

BookletChart™



Prince William Sound – Eastern Entrance

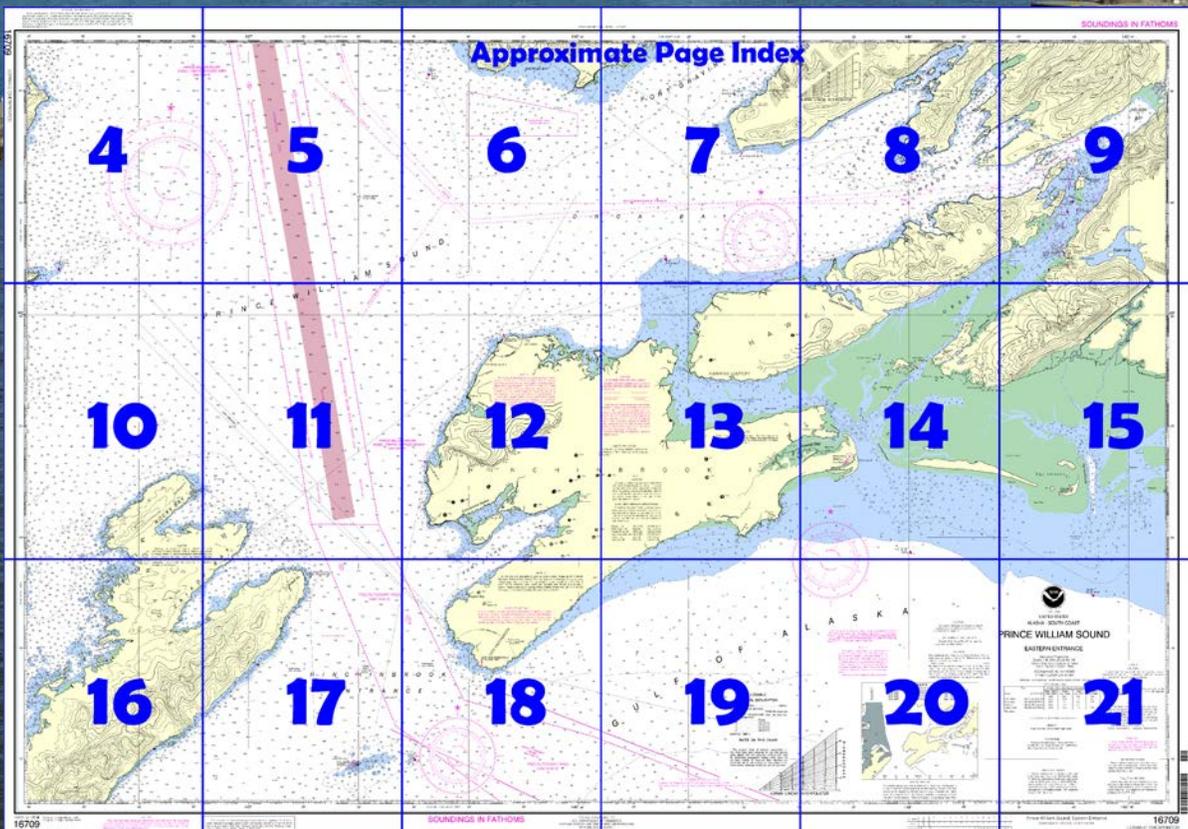
NOAA Chart 16709

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.

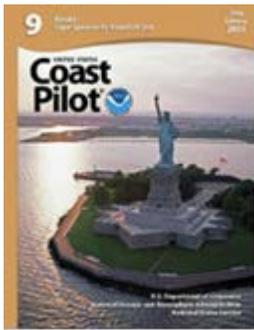
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16709>.



(Selected Excerpts from Coast Pilot)

Hinchinbrook Entrance, the main entrance to Prince William Sound, is about 6 miles wide, and clear with the exception of Seal Rocks. The entrance is 1.5 miles SW of Cape Hinchinbrook Light.

Seal Rocks, off the entrance, are 6 to 7 miles SW from Cape Hinchinbrook and over 6 miles from Montague Island. The westernmost bare rock is marked by **Seal Rocks Light** (60°09'47"N., 146°50'18"W.), shown from a skeleton tower with a red

and white diamond-shaped daymark. A radar beacon (Racon) is at the light. Rocks, submerged and awash, extend 1 mile NE and 0.4 mile SW

from them. The entire reef within the curve forms an obstruction nearly 2.9 miles long. A lighted whistle buoy marks the end of this obstruction. **Currents.**—The tidal currents in the entrance set directly in or out of the sound, except E of Seal Rocks where the currents usually run E to W regardless of the tide. There is a strong set in the direction of Seal Rocks when the wind is blowing from the E and the tide is ebbing. In Hinchinbrook Entrance, Montague Strait, and Latouche Passage, the velocity of the current is about 1 knot. The ebb current running out against a large swell causes overfalls, especially in the deep water 2 or 3 miles E of Zaikof Point, which have been mistaken for breakers. There are also tide rips on the broken ground around Cape Hinchinbrook. The flood entering W of Montague Island sets NE past Montague Point and causes rips between it and Johnstone Point.

Outside the entrance along the SE coast of Hinchinbrook Island the current sets SW almost constantly. (See remarks on current in chapter 3.) Current observations in Elrington Passage indicate 1.5 knot velocity. With a strong S gale and ebb tide, very heavy overfalls and tide rips occur in Hinchinbrook Entrance, and are dangerous to small craft. Tremendous seas, steep and breaking, are sometimes encountered just outside the entrance. During heavy weather, tide rips and confused seas are in the vicinity of Wessels Reef. Many halibut schooners have foundered between Cape St. Elias and Montague Island.

Orca Bay is the E arm of Prince William Sound, N of Hinchinbrook and Hawkins Islands. From its entrance between Johnstone Point on the S and Knowles Head of the N, Orca Bay extends about 30 miles in a general E direction.

Anchorage.—An anchorage with fair to good holding ground is on the N side of Orca Bay and extends about 2.2 miles S of Knowles Head. (See **110.1 and 110.233**, chapter 2, for limits and regulations.) Williwaws may cause vessels anchored in the E part of the anchorage to drag; caution is advised.

Orca is 2.5 miles NE of Cordova on the E shore of Orca Inlet. A submerged obstruction covered about 10 feet is about 50 feet N of the SW corner of the face of the wharf. Large vessels make portside-to landings; the dock heading is 224°. Docking on the flood is difficult as the current tends to set off the wharf.

Cordova is on the E shore of Orca Inlet opposite **Spike Island**, which is wooded and marked by a light at its N end. Cordova is 1,221 miles from Seattle via the ocean route and 1,363 miles via inside passages through British Columbia and Southeast Alaska to Cape Spencer. It is one of the most important towns in Alaska and is the supply and distribution point for numerous outlying fishing localities.

Anchorage.—Good anchorage can be had in the channel NE of Spike Island in 45 to 55 feet, 0.1 mile NW of Spike Island in 40 feet, and 0.5 mile NW of Spike Island in 26 to 30 feet, sand bottom. A cable area lies just W of this anchorage.

Caution.—The area extending from **North Island Rock**, marked by a light and 1.6 miles N of Observation Island, to over 2 miles S of the island has several visible rocks and shoals with little water over them. The E limit of the shoal area is marked by lights and a daybeacon.

A log booming area is on the N side of Channel Islands.

Currents.—The flood current enters the NE end of Orca Inlet and sets SW past Orca and Cordova. Off Orca the velocity of the current is about 1 knot, but a flood of nearly 2.5 knots has been observed. The current sets parallel with the face of the Municipal Wharf (Ocean Dock), and the City Dock (Coast Guard Dock) on the flood and ebb.

