U.S. Department
of Homeland Security

**United States Coast Guard**

# LOCAL NOTICE TO MARINERS

## District: 17 Week: 28/20

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

Issued by: Commander (DPW) Telephone: (907) 463-2269 (0800-1600)
Seventeenth Coast Guard District After Hours: (907) 463-2000 (1600-0800)
PO Box 25517, Juneau, AK 99802-5517
http://www.uscg.mil/d17/D17%20Divisions/dpw/dpw.asp

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 https://www.navcen.uscg.gov/-pageName=lnmDistrict&region=17.

REFERENCES: Light List, Vol. VI, Pacific Coast and Pacific Islands (COMDTPUB P16502.6).
U.S. Coast Pilot 8, Pacific Coast Alaska: Dixon Entrance to Cape Spencer, 42nd Edition.
U.S. Coast Pilot 9, Pacific and Arctic Coasts Alaska: Cape Spencer to Beaufort Sea, 37th Edition.

BROADCAST NOTICE TO MARINERS
Navigation information previously promulgated by CG Sector Juneau Broadcast Notice to Mariners through J074-20 and CG Sector Anchorage Broadcast Notice to Mariners through A075-20 that are still in effect are included in this notice.

Chart Corrections
https://nauticalcharts.noaa.gov/charts/chart-updates.html

Dates of Latest Editions, Nautical Charts, and Miscellaneous Maps
https://nauticalcharts.noaa.gov/charts/list-of-latest-editions.html

Light List/ Summary of Corrections
https://www.navcen.uscg.gov/-pageName=lightListCorrections

NOAA Chart Viewer (Posting of all up to date NOAA charts for viewing on Internet browser to be used for ready reference or planning)
https://nauticalcharts.noaa.gov/

NOAA Booklet Charts
https://nauticalcharts.noaa.gov/charts/noaa-raster-charts.html#booklet-charts

Coast Pilots, along with corrections, are available at:
https://nauticalcharts.noaa.gov/publications/coast-pilot/index.html

NOAA Weather Buoy Sites
http://www.ndbc.noaa.gov/

Tides online
https://tidesandcurrents.noaa.gov/

Tides, Currents, PORTS
https://tidesandcurrents.noaa.gov/noaacurrents/Stations-g=693

Weather
http://www.nws.noaa.gov/om/marine/alaska.htm

Vessel Traffic System Prince William Sound (VTSPWS) Users Manual
https://homeportr.uscg.mil/Lists/Content/DispForm.aspx-ID=2205&Source=https:

## ABBREVIATIONS

**A through H**

ADRIFT - Buoy Adrift

**I through O**

I - Interrupted

**P through Z**

PRIV - Private Aid

AICW - Atlantic Intracoastal Waterway
Al - 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
DAYMK/Daymk - Daymark
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
Fl - Flashing
G - Green
GIWW - Gulf Intracoastal Waterway
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
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
MRASS - Marine Radio Activated Sound Signal
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
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy
Q - Quick
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
RRASS - Remote Radio Activated Sound Signal
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
USACE - Army Corps of Engineers
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.

719 **ALASKA**

The Coast Guard's VHF-FM Remote Fixed Facility (RFF) reception capabilities on the following sites are degraded and calls on VHF-FM Channel 16 may not be received by the responsible Coast Guard Sector Communication Center within the stated coverage area:

DECEPTION HILLS The Gulf of Alaska near Cape Fairweather, Lituya Bay, and the Fairweather grounds.
DUFFIELD PENINSULA Hoonah Sound and Peril Strait.
MOUNT MCARTHUR Cape Decision, Southern Sumner Strait, Cape Omney, and the vicinity of Coronation Island.
ZAREMBO ISLAND Sumner Strait, Northern Clarence Strait, Stikine Strait, and Snow Passage.
BEDE MOUNTAIN The area around Homer, the Barren Islands, Chugach Islands, Kachemak Bay, Southern Cook Inlet, and Kennedy Entrance.
MIDDLE CAPE Southwestern Kodiak and the Southwestern portion of Shelikof Strait from Cape Igvak to Cape Kuliak.
SITKINAK DOME Southern Kodiak and Southeastern Shelikof Strait to Southern Sitkinak Strait.

If unable to reach the Coast Guard on VHF-FM Channel 16, mariners that are equipped with capable radios can contact the Coast Guard through Communications Detachment Kodiak via high frequency (HF) 4125Khz. Mariners can also contact the Coast Guard via cellular or satellite phone by calling JRCC Juneau at 907-463-2000, Sector Juneau Command Center at (907) 463-2980 or Sector Anchorage Command Center at (907) 428-4100. Mariners are reminded that Western and Northern Alaskan have no VHF-FM coverage. Contact in areas without VHF/FM coverage to the Coast Guard is via Communications Detachment Kodiak on HF or JRCC Juneau by phone. Mariners are requested to relay any unanswered calls for assistance to the Coast Guard.

LNM: 28/20

723 **ALASKA – WESTERN – NORTON SOUND**

HYDROGRAPHIC SURVEY: NOAA has contracted Terrasond Limited to conduct a hydrographic survey in Norton Sound, from approximately July 1 through September 30th, 2020 for the purpose of updating nautical charts. The survey area is in SE Norton Sound, extending approximately from Stuart Island east to Egg Island and includes the approaches to Stebbins and St. Michael. The survey will be accomplished by the R/V QUALIFIER 105 (Q105), a 105' survey vessel, white in color and marked "RESEARCH". An 18' unmanned vessel, yellow in color, will be also be deployed and will be remotely controlled and monitored from the Q105. Both vessels will work in close proximity to each other and will have limited maneuverability during survey operations. Mariners are requested to transit the area with caution and to remain clear of the vessels while

surveying is in progress. The Q105 will be monitoring VHF/FM channels 13 and 16. Questions/concerns should be directed to the TerraSond General Manager, Cody McCrary at (907) 232-1772 or by email to cody.mccrary@terrasond.com.

LNM: 27/20

724 **ALASKA – SOUTHWESTERN – BRISTOL BAY – PORT MOLLER**

The following navigational aids have been relocated to better mark the navigable channel:
LLNR 27590 Hague Channel B 4 to position 55-58-00.522N, 160-39-35.683W
LLNR 27600 Hague Channel B 6 to position 55-56-09.037N, 160-42-31.341W
LLNR 27605 Hague Channel B 7 to position 55-55-51.038N, 160-41-55.340W
LLNR 27615 Hague Channel B 9 to position 55-53-37.604N, 160-47-08.707W
The buoy previously marking the channel as Hague Channel B 9 remains in position 55-54.344N, 160-44.852W and should not be used for navigation. Mariners are requested to transit the area with caution. Chart and Light List corrections will be issued once the verification process has been completed. Questions/concerns should be directed to Todd Buck with the Coast Guard District 17 Waterways Management Office at (907) 463-2269 or by email to todd.r.buck@uscg.mil.

LNM: 26/20

726 **ALASKA – SOUTHCENTRAL – KODIAK/GULF OF ALASKA**

The Pacific Spaceport Complex Alaska (PSCA) is planning to conduct a rocket launch from launch pad LP-3B at Narrow Cape, Kodiak, Alaska from 301930-302300 UTC which is 1130-1500 Alaska Daylight Savings Time on July 30th, 2020. If the launch does not occur on July 30th then it will be rescheduled for the following day during the same time window. Rescheduling could continue each day through August 7th, 2020. The following hazardous areas are recommended to be avoided during the daily launch windows. Additional information including the locations of the hazardous areas is available in an enclosure to this LNM.

LNM: 26/20

731 **ALASKA – SOUTHWEST – BERING SEA – PORT MOLLER/HERENDEEN BAY**

eTrac Inc. has been contracted by NOAA to conduct a hydrographic survey in and around Port Moller/Herendeen Bay from June 17th through August 15th, 2020. The survey will be conducted by the R/V 505, a 33′ aluminum-hulled catamaran; the R/V RAPID, a 28′ converted USCG Safe Boat; and the R/V SPECTRUM, a 22′ aluminum monohull. All vessels will be monitoring VHF/FM channel 16 and working on VHF/FM channel 74. Mariners are requested to pass well clear of the vessels when survey operations are being conducted. An enclosure to this LNM has additional information as well as photos of the survey vessels. Questions/concerns should be directed to David Neff at (415) 517-0020 or by email to david@etracinc.com.

LNM: 24/20

732 **ALASKA – SOUTHEAST – TENAKEE INLET – TENAKEE SPRINGS**

The ferry dock and fuel pier in Tenakee Springs will be rebuilt beginning around the second week of July and will not be functional for approximately six months. The work will include pile driving and other maritime construction from various vessels. Mariners are requested to remain clear of the area and minimize their wake if transiting nearby. Fuel may be available onshore using fuel jugs but arrangements should be made in advance by calling the Tenakee Fuel Dock at (907) 736-2288 or on VHF/FM channel 16.

LNM: 24/20

734 **ALASKA – ARCTIC – BERING STRAIT/CHUKSHI SEA/BEAUFORT SEA**

NOAA's Office of Coast Survey has contracted with Terrasond Inc., to conduct a survey in the Alaskan Arctic to update nautical charts and improve the general understanding of ocean depths in the region. The survey will be conducted by four Saildrones starting in the vicinity of Point Hope and transiting Eastward to the Canadian border and returning to Point Hope. The survey will occur from July through September, 2020. Additional information is available in an enclosure to this LNM. Questions/concerns should be directed to NOAA's Alaska Navigation Manager, LCDR Bart Buesseler, at (907) 231-7112 or by email to Alaska.navmanager@noaa.gov.

LNM: 24/20

738 **ALASKA – SOUTHCENTRAL – COOK INLET NAVIGATION CHANNEL**

The U.S. Army Corps of Engineers (USACE), Alaska District conducted a project condition survey for Cook Inlet Navigation Channel on May 12, 2020 in which the following controlling depths in feet (FT) mean lower low water (MLLW) were recorded:
Left Outside Quarter 61°12'0.60"N, 150°05'48.13"W, -34.7 FT MLLW
Left Inside Quarter 61°11'58.71"N, 150°05'49.11"W, -38.2 FT MLLW
Right Inside Quarter 61°12'10.10"N, 150°04'43.50"W, -41.1 FT MLLW
Right Outside Quarter 61°11'45.46"N, 150°06'08.66"W, -37.2 FT MLLW
A chartlet of the controlling depths as well as survey data are available on the U.S. Army Corps of Engineers (USACE) Navigation Portal website at: http://navigation.usace.army.mil/Survey/Hydro. The Cook Inlet Navigation Channel was dredged during the summer of 2014 to a project depth of -38 FT MLLW. At this time, no maintenance dredging is scheduled for this channel during 2020. The next project condition survey for this channel is tentatively scheduled for May 2021.
BE ADVISED: The information depicted on maps, charts, drawings, navigation notices, etc., for the subject project, represents the results of a survey conducted on the date(s) indicated and can only be considered to represent the general condition existing at that time. The survey data was collected under a USACE contract for the purpose of characterizing the condition of the navigation channel, and the area for placement of dredged material for future channel maintenance operations. As such, the information is only valid for its intended use. This information can be used to supplement existing published navigation charts. The user is responsible for the results of any application of the survey data for other than its intended purpose and should consider the contents, timeframe of data collection, and accuracy specifications for survey data

collection/processing. Additionally, bathymetry in Cook Inlet is subject to drastic and continuing change. Prudent mariners should not rely solely upon this information. Questions/concerns should be directed to Donna West with the USACE Anchorage office at (907) 753-2761 or by email to Donna.L.West@usace.army.mil.

LNM: 23/20

740 **ALASKA – SOUTHCENTRAL – COOK INLET – PORT OF ANCHORAGE**

Pacific Pile and Marine will be conducting construction on the Petroleum and Cement Terminal in the Port of Anchorage, Sunday-Monday, 0630-1900, from May 24th through November 30th, 2020. This work will be conducted by the tug MARTIN RAY and the barge 450. Vessels engaged in work on this project will be working on VHF/FM channel 20A and will be monitoring VHF/FM channels 16 and 13. Anchors are deployed in the following positions:

1. 61°13.986′N, 149°54.078′W - anchor buoy attached
2. 61°13.962′N, 149°53.772′W
3. 61°14.166′N, 149°53.760′W - anchor buoy attached
4. 61°14.100′N, 149°53.514′W

Mariners are requested to transit the area with caution and minimize their vessels wake when passing the project. Questions/concerns should be directed to Anthony Baurle at (206) 475-0685 or by email to anthonyb@pacificpile.com.

LNM: 22/20

741 **ALASKA – SOUTHWEST – BERING SEA – KUSKOKWIM BAY/RIVER**

The following navigational aids have been relocated/established in the Kuskokwim Bay and Kuskokwim River in the following approximate positions to best mark the navigable channel:

RELOCATED:

LLNR 27835 Kuskokwim Bay B 2 to approximate position: 59°18.50′N, 162°18.40′W
LLNR 27836 Kuskokwim Bay B 3 to approximate position: 59°32.15′N, 162°16.46′W
LLNR 27837 Kuskokwim Bay B 4 to approximate position: 59°34.28′N, 162°15.37′W
LLNR 27843 Kuskokwim Bay B 12 to approximate position: 59°53.38′N, 162°15.19′W
LLNR 27844 Kuskokwim River B 13 to approximate position: 59°57.39′N, 162°20.15′W
LLNR 27845.2 Kuskokwim River B 18 to approximate position: 60°04.16′N, 162°28.50′W
LLNR 27846.5 Kuskokwim River B 23 to approximate position: 60°11.26′N, 162°21.23′W
LLNR 27847 Kuskokwim River B 25 to approximate position: 60°13.21′N, 162°20.46′W
LLNR 27847.5 Kuskokwim River B 27 to approximate position: 60°15.91′N, 162°23.36′W
LLNR 27850 Kuskokwim River B 37 to approximate position: 60°20.54′N, 162°22.12′W
LLNR 27851 Kuskokwim River B 41 to approximate position: 60°22.22′N, 162°20.27′W
LLNR 27851.7 Kuskokwim River B 44 to approximate position: 60°24.52′N, 162°22.02′W
LLNR 27852.5 Kuskokwim River B 47 to approximate position: 60°27.47′N, 162°18.27′W
LLNR 27855.7 Kuskokwim River B 60 to approximate position: 60°35.09′N, 162°14.51′W
LLNR 27856.4 Kuskokwim River B 63 to approximate position: 60°35.52′N, 162°13.39′W

ESTABLISHED:

LLNR 27847.7 Kuskokwim River B 28 in approximate position: 60°16.40′N 162°27.33′W

Chart and Light List corrections will be issued once the verification process has been completed. Questions/concerns should be directed to Todd Buck with the Coast Guard District 17 Waterways Management Office at (907) 463-2269 or by email to todd.r.buck@uscg.mil.

LNM: 22/20

742 **ALASKA – SOUTHCENTRAL – KODIAK ISLAND – WHALE PASSAGE**

Yuzhni Point B 2 (LLNR 26515) has been relocated to position 57°55′09.418″N, 152°47′05.661″W. Chart and Light List corrections will be issued once the verification process has been completed. Questions/concerns should be directed to Todd Buck with the Coast Guard District 17 Waterways Management Office at (907) 463-2269 or by email to todd.r.buck@uscg.mil.

LNM: 21/20

750 **ALASKA – SOUTHWESTERN – UNIMAK PASS/BERING SEA/BERING STRAIT**

OCEANOGRAPHIC AND FISHERIES SURVEY: NOAA is conducting oceanographic and fisheries acoustic surveys in the Bering Sea from July to October 2020, 24 hours a day, for the purpose of weather and fisheries research. The survey will be conducted by three Autonomous Surface Vehicles (ASV), saildrone, each 23 ft, orange in color and marked "SAILDRONE". The ASVs have been deployed from Alameda, CA and will transit via Unimak Pass into Bering Strait around the last week of June. All drones will have limited maneuverability during survey operations. Mariners are requested to transit areas of operation with caution and to remain greater than 500 meters away from the research equipment. The ASVs maintain a white all-round masthead light and are AIS identifiable as 'Saildrone' when near other AIS transmitting vessels. Additional information and a photo of an ASV is included as an enclosure to this LNM. Mission details and updates can be found online at https://www.fisheries.noaa.gov/region/alaska. Questions should be directed to both missioncontrol@saildrone.com (510-722-6070) and maggie.mooney-seus@noaa.gov (206-526-4348).

