
-Navcen Internet Address-
www.navcen.uscg.gov
-Local Notice to Mariners-
www.navcen.uscg.gov/lnm

Issued by: Commander (DPW) Telephone: (907) 463-2269 (0800-1600)
Seventeenth Coast Guard District After Hours: (907) 463-2000 (1600-0800)
PO Box 25517 Facsimile: (907) 463-2273
Juneau, AK 99802-5517

Questions, comments or additional information on this Local Notice to Mariners should be sent to the address above or by E-mail to: D17-PF-D17-LNM@uscg.mil. You can get the U.S. Coast Guard 17th District Local Notice to Mariners via the Internet directly from the U.S. Coast Guard Navigation Center web site at www.navcen.uscg.gov/lnm/d17.

REFERENCES: Light List, Vol. VI, Pacific Coast and Pacific Islands, 2007 Edition (COMDTPUB P16502.6).
U.S. Coast Pilot 8, Pacific Coast Alaska: Dixon Entrance to Cape Spencer, 29th Edition.
U.S. Coast Pilot 9, Pacific and Arctic Coasts Alaska: Cape Spencer to Beaufort Sea, 25th Edition.

BROADCAST NOTICE TO MARINERS

Navigation information previously promulgated by Broadcast Notice to Mariners through 106/08 and still in effect is included in this notice.

CHART CORRECTION

<http://chartmaker.ncd.noaa.gov> and <http://www.maptech.com>

2007 Light List/ Summary of Corrections

<http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>

NOAA Chart Viewer (Posting of all up to date NOAA charts for viewing on Internet browser to be used for ready reference or planning)

<http://www.NauticalCharts.gov/viewer>

Coast Pilot Corrections

<http://nauticalcharts.noaa.gov/nsd/cpdownload.htm>

NOAA Weather Buoy Sites

<http://seaboard.ndbc.noaa.gov/Maps/wrldmap.shtml>

Tides on Line

<http://www.tidesonline.nos.noaa.gov>

Tides, Currents, PORTS

<http://www.co-ops.nos.noaa.gov>

Weather

<http://www.noaa.gov/wx.html>

ABBREVIATIONS

A through I

ACOE - Army Corps of Engineers
ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
B - Buoy
BKW - Breakwater

K through M

KBG - Refer to Light List
KBG-I - Refer to Light List
KBR - Refer to Light List
KBR-I - Refer to Light List
KBW - Refer to Light List

N through Z

NB - Refer to Light List
N/C - Not Charted
ND - Refer to Light List
NG - Refer to Light List
NGA - National Geospatial-Intelligence Agency

B - Refer to Light List
 BNM - Broadcast Notice to Mariner
 CG - Refer to Light List
 CHAN - Channel
 CGD - Coast Guard District
 CR - Refer to Light List
 C/O - Cut Off
 CONT - Contour
 CONSTR - Construction
 CRK - Creek
 CONST - Construction
 DBN - Daybeacon
 DBD/DAYBD - Dayboard
 DBN/DEST - Daybeacon Destroyed
 DBN IMCH - Daybeacon Improper
 Characteristic
 DISCON - Discontinued
 DMGD - Daybeacon Damaged
 EST - Established Aid
 EVAL - Evaluation
 EXT - Extinguished
 FL - Flashing
 FS - Fog Signal
 HAZ - Hazard to Navigation
 HBR - Harbor
 HOR - Horizontal Clearance
 HT - Height
 ICW - Intracoastal Waterway
 IMCH - Improper Characteristic
 INL - Inlet
 INOP - Not Operating
 INT - Intensity
 ISL - Islet

KGB - Refer to Light List
 KGB-I - Refer to Light List
 KGR - Refer to Light List
 KGR-I - Refer to Light List
 KGW - Refer to Light List
 KGW-I - Refer to Light List
 KRB - Refer to Light List
 KRB-I - Refer to Light List
 KRG - Refer to Light List
 KRG-I - Refer to Light List
 KRW - Refer to Light List
 KWB - Refer to Light List
 KWB-I - Refer to Light List
 KWG - Refer to Light List
 KWG-I - Refer to Light List
 KWR - Refer to Light List
 KWR-I - Refer to Light List
 LAT - Latitude
 LB - Lighted Buoy
 LBB - Lighted Bell Buoy
 LHB - Lighted Horn Buoy
 LGB - Lighted Gong Buoy
 LONG - Longitude
 LNM - Local Notice to Mariners
 LT - Light
 LT CONT - Light Continuous
 LWB - Lighted Whistle Buoy
 LWP - Left Watching Properly
 MISS - Missing
 MR - Refer to Light List
 MR-I - Refer to Light List

NL - Refer to Light List
 NO - Number
 NOS - National Ocean Service
 NR - Refer to Light List
 NW - Refer to Light List
 NW - Notice Writer
 NY - Refer to Light List
 OBSCU - Obscured
 OBST - Obstruction
 OFF STA - Off Station
 OBSTR - Obstruction
 PRIV - Private Aid
 RBN - Radio Beacon
 REBUILT - Aid Rebuilt
 RECOVERED - Aid Recovered
 RED - Red Buoy
 REDINT - Reduced Intensity
 RRL - Range Rear Light
 RELIGHTED - Aid Relighted
 RELOC - Relocated
 RESET ON STATION - Aid Reset on Station
 RFL - Range Front Light
 RIV - River
 SEC - Section
 SG - Green Square
 SG-SY - Green Square with Yellow Square
 SHL - Shoaling
 SND - Sound
 SS - Sound Signal
 TEMP - Temporary Aid Change
 TMK - Topmark
 St M - Statute Mile
 TR - Red Triangle
 TRLB - Temporarily Replaced by Lighted Buoy
 TRLT - Temporarily Replaced by Light
 TR-TY - Red Triangle with Yellow Triangle
 TRUB - Temporarily Replaced by Unlighted Buoy

Additional Abbreviations Specific to this LNM Edition: None

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

ALASKA-GULF OF ALASKA-HAZARDOUS OPERATIONS

A gunnery exercise will be conducted approximately 15NM South of Nuka Point near position 59-02N, 150-43W from 0800 to 1200 local time on the 16th of April 2008. Danger radius 10,000 yards, Danger altitude 23,000 feet.

LNM: 16/08

ALASKA-SOUTHEAST-HAWK INLET

The position information for Hawk Inlet Range Lights (LLNR 24112, 24113) is incorrect on Chart 17312 and in the Light List. The Coast Guard is currently reviewing the positions for the range lights and will publish chart and Light List corrections when complete. Mariners should not rely upon the published information for safe navigation of Hawk Inlet.

LNM: 16/08

ALASKA-SOUTHEAST-BEHM CANAL-NEETS BAY

It has been reported that the charted depths in approximate position 55-46.52N, 131-36.50W are incorrect. Due south of Clam Island at the 30 fathom mark, is reported to be 6 fathoms. Mariners are urged to transit this area with extreme caution.

Charts: 17420 17422

LNM: 02/07

ALASKA-NOAA INSTRUMENT MOORINGS DEPLOYED

The following have been deployed in the Bering Sea:

BS-2 in position 56° 51.99-N 164° 3.00-W at a depth of 70 meters with a top float depth of 7 meters.

BSP-2 in position 56° 51.94-N 164° 3.20-W at a depth of 70 meters with a top float depth of 60 meters.

BS-4 in position 57° 51.43-N 168° 52.44-W at a depth of 70 meters with a top float depth of 7 meters.
BSP-4 in position 57° 51.66-N 168° 52.60-W at a depth of 69 meters with a top float depth of 59 meters.
BS-5 in position 59° 54.58-N 171° 42.47-W at a depth of 70 meters with a top float depth of 18 meters.
BSP-5 in position 59° 54.28-N 171° 42.29-W at a depth of 70 meters with a top float depth of 60 meters.
BS-8 in position 62° 11.62-N 174° 40.06-W at a depth of 73 meters with a top float depth of 19 meters.
BSP-8 in position 62° 11.73-N 174° 39.58-W at a depth of 72 meters with a top float depth of 62 meters.
BSP-9 in position 54° 32.62-N 166° 38.74-W at a depth of 433 meters with a top float depth of 422 meters.

The following have been deployed in Bristol Bay:

KC-1 in position 56° 25.61-N 160° 13.12-W at a depth of 23 meters with a top float depth of 18 meters.
KC-2 in position 56° 29.92-N 161° 00.07-W at a depth of 66 meters with a top float depth of 60 meters.

The following have been deployed in Slime Bank:

SBP-1 in position 55° 01.94-N 164° 43.22-W at a depth of 75 meters with a top float depth of 60 meters.

The following have been deployed in Chiniak Bay:

CB-1 in position 57° 43.32-N 152° 17.62-W at a depth of 193 meters with a top float depth of 171 meters.

The following have been deployed in Pavlof Bay:

PA-1 in position 55° 10.86-N 161° 41.16-W at a depth of 96 meters with a top float depth of 14 meters.

The following have been deployed in Amukta Pass:

AMP-1 in position 52° 25.98-N 171° 27.00-W at a depth of 406 meters with a top float depth of 396 meters.
AMP-1 in position 52° 26.70-N 171° 26.81-W at a depth of 414 meters with a top float depth of 404 meters.
AMP-2 in position 52° 25.00-N 171° 39.99-W at a depth of 456 meters with a top float depth of 446 meters.
AMP-3 in position 52° 24.00-N 171° 54.97-W at a depth of 298 meters with a top float depth of 288 meters.
AMP-4 in position 52° 23.06-N 172° 07.00-W at a depth of 367 meters with a top float depth of 357 meters.

The above moorings replace moorings that have been previously listed in D17 Local Notice to Mariners. This notice supersedes NOAA Instrument Moorings Deployed in LNM 27/07.

The point of contact for these moorings is Bill Parker at (206) 526-6180.

LNM: 13/08

ALASKA-RESURRECTION BAY-OCEANOGRAPHIC MOORINGS

GAK1 mooring deployed at 59-51-01.6-N 149-30-01.7-W. Clearance of 60 feet.
Chiswell Ridge mooring deployed at 59-36-23.5-N 149-32-17.5-W. Clearance of 85 feet.
The point of contact for these moorings is David Leech at (907) 224-5261.

LNM: 33/05

ALASKA-PRINCE WILLIAM SOUND-OCEANOGRAPHIC MOORINGS

The following scientific moorings have been placed in the entrances to Prince William Sound and will be in place until 2010.

