

# BookletChart™

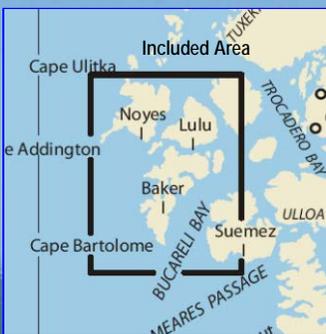


## Baker, Noyes, and Lulu Islands and Adjacent Waters

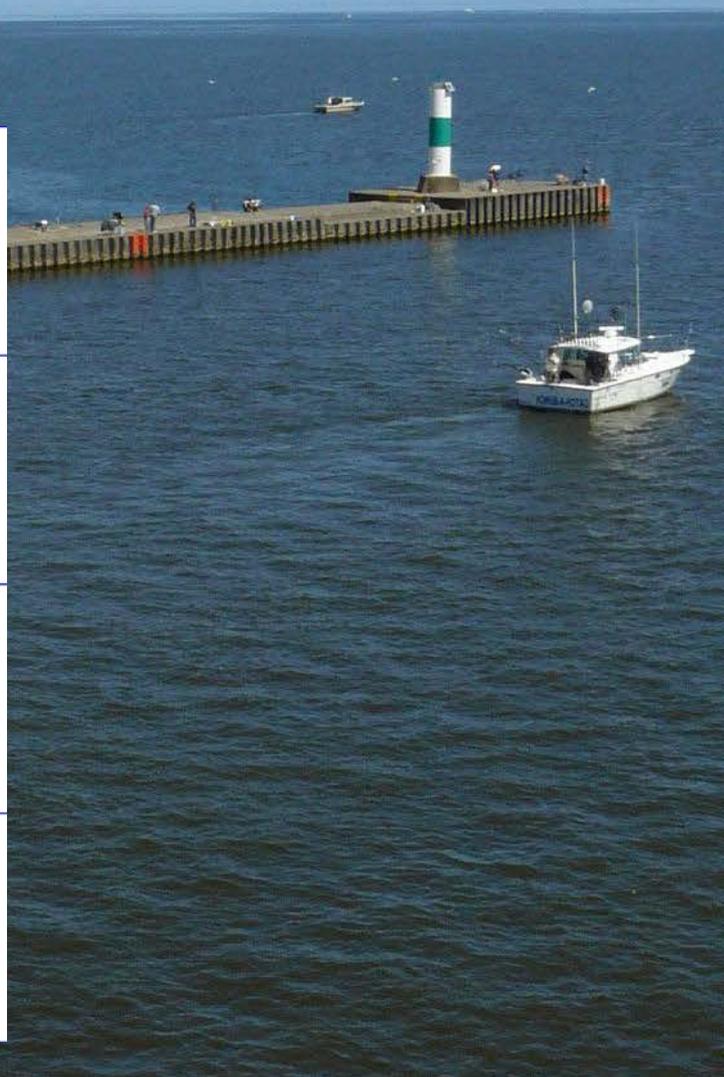
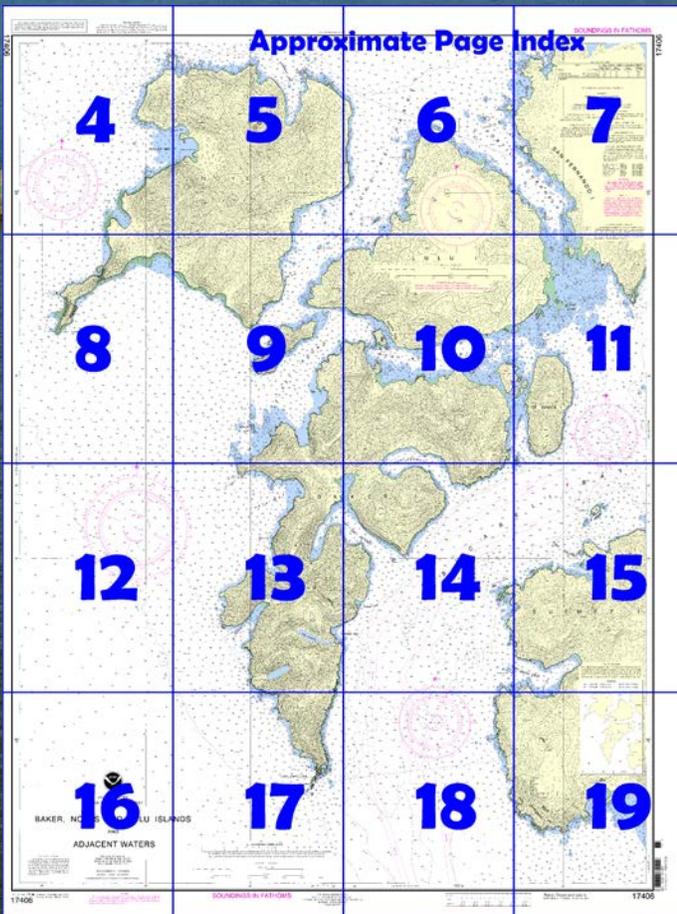
NOAA Chart 17406

*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.

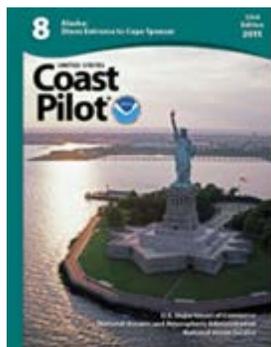
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=17406>.



**(Selected Excerpts from Coast Pilot)**  
**Cape Bartolome Light** (55°13'50"N., 133°36'56"W.), 158 feet above the water and shown from a skeleton tower with a red and white diamond-shaped daymark on the S end of one of the islets S of Cape Bartolome, marks the entrance to Bucareli Bay.

**Cape Bartolome**, the S extremity of Baker Island, has several storm-swept islets, some partly wooded, off the main shore. The southernmost wooded islet, 300 feet

high, slightly higher than those close to the cape, shows prominently from offshore. The cape rises rather sharply. A small rounded peak, 2 miles N from the cape, with higher peaks on either side, shows

prominently when other peaks are clouded. In rounding the cape, the outer wooded islet should be given a berth of about 1 mile. A shoal with a least depth of 2½ fathoms is about 0.5 mile E of Cape Bartolome Light. The rocks and cliffs NW of Cape Bartolome are black, while those SE are whitish gray; it is reported that this characteristic is of assistance in identifying the locality when making the coast in thick weather.

**Baker Island**, forming the W side of the S end of Bucareli Bay, is cut up by numerous bays and inlets. The shore along the outer coast is precipitous and marked by ragged ledges and deep clefts. The interior is rugged, mountainous, and generally wooded.

**Fortaleza Bay**, on the W side of Bucareli Bay, about 4.5 miles N of Cape Bartolome, is a small open deepwater bight. **Lake Fortaleza**, with an elevation of about 12 feet, empties into the bay. **Thimble Cove**, about 0.8 mile N of Fortaleza Bay, is a small exposed bight with bare rocks and rocks awash that extend nearly across the entrance from the S shore.

**Port San Antonio**, on the W side of Bucareli Bay, about 6.5 miles N of Cape Bartolome, has two arms at the head, one that extends in a NNE and the other in a SSW direction. The midchannel is clear, but a shoal with rocks that uncovers 7 feet is about 0.3 mile WSW from **Point San Roque** the N point at the entrance. Depths in the bay decrease from 35 fathoms at the entrance to about 8 fathoms at the head. Small craft can find anchorage in the N arm in 5 to 7 fathoms, and in the S arm in 10 fathoms, mud bottom. The N arm has a low shoreline with gravel beach.

**Port Asumcion**, on the W side of Bucareli Bay, 9 miles NNE of Cape Bartolome, offers protected anchorage in 12 to 21 fathoms, sand bottom, near its head. Entrance to the bay should be made from the SE staying close to midchannel with care taken to avoid the dangerous rock 0.25 mile NE of **Point Cosinas** at 55°21'58"N., 133°30'17"W. The anchorage is known to have winds up to 10 knots higher than surrounding areas, particularly if winds are out of the W or E; caution should be used when choosing to anchor in the bay. The midchannel is clear.

**Cape Felix** (55°12.7'N., 133°25.9'W.) is at the SW end of Suemez Island. The depths off the cape are comparatively regular and good, but, to the E, foul ground extends about 0.7 mile offshore. Cliffs well up on the mountain side, and a steep light-colored cliff a little to the NE of the cape, are the most prominent landmarks. NE of the cape is a small section of a cliff of columnar formation, somewhat unusual for this section of Alaska. From the cape the shoreline trends in a N direction, forming the E side of Bucareli Bay.