LNM: 20/20

751 **ALASKA – SOUTHCENTRAL – PRINCE WILLIAM SOUND – BARRY ARM**

The State of Alaska has issued a press release indicating that a potential landslide caused tsunami may occur in Barry Arm in Northwestern Prince William Sound. It is uncertain if and when this might occur and until additional testing and analysis is conducted a more accurate timetable cannot be developed. The geologic makeup of the area is similar to Alaskan locations where two previous landslide caused tsunamis occurred, in

Lituya Bay (1958) and Icy Bay (2015), both causing extremely large but localized tsunamis. Mariners should maintain vigilance when in the vicinity of Barry Arm or nearby waters and be prepared to depart the area if any unusual geologic activity is observed. Additional information is available at the following website:
https://www.adfg.alaska.gov/sf/EONR/index.cfm?ADFG=region.NR&Year=2020&NRID=2935

LNM: 20/20

753 **ALASKA**

The Governor of Alaska has directed that all people arriving in Alaska, whether resident, worker or visitor, are required to self-quarantine for 14 days and monitor for illness. Intrastate travel has also been restricted to some locations. Additional information and updated Alaska State Health Mandates are available at https://covid19.alaska.gov/health-mandates/. Contact your local Harbormaster with community-specific questions prior to mooring.

LNM: 19/20

782 **ALASKA – SOUTHEAST – DIXON ENTRANCEALASKA – SOUTHEAST – DIXON ENTRANCE**

Tree Point LT (LLNR 21840) has been relocated to a new steel structure approximately 100 yards Southeast of the existing lighthouse structure. The approximate position for the new light is 54°48′10″N, 130°56′04″W. Questions/concerns should be directed to Todd Buck with the Coast Guard District 17 Waterways Management Office at (907) 463-2269 or by email to todd.r.buck@uscg.mil.

LNM: 11/20

784 **ALASKA**

The outbreak of respiratory illness caused by the COVID-19 virus may affect mariners and maritime commerce transiting to or near Alaska. Additional interim guidance for ships on managing suspected coronavirus disease concerns is available at https://www.cdc.gov/quarantine/maritime/recommendations-for-ships.html. Two enclosures to this LNM include additional information as well as a number of links to websites where additional information regarding this illness can be obtained. Mariners with questions/concerns while transiting to or near Alaska should contact the Coast Guard Sector Anchorage Command Center at (907) 428-4100 or the Coast Guard Sector Juneau Command Center at (907) 463-2980.

LNM: 11/20

786 **ALASKA – NORTHWESTERN – CHUKCHI SEA – LEDYARD BAY**

Orion Marine Contractors will be conducting rock quarry operations at the north end of Cape Lisburne (approximately ½ mile west of the USAF runway at the Long Range Radar Site) in a rock quarry located in approximate position 68°52'37.51"N, 166° 9'26.41"W. Blasting operations will begin on April 20th, 2020 and continue 7 days a week until September 1, 2020. Please avoid this area and at no time enter closer than ½ mile of the area of quarry operations. Please contact Orion Marine Contactors at (907) 433 3538 or by radio on VHF/FM channel 16 for additional information or concerns.

LNM: 11/20

807 **ALASKA – SOUTHWESTERN – BRISTOL BAY – PORT MOLLER**

The Coast Guard has decommissioned the Port Moller Harbor Spit DBN (LLNR 27850). Chart and Light List corrections will be issued in a subsequent LNM. Questions/concerns should be directed to Todd Buck with the Coast Guard District 17 Waterways Management Office at (907) 463-2269 or by email to todd.r.buck@uscg.mil.

LNM: 04/20

809 **ALASKA AND NATIONWIDE**

On November 15, 2019, NOAA formerly announced in the Federal Register (Docket #2019-24807) that they would begin a 5-year process of discontinuing their traditional paper, or raster, charts by 2025. NOAA intends to gradually 'sunset' raster chart products and is introducing an option to create custom ENC data based charts that can be printed as a paper copy locally or commercially, via one of their certified third party printers. More detailed information regarding this transition is available from https://nauticalcharts.noaa.gov/publications/docs/raster-sunset.pdf . Comments/questions on the Federal Register Notice and the NOAA Custom Chart application should be submitted at https://www.nauticalcharts.noaa.gov/customer-service/assist/ . Other concerns may be directed to your local NOAA Navigation Manager, https://nauticalcharts.noaa.gov/customer-service/regional-managers/index.html . In order to identify and overcome the regulatory challenges associated with this transition including but not limited to updating commercial vessel carriage requirements and maritime safety information processes, NOAA will continue to work directly with its Agency charting partners. A prototype version of the NOAA Custom Chart Tool is available at https://devgis.charttools.noaa.gov/pod/

LNM: 03/20

832 **ALASKA – SOUTHWESTERN – ALEUTIAN PENINSULA AND ISLANDS**

The Captain of the Port (COTP), Western Alaska, through consultation with marine pilot associations, vessel operators, and port authorities, developed operating procedures for vessels in port or at anchor in the Aleutian or Pribilof Islands, with an emphasis on Dutch Harbor, Alaska. Those procedures were developed to address the frequent and severe storms that impact both the Aleutian and Pribilof Islands and have been published as a Navigation Advisory and is available online at https://ba5d8e27-22a6-4c7e-bfd1-86a9416f28e1.filesusr.com/ugd/cd25fe_5daa0bb144324e6b9abe6e5c5305492c.pdf. Questions/concerns should be directed to LT Mateusz Lemanski at (907) 463-4189 or by email to Mateusz.j.lemanski@uscg.mil or the Coast Guard Sector Anchorage Command Center at (907) 428-4100.

LNM: 48/19

833 **ALASKA – SOUTHCENTRAL – COOK INLET**

The Captain of the Port (COTP), Western Alaska, through consultation with the Southwest Alaska Pilots Association (SWAPA) and members of the Cook Inlet Harbor Safety Committee has developed operating guidelines for vessels operating in Cook Inlet during winter ice conditions. They represent a culmination of best practices for mitigating risk to life, property, and the environment. They have been included in a Navigation Safety Advisory that has been posted online and may be viewed at https://www.cookinletharborsafetycommittee.org/. Feedback and proposed revisions are encouraged. Questions/concerns should be directed to LT Mateusz Lemanski at (907) 463-4189 or by email to Mateusz.j.lemanski@uscg.mil.

LNM: 48/19

836 **ALASKA – SOUTHEAST – TONGASS NARROWS**

OBSTRUCTION TO NAVIGATION: A 24′ Bayliner has sunk in 22 feet of water in approximate position 55°20.79′N, 131°40.36W, approximately 50 yards offshore from Bar Harbor. The vessel is marked by an orange float. Mariners are requested to use caution when transiting the area. Questions/concerns should be directed to the Coast Guard Sector Juneau Command Center at (907) 463-2980 or on VHF/FM channel 16.

LNM: 48/19

916 **ALASKA – GULF OF ALASKA**

NOAA DLB 46001 (LLNR 984) has been replaced with a 3-meter buoy and relocated to 56°13′56.000″N, 147°56′57.000″W. Chart and Light List corrections were issued in LNM 32/19 but gave an incorrect position for NOAA DLB 46001 (LLNR 984). The chart and Light List corrections have been reissued in this LNM. The previous 6-meter buoy was not recovered, has been temporarily renamed 46X01, and remains in position 56°18′16.000″N, 147°55′13.000″W. Mariners are requested to transit the area with caution until the previous buoy is recovered. Questions/concerns should be directed to Todd Buck with the Coast Guard District 17 Waterways Management Office at (907) 463-2269 or by email to todd.r.buck@uscg.mil.

LNM: 35/19

918 **ALASKA – GULF OF ALASKA**

NOAA DLB 46085 (LLNR 984.15) has been replaced with a 3-meter buoy and relocated to 55°53′18.000″N, 142°50′48.000″W. Chart and Light List corrections have been issued. The previous 6-meter buoy was not recovered and remains in position 55°52′05.000″N, 142°33′31.000″W. Mariners are requested to transit the area with caution until the previous buoy is recovered. Questions/concerns should be directed to Todd Buck with the Coast Guard District 17 Waterways Management Office at (907) 463-2269 or by email to todd.r.buck@uscg.mil.

LNM: 33/19

930 **ALASKA – SOUTHCENTRAL – SHELIKOF STRAIT – KINAK BAY**

An uncharted rock has been reported in Kinak Bay in position 58°03.8′N, 154°25.3′W at a depth of approximately 3 fathoms. Mariners are advised to transit the area with extreme caution. Questions/concerns should be directed to Todd Buck with the Coast Guard District 17 Waterways Management Office at (907) 463-2269 or by email to todd.r.buck@uscg.mil.

LNM: 28/19

937 **ALASKA – SOUTHCENTRAL – PRINCE WILLIAM SOUND – UNAKWIK INLET**

An uncharted and dangerous rock has been reported in Unakwik Inlet in approximate position 61°08.045′N, 147°32.665′W. Mariners should transit the area with caution. Questions/concerns should be directed to Todd Buck with the Coast Guard District 17 Waterways Management Office at (907) 463-2269 or by email to todd.r.buck@uscg.mil.

LNM: 25/19

939 **ALASKA – SOUTHEAST – WRANGELL NARROWS**

OSTRUCTION TO NAVIGATION: The P/C HEATHER ANN has sunk in Wrangell Narrows on the East side of the channel approximately 330 yards South of Wrangell Narrows Channel LT 16 (LLNR 22955). The most recent reported position was 56°37.25′N, 132°57.64′W. The P/C HEATHER ANN is a 52′ wood vessel and may be awash and barely visible at higher tides, exposed at lower tides, or relocated by the extreme current in the area. The vessel was marked with a single orange float. Mariners are requested to transit the area with extreme caution and report any changes in position to the Coast Guard Sector Juneau on VHF/FM channel 16 or by phone to (907) 463-2980.

LNM: 25/19

946 **ALASKA – SOUTHEAST – FRESHWATER BAY**

An uncharted rock shoal has been reported in Cedar Cove centered in approximate position 57°52.405′N, 135°03.694′W with an approximate 75 foot radius. The rocks were approximately 1 foot below a 0′ tide. The location of the reported shoal has a charted depth of 12 fathoms. Questions/concerns should be directed to Todd Buck with the Coast Guard District 17 Waterways Management Office at (907) 463-2269 or by email to todd.r.buck@uscg.mil.

LNM: 24/19

960 **ALASKA – SOUTHEAST – STARRIGAVAN BAY**

Blasting will be conducted for construction of the Katlian Bay road from Starrigavan Bay to Katlian Bay beginning May 15, 2019 through September 1, 2021. Blasting will begin in approximate position 57° 08′ 09″ N, 135°22′12″W and end in approximate position 57°09′43″ N, 135°17′18″ W, with a danger radius of 1,000 feet. Blasting may take place during daylight hours 7 days per week. Blasting will be preceded by a series of long audible signals 5 minutes prior to blasting, a series of short audible signals 1 minute prior to blasting, and one long audible signal when the blast is complete. Mariners are advised to avoid transiting within the danger radius when blasting is taking place. Blasting near the coastline will be announced on VHF/FM channel 16 one hour prior to blasting, and blasting personnel will maintain lookouts for watercraft within

the danger radius before the blast is initiated. Questions/concerns should be directed to Ken Kirschenman at (916) 218-2729 or by email to superiorblasting@yahoo.com.

LNM: 18/19

961 **ALASKA – WESTERN**

In accordance with U.S. Coast Guard Marine Safety Information Bulletin (MSIB) 07-13, all tank vessels planning to conduct lightering operations or ship-to-ship transfers in the Western Alaska Captain of the Port Zone must submit the Sector Anchorage Lightering Form or an equivalent document to the following email address at a minimum of 48 hours prior to the operation: Anchorage.Waterways@uscg.mil.Vessels are required to have a valid Vessel Response Plan (VRP) with a Geographic Specific Appendix (GSA) for Western Alaska and enrolled with an approved Alternative Planning Criteria (APC) provider. A copy of the MSIB 07-13 and the Sector Anchorage Lightering Form are included in this Local Notice to Mariners and posted to the Sector Anchorage Homeport webpage: https://homeport.uscg.mil/port-directory/western-alaska-(anchorage). Questions/concerns can be directed to the Sector Anchorage Waterways Management Division: Anchorage.Waterways@uscg.mil.

LNM: 14/19

964 **ALASKA – SOUTHEAST – FARRAGUT BAY – FRANCIS ANCHORAGE**

Uncharted shoaling was observed in Francis Anchorage on February 14th, 2019 in position 57°08.95′N, 133°10.03′W. The charted depth for this location is 15 fathoms and the observed depths rapidly shallowed from 120 feet and ranged from 8 to 10 feet. The navigational charts for Francis Anchorage are based on pre-1900 Partial Bottom Coverage Surveys and in 1976 'shoaling to bare' was reported further into the anchorage. Mariners should transit this area with extreme caution and be aware of areas that may not be adequately charted. Questions/concerns should be directed to Todd Buck with the Coast Guard District 17 Waterways Management Office at (907) 463-2269 or by email to todd.r.buck@uscg.mil.

LNM: 08/19

965 **ALASKA – SOUTHCENTRAL – KODIAK – SHELIKOF STRAIGHT**

The Coast Guard will lose VHF channel 16 distress listening capability in Southwestern Kodiak and Southern Shelikof Straight for approximately 2-5 months. The start time of loss is to be determined. During the outage, mariners are requested to relay distress calls in these areas to the nearest Coast Guard unit or contact the Coast Guard Sector Anchorage Command Center at (907) 428-4100.

LNM: 39/18

970 **ALASKA – SOUTHCENTRAL – PRINCE WILLIAM SOUND – ESTHER ISLAND**

OBSTRUCTION TO NAVIGATION: The 32′ F/V SONG II has been reported sunk in position 60°47.76′N, 148°03.31′W. Mariners are requested to transit the area with caution and report any sightings to the Coast Guard Sector Anchorage Command Center at (907) 428-4100 or on VHF/FM channel 16.

LNM: 34/18

971 **ALASKA - CENTRAL – BETHEL**

OBSTRUCTION: The barge SHANKS ARK has been reported sunken and abandoned in Steamboat Slough on the Kuskokwim River, approximate position 60°47'15"N, 161°41'52"W. A portion of the vessel remains visible above the level of high-tide, but the majority of the vessel remains below the waterline. The vessel is marked by an all-round white light and one ball dayshape when Steamboat Slough is ice free but the markers are removed during freeze up as no hazards exists. The Coast Guard has actively monitored the proper marking of the vessel by the vessel's owner and operator since September 10, 2016. Coast Guard pollution investigators confirmed the vessel does not pose a substantial pollution threat to the environment. Mariners are requested to transit the area with caution and report any discrepancies with the vessel's marking to the Coast Guard. Questions/concerns should be directed to LT David Parker, Sector Anchorage Waterways Management, at (907) 428-4189.

LNM: 11/17

972 **ALASKA – ALEUTIAN ISLANDS – AKUTAN ISLAND – AKUTAN HARBOR**

UNKNOWN MARINE ANOMALY: An unknown marine anomaly was discovered during underwater survey operations in Akutan Harbor in position 54°07.70889′N, 165°46.38298W on the sea floor at a depth of 138 feet. This anomaly has not been positively identified. Mariners are requested to transit the area with caution. Questions/concerns should be directed to LT David Parker with the Coast Guard Sector Anchorage Waterways Management Branch at (907) 428-4189 or by email to david.n.parker@uscg.mil.

LNM: 03/18

974 **ALASKA – SOUTHWESTERN – ALEUTIAN PENINSULA – BECHEVIN BAY**

Shoaling has been reported at the bar along the Northern entrance to Bechevin Bay by a vessel with a draft of 10 feet that reported briefly grounding in seas running 6-8 feet. Mariners should take into account their vessel's draft, charted depth of water, tides and sea state when determining an appropriate under-keel clearance for a safe transit of this waterway. Mariners are requested to report any future groundings or significant variations from charted depth to the Coast Guard Sector Anchorage Command Center at (907) 428-4100 or on VHF/FM channel 16.

LNM: 17/18

976 **ALASKA – WESTERN – YUKON RIVER**

The Yukon River South Entrance LT (LLNR 27860) has been rebuilt but the position has not been verified. Mariners are requested to transit the area with caution. Questions/concerns should be directed to Todd Buck with the Coast Guard District 17 Waterways Management Office at (907) 463-2269 or by email to todd.r.buck@uscg.mil.

LNM: 37/17

977 **ALASKA – SOUTHEAST – ICY STRAIT – NORTH INIAN PASSAGE**

The currents in North Inian Passage and Glacier Bay have been observed at up to 3 knots above the NOAA published current predictions. Mariners should exercise caution when transiting the area. Questions/concerns should be directed to LT Bart Buesseler at (907) 271-3327 or by email to bart.o.buesseler@noaa.gov.

