



Western Alaska

Villages and Hub Ports



Freight Preparation & Handling Guidelines



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Freight Preparation and Handling Guidelines in Western Alaska

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Contact info for Western Alaska shipments:

Phone: 206-892-2624

Email: westernakcs@lynden.com

Notes:

- *Shipments to or from Southeast & Western Alaska: Handle full container loads (FCL) & Less-than container loads (LCL) (including FCL household goods), vehicles, boats & equipment (15 feet or longer);*
- *AML will not pick up or deliver LCL household goods, must be brought to/picked up from terminal;*
- *AML will arrange FCL shipping from/to L48 points (including FCL household goods) via their barge service & trucking; contact Intermodal Team at IMLRates@lynden.com.*



Introduction

Freight movement to Western Alaska requires strict preparation requirements – much more so than our other destinations.

Due to the numerous handling steps, barge transfers and many adverse delivery site conditions, cargo must be prepared and packaged according to the guidelines herein to minimize damage due to normal handling and stowage.

The preparation and handling guidelines herein are intended to assist our customers in the proper preparation of freight for Western Alaska.

These guidelines have been developed based on years of experience in freight handling and represent the minimum preparation necessary to allow for safe and efficient delivery of your cargo.



Stowing cargo to Westward-bound villages and hub ports is completely different from that of our other ports.

“ In all cases, it is the sole responsibility of the shipper to prepare cargo to withstand the rigors of ocean transport via open deck barge. ”

In all cases, it is the sole responsibility of the shipper to prepare cargo to withstand the rigors of ocean transport via open deck barge.

The preparation and handling guidelines herein address only breakbulk cargo, i.e. cargo that will travel on platforms or as lifts.

Container cargo has not been addressed because it is generally assumed that such cargo – protected by the container – will travel intact to the destination.

However, some village sites may require that containers be unloaded and taken back on the lighterage vessel. In such cases, all cargo is then unloaded and must be left outside, exposed to the weather.



Therefore, it is critical that the shipper have an understanding of the conditions at the job site and prepare the freight accordingly.

Another important aspect of village shipping

Some freight requires extra special handling

Although virtually all freight destined for villages requires some form of packaging or preparation, some types of freight are more critical than others. Included in this list are:

- Engineered Products
 - Trusses
 - Joists
- Glulam beams
- Sheetrock
- Plywood Products
 - Tongue and groove products
 - Finish-grade products
 - Paneling
 - Particle board
- Lumber Products
 - Hardwoods
 - Tongue and groove products
- Metal Products
 - Roofing and siding materials
 - Structural steel
- Fabricated products
 - Panels
 - Wood-grade and metal-grade

is freight markings. All shippers should clearly mark all incoming freight with at least the following information:

Essential Freight Markings:

- Name of consignee
- Destination Port
- Booking No.

Freight arriving at the Alaska Marine Lines Terminals that is bound for Western Alaska should be adequately prepared for the normal rigors of ocean transport.

If at the sole discretion of Northland/AML representatives freight has not been adequately prepared, such freight may be rejected and returned to the shipper.



Shipments to Western Alaska are sometimes subject to extreme conditions. In all cases, it is the sole responsibility of the shipper to prepare cargo to withstand the rigors of ocean transport via open deck barge and that the shipper also have some understanding of the conditions at the job site and prepare the freight accordingly.





The Basics

Throughout the exhibits in this manual, you will find common, recurring requirements for freight preparation and handling. The following quick reference is designed to help shippers familiarize themselves with the basics.

The Ports of Call in Western Alaska include the hub ports of Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek and Nome, the villages published with scheduled service and any point served on inducement.



A framing package is unloaded from the Nunang as it waits in the port of Brevig Mission.

Dunnage:

Any unit of cargo not ex-

ceeding 4' wide and/or 5,000 lbs. going to any village requires wood dunnage – a minimum of 3.5" high – secured to the unit of cargo. This same unit of cargo going to a hub port requires only 1.5" of dunnage.

Any unit of cargo exceeding 4' wide and/or 5,000 lbs. – for any destination – requires wood dunnage, minimum 5.5" high, secured to the unit.

Sheetrock, particle board or other soft materials are not permitted to but used as dunnage.



The Greta moves a load of cargo in western Alaska.

Banding:

All unitized cargo must be banded with steel banding of sufficient strength to withstand multiple picks and re-handling steps.

All cargo requiring 5.5" high dunnage must utilize steel banding, minimum 1.25"

x .029" high tensile material, or equivalent. Plastic banding material is not acceptable.

Crating and/or packaging:

Use common sense to evaluate the need for crating, side protection and other packaging. If a piece of cargo is susceptible to damage from repeated forklift handling, some crating or packaging should be provided.

Almost all "engineered" products require some form of packaging. If you are unsure about the preparation required for the product you are shipping, call the AML/Northland customer service department for further guidance.

Weather and the ocean environment:

All cargo to Western Alaska ports moves on open deck barges. As such, cargo is exposed to weather for the duration of transit, which may be lengthy, as well as the destination port. Although poly wrapping and/or tarping is



Temperatures may vary substantially from point of origin to destination. Items susceptible to damage from cold weather should be handled adequate planning and follow up.

a good way to shield cargo from weather and ocean, the only true dry environment is within closed shipping containers.

Temperature may vary substantially from point of origin to destination. Items susceptible to damage from cold weather

should be handled with adequate planning and follow up.

AML does not offer keep from freezing service to Western Alaska.

Acceptance of cargo:

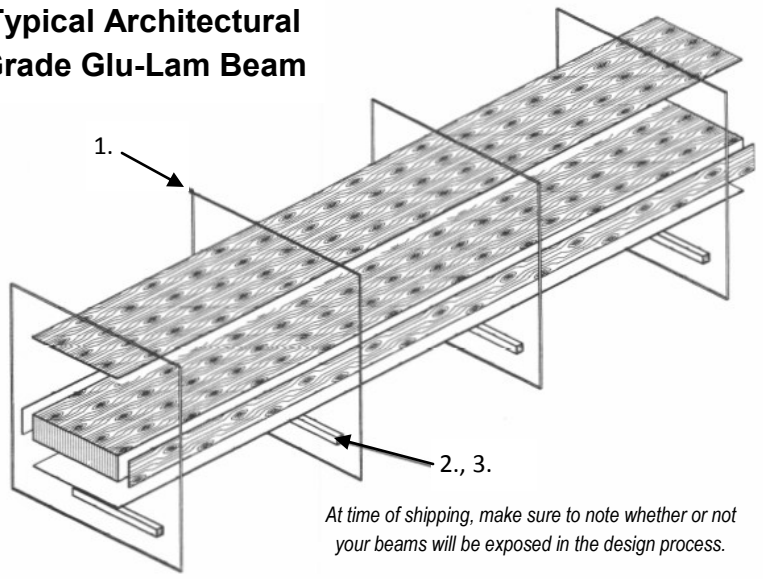
AML may reject cargo that is not sufficiently prepared for shipment.

“ Temperatures may vary substantially from point of origin to destination. AML does not provide keep from freezing service to Western Alaska. ”



Engineered Products

Typical Architectural Grade Glu-Lam Beam



All Villages

1. Steel banding of sufficient strength to withstand multiple picks and re-handling.
2. Wood dunnage, minimum 3.5" high for all single units not exceeding 4' wide and/or 5,000 lbs.
3. Dunnage spacing should be sufficiently close to prevent sagging.

** Plywood/OSB protection required for all sides.*

Hub Ports

(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

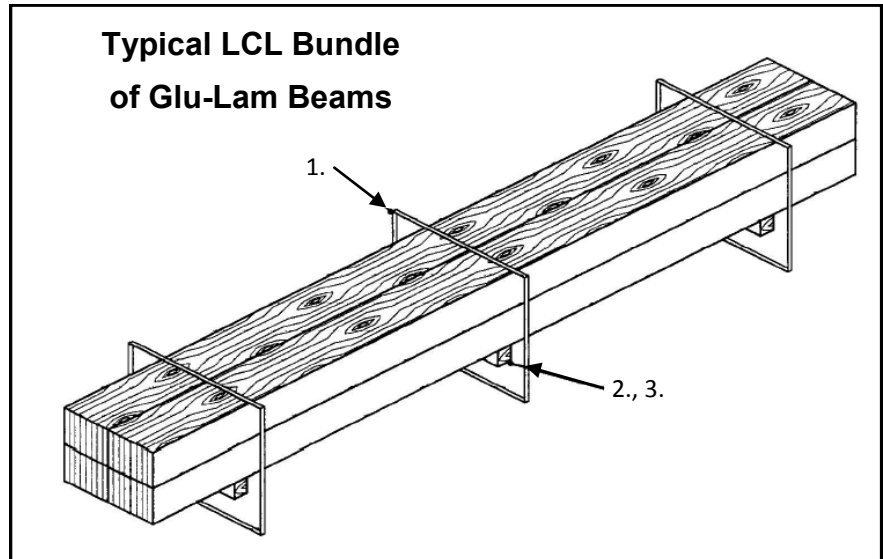
1. Steel Banding of sufficient strength to withstand multiple picks and re-handling.
2. Wood dunnage, minimum 3.5" high for all single units not exceeding 4' wide and/or 5,000 lbs.
3. Dunnage spacing should be sufficiently close to prevent sagging.

** Plywood/OSB protection required for all sides.*

All Villages

1. Steel Banding of sufficient strength to withstand multiple picks and re-handling.
2. Wood dunnage, minimum 3.5" high for all single units not exceeding 4' wide and/or 5,000 lbs.
3. Dunnage spacing should be sufficiently close to prevent sagging.

