

BookletChart™

Seal Rocks to Gore Point

NOAA Chart 16681

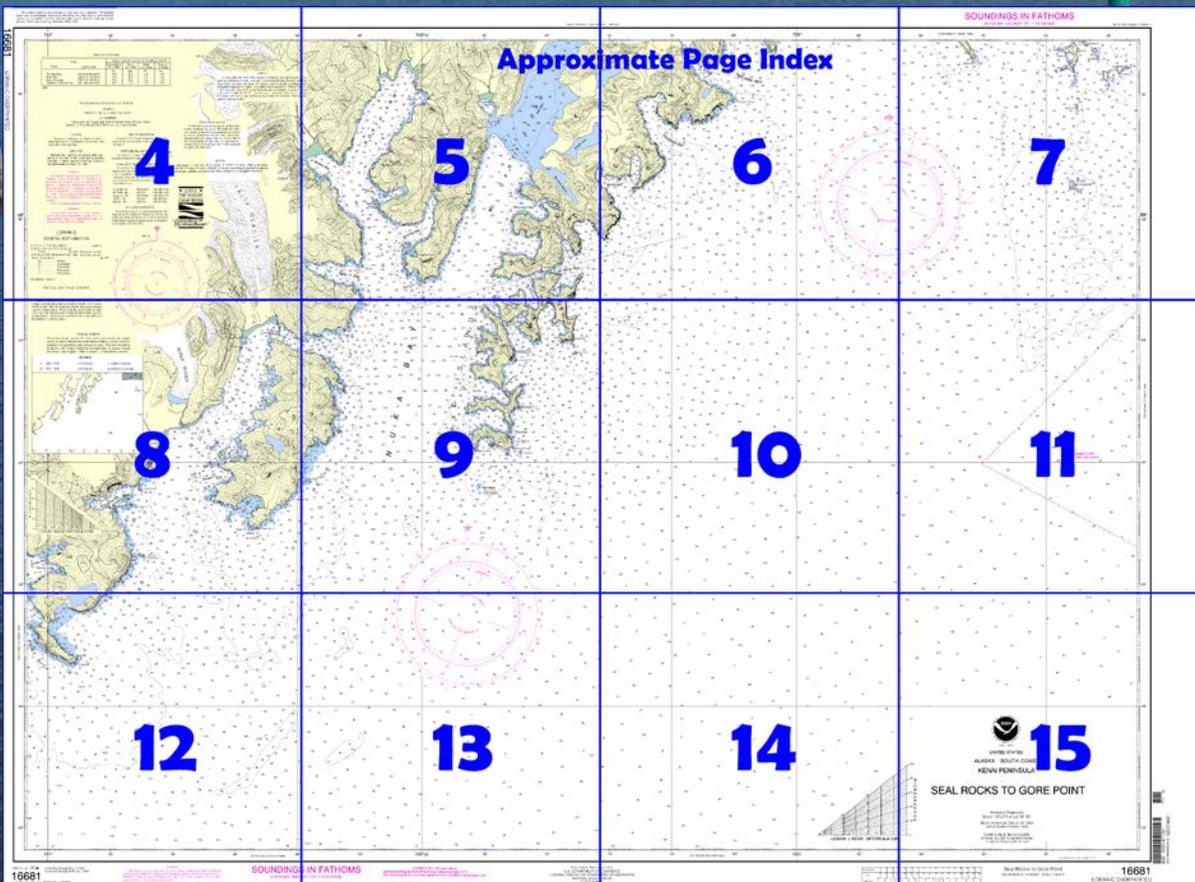


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

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

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

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16681>.



(Selected Excerpts from Coast Pilot)

Black Mountain (59°32.0'N., 150°11.5'W.), the highest peak between Thunder and Black Bays, has a large granite boulder at its summit.

The point on the N side of the entrance to **Black Bay** is marked by a 660-foot hill; reddish-brown tinted cliffs form the base on its seaward side. The island immediately adjacent to the point is wooded, 150 yards in diameter, and 165 feet high.

The NW arm of Black Bay is not

recommended as an anchorage because it is too deep and narrow. The NE arm of the bay is 0.4 mile wide. There is safe anchorage close in near the head in 16 to 20 fathoms, mud bottom. A shoal of gravel and

boulders extends 100 yards offshore on the E side of the head of this arm. The anchorage is subjected to usual williwaws. A high, light-gray granite peak separates the two arms of Black Bay.

The point 1.2 miles S of the W entrance point of Black Bay has a large granite rock about 150 feet high close to the S side. The rock makes a good mark when it is seen clear of the point. Between this point and Black Bay is a low grassy wooded ravine that extends inland from the coast. Between the ravine and Black Bay are rocky, almost perpendicular cliffs several hundred feet high and light gray in color. The open bay to the W of the point is not recommended as an anchorage.

Nuka Bay has its main entrance between Pye Reef and Nuka Point. The bay may be entered from the E through McArthur Pass or Wildcat Pass and from the W through Nuka Passage. It extends into the mainland above the passes in two long arms. Good protected anchorage can be found in several small bays and coves. There are several small gold mines in the West Arm and North Arm.

Nuka Bay is generally deep throughout. There is, however, a considerable area of irregular depths, less than 25 fathoms, adjacent to the W shores of the lower bay.

Pye Islands, on the E side of Nuka Bay, are three rugged mountainous islands, densely wooded on the lower slopes. **Outer Island**, the outermost and smallest, has a high prominent peak at its E end. A good landmark, this peak is part of a ridge whose top is covered with huge granite boulders. A prominent bare rock, 70 feet high, is 20 yards off the SE shore of the island. A large reef, part of which shows at all stages of tide, is 300 yards S of the rock. A large, bare, granite rock, 82 feet high, is close to the SW point of the island.

A 2½-fathom shoal that breaks is 0.4 mile SE of the E point of Outer Island. A 10-fathom shoal is 1.8 miles 130° from the point, and a 9-fathom shoal is 0.9 mile 200° from the same point.

The S shore of Outer Island is a Steller sea lion rookery site. There is a 3-mile vessel exclusionary buffer zone around the entire island. (See **50 CFR 223.202**, chapter 2, for limits and regulations.)

Pye Reef, awash at high water, is 2.1 miles 205° from the high peak of Outer Island. The line of the W ends of Outer Island and Rabbit Island barely clears to the W of the reef, and the line of the E end of Outer Island and Hoof Point on Ragged Island leads 0.4 mile E of it.

Rabbit Island, the second of the Pye Islands, is densely wooded. The E shore of the island is bold and rocky, with no dangers except close inshore.

Between Outer and Rabbit Islands is a deep body of water with no good anchorage. At its E end is a small opening called Kitten Pass. The pass is between a small islet and a group of three bare rocks to the N. The islet has a few scrub trees on it. A rock, covered 13 feet and marked by kelp, is in the pass; it is nearer to the islet than to the rocks.