LNM: 36/17

978 **ALASKA – GULF OF ALASKA**

NOAA DLB 46001 (LLNR 984) has been replaced with a 3-meter buoy and relocated to 56°13′56″N, 147°56′57″W. Chart and Light List corrections have been issued. The previous 6-meter buoy was not recovered due to weather and remains in position 56°19′33.962″N, 147°57′01.382″W. Mariners are requested to transit the area with caution until the previous buoy is recovered. Questions/concerns should be directed to Todd Buck with the Coast Guard District 17 Waterways Management Office at (907) 463-2269 or by email to todd.r.buck@uscg.mil.

LNM: 35/17

980 **ALASKA – U.S. COAST GUARD MEDIUM FREQUENCY (MF) DISTRESS WATCHKEEPING**

Mariners are advised that calls to the U.S. Coast Guard on the international radiotelephone distress frequency 2182 kHz or the Digital Selective Calling (DSC) frequency 2187.5 kHz may not be heard or may be severely degraded. Instead of using 2182 kHz for distress calls, mariners should use high frequency (HF) radiotelephone or DSC in the 4, 6, 8, and 12 MHz distress or calling bands. Additional information concerning U.S. Coast Guard HF watchkeeping is posted on the U.S. Coast Guard's Navigation Center website (https://www.navcen.uscg.gov/?pageName=cgcommsCall).

LNM: 08/17

983 **ALASKA – SOUTHEAST**

The U.S. Coast Guard has VHF Digital Selective Calling (DSC) capability with limited coverage in Southeast Alaska. The initial coverage areas are Ketchikan, Juneau and Yakutat. Mariners are reminded to ensure that they have properly connected their GPS units to their DSC equipped marine VHF radios and registered for their Maritime Mobile Service Identity (MMSI) to utilize the DSC distress function. Additional information is available through the Alaska Outdoors Forum at http://forums.outdoorsdirectory.com/showthread.php/142083-Digital-Selective-Calling-(DSC) or by contacting Mike Folkerts with the Coast Guard District 17 Boating Safety Office at (907) 463-2297 or by email to Michael.r.folkerts@uscg.mil.

LNM: 15/15

984 **ALASKA – SOUTHCENTRAL**

The U.S. Coast Guard has VHF Digital Selective Calling (DSC) capability with limited coverage in Southcentral Alaska. The initial coverage areas are Upper Cook Inlet, Kodiak and Valdez Arm. Mariners are reminded to ensure that they have properly connected their GPS units to their DSC equipped marine VHF radios and registered for their Maritime Mobile Service Identity (MMSI) to utilize the DSC distress function. Additional information is available through the Alaska Outdoors Forum at http://forums.outdoorsdirectory.com/showthread.php/142083-Digital-Selective-Calling-(DSC) or by contacting Mike Folkerts with the Coast Guard District 17 Boating Safety Office at (907) 463-2297 or by email to Michael.r.folkerts@uscg.mil.

LNM: 15/15

985 **ALASKA – SOUTHEAST – WESTERN BEHM CANAL**

The U.S. Navy has established a temporary data collection buoy in Western Behm canal approximately 5,000 yards North of Betton Island within 400 yards of position 55°35.684′N, 131°46.503′W. The buoy is described as a 3 foot diameter yellow sphere, with the marking "Wave Buoy", with an attached telemetry whip antenna and a night time warning light that flashes 5 times at 1 second intervals with a period of 20 seconds between each series, Fl(5) Y 25s. Questions/concerns should be directed to Mr. Bill Harney at (907) 247-6289.

LNM: 05/15

986 **ALASKA**

The Alaska Marine Safety Education Association (AMSEA) will be offering AMSEA Marine Safety Instructor Training and AMSEA Drill Conductor Courses in various locations within Alaska. The specific locations, dates, and course information can be found in an enclosure to this LNM. For more information contact AMSEA at (907) 747-3287 or view their website at www.amsea.org.

LNM: 12/14

988 **ALASKA – ALEUTIAN ISLANDS – ADAK – SWEEPER COVE**

The East side of the Pier 5 Dock located in Sweeper Cove is closed to moorage without prior approval from the Adak Harbormaster due to loose and missing pilings. Questions/concerns should be directed to Jim Fleming at (907) 277-7527 or the Port of Adak office at (907) 592-0185. The Adak harbormaster can also be contacted on VHF/FM channel 16.

LNM: 20/13

990 **ALASKA – SUBSURFACE AND SURFACE BUOYS**

Locations of all subsurface and surface oceanographic moorings that have been reported to the U.S. Coast Guard District 17 Waterways Branch are included in an enclosure to the Local Notice to Mariners. The name, type, location, depth, water depth, and a Point of Contact for all data buoys, surface and subsurface, shall be reported as quickly as is practical if they are placed within the navigable waters (within 200 nm) of the United States. Data buoys placed in the Arctic region but outside of 200 nm of the United States may be reported and will be included in this compilation (for informational purposes only). This notification process is for inclusion in the Local Notice to Mariners to provide navigational information to mariners and does not supersede any permission or permitting requirements. Any notifications, corrections, additions, deletions,

or comments for the Alaska region (Coast Guard District 17) or the Arctic region should submitted via e-mail to D17-PF-D17-LNM@uscg.mil or to Todd Buck, USCG D17(dpw), at (907) 463-2269 or by email to todd.r.buck@uscg.mil. This compilation is as current as the Local Notice to Mariners (LNM) as included in an enclosure. The referenced LNM may have additional information and indicates the last time an entry was updated.

LNM: 38/11

## 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 |
|---|---|---|---|---|---|---|
| 1110 | Wessels Reef Buoy 1 | MISSING | 16013 | A043-20 | 17/20 | |
| 1150 | Seal Rocks Light | LT EXT | 16682 | A061-19 | 23/19 | |
| 1260 | Cape Greig Light | DAYMK DMGD | 16338 | A067-20 | 24/20 | |
| 23170 | Petersburg Bar Range Rear Light | LT EXT | 17375 | J064-20 | 22/20 | |
| 23305.1 | Keku Strait Entrance Light | STRUCT DEST | 17368 | J069-19 | 38/19 | |
| 23305.7 | Keku Strait Daybeacon 10 | MISSING | 17368 | J148-13 | 32/13 | |
| 23305.9 | Keku Strait Daybeacon 13 | STRUCT DEST | 17368 | J103-15 | 23/15 | |
| **23306.7** | **Keku Strait Daybeacon 25** | **STRUCT DEST** | **17368** | **J071-20** | **28/20** | |
| **23307.05** | **Keku Strait Daybeacon 31** | **STRUCT DEST** | **17372** | **J072-20** | **28/20** | |
| 23355 | Portage Pass Daybeacon 11 | STRUCT DEST | 17368 | J077-18 | 26/18 | |
| 23510 | Point Ellis Light | LT EXT | 17376 | J009-20 | 04/20 | |
| 24260 | Elfin Cove Daybeacon 5 | STRUCT DEST | 17302 | J017-18 | 36/19 | |
| 24790 | Dry Pass Daybeacon 3 | STRUCT DEST | 17387 | J072-18 | 23/18 | |
| 24948 | Indian River Flats Lighted Buoy 2 | LT EXT | 17327 | J032-20 | 09/20 | |
| 25335 | Klag Bay Entrance Daybeacon 1 | STRUCT DEST | 17322 | J047-19 | 30/19 | |
| 25355 | Dippy Island Rock Daybeacon 3 | DAYMK DMGD | 17321 | J216-15 | 51/15 | |
| 25490 | Copper River Delta Buoy S | MISSING | 16723 | A024-19 | 07/19 | |
| 25580 | Orca Inlet Channel Light 14 | LT EXT | 16710 | A090-19 | 33/19 | |
| 25830 | Smith Island Lighted Buoy 1 | LT EXT | 16705 | A02/20 | 02/20 | |
| 25982 | NOAA Data Lighted Buoy 46076 | OFF STA | 16700 | A060-20 | 23/20 | |
| 26330 | Nikiski Sector Light | LT EXT | 16665 | A047-20 | 19/20 | |
| 26430 | Cook Inlet VAIS 9 | AIS INOP | | A071-20 | 26/20 | |
| 26435 | Point Woronzof Range Front Light | LT EXT | 16665 | A033-20 | 14/20 | |
| 26448 | Cook Inlet VAIS 11 | AIS INOP | 16665 | A071-20 | 26/20 | |
| **26555** | **Hutchinson Reef Lighted Whistle Buoy 4** | **LT EXT** | **16595** | **A074-20** | **28/20** | |
| 27105 | Humboldt Harbor Breakwater Light 2 | STRUCT DEST | 16553 | A026-19 | 08/19 | |
| 27300 | Chunak Point Daybeacon 2 | DAYMK DMGD | 16535 | A089-13 | 15/13 | |
| 27590 | Hague Channel Buoy 4 | MISSING | 16363 | A063-20 | 24/20 | |
| 27600 | Hague Channel Buoy 6 | MISSING | 16363 | A064-20 | 24/20 | |
| 27605 | Hague Channel Buoy 7 | MISSING | 16363 | A065-20 | 24/20 | |
| 27837 | Kuskokwim Bay Buoy 4 | ADRIFT | 16300 | A021-20 | 08/20 | |

### DISCREPANCIES (FEDERAL AIDS) CORRECTED

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|---|---|---|---|---|---|---|
| 23305.95 | Keku Strait Buoy 14 | WATCHING PROPERLY | 17372 | J073-20 | 38/19 | 28/20 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 23306.65 | Keku Strait Buoy 24 | WATCHING PROPERLY | 17372 | J074-20 | 28/20 | 28/20 |

**DISCREPANCIES (PRIVATE AIDS)**

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|---|---|---|---|---|---|---|
| 22201 | Bar Harbor Breakwater East Light | STRUCT DEST | 17430 | J202-15 | 47/15 | |
| 22202 | Bar Harbor Breakwater Middle Light | STRUCT DEST | 17430 | J203-15 | 47/15 | |
| 22203 | Bar Harbor Breakwater West Light | STRUCT DEST | 17430 | J204-15 | 47/15 | |
| 23804.5 | Auke Bay Speed Limit Lighted Buoy | LT EXT | 17315 | J051-20 | 16/20 | |
| 23908 | Port Chilkoot Mooring Dolphin Lights (2) | LT EXT | 17317 | J175-14 | 38/14 | |
| 25822 | Port Valdez Servs Dock Lights (2) | OFF STA | 16707 | A067-19 | 24/19 | |
| 25893 | Whittier Passenger Dock Lights (2) | LT EXT | 16706 | A031-10 | 20/10 | |
| 26361 | Baker Oil Platform Light | REDUCED INT | 16662 | | 24/17 | |
| 26361.5 | Dillon Oil Platform Light | LT EXT | 16662 | A034-16 | 10/16 | |

**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 |
|---|---|---|---|---|---|---|
| 23355 | Portage Pass Daybeacon 11 | TRUB | 17368 | J093-18 | 30/18 | |
| 23710 | Aurora Basin Light A | DISCONTINUED | 17315 | J066-20 | 23/20 | |
| 23790 | Horse Shoal Light 1 | DISCONTINUED | 17315 | J102-19 | 51/19 | |
| 24957 | Mitchell Rock Daybeacon | DISCONTINUED | 17327 | J022-17 | 04/17 | |
| 25025.5 | Japonski Island Daybeacon 2 | DISCONTINUED | 17327 | J196-16 | 49/16 | |
| 25647 | NOAA Data Lighted Buoy 46081 | DISCONTINUED | 16705 | A126-19 | 46/19 | |
| 25805 | Port Valdez Coast Guard Mooring Buoy | DISCONTINUED | 16707 | A095-18 | 33/18 | |

**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
(Temp) ADD NATIONAL DOCK CHANNEL BUOY 3 CGD01 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.

**17400 19th Ed. 01-JUL-20 Last LNM: 46/19 NAD 83 28/20**

*ChartTitle:* **Dixon Entrance to Chatham Strait**

**Main Panel 2715 DIXON ENTRANCE TO CHATHAM STRAIT - -. Page/Side: -**

| | | NOS | |
|---|---|---|---|
| NEW EDITION | Scale 1: 229,376; New Edition (19 ed, 07/01/20) due to numerous Notice to Mariner changes, hydrographic changes This NOAA chart is now available in both the Print-on Demand and digital raster formats. See http://www.charts.noaa.gov/MCD/Dole.shtml for details. | -- | -- |

## 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 |
|---|---|---|---|---|---|---|
| 60-44-31.000N | 151-18-36.000W | - | RANDOLPH YOST | | JACKUP | STACKED |
| 60-41-18.600N | 151-23-56.040W | - | Spartan Rig 151 | | JACKUP | UNREPORTED |

## 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 |
|---|---|---|
| **None** | | |

**Advance Notice(s)**

**ALASKA – SOUTHCENTRAL – VALDEZ HARBOR**

The new Valdez South Boat Harbor has been completed. The Coast Guard has established two lights, one light at the end of each breakwater to mark the harbor entrance. (LLNR 25822.3) Valdez South Boat Harbor South Breakwater LT 1, Fl G 2.5s, in approximate position 61°07′25.2876″N, 146°20′37.1479″W. (LLNR 25822.6) Valdez South Boat Harbor East Breakwater LT 2, Fl R 2.5s, in approximate position 61°07′22.5286″N, 146°20′54.2969″W. There are also two pilings marking the entrance channel that are currently unmarked. The Coast Guard intends on establishing a quick flashing light on each piling and numbering the lights on the pilings LT 1 and LT 2 and renumbering the lights on the breakwaters LT 3 and LT 4. Once these aids have been established their actual positions will be published and chart and Light List corrections will be issued. Questions/concerns should be directed to Todd Buck with the Coast Guard District 17 Waterways Management Office at (907) 463-2269 or by email to todd.r.buck@uscg.mil.

LNM: 28/19

**ALASKA – SOUTHEAST – GLACIER BAY**

The Coast Guard intends on changing the Rush Point Shoal B 1 (LLNR 24220) to a seasonal aid being maintained May 1st through October 1st each year. The characteristics of the buoy will not change but it will be removed from service during the off-season. Questions/concerns should be directed to Todd Buck with the Coast Guard District 17 Waterways Management Office at (907) 463-2269 or by email to todd.r.buck@uscg.mil.

LNM: 41/19

## 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 |
|---|---|---|---|
| None | | | |

**Proposed Change Notice(s)**

730 **ALASKA – SOUTHWEST – BERING SEA – PORT MOLLER/HERENDEEN BAY**

The Coast Guard is considering changing the following aids to navigation to seasonal and being maintained from June 1 to October 1 each year. The following aids would be affected:
LLNR 27565 Port Moller Entrance B 2
LLNR 27570 Port Moller Entrance B 3
LLNR 27590 Herendeen Bay/Hague Channel B 4
LLNR 27595 Herendeen Bay/Hague Channel B 5
LLNR 27600 Herendeen Bay/Hague Channel B 6
LLNR 27605 Herendeen Bay/Hague Channel B 7
LLNR 27610 Herendeen Bay/Hague Channel B 8
LLNR 27615 Herendeen Bay/Hague Channel B 9
The Coast Guard is evaluating the option of upgrading these buoys to make them synthetic AIS aids during the maintained season and virtual AIS aids during the off-season when the physical buoys have been removed. Consideration is also being given to increasing the total number of aids by adding virtual AIS aids to mark Johnston Channel. Questions/concerns should be directed to BOSN2 John Lacroix at (907) 235-5233 or by email to john.p.lacroix@uscg.mil.

LNM: 24/20

**ALASKA – WESTERN – NORTON SOUND – GOLOVIN BAY**

The Coast Guard is proposing adding navigational aids within Golovin Bay. These aids may include Lights, Daybeacons, or buoys. Mariners are requested to provide recommendations on locations that would facilitate safe navigation within Golovin Bay. Questions/concerns should be directed to Todd Buck with the Coast Guard District 17 Waterways Management Office at (907) 463-2269 or by email to todd.r.buck@uscg.mil.

LNM: 26/18

## SECTION VII - GENERAL

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

721 **ALASKA – SOUTHWESTERN – ILIAMNA – NEWHALEN RIVER**

A public notice has been issued for a new bridge on the Newhalen River near Iliamna. The public notice can be viewed on the U.S. Coast Guard Navigation Center website through the following link: https://www.navcen.uscg.gov/pdf/bridges/publicNotices//D17PN02-20_NewhalenBridge_NewhalenRiver.pdf Questions or concerns should be directed to Clint Scott with the Coast Guard District 17 Bridge Program at (907) 463-2276 or by email to Clinton.L.Scott@uscg.mil.

