BookletChart™

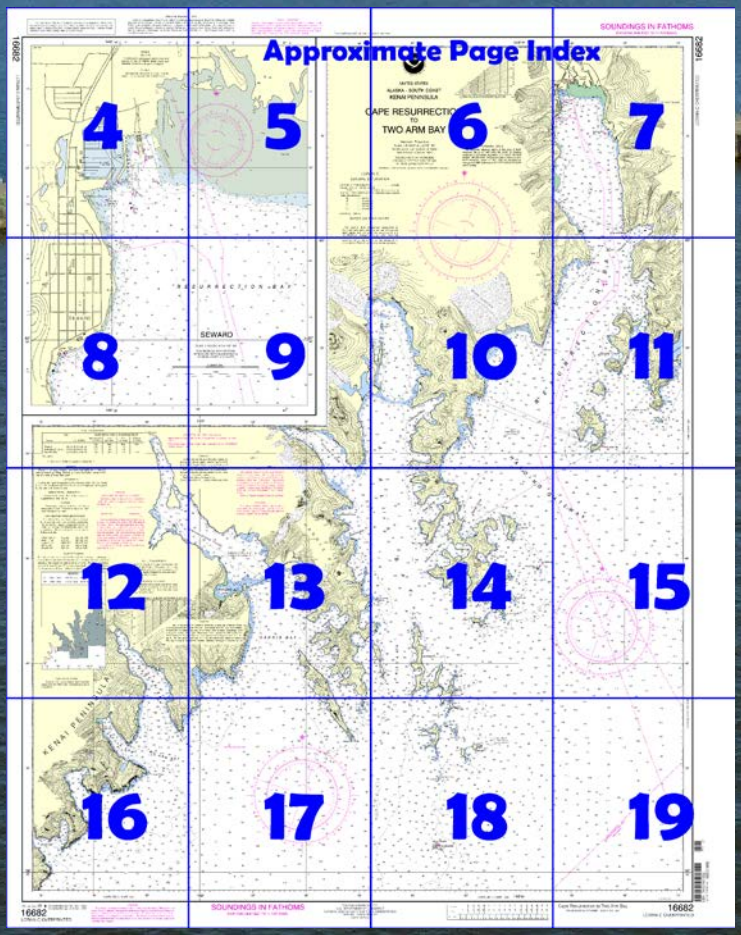
Cape Resurrection to Two Arm Bay

NOAA Chart 16682

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.

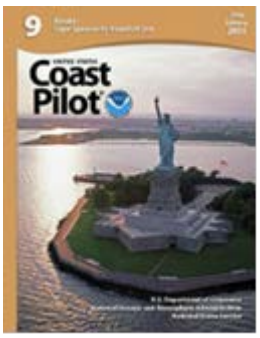
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=16682.



(Selected Excerpts from Coast Pilot)
Cape Resurrection, at the E entrance to Resurrection Bay, is a precipitous headland of solid rock, with little vegetation except some trees on the lower slopes. From the E two dome-shaped peaks, the N one the higher, show at the end of the cape, and a low saddleback of the peaks rises to higher mountains farther N. These are the only dome-shaped peaks in the vicinity, which assures easy recognition of the cape.
The passage between Barwell Island and Cape Resurrection is deep and clear, midchannel depths ranging from 43 to 48 fathoms. This passage is reported to be dangerous for small craft in E weather because of tide rips, confused seas, and seas bouncing back off the cliffs of Cape Resurrection.
Resurrection Bay extends about 16 miles inland N from Cape Resurrection. The depths are great throughout, and there are no dangers in the usual track of vessels. A flat extends 0.5 to 0.6 mile from the entire N shore at the head of the bay. The shores and islands are steep and high, with precipitous slopes in many places. The valleys are wooded up to about 1,000 feet. Anchorages, few and indifferent because of the great depths, are subject to strong williwaws.
Harding Gateway, the S entrance to Resurrection Bay, is between Cheval and Rugged Islands.
Seal Rocks, the southernmost land feature in the W approach to the bay, are a group of four small, rocky islets. The northernmost and largest is 278 feet high and has an arch through the middle. **Seal Rocks Light** (59°31'14"N., 149°37'47"W.), 285 feet (86.9 m) above the water, is shown from a skeleton tower with a diamond-shaped red and white daymark on the summit of the largest islet.
Marys Bay, a large cove indenting the S shore of **Rugged Island,** affords fair anchorage in E weather. Anchor in the E part with Pilot Rock about on range with the S entrance point. An Army pier, in poor repair, is on the S shore of the cove. **Rugged Island Light** (59°50'18"N., 149°22'26"W.), 438 feet (133.5 m) above the water, is shown from a square frame with a diamond-shaped red and white daymark on the SE end of the island.
Sunny Cove, the S bight on the W side of **Fox Island,** is the best anchorage in Resurrection Bay. No ocean swell makes into the cove, and it is sheltered from all but W winds. The williwaws are bad with E winds. The cove, wide and clear, has anchorage in the middle, 300 to 800 yards from its head, in 15 to 25 fathoms, muddy bottom.
Seward is on the W side of the N end of Resurrection Bay. The town is the S terminus of the Government-owned Alaska Railroad. Seward is 1,234 miles from Seattle via the outside route from Strait of Juan de Fuca, and 1,398 miles via the inside passage to Cape Spencer.
Anchorages.–Suitable anchorage in 30 fathoms is available for deep-draft vessels at the head of the bay in 60°06.5'N., 149°22.1'W. and in 60°06.5'N., 149°25.3'W.
Dangers.–The bay is clear but care should be taken when approaching the head of the bay to avoid the flats that extend 0.6 mile from the head.
Submerged ruins and obstructions may exist in an area about 550 yards channelward of the high water line at Seward.
Pilotage, Seward.–Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup station and other details.)
Vessels en route Seward can contact the pilot boat by calling "SEWARD PILOT BOAT" on VHF-FM channel 16 or on a prearranged frequency between pilot and agent/vessel.
Quarantine.–A U.S. Public Health Service Contract Physician is located at the hospital in Seward. (See Appendix A for additional information.)
Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) There is a hospital in Seward.
Ice.–There are discharging glaciers at the heads of Aialik Bay and Holgate Arm, and ice is frequently driven to Harbor Island by N winds. Holgate Arm and the entire bay above the bar are frequently filled with ice.

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

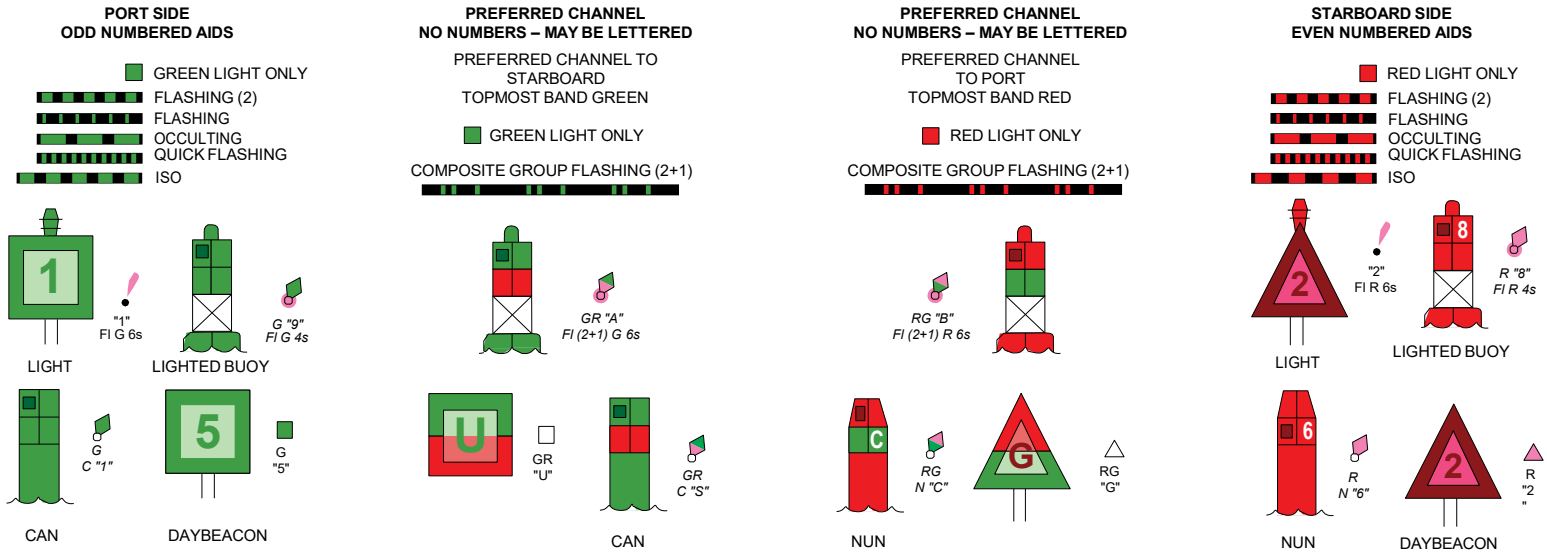
RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

