

BookletChart™

Controller Bay

NOAA Chart 16723

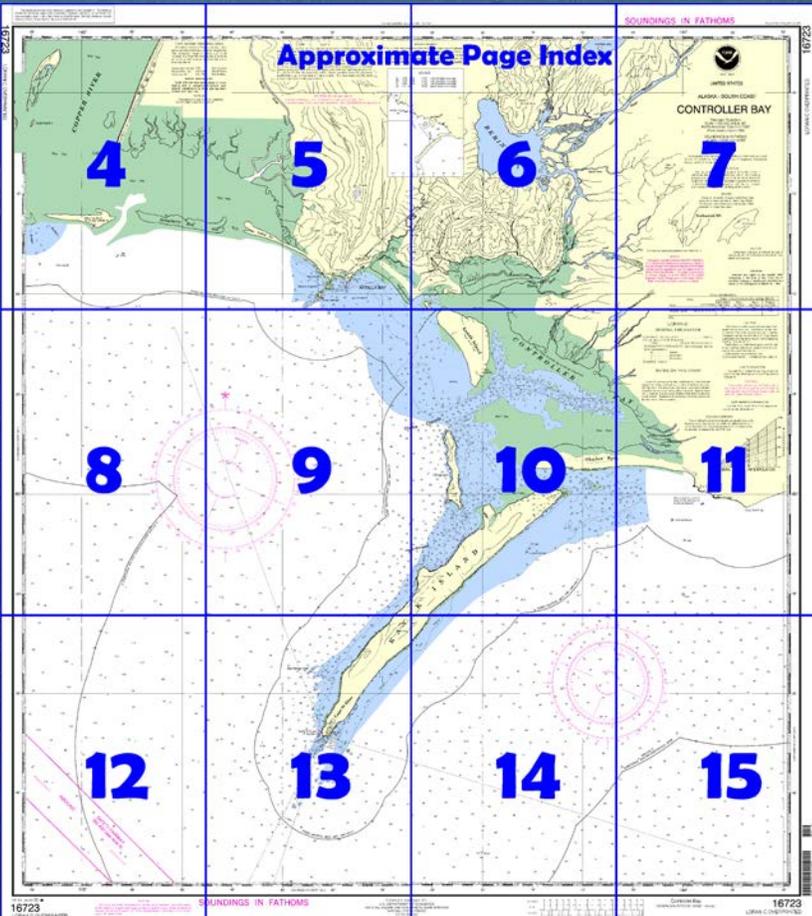


A reduced-scale NOAA nautical chart for small boaters

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.

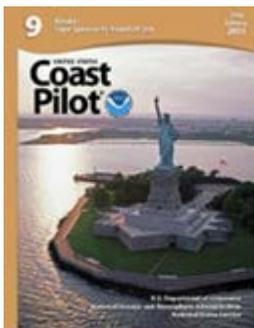
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16723>.



(Selected Excerpts from Coast Pilot)

Kayak Island is 17.5 miles long.

Cape St. Elias, the S end of Kayak Island, is about 1 mile long and 1,665 feet high.

Pinnacle Rock, about 0.2 mile off Cape St. Elias, is 494 feet high and connected to the cape by a low, narrow strip of land.

Cape St. Elias Light (59°47'54N, 144°35'56W.) is shown from a white square tower at the corner of a rectangular building on the SW end of Kayak Island.

Sea Ranger Reef is off the W coast of Kayak

Island 3.3 miles N of Cape St. Elias. The inner shoal is 1 mile from shore, has 11 feet over it and often breaks. The outer shoal is 1.5 miles from

shore, has a least known depth of 24 feet, and seldom breaks. Tide rips occur around it at times.

Anchorage.—Good protection from all winds except from the W can be found on the W side of Kayak Island. This area is used by foreign fishing vessels, generally large stern trawlers, for the transfer of fish between vessels at anchor. The smoothest water usually will be found between Sea Ranger Reef and Kayak Entrance, an anchorage which is used by fishing vessels during the halibut season. Indifferent anchorage can be had on the E side of Kayak Island in 15 to 20 fathoms, about 1.5 miles offshore midway between Cape St. Elias and Lemesurier Point. The holding ground is poor and a vessel should be ready to move on short notice.

Kayak Entrance, between Kayak and Wingham Islands, is rocky and foul with shoals. The least depth of the shoals as far as abeam of the SE tip of Wingham Island is 1 fathom; above that and into the S portion of Controller Bay the depth is not more than 3 feet. The channel is 0.5 mile wide between spits, which largely uncover, projecting out from Kayak and Wingham Islands. Kayak Entrance should be used with caution and only at high water.

Anchorage.—Anchorage can be made in 2 to 3 fathoms, bottom soft in places, in Kayak Entrance as far N as abeam of the SE end of Wingham Island. There is some local chop with strong winds, but no outside swell enters the bay either through Kayak Entrance or around the N end of Kayak Island.

Small vessels can anchor in the narrow channel close to the E side of the N end of Wingham Island. This channel is about 300 yards wide and has depths of 7 to 11 fathom for 1 mile S, then shoals gradually S. The flats on the E edge of the channel have depths of 7 to 11 feet. At times the tidal currents in the channel have a velocity of 3 knots or more.

With heavy E winds, anchorage and shelter can be found in 16 to 18 fathoms 0.5 mile off the W side of Wingham Island.

Wingham Island, 4 miles long and wooded, has three hills. The highest hill, near its N end, rises to 833 feet. The W shore of the island is precipitous.

Okalee Channel, between Wingham and Kanak Islands, is 0.6 mile wide at the entrance. A depth of 6 fathoms can be carried to abeam of the S tip of Kanak Island. Further NE, and into the bay depths are less. The channel is a secure anchorage, however, it changes annually and should be used only with local knowledge.

The shoal on the S side of Okalee Channel, 1.5 miles NE from Wingham Island, uncovers shortly after high water, and this shoal and the one on the opposite side of the channel are usually indicated by breakers. The shoal extending S from Kanak Island is mostly uncovered at low water. Above these shoals the flats bordering Okalee Channel are partly uncovered at low water only, and there is nothing to indicate the channel when the flats are covered.

Vessels sometimes anchor in Okalee Channel about 2 miles above the N end of Wingham Island. This part of the channel is generally easy of access in clear weather. In the absence of local knowledge, navigation above this point should be at low water only.

Kanak Island is about 4 miles long. The S edge of the shoal is within 1.2 miles of the N end of Wingham Island.

