

BookletChart™

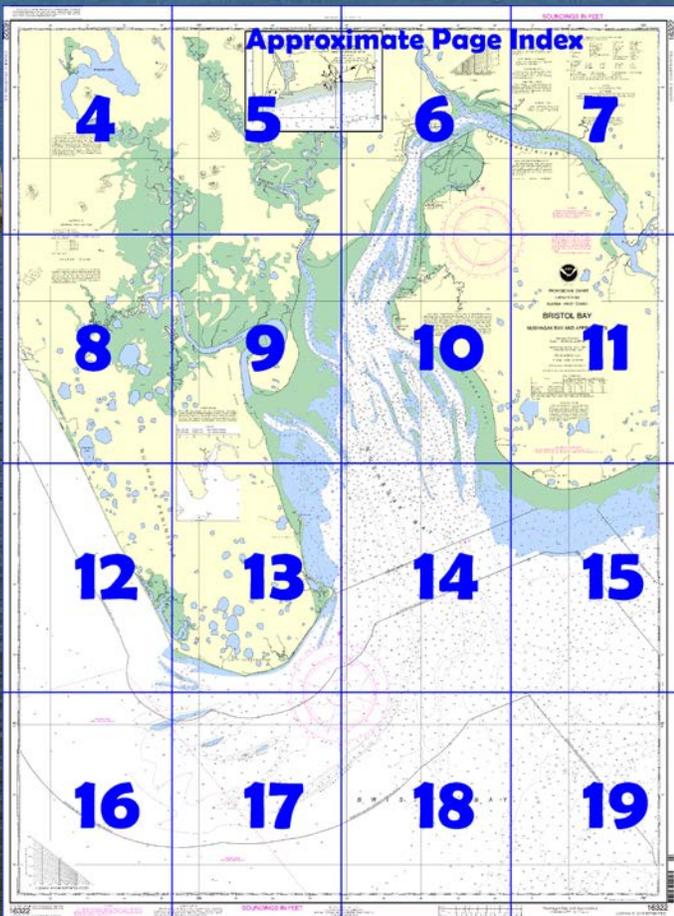


Bristol Bay – Nushagak Bay and Approaches NOAA Chart 16322

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

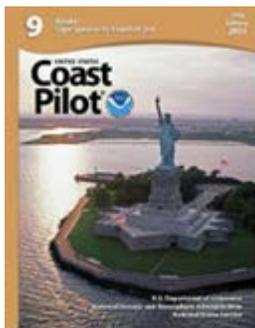
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16322>.



(Selected Excerpts from Coast Pilot)

Nushagak Bay and Nushagak River, on the N side of Bristol Bay near its head, are important for the extensive salmon fishing and a number of large canneries that operate during the summer. The bay is 17.5 miles wide at the entrance between Protection Point and Etolin Point. The surveys of 1948-50 show that the bars and channels in the upper bay and river have changed considerably. Local authorities state that the area between Clarks Point

and Dillingham (Snag Point) is particularly subject to change on the ice runoff each spring.

Nushagak Bay and River are obstructed by extensive shoals near the shores, and by long bars, partly bare at low water, which generally extend in the direction of the channels. In the absence of aids, navigation is safe only in the daytime when the marks and distant peaks can be seen. The worst dangers in the approach are the extensive shoals S and SE of Cape Constantine, the outer one being nearly out of sight of land.

Pilotage, Nushagak.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the inside waters of the State of Alaska.

The Bering Sea is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

Nushagak Point, on the E side of Nushagak Bay and 7 miles N from Clarks Point, is the outer end of a prominent 250-foot ridge, to the E of which is a deep valley. **Nushagak**, a small village on the point has two abandoned canneries which serve as a fish camp during summer. There are no wharves. Vessels may approach as closely as their draft permits and use small boats or barges for reaching the shore. Landing at low water is difficult because of the very sticky mud on the flats, but a good landing can be made on the gravel beach at high water. Nushagak has no post office or supplies. Mail is received through Dillingham. From **Coffee Point** to **Snag Point**, 9 miles to the NE, the W shore of Nushagak Bay consists mostly of bluffs. **Bradford Point**, between Coffee Point and Snag Point, is opposite **Grassy Island**, which is awash at highest tides.

Kanakanak, at Bradford Point, is a small settlement which includes the former sites of Dillingham and Kanakanak, and is connected by roads with the present site of Dillingham at Snag Point. A hospital is in Kanakanak, about 7 miles from Dillingham.

Dillingham is the principal settlement and source of supply in Nushagak Bay. The village has a school and churches, and hospital facilities at Kanakanak may be reached by road. Ordinary supplies are available at several general stores. Petroleum products, except fuel oil, can be obtained from the Delta Western, Dillingham Terminal Wharf. Fuel oil for the canneries in Nushagak Bay is generally brought in by tanker early in the season and transferred to cannery barges at the anchorage off Clarks Point. Limited quantities of fuel oil can be obtained from the tanks of supply vessels handling general cargo for the bay.

Currents.—The currents in Nushagak Bay have considerable strength; velocities of about 4 knots have been observed on both the flood and the ebb. The ebb usually begins shortly before high water and continues to run after low water, roughly about 7 hours ebb and 5 hours flood. The period of slack water is usually short. The currents generally set fair with the channels, but in navigating the bay the course is often across the current and allowance must be made for it. The velocity is influenced by freshets and continued winds, which also affect the times of slack water. A current of over 5 knots may be experienced at times. (See Tidal Current Tables for predictions in Nushagak Bay.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau Commander
17th CG District (907) 463-2000
Juneau, Alaska

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

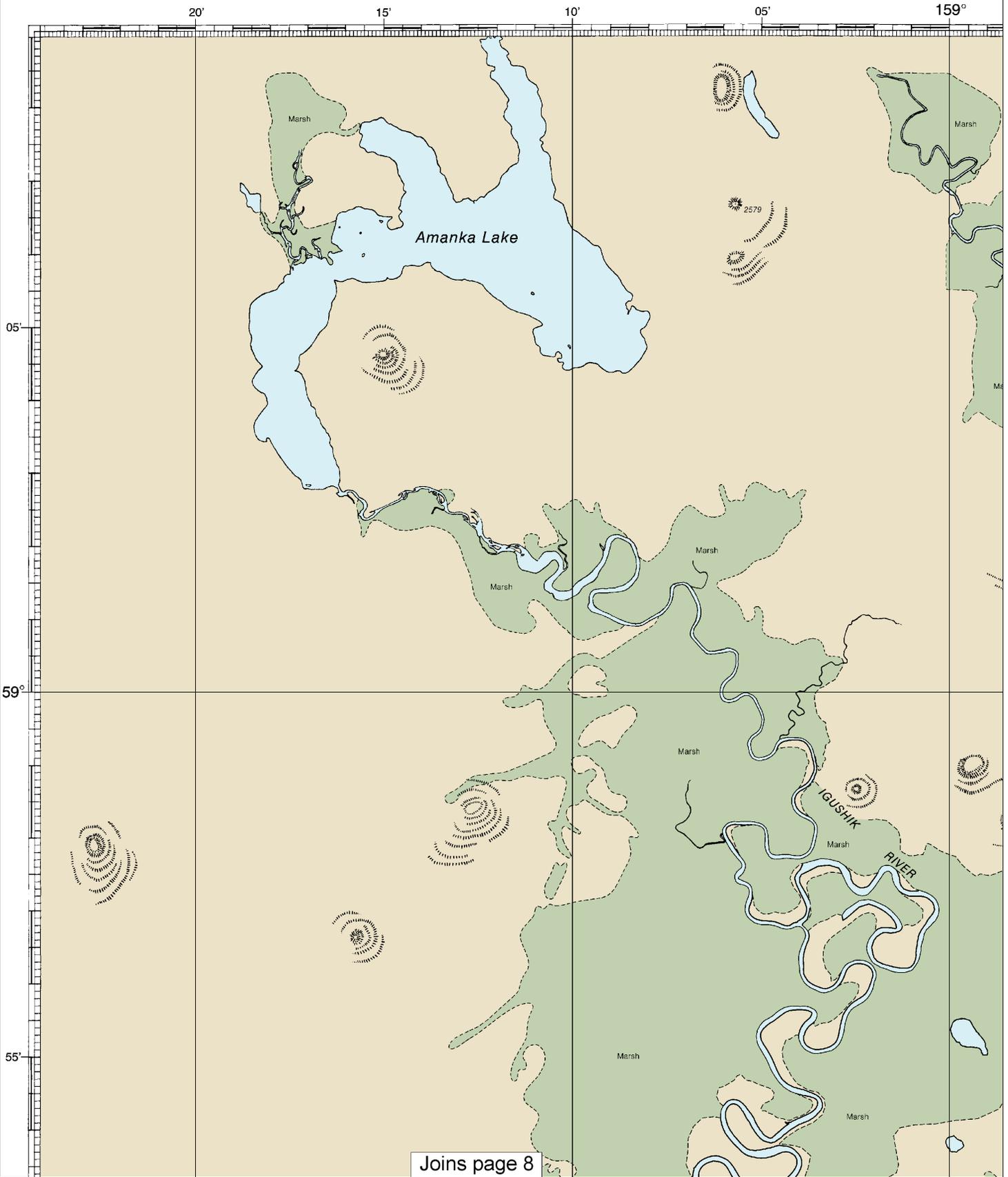
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

