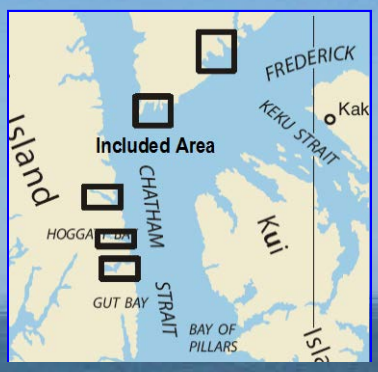
BookletChart™

Harbors in Chatham Strait and Vicinity

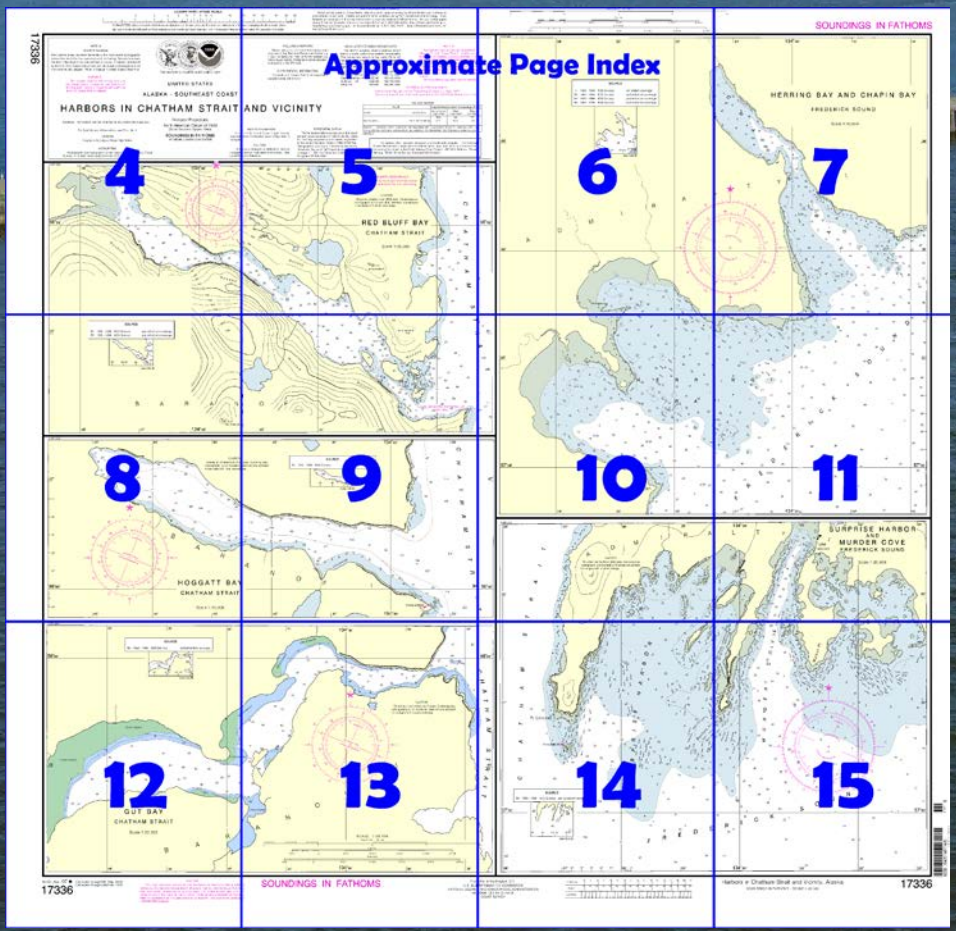
NOAA Chart 17336

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.

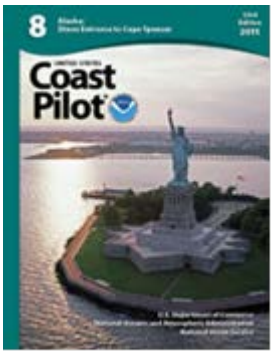
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=17336.



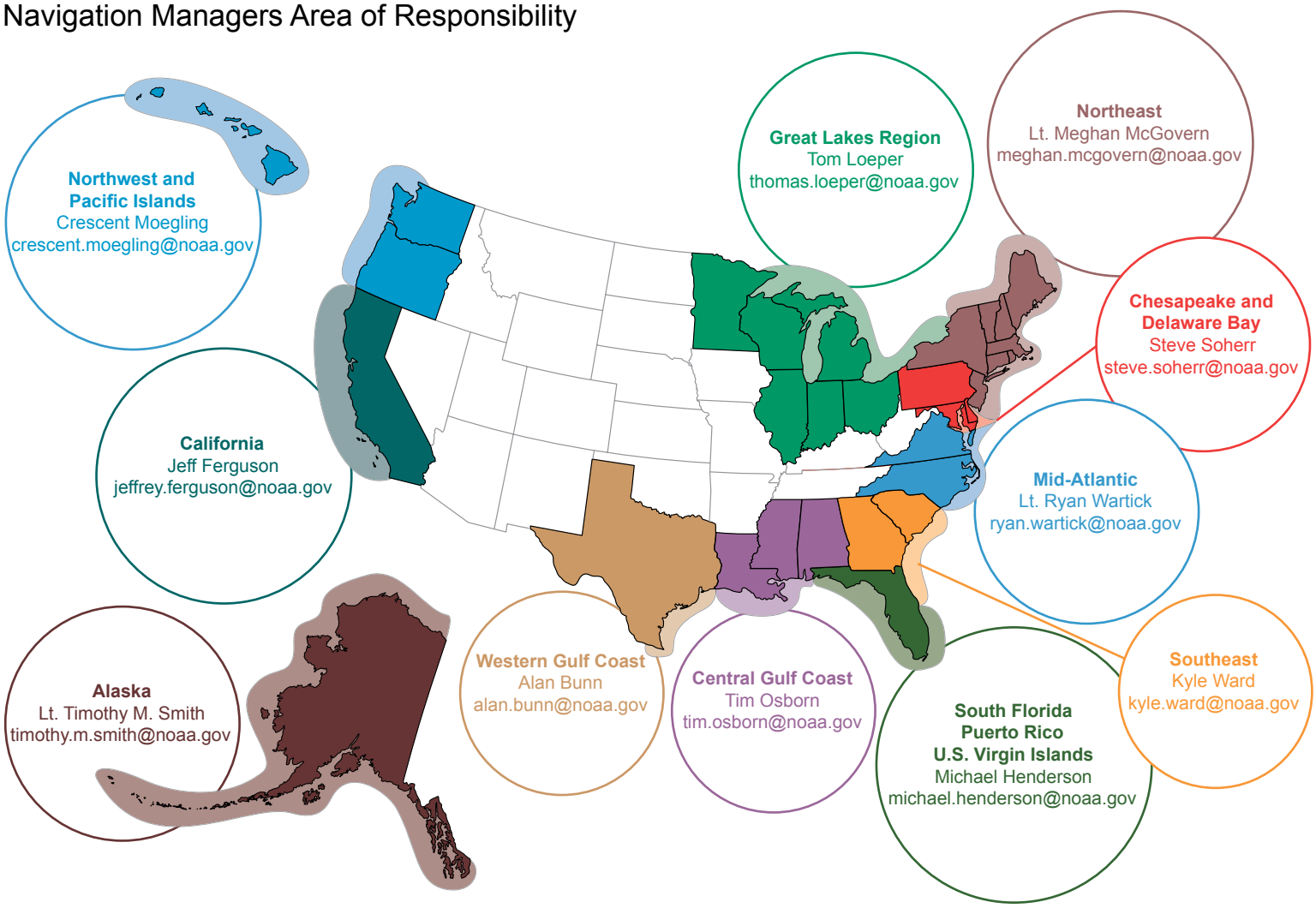
(Selected Excerpts from Coast Pilot)
Walker Point, about 2.4 miles ENE of Point Gardner Light, is the end of a low peninsula separating Murder Cove from a foul bight E of it. Ledges and kelp surround the point to a distance of 0.2 mile.
Bartlett Point is the end of a long, low, wooded strip separating Murder Cove from Surprise Harbor; the end of the point is two wooded islands joined by dry ledges. A bare ledge extends 300 yards S, and foul ground marked by kelp and shoaling to ½ fathom extends 0.5 mile SE and SW of the point, and more than halfway across Surprise Harbor.

