

BookletChart™

Cape Douglas to Cape Nukshak

NOAA Chart 16608

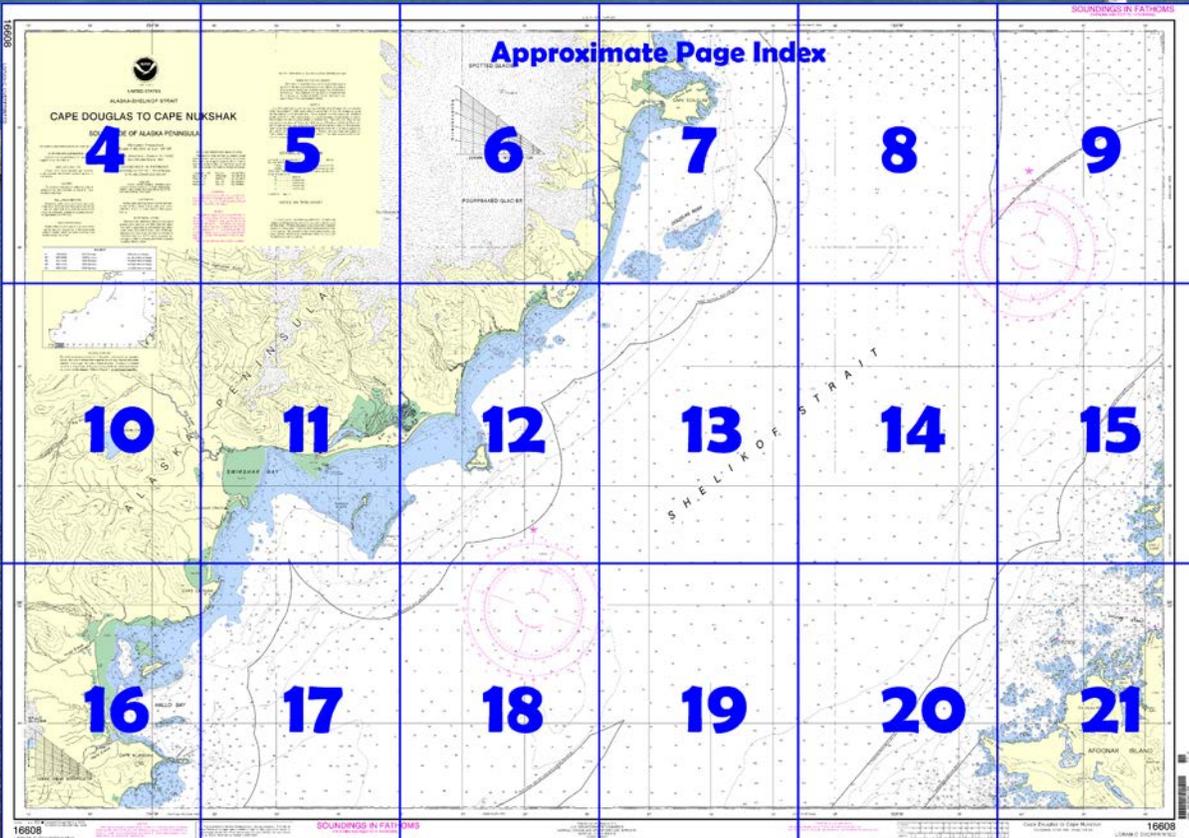


A reduced-scale NOAA nautical chart for small boaters

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=16608>.



(Selected Excerpts from Coast Pilot)

Differences from the normal variation of as much as 14° have been observed along the Alaska Peninsula.

Currents.—A continual current of considerable strength follows the coast all the way from Shelikof Strait to the Aleutian Islands. This W current is considered an eddy which accompanies the general E drift across the Pacific S of latitude 50°N., and forms a part of the general circulation of the North Pacific Ocean.

The current along the Alaska Peninsula has been called a warm current originating in the Gulf of Alaska and it doubtless assists in causing the S side of the peninsula to be warmer than the Bering Sea side. It is also

well known that the islands off this coast have a milder climate than the mainland; almost the entire population of the area is found on them as a result.

The coastal current searches out all the passages, large and small, between and around the many islands, and in some of them it becomes strong enough to be important. An approaching NE storm gives warning by strengthening this current; in many places the current will indicate NE weather a day before the barometer falls. W winds weaken the current. On three runs between Chirikof Island and Castle Rock, a survey ship experienced a S set indicating an average strength of current of 1.5 knots.

The tidal currents in the vicinity of the S coast of the Alaska Peninsula are strong in many of the constricted passages. In the open waters offshore they are generally weak.

Winds along the rugged Alaska Peninsula are local and variable. At Chignik, they are mostly from the W through NW in early winter, the SE in midwinter, and SE through SW from March through September. Strong winds often blow from the Bering Sea through the mountain pass over Chignik Lake. In the Shumagin Islands, summer winds are often out of the SW, while winter winds frequently blow out of the S. At Cold Bay, southeasterlies are common all year around. Northwesterlies are also frequent in winter. In summer, west through NW winds are common. In winter, windspeeds at Cold Bay average 15 knots and reach gale force about two percent of the time.

Annual rainfall ranges from 20 to 60 inches (508 to 1524 mm), with heaviest amounts usually occurring on the SE side of the peninsula. At Cold Bay, which averages 36 inches (914 mm) annually, measurable precipitation falls on 320 days in an average year; on nearly half of those days, it snows. September through November are usually the wettest months, while snow is common from October through April.

Though fog may be encountered along this coast at any time during the summer, it is most prevalent from June through September. The SE winds bring in the fog banks that lie over the North Pacific. Fog is reported on an average of 18 to 25 days per month at Cold Bay in mid-summer; however, visibilities fall below two miles (4 km) on only about three to six days. Fog often hangs about the headlands and entrances to bays when the upper parts of the bays are clear. Land fog and precipitation reduce visibilities in winter.

All harbors on the SE side of the peninsula are free from ice and open to navigation throughout the year. Pack ice has been known to drift through Isanotski Strait and interfere with navigation in Ikantan Bay.

Prominent points and most off-lying islands on the S side of the Alaska Peninsula are adequately charted. However, much of the coast between Cape Douglas and Chignik Bay has not been surveyed. Notes on the unsurveyed portions are from the most reliable sources available; these waters should be used with caution.

Cape Douglas (58°51'N., 153°17'W.), the mainland promontory on the W side of the N end of Shelikof Strait, is a grassy peninsula about 3 miles long and 190 feet high. At its W end it breaks off in a bluff to a low, narrow neck which connects it to the mainland. Rocks that uncover, extend about 0.2 mile E from the cape.

The three points on the SE side of Cape Douglas and the small projecting point on the mainland in 58°49.8'N., 153°21.3'W., about 1.5 miles SW of Cape Douglas, are reported to be distinctive radar targets at 10 miles.