Montague Strait

MS1 deployed at 59-57.799-N-147-53.750-W, depth 204 meters, clearance 20 meters.
MS3 deployed at 59-56.069-N-147-50.210-W, depth 147 meters, clearance 15 meters.

Hinchinbrook Entrance

HE1 deployed at 60-14.086-N-146-54.956-W, depth 280 meters, clearance 20 meters.
HE3 deployed at 60-14.209-N-146-44.553-W, depth 206 meters, clearance 20 meters.

The point of contact for these moorings is Nancy Bird at (907)424-5800.

LNM: 16/07

ALASKA - CHUKCHI AND BEAUFORT SEAS

Subsurface oceanographic moorings have been placed in the Chukchi and Beaufort Seas. Moorings previously placed in 2006 have been removed. An itemized listing is enclosed.

LNM: 42/07

ALASKA-BERING STRAIT-OCEANOGRAPHIC MOORINGS AS OF SEPT 2007

Eight subsurface oceanographic moorings have been deployed in the Bering Strait region in September 2007 in a joint project involving the University of Washington (Seattle, USA), the University of Alaska, Fairbanks (USA), and the Arctic and Antarctic Research Institute (St. Petersburg, Russia). The moorings will remain in position until autumn 2008. Positions are as follows:

A2-07 in position 65-46.87N 168-34.07W with a bottom depth of 56 meters and a top float depth of 15 meters.
A2W-07 in position 65-48.07N 168-47.95W with a bottom depth of 52 meters and a top float depth of 17 meters.
A3-07 in position 66-19.60N 168-57.92W with a bottom depth of 58 meters and a top float depth of 14 meters.
A4-07 in position 65-44.77N 168-15.77W with a bottom depth of 50 meters and a top float depth of 17 meters.
A4W-07 in position 65-45.42N 168-21.95W with a bottom depth of 54 meters and a top float depth of 17 meters.
A1-1-07 in position 65-54.00N 169-25.88W with a bottom depth of 52 meters and a top float depth of 16 meters.
A1-2-07 in position 65-56.02N 169-36.76W with a bottom depth of 54 meters and a top float depth of 36 meters.
A1-3-07 in position 65-51.91N 169-16.93W with a bottom depth of 49 meters and a top float depth of 29 meters.

The above moorings replace the below moorings that have been previously listed in D17 Notices to Mariners through 40/07.

A2-06 in position 65-46.78N 168-34.47W
A3-06 in position 66-19.54N 168-58.01W
A4-06 in position 65-44.73N 168-15.67W

These moorings were deployed in summer/autumn 2006 and have now been recovered.

Point of contact for these moorings is Rebecca Woodgate, 206-221-3268 or woodgate@apl.washington.edu.

LNM: 41/07

ALASKA-SHELIKOF STRAIT-WIDE BAY

The 197 foot barge FORT YUKON is aground in approximate position 57-19.5N, 156-19.6W, approximately 1/2NM south of Slaughter Island. Mariners are requested to use caution when transiting the area. For further information, contact Coast Guard Sector Anchorage at 907-271-6700.

LNM: 02/08

Alaska-Bering Strait

Subsurface oceanographic moorings have been set in the Bering Strait and will be in place until August 2008. An itemized listing is enclosed.

LNM: 45/07

SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
982	NOAA Data Lighted Buoy 46080	ADRIFT	530	517-07	48/07	
25395	Lisianski Strait Light 8	MISSING	17303	051-08	09/08	
25483	Point Bentinck Light	DBN DEST	16709	104-08	16/08	
27485	Iliuliuk Harbor South Channel Daybeacon 10	DBN DMGD	16529	046-08	09/08	
27829	St Paul Island Buoy 2	MISSING	16382	026-08	05/08	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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22435	Meyers Chuck Daybeacon 3	WATCHING PROPERLY	17423	101-08	13/08	16/08
25470	Peter Dahl Bar Channel Light P	N/A	16013	103-08	15/08	16/08
25485	Strawberry Channel Entrance Lighted Whistle Buoy SC	N/A	16709	104-08	15/08	16/08

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
25395	Lisianski Strait Light 8	TRLB	17303	051-08	14/08	
25505	Copper River Delta Buoy P	DISCONTINUED	16013	103-08	03/08	
27353	Bechevin Bay Buoy 20b	DISCONTINUED	16535		41/07	
27545	NOAA Data Lighted Buoy 46071	DISCONTINUED	16440		40/07	

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR					CGD01	
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3				at 40-41-09.001N	074-02-48.001W
	Green can					
Corrective Action	Object of Corrective Action				Position	

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true.

Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

16006	34th Ed.	01-MAY-06	Last LNM: 26/06	NAD 83		16/08
<i>Chart Title: Bering Sea-eastern part;St. Matthew Island, Bering Sea;Cape Etolin, Anchorage, Nunivak Island</i>						
Main Panel 2411 BERING SEA EASTERN PART. Page/Side: N/A						
ADD	Rock in Fathoms and Fractions; 1 1/2 Rk (Chart No. 1: K14.2) (NOS NW-15619)				NOS 54-00-13.400N	166-06-04.900W
16011	37th Ed.	01-NOV-07	Last LNM: 10/06	NAD 83		16/08
<i>Chart Title: Alaska Peninsula and Aleutian Islands to Seguam Pass</i>						
Main Panel 2415 ALASKA PENINSULA AND ALEUTIAN ISLANDS TO SEGUAM PASS. Page/Side: N/A						
SUBSTITUTE	Rock in Fathoms and Fractions; 1 1/2 Rk (Chart No. 1: K14.2) for 3 1/2 Rk (NOS NW-15619)				NOS 54-00-13.400N	166-06-04.900W
16520	22nd Ed.	01-MAR-04	Last LNM: 10/06	NAD 83		16/08
<i>Chart Title: Unimak and Akutan Passes and approaches;Amak Island</i>						
Main Panel 2518 BASE UNIMAK AND AKUTAN PASSES AND APPROACHES. Page/Side: N/A						
SUBSTITUTE	Rock in Fathoms and Fractions; 1 1/2 Rk (Chart No. 1: K14.2) for 7 Rk Rep (NOS NW-15619)				NOS 54-00-13.400N	166-06-04.900W
16528	16th Ed.	13-JUN-98	Last LNM: 13/05	NAD 83		16/08
<i>Chart Title: Unalaska Bay and Akutan Pass</i>						
Main Panel 2522 UNALASKA BAY AND AKUTAN PASS. Page/Side: N/A						
DELETE	Sounding in Fathoms and Fractions; 7 1/2 (NOS NW-15619)				NOS 54-00-09.750N	166-06-09.130W
ADD	Sounding in Fathoms and Fractions; 1 1/2 Rk (Chart No 1 K14.1) (NOS NW-15619)				NOS 54-00-13.400N	166-06-04.900W
16531	7th Ed.	16-FEB-02	Last LNM: 44/05	NAD 83		16/08
<i>Chart Title: Krenitzan Islands</i>						
Main Panel 2525 KRENITZIN ISLANDS. Page/Side: N/A						
SUBSTITUTE	Rock in Fathoms and Fractions(Within Corresponding Depth Area); 1 1/2 Rk (Chart No. 1 K14.1) for 7 1/2 Rk (NOS NW-15619)				NOS 54-00-13.400N	166-06-04.900W
17400	17th Ed.	01-MAR-07	Last LNM: 14/06	NAD 83		16/08
<i>Chart Title: Dixon Entrance to Chatham Strait</i>						
Main Panel 2715 DIXON ENTRANCE TO CHATHAM STRAIT. Page/Side: N/A						
ADD	Rock in Fathoms (Within Corresponding Depth Area); 2 Rk (Chart No. 1 K14.1), add depth curve (NOS NW-15594)				NOS 55-44-50.730N	133-44-09.370W
ADD	Submerged Rock; Chart No. 1: K13 (NOS NW-15594)				NOS 55-46-05.650N	133-41-20.920W
17402	11th Ed.	01-DEC-05	Last LNM: 02/06	NAD 83		16/08

ChartTitle: Southern Entrances to Sumner Strait

Main Panel 2717 SOUTHERN ENTRANCES TO SUMNER STRAIT. Page/Side: N/A

SUBSTITUTE	Sounding in Fathoms & Fractions; 1 1/2 for 7 1/2, add depth curve (NOS NW-15594)	NOS 55-46-35.850N	133-41-57.650W
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17403 14th Ed. 01-FEB-06 Last LNM: 10/06 NAD 83 16/08

ChartTitle: Davidson Inlet and Sea Otter Sound;Edna Bay

Main Panel 2718 DAVIDSON INLET AND SEA OTTER SOUND. Page/Side: N/A

DELETE	Sounding in Fathoms & Feet; 7_4 (NOS NW-15594)	NOS 55-46-34.000N	133-42-00.000W
ADD	Sounding in Fathoms & Feet; 1_3 (NOS NW-15594)	NOS 55-46-35.850N	133-41-57.650W

17404 13th Ed. 01-MAY-06 Last LNM: 23/06 NAD 83 16/08

ChartTitle: San Christoval Channel to Cape Lynch

Main Panel 2720 SAN CHRISTOVAL CHANNEL TO CAPE LYNCH. Page/Side: N/A

SUBSTITUTE	Sounding in Fathoms & Fractions; 1 1/2 for 7, add depth curve (NOS NW-15594)	NOS 55-46-35.850N	133-41-57.650W
ADD	Rock in Fathoms (Within Corresponding Depth Area); 2 Rk (Chart No. 1 K14.1), add depth curve (NOS NW-15594)	NOS 55-44-50.730N	133-44-09.370W
ADD	Rock in Fathoms and Fractions; 2 3/4 Rk Chart No. 1: K14.2 (NOS NW-15594)	NOS 55-46-05.650N	133-41-20.920W

OIL RIG MOVEMENT

Drill Rigs/Vessels Removed

<u>Latitude</u>	<u>Longitude</u>	<u>Block</u>	<u>Rigs/Vessel</u>	<u>Chart</u>	<u>Type</u>	<u>Status</u>
None						

Drill Rigs/Vessels Established

<u>Latitude</u>	<u>Longitude</u>	<u>Block</u>	<u>Rigs/Vessel</u>	<u>Chart</u>	<u>Type</u>	<u>Status</u>
None						

SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

SUMMARY OF ADVANCED APPROVED PROJECTS

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
For advance notice of projects see below.		15/05

Advance Notice(s)

ALASKA-SOUTHEAST

The Coast Guard will be relocating Cohen Reef DBN "CR" (LLNR 23835) to approximate position 58-25-54N, 134-48-13W, approximately 30 yards northeast of the existing structure.

