

BookletChart™



Stephens Passage to Cross Sound – Including Lynn Canal

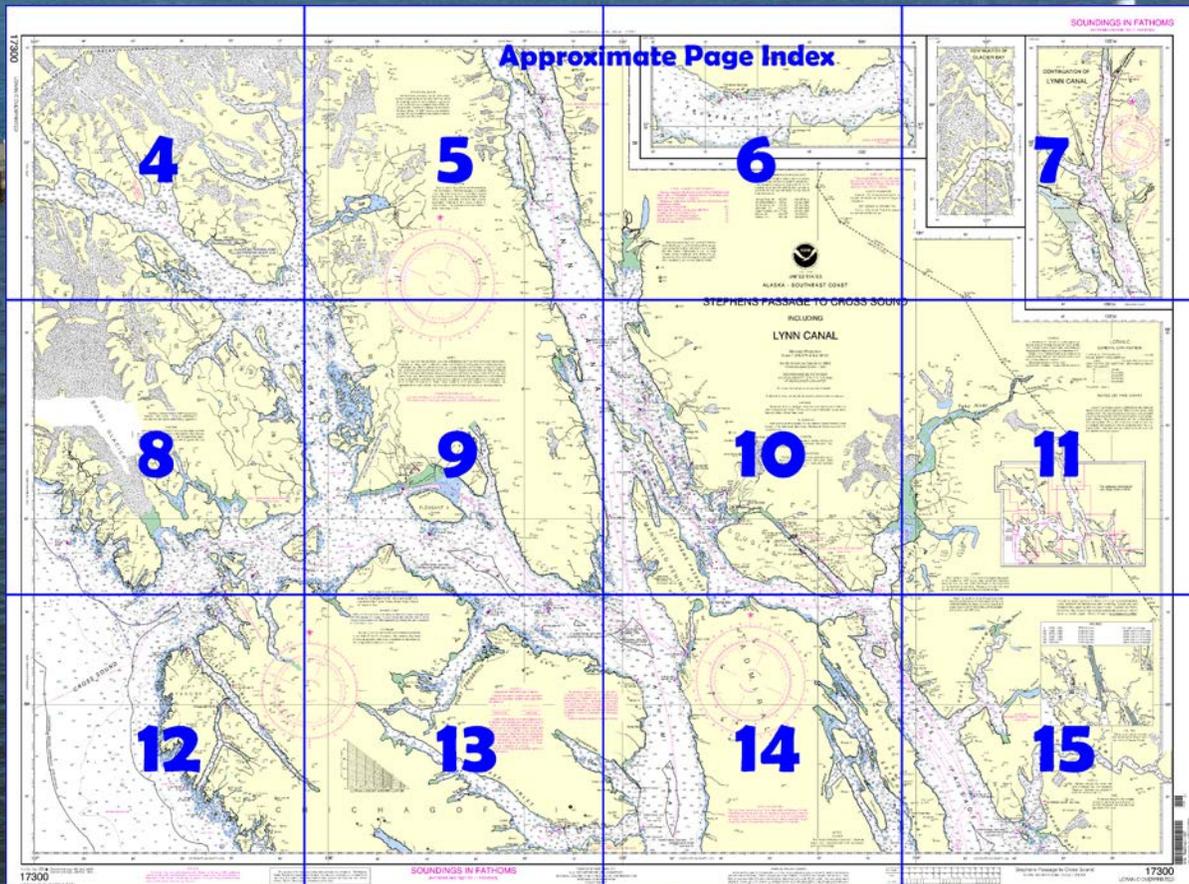
NOAA Chart 17300

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.

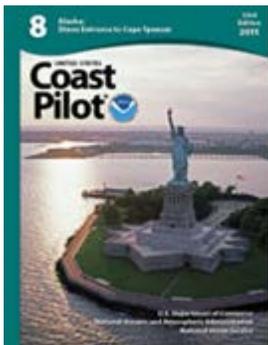
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=17300>.



(Selected Excerpts from Coast Pilot)

Windfall Harbor is on the W shore of Seymour Canal, abreast the NW end of Tiedeman Island, and about 23.5 miles N of Point Hugh. **Windfall Island**, large and high, is in the middle of the entrance. A flat extends about 0.8 mile from the head of the bay, and a long bight indents its W shore 1.5 to 2.8 miles SW of Windfall Island. The entrance to Windfall Harbor is SE of Windfall Island between **Late Point**, the S end of the island, and **Staunch Point**,

directly opposite on Admiralty Island. A 2½-fathom shoal extends 0.3 mile S of Late Point. The passage on the NW side of Windfall Island is foul. The midchannel depths in the harbor are 12 to 19 fathoms.

On the shoreline W of the N end of Windfall Island is the access point to the Pack Creek bear viewing area, part of the Stan Price Wildlife Sanctuary. The tide flats at the mouth of **Pack Creek** are part of the Sanctuary and are closed to all boat traffic when submerged at any tide level. The area is managed by the U.S. Forest Service and the Alaska Department of Fish and Game. Permits required from June 1 to Sept. 10; contact the district office in Juneau at 907-586-8800 for more info.

Windfall Harbor should be approached only by the channel W of Tiedeman Island, which is about 0.8 mile wide. In using this passage keep in midchannel, except at a point 2 miles above the SE end of the island, where the W shore, which is bold, should be favored to avoid a patch of rocks about 700 yards off the E shore. A ¾-fathom spot is 0.8 mile E of Staunch Point. Enter the harbor SE of Windfall Island and anchor anywhere in 15 to 17 fathoms, sticky bottom.

King Salmon Bay, on the W side of the canal near its head, affords anchorage but the approach is difficult. The U.S. Fish and Wildlife Service patrol vessel BRANT reported grounding on a gravel bar that extends 100 yards W from the end of the long point.

