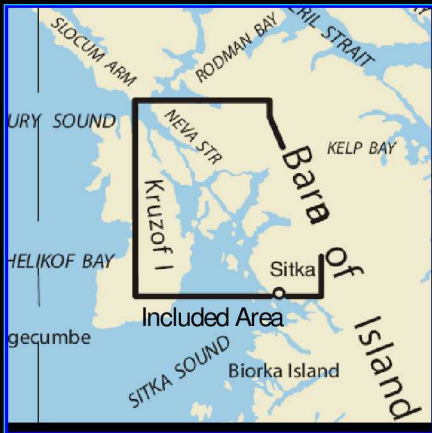


# BookletChart™

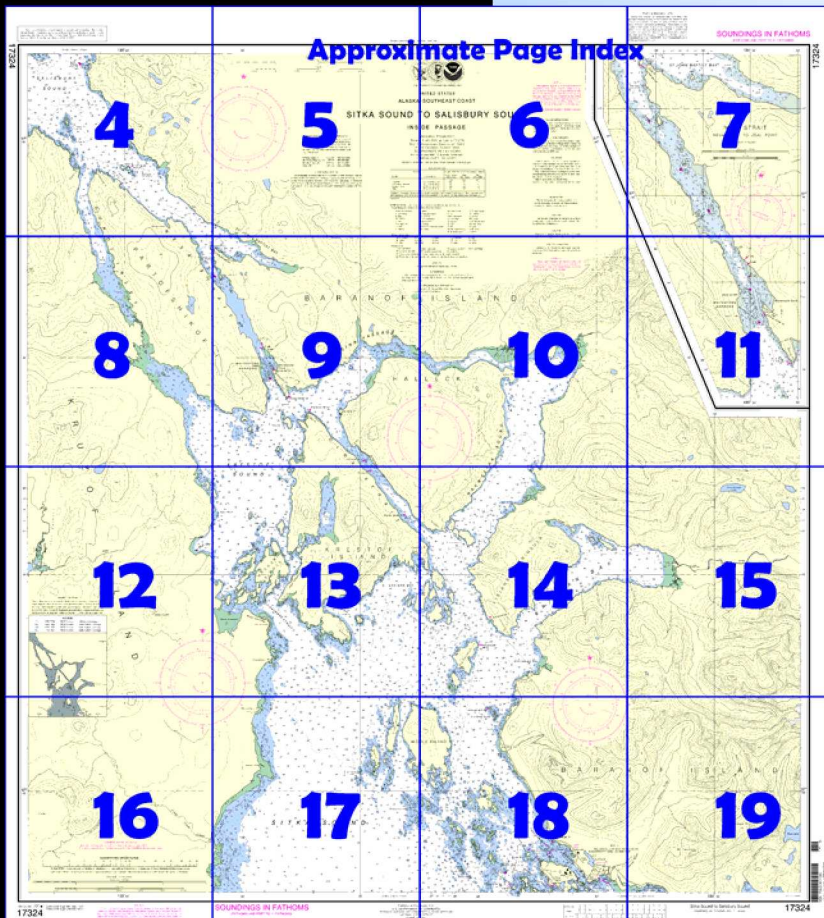
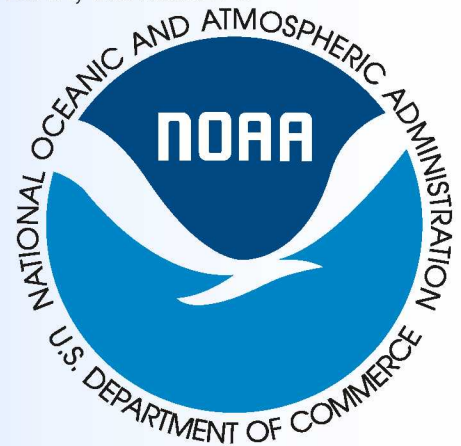
## Sitka Sound to Salisbury Sound

(NOAA Chart 17324)



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 all Notices to Mariners
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

### 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™?

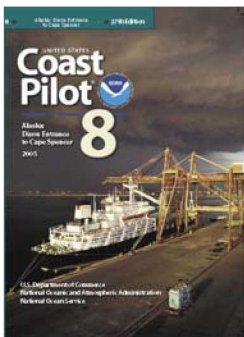
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this 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.



### **[Coast Pilot 8, Chapter 12 excerpts]**

(194) **Watson Point** (57°04.0'N., 135°21.8'W.) is on the E side of the NW approach to Sitka Harbor, about 0.9 mile NW of Harbor Rock.

(195) **Kasiana Islands** are a group of islands on the W side of the NW approach to Sitka Harbor.

(197) **Old Sitka Rocks** are a group of rocks that bare at all stages of the tide and extend 0.5 mile from the E shore. The westernmost rock of the group covers only at highest tides

and is marked by **Old Sitka Rocks Light 2** (57°06.9'N., 135°24.7'W.), 30 feet above the water and shown from a skeleton tower with a red triangular daymark.

(199) **Starrigavan Bay** is a bight, open W, on the E side about 1.5 miles N of Old Sitka Rocks, and just S of the entrance to Katlian Bay. "Old Sitka," now a State Historical Monument, is on the point dividing the two

coves on the E side of the bay. In 1799, the Russian fort of St. Michael stood on this point.

(200) The Alaska State Ferry Terminal is on the S shore of Starrigavan Bay.

(202) **Katlian Bay** has its entrance about 2 miles NNE of Old Sitka Rocks and extends in a NE direction, curving E near its head. At 2.5 miles within the entrance to the bay an arm extends NW; fair anchorage can be had in this arm NW of the group of islands on the N side in 11 to 20 fathoms, and very small vessels can anchor in **Cedar Cove**, the narrow part at the head of this arm, in 4¼ to 7 fathoms.

(204) **Olga Strait**, between **Krestof Island** and **Halleck Island**, is 4 miles long in a NW direction, with an average width of 0.2 mile, and forms a part of the inside route from Sitka to Salisbury Sound. Off **Creek Point** the velocity is 1.6 knots on the flood and 1.2 knots on the ebb.

(205) **Middle Shoal** is 2.2 miles from the SE entrance to Olga Strait, midchannel between two small streams, one on each side.

(206) **Nakwasina Sound** separates the E side of Halleck Island from Baranof Island. The sound is contracted at its S end to about 0.2 mile by **Crosswise Islands** and **Beehive Island**. Small vessels can anchor in the cove W of Beehive Island in 5 to 6 fathoms.

(207) **Nakwasina Passage** separates the N side of Halleck Island from Baranof Island. In Nakwasina Passage the currents are, in general, too weak or variable to be predicted. However, in the channel about 1.5 miles W of **Allan Point**, the current velocity is 2.0 knots on the flood and 1.6 knots on the ebb.

(208) **Krestof Sound** is W of Krestof Island and connects Neva Strait with Sitka Sound, through Hayward Strait. **Sound Islands** are at the NE part of the sound. The sound is out of the line of travel and is of no commercial value. At its S end the sound is filled by **Magoun Islands**, with a narrow channel E and W of them and a boat channel through them. **East Channel** is clear in midchannel; the dangers are shown on the chart. **West Channel** should not be attempted except by small craft.

