BookletChart™

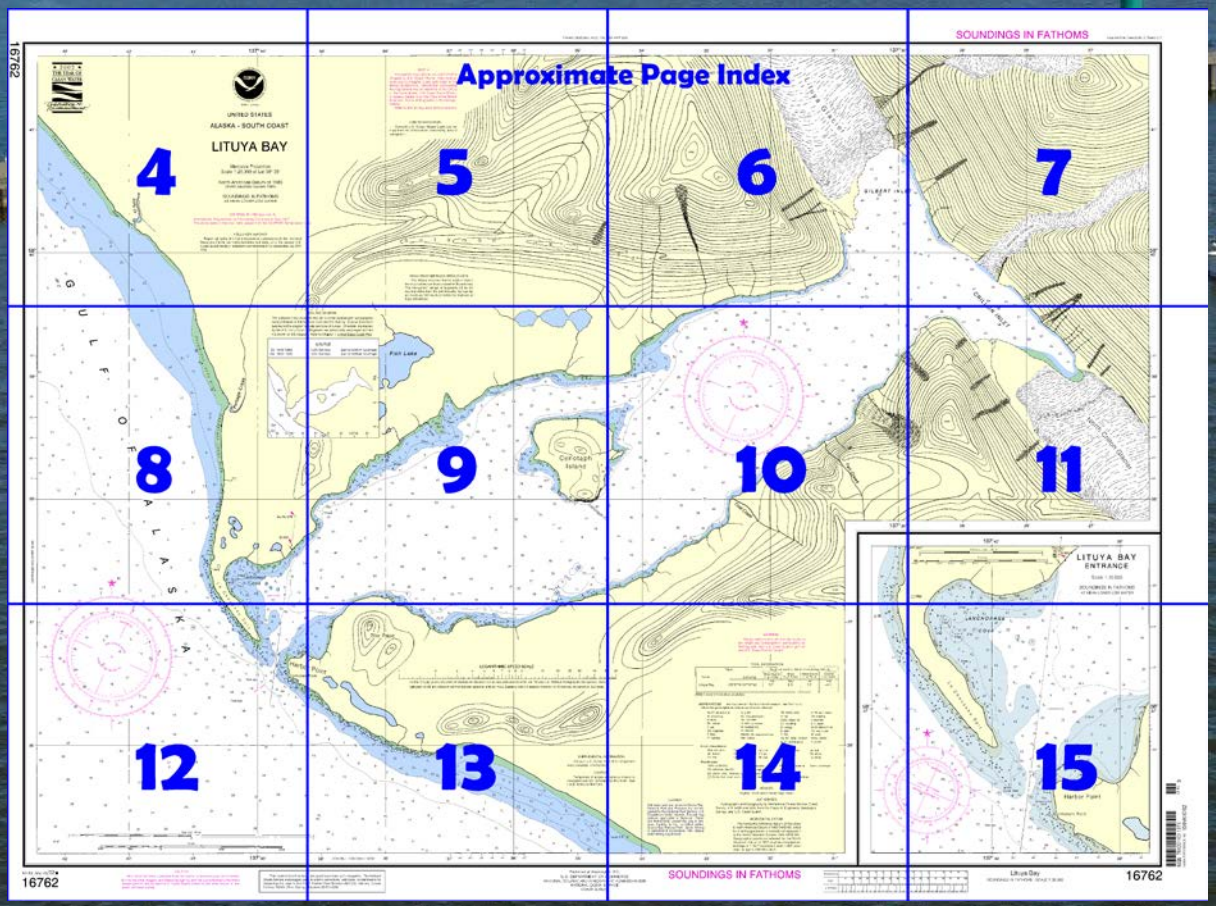
Lituya Bay

NOAA Chart 16762

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



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

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

What is a BookletChart™?

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

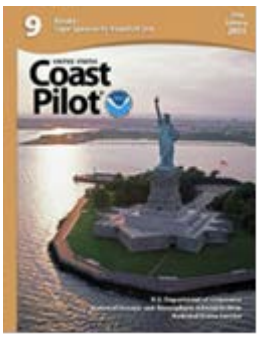
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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

Notice to Mariners Correction Status

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

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16762.



(Selected Excerpts from Coast Pilot)
Lituya Bay, 39 miles NW of Cape Spencer, affords protected anchorage in all weather, but the entrance is dangerous and should never be attempted except at slack water because of the strong current. The bay extends about 6 miles in a NE direction and has widths of 1 to 2 miles. The shoaler area along the shore around the bay is obstructed by tree trunks. Anchorage for small boats close to the shore is not recommended because of the possibility of fouling anchors in the debris of trees and roots.
In July 1958, a giant wave, caused by an earthquake-induced avalanche, denuded the shores of Lituya Bay of trees to a height of 1,720 feet.
Giant waves are a recurring phenomenon in the bay, and other catastrophic waves were observed in 1853, 1874, and 1936. Steep shattered cliffs at the head of the bay present a continuing hazard of avalanches; destructive waves, caused by rock falls, can occur at any time.
At the head of Lituya Bay are two arms, each leading to a glacier. **Gilbert Inlet,** on the NW, has **Lituya Glacier** at its head; **Crillon Inlet,** on the SE, has **North Crillon Glacier** at its head. Because of rapid shoaling, depths in these inlets may differ from the charted depths. **Cascade Glacier,** which discharges into the head of the bay between the two arms, can be seen far at sea. Depths in the bay are as much as 78 fathoms. Vessels can obtain water from streams near the head.
Harbor Point, on the E side of the entrance to Lituya Bay, can easily be identified from offshore by **The Paps,** two conical, wooded hills about 1 mile to the NE; the NW hill is the higher and rises to 540 feet. Large boulders, 20 to 35 feet high, are strewn along the beach. **Cormorant Rock,** 16 feet high, is the largest of three bare rocks off the S side of Harbor Point.
La Chaussee Spit, on the NW side of the entrance to Lituya Bay, is 100 to 225 yards wide and about 0.7 mile long. The spit is 2 to 12 feet high; the outer side of the spit is covered with large boulders.
The entrance to Lituya Bay between Harbor Point and La Chaussee Spit is about 350 yards wide but is mostly foul. The channel has a controlling depth of about 5 fathoms but is only about 50 yards wide; the water shoals abruptly on either side and there are many rocks. The entrance is marked by a **007°30'** lighted range.
Anchorage Cove behind La Chaussee Spit, has depths of 3 to 5 fathoms, but is obstructed by numerous tree trunks and rocks awash and is not suitable for anchorage. On a flood tide with S weather, the cove has considerable swell.
Cenotaph Island, in midbay and about 3 miles from the entrance, is densely wooded and has several hills, the highest rising about 320 feet. The N and W sides of the island slope gently, but the S side is an abrupt, high cliff with depths of 75 fathoms only 100 yards away. The island is named for a wooden monument, or cenotaph, which was erected by La Perouse in 1786 in memory of officers and men who were lost in the entrance to the bay. No trace of the monument or its site have been found in recent years.
Currents.–The current velocity at the entrance is 5.1 knots on the flood and 4.1 knots on the ebb. Ebb currents, running against a SW swell, cause bad topping seas or combers which are dangerous to small craft. Small powered vessels in the bay should stay away from the entrance on the ebb to avoid being swept through. The ebb current follows a narrow path for several miles out to sea and can be seen for some distance. On the flood, the entrance is smooth and local fishing boats often negotiate it with a calm sea but are quickly swept through the channel by the powerful current. Strangers should not attempt to enter except at slack water.
Ice.–The bay has never been known to freeze over but icebergs can always be found in the upper part. With NE breezes these icebergs often reach the entrance to the bay before melting. Ice is usually heaviest during October. The many streams flowing from the glaciers at the head of the bay give the water a murky discolored appearance.