Typical LCL Bundle of Glu-Lam Beams



Hub Ports

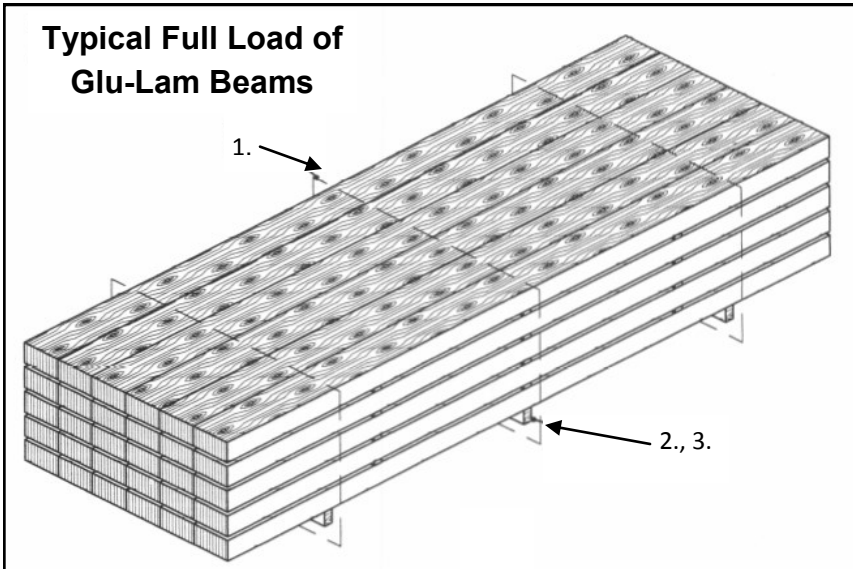
(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

1. Steel Banding of sufficient strength to withstand multiple picks and re-handling.
2. Wood dunnage, minimum 3.5" high for all single units not exceeding 4' wide and/or 5,000 lbs.
3. Dunnage spacing should be sufficiently close to prevent sagging.





Typical Full Load of Glu-Lam Beams



All Villages

1. Steel banding minimum 1.25" x .029" high tensile strength or equivalent.
2. Wood dunnage, minimum 5.5" high for all single units exceeding 4' wide and/or 5,000 lbs.
3. Dunnage spacing should be sufficiently close to prevent sagging.

**Weights must comply with destination weight restrictions. See Chart, Page 22.*

Hub Ports

(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

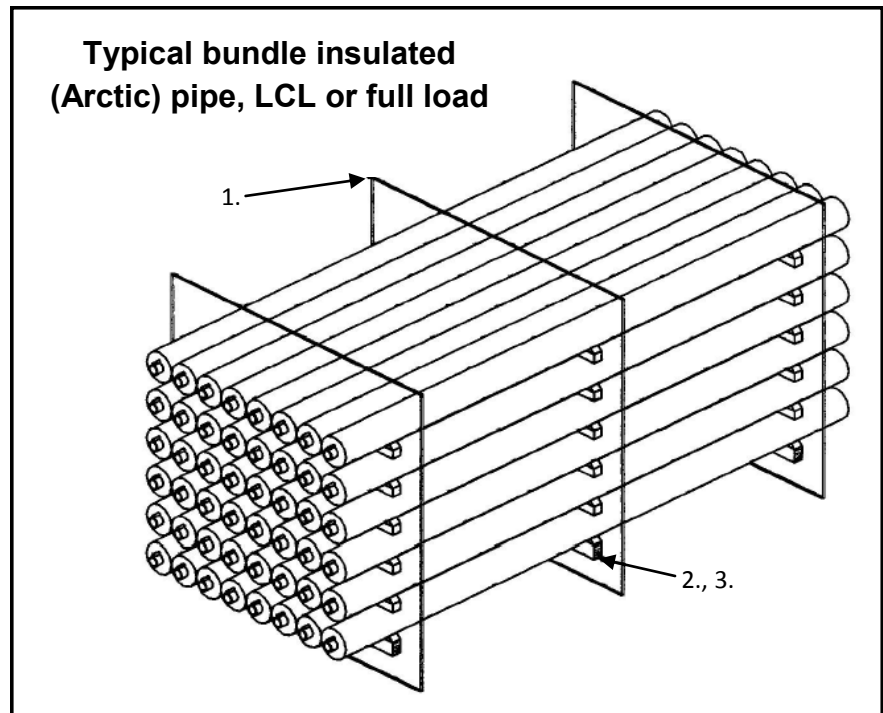
1. Steel banding minimum 1.25" x .029" high tensile strength or equivalent.
2. Wood dunnage, minimum 5.5" high for all single units exceeding 4' wide and/or 5,000 lbs.
3. Dunnage spacing should be sufficiently close to prevent sagging.

** Legal truckload weights.*

All Villages

1. For LCL bundles, steel banding of sufficient strength to withstand multiple picks and re-handling.
2. Wood dunnage, minimum 3.5" high for all single units not exceeding 4' wide and/or 5,000 lbs.
3. Dunnage spacing should be sufficiently close to prevent sagging.
4. Verify if pipe chocks are required.

Typical bundle insulated (Arctic) pipe, LCL or full load



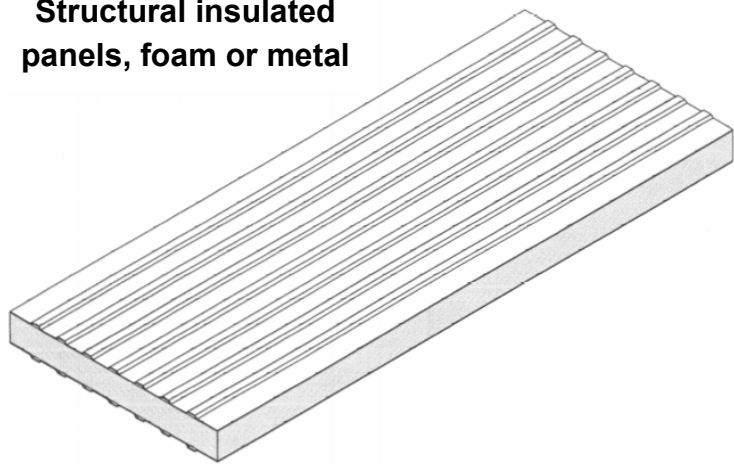
Hub Ports

(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

1. For LCL bundles, steel banding of sufficient strength to withstand multiple picks and re-handling.
2. Wood dunnage, minimum 3.5" high for all single units not exceeding 4' wide and/or 5,000 lbs.
3. Dunnage spacing should be sufficiently close to prevent sagging.



Structural insulated panels, foam or metal

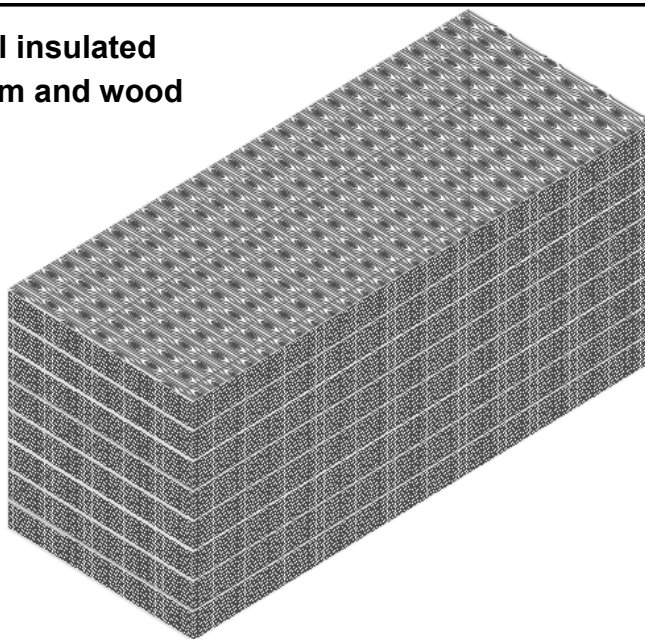


1. All foam core panels with metal skin must be export crated for platform shipment, or must be shipper loaded, consignee unloaded to closed containers.
2. Crates must fully enclose the panels and be of sufficient strength allow stacking two like crates upon it.
3. All crates not exceeding 4' wide and/or 5,000 lbs. must have wood dunnage, minimum 3.5" high, securely affixed to the crate. All crates exceeding 4' wide and/or 5,000 lbs. must utilize wood dunnage 5.5" high.
4. **Carrier will not receive uncrated panels.**
5. In all cases, it is the responsibility of the shipper to package panels to withstand the rigors of ocean transport on an open deck barge.

The following guidelines apply to all foam core panels with exterior grade wood materials for all ports in Western Alaska.