**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.

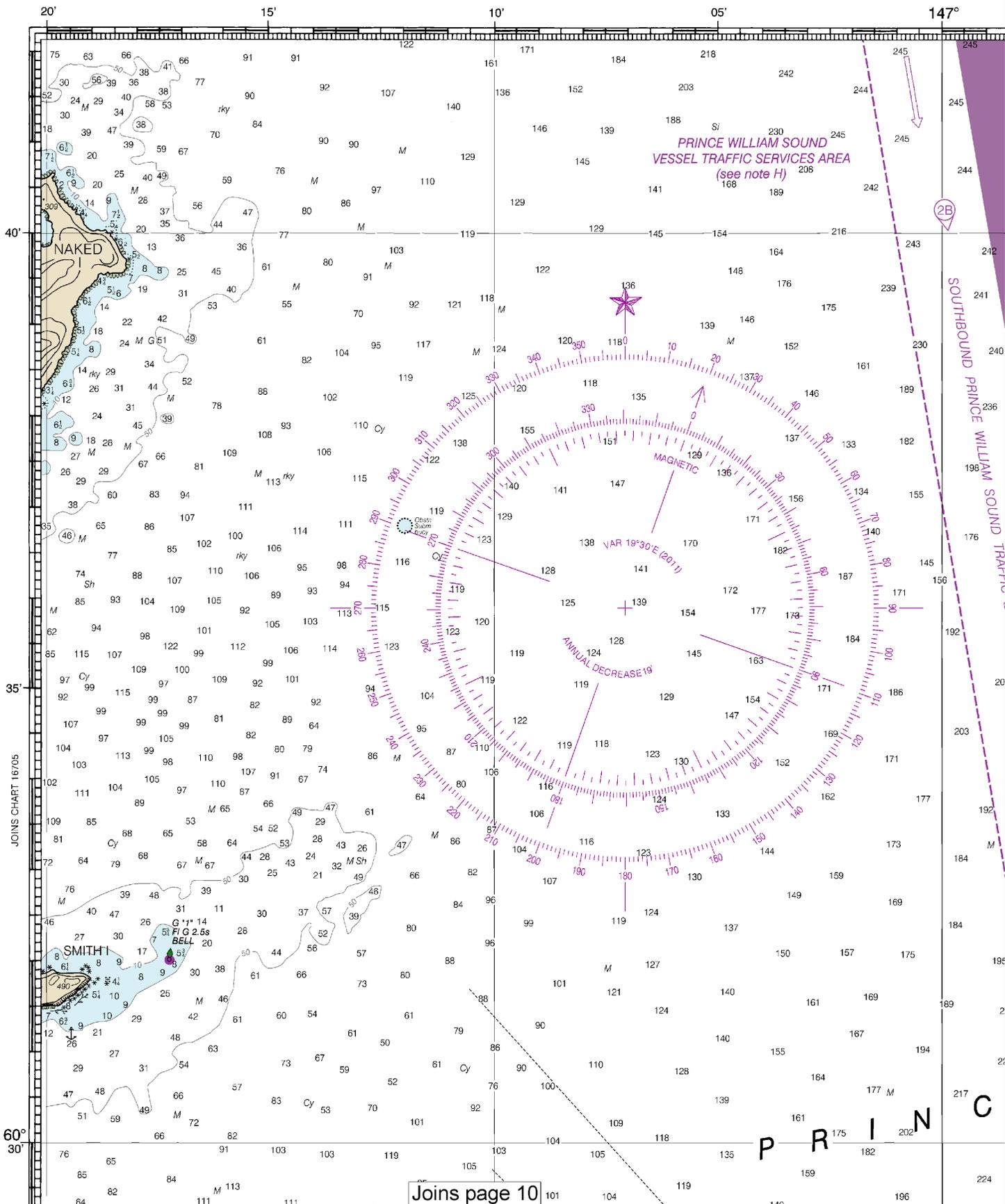
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

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>

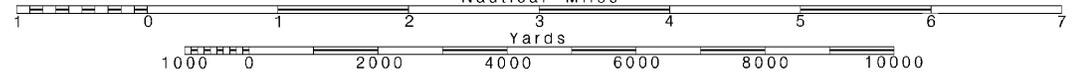


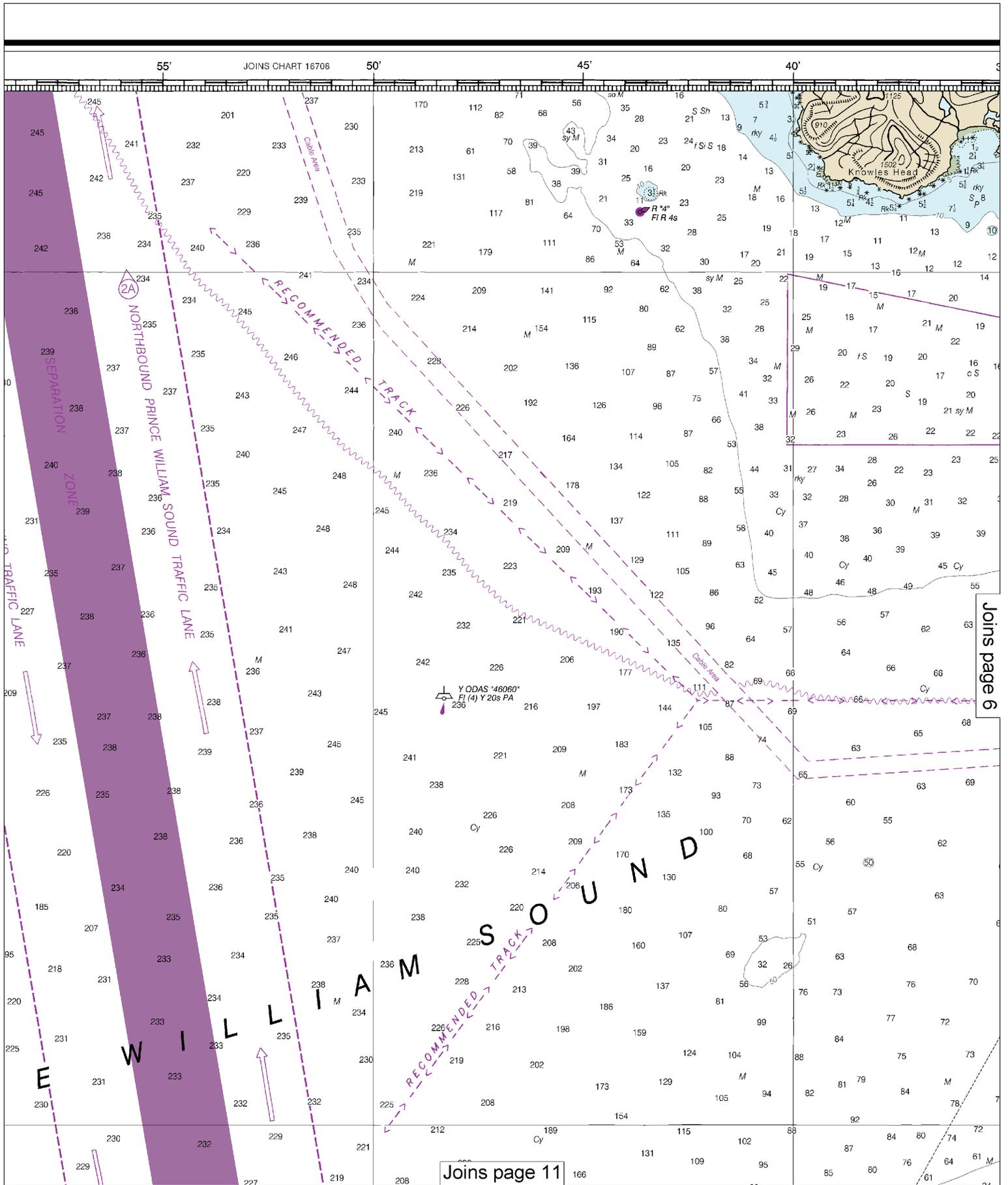
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

