BookletChart™

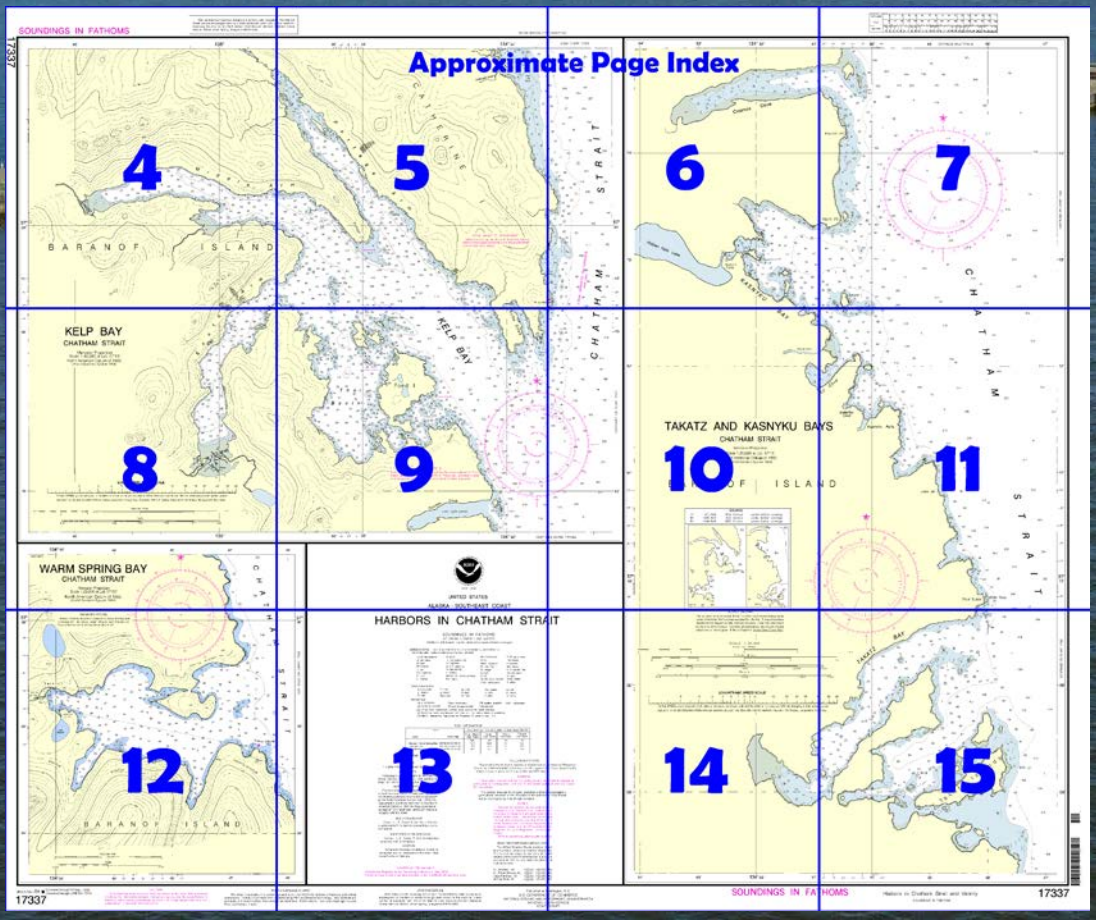
Harbors in Chatham Strait

NOAA Chart 17337

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.

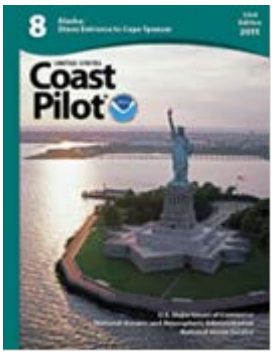
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=17337.