1. Panels should be bundled into units not exceeding 8.5' wide and / or 8.5' high (including accompanying dunnage, bracing, side protection or other materials).
2. Units exceeding 4' wide or 5,000 lbs. must have a minimum of three pieces of wood dunnage, each 5.5" high, banded to the unit, utilizing steel banding as specified below. Units 4.5' wide or less and less than 5,000 lbs. may use dunnage 3.5" high.
3. All panels with exposed foam core, or with the wood skin extending beyond a wood framing member, must have side protection of wood, plywood or OSB, minimum 7/16" thickness, which substantially covers all sides of the unit.
4. Units of panels must be banded from side to side at 4' intervals and end to end at a minimum of two places, with steel banding as specified below. Units 4' wide must

Structural insulated panels, foam and wood



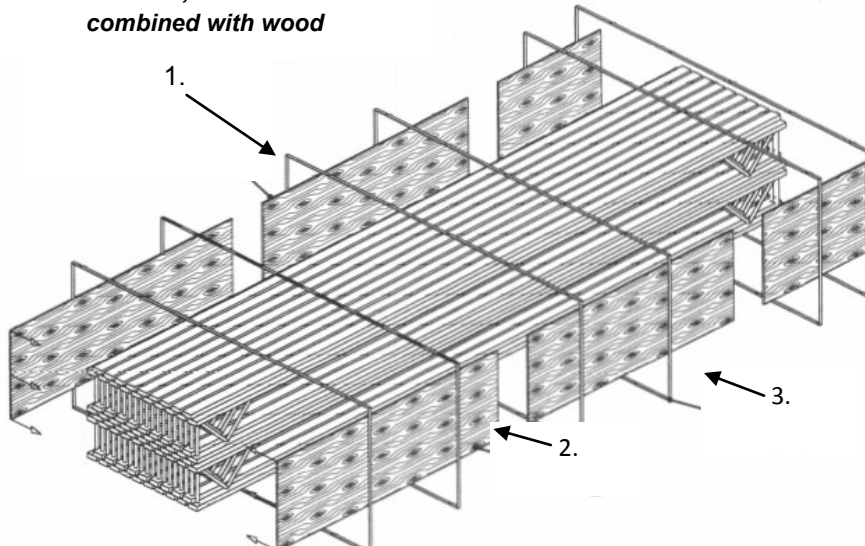
- utilize steel banding of sufficient strength with sufficient frequency to withstand the rigors of re-handling and stowage for barge transport.
5. Steel banding, minimum 1.25" x .029" high tensile material, or equivalent, must be utilized to secure dunnage, side protection, or for other banding requirements as listed above.
6. Shipper must provide to carrier the maximum stacking height of panels, in terms of like units, (example: may stack three units high) or for other banding requirements.
7. It is the shipper's responsibility to ensure that package panels can withstand the rigors of ocean transport on an open deck barge, with due consideration for ways to prevent damage from routine handling by forklift and of being crushed by stacking like units of panels.





Typical bundle of nested Open web truss

Iron or steel, or iron or steel
combined with wood



* Guidelines apply only to nested trusses. See carrier for special handling guidelines for non-nesting open web trusses.

All Villages

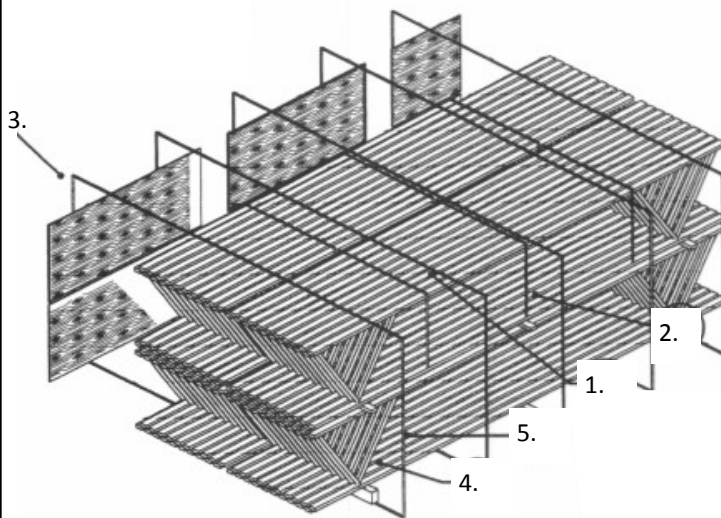
1. Plywood/OSB, min. 7/16", affixed to both sides to provide substantial coverage.
2. Wood dunnage, minimum 3.5" high for all single units not exceeding 4' wide and/or 5,000 lbs. Wood dunnage minimum 5.5" high for all single units exceeding 4' wide and/or 5,000 lbs.
3. Steel banding of sufficient strength to withstand picks and re-handling.

Hub Ports

(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

1. Plywood/OSB affixed to both sides to provide substantial coverage.
2. Wood dunnage, minimum 1.5" high for all single units not exceeding 4' wide and/or 5,000 lbs. Wood dunnage minimum 5.5" high for all single units exceeding 4' wide and/or 5,000 lbs.
3. Steel banding of sufficient strength to withstand picks and re-handling.

Typical full load of nested open trusses Iron or steel, or iron or steel combined with wood

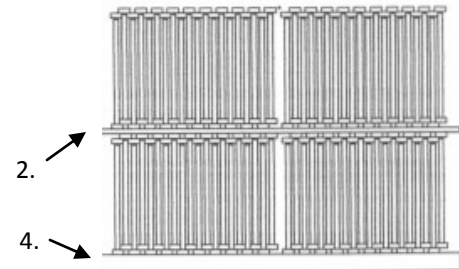


All Villages

1. Each nested bundle banded with steel banding.
2. Wood dunnage, minimum 3.5" high, banded to the bundle.
3. Plywood/OSB, minimum 7/16", to 'substantially cover' each side of bundle.
4. Wood dunnage, minimum 5.5" high, banded to load.
5. Steel banding, minimum 1.25" x .029" high-tensile strength or equivalent.

* Weights must comply with destination village weigh restrictions. See Chart, Page 22.

End View, Nested Trusses



Hub Ports

(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

1. Each nested bundle banded w/steel banding.
2. Wood dunnage, minimum 1.5" high, between layers.
3. Plywood/OSB, minimum 7/16", applied to exposed sides of load.
4. Wood dunnage, minimum 5.5" high, banded to

- load.
5. Steel banding, minimum 1.25" x .029" high tensile strength or equivalent.

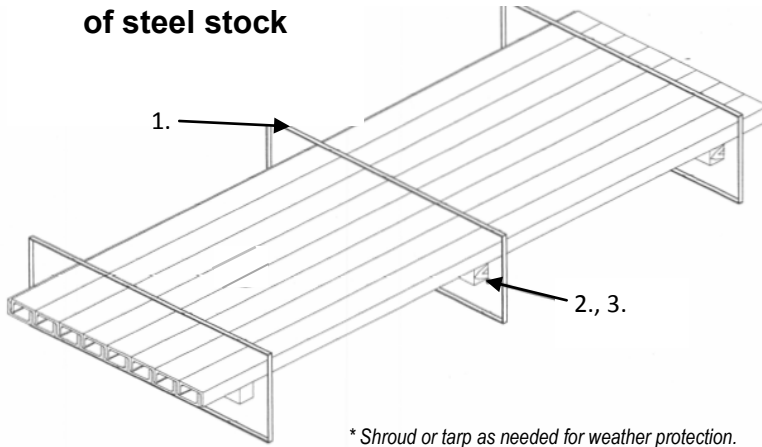
* Legal truckload weights.





Metal Products

Typical LCL bundle of steel stock



All Villages

1. Steel banding of sufficient strength to withstand multiple picks and re-handling.
2. Wood dunnage, minimum 3.5" high for all single units not exceeding 4' wide and/or 5,000 lbs.
3. Dunnage spacing should be sufficiently close to prevent sagging.

Hub Ports

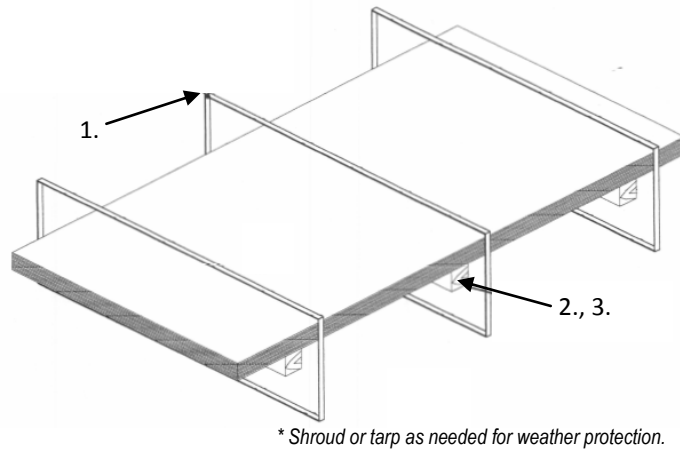
(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

1. Steel Banding of sufficient strength to withstand multiple picks and re-handling.
2. Wood dunnage, minimum 1.5" high for all single units not exceeding 4' wide and/or 5,000 lbs. Minimum 5.5" for all single units exceeding 4' wide and/or 5,000 lbs.
3. Dunnage spacing should be sufficiently close to prevent sagging.

All Villages

1. Steel banding of sufficient strength to withstand multiple picks and re-handling. For full loads, steel banding, minimum 1.25" x .029" high tensile strength or equivalent.
2. Wood dunnage, minimum 3.5" high for all single units not exceeding 4' wide and/or 5,000 lbs. Wood dunnage, minimum 5.5" high for all single units exceeding 4' wide and/or 5,000 lbs.
3. Dunnage spacing should be sufficiently close to prevent sagging.
4. Shroud or tarp as needed for weather protection.
5. Weights should comply with destination village weight restrictions.

