

# BookletChart™



## Drier Bay

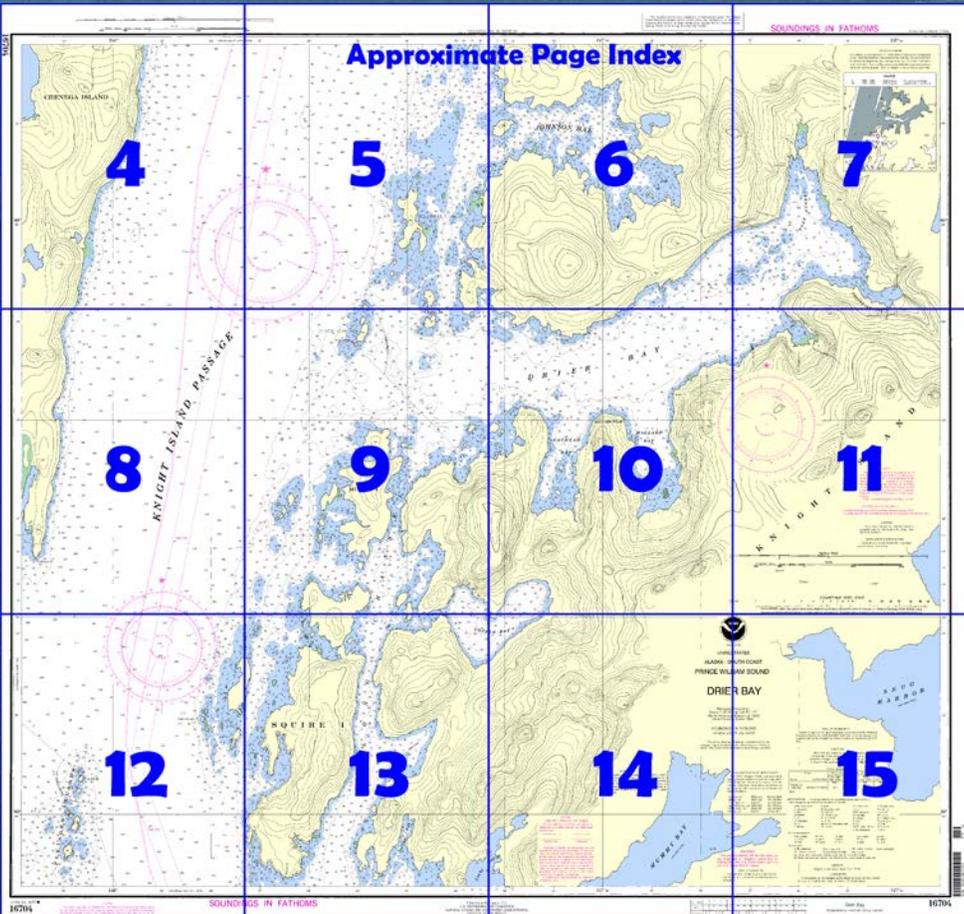
NOAA Chart 16704

*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=16704>.



**(Selected Excerpts from Coast Pilot)**

**Squire Island** and Mummy Island, two large islands on the E side of Knight Island Passage, are separated from Knight Island by Long Channel. Squire Island, the S one, is the higher of the two. A drying ledge is 0.3 mile SW from **Squire Point**, the S end of the island. Two small islands are 0.3 mile off the W side of Squire Island, and from these islands a large reef extends 0.4 mile W to **Point of Rocks**, the latter awash at high water. The channel between Mummy and

Squire Islands leading into Long Channel has rocky, broken bottom, and should be used with caution.

**Long Channel** is an inside passage, 4.5 miles long, for small craft from Drier Bay to the S part of Knight Island Passage. The channel narrows to 80 yards abreast Mummy Island. Numerous shoals to 1 fathom and a rock that uncovers at low water are between Mummy Island and the middle of the passage. Vessels should favor the E side and keep within 100 yards of Knight Island to avoid the dangers. A rock, covered at high water, is in the N entrance 0.3 mile E from the N end of Mummy Island. The tidal currents have little velocity.

**Copper Bay**, on the E side of Long Channel, is abreast the N end of Squire Island. Its entrance is very narrow and foul, and suitable only for small craft with local knowledge. The tidal currents have considerable velocity in the entrance.

**Mummy Island**, on the S side of the entrance to Drier Bay, is high and wooded; on the S half of the island are patches of grass. Reefs extend 0.3 mile SW from the N end of the island, and wooded islets with reefs around them extend 0.6 mile W from the middle of the island.

**Drier Bay** has its main approach between New Year Islands and Mummy Island. The SE shore of the bay is indented by a number of smaller bays and coves. Drier Bay has been examined from the 50-fathom curve at the entrance to the head of the N arm and found to be clear of dangers except those charted.

Local knowledge may be required in recognizing the entrance to Drier Bay, as there are several groups of islands on the E side of Knight Island Passage, both N and S of the entrance. Approaching from N, the island in the mouth of Johnson Bay is a good mark. The chart is the guide.

**Clam Islands**, two in number, low and wooded, are between New Year Islands and **Rocky Point**, the N point of Drier Bay. A 3.1-fathom rocky patch is 0.3 mile S from Clam Islands, about in the middle of the entrance.

**Range Isle**, small and wooded, is close to the N side of Drier Bay and 2 miles E of New Year Islands. The line of Range Isle just clear of the N shore E of it, leads about midway between Mummy Island and New Year Islands, and is sometimes used as a range for entering the bay.

**Cathead Bay** is on the S side of Drier Bay, 2 miles from Mummy Island. Two Islands are in the upper part of the bay. In the entrance of the bay, 0.1 mile from the W side, is a 0.6-fathom shoal. A depth of 1.9 fathoms is midway between the two islands and depths to 1.2 fathoms are 150 yards E of the S island. A large foul area extends 175 yards S of the S island almost to shore.

**Cathead Shoal**, with a least known depth of 3½ fathoms, is about 500 yards NE from **Cat Head**, the point on the W side of Cathead Bay entrance. Entering Cathead Bay, favor the E side to avoid Cathead Shoal and the 0.6-fathom shoal, then proceed with caution on either side of the islands at its head.

**Mallard Bay**, on the S side 2.5 miles inside Mummy Island, is foul for a distance of 0.2 mile from its head. Approaching with care, anchorage can be made 0.4 to 0.7 mile from the head in 17 to 26 fathoms. No swell makes into the anchorage, but williwaws are possible during heavy SE weather.