Murder Cove has its entrance between Bartlett Point and Walker Point, 2 miles E of Point Gardner. The channel narrows to 300 yards 0.4 mile inside the entrance, between a bare ledge on the E and two rocks, each with a clump of scrub, on the W. Above this point the channel has a width of about 200 yards between kelp-marked ledges, and it is best to enter at low water when the dangers show. The tide rips are sometimes heavy across the entrance when the wind is strong against the current.
Point Gardner, the S extremity of Admiralty Island, is low and has two rocks 20 to 30 feet high, 600 yards S of the point. The W of the two rocks is marked by **Point Gardner Light** (57°00'36"N. 134°36'58"W.), 65 feet above the water and shown from a skeleton tower with a red and white diamond-shaped daymark. A prominent mound is 0.2 mile NNE from the point, and a conspicuous round hill is 1.3 miles NNE from the point. The water is clear 0.2 mile from the rocks off the point, but the rocks should be given a berth of 0.5 mile to avoid frequent tide rips.
Surprise Harbor, on the E side of Point Gardner, is open S, has much kelp, and is not a good anchorage. It is, however, a good lee when the wind is blowing strong down Chatham Strait.
To enter, keep from 0.2 to 0.5 mile off the W shore, using caution and avoiding kelp. Anchor about midharbor in 7 fathoms, rocky bottom.
Chapin Bay is a small inlet on the N side of Frederick Sound, and on the SW side of Point Napean (57°08.5'N., 134°17.5'W.), affording secure anchorage in 9 to 11 fathoms, sandy bottom. A reef, marked by kelp, with a least depth of 1.8 fathoms in 57°07'47"N., 134°19'09"W., is 0.6 mile NE from the W point at the entrance. A ledge, bare at half tide, is 330 yards SW from the N point at the entrance, and kelp shows about 400 yards S of the ledge. There is also kelp in the middle of the channel, about 0.8 mile inside the entrance, and a shoal extends 150 yards E from the point on the W side of the S entrance to the narrows.
It is safest to enter Chapin Bay at low water. Enter about 400 yards SW of the half-tide ledge off the N point at the entrance and keep the N shore aboard at 200 yards until in the narrows. A midchannel course leads safely to the anchorage in the basin above the narrows.
Herring Bay, 10 miles NE of Point Gardner Light, has its entrance between **Point Brightman** and the point to the N that separates Herring Bay from Chapin Bay. A tongue of land, prolonged by rocks, reefs, and kelp patches, extends in a SE direction, dividing the bay into two parts. There is a fair anchorage, open to the SE, in the SW corner of the bay, about 0.8 mile from the head. To make this anchorage, follow the S shore at a distance of about 0.4 mile, the chart being the guide.
Gut Bay is on the W side of Chatham Strait, about 34.5 miles N of Cape Ommaney. At 0.3 mile E of the narrow entrance and 300 yards from the S side is a rocky patch with 4½ fathoms; vessels should pass N of it. The entrance is about 100 yards wide with bold shores. The sides are bluff, bold, and rocky, in some places almost perpendicular. On the S side, 2.5 miles from the entrance, is the narrow opening of a little bay, between high ridges, with a depth of ¾ fathom. Small craft can enter this bay at high water and anchor in about 3 fathoms.
Hoggatt Bay is about 2 miles N of Gut Bay and extends back into the mountains of Baranof Island. The sides are steep and bold and the water deep, over 100 fathoms through the middle. **Hoggatt Bay Light** (56º45'51"N., 134º39'22"W.), 40 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the S side of the entrance to the bay.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

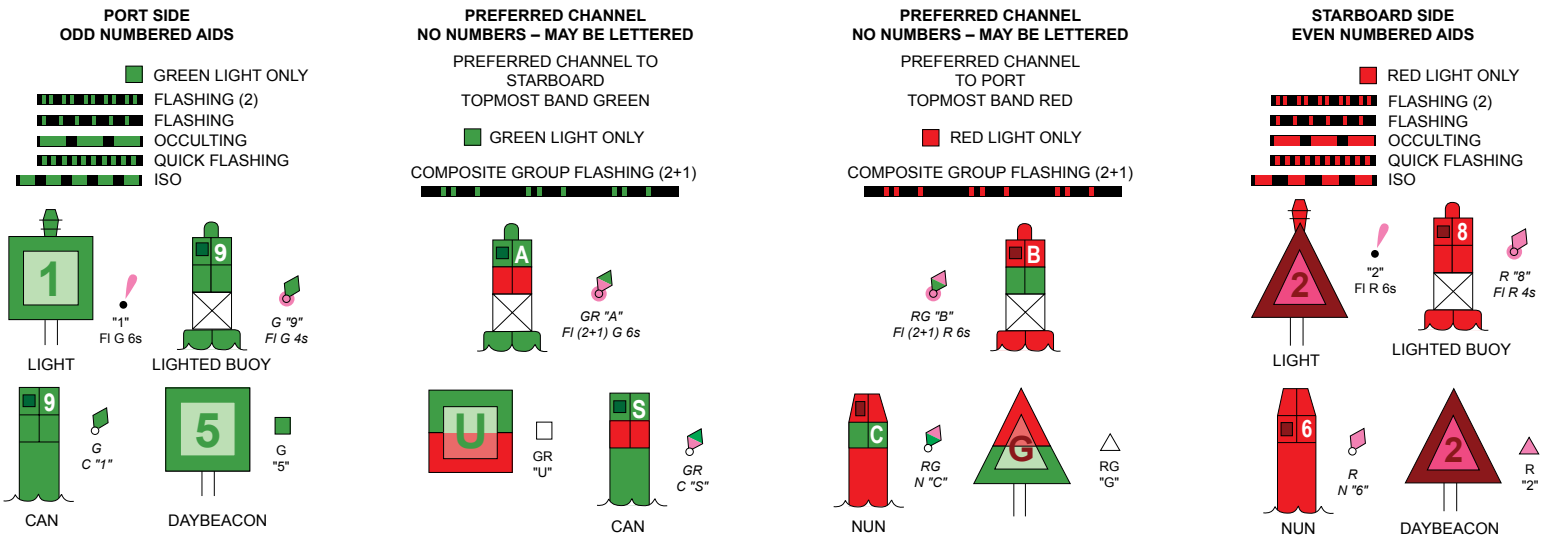


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*

17336

NOTE B

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.

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.

THE NATION'S CHARTMAKER SINCE 1807

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).

SUPPLEMENTAL INFORMATION

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

UNITED STATES

ALASKA - SOUTHEAST COAST

HARBORS IN CHATHAM STRAIT AND VICINITY

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

For Symbols and Abbreviations see Chart No. 1

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.

