



ALASKA MARINE PILOTS LCC

P. O. Box 920226 - Dutch Harbor, AK 99692
Office 907.581.1240 - Fax 907.581.1372
pilotdesk@ampilots.com

These parameters developed by AMP are advisory in nature only. They are offered for your assistance and to give you a general indication of what requirements might apply to a given port. The parameters are not intended to supersede the authority of the individual pilot. Each situation has unique characteristics with regard to the vessel, weather conditions, and other variables. Each decision on vessel movement rests with the discretion of the pilot dispatched for the job.

GENERAL PORT INFO in alphabetical order (revised 02/2008)

Adak

In the interest of ship and environmental safety, AMP developed the following port parameters for vessels operating in Adak. Operations shall be based on the on-scene assessment of pilot and master as to the exact wind direction and strength, dock and/or harbor congestion, maximum wind gusts, time of day, visibility, etc.

Pier 3 – West face only to be used (due to obstruction on east side)

Max. Draft: 25'

Max. LOA: 400'

Vessels up to 310' LOA – No bow thruster or tug required. May need to dredge anchor.

311'-400' LOA – Vessel may be worked without tug or bow thruster at the discretion of the pilot based on certain criteria such as, but not limited to: weather, trim, rudder power, engine delay, loaded condition, etc. May need to dredge anchor.

Pier 5 – max. draft 27', max. LOA 550'

Vessels up to 310' LOA – No bow thruster or tug required. May need to dredge anchor.

311'-400' LOA – Vessel may be worked without tug or bow thruster at the discretion of the pilot based on certain criteria such as, but not limited to: weather, trim, rudder power, engine delay, loaded condition, etc. May need to dredge anchor.

401' to 550' LOA – Adequate tug or bow thruster shall be required.

Max. wind speeds for both Pier 3 and Pier 5:

NE-E: 20 kts.

These parameters developed by AMP are advisory in nature only. They are offered for your assistance and to give you a general indication of what requirements might apply to a given port. The parameters are not intended to supersede the authority of the individual pilot. Each situation has unique characteristics with regard to the vessel, weather conditions, and other variables. Each decision on vessel movement rests with the discretion of the pilot dispatched for the job.

SE-S: 20 kts.
SW-W: 20 kts.
NW-N: 25 kts.

Fuel Pier- max LOA 700' max Draft- 30'

Non Tank Vessels

Up to 310' No bow thruster or tug. May require anchor
311' to 400' vessel may be worked without a tug or bow thruster at the discretion of the pilot based on certain criteria such as, but not limited to, weather, trim, rudder power, engine delay, loaded condition, etc, may need to dredge anchor.
401' to 550' adequate tug or bow thruster required
551' to 700' two adequate tugs or thrusters or combination of both.

Adak (cont.)

Tanker

Up to 400' adequate tug of at least 1000 H.P. or adequate thruster
400' to 700' two adequate tugs or thrusters or combination of both (with prior agreement with AMP)

Max wind speeds for Adak Fuel Pier

NE-E	20 Knts
SE	20 Knts
S	30 Knts
SW	30 Knts
W	25 Knts
NW-N	25 Knts

For the Port of Adak parameters may be lower during night time transits or during periods of reduced visibility. Weather conditions will determine port or starboard berthing.

Akutan

Good anchorage areas in about 20 to 25 fathoms, heavy mud bottom. E to NE winds bring in a swell that can be problematic for loading at anchor.

City Dock: max draft 28'; max LOA 350'

These parameters developed by AMP are advisory in nature only. They are offered for your assistance and to give you a general indication of what requirements might apply to a given port. The parameters are not intended to supersede the authority of the individual pilot. Each situation has unique characteristics with regard to the vessel, weather conditions, and other variables. Each decision on vessel movement rests with the discretion of the pilot dispatched for the job.

Trident Facilities

Main Dock max draft 25'; LOA 450'. Vessels over 450' assessed on a case by case basis. An adequate bow thruster or use of tugs will be required.

