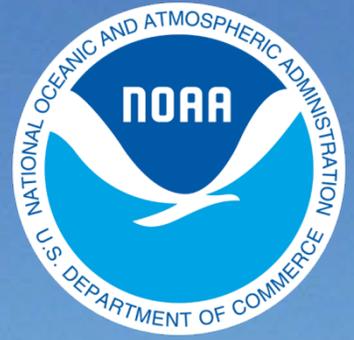


BookletChart™



North Pacific Ocean, Eastern Part – Bering Sea Continuation

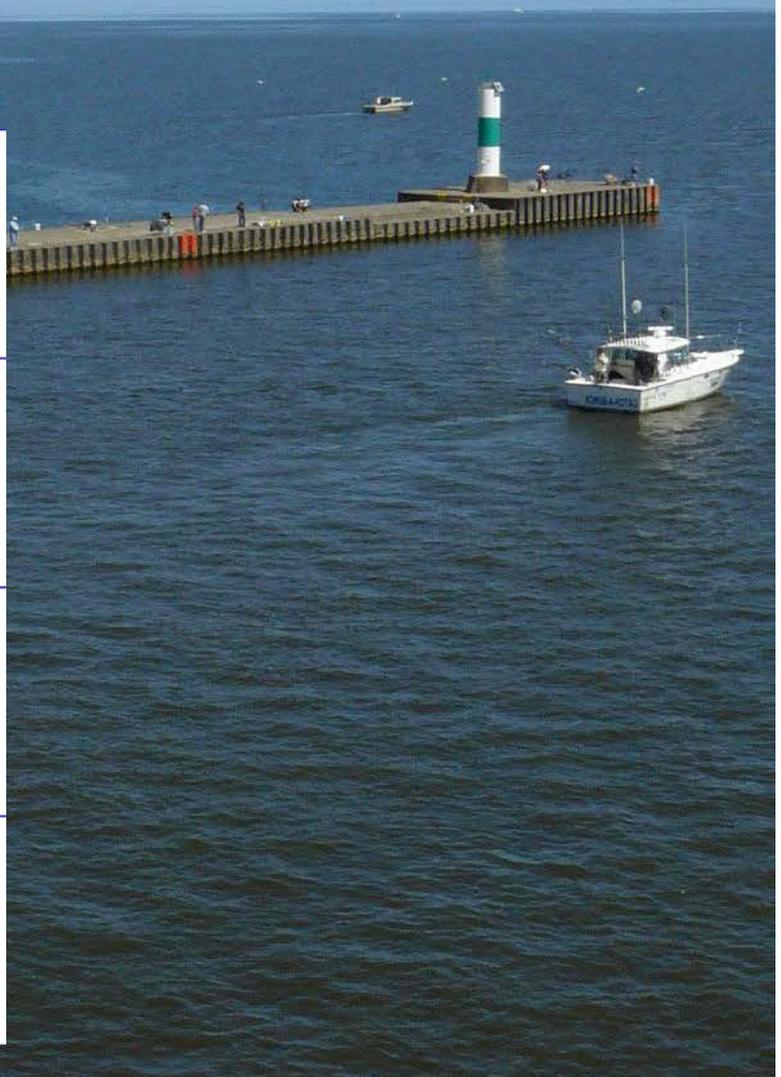
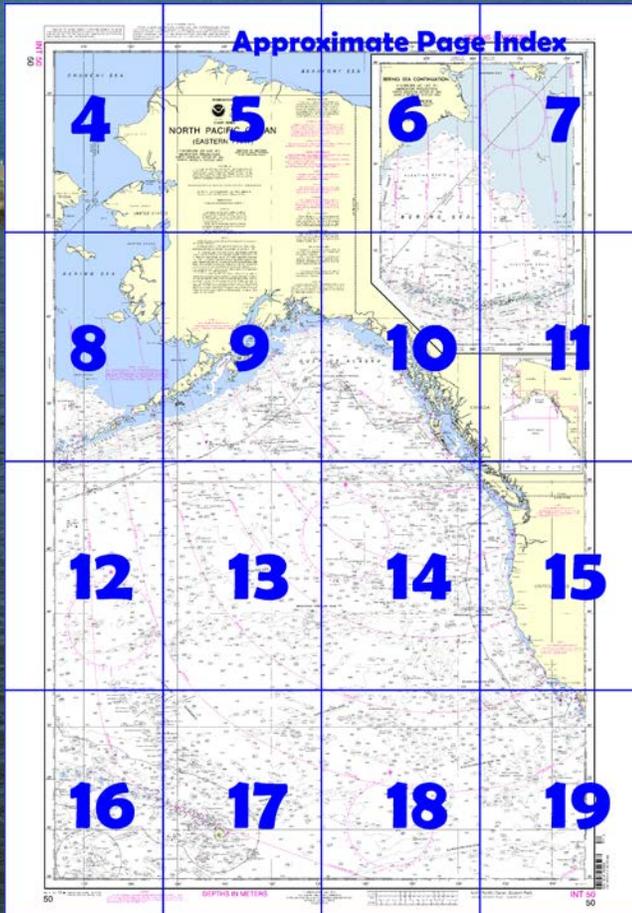
NOAA Chart 50

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.

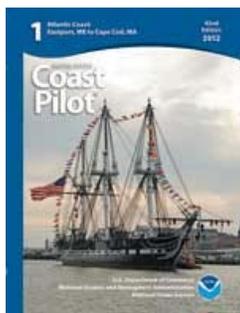
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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/coastpilot_w.php?book=1.



(Selected Excerpts from Coast Pilot)

Between Barnstable and Wellfleet are several creeks which are used by local boats and launches at high water. All are dry at low water, except Sesuit Harbor. The 18-foot curve is 0.2 to 0.3 mile from shore between North Dennis and Sesuit Harbor, but eastward of the latter it is 0.5 to 1.5 miles from shore.

Sesuit Harbor, 5 miles eastward of Barnstable Harbor, has two jetties. The west

jetty is marked by a light, and the east jetty by a daybeacon. A lighted bell buoy, about 1 mile north-northwestward of the entrance, marks the approach. In 2009, the midchannel controlling depth was 5.4 feet. The channel between the jetties and the harbor are subject to frequent shoaling, and local knowledge should be obtained before entering.

Rock Harbor, on the south side of **Rock Harbor Creek**, is about 7 miles eastward of Sesuit Harbor. The centerline of the channel forms part of the boundary between the towns of **Orleans** and **Eastham**. A seasonal lighted bell buoy is about 1.7 miles west of the entrance, and a private **100°** lighted range marks the entrance. The channel is marked by private seasonal bush stakes.

The Orleans town wharf and marina extends along the south and east sides of the harbor from the south jetty to the head. Party boats, draggers, yachts, and other small craft moor at the berths at which water and electricity are available; depths of 5 to 6 feet are reported alongside the berths. Gasoline and diesel fuel are available at a service wharf on the east side of the lower bend in the creek; depths of 5 feet are reported alongside the wharf. A pumpout facility is available at the town pier. The Eastham town marina, on the west bank of the creek just above the lower bend, has a small-craft launching ramp. Another launching ramp is on the southern side of the harbor near the jetty.

Anchorage.—The inner harbor offers the best anchorages off the Wellfleet town wharf. In the outer harbor, northeast of **Smalley Bar**, the anchorage in depths of 12 to 21 feet is somewhat exposed in westerly winds. In northerly gales vessels sometimes anchor on the lee side of **Billingsgate Shoal** in 12 to 42 feet; the shoal breaks the sea so that vessels with good ground tackle can ride out heavy gale from northward.

Dangers.—Extensive shoals are in the entrance. Billingsgate Shoal extends about 5.5 miles westward of **Billingsgate Island**, on the western side of the entrance to the harbor. The island is covered at high water. A lighted bell buoy marks the southwest end of the shoal. Numerous sunken wrecks are south and west of the shoal; mariners are advised to exercise caution.

