

BookletChart™



Red Bay

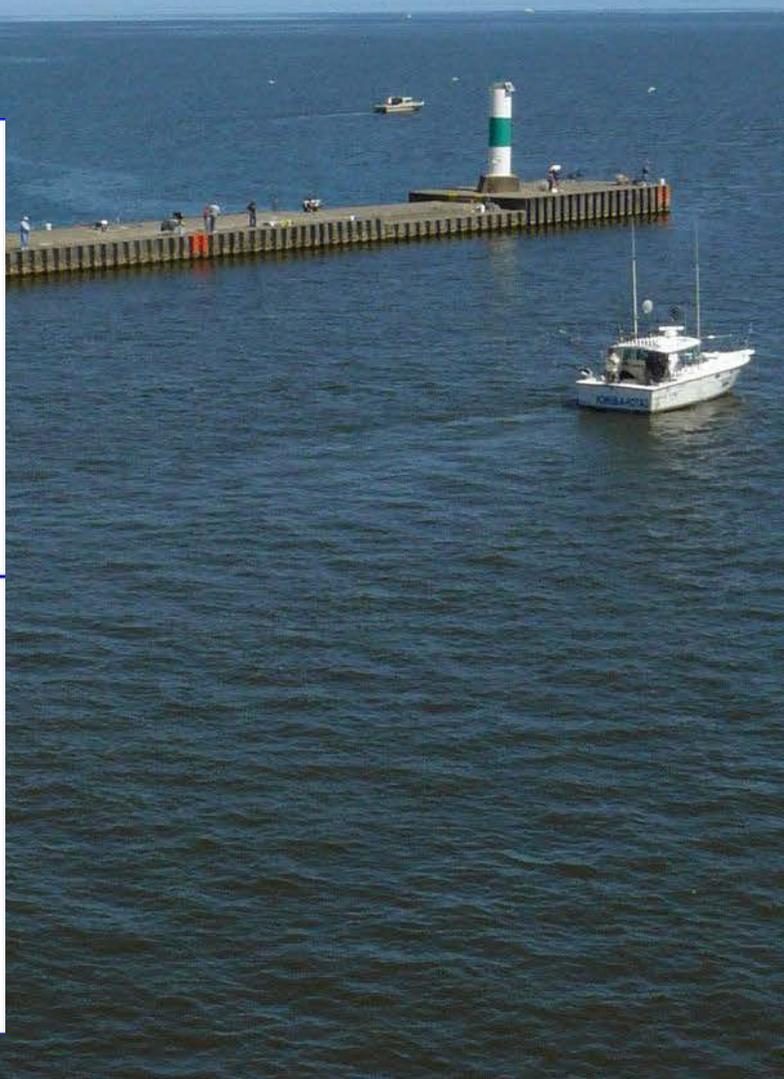
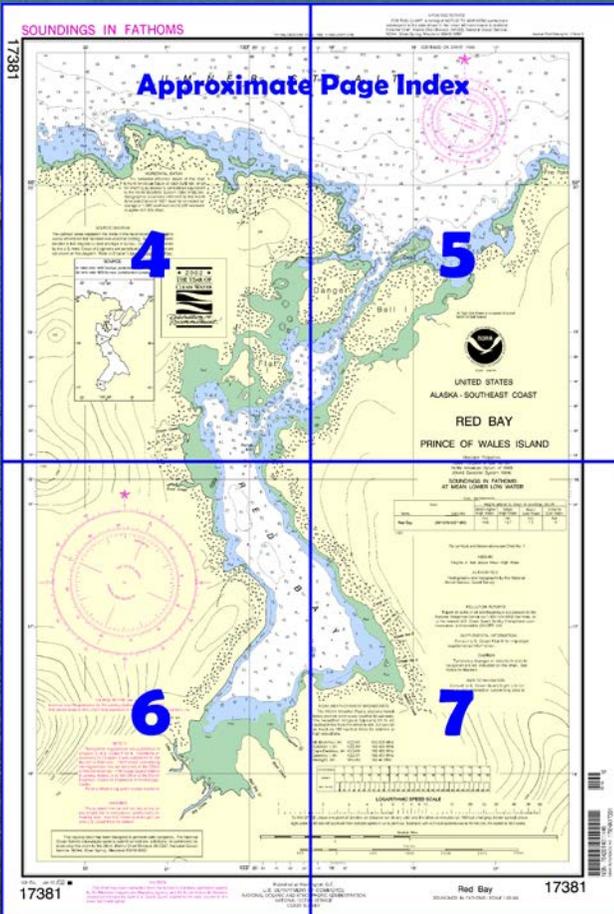
NOAA Chart 17381

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.