**Port Santa Cruz** is on the E side of Bucareli Bay 4.5 miles N of Cape Felix. The N shore is steep and rocky, with detached rocks close-to, whereas the rest of the shoreline is generally low, with rocky, gravel, or sand beaches. **Labandera Rock**, a kelp-marked submerged rock covered 2¾ fathom, is midway between **Point Rosary** and **Point San Jose**, the two points at the entrance. A rock that bares at low water is about 0.7 mile ENE from Point Rosary and 250 yards off the islet fronting **Point Isleta**. With a moderate swell, the breakers on this rock can frequently be seen at night.

In entering, round Point Rosary or Point San Jose at a distance of 0.2 mile and head for the point on the N side of the bay 1 mile inside the entrance. Round this point at a distance of 300 yards and select anchorage as desired in 12 to 17 fathoms, mud bottom. Anchorage with more swinging room may be had to the S of the point in 17 to 19 fathoms, mud bottom. The channel to the N of Labandera Rock is preferable.

### 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 1

**HEIGHTS**  
Heights in feet above Mean High Water.

Mercator Projection  
Scale 1:40,000 at Lat. 55°22'  
North American Datum of 1983  
(World Geodetic System 1984)

**SOUNDINGS IN FATHOMS**  
AT MEAN LOWER LOW WATER

**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).

**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.

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

**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.

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

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
Zarebo I, AK	KZZ-91	162.450 MHz
Gravina I, AK	KZZ-96	162.525 MHz
Craig, AK	KXI-80	162.475 MHz

**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 1.260' southward and 6.069' westward

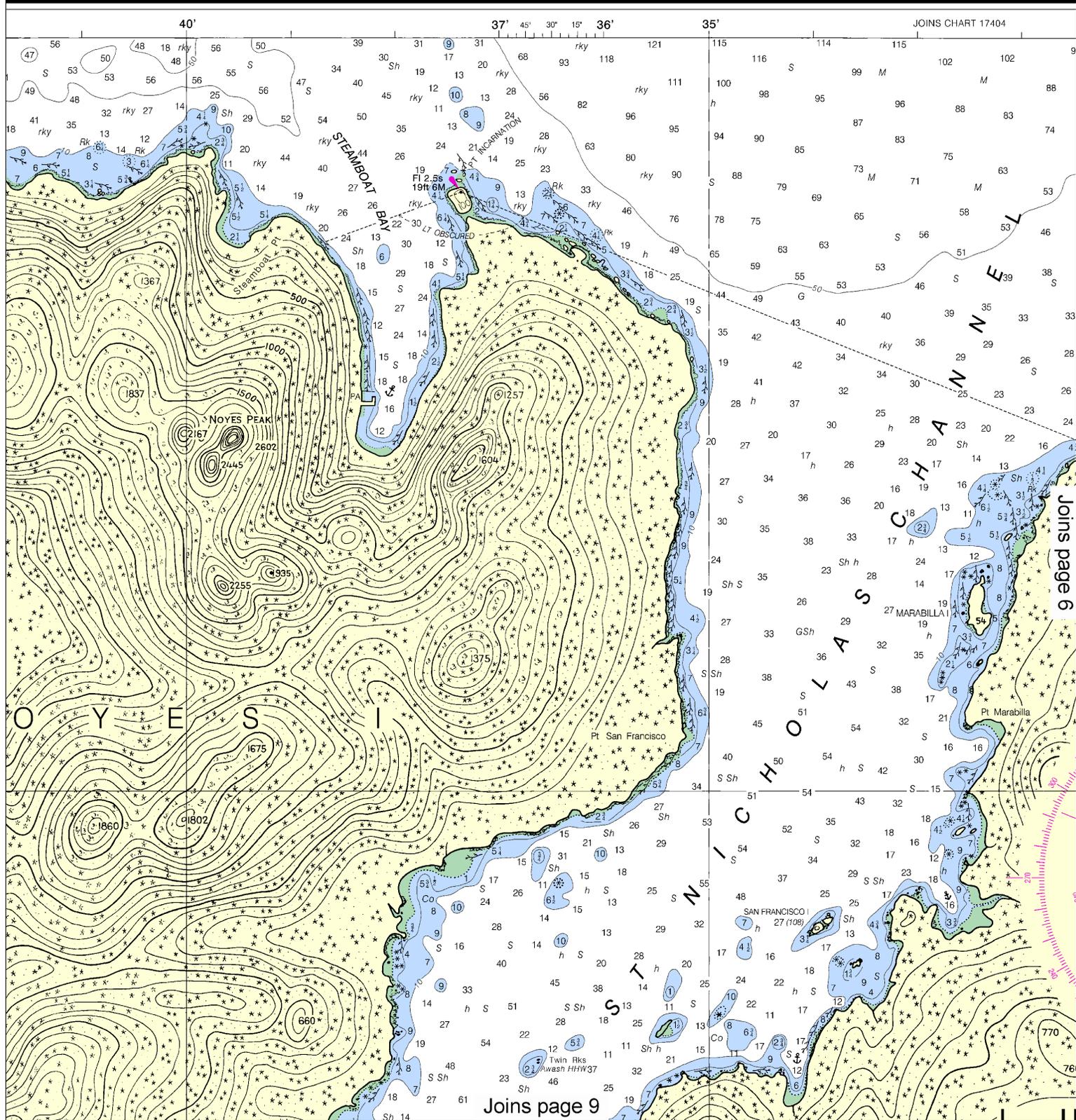
**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

**UPDATING SERVICE**  
FOR THIS CHART, a listing of NOTICE TO MARINERS (NM) consequent to the NM corrected through date shown in the lower left corner, is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

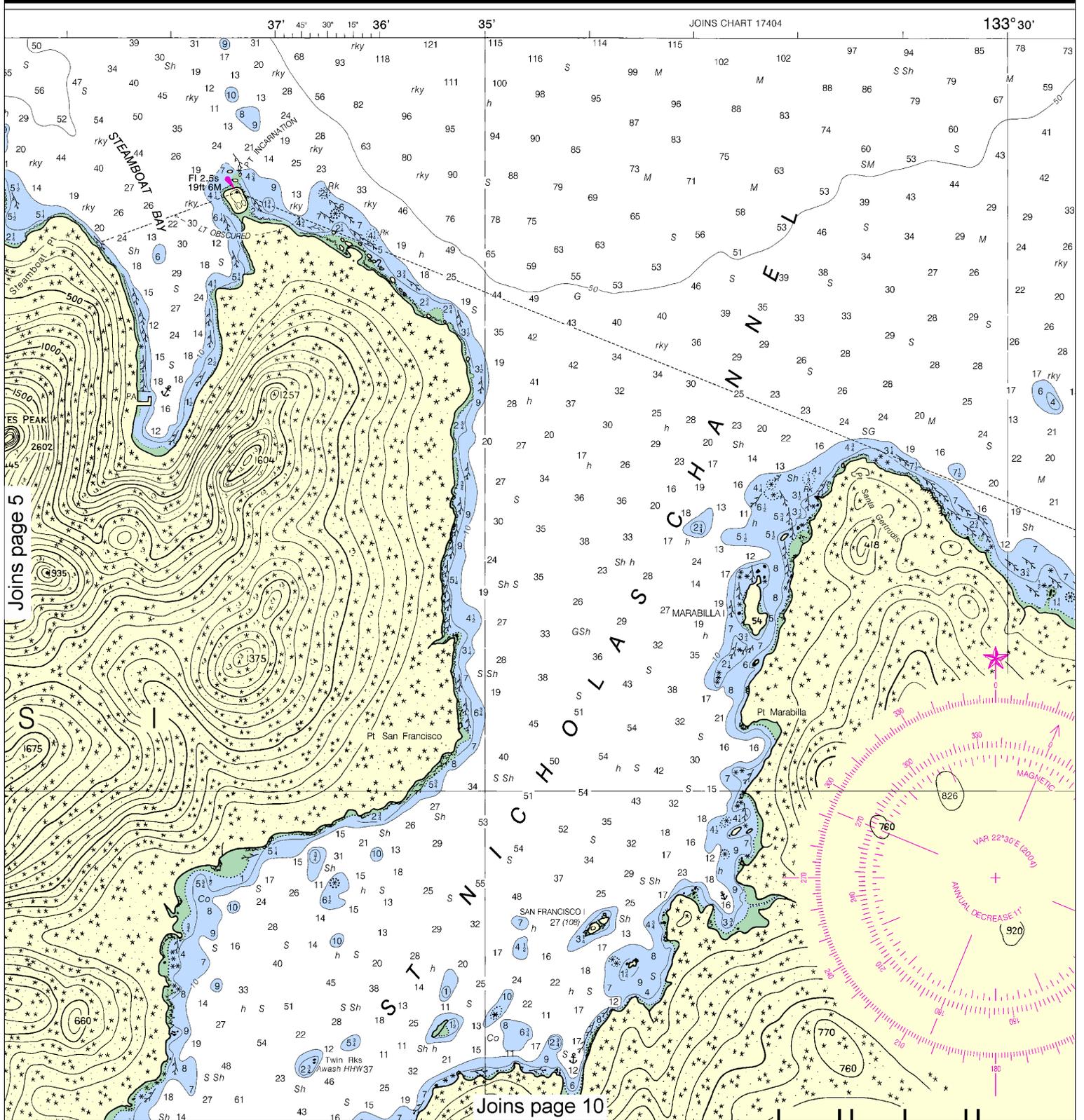
**COLREGS, 80.1705 (see note A)**  
International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

