

BookletChart™

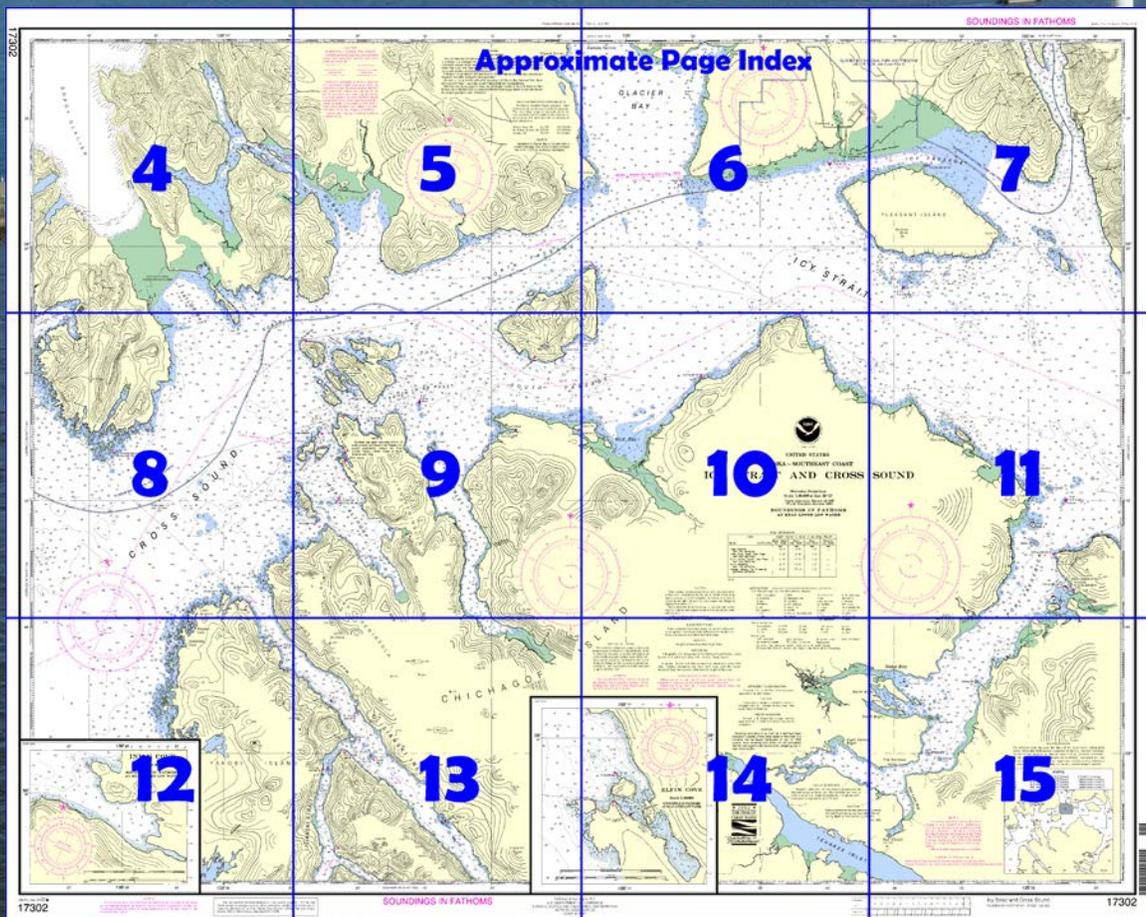


Icy Strait and Cross Sound NOAA Chart 17302

*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.

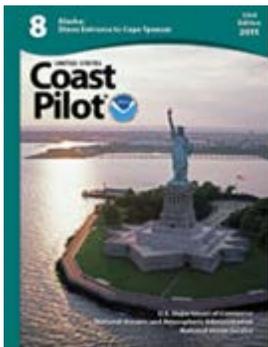
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=17302>.



(Selected Excerpts from Coast Pilot)

Caution.—From Cross Sound to Excursion Inlet, shoalings amounting to as much as 6 feet in several critical areas were disclosed during 1959. It is probable that these shoalings and others not yet discovered were due to the major earthquake of July 10, 1958. Accordingly, mariners are urged to use caution in navigating over or near critical depths.

Currents.—Current observations in the entrance E of George Islands indicate that

the current usually flows N with a varying velocity that reaches a strength of about 2 knots 2¼ hours before flood strength in North Inian Pass. (See the Tidal Current Tables for daily predictions.)

Anchorage.—The harbor affords protected anchorage in either of the two basins in the inner harbor and is extensively used by small fishing vessels. Care should be taken when anchoring in the lower basin of the inner harbor; numerous vessels have been reported dragging anchor and often going aground on the eastern shore.

Dangers.—The principal danger in the approach to the cove is a 1¼-fathom rock, marked by kelp, about 500 yards NNW of Elfin Cove Entrance Light 2. The rocky ledges on the sides of the entrance channel are marked by daybeacons.

Currents.—The tidal currents from Point Gustavus to Willoughby Island at times attain a velocity of 6 knots or more. Heavy tide rips and swirls occur abreast Beardslee Islands, especially off the channel SE of the NW island of the group. From this channel the ebb current sets across the bay and meeting the direct current coming down on either side of Willoughby Island produces heavy swirls and rips during large tides. Above Willoughby Island the currents have little velocity. (See the Tidal Current Tables for daily predictions of times/velocities of the current.)

Ice.—Numerous discharging glaciers enter the bay, and glacial ice is always present, sometimes in enormous quantities in Muir Inlet, Tarr Inlet, and Johns Hopkins Inlet. The quantity of ice discharged into Glacier Bay varies from year to year and is greatly affected by seismic activity and local weather. Variations in ice conditions throughout the bay follow no absolutely predictable pattern. Water circulation near the glaciers is very erratic as freshwater enters at all depths. Swirls and eddies are common and cause the ice to move slowly in all directions. After a dry spell, rain causes calving and dense ice packs. When the ice falls from the faces of the glaciers, it may create waves 30 feet high. Therefore, small boats should not approach closer than 0.5 mile to active glaciers. Icebergs are unstable and should not be approached closely because, if disturbed by swell from the small boat passing, they may roll over or break apart at any time.

Beginning in January, Glacier Bay is at times frozen in its upper reaches and in the bays and inlets where much freshwater is discharged. In the upper end of all bays and inlets, the ice never gets thick during the winter freeze-over, and it either thaws or is broken by the wind and waves. The greatest amount of float ice is found in the spring, and it lessens as the season advances. In June the ice in front of the glaciers, as seen from mountains farther down, appears to be solid at the head of the bay. More ice comes down the bay on the large tides than the small, and winds also exert a marked influence on the ice movements. Occasionally in the winter the great mass of ice from Muir Glacier is congested in Muir Inlet as far S as Wachusett Inlet, and in the summer as far S as Muir Point. Icebergs are frequently in Glacier Bay off Tlingit Point, and occasionally a few small bergs are S of Willoughby Island. The ice from Lamplugh Glacier and Reid Glacier is so scattered that vessels usually have little difficulty in passing. Tarr Inlet almost never has a dense ice pack except at the face of Margerie Glacier and Grand Pacific Glacier. Usually ice cover in Johns Hopkins Inlet is dense in the winter as far E as Lamplugh Glacier. It covers only the SW leg of the inlet in the summer. Ice may occasionally be thick as far SE as Drake Island. Fog is frequently in the bay, particularly in late summer.