Typical bundle of flat steel or aluminum stock, LCL or full load



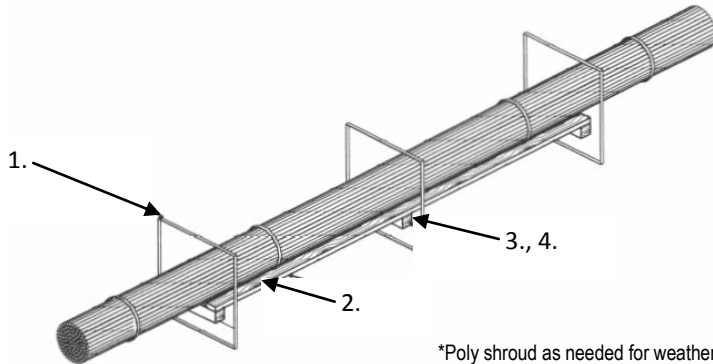
Hub Ports

(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

- | | | | | |
|--|---|---|---|----------------------------|
| 1. Steel Banding of sufficient strength to withstand multiple picks and re-handling. | 2. Wood dunnage, minimum 1.5" high for all single units not exceeding 4' wide and/or 5,000 lbs. | 3. Dunnage spacing should be sufficiently close to prevent sagging. | 4. Shroud or tarp as needed for weather protection. | 5. Legal truckload limits. |
|--|---|---|---|----------------------------|



Typical bundle of copper pipe



*Poly shroud as needed for weather protection, and/or secure pipe ends.

All Villages

1. Steel banding of sufficient strength to withstand multiple picks and re-handling.
2. Wood skid or pallet to support forklift picking area. Skid or pallet width should be same as bundle width. See items 3. and 4. for dunnage heights.
3. Wood dunnage, minimum 3.5" high for all single units not exceeding 4' wide and/or 5,000 lbs. Wood dunnage, minimum 5.5" high for all single units exceeding 4' wide and/or 5,000 lbs.
4. Dunnage spacing should be sufficiently close to prevent sagging.

Hub Ports

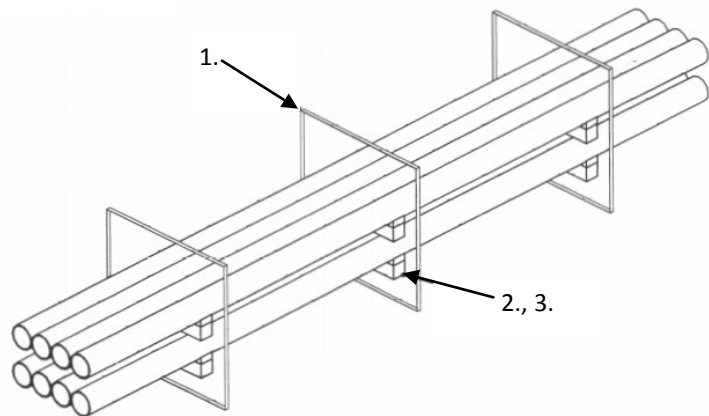
(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

1. Steel Banding of sufficient strength to withstand multiple picks and re-handling.
2. Wood dunnage, minimum 1.5" high for all single units not exceeding 4' wide and/or 5,000 lbs. Minimum 5.5" for all single units exceeding 4' wide and/or 5,000 lbs.
3. Dunnage spacing should be sufficiently close to prevent sagging.

All Villages

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3. Dunnage spacing should be sufficiently close to prevent sagging.

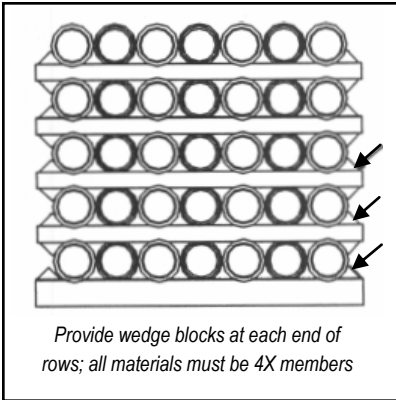
Typical LCL bundle of pipe



Hub Ports

(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

1. Steel Banding of sufficient strength to withstand multiple picks and re-handling.
2. Wood dunnage, minimum 1.5" high for all single units not exceeding 4' wide and/or 5,000 lbs. Minimum 5.5" for all single units exceeding 4' wide and/or 5,000 lbs.
3. Dunnage spacing should be sufficiently close to prevent sagging.

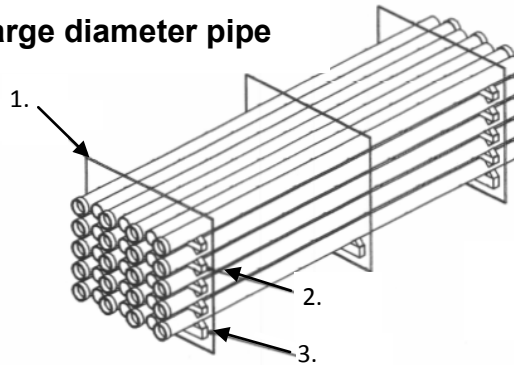


All Villages

1. Steel banding minimum 1.25" x .029" high tensile strength or equivalent.
2. Wood dunnage, minimum 3.5" high to separate layers.
3. Wood dunnage, minimum 5.5" high.

* Weights must comply with destination weight restrictions. See Chart, Page 22.

Typical full load of medium or large diameter pipe



Amount of dunnage per layer

Up to 16' — 2 pieces

17' to 32' — 3 pieces

33' to 40' — 4 pieces

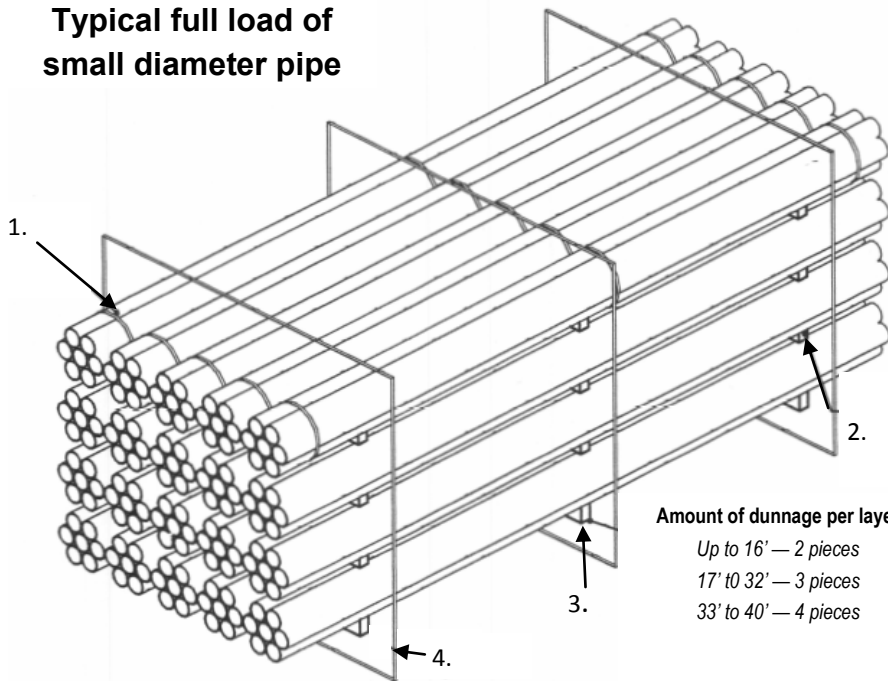
Hub Ports

(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

1. Steel banding minimum 1.25" x .029" high tensile strength or equivalent.
2. Wood dunnage, minimum 3.5" high to separate layers
3. Wood dunnage, minimum 5.5" high.

* Legal truckload weights.

Typical full load of small diameter pipe



Amount of dunnage per layer

Up to 16' — 2 pieces

17' to 32' — 3 pieces

33' to 40' — 4 pieces

All Villages

1. Each bundle banded with steel banding.
2. Wood 4 x 4 dunnage between layers.
3. Wood dunnage, minimum 5.5" high, banded to load.
4. Steel banding, minimum 1.25" x .029" high tensile strength or equivalent.

* Weights must comply with destination weight restrictions. See Chart, Page 22.

Hub Ports

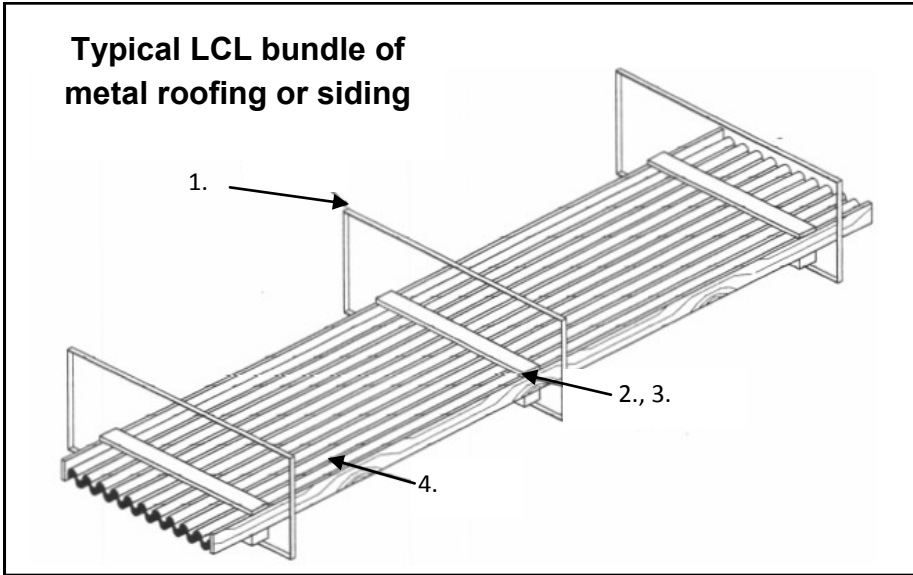
(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

1. Each bundle banded with steel banding.
2. Wood 4 x 4 dunnage between layers.
3. Wood dunnage, minimum 5.5" high, banded to load.
4. Steel banding, minimum 1.25" x .029" high tensile strength or equivalent.

