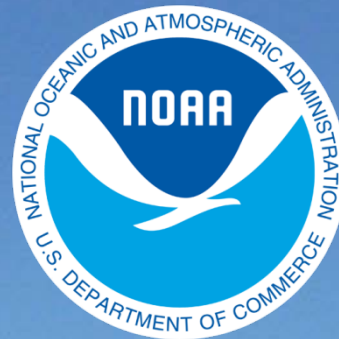


# BookletChart™

## Dixon Entrance to Cape St. Elias

NOAA Chart 16016

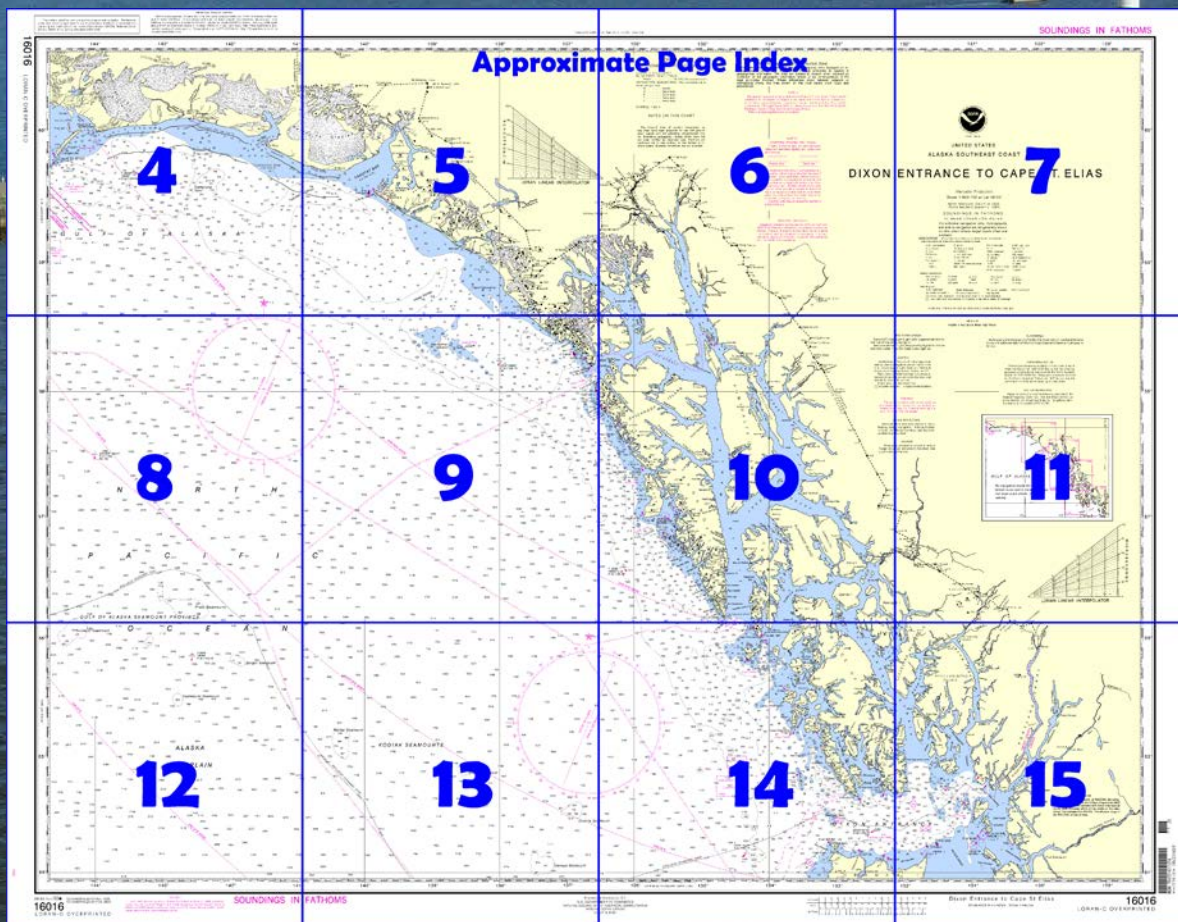


*A reduced-scale NOAA nautical chart for small boaters*

*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**  
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[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=16016>.



**(Selected Excerpts from Coast Pilot)**

**Stephens Passage** extends from its junction with Frederick Sound at Cape Fanshaw (57°11.1'N., 133°34.3'W.) in a general NNW direction for about 88 miles to Shelter Island, which divides it into two channels, Saginaw Channel and Favorite Channel, and connects it with Lynn Canal. Numerous islands are in both entrances to the passage, but otherwise it is open, deep, and generally free from dangers.

**Anchorage.**—The waters of Stephens Passage and its branches are generally deep, and there are few good anchorages. Anchorage can be had in Cleveland Passage, Gambier Bay, Seymour Canal, Taku Harbor, Gastineau Channel, Young Bay, Fritz Cove,

Auke Bay, Barlow Cove, Tee Harbor, and Eagle Harbor. Temporary anchorage can also be found in Port Houghton, Hobart Bay, Sanford Cove (Endicott Arm), Limestone Inlet, Taku Inlet, and Adams Anchorage.