For further information, contact 907-463-2270 or email d17-pf-d17-lnm@uscg.mil

LNM: 23/07

ALASKA-SOUTHEAST-HAWK INLET

The U.S. Coast Guard will be changing the flash characteristic of Hawk Inlet Range Rear Light (LLNR 24113) from Oc W 6s to Fl W 2.5s. For further information, contact 907-463-2270 or email d17-pf-d17-lnm@uscg.mil.

LNM: 22/07

SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
For proposed changes see below			09/06

Proposed Change Notice(s)

ALASKA-SOUTHEAST

The Coast Guard is proposing to discontinue the following Aids to Navigation:

Hood Bay Entrance Lighted Buoy 2 (LLNR 23995).

Hood Bay Buoy 1 (LLNR 24000).

Tebenkof Bay Light 1(LLNR 23495)

Tebenkof Bay Daybeacon 3 (LLNR 23500).

Sullivan Island Daybeacon 2 (LLNR 23875).

Deer Harbor Entrance Bell Buoy 1 (LLNR 1060).

For further information, contact 907-463-2270 or email d17-pf-d17-lnm@uscg.mil

LNM: 24/07

ALASKA-ALASKA PENINSULA-SHUMAGIN ISLANDS

The Coast Guard is proposing to discontinue Baralof Bay Light (LLNR 27120).

For further information, contact 907-463-2270 or email d17-pf-d17-lnm@uscg.mil

LNM: 35/06

ALASKA-KODIAK ISLAND-LARSEN BAY

The U.S. Coast Guard is soliciting input for Larsen Bay. The Coast Guard is evaluating the current Aids to Navigation, as well as areas that need improvement in Larsen Bay. A survey has been enclosed to facilitate comments. Please submit comments to:

Commander (dpw)

17th Coast Guard District

PO Box 25517

Juneau AK 99802

or via email to D17-PF-D17-LNM@USCG.MIL, or phone 907-463-2265.

LNM: 10/08

ALASKA-PORT MOLLER

The Coast Guard is considering two possible changes to Port Moller/Hague Channel navigation system.

1. Shift the seasonal commissioning/ decommissioning dates of Port Moller/Hague Channel buoys from May 15-November 15 to June 1-October 1 each year.

2. Change the buoyage system in Port Moller and Hague Channel in Herendeen Bay, LLNR's 27565 through 27615, from seasonal to year round operation. Port Moller Entrance buoys 2 and 3 will be changed from unlit nun and can buoys to lighted red and green spar style buoy hulls.

Hague Channel Buoys 4, 7, 8, and 9 will be changed from unlit nun and can buoys to lighted red and green spar style buoy hulls. Hague Channel Buoys 5 and 6 will remain unlit nun and can buoys. Light List numbers for all buoys in Hague Channel will be reassigned. Specific proposed changes follow:

Change Port Moller Entrance Buoy 2 (LLNR 27565) from a red nun to Port Moller Entrance Lighted Spar Buoy 2 (LLNR 27565) showing a FL R 4s characteristic with a 3NM nominal range.

Change Port Moller Entrance Buoy 3 (LLNR 27570) from a green can to Port Moller Entrance Lighted Spar Buoy (LLNR 27570) showing a FL G 4s characteristic with a 3NM nominal range.

Change and renumber Hague Channel Buoy 4 (LLNR 27595) from a red nun to Hague Channel Lighted Spar Buoy 4 (LLNR 27590) showing a FL R 6s characteristic with a 3NM nominal range.

Renumber Hague Channel Buoy 5 (LLNR 27590) to Hague Channel Buoy 5 (LLNR 27595).

Renumber Hague Channel Buoy 6 (LLNR 27605) to Hague Channel Buoy 6 (LLNR 27600).

Change and renumber Hague Channel Buoy 7 (LLNR 27600) from a green can to Hague Channel Lighted Spar Buoy 7 (LLNR 27605) showing a FL G 6s characteristic with a 3NM nominal range.

Change and renumber Hague Channel Buoy 8 (LLNR 27615) from a red nun to Hague Channel Lighted Spar Buoy 8 (LLNR 27610) showing a FL R 4s characteristic with a 3NM nominal range.

Change and renumber Hague Channel Buoy 9 (LLNR 17610) from a green can to Hague Channel Lighted Spar Buoy 9 (LLNR 27615) showing a FL G 4s characteristic with a 3NM nominal range.

Comments/concerns may be sent to D17 Waterways Management Branch at D17-PF-D17-LNM@uscg.mil .

LNM: 06/08

ALASKA-SOUTHEAST-HOLKHAM BAY

The Coast Guard is proposing to change the Holkham Bay Rear Range light from OC 4 to Fixed. The Holkham Bay Front Range light will remain a quick flash.

For further information, contact 907-463-2270.

LNM: 10/08

ALASKA-UGASHIK BAY

The U.S. Coast Guard is soliciting input for Ugashik Bay. The Coast Guard is evaluating the current Aids to Navigation, as well as areas that need improvement in Ugashik Bay. A survey has been enclosed to facilitate comments. Please submit comments to:

Commander (dpw)

17th Coast Guard District

PO Box 25517

Juneau AK 99802

or via email to D17-PF-D17-LNM@uscg.mil, or phone: 907-463-2270.

LNM: 04/08

SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

ALASKA-ALASKA PENINSULA-FALSE PASS

There will be dredging operations for the new False Pass Boat Harbor and Dock from 5 April 2008 through 15 October 2008. Additionally, three breakwaters will be constructed to form the harbor. Mariners are requested to avoid this area and contact the Tug "Gretchen" on VHF channel 16 with any questions or concerns. Additional information, including a project map, is attached as an enclosure.

LNM: 13/08

ALASKA-BERING SEA-PORT CLARENCE

A 110x30 barge has run aground in approximate position 65-20.061N 166-44.617W. The barge is currently located 125 feet from the shoreline in 30-35 feet of water, and is partially submerged. The barges stanchions are extending approximately 10 feet above the water's surface, and the main deck is 10-12 feet below water's surface. Mariners are urged to use caution when transiting the area. For further information contact David O'Donnell at (907) 563-0013.

LNM: 36/05

ALASKA-BERING SEA-ST. GEORGE ISLAND

Dredging operations will be taking place at the entrance channel to the St. George Harbor starting 05 April 2008 and lasting for 21 days. Mariners are requested to minimize traffic in this area. The following tugs will be on scene - Jasper, Gretchen, Riley P. The primary channels for marine operations will be 82 for the tugs and channels 9 and 16 for dredging operations. Requests for passage are requested a minimum of 2 hours in advance. Additionally information, including a project map, is enclosed.

LNM: 13/08

ALASKA-COOK INLET-HOMER

The Army Corps of Engineers will be conducting maintenance dredging in the Homer Harbor from April 1-April 30, 2008. Dredging in the Niniichik Harbor will be conducted from May 1-May 15, 2008. Point of contact is Portable Hydraulic Dredging, Inc, 503-637-6590, or 503-720-7390.

LNM: 08/08

ALASKA-WEST COAST-NOME HARBOR

The Army Corps of Engineers will be conducting maintenance dredging in the Nome Harbor from approximately mid June 2008, until late August. Point of contact is Portable Hydraulic Dredging, Inhc, 503-637-6590, or 503-720-7390.

LNM: 14/08

Escorted High Capacity Passenger Vessel Moving Security Zone

The Coast Guard is establishing permanent moving security zones around all escorted High Capacity Passenger Vessels (HCPV) and escorted Alaska Marine Highway System (AMHS) Vessels during their transits in the navigable waters of the Seventeenth Coast Guard District. No vessel may approach within 100 yards of an escorted HCPV or escorted AMHS vessel during their transits within the navigable waters of the Seventeenth Coast Guard District. Persons desiring to transit within 100 yards of a moving, escorted HCPV or AMHS vessel must contact the designated on scene representative on VHF channel 16 (156.800 MHz) or VHF channel 13 (156.650 MHz) to receive permission. If permission is granted to transit within 100 yards of an escorted HCPV or AMHS vessel, all persons and vessels must comply with the instructions of the designated on scene representative. All commercial fishing vessels as defined by 46 U.S.C. 2101(11a) while actively engaged in fishing are exempted from the provisions of this section. Moored or anchored vessels that are overtaken by this moving zone must remain stationary at their location until the

Escorted High Capacity Passenger Vessel Moving Security Zone

escorted vessel maneuvers at least 100 yards. For further information contact: U.S. Coast Guard District 17 (dpi), 709 West 9th Street, Juneau, AK 99801, (907) 463-2821.

LNM: 17/06

ALASKA-COOK INLET-ANCHORAGE

Dredging operations will be conducted along the face of the Port of Anchorage-s City Oil Dock beginning at the southern end of the dock, running approximately 5,000 feet north, extending out from the dock face approximately 1,600 feet. Please be aware of anchor buoys, and small assist vessels around the Dredge Barge Paula Lee. The Derrick barge -Paula Lee- will carry out dredging operations. Material dredged will be transported via dump scows to the ACOE disposal site 3,000 feet from the project baseline (see attached). An average of three scows will transit between the Port of Anchorage dredge site and the ACOE disposal site every day.

The dredge -Paula Lee- is using and monitoring Channel 13, 14, and 80.

Dredging operationd will begin May 5, 2008 and shall be completed by November 1, 2008. During this time dredging operations will be 24 hours a day 7 days a week.

The project manager will be Mr. Chris Milam (415) 218-6739. The Project Superintendent will be Mr. Tony Mana (415) 497-5289.

Mariners are advised to use extreme caution while transiting the dredge area.

LNM: 14/08

ALASKA-LYNN CANAL-TAIYA INLET-KASIDAYA CREEK

Alaska Power and Telephone (AP&T) has commenced construction of a new hydroelectric project on Kasidaya Creek. The work being performed is very close to the water and very sensitive. AP&T is requesting all vessel traffic to give a wide berth to the area, and to transit slowly through the area as to minimize wake damage to the project, and to ensure the safety of the construction crews.

LNM: 19/06

ALASKA-BRISTOL BAY-TOGIAK

A large tank has been reported in approximate position 59-02-31N 160-25-18W. The tank is exposed at low tide and is submerged at high tide but has a marker on it. Mariners are requested to transit the area with caution. For further information contact Darryl Thompson at 907-493-5065.

