



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

LOCAL NOTICE TO MARINERS

District: 17

Week: 05/09

-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, 30th Edition.
U.S. Coast Pilot 9, Pacific and Arctic Coasts Alaska: Cape Spencer to Beaufort Sea, 26th Edition.

BROADCAST NOTICE TO MARINERS

Navigation information previously promulgated by Broadcast Notice to Mariners through 047-09 and still in effect is included in this notice.

Chart Corrections

www.navcen.uscg.gov/lnm/d17 and <http://chartmaker.ncd.noaa.gov>

Dates of Latest Editions, Nautical Charts, and Miscellaneous Maps
<http://chartmaker.ncd.noaa.gov/mcd/dole.htm>

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 H

ACOE - Army Corps of Engineers
ADRIFT - Buoy Adrift

I through O

I - Interrupted
ICW - Intracoastal Waterway

P through Z

PRIV - Private Aid
Q - Quick

AICW - Atlantic Intracoastal Waterway
 AI - Alternating
 B - Buoy
 BKW - Breakwater
 bl - Blast
 BNM - Broadcast Notice to Mariner
 bu - Blue
 C - Canadian
 CHAN - Channel
 CGD - Coast Guard District
 C/O - Cut Off
 CONT - Contour
 CRK - Creek
 CONST - Construction
 DBN/Dbn - Daybeacon
 DBD/DAYBD - Dayboard
 DEFAC - Defaced
 DEST - Destroyed
 DISCON - Discontinued
 DMGD/DAMGD - Damaged
 ec - eclipse
 EST - Established Aid
 ev - every
 EVAL - Evaluation
 EXT - Extinguished
 F - Fixed
 fl - flash
 FI - Flashing
 G - Green
 HAZ - Hazard to Navigation
 HBR - Harbor
 HOR - Horizontal Clearance
 HT - Height

IMCH - Improper Characteristic
 INL - Inlet
 INOP - Not Operating
 INT - Intensity
 ISL - Islet
 Iso - Isophase
 kHz - Kilohertz
 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
 LTR - Letter
 LWB - Lighted Whistle Buoy
 LWP - Left Watching Properly
 MHz - Megahertz
 MISS/MSNG - Missing
 Mo - Morse Code
 MSLD - Misleading
 N/C - Not Charted
 NGA - National Geospatial-Intelligence Agency
 NO/NUM - Number
 NOS - National Ocean Service
 NW - Notice Writer
 OBSCU - Obscured
 OBST - Obstruction
 Oc - Occulting
 ODAS - Anchored Oceanographic Data Buoy

R - Red
 RACON - Radar Transponder Beacon
 Ra ref - Radar reflector
 RBN - Radio Beacon
 REBUILT - Aid Rebuilt
 RECOVERED - Aid Recovered
 RED - Red Buoy
 REFL - Reflective
 RRL - Range Rear Light
 RELIGHTED - Aid Relit
 RELOC - Relocated
 RESET ON STATION - Aid Reset on Station
 RFL - Range Front Light
 RIV - River
 s - seconds
 SEC - Section
 SHL - Shoaling
 si - silent
 SIG - Signal
 SND - Sound
 SPM - Single Point Mooring Buoy
 SS - Sound Signal
 STA - Station
 STRUCT - Structure
 St M - Statute Mile
 TEMP - Temporary Aid Change
 TMK - Topmark
 TRLB - Temporarily Replaced by Lighted Buoy
 TRLT - Temporarily Replaced by Light
 TRUB - Temporarily Replaced by Unlighted Buoy
 W - White
 Y - Yellow

Additional Abbreviations Specific to this LNM Edition: None

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

906 **ALASKA-GULF OF ALASKA-COOK INLET**

Marathon Spurr Oil Platform, LLNR 26361.9, foghorn is inactive due to loss of power. The light is still watching properly. The Marathon Spark Oil Platform, LLNR 26361.11, light and foghorn are inactive. Mariners are requested to transit the area with caution. For any questions or concerns please contact the Coast Guard at (907) 463-2001.

LNM: 05/09

907 **ALASKA-ALEUTIAN ISLANDS-BERING SEA-SEVERE WEATHER WARNINGS**

The National Weather Service has issued severe weather warnings in the vicinity of the Aleutian Islands and the Bering Sea. Mariners seeking storm avoidance are requested to contact the United States Coast Guard to convoy the intended area of storm avoidance. All mariners are reminded to use caution when transiting these areas. For any questions or concerns please contact Coast Guard Sector Anchorage at (907) 271-6777.

LNM: 05/09

908 **ALASKA-GULF OF ALASKA-HAZARDOUS OPERATIONS**

A gunnery and pyrotechnics exercise will be conducted approximately 60NM East of Cape Chiniak near position 57-23N, 150-25W from 0900V to 1400V on the 4th of February 2009. Danger radius 20,000 yds, danger altitude 13,000 ft. For any questions or concerns please contact the Coast Guard at (907) 463-2001.

LNM: 05/09

909 **ALASKA-GULF OF ALASKA-HAZARDOUS OPERATIONS**

A gunnery exercise will be conducted 62NM South of Cape Cleare in approximate position 58-43N, 148-00W from 1100V, to 1500V on the 2nd of February 2009, secondary time from 1100V to 1500V on the 3rd of February 2009. Danger radius 10,000 yds, danger altitude 23,000ft. For any questions or concerns please contact the Coast Guard at (907) 463-2001.

LNM: 05/09

909 **ALASKA-SOUTHEAST-CLARENCE STRAIT-OBSTRUCTION TO NAVIGATION**

A 32 foot aluminum fishing vessel has been reported capsized and adrift in the vicinity of Caamano Point in approximate position 55-29.7N, 131-59.5W. For any questions or concerns please contact the Coast Guard at (907) 463-2001.

LNM: 05/09

911 **COOK INLET ICE ADVISORY JANUARY 2009**

The Captain of the Port, Western Alaska (COTP) has issued a new ice advisory for the winter season. Please see this week's LNM enclosures or visit Sector Anchorage's Homeport website at <http://homeport.uscg.mil/anchorage> for the entire document of the new notice from the 2nd of January 2009, and the latest navigation advisory. For more information please contact Lieutenant John Backus at (907) 271-6956.

LNM: 01/09

919 **ALASKA-CHUKCHI SEA-RESEARCH BUOY DEPLOYMENT**

A Metocean Buoy that was deployed in the Chukchi Sea has stopped transmitting its position, this is a yellow buoy that was last reported in approximate position 71.508N, 164.073W. Mariners are requested to transit the area with caution and report any sightings to the Coast Guard. For any questions or concerns please contact Greg J. Horner, R.G. at (907) 646-7131. This notice supercedes LNM 38/08.

