

BookletChart™

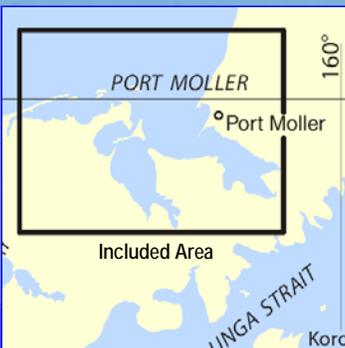
Port Moller and Herendeen Bay

NOAA Chart 16363

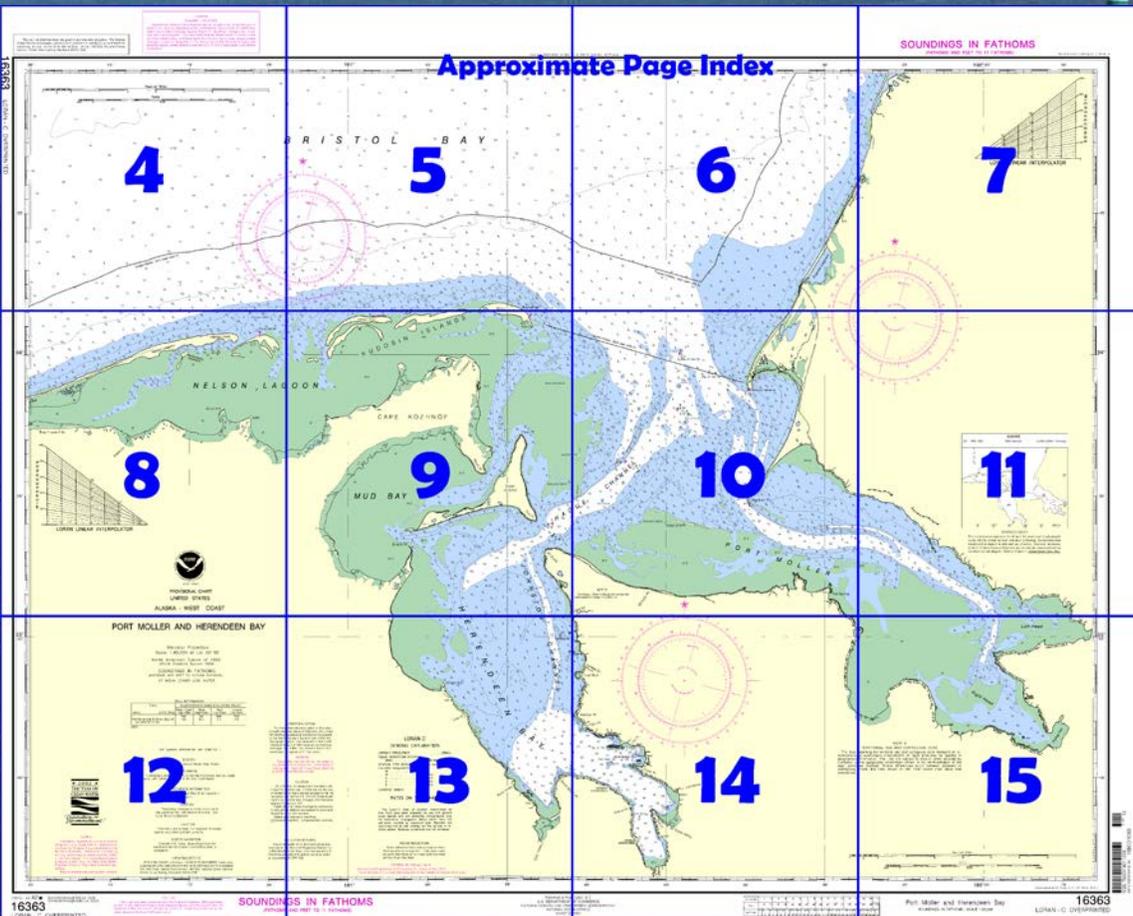


A reduced-scale NOAA nautical chart for small boaters

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=16363>.



(Selected Excerpts from Coast Pilot)

Moffet Point, 95 miles NE of Cape Sarichef, is a curving sandy hook with dunes 40 to 60 feet high. A channel leads into the NE part of Izembek Lagoon between Moffet Point and the NE end of the Kudiakof Islands. The depth over the bar is about 2 fathoms. The channel is between breakers, and during the summer is marked by drum buoys placed by local fishermen. Passage should not be attempted without local knowledge or by boats drawing more than 3 or 4 feet.

Moffet Lagoon, behind Moffet Point, is a shallow area similar to Izembek Lagoon, but much smaller in extent. The two lagoons are joined

S of Moffet Point. **Joshua Green River** empties into the E side of Moffet Lagoon.

Amak Island, 10 miles NNW of Cape Glazenap, is of volcanic origin. Along the shores are bluffs and huge boulders except on the S side, where there is a small flat that was the site of a World War II airstrip. Foul ground extends about 1.1 miles off the N side of Amak Island. A reef that uncovers is off the SE side of the island and extends E about 0.3 mile. A good anchorage, affording protection from N to SW winds, is about 0.5 mile E of the island, 1 mile NE of the rocky ledge off the SE point, in 8½ fathoms, gravel bottom.

The passage between Amak Island and the Kudiakof Islands is clear and is the usual track for small vessels. Depths in midpassage are 10 fathoms or more; currents are about 2 knots.

