U.S. Department
of Homeland Security

United States Coast Guard

LOCAL NOTICE TO MARINERS

District: 17 Week: 21/08

-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 164/08 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-CAPE CHINIAK-HAZARDOUS OPERATIONS

A gunnery and pyrotechnics exercise will be conducted approximately 35NM Northeast of Cape Chiniak near position 57-50-00N, 151-20-00W from 2100 local time on the 22nd of May to 0100 local time on the 23rd of May 2008. Danger radius is 20,000 yds, danger altitude is 13,000 ft.

LNM: 21/08

ALASKA-GULF OF ALASKA-COOK INLET-OBSTRUCTION TO NAVIGATION

A sixteen foot open aluminum skiff is drifting south of Cape Kasilof, last position 60-25.26N, 151-22.51W. The skiff's registration number is "AK 8294AF". Request any sightings of the vessel to be made to the nearest Coast Guard unit or Sector Anchorage at 907-271-6700.

LNM: 21/08

ALASKA-GULF OF ALASKA-EL CAPITAN PASS-HAZARDOUS OPERATIONS

A pyrotechnics and gunnery exercise will be conducted 15 NM Southwest of Cape St. Elias in approximate position 59-58N, 144-54W from 1200 to 2200 local time on the 20th of May 2008. Danger radius is 10,000 yds, danger altitude is 20,000 ft.

LNM: 21/08

ALASKA-PRINCE WILLIAM SOUND-PORT OF VALDEZ-OBSTRUCTION TO NAVIGATION

A fishing vessel has sunk in 67 feet of water in approximate position 61-07.6N, 146-25.8W, off Perkins Point near Mineral Creek, mariners are requested to transit this area with caution.

LNM: 20/08

ALASKA-SOUTHEAST-FORRESTER ISLAND-HAZARDOUS OPERATIONS

A gunnery and pyrotechnics exercise will be conducted approximately 18NM Southwest of Forrester Island near position 54-29.0N, 133-44.5W from 1000 to 2000 local time on the 20th of May 2008, from 1000 to 2000 local time on the 21st of May 2008, and from 1000 to 2000 local time on the 22nd of May 2008. Danger radius 10,000 yds, danger altitude 23,000ft.

LNM: 21/08

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-OCEANOGRAPHIC MOORINGS AS OF MAY 2008

Twenty three subsurface oceanographic moorings have been deployed in and around Juneau Harbor, and in the regions of Stephens Passage, Taku Inlet, Auke Bay and Lynn Canal. More information, locations and contact numbers are enclosed.

LNM: 19/08

ALASKA-WEST COAST-KUSKOKWIM BAY

The commissioning of Kuskokwim Bay's seasonal aids will be delayed. The advertised commissioning date is 01 June, it is anticipated they will be commissioned on or about 04 June.

LNM: 21/08

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:
BSM-2 in position 56° 51.83-N 164° 3.05-W at a depth of 73 meters - surface mooring.
BSP-2 in position 56° 51.928-N 164° 3.185-W at a depth of 73 meters with a top float depth of 53 meters.
BST-2 in position 56° 51.808-N 164° 3.019-W at a depth of 73 meters with a top float depth of 18 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.
BS-4 in position 57° 51.418-N 168° 52.562-W at a depth of 72 meters with a top float depth of 5 meters.
BSP-4 in position 57° 51.665-N 168° 52.679-W at a depth of 72 meters with a top float depth of 62 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 13/08.

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

LNM: 20/08

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 - 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-PRINCE WILLIAM SOUND-SUBSURFACE MOORINGS

Prince William Sound Science Center
Four Oceanography Sub-surface Moorings

Hinchinbrook Entrance Moorings were deployed on April 22, 2008 as follows:

HE1 - 60 14.23 ` N 146 55.23 ` W depth of 936.6 feet - this sub-surface mooring is 781 feet in length, with the uppermost buoy at 155 feet below the surface. Oceanographic instruments measuring currents are transmitting at 300 khz.

HE3 - 60 13.46 ` N 146 45.01 ` W depth of 714 feet - this sub-surface mooring is 547 feet in length, with the uppermost buoy at 168 feet below the surface. Oceanographic instruments measuring currents are transmitting at 300 khz.

Montague Strait Moorings were deployed on April 23, 2008 as follows:

MS1 - 59 57.40 ` N 147 53.44 ` W depth of 670 feet - this sub-surface mooring is 538 feet in length, with the uppermost buoy at 132 feet below the surface. Oceanographic instruments measuring currents are transmitting at 300 khz.

MS3 - 59 56.07 ` N 147 50.28 ` W depth of 530 feet - this sub-surface mooring is 373 feet in length, with the uppermost buoy at 157 feet below the surface. Oceanographic instruments measuring currents are transmitting at 300 khz.

These moorings supercede those listed in previous D17 LNMs for Prince William Sound with reference 16/07. All moorings are scheduled to be recovered, serviced and re-deployed in September 2008. Point of contact for these moorings is Jennifer Ewald, 907-424-5800 x235 or jewald@pwssc.org.

LNM: 18/08

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-SURVEY OPERATIONS-BARANOF ISLAND

NOAA Ship RAINIER (s221) will be conducting hydrographic survey operations in the coastal waters near Crawfish Inlets and Necker Bay between 10 May and 20 June. NOAAS RAINIER is a 231 foot white-hulled research vessel and deploys six 29 foot gray-hulled survey launches equipped with AIS and two skiffs for operations. Mariners are urged to use caution when operating in the vicinity of RAINIER and her launches. RAINIER and her support vessels monitor VHF channels 16, 13, and 82A.
Additional information about RAINIER and NOAA's nautical charting mission can be found at http://www.moc.noaa.gov/ra/index.html

LNM: 18/08

ALASKA-SURVEY OPERATIONS-PRINCE OF WALES ISLAND-

NOAA Ship RAINIER (s221) will be conducting hydrographic survey operations in the Gulf of Esquibel between 10 May and 20 June. NOAAS RAINIER is a 231 foot white-hulled research vessel and deploys six 29 foot gray-hulled survey launches equipped with AIS and two skiffs for operations. Mariners are urged to use caution when operating in the vicinity of RAINIER and her launches. RAINIER and her support vessels monitor VHF channels 16, 13, and 82A. Additional information about RAINIER and NOAA's nautical charting mission can be found at http://www.moc.noaa.gov/ra/index.html

LNM: 18/08

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	MISSING	530	517-07	48/07	
25395	Lisianski Strait Light 8	MISSING	17303	051-08	09/08	
25490	Copper River Delta Buoy S	MISSING	16723	111-08	17/08	
27543	Sweeper Cove Range Rear Light	LT EXT	16476	109-08	17/08	
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
1085	Ocean Cape Light	WATCHING PROPERLY	16761	156-08	20/08	21/08
25160	Morskoi Rock Buoy 2	WATCHING PROPERLY	17323	158-08	19/08	21/08
25415	Ocean Cape Light	WATCHING PROPERLY	16761	156-08	20/08	21/08
25470	Peter Dahl Bar Channel Light P	WATCHING PROPERLY	16013	160-08	21/08	21/08
25483	Point Bentinck Light	WATCHING PROPERLY	16709	159-08	21/08	21/08
26630	Kodiak Boat Harbor Light 1	WATCHING PROPERLY	16595	164-08	21/08	21/08

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End

None

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End

None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End

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	
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

None

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End

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

Corrective Action	Object of Corrective Action	Source of Correction	Position
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3 Green can	CGD01	at 40-41-09.001N 074-02-48.001W

(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.

