

# BookletChart™

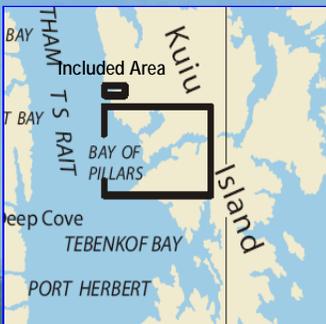


## Bay of Pillars, Rowan and Washington Bays

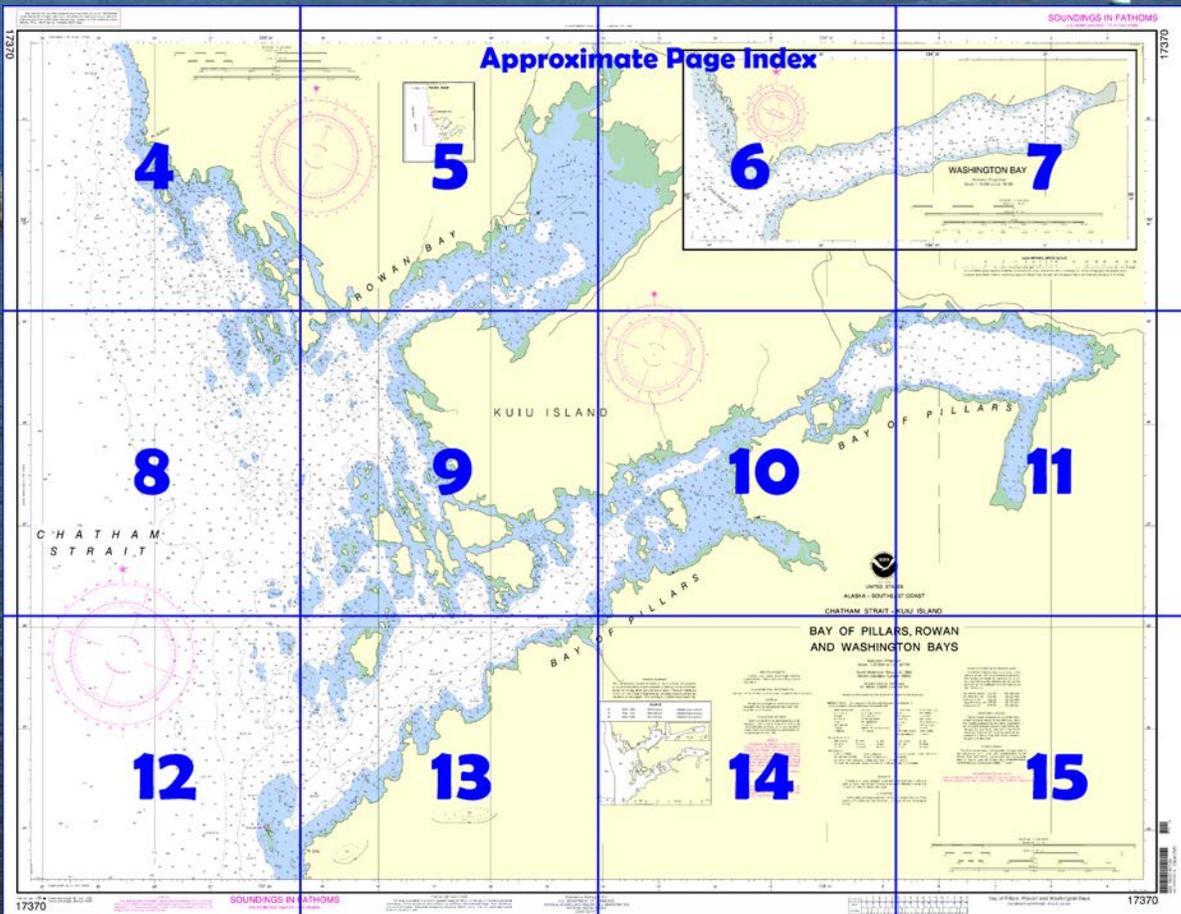
NOAA Chart 17370

*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



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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.

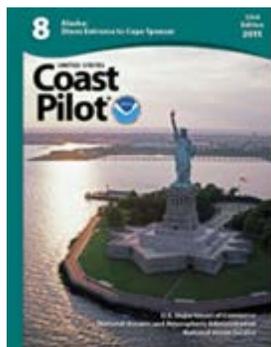
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=17370>.



### (Selected Excerpts from Coast Pilot)

The Bay of Pillars and Rowan Bay, on the E side of Chatham Strait, share a common entrance about 38 miles N of Cape Decision. The bight that forms the entrance between Point Ellis and Point Sullivan is about 7.2 miles wide and indents the coast 2.5 miles in its main part. The two bays have secure anchorages. The bight has many islands, rocks, and reefs, especially between the two arms, but a deep channel leads into

each arm.

**Point Ellis** (56°33.8'N., 134°19.2'W.), the S point of Bay of Pillars, is 16.5 miles N of Point Harris. The point is low and rocky. Rising steep and bluff

back of it is a high wooded ridge with two prominent landslides on its S face; the E one is inverted "V" in shape. These slides are bare and can be seen for a long distance from S or SW. A rock, covered 2½ fathoms, is about 0.3 mile WSW of the point in about 56°33'38"N., 134°19'45"W. A bare reef is 0.4 mile WNW of Point Ellis. The reef is marked by **Point Ellis Light** (56°34'00"N., 134°19'59"W.), 30 feet above the water, shown from a skeleton tower with a red and white diamond-shaped daymark. Kelp is between the reef and the point, and also extends about 0.5 mile N from the reef. A rock awash is about 0.3 mile N of the reef in 56°34'20"N., 134°19'46"W.

Islands, islets, reefs, and bare and covered rocks are on the N side of the entrance to Bay of Pillars; kelp is in the area.

**Bay of Pillars** extends about 10 miles NE from Point Ellis and is comparatively clear for 4.5 miles. Above this the bay is foul and must be navigated with caution.

The best approach to the bay is on a SE course passing about 0.9 mile N of Point Ellis Light, then following a midchannel course on about 068° into the bay.

Temporary anchorage for small boats can be had in a cove about 2.1 miles NE of Point Ellis in 10 to 20 fathoms, mud and shell bottom.

The ruins of a cannery wharf and a saltery wharf are on the SE side of Bay of Pillars, about 3.5 miles above Point Ellis. The area around the wharves is foul with submerged pilings and debris, and should be avoided or navigated with extreme caution. In 1981, the NOAA Ship DAVIDSON found secure anchorage in 70 knot SW winds, 1 mile NNE of the cannery in 15 to 20 fathoms, mud bottom.

A rock which bares 1 foot is on the S side of the bay about 0.5 mile NE of the cannery wharf in about 56°36'16"N., 134°14'06"W.

Four small islands are on the SE side of the bay, about 4.5 miles above Point Ellis. Secure anchorage for small vessels can be found about 400 yards E of the islands and the same distance from the shore, in 10 to 11 fathoms. It is safer for a stranger to enter at low water. The channel is about 150 yards wide between the N end of the islands and the reef to the N. The channel N of the reef is about 150 yards wide and is the most direct route to the upper parts of the bay.

About 6 miles above the entrance a narrow foul channel leads into the inner bay, which is clear and deep. The narrow entrance to the inner bay has strong tidal currents and should only be entered at slack water or with local knowledge. A rock awash is at midchannel at the W end of the narrow entrance in about 56°37'58"N., 134°11'07"W.

