BookletChart™

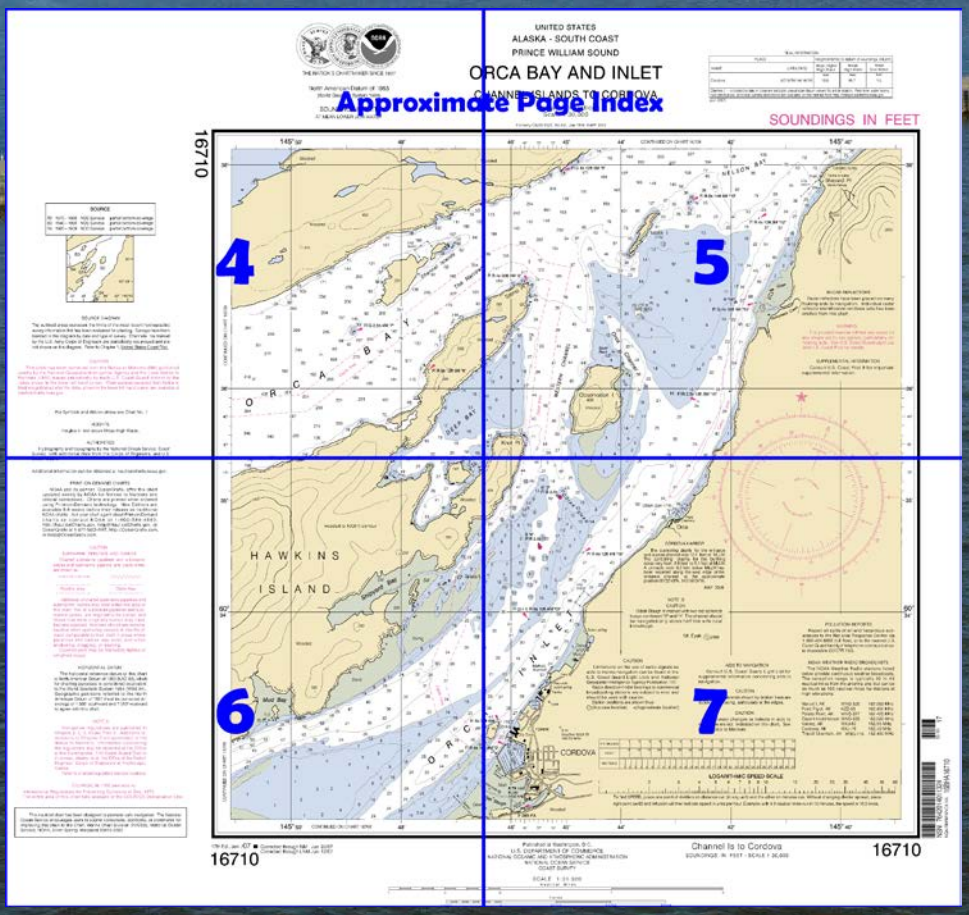
Orca Bay and Inlet – Channel Islands to Cordova

NOAA Chart 16710

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.

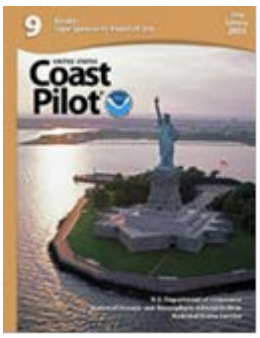
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=16710.



