UNITED STATES COAST PILOT

9

PACIFIC AND ARCTIC COASTS

Alaska, Cape Spencer to Beaufort Sea

SEVENTH (1964) EDITION

Consult Latest Supplement

U.S. DEPARTMENT OF COMMERCE / Coast and Geodetic Survey

Supplement

Coast Pilot supplements are prepared January 1 of each year and issued free about 3 months later. Each supplement is complete in itself and cancels all previous issues. The latest supplement, together with Notices to Mariners subsequent to it, will correct the book to date.

U.S. DEPARTMENT OF COMMERCE

John T. Connor, Secretary

ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION

COAST AND GEODETIC SURVEY

January 1, 1966

FIRST SUPPLEMENT

to

UNITED STATES COAST PILOT 9

PACIFIC AND ARCTIC COASTS

ALASKA, CAPE SPENCER TO BEAUFORT SEA

Seventh (October 3, 1964) Edition

Changes reported to C&GS from date of edition through Notice to Mariners 1 of January 1, 1966. Supplement should be kept intact; numbered-line continuity with book provides sufficient reference without cutting and pasting. Free copies of supplements may be obtained by writing to Director, U.S. Coast and Geodetic Survey, Washington Science Center, Rockville, Md., 20852.

Page 2.—Line 9/L; read: between the lights may be redneed to not less than 3 feet if necessary. (FR–5/8/65)

Page 12.—Lines 8–10/L; read: Under . . . (F.R. 5/8/65)

Line 51/R; read:

(7) For that vessel which is engaged in operations in and out of the same port to sea and return without entering any other port, or on coastwise voyages between ports in the same Coast Guard District, or on voyages between ports in the First, Ninth, Thirteenth, or Seventeenth Coast Guard Districts and adjacent Canadian ports, or between ports of the Commonwealth of Puerto Rico and ports in the Lesser Antilles, or between ports in the Lesser Antilles, or between ports on the east coast of Florida and the Bahama Islands, the Coast Guard District Commander having jurisdiction may, when no reason exists which renders such action prejudicial to the rights and interests of the United States, prescribe conditions under which such vessels may be considered by the Captains of the Port as being in constructive compliance with the requirements of this section. (F.R. 6/3/65)

Page 13.—Lines 1–14/L; strike out. (F.R.–6/3/65)

Page 26.—Line 33/R; read: Ocean Cape to join shallower water. **In 1964, a depth of about 1¾ fathoms was reported about 13.4 miles 297° from Ocean Cape Light.** During very heavy . . . (NM–8/1044/65)

Page 30.—Lines 29–32/R; read: 15 feet depending upon the stages of tide and river. **Alaganik** is about 10 miles up the slough. (9–30/65)

Lines 38–39/R; read: 1.5 miles westward from the mouth of Eyak River. (9–30/65)

Page 31.—Line 25/L; strike out. (9–30/65)

Line 27/L; read: A light is on the . . . (9–30/65)

Page 35.—Line 18/R; read: broken by two shallow bays or lagoons. A red-and-white tower and several buildings are about a mile east of Johnstone Point. The easterly bay . . . (9–35/65)

Page 36.—Line 54/L; read: southwest end, is no longer navigable. The . . . (9–30/65)

Page 37.—Lines 60/L–2/R; read: local pilot was reported in 1965 as no longer available at Cordova. (9–35/65)

Lines 9–19/R; read:

Wharves.—A new City Dock, 100 feet north of the existing dock, was under construction in 1965. An enlarged small-craft commercial fishing basin lies just southwest of the new city dock area. The basin is protected by two breakwaters, the southerly of which is marked by a light; in June 1965 the controlling depth was 10 feet in the basin. The Cordova-Valdez ferry ramp is in the eastern end of the basin. (9–57/65; CEM–65)

798-236—66

Lines 31–36/R; strike out. (9–57/65)

Page 39.—Lines 9–10/R; read: fathoms, but is narrow with foul ground on both sides; it is buoyed. (NM–40/5772/65)

Page 40.—Lines 29–31/L; read: Entrance Point, 1 mile northward of Jack Bay, is marked by a daybeacon. **Entrance Island** is eastward of Middle Rock. (NM–4/492/65)

Line 46/R; insert after:

In 1965 a new small-craft basin, protected by breakwaters, was completed at the site 2.5 miles west of the old city of Valdez. In June 1965 the project depths of 12 feet were available in the entrance channel and inside. (CEM–65)

Page 46.—Lines 6–7/L; read: in midentrance. The cove accommodates only small craft. (NM–23/3321/65)

Page 48.—Line 4/R; read: mile. In 1965, a 292-foot survey vessel found secure anchorage in this bay. (9–35/65)

Page 49.—Line 21/L; insert after:

In 1965, a 292-foot survey vessel anchored securely in a 40-knot wind, 1.9 miles 290° from Gilmour Point, in 20 fathoms. Later, winds of 50 and 60 knots caused some dragging in this location. (9–35/65)

Lines 1–4/R; read:

Applegate Rock and the surrounding reef area were substantially uplifted during the March 1964 earthquake. Applegate Rock now bares about 10 feet at high water and the reef bares at high water for a distance of about half a mile, with many off-lying rocks baring at low water. The area should be avoided. At the northeastern . . . (9–35/65)

Lines 28–33/R; read: is low and wooded. The southeast point of the island is surounded by reefs and rocks, and a kelp bed extends from Latouche Island to Danger Island. There is visible evidence on nearby shorelines that this area uplifted 12 to 15 feet due to the March 1964 earthquake, and consequently passage should not be attempted between these two islands. (9–35/65)

Line 54/R; insert after:

In 1965 an uncharted 15-fathom-deep pinnacle was discovered, 1.5 miles 040° from Discovery Point. (9–35/65)

Page 50.—Lines 6–8/L; read: Bay of Isles. These are three pinnacles which, owing to the 1964 earthquake uplift, are now bare at low water. They . . . (9–35/65)

Line 41/L; insert after: A 4-fathom spot was measured by a survey vessel, in 1965, about 1.2 miles west of Danger Island. (9–35/65)

Line 47/L; read: anywhere in this channel in suitable depths, but it should be avoided in strong southerly winds. Avoid . . . (9–35/65)

Lines 34–36/R; read: A lighted whistle buoy is off the western end of the point. (NM–51/6799/64)

Page 51.—Line 47/L; strike out. (NM–31/4462/65)

Page 57.—Line 2/R; insert after: In 1965, it was reported that a rock awash was lying midway between Hive Island and Rugged Island. (NM–45/6495/65)

Line 46/R; read: wharves and a white schoolhouse at Seward are prominent, as is the 100-foot tower of radio station KIBH on shore near the waterfront. (9–57/65)

Line 51/R; read: 60°06.5 N., 140°22.1′ W., southwestward of a mooring buoy. (9–57/65)

Page 58.—Lines 34–36/L; read: can find shelter in the new basin north of the city, which has depths of 15 feet. The entrance is protected by breakwaters, marked by a light at each inner end. Fuel and some supplies are available, and a launching ramp is in use. Just eastward of this facility, in 1965, a 35-foot channel was being dredged to a new railroad wharf under construction. A new Alaska State Ferries 300-foot dock was constructed a quarter mile southwest of the southwest end of the old railroad wharf; the new dock has depths of 2 fathoms alongside. A 15-ton gantry crane is on the northeast end of the old railroad wharf. (NM–40/5773/65; 9–57/65; CEM–65; NM–50/7306/65)

Line 46/L; read: are available; a marine railway about a mile sonthwest of Seward has a haul-out capacity of 60 feet. (9–57/65)

Page 69.—Lines 24–29/L; read: The northeast point is a sandspit marked by a buoy 0.4 mile offshore which also marks a 1½-fathom spot, and a prominent large bare rock is 0.6 mile northwestward. **Cape Elizabeth** is the western end of the island. (NM–49/7129/65)

Lines 6–9/R; read: about half way to the summits. The small cannery and wharf at **Portlock** on the south shore were in ruins in 1965. (9–69/65)

Page 71.—Line 11/R; read: The city pier has a face 40 feet long with a depth of 15 feet at the northern end, about 150 yards south of Watch Point. Anderson's Dock, 350 yards . . . (9–71/65)

Lines 22–25/R; read: March 1964 earthquake damage has been repaired, and the rebuilt basin accommodates some 115 fishing vessels. The controlling midchannel depth through the entrance is 16 feet to and alongside the three northern finger piers. (9–71/65)

Page 72.—Lines 44–48/L; read: by deep-draft vessels. The northeast face is 130 feet long with a depth of 30 feet alongside; the southeast face is 60 feet long with 13 feet alongside. No supplies were available in July 1965, but fueling and other facilities were under construction. Care should be taken to avoid piling of the old pier just southeast of the city pier. The Sterling Highway . . . (9–72/65)

Lines 52–56/L; read:

A new small-boat basin was completed in 1965 to replace the basin heavily damaged in the 1964 earthquake. Controlling depth was 15 feet in August 1965. (CEM–65)

In approaching the entrance, care must be taken to avoid the 300-foot section of the old breakwater which is partially submerged; it is marked by a buoy. The newly reconstructed breakwater is marked at its end by a light. (NM–37/5363/65; 9–72/65; NM–30/5645/65)

Page 73.—Lines 19–22/L; read: In October 1963 the controlling depth was 9 feet in the improved channel to the 9-foot high sill of the basin; the sill maintains the basin at a least depth of 3 feet. In August 1965 it was reported that, owing to the height of the basin channel and the swift current, entrance should not be attempted until the tide is at least 16 feet above datum. The channel is narrow and difficult and, in the absence of local knowledge, should be used only in daylight and during relatively calm weather. The boat basin has one floating pier which is removed in wintertime. No supplies are available. (9–73/65)

Lines 46–47/L; read: gales. Vessels navigating between Cape Douglas and Shaw Island are cautioned to avoid several pinnacle rocks covered 2 and 3 fathoms about 3.5 miles southeast of Shaw Island. At the . . . (9–73/65)

Line 12/R; read: bordered by dangerous reefs; in 1965, at least three dangerous covered pinnacle rocks were discovered and surveyed in the south central area of the bay, and these do not allow . . . (NM–35/5055/65)

Page 79.—Line 15–19/L; read: Extensive oil drilling operations are being conducted in the vicinity of Middle Ground Shoal and extending as far northward as Anchorage. Private lights and buoys mark some of the oil well structures and appurtenances. These structures and aids are subject to heavy damage and/or destruction from ice in winter; unlocated debris and remains may exist. Mariners are advised to exercise extreme caution when transiting this area. (NM–5/635/65; NM–6/740/65; NM–7/882/65)

Line 38/L; read: end, is not prominent; it is marked by a light. Between it and Point Possession, . . . (NM–38/5530/65)

Line 56/L; read: west side of the entrance to Turnagain Arm. The point, marked by a light, is . . . (NM–38/5530/65)

Line 33/R; read: channel shoal, the center of which dries. The shoal, marked by a lighted buoy about 0.5 mile off its southern end, is . . . (NM–20/2857/65)

Page 80.—Lines 19–24/L; read: Possession. **Fire Island Light (61°07.5′ N., 150°16.8′ W.)** 15 feet above the water, is shown from a skeleton tower on West Point. **Race Point,** the northwestern extremity of Fire Island, is marked by a light 200 feet above the water and shown from a skeleton tower. (NM–38/5530/65)

Line 45/L; read: Arm; a lighted buoy is about 0.5 mile 335° from the point. **Point Mackenzie,** 2 miles north-northeastward . . . (NM–20/2857/65)

Lines 36–38/R; read: lighted buoy, and shoal spots of 15 to 18 feet, marked by a buoy to the westward, are eastward of the shoal area. Two 24-foot shoals are in the channel southward of the lighted buoy. A rock awash is about 0.3 . . . (NM–20/2857/65)

Page 83.—Line 23/R; read: in the vicinity of Latax Rocks. A 3-fathom spot was measured in 1965, about 4 miles west-southwestward of the southerly one of Latax Rocks. Ships using the passage . . . (NM–36/5221/65)

Page 87.—Lines 19–25/R; read:

Head Point is 1.4 miles southward of Graveyard Point, and between these points is the former village of **Afognak,** whose inhabitants moved to Settler Cove in 1965. The white church with green roof, 0.3 mile southward of Graveyard Point, is the best mark in the village. (9–87/65; 9–69/65)

Page 90.—Line 57/R; insert after:

Port Lyons is the name given in 1965 to a new settlement near the head of Settler Cove, created when all the inhabitants of Afognak moved in and declared it their new home. There are no piers or wharves and no aids to navigation. A good small-craft anchorage is 0.5 mile northeast of the village. A graded landing field is here, providing Port Lyons with mail service three times weekly from Kodiak. (9–87/65)

Page 94.—Lines 47–48/R; read: conspicuous from the westward. Just north of Icehouse Point is a 200-foot finger pier with two floats; depths alongside range from 6 to 9 feet. Ruins of an old concrete pier are 150 yards northeast of the present pier; caution is necessary. A privately maintained light marks the end of the new pier. An aero radio range is on the southeastern side of the island. (9–94/65)

Page 96.—Line 3/L; read: at the western extremity by a lighted buoy. The foul ground northward of the island is . . . (NM–48/6391/64)

Page 101.—Line 14/L; read: and in line with its face. In 1965 this wharf was in ruins and not safe for use. (9–69/65)

Lines 15–16/R; read: side of this channel is marked by a lighted buoy. (NM–42/2690/64)

Line 20/R; read: controlling depth is only 9 feet through the . . . (NM–40/6658/65)

Page 102.—Lines 12–16/R; read: trading post are in the village. (9–69/65)

Page 125.—Line 31/L; read: bares at extreme low water; in 1965 the cannery was abandoned and in ruins. (9–69/65)

Page 127.—Line 35/R; read:

Chart 8868.—Small-craft inshore route between Wide . . . (NM–23/65)

Page 129.—Line 4/R; read:

Chart 8868.—Cape Kuyuyukak, between Chiginagak . . . (NM–23/65)

Line 24/R; read:

Central Island, midway between Ugaiushak Island and Nakalilok Bay, . . . (BGN–65)

Page 157.—Line 8/R; read: used by commercial aircraft; an aero light is at the airstrip. Radiotelegraph and radiotelephone . . . (NM–42/5506/64)

Page 236.—Line 3/L; read: of the bay. This makes a good landmark from seaward. (9–226/65)

Page 250.—Lines 52–53/L; read: June 1963, the controlling depth was 9 feet in the channel and basin. (CEM–65)

Page 286.—Line 17/L; read:

1. Atlantic Coast, Eastport to Cape Cod, 1965.

Lines 20–50/R; read:

Edmonds: Anderson Marine & Service, 100 Railroad Ave. (next to ferry); Max Kunner Co., 220 Railroad Ave.

Everett: Black & King, 2944 Colby Ave., Robinson Marina.

Friday Harbor: †Friday Harbor Drug Co.

Hoquiam: Industrial & Marine Supply Co., 701 Levee St.

Kelso: Cowlitz Marina, 85 Catlin St.

Neah Bay: Norwest Fish Co.; Washburn's General Merchandise.

Oak Harbor: Chuck Dann's Sporting Goods, Inc., 1150 W. Pioneer Way.

Olympia: Sea Mart Marina, 611 North Columbia St.

Port Angeles: †Willson Hardware Co., 111 W. 1st St.

Port Townsend: Hudson Point Marina.

Seattle:

Chartmaster Company, 8306 16th NW.; *†Max Kuner Company, 1324 Second Ave.; *†Metsker Maps, 1020 Third Ave.; *†Northwest Instrument Co., 5245 Shilshole Ave. NW.; †Shrock the Compass Adjuster, 1117 N. E. Boat St.; *Shrock the Compass Adjuster, Fisherman's Dock.

Tacoma: *†Metsker Maps, 111 South Tenth St.

Wallula: Kelly's Marine Supply, The Wallula Junction.

Westport: Pacific Charters.

British Columbia:

PRINCE RUPERT: *Edward Lipsett, Ltd.; †Prince Rupert Fishermen's Supply Co., Ltd.

VANCOUVER: *†‡Bovey Marine 1952, 1117 West Pender St.; *Edward Lipsett, Ltd., 68 Water St.; *†Frederick Goertz Ltd., 1328 West Pender St.; *†Kelvin Hughes Division, S. Smith & Sons (Canada), Ltd., 1790 West Georgia St.; *†Western Marine Co., Ltd., 528 Powell St.

VICTORIA: *†Ship Chandlers (McQuade's), Ltd., 1252 Wharf St.

Page 287.—Lines 18–22/L; read:

Sitka: Sitka Cold Storage Co.

Tenakee Springs: Snyder Mercantile Co.

Wrangell: City Market, Inc.

Yakutat: Mallott's General Store.

Page 288.—Lines 15–23/L; read: Seward, Whittier, Adak, Haines, Ward Cove, Wrangell, Kodiak, St. Paul Island, and Sitka. (PHS–64)

Outpatient Clinic: Annette Island.

Outpatient offices: Cordova; Haines: Haines Health Center; Juneau; Ketchikan: Koel Building, 325 Dock St.; Kodiak; Nome: Maynard MacDougall Hospital; Petersburg; Seward: Seward General Hospital; Skagway: White Pass Hospital; Valdez. (PHS–65)

Lines 14–28/R; read:

AKO, Anchorage, 2312 kc., 8 a.m. and 7 p.m. daily.

AKO 66, Cold Bay, 2312 kc., 11:15 a.m. and 2:15 p.m. daily; 5:15 p.m. Saturday (summer only).

AKO 44, Cordova, 2312 kc., odd hours 9 a.m. to 5 p.m. Monday through Friday.

AKL, Ketchikan, 2312 kc., 10:15 a.m., 4:15 and 10:15 p.m. daily.

AKO 77, King Salmon, 2312 kc., 8:30 a.m., 2:30 and 7 p.m. weekdays (May to September); 9:30 a.m. Monday through Friday (October to April when Bering Sea is open to navigation).

AKO 99, Kodiak, 2400 kc., odd half hour, 9:30 a.m. to 5:30 p.m. Monday through Friday; 9:30 to 11:30 a.m. Saturday; 9:30 a.m. Sunday and holidays.

AKM 44, Sitka, 2400 kc., 11 a.m., 2 p.m. and 5 p.m., Monday through Friday; 11 a.m. and 2 p.m., Saturdays.

AKP 33, Unalaska, 2312 kc., 9 a.m. daily. (ACS–1965)

U.S. GOVERNMENT PRINTING OFFICE:1966

UNITED STATES COAST PILOT SUPPLEMENT

U.S. DEPARTMENT OF COMMERCE
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
COAST AND GEODETIC SURVEY

January 7, 1967

SECOND SUPPLEMENT TO UNITED STATES COAST PILOT 9

PACIFIC AND ARCTIC COASTS

ALASKA, CAPE SPENCER TO BEAUFORT SEA

Seventh (October 3, 1964) Edition

Changes reported to C&GS from date of edition through Notice to Mariners 1 of January 7, 1967. Supplement should be kept intact; numbered-line continuity with book provides sufficient reference without cutting and pasting. Free copies of supplements may be obtained by writing to Director, Coast and Geodetic Survey, Environmental Science Services Administration, Rockville, Md. 20852.

