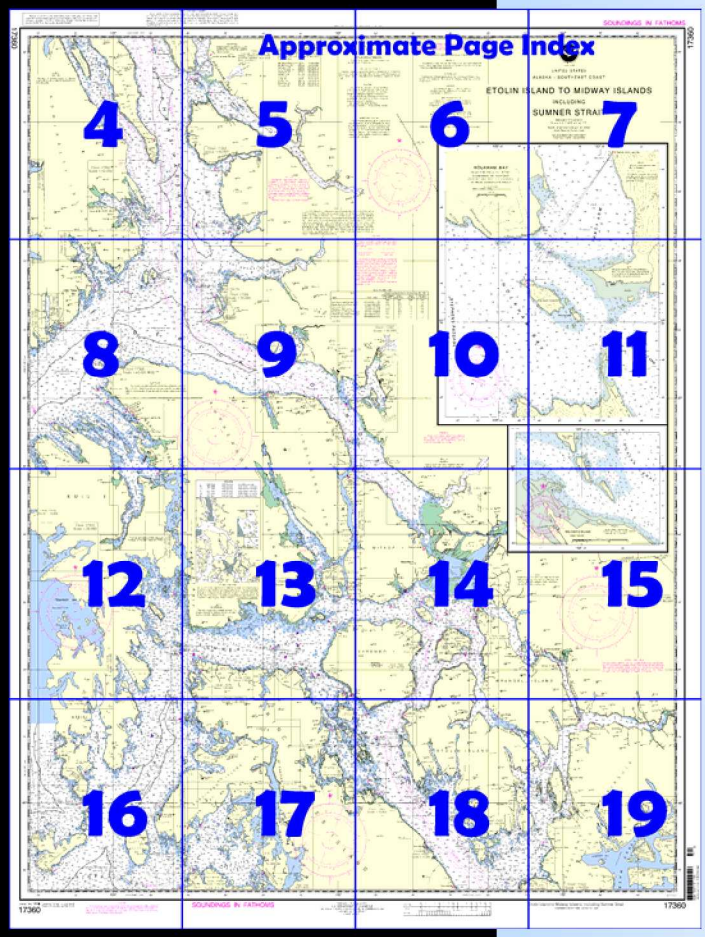
BookletChart™

Etolin Island to Midway Islands

(NOAA Chart 17360)



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 all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NOAA
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

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™?

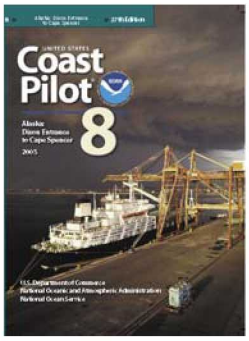
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this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



[Coast Pilot 8, Chapter 5,7,8 & 9 excerpts]

