

BookletChart™

Kuskokwim Bay

NOAA Chart 16300

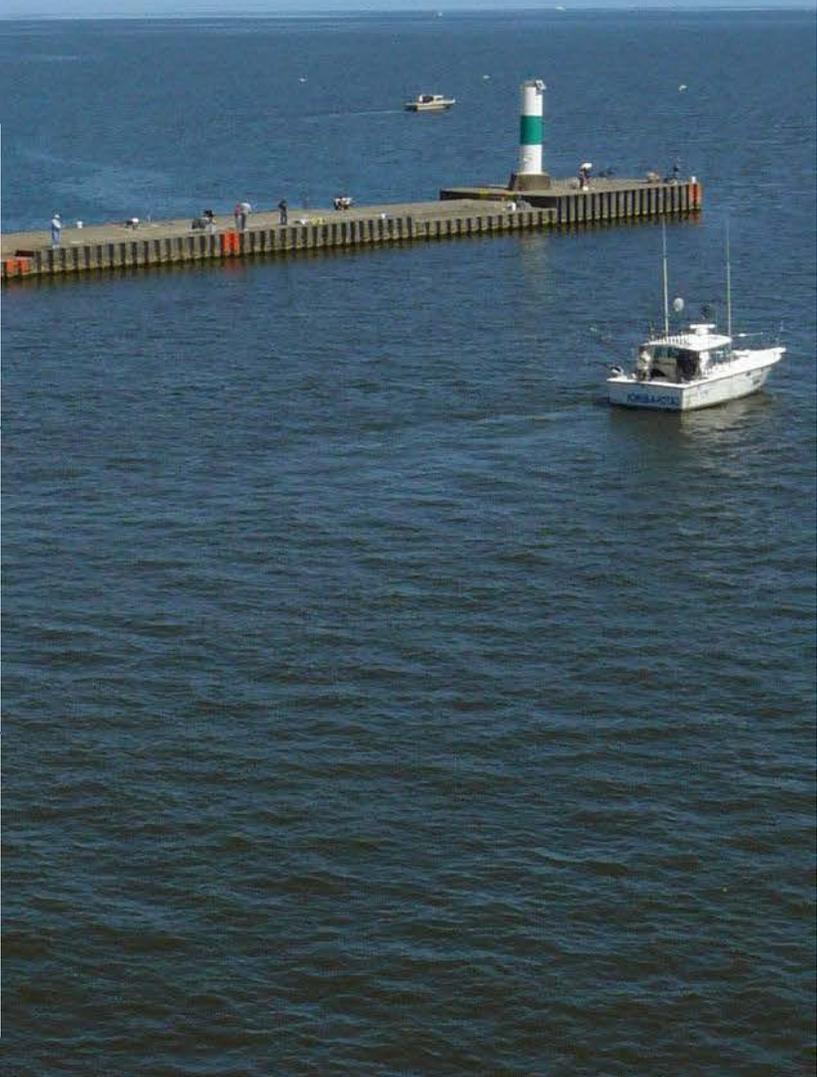
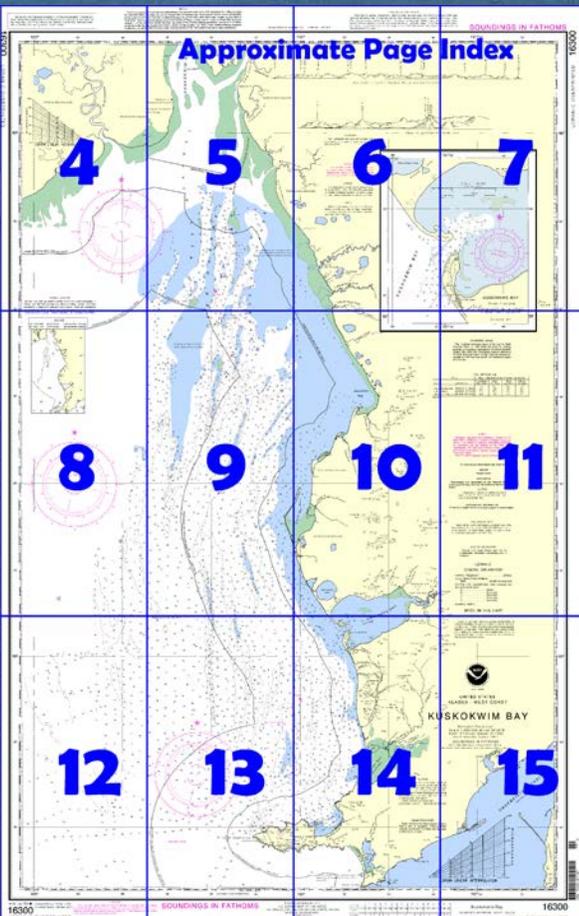


A reduced-scale NOAA nautical chart for small boaters

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=16300>.



(Selected Excerpts from Coast Pilot)
Kuskokwim Bay and Kuskokwim River open into the Bering Sea N of the entrance to Bristol Bay. The bay, filled with many flats, and hard steep-to shoals, is entered between Cape Newenham and **Cape Avinof**, 93 miles NW.

The channels through the bay are not always apparent by the surface indications of the water. At times the channels will be smooth with rips on the shoals, and at other times the reverse will be true. The

edges of the channels are often marked by long lines of foam, but occasionally the foam extends across the channels; it is well to approach these lines with caution. Navigation is recommended only at low water,

when the mudflats are visible, enabling the channels between them to be followed. Because of the inequality of the tides, a vessel grounding at high water may not be refloated for several days.

The 40-mile approach through **Eek Channel** to Kuskokwim River is a maze of shifting sandbars, both visible and covered, and blind channels. The channels in the bay and river undergo constant change from year to year, because of the action of the sea, currents, and ice; extreme caution and continuous soundings are necessary.

The procedure usually followed is for a small pilot boat from Goodnews Bay to precede the vessel through these waters, constantly feeling out the channels and sounding.

Caution.—In 1983, the Coast Guard reported that as a result of flooding in the area, about 20 ocean shipping containers were washed into the Kuskokwim River from the riverbank at the village of Napakiak, about 12 miles SW of Bethel. Reports indicate that several of the containers sank in the river near the village, and the remainder of the containers were carried downriver and sank. Mariners are advised to exercise caution in navigating Kuskokwim Bay and River.

Cape Newenham is the landfall for this region, and can be approached close-to with deep water. It is the end of a peninsula formed by a series of rough sawtoothed mountains. These mountains terminate in a level plateau that forms the immediate cape. In S weather a heavy sea and tide rips occur off Cape Newenham. In 1981, during heavy N winds, the NOAA Ship MILLER FREEMAN found a good anchorage in a small cove on the S side of the cape about 0.4 mile offshore S of Jagged Mountain in 10 fathoms, sand and mud bottom. Satisfactory anchorage for S or E weather can be had in about 8 fathoms off the small cove on the N side of the cape and about 3.5 miles from its outer end. An aero radiobeacon (58°39.4'N., 162°04.4'W.) is shown from the N side about 3 miles E from the outer end of the cape. About 1.3 miles ESE of the aero radiobeacon is a parabolic antenna.

Chagvan Bay has a narrow shoal entrance. Inside it is very shoal and cut up by bars that are bare at low water.

Goodnews Bay is shoal except for a channel with depths ranging from 1½ to 12 fathoms that leads through the entrance to a point about 1 mile inside. This channel affords good anchorage, either in the middle of the entrance or up to 0.8 mile inside the bay on a line approximately NE of the S tangent of North Spit. Inside the entrance the strength of the tidal currents reaches a maximum of about 2.5 knots in a direction parallel to the axis of the channel. (See Tidal Current Tables for predictions.) Along the NE shore of South Spit the ebb current is very strong, and during the flood an eddy sets N along this shore. The holding ground is good. Small craft can select from the chart a place that affords the best shelter. A restricted anchorage for small vessels is about 1 mile S of the S entrance point, but local knowledge is necessary for its use. The sea from the outside is broken by the shoals off the entrance and does not reach the anchorage. With S or E winds, tide rips dangerous for small craft occur in the channel. The spits at the entrance are shingle and steep-to.

