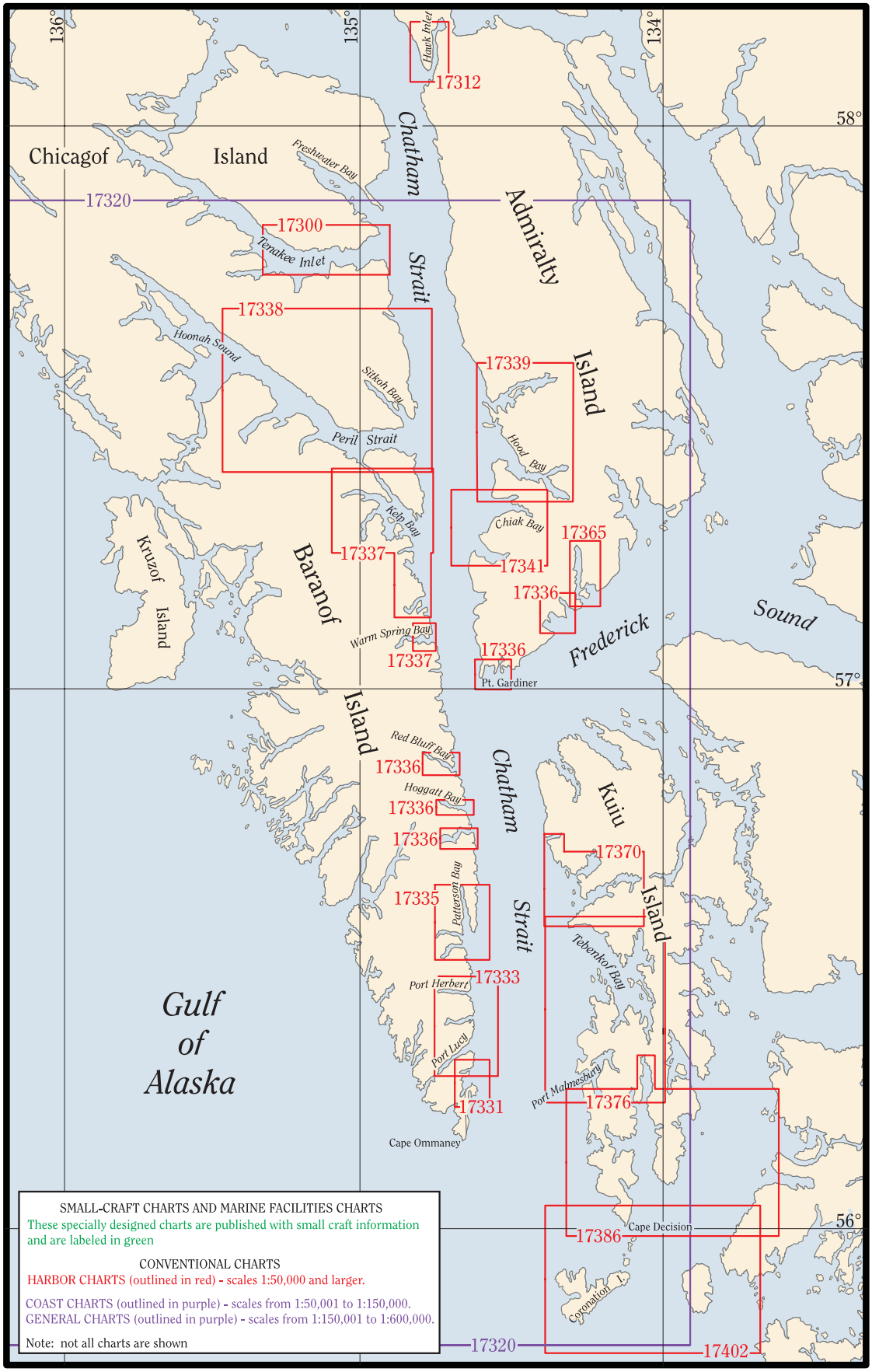
136°
135°
134°
58°
57°
56°
Chicagof
Island
Freshwater Bay
Chatham
Strait
Admiralty
Island
Hawk Inlet
17312
17320
17300
Tenakee Inlet
17338
Hoonah Sound
Silkoh Bay
Peril Strait
17339
Hood Bay
Kelp Bay
Chiak Bay
17365
17337
17341
17336
Kruzof
Island
Baranof
Warm Spring Bay
17337
17336
Pt. Gardiner
Frederick
Sound
Island
Red Bluff Bay
17336
Hoggatt Bay
17336
17336
Chatham
Kuiu
17370
Patterson Bay
17335
Strait
Island
Tebenkof Bay
Port Herbert
17333
Gulf
of
Alaska
Port Lucy
17331
Port Malmesbury
17376
Cape Ommaney
Cape Decision
17386
Coronation I.
17320
17402
SMALL-CRAFT CHARTS AND MARINE FACILITIES CHARTS
These specially designed charts are published with small craft information and are labeled in green
CONVENTIONAL CHARTS
HARBOR CHARTS (outlined in red) - scales 1:50,000 and larger.
COAST CHARTS (outlined in purple) - scales from 1:50,001 to 1:150,000.
GENERAL CHARTS (outlined in purple) - scales from 1:150,001 to 1:600,000.
Note: not all charts are shown

Chatham Strait

(1) This chapter describes Chatham Strait and its tributaries. Also described are the settlements of Baranof, Angoon, Tenakee Springs, and Port Alexander, including the various logging camps in the bays, inlets, and coves along the strait.

Chart 16016

(2) **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. In the winter, ice forms in many of the bays and inlets, particularly those into which large freshwater streams empty and which have narrow entrances. The W shore as far as Point Augusta is high, bluff, and rugged, and free from hidden dangers in the way of navigation from point to point, except in the vicinity of the E entrance to Peril Strait. The water is shoaler on the E side, and the reefs extend out farther, but in most cases they are in the bights and bays, and in no case do they extend beyond a line drawn 0.5 mile off from point to point, except a ledge about 1 mile offshore at Point Crowley.

(3) 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.

Currents

(4) The flood current enters Chatham Strait at the S entrance between Cape Ommaney and Cape Decision and sets N entering Frederick Sound, Peril Strait, and other bodies of water. The flood from the N enters the strait from Icy Strait. The two meet in the vicinity of Point Hayes and South Passage Point. On the ebb, the directions are reversed. The average velocity of the current is between 1.0 and 2.0 knots with an estimated maximum velocity of 3.5 knots. Strong tide rips are found around the various points, sometimes extending 1 mile or more into the strait when the current is strong. These are dangerous for small, open boats, especially at points surrounded by broken ground. Sometimes they will be encountered well offshore without apparent cause.

(5) Along the E shore from Cape Decision to Point Crowley, a strong NW set has been noted during the flood. During the ebb the current in the opposite direction is weak, and very often there is a NW eddy. The current seems to travel along the shore in definite streams. The outer limit of the current stream is marked by drifting material, and the difference in current on either side can be noted. It appears that the flood current travels from the sea toward and up the E shore of the strait and that the ebb is strongest on the W side.

(6) (See the Tidal Current Tables for daily predictions of places in Chatham Strait.)

Weather

(7) The wind generally draws through Chatham Strait parallel to its axis, but, if from NE, will come down Frederick Sound and be felt in heavy squalls through the divides in the mountains on the E side. It sometimes draws through Tenakee Inlet and Peril Strait if blowing strong NW outside. Most of the W shore is so high and bluff that the strong SW winds cannot blow down into the strait, but draw around Cape Ommaney and N through the strait, usually bringing fog and rain as far as Point Gardner.

Chart 17320

(8) In the approach to Chatham Strait from seaward, Hazy Islands are distinctive from their position and form a good landmark when they can be seen. They are also sometimes useful for fixing the position when it is thick inshore. The passage between them and Coronation Island is clear. Cape Ommaney is high and an important landmark. The summit back of the cape

appears as a rounded knob with gentle sloping shoulders that drop steeply to the water's edge. In the approach from the W in thick stormy weather, there is a possibility of mistaking the high land NW of Larch Bay for that edge of the cape.

(9) From Sumner Strait, vessels enter Chatham Strait between Cape Decision and the Spanish Islands. At times the S part of Sumner Strait has had very dense fog that extended about 1 mile to the W of Cape Decision, beyond which it was clear. Approaching from the S, make Coronation Island and pass between it and Hazy Islands. In thick weather, should Coronation Island not be sighted, a sharp lookout should be kept for Hazy Islands. Whistle echoes along the Coronation Island coast on either side of Windy Bay have usually been sharp and distinct. The current sets NW along the coast, with an estimated velocity of 1 knot, depending on the wind, and, should Coronation Island not be sighted, a vessel may be set toward Cape Ommaney. There are several dangers off the N side of Coronation Island. Once in Chatham Strait the navigation is easy, for it is wide and comparatively clear, with fair anchorages at short distances.

(10) To vessels equipped with a radio direction finder, the Cape Decision radiobeacon will be of great assistance in making the entrance to Chatham Strait.

(11) The high rugged coastlines of Cape Ommaney and Coronation Island, and the peaks of the Hazy Islands reportedly make good radar targets when approaching Chatham Strait from the W and S.

(12) **Hazy Islands** form two distinctive groups about 8 miles W of Coronation Island and are separated by a channel 1.2 miles wide with depths of 25 to 40 fathoms. The NW group consists of three prominent islets; the largest is **Big Hazy Islet**, 258 feet high and conical. The second largest of this group, about 0.3 mile NW, has three sharp, well-defined summits. The smallest of the group consists of two jagged rocks that are connected at low water, but appear as one islet with two summits.

(13) The SE group is low. The N islet of this group has two grassy knobs and a very sharp pillar-shaped knob. Off the SE side of this islet are two rocks, close-to. The S islet of this group is a very low rocky reef with a breaker about 300 yards off the S end of the islet.

(14) Hazy Islands are a National Wildlife Refuge under the jurisdiction of the U.S. Fish and Wildlife Service.

(15) In thick weather, the N group of islets can usually be seen in time to avoid trouble, but the S group is dangerous. Although the fathometer gives evidence of shoaling, it is very slight until within less than 0.5 mile of the islets.

(16) Currents are irregular. The coastal currents near the islands appear to set NW with a velocity of about 1 knot, but in the vicinity of the islets the currents seem to be modified by the branch from Chatham Strait. Currents with a N set and a velocity of about 1 knot were found 5 miles N of the Hazy Islands.