16471 11th Ed. 12-AUG-00 Last LNM: 08/08 NAD 83 21/08

ChartTitle: **Atka Pass to Adak Strait;Three Arm Bay, Adak Island;Kanaga Bay, Kanaga Island;Chapel Roads and Chapel Cove, Adak Island**

Main Panel 2487 ATKA PASS TO ADAK STRAIT. Page/Side: N/A

CHANGE	Kuluk Bay Army Mooring Buoy E1 to Fl W 3s	CGD17 at 51-53-07.370N	176-33-08.840W
CHANGE	Kuluk Bay Army Mooring Buoy E2 to Fl W 3s	CGD17 at 51-53-03.540N	176-33-08.910W
CHANGE	Kuluk Bay Army Mooring Buoy S1 to Fl W 3s	CGD17 at 51-52-49.150N	176-33-31.680W
CHANGE	Kuluk Bay Army Mooring Buoy S2 to Fl W 3s	CGD17 at 51-52-50.170N	176-34-01.990W
CHANGE	Kuluk Bay Army Mooring Buoy W2 to Fl W 3s	CGD17 at 51-53-06.760N	176-34-16.430W
CHANGE	Kuluk Bay Army Mooring Buoys N2 to Fl W 3s	CGD17 at 51-53-21.030N	176-33-31.080W
CHANGE	Kuluk Bay Army Mooring Lighted Buoy N1 to Fl W 3s	CGD17 at 51-53-21.140N	176-34-03.560W
CHANGE	Kuluk Bay Army Mooring Lighted Buoy W1 to Fl W 3s	CGD17 at 51-53-03.990N	176-34-15.640W

16475 9th Ed. 16-MAY-98 Last LNM: 08/08 NAD 83 21/08

ChartTitle: **Kuluk Bay and approaches, including Little Tanaga and Kagalaska Strs.**

Main Panel 2494 KULUK BAY AND APPROACHES INCLUDING TANAGA AND KAGALASKA STRAITS. Page/Side: N/A

CHANGE	Kuluk Bay Army Mooring Buoy E1 to Fl W 3s	CGD17 at 51-53-07.370N	176-33-08.840W
CHANGE	Kuluk Bay Army Mooring Buoy E2 to Fl W 3s	CGD17 at 51-53-03.540N	176-33-08.910W
CHANGE	Kuluk Bay Army Mooring Buoy S1 to Fl W 3s	CGD17 at 51-52-49.150N	176-33-31.680W
CHANGE	Kuluk Bay Army Mooring Buoy S2 to Fl W 3s	CGD17 at 51-52-50.170N	176-34-01.990W
CHANGE	Kuluk Bay Army Mooring Buoy W2 to Fl W 3s	CGD17 at 51-53-06.760N	176-34-16.430W
CHANGE	Kuluk Bay Army Mooring Buoys N2 to Fl W 3s	CGD17 at 51-53-21.030N	176-33-31.080W
CHANGE	Kuluk Bay Army Mooring Lighted Buoy N1	CGD17 at 51-53-21.140N	176-34-03.560W

	to Fl W 3s			
CHANGE	Kuluk Bay Army Mooring Lighted Buoy W1 to Fl W 3s		CGD17 at 51-53-03.990N	176-34-15.640W

16580 **14th Ed.** **01-JAN-08** **Last LNM: 45/05** **NAD 83** **21/08**

ChartTitle: **Kodiak Island;Southwest Anchorage, Chirikof Island**

Main Panel 2546 KODIAK ISLAND. Page/Side: N/A

RELOCATE	Ilkognak Rock Light		CGD17 from 57-54-49.135N	152-47-02.169W
			to 57-54-49.083N	152-47-02.122W

16594 **13th Ed.** **04-APR-98** **Last LNM: 43/05** **NAD 83** **21/08**

ChartTitle: **Marmot Bay and Kupreanof Strait;Whale Passage;Ouzinkie Harbor**

Main Panel 2553 MARMOT BAY AND KUPREANOF STRAIT. Page/Side: N/A

RELOCATE	Ilkognak Rock Light		CGD17 from 57-54-49.135N	152-47-02.169W
			to 57-54-49.083N	152-47-02.122W

17320 **18th Ed.** **01-MAR-08** **Last LNM: 10/08** **NAD 83** **21/08**

ChartTitle: **Coronation Island to Lisianski Strait**

Main Panel 2644 CORONATION ISLAND TO LISIANSKI STRAIT. Page/Side: N/A

RELOCATE	Killisnoo Harbor Lighted Buoy 6		CGD17 from 57-28-17.206N	134-33-49.050W
			to 57-28-17.206N	134-33-48.974W

17339 **12th Ed.** **01-AUG-07** **Last LNM: 10/08** **NAD 83** **21/08**

ChartTitle: **Hood Bay and Kootznahoo Inlet**

Main Panel 2676 HOOD BAY AND KOOTZNAHOO INLET. Page/Side: N/A

DELETE	Sounding in Fathoms; 14 (NOS NW-15796)		NOS 57-23-21.540N	134-20-47.320W
DELETE	Sounding in Fathoms; 7 (NOS NW-15796)		NOS 57-23-14.580N	134-20-52.090W
RELOCATE	Killisnoo Harbor Lighted Buoy 6		CGD17 from 57-28-17.206N	134-33-49.050W
			to 57-28-17.206N	134-33-48.974W
ADD	Rock in Fathoms; 1/2 Rk	Chart No. 1: K14.2 (NOS NW-15796)	NOS 57-23-32.100N	134-28-28.790W

17360 **34th Ed.** **01-MAR-06** **Last LNM: 12/08** **NAD 83** **21/08**

ChartTitle: **Etolin Island to Midway Islands, including Sumner Strait;Holkham Bay;Big Castle Island**

Main Panel 2679 ETOLIN ISLAND TO MIDWAY ISLANDS INCLUDING SUMNER STRAIT. Page/Side: N/A

RELOCATE	Eastern Passage Light 7		CGD17 from 56-22-06.882N	132-10-18.258W
			to 56-22-07.296N	132-10-17.886W
RELOCATE	Eastern Passage Light 7		CGD17 from 56-29-37.860N	132-22-11.814W
			to 56-29-37.956N	132-22-11.916W

17382 **17th Ed.** **01-APR-07** **Last LNM: 18/06** **NAD 83** **21/08**

ChartTitle: **Zarembo Island and approaches;Burnett Inlet, Etolin Island;Steamer Bay**

Main Panel 2704 ZAREMBO ISLAND AND APPROACHES. Page/Side: N/A

RELOCATE	Eastern Passage Light 7		CGD17 from 56-29-37.860N	132-22-11.814W
			to 56-29-37.956N	132-22-11.916W