* Legal truckload weights.



Typical LCL bundle of metal roofing or siding



All Villages

1. Steel banding of sufficient strength to withstand multiple picks and re-handling.
2. Wood dunnage, minimum 3.5" high for all single units not exceeding 4' wide and/or 5,000 lbs. Wood dunnage, minimum 5.5" high for all single units exceeding 4' wide and/or 5,000 lbs.
3. Dunnage spacing should be sufficiently close to prevent sagging.
4. Side protection of wood sufficient to protect edges from dents and deformities.

Hub Ports

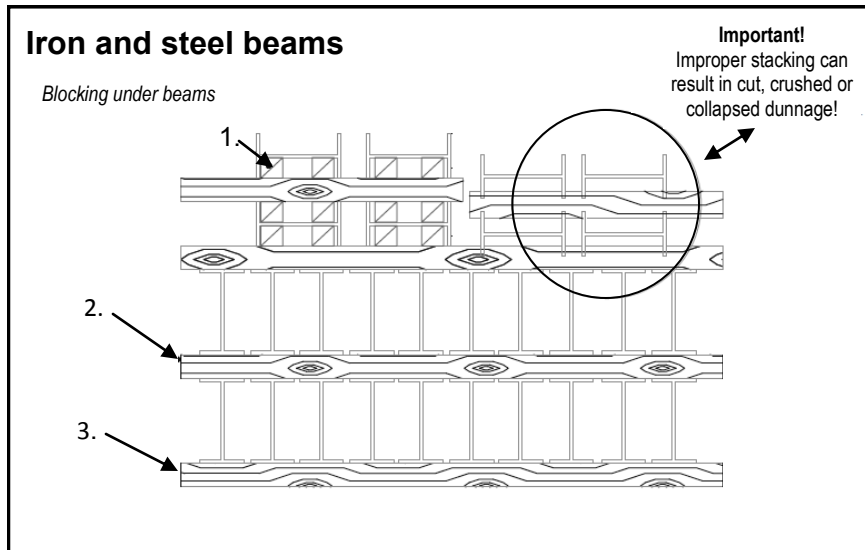
(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

1. Steel Banding of sufficient strength to withstand multiple picks and re-handling.
2. Wood dunnage, minimum 1.5" high for all single units not exceeding 4' wide and/or 5,000 lbs.; minimum 3.5" high for units over 12' long; Minimum 5.5" for all single units exceeding 4' wide and/or 5,000 lbs.
3. Dunnage spacing should be sufficiently close to prevent sagging.
4. Side protection of wood sufficient to protect edges from dents and deformities.

All Villages

1. Beams should be stacked or blocked to prevent cutting, crushing or collapse of supporting dunnage.
2. Wood dunnage, minimum of 4x4 material.
3. Wood dunnage, minimum 3.5" high for all single units not exceeding 4' wide and/or 5,000 lbs., banded to the unit. Wood dunnage, minimum 5.5" high for all single units exceeding 4' wide and/or 5,000 lbs., banded to the unit.
4. Steel banding, minimum 1.24" x .029" high-tensile strength, or stronger.

Iron and steel beams



Hub Ports

(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

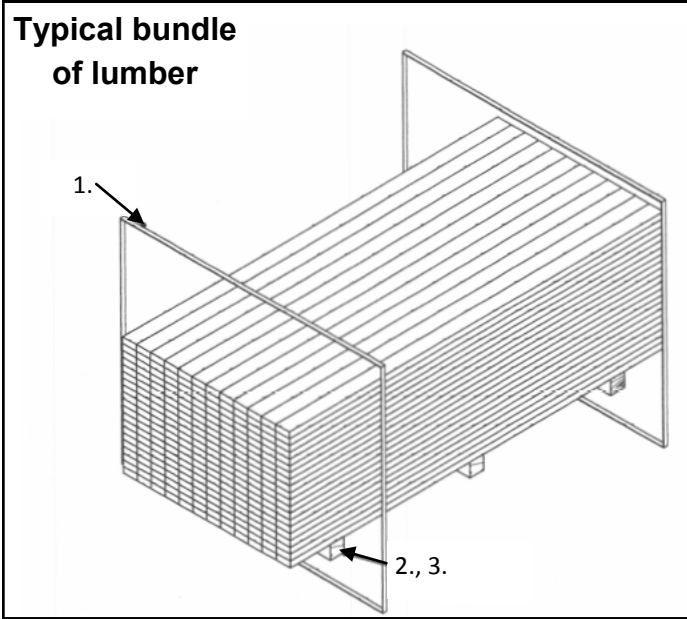
1. Beams should be stacked or blocked to prevent cutting, crushing or collapse of supporting dunnage.
2. Wood dunnage, minimum of 4x4 material.
3. Wood dunnage, minimum 1.5" high for all single units not exceeding 4' wide and/or 5,000 lbs., banded to the unit. Wood dunnage, minimum 5.5" high for all single units exceeding 4' wide and/or 5,000 lbs., banded to the unit.
4. Steel banding, minimum 1.24" x .029" high-tensile strength, or stronger.





WOOD PRODUCTS

Typical bundle of lumber



All Villages

1. Steel banding of sufficient strength to withstand multiple picks and re-handling.
2. Wood dunnage, minimum 3.5" high for all single units not exceeding 4' wide and/or 5,000 lbs. Wood dunnage, minimum 5.5" high for all single units exceeding 4' wide and/or 5,000 lbs.
3. Dunnage spacing should be sufficiently close to prevent sagging.

* Weights must comply with destination weight restrictions.

Hub Ports

(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

1. Steel Banding of sufficient strength to withstand multiple picks and re-handling.
2. Wood dunnage, minimum 1.5" high for all single units not exceeding 4' wide and/or 5,000 lbs. Minimum 5.5" for all single units exceeding 4' wide and/or 5,000 lbs.
3. Dunnage spacing should be sufficiently close to prevent sagging.

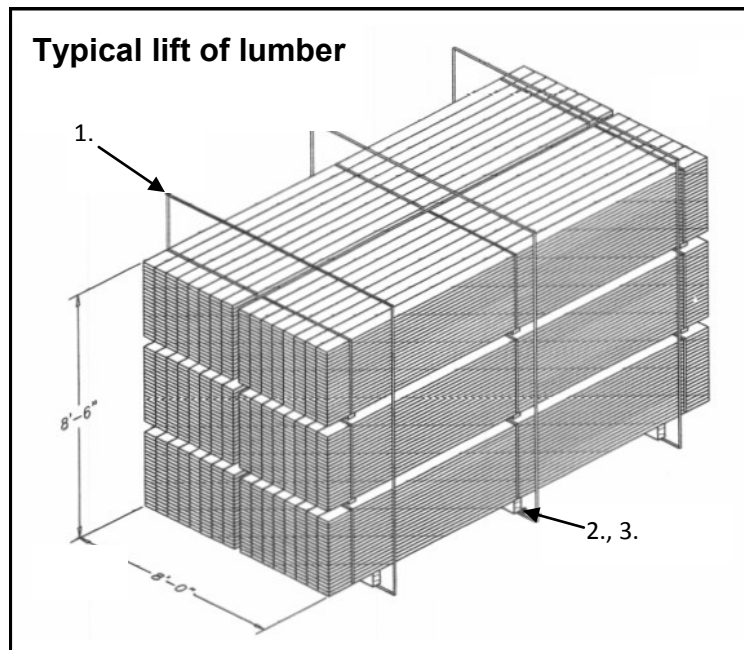
* Legal truckload weights.

All Villages

1. Steel banding minimum 1.25" x .029" high-tensile strength or equivalent.
2. Wood dunnage, minimum 5.5" high.
3. Dunnage spacing should be sufficiently close to prevent sagging.

* Weights must comply with destination weight restrictions. See Chart, Page 22.

Typical lift of lumber



Hub Ports

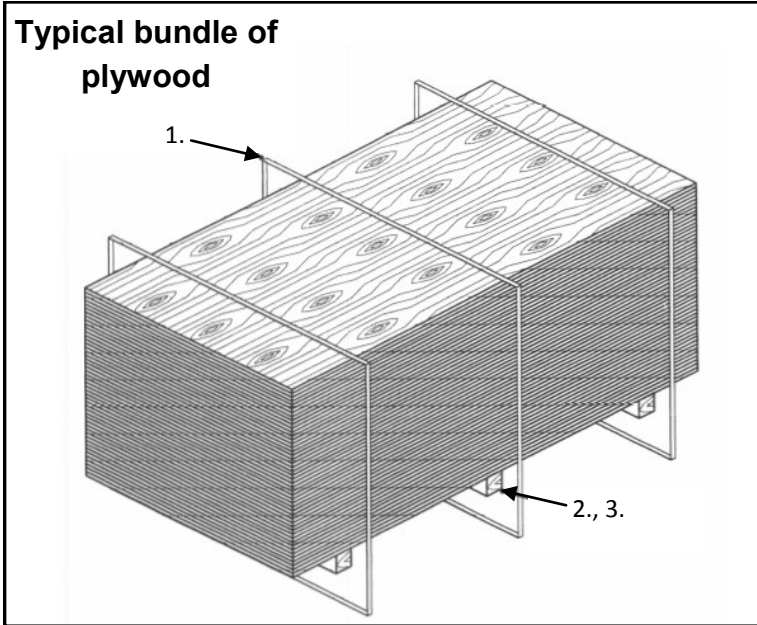
(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

1. Steel banding minimum 1.25" x .029" high-tensile strength or equivalent.
2. Wood dunnage, minimum 5.5" high to separate layers
3. Dunnage spacing should be sufficiently close to prevent sagging.

