BookletChart™

Orca Bay and Inlet – Channel Islands to Cordova
NOAA Chart 16710

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.

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

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

**What are Nautical Charts?**

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**What is a BookletChart?**

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

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

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

**Notice to Mariners Correction Status**

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


**Channel Islands**

Channel Islands, wooded and nearly 1 mile long, are at the E end of Orca Bay, 1 mile W of Salmo Point on the NE end of Hawkins Island, and 4.5 miles N of Cordova. The channel at the islands, 0.5 mile wide, is called The Narrows. A rock with 3 feet over it, 0.3 mile SW of the SW end of Channel Islands, is marked by a light. The light and a light opposite it on Hawkins Island mark the SW entrance to The Narrows.

Salmo Point, marked by a light, the N extremity of Hawkins Island, is just E of Channel Islands. Deep Bay, 1.5 miles long and 0.5 mile wide, is between Salmo Point and Knot Point, the N end of Hawkins Island. A large shoal covered 7 to 17 feet is across the entrance of the bay and extends 1 mile inside; however, there are depths of 19 to 33 feet farther inside. Anchorages is possible for vessels able to cross the shoal.

**Orca** is 2.5 miles NE of Cordova on the E shore of Orca Inlet. Chugach Alaska Fisheries has a cannery and a 200-foot-long wharf with depths of 12 to 22 feet alongside its face, 11 feet off the NE end, and 5 to 8 feet off the SW end. A submerged obstruction covered about 10 feet is about 50 feet N of the SW corner of the face of the wharf. Large vessels make portside-to landings; the dock heading is 224°. Docking on the flood is difficult as the current tends to set off the wharf.

Cordova is on the E shore of Orca Inlet opposite Spike Island, which is wooded and marked by a light at its N end. Cordova is 1,221 miles from Seattle via the ocean route and 1,363 miles via inside passages through British Columbia and Southeast Alaska to Cape Spencer. It is one of the most important towns in Alaska and is the supply and distribution point for numerous outlying fishing localities.

**Channels.** The deepest channel, and the one used by larger vessels, leads N of North Island and then follows the E shore S to Orca and Cordova. The channel, marked by lights and a daybeacon, has a controlling depth of about 20 feet on the W side, but deeper water in midchannel can be carried to Orca and Cordova.

**Anchorages.** Good anchorages can be had in the channel NE of Spike Island in 45 to 55 feet, 0.1 mile NW of Spike Island in 40 feet, and 0.5 mile NW of Spike Island in 26 to 30 feet, sand bottom. A cable area lies just W of this anchorage.

**Caution.** The area extending from North Island Rock, marked by a light and 1.6 miles N of Observation Island, to over 2 miles S of the island has several visible rocks and shoals with little water over them. The E limit of the shoal area is marked by lights and a daybeacon. A log booming area is on the N side of Channel Islands.

**Currents.** The flood current enters the NE end of Orca Inlet and sets SW past Orca and Cordova. Off Orca the velocity of the current is about 1 knot, but a flood of nearly 2.5 knots has been observed. The current sets parallel with the face of the Municipal Wharf (Ocean Dock), and the City Dock (Coast Guard Dock) on the flood and ebb. In the channel between the City Dock and Spike Island the swiftest water will be found along the E shore of Spike Island sometimes attaining 2 knots. Off Cordova the velocity is 1.8 knots on the flood and 1 knot on the ebb. (See the Tidal Current Tables for daily predictions.)

In the channel W of Big and Gravel Points, 6 miles SW of Cordova (see chart 16709), velocities up to 2 knots have been observed setting along the channel. A NE current can be expected at low water and a SW current at high water.

**Piloting, Cordova.** Piloting, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. Pilots for Prince William Sound are available from the Southwest Alaska Pilots Association. (See Piloting, General (indexed), chapter 3, for pilot pickup station and other details.)

The pilot boat can be contacted by calling “CORDOVA PILOT BOAT” on VHF-FM channel 16 or on a prearranged frequency between the pilot and agent/vessel.

**Quarantine, customs, immigration, and agricultural quarantine.** (See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

**U.S. Coast Guard Rescue Coordination Center**

24 hour Regional Contact for Emergencies

RCC Juneau Commander
17th CG District (907) 463-2000
Juneau, Alaska
Lateral System As Seen Entering From Seaward

PORT SIDE
ODD NUMBERED AIDS
- GREEN LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
- PREFERRED CHANNEL TO STARBOARD
- TOPMOST BAND GREEN
- GREEN LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
- PREFERRED CHANNEL TO PORT
- TOPMOST BAND RED
- RED LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE
EVEN NUMBERED AIDS
- RED LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

Lighting Symbols:
- LIGHT
- LIGHTED BUOY
- CAN
- DAYBEACON
- NUN

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

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

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

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

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

Quick References

Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Chart and chart related inquiries and comments — http://ocsdata.ncdc.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents — http://tidesandcurrents.noaa.gov
Marine Forecasts — http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center — http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/
National Hurricane Center — http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center — http://ptwc.weather.gov/
Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm

For the latest news from Coast Survey, follow @NOAACcharts

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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