Mount Douglas, 7,064 feet high, and **Fourpeaked Mountain**, 6,903 feet high, are snow-covered mountains W and SW, respectively, of Cape Douglas.

**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>



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA-SHELIKOF STRAIT

CAPE DOUGLAS TO CAPE NUKSHAK

SOUTH SIDE OF ALASKA PENINSULA

For Symbols and Abbreviations see Chart No. 1

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

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

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

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible. (33 CFR 153).

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Mercator Projection
Scale 1:80,000 at Lat. 58°38'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

HEIGHTS
Elevations of rock, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

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

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.463" southward and 7.692" westward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Raspberry I, AK	KZZ-90	162.425 MHz
Bede Mt, AK	WNG-528	162.450 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Kodiak, AK	WXJ-78	162.550 MHz
Homer, AK	WXJ-24	162.400 MHz
Cape Gull, AK	WNG-529	162.500 MHz
Marmot Island, AK	WNG-716	162.500 MHz

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

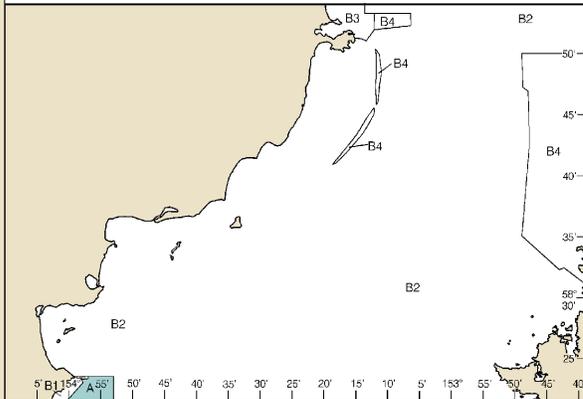
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

Additional information

Within the 12-nautical mile limit of the territorial sea some Federal laws apply. The outer limit of the territorial sea limit of the other laws. The 9-mile Exclusive Economic Zone in most cases the inner limit of jurisdiction of the states. The 200-mile Exclusive Economic Zone unless fixed by treaty or the to modification.

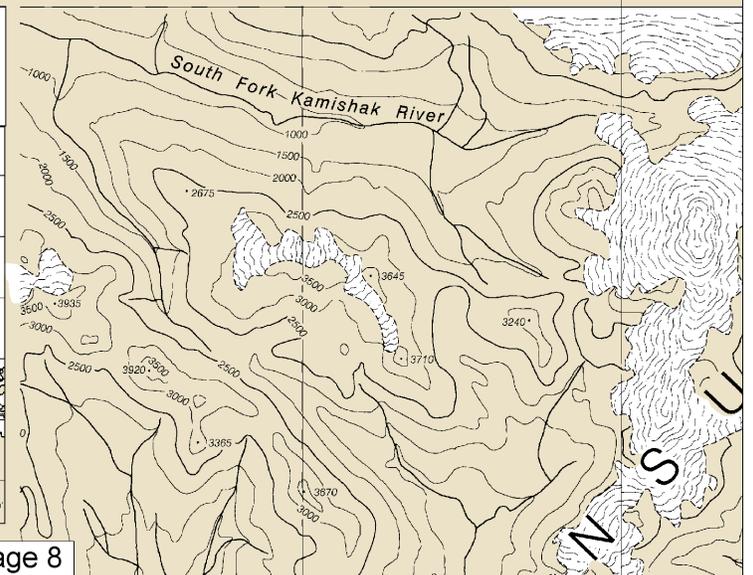
PLACE	
NAME	
Nukshak Island, Shelikof Strait	
Dashes (---) located in datum columns if tide predictions, and tides current predictions (Mar 2015)	

SOURCE		
A	1990-2000	NOS Surveys
B1	1990-2002	NOS Surveys
B2	1970-1989	NOS Surveys
B3	1940-1989	NOS Surveys
B4	1900-1939	NOS Surveys



SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic surveys.

Joins page 8

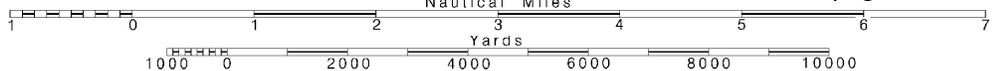


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



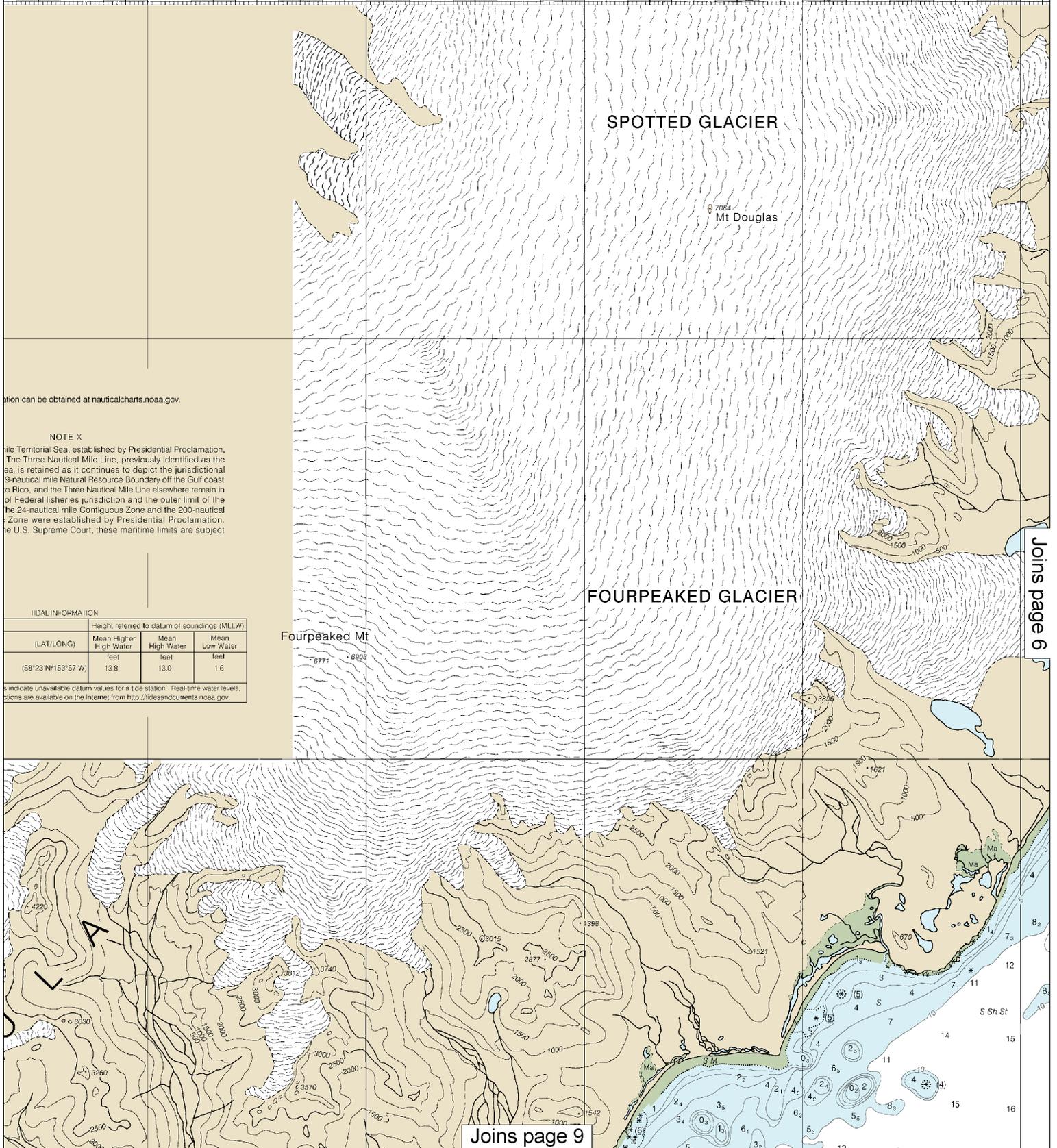
45'