(209) **De Groff Bay** opens N of East Channel; its entrance is narrow, has a depth of 3¾ fathoms, is overgrown with kelp, and should only be attempted by small craft. **Port Krestof** is a broad bight on the S side of West Channel; an anchorage can be had in 6 to 13 fathoms, taking care at high water not to get on the flat that fills the S end of the port to a distance of about 0.5 mile out to an islet 12 feet high. A better anchorage can be had in **Mud Bay**, W of the Magoun Islands, taking care to avoid the 3-foot shoal about 130 yards off the SE point of the bay. **Hayward Strait**, connecting East Channel with Sitka Sound, has a good channel through it, but the shores are fringed with rocks and reefs, especially at its S entrance, where they extend almost to midchannel from the W side, and well off from the shore on the NE side.

(212) **Neva Point Reef** extends about 75 yards S from Neva Point on the E side of the S entrance to Neva Strait. It is marked by **Neva Point Reef Light 12** (57°14'04"N., 135°33'07"W.), 17 feet (5.2 m) above the water, with a red triangular daymark on a pile off the point.

(213) **Neva Strait** between Baranof Island and **Partofshikof Island**, together with Olga Strait, is the inside route between Salisbury Sound and Sitka Sound. The strait is narrow throughout and foul and requires careful piloting especially in **Whitestone Narrows**.

(216) **Whitestone Cove**, NE of **Whitestone Point**, is a good anchorage with depths from 5 to 7 fathoms.

(219) **Highwater Island**, wooded and prominent, is connected with the E shore at low water.

(220) **Entrance Island**, small and wooded, is close to **Zeal Point**. **Entrance Island 24** (57°17'30"N., 135°36'21"W.), 30 feet (9.1 m) above the water and shown from a skeleton tower with a red triangular daymark on the SW point of the island, marks the N entrance to Neva Strait.

(223) **Gilmer Cove** is on the SW shore 1.2 miles NW of Entrance Island. It is 250 yards long by 75 yards wide, with a flat 150 yards wide at the head, and is a fit anchorage only for small craft in 7 fathoms.

# Table of Selected Chart Notes

Corrected through NM Mar. 17/07  
Corrected through LNM Mar. 06/07

## HEIGHTS

Heights in feet above Mean High Water.

## VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

## 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.

## 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).

## NOTE B

Aids, dangers, cable areas and hydrography removed from this area. Use chart 17327.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◌ (Approximate location)

## 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.

## SUPPLEMENTAL INFORMATION

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

## AIDS TO NAVIGATION

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

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## CAUTION

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

## 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.

Althorp Peak, AK	KZZ-96	162.425 MHz
Mt. Robert Barron, AK	KZZ-97	162.450 MHz
Mt. McArthur, AK	KZZ-95	162.525 MHz
Sitka, AK	WXJ-80	162.550 MHz

## Mercator Projection

Scale 1:40,000 at Lat 57°12'N  
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).

## 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 1.279" southward and 6.369" westward to agree with this chart.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

## 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

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).

## 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.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
	Dog Point	(57°10'N/135°25'W)	10.0	9.2	1.4
	Whitestone Narrows	(57°15'N/135°34'W)	9.9	9.1	---
	Scraggy Point	(57°20'N/135°43'W)	9.8	9.0	1.5
	Sitka	(57°03'N/135°20'W)	9.9	9.2	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>. (Jan 2007)

## 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	Is isophase	OBSC obscured	s seconds
Bn beacon	LT LHO 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:

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	Obstm obstruction	PD position doubtful	Subtm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) 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.

## UNITED STATES

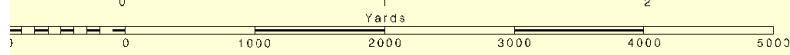
## ALASKA-SOUTHEAST COAST

# SITKA SOUND TO SALISBURY SOUND

## INSIDE PASSAGE



SCALE 1:40,000  
Nautical Miles



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
ALASKA-SOUTHEAST COAST

SITKA SOUND TO SALISBURY SOUND  
INSIDE PASSAGE

Mercator Projection  
Scale 1:40,000 at Lat 57°12'N  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

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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.

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Mt. McArthur, AK KZZ-95 162.525 MHz  
Sitka, AK WXJ-80 162.550 MHz

**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 1.279" southward and 6.369" westward to agree with this chart.

**TIDAL INFORMATION**

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
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Whitstone Narrows	(57°15'N/135°34'W)	9.9	9.1	---
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**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
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT LC 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 Re <sup>2</sup> radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

**Bottom characteristics:**

Blds 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	Obstr obstruction	PD position doubtful	Subm submerged
ED uncertain doubtful	PA position approximate	Rep reported	

(1) 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 and Geological Survey.

**SUPPLEMENTAL INFORMATION**

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

BARRAN OF LISLAN

Joins page 6

Joins page 9

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.

30' 27' 45' 30' 15' 26' 25'

3000 4000 5000



UNITED STATES  
ALASKA-SOUTHEAST COAST

SITKA SOUND TO SALISBURY SOUND

INSIDE PASSAGE

Mercator Projection  
Scale 1:40,000 at Lat 57°12'N  
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).

**BROADCASTS**  
Radio stations listed  
weather broadcasts,  
typically 20 to 40  
miles, but can be  
more for stations at

Z-96 162.425 MHz  
162.450 MHz  
162.525 MHz  
162.550 MHz

Joins page 5

1 is North American Datum  
34). Geographic positions  
27 must be corrected an  
astward to agree with this

TIDAL INFORMATION

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Miscellaneous:

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ED existence doubtful	PA position approximate	Rep reported	
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(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 and Geological Survey.

SUPPLEMENTAL INFORMATION

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

R A N O F I S L A N D

Joins page 10

NOTE A

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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).

CAUTION

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⊙ (Accurate location) ○ (Approximate location)

VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

CAUTION

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

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information or 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.