LNM: 48/08

924 **ALASKA-CHUKCHI AND BEAUFORT SEAS**

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

LNM: 43/08

925 **ALASKA-BERING STRAIT-SUBSURFACE OCEANOGRAPHIC MOORINGS**

Below are positions of 8 subsurface oceanographic moorings deployed in the Bering Strait region in October 2008 from the Russian vessel "Lavrentiev" under a joint project by the University of Washington (Seattle, USA), the University of Alaska, (Fairbanks, USA), and the Arctic and Antarctic Research Institute (St Petersburg, Russia). These moorings will remain in position until autumn 2009.

Name lat (deg, min) long (deg,min) Water Depth Top Float Depth

IN US WATERS

A2-08	65 47.195	168 34.691	56	17
A2W-08	65 48.124	168 48.371	53	17
A3-08	66 19.595	168 57.875	58	17
A4-08	65 44.882	168 15.761	50	42
A4R-08	65 44.946	168 15.964	50	17

IN RUSSIAN WATERS

A1-1-08	65 54.033	169 26.174	52	17
A1-2-08	65 56.060	169 36.738	51	33
A1-3-08	65 51.897	169 16.907	50	29

These moorings will remain in position from Oct 2008 until at least autumn 2009, possibly longer.

The moorings carry steel floats, EG&G acoustic releases, acoustic current meters (RDI and Aanderaa) sending at ca. 300kHz, and temperature and salinity sensors (Seabird). Five moorings (A1-1-08, A2-08, A2W-08, A3-08, A4R-08) also carry temperature salinity sensor ~ 17m below the surface in an ice-resistant housing.

These moorings replace moorings:

IN US WATERS

A2-07	65 46.87 N	168 34.07 W
A2W-07	65 48.07 N	168 47.95 W
A3-07	66 19.60 N	168 57.92 W
A4-07	65 44.77 N	168 15.77 W
A4W-07	65 45.42 N	168 21.95 W

IN RUSSIAN WATERS

A1-1-07	65 54.00 N	169 25.88 W
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A1-2-07 65 56.02 N 169 36.76 W
A1-3-07 65 51.91 N 169 16.93 W

Which were deployed in autumn 2007 from the Russian vessel "Sever" and which have now been recovered.

Note

- The new A2-08 is slightly further north than the old A2-07 site
- Site A4W is NOT occupied in 2008, but instead a new site A4R has been placed very near to A4.

For any questions please contact: Rebecca Woodgate (woodgate@apl.washington.edu)
Applied Physics Laboratory
University of Washington
1013 NE 40th Street, Seattle, WA 98105, USA
Tel: (206) 221-3268; Fax: (206) 616-3142
<http://psc.apl.washington.edu/BeringStrait.html>

LNM: 43/08

928 **ALASKA-NOAA INSTRUMENT MOORINGS DEPLOYED**

The following have been deployed in the Bering Sea:

- BS-2 in position 56° 51.825-N 164° 3.052-W at a depth of 71 meters with a top float depth of 8 meters.
- 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.
- BSP-2 in position 56° 51.989-N 164° 3.002-W at a depth of 71 meters with a top float depth of 53 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.
- BS-4 in position 57° 51.452-N 168° 52.852-W at a depth of 71 meters with a top float depth of 12 meters.
- BSP-4 in position 57° 51.768-N 168° 52.616-W at a depth of 71 meters with a top float depth of 60 meters.
- BS-5 in position 59° 54.585-N 171° 42.469-W at a depth of 70 meters with a top float depth of 18 meters.
- BSP-5 in position 59° 54.285-N 171° 42.285-W at a depth of 71 meters with a top float depth of 56 meters.
- BS-8 in position 62° 11.643-N 174° 40.030-W at a depth of 71 meters with a top float depth of 19 meters.
- BSP-8 in position 62° 11.757-N 174° 39.555-W at a depth of 71 meters with a top float depth of 62 meters.

The following have been deployed in Bristol Bay:

- KC-1 in position 56° 25.608-N 160° 13.124-W at a depth of 23 meters with a top float depth of 18 meters.
- KC-2 in position 56° 29.937-N 161° 00.061-W at a depth of 67 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° 17.625-W at a depth of 193 meters with a top float depth of 171 meters.
- CB-1 in position 57° 43.2-N 152° 17.49-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° 10.863-N 161° 41.163-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.

The above moorings replace moorings that have been previously listed in D17 Local Notice to Mariners.

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

LNM: 41/08

941 **ALASKA-ARCTIC OCEAN-ADRIFT RESEARCH BUOYS**

33 Subsurface instruments have been reported adrift in the Arctic Ocean; further information regarding these instruments, contact information, and recovering instructions is enclosed.

LNM: 37/08

952 **OCEANOGRAPHIC MOORINGS IN THE ALASKAN BEAUFORT SEA**

19 Oceanographic Moorings have been deployed in the following positions, the depths of moorings and the depth of water at the position is listed below. Mariners are requested to transit these areas with caution.

Positions:	Depth of Mooring:	Depth of water:
71-02.79N, 149-35.45W	Bottom to Surface Daily	34m

71-08.03N, 149-27.64W	Bottom to Surface Daily	46m
71-13.10N, 149-19.96W	Bottom to Surface Daily	251m
71-23.66N, 152-03.03W	Bottom to Surface Daily	148m
71-45.02N, 154-28.96W	Bottom to 20m below Surface	100m
71-27.13N, 152-30.32W	Bottom to 20m below Surface	98m
71-16.91N, 149-20.05W	Bottom to 20m below Surface	1288m
71-22.53N, 149-19.11W	Bottom to 60ft below Surface	1858m
71-22.18N, 149-36.84W	Bottom to 60ft below Surface	1703m
70-37.94N, 150-13.85W	1 meter above bottom	13m
70-46.12N, 149-59.92W	1 meter above bottom	20m
70-52.87N, 149-50.49W	1 meter above bottom	28m
71-34.49N, 155-42.62W	5 meters above bottom	110m
71-13.11N, 149-20.75W	5 meters above bottom	252m
71-35.75N, 155-38.73W	5 meters above bottom	173m
71-34.08N, 155-35.27W	5 meters above bottom	118m
71-27.81N, 152-14.76W	5 meters above bottom	134m
71-22.95N, 152-18.59W	5 meters above bottom	92m
71-07.95N, 149-27.61W	5 meters above bottom	46m

For any questions please contact Mr. Thomas Weingartner at (907) 474-7993.