Kitten Pass is only 65 yards wide. By favoring the group of rocks on the N side, a depth of 5 fathoms can be carried through; but because of strong tidal currents and the narrowness of the pass, it should be attempted only by very small craft, at slack water and with a smooth sea. In rough weather, breakers obstruct the pass.

Ragged Island, the third and largest of the Pye Islands, is very mountainous, and is partly wooded on the lower slopes. The island is broken by numerous coves and bights, most of which are too deep to afford good anchorage. The few known dangers around this island are the rocks close inshore; a rock awash at high water 200 yards off the rounding point 1.2 miles N of Wildcat Pass; and the rocks off Hoof Point.

**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 Jul. 6/02
Corrected through LNM Jun. 18/02

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:83,074 at Lat 59° 20'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN 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 is impossible (33 CFR 153).

CAUTION
Mariners are urged to use caution when navigating in the area of this chart due to possible changes in depths and shoreline as a result of the earthquake of March 27, 1964.

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.

Bede Mt, AK	WNG-528	162.450 MHz
Ninilichik, AK	KZZ-97	162.550 MHz
Rugged I, AK	WNG-526	162.425 MHz
Homer, AK	WXJ-24	162.40 MHz
Seward, AK	KEC-81	162.55 MHz

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

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

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 2.479" southward and 7.434" 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.

For Symbols and Abbreviations see Chart No. 1

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.

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

LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7960.....79,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators). 

M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

EXAMPLE: 7960-X

RATES ON THIS CHART
7960-X 7960-Y

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

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
An area within the limits of this chart is affected by land uplift due to forces such as postseismic crustal rebound. As a result, the tidal datums including mean lower low water, the plane of reference used for depth soundings, have changed throughout this region. Tidal datums were updated in 1999 and depths of 11 1/2 fathoms or less on this chart were adjusted accordingly, to account for this uplift, north of latitude 59° 12'. As the uplift rates can only be estimated and areas continue to rise, depths may be shallower than charted. Mariners are urged to exercise caution.

NOTE B
Hydrography in McCarty Fiord (north of 59°32') is from USGS preliminary bathymetric surveys. Positions of depth curves and soundings should be considered approximate. Undetected shoals and rocks dangerous to navigation may exist.

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.

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Two Arm Bay	(59°40'N/150°06'W)	11.0	10.0	1.3	-4.0
Nuka Bay	(59°31'N/150°38'W)	11.4	10.5	1.4	-4.0
Nuka Passage	(59°24'N/150°40'W)	11.5	10.6	1.4	-4.0
Takoma Cove Port Dick	(59°15'N/150°59'W)	12.1	11.2	1.4	-4.0

(402)

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.

16681 LORAN-C OVERPRINTED

151° 55' 50' 45' 40'

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M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 7960-X

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 7960-X 7960-Y

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SOURCE		
A	1990 - 2000	NOS Surveys full bottom coverage
B4	1900 - 1939	NOS Surveys partial bottom coverage

AIDS TO NAVIGATION

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

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

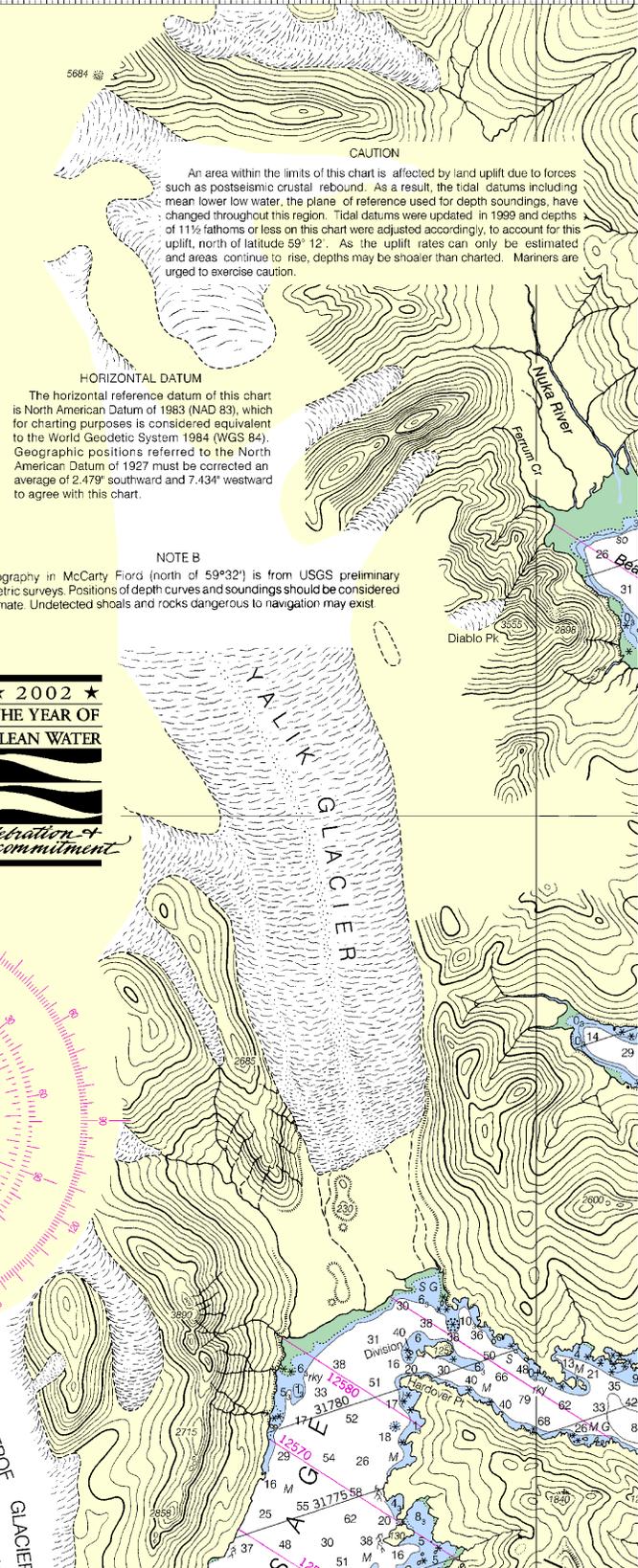
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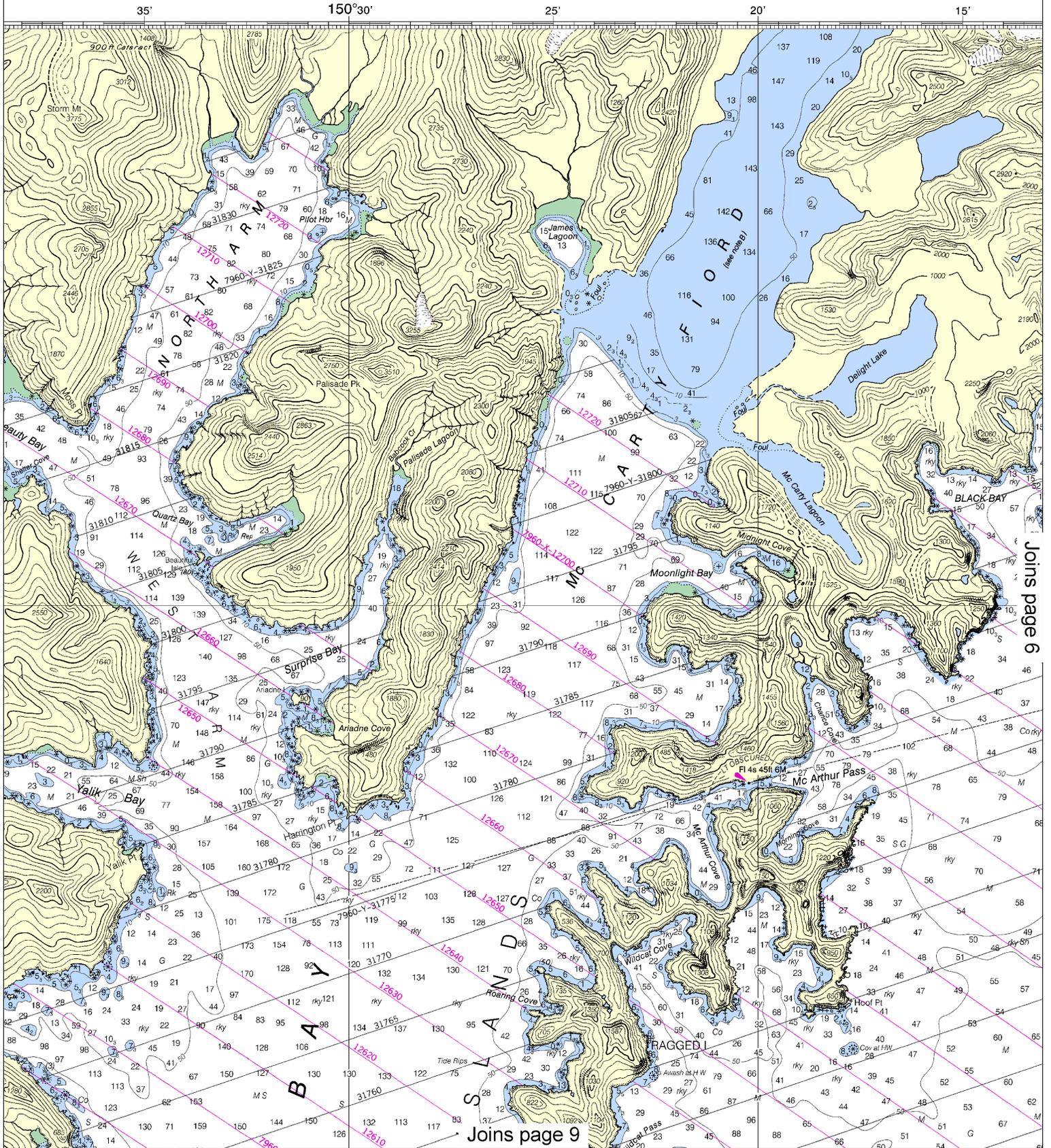
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Joins page 8

