

# BookletChart™

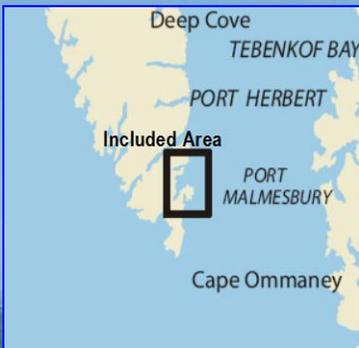
## Chatham Strait

NOAA Chart 17331

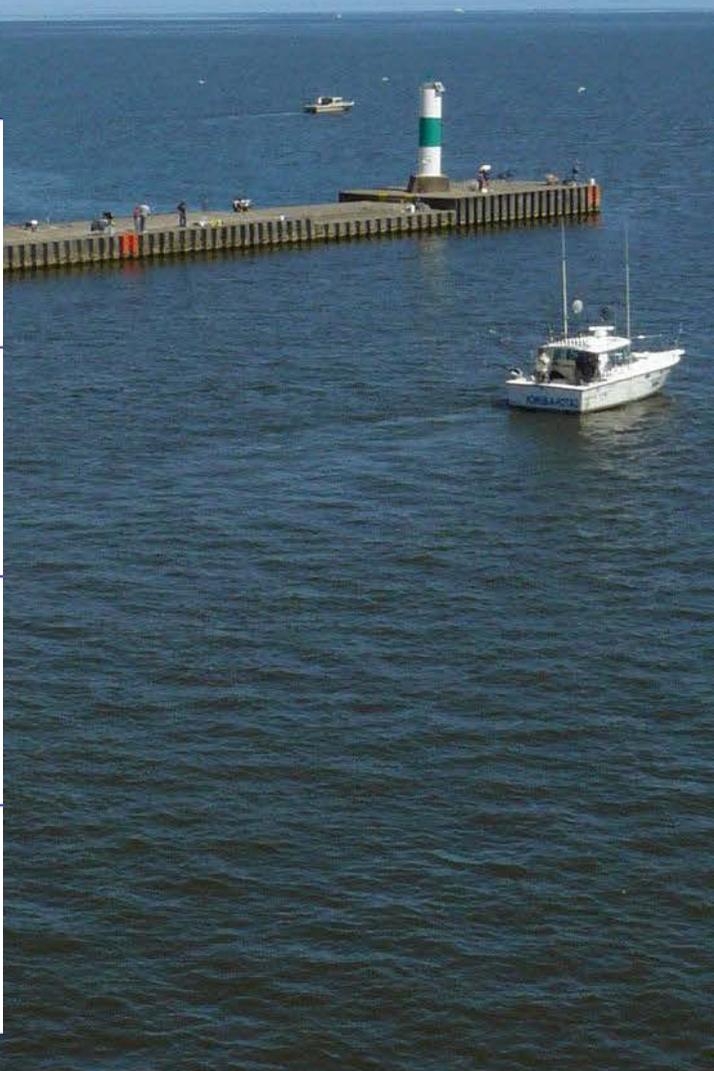
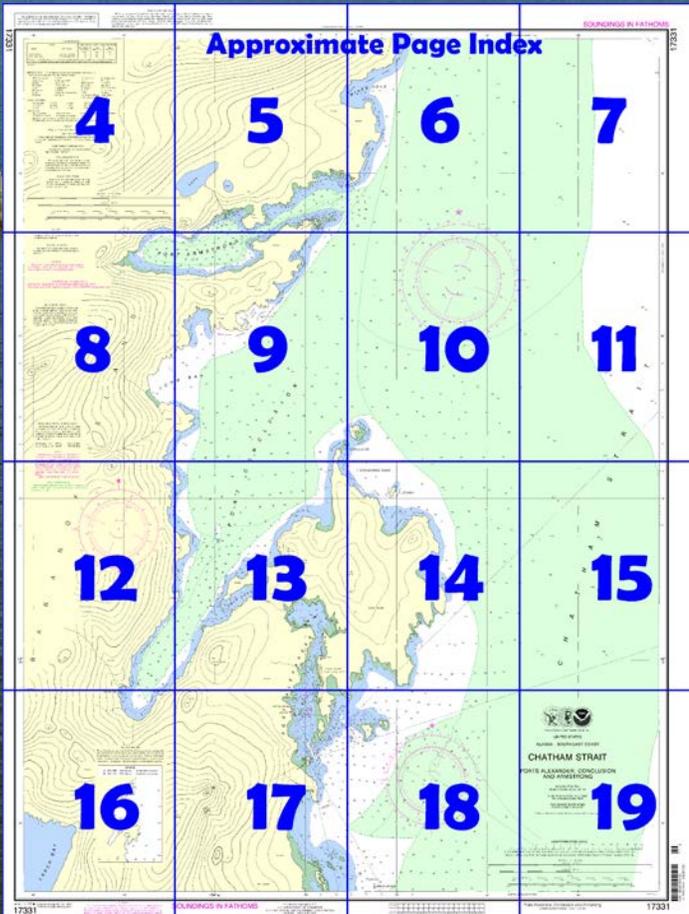


*A reduced-scale NOAA nautical chart for small boaters*

*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.

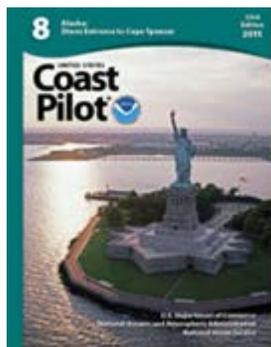
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=17331>.



#### (Selected Excerpts from Coast Pilot)

**Breakfast Rock** is about 0.3 mile off the W shore of Chatham Strait, about 4 miles NNE of Cape Ommaney and about 0.9 mile SSE of Port Alexander Light. It is 5 feet high, small in extent, and bare, and has deep water close-to. Small boats with local knowledge use a passage between this rock and the reef that extends out from the shore.

**Port Alexander**, indenting the W shore of the strait about 5 miles N of Cape

Ommaney, is a small-boat harbor with an entrance 150 yards wide. **Port Alexander Light** (56°14'23"N., 134°38'59"W.), 68 feet above the water, is shown from a skeleton tower with a red and white diamond-

shaped daymark on the high rocky point at the S side of the entrance. A Federal project provides for a 150-foot-wide channel, 15 feet deep, that leads through ledge rock at the main entrance. In 2011, the controlling depth was 10 feet in the main entrance channel except for shoaling and heavy kelp buildup in the W quarter of the channel. The channel to the inner harbor is no longer maintained, and local knowledge is necessary for safe entry.

A lighted **334°** range leads through the center of the entrance channel and close SW of a buoy that marks the SE end of a shoal with rocks awash.

A submerged pipeline crosses the channel about 50 yards N of the 334° rear range marker. The pipeline is marked by two orange floats at each end. Vessels are cautioned not to anchor in this area.

A **speed limit** of 3 miles per hour is prescribed for certain vessels in Port Alexander. (See **162.250**, chapter 2, for regulations.)

**Port Alexander**, a fishing settlement with a general store, is on the E side of the harbor. It has a public wharf and two State-maintained small-craft floats. The public wharf is in the outer harbor at the S end of the settlement. In 1976, depths of 12 feet were reported along the face. Just N of the public wharf is one of the two State floats. The 412-foot-long float, with a seaplane float at its N end, can accommodate craft on both sides; depths of 10 to 20 feet were reported alongside in 1976. The second small-craft float is on the E side of the inner harbor, about 500 yards N of the public wharf. The 250-foot-long float can accommodate craft on both sides. In 1976, depths of 10 to 20 feet were reported alongside.

Limited amounts of gasoline, diesel fuel, water, and provisions can be obtained in the summer at the general store. Ice is available in the summer from a fish-buying station.

A 48-foot grid is immediately W of the approach pier to the small-craft float on the E side of the inner harbor.

The settlement maintains radiotelephone communications with other parts of Alaska and with other States.