**Currents.**—The flood current enters Stephens Passage from both ends and meets in varying places W of Point Arden; the ebb current flows in the opposite direction. The velocity of the current is 0.5 to 2 knots.

**Chatham Strait** is the most extensive of the inland passages of southeastern Alaska. It is about 18 miles wide at its entrance between Cape Ommaney and Coronation Island and about 13.5 miles between the cape and the W shore of Kuiu Island, with a length of 138 miles from Coronation Island N to Rocky Island. The main strait is clear, open, and deep throughout, but some of the bays and bights are foul.

Soundings are not a sufficient guide in these waters in thick weather; 20 and 30 fathoms are frequently found within a few yards of the shore, while 0.2 mile from the shore, 100 to 200 fathoms are not at all unusual. An almost universal feature is the occurrence of flats, with one or more small streams, at the head of all bights and inlets. The slope, from 8 to 10 fathoms to a few feet, is abrupt, and in approaching the head of an inlet at high water, exercise care in anchoring to give the flats a sufficient berth to avoid grounding at low water.

The W coast of Chichagof Island has a general NW direction for about 38 miles from the W end of Klokachef Island to Cape Cross, and then the coast trends N for 10 miles to Yakobi Rock. The main shore is formed by **Chichagof Island**, which has numerous mountain peaks. From Klokachef Island to Khaz Bay the 100-fathom curve is about 13 miles offshore. The 50-fathom curve is about 6 miles offshore, and inside of that distance the soundings are irregular and less than 50 fathoms, except a narrow pocket with depths of 50 to 101 fathoms, which extends about 5.5 miles SW from Khaz Bay entrance. From the entrance of Khaz Bay to Cape Edward, the coast is formed by numerous islets, rocks, and breakers, that prevent a close approach to the shore.

Between Yakutat Bay and Cape Suckling, the coast is formed by river and glacier deposit and is relatively regular.

A short way inland, the St. Elias Range rises to 18,008 feet at **Mount St. Elias**, on the Alaska-Canada boundary, and culminates in the 19,850-foot **Mount Logan** in Canada. These towering snow-clad peaks, only 25 miles apart, are surpassed in all Canada and the United States only by central Alaska's 20,320-foot Mount McKinley.

Stretching from Yakutat Bay to the Bering River in one continuous icefield are the tremendous **Malaspina Glacier and Bering Glacier**. Malaspina Glacier, which covers most of the coastal plain between Yakutat Bay and Icy Bay, reaches the sea at **Sitkagi Bluffs** which are formed of forest and debris covered ice. From the sea the glacier appears as a vast, almost featureless white plain, gently sloping toward the coast from the base of the towering peaks of the St. Elias Mountains. From Icy Bay to Cape Yakataga, the coast is backed by a continuous ridge of stratified mountains 3,000 to 6,000 feet high. Numerous streams cut the foothills, and a dense growth of alders and bushes line the shore.

**Yakataga Reef** extends about 0.5 mile from shore at **Cape Yakataga** (60°03'40"N., 142°26'00"W.) and parts of it show above high water. This is the best landing place between Icy Bay and Controller Bay about 57 miles to the W, but landing is possible only with occasionally smooth seas. In 1968, a depth of 9 fathoms was reported about 15 miles S of Cape Yakataga in 59°50.0'N., 142°31.0'W. An aero radiobeacon is at Cape Yakataga.

**U.S. Coast Guard Rescue Coordination Center**  
**24 hour Regional Contact for Emergencies**

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	



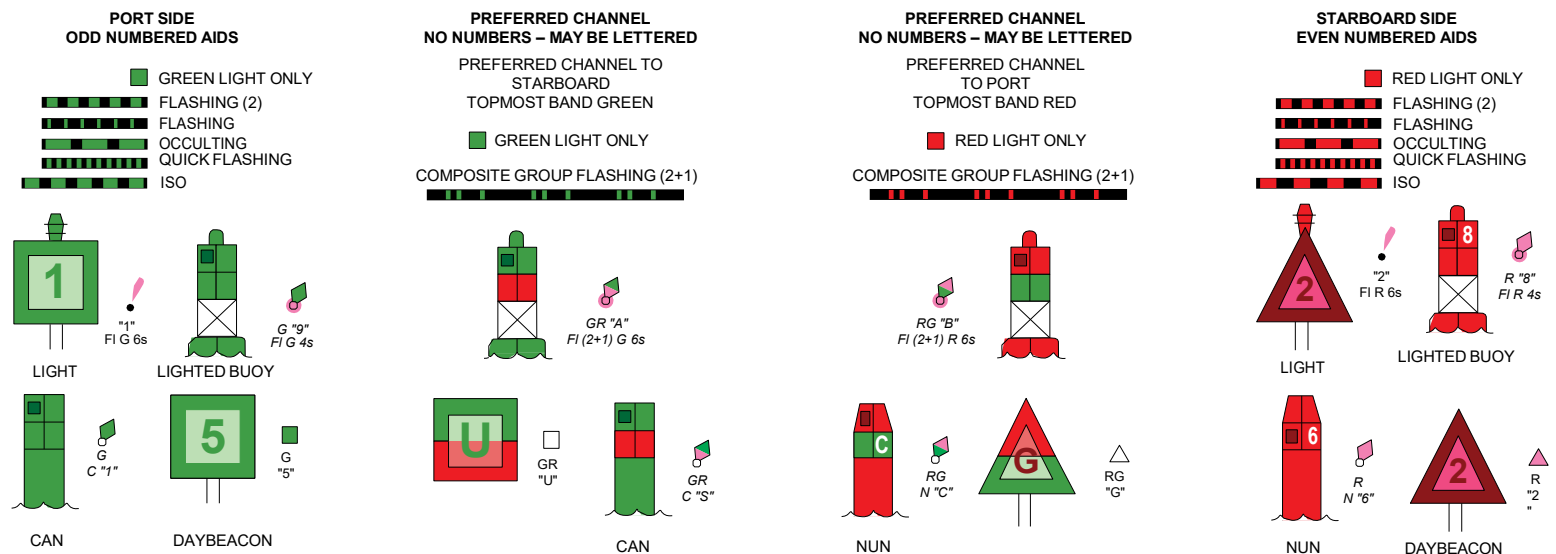
# Navigation Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