LNM: 28/20

767 **ALASKA – SOUTHCENTRAL – COOK INLET – PORT OF ANCHORAGE**

The U.S. Army Corp of Engineers has contracted with Manson Construction Co. to conduct dredging operations on the Cook Inlet Navigation Channel and the Port of Anchorage. Dredging will start the week of April 13th, 2020 and will continue through the end of November, 2020. Dredging will be conducted by the Dredge WESTPORT with the assistance of the tug GLADYS M. Both vessels will be monitoring VHF/FM channels 08, 13, 16, and 66. A temporary mooring buoy will be established in position 61°13.216'N, 149°56.175'W. Dredged material will be disposed in approximate position 61°14.300'N, 149°56.500'W. Questions/concerns should be directed to Bob Richardson at (206) 953-0211 or Jeremy Cook at (904) 557-4356.

LNM: 15/20

776 **ALASKA – BERING SEA – NORTON SOUND – NOME HARBOR and ENTRANCE CHANNEL**

Alaska Marine Excavation, LLC. will be conducting dredging operations in the Nome Inner Harbor and Entrance Channel commencing at the ice-out, operating 24 hours a day, 7 days a week and concluding by July 25th, 2020. The dredge ALASKAN HAWK is a 75' cutter head suction dredge, red and black in color, with a partially submerged pipeline. The pipeline will be marked where it exits the harbor on the beach and the pipeline's anchors will be marked by buoys. The dredge ALASKAN HAWK and tug Oosik will be working on VHF/FM channel 79 and monitoring VHF/FM channels 13 and 16. Questions/concerns can also be directed to Brok Shafer with Alaska Marine Excavation, LLC at (907) 399-4549/(907) 435-7920 or by email to brok@akmx.com.

LNM: 13/20

## 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 | |
|---|---|---|---|---|---|---|---|---|
| 23735.2 | Mendenhall Bar Buoy 9A | 58-19-38.010N 134-29-02.010W * | | | | Green can. | | 28/20 |
| 23735.25 | Mendenhall Bar Buoy 8B | 58-19-55.362N 134-29-04.128W * | | | | Red nun. | | 28/20 |
| 23735.62 | Mendenhall Bar Buoy 10C | 58-20-36.852N 134-31-11.286W * | | | | Red nun. | | 28/20 |
| 23735.63 | Mendenhall Bar Buoy 11C | 58-20-34.908N 134-31-14.706W * | | | | Green can. | | 28/20 |
| 23735.8 | Mendenhall Bar Buoy 13A | 58-20-47.058N 134-31-50.274W * | | | | Green can. | | 28/20 |

## PUBLICATION CORRECTIONS

720 **ALASKA**

PUBLICATION–National Oceanic Atmospheric Administration (NOAA)–U.S. Coast Pilot 8, Alaska: Dixon Entrance to Cape Spencer, 42nd Edition, 2020, has been issued and is ready for free download and weekly updates at https://nauticalcharts.noaa.gov/publications/coast-pilot/index.html.
Only Print-on-Demand (POD) bound copies are available for purchase; visit www.nauticalcharts.noaa.gov/publications/print-agents.html#coast-pilot.
The 2020 Edition cancels the preceding 2019 Edition, and incorporates all previous corrections.

LNM: 28/20

## ENCLOSURES

**ALASKA**

1120 MSIB-06-20.pdf
Vessel Reporting Requirements for Illness or Death

LNM: 11/20

**ALASKA**

1120 MSIB-02-20.pdf
Novel Coronavirus – Update (Change 3)

LNM: 11/20

**ALASKA -- WESTERN**

1419 MSIB 07-13.pdf
Requirements for Tank Vessels Conducting Lightering Operations in the Western Alaska Captain of the Port Zone

LNM: 14/19

**ALASKA**

1020 Subsurface Buoys.pdf
Compilation of Subsurface and Surface oceanography moorings properly reported to U.S. Coast Guard District 17.

LNM: 10/20

**ALASKA**

2820 AMSEA.pdf
AMSEA Maritime Training

LNM: 28/20

**ALASKA – SOUTHWESTERN – UNIMAK PASS/BERING SEA/BERING STRAIT**

2020 Saildrone.pdf
Saildrone Survey Information

LNM: 20/20

**ALASKA – ARCTIC – BERING STRAIT/CHUKSHI SEA/BEAUFORT SEA**

2420 NOAA Saildrone Survey.pdf
NOAA's Office of Coast Survey Arctic Saildrone Survey.

LNM: 24/20

**ALASKA**

2320 MSIB 17-20.pdf
Coast Guard Marine Safety Information Bulletin

LNM: 23/20

**ALASKA – SOUTHCENTRAL – KODIAK/GULF OF ALASKA**

2620 PSCA Launch.pdf
Pacific Spaceport Complex Alaska Rocket Launch

LNM: 26/20

**ALASKA – SOUTHWEST – BERING SEA – PORT MOLLER/HERENDEEN BAY**

2420 Survey Port Moller.pdf
NOAA hydrographic survey in and around Port Moller/Herendeen Bay.

LNM: 24/20

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Michael D. Newell
Waterways Management Branch
Seventeenth Coast Guard District
OPERATIONAL EXCELLENCE THROUGH LEADERSHIP, TEAMWORK, AND INNOVATION.

# Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Inspections and Compliance Directorate
2703 Martin Luther King Jr Ave SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 06-20
Date: March 13, 2020

E-Mail: OutbreakQuestions@uscg.mil

# Vessel Reporting Requirements for Illness or Death

An outbreak of respiratory illness caused by novel coronavirus (COVID-19) is affecting mariners and maritime commerce. This MSIB serves as a reminder that the illness of persons on board a vessel must be reported to both the Coast Guard and the Centers for Disease Control and Prevention (CDC). Reporting delays create significant challenges to protect persons on board vessels and, more broadly, maintain an effective Marine Transportation System. Vessels or masters that do not immediately report illness or death among passengers or crew may face delays and disruption to passenger and cargo operations including a requirement to return to the previous port after sailing. Additionally, vessels and masters are subject to Coast Guard enforcement action, which include civil penalties, vessel detentions, and criminal liability.

Illness of a person onboard a vessel that may adversely affect the safety of a vessel or port is a hazardous condition per 33 CFR 160.216 and the owner, agent, master, operator, or person in charge ***must immediately*** notify the nearest Coast Guard Captain of the Port (COTP). It is critical to report persons who exhibit symptoms consistent with COVID-19 or other illness to the COTP.

42 CFR 71.1 defines an ill person onboard a vessels as one that has:

(A**) Fever (has a measured temperature of 100.4 °F [38 °C] or greater**; or feels warm to the touch; or gives a history of feeling feverish) **accompanied by one or more of the following**:

- skin rash,
- **difficulty breathing** or suspected or confirmed pneumonia,
- **persistent cough** or cough with bloody sputum,
- decreased consciousness or confusion of recent onset,
- new unexplained bruising or bleeding (without previous injury),
- persistent vomiting (other than sea sickness)
- headache with stiff neck;

(B) **Fever that has persisted for more than 48 hours;**

(C) Acute gastroenteritis, which means either:

- diarrhea, defined as three or more episodes of loose stools in a 24-hour period or what is above normal for the individual, or
- vomiting accompanied by one or more of the following: one or more episodes of loose stools in a 24-hour period, abdominal cramps, headache, muscle aches, or fever (temperature of 100.4 °F [38 °C] or greater);

Additionally, as required by 42 CFR 71.21, the master of a ship destined for a U.S. port shall report ***immediately*** to the quarantine station at or nearest the port at which the ship will arrive, the occurrence, on board, of any death or any ill person among passengers or crew (including those who have disembarked or have been removed) during the 15-day period preceding the date of expected arrival or during the period since departure from a U.S. port (whichever period of time is shorter). Guidance and forms to report deaths and illnesses to the CDC can be found at: https://go.usa.gov/xdjmj.

Richard Timme, RDML, U.S. Coast Guard, Assistant Commandant for Prevention Policy sends.

*This release has been issued for public information and notification purposes only.*

# Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Inspections and Compliance Directorate
2703 Martin Luther King Jr Ave SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 02-20 (Change 3)
Date: March 16, 2020

E-Mail: OutbreakQuestions@uscg.mil

## Novel Coronavirus – Update (Change 3)

An outbreak of respiratory illness caused by a novel coronavirus (COVID-19) may affect mariners and maritime commerce. The Centers for Disease Control and Prevention (CDC) has updated their Interim Guidance for Ships on Managing Suspected Coronavirus Disease 2019 (see https://go.usa.gov/xdfyG) and Cruise Ship Travel (see https://go.usa.gov/xdfVP).

Illness of a person onboard any vessel that may adversely affect the safety of a vessel or port facility is a hazardous condition per 33 CFR 160.216 and must be reported ***immediately*** to the U.S. Coast Guard Captain of the Port (COTP). Cases of persons who exhibit symptoms consistent with COVID-19 must be reported to the COTP.

The Coast Guard considers it a hazardous condition under 33 CFR 160.216 if anyone, regardless of where they have been or who they have interacted with, shows symptoms of COVID-19 or other flu like illness. This requires immediate notification to the nearest Coast Guard COTP.

Per 42 CFR 71.21, vessels destined for a U.S. port are required to report to the CDC any sick or deceased crew/passengers during 15 days prior to arrival at the U.S. port. Guidance to vessels to report deaths and illnesses to the CDC can be found at: https://go.usa.gov/xdjmj. U.S. flagged commercial vessels are also advised to report ill crewmembers in accordance with the requirements of each foreign port called upon.

Presidential Proclamations have placed entry restrictions from persons arriving from or through the following countries: Iran, China (excluding Hong Kong and Macau), the European states within the Schengen Area (Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, and Switzerland), and beginning at 11:59 p.m. eastern standard daylight savings time on March 16, 2020, United Kingdom and Republic of Ireland.

Vessel owners/operators and local stakeholders should be aware of the following:

1. On March 13, 2020, Cruise Lines International Association (CLIA) announced that member companies were voluntarily suspending cruise ship operations from U.S. ports of call for 30 days. The CDC issued a No Sail Order on March 14, 2020 to all cruise ships that had not voluntarily suspended operations. The Coast Guard will closely coordinate with CDC to facilitate a safe and expeditious return of passengers onboard cruise ships that are underway and bound for U.S. ports.
2. Maritime commerce is vital to the U.S. economy and the Coast Guard has the responsibility to safely enable the uninterrupted flow of maritime cargo.
    - Non-passenger commercial vessels that have been to the countries noted above or embarked crewmembers from the countries noted above within the last 14 days, with no sick crewmembers, will be permitted to enter the U.S. and conduct normal operations, provided that crewmembers remain aboard the vessel except to conduct specific activities directly related to vessel cargo or

provisioning operations. U.S. citizens or any other persons listed in Section 2 of Presidential Proclamation "Suspension of Entry as Immigrants and Nonimmigrants of Certain Additional Persons Who Pose a Risk of Transmitting 2019 Novel Coronavirus", for example crewmembers with a transit and/or crewmember visa, may be permitted to disembark the vessel to conduct vessel operations pier side or for the immediate and continuous transit through the U.S. to another country. When entering the U.S. all persons must be cleared by Customs and Border Protection (CBP) and, if applicable, CDC. Crewmembers without the appropriate visas will generally be required to remain onboard unless otherwise cleared for entry by CBP and, if applicable, CDC.

- Non-passenger commercial vessels that have been to the countries noted above or embarked crewmembers from the countries noted above within the last 14 days, and do have sick crewmembers should expect delays and need to work with local health and port officials prior to entry.

3. All persons that have been in or through a country listed above may be subject to CDC screening prior to disembarkation.

Vessel owners and operators should be aware of the following:

- The Coast Guard will continue to review all "Notice of Arrivals" in accordance with current policies and will communicate any concerns stemming from sick or deceased crew or passengers to their Coast Guard chain of command and the cognizant CDC quarantine station, who will coordinate with local health authorities.
- All commercial vessel operators and mariners are encouraged to exercise due diligence during daily operations and highly encouraged to follow the CDC Interim Guidance for Ships on Managing Suspected Coronavirus Diseases 2019.
- Vessel masters shall inform Coast Guard boarding teams of any ill crewmembers on their vessel prior to embarking the team.
- Local industry stakeholders, in partnership with their Coast Guard COTP, should review and be familiar with section 5310 Procedures for Vessel Quarantine and Isolation, and Section 5320 - Procedures for Security Segregation of Vessels in their Area Maritime Security Plan.
- Local industry stakeholders, in partnership with their Coast Guard COTP, should review and be familiar with their Marine Transportation System Recovery Plan.
- **Maritime facility operators are reminded that they are not permitted to impede the embarkation/ disembarkation of crew members as permitted under Seafarer's access regulations**. This authority resides with CBP, Coast Guard, or the CDC for medical matters. Facility operators should contact their local CBP, Coast Guard, or CDC/health department offices if they have a specific request to restrict a crew member's access.
- The Coast Guard recommends that people review the CDC travel guidance (see https://www.cdc.gov/coronavirus/2019-ncov/travelers/index.html) and the U.S. Department of State (DoS) Travel Advisories related to COVID-19 at https://travel.state.gov/content/travel/en/traveladvisories/traveladvisories.html/ .

Richard Timme, RDML, U. S. Coast Guard, Assistant Commandant for Prevention Policy sends

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

Captain of the Port
United States Coast Guard
Western Alaska

510 L Street, Suite 100
Anchorage, AK 99501-1946
Staff Symbol: sp
Phone: (907) 271-6956
Fax: (907) 271-6751

16450
August 9, 2013

**MARINE SAFETY INFORMATION BULLETIN 07-13**

**Requirements for Tank Vessels Conducting Lightering Operations in the Western Alaska Captain of the Port Zone**

Ref: (a) Western Alaska Alternative Planning Criteria (WA-APC-T) approved July 31, 2013
(b) Alaska Petroleum Distributors and Transporters (APD&T) APC approved May 10, 2010
(c) 33 Code of Federal Regulations (CFR) Part 155

With the renewal of the WA-APC-T for tank vessels, it is important that all tank vessel owners and operators planning lightering operations in the Western Alaska Captain of the Port Zone understand the requirements that must be met to safely conduct lightering operations.

Effective immediately, all tank vessels planning to conduct lightering operations in the Western Alaska Captain of the Port Zone must complete the Sector Anchorage Lightering Form demonstrating compliance with the following criteria prior to conducting the proposed operation:

1. Vessels must be a current member of the WA-APC-T for tank vessel and secondary cargo carriers or the APD&T APC for tank barges.

2. Vessels must have a valid Vessel Response Plan (VRP) with a Geographic Specific Appendix (GSA) for Western Alaska.

3. If the operation is a tank vessel to tank vessel lighter, one of the vessels must have equivalent equipment to that listed in Section 6.1.1 of the APD&T APC for on board response resources.

Vessels must submit the Sector Anchorage Lightering Form for review to the following email address sectoranchoragearrivals@uscg.mil at a minimum of 48 hours prior to the operation. Following satisfactory review by this office, a copy of the form will be stamped "reviewed" and returned to the submitter to be maintained on board the vessel in accordance with the WA-APC-T operating procedures.

For copies of the approved WA-APC-T, APD&T APC, and/or the Sector Anchorage Lightering Plan Form you can visit the Sector Anchorage website at:
http://www.uscg.mil/d17/sectoranchorage/industry.asp.

Please contact LT Ryan Butler at (907) 271-6956 with any questions or concerns.