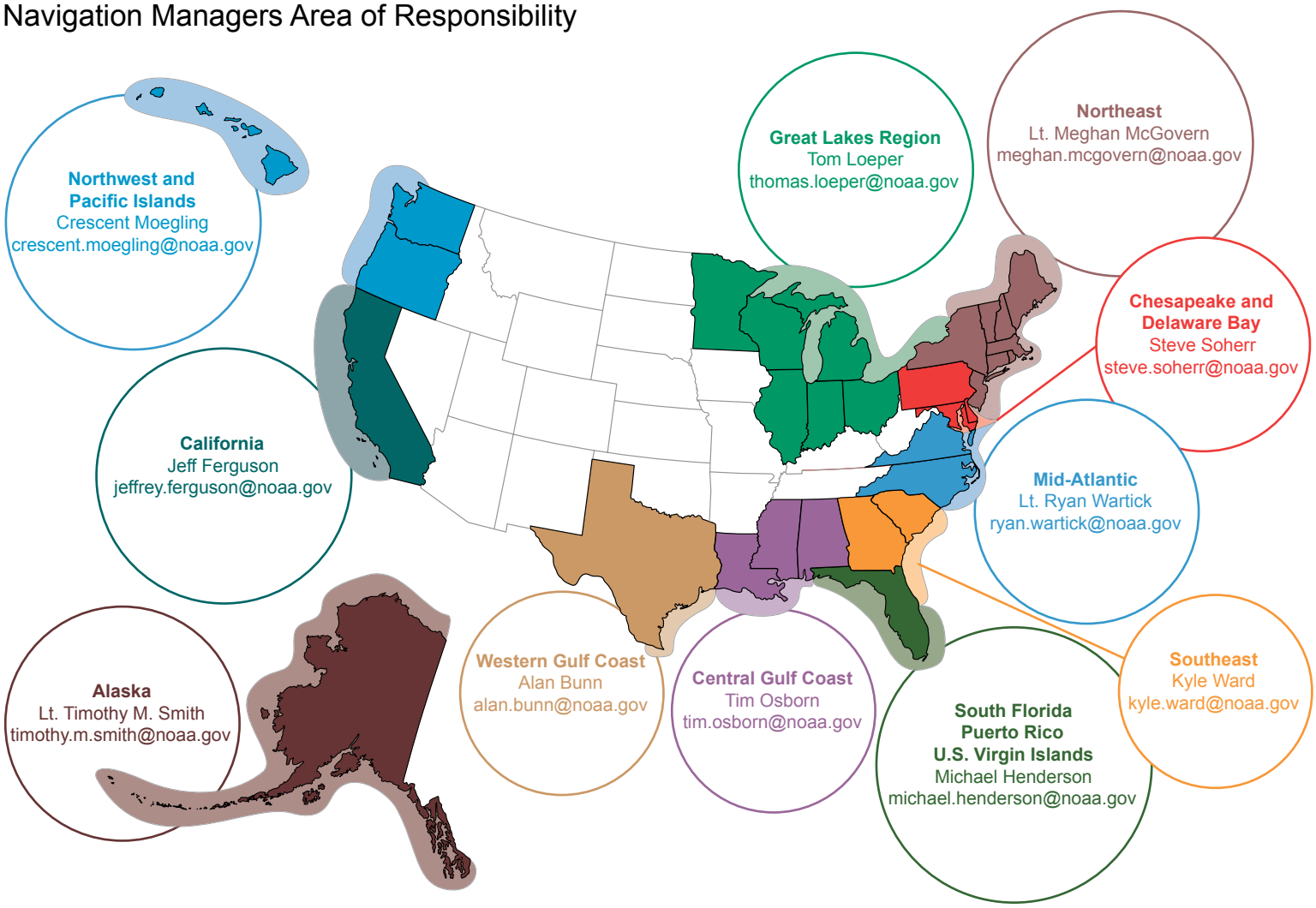


(Selected Excerpts from Coast Pilot)
Warm Spring Bay is on the W side of Chatham Strait, about 56 miles N of Cape Ommaney and 7 miles NW of Point Gardner. The bay has good anchorage for small craft, but the anchorage for large vessels is indifferent.
Warm Spring Bay Light (57°04'48"N., 134°46'32"W.), 27 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the S point of the entrance. A microwave tower, about 1 mile WNW of the light on a knob along the N shore, is prominent at the entrance to the bay. At the head of the bay is a waterfall, visible from Chatham Strait, and near the waterfall are several warm mineral springs.
Warm Spring Bay is of easy access, and with the chart as a guide no trouble should be experienced in entering. Midchannel courses are recommended.
Two small bights in the S shore afford anchorage for small craft. The W one is preferable, because of shoaler water, from 12 to 15 fathoms.
The only anchorage in the bay for large vessels is off the W bight in 25 fathoms, but the bottom is rocky and the current from the cascade sets out, making a vessel lie broadside to SE winds that draw into the bay.
A shoal with a depth of 6¼ fathoms is about 200 yards offshore and about 230 yards E of Warm Spring Bay Light. There may be less water, so it should be avoided when entering the bay. Care should be taken to avoid the reef that makes out 60 yards from the N shore at a point about 200 yards E of Baranof.
Takatz Bay has its entrance on the W side of Chatham Strait about 10.5 miles NW of Point Gardner and 16 miles S of Point Thatcher. It terminates in a flat about 0.4 mile in extent, formed by a mountain stream emptying as a waterfall.
Point Turbot, the N point at the entrance to Takatz Bay, is marked by **White Rock**, a large white rock about 50 yards off. A high waterfall about 2 miles N of Point Turbot is visible from N a considerable distance.
Kasnyku Bay, on the W side of Chatham Strait about 14 miles NW of Point Gardner, has deep water and no secure anchorage.
The entrance to the bay is between **North Point** and **Round Island**, and its surrounding group of small islets, off the S point of the entrance.
Cosmos Cove is on the W side of Chatham Strait about 5.5 miles N of Takatz Bay and 2 miles S of Kelp Bay. The cove affords anchorage with good shelter in 10 to 15 fathoms, soft bottom, for small vessels. The head of the cove is shoal for a distance of about 0.8 mile.
Kelp Bay (57°17'N., 134°51'W.), a large indentation in the NE coasts of Baranof Island, is 10.5 miles S of the E entrance of Peril Strait and 17.5 miles NNW of Point Gardner. Its entrance is between **North Point** the S extremity of Catherine Island, and **South Point** on Baranof Island. The bay has no known commercial activity.
The main bay extends about 3.5 miles NW where it divides into three arms. **Middle Arm** extends in a W direction. **South Arm** extends in a general SW direction. **The Basin**, in the S part of the bay, is bordered on the E by two groups of islands that include **Pond Island**, **Crow Island**, and other adjacent islands. **Portage Arm**, which extends in a NW direction, is reported to connect with Hanus Bay, in Peril Strait, by an overgrown portage.
Anchorages.–Anchorages in the bay are few, the best being in the SE corner of The Basin. Another is in Middle Arm about 0.8 mile from its head in 22 to 25 fathoms, soft bottom. A small vessel can find temporary anchorage in Portage Arm about 2.7 miles above the entrance in midchannel, in 10 fathoms, but this anchorage has scant swinging room and is exposed to SE winds that draw through the arm.
Dangers.–The survey of the bay is old and incomplete, and dangers may exist in addition to those shown on the chart. The known dangers include shoal water that extends 0.4 mile S of North Point; ledges that extend off South Point; extensive shoals and dangerous rocks in the cove on the SE side of Pond Island; Yellow Rock and the shoals SE, S, and WNW of it.

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

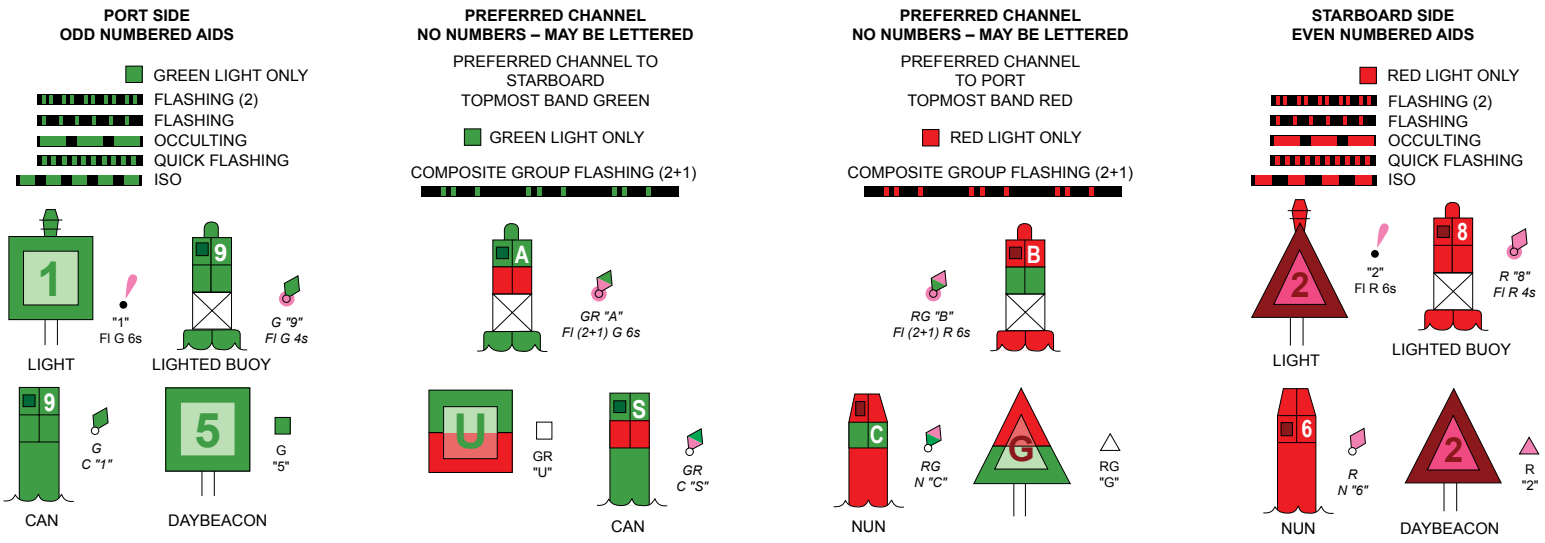


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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