Tracy Arm, the N arm of Holkham Bay, takes a general N direction for 9 miles and then turns E 16 miles to its head, where two large glaciers discharge into salt water. The arm is often clogged by small icebergs for several miles, and great care is needed in navigating the ice field. Both glaciers, **Sawyer Glacier** and **South Sawyer Glacier**, can be very active, and huge blocks of ice fall off their faces into very deep water. These can generate waves that have been observed as high as 25 feet; however, a small boat can ride the waves safely if it keeps a few miles distance from the glacier face and avoids getting packed in the ice flow. It is recommended that vessels use extreme caution and avoid navigating in proximity to the glacier faces. In the N branch of Tracy Arm, which extends from **Sawyer Island** (57°52'45"N., 133°11'25"W.) to Sawyer Glacier, there is a shoal area on the E side of the arm which reaches a minimum depth of 0.8 fathom at MLLW and extends to 57°53'40"N., 133°10'51"W., about 250 yards from a waterfall on shore. Caution is advised in this area. Tracy Arm, with its deep water, numerous waterfalls, and bold shores, is one of the outstanding fjords of SE Alaska. The entrance to the arm is about 1.75 miles wide. The navigable channel, only 0.3 mile wide, has a depth of 6½ fathoms and is marked by two unlighted buoys and a mariner activated sector light (57°49'24"N., 133°34'27"W.) on the E shore of the arm, and heavy kelp beds in the summer on the SE side. To activate the sector light, mariners should transmit 5 carrier pulses in 5 seconds on VHF-FM channel 65. The aid will remain lighted for 10 minutes. The buoys and lights are seasonal. The buoys may become submerged during periods of strong current. Tidal swirls, in conjunction with very strong currents, will be met in the entrance except at slack water. Caution should be used when transiting this area due to large pieces of ice moving through the entrance with the current. A daybeacon with a radar reflector is inside the entrance on the W shore in about 54°47'29"N., 133°37'53"W.

Williams Cove, a deepwater anchorage with constricted swinging room and hard bottom with patches of mud, is at the head of a large bight on the W side of Tracy Arm about 6 miles above the entrance to the arm. An anchorage for small boats in 5 fathoms, rocky bottom, is reported available in the small bight on the W side of the arm, about 2 miles above the entrance. A rock awash is about 0.2 mile SE of the entrance to the small bight.

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

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

Table of Selected Chart Notes

CAUTION
Falling rock and debris make near shore transit hazardous in the vicinity of Sawyer Glacier.

CAUTION
Mariners use caution when navigation near the heads of glacial inlets. Heads of glacial inlets are highly changeable.

NOTE G
Glaciers deposit ice which drifts from Holkham Bay into Stephens Passage. Mariners are advised to exercise extreme caution.

NOTE
To activate Tracy Arm Sector Light, transmit 5 carrier pulses in 5 seconds on VHF-FM channel 68. Aid will remain lighted for 10 minutes.

NOTE B
CAUTION
Due to tidal zoning differences between Muir Inlet and Adams Inlet tide gauges, a possible error may exist in some of the charted soundings in this area. The greatest portion of the error would probably occur in the narrow passages leading to the upper portion of Adams Inlet. The average error recorded is 7 feet. Use chart 17318.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◊ (Approximate location)

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
Shoaling amounting to as much as 6 feet has been disclosed in several critical shoal areas, from Cross Sd. to Excursion Inlet. It is probable that the Alaska Earthquake of July 10, 1958 created these shoalings and others not yet discovered. Mariners are urged to use caution when navigating over or near critical depths.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning 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.

Mercator Projection
Scale 1:209,978 at Lat 58°20'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

NOTE F
Hunting is not permitted within Glacier Bay National Park. Sport fishing is permitted in accordance with Alaska state fishing regulations.

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). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.272' southward and 6.652' westward to agree with this chart.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

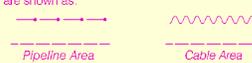
NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Aithorp Peak, AK	KZZ-86	162.425 MHz
Mt. Robert Barron	KZZ-87	162.450 MHz
Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwan I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Haines, AK	WXM-97	162.400 MHz
Juneau, AK	WXJ-25	162.550 MHz

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE D
CAUTION
The transit of Seymour Canal from Tiedeman Island north should be done with due caution and local knowledge.

NOTE C
NORTH AND SOUTH INIAN PASSES
Currents may attain velocities of 8 or 10 knots in North and South Inian Passes. For current predictions consult the Tidal Current Tables, Pacific Coast of North America and Asia.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

For Symbols and Abbreviations see Chart No. 1

NOTE E
The mud flat in front of Taku Glacier is expanding rapidly to the southwest. 1997 survey data reveal that extensive shoaling has occurred from Jaw Point to Davidson Point and is expected to continue. Passage through this area should not be attempted without local knowledge.

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.

LOCAL MAGNETIC DISTURBANCE
Extreme magnetic disturbance exists in Port Snettisham and Gilbert Bay. The magnetic compass should not be relied upon within the area outlined in magenta. Elsewhere, differences from the normal variation have been observed as follows:
Chilkoot and Chilkat Inlets 20°
Gastineau Channel in vicinity of Lat. 58°15'N 5°
Tenakee Inlet, near Cannery Point 3°
North Passage of Lemesurier Island 7°
George Island at head of Granite Cove 3°
Entrance to Rendu Inlet 5°

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 resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

FISHERY LIMIT
Fishery limit is the limit of the State of Alaska's fishery management authority (except for crabs) in accordance with Section 306(c) of the Fishery Conservation and Management Act, where that limit is seaward of the territorial sea.

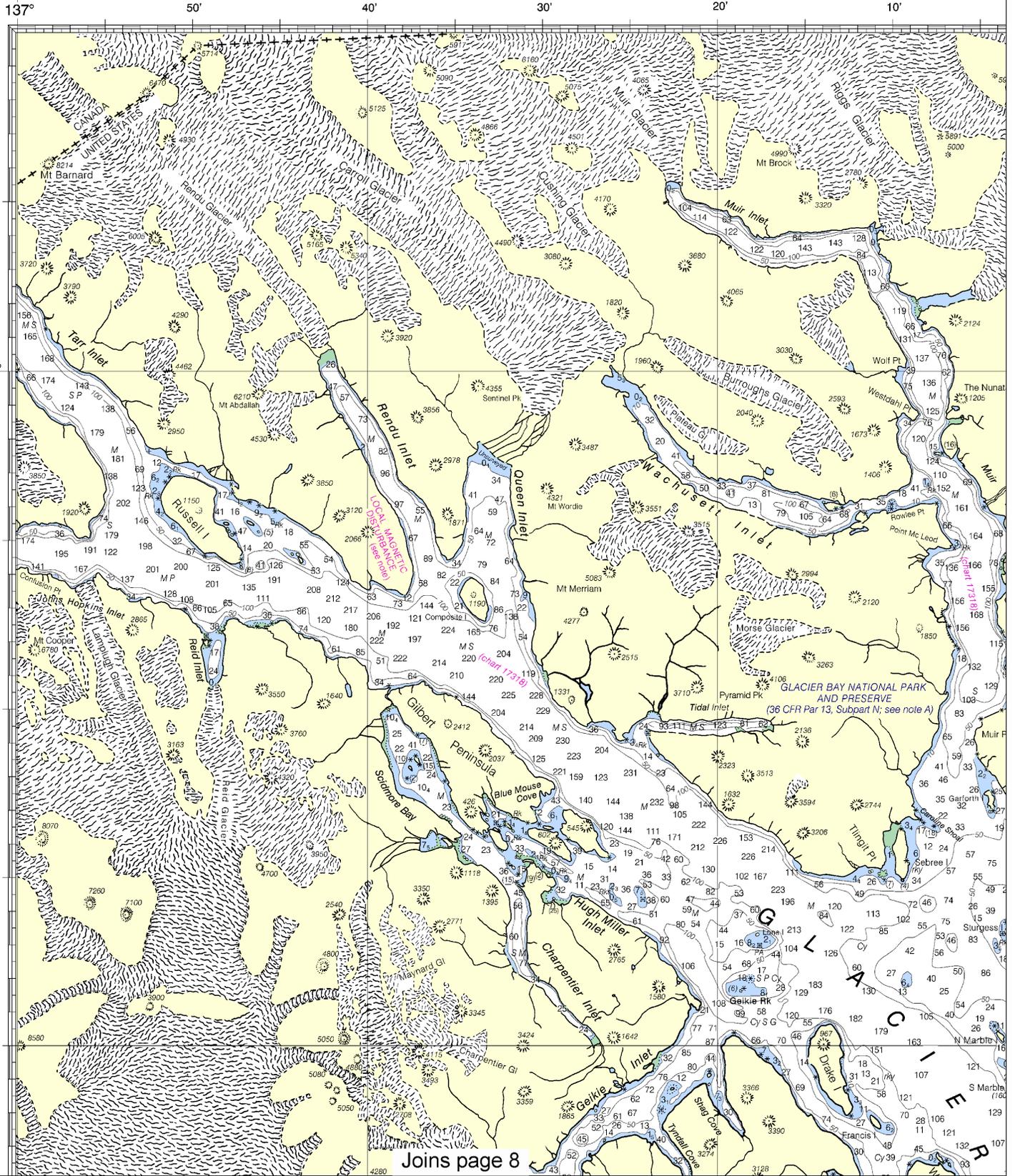
HEIGHTS
Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from Geological Survey and the U.S. Coast Guard.