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*

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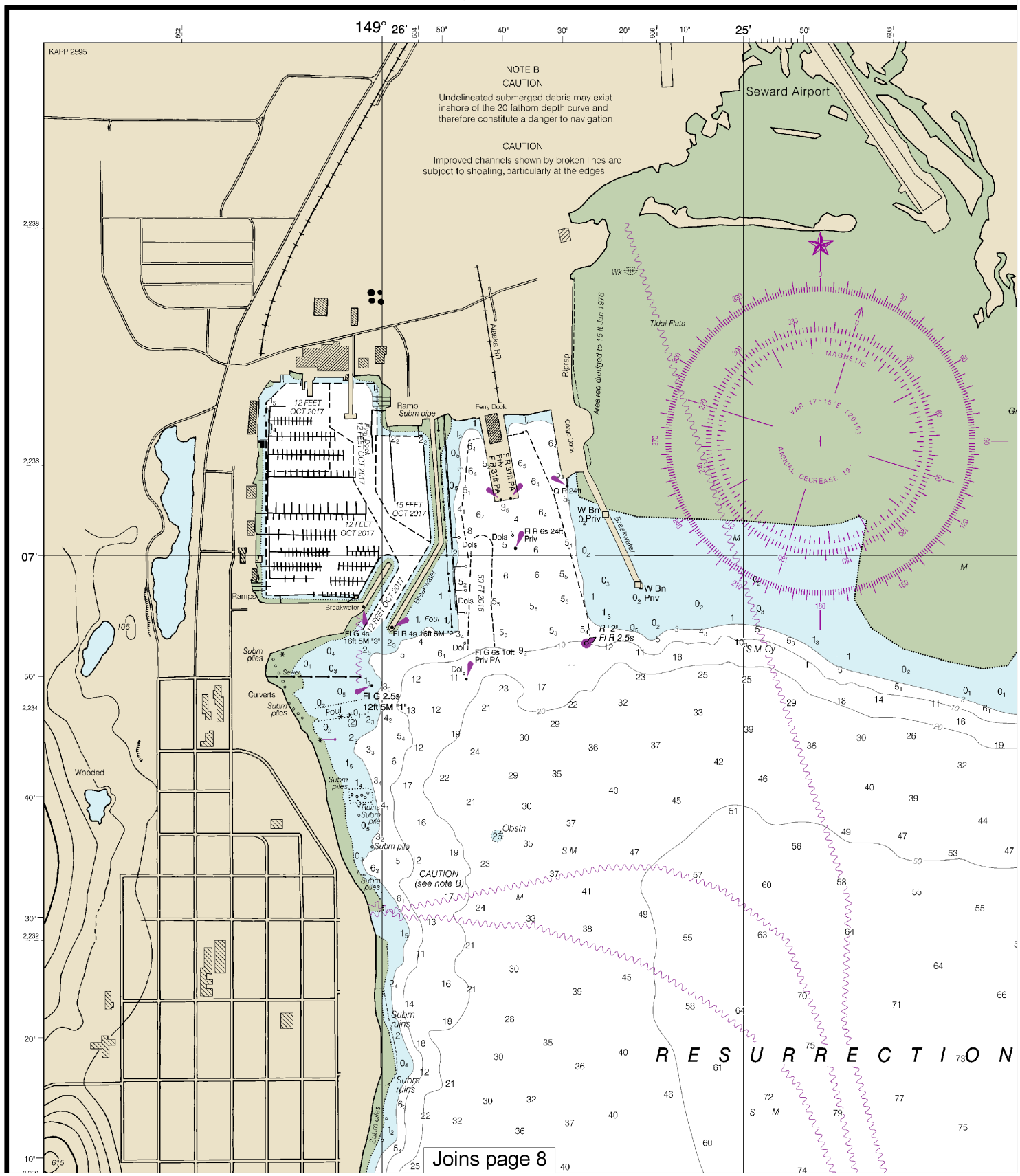
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 9, Chapter 3 for details.



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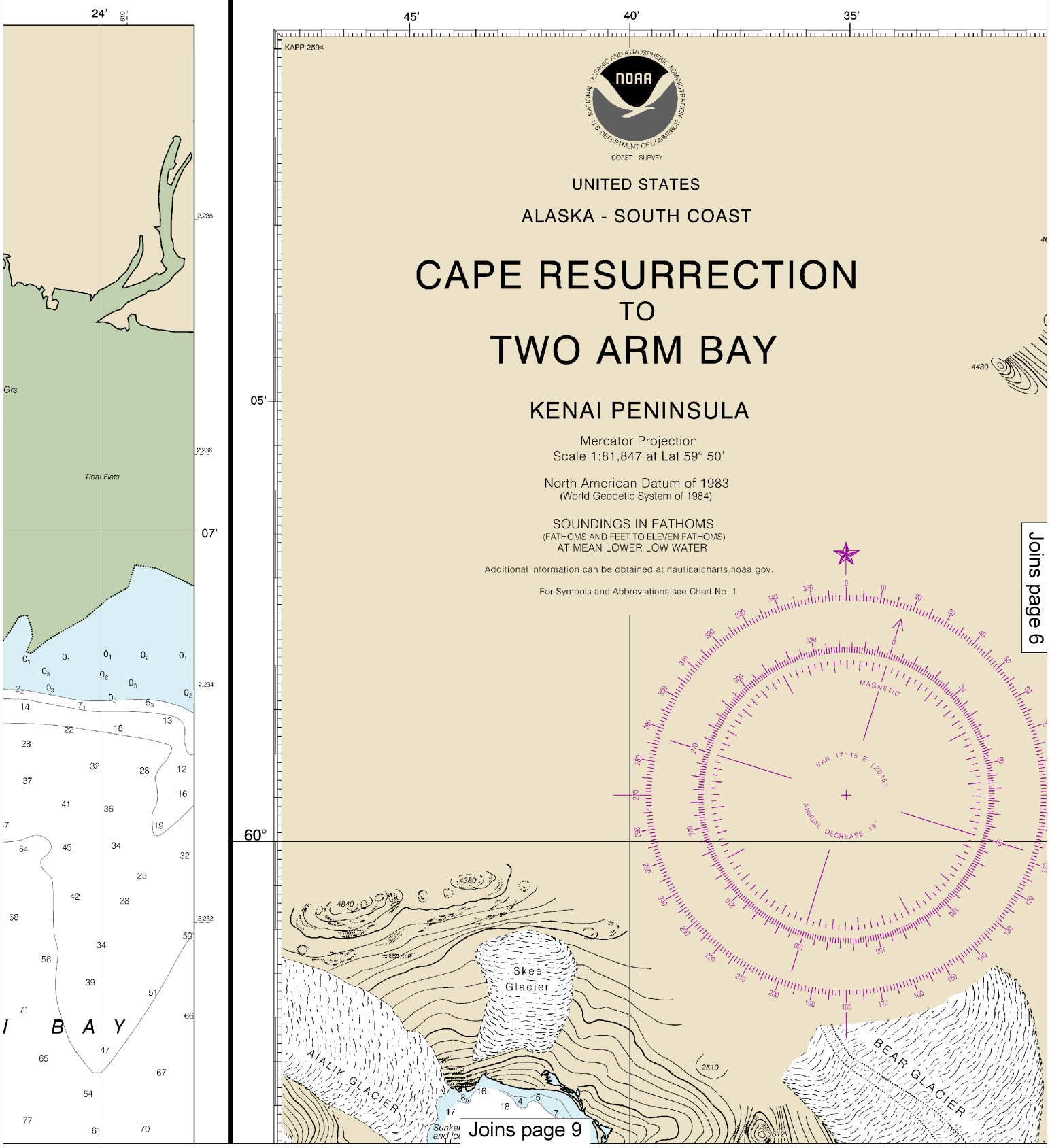
Note: Chart grid lines are aligned with true north.

Formerly C&GS 8529, 1st Ed., Apr. 1930 C-1930-345 KAPP 2594



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:109129. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

