

BookletChart™

Cape Douglas to Cape Nukshak

NOAA Chart 16608

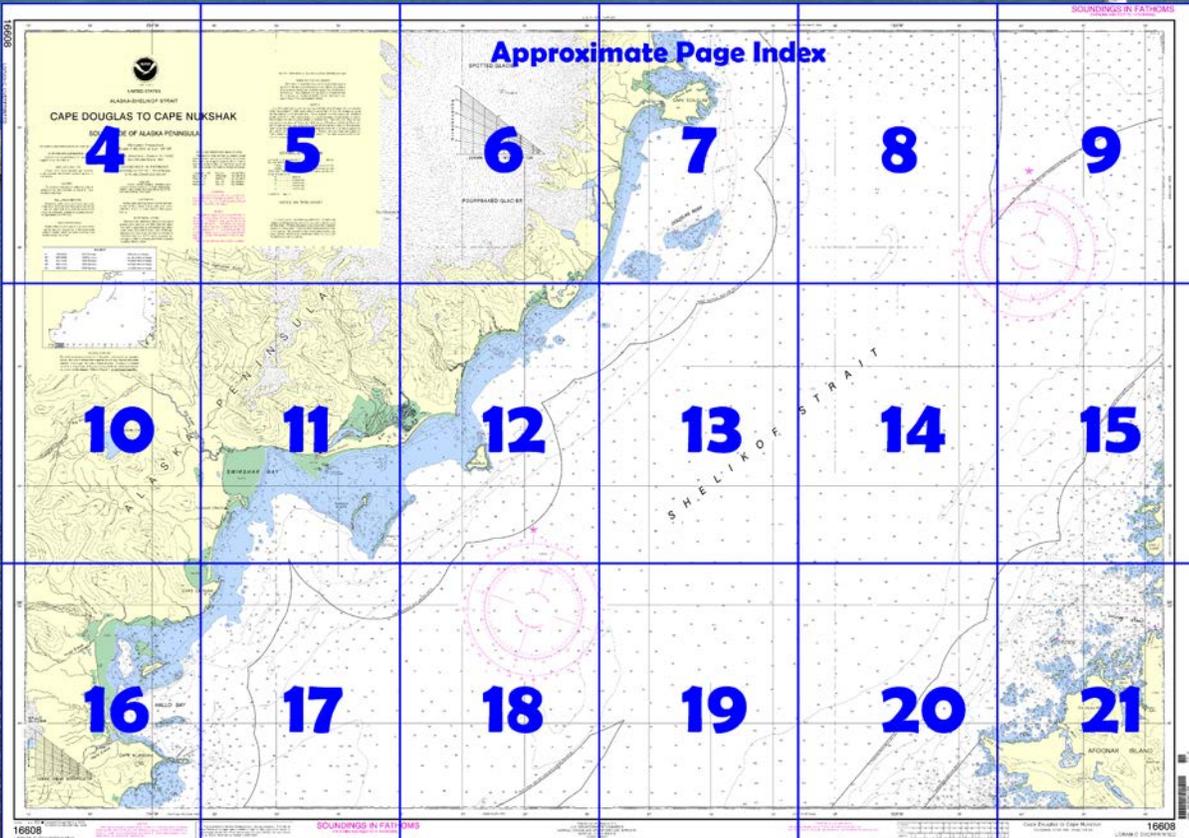


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

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

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16608>.



(Selected Excerpts from Coast Pilot)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Table of Selected Chart Notes

Corrected through NM Aug. 30/03
Corrected through LNM Aug. 12/03

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.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

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

HORIZONTAL DATUM

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

AIDS TO NAVIGATION

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

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).

CAUTION

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

AUTHORITIES

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

Mercator Projection

Scale 1:80,000 at Lat. 58°38'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS

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

NOAA WEATHER RADIO BROADCASTS

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

Raspberry I, AK	KZZ-90	162.425 MHz
Bede Mt, AK	WNG-528	162.450 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Kodiak, AK	WXJ-78	162.55 MHz
Homer, AK	WXJ-24	162.40 MHz

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7960.....79,600 Microseconds
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

EXAMPLE: 7960-X

RATES ON THIS CHART

7960-X 7960-Y 9990-Y 9990-Z

Loran-C correction tables published by the National Imagery and Mapping 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.

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.

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.

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 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.

10' 05' 154°W 55' 50'



UNITED STATES
ALASKA-SHELIKOF STRAIT

CAPE DOUGLAS TO CAPE NUKSHAK

SOUTH SIDE OF ALASKA PENINSULA

For Symbols and Abbreviations see Chart No. 1

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

AIDS TO NAVIGATION
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Mercator Projection
Scale 1:80,000 at Lat. 58°38'
North American Datum of 1983
(World Geodetic System 1984)

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

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

AUTHORITIES
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WARNING
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Refer to charted regulation section numbers.

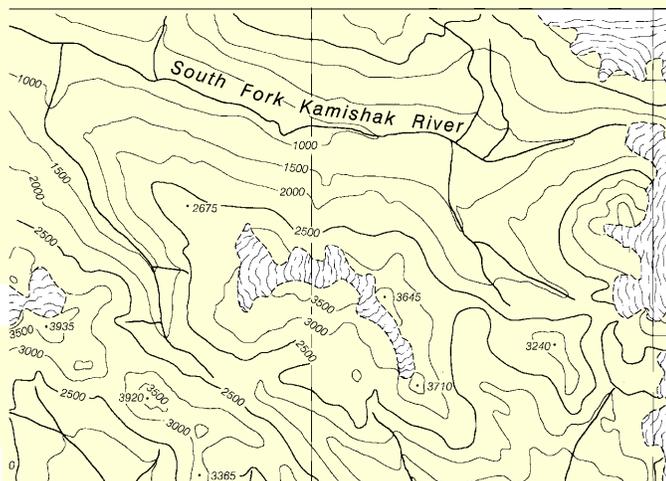
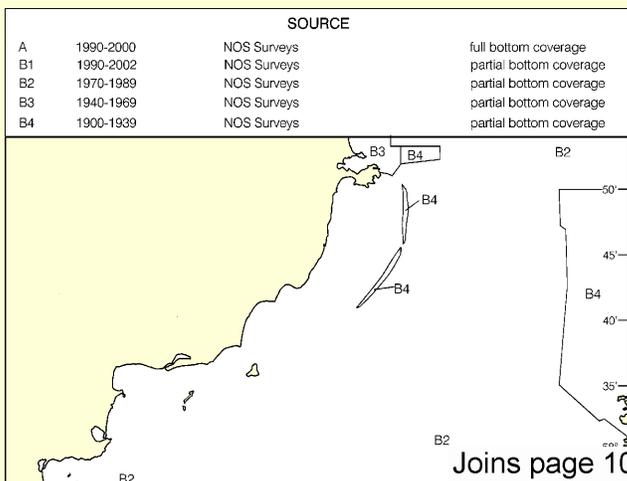
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EXAMPLE

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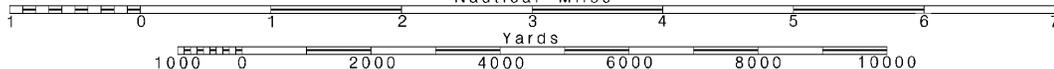


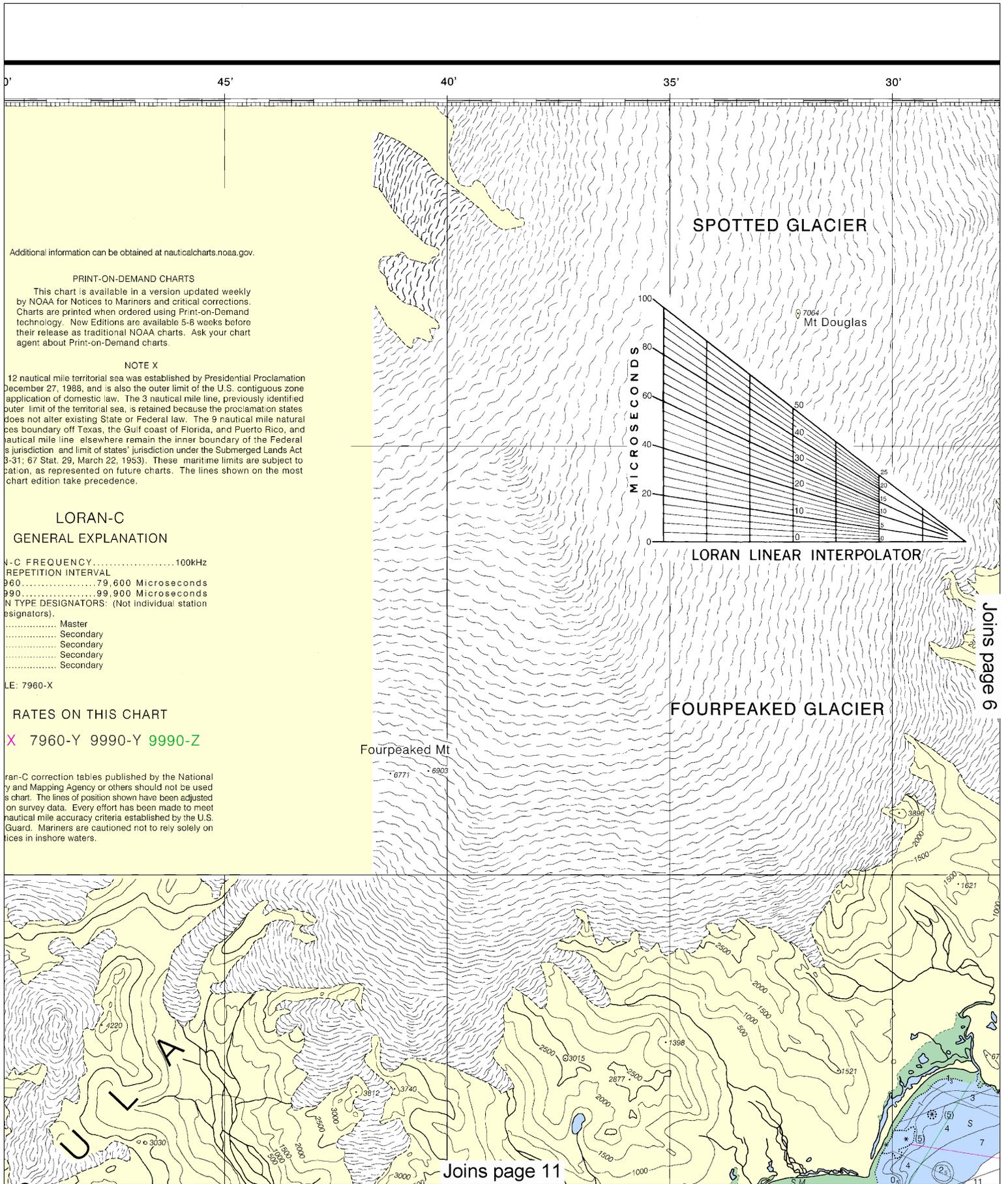
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