VESSEL TRANSITING
The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 8 or 9, Chapter 3 for details.

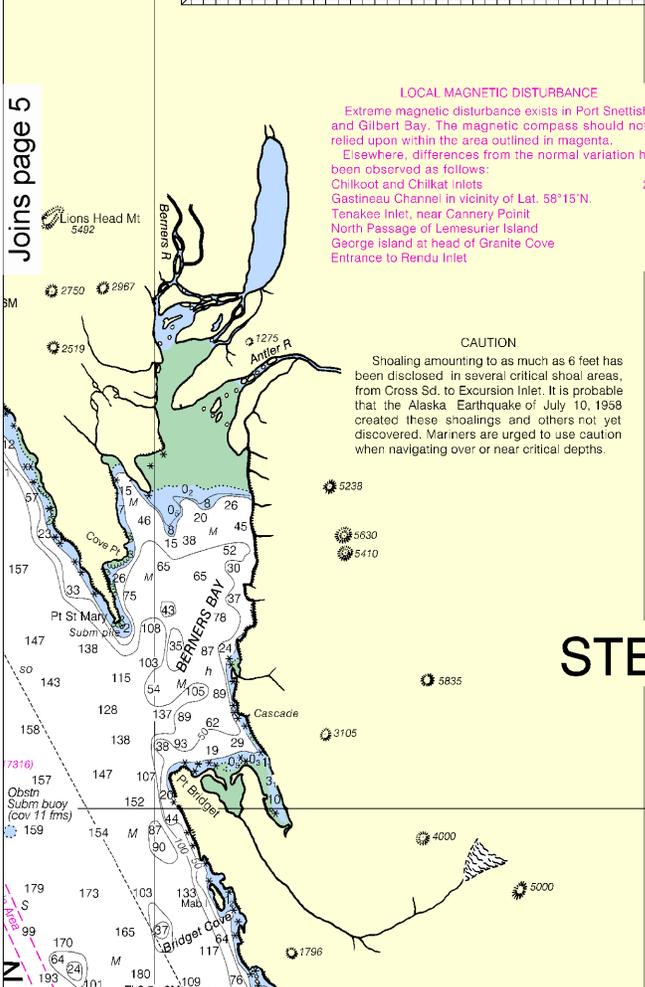
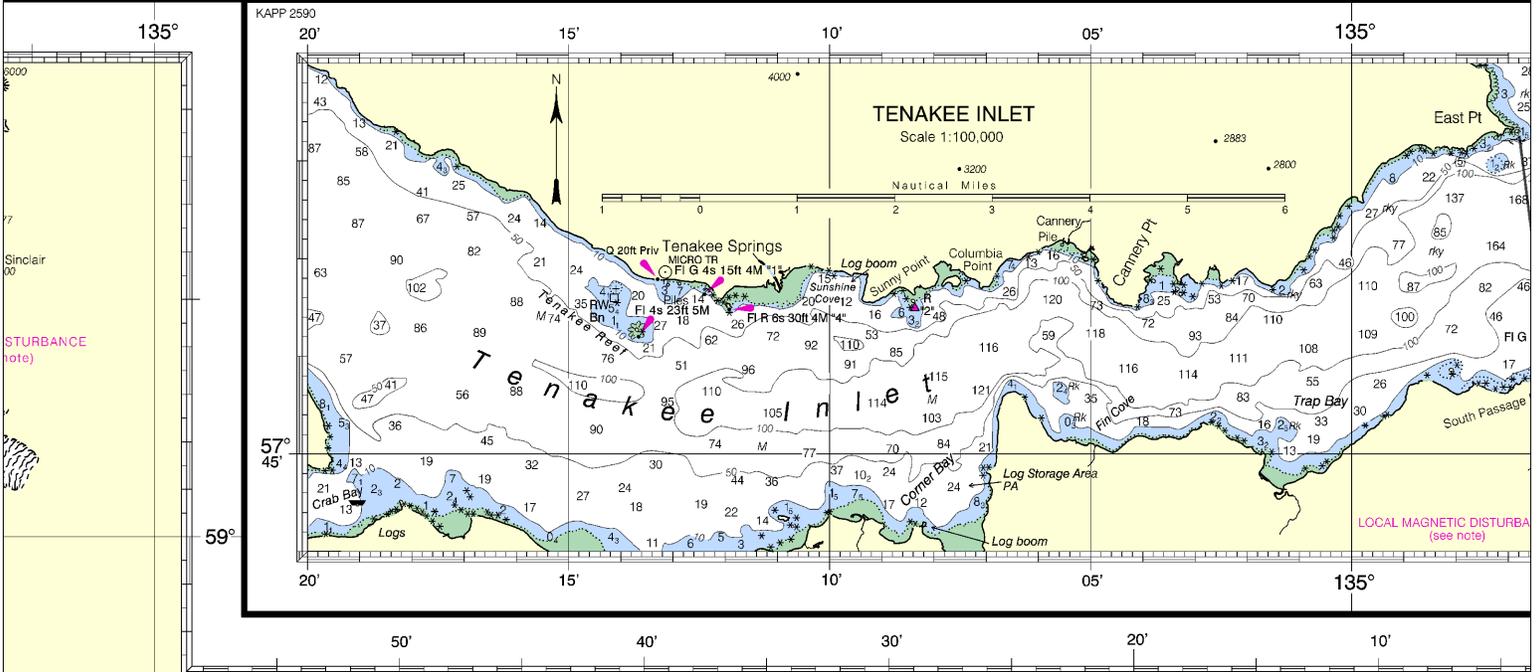
COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

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 9-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 inner limit of Federal fisheries 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.



