



**Marathon
Petroleum Company LP**

Sub-Committee Meeting (August 2018)

Captain Paul Mehler III, USCG (retired)

7 November 2018



August 2018: Meeting with Sub-Committee

Team Members

- Capt. Mehler
- Casey Desiderio
- Capt. Tillion
- Brad Kroon
- Tom Rueter
- Capt. Schneider (phone)
- Conrad Shinn (phone)
- Capt. Stewart (unable to make the call)
- James Bond (recorder)

Objective/Goal: Study USCG Ice Guidelines

Ground Rules:

1. Keep what is right
2. Brainstorm best practices for improvements



1. Ice Guidelines in effect since 1990. Many updates but fundamentally remain unchanged.
2. Last several years ice has not been extreme. Warming conditions in Cook Inlet and AK.
3. Challenge to develop better/safer guidelines that include a section between Summer and Old Phase 2. (New normal)
4. I spearheaded this Subcommittee to develop a plan and be able to present to Navigation Committee of HSC.
5. Goal have changes in place for winter 2019



1. Reviewed background and original purpose of Ice Rules/Guidelines
2. Discussed value of having USCG letter head in distribution
3. Decided to change names from Phase 1 and Phase 2 to Upper Cook Inlet and Lower Cook Inlet. (Naming them Phases was misleading)
4. Decided to leave Upper Cook Inlet – Phase 1 alone. (No changes recommended at this time)

LOWER COOK INLET

South of 60° 45' N latitude (East - West Forelands)



300 GT or greater (old Phase 2) would be broken down into two sections A and B (B will build on A)

A. Ice present w/no immediate impact to mooring

- a. Engines, critical machinery remain in standby
- b. Extra Mooring lines available
- c. Ice Scout/Tug deployed in immediate vicinity

B. Ice present w/ ice threatening the integrity of moorings

- a. Tug assist, immediate vicinity
- b. Ice Scout, operational
- c. Underway Bridge Watch to include a Pilot(s) and engine room
- d. Engine critical machinery running
- e. 4 kts Flood all transfers shutdown (NOAA Tesoro Pier – 15ft.)
- f. 5 kts Hoses disconnected



Lower Cook Inlet (Lower Cook Inlet A&B) (B Builds on A)

A. Ice present w/no immediate impact to mooring

- a. Engines standby
- b. Extra Mooring lines immediately available

B. Ice present w/ ice threatening the integrity of moorings

- a. Tug assist
- b. Ice Scout
- c. Underway watch
- d. Engine running
- e. 4 kts Flood all transfers shutdown
- f. 5 kts Hoses disconnected