

BookletChart™

Cross Sound to Yakutat Bay

NOAA Chart 16760

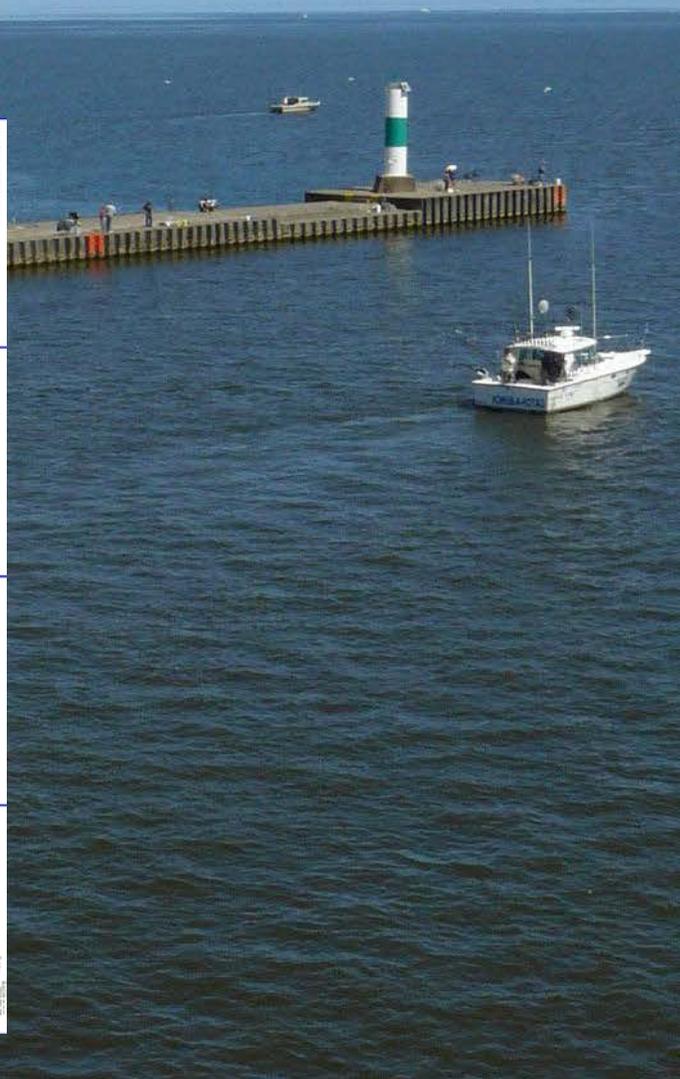
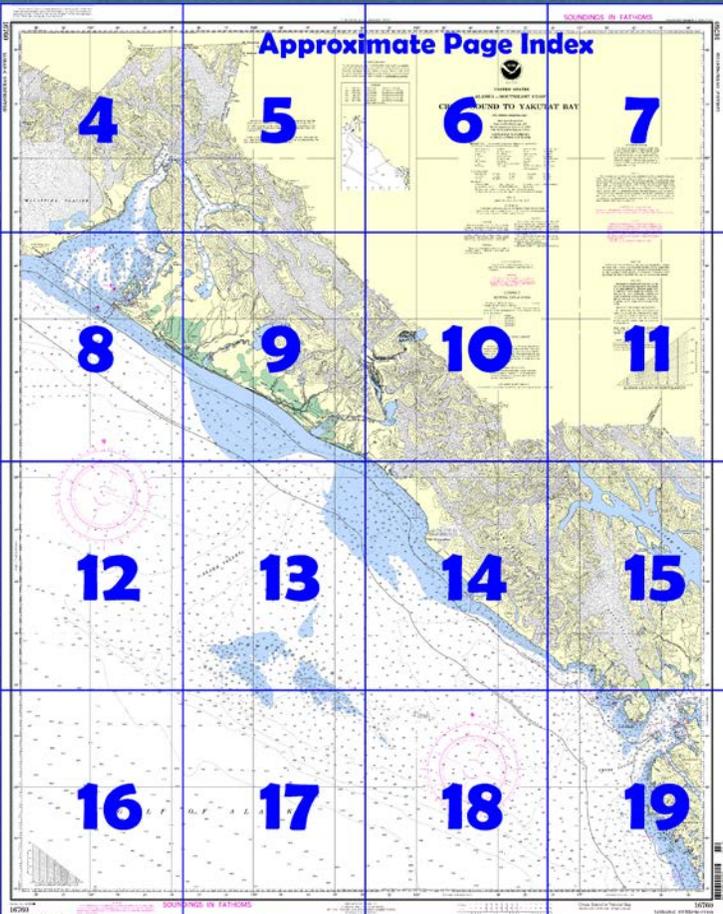


A reduced-scale NOAA nautical chart for small boaters

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.

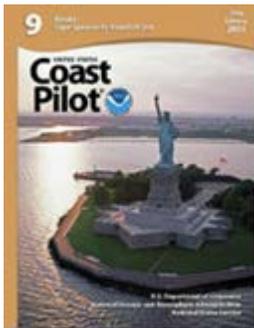
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16760>.



(Selected Excerpts from Coast Pilot)

From Icy Point to La Perouse Glacier, a distance of about 8 miles, the coast is low and wooded, with rolling hills that gradually increase in height to the bare mountain peaks. Rocks extend along the coast about halfway from the point to the glacier; the rest of the way is mostly smooth sand beach.

La Perouse Glacier, about 24 miles N of Cape Spencer, is an outstanding landmark along this coast because the mountains are

often covered by clouds. The face of the glacier is 200 to 300 feet high and is nearly perpendicular; at the foot of the glacier is a narrow strip of sand beach strewn with boulders.

Between La Perouse Glacier and Lituya Bay, 15 miles NW, the coast is low and densely wooded. About 2 miles inland are hills that rise in a succession of terraces to the snowcapped peaks of the **Fairweather Range**. Most of the shore is sandy, with occasional boulders; huge boulders cover the last 1.5 miles to Lituya Bay. From Lituya Bay NW to Yakutat Bay, the shore is mostly gently curving sand beaches but boulders are found in the vicinity of Cape Fairweather and at other places. Prevailing currents set NW about parallel to the shore, but it has been observed that winds have a great influence on directions and strengths.

Cape Fairweather, 54 miles NW of Cape Spencer, is an evenly rounded point sloping gently to the sea and abruptly back to the mountains. The summit of the cape is bare of vegetation but is covered with large piles of glacier drift, some of a bright iron-rust color. **Mount Fairweather**, 15,320 feet high, is 15 miles inland from the cape and is on the Alaska-Canada boundary.

Protection from SE weather can be had N of Cape Fairweather, which appreciably breaks both wind and swell. Just N is a high rocky slide, with a cataract several hundred feet high, which is prominent from offshore. **Alsek River**, about 82 miles NW of Cape Spencer, empties into the NE part of **Dry Bay**. About 8 miles back of the coast is **Alsek Glacier**. Dry Bay is filled with bars and small islands between which are constantly changing channels. The entrance to the bay, about 400 yards wide with depths of about 6 feet, has been used to some extent by small craft. The tidal current has a velocity of about 2.5 knots on the ebb; during heavy weather the sea breaks fully 2 miles offshore.

From Dry Bay to Yakutat Bay, the mountains are 5 to 15 miles from the coast, and between is a low wooded plain cut by numerous streams. The principal rivers between Dry Bay and Yakutat Bay have shifting bars at their entrances and lagoons or tidal basins inside; they can be used only by small boats or launches at high water and with a smooth sea. The mountains back of the coastal plain carry numerous glaciers; **Yakutat Glacier**, about 100 miles NW of Cape Spencer and 30 miles E of Yakutat Bay, is 3 miles wide and very prominent.

