Page 217—Paragraph 1195, line 9; read:
anchoring. The Captain of the Port, Western Alaska, in consultation with the marine community has guidelines for vessels anchoring in Kachemak Bay in response to previous instance of vessels dragging anchor. These guidelines shall be followed at all times by any vessel anchoring in Kachemak Bay.

General Requirements for All Vessels

While anchored in Kachemak Bay, a 24-hour bridge watch shall be maintained by an English-speaking deck watch officer. If the vessel is found to be dragging anchor, the agent, master, operator or person in charge shall ensure that Sector Anchorage or Marine Safety Detachment Kenai is immediately notified of hazardous condition as soon as practical.

Specific Actions for Heavy Weather

Gale Warnings, if forecasted and/or actual winds are in excess of 34 knots the propulsion plant shall be on standby and ready to provide immediate propulsion. The vessel's position and under-keel clearance shall be confirmed at a minimum of once every 15 minutes by the licensed deck watch officer. Ensure a second anchor is made ready for letting go.

Storm Warnings, if forecasted and/or actual winds are in excess of 48 knots the vessel must take the precautions for Gale Warnings and discuss the following measures with the local Coast Guard, the Southwest Alaska Pilot's Association and the vessel agent. Consider increasing the scope of anchor chain as appropriate. Determine the availability and locations of potential stand by tugs, with the appropriate size and horsepower, which could assist the vessel in holding position. Assess the need to bring a Pilot onboard and if the Master and Pilot deem it necessary, put to sea for the duration of the heavy weather.
(L-401-2011) 27/11

Page 487—Paragraph 27, line 6; read:
City. In July 2010, a 2-knot northwesterly current was experienced by NOAA Ship Fairweather while anchored there.
(L-211-2011) 27/11

Page 488—Paragraph 32, line 7; read:
ice conditions and the remoteness of the locality. Changing current and wind conditions offshore of the shoal often cause confused, choppy seas which may be dangerous for small craft.
(L-211-2011) 27/11

Page 488—Paragraph 33, lines 3 to 4; read:
and steep sided.
(L-211-2011) 27/11

Page 488—Paragraph 34, line 5; read:
the islands are deep, the bottom is mostly rocky, but varies locally from stone to broken shell to mud, and …
(L-211-2011) 27/11

Page 488—Paragraph 35, lines 3 to 18; read:
and 8 miles NNW of Fairway Rock. **Diomede** (native name Inalik), the only village on the island, is midway along the W shore. A helipad is on a filled jetty W of the village. A yellow, white, and green rotating aerobeacon shows atop a cylindrical white water tank just E of the helipad when incoming or outgoing aircraft are expected. The aerobeacon is obscured between approximately 000° and 180°. Diomede has a health clinic and a native store. Very limited amounts of food and fuel are available. Mail is delivered on regular helicopter flights via Nome and Wales. A shoal extends W from the helipad toward the S end of Big Diomede Island across the U.S.-Russia boundary. Vessels approaching Little Diomede Island from the S and E may run close along the S shore, keeping in depths greater than 14 fathoms until the village is sighted, and anchor S of the shoal. Approach from E also has been made …
(L-608-2011) 27/11