Caution.—The navigation of Glacier Bay outside of the main channels is not considered safe without local knowledge. The shoals are occasionally marked by grounded ice.

**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

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HEIGHTS
Heights in feet above Mean High Water.

NOTE B
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.

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.

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.

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 1.301" southward and 6.593" westward to agree with this chart.

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.

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

--- Pipeline Area ~~~~~ Cable Area

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.

CAUTION
Swift currents and riptides occur in the channel into Salt Chuck during maximum tides. The controlling depth of the channel is ½ fathom.
June 1982

CAUTION
Navigation in Glacier Bay is not safe without local knowledge. Glacial ice is always present. See chart 17318 for additional information.

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.

Althorp Peak, AK KZZ-86 162.425 MHz
Mt. Robert Barron, AK KZZ-67 162.450 MHz
Juneau, AK WXJ-25 162.55 MHz

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.

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).

CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping 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)

CAUTION
Shoalings amounting to as much as 6 feet have been disclosed in several critical shoal areas on this chart. 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.

Mercator Projection
Scale 1:80,000 at Lat. 58° 12'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

In general, the land is thickly wooded to an elevation of about 1500 feet. Higher elevations are bare and rocky and the higher mountain tops are covered with snow throughout the year.

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

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 3° from normal variation have been observed on George Island at the head of Granite Cove.
Differences of as much as 7° from normal variation have been observed in North Passage.

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. Consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, United States Coast Pilot.

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.

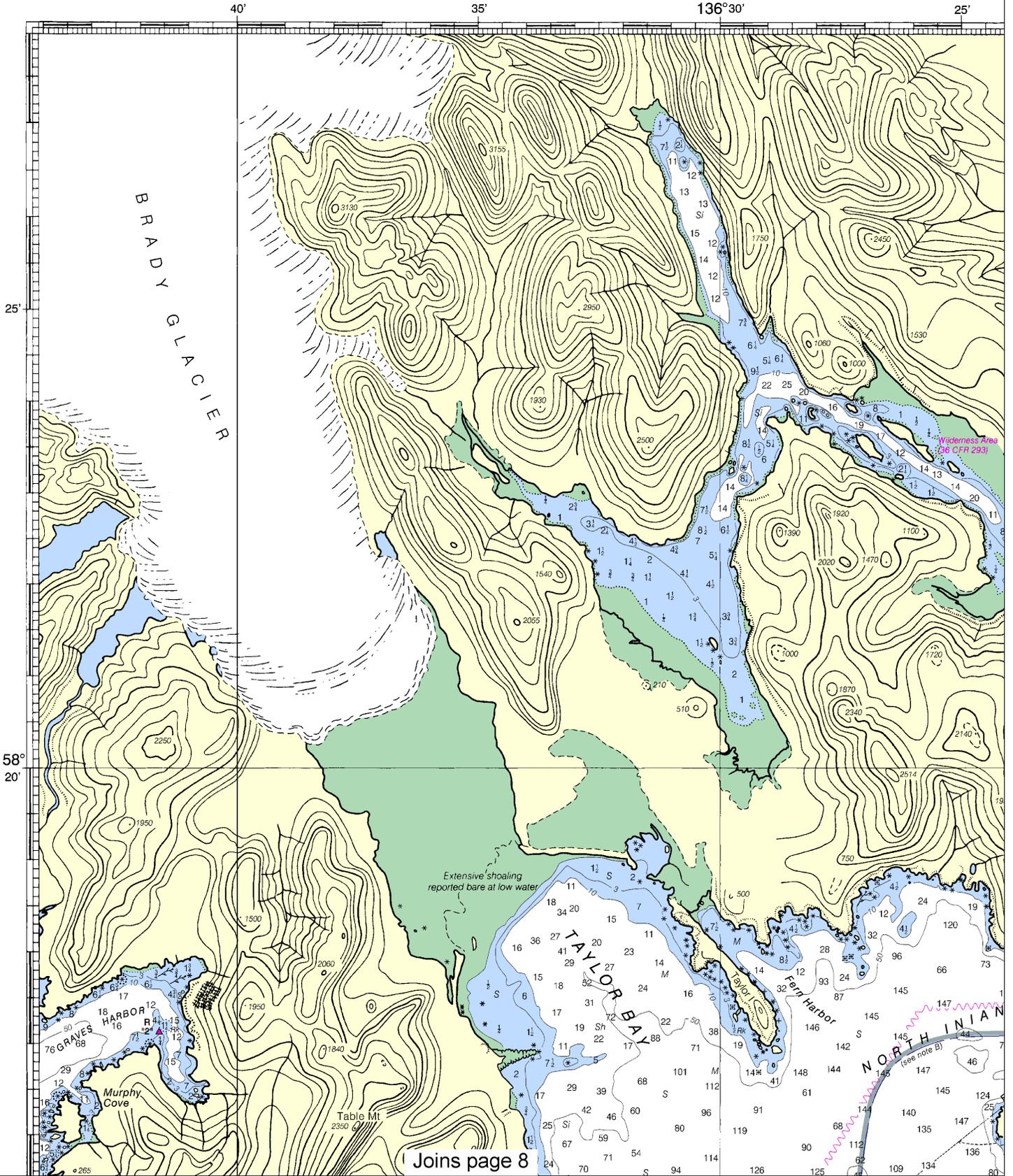
CAUTION
Whales and Wildlife *R*
The U.S. National Park Service advises that the Glacier Bay National Park and Preserve is involved in a management program to minimize the impact of motor vessels on humpback whales. Motor vessels are prohibited from approaching humpback whales closer than 0.25 mile. Special regulations direct vessels while in waters frequented by humpback whales, an endangered species.
Pets are not permitted in the backcountry. Certain islands with sea bird colonies are closed to foot traffic during the nesting season.
Hunting is not permitted within the boundary's of Glacier Bay National Park. Sport fishing is permitted in accordance with Alaska State fishing regulations.
Mariners are encouraged to read the information board at the U.S. National Park Service pier in Bartlett Cove or contact the Bartlett Cove ranger station by radiotelephone for current regulations and information.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Cape Spencer (58°12'N/136°40'W)	10.4	9.6	1.5	----
Inian Cove, North Inian Pass (58°16'N/136°20'W)	11.5	10.6	1.4	----
Point Lavinia, South Inian Pass (58°13'N/136°21'W)	11.9	10.9	1.4	----
Point Adolphus (58°17'N/135°47'W)	14.5	13.5	1.5	----
Hoonah Harbor, Port Frederick (58°08'N/135°28'W)	14.8	13.4	1.5	----

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17302



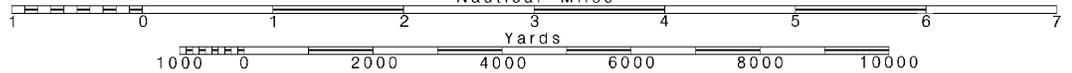
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

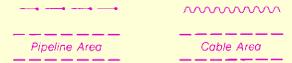
SCALE 1:80,000
Nautical Miles

See Note on page 5.