Mariners are advised that in glacially fed areas such as Yakutat Bay, a layer boundary with a steep thermal/salinity gradient and/or suspended sediments in the water column can produce erroneous bottom traces on echo sounders. If this anomaly is suspected, a handheld lead line should be used to penetrate the layer for an accurate reading.

**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.

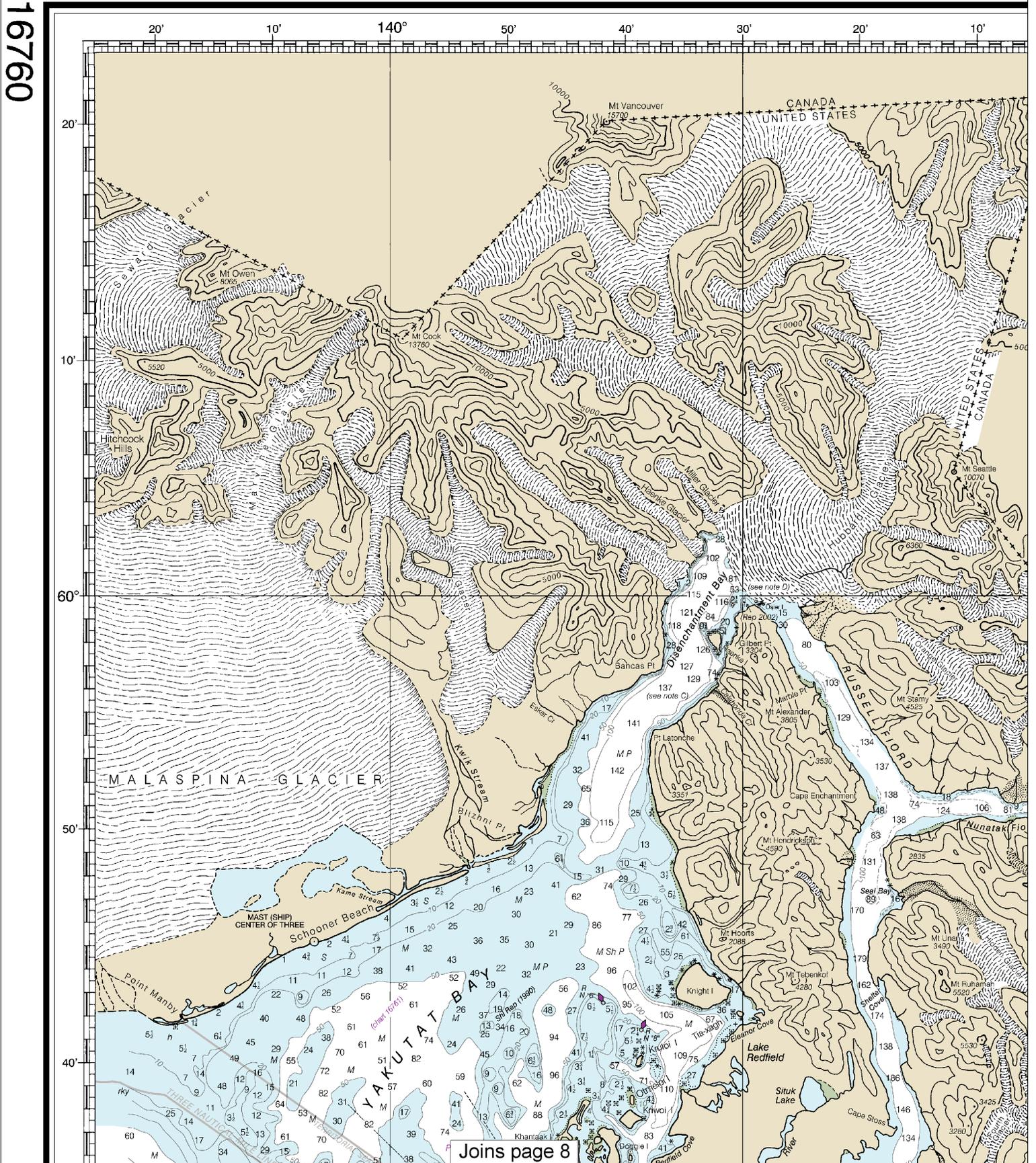
Lateral System As Seen Entering From Seaward

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>

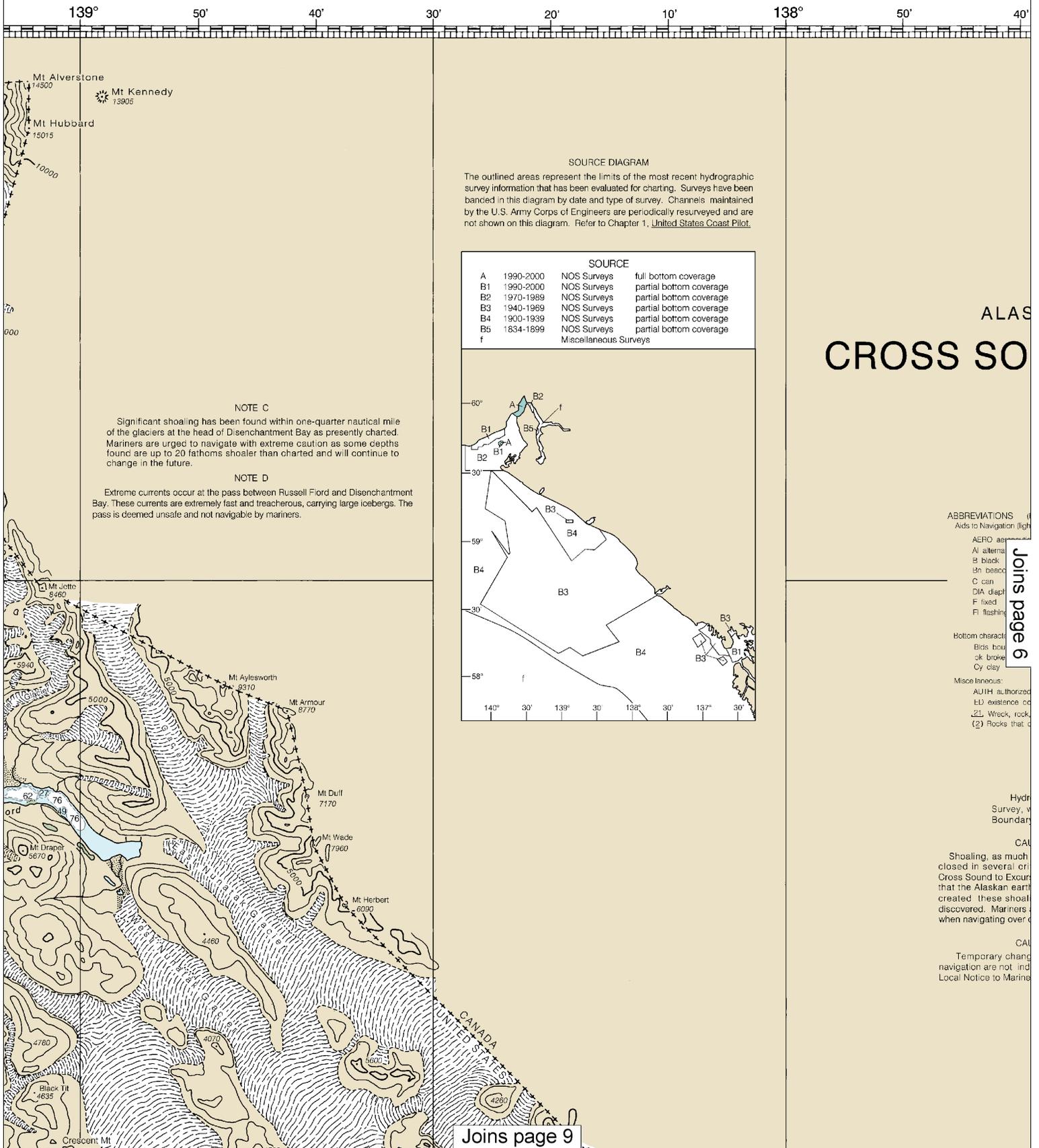
16760



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4

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:400000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

