

BookletChart™

Cape Resurrection to Two Arm Bay

NOAA Chart 16682

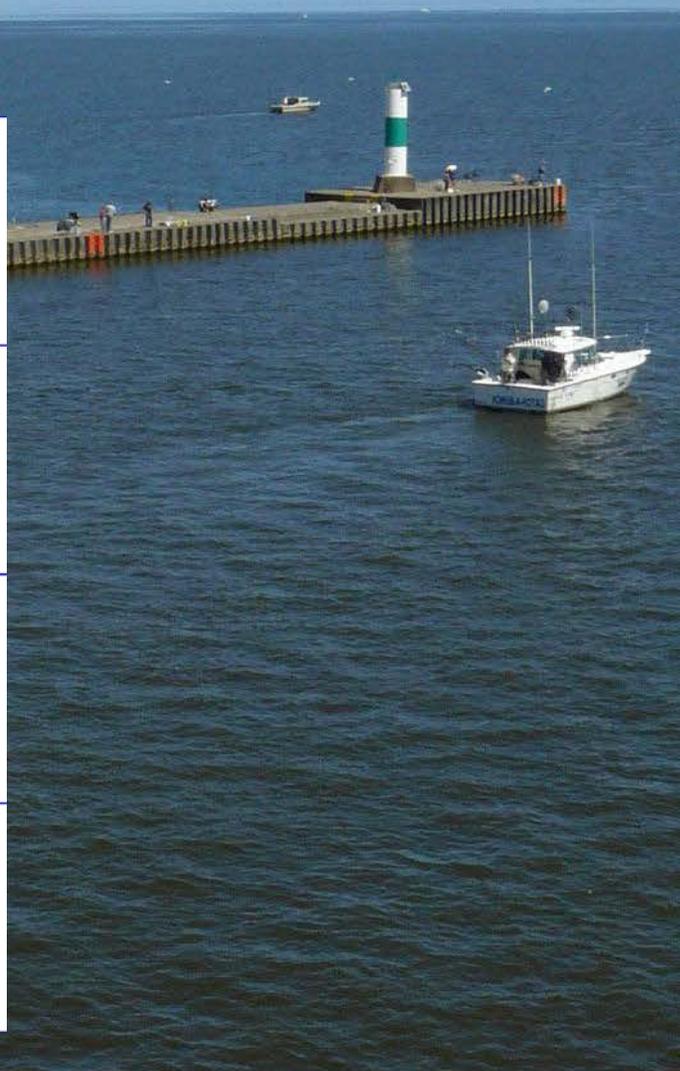
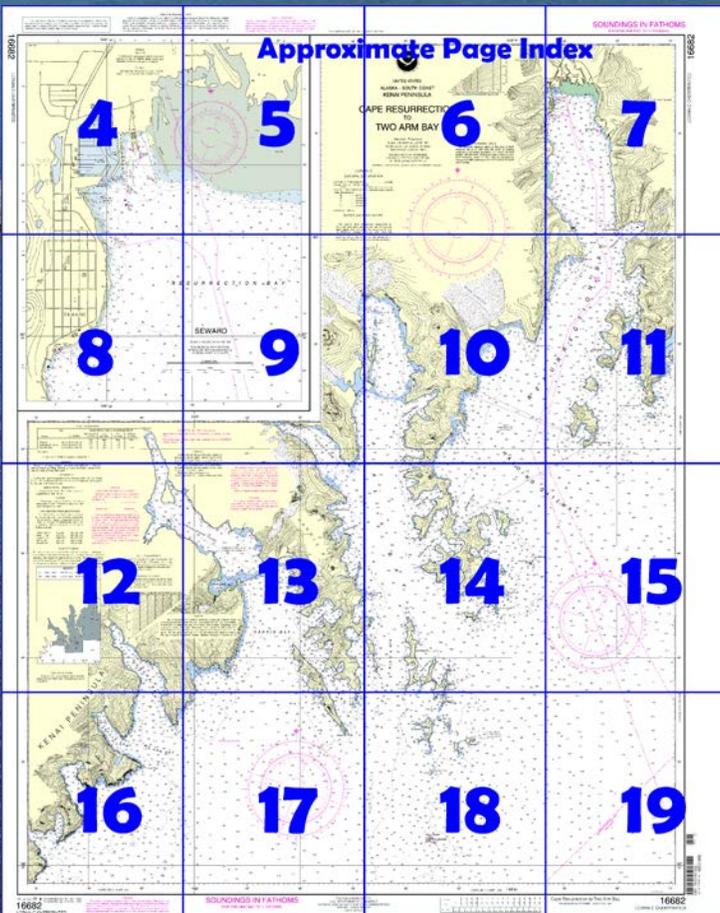


A reduced-scale NOAA nautical chart for small boaters

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.

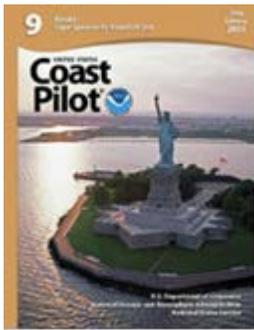
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16682>.



(Selected Excerpts from Coast Pilot)

Cape Resurrection, at the E entrance to Resurrection Bay, is a precipitous headland of solid rock, with little vegetation except some trees on the lower slopes. From the E two dome-shaped peaks, the N one the higher, show at the end of the cape, and a low saddleback of the peaks rises to higher mountains farther N. These are the only dome-shaped peaks in the vicinity, which assures easy recognition of the cape.

The passage between Barwell Island and

Cape Resurrection is deep and clear, midchannel depths ranging from 43 to 48 fathoms. This passage is reported to be dangerous for small craft

in E weather because of tide rips, confused seas, and seas bouncing back off the cliffs of Cape Resurrection.

Resurrection Bay extends about 16 miles inland N from Cape Resurrection. The depths are great throughout, and there are no dangers in the usual track of vessels. A flat extends 0.5 to 0.6 mile from the entire N shore at the head of the bay. The shores and islands are steep and high, with precipitous slopes in many places. The valleys are wooded up to about 1,000 feet. Anchorages, few and indifferent because of the great depths, are subject to strong williwaws.

Harding Gateway, the S entrance to Resurrection Bay, is between Cheval and Rugged Islands.

Seal Rocks, the southernmost land feature in the W approach to the bay, are a group of four small, rocky islets. The northernmost and largest is 278 feet high and has an arch through the middle. **Seal Rocks Light** (59°31'14"N., 149°37'47"W.), 285 feet (86.9 m) above the water, is shown from a skeleton tower with a diamond-shaped red and white daymark on the summit of the largest islet.

Marys Bay, a large cove indenting the S shore of **Rugged Island**, affords fair anchorage in E weather. Anchor in the E part with Pilot Rock about on range with the S entrance point. An Army pier, in poor repair, is on the S shore of the cove. **Rugged Island Light** (59°50'18"N., 149°22'26"W.), 438 feet (133.5 m) above the water, is shown from a square frame with a diamond-shaped red and white daymark on the SE end of the island.

Sunny Cove, the S bight on the W side of **Fox Island**, is the best anchorage in Resurrection Bay. No ocean swell makes into the cove, and it is sheltered from all but W winds. The williwaws are bad with E winds. The cove, wide and clear, has anchorage in the middle, 300 to 800 yards from its head, in 15 to 25 fathoms, muddy bottom.

Seward is on the W side of the N end of Resurrection Bay. Seward is 1,234 miles from Seattle via the outside route from Strait of Juan de Fuca, and 1,398 miles via the inside passage to Cape Spencer.

Anchorages.—Suitable anchorage in 30 fathoms is available for deep-draft vessels at the head of the bay in 60°06.5'N., 149°22.1'W. and in 60°06.5'N., 149°25.3'W.

Dangers.—The bay is clear but care should be taken when approaching the head of the bay to avoid the flats that extend 0.6 mile from the head.

Submerged ruins and obstructions may exist in an area about 550 yards channelward of the high water line at Seward.

Pilotage, Seward.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup station and other details.)

Vessels en route Seward can contact the pilot boat by calling "SEWARD PILOT BOAT" on VHF-FM channel 16 or on a prearranged frequency between pilot and agent/vessel.

Quarantine.—A U.S. Public Health Service Contract Physician is located at the hospital in Seward. (See Appendix A for additional information.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) There is a hospital in Seward.

Ice.—There are discharging glaciers at the heads of Aialik Bay and Holgate Arm, and ice is frequently driven to Harbor Island by N winds. Holgate Arm and the entire bay above the bar are frequently filled with ice.

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

Northwestern Fiord may be filled with floating ice.

Mercator Projection
 Scale 1:81,847 at Lat 59° 50'
 North American Datum of 1983
 (World Geodetic System 1984)

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

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.

**NOTE B
CAUTION**

Undelineated submerged debris may exist inshore of the 20 fathom depth curve and therefore constitute a danger to navigation.

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.

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 concerning aids to navigation.

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.

| | | |
|-----------------|---------|-------------|
| Point Pigot, AK | KZZ-93 | 162.450 MHz |
| Ninilchik, 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

SUBMARINE PIPELINES AND CABLES

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



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

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.