17384 **8th Ed.** **01-DEC-03** **Last LNM: 46/05** **NAD 83** **21/08**

ChartTitle: **Wrangell Harbor and approaches;Wrangell Harbor**

Main Panel 2707 WRANGELL HARBOR AND APPROACHES. Page/Side: N/A

RELOCATE	Eastern Passage Light 7		CGD17 from 56-29-37.860N	132-22-11.814W
			to 56-29-37.956N	132-22-11.916W

ChartTitle: **Ernest Sound-Eastern Passage and Zimovia Strait;Zimovia Strait**

CHART ERNEST SOUND-EASTERN PASSAGE AND ZIMOVIA STRAIT. Page/Side: N/A

RELOCATE	Midchannel Rock Daybeacon	CGD17	from 56-12-10.424N	132-16-16.324W
			to 56-12-10.308N	132-16-16.614W

Main Panel 2709 ERNEST SOUND EASTERN PASSAGE AND ZIMOVIA STRAIT. Page/Side: N/A

RELOCATE	Eastern Passage Light 7	CGD17	from 56-22-06.882N	132-10-18.258W
			to 56-22-07.296N	132-10-17.886W
RELOCATE	Eastern Passage Light 7	CGD17	from 56-29-37.860N	132-22-11.814W
			to 56-29-37.956N	132-22-11.916W

OIL RIG MOVEMENT

Drill Rigs/Vessels Removed

Latitude	Longitude	Block	Rigs/Vessel	Chart	Type	Status
None						

Drill Rigs/Vessels Established

Latitude	Longitude	Block	Rigs/Vessel	Chart	Type	Status
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

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

Advance Notice(s)

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

Proposed Project(s)	Closing	Docket No.	Ref. LNM
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-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-ALEUTIAN ISLANDS-DILLINGHAM

There will be dredging in Dillingham, Alaska 24 hours per day 7 days a week from May 18, 2008 through June 30, 2008. Mariners are requested to use caution regarding the dredging activities and the dredge pipeline, and to contact the "Dredge Nehalem" on VHF channels 10 and 16 with any questions or concerns. For further information please contact Vern Scovell at 503-368-5616.

ALASKA-ALEUTIAN ISLANDS-DILLINGHAM

LNM: 19/08

ALASKA-BERING SEA-CAPE SENIAVIN

United States Department of Interior Fish and Wildlife Service is asking for cooperation in minimizing disturbances to walrus resting at Cape Seniavin. Mariners are asked to stay 1000 yards from shore when transiting past Cape Seniavin at 56°24-00-N 160°09-00-W. The primary time this area is used by walruses is June 1 - October 1 each year. For more information contact U.S. Fish and Wildlife Service, Marine Mammals Management at 1-800-362-5148.

LNM: 21/08

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-TRANSPORTATION WORKERS IDENTIFICATION CREDENTIALS

TWIC enrollment in Juneau will begin on 30 April 2008 and Anchorage on 8 May 2008.
The location of the enrollment centers:
320 Hospital Dr, Suite 102, Juneau, AK 99801
619 East Ship Creek Ave, Anchorage, AK 99501
The hours of operations will be Monday - Friday, 0800 - 1700.

LNM: 17/08

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 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:

ALASKA-GULF OF ALASKA-GRAVES HARBOR

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.

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.

REQUEST TO SUPPORT AMERICA'S WATERWAY WATCH PROGRAM

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	
22590	Midchannel Rock Daybeacon	56-12-10.308N 132-16-16.614W *				JR on single steel pile.		21/08
22685	EASTERN PASSAGE LIGHT 7	56-22-07.296N 132-10-17.886W *	Fl G 4s	24	4	SG on skeleton tower.	Higher intensity beam up channel.	21/08
22690	EASTERN PASSAGE LIGHT 7 *	56-29-37.956N 132-22-11.916W *	Fl W 2.5s	13	6	NR on skeleton tower.		21/08
24020	*Killisnoo Harbor Lighted Buoy 6*	57-28-17.206N 134-33-48.974W *	Fl R 4s		3	Red.		21/08
26510	ILKOGNAK ROCK LIGHT	57-54-49.083N 152-47-02.122W *	Fl W 4s	18	5	NR on pile.		21/08

PUBLICATION CORRECTIONS

Coast Pilot 8, 29th Edition, Change 11

Change 11 to Coast Pilot 8, 29th Edition is enclosed

LNM: 20/08

Coast Pilot 9, 25th Edition, Change 15

Change 15 to Coast Pilot 9, 25th Edition is enclosed.

LNM: 18/08

Coast Pilot 9, 25th edition, Change 16

Change 16 to Coast Pilot 9, 25th edition, is enclosed.

LNM: 18/08

Coast Pilot 9, 25th edition, Change 17

Change 17 to Coast Pilot 9, 25th edition, is enclosed.

LNM: 19/08

Coast Pilot 9, 25th edition, Change 18

Change 18 to Coast Pilot 9, 25th edition, is enclosed.

LNM: 19/08

Coast Pilot 9, 25th edition, Change 19

Change 19 to Coast Pilot 9, 25th edition, is enclosed

LNM: 19/08

ENCLOSURES

Coast Pilot 8, 29th Edition, Change 11

CP8-0711.pdf

Change 11 to Coast Pilot 8, 29th Edition is enclosed

LNM: 20/08

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

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-COOK INLET-ANCHORAGE

Dutra Dredging.pdf

Additional information regarding the Anchorage dredging project is enclosed.

LNM: 14/08

Coast Pilot 9, 25th edition, Change 18

CP9-0718.pdf

Change 18 to Coast Pilot 9, 25th edition, is enclosed

LNM: 19/08

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

Coast Pilot 9, 25th edition, Change 17

CP9-0717 (2).pdf

Change 17 to Coast Pilot 9, 25th edition, is enclosed

LNM: 19/08

ALASKA-SOUTHEAST-SUBSURFACE MOORINGS

NTM_SEAK08 I.pdf

Additional information regarding subsurface moorings in and around Juneau Harbor, and in the regions of Stephens Passage, Taku Inlet, Auke Bay and Lynn Canal is enclosed.

LNM: 19/08

Coast Pilot 9, 25th Edition, Change 15

CP9-0715.pdf

Coast Pilot 9, 25th Edition, Change 15 is enclosed.

LNM: 18/08

Coast Pilot 9, 25th edition, Change 16

CP9-0716.pdf

Change 16 to Coast Pilot 9, 25th edition, is enclosed.

LNM: 18/08

Coast Pilot 9, 25th edition, Change 19

CP9-0719.pdf

Change 19 to Coast Pilot 9, 25th edition, is enclosed

LNM: 19/08

J.M. Boyer
Waterways Management Branch
Seventeenth Coast Guard District

OPERATIONAL EXCELLENCE THROUGH LEADERSHIP, TEAMWORK, AND INNOVATION.

Publication-National Ocean Service-U.S. Coast Pilot 8, Alaska: Dixon Entrance to Cape Spencer, 2007 (29th) Edition. Change No. 11.