The approach channel into Wellfleet outer harbor leads between the shoals and is narrow in places, but it is marked by unlighted and seasonal lighted buoys and is easily followed in daytime in clear weather. The breakwater that protects the inner harbor is reported to cover at extreme high tides. Bush stakes mark the clam and oyster flats in the inner harbor.

Currents.—The tidal currents at strength in the harbor entrance, north of Smalley Bar, average 0.7 knot on the flood and 0.5 knot on the ebb. The harbor is usually closed by **ice** during a part of each winter.

Harbor regulations.—The town wharf, landings, and moorings in the harbor are under the control of the **harbormaster**, whose office is on the town wharf.

Small-craft facilities.—The town pier and the town wharf extend southward and eastward, respectively, from Shirrtail Point. The town pier has depths of 3½ to 7 feet reported along its south side, and 3 to 4 feet are reported alongside the floats on its north side; gasoline, diesel fuel by truck, water, and electricity, and a pumpout facility are available. Floats with electricity and water are available on the north side of the town wharf; a small-craft launching ramp is on the south side. Hydraulic trailers at the town ramp can handle craft up to 45 feet for hull and engine repairs by local firms. Guest moorings in the anchorage area are under the control of the harbormaster. A snack bar, restaurant, and marine supply store are at the shoreward end of the town wharf. Groceries and lodging are available within walking distance.

Great Island, on the western side of Wellfleet Harbor, is now part of the Cape Cod National Seashore under the U.S. Department of the Interior. Its beaches are open to pleasure boatmen who can either beach their boats or anchor a short distance offshore. Great Island has no facilities.

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

RCC Boston Commander
1st CG District (617) 223-8555
Boston, MA

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



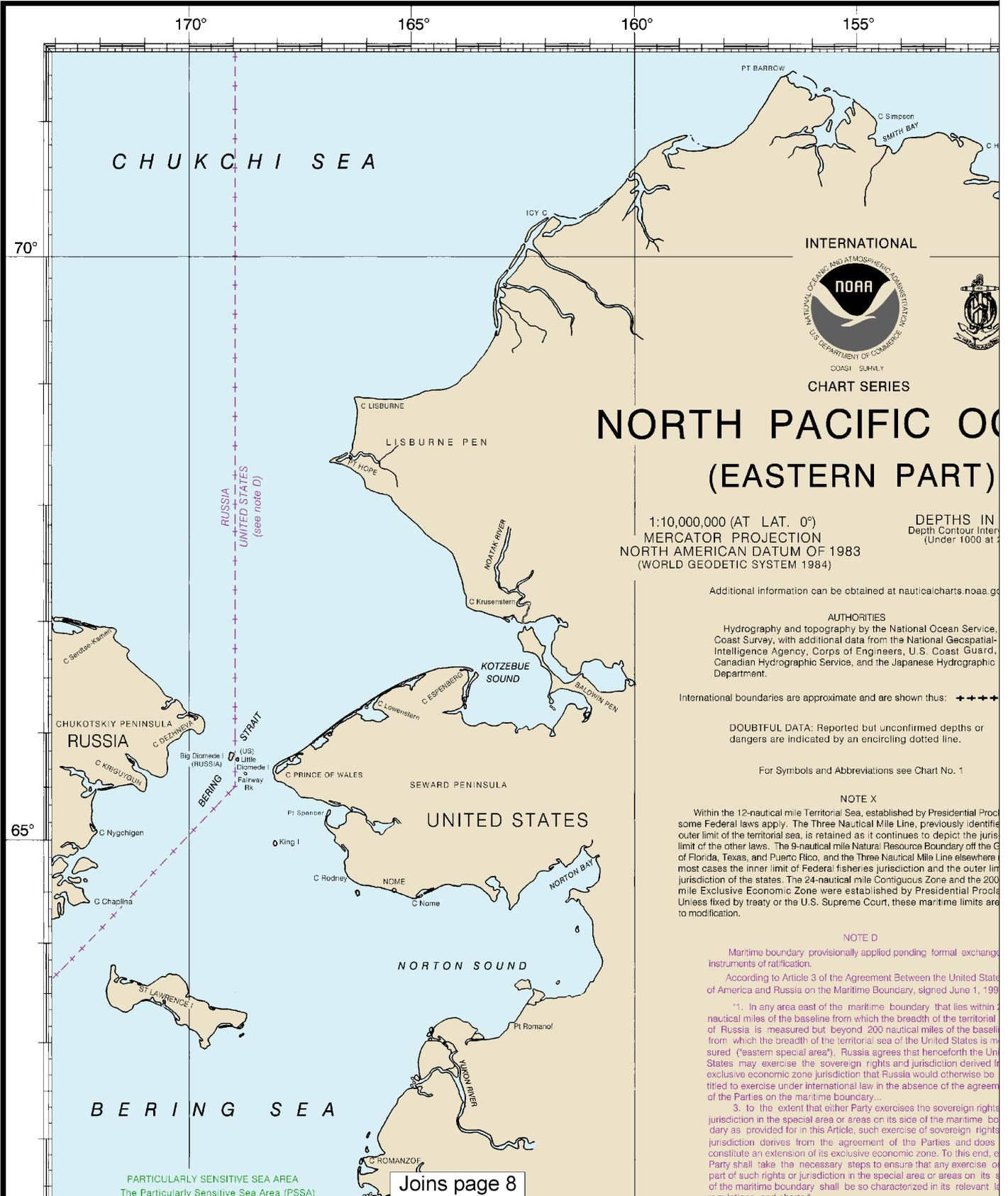
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

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

NOTE I
AREA TO BE AVOIDED (ATBA)
 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.

NOTE G
 The Areas to be Avoided and the Particularly Sensitive Sea Area have been charted in their true positions. The limits of the Papahānaumokuākea Marine National Monument have been slightly offset for clarity. The inner limit of the Ship Reporting System Area is co-linear with the outer limits of the Areas to be Avoided and is not depicted.

INT 50
50



INTERNATIONAL



COAST SURVEY

CHART SERIES

NORTH PACIFIC OCEAN (EASTERN PART)

1:10,000,000 (AT LAT. 0°)
 MERCATOR PROJECTION
 NORTH AMERICAN DATUM OF 1983
 (WORLD GEODETTIC SYSTEM 1984)

DEPTHS IN FATHOMS
 Depth Contour Interval
 (Under 1000 at 20)

Additional information can be obtained at nauticalcharts.noaa.gov

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the National Geospatial-Intelligence Agency, Corps of Engineers, U.S. Coast Guard, Canadian Hydrographic Service, and the Japanese Hydrographic Department.

International boundaries are approximate and are shown thus: + + + + +

DOUBTFUL DATA: Reported but unconfirmed depths or dangers are indicated by an encircling dotted line.

For Symbols and Abbreviations see Chart No. 1

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified outer limit of the territorial sea, is retained as it continues to depict the jurisdiction limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere, in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of 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.

NOTE D

Maritime boundary provisionally applied pending formal exchange of instruments of ratification.

According to Article 3 of the Agreement Between the United States of America and Russia on the Maritime Boundary, signed June 1, 1990:

1. In any area east of the maritime boundary that lies within 200 nautical miles of the baseline from which the breadth of the territorial sea of Russia is measured but beyond 200 nautical miles of the baseline from which the breadth of the territorial sea of the United States is measured ("eastern special area"), Russia agrees that henceforth the United States may exercise the sovereign rights and jurisdiction derived from its exclusive economic zone jurisdiction that Russia would otherwise be entitled to exercise under international law in the absence of the agreement of the Parties on the maritime boundary...