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

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)

For Symbols and Abbreviations see Chart No. 1

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 2.488" southward and 7.329" westward to agree with this chart.

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

The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in in-shore waters. Skywave corrections are not provided.

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

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.

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.

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 9, Chapter 3 for details.

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

The entire area 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 11½ fathoms or less on this chart were adjusted accordingly, to account for this uplift. 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.

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 |
| | | feet | feet | feet | feet |
| Seward | (60°07'N/149°26'W) | 10.6 | 9.7 | 1.4 | ---- |
| Aialik Bay Entrance | (59°42'N/149°45'W) | 10.7 | 9.8 | 1.4 | ---- |
| Two Arm Bay | (59°40'N/150°06'W) | 11.0 | 10.0 | 1.3 | -4.0 |

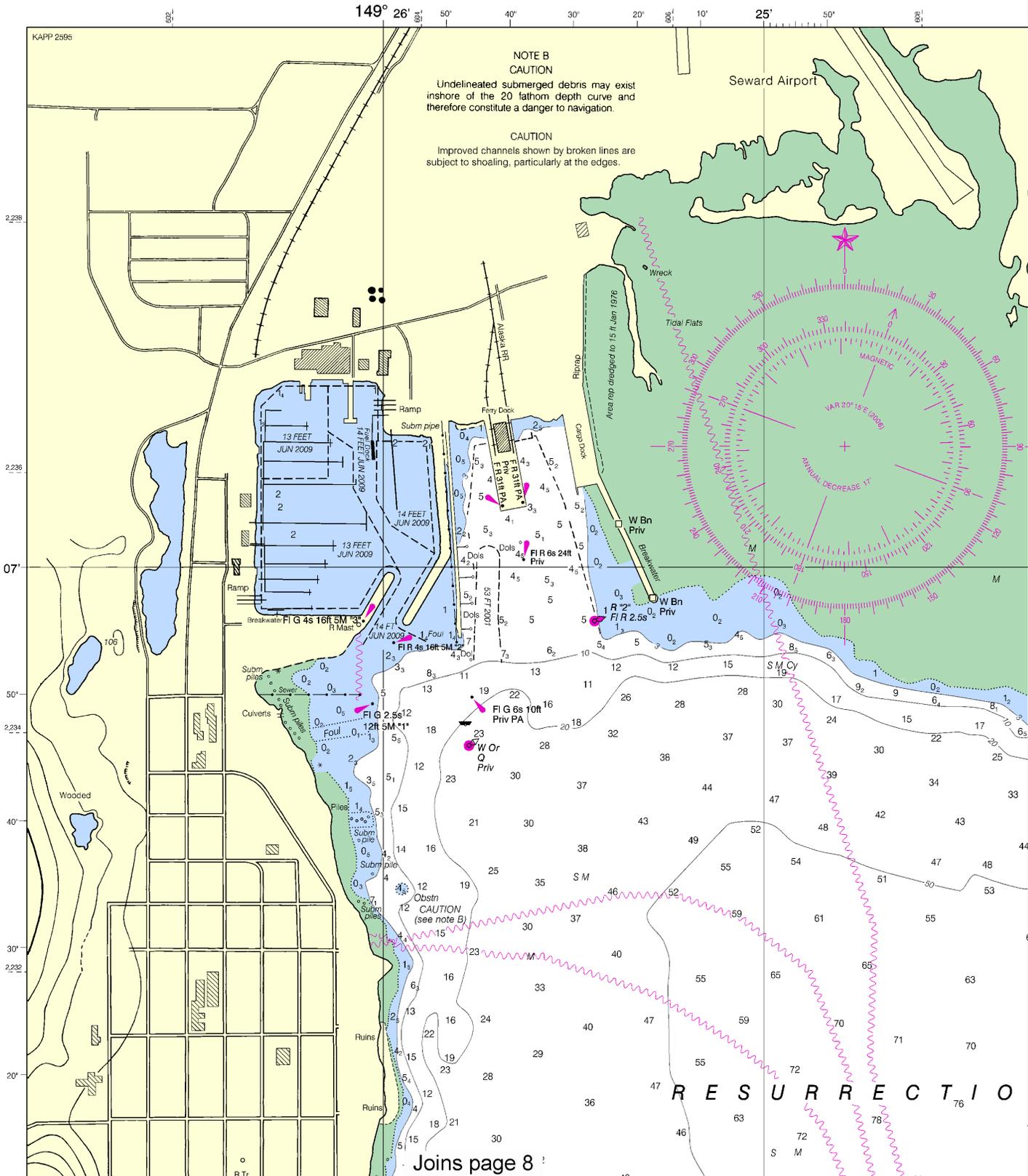
(Oct 2005)

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.

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, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

The U.S. Task Force is the official chart of California.

16682
 LORAN-C OVERPRINTED



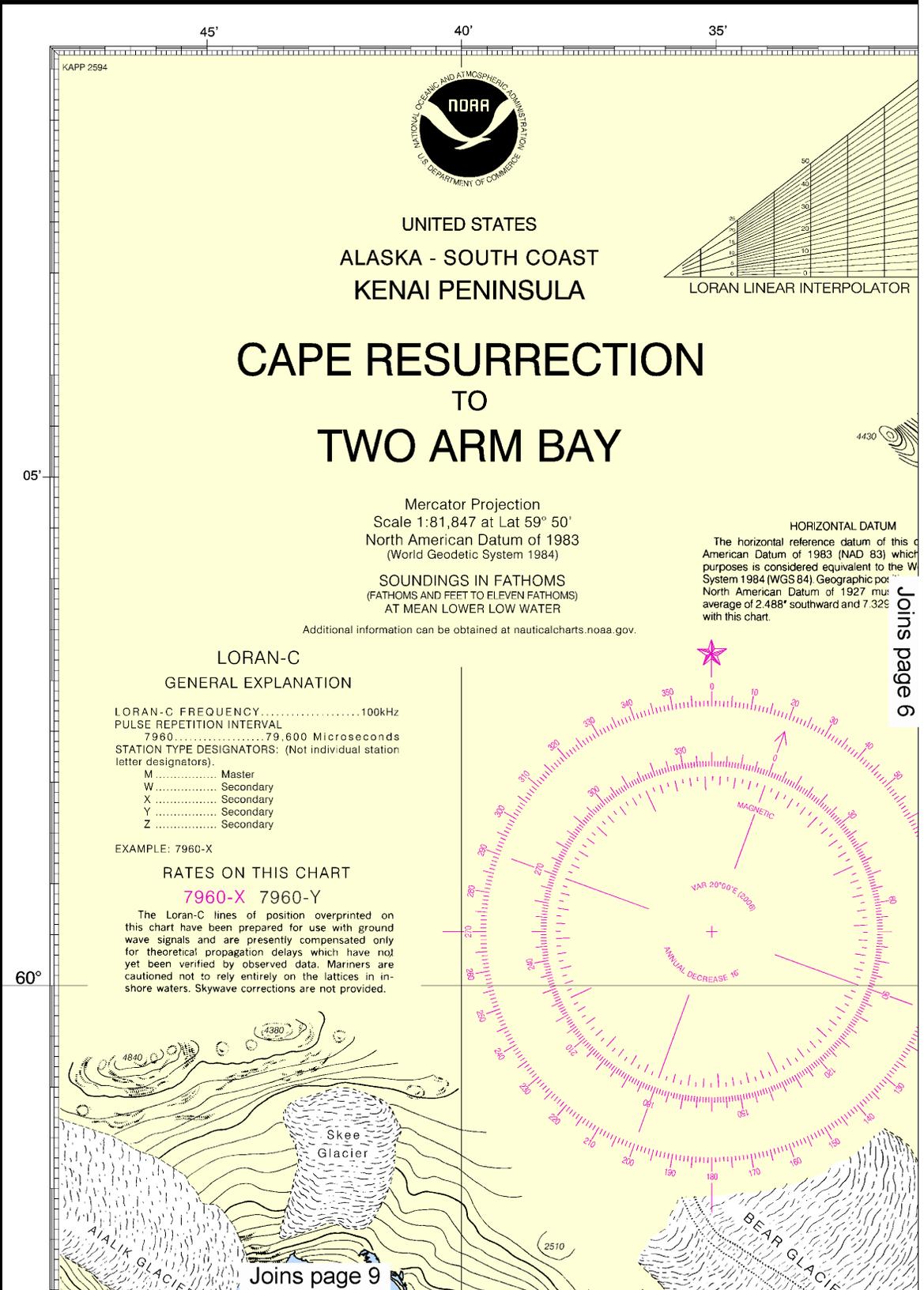
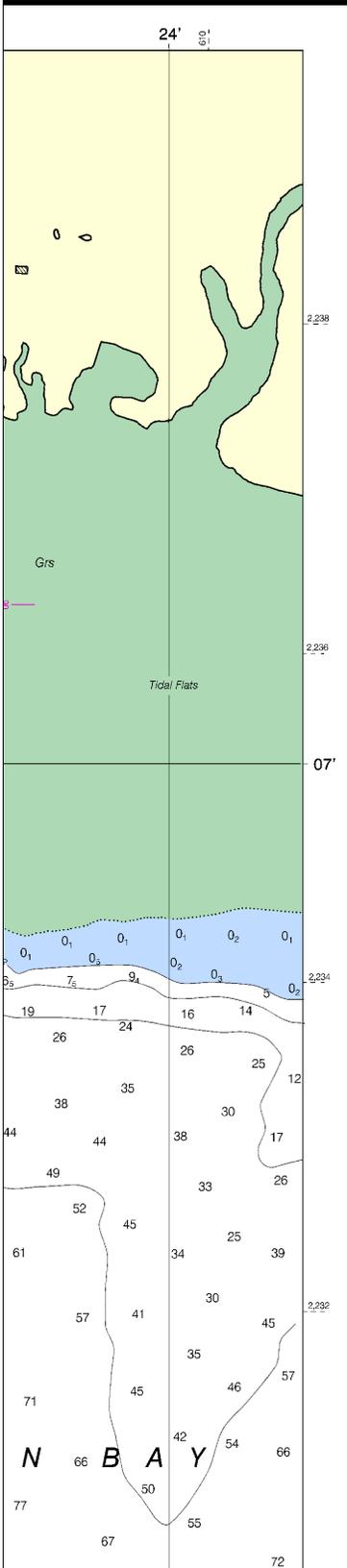
4