LNM: 35/06

ALASKA-BRISTOL BAY-UGASHIK BAY

Two Vessels have sunk at the mouth of Ugashik Bay, near position 57-35.7N 157-45.9W. Mariners are requested to transit the area with caution. For further information contact Coast Guard Sector Anchorage at (907)271-6770.

LNM: 29/06

ALASKA-COOK INLET-SECURITY ZONE

The following areas are established as security zones during the specified conditions: All navigable waters within a 1000-yard radius of the Liquefied Natural Gas (LNG) tankers during their inbound and outbound transits through Cook Inlet, Alaska between the Phillips Petroleum LNG Pier, 60-40-43N and 151-24-10W, and the Homer Pilot Station at 59-34-86N and 151-25-74W. All navigable waters within a 1000-yard radius of the Liquefied Natural Gas tankers while they are moored at Phillips Petroleum LNG Pier, 60-40-43N and 151-24-10W. Any concerned vessel traffic should contact Marine Safety Detachment Kenai at (907) 283-3292.

LNM: 33/05

ALASKA-PORT VALDEZ SECURITY ZONE

33 CFR 165.1710 has established a security zone encompassing the trans-Alaskan Pipeline System (TAPS) Valdez Terminal Complex, the TAPS tank vessels, and the Valdez Narrows. The security zones are necessary to protect the Alyeska Marine Terminal and TAPS tankers from damage or injury. The following is the security zone around the Alyeska Marine terminal: all waters enclosed within a line beginning on the southern shoreline of Port Valdez at 61-05-03.6-N, 146-25-42-W; thence northerly to 61-06-00-N, 146-25-42-W; thence east to 61-06-00-N, 146-21-30-W; thence south to 61-05-06-N, 146-21-30-W; thence west along the shoreline and including the area 2000 yards inland along the shoreline to the beginning point. The northern points are illustrated by yellow buoys marked as numbers 25834 and 25835 in the light list. The southern points are marked by two yellow day beacons. As stated in chapter 1 of any Coast Pilots, and the Preface to any Coast Guard Light List, all mariners are reminded that buoys illustrate an approximate position, that mariners must not rely on buoys alone to determine position or navigation. Note: previous positions for the security zone were incorrect due to a publishing error. For further information contact the Captain of the Port at (907) 835-7262 or (907) 835-7205.

LNM: 27/06

ALASKA-SOTHEAST-SITKA-JAMESTOWN BAY-HAZARD TO NAVIGATION

A 26 foot fiber glass hull Bayliner is partially submerged is Jamestown Bay near Sitka in approximate position 57-02-28N, 135-17-24W. Mariners are requested to transit the area with caution.

LNM: 24/07

BRIDGE-TO-BRIDGE RADIOTELEPHONE LISTENING WATCH

VHF radio equipment used to meet the U.S. Bridge-to-Bridge Radiotelephone Act requirement for maintaining a listening watch on the vessel bridge-to-bridge navigation channel 13 must be capable of a continuous, uninterrupted watch. Any radio equipment capable of disrupting the channel 13 watch by a distress call on channel 16 or a distress call on the Global Maritime Distress & Safety System digital selective calling channel 70 should either not be used or have that disruption feature disabled.

LNM: 33/05

AVAILABILITY OF A NATIONAL OCEAN SERVICE CRITICAL CHART CORRECTIONS WEB SITE

The Office of Coast Survey, National Ocean Service (NOS), NOAA, announces a new Internet service to the marine public at the following web site: <http://chartmaker.ncd.noaa.gov>. This service provides advance notification of critical chart corrections identified by NOS cartographers during nautical chart updating activities. Critical chart corrections are either recently identified hazards to navigation or are information regarded by NOS as essential for safe navigation, e.g. channel conditions, bridge and cable clearances, regulatory changes. Critical chart corrections posted on this web site are forwarded to the United States Coast Guard (USCG) and the National Imagery and Mapping Agency (NIMA) for inclusion in their Local Notice To Mariners (LNM) and Notice To Mariners (NM) respectively. Additionally, updates to the United States Coast Pilot, Volumes 1-9, are posted on this web site. This web site must not be viewed as a substitute for either the USCG LNM or the NIMA NM. Aid to navigation changes and other important information published in USCG and NIMA notices are not available on this web site.

LNM: 33/05

ALASKA-GULF OF ALASKA-GRAVES HARBOR

Acoustic fish-tracking sensors have been deployed offshore of Graves Harbor, AK, by Kintama Research. The deployment consists of a line of scientific sensors positioned approximately 1km apart on the sea floor between the beginning and end points indicated below, along an approximately straight line. Individual sensors have a footprint of approximately 0.5m x 0.5m, and consist of an anchor and a tethered instrument package floating above the anchor (see float depths below). Sensors are connected by ground line laid along the bottom.

Location:

Start point: 58°17'01.4"N, 136°44'05.7"W, approx 300 yards from shore in Graves Harbor

End point: 58°11'17.6"N, 136°54'50.8"W, approx 8.2 NM offshore

Minimum depths:

For instruments anchored at less than 150m depth (near shore), the floating portion of the instrument is within 5m of bottom. For instruments anchored at 150m depth or greater, the instrument package is tethered approximately 150m below the surface.

The moorings are planned for recovery in Summer 2008.

Point of contact for these moorings is Paul Winchell, Tel: (250) 714-0044, e-mail: paul.winchell@kintamaresearch.org

LNM: 48/07

DATES OF LATEST EDITIONS - NAUTICAL CHARTS AND MISCELLANEOUS MAPS

The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, dated October 1, 2007, published by the National Ocean Service, is available for issue. It may be obtained free by mail from the FAA/National Aeronautical Charting Office, Distribution Division AVN-530, 10201 Good Luck Road, Glenn Dale MD, 20769-9700, by telephone at 1-800-638-8972, or from your local authorized nautical chart sales agent. This is a quarterly publication listing the most recent editions of nautical charts, miscellaneous maps and publications relating to navigation, weather, etc. with brief descriptions and newly updated prices for most of the publications listed. Much of this information may also be obtained online at: <http://chartmaker.ncd.noaa.gov/mcd/dole.htm>

LNM: 43/07

REQUEST FOR INFORMATION ON THE USE OF LARGE SCALE DRIFTNETS ON THE HIGH SEAS

The United States Coast Guard (USCG) requests mariners be on the lookout for and report any observed driftnets or vessels engaged in driftnet fishing on the high seas (more than 200NM from shore). Sighting information may be made to any of the following Coast Guard offices:

Offices	Phone	Fax	Telex	Email
USCG Pacific Area Commander (Poo) Coast Guard Island, 51-5 Alameda, CA 94568	1-510-437-3813			Scott.S.Littlefield@uscg.mil
USCG 14th District Commander D14 (drm) 300 Ala Moana Blvd Rm 9-232 Honolulu, HI 96850-4982	1-800-331-6176 1-808-541-2123	1-808-541-2500		D14ccdutyofficer@D14.uscg.mil
USCG 17th District Commander D17 (drm) PO Box 25517, Rm 771 Juneau, AK 99802-5517	1-800-478-5555 1-907-463-2000	1-907-463-2023	49615066	D17-PF-Jun-CommandCenter@uscg.mil

Illegal high seas driftnet (HSDN) fishing has historically been conducted in the Northwest Pacific Ocean. Mariners following great circle routes between North America and Asia are most likely to encounter this activity. Fishing activity normally takes place between April 1st and October 31st. However, illegal activity may occur in other areas and at other times of the year.

REQUEST FOR INFORMATION ON THE USE OF LARGE SCALE DRIFTNETS ON THE HIGH SEAS

Information desired includes date, time, position, and description of gear/vessel, name of vessel, homeport, flag state and observed activity. Video or photographs are highly desired and can be mailed or emailed to any of the offices above.

HSDN Fishing Vessel Characteristics:

HSDN fishing vessels typically range from 120 to 200 feet in length and are usually in fair to poor condition. Distinguishing characteristics include:

- Net tube: A large, usually white tube, which extends from the working deck to the net bin located aft. This tube is about two feet in diameter, runs along the port or starboard side of the superstructure, and may be visible from both the surface and air.
- Net bin: A structure normally located on an aft deck in which the nets are stored.
- Net spreader: A triangular or roller net spreading device, which prevents the net from becoming entangled as it enters the water. While only visible from the stern, this is one characteristic, which clearly distinguishes a HSDN fishing vessel from a longline or other fishing vessel.
- Transponders: The radio transponders are approximately 4-6 feet tall, are used to mark the end of a net and are normally stored in racks on the weather decks.

When the net is in the water, it is normally suspended using cylindrical floats spaced every few feet, similar to swimming pool lane markers, with the ends of the nets marked with radio transponders. Other types of floats may be used, including larger spherical floats about 2-3 feet in diameter. The driftnets may vary from a couple hundred yards to several nautical miles in length.

LNM: 12/08

REQUEST TO SUPPORT AMERICA'S WATERWAY WATCH PROGRAM

The U. S. Coast Guard and the Coast Guard Auxiliary have established a national maritime homeland security awareness program called America's Waterway Watch that asks those who work, live, or recreate on or near the water to be aware of suspicious activity that might indicate threats to our country-s homeland security. Americans are urged to adopt a heightened sensitivity toward unusual events and individuals they may encounter in or around ports, docks, marinas, riversides, beaches, or communities. Anyone observing suspicious activity is asked to note details and contact the National Response Center at 1-877 24 WATCH (9-2824) or 1-800-424-8802. In the case of immediate danger to life or property, call local authorities at 911 or contact the Coast Guard on VHF-FM channel 16. The Coast Guard cautions people not to approach or challenge anyone acting in a suspicious manner.

Suspicious activities include:

- People appearing to be engaged in surveillance of any kind.
- Unattended vessels or vehicles in unusual locations.
- Lights flashing between boats.
- Unusual diving activity.
- Unusual number of people onboard a vessel.
- Unusual night operations.
- Recovering or tossing items into/onto the waterway or shoreline.
- Operating in or passing through an area that does not typically have such activity.

Watch for vessels and individuals in locations:

- Under and around bridges, tunnels, or overpasses.
- Near commercial areas or services like ports, fuel docks, cruise ships, or marinas.
- Near industrial facilities like power plants and oil, chemical, or water intake facilities.
- Near military bases and vessels, other government facilities, or security zones.

More information, downloadable file of brochures, decals, posters, and wallet size cards are available at: <http://www.americaswaterwaywatch.org/>.