(Selected Excerpts from Coast Pilot)
Channel Islands, wooded and nearly 1 mile long, are at the E end of Orca Bay, 1 mile W of Salmo Point on the NE end of Hawkins Island, and 4.5 miles N of Cordova. The channel at the islands, 0.5 mile wide, is called **The Narrows.** A rock with 3 feet over it, 0.3 mile SW of the SW end of Channel Islands, is marked by a light. The light and a light opposite it on Hawkins Island mark the SW entrance to The Narrows.
Salmo Point, marked by a light, the N extremity of Hawkins Island, is just E of Channel Islands. **Deep Bay,** 1.5 miles long and 0.5 mile wide, is between Salmo Point and **Knot Point,** the N end of Hawkins Island. A large shoal covered 7 to 17 feet is across the entrance of the bay and extends 1 mile inside; however, there are depths of 19 to 33 feet farther inside. Anchorage is possible for vessels able to cross the shoal.
Orca is 2.5 miles NE of Cordova on the E shore of Orca Inlet. Chugach Alaska Fisheries has a cannery and a 200-foot-long wharf with depths of 12 to 22 feet alongside its face, 11 feet off the NE end, and 5 to 8 feet off the SW end. A submerged obstruction covered about 10 feet is about 50 feet N of the SW corner of the face of the wharf. Large vessels make portside-to landings; the dock heading is 224°. Docking on the flood is difficult as the current tends to set off the wharf.
Cordova is on the E shore of Orca Inlet opposite **Spike Island,** which is wooded and marked by a light at its N end. Cordova is 1,221 miles from Seattle via the ocean route and 1,363 miles via inside passages through British Columbia and Southeast Alaska to Cape Spencer. It is one of the most important towns in Alaska and is the supply and distribution point for numerous outlying fishing localities.
Channels.–The deepest channel, and the one used by larger vessels, leads N of North Island and then follows the E shore S to Orca and Cordova. The channel, marked by lights and a daybeacon, has a controlling depth of about 20 feet on the W side, but deeper water in midchannel can be carried to Orca and Cordova.
Anchorages.–Good anchorage can be had in the channel NE of Spike Island in 45 to 55 feet, 0.1 mile NW of Spike Island in 40 feet, and 0.5 mile NW of Spike Island in 26 to 30 feet, sand bottom. A cable area lies just W of this anchorage.
Caution.–The area extending from **North Island Rock**, marked by a light and 1.6 miles N of Observation Island, to over 2 miles S of the island has several visible rocks and shoals with little water over them. The E limit of the shoal area is marked by lights and a daybeacon.
A log booming area is on the N side of Channel Islands.
Currents.–The flood current enters the NE end of Orca Inlet and sets SW past Orca and Cordova. Off Orca the velocity of the current is about 1 knot, but a flood of nearly 2.5 knots has been observed. The current sets parallel with the face of the Municipal Wharf (Ocean Dock), and the City Dock (Coast Guard Dock) on the flood and ebb. In the channel between the City Dock and Spike Island the swiftest water will be found along the E shore of Spike Island sometimes attaining 2 knots.
Off Cordova the velocity is 1.8 knots on the flood and 1 knot on the ebb. (See the Tidal Current Tables for daily predictions.)
In the channel W of Big and Gravel Points, 6 miles SW of Cordova (see chart 16709), velocities up to 2 knots have been observed setting along the channel. A NE current can be expected at low water and a SW current at high water.
Pilotage, Cordova.–Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. Pilots for Prince William Sound are available from the Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for pilot pickup station and other details.)
The pilot boat can be contacted by calling "CORDOVA PILOT BOAT" on VHF-FM channel 16 or on a prearranged frequency between the pilot and agent/vessel.
Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)
Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