Anchorage can be found in the cove to the SW corner of the inner bay in 4 to 10 fathoms, mud bottom. A 1½-fathom spot is near the center of the cove. Good anchorage in 2 to 7 fathoms, mud bottom, is found in any part of the arm leading S at the head of the bay.

**Rowan Bay** has a very irregular bottom and much kelp and is suitable only for small vessels. Strangers should preferably enter at low water and exercise care, because there are many charted and uncharted shoals in the bay and at its entrance.

A rock awash, with deep water around it, is about 0.8 mile SW of the narrow entrance to Rowan Bay. It is marked by kelp. A rock, covered 3½ fathoms in 56°37'40"N., 134°20'13"W., is about 1.1 miles SW of the rock awash. Another danger spot, covered 1.8 fathoms, is about 220 yards SW of the 3½-fathom covered rock in about 56°37'35"N., 134°20'24"W. Mariners are advised to exercise caution in this area.

### 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 Jun. 17/06  
Corrected through LNM Jun. 06/06

## 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.

## 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).

## Mercator Projection

Scale 1:20,000 at Lat. 56°39'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. 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.

## 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 1.276" southward and 6.250" westward to agree with 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.

Mt. Robert Barron	KZZ-87	162.450 MHz
Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwai I., AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I., AK	KZZ-91	162.450 MHz

## HYDROGRAPHY

The most recent basic hydrographic surveys used in the compilation of this chart were accomplished by the NOAA Ship DAVIDSON, commanded by Commander Ned C. Austin, and the NOAA Ship FAIRWEATHER, commanded by Commander Walter F. Forster.

## AUTHORITIES

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

## 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.

## 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.

## 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	IsO 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:

Blds 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

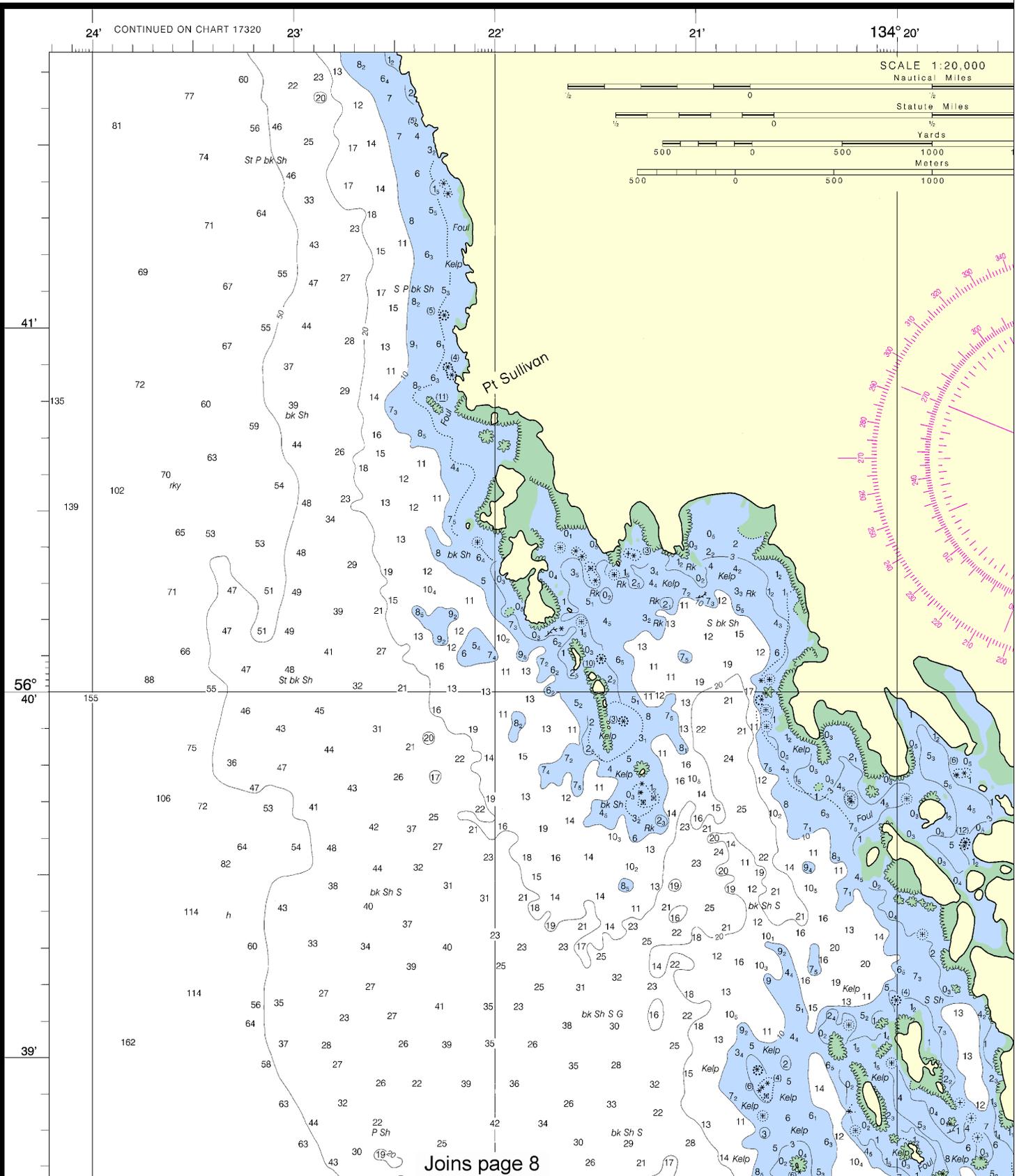
Miscellaneous:

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

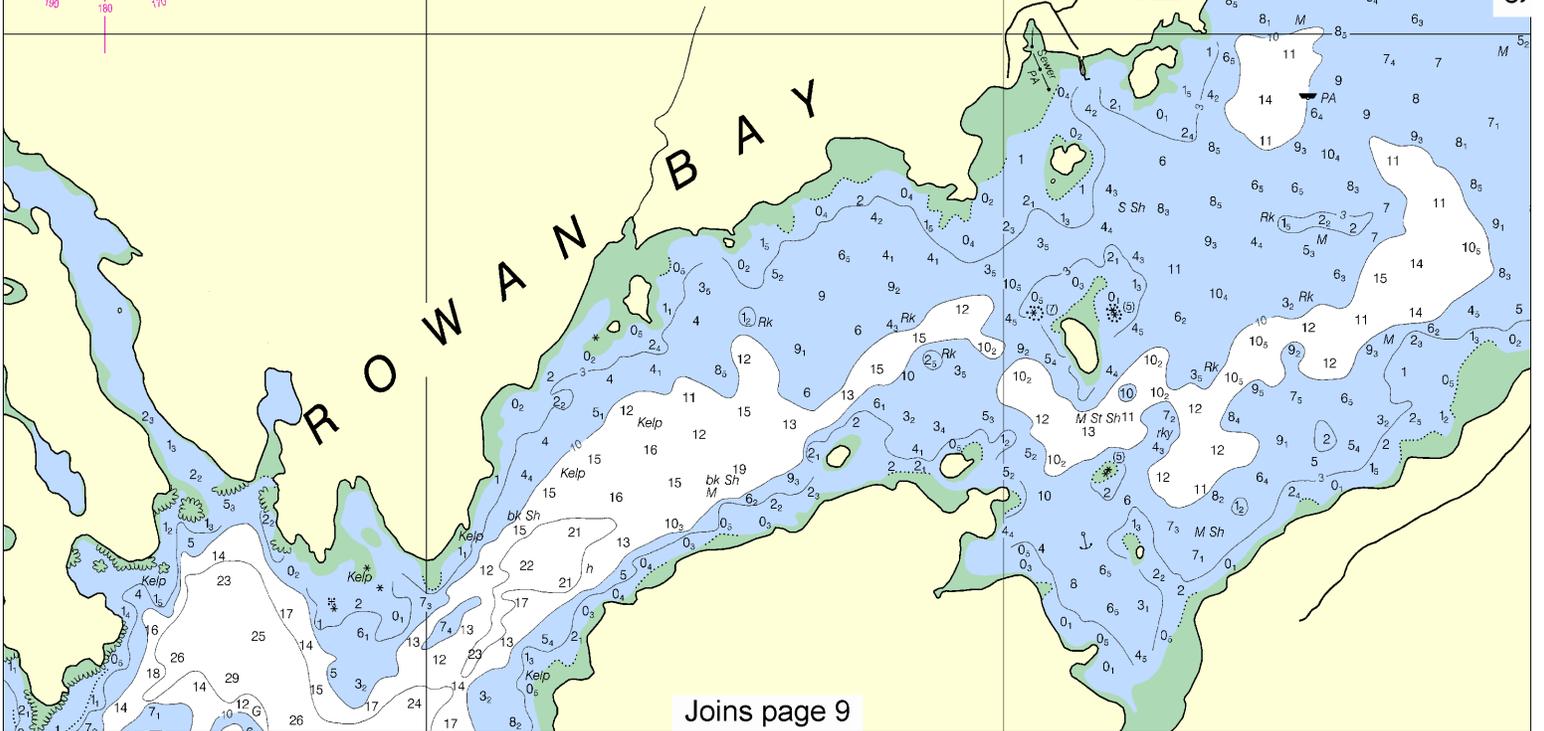
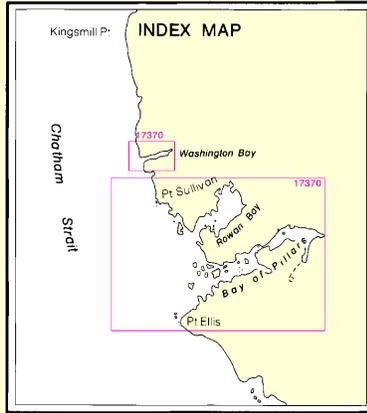
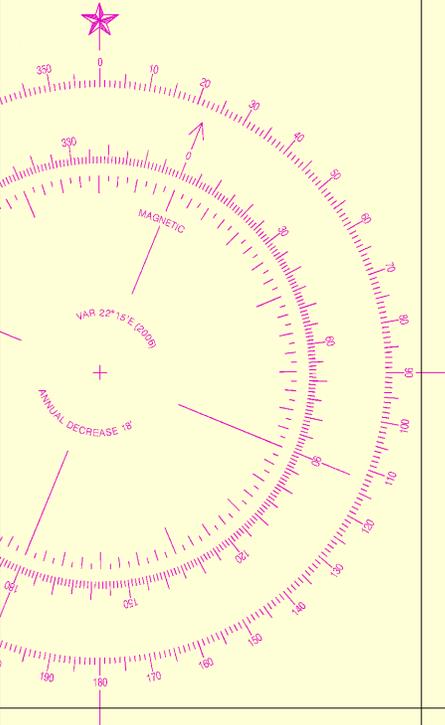
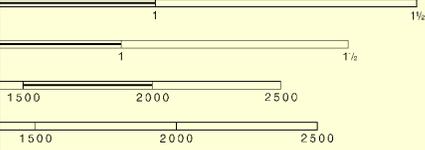
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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.

17370



19' 18' 17' 16' 15'

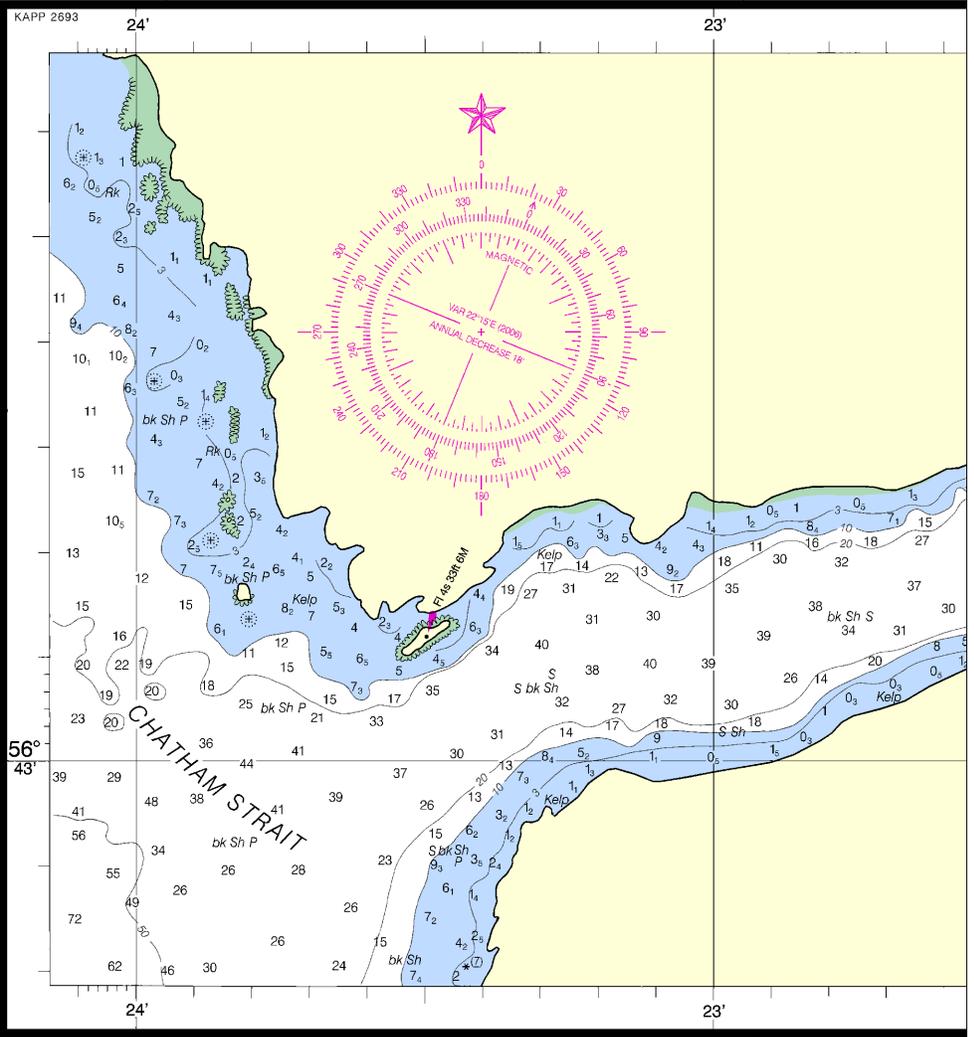


Joins page 6

Joins page 9

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.