(316) The shoreline from Ratz Harbor NW to **Clear Creek**, a distance of 6.3 miles, is practically straight.
(317) **Luck Point** (55°59'N., 132°44'W.), on the W side of Clarence Strait opposite Point Stanhope, is a rounding point without marked features.
(318) **Etolin Island**, on the NE side of Clarence Strait near its head, separates Ernest Sound from Stikine Strait.
(90) **Port Beauclerc** is a large arm on the W side of Sumner Strait, the entrance to which is about 11 miles N of Point St. Albans and 10 miles WSW of Point Baker.
(99) **Sumner Island** is 4.3 miles NNE of Boulder Point.
(100) **Alvin Bay**, NW of Sumner Island, is clear of dangers except for a depth of 1¾ fathoms in the center near where it starts to narrow.
(102) **Strait Island** is in the middle of Sumner Strait 3 miles NW of Point Baker. **Mariposa Reef**, which partly bares, extends about 0.8 mile S from the island.
(148) **Keku Strait**, marked by lights and daybeacons, connects Summer Strait with Frederick Sound and separates Kuiu Island from Kupreanof Island.
(151) **Point Barrie** forms the E point at the S entrance to Keku Strait. Reefs and shoals extend from 0.5 to 1 mile off the point. **Barrie Island**, 0.9 mile SE of the point, is a wooded island making a good mark for entering Keku Strait.
(153) **Conclusion Island** is the large densely wooded island about 4.5 miles WNW of Point Barrie and 3 miles N of Sumner Island; it has several peaks and is generally steep-to.
(154) **No Name Bay**, about 3 miles W of Conclusion Island, is constricted at its head by several wooded islets.
(155) **Seclusion Harbor** is a small inlet about 3.5 miles NNW of the W end of Conclusion Island.
(156) **Threemile Arm**, N of Seclusion Harbor, makes off to the W at the NW end of the bay.
(158) **Meadow Island** is a low, wooded island in the E part of the bay, 4 miles N of Point Barrie.
(184) In **Buster Bay**, the open bight 6.5 miles E of Point Baker (56°21'N., 133°37'W.), vessels may find anchorage with shelter from S winds in 10 fathoms, sand bottom, about 0.7 mile from shore.
(185) **Totem Bay**, about 10.5 miles NE of Point Baker, is a large indentation on the N shore of Sumner Strait, midway between Point Barrie and Mitchell Point.
(186) To enter the bay, approach from E, keeping about 1 mile off **Moss Island** and about 0.5 mile off the E point at the entrance.
(187) **Shingle Island**, low and wooded, is about 1.5 miles S of the entrance.
(188) **The Eye Opener** Eye Opener, The 17360is a rocky ledge near the middle of Sumner Strait, about 11.7 miles E of Point Baker.
(221) **Woewodski Island** separates the lower part of Duncan Canal from the lower part of Wrangell Narrows, and is separated from Lindenberg Peninsula by Beecher Pass.
(226) **Little Duncan Bay**, entering the W shore of Duncan Canal opposite Beecher Pass, about 5 miles from the entrance, is shallow, but affords protected anchorage for small craft.
(229) **Castle Islands** are a group of small islands, most of them wooded, on the SW side of Duncan Canal, about 9 miles from the entrance. **Castle River** empties into the bight W of the islands.
(230) **Mitkof Island**, triangular in shape, is mountainous and wooded at the N and S ends, with a low divide in an E and W direction through the central portion.
(242) **Dry Strait**, mostly bare at low water, affords passage for small craft at high water between the head of Sumner Strait and the head of Frederick Sound.
(244) **Dry Island** and **Farm Island** are on the E side of Dry Strait NNE of Blaquiere Point. Boats should not attempt passage between these islands. A poor channel can be followed at high tide between Farm Island and **Sergief Island.**
(245) **Kadin Island**, about 2.5 miles S of Sergief Island, is 1,810 feet high, and wooded. **Rynda Island** and **Greys Island**, W of Kadin Island, and **Pocket Island** and **Hidden Island**, NW of Dry Island, are within Dry Strait.
(247) The **Stikine River** has its source in a small lake in British Columbia near 57°10'N., 128°00'W., and is about 200 miles long.
(2) **Frederick Sound** has its entrance from Chatham Strait between Kingsmill Point and Point Gardner and extends NE to The Brothers and Cape Fanshaw.
(10) **Camp Island**, **Pocket Island**, and **Hidden Island** are wooded islands on the flats N of Dry Strait.
(11) **Ideal Cove** has its entrance on the S side of Frederick Sound, about 13.8 miles SE of Wrangell Narrows and 1.2 miles S of Coney Island.

Table of Selected Chart Notes

NOTE C

Lights and buoys maintained from May 1 to October 1.

Corrected through NM Jun. 14/08
Corrected through LNM Jun. 03/08

NOTE

To activate Tracy Arm Sector Light, transmit 5 carrier pulses in 5 seconds on VHF-FM channel 65. Aid will remain lighted for 10 minutes.

o exercise

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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.

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.

NOTE B

CAUTION

Several rocks have been reported to be bare at MLLW. Mariners should exercise caution in this area.

NOTE D

CAUTION

The transit of Seymour Canal from Tiedman Island north should be done with due caution and local knowledge.

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 1.265" southward and 6.171" westward to agree with this chart.

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) o(Approximate location)

CAUTION

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

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.

Mercator Projection
Scale 1:217,828 at Lat. 57°

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

For Symbols and Abbreviations see Chart No. 1

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.

Mt. Robert Barron, AK	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
Zarembo I, AK	KZZ-91	162.450 MHz
Gravina I, AK	KZZ-96	162.525 MHz
Duke I, AK	KZZ-92	162.450 MHz
Craig, AK	KXI-80	162.475 MHz
Juneau, AK	WXJ-25	162.550 MHz
Ketchikan, AK	WXJ-26	162.550 MHz
Wrangell, AK	WXJ-83	162.400 MHz

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

AUTHORITIES

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

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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.

HEIGHTS

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

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, Chapter 3 for details.

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 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.

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.

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.

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

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 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