**Barnes Cove** is obstructed by ledges at its entrance, and shoals extend from the shores. Small craft entering with care can find good anchorage in 6 fathoms. Vessels can anchor 300 to 500 yards off the entrance in 18 fathoms.

The point on the NE side of Barnes Cove is prominent and high, with bare rocky slides. A reef extends 150 yards off the NW side of this 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

## AUTHORITIES

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

## 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).

## 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.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diachone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

### Bottom characteristics:

Bids boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

### Miscellaneous:

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

① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
② Rocks that cover and uncover, with heights in feet above datum of soundings.

## 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
Port Audrey, Drier Bay	(60°20'N/147°46'W)	12.1 feet	11.2 feet	1.6 feet	-4.0 feet

(801)

## HEIGHTS

Heights in feet above Mean High Water.

## 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.

## 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

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

## 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.

Rugged I, AK	WNG-526	162.425 MHz
Naked I, AK	WNG-530	162.500 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Cape Hinchinbrook	WNG-532	162.525 MHz
Potato Point, AK	WNG-527	162.425 MHz
Whittier, AK	KXI-29	162.40 MHz

## CAUTION

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

## 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.

Mercator Projection  
Scale 1:20,000 at Lat 60° 17'  
North American Datum of 1983  
(World Geodetic System 1984)

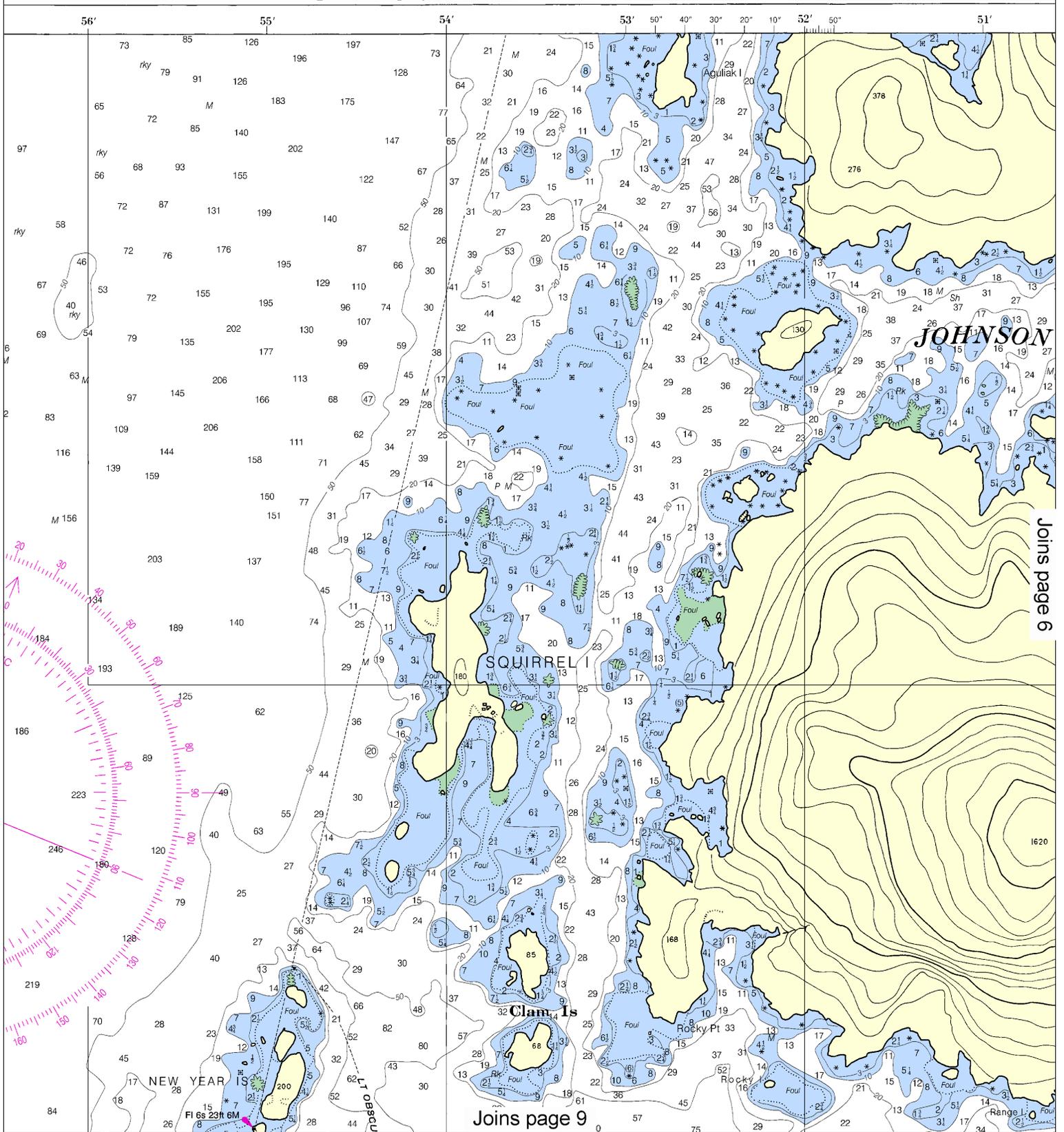
SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and 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 2.398" southward and 7.108" westward to agree with this chart.