* Legal truckload weights.



Typical bundle of plywood



All Villages

1. Steel banding of sufficient strength to withstand multiple picks and re-handling.
2. Wood dunnage, minimum 3.5" high for all single units not exceeding 4' wide and/or 5,000 lbs. Wood dunnage, minimum 5.5" high for all single units exceeding 4' wide and/or 5,000 lbs.
3. Dunnage spacing should be sufficiently close to prevent sagging.

Hub Ports

(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

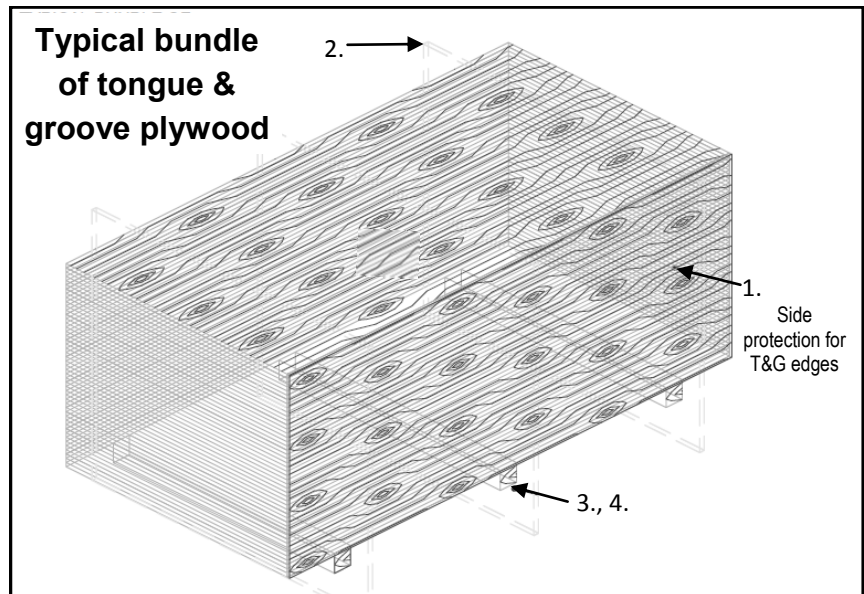
1. Steel banding of sufficient strength to withstand multiple picks and re-handling.
2. Wood dunnage, minimum 1.5" high for all single units not exceeding 4' wide and/or 5,000 lbs. Wood dunnage, minimum 5.5" high for all single units exceeding 4' wide and/or 5,000 lbs.
3. Dunnage spacing should be sufficiently close to prevent sagging.

All Villages

1. Side protection of plywood or OSB, minimum 7/16" thick to cover all tongue and groove edges
2. Steel banding of sufficient strength to withstand multiple picks and re-handling.
3. Wood dunnage, minimum 3.5" high for all single units not exceeding 4' wide and/or 5,000 lbs.
4. Dunnage spacing should be sufficiently close to prevent sagging.

** Shroud or tarp as needed for weather protection.*

Typical bundle of tongue & groove plywood



Hub Ports

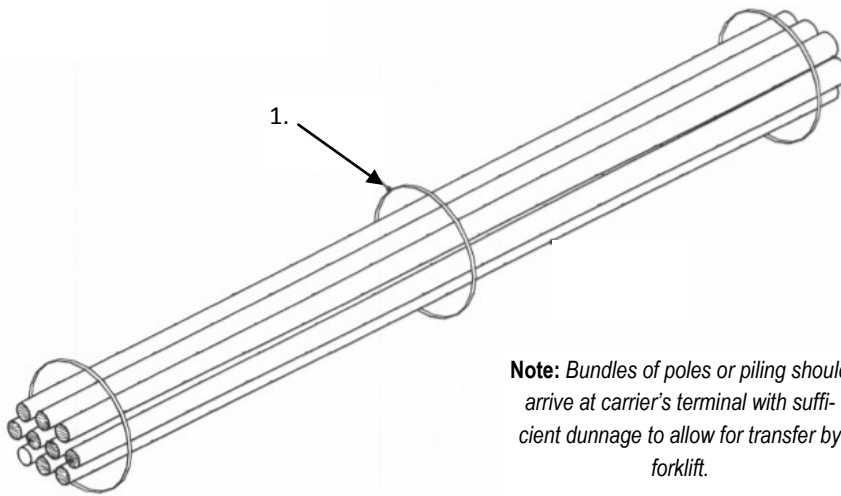
(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

1. Side protection of plywood or OSB, minimum 7/16" thick to cover all tongue and groove edges
2. Steel banding of sufficient strength to withstand multiple picks and re-handling.
3. Wood dunnage, minimum 1.5" high for all single units not exceeding 4' wide and/or 5,000 lbs.
4. Dunnage spacing should be sufficiently close to prevent sagging.





Typical bundle of wood poles or piles



Note: Bundles of poles or piling should arrive at carrier's terminal with sufficient dunnage to allow for transfer by forklift.

All Villages

1. Steel banding of sufficient strength to withstand multiple picks and re-handling.

**Weights should comply with destination village weight restrictions. See Chart, Page 22.*

Hub Ports

(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

1. Steel banding of sufficient strength to withstand multiple picks and re-handling.

**Legal truckload weights.*

Getting cargo to western Alaska requires lots of planning and special attention to freight preparation and handling guidelines — this is especially true when it comes to unique projects such as this one in Kotzebue in 2011.





Miscellaneous Products

All Villages

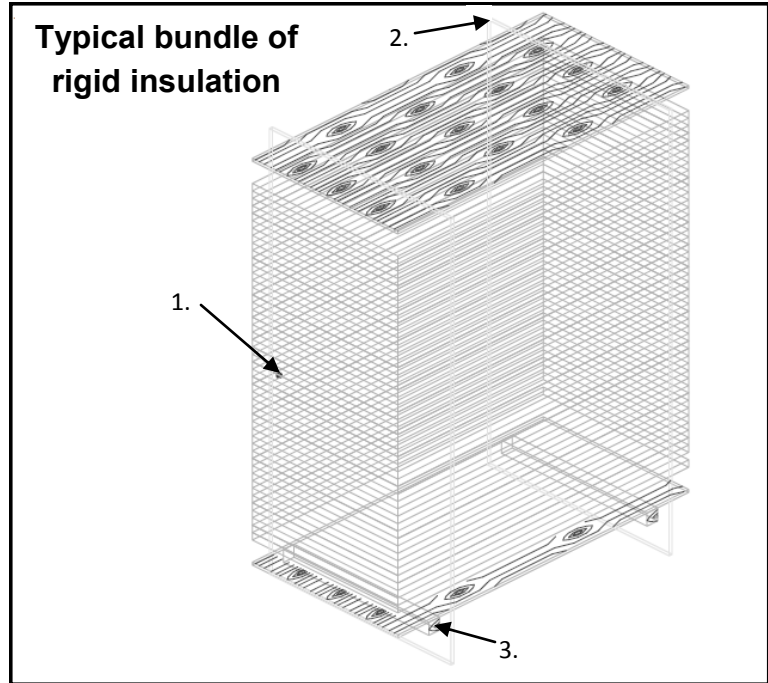
1. Poly shroud, 6 mil or better.
2. Steel banding of sufficient strength to withstand multiple picks and re-handling.
3. Wood dunnage, minimum 3.5" high for all single units not exceeding 4' wide and/or 5,000 lbs. Wood dunnage, minimum 5.5" high for all single units exceeding 4' wide and and/or 5,000 lbs.
4. Plywood/OSB top and bottom.

Hub Ports

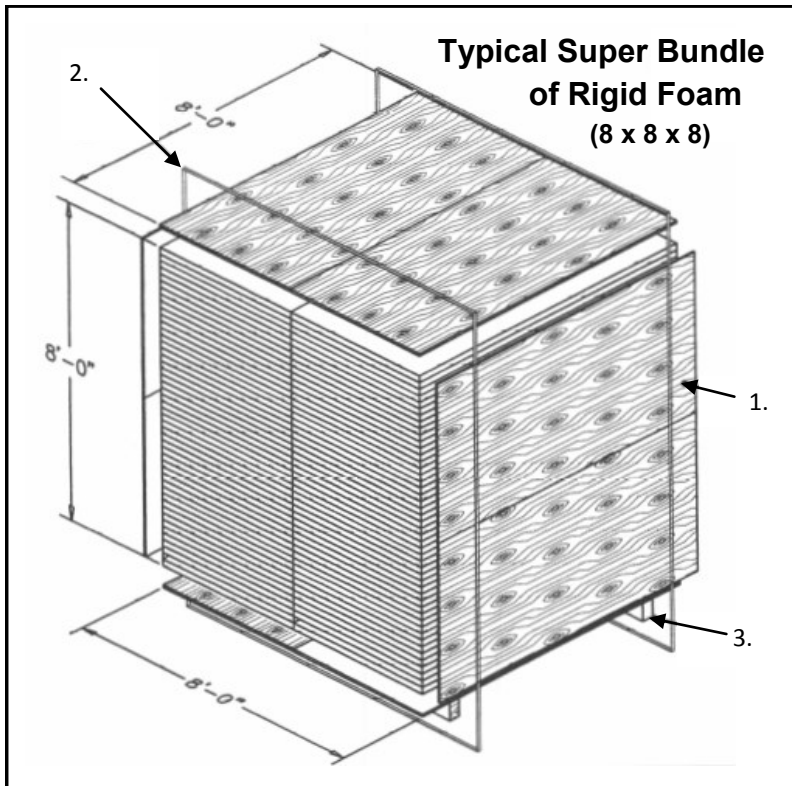
(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

1. Poly shroud, 6 mil or better.
2. Steel banding of sufficient strength to withstand multiple picks and re-handling.
3. Wood dunnage, minimum 1.5" high for all single units not exceeding 4' wide and/or 5,000 lbs. Wood dunnage, minimum 5.5" high for all single units exceeding 4' wide and and/or 5,000 lbs.
4. Plywood/OSB top and bottom.

