

U.S. Department of
Homeland Security

United States
Coast Guard



Captain of the Port, Western Alaska
United States Coast Guard
Marine Safety Office

510 L Street, Suite 100
Anchorage, AK 99501-1946
Staff Symbol: POPS
Phone: (907) 271-6708
FAX: (907) 271-6751
Email: Jay.J.Jerome@uscg.mil

16710
November 28, 2005

From: Captain of the Port, Western Alaska
To: Distribution

Due to ice conditions in Cook Inlet, the Coast Guard is imposing the attached special operating procedures for all vessels transiting Cook Inlet above 60 degrees, 45 minutes north latitude as of November 28, 2005. Terminal operators should implement their own ice procedures as conditions warrant. If you have any questions concerning this matter, please contact Lieutenant Jay Jerome (907) 271-6708 or Lieutenant Ken Philips at (907) 283-3292.

Sincerely,

A handwritten signature in black ink, appearing to read "T. D. Harrison", with a long horizontal flourish extending to the right.

T. D. HARRISON
Commander, U. S. Coast Guard
Alternate Captain of the Port
Western Alaska

Encl: (1) Special Operating Procedures for Hazardous Ice Conditions in Cook Inlet, AK

Copy: Seventeenth Coast Guard District (dp)



16710
November 28, 2005

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

Subj: SPECIAL OPERATING PROCEDURES FOR HAZARDOUS ICE CONDITIONS

Due to potential severe icing conditions in Cook Inlet, the Coast Guard has imposed special operating conditions and restrictions for all vessels transiting Cook Inlet. These "Winter Rules" will remain in effect until the Captain of the Port, Western Alaska, in conjunction with the Southwest Pilots Association and Nikiski Marine Terminal Safety Committee, determines that the threat to shipping, due to the hazardous icing conditions within Cook Inlet, no longer exists. Until such time, all vessels transiting Cook Inlet waters shall comply with the following:

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.

November 28, 2005

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 immediate 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.

Sincerely,



T. D. HARRISON
Commander, U. S. Coast Guard
Alternate Captain of the Port
Western Alaska