Pilotage, Goodnews Bay.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the 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 details.) **Beluga Hill** is a prominent conical hill, 924 feet high, with a steep, rocky face that rises abruptly from the N side of Goodnews 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

Table of Selected Chart Notes

HEIGHTS

Heights in feet.

NOTE E
 Buoys in this area mark best water. Charted hydrography is out of date.
 July 2008

For Symbols and Abbreviations see Chart No. 1

NOTE B
 The deep draft channel from Kuskokwim Bay Buoy 12 (59°53'41.7"N, 162°15'22.3"W) northward to Bethel is marked by about 30 red or green oil drum buoys during the season of navigation.

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

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.

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

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)

NOTE C
 Mariners are requested to avoid transiting or anchoring within a ½ mile of Cape Newenham due to large concentrations of marine mammals and sea birds at this site.

CAUTION
 Spring freshets change both the depths and positions of the channels, especially so north of latitude 59°40'.

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.

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 2.793' southward and 8.104' 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 Notices 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.

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).

Mercator Projection
 Scale 1:200,000 at Lat 59°20'N
 North American Datum of 1983
 (World Geodetic System 1984)
SOUNDINGS IN FATHOMS
 (FATHOMS AND FEET TO ELEVEN FATHOMS)

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz.
 PULSE REPETITION INTERVAL
 9990 99,900 Microseconds
 STATION TYPE DESIGNATORS: (Not individual station letter designators)
 M Master
 W Secondary
 X Secondary
 Y Secondary
 Z Secondary
 EXAMPLE: 9990-X

RATES ON THIS CHART

9990-X 9990-Y 9990-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

AUTHORITIES
 Hydrography and topography by the National Ocean Service, Charting and Geodetic Services with additional data from the U.S. Coast Guard.

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.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Goodnews Bay Ent (59°03'N/ 161°49'W)	feet 8.9	feet 6.8	feet 0.6	feet -3.0
Ekik Channel (59°45'N/ 162°15'W)	12.3	10.2	0.5	-3.0
Apokak Cr. Entrance (60°08'N/ 162°10'W)	12.0	9.9	0.5	-3.0

(Aug 03)

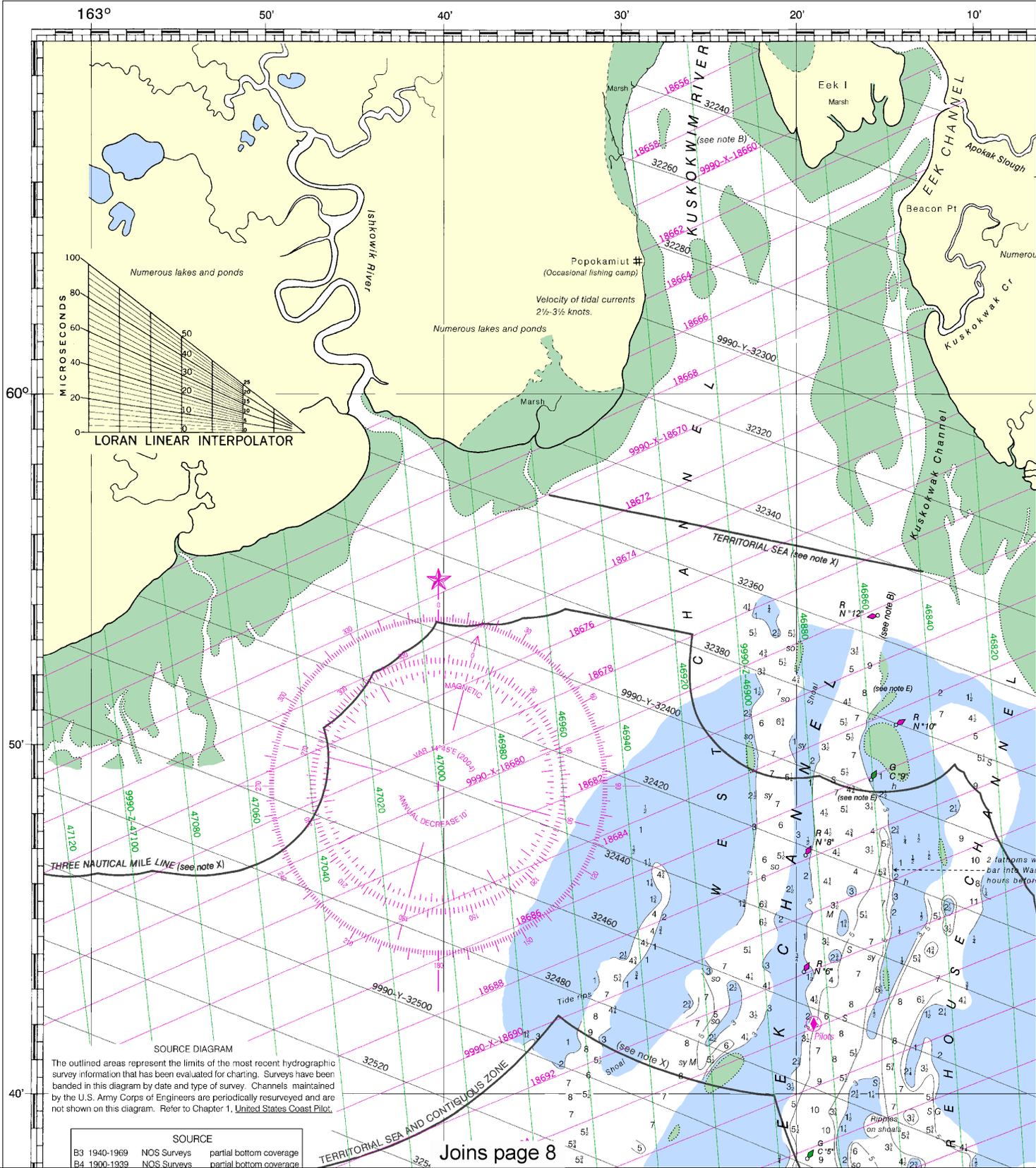
NOTE X
 The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and the limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

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This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

16300 LORAN-C OVERPRINTED



Joins page 8

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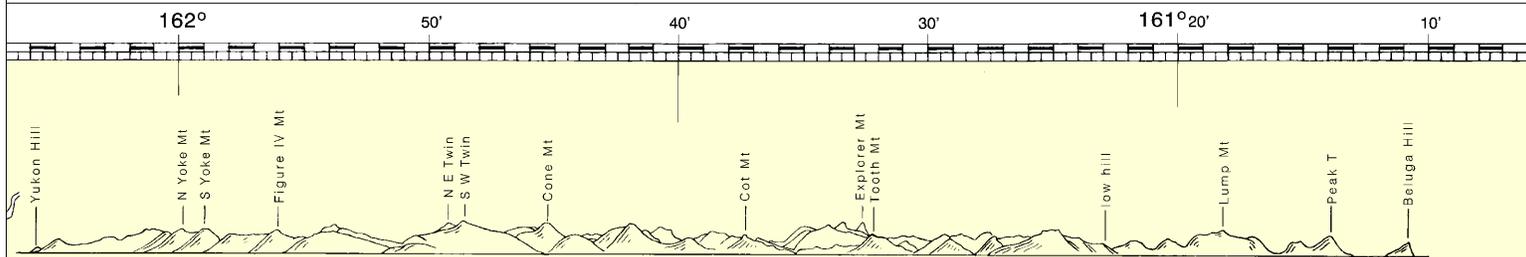
Note: Chart grid lines are aligned with true north.