139° 50' 40' 30' 20' 10' 138° 50' 40'

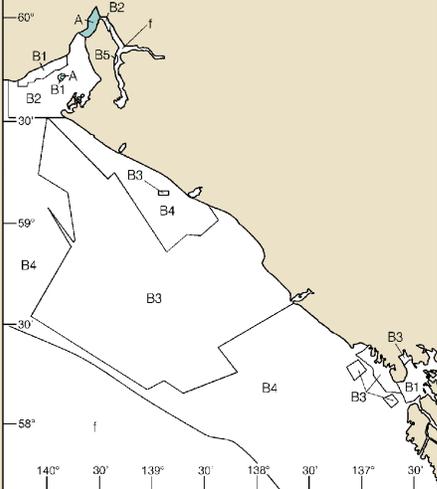
erstone
 Mt Kennedy
 13905
 bbard

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	1990-2000	NOS Surveys	full bottom coverage
B1	1990-2000	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	1834-1899	NOS Surveys	partial bottom coverage
f		Miscellaneous Surveys	



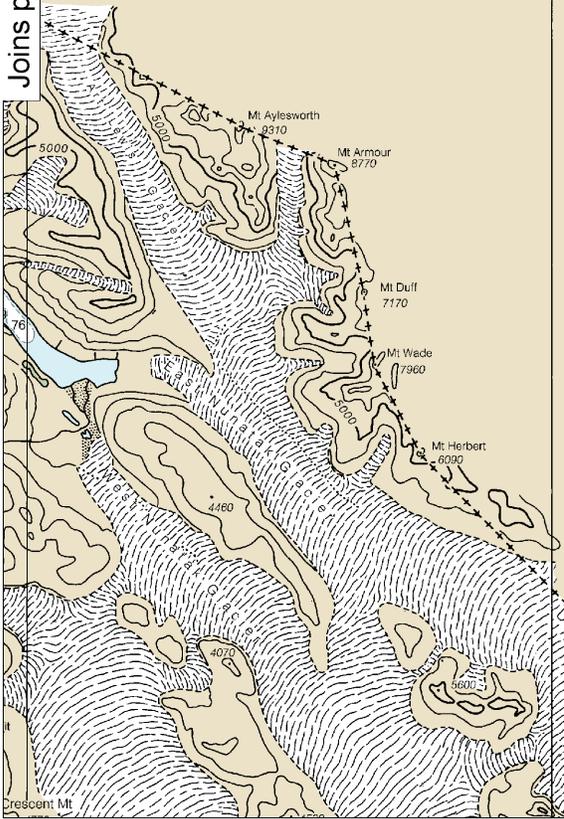
NOTE C

Significant shoaling has been found within one-quarter nautical mile of the glaciers at the head of Disenchantment Bay as presently charted. Mariners are urged to navigate with extreme caution as some depths found are up to 20 fathoms shoaler than charted and will continue to change in the future.

NOTE D

Extreme currents occur at the pass between Russell Fiord and Disenchantment Bay. These currents are extremely fast and treacherous, carrying large icebergs. The pass is deemed unsafe and not navigable by mariners.

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THE NATION

UN

ALASKA - S

CROSS SOUND

Scale
 North Arrow
 (Wol...)
 SOUND
 AT M

ABBREVIATIONS (For complete list of Aids to Navigation (lights are white unless

AERO	aeronautical	G	gro
Al	alternating	IQ	int
B	black	Is	iso
Bn	base	LT	LI
C	can	M	mag
DIA	diaphone	m	min
F	fixed	MICRO	
Fl	flashing	Mkr	m

Bottom characteristics:

Bls	boulders	Co	coral
bk	broken	G	gravel
Cy	clay	Grs	grass

Miscellaneous:

AUIH	authorized	Cost	
ED	existence doubtful	PA	
ZL	Wreck, rock, obstruction, or shoal		
(2)	Rocks that cover and uncover		

Heights

Hydrography and to Survey, with additional Boundary Commission

CAUTION

Shoaling, as much as 6 feet, has closed in several critical shoals in Cross Sound to Excursion Inlet. It is noted that the Alaskan earthquake of July 1964 created these shoalings and others discovered. Mariners are urged to use caution when navigating over or near critical shoals.

CAUTION

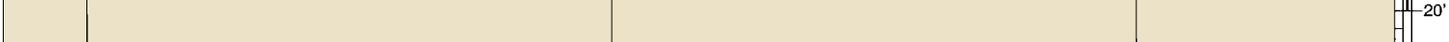
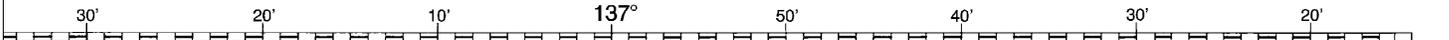
Temporary changes or defects in navigation are not indicated on this chart. Local Notices to Mariners.

Consult supplement navigation.

The presence of any single floating aid and U.S. Coast



Note: Chart grid lines are aligned with true north.



NOAA'S CHARTMAKER SINCE 1807

UNITED STATES
SOUTHEAST COAST
D TO YAKUTAT BAY

Mercator Projection
Scale 1:300,000 at Lat. 60°
American Datum of 1983
World Geodetic System 1984

SOUNDINGS IN FATHOMS
MEAN LOWER LOW WATER

(For Symbols and Abbreviations, see Chart No. 1.)
(as otherwise indicated):

acon	Mo moose cocoe	R TR radio tower
demanded quick	N num	Rot rotating
depths	OBSC obscured	s seconds
light	OC occulting	SEC sector
nautical mile	Or orange	S' M statute miles
minutes	Q quick	VO very quick
RD TR m crowwave lower	R red	W white
marker	Re Ref radar reflector	WHIS whistle
	R Br radiobeacon	Y yellow
gy gray	Oys oysters	so soft
h hard	Rk rock	Sh shells
M mud	S sand	sy sticky
bstn obstruction	PD position doubtful	Subm submerged
A position approximate	Rep reported	
shoal swept clear to the depth indicated.		
ver, with heights in feet above datum of soundings.		

HEIGHTS
in feet above Mean High Water.

AUTHORITIES
topography by the National Ocean Service, Coast
al data from the U.S. Coast Guard, International
on and Geological Survey

CAUTION
has been dis- Limitations on the use of radio signals as
areas from aids to marine navigation can be found in the
is probable U.S. Coast Guard Light Lists and National
ly 10, 1958 Geospatial-Intelligence Agency Publication 117.
ers not yet Radio direction-finder bearings to commercial
use caution broadcasting stations are subject to error and
l depths. should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

s in aids to chart. See

AIDS TO NAVIGATION
ult U.S. Coast Guard Light List for
ntal information concerning aids to
n.

WARNING
udent mariner will not rely solely on
e aid to navigation, particularly on
ds. See U.S. Coast Guard Light List
Coast Pilot for details.

RADAR REFLECTORS

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

Pipeline Area Cable Area

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 1.220" southward and 6.507" westward
to agree with this chart.