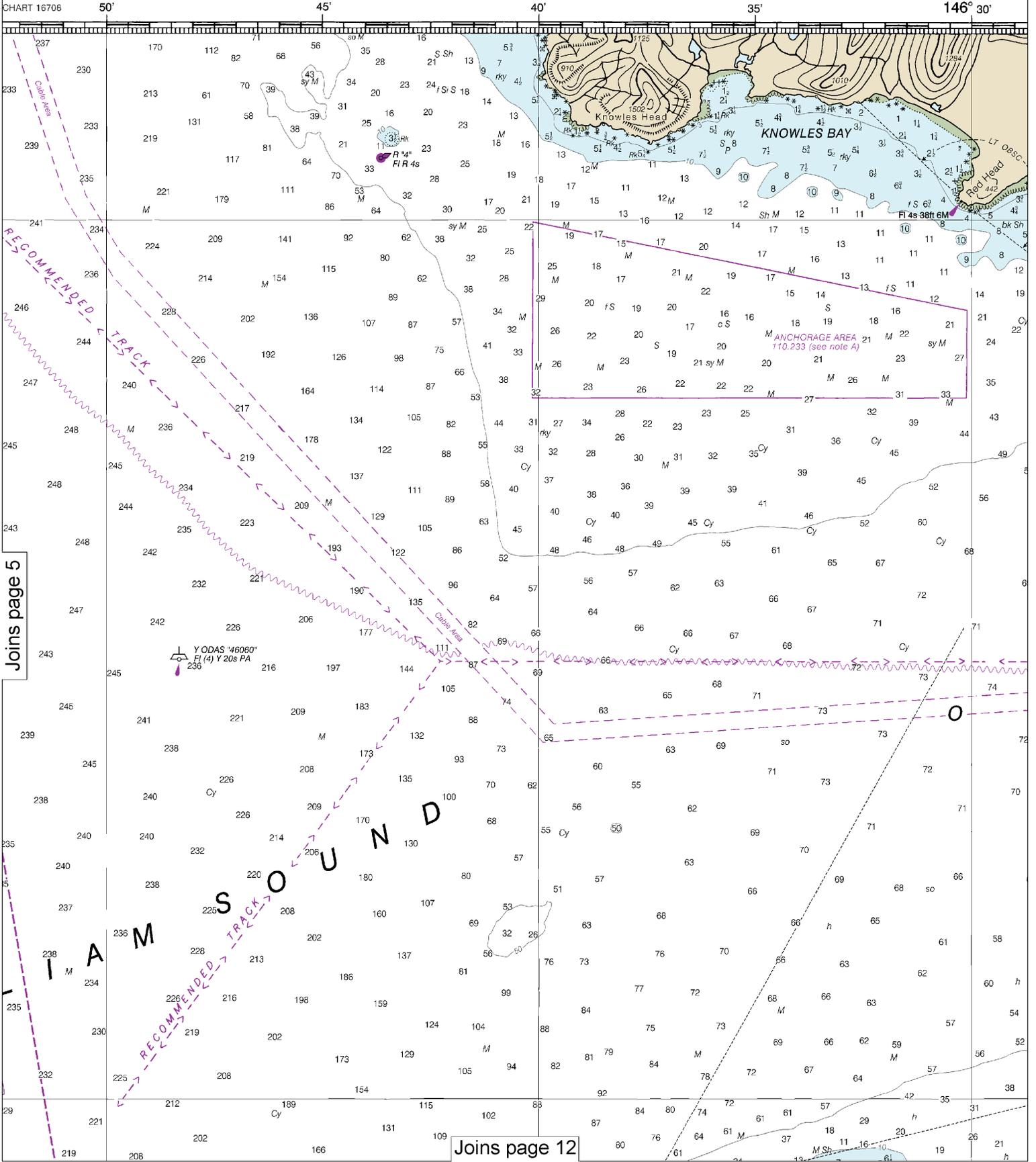
See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:106666. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.





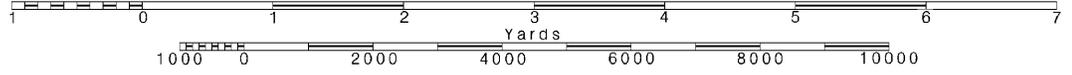
Joins page 5

Joins page 12

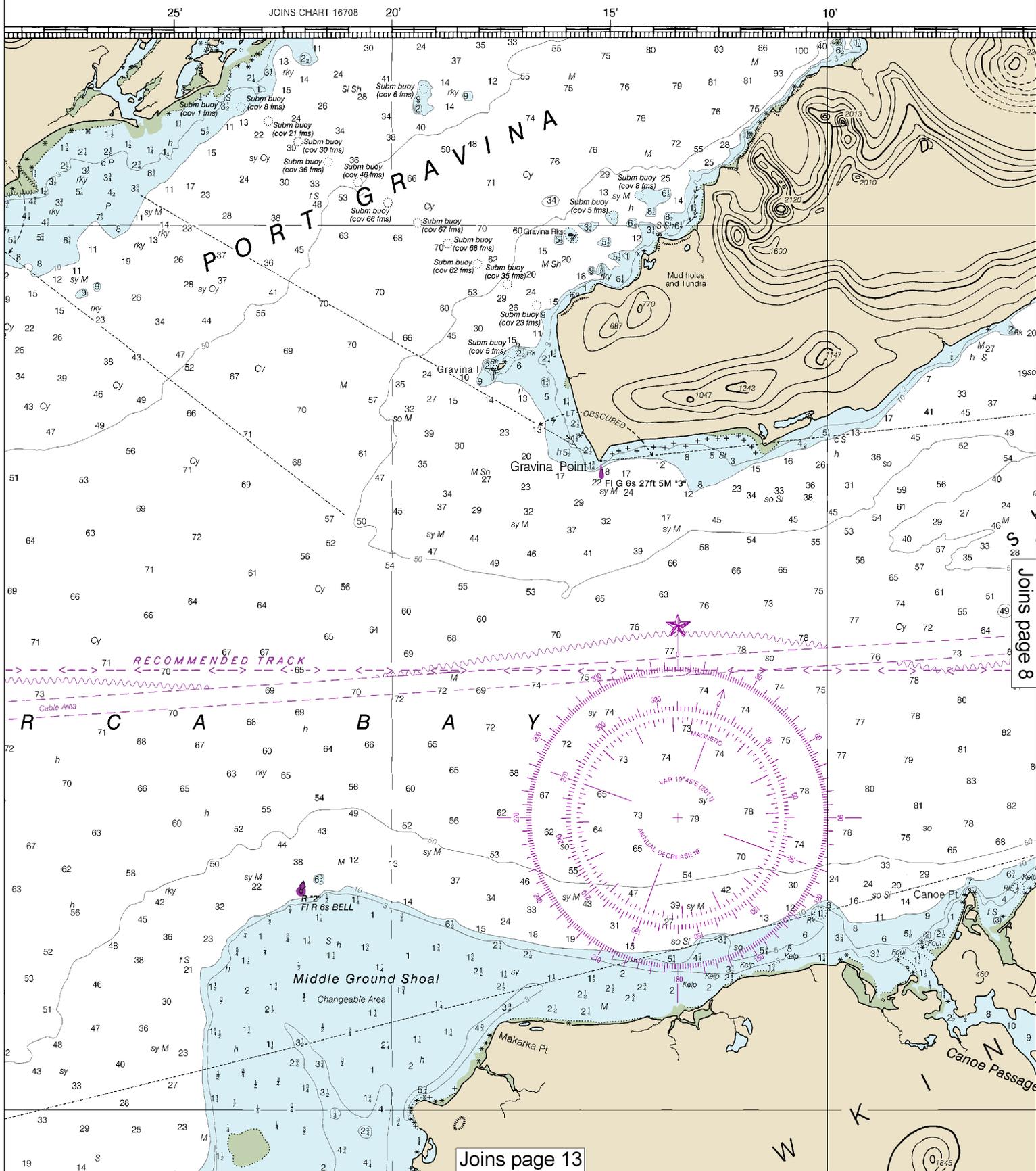
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SCALE 1:80,000
Nautical Miles