- 1) At pilots discretion dock to be clear of all vessels on arrival and departure.
- 2) Containers to be set back from the dock face.
- 3) At least four persons on the dock for arrival and departure (for lines)

Ice House dock: max. draft 14'; LOA 300'

Crab Dock: max. draft 15'; LOA 300';

Arctic

No max draft or LOA vessels draft and swell conditions will determine depth for safe anchoring position

Ice navigation is dependant on the ice classification of the ship

Beaver Inlet

Alongside Northern Victor: Vessel Northern Victor is anchored in Udagak Bay with 2 large mooring buoys holding the vessel on a NE/SW heading. This vessel is moored at the head of the bay and offers no escape to the SW once a vessel starts an approach. Because of mooring buoys and anchors, dredging an anchor is not an option. Mooring berth is alongside a storage barge measuring 230' in length. Vessels less than 350' require no tugs, vessels 350'-440' require either a working bow thruster or assist tug for

Beaver Inlet (cont.)

Docking and undocking. Max. LOA 440'. Vessels longer than 410' may require waiting for daylight and/or favorable weather conditions.

Cold Bay

City Dock: max draft 32'; LOA 450'

Chignik

Trident/Norquest is a split dock. The ship rests on two finger piers. Loading of cargo is done on the west finger. With drafts less than 19 feet, a vessel may go in port or starboard

These parameters developed by AMP are advisory in nature only. They are offered for your assistance and to give you a general indication of what requirements might apply to a given port. The parameters are not intended to supersede the authority of the individual pilot. Each situation has unique characteristics with regard to the vessel, weather conditions, and other variables. Each decision on vessel movement rests with the discretion of the pilot dispatched for the job.

side to the dock, depending on the hatch to be loaded. Due to shallows at the NW end of the dock, vessels with drafts in excess of 19 feet will be restricted to portside alongside only. An anchor is used, similar to scenarios in King Cove or Sand Point. Max draft 28', LOA 400'.

Trident dock is very small, and requires optimum weather conditions to remain moored alongside. Due to the placement of an outfall line, anchors cannot be used. Any vessel going to this dock must be equipped with a bow thruster. Except in exceptional circumstances, vessels moor starboard side to the dock. Max draft 21'; LOA 330'. Shallow spot NE of dolphin.

Clark's Point/Ekuk Range

Clark's Point: The most notable item about this area is the need to pay close attention to the draft of vessels upon departure from Clark's Point. There are only a few sufficient high tides in the July period for transits out of the area. Transits are made just before or after high tides. Any delays in departure or arrivals may result in having to wait for the next available tide. Draft = tide; max LOA 420'. Processor type and length overall may limit vessel size alongside. Vessels must have 10 shackles of anchor chain.

Ekuk Range:

- 1) Draft = tide, this will give ships a minimum clearance of 3 feet while transiting the shallow area through the Ekuk Range.
- 2) The minimum clearance from bottom to keel must be three feet (.914 meters)
- 3) Vessels are required to transit the shallow area between one hour prior to or one hour after the highest tide, at the discretion of the pilot.
- 4) Transit of vessels in restricted visibility or a severe sea and wind condition, as well as the radar having a minimal blind spot astern, may cause delays until more favorable conditions prevail.
- 5) High resolution radar required on vessel.

Dutch Harbor/Captain's Bay

This port has tugs from 4000hp Z-drive tugs to smaller conventional tugs. General cargo docks, fuel docks, and processing plants are located in both Dutch Harbor and Captain's Bay. Both ports offer good anchorages, within the limitations of ground tackle available and anchoring guidelines of the Port of Dutch harbor and USCG.

Vessel with a draft up to 38 feet (11.6 meters) may generally enter and depart Dutch Harbor at any stage of the tide. Minus tides or extreme swell conditions may cause

These parameters developed by AMP are advisory in nature only. They are offered for your assistance and to give you a general indication of what requirements might apply to a given port. The parameters are not intended to supersede the authority of the individual pilot. Each situation has unique characteristics with regard to the vessel, weather conditions, and other variables. Each decision on vessel movement rests with the discretion of the pilot dispatched for the job.

delays. Vessels with a deep draft exceeding 38 feet (11.6 meters) are likely to experience delays due to the stage of the tide and/or swell conditions.