Mercator Projections

North American Datum of 1983
(World Geodetic System 1984)

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

AIDS TO NAVIGATION

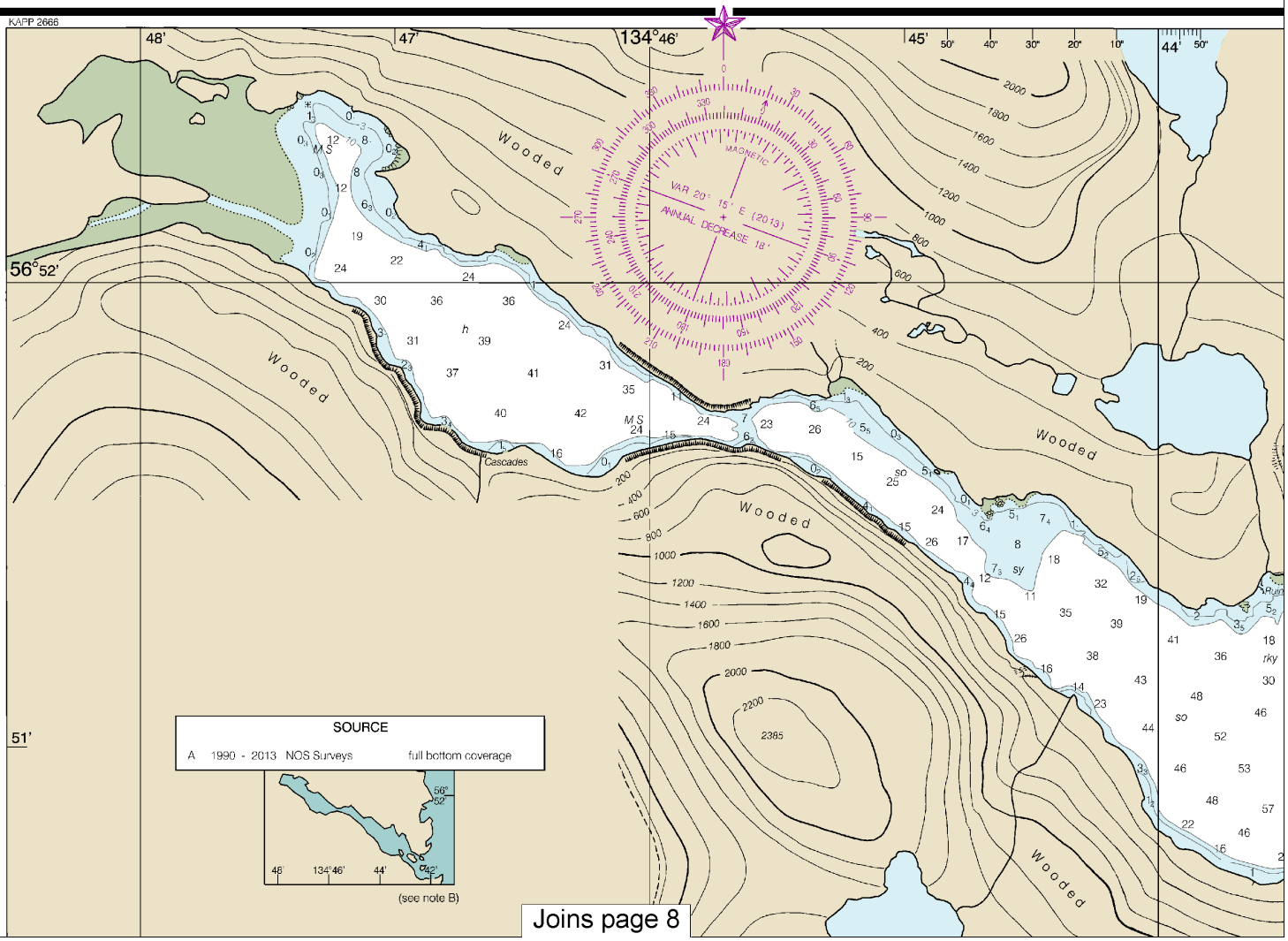
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

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

HORIZONTAL DATUM

The horizontal reference datum of th
is North American Datum of 1983 (NAD 8
for charting purposes is considered eq
to the World Geodetic System 1984 (W
Geographic positions referred to th
American Datum of 1927 must be corre
average of 1.228" southward and 6.293" v
to agree with this chart.



Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500

4

Note: Chart grid lines are aligned with true north.

SCALE 1:20,000

Nautical Miles

Yards

Meters

KAPP 2667

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed
ow provide continuous weather broadcasts.
e reception range is typically 20 to 40
utical miles from the antenna site, but can be
much as 100 nautical miles for stations at
h elevations.

McArthur, AK	KZZ-95	162.525 MHz
Robert Barron, AK	KZZ-87	162.450 MHz
pe Fanshaw, AK	KZZ-88	162.425 MHz
kkwan I, AK	KZZ-89	162.425 MHz
ka, AK	WXJ-80	162.550 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.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Red Bluff Bay	(56°51'N/134°43'W)	12.7	11.8	1.6

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jan 2013)

this chart
83), which
equivalent
WGS 84).
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° westward

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

SOURCE

A	1990 - 1996	NOS Surveys	full bottom coverage
B1	1990 - 1996	NOS Surveys	partial bottom coverage
B2	1970 - 1989	NOS Surveys	partial bottom coverage
B5	1850 - 1899	NOS Surveys	partial bottom coverage

(see note B)

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 5° from the normal variation may be expected in the channel entering Red Bluff Bay.

RED BLUFF BAY

CHATHAM STRAIT

Scale 1:20,000

43'

42'

24'

23'

09'

08'

07'

56°52'

51'

brick red bluff

Wooded

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

SCALE
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Yar
500 0 500
Met
500 0 500

KAPP 2667

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one communication

FORMATION
lot 8 for important

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PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
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(Jan 2013)

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SOURC

A	1990 - 1996	NOS Surveys
B1	1990 - 1996	NOS Surveys
B2	1970 - 1989	NOS Surveys
B5	1850 - 1899	NOS Surveys

Joins page 5

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 5° from the normal variation may be expected in the channel entering Red Bluff Bay.

RED BLUFF BAY

CHATHAM STRAIT

Scale 1:20,000

brick red bluff
1010
800
600
560
brick red bluff
550
Wooded
bk Sh
rky
so
Ruins

Joins page 10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

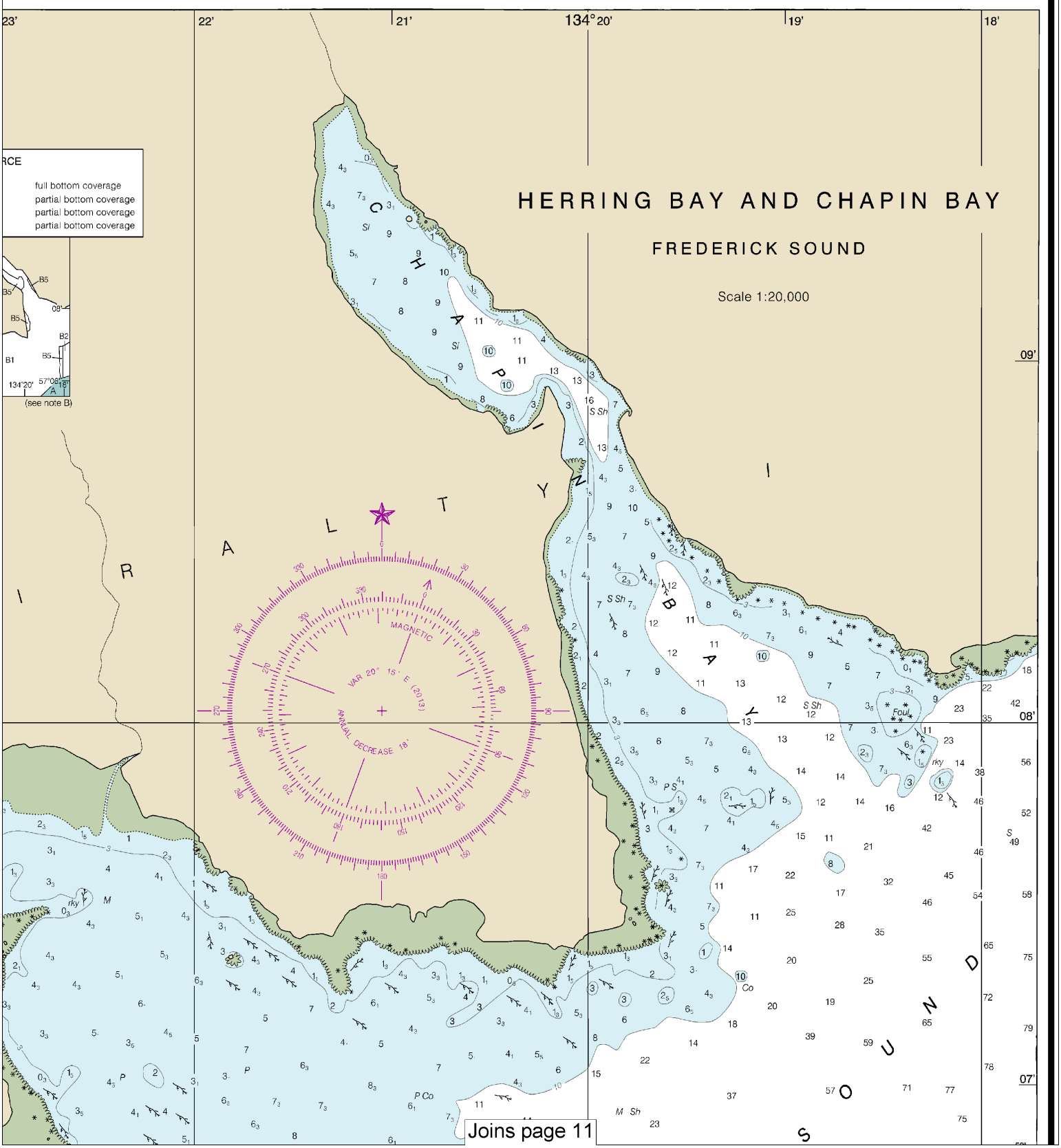
Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

