

BookletChart™

Latouche Passage to Whale Bay

NOAA Chart 16702

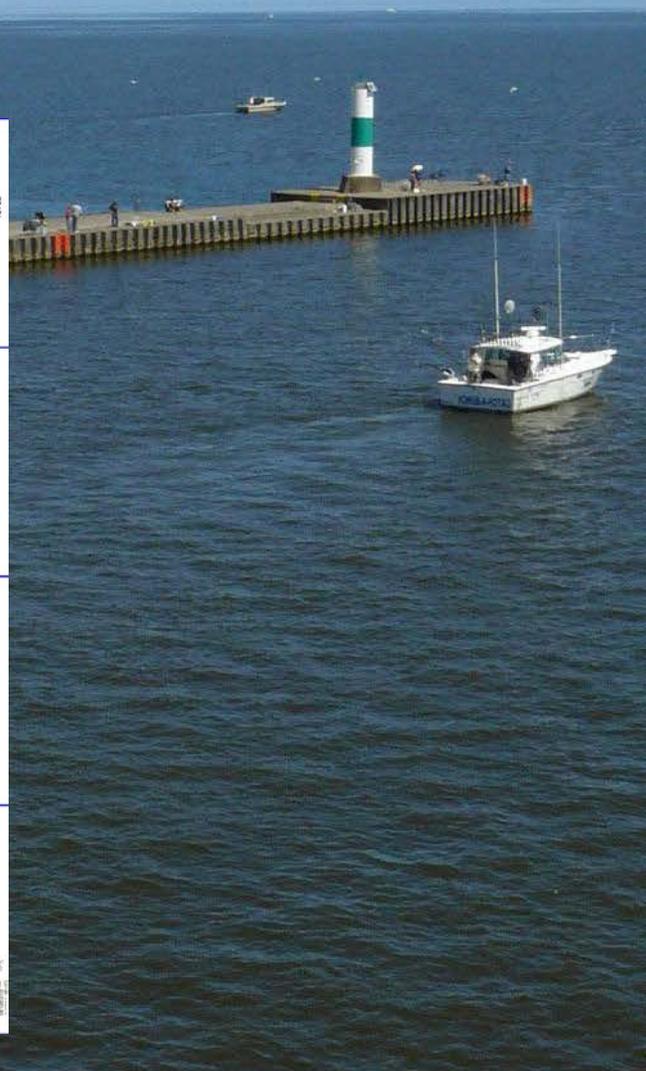
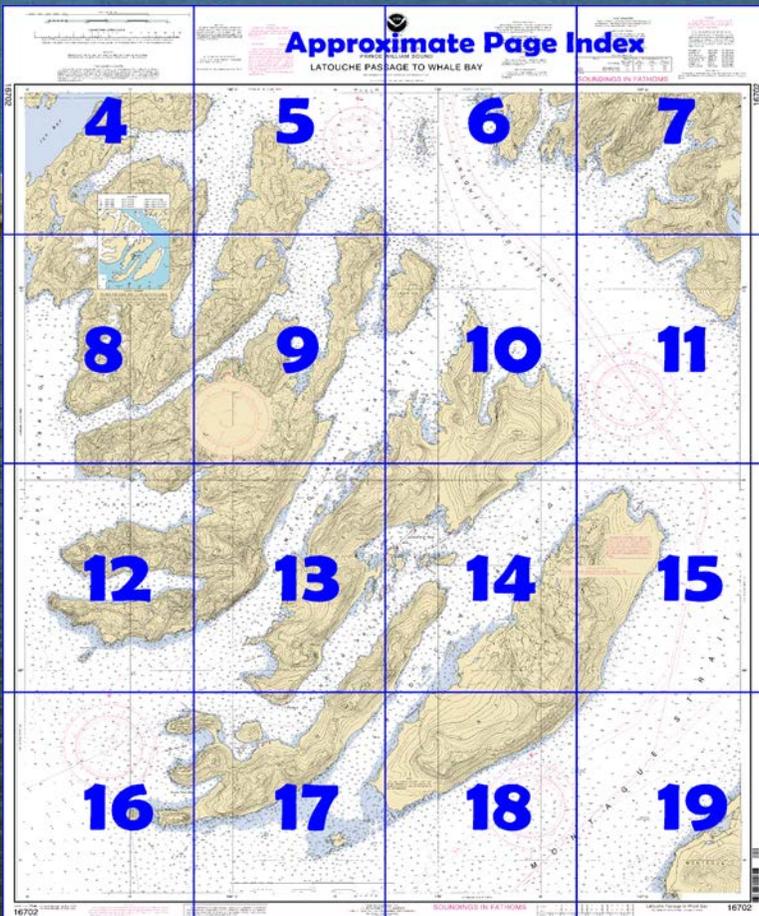


A reduced-scale NOAA nautical chart for small boaters

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.

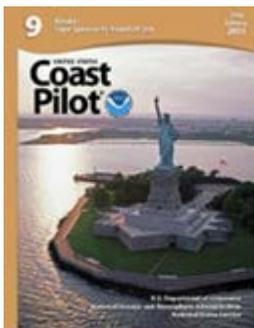
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16702>.



(Selected Excerpts from Coast Pilot)

Latouche Passage has its seaward entrance between Danger Island and Erlington Island. The entrance bar, with depths of 3.3 to 9.0 fathoms, has sometimes been crossed by large vessels proceeding W from Latouche. The recommended route, however is by way of Erlington Passage and the N part of Latouche Passage. Numerous submerged rocks and shoals with depths from 3.0 to 4.4 fathoms are about 1 mile N of Danger Island in 59°56'39"N., 148°05'25"W. to

about 2 miles S of Point Erlington in 59°54'10"N., 148°14'22"W. Occasionally with W winds large pieces of glacial ice drift into Latouche Passage from Knight Island Passage.

Latouche Passage, E of Elrington Island, is 7 miles long and 0.7 to 1.3 miles wide with depths under 30 fathoms in most places. Anchorage can be selected nearly anywhere in this channel in suitable depths, but it should be avoided in strong S winds. Avoid the E part of the passage in the vicinity of Izmaylov Island, the crescent-shaped islet 2.2 miles SW of Chicken Island. Rocks and kelp are in the passage between **Izmaylov Island** and Latouche Island.

A rocky ledge extends 220 yards from the W shore of Latouche Island and lies directly E of Izmaylov Island. A rock lies 120 yards from the NW tip of Izmaylov in about 60°00'42"N., 147°59'25"W.

From **Point Grace**, the N point of Latouche Island, to the N end of Elrington Island, a distance of 5 miles, Latouche Passage is about 1.8 miles wide, with deep water. A ledge extends about 200 yards off the E shore of Latouche Island 0.3 mile SE of Point Grace, and a dangerous rocky reef, awash at low tide, lies about 300 yards off the W shore of Latouche Island 0.8 mile SW of Point Grace in 60°04'20"N., 147°52'27"W.

The SE shore of the E end of **Evans Island** between Johnson Cove and **Bishop Rock** is foul with pinnacle rocks. A dangerous rock, awash at minus tide levels, lies 1.9 miles SW of Bishop Rock, in about 60°04'46"N., 147°55'58"W., about 0.1 mile off Evans Island. An unnamed wooded island, is near the E end of Evans Island, 0.8 mile N of Bishop Rock. The island is connected to the shore by a gravel bar at low tide.

Latouche, on the W side of Latouche Island 2.3 miles S of Point Grace, is the site of the abandoned copper mine of the Kennecott Copper Corp. The buildings are in ruins. Girwood, 0.3 mile N of Latouche, is the site of a homestead. There are piles on the beach in this vicinity.

The cove immediately E of **Powder Point** is shoal, and a reef extends 100 yards from the point. Anchorage can be had about 600 yards N of Powder Point in 10 to 15 fathoms.

Two rocks lie about 300 yards W of Powder Point at 60°03'00"N., 147°54'37"W. Another rock lies about 500 yards SW of Powder Point at 60°02'56"N., 147°54'43"W.

Chicken Island, 3.5 miles SW of Point Grace, is separated from Latouche Island by a pass 200 yards wide with a depths less than 3½ feet. A rocky ledge extends about 130 yards W of Latouche Island towards the SE and of Chicken Island. Only small craft should attempt the passage between Chicken Island and Latouche Island, and then only at high water. A reef, 200 yards in length, runs NE to SW and lies in the middle of **Wilson Bay**, just E of the N end of Chicken Island.

Horseshoe Bay is on the W side of Latouche Island, 4.5 miles SW of Point Grace. Its S half is shoal with depths of 1/3 fathom. Small craft should enter near the N shore of the bay where they can anchor in about 3 fathoms. A mooring pile is in the N part of the bay. Vessels can also anchor about 0.3 mile off the entrance in 16 fathoms.

Elrington Passage, W of Elrington Island, is generally used by vessels proceeding between Prince William Sound and points to the W. It is 8 miles long, 0.5 to 1 mile wide, deep and clear. Anchorage is not easily found because of the great depths. The passage is well marked. Sawmill Bay has no good anchorage for larger vessels and the holding ground is poor. Smaller craft may find suitable anchorage in some coves throughout Sawmill Bay.