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 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.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE A
Navigation regulations are published in Chapter 2, U.S.
Coast Pilots 8 & 9. Additions or revisions to Chapter 2 are
published in the Notices to Mariners; information concerning
the regulations may be obtained at the Office of the Com-
mander, 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.

CAUTION
Mariners are advised that in areas such as Yakutat Bay, a layer
boundary with a steep thermal/salinity gradient and/or suspended
sediments in the water column can produce erroneous bottom traces
on echo sounders. If this anomaly is suspected, a hand-held lead
line should be used to penetrate the layer for an accurate reading.

CAUTION
Decreases of charted depths by as much as
15 to 20 feet have been reported in Yakutat Bay
in an area adjacent to Schooner Beach from
Pt. Manby to Kame Stream as a result of the
February 28, 1979, earthquake. Mariners are
used to exercise extreme caution when navi-
gated throughout Yakutat Bay
longitude of change is not

Joins page 11

Joins page 5

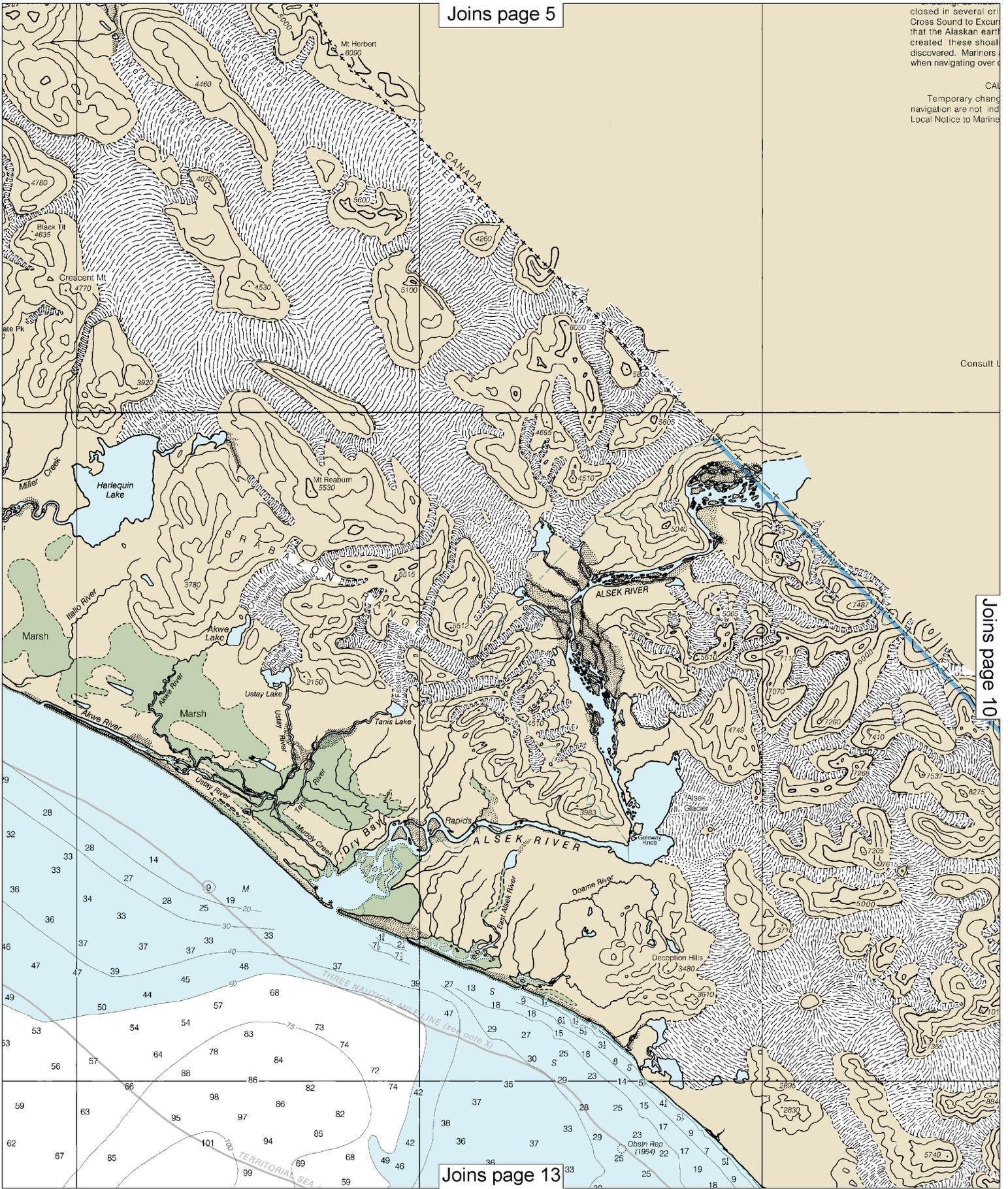
closed in several cr
Cross Sound to Exur
that the Alaskan ear
created these shoals
discovered. Mariners
when navigating over

CAU
Temporary chang
navigation are not ind
Local Notice to Marine

Consult U

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Joins page 13



closed in several critical shoals and Cross Sound to Excursion Inlet. It is that the Alaskan earthquake of July created these shoalings and other discovered. Mariners are urged to use when navigating over or near critical

CAUTION
Temporary changes or defects navigation are not indicated on this Local Notice to Mariners.

Consult supplement navigation.

The presence of any single floating aid and U.S. Coast

Radar reflecting floating aid reflector identification omitted from

Consult U.S. Coast PI



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Note: Chart grid lines are aligned with true north.

Areas from which 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) ○ (Approximate location)

Areas in aids to navigation are shown on this chart. See U.S. Coast Guard Light List for additional information concerning aids to navigation.

AIDS TO NAVIGATION

Refer to the U.S. Coast Guard Light List for additional information concerning aids to navigation.

WARNING

Caution: prudent mariner will not rely solely on electronic aids to navigation, particularly on depth soundings. See U.S. Coast Guard Light List and Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many aids to navigation. Individual radar identification on these aids has been shown on this chart.

SUPPLEMENTAL INFORMATION

Refer to sheets 8 and 9 for important supplemental information.

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 Pilots 8 and 9, Chapter 3 for details.

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Mariners information concerning this chart is available 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.

CAUTION

Mariners are advised that in areas such as Yakutat Bay, a layer boundary with a steep thermal/salinity gradient and/or suspended sediments in the water column can produce erroneous bottom traces on echo sounders. If this anomaly is suspected, a hand-held lead line should be used to penetrate the layer for an accurate reading.

CAUTION

Decreases of charted depths by as much as 15 to 20 feet have been reported in Yakutat Bay in an area adjacent to Schooner Beach from Pt. Manby to Kame Stream as a result of the February 28, 1979, earthquake. Mariners are urged to exercise extreme caution when navigating in this area, and throughout Yakutat Bay in general, as the magnitude of change is not known.