VESSEL TRANSITING

Guard and the Pacific States/British Columbia Oil Spill
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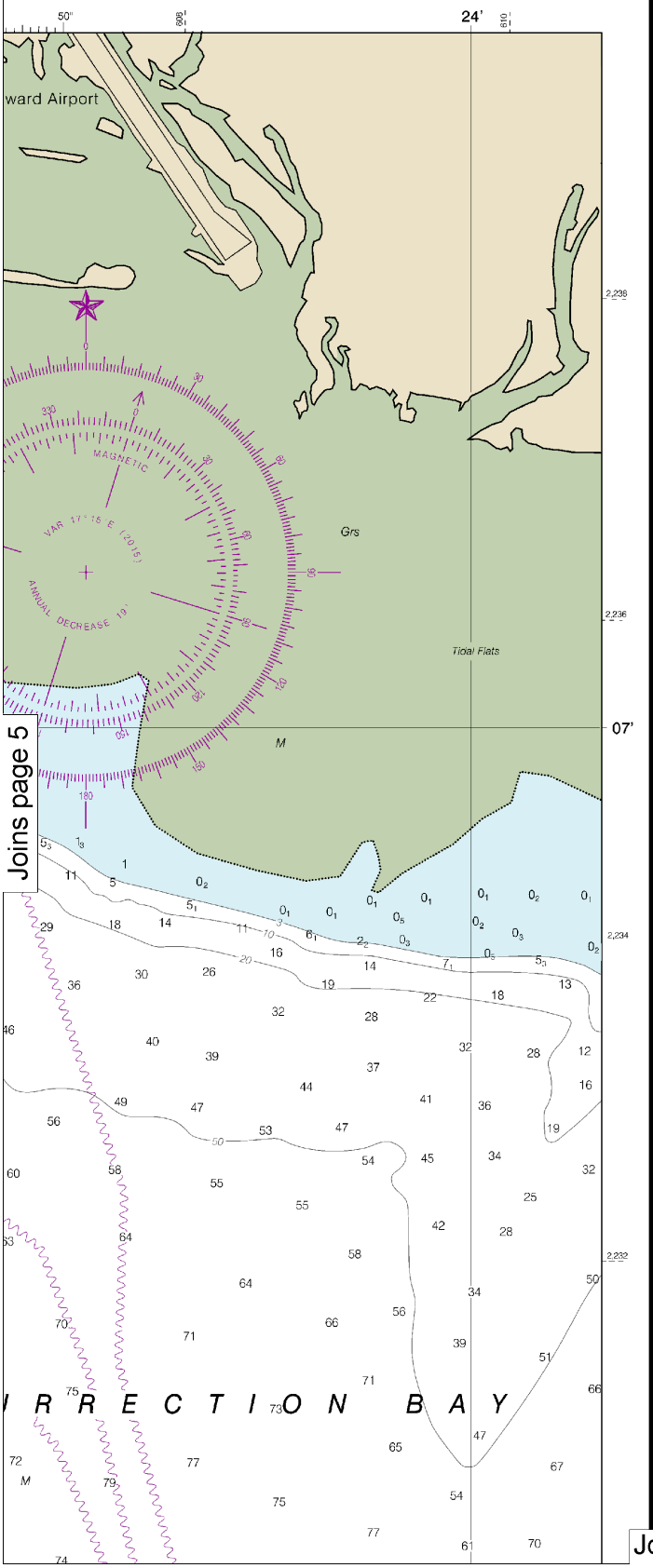
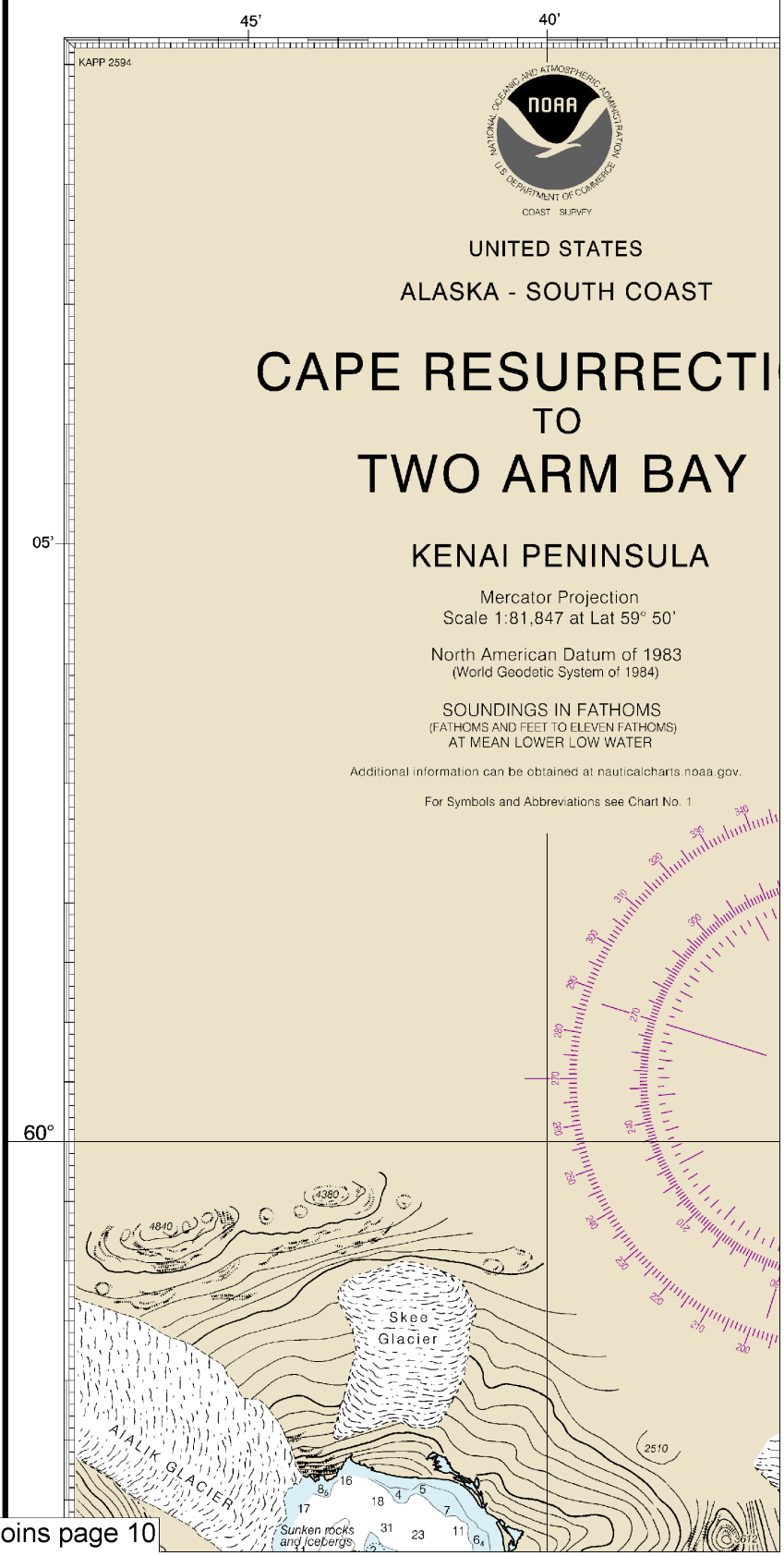


Joins page 5



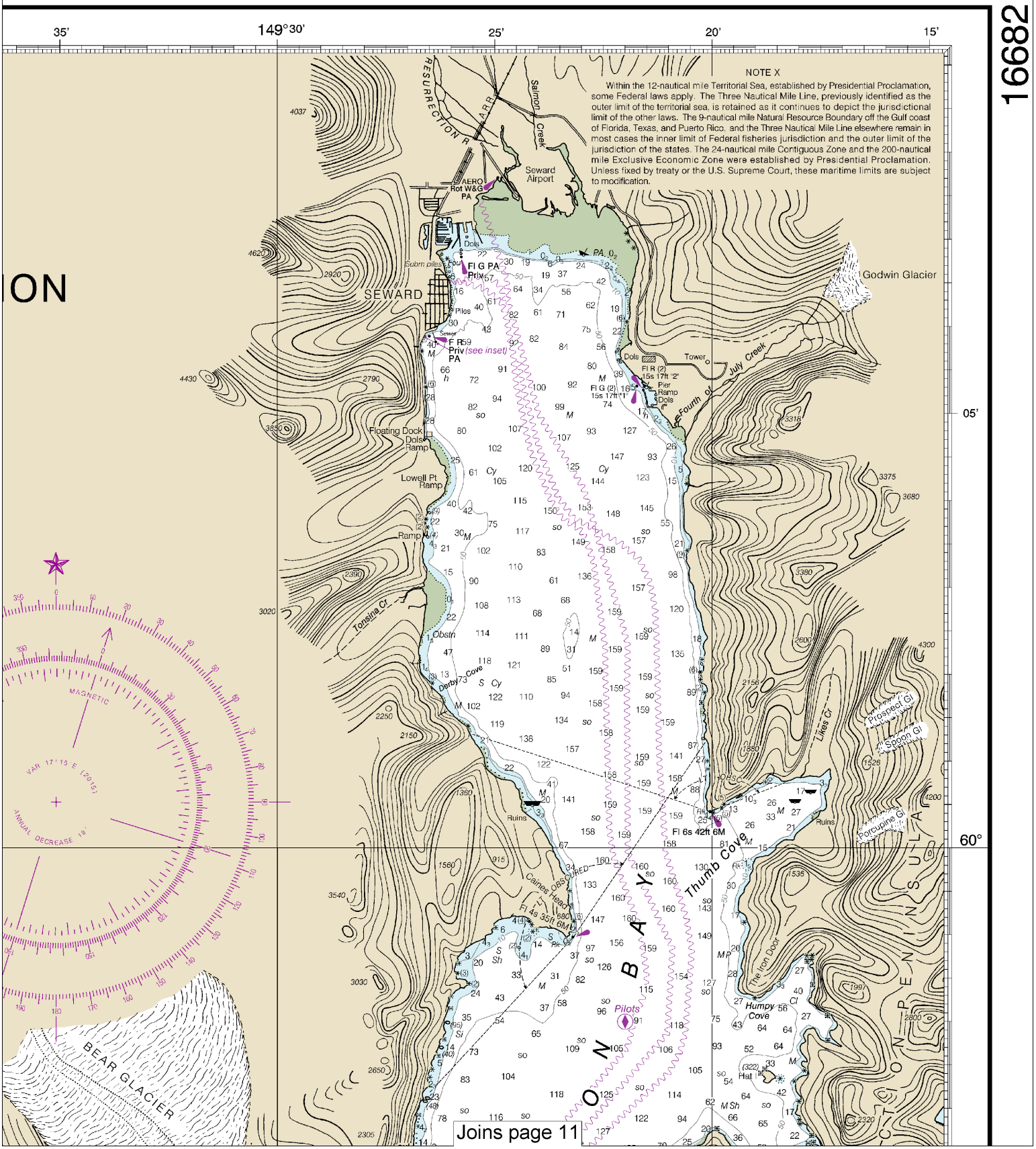
Joins page 10

Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS

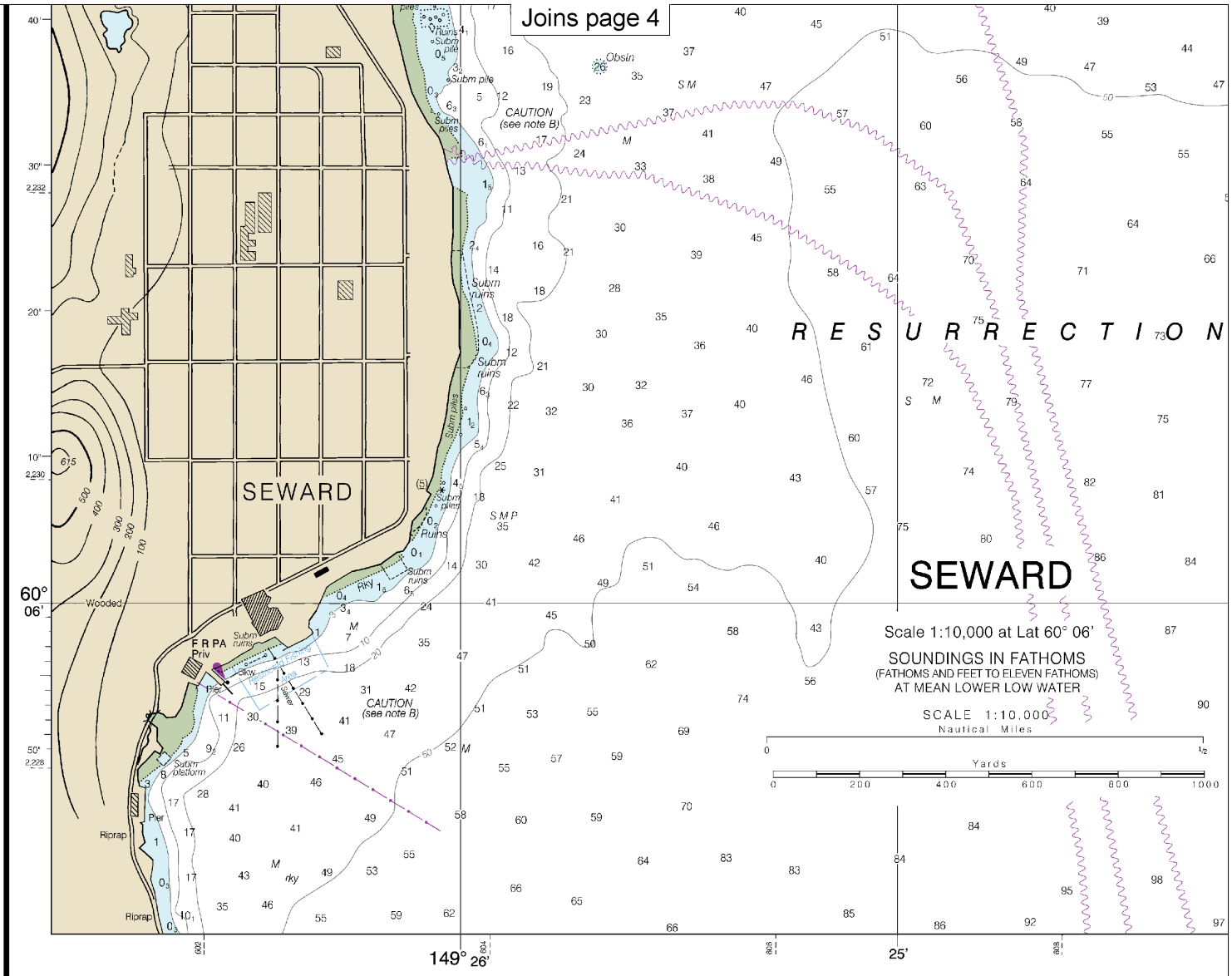
(FATHOMS AND FEET TO 11 FATHOMS)