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

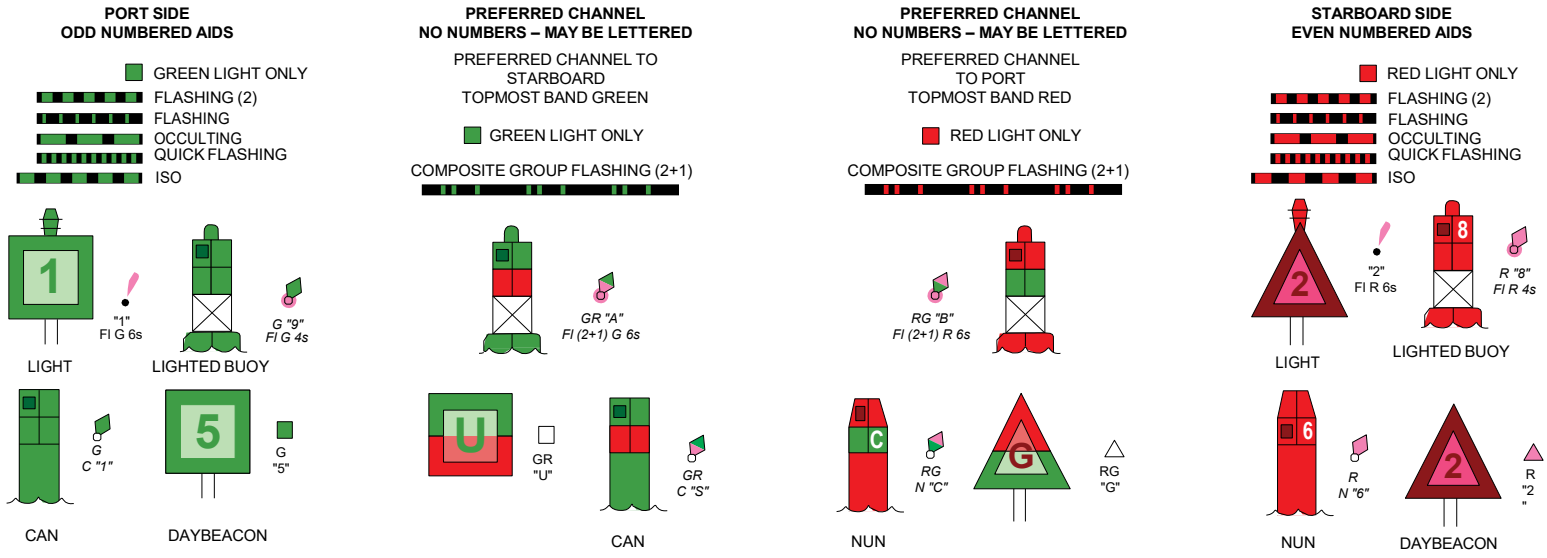
RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Manager Regions

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

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



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

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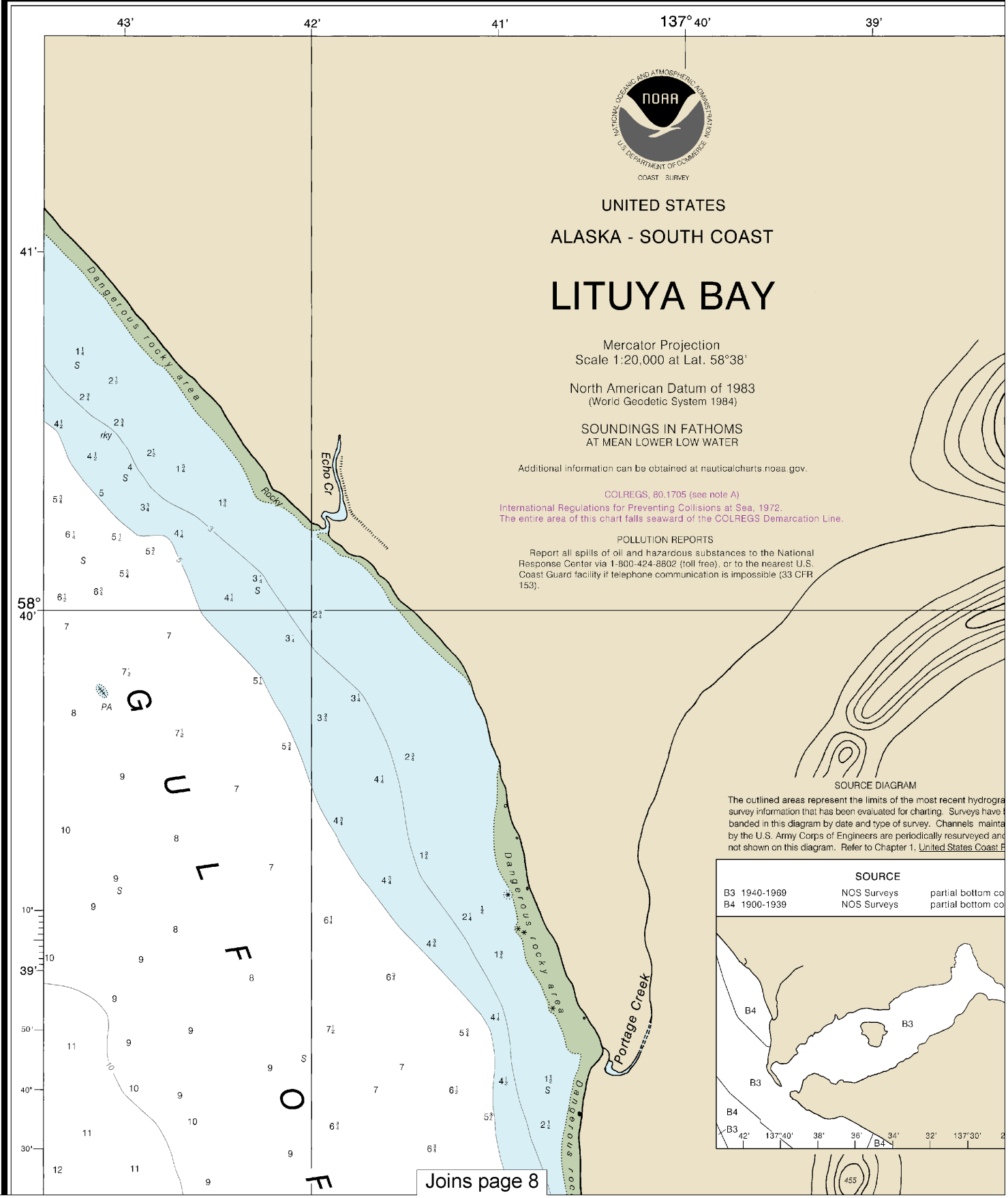