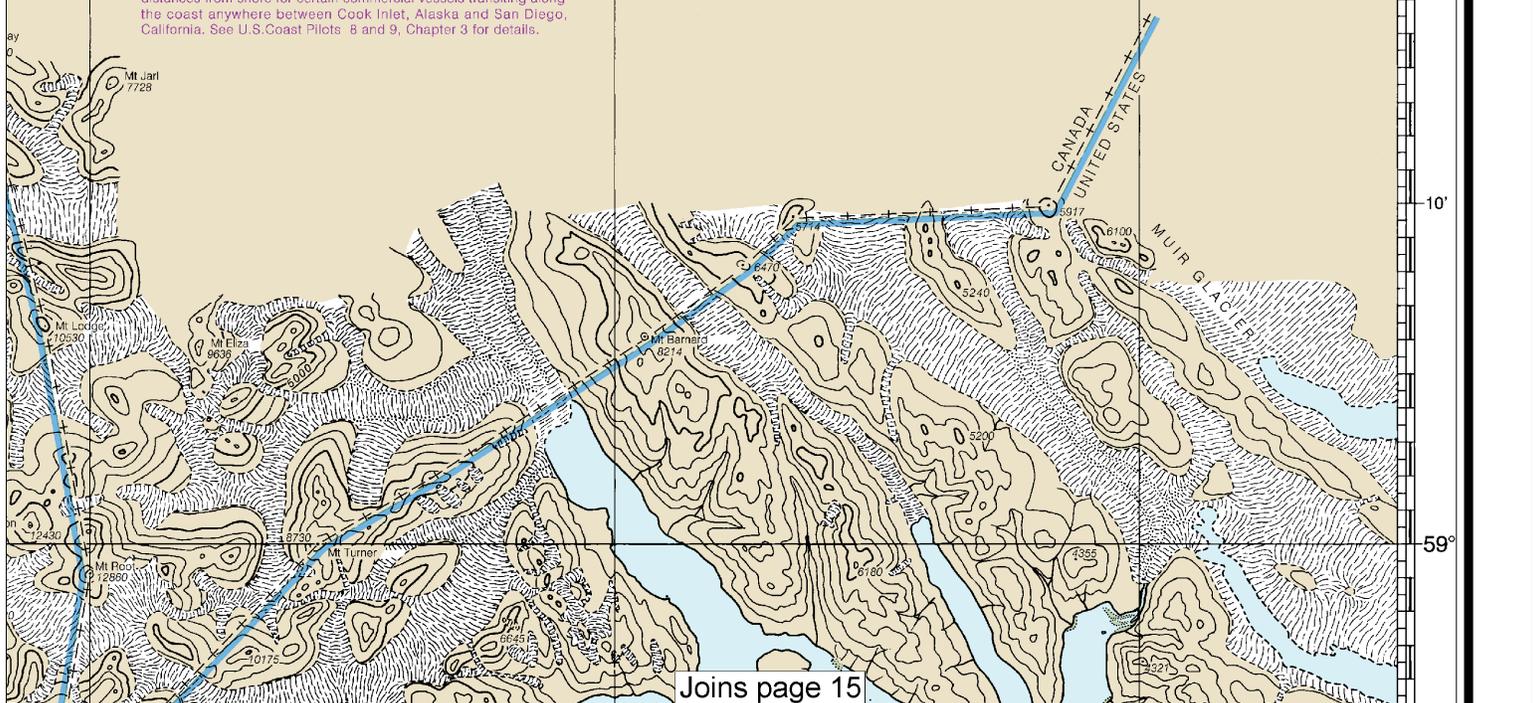
NOAA WEATHER RADIO BROADCASTS

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.

Althorp Peak, AK	KZZ-86	162.425 MHz
Mt. Robert Barron	KZZ-87	162.450 MHz
Yakutat, AK	WXK-69	162.400 MHz

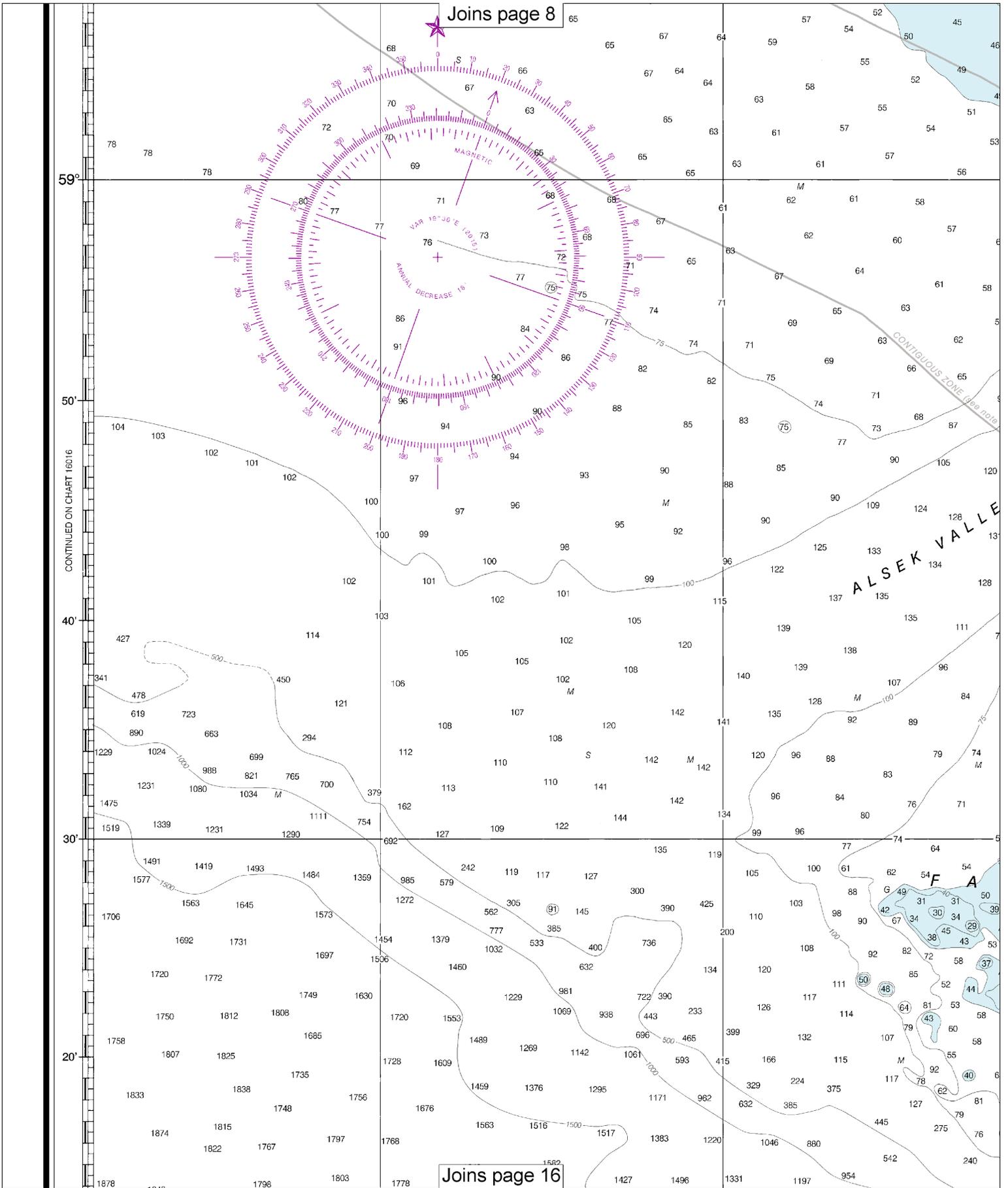
POLLUTION REPORTS

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).



