

1. Incident Name FV MAR-GUN	2. Operational Period to be covered by IAP (Date/Time) From: 16MAR09 1000 To: 17MAR09 1000	CG IAP COVER SHEET															
3. Approved by Incident Commander(s): <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%; text-align: left;"><u>ORG</u></th> <th style="width: 15%; text-align: left;"><u>NAME</u></th> <th style="width: 70%;"></th> </tr> </thead> <tbody> <tr> <td>FOSC</td> <td>Commander Joe LoSciuto</td> <td><i>[Signature]</i></td> </tr> <tr> <td>SOSC</td> <td>Gary Folley</td> <td><i>John L. Folley, Deputy SOSC</i></td> </tr> <tr> <td>LOSC</td> <td>Max Malavansky Jr.</td> <td></td> </tr> <tr> <td>RPIC</td> <td>Charles Ellwanger</td> <td><i>Chas E. Ellwanger</i></td> </tr> </tbody> </table>			<u>ORG</u>	<u>NAME</u>		FOSC	Commander Joe LoSciuto	<i>[Signature]</i>	SOSC	Gary Folley	<i>John L. Folley, Deputy SOSC</i>	LOSC	Max Malavansky Jr.		RPIC	Charles Ellwanger	<i>Chas E. Ellwanger</i>
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<h2 style="margin: 0;">INCIDENT ACTION PLAN</h2> <p style="margin: 0;">The items checked below are included in this Incident Action Plan:</p> <div style="margin-top: 10px;"> <input checked="" type="checkbox"/> ICS 202-CG (Response Objectives) </div> <div style="margin-top: 10px;"> <input checked="" type="checkbox"/> ICS 203-CG (Organization List) – OR – ICS 207-CG (Organization Chart) </div> <div style="margin-top: 10px;"> <input checked="" type="checkbox"/> ICS 204-CGs (Assignment Lists) One Copy each of any ICS 204-CG attachments: <div style="border: 1px solid black; height: 20px; width: 100%; margin-top: 5px;"></div> </div> <div style="margin-top: 10px;"> <input checked="" type="checkbox"/> ICS 205-CG (Communications Plan) </div> <div style="margin-top: 10px;"> <input checked="" type="checkbox"/> ICS 206-CG (Medical Plan) </div> <div style="margin-top: 10px;"> <input checked="" type="checkbox"/> ICS 208-CG (Site Safety Plan) or Note SSP Location: Mark Gregory (at St. George), MST2 Hasenauer (Anchorage), MT3 Bryan Shay (Anchorage), David Devilbiss (Anchorage) </div> <div style="margin-top: 10px;"> <input checked="" type="checkbox"/> Map/Chart </div> <div style="margin-top: 10px;"> <input checked="" type="checkbox"/> Weather forecast / Tides/Currents </div> <div style="margin-top: 10px;"> Other Attachments </div> <div style="margin-top: 10px;"> <input checked="" type="checkbox"/> ICS-232 Resources At Risk Summary (available on request) </div> <div style="margin-top: 10px;"> <input checked="" type="checkbox"/> Archaeological Site Maps (available on request to authorized personnel) </div> <div style="margin-top: 10px;"> <input checked="" type="checkbox"/> Transfer/Lighting Plan (available on request) </div> <div style="margin-top: 10px;"> <input checked="" type="checkbox"/> Waste management plan (available on request) </div> <div style="margin-top: 10px;"> <input checked="" type="checkbox"/> SCAT segment map </div> <div style="margin-top: 10px;"> <input checked="" type="checkbox"/> Lighting demobilization plan </div> <div style="margin-top: 10px;"> <input type="checkbox"/> Plan for lighting system demobilization to staging </div>																	
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3. Objective(s) <ul style="list-style-type: none"> • Highest priority of this response is to ensure safety of all responders and the public. • Protect environmental, historical and cultural sensitivities. • Continue to assess vessel stability and stabilize further as appropriate. • Remove all fuel, persistent oils and HAZMAT from vessel as per established plan. • Identify subsistence areas in the trajectory of potential release and develop a sampling plan. • SCAT will be in standby to be activated if new oil is observed from the vessel or lightering operations • Ensure transparent communication with media, stakeholders and interested parties. • Maintain fiscal accountability through the incident. Obtain cost data from responders on a daily basis. • Continue to evaluate staffing requirements for Anchorage Incident Command Post and modify as appropriate. • Properly handle and dispose of waste generated from the response. • Update demobilization plan as needed • Establish sampling plan for the subsistence area within the trajectory of the release. • Develop a timeline for mobilization and execution for vessel recovery. • Modify the vessel recovery plan as necessary to facilitate a safe successful recovery of the vessel. • Develop a plan to demobilize lightering system to staging. 		
4. Operational Period Command Emphasis (Safety Message, Priorities, Key Decisions/Directions) UC has established this as a dry response (no alcohol consumption by workers while part of this response). <ul style="list-style-type: none"> • Report all injuries, incidents and close calls to the UC through your supervisor. • Fatigue issues for workers are of specific concern as the response continues • Report any sightings of oiled or impacted wildlife to the UC through the NOAA SSC (Ruth Yender) • While in the tidal zone be especially mindful of slips, trips, falls and other water hazards. • Workers should advise their supervisor if they need essential supplies i.e. prescription or special needs. • Workers are requested to complete daily ICS form 214a and provide them to their supervisor. This is to assist in documentation and to insure work is properly compensated. • All media/press releases shall be routed through the UC for approval prior to release. <p>Approved Site Safety Plan Located with: Mark Gregory (St. George), MST2 Hasenauer (Anchorage), MST3 David Simonds (Anchorage) Kyle Watson (Anchorage) Bob Flint (Anchorage)</p>		
5. Prepared by: (Planning Section Chief) Bob Flint		Date/Time 15/MAR/09 1400