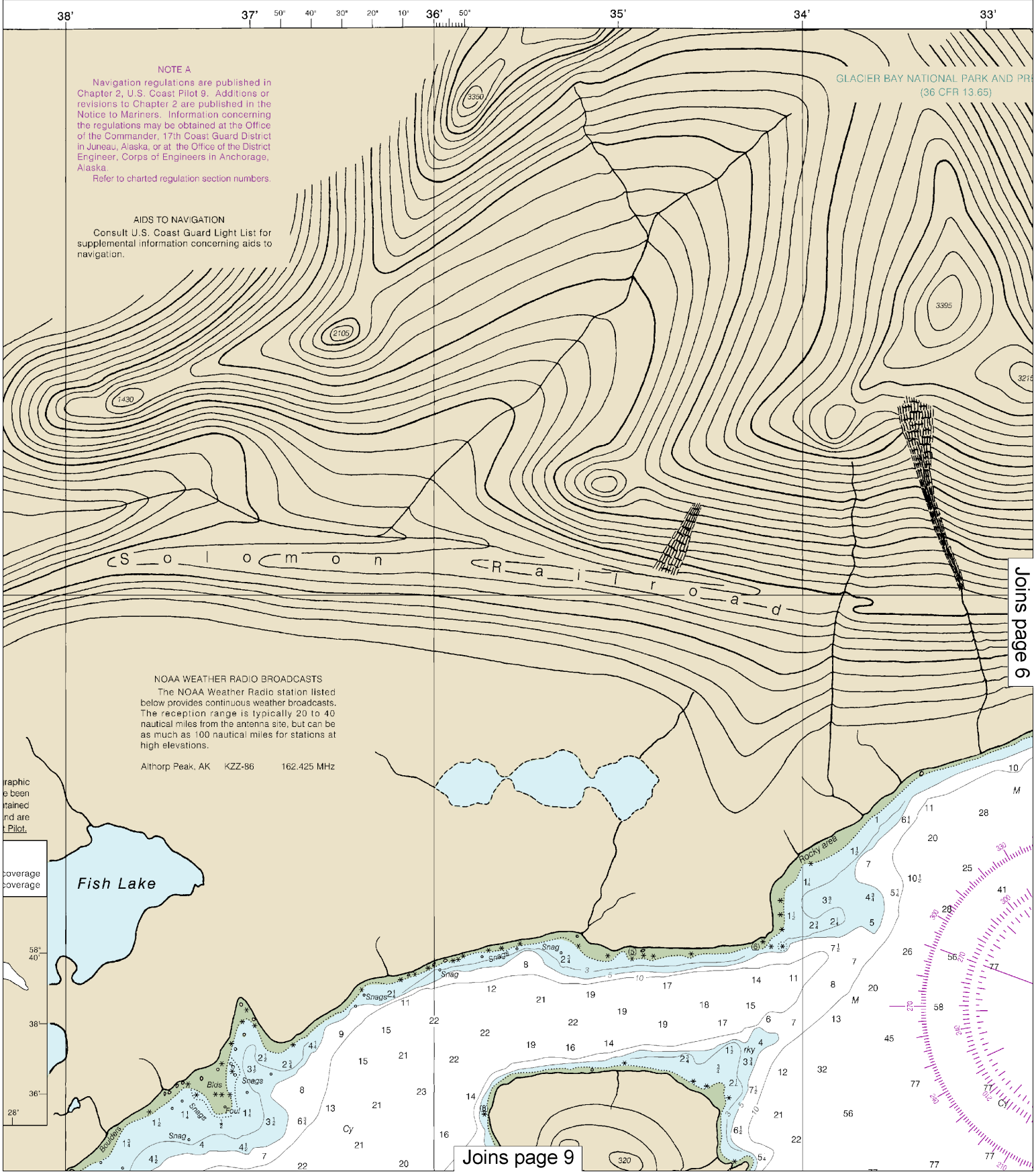
4

Note: Chart grid lines are aligned with true north.

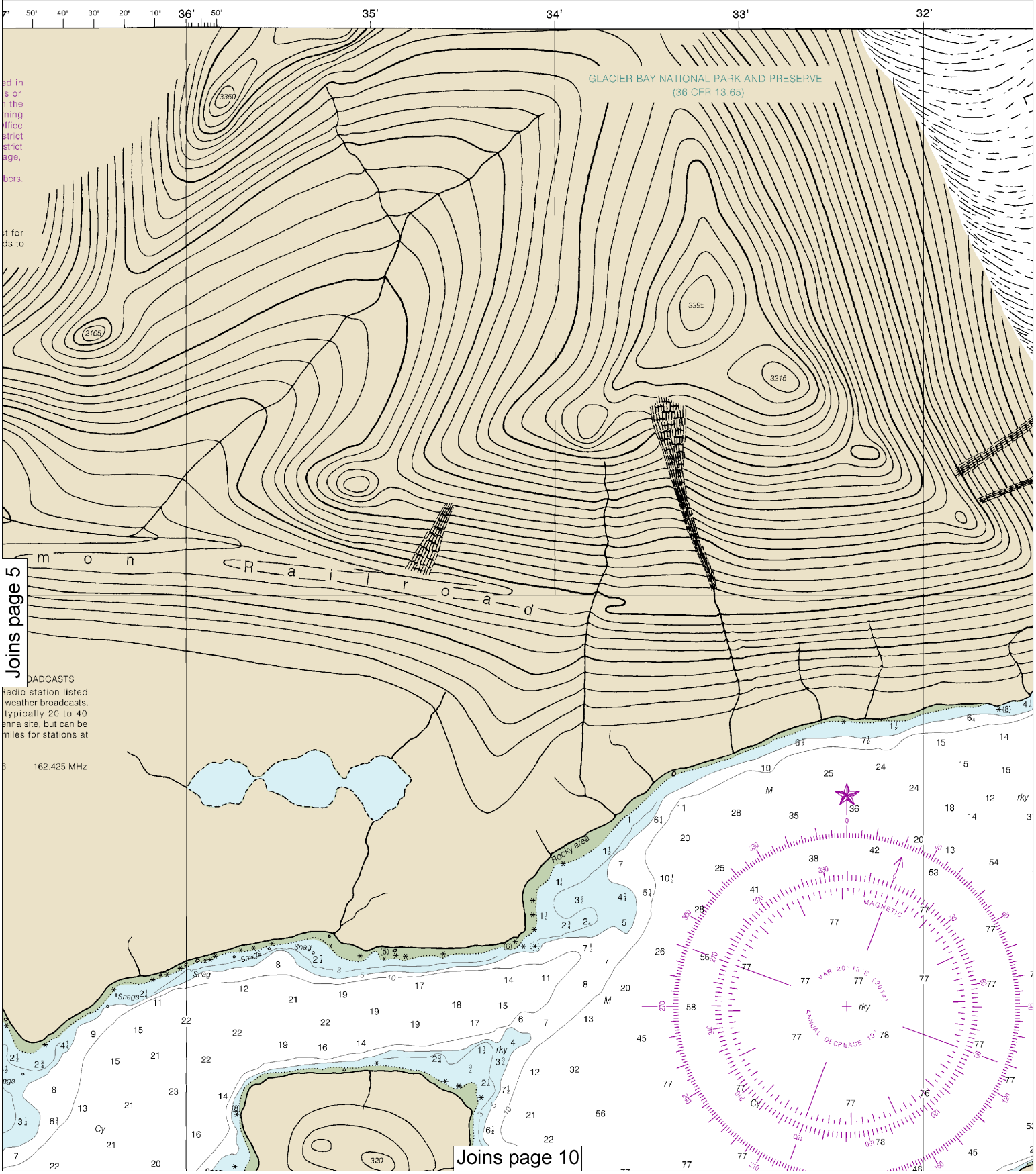
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Joins page 5