6



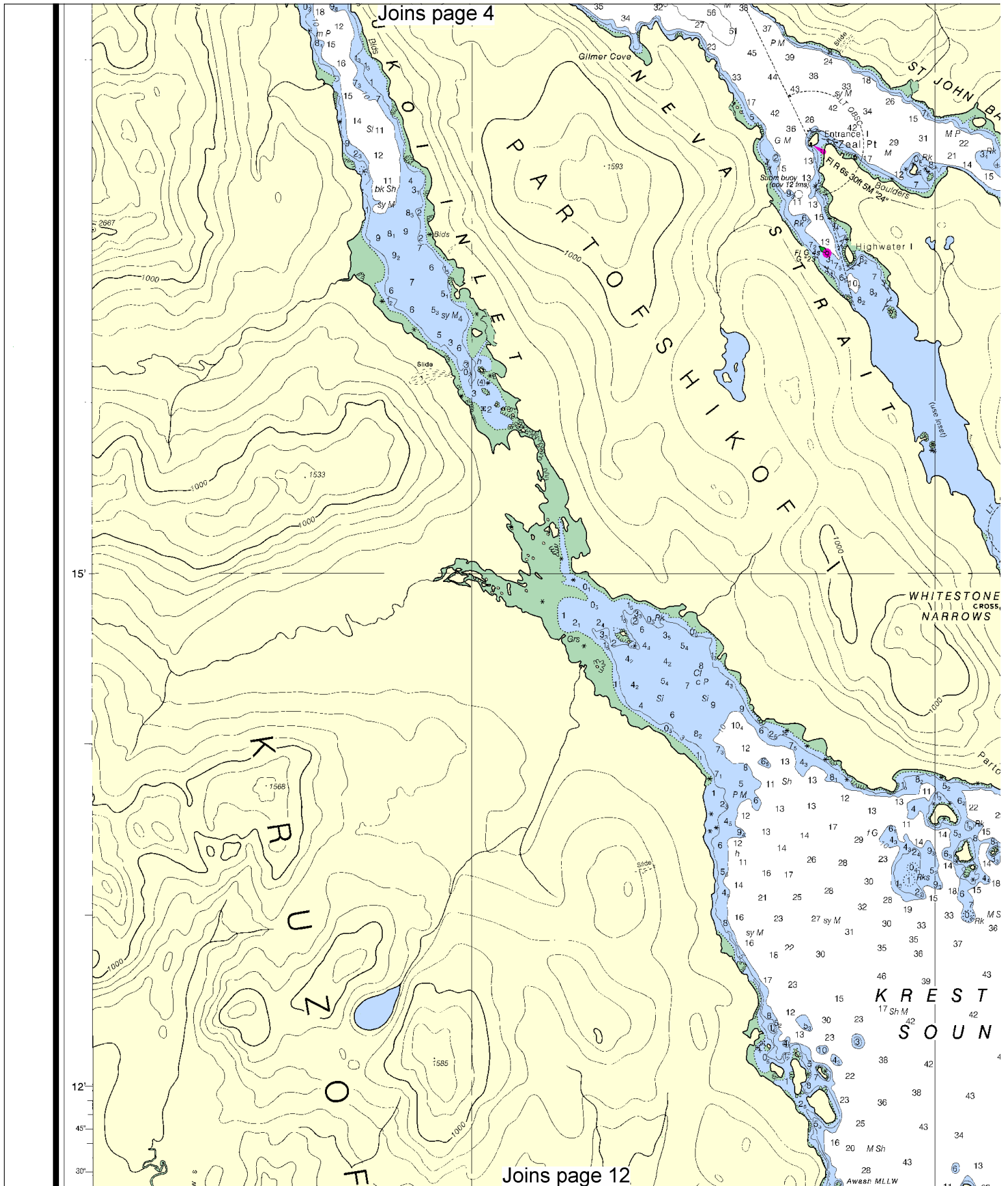
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.









A <sup>1</sup> alternating	IC interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
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C can	M nautical mile	Or orange	SM statute miles
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Miscellaneous:

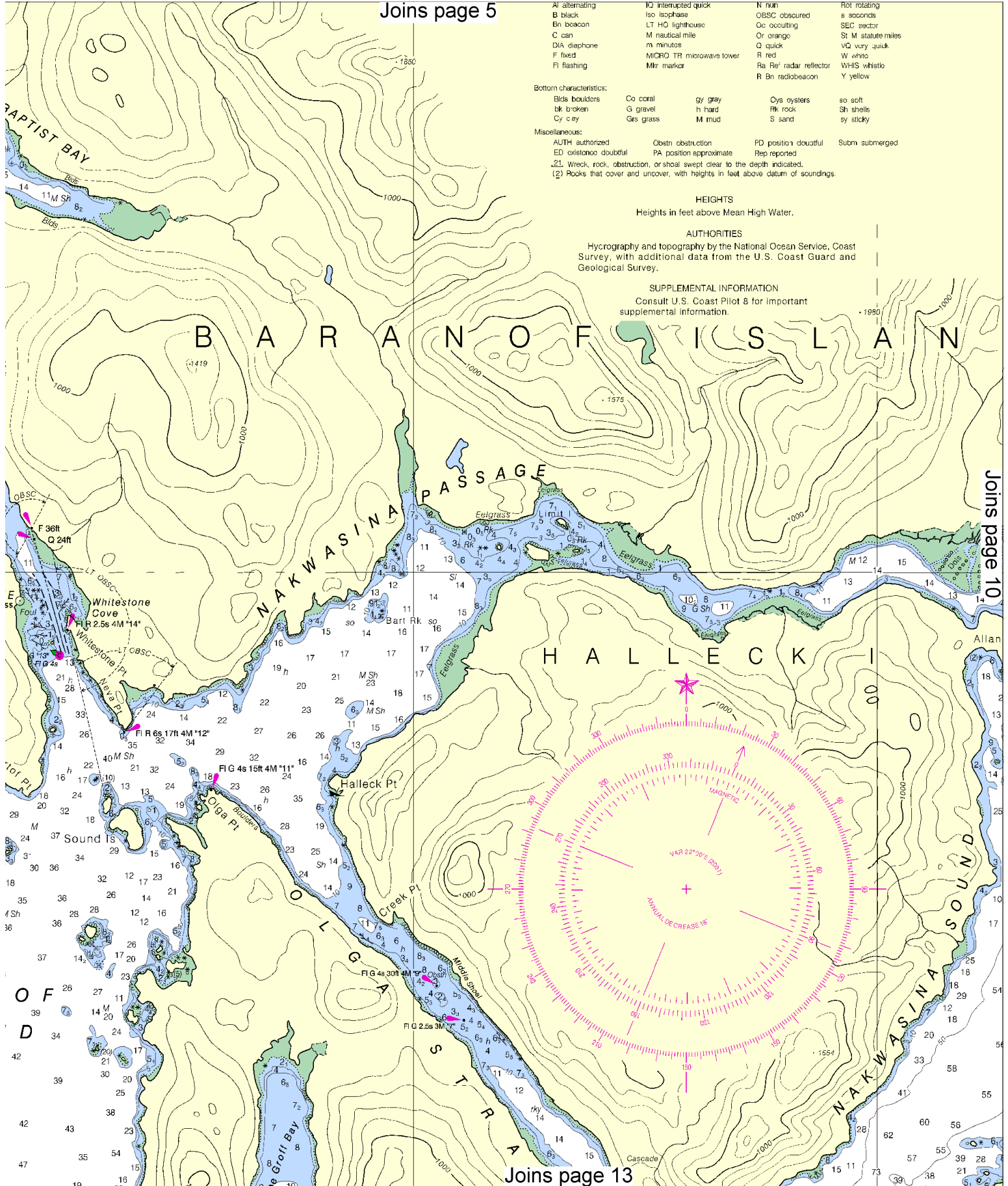
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
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HEIGHTS  
Heights in feet above Mean High Water.

