

# BookletChart™

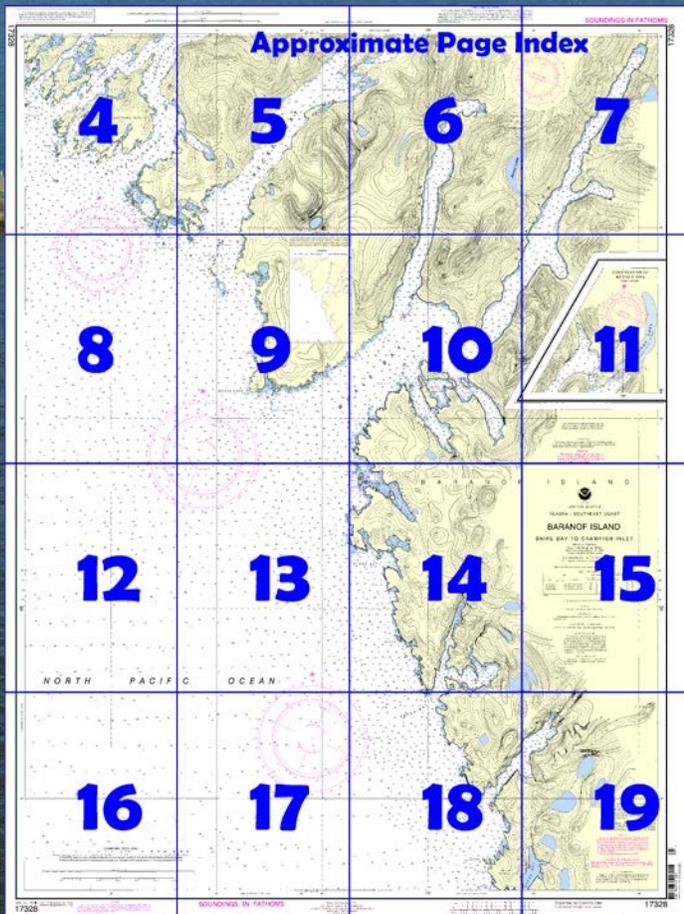


## Baranof Island – Snipe Bay to Crawfish Inlet NOAA Chart 17328

*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.

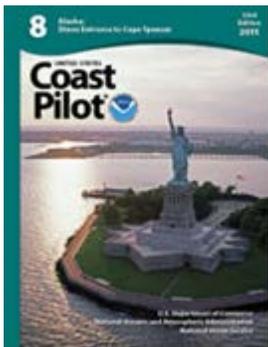
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=17328>.



**(Selected Excerpts from Coast Pilot)**

**Snipe Bay**, indenting the W coast of Baranof Island, has its entrance about 18 miles NW of Cape Ommaney and 1.8 miles N of Kekur Point. The bay is deep and clear except for the rocks close to the shore at the entrance. The islets off the SE entrance point are wooded. A group of islets is close to the NW entrance point. About 1.4 miles within the entrance in the SE shore is a sheltered bight with 35 fathoms in the middle. At the head of

Snipe Bay are two short branches. A conspicuous waterfall empties into the head of the N branch. Depths of 31 fathoms were obtained in the small bight S of the NE branch.

**Snipe Head**, the NW entrance point of Snipe Bay, is a conspicuous straight-topped headland.

**Sandy Bay**, 3 miles N of Snipe Bay, extends in a NNE direction and divides into two arms 0.8 mile from the entrance; a long narrow arm extends N and a second arm extends E.

Good anchorage may be had in 22 to 24 fathoms at the NE head of the E arm off the waterfall. About 0.8 mile within the arm a group of islets extends off the N shore. Pass well S of these to avoid a 1½-fathom spot, not marked by kelp or showing any surface indication, which is about 0.1 mile S of the islands. Anchorage may be had either in the bight W of the islands or in the arm that extends NW from the E arm.

A 7½-fathom spot in the middle of the entrance causes the seas to pile up dangerously in SE weather.

The **Third Kekur**, a conspicuous conical rock islet, is 1.6 miles NNW of the NW entrance point of Sandy Bay.

**Close Bay** consists of an open bight and a lagoon that can only be entered on the flood. Several breakers are off the NW point of the entrance.

**Whale Bay** has its entrance between Point Lauder and North Cape. It extends in a NE direction for about 4 miles, where it divides into two arms, Great Arm and Small Arm.

**Point Lauder**, low and wooded, about 15 miles NNW of Redfish Cape, is the SE point of the entrance to Whale Bay.

**North Cape** (56°36'N., 135°08'W.), the NW point of the entrance to Whale Bay, 4 miles NW of Point Lauder, is an island close to shore with three hills on it. The middle hill is the highest.

**Still Harbor**, at the entrance to Whale Bay, is about 1.5 miles N of Point Lauder. The entrance, about 0.1 mile wide, is N of **Tikhaia Islands**, the chain of rocky islets that extend NNW from the point NE of Point Lauder. The NE shore at the entrance is foul.

About 1 mile above the entrance to Still Harbor, a group of islets and rocks extend from the SW shore, restricting the channel to about 150 yards. A rocky ledge extends about 250 yards from the NE shore toward the north point of the 30-foot island that is close to the SW shore, about 1.2 miles from the entrance. The only anchorage is at the head of the harbor, and even there the swell is felt in heavy weather; this anchorage is not recommended.

**Port Banks** has its entrance about 2.7 miles NE of Still Harbor. A submerged rock on which there is a depth of 1¾ fathoms is about 0.5 mile N off the W point of the entrance; it is reported to break in a moderate swell. Deep water surrounds this rock.

(38) It is recommended that vessels bound for Port Banks steer midchannel courses until clear of the off-lying dangers, then head into Port Banks, favoring the E shore. The Makhnati Islands can usually be identified in thick weather; they furnish a good leading mark for clearing the off-lying 1¾-fathom rock. It is reported that breakers extend from this rock to the SW point of the entrance during very heavy weather; under such conditions it is probably better to make Rakovoi Bay. After the 50-foot islet at the entrance to Port Banks is passed, the only obstruction is the small rocky islet, 6-foot high, 1.1 mile from the entrance. Pass to the E of this islet. About 0.4 mile beyond, the bay widens and forms a basin that has depths of about 15 fathoms. Good anchorage in depths from 8 to 20 fathoms, mud bottom, may be had in Port Banks which is used extensively during the fishing season.

**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).

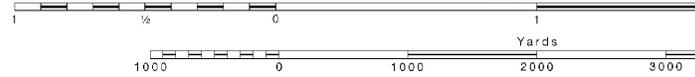
## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