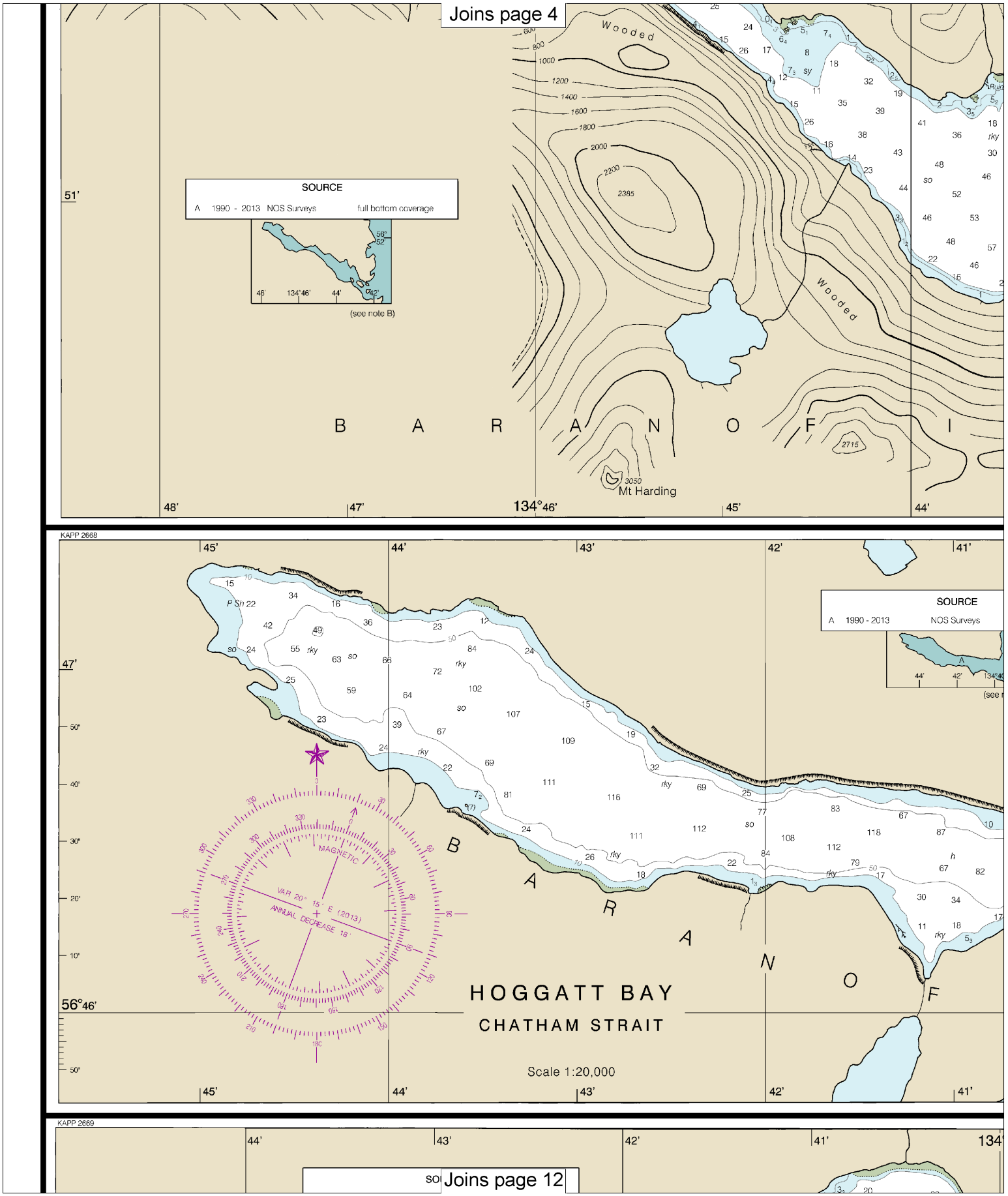
1:20,000
al Miles
1
1½
ards
000 1500 2000 2500
ters
000 1500 2000 2500