Sincerely,

S. L. JOHNSON
Commander, U. S. Coast Guard
Chief, Prevention Department
By Direction

# Sector Anchorage Lightering Plan

| | Name | IMO/Official # | Company |
|---|---|---|---|
| Vessel Discharging | | | |
| Vessel Receiving | | | |

| | |
|---|---|
| Location / Lat & Long | |
| Date / Time | |
| Cargo & Amount | |
| # of Transfers / Duration | |

| | YES | NO | N/A |
|---|---|---|---|
| Is the transfer taking place within 3 NM from land? | | | |
| If so, have the State Pilots been notified & do they approve of location?* | | | |
| Is the ship an Alaska Maritime Alternative Planning Criteria (APC) member? | | | |
| Is the barge a member of the APD&T Alternative Planning Criteria (APC)?* | | | |

* ***If vessels lightering are both barges less than 10,000 GRT, State Pilot notification and approval are not required. If vessels involved in lightering are not an APD&T Barge, must verify spill response equipment is equivalent to APD&T Requirements***

**APD&T Equivalency**

| | YES | NO | N/A |
|---|---|---|---|
| Transfer hoses / Portable Pumps to offload Largest Cargo Tank in 24 hrs? | | | |
| Oil Recovery Devices - Lesser of 1250 brls per day or 5% of the cargo capacity? | | | |
| Containment Boom 3 times the length of vessels conducting lighter? | | | |
| Temporary Storage equal to 10% of 2 Largest Cargo Tanks? | | | |

**List all equipment below or attach separate document with all spill response equipment, personnel needed to deploy required equipment, and tanks being utilized as required above.**

Explain any 'NO' response:

**Completed by:**

Email completed form to: SectorAnchorageArrivals@uscg.mil

This is the current compilation of all subsurface and surface oceanographic moorings that have been reported to the U.S. Coast Guard District 17 Waterways Branch. The name, type, location, depth, water depth, and a Point of Contact for all data buoys, surface and subsurface, shall be reported as quickly as is practical if they are placed within the navigable waters (within 200 nm) of the United States. Data buoys placed in the Arctic region but outside of 200 nm of the United States may be reported and will be included in this compilation (for informational purposes only). This notification process is for inclusion in the Local Notice to Mariners to provide navigational information to mariners and does not supersede any permission or permitting requirements. Any notifications, corrections, additions, deletions, or comments for the Alaska region (Coast Guard District 17) or the Arctic region should be submitted via e-mail to D17-PF-D17-LNM@uscg.mil or to Todd Buck, USCG D17(dpw), at (907) 463-2269 or by email to todd.r.buck@uscg.mil. This compilation is as current as the Local Notice to Mariners (LNM) included in as an enclosure. The referenced LNM may have additional information and indicates the last time an entry was updated.

**ALASKA – ARCTIC OCEAN**

| TYPE/NAME: | POSITION: | WATER DEPTH: | TOP FLOAT DEPTH: | Ref. LNM: | POC: |
|---|---|---|---|---|---|
| N/A | 72°27.655’N, 157°23.774’W | 780 feet | 731 feet | 39/10 | Ethan Roth ehroth@ucsd.edu |
| N/A | 72° 47.939’N, 158°23.941’W | 1,066 feet | 1,017 feet | 39/10 | Ethan Roth ehroth@ucsd.edu |
| N/A | 72˚07.275’N, 160”29.698’W | 131 feet | 115 feet | 35/12 | Thomas Weingartner (907) 474-7993 |
| N/A | 72˚09.747’N, 159˚07.349’W | 167 feet | 85 feet | 35/12 | Thomas Weingartner (907) 474-7993 |
| N/A | 72˚10.875’N, 159˚33.117’W | 184 feet | 95 feet | 35/12 | Thomas Weingartner (907) 474-7993 |
| N/A | 72˚41.745’N, 164˚31.935’W | N/A | 151 feet | 35/12 | N/A |
| N/A | 72˚31.517’N, 164˚05.944’W | N/A | 164 feet | 35/12 | N/A |
| N/A | 72˚16.850’N, 163˚32.034’W | N/A | 131 feet | 35/12 | N/A |
| HARP C2 | 72° 48.154’N, 158°25.384’W | 1,062 feet | 979 feet | 48/15 | Josh Jones (858) 822-1836 |
| HARP D | 72° 36.925’N, 158°42.177’W | 323 feet | 237 feet | 48/15 | Josh Jones (858) 822-1836 |
| AIM16-1 | 75˚06.003’N, 168˚00.004’W | 535 feet | 142 feet | 44/16 | Dr. Humfrey Melling (250) 363-6552 |

**CANADA – BEAUFORT SEA**

| TYPE/NAME: | POSITION: | WATER DEPTH: | TOP FLOAT DEPTH: | Ref. LNM: | POC: |
|---|---|---|---|---|---|
| ACW16-30 | 68˚59.173’N, 105˚53.030’W | 242 feet | 231 feet | 44/16 | Dr. Humfrey Melling (250) 363-6552 |
| CB12 | 70˚33.770’N, 127˚41.710’W | 125 feet | 116 feet | 44/16 | Dr. Humfrey Melling (250) 363-6552 |
| IBO16-1a | 70˚20.031’N, 133˚44.369’W | 180 feet | 171 feet | 44/16 | Dr. Humfrey Melling (250) 363-6552 |
| IBO16-1b | 70˚20.035’N, 133˚44.452’W | 180 feet | 171 feet | 44/16 | Dr. Humfrey Melling (250) 363-6552 |
| IBO16-2 | 70˚59.359’N, 133˚44.636’W | 365 feet | 146 feet | 44/16 | Dr. Humfrey Melling (250) 363-6552 |
| IBO16-9a | 70˚03.534’N, 133˚42.918’W | 116 feet | 106 feet | 44/16 | Dr. Humfrey Melling (250) 363-6552 |
| IBO16-9b | 70˚03.501’N, 133˚42.937’W | 116 feet | 106 feet | 44/16 | Dr. Humfrey Melling (250) 363-6552 |
| SIC16-11 | 69˚46.483’N, 137˚02.757’W | 117 feet | 107 feet | 44/16 | Dr. Humfrey Melling (250) 363-6552 |
| HI16 | 69˚39.284’N, 138˚55.279’W | 134 feet | 125 feet | 44/16 | Dr. Humfrey Melling (250) 363-6552 |

**ALASKA – BEAUFORT SEA**

| TYPE/NAME: | POSITION: | WATER DEPTH: | TOP FLOAT DEPTH: | Ref. LNM: | POC: |
|---|---|---|---|---|---|
| N/A | 71˚35.980’N, 161˚30.3221’W | 151 feet | 111 feet | 48/14 | David Leech (907) 224-4319 |
| AON-BS3 | 71˚23.659’N, 152˚03.046’W | 482 feet | 115 feet | 49/14 | Dr. Robert Pickart (508) 289-2858 |
| UPW80 | 71˚14.670’N, 150˚32.750’W | 262 feet | 236 feet | 49/17 | Steve Okkonen (907) 283-3234 |
| UPW120 | 71˚16.000’N, 150˚41.640’W | 354 feet | 328 feet | 49/17 | Steve Okkonen (907) 283-3234 |
| UPE80 | 71˚11.673’N, 148˚43.424’W | 262 feet | 236 feet | 49/17 | Steve Okkonen (907) 283-3234 |
| UPE120 | 71˚12.338’N, 148˚48.018’W | 400 feet | 374 feet | 49/17 | Steve Okkonen (907) 283-3234 |
| WAVE SS-1 | 70°29’16.8864”N, 147°30’00.3528”W | UNK | Surface | 29/18 | Jeremy Kasper (907) 371-6510 |
| ODAS-1 | 70°24.889’N, 147°39.206’W | 26 feet | 24 feet | 30/19 | Carmen Lawrence (902) 405-3336 |
| ODAS-2 | 70°16.663’N, 147°35.493’W | 19 feet | 17 feet | 30/19 | Carmen Lawrence (902) 405-3336 |
| BCE-19 | 71˚40.368’N, 154˚59.923’W | 344 feet | 131 feet | 42/19 | Motoyo ITOH +81-46-867-9488 |
| BCC-19 | 71˚44.049’N, 155˚09.624’W | 951 feet | 131 feet | 42/19 | Motoyo ITOH +81-46-867-9488 |
| BCW-19 | 71˚47.766’N, 155˚20.777’W | 554 feet | 131 feet | 42/19 | Motoyo ITOH +81-46-867-9488 |

**ALASKA – CHUKCHI SEA**

| TYPE/NAME: | POSITION: | WATER DEPTH: | TOP FLOAT DEPTH: | Ref. LNM: | POC: |
|---|---|---|---|---|---|
| E. Barrow Canyon | 71˚22.569’N, 156˚53.710’W | 236 feet | 226 feet | 49/14 | Steve Okkonen (907) 283-3234 |
| Unnamed | 71˚14.459’N, 164˚18.067’W | 138 feet | Surface | 28/15 | Noah Lawrence (206) 526-6209 |
| 2015MARU_2 | 71˚29.792’N, 163˚11.449’W | 144 feet | 140 feet | 40/15 | Catherine Berchok (206) 526-6331 |
| SCH-17 (DBO3) | 68˚01.973’N, 168˚50.169’W | 194 feet | 115 feet | 41/17 | Motoyo ITOH +81-46-867-9488 |
| C11-DAFT-1 | 70°00.781’N, 166°51.374’W | 161 feet | 157 feet | 34/18 | David Strausz (206) 526-4510 |
| CEM1-19 | 71°35.971’N, 161°30.419’W | 154 feet | 108 feet | 35/19 | Peter Shipton (907) 224-4319 |
| CEM2-19 | 71°35.979’N, 161°31.648’W | 154 feet | 108 feet | 35/19 | Peter Shipton (907) 224-4319 |
| 19CKP-5A | 71°12.212’N, 158°00.722’W | 157 feet | 131 feet | 35/19 | David Strausz (206) 525-4510 |
| 19CKP-4A | 71°02.591’N, 160°29.706’W | 171 feet | 138 feet | 35/19 | David Strausz (206) 525-4510 |
| 19CKR-2A | 71°12.848’N, 164°15.159’W | 151 feet | 108 feet | 35/19 | David Strausz (206) 525-4510 |
| 19CKP-2A | 71°13.203’N, 164°15.088’W | 148 feet | 118 feet | 35/19 | David Strausz (206) 525-4510 |
| 19CKITAEPR-2A | 71°12.739’N, 164°13.341’W | 151 feet | Surface | 35/19 | David Strausz (206) 525-4510 |
| 19CKP-1A | 71°50.329’N, 163°07.698’W | 148 feet | 113 feet | 35/19 | David Strausz (206) 525-4510 |
| 19CKP-3A | 71°49.486’N, 166°03.560’W | 151 feet | 125 feet | 35/19 | David Strausz (206) 525-4510 |
| 19CKP-12A | 67°54.712’N, 168°11.628’W | 197 feet | 154 feet | 35/19 | David Strausz (206) 525-4510 |

**ALASKA – CHUKCHI SEA (Continued)**

| TYPE/NAME: | POSITION: | WATER DEPTH: | TOP FLOAT DEPTH: | Ref. LNM: | POC: |
|---|---|---|---|---|---|
| AL19-AU-BF2 | 71°45.139’N, 154°28.173’W | 328 feet | 299 feet | 35/19 | Catherine Berchok (206) 526-6331 |
| AL19-AU-PB1 | 71°12.346’N, 158°00.660’W | 161 feet | 131 feet | 35/19 | Catherine Berchok (206) 526-6331 |
| AL19-AU-WT1 | 71°02.623’N, 160°30.201’W | 171 feet | 141 feet | 35/19 | Catherine Berchok (206) 526-6331 |
| AL19-AU-IC1 | 70°50.156’N, 163°07.344’W | 148 feet | 118 feet | 35/19 | Catherine Berchok (206) 526-6331 |
| AL19-AU-IC2 | 71°13.005’N, 164°15.110’W | 148 feet | 118 feet | 35/19 | Catherine Berchok (206) 526-6331 |
| AL19-AU-IC3 | 71°49.728’N, 166°03.993’W | 151 feet | 121 feet | 35/19 | Catherine Berchok (206) 526-6331 |
| AL19-AU-CL1 | 69°18.977’N, 167°37.007’W | 164 feet | 135 feet | 35/19 | Catherine Berchok (206) 526-6331 |

**ALASKA – KOTZEBUE SOUND**

| TYPE/NAME: | POSITION: | WATER DEPTH: | TOP FLOAT DEPTH: | Ref. LNM: | POC: |
|---|---|---|---|---|---|
| OTZ-N | 67°6.791'N, 163°46.328'W | 37 feet | 27 feet | 48/14 | Dr. Manuel Castellote (206) 526-6866 |
| OTZ-M | 67°5.148'N, 163°48.282'W | 58 feet | 48 feet | 48/14 | Dr. Manuel Castellote (206) 526-6866 |
| OTZ-S | 67°3.365'N, 163°48.699'W | 60 feet | 50 feet | 48/14 | Dr. Manuel Castellote (206) 526-6866 |
| OTZ-Ch | 66°14.346'N, 166°51.926'W | 51 feet | 41 feet | 48/14 | Dr. Manuel Castellote (206) 526-6866 |

**ALASKA – BERING STRAIT**

| TYPE/NAME: | POSITION: | WATER DEPTH: | TOP FLOAT DEPTH: | Ref. LNM: | POC: |
|---|---|---|---|---|---|
| AOOS-AXYS | 65˚00.700’N, 169˚27.23’W | - - - - - - | Surface | 30/15 | Darcy Dugan (907) 644-6718 |
| NB-17t | 65˚03.884’N, 169˚38.045’W | 171 feet | 89 feet | 29/17 | Makoto Sampei +81-138-40-8844 |
| BS-17t | 66˚16.075’N, 168˚54.098’W | 187 feet | 105 feet | 29/17 | Makoto Sampei +81-138-40-8844 |
| Al9-AU-NM1 | 64°51.213’N, 168°32.630’W | 148 feet | 118 feet | 35/19 | Catherine Berchok (206) 526-6331 |
| A19-AU-BS2 | 59°14.137’N, 169°24.800’W | 180 feet | 151 feet | 35/19 | Catherine Berchok (206) 526-6331 |
| A2-19 | 65˚46.860’N, 168˚34.070’W | 184 feet | 26 feet | 37/18 | Rebecca Woodgate (206) 221-3268 |
| A3-19 | 66˚19.600’N, 168˚57.050’W | 184 feet | 49 feet | 37/18 | Rebecca Woodgate (206) 221-3268 |
| A4-19 | 65˚44.750’N, 168˚15.770’W | 157 feet | 49 feet | 37/18 | Rebecca Woodgate (206) 221-3268 |

**ALASKA – NORTON SOUND**

| TYPE/NAME: | POSITION: | WATER DEPTH: | TOP FLOAT DEPTH: | Ref. LNM: | POC: |
|---|---|---|---|---|---|
| Station-241 | 64°28.339’N, 165°28.456’W | 59 feet | Surface | 29/18 | Julie Thomas (858) 534-3032 |

**ALASKA – BERING SEA**

| TYPE/NAME: | POSITION: | WATER DEPTH: | TOP FLOAT DEPTH: | Ref. LNM: | POC: |
|---|---|---|---|---|---|
| AL19-AU-BS4 | 54˚26.266’N, 165˚17.469’W | 505 feet | 476 feet | 17/19 | Catherine Berchok (206) 526-6331 |
| 18BS-4B | 57°52.05’N, 168°53.59’W | 236 feet | 33 feet | 45/18 | David Strausz (206) 526-4510 |
| GPS Tide Buoy | 58°28.015’N, 162°04.779’W | 126 feet | Surface | 25/19 | NOAAS FAIRWEATHER (401) 378-4022 |
| AL19-AU-BS6 | 53˚37.775’N, 167˚23.945’W | 312 feet | 282 feet | 28/19 | Catherine Berchok (206) 526-6331 |
| SME-80 | 62°17.418’N,175°22.278’W | 267 feet | 264 feet | 31/19 | Alex De Robertis (206) 526-4789 |
| SME-120 | 61°22.129’N, 177°10.200’W | 393 feet | 390 feet | 31/19 | Alex De Robertis (206) 526-4789 |
| SME-100 | 61°51.013’N, 176°15.040’W | 325 feet | 322 feet | 31/19 | Alex De Robertis (206) 526-4789 |
| SME-140 | 61°04.151’N, 177°44.396’W | 460 feet | 456 feet | 31/19 | Alex De Robertis (206) 526-4789 |
| 19BSP-10A | 61°04.490’N, 177°43.594’W | 460 feet | 437 feet | 31/19 | Alex De Robertis (206) 526-4789 |
| 19BSP-4A | 57°51.740’N, 168°52.710’W | 233 feet | 33 feet | 40/19 | Geoff Lebon (206) 526-6884 |
| 19BS-5A | 59°54.220’N, 171°41.890’W | 233 feet | 30 feet | 40/19 | Geoff Lebon (206) 526-6884 |
| 19BSP-5A | 59°54.220’N, 171°41.890’W | 233 feet | 30 feet | 40/19 | Geoff Lebon (206) 526-6884 |
| 19BS-8A | 62°12.000’N, 174°40.770’W | 243 feet | 177 feet | 40/19 | Geoff Lebon (206) 526-6884 |
| 19BSP-8A | 62°11.760’N, 174°40.470’W | 243 feet | 30 feet | 40/19 | Geoff Lebon (206) 526-6884 |
| 19BS-2C | 56°51.884’N, 164°02.601’W | 236 feet | 203 feet | 40/19 | Geoff Lebon (206) 526-6884 |
| 19BSP-2B | 56°51.494’N, 164°02.724’W | 236 feet | 33 feet | 40/19 | Geoff Lebon (206) 526-6884 |
| 19BSP-8A | 61°11.760’N, 174°40.470’W | 243 feet | 30 feet | 40/19 | Geoff Lebon (206) 526-6884 |
| 19SHP-1A | 54°50.970’N, 158°59.890’W | 243 feet | 207 feet | 40/19 | Geoff Lebon (206) 526-6884 |
| AL18-AU-BS9 | 58°57.986’N, 170°20.776’W | 226 feet | 197 feet | 40/19 | Catherine Berchok (206) 526-6331 |
| AL19-AU-BS4B | 54°26.135’N, 165°16.347’W | 530 feet | 500 feet | 40/19 | Catherine Berchok (206) 526-6331 |
| AL19-AU-BS10 | 56°09.603’N, 166°34.646’W | 390 feet | 361 feet | 40/19 | Catherine Berchok (206) 526-6331 |
| AL19-AU-BS11 | 61°04.700’N, 170°16.600’W | 161 feet | 138 feet | 40/19 | Catherine Berchok (206) 526-6331 |