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

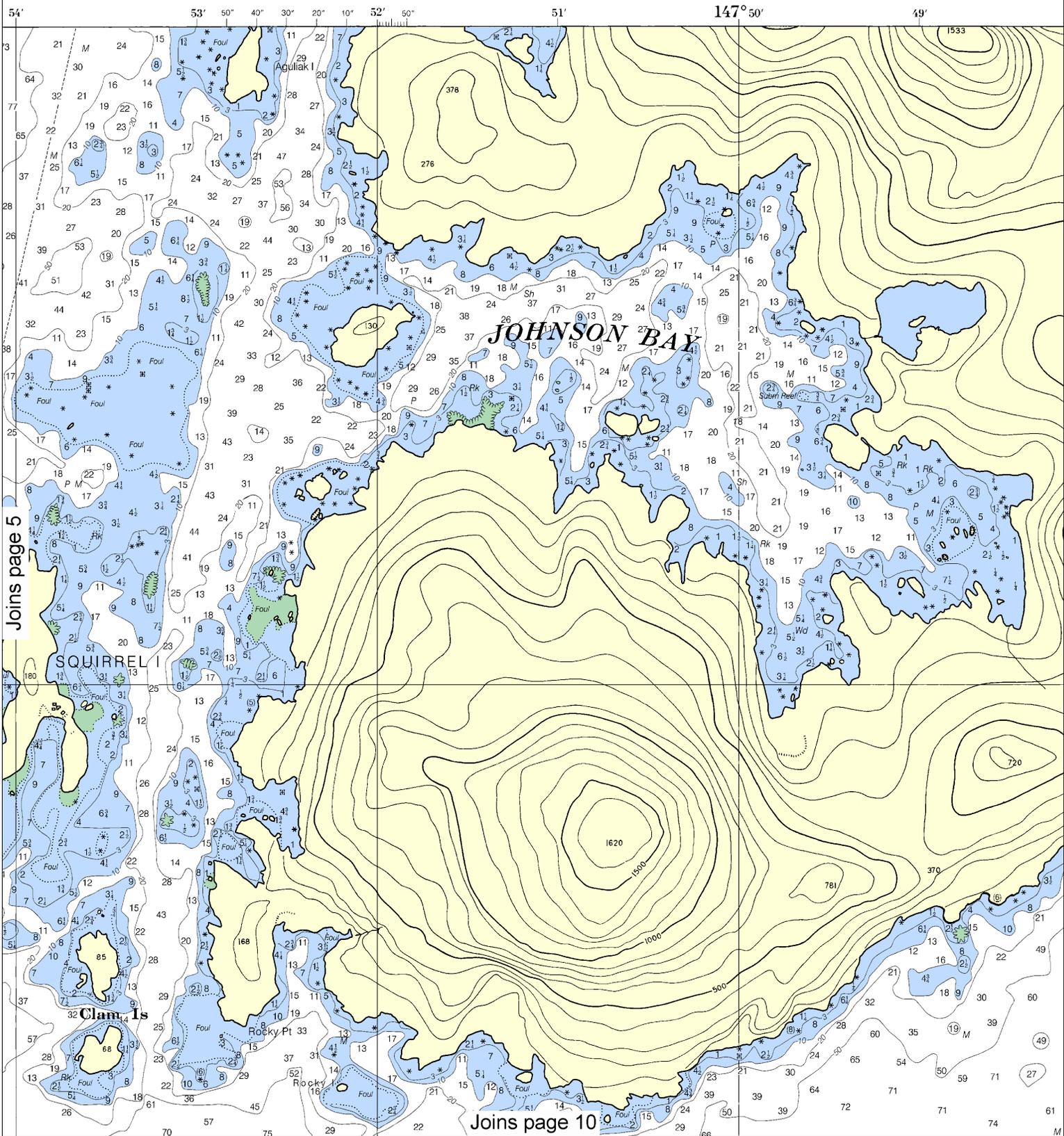




This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:26667. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

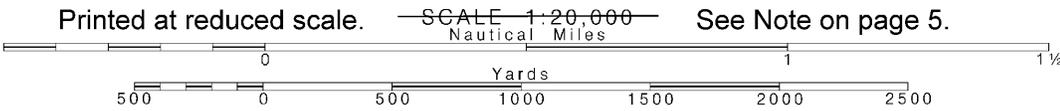
This nautical chart has been designed by the Hydrographic Office, U.S. Navy. The U.S. Navy Ocean Service encourages users to submit corrections to the Chief, Marine Service, NOAA, Silver Spring, Maryland.

Formerly C&GS 8524, 1st Ed., Mar. 1908 KAPP 2600



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Note: Chart grid lines are aligned with true north.

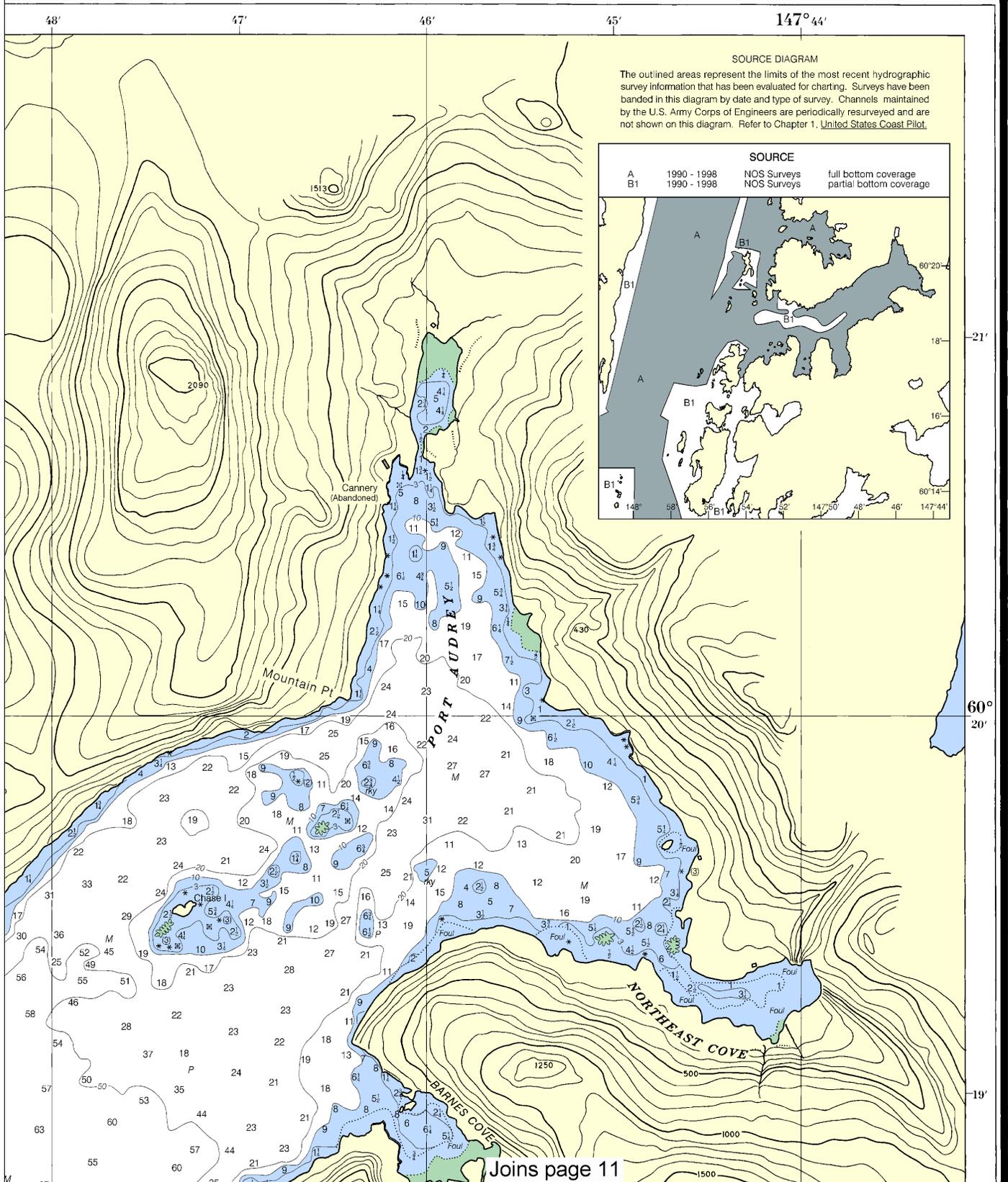


See Note on page 5.