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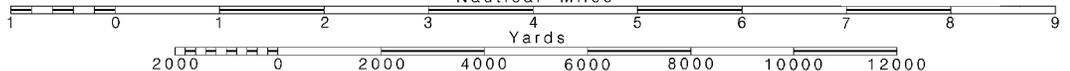
4

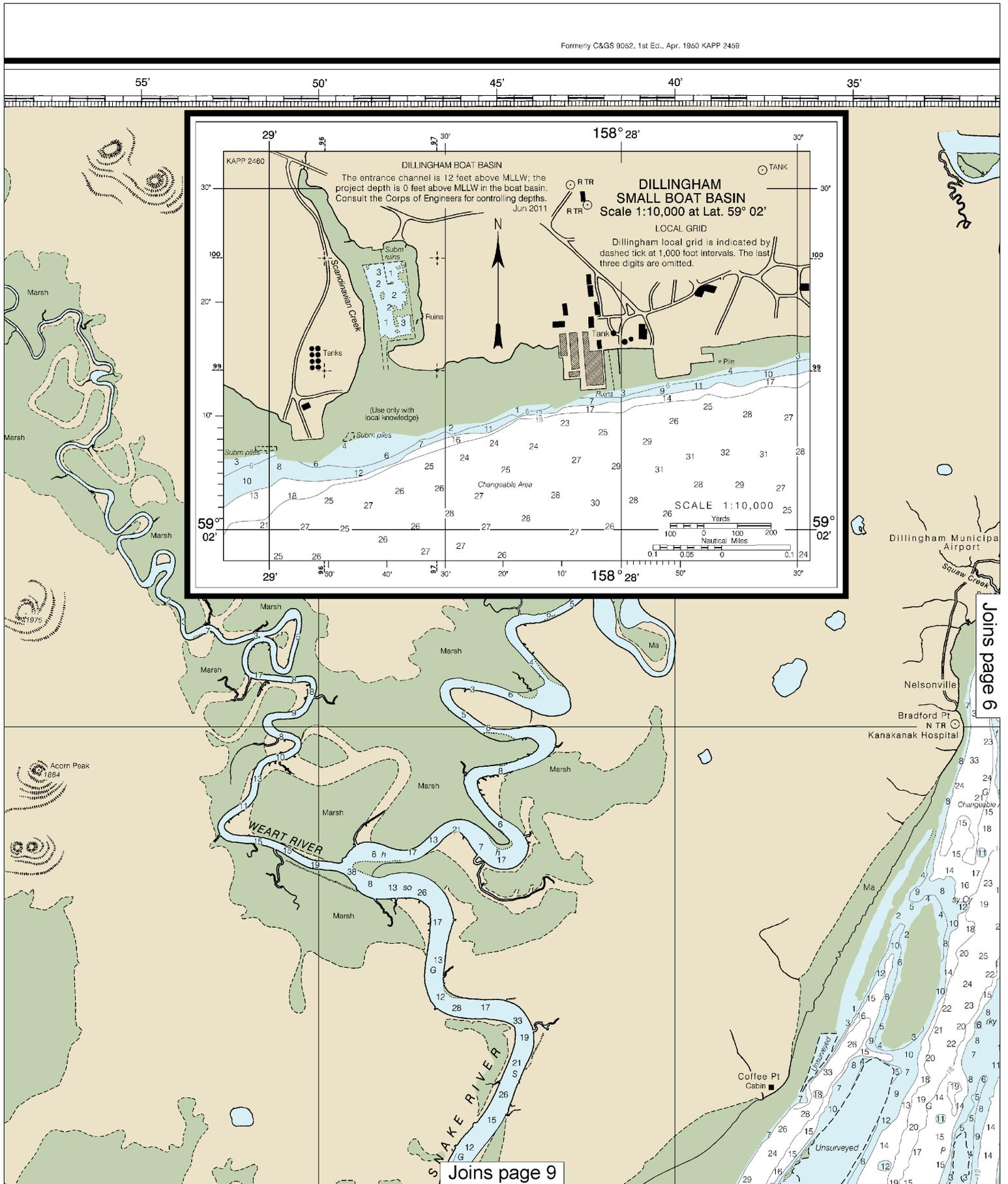
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.