Joins page 8

Note: Chart grid lines are aligned with true north.



Joins page 5

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AIDS TO NAVIGATION
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SUPPLEMENTAL INFORMATION
 Consult U.S. Coast Pilot 8 for important supplemental information.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

STEPHENS PASSAGE TO CROSS SOUND

INCLUDING

LYNN CANAL

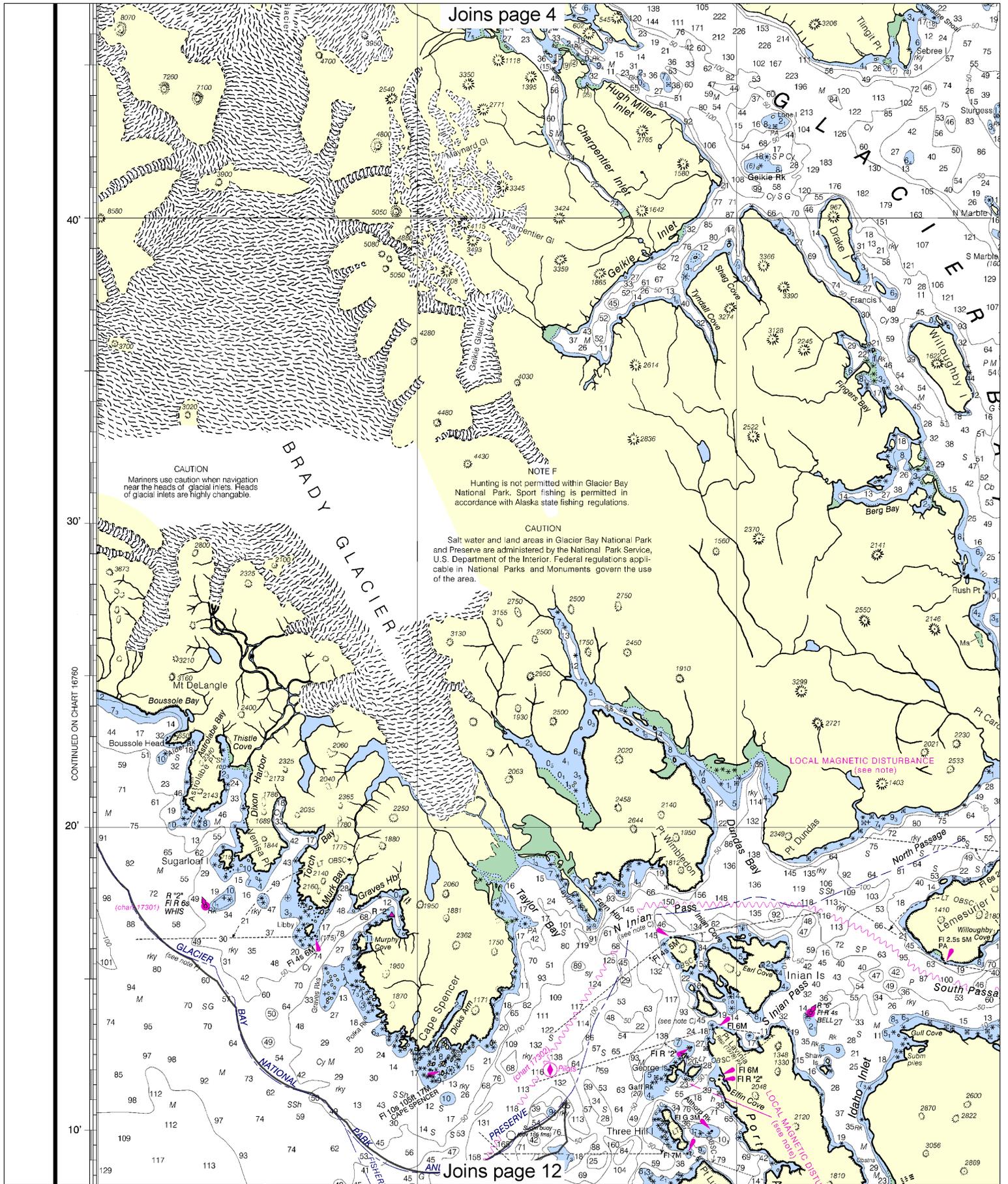
Mercator Projection
 Scale 1:209,978 at Lat 58°20'

