

# BookletChart™

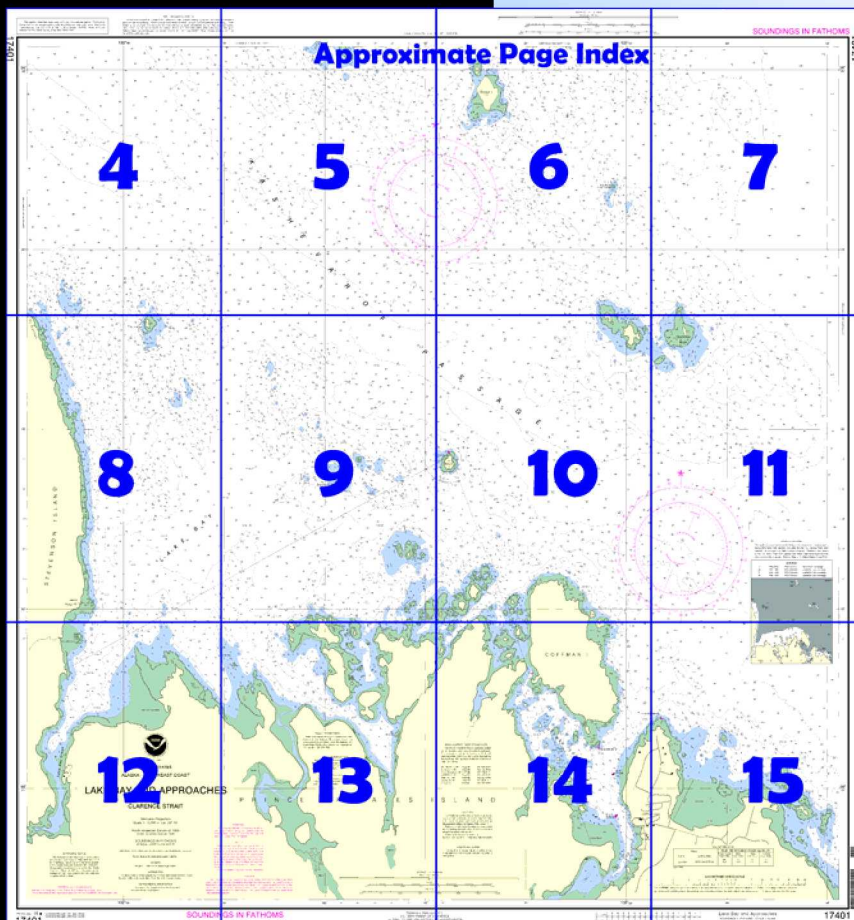
## Lake Bay and Approaches

(NOAA Chart 17401)



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™?

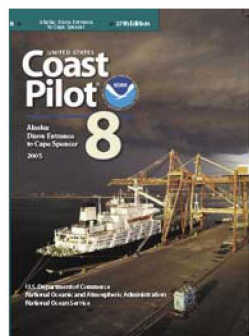
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this 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 5 excerpts]**

(364) **Kashevarof Passage** and Snow Passage form the head of Clarence Strait and are the two passages connecting with Summer Strait W of Zarembo Island. Kashevarof Passage is wide, but is beset with rocks, reefs, and shoals, with strong tidal currents and tide rips. The pass is used extensively by small craft. Large vessels use Snow Passage, which is clear and marked by lights and a lighted buoy.

(366) An unnamed cove (56°01'N., 132°49'W.), on the W side of Clarence Strait about 2.3 miles SE of Beck Island, is noticeable for its low-water area at the head, and a sand beach about 600 yards (548 m) wide. The sand and mud flat extends approximately 0.3 mile from the high water line. The cove is fringed with rocks and shoals. Mariners,

without local knowledge, are to use caution in this area. The chart is the best guide.

(367) **Coffman Cove**, protected on the N by Coffman Island, is close W of the unnamed cove and about 1.5 miles SSE of Beck Island. The NW half of the cove is filled with rocks, some of which bare. Good anchorage for small craft may be had in the middle of the SE part of the cove in 8 to 10 fathoms (14.9 to 18.1 m); mud bottom, and a midchannel course will carry in safely. The passage into the SE part of the cove E of Coffman Island is marked by lights and lighted buoys. In May 2001, a new pier was under construction in the SE part of the cove. Upon completion, the pier will provide a terminal for the Alaska Marine Highway/Inter-Island Ferry Authority. Just S of the new pier is a boat ramp. The outermost dangers in the SE part of the cove are a 2¾-fathom (5.0 m) spot and two rocks awash about 500 yards (457 m) SSW, 0.3 mile SSW, and 0.5 mile S of the southernmost tip of Coffman Island, respectively. A flat extends about 0.2 mile from the SE end of the cove.

(368) In 1976, a logging camp was operating in Coffman Cove. There are remains of log storage booms scattered along the beaches in the SE part of the cove. A small craft and seaplane float is anchored to the bottom and located in the center of the main channel leading to the inner cove, about 0.8 mile SSE of Coffman Island. Water and gasoline are available only in an emergency. Radiotelephone communications are maintained with Ketchikan.

(369) **Lake Bay** is on the S side of Kashevarof Passage between **Stevenson Island** and **Coffman Island**. Across the entrance and in the bay are detached islands and reefs and the best channel is from NE between Beck and Coffman Islands, staying N of Gull Rock.

(370) **Beck Island**, small and wooded, is about 0.8 mile NW of Coffman Island. **Beck Island Light** (56°02'51"N., 132°51'45"W.), 27 feet (8.2 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the N side of the island; it marks the entrance to Kashevarof Passage.

(371) **Gull Rock** and **Barnacle Rock**, awash at highest tides, are about 0.6 mile SSW and W, respectively, from Beck Island; they should be given a berth of over 300 yards (274 m). There are also extensive submerged reefs between Beck Island and **Bush Rock**, about 1.9 miles to the WNW. The latter is 35 feet (10.6 m) high and has bushes on top.

(372) Abreast **Keg Point** (56°02'02"N., 132°55'18"W.), on Stevenson Island, the channel is about 150 yards (137 m) between an extensive shoal that makes out from the E shore and a shoal projecting out about 175 yards (160 m) from Keg Point. There is good anchorage inside the constricted entrance for large or small craft in 6 to 15 fathoms (11.0 to 27.5 m), soft bottom. The buildings of a fishery are on the E shore about 0.3 mile inside the entrance to **Lake Bay Creek**.

# Table of Selected Chart Notes

**HEIGHTS**  
Heights in feet above Mean High Water.

Corrected through NM Sep. 09/06  
Corrected through LNM Sep. 05/06

For Symbols and Abbreviations see Chart No. 1

**Mercator Projection**  
Scale 1:10,000 at Lat. 56° 03'

**North American Datum of 1983**  
(World Geodetic System 1984)

**SOUNDINGS IN FATHOMS**  
AT MEAN LOWER LOW WATER

**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.

**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.

**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)

**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.

**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).

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**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 1.301" southward and 6.126" westward to agree with this chart.