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



Last Correction: 4/13/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

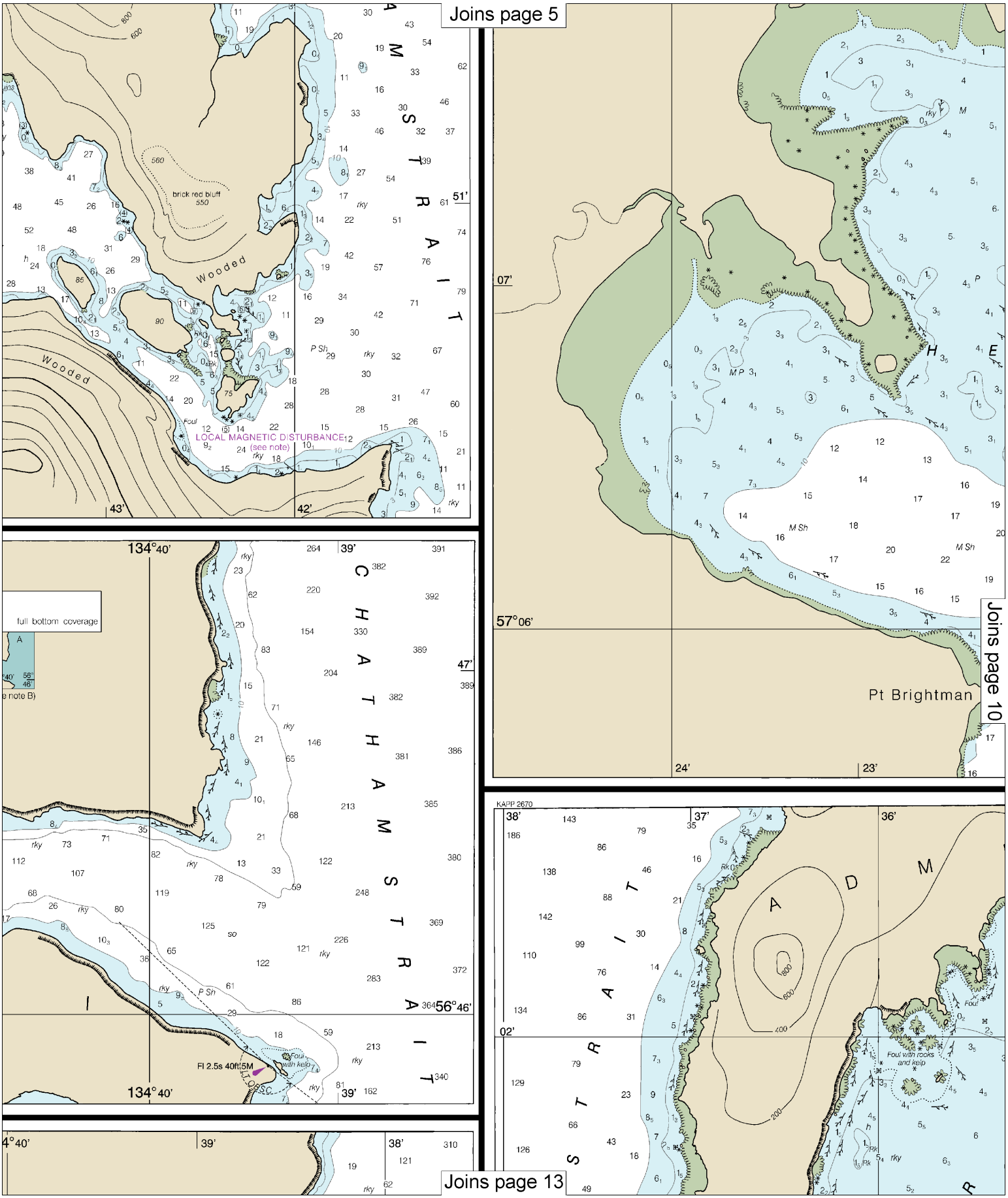


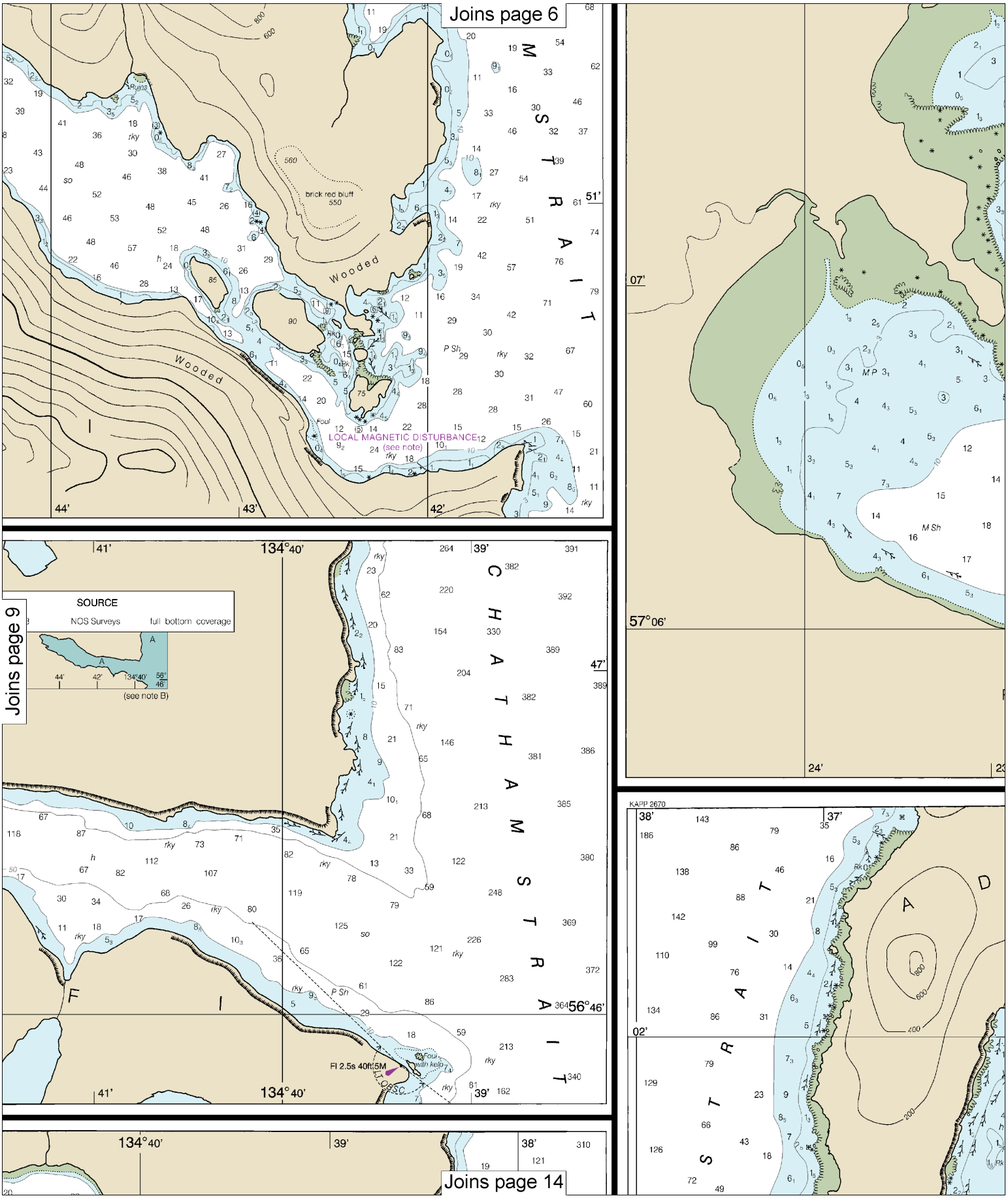
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 5
brick red bluff
550
Wooded
Wooded
LOCAL MAGNETIC DISTURBANCE
(see note)
Foul
P Sh
rky
M
S T R A I T
51'
43'
42'
07'
H E
M P
M Sh
M Sh
57°06'
Pt Brightman
24'
23'
Joins page 10
full bottom coverage
134°40'
39'
C H A T H A M S T R A I T
47'
56°46'
Fl 2.5s 40ft 5M
Foul with kelp
134°40'
39'
KAPP 2670
38'
37'
36'
S T R A I T
A D M
02'
Foul with rocks and kelp
Foul
4°40'
39'
38'
Joins page 13