PRINT-ON-DEMAND CHARTS

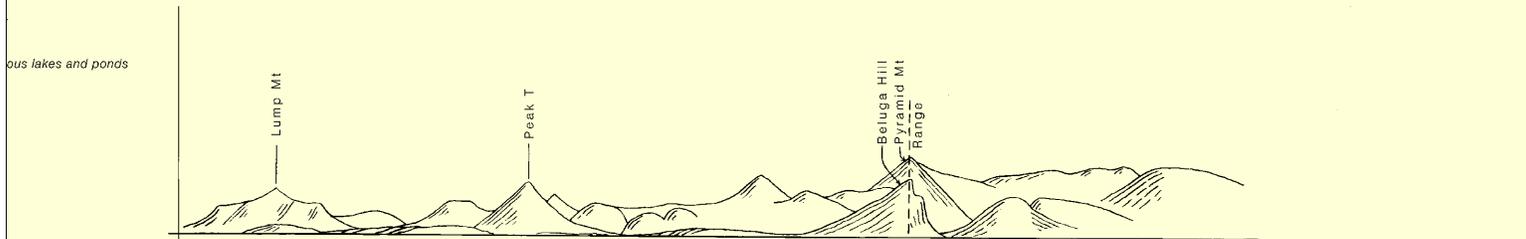
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

Formerly C&GS 9103, 1st Ed., Mar. 1915 V-1915-162 KAPP 2457

SOUNDINGS IN FATHOMS



View of mountains north of Goodnews Bay, as seen from Crater Spit



Range, Beluga Hill and Pyramid Mountain

CAUTION

Spring freshets change both the depths and positions of the channels, and especially so north of latitude 59°40'.

NOTE E

Buoys in this area mark best water. Charted hydrography is out of date.

July 2008

WARNING

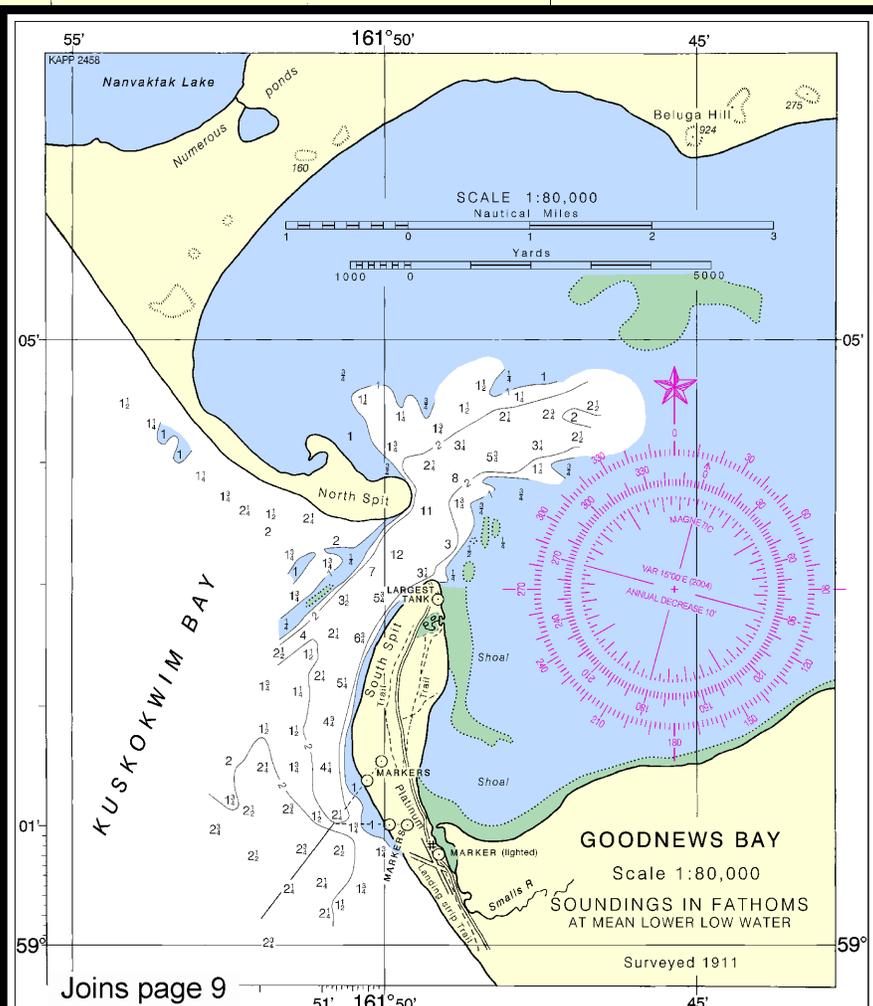
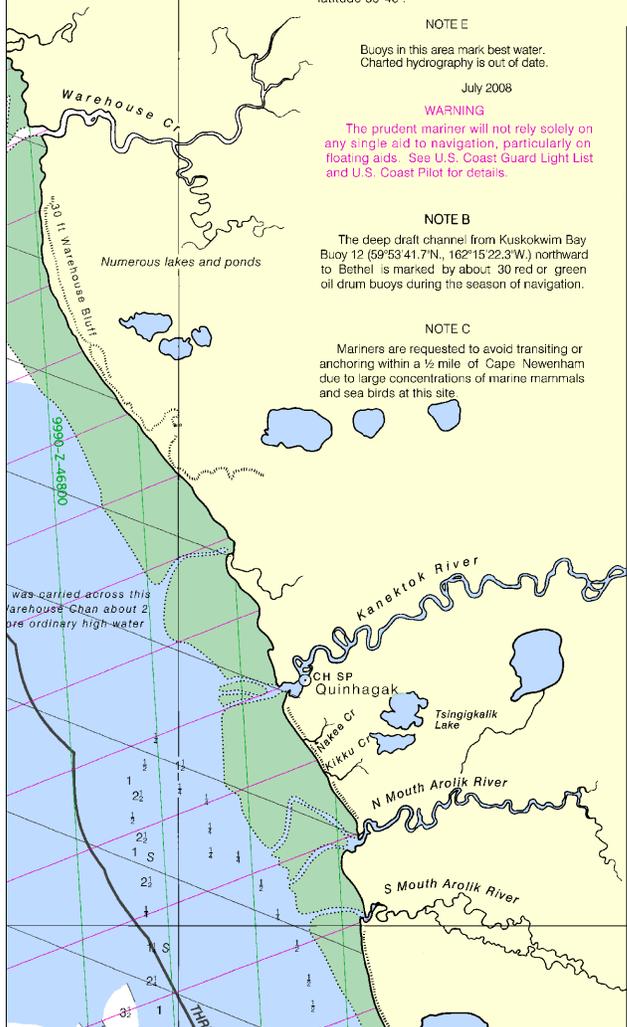
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE B

The deep draft channel from Kuskokwim Bay Buoy 12 (59°53'41.7"N, 162°15'22.3"W) northward to Bethel is marked by about 30 red or green oil drum buoys during the season of navigation.

NOTE C

Mariners are requested to avoid transiting or anchoring within a 1/2 mile of Cape Newenham due to large concentrations of marine mammals and sea birds at this site.