Dutch Harbor /Summers Bay anchorages: Summer Bay offers anchorage in depths of 8-15 fathoms. Summer Bay is exposed to northerly and northwesterly winds and ocean swell. This area is not limited by vessel size, but does fall under Severe Storm Plan and Winter Rules and also USCG guidelines. Dutch Harbor offers anchorage to vessels less than 380' and to larger vessels on a temporary basis, due to the containership fairway. Iliuliuk Bay offers only temporary anchoring due to the containership fairway.

Captain's Bay/Hog Island anchorages: Anchorage is available east of Hog Island for up to four vessels, depending on vessel size. This area is good holding ground, but is sometimes unworkable for vessel-to-vessel offloads due to ocean swell. Captain's Bay offers many deep-water anchorages depending on size and weather conditions. This area is good holding, in 26 to 43 fathoms, but requires sufficient anchor gear. The head of Captain's Bay offers one anchor position for vessels under 350'. This area also falls under Severe Weather Storm Plan and Winter Rules and also USCG guidelines.

Dutch Harbor Docks

Light Cargo Dock: 2002 professional survey shows a maximum depth alongside of 25', with the shallowest spot being on the SW end. Dock face of 190' of sheet pile and dolphins extending the LOA to 370'. Max. LOA 565', tugs required depend on vessel and weather conditions. Vessels over 440' must have barge alongside the dock.

Terminal 1: Old western pioneer dock, Non-professional surveys show a maximum depth alongside of 45' – 47' with a 960' dock face, and shorefast dead men on the SW end. Max. LOA of 900' Max draft 40', number of tugs depends on vessel and weather conditions.

Magone Shipyard: AMP has no formal information on this dock. At this time max LOA is 480'; max draft 40'. Denali Barge has tires for fenders. Requires a tug to run lines on the NE end.

Dutch Harbor/ Captain's Bay (cont.)

USCG Dock: Position #1 and #2. Max 520'. If position # 3 is unoccupied may allow larger vessel to moor. Max draft 38'

These parameters developed by AMP are advisory in nature only. They are offered for your assistance and to give you a general indication of what requirements might apply to a given port. The parameters are not intended to supersede the authority of the individual pilot. Each situation has unique characteristics with regard to the vessel, weather conditions, and other variables. Each decision on vessel movement rests with the discretion of the pilot dispatched for the job.

UMC Dock: Consists of 5 positions, #3 being to the NE end. Position #3 is a 180' wooden dock with cat-walked dolphins extending to 270'. Informal surveys show a depth of 24' on the NE end of the pier. Position #4 measures 225', with depth of 34'. Positions #4, 5, 6 measures 790', with dolphins to the SW end. Max depth of 39'. Max LOA 1000'

Delta Western Fuel Dock: Survey by the NOAA ship Rainier in 8/87 shows min. depth of 30' on the SE end of the 410' wooden dock. Max draft is 30'; max LOA 485'. Vessels must be prepared to run shorelines fore and aft.

APL Dock: Surveyed LOA of 540', depth 40' alongside. This dock can accompany vessels up to 965'.

East Channel/Iliuliuk Harbor: Max. LOA 420'. East Channel has depth of 22.5' (6.85 meters) at MLLW. East Channel allowable drafts (all drafts should be converted to feet, using a multiplier of 3.28):

Vessel draft:	_____	ft.
Required clearance: *+	_____	ft.
Required channel depth: =	_____	ft.
Channel depth MLLW: -	<u>22.5</u>	ft.
Required tidal height: =	_____	ft.

*All vessels transiting East Channel shall be required to have 10% of keel clearance up to drafts of 20 feet (6.1 meters) and a clearance of 2 feet (0.6 meters) for vessels with drafts over 20 feet, using 22.5 feet as the recognized MLLW sounding.