20' 15' 10' 05' JOINS C

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Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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Covered wells may be marked by lighted or unlighted buoys.

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NOAA WEATHER RADIO BROADCASTS

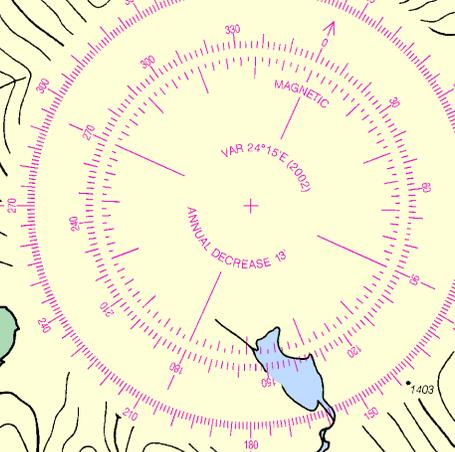
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Mt. Robert Barron, AK	KZZ-87	162.450 MHz
Juneau, AK	WXJ-25	162.55 MHz

CAUTION

Navigation in Glacier Bay is not safe without local knowledge. Glacial ice is always present. See chart 17318 for additional information.

White Cap Mt
3290



LOCAL MAGNETIC DISTURBANCE (see note) P

NORTH PASSAGE

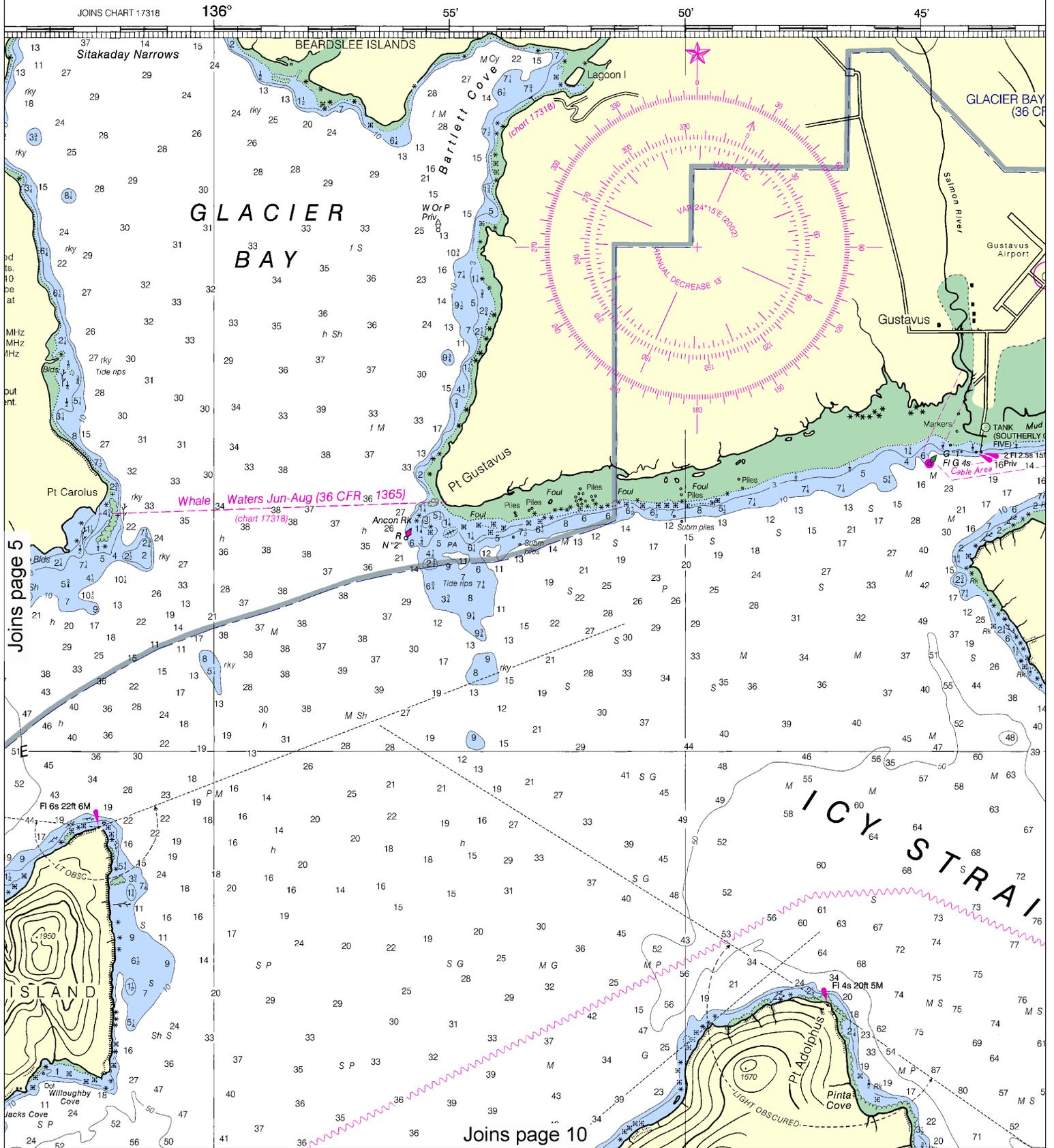
LEMESURIER ISLAND

Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





Joins page 5

Joins page 10

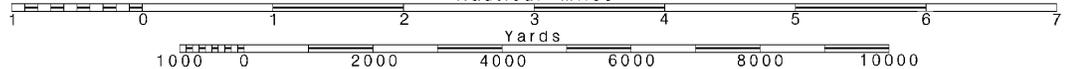


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

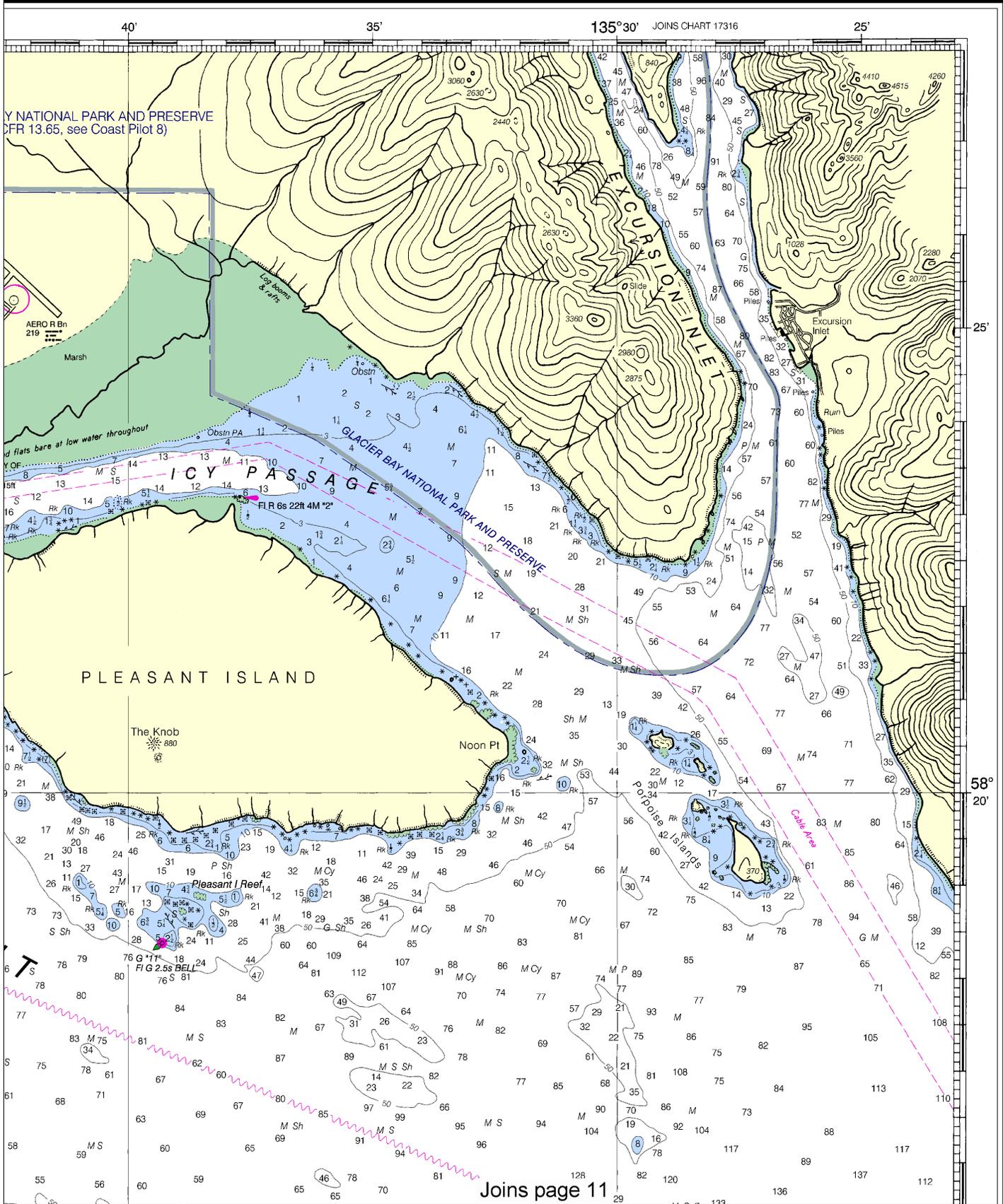
SCALE 1:80,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FATHOMS

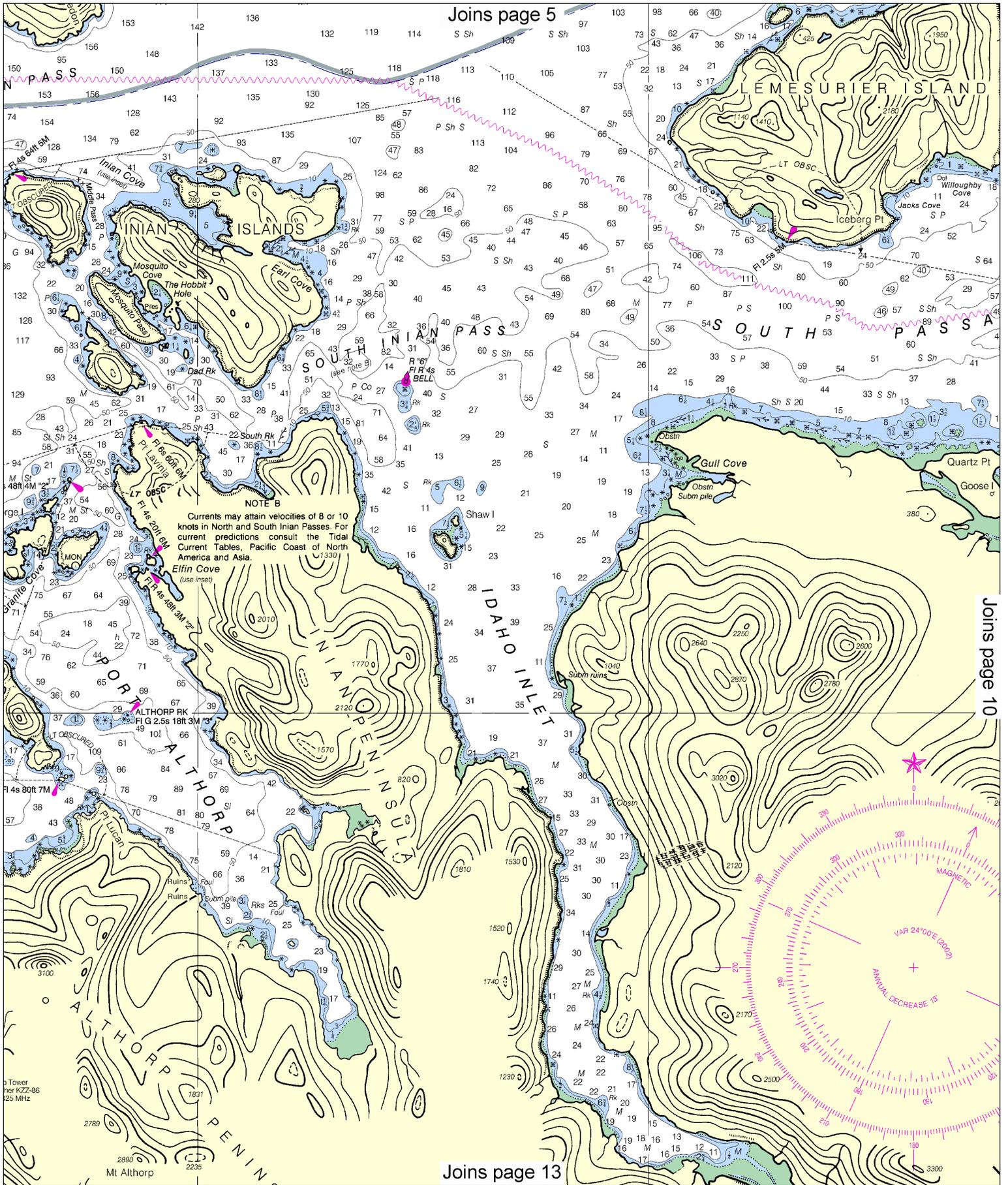
Nautical Chart Catalog No. 3, Panels P, O