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

PRINT-ON-DEMAND CHARTS

This chart is available in a version 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.

NOTE X

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

LORAN-C

GENERAL EXPLANATION

N-C FREQUENCY..... 100kHz

REPETITION INTERVAL

960..... 79,600 Microseconds

990..... 99,900 Microseconds

N TYPE DESIGNATORS: (Not individual station

esignators).

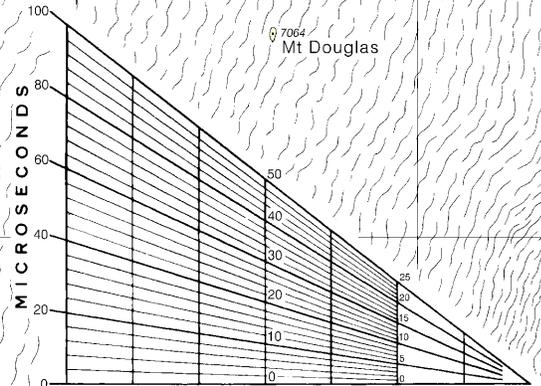
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RATES ON THIS CHART

X 7960-Y 9990-Y 9990-Z

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



LORAN LINEAR INTERPOLATOR

Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

45' 40' 35' 30' 25'

nauticalcharts.noaa.gov.

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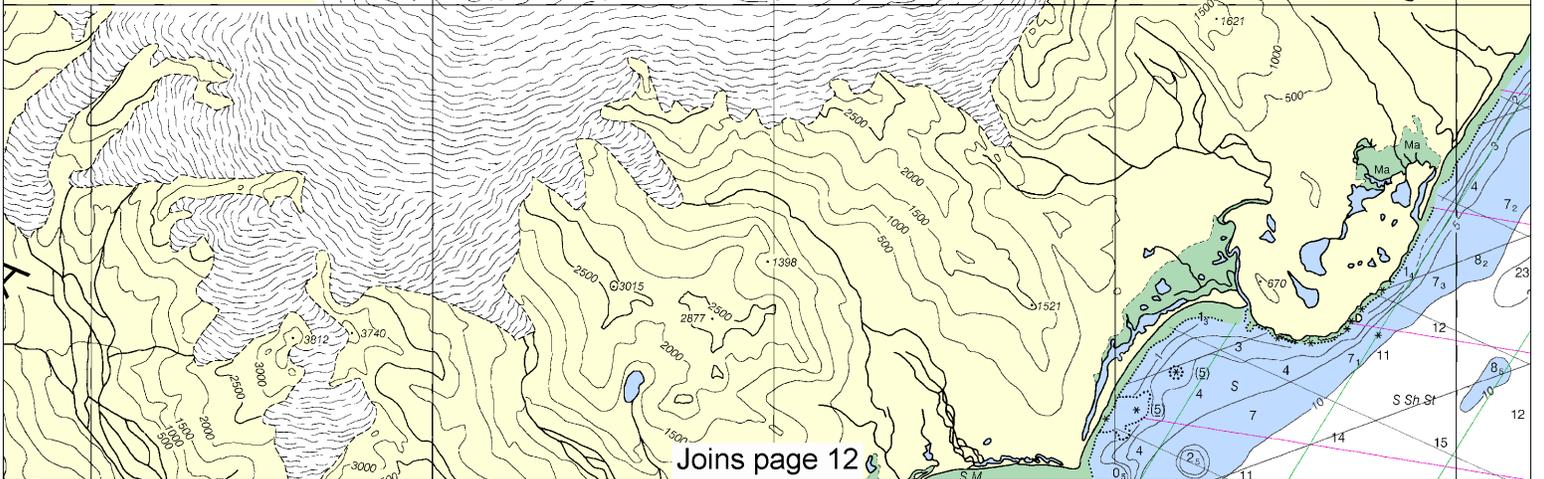
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Joins page 5

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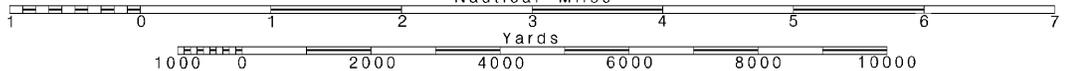


Joins page 12

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

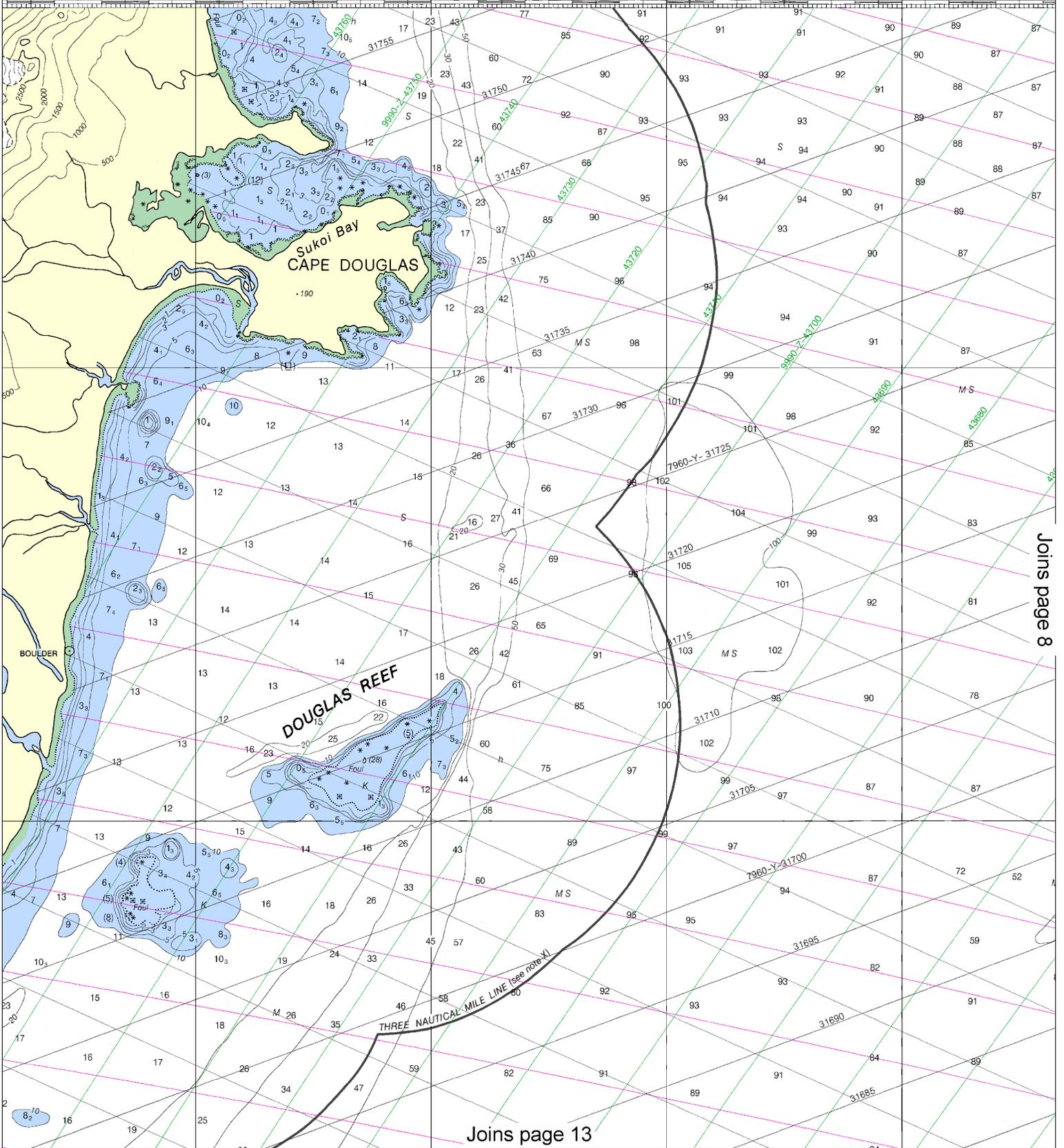
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CONTINUED ON CHART 16648