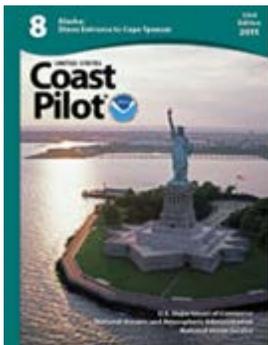
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=17381>.



(Selected Excerpts from Coast Pilot)

Red Bay indents the S shore of Sumner Strait, 11 miles E of Point Baker and 3 miles W of Point Colpoys (chart 17360). The chart shows all known dangers. It is used extensively for anchorage during the fishing season.

The entrance is through a narrow and rocky channel about 0.7 mile long, with depths of 1 to 4½ fathoms. The narrowest part of the channel is between the SW side of Bell Island and a rock awash off the

SE end of Danger Island. At about 0.8 mile S of this area, the channel leads between two grassy rocks 13 and 16 feet high, and then W of **Range Islet** (56°18'15"N., 133°19'48"W.), which is wooded. A reef, bare

at low water, is about 90 yards NNW from the N end of Range Islet. S of Range Islet the bay is about 2 miles long and 0.4 mile wide, with depths of 3 to 15 fathoms. A rock awash is near the S end of Red Bay in 56°16'52"N., 133°19'08"W., about 1.4 miles S of Range Islet.

Dead Island, small and wooded, is close N of Bell Island and forms the E point at the entrance; a reef with bare heads extends 0.2 mile NE of the islet. **Pine Point** forms the NE entrance of the outer bay. **Bell Island** and **Danger Island**, low and wooded, form the E and W sides of the narrow entrance and are separated from the main shore by shallow passes useless for navigation except for a high-water canoe channel behind Bell Island.

Vessels not wishing to enter or waiting for the proper stage of tide may anchor at the entrance to Red Bay in the bight W of Dead Island. Another anchorage is in the middle, NE of Dead Island, in 7 to 10 fathoms, mud bottom. Larger vessels should anchor farther out with more swinging room in 18 to 20 fathoms. Inside the entrance the anchorage most used is the small bay E of **Flat Island** in 4 to 10 fathoms, mud bottom. This is good shelter in all weather. Vessels wishing to go farther into the bay may find anchorage in 5 to 9 fathoms, mud bottom. Tidal currents in the narrow entrance to the bay have velocities of 3 to 5 knots, with very short intervals of slack at times of high and low water. About 12 feet is the greatest draft that can be safely carried in at low water. The safest time to enter is at, or shortly before, high-water slack. All dangers are marked by kelp, but it is run under during the strength of the current.

Enter between the bare rock at the NE end of Danger Island and the SW end of Dead Island, favoring the latter, and then favor the W or Danger Island shore until halfway through the passage, when the E or Bell Island shore should be favored to avoid the rock close to the SE point of Danger Island. Bring the E grassy rock in line with the W side of Range Islet, about 0.3 mile S of Flat Island, and steer that range until near the rock, and then pass midway between the two grassy rocks and W of Range Islet. Then follow a midchannel course up the bay and select anchorage as required.

**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

GENERAL INFORMATION

At high tide there is a canoe channel back of Bell Island.

HEIGHTS

Heights in feet above Mean High Water

AIDS TO NAVIGATION

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

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

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.

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 1.285' southward and 6.229" westward to agree with this chart.

CAUTION

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

Mercator Projection

Scale 1:20,000 at Lat. 56° 20'
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

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. McArthur, AK	KZZ-95	162.525 MHz
Sukkwan I., AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I., AK	KZZ-91	162.450 MHz
Wrangell, AK	WXJ-63	162.40 MHz

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).

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS corrections subsequent to the date shown in the lower left hand corner is available from the Chief, Marine Chart Division (NCS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey.

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.

