BookletChart™

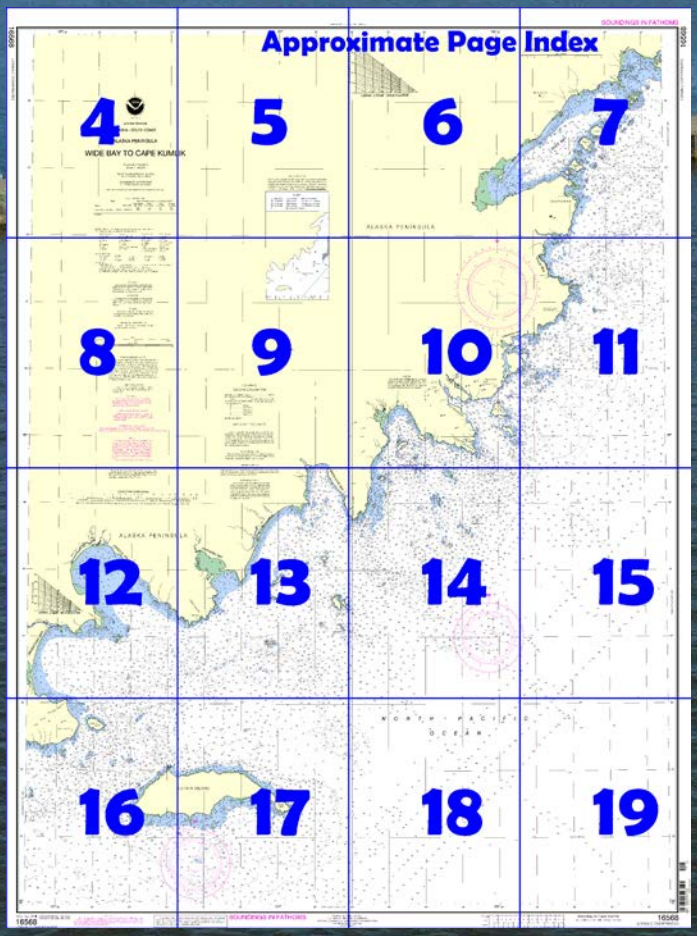
Wide Bay to Cape Kumlik

NOAA Chart 16568

A reduced-scale NOAA nautical chart for small boaters

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

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



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

What are Nautical Charts?

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

What is a BookletChart™?

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

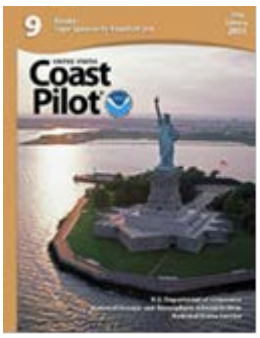
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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

Notice to Mariners Correction Status

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

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16568.



(Selected Excerpts from Coast Pilot)
Small-craft inshore route between Wide Bay and Sutwik Island has many dangers; mariners are advised to used caution when navigating this area.
Cape Kayakliut (57°17.7'N., 156°18.9'W.), on the S side of Wide Bay, has a generally flat appearance, sloping smoothly back to the mountains. The shoreline is formed by low, steep cliffs and close to the point is a prominent grass-topped island.
Imuya Bay is 4 miles S of Cape Kayakliut. A group of islands is in the NW corner and a shoal area with a least depth of ½ fathom extends about 2.8 miles ENE from the S point of the entrance. Depths shoal gradually from 17 fathoms inshore from a line between the N and S points to 5 fathoms at a point 0.4 mile from the center of the sand and gravel beach which heads the bay. The area close-to and between the islands is shoal and foul, and the area between the largest island and the mainland to the N and W is mostly bare at lower low water. A large stream enters the bay at the W end of the sand and boulder beach at the head.
The wreck of a large vessel is against the shore W of the islands at the S point of the bay.
To enter Imuya Bay from the N, follow the trend of the shoreline from the N point around the islands, keeping the islands at least 0.4 mile on the starboard hand, and thence midway between the islands and the S shore to the head of the bay. Indifferent anchorage can be had for small craft in 5 fathoms, hard, fine sand bottom, 0.4 mile from the beach at the head of the bay.
In entering the bay from the S, care should be taken to avoid the shoal area extending about 2.8 miles ENE from the S point of the bay.
Kilokak Rocks, two rocky islets, are about 2 miles offshore and just SE of Imuya Bay; the 30-foot NW rock is the higher. The area W of these rocks is clear for 1 mile toward the shore. Depths of 15 fathoms or more can be carried to within 100 yards of the N, W, and S sides of the higher rock. A shoal area extends 0.1 mile SE of the smaller islet.
A rock, that uncovers about 6 feet, is 1.3 miles NW of Kilokak Rocks. This rock marks the SE end of a foul area that extends inshore to a group of reefs and islets near the shoreline.
Agripina Bay, 12.5 miles SE of Cape Kayaklut, is a deep indentation with a generally low but bold rocky shoreline indented with numerous small bights and clefts. The N and S points forming the entrance are marked by groups of small steep rocky islands; a larger group of very prominent islands and rocks, near the S central part of the bay, roughly divides the outer and inner parts of the bay. A large shoal area, with a least depth of 3 fathoms, is about 0.5 mile N of the E end of the largest island.
Anchorage for large vessels can be had in 16 to 18 fathoms in the W end of the outer bay about 0.3 mile N of the islands and 0.3 mile from the W shore. This area is protected from all but NE to SE weather. One of the best small-boat anchorages along this section of the coast is in the bight at the head of the inner bay, midway between the E and W shores, in 5 to 11 fathoms, sticky, mud bottom. No swell makes into the bight even in heavy weather, and there are no williwaws even in strong winds. NW of the bold rocky hill which forms the W side of the bight, is an extensive gravel flat bare at low water except for the shallow delta channels of a large stream that enters the bay at this point.
The only danger in the inner bay is a reef near the W side. The outermost part of this reef is about 350 yards off the W shore and about 400 yards S of the anchorage. The area between this reef and the prominent point about 800 yards S of the anchorage has several submerged rocks.
The coastline from Agripina Bay to Port Wrangell is very broken, with many indentations and small inshore islands. The area is rocky and foul within 400 yards of the beach. Outside the small islands, some pinnacle rocks exist. Kelp extends 500 yards SE from the point 0.5 mile SSW of Agripina Bay.
Offshore are numerous rocks and islands.
Port Wrangell, 7 miles SW of Agripina Bay, is a deep, narrow indentation in the coastline. The outer bay, open to the SE and E, has depths in midchannel ranging from 130 fathoms at the entrance to 14 fathoms at the inner end. The shoreline is steep and rocky.