LNM: 35/08

953 **NOAA MOORINGS IN BERING SEA- JULY 2008**

Updated positions for the multiple NOAA subsurface moorings are below,

LA08_01 55° 45.06' N, 164° 59.80' W
 LA08_02 56° 15.02' N, 164° 00.17' W
 LA08_03 56° 20.07' N, 161° 50.20' W

These moorings are subsurface extending approximately 10 meters from the sea floor and will be retrieved August 2009. For any questions or concerns please contact Catherine Berchok at (206) 526-6331 or Catherine.Berchok@noaa.gov.

LNM: 35/08

960 **2008 EDITIONS OF THE LIGHT LIST**

The US Coast Guard issued a notice stating that, in order to adjust to a new printing cycle, it will not publish the 2008 editions of the Light List, except for Volume 5 (Mississippi River System). The agency is changing the publication cycle so that annual editions are available early in each calendar year. Since printing of the 2007 editions occurred in November 2007, they will remain effective for approximately 14 months. 73 Fed. Reg. 45776. For any questions or concerns please contact BM1 William Snell at (703) 313-5849.

LNM: 32/08

986 **ALASKA-KLUTINA RIVER-OBSTRUCTION TO NAVIGATION**

A vessel has been reported aground and partially submerged in Klutina River at the "4.5 mile" mark. Mariners are requested to transit the area with caution. For any questions or concerns please contact LCDR Brian Hofferber at (907) 835-7261.

LNM: 27/08

994 **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 were scheduled to be recovered, serviced and re-deployed in September 2008. Point of contact for these moorings is Jennifer Ewald, (907) 424-5800 ext 235 or jewald@pwssc.org.

LNM: 18/08

995 **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

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
984.1	NOAA Data Lighted Buoy 46066	MISSING	531	357-08	37/08	
984.85	NOAA Dart Tsunami Warning Lighted Buoy 21415	ADRIFT	16012	500-08	52/08	
1028	NOAA Data Lighted Buoy 46084	ADRIFT	531	502-08	53/08	
1187	NOAA Data Lighted Buoy 46078	ADRIFT	16580	043-09	05/09	
25982	NOAA Data Lighted Buoy 46076	MISSING	16700	486-08	50/08	
27455	Iliuliuk Bay Entrance Lighted Bell Buoy 2	LT EXT	16529	009-09	02/09	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
23905	Battery Point Light	WATCHING PROPERLY	17317	035-09	04/09	05/09

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
26034	Seward Coal Dock Lighted Buoy	MISSING	16682	363-08	38/08	
26361.11	Marathon Spark Oil Platform Light	LT EXT/SS INOP	16662	047-09	05/09	
26361.9	Marathon Spurr Oil Platform Light	SS INOP	16662	047-09	05/09	

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
None						

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		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 **35th Ed.** **01-APR-08** **Last LNM: 26/06** **NAD 83** **05/09**

Chart Title: Bering Sea-eastern part;St. Matthew Island, Bering Sea;Cape Etolin, Anchorage, Nunivak Island

Main Panel 2411 BERING SEA EASTERN PART. Page/Side: N/A

ADD	Dangerous Submerged Rock; Chart No. 1: K13 (NOS NW-16793)	NOS	54-52-48.000N	161-54-37.100W
ADD	Dangerous Submerged Rock; Chart No. 1: K13 (NOS NW-16793)	NOS	54-53-21.200N	161-53-50.000W
ADD	Dangerous Submerged Rock; Chart No. 1: K13 (NOS NW-16793)	NOS	54-54-23.400N	162-02-47.900W

16011 **37th Ed.** **01-NOV-07** **Last LNM: 10/06** **NAD 83** **05/09**

Chart Title: Alaska Peninsula and Aleutian Islands to Seguam Pass

Main Panel 2415 ALASKA PENINSULA AND ALEUTIAN ISLANDS TO SEGUAM PASS. Page/Side: N/A

NOS

DELETE	Sounding in Fathoms; 25 (NOS NW-16793)	54-53-56.700N NOS	161-53-35.200W
ADD	Dangerous Submerged Rock; Chart No. 1: K13 (NOS NW-16793)	54-52-48.000N NOS	161-54-37.100W
ADD	Dangerous Submerged Rock; Chart No. 1: K13 (NOS NW-16793)	54-53-21.200N NOS	161-53-50.000W
ADD	Dangerous Submerged Rock; Chart No. 1: K13 (NOS NW-16793)	54-54-23.400N	162-02-47.900W

16540 **12th Ed.** **01-JAN-05** **Last LNM: 26/06** **NAD 83** **05/09**

ChartTitle: Shumagin Islands to Sanak Islands;Mist Harbor

Main Panel 2528 SHUMAGIN ISLANDS TO SANAK ISLANDS. Page/Side: N/A

ADD	Rock in Fathoms and Fractions; 1 1/4 Rk Chart No. 1: K14.2 (NOS NW-16793)	NOS 54-53-10.200N	161-54-04.800W
ADD	Rock in Fathoms and Fractions; 1 1/4 Rk Chart No. 1: K14.2 (NOS NW-16793)	NOS 54-54-23.400N	162-02-47.900W
ADD	Rock in Fathoms and Fractions; 1 3/4 Rk Chart No. 1: K14.2 (NOS NW-16793)	NOS 54-52-48.000N	161-54-37.100W
ADD	Rock in Fathoms; 7 Rk Chart No. 1: K14.2 (NOS NW-16793)	NOS 54-53-21.200N	161-53-50.000W

16549 **15th Ed.** **01-JUL-03** **Last LNM: 38/05** **NAD 83** **05/09**

ChartTitle: Cold Bay and approaches, Alaska Pen.;King Cove Harbor

Main Panel 2534 ALASKA PENINSULA COLD BAY AND APPROACHES. Page/Side: N/A

DELETE	Sounding in Fathoms & Fractions; 4 1/4 (NOS NW-16793)	NOS 54-54-26.200N	162-02-48.900W
ADD	Rock in Fathoms and Fractions; 1 1/4 Rk Chart No. 1: K14.2 (NOS NW-16793)	NOS 54-53-10.200N	161-54-04.800W
ADD	Rock in Fathoms and Fractions; 1 1/4 Rk Chart No. 1: K14.2 (NOS NW-16793)	NOS 54-54-23.400N	162-02-47.900W
ADD	Rock in Fathoms and Fractions; 1 3/4 Rk Chart No. 1: K14.2 (NOS NW-16793)	NOS 54-52-48.000N	161-54-37.100W
ADD	Rock in Fathoms; 7 Rk Chart No. 1: K14.2 (NOS NW-16793)	NOS 54-53-21.200N	161-53-50.000W

16700 **31st Ed.** **01-JAN-09** **Last LNM: 18/06** **NAD 83** **05/09**

ChartTitle: Prince William Sound

Main Panel 2597 PRINCE WILLIAM SOUND. Page/Side: N/A

NEW EDITION	Scale 1: 200,000; New edition (31 ed, 1/1/2009) due to hydrographic changes. This NOAA chart is now available in both the Print-on Demand and digital raster formats. See http://nauticalcharts.noaa.gov/mcd/dole.htm for details. The corresponding traditional paper chart will be available in two to eight weeks.	NOS --	--
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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

Approved Project(s)

For advance notice of projects see below.