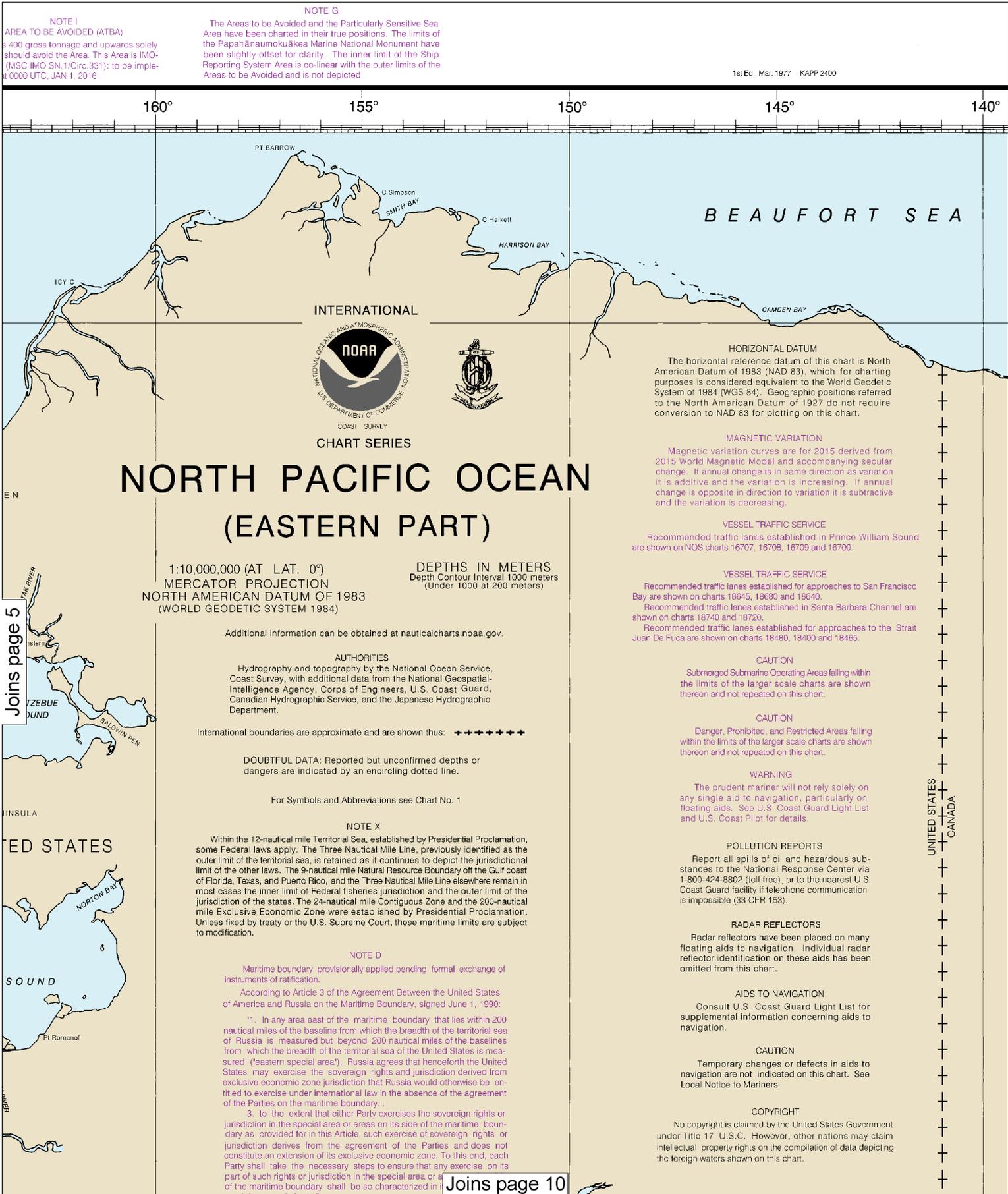
3. to the extent that either Party exercises the sovereign rights and jurisdiction in the special area or areas on its side of the maritime boundary as provided for in this Article, such exercise of sovereign rights and jurisdiction derives from the agreement of the Parties and does not constitute an extension of its exclusive economic zone. To this end, each Party shall take the necessary steps to ensure that any exercise of part of such rights or jurisdiction in the special area or areas on its side of the maritime boundary shall be so characterized in its relevant legislation and practice.

Joins page 8

PARTICULARLY SENSITIVE SEA AREA
 The Particularly Sensitive Sea Area (PSSA)

4

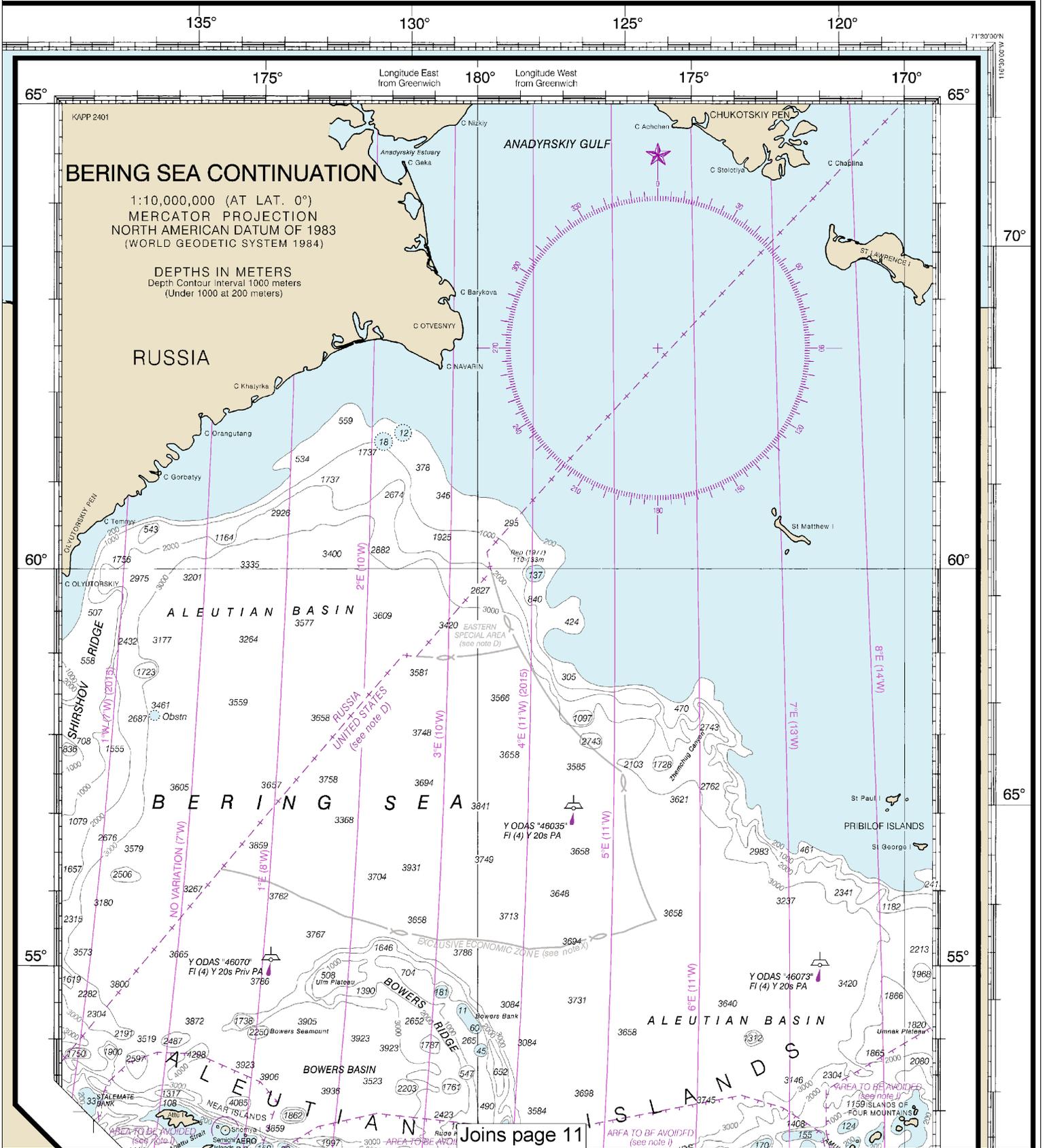
Note: Chart grid lines are aligned with true north.