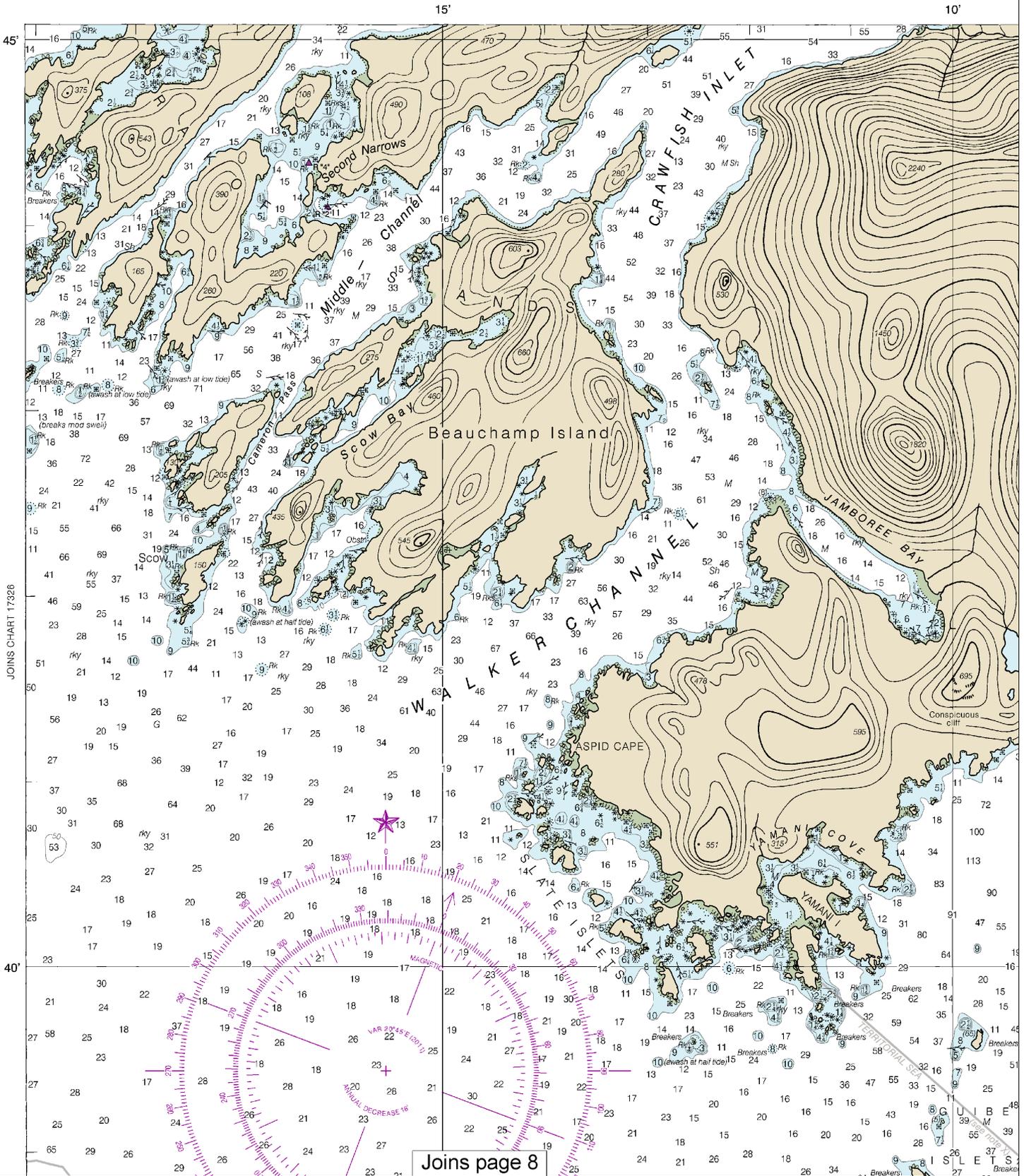


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

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



17328



JOINS CHART 17326

Joins page 8

4

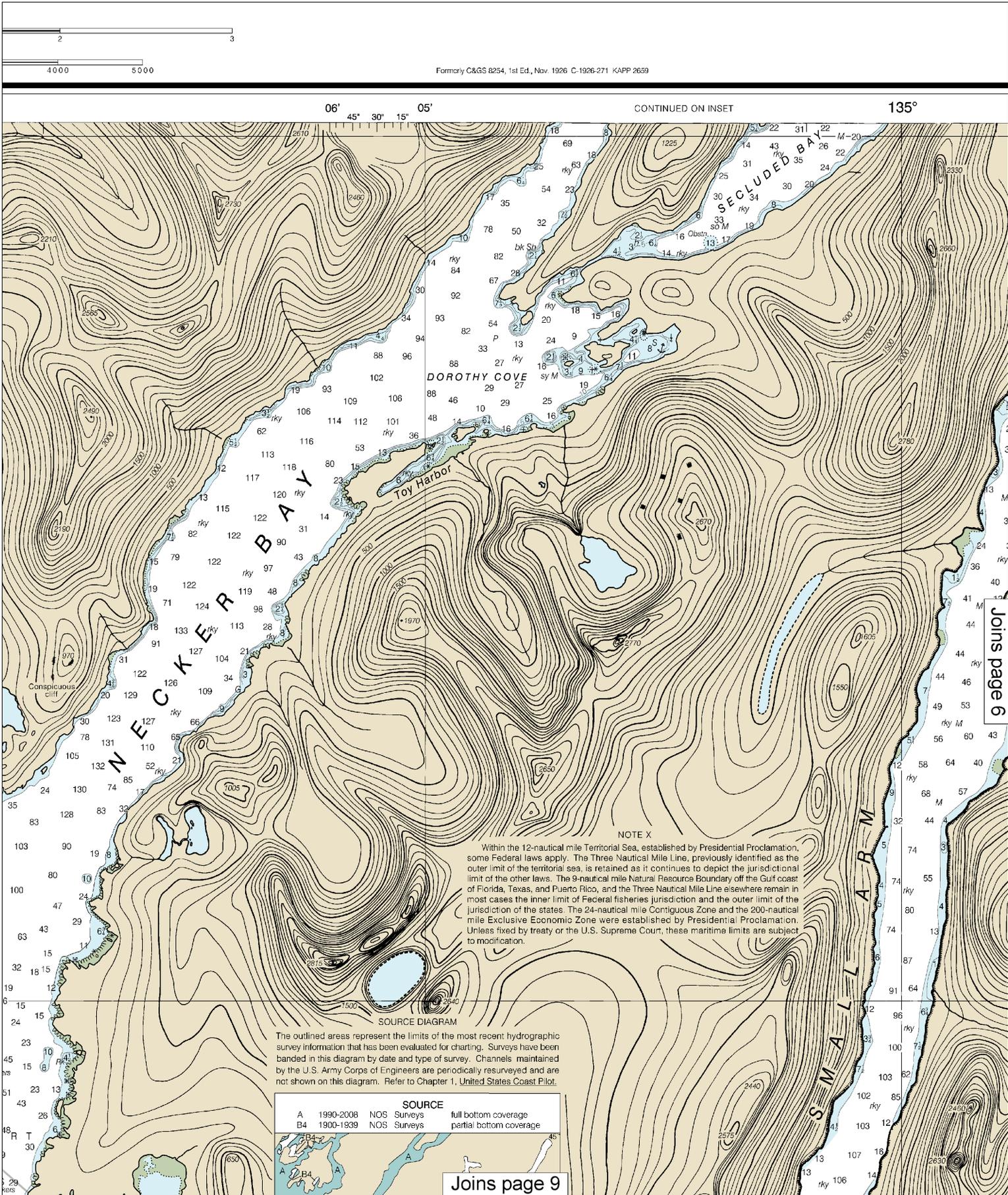
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