LNM: 43/07

SECTION VIII - LIGHT LIST CORRECTIONS

An Asterisk *, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
None							

PUBLICATION CORRECTIONS

Coast Pilot 9, 25th edition, change 14

Coast Pilot 9, 25th edition, change 14 is enclosed.

LNM: 12/08

ENCLOSURES

ALASKA-ALASKA PENINSULA-FALSE PASS

[NTM_False Pass2008.pdf](#)

Additional information regarding the False Pass dredging and construction project is enclosed

LNM: 13/08

ALASKA-BERING SEA-ST. GEORGE ISLAND

[NTM_StGeorge2008.pdf](#)

Additional information regarding the St. George Island project is enclosed.

LNM: 13/08

ALASKA-CHUKCHI AND BEAUFORT SEAS

[Beaufort-Chukchi_Oct-07_drf2.pdf](#)

An itemized listing of subsurface moorings currently in place and/or recently recovered is attached.

LNM: 42/07

Coast Pilot 9, 25th edition, change 14.

[CP9-0714.pdf](#)

Coast Pilot 9, 25th edition, change 14 is enclosed.

LNM: 12/08

ALASKA-KODIAK ISLAND-LARSEN BAY

[LarsenBaySurvey.pdf](#)

A feedback survey for Larsen Bay is enclosed.

LNM: 10/08

ALASKA-COOK INLET-ANCHORAGE

[Dutra Dredging.pdf](#)

Additional information regarding the Anchorage dredging project is enclosed.

LNM: 14/08

ALASKA-UGASHIK BAY

[17710 UGASHIKSurvey.pdf](#)

A feedback survey for Ugashik Bay is enclosed.

LNM: 05/08

Alaska-Bering Strait

[Barrow Strait moorings.pdf](#)

An itemized listing of subsurface moorings in the Bering Strait is enclosed.

LNM: 45/07

D. M. Seris
Waterways Management Branch
Seventeenth Coast Guard District

OPERATIONAL EXCELLENCE THROUGH LEADERSHIP, TEAMWORK, AND INNOVATION.

NOTICE TO MARINERS

Project:

False Pass Navigation Improvements
Project # W911KB-05-C-0016

Name of our Company:

Kelly-Ryan, Inc.
2404 Boyer Avenue East
Seattle, WA 99112
Phone 206 322-3705
Fax 206 325-6984

Project Owner:

U.S. Army Engineer District, Alaska
Corps of Engineers
P. O. Box 6898
Anchorage, AK 99506-6898
Phone 907 753-2552

Project Description:

The work consists of building rubble mound breakwaters, dredging and construction of a dock for the new the Boat Harbor and Dock. Following is a description of the work as early as 5 April, 2008 through 15 October, 2008:

The work includes the placement of rock to construct the rubble mound breakwaters. The south end of the new harbor is approximately 900 feet North of the existing dock and extends an additional 1300 to the North. The breakwaters will extend out from the shore approximately 700 feet. The buoys will be up to 1500 feet offshore and connected to the placing barge by submerged wire, mariners are encouraged to avoid the area.

Three breakwaters will be constructed to form the harbor. This project includes the construction of a 330 foot north breakwater, an 820 foot south (causeway) breakwater, and a 1,000 foot east breakwater as well as the subsequent dredging of 127,500 cubic yards of material to develop the entrance channel and main basin. The area contained with the breakwaters will be dredged during this season.

There will be several barges working in and around the construction area. Two will be anchored with six point mooring systems, it will be used as the rock placing and dock installation barge. The anchoring systems will be marked with buoys and lighted. Periodically there will be a second barge arriving at the construction area with rock from Dutch Harbor for placement. This barge will usually arrive and depart from the North though may use the South channel in the event weather precludes travel to the north. The 250 barge will be tied off to the 200 barge during the duration of offloading, once offloaded the tug will make up with the barge and depart for another load. The 200-3 barge will be stationed off the eastern end of the southern breakwater from April through July.

The construction crew and tug will be monitoring VHF channel 16.

Project Schedule:

This project is slated to be completed this year with the work primarily occurring during the late Spring, Summer and early Fall. This notice covers the work starting in 5 April 2008 through 15 October 2008.

Mariners are encouraged to avoid this area.

Marine Equipment

Tug

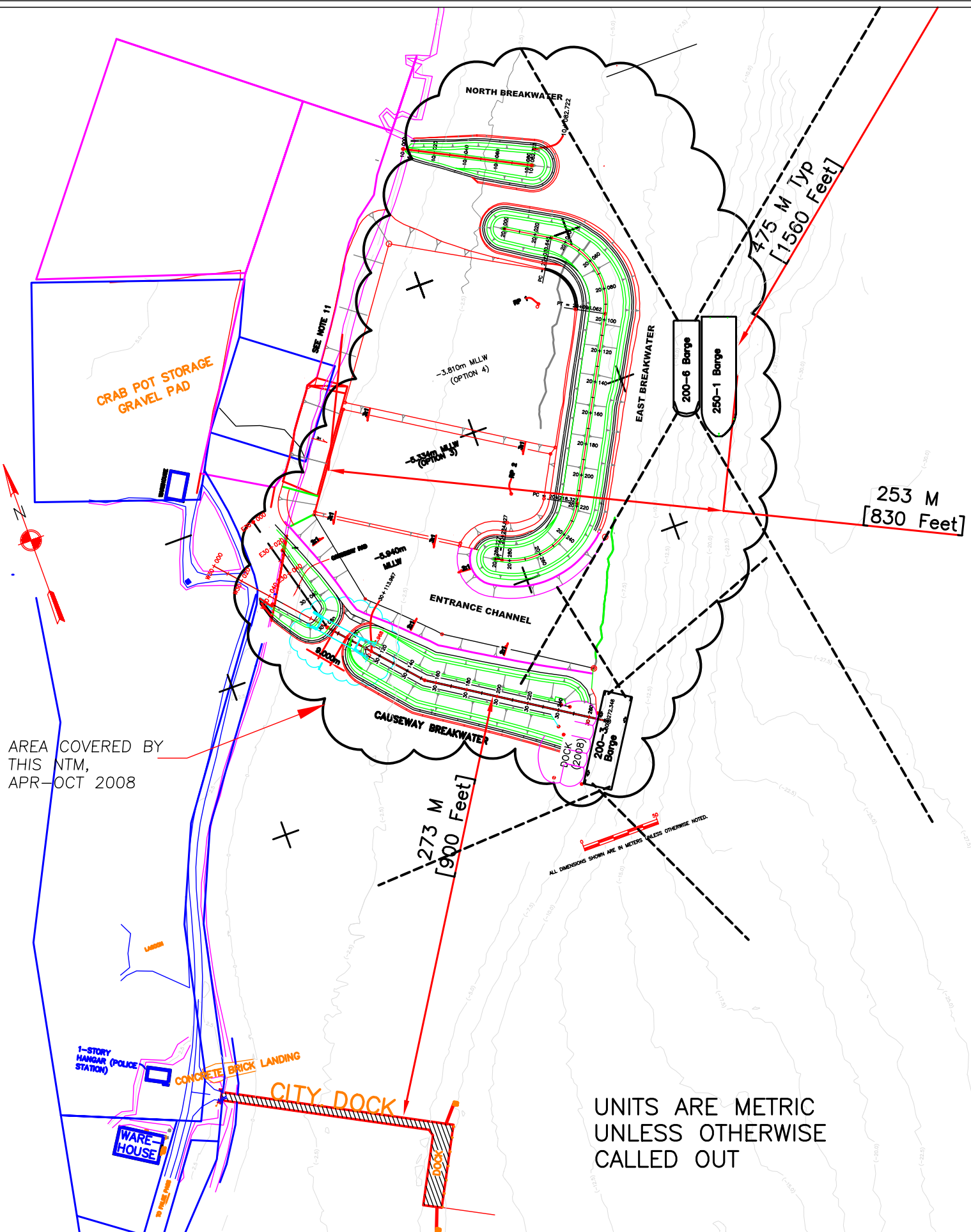
Gretchen Boyer Logistics O/N 1056824

Barges

Placing	KRS 200-6	O/N D507000	Length 200 ft, Breadth 52 ft, Depth 12 ft.
Hauling	KRS 250-1	O/N D537751	Length 250 ft, Breadth 70 ft, Depth 15 ft.
Dock	KRS 200-3	O/N 1115098	Length 200 ft, Breadth 60 ft, Depth 12 ft

Project Map

Attached to this plan is a project map.



AREA COVERED BY THIS NTM, APR-OCT 2008

ALL DIMENSIONS SHOWN ARE IN METERS UNLESS OTHERWISE NOTED.

UNITS ARE METRIC UNLESS OTHERWISE CALLED OUT

KELLY-RYAN, INC
 2404 BOYER AVE EAST
 SEATTLE, WA 98112

CONTACT
 MICHAEL PLEAS 907 548 2245
 JAMES SWANTZ 206 322 3705

NOTICE TO MARINERS ATTACHMENT A
 FALSE PASS NAVIGATION IMPROVEMENTS 080309

3/12/2008 11:32:22 PM Local

NOTICE TO MARINERS

Project:

St George Entrance Channel Dredging
Project PW-116

Name of our Company:

Kelly-Ryan, Inc.
2404 Boyer Avenue East
Seattle, WA 99112
Phone 206 322-3705
Fax 206 325-6984

Project Owner:

City of St George
PO Box 929
St George, AK 99591
Phone 907 859-2263
Harbor Master 907 859-2212

Project Description:

KRI will utilize two barges to dredge the entrance channel of the St George Harbor.

The 200-6 will be moored on a 3 point anchor. The two outer anchors will be stretched across the mouth of the entrance channel whereas the third will cross the channel to the inside of the barges. The anchors buoys will be white and illuminated. The barges will be illuminated with white lights on each corner. The anchor lines may or may not be readily visible during operations. The barge will be equipped with a Manitowoc 4100 crane which will utilize a clam shell bucket to dredge in filled sand down to -21' or the previously excavated depth.

The 200-10 barge will be tied off to the side of the 200-6 and will be used to collect and transport the dredged material to the harbor where it will be offloaded. A tug (may be any of the following Gretchen, Jasper or Riley) will move the 200-10 into the harbor at the end of the day shift. The barge will either be moored at the North Dock on the shoreline in the NE quadrant of the Harbor between the boat ramp clockwise to the North Dock.