Currents.—The velocity of the current is 1.5 knots on the flood and 1.2 knots on the ebb off the N end of Wingham Island, and 1.7 knots on the flood and 2.0 knots on the ebb in the channel SE of Kanak Island. The currents set into Controller Bay through all the entrances on the flood and out on the ebb.

**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

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NOTE B
 Passages to Copper River are marked by red and white buoys S, K, G and P.

Mercator Projection
 Scale 1:100,000 at Lat. 60°
 North American Datum of 1983
 (World Geodetic System 1984)
 SOUNDINGS IN FATHOMS
 AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

HEIGHTS
 Elevation 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.

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

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.

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

CAUTION
 Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.
 Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
 Station positions are shown thus:
 ○ (Accurate location) ◦ (Approximate location)

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.

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.

Cape Hinchinbrook TBD	162.525 MHz
Potato Point, AK WNG-527	162.425 MHz
Cordova, AK WXJ-79	162.40 MHz

NOTE A
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notices 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.

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.

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).

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on 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
 X Secondary
 Y 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 ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

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.

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.

- 2680 - **NOTE X**

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

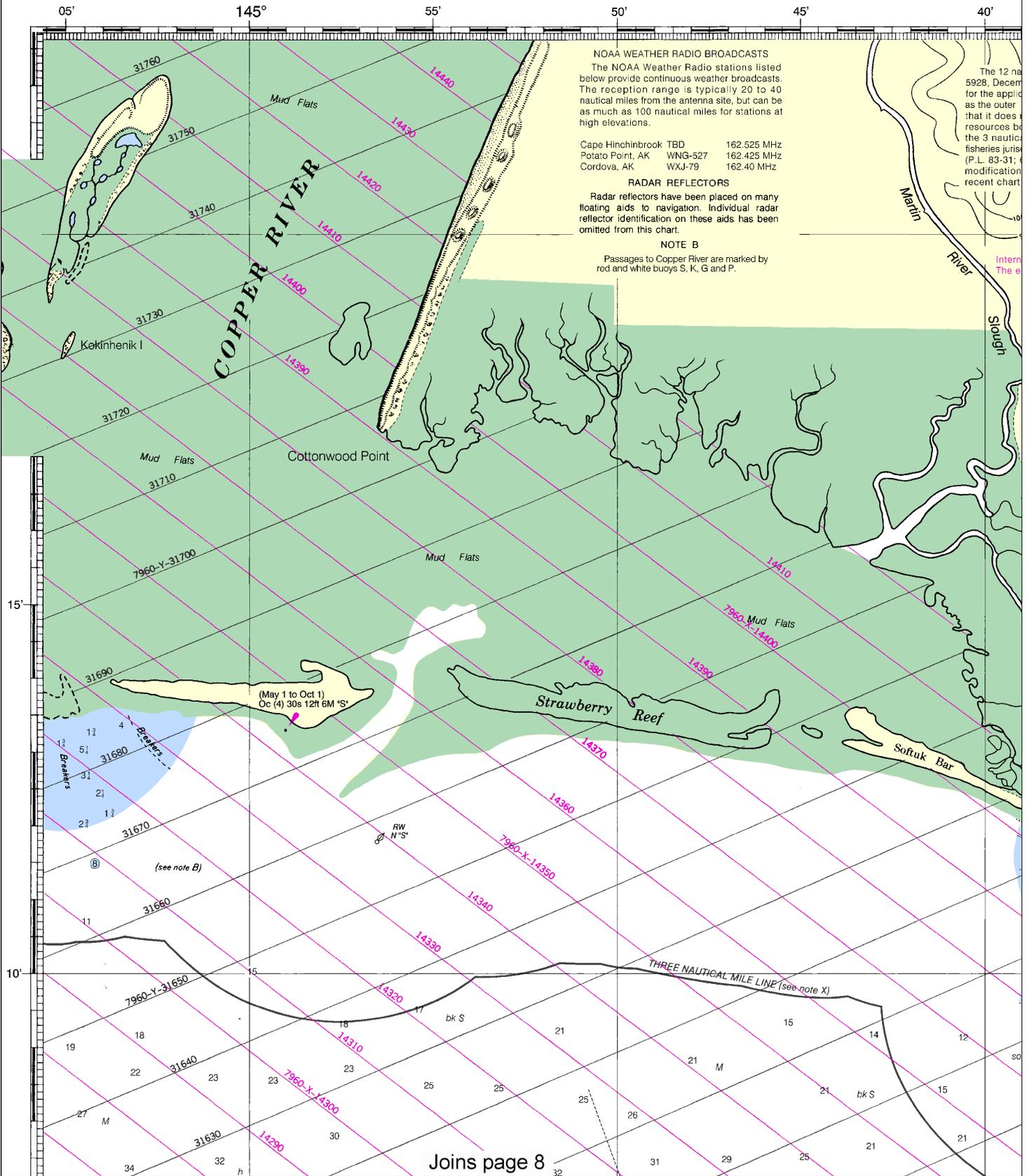
TIDAL INFORMATION

Place	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Name	(LAT/LONG)	feet	feet	feet	feet
Wingham Island	(60°03'N/144°24'W)	10.1	9.1	1.4	-4.0

(100)

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.

