

BookletChart™

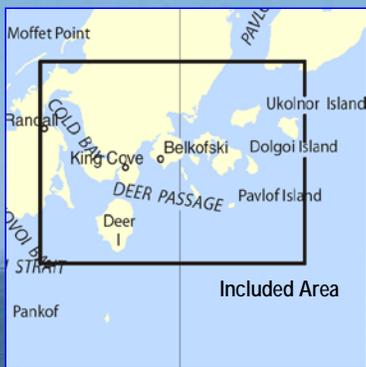


Alaska Peninsula – Cold Bay and Approaches

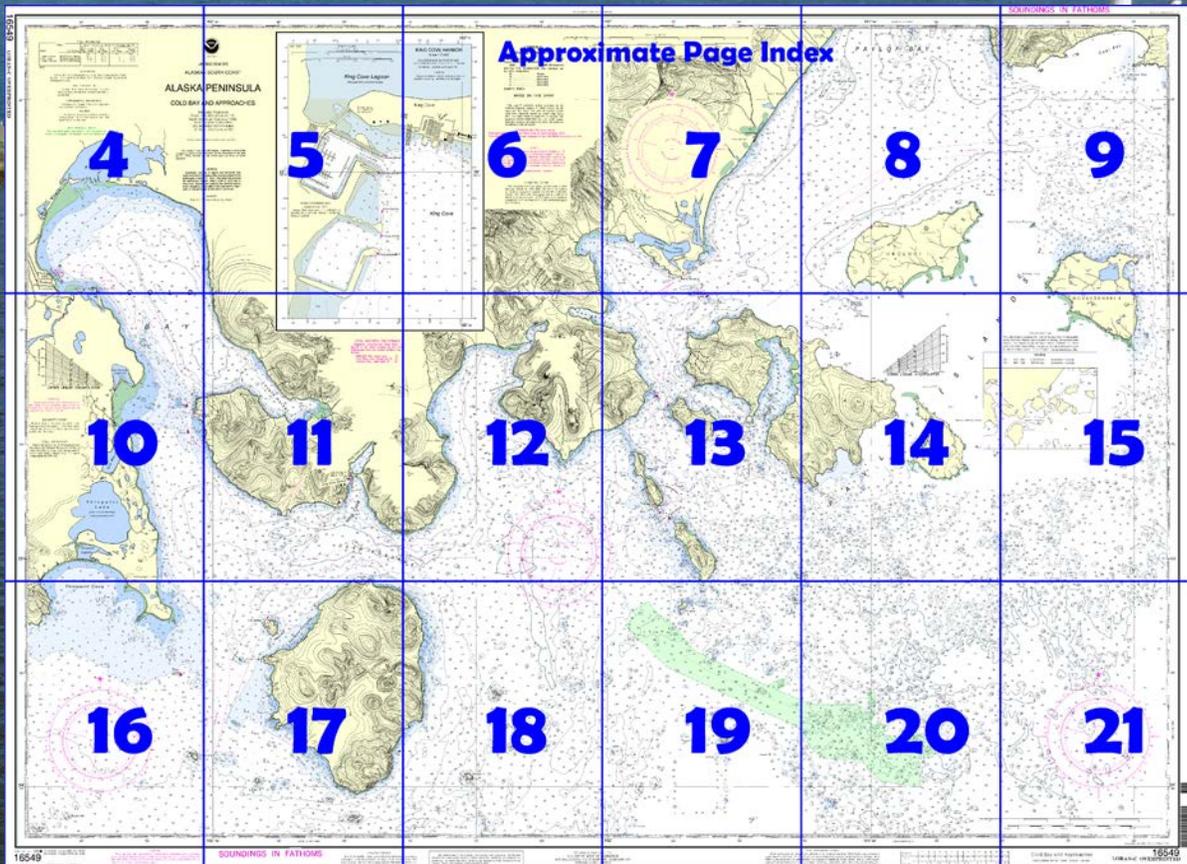
NOAA Chart 16549

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.

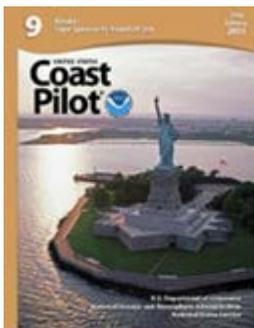
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16549>.



(Selected Excerpts from Coast Pilot)

King Cove, W of Bold Cape, reaches inland between high ridges that rise from the shore on either side of the cove. The outer bay is deep and free from dangers except those close to shore. Vessels may anchor in 16 fathoms 0.5 mile off the wharf and about midway between two shores. The anchorage is subject to violent williwaws that are apt to sweep across the bay from all points of the compass, but the holding ground is excellent.

Morgan Point Light (55°02'24"N., 162°20'11"W.), 120 feet (36.6 m) above the water, is shown from a square frame with a red and white diamond-shaped daymark on the W side of the entrance to King Cove.

The shoal areas extending E from Morgan Point and from the W shore inside the cove are rocky and marked by kelp. Near the head and on both sides of the cove a line of piles or dolphins, some marked with private lights, mark the offshore limits of the shoal areas. The bar across the mouth of the cove, 0.5 mile inside Morgan Point, has depths of 11 and 12 fathoms, with sand bottom overlaying a harder stratum. Anchorage in the outer part of King Cove is in 13 to 15 fathoms, very good holding ground. Anchorage in the deeper upper part is in 16 to 21 fathoms, mud bottom mixed with volcanic ash.

King Cove has a wharf and salmon cannery and a deep-water pier. Water, fuel, and marine supplies are readily available. Air service to Anchorage is available and The Alaska State Ferry System provides weekly service during the summer months.

To enter King Cove, steer for the wharf on a midchannel course. On the ebb, a strong current parallel with the shore sets E along the face of the wharf. This current is caused by the discharge of water from the lagoon. The deep-water pier is located on the end of a 660-foot causeway on the N side of the entrance to South Harbor and is marked by private lights. The pier has a 150-foot face with a depth alongside of 30 feet. Dolphins off each end extend the length to 330 feet for mooring larger vessels.

South Harbor, just S of the causeway leading to the deep-water pier, is a dredged mooring basin which is protected on its S and E sides by a jetty. The basin is entered through a dredged entrance channel between the deep-water pier and the N end of jetty. In 2001, the controlling depth in the entrance channel and basin was 16 feet except for shoaling to lesser depths along the edges.

Pilotage, King Cove.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Alaska Peninsula is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for pilot pickup stations and other details.)

Deer Passage, between Deer Island and Alaska Peninsula, is well marked and a depth of 9 fathoms can be carried through by following the inside route described in chapter 3. Exercise caution to avoid the dangers on both sides of the passage.

Cold Bay, indenting the Alaska Peninsula N of Deer Island, is large and can be entered by deep draft vessels. An aerolight is on the W side of the bay.

Mariners should exercise extreme caution when transiting this area in winter as heavy icing may cause floating aids to lie on their sides, submerge, be extinguished or off station. Also, vessels entering on the flood tide can be expected to set towards Kaslokan Point.

The village of Cold Bay is on the W side of the bay, and is one of the larger communities along the Alaska Peninsula.

Pilotage, Cold Bay.—**Pilotage**, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Alaska Peninsula is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for pilot pickup stations and other details.)

Lenard Harbor, a small but well-protected harbor formed by an arm of Cold Bay, has anchorage in 16 to 22 fathoms, protected from all seas. An extensive reef, awash at ordinary high water, is 0.3 mile off the S shore of Lenard Harbor. This reef constricts the anchorage near its head to an effective width of about 0.4 mile. The water shoals abruptly to the mud flats at its head and to the reef. A fine stream of water flows into Lenard Harbor from its N shore.