Typical bundle of rigid insulation



Typical Super Bundle of Rigid Foam (8 x 8 x 8)



All Villages

1. Poly shroud, 6 mil or better.
2. Steel banding of sufficient strength to withstand multiple picks and re-handling. Wood dunnage, minimum 5.5" high.

Hub Ports

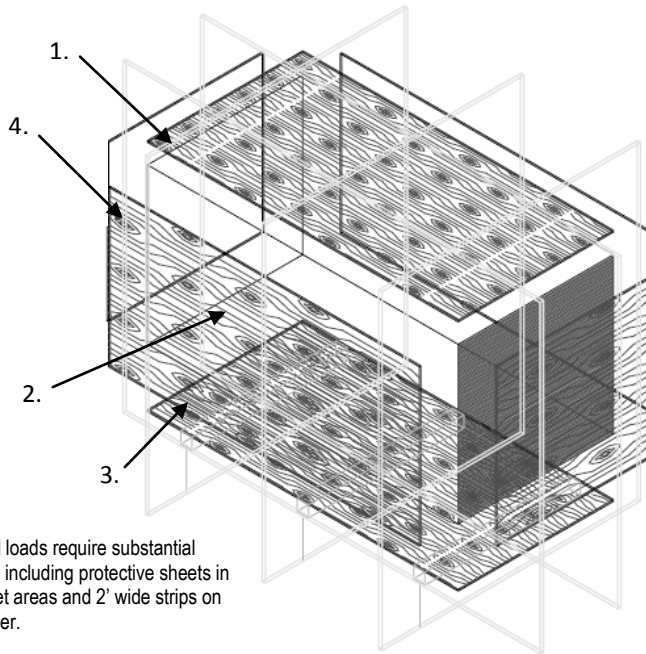
(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

1. Poly shroud, 6 mil or better.
2. Steel banding of sufficient strength to withstand multiple picks and re-handling.
3. Wood dunnage, minimum "5.5" high.





Typical LCL bundle or full load of sheet rock



Note: Full loads require substantial coverage, including protective sheets in fork pocket areas and 2' wide strips on each corner.

All Villages

1. Double layer of poly shroud, 6 mil or better.
2. Plywood or OSB, minimum 7/16" thick, covering top and both sides. Wood dunnage, minimum 3.5" high, banded to the bundle.
3. Steel banding of sufficient strength to withstand multiple picks and re-handling.

Hub Ports

(Bethel, Dillingham, Dutch Harbor, Kotzebue, Naknek, Nome)

1. Double layer of poly shroud, 6 mil or better.
2. Plywood or OSB, minimum 7/16" thick, covering top and both sides.
3. Wood dunnage, minimum 1.5" high, banded to the bundle.
4. Steel banding of sufficient strength to withstand multiple picks and re-handling.



Getting cargo to remote villages in Western Alaska — such as the island of Atka in the Aleutian Island chain, pictured here — requires lots of preplanning and strict adherence to freight preparation and handling guidelines to brace against what could be very difficult seas.



Procedures

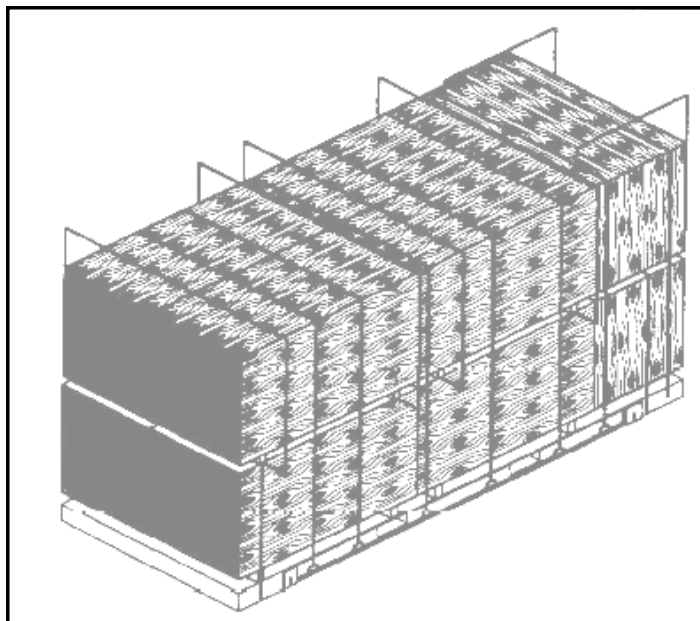
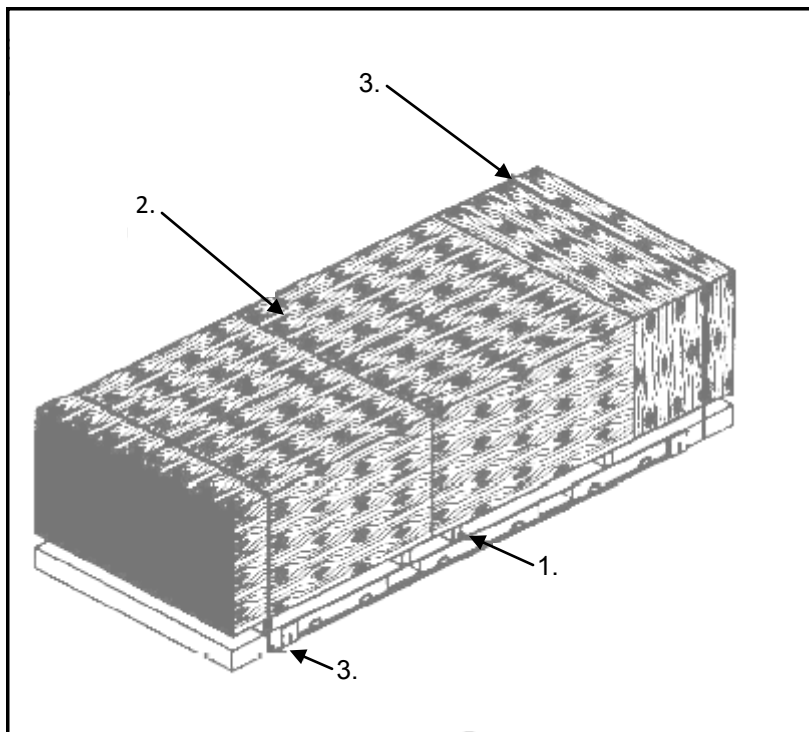
Loading platforms for villages with weight restrictions

Full Platforms, Shipped Loaded

Applies to all villages — for road legal loads that can be reduced to meet village weight limitations

First Layer

1. Dunnage requirement is minimum 3.5" high, wood, banded to units.
2. Weight of first layer of cargo and the platform must meet village weight limitation or must be reducible to village weight limitation. (See Chart, Page 21.)
3. Steel banding, minimum 1.25" x .029" high-tensile material, or equivalent, must secure the cargo at each end of the platform. Only two bands required.



Completed Load

1. All cargo which may be removed from the full load in order to attain the village weight limitation must have minimum 3.5" high wood dunnage secured to each unit by steel banding.
2. All cargo removed to attain the village weight limitation will be re-handled as LCL cargo, and must therefore meet the LCL requirement for the appropriate commodity, including side protection.
3. Completed loads must be secured to the platform with steel banding, minimum 1.25" x .029" high-tensile material, or equivalent.

**** This loading procedure does not apply to subports. ****





Boat shipments

If shipping a boat or vessel to Western Alaska, particularly gillnet boats, certain standards need to be followed to insure your vessel arrives safely. It is important to thoroughly prepare your vessel for travel via barge. AML em-



employs strict standards that all shippers of boats and vessels must follow to ensure these shipments arrive without damage to their destination ports.

They need to be properly lashed, blocked and braced (utilizing screws for securement of cradles and supports), and these responsibilities lies with the shipper, not the carrier (AML). AML will make a good faith effort in identifying discrepancies to these standards.

However, the responsibility and liability lies upon the shipper of these cargos to follow our policies and

agreements.

Prior to **ANY** and **ALL** shipments of a boat, a Boat Receiving and Inspection Agreement Form must be completed. This agreement clearly outlines the responsibility and liability of both the shipper and carrier

(AML) regarding the shipment of a boat or vessel and it includes their responsibilities in each of the areas summarized below. Cargo claims will **NOT** be paid on **ANY** boat shipment unless damage is caused by equipment failure or negligence of the equipment operator during stowage/unloading of the barge. It is extremely important that that the shipper un-

derstands the boat lift agreement and properly blocks and braces the vessel.

Lifting damage

AML **shall not** be responsible for any damage to the boat or vessel while it is lifted into or out of the water, or to or from a truck or trailer, unless such damage is caused by operator negligence or failure of equipment belonging to or operated by AML. It is the sole responsibility of the shipper or its designated agent to direct the rigging crew as to the placement of lifting straps or cables. Any damage caused to the boat or its contents due to the placement of the rigging or the failure of the boat to withstand the lifting process is hereby accepted to be the responsibility of shipper.