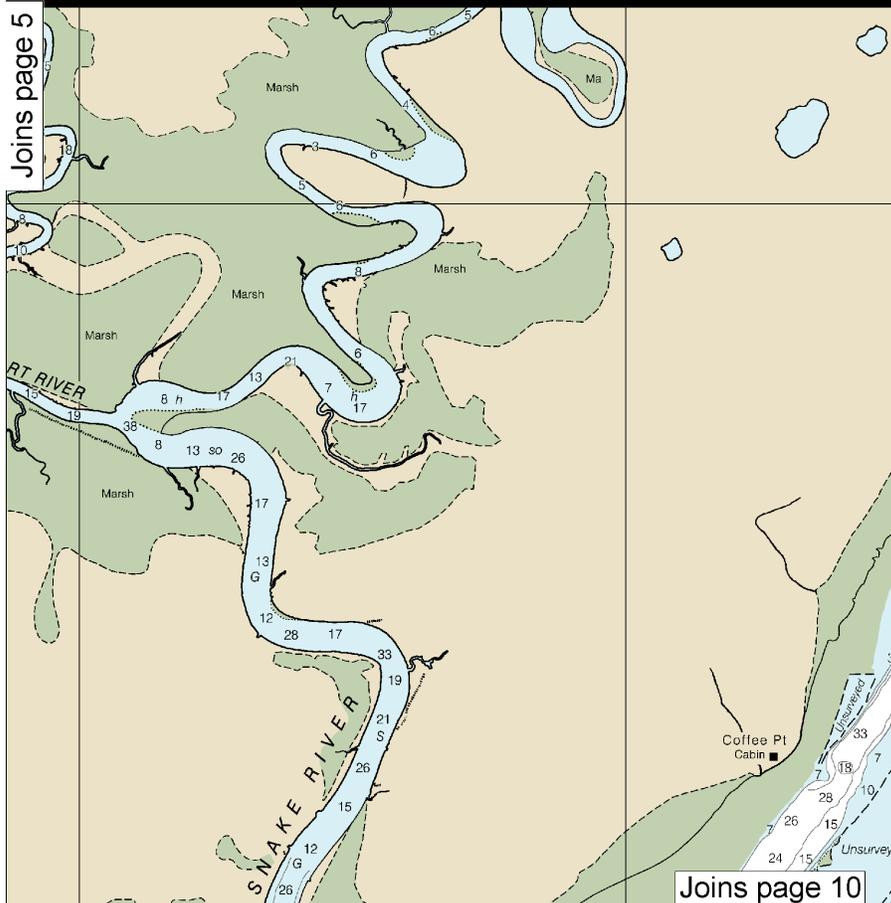
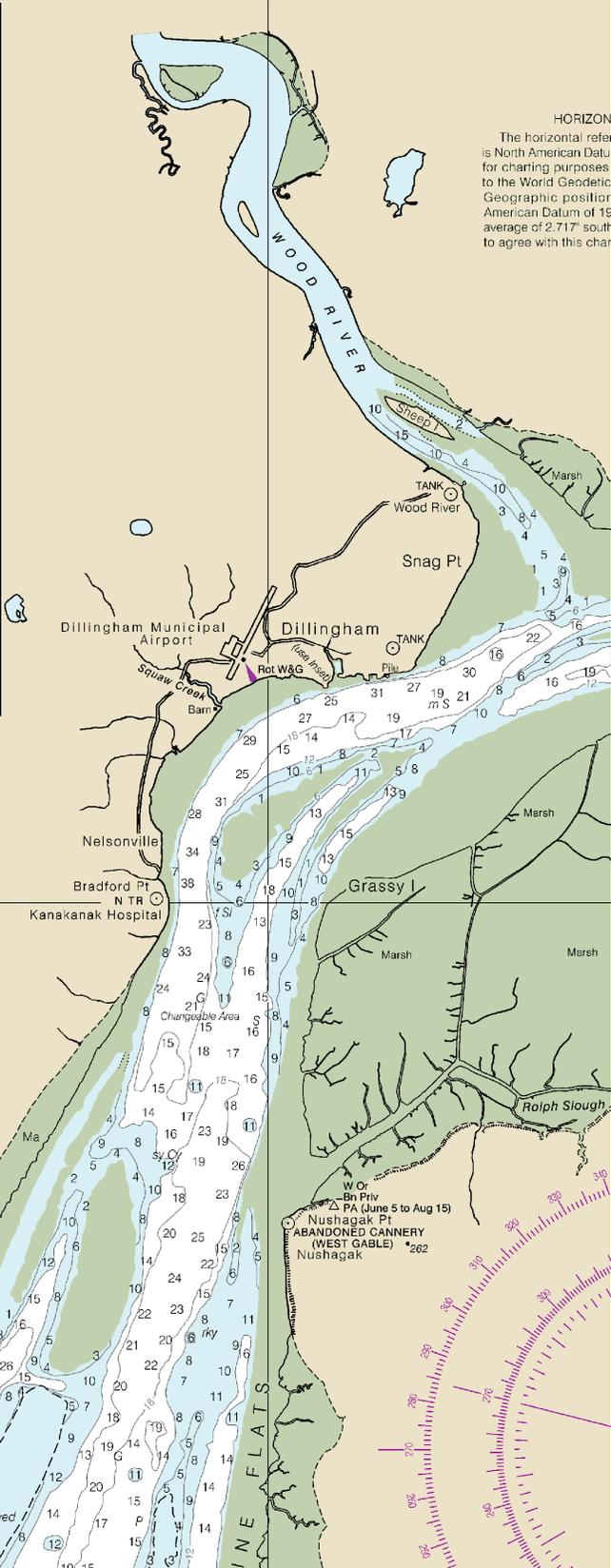
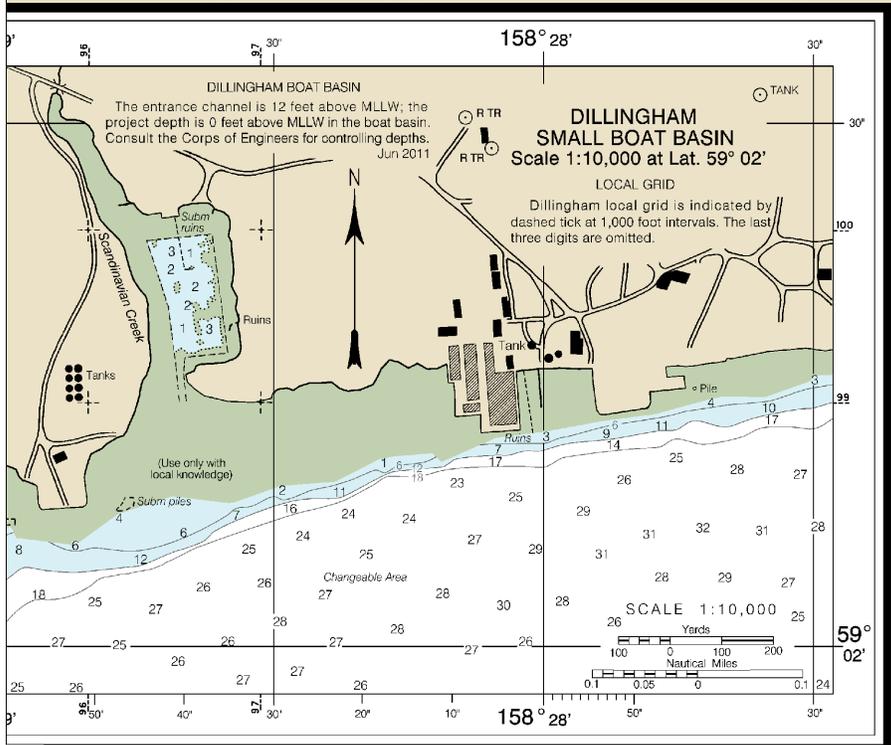


Joins page 6

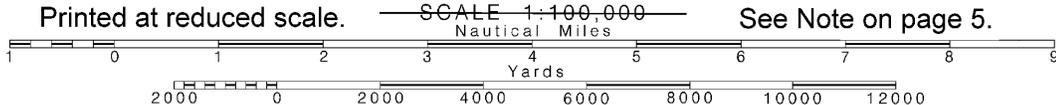
Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:133333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