**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>

16549

40' 35' 162° 30'

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
Dolgol Harbor		(55°07'N/161°47'W)	6.8	6.1	1.3
King Cove		(55°04'N/162°19'W)	6.8	6.2	1.3
Lenarc Harbor		(55°07'N/162°23'W)	7.2	6.4	1.3

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>. (Acr 2014)



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
ALASKA - SOUTH COAST

ALASKA PENINSULA

COLD BAY AND APPROACHES

Mercator Projection
Scale 1:80,000 at Lat 55° 10'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the landforms. They should not be relied upon as lines of equal elevation.

CAUTION

Significant changes in depths and shoreline may have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Tidal observations since the earthquake indicate bottom uplift of +0.3 feet in King Cove. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of change except at this site is not known.

AREA TO BE AVOIDED (ATBA)

The entire area of this chart falls within an Area to be Avoided. All ships 400 gross tonnage and upwards solely in transit should avoid the Area. This Area is IMO-Adopted (MSC IMO SN-1/Circ.331), to be implemented at 0000 UTC, JAN 1, 2016.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

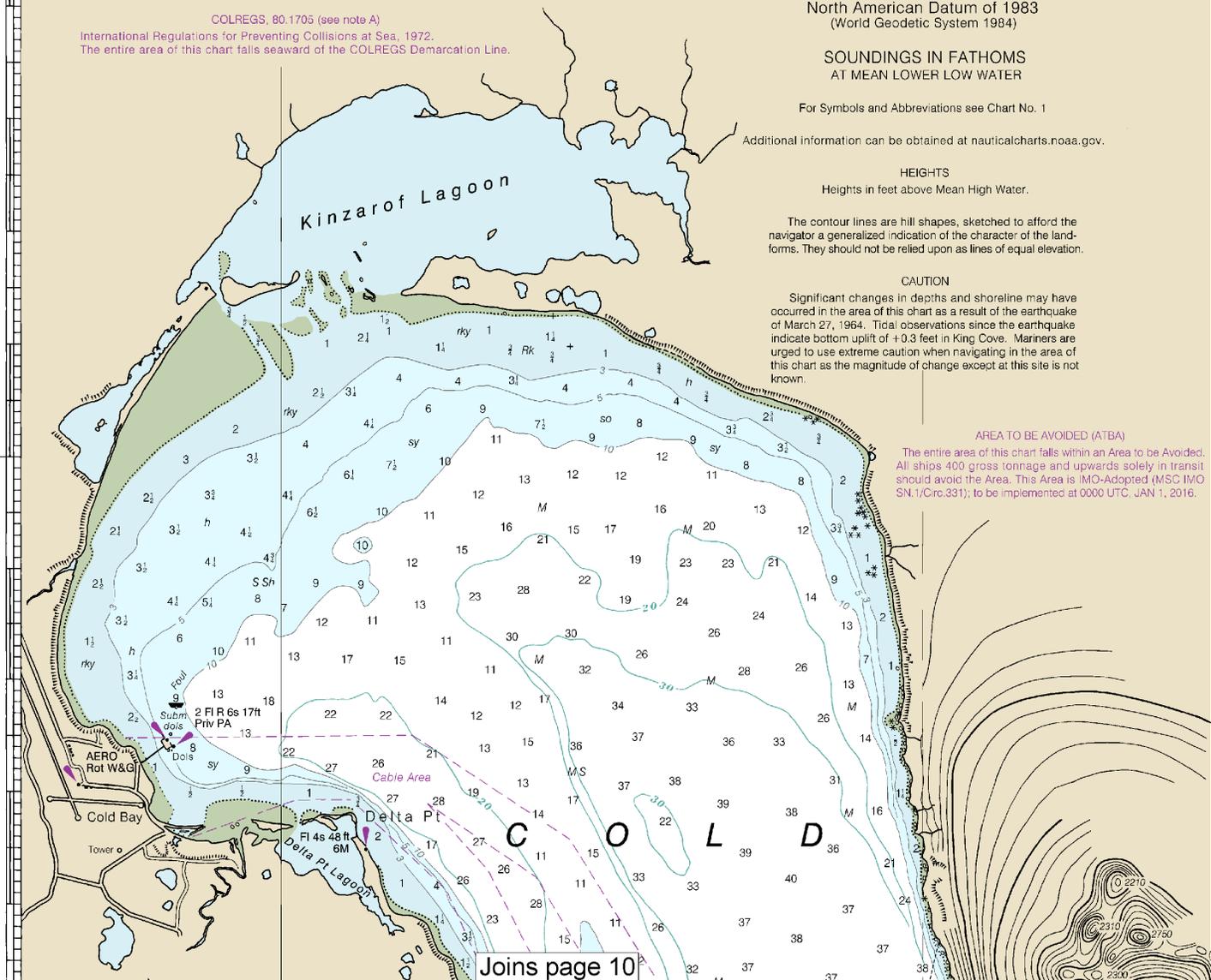
Consult U.S. Coast Pilot 9 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

COLREGS, 80.1705 (see note A)

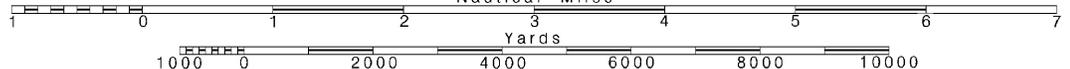
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.



Printed at reduced scale.

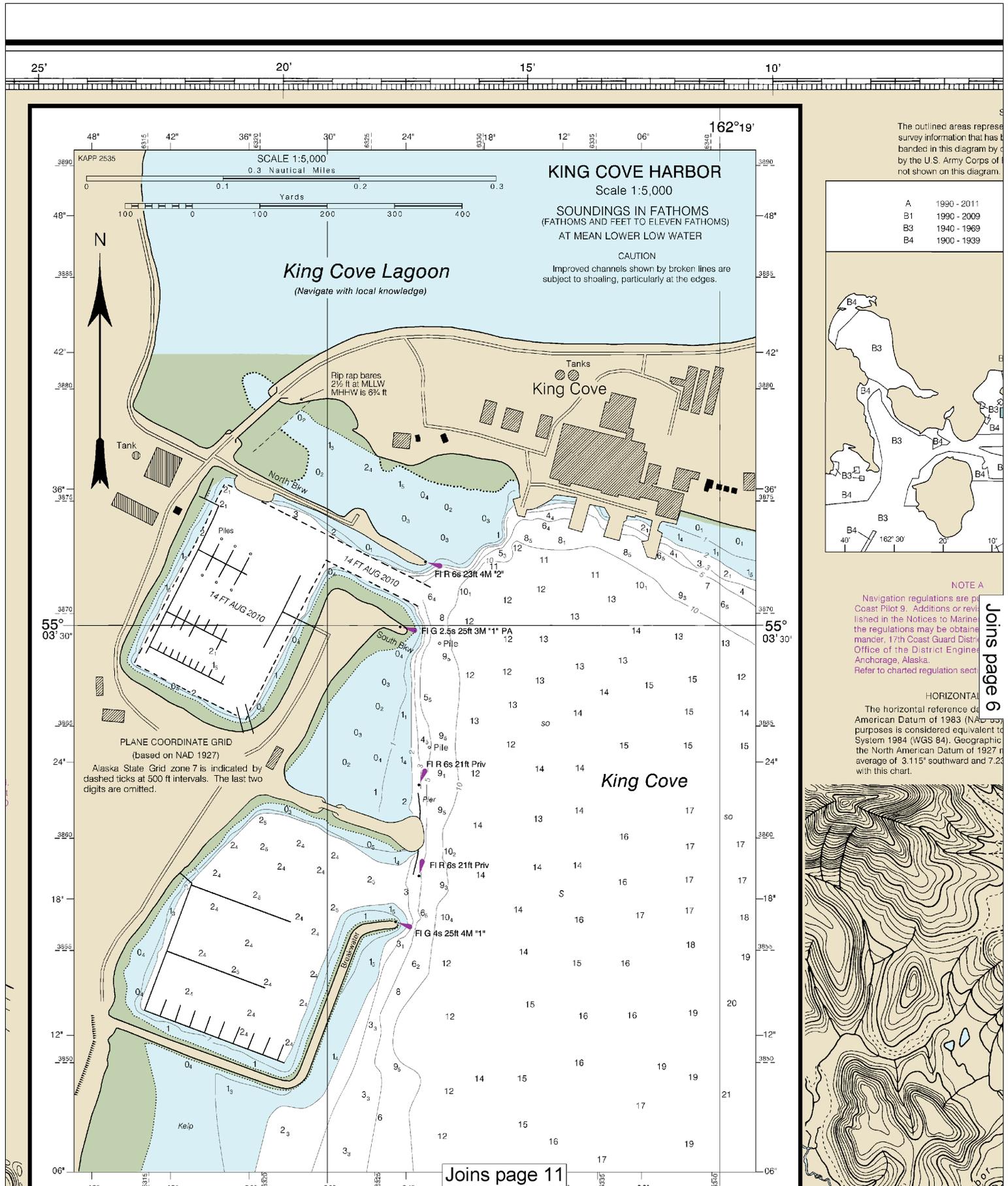
SCALE 1:80,000
Nautical Miles

See Note on page 5.