Joins page 6

Joins page 9

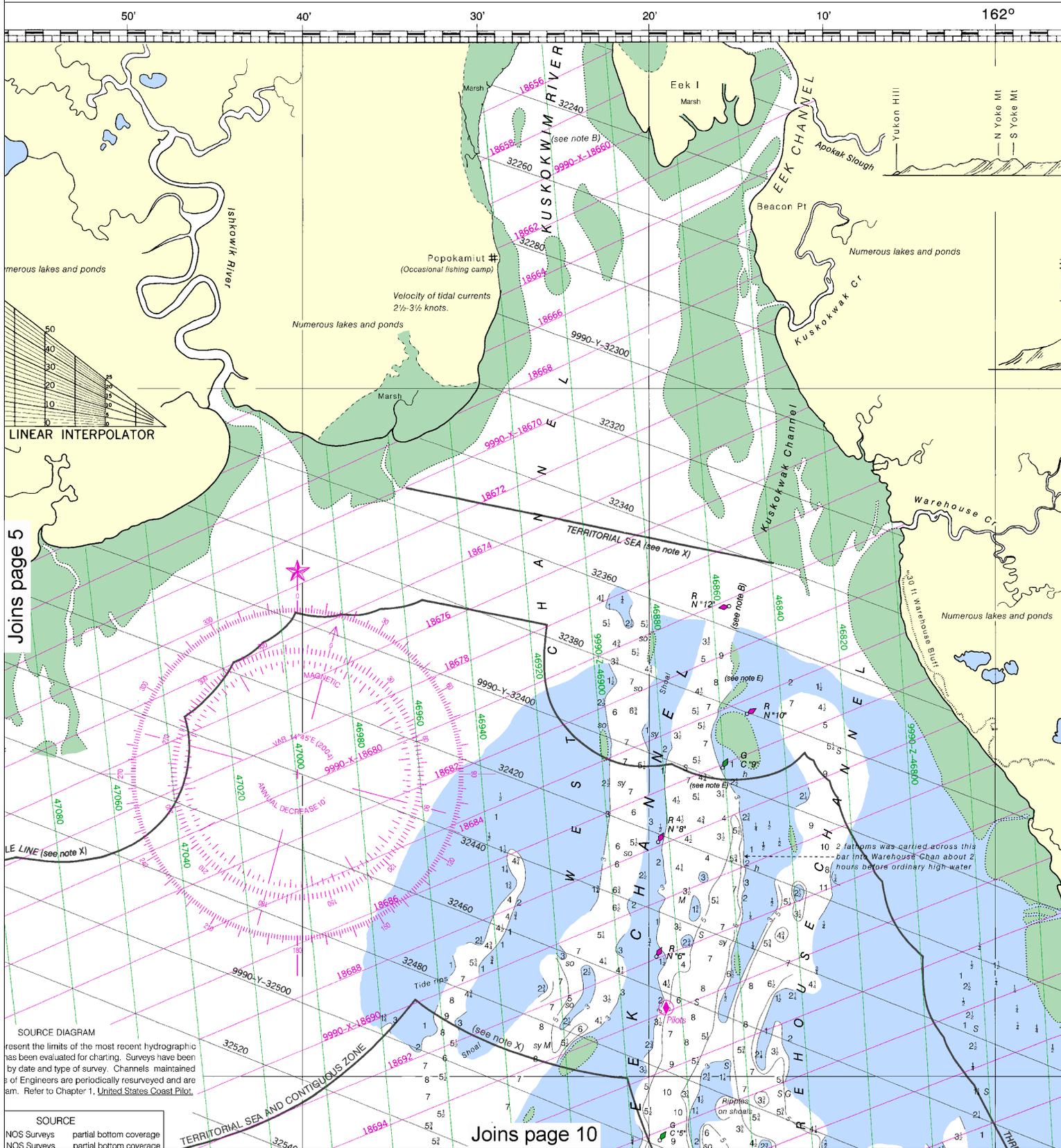
This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:285714. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



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Formerly C&GS 9103, 1st Ed., Mar. 1915 V-1915-162



Joins page 5

Joins page 10

SOURCE DIAGRAM
 present the limits of the most recent hydrographic surveys have been evaluated for charting. Surveys have been by date and type of survey. Channels maintained by Engineers are periodically resurveyed and are am. Refer to Chapter 1, United States Coast Pilot.

SOURCE	
NOS Surveys	partial bottom coverage
NOS Surveys	partial bottom coverage



Note: Chart grid lines are aligned with true north.

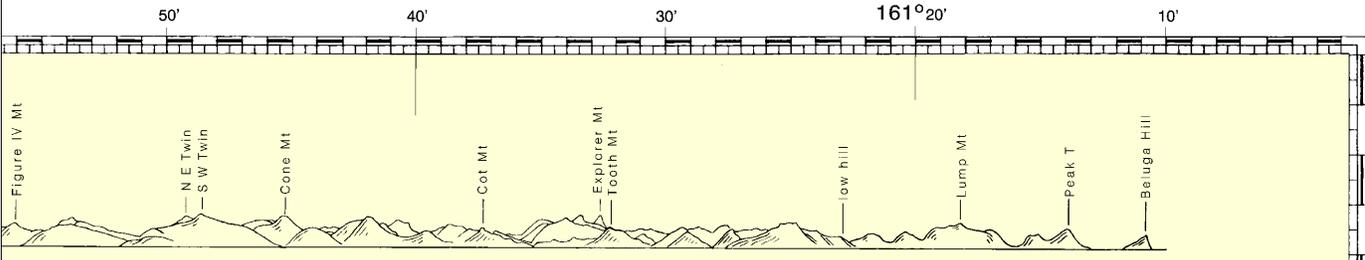
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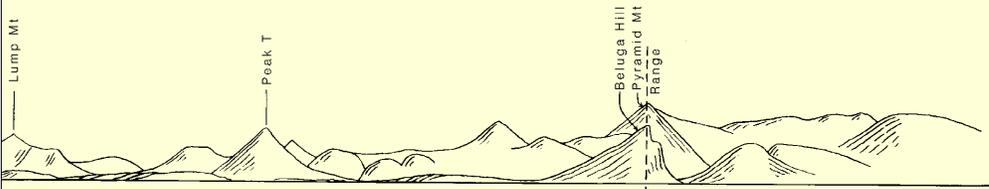
SOUNDINGS IN FATHOMS

