

Cook Inlet Harbor Safety Committee
Navigation Workgroup
Teleconference Meeting
February 11, 2016

MEETING MINUTES

13:02: Meeting called to order

Roll call: By Jenni Zielinski, SWAPA

Workgroup attendees: Louis Audette, Kirby Offshore Marine
Patrick Callahan, OSG
Peter Garay, SWAPA [**Chair**]
Bryan Hawkins, Port of Homer
Brad Kroon, Olympic Tug & Barge/Harley Marine
David Martin, UCIDA
Jeffrey Pierce, SWAPA
John Taylor, AK LNG

Also in attendance: Dennis Maguire, AK LNG

Chairman Garay opens the meeting and asks if anyone has anything to add to the agenda as a discussion item. No items added at this time but will be revisited at the end of the meeting. There are four items on the agenda;

- 1) Discussion of priority list from October meeting. Rearrange / delete / additions as appropriate (copy attached).
- 2) Discussion of draft mission statement and or scope of work statement.
- 3) Discussion CIHSP and Navigational group(s) response / recommendations.
- 4) Any other business items the group wishes to bring to the floor for discussion.

Item 1: Garay states that items discussed at the last meeting were prioritized and he would like to address the three higher priority items listed. The first item discussed relates to starting a “Safe Fishing Workgroup”. Martin states that he has already presented a paper which he believes would be good to incorporate. General consensus is that this item should be addressed as a project of the Navigational Workgroup. Those present agree that relationships are built on agreements and that information is already available. Essentially, there is a two and a half month commercial season where fishing traffic will be at its’ peak. Discussion follows regarding communication with shippers regarding drift areas, pot corridors, sharing information regarding openings and times and to endeavor to minimize issues where possible. These will be preemptive measures and refreshers for all involved and will be an educational outreach project.

Under Keel Clearance was discussed at the October meeting and it is reiterated that this is not a review of UKC but an effort to define UKC. Discussion follows regarding static and dynamic UKC’s. There are many factors that affect the dynamic UKC and defining parameters should be

up to the pilots. Pilots will use best practices to ascertain the UKC given the conditions, speed, tides, whether the ship is laden etc. Pierce believes the 10' static UKC at Nikiski flats works well as this is an area which is subject to large tides and winds which are all mitigating factors. Callahan agrees that the OSG captains want to abide by whatever policy is decided or put in place. It is agreed that the USCG letter addressing UKC was written a long time ago and a project seeking clarity will be undertaken by Pierce, Callahan and Taylor.

The safety of pilot boarding's in Nikiski, given the increases in seasonal traffic, is discussed next. Next year there is the potential of sixty to seventy seismic vessels working in this area so the time to address this issue is now rather than later. This will be an issue which will be addressed under best practices and best practices obviously does include the issue of precautionary areas. Taylor states this project will be ongoing and is to be considered as medium priority moving forward.

Garay asks if there are any other high priority items the group would like to address at this time. It is brought to the group's attention that G&G seismic work begins next month and that a Local Notice to Mariners will go out. This will obviously not just affect container ships but also tankers, tug and tows and the message should be sent out to all frequent callers. Kroon and Audette are asked about the fuel barges and the best way of disseminating the information. Garay questions whether there should be a "Notice to *Cook Inlet* Mariners"? This would then be a one-stop shop for work in the area and should be discussed with the CIHSC. Callahan adds that during the summer, fuel barges could be making four to six trips per month and Taylor adds there are also stationary vessels to be aware of. It is discussed whether vessels could enter their activity so it appears on ECDIS, having the USCG post information on their website and generally the best way of getting pertinent information out to the most users as some vessels don't have internet access. Pierce adds that, years ago, the recommended vessel tracks were available so that fishermen could avoid setting nets and pots in this narrow corridor. Hawkins states that information used to be passed out or available at the Harbormaster's office; Martin believes processors or ADF&G could provide current information to fishermen and Garay believes that corridors used to be posted in the Coast Pilot. A note is made to review having information added to the Coast Pilot in the future. Callahan adds that vessels could make a security call one or two hours out from Kennedy Entrance to advise of their track and arrival so fishermen would have time to retrieve or move equipment if necessary. As Martin states, the fish move and the fishermen have to move with them, however this information will be helpful to try to avoid incidents. Martin will work with a representative of the Lower Cook Inlet fleet and they will liaise with a SWAPA Deputy pilot to work on routes.

The group then addresses the medium priority items and Taylor states he will be talking with the district this week regarding a RACON on the Nikiski range. It is discussed if a virtual aid could be added instead so that it shows up on ECDIS. Taylor will bring this up when he is in Juneau. The benefits of virtual vs real navigational aids are discussed, including virtual buoys.

Bunkering options have been discussed since the last meeting and this issue can be moved to low priority; it is possible to do this in Homer and this can be reviewed in more detail at a future time.

Soundings south of Nikiski docks are discussed and this will continue to be an ongoing discussion as more information becomes available.

In October, the question was raised about which area/port should be used when a vessel is experiencing challenges; propulsions problems as an example. This currently falls under best practices as self-arrest, is a long term project and will be an ongoing discussion.

Another item to be listed under best practices will be precautionary and regulated navigational areas. This dovetails in with the safety of boarding a pilot. "Best Practices" will move to a high priority agenda item.

Official gridded out anchorages for Homer are addressed and this will remain a low priority item. Currently traffic has not been so busy that vessels are unable to anchor safely. This will be a long term discussion but could be added as a radar item under best practices so it is revisited to ensure the safety and priority of where vessels are anchored. Hawkins adds that as we see more activity, there will be vessels at anchor for up to a month or more waiting for equipment, so this will primarily be an organizational issue. There will definitely be more discussion to follow as this will also be a concern for pilots to address.

Finally, ice guidelines are considered and it is agreed that the procedure is working well for now as, every year, the meeting with Tesoro, USCG and SWAPA allows for discussion. However, the wording "*The Master should ensure proper operation of all vessel machinery and systems in ice conditions and ambient air temperatures to -40 degrees F*" should probably be addressed.

Item 2: A draft Mission Statement has been sent to the workgroup. The group decides that the draft should be rendered down to a short paragraph or one or two sentences. Best practices should be addressed in the statement; specific issues should be avoided as they will be highlighted in a "Scope of Work" document. New language will be worked on and presented to the Navigational Workgroup before being forwarded to the CISHC. The "Scope of Work" will be a living document that will be reviewed frequently to ensure flexibility and revisions when necessary. Garay adds that Steve Ribuffo has also requested that all workgroup members submit a bio.

Item 3: The workgroup has been asked for their input on the Cook Inlet Harbor Safety Plan which has been disseminated by email for review. The group discusses the report and will put forward their recommendations and suggestions as requested.

Item 4: Garay again asks if anyone present has any items to add for discussion. At this time, there are no other items to address.

Therefore, with no further business the meeting is adjourned at 14:35.

Respectfully submitted by Jenni Zielinski