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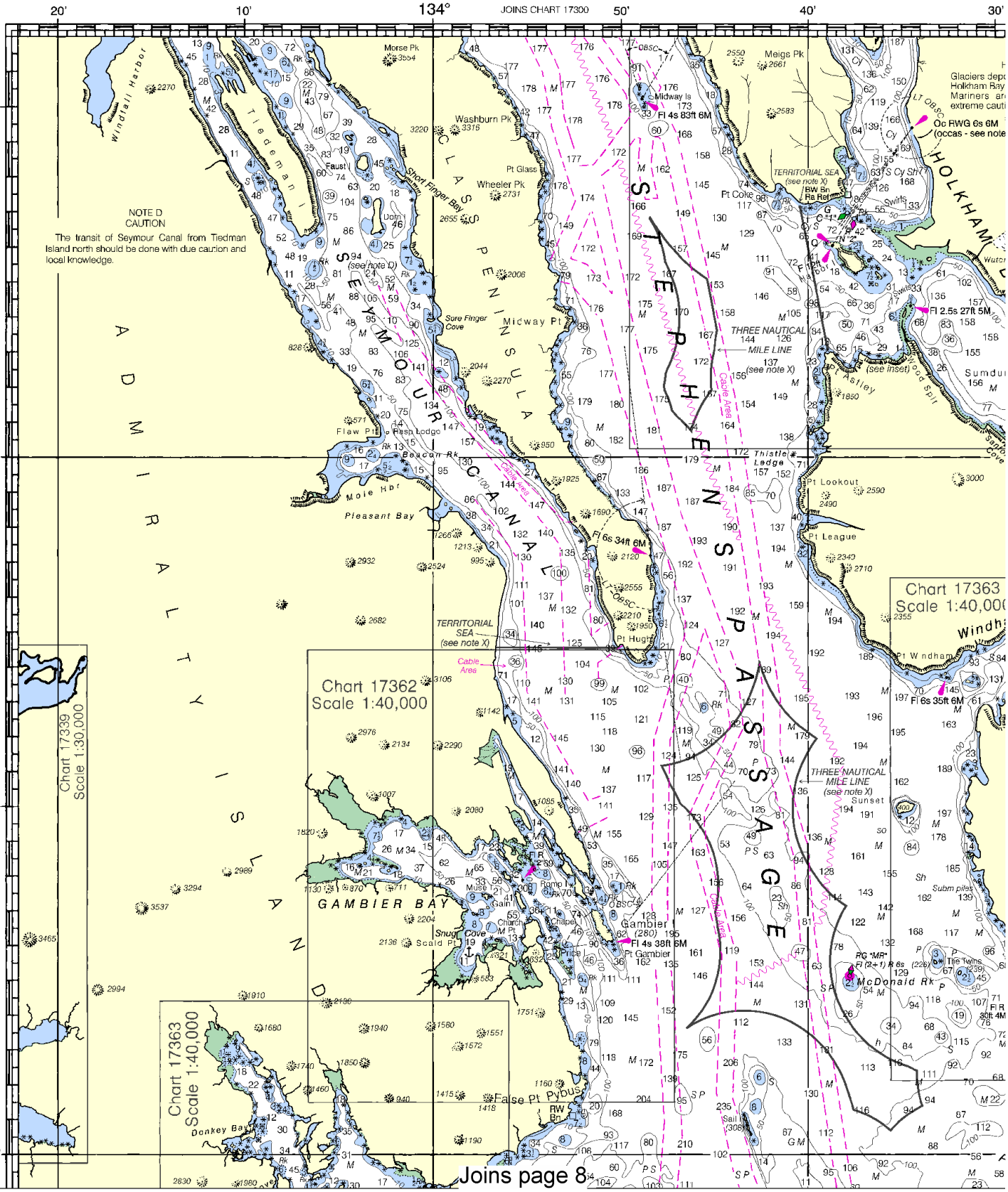
17360



