

# BookletChart™



## Sarana Bay to Holtz Bay

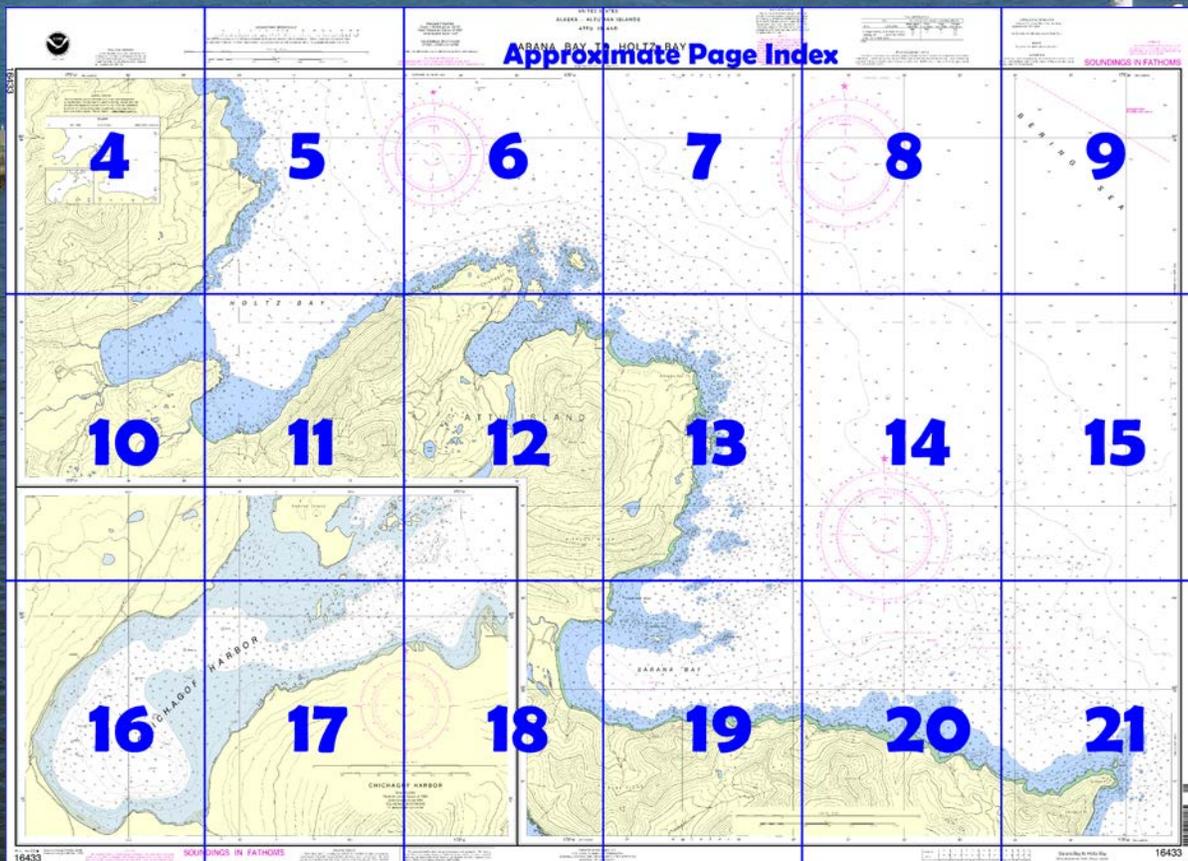
NOAA Chart 16433

*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](http://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.

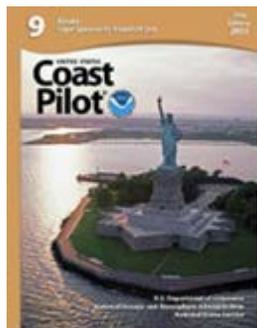
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16433>.



#### (Selected Excerpts from Coast Pilot)

**Sarana Bay** is 5 miles W of Chirikof Point and on the opposite side of the peninsula from Massacre Bay. From Buchanan Point to the head of Sarana Bay the shoreline is rocky and precipitous with few valleys of appreciable depth. Mountainous terrain carries abruptly to the water with few off-lying rocks or ledges except at the small points. The S side of the bay and approaches consist of rock bluffs with close inshore rocks and pinnacles. **Square Point**,

3.5 miles W of Buchanan Point, is difficult to identify as none of the numerous points in this locality are prominent; however, the waterfalls on either side of Square Point are fairly prominent.

The head of Sarana Bay and also Hodikof Bay are low sand beaches. At **Hodikof Point** rocky bluffs begin again and continue to Holtz Bay. A chain of rocks and reefs, including **Hodikof Island**, makes out about 1.2 miles E from the small point at the N side of the inner bay. N of this chain of reefs is **Hodikof Bay**. A small-boat passage is W of Hodikof Island between Sarana Bay and Hodikof Bay. A low single-pinnacle rock, 4 feet high, is off the approaches to Hodikof Bay about 0.5 mile SE of Hodikof Point. About 0.7 mile ENE of Hodikof Point is an extensive area of irregular bottom with a least depth of 1½ fathoms, which breaks in a heavy swell.

Sarana Bay is not recommended as an anchorage except for medium and small craft, as a cable area extends through the middle of the bay and in the position of the only ship anchorage. Smaller craft may anchor N or S of this area depending upon weather conditions, or in Hodikof Bay. Also an emergency anchorage may be had along the shore W of Chirikof Point in not less than 15 fathoms but the bottom is hard and irregular and is subject to considerable current. Hodikof Bay seems to be the best anchorage for medium and small craft in this locality but it should be entered with suitable visibility. Approach on a W course, passing 400 yards S of the 4-foot rock off Hodikof Point. Anchor in the middle of Hodikof Bay in 10 to 12 fathoms, sand bottom. This anchorage is exposed to weather from the N around to the SE. SE to SW winds blow with considerable force in Sarana Bay, probably augmented in funneling through the passes across the peninsula. Their effect in Hodikof Bay is not known.

**Kelliher Cove** is a small bight 0.5 mile S of **Khlebnikof Point**. Small craft may obtain shelter from weather from S to NW. The shores are rocky except at the head of the cove which has a short gravel beach. The bottom is hard.

From inner Sarana Bay to Holtz Bay the coast is rocky but with gentle slopes back to the mountains in the interior. E of and close inshore from Khlebnikof Point are off-lying rocky islets, 5 to 15 feet high, that serve as landmarks when cruising close inshore. **Middle Peak**, 2,000 feet high, is the highest point between Sarana Bay and Holtz Bay, but is usually covered by clouds.

**Gibson Islands**, are on the N side of the entrance to Chichagof Harbor, the largest island is a flat-topped grass-covered island, 104 feet high. The smaller islets at the SE limits of this group are bare pinnacles. **Cooper Islands**, 0.5 mile W of Gibson Island, may be identified by the sheer pinnacle, 125 feet high, constituting the S half of the middle island.

**Kennon Island**, a 92-foot grass-covered island about 0.3 mile long, is at the NW side of the mouth of Chichagof Harbor. A narrow and shoal channel into the harbor is W of this island. **Middle Rocks and Inner Rocks** are low bare rocks 10 to 20 feet high. Middle Rocks are adjacent to and E of Kennon Island; Inner Rocks are adjacent to and S of the island. The main channel is SE of these rocks..

**Chichagof Harbor** is small in area, shoal, and holding bottom is poor, but it is well sheltered, although SE to SW winds appear to funnel through the valleys into the bay with augmented velocity. There is little or no current effect. The bay is about 0.7 mile wide and allows little swinging room except for small craft. About 18 feet at low water can be carried into the head of the harbor where depths are about 6 fathoms. Turns are sharp for medium craft. Fifteen feet is recommended as the maximum draft of vessels entering this harbor because of the concrete anchor clumps which stand 3 to 4 feet above the bottom.

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

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

# Table of Selected Chart Notes

Corrected through NM Nc  
Corrected through LNM N

Symbols and Abbreviations see Chart N

Mercator Projection  
Scale 1:20,000 at Lat. 52°55'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

#### 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

#### 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.

Consult U.S. Coast Pilot 9 for important

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. 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.

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 5.912" southward and 10.923" westward to agree with this chart.

#### NOTE A

#### UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS (NM) corrected to the NM corrected through date shown in the lower left corner, is available from the Chief, Marine Chart Division (N/CS2), National Service, NOAA, Silver Spring, Maryland 20910-3282.

#### HEIGHTS

Heights in feet above Mean High Water.

#### AUTHORITIES

#### 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.

	feet	feet	feet	feet
Chichagof Harbor, AK (52°56'N/173°14'W)	3.6	----	----	-3.0
Holz Bay, AK (52°56'N/173°10'W)	3.7	----	----	-3.0

Note: Tide is chiefly diurnal.  
(703)

#### PRINT-ON-DEMAND CHARTS

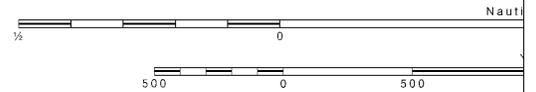
This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about



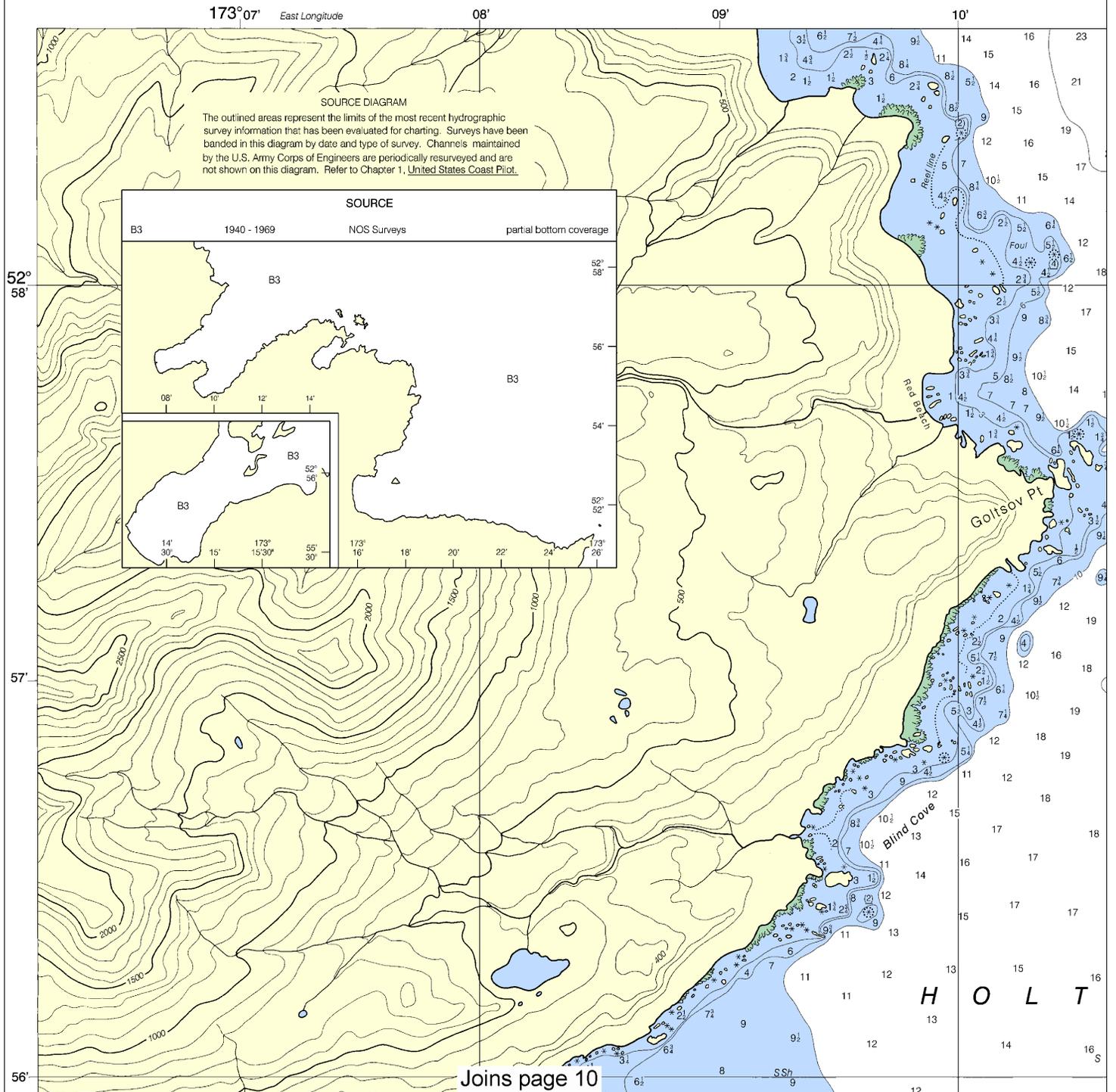
**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