Sealion Rocks are about 2.5 miles NW of Amak Island. The largest of the rocks, 95 feet high and prominent, is marked by **Sealion Rocks Light** (55°27'52"N., 163°12'11"W.), 94 feet (28.7 m) above the water and shown from a skeleton tower.

Sealion Rocks is a Steller sea lion rookery site. There is a 3-mile vessel exclusionary buffer zone surrounding these rocks. (See **50 CFR 223.202**, chapter 2, for limits and regulations.)

From Moffet Point the low coast trends almost 70 miles ENE to Cape Rozhnof, on the W side of Port Moller. A strong inshore set is frequently noted in this area.

Black Hill, 24 miles NE of Moffet Point and 3 miles inland, is prominent. About 16 miles to the NE of Black Hill and 2 miles inshore is a low prominent sandhill known locally as **Last Knoll**, as it is the last knoll on the coast to be seen by a vessel bound E. Local vessels use this hill extensively in checking their distance to Port Moller.

Lagoon Point, about 37 miles NE of Black Hill, is on the W side of the entrance to **Nelson Lagoon**. **Nelson Lagoon Light** (56°00'39"N., 161°05'36"W.), 15 feet (4.6 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark just E of Lagoon Point; this light marks the entrance to the lagoon. In 1986, extensive shoaling was reported to exist in the approaches and in Nelson Lagoon; caution is advised. A large L-shaped dock and a launching ramp are on the N side of Nelson Lagoon about 2 miles W of the E end of Lagoon Point.

Herendeen Bay and **Port Moller**, 175 miles NE of Cape Sarichef, are mostly shallow, but deep channels lead almost to their heads. The common approach to both bays is over a very flat gently sloping bottom with low shores. Farther in are extensive sand and gravel flats between deep channels. The earth bluffs along the beaches have hills behind them that increase in height to the S. Herendeen Bay has deep water near its head, and the mountains are broken by several large valleys; the head of Port Moller is surrounded by high steep mountains, but deep water is restricted to narrow channels that apparently are kept open by tidal currents.

Pilotage, Port Moller.—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 and Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

In the event prior pilotage arrangements have not been made, a stranger in the area should radio the cannery and request assistance. The entrance channel to Port Moller is marked by seasonal buoys.

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

Corrected through NM Jul. 13/02
Corrected through LNM Jun. 25/02

For Symbols Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AIDS TO NAVIGATION

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

CAUTION

Channels are subject to frequent changes due to very strong tidal currents.

CAUTION

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

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.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping 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)

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.

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 1:80,000 at Lat 55° 55'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS

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

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 2.964' southward and 7.417' westward to agree with this chart.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY100kHz.

PULSE REPETITION INTERVAL

999099,900 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

The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in in-shore waters. Skywave corrections are not provided.

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.

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS corrections subsequent to the date shown in the lower left hand corner is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

AUTHORITIES

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

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.

CAUTION

CHANGES in BUOYAGE

Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green; black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red or green as appropriate. Changes to aids to navigation will be announced in the National Imagery and Mapping Agency weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.

NOTE X

TERRITORIAL SEA AND CONTIGUOUS ZONE

The lines delimiting the territorial sea and contiguous zone represent an interdepartmental committee's interpretation of legal principles as applied to geographical information. The lines are subject to revision when required by correction of the geographic information shown or by reinterpretation of the legal principles involved. Where differences occur between adjacent or overlapping charts, the lines shown on the most recent chart issue take precedence.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Port Moller (Ent Pt) Bristol Bay, AK (55°59'N/160°34'W)	10.8	10.0	2.4	-4.0

(402)