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

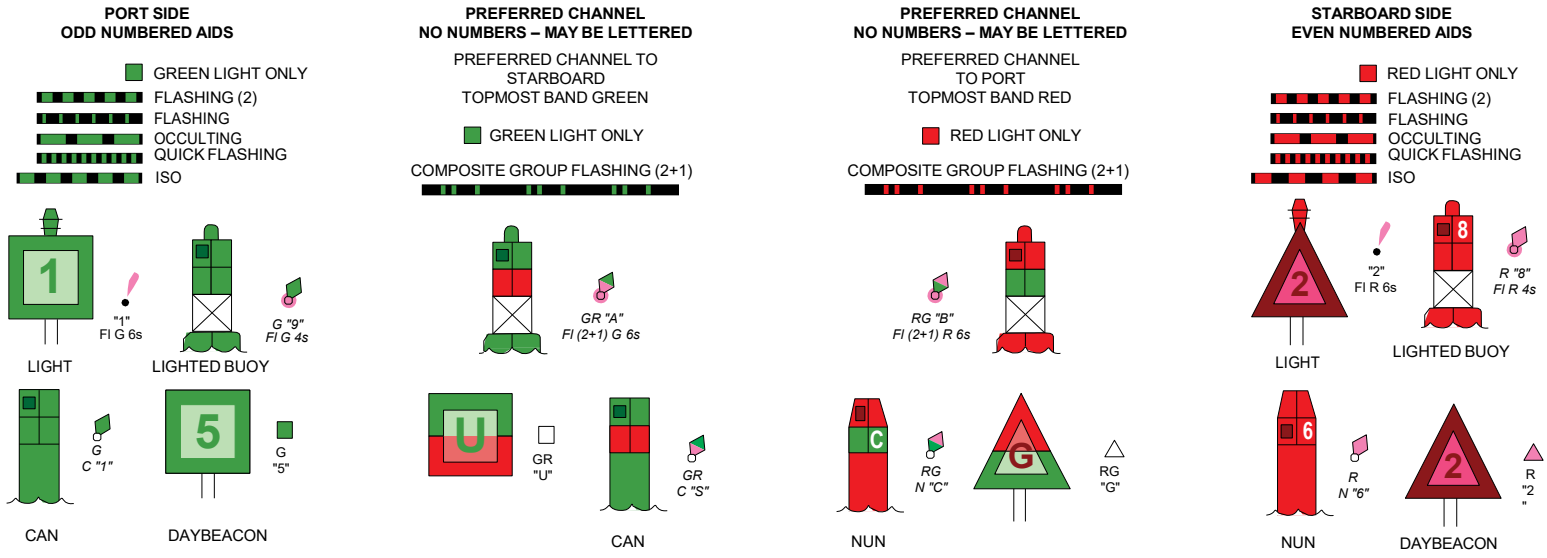
RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Manager Regions

To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



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*

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

16568

157° 30' 25' 20' 15' 10'

25'

20'

15'

NOAA

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES

ALASKA - SOUTH COAST

ALASKA PENINSULA

WIDE BAY TO CAPE KUMLIK

Polyconic Projection
Scale 1:106,600

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Lees Cabins, Wide Bay	(57°26'N/156°18'W)	11.9	11.1	1.3

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Feb 2015)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Joins page 8

4

Note: Chart grid lines are aligned with true north.

05' 157° 55' 50' 45'

ALASKA PENINS

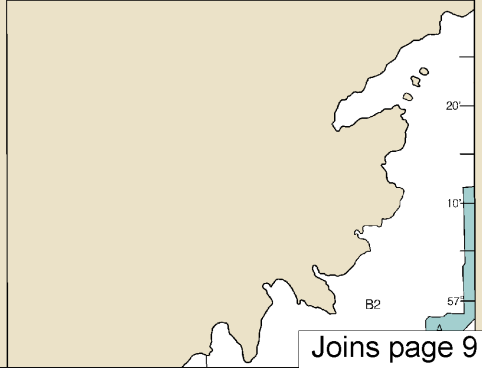
Joins page 6

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990-2011	NOS Surveys	full bottom coverage
B1	1990-1997	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
h		Miscellaneous Surveys	



Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:142133. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

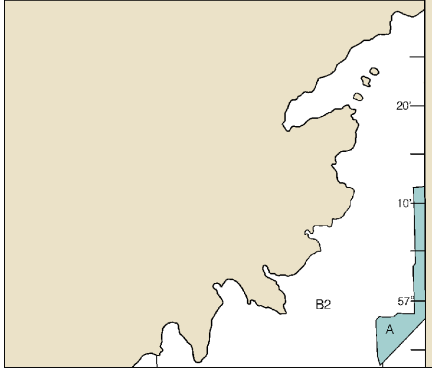
157° 55' 50' 45' 40' 35'

Joins page 5

SOURCE DIAGRAM

utlined areas represent the limits of the most recent hydrographic
y information that has been evaluated for charting. Surveys have been
ed in this diagram by date and type of survey. Channels maintained
e U.S. Army Corps of Engineers are periodically resurveyed and are
nown on this diagram. Refer to Chapter 1, United States Coast Pilot.

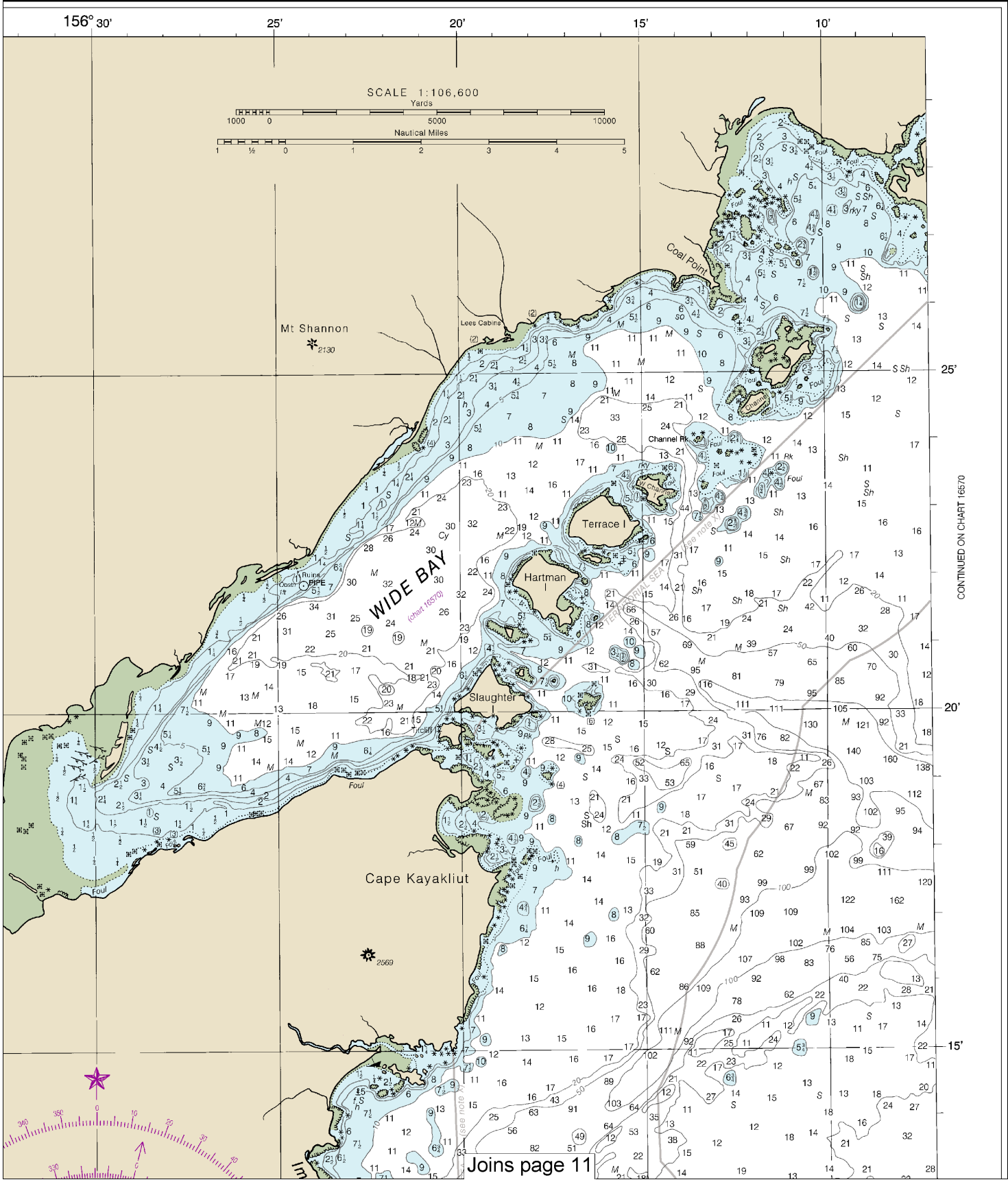
SOURCE		
1990-2011	NOS Surveys	full bottom coverage
1990-1997	NOS Surveys	partial bottom coverage
1970-1989	NOS Surveys	partial bottom coverage
1940-1969	NOS Surveys	partial bottom coverage
	Miscellaneous Surveys	



ALASKA PENINSULA

Joins page 10

Note: Chart grid lines are aligned with true north.