**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
Sukkwai I, AK	KZZ-89	162.425 MHz
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Craig, AK	KXI-80	162.475 MHz

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

**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.

**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.

**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).

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/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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**TIDAL INFORMATION**

Place	Height referred to datum of soundings (MLLW)	Mean Higher High Water			
		Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
Name (LAT/LONG)	feet	feet	feet	feet	feet
Lake Bay (56°01'N/132°55'W)	15.9	15.0	1.4	-4.5	

(Jan 2006)

**PRINT-ON-DEMAND CHARTS**  
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

UNITED STATES

ALASKA - SOUTHEAST COAST

# LAKE BAY AND APPROACHES

CLARENCE STRAIT

PRINT-ON-DEMAND CHARTS

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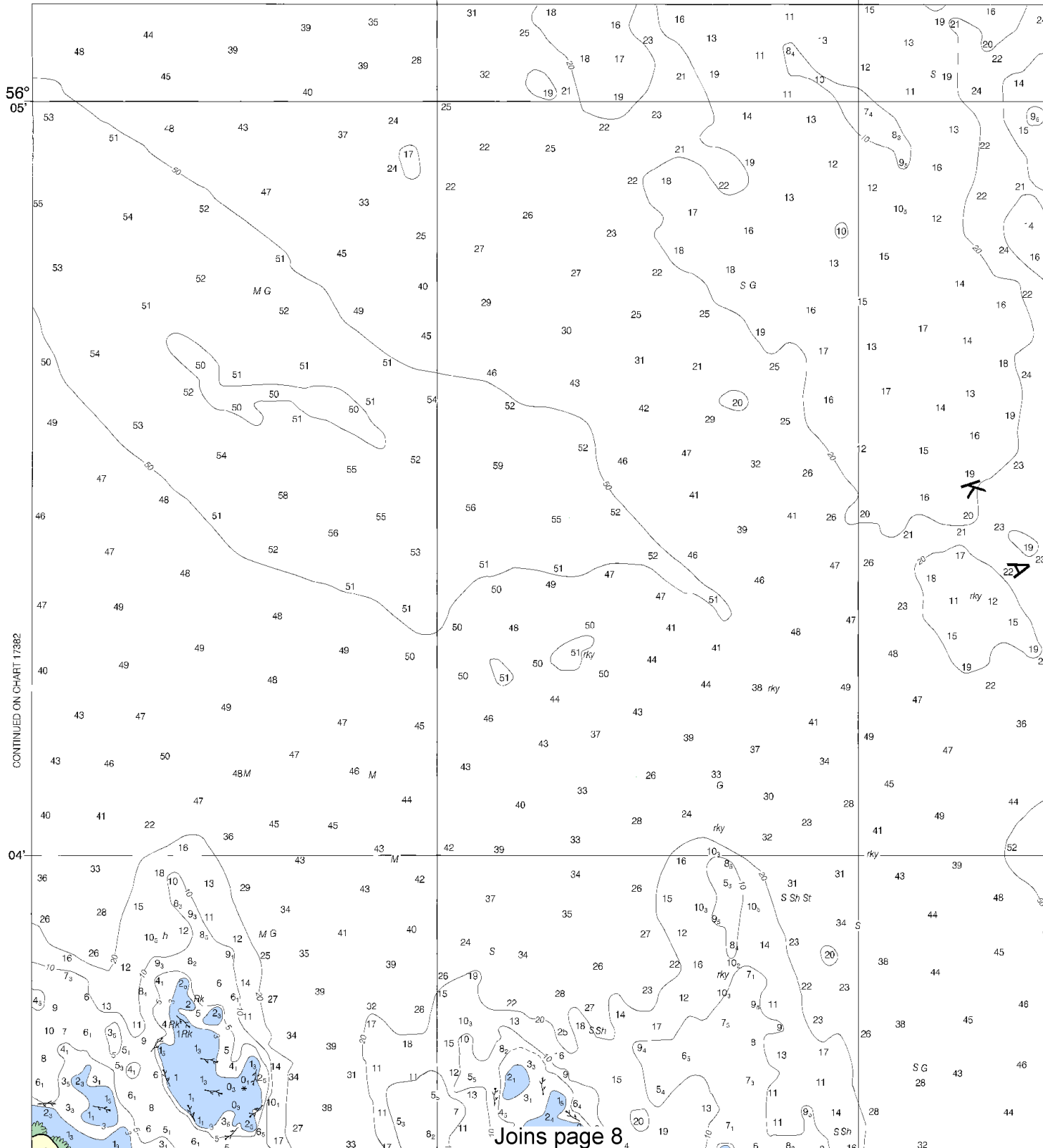
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4663, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

17401

132° 55'

54'

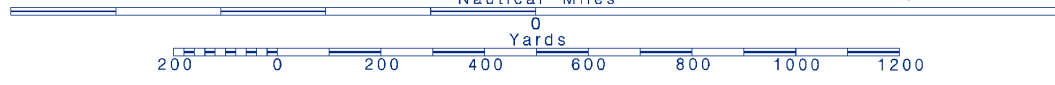
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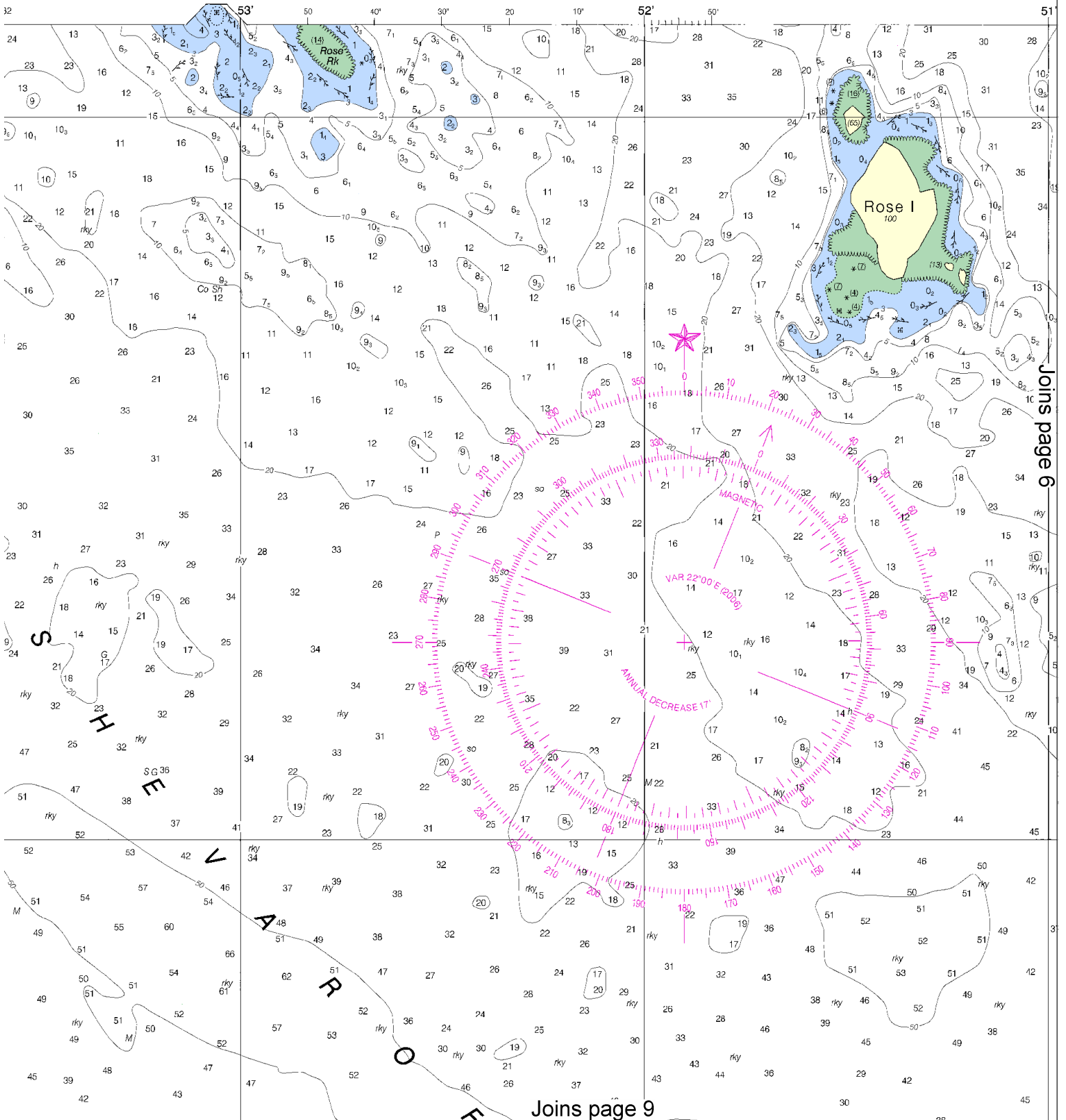