Dredging will generally occur between 0700hrs and 2000hrs 7 days a week. Offloading will generally offload during the night shift.

The primary channels for marine operations will be 82 for the tugs and channels 9 and 16 with dredging operations. Do not proceed through entrance channel until you have received authorization either by VHF or signaled visually from on scene staff. To provide access for vessels the anchor lines will be dropped.

For their safety mariners are encouraged to minimize movements within this area during this period. Please contact KRI personnel or the harbor master at least 2 hours prior to the desired passage to ensure timely and safe access can be provided. Users are requested to use the south dock during this project so the north it remains available for the offloading of the dredge spoils.

Project Schedule:

This project is slated to start on/about 5 April 2008 and last 21 days.

Marine Equipment

Tug May be one of the Following

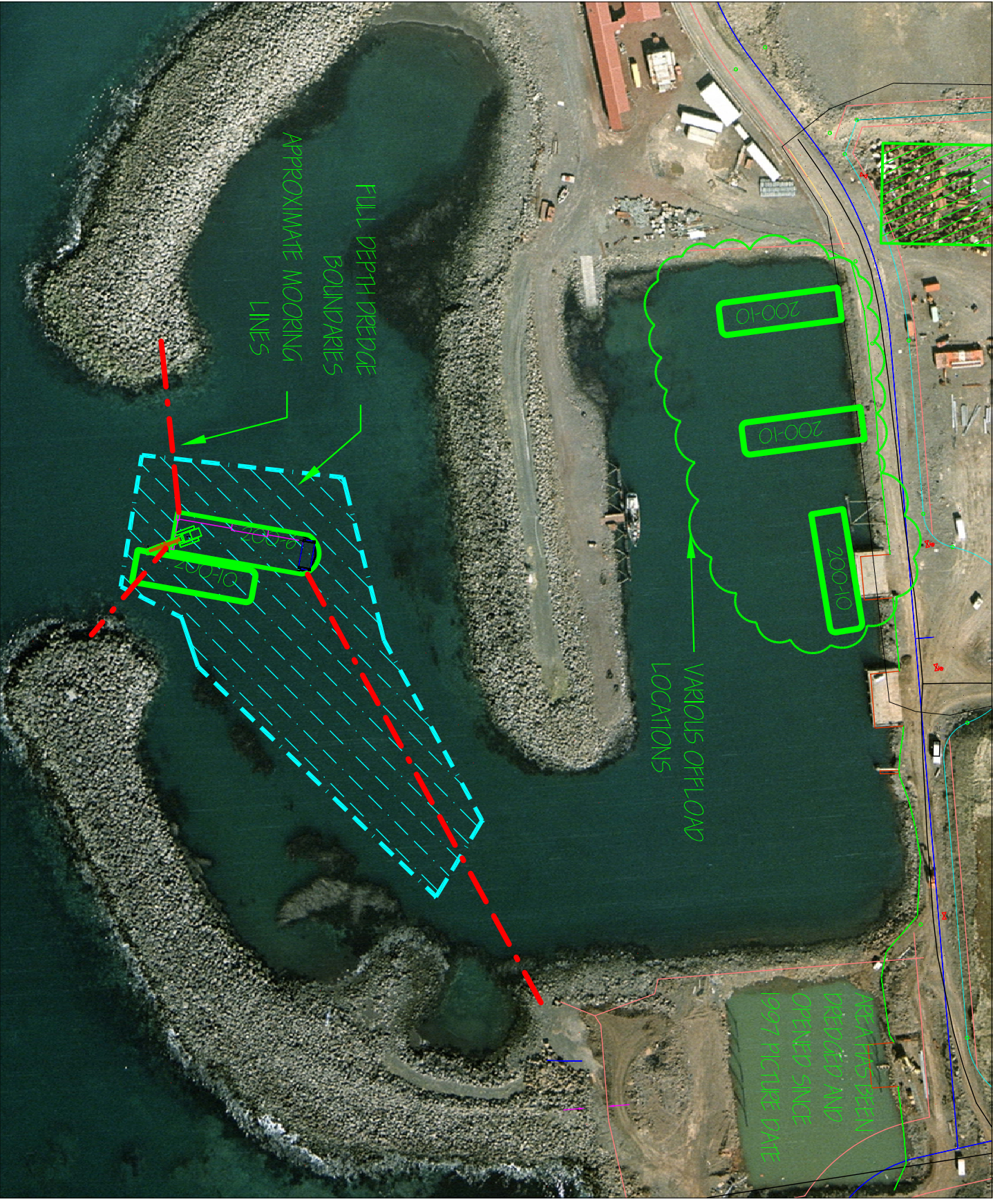
Gretchen	Boyer Logistics	O/N 1056824
Jasper	Kelly-Ryan Inc	O/N 520253
Riley P	Kelly-Ryan Inc	O/N 248114

Barges - Both

Dredging	KRS 200-6	O/N D507000	Length 200 ft, Breadth 52 ft, Depth 12 ft.
Hauling	KRS 200-10	O/N D515819	Length 192 ft, Breadth 52 ft, Depth 13 ft.

Project Map

Attached to this plan is a project map.



St George
Harbor
General
Schematic

NTM
March 2008

1997 image

Notification of Oceanographic Moorings in the Western North American Arctic

Sub-surface oceanographic moorings in the Beaufort and Chukchi Seas, July 2007 to October 2008

Station	Type	Area	Latitude		Longitude		Depth of shallowest component (m)	Water depth (m)	Date IN	New site for 2007-08
DVH07-2	200 & 300 kHz sonar	Mackenzie shelf	70	59.199	133	44.915	50	111	25-Sep-2007	
DVH07-1	300 kHz sonar	Mackenzie shelf	70	19.975	133	44.484	50	55	28-Sep-2007	
DVH07-1	400 kHz sonar	Mackenzie shelf	70	19.936	133	44.299	50	55	28-Sep-2007	
DVH07-11	900 kHz sonar	Mackenzie shelf	69	46.465	137	2.723	30	32	29-Jul-2007	Yes
IHC06-K1	600 kHz sonar	North slope	70	17.375	145	19.343	28	32	30-Sep-2006	
DVH07-K2	400 kHz sonar	North slope	70	17.394	145	19.167	28	32	03-Oct-2007	
DVH07-K3	600 kHz sonar	North slope	70	17.387	145	19.278	28	32	03-Oct-2007	Yes
DVH07-A1	400 kHz sonar	North slope	70	21.987	146	0.109	27	31	03-Oct-2007	
DVH07-A2	600 kHz sonar	North slope	70	22.000	146	0.000	28	32	03-Oct-2007	
DVH07-V1	400 kHz sonar	North slope	70	38.030	146	8.131	42	47	04-Oct-2007	Yes
DVH07-V2	300 kHz sonar	North slope	70	38.011	146	8.188	41	46	04-Oct-2007	Yes
AIM06-1	200 & 300 kHz sonar	Chukchi plateau	74	38.688	168	48.760	45	186	04-Oct-2006	
NC-S-06	300 kHz sonar + passive sensors	Chukchi shelf	73	58.375	167	34.993	41	205	05-Oct-2006	
HC-E-07	300 kHz sonar + passive sensors	Chukchi shelf	73	9.567	162	19.786	41	199	06-Oct-2007	
BC-E-07	Passive sensors	Barrow canyon	71	40.483	154	58.922	41	105	07-Oct-2007	
BC-C-07	300 kHz sonar + passive sensors	Barrow canyon	71	43.873	155	9.669	41	281	07-Oct-2007	
BC-W-07	Passive sensors	Barrow canyon	71	48.249	155	20.073	41	169	07-Oct-2007	
BC-H-07	300 kHz sonar + passive sensors	Barrow canyon	71	6.245	159	20.076	60	80	08-Oct-2007	

Note: consider the following 2 moorings to be in the water until October 08:

M03-04	300 kHz sonar + passive sensors	Hanna Shoal	69	49.964	168	49.468	40	47	04-Sep-2004	
M04-04	300 kHz sonar + passive sensors	Hanna Shoal	70	38.036	166	44.845	41	48	05-Sep-2004	

Sub-surface oceanographic moorings removed from the Beaufort and Chukchi Seas during summer-autumn 2007

Station	Type	Area	Latitude		Longitude		Replacement mooring listed above?	Water depth (m)	Date OUT
IHC05-2	200 & 300 kHz sonar	Mackenzie shelf	71	00	133	45	Yes	111	25-Sep-2007
IHC05-1	300 kHz sonar	Mackenzie shelf	70	20	133	45	Yes	55	26-Sep-2007

IHC05-1	400 kHz sonar	Mackenzie shelf	70	20	133	45	Yes	55	26-Sep-2007
IHC06-B1	400 kHz sonar	North slope	70	15	143	57		32	03-Oct-2007
IHC06-B2	600 kHz sonar	North slope	70	15	143	57		32	03-Oct-2007
IHC06-K2	400 kHz sonar	North slope	70	17	145	20	Yes	32	03-Oct-2007
IHC06-A1	400 kHz sonar	North slope	70	22	146	00	Yes	31	03-Oct-2007
IHC06-A2	600 kHz sonar	North slope	70	22	146	00	Yes	32	03-Oct-2007
AIM05-1	200 & 300 kHz sonar	Chukchi plateau	75	06	168	00		186	04-Oct-2006
HC-W-06	300 kHz sonar + passive sensors	Chukchi shelf	73	59	167	35		102	05-Oct-2006
HC-E-06	300 kHz sonar + passive sensors	Chukchi shelf	73	10	162	20	Yes	199	06-Oct-2007
BC-W-06	Passive sensors	Barrow canyon	71	48	155	20	Yes	169	07-Oct-2007
BC-C-06	300 kHz sonar + passive sensors	Barrow canyon	71	44	155	10	Yes	281	07-Oct-2007
BC-E-06	Passive sensors	Barrow canyon	71	40	154	59	Yes	105	07-Oct-2007
BC-H-06	300 kHz sonar + passive sensors	Barrow canyon	71	06	159	20	Yes	80	08-Oct-2007
CC-C-06	300 kHz sonar + passive sensors	Chukchi shelf	70	38	167	13		43	10-Oct-2007

Positions NAD-83 via GPS, verified by Navigation Officer

Soundings Echo sounder, corrected for ship's draft & sound speed

Positions NAD-83

Colour [US Economic Zone in BLUE](#)
2 older moorings may have lost subsurface flotation, please avoid area for another year (in purple)

Vessel CCGS Sir Wilfrid Laurier

Agency Fisheries and Oceans Canada
Institute of Ocean Sciences, Sidney BC Canada

Contact Dr Humfrey Melling
250-363-6552
MellingH@dfo-mpo.gc.ca
Contact for M0, HC, BC and NC moorings:
John Smithhisler, SciTek Logistics: 907-561-9344
sciteklog@aol.com

Date 29-Oct-07 change made, added M03-04, M04-04, position correction for HC-E-07 (JAMSTEC position)

<mailto:navsafety@nga.mil>
Maureen.D.Johnson@uscg.mil 907-463-2270

Publication—National Ocean Service—U.S. Coast Pilot 9, Pacific and Arctic Coasts Alaska: Cape Spencer to Beaufort Sea, 2006 (24th) Edition. Change No. 14.

