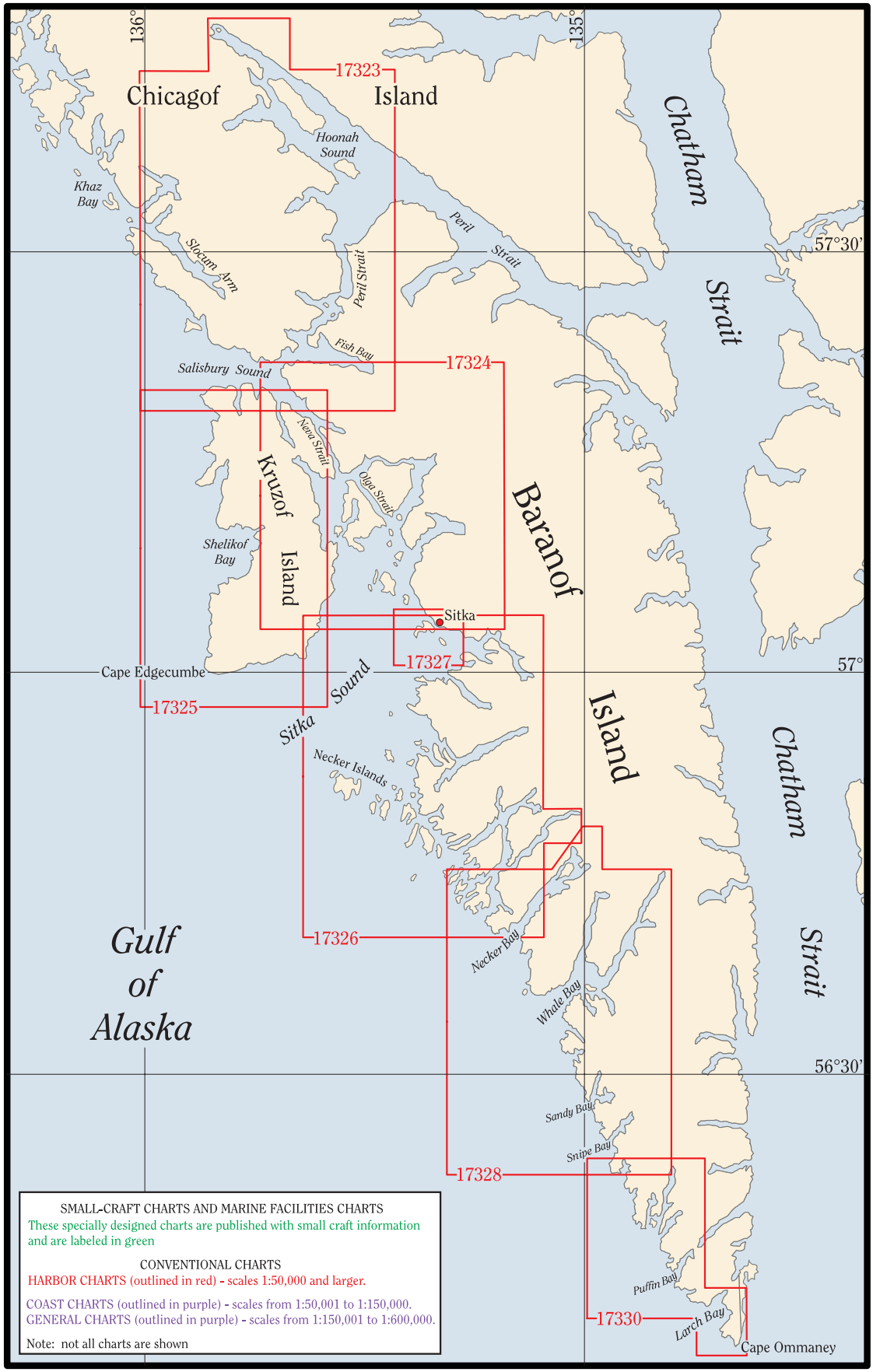
136°
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Peril Strait
Peril
Strait
Fish Bay
Salisbury Sound
Neva Strait
Olga Strait
Kruzof
Island
Shelikof
Bay
Baranof
Island
Sitka
Cape Edgecumbe
Sitka
Sound
Necker Islands
Necker Bay
Whale Bay
Sandy Bay
Snipe Bay
Puffin Bay
Larch Bay
Cape Ommaney
Chatham
Strait
Chatham
Strait
Gulf
of
Alaska
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

West Coast of Baranof Island

(1) This chapter describes the W coast of Baranof Island, the coasts of Kruzof Island and Sitka Sound, and the city and port of Sitka. The E coast of Baranof Island has been described with Chatham Strait in chapter 10.

Chart 17320

(2) **Baranof Island**, about 90 miles long with a greatest width of about 22 miles, forms about one-third of the outer coastline of southeastern Alaska between Cape Muzon and Cape Spencer. The W coast from Cape Ommaney at Chatham Strait to Point Kakul at Peril Strait is about 80 miles. **Mt. Katlian**, 4,303 feet high, is in the N part of the island. The greater elevations are on the S part of the island.

Prominent features

(3) Vessels making the land at Cape Edgecumbe in thick rainy weather may be aided in their determination of position by the color of the rocks. The rocks and cliffs N of Cape Edgecumbe are decidedly black as far as Cape Georgiana, and the rocks S of Cape Edgecumbe are a whitish gray from Biorka Island to Whale Bay. The shore for 3 miles N of Cape Edgecumbe rises in a precipitous cliff of dark brown lava about 200 feet high and forms a prominent landmark. Numerous large caves or blowholes can be seen in this lava cliff.

(4) From Cape Ommaney, the W coast of Baranof Island trends NW to Biorka Island, a distance of 50 miles. For a distance of about 20 miles from the cape, the shoreline has numerous inlets and indentations, which, as anchorages, furnish poor protection except to very small craft. The shore is of gray, storm-swept rock. From the headlands and points along the coast, the land rises to peaks and ridges in the interior of the island. The lower slopes are timbered; the ridges and summits are snow-covered until well into the summer. The shoreline to the N of Biorka Island has the same general features, but is less forbidding. During foggy weather along the coast, it is often clear in Chatham Strait.

Weather

(5) This coast is exposed to the weather from the Gulf of Alaska with some protection afforded in the N by Kruzof Island. However, from October through March, the area is pounded by gales, which blow about 10 percent of the time in open waters, and by waves which reach 8 feet or more up to 30 percent of the time. Wind waves and swells from distant storms also find their way into many of the bays and inlets. Strongest winds are usually out of the N, E, and SE. Along the coast, strong southeasterlies trigger williwaws in many areas. Precipitation is frequent year round; in winter, up to one-third of it falls as snow. Visibilities are worst during June, July, and August as warm air blows over still-cool waters.

Charts 17330, 17320

(6) **Cape Ommaney**, the S extremity of Baranof Island, is a remarkable promontory terminating in Ommaney Peak, a bluff, rugged, rocky mountain, detached from the higher land N by a low depression running through from Port Conclusion. Wooden Island, close SE of the cape, is marked by **Cape Ommaney Light** (56°09'37"N., 134°39'40"W.). (See chapter 10 for descriptions of the island and light.)

(7) **Ommaney Bay** is an open bight on the W side of Cape Ommaney and is of no importance to navigation. **Eagle Rocks** are a group of bare rocks close off the first point W of Cape Ommaney.

(8) **Bobrovoi Point**, about 1.8 miles NW of Cape Ommaney, is the SE point at the entrance to Larch Bay. It terminates in a wooded hummock that may be mistaken for Wooden Island during an approach from NW.

(9) **Larch Bay** is a large open bay with an arm that extends in a NE direction. Anchorage may be found in about 20 fathoms in this arm. Small launches use this arm during the fishing season when fair weather prevails. Rocks extend about 500 yards off the W point of the entrance to the bay. There are low depressions between the bay and Chatham Strait.

(10) **Little Puffin Bay**, about 5.8 miles NW of Cape Ommaney, has depths of 21 fathoms at the entrance, decreasing to 7 fathoms about 0.3 mile from the head, and then shoals rapidly. At the head of the bay are a stream and a gravel beach with outcropping rocks. Exposed anchorage for small vessels may be had in 6 to 7 fathoms, hard bottom. In entering, favor the N shore to

avoid rocks awash and breakers off the S shore near the entrance.

(11) **Sealion Rocks** (56°15.1'N., 134°50.0'W.) are a cluster of four dark rocks about 7.5 miles above Cape Ommaney and directly off the entrance to Puffin Bay. Several smaller outlying rocks are close-to. The central rock is pyramidal in appearance with steep sides; the others are somewhat more massive. The depths are good on all sides of the rocks, but it is better to pass S of them in entering Puffin Bay.

(12) **Puffin Bay** is about 7.2 miles NW of Cape Ommaney. On the NW shore near the entrance is a massive patch of white rock. Depths in the bay range from 90 fathoms near the entrance to 23 fathoms close to the head. A small bight in the NW shore, 1 mile within the bay, furnishes temporary anchorage with limited swinging room for small craft. The entrance to the anchorage has a depth of 11 fathoms in a channel about 60 yards wide between shoals that extend from both points of the entrance. The cove furnishes little protection from S. The small cove in the SE shore near the head of the bay furnishes anchorage for small craft in 5 to 8 fathoms in the middle of the cove. The very narrow entrance channel has depths of 12 fathoms. Williwaws blow with considerable force during SE gales.

(13) **Driftwood Cove** is a little bay 1.2 miles N of Sealion Rocks; its entrance is obstructed by reefs marked by kelp patches. The cove is exposed.

(14) **Big Branch Rock** is a massive, dark, round-topped rock, about 1.8 miles NNW of Sealion Rocks and about 1.6 miles SE of Redfish Point.

(15) **Redfish Cape** is a narrow peninsula appearing as a comparatively low, wooded ridge, parallel to the coast; it is the only apparent low ridge in the vicinity. From N a short distance above Redfish Cape, a white conspicuous cliff is seen in the midst of the timber. A chain of barely separated wooded islets extends 0.5 mile S from the end of the cape; the southernmost one terminates in **Redfish Point** (58°18.1'N., 134°52.5'W.). Between Redfish Point and Big Branch Rock are the entrances to Little Branch Bay, Big Branch Bay, and Redfish Bay.