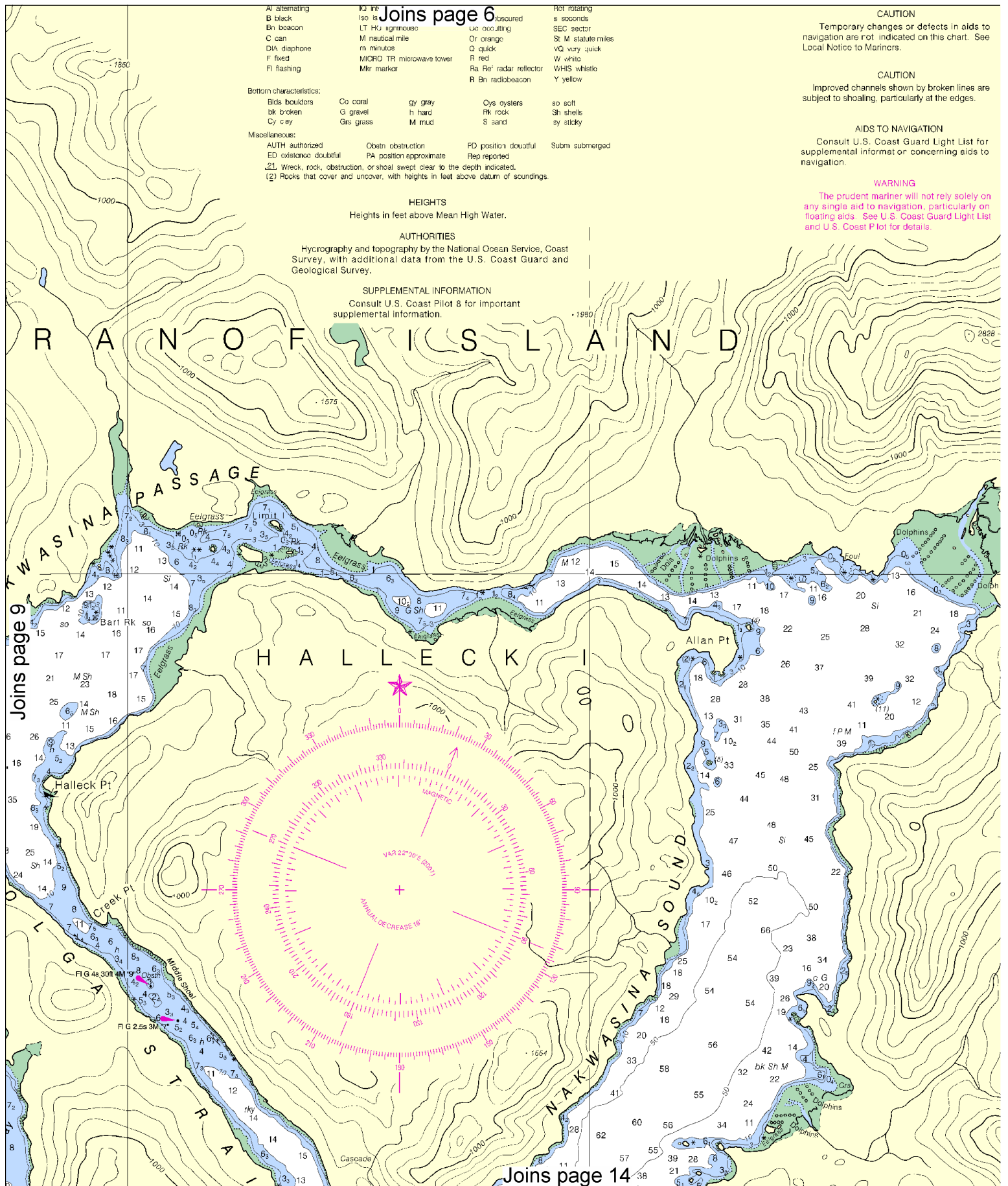
AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

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



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Joins page 13



- Joins page 6**
- |                |                          |                                    |                    |
|----------------|--------------------------|------------------------------------|--------------------|
| A/ alternating | K/ RR                    | Obscured                           | Rot rotating       |
| B black        | LT HU luminous           | U/ occulting                       | s seconds          |
| Bn beacon      | M nautical mile          | Or orange                          | SEC sector         |
| C can          | m minutes                | Q quick                            | St M statute miles |
| DIA diaphone   | MICRO TR microwave tower | R red                              | VG very quick      |
| F fixed        | Mkr marker               | Ra Ra <sup>r</sup> radar reflector | W white            |
| Fl flashing    |                          | R Bn radiobeacon                   | WHIS whistle       |
|                |                          |                                    | 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 cay       | Grs grass | M mud   | S sand      | sy sticky |
- Miscellaneous:**
- |                       |                         |                      |                |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized       | Obstr obstruction       | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported         |                |
- ① 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.

**CAUTION**  
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**AIDS TO NAVIGATION**  
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**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 and Geological Survey.

**SUPPLEMENTAL INFORMATION**  
 Consult U.S. Coast Pilot 8 for important supplemental information.

Joins page 9

Joins page 14

**10**



Printed at reduced scale.