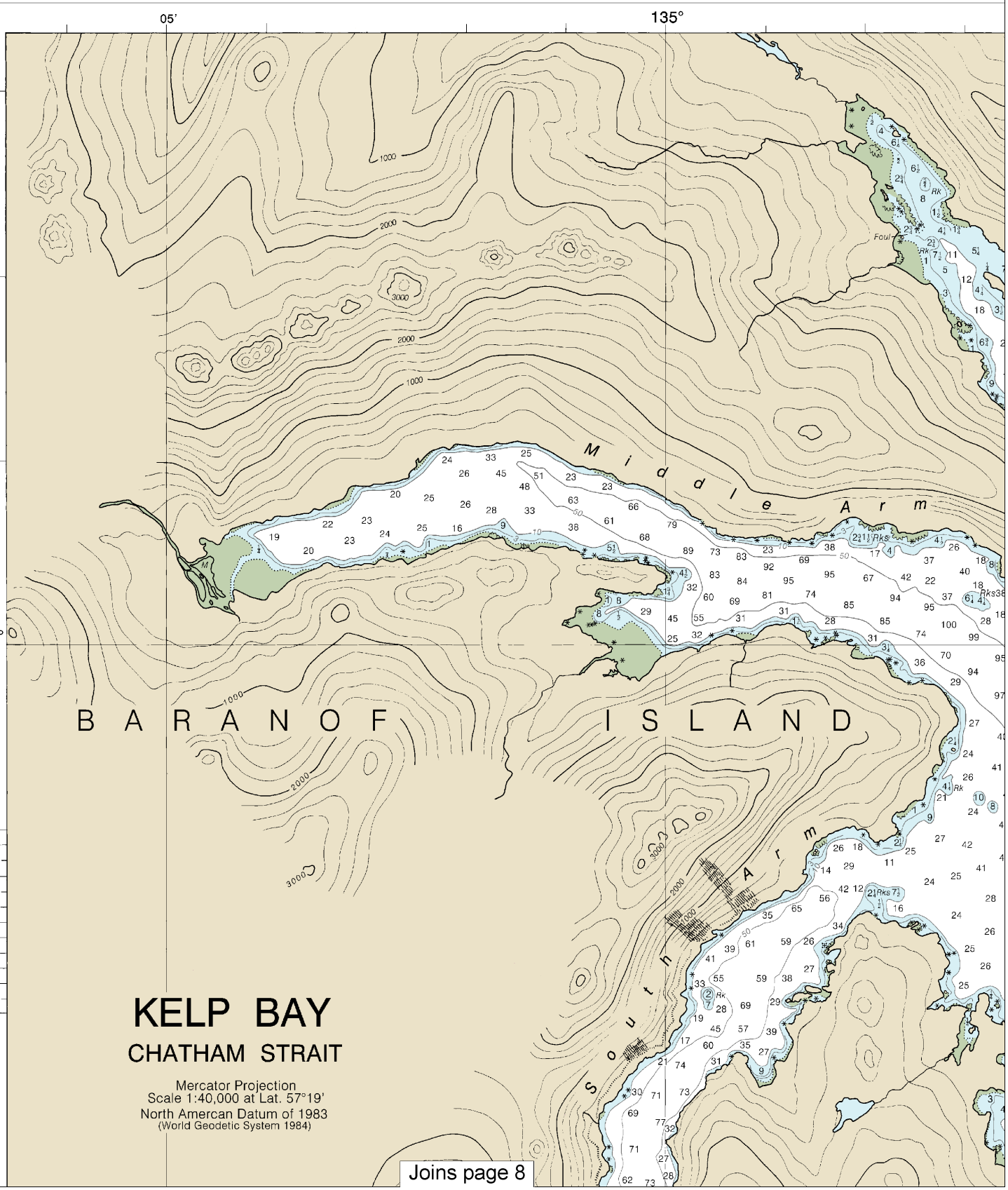


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

SOUNDINGS IN FATHOMS

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

17337



4

Note: Chart grid lines are aligned with true north.

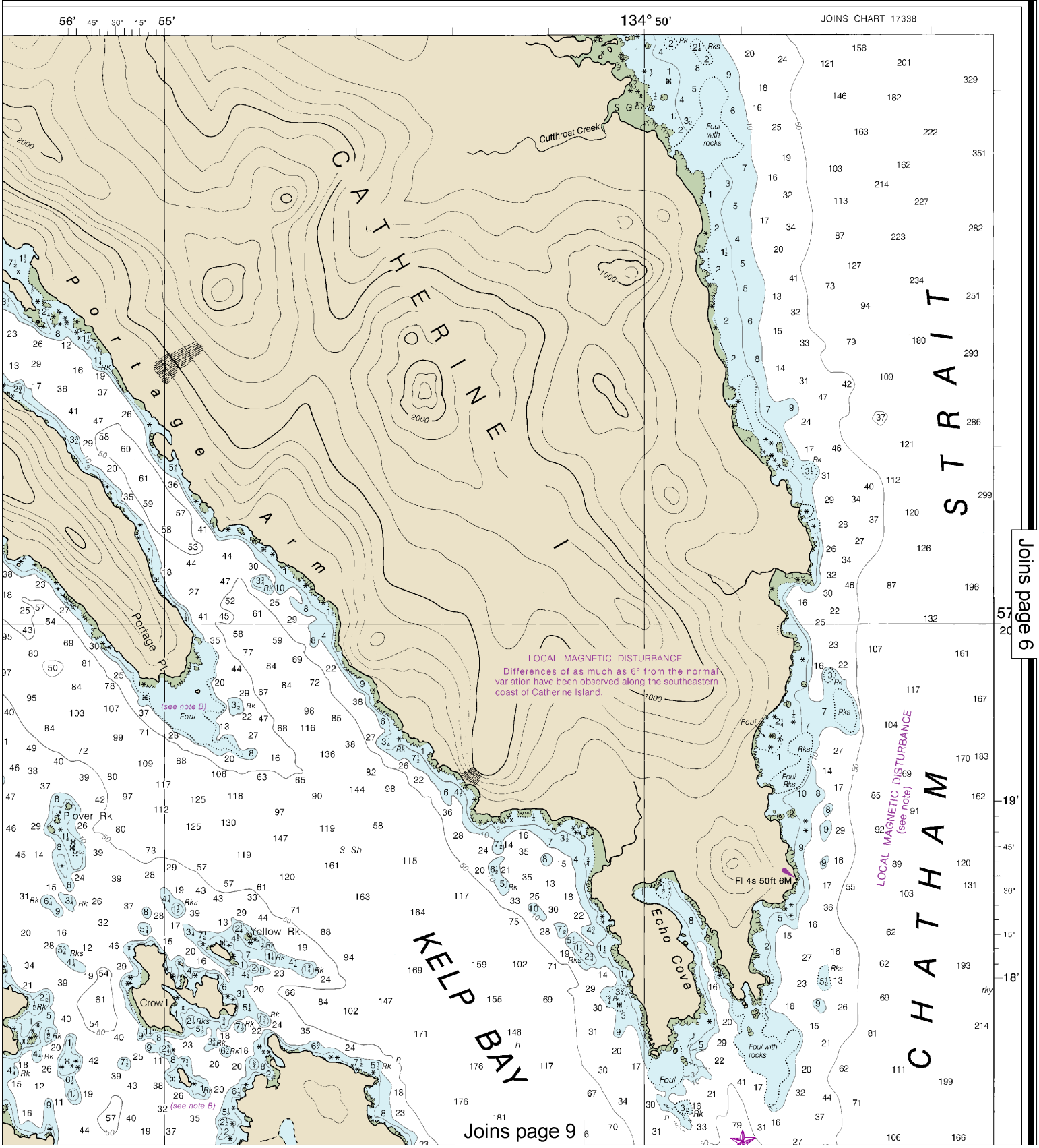
Printed at reduced scale. ~~SCALE 1:20,000~~

Nautical Miles: 0 — 1 — 1 ½

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

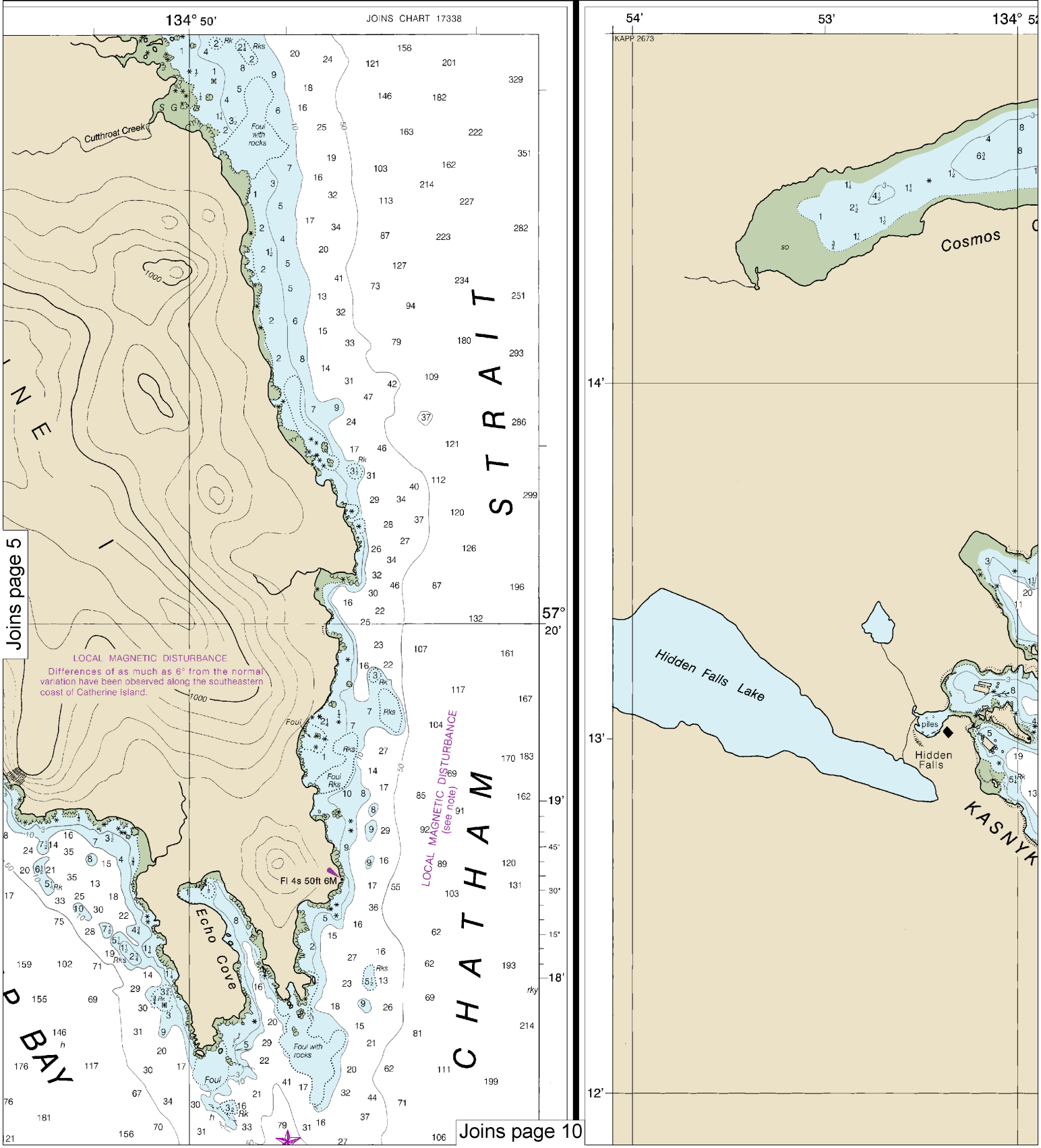
See Note on page 5.