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

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

Navigation Managers Area of Responsibility

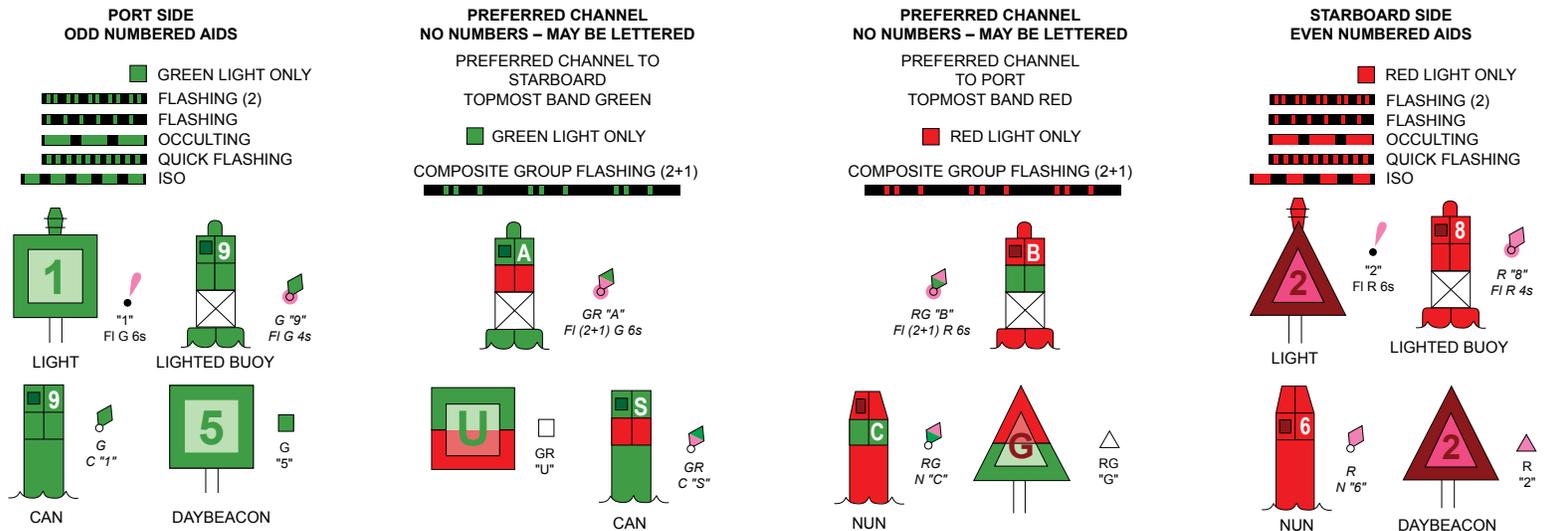


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

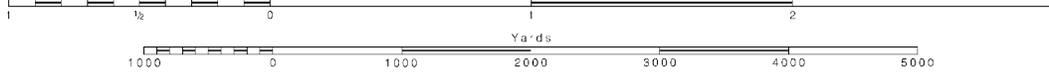
Lateral System As Seen Entering From Seaward

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>

SCALE 1:40,000
Nautical Miles



HEIGHTS

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

CAUTION

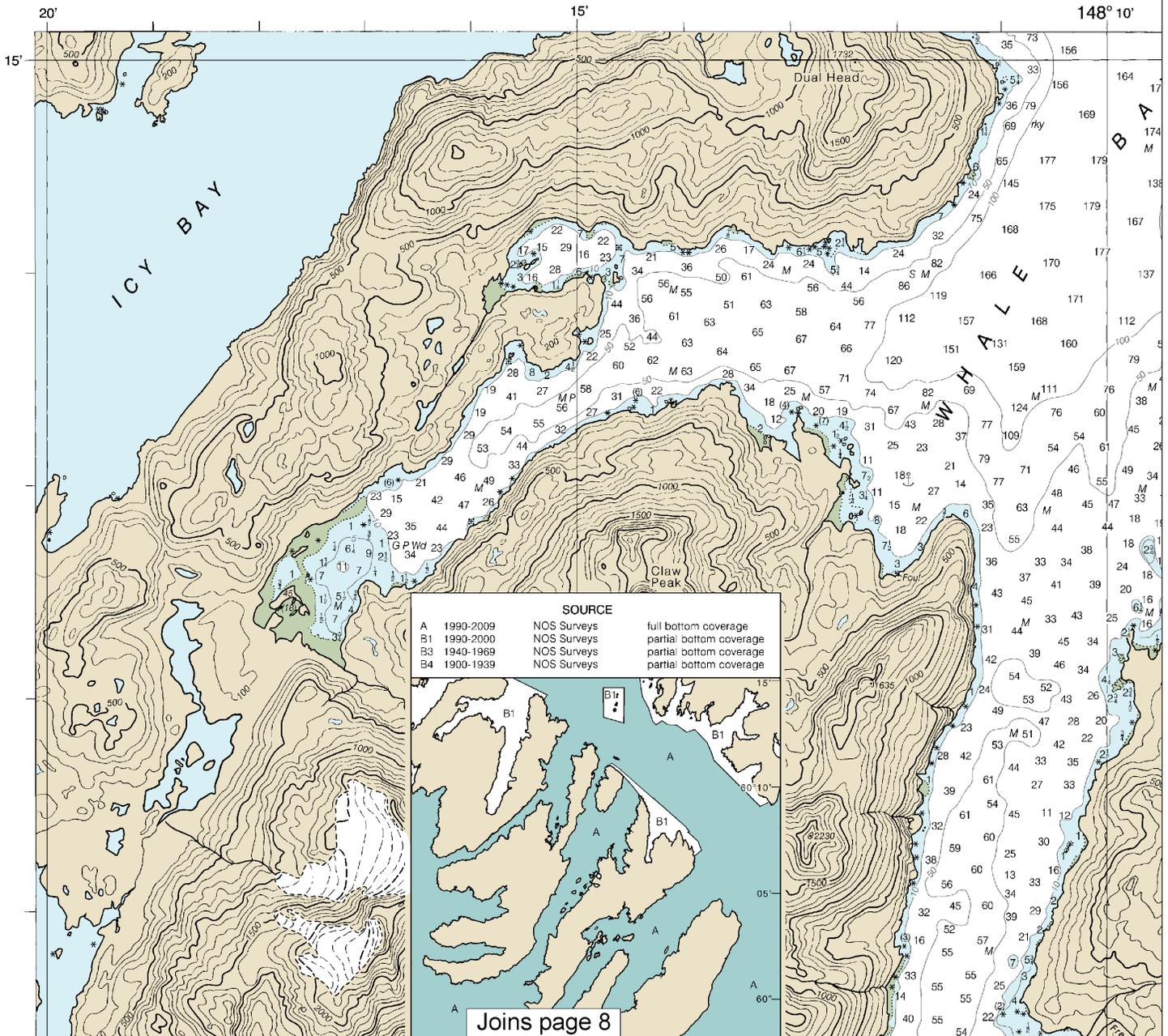
Significant changes in depths and shoreline may have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of change is not known.

SUPPLEMENTAL INFORMATION

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

For Symbols and Abbreviations see Chart No. 1

16702



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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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.

UNITED STATES

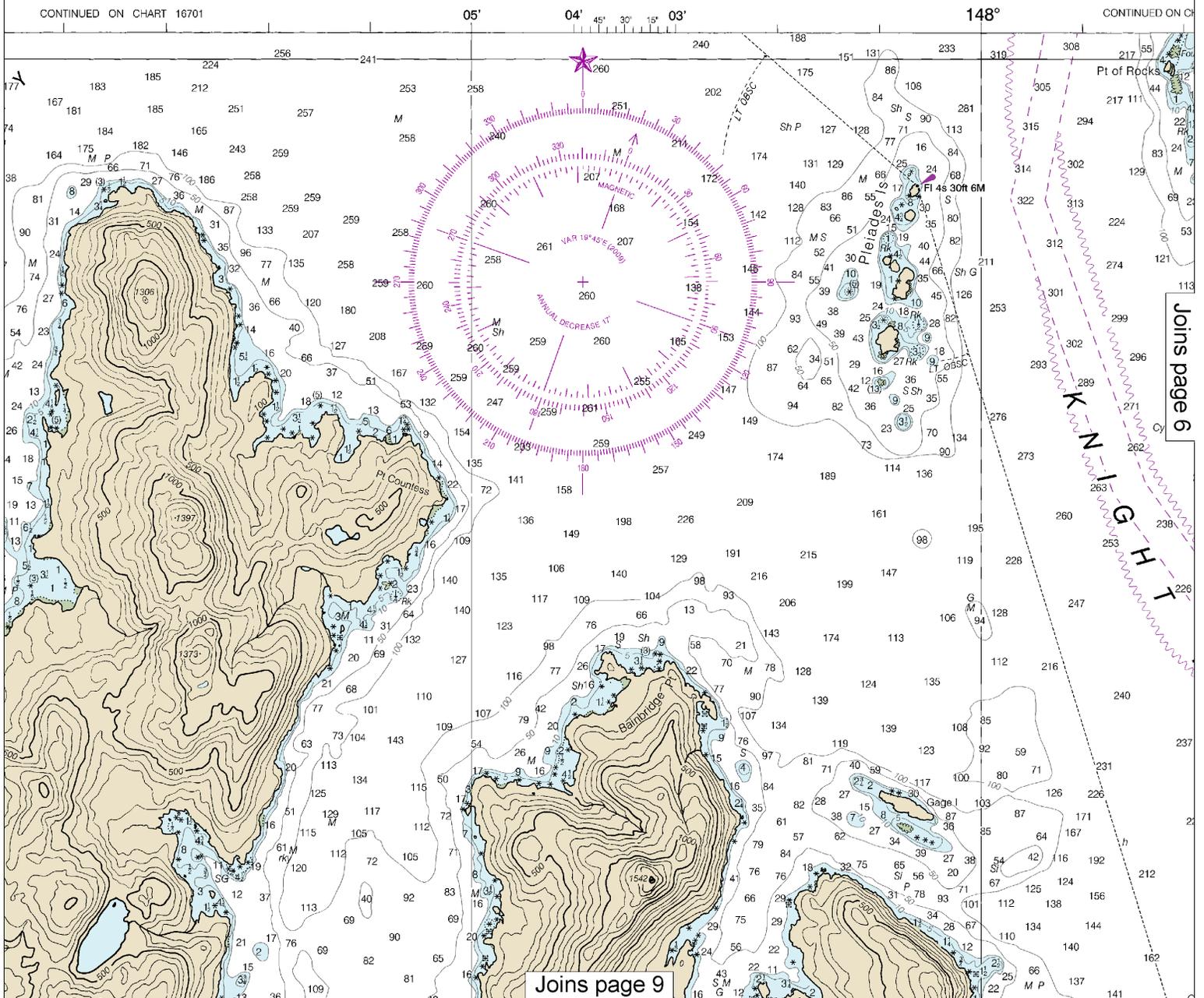
ALASKA - SOUTH COAST

PRINCE WILLIAM SOUND

LATOUCHE PASSAGE TO WHALE BAY

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

Formerly C&GS 8523, 1st Ed., Nov. 1911 C-1928-308 KAPP 2599



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





POLLUTION
Report all spills of oil and
National Response Center via
to the nearest U.S. Coast Gu
munication is impossible (33