Place		TIDAL INFORMATION			
		Heights referred to datum of soundings (MLLW)			
Name	(Lat/Long)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Red Bay	(56°18'N/133°19'W)	14.6	13.7	1.5	-4

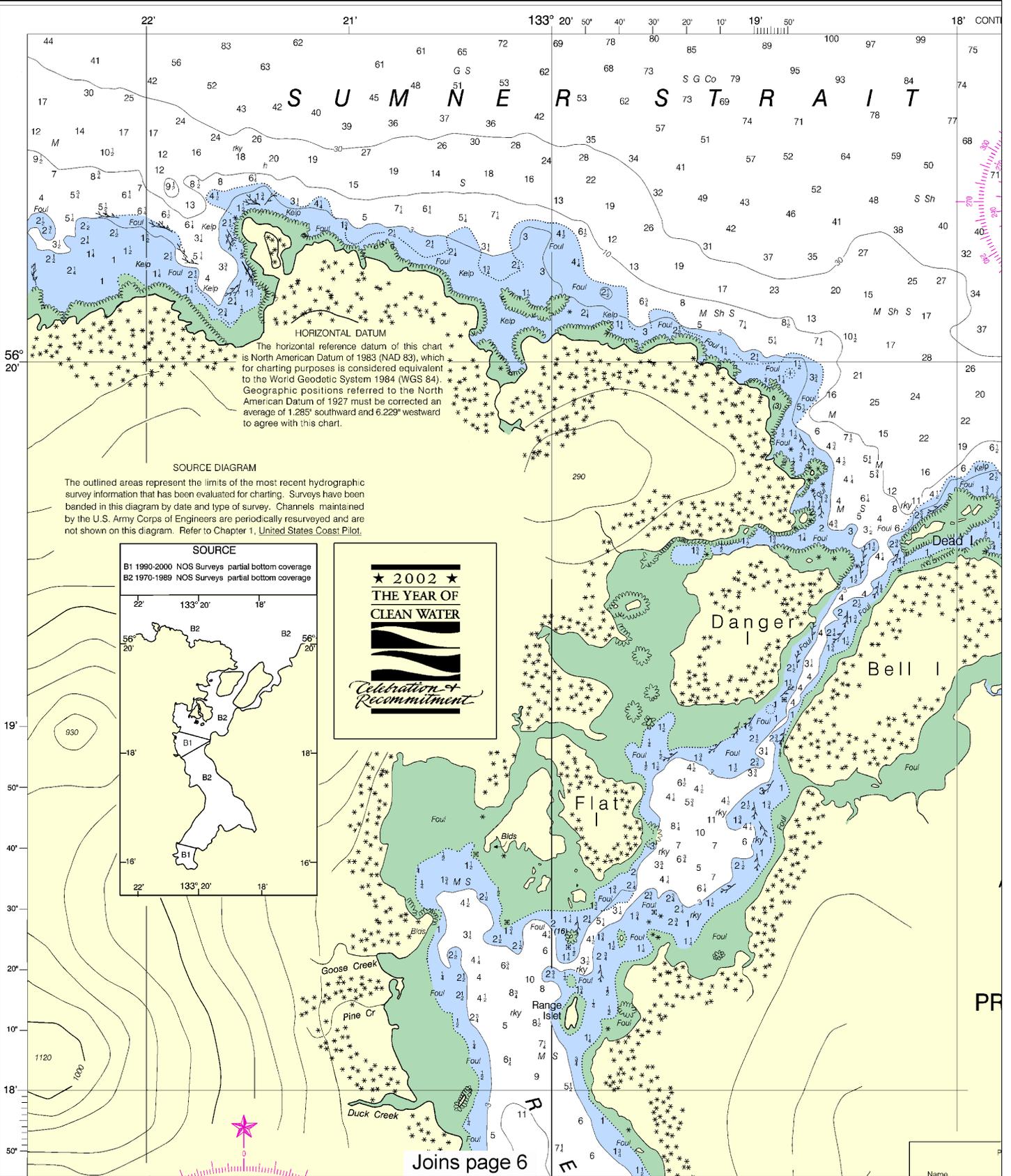
1101

SOUNDINGS IN FATHOMS

Formerly C&GS 6168, 1st Ed., 1898 V-1898-5 KAPP 2703

FOR THIS CHART, a list
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NOAA, Silver Spring, Mary

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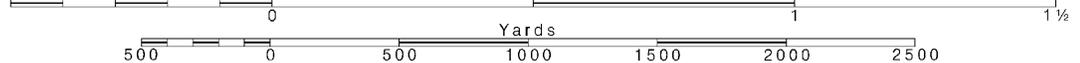
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