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

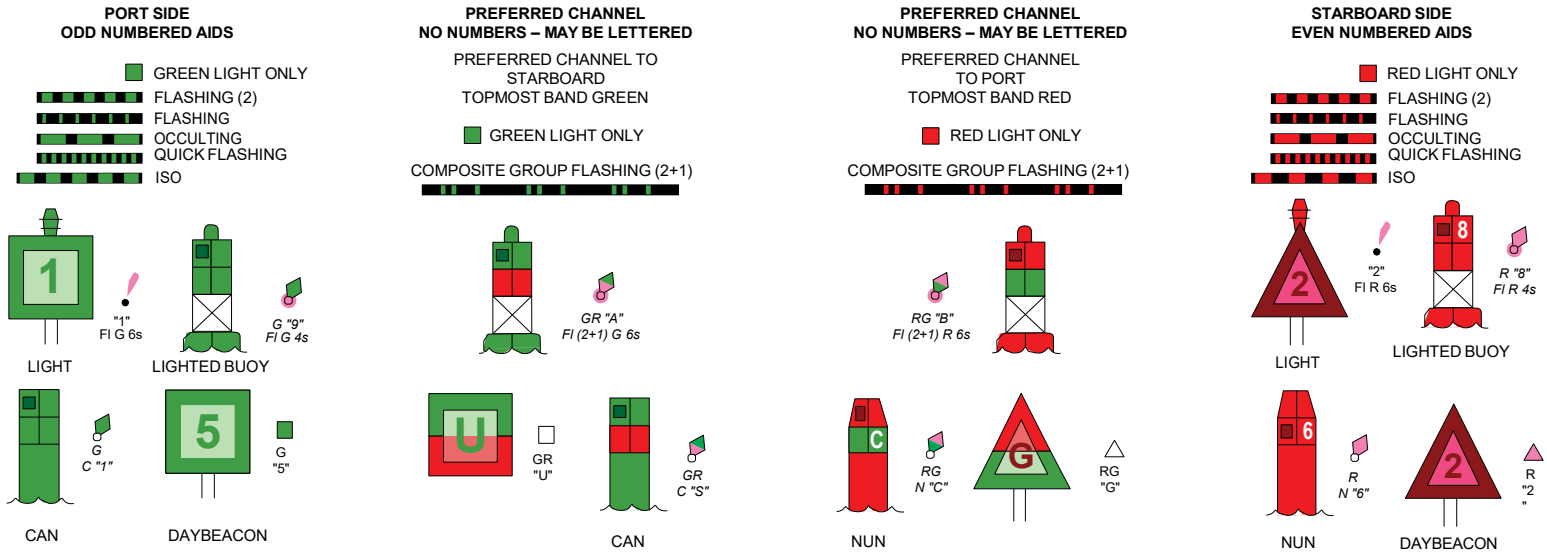
RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Manager Regions

To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



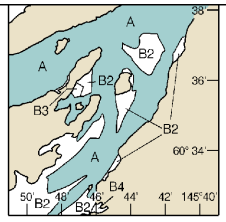
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.
These volumes are available online at *http://www.navcen.uscg.gov*

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

16710

SOURCE			
A	1990 - 2005	NOS Surveys	full 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



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.

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.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