40'

35'

30'

25'



Information can be obtained at nauticalcharts.noaa.gov.

NOTE X

The Territorial Sea, established by Presidential Proclamation, The Three Nautical Mile Line, previously identified as the sea, is retained as it continues to depict the jurisdictional 9-nautical mile Natural Resource Boundary off the Gulf coast of Puerto Rico, and the Three Nautical Mile Line elsewhere remain in Federal fisheries jurisdiction and the outer limit of the 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. The U.S. Supreme Court, these maritime limits are subject to change.

TIDAL INFORMATION

(LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
(58°23'N/153°57'W)	13.8	13.0	1.6

Blank cells indicate unavailable datum values for a tide station. Real-time water levels and tide predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

Fourpeaked Mt

FOURPEAKED GLACIER

SPOTTED GLACIER

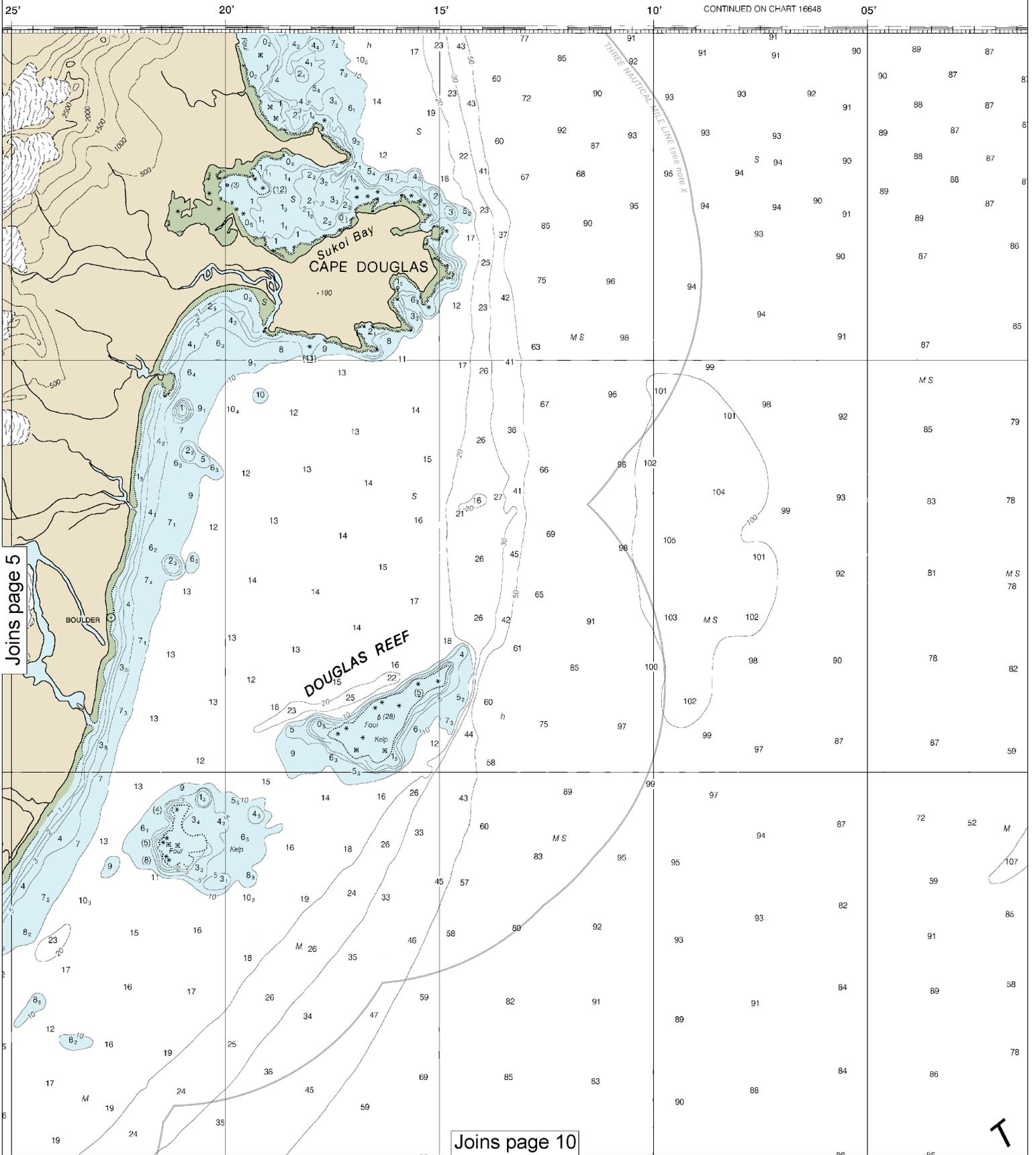
7064
Mt Douglas

6777

Joins page 6

Joins page 9

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:114285. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Joins page 5