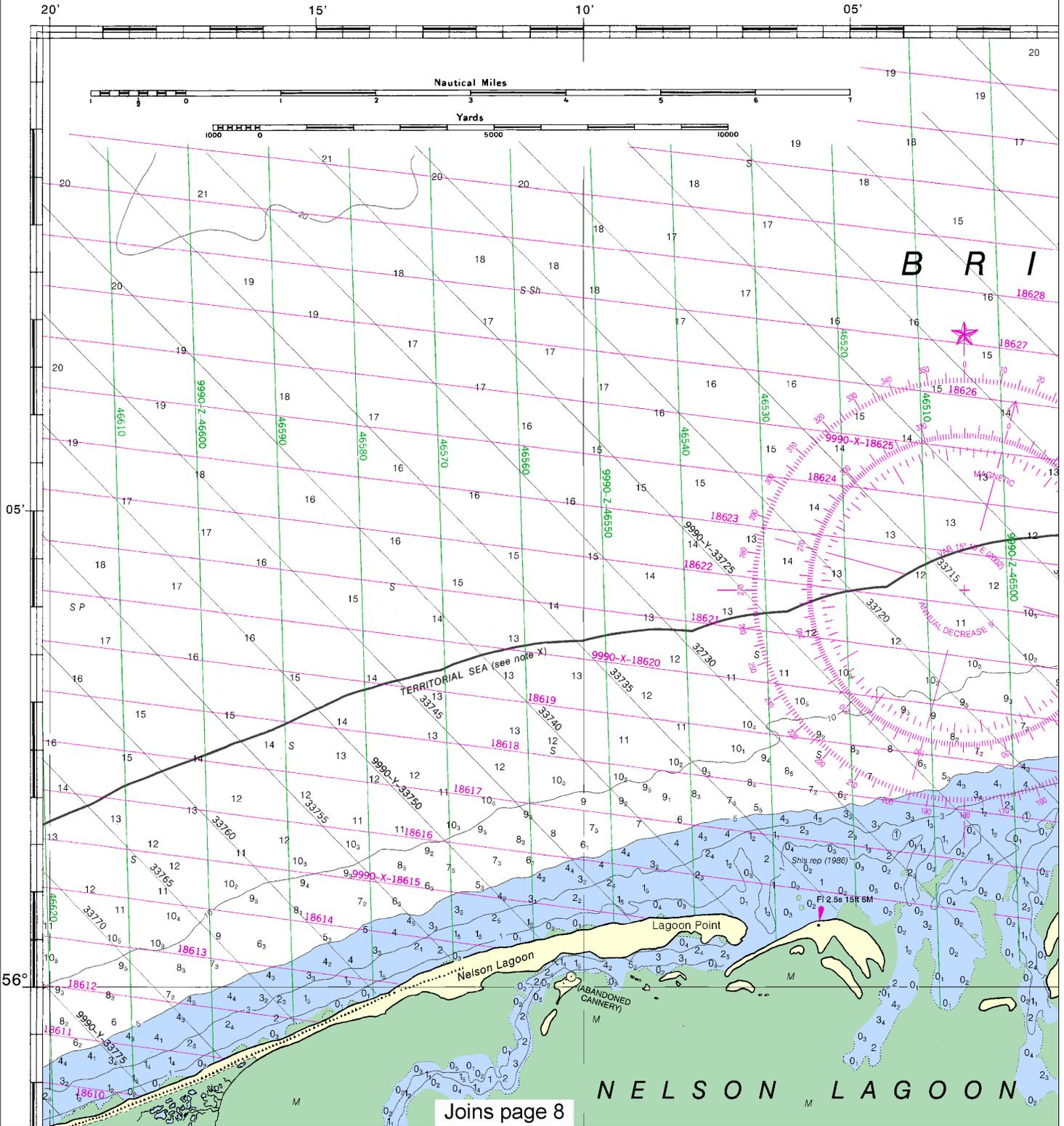
16363

LORAN - C OVERPRINTED

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.

CAUTION
CHANGES in BUOYAGE

Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green; black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red or green as appropriate. Changes to aids to navigation will be announced in the National Imagery and Mapping Agency weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.



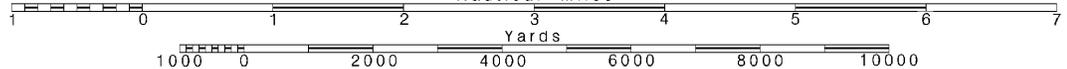
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Note: Chart grid lines are aligned with true north.

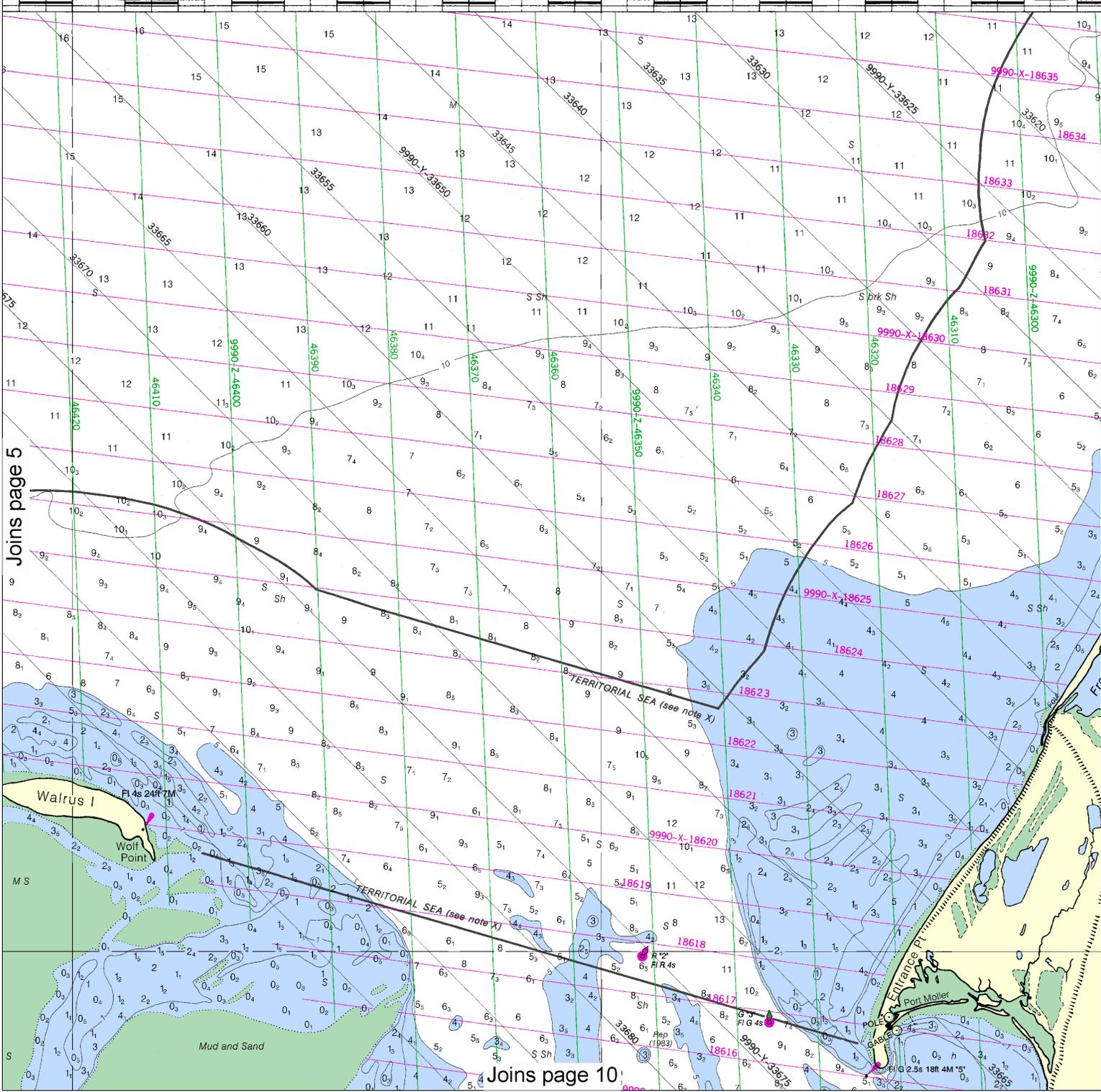
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SCALE 1:80,000
Nautical Miles