**Point Conclusion**, 6.5 miles N of Cape Ommaney, is low, flat, and wooded. The point is the N extremity of a comparatively low peninsula between Port Alexander and Port Conclusion. A small island is close off the point. **Graveyard Cove** is an open bight on the SE side of the point. **Flotsam Islet** is in the SE part of the cove.

**Port Conclusion** has its entrance W of Point Conclusion. The soundings are deep and somewhat irregular, but the port and approaches have been found clear of dangers. On the SE shore of the port, 0.3 mile SSW of Point Conclusion, is a cove about 0.2 mile long with a sandy beach at its head. About 0.9 mile farther SW, on the same shore, is **Ship Cove** where Vancouver (English navigator and discoverer) moored his vessels. A few piles on the SE side of the cove mark the site of a former saltery. A line of dolphins in an E-W direction is about in the middle of the entrance to the cove. A marker is on the NE and SW sides of the entrance to the cove. The cove affords protected anchorage for small craft in 2½ to 4 fathoms. The only ship anchorage in Port Conclusion is in midchannel, about 0.3 mile N of Ship Cove and S of the 5¼-fathom spot, in 13 to 20 fathoms, rocky and uneven bottom. The holding ground is poor, and its use is not recommended. **John Bay**, on the W side opposite Point Conclusion, is a deep bight of no importance. Ruins of two saltery wharves are on the W side of Port Conclusion at its head. In 1976, the N wharf was pile ruins, and the S wharf had loose outer piles and an unstable deck. Caution is advised.

### 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.

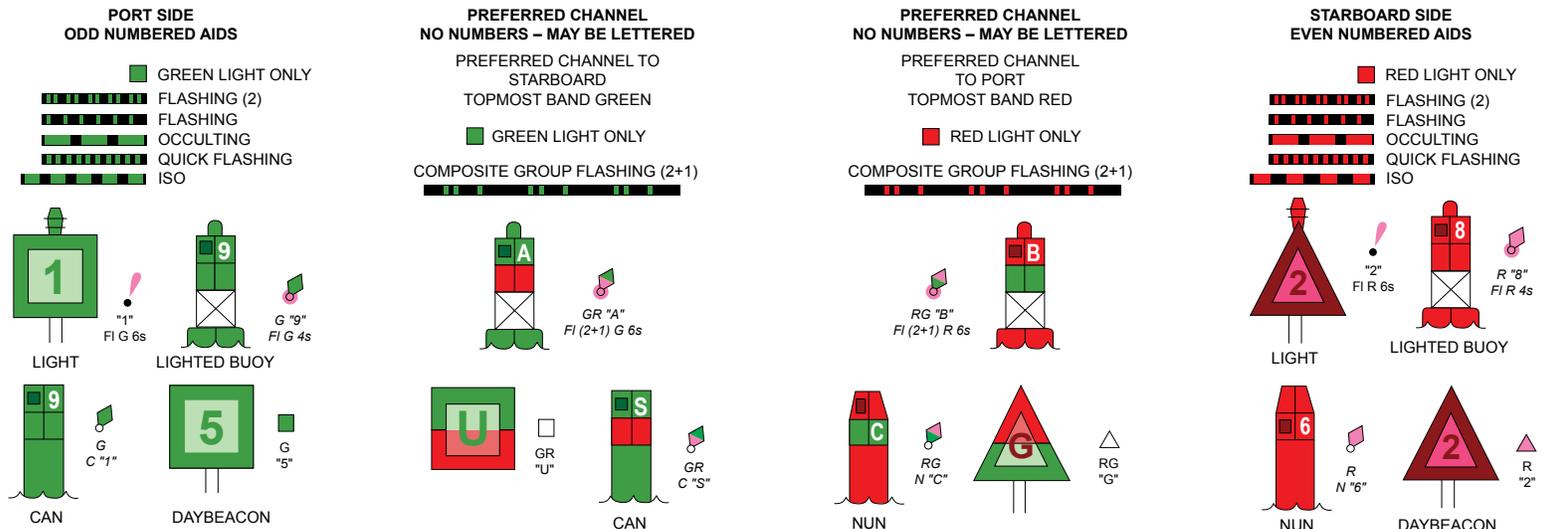
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

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>

17331

42'

41'

134° 40'

TIDAL INFORMATION				
PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water		
		Mean Higher High Water	Mean High Water	Mean Low Water
NAME (LAT/LONG)	feet	feet	feet	feet
Port Alexander (56°15'N/134°39'W)	10.9	10.5	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> (Feb 2013)

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	Mo moose code	R TR radio tower
Ai alternating	IO interrupted quick	N nun	Rot rotating
B back	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R rod	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

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

2L 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.

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, Geological Survey.

SUPPLEMENTAL INFORMATION

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

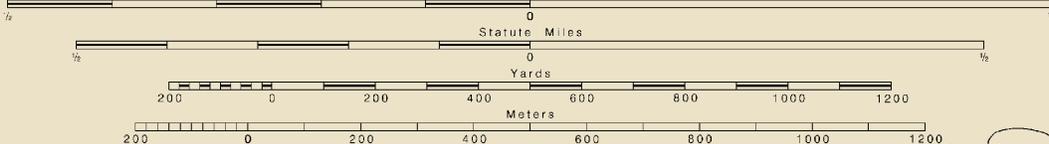
POLLUTION REPORTS

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).

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.

SCALE 1:10,000  
Nautical Miles



CAUTION

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

AIDS TO NAVIGATION

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

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.

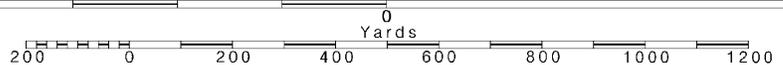
COLREGS 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

Joins page 8

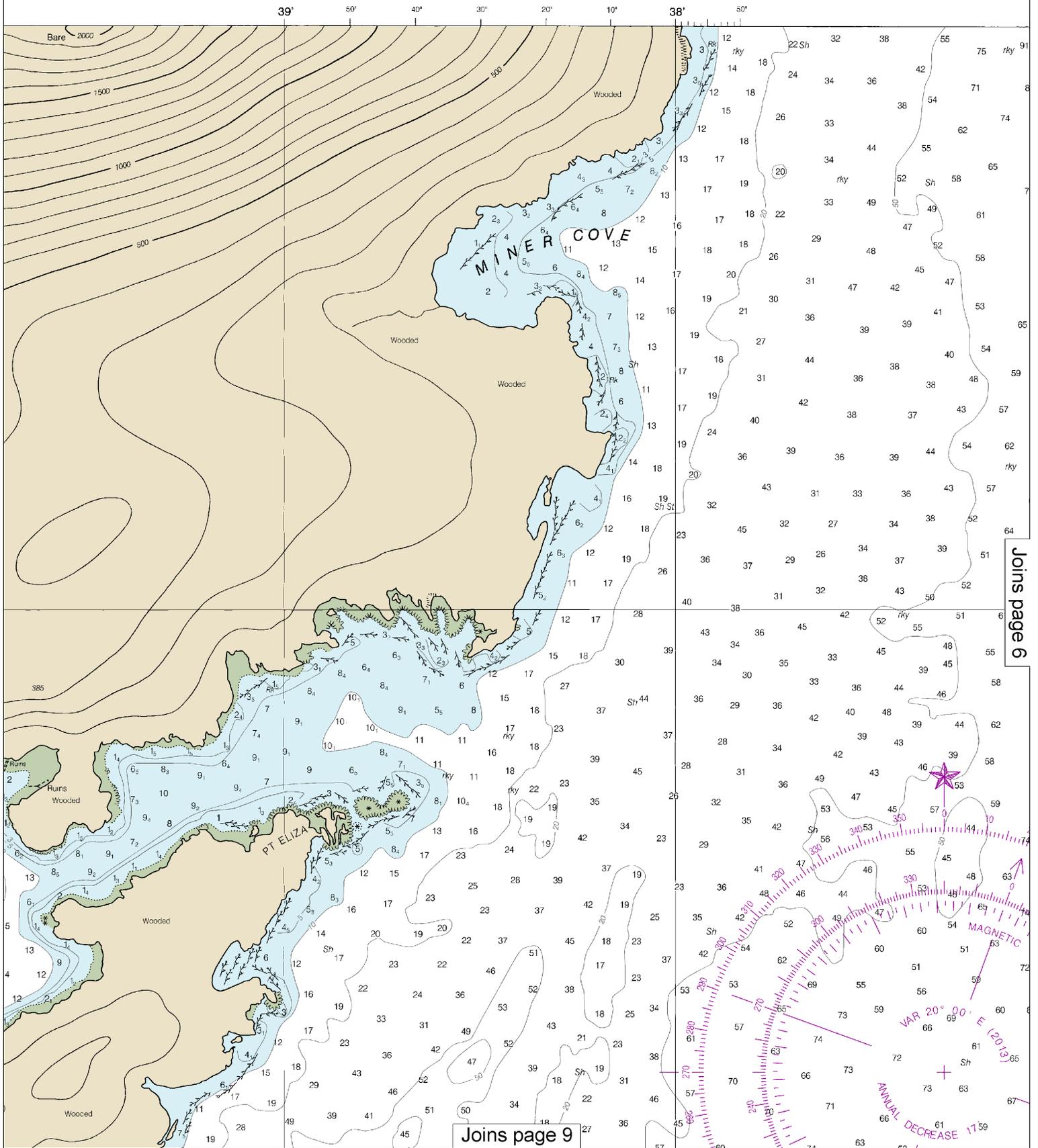
Printed at reduced scale. SCALE 1:10,000  
Nautical Miles