Formerly C&GS 8239, 1st Ed., 1908 KAP? 2674



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.

Formerly C&GS 8239, 1st Ed., 1908 KAPP 2674

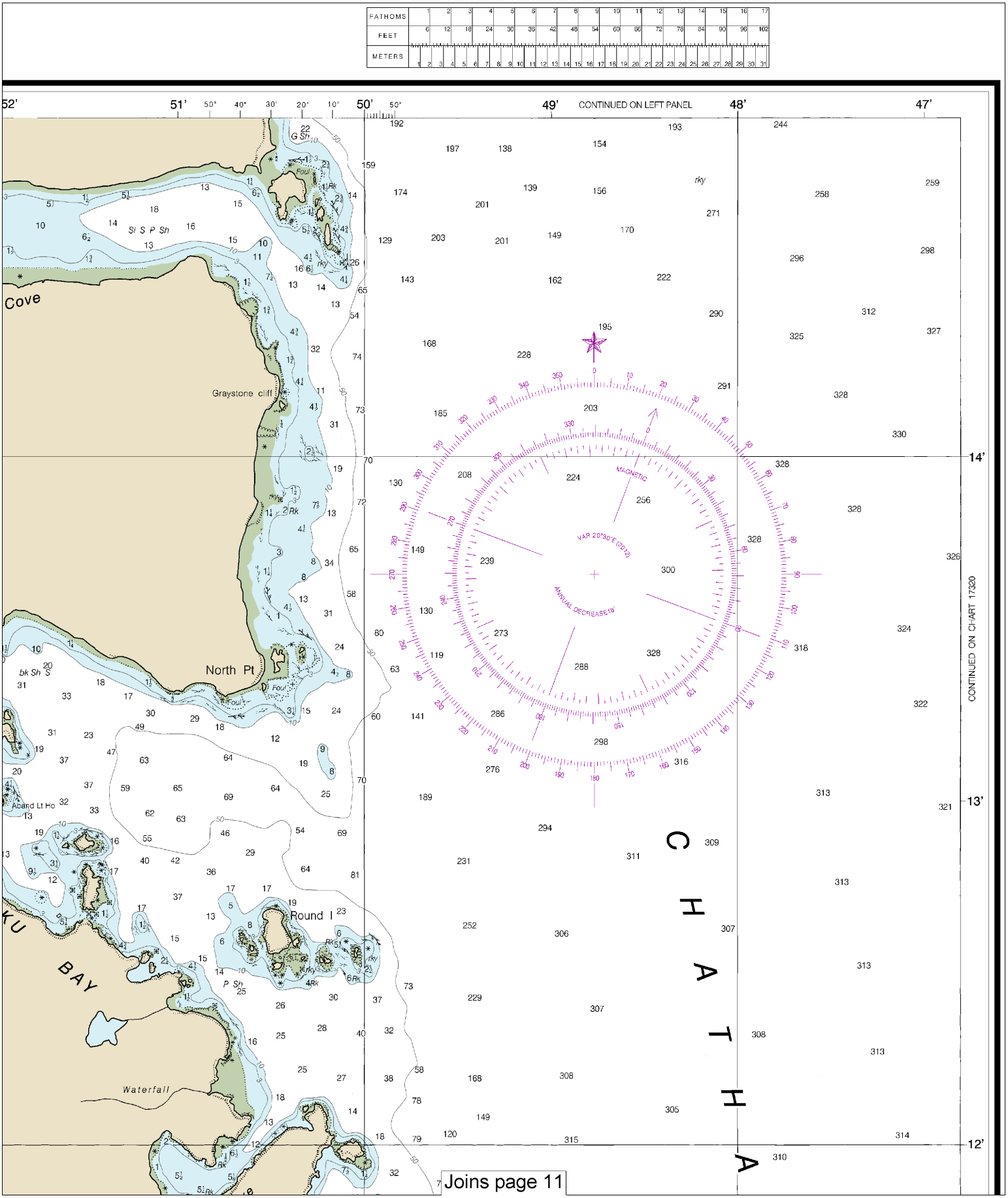


Note: Chart grid lines are aligned with true north.