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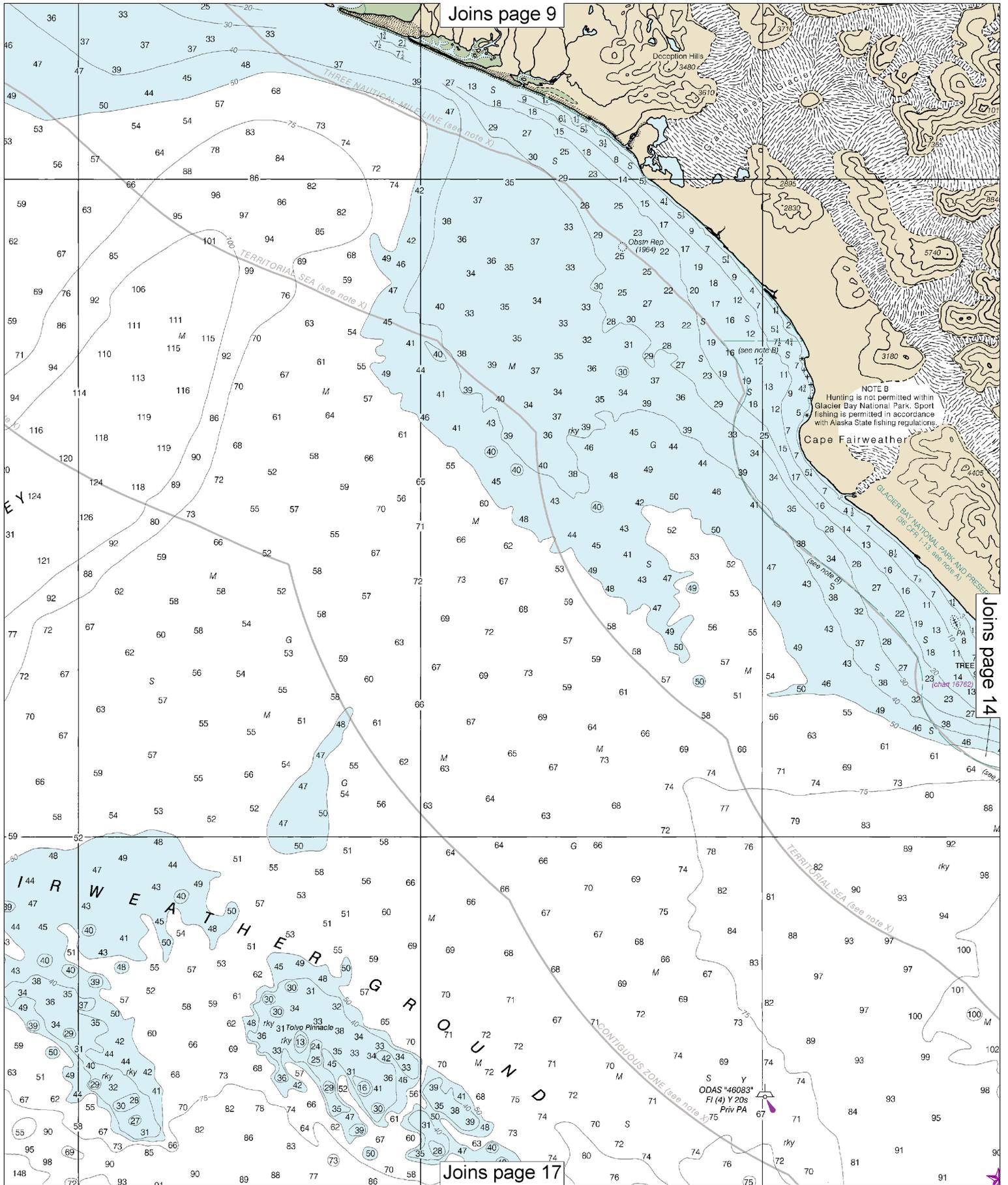
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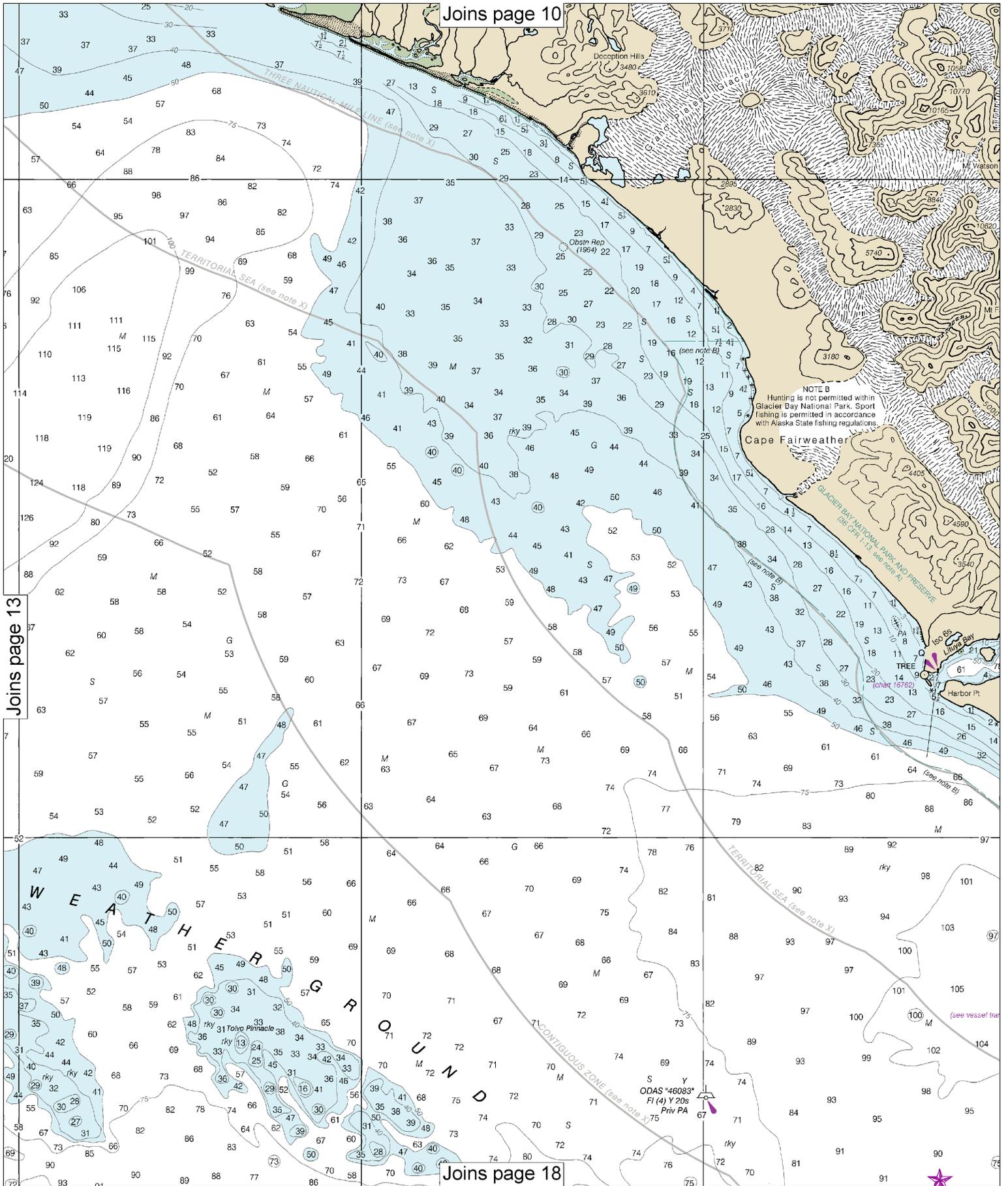
Note: Chart grid lines are aligned with true north.