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
Port Santa Cruz	(55°17'N/ 133°25'W)	9.9	9.1	1.3	-4.0
Steamboat, Noyes Island	(55°33'N/ 133°38'W)	10.4	9.3	1.3	-4.0
Aug 2003					





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:53333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



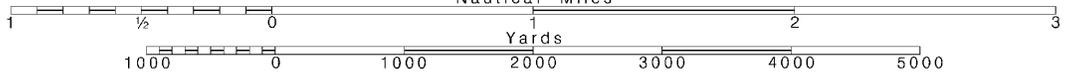
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

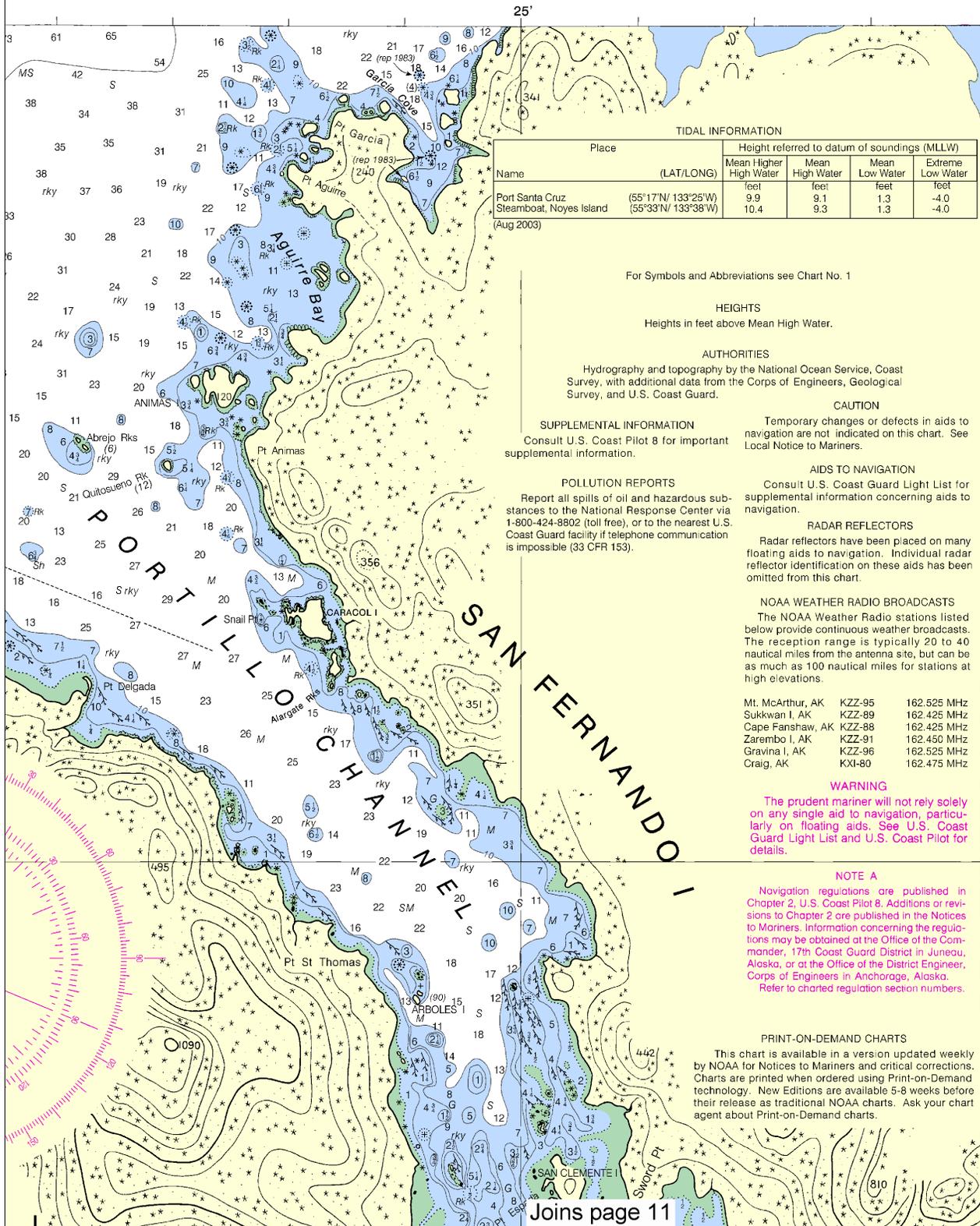
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Nautical Miles

See Note on page 5.



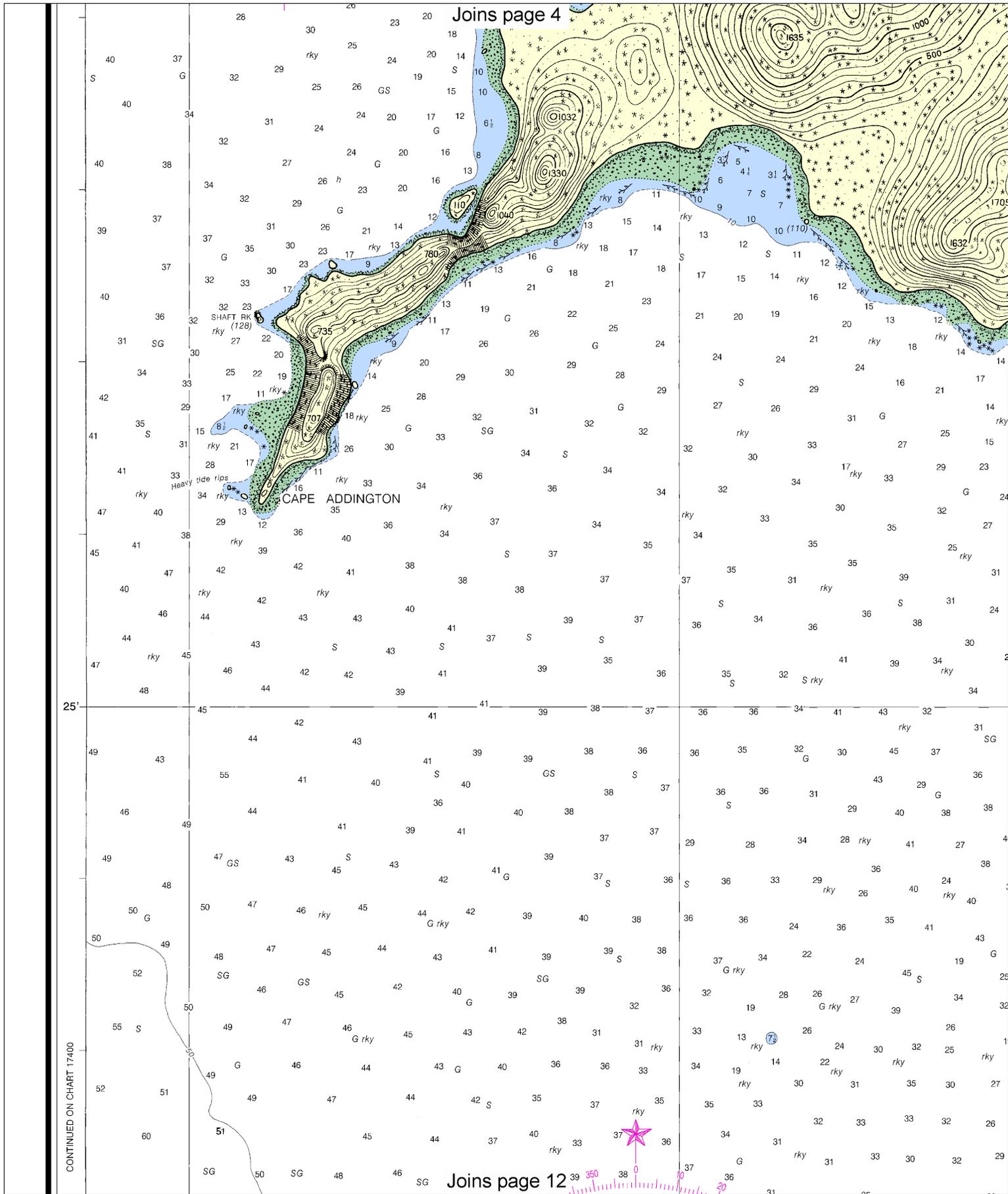
# SOUNDINGS IN FATHOMS

17406



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.