See Note on page 5.

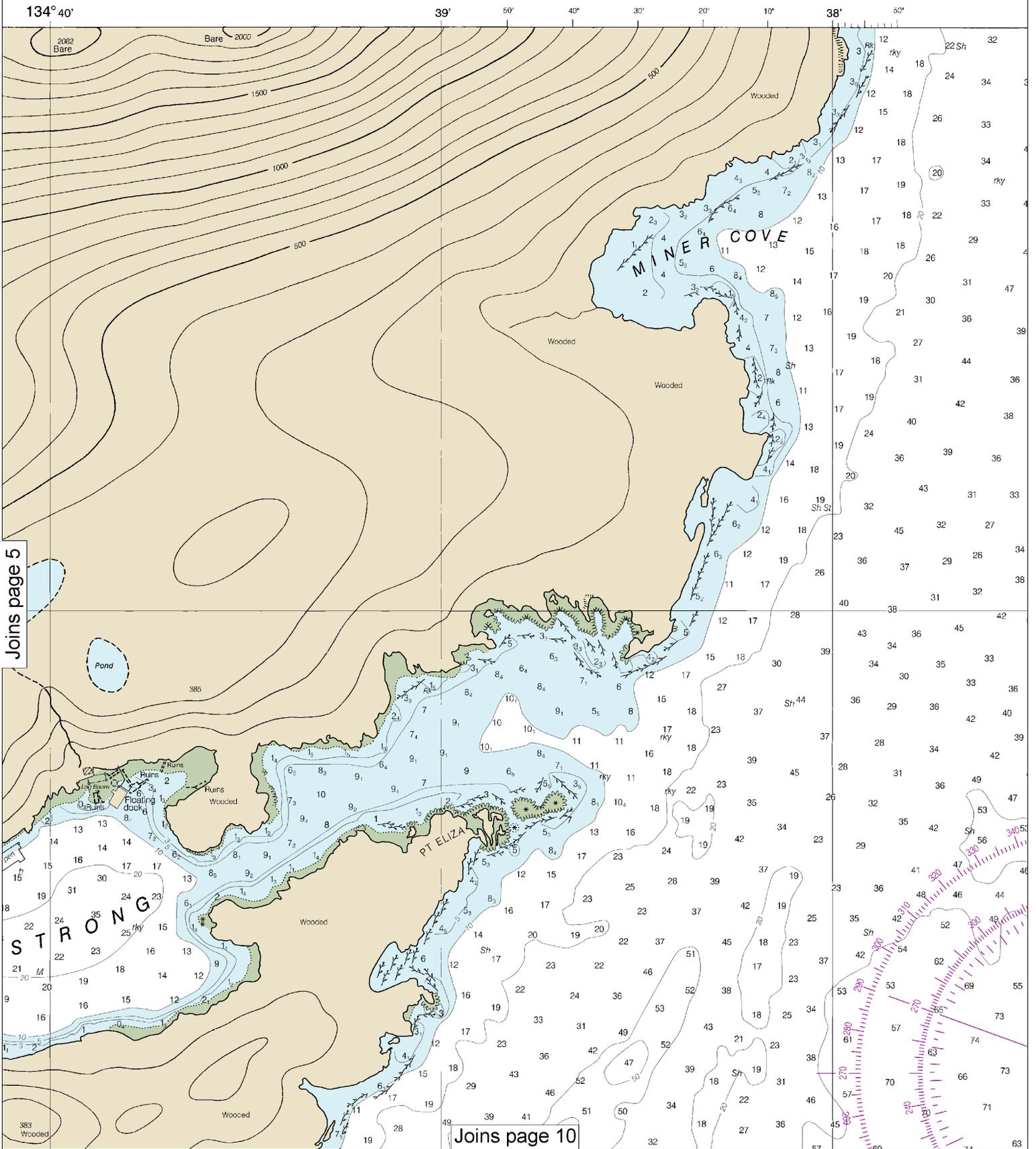


4

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:13333. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.

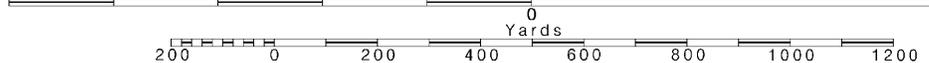


Joins page 5

Joins page 10

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.



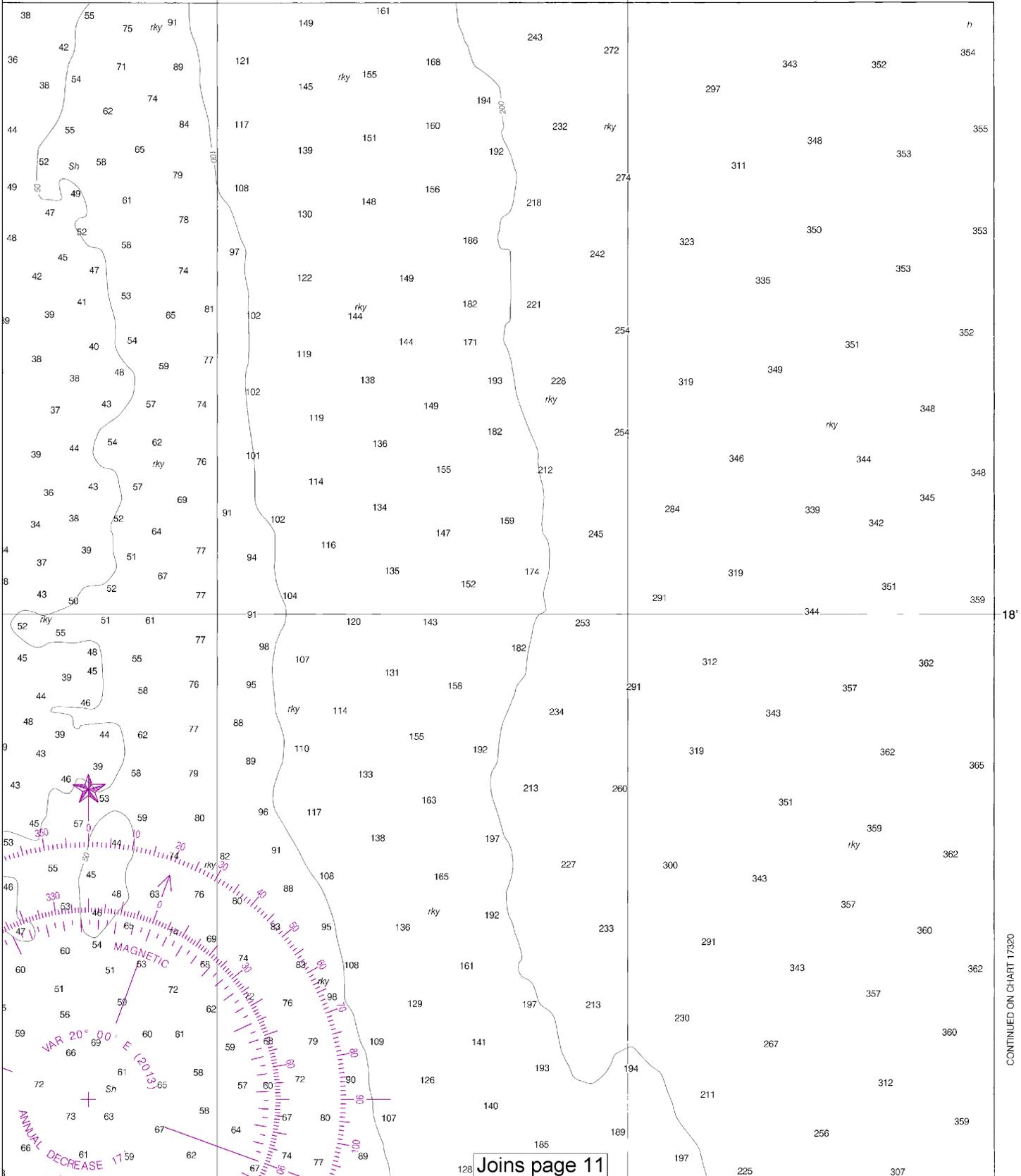
Note: Chart grid lines are aligned with true north.

# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

17331

37' CONTINUED ON CHART 17333 36'



Last Correction: 4/15/2015. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

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**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.

**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 1.351" southward and 6.365" westward to agree with this chart.

**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.

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.

**WIRE DRAGGED AREAS**  
The area tinted green was swept in 1925 for previously undetected dangers to navigation. All dangers found are shown on this chart.

Joins page 4

Joins page 12

Printed at reduced scale. — SCALE 1:10,000 —  
Nautical Miles

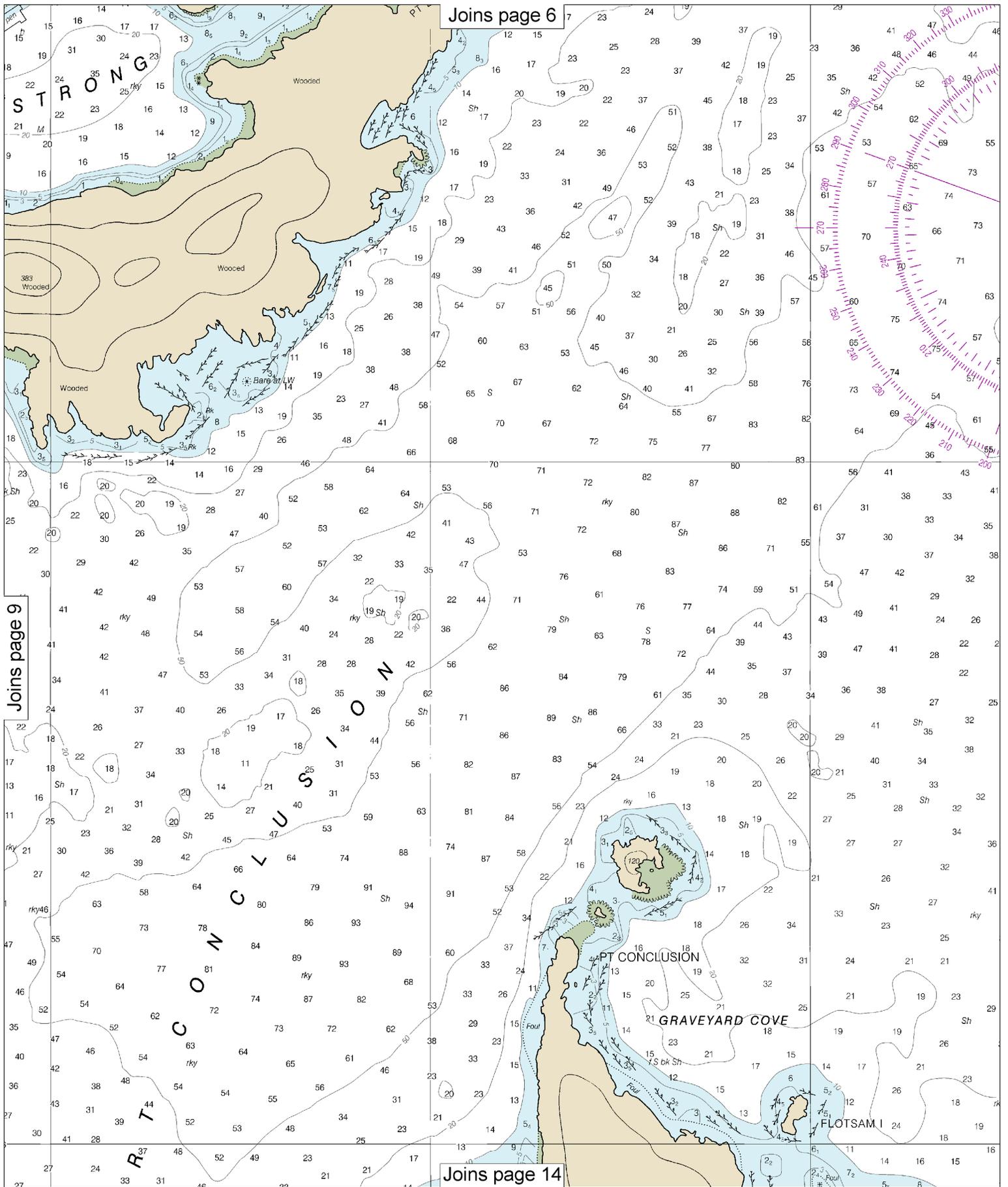
See Note on page 5.

0  
Yards  
200 0 200 400 600 800 1000 1200

8

Note: Chart grid lines are aligned with true north.