(17) **Cape Ommaney**, the W point at the entrance to Chatham Strait, is a remarkable promontory terminating in Ommaney Peak, a bluff, rugged, rocky 2,005-foot-high mountain, detached from the higher land N by a low depression running through from Port Conclusion. **Wooden Island**, sparsely wooded, is close SE of Cape Ommaney.

(18) **Cape Ommaney Light** (56°09'37"N., 134°39'40"W.), 195 feet (59.4 m) above the water, is shown from a post on Wooden Island. This light, together with Helm Point Light, Point Crowley Light 2, and Cape Decision Light, marks the approach to Chatham Strait.

Chart 17402

(19) From Helm Point to Windy Bay the shoreline of Coronation Island is rugged and rocky, with steep brown and yellow cliffs. In the bight W of Helm Point is a rock awash. Between Helm Point and Windy Bay are off-lying rocky islets, the outermost is 40 feet high and 1.3 miles W from Helm Point and about 0.5 mile offshore. It is of grayish color, without vegetation, with deep water close-to, and is generally visible in moderately thick weather. A reef with rocks awash at half tide is 1 mile SW of Helm Point.

(20) **Windy Bay**, on the W side of the island, is well protected from the sea by rocks and reefs that extend from the N shore of the entrance to within 0.3 mile of the S shore. A line of breakers usually shows on the reefs.

(21) The shoreline of the bay is generally rocky. The head of the bay has a sand beach about 350 yards long, and a deposit of sand is near the mouth of the stream on the S side of the bay.

(22) The depression in which the bay lies is readily distinguished from offshore, although the surrounding peaks are high. From offshore, Windy Peak is a good landmark. The entrance is S of the reefs. Follow the general trend of the S shore about 0.2 mile off. When approaching the S inner point where the bay narrows, change course so as to pass about 220 yards off the point; beyond, the bay is clear. Depths of 12 to 20 fathoms are carried through the channel.

(23) Anchorage may be had in 22 fathoms, mud and sand bottom, off the stream on the S side of the bay or near the head, but swinging room is restricted. The stream may be identified by the grassy area near its mouth. Fishing boats and other small craft may anchor in shoaler water closer in. During SE gales the wind is felt with considerable force, and the depths throughout

the bay, averaging about 30 fathoms, mud bottom, are too great for secure anchorage.

(24) From Windy Bay to Nation Point, the NW point of the island, the shoreline is rocky and rugged. Off the rounding point, about 1.8 miles to the SW of Nation Point, are two rocks about 300 yards offshore; the S rock shows breakers in moderate weather, the N rock bares. A rock, which uncovers about 4 feet, is 0.3 mile N of the two rocks.

(25) **Nation Point**, at the NW end of Coronation Island, is rocky, with breakers close-to on the W side. Depths of 14 to 39 fathoms were obtained 0.3 mile from the point. The land rises rather steeply at first, then with a gradual slope to Pin Peak.

(26) From Nation Point to Cora Point, the shoreline is cut up by numerous bays and inlets; the principal ones are Egg Harbor and Aats Bay, both affording anchorage. **Aats Point**, about 2.3 miles to the E of Nation Point, is a prominent rocky point. The land rises in a timbered ridge of moderate slope.

Local magnetic disturbance

(27) Differences of as much as 3° from normal variations have been observed at Aats Point.

(28) **Egg Harbor** is on the E side of Nation Point, directly under Pin Peak. It is a secure anchorage, except from N winds. The shoreline halfway to the head of the bay is rocky, then beyond it is sandy. About 0.5 mile within the entrance, on the W shore, are caves about 30 feet high, two shacks, and a white boulder beach that can usually be seen at night. A trail leads from this place to near the summit of Pin Peak, where mining has ceased.

(29) A rock, which bares, is 0.1 mile off the W shore at the entrance. Kelp extends from the shore to about 20 yards beyond the rock. In entering the bay at night this rock is the main danger, as it can seldom be picked up and usually does not show as a breaker.

(30) Off the E point of the entrance is a rock about 10 feet high. About 160 yards to the NW of this rock is a rock awash at high water.

(31) The channel between the rocks off the point is about 500 yards wide, and a midchannel course leads to safe anchorage in 5 to 7 fathoms, sand bottom. During SE gales, williwaws sweep down with considerable force and heavy ground tackle is necessary to prevent dragging. On the E side of the bay, halfway to the head, is a small bight used by fishing craft, as it affords better protection. Near this place is a low portage to the bay to the E.

(32) **Alikula Bay**, E of Egg Harbor, is free of dangers, and anchorage can be selected according to size of vessel in either the outer or inner part of the bay.

(33) **Aats Bay**, E of Aats Point, has two arms. The W arm is too deep for secure anchorage; the E arm affords anchorage in 6 to 8 fathoms, sand and mud bottom. The entrance of the E arm has a 1½-fathom rock marked by kelp. At times there is a kelp patch about 200 yards to the S of the rock. Favor the E shore in entering. During severe SE gales, williwaws are felt with considerable force, and heavy ground tackle is necessary to prevent dragging. The bay is exposed to N weather.

(34) **Gish Bay** is about 1 mile E of Aats Bay; and rocks, which uncover about 3 feet, are midway between the entrance points. The bay is full of kelp and has depths of 3 to 7 fathoms; shoal water extends 0.3 mile from its head. It is not suitable as an anchorage. **Channel Island**, a small island with a few trees, is 0.5 mile offshore and marks the entrance to the bay. The island shows up well from E and W. During moderately thick weather it is a good landmark.

(35) From Aats Bay to Cora Point the shoreline is irregular. Near Cora Point, on the N shore, is **Shrub Islet**, a small rocky islet with a few trees on it. S of the islet is a small cove where small launches anchor in 5 to 10 fathoms.

Dangers

(36) The rocks off the S end of Coronation Island are described under Helm Point. The most important dangers off the N coast are as follows: A 2-fathom spot, which during heavy weather shows as a breaker, is 2.3 miles NNE from Nation Point; it is not marked by kelp. A rock that uncovers 8 feet is 1.1 miles NNW from Aats Point. A very heavy breaker 0.2 mile SE of the rock was occasionally observed during a severe gale, but the shoalest depths found were 7½ fathoms. A 6- to 8-fathom patch, marked by kelp during the summer, is 0.4 mile W of the rock. A rock awash at extreme low water is 0.5 mile NE of Aats Point.

(37) The channel between Coronation Island and the Hazy Islands is clear. Spanish Island and Cape Decision are described in chapter 7.

Chart 17386

(38) **Point Howard** (56°04.2'N., 134°14.0'W.), on the E side of Chatham Strait about 5 miles NW of Cape Decision, consists of a detached rocky ledge back of which is a group of several bare mountain peaks, including **Mount McArthur**.

(39) **Howard Cove**, between Cape Decision and Point Howard, is open to the W and is not considered a secure anchorage. The temporary use of the cove is recommended only for small craft of not over 6-foot draft with local knowledge.

(40) **Crowley Bight**, a fair-weather anchorage, is an indentation in the shoreline between Point Howard and Point Crowley. It is exposed and affords poor holding ground.

(41) **Point Crowley** is a prominent headland on the E shore 8 miles NW of Cape Decision. Most of the higher peaks in this vicinity are bare. A group of rocks, which uncover about 5 feet and on which the sea breaks at practically all stages of the tide, is about 1 mile SW from the point. The passage between the rocks and the point may be used to take advantage of the prevailing N current when northbound.

(42) **Point Crowley Light** (56°07'11"N., 134°15'32"W.), 45 feet (13.7 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the point.

(43) The N entrance point of **Table Bay**, about 2 miles N of Point Crowley, consists of an island close to a tongue of lowland, which affords some shelter from the swell in the N arm of the bay. Temporary anchorage may be had in 13 to 16 fathoms, mud bottom. Favor the SE shore and take care not to anchor too close to the rocks, awash at high water, off the N shore of the arm. In the northernmost part of the N arm is a good place to beach a vessel in case of emergency. Fishing vessels generally anchor in the SE arm of the bay. At high water small craft can enter the land-locked cove on the W side of the N arm by passing between the wooded island on the N side of the cove and the rocky islet S of this island. At low water this entrance has bare rocks.

(44) The entrance to Table Bay is marked on each side by bold, rocky bluffs that are very distinctive in color; those on the N side are dark, and those on the S side are light and show prominently when in the sun. The low gap at the E end of the bay is prominent in contrast with the high land on either side.

Charts 17376, 17320

(45) **Port Malmesbury** is on the E side of Chatham Strait, 17 miles N of Cape Decision. On the SE side of the port are two arms; one about 1.7 miles inside the entrance and the other near the head. The NW side has a short arm about halfway between the entrance and the head of the port.

(46) **Point Harris**, the N entrance point to Port Malmesbury, is a bare rocky platform, 40 to 50 feet high, that extends 0.2 mile out from the tree line. **Point Harris Light** (56°17'25"N., 134°17'58"W.), 32 feet (9.8 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the point. Back of the point the land rises gradually at first and then more abruptly, to form a prominent detached peak. This mountain has a dark green growth of timber on the W slope and a large yellow landslide on the S slope.

(47) One-half mile E of Point Harris is another prominent point. Its face is a steep bluff of light gray rock. The land rises abruptly here to form a small knob; the low land back of the knob rises uniformly to the first-mentioned peak. The knob is prominent from the NW direction and is visible over Point Harris.

(48) A reef extends about 350 yards off the point on the N side of the port about 1.5 miles E of Point Harris. The bight W of this reef affords fair-weather anchorage, protected from N winds, in 15 fathoms, soft bottom.

(49) The small arm on the NW side has a narrow entrance channel with dangers on both sides. Vessels entering should favor the S shore in the narrow entrance. Good anchorage is inside the arm in 7 to 10 fathoms, mud bottom.

(50) The shore near the S entrance point of the port is irregular and foul. The head of the first arm on the S side affords anchorage in 12 fathoms. Favor the SW side near the head to avoid the 3¾-fathom shoal shown on the chart.

(51) In the second arm on the S side, anchorage may be had in 7 to 17 fathoms, mud bottom. The channel to the basin at the head of this arm is narrow with 3¾ fathoms at its entrance, but can be entered by small vessels with safety.