Joins page 10

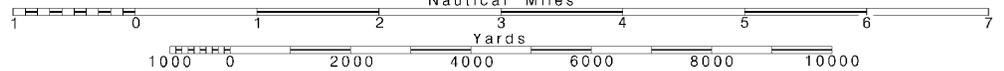


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

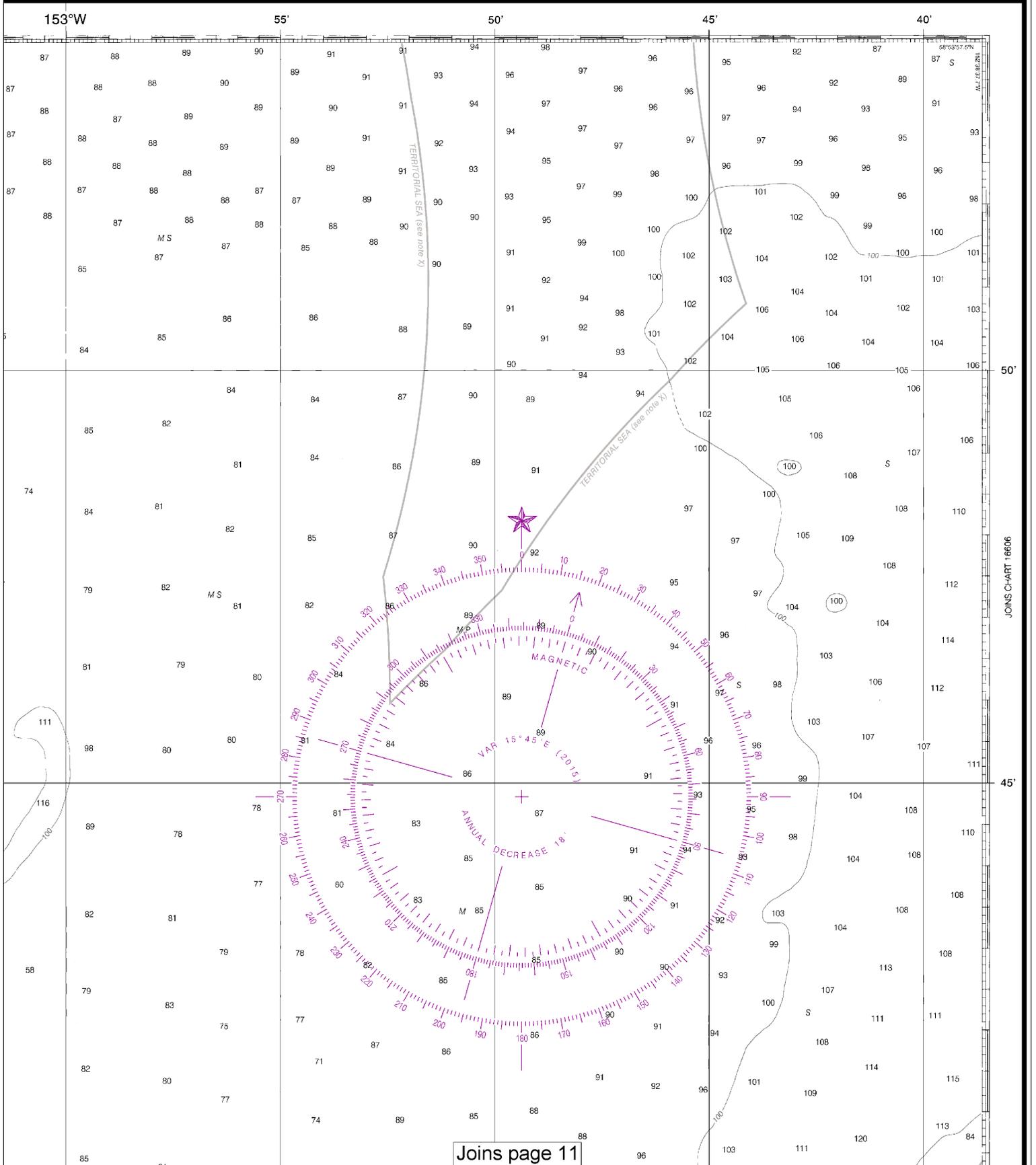
SCALE 1:80,000

See Note on page 5.



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

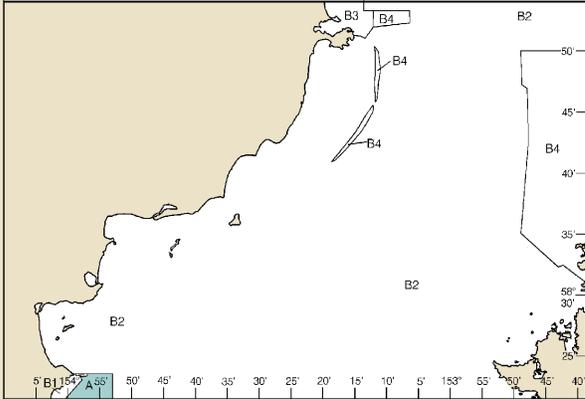


hand corner are available at nauticalcharts.noaa.gov.
Last Correction: 3/25/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



A	1990-2000	NOS Surveys	full bottom coverage
B1	1990-2002	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