To find SPEED, place one point of dividers on distance run (in any unit) and the other point on 60 and left point will then indicate speed in units per hour



16433



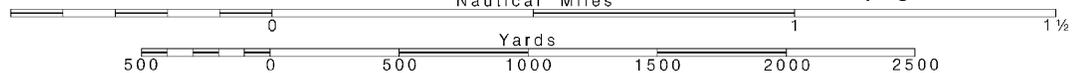
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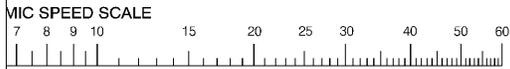
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

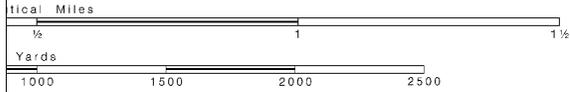
SCALE 1:20,000  
Nautical Miles

See Note on page 5.





(unit) and the other on minutes run. Without changing divider spread, place  
 ur. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



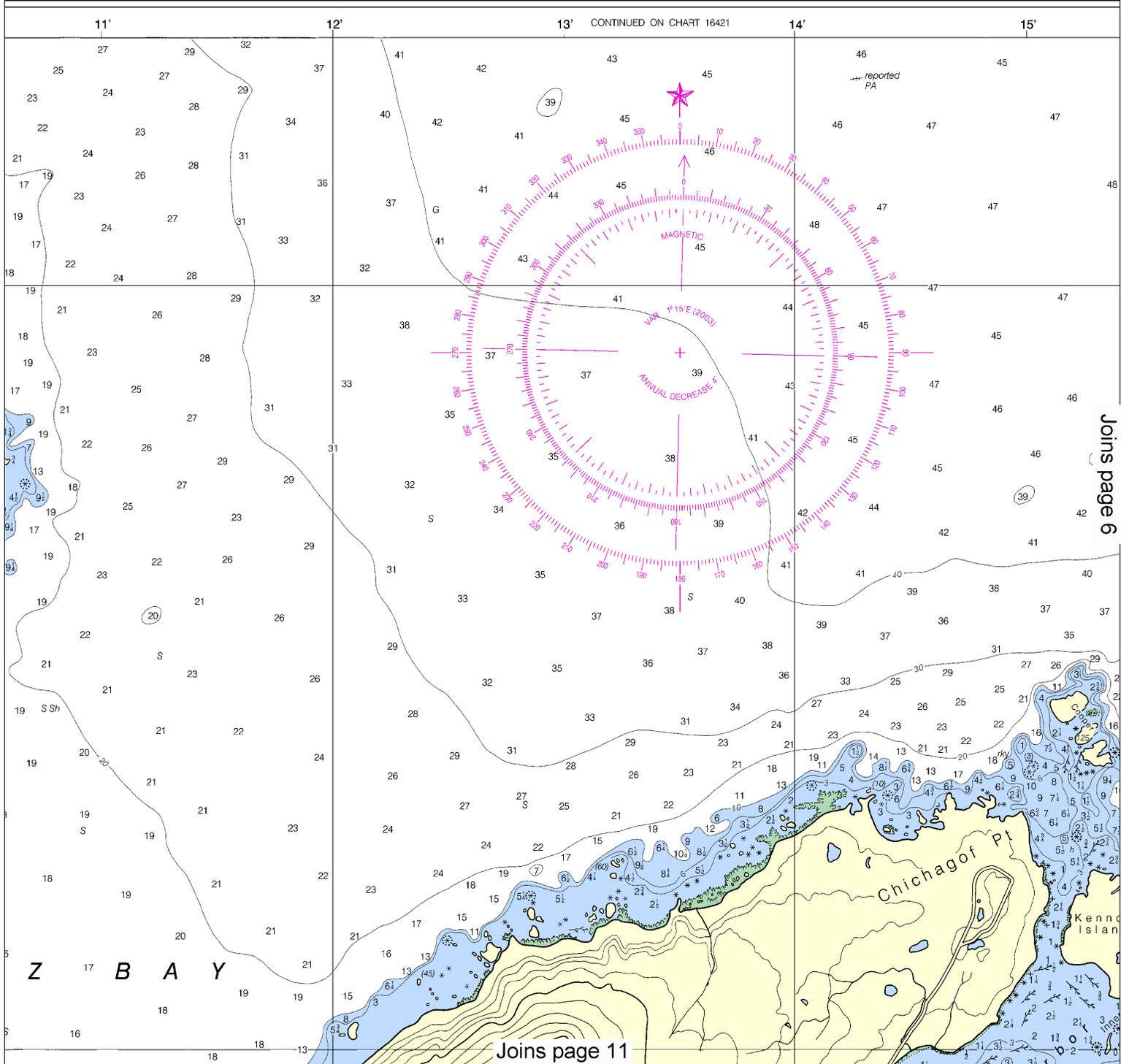
Mercator Projection  
 Scale 1:20,000 at Lat. 52°55'  
 North American Datum of 1983  
 (World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
 AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](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.

SARA



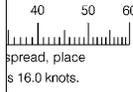
This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:26667. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.



Mercator Projection  
Scale 1:20,000 at Lat. 52°55'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

# SARANA BAY TO

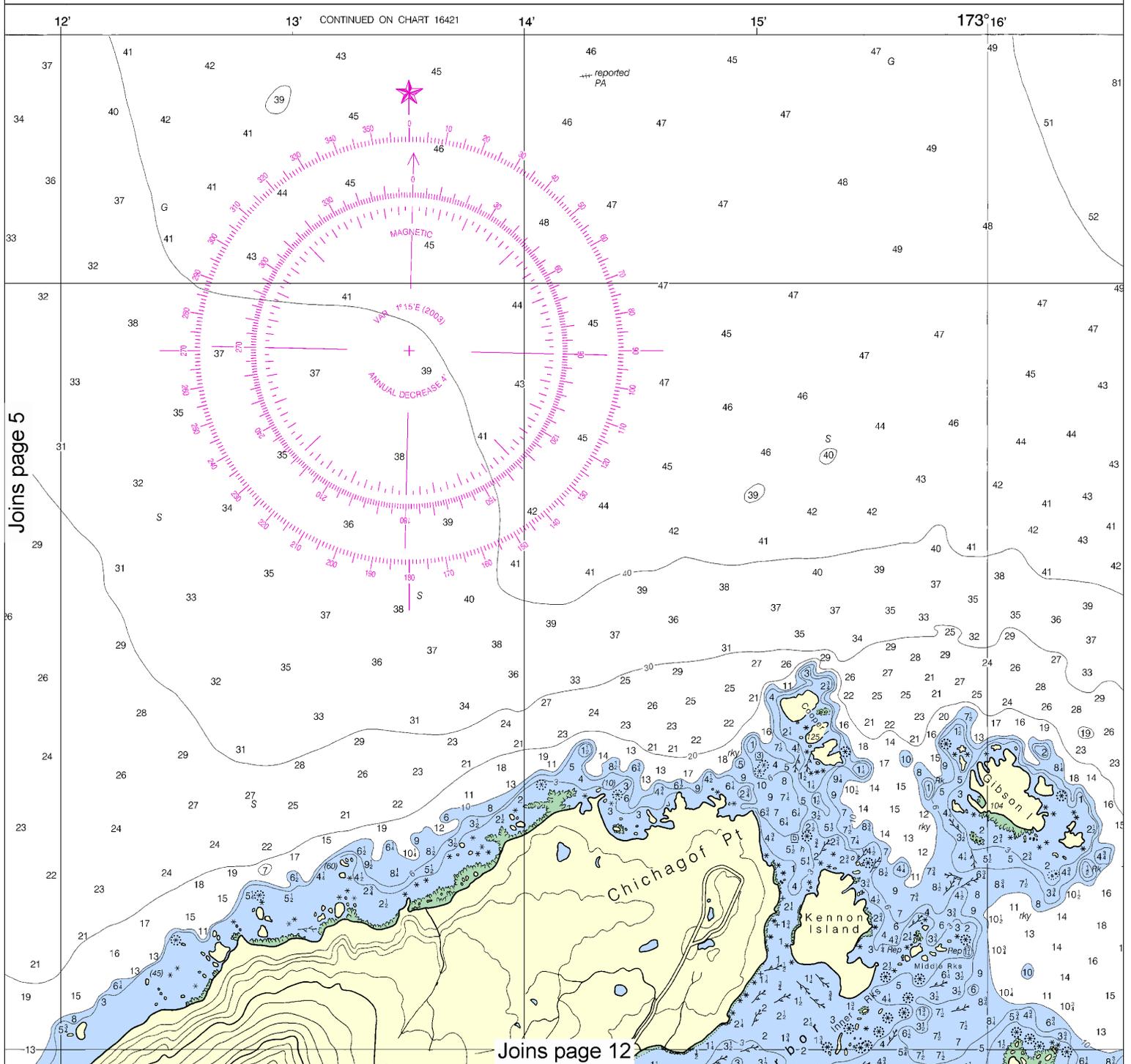


2500

Additional information can be obtained 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.

Formerly C&GS 9127, 1st Ed., Feb.