See Note on page 5.



RT 16011 50' 45' 40' 35'



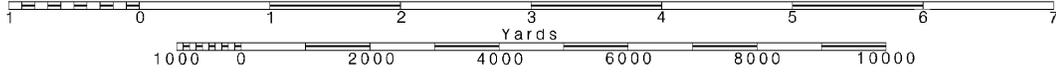
Joins page 5

Joins page 10

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



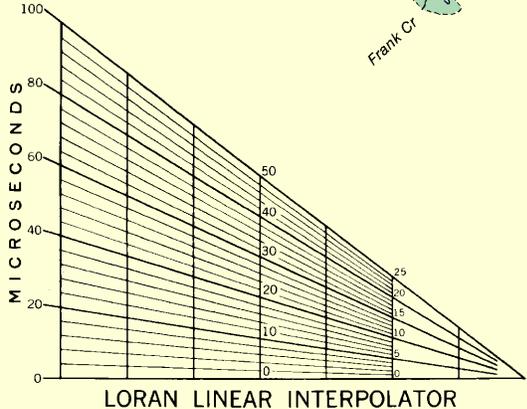
Note: Chart grid lines are aligned with true north.

Joins page 4

56°

55°

55°
50'



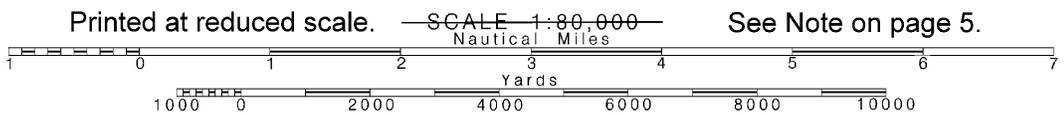
PROVISIONAL CHART
 UNITED STATES
 ALASKA - WEST COAST

PORT MOLLER AND HERENDEEN BAY

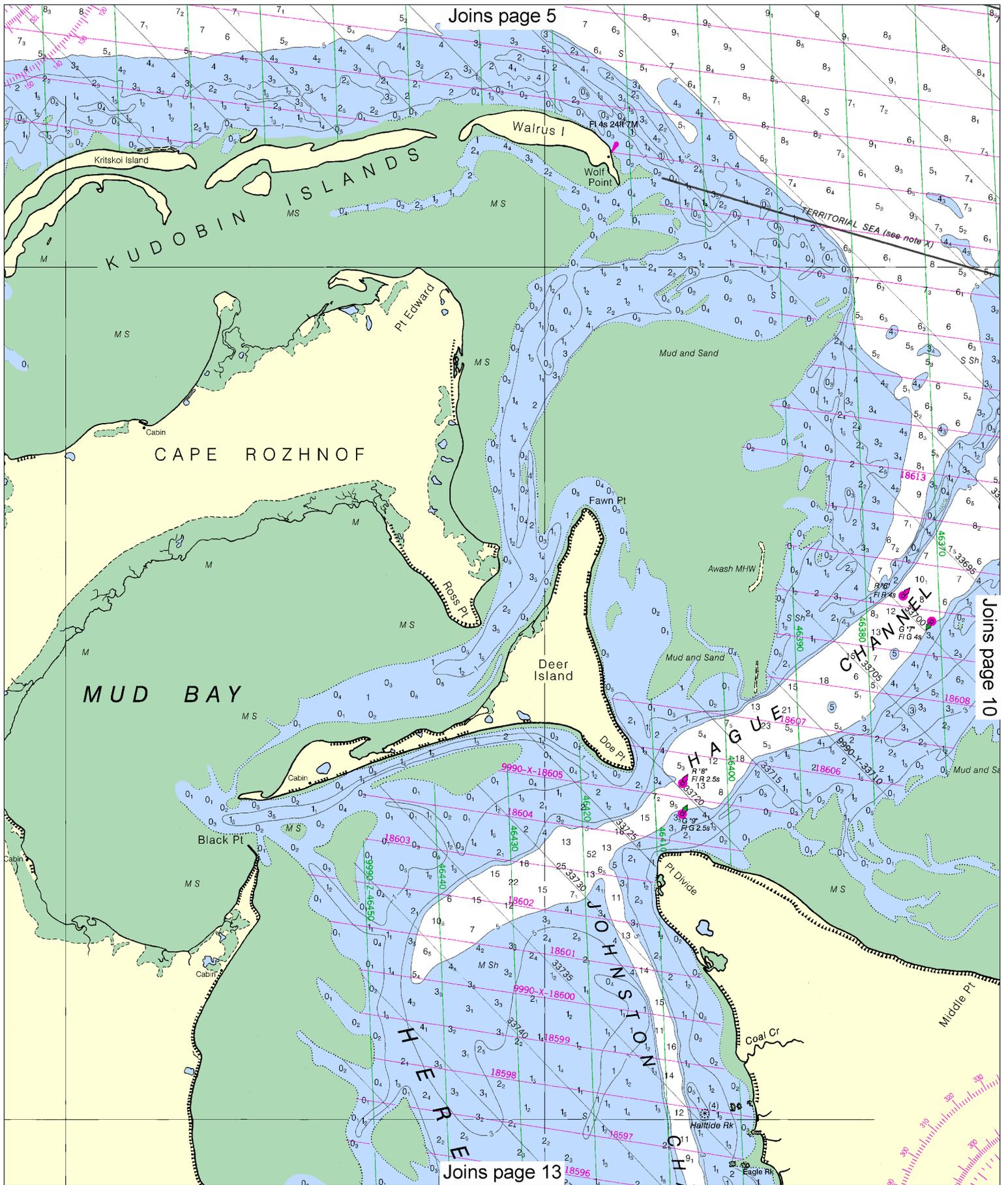
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 Joins page 12' at Lat 55° 55'