Project Date

Ref. LNM

15/05

Advance Notice(s)

None

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)

For proposed changes see below

Closing

Docket No.

Ref. LNM

09/06

Proposed Change Notice(s)

ALASKA-ANDREANOF ISLANDS

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

USCGC SPAR
P.O. Box 190651
c/o CG ISC
Kodiak, AK 99619-0651
Attn: LTJG Brown
Timothy.M.Brown@uscg.mil

LNM: 02/09

ALASKA-BECHEVIN BAY

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

USCGC SPAR
P.O. Box 190651
c/o CG ISC
Kodiak, AK 99619-0651
Attn: LTJG Brown
Timothy.M.Brown@uscg.mil

LNM: 03/09

ALASKA-NORTH KODIAK ENTRANCE

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

USCGC SPAR
P.O. Box 190651
c/o CG ISC
Kodiak, AK 99619-0651
Attn: LTJG Brown
Timothy.M.Brown@uscg.mil

LNM: 03/09

SECTION VII - GENERAL

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

971 ALASKA-COOK INLET-PROPOSED WIND TURBINE PROJECT

The US Army Corp of Engineers (ACOE) is soliciting comments on a proposed wind turbine project on Fire Island. The project is identified by permit

971 **ALASKA-COOK INLET-PROPOSED WIND TURBINE PROJECT**

application number: POA-2008-1528, and can be viewed at <http://www.poa.usace.army.mil/reg/PNNNew.htm>. For comments or concerns regarding this project, please contact BM1 Bob McCormick at (907)463-2272

LNM: 04/09

972 **UPDATE TO THE 2009 EDITION OF THE NOS TIDAL CURRENT TABLES**

The NOAA National Ocean Service's Center for Operational Oceanographic Products and Services (CO-OPS) is issuing a correction to the Latitude/Longitude position recorded in the 2009 Tidal Current Tables - Pacific Coast of North America and Asia for the station at San Christoval Rock. The corrected position for the station is:

Index# Name Latitude Longitude
3416 San Christoval Rock 55° 33.76 133° 17.95

This change will be reflected in the 2010 edition of the Tidal Current Tables - Pacific Coast of North America and Asia.

For any questions or concerns please contact NOAA at (301) 713-2815.

LNM: 02/09

973 **LONG RANGE IDENTIFICATION AND TRACKING**

The USCG Navigation Center (NAVCEN) announces the operation of the Long Range Identification and Tracking (LRIT) business help desk. The LRIT business help desk will monitor LRIT systems and process inquiries from the public and USCG partners. For more detailed information regarding U.S. LRIT rulemaking, please refer to the LRIT final rule, published in the federal register, Department of Homeland Security, 33 CFR part 169, on Tuesday, April 29th, 2008, or visit the LRIT business helpdesk section of the Navigation Center website at <http://www.navcen.uscg.gov/LRIT>, the LRIT business help desk phone number is (703) 313-5788 or (866) 944-LRIT (5748).

LNM: 01/09

975 **ALASKA-COOK INLET-NIKISKI/CENTRAL COOK INLET-TIDALCURRENT TABLES**

NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) has created a supplemental tidal current publication for the marine navigation community of Cook Inlet, Alaska for the last quarter of 2008 and all of 2009. The tidal current predictions in this publication are a reproduction of data that is to be published in the 2009 Tidal Current Tables, with the addition of two new stations near Nikiski. These two new stations, Tesoro Pier and Unocal Pier, S of. will be published in the 2010 Tidal Current Tables. Data collected at the two new sites in summer 2008 were gathered in response to user requests to provide more representative current velocity predictions aiding in the safe docking of large ships at these piers.

In this supplemental publication of the US Tidal Current Tables, Tesoro Pier is published as a Table 1 station to provide daily predictions at this critical location. The Forelands serves as the primary reference station for the Table 2 secondary stations in central Cook Inlet. Unocal Pier, S of. appears in Table 2 as a secondary station referenced to The Forelands. These updates provide improved tidal current predictions for safe marine navigation within central Cook Inlet.

CO-OPS will provide a link to this supplemental information on its website. <http://tidesandcurrents.noaa.gov/currents09/>

LNM: 52/08

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

A 26 foot fiber glass hull Bayliner is partially submerged in Jamestown Bay near Sitka in approximate position 57-02-28N, 135-17-24W. Mariners are requested to transit the area with caution. For any questions please contact the Coast Guard Sector Juneau at (907) 463-2330. This supercedes LNM notice 24/07.

LNM: 47/08

978 **ALASKA-ALASKA PENINSULA-FALSE PASS**

There will be dredging operations for the new False Pass Boat Harbor and Dock from 5 April 2008 through 01 June 2009. 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.

This notice has the most current information and supercedes LNM 13/08.

LNM: 44/08

986 **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

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

USCG Pacific Area (510) 437-3813
 Commander (Poo)
 Coast Guard Island, 51-5
 Alameda, CA 94568

Scott.S.Littlefield@uscg.mil

USCG 14th District (800) 331-6176 1-808-541-2500
 Commander D14 (drm) (808) 541-2123
 300 Ala Moana Blvd Rm 9-232
 Honolulu, HI 96850-4982

D14ccdutyofficer@D14.uscg.mil

USCG 17th District (800) 478-5555 (907) 463-2023 49615066 JRCCJuneau@uscg.mil
 Commander D17 (drm) (907) 463-2000
 PO Box 25517, Rm 771
 Juneau, AK 99802-5517

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 (877) 24 WATCH (9-2824) or (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/>.

988 **REQUEST TO SUPPORT AMERICA'S WATERWAY WATCH PROGRAM**

LNM: 43/07

991 **ALASKA-BRISTOL BAY-TOGIAC**

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

992 **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

993 **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

995 **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

996 **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

997 **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

998 **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

SECTION VIII - LIGHT LIST CORRECTIONS

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

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

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

PUBLICATION CORRECTIONS

Coast Pilot 8, 30th Edition, Change 5

Change 5 to Coast Pilot 8, is enclosed

LNM: 04/09

Coast Pilot 9, 26th Edition, Change 6

Change 6 to Coast Pilot 9, is enclosed

LNM: 05/09

ENCLOSURES

ALASKA-ALASKA PENINSULA-FALSE PASS[falsepass.pdf](#)

Additional information regarding the False Pass dredging and construction project is enclosed. This information has been updated from the 28th of October 2008.

