Cross Sound to Yakutat Bay
NOAA Chart 16760

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA’s Office of Coast Survey, the nation’s chartmaker
Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart?**
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at [http://www.NauticalCharts.NOAA.gov](http://www.nauticalcharts.noaa.gov).

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**
This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.


**Selected Excerpts from Coast Pilot**
From Icy Point to La Perouse Glacier, a distance of about 8 miles, the coast is low and wooded, with rolling hills that gradually increase in height to the bare mountain peaks. Rocks extend along the coast about halfway from the point to the glacier; the rest of the way is mostly smooth sand beach.

La Perouse Glacier, about 24 miles N of Cape Spencer, is an outstanding landmark along this coast because the mountains are often covered by clouds. The face of the glacier is 200 to 300 feet high and is nearly perpendicular; at the foot of the glacier is a narrow strip of sand beach strewn with boulders.

Between La Perouse Glacier and Lituya Bay, 15 miles NW, the coast is low and densely wooded. About 2 miles inland are hills that rise in a succession of terraces to the snowcapped peaks of the Fairweather Range. Most of the shore is sandy, with occasional boulders; huge boulders cover the last 1.5 miles to Lituya Bay.

From Lituya Bay NW to Yakutat Bay, the shore is mostly gently curving sand beaches but boulders are found in the vicinity of Cape Fairweather and at other places. Prevailing currents set NW about parallel to the shore, but it has been observed that winds have a great influence on directions and strengths.

Cape Fairweather, 54 miles NW of Cape Spencer, is an evenly rounded point sloping gently to the sea and abruptly back to the mountains. The summit of the cape is bare of vegetation but is covered with large piles of glacier drift, some of a bright iron-rust color. Mount Fairweather, 15,320 feet high, is 15 miles inland from the cape and is on the Alaska-Canada boundary. Protection from SE weather can be had N of Cape Fairweather, which appreciably breaks both wind and swell. Just N is a high rocky slide, with a cataract several hundred feet high, which is prominent from offshore.

Alsek River, about 82 miles NW of Cape Spencer, empties into the NE part of Dry Bay. About 8 miles back of the coast is Alsek Glacier. Dry Bay is filled with bars and small islands between which are constantly changing channels. The entrance to the bay, about 400 yards wide with depths of about 6 feet, has been used to some extent by small craft. The tidal current has a velocity of about 2.5 knots on the ebb; during heavy weather the sea breaks fully 2 miles offshore.

From Dry Bay to Yakutat Bay, the mountains are 5 to 15 miles from the coast, and between is a low wooded plain cut by numerous streams. The principal rivers between Dry Bay and Yakutat Bay have shifting bars at their entrances and lagoons or tidal basins inside; they can be used only by small boats or launches at high water and with a smooth sea. The mountains back of the coastal plain carry numerous glaciers; Yakutat Glacier, about 100 miles NW of Cape Spencer and 30 miles E of Yakutat Bay, is 3 miles wide and very prominent.

Mariners are advised that in glacially fed areas such as Yakutat Bay, a layer boundary with a steep thermal/salinity gradient and/or suspended sediments in the water column can produce erroneous bottom traces on echo sounders. If this anomaly is suspected, a handheld lead line should be used to penetrate the layer for an accurate reading.
To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/
Note: Chart grid lines are aligned with true north.
SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic surveys that have been evaluated for charting. Surveys have been ordered in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically reviewed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

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<td>full bottom coverage</td>
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<tr>
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<td>1900-2000</td>
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<td>Miscellaneous Surveys</td>
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NOTE: C

Significant shoaling has been found within one-quarter nautical mile of the glaciers at the head of Disenchantment Bay as presently charted. Mariners are urged to navigate with extreme caution as soundings found are up to 20 fathoms shallower than charted and will continue to change in the future.