62 KAPP 2457

LORAN-C OVERPRINTED 16300



View of mountains north of Goodnews Bay, as seen from Crater Spit



Range, Beluga Hill and Pyramid Mountain

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NOTE E

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July 2008

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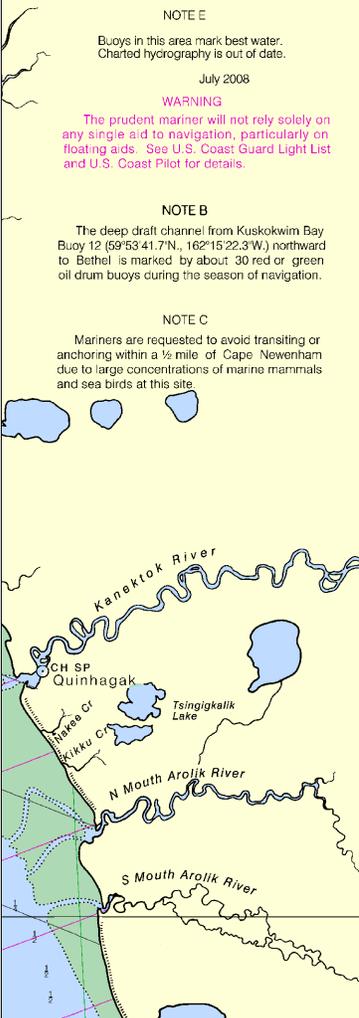
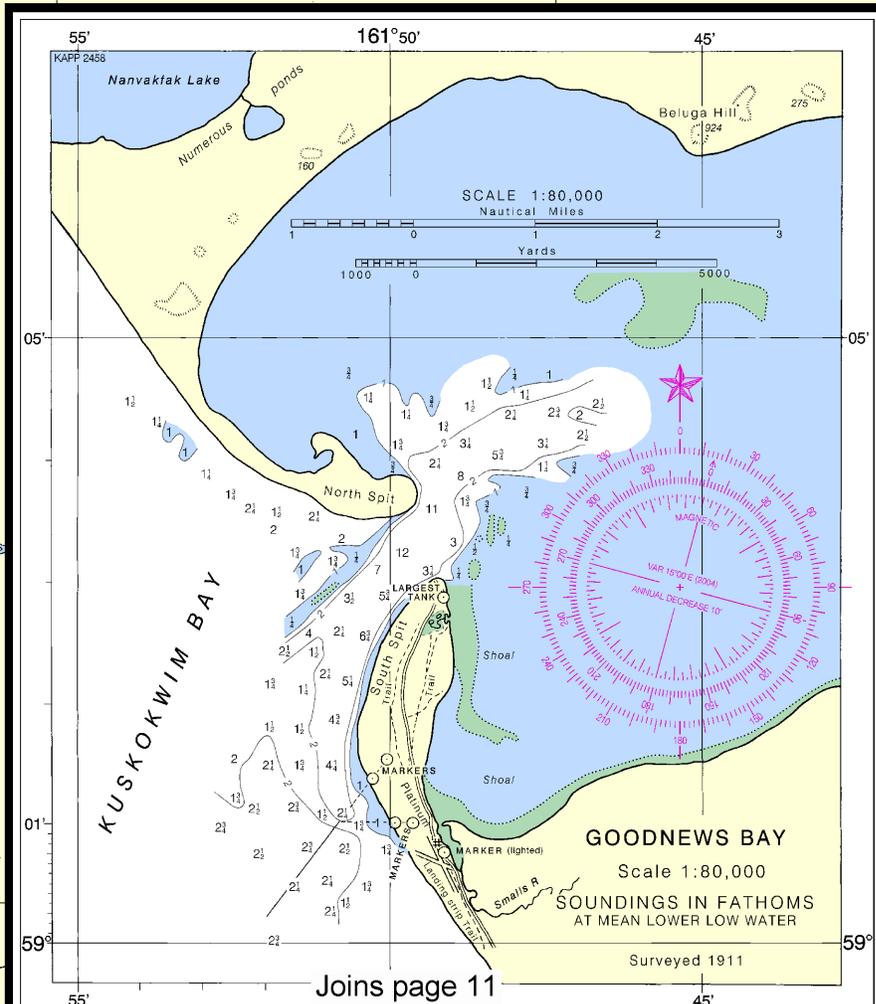
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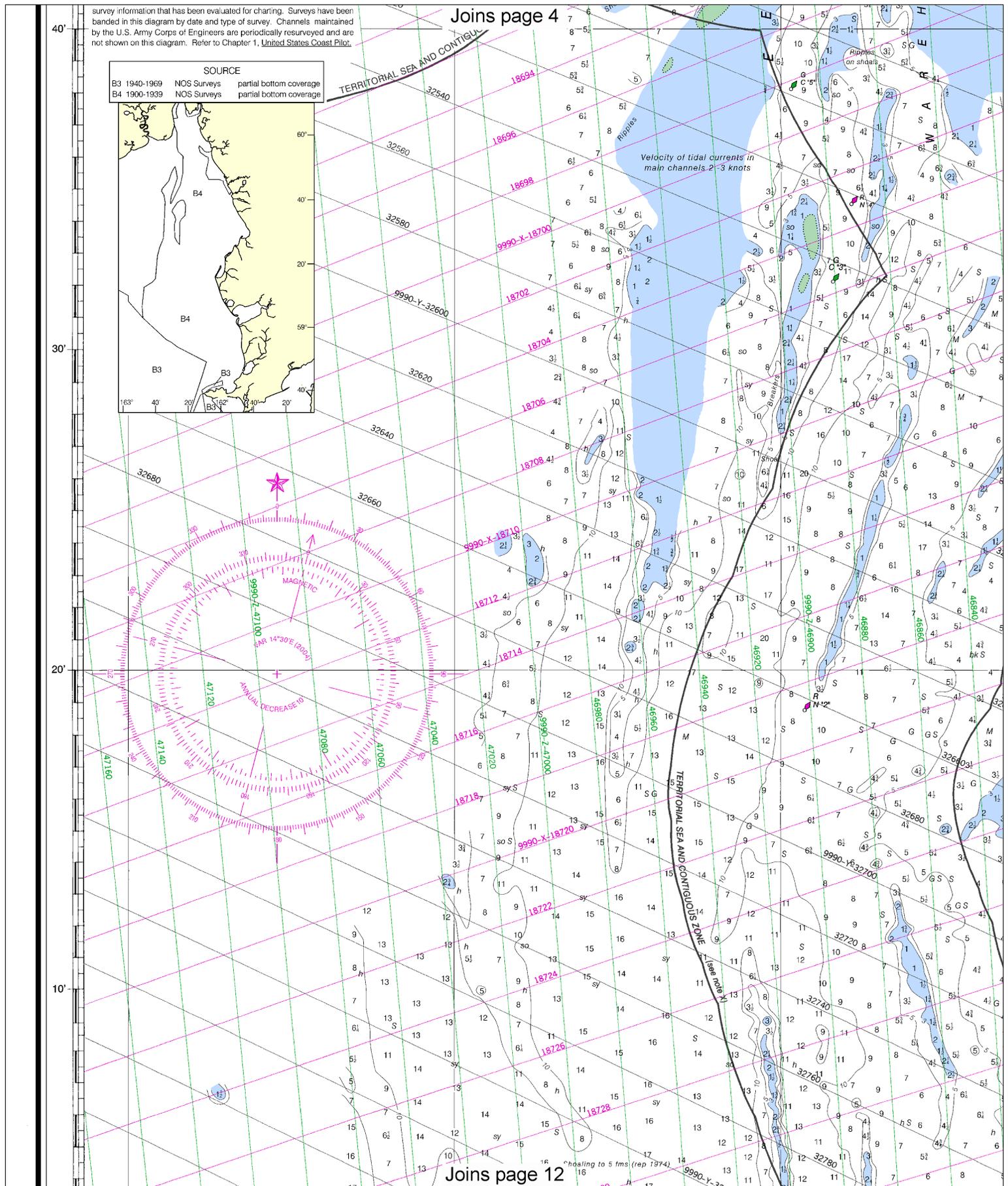
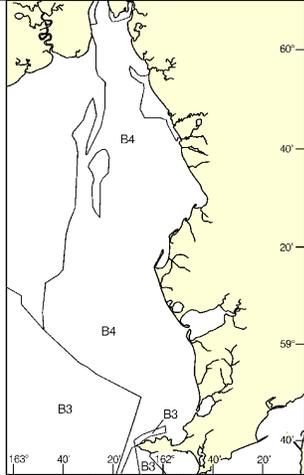
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012, NGA Weekly Notice to Mariners: 4812 12/1/2012, Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



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.

Joins page 4

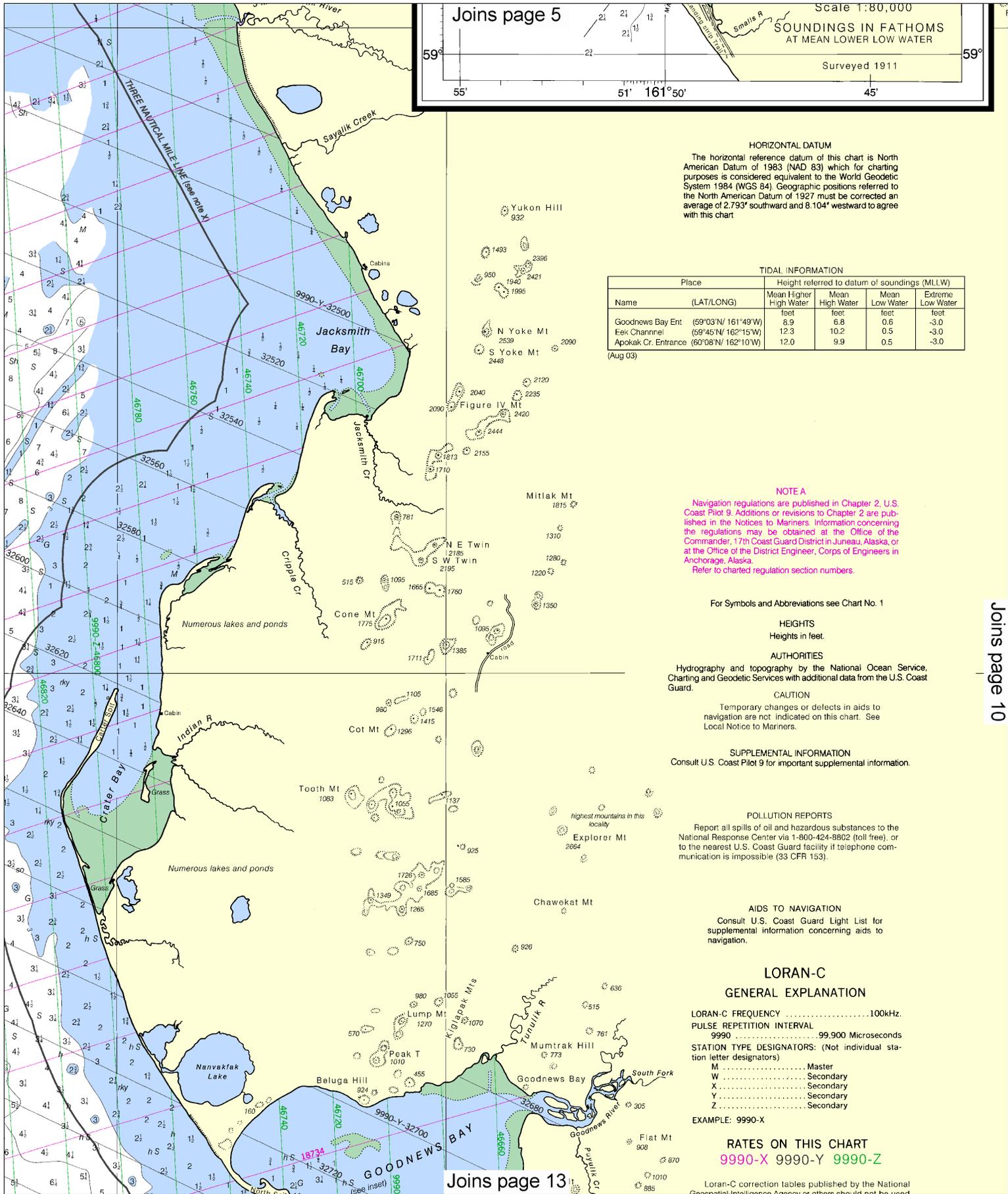
SOURCE		
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage



Joins page 12



Note: Chart grid lines are aligned with true north.