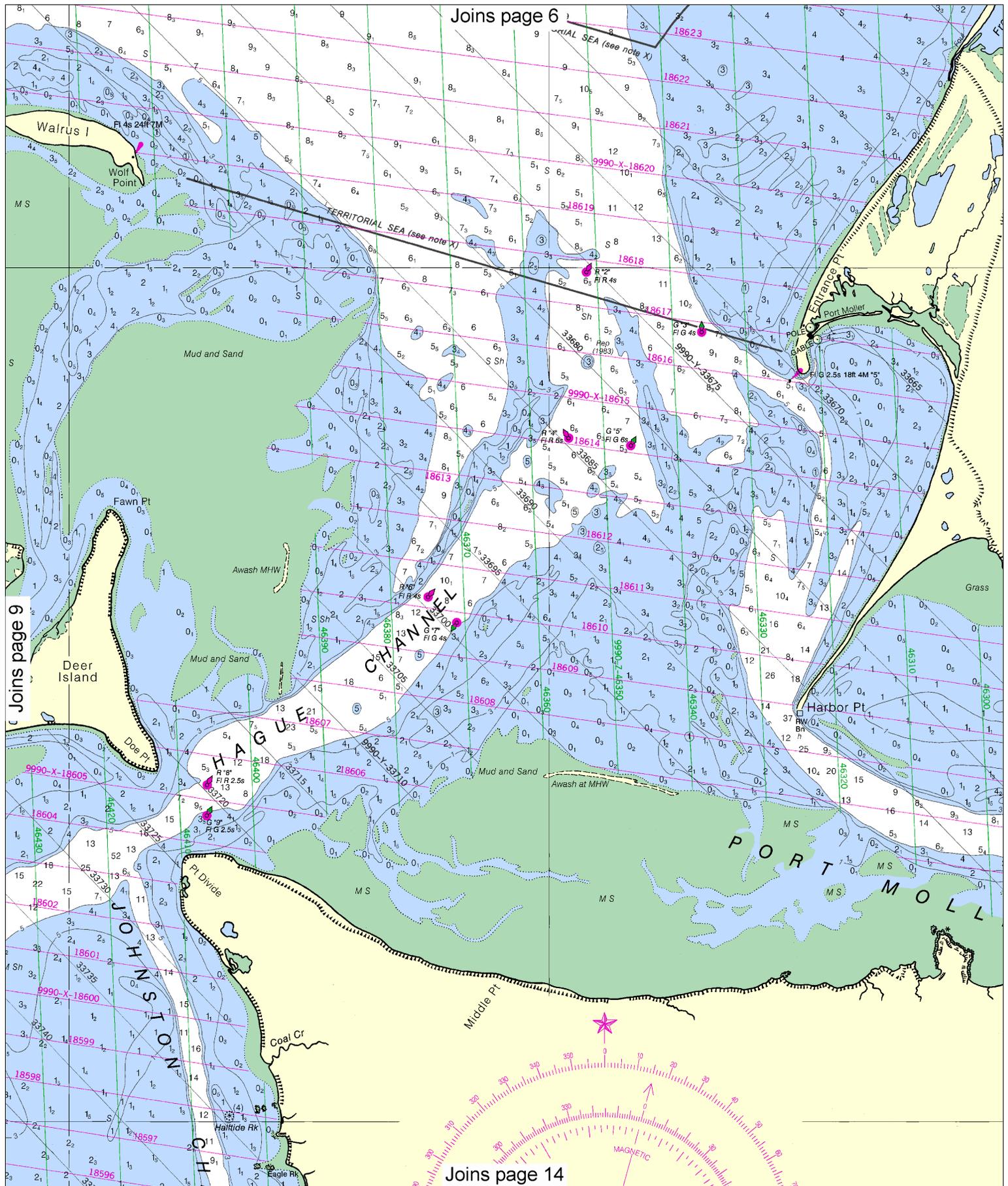
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Note: Chart grid lines are aligned with true north.