Page 2.—Line 9/L; read: between the lights may be reduced to not less than 3 feet if necessary. (F.R.–5/8/65)

Page 10.—Line 48/R; read: signals from its radio station WWV at Fort Collins, Colo., . . . (F.R.–10/15/66)

Page 12.—Lines 8–10/L; read: Under . . . (F.R. 5/8/65)

Lines 39/L–3/R; read:

§ 82.275 Bays, sounds, straits, and inlets on the coast of southeastern Alaska between Cape Spencer Light and Sitklan Islands.—A line drawn from Cape Spencer Light due south to a point of intersection which is due west of the southernmost extremity of Cape Cross; thence to Cape Edgecumbe Light; thence through Cape Bartolome Light and extended to a point of intersection which is due west of Cape Muzon Light; thence due east to Cape Muzon Light; thence to a point which is 1 mile, 180° true, from Cape Chacon Light; thence to Barren Island Light; thence to Lord Rock Light; thence to the southernmost extremity of Garnet Point, Kunagunut Island, thence to the southeasternmost extremity of Island Point, Sitklan Island. A line drawn from the northeasternmost extremity of Point Mansfield, Sitklan Island, 040° true, to where it intersects the mainland. (F.R.–7/30/66)

Lines 41–42/R; read: accordance with the U.S. Coast Guard's voluntary Automated Merchant Vessel Report (AMVER) System, he shall be . . . (F.R.–7/30/66)

Line 51/R; read:

(7) For that vessel which is engaged in operations in and out of the same port to sea and return without entering any other port, or on coastwise voyages between ports in the same Coast Guard District, or on voyages between ports in the First, Ninth, Thirteenth, or Seventeenth Coast Guard Districts and adjacent Canadian ports, or between ports of the Commonwealth of Puerto Rico and ports in the Lesser Antilles, or between ports in the Lesser Antilles, or between ports on the east coast of Florida and the Bahama Islands, the Coast Guard District Commander having jurisdiction may, when no reason exists which renders such action prejudicial to the rights and in-

terests of the United States, prescribe conditions under which such vessels may be considered by the Captains of the Port as being in constructive compliance with the requirements of this section. (F.R. 6/3/65)

Page 13.—Lines 1–14/L; strike out. (F.R.–6/3/65)

Lines 37–38/L; read: with the U.S. Coast Guard's voluntary Automated Merchant Vessel Report (AMVER) System and who includes in . . . (F.R.–7/30/66)

Page 26.—Line 33/R; read: Ocean Cape to join shallower water. In 1964, a depth of about 1¾ fathoms was reported about 13.4 miles 297° from Ocean Cape Light. During very heavy . . . (NM–8/1044/65)

Page 30.—Lines 29–32/R; read: 15 feet depending upon the stages of tide and river. **Alaganik** is about 10 miles up the slough. (9–30/65)

Lines 38–39/R; read: 1.5 miles westward from the mouth of Eyak River. (9–30/65)

Page 31.—Line 25/L; strike out. (9–30/65)

Line 27/L; read: A light is on the . . . (9–30/65)

Page 33.—Line 34/R; insert after: In 1966, a depth of 7 fathoms was found to exist about 1.4 miles 212° from Jeanie Point. (NM–25/3903/66)

Page 35.—Line 18/R; read: broken by two shallow bays or lagoons. A red-and-white tower and several buildings are about a mile east of Johnstone Point. The easterly bay . . . (9–35/65)

Page 36.—Line 54/L; read: southwest end, is no longer navigable. The . . . (9–30/65)

Lines 31–38/R; read:

Salmo Point, the northern extremity of Hawkins Island, is just eastward of Channel Islands. **Deep Bay,** 1.5 miles long and 0.5 mile wide, is between Salmo Point and **Knot Point,** the northeast end of Hawkins Island. A large shoal covered 5 to 17 feet lies across the entrance of the bay and extends a mile inside; however, there are depths of 19 to 32 feet farther inside. Anchorage is possible for vessels able to cross the shoal. (NM–4/521/66)

Lines 51–53/R; read: Alaska. The 200-foot long wharf, in May 1966, had depths of 15 to 20 feet alongside its face, 11 feet off the northeast end, and 5 to 8 feet off the southwest end. Large . . . (Bp–69928)

Page 37.—Lines 16–17/L; read: The buoyed channel has a controlling depth of about 19 feet, but with local knowledge deeper water can be carried to Orca and Cordova. (NM–4/521/66)

Lines 33–36/L; read:

The current sets directly along the face of both Ocean Dock and the City Dock on both the flood and the ebb. In the channel between City Dock and Spike Island the swiftest water will be found along the eastern shore of Spike Island sometimes attaining a speed of 2 knots. (9–37/66)

Lines 58/L–2/R; read:

Pilots.—Vessels may obtain a pilot at Seattle, Ketchikan, Juneau, or on advance notice from Anchorage. Pilots are not available at Cordova. (9–37/66)

Lines 9–19/R; read:

Wharves.—**City Dock** extends westward from the north breakwater of the boat basin toward Spike Island. It is a T dock with a 300-foot face and depths of 30 feet alongside. The inner faces of the "T" have depths of 18 feet alongside and are suitable for craft up to 150 feet in length. A U.S. Coast Guard vessel, regularly stationed at Cordova, uses this dock. Crane service up to 20 tons, electricity and water are available.

Approximately 500 yards northward of City Dock is a combination cold storage and cannery located on a dock built out from the fill area. This dock has a 60-foot front face with depths of 4 feet alongside. (9–37/66; Bp–69928)

Lines 28–36/R; read: bulk fuel oils. Controlling depths are 17 feet alongside its western face, 10 feet on its eastern face, and 16 feet alongside its southern face. The Seward-Cordova ferry lands at this dock on its weekly schedule. (Bp–69928; 9–37/66)

A small craft commercial fishing basin is located southeastward and inshore of City Dock. It is protected by two breakwaters, the southerly of which is lighted. In June 1966 the controlling depth in the basin was 14 feet. The Cordova-Valdez ferry ramp is located in the southeast corner of the basin. Water is available at the floats head. Electricity is available on the floats. (9–37/66; CEM–66)

Line 42/R; insert after: A marine railway in the small boat basin can handle craft up to 35 feet in length. (9–37/66)

Line 49/R; read: Valdez, Seward, and Kodiak. (9–37/66)

Page 39.—Lines 33–34/L; read: eastward of this reef is a 2½-fathom spot and a depth of 6 fathoms about 0.7 mile to the southward. A sunken rock, nearly awash at low water, and a rock close northward that uncovers, are 0.4 mile . . . (NM–37/5862/66)

Line 59/L; read: distance of nearly 0.3 mile. The point is marked by a light and a triangular red and white daybeacon. (9–39/66)

Lines 8–10/R; read: on Port Fidalgo. The channel, buoyed in the southeastern part, has depths of about 4 fathoms, except for a shoal with a least depth of 8 feet in midchannel in about 60°51′58″ N., 146°42′13″ W. The channel is narrow with foul ground on both sides; local knowledge is advisable in its use. (NM–40/5772/65; 9–39/66)

Lines 21–22/R; alongside. In 1966, the wharf was in poor condition with many rotten pilings. The long, narrow inner part of the wharf crosses shallow water but does not connect with the shore; about 100 feet of the wharf is rotted away leaving submerged pilings. Large vessels make port landings . . . (9–39/66)

Page 40.—Lines 27–31/L; read: on a black cylindrical base. In 1966, a depth of 3 fathoms was found to exist about 0.35 mile 253° from the light. The tidal currents in the narrows are too weak and variable to be predicted. (NM–41/6433/66)

Entrance Point, 1 mile northward of Jack Bay, is marked by a daybeacon. **Entrance Island** is eastward of Middle Rock. (NM–4/492/65)

Lines 41–42/L; read: Jackson Point, the western extrimity of a jutting point of land extending from the mainland on the south side of Port Valdez. This jutting point of land was once an island. The bottom drops off . . . (9–39/66)

Line 48/L; insert after: A rock awash is close southward of the westerly island. (NM–41/6433/66)

Lines 54–58/L; read:

Valdez (1960 population 555; P.O.) is on the north shore of Port Valdez about 2 miles from its head. It is at the southern end of **Richardson Highway,** which connects with Fairbanks, 374 miles distant. Open all year, the highway also serves Anchorage and Seward and links with the **Alaska Highway.**

The town of Valdez was formerly at the head of Port Valdez, but was relocated to its present site due to the extensive damage it suffered from the March 1964 earthquake. (9–39/66)

Lines 5–10/R; read: hands, and the yellow water tank at the eastern edge of the old town of Valdez are prominent landmarks when approaching Valdez. (NM–1/91/65)

Lines 13–14/R; read: anchorages at Valdez due to the foul ground and high winds that prevail from the west during the afternoons of the summer season. Convenient anchorages . . . (9–39/66)

Line 20/R; insert after: In 1966, however, it was observed that noticeable currents from the Robe River discharging into the southeast end of Port Valdez are created at times of low and high stand of the tide. This current affects the area of the old Valdez waterfront. The current sets 000° with a maximum observed velocity of 2 to 3 knots flowing perpendicular to the 200-foot long pier at the old town of Valdez. (9–39/66)

Lines 39–48/R; read:

Wharves.—The waterfront facilities at the new town of Valdez consist of a City Dock, fuel pier for large vessels, and a small-boat harbor.

The Valdez City Dock is 660 feet long with depths of 27 to 43 feet alongside. Fresh water and crane service are available on the dock. Extreme caution must be exercised by deep-draft vessels in approaching the dock on an easterly conrse to avoid a 17-foot shoal about 200 feet west and 60 feet south off the southwestern corner of the dock.

The **T** head fuel pier just eastward of City Dock, has a 200-foot face with two dolphins on both sides of the "T". Depths of 24 to 34 feet are alongside; the least depth is off the easterly seaward corner. When approaching this pier care must be taken to avoid a 3-fathom shoal extending about 100 yards out from the western breakwater of the small-boat harbor to eastward.

The small-boat harbor to the eastward of the fuel pier is entered between two breakwaters. In June 1965, a project depth of 12 feet was available in the entrance channel, thence 8 feet in the basin in March–November 1965. A light is shown from the east breakwater. The harbor can accommodate about 40 boats. Water, electricity, and fueling facilities are available. A tide grid is available for underwater repairs.

A temporary 200-foot long wooden pier is all that remains of the waterfront facilities at the old town of Valdez. The pier, awash at high water, has depths of about 14 feet along its northern side. Two dolphins about 75 feet apart are about 15 feet off the end of the pier. In 1966, temporary rectangular markers, marking a **049° unlighted range,** were established on the pier. The range marks the seaward extremity of a shoal area about 500 yards off the pier. Vessels approaching the pier should hold to the right of the range line.

The Cordova-Valdez ferry ramp is in the Valdez small-boat harbor. (CEM–65; NM–14/2055/66; NM–31/4949/66; NM–36/5710/66; 9–39/66)

Page 43.—Line 1/L; read: feet above the water, is shown from a red rectangular daymark on a skeleton tower . . . (9–39/66)

Line 55/R; insert after: In entering the passage from the south, give a wide berth to the many dangerous rock ledges and rocks that extend off the southern shore of Applegate Island on the east side of the entrance. Considerable current has been observed through this area. (9–39/66)

Page 45.—Lines 57–58/R; read:

An abandoned cannery and wharf are in the cove on the east side of McClure Bay near the entrance. The wharf, in extremely poor condition and with hidden piles which cover at high water, is not recommended. (9–39/66)

Page 46.—Lines 1–3/L; strike out. (9–39/66)

Lines 6–7/L; read: in midentrance. The cove accommodates only small craft. (NM–23/3321/65)

Page 48.—Line 4/R; read: mile. In 1965, a 202-foot survey vessel found secure anchorage in this bay. (9–35/65)

Page 49.—Line 21/L; insert after:

In 1965, a 292-foot survey vessel anchored securely in a 40-knot wind, 1.9 miles 290° from Gilmour Point, in 20 fathoms. Later, winds of 50 and 60 knots caused some dragging in this location. (9–35/65)

Lines 1–4/R; read:

Applegate Rock and the surrounding reef area were substantially uplifted during the March 1964 earthquake. Applegate Rock now bares about 10 feet at high water and the reef bares at high water for a distance of about half a mile, with many off-lying rocks baring at low water. The area should be avoided. At the northeastern . . . (9–35/65)

Lines 28–33/R; read: is low and wooded. The southeast point of the island is surounded by reefs and rocks, and a kelp bed extends from Latouche Island to Danger Island. There is visible evidence on nearby shorelines that this area uplifted 12 to 15 feet due to the March 1964 earthquake, and consequently passage should not be attempted between these two islands. (9–35/65)

Line 54/R; insert after:

In 1965 an uncharted 15-fathom-deep pinnacle was discovered, 1.5 miles 040° from Discovery Point. (9–35/65)

Page 50.—Lines 6–8/L; read: Bay of Isles. These are three pinnacles which, owing to the 1964 earthquake uplift, are now bare at low water. They . . . (9–35/65)

Line 41/L; insert after: A 4-fathom spot was measured by a survey vessel, in 1965, about 1.2 miles west of Danger Island. (9–35/65)

Line 47/L; read: anywhere in this channel in suitable depths, but it should be avoided in strong southerly winds. Avoid . . . (9–35/65)

Lines 34–36/R; read: A lighted whistle buoy is off the western end of the point. (NM–51/6799/64)

Page 51.—Line 47/L; strike out. (NM–31/4402/65)

Page 52.—Lines 56–59/R; read: anchorage for small vessels in 12 to 15 fathoms. (NM–14/2056/66)

Page 54.—Line 4/R; insert after: In 1966, an inspection of Chenega showed that the village had been abandoned and that there were no signs of habitation. It was further noted that the church and school in the village were in ruins. (9–39/66)

Page 57.—Line 46/R; read: wharves and a white schoolhouse at Seward are prominent, as is the 100-foot tower of radio station KIBH on shore near the waterfront. (9–57/65)

Line 51/R; read: 60°06.5′ N., 149°22.1′ W., southwestward of a mooring buoy. (9–57/65)

Page 58.—Lines 34–36/L; read: can find shelter in the new basin north of the city, which has depths of 15 feet. The entrance is protected by breakwaters, marked by a light at each inner end. Fuel and some supplies are available, and a launching ramp is in use. Just eastward of this facility, in 1965, a 35-foot approach channel was being dredged to a new railroad wharf under construction. In 1966, the controlling depth in the approach channel was 30 feet; daybeacons mark the channel entrance. A new Alaska State Ferries 300-foot dock was constructed a quarter mile southwest of the southwest end of the old railroad wharf; the new dock has depths of 2 fathoms alongside. A 15-ton gantry crane is on the northeast end of the old railroad wharf. (NM–40/5773/65; 9–57/65; CEM–65; NM–50/7306/65; NM–41/6434/66; NM–45/7048/66; NM–46/7183/66)

Line 46/L; read: are available; a marine railway about a mile southwest of Seward has a haul-out capacity of 60 feet. (9–57/65)

Page 61.—Lines 28–29/R; read: is much deeper. In 1966, it was reported that depths of about 20 fathoms may exist in this area representing the distance the ice has retreated since 1927. The drifting ice from the pack is lifted over . . . (9–61/66)

Page 69.—Lines 24–29/L; read: The northeast point is a sandspit marked at its outer extremity by a buoy. A depth of 1½ fathoms and a prominent large bare rock are close westward and about 0.6 mile, respectively, from the buoy. **Cape Elizabeth** is the western end of the island. (NM–49/7129/65; NM–28/4502/66)

Lines 6–9/R; read: about half way to the summits. The small cannery and wharf at **Portlock** on the south shore were in ruins in 1965. (9–69/65)

Page 71.—Line 11/R; read: The city pier has a face 40 feet long with a depth of 15 feet at the northern end, about 150 yards south of Watch Point. Anderson's Dock, 350 yards . . . (9–71/65)

Lines 22–25/R; read: March 1964 earthquake damage has been repaired, and the rebuilt basin accommodates some 115 fishing vessels. The controlling midchannel depth through the entrance is 16 feet to and alongside the three northern finger piers. (9–71/65)

Page 72.—Lines 44–48/L; read: by deep-draft vessels. The northeast face is 130 feet long with a depth of 30 feet alongside; the southeast face is 60 feet long with 13 feet alongside. No supplies were available in July 1965, but fueling and other facilities were under construction. Care should be taken to avoid piling of the old pier just southeast of the city pier. The Sterling Highway . . . (9–72/65)

Lines 52–56/L; read:

A new small-boat basin protected by a breakwater was completed in 1965 to replace the basin heavily damaged in the 1964 earthquake; a light on the outer end of the breakwater marks the entrance. The mooring area is protected by an ice barrier gate about 200 yards westward of the light. In approaching the entrance, care must be taken to avoid the submerged section of the old breakwater; it is marked by a buoy. In January–November 1965, the controlling depth in the entrance and basin was 15 feet, except for 14 feet in the area northwestward of the mooring floats. (CEM–65; NM–37/5363/65; 9–72/65; NM–39/5645/65; NM–14/2057/66; NM–31/4947/66)

Page 73.—Lines 19–22/L; read: In October 1963 the controlling depth was 9 feet in the improved channel to the 9-foot high sill of the basin; the sill maintains the basin at a least depth of 3 feet. In August 1965 it was reported that, owing to the height of the basin channel and the swift current, entrance should not be attempted until the tide is at least 16 feet above datum. The channel is narrow and difficult and, in the absence of local knowledge, should be used only in daylight and during relatively calm weather. The boat basin has one floating pier which is removed in wintertime. No supplies are available. (9–73/65)

Lines 46–47/L; read: gales. Vessels navigating between Cape Douglas and Shaw Island are cautioned to avoid several pinnacle rocks covered 2 and 3 fathoms about 3.5 miles southeast of Shaw Island. At the . . . (9–73/65)

Line 12/R; read: bordered by dangerous reefs; in 1965, at least three dangerous covered pinnacle rocks were discovered and surveyed in the south central area of the bay, and these do not allow . . . (NM–35/5055/65)

Page 76.—Lines 32–33/R; read: shown from a square frame structure on the northeast point of the island. (NM–41/0435/66)

Page 77.—Line 10/R; insert after: In 1966, an obstruction covered about 2 feet at mean higher high water was reported eastward of the entrance to the river in about 61°00.2′ N., 150°55.0′ W. (NM–40/6273/66)

Page 78.—Lines 26–29/L; read: feet. The entrance channel is marked by a lighted range. A lighted buoy, about 2.7 miles westward of the forward range light, marks the approach to the entrance channel; range lights and approach buoy are maintained from April 15 to November 15. Entrance should not be attempted without local knowledge of conditions. (NM–18/2815/66; NM–21/3360/66)

Page 79.—Lines 15–19/L; read: Extensive oil drilling operations are being conducted in the vicinity of Middle Ground Shoal and extending as far northward as Anchorage. Private lights and buoys mark some of the oil well structures and appurtenances. These structures and aids are subject to heavy damage and/or destruction from ice in winter; unlocated debris and remains may exist. Mariners are advised to exercise extreme caution when transiting this area. (NM–5/635/65; NM–6/740/65; NM–7/882/65)

Line 38/L; read: end, is not prominent; it is marked by a light. Between it and Point Possession, . . . (NM–38/5530/65)

Line 56/L; read: west side of the entrance to Turnagain Arm. The point, marked by a light, is . . . (NM–38/5530/65)

Line 33/R; read: channel shoal, the center of which dries. The shoal, marked by a lighted buoy about 0.5 mile off its southern end, is . . . (NM–20/2857/65)

Line 47/R; insert after:

A submarine pipeline extends from the mainland shore close eastward of Burnt Island in a 024°30′ direction across the arm to the opposite shore. (NM–44/6911/66)

Page 80.—Lines 19–24/L; read: Possession. **Fire Island Light (61°07.5′ N., 150°16.8′ W.)** 15 feet above the water, is shown from a skeleton tower on West Point. **Race Point,** the northwestern extremity of Fire Island, is marked by a light 200 feet above the water and shown from a skeleton tower. (NM–38/5530/65)

Lines 45–49/L; read: Arm: a lighted buoy is about 0.5 miles 335° from the point. **Point Mackenzie,** 2 miles north-northeastward across the entrance to the arm, is marked by a light, 80 feet above the water, shown from a square frame structure with red and white diamond daymarks. A lighted range, just northward of the light, marks the channel at Race Point. (NM–20/2857/65; NM–41/0435/66)

Lines 35–38/R; read: low water. A rock, covered 12 feet and marked by a seasonal lighted buoy, is eastward of the shoal area. Depths of 22 feet are about 300 and 700 yards, respectively, northward of the buoy, and a depth of 21 feet is about 300 yards northwestward of the buoy. A shoal, with a least depth of 27 feet, is in the channel about 700 yards southeastward of the buoy. A rock awash is about 0.3 . . . (NM–20/2857/65; NM–48/7459/66)

Page 81.—Lines 44/L–2/R; read: damaged during the March 1964 earthquake. In 1966, the dock was being demolished.

City of Anchorage Dock, 200 yards northward of Ocean Dock, has a 600-foot face which in July 1966, had a controlling depth of about 24 feet alongside. Level-luffing gantry cranes up to 40 tons and a 27½-ton container crane are available. The 46-foot dock apron is double-tracked and there is a large heated transit shed and ample open storage. Dockside rail and truck connections serve the Matanuska Valley, the rail belt, Fairbanks, and Kenai Peninsula. In 1966, the dock was being extended northward for another 600 feet.