## Lateral System As Seen Entering From Seaward

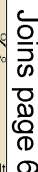
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>



Note: Chart grid lines are aligned with true north.



Joins page 9

# 5

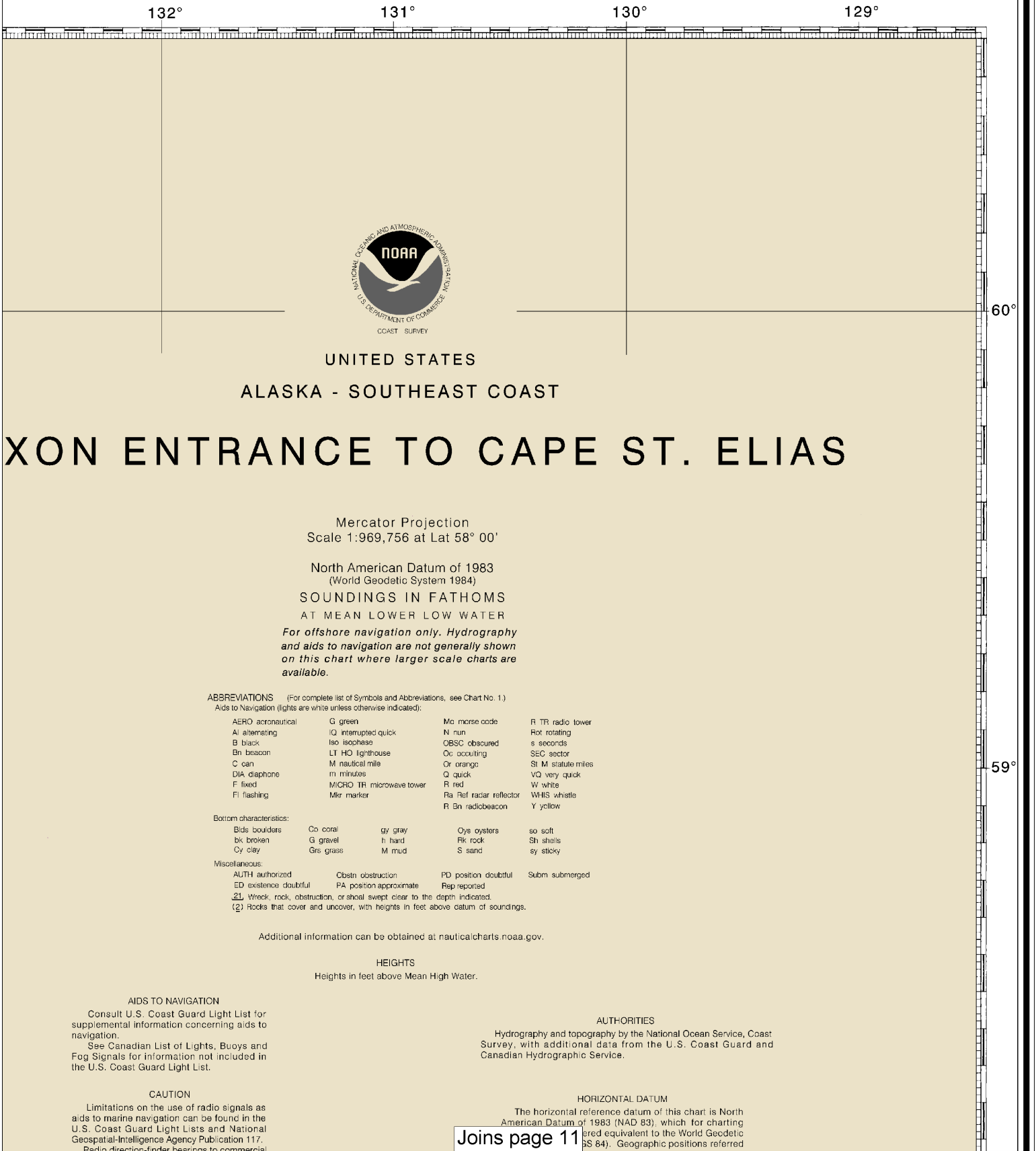
Joins page 5

Joins page 10

# 6

Note: Chart grid lines are aligned with true north.