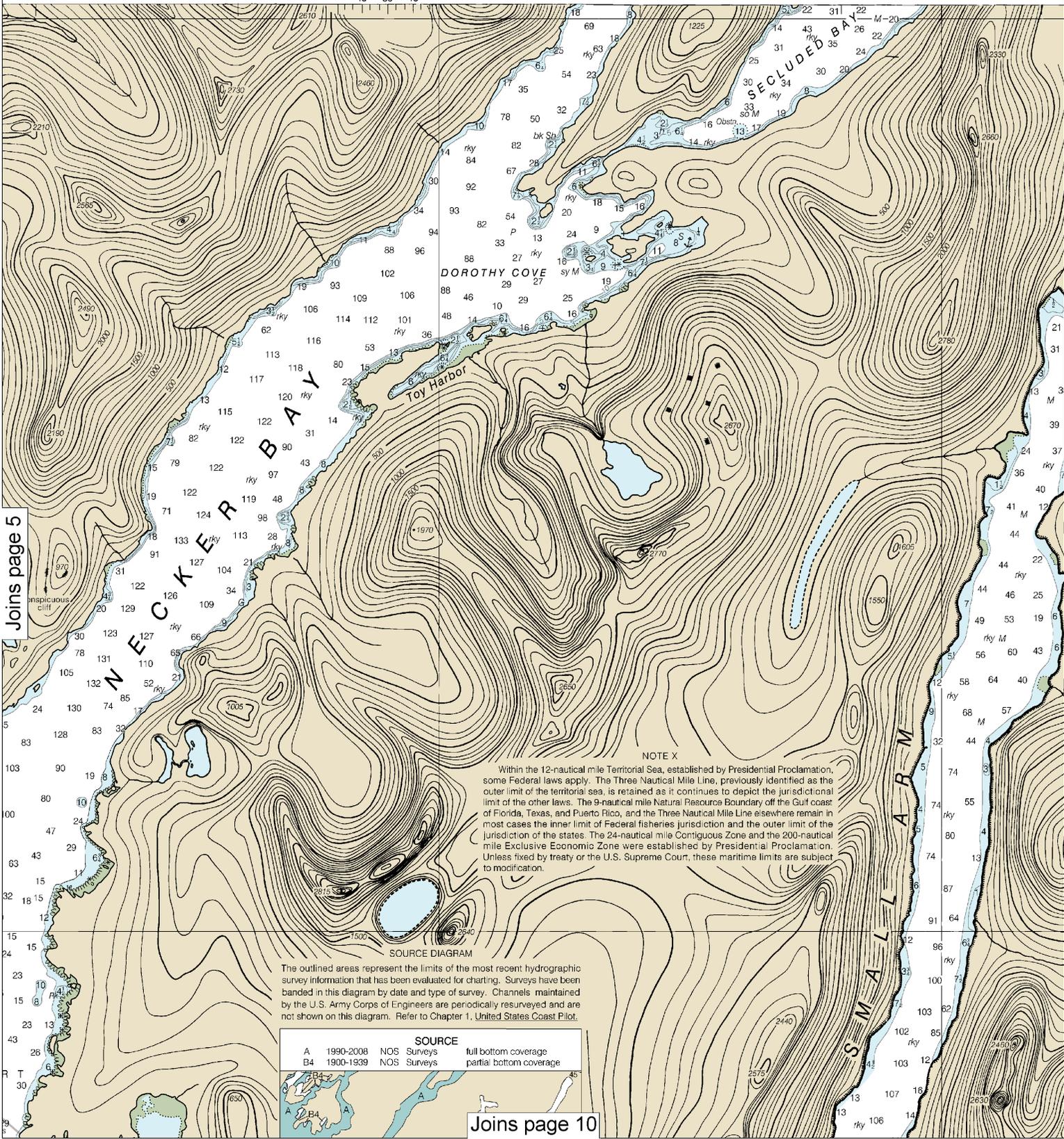
See Note on page 5.





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.



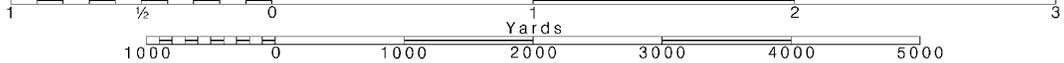


Note: Chart grid lines are aligned with true north.

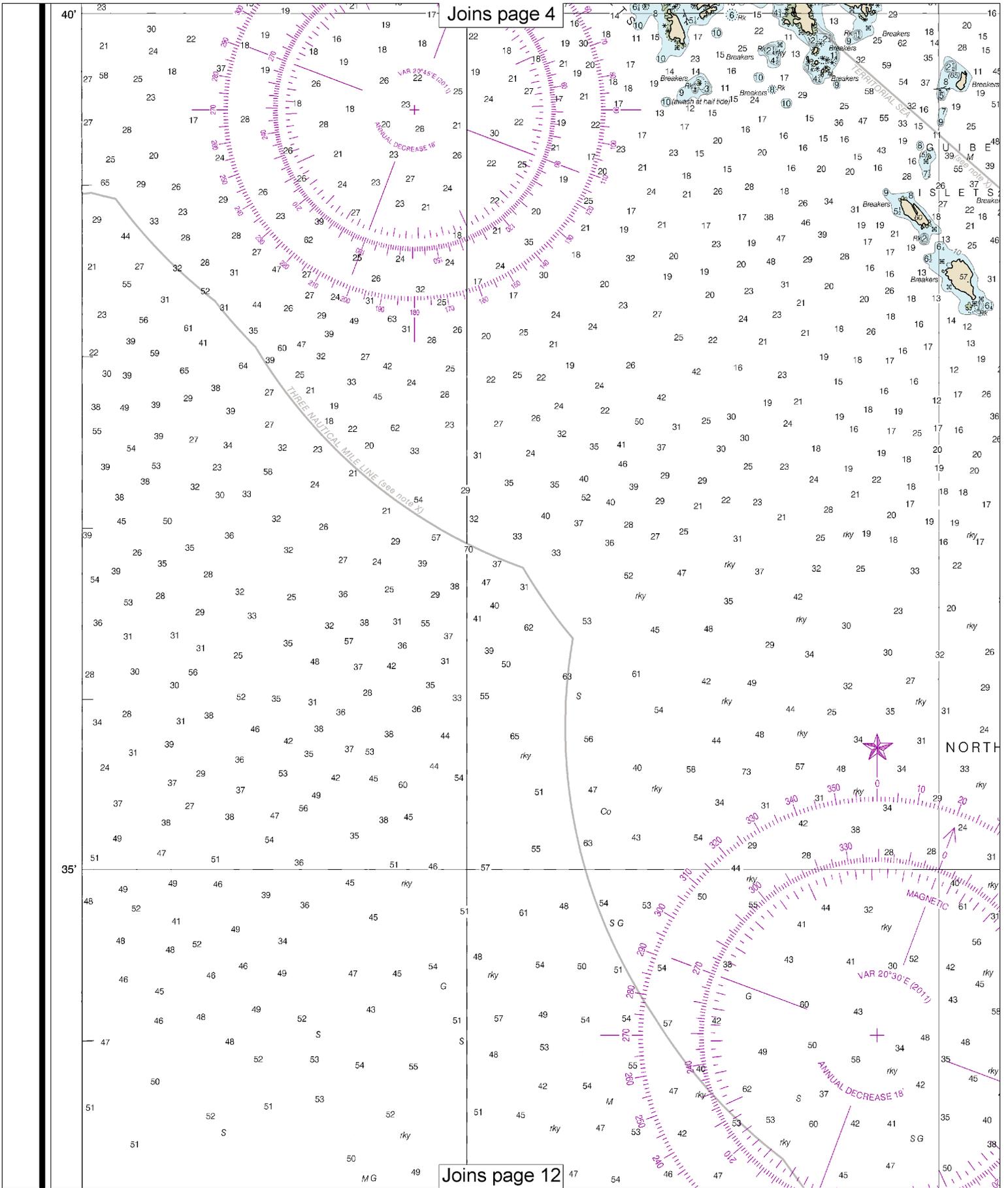
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SCALE 1:40,000  
Nautical Miles

See Note on page 5.