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

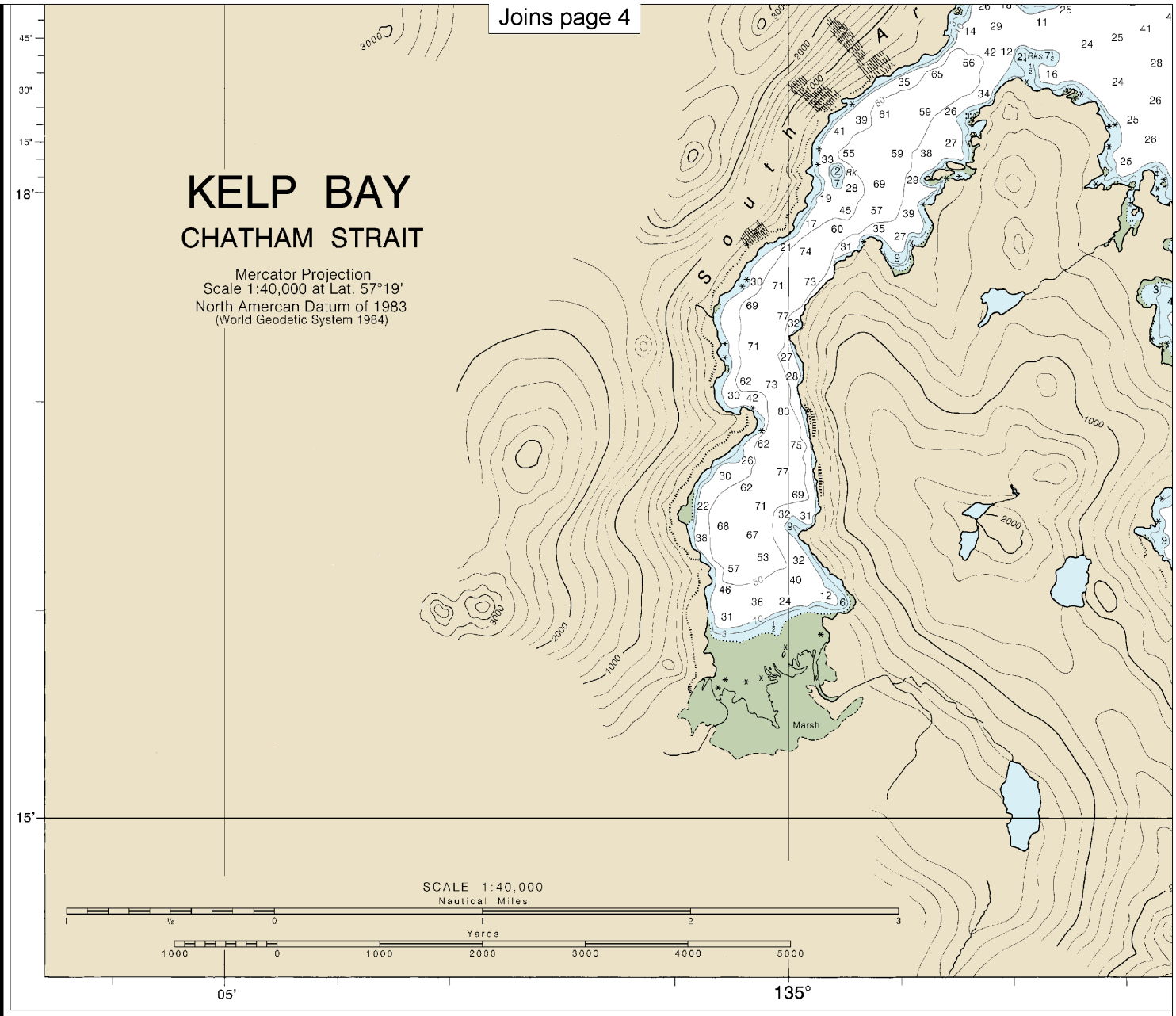
Nautical Miles: 0, 1, 1 ½

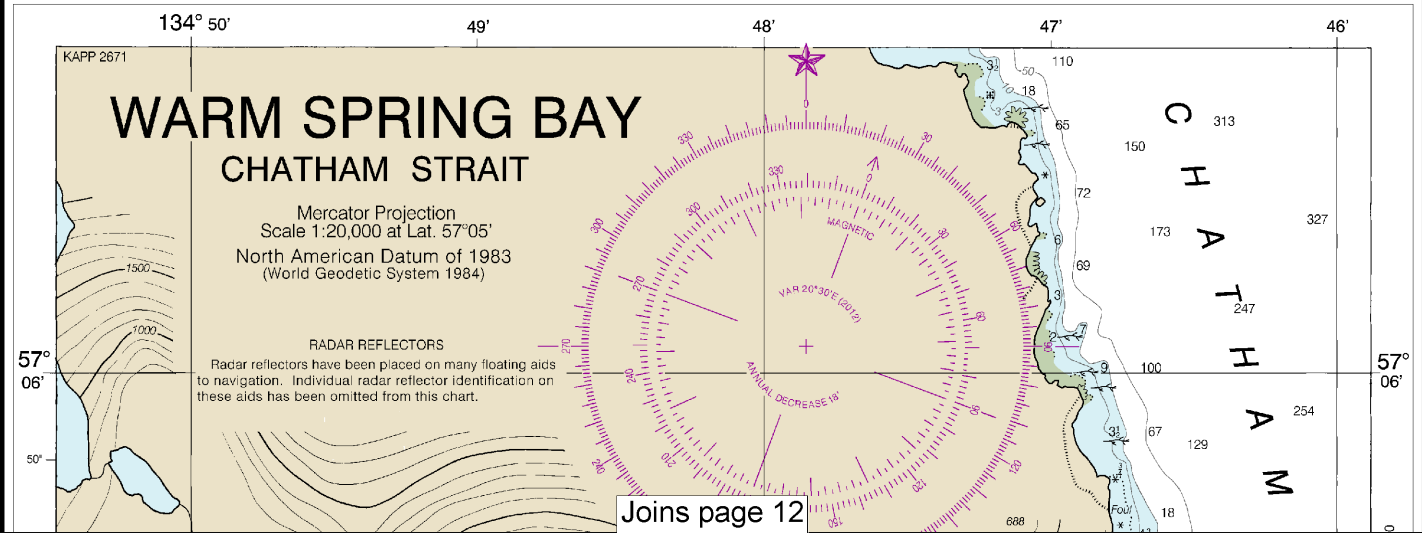
Yards: 500, 0, 500, 1000, 1500, 2000, 2500



Last Correction: 3/6/2012. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

Joins page 4





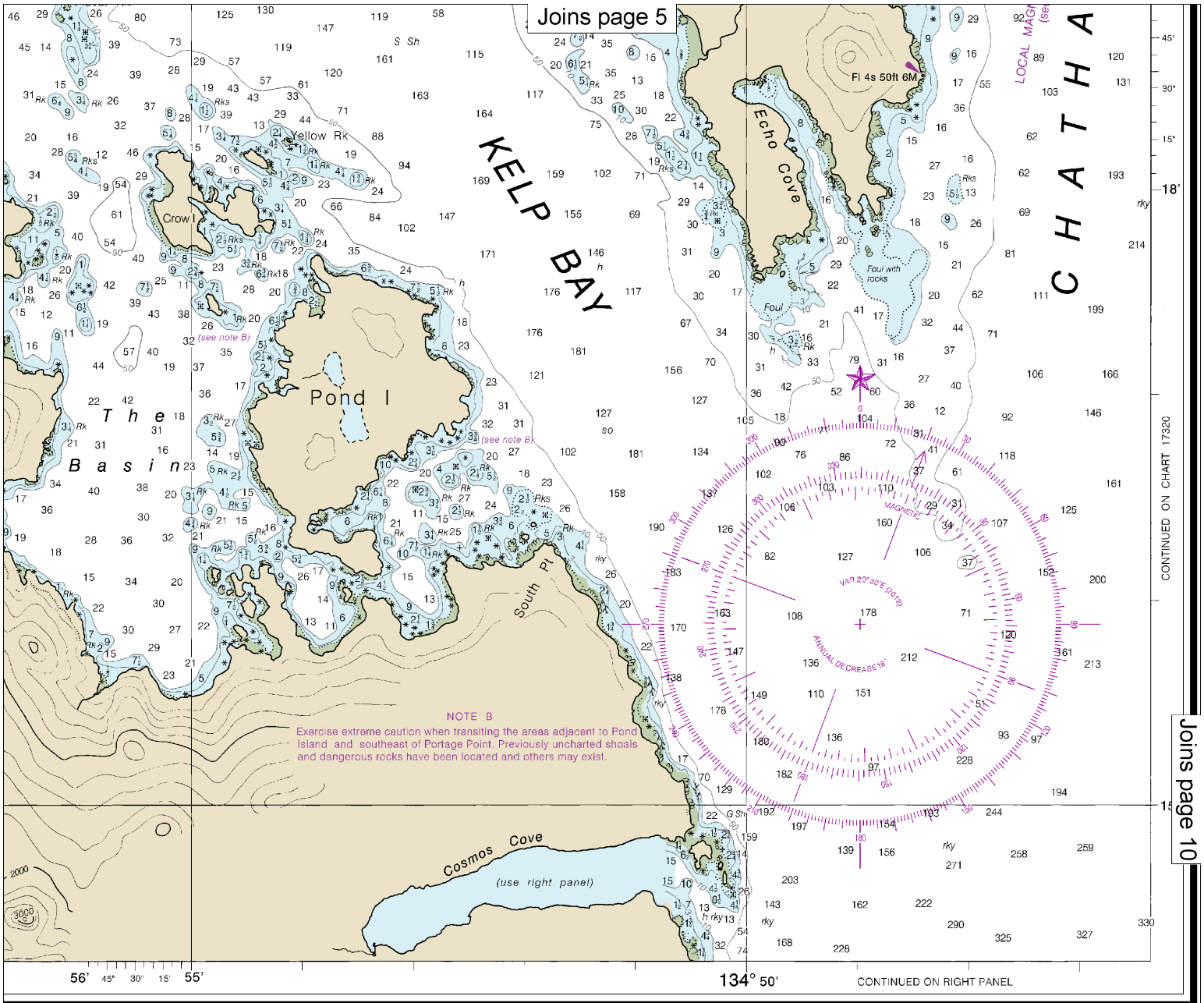
Joins page 12

Note: Chart grid lines are aligned with true north.

