

# BookletChart™



## Unakwik Inlet to Esther Passage and College Fiord

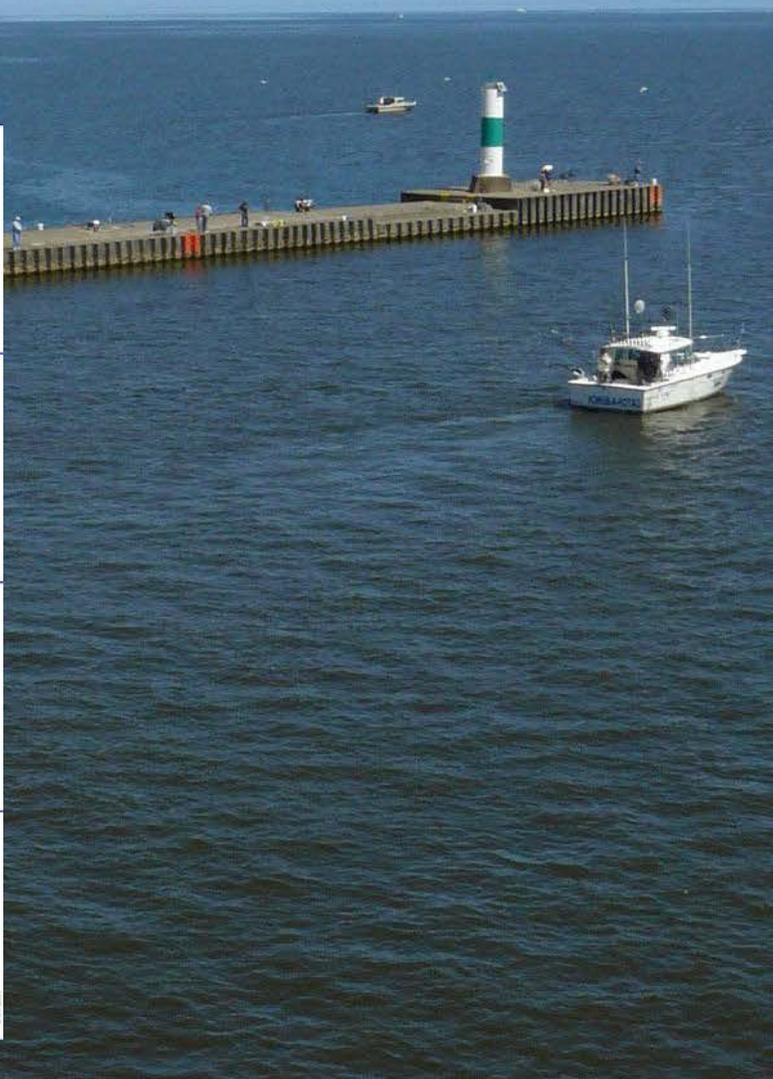
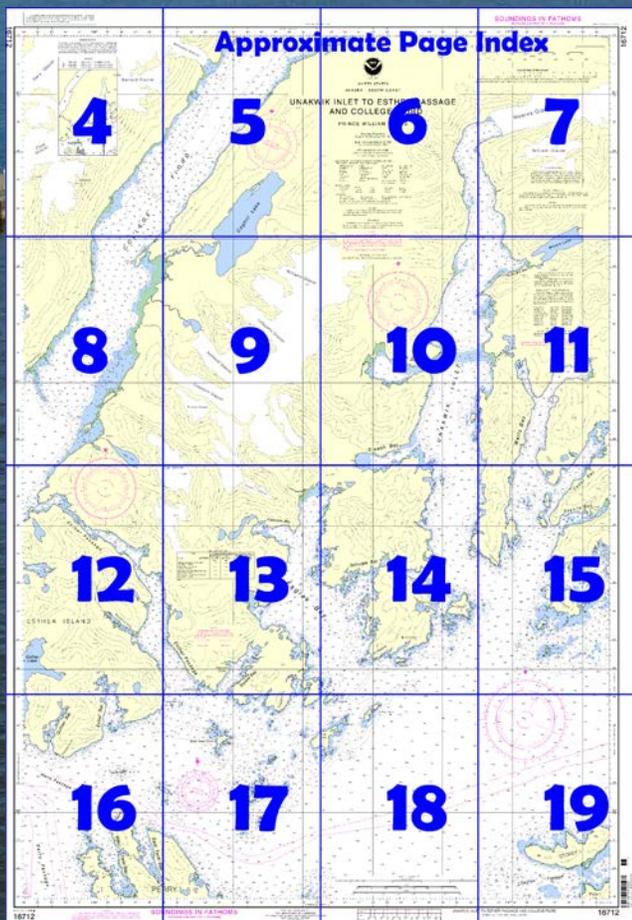
NOAA Chart 16712

*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](http://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.

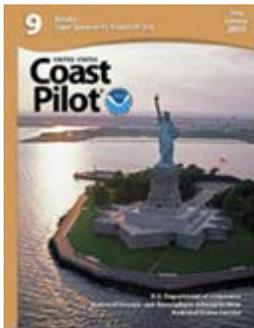
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16712>.



**(Selected Excerpts from Coast Pilot)**

**South Bay** is on the E side of Perry Island Light. Good anchorage is available for moderate-size vessels in 10 to 24 fathoms, sand and mud bottom, in the cove at the head of the bay. When entering, avoid the rocks that extend almost 0.2 mile from the E side of the entrance to the cove. An oyster farm is near the head of the cove. **East Twin Bay** has anchorage for small craft near the center of the bay, about 0.8 mile from the head in 13 fathoms with a soft

bottom. A midchannel course should be followed until a prominent rock about 20 feet high, near the center of the bay, bears S approximately 0.2

mile. The portion of the bay beyond the rock is navigable in spots, but should be avoided because the area is foul.

**West Twin Bay** is entered mid-channel, avoiding the chain of islands and foul ground extending for over a mile from the point of land on the W side on the entrance. Small craft entering should favor the NE side until past the narrow area about 1 mile from the head of the bay, and then favor the SW side, passing W of a rock about 15 feet high, near the middle of the bay 0.8 mile from the head. A 1½-fathom shoal exists just N of the narrow section approximately 0.1 mile from the point of land protruding NE from the W shore.

**Anchorage** is available in the bay for mid-sized vessels in 5 to 15 fathoms of water, mud bottom, in a bight about 0.7 mile S of the W point and about 0.1 mile N of the gravel spit extending from the E shore, and E of the rock in the middle of the bay. The area S of the gravel spit is shallow and rocky.

**Perry Passage** is between Perry Island and Culross Island, 2.5 miles to the W. Wells Passage, between Perry and Culross Islands on the S and Esther Island on the N, is over 2 miles wide. The two passages have depths of 100 to 250 fathoms. Caution should be exercised when approaching or departing the E end of Wells Passage. Numerous islands, islets, rocks, and shoals extend E and SE for about 5 to 9 miles.

**Esther Island** is mountainous, wooded to a height of about 1,000 feet, and the summits are bare rocks. The peak on the SE point of Esther Island, and the sharp twin peaks on the SW point, are prominent. **Point Esther Light** (60°47'08"N., 148°06'01"W.), 31 feet (9.5 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the SW side of the island. Three bays are between the light and Esther Passage. **Esther Bay**, the easternmost is 3.5 miles E of the light on Point Esther and extends N about 2 miles. The entrance, 0.7 mile wide, is partly blocked by several wooded islets, bare rocks, and rocks awash. The interior of the bay is dotted with islets and rocks.

**Quillian Bay**, the middle bay, 1.3 miles E of the light, extends 1.7 miles NNE, and is about 0.2 mile wide. The entrance is constricted to a width of 0.1 mile. An islet is 0.7 mile above the entrance and two rocks awash are toward the head of the bay. The shores are steep-to.

When transiting the bay from S, vessels are advised to stay midchannel between the easternmost islet and the E shore. Continuing N from the islets, the bay widens to 0.4 mile, average depth 12 fathoms. A foul area extends approximately 0.1 mile off the E shore at the widest part of the bay. About 0.45 mile N of the islets, the bay narrows to 0.1 mile with numerous rocks extending W from the E shore. Vessels should stay within 50 yards of the W shore until the bay starts widening again. Continuing N to the head of the bay, vessels should favor for the W shore. Average depth in the area is 3½ to 5¼ fathoms. The entrance to the lagoon NW of the head of the bay is blocked by a rock.

**Lake Bay** is 0.7 mile E of the light, extends 1.2 miles NW, and is about 0.2 mile wide. Fishing craft find indifferent anchorage near the E shore SE of the narrowest part where the bay widens to its maximum of 0.3 mile. Rocks awash extend about 110 yards SE of the point forming the NW extremity of the anchorage bight. A submerged rock is 0.3 mile from the head of the bay. In general, the shores are steep-to and depths are too great for convenient anchorage. About 0.5 mile from the head on the E side is a freshwater stream that discharges from Esther Lake. A fish hatchery and fish pens are near the stream.