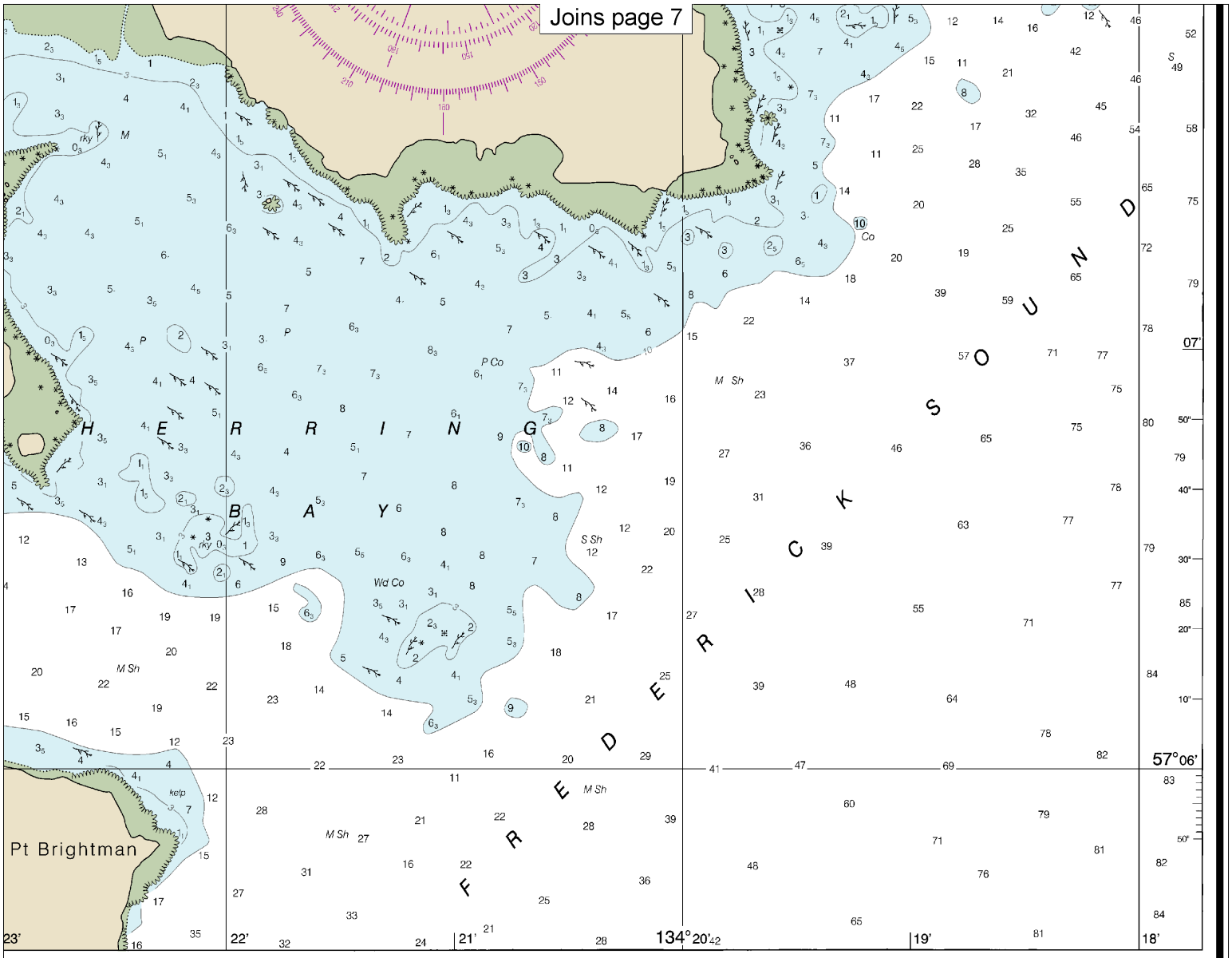
10

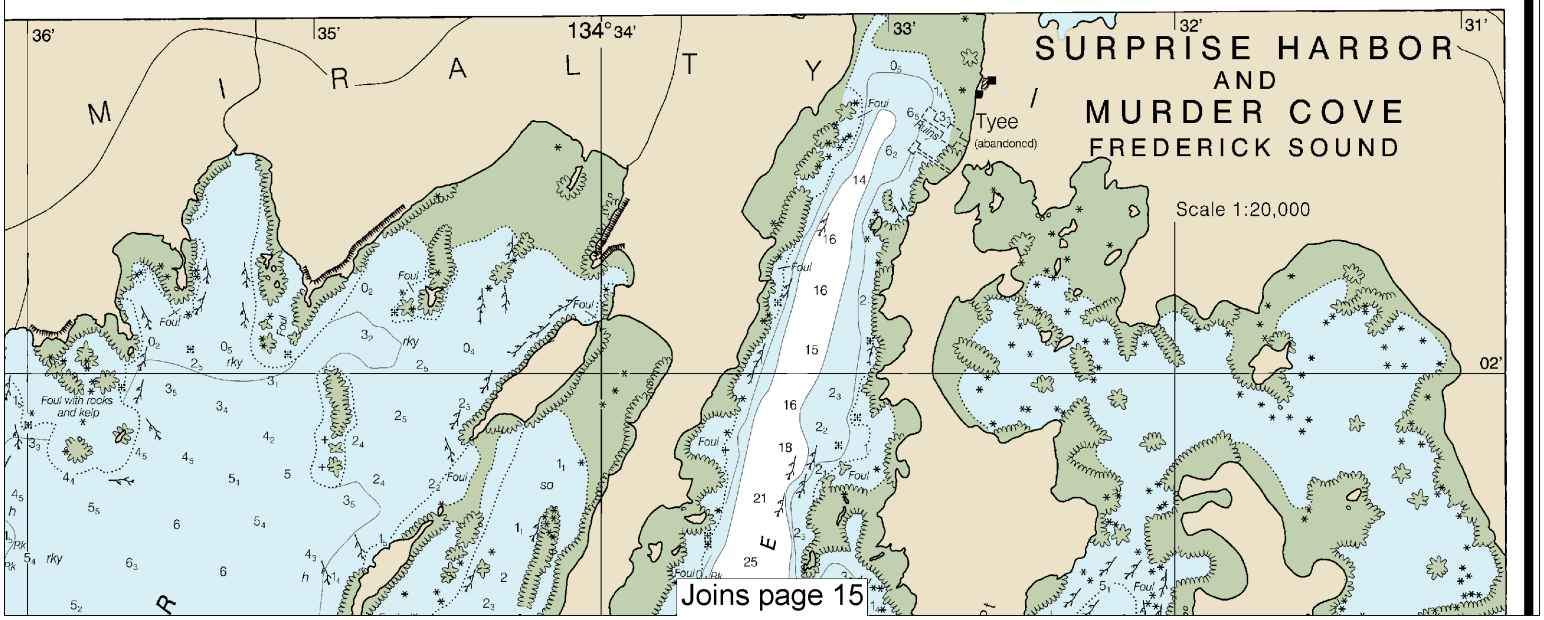
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