(52) **Harris Cove**, between Port Malmesbury and Gedney Harbor and about 1.3 miles N of Point Harris, extends to the basin at the NW end of Port Malmesbury, with low land between. This bight is used by small craft for anchorage in all but W weather.

(53) **Point Cosmos** is about 3.5 miles N of Point Harris. It rises by several broad terraces to a bare-topped mountain. At Point Cosmos the shore trends NE for about 2 miles to the entrance of Gedney Harbor.

(54) **Gedney Harbor**, about 23 miles N of Cape Decision, has its entrance on the E side of Chatham Strait 2 miles NE of Point Cosmos. The harbor is a horseshoe-shaped cove, averaging about 0.2 mile in width, that surrounds a wooded island that is about 1 mile long. The passage E of the island is blocked at its N end by rocks and reefs.

(55) The entrance to the harbor is on either side of a ledge about 400 yards long, about 0.2 mile W of the island. The NW and SE ends of the ledge are bare heads that show only a few feet above the highest tides. The channels on each side of the ledge are clear in midchannel. About 0.3 mile SE of the ledge the passage SW of the island is narrowed to a width of about 200 yards by a sharp point projecting from Kuiu Island. Kelp and shoal water extend about 50 yards off the point.

(56) The harbor is used extensively by fishermen during the season. Anchorage is available in most parts of the harbor in 6 to 12 fathoms, mud bottom.

(57) A fish-buying scow is usually anchored in the harbor during the summer. Water, ice, gasoline, diesel fuel, limited provisions, and fishing supplies are available on the scow.

(58) **Tebenkof Bay** is on the E side of Chatham Strait N of Gedney Harbor. Its entrance is between Point Ellis on the N and **Swaine Point** on the S. The bay extends inland for about 7 miles and branches into three arms of irregular shape. The high regions N and S of the entrance merge into the low-lying hills that cover the entrance islands and the long projecting points of the bay. The islands inside the bay and the E shore of Chatham Strait are low and a distinctive feature of the locality.

(59) **Windfall Islands** are three islands from 1 to 2 miles N of Swaine Point. **Troller Islands** are six islands just NE of Windfall Islands. They are separated from Kuiu Island by **Helianthus Passage**, a narrow passage obstructed by a 2-fathom rock near midchannel at its S entrance. This passage has strong currents during spring tides. **Troller Point** is the most N point of the Troller Island group.

(60) From some distance offshore in Chatham Strait, Windfall Islands and Troller Islands appear as a continuous stretch of shoreline.

(61) **Davis Rock** is a bare rock in the entrance to Tebenkof Bay, about 0.9 mile NW from Troller Point. It forms an excellent landmark for entering the bay. SW from the rock are a number of shoals and submerged pinnacle rocks as shown on the chart. A rock, 15 feet high, similar to Davis Rock in appearance, is off Troller Point.

(62) **Explorer Basin** is between Kuiu Island and the off-lying Windfall Islands and Troller Islands. It affords fair anchorage during S weather. The entrance is obstructed by shoals off Swaine Point and the southernmost Windfall Island.

(63) **Thetis Bay**, the S arm of Tebenkof Bay, affords excellent anchorage near its head in 9 to 10 fathoms, mud bottom.

Local magnetic disturbance

(64) Differences of as much as 4° from normal variations have been observed on the W shore of Thetis Bay at 56°25.7'N., 134°10.3'W.

(65) The entrance to **Petrof Bay**, the SE arm, is endangered by numerous reefs and shoals. The N side of the entrance channel is marked by **Tebenkof Bay Light 1** (56°27'05"N., 134°08'24"W.), 14 feet (4.3 m) above the water, shown from a small house with a square green daymark on a small island on the E side of the entrance. A daybeacon is on a rock awash, 1.7 miles SE from the light.

(66) Good anchorage can be selected in various parts of Petrof Bay; the chart is the best guide.

(67) **Piledriver Cove** is a small cove on the N side of Tebenkof Bay, about 4 miles ESE of Point Ellis.

(68) **Happy Cove**, on the N side of the bay 3 miles SE from Piledriver Cove, is well sheltered. Its entrance is marked by one bare and one wooded island. The inner cove, separated from the lower part by a narrow channel, has sand bottom and beach.

(69) **Gap Point** is the southernmost extremity on the N shore of Tebenkof Bay about 1.2 miles SE from Happy Cove. From the entrance to Tebenkof Bay, it is distinguished by the gap between the islet S of it and the point.

(70) **Elena Bay**, the N arm, affords good anchorage at various places.

Routes

(71) The entrance to Tebenkof Bay N of Davis Rock is clear and may be navigated easily with the aid of the chart. In approaching this entrance from S, take care to avoid the dangers SW of Davis Rock. Small craft can enter the bay via Explorer Basin and Helianthus Passage.

Charts 17370, 17320

(72) 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.

(73) **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 (9.1 m) 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.

(74) 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.

(75) **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.

(76) The best approach to the bay is on a SE course passing about 0.9 mile N of Point Ellis Light 8, then following a midchannel course on about 068° into the bay.

(77) 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.

(78) 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.

(79) 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.

(80) 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.

(81) 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.

(82) 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.

(83) **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.

(84) 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.

(85) The entrance to Rowan Bay, 5 miles N of Point Ellis, has depths of 10 to 20 fathoms, however, uncharted shoals from 3 to 1½ fathoms are reported; local knowledge is advised. The shores at the entrance are foul. At 1.2 miles within the entrance there is an island in the middle. The deep channel follows the SW and SE sides of the island at a distance of about 200 yards. The passage N of the island is narrow and bordered on both sides by foul ground, but it is preferred because a nearly straight approach is possible.

(86) E of the island, the bay has a NE direction with depths of 3 to 15 fathoms, and is a secure anchorage. A rock, covered 1.8 fathoms, is 0.45 mile ENE from the island in the middle of the bay in about 56°39'38"N., 134°15'02"W. Other rocks extend about 250 yards E of the 1.8 fathom rock and caution is advised in this area. Two large streams enter the head, and an extensive flat borders the entire N shore between them to a distance of over 0.5 mile, but the shoaling is gradual up to 3 fathoms.

(87) In 1981, a logging camp was operating in Rowan Bay on the NW shore on both sides of the point about 0.6 mile NNE of the island. A small-craft and seaplane float is about 0.2 mile W of the point. A log storage area and log booms are in the N part of the bay. Gasoline and a machine shop are available in an emergency only. Radiotelephone communications are maintained with other parts of Alaska, and with other States.

(88) **Point Sullivan**, about 7.2 miles N of Point Ellis, is low and wooded. The land rises gradually back to a ridge. A chain of islands, bare and submerged rocks, and kelp extend about 1.2 miles SSE from the point. E of these islands is a bight, open to the S, where temporary anchorage can be found in 13 to 20 fathoms.

(89) **Washington Bay** is on the E side of Chatham Strait, about 45 miles N of Cape Decision and about 2.5 miles N of Point Sullivan. The bay is deep and has high, steep sides; its entrance is not visible far from shore. **Washington Bay Light** (56°43'05"N., 134°23'42"W.), 33 feet (10.1 m) above the water, is shown from a spindle with a red and white diamond-shaped daymark on the point on the S side of the entrance. A 5½-fathom spot is about 0.5 mile S of Washington Bay entrance in about 56°42'30"N., 134°23'25"W. Rocks and kelp extend off the N point of the entrance. Submerged pilings extend about 50 yards off the N shore, about 0.5 mile from the head of the bay; caution is advised in the area. Temporary anchorage can be had in the middle of the bay about 0.7 mile from the head.

(90) The head of the bay is not recommended as an anchorage, because of insufficient swinging room. In the winter, violent SE winds draw down the N side of the head of the bay. Mariners should follow a midchannel course when entering the bay.

Chart 17320

(91) **Kingsmill Point** is on the E side of Chatham Strait at its junction with Frederick Sound. It is marked by **Kingsmill Point Light** (56°50'36"N., 134°25'12"W.), 25 feet (7.6 m) above the water and shown from a pile with a red and white diamond-shaped daymark. Frederick Sound is described in chapter 8.

Charts 17331, 17320

(92) **Breakfast Rock** is about 0.3 mile off the W shore of Chatham Strait, about 4 miles NNE of Cape Ommaney and about 0.9 mile SSE of Port Alexander Light. It is 5 feet high, small in extent, and bare, and has deep water close-to. Small boats with local knowledge use a passage between this rock and the reef that extends out from the shore.

(93) **Port Alexander**, indenting the W shore of the strait about 5 miles N of Cape Ommaney, is a small-boat harbor with an entrance 150 yards wide.

(94) **Port Alexander Light** (56°14'23"N., 134°38'59"W.), 68 feet (20.7 m) above the water, is shown from a small house on a skeleton tower with a red and white diamond-shaped daymark on the high bare rocky point at the S side of the entrance.

(95) A Federal project provides for a 150-foot-wide channel, 15 feet deep, that leads through ledge rock at the main entrance and a 40-foot-wide channel that is 6 feet deep at the entrance to the inner harbor. In June 1999, the controlling depth was 15 feet in the main entrance channel except for shoaling and heavy kelp buildup in the W half of the channel. The channel to the inner harbor is no longer maintained, and local knowledge is necessary for safe entry.

(96) A lighted **334°** range leads through the center of the entrance channel and close SW of a buoy that marks the SE end of a shoal with rocks awash.

(97) A submerged pipeline crosses the channel about 50 yards N of the 334° rear range marker. The pipeline is marked by two orange floats at each end. Vessels are cautioned not to anchor in this area.

(98) A **speed limit** of 3 miles per hour is prescribed for certain vessels in Port Alexander. (See **162.250**, chapter 2, for regulations.)

(99) **Port Alexander**, a fishing settlement with a general store, is on the E side of the harbor. It has a public wharf and two State-maintained small-craft floats. The public wharf is in the outer harbor at the S end of the settlement. In 1976, depths of 12 feet were reported along the face. Just N of the public wharf is one of the two State floats. The 412-foot-long float, with a seaplane float at its N end, can accommodate craft on both sides; depths of 10 to 20 feet were reported alongside in 1976. The second small-craft float is on the E side of the inner harbor, about 500 yards N of the public wharf. The 250-foot-long float can accommodate craft on both sides. In 1976, depths of 10 to 20 feet were reported alongside.

(100) Limited amounts of gasoline, diesel fuel, water, and provisions can be obtained in the summer at the general store. Ice is available in the summer from a fish-buying station.