**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](http://nauticalcharts.noaa.gov/service/navmanagers)

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

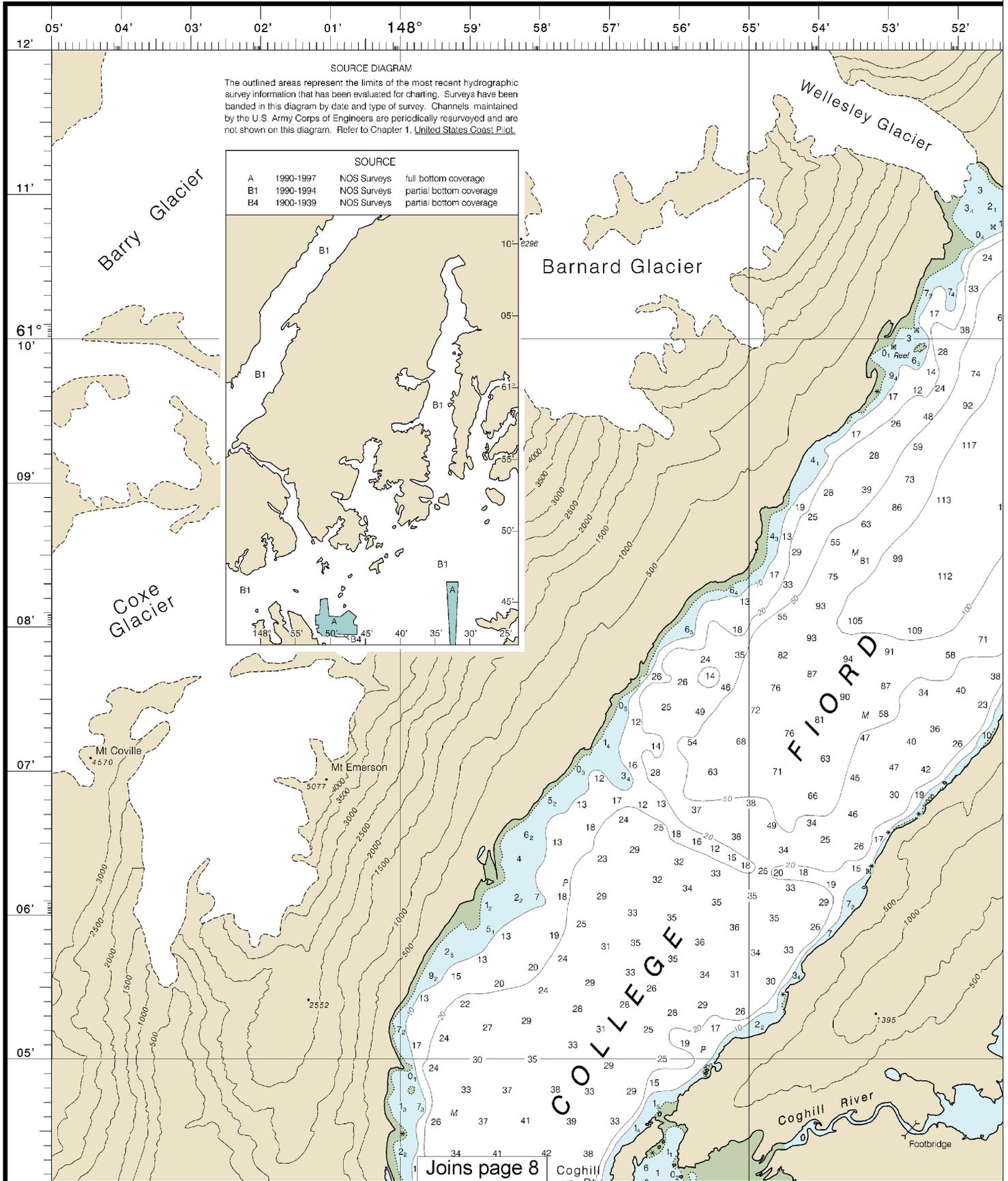
## Lateral System As Seen Entering From Seaward

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>

16712



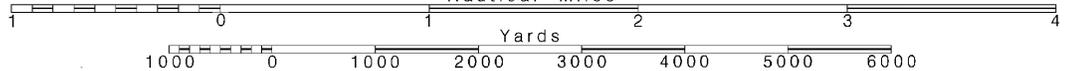
4

Note: Chart grid lines are aligned with true north.

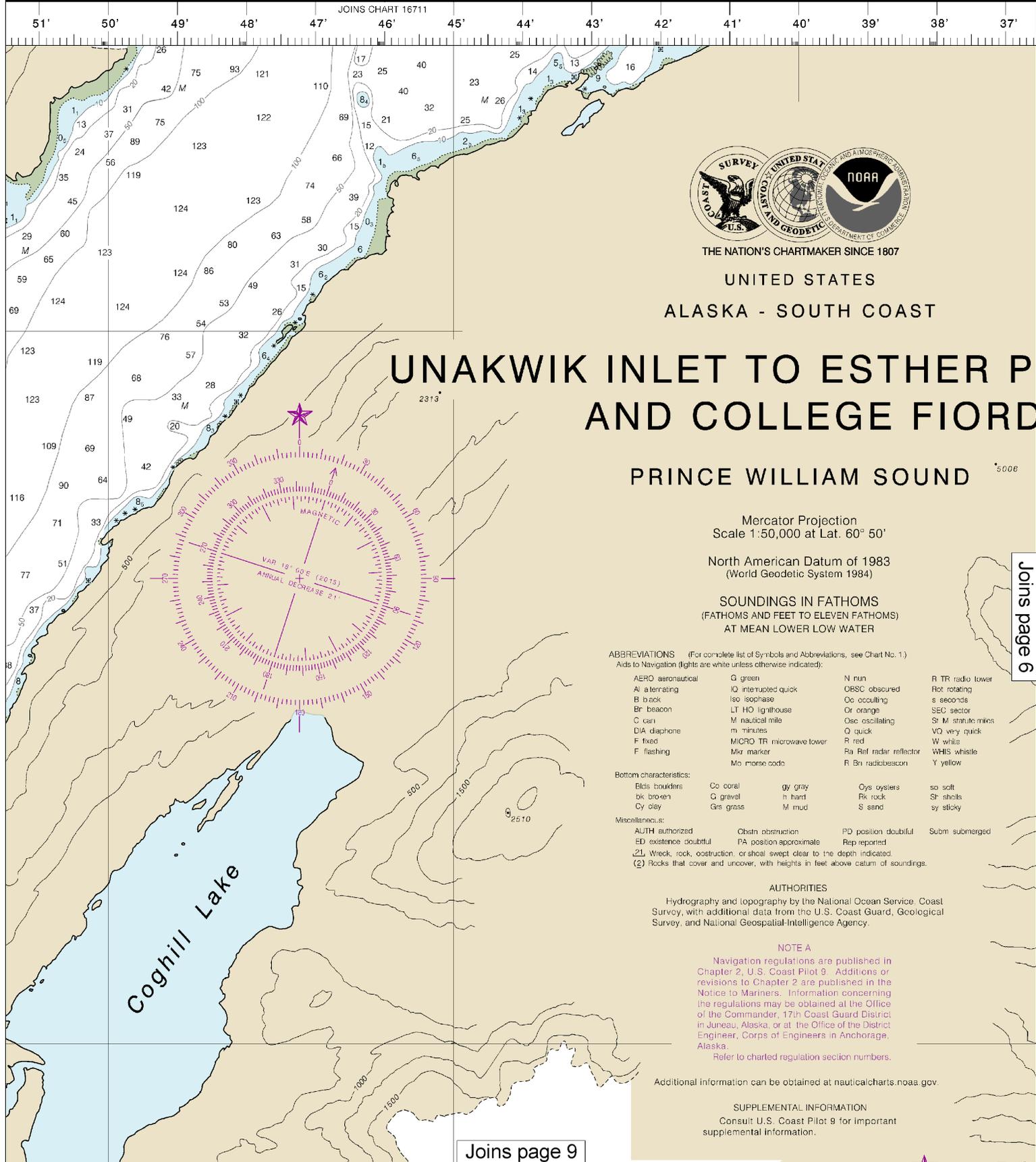
Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.



JOINS CHART 16711



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
ALASKA - SOUTH COAST

# UNAKWIK INLET TO ESTHER P AND COLLEGE FIORD

PRINCE WILLIAM SOUND <sup>5000</sup>

Mercator Projection  
Scale 1:50,000 at Lat. 60° 50'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	N nun	R TR radio tower
Ai a lerrating	IQ interrupted quick	OBSC obscured	Rot rotating
B back	iso isophase	OC occulting	s seconds
Br beacon	LT HO lighthouse	Or orange	SEC sector
C can	M nautical mile	Osc oscillating	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
F flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
	Mo Morse code	Ri Rn radiobeacon	Y yellow

Bottom characteristics:

Bks boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	n hard	Rk rock	SH shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

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

AUTHORITIES

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

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.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

SUPPLEMENTAL INFORMATION

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

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:66666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

JOINS CHART 16711

51' 50' 49' 48' 47' 46' 45' 44' 43' 42' 41' 40' 39' 38' 37'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTH COAST

# UNAKWIK INLET TO ESTHER P AND COLLEGE FIORD

## PRINCE WILLIAM SOUND

Mercator Projection  
Scale 1:50,000 at Lat. 60° 50'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1)  
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	N nun	R TR radio tower
Al alternating	IO interrupted quick	OBSC obscured	Rot rotating
B back	iso isophase	Co occulting	s seconds
Br beacon	LT LHO lighthouse	Or orange	SEC sector
C can	M nautical mile	Osc oscillating	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
F flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
	Mo Morse code	R Br radiobeacon	Y yellow

Bottom characteristics:

Co coral	gy gray	Cys oysters	so soft
bk broken	G gravel	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand
			sy sticky

Miscellaneous:

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

(1) 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.