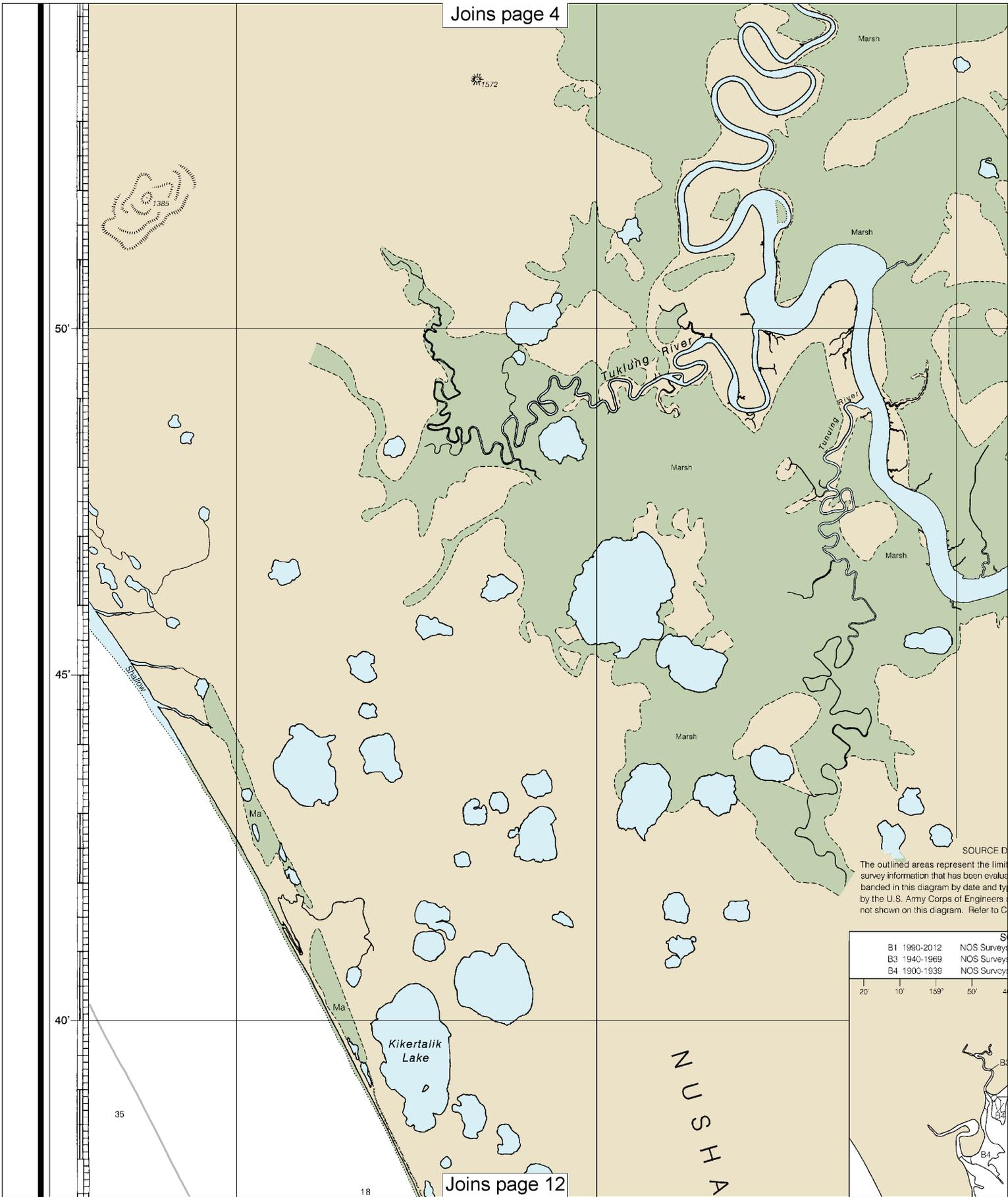




Note: Chart grid lines are aligned with true north.



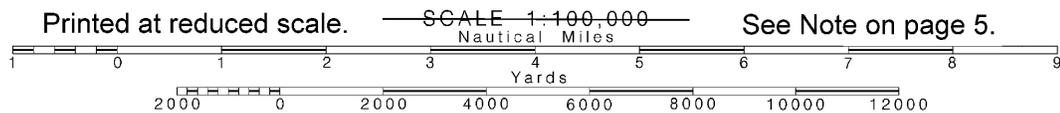
Joins page 4



Joins page 12



Note: Chart grid lines are aligned with true north.



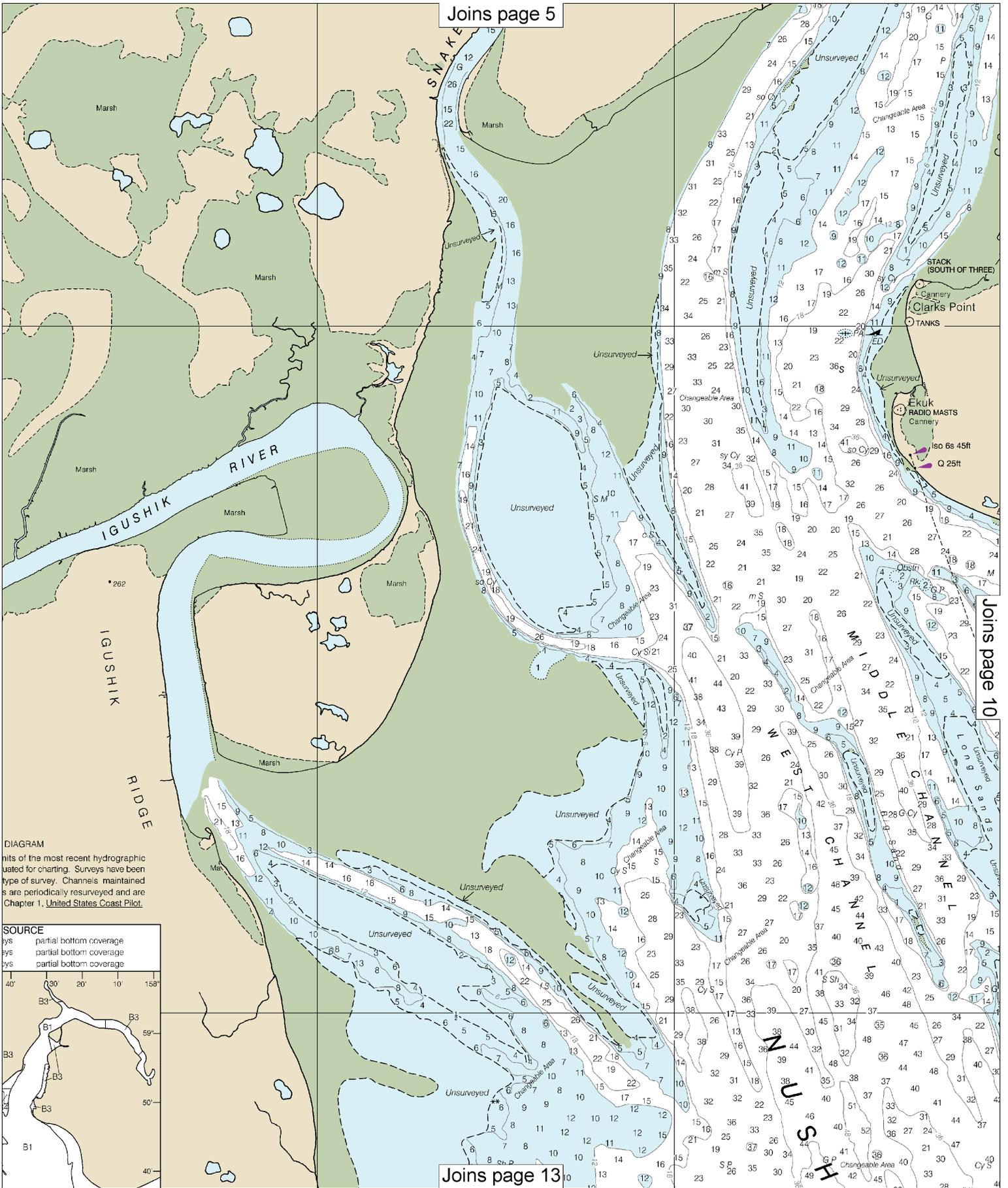
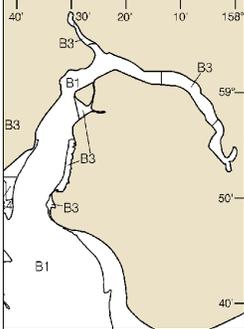
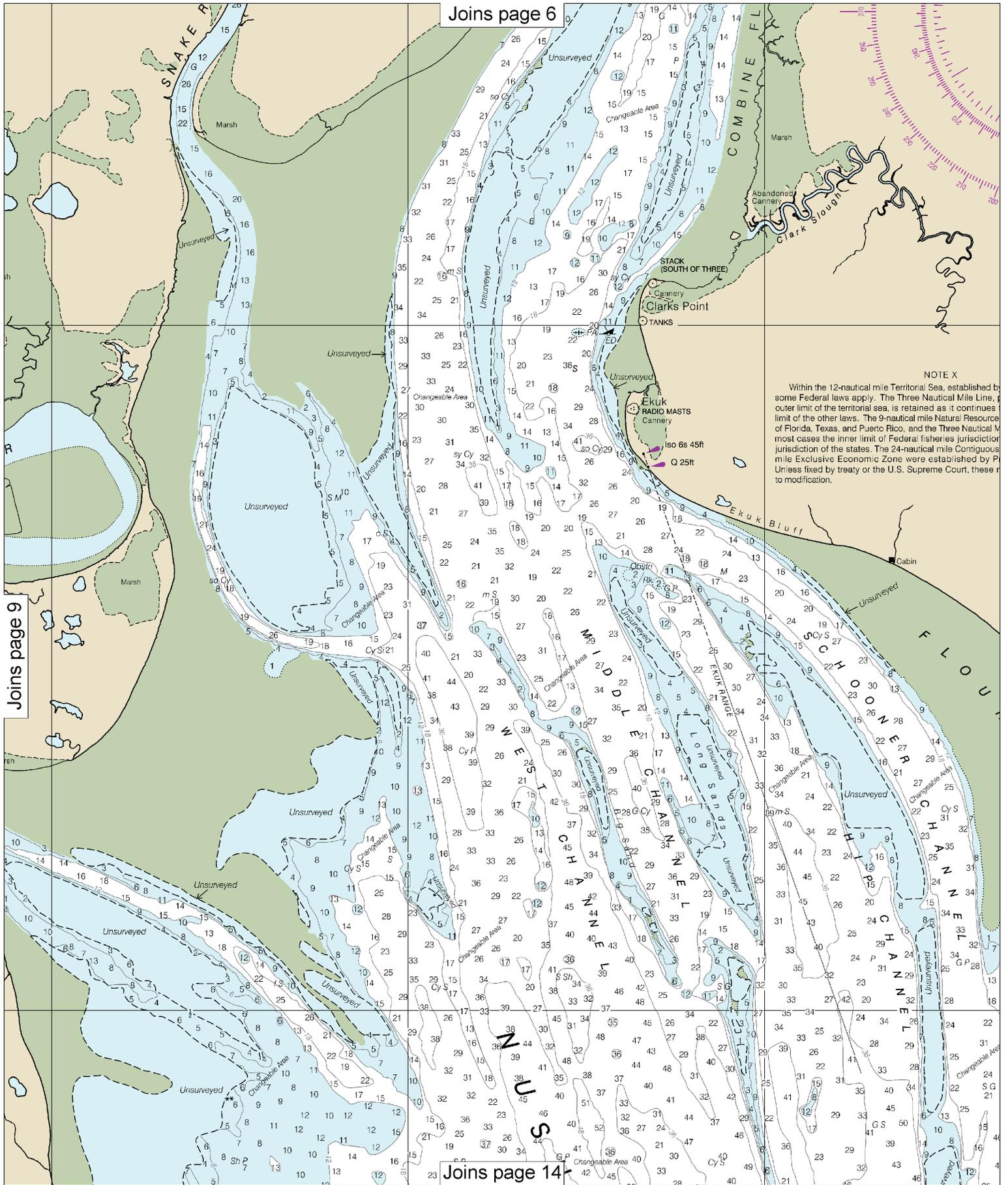