Joins page 5

Scale 1:80,000

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Surveyed 1911

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 2.793" southward and 8.104" westward to agree with this chart

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Goodnews Bay Ent	(59°03'N/ 161°49'W)	6.9	6.8	0.6	-3.0
Eek Channel	(59°45'N/ 162°15'W)	12.3	10.2	0.5	-3.0
Apokak Cr. Entrance	(60°08'N/ 162°10'W)	12.0	9.9	0.5	-3.0

(Aug 03)

NOTE A

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Refer to charted regulation section numbers.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Charting and Geodetic Services with additional data from the U.S. Coast Guard.

CAUTION

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SUPPLEMENTAL INFORMATION

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

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).

AIDS TO NAVIGATION

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

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz.
 PULSE REPETITION INTERVAL
 9990 99,900 Microseconds
 STATION TYPE DESIGNATORS: (Not individual station letter designators)
 M Master
 W Secondary
 X Secondary
 Y Secondary
 Z Secondary

EXAMPLE: 9990-X

RATES ON THIS CHART

9990-X 9990-Y 9990-Z

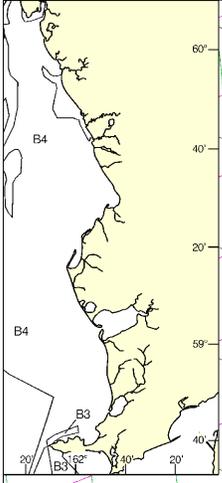
Loran-C correction tables published by the National Geospatial Intelligence Agency or others should not be used.

Joins page 13

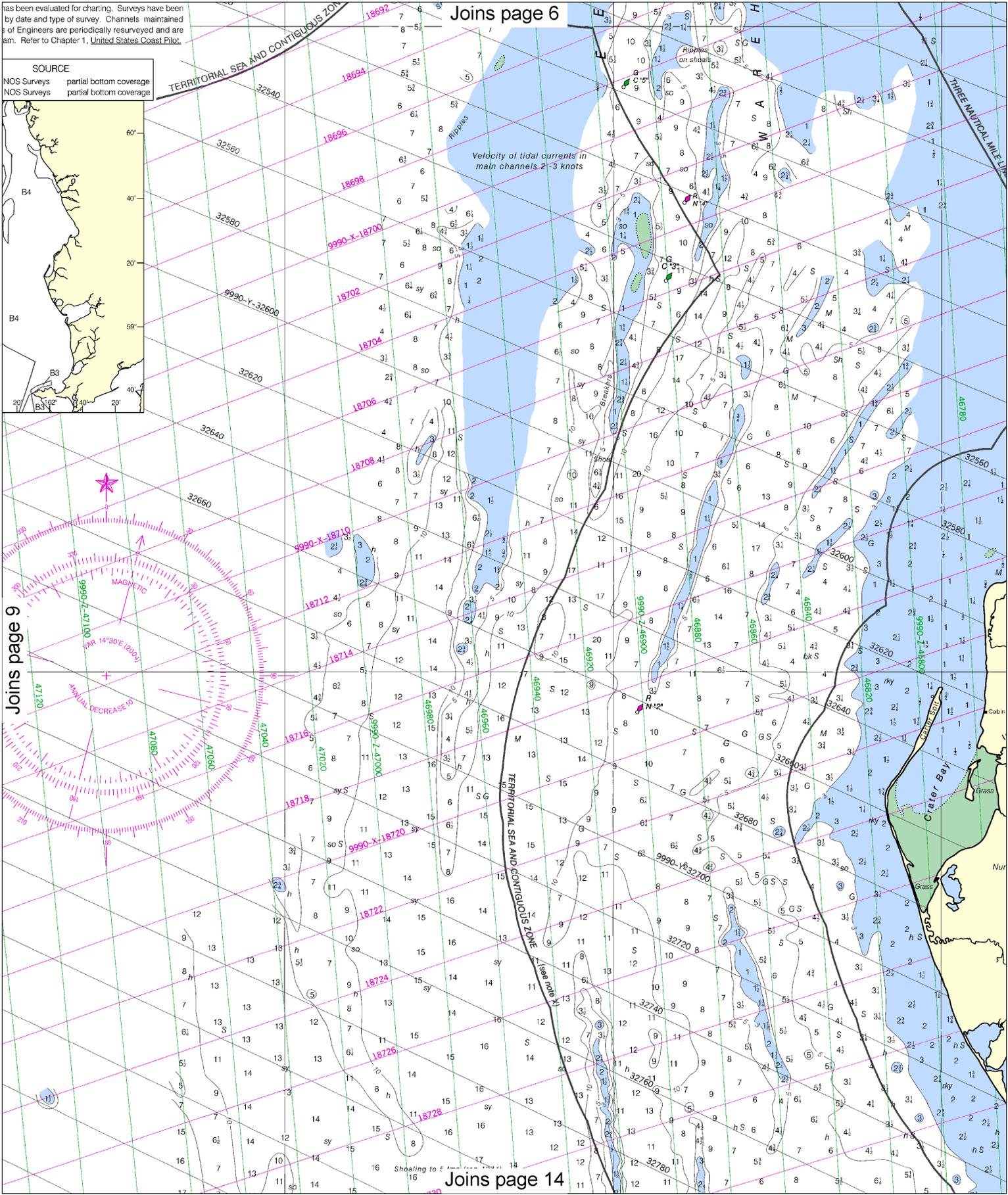
Joins page 10

has been evaluated for charting. Surveys have been by date and type of survey. Channels maintained by Engineers are periodically resurveyed and are am. Refer to Chapter 1, United States Coast Pilot.

