Central Dall Island and Vicinity
NOAA Chart 17408

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
What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America’s commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

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

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

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

Notice to Mariners Correction Status

This BookletChart has been updated for correction 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)

Gooseneck Harbor (54°57'N., 133°09.8'W.), about 4 miles NW of the NW entrance point to Port Bazan (chart 17409), is identified by a black rock, 65 feet high, close S of the entrance. The upper half of the harbor is mostly obstructed by bare rocks and ledges, and the head is especially foul. A rock, awash at extreme low water, is near the middle of the entrance, 200 yards W of a small islet off the S shore. A rock, that bares, is almost in midchannel, about 0.8 mile inside the entrance. In entering, follow the N shore at a distance of about 250 yards until about 1 mile inside. After rounding the point on the N side, find anchorage for small craft 100 yards off the N shore, 1.5 miles within the entrance.

Gold Harbor, about 2 miles NW of Gooseneck Harbor, is reported clear in midchannel. On the N side of the bay is a peak, on the S side of which is a very prominent landslide, 110 yards wide and 350 yards long, with its top at an elevation of 1,560 feet. About 2.6 miles from the entrance and about 0.6 mile NW of the N shore are Twin Peaks about 500 yards apart. The peaks are bare above an elevation of 1,700 feet. About 0.9 mile from the entrance, to the S of midchannel, is a small island. A midchannel course, passing N of the island leads to the head of the bay, where depths of 23 to 29 fathoms are found. The small cove W of the NW point of the entrance to Gold Harbor is foul.

Waterfall Bay is about 4.5 miles NW of Gooseneck Harbor. The entrance is distinguished by a bold, bare point on the SE side and Gourd Island, a wooded islet in the middle. Near the head of the bay are extensive deposits of marble on the slopes of Twin Peaks, two prominent bare summits that are about 0.6 mile E of the head. Two small islands, one close to the N shore, and the other about in midchannel, are about 0.9 mile ENE of Gourd Island. Dangers are shown on the chart. The bay has two prominent waterfalls: one at the head and the other on the N shore close to the N island and several islets.

The bay may be entered NW or SE of Gourd Island. A narrow area with 8 fathoms on it extends from the N shore of the bay to within 270 yards of the N side of Gourd Island. A channel about 120 yards wide, with depths of 26 to 38 fathoms, is between this area and the rocks and kelp that extend off the N side of Gourd Island for about 100 yards. The channel between the two islands within the bay has a depth of 15 fathoms near midchannel. A depth of 30 fathoms is available in the channel S of the S island with an 8-fathom spot, marked by kelp, and a 3½-fathom spot, which are about 0.2 mile SW and 0.1 mile ESE, respectively, of the island. If this channel is used, round the island at a distance of about 180 yards, and leave the 3½-fathom spot to the E.

Anchorage may be had near the head of the bay in about 26 fathoms, sticky bottom. W winds draw into the bay with considerable force. With SE winds, williwaws are severe. Small craft anchor in 10 fathoms on the NW side of the bay, just N of the N island. There is anchorage for small craft, 50 feet long or less, in 5 fathoms, mud bottom, in the small bight at the extreme head of the bay.

Cape Augustine (54°57.0'N., 133°09.8'W.), at the NW side of the entrance to Waterfall Bay, has several bare black rocks close-to.

Augustine Bay is a small bay N of Cape Augustine. Kelp and rocks extend offshore; depths of 8 to 16 fathoms are found near the center of the bay. It is open and exposed and is not suitable for anchorage.

Welcome Cove is about 1.5 miles N of Cape Augustine. Off the entrance the ground is foul, but there is a narrow channel into the cove, where anchorage may be had for small boats in 2 to 5 fathoms, mud bottom. The entrance should not be attempted without local knowledge.

Camp Cove is about 2.5 miles N from Cape Augustine. Off the entrance is a rock 15 to 20 feet high with foul ground that extends in a NNE direction to the shore. The S shore of the cove is foul.

Devil Lake empties to the N of Devil Island, about 0.8 mile to the N of Camp Cove. The channel at the entrance is very narrow. The lake extends about 2.5 miles in a NE direction.

fisherman Cove is about 4.5 miles N from Cape Augustine. At the entrance is a small island that has a few scattered trees. In entering, pass the S point of this island at a distance of about 100 yards and steer for the left or W edge of the sand beach at the head of the cove.
NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers.

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry. To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward on navigable waters except Western Rivers

PORT SIDE ODD NUMBERED AIDS

- GREEN LIGHT ONLY
- FLASHING (2)
- FLASHING OCCULTING
- QUICK FLASHING ISO

PREferred CHANNEL NO NUMBERS – MAY BE LETTERED

- PREFERRED CHANNEL TO STARBOARD
  TOPMOST BAND GREEN
- GREEN LIGHT ONLY
  COMPOSITE GROUP FLASHING (2+1)

PREferred CHANNEL NO NUMBERS – MAY BE LETTERED

- PREFERRED CHANNEL TO PORT
  TOPMOST BAND RED
- RED LIGHT ONLY
  COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE EVEN NUMBERED AIDS

- RED LIGHT ONLY
- FLASHING (2)
- FLASHING OCCULTING
- QUICK FLASHING ISO

For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at http://www.navcen.uscg.gov.
NOTE 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 seas, is retained as it continues to depict the jurisdictional limit of the other laws. The 12-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere, remain in most cases the outer limit of Federal offshore jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous 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.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notices to Mariners (LNW) issued periodically by each U.S. Coast Guard district. The dates shown in the lower left hand corner of each chart indicate the most recent corrections. Charts, corrections and notices to ers are available at nauticalcharts.noaa.gov.

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

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Printed at reduced scale. See Note on page 5.

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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.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNMs and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents — http://tidesandcurrents.noaa.gov
Marine Forecasts — http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center — http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/
National 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

Twitter — For the latest news from Coast Survey, follow @NOAAlcharts

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.

NOAA’s Office of Coast Survey The Nation’s Chartmaker