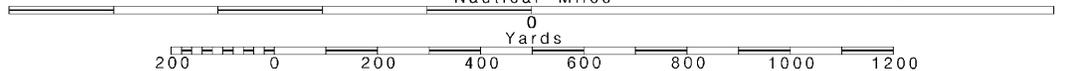


**10**

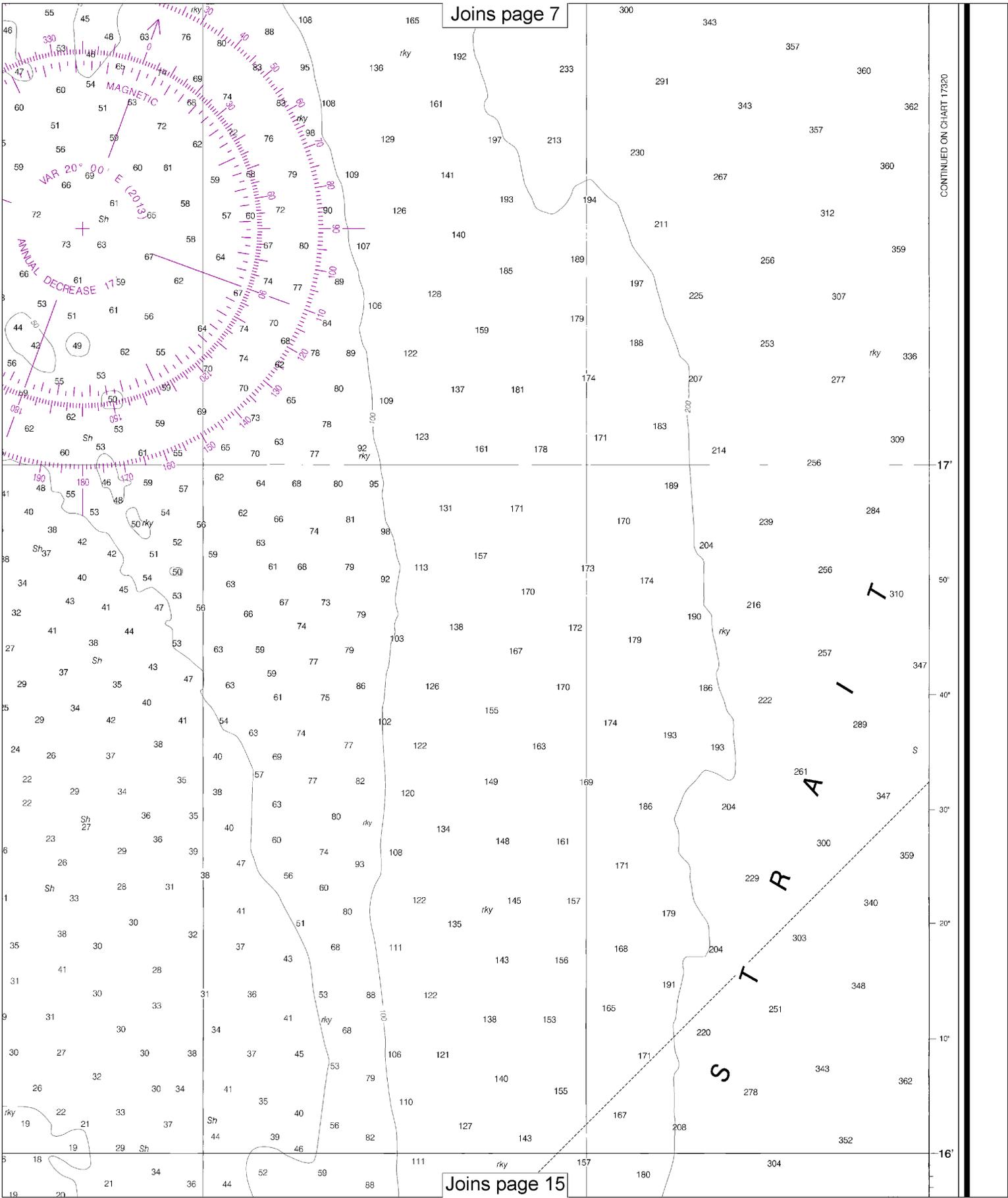
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.



Joins page 7



CONTINUED ON CHART 17920

Joins page 15

high elevations.

Mt. McArthur, AK KZZ-95 162.525 MHz  
Cape Fanshaw, AK KZZ-88 162.425 MHz

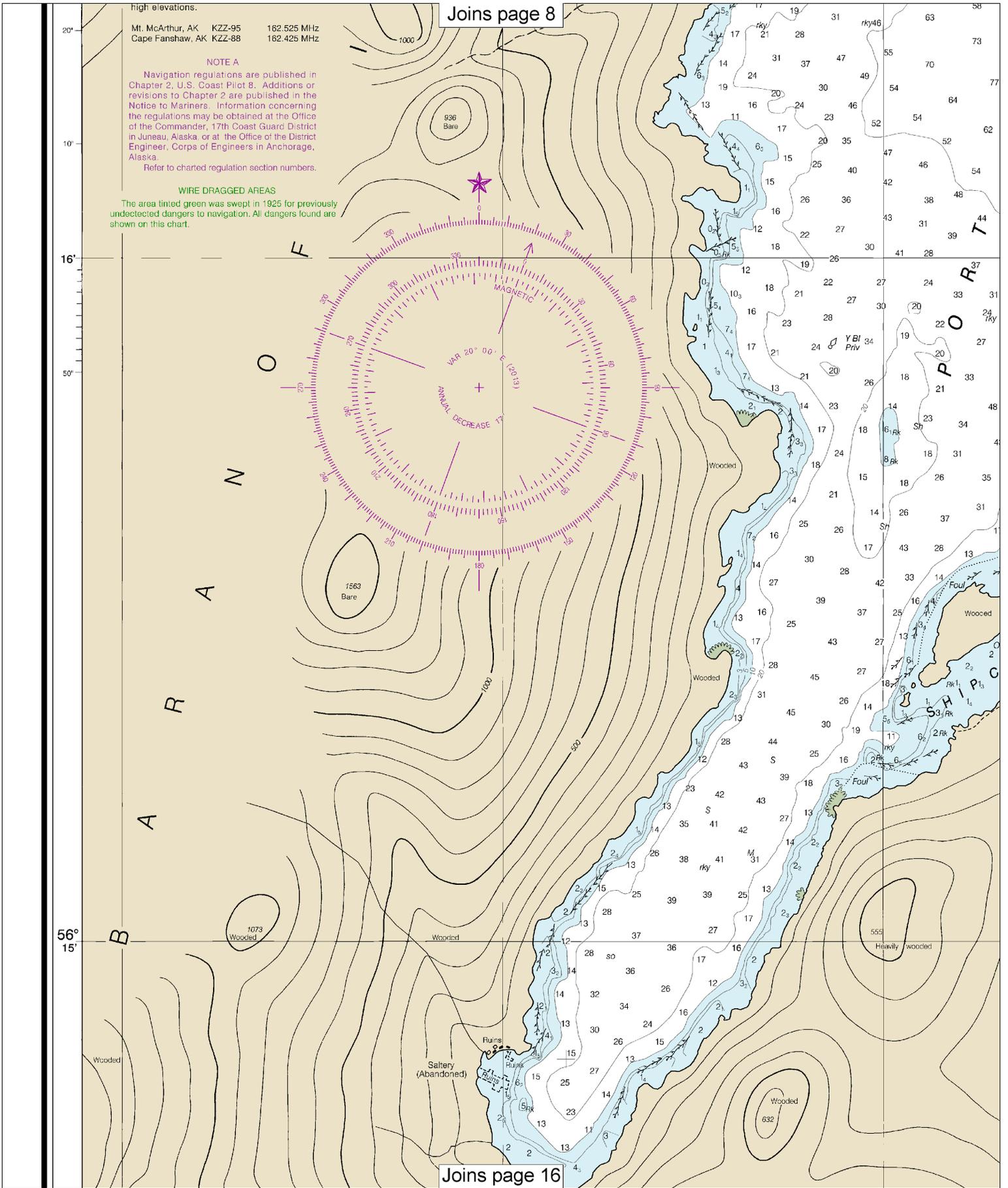
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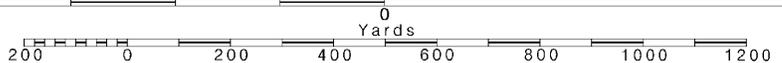