14' 13' 12' 11' 134° 10'



Joins page 5

Joins page 10

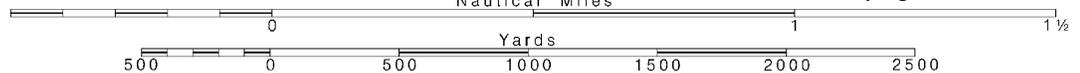


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

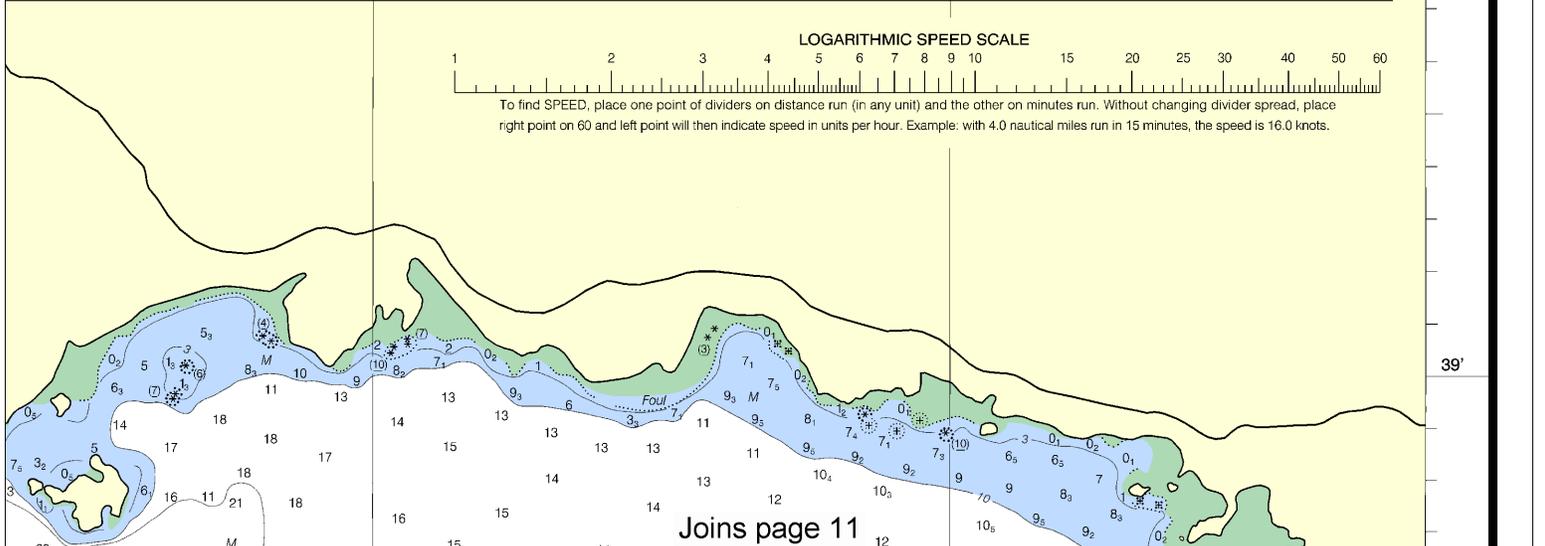
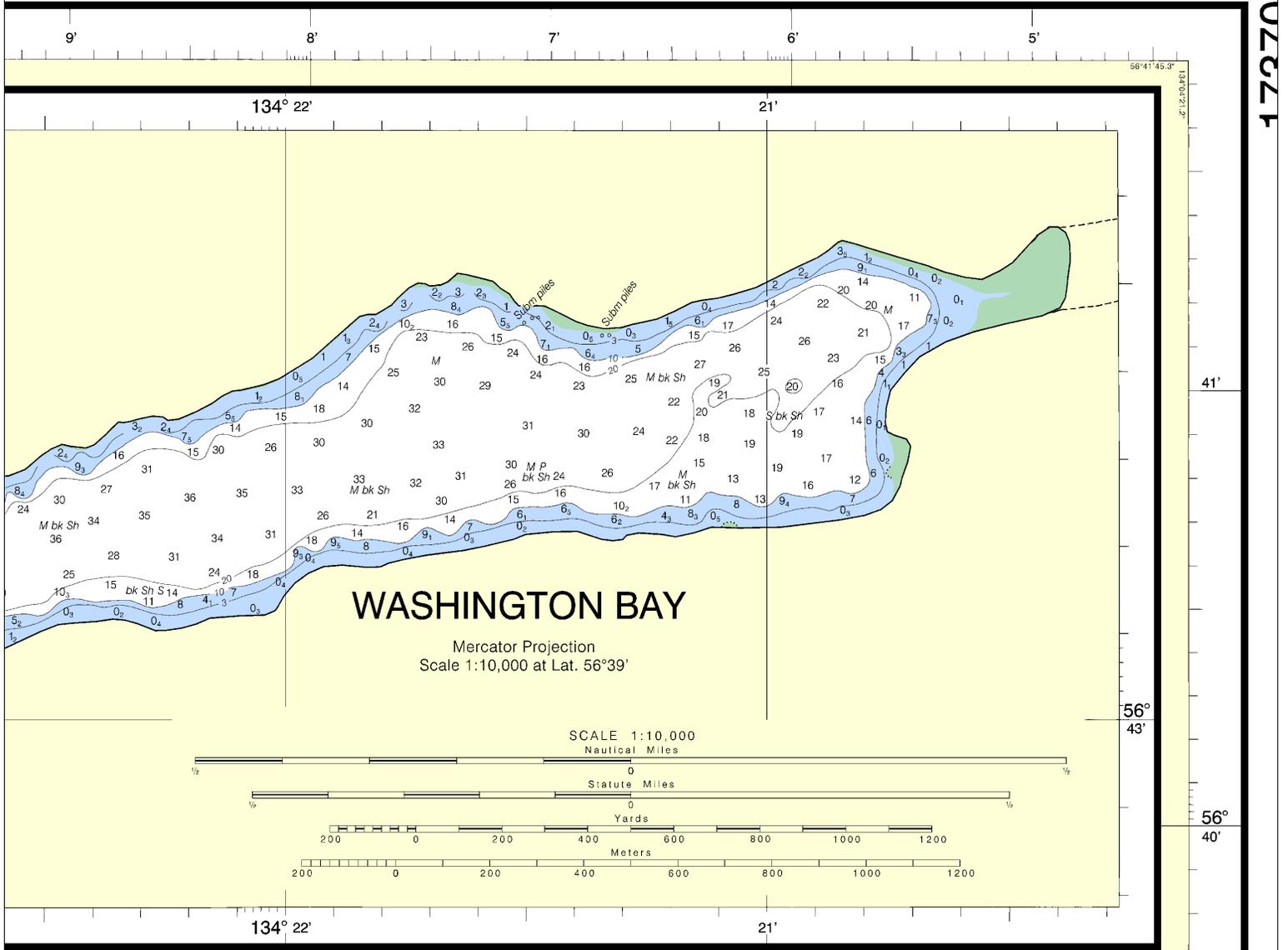
See Note on page 5.



# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

17270



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.