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

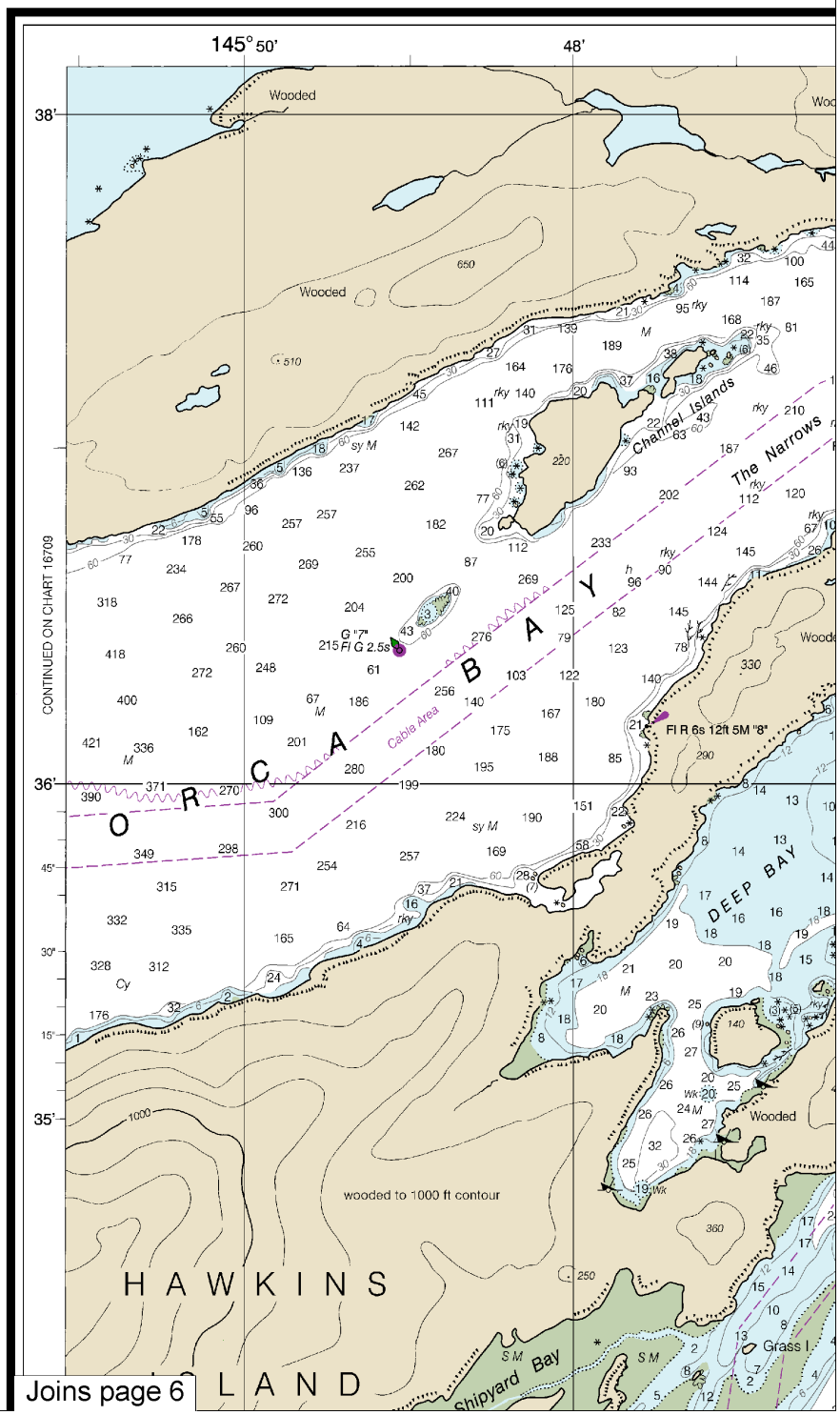
CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dredging, or trawling.



Joins page 6

Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.

Note: Chart grid lines are aligned with true north.