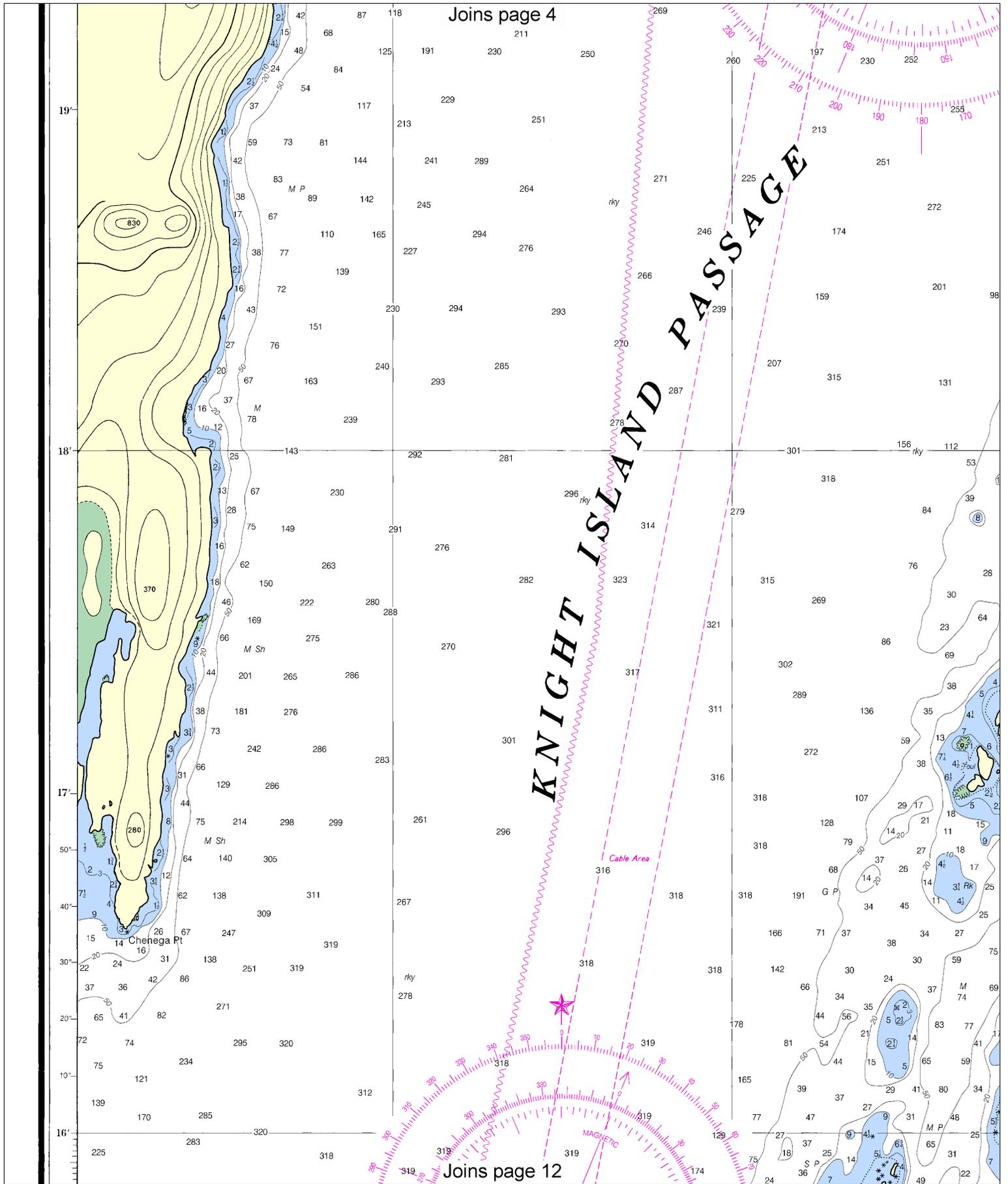
igned to promote safe navigation. The National  
 bmit corrections, additions, or comments for  
 ine Chart Division (N/CS2), National Ocean  
 nd 20910-3282.