(16) **Redfish Breaker**, awash at low water, is 0.1 mile S of the outer rocks S of Redfish Point. It breaks except in calm weather. A rocky patch with a least-found depth of 3½ fathoms is about 0.5 mile SE from the same point. A shoal covered 7 fathoms is about 0.6 mile S of the point.

(17) **Little Branch Bay** is about 1.9 miles long to the narrows, which are barely 75 yards wide, and widens into a basin. About 0.4 mile SSW of the narrows is an island, separated from the E shore by a channel 50 to 100 yards wide. Midchannel depths in the bay range from 81 fathoms near the entrance to 21 fathoms off the island, 12 fathoms in the narrows, and 17 fathoms in the middle of the basin at the head. About 0.8 mile within the entrance, a narrow channel in the SE shore, entered only at high water, leads to a lagoon that has depths of 1 to 7½ fathoms.

(18) **Little Branch Bay Light** (56°18'15"N., 134°50'44"W.), 109 feet (33.2 m) above the water, shown from a skeleton tower with a red and white diamond-shaped daymark, marks the entrance to Little Branch Bay and Big Branch Bay.

(19) **Big Branch Bay**, separated from Little Branch Bay by a high narrow neck of land, extends in a NNE direction and narrows in width 2.5 miles from the entrance, then widens again. An arm indenting the W shore about 0.9 mile from the W entrance point has depths from 9 to 20 fathoms, where small boats can find good shelter. About 2 miles from the entrance to Big Branch Bay is an islet close to the W shore. The bight on the E shore E of this islet affords indifferent anchorage in 23 fathoms. Depths up to 66 fathoms are found above the narrows.

(20) **Redfish Bay** has its entrance between Redfish Cape and **Beavertail Island**. From its entrance the bay extends in a general N direction, narrowing in places to about 100 yards and in one place to about 80 feet. The channels are probably safe, but too narrow for safe steering; there is no certainty that dangers do not exist. The use of the bay by vessels other than small craft is not recommended.

(21) **Tenfathom Anchorage**, within the entrance of Redfish Bay, about 0.6 mile E of Redfish Cape, furnishes secure anchorage for small craft. The entrance is about 75 yards wide.

(22) The small bay 2.6 miles NNW of Redfish Cape furnishes good shelter for small boats, but the entrance is so narrow and the turns so sharp that a vessel of any size cannot enter, especially if there is any swell.

(23) **Byron Bay** is 4.3 miles N of Redfish Cape and is apparently clear, but too deep for secure anchorage. Indifferent, temporary anchorage may be obtained in about 22 fathoms close to the W shore about 0.8 mile within the entrance. Close to the W shore, near the head, is a small island above which small craft can find anchorage. A thin, high waterfall, visible from offshore, empties into a lake NNW of the bay. A flat over 100 yards wide is at the head of the bay. In entering, favor the E shore, which is bold and steep-to.

(24) **Kekur Point** (56°23.1'N., 134°57.0'W.), a rounded point backed by a flat-topped ridge, is about 4.5 miles NNW of Redfish Cape. **First Kekur**, a group of black rocks, is off the S extremity of this point. A breaker over a least-found depth of 2¾ fathoms, surrounded by deep water, is about 0.4 mile NW from the First Kekur.

Charts 17328, 17320

(25) **Snipe Bay**, indenting the W coast of Baranof Island, has its entrance about 18 miles NW of Cape Ommaney and 1.8 miles N of Kekur Point. The bay is deep and clear except for the rocks close to the shore at the entrance. The islets off the SE entrance point are wooded. A group of islets is close to the NW entrance point. About 1.4 miles within the entrance in the SE shore is a sheltered bight with 35 fathoms in the middle. At the head of Snipe Bay are two short branches. A conspicuous waterfall empties into the head of the N branch. Depths of 31 fathoms were obtained in the small bight S of the NE branch.

(26) **Snipe Head**, the NW entrance point of Snipe Bay, is a conspicuous straight-topped headland.

(27) **Sandy Bay**, 3 miles N of Snipe Bay, extends in a NNE direction and divides into two arms 0.8 mile from the entrance; a long narrow arm extends N and a second arm extends E.

(28) Good anchorage may be had in 22 to 24 fathoms at the NE head of the E arm off the waterfall. About 0.8 mile within the arm a group of islets extends off the N shore. Pass well S of these to avoid a 1½-fathom spot, not marked by kelp or showing any surface indication, which is about 0.1 mile S of the islands. Anchorage may be had either in the bight W of the islands or in the arm that extends NW from the E arm.

(29) A 7½-fathom spot in the middle of the entrance causes the seas to pile up dangerously in SE weather.

(30) The **Third Kekur**, a conspicuous conical rock islet, is 1.6 miles NNW of the NW entrance point of Sandy Bay.

(31) **Close Bay** consists of an open bight and a lagoon that can only be entered on the flood. Several breakers are off the NW point of the entrance.

(32) **Whale Bay** has its entrance between Point Lauder and North Cape. It extends in a NE direction for about 4 miles, where it divides into two arms, Great Arm and Small Arm.

(33) **Point Lauder**, low and wooded, about 15 miles NNW of Redfish Cape, is the SE point of the entrance to Whale Bay.

(34) **North Cape** (56°36'N., 135°08'W.), the NW point of the entrance to Whale Bay, 4 miles NW of Point Lauder, is an island close to shore with three hills on it. The middle hill is the highest.

(35) **Still Harbor**, at the entrance to Whale Bay, is about 1.5 miles N of Point Lauder. The entrance, about 0.1 mile wide, is N of **Tikhaia Islands**, the chain of rocky islets that extend NNW from the point NE of Point Lauder. The NE shore at the entrance is foul.

(36) About 1 mile above the entrance to Still Harbor, a group of islets and rocks extend from the SW shore, restricting the channel to about 150 yards. A rocky ledge extends about 250 yards from the NE shore toward the north point of the 30-foot island that is close to the SW shore, about 1.2 miles from the entrance. The only anchorage is at the head of the harbor, and even there the swell is felt in heavy weather; this anchorage is not recommended.

(37) **Port Banks** has its entrance about 2.7 miles NE of Still Harbor. A submerged rock on which there is a depth of 1¾ fathoms is about 0.5 mile N off the W point of the entrance; it is reported to break in a moderate swell. Deep water surrounds this rock.

(38) It is recommended that vessels bound for Port Banks steer midchannel courses until clear of the off-lying dangers, then head into Port Banks, favoring the E shore. The Makhnati Islands can usually be identified in thick weather; they furnish a good leading mark for clearing the off-lying 1¾-fathom rock. It is reported that breakers extend from this rock to the SW point of the entrance during very heavy weather; under such conditions it is probably better to make Rakovoi Bay. After the 50-foot islet at the entrance to Port Banks is passed, the only obstruction is the small rocky islet, 6-foot high, 1.1 mile from the entrance. Pass to the E of this islet. About 0.4 mile beyond, the bay widens and forms a basin that has depths of about 15 fathoms. Good anchorage in depths from 8 to 20 fathoms, mud bottom, may be had in Port Banks which is used extensively during the fishing season.

(39) **Kritoi Basin**, used extensively during the fishing season, is between Port Banks and Rakovoi Bay. The bay affords excellent shelter, but is used mostly by small craft, because of its narrow entrance, about 75 yards wide. The entrance between **Finger Point** and **Krishka Island** is deep and clear except for a depth of 2¼ fathoms about 0.3 mile inside the entrance in 56°35.9'N., 135°00.0'W. Good anchorage in desired depths from 5 to 20 fathoms, mud bottom, can be had in the basin.

(40) **Rakovoi Bay** is 1.2 miles E of Port Banks. An island close to the E point makes the channel about 275 yards wide. The channel E of the island is foul and suitable only for small boats. Anchorage may be found S of the island at the entrance in about 18 fathoms or farther up the bay in 20 fathoms.

(41) **Great Arm**, the NE arm of Whale Bay NNE of Rakovoi Bay, narrows to less than 0.3 mile at a distance of 5.3 miles from the entrance. A small bay indents the SE shore 3.5 miles from the entrance, and another bay is at the narrows. Both bays have depths of over 30 fathoms. Great Arm is clear. An excellent anchorage with sand and mud bottom is in the small bay on the E side of the arm about 3.5 miles above the entrance to the arm. However, in the arm proper depths are too great

for anchorage. **Kakovo Island** is off the N entrance point to Great Arm.

(42) **Small Arm** extends in a NNE direction from the NW side of Whale Bay. At its head it turns E for 0.6 mile. **Makhnati Islands**, a group of wooded islands, are off the entrance to Small Arm. Anchorage may be found among them, but it is exposed and not recommended. The depths in Small Arm are too great to afford anchorage. If the W shore is favored when passing the Makhnati Islands, no obstructions will be encountered throughout the length of the arm.

(43) **Necker Bay**, about 35 miles NW of Cape Ommaney and 3.5 miles N of North Cape, has its entrance between the Yamani Islets and the Guibert Islets. **Yamani Islets**, a group of wooded islets about 4 miles N from North Cape, form the NW entrance point of Necker Bay. Good anchorage for small craft can be had N of the islets in Yamani Cove.

(44) **Guibert Islets**, consisting of three low, bare, rocky islets and several small rocks, are about 3 miles N of North Cape and 0.5 mile off the SE point at the entrance to Necker Bay. A rocky patch where 10 fathoms were found is about 0.5 mile N of the northernmost of the Guibert Islets in the middle of the bay; it is reported to break in extremely heavy weather. Except for the dangers previously described, deep water is found throughout the bay. About 5.6 miles from the entrance the bay widens and anchorage can be found in 30 fathoms on the E side of the bay.

(45) Two remarkable headlands are about 2 miles NE of the Guibert Islets, one on either side of Necker Bay. The rocky outcrop shows well offshore and makes a good landmark.

(46) **Toy Harbor**, on the SE shore of Necker Bay, about 5 miles above the entrance, is reported to afford shelter for small boats.