Note: Chart grid lines are aligned with true north.



35'

150°30'

25'

20'

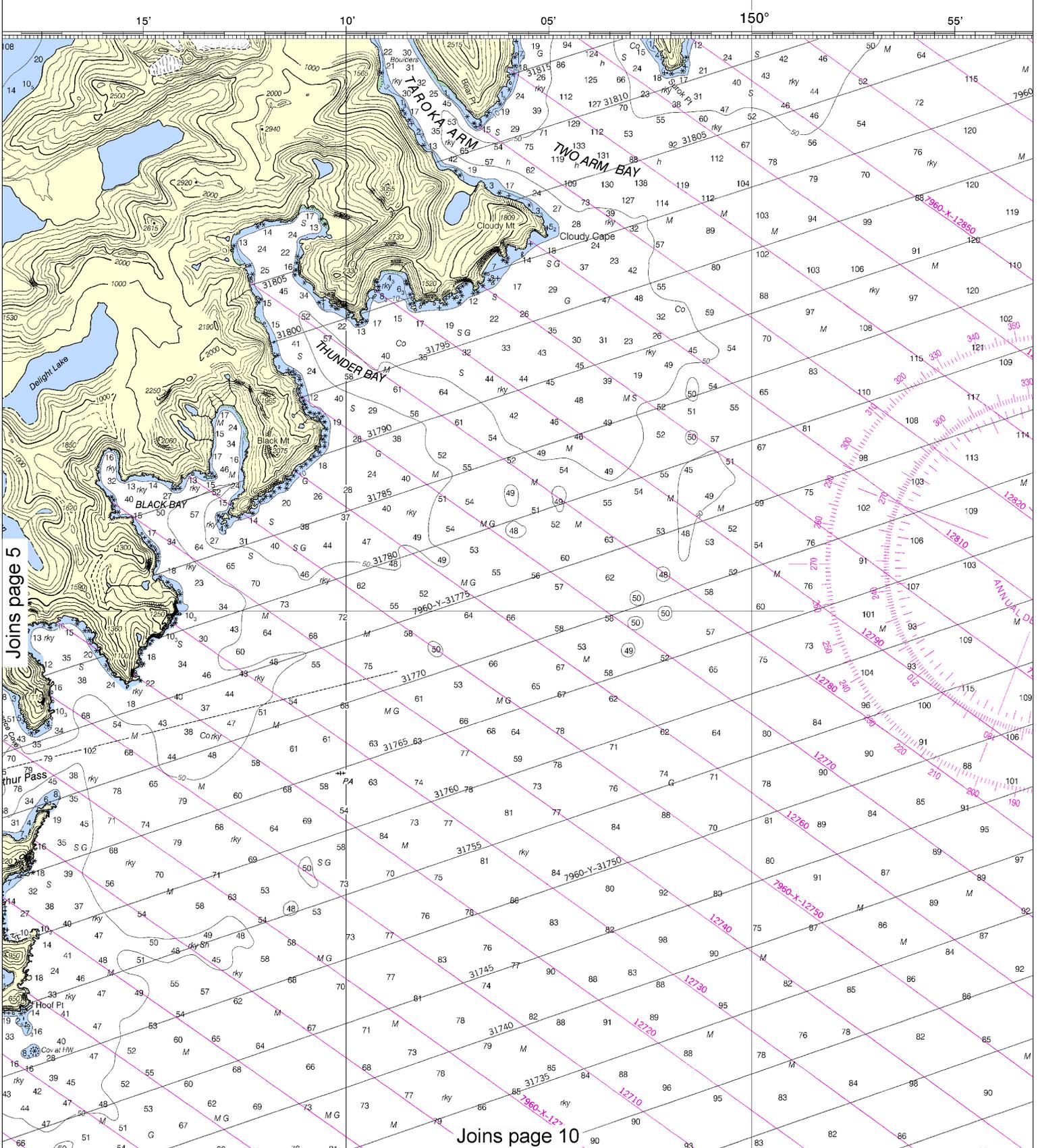
15'