# SOUNDINGS IN FATHOMS

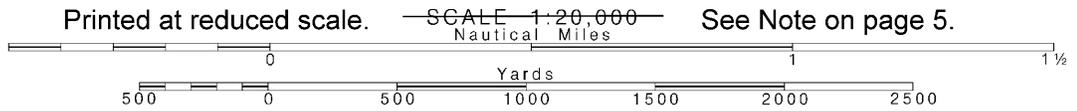
Nautical Chart Catalog No. 3, Panel L



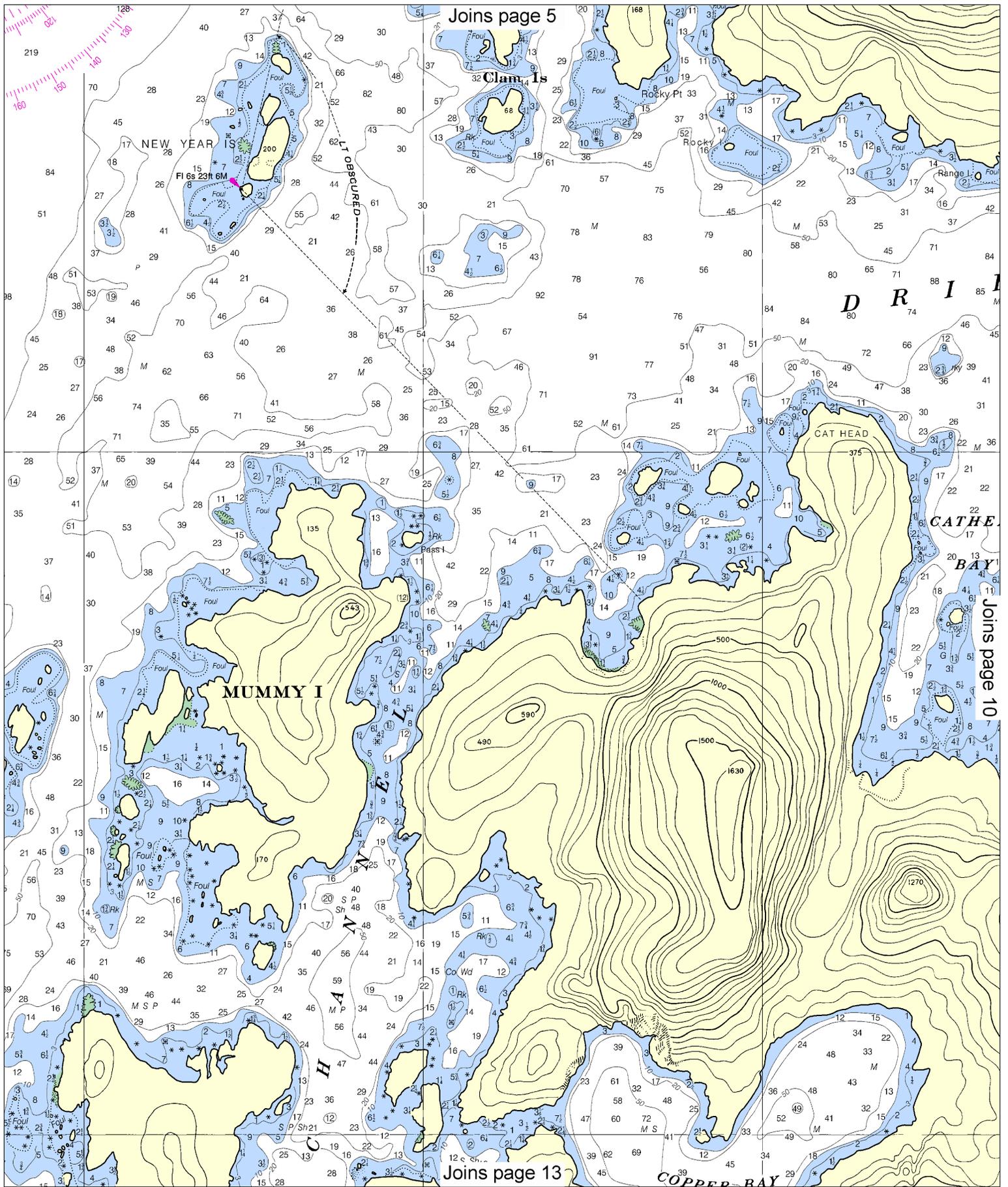
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,  
 NGA Weekly Notice to Mariners: 4812 12/1/2012,  
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



Note: Chart grid lines are aligned with true north.



See Note on page 5.