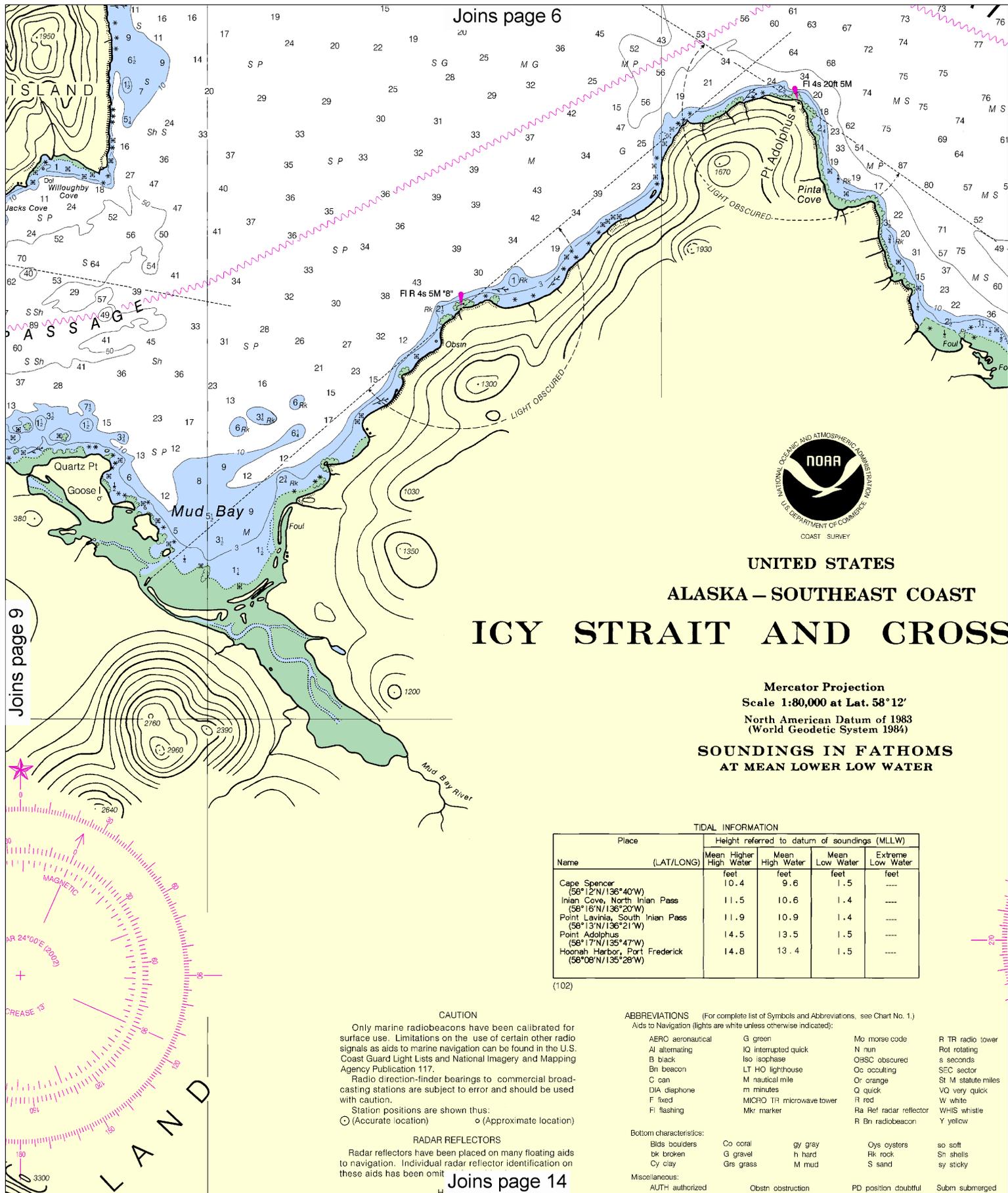
Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