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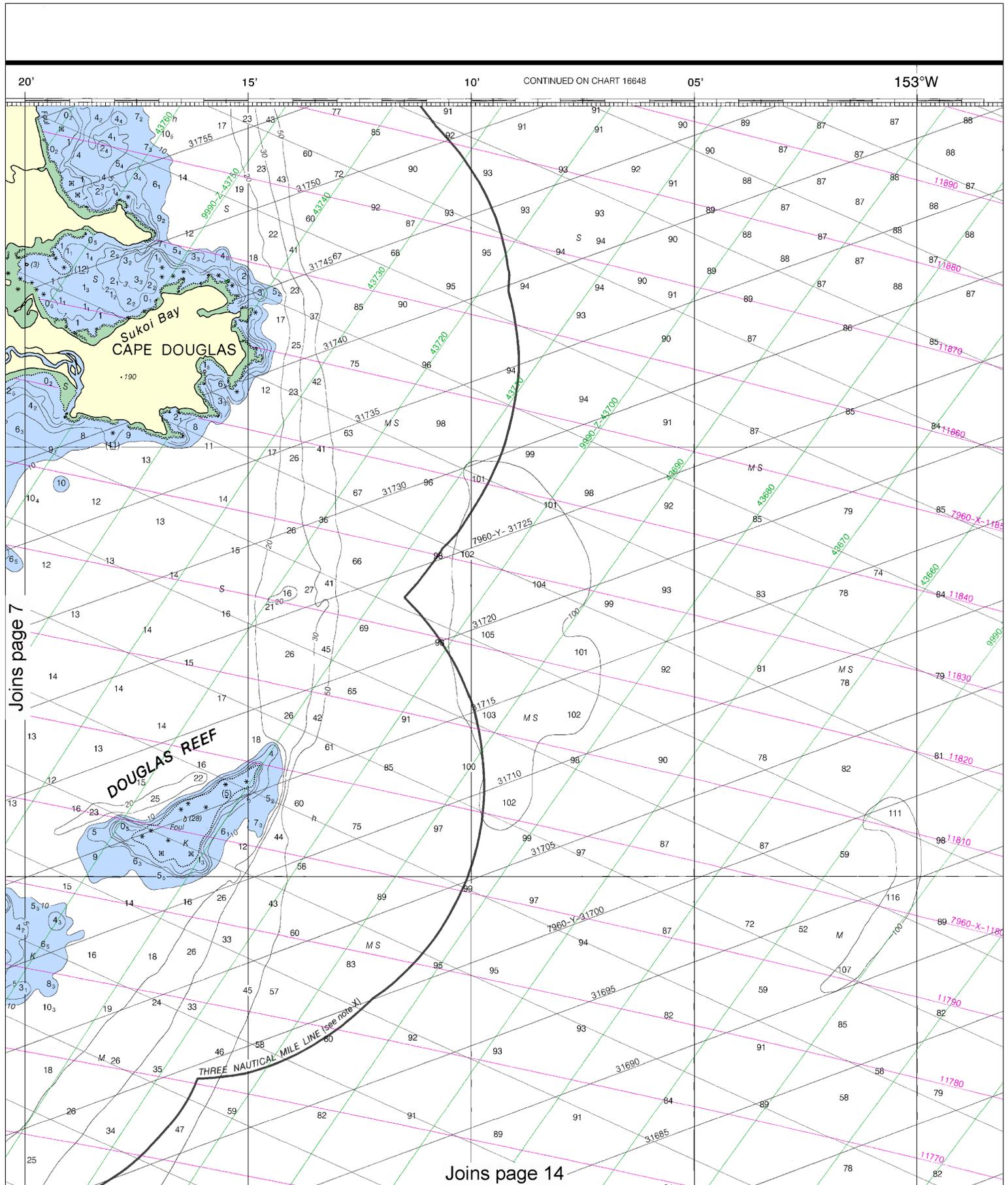


Joins page 8

Joins page 13

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.

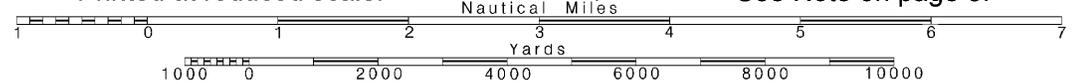




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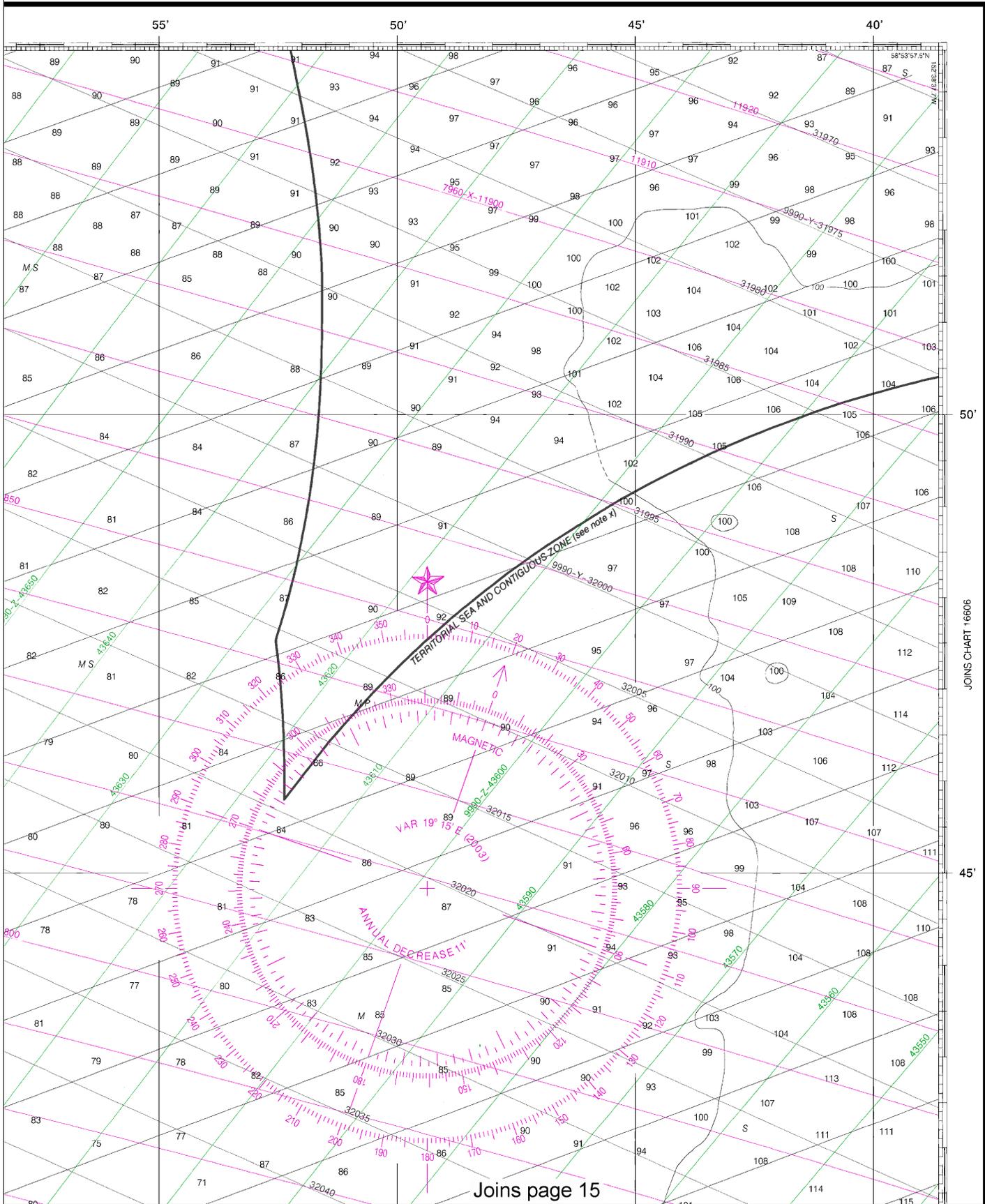
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See Note on page 5.