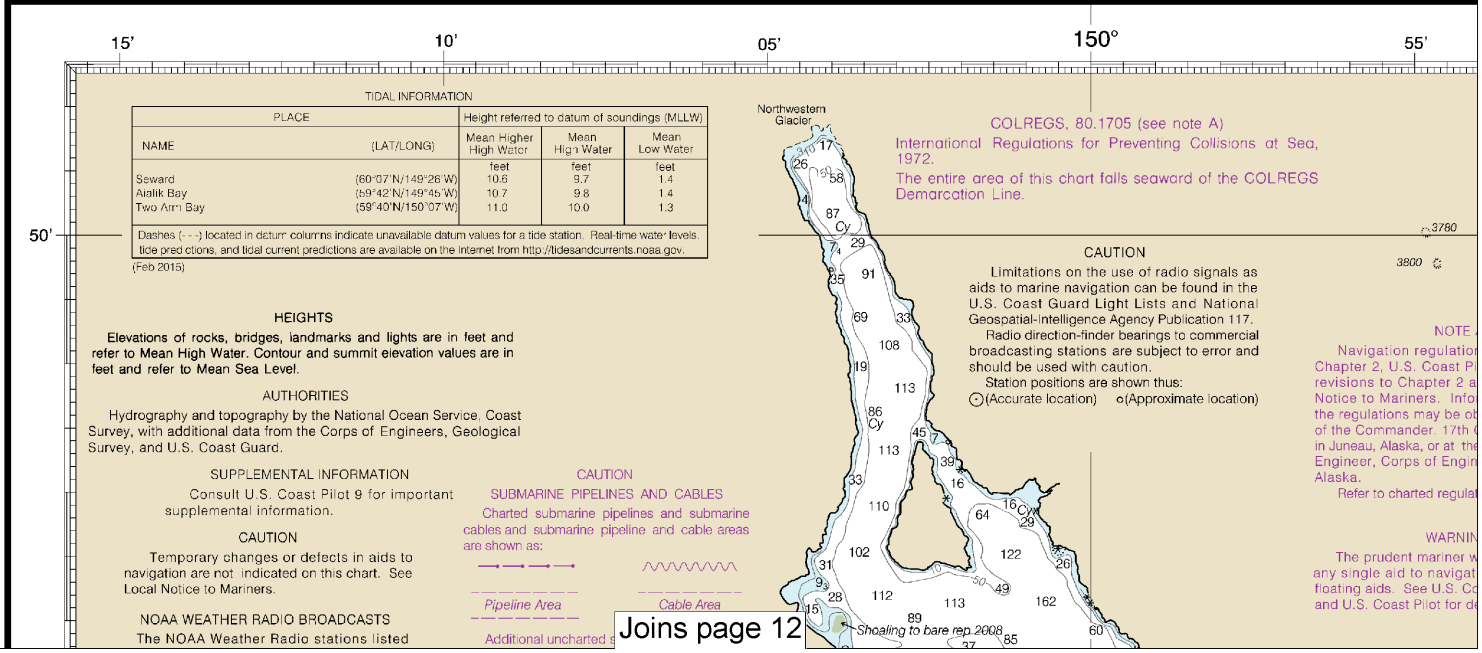
16682



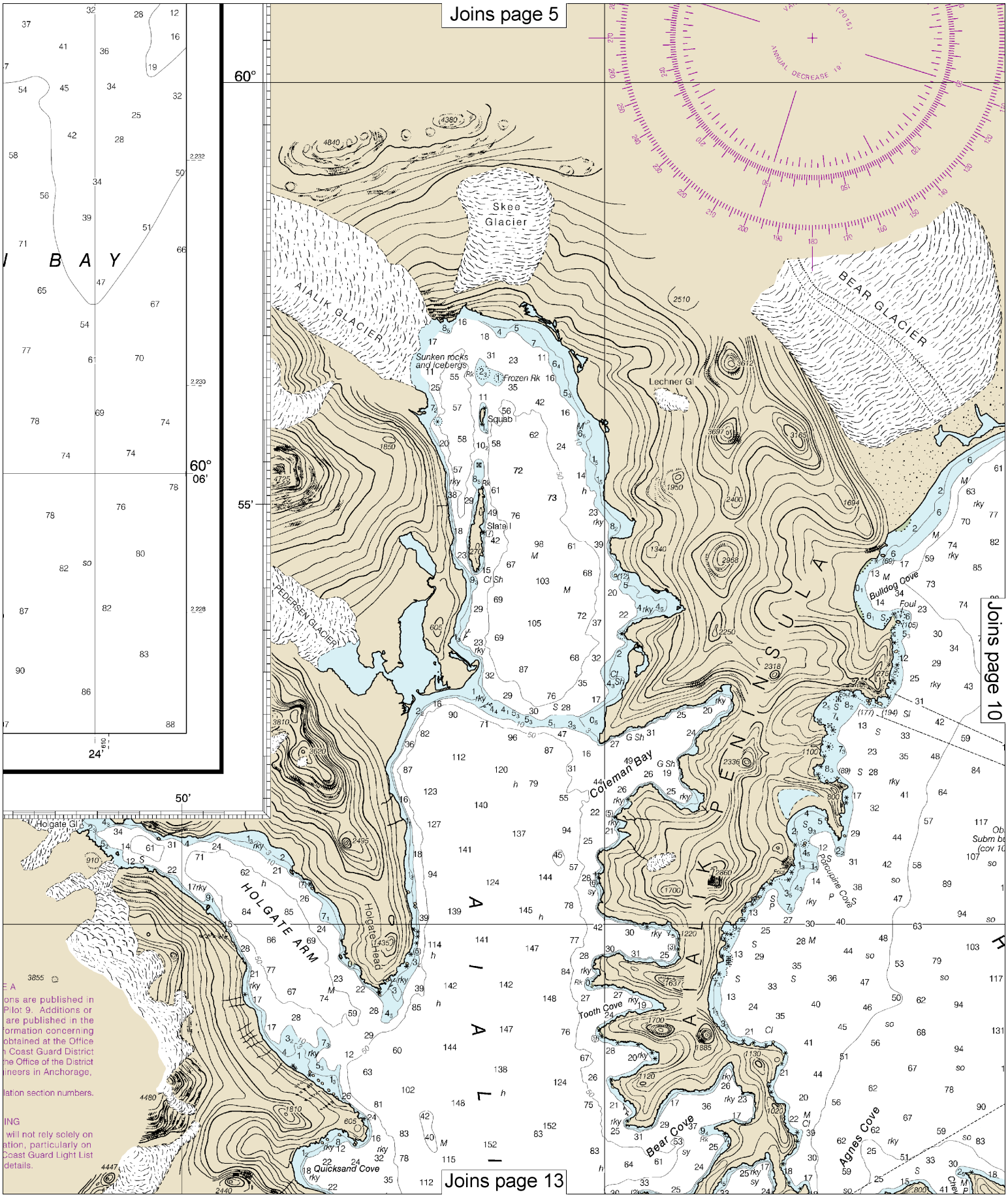
This is the Last Edition of this chart. It will be canceled on Nov 1, 2023