LNM: 44/08

ICE ADVISORY JANUARY 2009[Nav Advisory 02JAN09 \(2\).pdf](#) [Voyage Plan Template \(2\).pdf](#)

Further information regarding the Ice Advisory for January 2009 is enclosed.

LNM: 01/09

ALASKA-ARCTIC OCEAN-ADRIFT RESEARCH BUOYS[State Dept PU Description2.pdf](#)

Further information regarding the adrift research buoys in the Arctic Ocean is enclosed

LNM: 37/08

ALASKA- CHUKCHI AND BEAUFORT SEAS[Beaufort-Chukchi Oct-08.pdf](#)

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

LNM: 43/08

Coast Pilot 8, 30th Edition, Change 5[CP8-0805.pdf](#)

Change 5 to Coast Pilot 8, is enclosed

LNM: 04/09

ALASKA-ANDREANOF ISLANDS[WAMS Survey Template.pdf](#)

A feedback survey for Andreanof Islands is enclosed.

LNM: 02/09

ALASKA-NORTH KODIAK ENTRANCE[KodiakEntrance.pdf](#)

A feedback survey for North Kodiak Entrance is enclosed.

LNM: 03/09

ALASKA-BECHEVIN BAY[WAMS Survey Template.pdf](#)

A feedback survey for Bechevin Bay is enclosed.

LNM: 03/09

Coast Pilot 9, 26th Edition, Change 6

[CP9-0806.pdf](#)

Change 6 to Coast Pilot 9, is enclosed.

LNM: 05/09

J.M. Boyer
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 01 June 09.

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 01 June 2009.

Mariners are encouraged to avoid this area.

Marine Equipment

Tug

Gretchen Boyer Logistics O/N 1056824

Barges

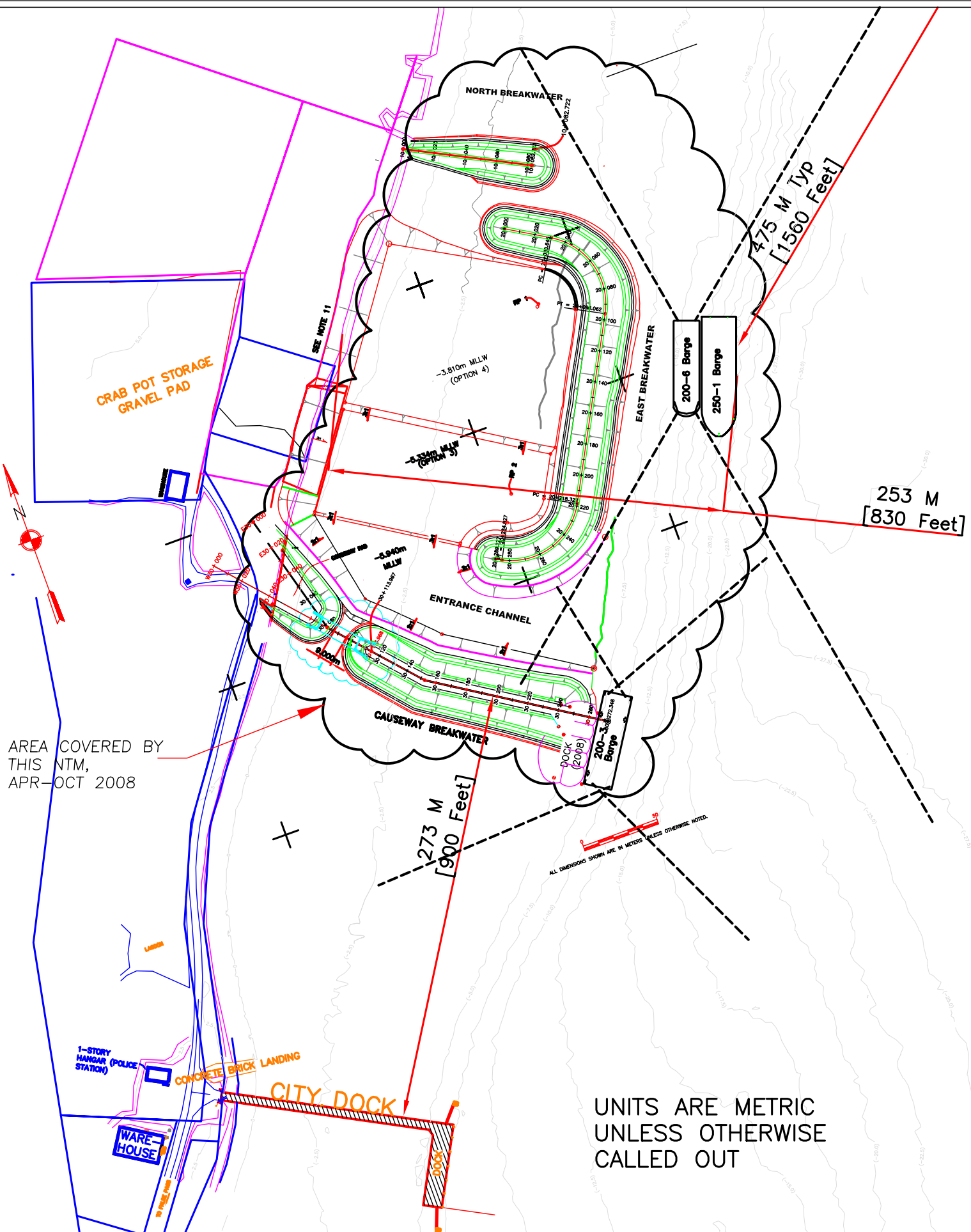
Placing KRS 200-6 O/N D507000 Length 200 ft, Breadth 52 ft, Depth 12 ft.

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.



CRAB POT STORAGE GRAVEL PAD

NORTH BREAKWATER

EAST BREAKWATER

ENTRANCE CHANNEL

CAUSEWAY BREAKWATER

AREA COVERED BY THIS NTM, APR-OCT 2008

1-STORY HANGAR (POLICE STATION)

WAREHOUSE

CONCRETE BRICK LANDING

CITY DOCK

273 M [900 Feet]

475 M Typ [1560 Feet]

253 M [830 Feet]

200-6 Barge

250-1 Barge

DOCK (2008)

DOCK (2007-3)

DOCK (2007-1)

DOCK (2007-2)

DOCK (2007-4)

DOCK (2007-5)

DOCK (2007-6)

DOCK (2007-7)

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DOCK (2007-98)

DOCK (2007-99)

DOCK (2007-100)

ALL DIMENSIONS SHOWN ARE IN METERS UNLESS OTHERWISE NOTED.