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



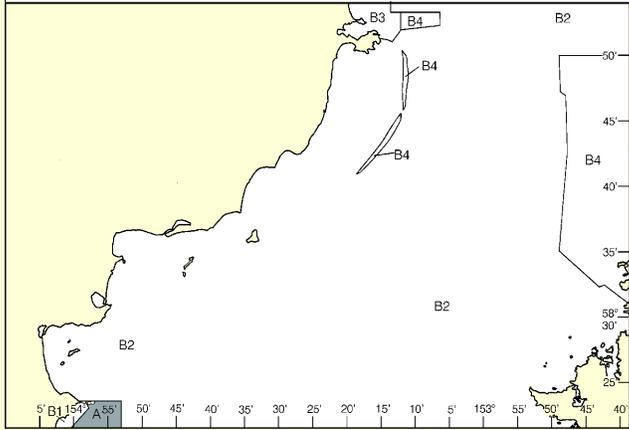
Joins page 15

JOINS CHART 16606

B2 1970-1989 NOS Surveys
 B3 1940-1969 NOS Surveys
 B4 1900-1939 NOS Surveys

Joins page 4

partial bottom coverage

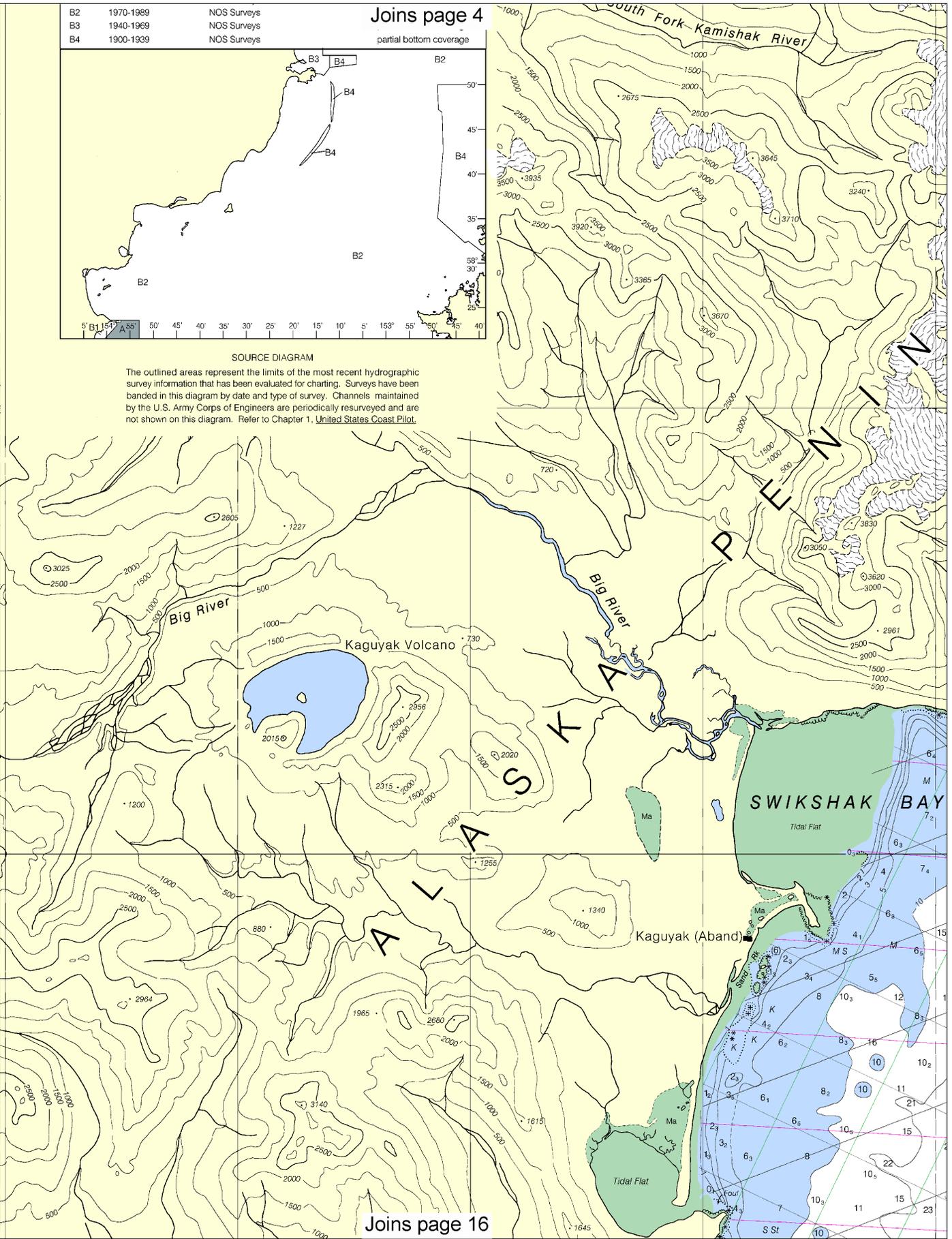


SOURCE DIAGRAM

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40'

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Joins page 16

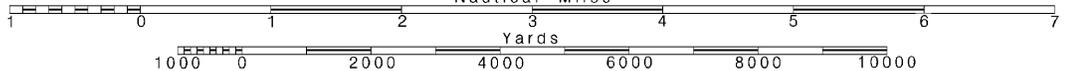
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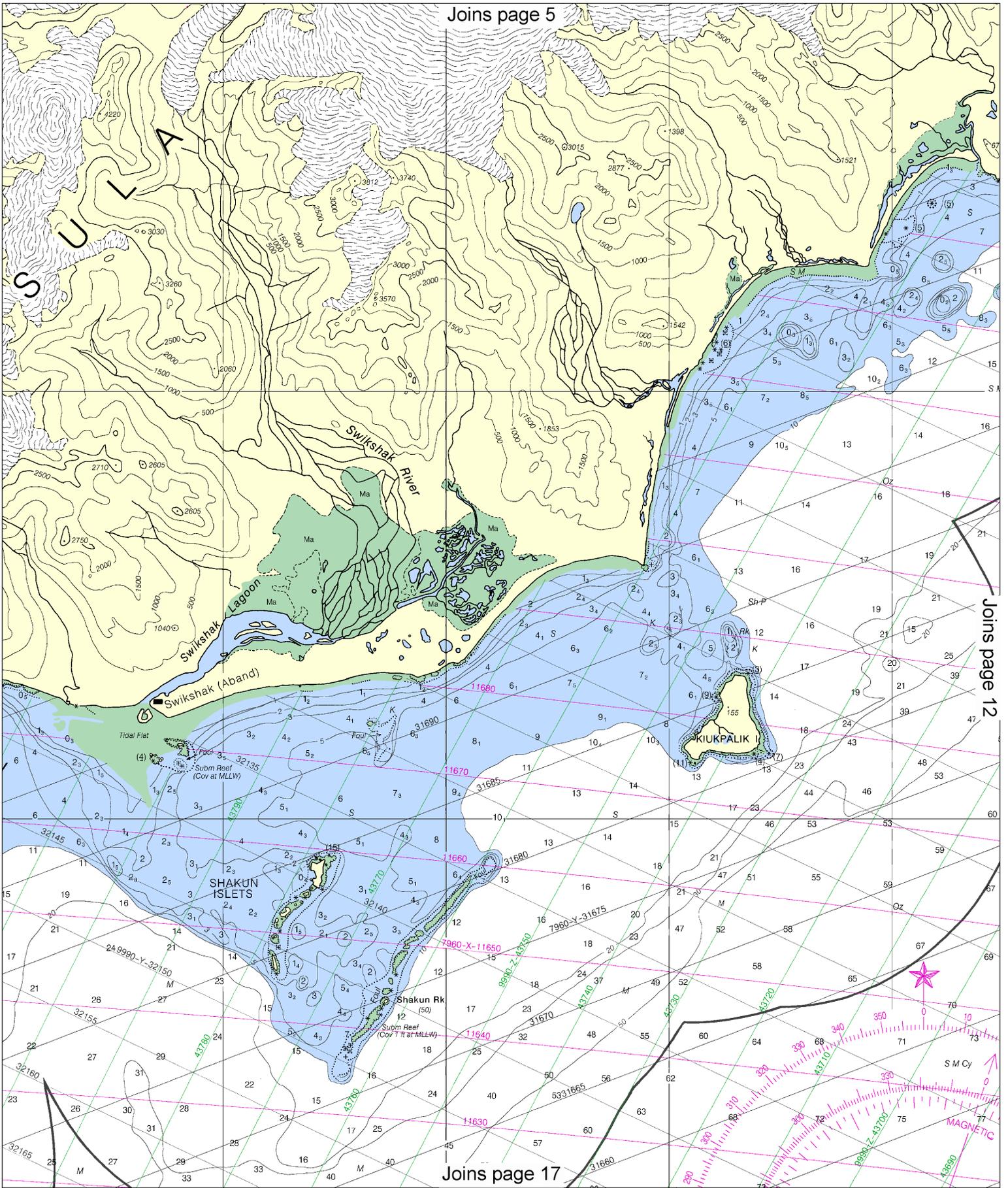
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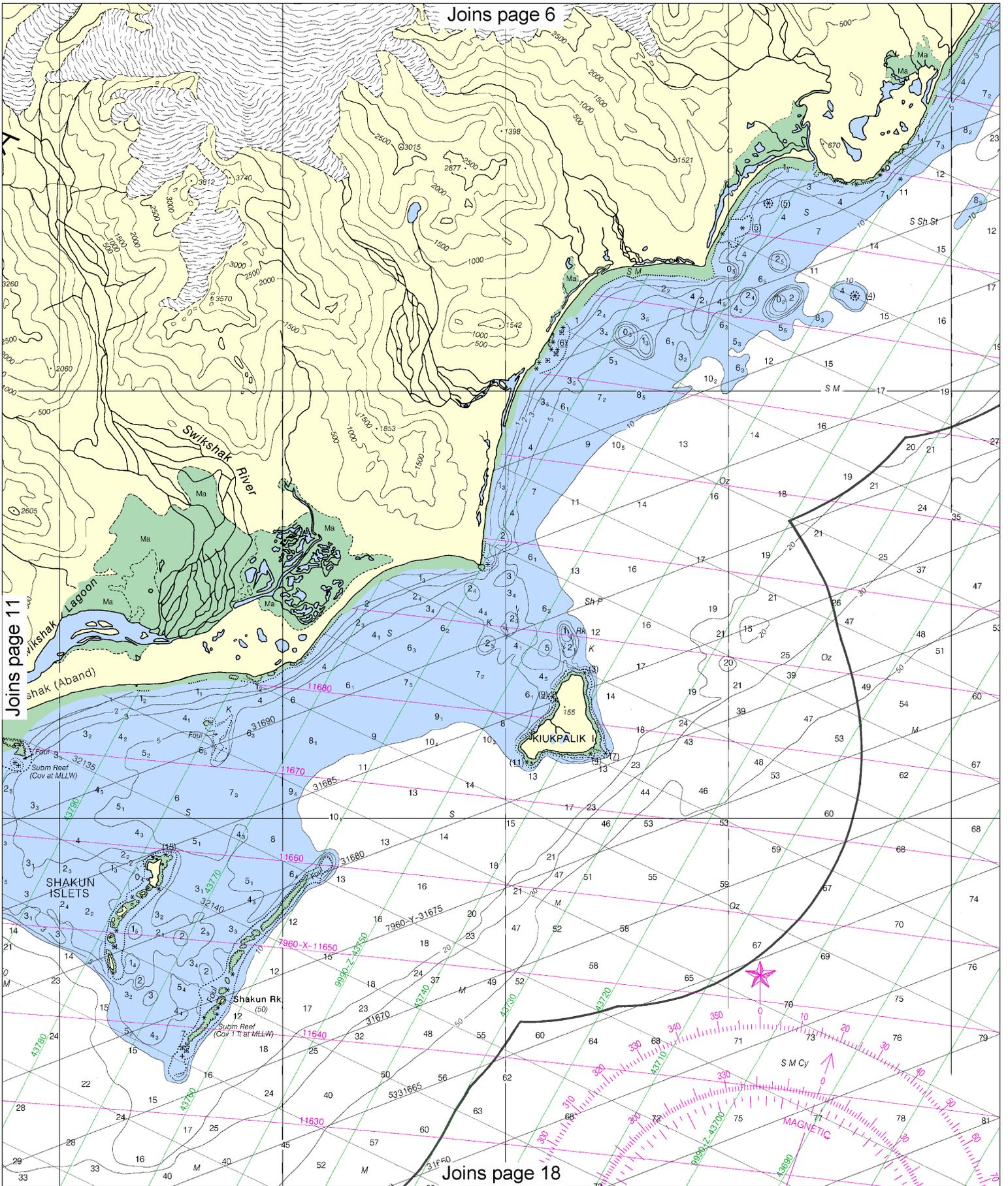
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SCALE 1:80,000
Nautical Miles