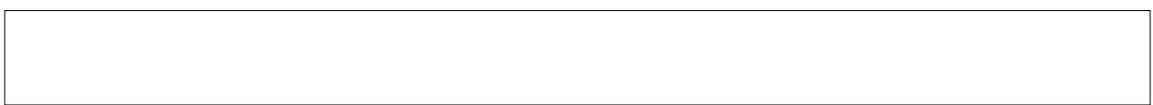
Note: Chart grid lines are aligned with true north.

NOTE H
 AREA TO BE AVOIDED
 All vessels solely in transit should avoid the area (MSC IMO
 SN.1/Circ.263).

DEPTHS IN METERS



Joins page 11



Maritime boundary provisionally applied pending formal exchange of instruments of ratification.

According to Article 3 of the Agreement Between the United States of America and Russia on the Maritime Boundary, signed June 1, 1997...

1. In any area east of the maritime boundary that lies within 200 nautical miles of the baseline from which the breadth of the territorial of Russia is measured but beyond 200 nautical miles of the baseline from which the breadth of the territorial sea of the United States is measured ("eastern special area")...

3. To the extent that either Party exercises the sovereign rights jurisdiction in the special area or areas on its side of the maritime boundary as provided for in this Article, such exercise of sovereign rights jurisdiction derives from the agreement of the Parties and does not constitute an extension of its exclusive economic zone...

BERING SEA

PARTICULARLY SENSITIVE SEA AREA

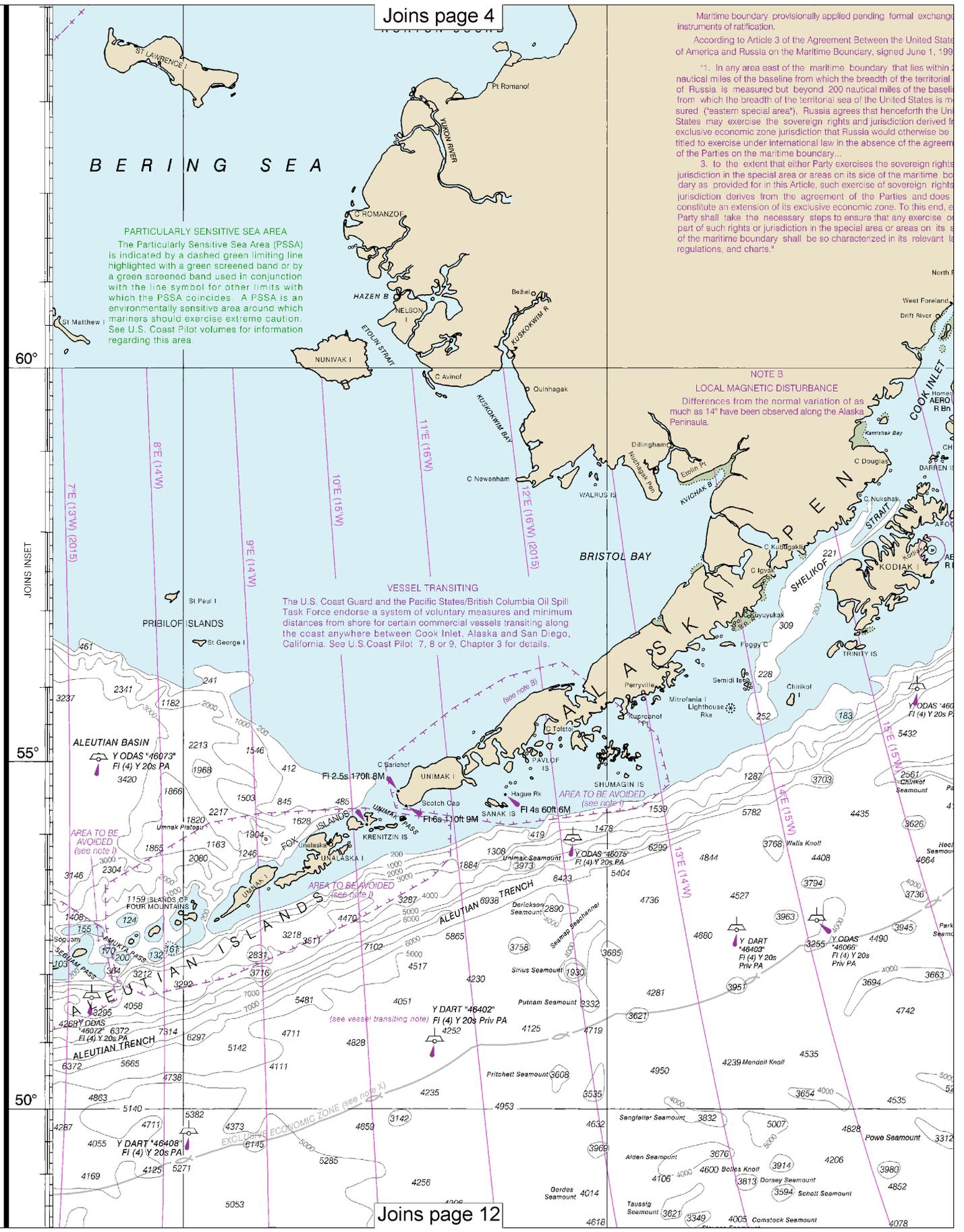
The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

NOTE B LOCAL MAGNETIC DISTURBANCE

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

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot: 7, 8 or 9, Chapter 3 for details.



60°

55°

50°

JOINS INSET



Note: Chart grid lines are aligned with true north.