UNITS ARE METRIC UNLESS OTHERWISE CALLED OUT



16670
January 2, 2009

**CAPTAIN OF THE PORT, WESTERN ALASKA
NAVIGATION SAFETY ADVISORY**

Dear Mariner:

Recent National Weather Service forecasts indicate that extreme cold temperatures are causing a significant ice buildup throughout Cook Inlet. All mariners are advised that the Operating Procedures for Ice Conditions in Cook Inlet published by Captain of the Port, Western Alaska (COTP) are intended to assist the mariner with the extreme danger posed by ice and winter weather conditions and it is recommended that these guidelines be implemented by all mariners transiting Cook Inlet.

Due to the extreme ice buildup, the Captain of the Port, Western Alaska is requesting **all vessels take the precautionary measures described in Phase One** of the current Operating Procedures for Ice Conditions in Cook Inlet. Additionally, it is requested that **all vessels arriving North of Homer, AK to submit a voyage plan no less than 24 hours prior to arrival at the Kachemak Bay Pilot Station**. A voyage plan template is posted on Sector Anchorage's Homeport website at the address is listed below. While use of the template is not mandatory, a voyage plan must include all information the template lists. Based on the information provided in the voyage plan, the COTP will determine if the vessel will be asked to submit to an exam prior to entry into Cook Inlet. Vessel agents should coordinate with MSD Kenai to schedule these exams.

In order to better serve the maritime public, NOAA publishes ice forecasts for Cook Inlet three times a week on Monday, Wednesday, and Friday. While these forecasts are an invaluable tool to the mariner, they should not be relied upon entirely. Rather, the Master should base navigation safety decisions on actual conditions observed. Additional information, including future Navigation Safety Advisories, ice forecast information, and the text of the revised Winter Operating Guidelines, can be found at Sector Anchorage's Homeport website.

Voyage Plans may be sent to: Sector.Anchorage@uscg.mil
Coast Pilot 9 is available online at: <http://www.nauticalcharts.noaa.gov/nsd/coastpilot.htm>
NOAA Ice Desk is available online at: <http://pafc.arh.noaa.gov/ice.php?img=cookice>
Sector Anchorage Homeport website is: <http://homeport.uscg.mil/anchorage>

Questions regarding this advisory or the Winter Operating Guidelines may be directed to Lieutenant John Backus at (907) 271-6956 or Petty Officer Gary Bullock at (907) 271-6721. For coordination of exams, MSD Kenai can be reached at (907) 283-3292.

Sincerely,

H. M. HAMILTON
Captain, U. S. Coast Guard
Captain of the Port, Western Alaska

Copy: Commander, Seventeenth Coast Guard District (dpw)
Commander, Seventeenth Coast Guard District (dl)
Supervisor, Marine Safety Detachment Kenai



Cook Inlet Voyage Plan

Vessel Information

Name _____
Official Number _____
Cargo _____

Voyage Information

Notice of Arrival Submitted in accordance with 33 CFR 160 Subpart C? _____
Destination _____
ETA _____
ETD _____
Anticipated Weather / Ice Conditions _____

Planned use of assist tugs _____

Contact Information

Ship (Phone / E-mail / VHF) _____
Agent _____
Owner / Operator _____

Additional Information

Voyage Plan Submitted by _____



Marine Autonomous Recording Unit (MARU) Description and Shutdown Instructions

Please find below a description of Cornell University's marine autonomous recording unit (MARU) with pictures as well as step by step instructions on how to shutdown the unit. Any assistance with recovery is greatly appreciated and will contribute significantly to the successful completion of the research in which the units were engaged.

Description of Units

The system is used to collect data on marine mammal vocalizations for research purposes. It weighs approximately 100 pounds (45 kg) and consists of a 17 inch (43 cm) glass sphere encased in a bright yellow plastic shell. It will appear half submerged in the water and may have a strobe light active in low light conditions.

The plastic shell has nylon ropes attached to facilitate recovery. A red sign attached to the exterior of the shell will provide identification as Cornell University property, a telephone contact number to facilitate return of the unit and information on a \$250 offer for assistance in recovering the unit.

The unit contains an alkaline battery power supply and a small electronics payload. It is safe to handle and reasonably immune to shock and vibration, but should be handled with reasonable care in recovery to protect the operational hard drive if possible.

Pictures



MARU on water surface



MARU on shore before deployment

Shutdown and Handling Procedures

Please follow these directions to shutdown the MARU:

1. To record recovery and shutdown date and time, speak loudly and slowly into the hydrophone located on the side (or top for double unit) of the unit in the white tube with holes in it. Recite

the unit number (on the red tag), current date and local time. Tap the white tubing with an object such as a screwdriver 10 times.

2. Wait 5 minutes. This is to ensure that the audio data has been recorded to the hard drive.
3. To power down the unit and terminate the radio and the strobe light:
 - a. Cut the cable ties surrounding the large cable ends which join the thicker cable from the unit to the side-mounted hydrophone assembly
 - b. Remove the electrical tape covering the junction of those two cable ends.
 - c. Disconnect the two cable ends.
4. Store the unit in a safe place. It contains a glass sphere with electronics inside.

Notification of Oceanographic Moorings in the Western North American Arctic

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

Station	Type	Area	Latitude	Longitude
DVH08-1a	200 kHz sonar	Mackenzie shelf	70 19.973	133 44.471
DVH08-1b	300 kHz sonar	Mackenzie shelf	70 19.928	133 44.293
DVH08-2	200 & 300 kHz sonar	Mackenzie shelf	70 59.209	133 44.921
DVH08-11	900 kHz sonar	Mackenzie shelf	69 46.475	137 02.729
DVH08-A1	400 kHz sonar	North slope	70 21.982	146 00.102
DVH08-A2	600 kHz sonar	North slope	70 21.995	145 59.982
DVH08-K1	400 kHz sonar	North slope	70 17.385	145 19.154
DVH08-K2	600 kHz sonar	North slope	70 17.381	145 19.274
DVH08-V1	400 kHz sonar	North slope	70 37.998	146 08.192
DVH08-V2	300 kHz sonar	North slope	70 37.998	146 08.094
AIM08-1	199 & 300 kHz sonar	Chukchi plateau	75 05.972	167 59.984
DVH08-Bu1	400 kHz sonar	E Chukchi Sea	71 14.371	163 16.847
DVH08-Bu2	300 kHz sonar	E Chukchi Sea	71 14.397	163 16.811
DVH08-Cj1	400 kHz sonar	E Chukchi Sea	71 10.197	166 45.005
DVH08-Cj2	300 kHz sonar	E Chukchi Sea	71 10.183	166 44.931
BC-E-08	Passive sensors	Barrow canyon	71 40.481	154 58.921
BC-C-08	300 kHz sonar + passive sensors	Barrow canyon	71 43.874	155 09.662
BC-W-08	Passive sensors	Barrow canyon	71 48.246	155 20.073