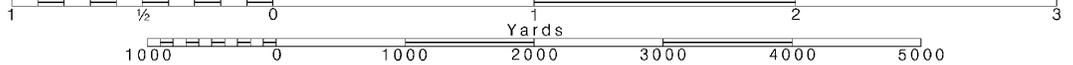


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

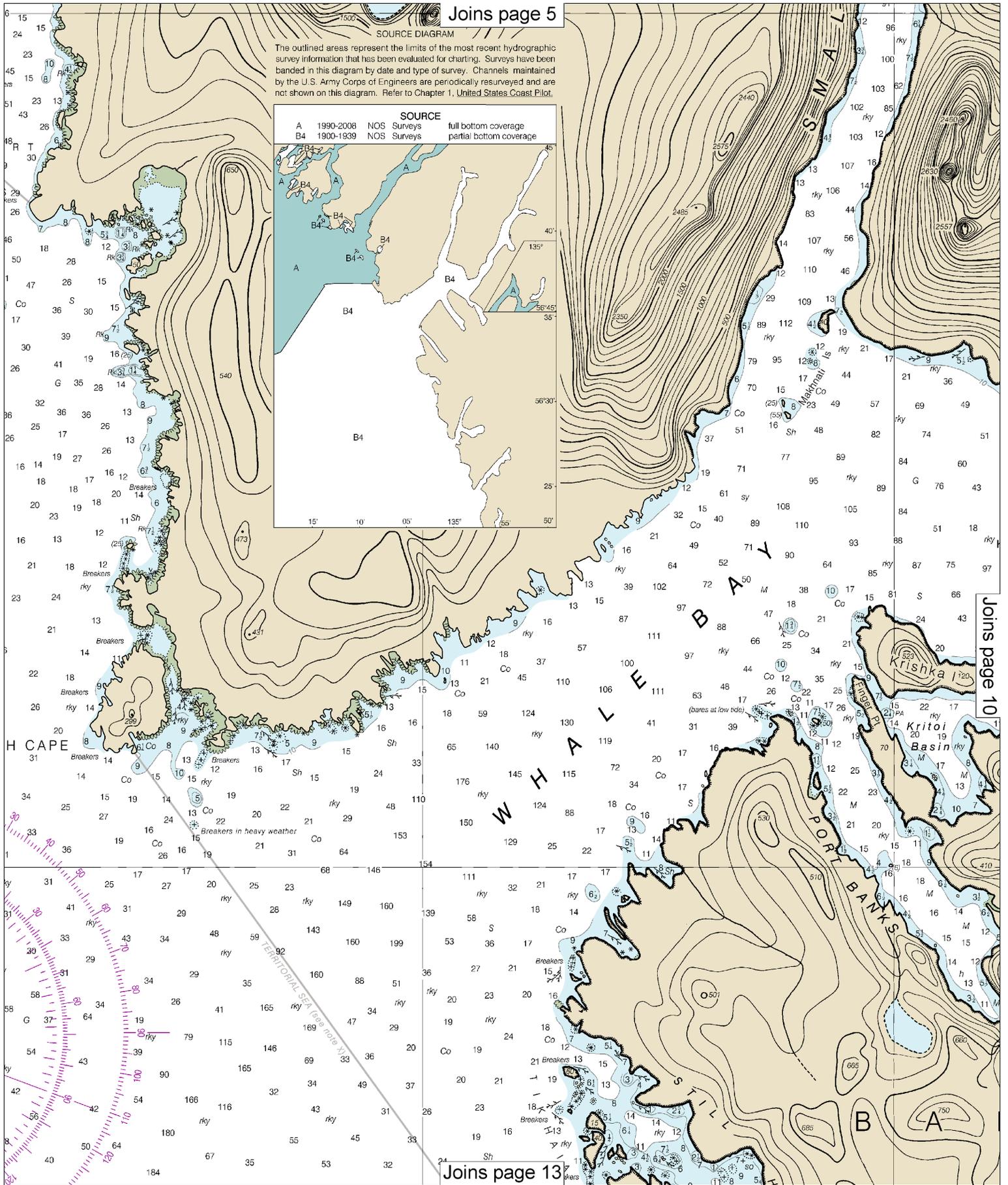
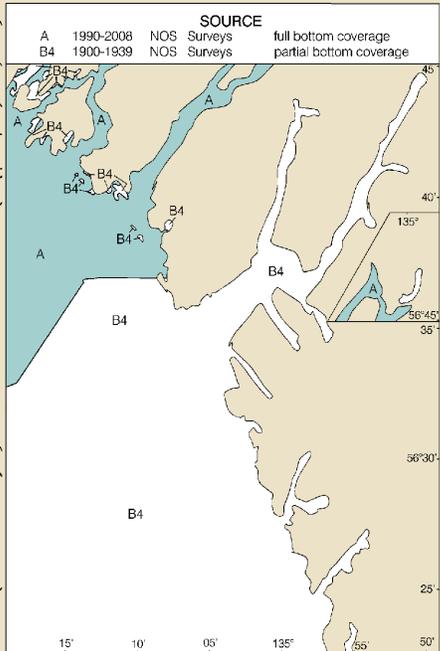
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Nautical Miles

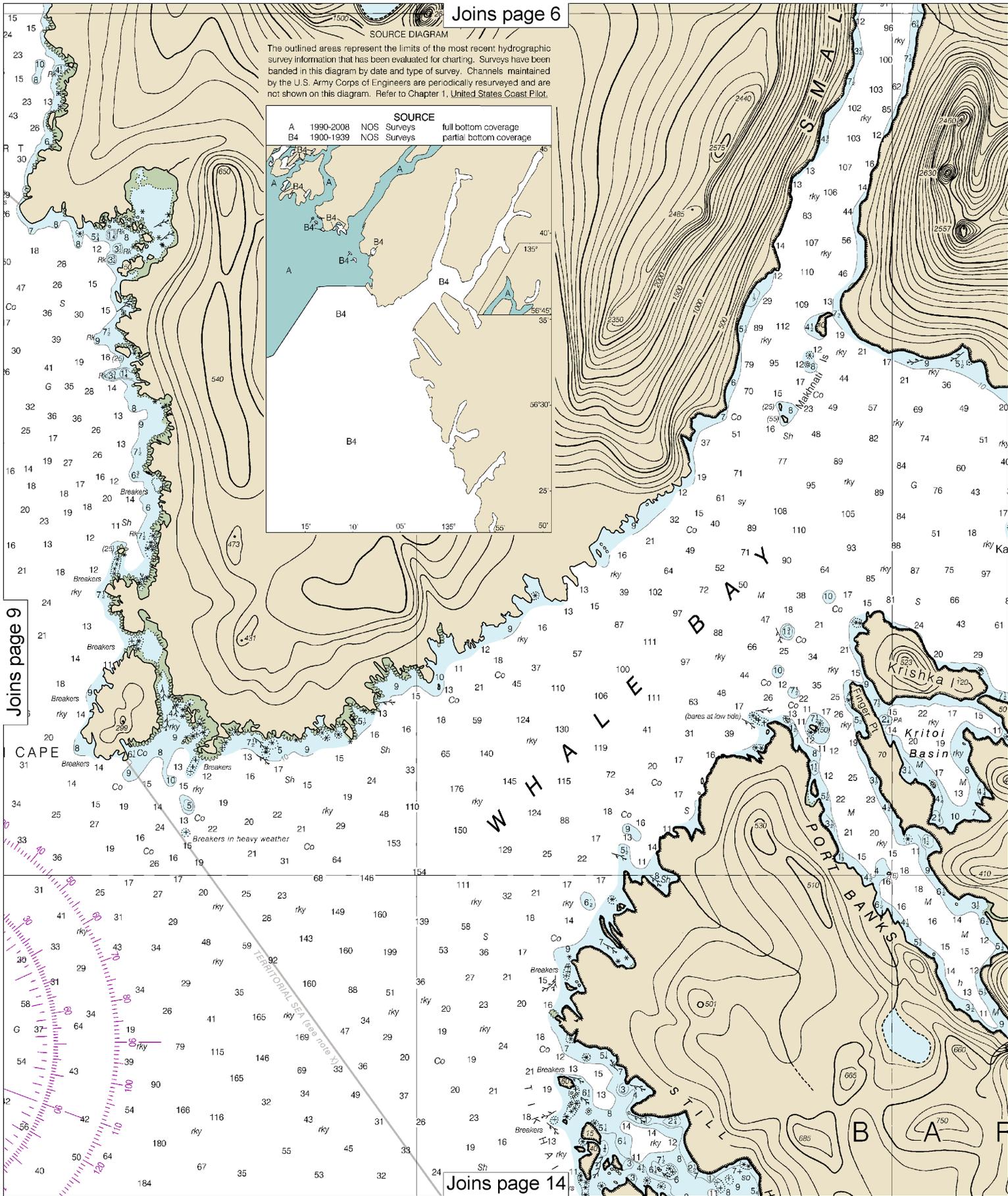
See Note on page 5.



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.