SOURCE	
NOS Surveys	partial bottom coverage
NOS Surveys	partial bottom coverage



Joins page 6

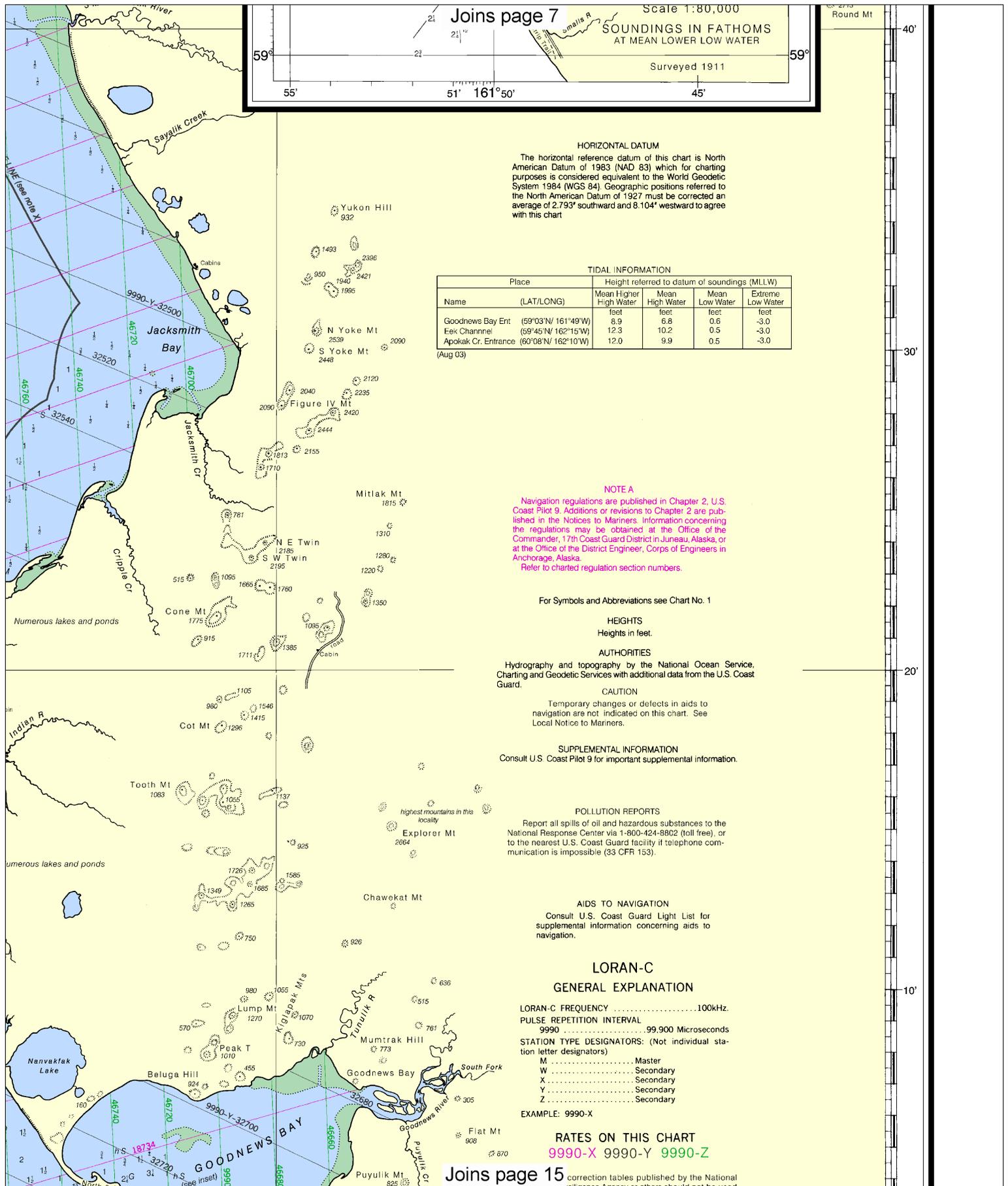


Joins page 6

Joins page 14

10

Note: Chart grid lines are aligned with true north.



59°

50'

40'

163°

50'

40'

30'

20'

10'

CONTINUED ON CHART 16011

9th Ed., Apr./04 ■ Corrected through NM Apr. 17/04
Corrected through LNM Mar. 30/04
16300
LORAN-C OVERPRINTED

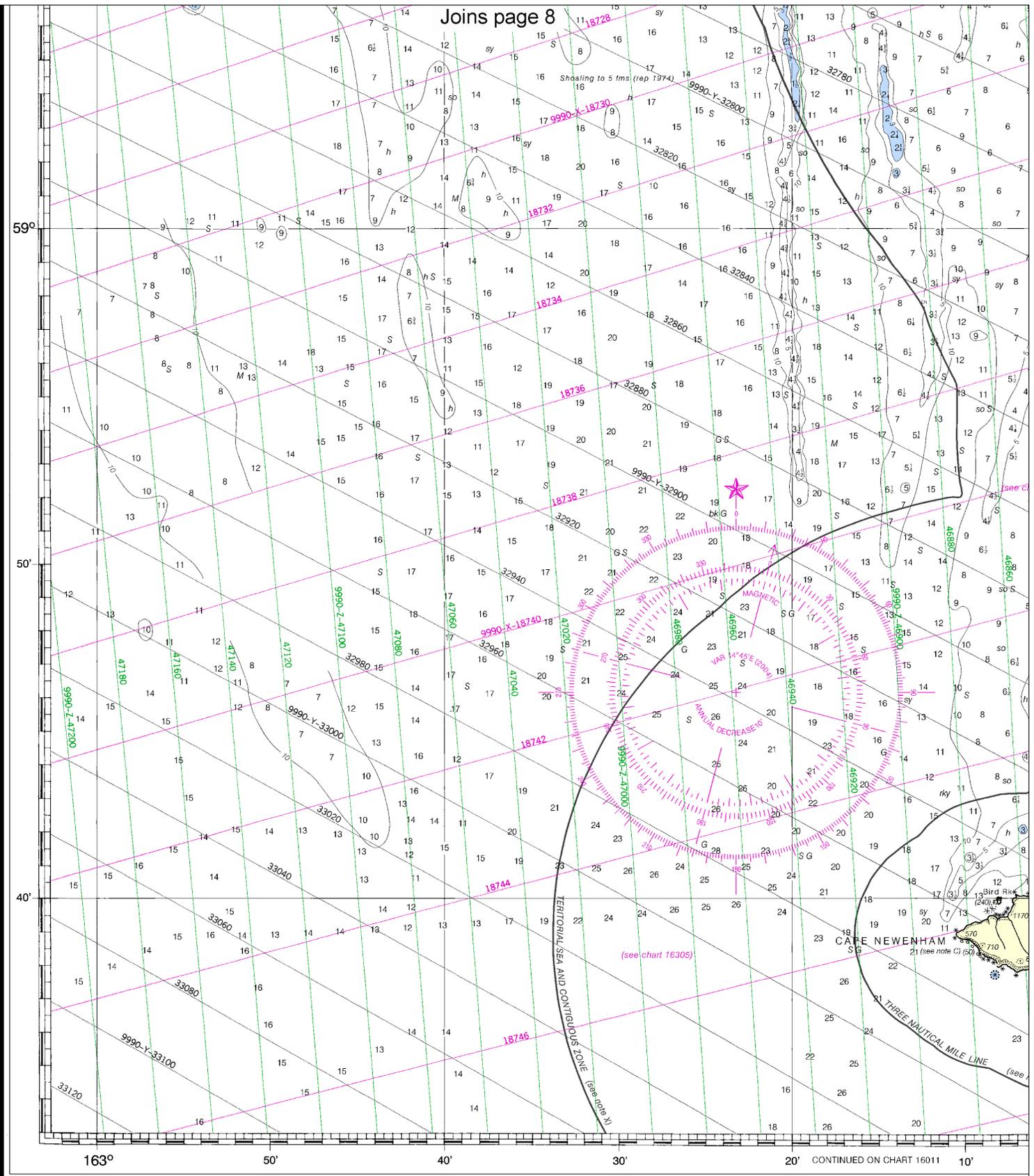
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