Coast Pilot 9 24th Ed 2007 Corrections

Page 405-Paragraph 920, line 3; read:
for limits and regulations. An **army restrictive area**
is within the naval restricted area and has a radius of
1,000 yards from 51°53'05.4"N., 176°33'47.4"W.
(See **334.1325**, chapter 2, for limits and regulations.)
(FR 11/23/07; 06/08 CG17)

Page 493-Paragraph 127: Delete.
(27/95 CG17; LL/07; NOS 16083)



WATERWAYS ANALYSIS AND MANAGEMENT SYSTEM (WAMS) SURVEY for
LARSEN BAY

This questionnaire was developed to provide important information to the U.S. Coast Guard about the Aids to Navigation System in the Larsen Bay Waterway. The U.S. Coast Guard is soliciting input from the mariners who use the system in order to ensure that aids to navigation are serving their intended purpose. Please include any additional comments in the space provided or on a separate page. Please make comments as necessary and mark your normal transit routes on the chartlet provided. Your comments will help the Coast Guard make waterway management decisions which reflect the concerns of the waterway's users.

Please return this questionnaire by 05 April 2008 to:

USCGC HICKORY
4688 Homer Spit Rd
Homer, AK 99603
ATTN: LARSON BAY WAMS

Should you have any questions concerning this questionnaire or about this study, please contact Ensign Colby Schlaht at (907) 235-5233 or Colby.R.Schlaht@uscg.mil.

NAME:

PHONE NUMBER:

VSL NAME:

HOMEPORT:

1. Years of experience in the area:

2. Do you hold a Coast Guard License (YES / NO) If yes, what type?

3. Please provide some general information about your vessel:
Length _____ Beam _____

Draft _____ Primary Use _____

Fuel Capacity/ Type _____ Cargo _____

4. How often do you transit Larsen Bay Waterway?
Daily _____ Weekly _____ Monthly _____ Other: _____

5. When do you transit these waterways?
Year round _____ Spring _____ Summer _____ **Fall** _____ Winter _____

6. What methods and tools do you use for navigation in this waterway? (Circle all that apply)
Charts _____ Gyro Compass _____ Magnetic Compass _____ Radar _____

Loran _____ GPS _____ Radio Beacon _____ Radio Direction Finder _____

SATNAV _____ Visual Bearings _____ Fathometer _____ Local Knowledge _____

Electronic Charts _____

Which method is your primary means of navigation?

7. What is your primary means of communication in this waterway?

VHF Channels: _____ HF Frequencies: _____

8. Does the weather/ wind ever cause a problem to navigation? If so, how?

9. Do currents/ tides affect your transit through this waterway? If so, how?

10. Which aids are most important to you for safe navigation of this waterway?

11. Which aids are least important to you for safe navigation of this waterway?

12. Do you feel that the aids effectively mark navigational hazards and best water routes? If not, please explain.

13. Where are your primary anchorages?

14. Do you feel that charts and publications for this area are adequate? If no, please explain.

15. Do you sail with a USCG Light List aboard? (YES / NO)

16. How useful/ important is the Coast Pilot publication to you and how often do you reference it?

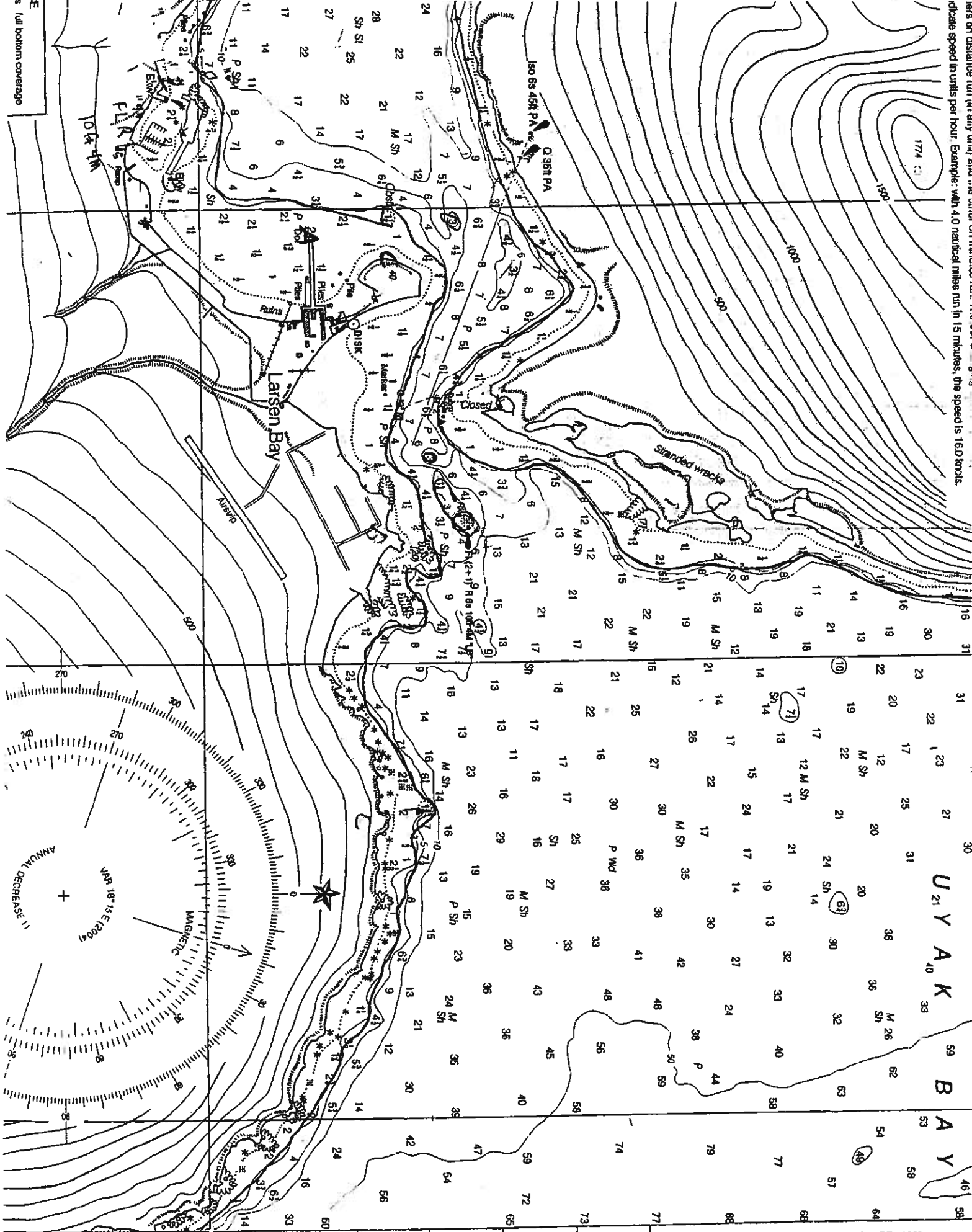
17. Do you receive the Local Notice to Mariners? (YES / NO)

18. Please describe any collisions or near collisions you have had, heard about or seen in the area.
Please include where they took place and when.

19. What other aids to navigation would you like to see added or removed from the area and why?

20. This is your opportunity to note problems you see with the waterway and present any suggestions you may have for improving it.

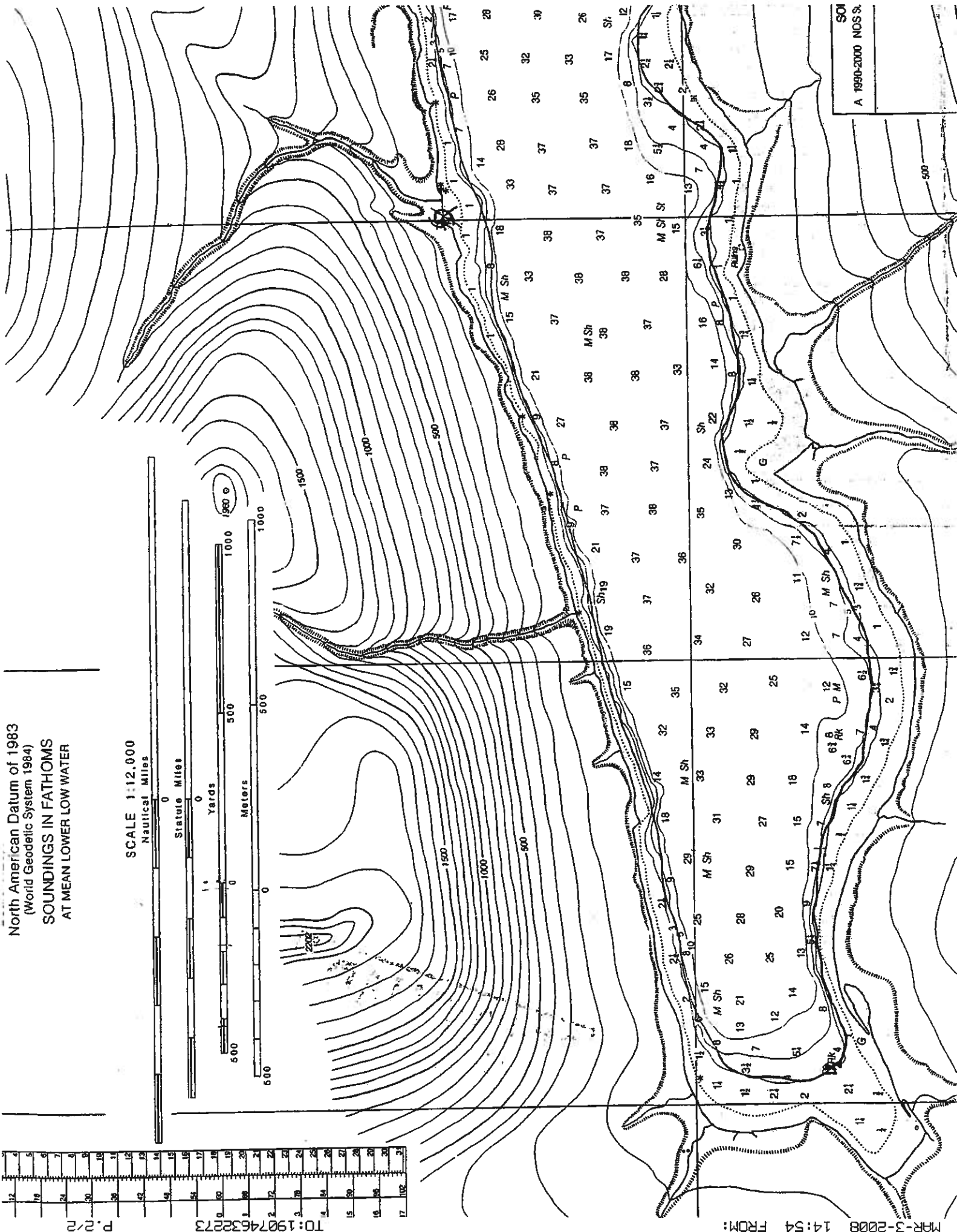
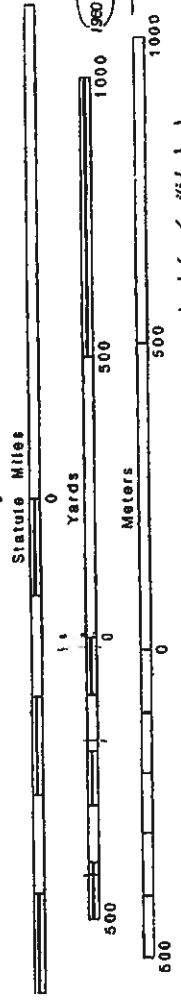
BASED ON CURRENTS RUN (BY SURVEY) FROM THE UNITED STATES HYDROGRAPHIC SURVEY. INDICATE SPEED IN UNITS PER HOUR. EXAMPLE: WITH 4.0 NAUTICAL MILES RUN IN 15 MINUTES, THE SPEED IS 16.0 KNOTS.