Joins page 4

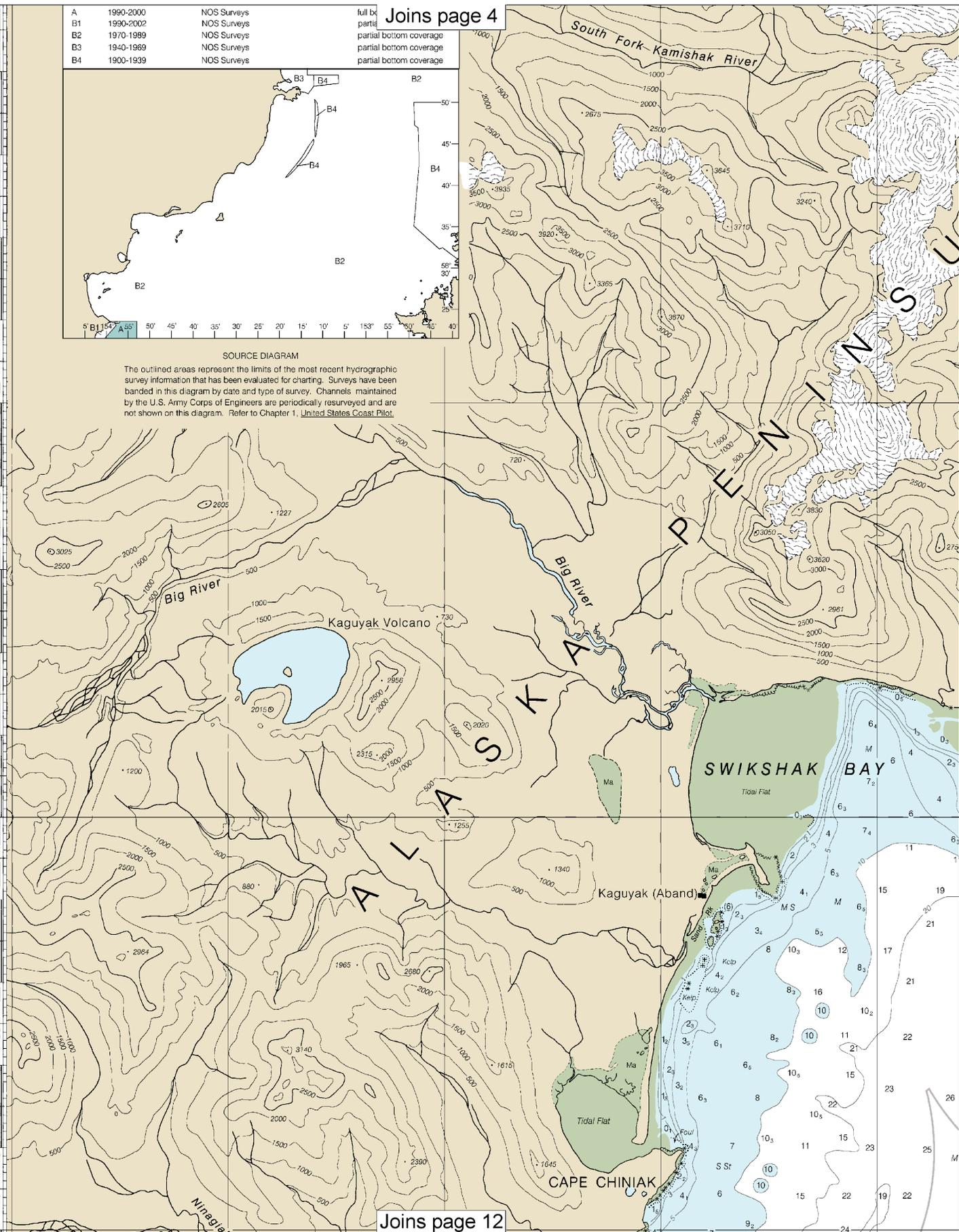


SOURCE DIAGRAM
 The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

40°

35°

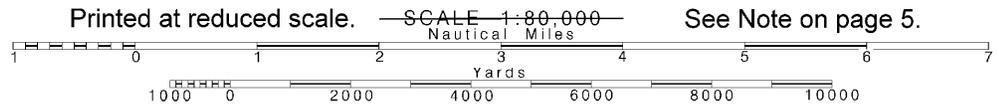
58°



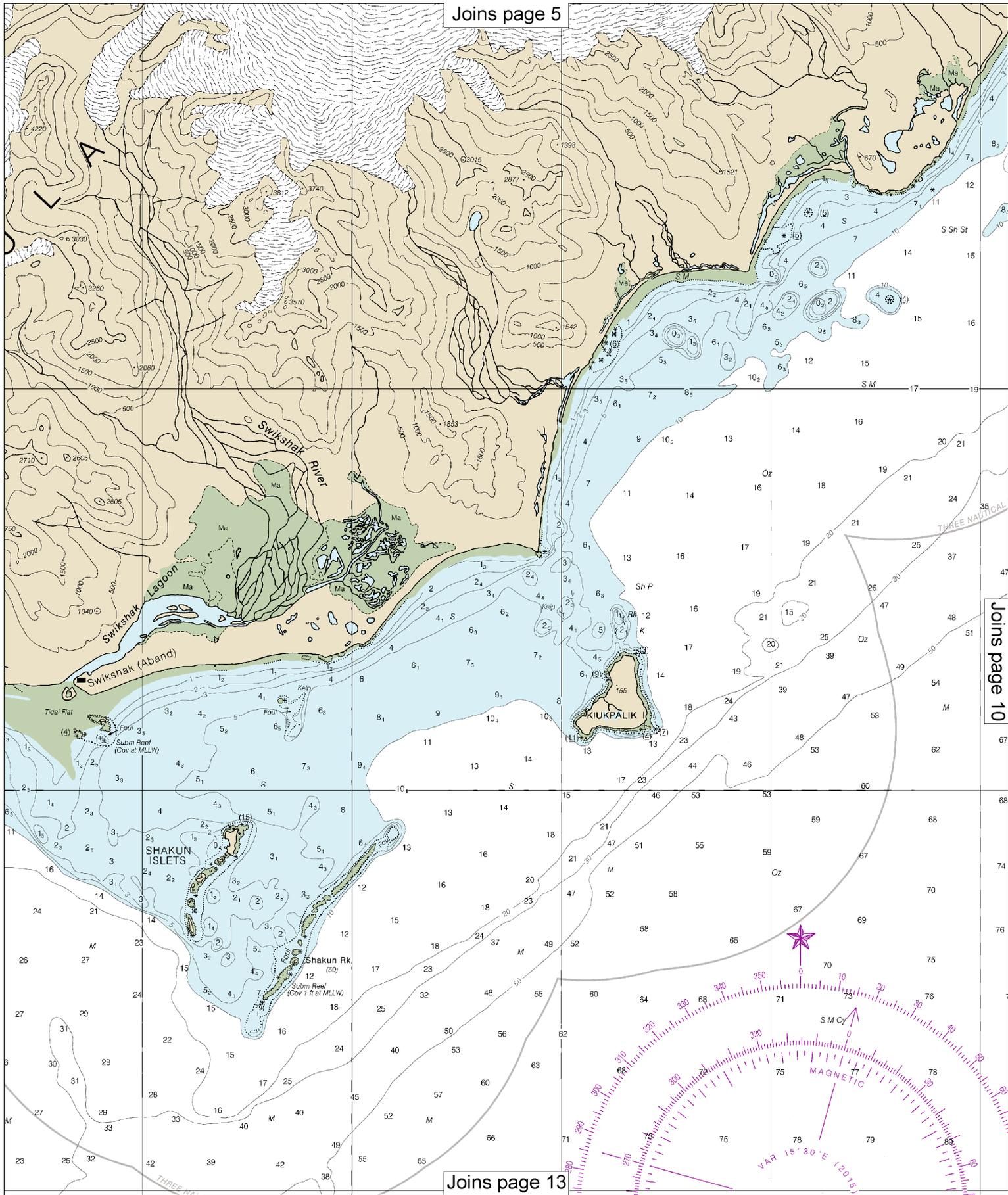
Joins page 12



Note: Chart grid lines are aligned with true north.