Use ENC charts for the most up to date information. References to other charts may no longer be applicable.

[illegible] (NM: 1224 (3/15/2024); NM: 1324 (3/30/2024); CHS: 0224 (2/23/2024)

Joins page 4

ghthouse
al mile
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

D/A diaphone
F fixed
Fl flashing
m minutes
MICRO TR microwave tower
Mkr marker

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

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

AUTHORITIES

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

CAUTION

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

SUPPLEMENTAL INFORMATION

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

SCALE 1:106,600

Yards
1000 0 5000 10000

Nautical Miles
1 ½ 0 1 2 3 4 5

10'

05'

57°

AIDS TO NAVIGATION

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

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CRF 153).

Joins page 12

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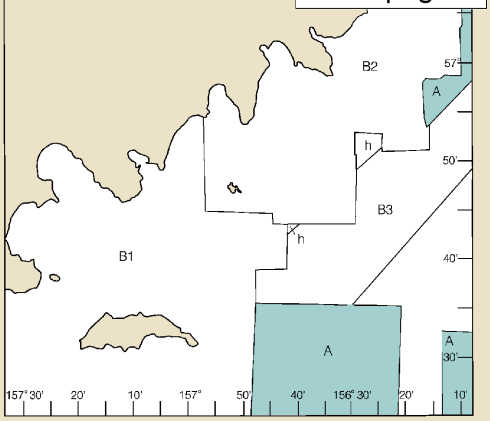
Note: Chart grid lines are aligned with true north.

Joins page 5



NOTE X

in the 12-nautical mile Territorial Sea, established by Presidential Proclamation, ederal laws apply. The Three Nautical Mile Line, previously identified as the nit of the territorial sea, is retained as it continues to depict the jurisdictional the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast a, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in ases the inner limit of Federal fisheries jurisdiction and the outer limit of the tion of the states. The 24-nautical mile Contiguous Zone and the 200-nautical clusive Economic Zone were established by Presidential Proclamation. fixed by treaty or the U.S. Supreme Court, these maritime limits are subject fication.

Mt Chiginagak
7000

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

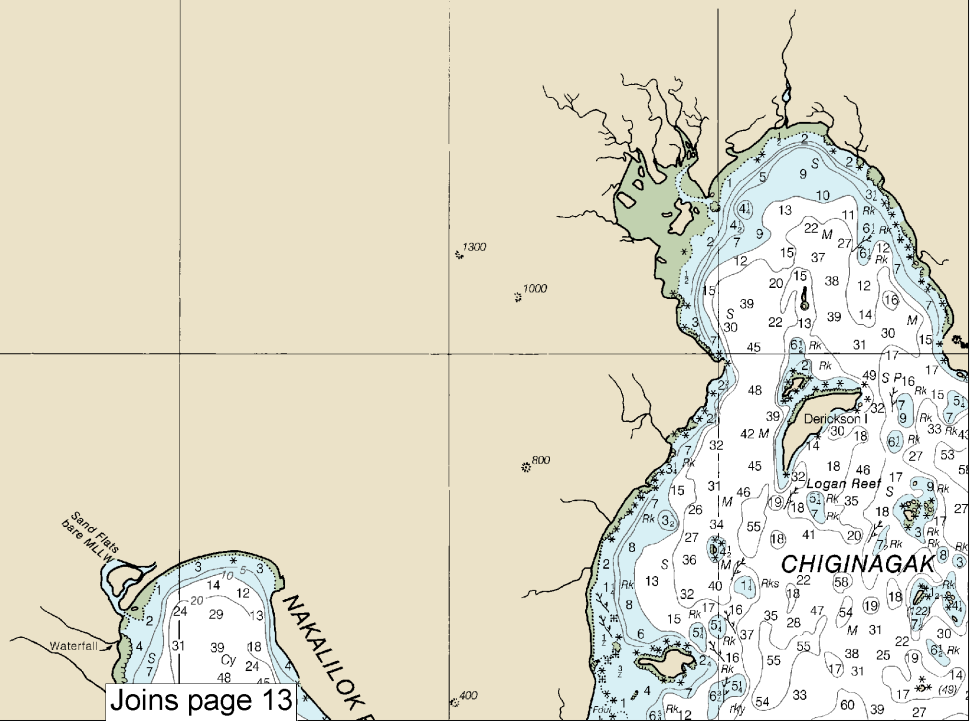
HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.659" southward and 7.400" westward to agree with this chart.