Coast Pilot 8 29th Ed 2007

Corrections

Page 43-Table Insert after Part 67-Aids to Navigation on Artificial Islands and Fixed Structures (in part)

Part 70 Interference with or Damage to Aids to Navigation
(33 CFR 70)

Page 48-Paragraph 103, line 4; read:
sound signal.

Part 70-Interference With or Damage to Aids to Navigation

§70.05-10 Revocation of License

Every master, pilot, and engineer, or person or persons acting in such capacity, respectively, on board any vessel who shall willfully injure or destroy an aid to navigation established and maintained by the United States shall be deemed guilty of violating the provisions of §70.05-1 and shall upon conviction be punished as provided in §70.05-5 and shall also have his license revoked or suspended for a term to be fixed by the judge before whom tried and convicted.

§70.05-20 Report Required

Whenever any vessel collides with an aid to navigation established and maintained by the United States or any private aid to navigation established or maintained in accordance with Part 64, 66, 67 or 68 of this subchapter, or is connected with any such collision, it shall be the duty of person in charge of such vessel to report the accident to the nearest Officer in Charge, Marine Inspection, in accordance with 46 CFR 4.
(33 CFR 70)

Page 218-Paragraph 294, line 7; read:
of this reef; the depth may be less. A rock covered 4¾ fathoms is about 0.5 mile NE of Parida Island in about 55°31'36"N., 133°13'53"W.
(CL 185/08)

Page 277-Paragraph 89, line 4; read:
and a mariner activated sector light (57°49'24"N., ...
(15/08 CG17)

Page 299-Paragraph 94, lines 2-3; read:
68 feet (20.7 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped ...
(15/08 CG17)

Page 305-Paragraph 190, lines 1-3; read:

A 1¾-fathom spot is in the NW part of the harbor in about 57°28'19"N., 134°33'42"W. The chart is the guide for ...
(10/08 CG17; NOS 17339)

Page 333-Paragraph 129, lines 2-4; read:
1.5 miles within the entrance. Mariners should pass with ...
(12/08 CG17)

Page 338-Paragraph 185 through Page 339-Paragraph 187, line 3; read:

Thomsen Harbor, protected by an L-shaped floating breakwater, is about 330 yards NNW of Harbor Rock Daybeacon. In 2002, depths of 12 to 25 feet were reported alongside. Approximately 227 craft can be accommodated. Water and electricity are available.

Eliason Harbor, the most northerly basin on the E side of Sitka Harbor, is protected by a floating breakwater and adjoins Thomsen Harbor. In 2002, depths of 27 feet were reported ...
(CL 289/08; CL 196/08)

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

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 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

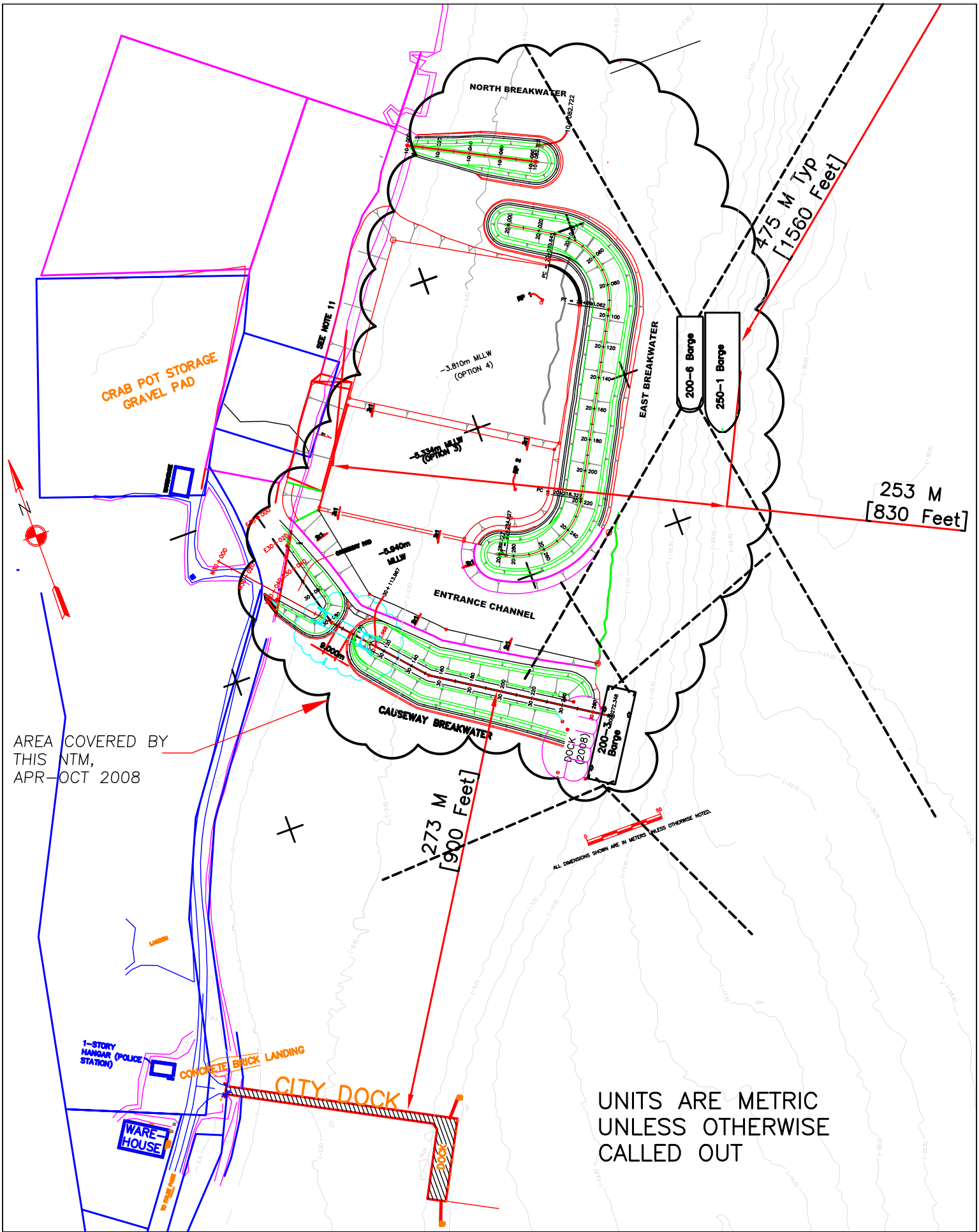
Tug

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.