UNITED STATES

ALASKA - SOUTH COAST

PRINCE WILLIAM SOUND

RCA BAY AND INLET

HANNEL ISLANDS TO CORDOVA

Mercator Projection
Scale 1:30,000

Formerly C&GS 8525, 1st Ed., Jan 1916 KAPP 2610

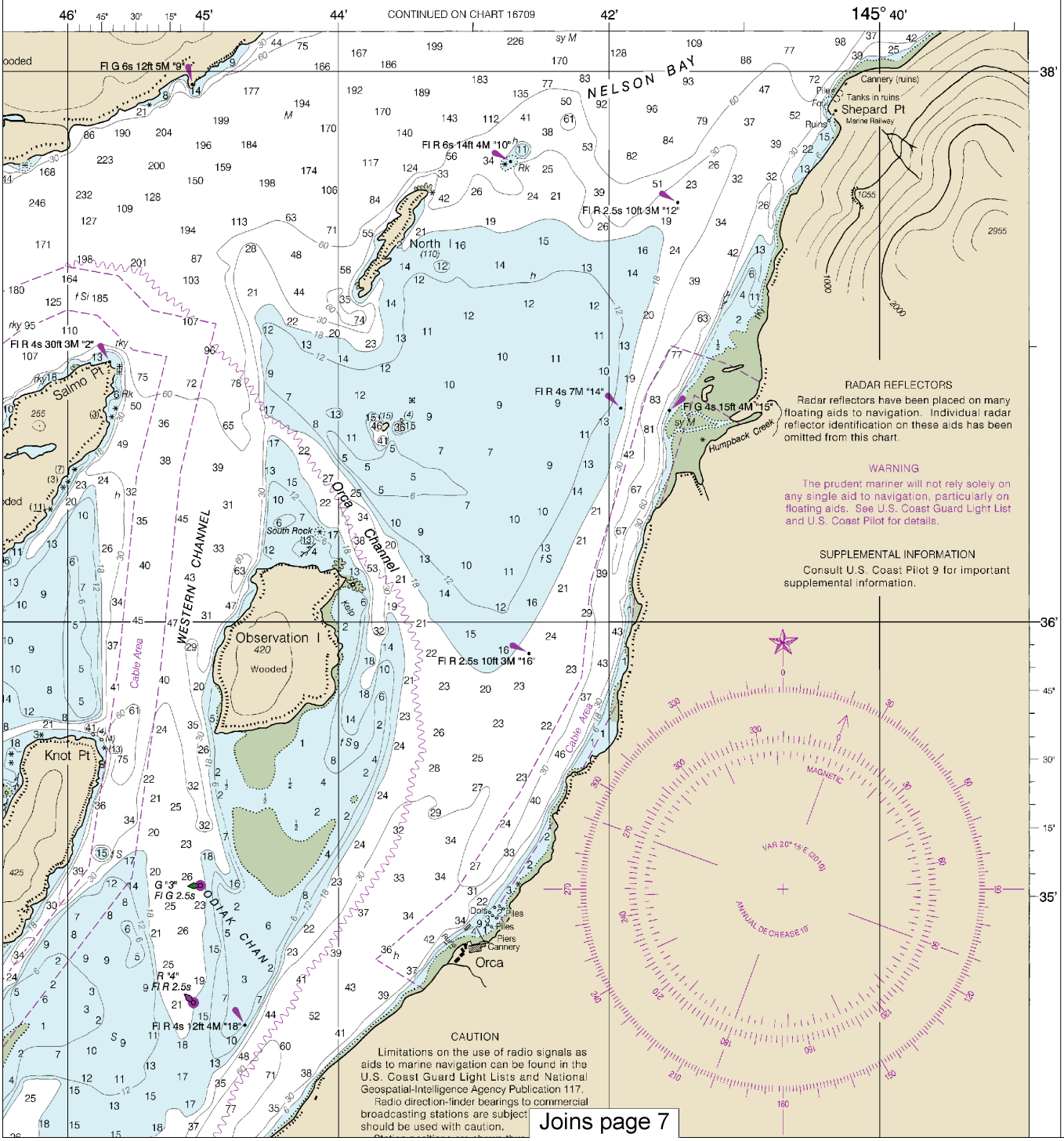
TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Cordova	(60°34'N/145°45'W)	12.6	11.7	1.5

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.
(Sep 2010)

SOUNDINGS IN FEET

16710



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:40000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

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Covered wells may be marked by lighted or unlighted buoys.

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 1.986" southward and 7.013" westward to agree with this chart.

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.