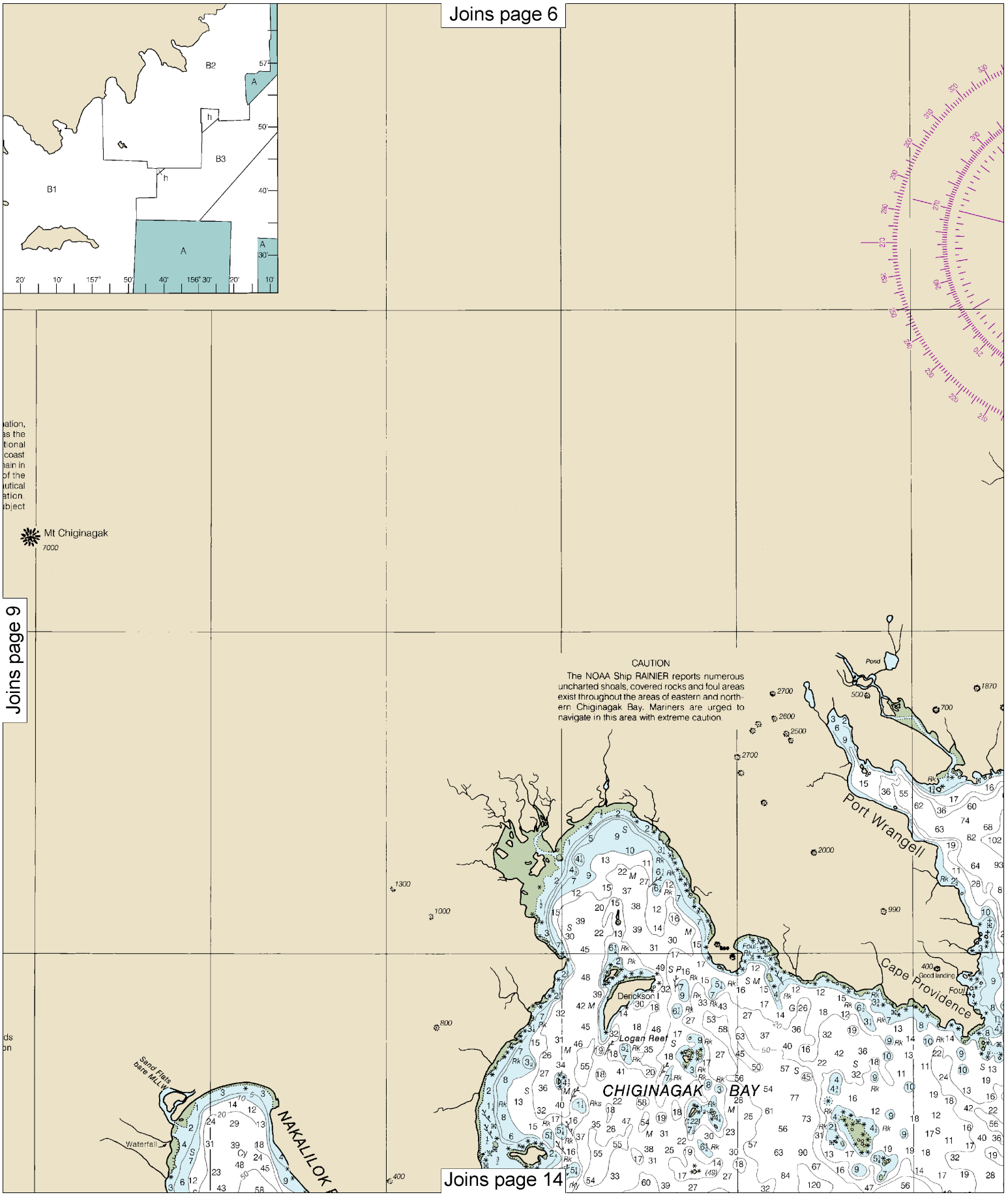
CAUTION

The NOAA Ship RAINIER reports uncharted shoals, covered rocks and exist throughout the areas of eastern ern Chiginagak Bay. Mariners are navigate in this area with extreme ca