Note: Chart grid lines are aligned with true north.

VESSEL TRANSITING

J.S. Coast Guard and the Pacific States/British Columbia Oil Spill Force endorse a system of voluntary measures and minimums from shore for certain commercial vessels transiting along coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 9, Chapter 3 for details.

Formerly C&GS 8529, 1st Ed., Apr. 1930 C-1030-345 KAPP 2594



Joins page 6

Joins page 9

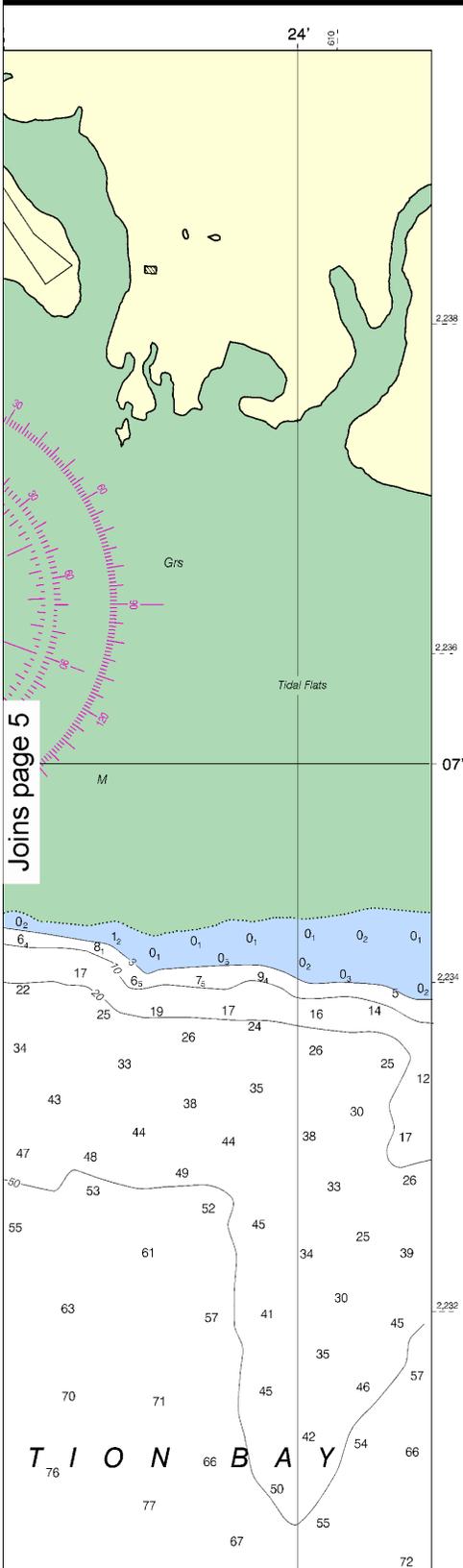
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:109129. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



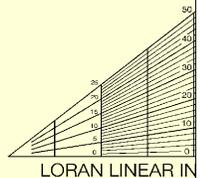
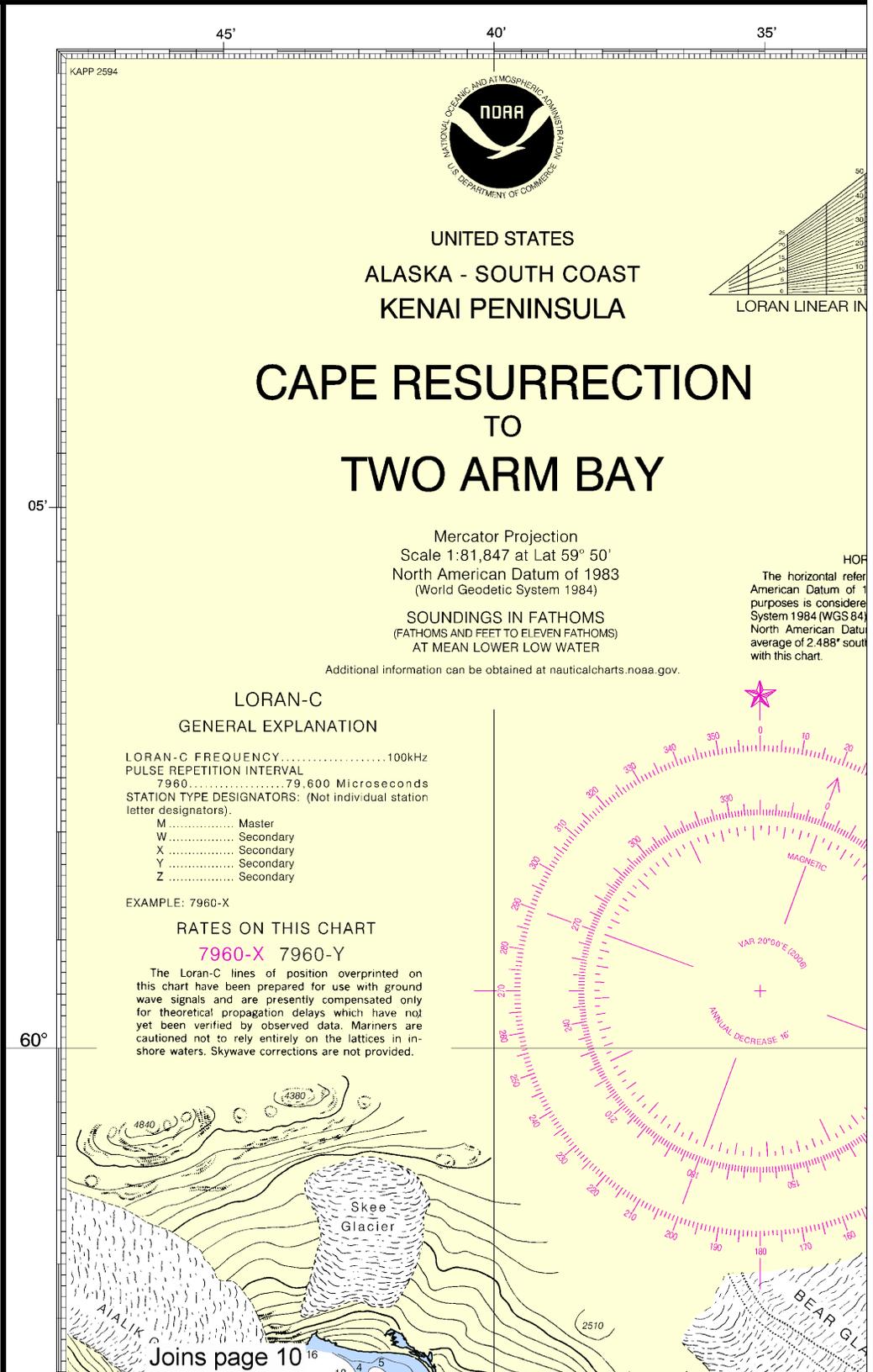
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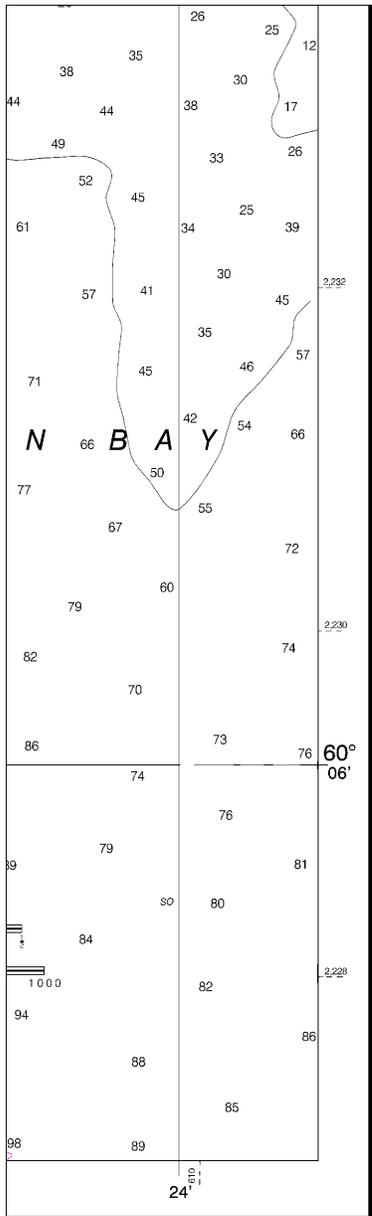
Note: Chart grid lines are aligned with true north.