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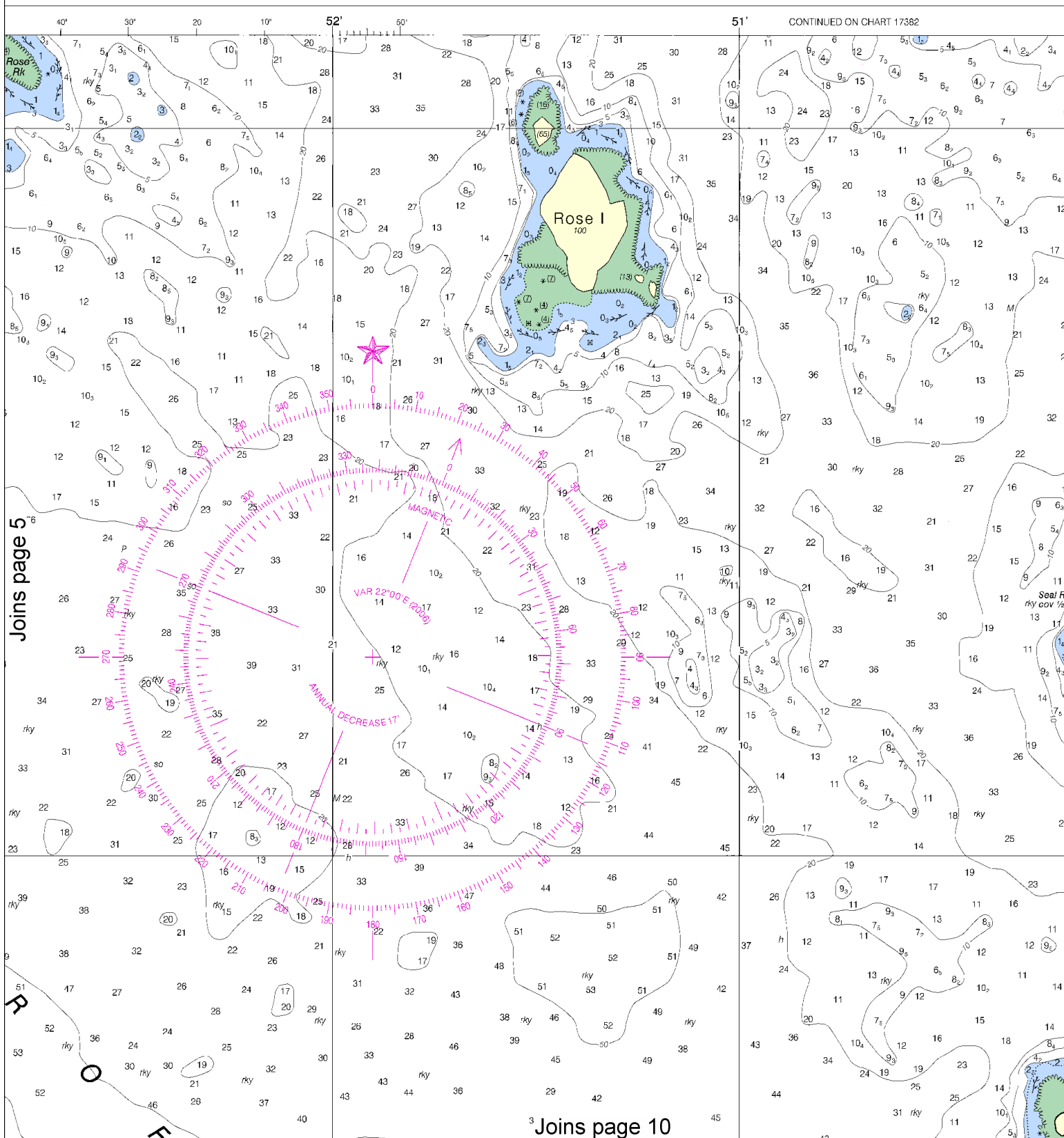
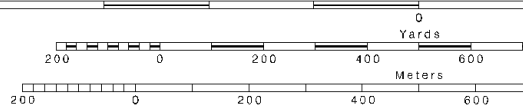


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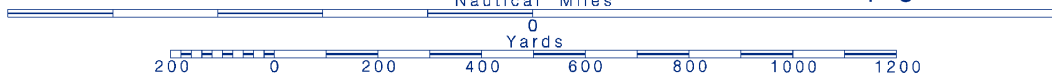


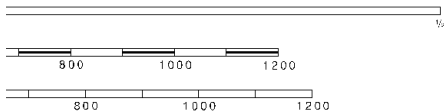


This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:13333. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.