North American Datum of 1983
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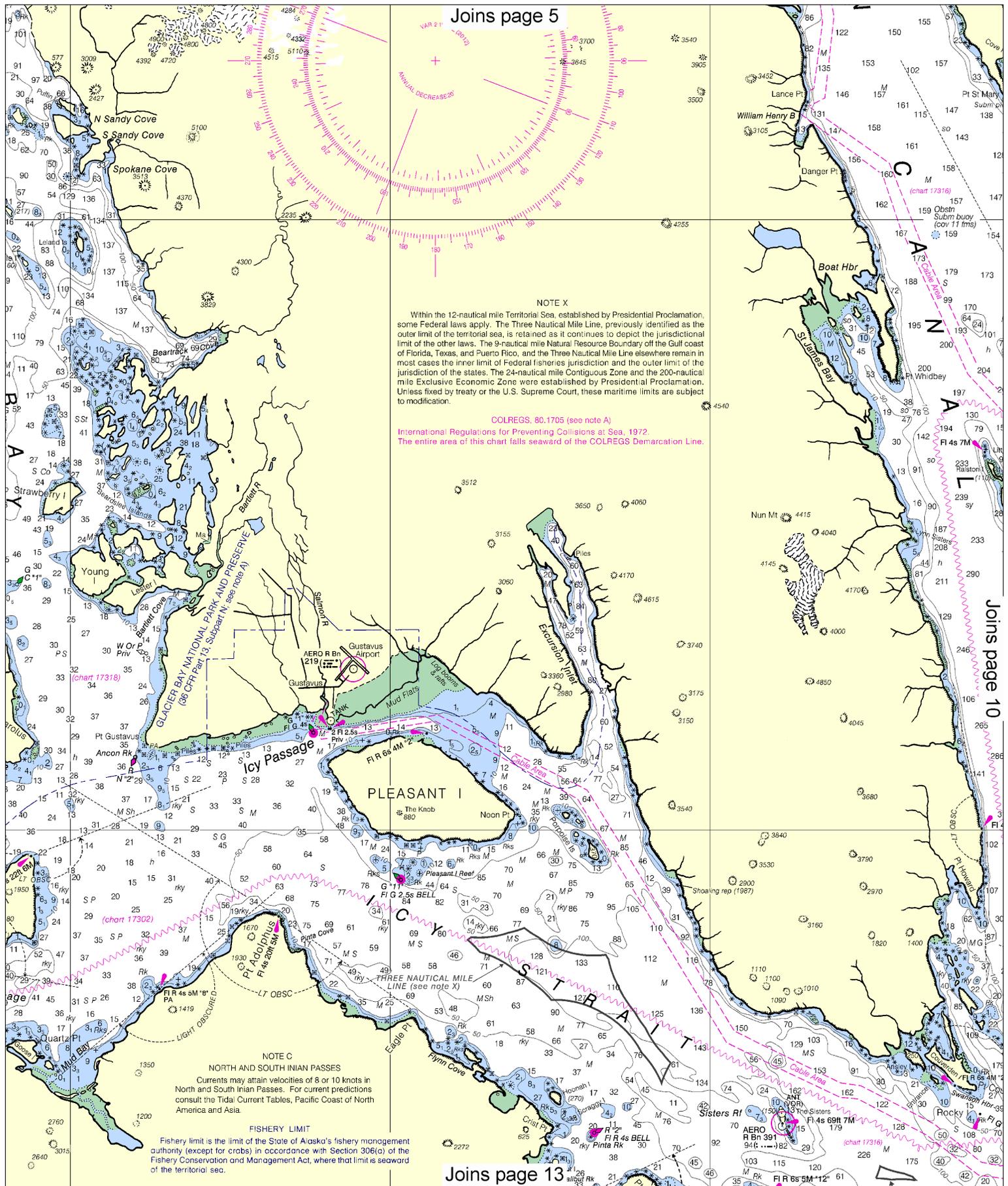
Joins page 10



Note: Chart grid lines are aligned with true north.



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NOTE C
NORTH AND SOUTH INIAN PASSES
 Currents may attain velocities of 8 or 10 knots in North and South Inian Passes. For current predictions consult the Tidal Current Tables, Pacific Coast of North America and Asia.

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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

STEPHENS PASSAGE TO CROSS SOUND

INCLUDING

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Mercator Projection
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North American Datum of 1983
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SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