Blocking / Bracing

Shipper has directed and approved of the method, materials, and placement of all keel, hull and running gear support, blocking, bracing, or cribbing

(collectively, "Supports") for the Boat, and has determined the Supports to be in all respects satisfactory and suitable for the transport of the Boat. Shipper expressly waives all right of claim for damages to the Boat or its contents that may be sustained, directly or indirectly, as a result of any failure, defect, or insufficiency in the Supports and releases Carrier from any liability in that respect.

Lashing Damage

Shipper expressly waives all right of claim for damages to the boat that may be sustained, directly or indirectly, as a result of lashing the boat for securement for shipment. Carrier will use all reasonable good faith efforts to use sufficient suitable lashing and tie-down points fitted on the boat. Carrier will exercise its best judgment and utmost caution to properly protect the boat from damage, but will have no liability for minor chafing, scratches, or denting that may result from contact with the lashings. Shipper expressly waives all right of claim for damages to the boat or its contents that may be sustained, directly or indirectly, in connection with its securement for shipment.

Shippers Cradle or Trailers

Carrier will use all reasonable good faith efforts to make concerns known to Shipper about the sufficiency of the construction, structural integrity, or condition of a cradle or trailer to ensure the safe handling and transportation of the Boat. If Shipper or his agent has nonetheless directed Carrier to use the cradle or trailer provided, Shipper hereby waives any right to claim for loss or damage that is associated with the cradle or trailer. *AML will only accept cradles which are fastened by both screws and nails; using just one or the other is not strong to withstand the rigors of ocean shipping.*

Additional precautions

- Secure all loose gear above and below deck;
- Close and secure any hatches. If they leak, seal them to avoid any possible water damage.
- Cabin windows also need to be shut and latched.
- Drain all fuel and water tanks (drain until 1/4 full), and remove any drain plugs from the hull.
- To avoid damage during the winter months, all water systems, pumps, air conditioners, etc. should be drained of any water.
- Disconnect batteries, and secure the cables away from it to prevent any contact.
- In the case of something large, such as a dinghy or any superstructure, secure it on board and make sure it is well protected.





Alaska Marine Lines Code Sheet and Sticker / Colored Placard Guide — Western Alaska

VILLAGE	PORT CODE	GROUP FOR FRT STICKER	HUB (COLOR PLACARD)	GROSS MAX WT	VILLAGE	PORT CODE	GROUP FOR FRT STICKER	HUB (COLOR PLACARD)	GROSS MAX WT	VILLAGE	PORT CODE	GROUP FOR FRT STICKER	HUB (COLOR PLACARD)	GROSS MAX WT
Adak	ADK	DUTCH HARB	DUTCH	N	Kotik	KOK	YKN RVR	YRIVER	25	St. Michael	STM	NRT SMD 1	NORTON SMD	40
Akachtak	AKI	KUSKO 3	BET	25	KOTZEBUE	KOT	KOTZ	KOTZ	N	St. Paul	STP	DUTCH HARB	DUTCH	N
Akaiak	AKK	KUSKO 3	BET	25	Koyuk	KOY	NRT SMD 1	NORTON SMD	40	Stebbins	STE	NRT SMD 1	NORTON SMD	40
Alakanuk	ALA	YKN RVR	YRIVER	25	Kwethluk	KWT	KUSKO 3	BET	25	Stony River	SRV	KUSKO 6	BET	25
Alliak	ALZ	ALITAK	NONE	N	Kwigillingok	KWG	COAST 2	COAST	25	Teller	TEL	USE NONE	NOME	40
Anchorage	ANC	ANCHORAGE	ANG	N	Marshall	MAN	BB DHM 1	DHM	25	Tin City	TNC	NRT SMD 2	NORTON SMD	40
Aniak	ANI	KUSKO 4	BET	25	Marshall	MLL	YKN RVR	YRIVER	25	Togiak Fish	TOF	BB NKK 1	NKK	N
Atmutiluak	ATM	KUSKO 2	BET	25	Mekeoryuk	MVK	COAST 4	COAST	25	Togiak Village	TOG	BB NKK 1	NKK	25
Barrow	BAR	ARCTIC	ARCTIC	35	Merarik	MER	COAST 4	COAST	25	Toksok Bay	TOO	NRT SMD 2	COAST	40
Bethel	BET	BETHEL	BET	N	Mt. Village	MIV	YKN RVR	YRIVER	25	Tulitusk	TLT	KUSKO 3	BET	25
Big Creek	BIG	BB NKK 2	NKK	N	NAKMEK	NKK	NAKMEK	NKK	N	Tuntutliak	TUN	BET VLG	BET	25
Brewig Mission	BRE	NRT SMD 2	NORTON SMD	40	NAKMEK	NPA	KUSKO 5	BET	25	Tununak	TNK	COAST 4	COAST	25
Buckland	BUC	KOT VLG	KOTZ	40	Napaimie	NPK	KUSKO 1	BET	25	Unalakleet	UNA	NRT SMD 1	NORTON SMD	40
Cheleomak	CEK	COAST 3	COAST	25	Napaskiak	NPS	KUSKO 1	BET	25	Unalwright	UNW	ARCTIC	ARCTIC	25
Chevak	VAK	COAST 5	COAST	25	New Stuvahok	KNV	BB DHM 2	DHM	25	WEIGHTS:				
Chuatthaluk	CHU	KUSKO 5	BET	25	Nightmute	NME	COAST 4	COAST	25	Heavier village containers require WW Ops approval & to be noted in the booking with approver's name				
Chignik	CHI	DUTCH HARB	DUTCH	N	Nome	NOM	NOME	NOME	N	If wt column says N-SLC ok to load to road legal, AML loads to barge master instructions. If wt column says 25, weights of all containers should be kept at a maximum gross weight (equipment plus freight) of 25,000#.				
Colfee Point	COF	BB NKK 2	NKK	N	Noorvik	NOO	KOT VLG	KOTZ	40					
Crooked Creek	CRO	KUSKO 5	BET	25	Nunam Ioua	NIA	YKN RVR	YRIVER	25					
Daering	DRG	KOT VLG	KOTZ	40	Nunapitchuk	NUN	KUSKO 2	BET	25					
DILLINGHAM	DHM	DILLINGHAM	DHM	N	Oscarville	OSC	KUSKO 1	BET	25					
DUTCH HARBOR	DTH	DUTCH HARB	DUTCH	N	Pederson Point	PEP	USE NAKMEK	NKK	N					
Eek	EER	BET VLG	BET	25	Pilot Station	PIS	YKN RVR	YRIVER	25					
Egegik	EGE	BB NKK 2	NKK	N	Pitkas Point	SMA	USE ST. MARYS	YRIVER	25					
ETWOK	EKW	BB DHM 2	DHM	25	Platinum	PTM	COAST 1	COAST	25					
Ekuik	EKU	BB NKK 2	NKK	N	Port Moller	PMO	PORT MOLLER	DUTCH	25					
Elim	ELI	NRT SMD 1	NORTON SMD	40	Point Hope	PHO	ARCTIC	ARCTIC	35					
Emtonak	ENM	YKN RVR	YRIVER	25	Point Lay	PTL	ARCTIC	ARCTIC	25					
False Pass	FPS	DUTCH HARB	DUTCH	N	Purchoe Bay	PBY	ARCTIC	ARCTIC	35					
Gambell	GAM	NRT SMD 3	NORTON SMD	30	Quinagak	QUQ	COAST 1	COAST	25					
Golovin	GLV	NRT SMD 1	NORTON SMD	40	Red Devil	RDV	KUSKO 6	BET	25					
Goodnews Bay	GOO	COAST 1	COAST	25	Russian Mission	RSN	YKN RVR	YRIVER	25					
Hooper Bay	HPB	COAST 5	COAST	25	Sand Point	SAV	DUTCH HARB	DUTCH	N					
Kaisag Upr & Lwr	KSG	KUSKO 4	BET	25	Savoonga	SAV	NRT SMD 3	NORTON SMD	30					
Kasigulik	KAS	KUSKO 2	BET	25	Scammon Bay	SCM	COAST 5	COAST	25					
Kaktovik	KAV	ARCTIC	ARCTIC	35	Sebewik	SLW	KOT VLG	KOTZ	40					
Kiana	KIA	KOT VLG	KOTZ	40	Shaktolik	SHA	NRT SMD 1	NORTON SMD	40					
Kipruuk	KPN	COAST 3	COAST	25	Shismaret	SHF	KOT VLG 2	NOME/KOT	30					
Kivalina	KIV	KOT VLG	KOTZ	40	Sleethuue	SLE	KUSKO 6	BET	25					
Koliganek	KOL	BB DHM 2	DHM	25	Sout Naknek	SON	BB NKK 1	NKK	N					
Kongiganek	KON	COAST 2	COAST	25	St. Marys	SMA	YKN RVR	YRIVER	25					

MIXING RULES: Any 7s Contact Oliver, Victoria or Brian. Keep villages separate as much as possible. If further mixing is required usually largest volume in the nose or as below:
 BET VLG - with Bethel at the door COAST - only with COAST
 BB DHM with DHM, BB DHM at door
 BB NKK with NKK, BB NKK at door
 COAST - only with COAST
 DUTCH HARBOR - only with DTH (ALZ only if approved)
 KOT VLG - OK with KOT at door
 KUSKO - 1&2 with BET at door, 3&4 with 3 at door
 NRT SMD - 3&4 review before loading with Victoria, Oliver or Brian, YKN RVR - Ask Victoria, Oliver or Brian before mixing

VILLAGE ALERT OR FULL LOAD VILLAGES:
 Any village with an * in front of the name is either a full load village or requires a voyage alert.