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

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Refer to charted regulation section numbers.

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SUPPLEMENTAL INFORMATION

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

Joins page 5

Joins page 10

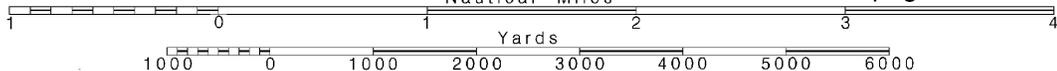


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

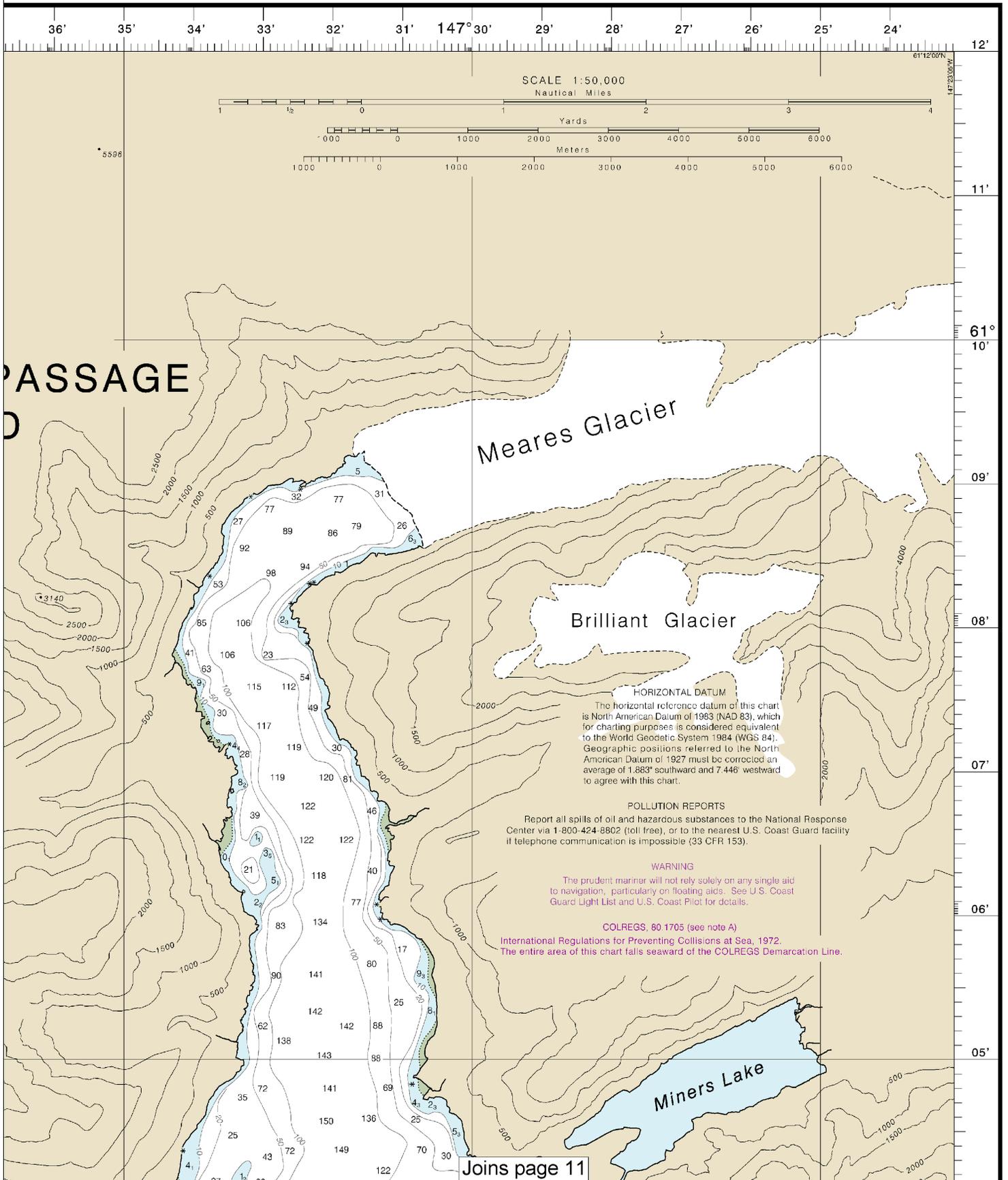
See Note on page 5.



# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

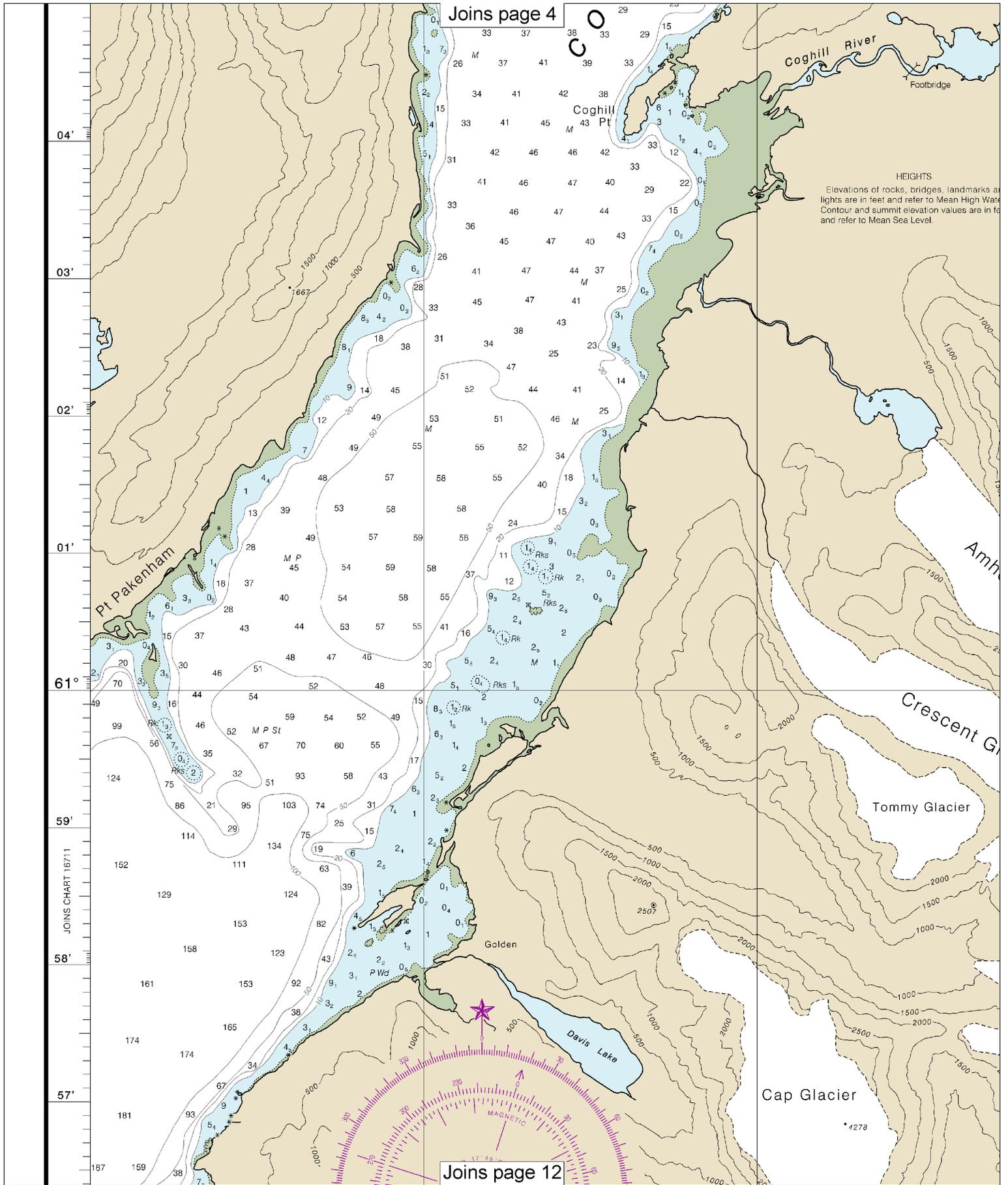
16712



Joins page 11

Last Correction: 3/18/2015. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



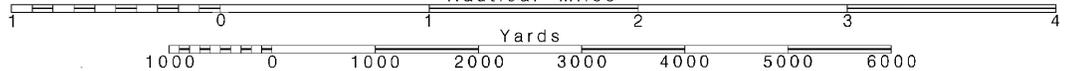


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.



