

UNITED STATES COAST PILOT CORRECTIONS

**COAST PILOT 9 23 Ed 2005 Change No. 8
LAST NM 51/05**

Page 92—Paragraph 1034, line 4; read:
carry out the purposes of this subpart.

§165.T17-010 Safety Zone; Bering Sea, Aleutian Islands, Unalaska Island, AK.

(a) *Description.* This safety zone is defined by a circle centered at 53 degrees, 38 minutes North; 167 degrees, 7 minutes, 20 seconds West with a radius of 750 yards. All coordinates reference Datum: NAD 1983.

(b) *Enforcement period.* The safety zone in this section will be enforced from November 30, 2005 through October 31, 2006.

(c) *Regulations.*(1) The Captain of the Port and the Duty Officer at Marine Safety Office, Anchorage, Alaska can be contacted at telephone number (907) 271-6700.

(2) The Captain of the Port may authorize and designate any Coast Guard commissioned, warrant, or petty officer to act on his behalf in enforcing the safety zone.

(3) The general regulations governing safety zones contained in §165.23 apply. No person or vessel may enter or remain in this safety zone, with the exception of attending vessels, without first obtaining permission from the Captain of the Port or his on-scene representative.

(FR 11/23/05) 52/05

COAST PILOT 9 23 Ed 2005 Change No. 9

Page 143—Paragraph 234, lines 8 to 10; read:
depths of 2.4 fathoms, 2.9 fathoms and 3.8 fathoms are S of the cape and located at: 59°44'40"N., 147°51'33"W., 59°44'22"N., 147°51'38"W., and 59°44'15"N., 147°51'45"W., ...

(H 11008; BP 187332) 52/05

Page 176—Paragraph 636, lines 2 to 3; read:
bluffs, about 3 miles N of San Juan Bay. The ...

(H 11008; BP 187332) 52/05

Page 176—Paragraph 638 to Paragraph 639, line 2; read:
Large vessels entering Macleod Harbor favor the N shore and anchor in 12 to 14 fathoms, muddy bottom, ...

(H 11007; BP 187386) 52/05

Page 200—Paragraph 1002, line 3 to Page 201—Paragraph 1010; read:
List.)

WINTER RULES FOR OPERATING IN COOK INLET

Due to icing conditions in Cook Inlet, the Coast Guard imposes special operating procedures for all vessels transiting Cook Inlet (above 60°45'N). Activation is announced in the Local Notice to Mariners. The "Winter Rules" remain in effect until the Captain of the Port (COTP), Western Alaska, in conjunction with the Southwest Pilots Association and Nikiski Marine Safety Committee, determines the threat to

shipping, due to the hazardous icing conditions within Cook Inlet, no longer exists. All vessels transiting Cook Inlet waters shall comply with the following requirements during activation:

GENERAL REQUIREMENTS

1. All vessel operators shall ensure that main and auxiliary machinery and all vital systems, particularly cooling and fuel systems are winterized for operation in ice-filled waters and ambient air temperatures to -40 degrees F. Winches, ballast systems, and auxiliary equipment must be adequate for operation under these conditions at all times, both during transit into and out of Cook Inlet and while moored or at anchor.

2. The vessel master shall maintain adequate draft to keep the sea suction and propeller well below the ice to prevent ice from sliding under the vessel. Ten (10) feet forward and six (6) feet over the wheel is the required draft for all large vessels transiting Cook Inlet. If the forward draft of 10 feet does not submerge the most forward point of the bulbous bow, additional ballasting will be required. If it is necessary to deviate from the ship's normal ballast procedures, i.e. place water ballast in a cargo hold to meet these requirements, approval from the vessel's classification society must be obtained prior to transiting Cook Inlet.

3. Vessel crews shall have adequate personal protection for cold weather during deck operations which includes, but is not limited to: cargo monitoring, mooring, anchoring, watchstanding and towing operations.

UNDERWAY REQUIREMENTS SPECIFIC TO VESSEL TYPE

Vessels with Internal Combustion Engines:

1. If fitted with a heat exchanger, the raw water shall be kept at a temperature to prevent the accumulation of any ice or slush within the system. This shall be achieved by delivering steam to both the primary and secondary sea chests. When these rules are in effect, steam shall be continuously supplied to both sea chests from the time the vessel passes Anchor Point inbound until the time the vessel passes Anchor Point outbound. Only lines or hoses designed for steam service will be acceptable.

2. Starting and control air tanks shall remain peaked.

3. All vessels propelled by gas turbines shall maintain the auxiliary gas turbine ready for immediate use and engagement in the event of main gas turbine failure.

WHILE MOORED AT FACILITIES

1. All vessels shall be moored in such a fashion that "worst case" ice conditions may be immediately mitigated. Their moorings shall have a sufficient number of additional mooring lines immediately available. Lines of different types may be used in mooring arrangements provided that they are not used in the same service. Tugs with barges mooring in the Port of Anchorage (P.O.L. one and two) shall moor with their bow facing the direction of the flood tide (port side to), to stem the force of ice during the stronger flood tide. Mooring port side to will also facilitate maneuverability in case of an emergency.

2. Engines and propulsion systems shall be on immedi-

ate standby to relieve strain on mooring lines and/or place the vessel underway as necessary. While these rules are in effect, steam shall be continuously delivered to both the primary and secondary sea chests.

3. Vessels shall maintain underway watches in engineering spaces and on the bridge when ice conditions threaten a barge or vessel's mooring arrangement.

4. If ice build-up between or under a moored barge is a possibility, the barge shall be pulled away from the berth prior to max ebb tide to flush away ice that has accumulated.

5. A pilot, where required, shall remain aboard a vessel during marginal conditions.

FACILITIES

1. Facility operators should follow their own ice procedures when deemed necessary.

2. Operating procedures for hazardous ice conditions for vessels at facilities are provided for their information.

The Coast Guard may conduct inspections to ensure compliance with these rules. All self-propelled vessels greater than 1600 GT and tow vessels towing tank barges transiting Cook Inlet for the first time while these rules are in effect will be inspected. Vessel operators or their agents should contact the Captain of the Port, Western Alaska at their earliest opportunity to present their vessels to the Coast Guard for inspection. Notification and request for inspection shall be at least 24 hours in advance of the vessel's arrival to the Homer pilot station. This inspection program is in addition to any other Coast Guard inspections and/or examinations that may be applicable to a particular vessel.

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52/05