Joins page 10

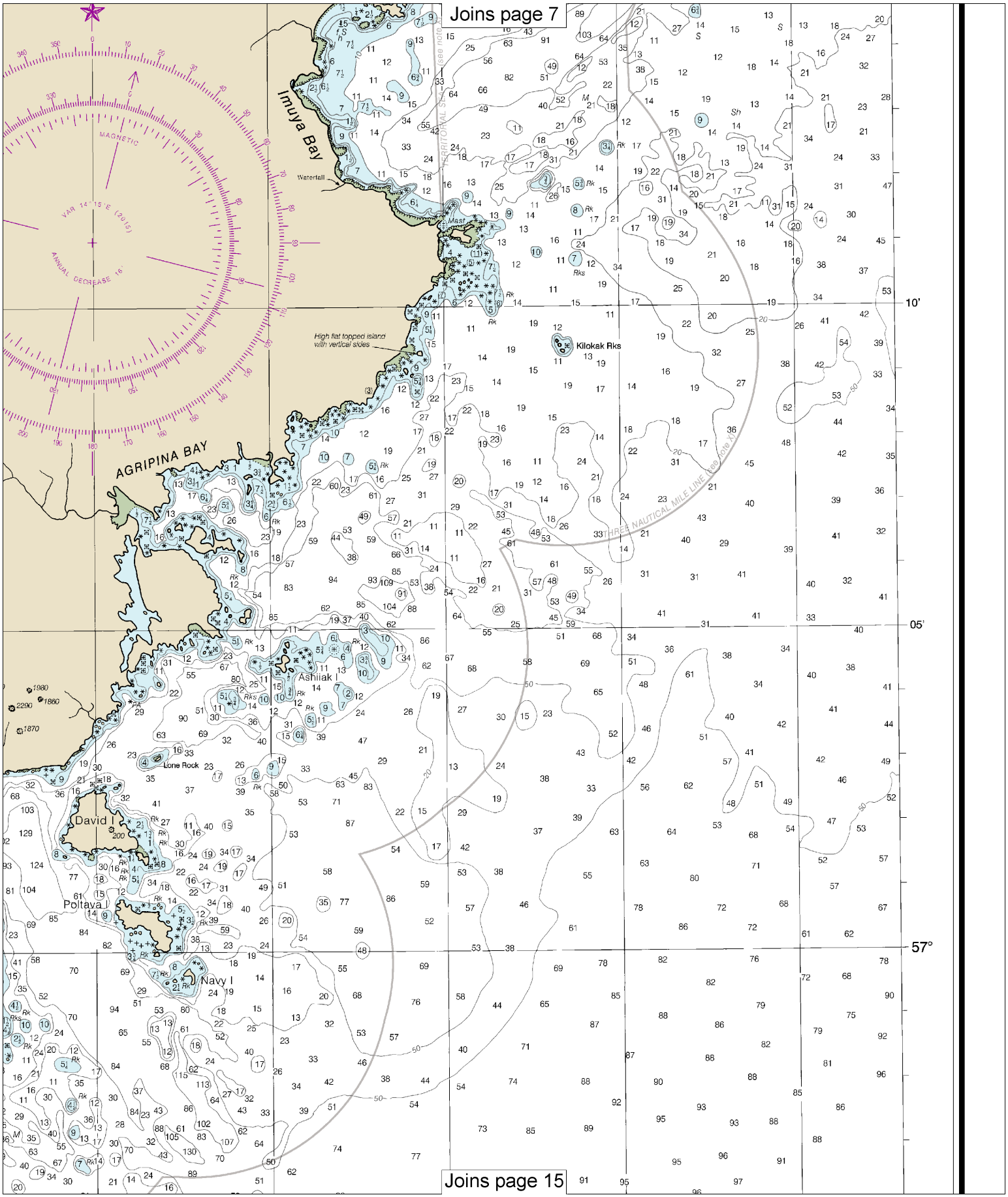


Joins page 13

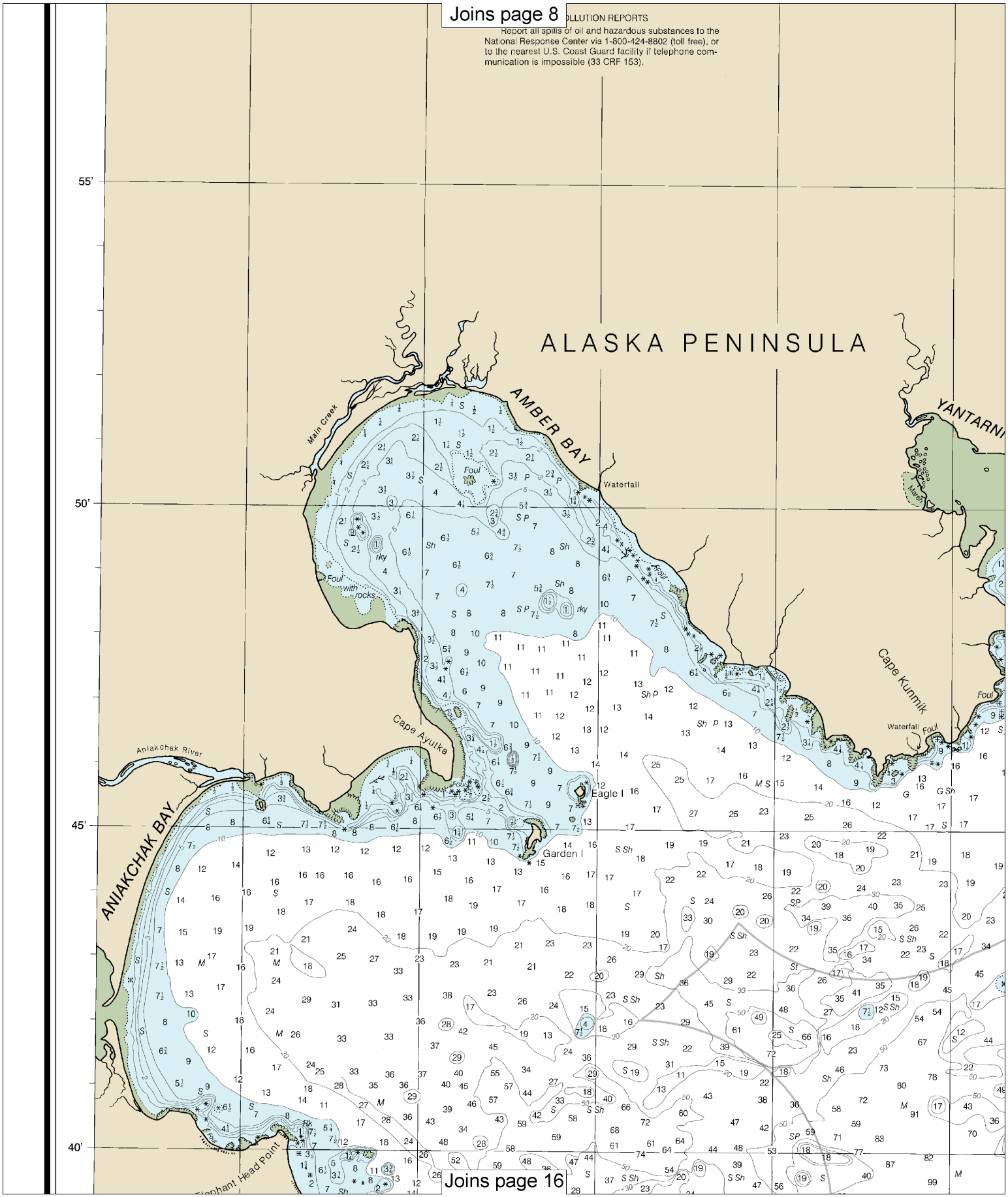


10

Note: Chart grid lines are aligned with true north.

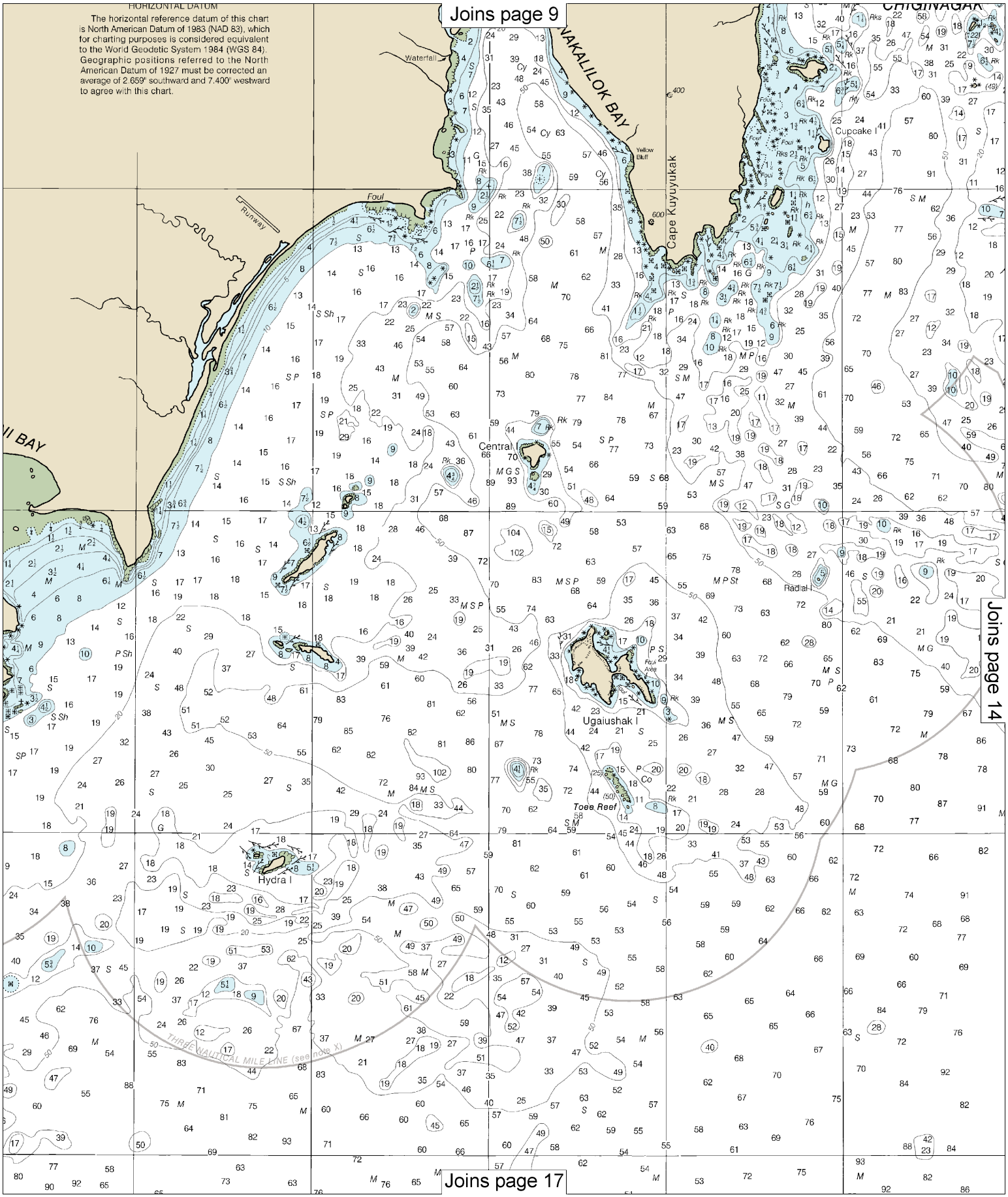

Joins page 7
Imuya Bay
Waterfall
Mast
High flat topped island with vertical sides
Kilokak Rks
AGRIPINA BAY
THREE NAUTICAL MILE LINE (see note)
TERRITORIAL SEA (see note)
Ashiiak I
Lone Rock
David I
Poltava I
Navy I
10'
05'
57°
Joins page 15

Joins page 8



Joins page 16

Note: Chart grid lines are aligned with true north.