HEIGHTS

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AUTHORITIES

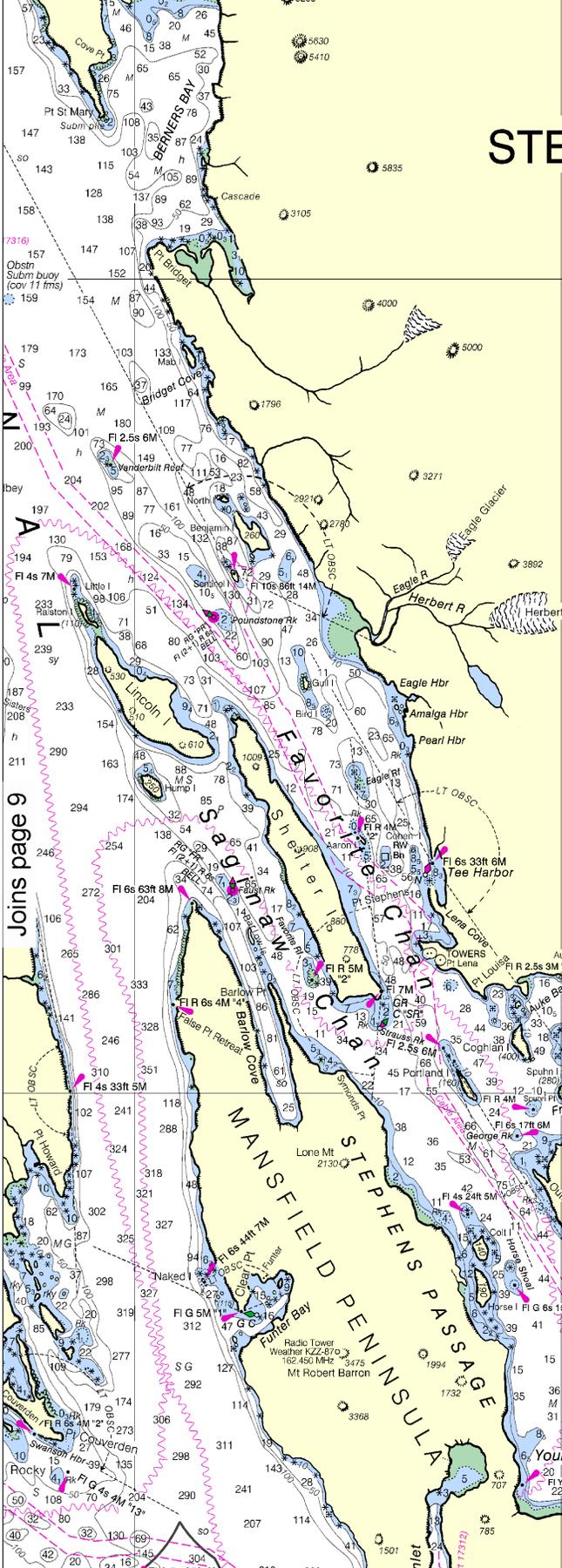
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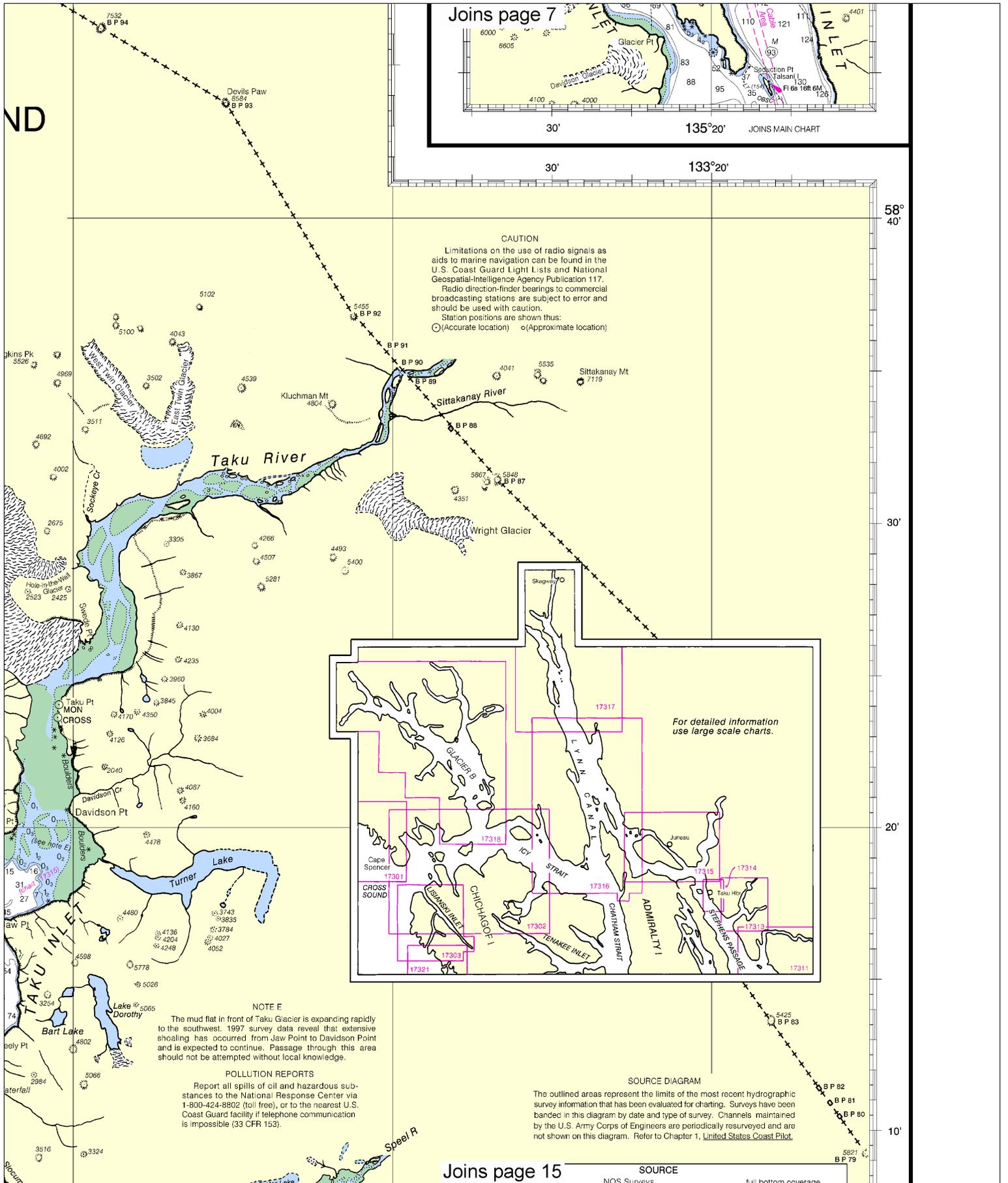
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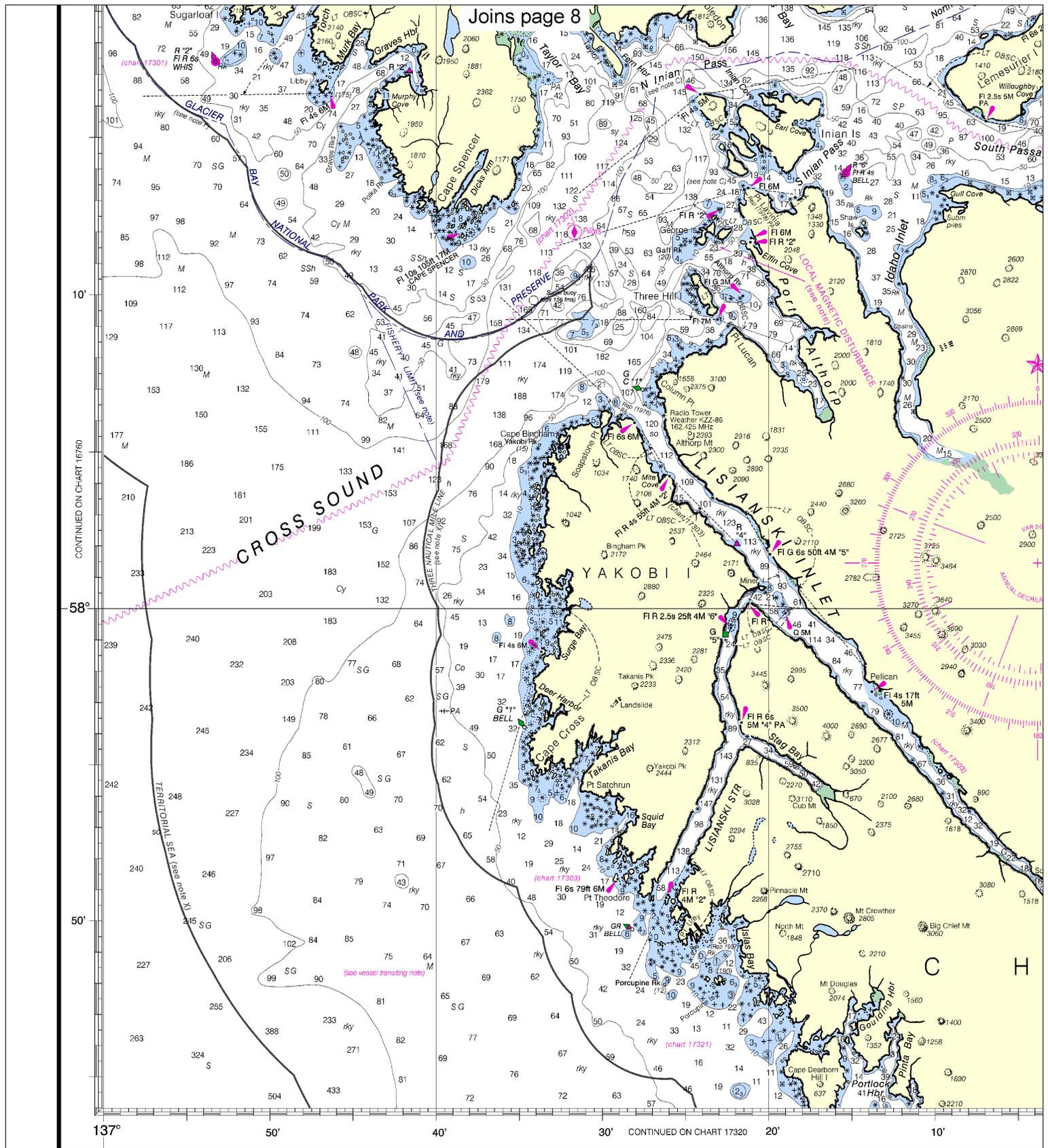


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Note: Chart grid lines are aligned with true north.