Joins page 10

RATES OF Joins page 5

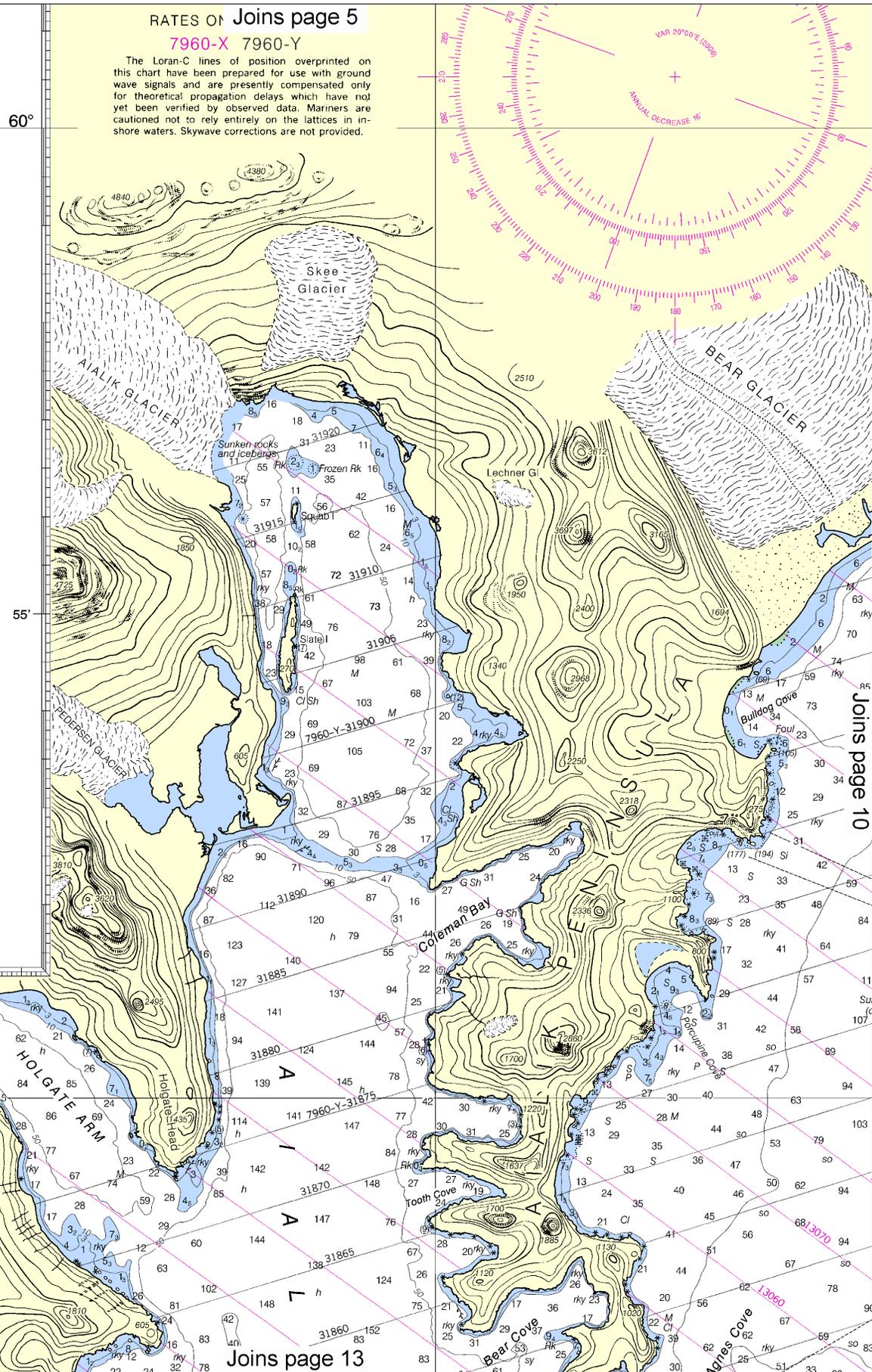
7960-X 7960-Y

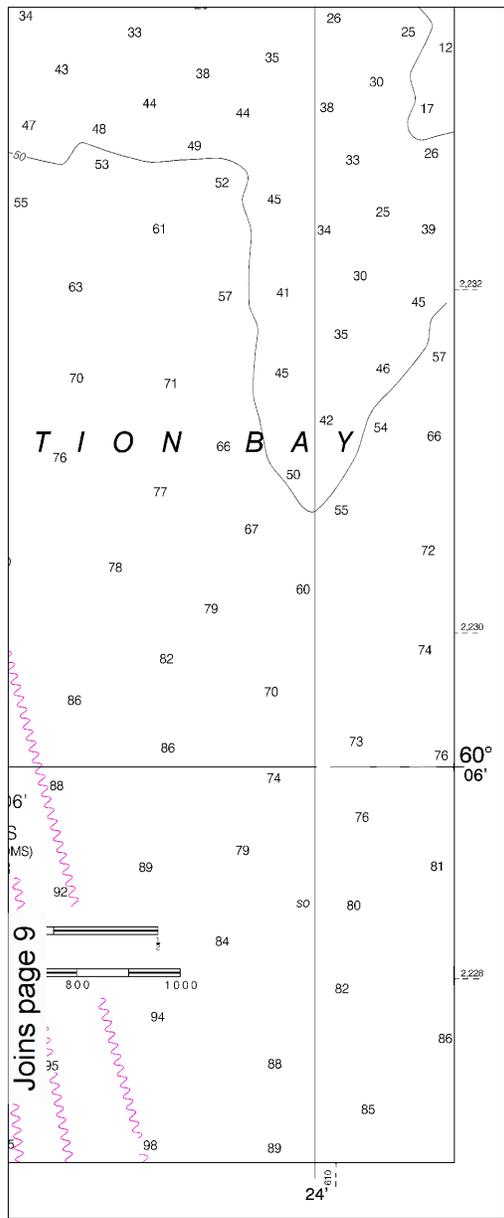
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NOTE A
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Regulation section numbers.

WARNING
Mariner will not rely solely on this chart for navigation, particularly on the U.S. Coast Guard Light List.