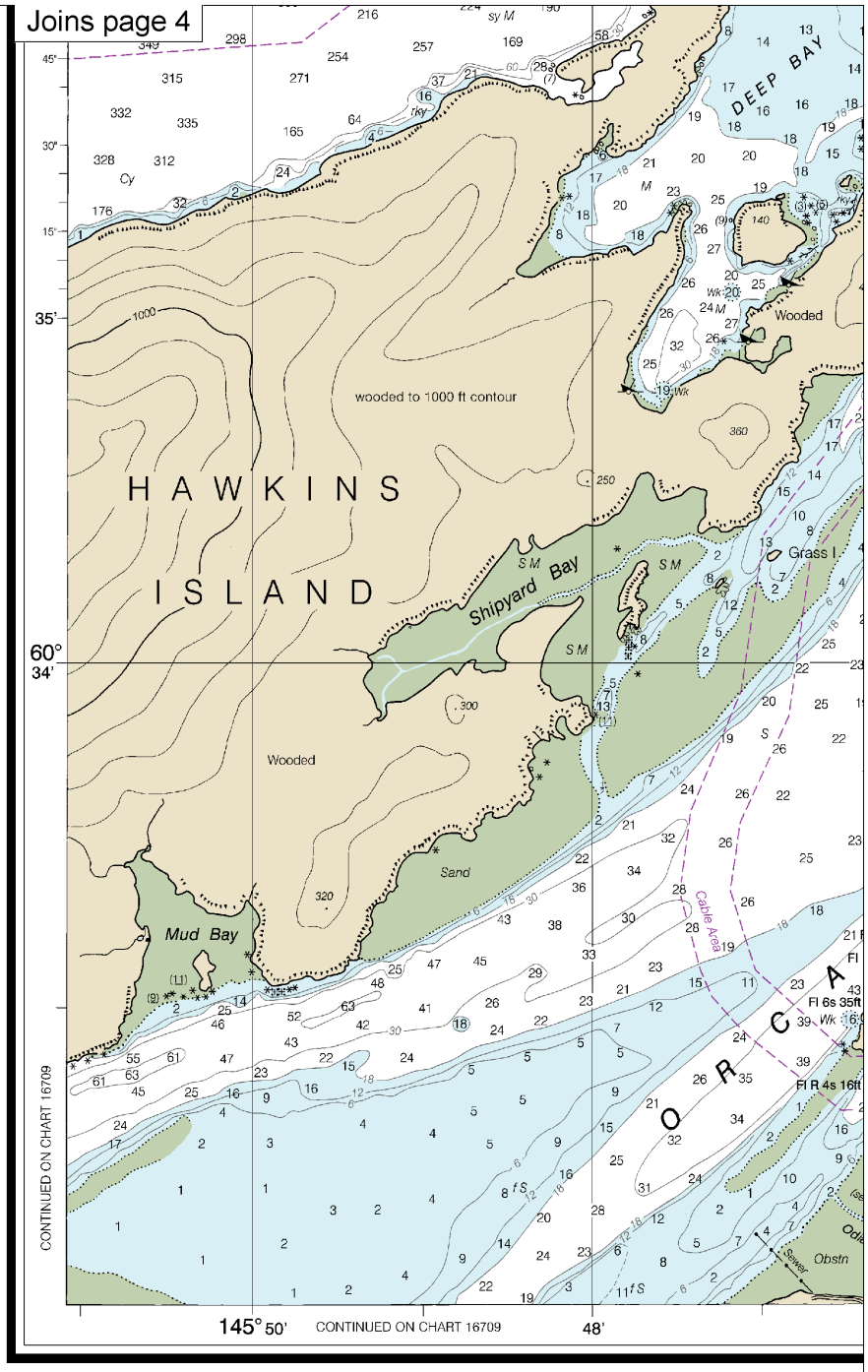
Refer to charted regulation section numbers.

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.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

Joins page 4



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This is the Last Edition of this chart. It will be canceled on Nov 1, 2023

18th Ed., Nov. 2010. Last Correction: 5/2/2023. Cleared through:
LNM: 4223 (10/17/2023), NM: 4323 (10/28/2023), CHS: 0923 (9/29/2023)