Joins page 5

Joins page 12

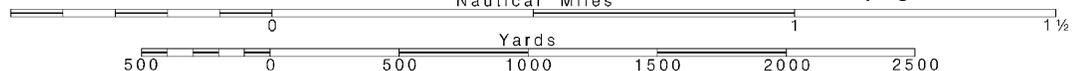


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



TATES  
 TIAN ISLANDS  
 LAND

# HO HOLTZ BAY

b. 1945 KAPP 2473

**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 5.912' southward and 10.923' westward to agree with this chart.

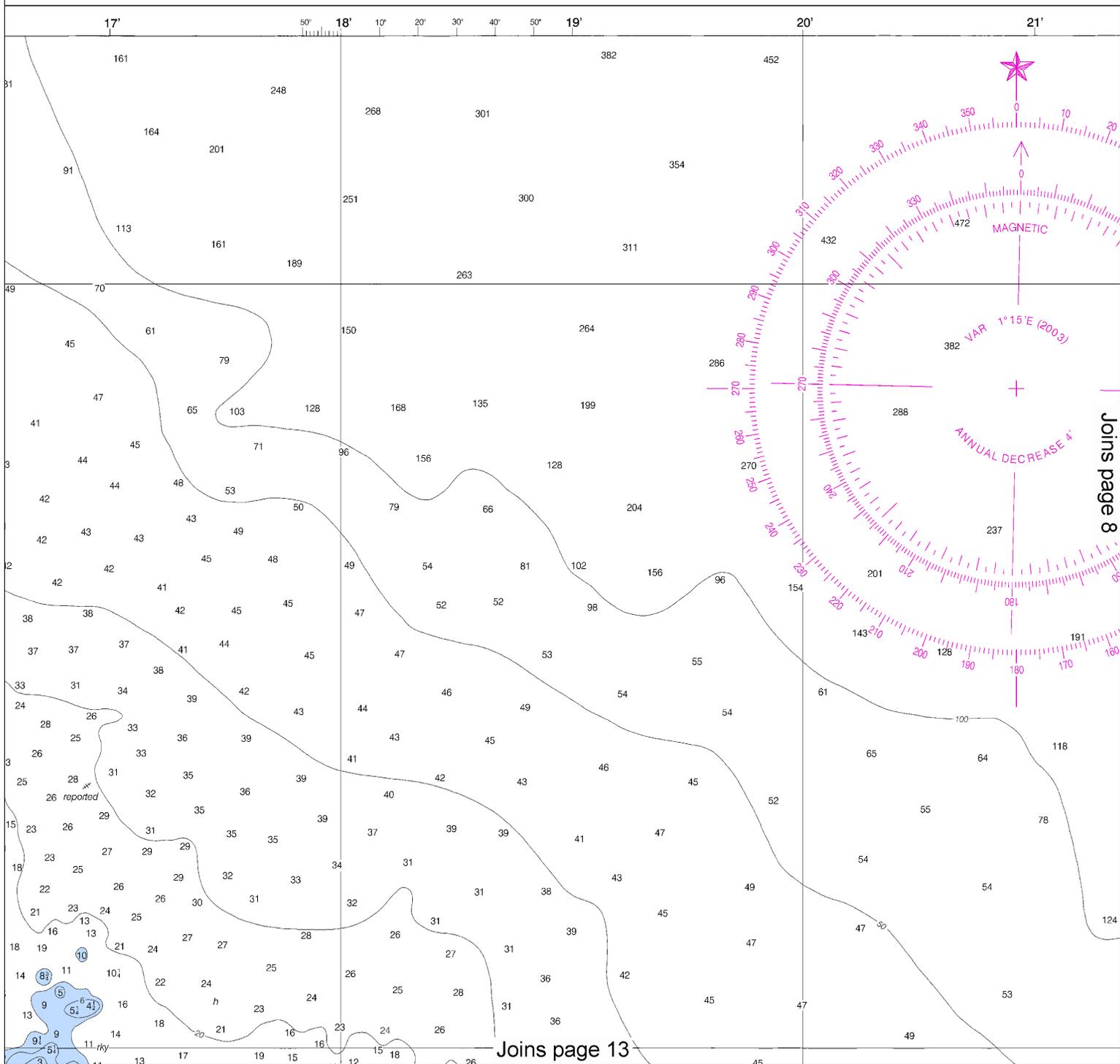
**NOTE A**

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. 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.

Name  
 Chichester  
 Holz B  
 Note: 7  
 (703)

This chart  
 corrections  
 available 5-  
 Print-on-Def



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,  
 NGA Weekly Notice to Mariners: 4812 12/1/2012,  
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



# BAY

### HORIZONTAL DATUM

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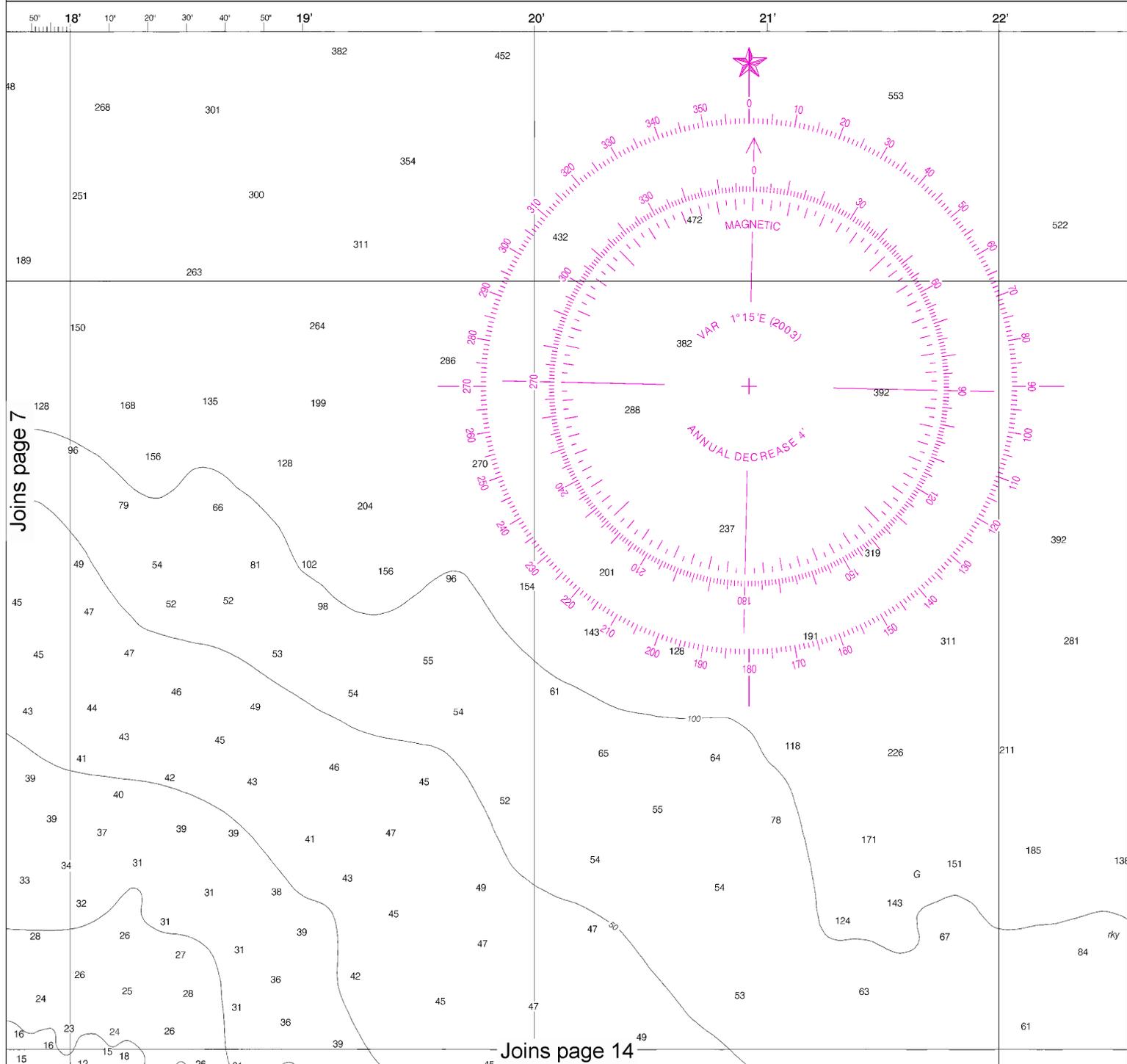
### TIDAL INFORMATION

Place	Height referred to datum	Mean Higher High Water	
		feet	feet
Chichagof Harbor, AK (52°56'N/173°14'W)		3.6	----
Holz Bay, AK (52°56'N/173°10'W)		3.7	----

(703)

### PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for N corrections. Charts are printed when ordered using Print-on-Demand available 5-8 weeks before their release as traditional NOAA charts Print-on-Demand charts.

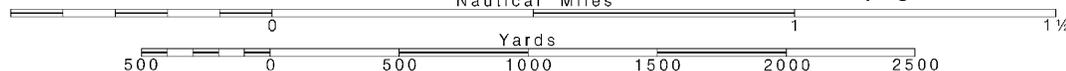


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



Unit of soundings (MLLW)	
Mean Low Water	Extreme Low Water
feet	feet
----	-3.0
----	-3.0

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 9 for important supplemental information.

For Symbols and Abbreviations see Chart No. 1

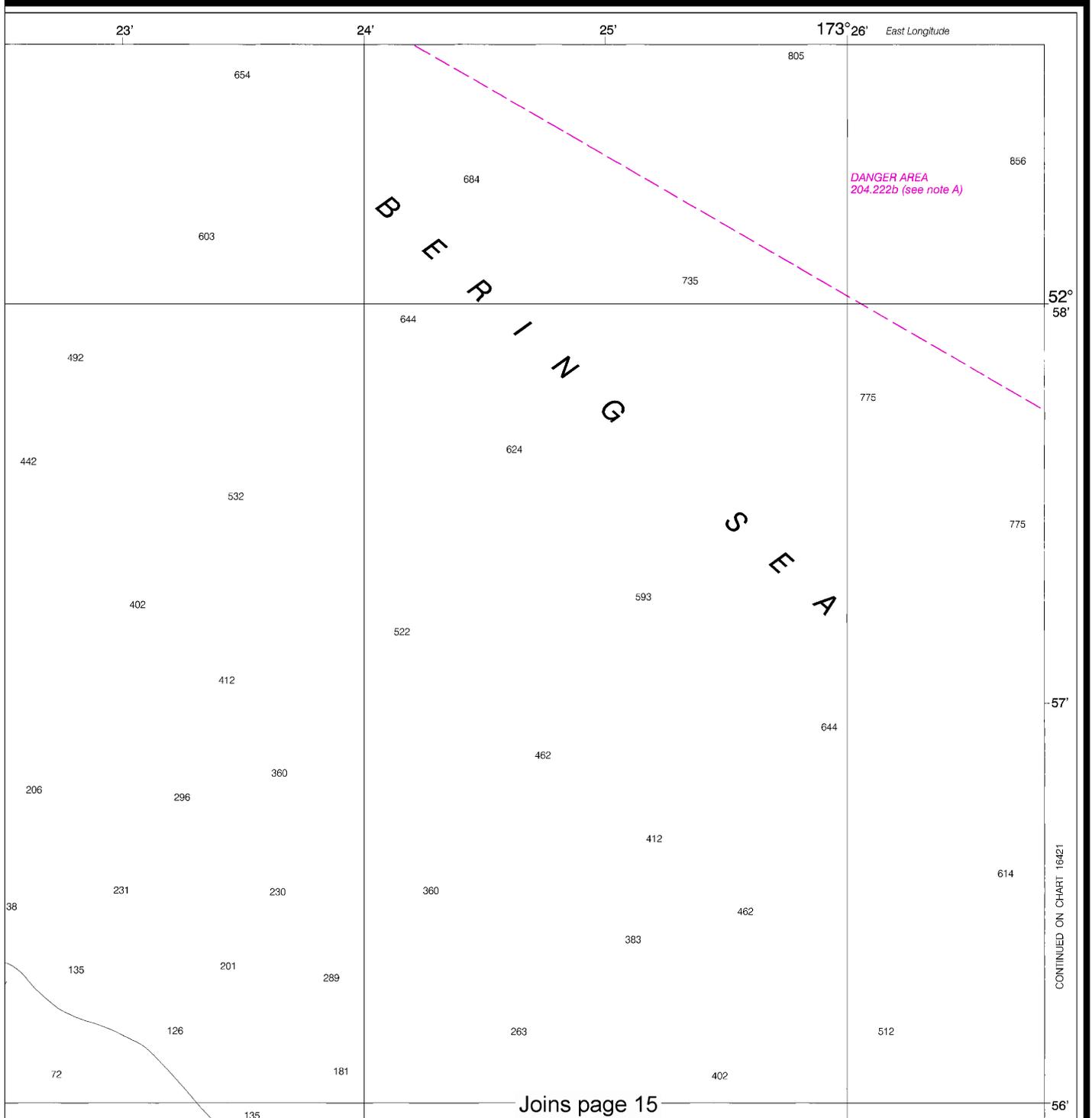
**HEIGHTS**  
Heights in feet above Mean High Water.