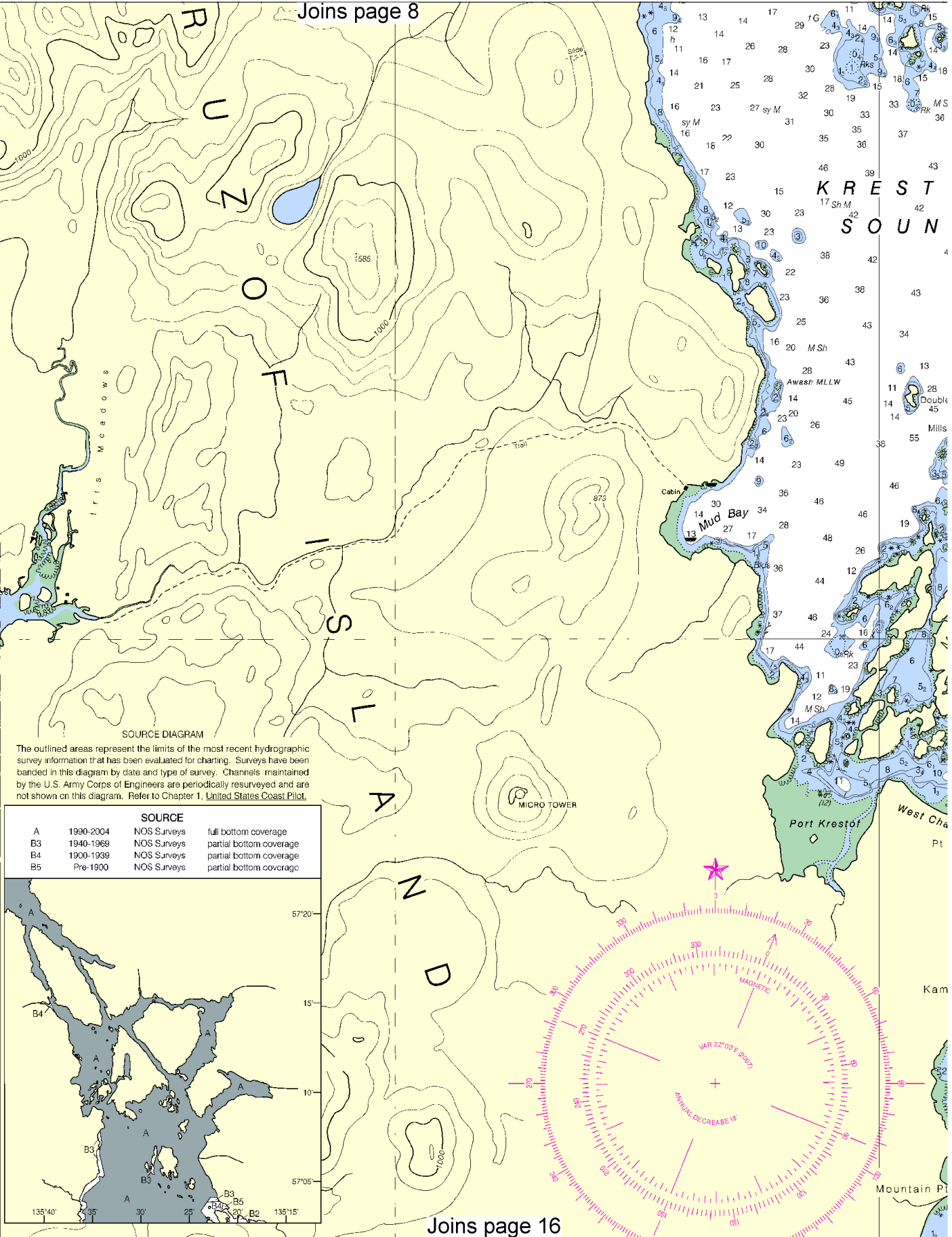
SCALE 1:40,000  
 Nautical Miles

See Note on page 5.





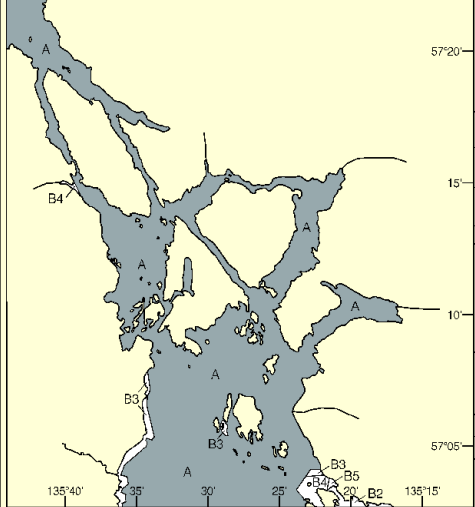
# KREST SOUN



### 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.

SOURCE		
A	1990-2004	NOS Surveys full bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage
B5	Pre-1900	NOS Surveys partial bottom coverage



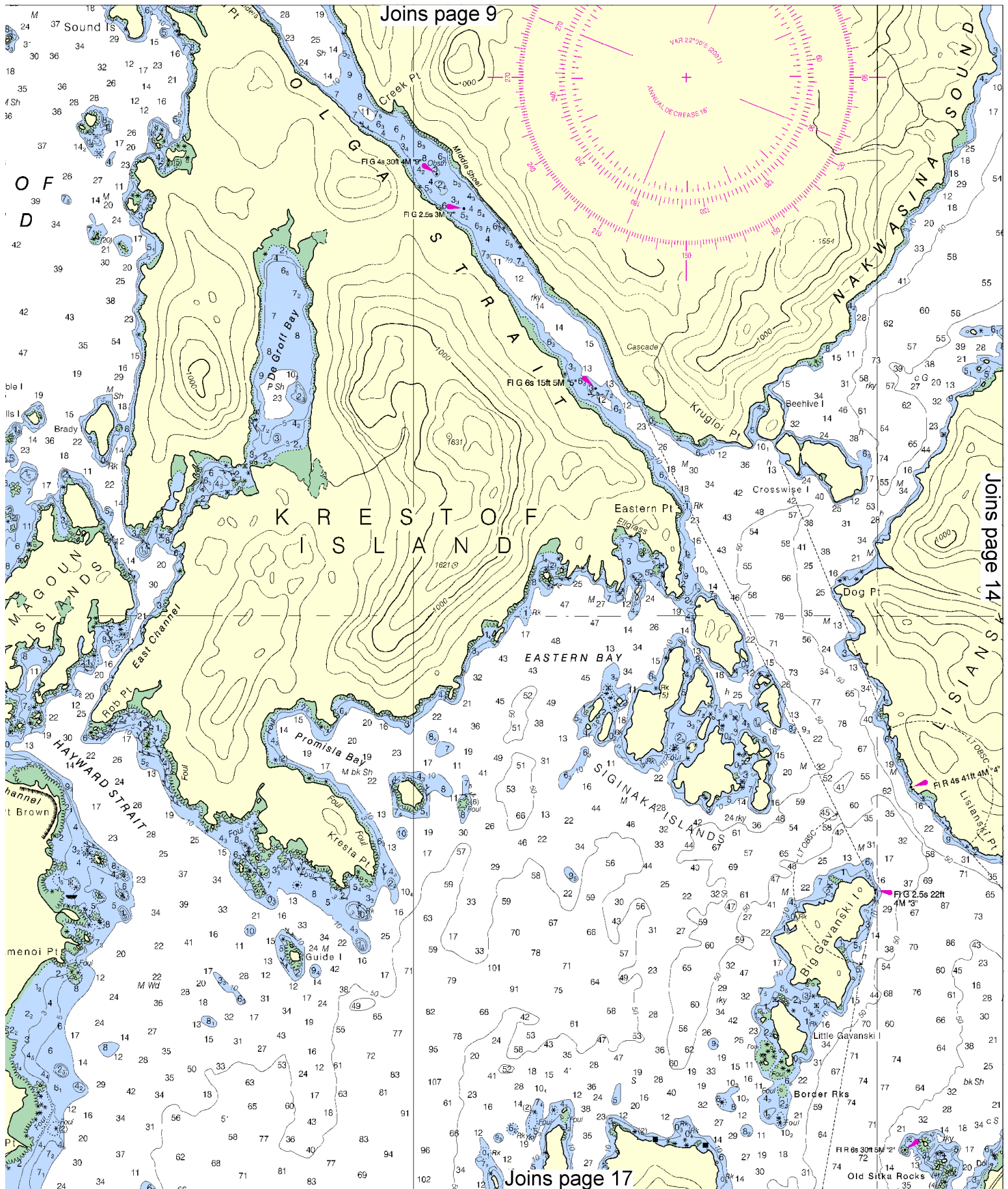
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