See Note on page 5.







Joins page 11

Joins page 18

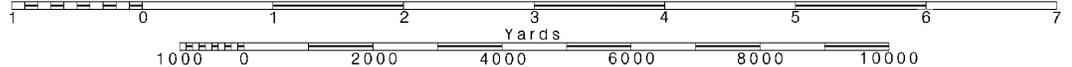
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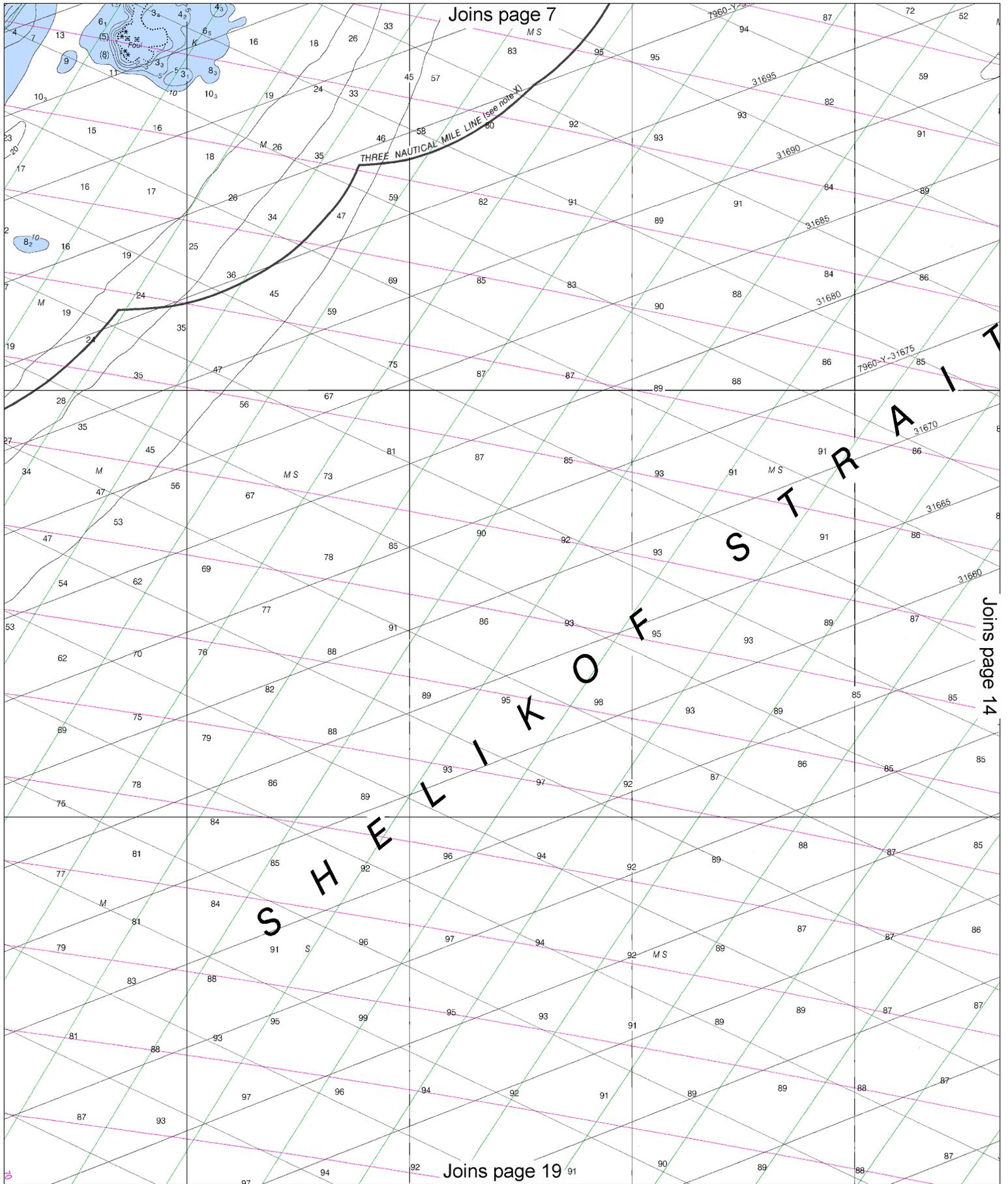
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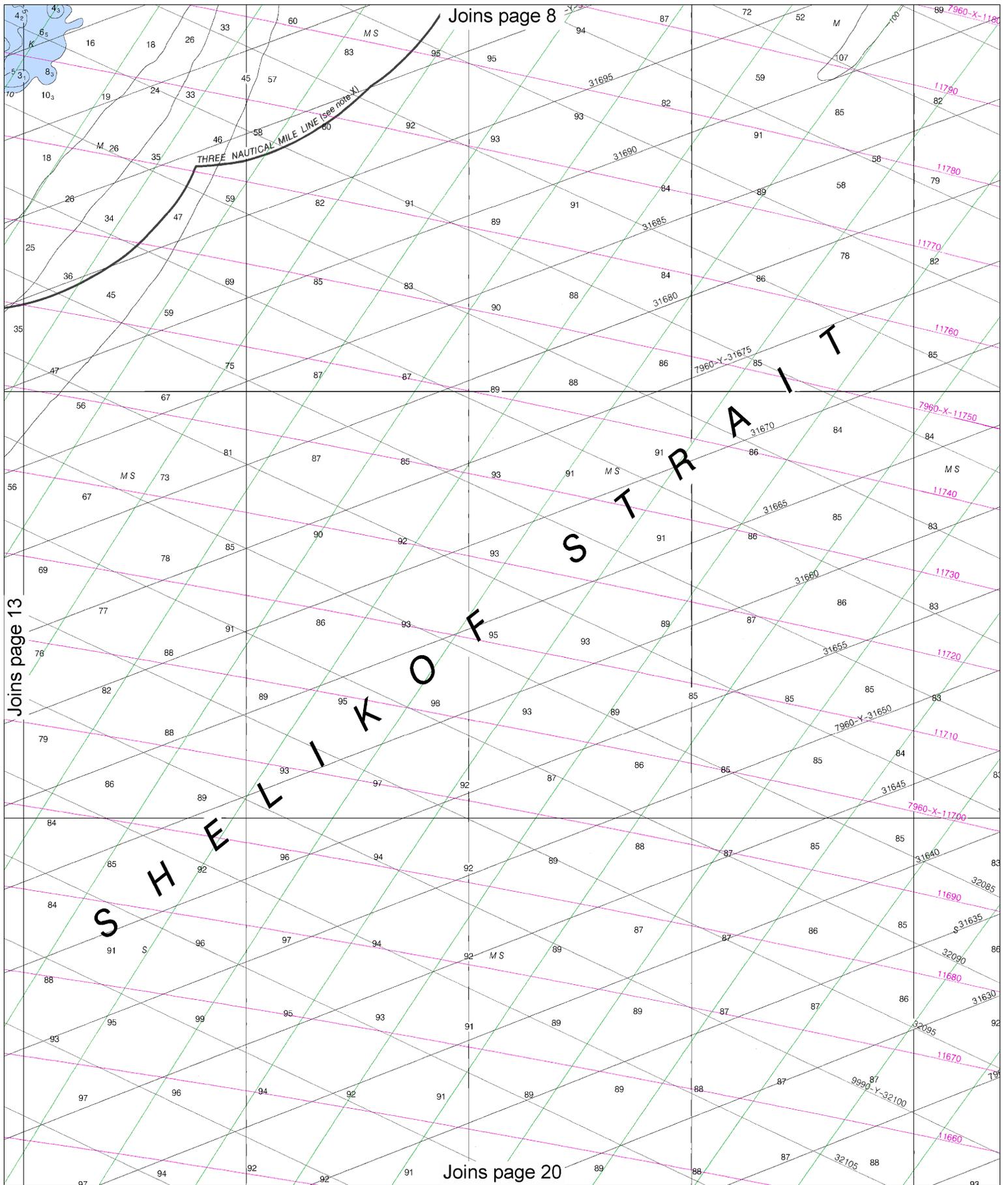
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SCALE 1:80,000
Nautical Miles