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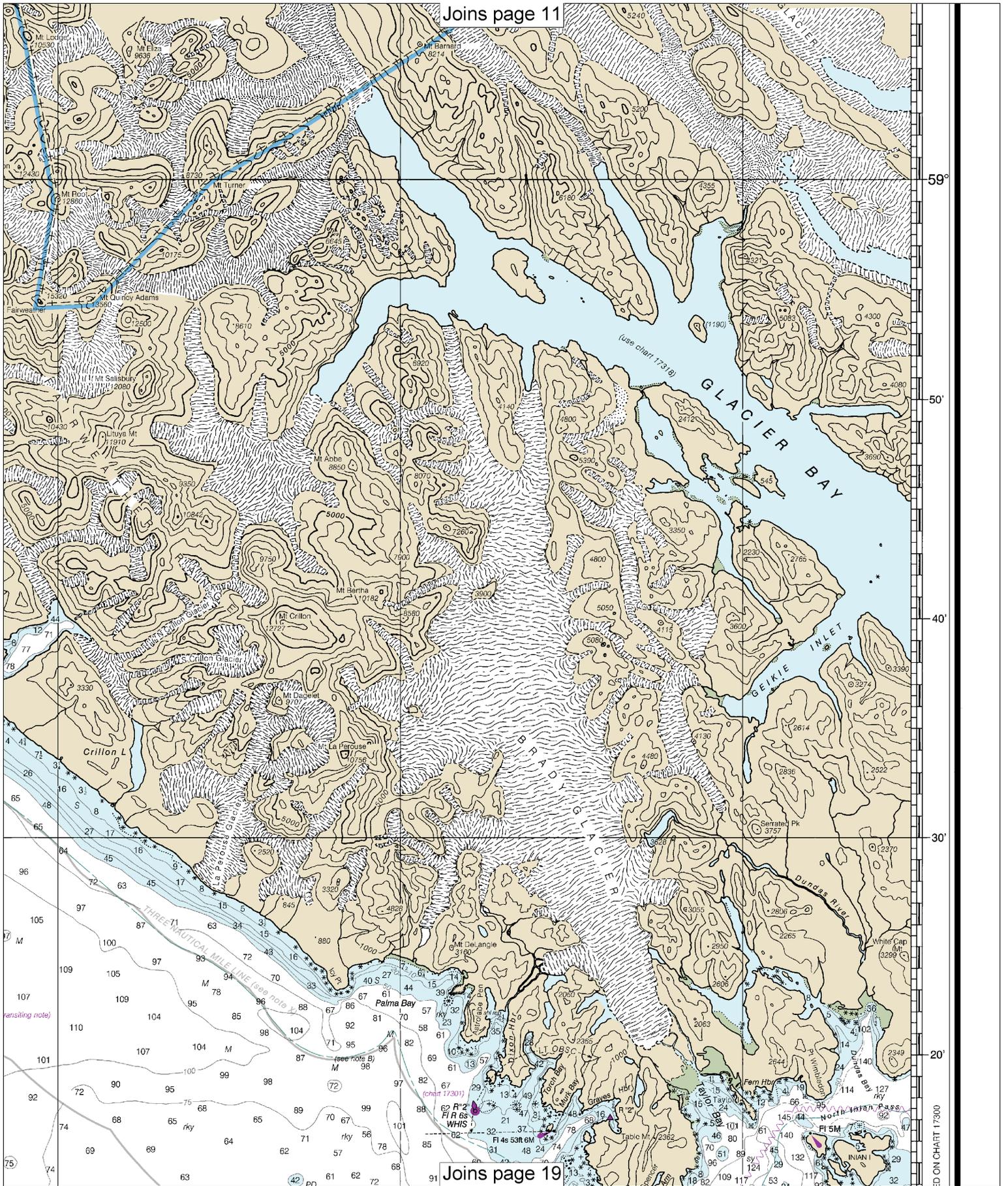
Joins page 17



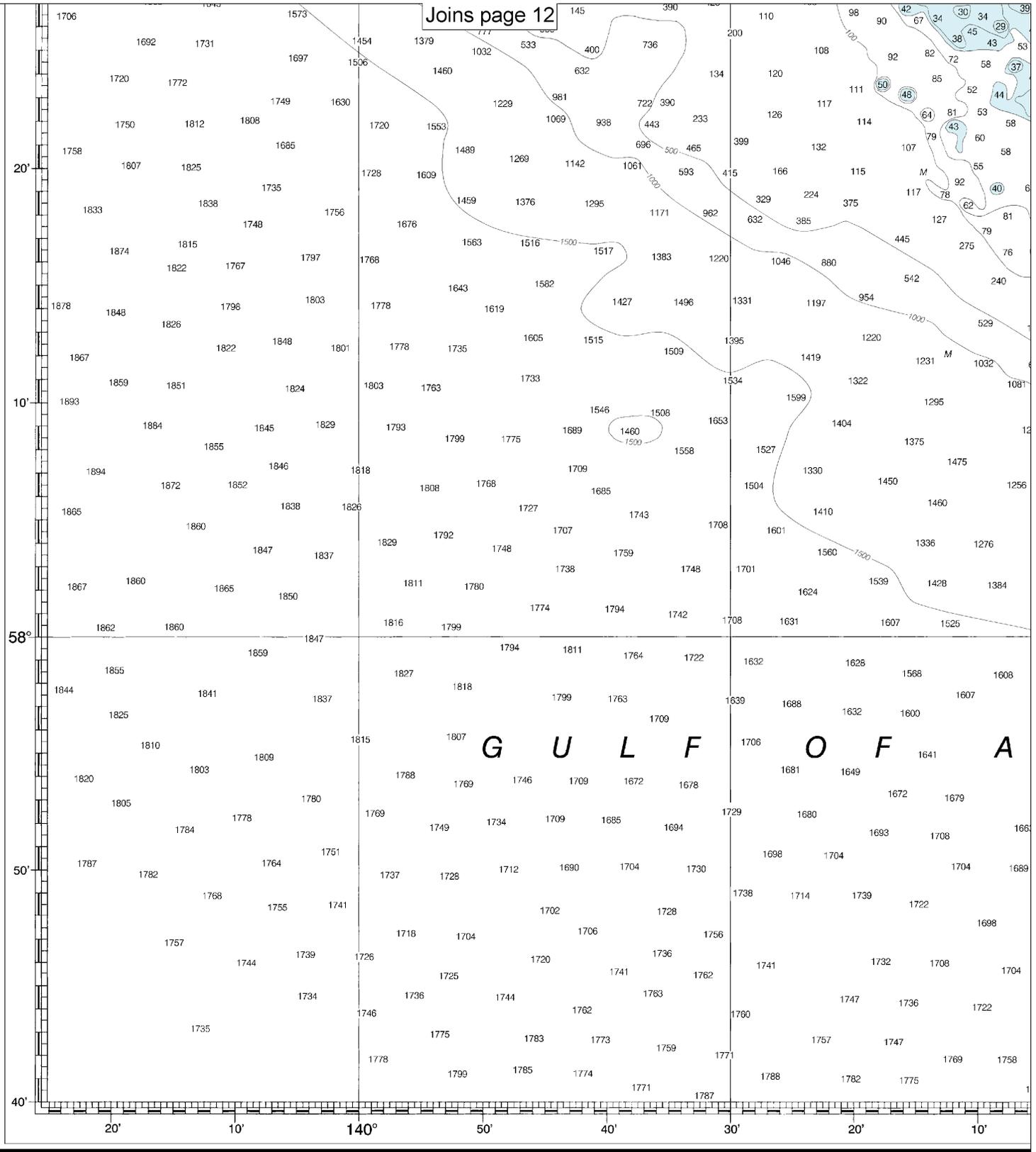
Joins page 13

Note: Chart grid lines are aligned with true north.