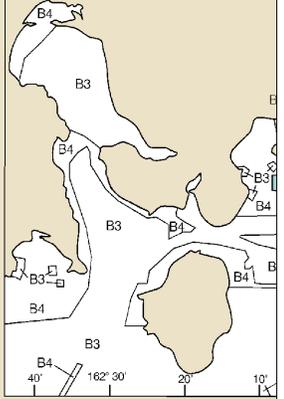
4

Note: Chart grid lines are aligned with true north.



The outlined areas represent survey information that has been banded in this diagram by the U.S. Army Corps of Engineers. Areas not shown on this diagram.

A	1990 - 2011
B1	1990 - 2009
B3	1940 - 1969
B4	1900 - 1939

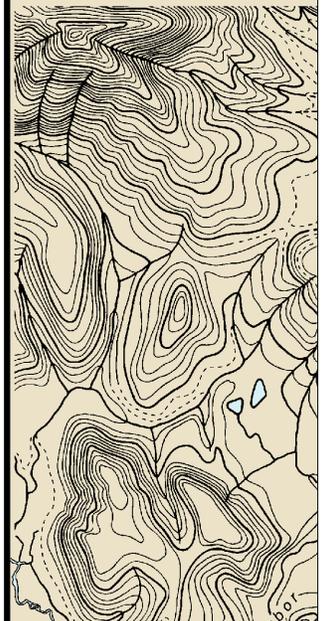


NOTE A

Navigation regulations are published in the Notices to Mariners. Additions or revisions to the regulations may be obtained from the 17th Coast Guard District Office of the District Engineer, Anchorage, Alaska. Refer to charted regulation sections.

HORIZONTAL DATUM

The horizontal reference datum is the American Datum of 1983 (NAD 83). For compatibility purposes is considered equivalent to the datum of the North American Datum of 1927 (NAD 27) with a shift of 3.115' southward and 7.22' eastward with this chart.



Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



55'

50'

45'

161°40'

JOINS CHART 16551

SCALE 1:80,000
Nautical Miles

Yards

PAVLOF

Black Rock

Bluff Point

Long John Lagoon

Dushkin Lagoon

Arch Pt

UKOLNO

Joins page 7

Joins page 14

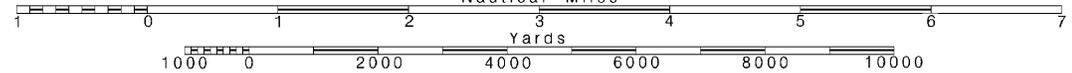


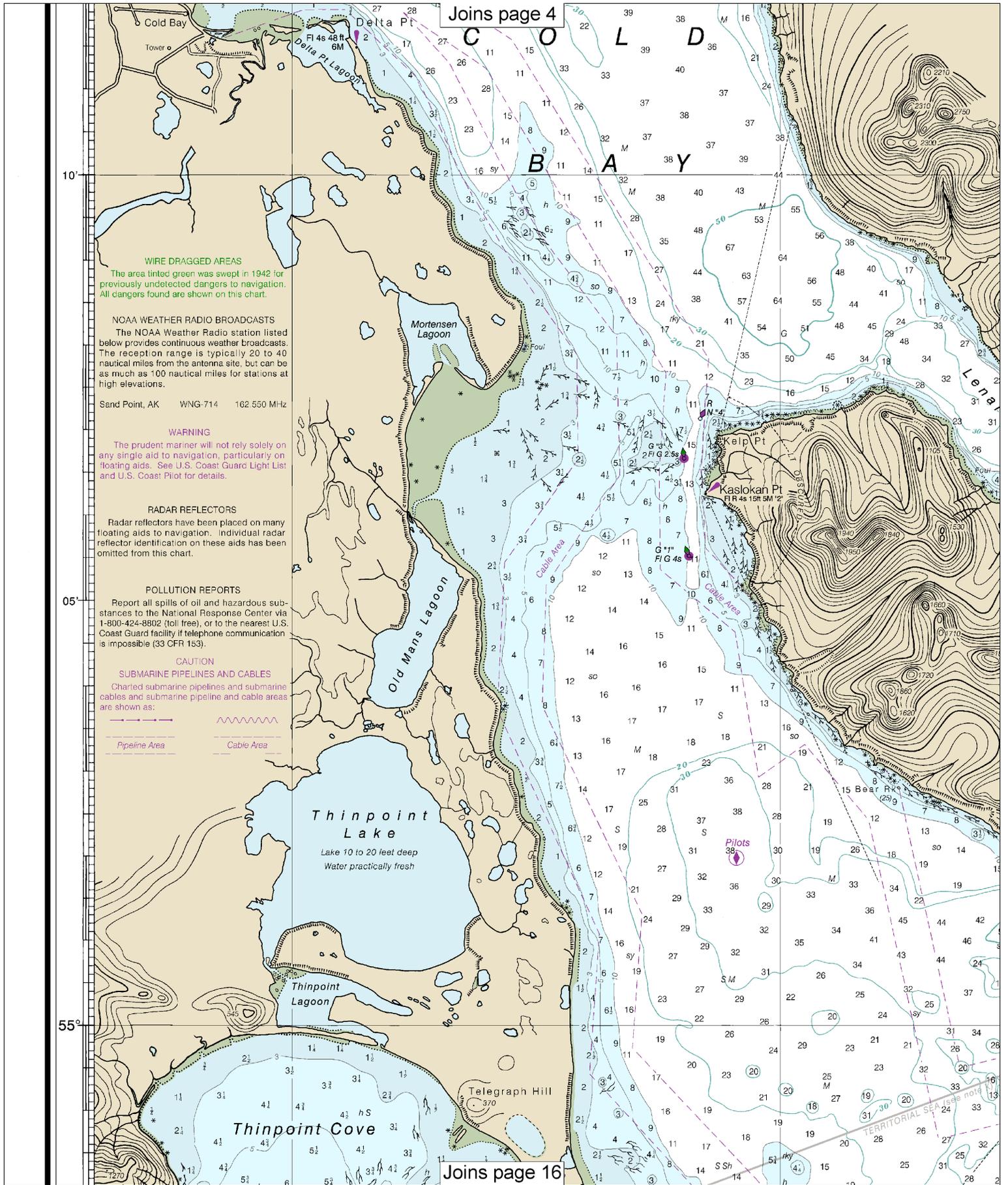
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Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