Coastal Dock: Use the dock at angle to channel only. Starboard side alongside. Max draft 19.5'; max LOA 308'.

Captain's Bay Docks

Westward Seafood's Dock: Professional survey shows a maximum depth alongside of 24'. Due to close proximity of dock cranes, and available dock space, vessel may need 2 tugs for mooring.

North Pacific Fuel Dock: AMP has no formal surveys of this dock. U.S. Coast Pilot advises 36-42' depth alongside. There are mooring buoys on both the NE and SW ends of the pier, and require tugs or workboats for using the buoys. Max LOA 510'.

OSI

Main Dock: According to a non-professional survey, the dock has depths alongside of 17.5-22.5', with a dock face of 450'. Shallowest part is on the west end of the dock face.

These parameters developed by AMP are advisory in nature only. They are offered for your assistance and to give you a general indication of what requirements might apply to a given port. The parameters are not intended to supersede the authority of the individual pilot. Each situation has unique characteristics with regard to the vessel, weather conditions, and other variables. Each decision on vessel movement rests with the discretion of the pilot dispatched for the job.

450 Dock: Non-professional survey shows depths of 18' alongside and gets very shallow at each end. Max LOA of 330' Max draft of 18'

Dutch Harbor/Captain's Bay (cont.)

South Dock: A formal survey from 11/01 shows a min. depth of 24' alongside on the SW end of the dock. Dock face measures 200', with dolphins extending to 270'. There are shore fast dead men on the SW end. Max. LOA vessels of 485', with special attention to shorelines on SW end during strong southerly winds. Cannot use anchor due mooring buoy for Reef Dock

Reef Dock: Max LOA 452' max draft 26 feet. 100' of overhang to the south of the southern end of the dock must be available for Las Palmas class vessel, when mooring portside alongside. No more than 80 feet of any vessel is to extend north of the offshore dolphin. Lines on north end go to mooring buoy depending on vessel size.

Egegik:

LOA 450', max draft 26'. Vessel must have usable depth sounder.

False Pass

This area requires ship to be alongside processors at anchor. The vessel activity centers around the anchorages inside of Ikatan Point and off the Palisades. LOA may limit the type of operation (vessel going alongside or processor coming alongside) Max LOA 450' for vessels going alongside processor. Max draft depends on vessel position.

Ivanof Bay

LOA 450', max draft N/A

King Cove

The anchorage in King Cove is good holding in about 20-25 fathoms.

Peter Pan Dock: max LOA 400', 17' spot at middle dock. Use of fender or laying ship diagonally between piers increases allowable draft to 29'. An anchor is used for both docking and undocking. Generally, a vessel goes in starboard side to the dock, and will finish with about 4-6 shackles of chain out on the offshore anchor. The bow personnel should be well versed in the use of the anchor for dredging and mooring. The anchor chain will be laid out and checked as the vessel comes alongside.

These parameters developed by AMP are advisory in nature only. They are offered for your assistance and to give you a general indication of what requirements might apply to a given port. The parameters are not intended to supersede the authority of the individual pilot. Each situation has unique characteristics with regard to the vessel, weather conditions, and other variables. Each decision on vessel movement rests with the discretion of the pilot dispatched for the job.

City Dock: LOA 400', max draft 27'.

Kiska

Kiska Harbor has numerous wrecks and debris on the bottom and can cause anchors to foul. Careful selection of anchorage is a necessity. The area inside the charted wrecks just to the SE of the dock is the primary anchorage area. Winds from the ENE to SE direction may cause the area to be unworkable. Vessel size/draft may limit area of operation.

Iliasik Passage

If used, Iliasik Passage shortens transit time from the peninsula ports east of Iliasik by about 25 miles. Generally not used unless time is of the essence.