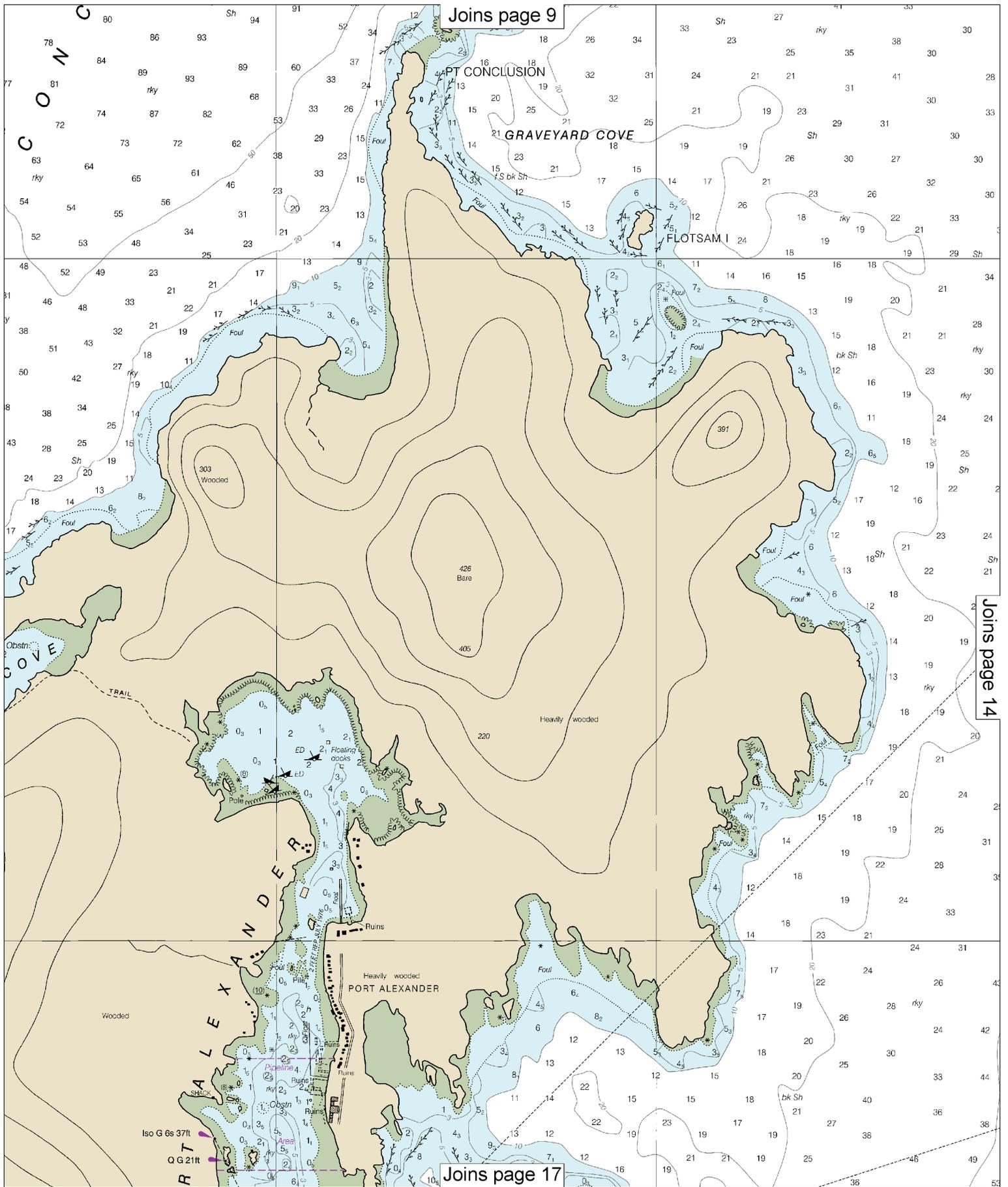
12

Note: Chart grid lines are aligned with true north.

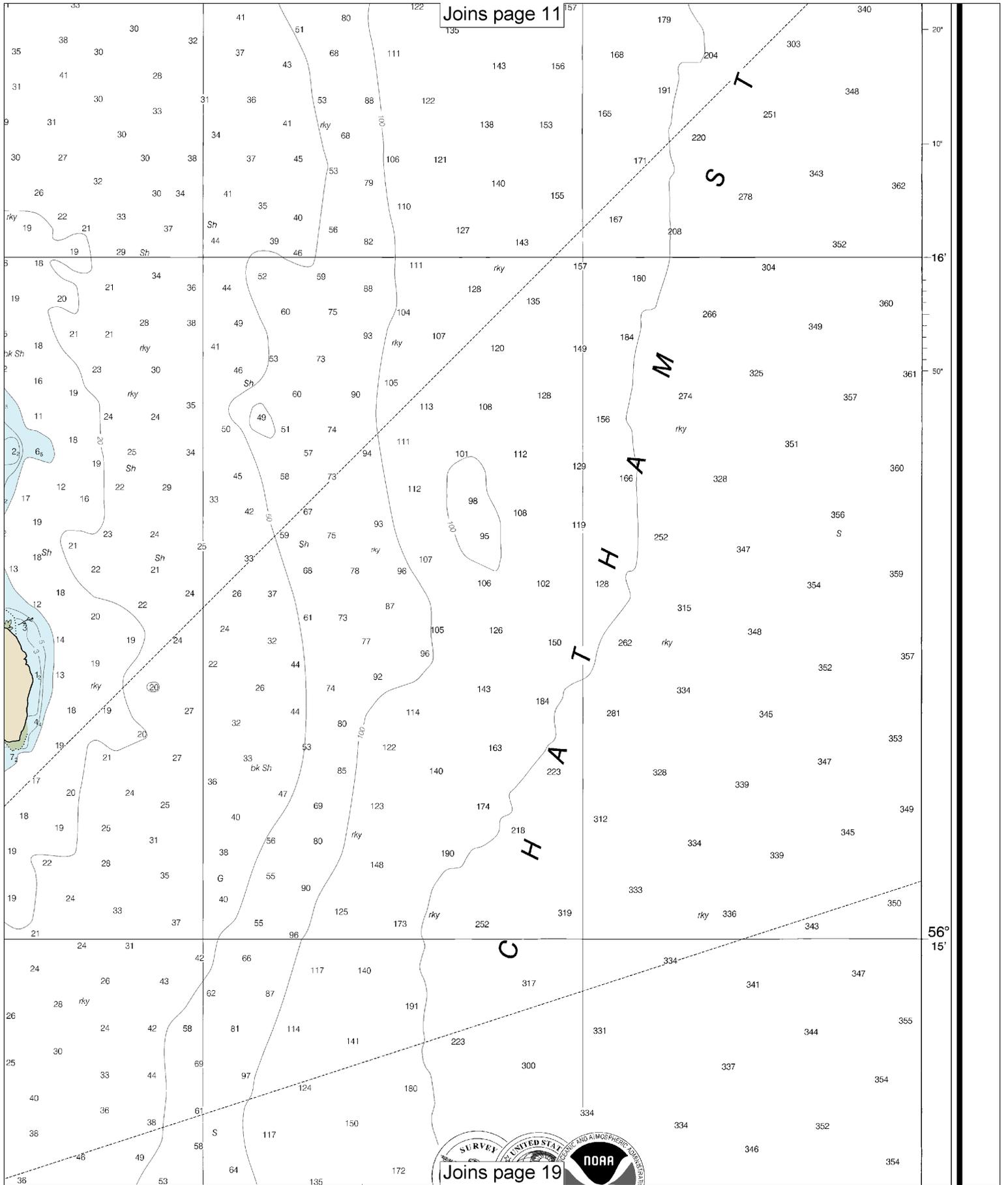
Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



