

U.S. Coast Guard

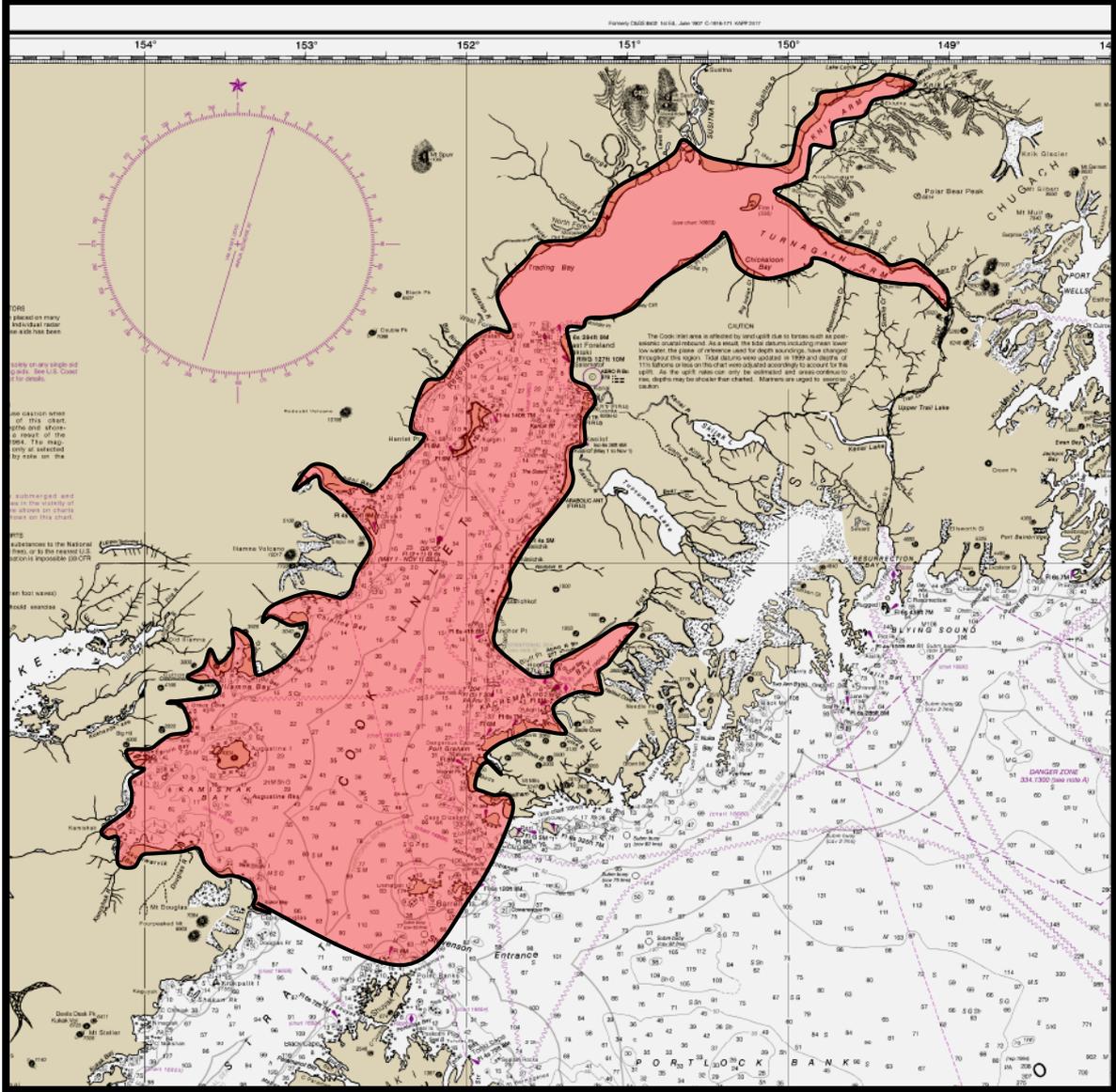


Sector Anchorage

Sector Commander.....CAPT Sean MacKenzie

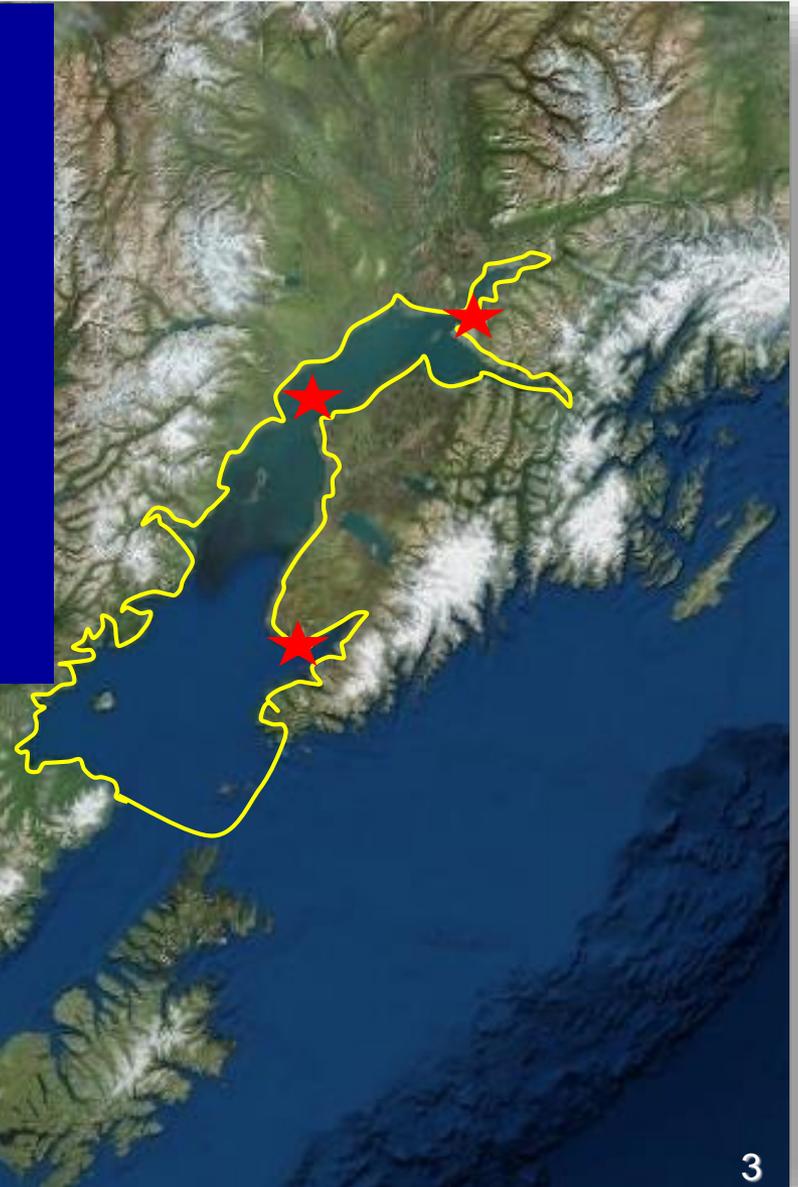
Deputy Sector Commander.....CDR Mark Kuperman

Cook Inlet Activity Summary



Pollution / Mystery Sheens