39'

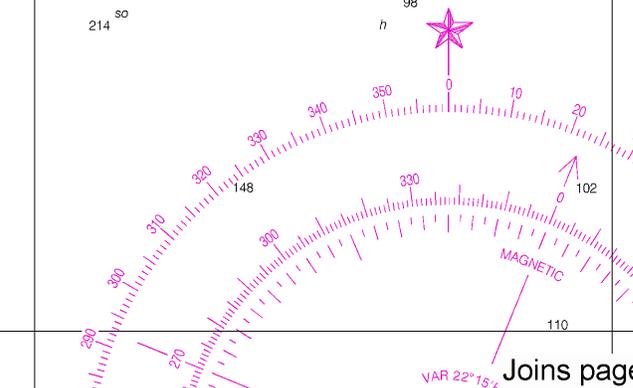
38'

37'

36'

CONTINUED ON CHART 17320

# C H A T H A M S T R A I T

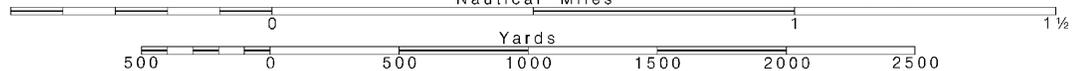


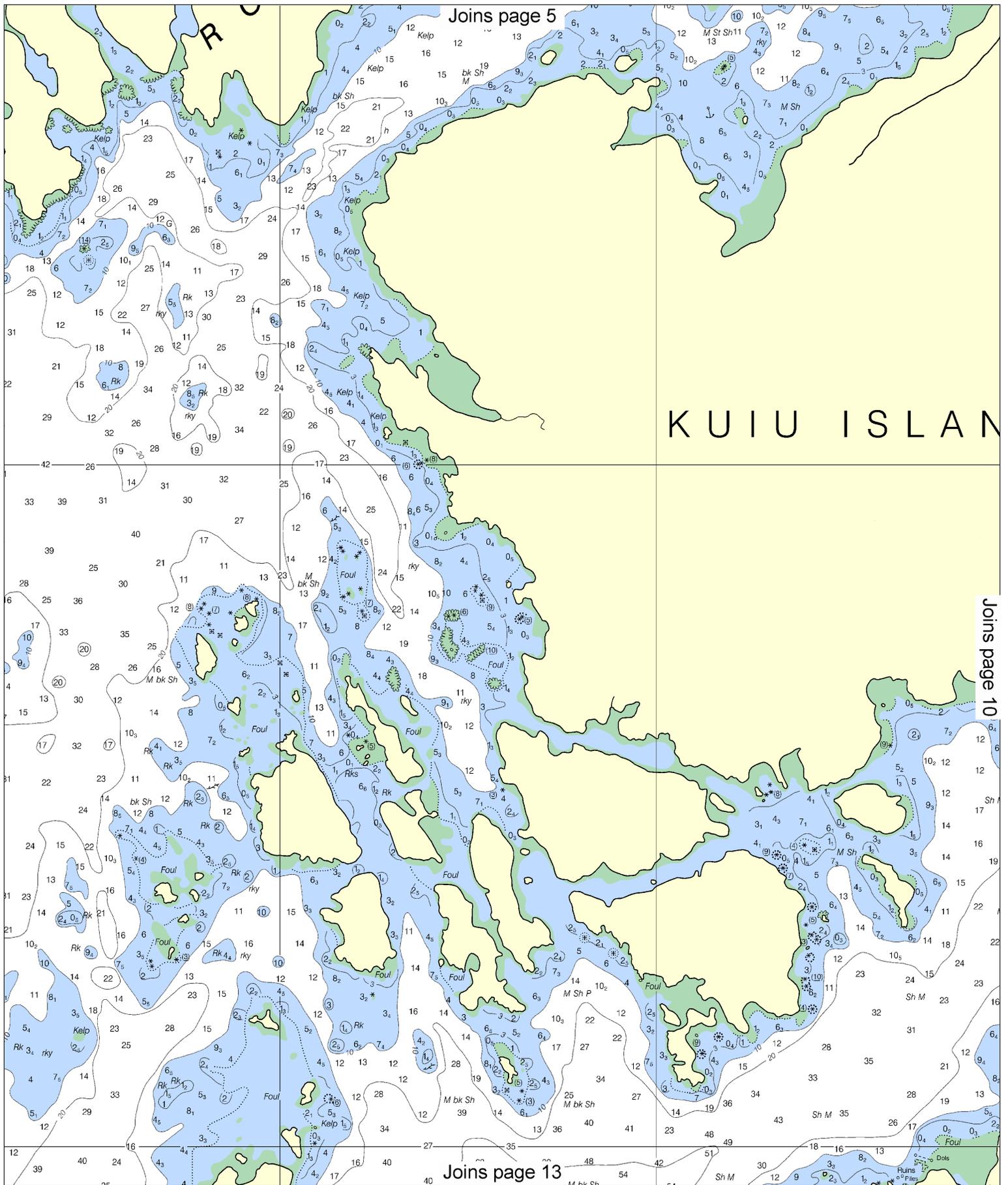
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Printed at reduced scale.

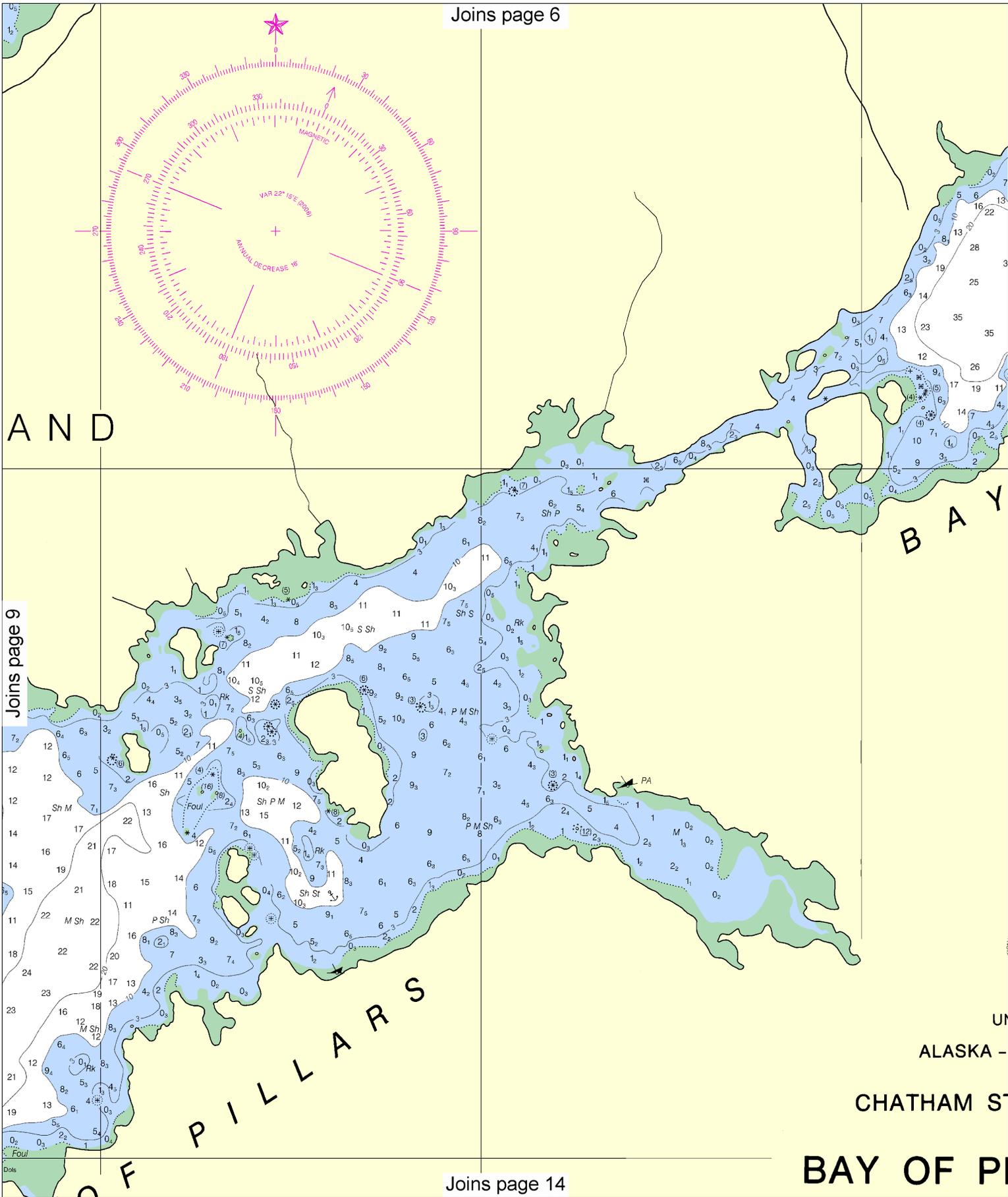
SCALE 1:20,000  
Nautical Miles

See Note on page 5.