City of Anchorage oil facility pier joins and is immediately southward of the city dock. In July 1966, depths of about 24 to 32 feet were alongside. (CEM–66; CL–1529/65; CL–1704/65; CL–972/66)

Page 83.—Lines 23–25/R; read: in the vicinity of Latax Rocks. A 3-fathom spot was measured in 1965, about 4 miles west-southwestward of the southerly one of Latax Rocks. Ships using the passage between Barren Islands and Shuyak Island should pass northward of Latax Rocks. **Latax Rocks Light (58°41.4′ N., 152°28.9′ W.),** 37 feet above the water, is shown from a skeleton tower with red and white checkered diamond daymarks on the northern end of the outer rock. (NM–36/5221/65; NM–25/3995/66)

Page 87.—Lines 19–25/R; read:

Head Point is 1.4 miles southward of Graveyard Point, and between these points is the former village of **Afognak,** whose inhabitants moved to Settler Cove in 1965. The white church with green roof, 0.3 mile southward of Graveyard Point, is the best mark in the village. (9–87/65; 9–69/65)

Page 90.—Line 57/R; insert after:

Port Lions is the name given in 1965 to a new settlement near the head of Settler Cove, created when all the inhabitants of Afognak moved in and declared it their new home. There are no piers or wharves and no aids to navigation. A good small-craft anchorage is 0.5 mile northeast of the village. A graded landing field is here, providing Port Lions with mail service three times weekly from Kodiak. (9–87/65; 9–90/66)

Page 94.—Lines 47–48/R; read: conspicuous from the westward. Just north of Icehouse Point is a 200-foot finger pier with two floats; depths alongside range from 6 to 9 feet. Ruins of an old concrete pier are 150 yards northeast of the present pier; caution is necessary. A privately maintained light marks the end of the new pier. An aero radio range is on the southeastern side of the island. (9–94/65)

Page 96.—Line 3/L; read: at the western extremity by a lighted buoy. The foul ground northward of the island is . . . (NM–48/6301/64)

Page 101.—Line 14/L; read: and in line with its face. In 1965 this wharf was in ruins and not safe for use. (9–69/65)

Lines 15–16/R; read: side of this channel is marked by a lighted buoy. (NM–42/2690/64)

Line 20/R; read: controlling depth is only 9 feet through the . . . (NM–46/6658/65)

Page 102.—Lines 12–16/R; read: trading post are in the village. (9–69/65)

Page 125.—Line 31/L; read: bares at extreme low water; in 1965 the cannery was abandoned and in ruins. (9–69/65)

Page 127.—Line 35/R; read:

Chart 8868.—Small-craft inshore route between Wide . . . (NM–23/65)

Page 129.—Line 4/R; read:

Chart 8868.—Cape Kuyuyukak, between Chiginagak . . . (NM–23/65)

Line 24/R; read:

Central Island, midway between Ugaiushak Island and Nakalilok Bay, . . . (BGN–65)

Page 157.—Line 8/R; read: used by commercial aircraft; an aero light is at the airstrip. Radiotelegraph and radiotelephone . . . (NM–42/5506/64)

Page 172.—Lines 25–26/R; read: a skeleton tower on Race Rocks. (NM–16/2480/66)

Page 196.—Line 53/L; insert after: An **Aero Radiobeacon (52°58.4′ N., 168°51.1′ W.),** is on the hill. (NM–37/5861/66)

Page 236.—Line 3/L; read: of the bay. This makes a good landmark from seaward. (9–226/65)

Page 243.—Line 32/R; insert after: An **Aero Radiobeacon (55°58.7′ N., 160°29.7′ W.),** is 2.8 miles east-southeast of Port Moller. (NM–37/5861/66)

Page 247.—Line 7/L; insert after: Johnston Hill Creek Light (58°37.2′ N., 157°15.1′ W.), shown 55 feet above the water on an "A"-frame cabin, is about 15.5 miles northeastward of Middle Bluff Light; the light is privately maintained and seasonal. (NM–28/4503/66)

Page 249.—Line 55/L; insert after: Igushik River Light (58°40.4′ N., 158°51.0′ W.), shown 70 feet above the water from a square frame structure with red and white checkered square daymarks, about 2.5 miles south of the ridge, is maintained from May 1 to September 30. (NM–25/3997/66)

Page 250.—Lines 52–53/L; read: June 1965, the controlling depth was 12 feet in the channel and basin. (CEM–66)

Page 253.—Line 12/R; insert after: An Aero Radiobeacon (58°39.4′ N., 162°04.4′ W.), is shown from the north side about 3 miles eastward from the outer end of the cape. (NM–40/6274/66)

Page 258.—Lines 23–25/L; read: the vicinities of the seal rookeries. A radiobeacon is about 2.7 miles northeastward of the village of St. Paul, and a tall tower is about 0.8 mile southwestward of the beacon. (NM–31/4950/66)

Page 270.—Lines 8–12/L; read:

Cheenik Light, on the end of the spit west of Golovin, marks the entrance to Golovnin Lagoon; the light is maintained from August 1 to November 1. (NM–25/3998/66)

Page 282.—Line 1/L; read: Aero Radiobeacon (70°-54.6′ N., 153°15.4′ W.) is on the . . . (NM–37/5861/66)

Page 286.—Line 4/L; read: Survey, Environmental Science Services Administration, Rockville, Md. 20852, . . .

Lines 8–14/L; read:

West Coast Distribution Center.—West Coast Field Director, 121 Customhouse, 555 Battery Street, San Francisco, Calif. 94126.

Director, Pacific Marine Center.—1801 Fairview Avenue, East, Seattle, Wash. 98102.

Alaska Field Director.—632 Sixth Avenue, Anchorage, Alaska 99501.

Line 17/L; read:

1. Atlantic Coast, Eastport to Cape Cod, 1965.

Lines 20–50/R; read:

Edmonds: Anderson Marine & Service, 100 Railroad Ave. (next to ferry).

Everett: Black & King, 2944 Colby Ave. Robinson Marina.

Friday Harbor: †Friday Harbor Drug Co.

Hoquiam: Industrial & Marine Supply Co., 701 Levee St.

Ilwaco: Englund Marine Supply, Howerton & Williams St.

Kelso: Cowlitz Marina, 85 Catlin St.

Neah Bay: Norwest Fish Co.; Washburn's General Merchandise.

Oak Harbor: Chuck Dann's Sporting Goods, Inc., 1150 West Pioneer Way.

Olympia: Sea Mart Marina, 611 North Columbia St.

Pasco: Kelly's Marine Supply.

Port Angeles: Johnny's Marine, 820 Boathaven Dr.; Willson Hardware Co., Inc., 111 West 1st St.

Port Townsend: Point Hudson Marina.

Seattle: Bryant's Marina, 1117 NE. Boat St.; Chartmaster Company, 8306 16th NW.; *Max Kuner Co.,

Salmon Bay Fishing Terminal; *†Metsker Maps, 1222 3d Ave.; *†Northwest Instrument Co., 5245 Shilshole Ave., NW.

Tacoma: *†Metsker Maps, 111 South 10th St.

Westport: Pacific Charters.

British Columbia:

Prince Rupert: Prince Rupert Fishermen's Supply Co., Ltd.

Vancouver: *†Bovey Marine 1952, 117 West Pender St.; *Frederick Goertz Ltd., 1328 West Pender St.; *Kelvin Hughes Division, S. Smith & Sons (Canada), Ltd., 1700 West Georgia St.; *Western Marine Co., Ltd., 528 Powell St.

Victoria: *†Ship Chandlers (McQuade's), Ltd., 1252 Wharf St.

Alaska:

Anchorage: Alaska Petroleum Map Service, 213 6th Ave.

Cordova: Karl's.

Craig: J. T. Brown's Store.

Homer: The Sporter Arms Co.

Juneau: †J. B. Burford Co., 113 4th St.; †Northern Commercial Co.

Ketchikan: *†Service Electric Co., Inc., 744 Water St.

Kodiak: †Kodiak Suppliers.

Pelican: Pelican Cold Storage Co.

Petersburg: Trading Union.

Port Protection: B. S. Trading Post.

Sand Point: Aleutian Cold Storage Co., Div. of Wakefield Fisheries.

Seldovia: Bayview Mercantile.

Seward: Durant's Hardware.

Sitka: Sitka Cold Storage Co.

Soldotna: C. L. Parker, RLS, Sterling Highway, ½ mile east Soldotna Junction.

Tenakee Springs: Snyder Mercantile Co.

Valdez: Marine Ventures, Inc.

Wrangell: City Market, Inc.

Yakutat: Mallott's General Store.

Page 287.—Lines 1–22/L; strike out.

Lines 54–60/R; read: **CUSTOMS.**—The Customs districts described in this volume are within the **San Francisco Region.** In the following listing of ports of entry, the first port in each district is the headquarters port. An asterisk (*) precedes the names of those ports authorized to issue marine documents.

Juneau, Alaska District: *Juneau, Anchorage, *Ketchikan, Kodiak, Pelican, Petersburg, Sand Point, *Sitka, Skagway, and *Wrangell. (F.R.–8/11/66)

Page 288.—Lines 15–23/L; read: Seward, Whittier, Adak, Haines, Ward Cove, Wrangell, Kodiak, St. Paul Island, and Sitka. (PHS–64)

Outpatient clinics: Annette Island; Juneau, St. Ann's Hospital, 419 Sixth Street.

Outpatient offices: Cordova; Haines, Haines Health Center; Ketchikan, Koel Building, 325 Dock Street; Kodiak; Nome, Maynard MacDougall Hospital; Petersburg; Seward; Skagway, White Pass Hospital; Valdez; Wrangell, Bishop Rowe Hospital. (PHS–66)

Lines 9–28/R; read:

Coastal radiotelephone and radiotelegraph broadcasts of weather information.—Regular broadcasts of Notices to Mariners, traffic, marine weather, and other information are made on local standard time by the Alaska Communications System in accordance with the schedules that follow. (ACS–66)

Page 340; see last page of supplement for corrected Diagram No. 30, Shumagin Islands to Islands of Four Mountains. (NM–23/3656/66)

SCHEDULE A

Coastal Radiotelephone and Radiotelegraph service

1929 Communications Group, Alaska Communication System,

U. S. Air Force Coastal Stations, Transmitting and Receiving Frequencies,

and Hours of Operation

Call & Station	Frequencies (Kilocycles) Transmit	Receive	Weekdays Summer Mon.-Fri.	(Sat.)	Winter Mon.-Fri.	(Sat)	Sun. & Holidays Summer	Winter	Notices to Mariners, Traffic Broadcasts, and Marine Weather
AKO—Anchorage*	2312	2134	Continuous		Continuous		Continuous		8 A.M. and 7 P.M. daily
AKO66—Cold Bay	2312	2134	8A-5P	8A-12N	8A-4P	9A-10A	9A-10A	9A-10A	1115A-215P while open
AKO44—Cordova	2312	2134	8A-5P	8A-11A	9A-5P	8A-11A	8A-11A	8A-11A	Every odd hour while open
AKM—Juneau*	2400	2240	Continuous		Continuous		Continuous		630A, 830A, 1P, 630P, 830P daily
AKL—Ketchikan*	2312	2134	Continuous		Continuous		Continuous		1015A, 415P, 1015P
AKO77—King Salmon*	2312	2134	8A-8P	8A-8P	9A-5P	9A-10A	10A-12N	9A-10A	830A, 230P, 7P, May to Sept.; 930A, Oct. to April, while open**
AKO99—Kodiak	2400	2240	9A-6P	9A-12N	9A-6P	9A-12N	9A-10A	9A-10A	Every odd hour on half hour, while open.
AKN22—Nome**	2400	2240	8A-5P	9A-1P	8A-5P	9A-10A	9A-10A	9A-10A	830A, 3P, while open**
AKL44—Petersburg	2312	2134	9A-5P	9A-5P	9A-5P	9A-5P	Closed	Closed	None
AKM44—Sitka	2400	2240	9A-6P	9A-4P	9A-53OP	9A-4P	Closed	Closed	11A, 2P, 5P, while open
AKP33—Unalaska	2312	2134	8A-4P	9A-10A	8A-4P	9A-10A	9A-10A	9A-10A	9A, while open

NOTES: Radiotelegrams can be sent via any coastal station to any point in Alaska, the other states, or the world.

*Long Distance telephone service is primarily furnished via these coastal stations.

**Service is available during period Bering Sea is open for navigation.

THE HOURS IN THIS SCHEDULE ARE SUBJECT TO CHANGE WITHOUT NOTICE.

U. S. AIR FORCE ACS COASTAL STATIONS DO NOT GUARD THE FREQUENCY OF 2182 KCS.

SCHEDULE B

1929 Communications Group, Alaska Communication System, U. S. Air Force

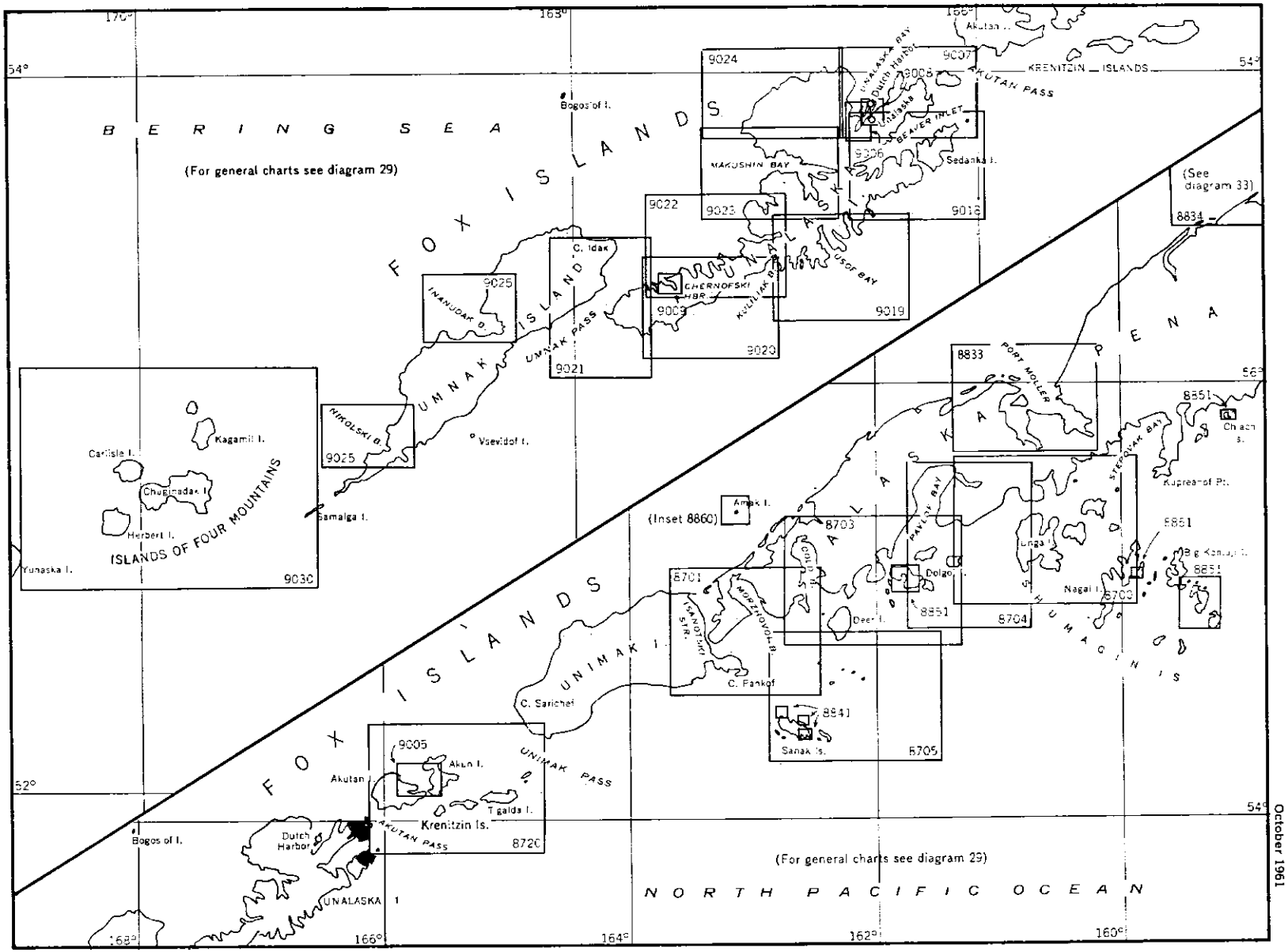
Radiotelegraph Stations Maintaining a Watch on 500 KCS

Call	Station	Weekdays Mon.-Fri.	(Sat.)	Sundays & Holidays	Working Frequency	Schedule
AKM	Juneau	Continuous		Continuous	452 KCS & 472 KCS	Continuous
AKN22	Nome	8AM-5PM	9A-1P	9A-10A	472 KCS	Continuous during hours of operation when Bering Sea open to navigation
AKP33	Unalaska	8AM-4PM	9A-10A	9A-10A	428 KCS	Continuous during hours of operation

NOTES:

Hours of operation quoted for each point are for the summer season, 1 May to 30 September. For winter hours of operation consult Schedule A. THESE HOURS ARE SUBJECT TO CHANGE WITHOUT ADVANCE NOTICE.

The international listening watch is observed on 500 kcs from 15 to 18 and 45 to 48 minutes of each hour.



COAST AND HARBOR CHARTS - ALASKA

SHUMAGIN ISLANDS TO ISLANDS OF FOUR MOUNTAINS

Diagram No. 30
October 1961

U.S. DEPARTMENT OF COMMERCE
Luther H. Hodges, *Secretary*

COAST AND GEODETIC SURVEY
H. Arnold Karo, *Director*

March 7, 1964

NINTH SUPPLEMENT

to

UNITED STATES COAST PILOT 9

ALASKA

CAPE SPENCER TO ARCTIC OCEAN

Sixth (November 6, 1954) Edition

Changes reported to C&GS from date of edition through Notice to Mariners 10 of March 7, 1964. Supplement should be kept intact; numbered-line continuity with book provides sufficient reference without cutting and pasting.

On July 10, 1962, the name of the United States Navy Hydrographic Office was changed to the **United States Naval Oceanographic Office** and the Hydrographer redesignated as the Commander. All references in this Coast Pilot should be changed accordingly. (NM-38/4916/62)

Page 3.—Lines 27–36; read:

A new edition of a chart is printed only when corrections are so extensive or of such importance to navigation as to necessitate a replacement of all previous issues; the number and date of the current edition are printed in the lower left corner. When the edition is revised, the date of the latest revision is printed to the right of the edition date. Before a chart is issued by the Coast and Geodetic Survey it is corrected by hand for all important information published in the weekly Notice to Mariners since the date of printing; the number and date of the last Notice to Mariners used are stamped in the lower right corner. Purchasers of charts should consult the Notice to Mariners for corrections subsequent to the stamped date. (JAM-54)

Page 6.—Line 39; insert after:

Security of vessels.—Coast Guard District Commanders and Captains of the Port may supervise the movement of vessels in waters under their jurisdiction.

Coast Guard offices in the area covered by this Coast Pilot are listed in the Appendix. The sections that follow are from the Code of Federal Regulations, Title 33, Navigation and Navigable Waters.

§ 6.01–3 Captain of the Port. "Captain of the Port" as used in this part, means the officer of the Coast Guard, under the command of a District Commander, so designated by the Commandant for the purpose of giving immediate direction to Coast Guard law enforcement activities within the general proximity of the port in which he is situated.

§ 6.04–8 Possession and control of vessels. The captain of the port may supervise and control the movement of any vessel and shall take full or partial possession or control of any vessel or any part thereof, within the territorial waters of the United States under his jurisdiction, whenever it appears to him that such action is necessary in order to secure such vessel from damage or injury, or to prevent damage or injury to any vessel or waterfront facility or waters of the United States, or to secure the observance of rights and obligations of the United States. (15–FR–50)

§ 124.10 Advance notice of vessel's time of arrival to Captain of the Port. (a) The master or agents of every registered vessel of the United States, and every foreign vessel arriving at a United States port or place from a port or place outside the United States, or any such vessel destined from one port or place in the United States to another port or place in the United States, shall give at least 24 hours advance notice of arrival to the Captain of the Port at every port or place where the vessel is to arrive, except as follows:

(1) Registered United States pleasure vessels and registered United States fishing vessels are not required to submit advance notice of arrival report.