DIAGRAM
 Diagrams of the most recent hydrographic surveys are shown for the purpose of charting. Surveys have been of the following type:
 - **Hydrographic Survey:** partial bottom coverage
 - **Hydrographic Survey:** partial bottom coverage
 - **Hydrographic Survey:** partial bottom coverage
 Surveys are periodically resurveyed and are listed in Chapter 1, United States Coast Pilot.

SOURCE

Hydrographic Survey	partial bottom coverage
Hydrographic Survey	partial bottom coverage
Hydrographic Survey	partial bottom coverage





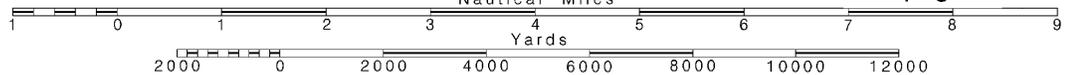
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.



Chapter 1 Joins page 7
 Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
 Refer to charted regulation section numbers.



UNITED STATES
 ALASKA - WEST COAST

BRISTOL BAY
NUSHAGAK BAY AND APPROACHES

Mercator Projection
 Scale 1:100,000 at Lat 58° 36'

North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

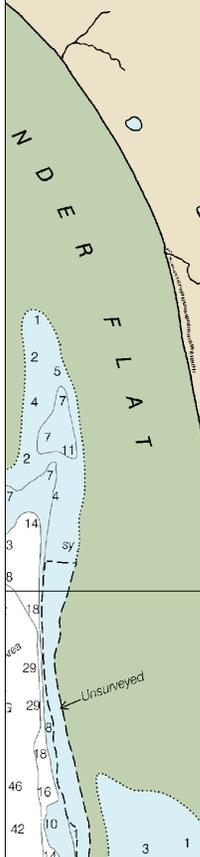
Additional information can be obtained at nauticalcharts.noaa.gov

TIDAL INFORMATION

NAME	PLACE (LAT/ LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
Protection Point	(58°30' N/158°43' W)	17.7	15.9	2.8
Snag Point	(58°02' N/158°27' W)	20.6	18.9	2.3
Clarks Point	(58°51' N/158°33' W)	20.7	18.9	2.7

NOTE: Currents: In Nushagak Bay current velocities exceed 4 knots at times. See Tidal Current Tables, Pacific Coast of North America and Asia, for predictions.
 Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
 (Jan 2014)

by Presidential Proclamation, previously identified as the s to depict the jurisdictional boundary of the Gulf coast Mile Line elsewhere remain in on and the outer limit of the us Zone and the 200-nautical Presidential Proclamation. maritime limits are subject