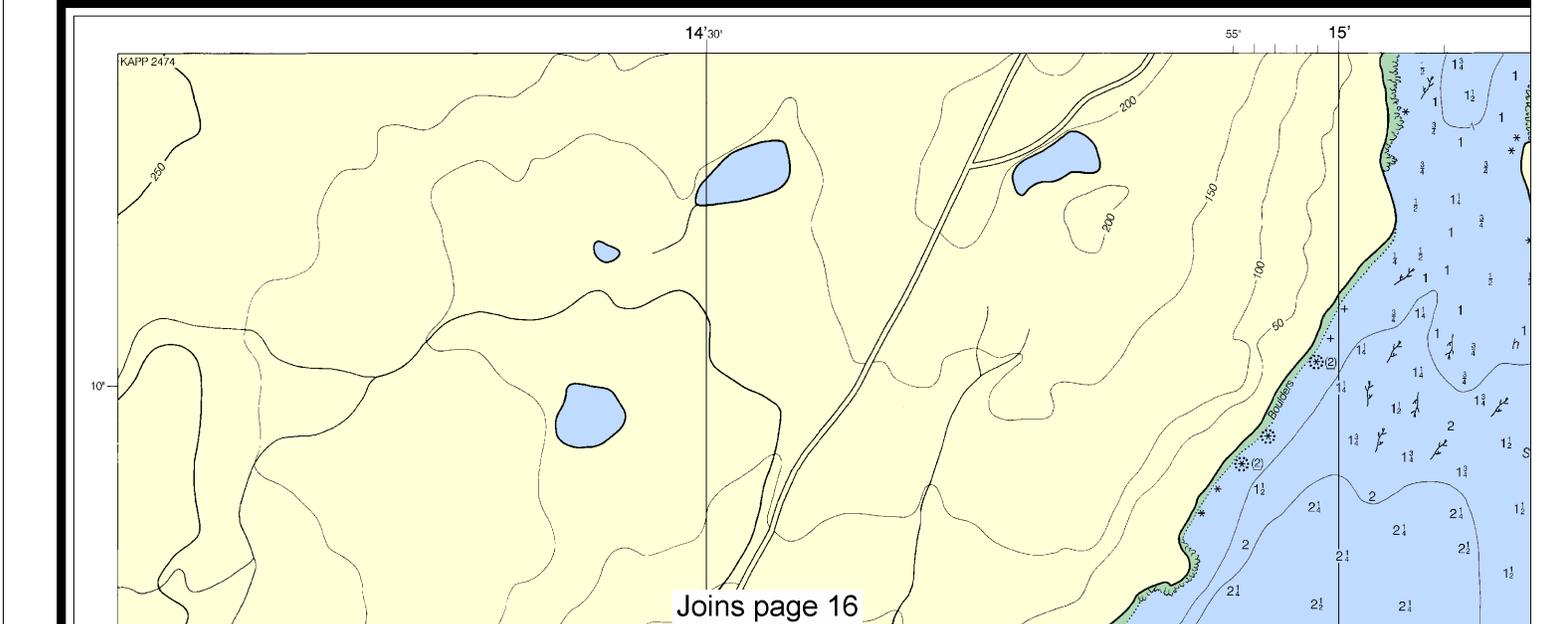
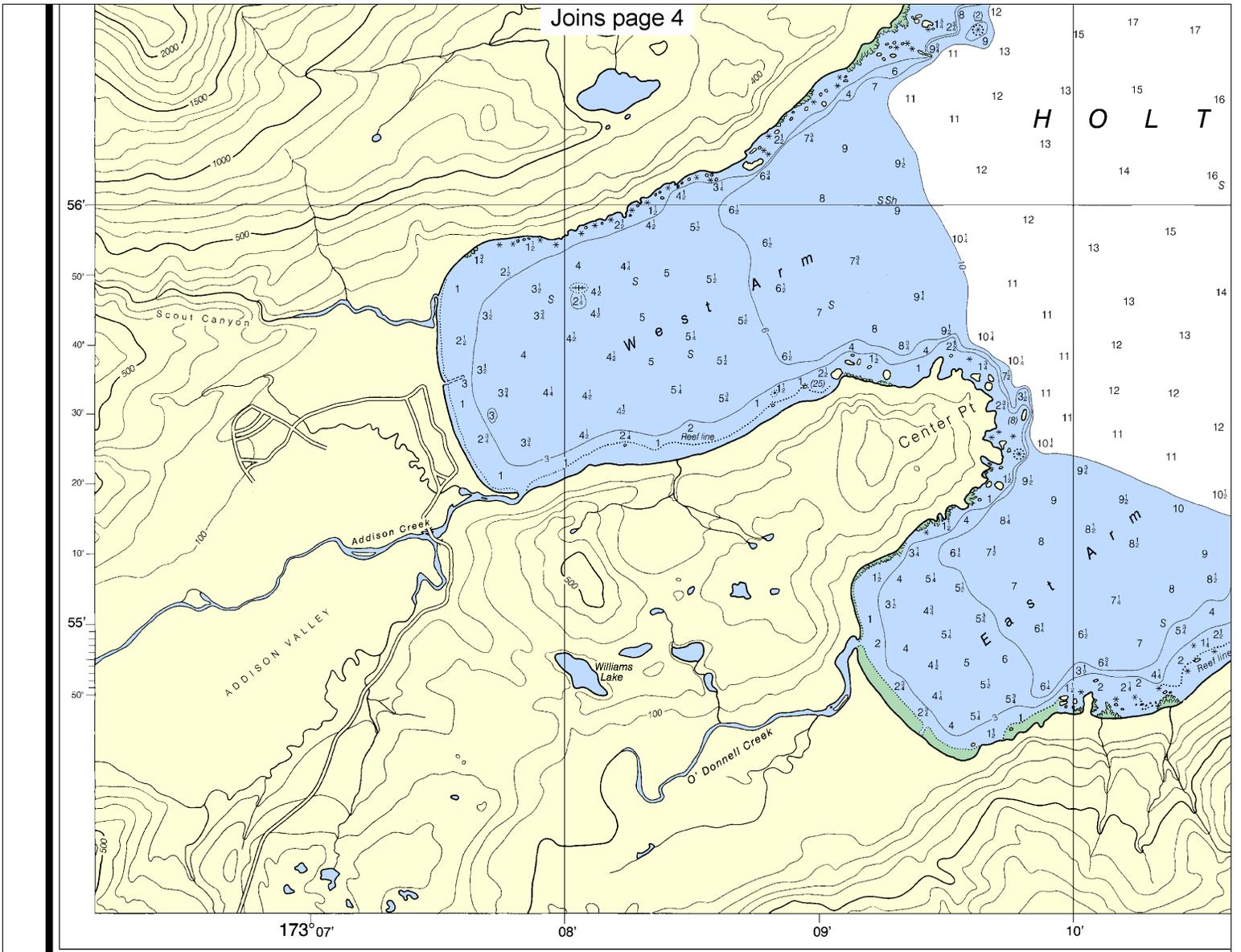
**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

Notices to Mariners and critical editions are published in the U.S. Coast Pilot. New Editions are published in the U.S. Coast Pilot. Ask your chart agent about