Mercator
Scale 1:40,000
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SOUNDINGS
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supplemental informa
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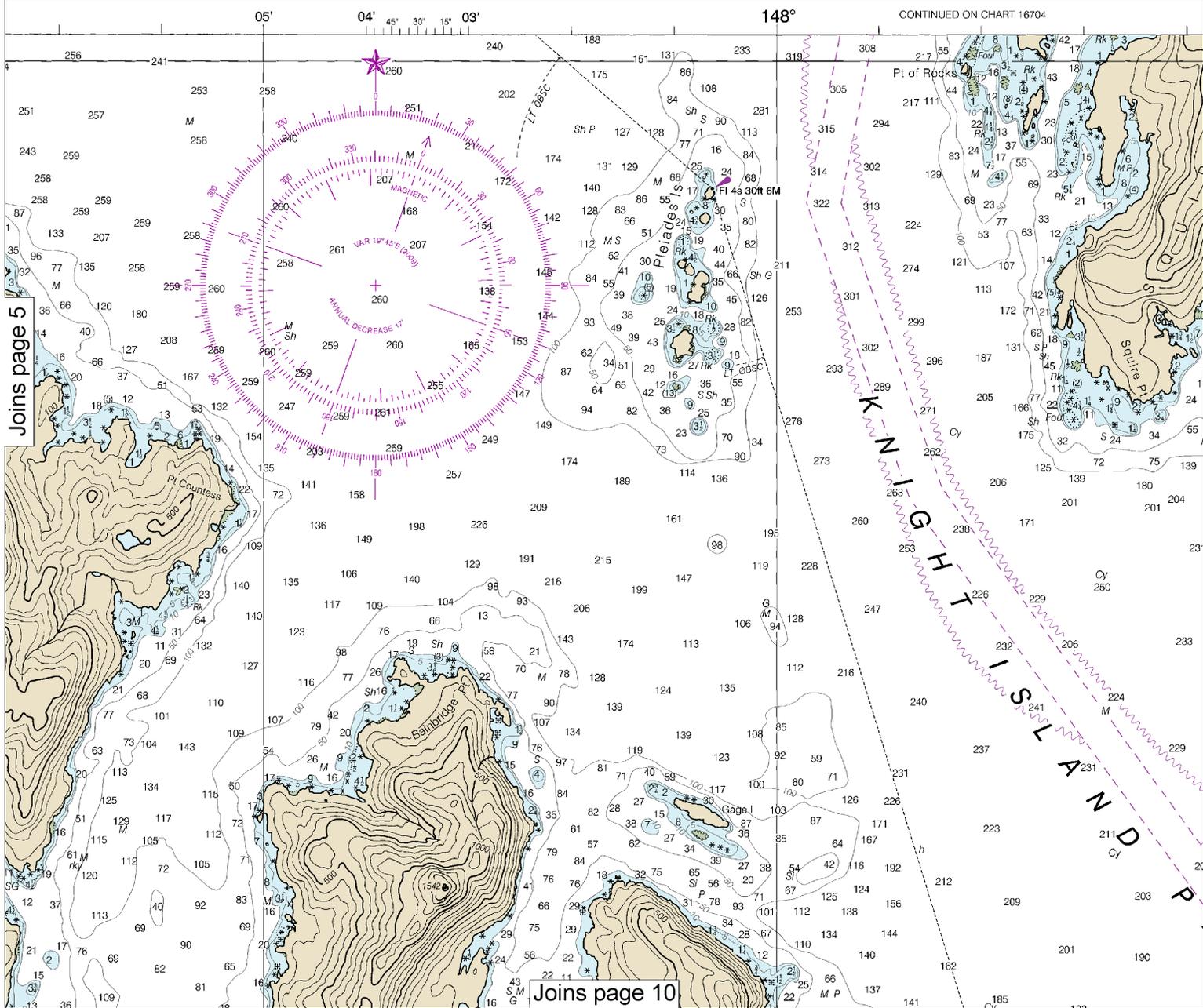
lighted or

UNITED STATES
ALASKA - SOUTH COAST
PRINCE WILLIAM SOUND

LATOUCHE PASSAGE TO WHALE BAY

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

Formerly C&GS 8523, 1st Ed., Nov. 1911 C-1928-308 KAPP 2599



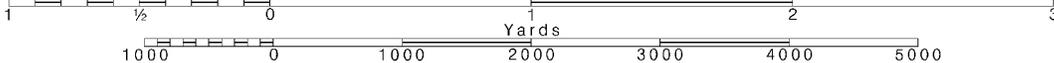
6

Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



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 2.459' southward and 7.165' westward to agree with this chart.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water		
		Mean Higher High Water	Mean High Water	Mean Low Water
Latouche	feet	11.5	10.6	10.6
Hogg Bay	(60°03'N/147°54'W) (60°04'N/148°12'W)	10.6	9.7	1.4

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>. (Aug 2009)

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.

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.

Rugged I, AK	WNG-526	162.425 MHz
Naked I, AK	WNG-530	162.500 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Cape Hinchinbrook	WNG-532	162.525 MHz
Potato Point, AK	WNG-527	162.425 MHz
Seward, AK	KEC-81	162.550 MHz
Whittier, AK	KXI-29	162.400 MHz
East Point, AK	WNG-530	162.500 MHz

AUTHORITIES

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

ON REPORTS
and hazardous substances to the
via 1-800-424-8802 (toll free), or
Guard facility if telephone com-
33 CFR 153).

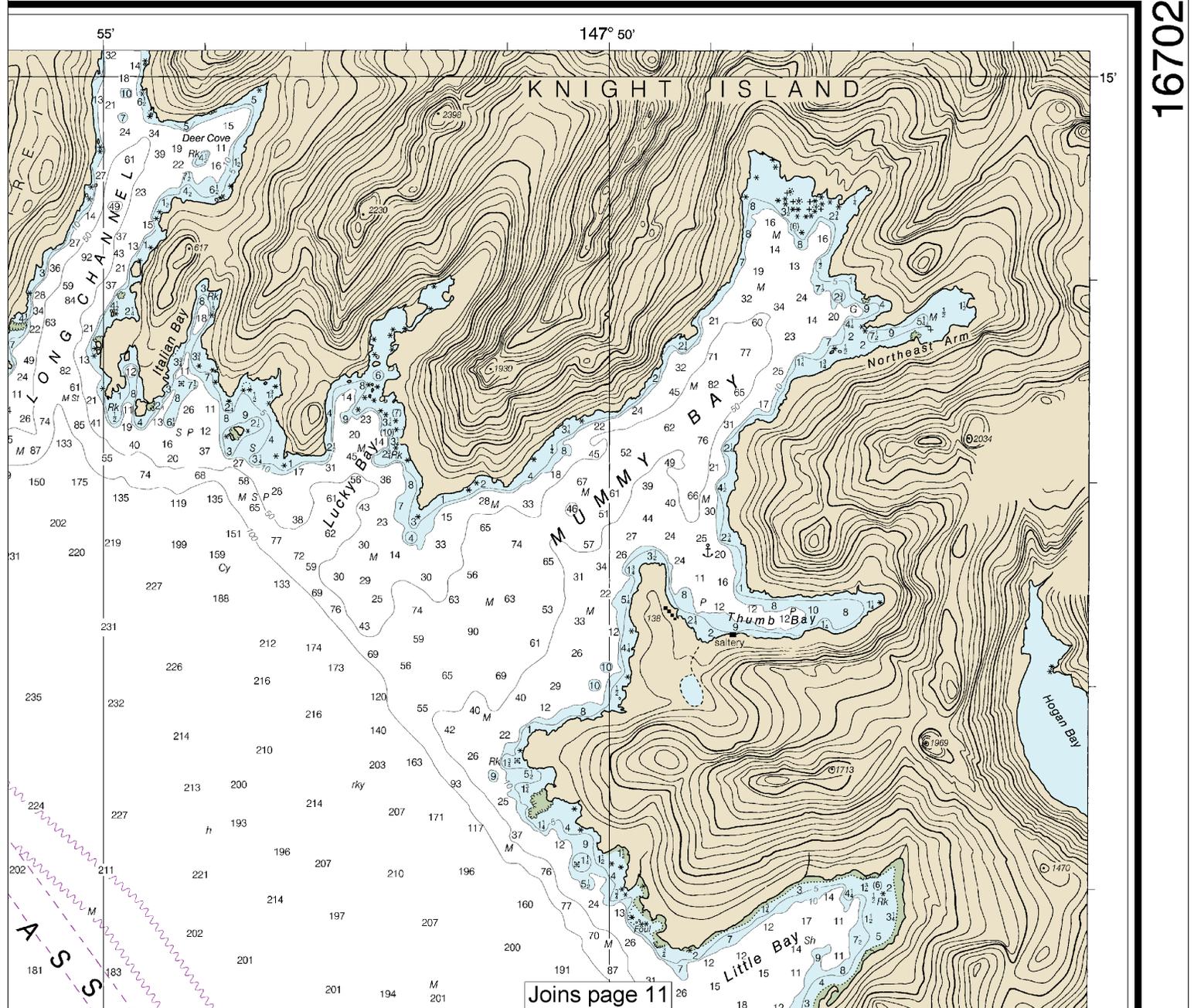
Projection
at Lat 60° 04.5'
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S IN FATHOMS
WER LOW WATER