Joins page 9

Joins page 6

This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:118677. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



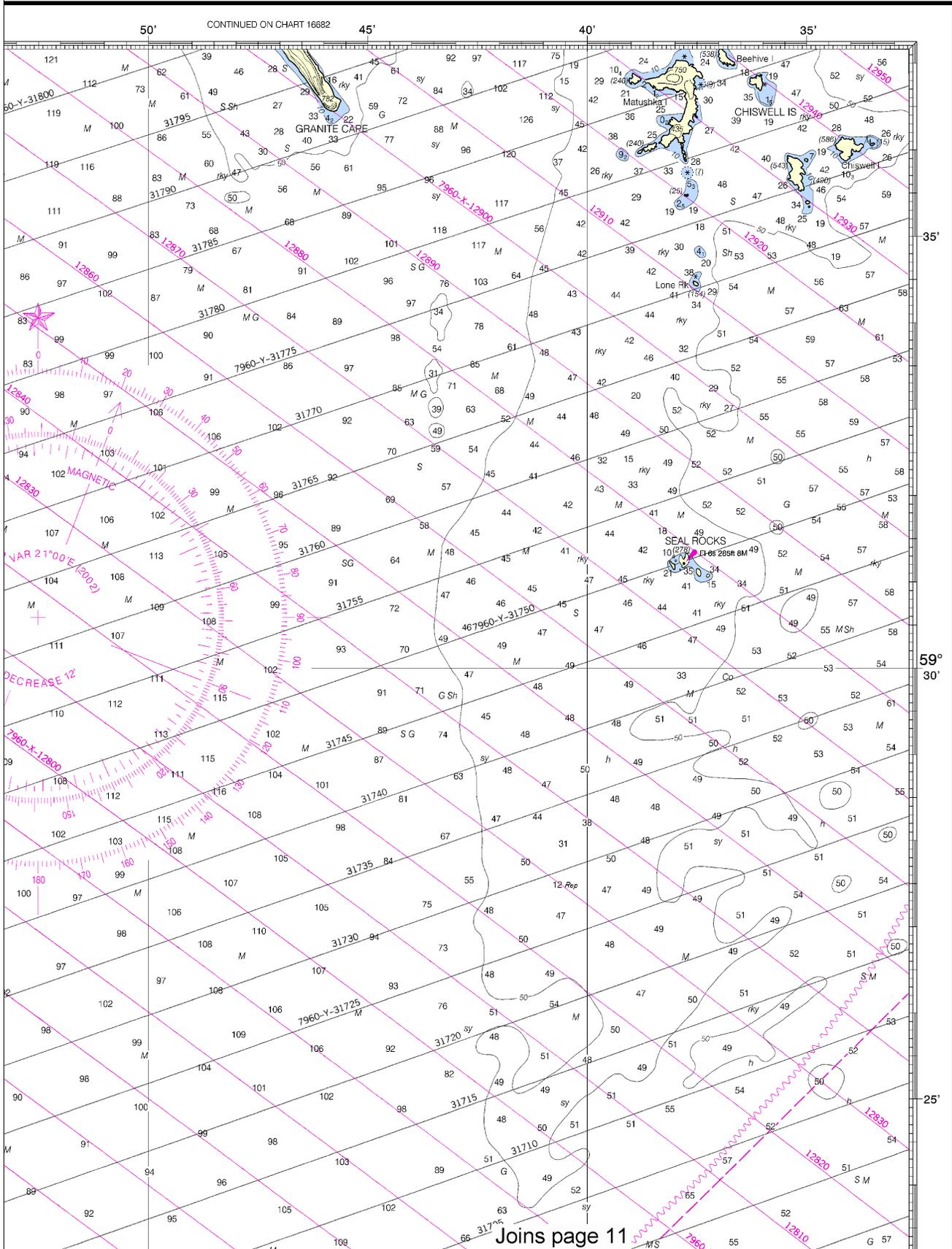


Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Nautical Chart Catalog No. 3, Panels K, L



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.