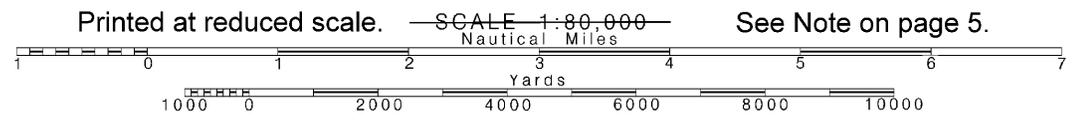
See Note on page 5.

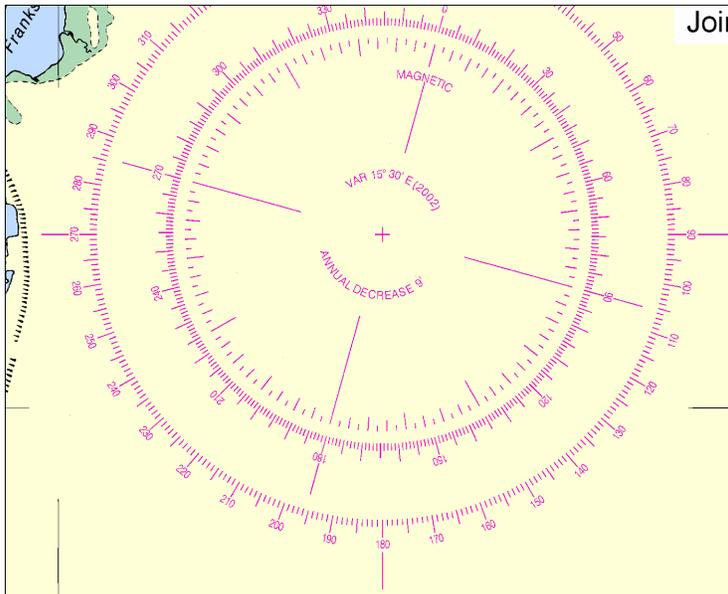




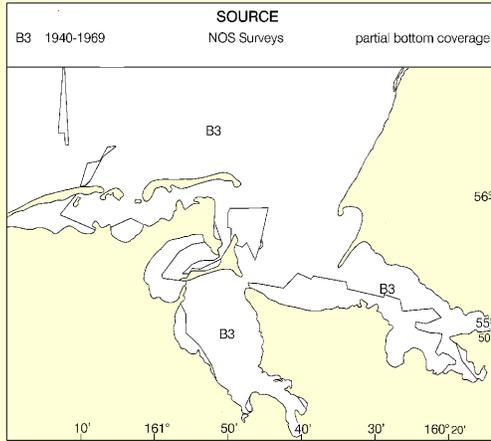
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Note: Chart grid lines are aligned with true north.