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

Station	Type	Area	Latitude	Longitude
DVH07-2	200 & 300 kHz sonar	Mackenzie shelf	70 59.199	133 44.915
DVH07-1	300 kHz sonar	Mackenzie shelf	70 19.975	133 44.484
DVH07-1	400 kHz sonar	Mackenzie shelf	70 19.936	133 44.299
DVH07-11	900 kHz sonar	Mackenzie shelf	69 46.465	137 02.723
IHC06-K1	600 kHz sonar	North slope	70 17.375	145 19.343
DVH07-K2	400 kHz sonar	North slope	70 17.394	145 19.167
DVH07-K3	600 kHz sonar	North slope	70 17.387	145 19.278
DVH07-A1	400 kHz sonar	North slope	70 21.987	146 00.109
DVH07-A2	600 kHz sonar	North slope	70 22.000	146 00.000
DVH07-V1	400 kHz sonar	North slope	70 38.030	146 08.131
DVH07-V2	300 kHz sonar	North slope	70 38.011	146 08.188
AIM06-1	200 & 300 kHz sonar	Chukchi plateau	74 38.688	168 48.760
NC-S-06	300 kHz sonar + passive sensors	Chukchi shelf	73 58.375	167 34.993
HC-E-07	300 kHz sonar + passive sensors	Chukchi shelf	73 09.596	162 19.623
BC-E-07	Passive sensors	Barrow canyon	71 40.483	154 58.922
BC-C-07	300 kHz sonar + passive sensors	Barrow canyon	71 43.873	155 09.669
BC-W-07	Passive sensors	Barrow canyon	71 48.249	155 20.073
BC-H-07	300 kHz sonar + passive sensors	Barrow canyon	71 06.245	159 20.076

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](#)

Vessel CCGS Sir Wilfrid Laurier

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

Contact Dr Humfrey Melling
250-363-6552
Humfrey.Melling@dfo-mpo.gc.ca

Date 14-Oct-08

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

er 2009

Depth of shallowest component (m)	Water depth (m)	Date IN	New site for 2008-09
50	55	04-Oct-2008	
50	55	04-Oct-2008	
50	111	03-Oct-2008	
31	35	05-Oct-2008	
28	31	03-Oct-2007	
29	32	03-Oct-2007	
28	31	03-Oct-2007	
28	31	03-Oct-2007	
44	47	06-Oct-2008	
44	47	06-Oct-2008	
42	163	11-Oct-2008	Yes
41	45	12-Oct-2008	Yes
41	45	12-Oct-2008	Yes
42	46	12-Oct-2008	Yes
42	46	12-Oct-2008	Yes
40	106	08-Sep-2008	
40	184	31-Aug-2008	
43	172	08-Sep-2008	

n 2008

Replacement mooring listed above?	Water depth (m)	Date OUT
Yes	111	03-Oct-2008
Yes	55	04-Oct-2008
Yes	55	04-Oct-2008
Yes	32	04-Oct-2008
Yes	32	08-Oct-2008
Yes	32	08-Oct-2008
	32	08-Oct-2008
Yes	31	08-Oct-2008
Yes	32	08-Oct-2008
Yes	47	06-Oct-2008
Yes	46	06-Oct-2008
	186	10-Oct-2008
	205	10-Sep-2008
	199	24-Sep-2008
Yes	105	08-Sep-2008
Yes	281	31-Aug-2008
Yes	169	08-Sep-2008
	80	31-Aug-2008

Publication—National Ocean Service—U.S. Coast Pilot 8, Alaska: Dixon Entrance to Cape Spencer, 2008 (30th) Edition. Change No. 05.

Coast Pilot 8 30th Ed 2008

Corrections

Page 323-Paragraph 108, lines 6-8; read:
breakwater. In June 2008, the controlling depth was
11 feet (3.4 m) in the entrance channel (15 feet (4.6
m) at midchannel) with 7 to 12 feet (2.2 to 3.7 m)
available ...

(BP 192701)

Page 325-Paragraph 138, lines 6-7; read:
June 2008, the controlling depth was 8 feet in the
entrance channel with 5.5 to 12 feet in the basin.
Siltng ...

(BP 192667)



WATERWAYS ANALYSIS AND MANAGEMENT SYSTEM (WAMS) SURVEY FOR
ANDREANOF ISLANDS

The U.S. Coast Guard is conducting a review of aids to navigation (ATON), federal publications, and nautical charts for the Andreanof Islands 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).

Light List Number/Name of Aid	Don't use it		Somewhat		Critical
	1	2	3	4	5
27515 Kuluk Shoal Lighted Bell Buoy 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27517.1 Kuluk Bay Army Mooring Lighted Buoy N1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27517.2 Kuluk Bay Army Mooring Lighted Buoy N2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27517.3 Kuluk Bay Army Mooring Lighted Buoy E1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27517.4 Kuluk Bay Army Mooring Lighted Buoy E2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27517.5 Kuluk Bay Army Mooring Lighted Buoy S1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27517.6 Kuluk Bay Army Mooring Lighted Buoy S2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27517.7 Kuluk Bay Army Mooring Lighted Buoy W1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27517.8 Kuluk Bay Army Mooring Lighted Buoy W2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27520 Finger Shoal Lighted Bell Buoy 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

27525 Gannet Rocks Light 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27526 Gannet Rock Buoy 4A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27540 Sweeper Cove Light 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27542 Sweeper Cove Range Front Light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27543 Sweeper Cove Range Rear Light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

What is the purpose of your transits?

Where do you normally operate?

On what other vessels do you transit aboard on this waterway (and frequency)?

What are the primary charts you use?

Are these charts adequate for your use?

If not please explain why.

Are there any 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 LTJG Timothy Brown at (907) 487-5344 or (907) 487-5511 fax.

**USCGC SPAR
P.O. Box 190651
c/o CG ISC
Kodiak, AK 99619-0651
Attn: LTJG Brown
Timothy.M.Brown@uscg.mil**

PLEASE USE THE SPACE BELOW FOR ADDITIONAL COMMENTS



WATERWAYS ANALYSIS AND MANAGEMENT SYSTEM (WAMS) SURVEY FOR
KODIAK ENTRANCE

The U.S. Coast Guard is conducting a review of aids to navigation (ATON), federal publications, and nautical charts for the Kodiak Entrance 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).