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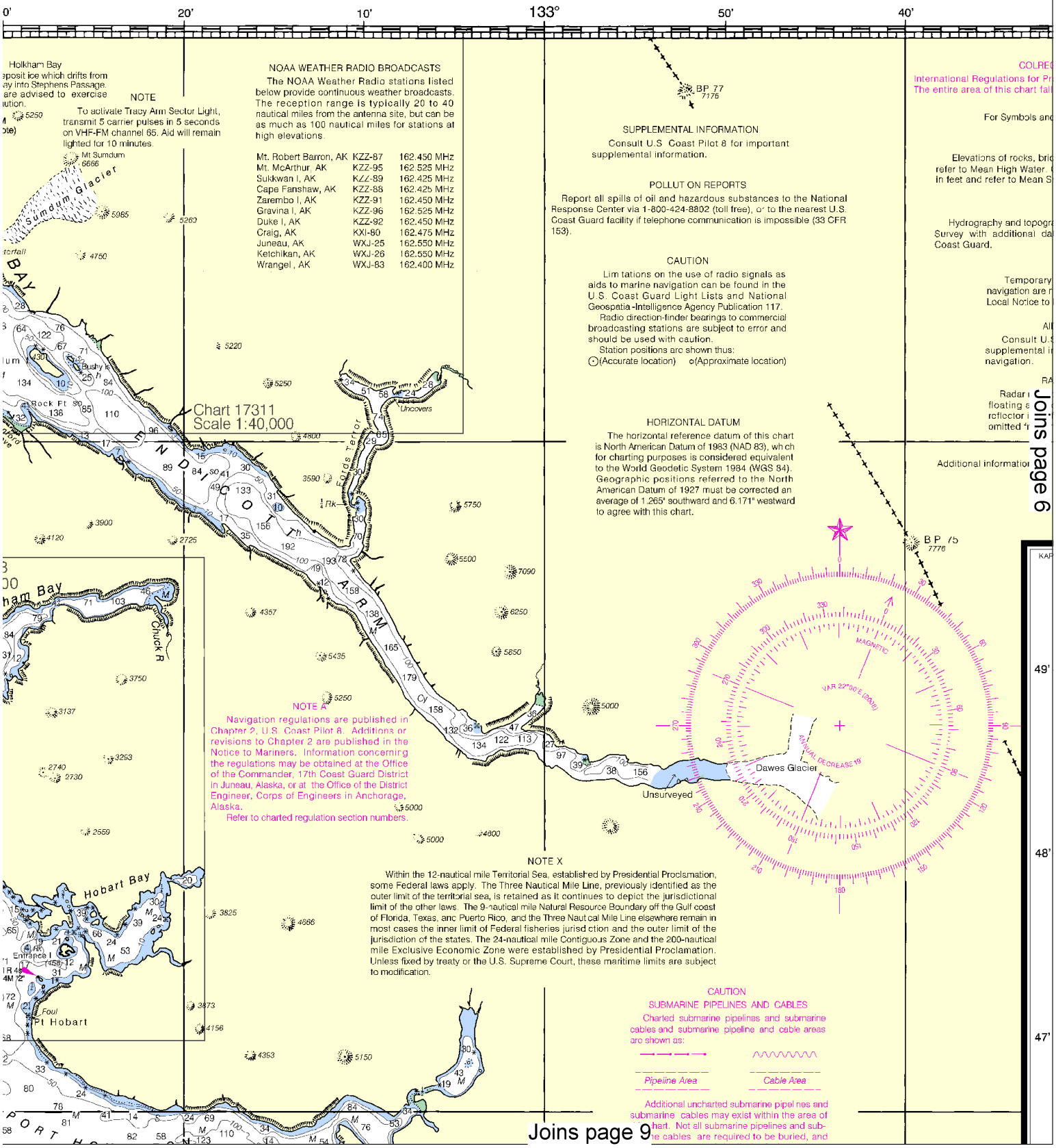
Formerly C&GS 8201, 1st Ed., Mar. 1888 C-1937-473 <APP 2679



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:290437. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8201, 1st Ed., Mar. 1888 C-1937-473 KAPP 2679

10' 133° 50' 40' 30'

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CAUTION

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AIDS TO NAVIGATION

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

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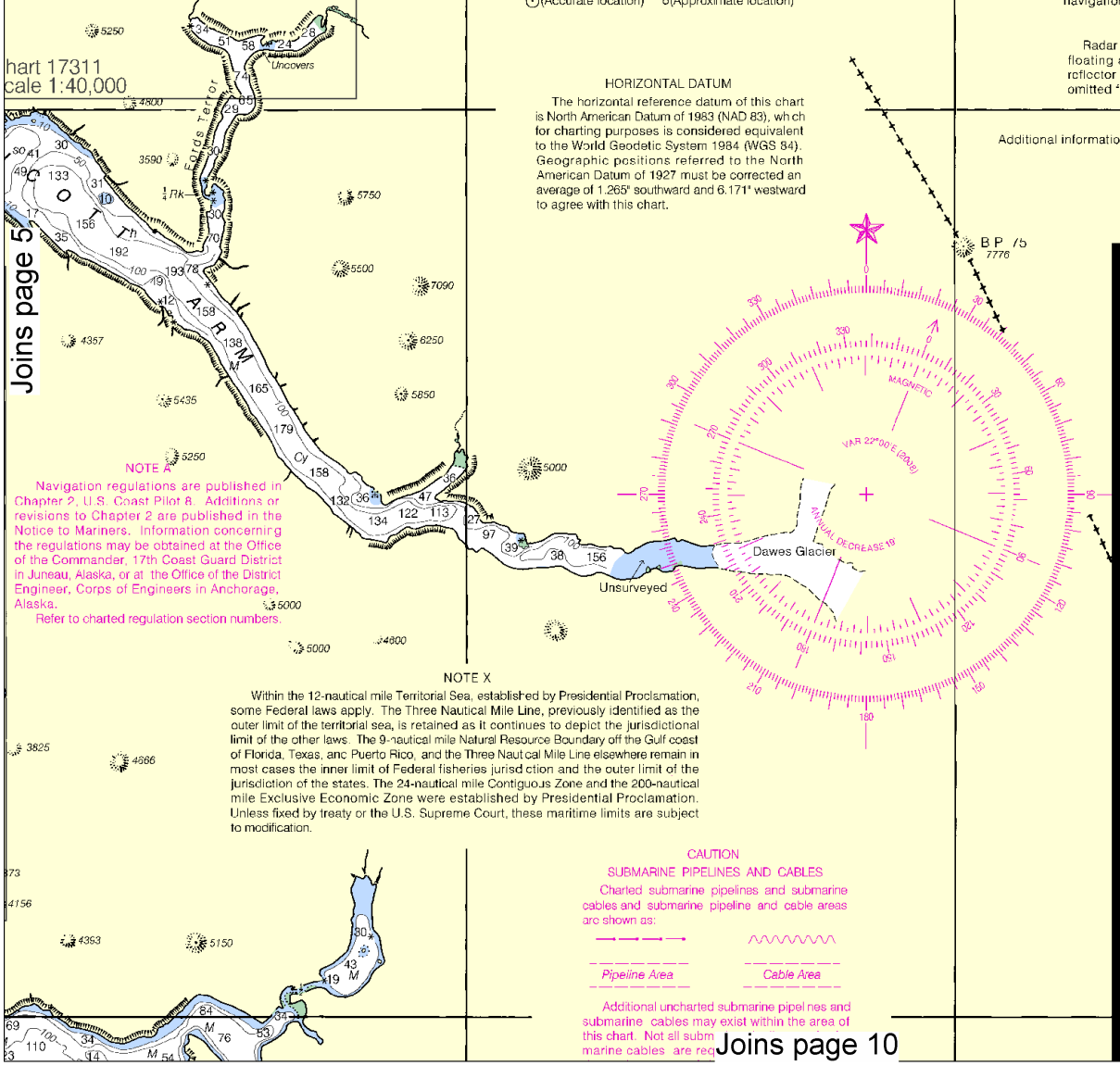