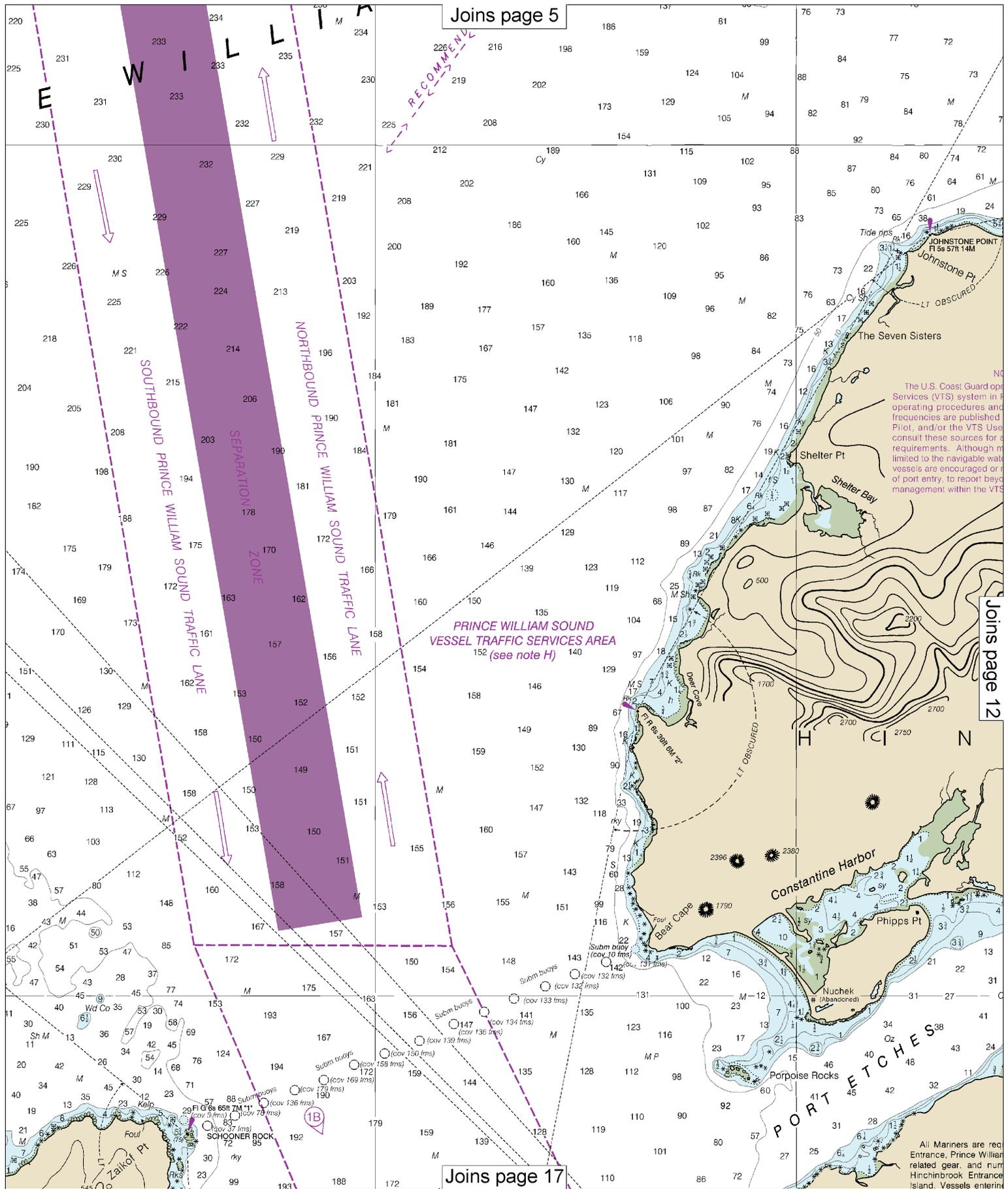
See Note on page 5.



Note: Chart grid lines are aligned with true north.



25th Ed., Mar. 2011. Last Correction: 12/12/2016. Cleared through:
 LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)