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ON NAVIGATION
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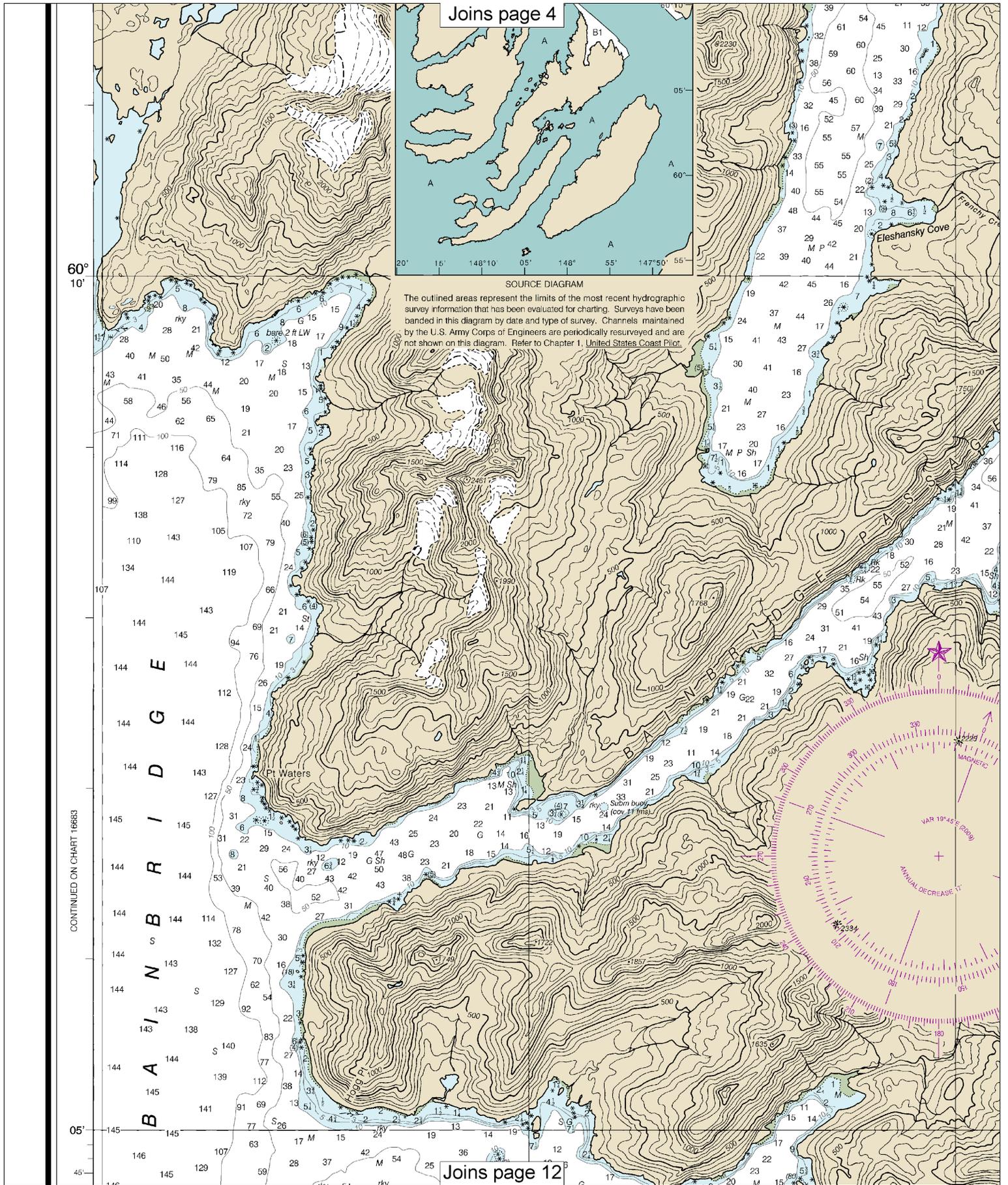
SOUNDINGS IN FATHOMS



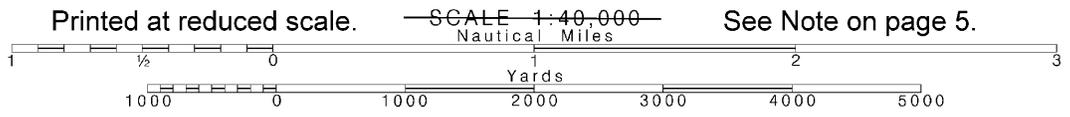
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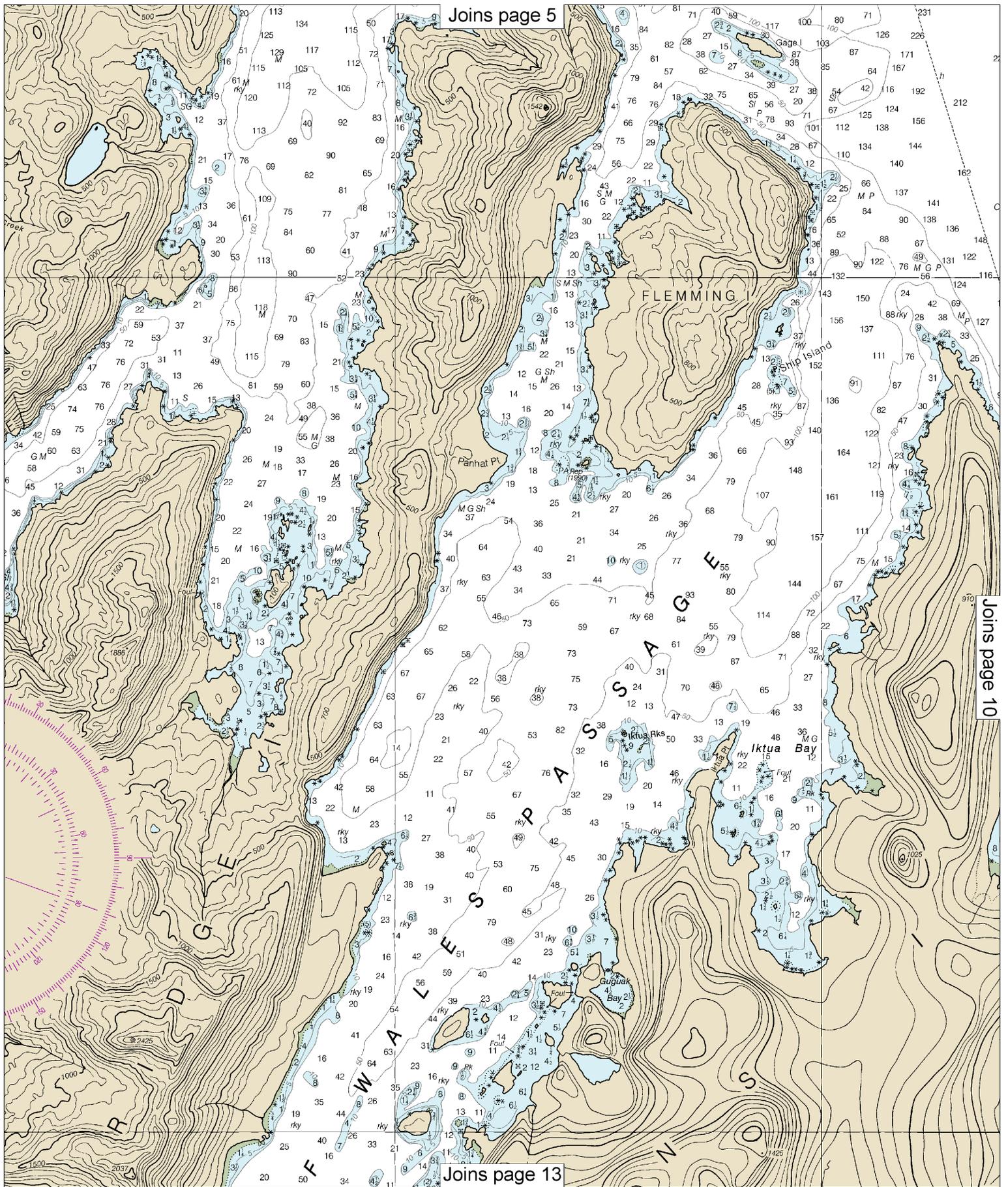
14th Ed., Oct. 2009. Last Correction: 10/30/2015. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