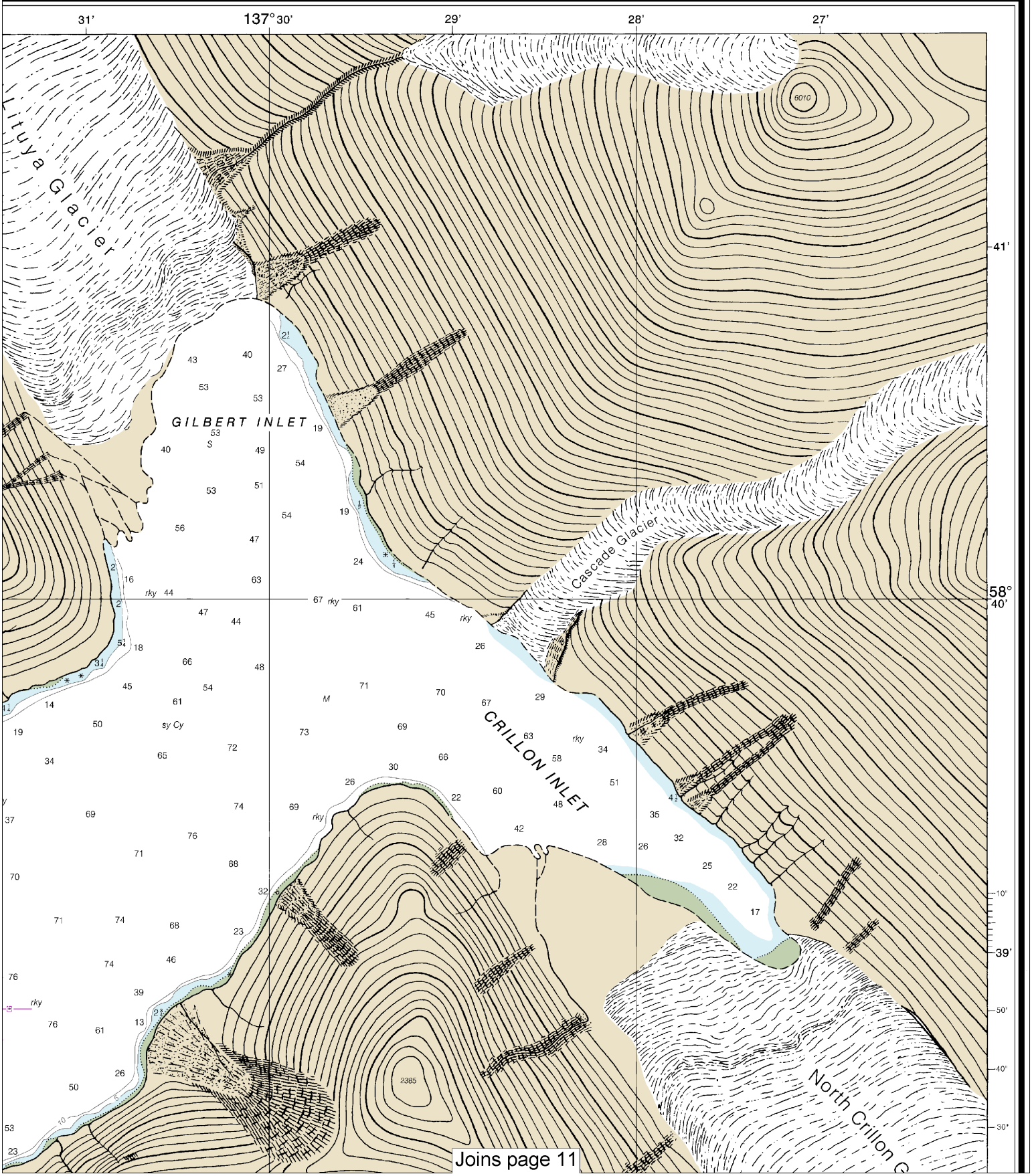
Joins page 10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

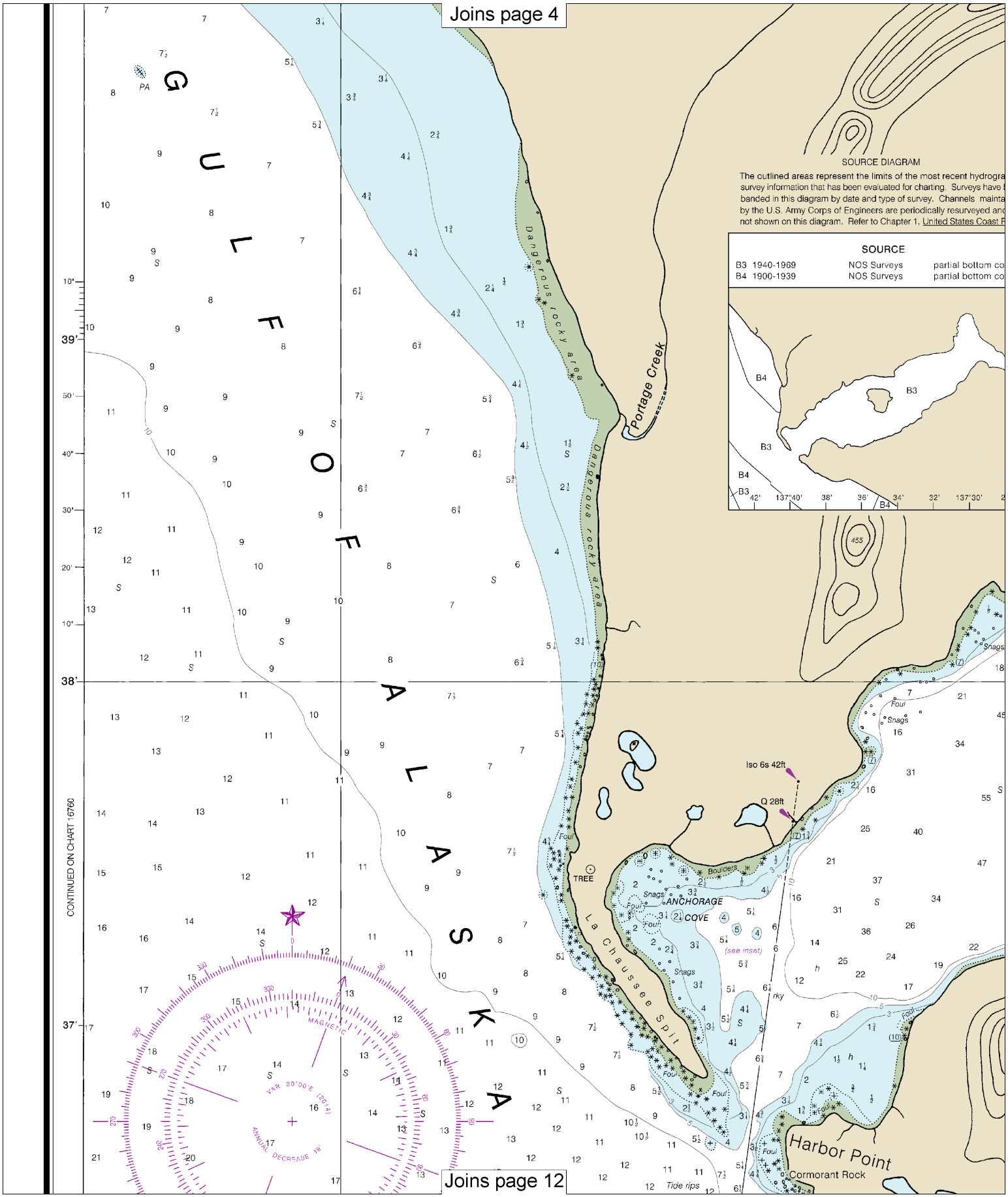
Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500



Use ENC charts for the most up to date information. References to other charts may no longer be applicable.