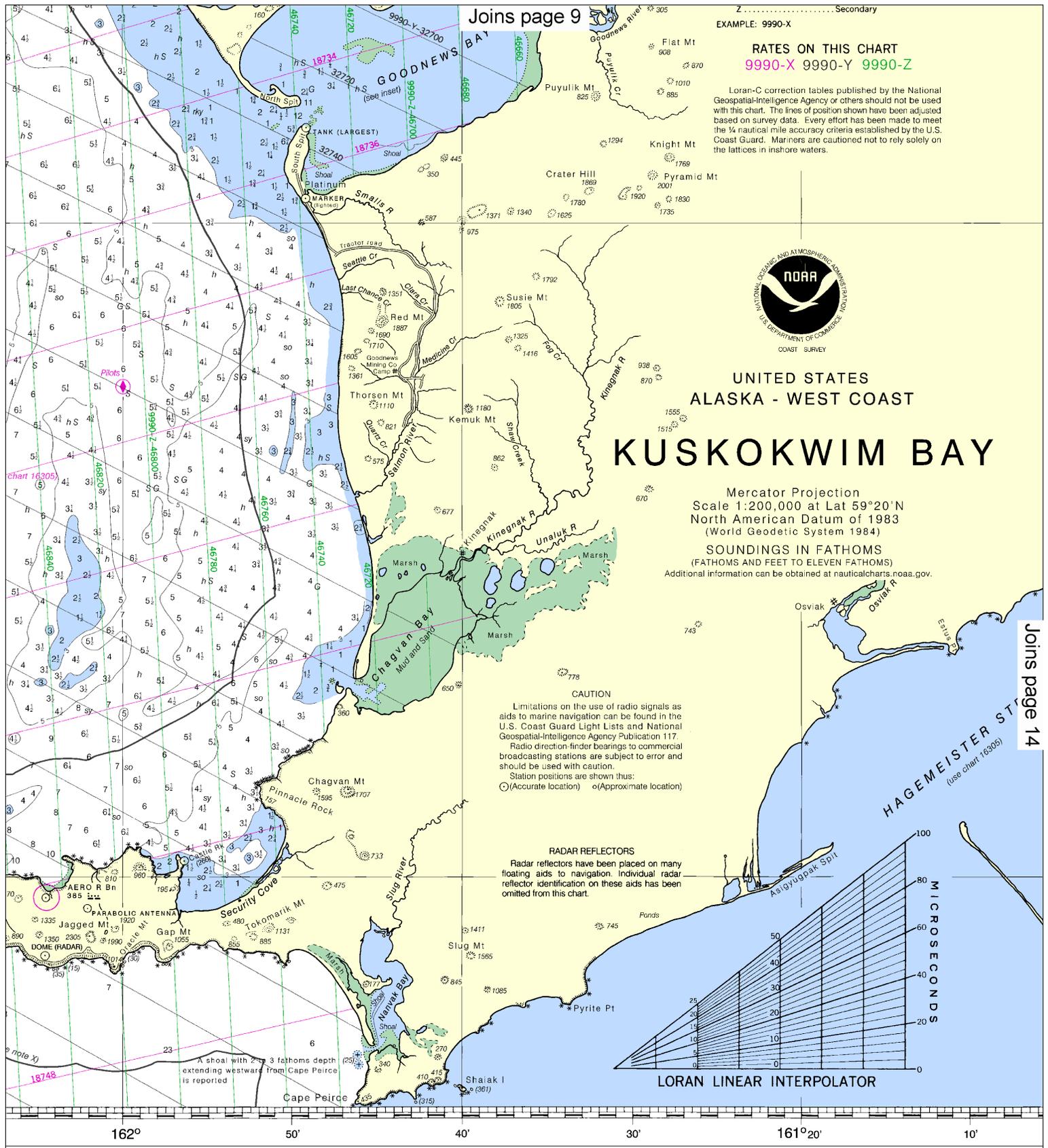
SOUNDINGS IN FATHOMS

NATI

12

Note: Chart grid lines are aligned with true north.





Joins page 9

Secondary
EXAMPLE: 9990-X

RATES ON THIS CHART
9990-X 9990-Y 9990-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.



UNITED STATES
ALASKA - WEST COAST

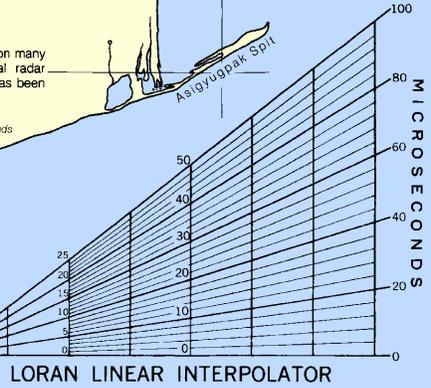
KUSKOKWIM BAY

Mercator Projection
Scale 1:200,000 at Lat 59°20'N
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
Additional information can be obtained at nauticalcharts.noaa.gov.

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○ (Accurate location) ◐ (Approximate location)

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.



Joins page 14

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

Kuskokwim Bay
SOUNDINGS IN FATHOMS - SCALE 1:200,000

LORAN-C OVER

RATES ON THIS CHART

9990-X 9990-Y 9990-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.



UNITED STATES ALASKA - WEST COAST

KUSKOKWIM BAY

Mercator Projection Scale 1:200,000 at Lat 59°20'N North American Datum of 1983 (World Geodetic System 1984)

SOUNDINGS IN FATHOMS (FATHOMS AND FEET TO ELEVEN FATHOMS) Additional information can be obtained at nauticalcharts.noaa.gov.

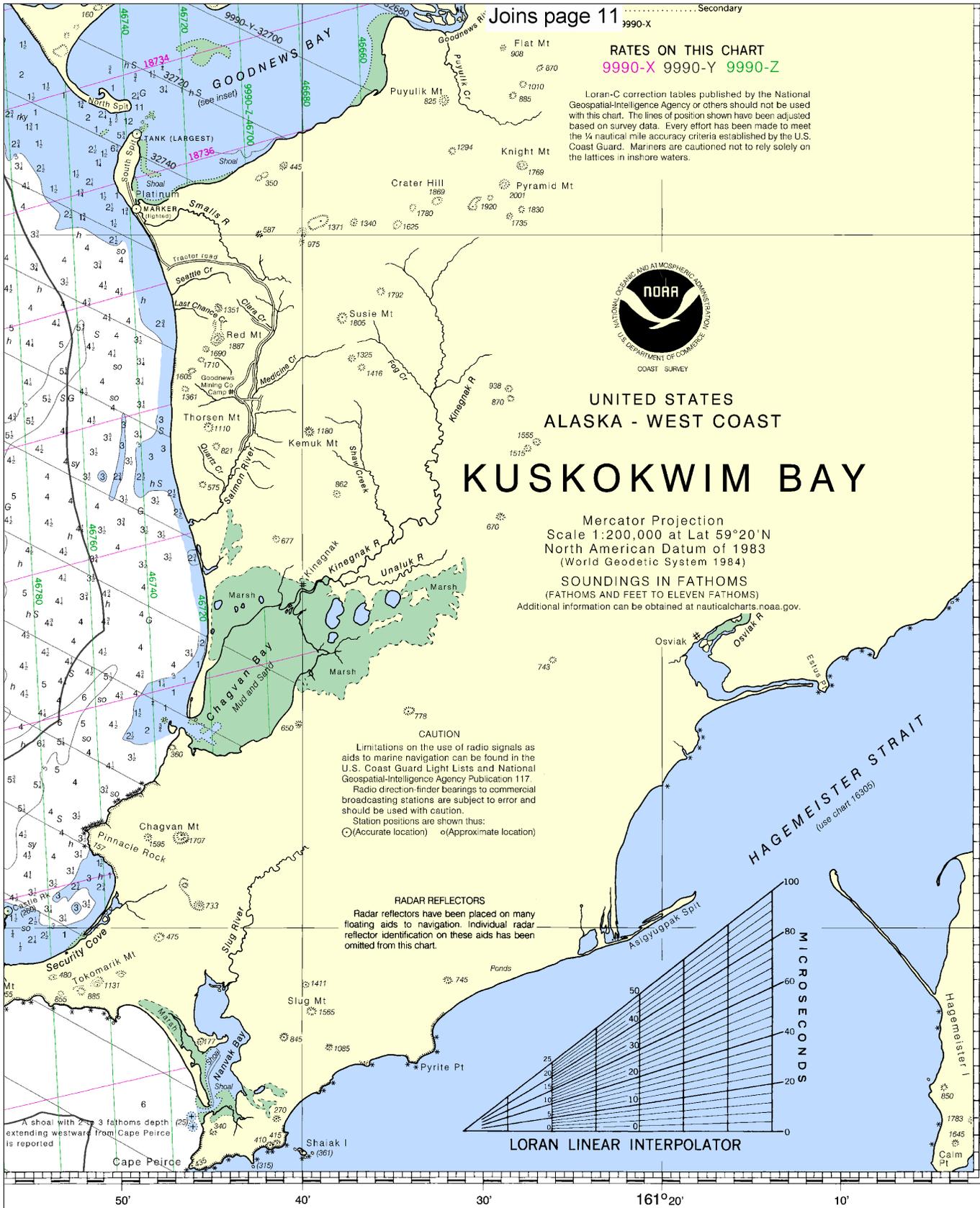
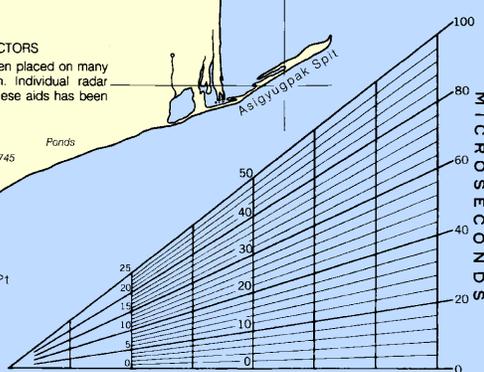
CAUTION

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: (o) (Accurate location) (o) (Approximate location)

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.

LORAN LINEAR INTERPOLATOR



D.C. IMRCE C ADMINISTRATION ICE

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

Kuskokwim Bay

16300

SOUNDINGS IN FATHOMS - SCALE 1:200,000

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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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- 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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