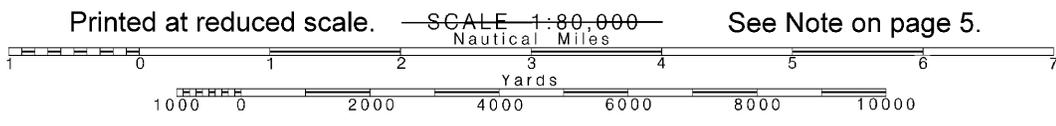


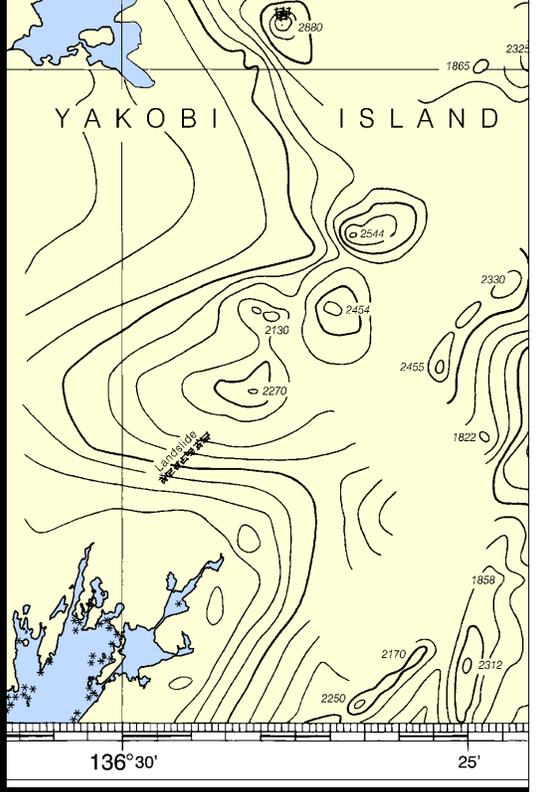
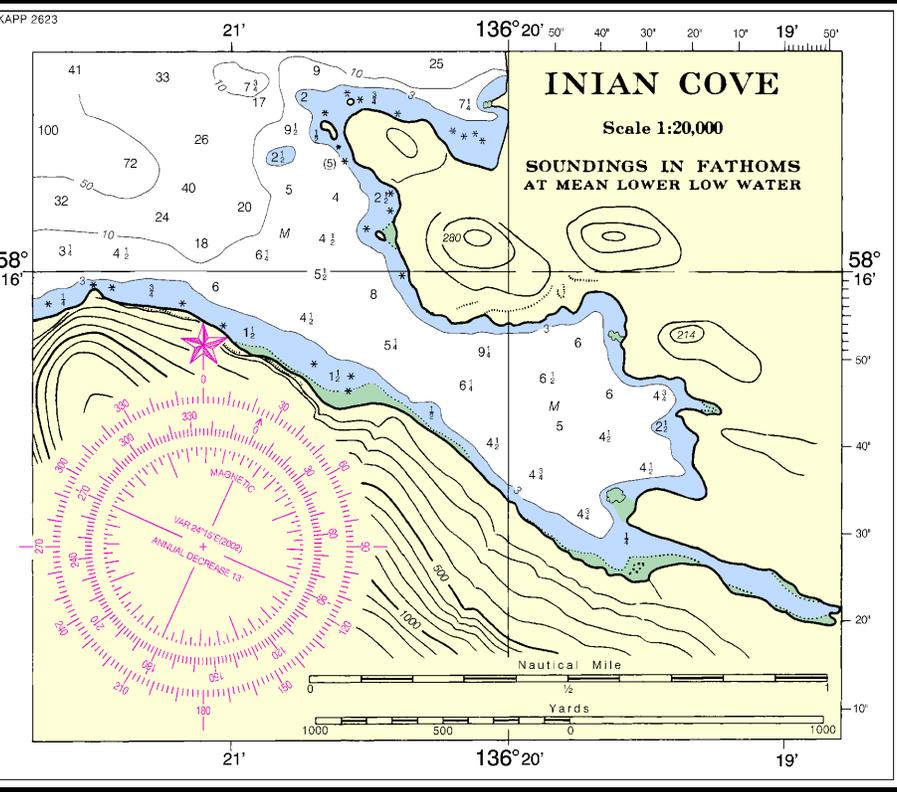
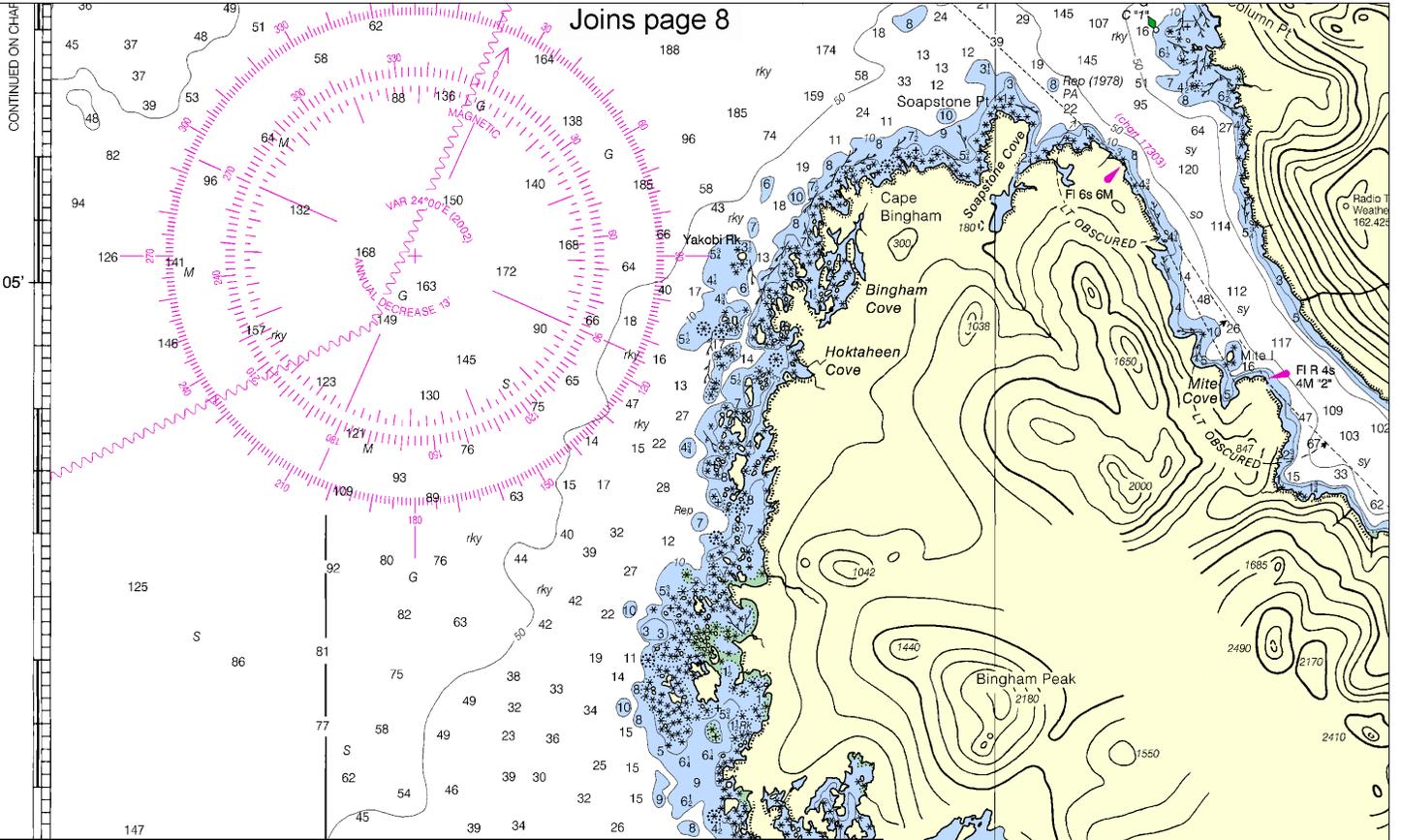
Tower
Per K27-96
25 MHz



10

Note: Chart grid lines are aligned with true north.





18th Ed., Mar. 02/02
17302

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The Ocean Service encourages users to submit corrections, additions, or corrections to this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