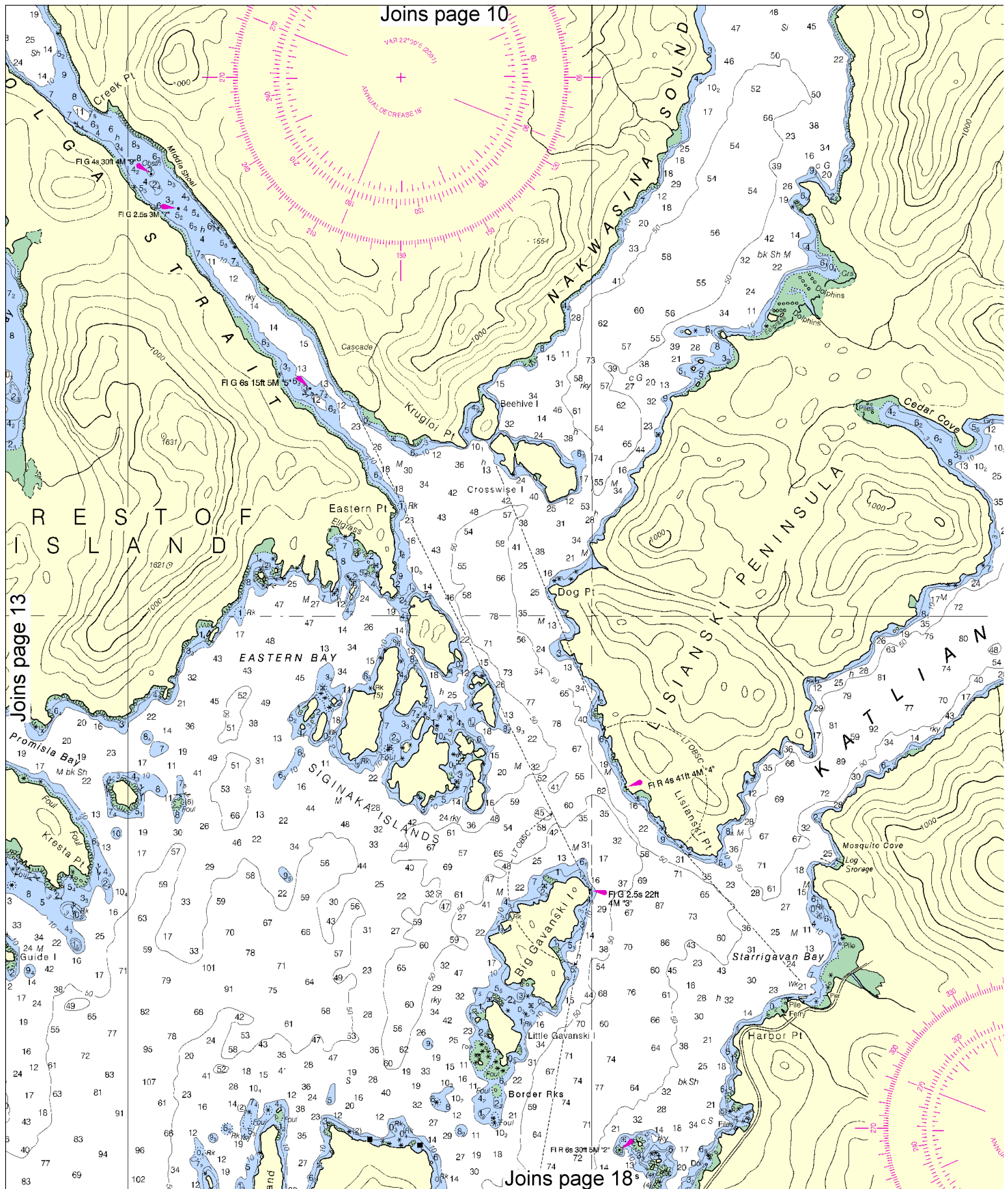
Joins page 9



Joins page 14

Joins page 17

Joins page 10



Joins page 13

Joins page 18

14

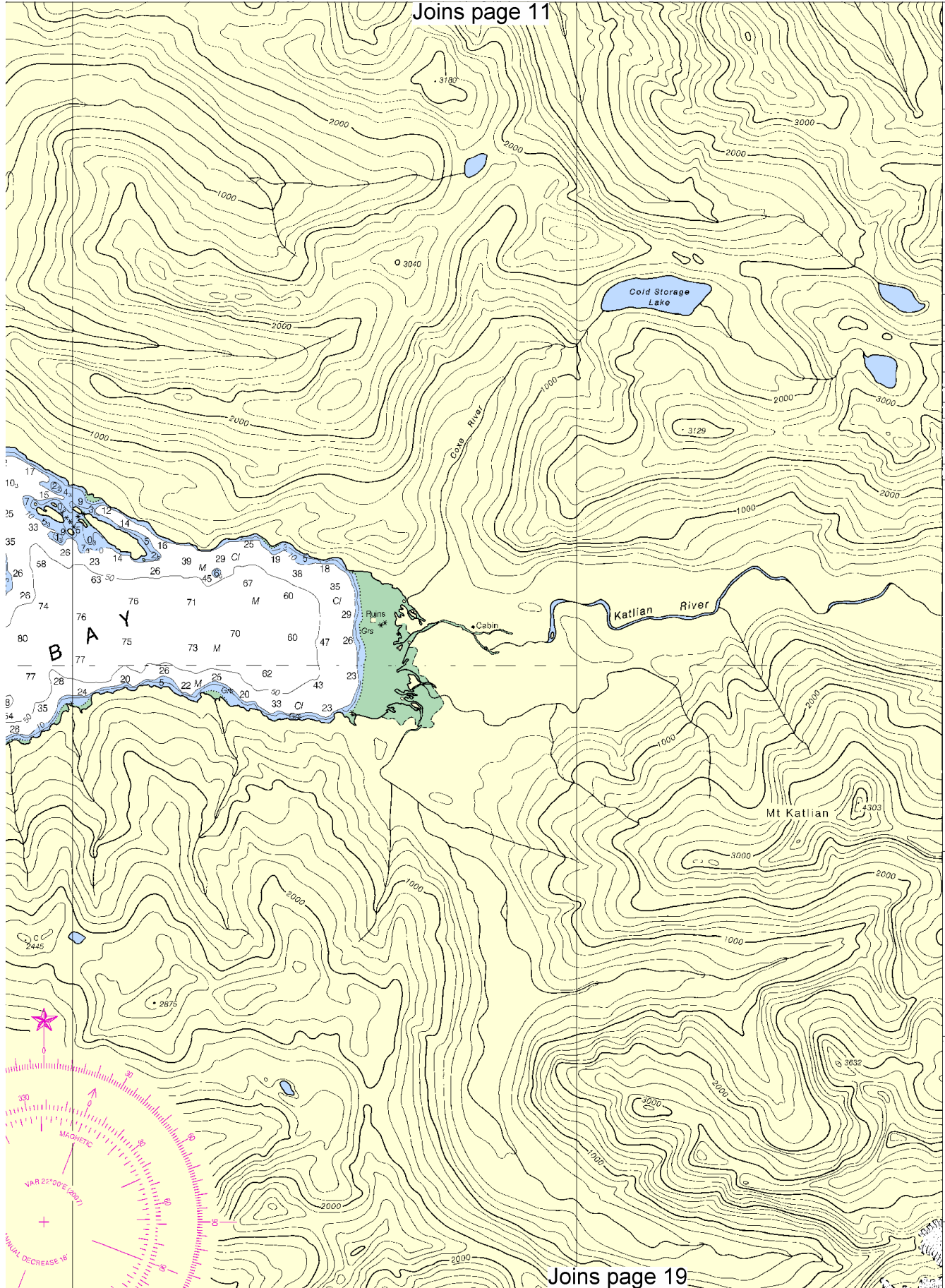


Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.