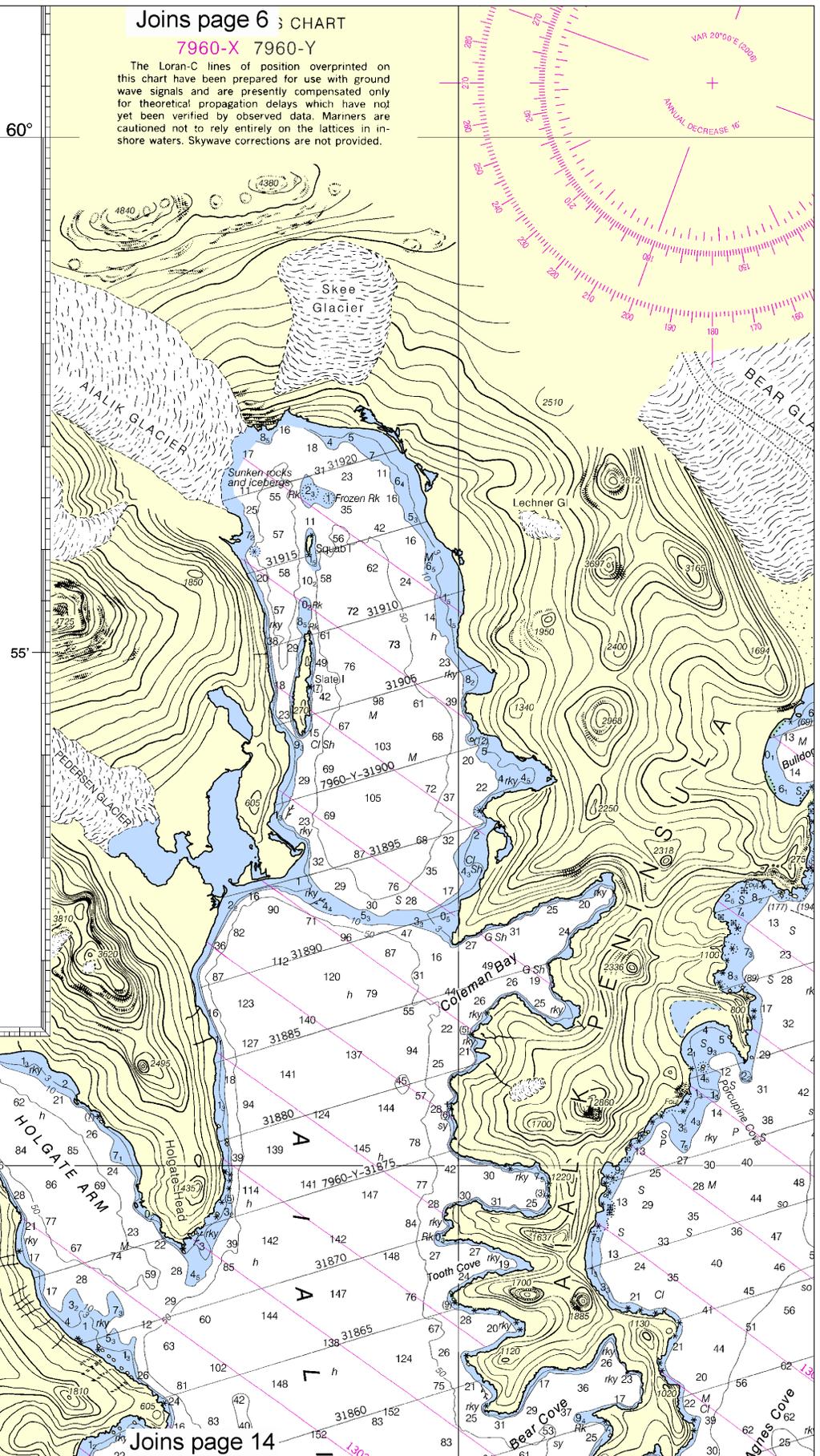




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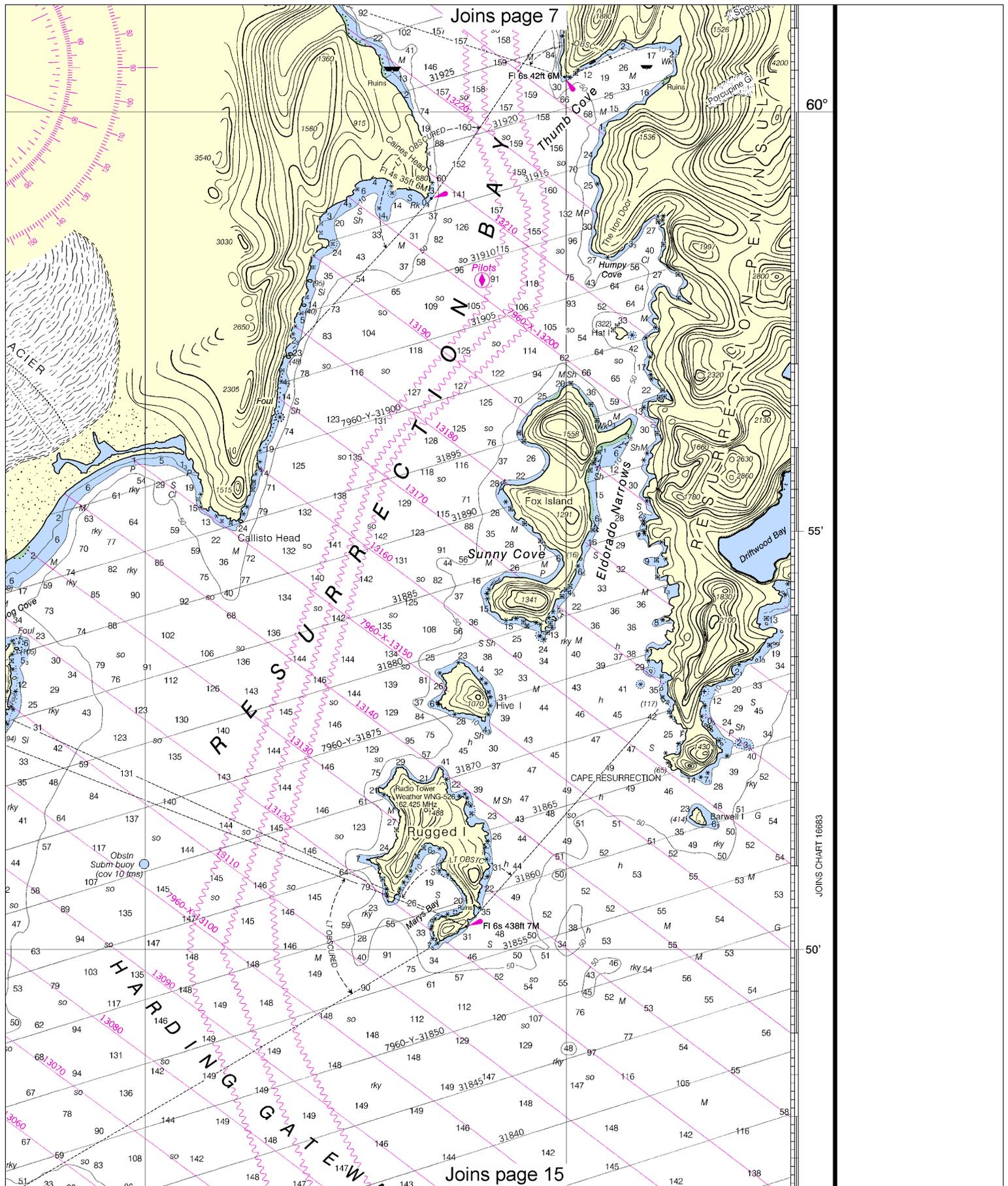
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 Refer to charted regulation section numbers.

WARNING
 The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List



10

Note: Chart grid lines are aligned with true north.



Joins page 7

60°

55'

50'

JOINS CHART 16683

Joins page 15

TIDAL INFORMATION

| Name | Place (LAT/LONG) | Height referred to datum of soundings (MLLW) | | | |
|--------------------|----------------------|--|-----------------|----------------|-------------------|
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(Oct 2005)

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

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AUTHORITIES

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SUPPLEMENTAL INFORMATION

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

CAUTION

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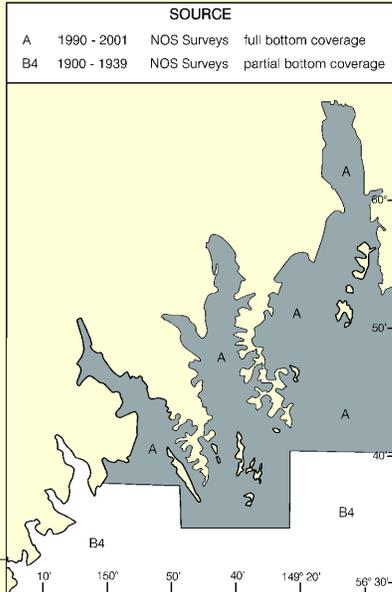
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AIDS TO NAVIGATION

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

CAUTION

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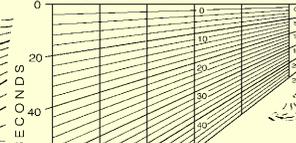
POLLUTION REPORTS

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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.

LORAN LINEAR INTERPOLATOR



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

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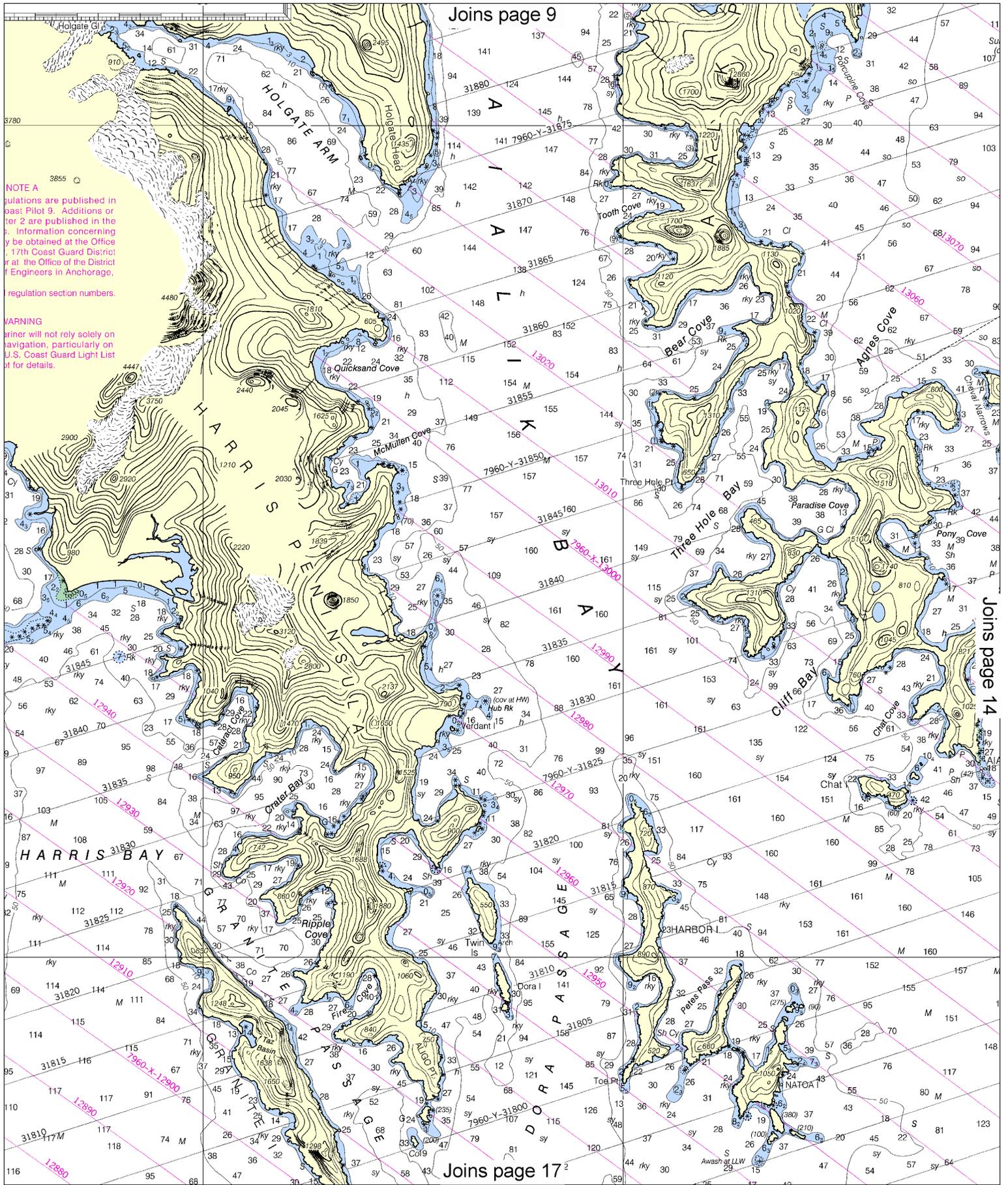
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Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