Light List Number/Name of Aid	Don't use it		Somewhat			Critical
	1	2	3	4	5	
26545 Williams Reef Lighted Whistle Buoy 1 1175	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
26550 Kodiak North Entrance Channel Lighted Whistle Buoy 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
26555 Hutchinson Reef Lighted Whistle Buoy 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
26560 Hanin Rock Light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
26565 Kodiak North Entrance Channel Lighted Whistle Buoy 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
26570 Kodiak North Entrance Channel Lighted Whistle Buoy 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
26575 Kodiak North Entrance Channel Lighted Buoy 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
26580 Spruce Cape Light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

26585 Kodiak North Entrance Channel Lighted Buoy 10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26590 Woody Island Light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26595 Kodiak North Entrance Channel Buoy 11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26600 Kodiak North Entrance Channel Lighted Bell Buoy KH	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26605 Kodiak North Entrance Channel Buoy 13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26610 Cyane Rock Lighted Bell Buoy 15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26615 Kodiak Ferry Dock Lights (2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26620 Kodiak Boat Harbor Daybeacon 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26630 Kodiak Boat Harbor Light 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26635 Saint Herman By North Entrance Daybeacon 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26640 St Herman Harbor North Entrance Light 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26645 Woody Island Channel Lighted Buoy 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26650 Woody Island Channel Buoy 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26655 Woody Island Channel Buoy 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26660 Woody Island Channel Lighted Buoy 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26665 Woody Island Channel Buoy 6					
26675 St. Paul Harbor Entrance Midchannel Lighted Whistle Buoy SP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26680 St. Paul Harbor Entrance Light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26685 St. Paul Harbor Entrance Channel Lighted Bell Buoy 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26690 St. Paul Harbor Entrance Channel Lighted Whistle Buoy 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26695 St. Paul Harbor Entrance Channel Buoy 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26700 St. Paul Harbor Entrance Channel Lighted Bell Buoy 6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26705 St. Paul Harbor Entrance Channel Lighted Buoy 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26715 Gull Island Rocks Lighted Buoy 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26730 St. Herman Harbor South Approach Buoy 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

26732 St. Herman Harbor S Entrance Light 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26733 St. Herman Harbor S Entrance Light 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26735 Saint Herman Harbor South Entrance Daybeacon 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26740 Container Terminal Pier 3 Lights (4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26745 Kodiak City Dock Pier 2 Lights (2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26755 Gull Island Lighted Buoy 10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26760 St. Paul Harbor Entrance Channel Buoy 11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26765 Womens Bay Front Range Light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26770 Womens Bay Rear Range Light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26780 Womens Bay Entrance Channel Buoy 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26785 Womens Bay Entrance Channel Lighted Bell Buoy 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26790 Womens Bay Entrance Channel Buoy 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26795 Womens Bay Entrance Channel Lighted Buoy 6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26800 Womens Bay Entrance Channel Lighted Bell Buoy 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26805 Womens Bay Entrance Channel Lighted Buoy 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26810 Womens Bay Entrance Channel Buoy 9	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26815 Womens Bay Entrance Channel Lighted Buoy 11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26820 Womens Bay Entrance Channel Buoy 12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26825 Womens Bay Entrance Channel Lighted Buoy 13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26830 Womens Bay Entrance Channel Lighted Buoy 14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26835 Womens Bay Lighted Buoy 16	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26840 Womens Bay Buoy 18	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26845 Womens Bay Middle Shoal Buoy 19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26850 Humpback Rock Lighted Whistle Buoy 1 1180	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

What is the purpose of your transits?

Where do you normally operate?

On what other vessels do you transit aboard on this waterway (and frequency)?

What are the primary charts you use?

**Are these charts adequate for your use?
If not please explain why.**

Are there any 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 LTJG Timothy Brown at (907) 487-5344 or (907) 487-5511 fax.

**USCGC SPAR
P.O. Box 190651
c/o CG ISC
Kodiak, AK 99619-0651
Attn: LTJG Brown
Timothy.M.Brown@uscg.mil**

PLEASE USE THE SPACE BELOW FOR ADDITIONAL COMMENTS



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

The U.S. Coast Guard is conducting a review of aids to navigation (ATON), federal publications, and nautical charts for the Bechevin 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).

Light List Number/Name of Aid	Don't use it		Somewhat		Critical
	1	2	3	4	5
1205 Pankof Breaker Buoy 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27250 Bechevin Bay Entrance Buoy BB	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27255 Bechevin Bay Buoy 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27260 Bechevin Bay Buoy 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27265 Bechevin Bay Buoy 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27270 Bechevin Bay Buoy 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27275 Bechevin Bay Buoy 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27280 Bechevin Bay Buoy 6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27285 Cape Krenitzen Light 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

27290 Bechevin Bay Buoy 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27295 Bechevin Bay Buoy 10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27300 Chunak Point Daybeacon 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27305 Bechevin Bay Buoy 11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27310 Bechevin Bay Buoy 14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27315 Bechevin Bay Buoy 15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27320 Bechevin Bay Buoy 16	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27325 Rocky Point Light 6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27330 Bechevin Bay Buoy 17	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27335 Bechevin Bay Buoy 18	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27340 Bechevin Bay Buoy 19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27345 St. Catherine Cove Daybeacon 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27350 Bechevin Bay Buoy 20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27355 Bechevin Bay Buoy 21	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27360 Bechevin Bay Buoy 22	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27365 Bechevin Bay Buoy 23	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27370 Bechevin Bay Buoy 24	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27375 Bechevin Bay Buoy 25	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27380 Bechevin Bay Buoy 26	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27385 Bechevin Bay Buoy 27	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27390 Bechevin Bay Buoy 28	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27395 Bechevin Bay Buoy 29	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27400 Bechevin Bay Buoy 30	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27403 False Pass Dock Lights (4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

27405 Isanotski Strait Light 6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27410 Isanotski Strait Light 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27415 Isanotski Strait Light 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27420 Ikatán Bay Light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27425 Ikatán Point Light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

What is the purpose of your transits?

Where do you normally operate?

On what other vessels do you transit aboard on this waterway (and frequency)?

What are the primary charts you use?

**Are these charts adequate for your use?
If not please explain why.**

Are there any 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 LTJG Timothy Brown at (907) 487-5344 or (907) 487-5511 fax.

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PLEASE USE THE SPACE BELOW FOR ADDITIONAL COMMENTS

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Coast Pilot 9 26th Ed 2008

Corrections

Page 475-Paragraph 605, lines 3-5; read:
was available in the outer harbor entrance. In July
2008, the entrance to the inner harbor had 9.0 feet
(2.7 m) available (10.0 feet (3.0 m) at midchannel),
thence 9.8 feet (2.4 m) in the inner harbor and 6.7 ...
(BPs 192664-66)