Etolin Point (village) '49

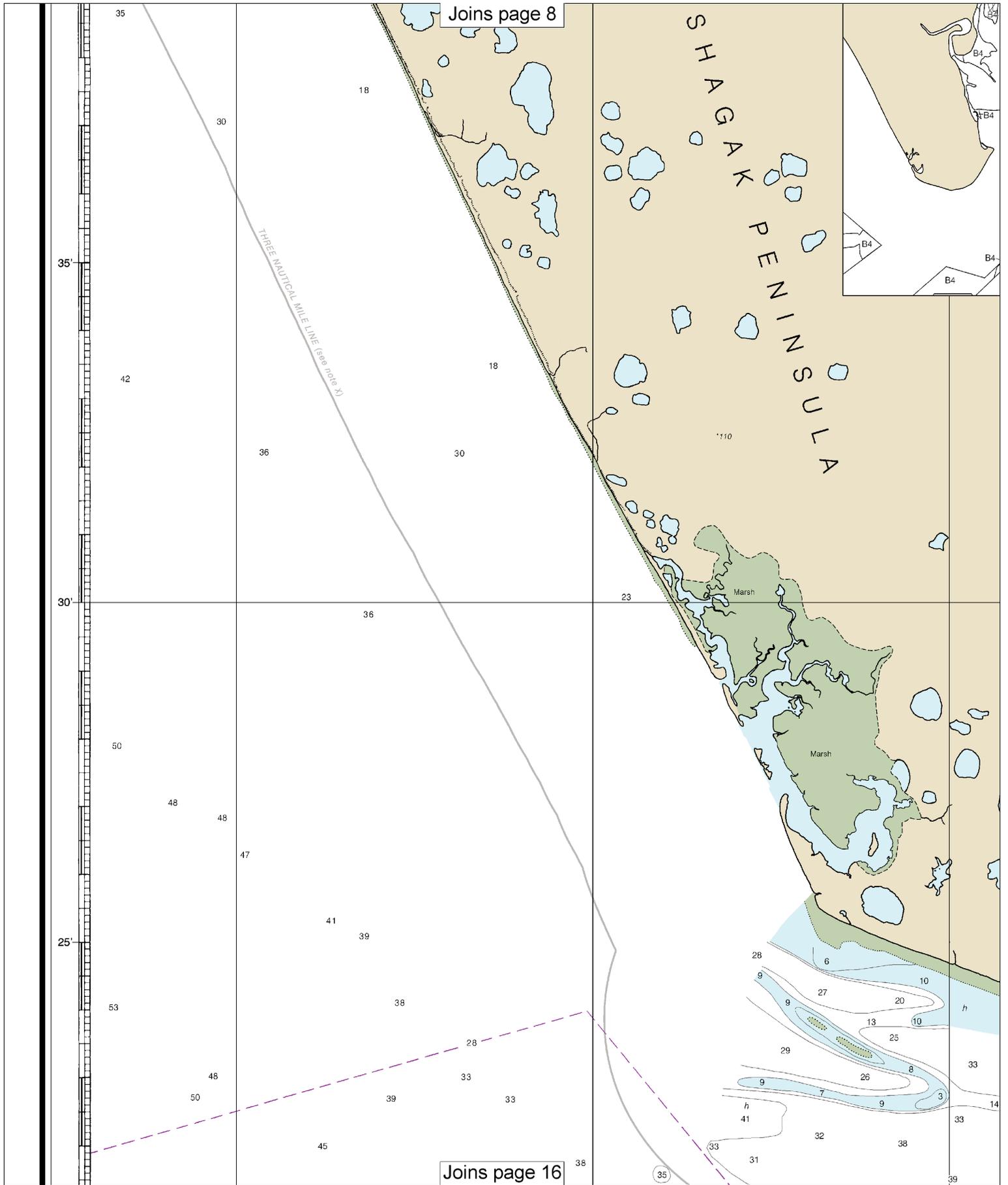
COLREGS, 80.1705 (see note A)
 International Regulations for Preventing Collisions at Sea, 1972.
 The entire area of this chart falls seaward of the COLREGS Demarcation Line.

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50°

45°

40°



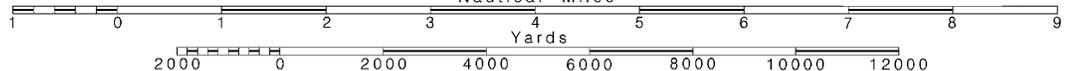
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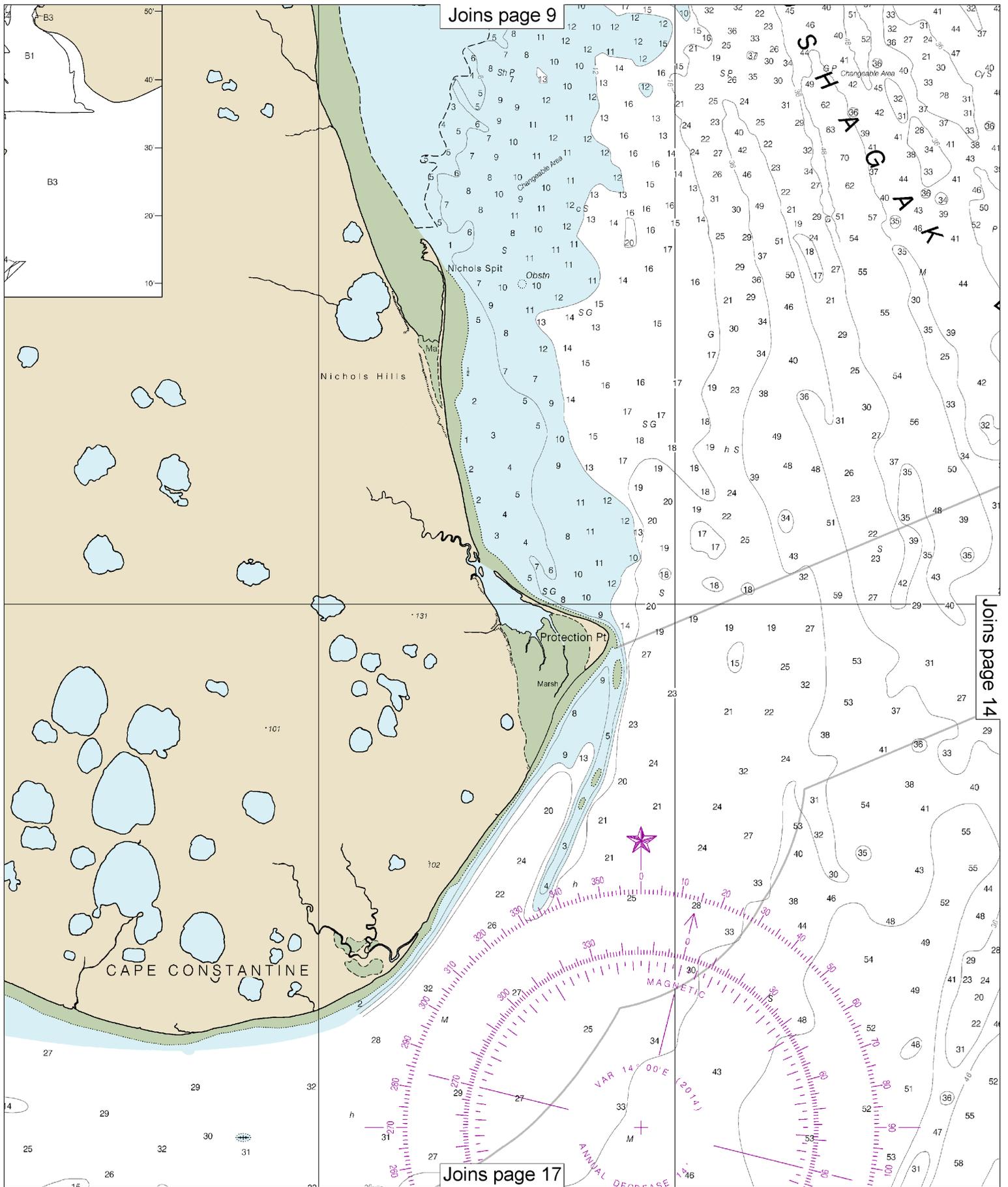
Note: Chart grid lines are aligned with true north.