See Note on page 5.





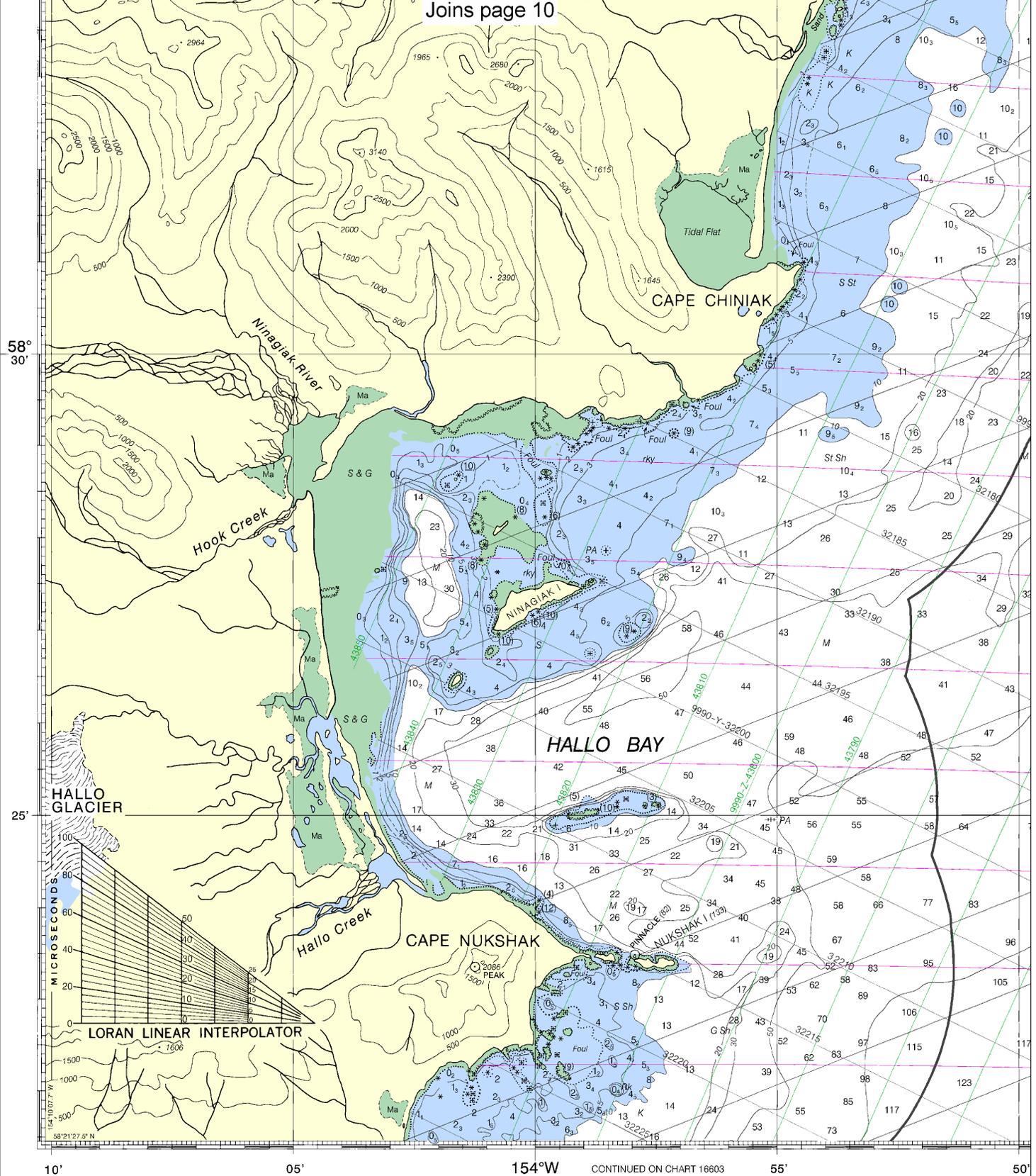


14

Note: Chart grid lines are aligned with true north.



Joins page 10



4th Ed., Aug./03 ■ Corrected through NM Aug. 30/03
Corrected through LNM Aug. 12/03

16608

LORAN-C OVERPRINTED

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.

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

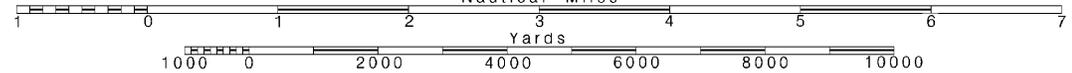
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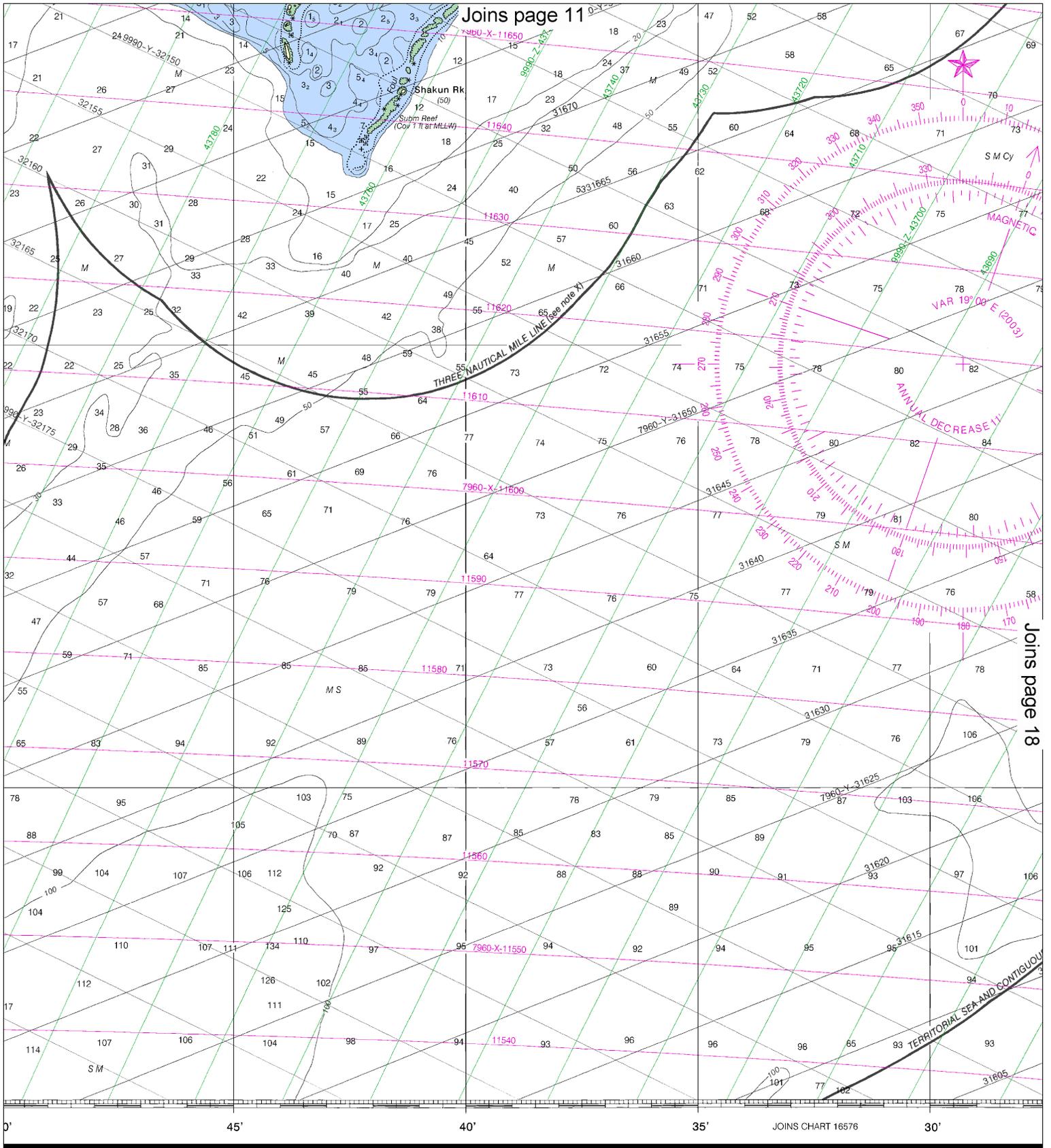
Note: Chart grid lines are aligned with true north.