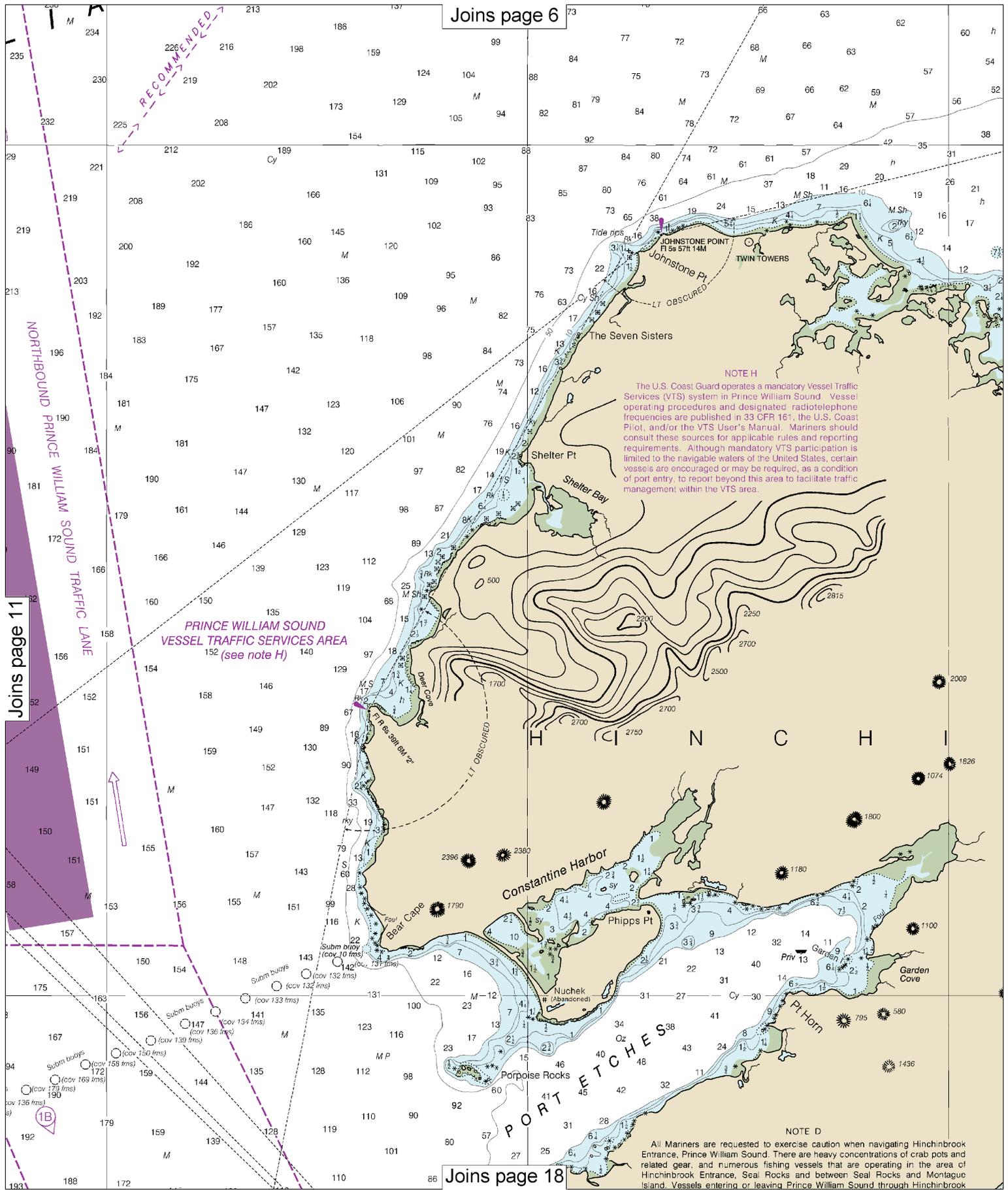
Joins page 5

Joins page 12

Joins page 17

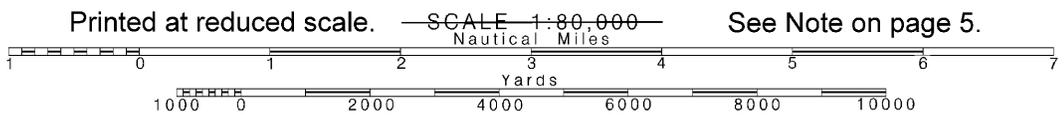
The U.S. Coast Guard operates a Vessel Traffic Services (VTS) system in the Prince William Sound. Operating procedures and frequencies are published in the VTS Manual. Vessels are encouraged to report their presence to the VTS. Although not required, vessels are encouraged to report their presence to the VTS. For more information, contact the VTS. All Mariners are recommended to use the VTS system in the Prince William Sound. Operating procedures and frequencies are published in the VTS Manual. Vessels are encouraged to report their presence to the VTS. Although not required, vessels are encouraged to report their presence to the VTS. For more information, contact the VTS.

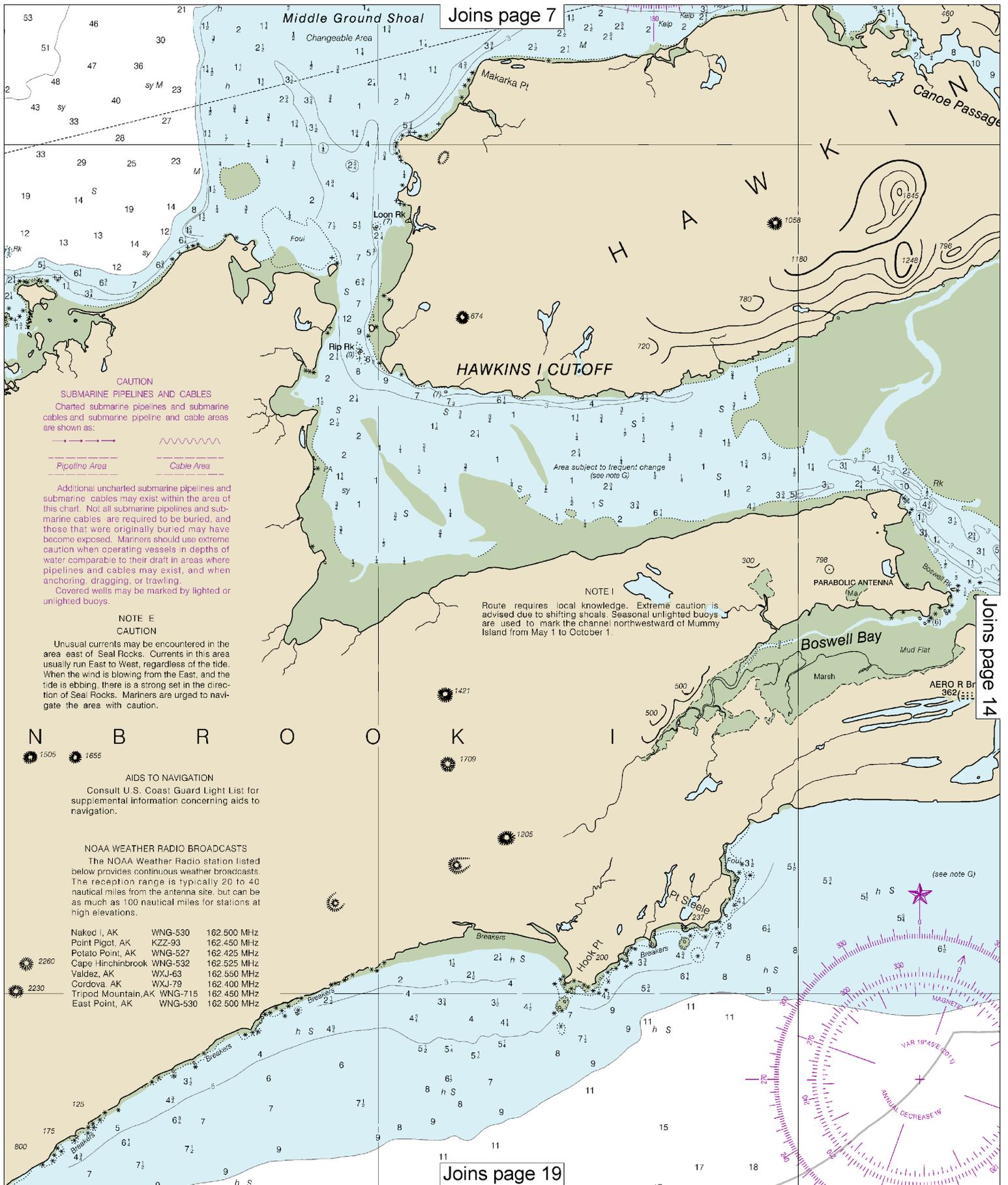
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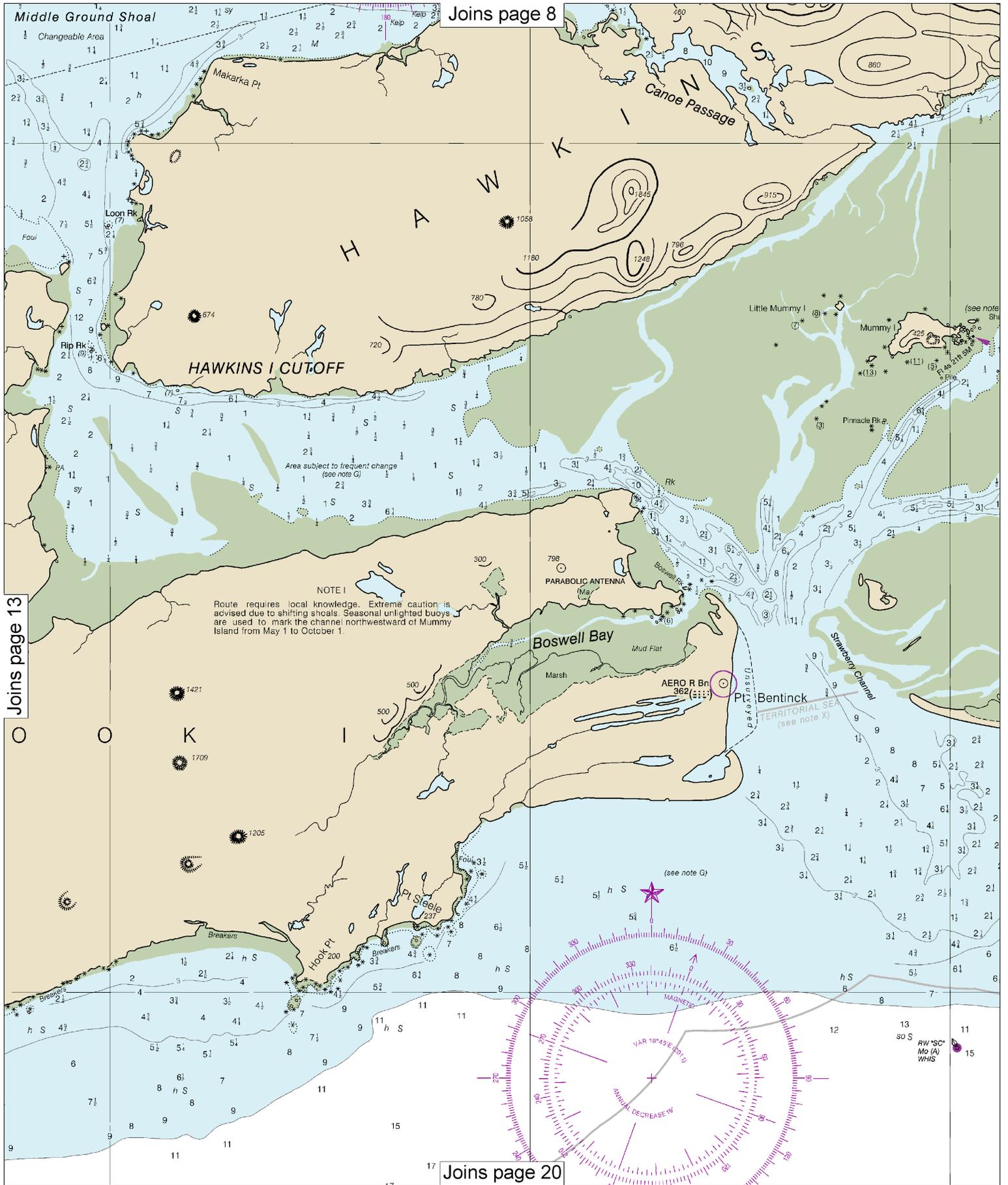