**ALASKA – GULF OF ALASKA – SANAK TROUGH (NORTH OF SANAK ISLAND)**

| TYPE/NAME: | POSITION: | WATER DEPTH: | TOP FLOAT DEPTH: | Ref. LNM: | POC: |
|---|---|---|---|---|---|
| TRBM-1 | 54˚42.606’N, 162˚37.872’W | 407 feet | 405 feet | 48/16 | Chris Wilson (206) 526-6435 |
| TRBM-2 | 54˚37.151’N, 162˚35.695’W | 489 feet | 487 feet | 48/16 | Chris Wilson (206) 526-6435 |

**ALASKA – COOK INLET – KAMISHAK BAY**

| TYPE/NAME: | POSITION: | WATER DEPTH: | TOP FLOAT DEPTH: | Ref. LNM: | POC: |
|---|---|---|---|---|---|
| ADCP-A | 59°16’34.5168”N, 154°07’03.6837”W | 16 feet | 13 feet | 03/18 | Jason Crockett (907) 315-6513 |
| ADCP-B | 59°15’24.7255”N, 154°02’45.7066”W | 43 feet | 39 feet | 03/18 | Jason Crockett (907) 315-6513 |

**ALASKA – GULF OF ALASKA – KODIAK ISLAND – CHINIAK BAY**

| TYPE/NAME: | POSITION: | WATER DEPTH: | TOP FLOAT DEPTH: | Ref. LNM: | POC: |
|---|---|---|---|---|---|
| 19CB-1A | 57°43.223’N, 152°17.531’W | 640 feet | 587 feet | 28/19 | David Strausz (206) 526-4510 |

**ALASKA – GULF OF ALASKA**

| TYPE/NAME: | POSITION: | WATER DEPTH: | TOP FLOAT DEPTH: | Ref. LNM: | POC: |
|---|---|---|---|---|---|
| UAF GAK4M | 59˚24.231’N, 149˚00.731’W | 656 feet | 328 feet | 45/16 | Dr. Andrew McDonnell (907) 474-7529 |
| WAVE YB-1 | 59°27’22.248”N, 139°45’02.088”W | UNK | Surface | 29/17 | Jeremy Kasper (907) 371-6510 |
| WAVE YB-2 | 59°26’58.7349”N, 139°47’46.3194”W | UNK | Surface | 29/17 | Jeremy Kasper (907) 371-6510 |
| GEO1-2019 | 59°00.850’N, 148°41.410’W | 722 feet | Surface | 29/19 | Seth Danielson (907) 474-7834 |
| GEO2-2019 | 59°00.917’N, 148°41.604’W | 722 feet | 72 feet | 29/19 | Seth Danielson (907) 474-7834 |
| GEO3-2019 | 59°00.988’N, 148°41.797’W | 722 feet | Surface | 29/19 | Seth Danielson (907) 474-7834 |

**ALASKA – GULF OF ALASKA – RESURRECTION BAY**

| TYPE/NAME: | POSITION: | WATER DEPTH: | TOP FLOAT DEPTH: | Ref. LNM: | POC: |
|---|---|---|---|---|---|
| GAKOA | 59°54’39.55”N, 149°20’57.47”W | 171 feet | Surface | 13/19 | Natalie Monacci (907) 474-7956 |
| GAK1 | 59°51’11.952”N, 149°30’03.96”W | 869 feet | 66 feet | 13/19 | Peter Shipton (907) 224-4319 |

**ALASKA – PRINCE WILLIAM SOUND**

| TYPE/NAME: | POSITION: | WATER DEPTH: | TOP FLOAT DEPTH: | Ref. LNM: | POC: |
|---|---|---|---|---|---|
| PST1 | 60°39.100'N, 146°16.682'W | 154 feet | 138 feet | 18/09 | Mary Anne Bishop (907) 424-5800 x228 |
| PST2 | 60°39.338'N, 146° 17.353'W | 226 feet | 210 feet | 18/09 | Mary Anne Bishop (907) 424-5800 x228 |
| PST3 | 60° 39.568'N, 146° 18.040'W | 390 feet | 374 feet | 18/09 | Mary Anne Bishop (907) 424-5800 x228 |
| PST4 | 60° 39.798'N, 146° 18.726'W | 427 feet | 410 feet | 18/09 | Mary Anne Bishop (907) 424-5800 x228 |
| PST5 | 60° 40.028'N, 146°19.413'W | 420 feet | 404 feet | 18/09 | Mary Anne Bishop (907) 424-5800 x228 |
| PST6 | 60°40.257'N, 146°20.100'W | 410 feet | 394 feet | 18/09 | Mary Anne Bishop (907) 424-5800 x228 |
| PST7 | 60°40.487'N, 146°20.786'W | 295 feet | 279 feet | 18/09 | Mary Anne Bishop (907) 424-5800 x228 |
| PST8 | 60°40.717'N, 146°21.473'W | 233 feet | 217 feet | 18/09 | Mary Anne Bishop (907) 424-5800 x228 |
| PST9 | 60°40.947'N, 146°22.160'W | 194 feet | 177 feet | 18/09 | Mary Anne Bishop (907) 424-5800 x228 |
| PST10 | 60°41.176'N, 146°22.846'W | 141 feet | 125 feet | 18/09 | Mary Anne Bishop (907) 424-5800 x228 |
| LHRT1 | 60˚22.6596’N, 147˚51.147’W | 225 feet | 209 feet | 11/14 | Mary Anne Bishop (907) 424-5800 x228 |
| LHRT2 | 60˚22.6482’N, 147˚50.7522’W | 364 feet | 348 feet | 11/14 | Mary Anne Bishop (907) 424-5800 x228 |
| LHRT3 | 60˚22.668’N, 147˚50.5116’W | 382 feet | 366 feet | 11/14 | Mary Anne Bishop (907) 424-5800 x228 |
| WTRT1 | 60˚44.253’N, 147˚59.5596’W | 504 feet | 488 feet | 11/14 | Mary Anne Bishop (907) 424-5800 x228 |
| WTRT2 | 60˚44.0994’N, 147˚59.086’W | 504 feet | 488 feet | 11/14 | Mary Anne Bishop (907) 424-5800 x228 |
| WTRT3 | 60˚43.938’N, 147˚59.448’W | 316 feet | 300 feet | 11/14 | Mary Anne Bishop (907) 424-5800 x228 |
| PWSSC-15 | 60˚36.791’N, 147˚11.996’W | 722 feet | 197 feet (Surfacing 2X per day) | 15/16 | R. W. Campbell (907) 424-5800 x241 |
| H01 | 60°20.550'N, 146°43.824'W | 98 feet | 66 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| HA | 60°20.274'N, 146°43.248'W | 591 feet | 532 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| H02 | 60°20.400'N, 146°44.520'W | 879 feet | 791 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| HB | 60°20.094'N, 146°43.974'W | 830 feet | 747 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| H03 | 60°20.250'N, 146°45.246'W | 886 feet | 797 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| H04 | 60°20.112'N, 146°45.966'W | 886 feet | 797 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| H05 | 60°19.968'N, 146°46.710'W | 886 feet | 797 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| H06 | 60°19.812'N, 146°47.418'W | 896 feet | 806 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| H07 | 60°19.668'N, 146°48.138'W | 909 feet | 818 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| H08 | 60°19.470'N, 146°48.954'W | 935 feet | 842 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| H09 | 60°19.320'N, 146°49.782'W | 1007 feet | 906 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| H10 | 60°19.188'N, 146°50.508'W | 1060 feet | 954 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| H11 | 60°19.008'N, 146°51.228'W | 1135 feet | 1022 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| H12 | 60°18.888'N, 146°51.930'W | 1194 feet | 1075 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| H13 | 60°18.738'N, 146°52.656'W | 909 feet | 818 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| H14 | 60°18.588'N, 146°53.340'W | 522 feet | 470 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| H15 | 60°18.468'N, 146°53.994'W | 276 feet | 244 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| HC | 60°18.120'N, 146°53.568'W | 449 feet | 404 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| H16 | 60°18.540'N, 146°54.552'W | 85 feet | 53 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| HD | 60°17.982'N, 146°54.336'W | 151 feet | 119 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| M01 | 59°55.482'N, 147°48.630'W | 295 feet | 263 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| MA | 59°55.146'N, 147°49.092'W | 220 feet | 188 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| M02 | 59°55.848'N, 147°49.074'W | 446 feet | 401 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| MB | 59°55.512'N, 147°49.512'W | 420 feet | 378 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| M03 | 59°56.178'N, 147°49.518'W | 509 feet | 458 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| M04 | 59°56.556'N, 147°49.956'W | 577 feet | 519 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| M05 | 59°56.886'N, 147°50.382'W | 640 feet | 576 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| M06 | 59°57.222'N, 147°50.826'W | 705 feet | 635 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| M07 | 59°57.546'N, 147°51.234'W | 741 feet | 667 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| M08 | 59°57.864'N, 147°51.636'W | 768 feet | 691 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| M09 | 59°58.152'N, 147°52.008'W | 784 feet | 706 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| M10 | 59°58.536'N, 147°52.458'W | 778 feet | 700 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| MC | 59°58.182'N, 147°52.872'W | 745 feet | 671 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| M11 | 59°58.842'N, 147°52.866'W | 472 feet | 425 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| MD | 59°58.518'N, 147°53.352'W | 614 feet | 553 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| LP01 | 59°58.854'N, 148°01.920'W | 112 feet | 80 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| LPA | 59°58.488'N, 148°02.286'W | 98 feet | 66 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| LP02 | 59°59.082'N, 148°02.208'W | 148 feet | 116 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| LPB | 59°58.758'N, 148°02.676'W | 289 feet | 257 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| EP03 | 59°59.472'N, 148°05.802'W | 240 feet | 208 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| EPA | 59°59.064'N, 148°05.952'W | 331 feet | 299 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |

**ALASKA – PRINCE WILLIAM SOUND (Continued)**

| TYPE/NAME: | POSITION: | WATER DEPTH: | TOP FLOAT DEPTH: | Ref. LNM: | POC: |
|---|---|---|---|---|---|
| EP04 | 59°59.700'N, 148°06.072'W | 276 feet | 244 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| EPB | 59°59.364'N, 148°06.492'W | 246 feet | 214 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| POWP05 | 60°02.778'N, 148°07.470'W | 312 feet | 280 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| PWA | 60°02.394'N, 148°07.698'W | 289 feet | 257 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| POWP06 | 60°02.796'N, 148°07.902'W | 177 feet | 145 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| PWB | 60°02.418'N, 148°08.208'W | 266 feet | 234 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| BP07 | 60°06.906'N, 148°14.118'W | 174 feet | 142 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| BPA | 60°07.128'N, 148°13.458'W | 167 feet | 135 feet | 09/17 | Mary Anne Bishop (907) 424-5800 x228 |
| Grav-1 | 60˚41.370’N, 146˚23.956’W | 16 feet | Surface | 16/17 | Mary Anne Bishop (907) 424-5800 x228 |
| Grav-2 | 60˚41.454’N, 146˚23.496’W | 75 feet | 55 feet | 16/17 | Mary Anne Bishop (907) 424-5800 x228 |
| Grav-3 | 60˚40.925’N, 146˚23.018’W | 146 feet | 126 feet | 16/17 | Mary Anne Bishop (907) 424-5800 x228 |
| Grav-4 | 60˚40.696’N, 146˚22.561’W | 195 feet | 176 feet | 16/17 | Mary Anne Bishop (907) 424-5800 x228 |
| Grav-5 | 60˚41.257’N, 146˚24.580’W | 7 feet | Surface | 16/17 | Mary Anne Bishop (907) 424-5800 x228 |
| Grav-6 | 60˚41.033’N, 146˚24.109’W | 53 feet | 34 feet | 16/17 | Mary Anne Bishop (907) 424-5800 x228 |
| Grav-7 | 60˚40.811’N, 146˚23.633’W | 128 feet | 108 feet | 16/17 | Mary Anne Bishop (907) 424-5800 x228 |
| Grav-8 | 60˚40.580’N, 146˚23.148’W | 158 feet | 138 feet | 16/17 | Mary Anne Bishop (907) 424-5800 x228 |
| Grav-9 | 60˚40.362’N, 146˚22.692’W | 212 feet | 192 feet | 16/17 | Mary Anne Bishop (907) 424-5800 x228 |
| Grav-10 | 60˚40.970’N, 146˚23.557’W | 106 feet | 86 feet | 16/17 | Mary Anne Bishop (907) 424-5800 x228 |
| Grav-RT1 | 60˚41.053’N, 146˚24.004’W | 59 feet | 40 feet | 16/17 | Mary Anne Bishop (907) 424-5800 x228 |
| Grav-RT2 | 60˚41.071’N, 146˚23.896’W | 72 feet | 53 feet | 16/17 | Mary Anne Bishop (907) 424-5800 x228 |
| Grav-RT3 | 60˚41.090’N, 146˚23.765’W | 74 feet | 55 feet | 16/17 | Mary Anne Bishop (907) 424-5800 x228 |
| RH1 | 60°36.987’N, 146°37.412’W | 213 feet | 203 feet | 28/18 | Mary Anne Bishop (907) 424-5800 x228 |
| RH2 | 60°38.175’N, 146°29.837’W | 223 feet | 223 feet | 28/18 | Mary Anne Bishop (907) 424-5800 x228 |
| NMS1 | 60°18.476’N, 147°40.044’W | 131 feet | 131 feet | 28/18 | Mary Anne Bishop (907) 424-5800 x228 |
| NMS2 | 60°18.280’N, 147°25.330’W | 154 feet | 154 feet | 28/18 | Mary Anne Bishop (907) 424-5800 x228 |
| NMS3 | 60°22.657’N, 147°08.341’W | 118 feet | 118 feet | 28/18 | Mary Anne Bishop (907) 424-5800 x228 |
| GISL1 | 60°51.782’N, 147°13.369’W | 164 feet | 154 feet | 28/18 | Mary Anne Bishop (907) 424-5800 x228 |
| MR1 | 59°58.586’N, 147°53.254’W | 607 feet | 597 feet | 28/18 | Mary Anne Bishop (907) 424-5800 x228 |
| MR2 | 59°58.655’N, 147°53.160’W | 581 feet | 571 feet | 28/18 | Mary Anne Bishop (907) 424-5800 x228 |
| MR3 | 59°58.738’N, 147°53.030’W | 564 feet | 554 feet | 28/18 | Mary Anne Bishop (907) 424-5800 x228 |
| HRT1 | 60°18.058’N, 146°54.282’W | 112 feet | 102 feet | 28/18 | Mary Anne Bishop (907) 424-5800 x228 |
| HRT2 | 60°18.135’N, 146°54.227’W | 121 feet | 111 feet | 28/18 | Mary Anne Bishop (907) 424-5800 x228 |
| HRT3 | 60°18.226’N, 146°54.145’W | 151 feet | 141 feet | 28/18 | Mary Anne Bishop (907) 424-5800 x228 |
| KIP1 | 60°18.121’N, 148°00.944’W | 344 feet | 324 feet | 39/18 | Mary Anne Bishop (907) 424-5800 x228 |
| KIP2 | 60°18.050’N, 147°55.640’W | 344 feet | 324 feet | 39/18 | Mary Anne Bishop (907) 424-5800 x228 |
| CP1 | 60°32.465’N, 146°08.652’W | 106 feet | 81 feet | 39/18 | Mary Anne Bishop (907) 424-5800 x228 |
| CP2 | 60°32.733’N, 146°06.749’W | 151 feet | 126 feet | 39/18 | Mary Anne Bishop (907) 424-5800 x228 |
| CEDAR1 | 60°33.568’N, 146°01.978”W | 110 feet | 85 feet | 39/18 | Mary Anne Bishop (907) 424-5800 x228 |
| JP1 | 60°29.366’N, 146°35.524’W | 74 feet | 71 feet | 10/20 | Mary Anne Bishop (907) 424-5800 x228 |
| PF1 | 60°48.720’N, 146°34.464’W | 131 feet | 128 feet | 10/20 | Mary Anne Bishop (907) 424-5800 x228 |