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Strike Team/Task Force/Resource Identifier	Leader	Contact Info. #	# Of Persons	Reporting Info/Notes/Remarks	↓																
LIGHTERING TEAM	D. Magone	907-581-1495	5	Convene with LOSC and local IMT	<input type="checkbox"/>																
CG PACIFIC STRIKE TEAM	M. Gregory	415-720-4160	6	Convene with LOSC and local IMT	<input type="checkbox"/>																
MAKUSHIN BAY					<input type="checkbox"/>																
Western Viking																					
7. Work Assignments <ul style="list-style-type: none"> Apply sorbents to engine room or other areas on the vessel where needed to conduct a safe operation or recover free product. Dewater engine room with discharge water going through a sorbent filter system (fish tote or suitable other tank) Use cold cutting methods to access residual fuel in tanks, limiting penetrations to less than 5" in diameter, and plugging after space is pumped out Consolidate oil to starboard tanks to allow stripping of residual fuel. Continue to characterize vessel stability and general integrity during lightering. Rig discharge hoses for offload of lube oil Offload co-mingled oil and transfer to segregated tanks aboard Magone vessel for transit to Dutch Harbor via the safest means available utilizing barrels, and pickup with portable tank, ensuring that transfers between containers take place in a containment area Leave ~1000 gallons of diesel in the starboard day tank for generator operation Leave hydraulic oil onboard required for operation of critical equipment (crane, winch, pumps, etc.) Continue offloading double bagged sorbents by highline/skiff to shore and proceed with incineration in smart ash as long as no black smoke is present Offload double bagged pales of useable paint and other hazardous material and transport to the city for their use Consolidate lube oil, waste oil and hydraulic oil into #3 starboard wing tank and recalculate as necessary to mix as necessary. Implement the attached plan to demobilize the lightering system to staging when lightering is completed. If the product in #3 starboard wing tank becomes too viscous to pump with the peristaltic pump switch to a Desmi screw pump system 																					
8. Special Instructions <ul style="list-style-type: none"> Measures will be in place to prevent oily water discharge from the dewatering operation. When using compressed air follow the safety plan regarding diving operations Do not operate machinery on any beach segment unless cleared by historic properties specialist (Karin Holser) All safety incidents, injuries and close calls must be reported to the safety officer and your supervisor During high winds/seas condition a rescue swimmer will be ready when crews are moving between shore and vessel Per the safety plan, all personnel working on or over the water are required to wear personal position indicating radio beacons Notify Ruth Yender (NOAA SSC) of any impacted wildlife sightings and pollution discharges. During demobilizing the lightering equipment take extra care to prevent oil discharge from the transfer hoses 																					
9. Communications (radio and/or phone contact numbers needed for this assignment) <table style="width:100%; border: none;"> <tr> <th style="text-align: left;">Name/Function</th> <th style="text-align: left;">Radio: Freq./System/Channel</th> <th style="text-align: left;">Phone</th> <th style="text-align: left;">Cell/Pager</th> </tr> <tr> <td>Dan Magone</td> <td></td> <td>011-8816-3162-7793</td> <td></td> </tr> <tr> <td>Pacific Strike Team</td> <td></td> <td>011-8816-3145-9754</td> <td></td> </tr> <tr> <td>Kerry Walsh</td> <td></td> <td></td> <td></td> </tr> </table> <p>Emergency Communications</p> <p>Medical 911 _____ Evacuation CH 16 _____ Other _____</p>						Name/Function	Radio: Freq./System/Channel	Phone	Cell/Pager	Dan Magone		011-8816-3162-7793		Pacific Strike Team		011-8816-3145-9754		Kerry Walsh			
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DEMOB PLAN FOR HOSES