12

Note: Chart grid lines are aligned with true north.







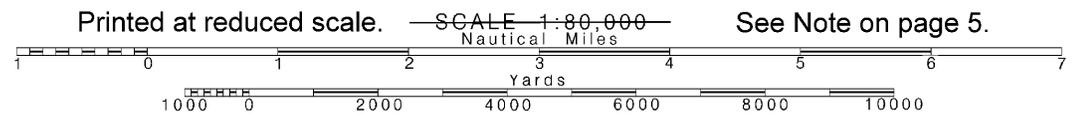
Joins page 8

Joins page 13

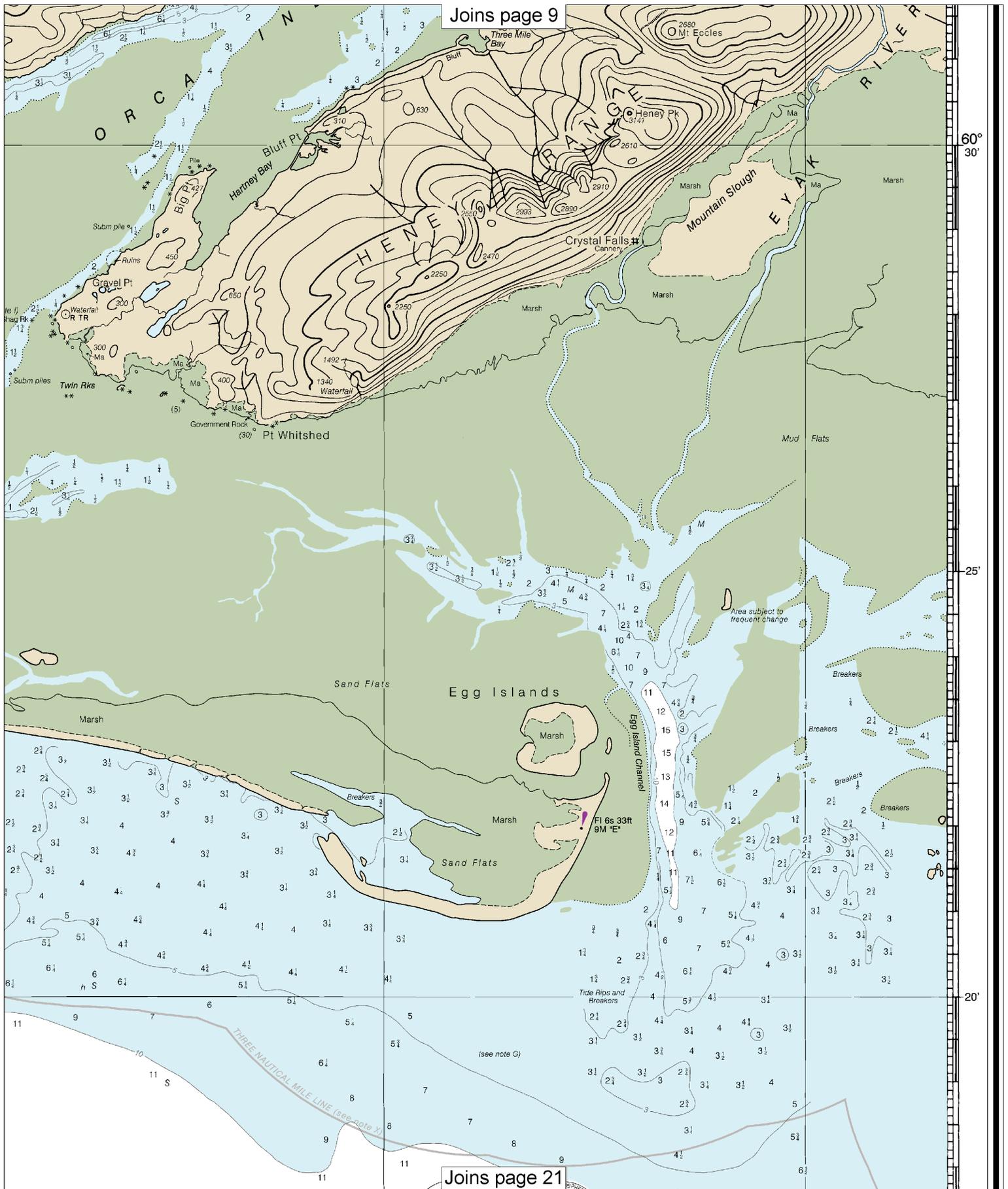
Joins page 20

14

Note: Chart grid lines are aligned with true north.



See Note on page 5.



CAUTION

Mariners are urged to exercise extreme care while transiting the waters adjacent to the 10 fathom curve around Montague Island. Numerous uncharted rocks and islets are known to exist in this area. 50% of the inshore waters surrounding this island have not been surveyed since the 1964 earthquake, consequently the presence of underwater dangers is conceivable.

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 jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary of 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.