NOTE: D

Extreme currents occur at the pass between Russell Fjord and Disenchantment Bay. These currents are extremely fast and hazardous, carrying large icebergs. The pass is deemed unsafe and not navigable by mariners.
SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically surveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A: 1990-2000 NOS Surveys full bottom coverage
B1: 1990-2000 NOS Surveys partial bottom coverage
B3: 1940-1989 NOS Surveys partial bottom coverage
B4: 1903-1939 NOS Surveys partial bottom coverage
B5: 1854-1899 NOS Surveys partial bottom coverage
F: Miscellaneous Surveys

NOTE C

Significant shoaling has been found within one-quarter nautical mile of the glacier at the head of Disenchantment Bay as presently charted. Mariners are urged to navigate with extreme caution as some shoals found are up to 20 fathoms shallower than charted and will continue to change in the future.

NOTE D

Extreme currents occur at the pass between Russell Fiord and Disenchantment Bay. These currents are extremely fast and treacherous, carrying large icebergs. The pass is deemed unsafe and not navigable by mariners.

ALASKA - S

CROSS SOUNDS

SCALE

North American

WS

SOUND AT M

ABBREVIATIONS

For complete list of abbreviations, see back cover.

ADJF: Advance
AM: Anchor
BM: Buoy
CS: Caution
DC: Danger
DS: Deep
EA: Entrance
F: Fleet
GH: Ground
HA: Haul
HY: Hydrographic
HT: Haze
HRS: Harbor
LB: Light
L: Ledge
M: Marker
MPS: Merganser
MF: Mine
MT: Mount
MR: Minefield
MTR: Mine
track
N: Noodle
OC: Obstruction
OG: Obstruction
PS: Passage
PT: Point
PR: Passage
PT: Passage
Q: Quay
R: River
RS: Reef
S: Sound
SH: Shoal
SN: Sound
SP: Spit
SPT: Shoal
ST: Strait
SU: Sunken
T: Trail
TO: Tidal
U: Uprooted
V: Veer
W: Wash
ges
X: Exclusion
Y: Yacht
Z: Zone

HEIGHTS

Hydrography and to Survey, with additional
CAUTION

Shoaling, as much as 6 feet, has created several critical shoals are
in the Baranof Island area. Mariners are urged to
when navigating over or near critical shoals.

CAUTION

Temporary changes in depth are not indicated on this chart.
Local Notice to Mariners.

Consult supplement. navigation.

The primary signal floating aid to
and U.S.
SOUNDINGS IN FATHOMS

<table>
<thead>
<tr>
<th>Depth</th>
<th>Legend</th>
<th>Color</th>
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</thead>
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<td>No bottom shown</td>
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</tr>
<tr>
<td>1 fathom</td>
<td>Muddy</td>
<td>Orange</td>
</tr>
<tr>
<td>2 fathoms</td>
<td>Silt</td>
<td>Yellow</td>
</tr>
<tr>
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<td>Sand</td>
<td>Black</td>
</tr>
<tr>
<td>4 fathoms</td>
<td>Rock</td>
<td>White</td>
</tr>
</tbody>
</table>

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84).

NOTE X

Within the 12-nautical mile Territorial Sea established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 12-nautical mile Natural Resource Boundary of the Gulf coasts of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Exclusive Economic Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

COLREGS, 80.1(a) (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS, (Amendment) Line.

NOTE A

Navigational regulations are published in Chapter 2, U.S. Coast Pilot B & G. Additions or revisions to Chapter 2 are published in the Notice to Mariners Information containing the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska. Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION

Masters are advised that in areas such as Yakutat Bay, a layer boundary with a steep thermal/salinity gradient and/or suspended sediments in the water column can produce erroneous bottom tracings on echo sounders. If this anomaly is suspected, a hand-held lead line should be used to penetrate the layer for accurate sounding.

Use NOAA electronic navigational charts for the most up-to-date information.

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14 Note: Chart grid lines are aligned with true north.
VHF Marine Radio channels for use on the waterways:
Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors. **Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

**Distress Call Procedures**

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: “MAYDAY, MAYDAY, MAYDAY.”
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response, repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

http://www.nws.noaa.gov/nwr/

**Quick References**

- Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
- Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
- Chart and chart related inquiries and comments — http://ocsdata.nrd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
- Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
- Tides and Currents — http://tidesandcurrents.noaa.gov
- National Data Buoy Center — http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/
- National Hurricane Center — http://www.nhc.noaa.gov/
- Pacific Tsunami Warning Center — http://ptwc.weather.gov/
- Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.