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CONTINUED ON CHART 17400

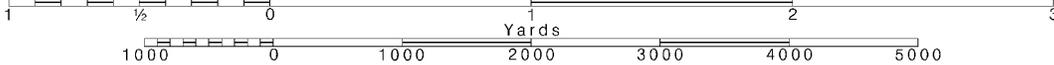
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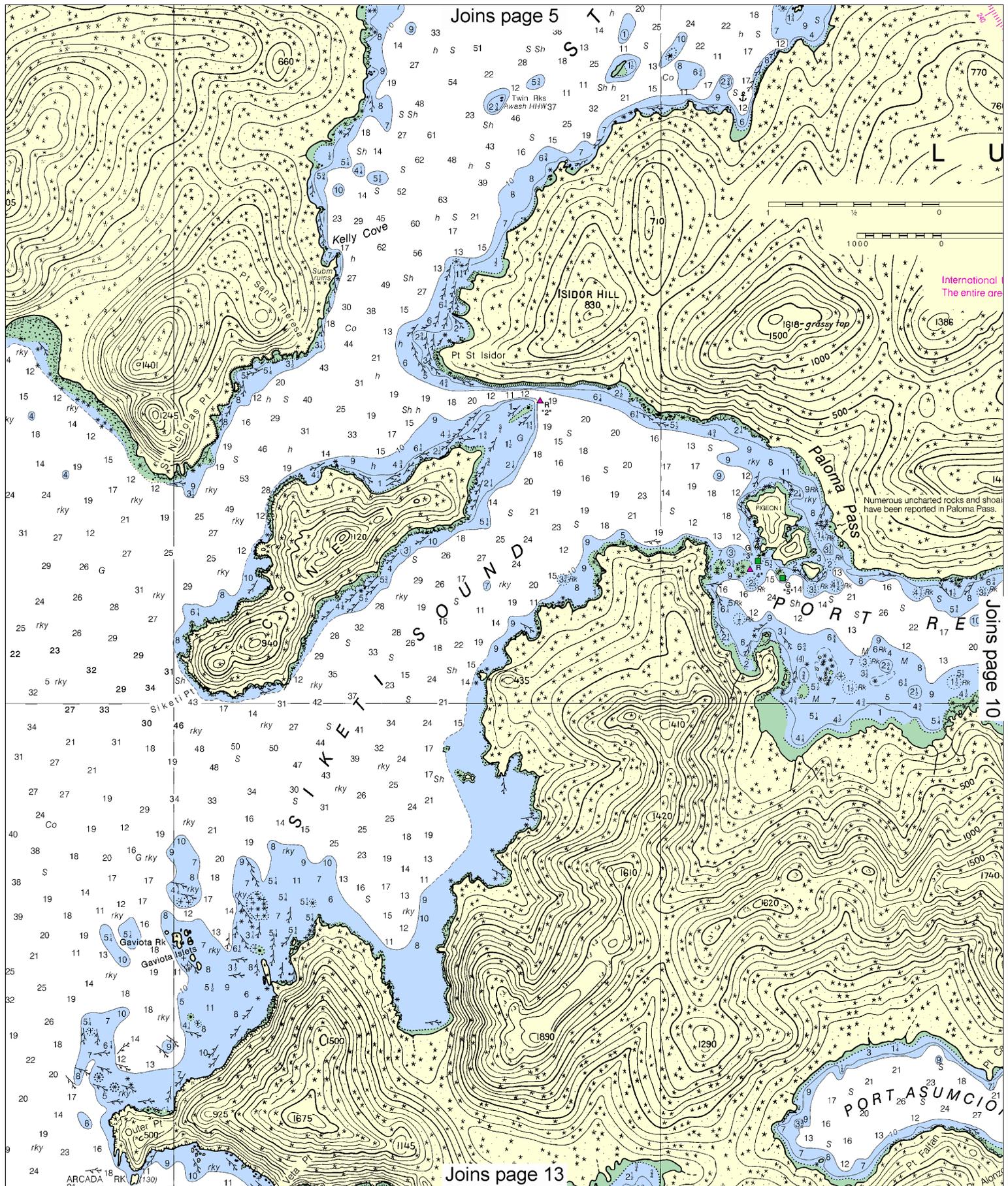
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Nautical Miles

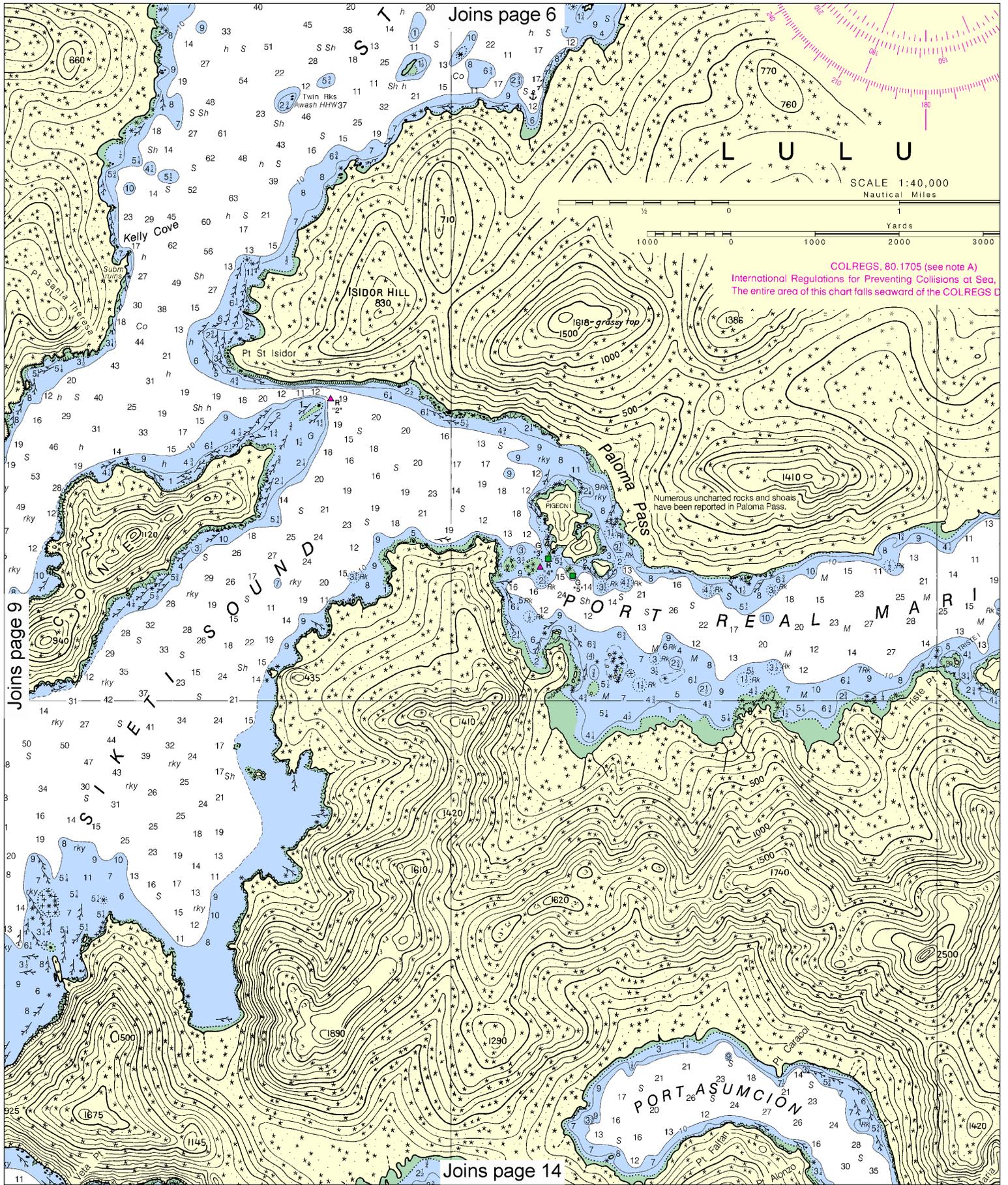
See Note on page 5.



Note: Chart grid lines are aligned with true north.