15 March 2009

Approximately 975 feet of hose is currently in use, of which 300 feet is over the water. The suction hose is connected on the main deck in the stbd side hydraulic room. All operations will be conducted on VHF FM channel 22A and visual signals will be discussed and agreed upon prior to starting operations. Sorbent pads and open top drums will be staged above the beach in case of a spill.

- Upon completion of the mixed oil transfer, if diesel fuel is available, we will run diesel fuel through the lines to help clear out the mixed oils remaining in the hoses.
- We will disconnect the suction end of the hose and place it in the engine room bilge. Taking suction from the flooded engine room bilge we will pump until we have water at the discharge end of the hose.
- When water is seen at the discharge end, we will remove the suction end from the water until the 3" pump on the main deck loses suction. Upon loss of suction we will open the priming port on the trash pump, plug the suction hose and secure the pump. The peristaltic pump on the beach will remain running. At this time we will disconnect the hose on the discharge side of the 3" trash pump, closely monitoring flow at the discharge end of the total hose length.
- When flow is no longer visible we will plug the hose and secure the peristaltic pump.
- The hose will be disconnected from the suction side of the peristaltic pump and placed in an open top 55 gallon drum within the pump containment area, 2 persons will walk the product out of the hose starting at the hose anchor point toward the drum. Upon completion of this section, approx 5 hoses, the process will be reversed back to the anchor point. Both ends will be plugged and capped.
- All hose connections will be plugged or capped, the fittings will be taped closed, wrapped in sorbent and wrapped with a plastic drum liner.
- Fish net floats will be attached to the end of the hose on the ship.
- A line will be attached from a pick up truck at the base of the hill to the hose at the waters edge. The pick up truck will have a driver and a spotter each with a radio on channel 22A. All available personnel will man the hose on the beach and assist it as it comes ashore. The approximately 7 sections of hose will be drained in the same fashion as the previous hose.
- The remaining sections of hose on the hill will be drained through the valve at the lowest point in to a drum and secured in the same fashion as the previous sections.
- All hoses will be coiled in the bed of a truck that is lined with visqueen and taken to the staging area on St. George Island where it will remain in an available status until it is determined by the ICS that it is no longer necessary to remain on site.