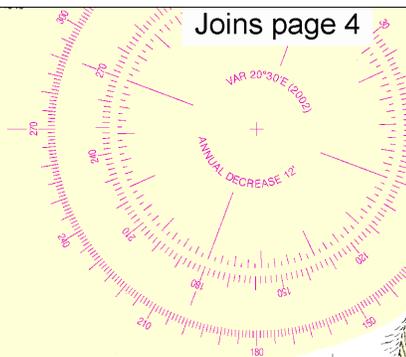


M Master
 W Secondary
 X Secondary
 Y Secondary
 Z Secondary

EXAMPLE: 7960-X

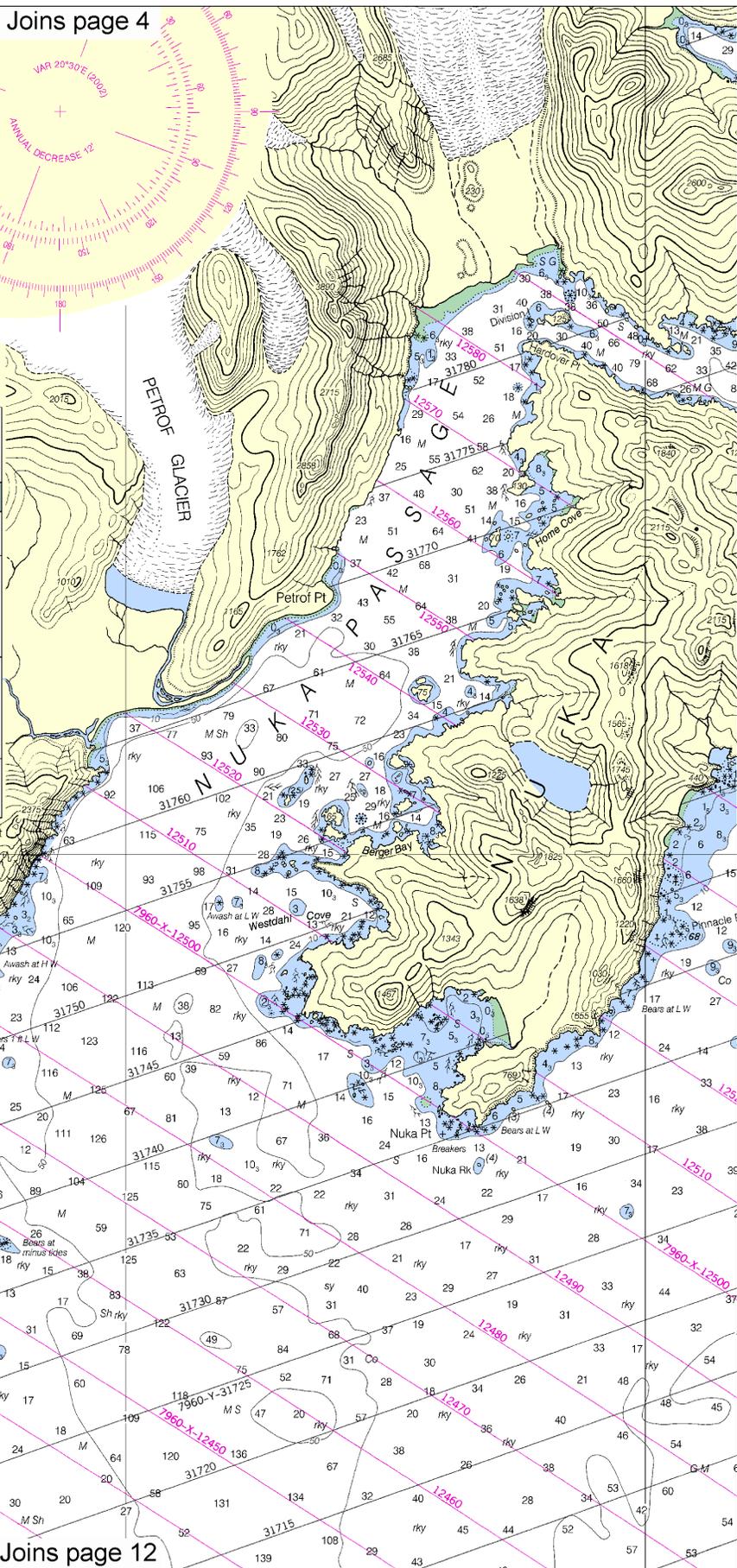
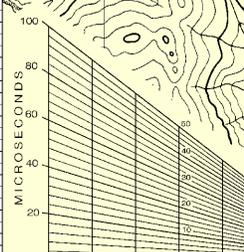
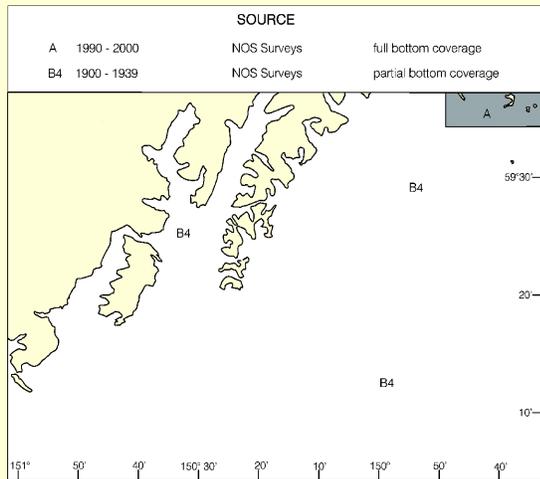
RATES ON THIS CHART
7960-X 7960-Y

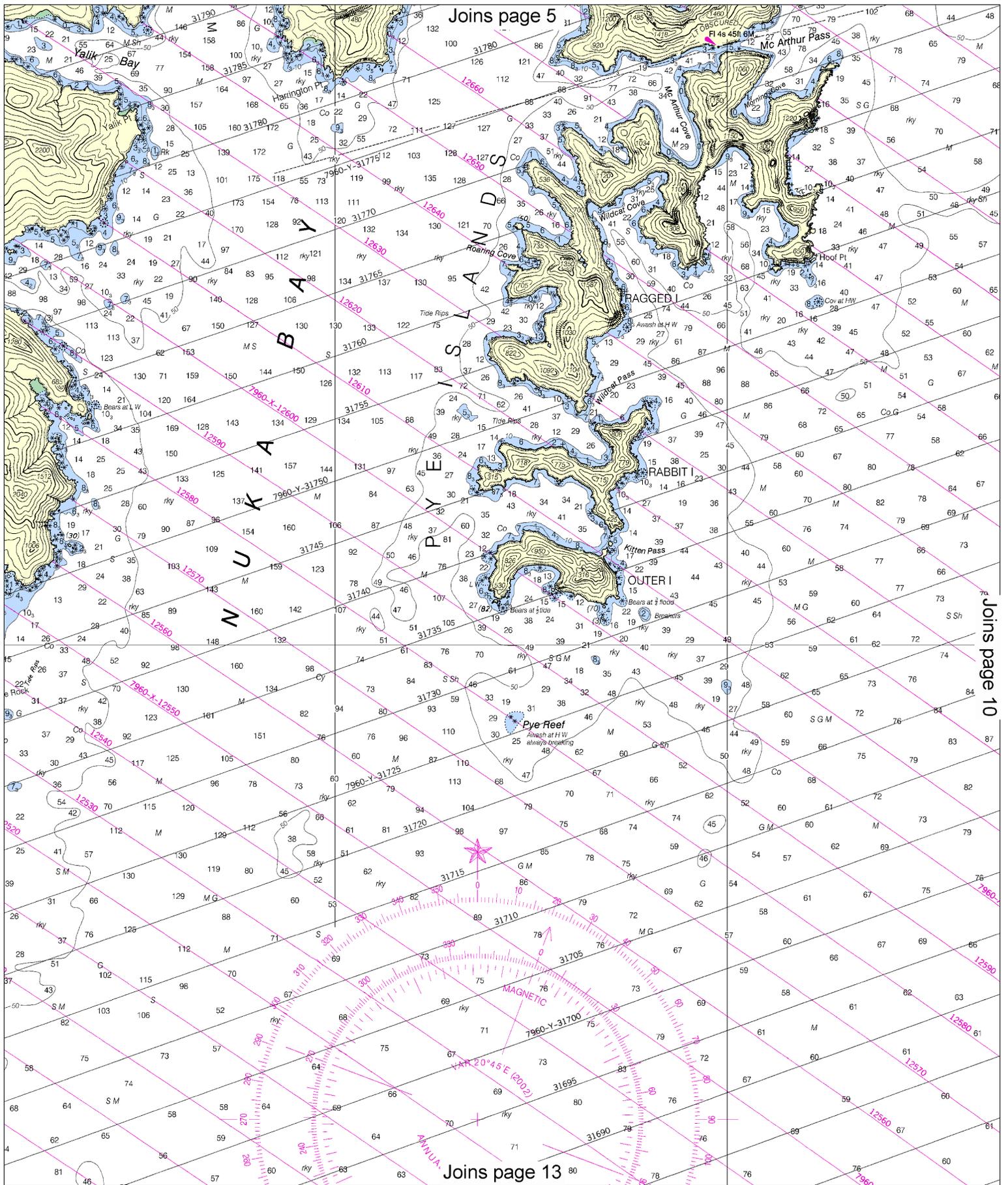
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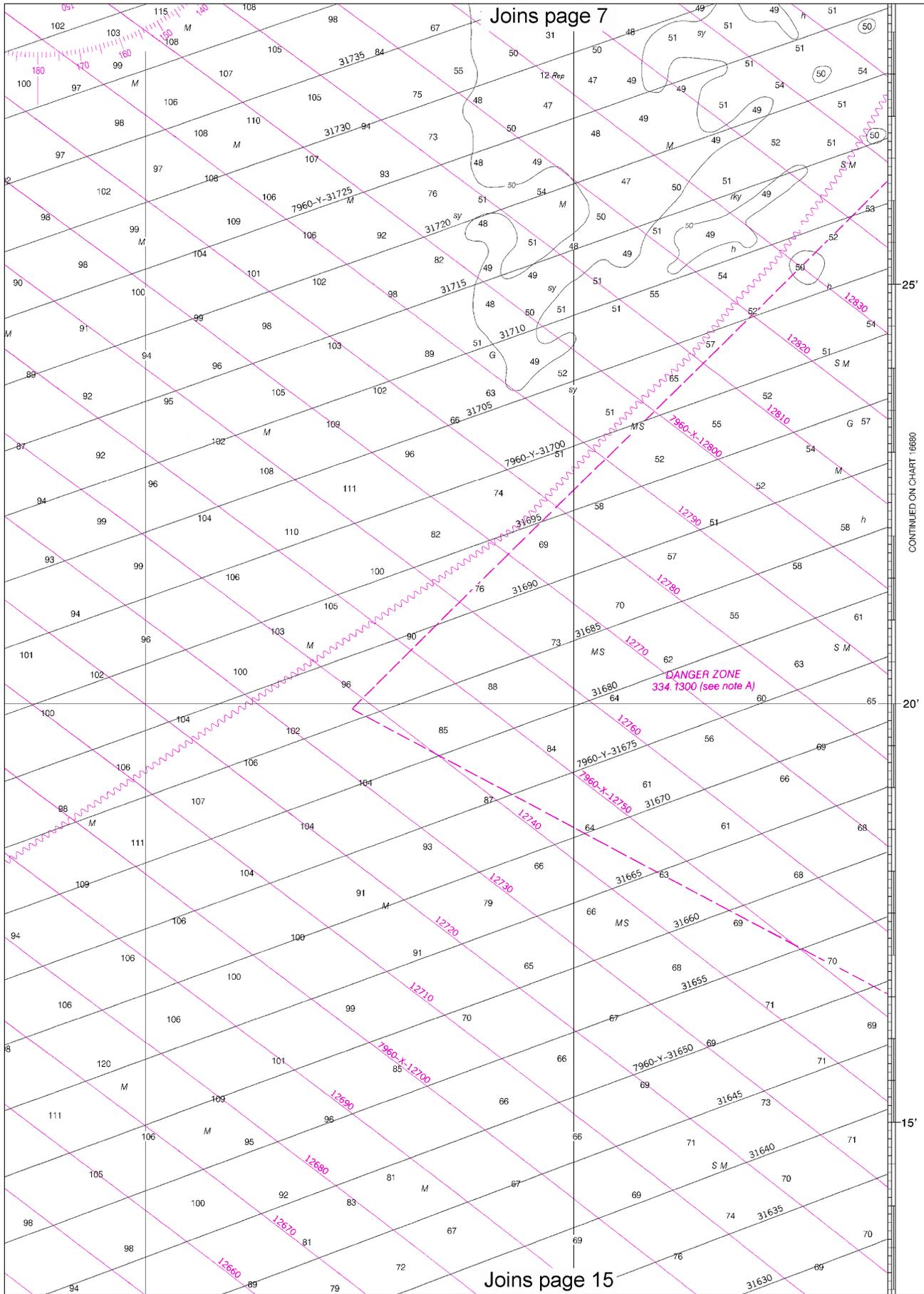