Navigation regulations Chapter 2, U.S. Coast Guard revisions to Chapter 2, U.S. Coast Guard regulations may be found in the Commander's Manual for the Commander, in Juneau, Alaska, or in the Alaska, Corps of Engineers, Alaska. Refer to charted regulations.

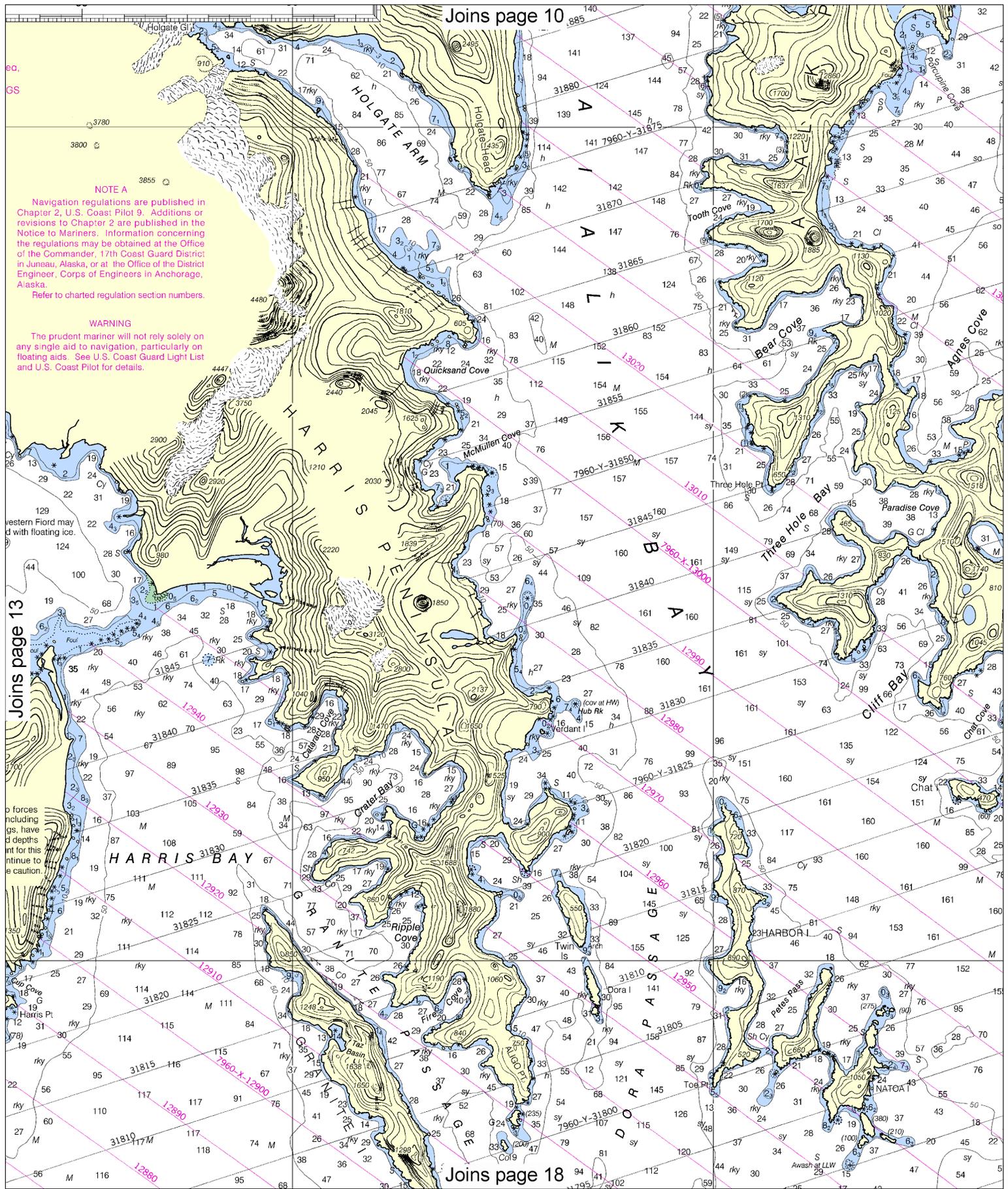
The prudent mariner should use any single aid to navigation with caution. See U.S. Coast Pilot and U.S. Coast Guard.

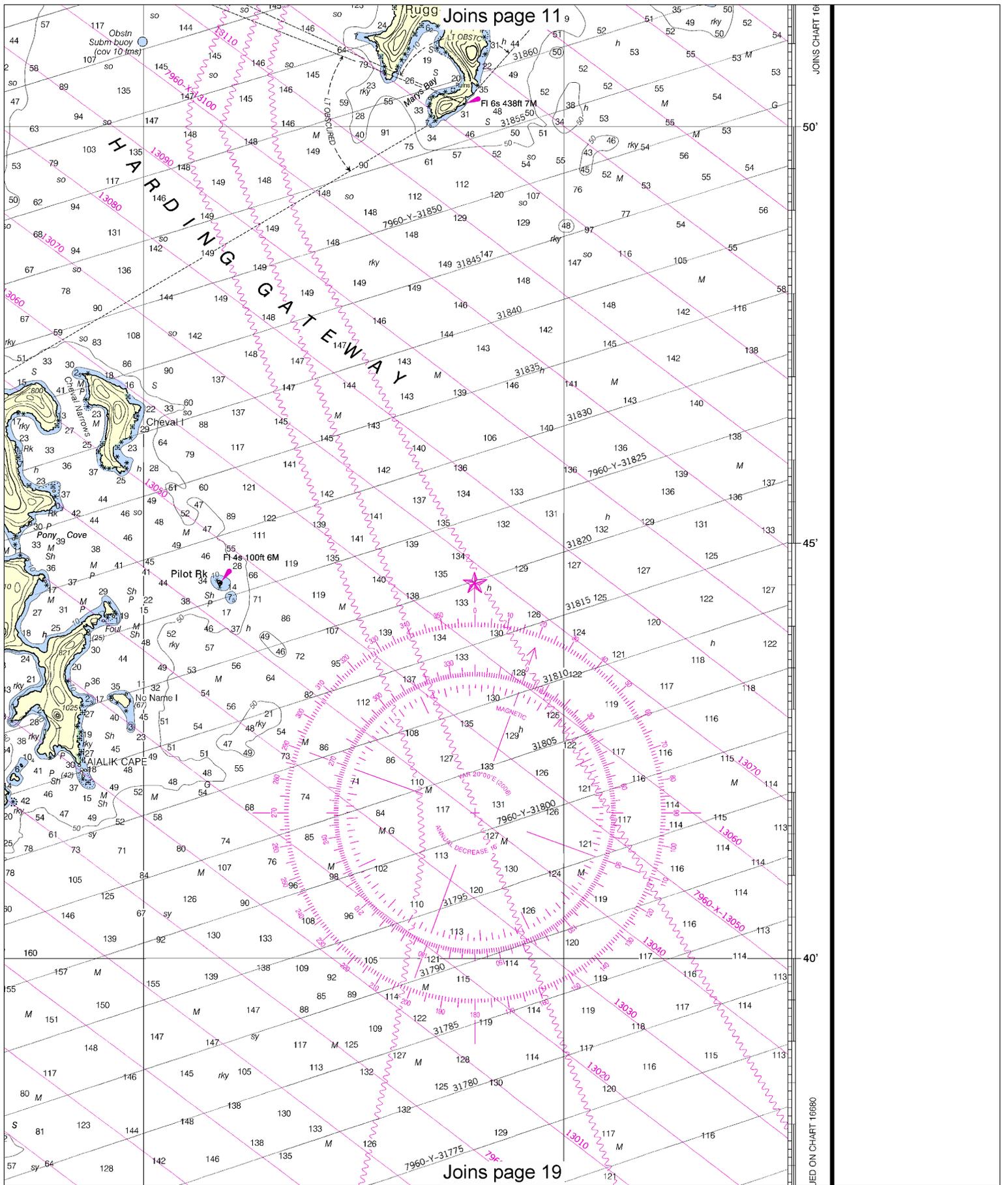
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NOTE A
 Publications are published in
 Coast Pilot 9. Additions or
 Alter 2 are published in the
 Supplement. Information concerning
 changes may be obtained at the Office
 of the 17th Coast Guard District
 or at the Office of the District
 Engineer in Anchorage.
 Regulation section numbers.