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Western Viking					<input type="checkbox"/>																														
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7. Work Assignments <ul style="list-style-type: none"> Patch holes in the hull of the vessel Deploy 4 ton offshore anchor and associated ground tackle from stern of Mar-Gun as weather conditions allow Mobilized recovery equipment Send Western Viking to Dutch Harbor for mobilization of items critical to preparation of vessel recovery operation with consideration of weather conditions and lightering schedule Continue to develop vessel removal plan. Develop a "Place of Refuge" document 																																			
8. Special Instructions <ul style="list-style-type: none"> Per the safety plan, all personnel working on or over the water are required to wear personal position indicating radio beacons. Deviations from the work assignments on this 204 require authorization from the UC. 																																			
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1. Incident Name FV MAR GUN		2. Operational Period (Date/Time) From: 16MAR09 1000 To: 17MAR09 1000		Assignment List ICS 204-CG																										
3. Branch		4. Division/Group/Staging Waste Disposal																												
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Incineration Team	Rodney Lekanolf		1		<input type="checkbox"/>																									
	Neil Huddleston (ADEC)				<input type="checkbox"/>																									
Non oily waste	Magone crew				<input type="checkbox"/>																									
					<input type="checkbox"/>																									
					<input type="checkbox"/>																									
7. Work Assignments <ul style="list-style-type: none"> Place receiving waste on lined area Burn accumulated oily waste from the response (oiled sorbents, used PPE) in accordance with "Smart Ash" operation procedures and ADEC approval. See waste management plan for detail information Maintain estimate of waste burned Unusable paint in cans will be taken to the vessels (Makushin Bay or Western Viking) stored according to DOT regulations and transported to Dutch Harbor Garbage will be placed in clear plastic bags and will be stored separately from the oily waste. The garbage will be hauled daily to the Landfill for disposal following the City's procedures. Western Viking will take waste material to Dutch Harbor for disposal per the waste management plan 																														
8. Special Instructions <ul style="list-style-type: none"> Insure oily material is contained prior to incineration to prevent additional soil or water contamination. Follow start up and shut down proceeds for the burner. Stop burning if burner is creating black smoke Workers will wear PPE prescribed in site safety plan 																														