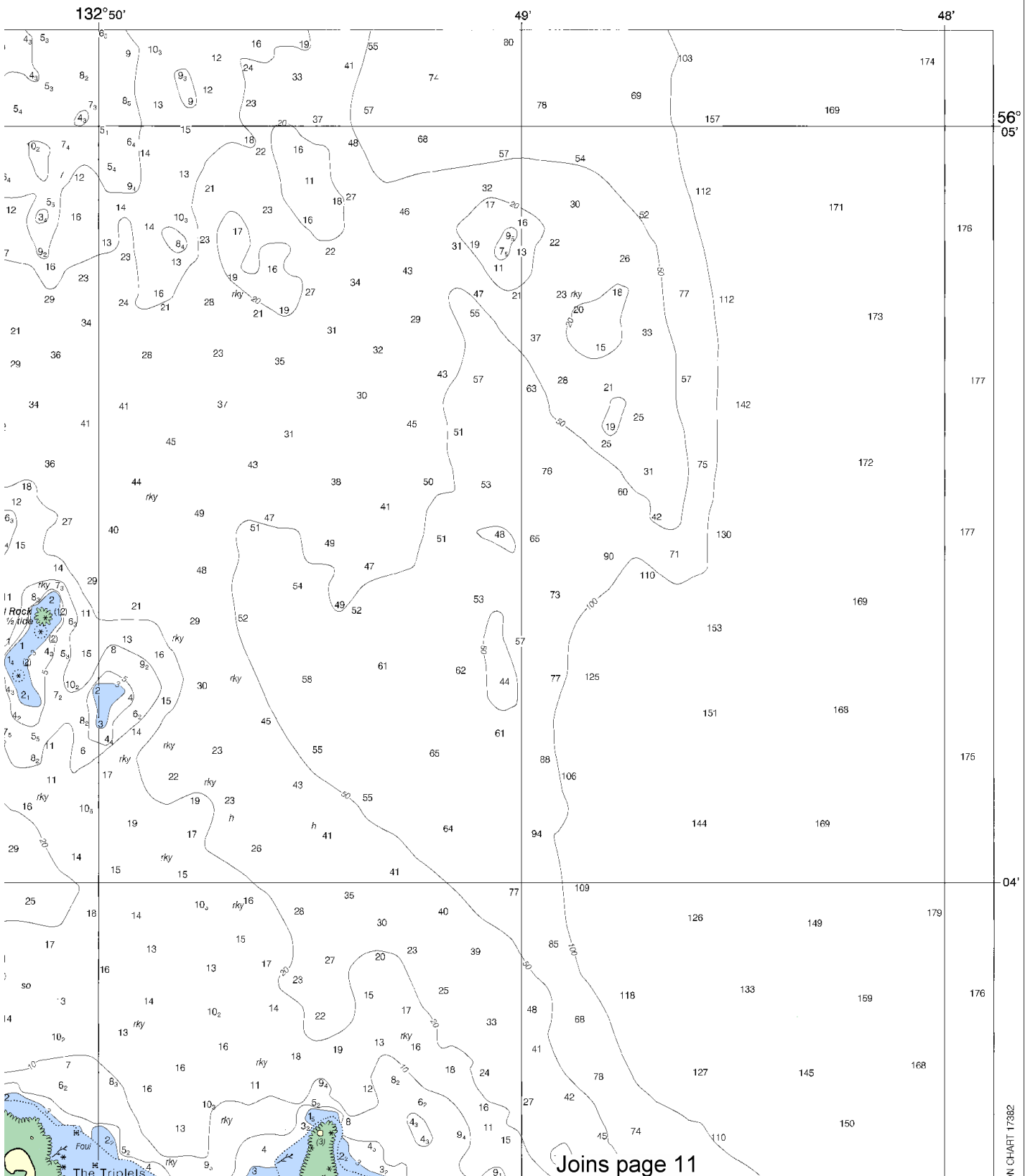
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# SOUNDINGS IN FATHOMS

17401

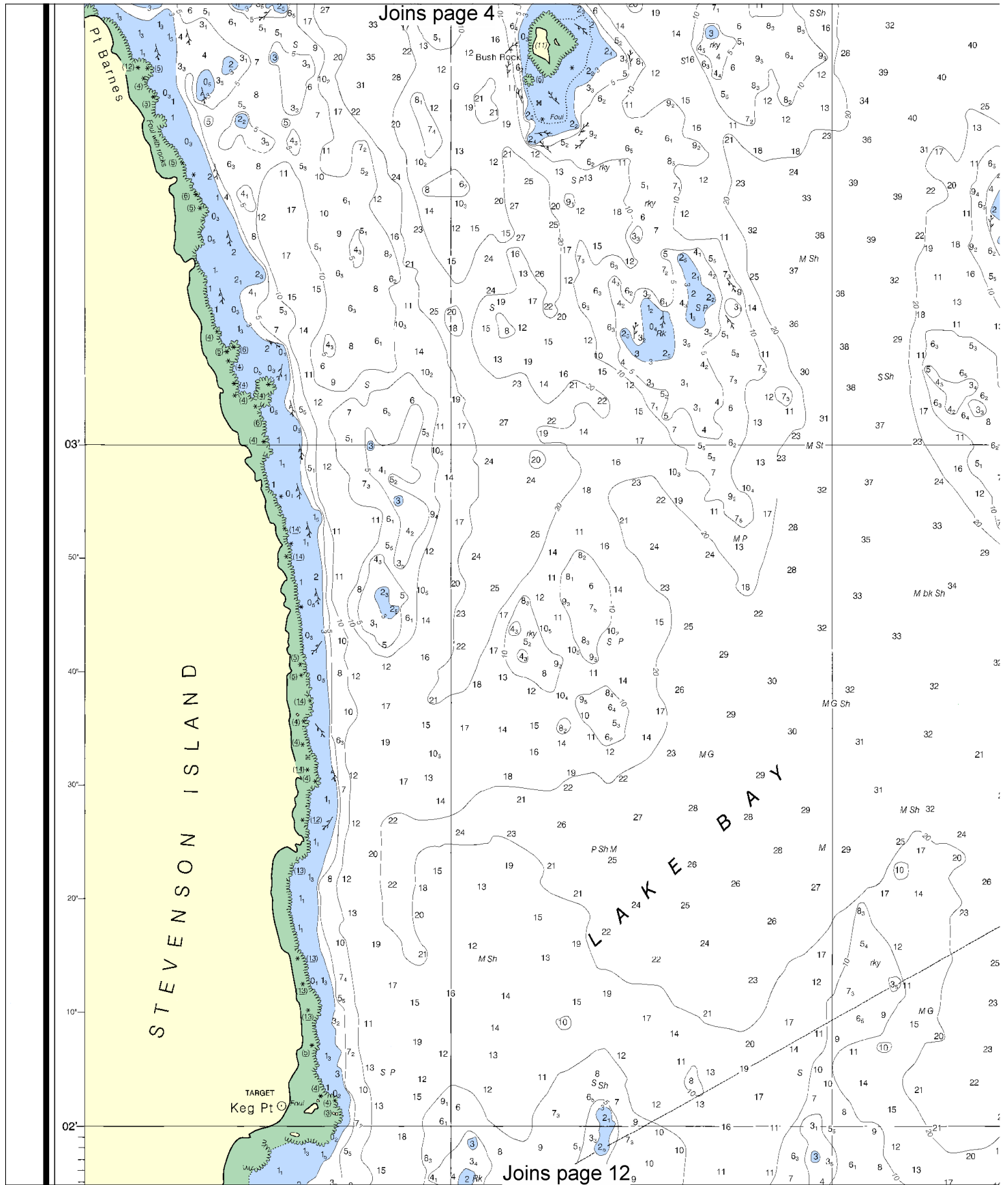


Joins page 11

N CHART 17382

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 4308 10/21/2008,  
 NGA Weekly Notice to Mariners: 4308 10/25/2008,  
 Canadian Coast Guard Notice to Mariners: 0908 9/26/2008.