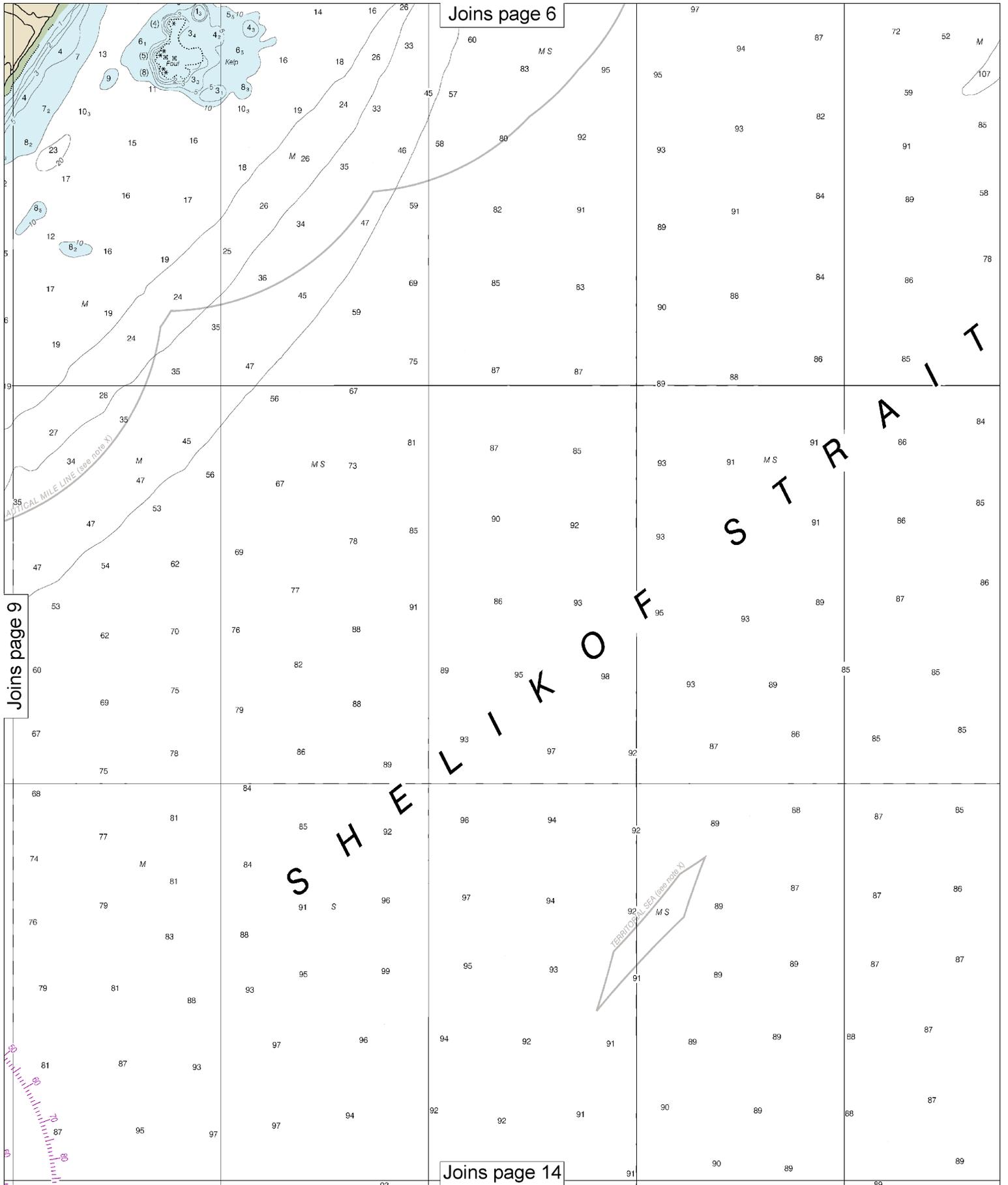


Joins page 5



Joins page 10

Joins page 13



Joins page 9

Joins page 6

Joins page 14

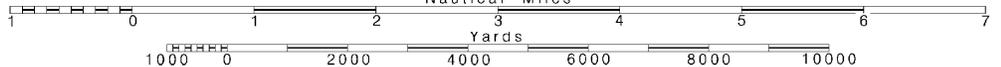
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

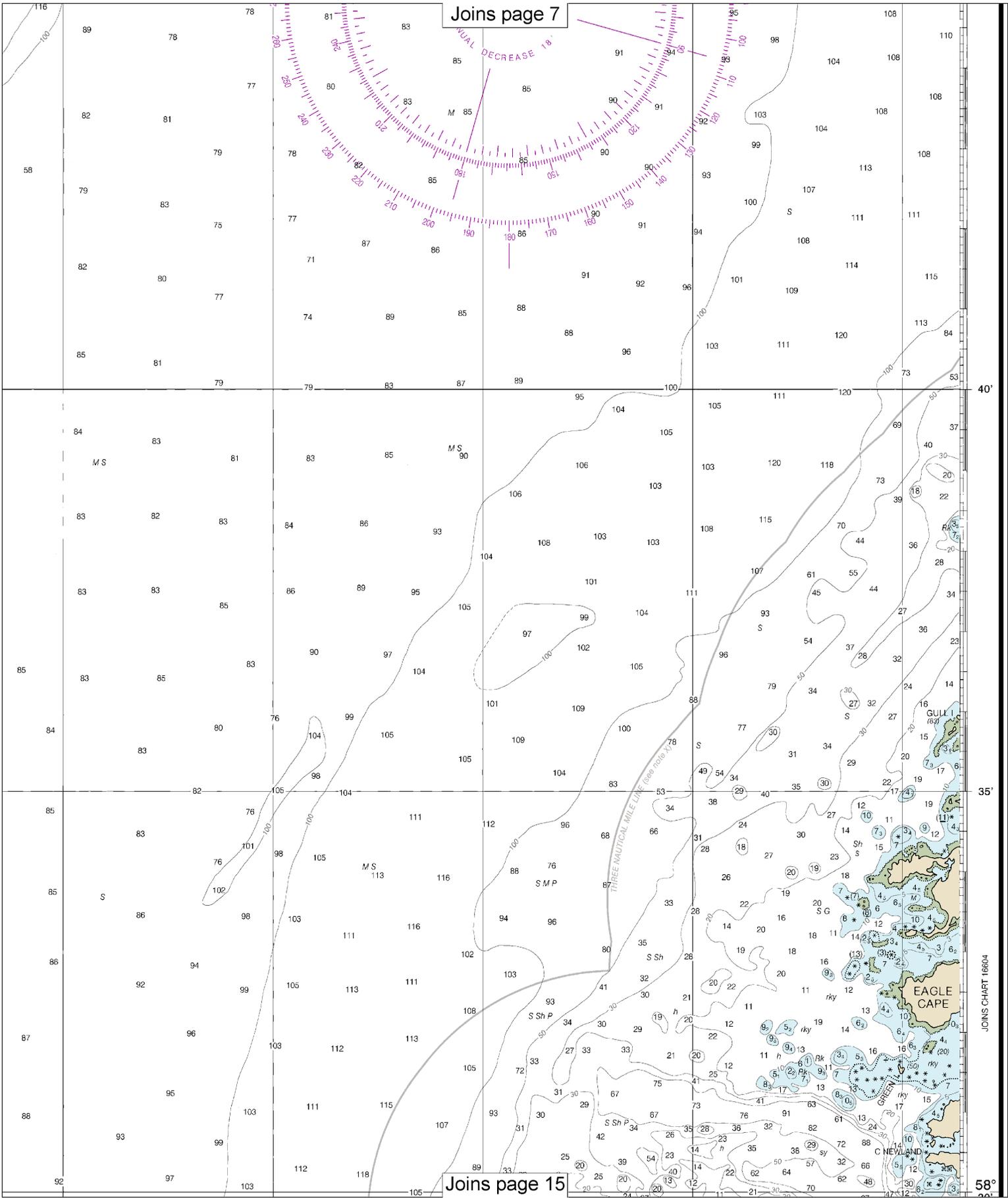
SCALE 1:80,000

See Note on page 5.