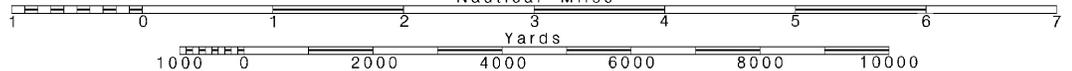
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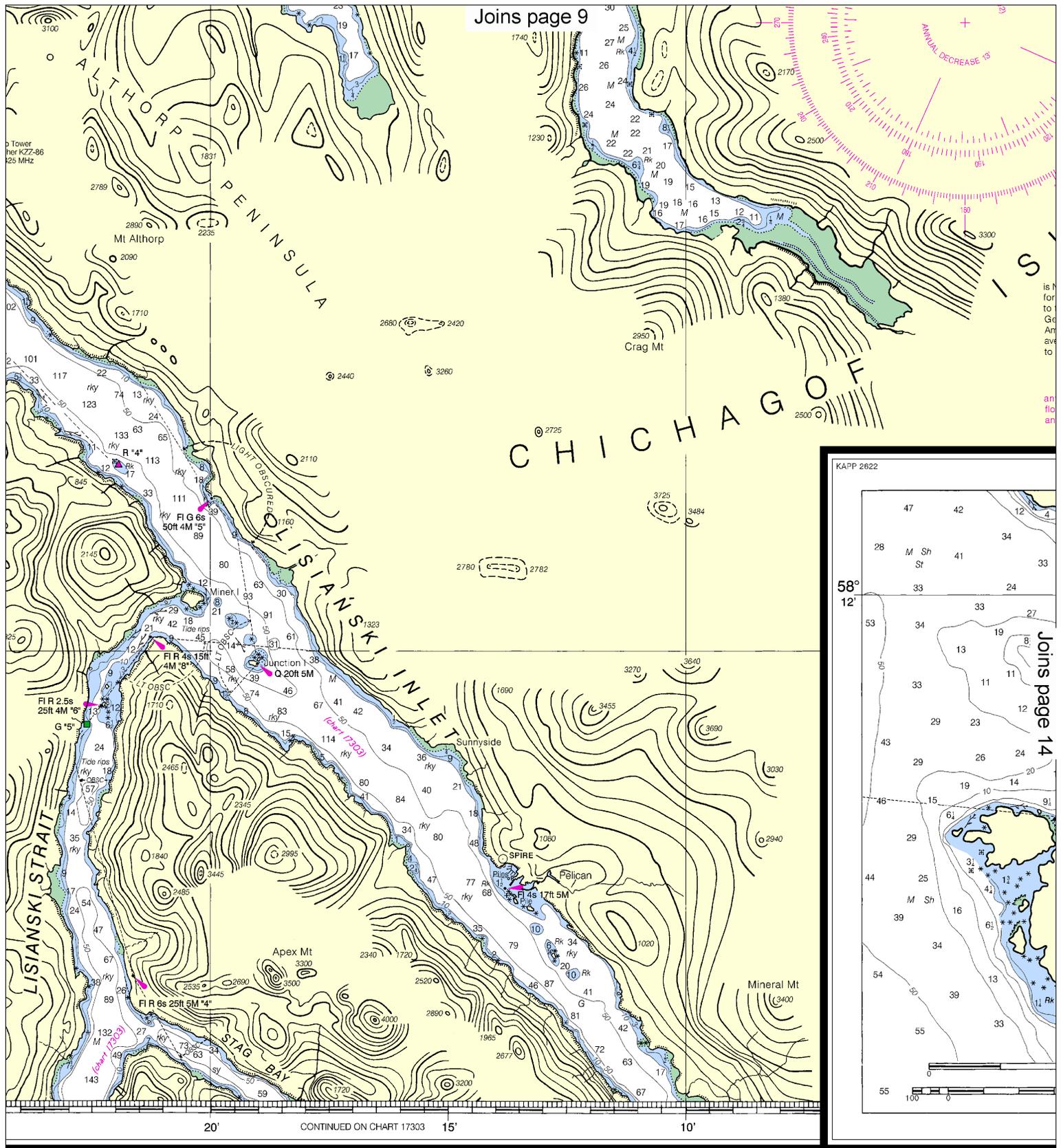
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

See Note on page 5.





Joins page 9

KAPP 2622

58° 12'

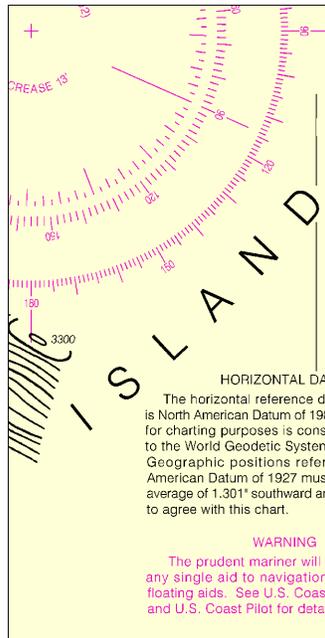
Joins page 14

The National
Comments for
ional Ocean

SOUNDINGS IN FATHOMS

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

(102)



CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping 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)

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.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

In general, the land is thickly wooded to an elevation of about 1500 feet. Higher elevations are bare and rocky and the higher mountain tops are covered with snow throughout the year.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 3° from normal variation have been observed on George Island at the head of Granite Cove.
 Differences of as much as 7° from normal variation have been observed in North Passage.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

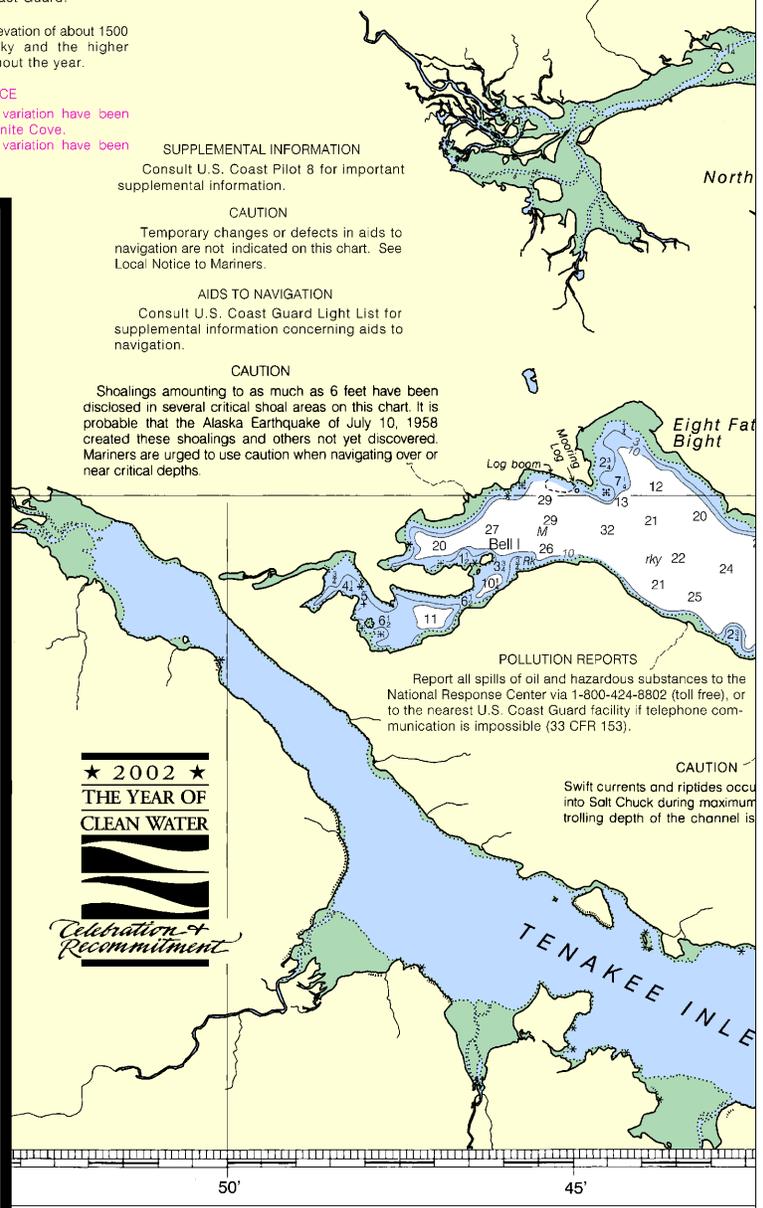
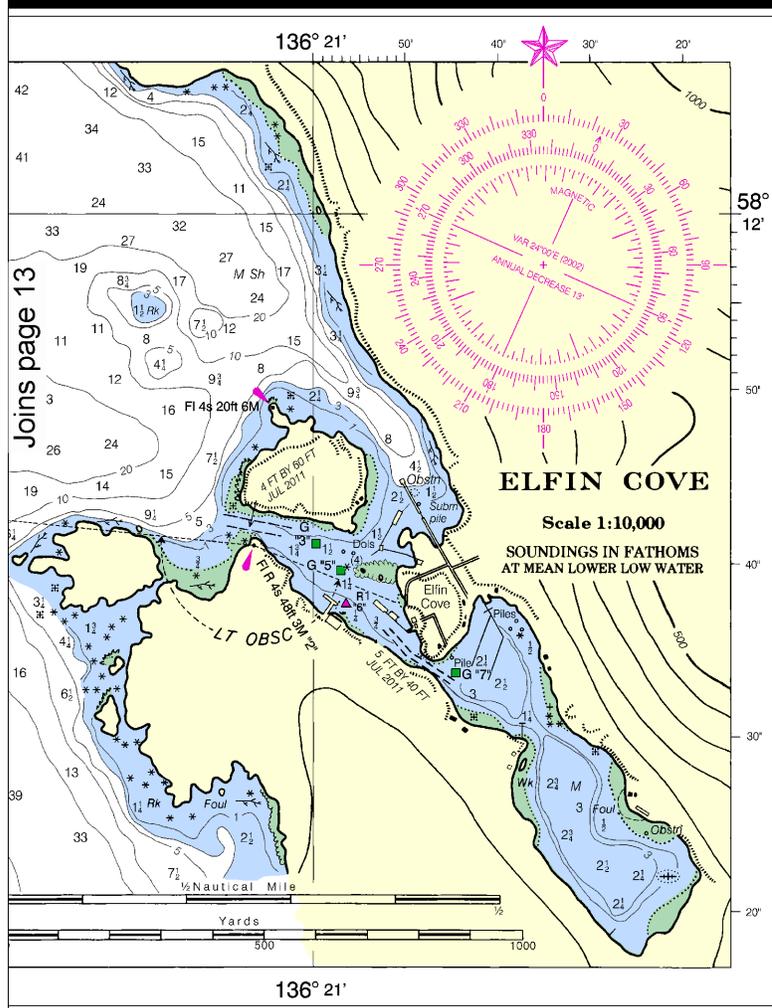
AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N num	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	ST M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sn shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