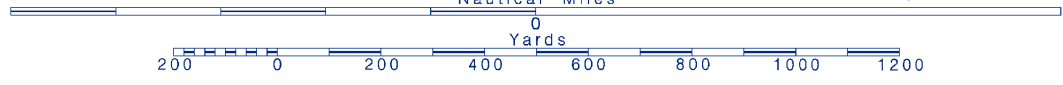


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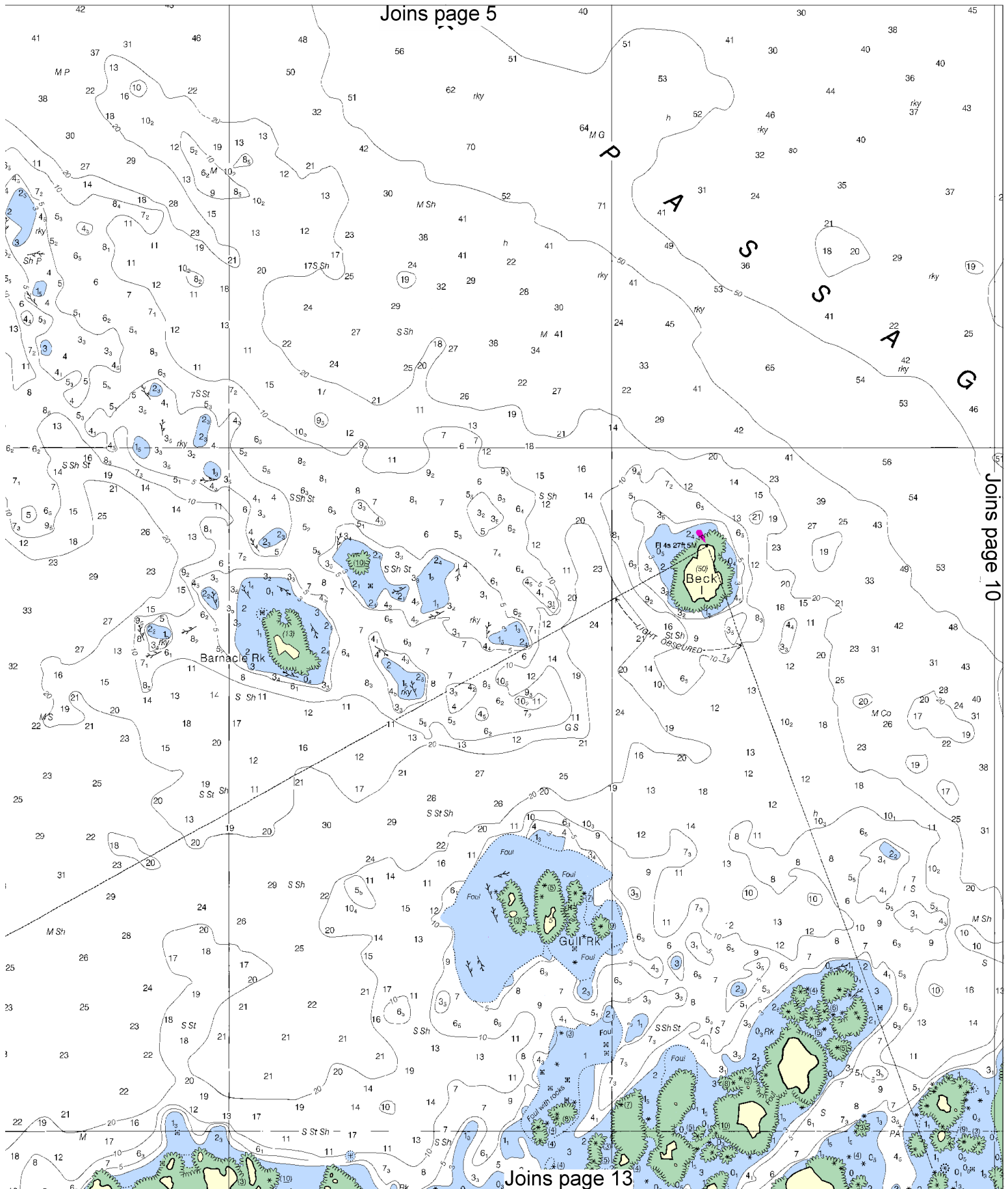
Joins page 12