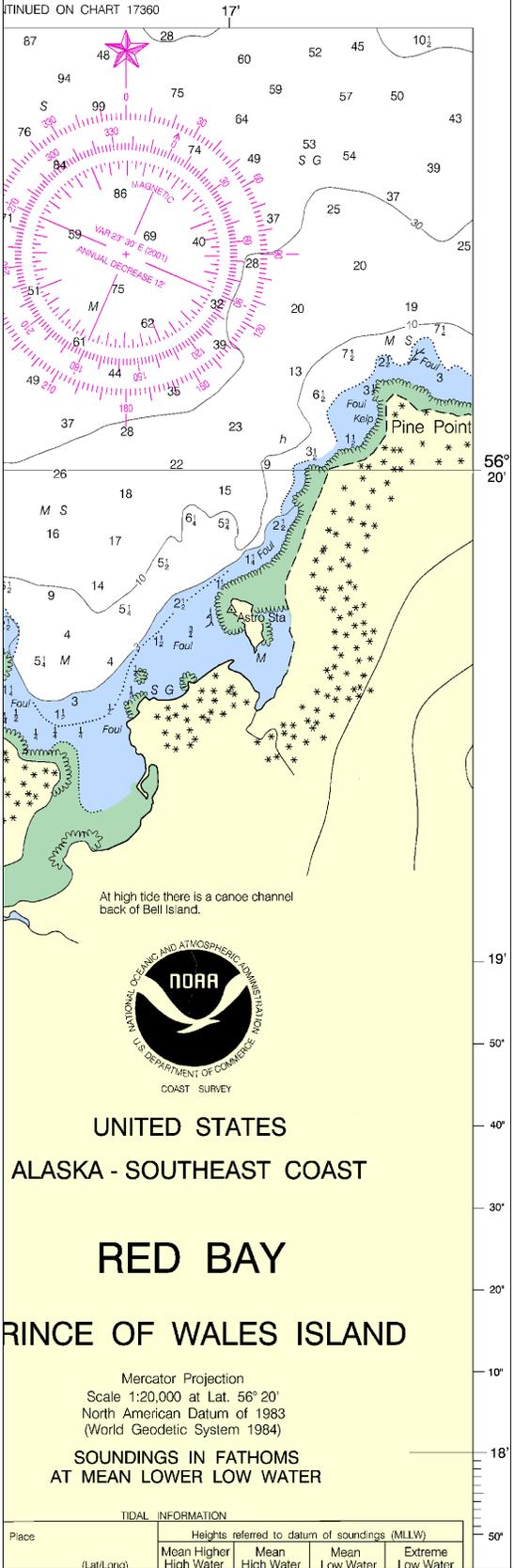
See Note on page 5.



UPDATING SERVICE

Listing of NOTICE TO MARINERS corrections shown in the lower left hand corner is available from the Hydrographic Division (N/CS2), National Ocean Service, 1205 National Highway, Silver Spring, Maryland 20910-3282.