16723 LORAN-C OVERPRINTED



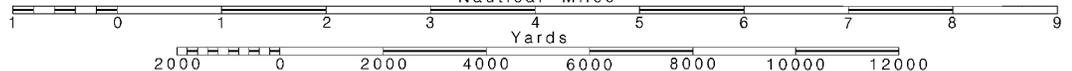
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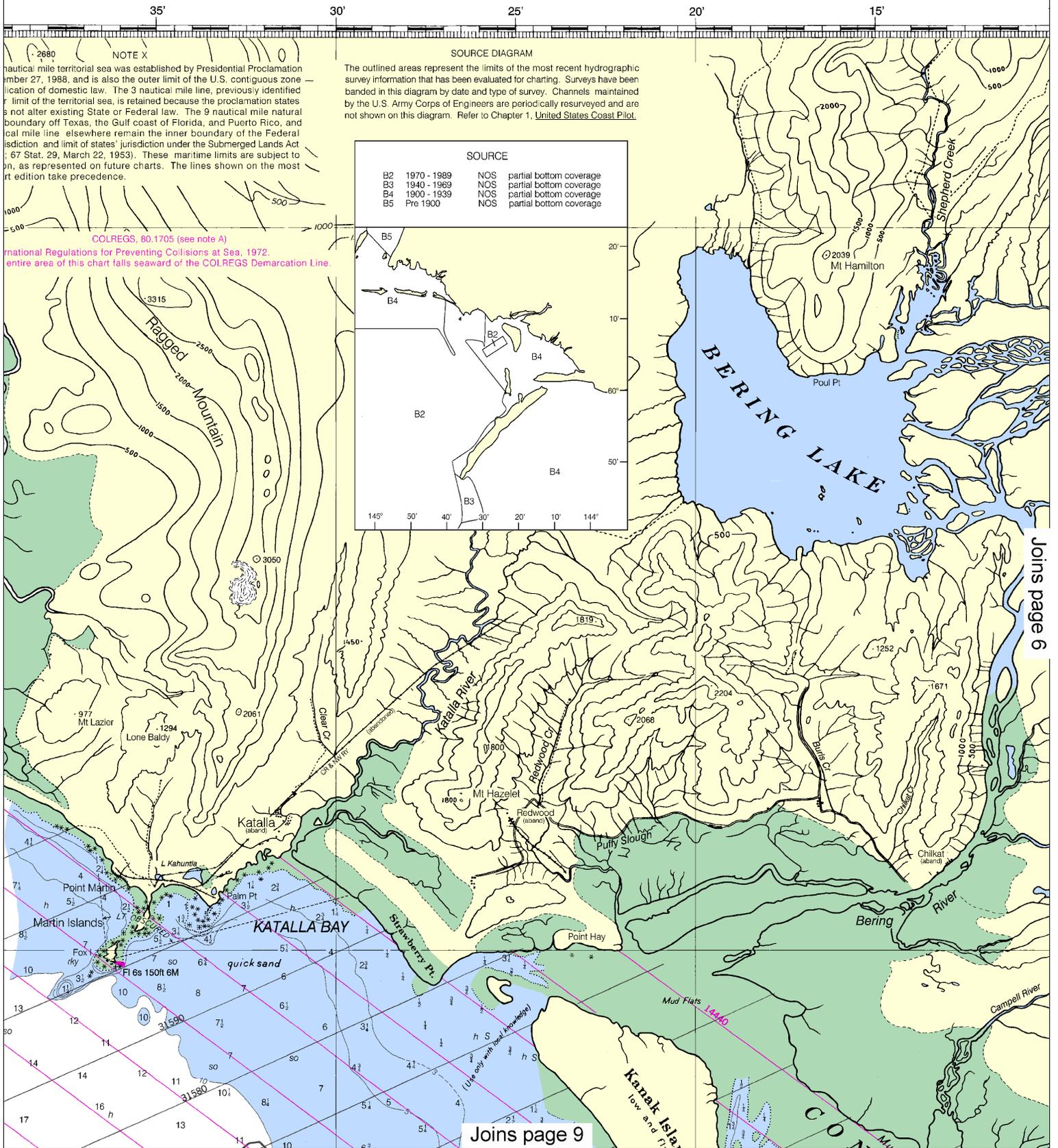
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000 Nautical Miles

See Note on page 5.





Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:133333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



40' 35' 30' 25' 20'

NOTE X

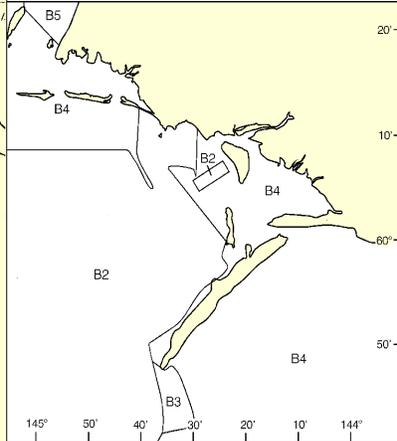
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SOURCE DIAGRAM

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.

SOURCE

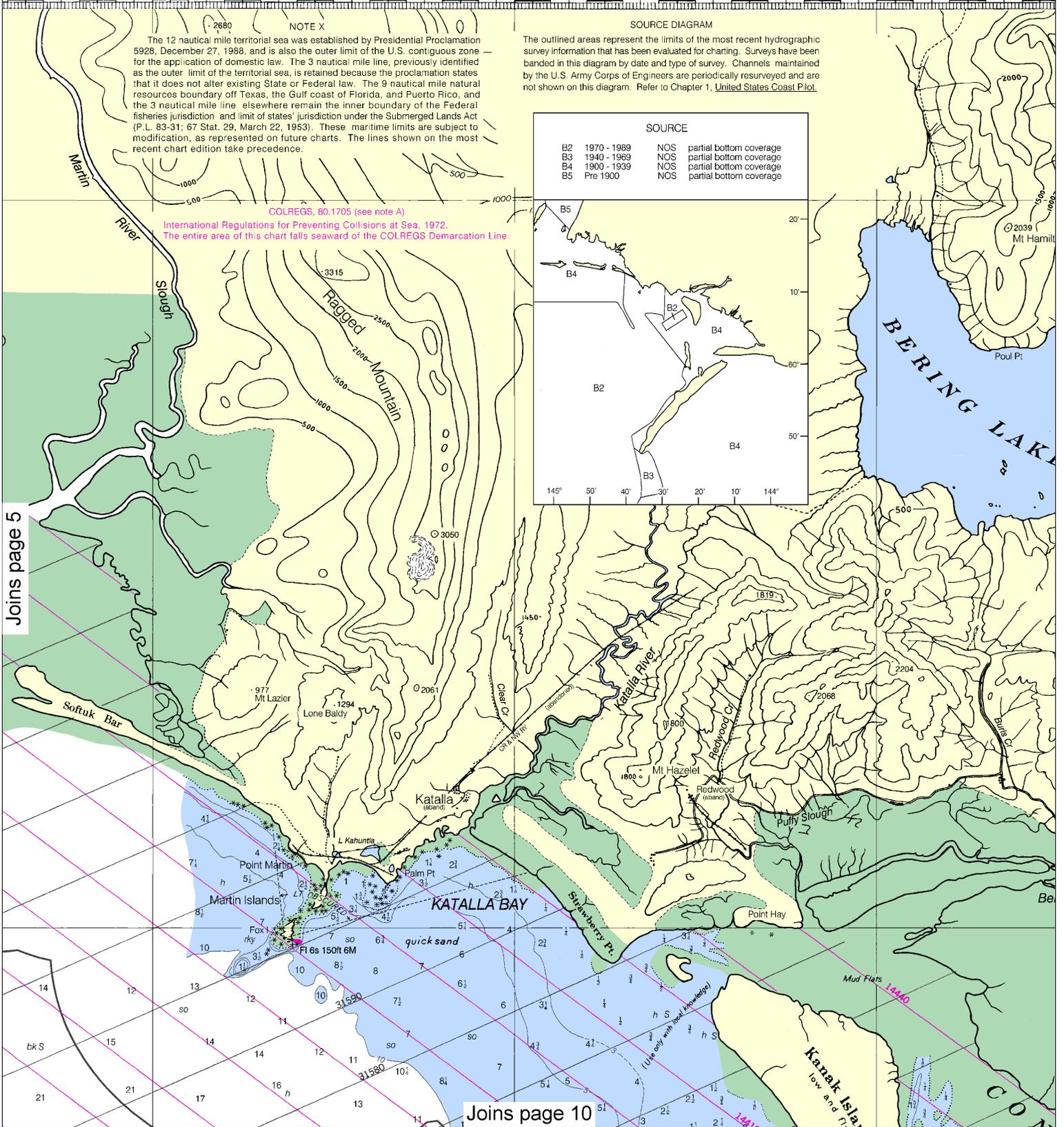
B2	1970 - 1989	NOS	partial bottom coverage
B3	1940 - 1969	NOS	partial bottom coverage
B4	1900 - 1939	NOS	partial bottom coverage
B5	Pre 1900	NOS	partial bottom coverage