(101) A 48-foot grid is immediately W of the approach pier to the small-craft float on the E side of the inner harbor.

(102) The settlement maintains radiotelephone communications with other parts of Alaska and with other States.

Weather

(103) (See page T-2 for **Port Alexander climatological table**.)

(104) **Point Conclusion**, 6.5 miles N of Cape Ommaney, is low, flat, and wooded. The point is the N extremity of a comparatively low peninsula between Port Alexander and Port Conclusion. A small island is close off the point. **Graveyard Cove** is an open bight on the SE side of the point. **Flotsam Islet** is in the SE part of the cove.

(105) **Port Conclusion** has its entrance W of Point Conclusion. The soundings are deep and somewhat irregular, but the port and approaches have been found clear of dangers. On the SE shore of the port, 0.3 mile SSW of Point Conclusion, is a cove about 0.2 mile long with a sandy beach at its head. About 0.9 mile farther SW, on the same shore, is **Ship Cove** where Vancouver (English navigator and discoverer) moored his vessels. A few piles on the SE side of the cove mark the site of a former saltery. A line of dolphins in an E-W direction is about in the middle of the entrance to the cove. A marker is on the NE and SW sides of the entrance to the cove. The cove affords protected anchorage for small craft in 2½ to 4 fathoms. The only ship anchorage in Port Conclusion is in midchannel, about 0.3 mile N of Ship Cove and S of the 5¾-fathom spot, in 13 to 20 fathoms, rocky and uneven bottom. The holding ground is poor, and its use is not recommended. **John Bay**, on the W side opposite Point Conclusion, is a deep bight of no importance.

(106) Ruins of two saltery wharves are on the W side of Port Conclusion at its head. In 1976, the N wharf was pile ruins, and the S wharf had loose outer piles and an unstable deck. Caution is advised.

(107) **Port Armstrong** is 1.5 miles N of Point Conclusion. From **Point Eliza**, the S point at the entrance, a narrow ledge, which uncovers shortly after high water, extends E for about 200 yards in a continuation of the point. Vessels should keep about 0.5 mile offshore until abreast of the entrance.

(108) About 0.3 mile W of Point Eliza is the narrowest part of the channel with bold shores, leading to the inner landlocked basin of Port Armstrong. This basin affords the best anchorage in the vicinity. The anchorage is in the W end of the basin in 11 to 20 fathoms, soft bottom. A midchannel course carries in safely. All dangers are shown on the chart.

(109) The ruins of a wharf are on the N side of the basin at Port Armstrong, just above the narrows. In 1976, there were stub piles at the outer end and most of the decking was gone. Pile ruins of another pier are about 75 yards NE of the wharf ruins.

(110) **Miner Cove**, about 0.8 mile N of Port Armstrong entrance, is an open bight that might afford temporary anchorage for small craft.

Charts 17333, 17320

(111) **Port Lucy** has its entrance on the W shore about 10.5 miles N of Cape Ommaney. The anchorage for large vessels is near the head, abreast a deep gulch on the NW side, in about 20 fathoms. Small vessels can go farther in and anchor in about 10 fathoms. From the head of the port low land extends through to the W side of Baranof Island at Puffin Bay, and winds from those quarters may draw through in consequence, but without any sea. The port is easy of access and apparently has no dangers.

(112) **Toledo Harbor** is a small, horseshoe-shaped bay with depths of 3¼ to 8 fathoms, mud bottom, which is 12.7 miles N of Cape Ommaney and about 0.9 mile S of Port Walter Light 5. It is used considerably by small local fishing craft. It has an entrance about 75 yards wide with a midchannel depth of 5 fathoms. The NE part of the harbor is shoal.

(113) **Port Walter** has its entrance about 14 miles N of Cape Ommaney and 9 miles S of Patterson Point. **Port Walter Light** (56°23'15"N., 134°38'11"W.), 20 feet (6.1 m) above the water and shown from a skeleton tower with a red and white diamond-shaped daymark, is on the S point at the entrance. Near the head of Port Walter, a little S of midchannel, is a wooded islet. A high-water rocky islet, from which a reef extends in a N direction into the channel, is 50 yards N of the wooded islet. Anchorage in 11 to 14 fathoms, sandy bottom, can be had between the islet and the N shore.

(114) **Little Port Walter**, W of the S entrance point, consists of an inner and outer harbor with a narrow connecting channel. A flat, grass-covered rock and two wooded islets are on the W side of the entrance. The National Marine Fisheries Service Laboratory on the NW side of the port 0.5 mile SW of Port Walter Light 5 is prominent at the entrance to the port. This building and another nearby dwelling appear as one large white building. A small bridge that crosses the stream at the head of the port is also prominent.

(115) The narrow channel, connecting the inner and outer harbors, has a width of about 30 yards with a depth of 3¼ fathoms and is subject to shoaling. Vessels should enter the port between half and high tide only and preferably on a rising tide. They should pass along the SE side of the channel and make a slow turn to enter the inner harbor. Too sharp a turn may throw the stern into shoal water.

(116) Good protected anchorage for small craft can be had in the inner harbor in 6 to 8 fathoms, mud bottom. The current in the entrance to the outer harbor is estimated to be 1 knot. SW winds draw down the creek at the head of the inner harbor, but no other winds are felt. A 47-foot warehouse dock is near the tip of the small point about 300 yards SW of the narrow connecting channel. A 90-foot float with an incubation pen at its outer end extends SW from a small point about 100 yards NE of the previously mentioned point.

(117) Radiotelephone communication is maintained with other parts of Alaska and with other States.

(118) **New Port Walter** is at the head of a small cove on the N side and about 0.8 mile from the entrance to Port Walter. A stream, with a flat at its entrance, is at the head of the cove. A rock, bare at extreme tide, is close to the E entrance point to the cove. A rock, bare at high water, is off the W point of the cove, with a reef that extends part way from the shore.

(119) **Big Port Walter**, a basin with depths 22 to 55 fathoms, is entered through a narrow passage 0.4 mile long leading from the anchorage W of the wooded islet. The passage is almost straight, with a depth of 34 fathoms in midchannel at its narrowest part. The maximum current in the entrance is estimated to be 2 knots. A large stream enters in the N part, and two streams empty in the SW part of the bay. One of the latter is a cascade from a lake about 800 feet high. The shores are steep-to, and there are apparently no dangers. The basin is too deep for good anchorage and freezes in winter. With an accumulation of snow, the ice becomes 8 to 10 feet thick during severe winters and lasts almost until spring.

(120) The ruins of a wharf are at the head of Big Port Walter; caution is advised.

(121) **Port Herbert** has its entrance about 16.5 miles N of Cape Ommaney and 6.5 miles S of Patterson Point. The water is too deep for anchorage, and there are apparently no dangers. There are no islets or rocks at its entrance, which distinguishes it from Port Walter.

Charts 17335, 17320

(122) About 4 miles N of Port Herbert and 2.3 miles S of Patterson Point is a small bight used for anchorage by local fishing craft during the summer.

(123) **Patterson Point** (56°32.4'N., 134°38.2'W), on the W side of Chatham Strait 23 miles N of Cape Ommaney, is the E point at the entrance to Patterson Bay. It is high, bluff, bold, and extends N to a series of high rugged peaks, and is the S end of a high mountain ridge between Patterson Bay and Chatham Strait. The point is conspicuous from the S. Patterson Bay shows as a deep gulch in the high rugged mountains.

(124) **Patterson Point Light** (56°32'23"N., 134°38'16"W.), 50 feet (15.2 m) above the water, is shown from a skeleton tower tower with a red and white diamond-shaped daymark on the S end of Patterson Point.

(125) **Mist Cove**, about 1.4 miles SW from Patterson Point, is an open bight too deep for anchorage. A waterfall on the SW side of the cove is visible from well N in Chatham Strait.

(126) **Deep Cove** has its entrance 1.1 miles W of Patterson Point. A narrow peninsula makes out from the N shore about 2.4 miles within the entrance. A stream with a flat at its mouth empties at the base of the peninsula on its N side. Another stream with a waterfall empties at the head of Deep Cove. Anchorage can be made near the small flat below this waterfall in 20 to 25 fathoms, soft bottom. The water in the cove is otherwise too deep for anchorage.

(127) **Patterson Bay** has its entrance W of Patterson Point. Constricted anchorage in 22 to 24 fathoms can be made below the wooded islet at the head and abreast a small green point on the W side formed by the debris from the cliffs above it. Several streams enter the bay. No directions are necessary, and there are apparently no dangers in the bay.

Charts 17336, 17320

(128) **Gut Bay** is on the W side of Chatham Strait, about 34.5 miles N of Cape Ommaney. At 0.3 mile E of the narrow entrance and 300 yards from the S side is a rocky patch with 4½ fathoms; vessels should pass N of it. The entrance is about 100 yards wide with bold shores. The sides are bluff, bold, and rocky, in some places almost perpendicular. On the S side, 2.5 miles from the entrance, is the narrow opening of a little bay, between high ridges, with a depth of ¾ fathom. Small craft can enter this bay at high water and anchor in about 3 fathoms.

(129) The water in the main bay is deep, but a temporary anchorage can be had on the S side 0.5 mile within the entrance, off a rocky ledge and small stream, in about 20 fathoms. This anchorage is not good, because the bottom is rocky, and the wind draws through. A fair anchorage can be had near the head in 10 to 20 fathoms.

(130) **Hoggatt Bay** is about 2 miles N of Gut Bay and extends back into the mountains of Baranof Island. The sides are steep and bold and the water deep, over 100 fathoms through the middle. **Hoggatt Bay Light** (56°45'52"N., 134°39'19"W.), 40 feet (12.2 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the S side of the entrance to the bay.

(131) **Red Bluff Bay** is 4.5 miles N of Hoggatt Bay and 10 miles W of Kingsmill Point, and is named from the prominent rocky red hill N that come down to a low point on the N side of the entrance. The small islands in the entrance to the bay almost close it. The bay extends back into the mountains. About the middle it chokes to about 100 yards between high cliffs, but the channel is good. On the S side at the head of the bay is a large stream; a flat extends about 0.4 mile from the head and 0.3 mile E from the mouth of the stream.

Local magnetic disturbance

(132) Differences of 5° from normal variation may be expected in the channel entering Red Bluff Bay.

(133) There are channels on both sides of the westernmost island in the entrance, but the S channel, being straight, is considered safer for long vessels than the wider rounding channel E of the island. Great care should be taken to stay at midchannel.