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SCAT #1	MST2 Holle		3		<input checked="" type="checkbox"/>																				
	Neil Huddleston (ADEC)		1		<input type="checkbox"/>																				
					<input type="checkbox"/>																				
7. Work Assignments <ul style="list-style-type: none"> • SCAT has been completed. • No additional SCAT is warranted at this time unless additional oil is observed coming from the vessel or lightering operation. • SCAT Team will be available to quickly form should the to reactivate become necessary 																									
8. Special Instructions <ul style="list-style-type: none"> • Notify Ruth Yender (NOAA SSC) of any impacted wildlife sightings and pollution discharges. • SCAT segment map should be utilized as baseline in the event additional oil is released from the vessel. • SCAT segment map is attached • SCAT team members will wear PPE prescribed in the site safety plan when conduction SCAT 																									
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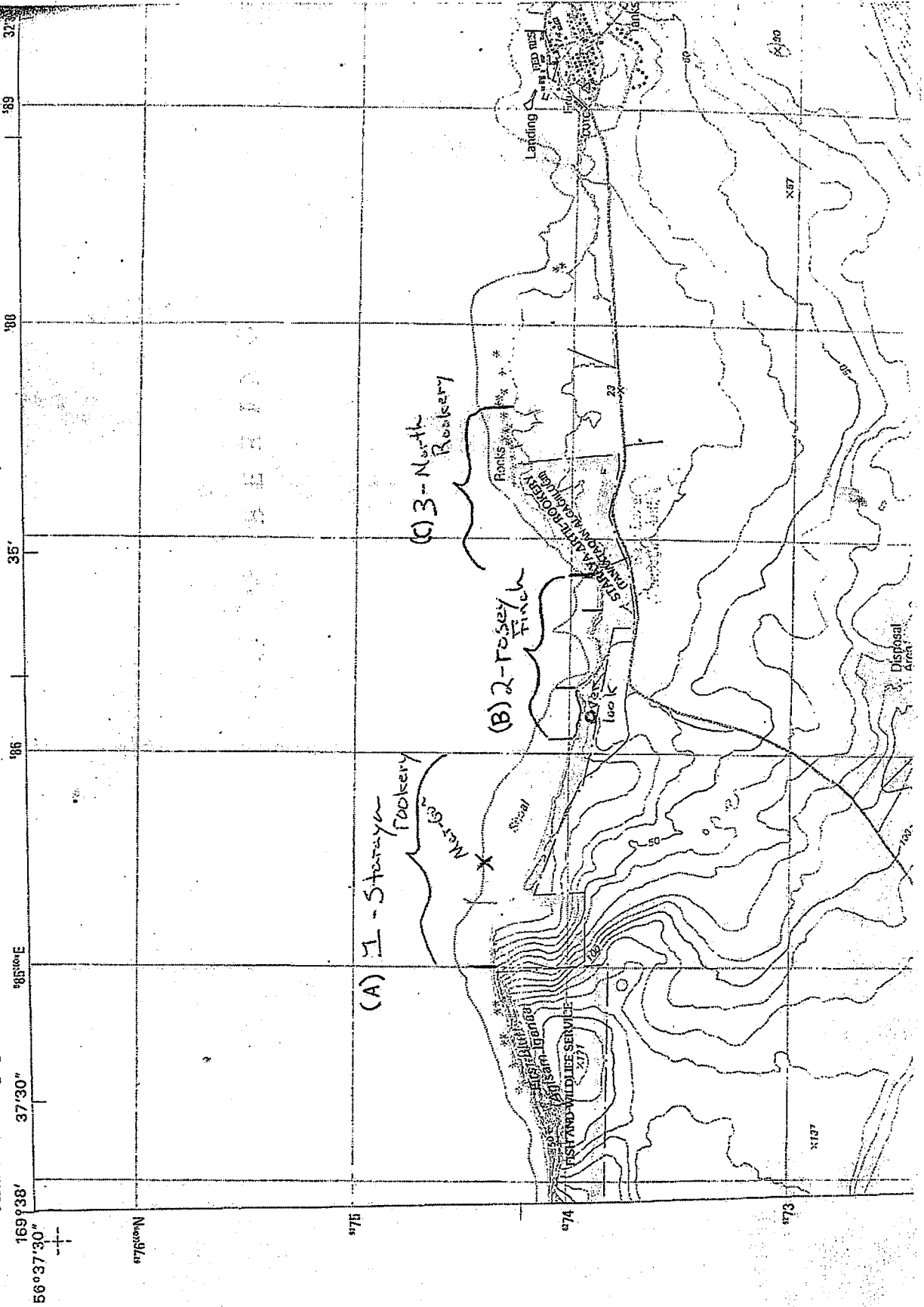
1. Incident Name FV MAR-GUN		2. Operational Period (Date/Time) From: 16MAR09 1000 To: 17MAR09 1000		Assignment List ICS 204-CG	
3. Branch SUBSISTENCE RESOURCES SAMPLING		4. Division/Group/Staging			
5. Operations Personnel					
Name Affiliation Contact # (s)					
Operations Section Chief: Kyle Watson					
Branch Director: Ruth Yender					
Division/Group Supervisor/STAM:					
6. Resources Assigned "X" indicates 204a attachment with additional instructions					
Strike Team/Task Force/Resource Identifier		Leader	Contact Info. #	# Of Persons	Reporting Info/Notes/Remarks
SUBSISTENCE SAMPLING		Ruth Yender		1	
		Neil Huddleston	907-859-9222/9223	1	
		Karin Hosler	907-859-2277		
7. Work Assignments					
• The subsistence monitoring plan will not be implement until the vessel has been removed.					
• Field operation for this group are stopped at this time					
For Planning					
• Subsistence advisory group work issues of concerns to be addressed in the sampling plan.					
8. Special Instructions					
• Notify Ruth Yender (NOAA SSC) of any impacted wildlife sightings and pollution discharges.					
• Subsistence monitoring team members will wear PPE prescribed in the site safety plan when conduction field operations					
9. Communications (radio and/or phone contact numbers needed for this assignment)					
Name/Function		Radio: Freq./System/Channel		Phone	
Cell/Pager					
Emergency Communications					
Medical 911		Evacuation CH 16		Other	
10. Prepared by:		Date/Time		11. Reviewed by (PSC):	
Bob Flint		15/MAR/09 1400		Bob Flint	
				Date/Time	
				12. Reviewed by (OSC):	
				Kyle Watson	
				Date/Time	
				15/MAR/09 1400	