**WARNING**  
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# SOUNDINGS IN FATHOMS





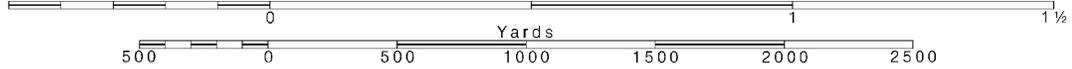
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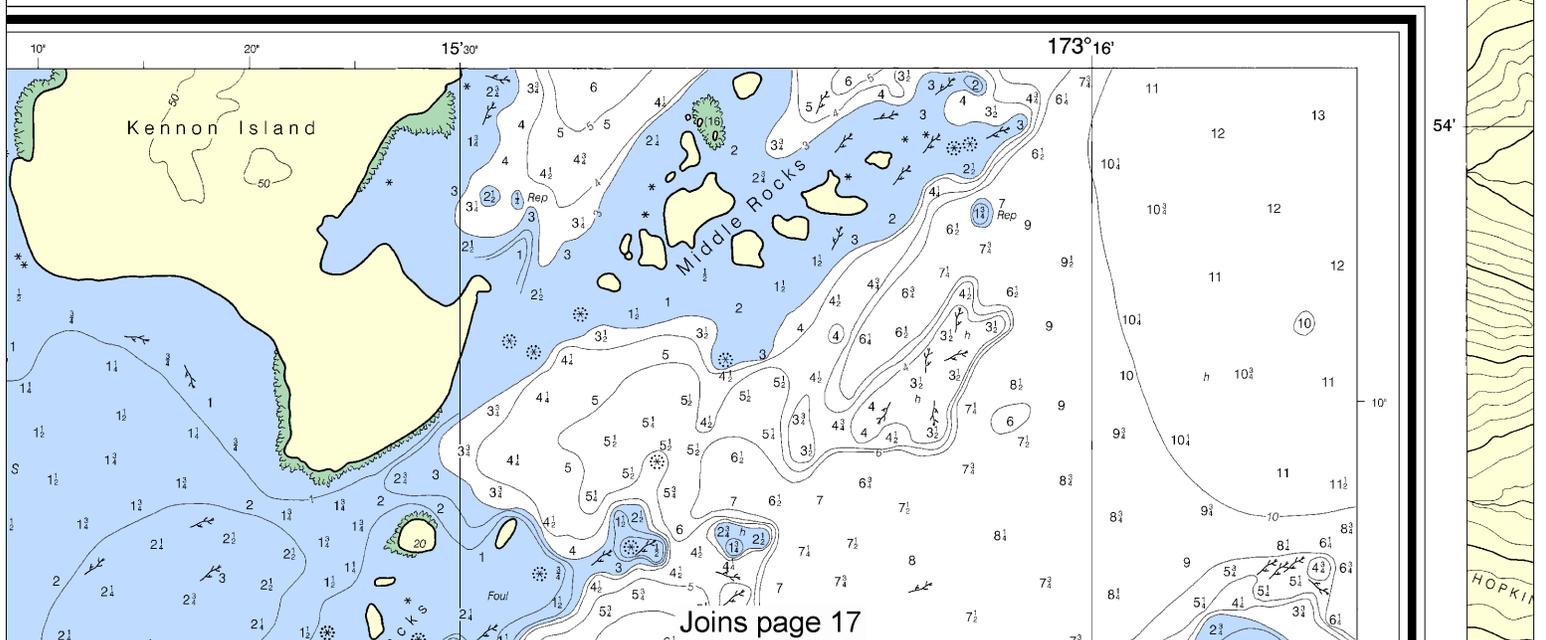
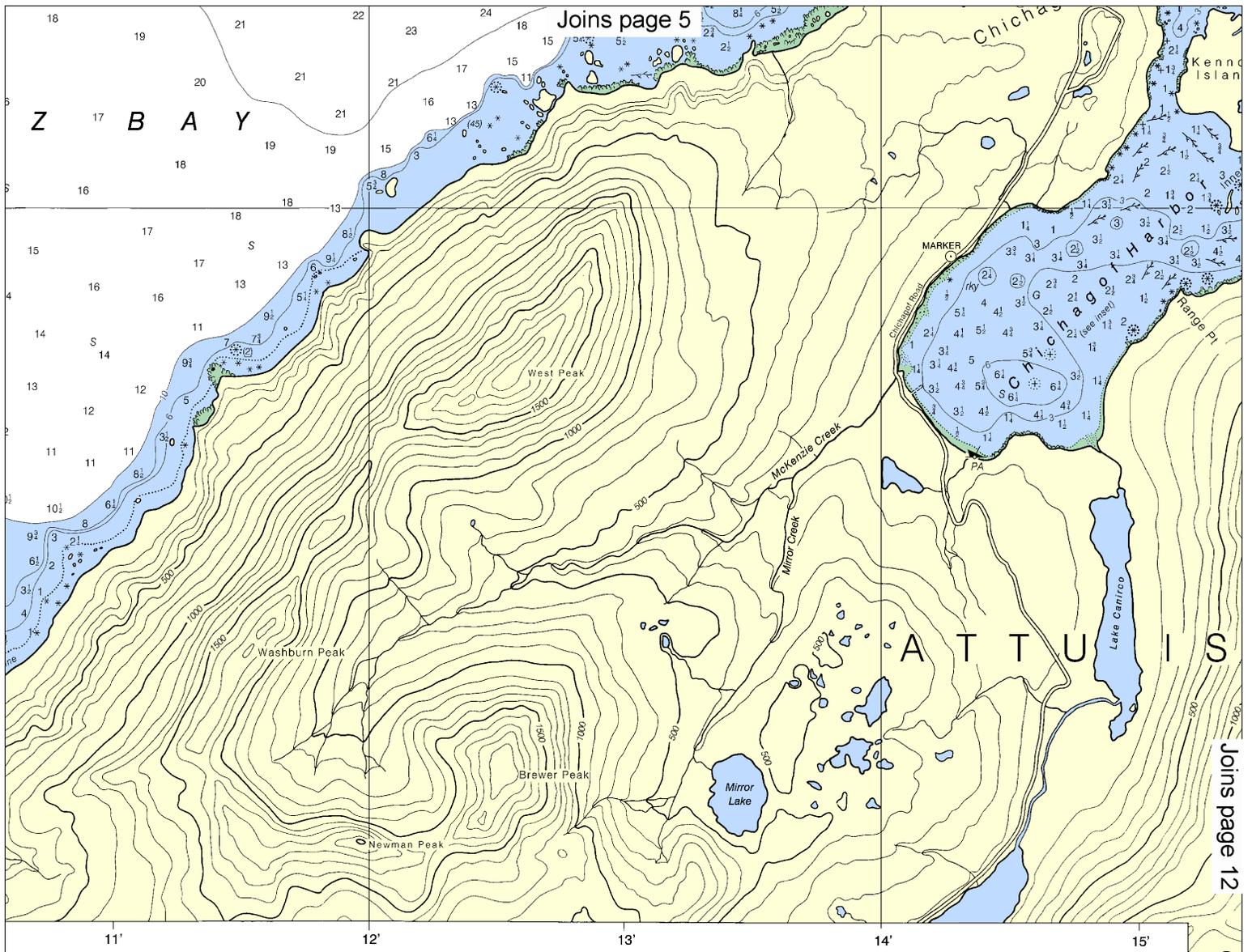
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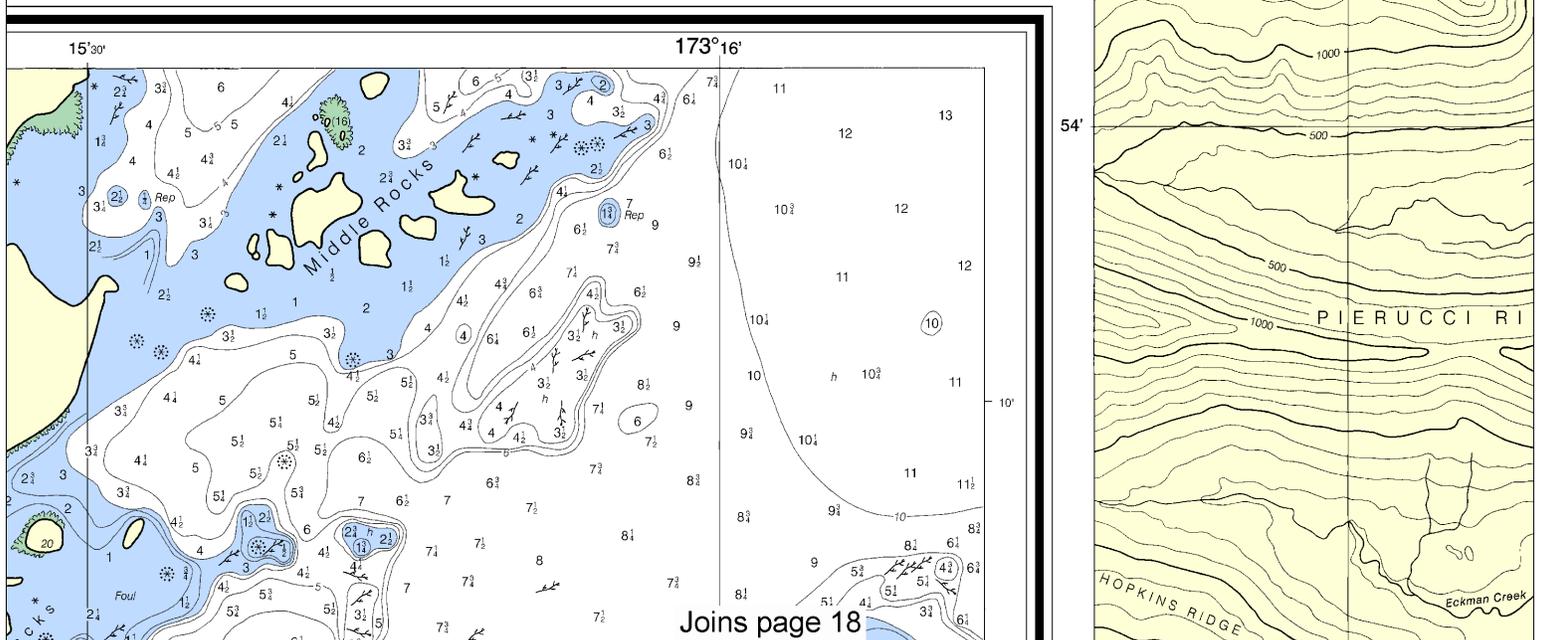
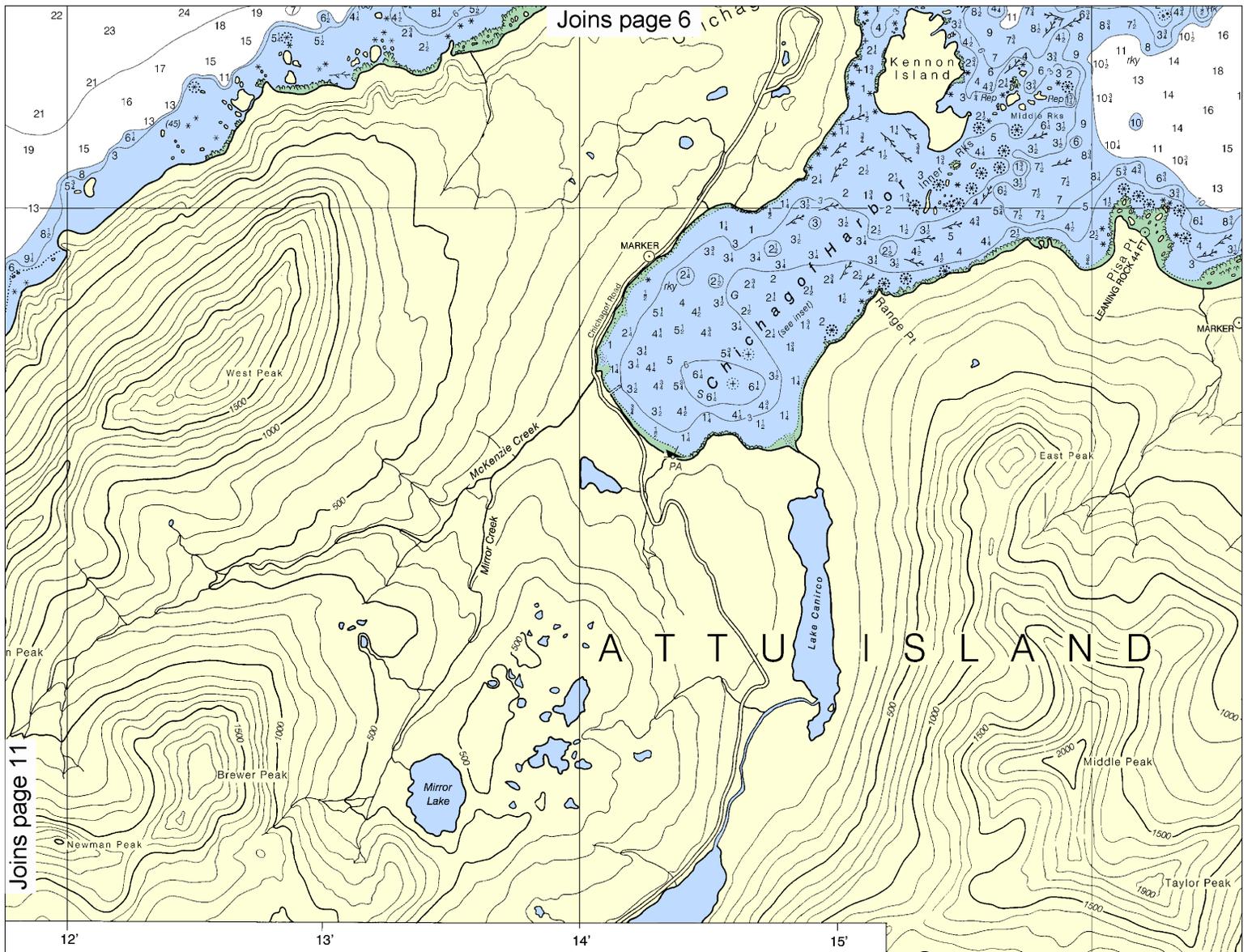
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SCALE 1:20,000

See Note on page 5.