(134) A small vessel may anchor just inside the entrance in the channel between the islands and the S shore. An anchorage can be had 1.8 miles from the entrance, where the bay begins to narrow, in 8 to 14 fathoms about in midchannel. The bottom is rocky. The wind draws through strongly when it is blowing in the strait. At the head, favoring the N shore and NNE of the flat at the mouth of the stream, is a good anchorage in 12 to 16 fathoms with soft bottom and perfect protection.

(135) A reef extends from the NE shore of the bay for about 75 yards, at about 1 mile NW of the northwesternmost island in the entrance. The outer end of the reef is bare at almost all stages of the tide and should be given a berth of at least 50 yards. The bay is

reported to ice up from the head to the entrance islands during the winter.

Chart 17320

(136) Between Red Bluff Bay and Cascade Bay, 11 miles N, are four small bays where small craft may find a depth suitable for anchorage in smooth weather, but only one, Nelson Bay, has protection. None of the bays is important.

(137) **Nelson Bay**, about 6.8 miles N of Red Bluff Bay, is an open bight at the head of which is a circular cove having two islets across the entrance. The entrance to the cove is between the N islet and the point N of it, and is 75 yards wide with a depth of 5 fathoms. The cove is 250 yards in diameter between the 10-fathom curves, and the general depth is 15 fathoms, soft bottom. This cove is suitable only for small craft.

(138) **Cascade Bay** is on the W side of Chatham Strait, about 4.5 miles W of Point Gardner (57°01'N., 137°37'W.). It has deep water, rocky bottom, and no good anchorage. Temporary anchorage can be had in the middle of the bay in 26 fathoms. At its head is a prominent cascade seen from a distance in Frederick Sound.

(139) A waterfall, about 300 feet high, which shows well in Frederick Sound is 1.8 miles S of Cascade Bay.

Chart 17337

(140) **Warm Spring Bay** is on the W side of Chatham Strait, about 56 miles N of Cape Ommaney and 7 miles NW of Point Gardner. The bay has good anchorage for small craft, but the anchorage for large vessels is indifferent.

(141) **Warm Spring Bay Light** (57°04'48"N., 134°46'33"W.), 27 feet (8.2 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the S point of the entrance. A microwave tower, about 1 mile WNW of the light on a knob along the N shore, is prominent at the entrance to the bay. Two billboard reflectors, one along the S shore and the other at the head, are prominent in the bay. At the head of the bay is a waterfall, visible from Chatham Strait, and near the waterfall are several warm mineral springs.

(142) Warm Spring Bay is of easy access, and with the chart as a guide no trouble should be experienced in entering. Midchannel courses are recommended.

(143) Two small bights in the S shore afford anchorage for small craft. The W one is preferable, because of shoaler water, from 12 to 15 fathoms.

(144) The only anchorage in the bay for large vessels is off the W bight in 25 fathoms, but the bottom is rocky and the current from the cascade usually sets out, making a vessel lie broadside to SE winds that draw into the bay.

(145) A shoal with a depth of 6¼ fathoms is about 200 yards offshore and about 230 yards E of Warm Spring Bay Light 15. There may be less water, so it should be avoided when entering the bay. Care should be taken to avoid the reef that makes out 60 yards from the N shore at a point about 200 yards E of Baranof.

(146) **Baranof** is a village on the N side of Warm Spring Bay at the head. Warm spring baths may be had here. The village has a small approach pier with a seaplane float at its end and a small-craft float that extends ESE from near its outer end. The 250-foot-long small-craft float can accommodate craft on both sides; in 1976, depths of 12 to 20 feet were reported alongside. Water is available on the 250-foot float. A 40-foot grid is close E of the small approach pier. Charter seaplane service from Sitka and Juneau is available.

(147) **Takatz Bay** has its entrance on the W side of Chatham Strait about 10.5 miles NW of Point Gardner and 16 miles S of Point Thatcher. It terminates in a flat about 0.4 mile in extent, formed by a mountain stream emptying as a waterfall.

(148) **Point Turbot**, the N point at the entrance to Takatz Bay, is marked by **White Rock**, a large white rock about 50 yards off. A high waterfall about 2 miles N of Point Turbot is visible from N a considerable distance.

(149) The S point at the entrance to Takatz Bay is the N point of a high wooded promontory forming the SE side of the bay.

(150) The entrance of Takatz Bay is not visible until close S of Point Turbot. Give Point Turbot a berth of not less than 0.2 mile when E of it and pass in midchannel between Point Turbot and the outer bare rocks off the S point at the entrance. Leave the two inner bare rocks off the S point at the entrance about 150 yards to the S, and favor the S shore for about 0.5 mile to avoid a submerged rock in midchannel. Then follow a midchannel course.

(151) The bay affords secure anchorage about 1.8 miles within its entrance in 15 to 18 fathoms, soft bottom, in the basin that opens out just before reaching the narrows.

(152) Small craft may pass through the narrows in midchannel and anchor 0.2 to 0.4 mile beyond them, but should not pass the largest islet 0.5 mile beyond the narrows, as the flat at the head begins there. All known dangers in the bay are charted.

(153) The promontory on the SE shore of the bay also forms the N shore of a bight, with the **Takatz Islands**, a group of islands on the S side. The bight has no anchorage; the water is very deep and the bottom irregular.

(154) **Kasnyku Bay**, on the W side of Chatham Strait about 14 miles NW of Point Gardner, has deep water and no secure anchorage. A small white house structure of a discontinued light is on the SE end of the island at the head of the bay.

(155) The entrance to the bay is between **North Point** and **Round Island**, and its surrounding group of small wooded islets, off the S point of the entrance.

(156) **Cosmos Cove** is on the W side of Chatham Strait about 5.5 miles N of Takatz Bay and 2 miles S of Kelp Bay. The cove affords anchorage with good shelter in 10 to 15 fathoms, soft bottom, for small vessels. The head of the cove is shoal for a distance of about 0.8 mile.

(157) **Kelp Bay** (57°17'N., 134°51'W.), a large indentation in the NE coasts of Baranof Island, is 10.5 miles S of the E entrance of Peril Strait and 17.5 miles NNW of Point Gardner. Its entrance is between **North Point** the S extremity of Catherine Island, and **South Point** on Baranof Island. The bay has no known commercial activity.

(158) The main bay extends about 3.5 miles NW where it divides into three arms. **Middle Arm** extends in a W direction. **South Arm** extends in a general SW direction. **The Basin**,in the S part of the bay, is bordered on the E by two groups of islands that include **Pond Island**, **Crow Island**, and other adjacent islands. **Portage Arm**, which extends in a NW direction, is reported to connect with Hanus Bay, in Peril Strait, by an overgrown portage.

Anchorages

(159) Anchorages in the bay are few, the best being in the SE corner of The Basin. Another is in Middle Arm about 0.8 mile from its head in 22 to 25 fathoms, soft bottom. A small vessel can find temporary anchorage in Portage Arm about 2.7 miles above the entrance in midchannel, in 10 fathoms, but this anchorage has scant swinging room and is exposed to SE winds that draw through the arm.

Dangers

(160) The survey of the bay is old and incomplete, and dangers may exist in addition to those shown on the chart. The known dangers include shoal water that extends 0.4 mile S of North Point; ledges that extend off South Point; extensive shoals and dangerous rocks in the cove on the SE side of Pond Island; **Yellow Rock** and the shoals SE, S, and WNW of it; **Plover Rock**, with surrounding shoals and rocks that uncover; several detached shoals and a rock awash from about 0.3 to 0.9 mile S of Plover Rock; **Zubof Rock** in the middle of the entrance to The Basin, and extensive shoal areas with depths as little as 1 fathom in the E and SE parts of The Basin.

(161) **Catherine Island** is a large high island off the NE end of Baranof Island. Mountains take up the greater part of the island. **Point Lull**, the SE extremity of Catherine Island, forms the E side of **Echo Cove**, a narrow bight, which extends in a NNW direction. The cove is open to the S and affords temporary anchorage for small craft only. A submerged reef, marked by kelp, extends 0.6 mile S of Point Lull. Vessels transiting Echo Cove and The Basin in Kelp Bay should use caution or seek local knowledge.

(162) **Point Lull Light** (57°18'34"N., 134°48'24"W.), 50 feet (15.2 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the E side of Point Lull.

Chart 17320

(163) **Point Thatcher** (57°25'N., 134°50'W.) is the NE extremity of Catherine Island and the S point at the E entrance to Peril Strait. Peril Strait and Sitkoh Bay are described in chapter 13.

(164) **Wilson Cove**, on the E side of Chatham Strait, is an open bight in the W coast of **Admiralty Island**, about 8 miles N of Point Gardner. Two small wooded islands and foul ground with kelp extend 0.4 mile off the S shore. The entrance has an extensive reef covered at highest tides. Wilson Cove should be avoided, as it affords no protection as an anchorage, except from E winds. The bottom of the cove is foul with depths of 4 to 8 fathoms in places. But should it be necessary to enter the cove, stand in parallel to the S shore, pass S of the reef in the mouth of the cove, keep clear of the kelp on both sides, and anchor in 8 fathoms.

(165) **Table Mountain**, on the S shore of Whitewater Bay, is peculiarly eroded near the summit. It is the first prominent peak N of Point Gardner.

Local magnetic disturbance

(166) Differences of as much as 6° from the normal variation have been reported in Chatham Strait in midchannel between 57°15'N., and 57°23'N.

Charts 17341, 17320

(167) **Whitewater Bay** has its entrance on the E side of Chatham Strait between Point Caution and Woody Point, 15 miles N of Point Gardner and 13 miles S of Killisnoo Island. The bay at the head connects by a narrow passage with a lagoon, bare at low water. Secure anchorage can be had near the head of the bay.

Caution

(168) No recent surveys have been made of the bay. The bottom is very irregular, and there is no certainty that all dangers are charted. In 1975, a 1½-fathom spot was reported in the entrance to the bay, about 0.6 mile E of Lone Tree Islet, in about 57°15'11"N., 134°37'06"W.

(169) **Point Caution** is marked by **Lone Tree Islet**, which is 350 yards off the point. Foul ground and kelp extend over 0.9 mile W and 0.9 mile N from the point.