SOURCE DIAGRAM

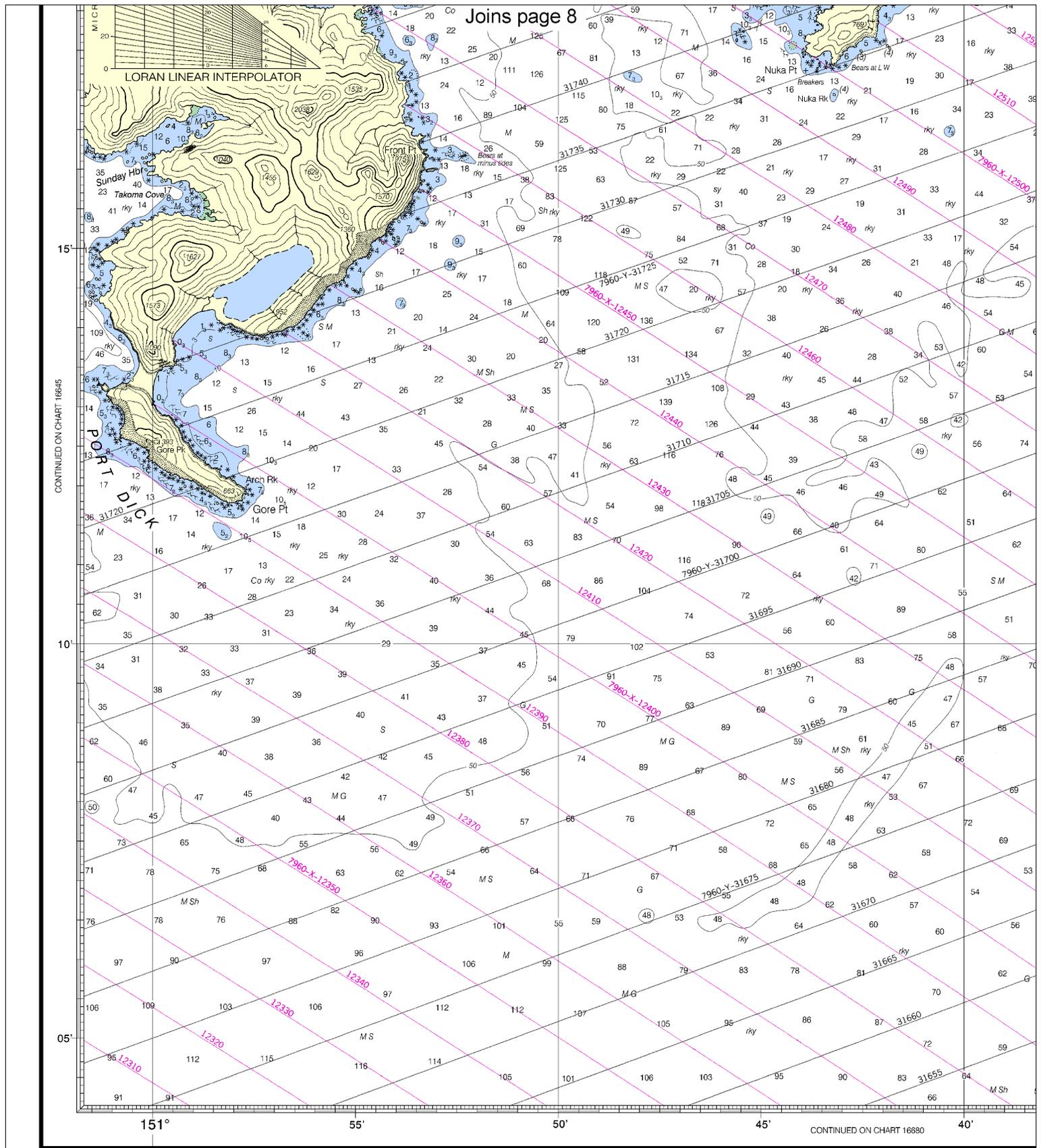
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CONTINUED ON CHART 16880