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

Nautical Miles

Yards



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

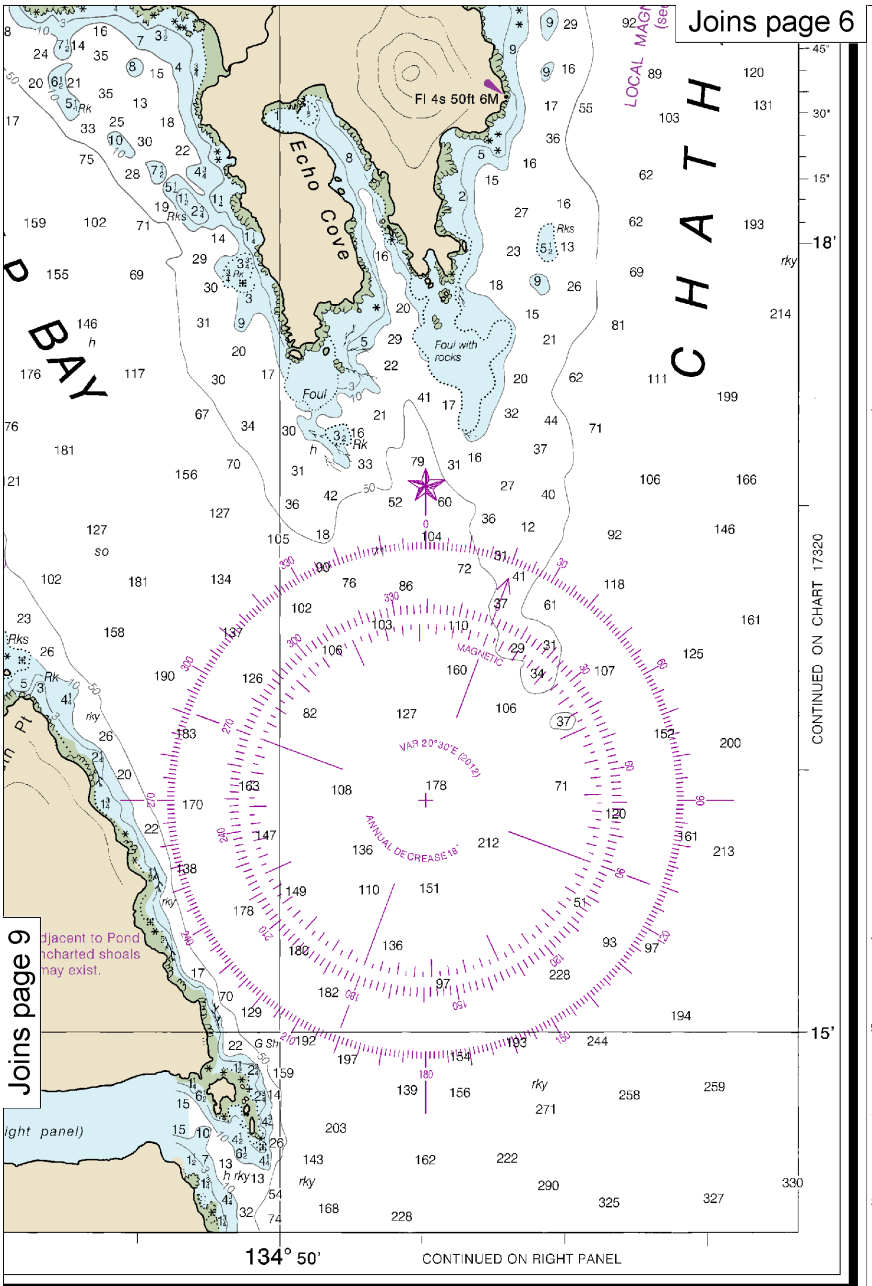
ALASKA - SOUTHEAST COAST

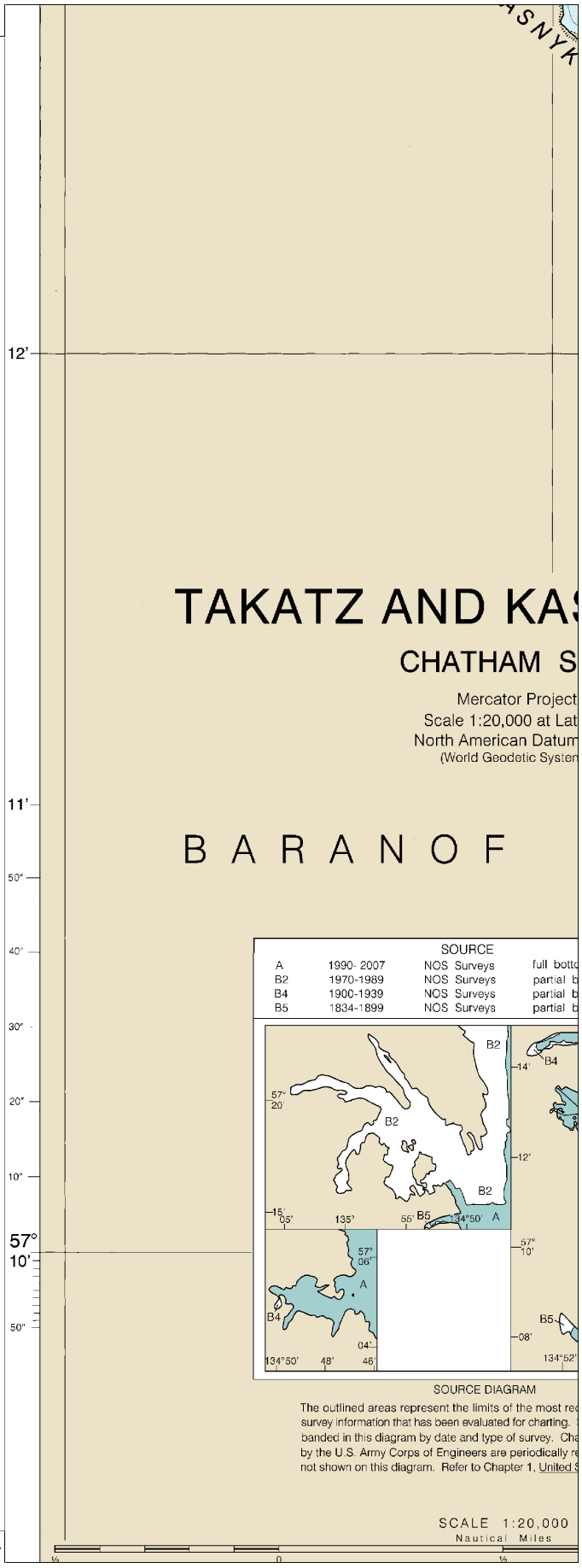
HARBORS IN CHATHAM STRAIT

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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

ABBREVIATIONS (For complete list [Joins page 13] art No. 1.)





TION'S CHARTMAKER SINCE 1807

NITED STATES

- SOUTHEAST COAST

CHATHAM STRAIT

NDINGS IN FATHOMS
EAN LOWER LOW WATER
ion can be obtained at nauticalcharts.noaa.gov.

of Symbols and Abbreviations, see Chart No. 1.)