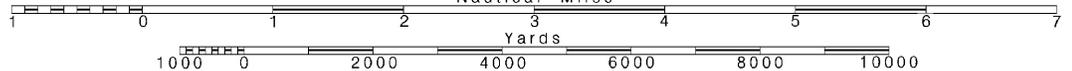
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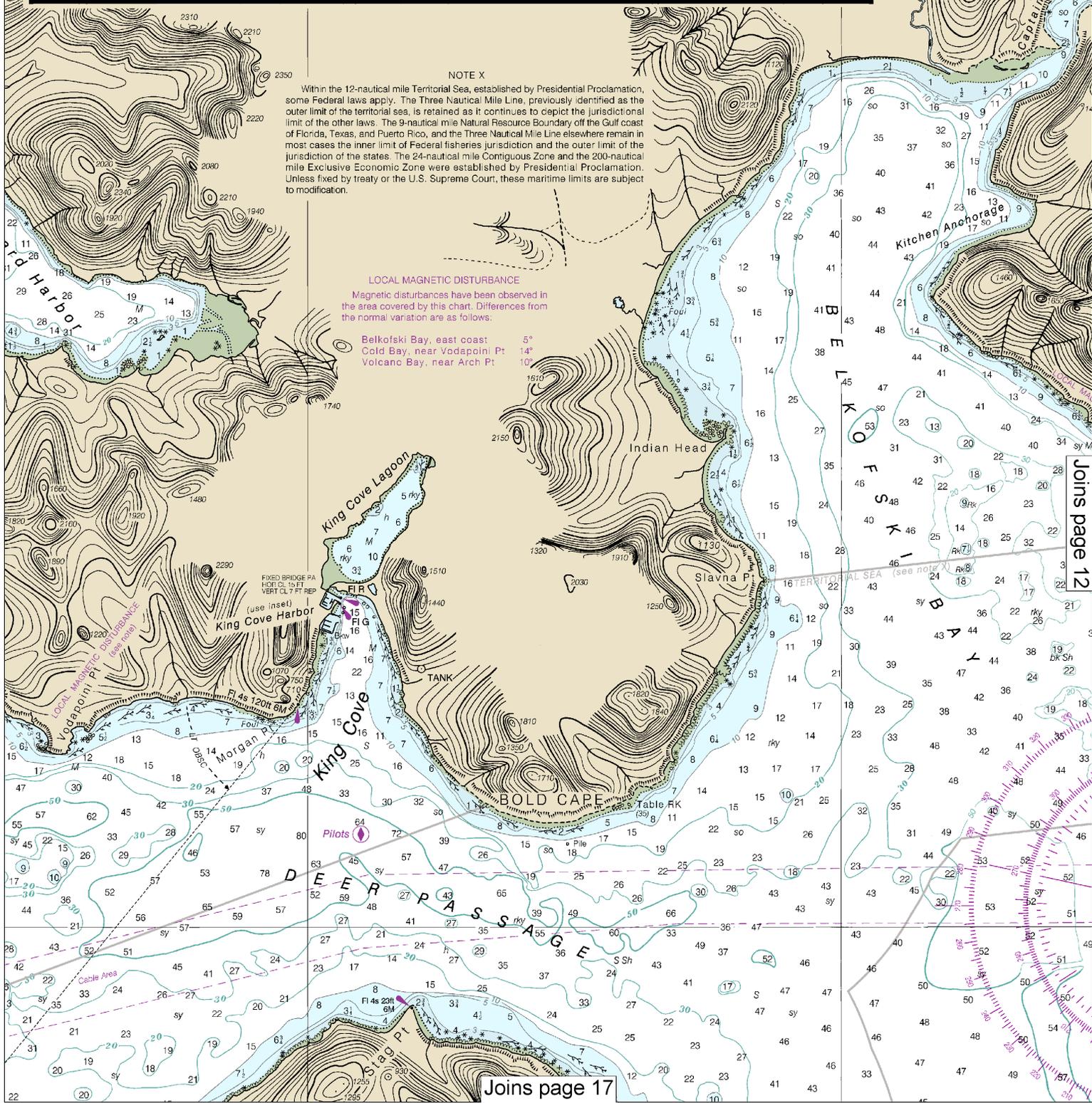
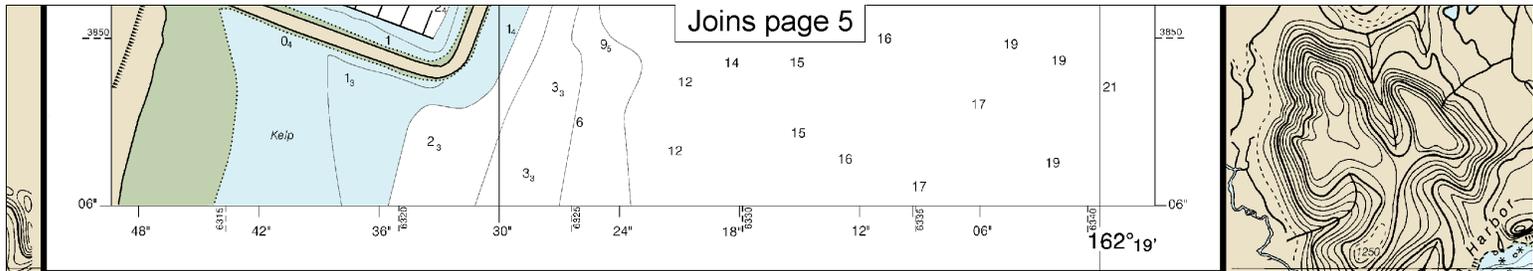
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





NOTE X
 Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

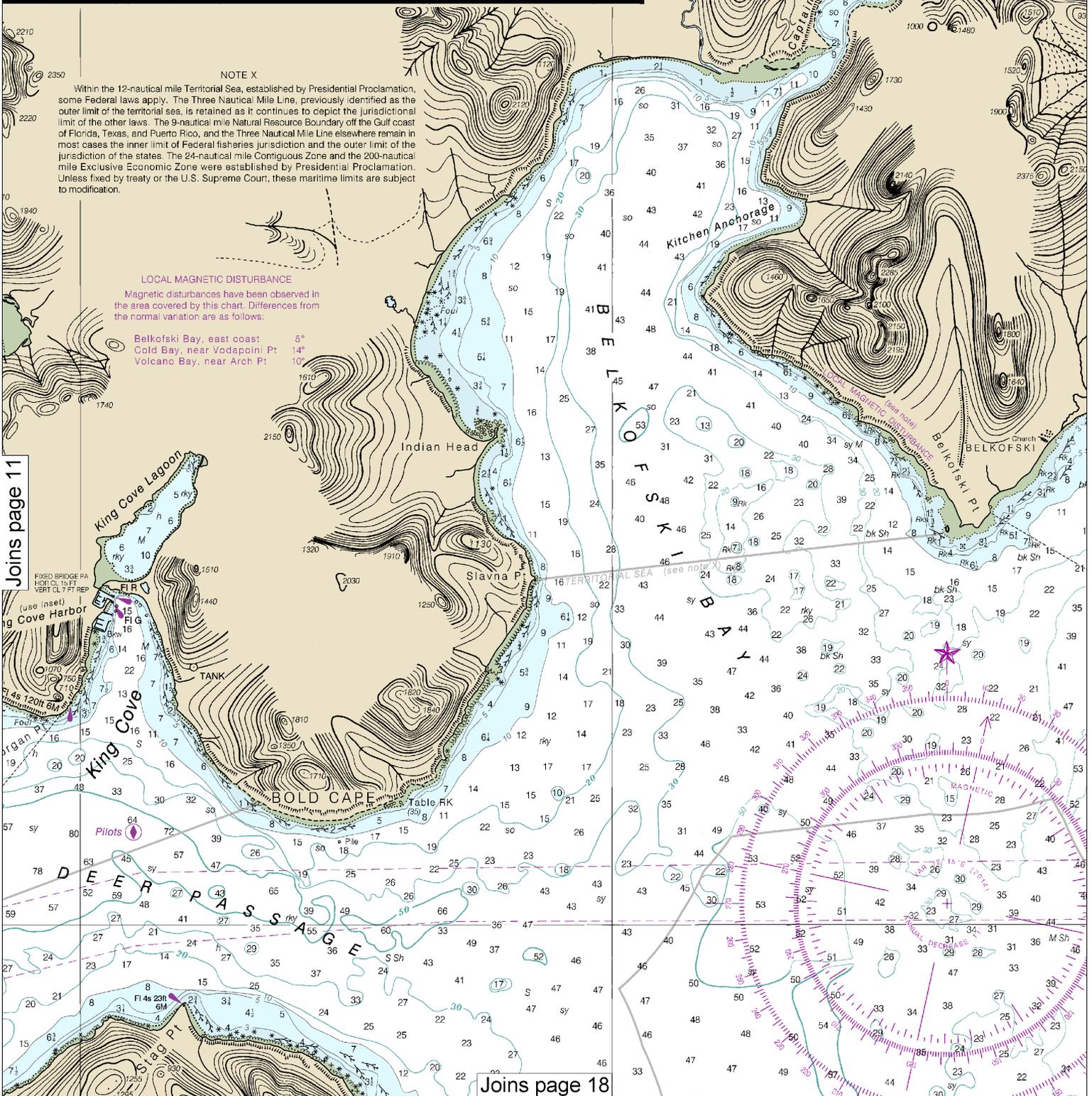
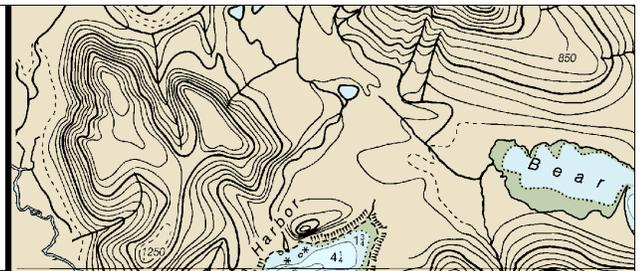
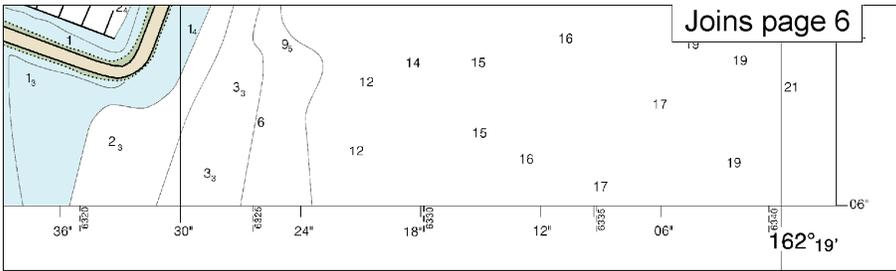
LOCAL MAGNETIC DISTURBANCE
 Magnetic disturbances have been observed in the area covered by this chart. Differences from the normal variation are as follows:

- Belkotski Bay, east coast: 5°
- Cold Bay, near Vodopoini Pt: 14°
- Volcano Bay, near Arch Pt: 10°

FIXED BRIDGE PA
 HORIZONTAL TO FT
 VERTICAL TO FT REP
 (use inset)

King Cove Harbor

King Cove



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Joins page 11

Joins page 18

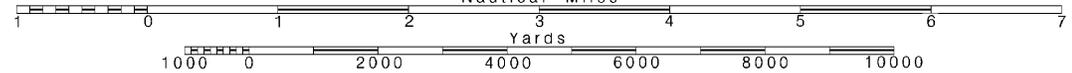
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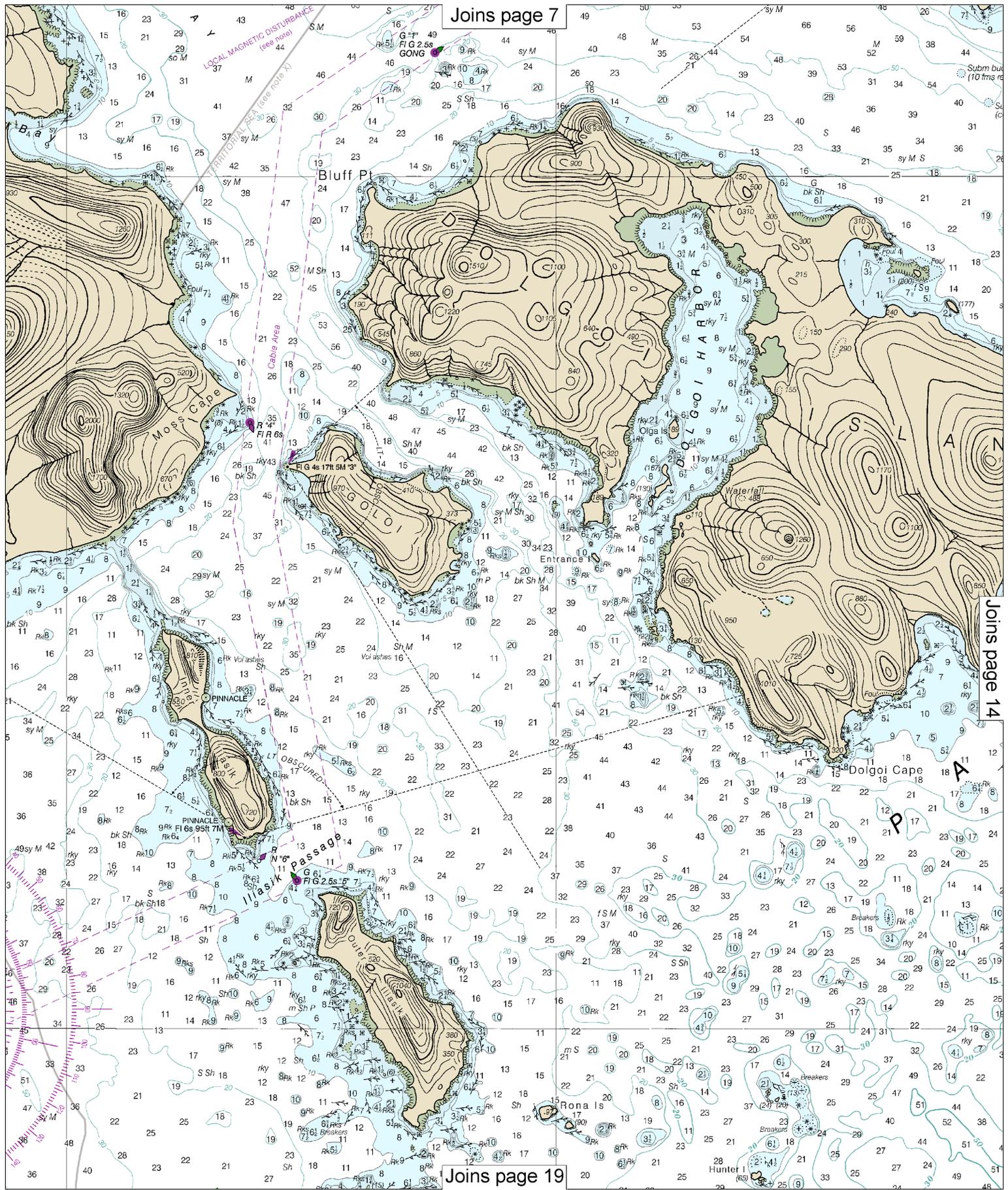
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

See Note on page 5.