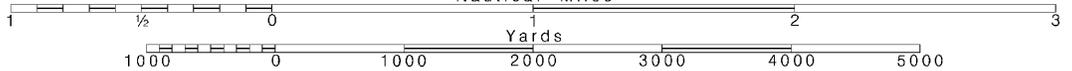
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Note: Chart grid lines are aligned with true north.

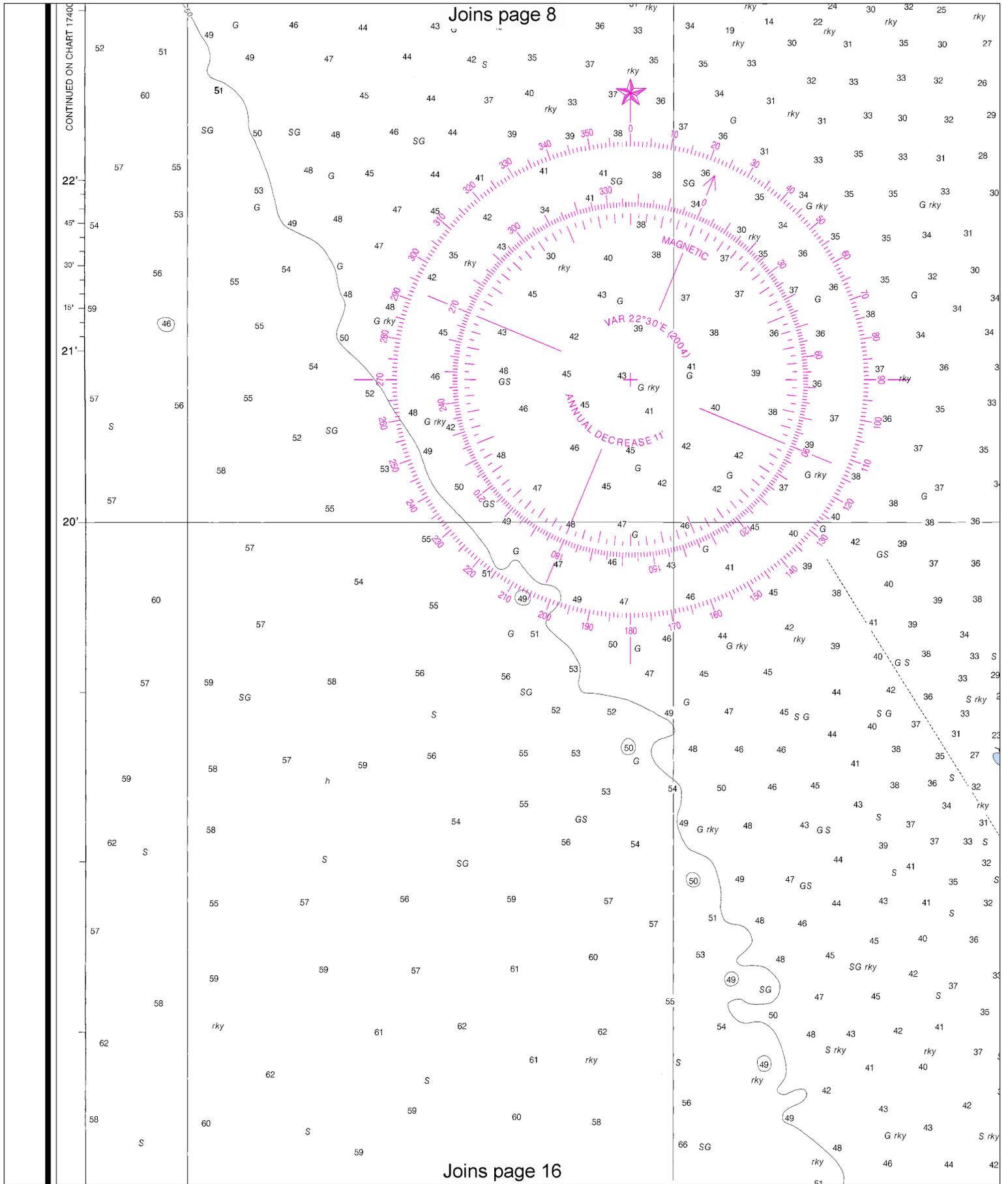
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







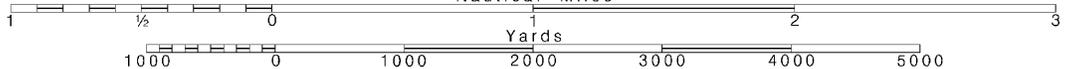
12

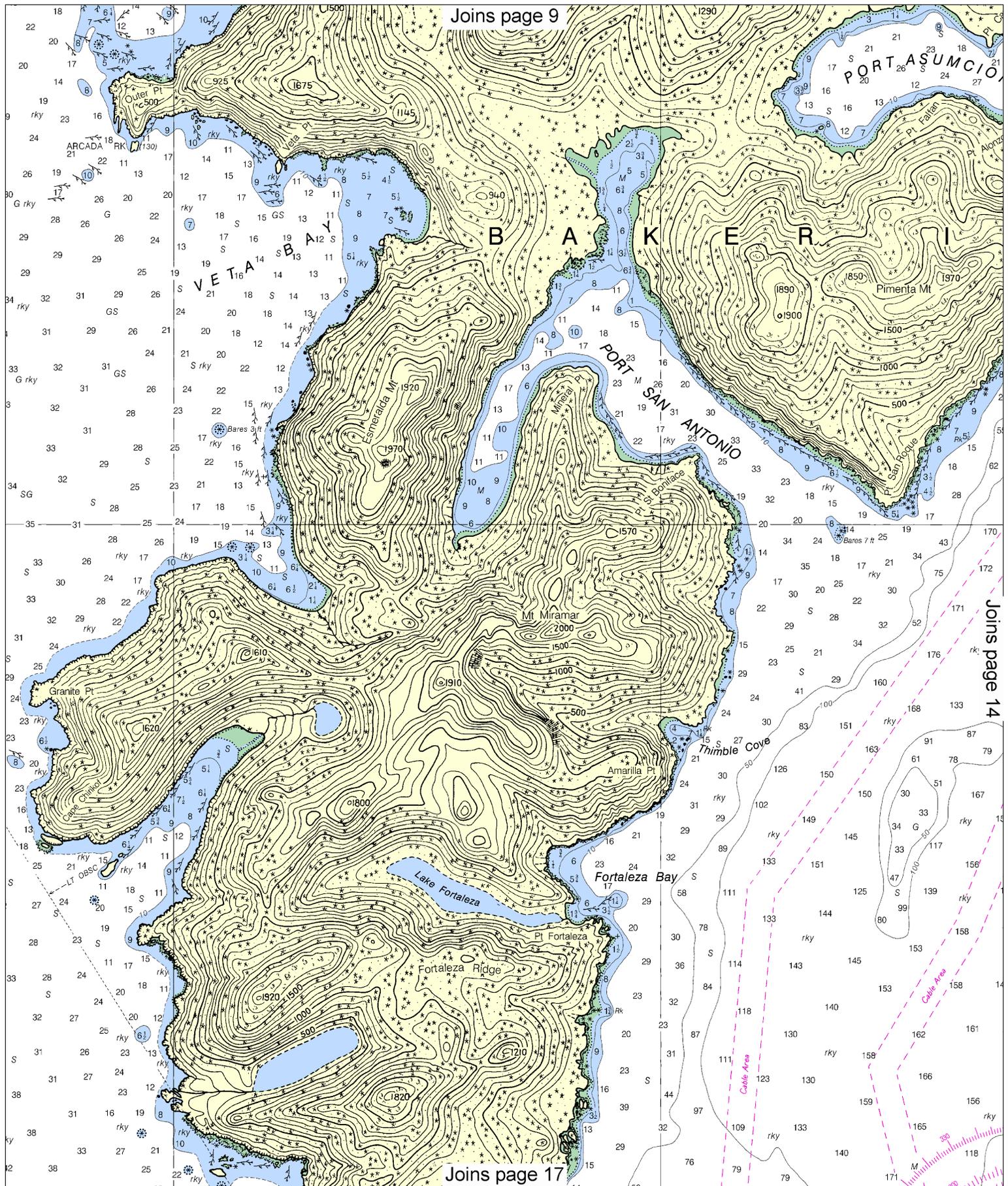
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