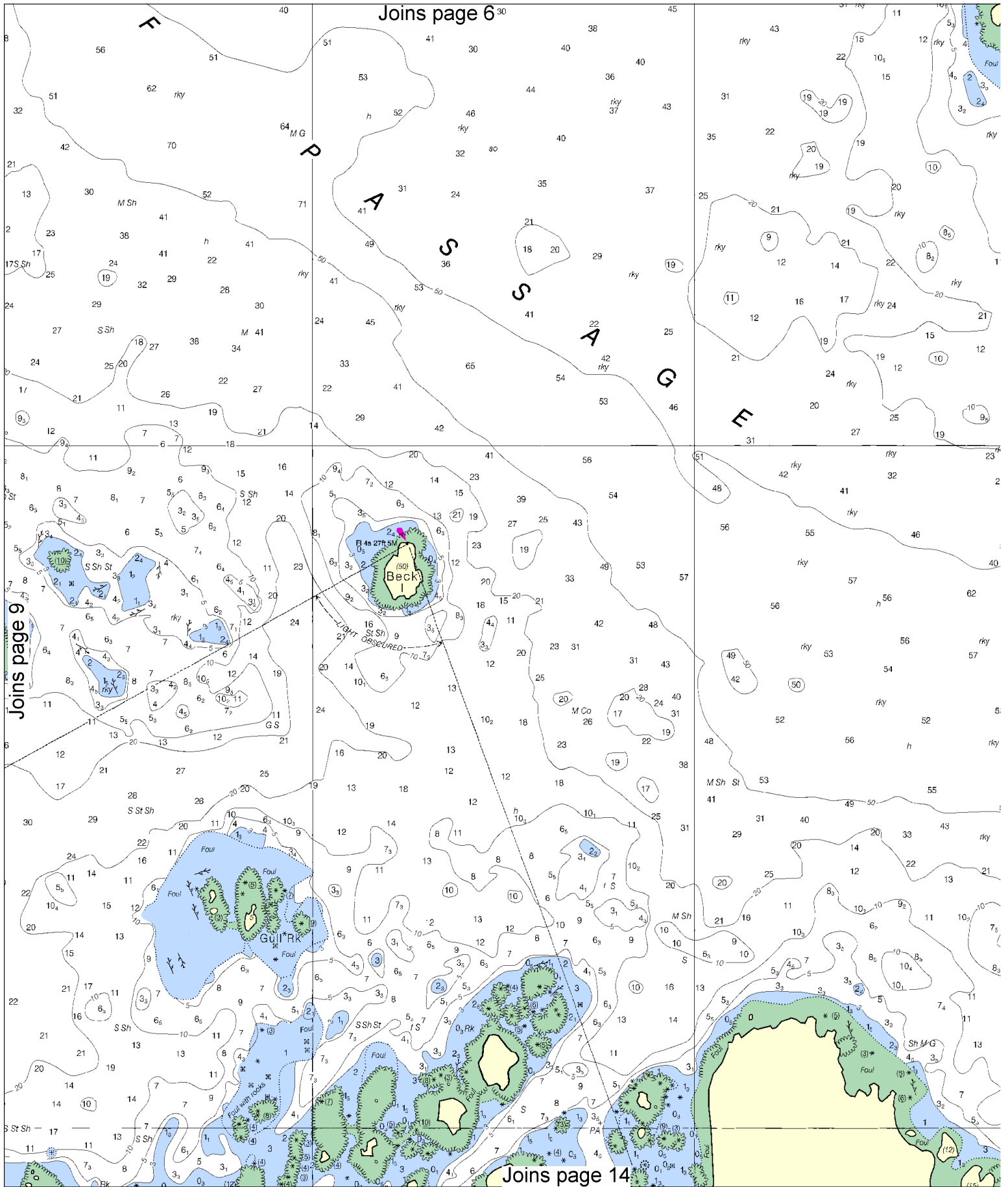


Printed at reduced scale. — SCALE 1:10,000 — See Note on page 5.





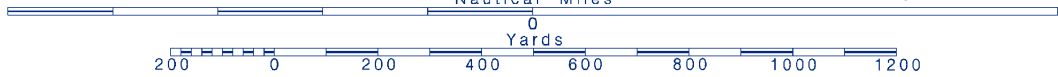


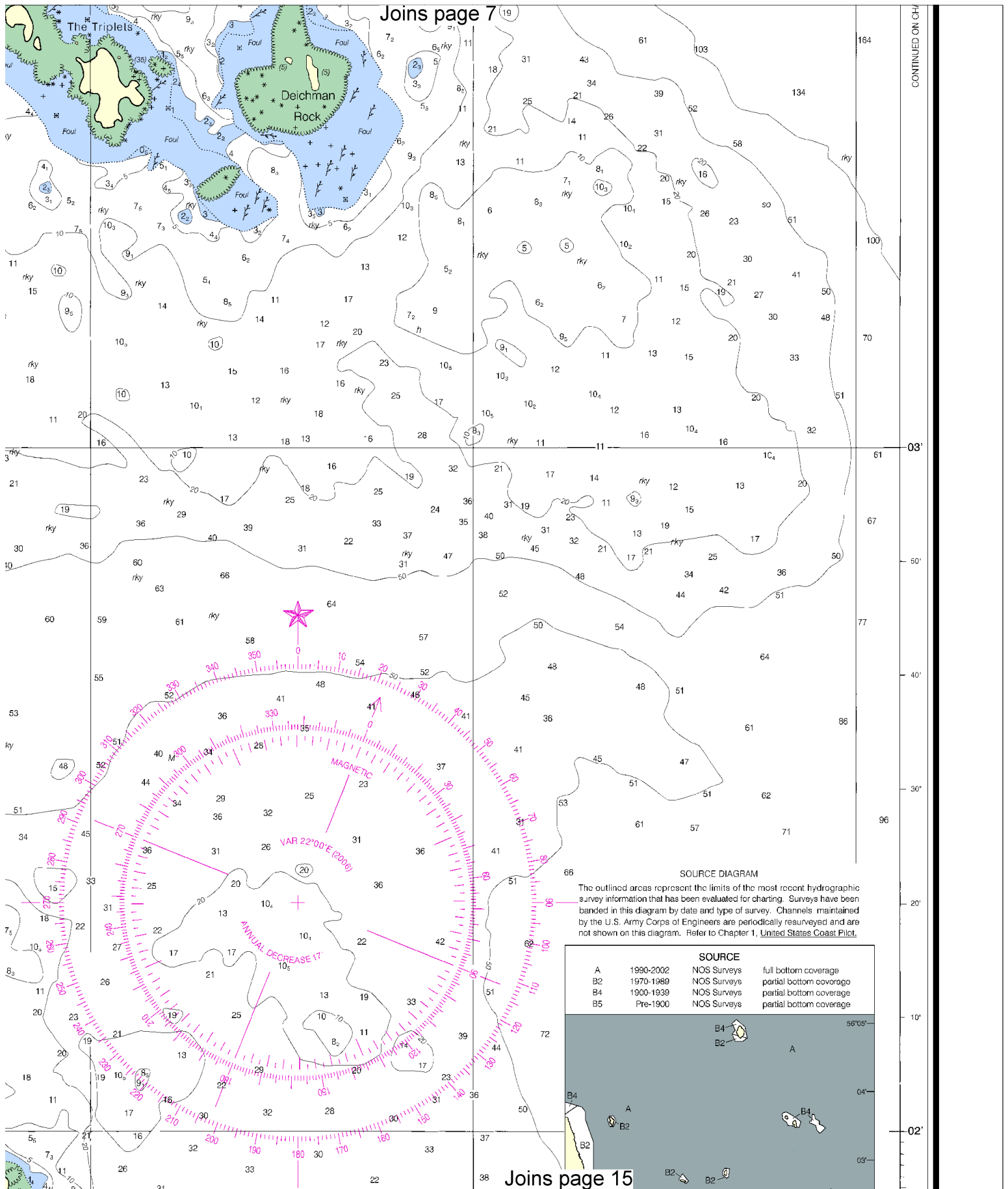


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Printed at reduced scale. — SCALE 1:10,000 — See Note on page 5.