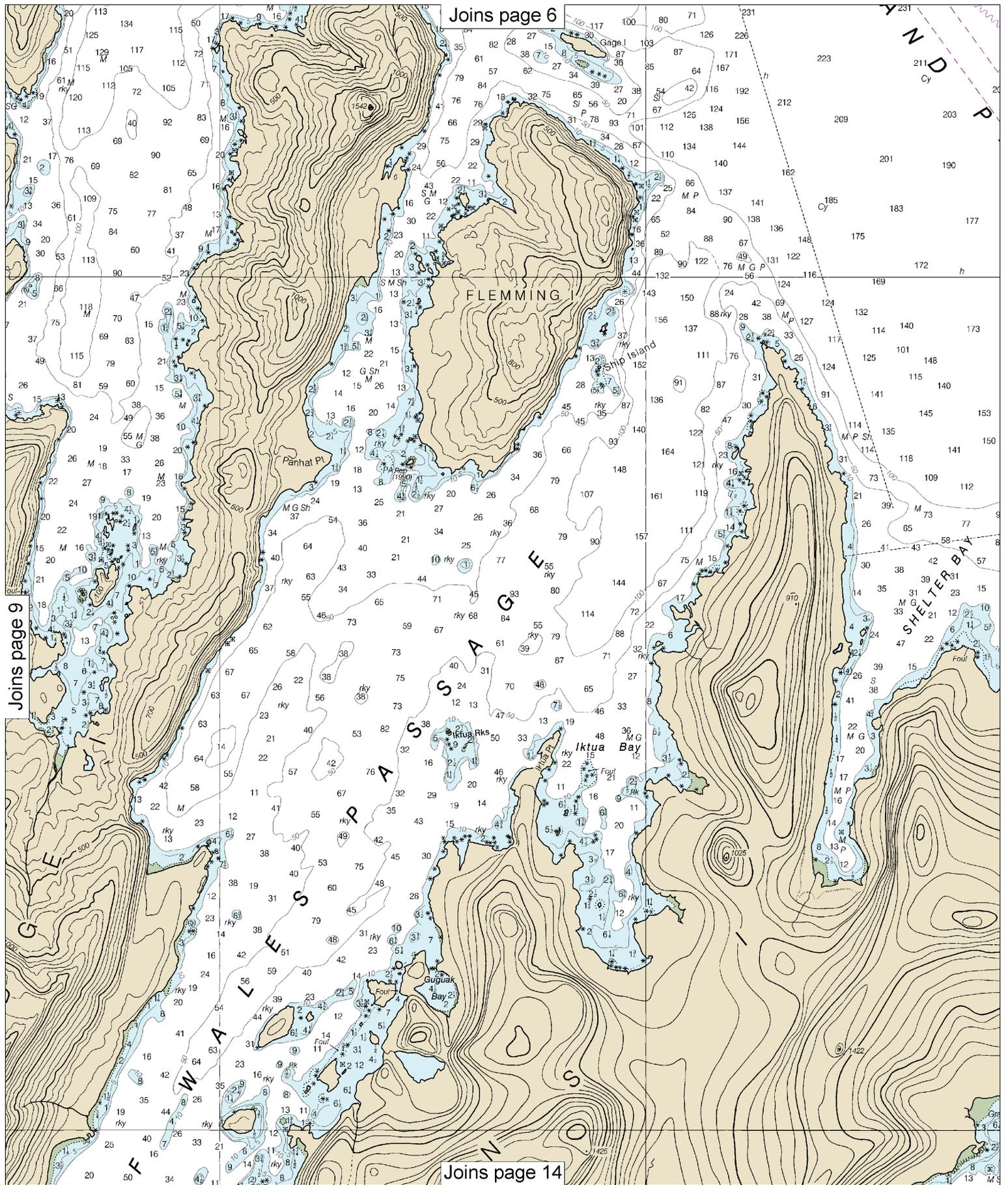




Note: Chart grid lines are aligned with true north.







Joins page 9

Joins page 6

Joins page 14

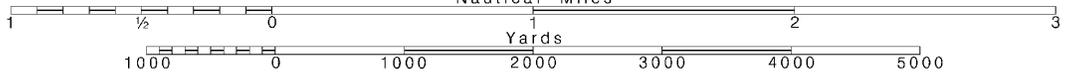
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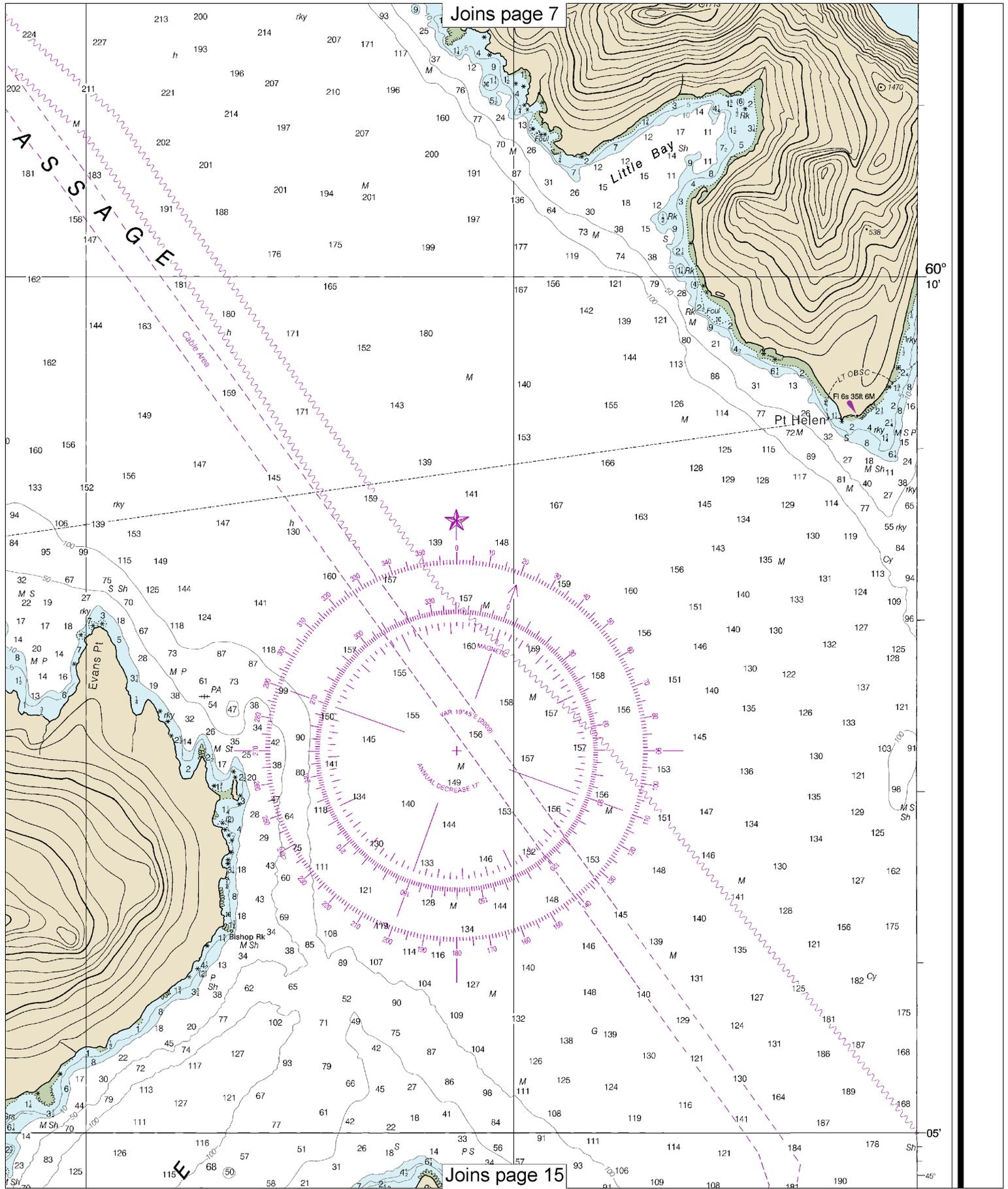
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

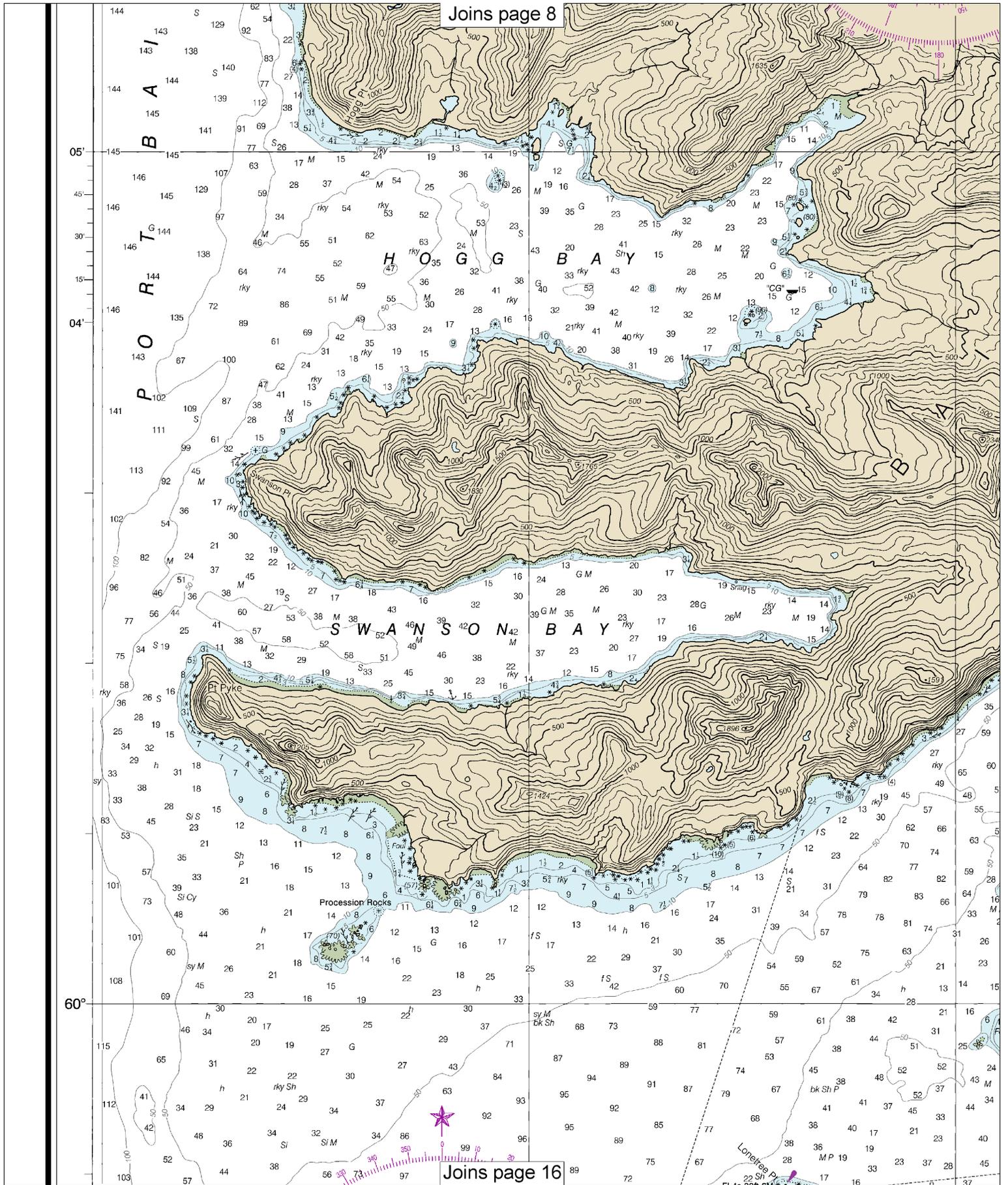
See Note on page 5.