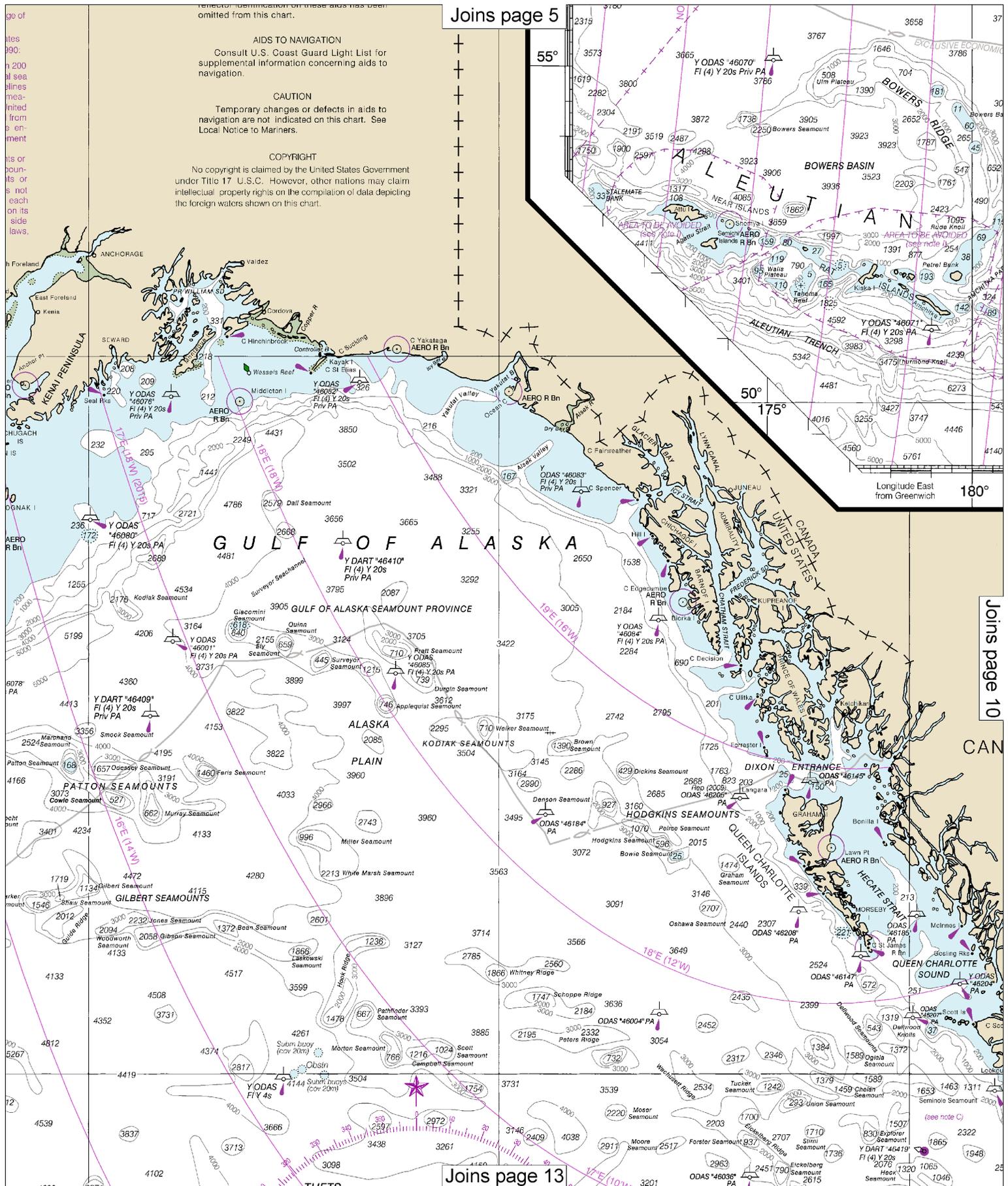
...omitted from this chart.

Joins page 5

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.

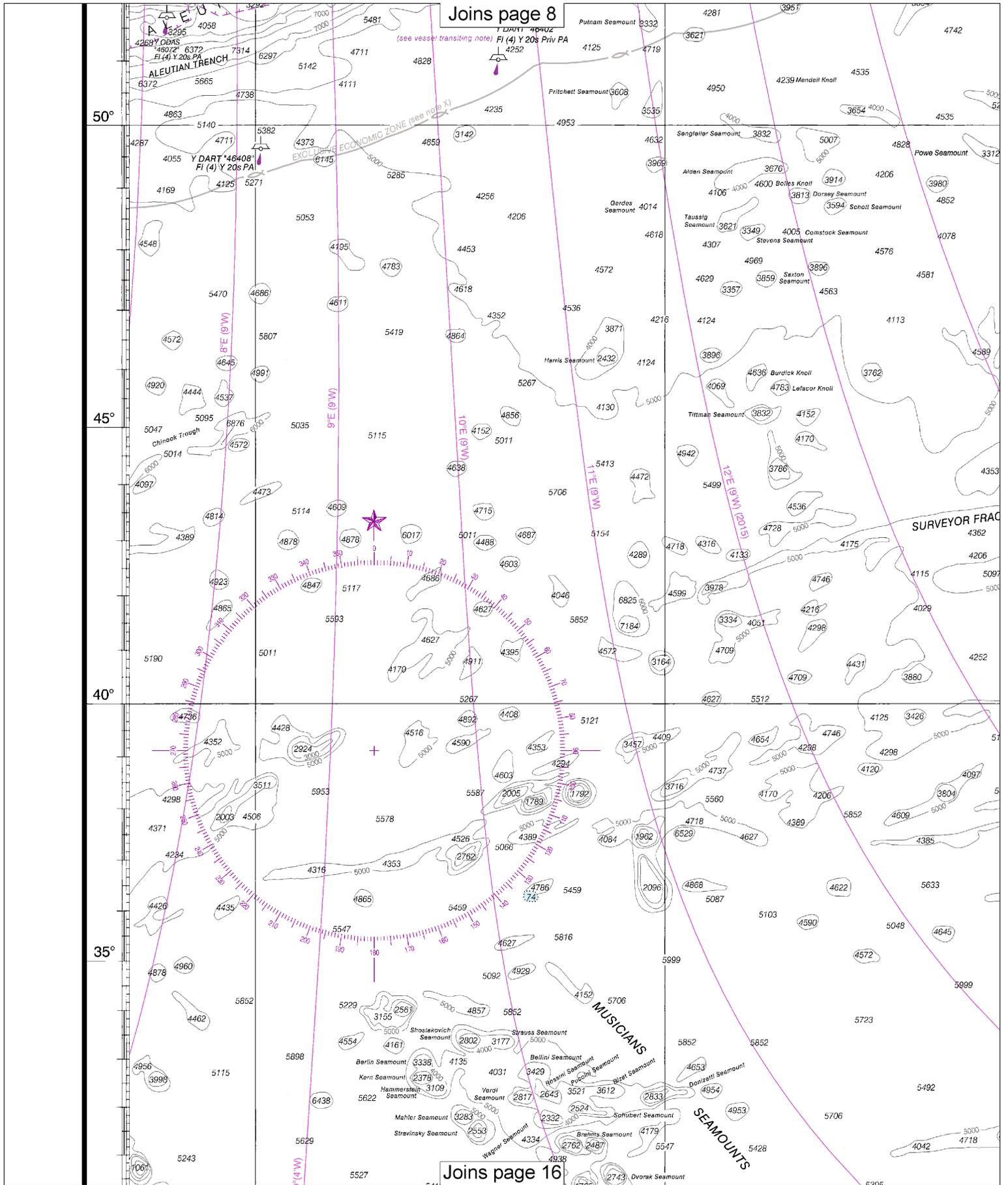
COPYRIGHT
No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights in the compilation of data depicting the foreign waters shown on this chart.



...of
...ites
900:
...h 200
...h 200
...l sea
...lines
...mea-
...sured
...from
...a em-
...ent
...s or
...ounts-
...its or
...s not
...each
...on its
...side
...laws.