(47) **Dorothy Cove**, N of Toy Harbor and about 6 miles above the entrance to Necker Bay, affords excellent anchorage for small craft in depths of about 6 to 10 fathoms E of the largest islet near the head of the cove. The entrance to the anchorage, S of this islet, is about 125 yards wide.

(48) **Secluded Bay** is separated from the N part of Necker Bay by a large island. The S entrance is extremely narrow, 30 yards at one place, with least known depth of 6½ fathoms. The N entrance, N of the island, is wider, but is obstructed by a ledge that extends NE about 100 yards from the N point of the island, leaving a clear channel of about 100 yards with a depth of 3½ fathoms. A large stream enters the N part of the bay, and an extensive flat strewn with boulders makes off the mouth of this stream. Anchorage may be found in 17 fathoms in the N part of the bay off this flat, and small craft can find anchorage in 6 fathoms in the S part of the bay.

(49) A small bay extends from the head of Necker Bay where anchorage may be found in 20 fathoms, soft bottom.

(50) **Slate Islets**, a group of rocky islets, parallel the shore between Necker Bay and Walker Channel. One of the SE islets has a few trees on it. Between the islets and the main shore is deep water, but many rocks make navigation dangerous without local knowledge.

Charts 17326, 17320

(51) **Crawfish Inlets**, with entrances 6.5 to 11.5 miles NW of North Cape (56°36'N., 135°08'W.), consist of two principal arms connected about 5 miles inland by Cedar Pass. The inlets and entrances are generally deep and clear, but between the two principal entrances are off-lying dangers.

(52) **Walker Channel** is the SE entrance to Crawfish Inlet, and **Aspid Cape**, low and wooded, forms the SE point at the entrance.

(53) **Jamboree Bay**, with a depth of 5½ fathoms in the entrance, extends SE from the head of Walker Channel. In entering, keep in midchannel, and anchor near the head of the bay in 10 to 17 fathoms with good holding ground. SE winds sweep through the anchorage with considerable force.

(54) **Rakof Islands** are a group of wooded islands between Walker Channel and the entrance to West Crawfish Inlet. **Beauchamp Island**, the largest island of the group, forms the NW side of Walker Channel. **Scow Island**, the SW island of the group, is W of Beauchamp Island.

(55) **Scow Bay** indents the W shore of Beauchamp Island and is much used by local fishermen as an anchorage. Favor the SE shore when entering the bay, passing S of all the islands near the entrance. It is reported that the safe channel in the narrows leading to a basin at the head of the bay is very close to the S shore. There is good anchorage off the point about 0.8 mile above the entrance on the N shore of the bay in 10 fathoms, mud bottom; also in the basin in 2½ to 3¼ fathoms, mud bottom.

(56) **Middle Channel** is a passage leading to Crawfish Inlet from the sea, midway between Walker Channel and West Crawfish Inlet. Setting a course from SW, to pass close to the NW side of Scow Island, then adjusting course as necessary to clear the island, islets, and rocks N of Scow Island will lead clear of the dangers up to this entrance. One mile inside this entrance, near midchannel, is a submerged rock with 1½ fathoms over it and

marked by kelp, which should preferably be passed to the S.

(57) **Biali Rock**, bare and white, is the extreme W islet of a chain of bare islets that extend W from Rakof Islands. Foul ground extends for about 1 mile S and E of the rock. **South Rocks** are a group of rocks, awash at high water, near the SE limit of the foul ground.

(58) An inside passage furnishes protection for small craft bound for Sitka. Pass E of Scow Island, avoiding the rock in midchannel, and through **Cameron Pass**. Favor the SE shore of Middle Channel until up to **Second Narrows**. Pass E of a large rock off the point, then favor the S shore, and take a midchannel course through the narrows. A shoal of 2½ fathoms is in Second Narrows. Head N until up to an opening leading NW. Favor the NE shore of this opening, passing a rock near the shore and avoiding a submerged rock in the center. Then head NE for about 0.6 mile and turn W around a point, passing in midchannel through **First Narrows**. Cross West Crawfish Inlet and enter Windy Passage.

(59) **Crawfish Inlet** is deep and clear except for a rock that uncovers 3 feet in midchannel, about 3.5 miles from its junction with Walker Channel, Middle Channel, and Cedar Pass. The inlet can be entered from seaward through Walker Channel or Middle Channel; the former is safer.

(60) **Cedar Pass**, connecting Crawfish Inlet with West Crawfish Inlet, is suitable only for small craft. In using the pass, favor the W shore up to the narrows, then keep a midchannel course. **Lodge Island** is the large island that forms the W side of Cedar Pass.

(61) **West Crawfish Inlet** extends NE for about 8 miles where it divides into two arms. The N arm, opposite Cedar Pass, is clear in midchannel except for a landslide shoal with 4½ fathoms over it, which is off the W shore about 0.8 mile from the entrance. **Shamrock Bay** leads E from a point near the head of the inlet. The inlet and bays are too deep for good anchorage.

(62) **Necker Islands** are a group of low, wooded islands that extend NW from the entrance to West Crawfish Inlet. Between the islands are many passages. An inside passage for small craft leads through Windy Passage, Dorothy Narrows, and Hot Springs Bay, which are between the islands and Baranof Island.

(63) The most prominent landmark in the Necker Islands is **The Beehive** (56°46.9'N., 135°24.0'W.), a knob 430 feet high at the SW end of **Golf Island**, the long narrow island W of Gornoi Island.

(64) **Rachek Island** is the fairly large wooded island at the S end of the Necker Island group. It has high light-gray cliffs on its seaward side. There is clear water to the SW of this island.

(65) **North Rock** is an isolated black rock, block-shaped, and awash in a heavy sea, 1.4 miles W of Rachek Island. Fishermen are known to trawl S of this rock.

(66) **John Rock** is the large light-gray rock, 2 miles NW of North Rock. Broken ground, with several isolated breaking shoals, is between North Rock and John Rock.

(67) **Windy Passage** is the S approach to Hot Springs Bay from West Crawfish Inlet. A midchannel course is clear.

(68) **President Bay** is at the SE end of Windy Passage. By keeping in midchannel, entrance to the bay can be made on either side of the wooded islands in the entrance. Good anchorage, with mud bottom, is afforded small craft well toward the head of the bay. A basin at the head of the bay is accessible only to skiffs.

(69) **Sevenfathom Bay**, 0.7 mile N of President Bay, affords better anchorage than President Bay. When entering, keep in midchannel until near the head of the bay. A ledge that uncovers 8 feet is off the S shore about 0.2 mile from the head of the bay. This ledge, which bares, has a sand flat 100 yards wide. Good anchorage for small craft in 5½ to 8 fathoms, mud bottom, can be found in the bay.

(70) **Big Bay**, at the NW end of Windy Passage, is narrow at the entrance, with greatly increased width inside. Anchorage is good in 5 to 10 fathoms, mud bottom, 0.3 mile off the stream at the SE end of the bay.

(71) **Dorothy Narrows**, between Windy Passage and Hot Springs Bay, has 1¼ fathoms of water at lowest tides. Elovoi Island Rock uncovers 3 feet in midchannel N of the narrowest part, and is marked by a daybeacon. Coming from the S, keep midchannel through the narrowest part, then swing right to avoid the rock. When past Elovoi Island Rock, swing left to avoid a rock awash at half tide, 250 yards NE of the daybeacon. Local knowledge is essential.

(72) The passage between **Gornoi Island** and the group of islands SE of it is clear except for a rocky islet and two rocks awash off the SE side of Gornoi island. To avoid this danger, favor the SE side of the passage. Do not use this passage to reach the outside because of offshore rocks.

(73) The passage between Gornoi Island and Golf Island is very foul and should not be used.

(74) The passage along the W shore of Golf Island, between this island and the **Jackknife Islands**, has good water close along the shore of Golf Island. A foul area extends NE of the Jackknife Islands. The shoals W of the S end of Golf Island break in a slight swell.

(75) The passage between the Jackknife Islands and **Elovoi Island** is clear if vessels keep close to Elovoi Island, passing W and N of the wooded islet 0.3 mile W of the N end of Golf Island.

(76) The passage between **Legma Island** on the E and **Maid Island** and **Tava Island** on the W is clear in midchannel. Small craft can pass between Maid Island and Tava Island with local knowledge.

(77) The passage between **Torsar Island** and **Fragrant Island** is dangerous and should not be used except with local knowledge.

(78) These passages are for small craft only and should be used with caution. The only ship route into Windy Passage is through West Crawfish Inlet.

(79) The best route into Hot Springs Bay from the S or SW is to pass 0.4 mile E of North Rock in a N direction, passing W of Elovoi Island and the three small wooded islands about 400 yards off its shore and E of Fragrant Island. Keep midway between visible objects.

(80) **Herring Bay** indents Elovoi Island. The approach W of Kirbas Island is impassable. In entering by the approach E of **Kirbas Island**, pass W of a bare 20-foot rock off the E point of the entrance and follow midchannel. Excellent anchorage can be had for small craft in 2 to 3 fathoms, mud bottom.

(81) **Biorka Island** is the most westerly and largest of the Necker group. **Point Woodhouse**, the S point of the island, is moderately high and wooded. Rocks and small islands are close to the point. Three of the small islands are named **Kaiuchali Island**, **Terbilon Island**, and **Impassable Island**.

(82) **Little Biorka Island** is NW and close to Biorka Island with a narrow passage between. This pass is foul, but in good weather small boats can use it with local knowledge. The S neck is a bare, rugged rock cliff. The W and N sides are bare rock cliff. This island is wooded in its center. A bare islet is at the S point.

(83) **Vasilief Rock**, awash at high water, is about 1 mile S of Point Woodhouse. Breakers are reported visible in this section in rough weather.

(84) **Golovni Island**, about 2.4 miles SE of Point Woodhouse, has two parts. The inshore half is high and wooded; the outer half is a high, bare, gray rock, rounded on top, with a perpendicular S face.

(85) **Jacob Rock**, about 0.8 mile S of Golovni Island, is a large, outstanding, dark-gray rock.