60°
10'

05'

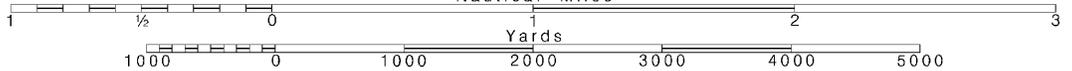


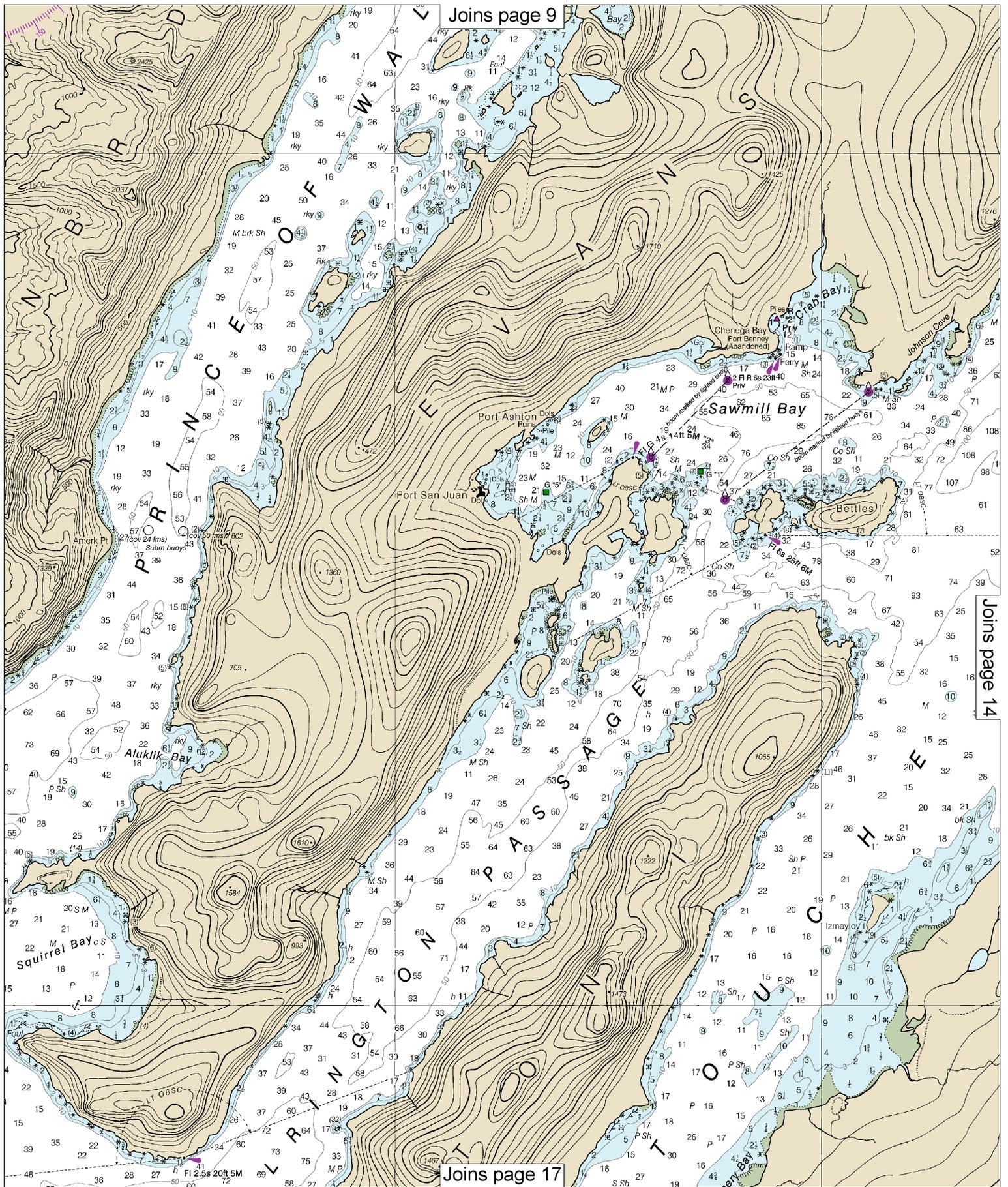
Note: Chart grid lines are aligned with true north.

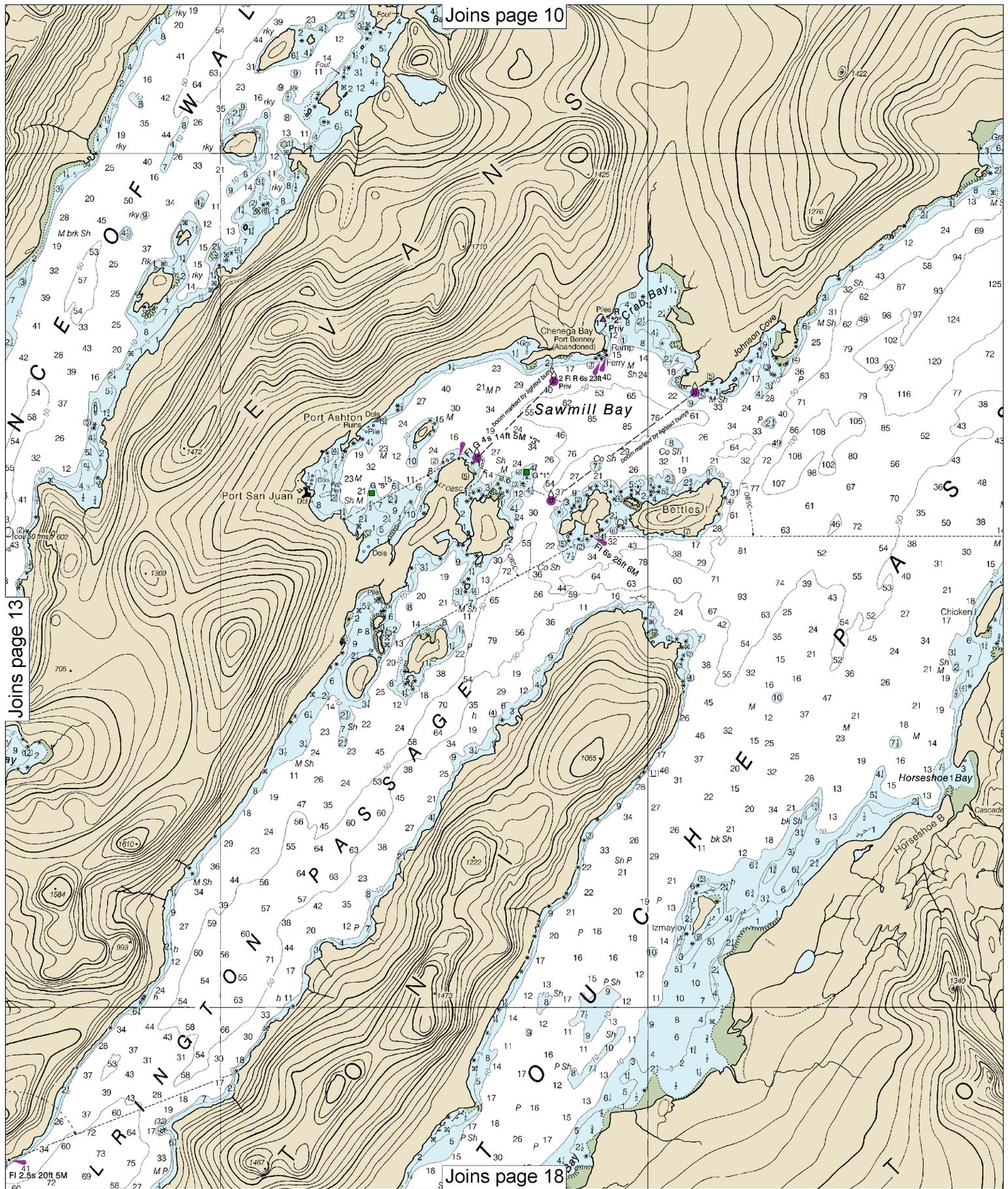
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SCALE 1:40,000
Nautical Miles

See Note on page 5.