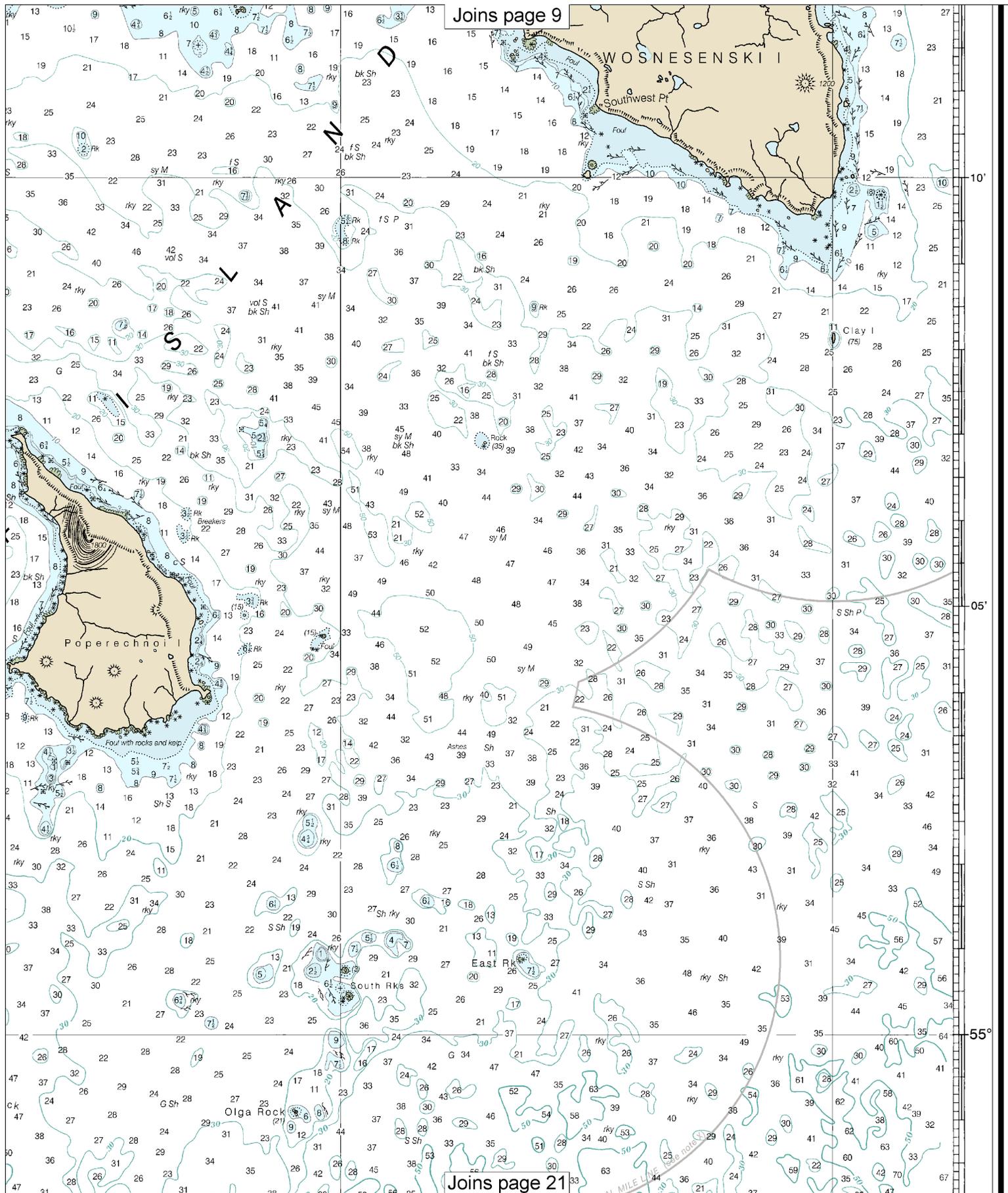


Joins page 7

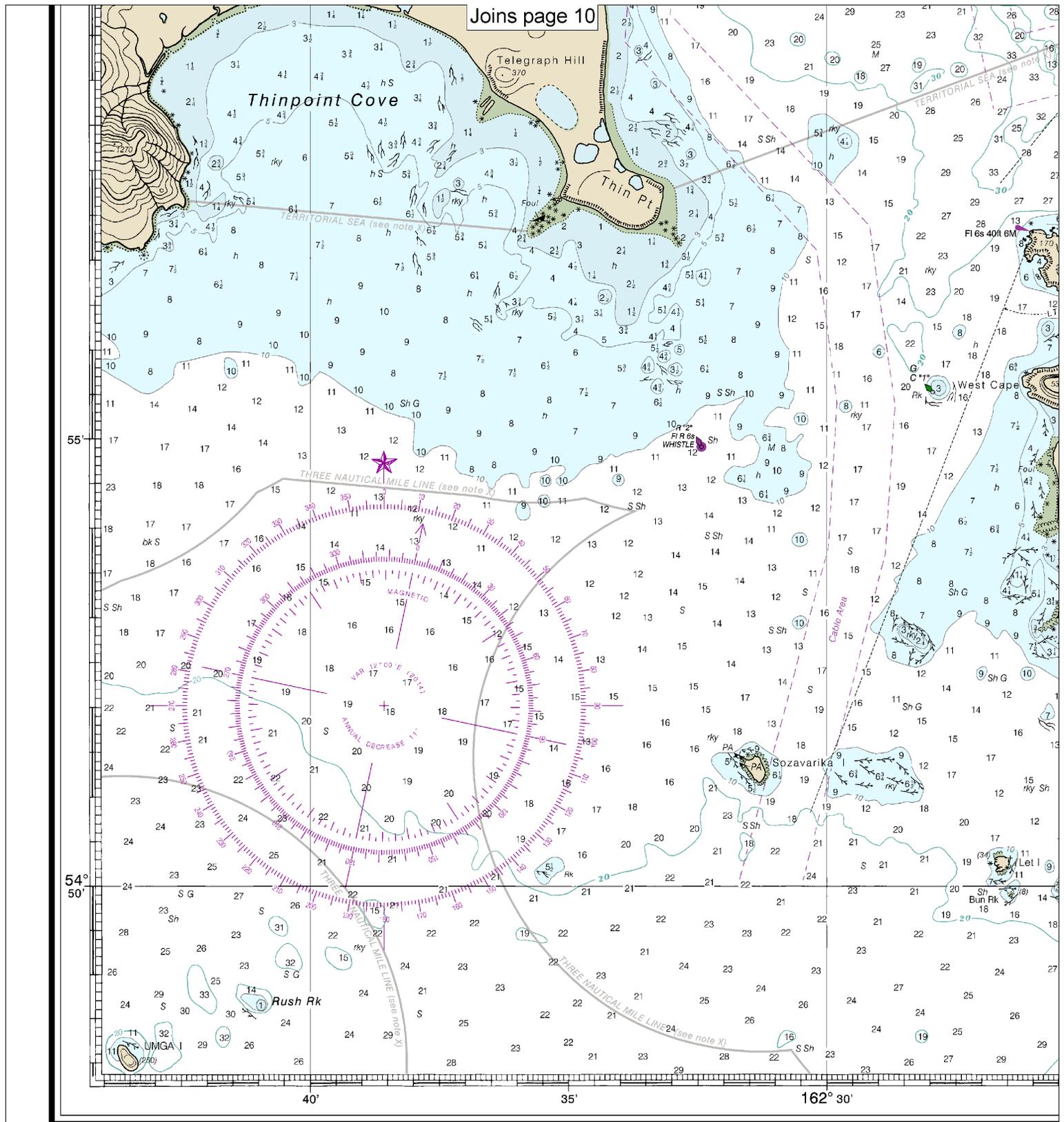
Joins page 14

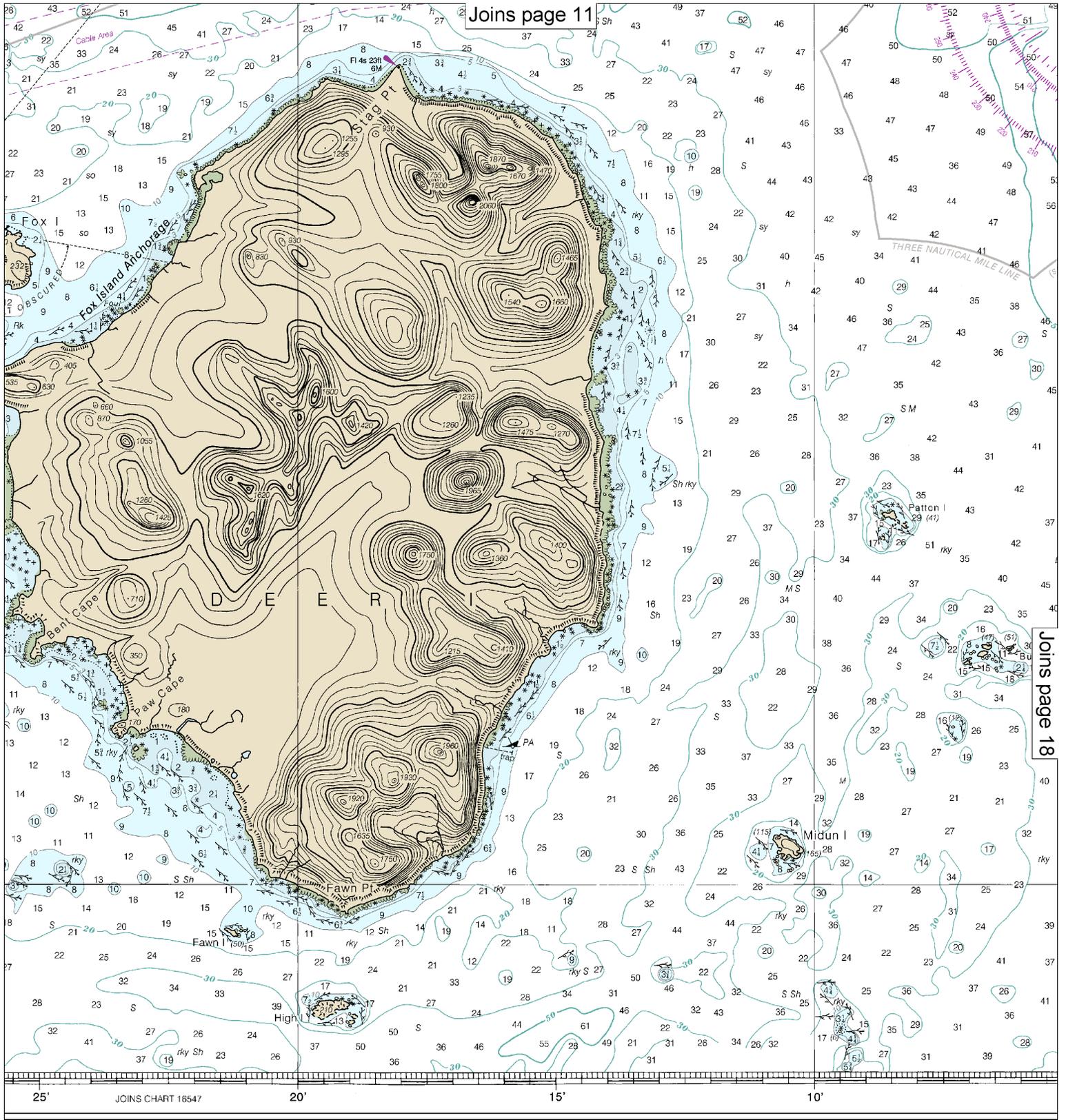
Joins page 19