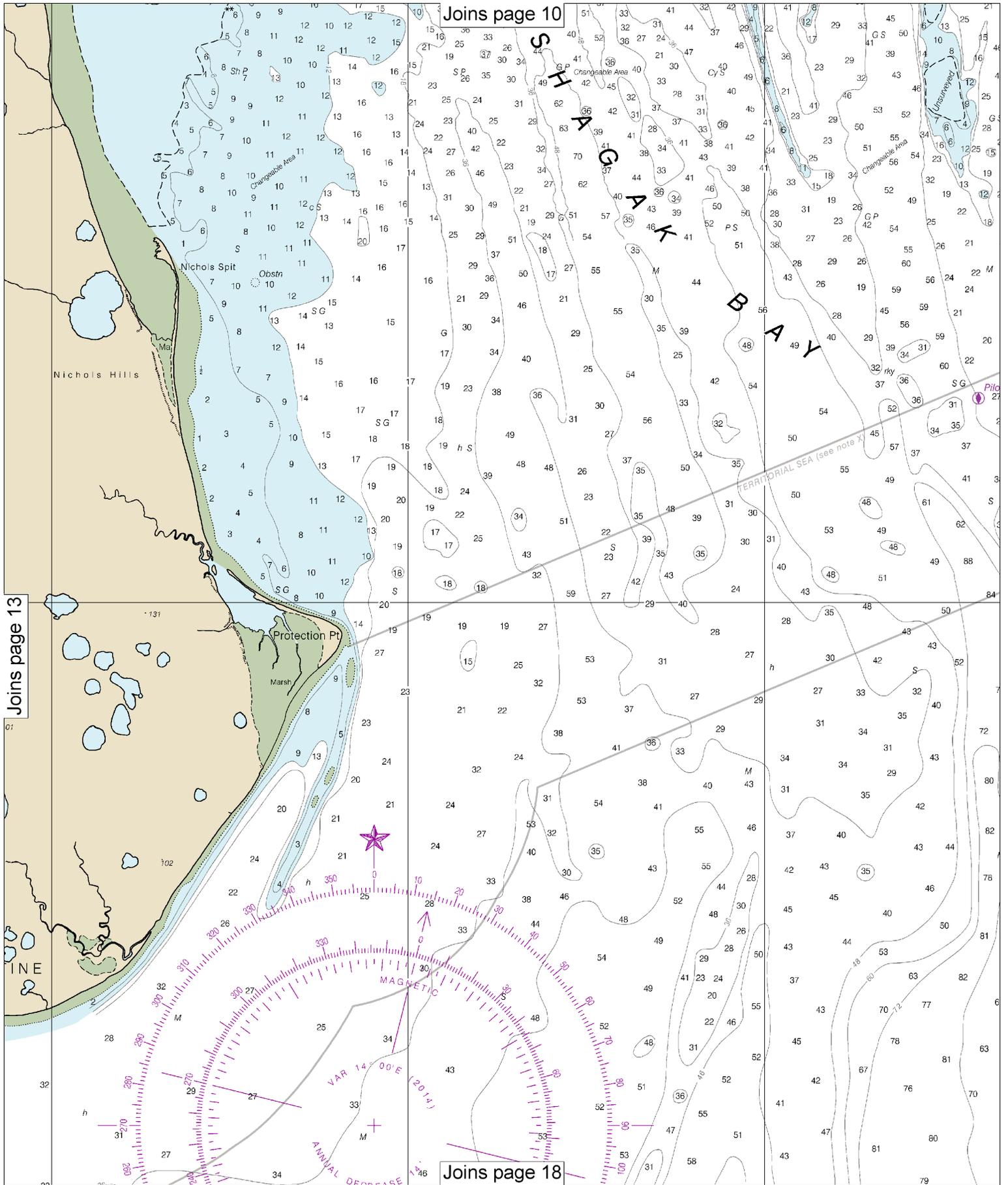
Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.







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Joins page 13

Joins page 18

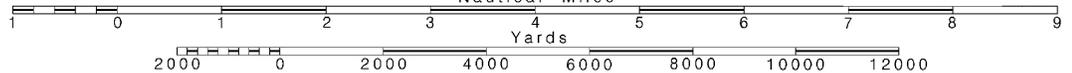
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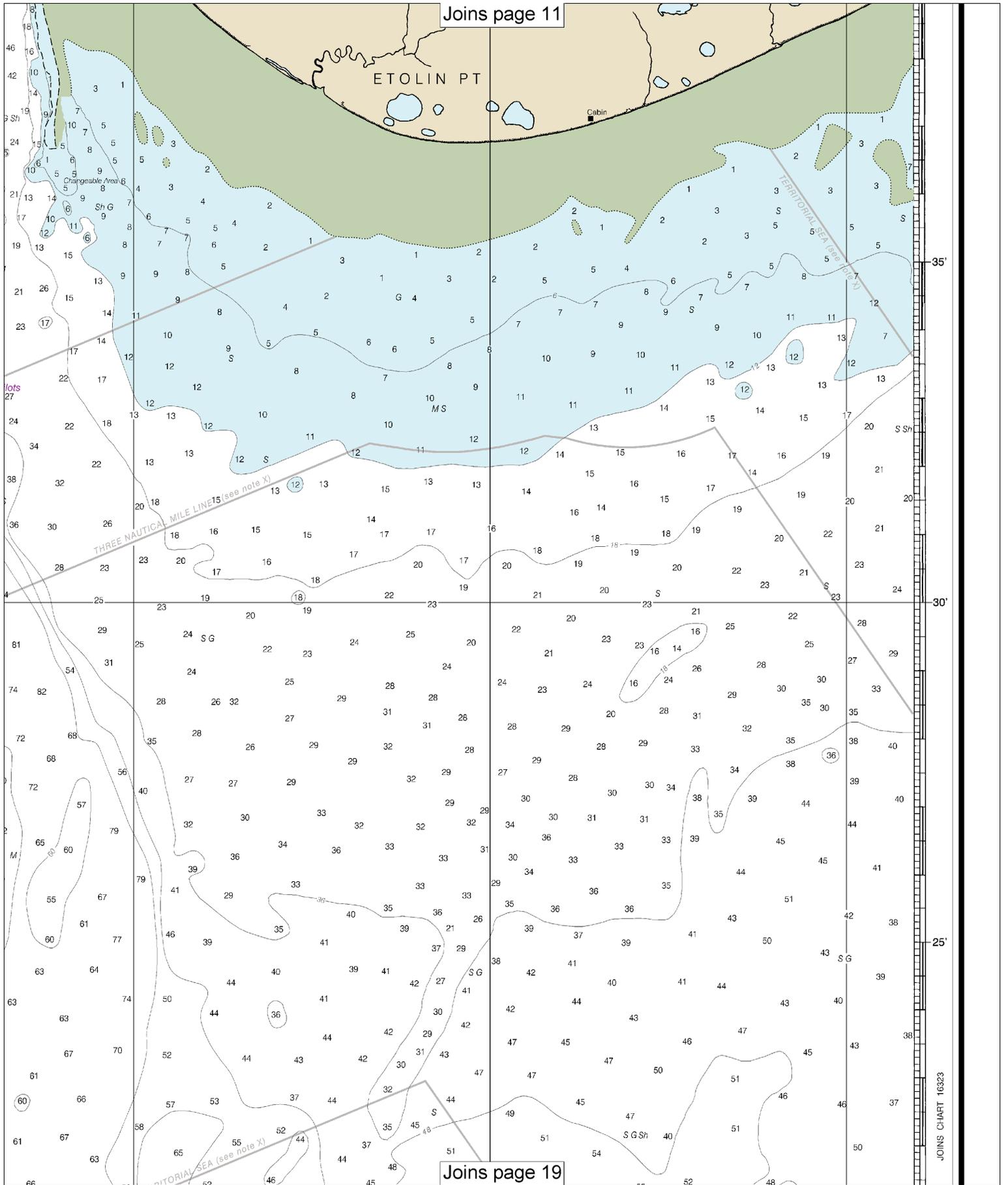
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.





JOINS CHART 16323

DANGER AREA
334.1280 (see note A)

TERRITORIAL SEA (see note X)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

9th Ed., May 2014. Last Correction: 5/27/2014. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

16322

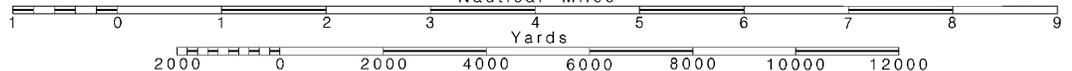
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Note: Chart grid lines are aligned with true north.