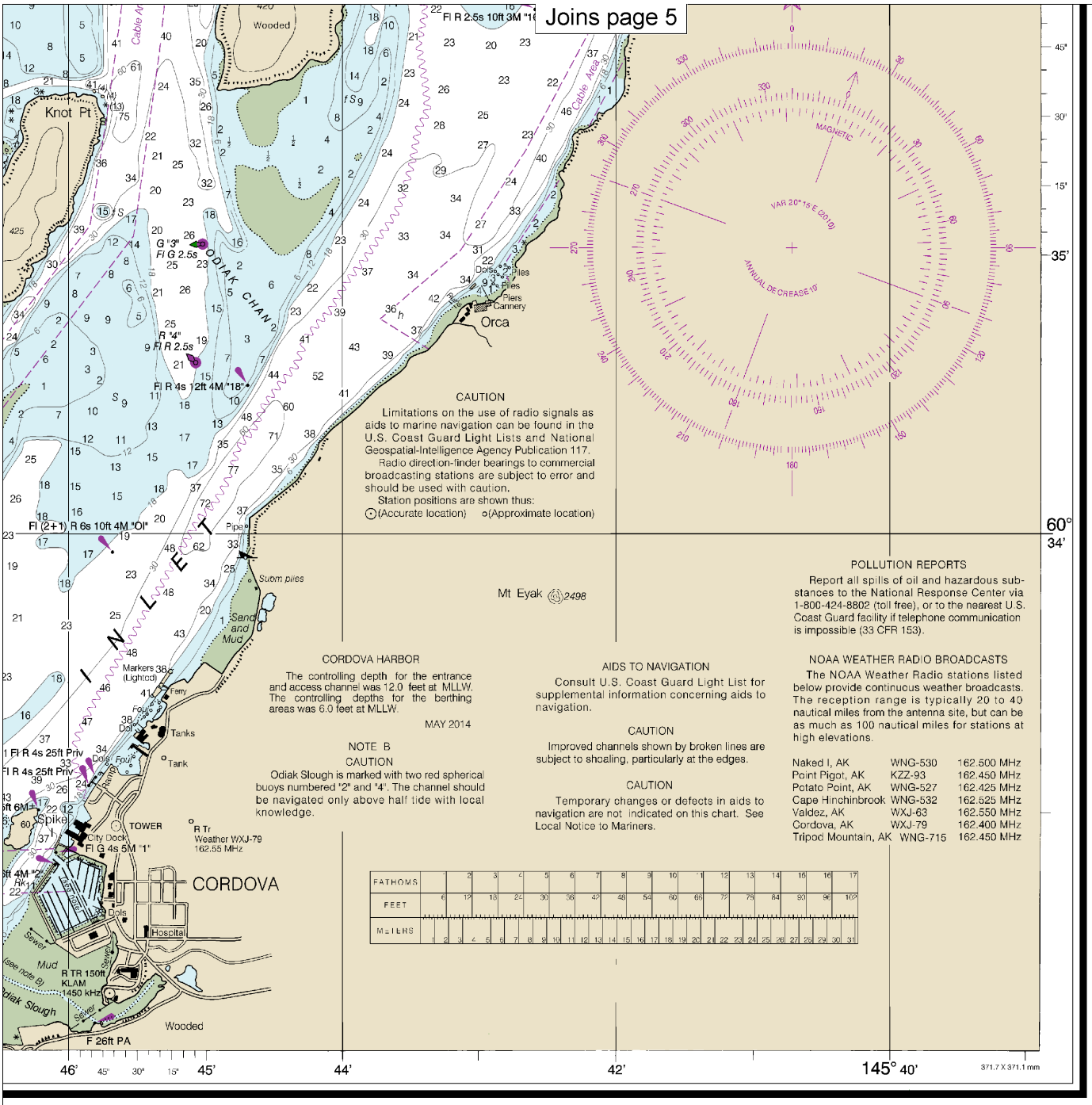
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.



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

SCALE 1:30,000

Nautical Miles
0 1 2

Yards
0 1000 2000 3000

Channel Is to Cordova

SOUNDINGS IN FEET - SCALE 1: 30,000

16710

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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**
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Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican 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.

NOAA's Office of Coast Survey The Nation's Chartmaker