



Boat Harbor

Barge Landing

Crane

Airport

NUKA Research & Planning Group, LLC.

16606 1

USGS 1:1,534,076 Quadrangle Map

Reference - Bering Sea Eastern Part

Western Alaska SCP: PPOR, Part One

June 2012

		Physical and Operational Ch	naracteristics for PPOR Map Northern	n Zone for Western Alaska Subarea					
	Pastol Bay	Kawanak Channel	Taku Channel	Scammon Bay	Cape Romanzof	Hooper Bay			
ID Number	L-01-01	L-01-02	L-01-03	L-01-04	L-01-05	L-01-06			
Location (In the general area)	63°21.97'N 163°14.91'W	62°59.46'N 165°10.70'W	62°29.31'N 165°31.56'W	62°02.18'N 166°13.62'W	61°50.02'N 166°05.62'W	61°23.66'N 166°16.48'W			
Maximum Vessel Size	Light Draft Vessels - up to 450 ft. in length, up to 20 ft. draft								
Type of Berthing	Anchorage								
Contact	N/A None								
Navigational Approach	Approach from the N, NW, W	Approach from the SW, W, NW, N, NE	Approach from the N, NW, W, SW	Approach from the SW through N	Approach from the SW through N	Approach from the SE through N			
Minimum Water Depths (MLLW)	22 ft.	30 ft.	20 ft.	28 ft.	40 ft. at anchorage, 28 ft. on approach	36 ft.			
Maximum Vessel Draft	20 ft.	25 ft.	15 ft.	23 ft.	28 ft.	31 ft.			
Swing Room or Dock Face (w/ dolphins)	1.88 nm to shoal	1.4 nm to shoal	0.5 nm to shoal	.95 nm to shoal	1.8 nm to shoal	3.4 nm to shoal			
Bottom Type	Mud	Hard		Sand	Mud	Mud			
Nearest Alternative Dock/Piers	89 nm to Nome	91 nm to Nome	120 nm to Nome	150 nm to Nome	170 nm to Nome	187 nm to Nome			
Nearest Alternative Anchorage	65 nm to L-01-02	65 nm to L-01-01	33 nm to L-01-04	20 nm to L-01-05	17 nm to L-01-06	17 nm to L-01-05			
Prevailing Winds	The prevailing winds in summer are NE, E, and SE. The strong blows are from the same directions.	The prevailing winds in summer are NE, E, and SE. The strong blows are from the same directions.			Wind effects are important at this location. Continued strong S winds will cause the current to set N continuously for days at a time, and a similar S current results from N winds. The greatest velocities during nearly a month of hourly surface observations were 2.2 knots N and 2 knots S; in each case the current was setting approximately with a wind of about 40 knots.	The prevailing winds in summer are NE, E, and SE. The strong blows are from the same directions.			
Currents	Most reports indicate that during	the open season there is a general drift N along the	Most reports indicate that during the open season there is a general drift N along the Bering coast and thence through the Bering Strait into the Arctic Ocean.						
Tides (winds may effect water depth more significantly than tidal influence)	Mean High 0.0 ft. (Higher 4.0) Mean Low 0.0(Lower -3.0)	Mean High 1.5 ft. (Higher 2.3) Mean Low 0.0(Lower -3.0)	Mean High 2.0 ft. (Higher 2.6) Mean Low 0.0(Lower -0.0)	Mean High 3.6 ft. (Higher 4.3) Mean Low 0.0(Lower -3.0)	Mean High 5.9 ft. (Higher 6.8) Mean Low 0.7(Lower -3.0)	Mean High 3.6 ft. (Higher 4.3) Mean Low 0.0(Lower -3.0			
Sea Conditions	Exposed anchorage offering little protection. Seas will be less with storms from the S, SW, and E.	Exposed anchorage offering little protection. Seas will be less with winds from the easterly direction.			Seas will be less with winds from the S and SE.	Exposed anchorage offering little protection. Seas will be less with winds from the E.			
Shelter from Severe Storms	Sheltered from S, E storms / Exposed to N, NW, W	Sheltered from S, E storms / Exposed to SW, W, NW, N, NE	Sheltered from S, E storms / Exposed to N, NW, W	Sheltered from E / Exposed to swells S, SW, W, N, NW	Sheltered from E / Exposure to S, SW, W, NW, N	Sheltered from E / Exposure to S, SW, W, NW, N			
Fog	Fog is common during the navigation season. July and August are usually the worst months.								
Ice	Ice form in late October and is present until mid to late June.								

## **Site ID Number & Vessel Size Classification**

- DII = Deep Draft Vessels lengths up to 1000 feet, 40-60 feet of draft, greater than 10,000 GT
- DI = Deep Draft Vessels lengths up to 1000 feet, 20-40 feet of draft, greater than 10,000 GT

  L= Light Draft Vessel up to 450 feet in length, draft up to 20 feet
- S = A shallow draft vessel less than 300 Gross Tons, has a draft less than 15 ft., LOA less than 200 ft

		Site Considera	tions for PPOR Zone 01 of the Western Al	aska Subarea					
	Pastol Bay	Kawanak Channel	Taku Channel	Scammon Bay	Cape Romanzof	Hooper Bay			
ID Number	L-01-01	L-01-02	L-01-03	L-01-04	L-01-05	L-01-06			
Human Health & Safety									
Community-distance to (nm)	Kotlik 12 nm / pop. 577	Emmonak - 25 nm (up river) / pop. 796	Nunam Iqua - 20 nm (some up river) / pop. 190	Scammon Bay - 25 nm / pop. 498	Hooper Bay - 20 nm / pop. 1,137	Hooper Bay - 14 nm / pop. 1,137			
Health Care Facilities	Kotlik Clinic: 907-899-4511	Pearl E. Johnson Sub-Regional Clinic: 907-949-3500	Nunam Iqua Clinic: 907-498-4228	Scammon Bay Clinic: 907-558-5511	Hooper Bay Sub-Regional Clinic: 907-758-4519				
Natural Resources Considerations				•					
Fish & Wildlife	Waterfowl concentrations, shorebird concentrations, beluga whale concentrations, anadromous fish populations	Waterfowl concentration, shorebird concentration, anadromous fish		Shorebird concentration, waterfowl concentration, seabirds nesting, anadromous fish populations, seals	Shorebird concentration, waterfowl concentration, seabird nesting, seals	Shorebird concentration, waterfowl, seabird nesting, anadromous fish, seals, beluga whales			
Threatened & Endangered Species	Steller's eider (threatened), spectacled eider (threatened), polar bear (threatened)								
Sensitive Areas	Spectacled eider & polar bear critical habitat								
Other Stakeholder Considerations									
Fisheries	Salmon								
Historic Properties	Historic properties are present throughout the area.								
Subsistence	High level of subsistence activity.								
Tourism/Recreation	None								
Waterfront Public Facilities/Parks	Yukon Delta National Wildlife Refuge								
Waterfront Private Facilities	None								
Response and Salvage Resource Consideration									
Ability to Boom Vessel	No No								
Geographic Response Strategies	WA-N-01	WA-N-02	WA-N-04	WA-N-05	WA-N-06	WA-N-07			
Closest Alternative Place of Refuge for same sized vessel	65 nm to L-01-02	65 nm to L-01-01	20 nm to L-01-05	17 nm to L-01-05	17 nm to L-01-05	20 nm to L-01-05			