WARNING
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 to be relied upon for navigation,
 particularly on the U.S. Coast Guard Light List
 for details.



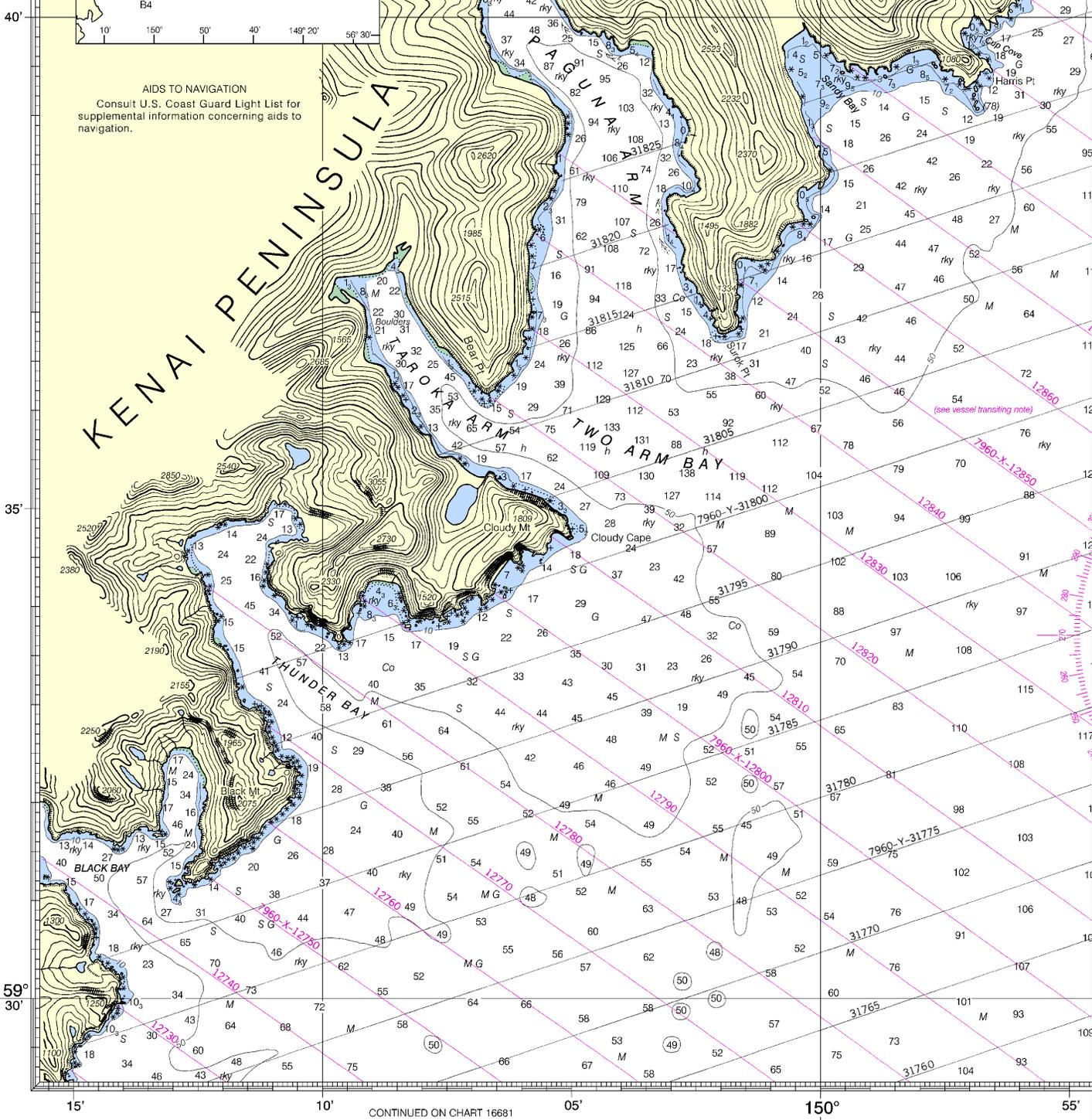


Joins page 12

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KENAI PENINSULA

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



CONTINUED ON CHART 16681

17th Ed., Sep./06 ■ Corrected through NM Sep. 16/06
Corrected through LNM Sep. 12/06

16682
LORAN-C OVERPRINTED

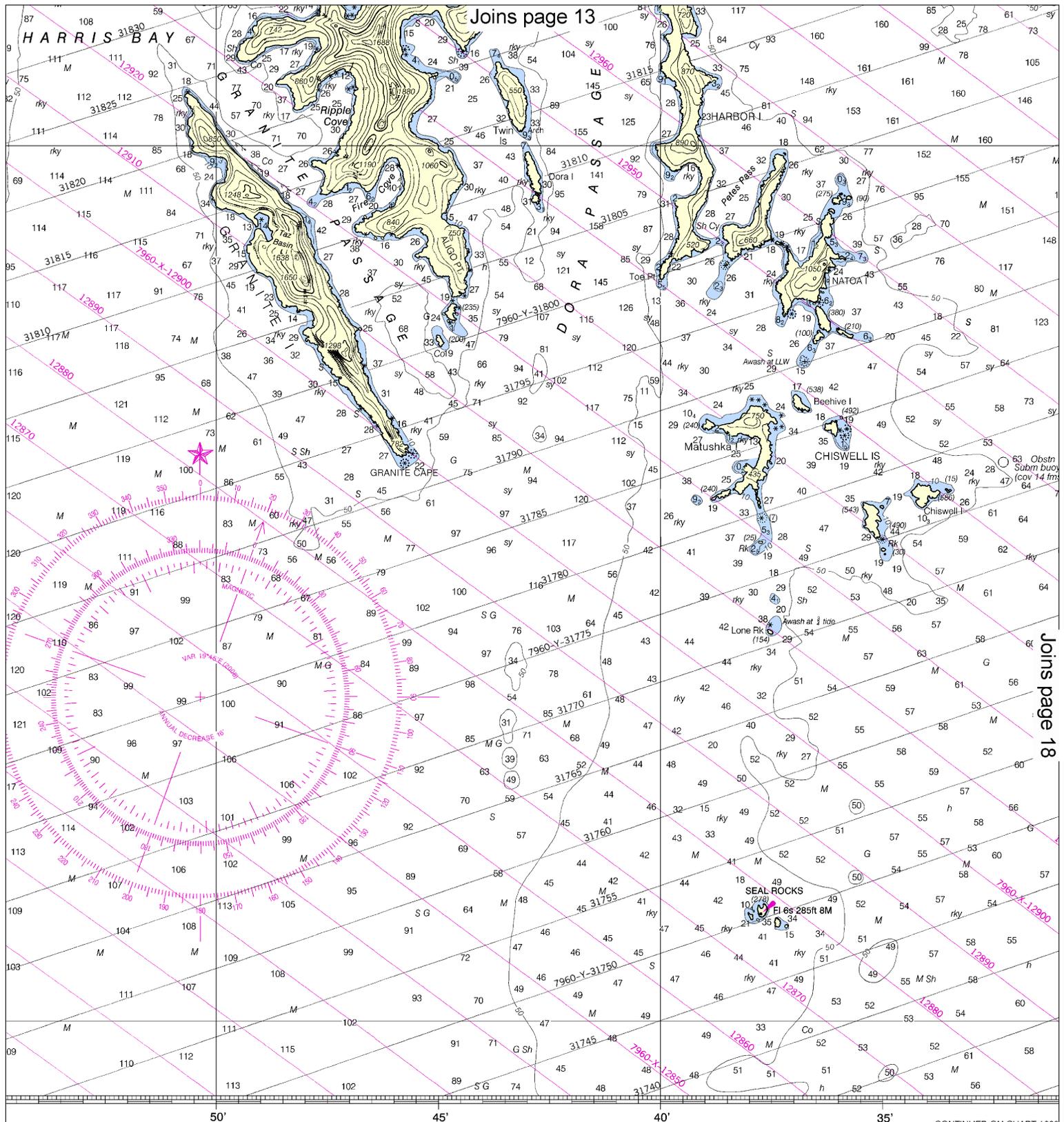
CAUTION

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.