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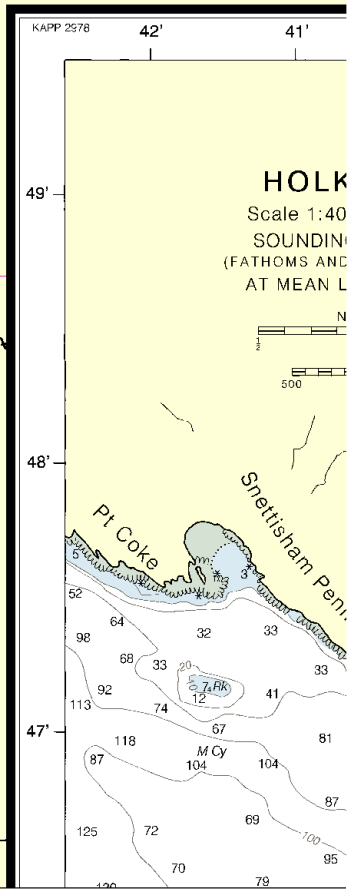
Joins page 10



6

North

17360

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

ETOLIN ISLAND TO MIDWAY ISLANDS

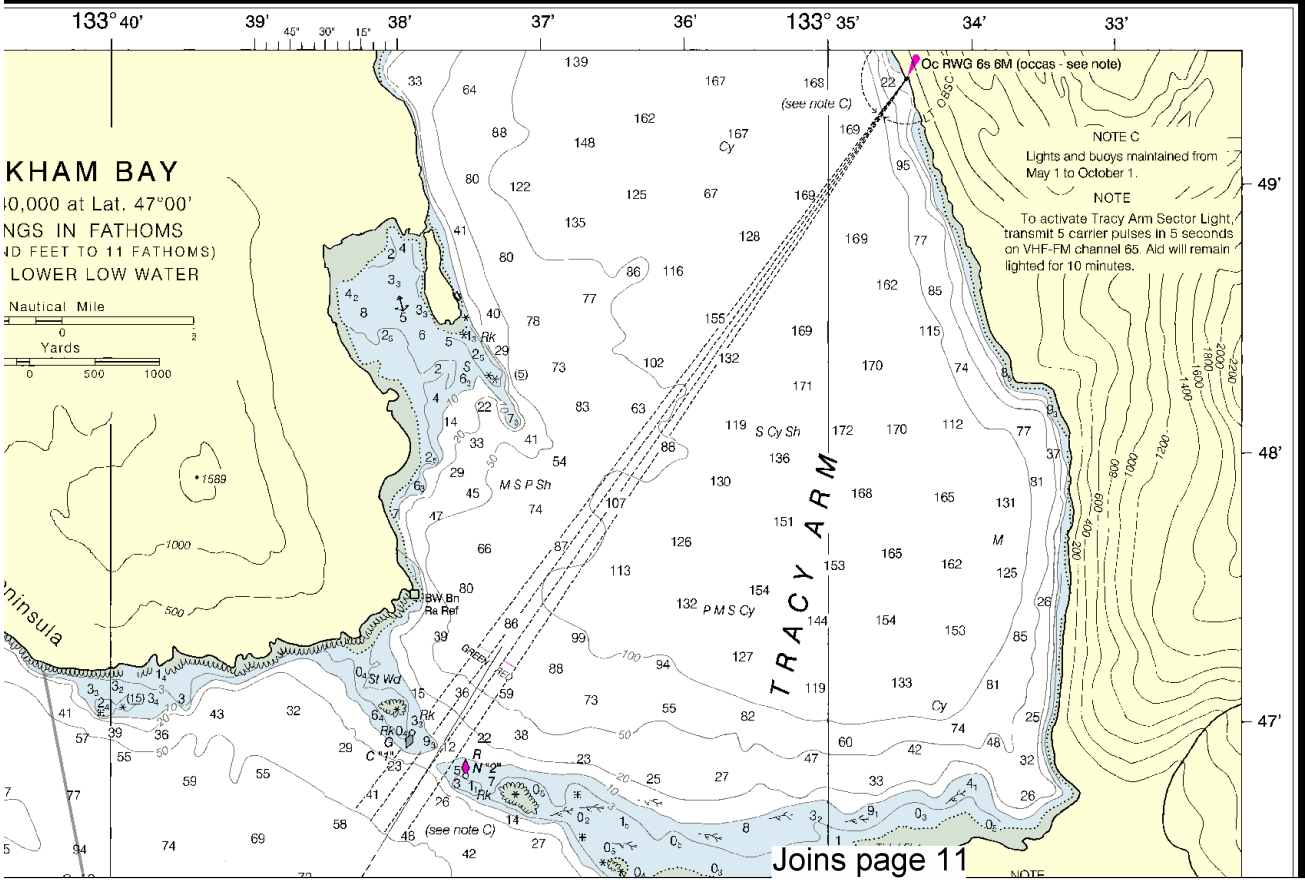
INCLUDING

SUMNER STRAIT

Mercator Projection
Scale 1:217,828 at Lat. 57°

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

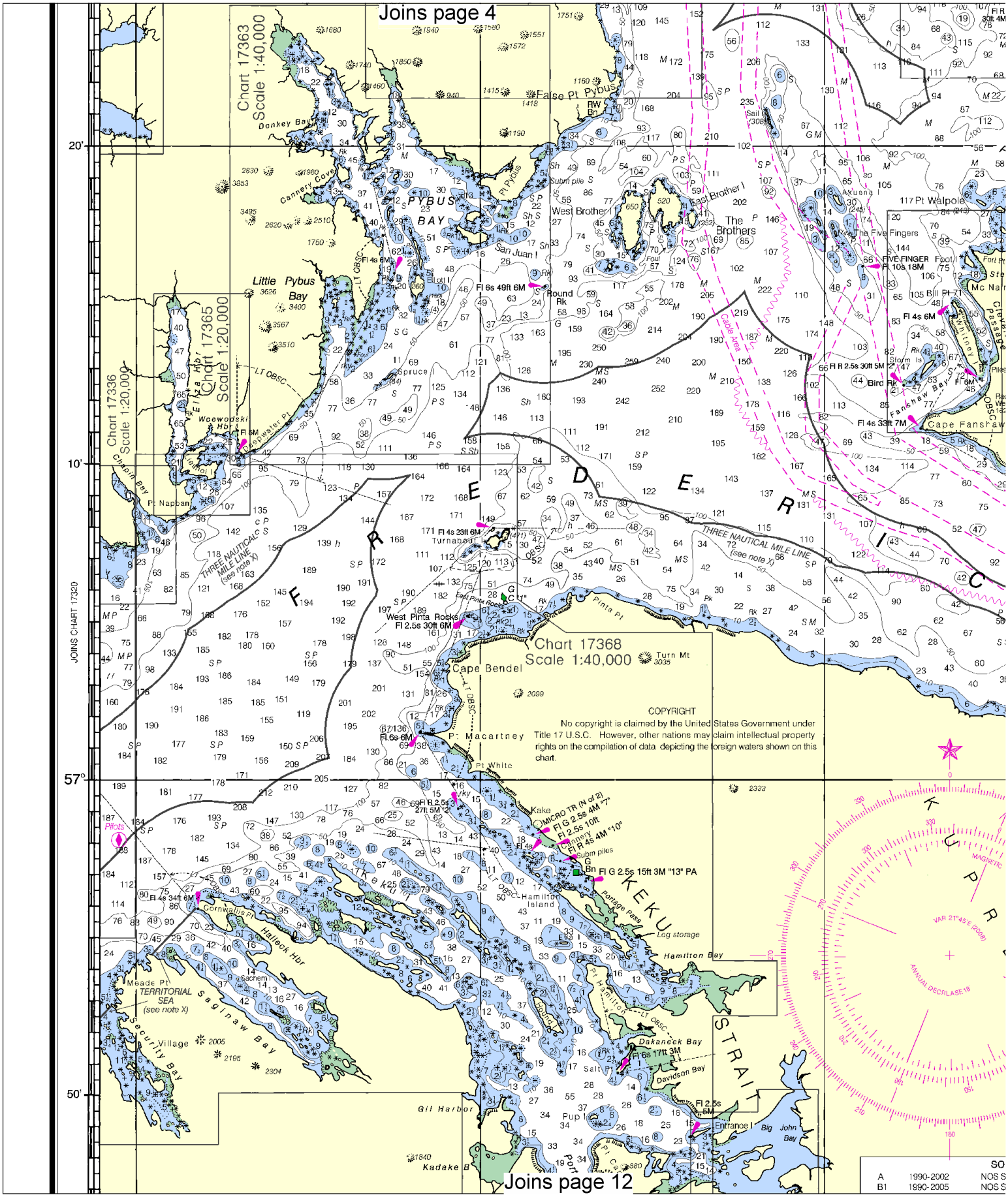

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Chart 17363
Scale 1:40,000
Chart 17365
Scale 1:20,000
