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

Formerly C&GS 8140, 1st Ed., Feb. 1933 C-1943-599 KARP.2752

SOUNDINGS IN FATHOMS

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

SOUTH END OF

PRINCE OF WALES ISLAND

KENDRICK BAY TO SHIPWRECK POINT

Mercator Projection
Scale 1:40,000 at Lat. 54° 47'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.234" southward and 5.990" westward to agree with this chart.

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.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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.

Sukkwan I, AK	KZZ-89	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Gravina I, AK	KZZ-96	162.525 MHz
Duke I, AK	KZZ-91	162.450 MHz

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.

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.

SUPPLEMENTAL INFORMATION

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

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.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical		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	WHS whistle
		R Bn radiobeacon	Y yellow

Bottom-characteristics:

Bld	boulders	Co	coral	gy	gritty
bk	broken	G	gravel	h	hard
Cy	clay	Gm	grass	M	mud
Oys	oysters	so	soft
Rk	rock	Sh	shells
S	sand	sy	stony

Miscellaneous:

AUTH authorized		Obstn obstruction	PD position doubtful
ED evidence doubtful		PA position approximate	Rep reported
⚓, 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.			

Subm submerged

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 4° from the normal variation have been observed north of the Kendrick Islands at 54° 54.4' N., 131° 58.6' W.

SCALE 1:40,000

Nautical Miles

Yards

TIDAL INFORMATION

PLACE NAME	(LATITUDE) (LONGITUDE)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Mirror Bay, Cordova Bay, Clarence Strait	(54° 43' N) (132° 18' W)	12.7	11.8	1.5
Hunter Bay, Cordova Bay	(54° 50' N) (132° 19' W)	12.7	11.8	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 2014)

SOURCE

B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage
B5	1834 - 1899	NOS Surveys	partial bottom coverage

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.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE A

Navigation regulations are published in Chapter 9, 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.

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.

NOTE B
BROWNSON BAY

In 1968, it was reported that the actual depths were considerably less than the charted depths; caution is advised when navigating in this area.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the State of Alaska under the Submerged Lands Act of 1953. The Seaward limits of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

SCALE 1:40,000

Nautical Miles

Yards

CONTINUED ON CHART 17420

12th Ed., May 2014
17433

Last Correction: 10/27/2014. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015), CHS: 0815 (8/28/2015)

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

SOUNDINGS IN FATHOMS

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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Kendrick Bay to Shipwreck Point
SOUNDINGS IN FATHOMS- SCALE 1:40,000