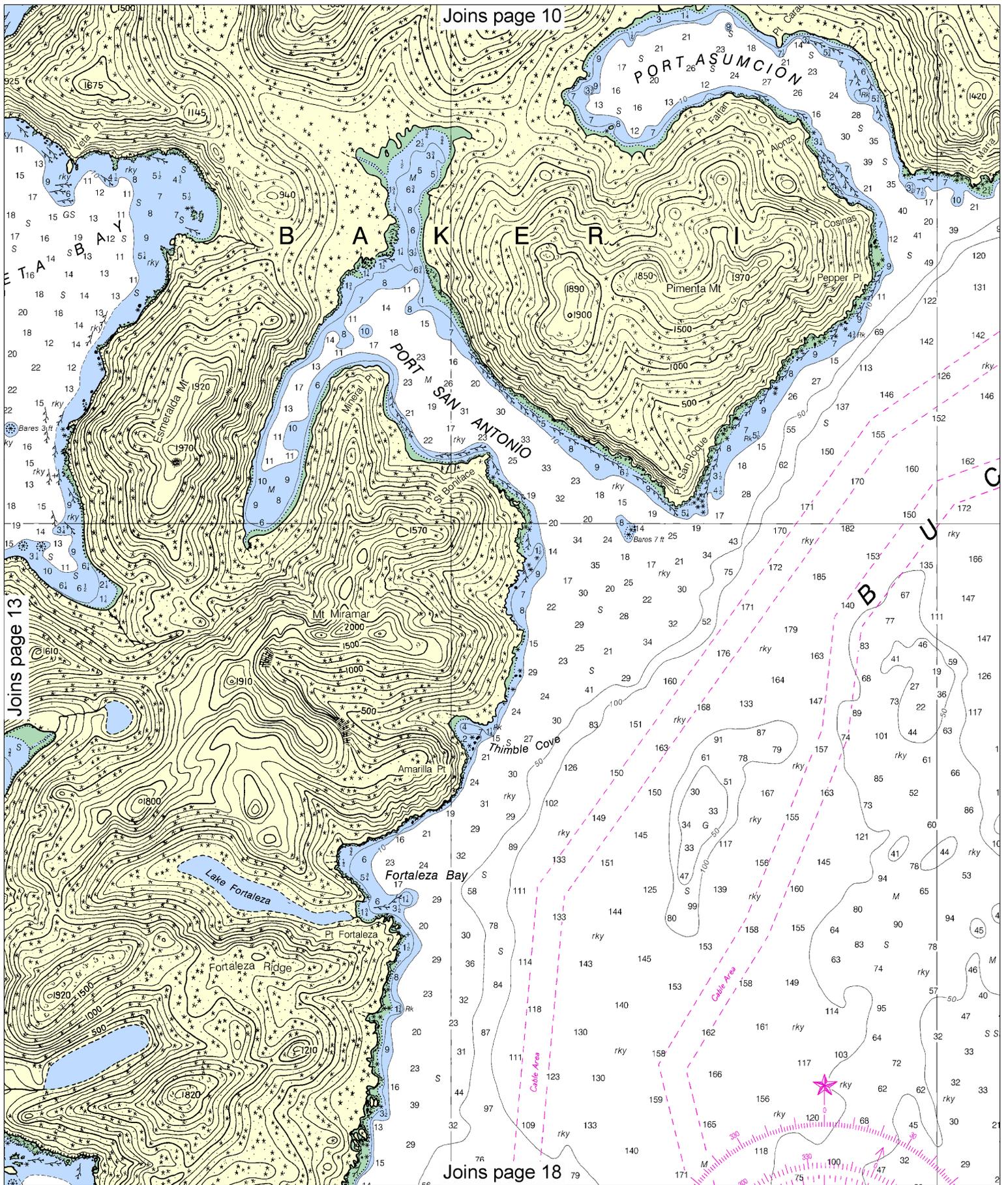


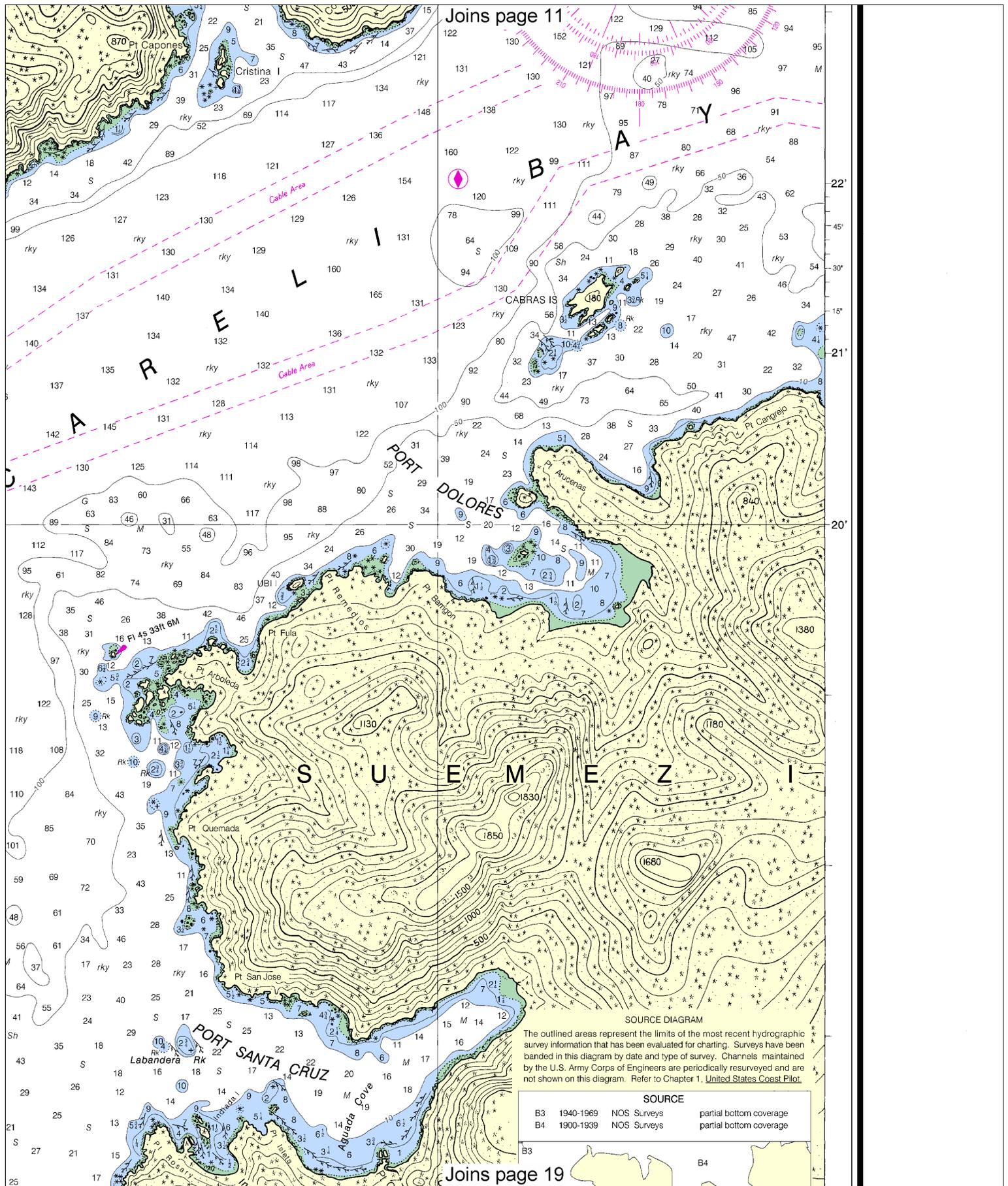


Joins page 9

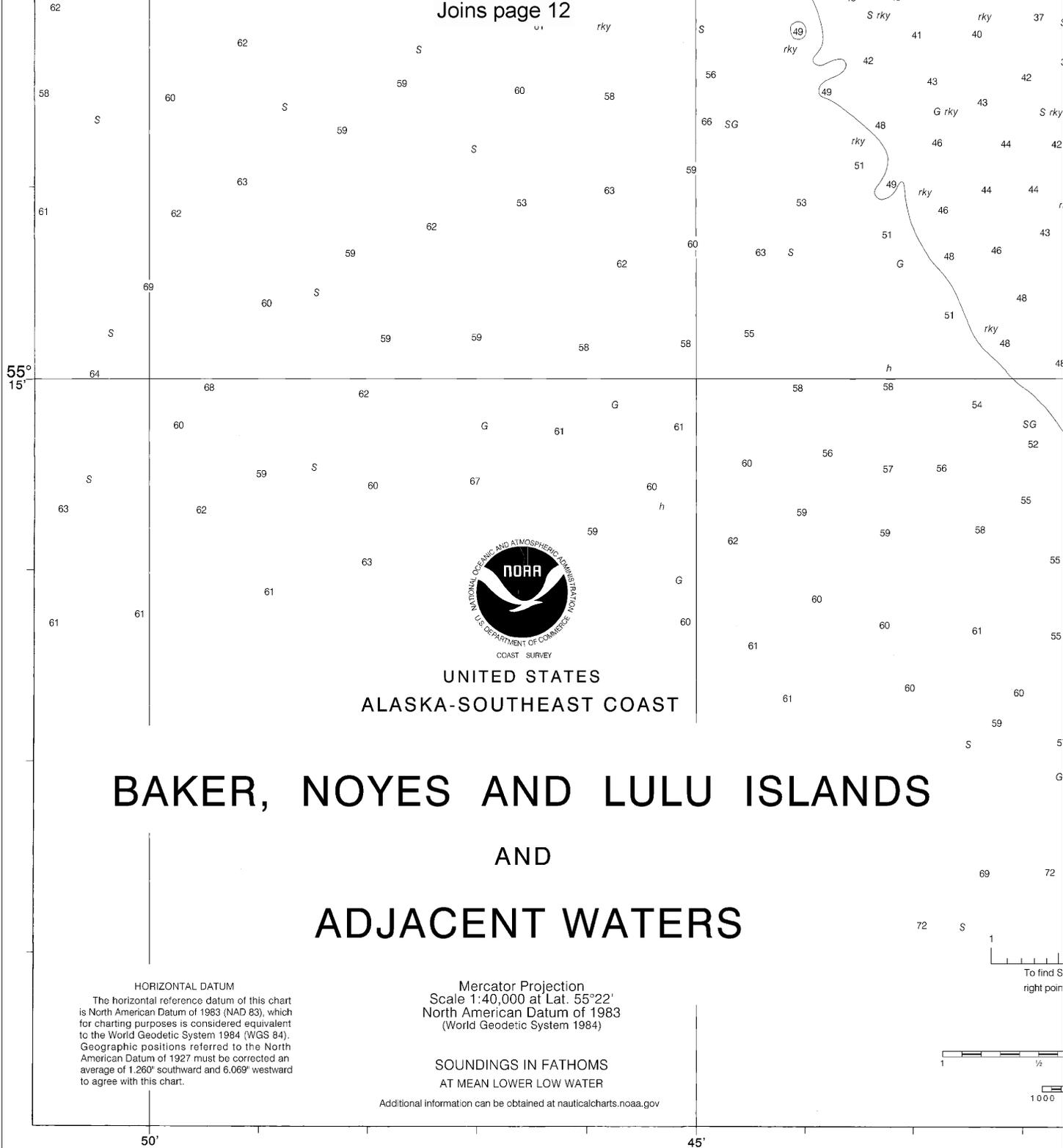
Joins page 14

Joins page 17





Joins page 12



# BAKER, NOYES AND LULU ISLANDS AND ADJACENT WATERS

**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 1.260" southward and 6.069" westward to agree with this chart.

Mercator Projection  
Scale 1:40,000 at Lat. 55°22'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov)