**ALASKA – GULF OF ALASKA – YAKUTAT**

| TYPE/NAME: | POSITION: | WATER DEPTH: | TOP FLOAT DEPTH: | Ref. LNM: | POC: |
|---|---|---|---|---|---|
| Wave Buoy-1 | 59°270402’N, 139°44.982’W | Unknown | Surface | 41/19 | Jeremy Kasper (907) 371-6510 |
| Wave Buoy-2 | 59°25.998’N, 139°48.366’W | Unknown | Surface | 41/19 | Jeremy Kasper (907) 371-6510 |

**ALASKA – SOUTHEAST**

| TYPE/NAME: | POSITION: | WATER DEPTH: | TOP FLOAT DEPTH: | Ref. LNM: | POC: |
|---|---|---|---|---|---|
| Icy Strait | 58° 14.6112’N, 136° 7.28972’W | 614 feet | 594 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Icy Strait | 58° 14.5037’N, 136° 7.27185’W | 541 feet | 521 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Icy Strait | 58° 14.3962’N, 136° 7.25398’W | 522 feet | 502 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Icy Strait | 58° 14.2887’N, 136° 7.23611’W | 358 feet | 338 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Icy Strait | 58° 14.1812’N, 136° 7.21824’W | 266 feet | 246 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Chatham Strait | 56° 9.6115’N, 134° 33.78278’W | 1814 feet | 1795 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Chatham Strait | 56° 9.6209’N, 134° 33.97584’W | 1820 feet | 1800 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Chatham Strait | 56° 9.6303’N, 134° 34.1689’W | 1811 feet | 1791 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Chatham Strait | 56° 9.6397’N, 134° 34.36195’W | 1811 feet | 1791 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Chatham Strait | 56° 9.6491’N, 134° 34.55501’W | 1798 feet | 1778 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Chatham Strait | 56° 8.6362’N, 134° 25.56783’W | 1916 feet | 417 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Chatham Strait | 56° 8.655’N, 134° 25.95379’W | 1930 feet | 1910 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Chatham Strait | 56° 8.6644’N, 134° 26.14676’W | 1932 feet | 1912 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Chatham Strait | 56° 8.6738’N, 134° 26.3397’W | 1936 feet | 1916 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Chatham Strait | 56° 8.6832’N, 134° 26.53272’W | 1932 feet | 1912 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Chatham Strait | 56° 8.6926’N, 134° 26.7257’W | 1932 feet | 1912 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Frederick Sound | 57° 3.34’N, 134° 15.64’W | 1180 feet | 928 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Frederick Sound | 57° 3.1874’N, 134° 15.35938’W | 1155 feet | 1135 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Frederick Sound | 57° 3.1111’N, 134° 15.21907’W | 1155 feet | 1135 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Frederick Sound | 57° 3.0348’N, 134° 15.07877’W | 1155 feet | 1135 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Frederick Sound | 57° 2.9584’N, 134° 14.93847’W | 1158 feet | 1138 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Frederick Sound | 57° 2.8821’N, 134° 14.79818’W | 1158 feet | 1138 feet | 35/09 | Dave Carlile (907) 465-4216 |
| Ommaney | 56° 5.4812’ N, 134° 47.0895’ W | 1181 feet | 912 feet | 33/10 | Dave Carlile (907) 465-4216 |
| Ommaney | 56° 5.3798’N, 134° 47.0233’W | 1191 feet | 1171 feet | 33/10 | Dave Carlile (907) 465-4216 |
| Ommaney | 56° 5.2783’N, 134° 46.9572’W | 1191 feet | 1171 feet | 33/10 | Dave Carlile (907) 465-4216 |

**ALASKA – SOUTHEAST (Continued)**

| TYPE/NAME: | POSITION: | WATER DEPTH: | TOP FLOAT DEPTH: | Ref. LNM: | POC: |
|---|---|---|---|---|---|
| Ommaney | 56° 5.1769’N, 134° 46.8910’W | 1191 feet | 1171 feet | 33/10 | Dave Carlile (907) 465-4216 |
| Ommaney | 56° 5.0755’N, 134° 46.8249’W | 1200 feet | 1180 feet | 33/10 | Dave Carlile (907) 465-4216 |
| Ommaney | 56° 4.9741’N, 134° 46.7587’ W | 1200 feet | 1180 feet | 33/10 | Dave Carlile (907) 465-4216 |
| Ommaney | 55° 59.6327’ N, 134°57.3717’ W | 1214 feet | 1194 feet | 33/10 | Dave Carlile (907) 465-4216 |
| Ommaney | 55° 59.5313’N, 134° 57.3057’W | 1191 feet | 1171 feet | 33/10 | Dave Carlile (907) 465-4216 |
| Ommaney | 55° 59.4298’N, 134° 57.2397’W | 1191 feet | 1171 feet | 33/10 | Dave Carlile (907) 465-4216 |
| Ommaney | 55° 59.3284’N, 134° 57.1737’W | 1220 feet | 1200 feet | 33/10 | Dave Carlile (907) 465-4216 |
| Ommaney | 55° 59.2270’N, 134° 57.1077’W | 1220 feet | 1200 feet | 33/10 | Dave Carlile (907) 465-4216 |
| Ommaney | 55° 59.1256’N, 134° 57.0417’ W | 1220 feet | 1200 feet | 33/10 | Dave Carlile (907) 465-4216 |
| 13PC1A | 56˚15.87’N, 134˚40.14’W | 174 feet | Surface | 06/13 | David Strausz (206) 526-4510 |
| 20CSP-4A | 58°07.363’N, 136°35.604’W | 1,099 feet | 1,060 feet | 06/20 | David Strausz (206) 526-4510 |

**ALASKA – NORTH PACIFIC OCEAN**

| TYPE/NAME: | POSITION: | WATER DEPTH: | TOP FLOAT DEPTH: | Ref. LNM: | POC: |
|---|---|---|---|---|---|
| HARP-CB | 58˚40.409’N, 148˚00.546’W | 2,877 feet | 2,779 feet | 49/14 | Josh Jones (858) 822-1836 |
| HARP-PT | 56˚14.635’N, 142˚45.431’W | 3,238 feet | 3,140 feet | 49/14 | Josh Jones (858) 822-1836 |
| MFM-A | 49˚58.60’N, 144˚14.77’W | 13,540 feet | 49 feet | 24/15 | Gabriella Chavez (858) 822-4938 |
| MFM-B | 50˚19.82’N, 144˚23.90’W | 13,599 feet | 49 feet | 24/15 | Gabriella Chavez (858) 822-4938 |
| GHPM-1 | 50˚04.79’N, 144˚48.18’W | 13, 842 feet | 483 feet | 24/15 | Gabriella Chavez (858) 822-4938 |

Alaska Marine Safety Education Association
2924 Halibut Point Road, Sitka, Alaska 99835-9668
phone 907-747-3287 / fax 907-747-3259 / www.amsea.org

# For Immediate Release

Date Issued: July 13, 2020
Kill Date: July 23, 2020

## AMSEA Workshops of Interest to Mariners in District 17

The Alaska Marine Safety Education Association is offering a number of classes in U.S. Coast Guard District 17 that may be of interest to mariners. Many of these workshops are offered at reduced cost to commercial fishermen, thanks to support from the U.S. Coast Guard, the National Institute for Occupational Safety and Health, and the Alaska Department of Commerce, Community and Economic Development. Register online at www.amsea.org or call (907) 747-3287.

**Marine Safety Instructor Training**

The MSIT is an intensive train-the-trainer course that prepares individuals to effectively teach cold-water survival procedures, use of marine safety equipment, and vessel safety drills. Upon completion of the course, participants will be prepared to teach AMSEA's U.S. Coast Guard accepted Fishing Vessel Drill Conductor training, pending authorization from the Coast Guard. Topics covered during the course include:

- Preparation for emergencies
- Cold-water near drowning
- Hypothermia
- Cold-water survival
- Survival equipment, procedures & onboard drills
- Risk Assessment
- Ergonomics
- Methods of instructions

| Start Date | End Date | Location | State |
|---|---|---|---|
| 9/21/2020 | 9/26/2020 | Sitka | AK |

# RESEARCH EQUIPMENT IN WATER

EASTERN BERING SEA
July – October 2020

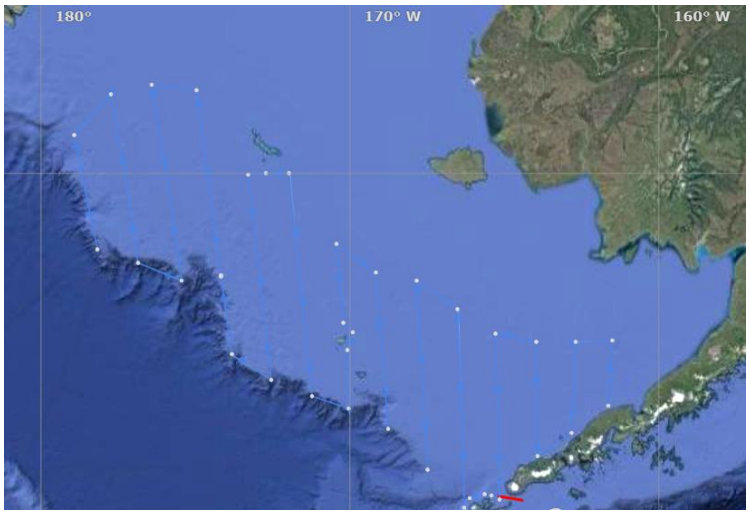
SAILDRONE, INC. will operate three Unmanned Surface Vehicles called Saildrones for oceanographic and fisheries research, in the waters from 161ºW to 179ºW. Gulf of Alaska to Eastern Bering Sea transit of Unimak Pass will be occur last week of June.

Research details and updates will be posted at https://www.fisheries.noaa.gov/region/alaska.

**VESSELS ARE REQUESTED TO TRANSIT THE AREA WITH CAUTION, AND REMAIN GREATER THAN 500 METERS AWAY FROM THE RESEARCH EQUIPMENT.**

Saildrones are wind powered Unmanned Surface Vehicles that carry important oceanographic and fisheries acoustics research instrumentation and are controlled from shore through satellite communications.

- **Color: Orange**
- **Light: white all-round light**
- **Radar Reflecting: yes**
- **Distinguishing Marks/Notation: "Saildrone"**
- **Length: 23 ft & Width: 2 ft**
- **Height: 16 ft above water line**
- **Draft: 6 ft**
- **Average speed: 3 knots**



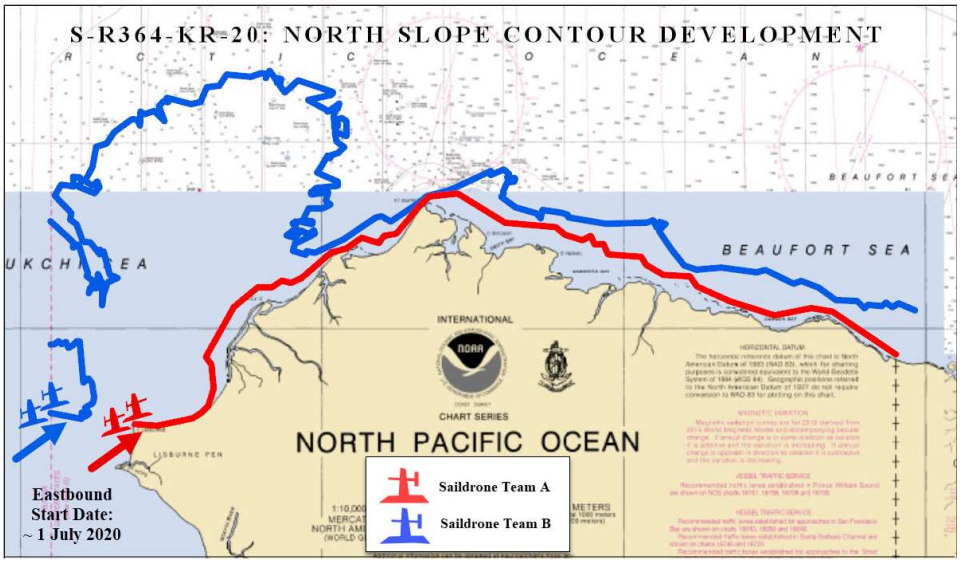

**CONTACT: SAILDRONE MISSION CONTROL**
**Phone: (510) 722-6070 and email: missioncontrol@saildrone.com**
**Saildrone, 1050 West Tower Avenue, Alameda, CA, 94501, www.saildrone.com**

# NOAA North Slope Saildrone Survey to Update Nautical Charts

NOAA Office of Coast Survey Project Number: S-R364-KR-20

## Overview

From July to September, NOAA's Office of Coast Survey will operate four Saildrones in the Alaskan Arctic to update the nautical chart and improve general understanding of ocean depths in the region. These four Saildrones will travel in pairs to survey and develop the 20 meter (65 foot) and 50 meter (164 foot) contours. The survey will start offshore of Point Hope and extend eastward to the Canadian Border before returning to Point Hope.




## Schedule & Operational Area

The Saildrone project will run from July to September 2020 and consists of two phases:

*Phase One* of the project has both Saildrone teams sailing eastbound from July to August as they survey the 20 meter (Team A) and 50 meter (Team B) contours from Point Hope to the Canadian Border.

*Phase Two* has both teams sailing westbound from August to September. During this time, they will survey areas of interest between the 20 and 50 meter contours that were identified in Phase One.

## Plans for Avoiding Conflicts with Subsistence Activities

To mitigate potential conflicts with subsistence activities, the project team will be using the subsistence areas outlined in the Arctic Waterways Safety Committee Standards of Care to guide outreach and notification efforts along the project's operational area. If there are concerns, the project team will work with communities to send the Saildrones towards deeper water and/or away from the area of concern. The Saildrones continuously broadcast AIS positions and can be tracked using the Arctic Vessel Tracker.

**For any questions, comments, or concerns regarding these operations, please contact LCDR Bart Buesseler, NOAA's Alaska Navigation Manager at 907.231.7112 or Alaska.NavManager@noaa.gov**


**Office of Coast Survey**
National Oceanic and Atmospheric Administration

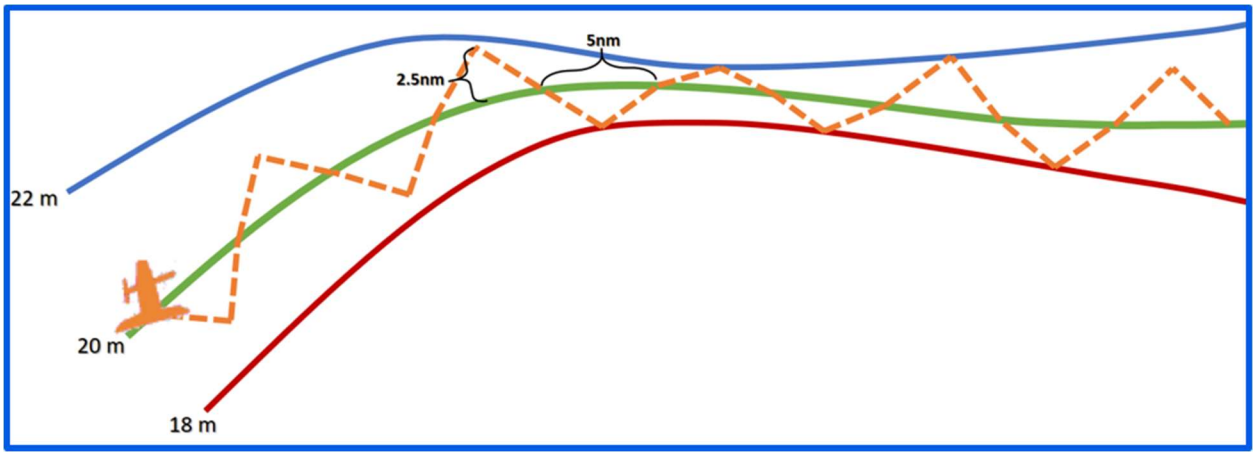
**Alaska Navigation Manager**
222 West 7th Ave
Anchorage, AK 99513
**Alaska.NavManager@noaa.gov | Office: 907.271.3327 | Cell: 907.231.7112**

## The Saildrone Survey Platform

Saildrones are 23 foot, wind powered Autonomous Surface Vehicles that carry research instrumentation and are controlled from shore through satellite communications. These platforms have operated successful missions in both the Chukchi and Bering Seas since 2015 and have proven themselves as reliable, low-impact acquisition platforms. Along with the depth data acquired for Coast Survey via a DT800 single beam sonar (235 kHz), these Saildrones will be logging additional meteorological and oceanographic data to provide more accurate weather reporting, model predictions, and improve general understanding of the region for multiple NOAA programs.