(2) When the port of arrival is not located within the geographical area assigned to a particular Captain of the Port, this advance notice of time of arrival shall be made to the Commander of the Coast Guard District in which such port or place is located.

(3) When the arrival is a direct result of the operation of "force majeure," and it is not possible to give at least 24 hours' advance notice of time of arrival, then advance notice as early as practicable shall be furnished.

(4) When the vessel, while in United States waters, does not navigate any portion of the high sea, i.e. does not navigate beyond the low water mark along the coasts or beyond the waters contained within the headlands of the United States.

(5) When a vessel is engaged upon a scheduled route if a copy of the schedule is filed with the Captain of the Port for each port of call named in the schedule and the times of arrival at each such port are adhered to.

(6) When the master of a merchant vessel (except on a coastwise voyage of 24 hours or less) reports in accordance with the U.S. Coast Guard's voluntary Atlantic Merchant Vessel Report (AMVER) System, he shall be considered to be in constructive compliance with the requirements of paragraph (a) of this section and no additional advance notice of vessel's arrival reports to the Captain of the Port is required. The master or agent of a vessel on coastwise voyages of 24 hours or less shall report the advance notice of vessel's arrival to the Captain of the Port at next port of call prior to or upon departure from port.

(7) For that vessel which is engaged in operations in and out of the same port to sea and return without entering any other port, or on coastwise voyages between ports in the same Coast Guard District, or on voyages between ports in the First, Ninth, Thirteenth, or Seventeenth Coast Guard Districts and adjacent Canadian ports, or between ports in the Commonwealth of Puerto Rico

and ports in the Lesser Antilles, the Coast Guard District Commander having jurisdiction may, when no reason exists which renders such action prejudicial to the rights and interests of the United States, prescribe conditions under which such vessels may be considered by the Captains of the Port as being in constructive compliance with the requirements of this section without the necessity for reporting each individual arrival. (FR–1/30/64)

(8) A westbound vessel which is to proceed to or through United States waters of the St. Lawrence River and/or the Great Lakes shall be subject to compliance with paragraph (b) of this section.

(b) The master or agent of every vessel other than vessels of United States or Canadian nationality engaged in the coastal trade of their respective countries or in trade between their two countries without calling at any other country en route, when proceeding westbound to United States waters of the St. Lawrence River and/or the Great Lakes shall:

(1) At least 24 hours in advance of the vessel's arrival at the Snell Lock, Massena, New York, advise the Commander, Ninth Coast Guard District, Cleveland, Ohio, of estimated time of arrival of such vessel at the Snell Lock.

(2) In addition, at least 24 hours in advance of the vessel's arrival at the first United States port-of-call, advise the Commander, Ninth Coast Guard District, Cleveland, Ohio, of the estimated time of arrival at that port. (FR–10/9/63)

(3) Canceled. (FR–5/29/63)

(4) A master of a vessel who reports in accordance with the U.S. Coast Guard's voluntary Atlantic Merchant Vessel Report (AMVER) System and who includes in this report an estimated time of arrival at the Snell Lock, Massena, New York, shall be considered to be in constructive compliance with the requirements of subparagraph (1) of this paragraph and no additional advance notice of vessel's arrival at the Snell Lock is required. Likewise a master of such vessel who indicates in this report the name of the first intended United States port of call and estimated time of arrival at that port shall be considered in constructive compliance with subparagraph (2) of this paragraph and no additional advance notice of arrival is required.

(5) A master or agent of a vessel who files a copy of the scheduled route with the Commander, Ninth Coast Guard District, Cleveland, Ohio, at least 24 hours prior to arrival at Snell Lock, and who includes in the schedule the estimated time of arrival at the Snell Lock, Massena, N.Y., shall be considered to be in constructive compliance with requirements of subparagraph (1) of this paragraph and no additional advance notice of the vessel's arrival at the Snell Lock is required. Likewise, a master or agent of such vessel who indicates in this schedule the name of the first intended United States port of call and estimated time of arrival at that port shall be considered in constructive compliance with subparagraph (2) of this paragraph and no additional advance notice of arrival is required.

(6) When the arrival is a direct result of the operation of "force majeure," and it is not possible to give at least 24 hours advance notice of time of arrival, then advance notice as early as practicable shall be furnished.

§ 124.20 Penalties for violations.

Failure to give advance notice will subject the master or agents of a vessel to the penalties of fine and imprisonment, as well as subject the vessel to seizure and forfeiture, as provided in section 2, Title II of the Act of June 15, 1917, as amended, 50 U.S.C. 192. In addition, such failure may result in delay in the movement of the vessel from the harbor entrance to her facility destination within the particular port. (FRs–3/30/60; –7/29/60/–3/18/61; –8/8/62)

Page 10.—Lines 33–46; read: Numbering and recording of undocumented vessels.—Certain undocumented vessels are required to be numbered by the Federal Boating Act of 1958, effective April 1, 1960. They may be numbered either by the U.S. Coast Guard or by a state having an approved numbering system. Owners may obtain the necessary information from any Coast Guard District Commander. (LLC–60)

Page 11.—Lines 1–47; strike out. (LLC–60)

Page 12.—Lines 1–18; strike out. (LLC–60)

Line 24; insert after:

Search and Rescue planes have special markings consisting of a wide band of fluorescent red orange around the after part of the fuselage or hull. The cooperation of vessel operators with Search and Rescue planes may mean the difference between life and death for some seaman or aviator. (9–12/62)

Page 13.—Lines 9–11; read: 2182 kc/s. (NM–44/57)

Lines 29–31; read: Submarines are also equipped with messenger buoys which are about 3 feet in diameter and are painted international orange. A submarine on the bottom in distress and unable to surface . . . (NM–1/16/58)

Lines 43–46; read:

Note.—Current maritime signalling procedures include:

For acknowledging receipt of signals, (i) the hoisting of the Code pennant (vertical red and white stripes) close up (meaning understood); (ii) the flashing of a succession of T's by signal lamp in the Morse code; (iii) the changing of heading.

For indicating inability to comply, (i) the hoisting of the International flag N (a blue and white checkered square); (ii) the flashing of a succession of N's in the Morse code. (3/30/53)

Page 17.—Lines 31–32; read: usually is effected by local radio broadcasts. (JAM–57)

Page 18.—Lines 16–24; read: (Atlantic Coast) and Part II (Pacific Coast), prepared jointly by the U.S. Coast Guard and the U.S. Navy Hydrographic Office, are mailed free on application to the Navy Hydrographic Office, Washington 25, D.C. Single copies of the Notice to Mariners may be . . . (NM–44/5870/61)

Page 24.—Lines 43–44; read: following receipt of the message at the radio station preceded by an initial call on 2182 kcs. and repeated at the station's next scheduled broadcast. (NM–44/57)

Page 33.—Lines 36–50; read:

Danger signal.—Inland Pilot Rules, Section 80.1, state, "If, when steam vessels are approaching each other, either vessel fails to understand the course or intention of the other, from any cause, the vessel so in doubt shall immediately signify the same by giving several short and rapid blasts, not less than four, of the steam whistle, the danger signal." **International Pilot Rules,** Part D, Rule 28 (b), state, "Whenever a power-driven vessel which, under these Rules, is to keep her course and speed, is in sight of another vessel and is in doubt whether sufficient action is being taken by the other vessel to avert collision, she may

indicate such doubt by giving at least five short and rapid blasts on the whistle. **(JAM–54)**

Page 39.—Lines 1–5; read: Alaska, the 49th State of the Union, forms the northwestern extremity of the North American continent. It has an area of nearly 600,000 square statute miles, which is about a fifth of the total of the other 49 States. Alaska also has about 34,000 miles of tidal shoreline as compared with the total of about 54,000 of the continental United States. The official date of Alaska's discovery is July 16, 1741, when Vitus . . . (WAD–58)

Lines 10–21; read: Alaska was made a Territory and the capital was established at Juneau. In 1958 Congress passed the bill admitting Alaska as the 49th State and, following the official proclamation of statehood, machinery was set in motion to establish State government throughout the former Territory. (WAD–58)

Page 53.—Lines 3–6; read:

Pilotage.—Not compulsory for Alaska ports, but is considered advisable by major carriers operating between Alaska and the other states. Competent pilots for outside or inside (Britisb Columbia) run to or from Alaska are available at Seattle, Washington, and harbor pilots for various Alaska ports are available at Ketchikan, Alaska. Arrangements for Alaska pilotage should be made through ships agents well in advance of requirements. (JAM/62).

Page 55.—Table 1.

1. 48°31′.4 N., 125°00′.6 W. Chart 6102. (NM–27/3572/61)

Page 56.—Table 1 (To Resurrection Bay).

1. 48°31′.4 N., 125°00′.6 W. Chart 6102. (NM–27/3572/61)

5. Barwell Island, small white house, 0.6 mile 020°; 59°51′.0 N., 149°17′.2 W. . . . (NM–46/5568/56)

Table 1 (To Kodiak via Woody Island Channel).

1. 48°31′.4 N., 125°00′.6 W. Chart 6102. (NM–27/3572/61)

Page 57.—Table 1 (To Kodiak via St. Paul Harbor).

1. 48°31′.4 N., 125°00′.6 W. Chart 6102. (NM–27/3572/61)

Page 58.—Table 1 (To Unimak Pass).

1. 48°31′.4 N., 125°00′.6 W. Chart 5022. (NM–27/3572/61)

Table 1 (To Yokohama, Japan, via south of Aleutians Islands).

1. 48°31′.4 N., 125°00′.6 W. Chart 5022. (NM–27/3572/61)

Table 1 (To Yokohama via Unimak Pass and Bering Sea).

1. 48°31′.4 N., 125°00′.6 W. Chart 5022. (NM–27/3572/61)

Page 59.—Table 3:

3. Barwell Island, small white house, 0.6 mile 020°; 59°51′.0 N., 149°17′.2 W. . . . (NM–46/5568/56)

Page 63.—Table 10:

4. Barwell Island, small white house, 0.6 mile 020°; 59°51′.0 N., 149°17′.2 W. . . . (NM–46/5568/56)

Page 64.—Table 10:

15. Middle Ground Shoal lighted bell buoy 2 now 0.9 mile 180°. NM–19/2166/56)

Page 67.—Table 12:
29. Billings Head Light now 4.4 miles **116°.** (NM–27/2908/55)

Page 73.—Table 16; to Point Hope:
6. King Island, 8.5 miles 270°; 64°58′.3 N., 167°40′.0 W.; course **331°** for 45.0 miles. Chart 9380.
7. Fairway Rock, 5.0 miles 270°; Cape Prince of Wales, 10.0 miles 087°; 65°37′.6 N., 168°31′.5 W.; course **010°** for 166.0 miles. Chart 9400.
8. Point Hope, 10.0 miles 090°; 68°21 0 N., 167°18′.0 W. (JAM–56)

Page 81.—Line 5; read: sound is described in U.S. Coast Pilot 8, Alaska, Dixon Entrance to Cape Spencer, Eleventh (1962) Edition. (NM–25/3307/62)

Page 82.—Lines 9–10; read: rocks and some that cover fringe the shore from south around to west. **Sugarloaf Island Shoal,** about 0.5 mile in extent, is about a mile southward of Sugarloaf Island. A rock awash and submerged rocks on the shoal usually break. A lighted whistle buoy is off the western end of the shoal. With moderate easterly . . . (NM–37/4165/55)
Line 12; insert after:
Local magnetic disturbance.—Differences from normal variation of as much as 3¼° have been observed at the south end of Sugarloaf Island. (9–82/59)

Page 83.—Line 18; insert after: The shoaler area along the shore around the bay is obstructed by tree trunks and for about 200 yards above the waterline the area is barren of trees as a result of the July 1958 earthquake. Anchorage for small boats along the shore is not recommended because of the possibility of fouling anchors in the debris of trees and roots. (9–83/59)
Line 23; read: as 78 fathoms. Vessels can obtain fresh water from streams near the head. (9–83/59)
Lines 29–30; read: La Chaussee Spit, on the northwest side of the entrance to Lituya Bay, is 100 to 225 yards wide and about 0.7 mile long. The spit, 2 to 12 feet high, is bare of trees, except for a lone tree near the base; the outer side of the spit is covered with large boulders. (9–83/60)

Page 84.—Lines 1–9; read: Between Harbor Point and La Chaussee Spit, the entrance to Lituya Bay is about 350 yards wide but is mostly foul. The channel has a controlling depth of about 5 fathoms but is only about 50 yards wide; the water shoals abruptly on either side and there are many rocks. The entrance is marked by range daybeacons. (NM–42/5585/61)
Anchorage Cove behind La Chaussee Spit, has depths of 3 to 5 fathoms, but is obstructed by numerous tree trunks and rocks awash and is not suitable for anchorage. On a flood tide with southerly weather, the cove has considerable swell. (NM–21/2812/60; 9–83/59)
Line 13; read: 75 fathoms only 100 yards away. The island is named for a wooden monument, or . . . (9–83/59)
Lines 17–24; read: entrance; high-water slack is the better. The entrance channel is straight and marked by range daybeacons but only 75 yards wide. Tide rips can easily set a vessel out of the channel. If going to the head of the bay, the deeper water is southward of Cenotaph Island. (NM–42/5585/61)
Currents.—At the entrance to Lituya Bay, the ebb current is about 4.1 knots and the flood current 5.1 knots; however, the velocity may be 6 or 7 knots on spring tides. Ebb currents, running against a southwest swell, . . .
Lines 30–32; read: powerful current. Strangers should not attempt to enter except at slack water; see Tidal Current Tables for predictions. (9–83/59)

Page 86.—Line 18; insert after:

Khantaak Island Light, 28 feet above the water and visible 8 miles, is shown from a small red house with red square slatted daymark, on the southwestern end of the island near Point Turner. (NM–19/2544/60)

Line 34; read: general stores. Steamship . . . (8–449/56)

Line 40; insert after: In 1962, the wharf was in very poor condition and its use confined to fueling operations. (8–449/56; 9–86/62)

Line 42; read: Government wharf, has a 225-foot face with depths of about 18 feet alongside and 42 feet 18 feet out from the face of the wharf; a strong surge is often encountered at this wharf. Fresh . . . (8–449/56; 9–86/62)

Page 87.—Line 33 typo error; read: the ice banks on the west side of Yakutat Bay as far south as Blizhni Point. Scattered . . . (CBS–55)

Page 90.—Line 5; read: rectangular building. A fog signal and a radiobeacon are operated . . . (NM–17/1827/55)

Line 21; read: miles westward from Southeast Rock. In 1960, an 8-fathom shoal was reported about 2 miles southwestward from the rock. The 50-fathom curve is about 7 miles southwestward . . . (NM–30/3744/60)

Page 91.—Lines 28–29; read: channel is a secure harbor. (NM–52/5961/55)

Page 93.—Line 34; insert after:

Egg Island Light (60°22.3′ N., 145°43.9′ W.), 20 feet above the water, is shown from a white square daymark on a skeleton tower. (NM–17/2196/61)

Page 96.—Lines 11–13; read: covered surface is difficult to pick up when making a landfall. An aviation light, 151 feet about the water, is shown near the north end of the island; an aero radiobeacon is north of the light. (NMs–24/2869/59, –21/2786/62)

Page 97.—Lines 13–14; read: A buoy is in 162 feet on the north side of the reef. (NM–42/5586/61)

Lines 35–46; read: shaped islets, foul ground extending 1.7 miles eastward to 6-fathom depths, and irregular rocky bottom for 0.3 mile southward and 0.8 mile westward are off the point.

Patton Bay, about 17 miles northeast of Cape Cleare, is approximately 4.5 miles square with Box Point on the northeast side and Wooded Islands on the southeast side. The deep water entrance, about 2.5 miles wide, is between the rocky shoal extending 1.7 miles eastward from Box Point and the irregular rocky shoal extending 1.3 miles northeastward from the Wooded Islands. Inside the bay, foul areas make 0.3 mile southward and 0.8 mile westward of the southern tip of Box Point, 0.7 mile offshore from the head of the bay due west of the bay entrance; 0.7 mile northward and 0.3 mile eastward from the prominent pinnacle rock on the rocky point 2 miles northwest of the largest of the Wooded Islands. **Nellie Martin River,** on the south side of the bay, is blocked by a bar across its mouth.

There is good anchorage except during northeasterly to southerly weather, for small boats in the bights at the northeast, west, and southwest parts of the bay in 3 to 10 fathoms, sand bottom, and for larger vessels in 15 fathoms or more, sand and mud bottom.

Wooded Islands, on the southeast side of Patton Bay, are 16 miles northeastward from Cape Cleare. The largest of the three is about 1 mile long and 150

feet high, wooded and flat-topped, with a prominent square-topped pinnacle rock about 175 yards off its west end. **Tanker Island**, the middle islet about 0.4 mile eastward of the largest island, is about 75 feet high, and has a small clump of trees near one end that appear similar to the stack and wheelhouse of a tanker. The easternmost island is small with a few trees on the western summit. The area between the islands is foul, and the small passage southwest of the largest island is shoal and foul. These islands should be given a berth of at least 2 miles, and without local knowledge, the shoal rocky passage southwestward of the islands should not be used by small boats. (9–97/57)

Page 98.—Lines 1–15; strike out. (9–97/57)

Page 99.—Line 33; read: signal is a diaphragm horn. A radiobeacon is operated at the light station. Records over a . . . (NM–51/6561/63)

Page 103.—Line 31; read: fathoms. The Coast Guard uses the east arm for wet-pool storage of buoys. Occasionally lanterns are attached to the buoys, but at no time are they lighted. Mariners should not confuse these buoys with navigational aids. (9–103/63)

Page 104.—Line 6; insert after:

A light is on a rock awash about 0.3 mile northeastward of North Island. (NM–30/3918/63)

Lines 32–34; read: rendering passage for vessels of 22-foot draft inadvisable during minus tides. (NM–30/3918/63)

Page 105.—Lines 28–30; read: the basin was at project depth in October 1962. (NM–10/1336/63)

A light is shown from the northwest end of the southern breakwater, and a daybeacon marks a sewer outfall off the southeast end. Several grids are maintained; the largest will handle craft up to 110 feet in . . . (NMs–2/192/60, –37/4405/59)

Page 109.—Line 15; read: Ellamar, on the northeast side of Virgin Bay, has . . . (9–109/56)

Line 19; read: marked by a lighted buoy. (NMs–23/2057/53, –23/3048/60)

Page 110.—Line 30; insert after:

About 0.4 mile northwest of the northerly pier, a light, 15 feet above the water and visible 9 miles, is shown from a white square daymark on a dolphin. (NM–1/80/61)

Line 37; read: for the Alaska highway system. The stack of the plant, painted in red and white horizontal bands, is the most conspicuous object on the waterfront when approaching Valdez. An elevated yellow wooden water tank on the eastern edge of the city is also conspicuous. Most commercial vessels entering Prince William . . . (9–110/60)

Page 111.—Lines 4–6; read:

A Federal project provides for a small-boat and seaplane basin 12 feet deep between the wharves, and protected by a pile breakwater, the outer end of which is marked by a light. Commercial fishing and other small craft moor to a wooden float inside the breakwater. Project depth obtained in November 1962. (NM–9/1198/63)

About 300 yards southeastward of the former cannery wharf, two submarine pipelines extend 500 yards from shore to a square wooden loading platform on piles, at which there is a depth of 24 feet. Mooring dolphins are northward and southward of the loading platform. (NM–50/6324/57; CL–727/59; 9–110/60)

Page 113.—Line 16; read: west of Olsen Island. An unnamed cove, a mile north of Olsen Cove, affords good . . . (9–Misc/55)

Page 114.—Lines 28–30; read: Perry Island Light (60°39.3′ N., 147°55.8′ W.), 35 feet above the water and visible 11 miles, is shown from a small white house on the southernmost point of the island. A rock 14 feet high is about 150 yards south of the light. (NM–48/6249/60)

Page 116.—Lines 8–9; read: used occasionally by fishing craft and cannery tenders. It is narrow and constricted in places and should be used only with local knowledge. The small bay . . . (H–8607)

Line 38; read: Chart 8517.—Pigot Bay, on the west side of Port Wells just north of Passage Canal, has a rocky . . . (9–Misc/55)

Page 118.—Line 39; read: by a rock with ½ fathom over it. Anchorage . . . (NM–32/4236/61)