Joins page 9



Joins page 21



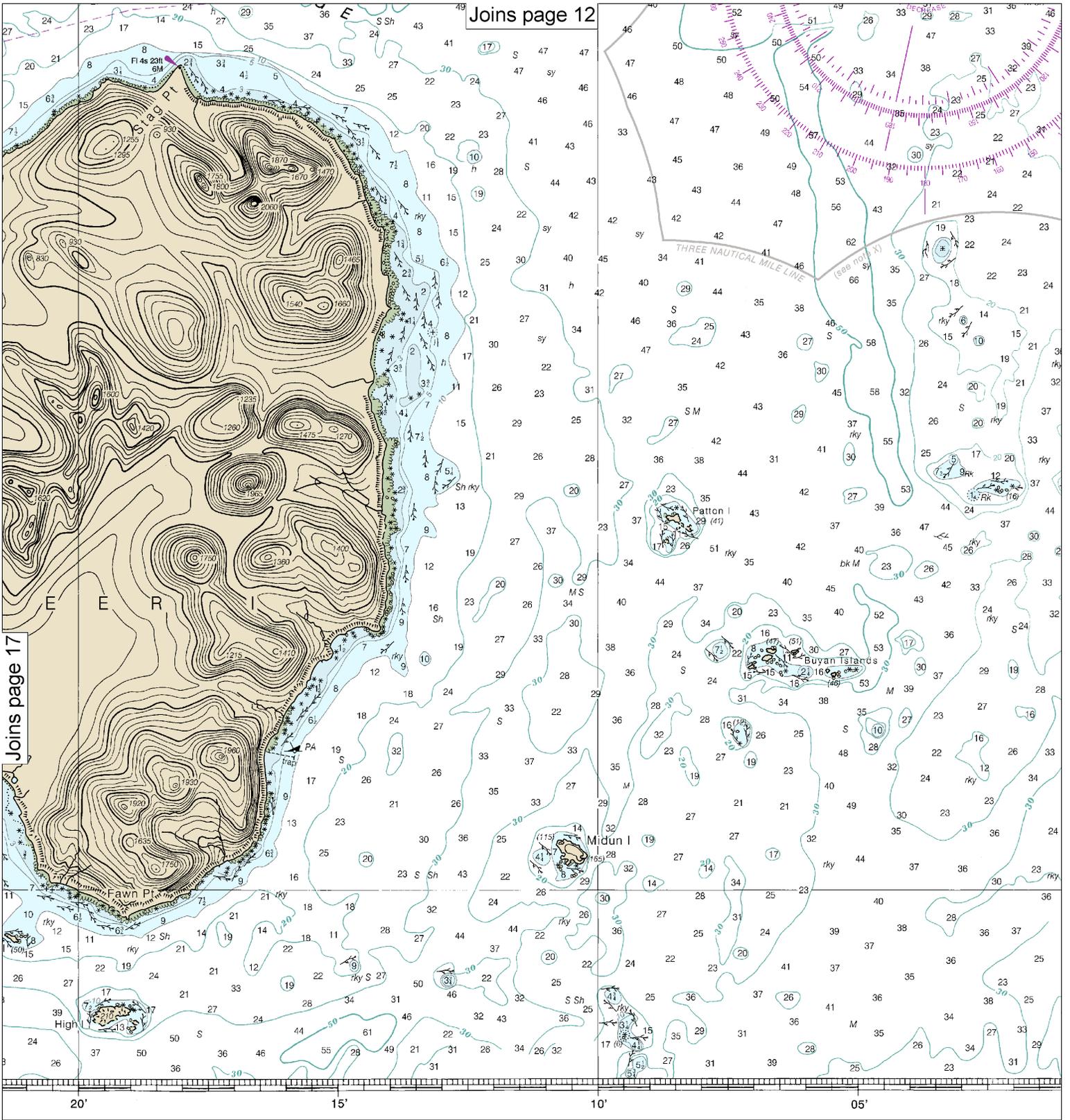


es users to submit inquiries, discrepancies or comments
 p://www.nauticalcharts.noaa.gov/staff/contact.htm.