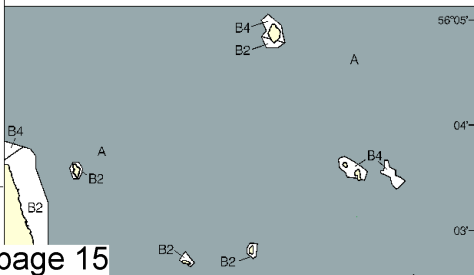




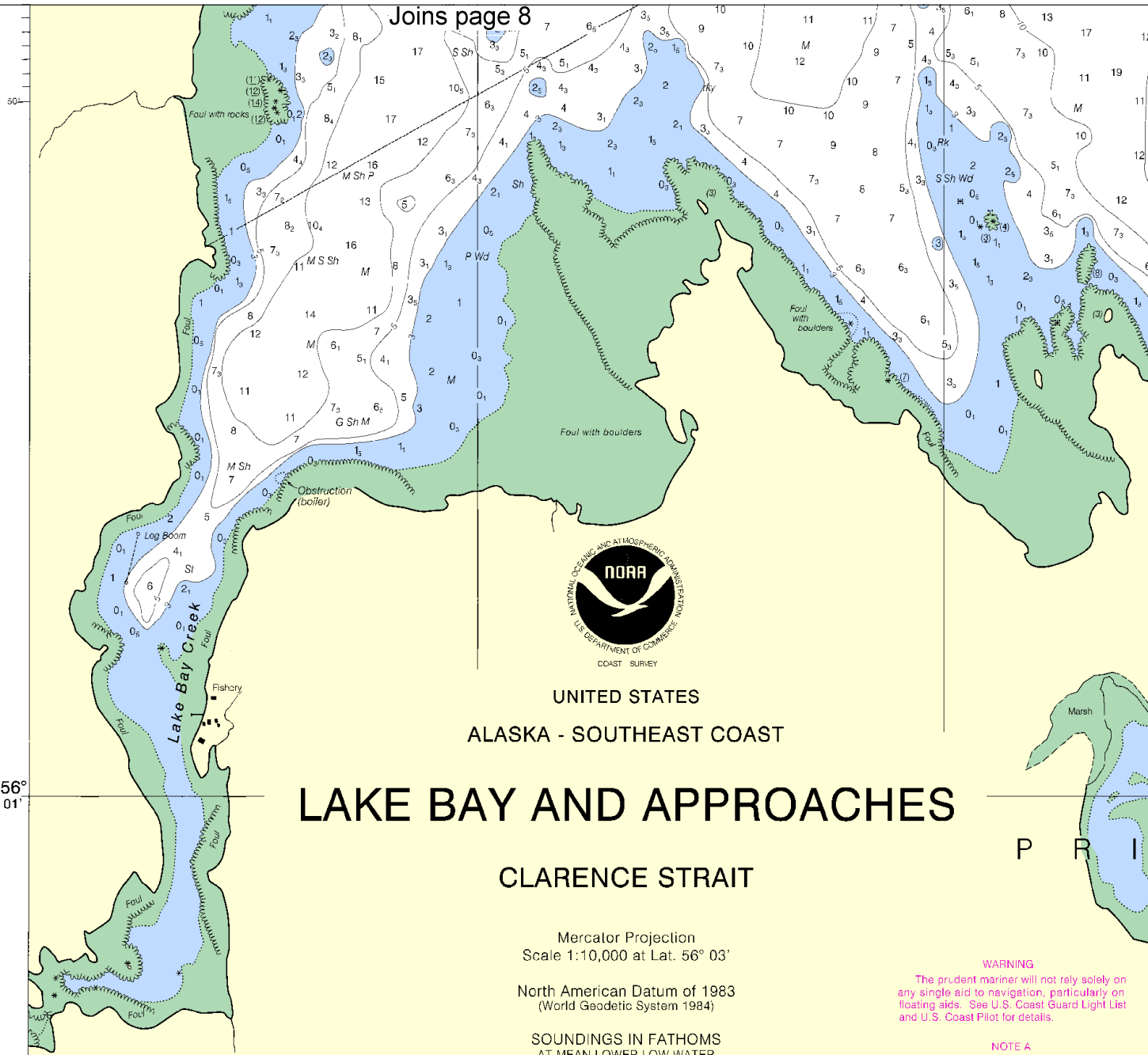
CONTINUED ON CH 11

**SOURCE DIAGRAM**  
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SOURCE			
A	1990-2002	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



Joins page 8



UNITED STATES  
ALASKA - SOUTHEAST COAST

# LAKE BAY AND APPROACHES

## CLARENCE STRAIT

Mercator Projection  
Scale 1:10,000 at Lat. 56° 03'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

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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.

SUPPLEMENTAL INFORMATION  
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132° 55'

54'

12th Ed., Sep. / 06 ■ Corrected through NM Sep. 09/06  
Corrected through LNM Sep. 05/06

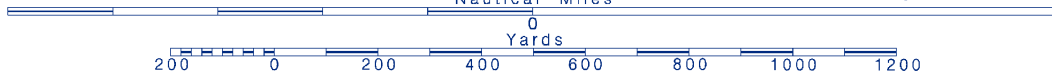
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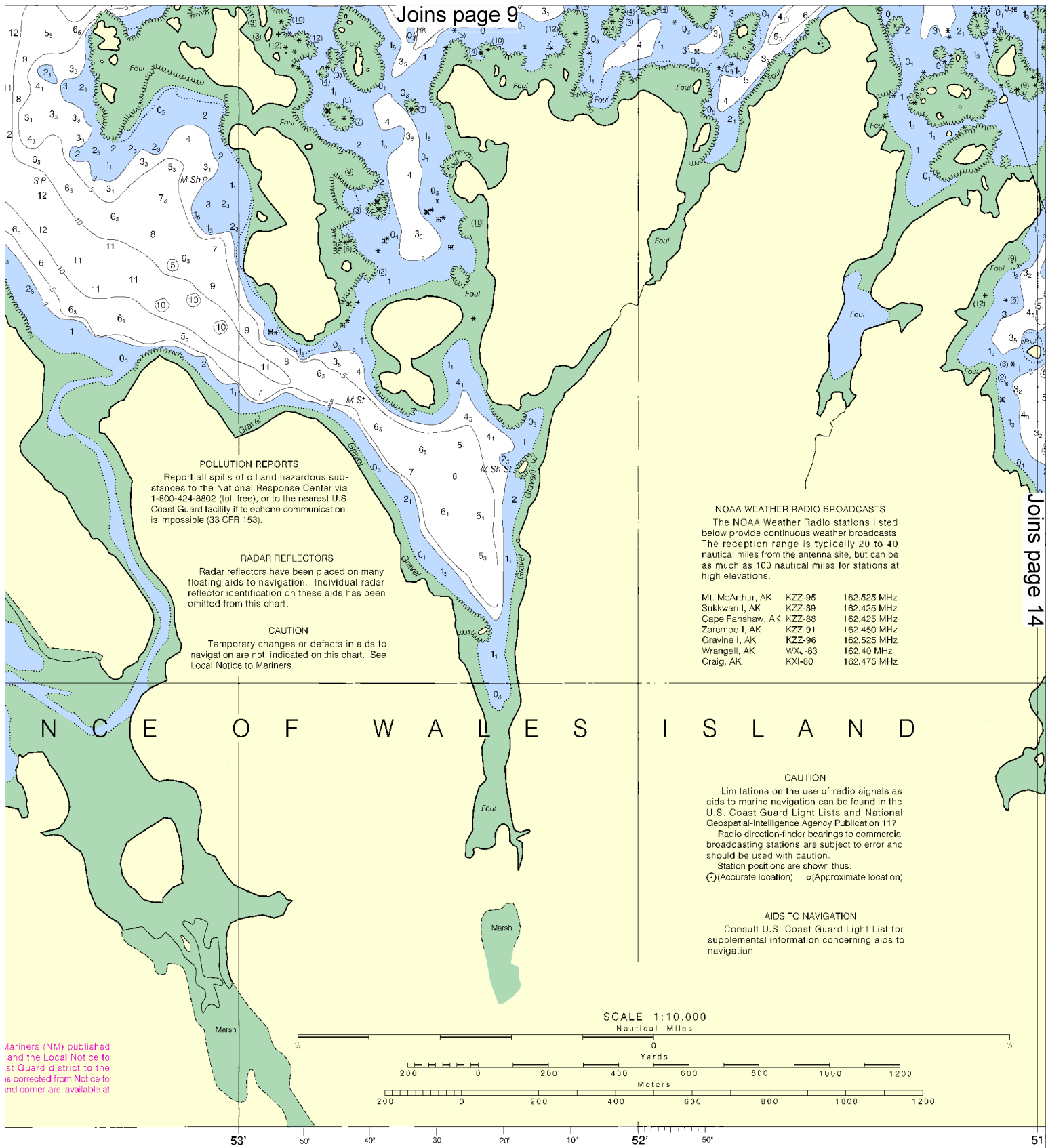
# SOUNDINGS IN FATHOMS

# 12



Printed at reduced scale. — SCALE 1:10,000 — See Note on page 5.