32nd Ed., Oct./12 ■ Corrected through NM Oct. 13/12
 Corrected through LNM Oct. 09/12

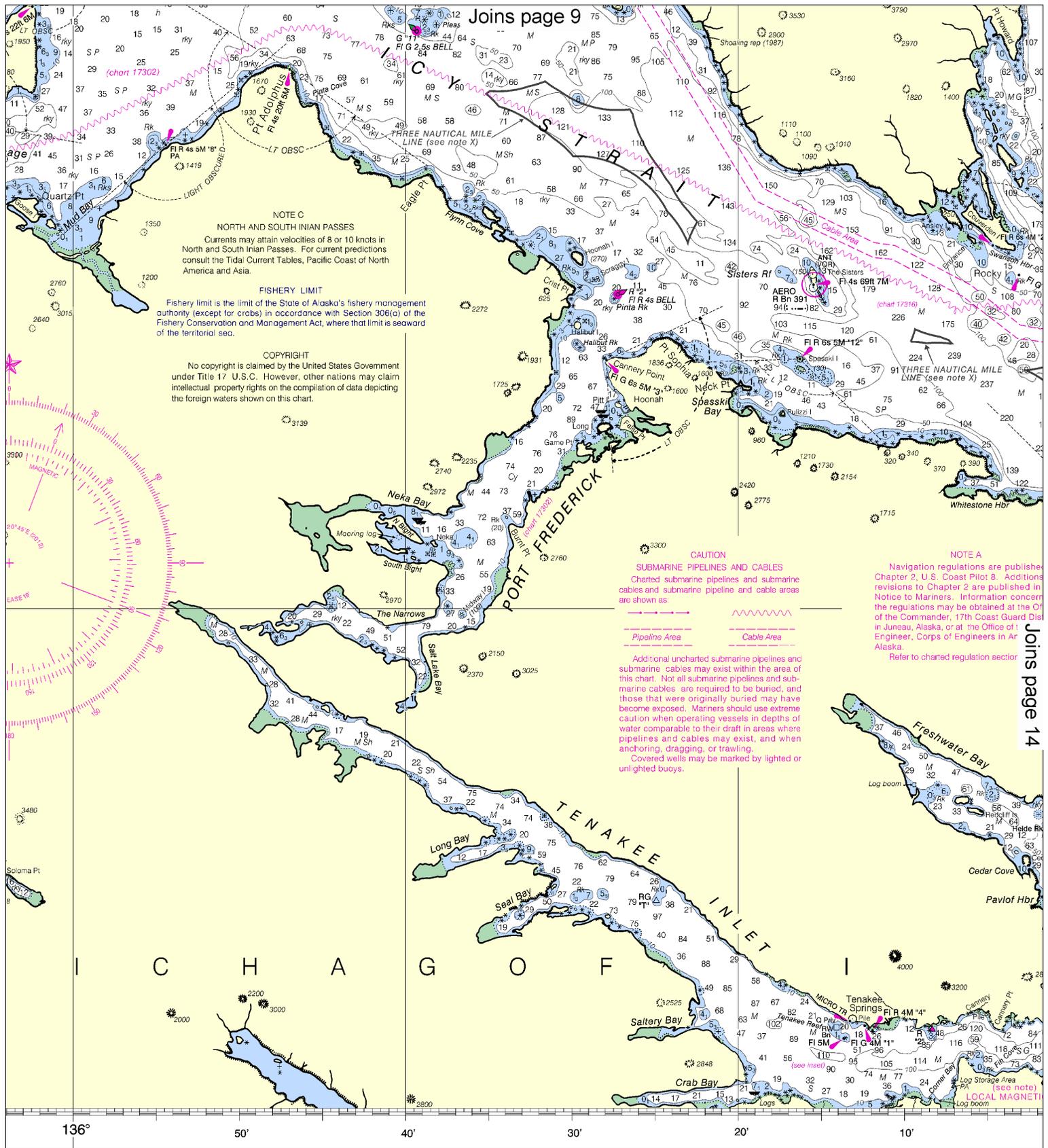
17300

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.

This nautical chart has been corrected by the Ocean Service encourages users improving this chart to the Chief of Service, NOAA, Silver Spring, Md.

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 No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the completion of data depicting the foreign waters shown on this chart.

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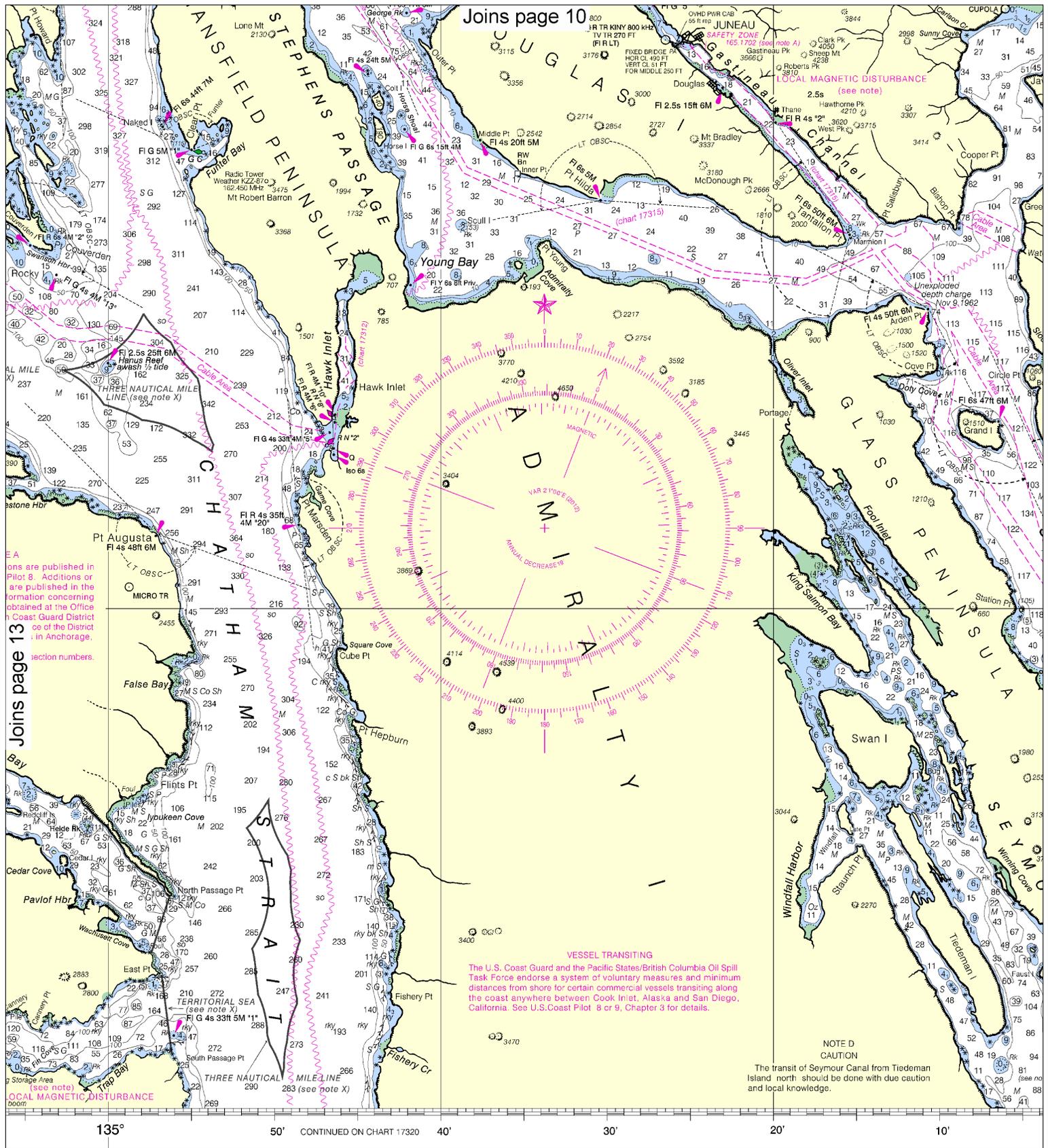
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SOUNDINGS IN FATHOMS
 (FATHOMS AND FEET TO 11 FATHOMS)