Joins page 5

Clam Is

NEW YEAR IS

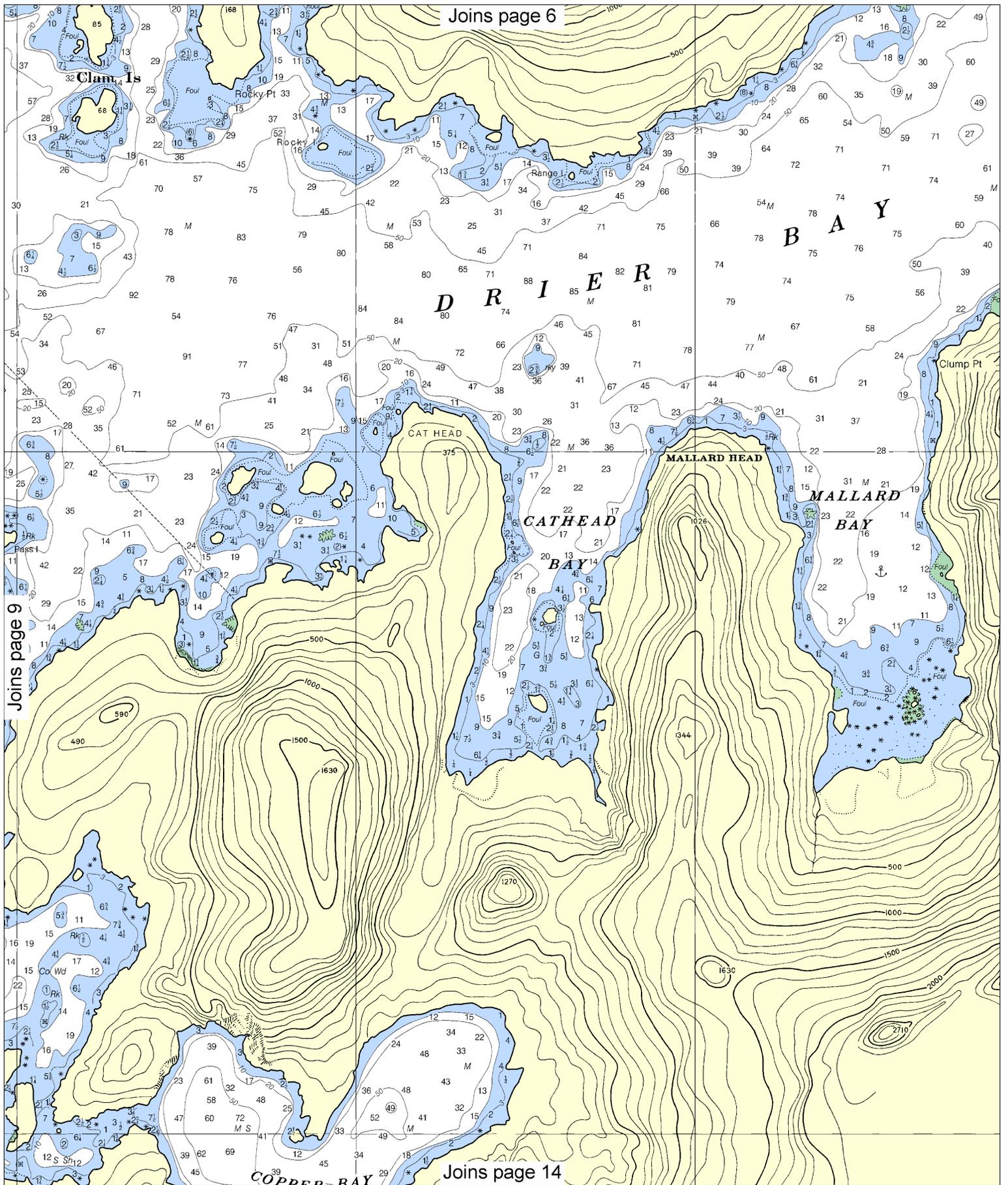
Fl 6s 23ft 6M

MUMMY I

CAT HEAD

CATHE BAY

Joins page 13



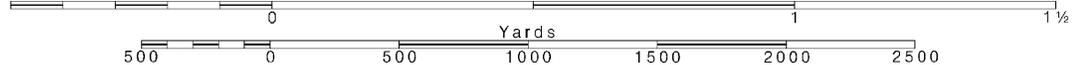
**10**

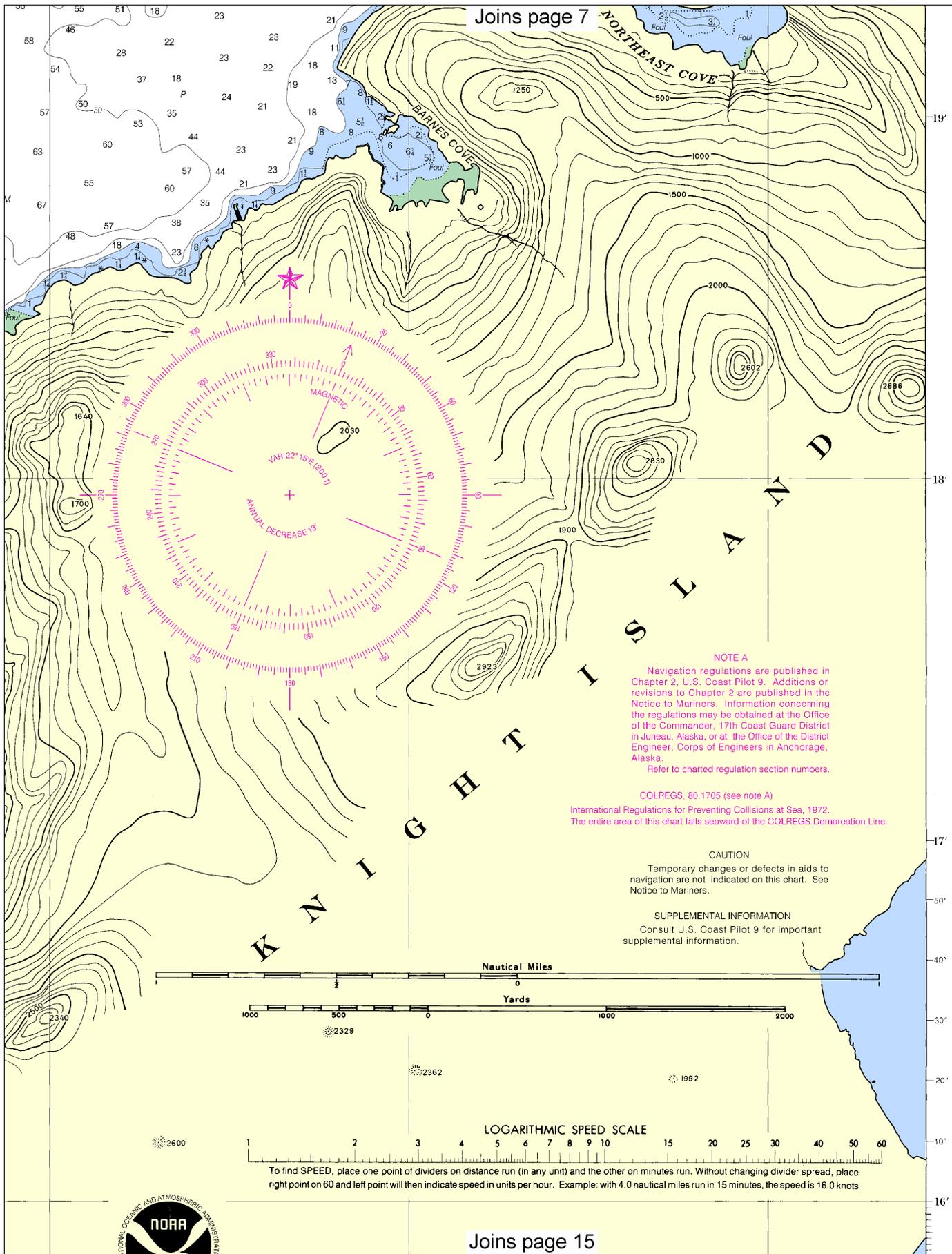
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