U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY



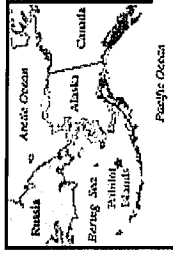
U.S. DEPARTMENT OF THE INTERIOR
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
OFFICE OF RESPONSE AND RESTORATION
PRIBILOF ISLANDS ENVIRONMENTAL RESTORATION PROJECT



1. Incident Name F/V MAR-GUN		2. Operational Period (Date / Time) From: 15MAR09 1000 To: 16MAR09 1000	COMMUNICATIONS LIST ICS 205a-CG
3. Basic Local Communications Information			
Assignment	Name	Method(s) of contact (radio frequency, phone, pager, cell #(s), etc.)	
RPIC	Charles Ellwanger	917-579-5968	
FOSC	Joe LoSciuto	907-271-6700	
SOSC	Gary Foley	907-262-5210 ext. 234	
LOSC St. George	Max Malavansky Jr.	907-859-2447 (office), 907-859-2323 (home)	
QI	Kristina O'Connor	907-947-6849	
PIO	Sara Francis	907-321-4510	
OSC	Kyle Watson	206-963-8138	
PSC	Bob Flint	907-440-2552	
DPSC	MST1 Darryl Harvey	907-382-1148 or 907- 271-6686	
LSC	George Shedlock	907-242-1606	
FSC	Kevin Smith	206-781-1657	
DSOSC	John Brown	907-748-1639	
Documentation	MST3 Simonds	907-271-6737	
RP office land line	At Global Offshore Diving	907-569-9060	
Environmental Unit	John Bauer	907-947-7876	
Tech Spec Polaris	Gary Mauseth	425-823-4841	
Tech Spec USFWS	Catherine Berg	907-271-1630	
VSL OWNER	Gunnar Ildhuso	206-715-5988	
NAVSUPSALV	Dale Colby	907-229-0826	
PST Team Leader	Mark Gregory	011-8816-3145-9754	
NMFS	Brad Smith	907-271-3023	
DOSC	Kerry Walsh	Hotel Lobby Phone 907-859-9222/9223	
Taskforce Leader Lightering/Salvage	Dan Magone (Magone Marine)	011-8816-3162-7793	
FOB	MST2 Holle	011-8816-3145-9754	
FOSCR	MSTCS Moyer	Cell # 907-229-7142, 907-350-1361	
NOAA SSC	Ruth Yender	Hotel Lobby Phone 907-859-9222/9223	
St. George Traditional Council	Chris Mercurief	907-250-1637	
St. George Traditional Council	Karen Holser	907-859-2277	
Northern Land Use Research	Pete Bowers/ Burr Neely	907-377-4960	
Tech Spec DOI	Pamela Bergman	907-271-5011	
Safety Officer	Monica Yazno	011-8816-3145-9754	
Deputy Safety Officer	Jennifer Russell	011-8816-3145-9754	
Liaison Officer	Mike Lejarzar	907-859-2403 or 907-859-2415	
St. George Lodging		907-859-2255/2256 Lobby Phone 907-859-9222/9223	
Conference Call #		* Call 1-866-744-4861 * Once prompted, enter the numbers 3986553 followed by the # sign. * Once prompted, identify yourself, followed by the # sign.	
4. Prepared by: (Communications Unit) Bob Flint/PSC		Date / Time 14/MAR/09 1400	