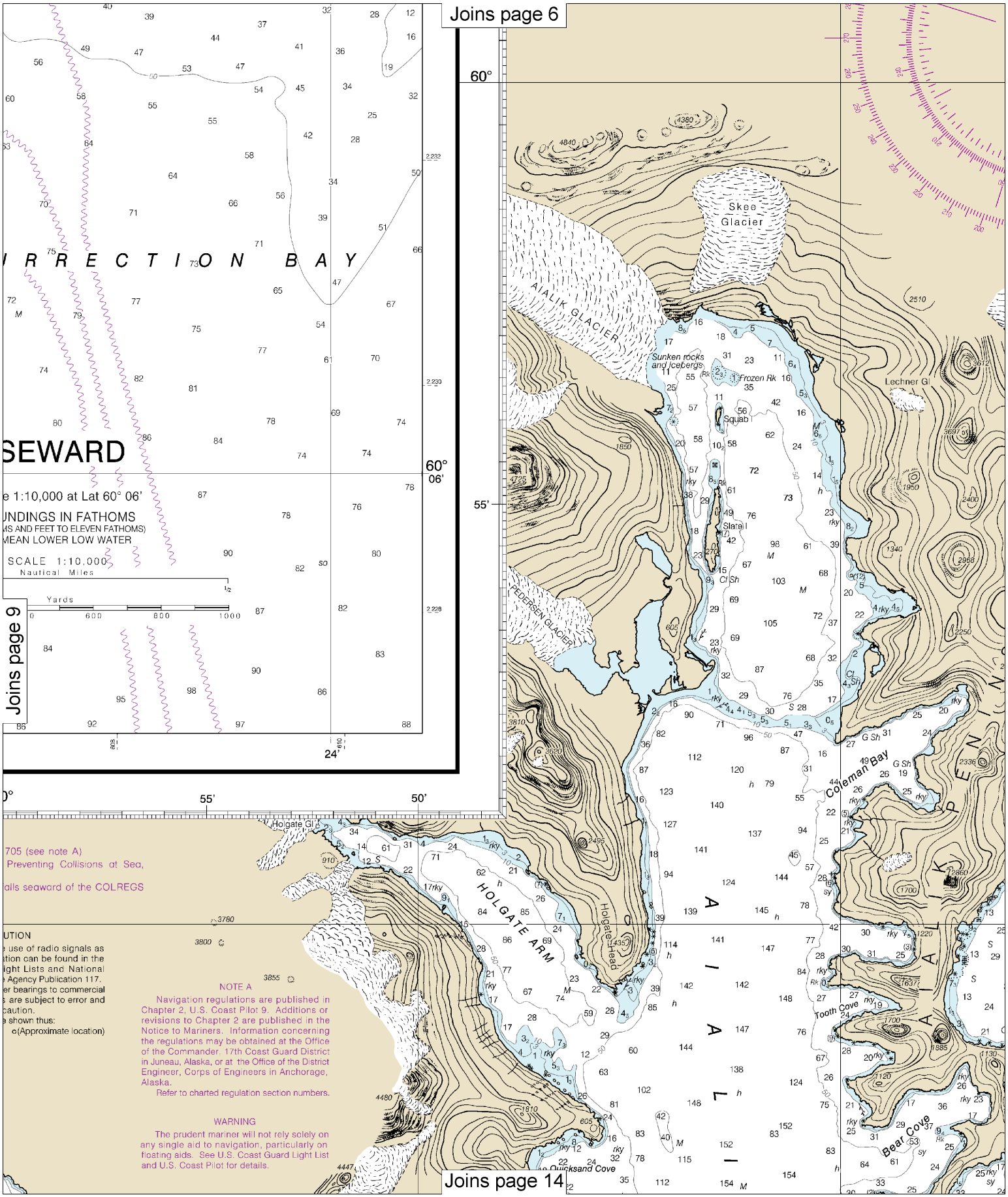
18th Ed., May 2015. Last Correction: 5/2/2023. Cleared through:
LNM: 4223 (10/17/2023), NM: 4323 (10/28/2023), CHS: 0923 (9/29/2023)





Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 10
Joins page 13
Skee Glacier
AIALIK GLACIER
BEAR GLACIER
PEDERSEN GLACIER
Sunken rocks and icebergs
Frozen Rk
Squab
Slate I
Lechner Gl
Bulldog Cove
Coleman Bay
Porcupine Cove
Tooth Cove
Bear Cove
Agnes Cove
Holgate Gl
HOLGATE ARM
Holgate Head
Quicksand Cove
AIALIK PENINSULA
60°
55'
50'
60° 06'
24'
BAY



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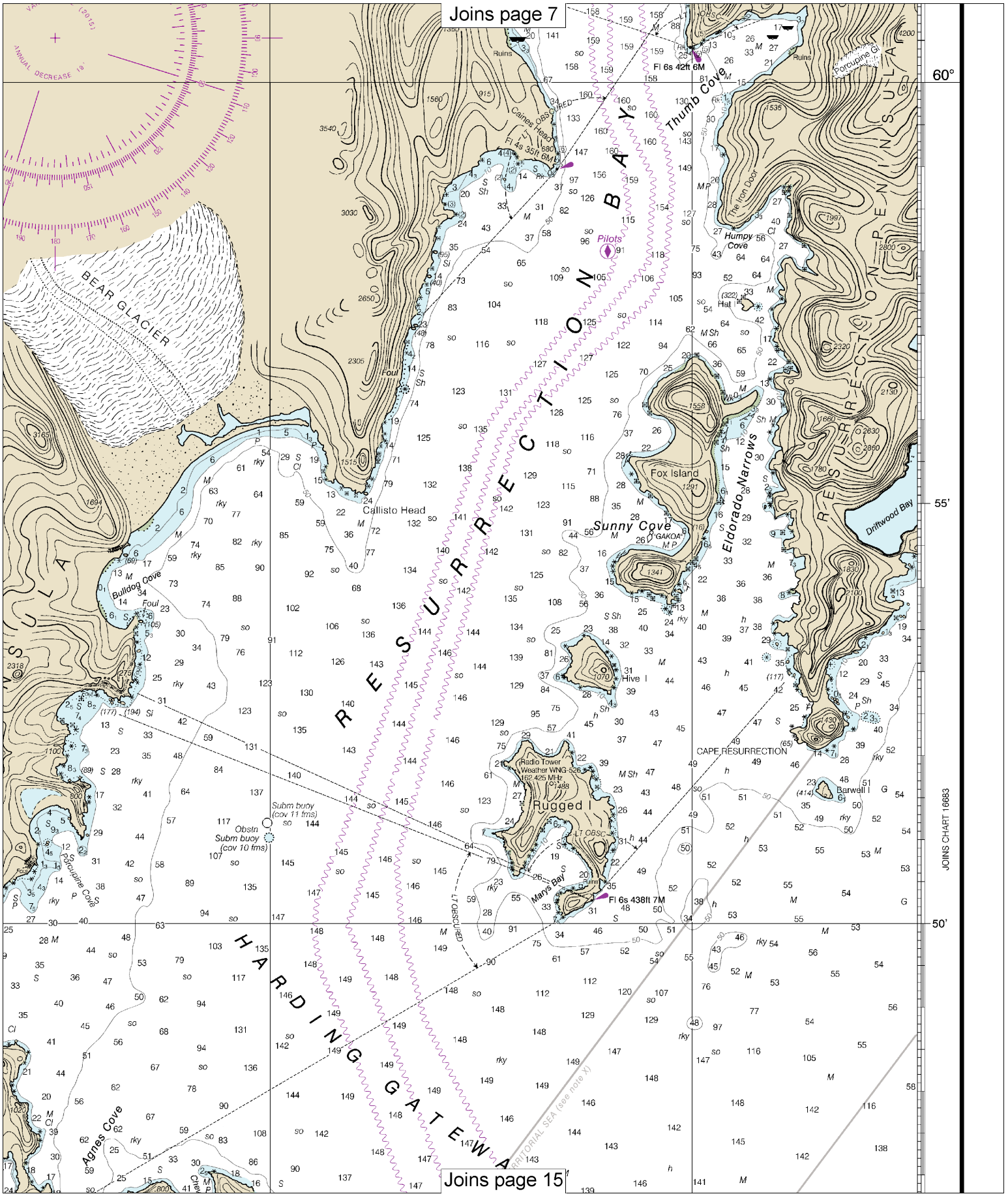

Joins page 7
Joins page 15
RESURRECTION BAY
HARDING GATEWAY
BEAR GLACIER
Callisto Head
Bulldog Cove
Porcupine Cove
Agnes Cove
Caines Head
Thumb Cove
Humpy Cove
The Iron Door
Pilots
Fox Island
Sunny Cove
Eldorado Narrows
Driftwood Bay
Hive I
Rugged I
Radio Tower Weather WNG-526 162.425 MHz
Marys Bay
CAPE RESURRECTION
Barwell I
Porcupine Gi
Subm buoy (cov 11 fms)
Obstn Subm buoy (cov 10 fms)
Fl 6s 42ft 6M
Fl 4s 35ft 6M
Fl 6s 438ft 7M
LT OBSCURED
60°
55'
50'
JOINS CHART 16683

Joins page 8

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of s… Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Seward	(60°07'N/149°26'W)	10.6	9.7	1.4
Alalik Bay	(59°42'N/149°45'W)	10.7	9.8	1.4
Two Arm Bay	(59°40'N/150°07'W)	11.0	10.0	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)

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.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour 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 the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

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

CAUTION

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

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Point Pigot, AK	KZZ-93	162.450 MHz
Ninilchik, AK	KZZ-97	162.550 MHz
Rugged I, AK	WNG-526	162.425 MHz
Homer, AK	WXJ-24	162.400 MHz
Seward, AK	KEC-81	162.550 MHz

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

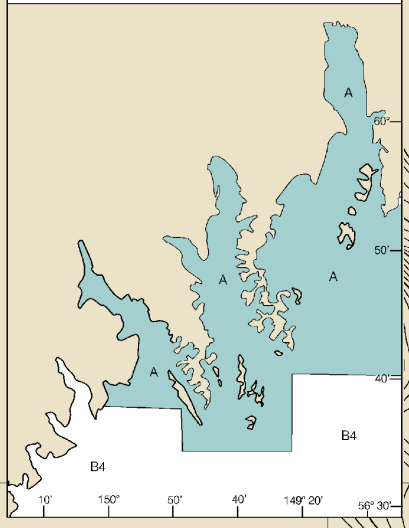
Covered wells may be marked by lighted or unlighted buoys.

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 - 2016	NOS Surveys	full bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage



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 CFR 153).

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 2.488" southward and 7.329" westward to agree with this chart.

CAUTION

The entire area of this chart is affected by land uplift due to forces such as postseismic crustal rebound. As a result, the tidal datums including mean lower low water, the plane of reference used for depth soundings, have changed throughout this region. Tidal datums were updated in 1999 and depths of 11½ fathoms or less on this chart were adjusted accordingly, to account for this uplift. As the uplift rates can only be estimated and areas continue to rise, depths may be shoaler than charted. Mariners are urged to exercise caution.