Page 119.—Lines 4–15; read:

Whittier (pop. 168 in 1961; P.O.) is the Alaska Railroad terminus on the south side of Passage Canal 1.5 miles from the head. Neither military nor commercial traffic were being handled in 1961, and the port was in a caretaker status. The town has a sawmill and a wood-treatment plant. Telephone service to Anchorage is available. One of the two main docks is a temporary structure, 425 feet long; the marginal wharf is about 1,100 feet long with depths of about 30 feet along its face. Gasoline, diesel oil, and water are available at the marginal wharf. (9–86/61; 9/119/57)

Two T-piers for oil receipts are west of the main docks. The army controlled easterly of the two has about 34 feet alongside, but in 1901 this pier was discontinued and its water and fuel lines disconnected. Fresh water is available, however. (9–86/61)

Vessels bound for Passage Canal and Whittier, including those coming from Valdez, usually go by way of Perry Passage. Large vessels sometimes anchor near the 4½-fathom shoal about 2 miles northeastward of Whittier, or in Pigot Bay, described earlier. (9–119/57)

Line 33; read:

Because of the great depths, anchorages in Port Nellie Juan are not considered good. However, the north end of West Finger Inlet is suitable for vessels up to 800 tons as is **Shady Cove,** the small bight between East and West Finger Inlets. (9–86/61)

Page 120.—Lines 9–10; read: the face near the corner. Neither fresh water nor supplies are available as the Cooper River Packing Co. has suspended operations at the cannery. (9–110/60)

Page 126.—Line 2; read: house. (NM–19/2167/56)

Page 129.—Lines 46–47; read: Prince of Wales Passage has several dangers. The principal channel at the northern entrance is eastward of Flemming Island

and the 2½-fathom shoal about 0.5 mile south of the island, then westward of Iktua Rocks. From the prominent point on Bainbridge Island about 2.7 miles southward of Flemming Island, a foul area with a depth of 8 fathoms lies about 0.3 mile to southward and 500 yards offshore. Pass 1,000 yards offshore to avoid the foul area, then follow off Bainbridge Island at a distance of 300 to 500 yards, pass the broken ground about 4 miles southward of Flemming Island and head for Amerk Point, the prominent low sand point with a fringe of trees, 3 miles farther southward on Bainbridge Island. (NM–41/4927/56; 9–129/56)

Page 130.—Lines 1–3; strike out. (9–129/56)

Line 6; read; preferably at low water. Good anchorage in 4 to 16 fathoms, mud bottom, is west of the south end of Flemming Island at Panhat Point on Bainbridge Island. To enter the anchorage area from the south, pass 300 yards off the point on a north course until 500 yards north of the point, head west and then south to anchor. (9–129/56)

Lines 12–16; read: Iktua Bay opens to the north on the east side of the passage about 1.5 miles south of Flemming Island. The bay is about 0.6 mile wide at the entrance and narrows to about 0.4 mile midway of its 1.5 miles southerly extent. The eastern shore of the bay has few offlying dangers and may be followed 200 to 300 yards offshore to the head of the bay and anchorage in 3 to 14 fathoms, mud bottom. The west shore of the bay may be followed about 200 yards off for 0.7 mile until abeam of the southerly of two small islets. Good anchorage for small craft in 2 to 10 fathoms, mud bottom, is eastward of these islets.

Iktua Rocks, a group of bare rocks, highest about 3 feet, are 0.4 to 0.5 mile off Evans Island and 1.5 miles south of Flemming Island.

Gugak Bay is on the eastern side of the passage about 1.3 miles south of Iktua Rocks. A rock that bares at half-tide marks the west side of the narrow entrance. The entrance channel has a depth of 1½ fathoms, and the bay is a secure anchorage for small craft in 3 to 8 fathoms, mud bottom. There is anchorage in 6 to 18 fathoms outside the bay entrance. (9–129/56)

Lines 21–22; read: found is 5 fathoms. It should be avoided by vessels, the better channel following the western shore. The broken area, with depths less than 3 fathoms, 1 mile farther . . . (NMs–41/4927/56; –45/5495/59)

Page 134.—Lines 31–32; read:

Whale Bay has been surveyed and the known dangers and depths are shown on the chart. The bay is deep, but small craft can find anchorage along the eastern . . . (NM–11/1318/61)

Page 135.—Line 32; read: the entrance to Nassau Fiord. (NM–11/1318/61)

Page 136.—Lines 36–39; read: Port Bainbridge. Bainbridge Passage is used extensively by fishing craft. (NM–11/1318/61; CL–234/58)

Page 139.—Lines 2–3; read: rounded, precipitous, and 414 feet high. A small white house is on the south side of the island. (NM–46/5508/56)

Lines 16–17; read: arch through the middle. **Seal Rocks Light (59°31.3′ N., 149°37.7′ W.),** 285 feet above the water, is shown from a small white house on the summit of the largest islet. (CGLL–62)

Page 140.—Lines 6–7; read: bare at low water 200 yards southward from the southeast end of Renard Island. The northern side of **Hive Island** is marked

by a light 80 feet high that is obscured from 320° to 131°. (NM–50/6144/56)

Line 10; read: the southern entrance point. A light, 438 feet above the water, is shown from a small white house on the southeastern end of the island. (CGLL–62)

Lines 37–41; read: The principal docking facilities at Seward are, in order from the south, the Alaska Railroad marine terminal, the oil wharf, the Army wharf, the cold-storage plant wharf, and the dredged small-boat basin.

The reconstructed railroad marine terminal has two berths. The larger easternmost berth has a face about 700 feet long with depths in June 1958 of 35 feet or more off its face. The smaller westward bertb, 500 feet long, had similar depths off its face, in June 1958. The berths are available for public use on . . . (CL–500/58; BPs–55239, –56746)

Page 141.—Line 1; read: Army wharf, reported condemned in 1962, has an 875-foot face with minimum depths of 32 feet along the southern . . . (9–86/62)

Line 9; read: outer ends of the breakwater are marked by lights (NM–41/4926/56)

Line 22; read: and a commercial radio station, KIBH, broadcasts daily. (9–141/61)

Page 142.—Lines 43–44; read: middle. It is reported that vessels enter on the north side of the rock where there is a depth of about 8 fathoms. Once inside there is plenty of room. (9–142/59)

Page 156.—Line 27; read: larger shoal. It may or may not be marked by a current slick. Another shoal area, with a least depth of 2½ fathoms, lies about 8 miles southeastward of Puffin Peak. (NM–45/5745/60; CL–833/61)

Page 158.—Lines 32–34; strike out. (9–158/57)

Page 160.—Line 45; read:

Dora Reef is a small patch of sunken rocks about 1 mile southwest . . . (NMs–41/5469–51/6856/62)

Page 161.—Lines 6–7; read: the mainland. A lighted bell buoy marks the northeastern side of the turn in the passage. (NM–21/2813/60)

Page 164.—Line 22; read: is marked by a buoy placed in 18 feet of water. A reef, with numerous rocks bare . . . (NM–39/4681/56)

Lines 36–37; read:

Port Graham (pop. 139 in 1960), a village on the south side 2 miles beyond Passage Island, has a cannery. The cannery wharf has a 150-foot face with depths of 15 feet . . . (P.O.Dir./62)

Page 165.—Lines 38–41; read: extending halfway across the harbor from the western shore, are marked on the eastern edge by a lighted buoy and at the southeastern end by a buoy. The channel is between the shoals and the rocks and kelp patches near the eastern sbore, and varies in width from 100 to 400 yards. In October 1962, the channel was reported cleared of rock ledges to a depth of 24 feet. The shoals and rocks are marked by kelp at slack water in summer and fall, but the kelp tows under during the strength of the tidal currents. The channel is buoyed. (NM–44/5841, 5842/62)

Page 166.—Lines 17–18; strike out. (NM–44/5841, 5842/62)
Lines 24–25; read:
A small boat harbor, protected by jetties, is in the cove off the village. The project depth is 12 feet. A light marks the end of the 400-foot north jetty. The southwest side . . . (CL–1342/62; CEM–61; NM–1/70/62)
Lines 31–32; read: In approaching or leaving this wharf, care should be taken to avoid the 1½-fathom sunken rock 50 . . . (NM–44/5841, 5842/62)

Page 167.—Lines 1–5; read: about 400 yards from Watch Point with the high pointed rock near the eastern shore forward of the beam, change course to **182°** and passing 100 yards westward of the point follow the recently cleared 24-foot channel to the wharves. (NM–44/5841, 5842/62)
Lines 43–46; read: on the north side of Kachemak Bay. It is about 4 miles long, from 100 to 500 yards wide, and is described as the longest inhabited spit in the world. (9–167/61)
Coal Point, the outer end of Homer Spit, is marked by **Homer Spit Light (59°36.1′ N., 151°24.5′ W.),** 34 feet above the water and visible 10 miles, shown from a tower on top of a hotel roof; the light is obscured from 76° to 255°. (CL–512/56; NM–39/4682/56; NM–50/6728/62)

Page 168.—Lines 1–7; read: On the north side of the point is a wharf used by deep-draft vessels. The face is 120 feet long, with depths of 19 feet alongside. Petroleum products and fresh water in limited quantities are available. The Sterling Highway leads from the wharf to Homer and thence connects with the highway system to other points in the state. (9–168/61)
Just northwest of the wharf is a small-craft basin, with project depth of 12 feet; in May 1963, project depth obtained. The basin is protected by a stone breakwater with a light at its end. (CEM–63; 9–166/64)
Lines 12–15; read: in the vicinity of Coal Bay.
Homer (pop. 1,247 in 1960; P.O.), at the base of Homer Spit on the southerly end of Kenai Peninsula, is a fishing and farming town with several stores, hotels, motels, an airfield, and has radio and telegraph communications. A deputy magistrate, State policeman, deputy U.S. Marshal, and a United . . . (9–186/61; 9–80/62)
Lines 33–34; read: feet above the water, on a white slatted tripod. (NM–50/5708/62)

Page 169.—Lines 6–8; read: from offshore. There are several small hand-pack canneries in the vicinity. **Ninilchik Channel Entrance Light (60°03.3′ N., 151°39.6′ W.),** 100 feet above the water and shown from a skeleton tower on shore, marks the approach from seaward through scattered off-lying rocks to a point a short distance from the beach at Ninilchik. The light shows brightest in line with the channel entrance. (NM–22/2928/62; NM–24/3108/63)
The basin provides moorage for more than 32 small vessels behind a protecting sill near the entrance which retains a controlling depth of 6 feet during low-water stages. (NM–26/3386/63; CEM–63)

Page 172.—Line 3; read: The bay shoals gradually from 7 fathoms in the entrance . . . (NM–22/2597/59)
Line 35; insert after: Local magnetic disturbance.—Differences of as much as 3° from normal variations have been observed in Iniskin Bay. (9–172/58)

Page 173.—Lines 36–46; read: afloat at low water. There are strong williwaws with westerly winds. The bay is filled with ice during the winter. Tidal currents are weak; predictions can be obtained from the Current Tables.

Gull Island, 100 feet high, rocky and grass-covered, is on the south side of the entrance to Chinitna Bay. Reefs extend 0.6 mile northeastward and southeastward from the island. A deep channel, 0.3 mile wide, leads into Chinitna Bay between Gull Island and the mainland to the southwest. (9–178/56)

Page 178.—Lines 8–10; read: vessels drawing less than 6 feet. The entrance channel is marked by a range consisting of a front light and rear daybeacon, maintained from April 1 to November 15. Entrance should not be attempted without local knowledge. (NM–21/2097/63)

Lines 42–43; read: to Anchorage. Radio and telegraph communications are available. A conspicuous water tank, painted in red and white checkers, is about 2 miles north of Kenai. (CL–804/62)

Page 179.—Lines 4–6; read:

Nikiski Wharf No. 1, a deep-draft T-head pipeline wharf marked by privately maintained lights, is about 2.3 miles south of East Foreland Light. Several aluminum-painted storage tanks are about 0.5 mile northeastward of the wharf. A shoal, 3 miles long with a least depth of 2¼ fathoms, is 1.8 miles westward of the wharf, and rocks awash are just north of the northerly end. (NM–10/1188/64; NM–51/6696/60; CL–179/61; CL–804/62; BP–60186)

Lines 16–19; read: the ebb current increases greatly in velocity on approaching East Foreland. A barge wharf, known as Nikiski No. 2, is at Nikishka, about 2.5 miles northeastward of East Foreland Light. (9–179/61)

Line 25; insert after:

Extensive oil drilling operations are under way in the vicinity of Middle Ground Shoal; a privately maintained light is about a mile southwest of the shoal 0.8 mile northwest of the existing light, and spar buoys mark other drilling work. (NM–3/289/64; NM–45/5818/63; NM–43/5704/62)

Page 180.—Line 31; insert after:

About 7 miles northward of Point Possession is a midchannel shoal, the center of which dries. The shoal is about 4 miles long and a mile wide and is reported to be shifting in position to the southward. (NM–39/4766/60)

Page 181.—Lines 28–35; read: About 2 miles northward of Fire Island is a sand shoal several miles long which changes radically from year to year. The crest of the shoal bares several feet at low water. A rock, covered 12 feet at low water, is 2.7 miles northeast of Fire Island; a lighted buoy is moored close south of the rock. (NM–37/4164/55; BPs–52646, –58200)

Lines 44–46; read: entrance to the arm, is marked by a light 80 feet above the water, which is maintained from May 1 to November 1. (NM–5/451/57)

A lighted range, on the bearing 061°, has been established on the point about 0.2 mile northwestward of the light. (NM–44/5686/63)

Anchorage (pop. 44,237 in 1960), located on the southeasterly side of Knik Arm 4 miles above the entrance, in 1961 became the state's major seaport and largest city with the completion of its new $8,200,000 dock and facilities. The city is the headquarters of the Alaska Railroad, the Government-owned and operated line which connects with Seward, Whittier, and Fairbanks. From Anchorage the Glenn Highway joins with the Richardson and Alaska (formerly "Alcan") Highways. The Anchorage International Airport, southwest of the

city, is the most active in the state, offering flights to all parts of the world on 11 scheduled airlines.

There are good schools, a university, stores, hospitals, hotels, and apartments in the city. The expanding economy of Anchorage includes considerable milling of timber which is shipped out through the new port facilities. Seafood production includes salmon, the king and Dungeness crabs, clams, and other seafood.

A U.S. Marshal is stationed at Anchorage. Radio, radiotelephone, and telegraph communications are available. (9–181/61)

Page 182.—Lines 1–5; strike out. (9–181/61)

Line 27; read: big floes causes extensive damage to most facilities, but not to those of the new port dock. (9–181/61)

Lines 32–40; read:

The port facilities are administered by the Anchorage Port Commission, which has established rates and regulations. The new dock has a 600-foot face alongside of which are depths of 35 feet. Four level-luffing gantry cranes are in use, the two largest of which are of 40-ton capacity. The large transit shed is heated. Four acres of open storage area are available. Dockside rail and truck connections serve the Matanuska Valley, the rail belt, Fairbanks, and all Kenai Peninsula points. In April 1962, it was reported that a Corps of Engineer's survey showed shoaling to 24 feet alongside the new pier. (MSTS–62)

Anchorage is a customs port of entry. (9–181/61; FR–1/14/61)

Ocean Dock, under jurisdiction of the Army Corps of Engineers, in April 1962 had depths of no more than 8 feet alongside its 350-foot face, but from May 1 to October 1, two 34-foot beam-breasting barges were kept alongside most of the time. These enabled vessels to lay alongside the barges in depths of 19 feet or more, for unloading. Tugs are usually available by advance arrangements, but they must lay on the bottom at low tide. Ocean Dock has rail and highway connections; cargo is handled by truck and tracked cranes. Water is piped to the dock. Petroleum products are moved in pipelines to several Government and commercial storage facilities. Gasoline and fuel oil are trucked in. (9–181/61; Bp–63174)

Lines 45–47; read: south, has a face that bares at low water. (9–181/61)

Page 187.—Lines 44–45; read: highest 15 feet, are a little less than 0.8 mile to the westward, then steer 205° into Perenosa Bay. Tidal currents are very strong. (JOP–62)

Page 195.—Line 20; read: currents and to easterly and northerly winds. (JOP–62)

Page 196.—Line 37; insert after: Local magnetic disturbance.—Differences of as much as 8° from normal variation have been observed in Kupreanof Strait about 0.4 mile south of Raspberry Cape. (9–196/58)

Page 198.—Line 45; read: cannery has radiotelephone and telegraph communications. A number of unlighted mooring dolphins are along the shore southeastward of the cannery. (ACS–61; NM–23/3062/62)

Page 199.—Line 2; read: keep clear of the flat, which extends 250 yards from its northeast side, and the unlighted mooring dolphins across the entrance to the cove. With strong . . . (NM–23/3062/62)

Page 208.—Line 13; insert after: Kodiak Aeronautical Radio Range has been established on Woody Island. (NM–18/1357/55)

Page 209.—Lines 7–13; read: either the northeast or southwest entrances. Federal project depth is 22 feet for the channel between Near Island and Kodiak Island; project depth was available in 1955. (BP–56238)

In 1958 a small-boat harbor, protected by two breakwaters each marked by a light at its end, was completed off the westerly side of the town. Depths were 12 feet over most of the protected area, and 8 feet near the upper end. A daybeacon marks the entrance to the boat harbor. The Inner Anchorage, locally known as Winter Anchorage, extends westward from the small-boat harbor, 250 to 300 yards off the Kodiak Island shore. This is considered a good anchorage, in 7 to 8 fathoms, but williwaws are sometimes heavy and may cause vessels to drag. (CL–492/58; NMs–29/3442/58, –36/4469/60, –23/3061/62)

Lines 21–25; read: Cyane Rock, marked by a lighted bell buoy, is off the northeast end of Near Island, and bares at lowest tide. The northeastern entrance to the dredged channel lies between Cyane Rock and the foul ground which extends nearly 200 yards from the bight in the western shore. Between the northeast end of the island and . . . (JOP–60)

Lines 32–33; strike out. (NM–25/3320/62)

Page 211.—Line 21; insert after:

Customs.—Kodiak is a port of entry. (FR–8/24/60)

Line 28; read: Lights mark the east and west ends of the Union Oil Company Pier, an oil station with a float landing that supplies gasoline, diesel oil, kerosene, and lubricating . . . (NM–31/3726/57)

Page 212.—Lines 32–33; read: by a lighted buoy. A shoal marked by a light is 300 yards southwest of Gull Island. (NMs–1/84/59, –25/3320/62)

Line 36; read: extends across the entrance. In September 1959 the controlling depth was 29 feet through a dredged . . . (CL–1029/59)

Lines 43–45; read: are three principal docks in the bay. The cargo pier had a controlling depth of 31 feet alongside in 1958, and the fuel pier had depths of about 28 feet along its north and south sides. The 1,400-foot marginal wharf has a least depth of about 27 feet alongside. Docking space is assigned by the harbormaster. (9–212/59)

Page 213.—Lines 1–3; strike out. (9–212/59)

Lines 6–9; read: the east, passing into Chiniak Bay a mile northeast of Humpback Rock. Unless a qualified pilot is on board or the master assumes full risk, permission will not be granted for large vessels to negotiate the channel to or from Womens Bay and between the shoal waters of St. Paul Harbor entrance after dark or during periods of low visibility. Nor will vessels, except at the master's risk, enter or depart from Womens Bay and between the shoal waters of St. Paul Harbor during periods of wind velocities of 35 knots or more, except in emergencies or extreme necessity and then only by authorization of the commanding officer of the U.S. Naval Station at Kodiak. (9–212/59)

Lines 21–38; read:

Directions.—From northeastward, courses can be steered through Woody Island Channel, which is well marked by lighted and unlighted buoys, to a position about 250 yards southeastward of St. Paul Harbor Lighted Bell Buoy 14. Thence, steer 279° to a position about 300 yards north of St. Paul Entrance Lighted Bell Buoy 21, and swing left and follow the marked channel southwestward into Womens Bay.