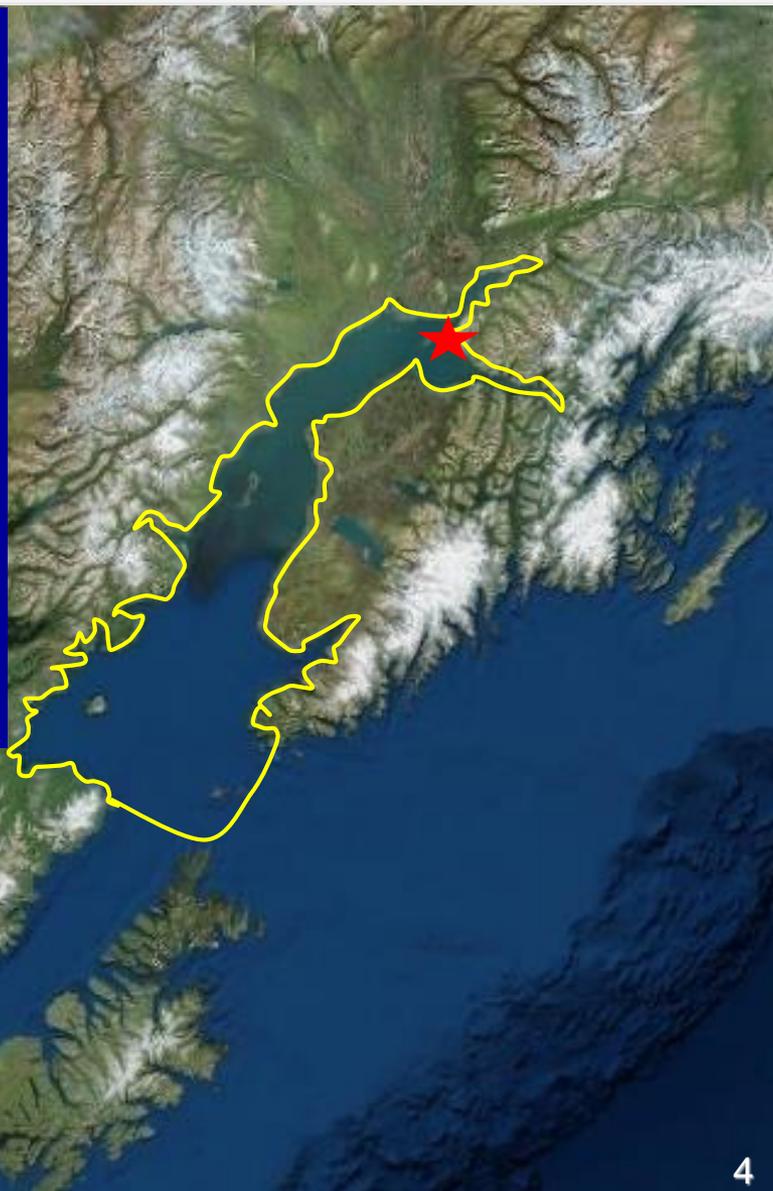
- Mystery sheen in Anchorage (Chester Creek)
- Mystery sheen in Homer Harbor (F/V discharged oily bilge water due to water ingress and automatic bilge pumps)
- Mystery sheen from M/V Monarch (vessel sank in 2009)