(170) **Healy Rock**, about 0.2 mile N of **Flag Point**, on the S shore of the bay and 1.3 miles SE of Point Caution, is low, bare, and surrounded by ledges marked by kelp. **Sand Point**, named from its formation, is on the N shore about 0.8 mile NE of Healy Rock and marks the entrance to the anchorage. A shoal with a submerged rock, dangerous to navigation, at its end extends 300 yards SE from Sand Point. **North Island**, low and wooded, is close to the N shore, 0.5 mile E of Sand Point.

(171) Anchorage may be had in 10 fathoms, soft bottom, 0.2 mile SW of North Island with Black Point and Sand Point in line.

(172) **Woody Point**, the N point at the entrance, has a small, rocky, wooded islet about 100 yards NW from it.

(173) Foul ground marked by kelp extends about 0.3 mile from the N shore of the bay for a distance of 1.3 miles S of Woody Point. The most projecting is a bare ledge that extends 0.3 mile W from the first point SSE of Woody Point. Kelp surrounds the ledge to a distance of 250 yards.

(174) **Russian Reef** is the N end of shoal water and broken ground that extends 1.2 miles N of Woody Point. The reef is about 0.4 mile in extent in a NW direction and rises abruptly from very deep water on three sides, bares in places, and is marked by kelp. Tide rips form off the reef.

(175) **Chaik Bay** is on the E side of Chatham Strait about 19 miles N of Point Gardner. About 2 miles from the entrance it divides into two arms. The N arm extends NE, and the S arm extends E, where it terminates in a long flat at the mouth of a stream.

(176) The N arm has good anchorage in 12 fathoms, sticky bottom, but is open SW. The S arm has considerable foul ground and should be avoided by strangers.

Caution

(177) Numerous uncharted rocks have been reported in Chaik Bay. A submerged rock has been reported on the bar across the entrance to the S arm midway between the two small islets. The chart is the guide in entering the bay.

(178) A bare islet is 0.8 mile NW of **Rocky Point**, the S point at the entrance, and a ledge covered at half tide extends 0.3 mile NW from the islet. A bare ledge is about 0.3 mile from the N shore of the bay inside **Village Point**. A kelp-marked patch with 4¼ fathoms is 0.3 mile NW of the wooded island in the middle of the bay 1.5 miles within the entrance.

Charts 17339, 17320

(179) **Distant Point**, about 23 miles N of Point Gardner, is the S point at the entrance to Hood Bay. Directly behind it are two mountains which are between Chaik Bay and Hood Bay. The larger mountain is rounded on top, 2.8 miles S of Distant Point, and a spur of this mountain runs toward the water and terminates in a whitish cliff.

(180) **Hood Bay** has its entrance on the E side of Chatham Strait, between Distant Point and Killisnoo Island. It has a general SE direction from its entrance, curving to about E and then divides. The bay is about 7 miles long from the entrance to the junction with both arms. **North Arm** has a flat 0.5 mile wide at its head. **South Arm** is free from midchannel dangers inside its entrance. Anchorage is available in each arm for large vessels in suitable depths. Small craft find anchorage at the head of each arm in 5 to 10 fathoms, mud bottom.

(181) A rock with 2 fathoms over it and 1.2 miles NE of Distant Point is marked by a lighted buoy. A buoy marks a rock with 2½ fathoms over it 1.4 miles NW of **House Point**. In 1992, a 6 fathom spot was reported in the channel in Hood Bay where it narrows between Cabin Point and the S shore in about 57°22'36"N., 134°28'18"W.

(182) **Cabin Point**, about 3.5 miles SE of the entrance buoys, extends 0.4 mile from the NE shore of the bay. The cove W of the point is foul; the cove NE of the point is shoal, but offers anchorage for small craft and shelter from N weather in 4 to 10 fathoms, hard sand bottom. Shoal water extends about 0.5 mile S from the point.

(183) A shoal extends about 0.4 mile W from the point on the N shore about 1.7 miles E of Cabin Point. Winds of considerable force are reported in the North Arm.

Ice

(184) Ice in South Arm makes navigation unsafe and quite often impossible during the winter. Ice also forms in North Arm from its head to within 0.3 mile of the entrance to the arm.

(185) Pile ruins of two wharves are on the N side of the entrance to North Arm. Caution is advised.

(186) **Killisnoo Harbor** is on the E side of Chatham Strait, 27.5 miles N of Point Gardner, and on the N side of the entrance to Hood Bay.

(187) **Killisnoo Harbor Light** 7 (57°28'16"N., 134°34'08"W.), 16 feet (4.9 m) above the water, is shown from a small house on a skeleton structure with a green square daymark on a concrete pier on a rock off the NE point of Killisnoo Island.

Channels

(188) The S channel leads between Table Island and Killisnoo Island and between the SE end of Killisnoo Island and about 150 yards NW of the daybeacon marking Lone Rock.

(189) The N channel leads between Killisnoo Island and Kenasnow Rocks and between Killisnoo Island and Admiralty Island. In summer kelp extends entirely across the channel. The kelp is useful in defining the channel. The least depth in both channels is about 4 fathoms.

(190) A 9-foot spot, marked on its S side by a lighted buoy, is in the NW part of the harbor in about 57°28'19"N., 134°33'37"W. The chart is the guide for both channels.

(191) The anchorage is in midharbor off the E end of Killisnoo Island, in 14 to 15 fathoms. The harbor is somewhat exposed to SE gales, but no considerable sea makes into the anchorage.

(192) The tidal currents at Killisnoo Harbor are irregular, but the averages show that the current on the last half of the falling tide and the first part of the rising tide sets from Hood Bay W through the harbor and N channel, and that the current on the second half of the rising tide and first half of the falling tide sets E through the N channel and the harbor into Hood Bay. (See the Tidal Current Tables for daily predictions.)

(193) The current follows the channel, and the velocity is not important except in the narrow part of the N entrance.

(194) An Alaska State Ferry Terminal, with 26 feet reported alongside, is on the NW shore of Killisnoo Harbor, about 0.15 mile NE of Killisnoo Harbor Light 7. A steel transfer bridge, with 24 feet reported alongside, is immediately NE of the terminal. A small-craft grid is immediately N of the steel transfer bridge. The steel transfer bridge, with dolphins, will accommodate a 235-foot ferry loading and unloading passengers and vehicles. A highway connects Killisnoo Harbor with Angoon about 1.9 miles to the NNW.

(195) **Killisnoo Island** is wooded; **Point Samuel** is its W end. A ledge, well bare at low water, extends about 125 yards off the SE end of Killisnoo Island. A buoy marks the reef off the N side of the W end of Killisnoo Island.

(196) **Table Island**, about 30 feet high, sandy, and grass covered, is about 0.5 mile S of Killisnoo Island. It is surrounded by reefs to a distance of about 0.3 mile. On its N side the 3-fathom curve is fairly close to the island, but kelp extends out about 300 yards into 6 and 8 fathoms. A shoal, marked at its outer end by a lighted buoy, extends NE from the island. A small islet is 0.1 mile SW of the island.

(197) **Sand Island**, 1.1 miles SE of Table Island, is about 10 feet high and is the NW end of a chain of reefs 1.9 miles long parallel to the E shore of Hood Bay. A straight but narrow channel is between these reefs and the E shore. A bar with 4½ to 10 fathoms over it is between Sand Island and Table Island.

(198) **Lone Rock**, which bares, is 0.3 mile SE of the SE end of Killisnoo Island. It is surrounded by kelp and is marked by a daybeacon. The bottom is foul, and considerable kelp is between the rock and the SE shore and no safe channel between.

(199) **Kootznahoo Roads** is on the N side of Killisnoo Island and forms part of the N channel leading to Killisnoo Harbor.

(200) **Kenasnow Rocks** is an extensive ledge about 0.6 mile offshore SW of Angoon, and marked on the N side by a lighted buoy. Portions of the ledge are always above water, and it is surrounded by heavy kelp, especially on its inshore side. There is a channel between it and the shore, the latter being fringed with kelp for some distance. The S end of the ledge is about 0.8 mile N of Killisnoo Island.

(201) **Angoon**, about 1.8 miles N of Killisnoo Island, is a village with a general store, a seasonal hotel, and bordered on its W and E sides by Chatham Strait and Kootznahoo Inlet, respectively. At Angoon, an antenna, a microwave tower, and a small green tank farm are prominent from Chatham Strait. Angoon has a health center, with a nurse in attendance every other month.

Weather

(202) Located in the more sheltered recesses of Chatham Strait, Angoon has a slightly more continental influence than more exposed locales. Average maximum temperatures range from 32°F in January to 62°F in July, with 111 days of freezing temperatures and 4 days of 70°F or above, on average. While precipitation is frequent, falling on about 110 days annually, amounts are on the light side with 47 inches annually, compared to an average of 169 inches at Port Alexander. Precipitation is most likely from September through February. Snow totals 77 inches in an average year with highest amounts occurring in December, January, and February. (See page T-6 for **Angoon climatological table**.)

(203) The village pier, a 525-foot-long T-headed pier with a 48-foot outer face, extends into Chatham Strait. In 1992, depths of 40 feet were reported along the outer face. The **harbormaster** assigns berths and can be contacted by telephone (907-788-3630) or VHF-FM channel 1 or 16. Gasoline, diesel fuel, lube oil, distillates, greases, electricity, and water (during summer) are available at the pier. Limited amounts of provisions and lodging are available in town.

(204) A small-craft float, operated by the village, and a seaplane float are in Kootznahoo Inlet; these facilities are described later in this chapter. Radiotelephone and telephone communications are maintained. A highway connects Angoon with Killisnoo Harbor about 1.9 miles SSE. A freight boat from Seattle calls monthly. Seaplanes call daily from Juneau in the summer.

(205) **Danger Point**, on the E shore of Chatham Strait, 30 miles N of Point Gardner and 2.5 miles N of Point Samuel, the W extremity of Killisnoo Island, forms the S point at the entrance to Kootznahoo Inlet. **Danger Point Light** (57°30'55"N., 134°36'25"W.), 30 feet (9.1 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on a concrete pier near the end of the reef that extends about 0.2 mile N from the point.

(206) **Kootznahoo Inlet** is an intricate group of narrow passages, lagoons, and bays on the E shore of Chatham Strait 2.8 miles NE of Killisnoo Island. It is full of rocks and reefs, and through the narrow passages the tidal currents rush with great velocity. The navigation of Kootznahoo Inlet is such that it should not be attempted except by small craft of short length and ready turning qualities, and then only at slack water and with local knowledge. Fishing vessels are the only ones that navigate the inlet.