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Joins page 14

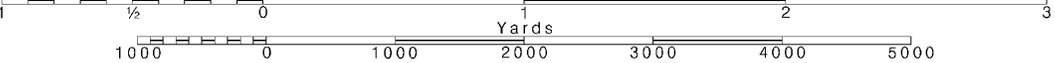
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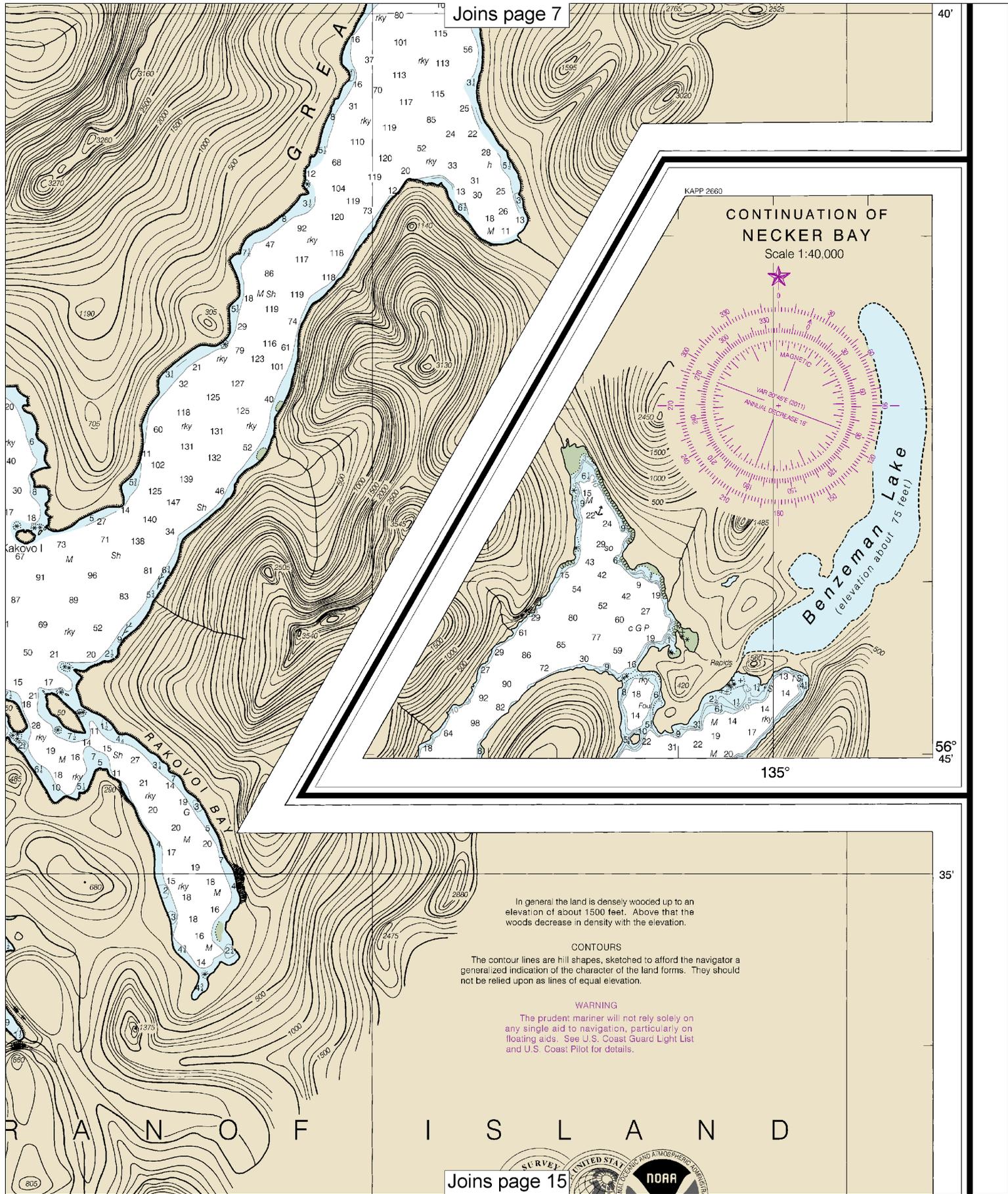
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

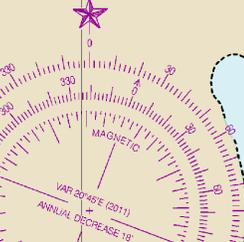




CONTINUATION OF  
NECKER BAY

Scale 1:40,000

KAPP 2660



Benzeman Lake  
(elevation about 75 feet)

135°

56°  
45'

In general the land is densely wooded up to an elevation of about 1500 feet. Above that the woods decrease in density with the elevation.

CONTOURS

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

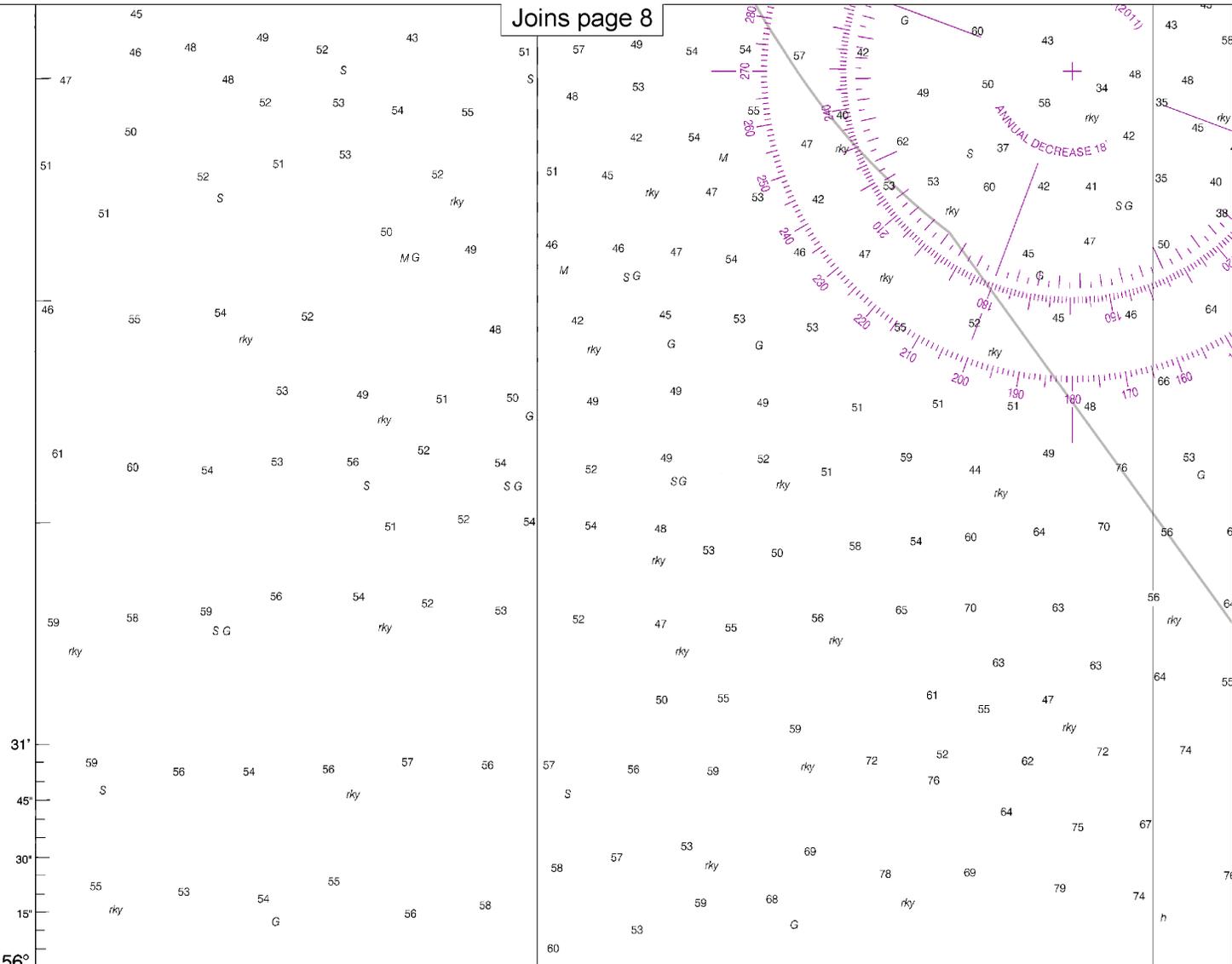
WARNING

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.