Joins page 5

ALASKA  
Refer to charted regulation section numbers.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

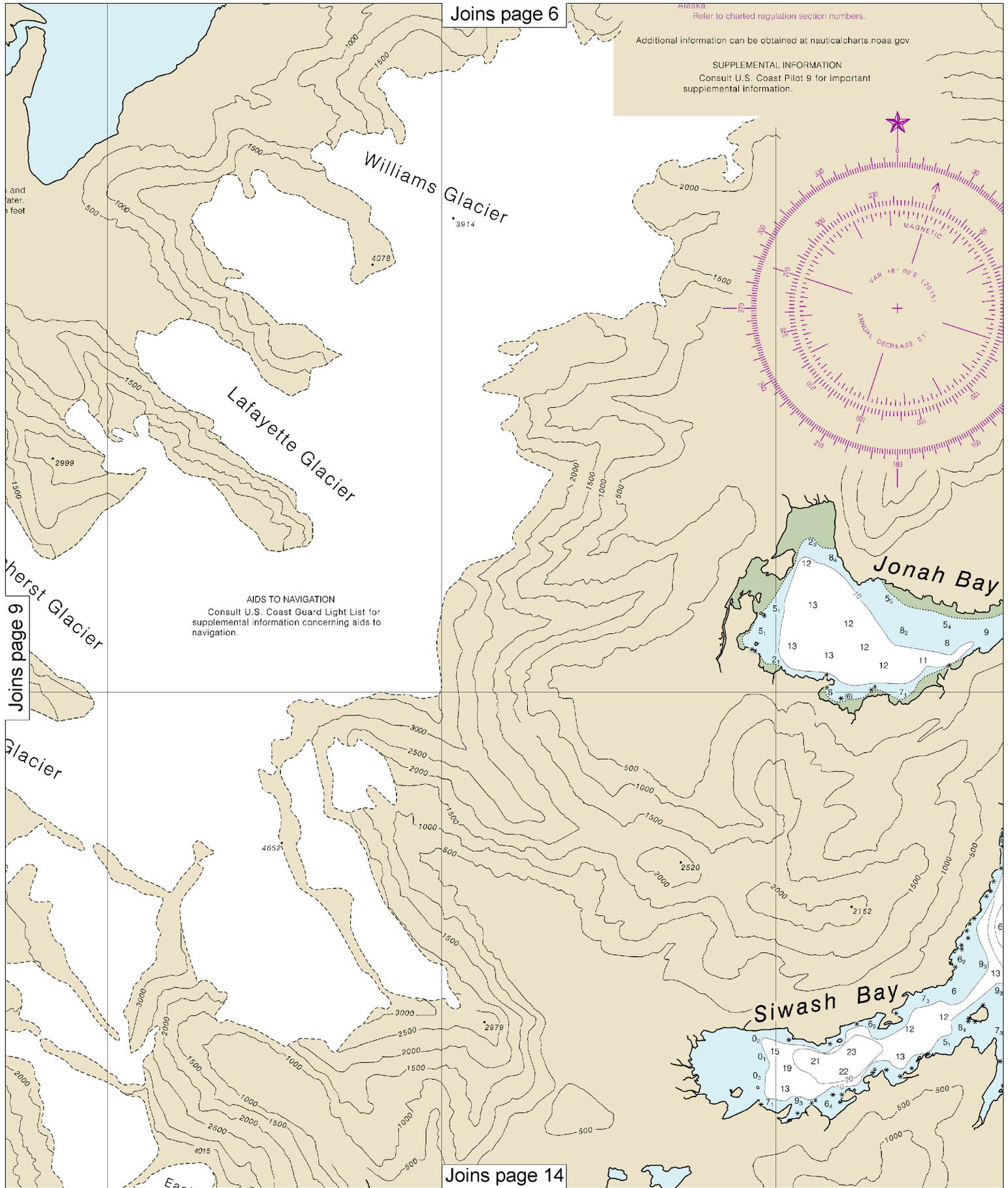
SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 9 for important supplemental information.



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

Joins page 10

Joins page 13



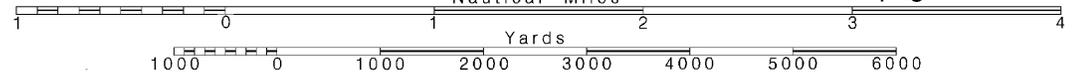
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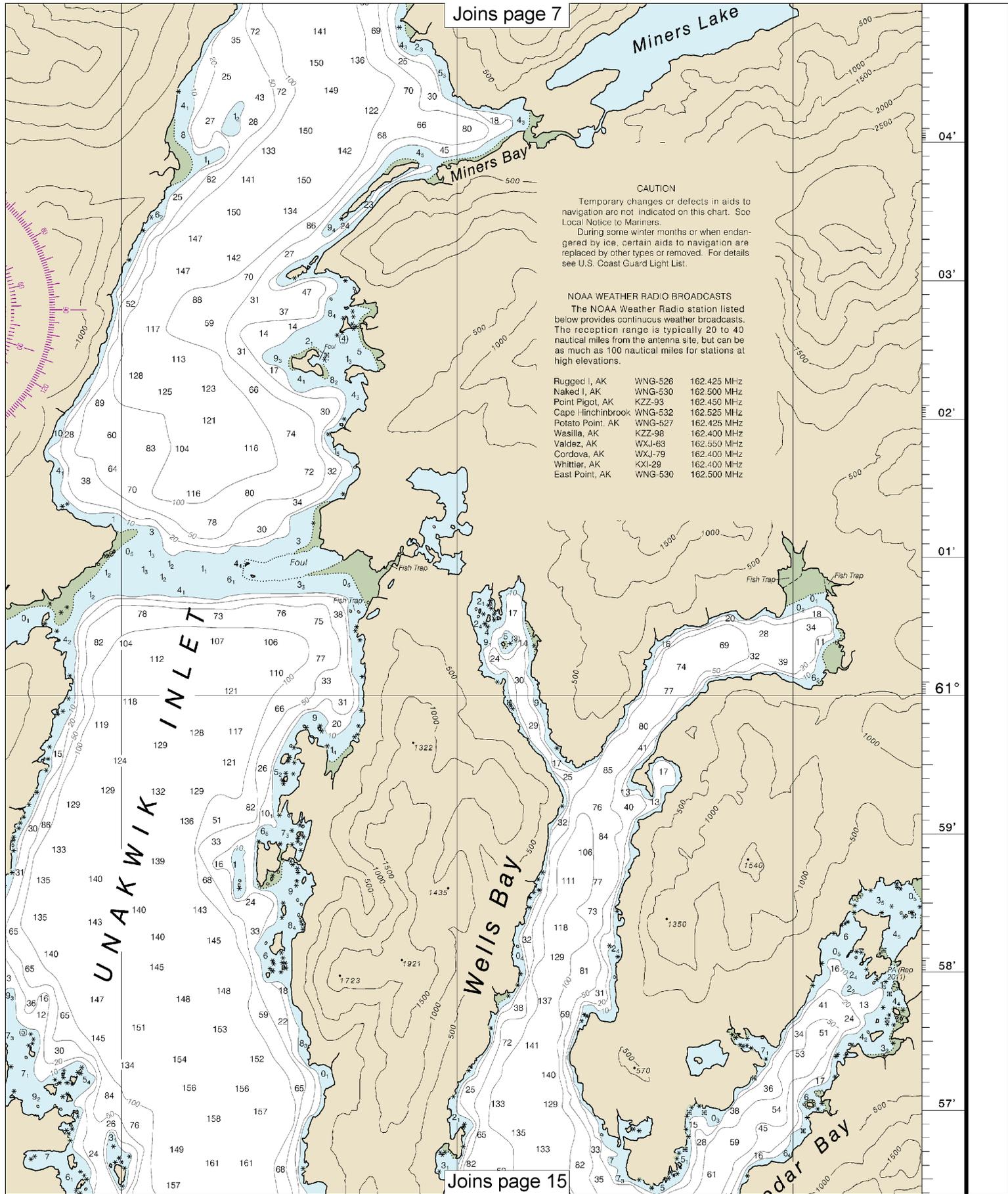
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.