SOUNDINGS
(FATHOMS AND FEET)

16

Note: Chart grid lines are aligned with true north.

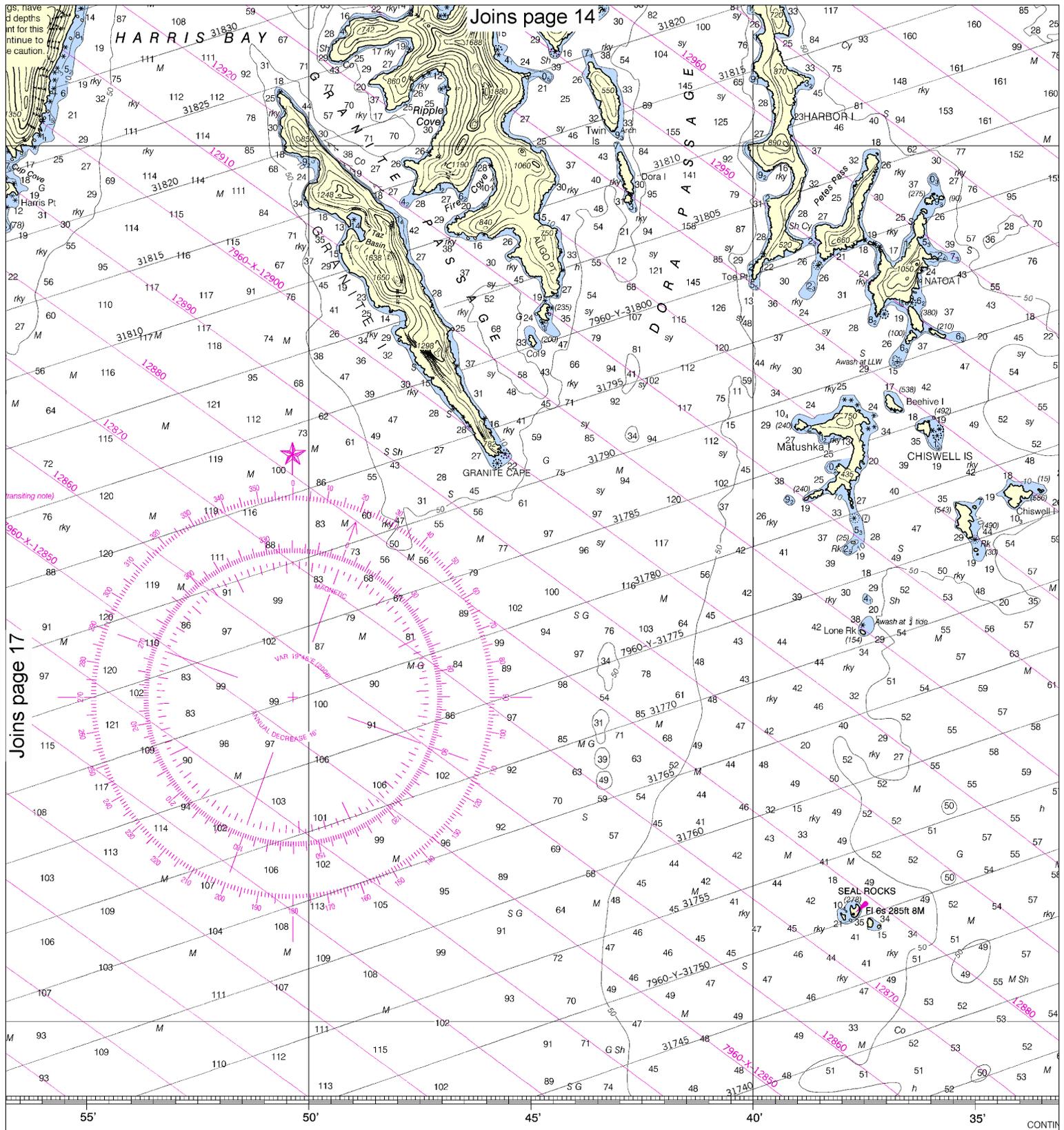


IN FATHOMS
 (UP TO 11 FATHOMS)

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

| | | | | | | | | | |
|---------|---|----|----|----|----|----|----|----|----|
| FATHOMS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| FEET | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 |
| METERS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |

CONTINUED ON CHART 1668



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Joins page 14

Joins page 17

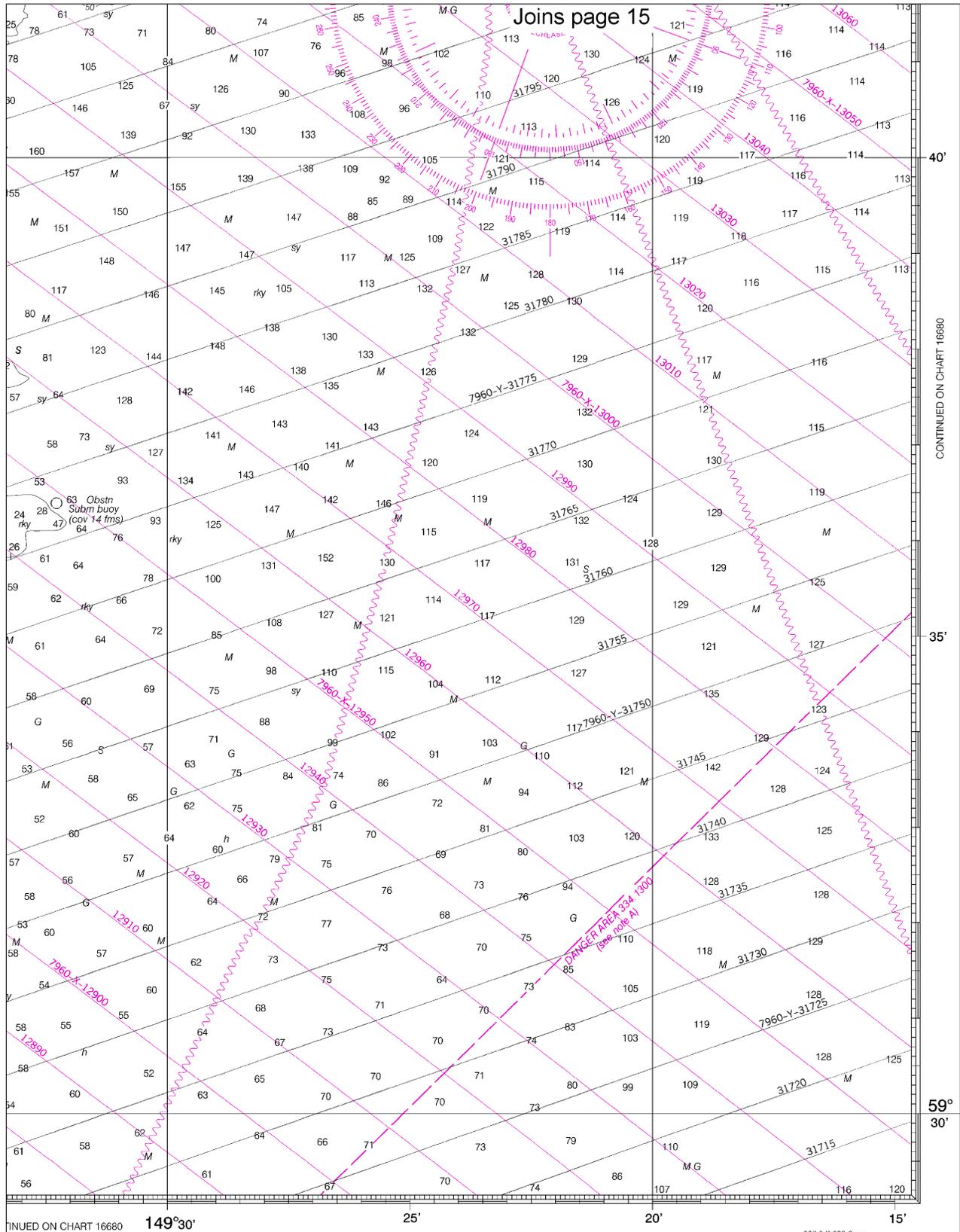
DINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

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

| | | | | | |
|---------|---|----|----|----|----|
| FATHOMS | 1 | 2 | 3 | 4 | 5 |
| FEET | 6 | 12 | 18 | 24 | 30 |
| METERS | 1 | 2 | 3 | 4 | 5 |

18

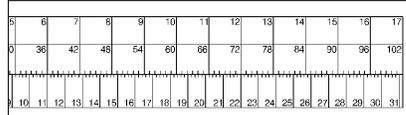
Note: Chart grid lines are aligned with true north.



CONTINUED ON CHART 16680

ED. NO. 17

NSN 7642014011292
NGA REFERENCE NO. 1668016682



Cape Resurrection to Two Arm Bay
SOUNDINGS IN FATHOMS - SCALE 1:81,847

16682
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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>



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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.