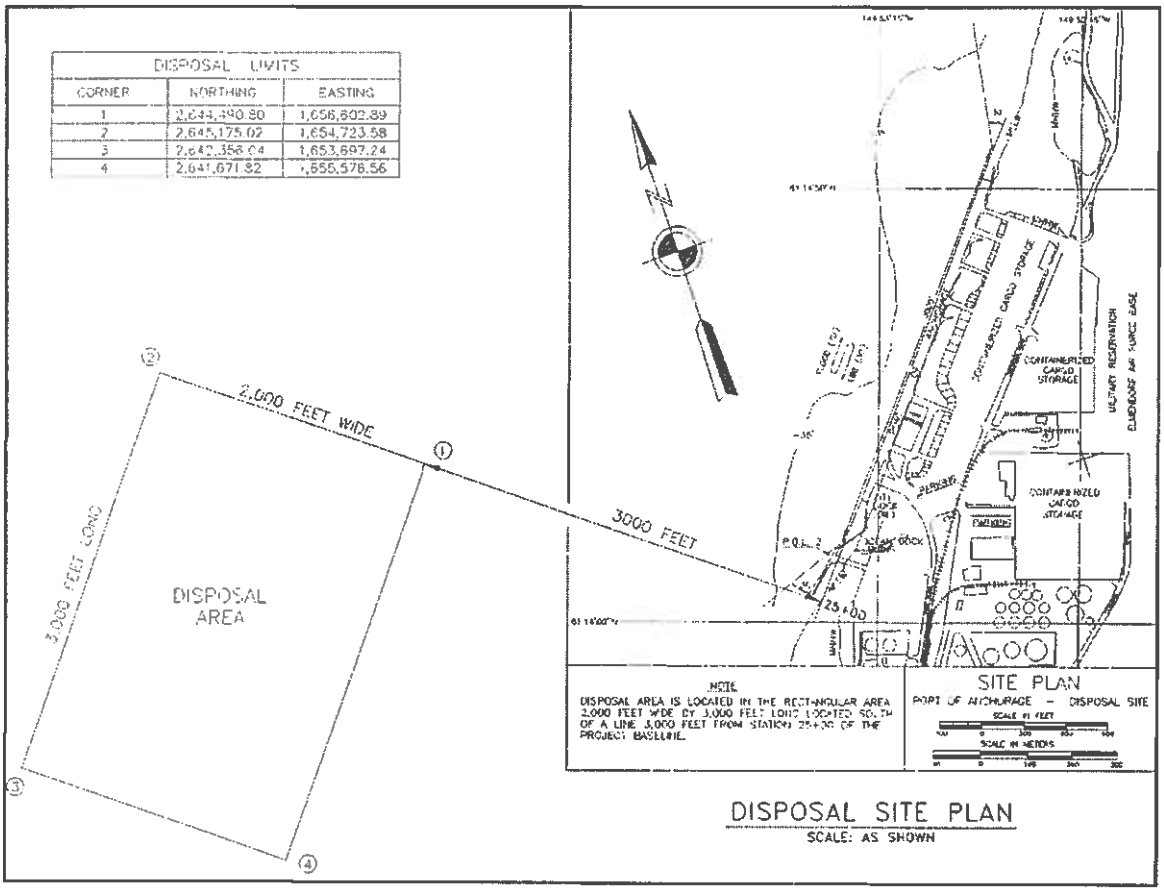
KELLY–RYAN, INC 2404 BOYER AVE EAST SEATTLE, WA 98112	CONTACT MICHAEL PLEAS 907 548 2245 JAMES SWANTZ 206 322 3705

NOTICE TO MARINERS ATTACHMENT A
FALSE PASS NAVIGATION IMPROVEMENTS 080309

3/17/2008 11:31:22 PM Legal

DUTRA CONSTRUCTION CO., INC.

Lic. No. 698862



1000 Point San Pedro Road San Rafael, California 94901 Phone: 415-258-1595 Fax: 415-258-6846

Publication–National Ocean Service–U.S. Coast Pilot 9, Pacific and Arctic Coasts Alaska: Cape Spencer to Beaufort Sea, 2007 (25th) Edition. Change No. 18.

Coast Pilot 9 25th Ed 2007 Corrections

Page 104-Paragraph 1380 through Paragraph 1394, read:

§226.215 Critical habitat for the North Pacific Right Whale (Eubalaena japonica).

(a) *Primary Constituent Elements*. The primary constituent elements of the North Pacific right whale are the copepods *Calanus marshallae*, *Neocalanus cristatus*, and *N. plumchris*, and the euphausiid *Thysanoessa raschii*, in areas of the North Pacific Ocean in which North Pacific right whales are known or believed to feed, as described in paragraphs (b) and (c) of this section.

(b) *Bering Sea*. An area described by a series of straight lines connecting the following coordinates in the order listed:

58º00'N., 168º00'W.
58º00'N., 163º00'W.
56º30'N., 161º45'W.
55º00'N., 166º00'W.,
56º00'N., 168º00'W.
58º00'N., 168º00'W.

(c) *Gulf of Alaska*. An area described by a series of straight lines connecting the following coordinates in the order listed.

57º03'N., 153º00'W.
57º18'N., 151º30'W.
57º00'N., 151º30'W.
56º45'N., 153º00'W.
57º03'N., 153º00'W.

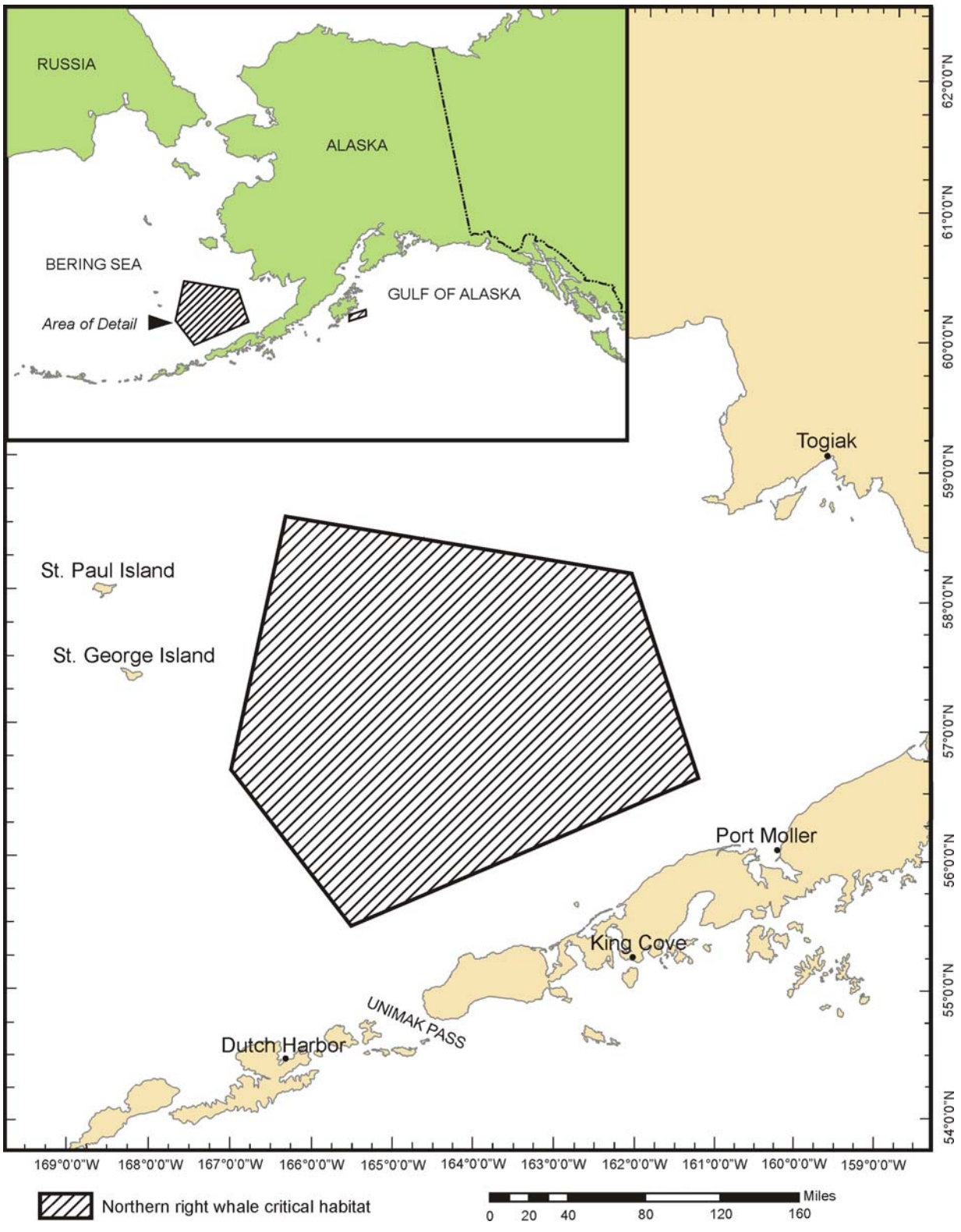
(d) Maps of critical habitat for the North Pacific right whale follow:

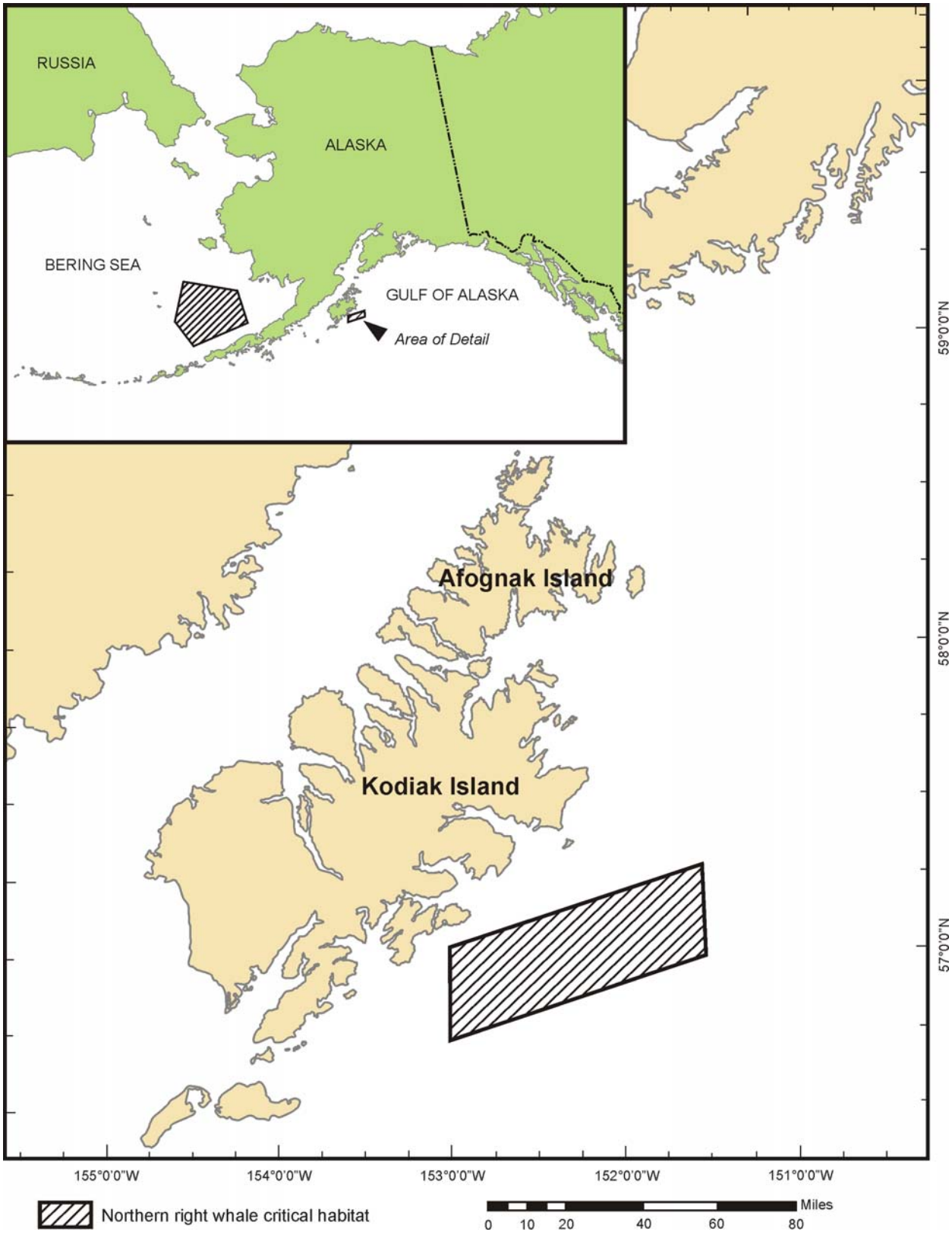
(FR 4/8/08)

Page 496-Paragraph 166, line 4; read:

E of the island. A lighted artificial island is about 3.1 miles SW of the S tip of the island in about 70º29'45"N., 150º14'48"W.

(02/07 CG17)


RUSSIA
ALASKA
BERING SEA
GULF OF ALASKA
Area of Detail
Togiak
St. Paul Island
St. George Island
Port Moller
King Cove
UNIMAK PASS
Dutch Harbor
62°0'0"N
61°0'0"N
60°0'0"N
59°0'0"N
58°0'0"N
57°0'0"N
56°0'0"N
55°0'0"N
54°0'0"N
169°0'0"W
168°0'0"W
167°0'0"W
166°0'0"W
165°0'0"W
164°0'0"W
163°0'0"W
162°0'0"W
161°0'0"W
160°0'0"W
159°0'0"W
Northern right whale critical habitat
Miles
0
20
40
80
120
160


RUSSIA
ALASKA
BERING SEA
GULF OF ALASKA
Area of Detail
Afognak Island
Kodiak Island
59°0'0"N
58°0'0"N
57°0'0"N
155°0'0"W
154°0'0"W
153°0'0"W
152°0'0"W
151°0'0"W
Northern right whale critical habitat
Miles
0 10 20 40 60 80

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

☐ ELECRONIC 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	☐	☐	☐	☐	☐
1260 CAPE GREIG LIGHT	☐	☐	☐	☐	☐

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	74º	04.992'	N	091º	00.844'	W	43	152	01-Aug-2007
M1650	300 kHz ADCP, ctds	Barrow Strait	74º	04.978'	N	091º	03.166'	W	78	147	01-Aug-2007
M1651	water sampler, ctds	Barrow Strait	74º	04.886'	N	091º	02.058'	W	37	148	01-Aug-2007
M1652	75 kHz ADCP, ctd	Barrow Strait	74º	11.745'	N	090º	50.914'	W	256	270	02-Aug-2007
M1653	300 kHz ADCP, ctds	Barrow Strait	74º	11.943'	N	090º	50.751'	W	38	269	02-Aug-2007
M1654	420 kHz IPS, ctd	Barrow Strait	74º	11.667'	N	090º	51.842'	W	55	271	02-Aug-2007
M1655	420 kHz IPS, hydrophone, sed trap	Barrow Strait	74º	28.039'	N	090º	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

Publication–National Ocean Service–U.S. Coast Pilot 9, Pacific and Arctic Coasts Alaska: Cape Spencer to Beaufort Sea, 2007 (25th) Edition. Change No. 17.