Joins page 14

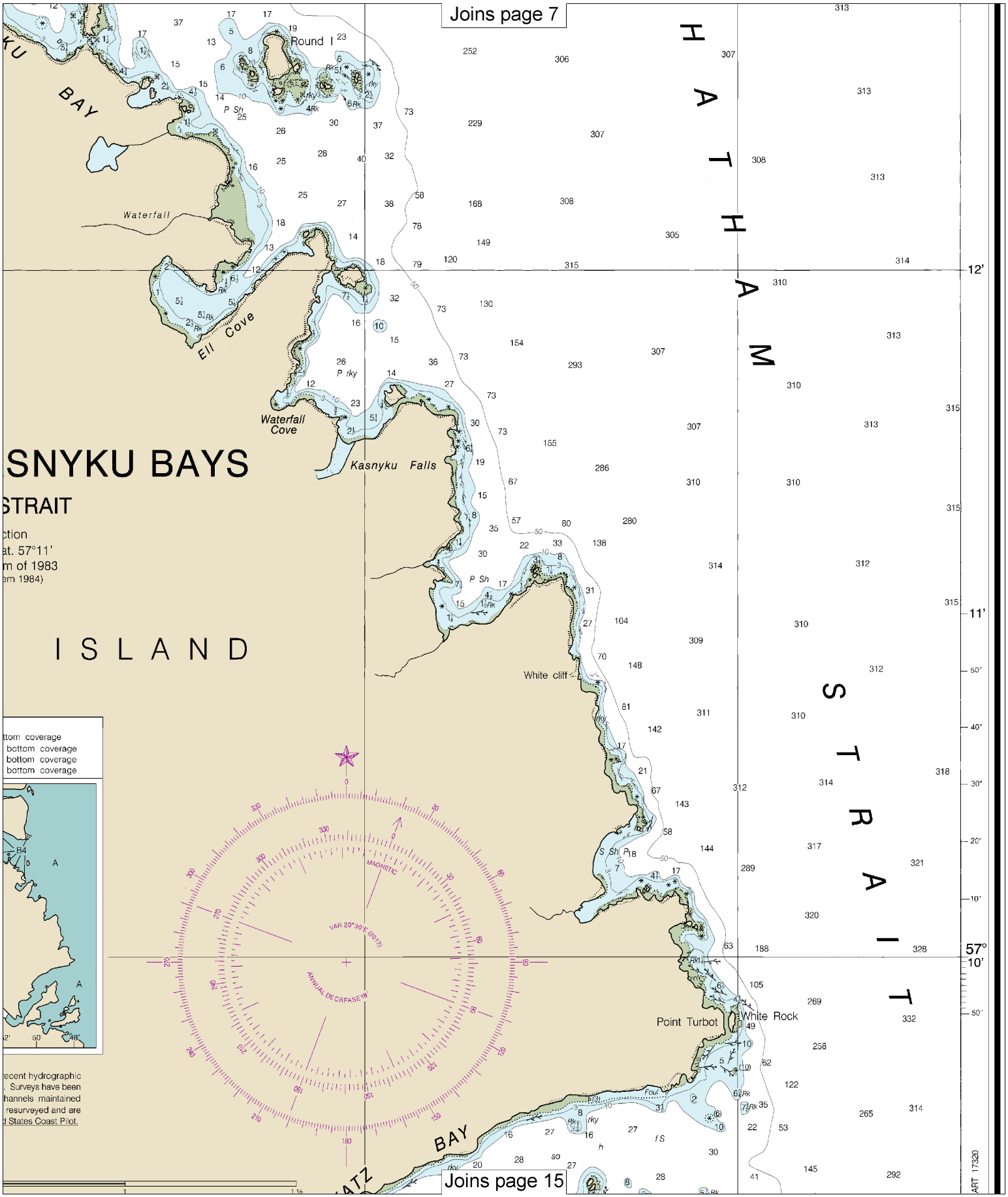
Note: Chart grid lines are aligned with true north.

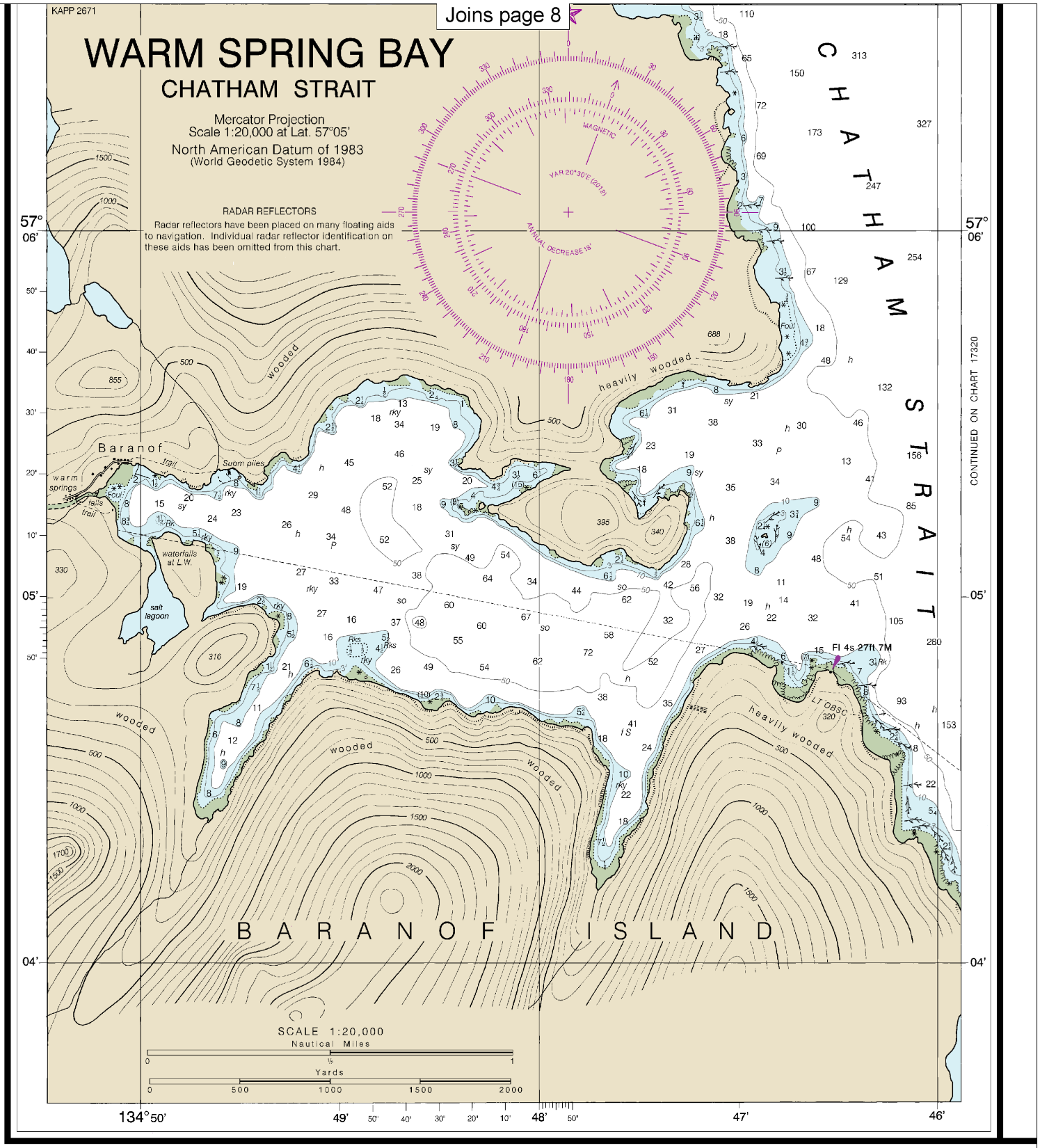
Printed at reduced scale. ~~SCALE 1:20,000~~

See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 7
Round I
BAY
Waterfall
Ell Cove
Waterfall Cove
Kasnyku Falls
SNYKU BAYS
STRAIT
ISLAND
HATHAM
STRAIT
White cliff
Point Turbot
White Rock
BAY
Joins page 15
12'
11'
57° 10'
MAGNETIC
VAR 20°30'E (2012)
ANNUAL DECREASE 18'
ART 17320



10th Ed., Mar. 2012

17337

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: 3/6/2012. 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 9

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

HARBORS IN CHATHAM STRAIT

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER
Additional information can be obtained at nauticalcharts.noaa.gov.

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 morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso 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
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bldr 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	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

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
Port McArthur	(56°04'N/134°07'W)	10.6	9.7	--.--
Baranof, Warm Spring Bay	(57°05'N/134°50'W)	13.4	12.5	1.5
Kasnyku Bay	(57°13'N/134°52'W)	13.8	12.9	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 2012)

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.

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 1.211" southward and 6.320" westward to agree with this chart.

AIDS TO NAVIGATION

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

SUPPLEMENTAL INFORMATION

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

CAUTION

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

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).

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 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 equl elevation.

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.

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
Mt. Robert Barron, AK	KZZ-87	162.450 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Althorp Peak, AK	KZZ-86	162.425 MHz

Joins page 14

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

Joins page 10

TION'S CHARTMAKER SINCE 1807

NITED STATES

- SOUTHEAST COAST

CHATHAM STRAIT

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of Symbols and Abbreviations, see Chart No. 1.)
s otherwise indicated):

een	Mo morse code	R TR radio tower
terrupted quick	N nun	Rot rotating
ophase	OBSC obscured	s seconds
O lighthouse	Oc occulting	SEC sector
utical mile	Or orange	St M statute miles
inutes	Q quick	VQ very quick
O TR microwave tower	R red	W white
marker	Ra Ref radar reflector	WHIS whistle
	R Bn radiobeacon	Y yellow

gy gray	Oys oysters	so soft
h hard	Rk rock	Sh shells
M mud	S sand	sy sticky

stn obstruction PD position doubtful Subm submerged
position approximate Rep reported
shoal swept clear to the depth indicated.
er, with heights in feet above datum of soundings.
ons for Preventing Collisions at Sea, 1972.