(86) **Biorka Channel**, SE of Biorka Island, furnishes a short route into Sitka Sound from the SW. The towers of the aero radio range on Biorka Island are prominent when making Biorka Channel from N or S; flashing red lights mark these towers at night. Vessels should keep between the 50-fathom curves on entering from S until past the N end of Wrangell Island, then head N. This channel is clear except for rocks and shoals as shown on the chart. The velocity of the current is about 0.4 knot. (See the Tidal Current Tables for predictions.)

(87) **Gunboat Rock**, about 1.2 miles NE of Vasilief Rock, has two pinnacles and looks like a gunboat when seen from certain directions. The rock is a good landmark. A small reef awash, which breaks in all but dead calm weather at high water, is 0.45 mile 198° from Gunboat Rock. Depths of 3¾ and 8½ fathoms are 0.6 and 0.7 mile SE and on the opposite side of the channel from Gunboat Rock. Broken ground with rocks awash extend about 0.3 mile N of Gunboat Rock.

(88) **Symonds Bay** is the E cove indenting the N side of Biorka Island, and is sometimes a convenient anchorage for small vessels deterred from entering the sound by thick weather. **Entrance Islet** is N of and close to the W point of the entrance.

(89) **Hanus Islet** is N of and close to the E point of the entrance. The depths range from 20 fathoms at the entrance to 4½ to 6¼ fathoms at the anchorage near the head of Symonds Bay. The chart shows the dangers in the bay.

(90) The bay is open N, but affords anchorage with shelter from S winds, sand and shell bottom. The best shelter is near the head inside the ¼-fathom rock in 4½ to 6¼ fathoms, but it is suitable only for small craft. Large vessels should anchor in midchannel just inside the entrance in 12 to 13 fathoms.

(91) A U.S. Government wharf, a mooring buoy, and a seaplane float are on the W side near the head of Symonds Bay. The wharf, 178 feet long and with a 16-foot face, had a reported depth of 6 feet alongside in 1976. Biorka Island maintains telephone communication with Sitka. Water is available on the island.

(92) **Biorka Reef** is 1.2 miles 283° from the southernmost point of Little Biorka Island. The reef is a rock awash, with deep water around it, and breaks in moderate weather; it has no kelp. The channel between the reef and Little Biorka Island is about 1 mile wide, clear, and practicable for vessels of any size.

(93) **Hot Springs Bay** (56°50'N., 135°23'W.) is between Elovoi Island and Baranof Island. **Torsar Island** marks the NW point of the entrance to the bay. **Fragrant Island** is the large island SE of Torsar Island. **Kolosh Island** is the large island on the N side of the bay.

(94) The hot springs on the NE side of the bay have a temperature of about 145°F., and the water contains chlorine, iron, magnesia, and sulphur.

Chart 17320

(95) **Sitka Sound** has its entrance from the sea between Biorka Island and Cape Edgecumbe. It extends in a N direction about 16 miles, with a width E and W of 5 to 10 miles. The E and N shores are fringed with numerous islands and rocks and indented by bays and inlets. At its N end, the sound connects with several bays and estuaries that extend N, and with Olga Strait, which is

part of a navigable inland passage connecting Sitka Sound, through Neva Strait and Peril Strait, with Chatham Strait. The shores are wooded, rendering it difficult to distinguish them from the wooded islets at a distance. Land along the shore usually rises rapidly a short distance from the sea, culminating in broken mountains. The islands are mostly small, low, and sparsely wooded.

Charts 17325, 17320

(96) **Cape Edgecumbe**, about 64 miles NW of Cape Ommaney, is the SW extremity of **Kruzof Island**. The cape is formed by a cliff of black lava, about 100 feet high. Foul ground extends 400 yards off the shore of the cape, and there are banks with depths of 8 to 9 fathoms, about 0.8 mile S of the cape, on which the sea breaks in very heavy weather. The rocks and cliffs N of Cape Edgecumbe are decidedly black as far as Cape Georgiana, whereas those S of Cape Edgecumbe, from Biorka Island to Whale Bay, are whitish-gray. These color characteristics are of considerable assistance in identifying the locality in thick weather.

(97) **Cape Edgecumbe Light** (56°59'54"N., 135°51'27"W.), 100 feet (30.5 m) above the water and shown from a skeleton tower with a red and white diamond-shaped daymark, marks the N side of the entrance to Sitka Sound. A Marine Protected Area, about 4.6 miles SW from Cape Edgecumbe is on the range with St. Lazaria Islands, slightly open of Shoals Point.

(98) **Sitka Point** is about 1 mile SE of Cape Edgecumbe Light. Foul ground extends about 0.3 mile S from the point and about 0.2 mile W of Cape Edgecumbe Light. The water is clear outside these reefs. Fishing vessels frequently anchor on the E side of Sitka Point close inshore and N of the reef, marked by kelp, that extends 300 yards off the E side of the point. This anchorage is exposed in E or S weather.

(99) **Mount Edgecumbe**, on Kruzof Island, is the prominent landmark for Sitka Sound. From any point seaward, it is easily distinguished by its isolated position, its flat top, it peculiar streaked appearance, and its reddishness. The upper part is a bare volcanic cone, usually snow-covered. Extending down the sides of the cone are numerous deep gullies or ravines, in which the snow lies until late in the summer, giving it a peculiar appearance. The crater is 300 to 400 feet deep.

(100) **St. Lazaria Islands**, about 1 mile off the S shore of Kruzof Island, form the St. Lazaria National Wildlife Refuge. These islands are of a peculiar volcanic formation and are frequently visited by tourists. Deep water is close-to on all sides of the islands except for a reef that extends about 125 yards off the NE point of the easternmost island and a 2.5-fathom rock that is reported to be 255 yards N of the same easternmost island. Small craft frequently anchor close inshore in 8 to 10 fathoms, rocky bottom, on the N side of the island, which affords protection in moderate S weather.

(101) **Low Island** is a bare flat island, surrounded by a large area of shoals and breakers marked by kelp, which extends to Shoals Point. The highest part of the island is only 7 feet above high water and is swept by heavy seas in S storms. The island is of lava formation partly covered by sand and shells and is difficult to identify at a distance.

Charts 17326, 17320

(102) **Vitskari Island**, about 10 miles E of Cape Edgecumbe, is a bare rock about 20 feet high. It is marked by **Vitskari Island Light** (57°00'00"N., 135°32'42"W.), 50 feet (15.2 m) above the water, and shown from a skeleton tower with a red and white diamond-shaped daymark. A racon is at the light.

(103) **Vitskari Rocks** are a group of bare rocks and rocks awash NW of Vitskari Island. Between the rocks and Low Island is a channel 1 mile wide; however, the channel between the island and Kulichkof Rock is always used by vessels bound for Sitka.

(104) **Camel Mountain** (56°52.2'N., 135°20.0'W.), on the SE side of Sitka Sound, is a prominent landmark with two humps at its summit. When seen from W it shows a perfect cone-shaped outline.

(105) **Peisar Island** is about 2.5 miles NE of Biorka Island. Rocks are 0.2 to 0.5 mile offshore.

(106) **Viesokoi Rock** is about 0.7 mile SE from the S extremity of Peisar Island.

(107) The entrance to **Kanga Bay** is about 1.9 miles E of Peisar Island, and the inner bay has depths of 10 to 21 fathoms. The channel passes NE of the small islet about midway between the entrance and the head of the bay. Foul ground extends 0.2 mile in a NW direction from the S point of the entrance to the bay.

(108) **Redoubt Bay** is NE of Kanga Bay. The head of the bay has two arms, which are deep. **Redoubt Lake** empties into the E arm. The entrance to Redoubt Lake is not navigable by any type craft, because the entrance has the remains of a rock dam across it and the lake level is about 9 feet above high water level of the bay. The entrance to the lake has very steep rapids. A boat lift has been built along the N side of the entrance so that small boats up to 16 feet can be lifted into the lake. The U.S. Forest Service maintains the boat lift.

(109) **Islet Passage**, in which depths of 11 to 29 fathoms are found, leads from Kanga Bay to Redoubt Bay. **Fankuda Islet** is at the N end of the passage. Soundings

of 18 fathoms were found W of the islet and 13 fathoms in the channel to the E. Various channels lead into Redoubt Bay and Kanga Bay through the numerous wooded islands off the entrances; these are shown on the chart. A daybeacon on a rock awash, about 0.4 mile W of **Round Island**, marks the W side of **Koka Island Passage**, which is part of the inside route for small vessels between Sitka and Hot Springs Bay. **Kita Island** is the outermost of the larger islands of the group off **Povorotni Point** (56°57.2'N., 135°24.0'W.), which is low and wooded.

(110) Many islets and rocks are offshore between Povorotni Point and Cape Burunof. Submerged rocks extend about 0.4 mile W of Cape Burunof; many isolated rocks are even further offshore. The entire area of rocks and islets should be navigated with caution. Use latest edition of the chart.

(111) **Vasilief Bank**, marked by two rocks that uncover 10 feet, about 0.5 mile apart and awash at high water, is about 1.5 miles W of Povorotni Point.

Local magnetic disturbance

(112) Differences of as much as 4° from normal variation have been observed on **Obsechki Island**, which is about 1.2 miles NW of Povorotni Point.

(113) **Kulichkof Rock**, steep–to and bare, is about 2.2 miles N of Vasilief Bank. It is a prominent landmark. A small group of rocks, awash at high water, is about 0.2 mile N of the rock, and 0.2 mile WNW is a rock covered 1 foot that breaks in a moderate swell. Rocky patches, usually marked by some kelp at low water, are charted E. A lighted buoy, about 0.5 mile NNW from the rock, marks the E side of the main channel to Sitka.

(114) **Zenobia Rock**, with 2¼ fathoms over it, is about 2 miles ENE of Kulichkof Rock and about 1 mile WSW of **Liar Rock**, the westernmost rock of The Eckholms.

(115) The shoreline from **Caution Island** (56°56.2'N., 135°21.6'W.) N to Deep Inlet is rocky with heavy spruce timber growing to the storm high-water line. Many off-lying islets, and rocks, awash and submerged, are found along this coast, making it dangerous to traverse without local knowledge. A pass, carrying 1 fathom at low water, is used by small boats and fishing craft between Povorotni Point and the islets off it, but should not be attempted without local knowledge.