THREE NAUTICAL MILE LINE (see note X)

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/con>

16709

25th Ed., Mar. 2011. Last Correction: 12/12/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

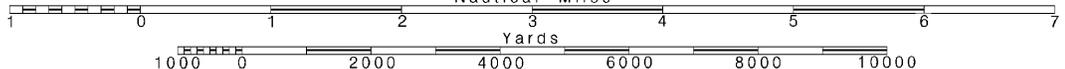
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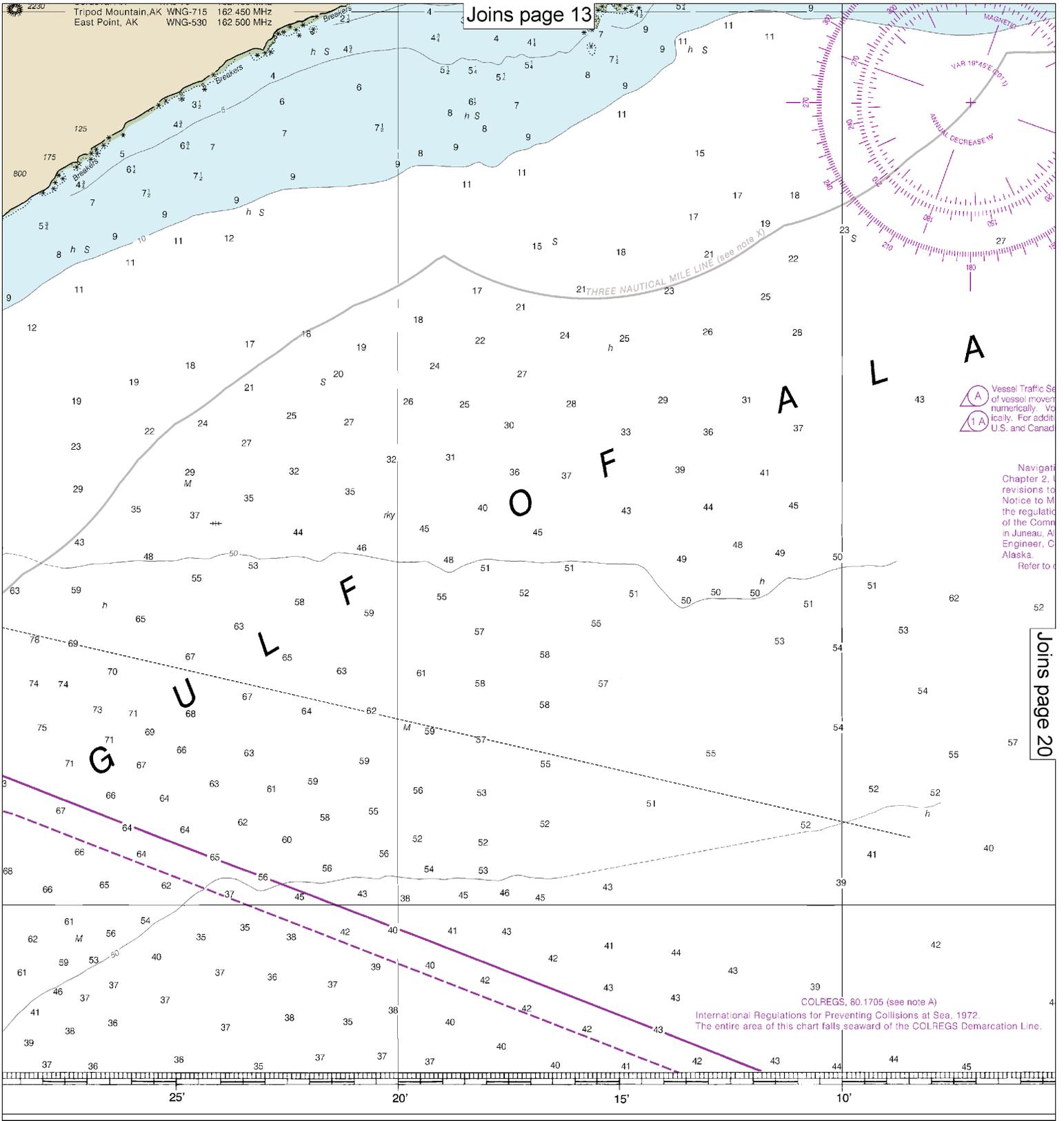
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



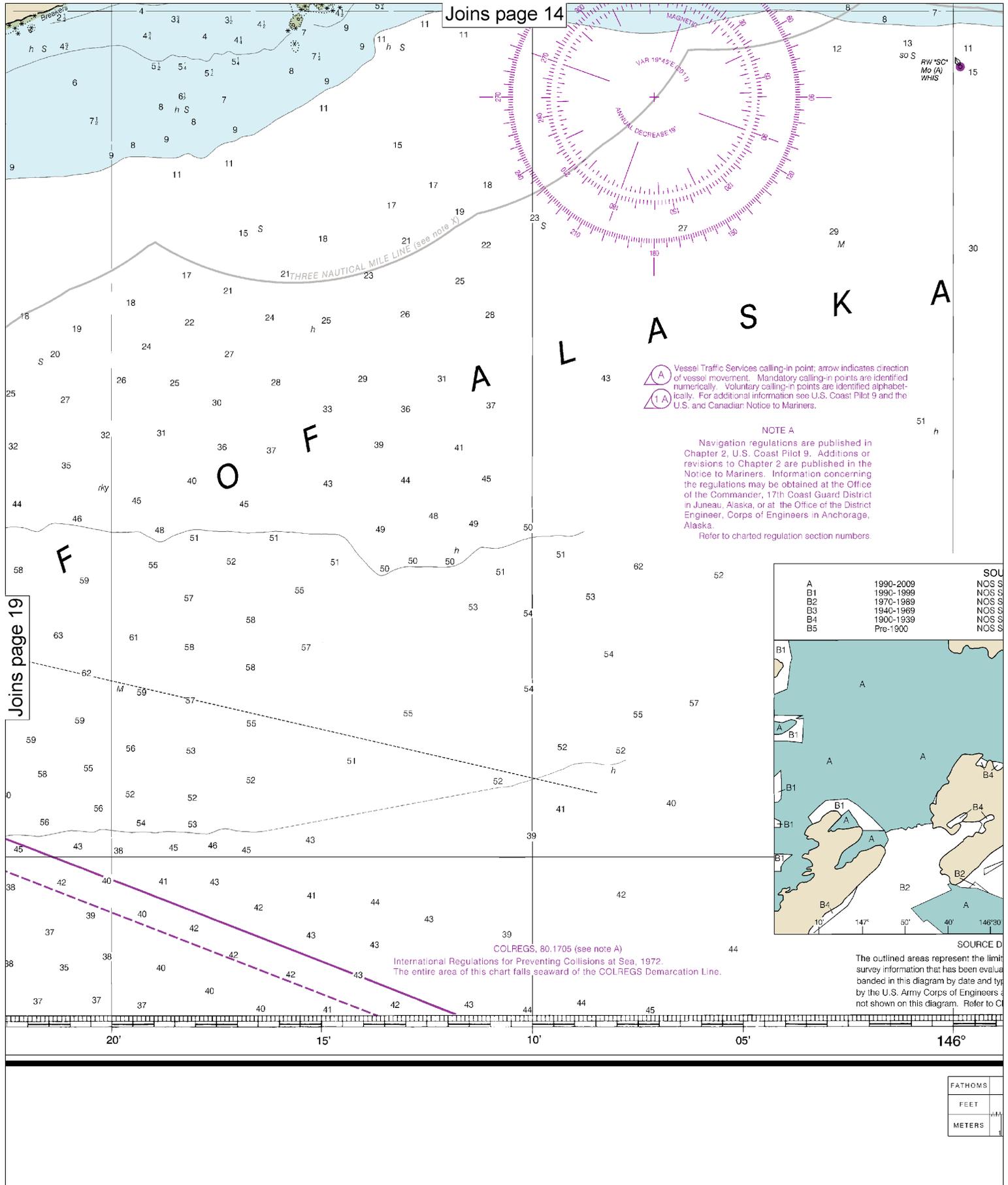


(A) Vessel Traffic Service of vessel movements numerically. Vessel Traffic Service. For additional information, contact the U.S. and Canadian Coast Guard.

Navigation Chapter 2, 1 revisions to Notice to Mariners the regulations of the Command in Juneau, Alaska. Refer to...