R A N O N I S L A N D



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56° 30'

N O R T H

P A C I F I C

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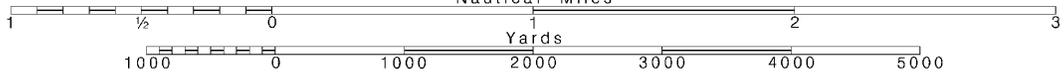
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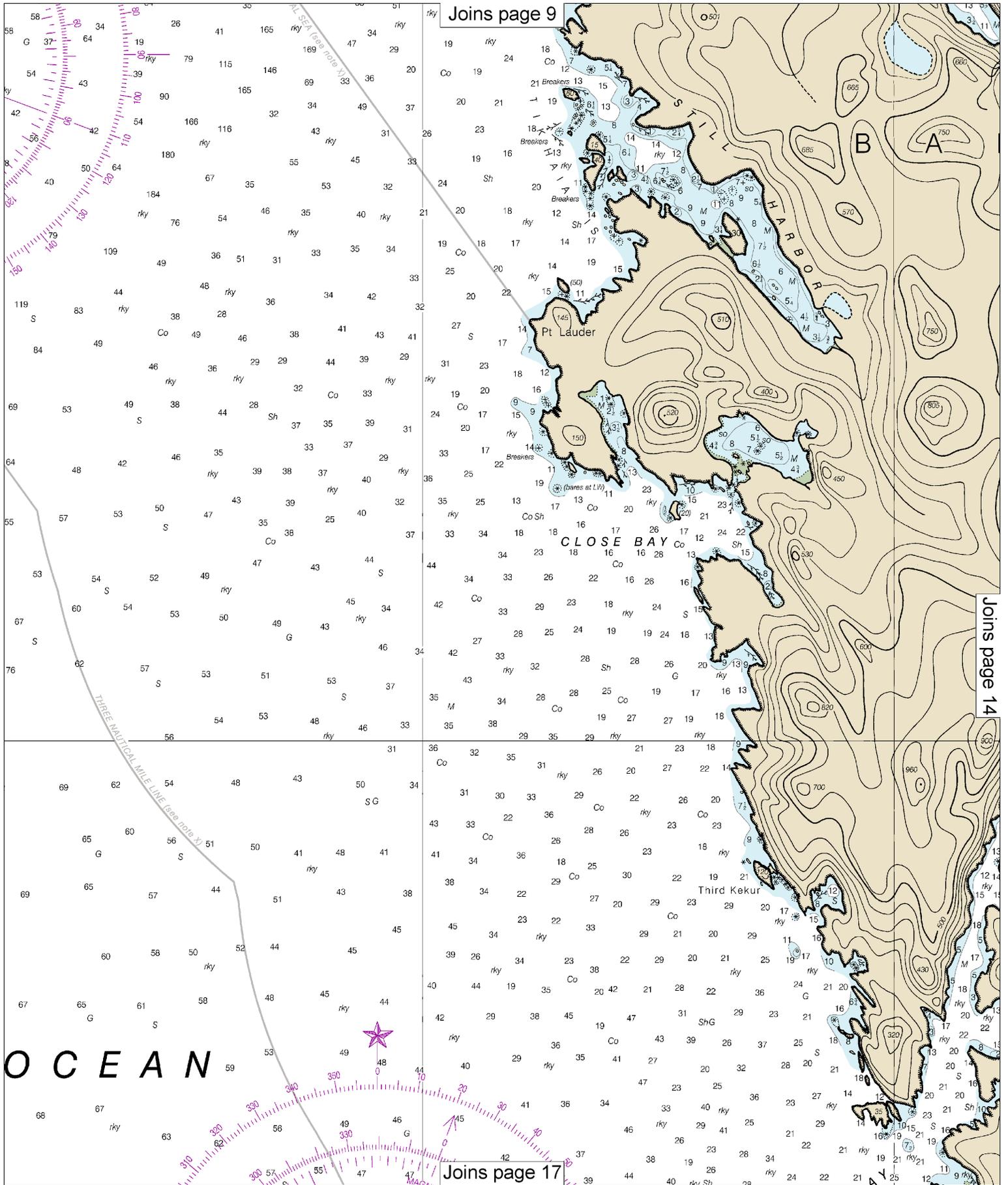
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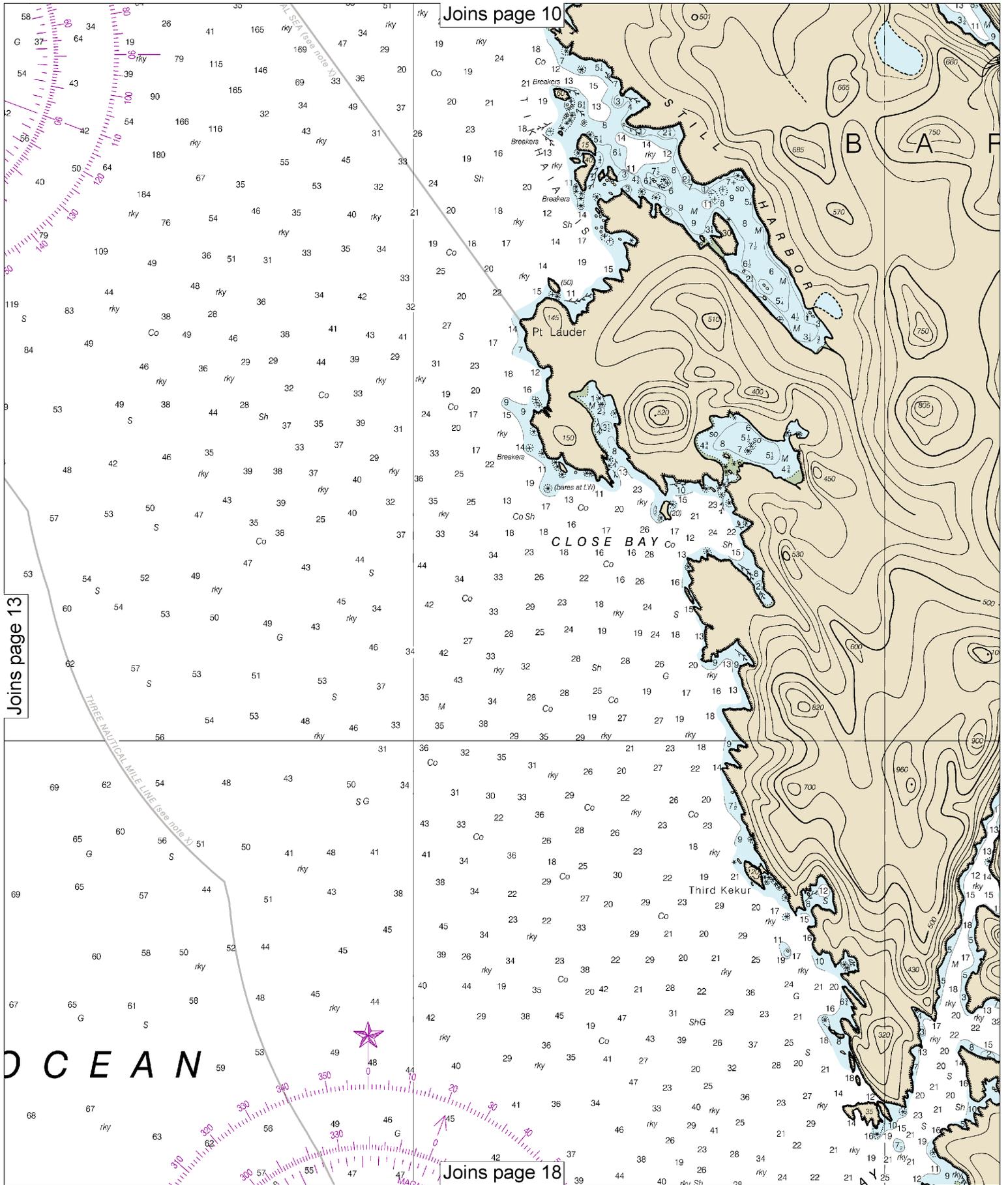
SCALE 1:40,000  
Nautical Miles

See Note on page 5.



7320





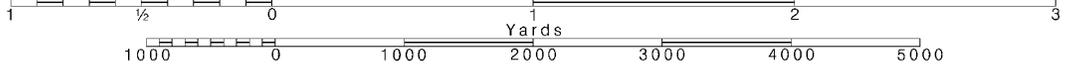
**14**

Note: Chart grid lines are aligned with true north.