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.

Joins page 5



Joins page 10

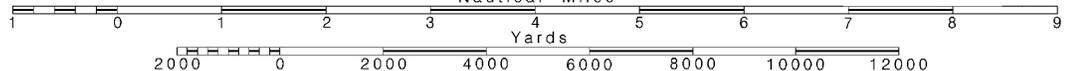


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

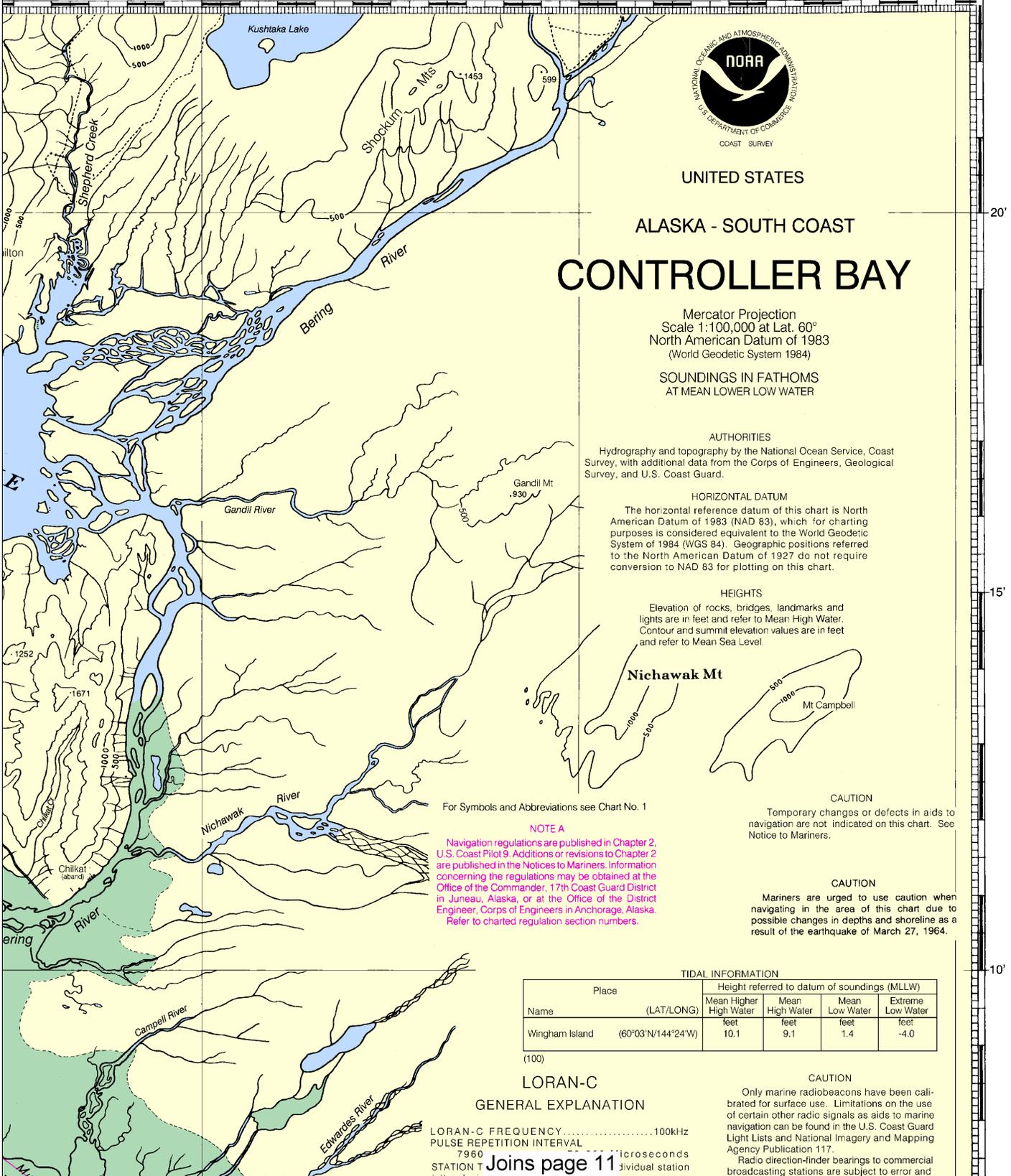
See Note on page 5.



SOUNDINGS IN FATHOMS

Nautical Chart Catalog No.3, Panel M

15' 10' 05' 144° 55' 50'



UNITED STATES

ALASKA - SOUTH COAST

CONTROLLER BAY

Mercator Projection
Scale 1:100,000 at Lat. 60°
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW 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.

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

HEIGHTS

Elevation 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.