Joins page 6



Joins page 9

Joins page 14

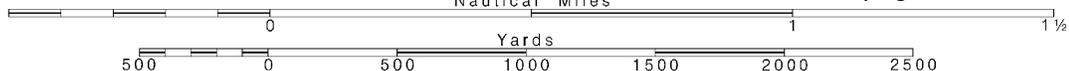
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Note: Chart grid lines are aligned with true north.

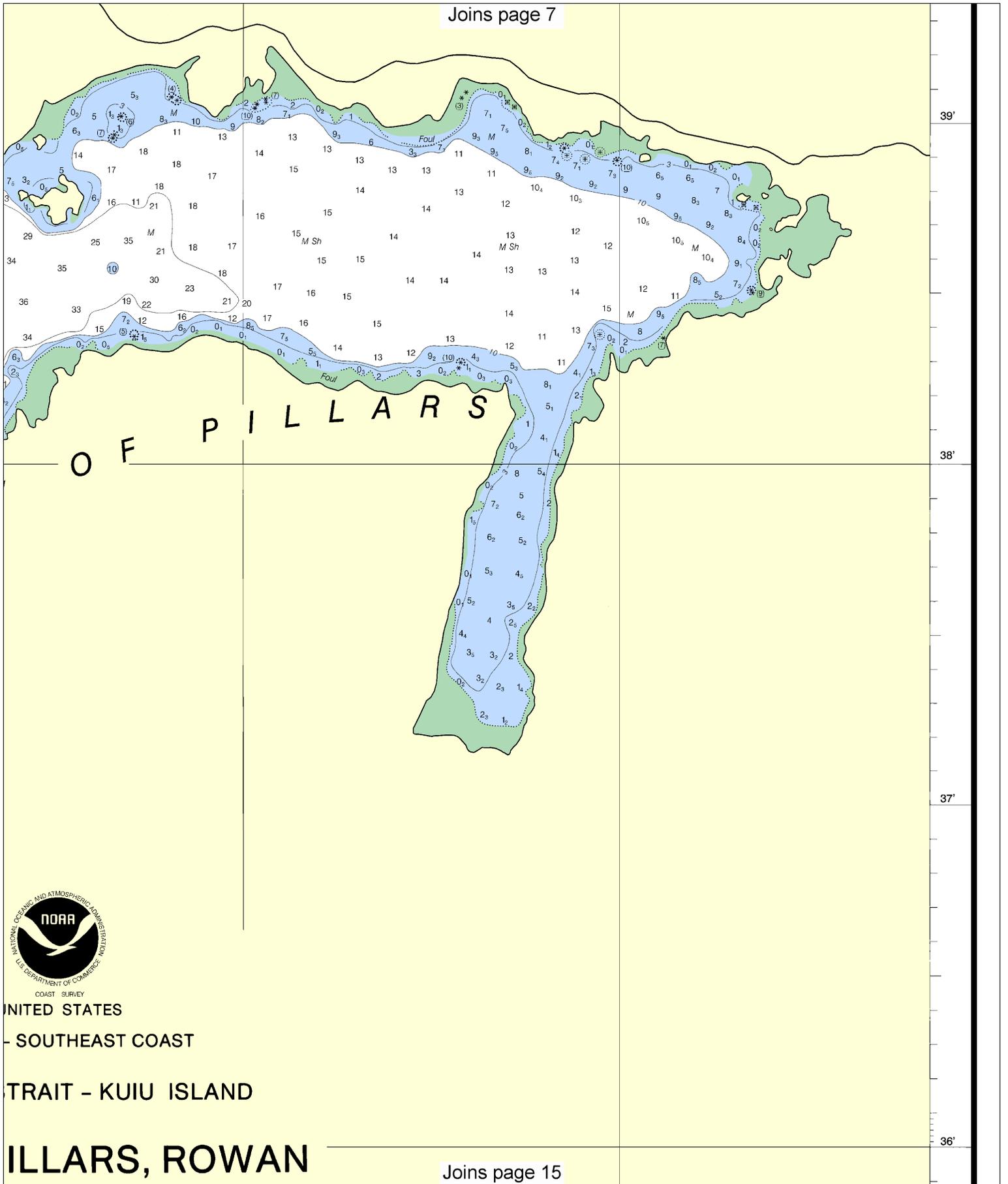
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