Naknek

Anchorage is along the line dividing the Naknek Section from the Kvichak Section (running from 58-38.5N 157-22.2W to the outer end of the Libbyville dock. Anchored vessels will remain within mile on the NW side of this line allowing for swing on the anchor. The area will be bordered on the southwest by LORAN line 9990-Y-32430 and on the northeast by LORAN line 9990-Y-32385. At the height of the season, the area is heavily congested with traffic. The designated anchorage will be used to avoid conflicts with fishing vessels. Large processors and cargo vessels are generally anchored at intervals of .25 nautical miles along the length of the anchorage. Because of strong currents and winds, a tug cannot always be effectively used, thus an anchor is used to bring vessels alongside the processors. The biggest concern in this area is allowing too many processors to come alongside the cargo vessels. Anchors will not hold and vessels may drag into other anchored vessels. Vessels position in the anchorage is dependant on LOA and draft. LOA may limit type of operation (vessel going alongside or processor coming alongside) Max LOA 450' for vessel going alongside processor. Max draft 30'. Vessels must have usable depth sounder and high resolution radar.

Nazan Bay/Korovin Bay, Atka Island

Either bay may be used, depending on weather. The season for use of this area is usually marked by extreme weather conditions that require diligent anchor watches. Nazan Bay is deep but affords holding ground in about 20-25 fathoms. Korovin Bay is shallower, with a sand bottom in the anchorage area.

These parameters developed by AMP are advisory in nature only. They are offered for your assistance and to give you a general indication of what requirements might apply to a given port. The parameters are not intended to supersede the authority of the individual pilot. Each situation has unique characteristics with regard to the vessel, weather conditions, and other variables. Each decision on vessel movement rests with the discretion of the pilot dispatched for the job.

Nelson Island

Toksook Bay max LOA 350'. Draft contingent on survey

The following parameters must be met before trampers are able to transit inside the channel to the anchorage area off the old village site in the Toksook area.

1. Two fully functional radars with 1.5 and .75 mile scales available.
2. Fully functional depth sounder
3. Wheelhouse watches 24 hours per day while anchored.
4. Engine on 24 hour standby.
5. Pilot on board.
6. A guide vessel or pre-transit survey vessel available at the pilot's discretion. A skiff will not suffice. Guide vessel or survey vessel must be capable of determining vessel position concurrent with the depth soundings.
7. Master must concur with the parameters.

Nome

The dock is exposed to weather from a southerly direction. Outside dock Max draft 18' and max LOA 403'. Inside dock max LOA 301' Max draft 18' Vessels over 200' must have twin propellers or bow thruster. Entrance between the jetties is 500'. Strong cross current at entrance.

Norton Sound

The herring fishery in the area lasts about two weeks and activity involves alongside service to a large processor or smaller processors alongside the cargo vessels. Max draft 30'. Draft may limit area of operation. LOA may limit type of operation (vessel going alongside or processor coming alongside). Max LOAS for vessels going alongside 450' Vessel must have usable depth sounder.

Port Moller

This is an area where heavy current is experienced. The major area of activity is east and west of Doe Point. The channel to this area is marked by seasonal buoys. Because of strong currents and strong winds, an anchor is used to bring a vessel alongside the processors. Many times a processor will be weather-cocked due to opposing winds and current, making approaches difficult. This situation exists throughout the Bristol Bay area, including Naknek, Clark's Point, and Togiak. Diligent anchor watches must be maintained during maximum currents. The pilot may stay ashore, or be assigned to another port if the vessel is to stay in the area for a long period. The pilot will inform the

These parameters developed by AMP are advisory in nature only. They are offered for your assistance and to give you a general indication of what requirements might apply to a given port. The parameters are not intended to supersede the authority of the individual pilot. Each situation has unique characteristics with regard to the vessel, weather conditions, and other variables. Each decision on vessel movement rests with the discretion of the pilot dispatched for the job.

master if he will be leaving the area before departure LOA 450', max draft 26'. May need to wait on tide. No vessels in Johnston Channel. High resolution radar is required.