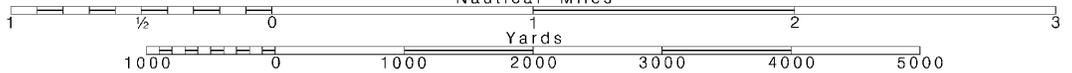


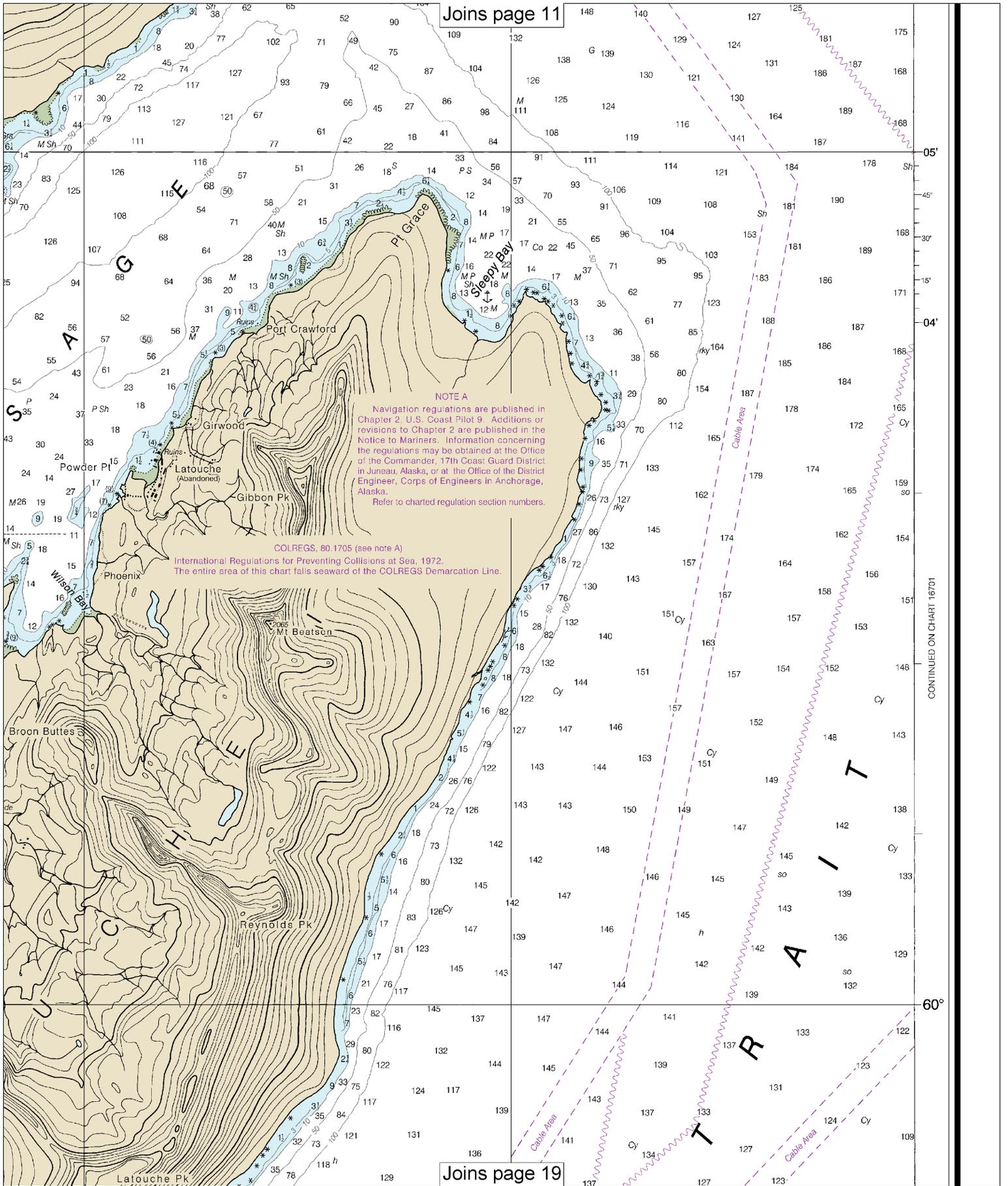
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



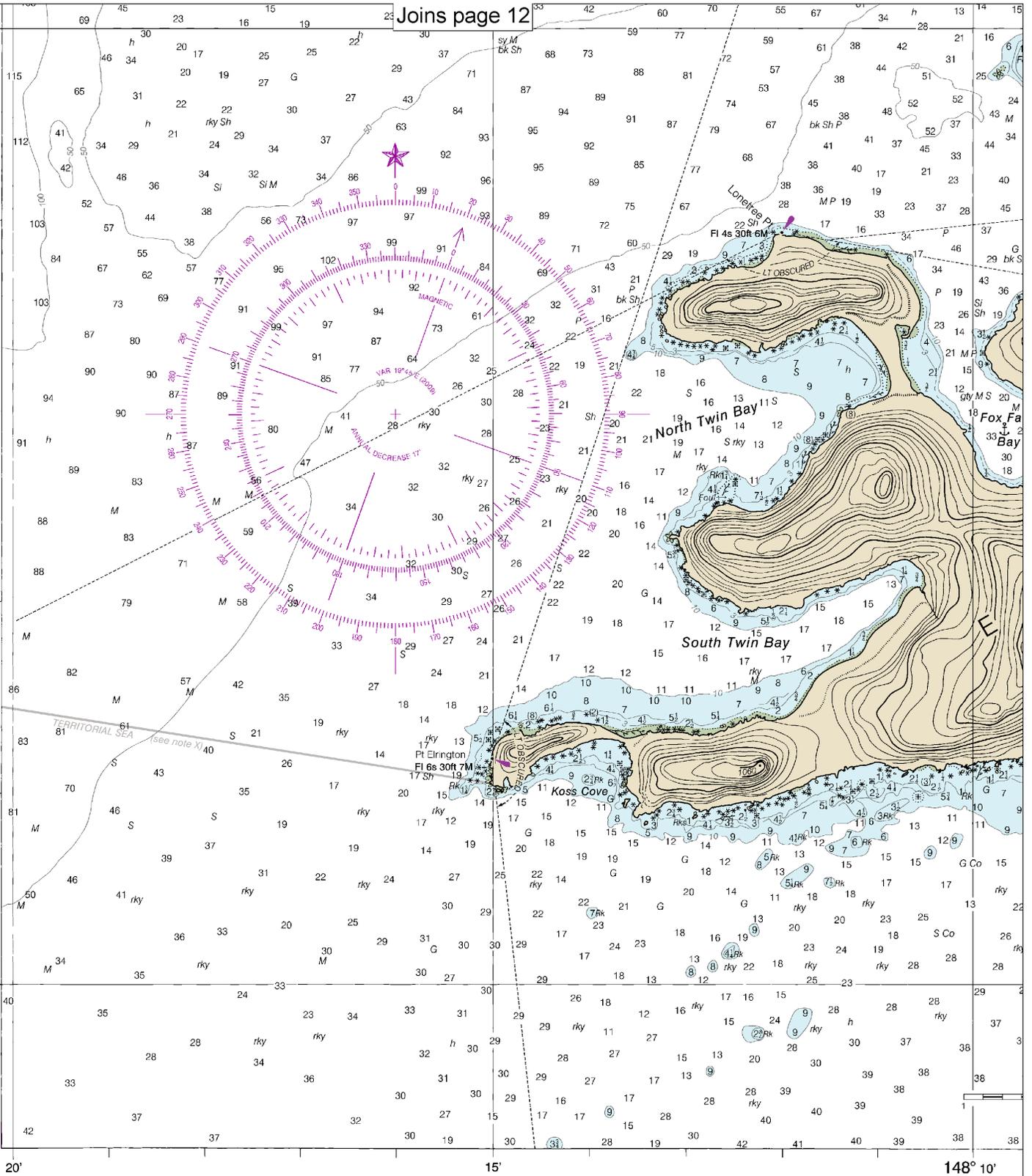


CONTINUED ON CHART 16701

60°

CONTINUED ON CHART 16683

55'



20'

15'

148° 10'

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.

NOAA encourages users to submit inquiries, discrepancies about this chart at <http://www.nauticalcharts.noaa.gov/staff/c>

16702

14th Ed., Oct. 2009. Last Correction: 10/30/2015. Cleared through:
 LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

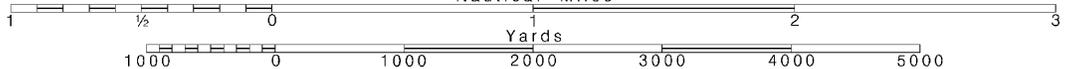
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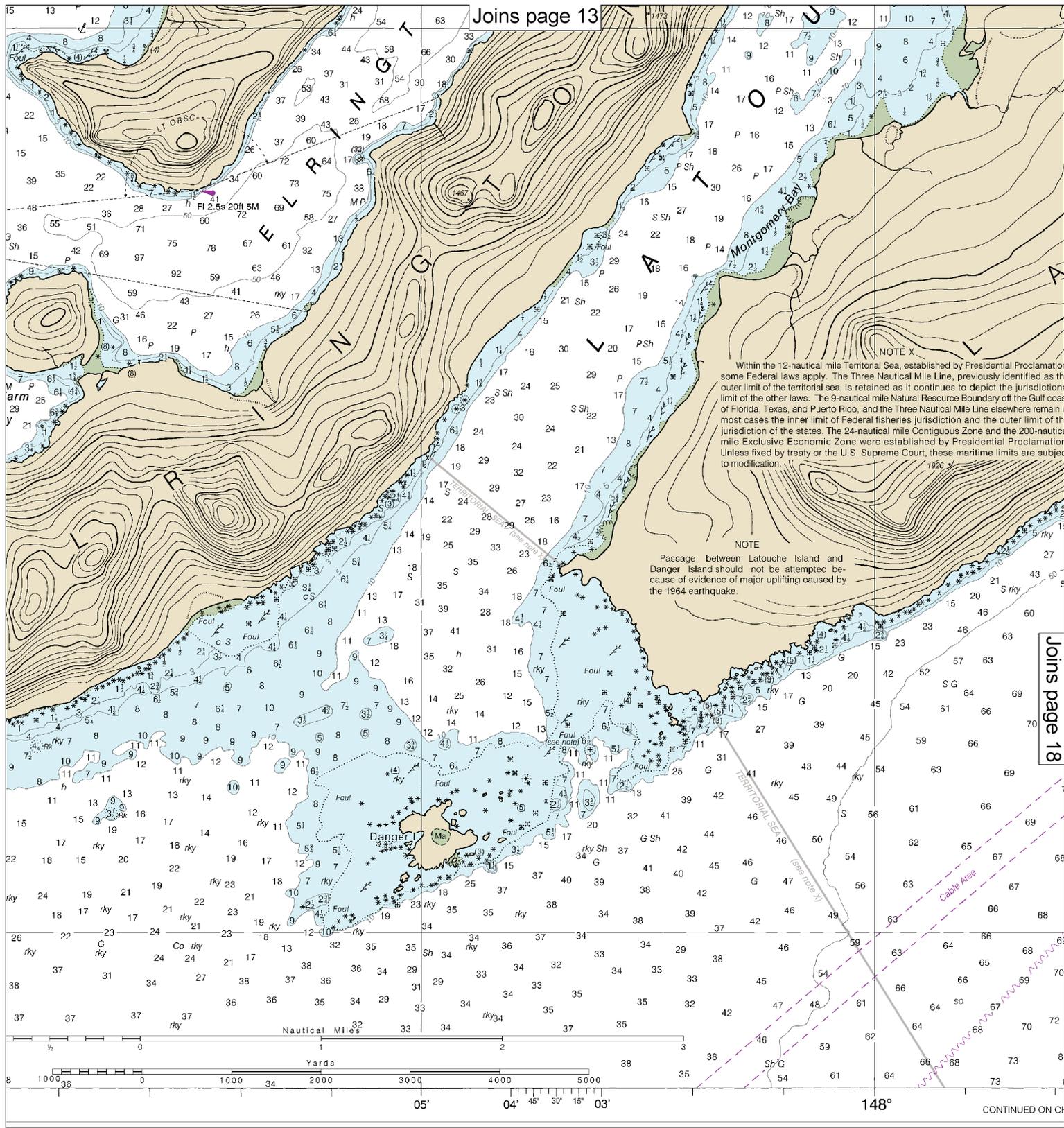
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