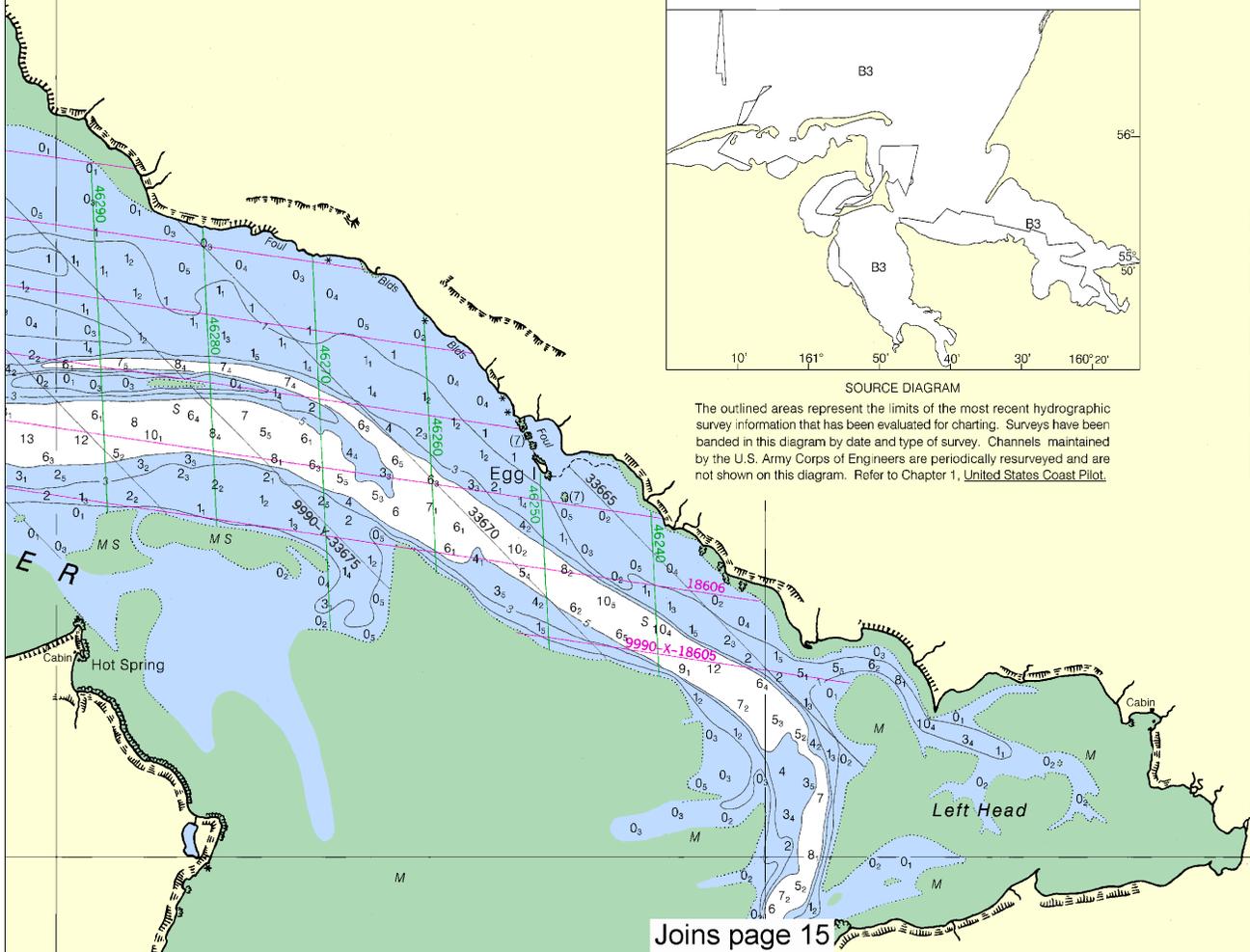


56°



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55°

55° 50'



PROVISIONAL CHART
UNITED STATES
ALASKA - WEST COAST

PORT MOLLER AND HERENDEEN BAY

Mercator Projection
Scale 1:80,000 at Lat 55° 55'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

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(402)

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WARNING

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

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

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Station positions are shown thus:
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For Symbols 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 U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

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

CAUTION

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

CAUTION

Channels are subject to frequent changes due to very strong tidal currents.

AIDS TO NAVIGATION

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Refer to charted regulation section numbers.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping 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 AND FEET TO ELEVEN FATHOMS

12th Ed., Jul /02 ■ Corrected through NM Jul. 13/02
Corrected through LNM Jun. 25/02

16363

LORAN - C OVERPRINTED

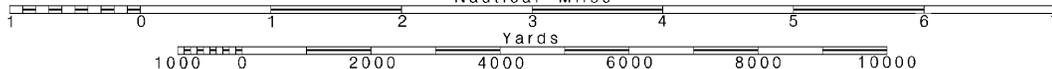
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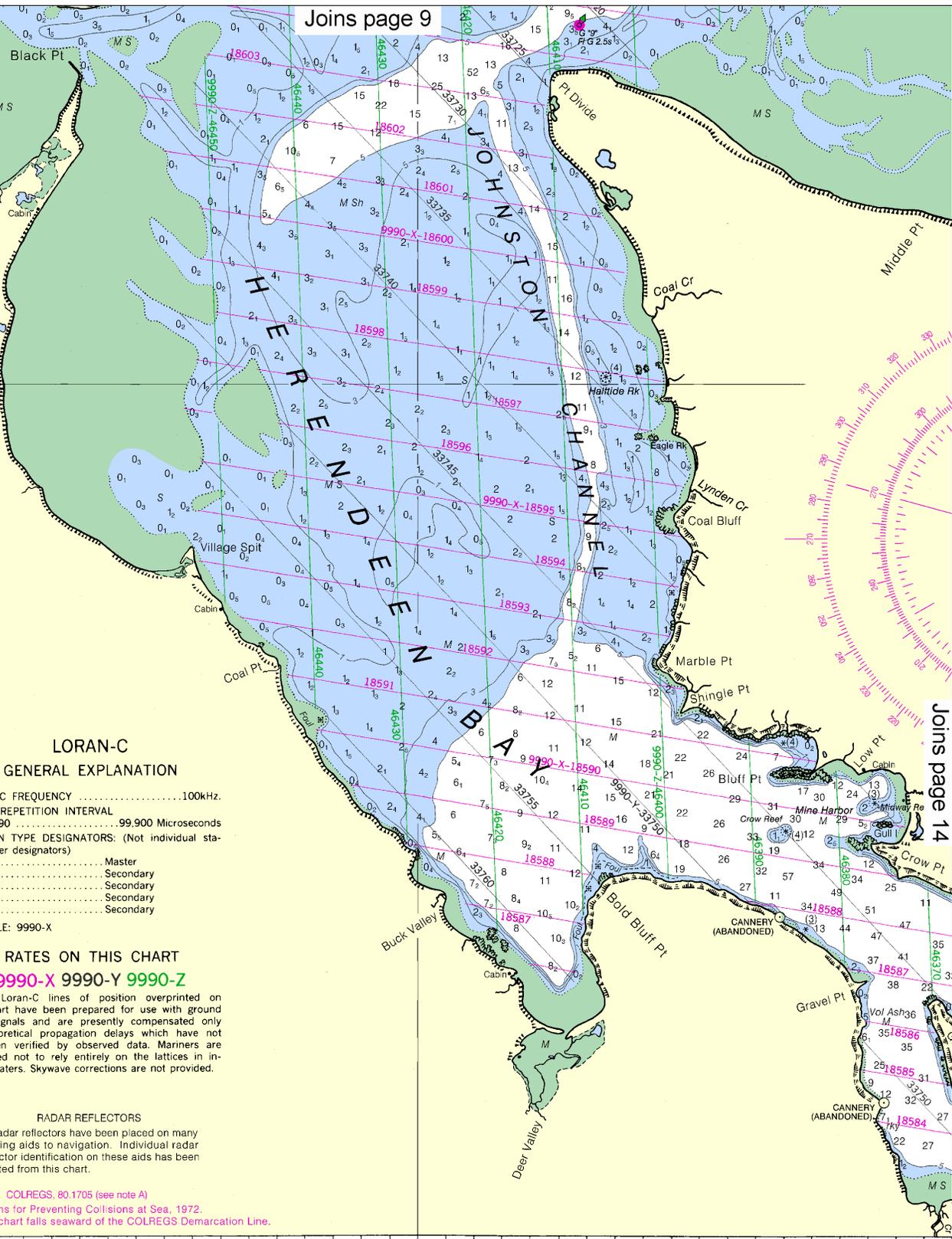
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





**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**

The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in in-shore waters. Skywave corrections are not provided.