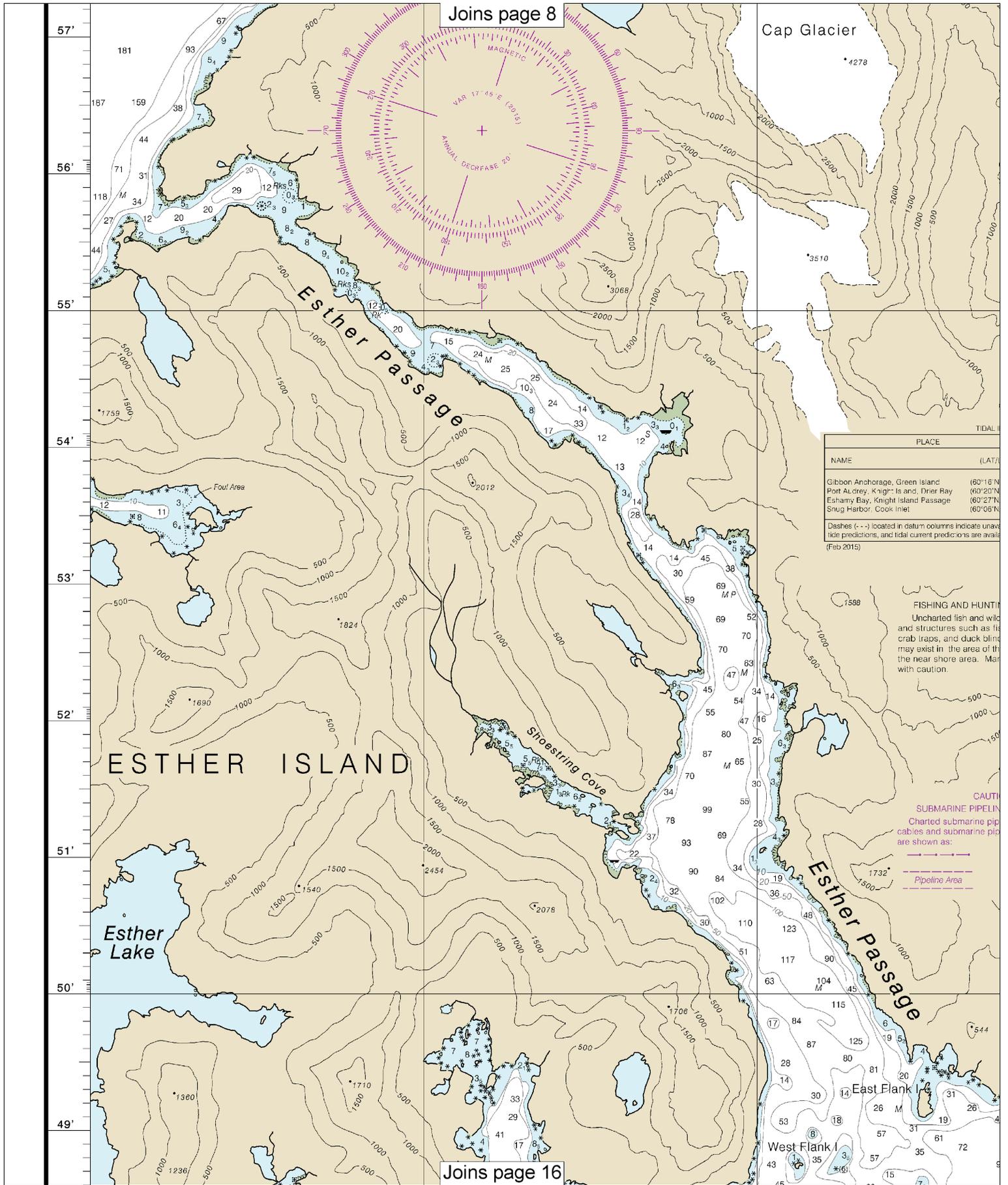




**CAUTION**  
 Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
 During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

**NOAA WEATHER RADIO BROADCASTS**  
 The NOAA Weather Radio station listed below provides 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
Wasilla, AK	KZZ-98	162.400 MHz
Valdez, AK	WXJ-63	162.550 MHz
Cordova, AK	WXJ-79	162.400 MHz
Whittier, AK	KXI-29	162.400 MHz
East Point, AK	WNG-530	162.500 MHz



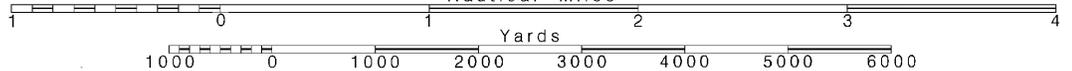
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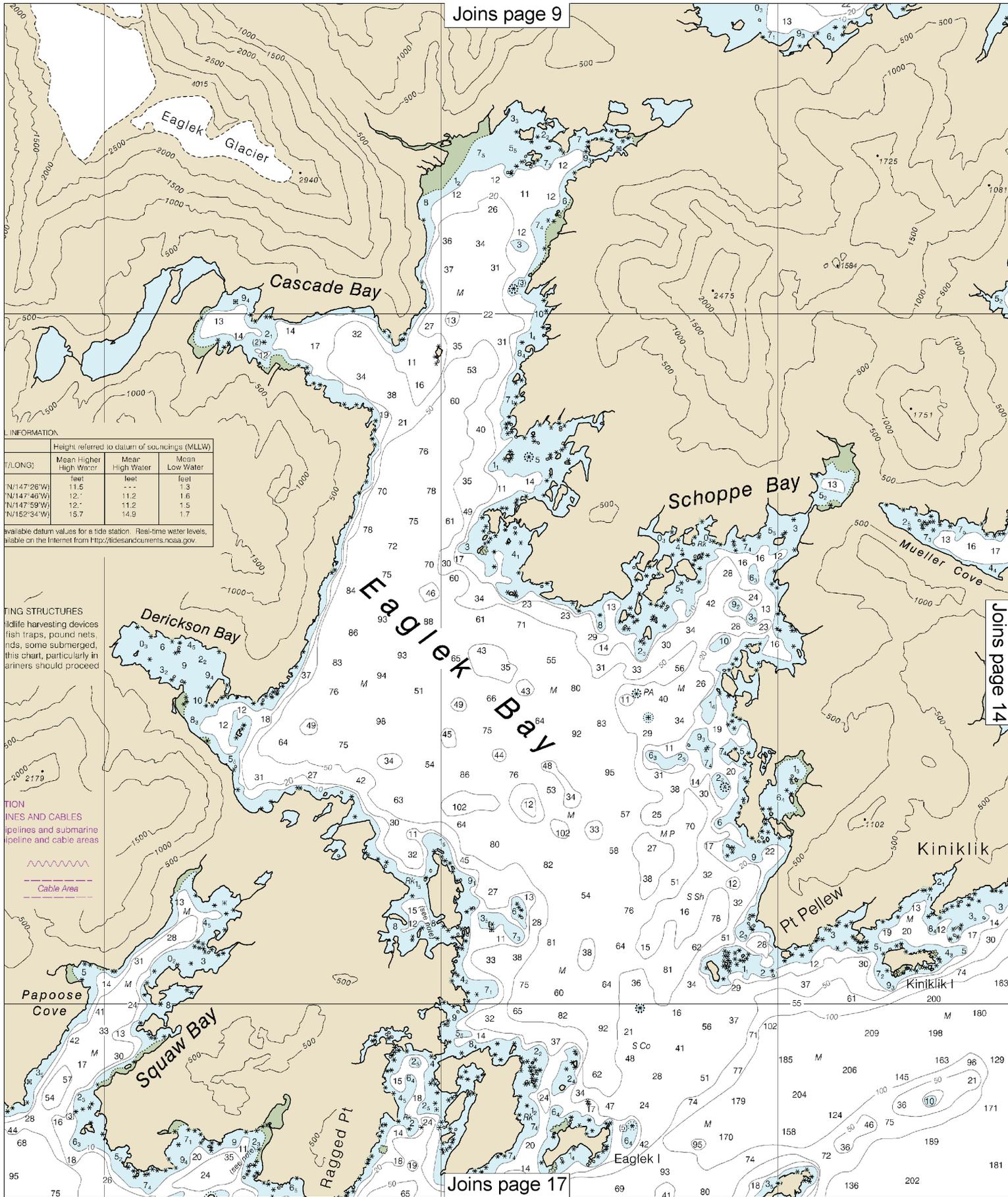
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.