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SCALE 1:80,000
Nautical Miles

See Note on page 5.

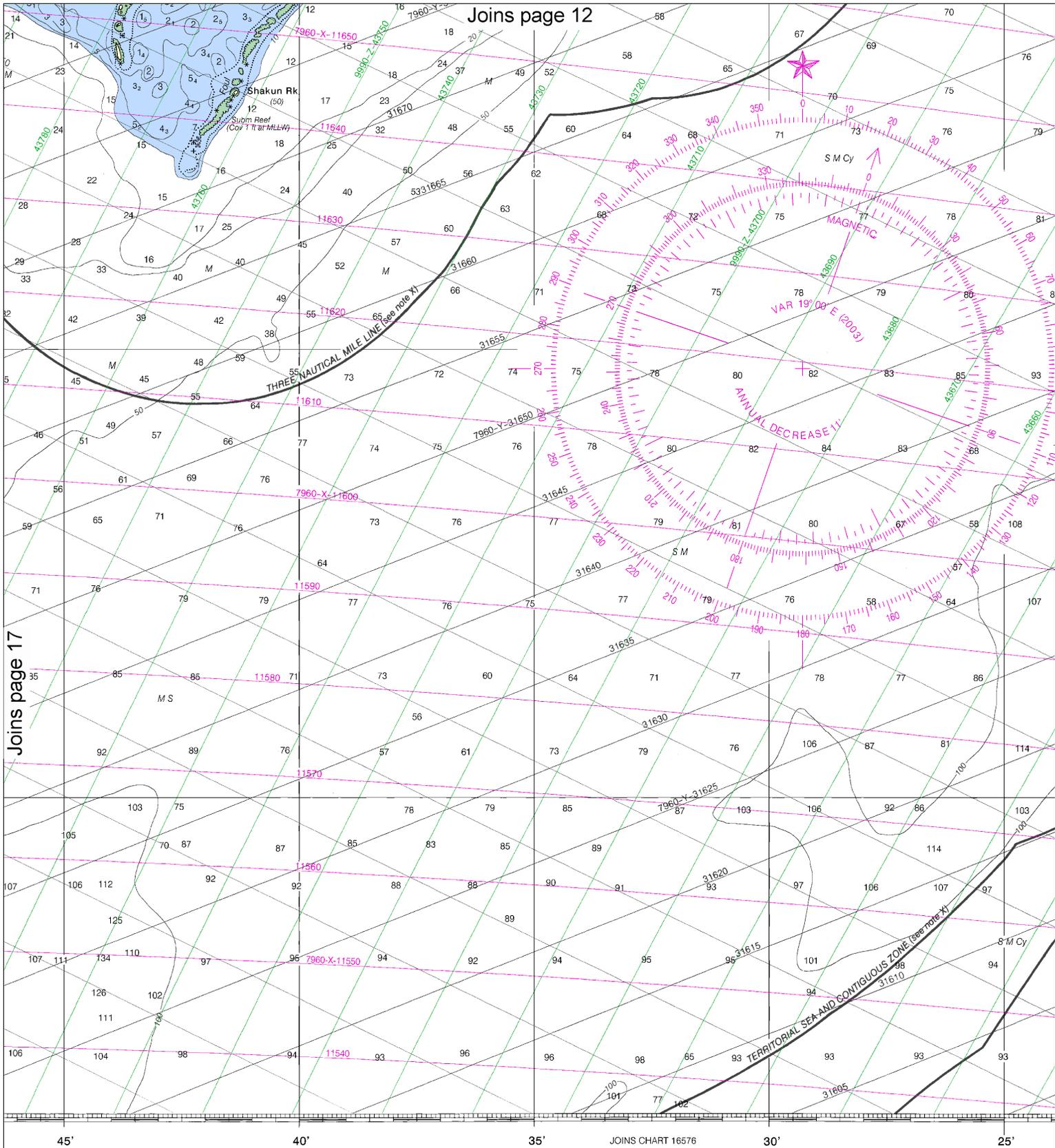




The National
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onal Ocean

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



Joins page 17

SOUNDINGS IN FATHOMS
 (FATHOMS AND FEET TO 11 FATHOMS)

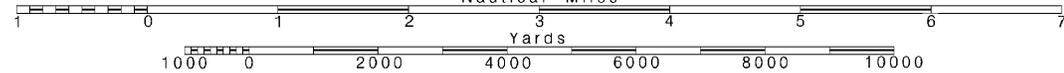
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18

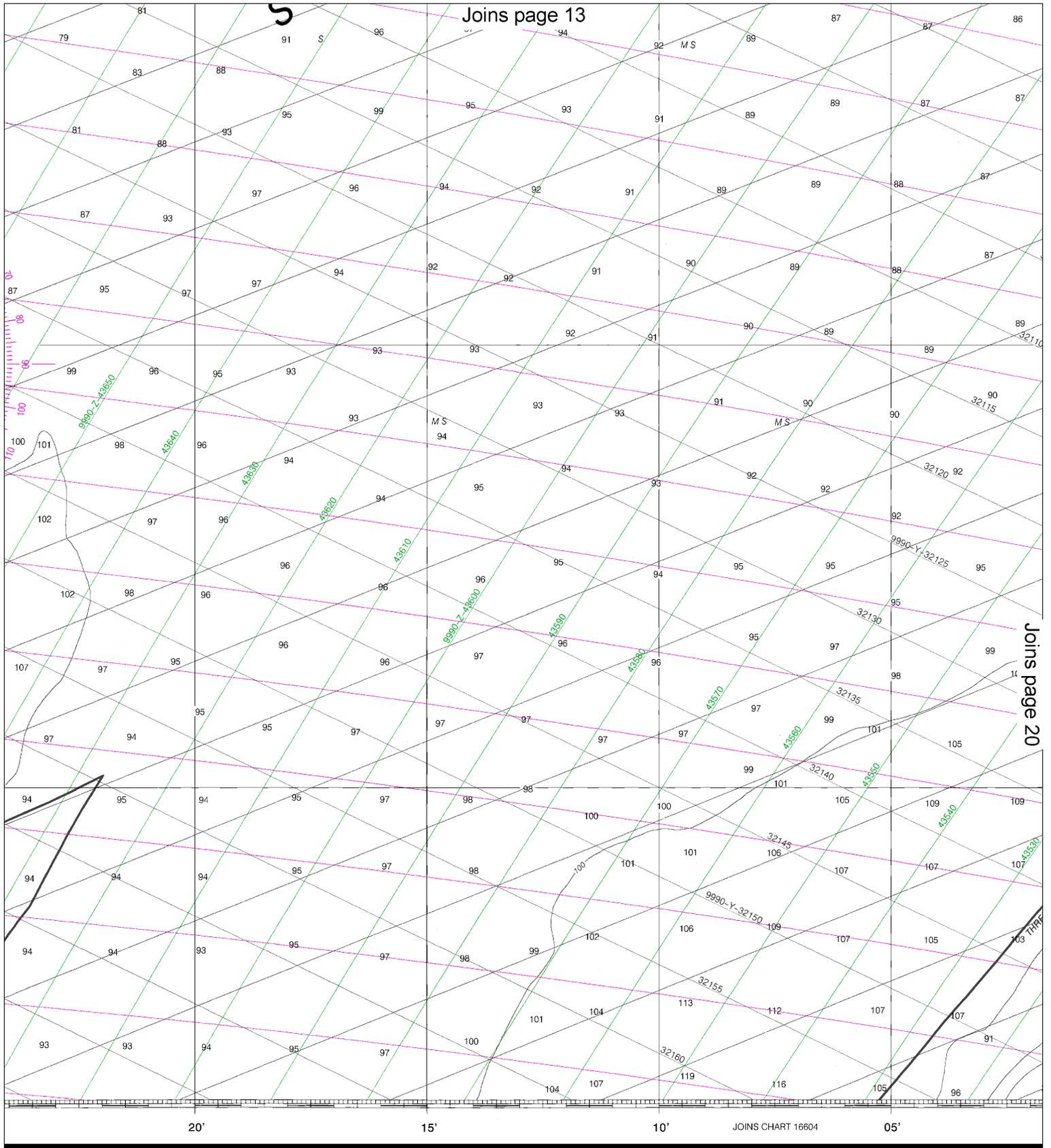
Note: Chart grid lines are aligned with true north.