From eastward: set courses for a position 250 yards southeastward of St. Paul Harbor Lighted Bell Buoy 14, and continue as above. (9–212/59)

Page 224.—Line 22; insert after: A sunken rock, about 150 yards off the eastern shore, is about 2.2 miles northward of John Island. (NM–8/1154/62)

Line 47; read: lies 0.5 mile northeastward of Cape Kiavak. A rock awash about 700 yards offshore, is about a mile northwestward of the cape. There are two lagoons, one at the head of each bay; neither permits entrance except at high water. (NM–8/1154/62)

Page 225.—Line 1; read: A large waterfall is in . . . (JOP–62)

Page 228.—Line 5; read: point and is visible 10 miles. (NM–48/5724/54)

Page 229.—Line 8; read: the top presents a distinctive mark at sea to the limit of its visibility. In 1961, a tower 625 feet high was erected about 2.2 miles southeast of the dome. (NM–1/81/61)

Page 248.—Lines 43–46; read: round-topped, grass-covered hills, the highest **of which is about 192 feet.**

Noisy Islands Light (57°56.0′ N., 153°33.6′ W.), 90 feet above the water and visible 13 miles is shown from a skeleton tower on the western bluff of the northern Noisy Island. (NM–17/2269/60)

Page 254.—Lines 1–2; strike out. (NM–9/1190/63)

Lines 14–16; read:

In entering Zachar Bay, the shore on the port hand should not be approached closer than 1 mile and a course should be laid to pass 300 yards off a dangerous rock, covered 2¾ fathoms, lying about 1.6 miles northward from Carlsen Point. From this point steer 127° until Carlsen Point is abeam on the starboard . . . (NM–9/1199/63)

Page 255.—Lines 28–32; read:

The entrance is between a spit extending 150 yards southward of the northern entrance point and a 20-foot rock near the outer end of a spit extending 150 yards from the outer southern entrance point. A reef, which uncovers and is marked by a buoy, is in the middle of the entrance. Two narrow crooked channels lead on either side of the reef. The preferred southern channel, between the mid-entrance reef and the 20-foot elevated . . . (CL–689/62)

Line 36; insert after:

The channel north of the mid-entrance reef is deeper but necessitates a more difficult turn and for that reason is not recommended; a range of the yellow dolphin and the twin cannery stacks marks this channel. (CL–689/62)

Page 256.—Lines 1–2; read: yards of the yellow dolphin and then make good a 292° course, passing 100 yards off the end of the spit off the northern entrance point and 150 yards off the inner . . . (CL–689/62)

Lines 6–9; strike out. (CL–689/62)

Page 263.—Lines 20–22; read: Local magnetic disturbance.—Differences from the normal variation of as much as 14° have been observed along the Alaska Peninsula. Unusual magnetic disturbance has been . . . (9–78/56)

Page 265.—Line 3; read:

Chart 8667.—Kukak Bay, between Cape Nukshak and Cape Ugyak, has depths . . . (JOP–62)

Page 267.—Line 19 typo error; read: The inner part of **Kashvik Bay** is foul, and the outer part affords no shelter. (9-Misc/55)

Page 269.—Line 2; read:

Kanatak is a town at the head of Portage Bay. Since the discontinuance of . . . (P.O. Dir./62)

Lines 6–12; read: reef and separated from it by a narrow channel is a rock with 1½ fathoms over it, leaving a clear channel 0.2 mile wide west of it for entering the inner part of the bay.

The best anchorage is in 10 to 12 fathoms southeastward of the 1½-fathom rock, though coasting vessels sometimes use the inner anchorage northwestward of the rock. The anchorages are . . . (NMs-19/2169,-46/5569/56)

Lines 27–28; read: anchorage, pass 200 yards southwestward of the 1½-fathom rock, then head for the town and anchor as desired. (NMs-19/2169,-46/5569/56)

Line 45; insert after:

A pier 765 yards long, consisting of an oil-drilling platform with a connecting causeway, is on the northwestern shore of Wide Bay west of Hartman Island. (CL-429/63)

Page 270.—Lines 5–6; read:

Local magnetic disturbance.—Differences of as much as 14° from the normal variation have been observed on Terrace Island and as much as 3° on East Channel Island. (CL-907/62)

Page 277, line 45, thru page 278, line 7; read:

Charts 8502, 8851.—Lighthouse Rocks (55°47′ N., 157°25′ W.) are spread over an area 0.2 mile in diameter which is 27 miles southwestward of Chowiet Island and 56 miles westward of Chirikof Island; the largest rock is 500 feet long and 90 feet high. Deep water surrounds these barren rocks and they can be safely approached to within 0.5 mile; there are large sealion rookeries on the rocks. A southerly set is generally experienced between Lighthouse Rocks and Chirikof Island. A rock awash (reported) is charted 11 miles southeastward from Lighthouse Rocks. (JAM-12/9/63)

Page 287.—Line 35; insert after:

Mitrofania Island Light (55°50.0′ N., 158°42.0′ W.), 160 feet above the water, is shown from a small white house on the easternmost point of the island. (CGLL-62)

Page 298.—Line 30; read: vessels may carry 4 fathoms through the passage between the west end of the island and . . . (JOP-62)

Page 300.—Lines 12–21; strike out. (9-300/55; CL-307/58)

Page 311.—Lines 19–20; read: A small steamer from Seward makes regular calls on mail contract. Nonscheduled vessels from Seattle call occasionally during the fishing seasons. Mail and passenger service by air usually is available weekly from . . . (9-300/55)

Lines 27–29; read: of the point just northwestward of Sand Point Village wharf. The 1¾-fathom spot 0.3 mile southwestward of the shoalest part of the reef is marked by a lighted bell buoy. (9-300/55; CGLL-62)

Line 38; read: A lighted bell buoy is 0.1 mile southwestward of the sunken rock. (CGLL-62)

Page 312.—Line 37; read: immediately behind. (9-300/55)

Page 313.—Line 20; read: having a depth of 3 fathoms. (NM-42/5587/61)

Page 314.—Line 14; read:

Unga (pop. 43 in 1960) lies back of this hill and consists of a fishing station, . . . (P.O. Dir./62)

Line 36; read: fathoms. Anchorage is satisfactory only in northerly weather. (9-300/55)

Line 39; read: point is a separate hill 500 feet high. The 20-fathom curve is within 0.3 mile of the south end of the point. There are numerous rocks and pinnacles around the point, particularly along the southeast and east shores; the most prominent is 50 feet high and about 0.7 mile eastward of the point. A sharp pinnacle also forms the southern tip of the point. (9-300/55)

Lines 42-47; read: The area between Wosnesenski, Ukolonoi, and Poperechnoi Islands was unsurveyed in 1955; numerous foul spots have been reported. (9-300/55)

Sombrero Point is the first prominent headland northward—5.5 miles—of Acheredin Point. The 1,055-foot peak on the headland resembles a sombrero from most directions to seaward. Several isolated pinnacles 1.5 to 2.2 miles westward of Sombrero Point are covered 3 to 5½ fathoms; other pinnacles covered 5¾ to 8 fathoms, are 1.5 to 3.5 miles southwest of the point. The waters fringing the point are mostly foul for 600 yards offshore. (9-300/55)

Bay Point, a rounded rocky headland 315 feet high, appears as a good landmark all around and shows over the land in Unga Strait. The low sandy neck that joins the point to the mainland encloses a shallow lagoon which can be entered from northward. The sea bottom is steep-to west of Bay Point; the 10-fathom curve is less than 200 yards from shore. Anchorage, with satisfactory protection from easterly weather, is available in depths of 7 to 19 fathoms north and northwest of Bay Point and in 10 to 15 fathoms in the large open bight southward of the point. Foul areas extend 0.5 to 0.8 mile off the west shore of Unga Island northward of Bay Point. (9-300/55)

Unga Spit, the sandspit at the north end of the island, is marked by a light at **55°24'.6 N., 160°43'.5 W.** The 10-fathom curve is 0.25 mile from the north end of the spit and extends 1.5 miles into Unga Strait on the west; the 5-fathom curve is about a mile from the west side of the spit. Temporary anchorage is available, in favorable weather, west of Unga Spit. (9-300/55)

Page 315.—Lines 1-7; strike out. (9-300/55)

Line 30; read: The principal dangers consist of a rock, covered 2¾ fathoms, about 0.2 mile westward . . . (H-8156)

Page 316.—Lines 4-34; read: **Beaver Bay** is west of Cape Aliaksin, described on page 299, and is 6 miles wide at the entrance. The bay is open to the south and is free of offshore dangers. The head of Beaver Bay shoals gradually; the west side is shelving, with the 1-fathom curve about 0.5 mile off **McGinty Point,** on the west side of the entrance. The 5-fathom curve is as much as a mile from the west shore. Clear anchorage is available in depths of 5 to 25 fathoms in the upper part of Beaver Bay but is not considered desirable; the anchorage is exposed to the south, and there is little protection from the

northerly winds that tend to suck down over the mountains and through the valleys into the bay with intensified force.

The land on the west side of Beaver Bay is low and rises gradually for 12 miles to the west-southwestward. Ledges and foul ground extend 0.7 mile from McGinty Point, and there is relatively shallow water along the shore from McGinty Point to Seal Cape Light. For 8 miles southwestward from McGinty Point, the 5-fathom curve is about a mile from shore and the 10-fathom curve is a mile farther off; considerable live kelp is found in most of the area inside the 10-fathom curve. There is a depth of 4½ fathoms at 53°23′.1 N., 161°03′.0 W., and a ledge shoals to 2 fathoms 1.5 miles to the northward. The 20-fathom curve is as much as 5 miles from shore between McGinty Point and Seal Cape Light, but there appear to be no dangers to surface navigation outside the 10-fathom curve. (9–300/55)

Jude Island, 150 feet high and about 0.5 mile across, is 8.5 miles west of Unga Island and about 7 miles off the Alaska Peninsula. The route from Unga Strait to the Pavlof Islands follows the peninsula and passes northward of Jude Island. The island is rounded, grassy on top, and rocky at the shore. Deep water extends 1.5 miles eastward and 2.5 miles westward, but there are dangerous rocks in the area farther westward to Wosnesenski Island. A rock, covered 2 feet, breaks in moderate swell, is 2.3 miles east-northeast of Jude Island at 55°16′.5 N., 161°02′.1 W.; a ridge with several 5- to 10-fathom spots extends about 2 miles north-northeast and south-southwest of the rock.

Seal Cape, at the entrance of Coal Bay, is low and difficult to recognize. At the end of the cape is a flat-topped mound 100 feet high joined to the mainland by a low neck of land. Three miles eastward, a small island, 159 feet high and 700 yards long, extends southward toward the main channel from near the peninsula. The south end of the island is marked by a **light at 55°21′.0 N., 161°15.1′ W.** A mile east-northeast of the light is a ledge that stands 8 feet above water; broken ground, with depths less than 2 fathoms, extends southward from the ledge. About 0.5 mile inland from the shore abreast the ledge is a hog-backed mountain 1,100 feet high. (9–300/55)

Page 319.—Lines 41–44; read: small vessel can anchor in the bight on the north shore 0.5 mile westward of a bare ledge, or in the small bay, with sand bottom, 0.25 mile south of the northeast end of the island. Otherwise, the shore seems foul and depths of 10 to 15 fathoms are found for 2 miles northeastward. Dangerous rocks exist; the shallowest, awash at low water, is 1.2 miles north of the northeast end of the island. On the southwest side of the island is a pear-shaped pinnacle several hundred feet in height. (9–300/55)

Page 326.—Lines 13–14; read: A depth of 6 fathoms is about 1.6 miles 282° from West Cape, and a 4¼-fathom spot lies about 2 miles 076° from Thin Point. (NM–9/1200/63)

Lines 16–20; read: of water, navigable by ships of any draft. An air strip at the abandoned air base, used by commercial airlines, is maintained by a small staff of civilians. (9–320/57)

Cold Bay aeronautical radio range is at lat. 55°15.0′ N., long. 162°45.5′ W. The identification signal is **CDB;** the frequency is 341 kc. A rotating aeronautical light is in approximate lat. 55°12′ N., long. 162°43′ W. (NM–36/4019/55; 9–320/57)

Lines 23–24; read: shore in a 052° direction, and was in fair condition in February 1957. (9–326/57)

Page 331.—Lines 19–20; read: cove on the Unimak shore. From Rocky Point head for a prominent sand dune at the root of the long spit, of which Ohunak Point is the outer end. Continue this course until the end of **Chunak Point** . . . (NM–20/2644/62)

Lines 24–26; read: when abeam of the prominent sand dune. The channel passes between two shoals that are usually breaking and deepens gradually to the open sea. Recent surveys show there is another route possible, from about 1 mile west of the north end of Traders Head to a mile southeast of Chunak Point, from where one arm extends to the point 200 yards off Chunak Point, mentioned above, and a deeper channel extends toward the center of Cape Krenitzen to 0.2 mile offshore. The latter channel then passes between shoals on course **330°**, and deepens gradually to the open sea. All channels must be used with extreme caution because the shoal bars at the edges of deep water shift frequently. (9–331/58; NM–20/2644/62)

Lines 41–42; read: is shoal and full of sand and mud flats. Blind channels lead northerly from Traders Head to the east and west of Isanotski Islands, but terminate in shoals in the northern part of the bay.

Hotsprings Bay, a large bight in the southeast corner of Bechevin Bay, is a fair anchorage sometimes used by fishermen. A small reef, awash, is in the entrance, about 0.4 mile northeast of the north end of Traders Head, but good water lies on either side of the reef. The bottom is generally black mud and moss. (9–331/58)

Page 336.—Lines 4–8; read:

A 2¾-fathom spot is 0.2 mile northward of the eastern point of the entrance and a sunkon rock with 7 feet over it, 200 yards off the eastern shore about 800 yards inside the entrance, is marked by kelp. Temporary anchorage may . . . (NM–50/6729/62)

Lines 16–18; read: Rock. When off the entrance steer **193°** for the middle of the entrance, and anchor in midchannel according to draft, taking care, if anchoring close in, to avoid the 7-foot spot. There are sunken rocks off the points at the . . . (NM–50/6729/62)

Line 26; insert after:

Pavlof Harbor Light (54°27.7′ N., 162°41.3′ W.), 56 feet above the water, is shown from a white skeleton tower on the eastern point of the entrance. (NM–50/6729/62)

Page 347.—Line 2; read: Island; in Nazan Bay, Atka Island; on Yunaska Island; and on Amutka Island. (9–347/57)

Page 350.—Line 7; read: current reaches a velocity of 4 to 6 knots. During favorable conditions of weather . . . (9–350/57)

Page 356.—Line 47; read: On the north side of Billings Head, the rebuilt light **(lat. 54°17.8′ N., 165°31.3′ W.)** is 210 feet above water; it is obscured from 256°30′ to 090°30′. (NM–27/2908/55, 32/3489/55, 39/4406/55)

Page 357.—Lines 1–2; strike out.

Line 15; read: the water and visible 8 miles, is shown seasonally from May 1 to September 20 from a skeleton tower on the islet. (NM–35/4692/61)

Page 367.—Lines 23–24; read: obscured from 271° to 047°. **Priest Rock** should not be confused with the pinnacle . . . (NM–39/4684/56)

Page 369.—Line 8; read: northeast side of Ulakta Head. A pinnacle . . . (LL–57)

Lines 24–26; strike out. (9/372/60)

Page 371.—Lines 30–32; read: South Channel has a project depth of 30 feet and a width of 400 feet. Range markers in South Channel mark the entrance course on a bearing 356°30′—176°30′. (NM–7/701/55)

Page 372.—Lines 1–2; strike out. (NM–7/701/55)

Lines 24–25; read: jutting up from the rocky bottom. Clear passage extends between Hog Island and Amaknak Island. Favor Amaknak . . . (NM–27/2909/55)

Page 376.—Lines 31–33; read: The abandoned village of Makushin is on the eastern side of Makushin Point. Fresh water is obtainable from a stream nearby. (9–376/56)

Page 377.—Lines 2–3; read: fathoms, mud bottom, about 0.3 mile off the beach, with Priest Rock bearing 230°. This anchorage is good for westerly and northerly weather, but . . . (9–376/56)

Page 379.—Lines 37–39; read: southeasterly direction. Kashega is a small village at the southeastern end, consisting of a . . . (NM–43/5734/61)

Page 381.—Lines 34–35; read: Cutter Point, on the south shore about 2.8 miles from the entrance, is low. (NM–24/8183/61)

Page 397.—Line 5; insert after:

Local magnetic disturbance.—Differences from normal variation of as much as 4° have been observed at Agulluk Point. (9–397/59)

Page 400.—Line 23; insert after:

Local magnetic disturbance.—Differences from normal variation of as much as 4° have been observed at Derby Point. (9–397/59)

Page 414.—Line 41; insert after:

Local magnetic disturbance.—Differences from normal variation of as much as 3° have been observed at South Anchorage. (9–397/59)

Page 418.—Line 44; insert after:

Local magnetic disturbance.—Differences as much as 6° from normal variation have been observed in Traders Cove. (9–418/59)

Page 421.—Line 4; insert after:

Local magnetic disturbance.—Differences of as much as 7° from normal variation have been observed in Finch Cove. (9–418/59)

Page 426.—Lines 3–6; read: There are several anchorages along the south coast of Atka Island, but care should be exercised in approaching the coast because of the numerous rocks and shoals, and currents. A sunken rock, which lies 3.5 miles offshore in 51°58.5′ N., 174°52.0′ W., breaks in moderate seas. Several shoals with least depths of 10 fathoms, as much as 5 miles offshore south of Kobakof and Vasilief Bays, show current boils, slicks, and tide rips during calm weather. Other shoals with lesser depths are farther inshore. Fairly

strong east-west currents have been observed south of Cape Tadluk to south of Sagchudak Island.

Vessels can anchor in depths of 17 to 20 fathoms, sand with broken shell bottom, 0.5 mile offshore; this is near the center of a small bight 3 miles eastward of Cape Kigun, the western end of Atka Island. Another anchorage in depths of 20 fathoms, fine sand bottom, is near the center of the small bight 10 miles eastward of Cape Kigun. A point and offlying reefs offer some protection from westerly seas. (9–426/59)

Lines 32–34; read: Beaver (Otter) Bay, on the south coast of Atka Island, just east of Cape Tadluk and 25 miles eastward of Cape Kigun, offers anchorage for small craft in the outer and western arm. Protection from all except southeasterly seas is available in general depths of 15 to 20 fathoms, fine sand with broken shell bottom. Entrance to the anchorage must be made by keeping to the southwest of the small islands in the entrance.

The small bays between Beaver and Kobakof Bays, 10 miles to the eastward, offer some protection for small vessels, but the bottom is generally broken and the lee afforded from onshore winds is negligible.

The large bay just west of Kobakof Bay offers a protected anchorage in any weather in depths of 11 to 13 fathoms, fine sand bottom. However, there is limited swinging room here and the entrance is through close quarters which border on dangerous rocks and shoals. In entering the bay from a position at 52°00.0′ N., 174°30.4′ W., steer a course of **000°** until the north end of Sagchudak Island bears 090°, then shape course to **327°**, keeping 0.3 mile off the point of land on the west side of the bay, until the southeast point of the west arm of the bay bears 216°, distant 0.5 mile, thence on course **277°** for 0.4 mile to the anchorage. This course passes over or just north of an 8-fathom shoal, 0.2 mile south of a 4-fathom shoal, and 0.1 mile north of a 6-fathom shoal. The area outside the channel, on the west side of Sagchudak Island, is very broken with scattered rocks which generally are apparent to the navigator.

The pass on the north side of Sagchudak Island is generally foul, containing kelp and shoal areas which break in a moderate swell. Only small craft having local knowledge should use this pass.

Kobakof Bay, 33 miles eastward of Cape Kigun, offers excellent anchorage in all but moderate to heavy seas. Anchorage in depths of 25 to 30 fathoms, mud and sand bottom, is available at 52°03.7′ N., 174°28.6′ W. The northwesterly arm of the bay offers protection from the southerly seas in anchoring depths of 20 to 30 fathoms, but is limited in swinging room. In entering the bay from a point midway between Sagchudak Island and Amtagis Island, steer a mid-channel course of **347°** until the point of land ahead is 0.7 mile distant, thence a course of **293°** to the anchorage. Some fairly strong rotary currents may be encountered along the east side of Sagchudak Island.

Vasilief Bay, 38 miles eastward of Cape Kigun, offers anchorage in 25 to 30 fathoms, fine sand with broken shell bottom, at 52°06.0′ N., 174°20.0′ W. The offshore islands offer some protection from southerly seas. This anchorage should be entered from the southeast keeping 0.5 mile east of the offshore islands. There is a rock awash in 52°02.4′ N., 174°21.0′ W.