Coast Pilot 9 25th Ed 2007 Corrections

Page 147-Paragraph 317, line 5; read:
This area of Orca Inlet is subject to shifting shoals. Fishing boats also approach Cordova through Orca ...
(H 11497)

Page 147-Paragraph 318, line 3; read:
shore S to Orca and Cordova. The channel, marked by lights and a daybeacon, has a ...
(LL/07)

Page 147-Paragraph 320: Delete.
(H 11497)

Page 148-Paragraph 322, lines 1-2; read:
A log booming area is on the N side of Channel Islands.
(H 11497)

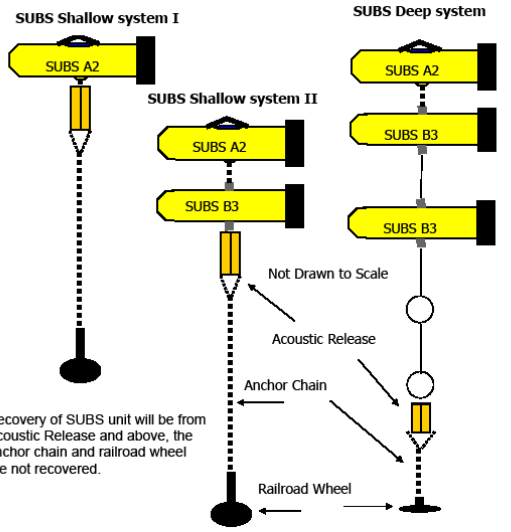
Page 149-Paragraph 343, lines 8-11; read:
controlling depth in the berthing area was 8.5 feet. Water, electricity, ...
(H 11497)

Page 330-Paragraph 608, line 1; read:
Delta Point Light (55º11'30"N., 162º38'41"W.), 48 ...
(17/08 CG17)

NOTICE TO MARINERS
Transiting the following locations

NOAA has deployed sub-surface moorings to update the Tidal current predictions in and around Juneau Harbor, and in the regions of Stephens Passage, Taku Inlet, Auke Bay and Lynn Canal. This data is very important to the maritime community and will be used to update the NOAA current tables.

Station ID	Station Name	LAT	LONG	Dpth(m)	Days	Platform	Recovery
SEA0801	Juneau Harbor, North of	58° 17.778' N	134° 25.05' W	36	70	SUBS-1	8/8/2008
SEA0802	Juneau Harbor, Ferry Pier, NW of	58° 17.807' N	134° 24.45' W	30	35	SUBS-1	6/29/2008
SEA0803	Juneau Harbor, South of	58° 17.077' N	134° 23.88' W	26	70	SUBS-1	8/8/2008
SEA0804	Gastineau Channel, N of Sheep Creek	58° 15.468' N	134° 20.10' W	42	35	SUBS-2	6/29/2008
SEA0805	Point Salisbury, W of	58° 12.57' N	134° 14.94' W	54	35	SUBS-2	6/29/2008
SEA0806	Bishop Point, SE of, Taku Inlet	58° 11.622' N	134° 07.98' W	105	35	SUBS-3	6/29/2008
SEA0807	Jaw Point, WNW of, Taku Inlet	58° 17.55' N	134° 05.94' W	70	35	SUBS-2	6/29/2008
SEA0808	Grand Island, SE of Stephens Pass	58° 04.98' N	134° 05.40' W	110	35	SUBS-3	6/29/2008
SEA0809	Taku Harbor Entrance	58° 03.612' N	134° 02.16' W	55	35	SUBS-2	6/29/2008
SEA0810	Point Coke, SE of, Tracy Arm	57° 46.538' N	133° 39.082' W	140	70	SUBS-3	8/8/2008
SEA0811	Point Astley, NE of, Tracy Arm	57° 43.792' N	133° 37.88' W	130	70	SUBS-3	8/8/2008
SEA0812	Tantallon Point, SW of	58° 10.343' N	134° 17.22' W	74	35	SUBS-2	6/29/2008
SEA0813	Point Young, Stephens Passage	58° 12.533' N	134° 33.66' W	45	35	SUBS-2	6/29/2008
SEA0814	Portland Island,SW of	58° 19.17' N	134° 42.66' W	70	35	SUBS-2	6/29/2008
SEA0815	Coghlan Island, E of, Auke Bay	58° 21.312' N	134° 40.74' W	55	35	SUBS-2	6/29/2008
SEA0816	Piling Point, east of	58° 19.668' N	134° 46.98' W	60	35	SUBS-2	6/29/2008
SEA0817	Point Lena, Favorite Channel	58° 23.543' N	134° 48.00' W	80	35	SUBS-2	6/29/2008
SEA0818	Saginaw Channel, 2 mi. E of Pt. Retreat	58° 24.3' N	134° 53.10' W	50	35	SUBS-2	6/29/2008
SEA0819	North Pass, Lincoln Is	58° 28.477' N	134° 55.92' W	88	35	SUBS-2	6/29/2008
SEA0820	Point Retreat, 1 mile west of, Lynn Canal	58° 25.002' N	134° 58.02' W	145	35	SUBS-3	6/29/2008
SEA0821	Clear Point, WNW of, Lynn Canal	58° 14.928' N	134° 57.78' W	590	35	DWM	6/29/2008
SEA0822	Vanderbilt Reef, 2 miles west of, Lynn Canal	58° 36.24' N	135° 02.58' W	225	35	DWM	6/29/2008
SEA0823	Berners Bay, Lynn Canal	58° 42.66' N	134° 59.52' W	140	35	SUBS-3	6/29/2008



Max weight out of water without anchor system
Sallow system I— 170 lbs
Shallow system II— 220 lbs
Deep system— 355 lbs
Each SUBS unit (L x W x H) 57.5" x 17.3" x 22.8"

Photo (right) from Cook Inlet 2003 prior to deployment.

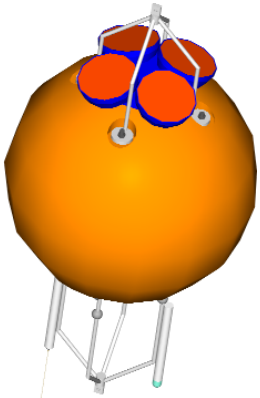
SUBS - Single (Shallow system I) - Approx. 14 feet off the bottom

SUBS - Double (Shallow system II) - Approx. 36 feet off the bottom

SUBS - Triple (Deep System) - Approx. 87 feet off the bottom

Flotech - Deep Water Mooring (DWM) - Approx. 70 feet off bottom

Flotech - Deep Water Mooring (DWM)



For more information call NOAA TIDES & CURRENTS OFFICE (888)722-8433

Publication–National Ocean Service–U.S. Coast Pilot 9, Pacific and Arctic Coasts Alaska: Cape Spencer to Beaufort Sea, 2007 (25th) Edition. Change No. 15.