(207) The entrance is between Danger Point and **Kootznahoo Head**, and it extends SE to **Turn Point**, where it divides into three arms. The southernmost arm continues in a SE direction to Favorite Bay; the northernmost extends NE to Mitchell Bay; the middle arm, also extending E, leads among the islands, is obstructed at its entrance, and is navigable only by small craft. The lagoons between the islands are full of rocks and reefs, and are not navigable except by small craft.

(208) From its entrance the inlet is free from obstructions until Village Rock is reached. **Village Rock**, marked by a light, is a large low-water ledge that extends toward Turn Point halfway across from the village of Angoon on the SW side. Large swirls occur here, caused by the great velocity of the tidal currents.

(209) SE of Village Rock, the S shore is clear for about 0.5 mile. The N side is obstructed by a ledge marked by kelp at slack water and terminates in Rose Rock, which is reported to be about 6 feet high. A red triangular daymark on a pipe is shown from the shore SW of Rose Rock and about 600 yards SE of the light on Village Rock.

Currents

(210) The tidal currents have great velocity in Kootznahoo Inlet, and the inlet should be navigated at slack water, the safest condition being low water slack. In September 1975, however, a small boat from the Coast Guard Cutter CLOVER was able to transit the inlet as far as Buoy 6, about 1.4 miles above the mouth, at high water slack without difficulty. They did encounter erratic, sometimes strong, currents. (See the Tidal Current Tables for times of predictions.) The flood current at the entrance sets in almost parallel to the NE shore, and so continues until it reaches Village Rock, where it divides, one part going NE around Turn Point and the other continuing SE around Rose Rock, where it again divides. One part continues SE into Favorite Bay, while the other turns short around the rock and divides again, one part going NE and the other following the N channel.

(211) Vessels rounding Rose Rock at slack water can carry slack water all the way to Mitchell Bay.

(212) At Village Rock, the currents have a velocity of 5 to 8 knots; at Point Bridge, as high as 10 knots; and at Passage Island, as high as 7 knots. Rapids begin at Village Rock and continue until well past Rose Rock.

(213) From Pillsbury Point to Point Bridge the current is very swift, probably reaching 10 knots, with much boiling and swirling, the worst place being at Point Bridge. This can be passed only at slack water, which lasts only a few minutes.

(214) Through all the narrow channels leading into the various bays the currents have great velocity, and they should not be attempted in any kind of a boat except at slack water. (See the Tidal Current Tables for daily predictions.)

Caution

(215) The navigation of Kootznahoo Inlet should not be attempted by strangers. A guide can be obtained at Angoon, Petersburg, and Sitka.

(216) A seaplane float is in the small cove about 600 yards SE of the daybeacon W of Rose Rock. The village of Angoon maintains small-craft floats about 600 yards SE of the seaplane float. Berthing is on both sides of the floats. In 1976, a least depth of 10 feet was reported along the floats. The **harbormaster** assigns berths. A tidal drydock is available. A 72-foot-long grid is on the SE side of the approach pier to the small-craft floats. Water and electricity are at the small-craft floats. Supplies and communications facilities are available at Angoon, about 0.8 mile NW.

(217) **Favorite Bay** has anchorage in 10 to 17 fathoms near the SW shore anywhere NW of a high bluff marking the end of the flat that extends 1 mile from its head. The bay is used as a fishing ground for herring.

(218) The passage to Favorite Bay is obstructed at its NW end by a series of rocks that bare. A buoy marks a 1½-fathom rocky shoal on the W side of the entrance. There are deep passages among these rocks. The SE end of the passage is obstructed by a rock in midchannel about 0.2 mile NW of the NW end of Favorite Bay.

(219) From E of Rose Rock, the N channel turns sharply NW along the NW side of the reef making out from **Channel Point**. Between this ledge and another extensive ledge on the N side of the channel the distance to Stillwater Anchorage is about 0.3 mile.

(220) **Stillwater Anchorage** is about 1.3 miles long from Turn Point NE to Pillsbury Point, and 300 to 600 yards wide, with general depths of 16 to 24 fathoms. W of Pillsbury Point a short arm makes NE about 0.5 mile.

(221) From Stillwater Anchorage the channel leads close to an islet on the S side, between it and a ledge that extends about 200 yards SW of **Pillsbury Point**. The channel then narrows to about 140 yards, with reefs on both sides, and extends NE for 0.5 mile to **Point Bridge** where it passes between a reef on the N side and a bold bank on the S side. The channel then has a NE direction for about 0.8 mile, with a width of less than 200 yards and bold shores, and then widens to 0.2 mile and continues in the same direction for 1.6 miles to **Hemlock Point**. Then the channel turns E for 1 mile to **North Point**, E of which is Mitchell Bay. Extensive ledges on the N side extend SW from North Point.

(222) **Mitchell Bay** is connected at its W end with a lagoon full of rocks, reefs, and shallow water. Several islands are in the bay 1 mile from its W end, and the water is foul between them and the W end of the bay. From its entrance at North Point, the channel follows the N shore for 1 mile, where it passes between it and **Diamond Island**, the northernmost island in the W part of the bay. Beyond Diamond Island, Mitchell Bay is clear and has general depths of 12 to 20 fathoms near Diamond Island, decreasing to 10 fathoms at its E end.

(223) **Davis Creek** extends SW from Mitchell Bay and then widens into Kanalku Bay. **Lighter Creek** makes WSW from Davis Creek about 0.7 mile from its N end, and has depths of 1½ to 4½ fathoms. Davis Creek is foul. At its N entrance a ledge, which partly bares, extends E from the W shore, enclosing **Passage Island** and almost closing the channel. At the S end of Davis Creek is **Stone Island**; an extensive ledge crosses the channel at this point, with a narrow passage through.

(224) **Kanalku Bay** is a clear open basin with depths of 6 to 10 fathoms. In the bay are two islands, and at its head two large streams and a flat, 0.5 mile wide. On the S side are extensive coal croppings and a deposit of marble.

Chart 17300

(225) The bight on the N side of **Point Hepburn** (57°56.4'N., 134°45.0'W.), about 26 miles N of Kootznahoo Head (chart 17320), affords anchorage for small craft in 5 fathoms with shelter from SE winds. A stream enters the head of the bight. A logging camp is at the base of the stream. Deadheads and floating logs were reported in the area.

(226) **Square Cove**, on the E side of Chatham Strait, 2 miles N of Point Hepburn and 7 miles SE of Point Augusta, is on the N side of **Cube Point**. It affords anchorage for small craft with protection from SE winds. The cove is about 500 yards long and about half that wide. It has a depth of about 3 fathoms within 200 yards of its head and deeper water farther out. There are no dangers. A stream enters at each end of the sand beach at its head; the E one forms a cascade.

Charts 17338, 17320

(227) **Point Hayes** (57°28.8'N., 134°50.6'W.) is the N point of the E entrance to Peril Strait. A lighted bell buoy marks the SE extremity of Morris Reef, which is off Point Hayes. Point Craven is about 1.2 miles SW of Point Hayes.

(228) **Peninsular Point**, about 1.5 miles N of Point Hayes, is formed by a wooded hill that is off the general trend of the shore, and to which it is connected by a low, narrow valley.

(229) **White Rock** is a prominent light-colored rock off the edge of a flat at the mouth of a stream about 4 miles N of Point Hayes. A prominent valley extends inshore W of White Rock.

(230) **Basket Bay**, on the W side of Chatham Strait, 11 miles N of Point Hayes, narrows slightly at its head. At the mouth of a large stream is a flat that extends about 400 yards into the head of the bay. The bay is exposed to the SE, has a rocky bottom and depths of 12 to 40 fathoms, and is not recommended as an anchorage. The midchannel course up the bay is clear.

Charts 17300, 17320

(231) **Tenakee Inlet** is on the W side of Chatham Strait, 97 miles N of Cape Ommaney. The entrance is between South Passage Point and East Point, and is 2.5 miles wide. It has a general W direction for 10 miles and then

WNW for 25 miles, narrowing near its head to about 0.3 mile. At its head is a flat 0.8 mile in extent, and on the S shore 4 to 7 miles from its head are three bights filled by flats. At 1.8 miles from the head of the inlet is a steep portage connecting with Port Frederick in Icy Strait. The depths in the inlet are great, and the dangers easily avoided. A number of bays on the S side afford anchorage.

(232) Anchorage may be made at the head of Tenakee Inlet near the sand flat in 7 to 10 fathom; hard gravel and shell bottom.

Currents

(233) In Tenakee Inlet, S of Tenakee Springs, the current velocity is about 1 knot.

(234) **Tenakee Inlet Entrance Light 1** (57°46'20"N., 134°56'04"W.), 33 feet (10.1 m) above the water, is shown from a spindle with a square green daymark on a rock awash about 0.5 mile N of **South Passage Point**, the S entrance point to the inlet. A 4¼-fathom shoal is about 500 yards E of the light.

(235) A 2¾-fathom shoal is in **Trap Bay** about 3 miles WSW from Tenakee Inlet Entrance Light 1.

(236) A 2½-fathom shoal is on the S side of Tenakee Inlet about 5.2 miles W of Tenakee Inlet Entrance Light 1 in about 57°45'41"N., 135°05'30"W. A 3-foot shoal is about 0.4 mile SE of the 2½-fathom shoal.

(237) **East Point**, the N point at the entrance to Tenakee Inlet, can be identified by a grassy knoll at its outer end. A 1¾-fathom spot extends about 0.4 miles S of East Point.

(238) **Cannery Point** is on the N side of the inlet 4.5 miles W of Tenakee Inlet Entrance Light 1.

Local magnetic disturbance

(239) Differences of as much as 3° from the normal variation have been observed in the vicinity of Cannery Point.

(240) A daybeacon marks a rock awash about 2.2 miles W of Cannery Point. A 3¼-fathom shoal is about 250 yards S of the rock.

(241) In 1980, a logging camp was operating on the W side of Corner Bay, about 6.9 miles W of Tenakee Inlet Entrance Light 1. A log storage area is on the E side of the bay. The camp has a 60-foot small-craft and seaplane float, and, also mooring buoys. Radiotelephone communication is available at the camp.

(242) **Tenakee Springs**, on the N side of Tenakee Inlet about 9 miles inside the entrance, is a community with a general store and warm springs.