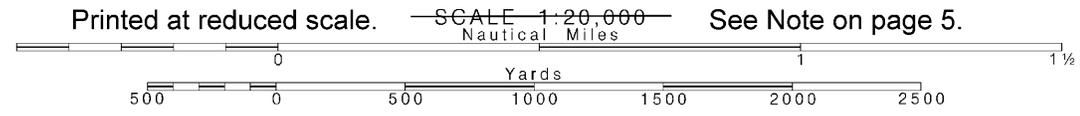






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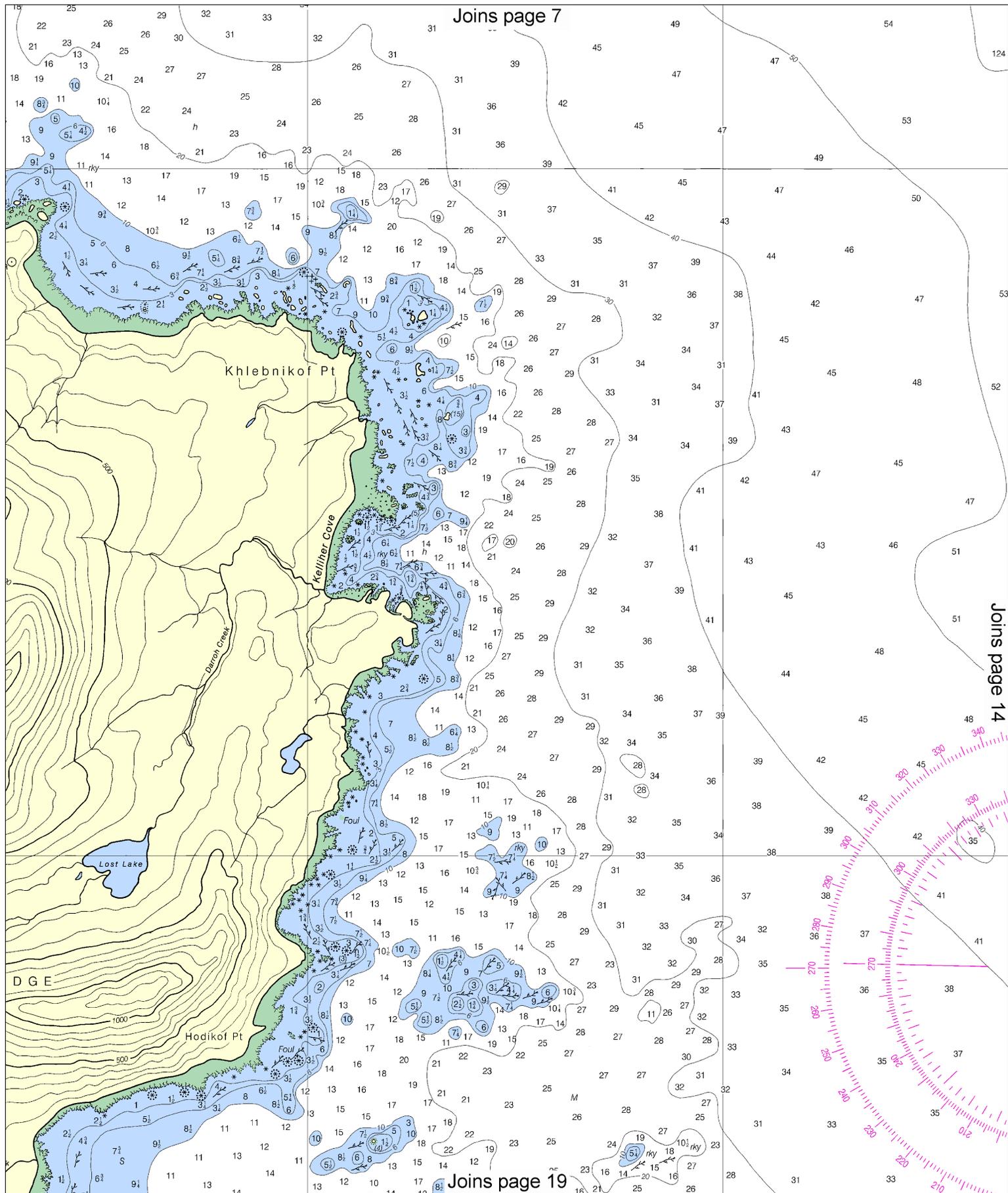
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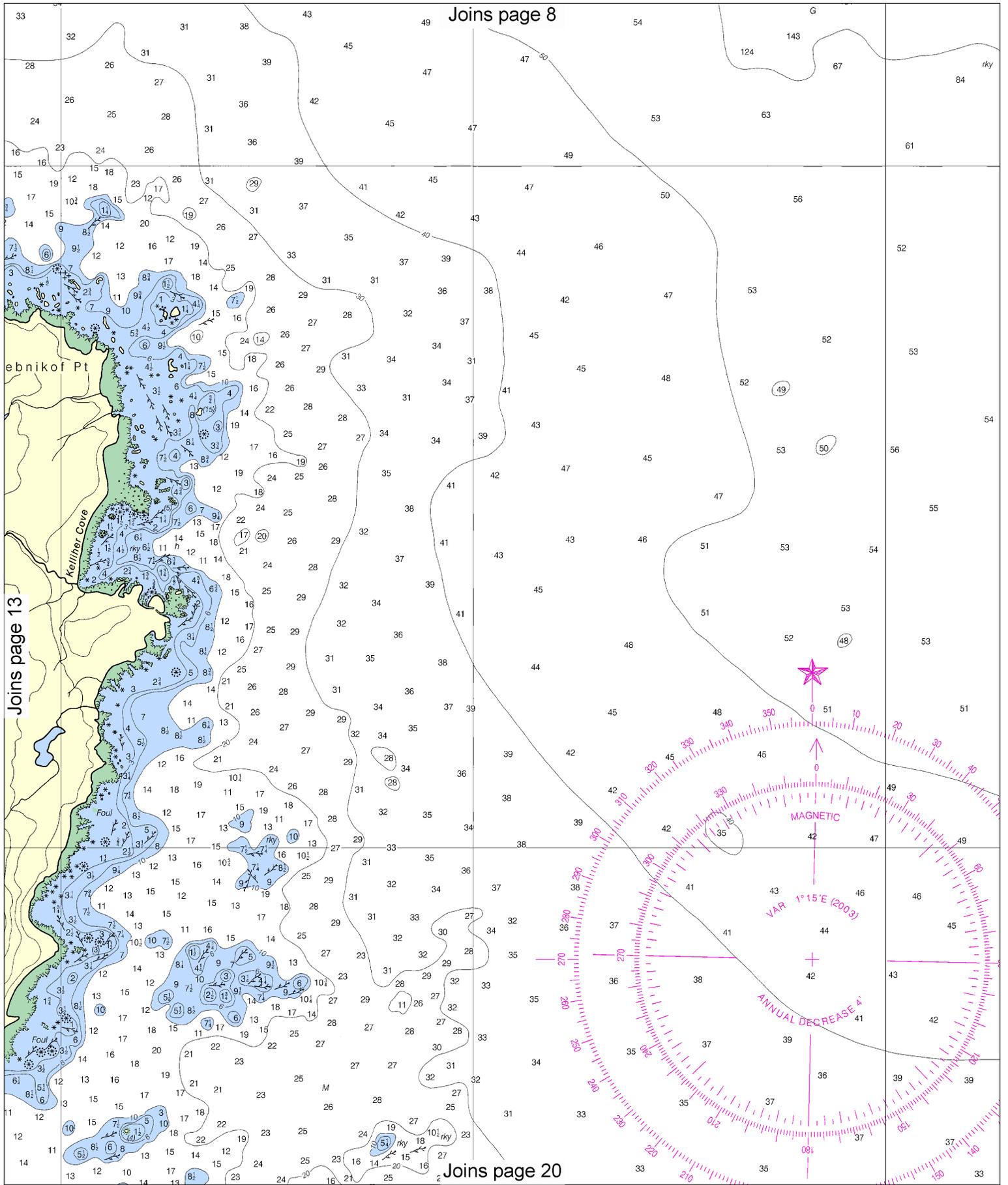


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Joins page 14

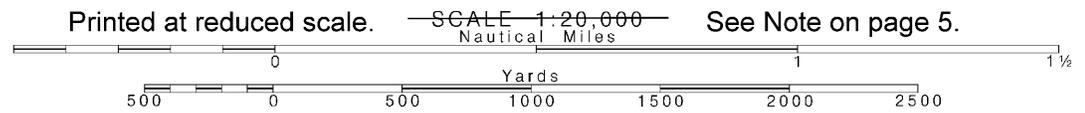
Joins page 19





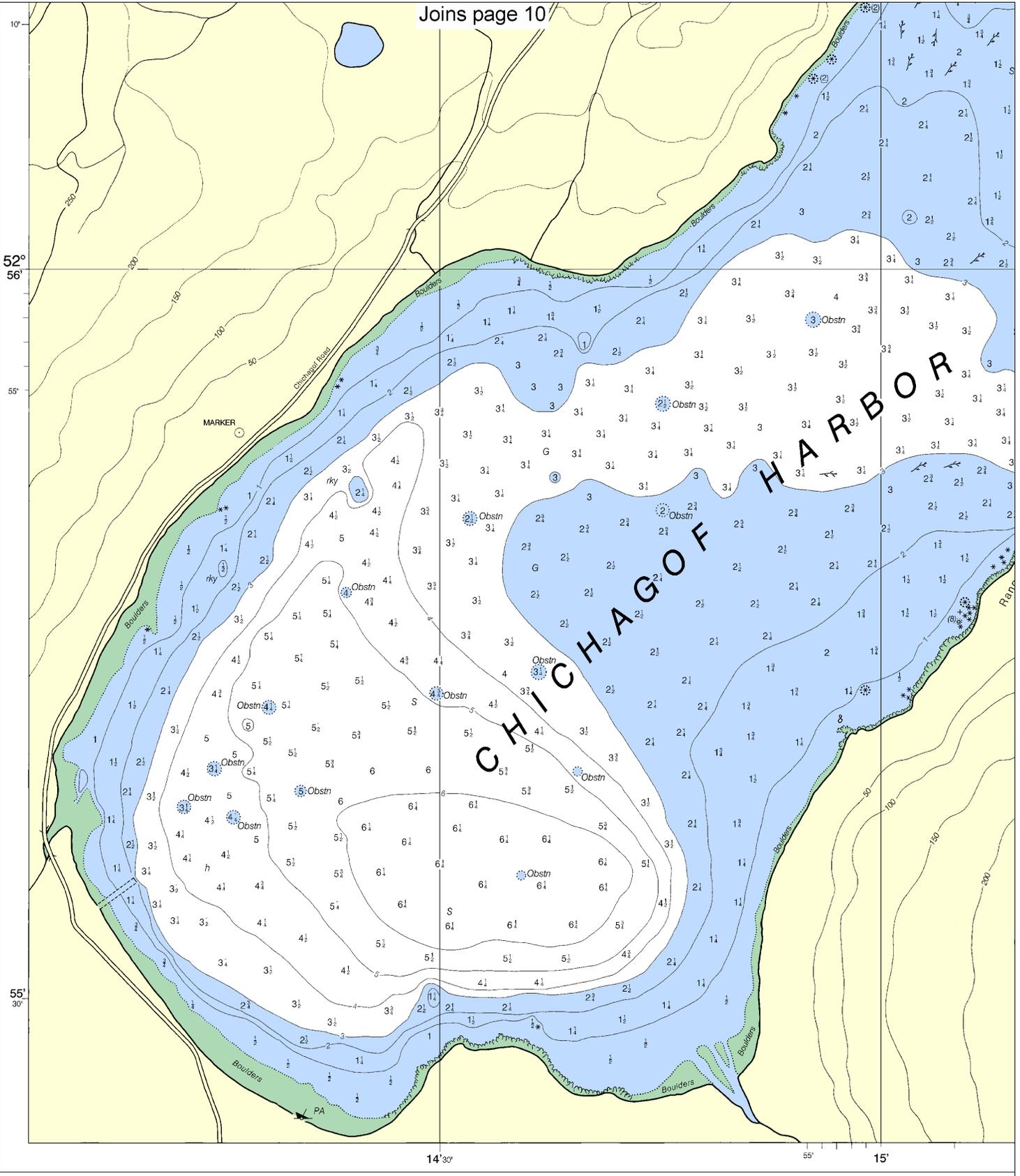
**14**

Note: Chart grid lines are aligned with true north.





Joins page 10



8th Ed., Nov./03 ■ Corrected through NM Nov. 22/03  
 Corrected through LNM Nov. 11/03

**16433**

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping 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.