Joins page 7



UNITED STATES

- SOUTHEAST COAST

TRAIT - KUIU ISLAND

PILLARS, ROWAN

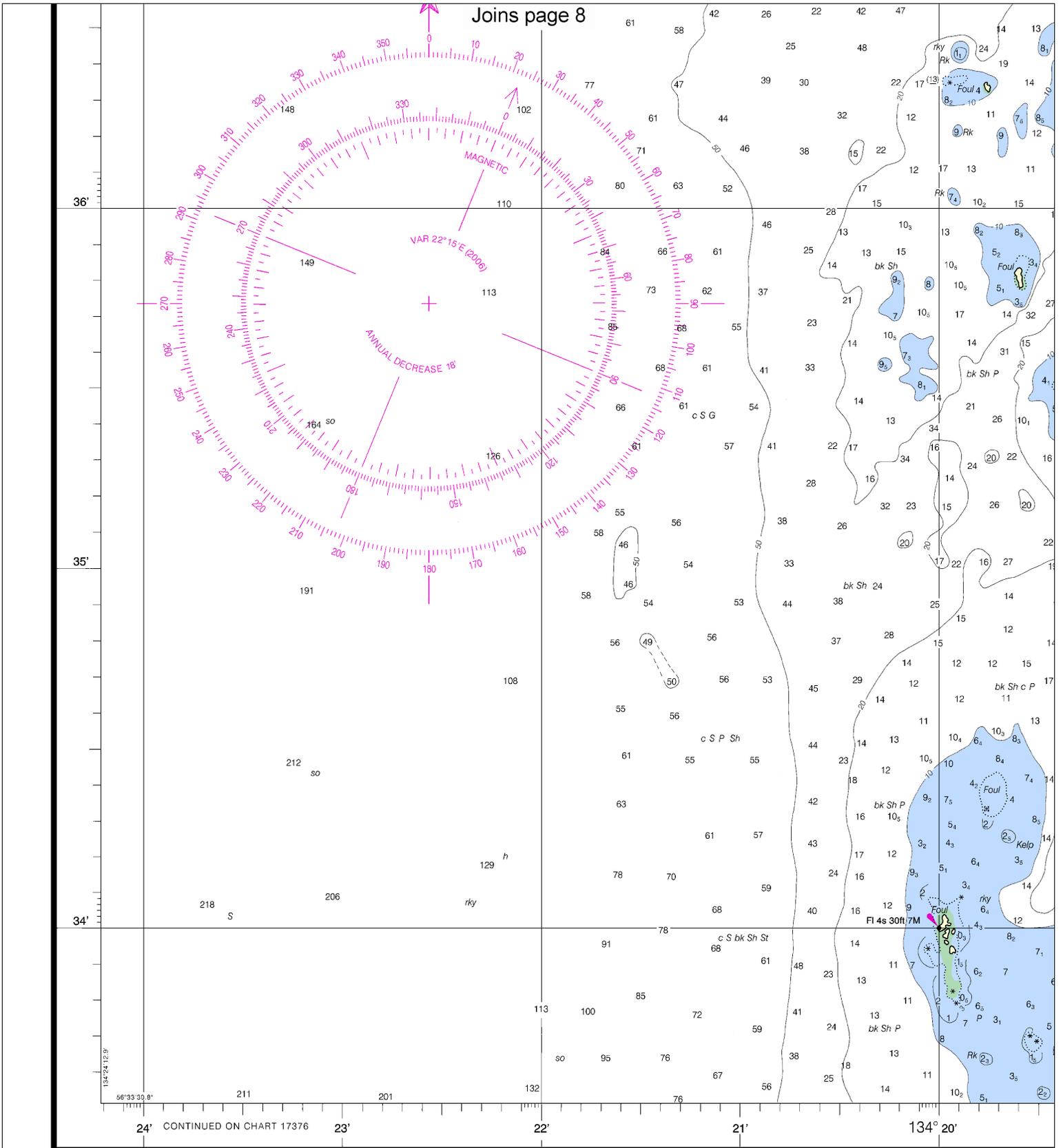
Joins page 15

39'

38'

37'

36'



11th Ed., Jun. / 06 ■ Corrected through NM Jun. 17/06  
 Corrected through LNM Jun. 06/06

**17370**

**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.

**SOUNDINGS IN FATHOMS AND FEET TO 11**

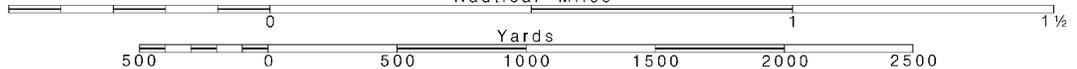
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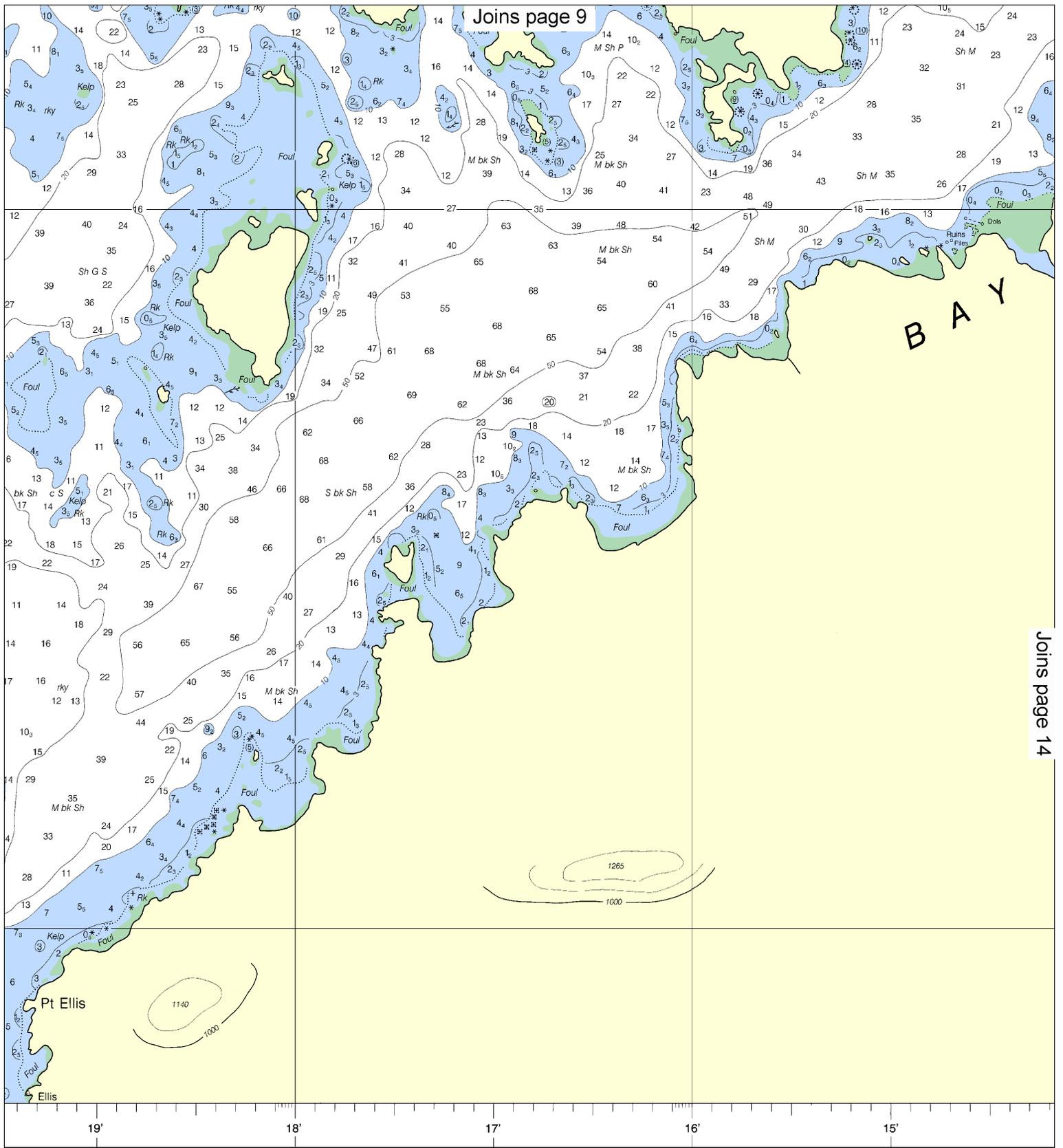
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
 Nautical Miles

See Note on page 5.





