

Sailing Aleutians Islands and West Alaska : (Chamade 2017)

Chamade sailed from Kamchatka to Kodiak during July and August 2017.

You'll get excellent infos on the RCC Pilotage Foundation website. You have to sign in (free) and after you can download the Aleutians Cruising notes for free.

<https://www.rccpf.org.uk/pilots/160/Aleutian-Islands-and-the-Alaska-Peninsula-to-Prince-William-Sound>

But this PDF must be updated (2017) like that:

Formalities:

No formalities until you arrive at Dutch Harbor.

Remember you need an US Visa to arrive with a private boat.

The customs and border protection officer will deliver you a 3 months permit and a cruising license for your boat if you are from a country with an agreement with USA. Check on www.noonsite.com the list.

The license is valid for one year. Could be renewed at Customs office at Anchorage Airport.

Attu:

The Coast guard station is now closed. Sometimes a mission is on the island but most of the time Attu is now uninhabited.

Adak:

Only 80 permanent inhabitants. Around 200 people during summer months.

The small boar harbor is almost empty. You have to register to the town office and pay the harbor fee (2\$/day). No other formalities.

Very basic shop. But no fresh or frozen meat and very few fresh vegetables.

1 bar and 1 café in town.

2 flights/week for Anchorage, but only if weather permit. Often cancelled.

Dutch Harbor:

Contact the Harbor master by VHF to know where you have to go. Different harbors. The old small boat harbor 53°52,612N/166°33,088W is the most convenient if not full. 15\$/day

Water. Diesel . Propane. Big supermarket.

Shower at the new small boat harbor. Ask the key to the Harbor master.

2-3 flights everyday to Anchorage if no fog!

False Pass:

New small boat harbor. Warm welcome. 28\$/day. Not convenient for diesel. Small shop.

King Cove:

Big small harbor. The northern most basin. Around 20\$/day. (We didn't pay, the harbor master was at Anchorage). Water. Basic shower under the harbor office.

Diesel at PeterPan Seafood dock. Contact by VHF to make an appointment.

Travelift, dry storage but few flights to Anchorage

Sand Point:

Big small harbor. 23\$/p.day

Water, diesel. Shower under the harbor office. Travelift. Dry storage .

Flight to Anchorage 3 times a week.

Good place to winter

Chignik:

Small boat harbor. Free for 24h

Water, Small supermarket

Kodiak:

Big small harbor. St Paul harbor is the most convenient. 25\$/p.day

Water, electricity, diesel, propane, big supermarkets, lot of flight to Anchorage

Wintering: possible afloat. Travellift but no dry storage for winter.

Seldovia:

Nice village, lively in summer only. Pretty expensive: 39\$/day Water, no shower. Small shop

Homer:

Big small boat harbor. Pretty expensive. 55\$/p.day with electricity

Water, diesel.

Nice small place, very touristic in summer. The harbor on the spit is far from town.

Everything in town, big supermarket and chandlery.

Travelift and dry storage at Nothern Enterprise Boatyard. But only for shallow draft. 2.1m of water at high tide under the lift. (Chamade spent the winter 17-18 here)

Good place for winter. Possible to winter afloat. The harbor freeze sometime.

Wintering in Alaska:

Wintering a sailing boat is definitively possible in Alaska.

Afloat: Sand Point, Kodiak, Seldovia, Homer, Seward.

The seawater could freeze at Homer, Seldovia and Seward.

Be careful with the snow. Better to have somebody to look for the boat.

Dry storage: Sand Point, Homer (limited draft), Seward

We didn't sail to Seward and have only information by boats which wintered there.

Wintering aboard:

Kodiak: lively city, easy for shopping if moored in St Paul harbor.

Seldovia: Very isolated in winter. No ferry after end of September. Nice welcome by the small community.

Homer: The harbor is far from the city. Not easy without a car. Good shopping

Seward: Harbor close to the city. Colder than the other places.