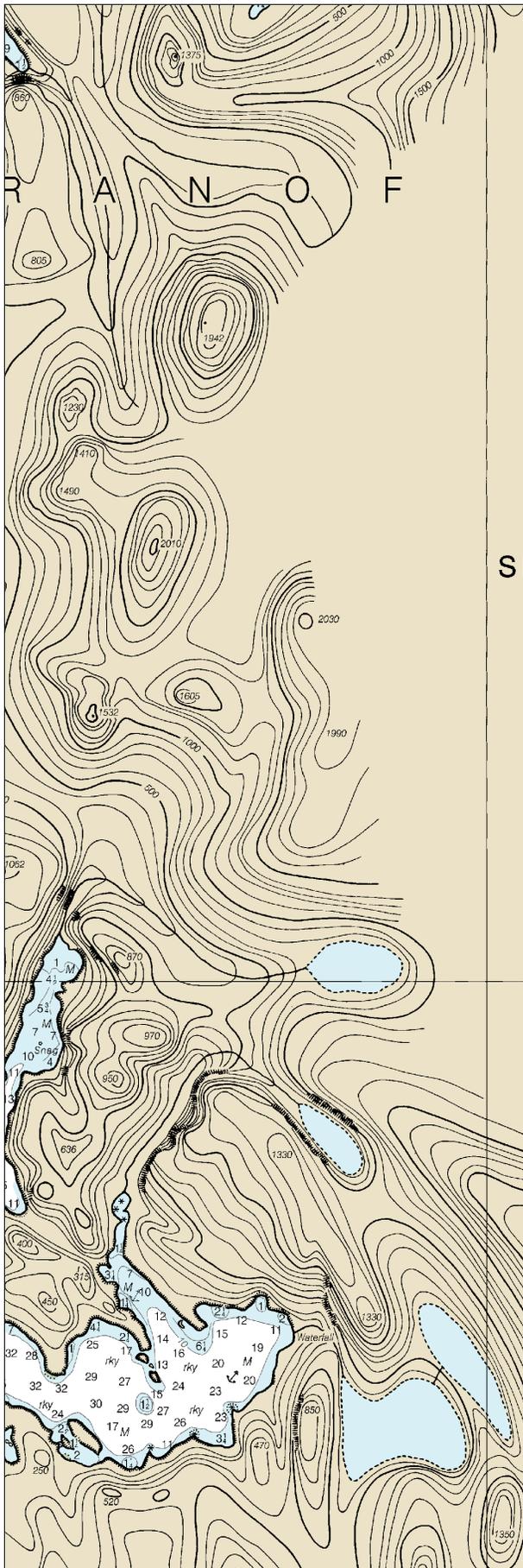
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



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.



I S L A N D



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

BARANOF ISLAND

SNIPE BAY TO CRAWFISH INLET

Mercator Projection  
Scale 1:40,000 at Lat. 56°34'  
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](http://nauticalcharts.noaa.gov).

TIDAL INFORMATION

PLACE	HEIGHT REFERRED TO DATUM OF SOUNDINGS (MLLW)	HEIGHTS		
		MEAN HIGHER HIGH WATER	MEAN HIGH WATER	MEAN LOW WATER
NAME	(LAT/LONG)	feet	feet	feet
Dorothy Cove	(56°43'N/135°04'W)	9.6	8.9	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>. (Oct 2011)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

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 1.409° southward and 6.345° westward to agree with this chart.

AIDS TO NAVIGATION

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

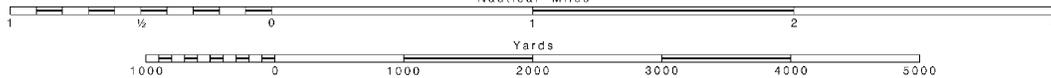
# NORTH

# PACIFIC

CONTINUED ON CHART 17320

25'

SCALE 1:40,000  
Nautical Miles



15'

10'

8th Ed., Nov. 2011

# 17328

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).

# SOUNDING

Last Correction: 11/23/2011. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

# 16

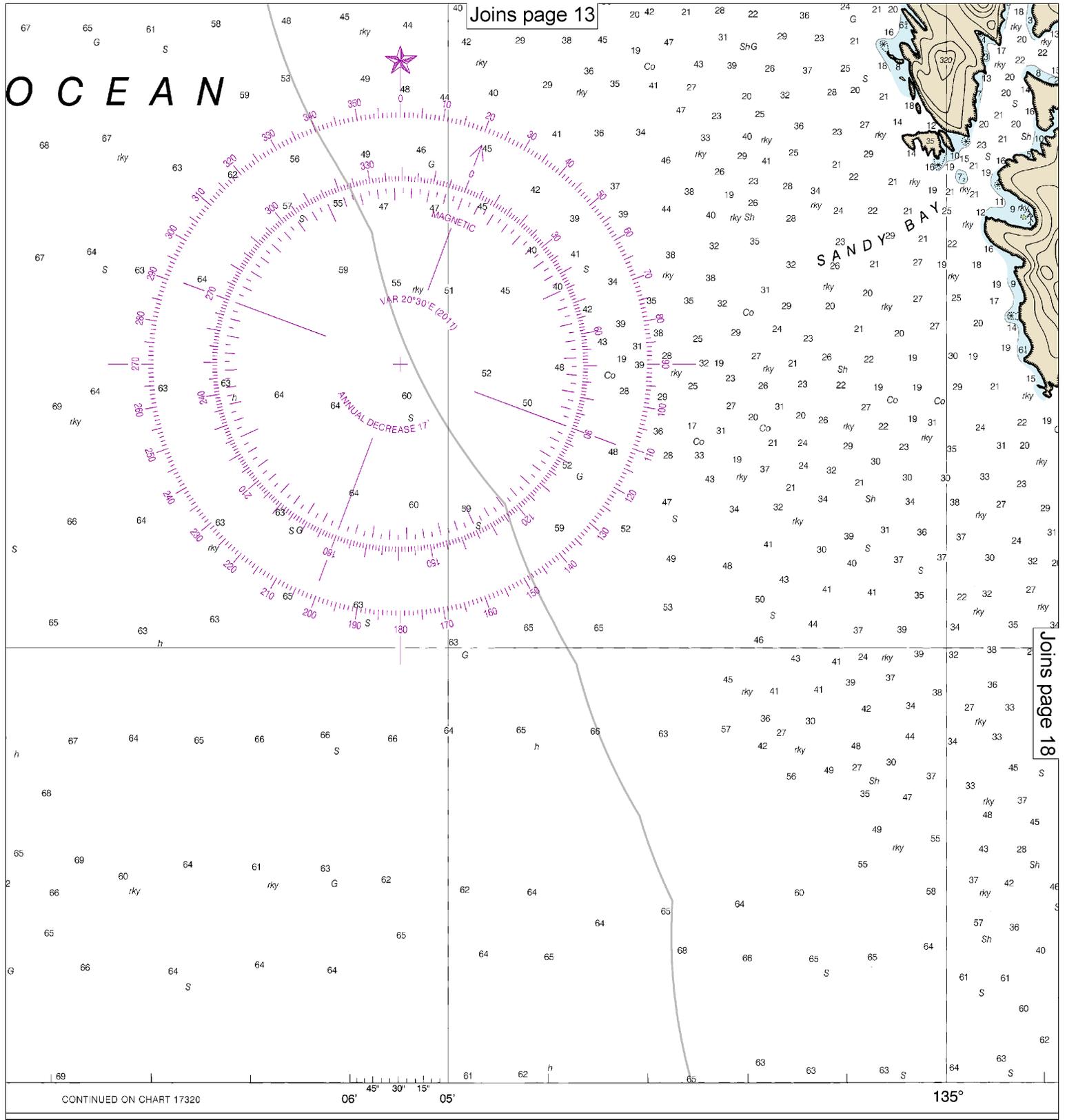
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