Joins page 8

LORAN LINEAR INTERPOLATOR

CONTINUED ON CHART 16685

CONTINUED ON CHART 16680

10th Ed., Jul./02 ■ Corrected through NM Jul. 6/02
Corrected through LNM Jun. 18/02

16681
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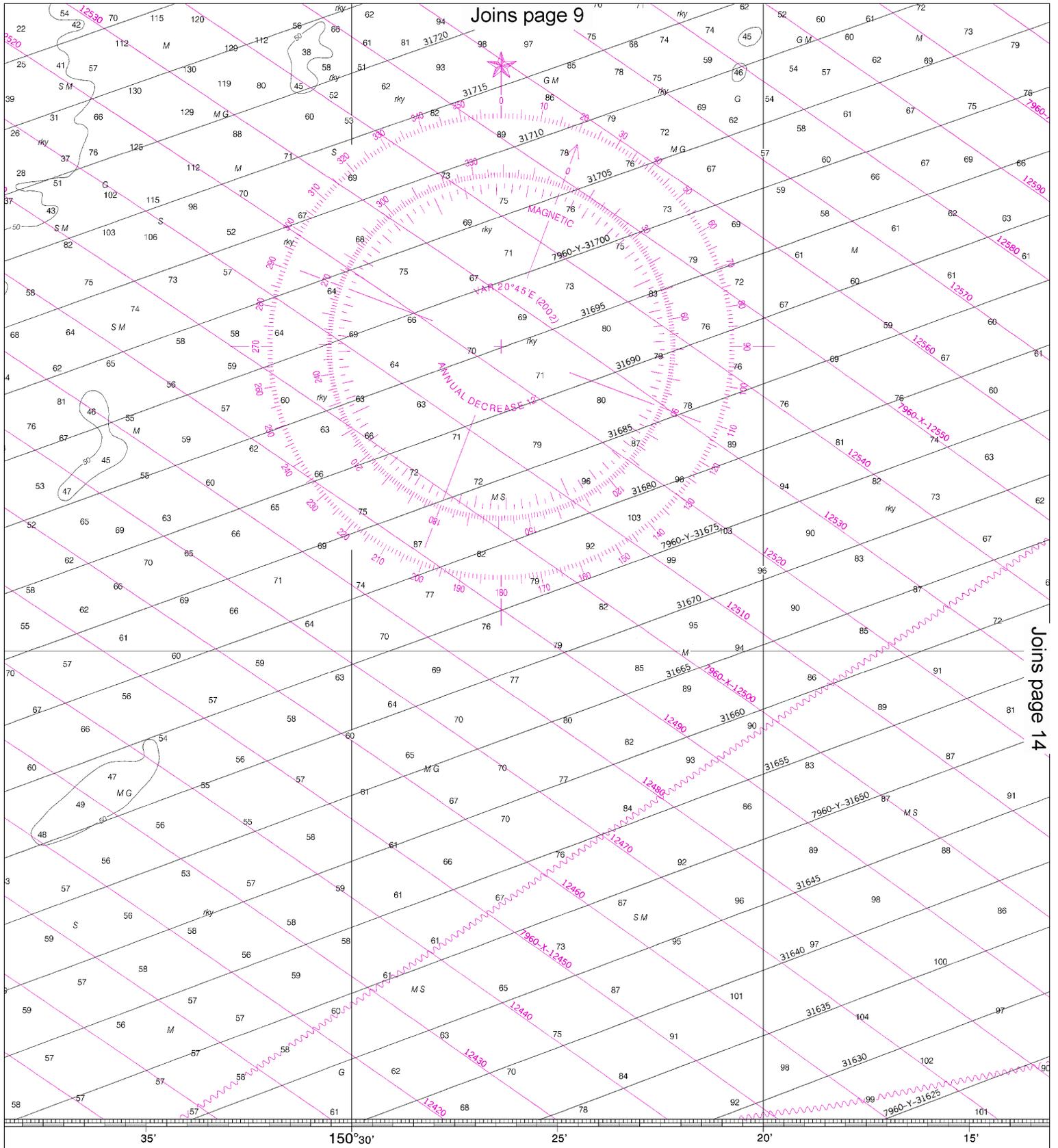
CAUTION

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.

SOUNDINGS IN
(FATHOMS AND FEET TO 1)

12

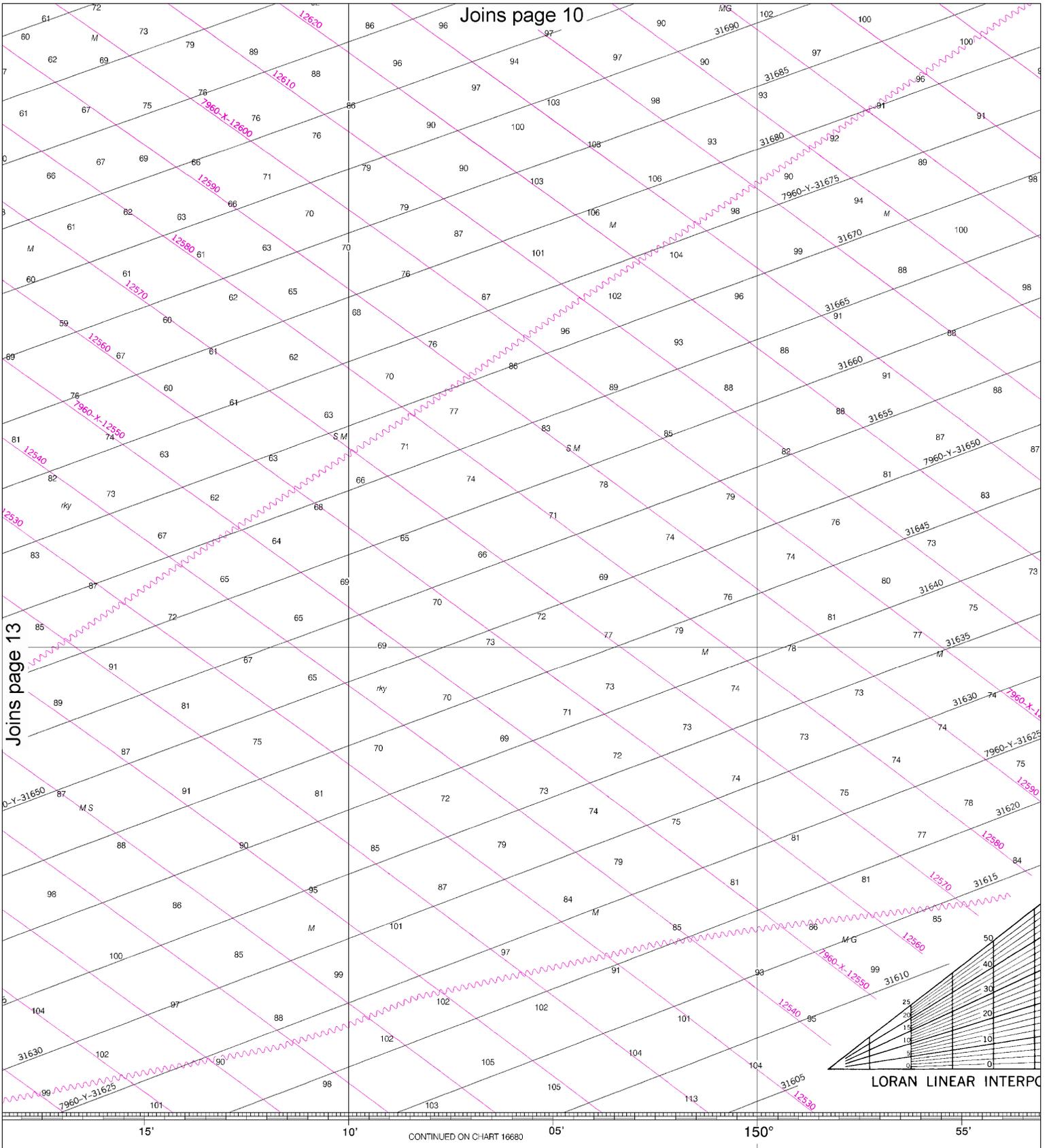
Note: Chart grid lines are aligned with true north.