Joins page 22

**SOUNDINGS IN FATHOMS**

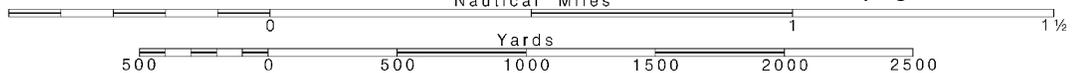
**16**

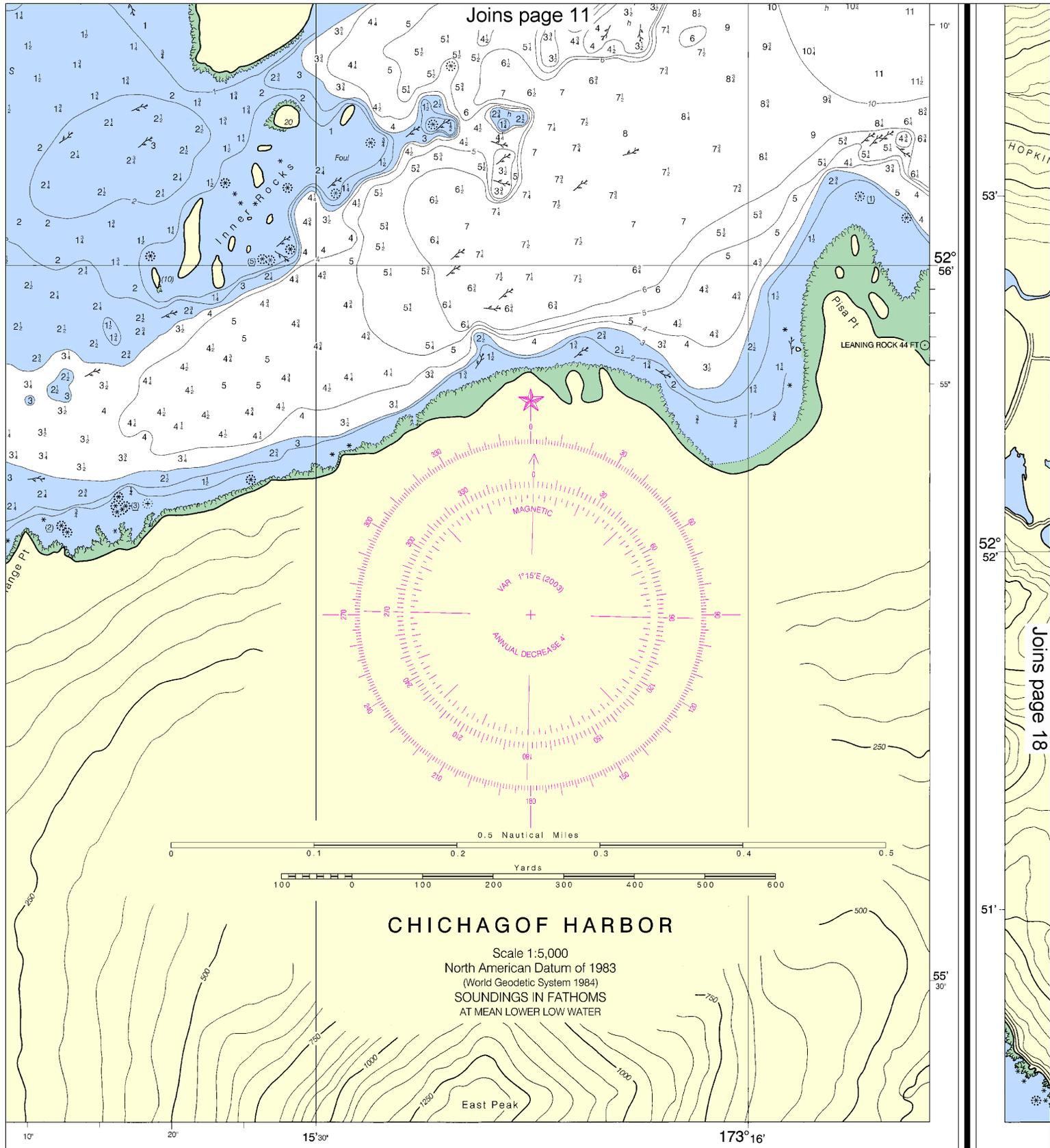
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
 Nautical Miles

See Note on page 5.





HOPKI  
53'  
52°  
52'  
51'  
55°  
30'

Joins page 18

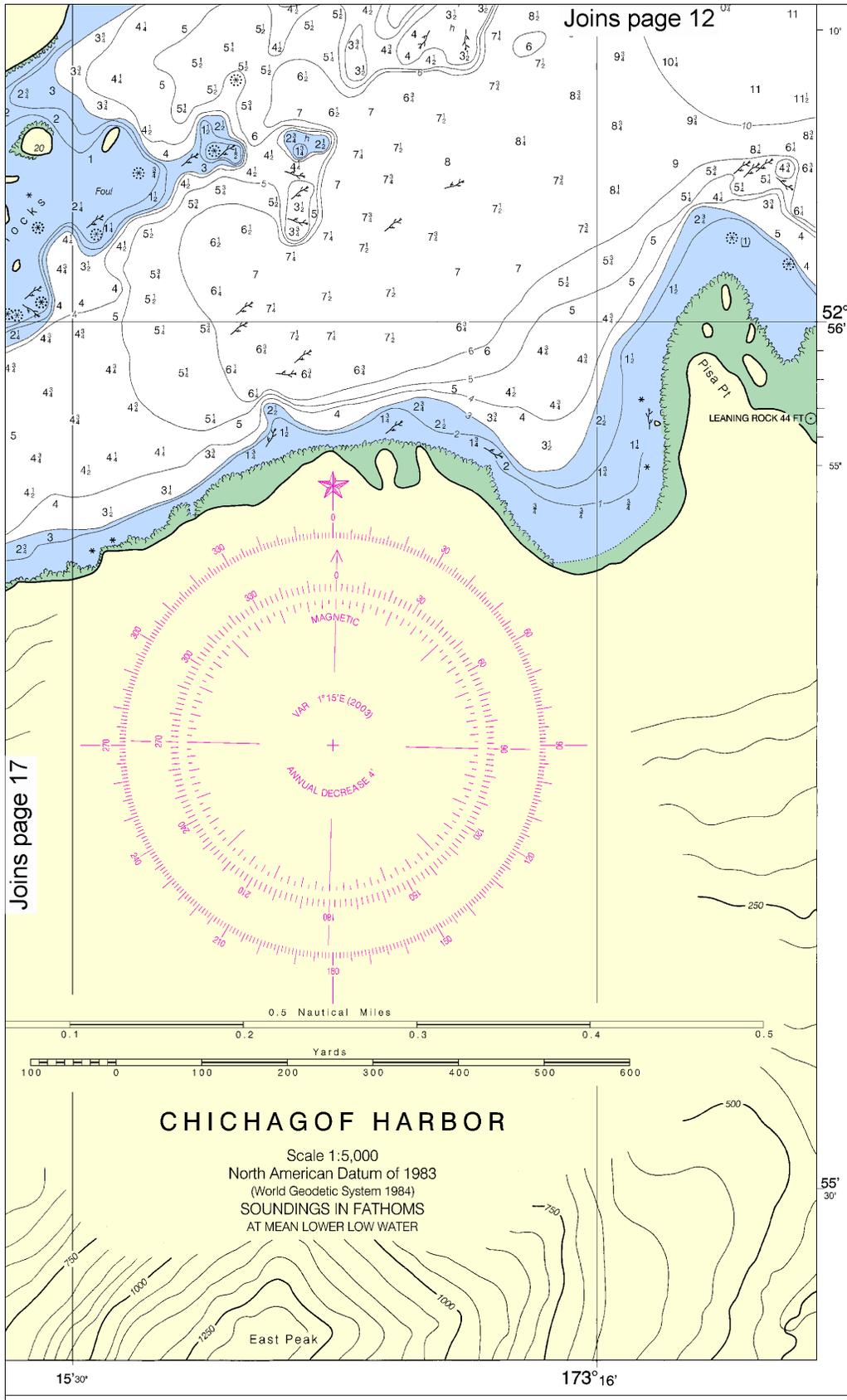
### CHICHAGOF HARBOR

Scale 1:5,000  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

**MS**

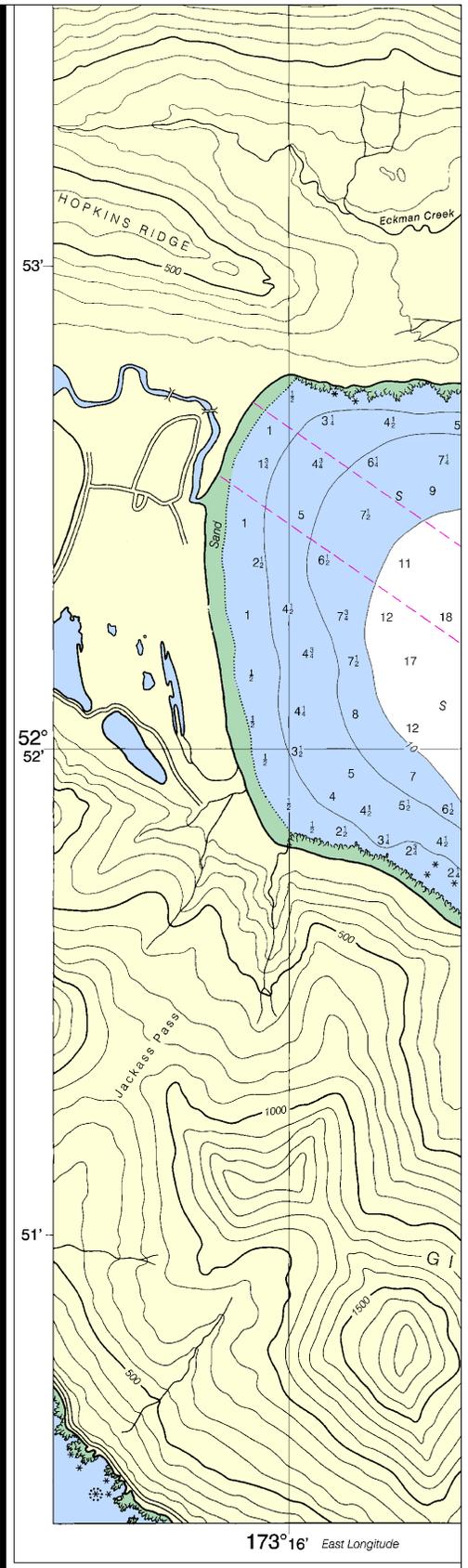
UPDATING SERVICE  
FOR THIS CHART, a listing of NOTICE TO MARINERS (NM) corrections subsequent to the NM corrected through date shown in the lower left hand corner, is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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.



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Joins page 12



NOTICE TO MARINERS (NM) corrections through date shown in the lower left hand corner, Marine Chart Division (N/C52), National Ocean Service, Silver Spring, Maryland 20910-3282.