Machinery Casualties

- Loss of Inert Gas System while at the pier in Anchorage. (600ft / 29,365GT)
 - Secured transfer operations and moved vessel to safe anchorage
- Container accident caused damage to deck frame during cargo operations in Anchorage. (840ft / 35,825GT)

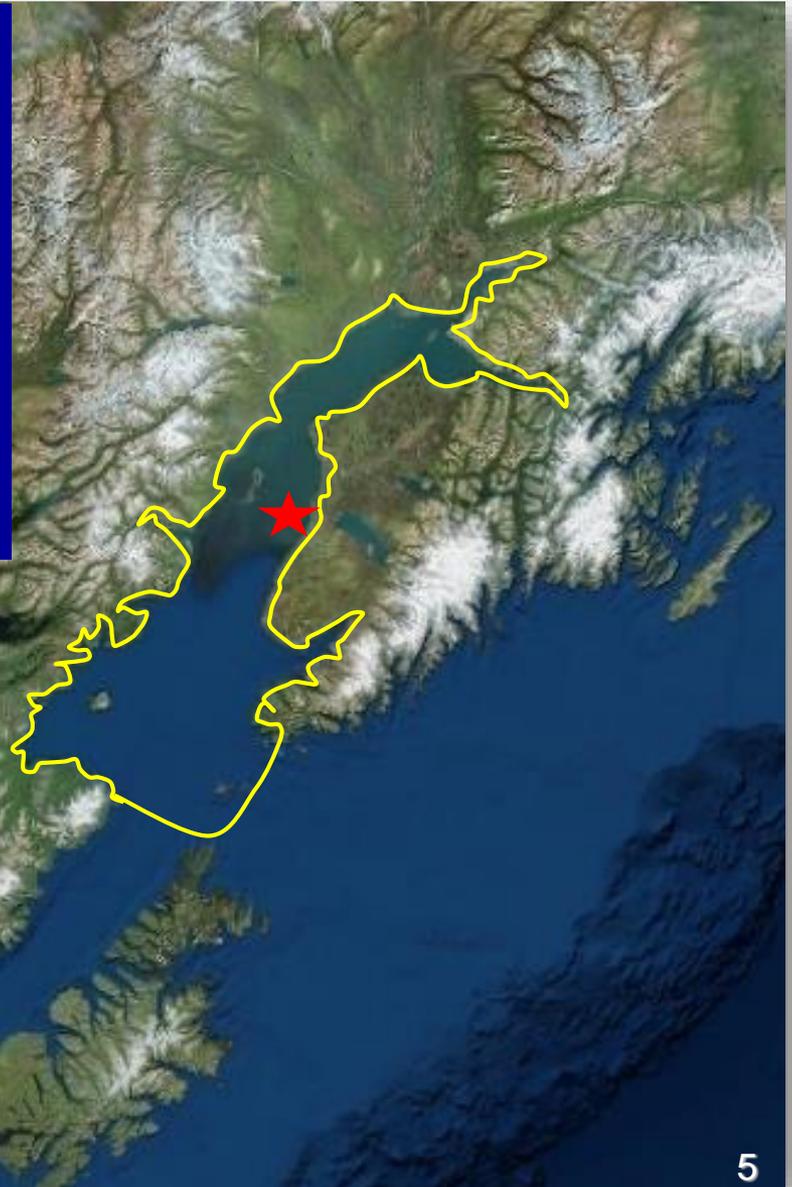
All casualty investigation & repair oversight conducted by the U.S. Coast Guard.



Loss of Life

- During commercial gillnetting operations, a crewmember fell overboard and was recovered with assistance from a Good Samaritan vessel. CPR efforts were unsuccessful.

Casualty investigation conducted by the U.S. Coast Guard.



Questions?