TIDAL INFORMATION

(LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
04'N/134°07'W)	10.6	9.7	--.-
05'N/134°50'W)	13.4	12.5	1.5
13'N/134°52'W)	13.8	12.9	1.5

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Joins page 13

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Cape Fanshaw, AK	KZZ-88	162.425 MHz
Althorp Peak, AK	KZZ-86	162.425 MHz

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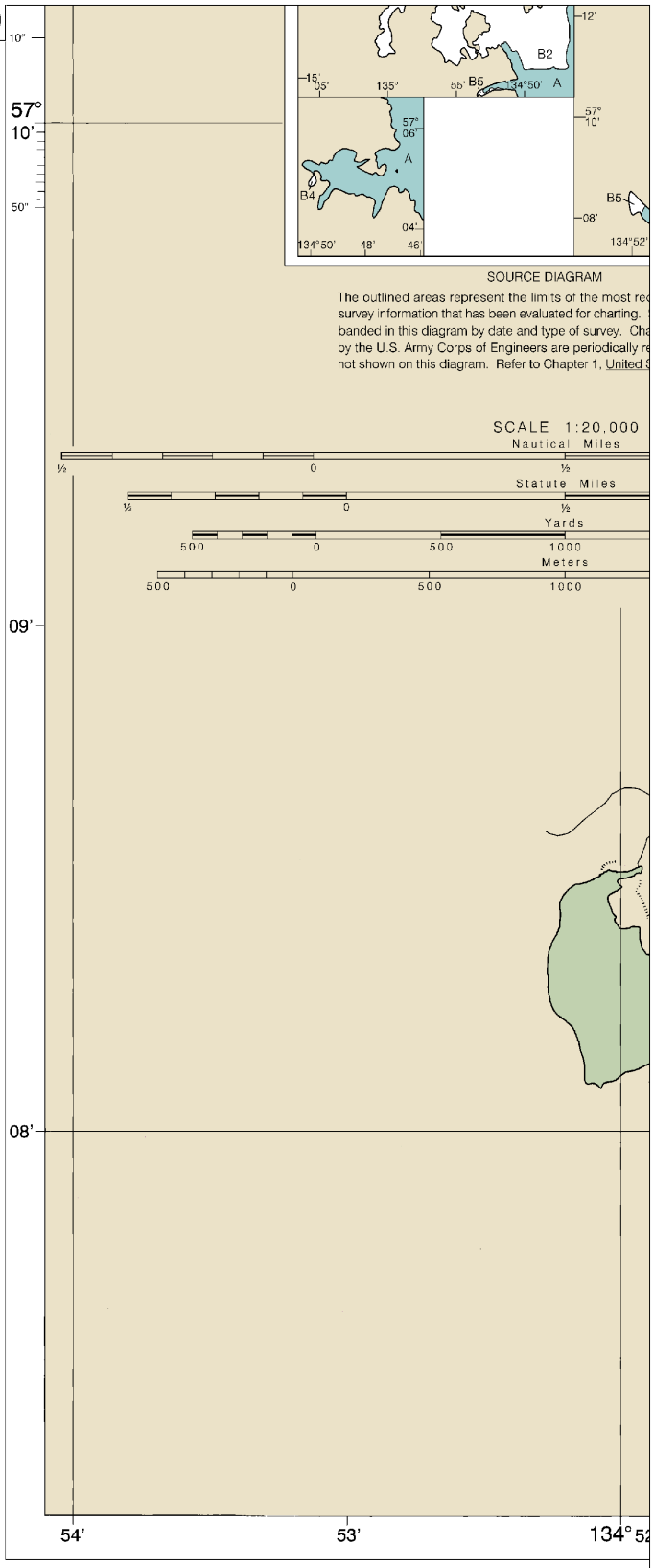


SOURCE DIAGRAM

The outlined areas represent the limits of the most re
survey information that has been evaluated for charting.
banded in this diagram by date and type of survey. Cha
by the U.S. Army Corps of Engineers are periodically re
not shown on this diagram. Refer to Chapter 1, United S

SCALE 1:20,000

Nautical Miles
½ 0 ½

Statute Miles
½ 0 ½

Yards
500 0 500 1000

Meters
500 0 500 1000

SOUNI

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

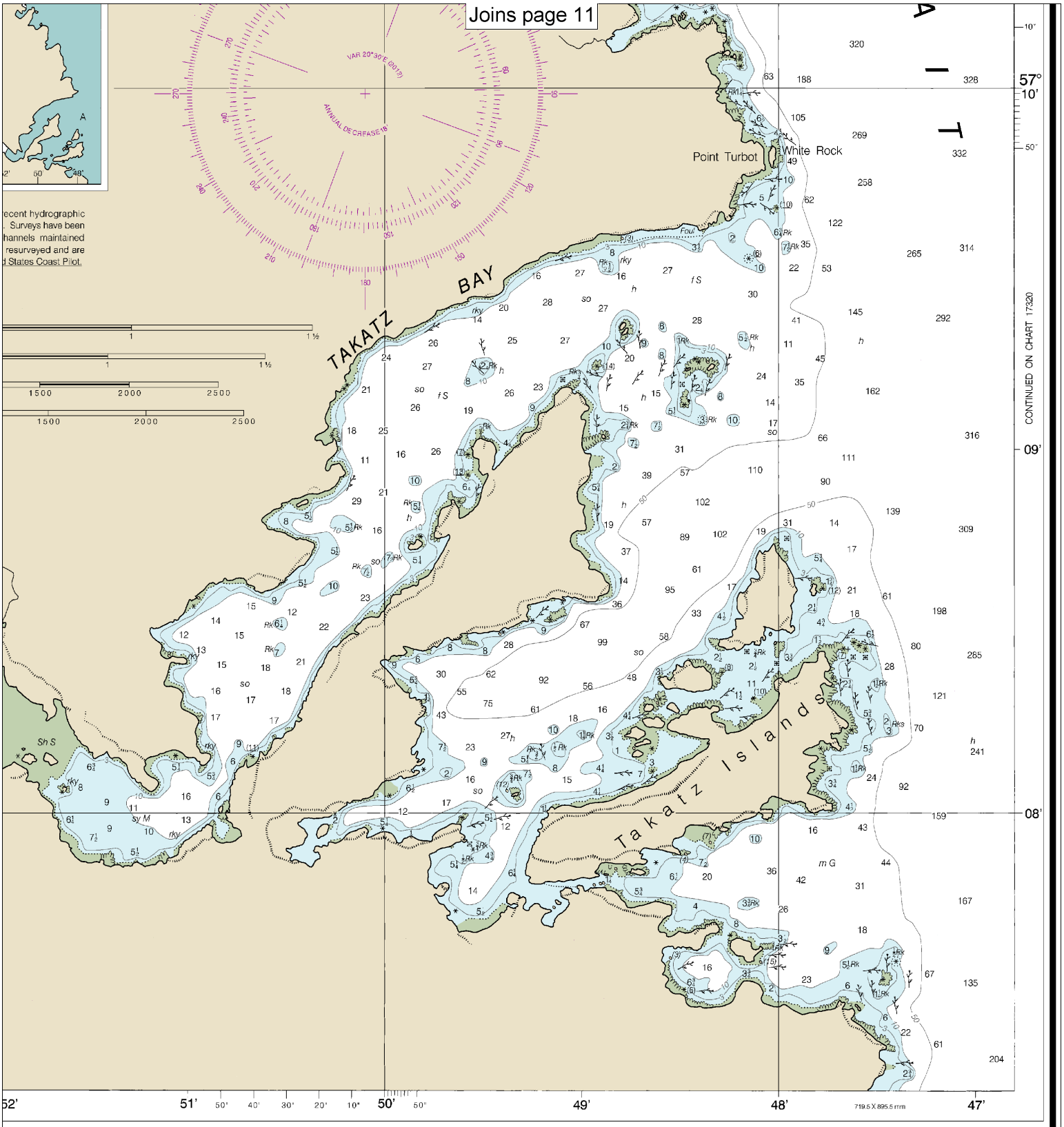
Note: Chart grid lines are aligned with true north.

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

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

See Note on page 5.



DINGS IN FATHOMS

Harbors in Chatham Strait
SOUNDINGS IN FATHOMS

17337

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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