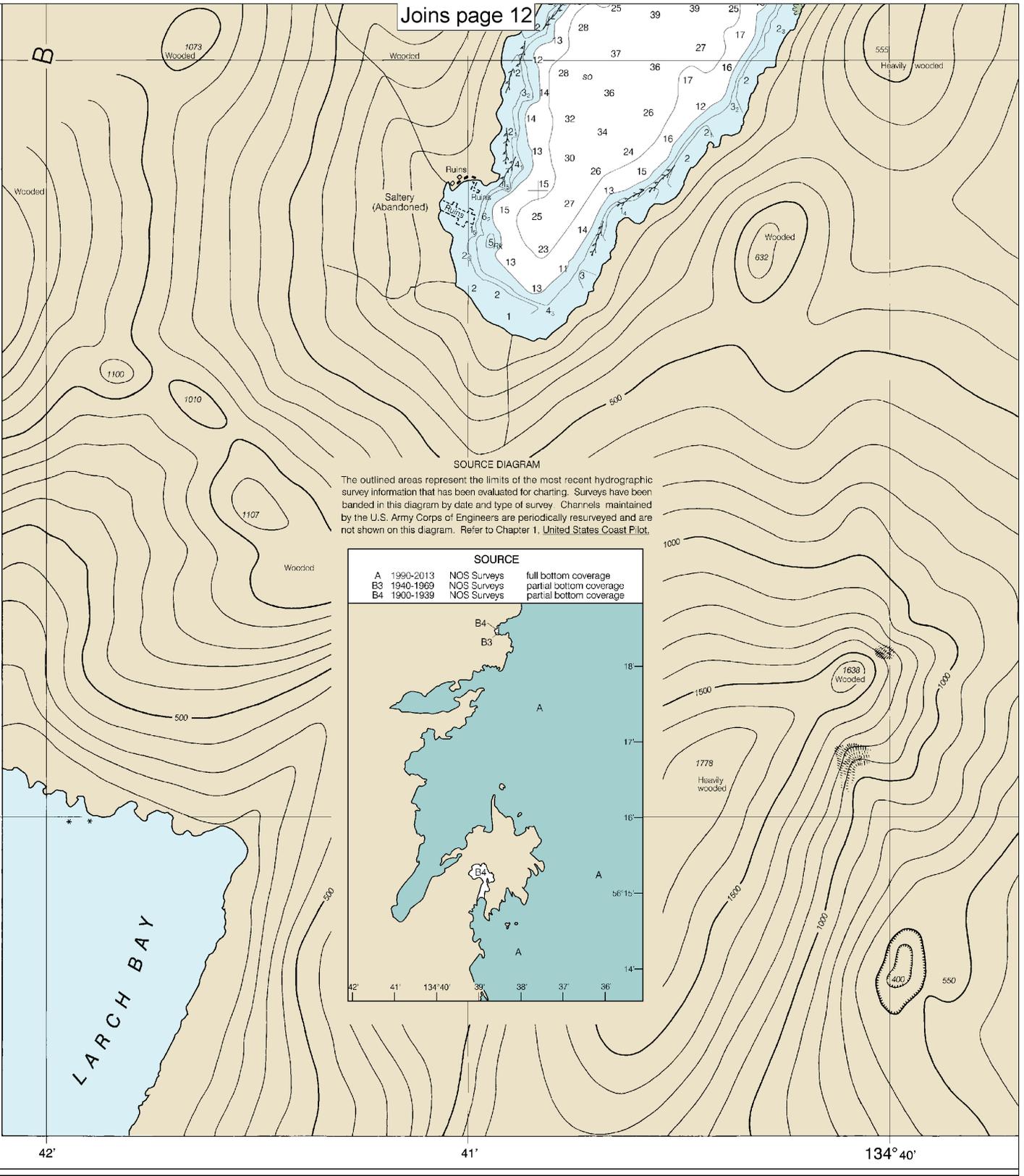






56° 15'

B



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.

9th Ed., Mar. 2013

17331

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 IN FATHOMS**  
(FATHOMS AND FEET TO 11 FATHOMS)

Last Correction: 4/15/2015. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

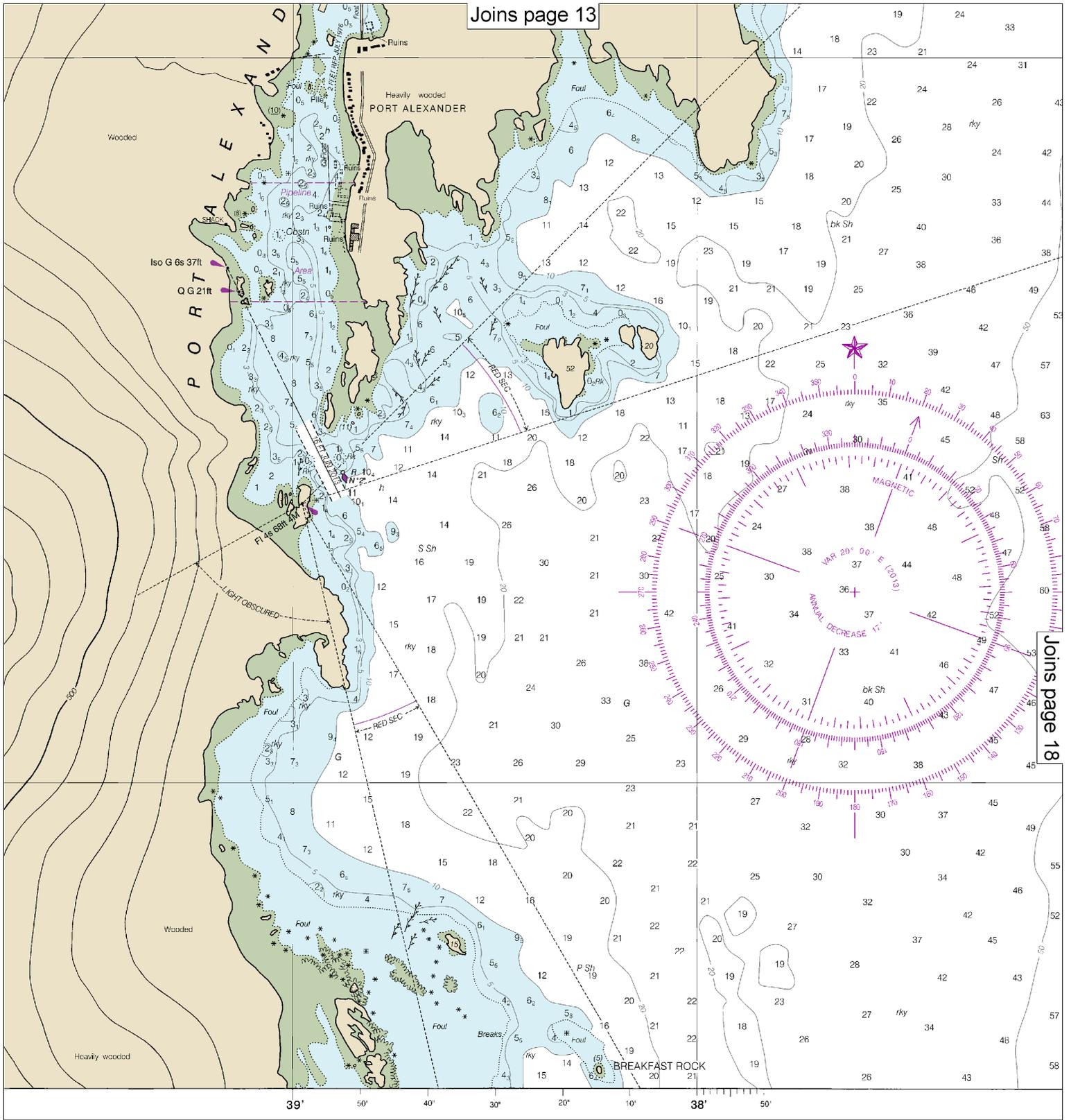
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000

See Note on page 5.