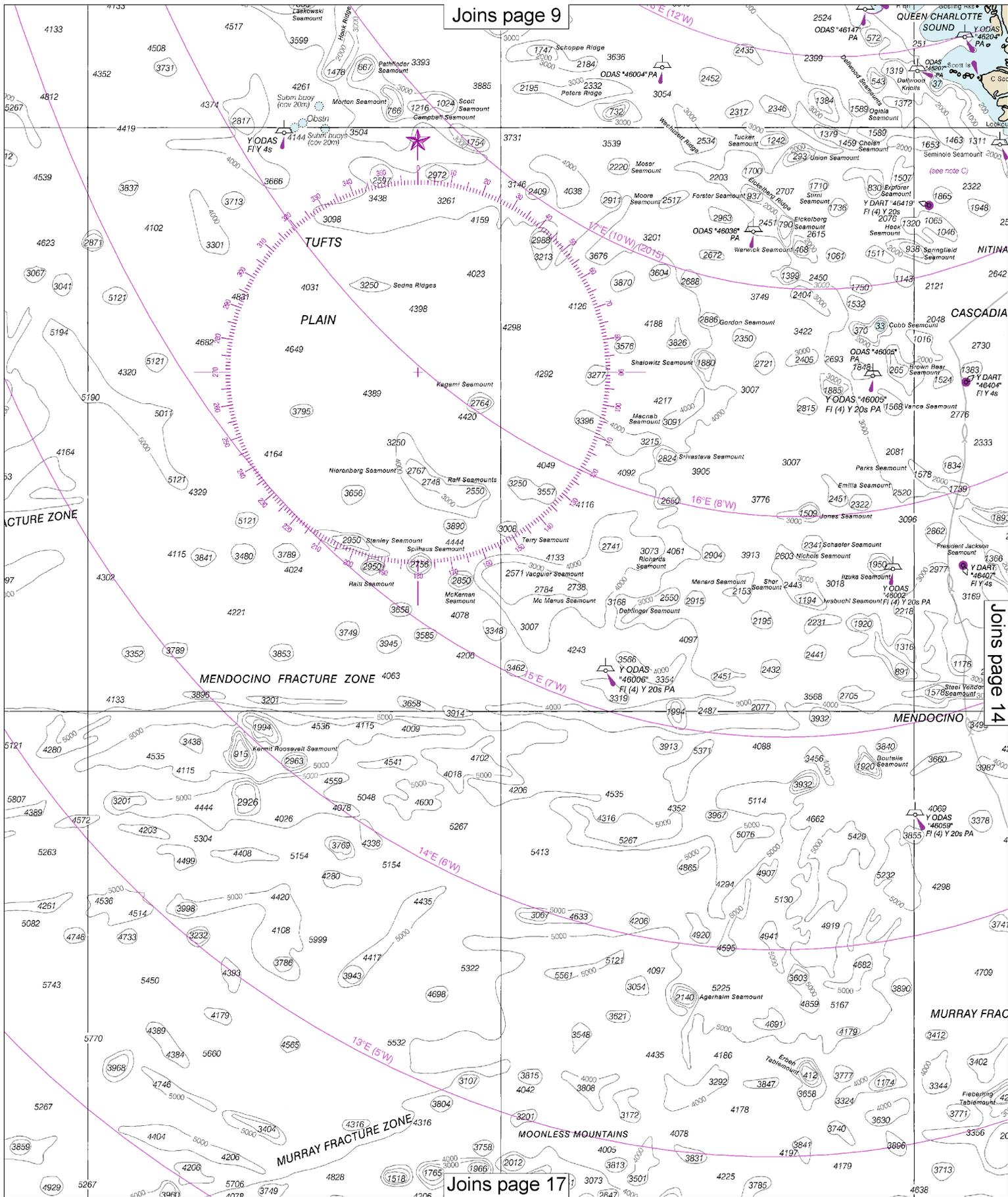
Joins page 10

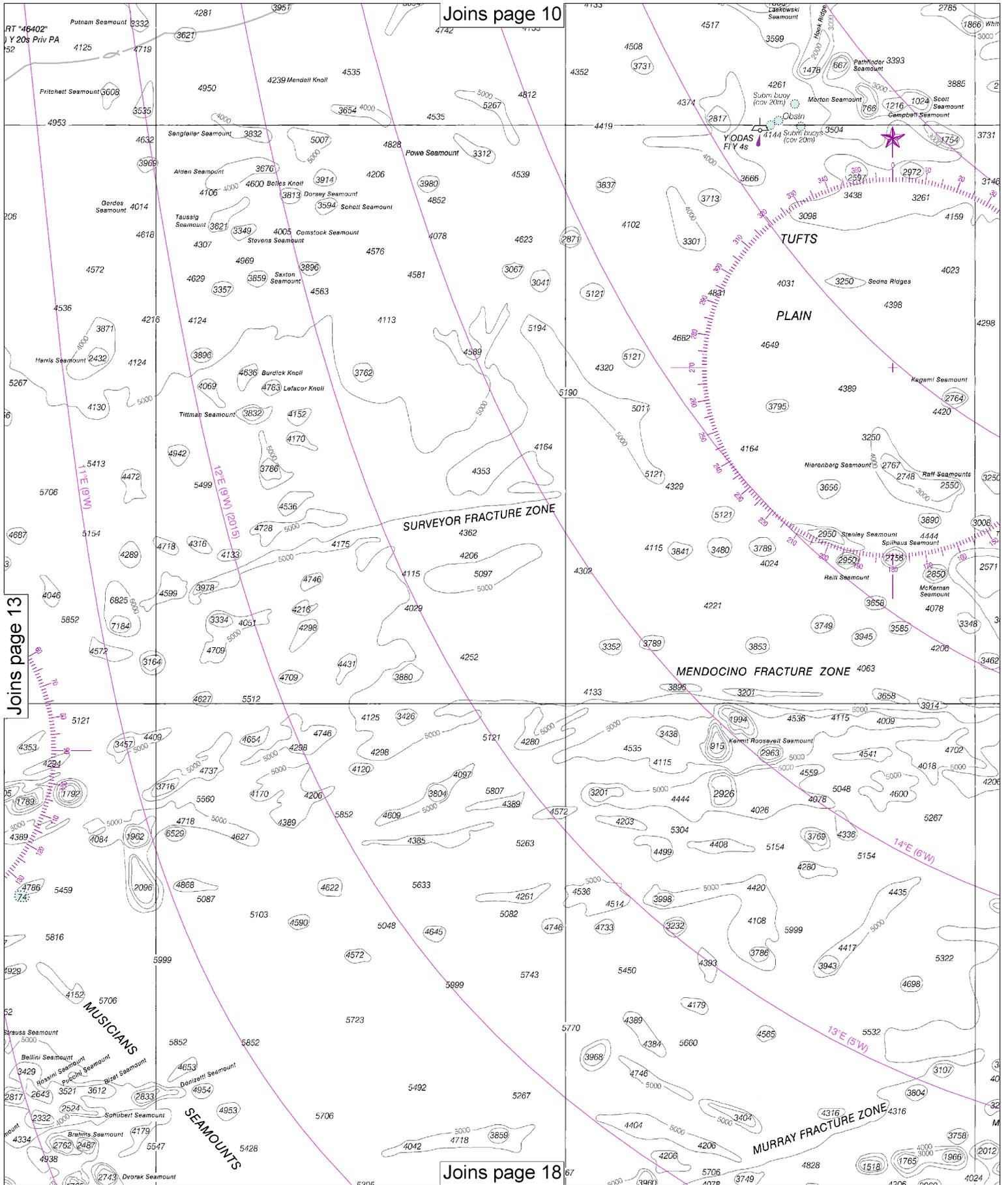
Joins page 13



12

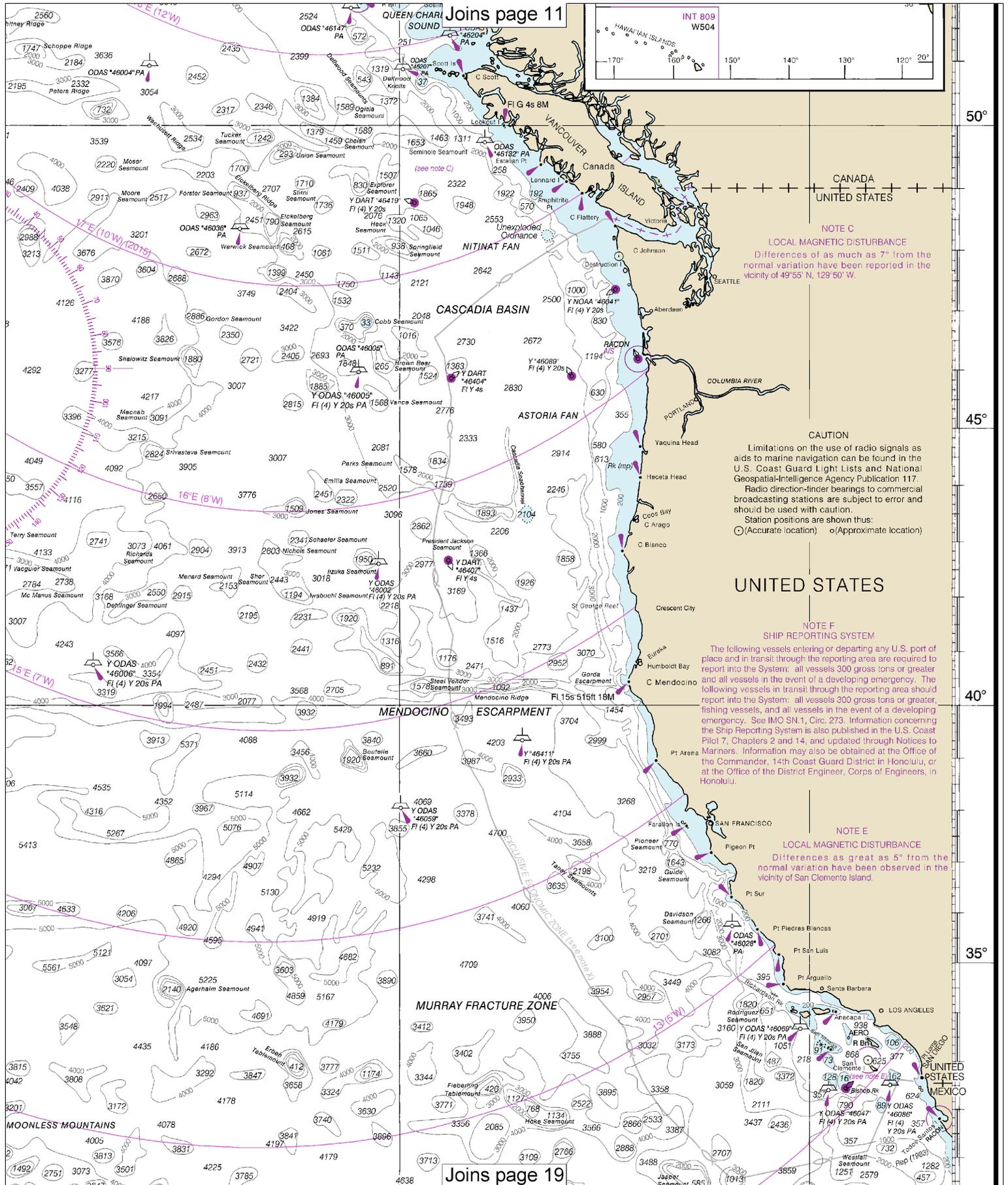
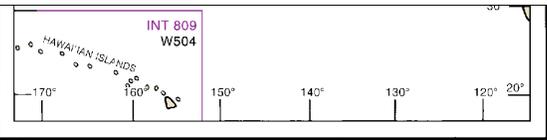
Note: Chart grid lines are aligned with true north.





Joins page 13

Note: Chart grid lines are aligned with true north.



CANADA
UNITED STATES

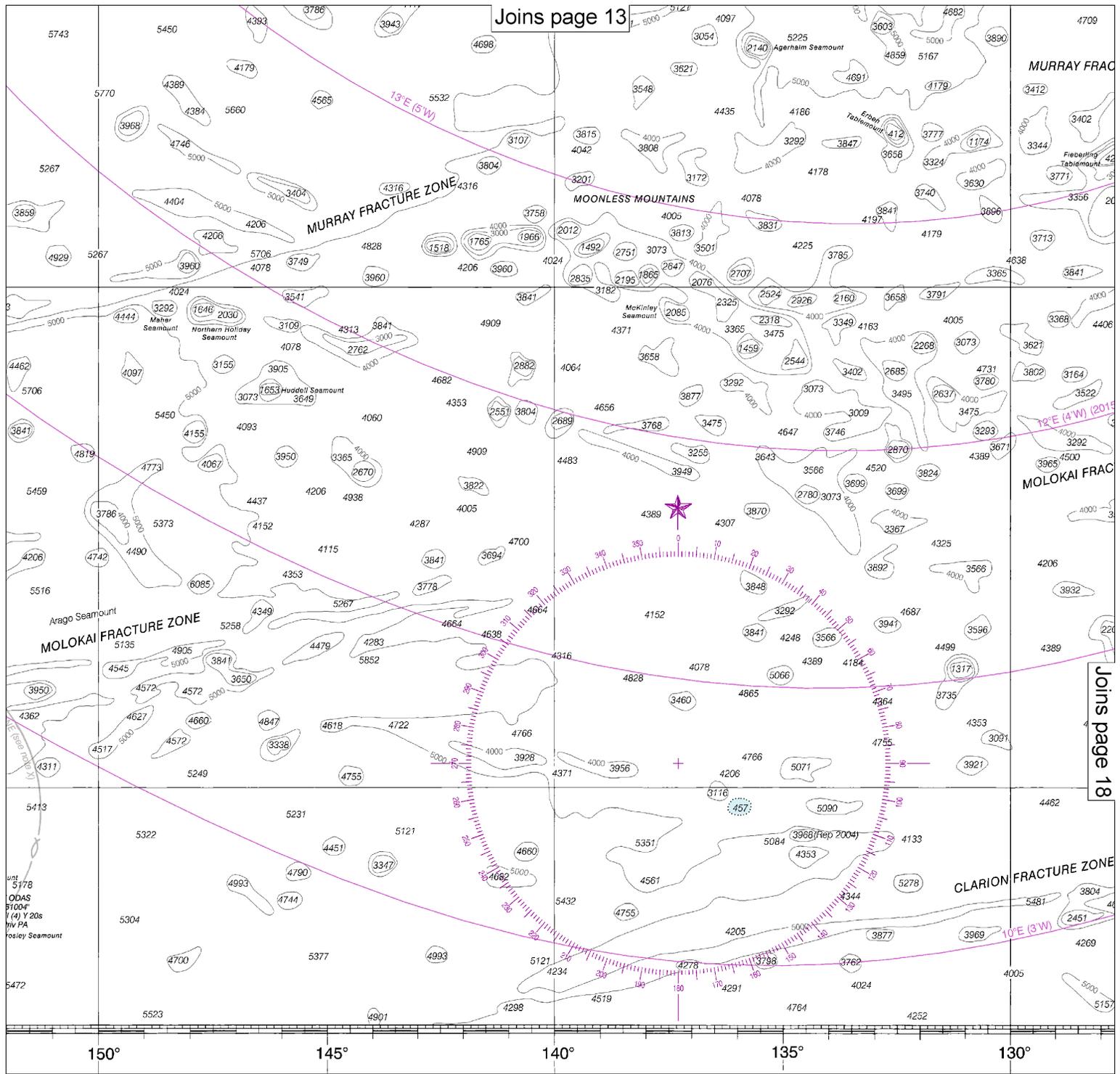
NOTE C
LOCAL MAGNETIC DISTURBANCE
Differences of as much as 7° from the normal variation have been reported in the vicinity of 49°55' N, 129°50' W.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

UNITED STATES

NOTE F
SHIP REPORTING SYSTEM
The following vessels entering or departing any U.S. port of place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN 1, Circ. 273. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, or at the Office of the District Engineer, Corps of Engineers, in Honolulu.

NOTE E
LOCAL MAGNETIC DISTURBANCE
Differences as great as 5° from the normal variation have been observed in the vicinity of San Clemente Island.