## What is Developing a Contour?

Developing a contour is a process of crossing along the desired depth contour in a zigzag pattern, crossing the contour at least once every five nautical miles, as shown below. After crossing, the Saildrones will turn back to the contour after they reach either a depth of +/- two meters from the target depth (i.e. 18 meters or 22 meters for the 20 meter contour), or when they've gone more than 2.5 nautical miles from the contour. This will provide Coast Survey with the information needed to update these contours on the Nautical Charts, as well as provide a wealth of information for the Arctic researchers.




## The Project Team

This project is being managed by Terrasond, on behalf of NOAA's Office of Coast Survey. Terrasond has years of Alaskan surveying experience and will be managing the Saildrone team to ensure this project's success.


**Office of Coast Survey**
National Oceanic and Atmospheric Administration

**Alaska Navigation Manager**
222 West 7th Ave
Anchorage, AK 99513
Alaska.NavManager@noaa.gov | Office: 907.271.3327 | Cell: 907.231.7112

# Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Waterways Policies and Activities Division (WWM-1)
2703 Martin Luther King Jr Ave SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 17-20
Date: 06/03/2020
Contact: LCDR John Downing
Phone: (202) 372-1568
E-Mail: cgwwm@uscg.mil

## On-Water Mass Gatherings – Recreational, Sporting, or Cause-Related Events

On-water mass gatherings pose concerns due to the safety issues they create for the boating public and the Maritime Transportation System (MTS). Regardless of the nature of these gatherings, whether recreational, sporting or cause-related, they are primarily a boating safety issue. As these types of marine events continue to grow in popularity throughout the country, the Coast Guard will work together with its port partners to ensure the safety on the marine transportation system. These actions will take into account health and safety factors including but not limited to local COVID-19 and social distance guidelines as well as current unrest.

The Coast Guard issues permits for, and monitors marine events, to ensure safety of life at sea and on our waterways. Permits are required for powerboat races, sailing regattas, and other marine events that have the potential to draw an accumulation of spectator craft, may obstruct a waterway, or introduce extra or unusual hazards to the safety of human life on the navigable waters of the United States. A large gathering of recreational boaters would not necessarily meet the requirement for an event permit. It is recommended you contact your local Captain of the Port to determine if your event will require a permit.

The Coast Guard and our port partners are committed to ensuring the safety and security of the waterway. The Coast Guard and other local agencies will provide on-water safety and law enforcement assets. The goal of these patrols is to ensure mariners using the waterway are not negatively impacted due to the anticipated increase in vessel traffic and to ensure that commercial traffic can safely continue operations.

Regardless of the nature of the event, the Coast Guard's role is to ensure the safety and security of the maritime transportation system. The presence of the Coast Guard and its partners on the waterway is not to support the event itself, but to ensure the waterway is safe for all mariners due to the anticipated increase in traffic.

Boating accidents can occur quickly and without warning. To ensure a safe and enjoyable time on the water, the Coast Guard is asking boaters to ensure they have the necessary knowledge and safety equipment before getting underway. This includes a properly fitting life jacket for each passenger, a VHF radio, and flares. The Coast Guard regularly conducts recreational boating safety checks. Failure to have the necessary safety equipment may result in the termination of a voyage. Having the basic equipment can ensure a safe and enjoyable day on the water.

It is recommended participants in the event, and mariners in general, follow guidance from the CDC and local government health authorities to prevent the spread of coronavirus, including social distancing and the use of face coverings when social distance cannot be maintained.

Questions concerning this notice may be forwarded to Coast Guard Office of Waterways Policies and Activities Division (CG-WWM-1) by email to cgwwm@uscg.mil.

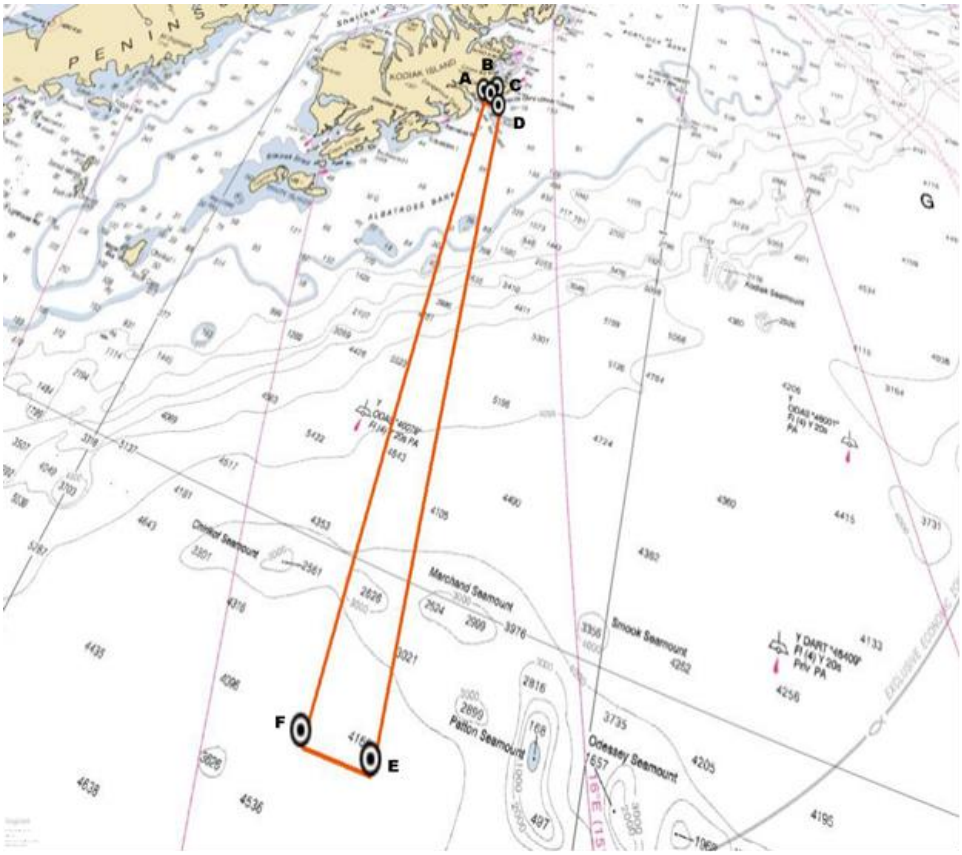
-uscg-

*This release has been issued for public information and notification purposes only.*

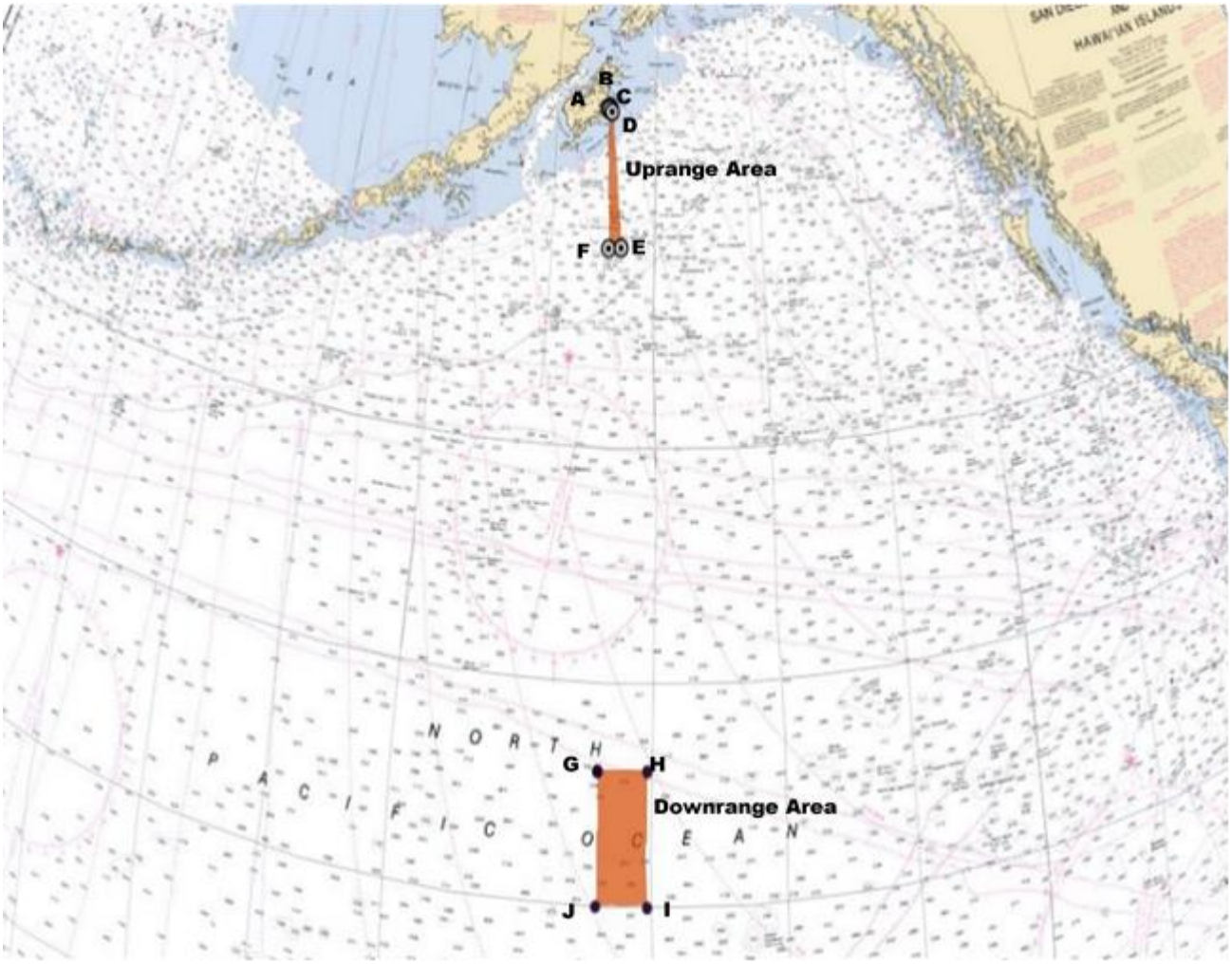
# Pacific Spaceport Complex Alaska

The Pacific Spaceport Complex Alaska (PSCA) is planning to conduct a rocket launch from launch pad LP-3B at Narrow Cape, Kodiak, Alaska from 301930-302300 UTC which is 1130-1500 Alaska Daylight Savings Time on July 30th, 2020. If the launch does not occur on July 30th then it will be rescheduled for the following day during the same time window. Rescheduling could continue each day through August 7th, 2020. The following hazardous areas are recommended to be avoided during the daily launch windows.

| P127 RECOMMENDED NOTMAR POLYGON FOR UPRANGE AREA | | | | |
|---|---|---|---|---|
| | LATITUDE | | LONGITUDE | |
| POINT | DEG | | DEG | |
| A | 57.4367 | N | 152.4497 | W |
| B | 57.4285 | N | 152.3500 | W |
| C | 57.4786 | N | 152.2955 | W |
| D | 57.3645 | N | 152.2094 | W |
| E | 54.3530 | N | 151.5827 | W |
| F | 54.3311 | N | 152.1711 | W |
| A | 57.4367 | N | 152.4497 | W |



| P127 RECOMMENDED NOTMAR POLYGON FOR DOWNRANGE AREA | | | | |
|---|---|---|---|---|
| | LATITUDE | | LONGITUDE | |
| POINT | DEG | | DEG | |
| G | 43.07721 | N | 152.08 | W |
| H | 43.09388 | N | 150.192 | W |
| I | 40.02592 | N | 150.169 | W |
| J | 40.02592 | N | 152.059 | W |
| G | 43.07721 | N | 152.08 | W |



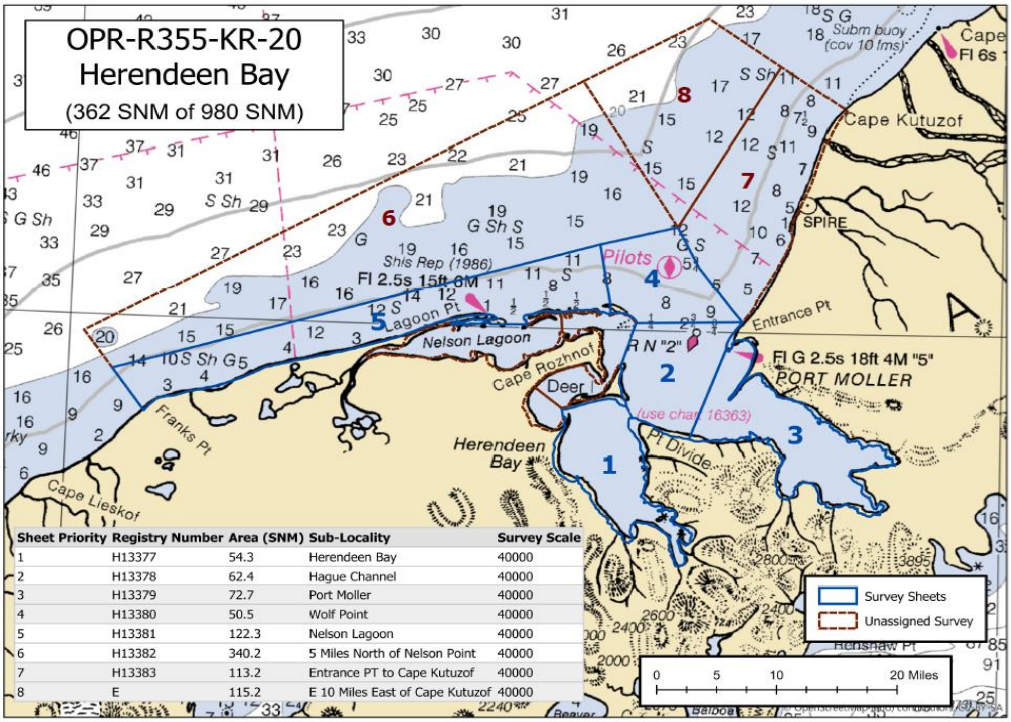

Questions/concerns should be directed to the PSCA Spaceport Manager, Robert Greene, at (907) 743-3539 or (907) 229-2007 or by email to Robert.greene@akaerospace.com. During launch operations the Operations Director, Shannon Edwards, can be contacted directly at (509) 713-4368 or by email to Shannon.edwards@akaerospace.com.

eTrac Inc.
637 Lindaro Street , Suite 100
San Rafael, CA 94901
T 415 462 0421
F 415 480 2023
www.etracinc.com

# NOTICE OF HYDROGRAPHIC SURVEY OPERATIONS

**Continuing until approximately August 15, 2020 eTrac Inc. will be conducting hydrographic surveys under contract to the National Oceanic and Atmospheric Administration (NOAA), Office of Coast Survey. R/V 505, a 33ft Aluminum-hulled catamaran research vessel, R/V Rapid a 28ft converted USCG Safe Boat, and R/V Spectrum a 22ft aluminum monohull will be conducting hydrographic surveys in the vicinity of Herendeen Bay and Port Moller Alaska.**

**The survey areas are displayed in the graphic below:**




| Sheet Priority | Registry Number | Area (SNM) | Sub-Locality | Survey Scale |
|---|---|---|---|---|
| 1 | H13377 | 54.3 | Herendeen Bay | 40000 |
| 2 | H13378 | 62.4 | Hague Channel | 40000 |
| 3 | H13379 | 72.7 | Port Moller | 40000 |
| 4 | H13380 | 50.5 | Wolf Point | 40000 |
| 5 | H13381 | 122.3 | Nelson Lagoon | 40000 |
| 6 | H13382 | 340.2 | 5 Miles North of Nelson Point | 40000 |
| 7 | H13383 | 113.2 | Entrance PT to Cape Kutuzof | 40000 |
| 8 | E | 115.2 | E 10 Miles East of Cape Kutuzof | 40000 |

R/V Spectrum
22’ Monohull

R/V Rapid
28’ Catamaran

R/V 505
33’ Catamaran

**For additional information please contact David Neff: david@etracinc.com, C: 415-517-0020**