Nichawak Mt

Mt Campbell

For Symbols and Abbreviations see Chart No. 1

NOTE A

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CAUTION

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

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.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Wingham Island (60°03'N/144°24'W)	10.1	9.1	1.4	-4.0

(100)

LORAN-C

GENERAL EXPLANATION

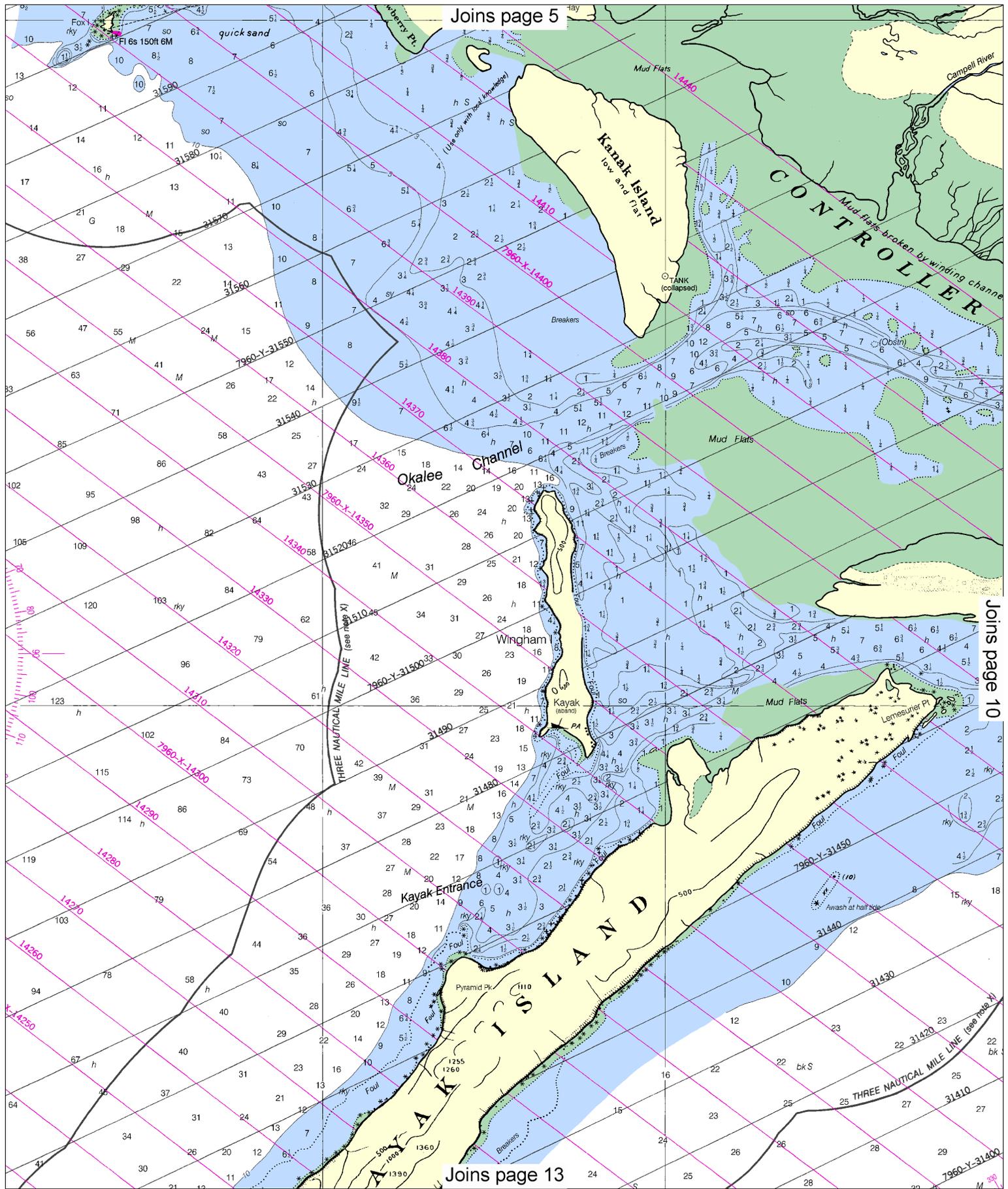
LORAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL 7960 microseconds
STATION T Individual station
..... Joints page 11

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and

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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
Wingham Island	(60°03'N/144°24'W)	10.1	9.1	1.4	-4.0

(100)

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LORAN-C FREQUENCY.....100kHz
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 7960.....79,600 Microseconds
 STATION TYPE DESIGNATORS: (Not individual station letter designators).
 M.....Master
 X.....Secondary
 Y.....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.

CAUTION

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 Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
 Station positions are shown thus:
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AIDS TO NAVIGATION

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

WARNING

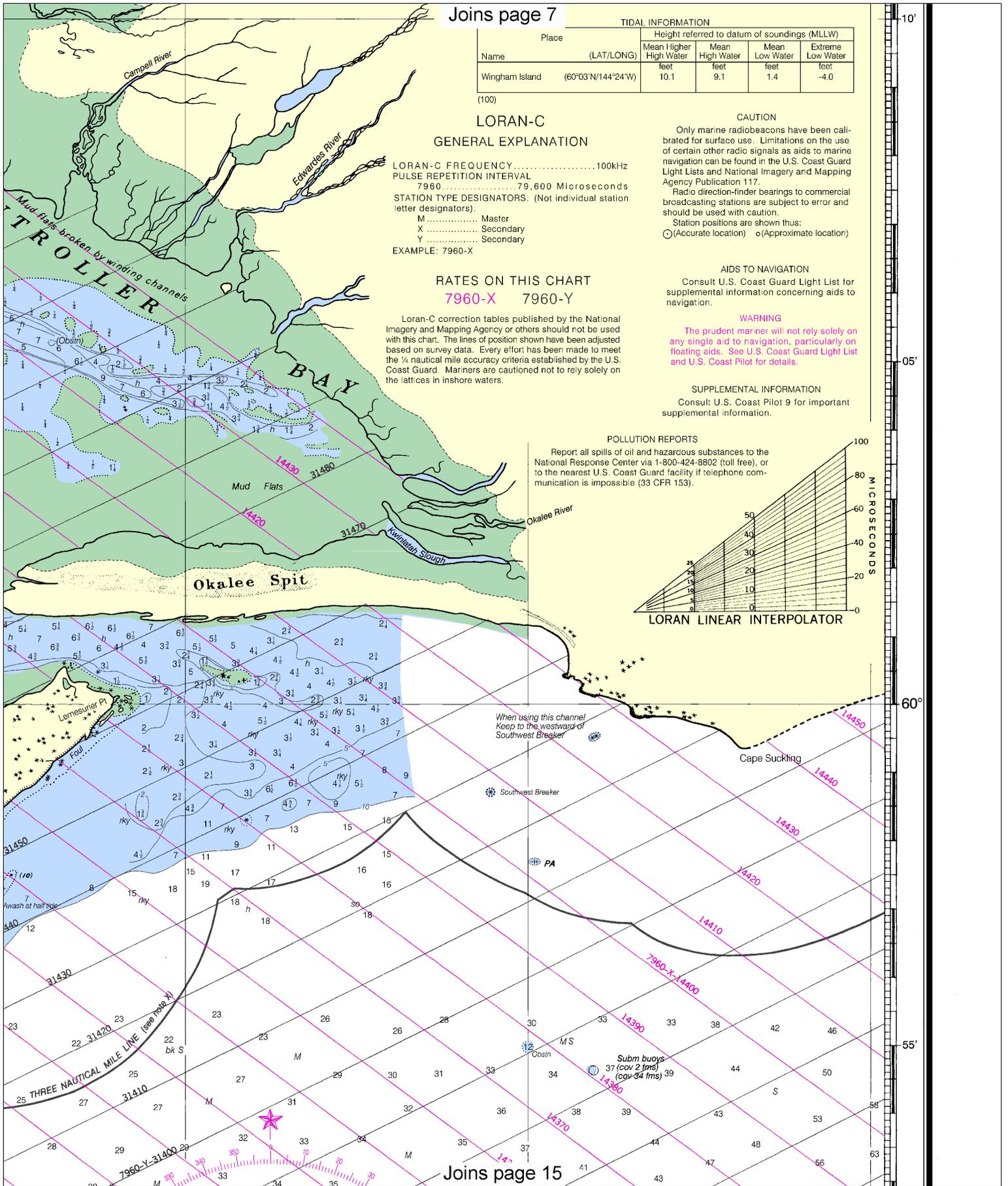
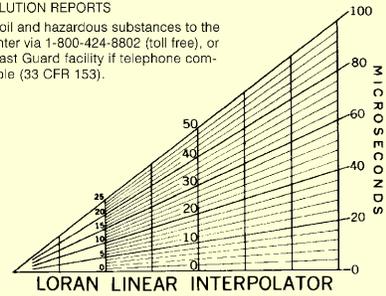
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION

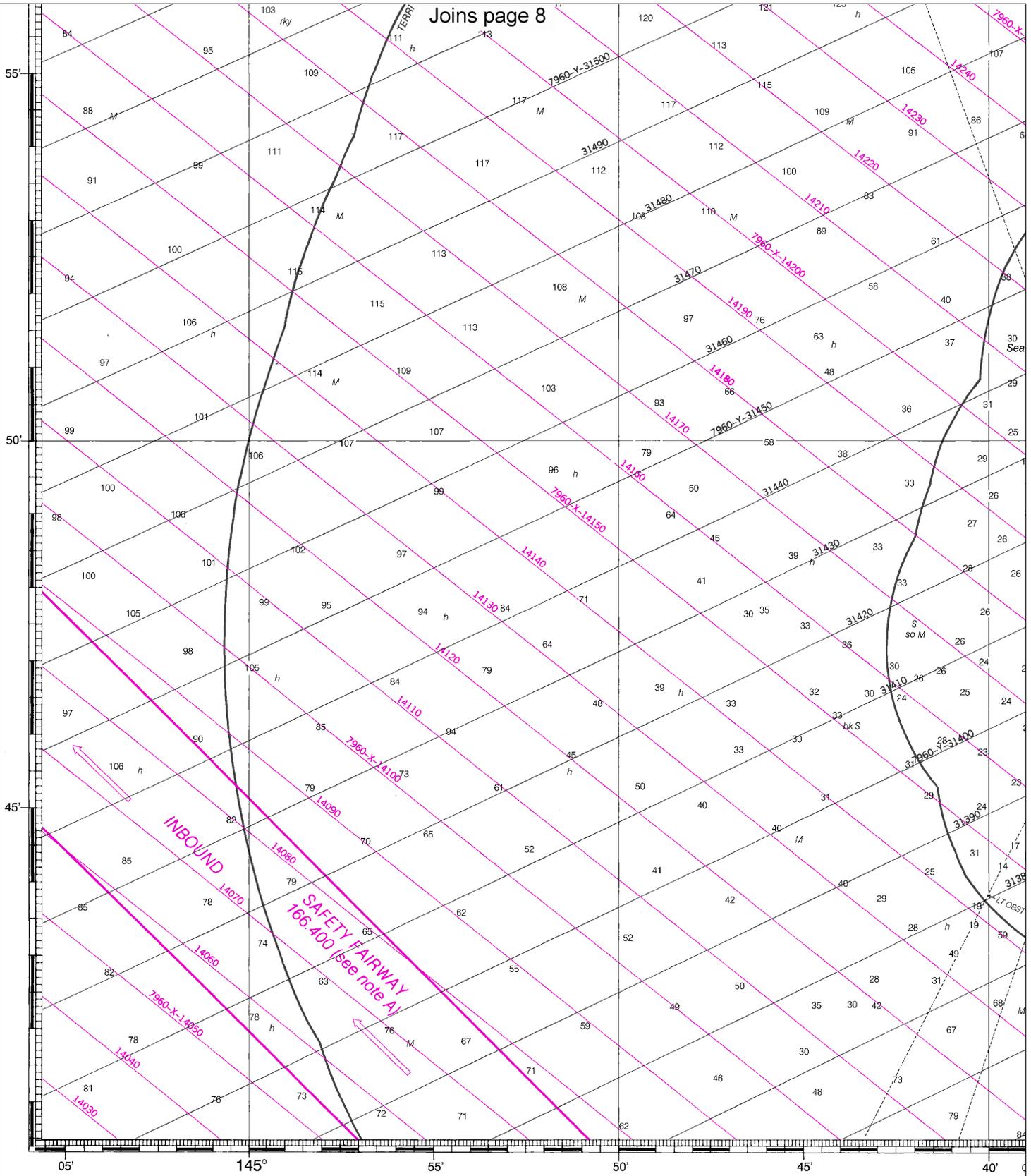
Consult U.S. Coast Pilot 9 for important supplemental information.