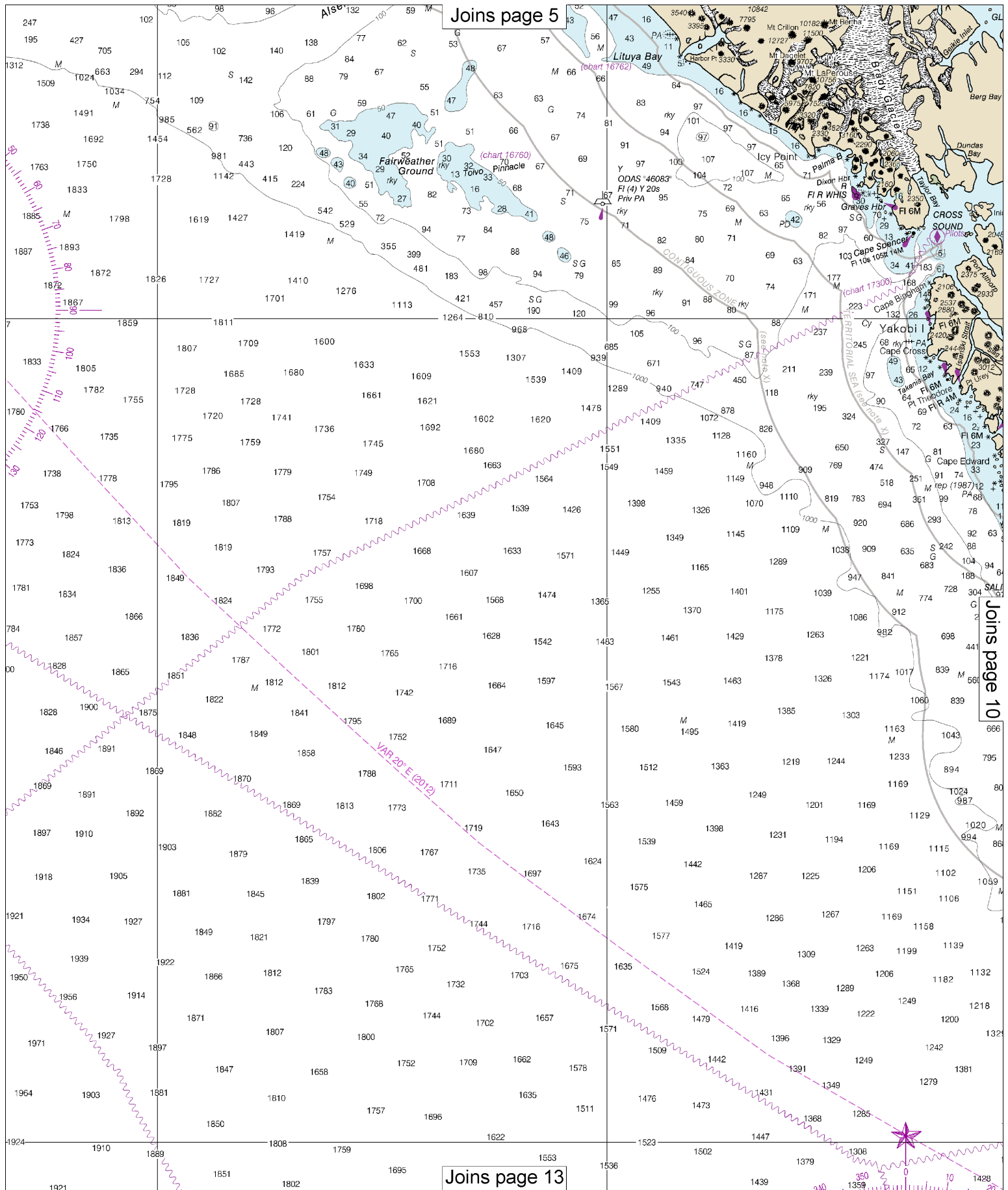




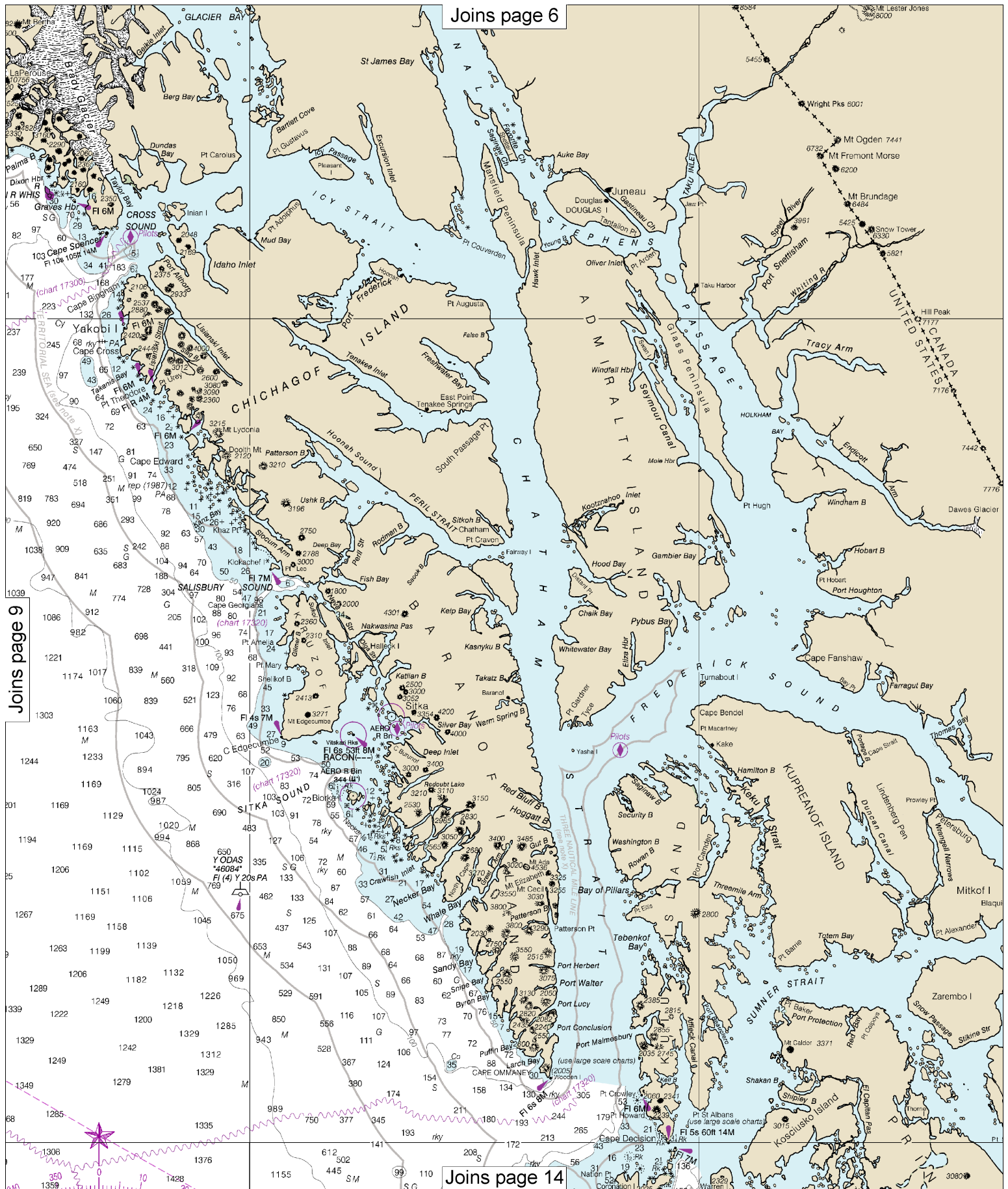




Joins page 5



Joins page 10



10

Note: Chart grid lines are aligned with true north.

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

## Joins page 7

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

### 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.