(243) A light marks the small islet close to the N shore about 0.6 mile ESE of Tenakee Springs.

(244) **Tenakee Reef**, about 0.7 mile SSW of Tenakee Springs, is two separate rocks and marked by a light at the S end. The northerly rock is covered at high water. A rock, marked by a daybeacon, is 0.4 mile NW of Tenakee Reef.

(245) The community maintains a pier which accommodates passenger ferries. A marine fuel facility and an inactive crab cannery are at the outer end. The pier has a 64-foot face; 184 feet with dolphins. In 1980, depths of 20 feet were reported alongside. A 3-fathom shoal is about 170 yards S of the pier.

(246) Gasoline, diesel fuel, and water (during the summer) are available at the fuel facility, and limited amounts of provisions and fishing supplies can be obtained from the general store. Meals and lodging are available in the community. A 51-foot grid is on the E side of the approach pier to the small-craft floats.

(247) State-maintained small-craft floats are about 0.5 mile E of the city pier at Tenakee Springs. The floats can accommodate craft on both sides, and are protected by two floating breakwaters. In 1980, depths of 10 to 25 feet were reported alongside the floats. A seaplane float and heliport are about 80 yards E of the city pier.

(248) Tenakee Springs has scheduled seaplane service three times a week to Juneau. Ferry connections with Juneau and Sitka are available. Telephone and radiotelephone communications are available at the general store.

(249) **Kadashan Bay**, on the S side of Tenakee Inlet opposite Tenakee Springs, is filled with a flat that bares.

(250) **Crab Bay**, 4 miles SW of Tenakee Springs, is on the S side of the inlet. The bay is navigable for vessels up to 100 feet long. The S side and the head of the bay have streams and mudflat areas. The N side of the bay is deep, with steep banks. Anchorage is available in the bay in 5 to 25 fathoms. A wooden, stone-filled logging jetty and a private seasonal mooring buoy are at the S side of the entrance to the bay. A 2½-fathom spot is immediately E of the mooring buoy.

(251) **Saltery Bay**, 3 miles NW of Crab Bay, is navigable for vessels up to 80 feet long. The entrance is narrow but deep. Near the head, the bay opens into a small basin with depths ranging from 5 to 15 fathoms. A mudflat extends 1.2 miles from the head of the bay. Anchorage is available in the basin area in a soft mud and gravel bottom. A 4-fathom shoal is on the N side of the entrance to Saltery Bay in 57°47.0'N., 135°22.0'W.

(252) Two small rocks, covered at half tide and marked by a daybeacon, are 0.7 mile from the NE shore of Tenakee Inlet and 7.5 miles NW of Tenakee Springs. In passing them, favor the S shore somewhat. A reef was reported to extend between these rocks and the NE shore.

(253) **Seal Bay** is on the S side of the inlet 10 miles WNW of Tenakee Springs. A 7-fathom shoal and a 1½-fathom shoal are in the entrance to Seal Bay in about 57°50'52"N., 135°28'51"W., and 57°50'48"N., 135°29'44"W., respectively. A 5¾-fathom shoal is E of the 6¾-fathom shoal in about 57°50'57"N., 135°28'09"W. A flat extends 0.8 mile from its head, and a rock, covered at high water, is near the middle of the bay 1.5 miles inside the entrance. The depths are 19 to 29 fathoms, soft bottom, between the rock and the flat, a distance of about 0.8 mile.

(254) **Long Bay** is on the SW side 2.5 miles NW of Seal Bay. From the NW point at the entrance a reef, covered at half tide, extends E about 0.5 mile. A 3½-fathom spot is in about the middle of the entrance to Long Bay in about 57°52'31"N., 135°33'59"W. The bay has depths of 5 to 15 fathoms, mud bottom, affording secure anchorage. A mudflat extends 0.6 mile from the head.

(255) Upper Tenakee Inlet above Long Bay is navigable to within 1 mile of the head. A portage, on the N shore of upper Tenakee Inlet, provides a connection to Port Frederick in Icy Straits for boats small enough to be carried 300 yards over land.

Chart 17300

(256) **Freshwater Bay**, about 4 miles N of Tenakee Inlet Entrance Light 1 (57°46.3'N., 134°56.1'W.), has its entrance on the W side of Chatham Strait between East Point and North Passage Point. It extends 11 miles NW, terminating in a sand flat with a large stream. **Heide Rock**, a bare rock about 8 feet high and about 0.5 mile from the N shore, is 3.5 miles inside North Passage Point. A 3-foot shoal is about 0.5 mile NW of the rock. **Redcliff Islands** are in the middle of the bay about 5.9 miles inside North Passage Point. A rock covered 13 feet is about 0.7 mile NNE of the E end of the easternmost island. A rock awash, marked by a daybeacon, is about 0.5 mile NW of the westernmost island; two submerged rocks covered 5 feet and 8 feet are close W and SW, respectively, of the daybeacon. The main bay has no anchorages, but small vessels may find temporary anchorage at the head of the bay or off the flats at mouths of streams, of which there are several.

(257) **North Passage Point**, the N point at the entrance to Freshwater Bay, is long, low, level, wooded, and distinctive from other points in the vicinity. Kelp usually extends for more than 100 yards off the end of the point.

(258) **Wachusett Cove** is a small bight on the SW side of Freshwater Bay, 2 miles NW of East Point. The cove is almost filled with a flat and has a small stream at its head. A fair-weather anchorage may be made between the points at the entrance to the cove in 4 to 10 fathoms.

(259) **Pavlof Harbor** is 1.5 miles NW of Wachusett Cove. A large stream enters the SW part of the harbor. A reef, covered at half tide, extends about 100 yards from the E point at the entrance, and the entire E side of the bay is bordered by a flat 250 yards wide. A pinnacle rock, covered at half tide, is 200 yards from the W side halfway up the bay. Anchorage may be made outside the rock in about 15 fathoms and in the middle between the rock and the SE shore. The clear anchorage is 350 yards wide in 5 to 12 fathoms, sand and rock bottom. The shelter is good, and the harbor is easily entered, though in strong W or N weather the wind draws down the bay with considerable force.

(260) **Cedar Cove**, on the S side of Freshwater Bay 1.2 miles NW of Pavlof Harbor, affords good shelter for small craft drawing less than 10 feet, but its entrances are very narrow and foul.

(261) **Iyoukeen Cove** is close N of the entrance to Freshwater Bay, from which it is separated by a long, narrow, wooded peninsula, terminating in North Passage Point. It does not afford shelter except from offshore winds, but can be used temporarily by anchoring about 0.5 mile from the S shore in 23 fathoms.

(262) **False Bay**, 5 miles N of Iyoukeen Cove, is an open bight with deep water. Fair emergency anchorage for small craft may be found in its S part in 3 to 5 fathoms, rocky bottom.

(263) **Point Augusta**, on the W side of Chatham Strait at its junction with Icy Strait, is marked by **Point Augusta Light** (58°02'22"N., 134°57'08"W.), 48 feet (14.6 m) above the water and shown from a square frame with red and white diamond-shaped daymark on the point.

(264) **Point Marsden** is on the E side of Chatham Strait opposite Point Augusta. About 0.8 mile SSW of Point Marsden is **Chatham Strait Light 20** (58°02'41"N., 134°48'33"W.), 35 feet (10.7 m) above the water and shown from a square frame with a red triangle daymark.

Charts 17312, 17300

(265) **Hawk Inlet** has its entrance on the E side of Chatham Strait 10 miles SE of Rocky Island Light 13 (58°10.6'N., 135° 03.1'W.). It has a N direction for a distance of 5 miles from its mouth. It then contracts and changes to a NE direction, terminating in a basin about 1 mile in diameter.

(266) The Captain of the Port, Southeast Alaska, has issued guidelines for the movement of all deep draft vessels in and out of Hawk Inlet. Vessels of no more than 600 feet in length with a beam of no more than 100 feet

may arrive/depart Hawk Inlet only 30 minutes before and after slack water during daylight hours, in conditions of good visibility and weather with an under-the-keel clearance of no less than 8 feet.

(267) A foul area, marked by kelp and bare at low water, extends about 0.35 mile S of **Hawk Point**. The entrance to the inlet is marked by lighted and unlighted buoys.

(268) **Piledriver Cove**, which dries, is on the S side of the inlet at the entrance. Two small islets are on the W side of the entrance to the cove; submerged pilings are in the entrance in about 58°05'11"N., 134°46'21"W. Another small cove, about 0.6 mile SW of Piledriver Cove, offers good anchorage for small craft in all but NW winds in 9 to 13 fathoms. A ledge extends 0.2 mile NW from the SW entrance point; another ledge, bare at half tide, is in the middle of the entrance. A deep channel is on each side of the ledge in the middle of the entrance, but the channel on the NE side is better. The anchorage is in the middle of the cove, about 300 yards SE of the ledge.

(269) Two streams enter Hawk Inlet on its E side about 0.8 mile above the entrance, and form an extensive flat extending two-thirds of the way across the inlet; the W edge is marked by a light. The channel between the light and the W shore is about 100 yards wide with 4 fathoms in the middle. The centerline of the channel is indicated by the range in Piledriver Cove. Once on the range, steer towards Hawk Inlet Entrance Light (58°06.5'N., 134°46.5'W.), giving the two lights marking the shoal on the E side of the channel a berth of 120 yards, then favor the W shore for about 0.7 mile.

(270) Ruins of a cannery are on the E side of Hawk Inlet about 1.4 miles N of the light.

(271) An abandoned fuel pier (58°07'35"N., 134°45'15"W.), with a 45-foot face, has 10 feet alongside. A small-craft and seaplane float with 4 feet alongside is about 300 yards S of the pier. During summer, water and the use of a radiotelephone are available from a caretaker in an emergency.

(272) Anchorage for shallow-draft vessels can be had in 4 to 6 fathoms in the basin at the head of the inlet. Extensive mud flats surround the anchorage. The channel leading to the basin has a least depth of 2½ fathoms. To make the channel, keep off the E shore by about 0.1 mile. The channel is winding with strong currents and should not be attempted without local knowledge.

Currents

(273) Tide rips and currents of considerable velocity are reported in the entrance, E and SE of the entrance buoy. The maximum flood and ebb is at the light marking the flat, and is estimated to at least 4 knots. Mariners with deep-draft vessels should make transits during slack water. The ebb current at the fuel pier has very little velocity; the flood is reported to set slightly toward the pier.