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11th Ed. May 2015
16760

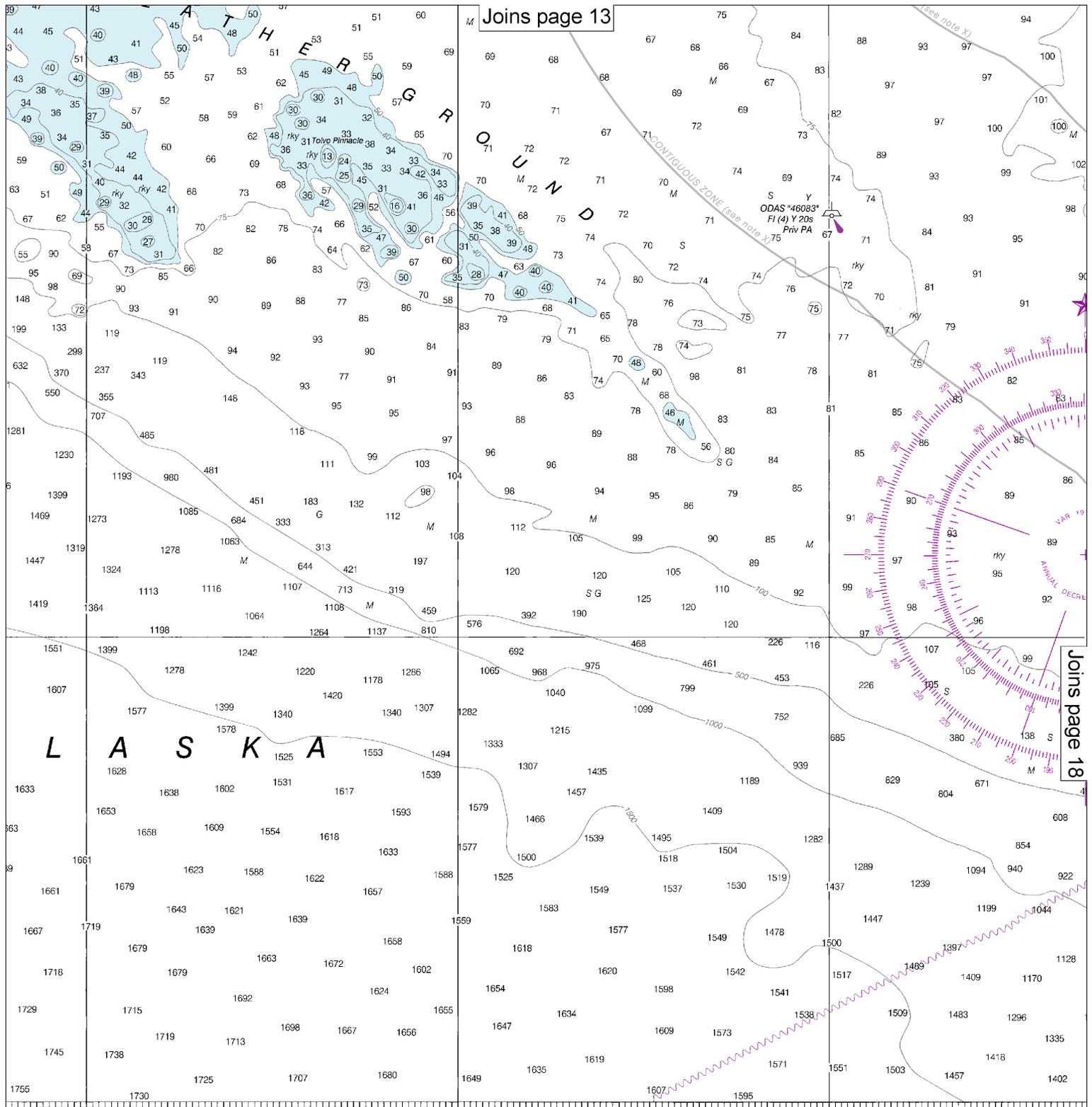
CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected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

SOUNDINGS IN FATHOMS

Last Correction: 7/29/2016. 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.



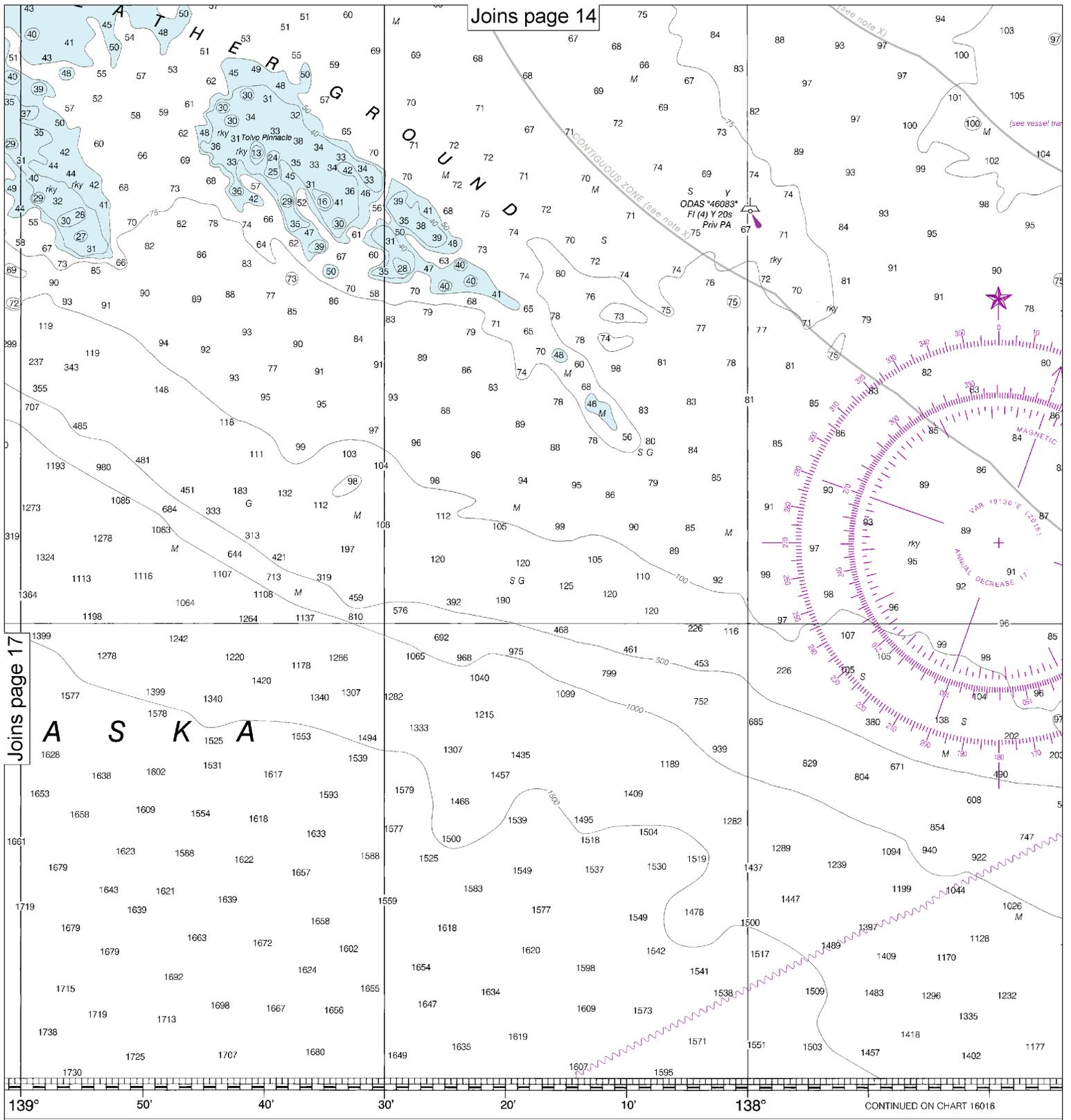
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THOMS

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

FATHOMS	1
FEET	6
METERS	2



MS

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
FEET	6	12	18	24
METERS	1	2	3	4

18

Note: Chart grid lines are aligned with true north.



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.