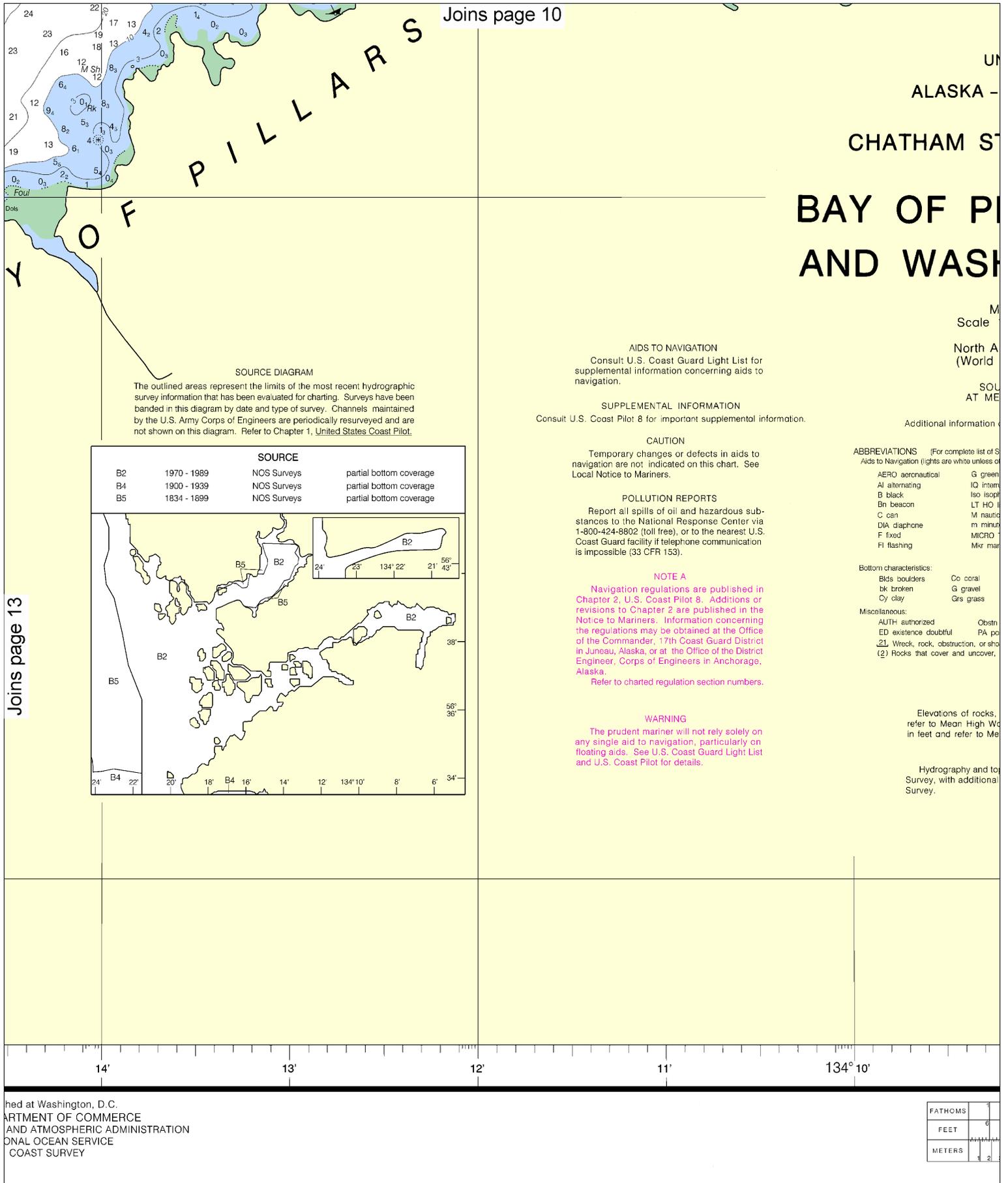
Joins page 14

**FATHOMS**  
1 FATHOMS)

PRINT-ON-DEMAND CHARTS

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

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NATIONAL OCEANIC AND ATMOSP  
NATIONAL OCEAN  
COAST SURV

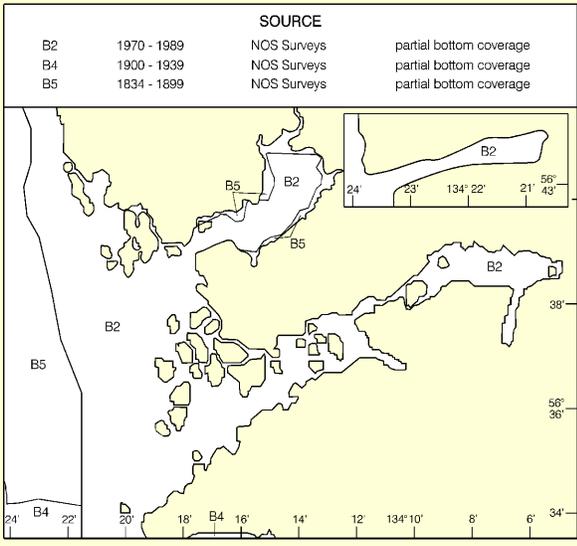


Joins page 10

UN  
ALASKA -  
CHATHAM ST  
BAY OF P  
AND WASH

Joins page 13

**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.



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

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 8 for important supplemental information.

**CAUTION**  
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**POLLUTION REPORTS**  
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**NOTE A**  
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**WARNING**  
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**ABBREVIATIONS** (For complete list of Aids to Navigation (lights are white unless of other color) see U.S. Coast Pilot 8.)

AERO aeronautical	G green
Al alternating	IQ interm
B black	ISO isopt
Bn beacon	LT HO l
C can	M nautic
DIA diaphone	m minus
F fixed	MICRO
Fl flashing	Mkr mar

**Bottom characteristics:**

Bds boulders	Co coral
bk broken	G gravel
Cy clay	Grs grass

**Miscellaneous:**

AUTH authorized	Obstr
ED existence doubtful	PA po
(1) Wreck, rock, obstruction, or sho	
(2) Rocks that cover and uncover,	

Elevations of rocks, refer to Mean High Water in feet and refer to Me

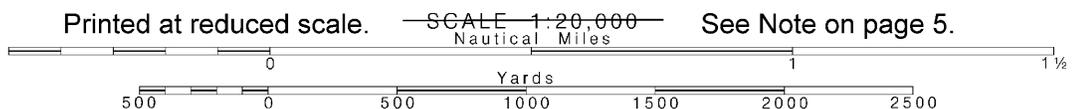
Hydrography and to Survey, with additional Survey.

ed at Washington, D.C.  
ARTMENT OF COMMERCE  
AND ATMOSPHERIC ADMINISTRATION  
ONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1
FEET	6
METERS	1 2

14

Note: Chart grid lines are aligned with true north.





UNITED STATES  
- SOUTHEAST COAST  
TRAIT - KUIU ISLAND

PELLARS, ROWAN  
WASHINGTON BAYS

Mercator Projection  
1:20,000 at Lat. 56°39'

American Datum of 1983  
Geodetic System 1984)

SOUNDINGS IN FATHOMS  
MEAN LOWER LOW WATER

Information can be obtained at nauticalcharts.noaa.gov.

(Symbols and Abbreviations, see Chart No. 1.)  
otherwise indicated):

an	Mo Morse code	R TR radio tower
Interrupted quick	N nun	Rot rotating
Phase	OBSC obscured	s seconds
Lighthouse	Oc occulting	SEC sector
Statute mile	Or orange	St M statute miles
Notes	Q quick	VQ very quick
TR microwave tower	R red	W white
Marker	Ra Ref radar reflector	WHIS whistle
	R Bn radiobeacon	Y yellow
gy/gray	Oys oysters	so soft
h hard	Rk rock	Sh shells
M mud	S sand	sy sticky

In obstruction PD position doubtful Subm submerged  
position approximate Rep reported  
hoal swept clear to the depth indicated.  
r, with heights in feet above datum of soundings.

HEIGHTS  
s, bridges, landmarks and lights are in feet and  
Water. Contour and summit elevation values are  
Mean Sea Level.

AUTHORITIES  
topography by the National Ocean Service, Coast  
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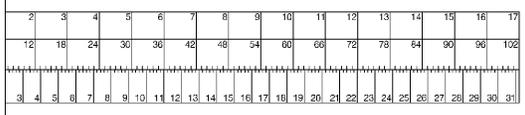
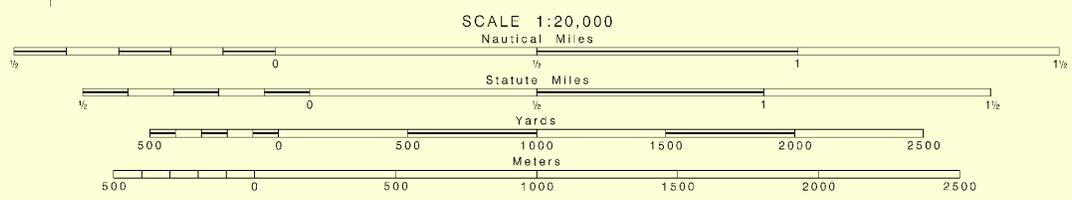
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Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz

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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.



Bay of Pillars, Rowan and Washington Bays  
SOUNDINGS IN FATHOMS - SCALE 1:20,000

17370



EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

### Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

### Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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