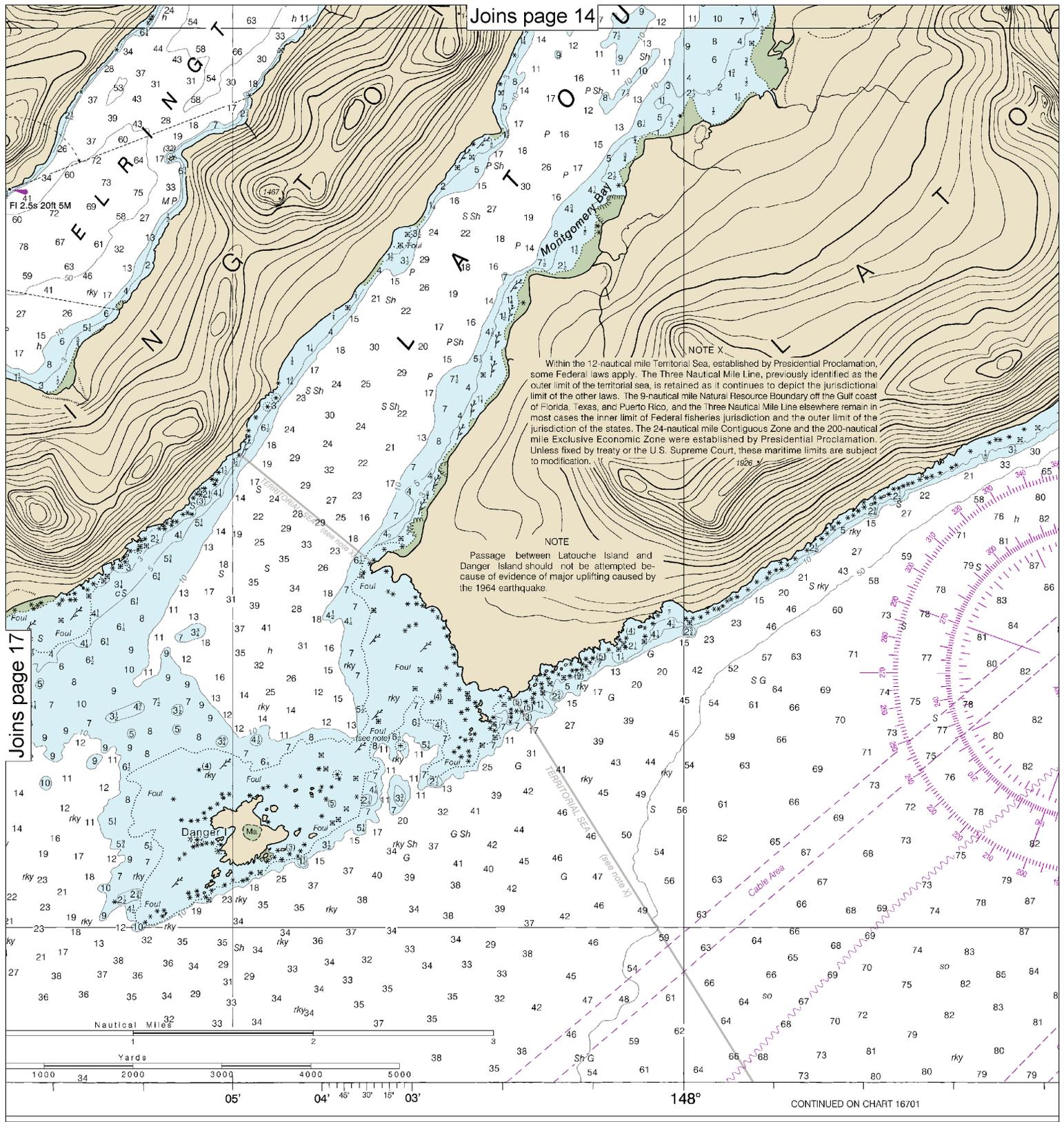
NOTE X
 Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdiction limit of the other laws. The 9-nautical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

NOTE
 Passage between Latouche Island and Danger Island should not be attempted because of evidence of major uplifting caused by the 1964 earthquake.

clicks or comments
 contact.htm.

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

SOUNDINGS



Joins page 17

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 COAST SURVEY

SOUNDINGS IN FATHOMS

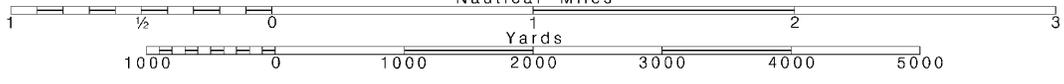
18

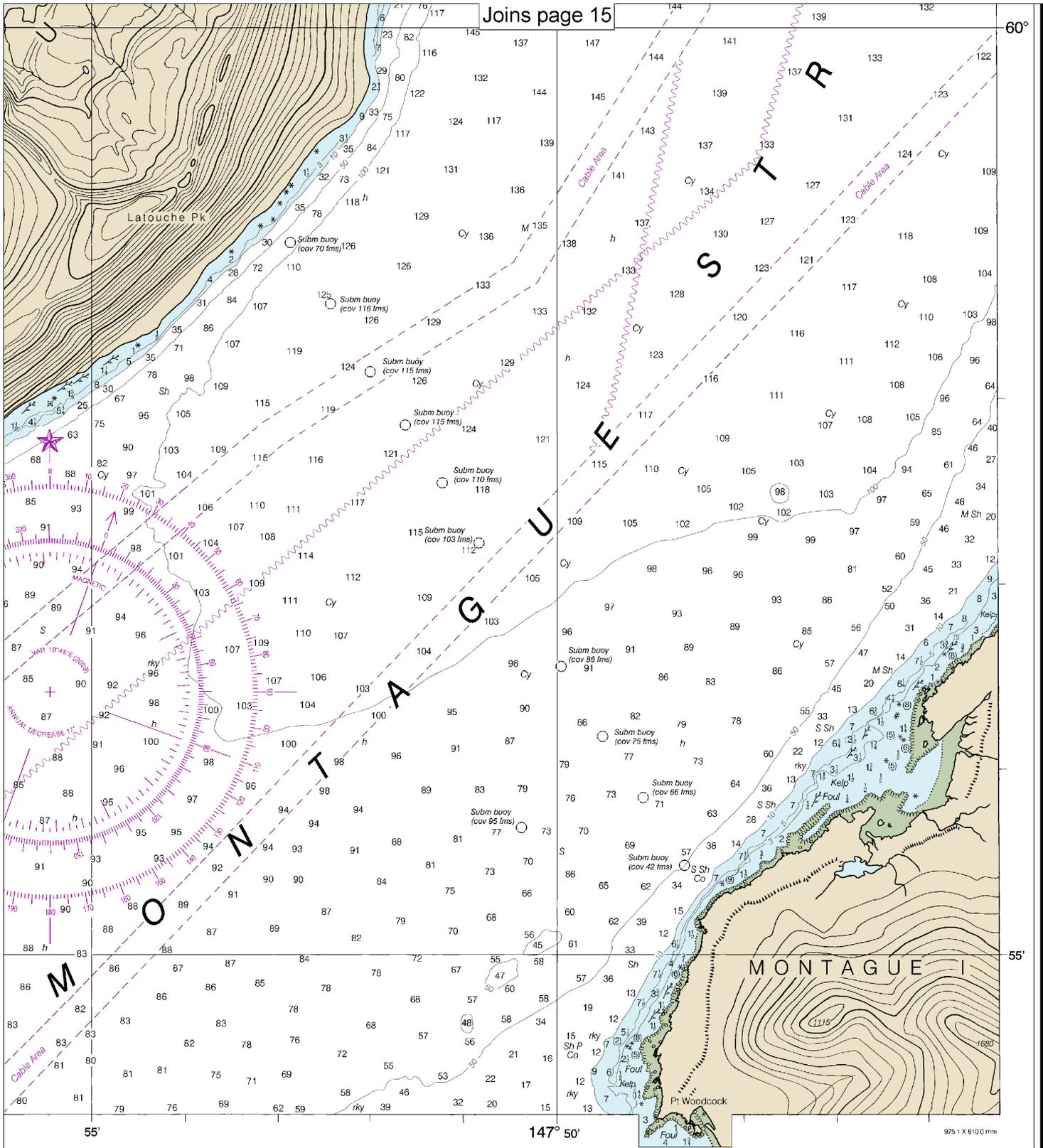
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.

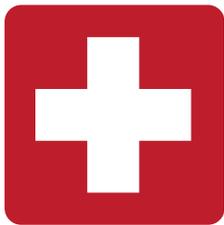




FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Latouche Passage to Whale Bay
SOUNDINGS IN FATHOMS - SCALE 1:40,000

16702



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!



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://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.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 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 @NOAAcharts



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.