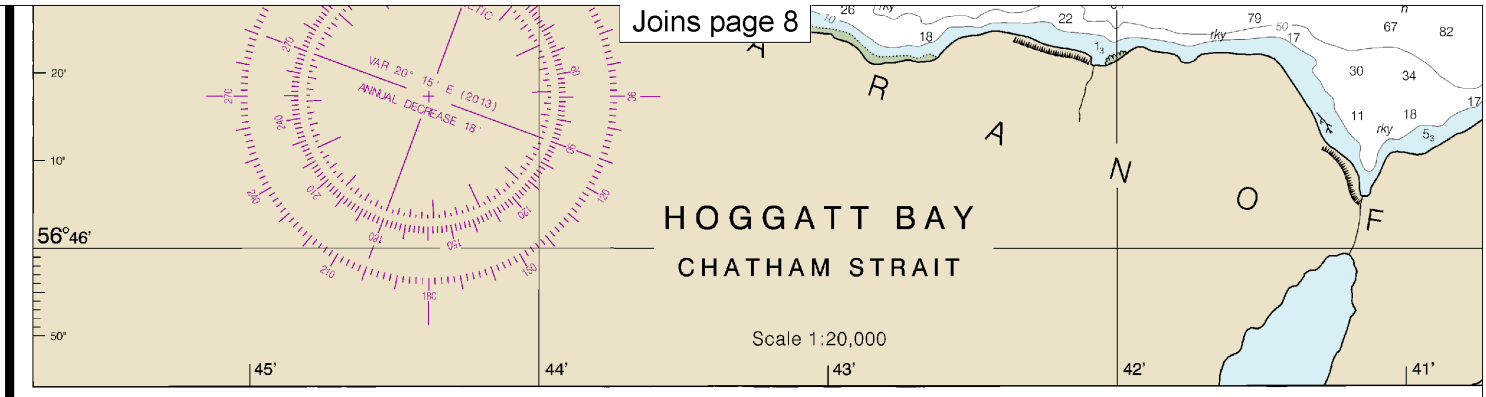
Nautical Miles: 0 — 1 — 1 ½

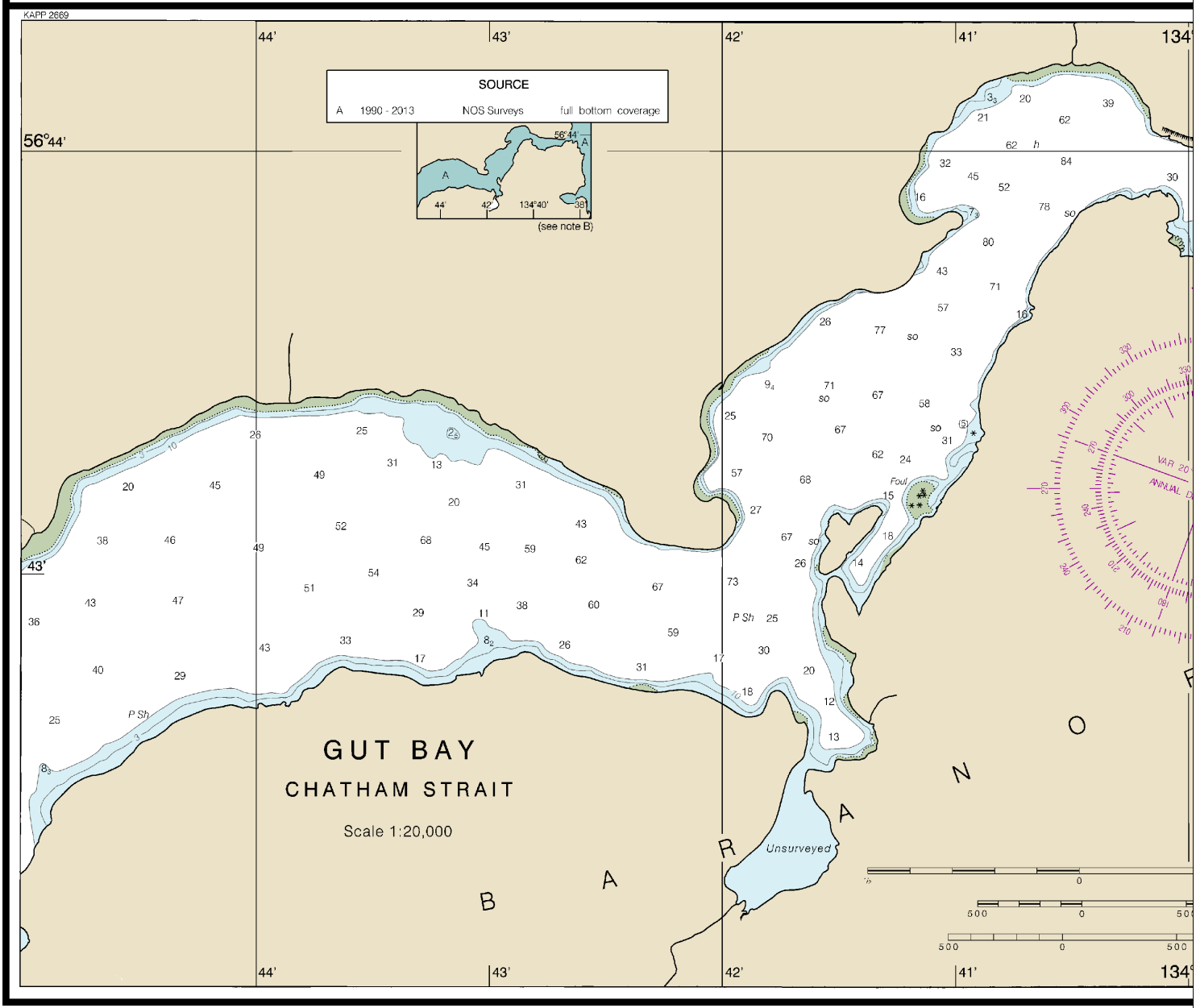
Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 7
HERRING BAY
FREDERICK SOUND
Pt Brightman
kelp
M Sh
S Sh
Wd Co
P Co
rky
57°06'
134°20'42
23'
22'
21'
19'
18'
07'


MIRALTY
SURPRISE HARBOR
AND
MURDER COVE
FREDERICK SOUND
Scale 1:20,000
Tyee
(abandoned)
Foul
Foul with rocks and kelp
rky
134°34'
36'
35'
33'
32'
31'
02'
Joins page 15

Joins page 8





10th Ed., Jan. 2013

17336

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.

Last Correction: 4/13/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

SOUNDINGS IN FA
(FATHOMS AND FEET TO 11 FATH

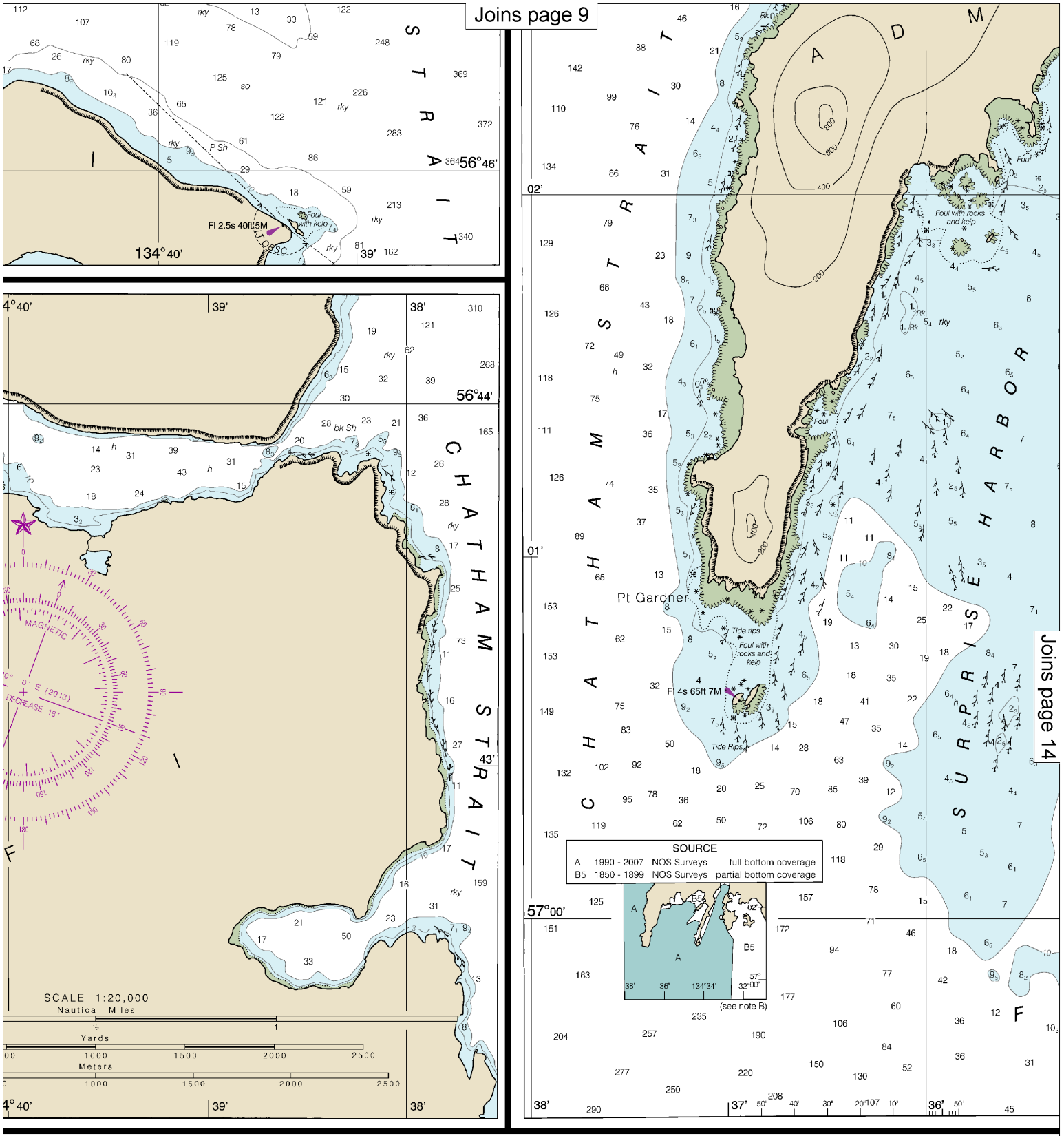
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~