AIDS TO NAVIGATION

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

NOTE A

Navigation regulation… Chapter 2, U.S. Coast Pi… revisions to Chapter 2 a… Notice to Mariners. Info… the regulations may be ob… of the Commander, 17th … in Juneau, Alaska, or at the… Engineer, Corps of Engin… Alaska.

Refer to charted regulat…

WARNIN…

The prudent mariner w… any single aid to navigat… floating aids. See U.S. Co… and U.S. Coast Pilot for de…

NORTHWESTERN FIORD

Shoaling to bare rep 2008

Northwestern Fiord may be filled with floating ice.

Northwestern Lagoon

PENINSULA

PAGUNA ARM

Sandy Bay

Cup Cove

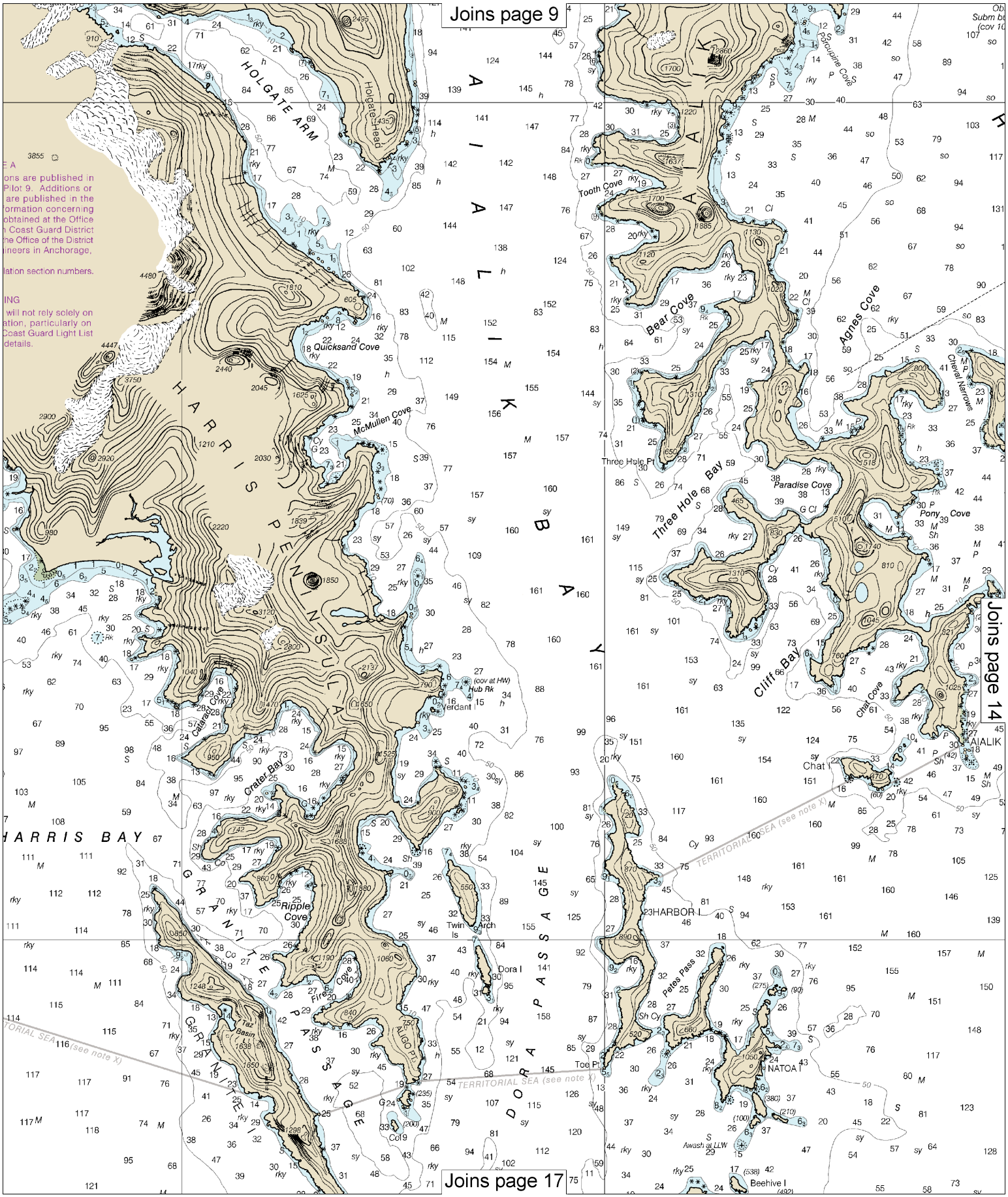
Harris Pt

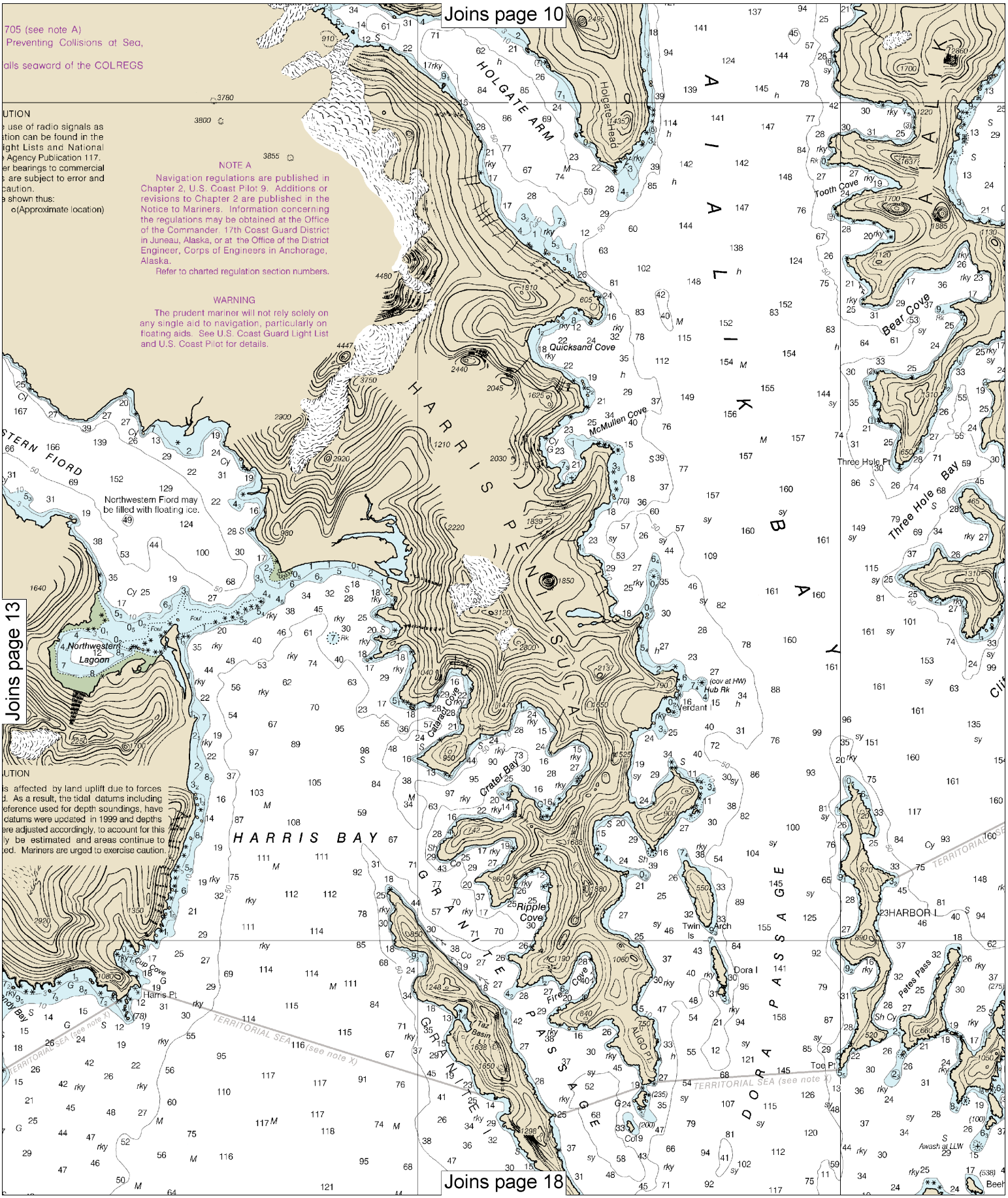
TERRITORIAL SEA (see note A)

50'
45'
40'