SOUNDINGS IN FATHOMS

Joins page 12

Joins page 17



SOUNDINGS IN FATHOMS

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEANIC AND ATMOSPHERIC DATA CENTER
 COAST AND GEODETIC SURVEY

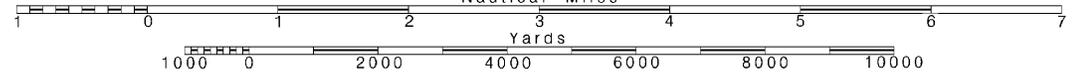
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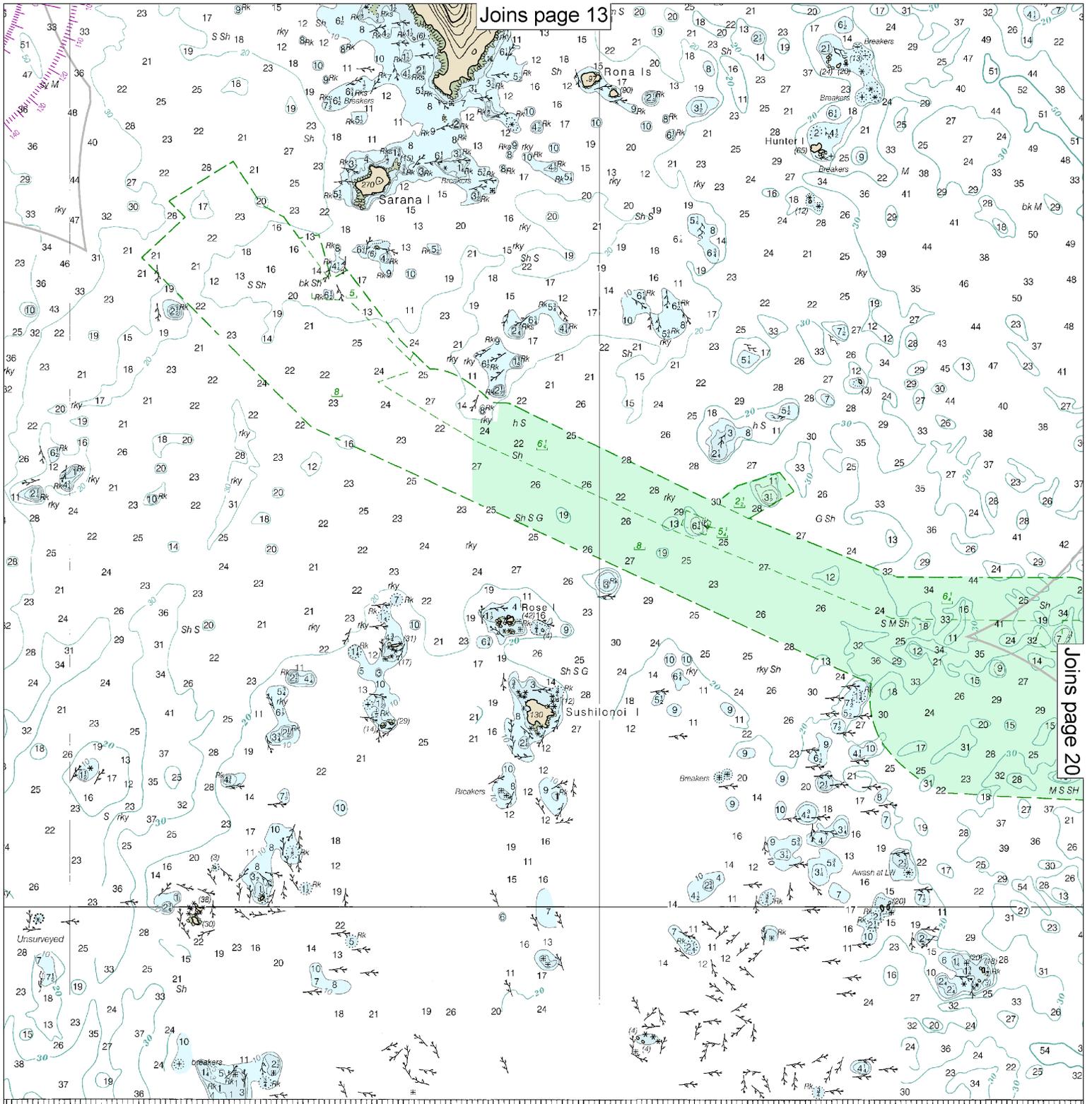
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

See Note on page 5.





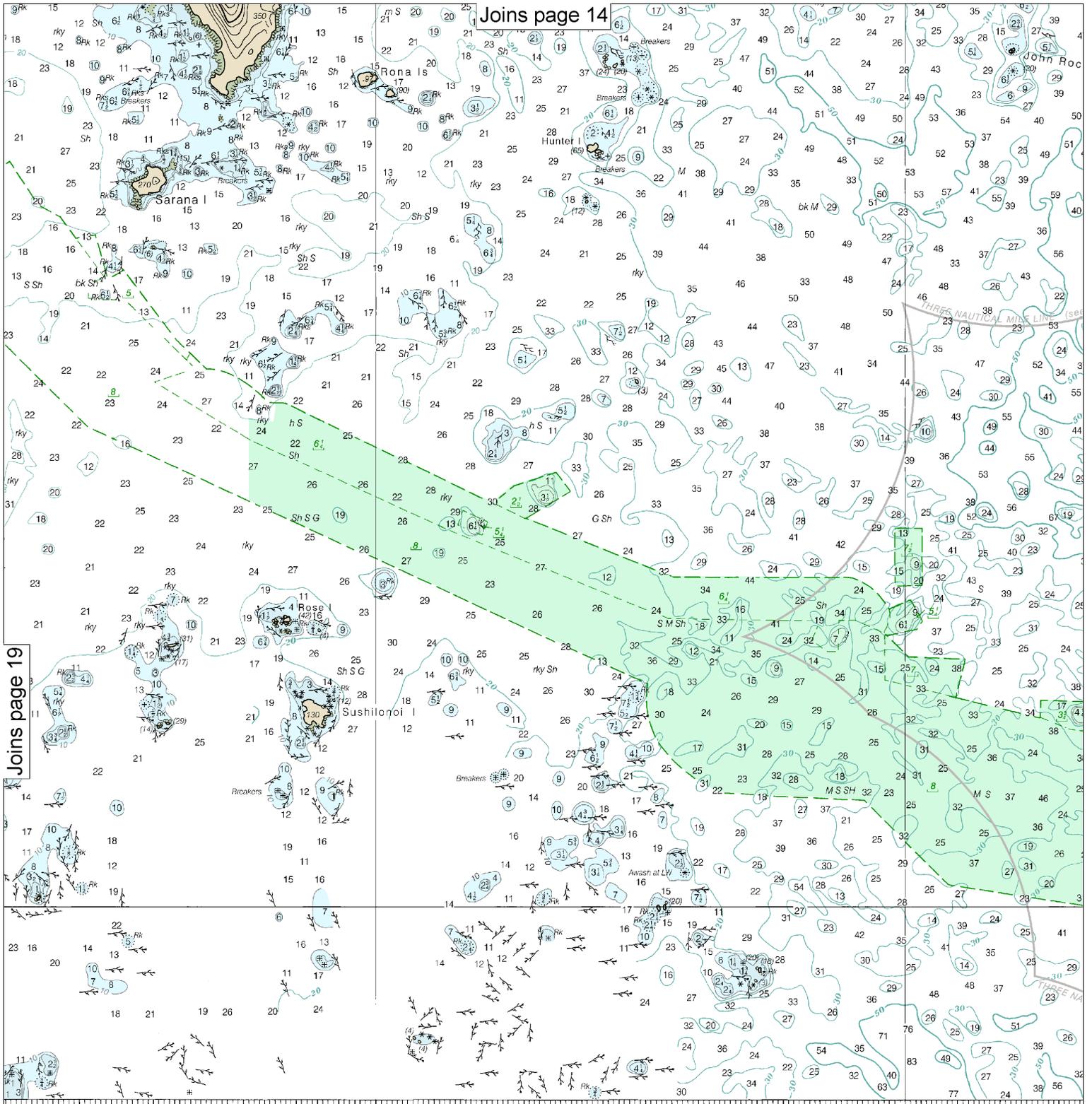
162°

55'

50'

45'

Washington, D.C.
 NT OF COMMERCE
 MOSPHERIC ADMINISTRATION
 CEAN SERVICE
 SURVEY



Joins page 19

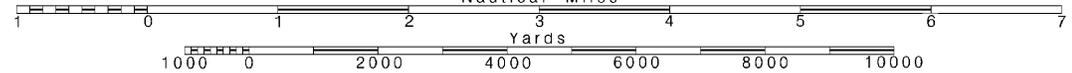
55' 50' 45' 161° 40' JOINS CHART 16547

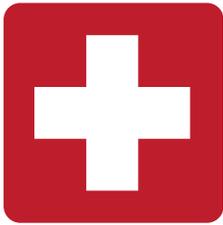


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.





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>



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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.