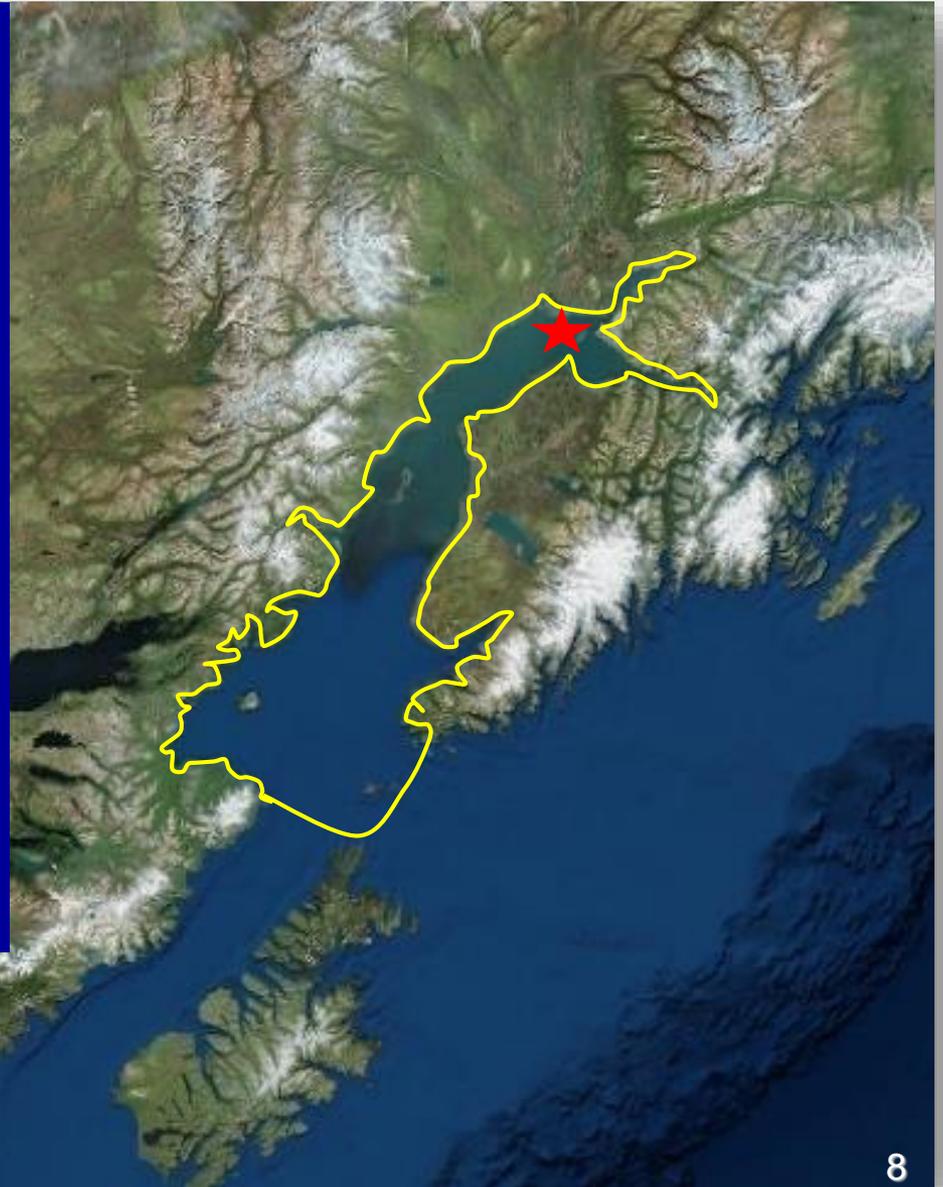
U.S. Coast Guard



Sector Anchorage

Loss/Reduction in Propulsion

January 11, 2018:
A 111' / 261 GT articulated tug and barge (ATB) starboard main engine experienced overheating due to the coolant in the keel cooler freezing. The starboard main engine was taken offline to diagnose the issue after receiving a high temperature alarm on the bridge. The vessel continued to maintain safe speed and steerage from the Fire Island area of Cook Inlet to Homer Alaska on the port main engine.



Loss/Reduction in Propulsion

March 4, 2018:

A Malta-flagged chemical tanker, 6785 GT / 415.8' in length, was transiting outbound in Cook Inlet after offloading cargo in Anchorage. With an Alaska state pilot at the helm, the tanker began having difficulties keeping its lower sea chest de-iced. The vessel reduced RPM's and used steam to attempt to de-ice the sea chest, but those efforts were not sufficient and the main engines were not able to maintain sufficient cooling. The upper sea chest was not able to be used in the vessel's draft condition. The vessel shut down their engines and dropped anchor to wait for an assist tug during the ebb tide later that evening. A towing vessel assisted the tanker out of Cook Inlet into less ice-dense waters and the vessel resumed its voyage without further incident.