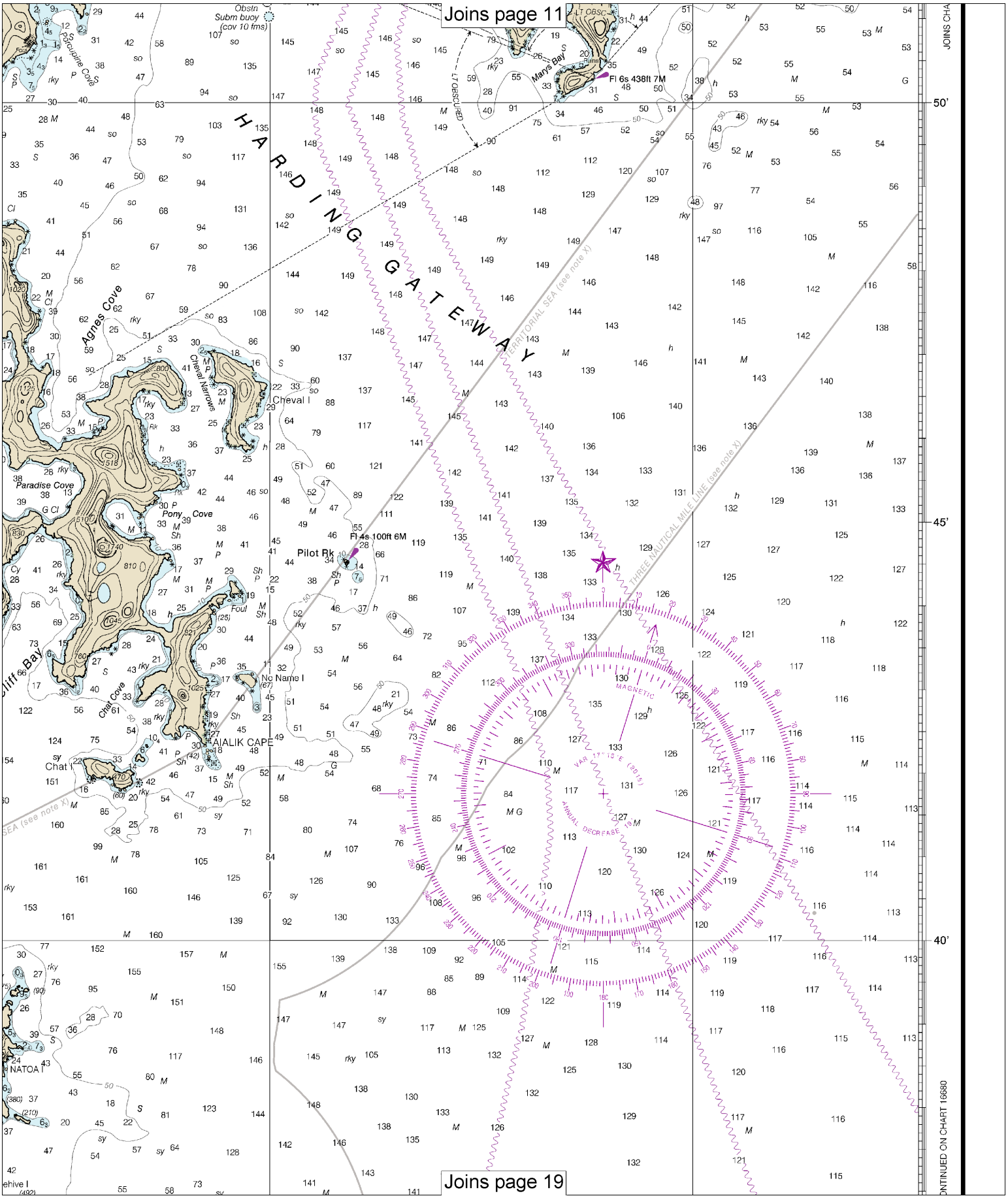
Joins page 16

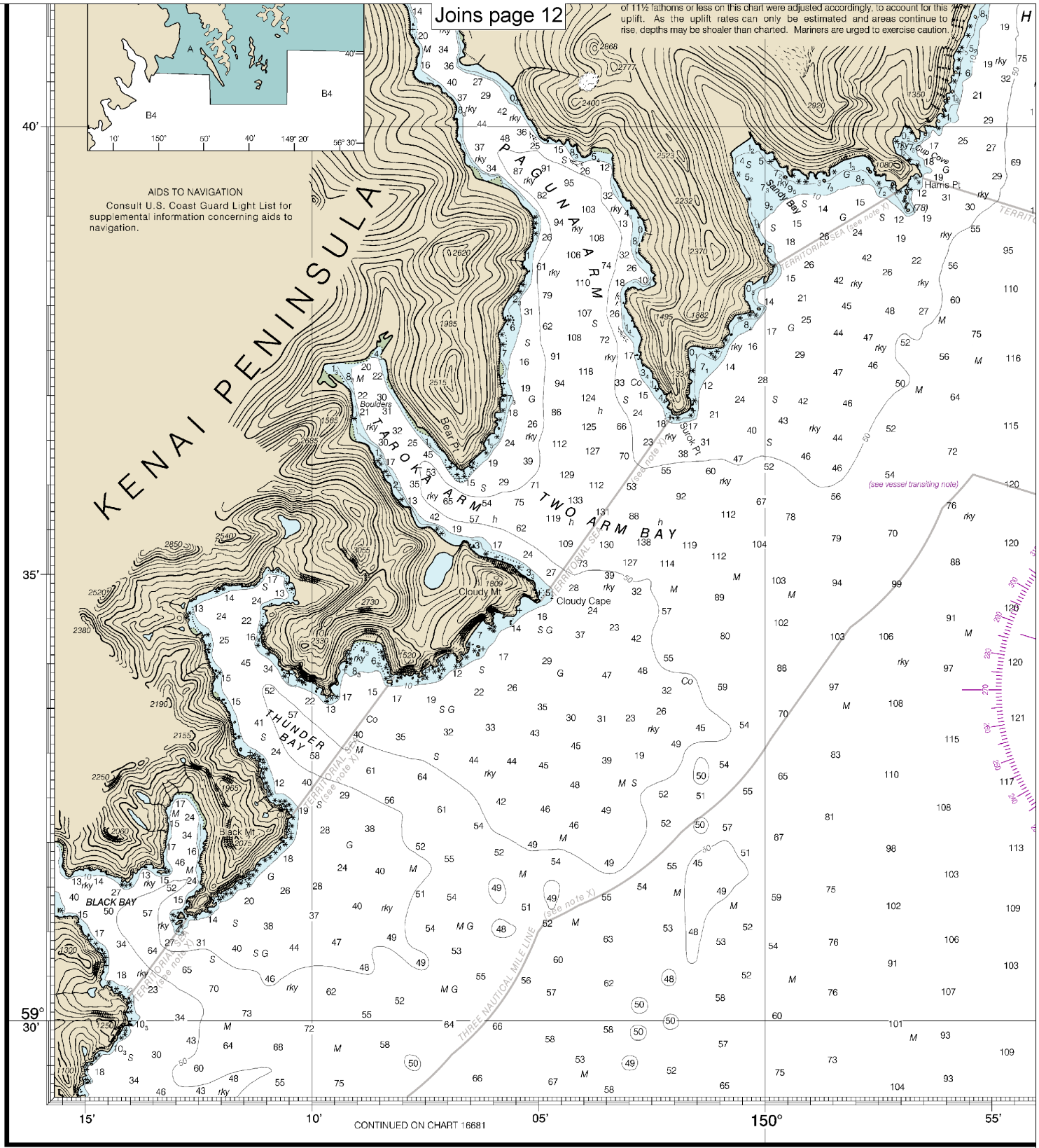
Note: Chart grid lines are aligned with true north.


Joins page 9
Joins page 14
Joins page 17
HOLGATE ARM
Holgate Head
HARRIS PENINSULA
HARRIS BAY
GRANITE PASSAGE
DORA PASSAGE
AIALIK BAY
Quicksand Cove
McMullen Cove
Catarac Cove
Crater Bay
Ripple Cove
Fire Cove
Taz Basin
Verdant I
Hub Rk
Twin Is
Arch
Dora I
Toe Pt
Tooth Cove
Bear Cove
Agnes Cove
Cheval Narrows
Three Hole Pt
Three Hole Bay
Paradise Cove
Pony Cove
Cliff Bay
Chat Cove
Chat I
AIALIK
HARBOR I
Petes Pass
NATOA I
Awash at LLW
Beehive I
TERRITORIAL SEA (see note X)
ons are published in
Pilot 9. Additions or
are published in the
formation concerning
obtained at the Office
Coast Guard District
he Office of the District
ineers in Anchorage,
lation section numbers.
ING
will not rely solely on
ation, particularly on
Coast Guard Light List
details.



Note: Chart grid lines are aligned with true north.


Joins page 11
Joins page 19
HARDING GATEWAY
Marys Bay
Fl 6s 438ft 7M
Agnes Cove
Cheval Narrows
Cheval I
Paradise Cove
Pony Cove
Pilot Rk
Fl 4s 100ft 6M
No Name I
AIALIK CAPE
Chat Cove
Chat I
NATOA I
TERRITORIAL SEA (see note X)
THREE NAUTICAL MILE LINE (see note X)
MAGNETIC
VAR 17°15'E (2015)
ANNUAL DECREASE 18'
50'
45'
40'
JOINS CHA
ONTINUED ON CHART 16680



16682

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.