Coast Pilot 9 25th Ed 2007 Corrections

Page 43-Table, Insert after Part 67– Aids to Navigation on Artificial Islands and Fixed Structures (in part)

Part 70 Interference with or Damage to Aids to Navigation
(33 CFR 70)

Page 48-Paragraph 102, line 4; read:
sound signal.

Part 70–Interference with or Damage to Aids to Navigation

§70.05–10 Revocation of License

Every master, pilot, and engineer, or person or persons acting in such capacity, respectively, on board any vessel who shall willfully injure or destroy an aid to navigation established or maintained by the United States shall be deemed guilty of violating the provisions of §70.05-1 and shall upon conviction be punished as provided in §70.05-5 and shall also have his license revoked or suspended for a term to be fixed by the judge before whom tried and convicted.

§70.05–20 Report Required

Whenever any vessel collides with an aid to navigation established and maintained by the United States or any private aid to navigation established or maintained in accordance with Part 64, 66, 67 or 68 of this subchapter, or is connected with any such collision, it shall be the duty of the person in charge of such vessel to report the accident to the nearest Officer in Charge, Marine Inspection, in accordance with 46 CFR 4.
(33 CFR 70)

Page 145-Paragraph 291, line 1; read:
An anchorage area with fair to good holding ground and sand and mud bottom is ...
(DD 10218)

Page 150-Paragraph 359, line 4; read:
keeping over 0.4 mile offshore.
(DD 10218)

Page 150-Paragraph 360, line 4; read:
Island and the shore. Strong tidal currents run between Goose Island and Porcupine Point. The passages between the islands ...
(DD 10218)

Page 150-Paragraph 362, line 4; read:
point. A ledge with a depth of 3 fathoms extends 600 yards N from Porcupine Point.
(DD 10218)

Page 150-Paragraph 363, line 4; read:
vessels. A rocky patch with a depth of 2½ fathoms is ...
(DD 10218)

Page 242-Paragraph 80, lines 1-2; read:
Hog Island Light (58º00'07"N., 152º41'10"W.), 40 feet (12.2 m) above the water, is shown from a skeleton tower with a ...
(13/08 CG17)

Page 318-Paragraph 404, line 4; read:
The depths in the middle of the basin are 27 to 31 fathoms, ...
(H 11601; DD 10050)

Page 353-Paragraph 181, lines 1-2; read:
Numerous submerged rocks, covered 1½ fathoms, in 54º00'13"N., 166º06'05"W., are about 1.0 mile NW of the ...
(DD 10925; CL 391/08)

Publication–National Ocean Service–U.S. Coast Pilot 9, Pacific and Arctic Coasts Alaska: Cape Spencer to Beaufort Sea, 2007 (25th) Edition. Change No. 16.

Coast Pilot 9 25th Ed 2007 Corrections

Page 150-Paragraph 365, line 10; read:
reef bare at low water near the middle of the entrance. A 4-fathom rocky ledge extends about 0.5 mile NNE of the eastern entrance point of the basin and should be avoided by medium to large vessels.
(DD 10218)

Page 150-Paragraph 367, line 2; read:
across the bay 0.8 mile from the head. Small vessels can ...
(DD 10218)

Page 150-Paragraph 369, line 3; read:
dangerous foul area is 300 yards W of the NE entrance point in about 60º50'58"N., 146º09'01"W.
(DD 10218)

Page 150-Paragraph 370, lines 2-5; read:
mile W from the above mentioned dangerous foul area in 15 fathoms, mud bottom. Small vessels can find anchorage near the head of the SE arm in midchannel, 0.6 mile beyond the foul area, in 7 fathoms.
(DD 10218)

Page 150-Paragraph 371, lines 8-11; read:
obstructed near the middle by a rock covered 2¾ fathoms. Rock awash are 200 yards off the E point at the entrance. Anchorage can be had in the middle of the bay, 0.3 to 0.8 mile above the island, 8 to 13 ...
(DD 10218)

Page 254-Paragraph 282, lines 1-4; read:
Coast Guard Integrated Support Command Kodiak is in Womens Bay, 5 miles SW of Kodiak. It is described later in this chapter. **Coast Guard Air Station Kodiak** is located at the Integrated Support Command.
(CL 310/08)

Page 256-Paragraph 303, line 3 through Paragraph 304, line 5; read:
Integrated Support Command Kodiak.
Womens Bay is frequently blocked by ice in midwinter and vessels may experience high wind coming off of Old Womens Mountain. The area routinely experiences storms with winds in excess of 55 knots during the winter months.
(CL 310/08)

Page 256-Paragraph 306, lines 7-8; read:
range. In June 2007, a depth of 28 feet was available in the channel.
(CL 310/08)

Page 256-Paragraph 314, read:
Large vessels are strongly recommended not to navigate the channel to or from Womens Bay and between the shoal waters of St. Paul Harbor entrance after dark or during low visibility unless a qualified pilot is on board or the master assumes full risk. It is also not recommended for vessels to enter or depart from Womens Bay and between the shoal waters of St. Paul Harbor during periods of wind velocities of 35 knots or more, except in emergencies or extreme necessities.
(CL 310/08)

Page 256-Paragraph 315, line 7; read:
Office, Coast Integrated Support Command Kodiak.
(CL 310/08)

Page 476-Paragraph 616, line 2; read:
entrance to the inner harbor. In July 2007, 21 feet (6.4 m) was available in the outer harbor entrance. The entrance to the inner harbor had 10¼ feet (3.1 m) available with 7¾ feet (2.4 m) in the inner harbor and 6½ feet (2.0 m) in the E side of the inner harbor with lesser depths along the SE edges of the channel. A barge ramp is in the inner ...
(BPs 191724-26)

Page 507-Paragraph 141, line 1; read:
Kodiak Integrated Support Command ...
(CL 310/08)

Page 507-Paragraph 142, line 2; read:
Integrated Support Command Kodiak.
(CL 310/08)

Publication–National Ocean Service–U.S. Coast Pilot 9, Pacific and Arctic Coasts Alaska: Cape Spencer to Beaufort Sea, 2007 (25th) Edition. Change No. 19.

Coast Pilot 9 25th Ed 2007 Corrections

Page 496-Paragraph 169, lines 3-5; read:
passage from Oliktok Point to Beechey Point. In October 2007, the remnants of a man-made island, covered 2 feet, were about 4.0 miles NE of Oliktok Point and in about 70º32'13.7"N., 149º41'05.5"W. In 2000, a 2-foot shoal was reported about 460 yards W of the man-made island in about 70º32'12.8"N., 149º41'46.4"W.

(CL 1319/07)