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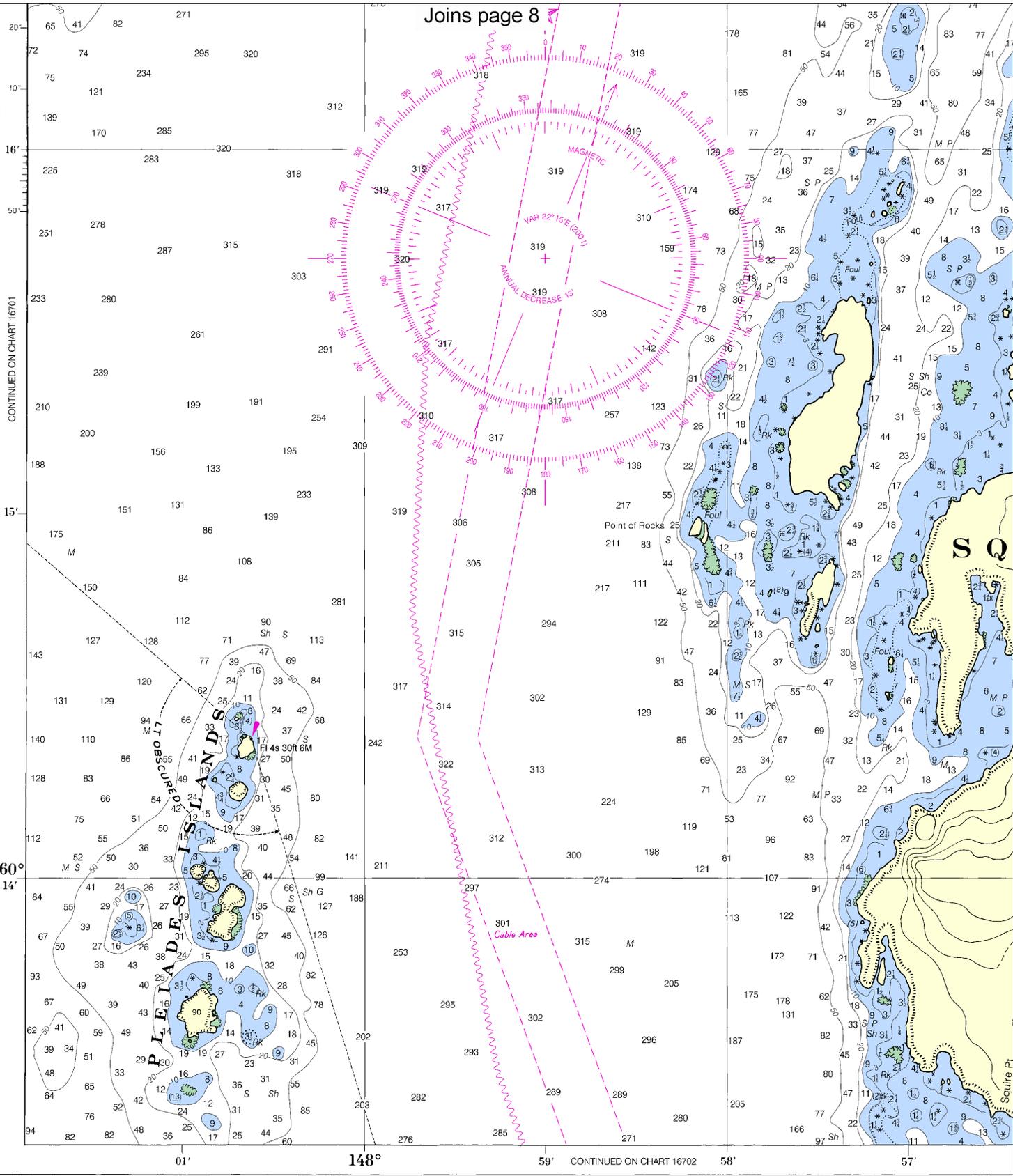
COLREGS. 80.1705 (see note A)  
 International Regulations for Preventing Collisions at Sea, 1972.  
 The entire area of this chart falls seaward of the COLREGS Demarcation Line.

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

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



Joins page 8



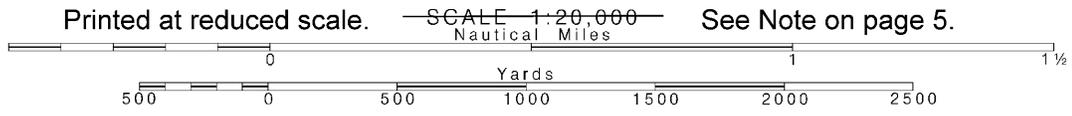
13th Ed., Sept. 29/01 ■  
**16704**

**CAUTION**  
 This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

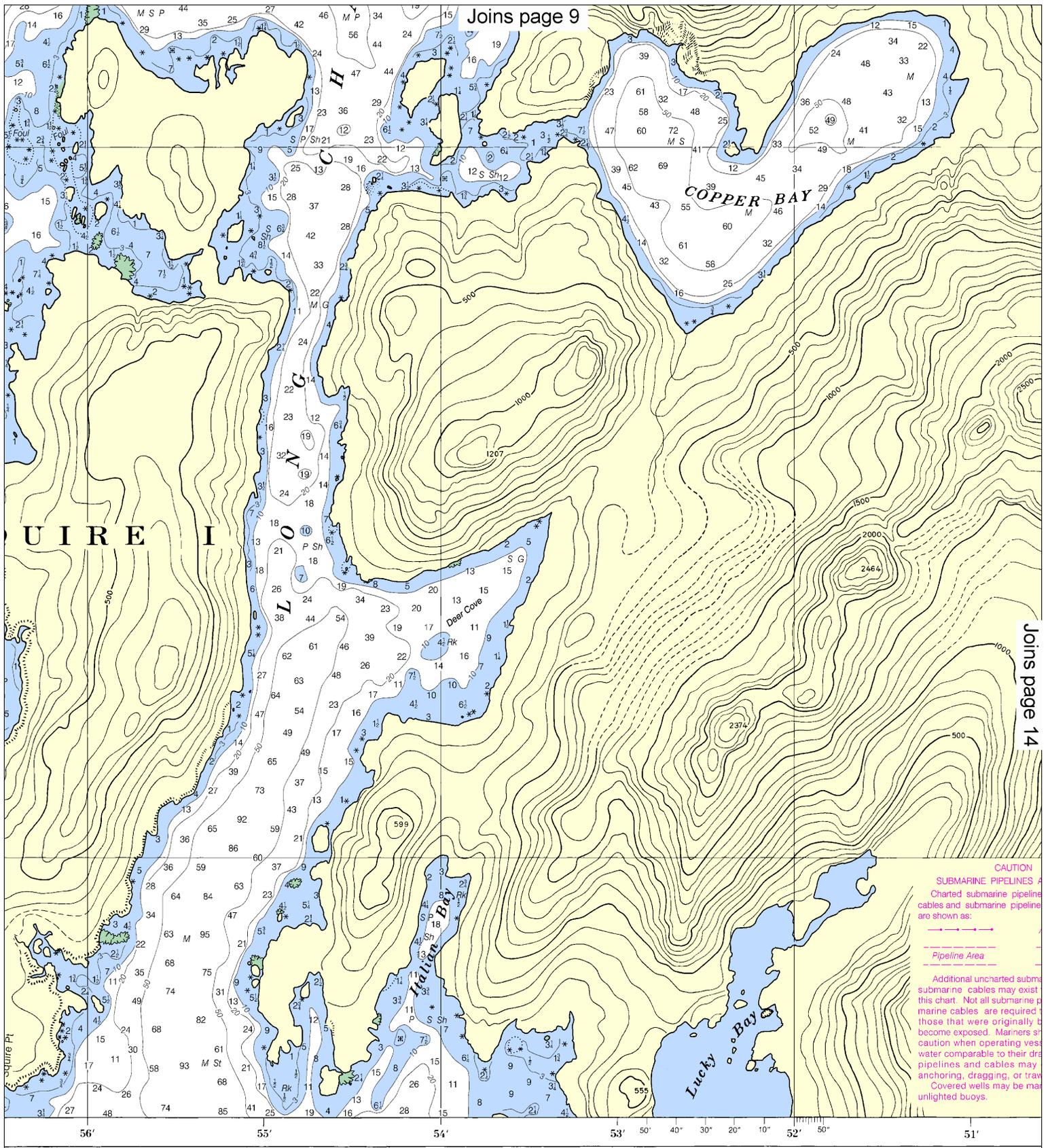
**SOUNDINGS IN FA**

**12**

Note: Chart grid lines are aligned with true north.