10th Ed., Jun. 2014. Last Correction: 6/3/2014. Cleared through:
LNM: 2522 (6/21/2022), NM: 2722 (7/2/2022), CHS: 0522 (5/27/2022)



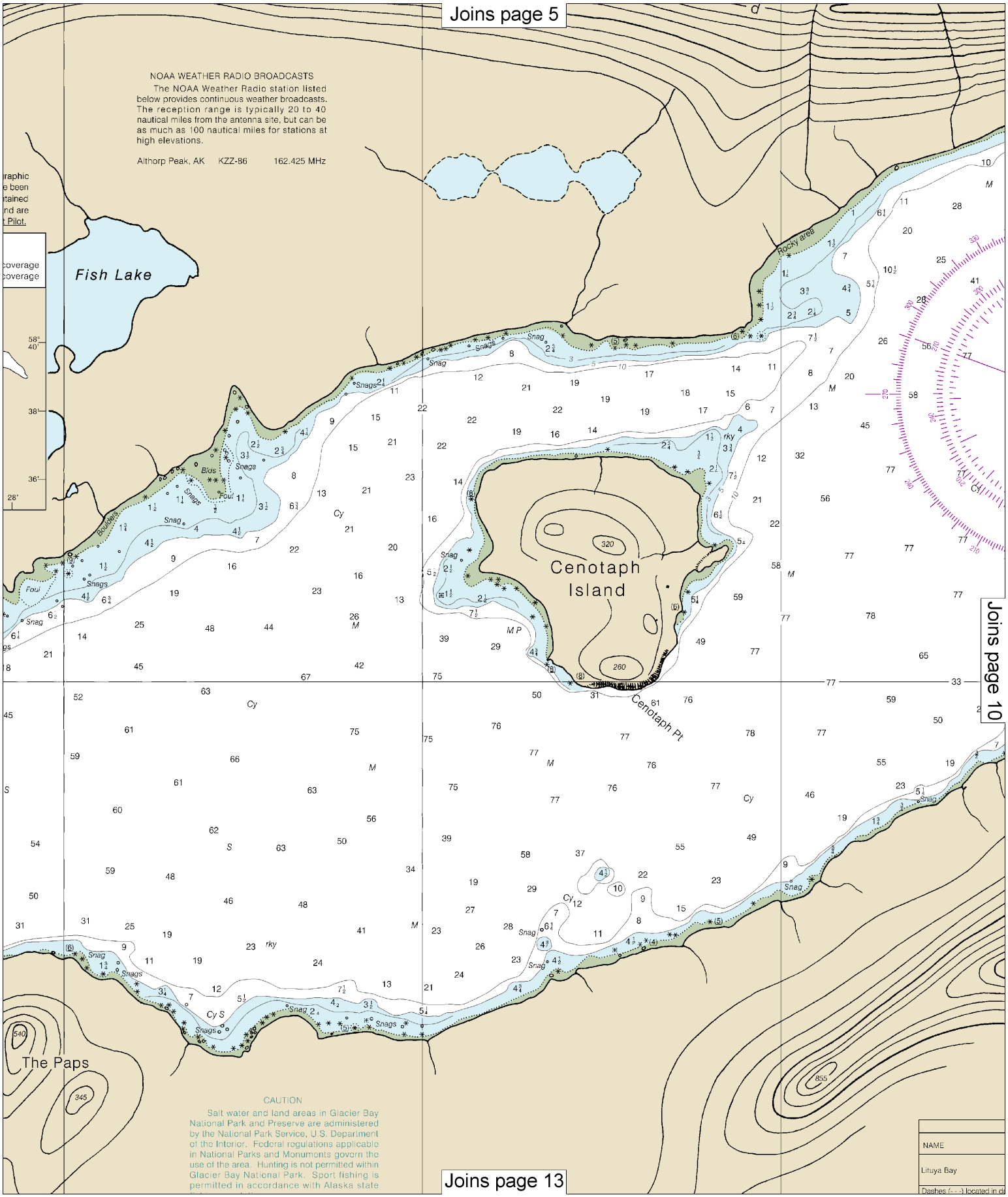
8

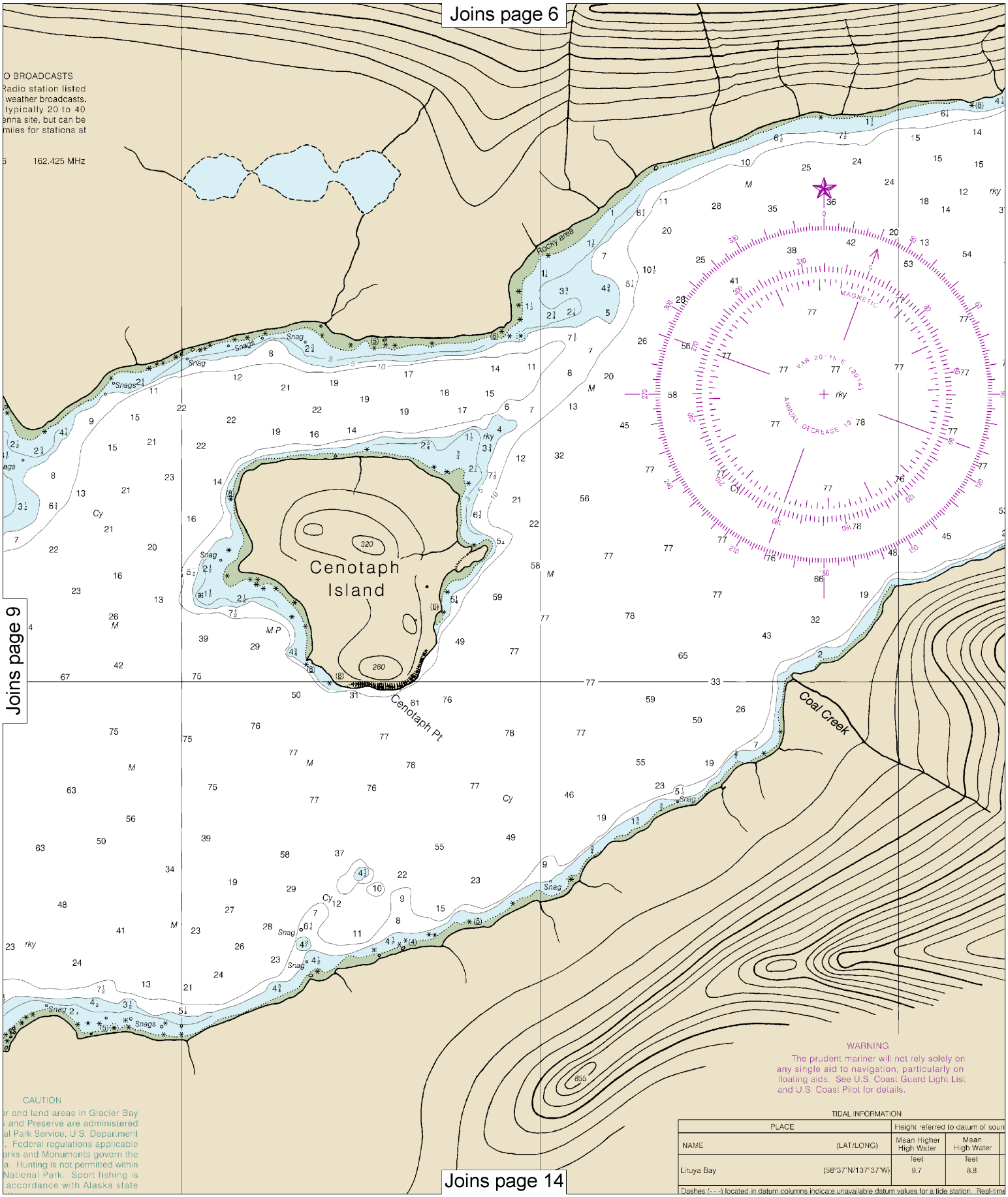
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 5
NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Althorp Peak, AK KZZ-86 162.425 MHz
Fish Lake
Rocky area
Cenotaph Island
Cenotaph Pt
The Paps
CAUTION
Salt water and land areas in Glacier Bay National Park and Preserve are administered by the National Park Service, U.S. Department of the Interior. Federal regulations applicable in National Parks and Monuments govern the use of the area. Hunting is not permitted within Glacier Bay National Park. Sport fishing is permitted in accordance with Alaska state
Joins page 10
Joins page 13
NAME
Lituya Bay