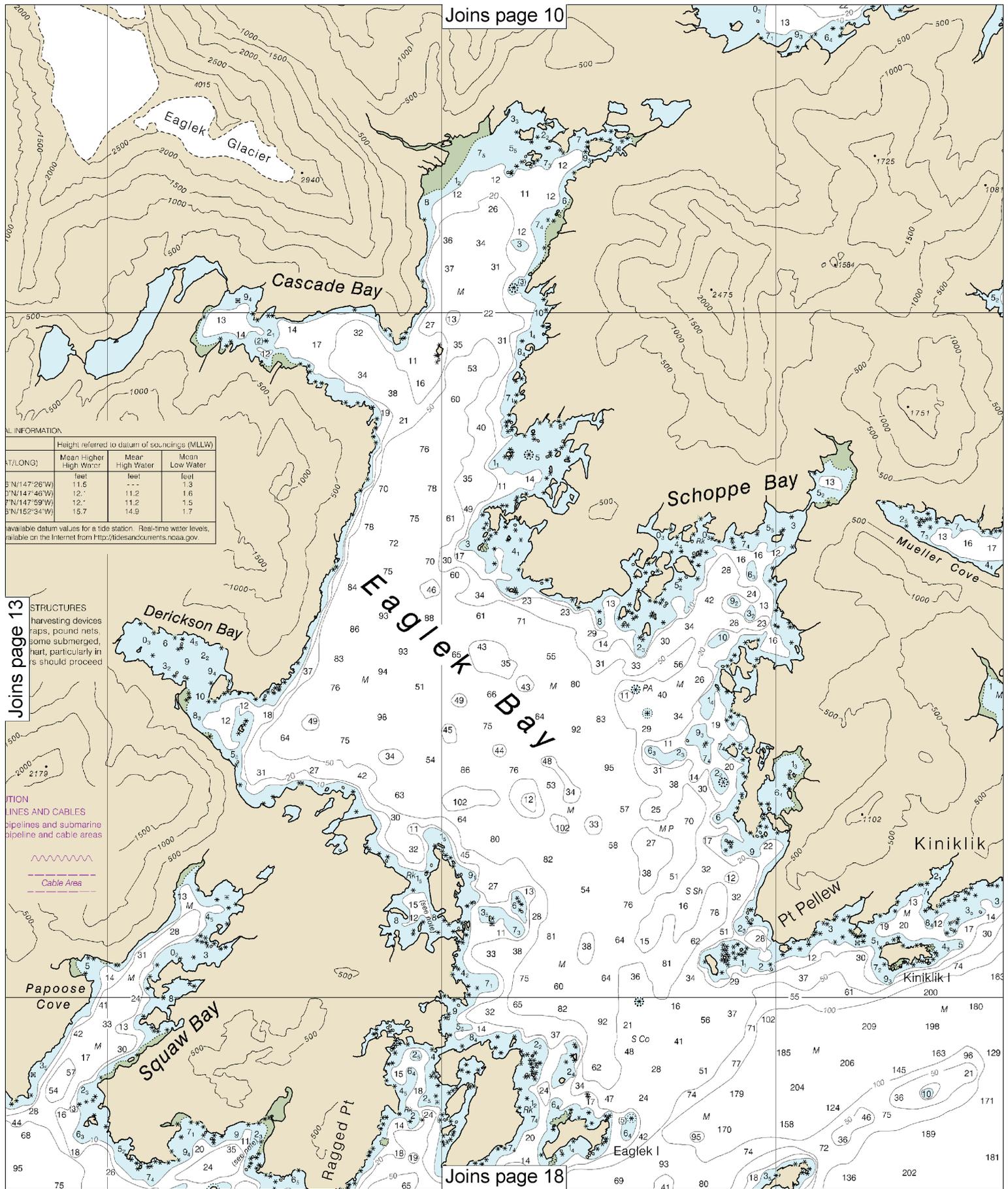
INFORMATION

T/LONG	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
N/147°26'W	feet 11.5	feet 11.2	feet 1.3
N/147°46'W	12.1	11.2	1.6
N/147°59'W	12.1	11.2	1.5
N/152°34'W	15.7	14.9	1.7

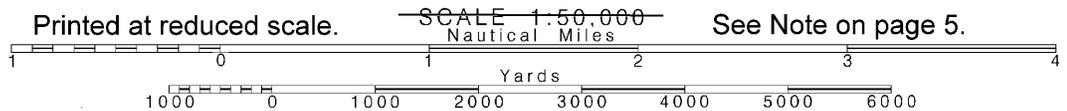
available datum values for a tide station. Real-time water levels, available on the Internet from <http://tidesandcurrents.noaa.gov>.

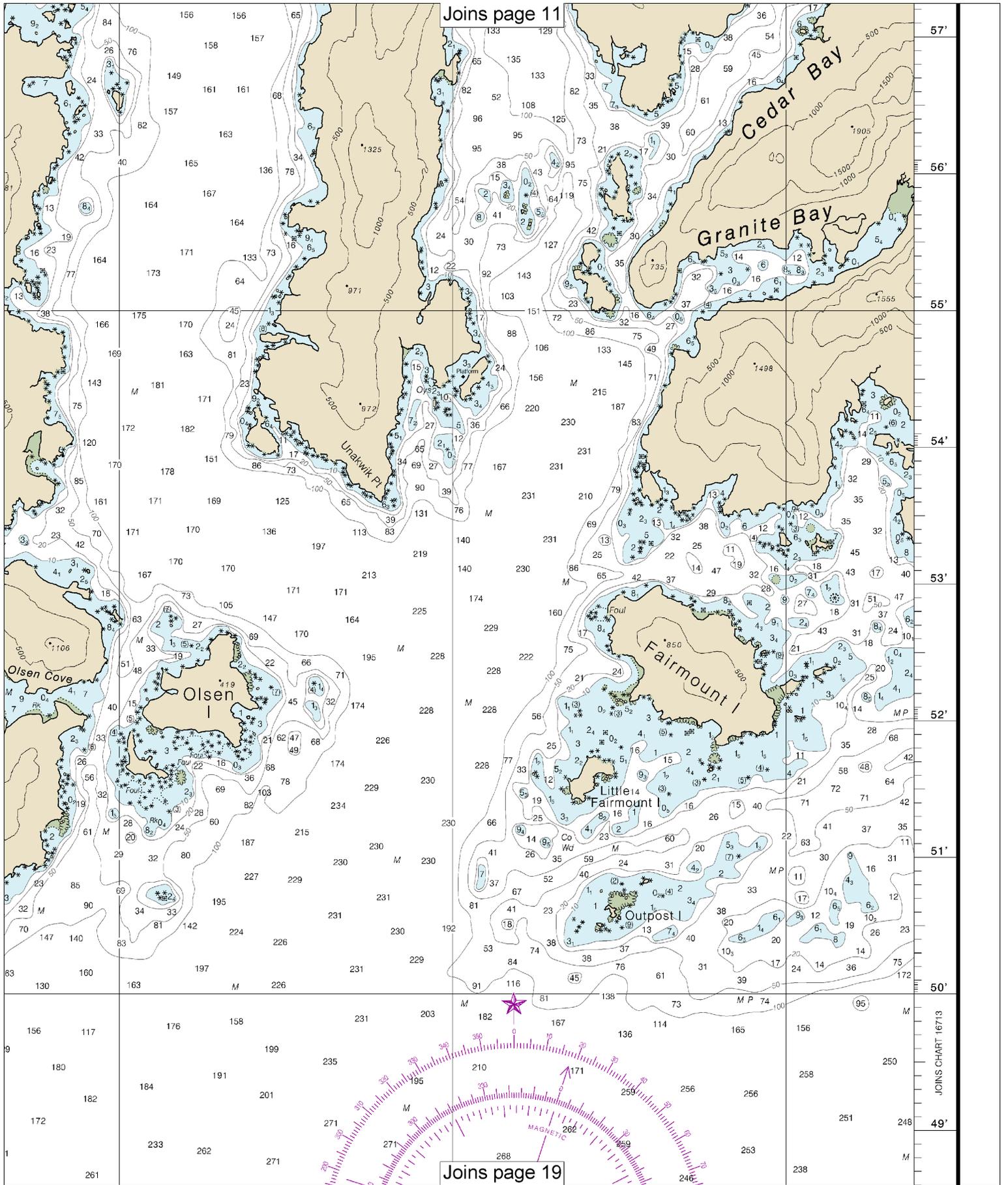
**WARNING STRUCTURES**  
 Wildlife harvesting devices, fish traps, pound nets, ponds, some submerged, this chart, particularly in Derickson Bay, should proceed

**PIPELINES AND CABLES**  
 Pipelines and submarine cable areas  
 Pipeline and cable areas  
 Cable Area



Note: Chart grid lines are aligned with true north.