There is a suitable small-craft anchorage at the western end of Atka Island at 52°06.7′ N., 174°09.3′ W., in depths of 18 to 20 fathoms, sand and shell bottom, but the swinging room is limited and the water is quite deep for small boats. The offlying islands and rocks give protection from southeasterly seas but the anchorage is open to southerly and southwesterly weather. To reach the anchorage from 52°05.0′ N., 174°08.3′ W., make good a course of **000°** for 1.7 miles, then change course to **270°** for 0.7 mile to anchorage. (9–426/59)

Page 427.—Line 28; insert after:

Local magnetic disturbance.—Differences of as much as 5° from normal variation have been observed in Nazan Bay. (9–418/59)

Page 428.—Lines 16–17; strike out. (9–427/60)

Line 31; read: extremity of the point. About 1.3 miles westward of the point is the stranded wreck of a 105-foot motor barge with its mast showing 35 feet above water. The wreck is very prominent. (CL–16/55)

Page 435.—Line 11; insert after:

Local magnetic disturbance.—Differences of as much as 3° from normal variation have been observed on Konluji Island. (9–418/59)

Lines 41–43; read: about 300 yards long and 214 feet high. Recent surveys show there are several offlying rocks covered by from 2 to 4 or more fathoms. (NMs–17/1963/59, –44/5519/58)

Fenimore Pass, westward of Fenimore Rock, has depths of 17 to 25 fathoms. Tide rips are found in several parts of the pass, and currents in excess of 4 knots have been observed. (9–435/56)

Page 436.—Lines 24–26; strike out. (NM–50/6439/63)

Line 41; read: the entrance, black sand. Depths inside range from 6 to 2 fathoms, but there are rocks and foul ground varying distances offshore. The bight is open to the north. (NM–22/2598/59)

Page 437.—Lines 3–4; read: west end of Igitkin Pass. When the current is setting west through Igitkin Pass there is a strong southerly set near the western end of the Pass. (9–435/56)

Line 45; read: fathoms. Between **Zaliva Point** and **Passage Point** currents of 2½ knots have been . . . (9–Misc/56)

Page 438.—Lines 40–44; read: 0.5 mile wide. On the northeast end is a low point with a gravel beach on each side. (NM–50/6439/63)

Page 439.—Lines 9–11; read: of the pier. (9–438/55; NM–31/3383/55)

Lines 27–31; read: at its entrance. The bight is open on the east to Chugal Pass, and considerable swell from the ocean may be expected in heavy easterly weather. In all other weather the bight is one of the better anchorages in this area, with depths of 26 fathoms and excellent holding ground of green mud near the head of the bight. Stray winds sweep over the bight from the low pass to the west of Umak Bight. A sand beach is at the head of the bight. (9–435/56)

Page 440.—Lines 33–34; read: 0.8 mile wide. Depths are suitable for anchorage, but only small vessels may find swinging room which is reduced by numerous small islands. A 3-fathom depth is 0.4 mile southeastward and a 2¾-fathom shoal is 0.2 mile eastward of Chisak Island. The upper end of the bay is clear, but the channel, close westward of Chisak Island, leading to it . . . (9–435/56; H–8307)

Line 39; read: 1 mile wide at the entrance. Depths are suitable for anchorage but it is not a recommended anchorage. The bay provides . . . (9–435/56)

Line 42; read: are not too great for anchorage, but is not a recommended anchorage. It is open to the south and southwest and is reported . . . (9–435/56)

Page 441.—Lines 1–18; read: than 0.5 mile. Tidal currents attain a maximum velocity of five knots through the pass east of Silak Island, producing swirls and heavy tide rips north and south of the island. The heaviest rips observed were in the middle of the pass about one mile north of Silak Island.

The waters west of Silak Island are foul except for a passage about 0.2 mile wide along the shore of Kagalaska Island, which is recommended only for small boats. Large vessels must pass east of Silak Island. **Rip Rock,** at the southeast end of the strait, is covered by 1½ fathoms and is marked by breakers in moderate swells.

To pass through the strait from a position 2.8 miles 270° from Cape Chisak, make good a course of **000°,** keeping Silak Island a little on the port bow and heading for Tana Point on Little Tanaga Island. Hold the **north** course until abeam of Silak Island, then change to **330°** and pass through the channel. When abeam of Cemetery Point, a course of **000°** may be shaped to pass clear of the strait.

Piper Cove, on the west side of Little Tanaga Island, about 1.8 miles north of Cape Chisak, is open to the west and southwest, but affords temporary anchorage for small vessels.

Tana Bight, an indentation on the western coast of Little Tanaga Island about a mile north of Tana Point, affords temporary anchorage for medium-sized vessels and fair shelter in southerly weather. The bottom is rocky and irregular. Currents in the bight are slight and usually flow in a direction opposite to that of the mainstream current through the strait. (9–438/55; Bp–52898)

Line 42; insert after: Crater Cove, on the eastern shore of Kagalaska Island and 1.7 miles north of Ragged Point, affords temporary anchorage in 30 fathoms, sand and gravel bottom. High bluffs and hills on the nearby shore provide good shelter from north and west winds.

Quail Bay, on the south coast of Kagalaska Island, is fringed by steep cliffs to east and west with many rocks along the beach. The bay is deep and clear of obstruction to a point about 1.2 miles northwest of Ragged Point. Temporary anchorage for small vessels may be had in 20 fathoms, sand bottom. (9–438/55)

Page 442.—Line 9; insert after: Local magnetic disturbance.—Differences of as much as 11° from normal variation have been observed in Kagalaska Strait near the northern entrance. (9–442/56)

Line 39; insert after: To enter Boot Bay from a position 1.1 miles 220° from Boot Point, make good a course of **000°** with a small islet at the entrance to the bay on the port bow. When the first islet bears **270°, change course to 329°** until the south end of the island on the starboard bow bears 090°. Then change to **357°** for 0.7 mile, and turn west to desired anchorage. (9–438/55)

Page 443.—Line 7; insert after:

§ 207.802 Kuluk Bay, Adak, Alaska; Naval restricted area. (a) The area. The northwest portion of Kuluk Bay bounded as follows: Beginning at Zeto Point at latitude 51°54′30″, longitude 176°33′08″; thence due south to latitude 51°52′00″, longitude 176°33′08″; thence due west to the shore at latitude 51°52′00″, longitude 176°37′35″; thence along the shore line to the point of beginning.

(b) The regulations. (1) Except in great emergency, no vessel shall anchor in the restricted area described in paragraph (a) of this section.

(2) Dragging of anchors in or across the restricted area is prohibited and no object attached to a vessel shall be placed on or near the bottom.

(3) The regulations in this section shall be enforced by the Commander, Alaskan Sea Frontier, Kodiak, Alaska, and such agencies as he may designate. (FR-5/15/63)

Lines 28–36; read: moored inside. A light, 16 feet above the water, marks the end of the breakwater.

Caution.—A U.S. naval station is located in Sweeper Cove. Permission to enter or move about the cove must be obtained from the Naval Port Service Officer who can be reached by voice radio, call ADAK CONTROL, on 2716 kc. He will assign a berth and provide advisory pilotage service and tug if needed. The pilotage advisor will board from a tug in the vicinity of Gannet Rocks. Two 1,500 H.P. tugs and a fleet tug with salvage equipment are available at the port.

Piers 3 and 5 on the north side and Pier 10, the oil berth, on the west side of Sweeper Cove, are in use by vessels drawing up to 33 feet. Piers 1, 2 and 7, on the north side, are in disrepair and are not maintained. Fresh water is available at all piers in use. (9–443/59, 60, 61, and 62; 9–86/62)

Line 43; insert after:

It is reported that following northeasterly gales a heavy surge occurs in the cove sometimes of such intensity as to make it difficult to remain alongside any of the piers. (9–443/60)

Page 444.—Line 2; read: by shoals. A light (51°52.1′ N., 176°36.4′ W.), 35 feet above the water and . . . (9–444/58)

Line 8; read: largest rock. A lighted bell buoy is 200 yards northeastward of the shoal. (9–443/60)

Line 29; insert after: A shoal with a least depth of 1 fathom is in **51°58.5′ N., 176°44.0′ W.,** about 0.7 mile 285° from Acorn Rock off the north coast of Adak Island. (9–438/55)

Lines 33–40; read:

Cape Kiguga, about 2 miles south of Cape Moffett, is the westernmost projection of Adak Island at the north entrance to Adak Strait. It consists of a very steep eroded slope rising abruptly from the water. The 30-fathom curve extends about a mile off Cape Moffett and Cape Kiguga; there are no off-lying dangers.

Shagak Bay (Chart 9121) is 3.0 miles southeastward of Cape Kiguga. Depths of 20 fathoms or more were found inside the bay, but only 4 feet can be carried through the entrance, which is about 400 yards wide between narrow grass-covered sand spits. Most of the open water inside the bay has been dragged to a depth of 7 fathoms. A band of very heavy kelp extends across the entrance; the entrance bar appears to be relatively smooth rock. The bay is well protected from swells; the bottom is mud, and probably fair holding ground. Violent williwaws and gales were encountered in easterly and southeasterly weather. A good weather anchorage is indicated 1.0 mile northwest of the entrance and 0.7 mile offshore in 17 fathoms, flat sand bottom. (9–444/54)

Page 445.—lines 4–5; read: side of Adak Island. It is a securely landlocked harbor about 5.5 miles long in a northwest-southeast direction, and varies in width from 3 miles at the entrance to less than a mile at its southeast end. The average depth except off Unalga Bight and . . . (9–444/54)

Lines 10–11; read: Cascade Rock, 1.5 miles east of Careful Point, is a low flat rock bare about 2 feet at high water. Though not prominent, it is a useful aid when entering the bay. (9/444/54)

Lines 20–22; read: The approaches to the Bay of Islands are clear if vessels pass 0.5 mile off Whirlpool Rock and 0.5 mile off North Island. Currents are strong near Eddy Island, Whirlpool Rock, and Careful Point.

Lines 27–35; read: Cove or Beverly Cove. (NM–24/8105/53)

Dangerous underwater reefs narrow the channel to a width of 90 yards about 280 yards north of Black Island.

Unless Argonne Channel is marked by aids, the better approach to Expedition Harbor is via **Ringgold Sound** and **Hell Gate.** Approach the Bay of Islands entrance on course 120°, with Cascade Rock dead ahead, and when the northern tip of Careful Point is abeam, change course to 161.5°, to head for the northwest tangent of Ringgold Island. When the south tangent of Green Island bears 089°, change course sharply to 179° and keep in the middle of the dragged channel between Ringgold Island and Plum Island Rocks. When the southwest tangent of Ringgold Island bears 121.5°, change course to 135°, keeping approximately in the middle of the dragged channel, to a point off the center of Fisherman Cove. When the south tangent of Ringgold Island on the north side of Hell Gate bears 097°, and with the south tangent of Range Point on Staten Island showing through the Hell Gate opening, change course to 100° to head for Range Point, keeping in the middle of the dragged channel through Hell Gate. When the east tangent of Englet Rocks is on the port beam, change course to 115° into Expedition Harbor.

The Race is dangerous because vessels must pass very close to Plum Island Rocks. A speed of 8 to 10 knots is essential for a large single-screw vessel to make changes of course passing through. (9–444/54)

Page 446.—Lines 20–45; read: Chart 9121.—Three Arm Bay is 5 miles south of Bay of Islands. On the approach from Adak Strait, a course of 084° from 8 miles off the **Three Sisters Islands** bisects the point of land separating North Arm from Middle Arm, clears by 0.2 mile the northernmost rocks near the islands and by 0.3 mile a 6½-fathom reef on the north side of the entrance. When abeam of the east tangent of the easternmost of Three Sisters Islands, change course to 119° and proceed into Middle Arm. Small vessels may carry a depth of 5 fathoms into the bay through a narrow channel south of the Three Sisters Islands. In southerly weather, there is a good anchorage for small vessels about 0.3 mile east of the Three Sisters Islands, in 17 fathoms, sandy bottom.

North Arm, a narrow strait about 0.2 mile wide with steep sides, extends 2 miles inshore to a low draw. A short overland trail extends about 0.6 mile northeastward from the eastern end of the arm to the south shore of Unalga Bight in the Bay of Islands. In southwesterly and westerly weather, swells from Adak Strait enter North Arm; in easterly or westerly weather, winds draw through this arm. Anchorage is suitable only for small craft in good weather. During the summer of 1954, water in North Arm consistently appeared red in color, and cloudy. A fair anchorage for small vessels can be found in **Middle Arm,** 0.5 mile north of **Split Point,** in 20 fathoms, but the sand and rock bottom is poor holding ground. **South Arm** is an excellent anchorage for small vessels and launches in 12 fathoms, sand and mud. It is entered from Middle Arm through the passage between the west shore of the small island off Split Point and the shoreline to the westward. A depth of 6 fathoms may be carried into South Arm. The passage is foul between Split Point and the island off the Point.

Chart 9193.—Adak Strait, separating Adak Island from Kanaga Island, is about 16 miles long, from 6 to 8 miles wide, and averages 82 fathoms in depth.

Currents attain velocities of approximately 4 knots; consequently passage in heavy fog without radar is not recommended. The only dangers are rocks and reefs off Shoal Point, the rock and reefs off **Eddy Island**, and the reefs off **Naga** Point. Vessels of any size may safely pass through, but are advised to stay at least a mile off shore in these areas.

The coast of Adak Island along the east side of the Strait is bordered by steep bluffs and rocky cliffs, and islands, rocks, and reefs lie close to shore from Careful Point, at the west side of the entrance to Bay of Islands, southward to Cape Yakak. **Eddy Island**, 1.8 miles west of **Careful Point**, is prominent, and a reef with a least depth of 5 fathoms is located about 0.5 mile northwest of its westernmost point. Currents are strong and erratic in direction. Rocks and reefs, marked by kelp, extend as much as 0.6 mile west and northwest from the shore of **Argonne Point**, which should not be approached closer than 1 mile. Prominent points between Three Arm Bay and Cape Yakak are **Wedge Point**, a rocky bluff 4 miles southwest of Three Arm Bay; Gorilla Point, a bluff resembling the head of a huge gorilla, 2 miles southwest of Wedge Point; **Hook Point**, 3.5 miles southwest of **Wedge Point**; and **Lake Point**, 3 miles northwestward from Cape Yakak. A large sea lion rookery is on the south side of **Lake Point**. (9–444/54)

Page 447.—Lines 1–5; read: Wedge Point may be approached close-to, and a good anchorage for small vessels in southerly weather is available 0.8 mile east of the point, 0.3 mile offshore in 17 fathoms, sandy bottom. (9–444/54)

Lines 8–9; read: bottom, midway between **Naga Point** and **Shoal (Sharp) Point** or westward of the line connecting Shoal Point and Round Head. An underwater reef with a least depth of 6 fathoms lies about 1 mile northeast of Naga Point and about 0.8 mile offshore. Another reef with a least depth of 13 fathoms lies about 0.7 mile east of that point. On these reefs in southerly weather there are heavy tide rips with the current ebbing. (9–Misc/55; 9–444/54)

Line 19; read: vessels can anchor in 16 fathoms within 0.5 mile of the head of the bay. About 5.5 miles inside the bay at a point about 0.5 mile west of Low Point there is a pinnacle rock at a depth of 1½ fathoms. Bay of Waterfalls . . . (NM–36/4020/55)

Line 32; insert after: Hidden Bay is a narrow inlet about 1.2 miles long and 0.1 mile wide, with deep water in mid-channel. High hills are on both sides. Small boats will find good shelter in the west arm at the north end of the bay in 11 fathoms, mud bottom. A rock bare 6 feet 0.6 mile south of the entrance and 0.2 mile off the east shore of the point marks an area of foul water with deep channels on either side. Boats entering the bay should keep well clear of the point on the east side of the entrance. (9–438/55)

Lines 37–45; read: Kanaga Volcano, at the north end of the island on the west side of the Bearing Sea entrance to Adak Strait, is regular in outline and cone-shaped, and rises directly from the water ot a height of about 4,280 feet. It is an excellent landmark, and in clear weather is visible from all directions. In 1954 a conspicuous jet of steam was issuing from a vent on the southeast slope just below the summit, and a lesser jet near the northwest high point. There are several lesser peaks south of the volcano from which the land slopes down abruptly to rolling tundra-covered hills, 600 to 100 feet high, interspersed with numerous streams and lakes. (9–444/54)

Page 448.—Lines 9–47; read: Cape Miga is the northwest extremity of **Kanaga Island** and **North Cape** is the northern, near **Kanaga Volcano**. **Depths of 100 fathoms reach within 0.5 mile of shore from Cape Miga eastward to a**

point about 1 mile beyond North Cape, where the shoreline trends southeastward for about 4 miles to Round Head, and depths of 30 fathoms reach within 1 mile of shore. The water over this relatively shoal area appears much disturbed at all stages of tide, and currents are strong and erratic.

Cape Chlanak, on the west side of the southern entrance to Adak Strait, is low and rocky. Shallow water marked by kelp lies close to the shoreline. Off this cape currents are strong, and medium tide rips occur. Pass 1 mile offshore when rounding the cape.

False Bay is about 0.5 mile northward of Cape Chlanak, and the inner portion has a north arm and a west arm. Both arms provide excellent landings protected from all but heavy southeast swells, and have sand beaches at their heads. The bay may be used as an emergency anchorage for very small vessels, in 8 fathoms, sand bottom, and affords protection from west and north winds.

Cape Tusik (Chart 8863), the southern extremity of Kanaga Islands about 5 miles west of Cape Chlanak, is not conspicuous from offshore. Vessels should pass at least 1 mile off to avoid a depth of 4 fathoms about 0.5 mile southwest of the cape. The waters off the cape appear much disturbed at all stages of tide, and currents are strong. The shoreline between Cape Chlanak and Cape Tusik is low, rocky, and very broken. Numerous offshore rocks and reefs marked by extensive kelp beds fringe the shore.

Kanaga Bay (Chart 9121) is on the south coast of Kanaga Island 2.0 miles west of Cape Chlanak. It is approximately 2 miles long in a north and south direction and 0.4 mile wide. The depths vary from 10 to 3 fathoms, except for the shallow northern third of the bay, which in places is nearly dry at low water. The hazardous entrance channel is only 130 yards wide between reefs plainly marked by kelp beds. The shoreline consists of rocky cliffs or steep grassy bluffs, with a sand beach and low ground at the head of the bay. Good anchorage is afforded medium-sized vessels in shallow water, with excellent holding ground of sticky mud mixed with black sand. The anchorage is protected from all winds except southeasterly, and the bay is apparently not subject to williwaws, the heaviest gusts coming from northeast. With heavy swells from south through southeast, the entrance is impassable, and it should never be attempted without good visibility.

The wreck of the **Swallow** on the west side of the entrance is prominent and appears red in color from offshore. If any appreciable swell is running, the sea breaks on both sides of the entrance channel near this wreck.

To enter Kanaga Bay, approach from the southeast 2.0 miles offshore, steering **312°** and heading for the wreck of the **Swallow.** When the signboard on top the islet just inside the entrance bears 347°, change course sharply to **329°.** The kelp beds on either side of the channel should now be visible. Just before the wreck is on the port beam, change course to **000°** and head directly for the radio mast located on the east side of the bay just north of the turn in the bay. Continue on course **000°** until the point of cliff on the west side of the bay and on the south side of the first distinct bight on the west side is on the port beam, then change to **334°** and proceed into the bay proper. Both sides of the channel are marked by kelp.

In 1954 the outer part of the dock was in fair condition, and a small vessel could berth along its face where the depth is 13 feet. The dock has been gutted by fire near the beach end and buildings along the waterfront have been burned. A prominent radio mast on a hill 175 yards northeast of the inner end of the dock is visible throughout the bay. A cabin is located across the bay northwest of the dock. All installations have been abandoned for many years. **(9-444/54)**

Page 449.—Lines 1–16; strike out. (9–444/54)

Page 450.—Lines 45–47; read: Currents run as strong as 4 knots in the narrow part of the pass. In calm weather, medium tide rips are visible among the underwater reefs between Annoy Rock and Western Point, Kanaga Island. With a heavy southerly swell running and the current ebbing southward, seas break across the entire pass. (9–444/54)

Page 451.—Lines 23–41; read: detached from the mainland. A dangerous shoal, with rocks bare at low water, extensive areas of heavy kelp, and underwater pinnacles, extends about 2 miles eastward from the cape. The waters from the shoal outward to the 100-fathom curve appear greatly disturbed at all stages of tide. Passing vessels should stay well outside the 30-fathom depths from about 1 mile north of the cape, about 2.3 miles northeast and east, and about 2 miles southeast. Surveys in 1954 indicated good-weather anchorage for medium-sized vessels in 20 fathoms, flat cinder bottom, about a mile southeast of the cape. Anchor with the southeasterly tangent of Barnes Point on range with **Pendant Point**, the next point to northeast, and with the tangent of Cape Sudak bearing 319°. Such anchorage, protected from westerly and northerly swells in the Bering Sea, may be subject to some current.