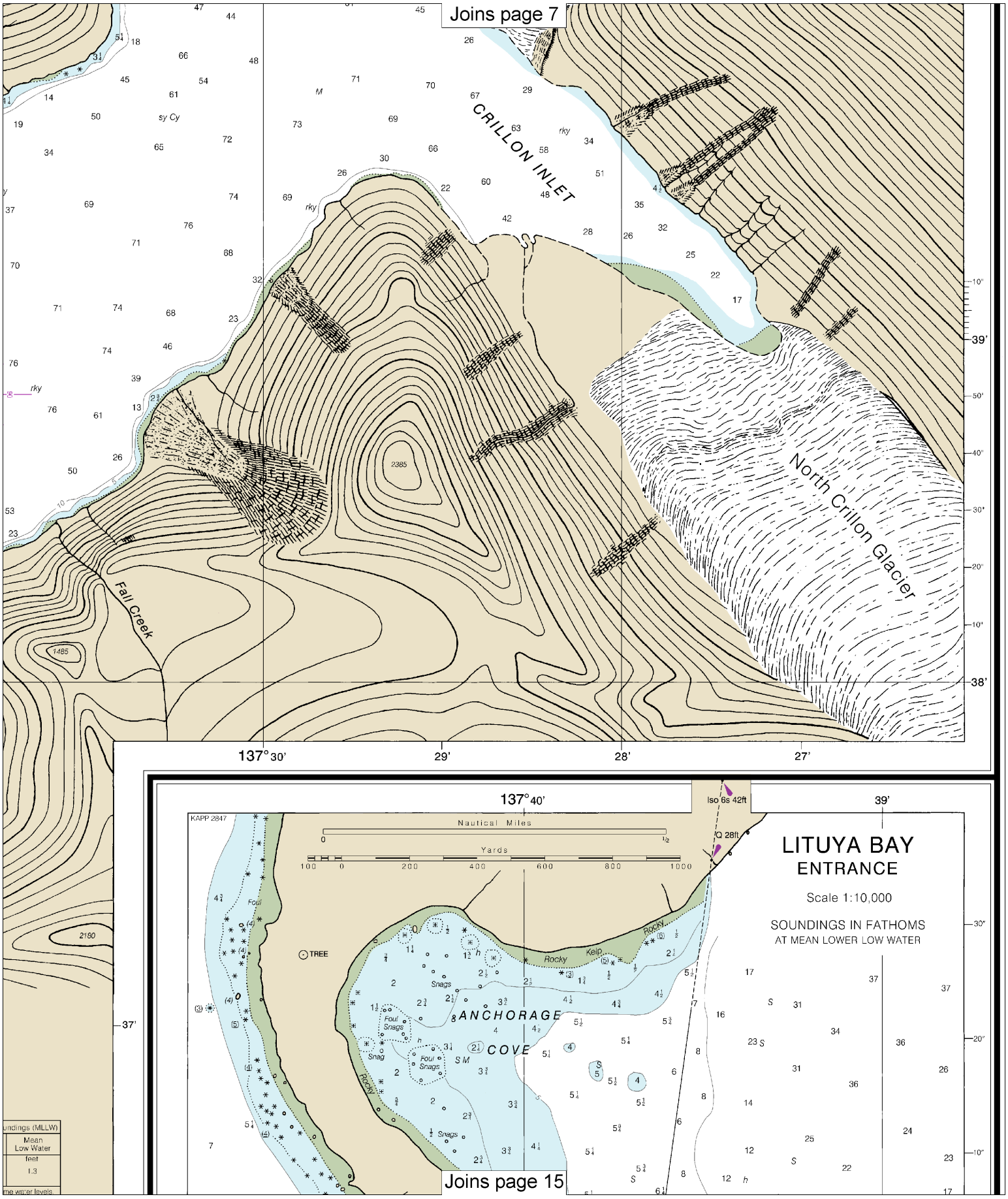


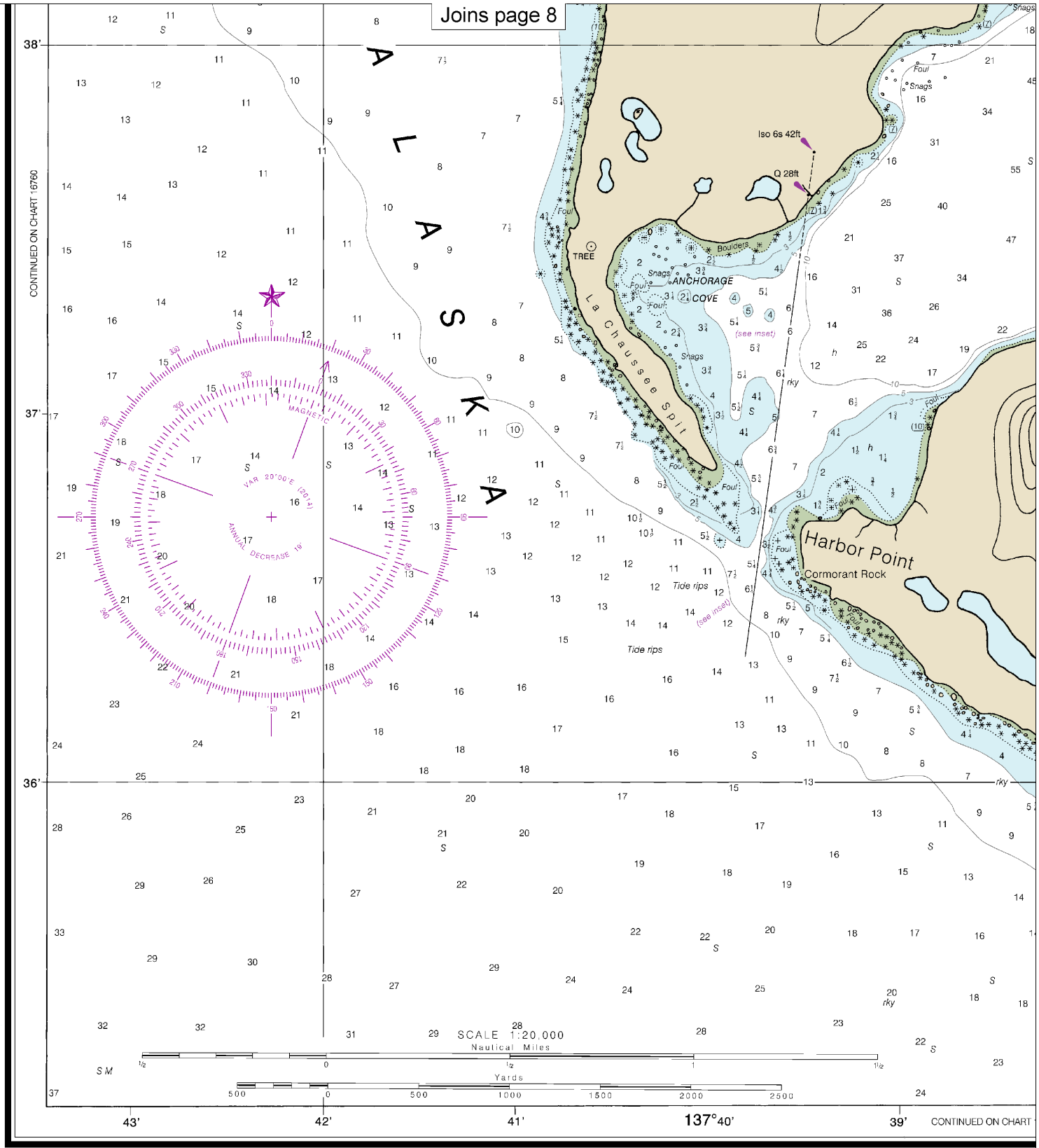
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 7
CRILLON INLET
North Crillon Glacier
Fall Creek
2385
1485
2180
137° 30'
29'
28'
27'
39'
38'
37'
137° 40'
Iso 6s 42ft
Q 28ft
KAPP 2847
Nautical Miles
Yards
LITUYA BAY
ENTRANCE
Scale 1:10,000
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER
ANCHORAGE
COVE
TREE
Rocky
Kelp
Foul
Snags
Foul Snags
Snag
Joins page 15
Mean Low Water
feet
1.3



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CAUTION