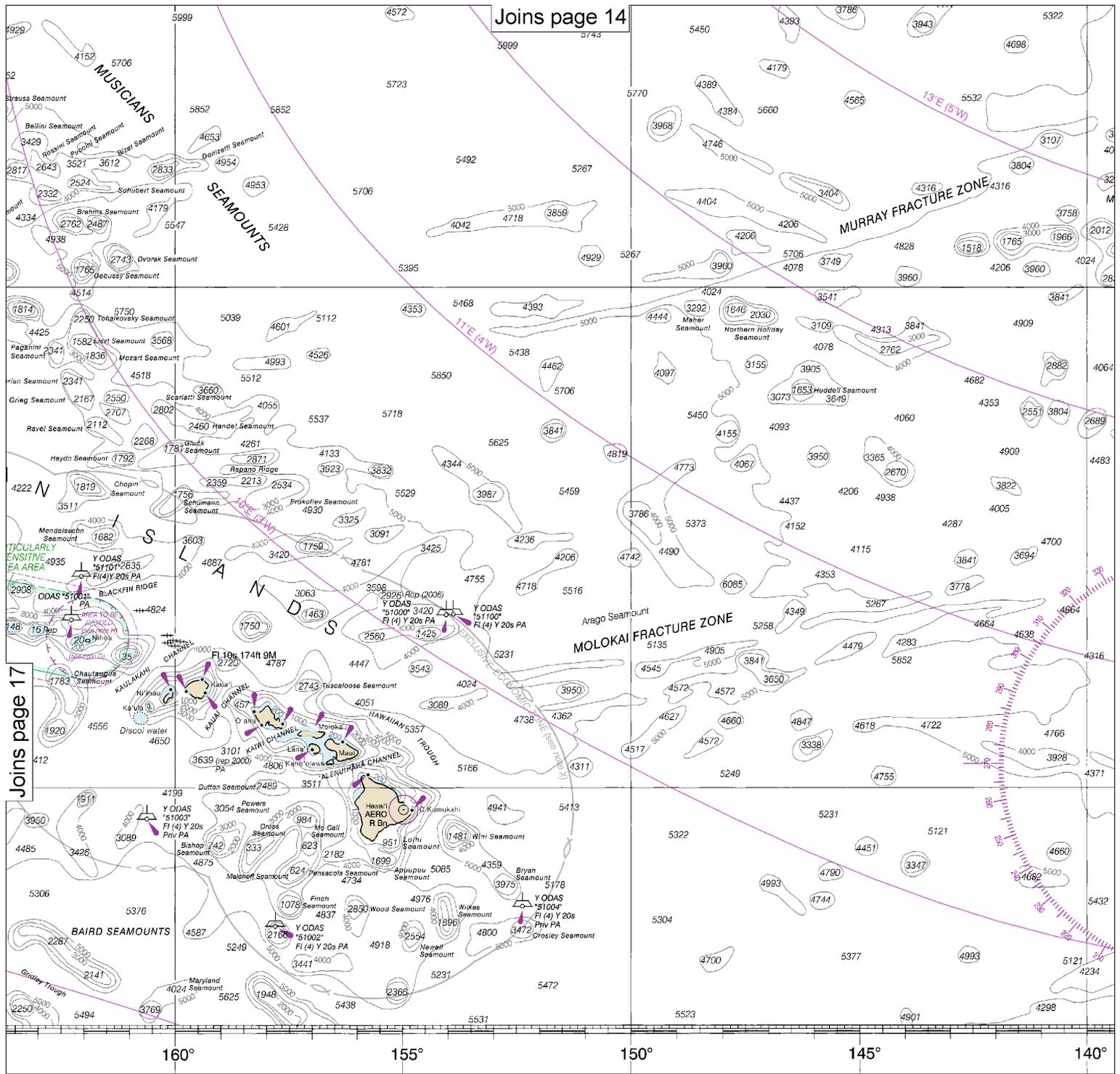


Joins page 18

TERS

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

| | | | | | | | | | | | | | | | | | |
|---------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 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 |



Joins page 14

Joins page 17

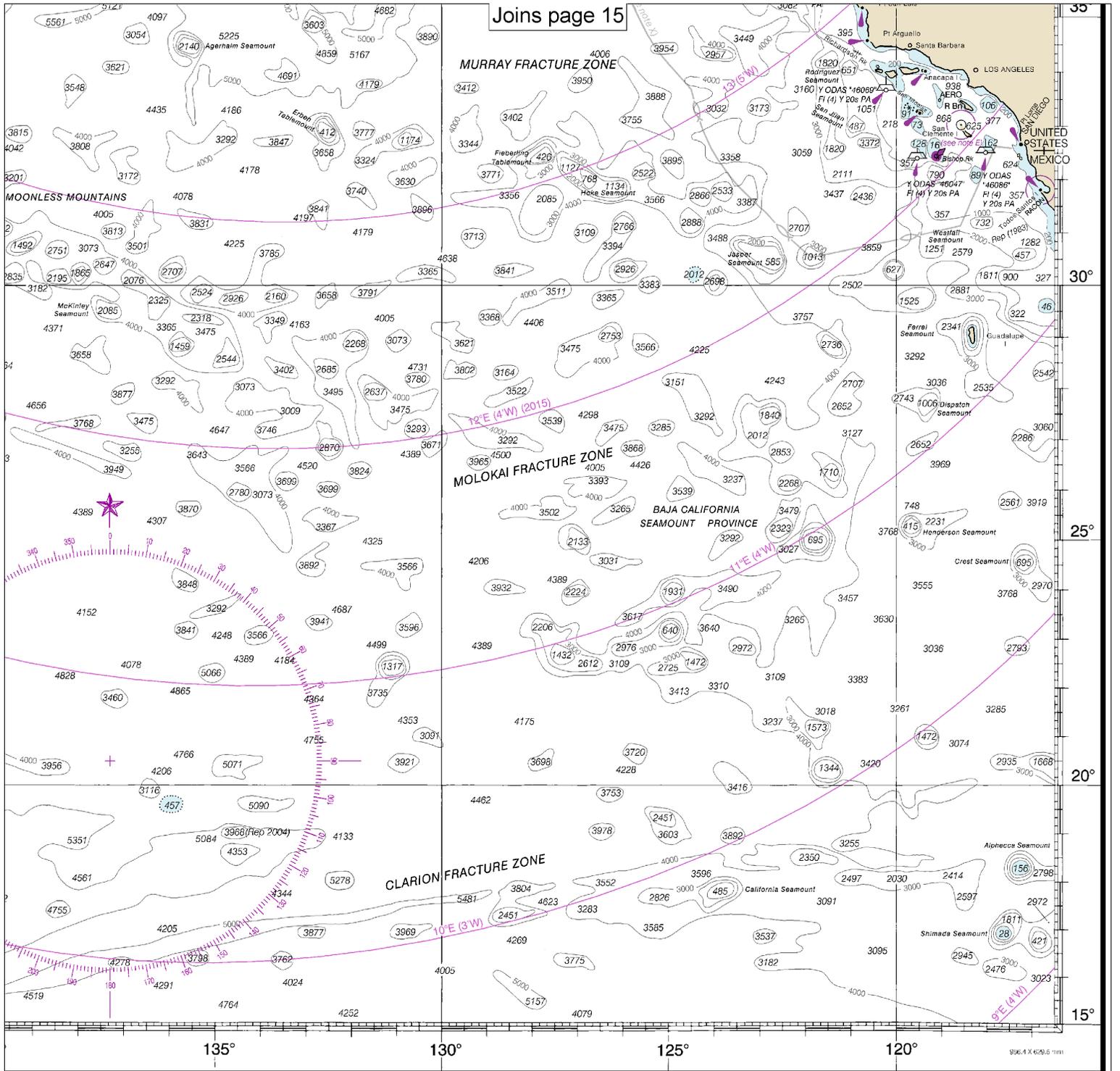
DEPTHS IN METERS

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

red weekly by the National Geospatial-Intelligence
 ch U.S. Coast Guard district to the dates shown in
 ers published after the dates shown in the lower left.

through:
 1116 (11/25/2016)

Note: Chart grid lines are aligned with true north.



| | | | | | | | | | | | | | | | | | |
|--------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| ATHOMS | 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 |

North Pacific Ocean (Eastern Part)
 DEPTHS IN METERS - SCALE 1:10,000,000 (AT LAT 0°)

INT 50
 50



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.