17 102
15 90
13 78
11 66
9 54
7 42
5 30
3 18
1 6
12 12
14 14
16 16
18 18
20 20
22 22
24 24
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80 80
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90 90
92 92
94 94
96 96
98 98
100 100

North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

SCALE 1:12,000
Nautical Miles



MAR-3-2008 14:54 FROM:

TO:19074632273

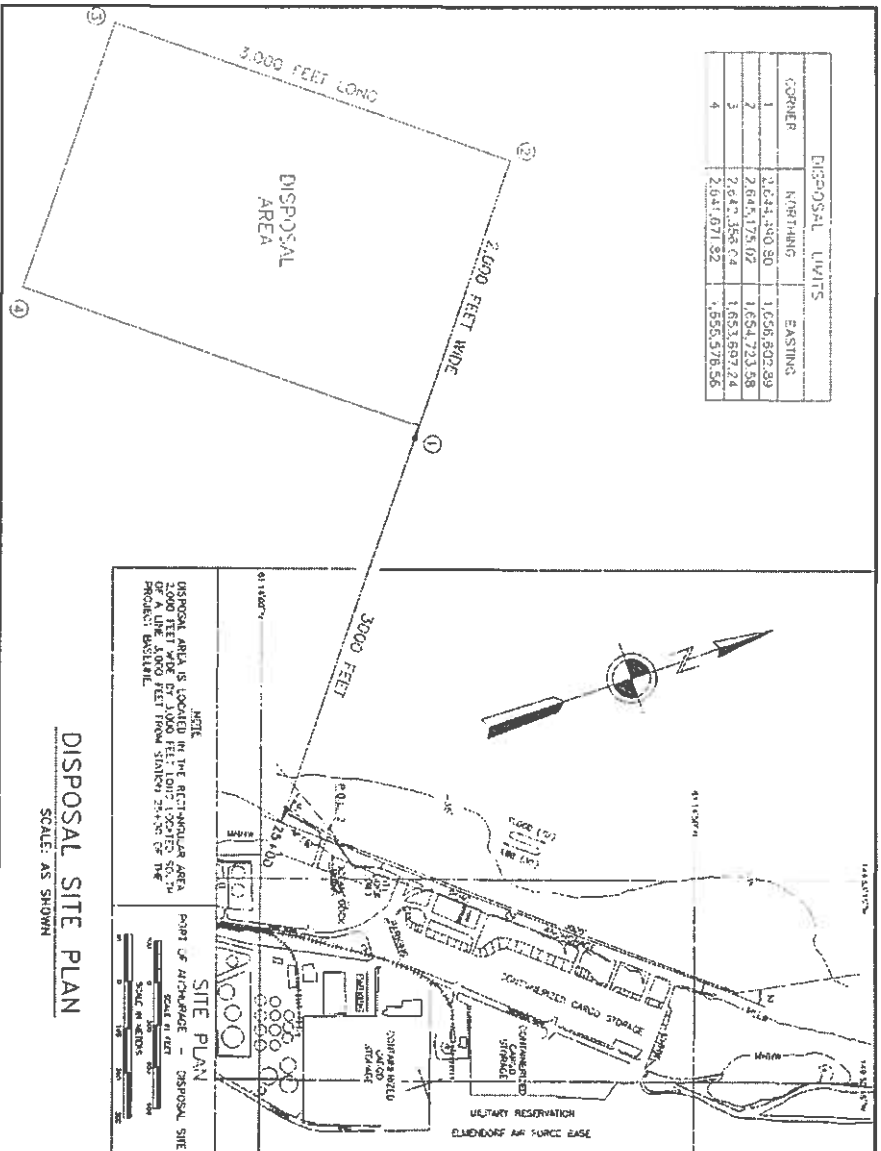
P.2/2



DUTRA CONSTRUCTION CO., INC.

Lic. No. 698862

DISPOSAL LINES			
CORNER	NORTHING	EASTING	
1	2,624,490.80	1,656,802.89	
2	2,685,175.02	1,654,723.58	
3	2,642,358.64	1,653,691.24	
4	2,641,071.82	1,655,578.56	





WATERWAYS ANALYSIS AND MANAGEMENT SYSTEM (WAMS) SURVEY FOR
UGASHIK BAY

The U.S. Coast Guard is conducting a review of aids to navigation (ATON), federal publications, and nautical charts for the Ugashik Bay waterway. Your answers to the following questions, and any additional comments you may provide, will help us determine the adequacy of the present waterway. Please answer the following questions as completely as you can.

PERSONAL INFORMATION

Name:

Address:

Organization:

Phone:

Email:

VESSEL DATA

Vessel Name/#:

Length:

Draft:

Type:

Cargo:

Years of Experience in Area:

OPERATING INFORMATION

When do you transit these waterways? (Check all that apply)

DAYTIME NIGHT TIME HIGH TIDE LOW TIDE SUMMER

WINTER SPRING FALL IN ICE RESTRICTED
VISIBILITY

ALL CONDITIONS

What publications do you use when transiting this waterway? (Check all that apply)

- COAST PILOT 8 LIGHT LIST LOCAL NOTICE TO MARINERS
 TIDE & CURRENT TABLES BROADCAST NOTICE TO MARINERS
 OTHER

What methods and tools do you use for navigation in this waterway? (Check all that apply)

- CHARTS CHARTLETS GYRO RADAR
 RADIOBEACONS LORAN SATNAV GPS/DGPS
 MAGNETIC COMPASS SEARCH LIGHT FATHOMETER
 ELECTRONIC CHARTS
 OTHER

AIDS TO NAVIGATION USAGE

Please rate the following aids to navigation: 1 (Don't use) to 5 (Critical to my operation).

Ugashik Bay

Light List Number/Name of Aid	Don't use it		Somewhat			Critical	
	1	2	3	4	5		
27760 SMOKY POINT LIGHT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1260 CAPE GREIG LIGHT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

To clarify, are there any aids to navigation in this area that you feel are not needed? If so, please explain why.

Are there any additional aids to navigation, which you feel, are needed? If so, please explain where and why.

What is the most difficult or dangerous part of this waterway?

Please return this survey to the address, fax or email below. Thank you for your comments and interest in this important study. If you have any questions or specific concerns, please contact Lieutenant Maureen Johnson at (907) 463-2270 or (907) 463-2273 fax.

**Commander
17th Coast Guard District (dpw)
P.O. Box 25517
Juneau, AK 99802
Attn: LT Johnson
D17-PF-D17-LNM@uscg.mil**

PLEASE USE THE SPACE BELOW FOR ADDITIONAL COMMENTS

Sub-surface oceanographic moorings in Barrow Strait, August 2007 to August 2008

Station	Type	Area	Latitude			Longitude			Depth of shallowest component (m)	Water depth (m)	Date IN
M1649	BioCycler Profiler, ctd	Barrow Strait	74°	04.992'	N	091°	00.844'	W	43	152	01-Aug-2007
M1650	300 kHz ADCP, ctds	Barrow Strait	74°	04.978'	N	091°	03.166'	W	78	147	01-Aug-2007
M1651	water sampler, ctds	Barrow Strait	74°	04.886'	N	091°	02.058'	W	37	148	01-Aug-2007
M1652	75 kHz ADCP, ctd	Barrow Strait	74°	11.745'	N	090°	50.914'	W	256	270	02-Aug-2007
M1653	300 kHz ADCP, ctds	Barrow Strait	74°	11.943'	N	090°	50.751'	W	38	269	02-Aug-2007
M1654	420 kHz IPS, ctd	Barrow Strait	74°	11.667'	N	090°	51.842'	W	55	271	02-Aug-2007
M1655	420 kHz IPS, hydrophone, sed trap	Barrow Strait	74°	28.039'	N	090°	22.680'	W	40	274	04-Aug-2007

Positions GPS

Soundings corrected

Vessel CCGS des Groseilliers

Agency M1649-M1654
Fisheries and Oceans Canada
Bedford Institute of Oceanography, Dartmouth, NS, Canada

M1655
University of Laval, Quebec, PQ, Canada

Contact Jim Hamilton
902-426-3717
HamiltonJ@mar.dfo-mpo.gc.ca

Date 02-Nov-07