POLLUTION REPORTS

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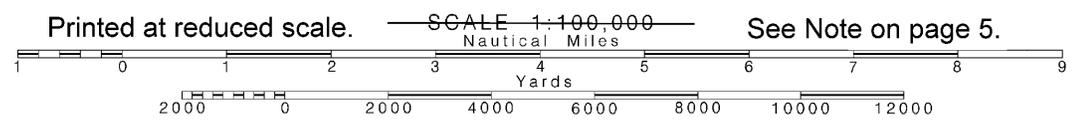
15th Ed., Jan 29/00 ■
16723
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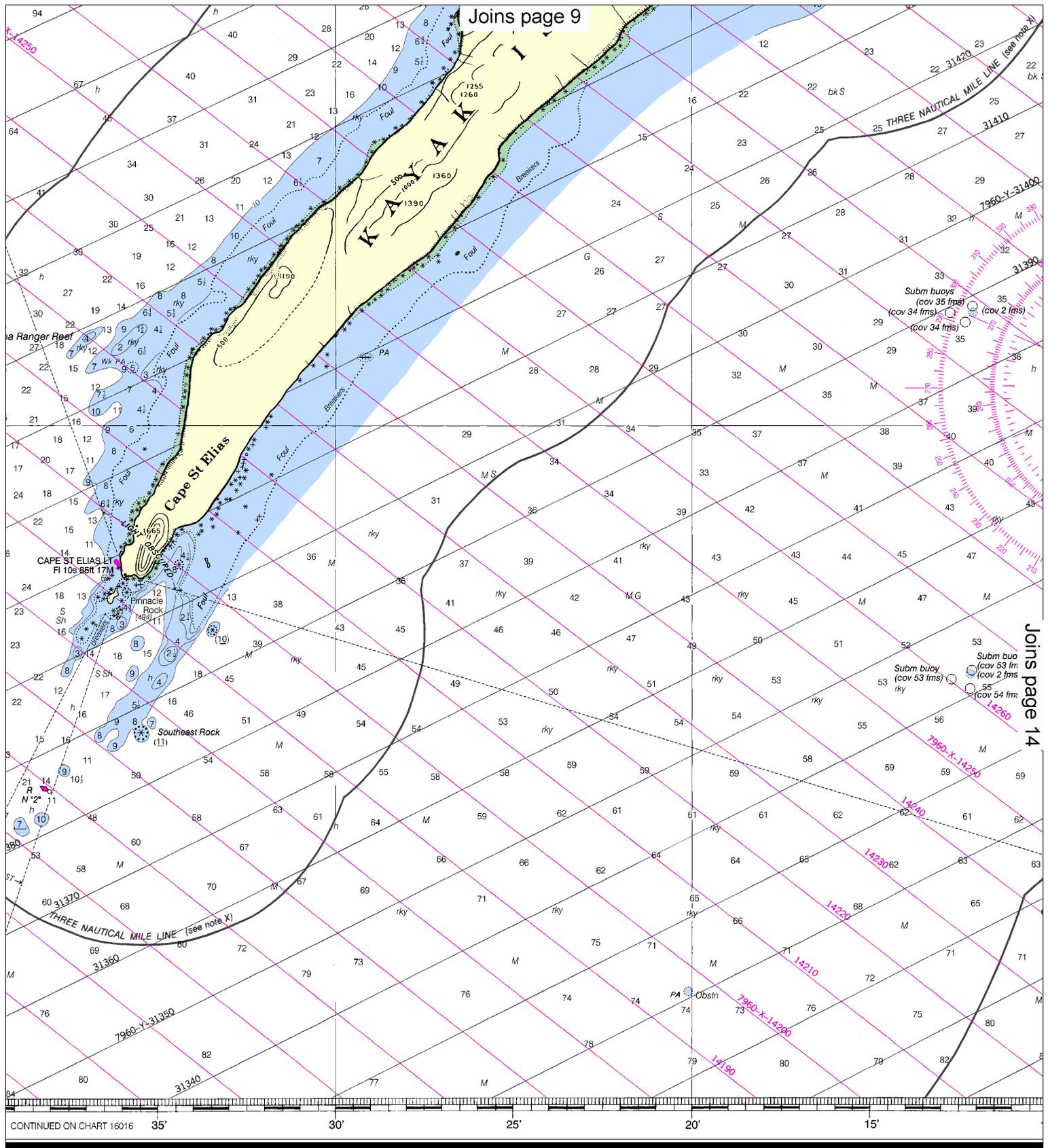
CAUTION
 This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

SOUNDINGS IN FATHOMS

12

Note: Chart grid lines are aligned with true north.