Chart 17336
Scale 1:20,000
Chart 17368
Scale 1:40,000
Joins page 12
JOINS CHART 17320
20'
10'
57°
50'
PYBUS BAY
Little Pybus Bay
Donkey Bay
Cannery Cove
False Pt Pybus
West Brother I
East Brother I
The Brothers
San Juan I
Round Rk
Pt Walpole
The Five Fingers
FIVE FINGER
Fl 10s 18M
Fl 4s 6M
Fl 6s 49ft 6M
Fl 4s 33ft 7M
Cape Fanshaw
Fanshaw Bay
Bird Rk
Woewodski Hbr
Deepwater Pt
Chapin Bay
Pt Napoan
Turnahout I
Fl 4s 23ft 6M
West Pinta Rocks
Fl 2.5s 30ft 6M
Pinta Pt
Cape Bendel
Turn Mt
Pt Macartney
Pt White
Kake
MICRO TR (N of 2)
Fl G 2.5s 4M "7"
Fl 2.5s 10ft
Fl R 4s 4M "10"
Fl G 2.5s 15ft 3M "13" PA
Hamilton Island
Portage Pass
Log storage
Hamilton Bay
Pt Hamilton
Dakaneek Bay
Fl 6s 17ft 3M
Davidson Bay
Salt Pt
Entrance I
Big John Bay
Pup I
Gil Harbor
Kadake B
Cornwallis Pt
Halleck Hbr
Meade Pt
TERRITORIAL SEA
(see note X)
Saginaw Bay
Security Bay
Village
Pilots
THREE NAUTICAL MILE LINE
(see note X)
Cable Area
FREDERICK
KEKU STRAIT
KUPR
COPYRIGHT
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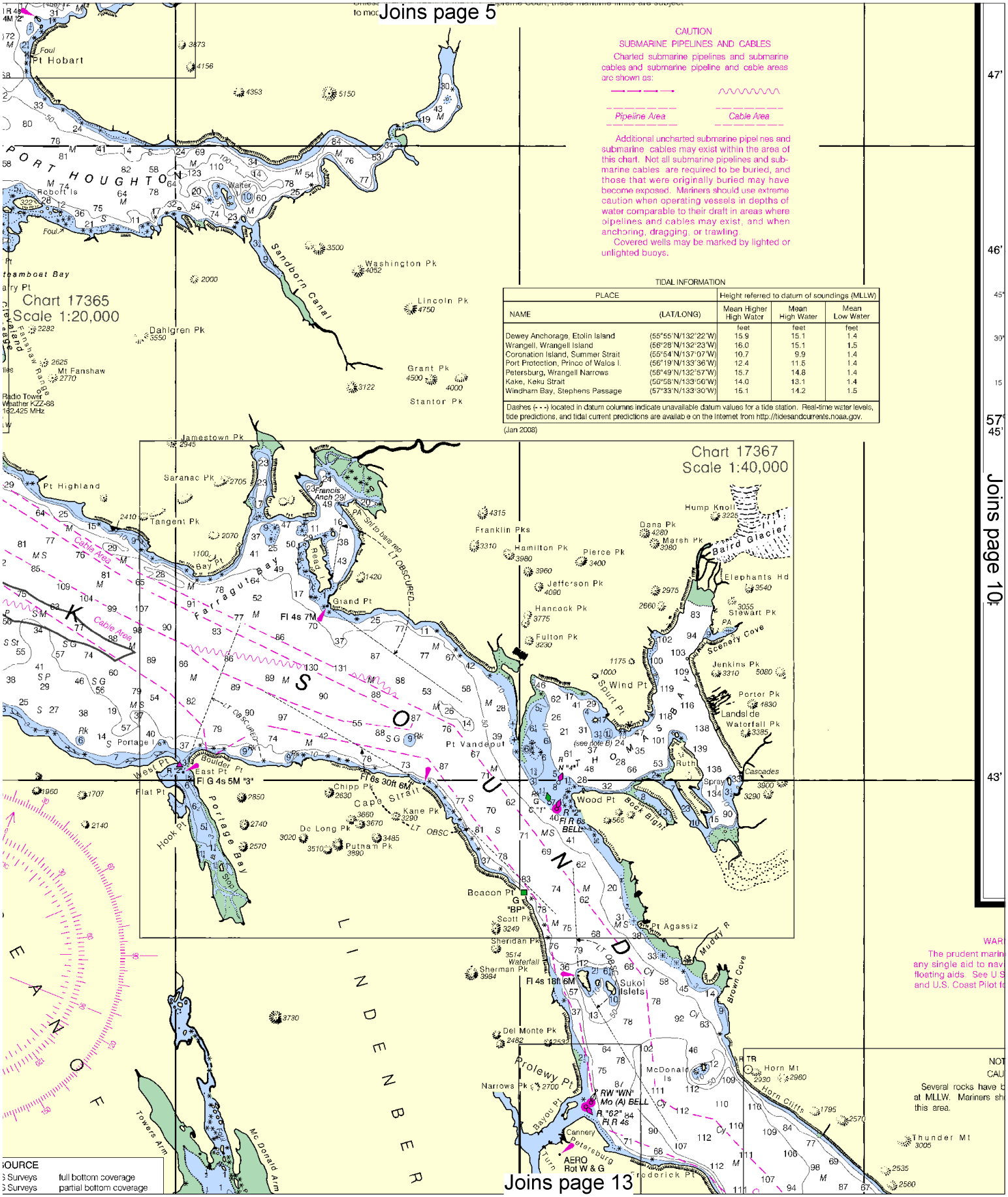
A 1990-2002
B1 1990-2005