See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence 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)

### AUTHORITIES

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

### 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.

### 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).

### WARNING

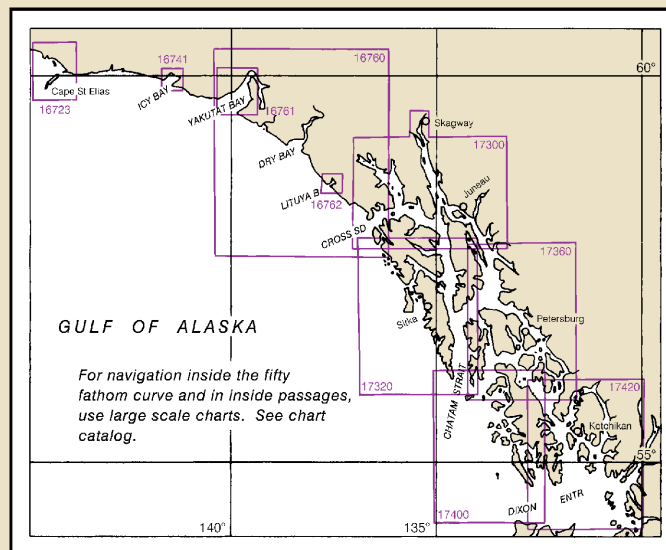
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