(116) **Three Entrance Bay**, the long narrow shallow bay S of Cape Burunof with three entrances, is a protected anchorage for small boats, but is seldom used. The N entrance is the best and will carry 1¼ fathoms. In W weather, all entrances are exposed to the open sound. Do not use this bay without local knowledge.

(117) **Pirate Cove**, the first cove NE of Cape Burunof, is a protected anchorage at the head, but is constricted and shoal. Two to three small boats can anchor.

(118) **Samsing Cove**, the second cove E of Cape Burunof, is a well-protected anchorage for small boats with easy access from the W side and good holding ground of mud and sand in 2 to 8½ fathoms.

(119) **Sandy Cove**, the cove E of Samsing Cove and SW of the entrance to Deep Inlet, is a protected anchorage for small craft in 5¼ to 9¼ fathoms, mud and sand bottom.

(120) **The Eckholms** are a small group of islets and bare rocks at the entrance to Eastern Channel, about 1.8 miles NNE of Cape Burunof; the easternmost islets are wooded. **The Eckholms Light** (57°00'36"N., 135°21'33"W.), 33 feet (10.1 m) above the water and shown from a skeleton tower with a red and white diamond-shaped daymark, marks the islets. The **Belknap Islands** are close SE of The Eckholms.

(121) **Deep Inlet**, which has a narrow entrance SE of The Eckholms, has no anchorage. A large flat rock with ¾ fathom over it is on the S side and partly blocks the entrance.

(122) **Aleutkina Bay**, N of the entrance to Deep Inlet, offers fair anchorage in 15 to 17 fathoms, mud bottom. The bay has two entrances. The W entrance, between **Emgeten Island** and **Error Island**, is clear, and a midchannel course will lead to the anchorage. The E entrance is between **Fassett Island** and **Silver Point**, and a midchannel course will likewise lead safely to the anchorage.

(123) **Leesoffskaia Bay**, joined with Aleutkina Bay to the SW by a narrow passage, affords anchorage for small vessels in any desired depth. The entrance is about 250 yards wide. Vessels desiring to make use of this well-sheltered anchorage should follow the N shores close-to in order to avoid the extensive sand and mudflats bordering the S shores. The bottom is mud in the middle of the bay, but rocky near the shores.

(124) **Camp Coogan Bay**, on the SE side of Eastern Channel, about 3.5 miles E of The Eckholms Light, has a narrow, but clear, entrance, and a landlocked anchorage inside for small vessels in 6¾ to 14 fathoms, mud bottom. Several streams enter at its head, where a flat makes out about 0.2 mile.

(125) **No Thorofare Bay**, N of Camp Coogan Bay, is composed of two landlocked bodies of water connected by narrow, shallow channels. Only small boats can enter and then only at high-water slack, because of strong currents in the outer narrows. High water is ¾ hour later than high water at Sitka; low water is 2½ hours later; for high-water heights subtract 3.8 feet from the high-water height at Sitka. Shoal depths of ¾ fathom are off the entrance and in the outer narrows, and a

rock awash at high water is on the S side of the outer narrows near the inner end.

(126) **Birdsnest Bay** is a small shoal bay between Camp Coogan Bay and No Thorofare Bay. A small foul passage connects with Camp Coogan Bay, but can be used only by small boats at half tide or more. Use this passage only with local knowledge.

(127) **Silver Bay**, at the E end of Eastern Channel, extends in a NE direction for 0.8 mile, then SE about 4.4 miles. A light on **Entry Point** on the W side, marks the entrance to the bay. Unlighted log rafts, moored close to shore, extend about 2.2 miles from Sugarloaf Point. On the opposite side of the bay log rafts extend from Herring Cove to Bear Cove. Smoke from the pulpmill in Sawmill Cove can be seen in the bay.

(128) **Sawmill Cove**, at the N end of Silver Bay, about 1 mile above the entrance, was the site of a large pulpmill with wharves on the W side of the cove. Depths of 3.2 to 6.2 fathoms are in the cove.

(129) **Herring Cove** is on the N side of Silver Bay, about 1.5 miles within the entrance. In 1976, the entire bay was used for log storage. At times, small craft can tie up to the log storage booms. Mariners should pass with caution the 1½-fathom spot in the middle of the entrance.

(130) **Bear Cove** is on the E side of Silver Bay, halfway up the SE arm. Most of this cove, in 1976, was used for log storage, and like Herring Cove, small craft at times can tie up to the log storage booms.

(131) **Arguello Island** is a small island on the S side at the head of Silver Bay. Anchorage in 15 fathoms can be had W of the island. Enter to the W of the island, because a 1¼-fathom shoal is in the middle of the passage S of the island. Small vessels can anchor in 8 fathoms, with a constricted swinging area, about 0.2 mile SSE of the island. During NE and S winds, anchorage is poor in the SE end of Silver Bay.

Charts 17327, 17320

Sitka Harbor and approaches

(132) The greater part of the approaches to Sitka Harbor covers the NE side of Sitka Sound. The area is reef studded, with numerous wooded islands and isolated shoals. These are charted and need no detailed description because they lack outstanding or prominent features. Lights mark the principal islands in the approaches or at the turns in channels; buoys mark the reefs and shoals in way of the channels. The harbor is easy to approach, and with due attention to the chart and by following the aids, the navigator should have little difficulty in entering in clear weather.

(133) **Japonski Island**, wooded, is the largest island in the approaches to Sitka. There is a wharf along its E side. **Sealing Cove**, a shallow basin off the SE end of the island, is formed by **Charcoal Island** and **Alice Island** on its SW and S sides, and by **Harbor Island** on its E side. The entrance to the basin is marked by a light and daybeacons. The submerged ruins of a pier are on the SW side of the entrance and extend more than half way across the entrance. These islands are connected to Japonski Island by landfills. The runway of the Sitka airport extends SE along the SW side of Japonski Island, thence over a landfill to the S end of Charcoal Island, (locally called **Fruit Island**). An aerolight is shown from near the NW end of Japonski Island.

(134) **Mount Edgecumbe** is an unincorporated community on Japonski Island. The State of Alaska maintains a large school with the necessary housing for students and staff on the island.

(135) **Sitka**, the site of an early Russian settlement and once the capital of Alaska, is a major fishing port on the E side of Sitka Sound. Sitka is the main distribution point for the settlements in the NW section of SE Alaska. Two oil companies, a large pulpmill, and several seafood processing plants are here. Sitka also has a National Military Cemetery, a National Monument, and the Alaska Pioneer Home. The deepest draft of vessels calling at the port was 32 feet (9.8 m) in 2002.

Prominent features

(136) The white building of the Indian Health Service Hospital, at the NW side of Mount Edgecumbe, on Japonski Island, the lighted towers of Sitka-Mount Edgecumbe (John O'Connell) Bridge, a grey cement silo on the NW side of Jamestown Bay, and the aerolight at the airport, on the W side of Japonski Island, are the most prominent objects when approaching the harbor.

Channels

(137) From the sea, three natural channels lead to Sitka among islands and reefs on the NE side of Sitka Sound. **Eastern Channel** is the widest and main entrance; the principal dangers are marked by buoys. **Middle Channel** has its entrance between Kayak Islands and Passage Islands; it is not recommended. **Western Channel** is used by vessels that enter from the sea and wish to go alongside a wharf heading SE; the channel has its entrance W of Makhnati Island.

(138) Three detached breakwaters enclose Sitka Harbor from the NW approach the Western Anchorage. The system of breakwaters runs to the SW from the N shore of Western Anchorage, about 0.1 mile SE of Watson Point (57°04.0'N., 135°21.8'W.) The S end of the N breakwater is marked by a light. The middle breakwater,

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which runs NE and S of **Channel Rock**, is marked by a light at both ends while the S breakwater is marked on its N end by a daybeacon.

(139) A Federal project provides for a channel 22 feet deep and 150 feet wide on the E side of Harbor Rock. The channel on the W side of Harbor Rock has a width of about 120 feet and is marked by lights. In 2001, the controlling depth was 23 feet.

(140) In 1962–1966, vessels have reported striking submerged objects in the channel W of Harbor Rock between Sitka Harbor Channel Lights 9 and 11. In 1966, shoaling also was reported in the same area; extent of shoaling is unknown. Caution is advised in transiting this area.

Anchorages

(141) Anchorage in 7 to 25 fathoms, mud bottom, can be had at the **Eastern Anchorage** about 0.4 mile SW of the entrance to Jamestown Bay. The swell from outside makes this anchorage uneasy in S weather.

(142) Anchorage in 5 to 7 fathoms, mud bottom, can also be had at the **Western Anchorage**, E of Channel Rock, just inside the lighted breakwaters.

(143) During the winter NE gales sometimes sweep across the Eastern Anchorage with considerable force and make it rather unsafe. In S gales the sea is felt considerably at both the Eastern and Western Anchorages.

(144) **Whiting Harbor**, W of Japonski Island, affords anchorage in about 10 to 12 fathoms, mud bottom, with Japonski Island Aero Light (57°02'49"N., 135°21'56"W.) bearing 110°, distant 0.3 mile. This anchorage is exposed to W and NW winds and swells and is seldom used, because most vessels prefer the Eastern Anchorage at Sitka.

(145) **Jamestown Bay**, about 1.5 miles E of Sitka, affords anchorage in 8 to 13 fathoms, mud bottom, about 400 yards offshore and 300 yards W of the rocks, awash at high water, in the NE part of the bay.

(146) Other anchorages may be used by large ships, and many others are suitable for small fishing vessels and other small craft, provided local knowledge is obtained regarding off-lying rocks and dangers. One of the best ship anchorages is just off the channel courses for the NW approach to Sitka. The depth ranges from 8 to 13 fathoms, mud bottom, with **Channel Rock** bearing 289°, distant about 0.2 to 0.3 mile.

Dangers

(147) There are numerous rocks, reefs, and shoals in the approaches to Sitka Harbor, all of which are charted; most are unmarked, but the principal ones adjacent to or in the three channels are marked.