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**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.

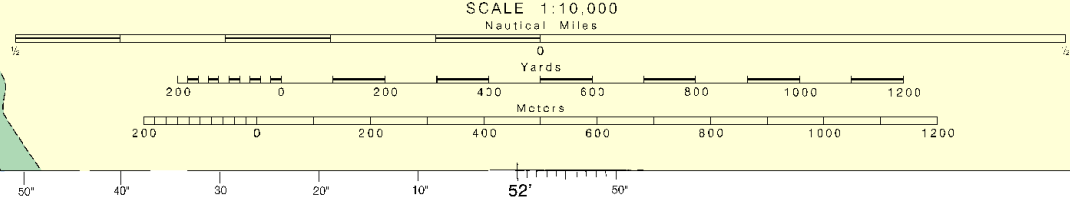
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**N O R T H E N D O F W A L E S I S L A N D**

**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:  
 (O) (Accurate location)    (o) (Approximate location)

**AIDS TO NAVIGATION**  
 Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Mariners (NM) published and the Local Notice to U.S. Coast Guard district to which this chart is corrected from Notice to Mariners are available at



OMS

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

COFFMAN I

W A L E S I S L A N D

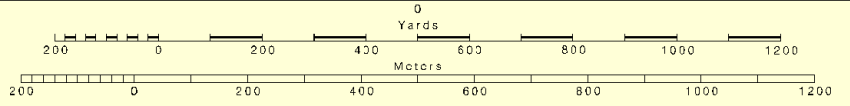
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SCALE 1:10,000  
 Nautical Miles



40° 30' 20' 10' 52' 50' 51'

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

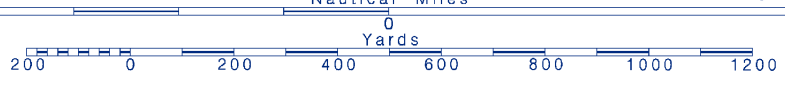
FATHOMS  
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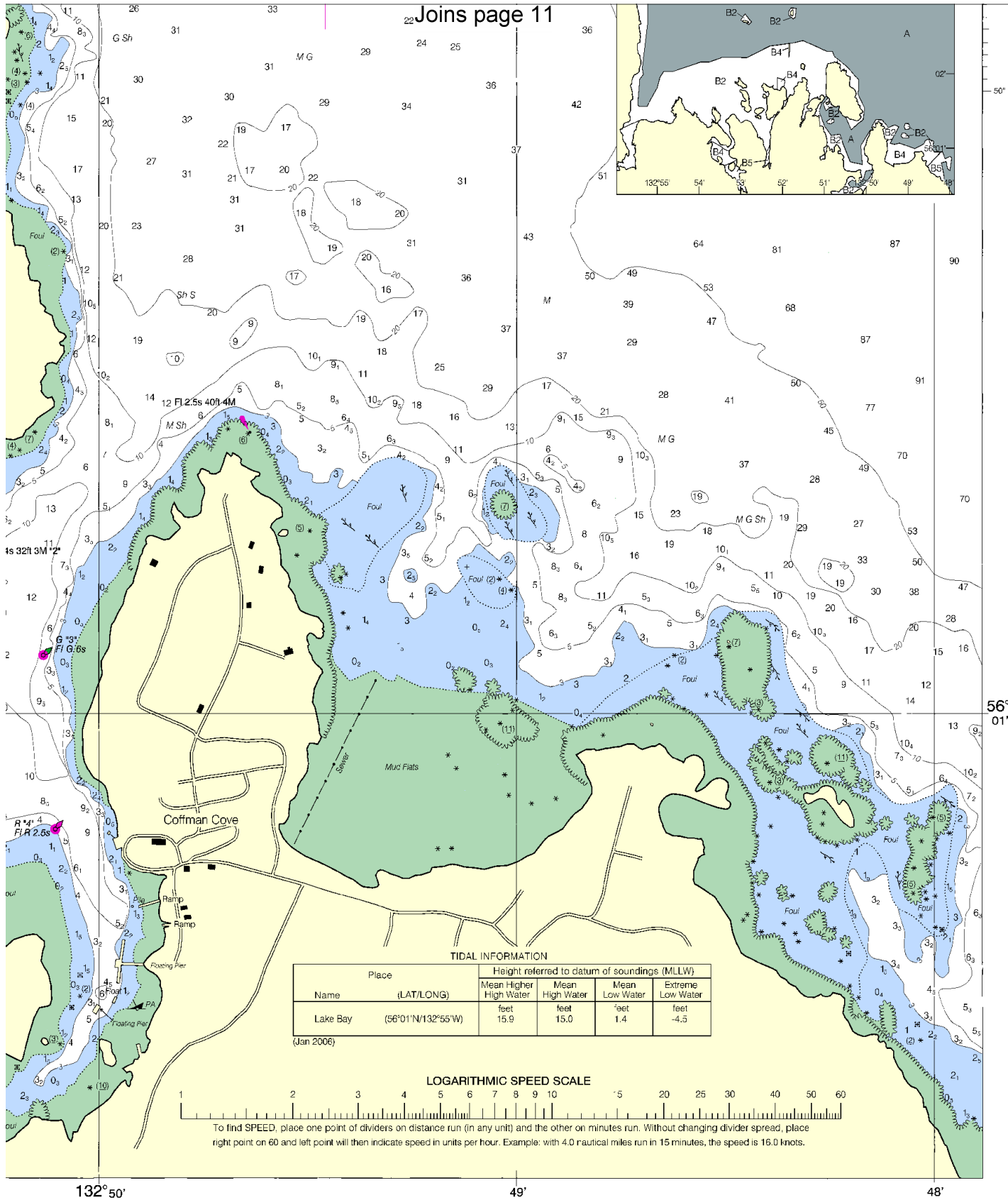
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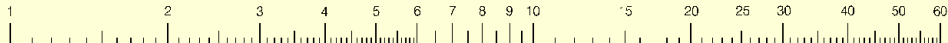


TIDAL INFORMATION

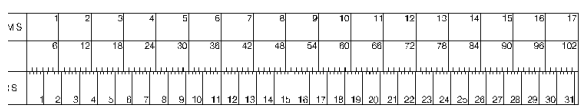
Place	Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Lake Bay	(56°01'N/132°55'W)	feet 15.9	feet 15.0	feet 1.4	feet -4.5

(Jan 2006)

LOGARITHMIC SPEED SCALE



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.



Lake Bay and Approaches  
SOUNDINGS IN FATHOMS - SCALE 1:10,000

17401

## 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).