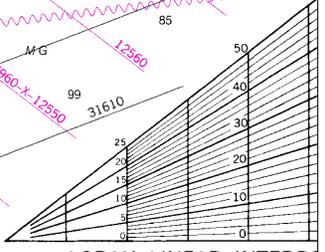
FATHOMS
11 FATHOMS)

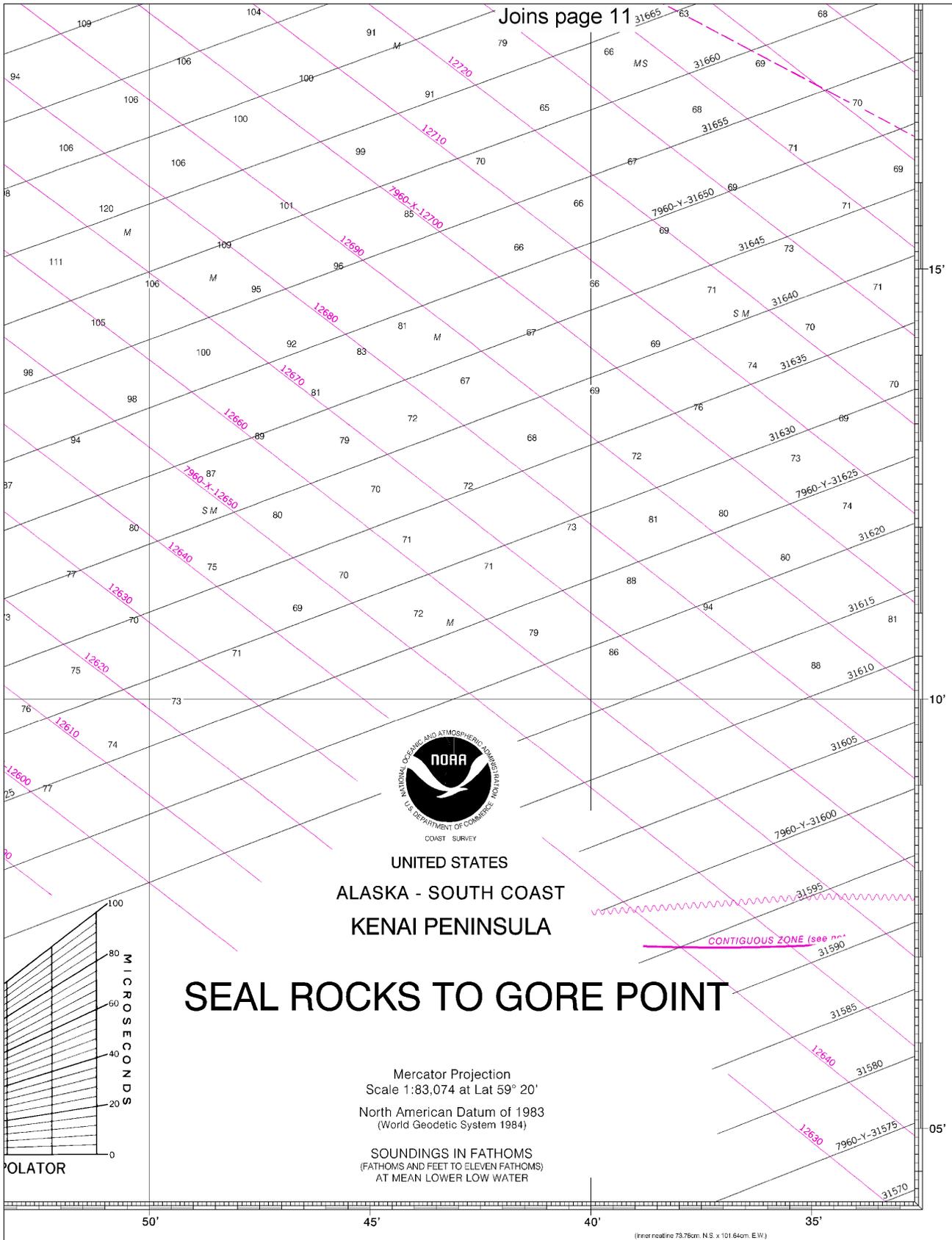
COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

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



Joins page 13





UNITED STATES
ALASKA - SOUTH COAST
KENAI PENINSULA

SEAL ROCKS TO GORE POINT

Mercator Projection
Scale 1:83,074 at Lat 59° 20'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

POLATOR

(Inner redline 73.76m; N.S. x 101.64m; E.W.)

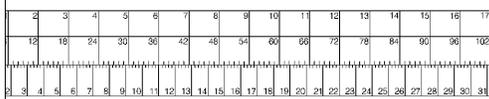


REF. NO. 10

NSN 7642014011291
NIMA REFERENCE NO. 16BCC016681

Seal Rocks to Gore Point
SOUNDINGS IN FATHOMS - SCALE 1:83,074

16681
LORAN-C OVERPRINTED





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
- 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>



— For the latest news from Coast Survey, follow [@nauticalcharts](https://twitter.com/nauticalcharts)



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