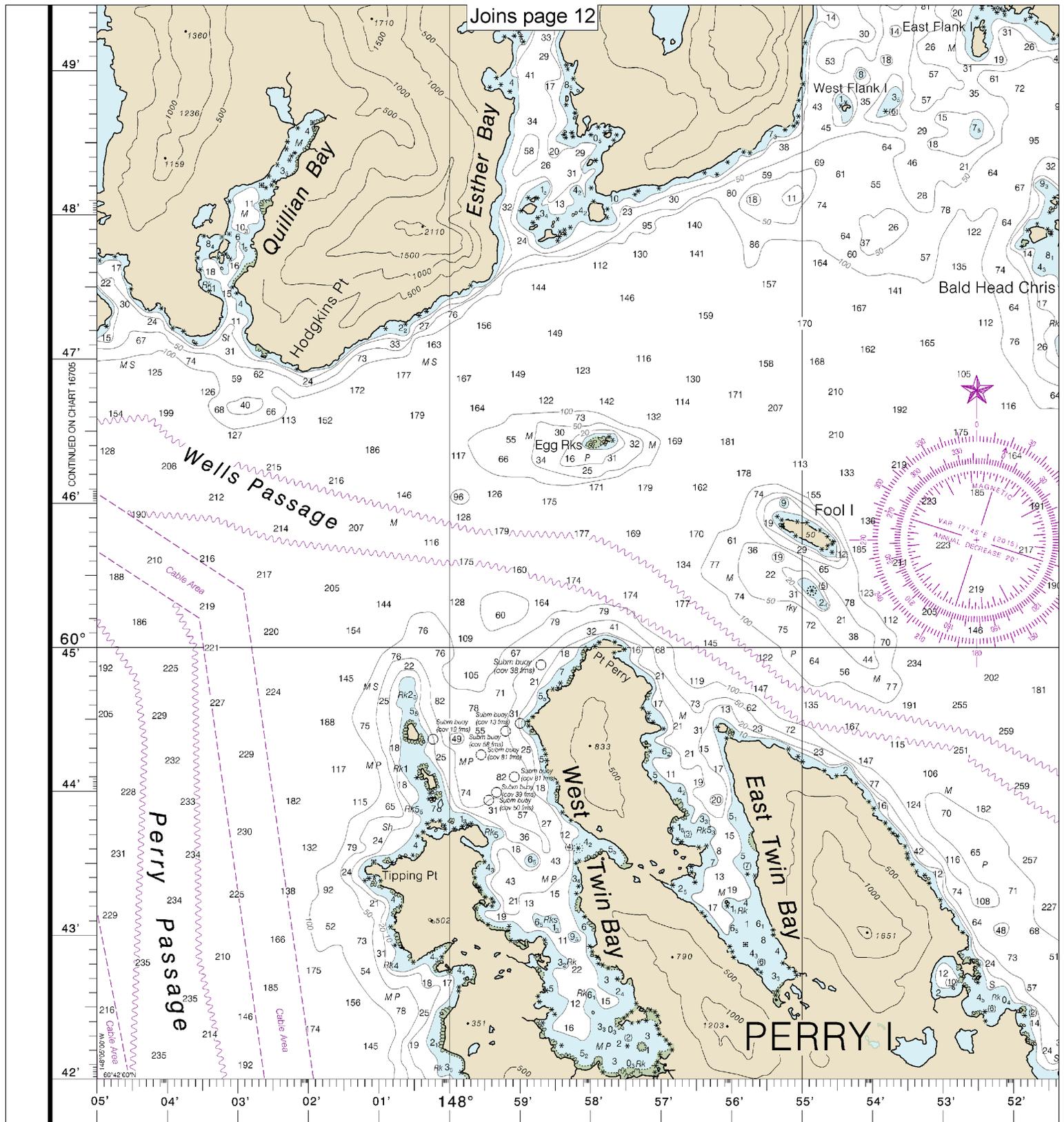




Joins page 11

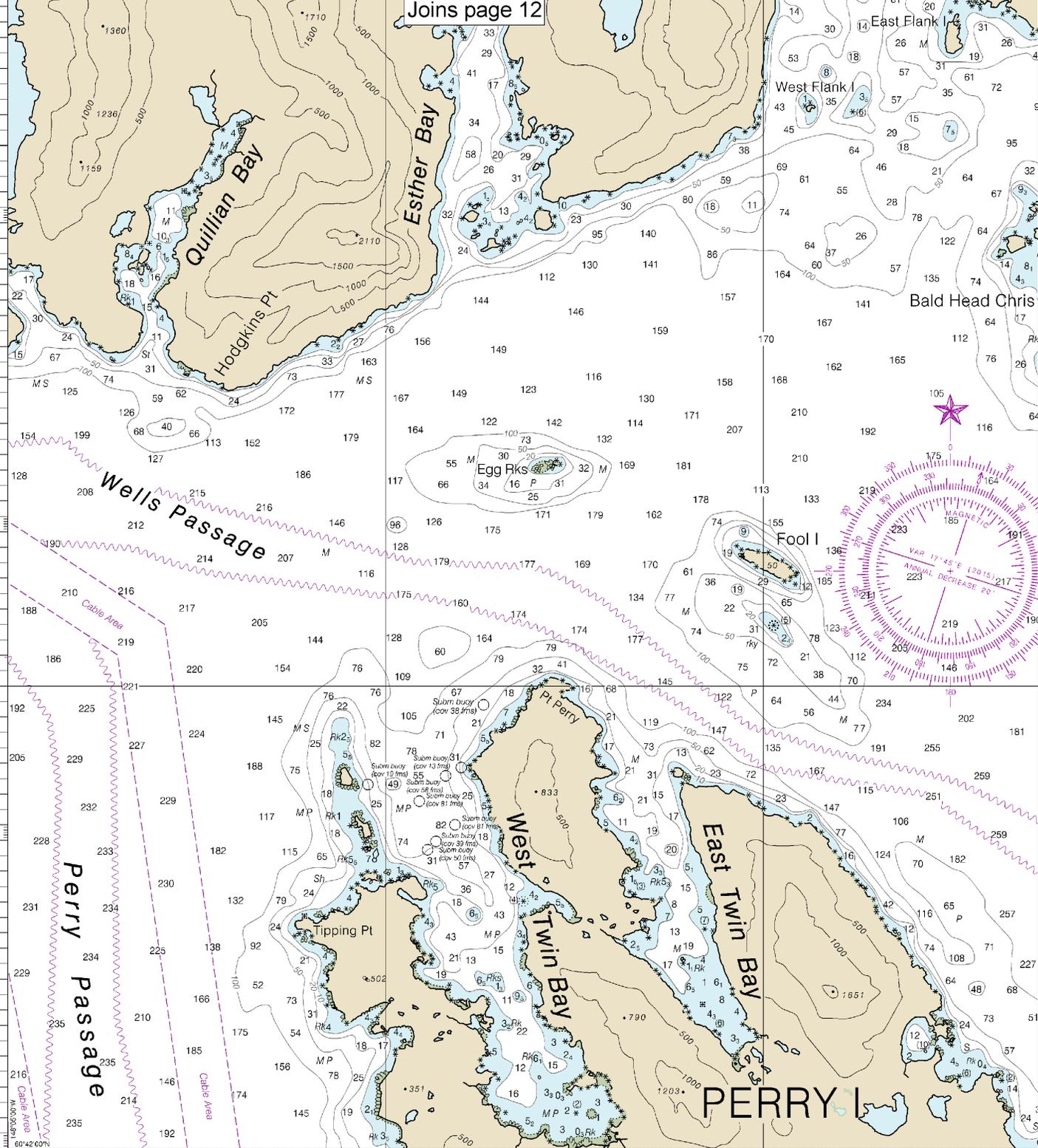
Joins page 19

JOINS CHART 16713



Joins page 12

49'  
48'  
47'  
46'  
60'  
45'  
44'  
43'  
42'



05' 04' 03' 02' 01' 148° 59' 58' 57' 56' 55' 54' 53' 52'

2nd Ed., Mar 2015  
**16712**

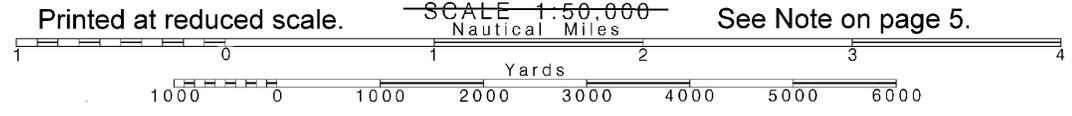
**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected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

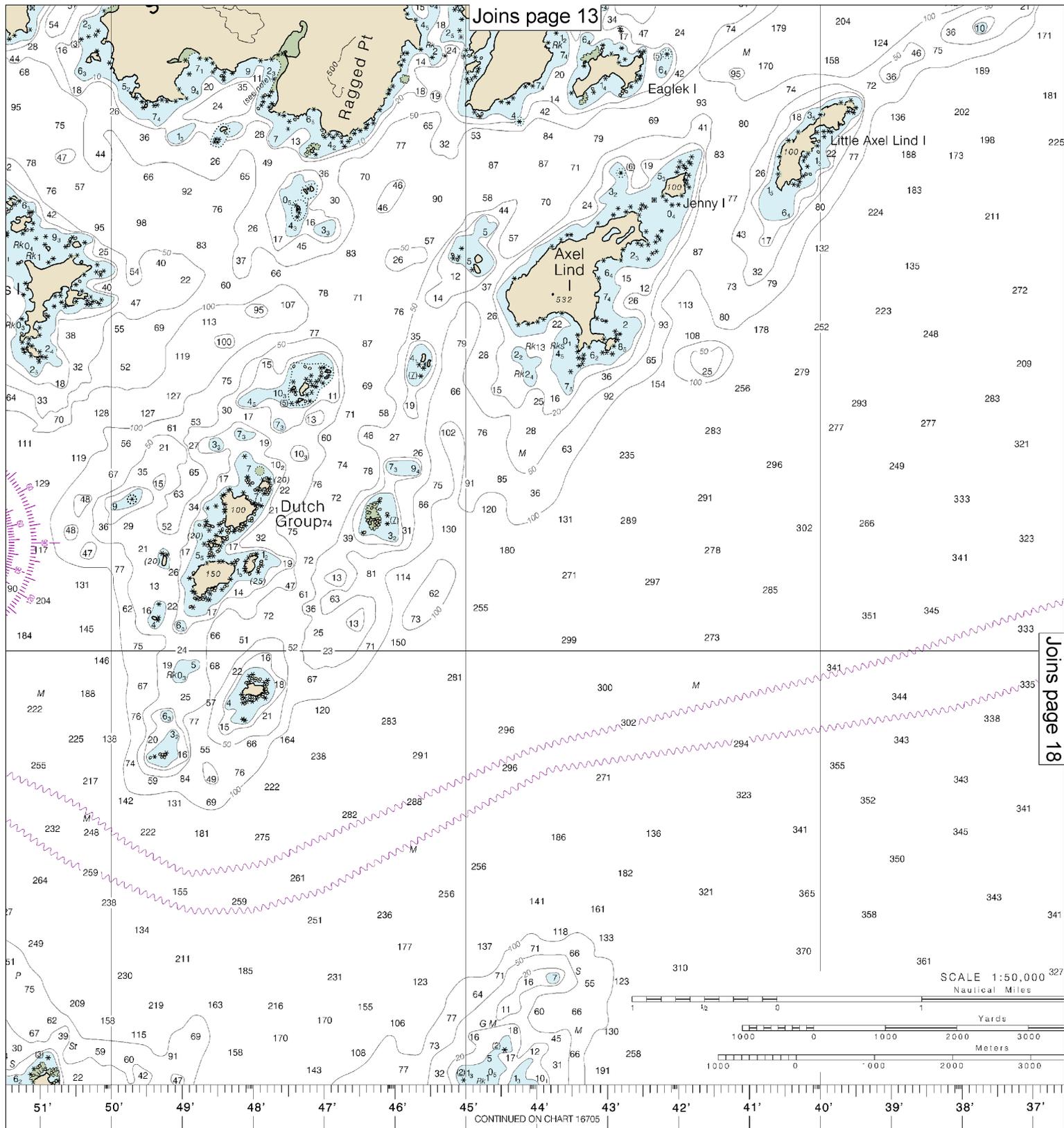
**SOUNDINGS**  
(FATHOMS AND FEET)

Last Correction: 3/18/2015. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

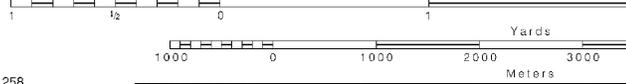
**16**

Note: Chart grid lines are aligned with true north.