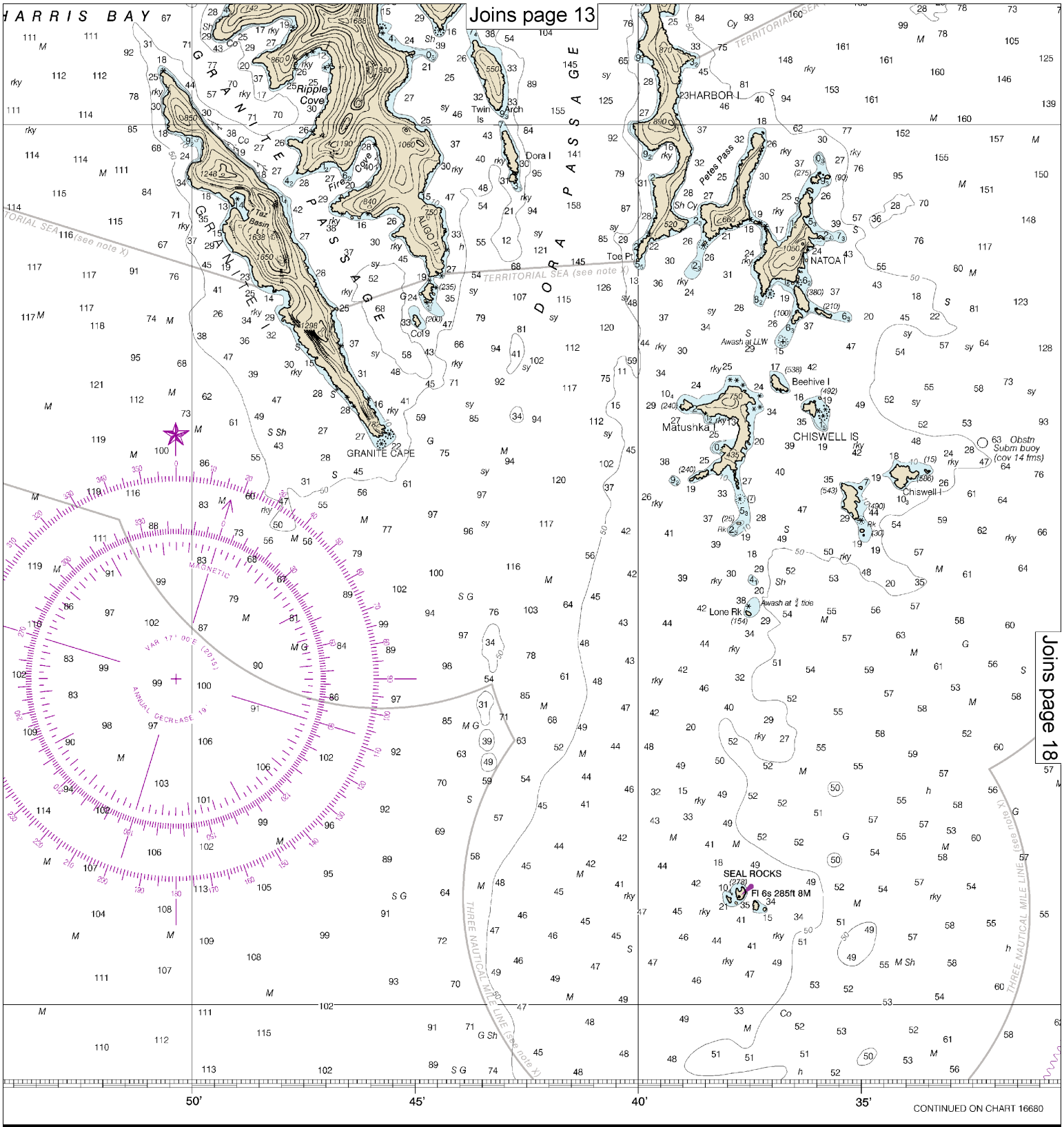
SOUNDINGS IN
(FATHOMS AND FEET T

This is the Last Edition of this chart. It will be canceled on Nov 1, 2023

18th Ed., May 2015. Last Correction: 5/2/2023. Cleared through:
LNM: 4223 (10/17/2023), NM: 4323 (10/28/2023), CHS: 0923 (9/29/2023)

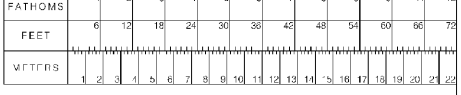
16

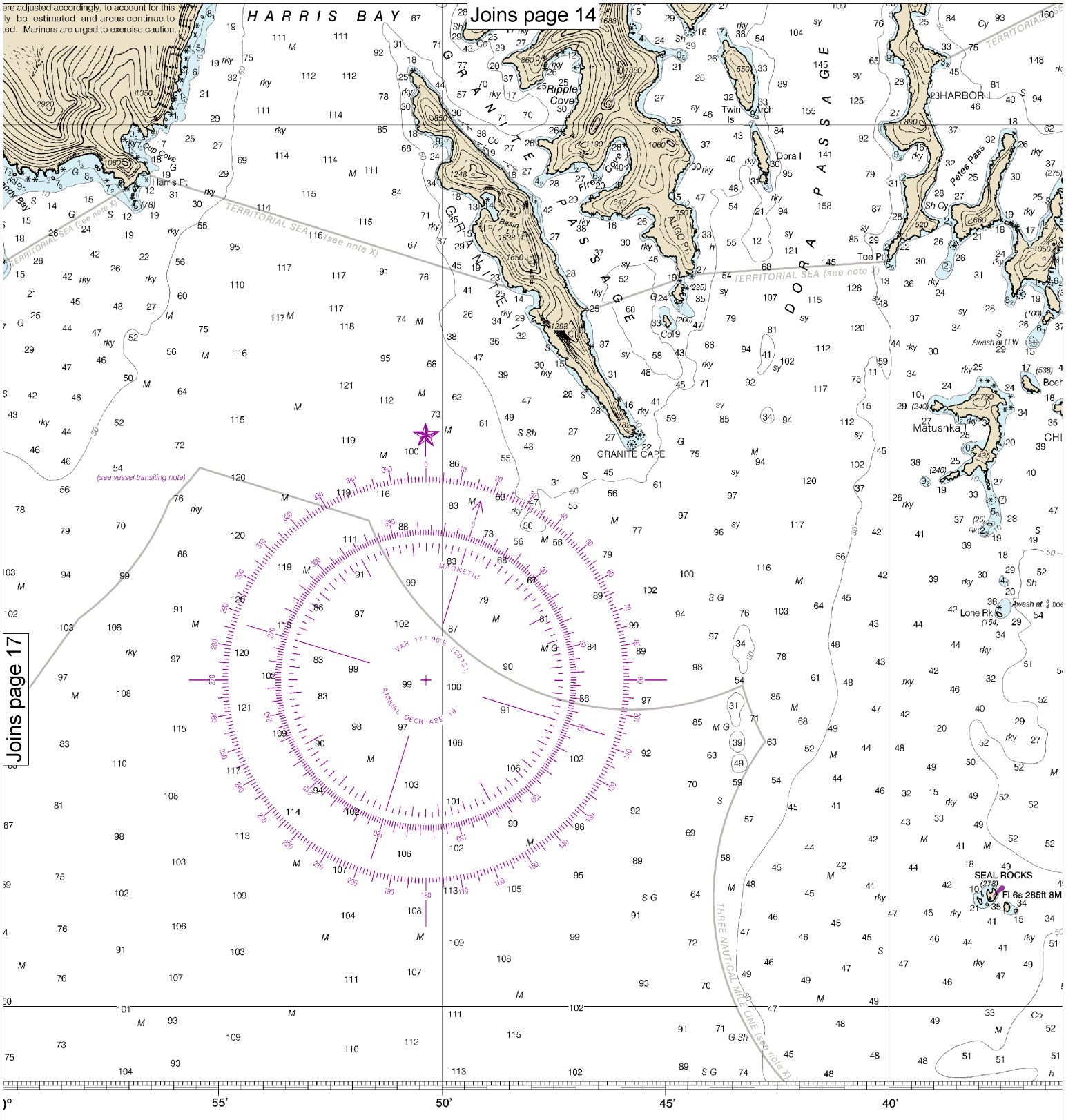
Note: Chart grid lines are aligned with true north.



N FATHOMS
TO 11 FATHOMS)

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





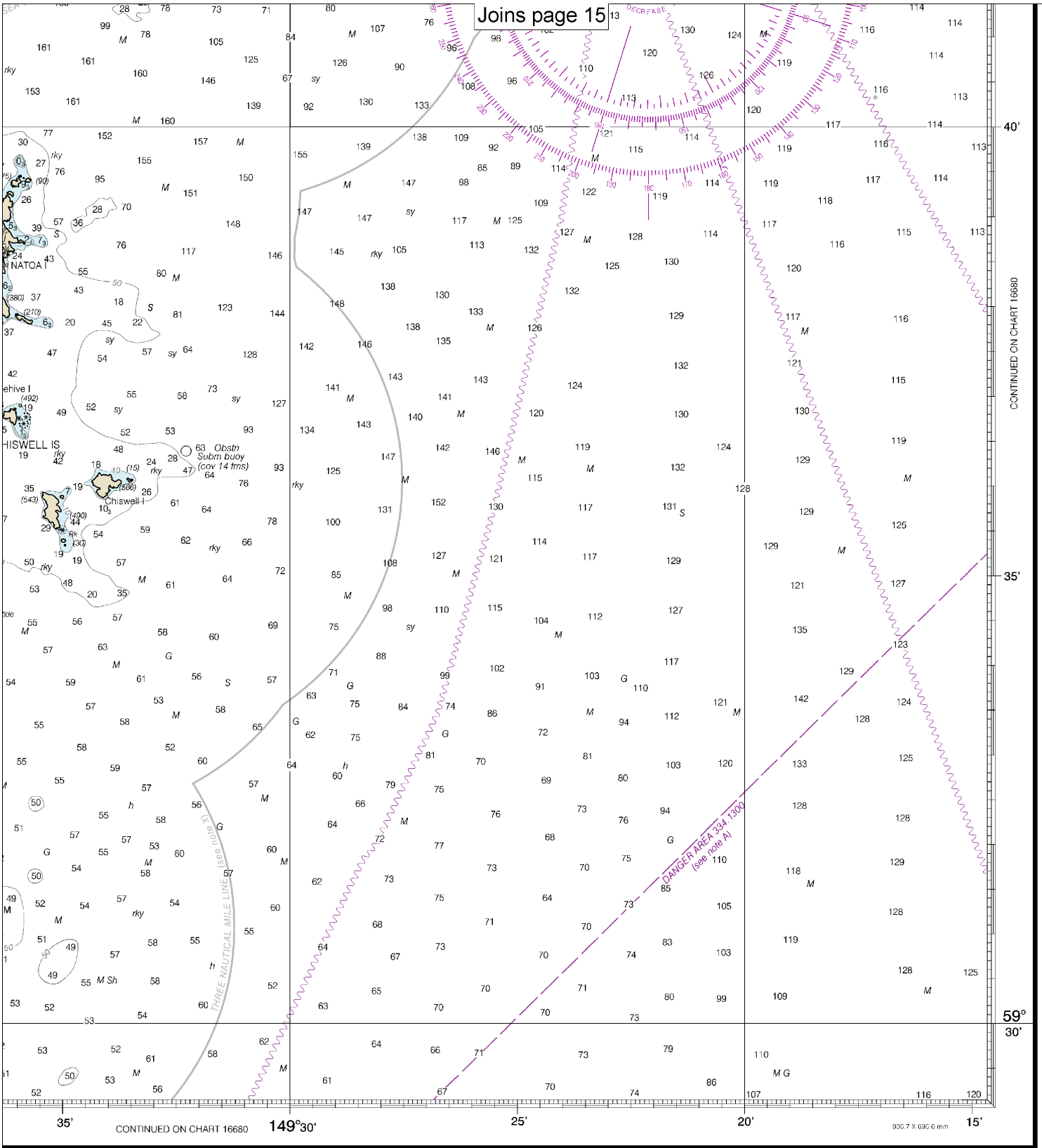
SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

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

FATHOMS
FEET
METERS

Note: Chart grid lines are aligned with true north.



Cape Resurrection to Two Arm Bay

SOUNDINGS IN FATHOMS - SCALE 1:81,847

16682

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**
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 Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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