See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

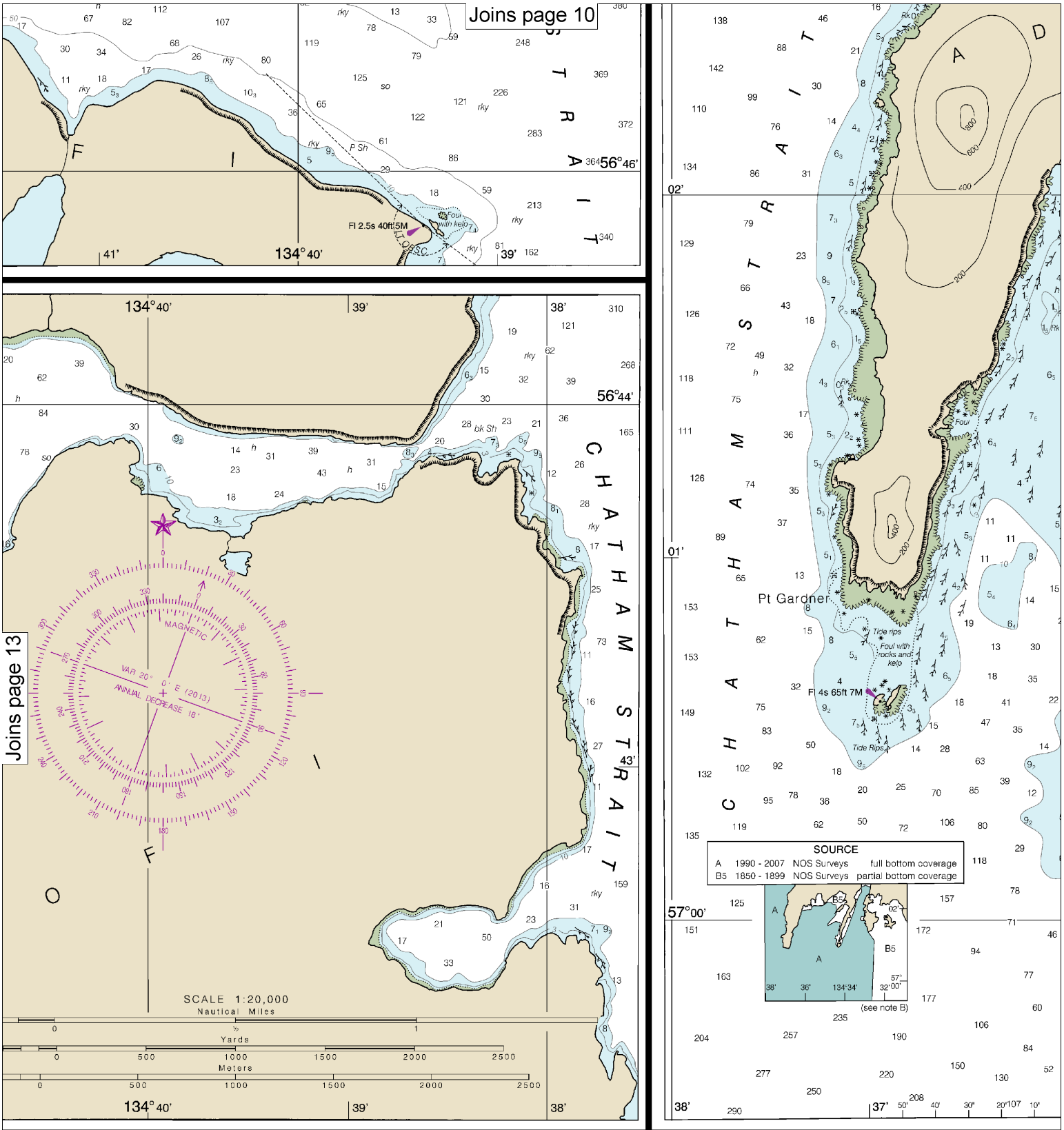
Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



ATHOMS
(HOMS)

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	
FEET	6	12	18	24	30	36	42	48	54	60	66	72	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23



IGS IN FATHOMS
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

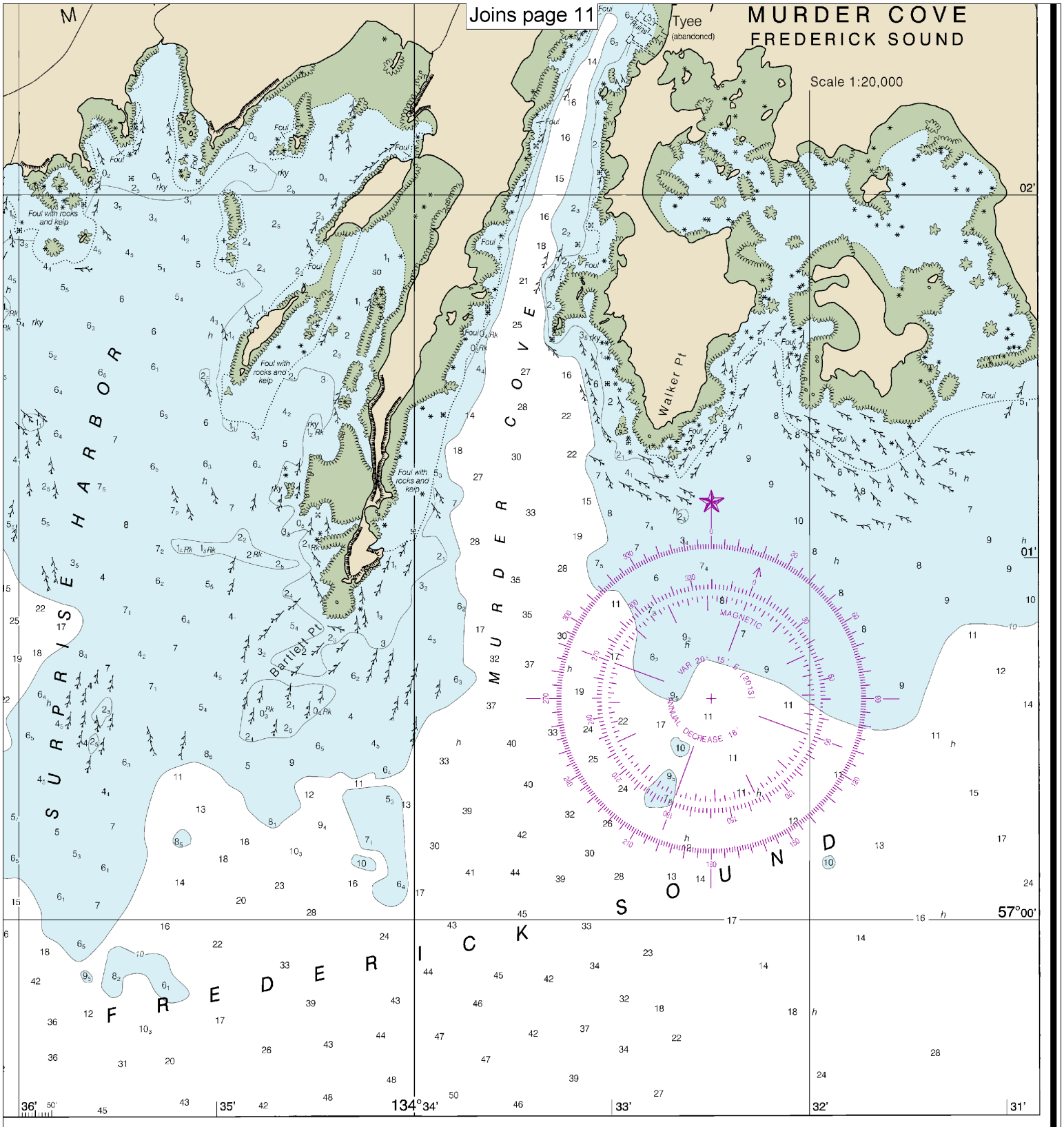
FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1 2 3 4 5 6 7 8 9 10 11					

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500



Harbors in Chatham Strait and Vicinity, Alaska

SOUNDINGS IN FATHOMS - SCALE 1:20,000

17336

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican 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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