SCALE 1:50,000  
Nautical Miles

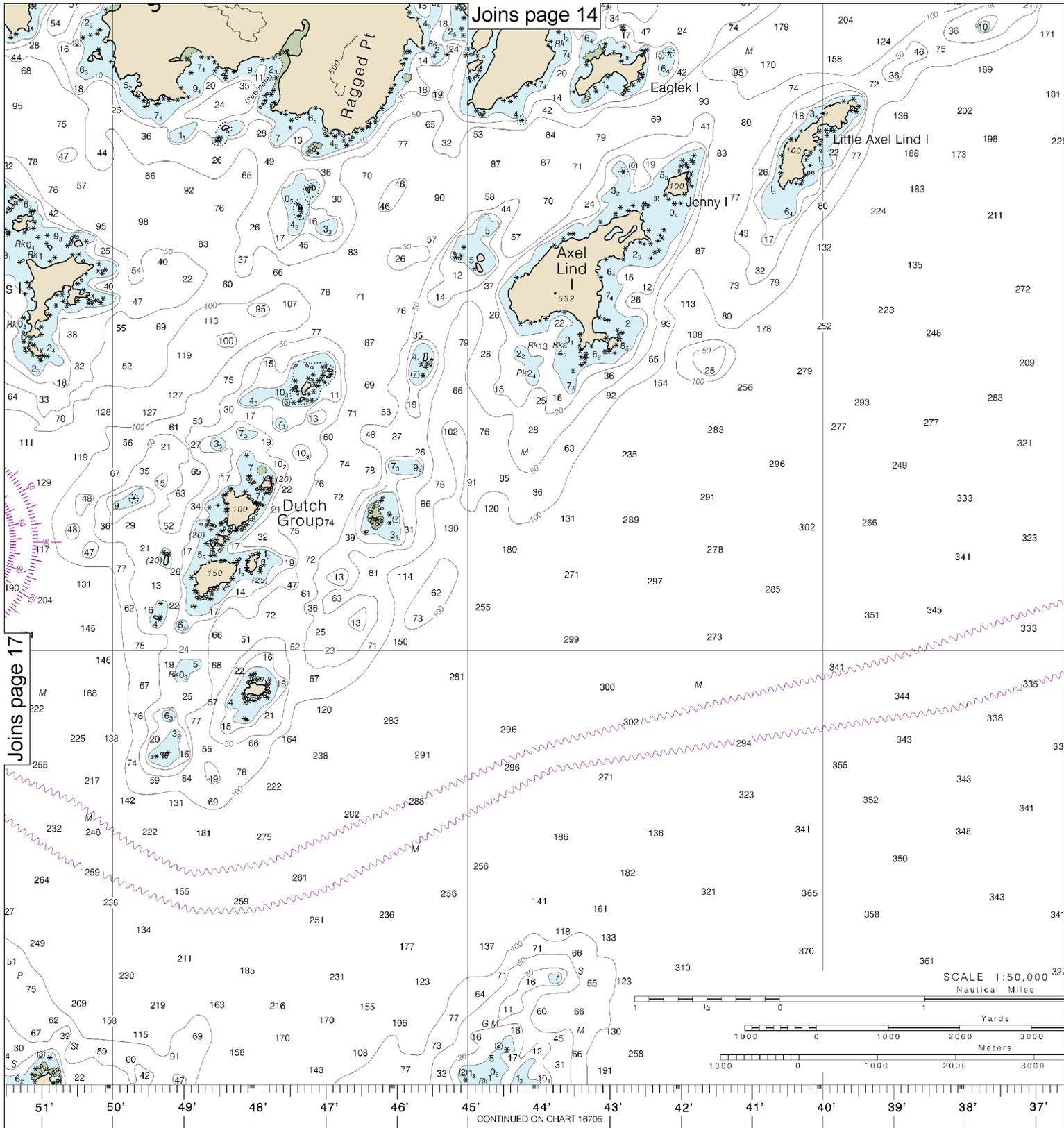


CONTINUED ON CHART 16705

**IN FATHOMS**  
T TO 11 FATHOMS)

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

FATHOMS	1	2	3	4	5	6	7	8	9	10	11
FEET	6	12	18	24	30	36	42	48	54	60	66
METERS	1	2	3	4	5	6	7	8	9	10	11



**IN FATHOMS**  
 (TO 11 FATHOMS)

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

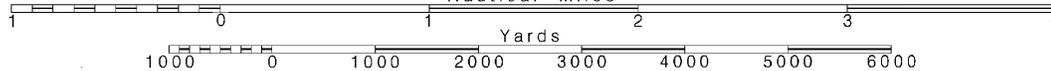
FATHOMS	1	2	3	4	5	6	7	8	9	10	11
FEET	6	12	18	24	30	36	42	48	54	60	66
METERS	1	2	3	4	5	6	7	8	9	10	11

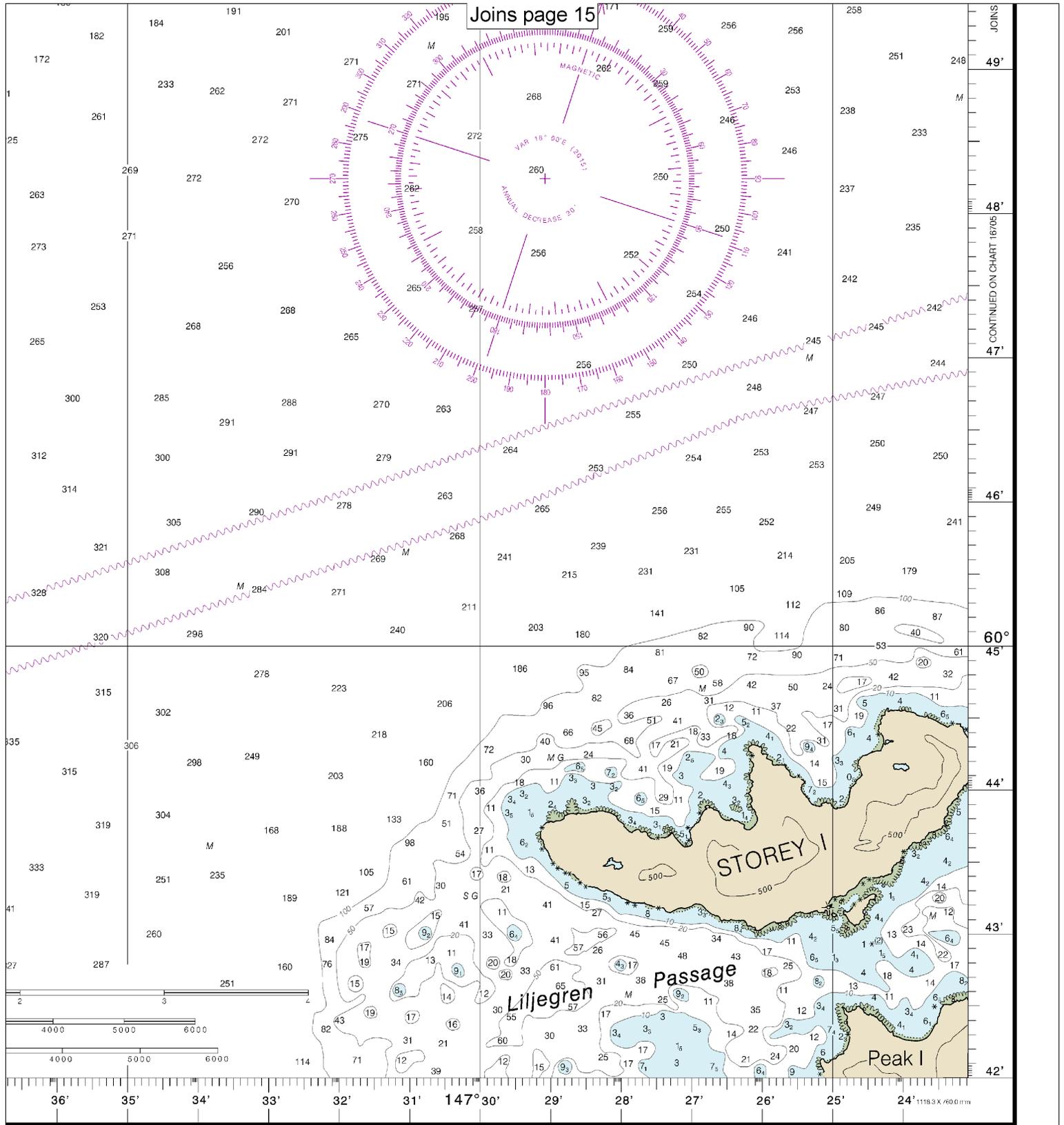
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000  
 Nautical Miles

See Note on page 5.





JOINS

49'

48'

47'

46'

60°

45'

44'

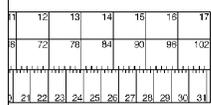
43'

42'

CONTINUED ON CHART 16705

UNAKWIK INLET TO ESTHER PASSAGE AND COLLEGE FIORD  
 SOUNDINGS IN FATHOMS - SCALE 1:50,000

16712





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](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>



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