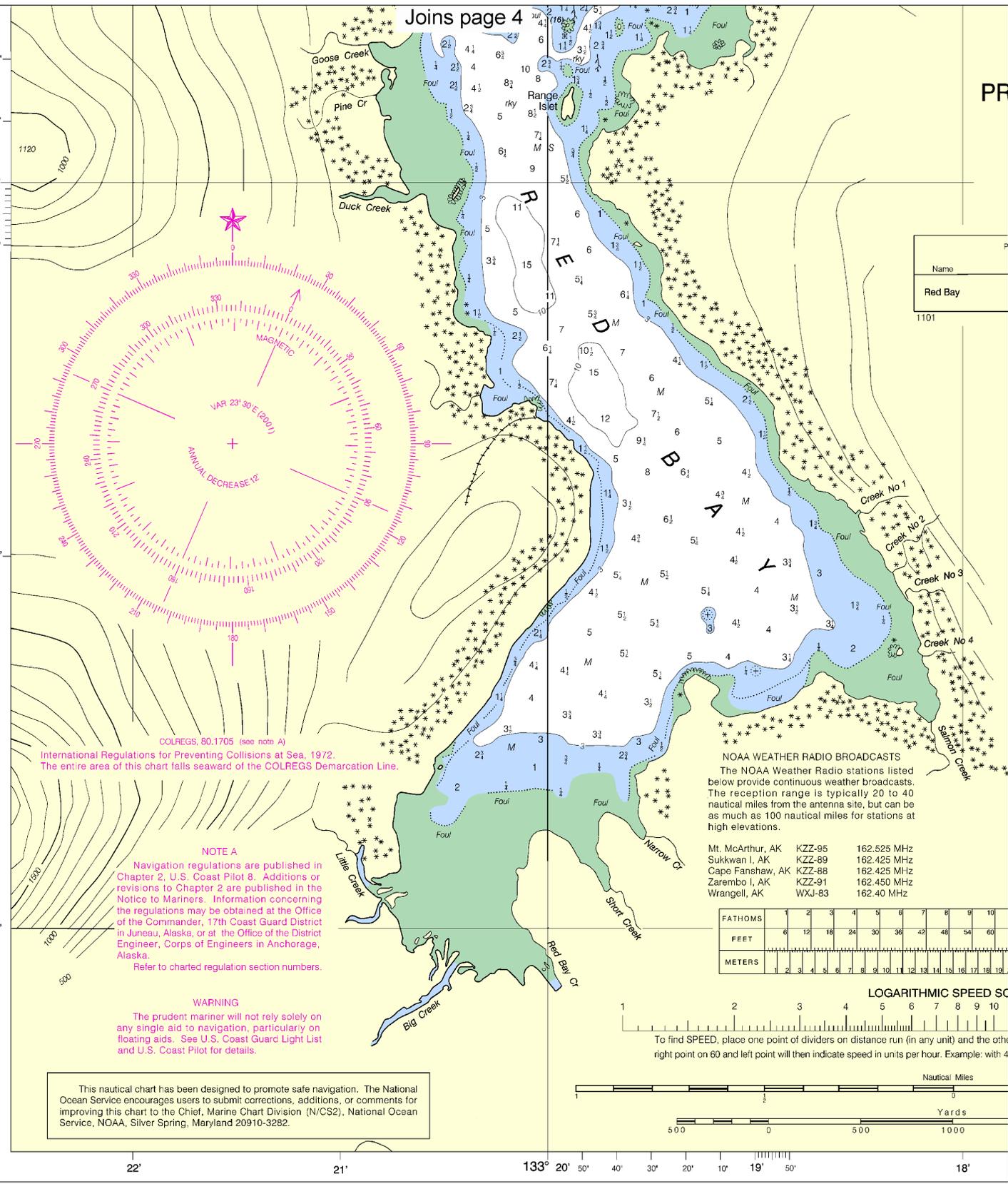
Nautical Chart Catalog No. 3 Panel Q



Joins page 7

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.

Name
Red Bay
1101



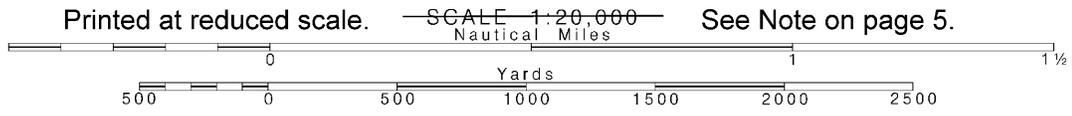
10th Ed., Jan 12 /02 ■
17381

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.

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



Note: Chart grid lines are aligned with true north.



See Note on page 5.

RED BAY

PRINCE OF WALES ISLAND

Mercator Projection
Scale 1:20,000 at Lat. 56° 20'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

Place (Lat/Long)	Heights referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
(56°18'N/133°19'W)	feet 14.6	feet 13.7	feet 1.5	feet -4

For symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey.

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).

SUPPLEMENTAL INFORMATION

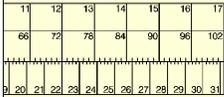
Consult U.S. Coast Pilot 8 for important supplemental information.

CAUTION

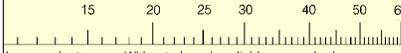
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

AIDS TO NAVIGATION

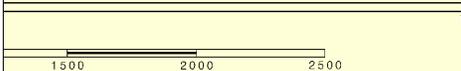
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.



SCALE



For every 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



17'

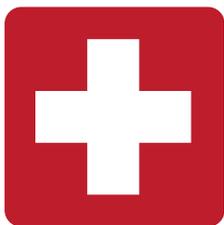


Red Bay

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SOUNDINGS IN FATHOMS - SCALE 1:20,000





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.