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

NOAA encourages users to submit inquiries, discrepancies or comm about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

Use ENC charts for the most up to date information. References to other charts may no longer be applicable.

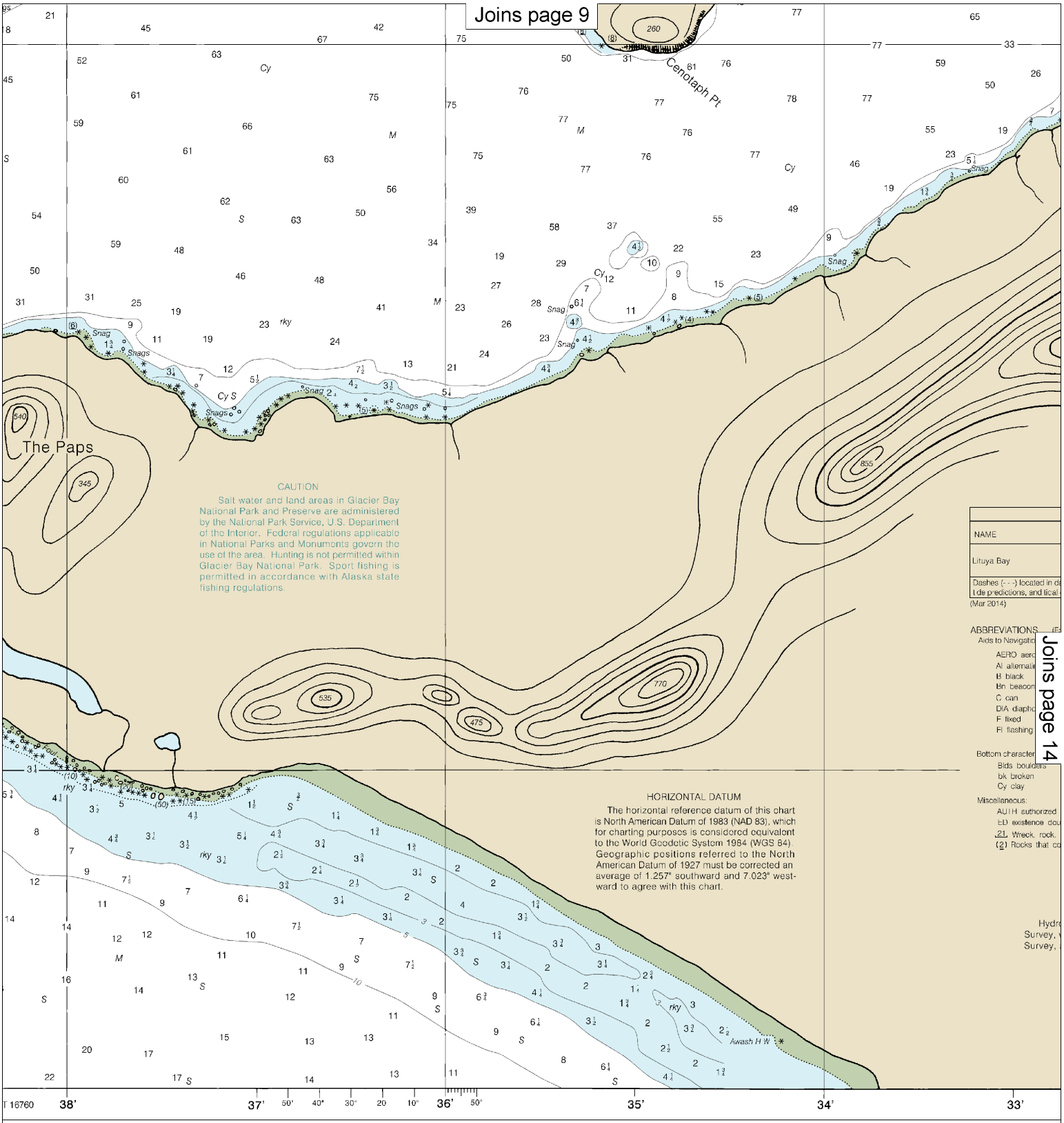
10th Ed., Jun. 2014. Last Correction: 6/3/2014. Cleared through:
LNM: 2522 (6/21/2022), NM: 2722 (7/2/2022), CHS: 0522 (5/27/2022)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