Pribilof Islands

St. Paul Island and St. George Island: No vessels in inner harbors. Vessels anchor or moor alongside floating processors in the lee of the islands of St. Paul and St. George. Both islands have a north and south pilot station. The most important aspect of operation here is to not let weather deteriorate, when vessels are alongside, to the point

Pribilofs (cont.)

Where emergency departures are necessary. The variable rolling periods of vessels in the swell conditions of the area can cause extreme damage to hulls and superstructures of vessels. Large at-sea Yokohama fenders are advised, and line handling must be expedient and efficient.

Weather limitations for vessels going alongside other vessels at anchor, in the waters surrounding St. Paul/ St. George:

1. 35 knots max. wind conditions
2. Swells no greater than 5 feet
3. Visibility must be in excess of 600 feet.
4. In the event of freezing conditions, all mooring lines must be thawed and pliable. Further, all deck machinery must be free of ice and fully operational.
5. If any of the above parameters are not met, the vessel will go to (or remain at) anchor.

Weather limitations for vessels already alongside and departures:

1. Sustained winds in excess of 45 kts. or above.
2. Cross swells or ocean swells that create opposite rolling moments in excess of 10 degrees.

Due to existing conditions having different effects on each vessel, these parameters will be applied at the discretion of the pilot until more favorable operating conditions prevail.

These parameters developed by AMP are advisory in nature only. They are offered for your assistance and to give you a general indication of what requirements might apply to a given port. The parameters are not intended to supersede the authority of the individual pilot. Each situation has unique characteristics with regard to the vessel, weather conditions, and other variables. Each decision on vessel movement rests with the discretion of the pilot dispatched for the job.

Suggested equipment list for vessels going to the Pribilof Islands:

1. Mooring lines, minimum of 12, rot-free, and in usable condition.
2. Appropriate cold weather gear for the ships crew. Minimum – heavy coat, gloves, boots.
3. Working windlass.
4. Chafing gear for lines.
5. Line throwing gun, bow and stern.
6. Clear view window in wheelhouse with heater, check to see that it is operational.
7. Fully rigged Yokohama fenders. Recommend oversize or extra-large. Sufficient numbers to double up when necessary.
8. Full check to see that all bridge navigation equipment is operational.

Sand Point

There are two pilot stations for this area, north or south. Either one is used, depending on the weather. The anchorage area is just to the east of the airport in about 10-15 fathoms. The dock at Trident Seafood's also requires use of anchor to maneuver a vessel alongside. The nature of the bottom is very heavy mud, thus dredging an anchor is not possible. The anchor is laid out and checked, very similar to the King Cove dock. Vessel may go in port or starboard alongside, depending on the weather.

Trident dock:

Max LOA 400'. Max. Draft 20.5'. 22' shallow spot at the dolphin, 20.5' spot mid-dock, near east corner of building.

City Dock:

Max LOA 400'. Max draft 30'. May need anchor for mooring a/s.

Squaw Harbor

Latest info is that dock is in too much disrepair for use. Vessels restricted to anchoring. Max LOA 400'. Position in harbor contingent on draft.

Tanaga Bay and Tanaga Island

Tanaga Bay is usually the first choice for offloads, but due to the openness of the bay, weather may force the vessel to shift around to Gusty or Hot Springs Bay. Bottom in

These parameters developed by AMP are advisory in nature only. They are offered for your assistance and to give you a general indication of what requirements might apply to a given port. The parameters are not intended to supersede the authority of the individual pilot. Each situation has unique characteristics with regard to the vessel, weather conditions, and other variables. Each decision on vessel movement rests with the discretion of the pilot dispatched for the job.

these areas is sand, and anchor may drag. Two anchors are usually used when other vessels are alongside. Draft may limit area of operations.

Togiak

The Togiak area has two major areas of activity. Anchor Point and Hagemeister Strait are the areas where processors and cargo vessels conduct their activities. Max draft 36', LOA and draft may limit area of operation. LOA may limit type of operation (vessel going alongside or processor coming alongside). Max LOA 450' for vessel going alongside processor.