1  
To find S  
right point



7th Ed., Feb. / 04 ■ Corrected through NM Feb. 07/04  
Corrected through LNM Jan. 27/04

**17406**

**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.

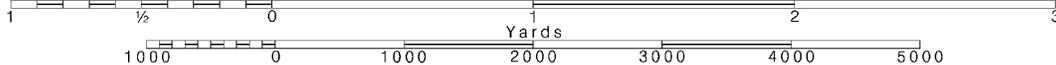
**16**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

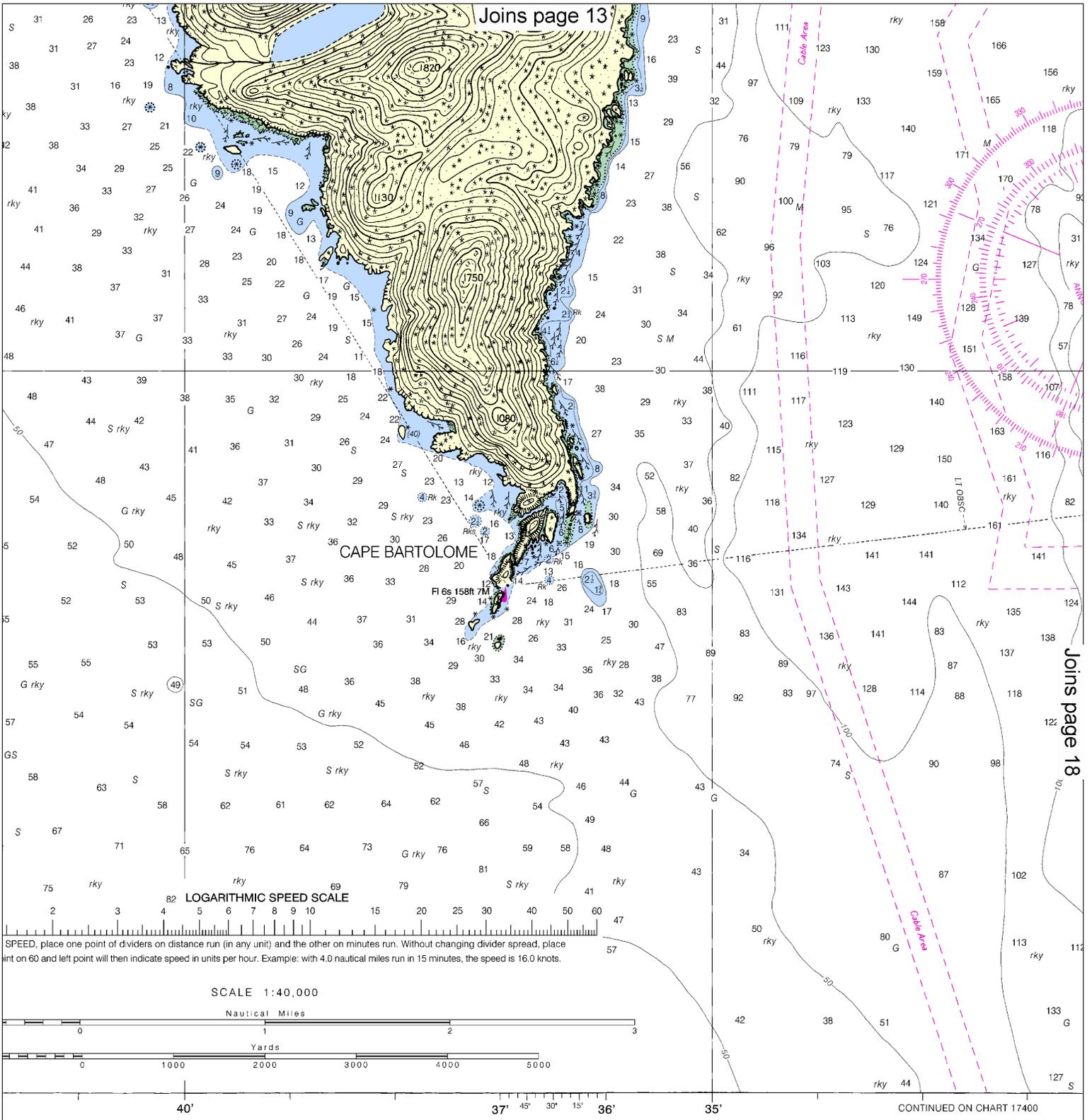
SCALE 1:40,000  
Nautical Miles

See Note on page 5.