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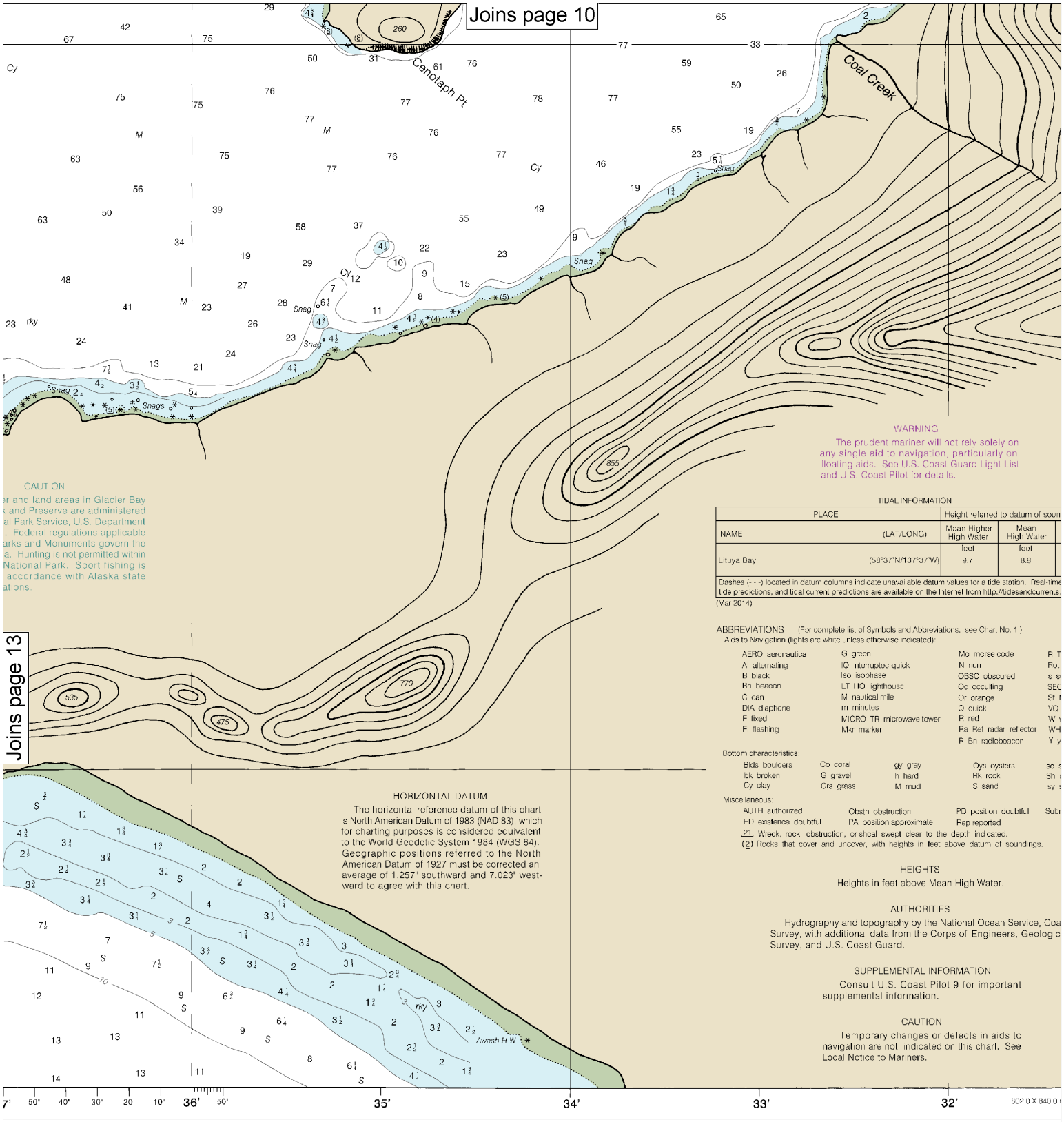
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FATHOMS

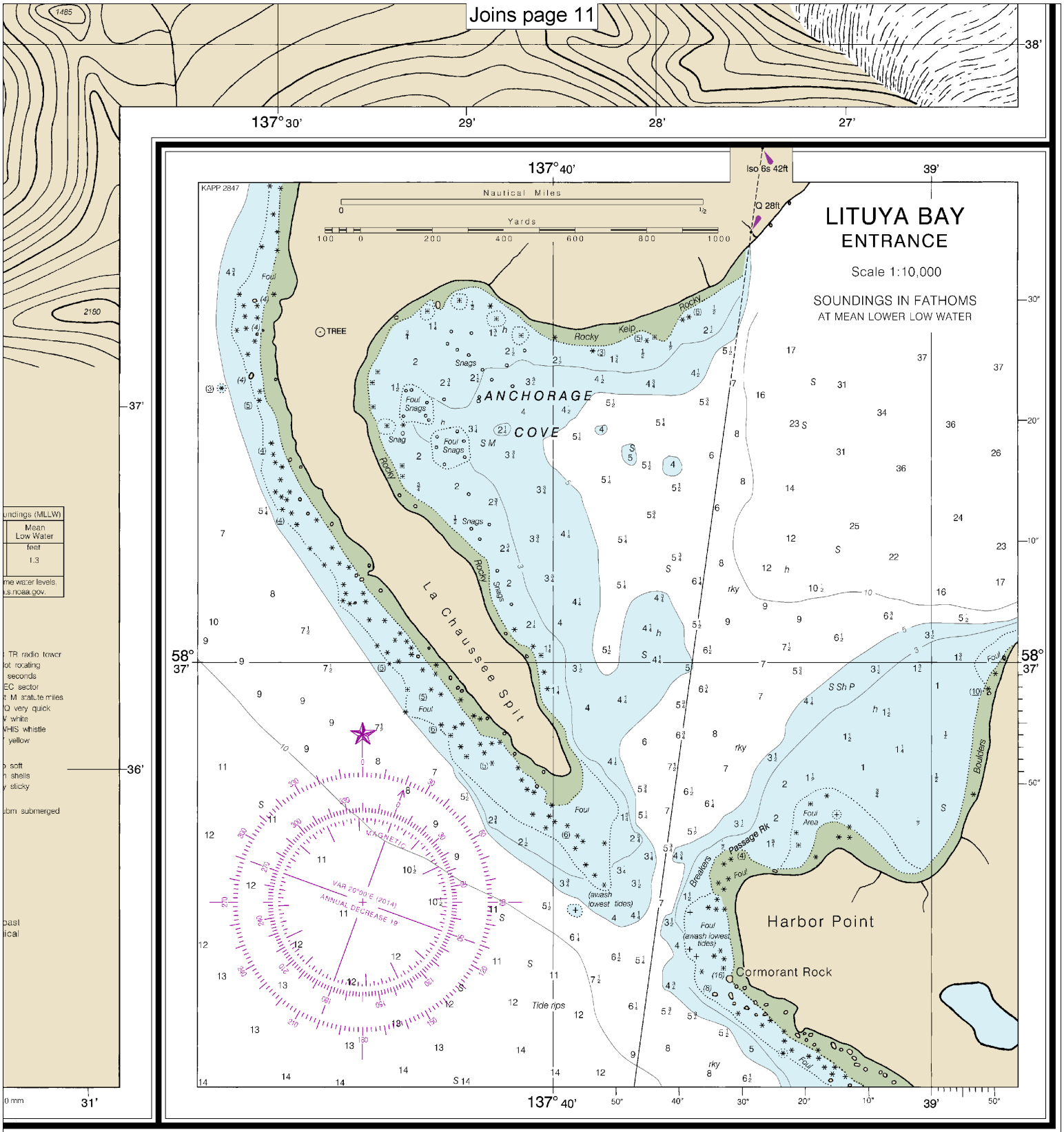
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

Joins page 11



FATHOMS / FEET / METERS

Lituya Bay
SOUNDINGS IN FATHOMS - SCALE 1:20,000

16762

EMERGENCY INFORMATION

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM 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 Weather Service	—	**http://www.weather.gov/**
National Hurrican 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.

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