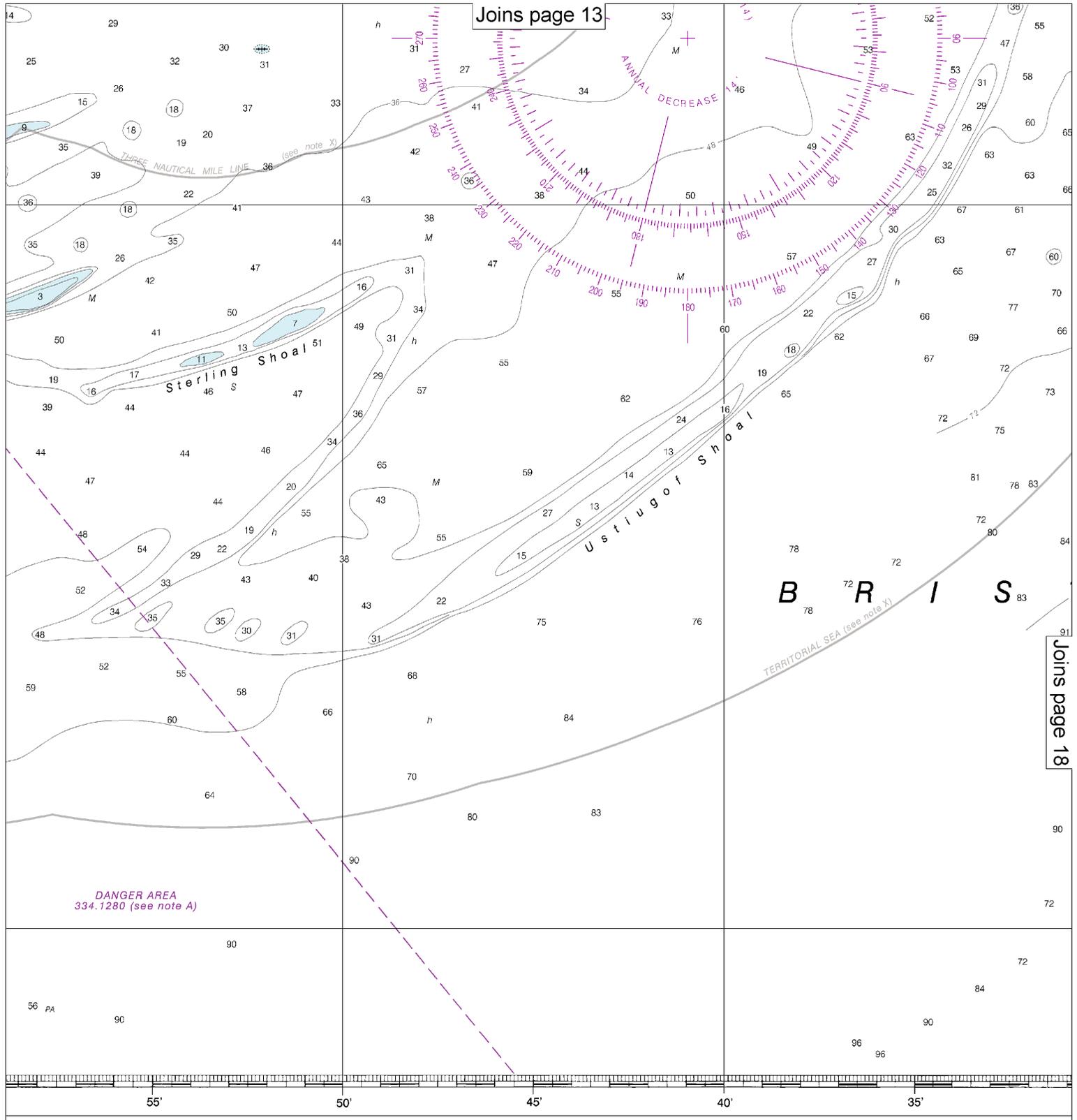
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SCALE 1:100,000
Nautical Miles

See Note on page 5.



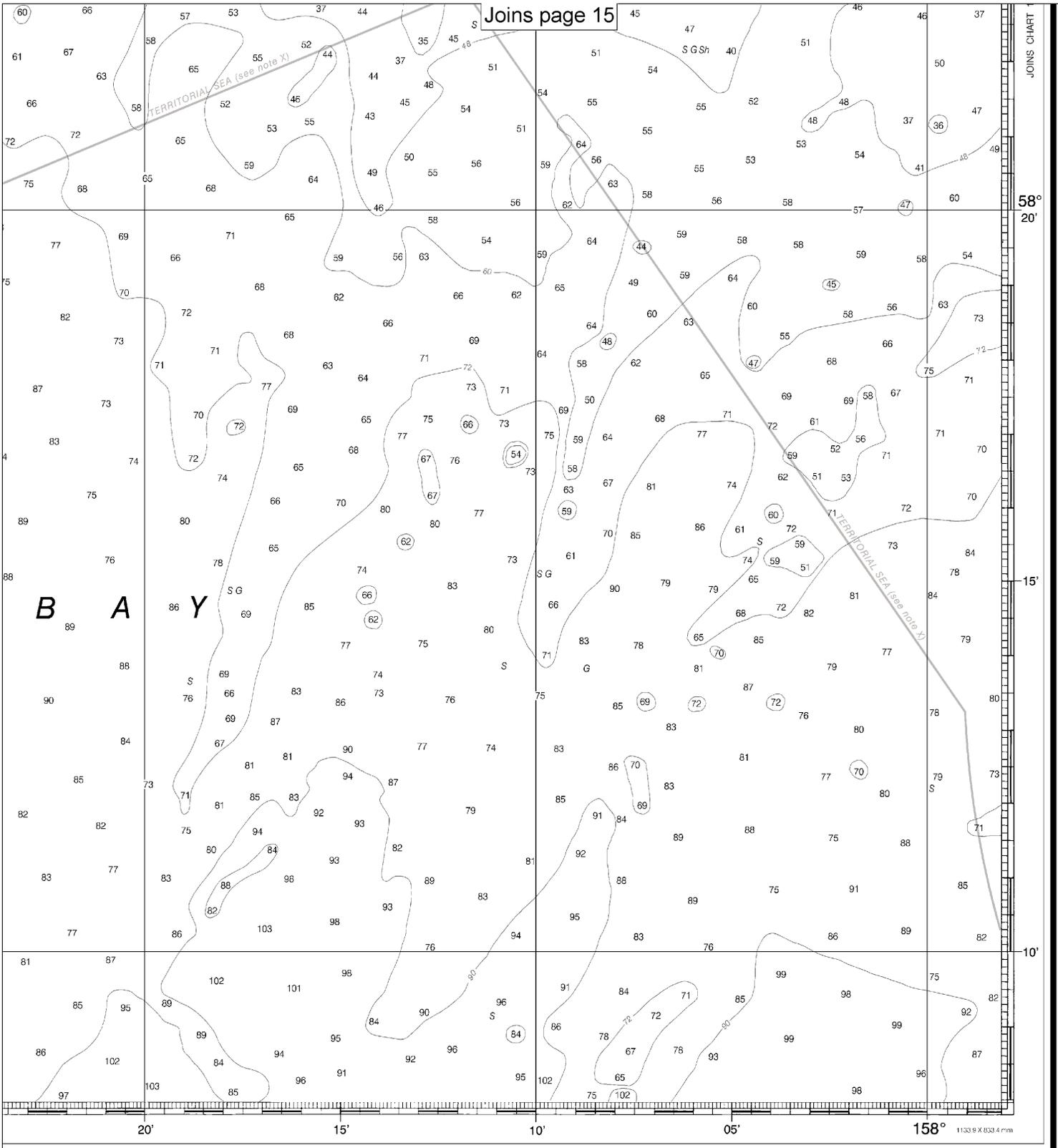
Joins page 13



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SOUNDINGS IN FEET

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



Nushagak Bay and Approaches
SOUNDINGS IN FEET - SCALE 1:100,000

16322



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



— For the latest news from Coast Survey, follow @NOAAcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.