### 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.

### CAUTION

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

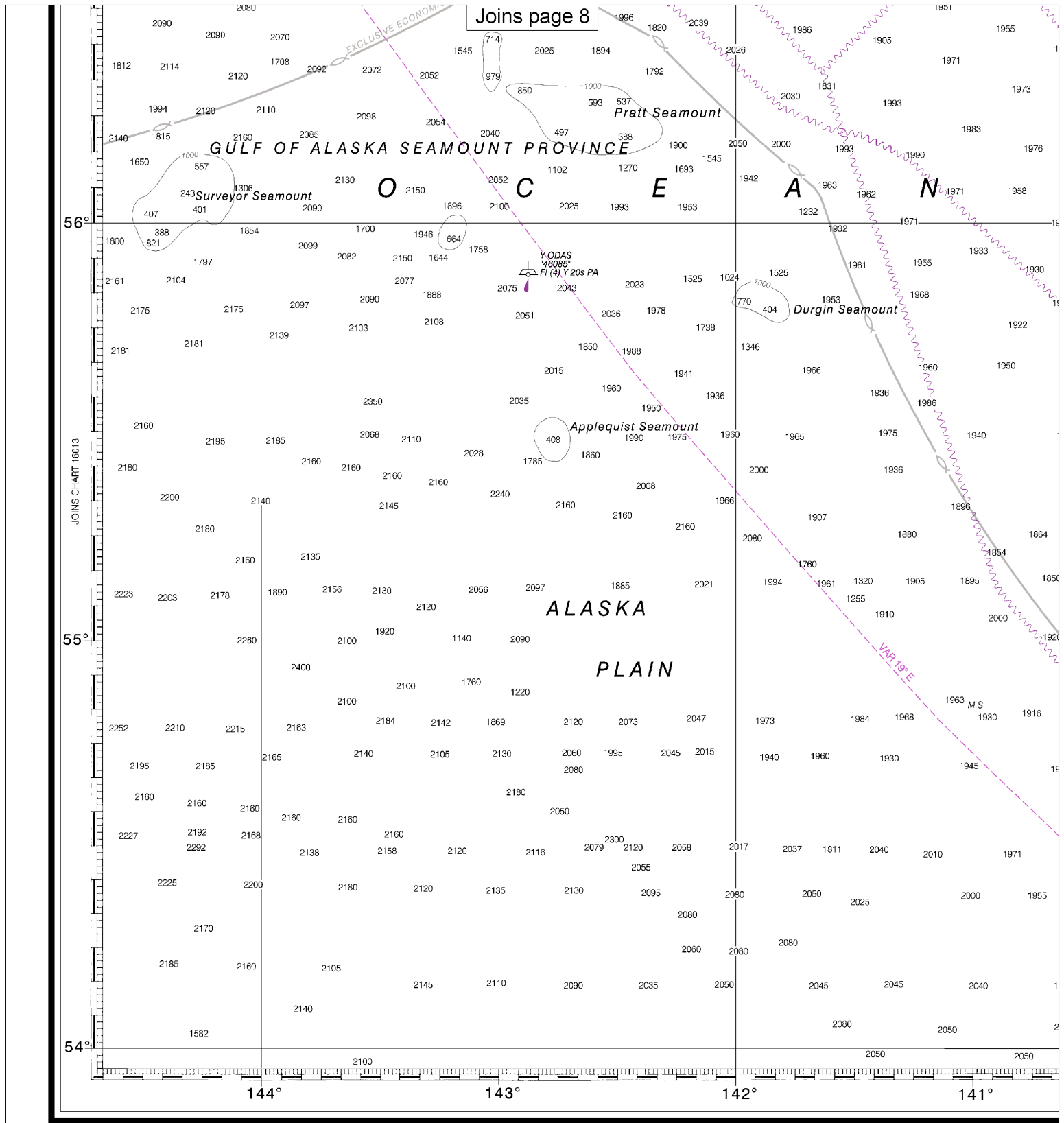


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No copyright is claimed by the United States Government under Title 17, U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

Joins page 15





**CAUTION**

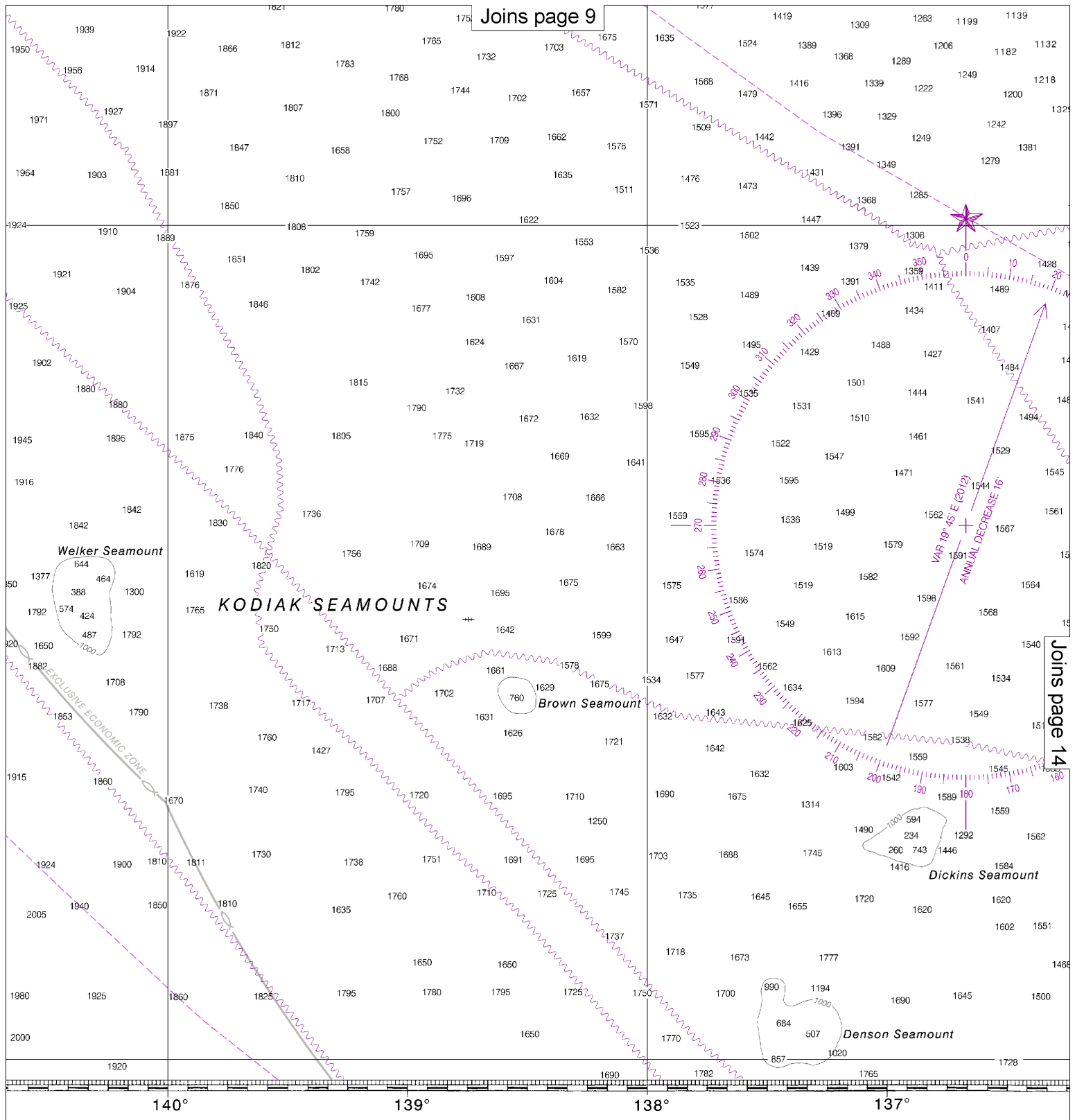
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**16016**