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(148) Passage N of Simpson Rock and Tsaritsa Rock should be avoided, because of the numerous obstructions S of Kayak Islands, Whale Island, and **Bamdoroshni Island**.

(149) Middle Channel has numerous shoals and dangers and should be used only by small vessels with thorough local knowledge. The passage between Kayak Islands and Whale Island is foul and the bottom very irregular. A ¾-fathom depth is near the center of this passage.

(150) **Harbor Rock**, marked by a daybeacon, is in the NW part of Sitka Harbor in about 57°03'12.5"N., 135°20'53.6"W. Boulders with 3 fathoms and 2.6 fathoms are about 140 yards 125°, and 250 yards 135°, respectively, from Harbor Rock. These boulders are close to and E of the courses followed by ships; caution is advised.

Bridges

(151) The Sitka–Mount Edgecumbe (John O'Connell) Bridge is a fixed highway bridge with a clearance of 52 feet and crosses the S entrance to Sitka Harbor from Harbor Island to the vicinity of Castle Hill in Sitka.

Tides

(152) (See the Tide Tables for predictions at Sitka.)

Currents

(153) In the open sound the tidal currents are weak and somewhat rotary turning clockwise. Stronger currents may be expected among the islands.

(154) In Sitka Harbor the flood sets NW and the ebb SE. Velocities are small. In midchannel off the wharves velocities of 0.5 knot were observed. (See the Tidal Current Tables for daily predictions.)

Weather

(155) Winter is the most difficult season. With temperatures around the freezing mark, E and SE winds blow more than 50 percent of the time from October through February; southeasterlies average 10 knots or more. Calms occur 14 to 18 percent of the time, compared to 20 to 25 percent from May through September when NW winds are frequent. Visibilities are worst in winter and summer; precipitation is most frequent in fall. Snow falls from November through April. (See Page T–4 for **Sitka climatological table**.)

Pilotage, Sitka

(156) Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the inside waters of the State of Alaska. (See Pilotage, Alaska, indexed as such, chapter 3 for details.)

(157) Vessels en route Sitka meet the pilot boat about .25 mile N of The Eckholms Light (57°00.9'N., 135°21.4'W.).

(158) The pilot boat, a tugboat, can be contacted by calling "SITKA PILOT BOAT" on VHF-FM channels 16, 13, or 12.

Towage

(159) Tugs up to 2,200 hp are available 24 hours a day at Sitka for assistance in docking and undocking. They are equipped with VHF-FM channels 16, 13, and 12. Arrangements for tugs should be made well in advance through ships' agents.

Quarantine, customs, immigration, and agricultural quarantine

(160) (See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

(161) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) The Indian Health Service maintains a large, well-staffed hospital on Japonski Island; it is available to the public in emergency cases. Sitka also has a community hospital.

(162) Sitka is a **customs port of entry**.

Coast Guard

(163) **Sitka Coast Guard Air Station** is at Sitka Airport on the NW part of Japonski Island. A Coast Guard vessel is stationed at Sitka.

Wharves

(164) The wharves for Sitka are in Sitka Harbor, and in Starrigavan Bay. All wharves except the U.S. Coast Guard Wharf and the Alaska State Ferry Terminal are privately owned and operated.

(165) Petro Marine Services, Sitka South Plant Wharf and Float (57°02'54"N., 135°20'27"W.): most S wharf on the E side of the Sitka Harbor, about 75 yards N of the Sitka-Mount Edgecumbe Bridge; 150-foot face; depth alongside, 20 to 30 feet; deck height, 25 feet; pipelines extend to tank farm in rear; receipt of petroleum products; fueling vessels; owned and operated by Harbor Enterprises, Inc., d.b.a. Petro Marine Services.

(166) Sitka Sound Seafoods Wharf (57°03'04"N., 135°20'40"W.): about 475 yards NW of the bridge on the E side of the harbor; 120-foot face; depth alongside, 36 feet; seafood processing and freezing plant at rear; six ¾- to 1¼-ton, electric-hydraulic or hydraulic, mast-and-boom derricks with 10- to 15-foot boom; eight 1- to 2½-ton, LP-gas and electric, forklift trucks; receipt of seafood; mooring, and icing fishing vessels; owned and operated by Sitka Sound Seafoods.

(167) Fisherman's Quay Wharf (57°03'09"N., 135°20'45"W.): about 670 yards NW of the bridge on the E side of the harbor; 110-foot face with 15 to 20 feet alongside; deck height, 17 feet, receipt of seafood, mooring fishing boats and small craft; owned and operated by Fisherman's Quay, Inc.

(168) Seafood Producers Cooperative, Sitka Wharf (57°03'14"N., 135°20'50"W.): 278-foot face; depth alongside, 16 feet; deck height, 20 feet; five 1½-ton and one ¾-ton, mast-and-boom derricks, and seven 1- to 3-ton gasoline and electric forklifts; receipt and occasional shipment of seafood and icing fishing vessels; owned and operated by Seafood Producers Cooperative.

(169) Sitka City Dock (57°03'16"N., 135°20'54"W.): 350-foot face; depth alongside, 37 feet; deck height, 16 feet; occasional mooring of cruise ships and excursion vessels; handling supplies and equipment to and from fishing vessels and mooring vessels; owned and operated by the City of Sitka.

(170) Petro Marine Services, Sitka North Plant Dock (57°03'18"N., 135°20'56"W.): about 350 yards NW of Sitka City Dock; offshore steel float with 60-foot face; depth alongside, 12 feet; receipt of petroleum products, fueling vessels; occasional mooring of cruise ships and excursion vessels; pipelines extend to storage tanks at rear, total capacity 20,000 barrels; one 4- and two 2-inch pipelines extend to metered pumps on float; owned and operated by Harbor Enterprises.

(171) U.S. Coast Guard Wharf (57°02'59"N., 135°20'43"W.): about 340 yards NW of the bridge on the W side of the harbor; 223-foot face; 42 feet alongside; deck height, 35 feet; water and electrical connections are available; berthing for U.S. Coast Guard and other Government vessels; owned and operated by U.S. Government.

(172) Alaska Marine Lines, Sitka Wharf (57°06'59"N., 135°23'27"W.): about 4.8 miles N of the bridge at the S side of an unnamed cove; 140 feet of berthage, with dolphins; 10 feet alongside; one 45-ton and one 35-ton forklift; two 60- by 10- foot, steel portable ramps; receipt and shipment of containerized and roll-on/roll-off general cargo; owned and operated by Alaska Marine Lines.

(173) State of Alaska, Sitka Ferry Terminal Dock (57°07'45"N., 135°22'54"W.): about 5.6 miles N of the bridge, on the S side of Starrigavan Bay; 460 feet of berthing, with dolphins; 30 feet alongside; paved parking is located at rear; owned by the State of Alaska and operated by the State of Alaska, Department of Transportation and Public Facilities.

(174) Samson Tug and Barge Co., Sitka Dock (57°07'43"N., 135°22'45"W.): about 5.8 miles above the bridge, 300 yards E of the ferry terminal on the S side of Starrigavan Bay; 300-foot face; 65 feet alongside; receipt and shipment of containerized general cargo;

mooring company-owned towboats and barges; owned and operated by Samson Tug and Barge Company.

Supplies

(175) Provisions, fishing supplies, and limited amounts of marine supplies are available in Sitka. Diesel fuel, gasoline, distillates, lubricating oils, and greases can be obtained at the wharves of the oil companies. All of the wharves have water; and ice for fishing vessels can be obtained at the Conway Corporation Wharf.

Repairs

(176) There are no drydocking or major repair facilities for large vessels in Sitka or in southeastern Alaska. The nearest facilities are in British Columbia and the State of Washington. A privately owned and operated repair facility for tugs is on the S side of Starrigavan Bay about 5.5 miles N of Sitka. An 800-ton side-haul marine railway is available. Another repair facility is about 4.7 miles N of Sitka.

(177) A boatyard on the NW shore of Jamestown Bay has one 70-ton and one 60-ton mobile vertical lift for repairing company owned vessels, barges, water taxis and sightseeing vessels.

(178) The city-operated grids, 100 feet, 72 feet, and 64 feet long are close NW of the City Float and 0.2 mile N of the bridge. Water, in summer, and electricity are available. There is a 72-hour limit on the grids.

Small-craft facilities

(179) The city operates three small-boat basins. A fourth basin is operated by the U.S. Forest Service. These facilities are on the E side of the harbor, except for the city-operated small-boat basins in Crescent Bay and Sealing Cove. The city **harbormaster** with an office at the City Float enforces a 3-knot **speed limit** and a no-wake law in the city basins and a 5-knot **speed limit** in the main harbor channel makes berth assignments in the city basins, and controls the use of the grids. The harbormaster can be contacted on VHF-FM channel 16 (156.80 MHz) and by telephone (907-747-3439).

(180) The Crescent Bay Boat Basin, on the N side of Crescent Bay is about 0.35 mile ENE of the E end of Sitka-Mount Edgecumbe Highway Bridge. A Federal project provides for a 10-foot depth in the entrance channel and basin. In May 2001, the controlling depth was 9.5 feet in the entrance channel and basin except for lesser depths along the edges of the project. The basin is entered at the SW end between two breakwaters, which have their ends marked by lights. A shoal, marked by a daybeacon, is about 100 yards S of the W breakwater light. The floats can accommodate 413 small craft. Electricity is available, but water can be had only in the summer. No transient moorage is available. A boat-launching ramp is at the SW end of the basin.

(181) Sealing Cove Boat Basin is at the SE end of Japonski Island between Mount Edgecumbe and Alice Island. In 1995, 10 feet was reported in the entrance channel and in 2002, 10 feet was reported alongside. A light and daybeacons mark the entrance channel. Transient berths, electricity, water, and a launching ramp are available in the basin.

(182) The U.S. Forest Service Basin is on the E side of the harbor just N of Petro Marine Service. A Federal project provides for a 10-foot deep basin. In 2002, the basin was reported at project depth. The basin is used by vessels of the U.S. Forest Service and other Government agencies in the area.