Joins page 7

Joins page 15

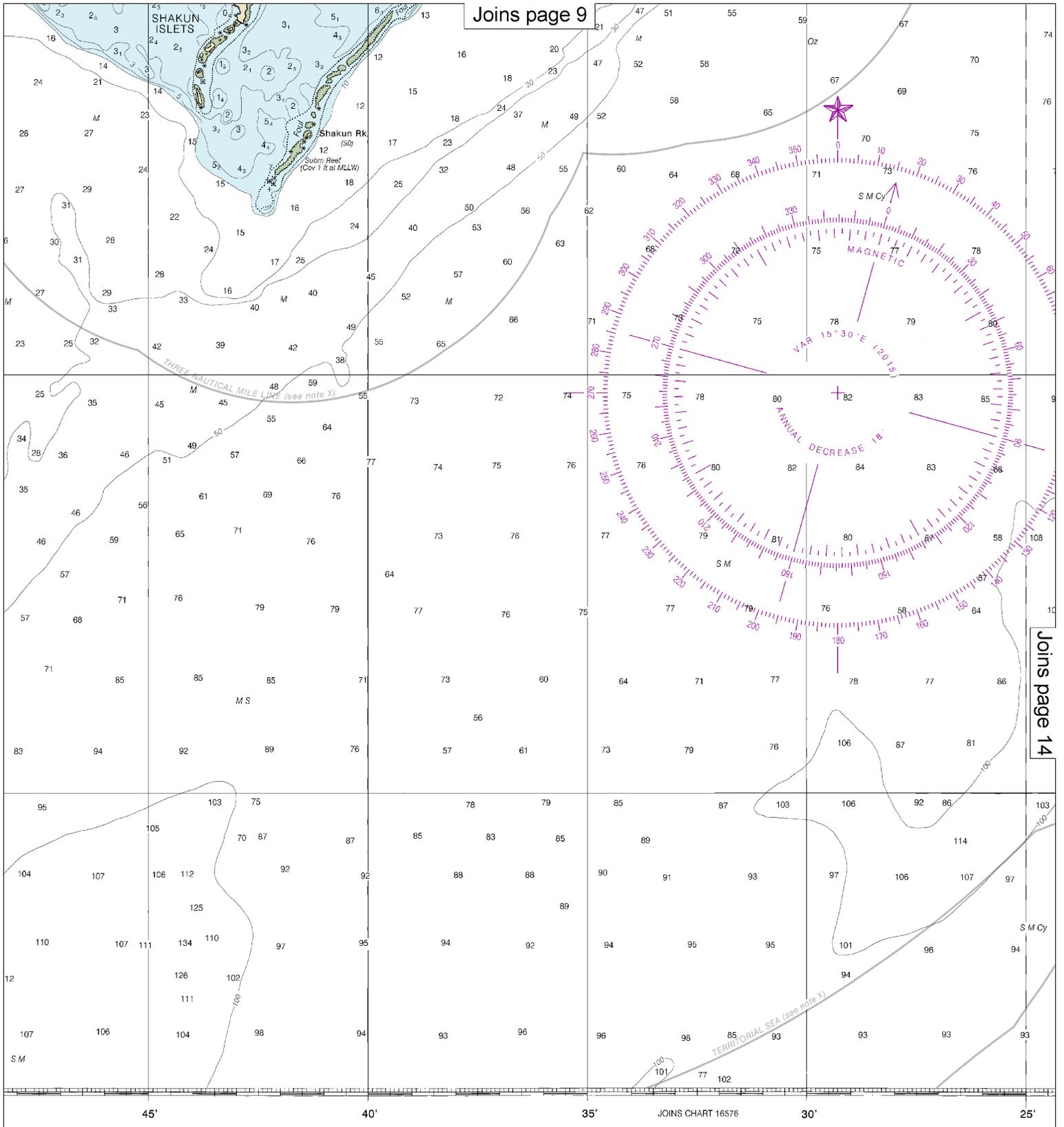


40'

35'