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.

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.

161°

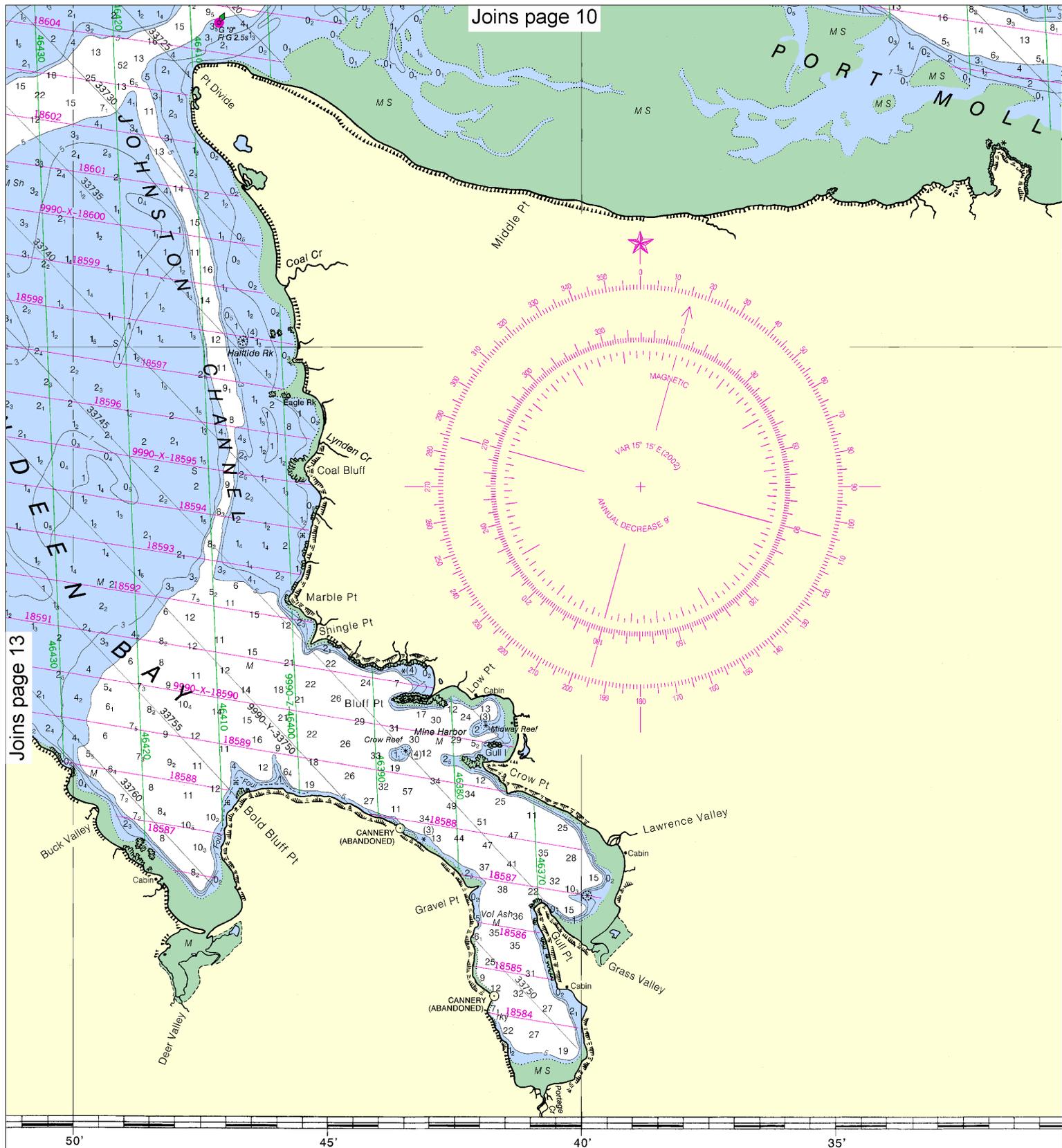
55'

50'

45'

ATHOMS
FATHOMS)

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



Joins page 13

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

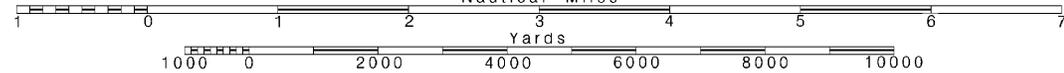
FATHOMS	1	2	3	4	5	6	7	8
FEET	6	12	18	24	30	36	42	48
METERS	1	2	3	4	5	6	7	8

14

Note: Chart grid lines are aligned with true north.

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

See Note on page 5.





EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – **Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.**

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- 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>



— For the latest news from Coast Survey, follow @nauticalcharts



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