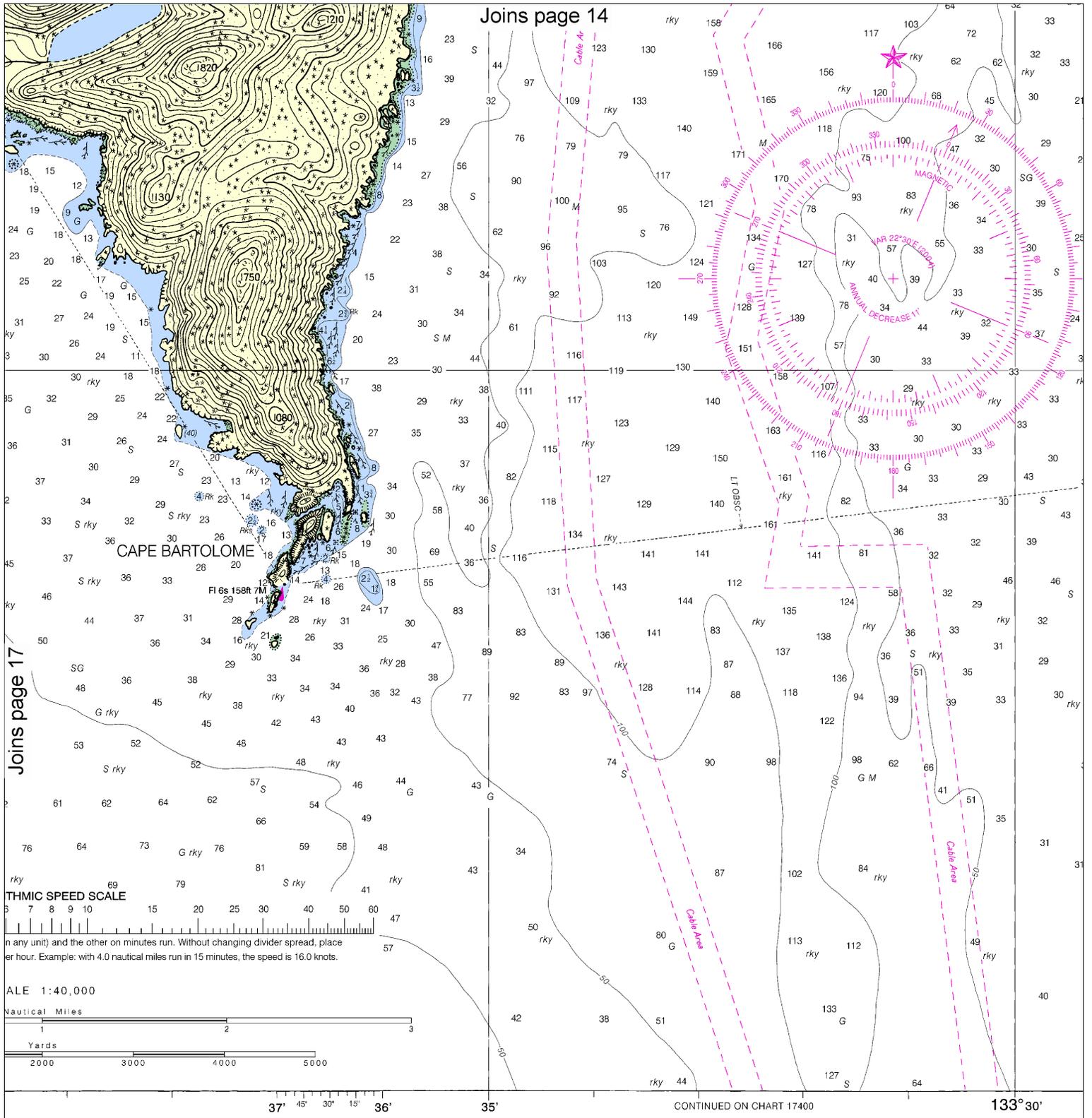
Joins page 13

Joins page 18



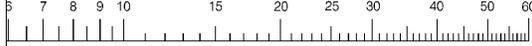
**SOUNDINGS IN FATHOMS**

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



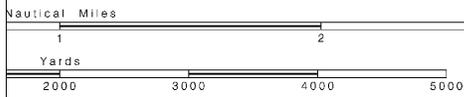
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THMIC SPEED SCALE



in any unit) and the other on minutes run. Without changing divider spread, place er hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SCALE 1:40,000



37° 45' 30" 36' 35' CONTINUED ON CHART 17400 133° 30'

FATHOMS

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

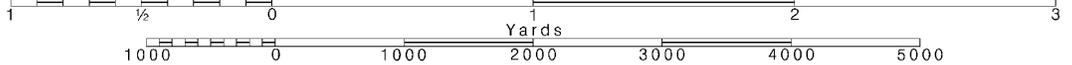
FATHOMS	1	2	3	4
FEET	6	12	18	24
METERS	1	2	3	4

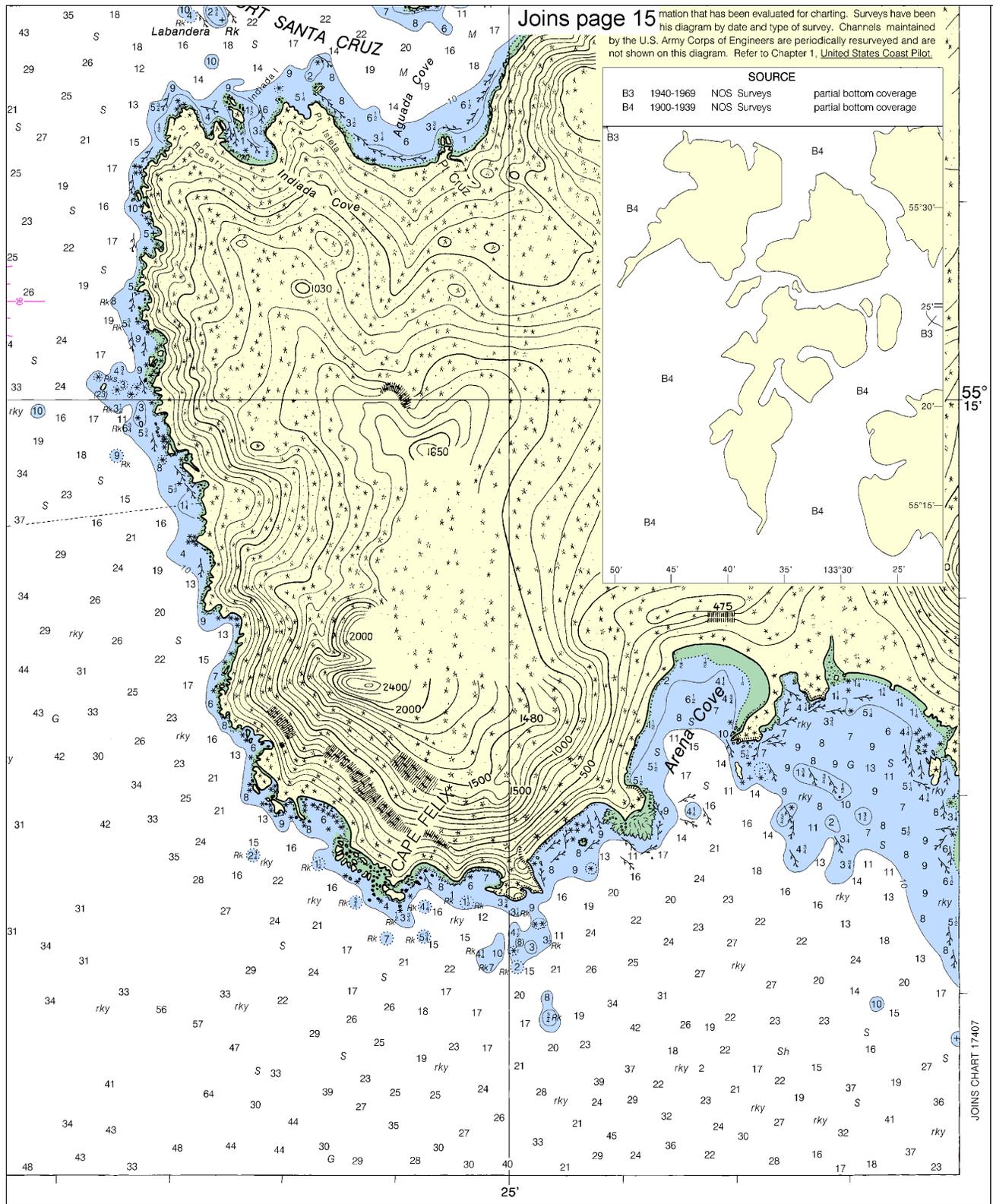
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.



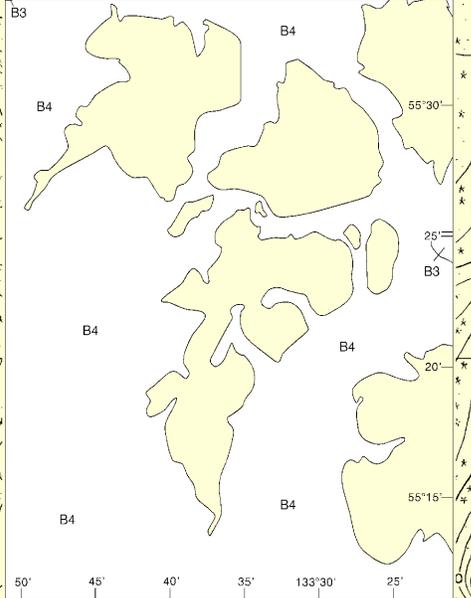


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mation that has been evaluated for charting. Surveys have been his diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



ED. NO. 7

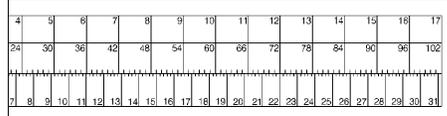


NSN 7642014011457  
NGA REFERENCE NO. 17XHA17406

JOINS CHART 17407

Baker, Noyes and Lulu Is.  
SOUNDINGS IN FATHOMS - SCALE 1:40,000

17406





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.