Joins page 9

Joins page 14

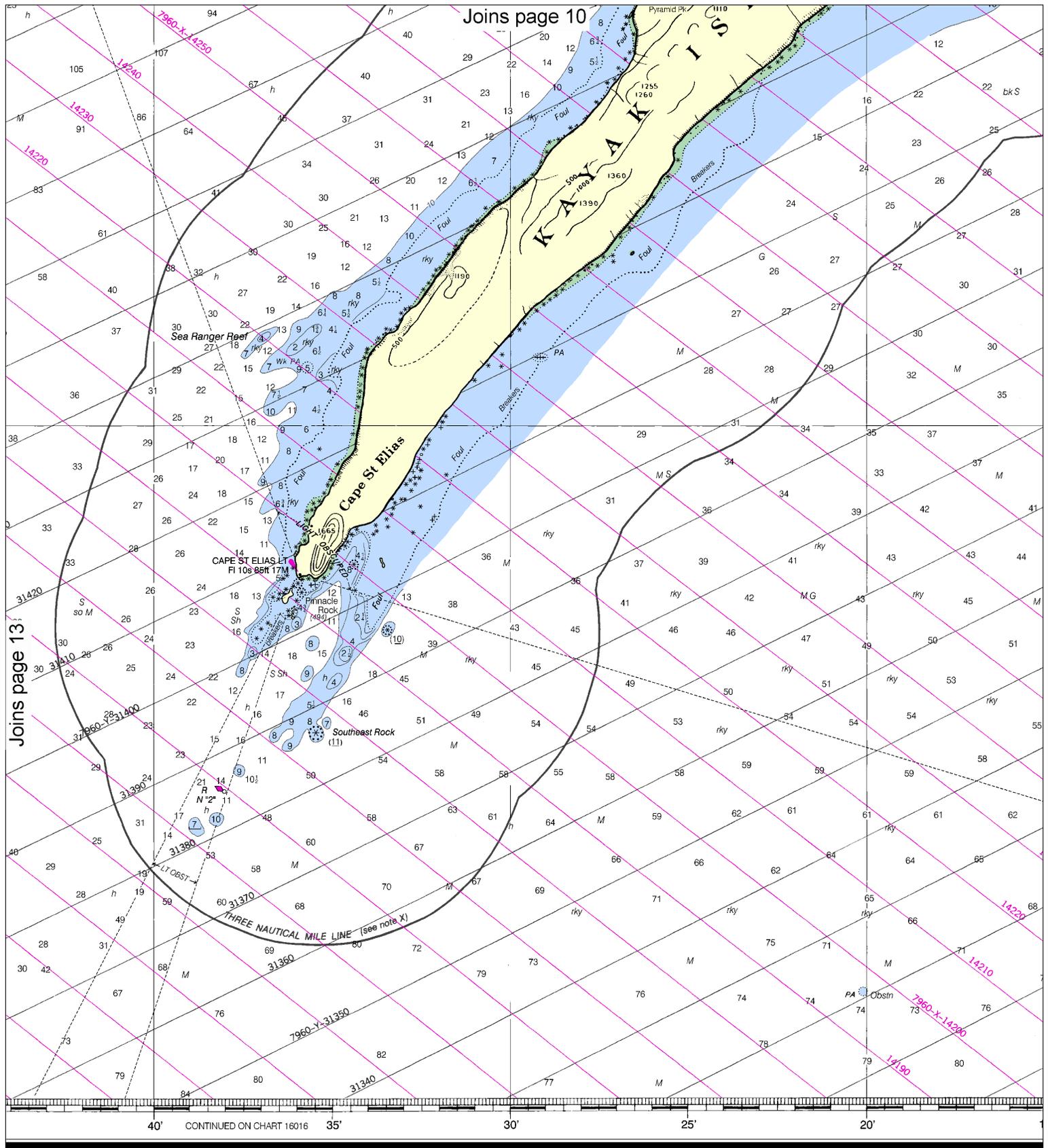
CONTINUED ON CHART 16016

OMS

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
FEET	6	12	18	24	30	36	42
METERS	1	2	3	4	5	6	7

13



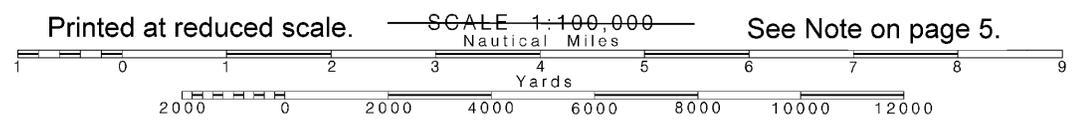
DEPTH IN FATHOMS

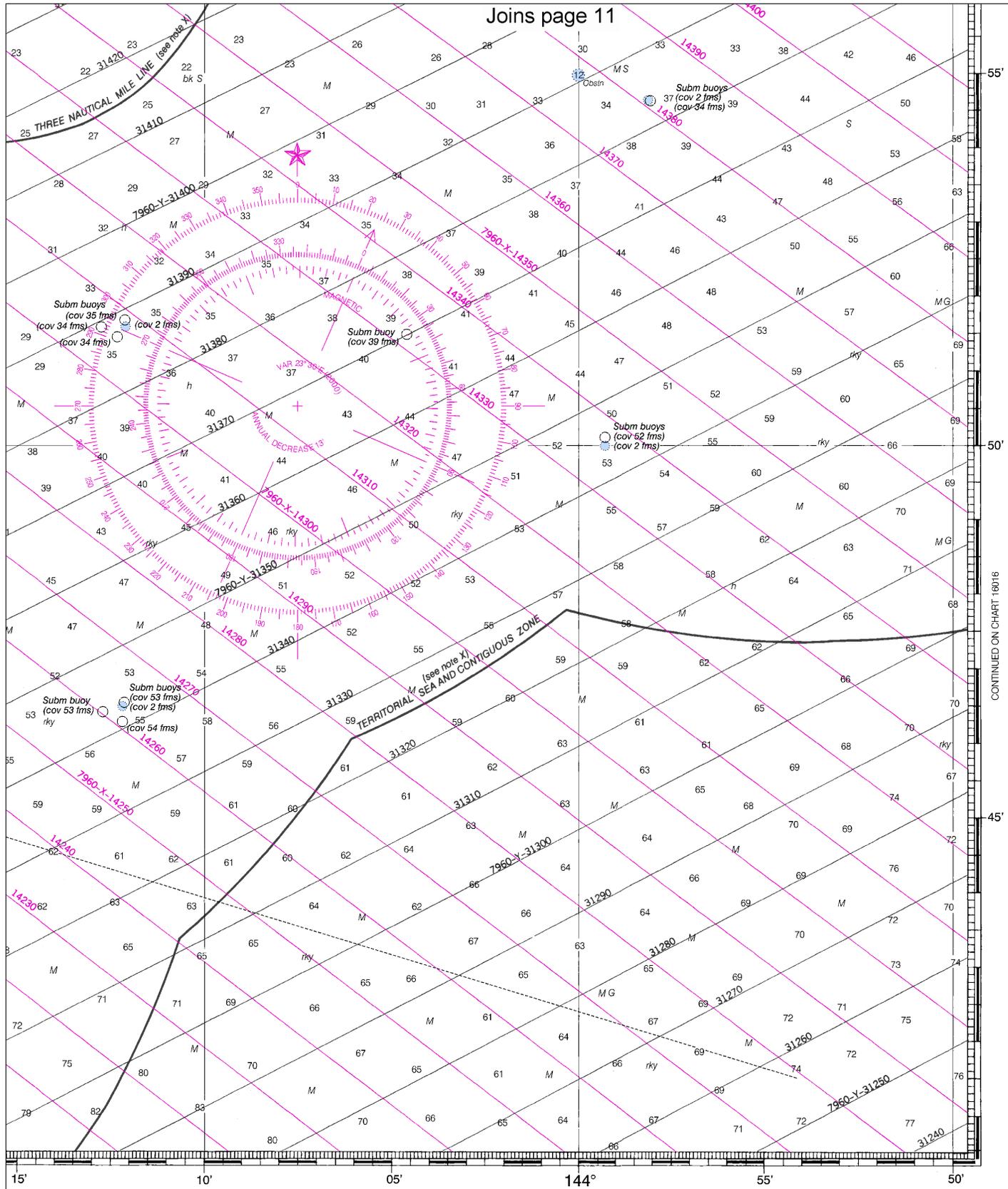
Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FAT
 FE
 ME

14

Note: Chart grid lines are aligned with true north.





THOMS	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

Controller Bay
SOUNDINGS IN FATHOMS - SCALE 1:100,000

16723
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ED. NO. 15

NSN 7642014011302
NIMA REFERENCE NO. 16BCO16723



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



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.