HORIZONTAL DATUM
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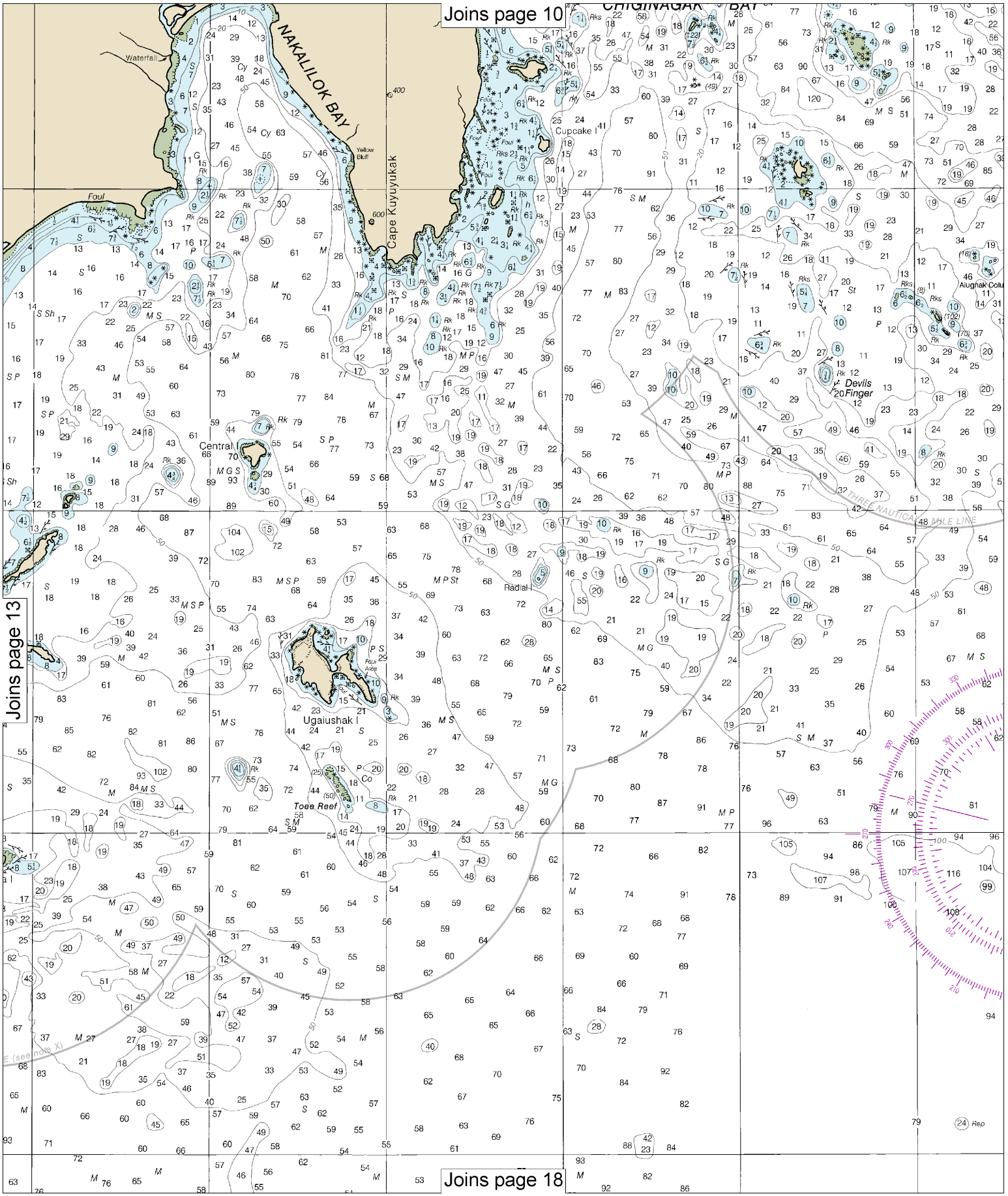
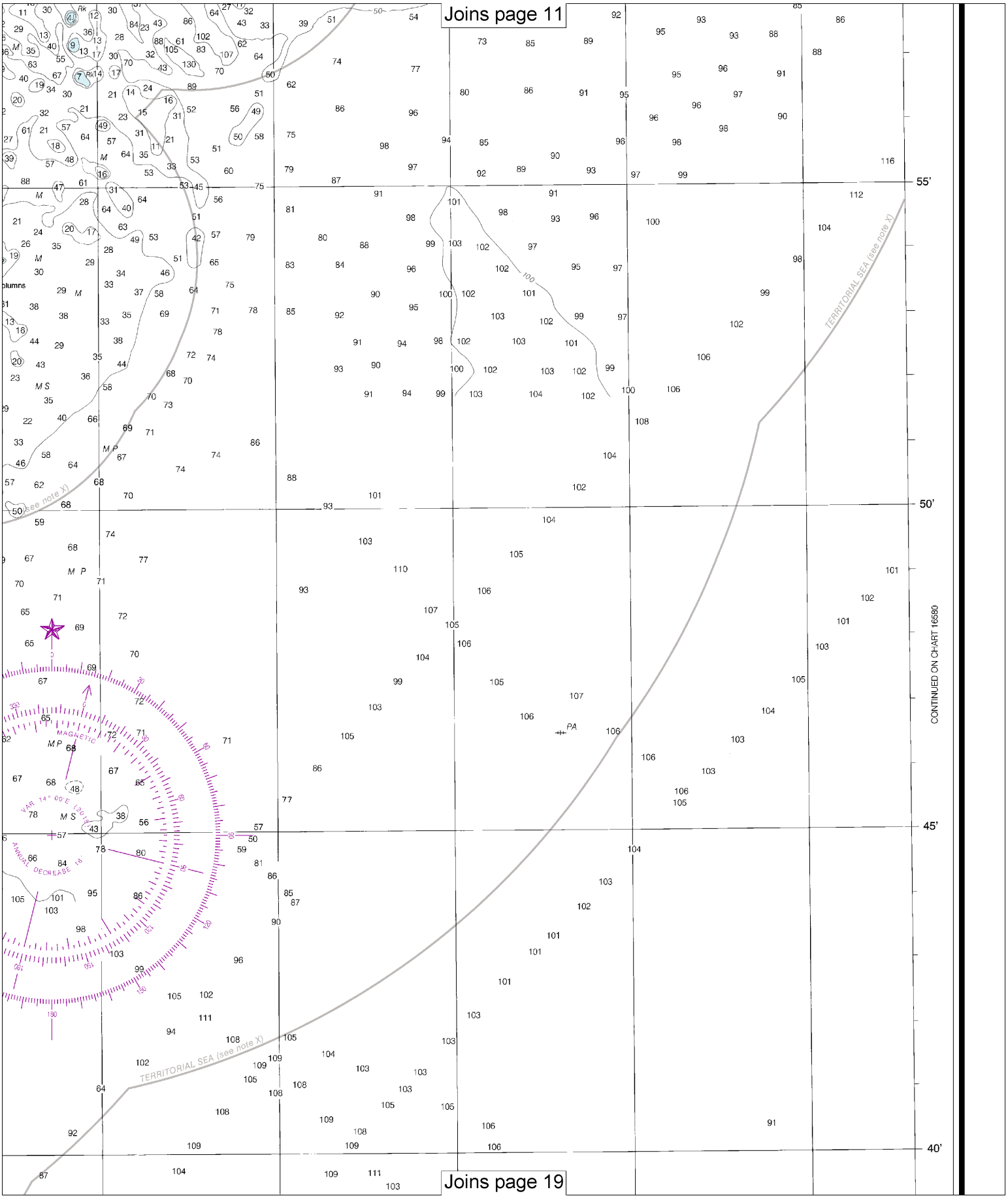
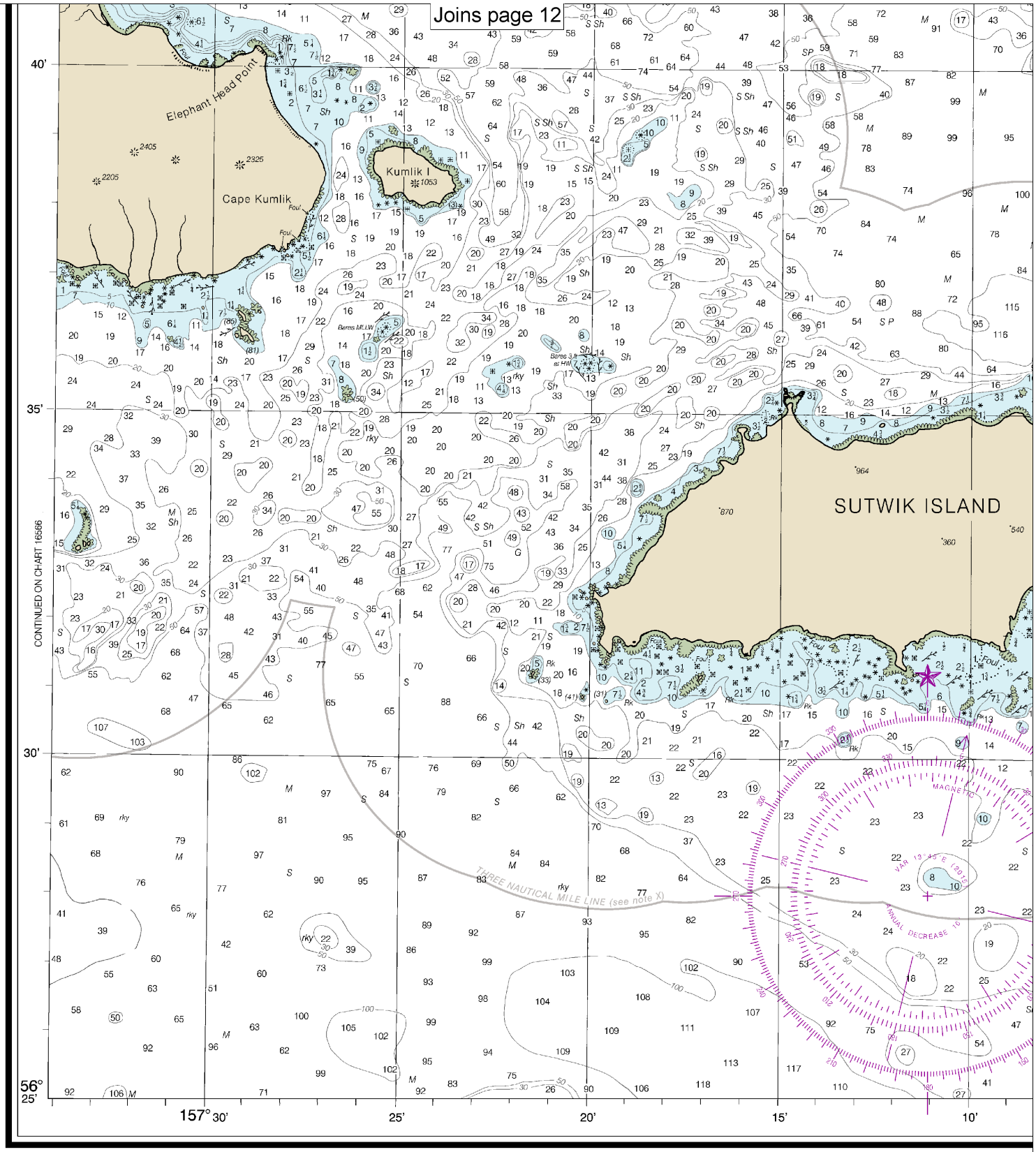
Joins page 9
Joins page 14
Joins page 17
Waterfall
Runway
Foul
Yellow Bluff
Cape Kuyuyukak
Cupcake I
Central I
Ugaiushak I
Toes Reef
Hydra I
Radial
THREE NAUTICAL MILE LINE (see note X)