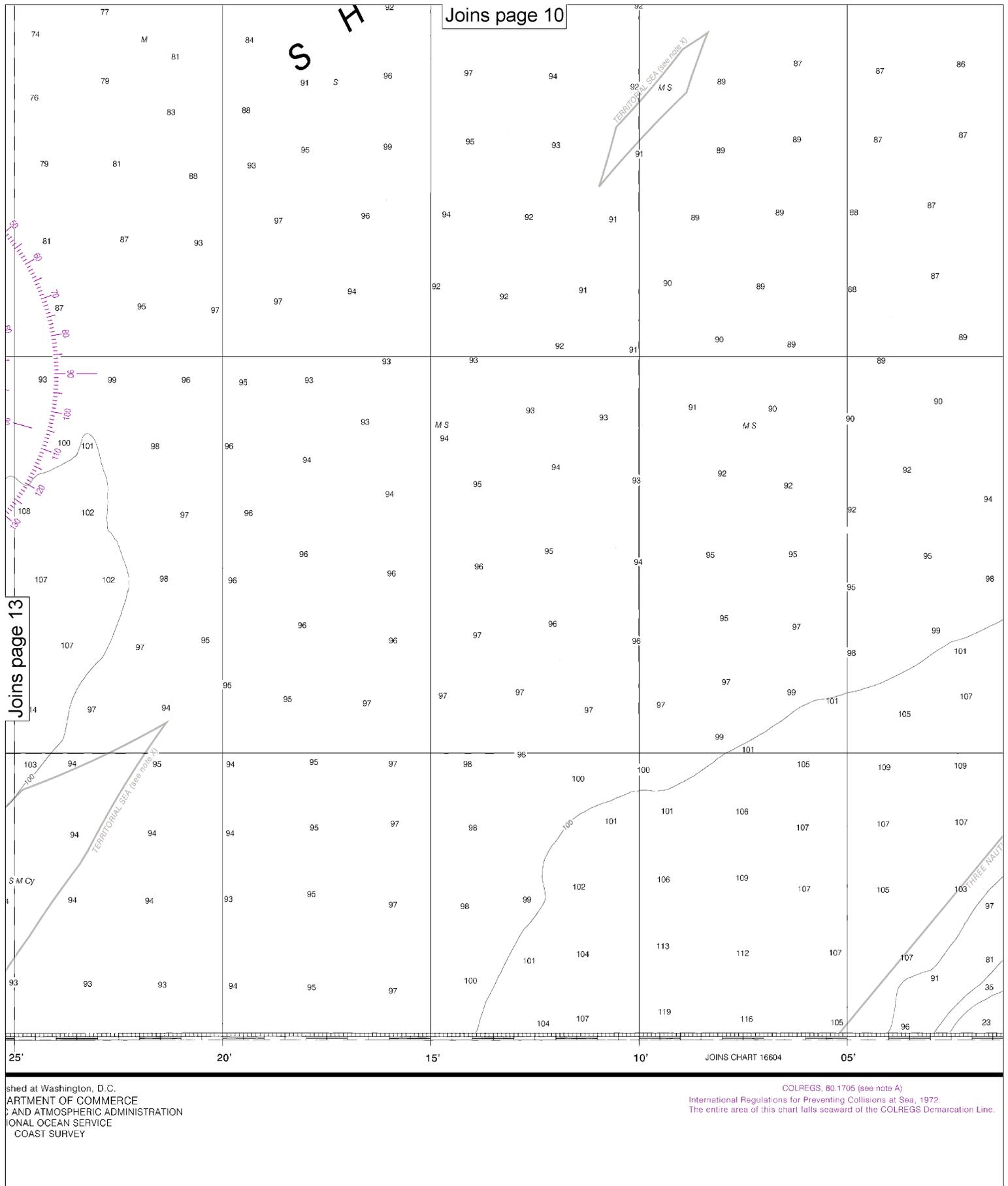
58°

JOINS CHART 16604



SOUNDINGS IN FATHOMS
 (FATHOMS AND FEET TO 11 FATHOMS)

Published at
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL COAST AND GEODETIC SURVEY

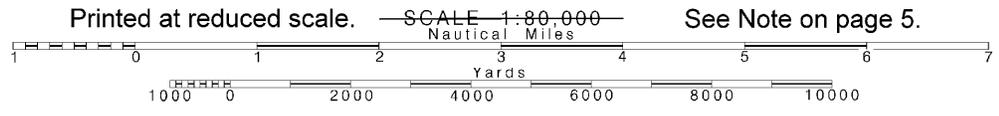


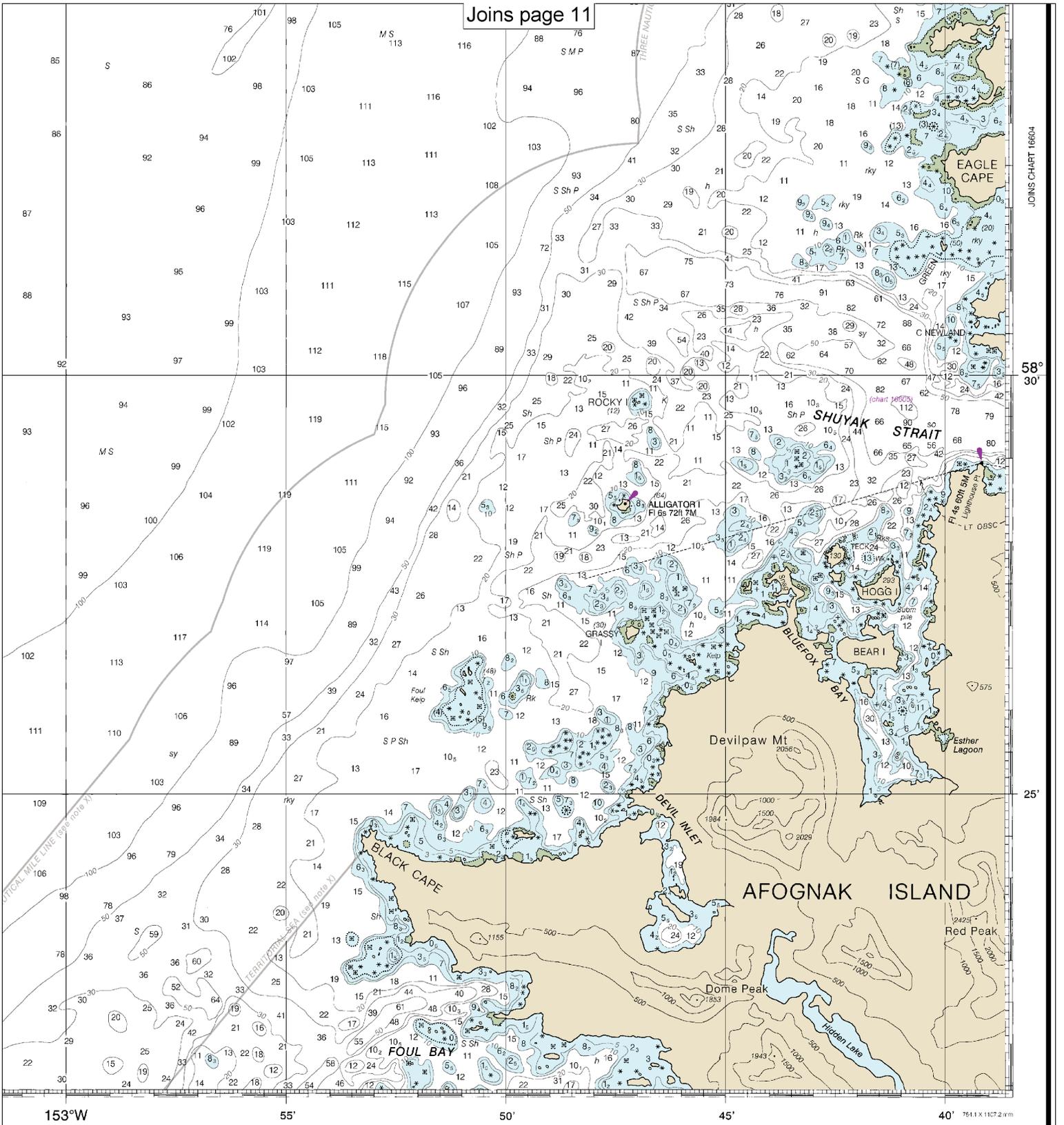
Printed at Washington, D.C.
 DEPARTMENT OF COMMERCE
 NAUTICAL AND ATMOSPHERIC ADMINISTRATION
 NAUTICAL OCEAN SERVICE
 COAST SURVEY

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.

14

Note: Chart grid lines are aligned with true north.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Cape Douglas to Cape Nukshak
SOUNDINGS IN FATHOMS - SCALE 1:80,000

16608



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.