Joins page 20

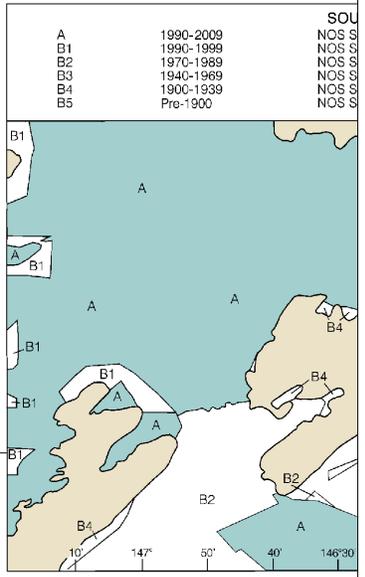
at Washington, D.C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 U.S. COAST AND GEODETIC SURVEY



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Vessel Traffic Services calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 9 and the U.S. and Canadian Notice to Mariners.

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.



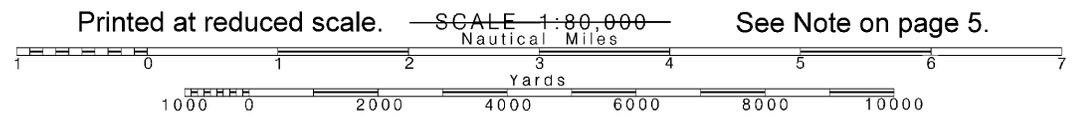
SOURCE D
 The outlined areas represent the limit survey information that has been evaluated in this diagram by date and type by the U.S. Army Corps of Engineers and is not shown on this diagram. Refer to C

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.

FATHOMS	
FEET	
METERS	

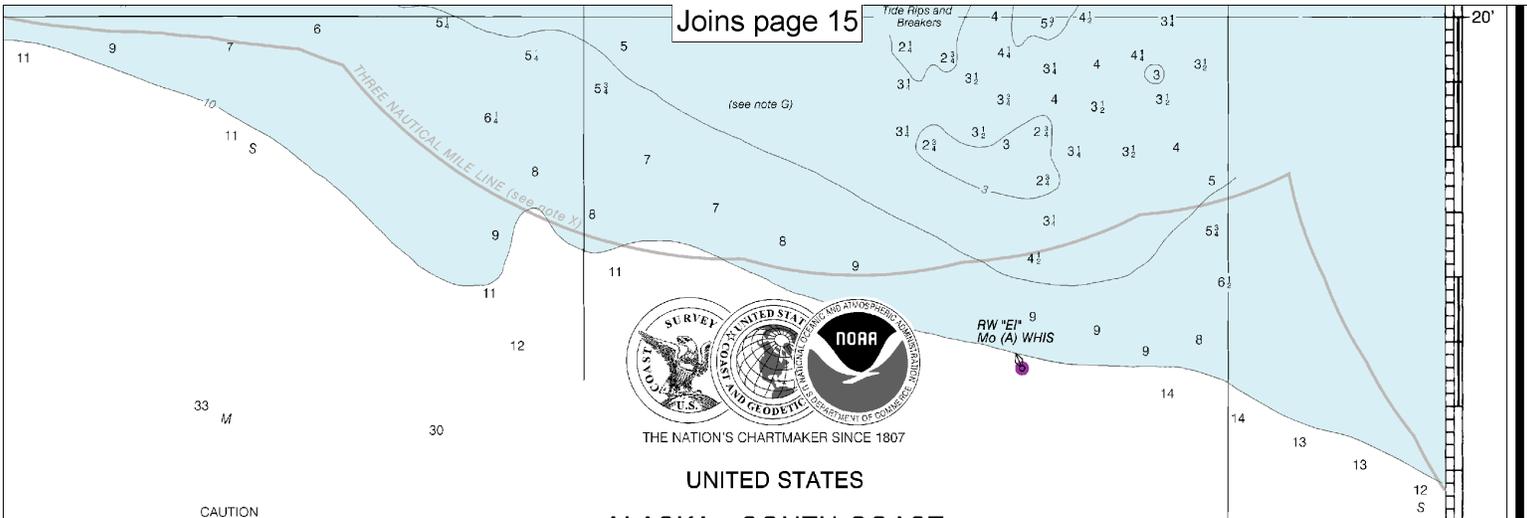


Note: Chart grid lines are aligned with true north.



See Note on page 5.

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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
ALASKA - SOUTH COAST

PRINCE WILLIAM SOUND
EASTERN ENTRANCE

Mercator Projection
Scale 1:80,000 at Lat 60° 35'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

TIDAL INFORMATION

PLACE	HEIGHT REFERRED TO DATUM OF SOUNDINGS (MLLW)	HEIGHTS		
		MEAN HIGHER HIGH WATER	MEAN HIGH WATER	MEAN LOW WATER
Gravel Point (60°28'N/145°58'W)	feet	12.3	11.5	1.5
Windy Bay (60°34'N/145°58'W)	feet	12.1	11.1	1.5
Port Etches (60°20'N/145°33'W)	feet	11.2	10.3	1.3
Cordova (60°34'N/145°45'W)	feet	12.6	11.7	1.5

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>. (Jan 2011)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

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 2.013' southward and 7.135' westward to agree with this chart.

NOTE F
CAUTION

Odiak Slough is marked with two red spherical buoys, numbered "2" and "4". The channel should be navigated only above half tide with local knowledge.

NOTE G
CAUTION

Local knowledge is required to safely navigate in the Orca Inlet - Egg Islands area due to the changeable nature of the bottom.

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: (O) (Accurate location) (o) (Approximate location)

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.

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.

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).

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.

CAUTION
Tidal observations made by the National Ocean Service, since the earthquake of March 27, 1964 indicates bottom uplift at the following locations:
Port Gravina 4.3 ft.
Mariners are cautioned to expect shoaling for the areas listed. Tidal observations at this time are at selected sites and the magnitude of the changes except at these sites is not known. The Cordova area of this chart has been revised from post-earthquake hydrographic surveys.

SURVEY	COVERAGE
Surveys	full bottom coverage
Surveys	partial bottom coverage
Surveys	partial bottom coverage
Surveys	partial bottom coverage
Surveys	partial bottom coverage
Surveys	partial bottom coverage

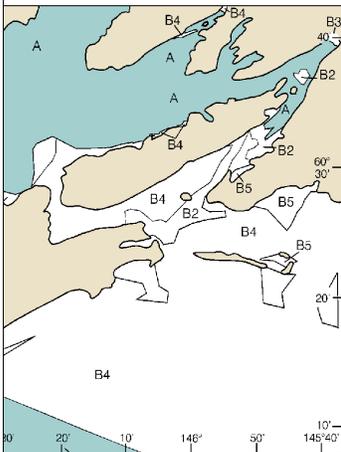
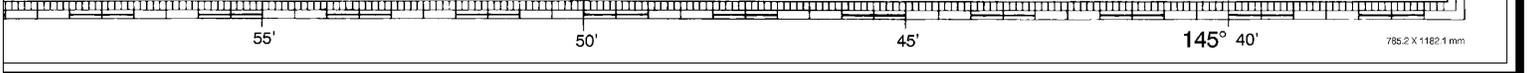


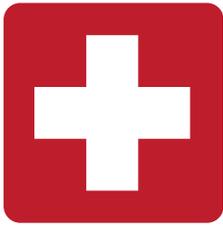
DIAGRAM
Limits of the most recent hydrographic data used for charting. Surveys have been of various types. Channels maintained by the Coast Survey are periodically resurveyed and are shown in Chapter 1, United States Coast Pilot.



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
0	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Prince William Sound, Eastern Entrance
SOUNDINGS IN FATHOMS - SCALE 1:80,000

16709



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.