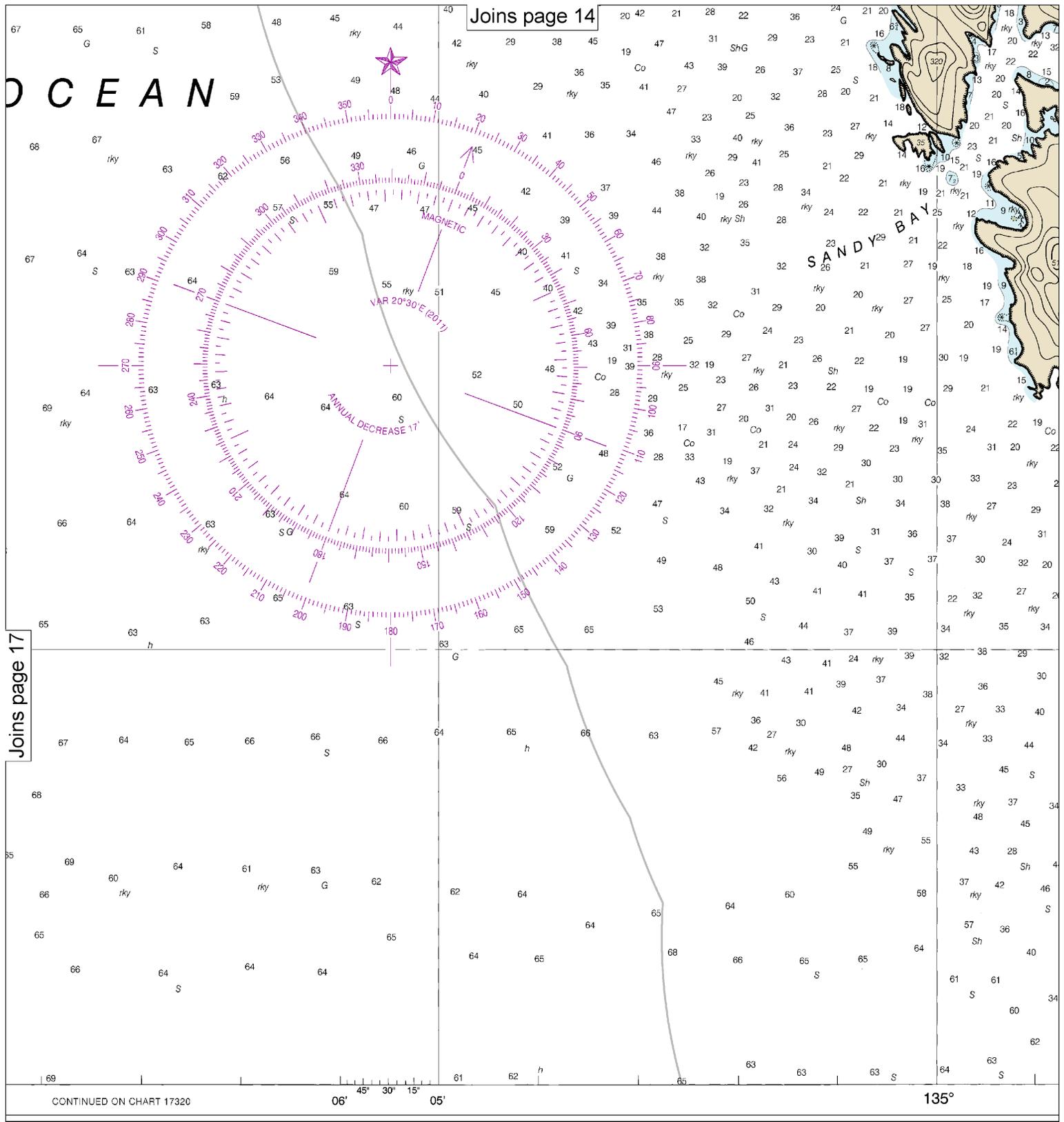


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Joins page 18

INGS IN FATHOMS

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



Joins page 14

Joins page 17

CONTINUED ON CHART 17320

**GS IN FATHOMS**

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

FATH
FE
MET

**18**

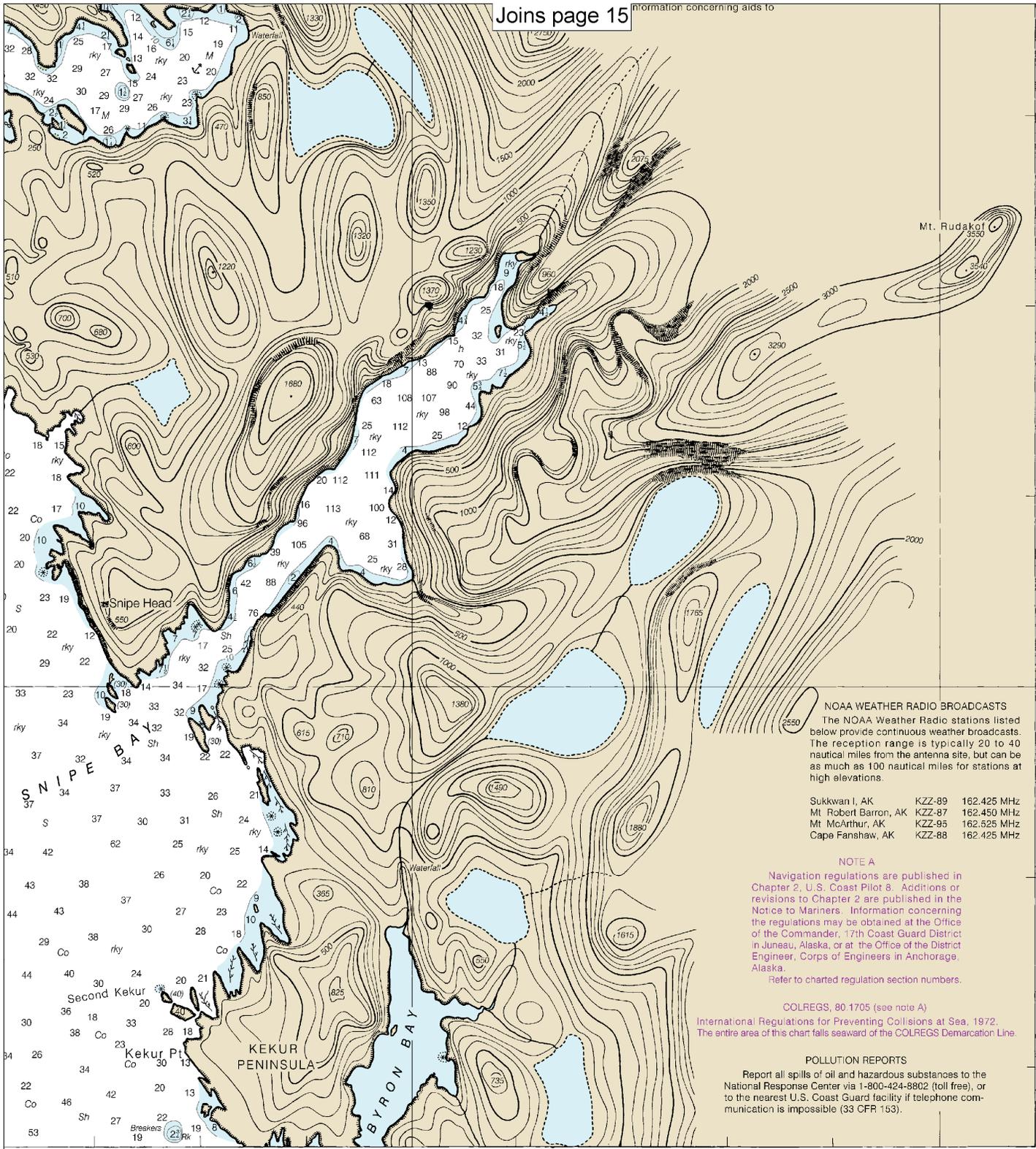
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





**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.

Sukkwani I, AK	KZZ-89	162.425 MHz
Mt. Robert Barron, AK	KZZ-87	162.450 MHz
Mt. McArthur, AK	KZZ-95	162.525 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz

**NOTE A**  
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. 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.

**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.

**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).

CONTINUED ON CHART 17330

55'

50'

1043.7 X 768.2 mm

THOMS	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

Snipe Bay to Crawfish Inlet  
 SOUNDINGS IN FATHOMS - SCALE 1:40,000

17328



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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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.