The deep-water passage between Bobrof Island and Cape Sudak is clear to within about 0.3 mile of Bobrof Island and about 2.3 miles of Cape Sudak. (9–444/54)

Page 452.—Lines 17–32; read: volcanic peak, **Bobrof Volcano**, which is about 2,420 feet high. The shoreline on the south, east, and west sides of the island is rocky and precipitous, with steep slopes rising abruptly from the water. The north point of the island, connected by a low grassy area to the base of the volcano, consists of a very prominent flat-topped 400-foot high cylinder-shaped peak of black lava having bare vertical sides. It appears to be separated from the rest of the island when viewed several miles off from the east or west.

Currents are strong on all sides of Bobrof Island and the waters appear disturbed at all stages of tide for about 1 mile offshore. There are no off-lying dangers outside the 30-fathom depths. A band of impenetrable kelp parallels the northwest coast to about one-quarter mile offshore.

Ship Rock is a 49-foot high rocky islet, resembling a ship, about 1 mile off the north coast of Kanaga Island. The passage between this rock and Kanaga Island is generally foul and should be avoided.

Charts 8863, 9145.—Between Ship Rock and Kanaga Pass, the north coast of Kanaga Island trends southwest and west for about 10.5 miles. It is generally rocky and irregular, with a wide band of kelp and rocks parallel to the shoreline. The land points are usually low rocky cliffs, and between the points steep grass bluffs rise directly from the shore to the relatively flat and rolling interior. Vessels approaching inside the 30-fathom depths should proceed with caution.

At lat. 51°45.2 N., long. 177°30.0 W., a group of underwater pinnacles is about 0.4 mile off the double-ended rocky point to southward, each one marked by a small patch of kelp. The pinnacle farthest offshore is covered by 7 feet.

A rock awash at low water and marked by kelp is about 1.3 miles offshore in lat. 51°45.0′ N., long. 177°35.7′ W. The area between this rock and Northwest Point of Kanaga Island is foul and should be avoided.

A prominent 00-foot high twin-pinnacled rock is about 0.3 mile north of the Northwest Point of Kanaga Island, in long. 177°38.2′ W. It is a useful landmark for navigating the northern approach to Kanaga Pass.

A distinctive and prominent black cinder hill, 282 feet high and shaped like the crown of a coolie hat, is on the relatively flat mainland of Kanaga Island about 1.3 miles southeast from its northwestern extremity, and about 0.4 mile inland.

Hive Rock, the prominent hive-shaped pinnacle rock about 0.4 mile offshore in long. 177°33.0′ W., is a good landmark. Heavy kelp lies between the rock and Kanaga Island. Good anchorage is afforded in southerly weather about 0.6 mile northeast of this rock, 20 fathoms, smooth sand bottom. Approach should be made from due north.

A trapper's cabin is on the west side of the point of land about 4 miles southwest of Ship Rock. In southerly weather good anchorage is located about 0.8 mile northwest of this cabin, in 18 fathoms of water, smooth sand bottom. Approach should be made from the northwest, avoiding the underwater pinnacles off the next point to the west. Anchor on a heading of 116° with the northernmost rock off the eastern point bearing 064°. (9–444/54)

Charts 8863, 9193.—Between Cape Miga and Ship Rock, the Kanaga Island north coast trends southward for 7 miles, thence southwestward for 7 miles. About 5 miles east of Ship Rock, a 2-mile stretch of sand beach extends northeastward to a rocky point where the shoreline swings northward. Between this beach and Ship Rock the shoreline is fringed with kelp, rocks, and underwater reefs, and should not be approached inside the 30-fathom depths. This stretch of coast is broken with rock cliffs interspersed by steep grass bluffs rising abruptly from the water to the rolling interior of the island. The sand beach is backed by low ground and dunes for a considerable distance inshore, and landings are good. Good anchorage is afforded in southeasterly weather off the sand beach if the several detached offshore rocks are avoided.

From the beach northward to Cape Miga the coast is steep-to without offlying dangers. (9–444/54)

Page 457.—Line 15; insert after: Local magnetic disturbance.—Differences of as much as 4° from normal variation have been observed on Gareloi Island southeastward of Mt. Gareloi. (9–442/56)

Page 460.—Line 32; insert after: Local magnetic disturbance.—Differences of as much as 4° from normal variation have been observed near Sugarloaf Head on Semisopochnoi Island. (9–442/56)

Page 461.—Line 24; read: 179°30′ E. In 1935, the Coast Guard Cutter Chelan . . . (H–7972)

Page 462.—Line 2; insert after:

Local Magnetic disturbance.—Differences of as much as 5° from the normal variation have been observed on Amchitka Island. (9–460/62)

Line 15; read: entrance is foul. Also, north of the channel at the entrance is a long reef making eastward . . . (JOP–60)

Lines 24–25; read: To enter the harbor steer midchannel between the reefs on a course 233° until abeam of . . . (NMs–50/6146/56; –7/1026/60)

Lines 28–33; read:

The piers at the head of the harbor are in ruins. **Kirilof Wharf,** just inside the jetty, is the only remaining usable dock. It has nearly 900 feet of berthing space with depths of 42 feet or more alongside. (9–443/60)

Lines 36–37; read: wharf is untenable. (9–443/60)

a mile. In 1956, the entrance channel had a depth of about 6 feet. During the summer, fishermen mark the approach with a drum buoy. (9–493/56)

Page 494.—Lines 1–33; read:

Charts 8860, 8802.—Moffett Point is a curving sandy hook with dunes 40 to 60 feet high. A channel leads into the northeastern part of Izembek Lagoon between Moffett Point and the northeasterly of the Kudiakof Islands. In 1956 the depth over the bar was 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.

Moffett Lagoon, behind Moffett Point, is a shallow area similar to Izembek Lagoon but much smaller in extent. The two lagoons are joined south of Moffett Point. **Joshua Green River** empties into the east side of **Moffett** Lagoon.

Amak Island, 10 miles north-northwest of Cape Glazenap, is 1,791 feet high. The island, which is of volcanic origin, measures 2.4 miles from north to south and 2.0 miles from east to west. Along the shores are bluffs and huge boulders except on the south side, where there is a small flat that was the site of a World War II airstrip.

The foul ground off the north side of Amak Island includes minor rocks and reefs and prominent Sealion Rock, which is 2.5 miles to the northwest. A reef off the southeast side of the island extends eastward 0.3 mile and bares at low water. A fair anchorage, affording protection from southwesterly to northwesterly winds, is about 0.5 mile east of the island, a mile northeast of the rocky ledge off the southeasterly point, in 8½ fathoms, gravel bottom. (9–494/59)

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

Sealion Rock is 94 feet high, and its southern slope is a rookery for sea lions. **Sealion Rock Light (55°27.9′ N., 163°12.1′ W.)**, 94 feet above the water and visible 11 miles, is shown from a small white house on top of the rock. The light is maintained from May 1 to September 30, annually. (9–493/56; CL–774/56; NMs–20/2263/58, –7/1028/62; WAD–58; JOP–62)

Page 495.—Lines 3–46; read: Chart 8833.—The water area of **Port Moller**, surveyed by the Coast and Geodetic Survey in 1955, has peculiar characteristics. The approaches from Bering Sea extend over a very flat gently sloping bottom, with low shores. Farther into the bays there are extensive sand and gravel flats, with deep channels between, and earth bluffs along the beaches with hills behind them increasing in height to the southward. The head of Port Moller is surrounded by high steep mountains, but deep water is restricted to narrow channels which apparently are kept open by tidal currents. **Herendeen Bay**, on the other hand, has considerable deep water near its head, and the mountains are broken by several large valleys.

Walrus Island is the most easterly of the Kudobin Islands, lying on the west side of the entrance. The eastern side is marked by **Entrance Point**, which also is low, and on which are located the only operative cannery in the area and the village of **Port Moller.**

On the approach from seaward, Port Moller and Herendeen Bay are indicated by their receding valleys between the mountains. Doe Point and Point Divide are bluffs which can be seen from some distance outside of Entrance Point. Harbor Point is a low, narrow, grassy sand-and-shingle spit which cannot be made out distinctly until about even with Entrance Point. The uneven bluff line near

the inshore end of Harbor Point marks the eastern side, but is distinctive only to those familiar with it. The mountains have no outstanding distinctive features.

Extensive shoaling just inside the entrance is subject to frequent change. An entrance buoy is maintained from May 1 to September 25. The survey vessel found fair to good holding ground in 8 fathoms about 3 miles 280° from the cannery buildings at Entrance Point, which anchorage was about 3 miles 170° from the 1955 position of the buoy.

In approaching this anchorage the vessel observed discolored water and tide rips. Ordinarily these are sure indications of shoaling, but further investigation disclosed that the discoloration in this area was caused by streaks of sediment carried by the tidal current and that the tide rips were caused by sand waves rising 3 or 4 fathoms above the general depths.

Later the vessel anchored about 5.5 miles 289° from Entrance Point in 9 fathoms, poor holding ground.

Currents at these anchorages ran an average of about 1½ to 2 knots and an estimated maximum of 2½ knots, flooding southerly to southeasterly and ebbing northerly to northwesterly.

Just inside Entrance Point are the Pacific American Fisheries cannery facilities. The wharf in 1955 had a length of 245 feet and 145 feet along the face; the depth along the face was 25 feet. Fresh water was available; gasoline, fuel oil, and diesel oil were stored for cannery use. The cannery maintains a marine railway for hauling out its own small boats. In season the cannery operated a radio station (KWA 60). Limited provisions can be procured from a store. Although no post office was there, mail was sent and received. Air transportation was available.

The cannery wharf is exposed to southerly and southeasterly winds which blow across the peninsula and through the divides. Funneling effect of the topography seems to make these winds stronger at Entrance Point than farther out in the middle of the entrance. The wind velocity, especially from the southeast, is usually from 25 to 50 percent greater than forecast in the weather reports. Fishing boats and barges find protection from these storms on the northwestern side of Harbor Point, about 2.5 miles 165° from the cannery wharf.

When mooring at the cannery wharf it is advisable to be ready to move on short notice as southeasterly winds come up very quickly. With limited turning room it is difficult to get away from the dock with winds from this direction. Accordingly, many fishing vessels lay starboard side to the wharf in order to leave quickly. Larger vessels coming in to load or unload supplies, anchor in about 7 fathoms, a mile south of the cannery. Currents off Entrance Point average 1½ knots, with an estimated maximum of 2 knots.

Hague Channel is about a mile wide at the northerly entrance but contracts to only 700 yards wide between Point Divide and Doe Point. Tidal currents are very strong, running up to 4 knots on the spring flood. They do not follow the axis of the channel bnt sweep across the flats and narrow channel. Hence, it may be expected that the channel will change.

In 1955 the survey vessel navigated Hague Channel, after setting temporary buoys to mark its limits. Anchorage was selected 3 miles 045° from Point Divide, in 10 fathoms, sand and gravel, which appeared to be good holding ground. The vessel also anchored in the northerly part of Herendeen Bay, 2.8 miles 249° from Point Divide, in 8 fathoms, mud bottom, which proved good holding ground. Passage was made at times of high-water slack.

On flood tide, the current causes spectacular tide rips between the two points, with an extensive area of swirls farther inside Herendeen Bay. Small craft

Page 507.—Line 1; read: At the southwest end, and on the southeast side . . .
Line 38; insert after:
A light, State maintained, 15 feet above the water, is shown from a white slatted structure with an orange rectangular daymark on the east side of the peninsula from June 5 to August 15, annually. (NM-31/3890/60)
Line 42; insert after: A State maintained light, 12 feet above the water, is shown from June 5 to August 15 from an orange rectangular topmark on a white slatted tripod on the point on the east side of the entrance. (NM-27/3598/62)

Page 508.—Line 2; read: 0.2 mile north-northwestward of its summit, a State maintained light, 55 feet above the water, is shown from June 5 to August 15 from a white triangular daymark on a white skeleton daybeacon. About 1.7 . . . (CGLL-62)
Lines 10–12; read:
Ekuk Bluff is 170 feet high and is prominent from Nushagak Bay. A spit extends 1.3 miles northward . . . (NM-33/4391/62)

Page 510.—Lines 7–8; read: 1949. The crossing is marked by a lighted range, on the bearing 341°, maintained from May 1 to September 30, annually. (NM-33/4391/62)

Page 512.—Lines 24–47; read: is flooding. This course should lead to Nushagak Bay Entrance Lighted Bell Buoy 2."
Ship Channel, the main channel, favors the eastern side of the bay. From the lighted bell buoy at the entrance, the channel is marked by the lighted range on Ekuk Bluff on the bearing 341°. Favor the eastern side of the range until clear of the 6-foot spot on the eastern edge of **Long Sands** and take care to avoid the 3- and 4-foot spots near the edges of the channel through the bar at the northern end. When through the cut on the bar, leave the range and follow the general trend of the shore to off Ekuk. (NM-33/4391/62)

Page 513.—Lines 1–2; strike out. (NM-33/4391/62)

Page 518.—Line 16; read: Quinhagak (pop. 194 in 1950) is almost inaccessible by water . . . (BGN)
Line 44; read: Chart 9302.—Beacon Point, 12 miles north of Warehouse Bluff, is flat and barely . . . (9-518/55)

Page 524.—Lines 14–15; read:
Local magnetic disturbance.—Differences of as much as 11° from the normal variation have been observed on St. George Island. (9-524/62)

Page 525.—Line 5; insert after:
In 1961, a tower 625 feet high was reported erected about a mile west-southwestward of the airfield. (NM-1/82/61)

Page 527.—Line 4; read: water and visible 11 miles, is shown from a small white house on the end of the cape. The light is maintained from August 1 to November 1, annually. (NM-7/1028/62)
Lines 21–22; read: and makes an excellent landing place for airplanes fitted with skis; it is also large enough for seaplanes to use during the summer. (9-Misc/55)
Line 37; read: tangent of Cape Etolin, 089½° to the highest knoll on Cape Etolin, 122° to center of white . . . (9-526/55)

rodent known as the lemming. If the parasites enter the human body they attack first the kidneys and then infect the liver and bone marrow, resulting in a long illness which is fatal. Visitors are warned not to eat fish caught in the streams nor handle the lemming whether dead or alive. (9–197/54)

Page 534.—Lines 20–22; read: Chart 9302.—Cape Vancouver is a bold promontory, possibly 1,000 feet high. The shoal from the mouth of the Kuskokwim River is thought to extend along the coast to Cape Vancouver, so that on the south side of the cape the water is shoal, and about 6 miles westward of the cape a 1½ mile circular shoal with least depth of 1½ fathoms was reported in 1957. Immediately off the . . . (CL–195/57; 9–518/55)

Page 536.—Line 15; insert after: Cape Romanzof Aeronautical Radiobeacon, transmitting the identification signal CZF (— . — . — — . . . — .) continuously on a frequency of 275 kc, is located in approximately 61°47′40″ N., 165°59′30″ W. (NM–31/3615/56)

Page 538.—Line 29; Chart 9373 canceled. (NM–44/5332/56)

Page 539.—Lines 10–11; read:

Pastol Bay, at the northeastern extremity of the Yukon Delta, is about 25 miles wide between the Delta on the west and Point Romanof on the east, is . . . (NM–44/5332/56; JOP–62)

Page 542.—Lines 24–25; strike out. (NM–4626/62)

Page 545.—Lines 3–4; read: navigation season, from August 1 to November 15, a light on the south side of the entrance and buoys mark the approach. An aero light is about 0.5 mile north of the entrance. The Unalakleet aviation radiobeacon, signal characteristic UN, . . . (NM–36/4807/61; NM–41/5273/63)

Line 19; insert after:

Shaktalik River Entrance Light (64°22.8′ N., 161°14.0′ W.), 14 feet above the water and shown from a white square daymark on a skeleton tower, marks the entrance to Shaktalik River, about 7.5 miles eastward of Cape Denbigh. (NM–32/4237/61)

Line 42; read: Moses Point aviation radiobeacon, signal characteristic MO, operating continuously . . . (NM–41/5273/63)

Page 546.—Lines 10–11; read: and rounded terminating at the water in steep rocky bluffs. A light, 105 feet above the water and visible 8 miles, is maintained on the southernmost part of the cape from August 1 to November 1. (LL–58)

Line 36; read: of Rocky Point is an extensive middle ground on which the least depth found was 23 . . . (WAD–58)

Page 547.—Line 10; read:

Aids.—Golovnin Bay Light (64°31.3′ N., 162°55.0′ W.), 40 feet above the water, with an intensified beam on the bearing 101°, is shown from a small . . . (NM–35/4627/62)

Line 14; read: Golovin. Seasonal buoys mark the channel into Golovin Lagoon. The above aids are maintained from August 1 to November 1, annually. (LL–62)

Page 548.—Lines 23–26; strike out. (NM–7/1020/62)

Page 549.—Lines 6–7; read: and maintenance dredging is continuous during the open season. (NM–14/1777/61–WAD)
Line 32; read: The . . . (JOP–62)

Page 550.—Line 1; read: The Nome aviation radiobeacon, signal characteristic OE, operating continuously . . . (NM–40/5138/63)
Line 12; read: and visible 10 miles, is shown from a small white house on the north point of the island. (LL–62)

Page 551.—Lines 30–33; read: at the same distance from the beach. When standing westward alongshore, and when abreast of Cape Mountain, the water deepens suddenly to 20 fathoms. (9–551/59)
Chart 9369.—Port Clarence, a large bay indenting the Seward Peninsula about . . . (NM–2/204/58)

Page 552.—Line 7; read: shifted as conditions warrant. The controlling depth . . . (LL–62)

Page 553.—Line 19; read: letters of the station, which operates on a frequency of 2474 kc, are KWK45. (9–474/60)

Page 554.—Line 15; insert after:
A U.S. Government installation, with structures for equipment, storage and living quarters, is about a mile northward. On the summit of Cape Mountain, 2,289 feet high, is a radar dome. An airstrip is available for military planes as well as mail service from Nome. (9–474/60)

Page 555.—Line 24; read: Chart 9400.—Cape Dezhneva (Russia), 46 miles northwest by west from Cape . . . (9–Misc/55)
Lines 37–44; read: southwest side of entrance to Shishmaref Inlet, about a mile from the northeast end of the island. The light, 56 feet above the water and visible 8 miles, is shown from a tripod tower adjacent to the Trading Post Building and is one of the best landmarks along the beach. The light is maintained from August 1 to April 30. The village of **Shishmaref** (pop. 217 in 1960) lies about 1 mile southwest from the northeast end of the island. It is the most important settlement along this section of the coast. The village has a school, radio station, mission and store; of these the schoolhouse is the most conspicuous. Anchorage in 5 fathoms can be obtained with the light structure bearing 115°, distant about 1.3 miles. The navigable . . . . (9–555/61)

Page 556.—Line 2; insert after: Small boat landings cannot be made on the seaward coast of Sarichef Island except in calm weather, as a shoal extends about 750 yards offshore, with a maximum depth of 2 feet over it. Landings may be made on the northeast end of the island on a sand beach, inside the channel into Shishmaref Inlet. Vessels drawing up to 7 feet may be beached in this area. Boats with a draft of 3 feet can be taken around the northeast end of the island and brought to within 300 feet of the beach southeast of the village. Natives report that skiffs can navigate completely around Sarichef Island, following unmarked channels. Native pilots are available at the village.
Limited supplies of gasoline, diesel oil, food, and water are available at Shishmaref. Mail flights from Nome call at the village twice weekly; charter flights are available from Nome at other times. (9–555/61)

Page 557.—Line 6; read: is shallow with a mud bottom. Seasonal buoys, maintained from August 1 to November 1, mark the entrance. A narrow, crooked channel extends through the . . . (LL–62)