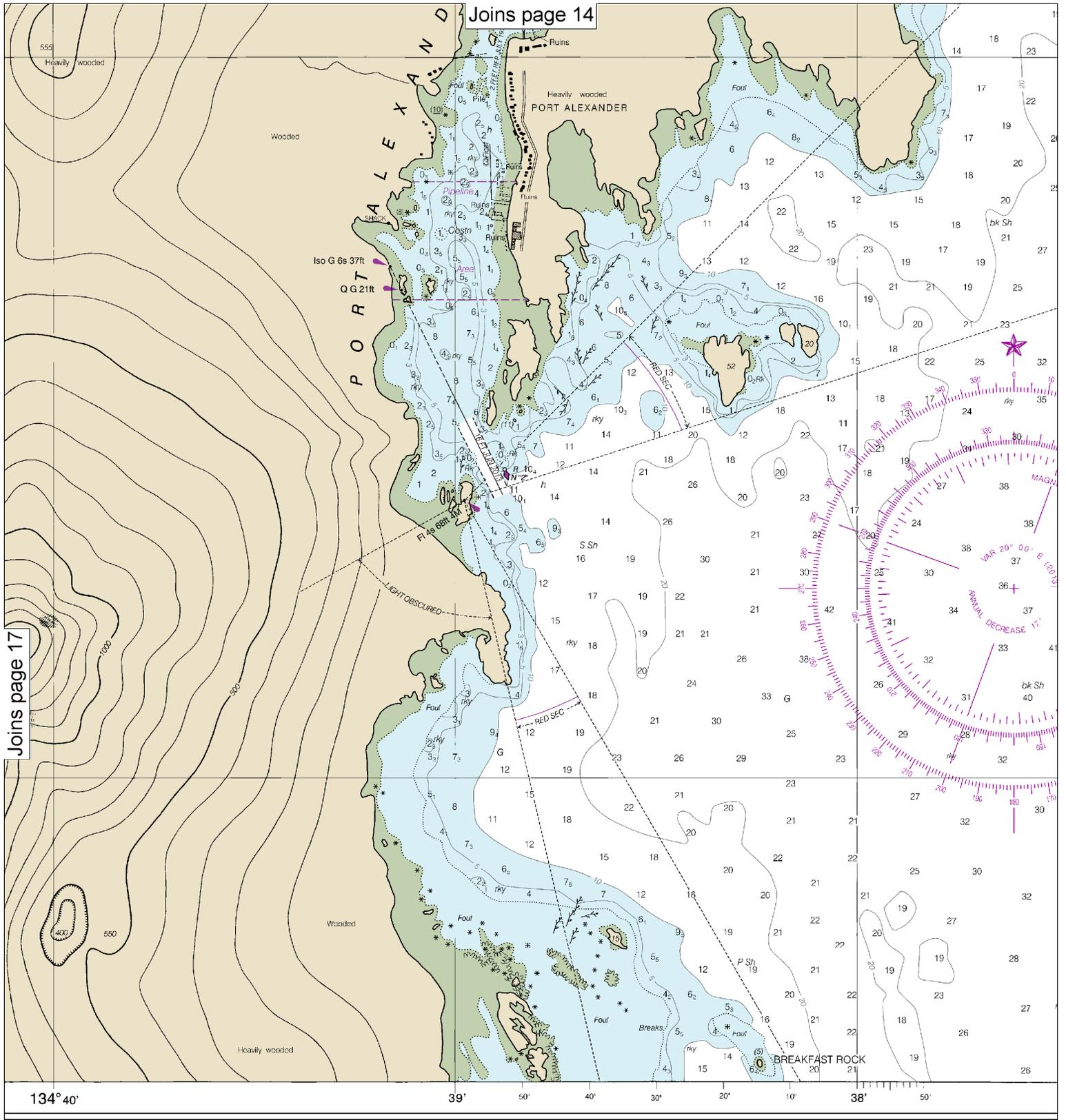




THOMS  
DMS)

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



**NGS IN FATHOMS**  
 (MS AND FEET TO 11 FATHOMS)

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

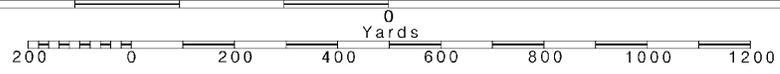
FATHOMS	1	2	3	4	5	6	7
FEET	6	12	18	24	30	36	42
METERS	1	2	3	4	5	6	7

**18**

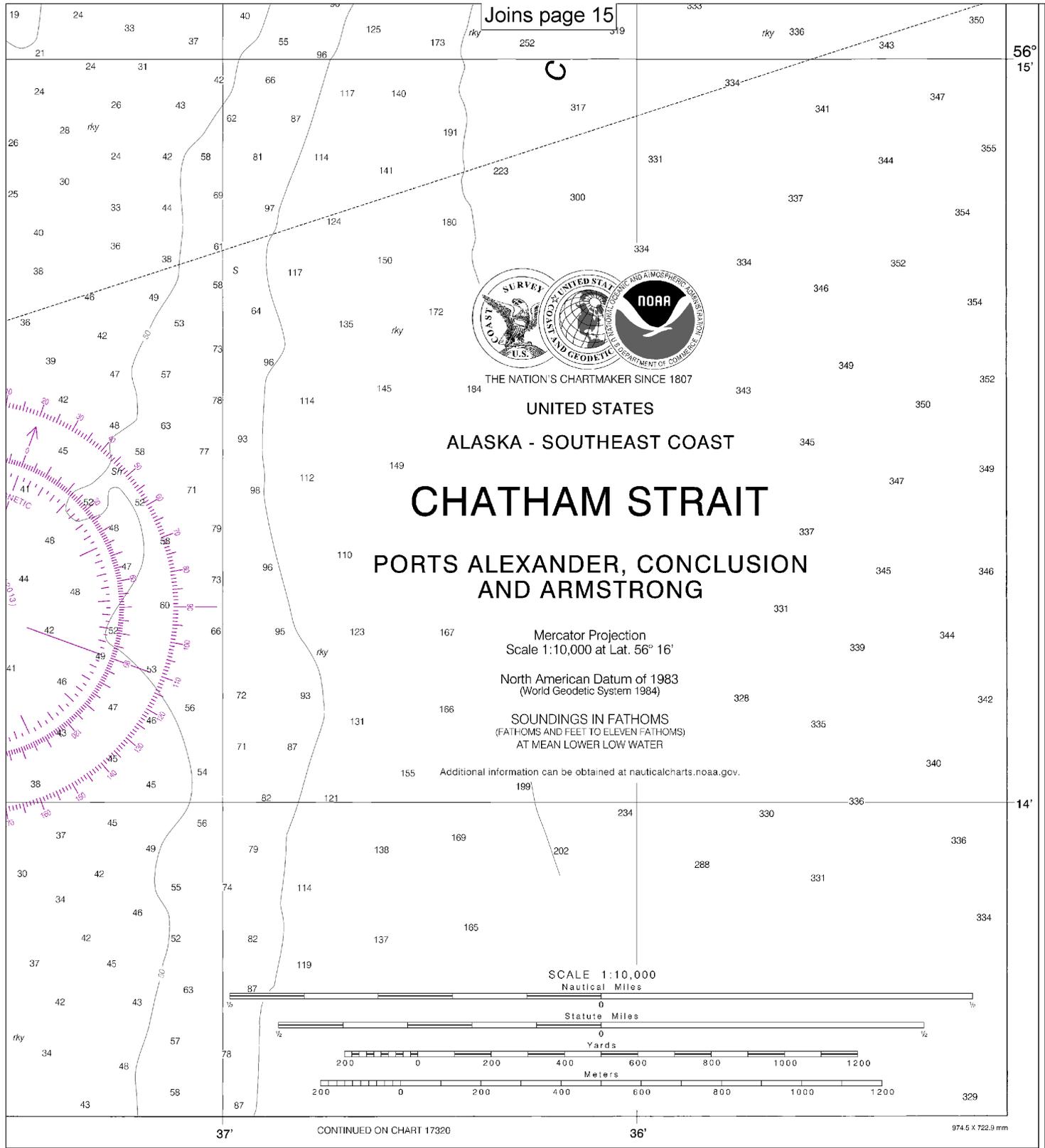
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —  
 Nautical Miles

See Note on page 5.



56° 15'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
ALASKA - SOUTHEAST COAST

# CHATHAM STRAIT

## PORTS ALEXANDER, CONCLUSION AND ARMSTRONG

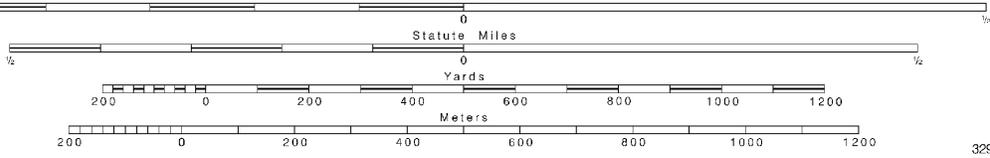
Mercator Projection  
Scale 1:10,000 at Lat. 56° 16'

North American Datum of 1983  
(World Geodetic System 1984)

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

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

SCALE 1:10,000  
Nautical Miles



CONTINUED ON CHART 17320

974.5 X 722.9 mm

6	9	10	11	12	13	14	15	16	17								
48	54	60	66	72	78	84	90	96	102								
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Ports Alexander, Conclusion and Armstrong  
SOUNDINGS IN FATHOMS - SCALE 1:10,000

# 17331



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>



— 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.