(183) The City Float, a divided basin with a N and S section, each with its own entrance, is on the E side of the harbor directly opposite the U.S. Coast Guard Wharf on Japonski Island. The basin is protected on the channel side by a log boom breakwater. In 2002, 15 feet was reported alongside the floats. Water and electricity are available.

(184) About 360 feet of berthing space is available on the SE side of Fisherman's Quay.

(185) A seaplane float is approximately 600 yards N of the bridge on the E side of the harbor.

(186) **Thomsen Harbor** has two adjoining small-craft basins; Old Thomsen Harbor to the S and New Thomsen Harbor to the N.

(187) Old Thomsen Harbor, protected by an L-shaped floating breakwater, is about 330 yards NNW of Harbor Rock Daybeacon. In 2002, depths of 12 to 25 feet were reported alongside. Approximately 275 craft can be accommodated. Water and electricity are available.

(188) In August 2003, a wreck was reported just W of the entrance to the basin at 57°03'21"N., 135°21'06"W.

(189) New Thomsen Harbor, the most northerly basin on the E side of Sitka Harbor, is protected by a floating breakwater. In 2002, depths of 27 feet were reported alongside. Approximately 243 vessels can be accommodated. Transient vessels berth at the breakwater.

Communications

(190) Sitka has regular passenger, express, and freight service to Puget Sound ports, British Columbia, and other Alaska ports and towns by water and air. The Alaska Marine Highway System, operating from Starrigavan Bay, about 5 miles N of the city, has daily ferry service during the summer to Juneau, Haines, Skagway, Petersburg, Wrangell, Ketchikan, and Prince Rupert, B.C., and weekly service to Kake, Hoonah, and Seattle. The schedule is less frequent during the winter. In addition to the scheduled airlines, other air services operate from Sitka on a charter basis.

Radiotelephone and telephone communications are maintained with the other States and other parts of Alaska.

(191) The **National Military Cemetery** is about 0.3 mile N of Crescent Bay.

(192) **Sitka National Historical Park**, 57 acres in area, is E and W of the entrance to Indian River. It is the site of the Indian stockade where the Tlingit Tribe made their last stand against the Russian settlers.

Charts 17324, 17320

(193) **Watson Point** (57°04.0'N., 135°21.8'W.) is on the E side of the NW approach to Sitka Harbor, about 0.9 mile NW of Harbor Rock. A rocky ledge extends about 150 yards off the point. When approaching Sitka Harbor from the NW, exercise care to give this point a berth of about 300 yards, and pass just S of the light marking the S end of the N breakwater protecting the NW approach to Western Anchorage.

(194) **Kasiana Islands** are a group of islands on the W side of the NW approach to Sitka Harbor. A reef, well marked by kelp, extends about 0.6 mile SE of the easternmost island and terminates in a rock awash. The rock awash is on a line from the E tangent of the islands to the middle of Battery Island, and is almost midway between them.

(195) **Halibut Point**, on the E side of the channel, is about 2.4 miles NW of Watson Point.

(196) **Old Sitka Rocks** are a group of rocks that bare at all stages of the tide and extend 0.5 mile from the E shore. The N and largest one has two or three scraggy trees, and the rest are bare. The westernmost rock of the group covers only at highest tides and is marked by **Old Sitka Rocks Light 2** (57°06.9'N., 135°24.7'W.), 30 feet above the water and shown from a skeleton tower with a red triangular daymark. The main channel is W of Old Sitka Rocks, but a narrow channel is between them and an island near the shore. The shore from Old Sitka Rocks to Western Anchorage should not be approached closer than 300 yards.

(197) The channel passing W of Old Sitka Rocks and E of Middle Island and Kasiana Islands is the main channel for all vessels southbound for Sitka via the inside route. This route contains deep water and the only danger is a 5-foot rocky shoal, marked by a buoy on its E side, about 0.6 mile SW of Halibut Point.

(198) **Starrigavan Bay** is a bight, open W, on the E side about 1.5 miles N of Old Sitka Rocks, and just S of the entrance to Katlian Bay. "Old Sitka," now a State Historical Monument, is on the point dividing the two coves on the E side of the bay. In 1799, the Russian fort of St. Michael stood on this point. The N cove is filled by a flat, and a rock that bares is 150 yards off the N shore W of the end of the flat. The anchorage is abreast the S cove, about 400 yards from shore, in 18 to 20 fathoms, soft bottom. W winds and some sea have a fair sweep into this bay. State-owned and operated fish pens are anchored on the NE side of the bay; mariners are advised to use caution in this area.

(199) The Alaska State Ferry Terminal is on the S shore of Starrigavan Bay. In 1976, depths of 30 feet were reported alongside the terminal. Bus transportation between the terminal and Sitka is available.

(200) A private barge facility with a 12-foot and a 16-foot steel ramp is on the SW shore of the small cove, about 0.7 mile ENE of Old Sitka Rocks Light 2 and about 0.5 mile S of Starrigavan Bay. Containerized cargo is handled at the facility. (See wharves at Sitka for a detailed description of the facilities in this area.)

(201) **Katlian Bay** has its entrance about 2 miles NNE of Old Sitka Rocks and extends in a NE direction, curving E near its head. There are no dangers except a flat that extends about 0.2 mile from the head of the bay. At 2.5 miles within the entrance to the bay an arm extends NW; fair anchorage can be had in this arm NW of the group of islands on the N side in 11 to 20 fathoms, and very small vessels can anchor in **Cedar Cove**, the narrow part at the head of this arm, in 4¼ to 7 fathoms.

(202) **Promisla Bay**, on the NW side of Sitka Sound about 1.3 miles W from **Siginaka Islands**, indents the SE shore of Krestof Island. There is a small wooded island in its entrance with a bare rock about 0.2 mile E of the island. The depths in the bay are 15 to 21 fathoms, and a fair anchorage can probably be had near its head in 16 fathoms, mud bottom, with good protection in almost any weather.

(203) **Olga Strait**, between **Krestof Island** and **Halleck Island**, is 4 miles long in a NW direction, with an average width of 0.2 mile, and forms a part of the inside route from Sitka to Salisbury Sound. It is in general clear, with a controlling depth of 4 fathoms in midchannel. On both sides of the channel are small flats where streams empty and the shores are fringed with kelp except off these flats. In Olga Strait the current sets NW on the flood and SE on the ebb. Off **Creek Point** the velocity is 1.6 knots on the flood and 1.2 knots on the ebb. (See the Tidal Current Tables for daily predictions.) About 100 yards off Eastern Point is a rock with a least depth of 5 feet. About 0.8 mile within the SE entrance is a shoal about 300 yards across with a least depth of 20 feet, marked by a light. It extends about two-thirds of the way across the channel from the SW shore. Scattered kelp grows all over the shoal.

(204) **Middle Shoal** is 2.2 miles from the SE entrance to Olga Strait, midchannel between two small streams,

one on each side. It is 400 yards long in the direction of the channel, with lumps having 18 to 22 feet over them. The N and S ends of the shoal are marked by lights. Kelp grows all over the shoal, but usually shows only at slack water.

(205) **Nakwasina Sound** separates the E side of Halleck Island from Baranof Island. It extends from the S entrance of Olga Strait in a general NE direction and connects with Nakwasina Passage. The sound is contracted at its S end to about 0.2 mile by **Crosswise Islands** and **Beehive Island**. Small vessels can anchor in the cove W of Beehive Island in 5 to 6 fathoms.

(206) **Nakwasina Passage** separates the N side of Halleck Island from Baranof Island. It has a NE direction for about 1.9 miles from the N entrance of Olga Strait, then it takes an E trend for about 3 miles to where it joins Nakwasina Sound. The W part of the passage is about 0.8 mile wide, with about 15 to 20 fathoms, affording anchorage. The navigable channel is winding and constricted in places to 30 yards by extensive flats. The limits of the channel are distinguishable at low water. The controlling depth in the best channel is about 10 feet; this passage is suitable only for small craft. In Nakwasina Passage the currents are, in general, too weak or variable to be predicted. However, in the channel about 1.5 miles W of **Allan Point**, the current velocity is 2.0 knots on the flood and 1.6 knots on the ebb. (See the Tidal Current Tables for daily predictions.)

(207) **Krestof Sound** is W of Krestof Island and connects Neva Strait with Sitka Sound, through Hayward Strait. **Sound Islands** are at the NE part of the sound. The sound is out of the line of travel and is of no commercial value. At its NW end the sound connects by a high-water passage with Sukoi Inlet. At its S end the sound is filled by **Magoun Islands**, with a narrow channel E and W of them and a boat channel through them. **East Channel** is clear in midchannel; the dangers are shown on the chart. **West Channel** should not be attempted except by small craft.

(208) **De Groff Bay** opens N of East Channel; its entrance is narrow, has a depth of 3¾ fathoms, is overgrown with kelp, and should only be attempted by small craft. **Port Krestof** is a broad bight on the S side of West Channel; an anchorage can be had in 6 to 13 fathoms, taking care at high water not to get on the flat that fills the S end of the port to a distance of about 0.5 mile out to an islet 12 feet high. A better anchorage can be had in **Mud Bay**, W of the Magoun Islands, taking care to avoid the 3-foot shoal about 130 yards off the SE point of the bay. Two private mooring buoys are in Mud Bay. **Hayward Strait**, connecting East Channel with Sitka Sound, has a good channel through it, but the shores are fringed with rocks and reefs, especially at its S entrance, where they extend almost to midchannel from the W side, and well off from the shore on the NE side.

(209) A microwave tower, that can be seen from Hayward Strait and Sitka Sound, is on a hill about 2.6 miles W of the N entrance to Hayward Strait.

Currents

(210) The flood current enters Krestof Sound from Sitka Sound through Hayward Strait and from Salisbury Sound through Neva Strait and, when the water has risen high enough, through Sukoi Inlet. They meet somewhere in the sound. (See the Tidal Current Tables for daily predictions of places in the entrance to the sound from Hayward Strait.)