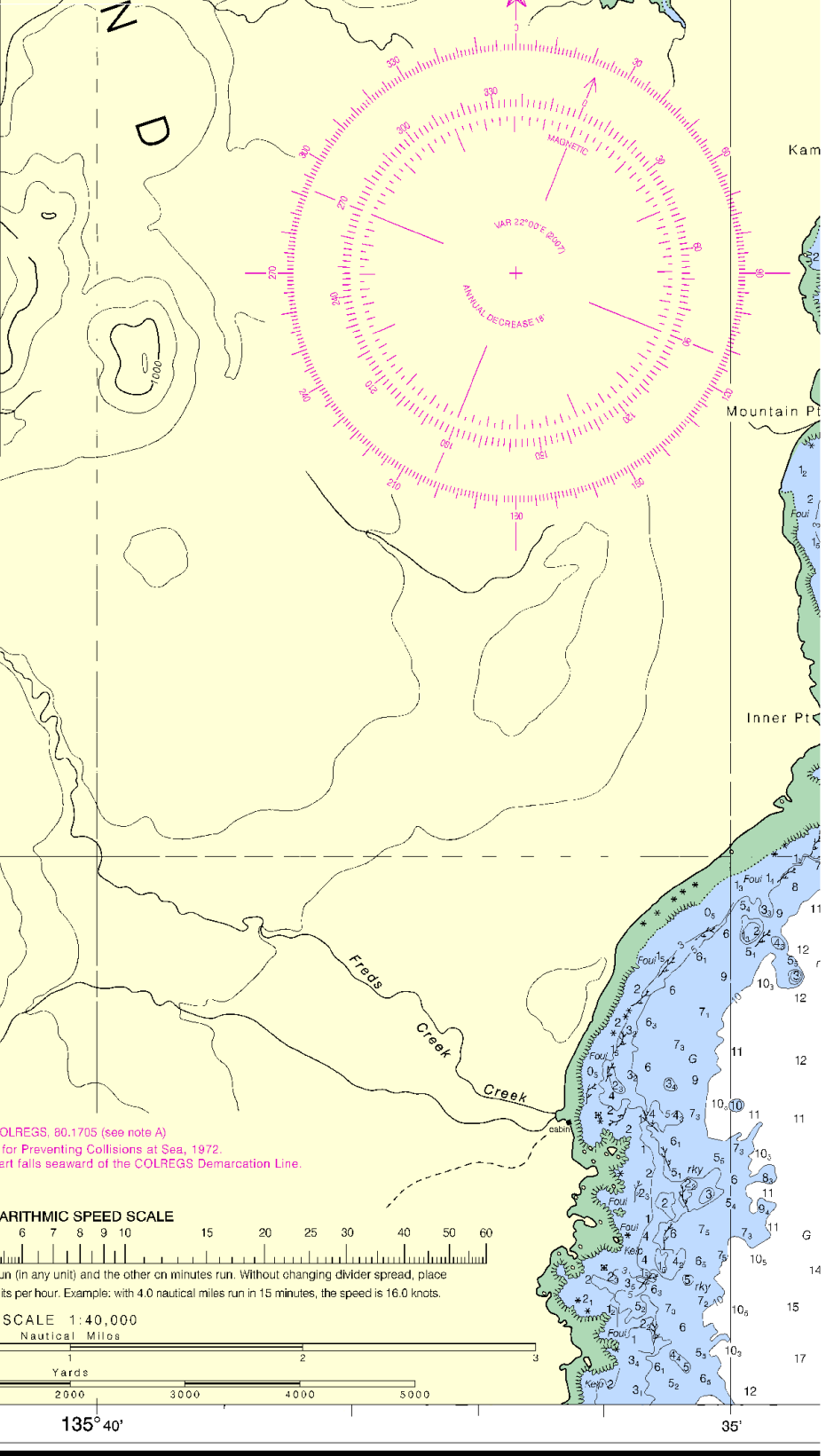
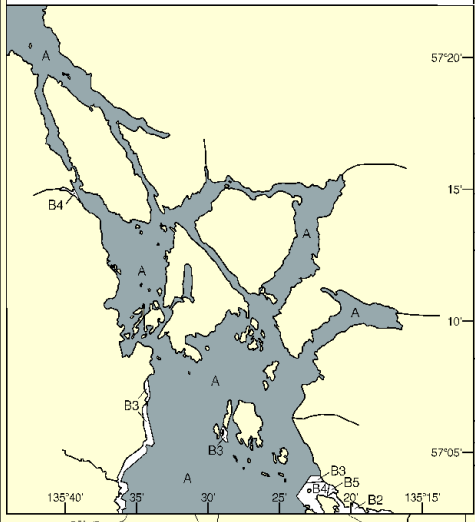




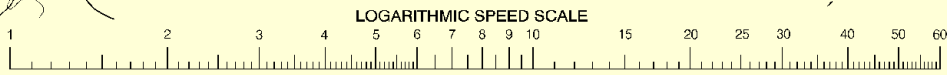
12'  
-45'  
-30'  
-15'  
-11'  
10'

B4 1900-1939 NOS Surveys partial bottom coverage  
 B5 Pre-1900 NOS Surveys partial bottom coverage

Joins page 12

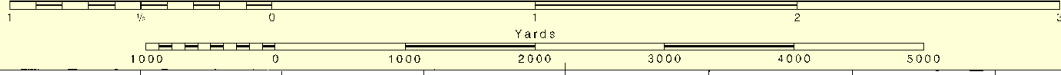


COLREGS. 80.1705 (see note A)  
 International Regulations for Preventing Collisions at Sea, 1972.  
 The entire area of this chart falls seaward of the COLREGS Demarcation Line.



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SCALE 1:40,000  
 Nautical Miles



15th Ed., Mar. / 07 ■ Corrected through NM Mar. 17/07  
 Corrected through LNM Mar. 06/07  
**17324**