1. Incident Name FV MAR-GUN		2. Operational Period (Date / Time) From: 16MAR09 1000 To: 17MAR09 1000		MEDICAL PLAN ICS 206-CG					
3. Medical Aid Stations									
Name		Location		Contact #		Paramedics On site (Y/N)			
St. George Clinic		St. George Proper		907-859-2254		Y			
4. Transportation									
Ambulance Service		Address		Contact #		Paramedics On board (Y/N)			
St. George Ambulance		St. George Proper		907-859-2403 907-859-2415		Y			
5. Hospitals									
Hospital Name		Address		Contact #		Travel Time		Burn Ctr?	Heli-Pad?
						Air	Ground		
St. George Clinic		St. George Proper		907-859-2254		NA	5 min	N	Y
Alaska Native Medical Center				907-563-2662		3 hr 20 min jet	NA	N	Y
Providence Hospital				907-562-2211		5 hr prop	NA	Y	Y
Virginia Mason Hospital				(206) 583 6543		12hr			
6. Special Medical Emergency Procedures									
Note: St. George Clinic monitors radio channel 16									
In case of injury contact the Village Public Safety Officer (SOFR) at 907-859-2403 or 907-859-2415.									
Dr. Neil Hampson at Virginia Mason Hospital is a specialist in hyper baric medicine and can be reached at (206) 583-6543									
7. Prepared by: Bob Flint, PSC			Date/Time 15/MAR/09 1400		8. Reviewed by: Bob Flint			Date/Time 15/MAR/09 1400	
MEDICAL PLAN					ICS 206-CG (Rev.07/04)				

St. George Island Alaska Maritime National Wildlife Refuge



- St. George Tanana Corporation Conveyed *
- Other Private Conveyed *
- NOAA Withdrawal *
- USFWS Acquired Land



01-10031 Land ownership extracted from BLM NTF's and the review of BLM coastline. 07/10/04 JGD

Township 41 S., Range 130 W. - SM

Township 41 S., Range 131 W. - SM

Bering Sea

F/V Mar-Gun

Dalnoi Point

North Anchorage

St. George

St. George Island

Toletoi Point

Sea Lion Point

Zapadni Bay

Garden Cove

Bering Sea

Alaska Maritime National Wildlife Refuge includes offshore public lands on islands, islets, rocks, reefs and spires within the Refuge Boundary.

Township 42 S., Range 130 W. - SM

Township 42 S., Range 129 W. - SM

* These lands are not within the boundary of the Alaska Maritime National Wildlife Refuge.

/C FMTP PANC 161321

FORECAST MISHAP TEXT PRODUCT
NATIONAL WEATHER SERVICE ANCHORAGE AK
600 AM AKDT MON MAR 16 2009

MAR-GUN MARINE SUPPORT

36 HOUR FORECAST WITH AN OUTLOOK THROUGH 60 HOURS
TODAY THROUGH THURSDAY

SYNOPSIS...

HIGH PRESSURE OVER THE CENTRAL BERING SEA CONTINUES TO EXTEND ITS
INFLUENCE TOWARDS SAINT PAUL. STRONG NORTH FLOW PERSISTS AS WELL.

WINDS...

TODAY...NE WIND 30 KT.
TONIGHT...NE WIND 25 KT.
TUESDAY...N WIND 25 KT.

OUTLOOK

TUESDAY NIGHT AND WEDNESDAY...N WIND 25 KT.

WAVES...

TODAY....SEAS 9 FT.
TONIGHT AND TUESDAY...SEAS 8 FT.

OUTLOOK

TUESDAY NIGHT AND WEDNESDAY...SEAS 8 FT.

PRECIPITATION...

TODAY...NUMEROUS SNOW SHOWERS.
TONIGHT...NUMEROUS SNOW SHOWERS.
TUESDAY...SCATTERED SNOW SHOWERS.

OUTLOOK

TUESDAY NIGHT...ISOLATED SNOW SHOWERS.
WEDNESDAY...NONE

TEMPERATURES...

TODAY...HIGHS AROUND 15.
TONIGHT...LOWS NEAR 10.
TUESDAY...HIGHS AROUND 20.

OUTLOOK

TUESDAY NIGHT...LOWS AROUND 15.
WEDNESDAY...HIGHS IN THE LOWER 20S.

VISIBILITY...

TODAY...3 MILES IN SNOW SHOWERS.
TONIGHT...4 MILES IN SNOW SHOWERS.
TUESDAY...6 MILES OR GREATER.