(211) **Neva Point Reef** extends about 75 yards S from Neva Point on the E side of the S entrance to Neva Strait. It is marked by **Neva Point Reef Light 12** (57°14'04"N., 135°33'07"W.), 17 feet (5.2 m) above the water, with a red triangular daymark on a pile off the point.

(212) **Neva Strait** between Baranof Island and **Partofshikof Island**, together with Olga Strait, is the inside route between Salisbury Sound and Sitka Sound. The strait is narrow throughout and foul and requires careful piloting especially in **Whitestone Narrows**.

(213) A Federal project provides for a channel dredged to a depth of 24 feet through ledge rock in Whitestone Narrows. In May 2001, the controlling depth was 18 feet (24 feet at midchannel). The channel is marked by a light, lighted and unlighted buoys, and a **345°** lighted range.

(214) In Neva Strait the flood current sets generally S and ebb current N. The current velocity is about 1.4 knots. (See the Tidal Current Tables for daily predictions.)

(215) **Whitestone Cove**, NE of **Whitestone Point**, is a good anchorage with depths from 5 to 7 fathoms.

(216) The limits of the channel in Neva Strait are well marked with thick kelp that shows when the current is weak. At low water the limits are best defined by bare rocks and kelp. The dangers in the strait are charted and well marked by aids.

(217) **Columbine Rock**, about 3 feet high and marked by a daybeacon, is close to the W shore about midway through the strait. A shoal, covered 2 feet, on the opposite side of the channel, is marked by a lighted buoy. **Wyvill Reef**, covered at high water, and marked by a lighted buoy, is about midway between Columbine Rock and Highwater Island.

(218) **Highwater Island**, wooded and prominent, is connected with the E shore at low water. Anchorage for small craft is found SE of Highwater Island in 8

fathoms. A rock, with 3½ fathoms over it and marked by a lighted buoy, is midway between the W side of Highwater Island and the W shore. The main channel between the island and the buoy is about 125 yards wide.

(219) **Entrance Island**, small and wooded, is close to **Zeal Point**. **Entrance Island 24** (57°17'30"N., 135°36'21"W.), 30 feet (9.1 m) above the water and shown from a skeleton tower with a red triangular daymark on the SW point of the island, marks the N entrance to Neva Strait.

(220) **St. John Baptist Bay** is to the E of Entrance Island. The NE shore is clear and bold for 1 mile, then is irregular with two small bights that are flats at low water. The SW shore from Entrance Island to where the bay narrows is irregular with deep water close by the points. A timbered islet is 200 yards off the SW shore and 0.6 mile SE of Entrance Island, with rock ledges that are covered at high water and extend to the next point. S of the islet the bight is clear, furnishing good anchorage for small craft in 7 fathoms. After this point is passed, the SE shore is clear except for flats from small streams.

(221) Anchorages for moderate-sized vessels are near the center of the narrow part of the bay in 11 to 15 fathoms, and on the N side just NW of the narrow part in 19 fathoms. This bay is open to the sea through Salisbury Sound, which gives prevailing NW winds a clear sweep to the anchorages. In SE weather the bay is said to be subject to severe williwaws that make the anchorages undesirable.

(222) **Gilmer Cove** is on the SW shore 1.2 miles NW of Entrance Island. It is 250 yards long by 75 yards wide, with a flat 150 yards wide at the head, and is a fit anchorage only for small craft in 7 fathoms.

(223) **Kane Islands** are two low and wooded islands with several rocks and reefs close-to, except on the SE side, where they extend 300 to 400 yards in a direction parallel to the channel. They are surrounded with kelp and have good water close to their edges. The rocks on the SE side of the easternmost island are covered with grass. The channel is good on either side of the islands, but the NE side is always used, because it is more direct.

(224) **Kane Islands Light 25** (57°19'22"N., 135°39'46"W.), 40 feet (12.2 m) above the water and shown from a square frame structure with a green square daymark on the E side of the E Kane Islands, marks the NE channel.

(225) **Sukoi Inlet** has its N entrance about 0.8 mile W of Kane Islands and affords good anchorage. At its head it connects at high water by a canoe passage with Krestof Sound. The inlet is comparatively clear until near its head, but the shores are foul. Anchorage may be selected in any place desired, according to depths of water and swinging room required. The best anchorage is about 2.5 miles inside the entrance, opposite a small stream and flat on the W side, in 7 to 10 fathoms. Only small craft should go into the narrow part of the inlet beyond this point.

(226) **Scraggy Islands** are 1.8 miles NW of Kane Islands Light 25 and 0.5 mile from the SW shore. The largest island is scantily wooded with two clumps of trees. Ledges with bare heads extend 0.4 mile SSE from the island. The channel SW of the island is not recommended. The island is surrounded by ledges that bare to a distance of 100 to 200 yards.

Charts 17325, 17320

(227) The W coast of Kruzof Island trends N and is indented by Shelikof Bay and Gilmer Bay. Mount Edgecumbe occupies the S third of Kruzof Island and is an unmistakable landmark for this part of the coast. There are no hidden outlying dangers until Cape Georgiana is reached. Submerged rocks do exist in the bays and bights along this coast. The 100-fathom curve is 8 miles from shore abreast Cape Edgecumbe, 12 miles abreast Cape Georgiana, and the soundings decrease regularly to the coast.

(228) The shore from Cape Edgecumbe to Neva Bay rises in a precipitous cliff of brown lava and forms a prominent landmark. Numerous large caves or blowholes are to be seen in this lava cliff. From Neva Bay to Beaver Point the shore is lower and rises in gradual wooded slopes. The shore between Cape Edgecumbe and Beaver Point is fringed with ledges that extend 0.1 to 0.5 mile offshore, and shoal water, marked by thick kelp, extends from 0.2 to 0.5 mile offshore. The bottom slopes regularly out to beyond the 50-fathom curve and is uniformly rocky. There are no dangers more than 0.5 mile offshore.

(229) **Neva Bay**, 2.5 miles N of Cape Edgecumbe, is open to the sea and the entrance is choked with kelp; it is of no importance to navigation.

(230) **Beaver Point**, 5.5 miles N from Cape Edgecumbe, is low and wooded and forms the S point to Shelikof Bay. A reef, marked by thick kelp and having numerous rocks that bare, extends for 0.8 mile N of Beaver Point. The open bight, close E of the point, is full of rocks and kelp.

(231) **Shelikof Bay**, with depths ranging from 10 to 20 fathoms, is open W, and is not recommended as an anchorage. Off Beaver Point and along the S shore kelp grows thick out to 6 and 10 fathoms. In the SE corner is a sand beach 1.5 miles long. The N side of Shelikof Bay

is foul with numerous rocky islets and ledges that extend 0.3 to 1 mile offshore.

(232) **Port Mary**, at the head of Shelikof Bay, has general depths of 3 to 5 fathoms except at its N end where it is shoaler. A large rock, about 20 feet high, is off the S entrance point. The only known danger in Port Mary is a rock awash 300 yards off the SE shore and 0.7 mile NE of the S entrance point. Small craft can find protected anchorage in S weather in the small bight, with a high rock in its center, on the SE side of the port.

(233) Small vessels can find partially protected anchorage in the bight called **Cuvacan Cove**, on the N side of Shelikof Bay, about 1.6 miles E of Slaughter Island, and E of a group of islands and W of a bold, wooded point. To enter the cove, pass S and E of the group of islands and anchor in 3 to 4 fathoms, sand bottom.

(234) **Goleta Cove** is on the N side of Shelikof Bay, about 1.1 miles E of Slaughter Island. The cove affords protected anchorage for small craft and is much used by local fishermen. A large bare rock is in the middle of the entrance, and the passage E of the rock is choked with other rocks and kelp. A rock that bares at half tide is in the middle of the W passage. To enter, pass very close W of the large bare rock and E of the rock that bares at half tide.

(235) **Point Mary**, the N point at the entrance to Shelikof Bay, is high and wooded. **Slaughter Island**, off Point Mary, is grass-covered and connected with the shore at extreme low water. Rocks that bare at various stages of the tide are off the E, SW, and W sides of the island.

(236) **Point Amelia** (57°13.5'N., 135°52.4'W.), 13.7 miles N of Cape Edgecumbe, is the NW point at the entrance to Gilmer Bay, and is the most prominent point between Cape Edgecumbe and Cape Georgiana. The point is the terminus of a peninsula. Two small knolls are at the seaward end; the inner one is wooded and the outer one a cone-shaped rock. Rocks bare at half tide are about 200 yards offshore. In the bight 2 miles NNE of Point Amelia is a conspicuous sand beach 0.4 mile long.

(237) **Gilmer Bay** is on the SE side of Point Amelia. About 1 mile inside Point Amelia the bay contracts to 0.6 mile wide; it then expands to 1 mile, and terminates in a narrow arm.

(238) The anchorage for large vessels is in midchannel, halfway up the narrow arm in about 15 fathoms, sticky bottom. In summer the swell does not come much beyond the entrance of the arm, but there is no record of the value of the anchorage in winter gales. The bight on the SE side of the bay affords the best anchorage for craft up to 150 feet long. An anchorage, E of the reef, has depths of 5 to 6 fathoms, hard bottom.

(239) A submerged rock is on the E side in the approach to the bay, on line from Point Amelia to a white rocky islet about 58 feet high and close to the E shore. The rock is about 0.4 mile from the islet, has 3½ fathoms over it, and shows a breaker at low water with a moderate swell.

(240) Approaching from S, give the E shore a berth of over 0.8 mile to clear the submerged rock off Slaughter Island and the submerged rock described above. Otherwise, there are no dangers and a midchannel course leads safely through the bay.

(241) **Sealion Islands** are 3.5 miles N of Point Amelia. They are five in number, the easternmost about 0.8 mile from shore. The two largest are grass covered, the E one has a number of dead trees. The easternmost of the group is partially covered with grass; the remaining two are bare rocks.

(242) **Eagle Rock** is about 1.6 miles N of the westernmost Sealion Islands and 1.4 miles SSW of Cape Georgiana. It is dome-shaped and bare.

(243) **Sealion Cove** is a small cove about 2 miles SSE of Cape Georgiana. A sand beach at the head is almost 1 mile long. A small peninsula forms its S point.