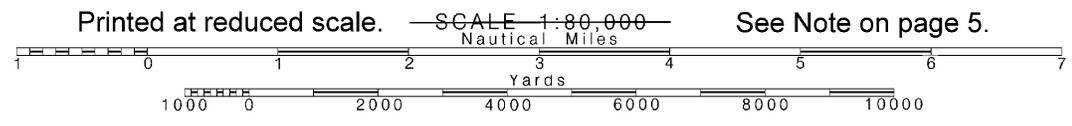
AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

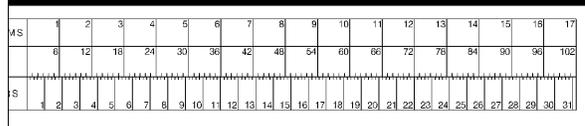
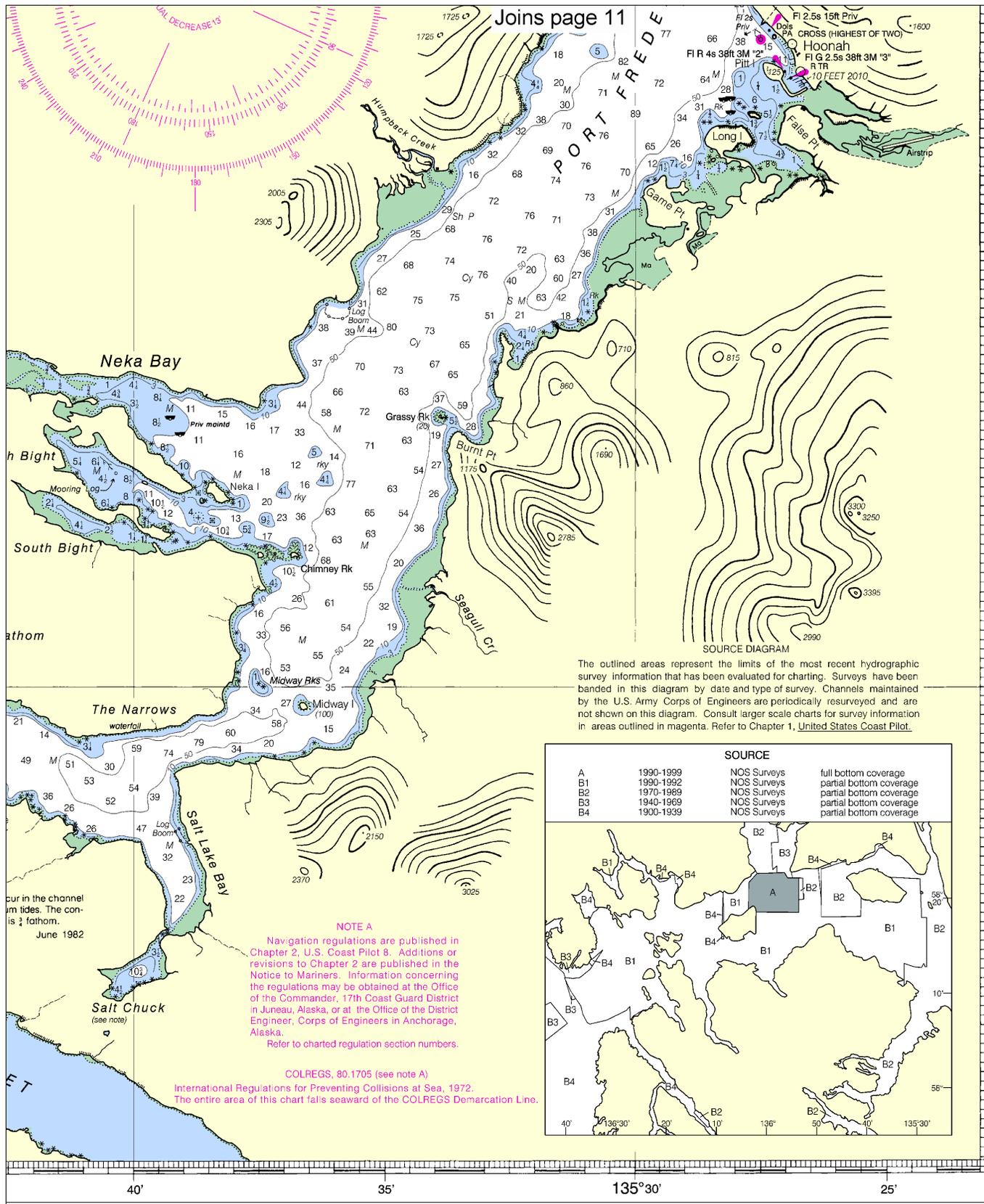


at Washington, D.C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS
FEET
METERS

Note: Chart grid lines are aligned with true north.





Icy Strait and Cross Sound
 SOUNDINGS IN FATHOMS - SCALE 1:80,000

17302

ED. NO. 18

NSN 7642014011388

NIMA REFERENCE NO. 17BC017302



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>



— For the latest news from Coast Survey, follow @nauticalcharts



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