Note: Chart grid lines are aligned with true north.


Joins page 11
55'
50'
45'
40'
TERRITORIAL SEA (see note X)
CONTINUED ON CHART 16580
Joins page 19



16568

CAUTION

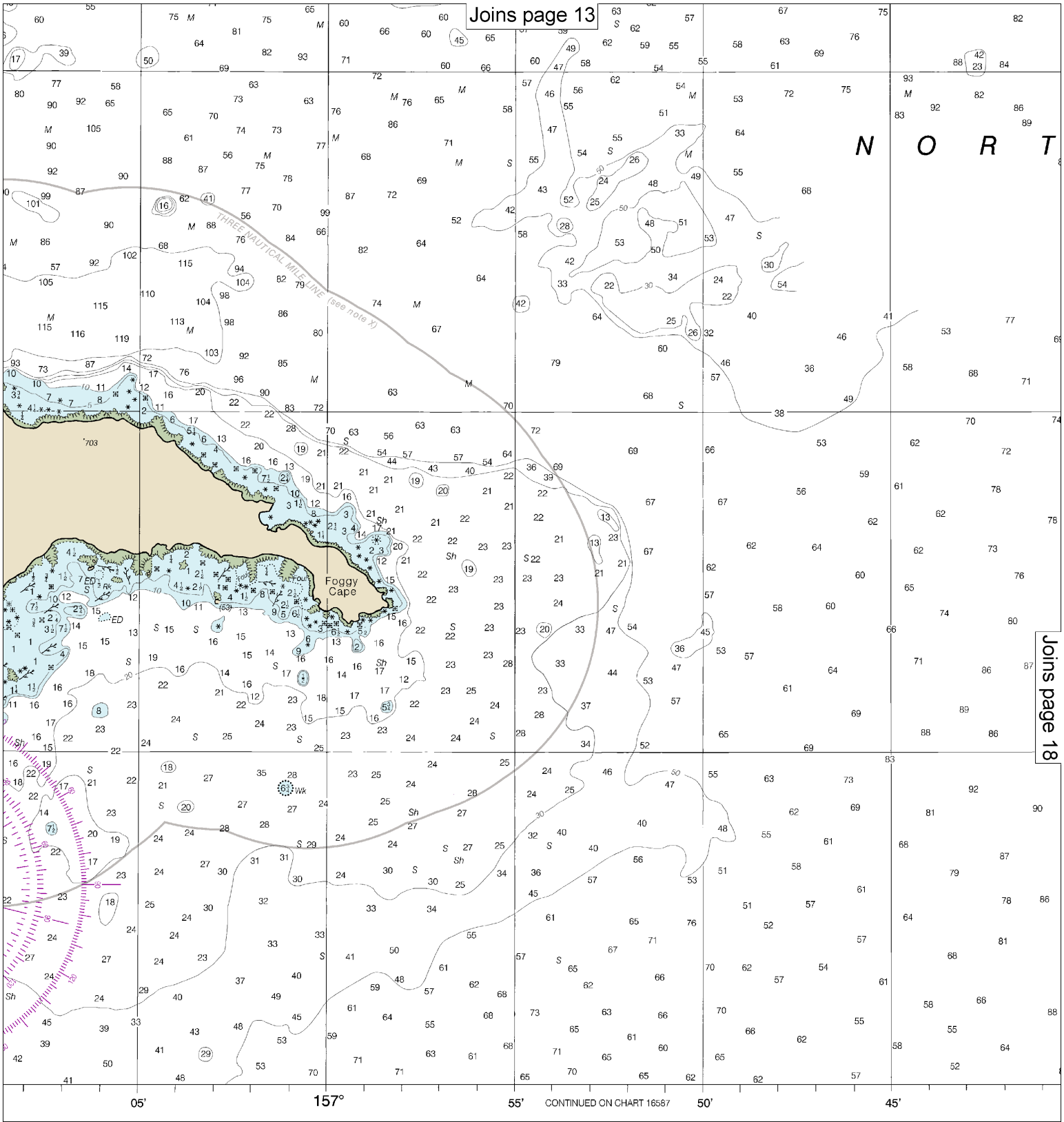
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Use ENC charts for the most up to date information. References to other charts may no longer be applicable.