Designed to promote safe navigation. The National Oceanic and Atmospheric Administration encourages mariners to submit corrections, additions, or comments for the National Oceanic and Atmospheric Administration, National Ocean Service, National Ocean Survey, Maryland 20910-3282.

Published at Washington, D.C. by the U.S. DEPARTMENT OF COMMERCE, NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, NATIONAL OCEAN SERVICE, COAST SURVEY



Joins page 13
 section numbers.

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VESSEL TRANSITING
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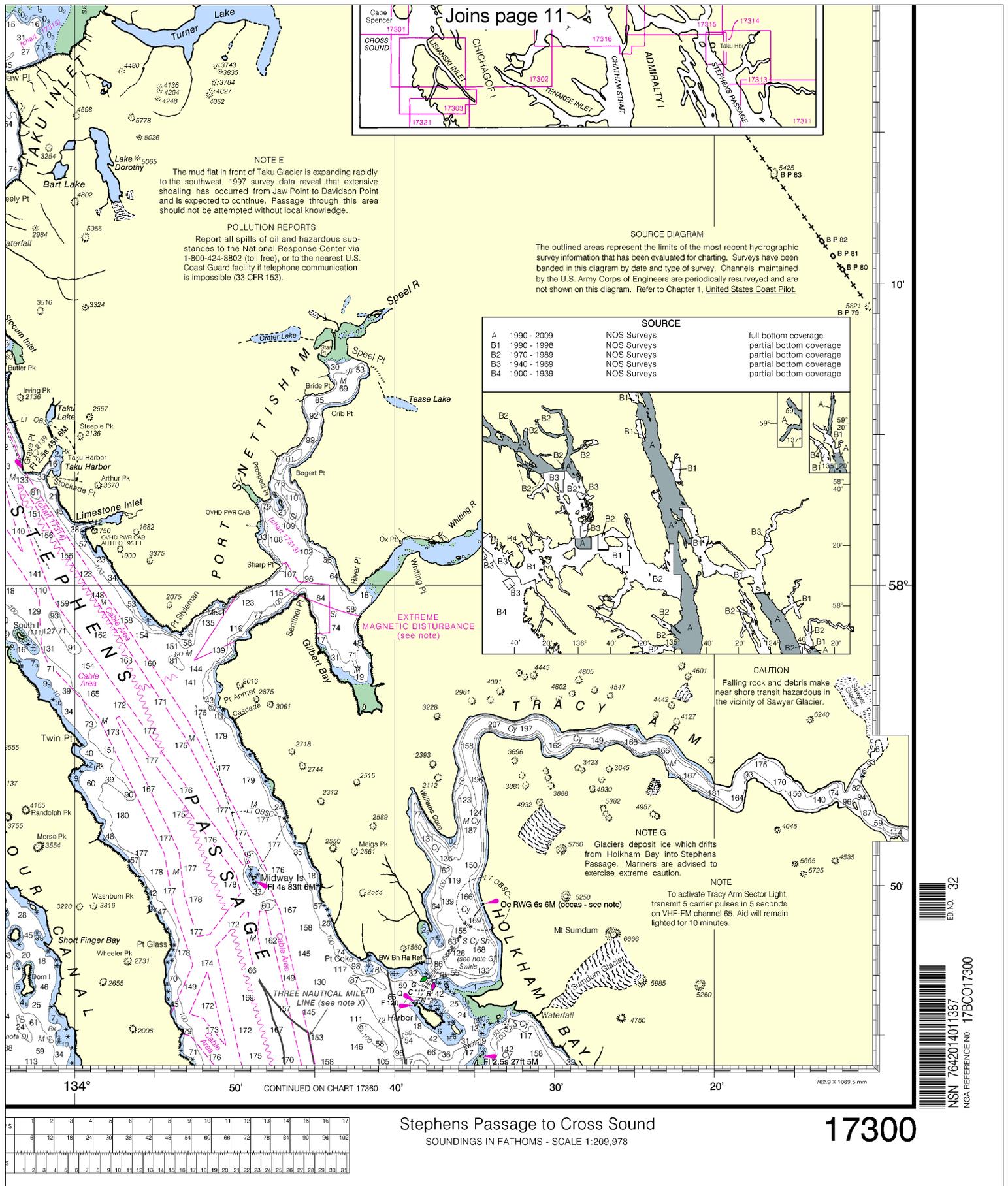
Washington, D.C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 COAST AND GEODETIC SURVEY

PRINT-ON-DEMAND CHARTS
 NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocedata.nod.noaa.gov/drs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

FATHOMS
FEET
METERS

14

Note: Chart grid lines are aligned with true north.



Stephens Passage to Cross Sound
SOUNDINGS IN FATHOMS - SCALE 1:209,978

17300



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!



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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.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 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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