**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**  
 (FATHOMS AND FEET)

**16**



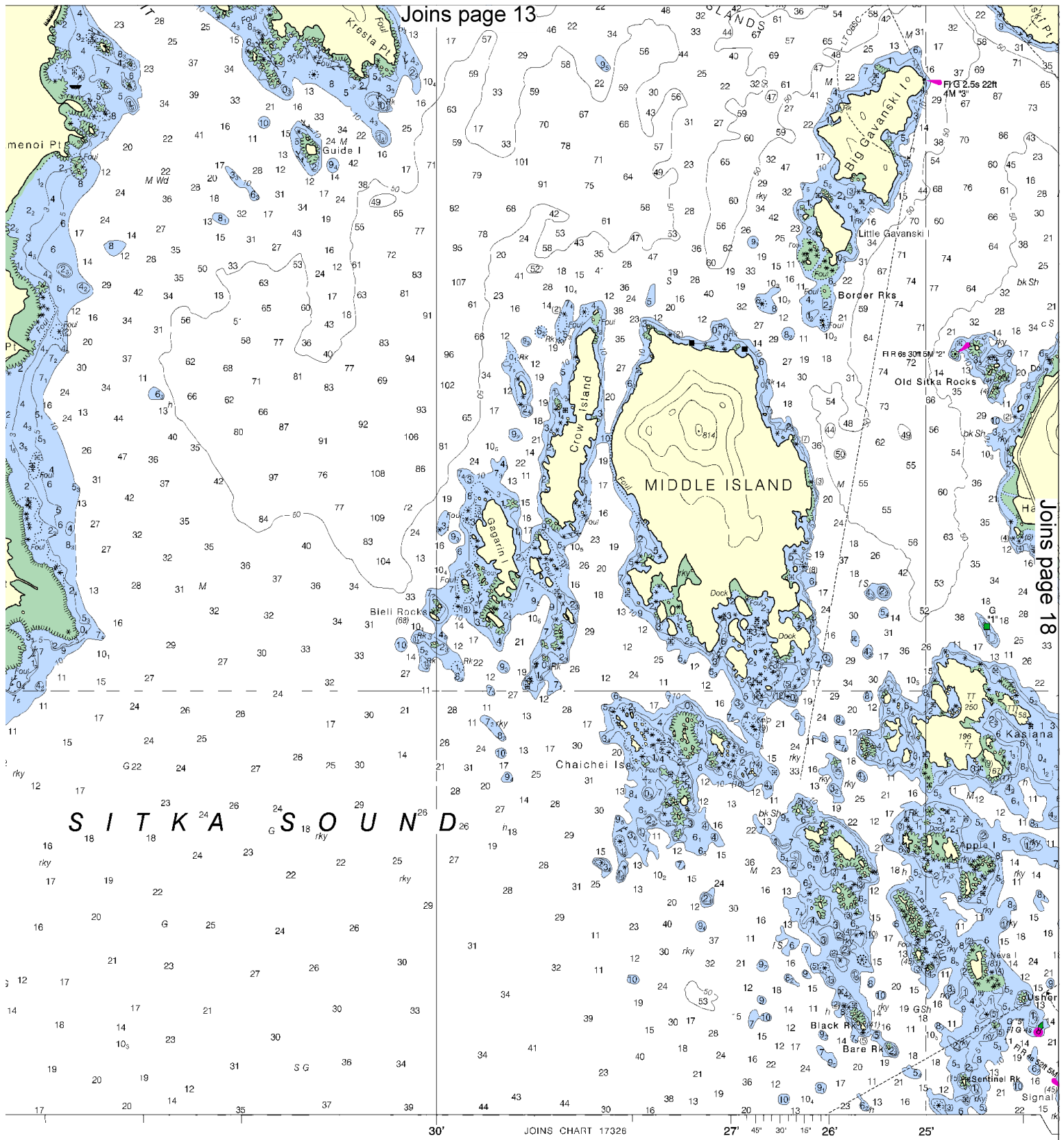
Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.

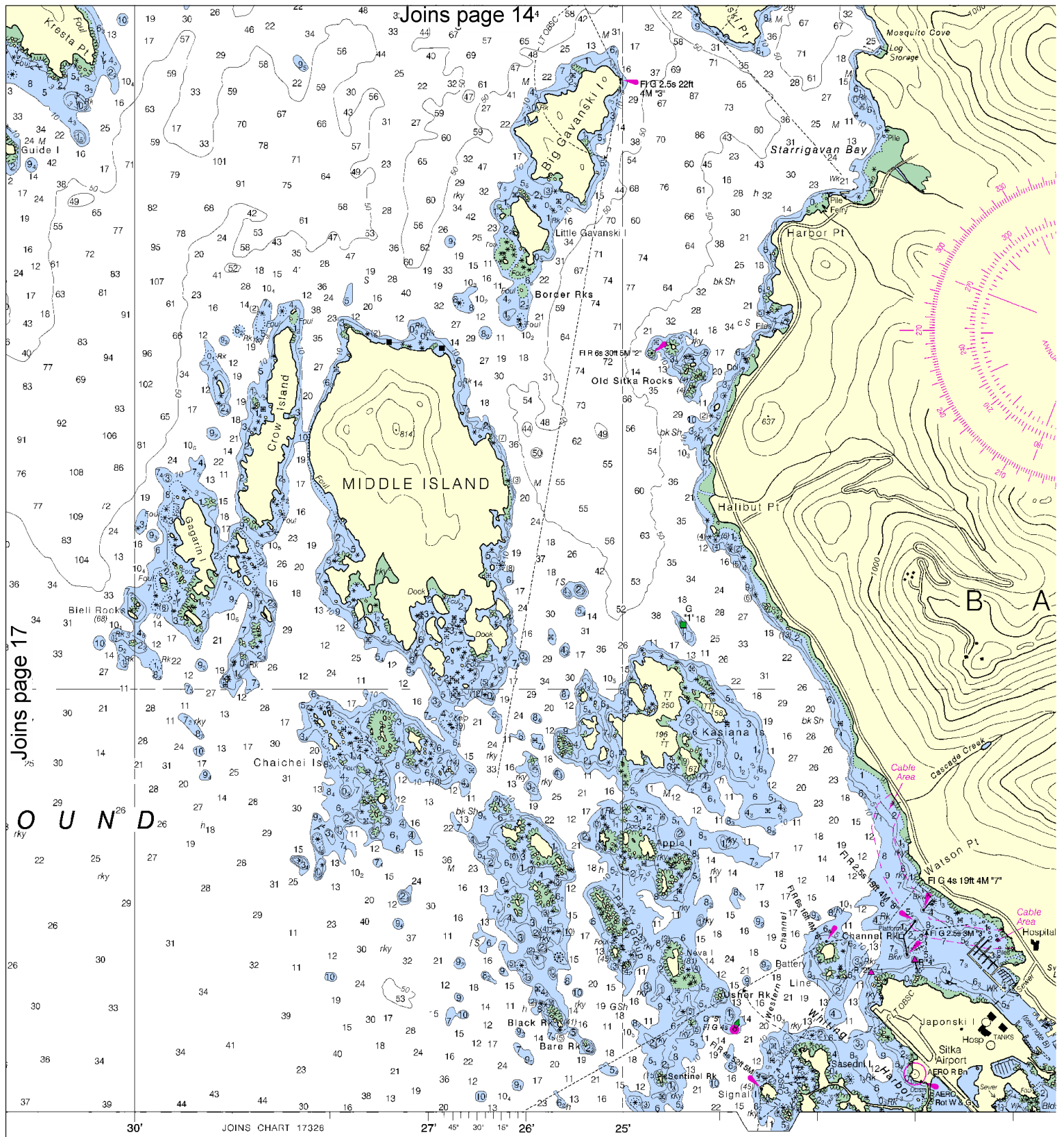






**S IN FATHOMS**  
 FEET TO 11 FATHOMS)

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



Joins page 17

Joins page 14

O U N D

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

FATHOMS	1
FEET	6
METERS	1 2 3

18



Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.





## 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 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue (Pacific Coord)** – 510-437-3700

**Coast Guard Search & Rescue (RCC Juneau)** – 907-463-2000

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**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.

## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).