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

See Note on page 5.

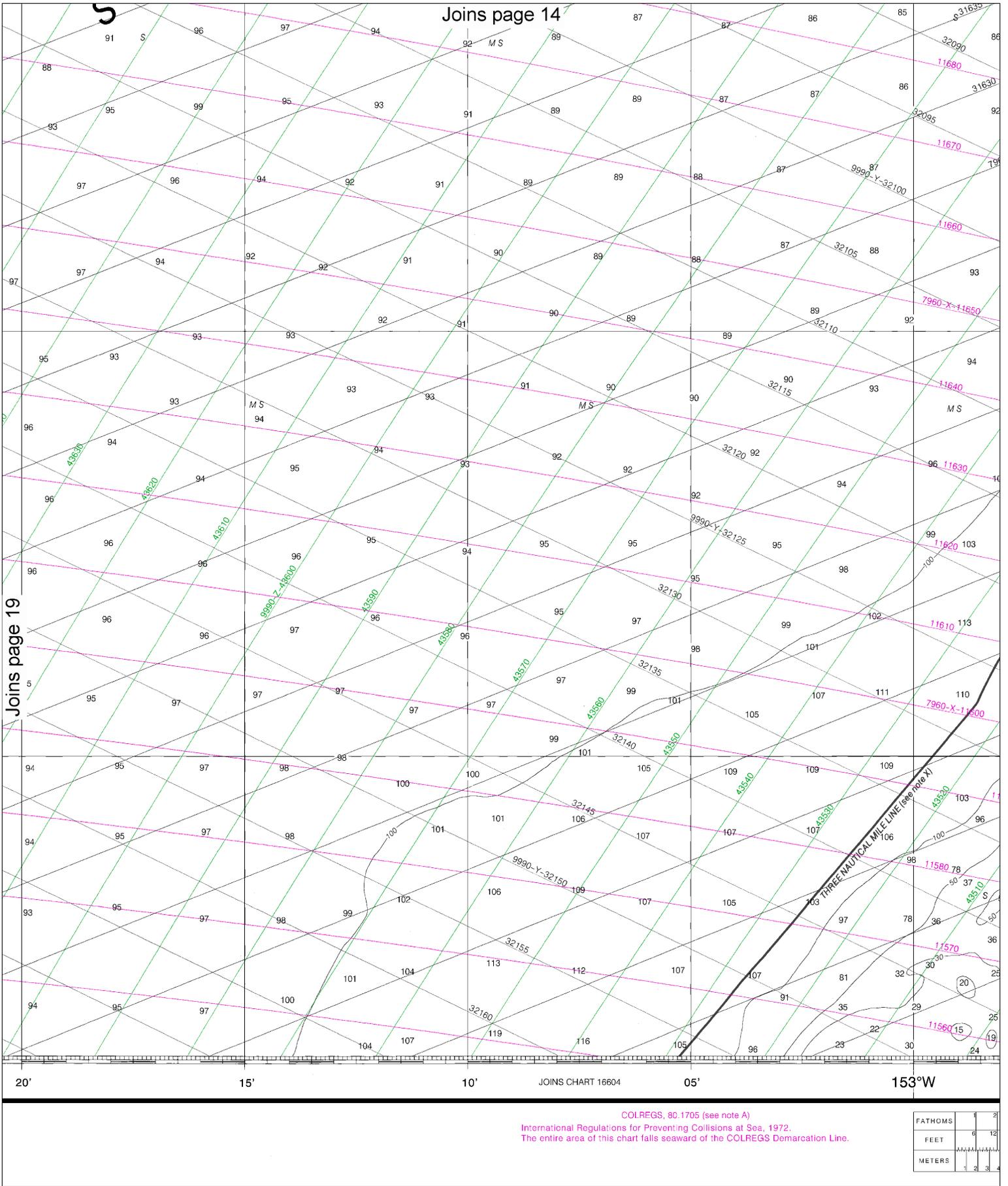


Joins page 13



Washington, D.C.
 DEPARTMENT OF COMMERCE
 HYDROGRAPHIC ADMINISTRATION
 COAST AND GEODETIC SURVEY

COLREGS, 80.1705 (see note A)
 International Regulations for Preventing Collisions at Sea, 1972.
 The entire area of this chart falls seaward of the COLREGS Demarcation Line.



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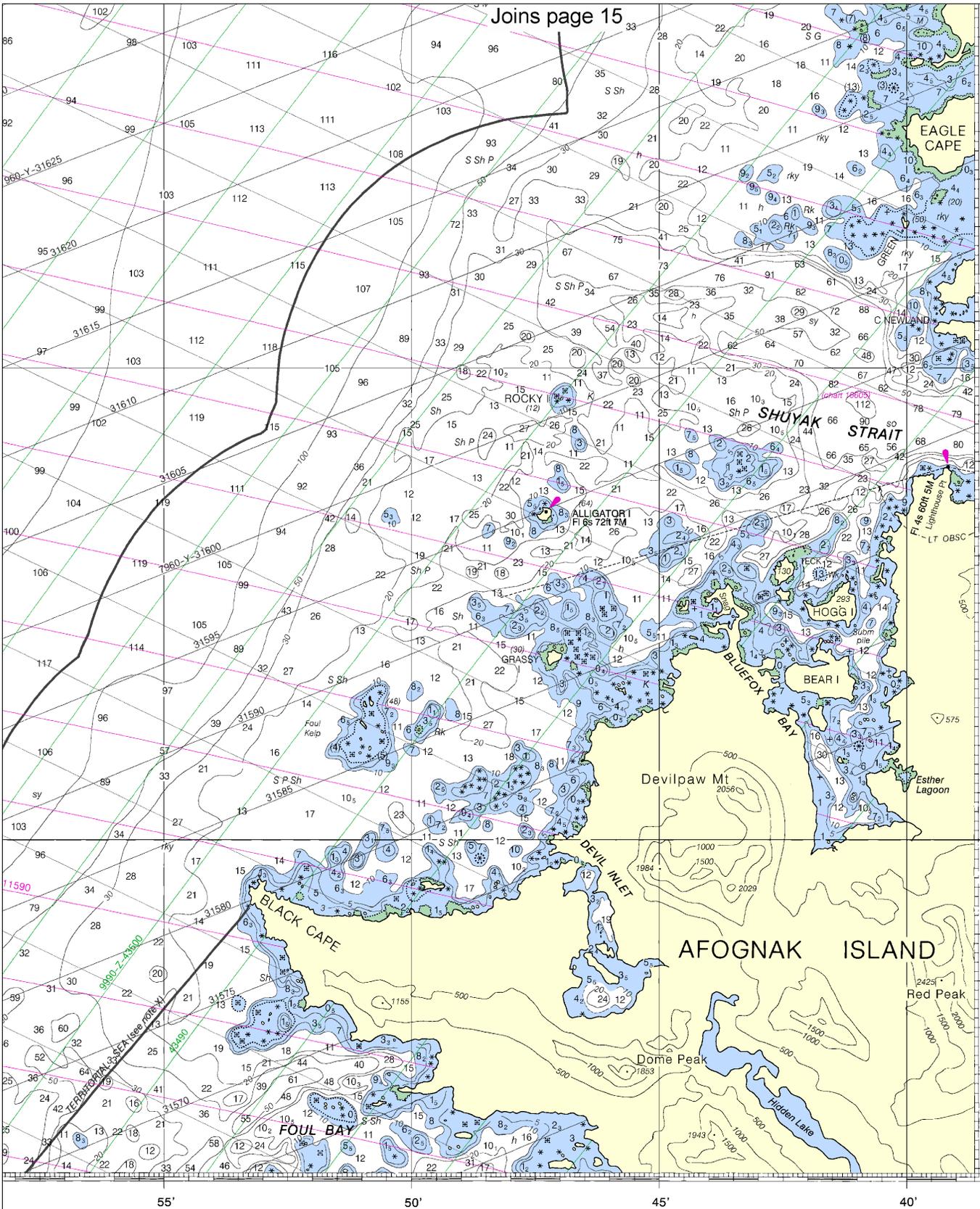


Joins page 15

JOINS CHART 16604

58° 30'

25'



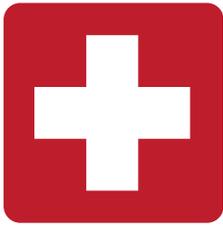
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NSN 7642014011289
NIMA REFERENCE NO. 166016608

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

16608
LORAN-C OVERPRINTED





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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