1 (NM: 1224 (3/19/2024), NM: 1324 (3/30/2024), CHS: 0224 (2/23/2024)

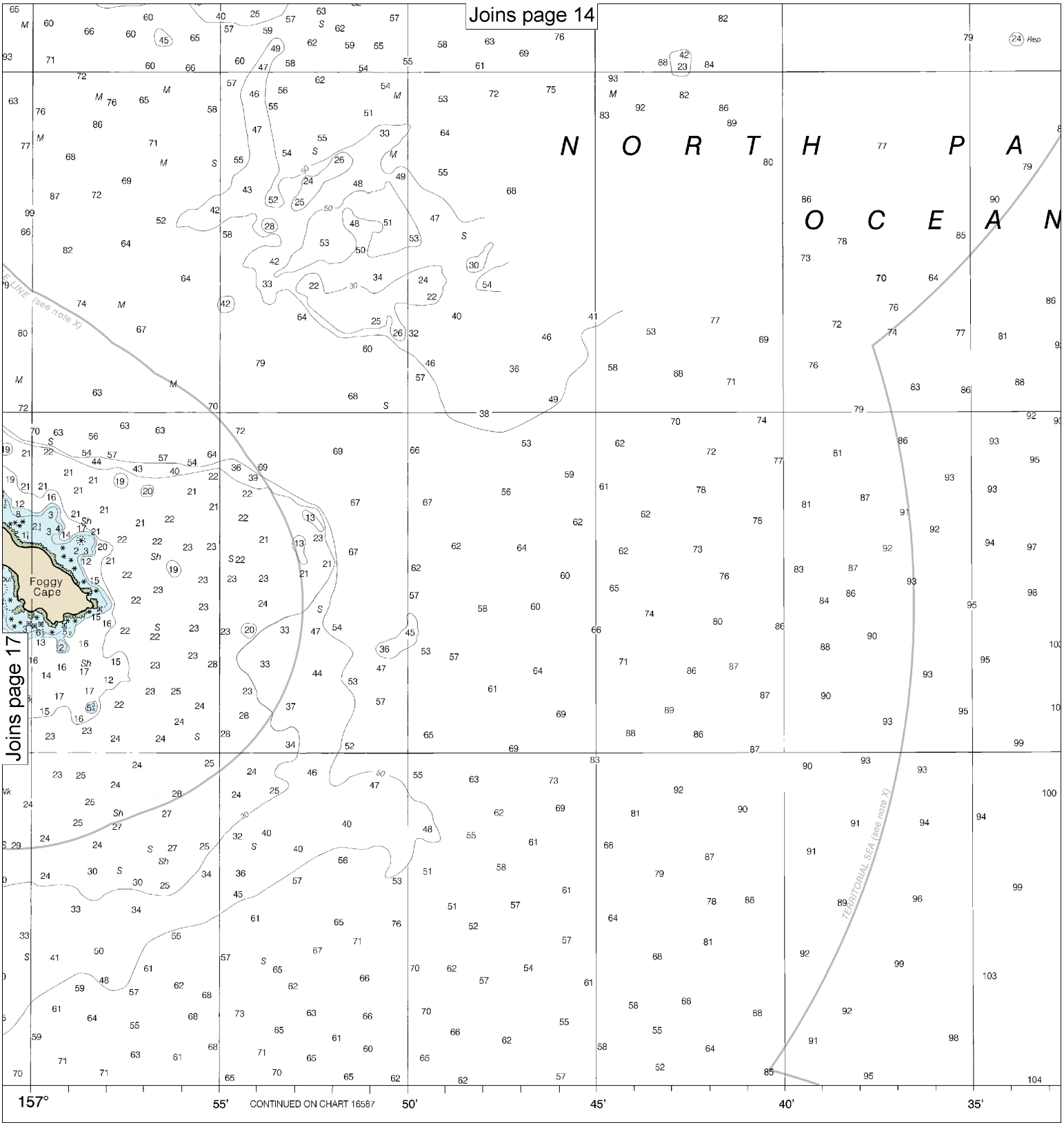
16

Note: Chart grid lines are aligned with true north.



SOUNDINGS IN FATHOMS

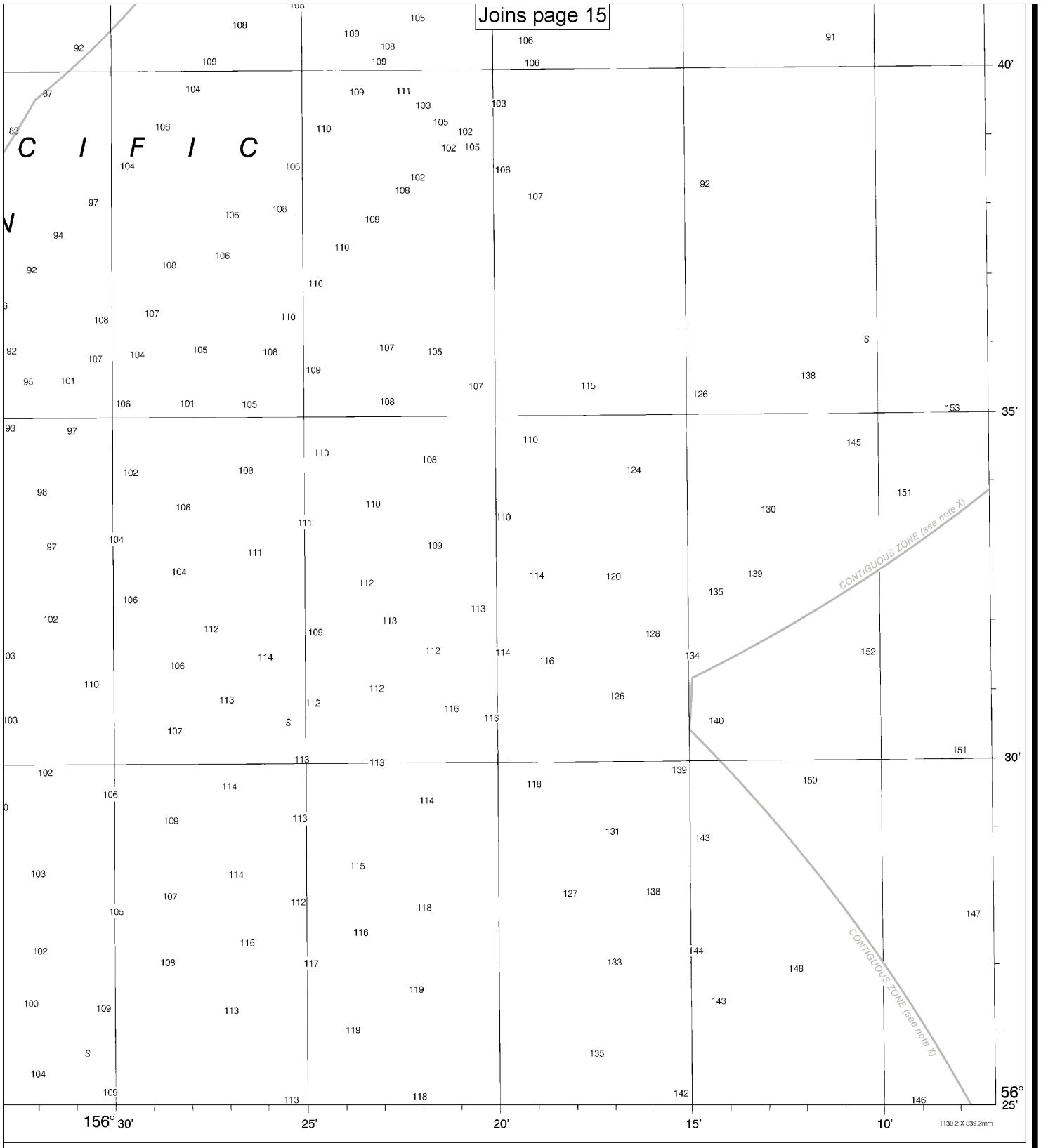
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



N FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Wide Bay to Cape Kumlik

SOUNDINGS IN FATHOMS - SCALE 1:106,600

16568

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

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

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

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
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Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
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National Hurrican Center	—	**http://www.nhc.noaa.gov/**
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Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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