This is the Last Edition of this chart. It will be canceled on Oct 2, 2024  
 22nd Ed., Aug. 2012. Last Correction: 5/17/2024. Cleared through:  
 LNM: 2124 (5/21/2024), NM: 2224 (6/1/2024), CHS: 0424 (4/26/2024)

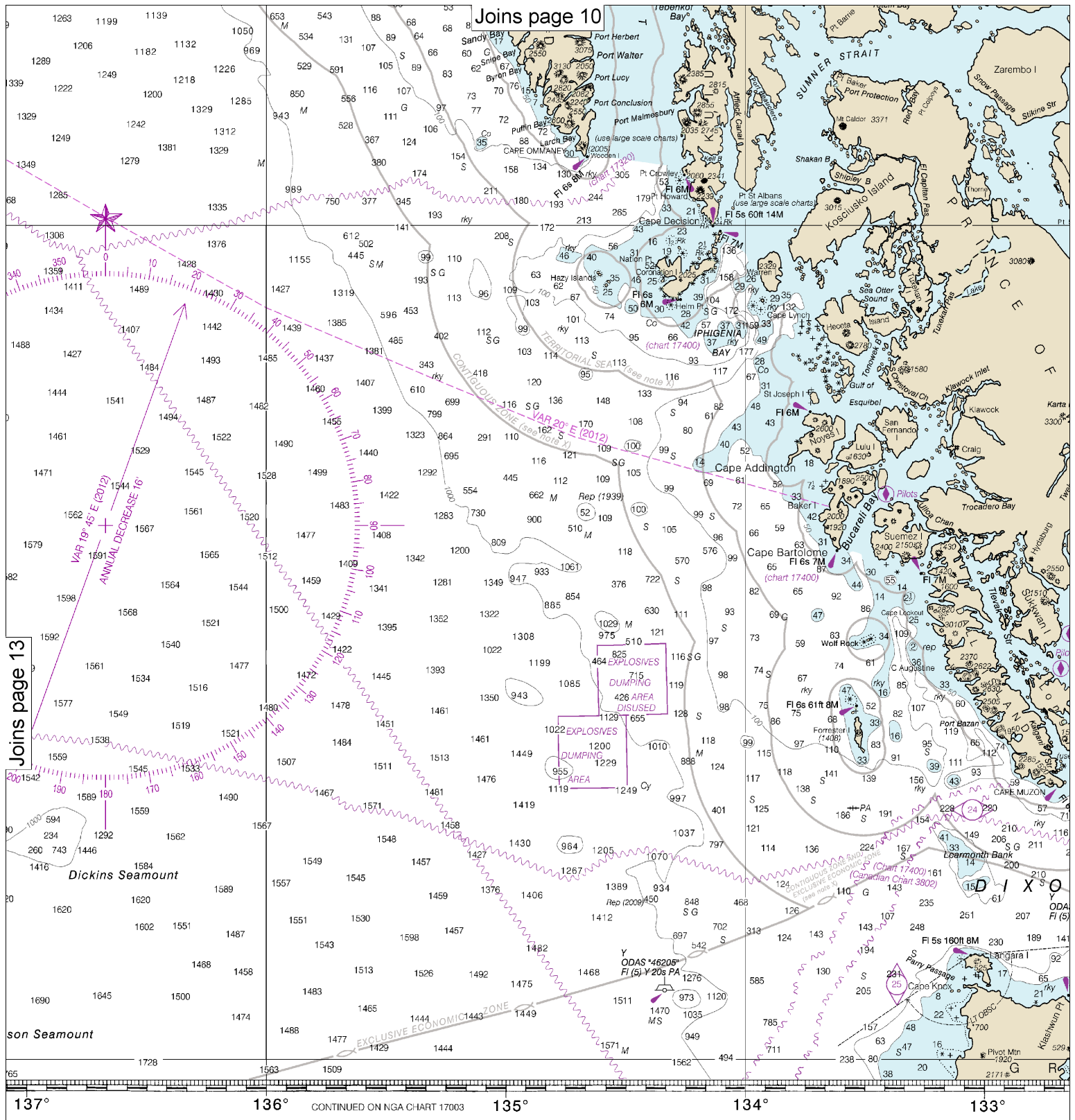
**12**

Note: Chart grid lines are aligned with true north.

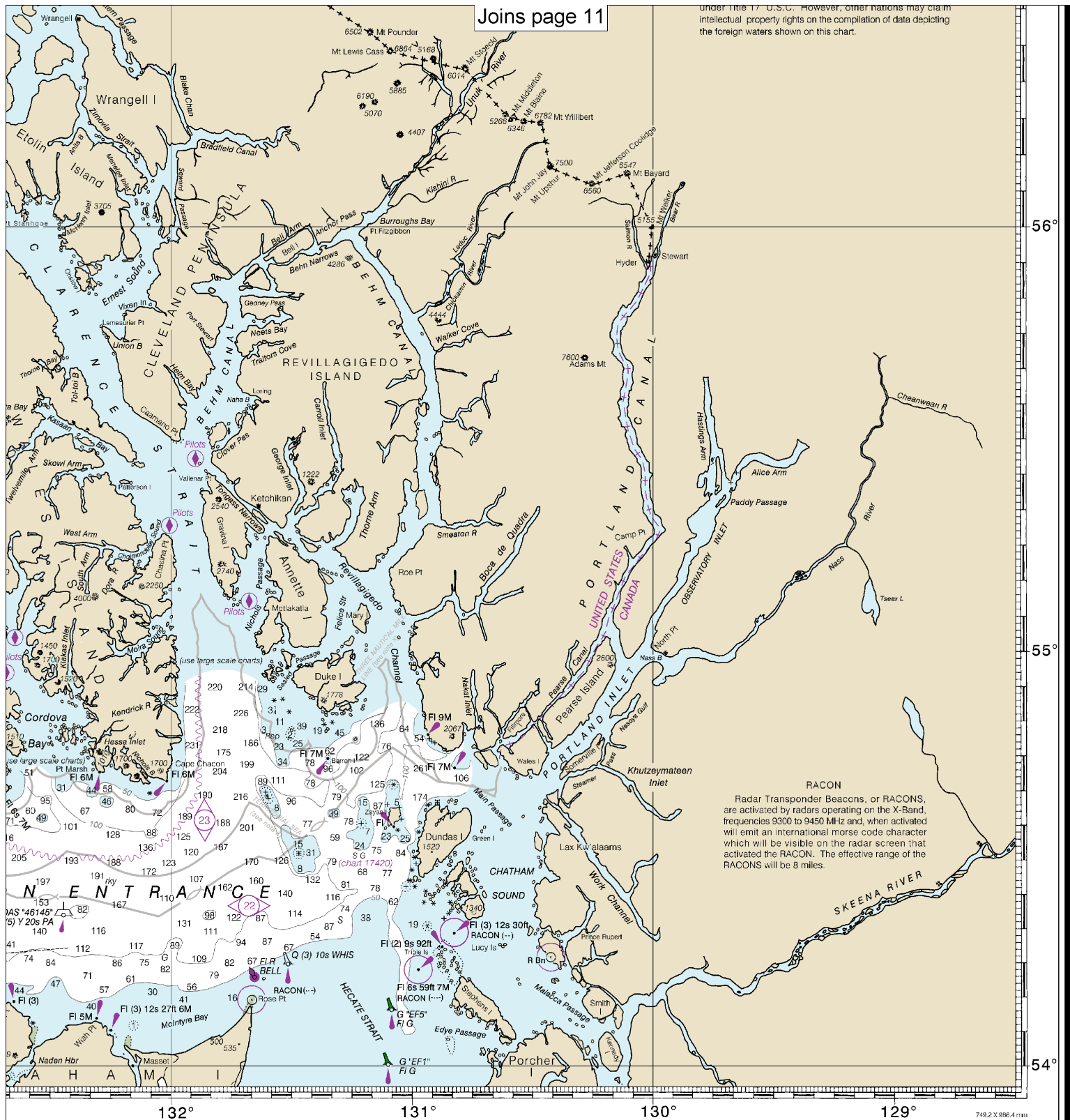


SOUNDINGS IN FATHOMS

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







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

Dixon Entrance to Cape St Elias  
SOUNDINGS IN FATHOMS - SCALE 1:969,756

16016



## 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.



**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/>

## 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!**

## Quick References

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



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