OUTLOOK

TUESDAY NIGHT AND WEDNESDAY...6 MILES OR GREATER.

THIS STATEMENT WILL BE UPDATED AT 0600 AM AKDT MAR 17 OR IF
CONDITIONS CHANGE SIGNIFICANTLY FROM THIS FORECAST.

MAR 09

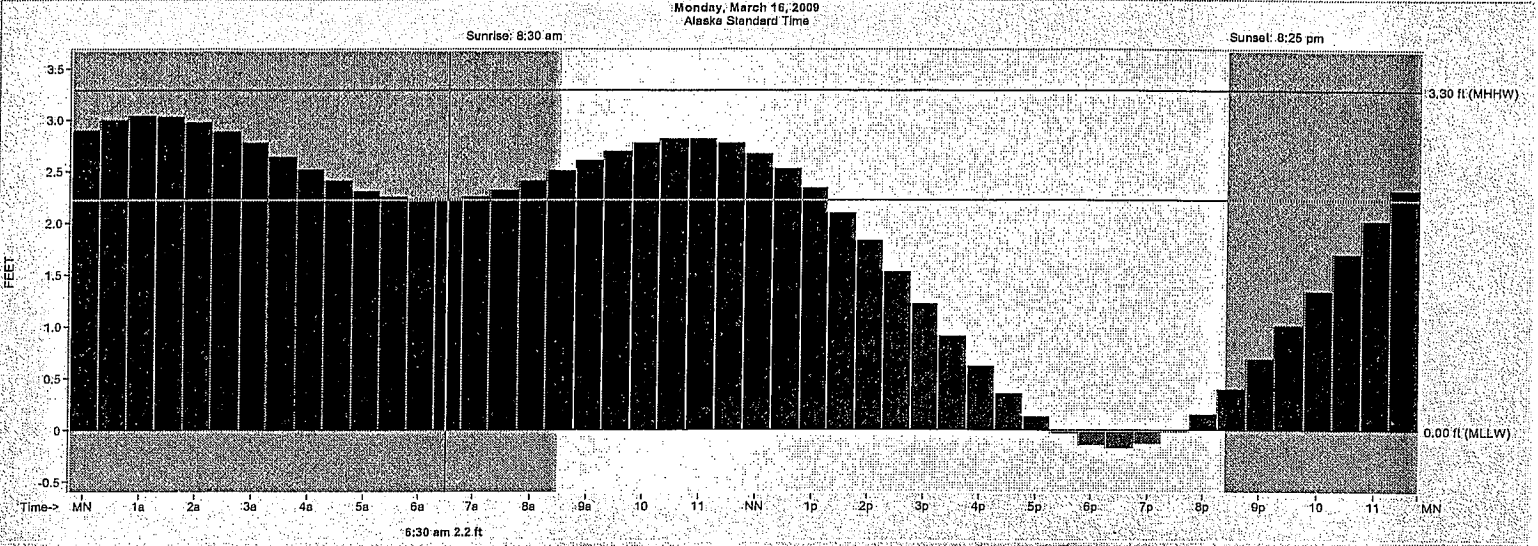
National Weather Service, Anchorage Alaska - Ph. 907-266-5172

Moonrise: 3:38 am
Moonset: 9:41 am

Daily Highs & Lows:
High 1:09 am 3.0 ft
Low 6:14 am -2.2 ft
High 10:46 am 2.8 ft
Low 6:30 pm -0.2 ft

Average Tides:
Mean Range: 5.2 ft
MHHW: 3.30 ft
Mean Tide: 1.70 ft

3rd Qtr moon in 2 days



Moonrise: 4:47 am
Moonset: 10:18 am

Daily Highs & Lows:
High 2:05 am 3.1 ft
Low 7:08 am -2.3 ft
High 11:30 am 2.8 ft
Low 7:17 pm -0.2 ft

Average Tides:
Mean Range: 5.2 ft
MHHW: 3.30 ft
Mean Tide: 1.70 ft

Neap Tide
3rd Qtr moon tomorrow