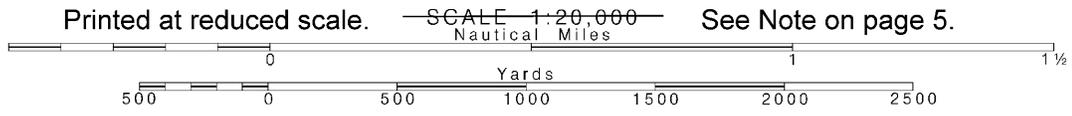
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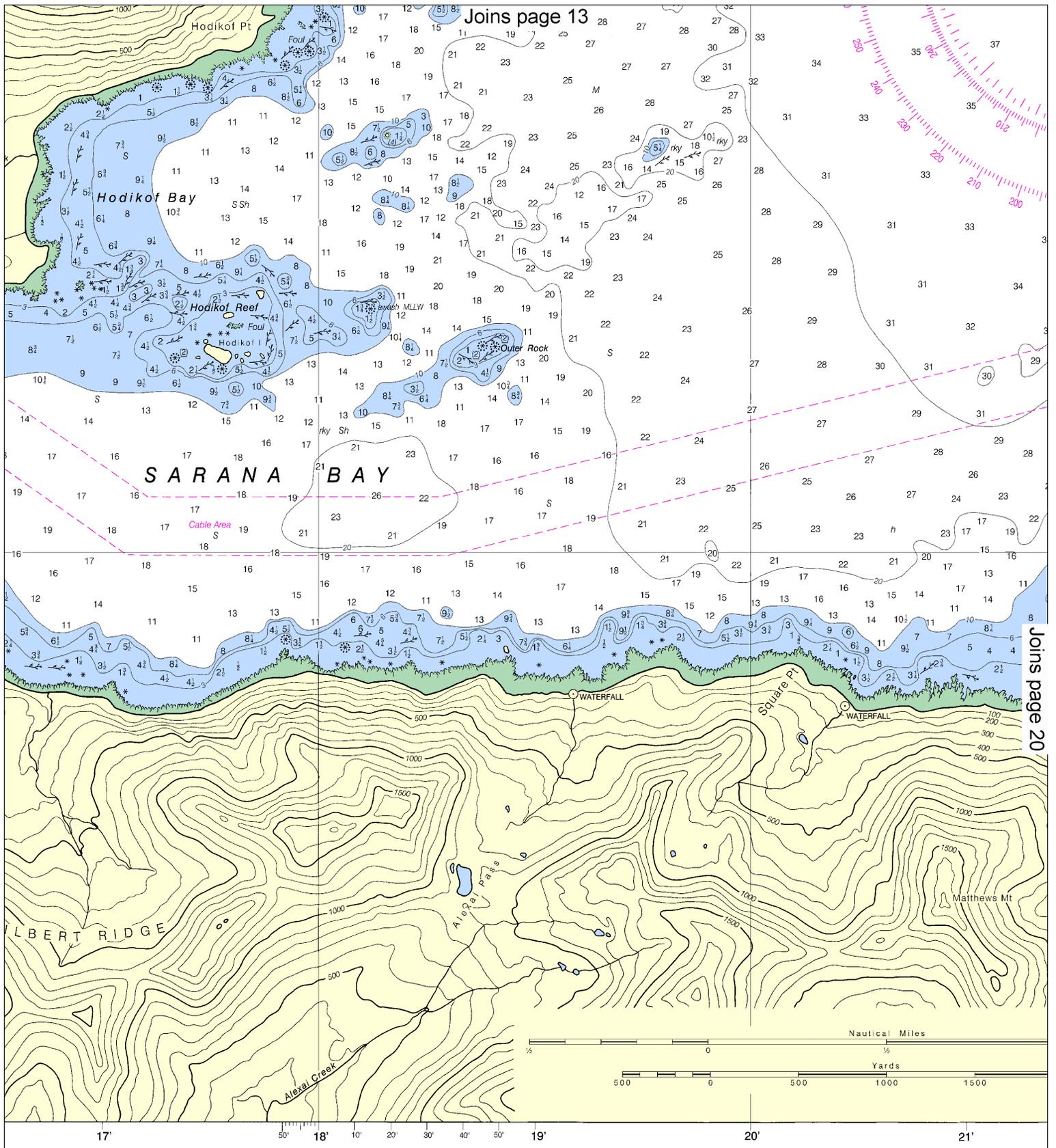
Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEYING CENTER

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Note: Chart grid lines are aligned with true north.



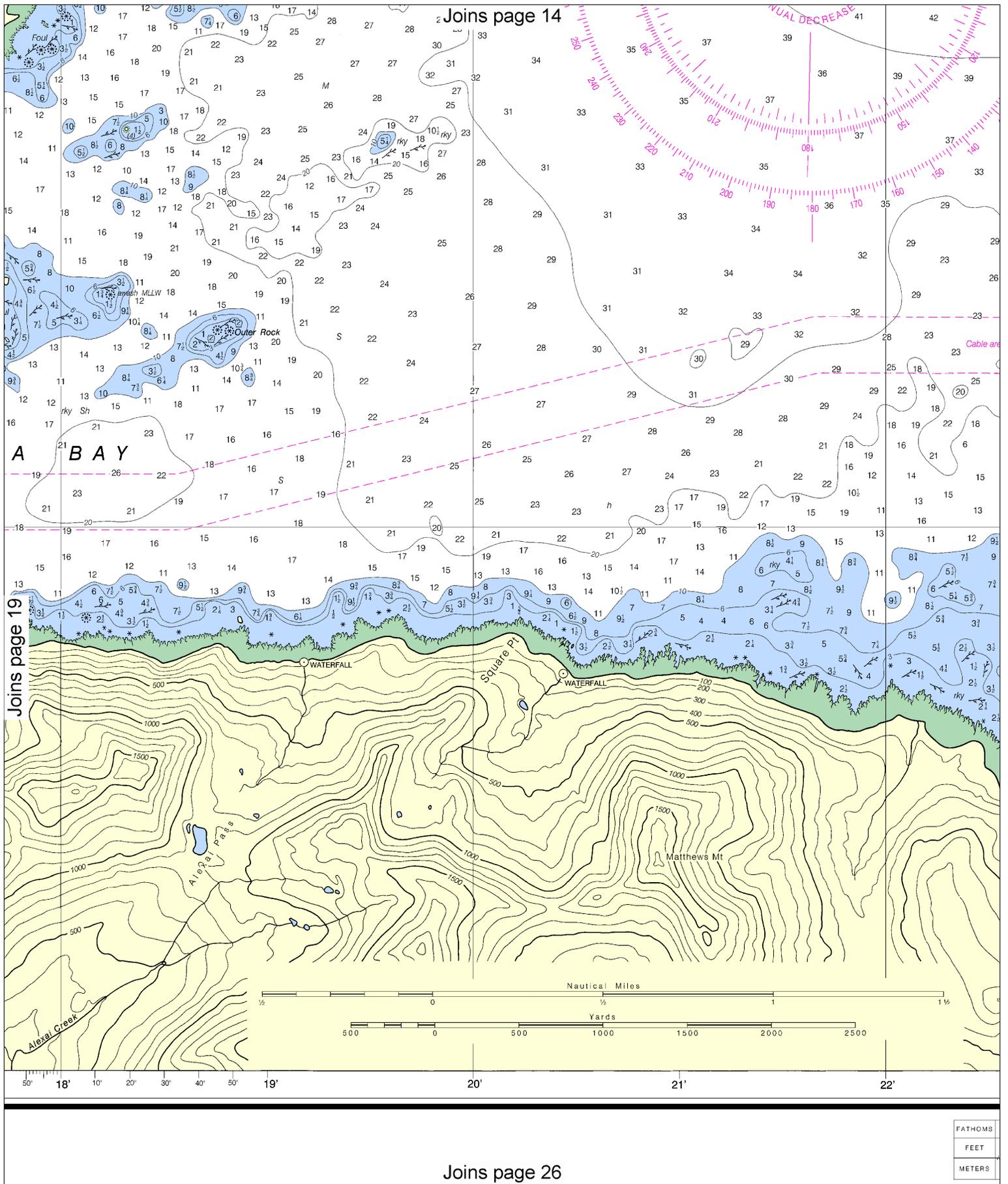


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Joins page 20

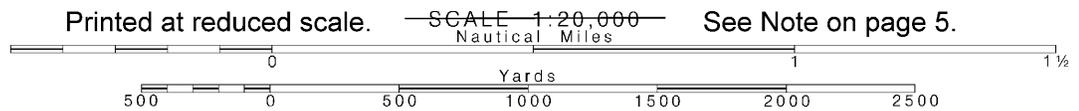
Washington, D.C.  
 DEPARTMENT OF COMMERCE  
 HYDROGRAPHIC ADMINISTRATION  
 NAUTICAL SERVICE  
 CHART NO. 19

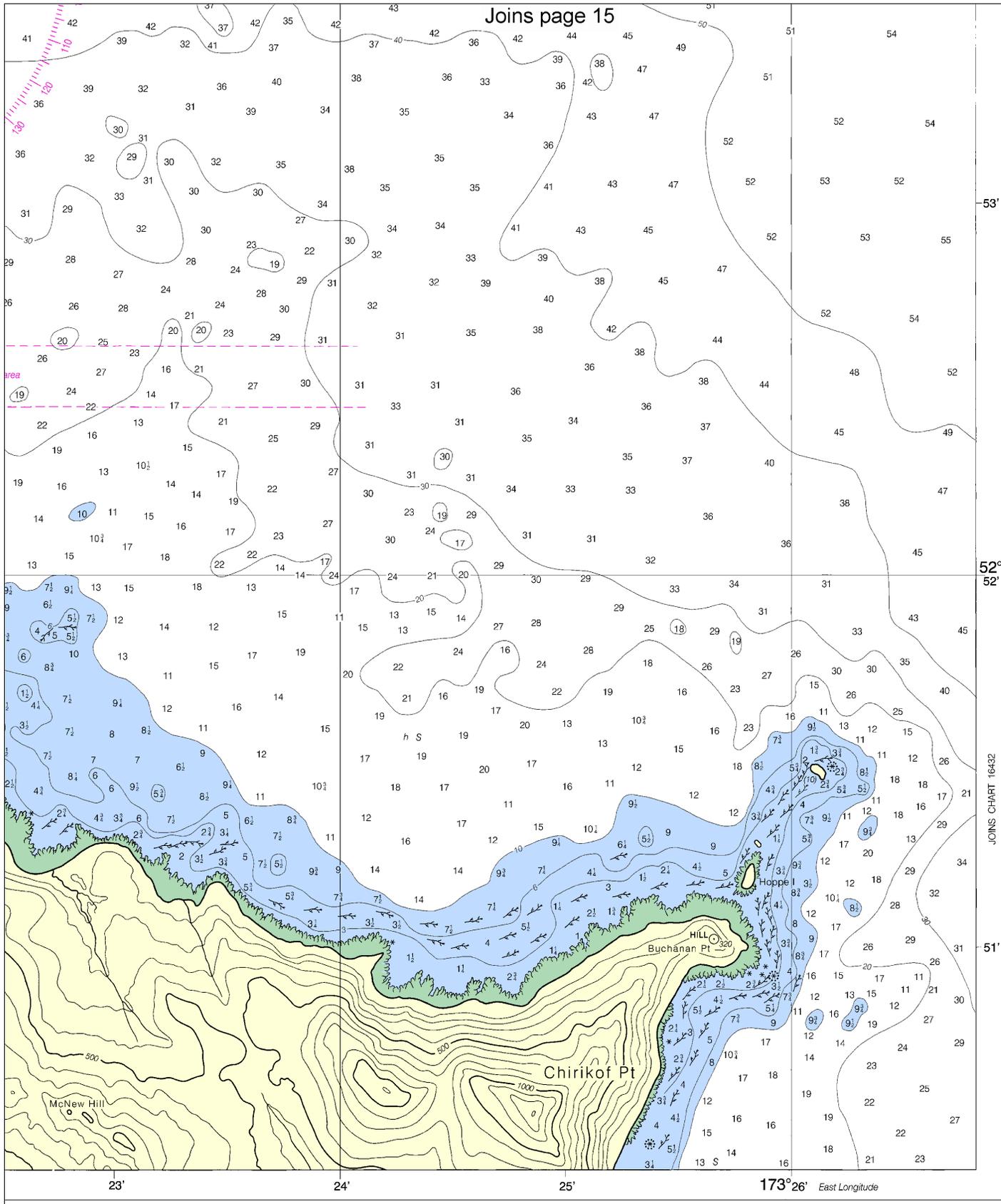
Joins page 25



**20**

Note: Chart grid lines are aligned with true north.

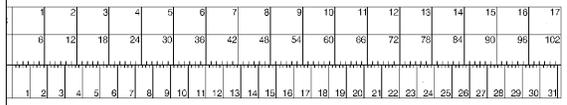




53'  
52°  
52'  
51'

JOINS CHART 16432

23' 24' 25' 173°26' East Longitude

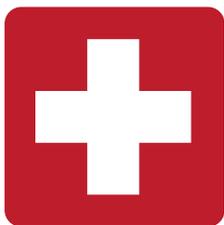


Sarana Bay to Holtz Bay  
SOUNDINGS IN FATHOMS - SCALE 1:20,000  
Joins page 27

16433

ED. NO. 8

NSN 7642014011308  
NIMA REFERENCE NO. 166HAT16433



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!**



**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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](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 Hurricane 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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