See Note on page 5.

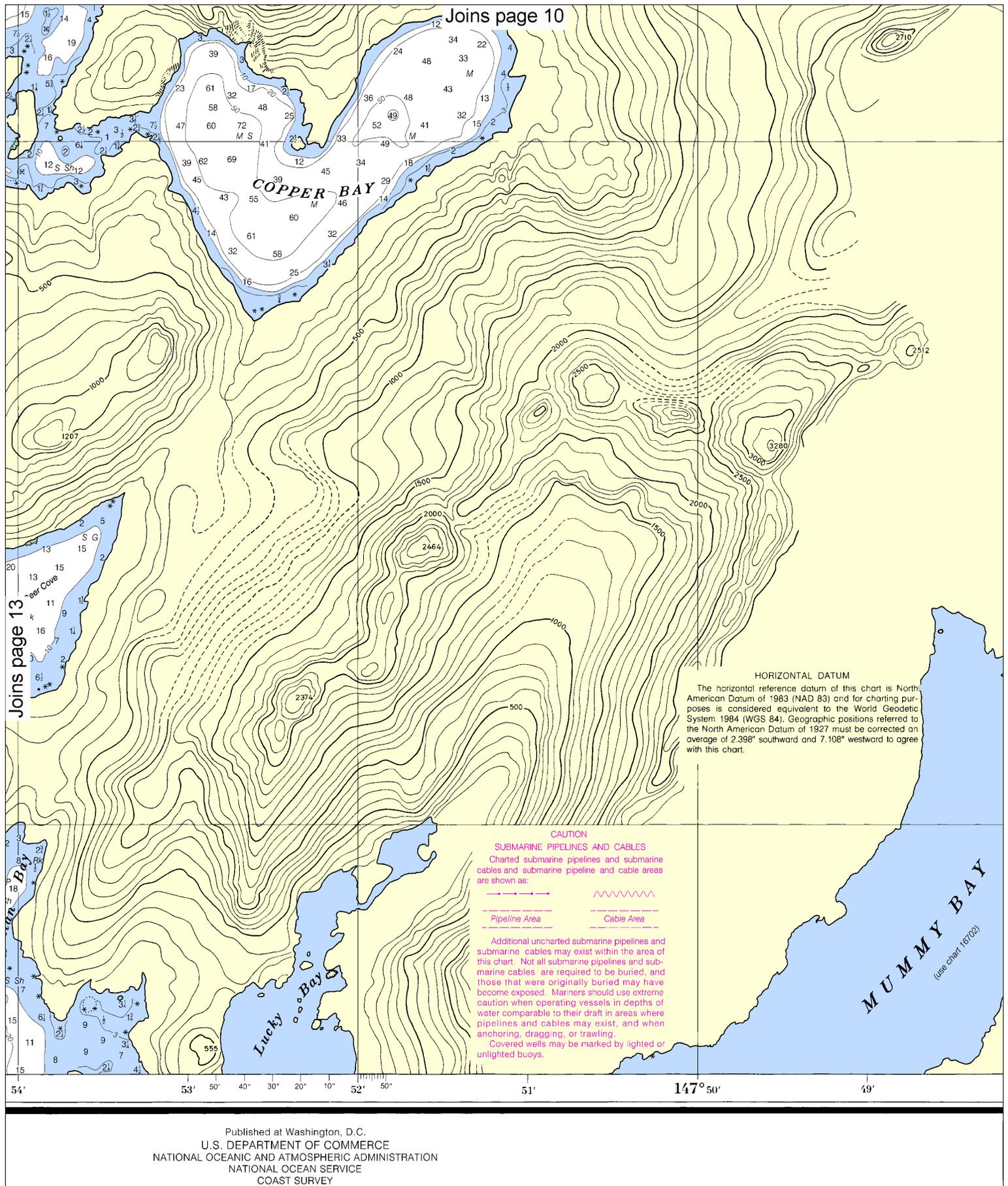


**CAUTION**  
**SUBMARINE PIPELINES**  
 Charted submarine pipeline cables and submarine pipelines are shown as:  
 ---  
 Pipeline Area  
 ---  
 Additional uncharted submarine cables may exist in this chart. Not all submarine pipeline cables that were originally buried have become exposed. Mariners should exercise caution when operating vessels in areas where pipelines and cables may be exposed. Covered wells may be marked with unlighted buoys.

**FATHOMS**

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

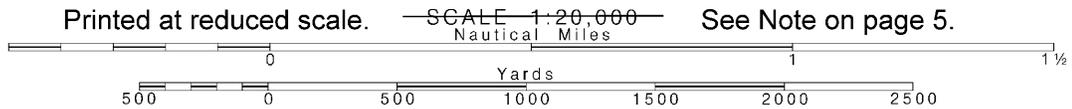
**13**



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

**14**

Note: Chart grid lines are aligned with true north.





UNITED STATES  
ALASKA - SOUTH COAST  
PRINCE WILLIAM SOUND

**DRIER BAY**

Mercator Projection  
Scale 1:20,000 at Lat 60° 17'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

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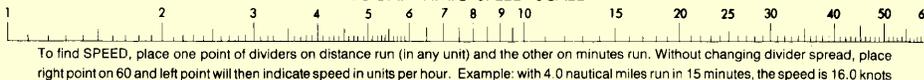
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Cape Hinchinbrook	WNG-532	162.525 MHz
Potato Point, AK	WNG-527	162.425 MHz
Whittier, AK	KXI-29	162.40 MHz

**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.

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

LOGARITHMIC SPEED SCALE



**S N U G  
H A R B O R**  
(use chart 16701)

**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 shorelines as a result of the earthquake of March 27, 1964

**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
Port Audrey, Drier Bay	(60°20'N/147°46'W)	12.1	11.2	1.6	-4.0

(801)

**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

**Bottom characteristics:**

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

**Miscellaneous:**

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
② Rocks that cover and uncover, with heights in feet above datum of soundings.			

**HEIGHTS**

Heights in feet above Mean High Water.

**AUTHORITIES**

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



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Drier Bay  
SOUNDINGS IN FATHOMS - SCALE 1:20,000

**16704**



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>



— For the latest news from Coast Survey, follow @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.