8

North


Joins page 5
Joins page 10
Joins page 13
Chart 17365
Scale 1:20,000
Chart 17367
Scale 1:40,000
CAUTION
SUBMARINE PIPELINES AND CABLES
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.
TIDAL INFORMATION
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Jan 2008)
Pt Hobart
Robert Is
Sandborn Canal
Washington Pk
Lincoln Pk
Dahlgren Pk
Mt Fanshaw
Grant Pk
Stantor Pk
Radio Tower
Weather KZZ-88
162.425 MHz
Jamestown Pk
Saranac Pk
Pt Highland
Tangent Pk
Francis Anch
Farragut Bay
Grand Pt
Fl 4s 7M
Franklin Pks
Hamilton Pk
Pierce Pk
Jefferson Pk
Hancock Pk
Fulton Pk
Hump Knoll
Dana Pk
Marsh Pk
Baird Glacier
Elephants Hd
Stewart Pk
Scenery Cove
Jenkins Pk
Porter Pk
Landslide
Waterfall Pk
Wind Pt
Spurt Pt
Pt Vandeput
Ruth
Spray
Cascades
Wood Pt
Bock Bight
Fl R 6s
BELL
Portage Bay
West Pt
Boulder Pt
East Pt
Fl G 4s 5M "3"
Flat Pt
Hook Pt
Chipp Pk
Cape Strait
Kane Pk
De Long Pk
Putnam Pk
Beacon Pt
"BP"
Scott Pk
Sheridan Pk
Waterfall
Sherman Pk
Fl 4s 18ft 6M
Sukoi Islets
Pt Agassiz
Muddy R
Brown Cove
Del Monte Pk
Prolewy Pt
Narrows Pk
Bayou Pt
Cannery
Petersburg
AERO
Rot W & G
McDonald Is
Horn Mt
Horn Cliffs
Thunder Mt
Towers Arm
Mc Donald Arm
Cable Area
LT OBSCURED
Shl to bare rep
Read
Stop
SOURCE
S Surveys full bottom coverage
S Surveys partial bottom coverage
47'
46'
45'
30'
15
57'
45'
43'

Joins page 6

to modification.

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.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Dewey Anchorage, Etolin Island	(55°55'N/132°22'W)	15.9	15.1	1.4
Wrangell, Wrangell Island	(56°28'N/132°23'W)	16.0	15.1	1.5
Coronation Island, Summer Strait	(55°54'N/137°07'W)	10.7	9.9	1.4
Port Protection, Prince of Wales I.	(56°19'N/133°36'W)	12.4	11.5	1.4
Petersburg, Wrangell Narrows	(56°49'N/132°57'W)	15.7	14.8	1.4
Kake, Keku Strait	(56°58'N/133°56'W)	14.0	13.1	1.4
Windham Bay, Stephens Passage	(57°33'N/133°30'W)	15.1	14.2	1.5

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jan 2008)

Chart 17367
Scale 1:40,000

Joins page 9

Joins page 14

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.

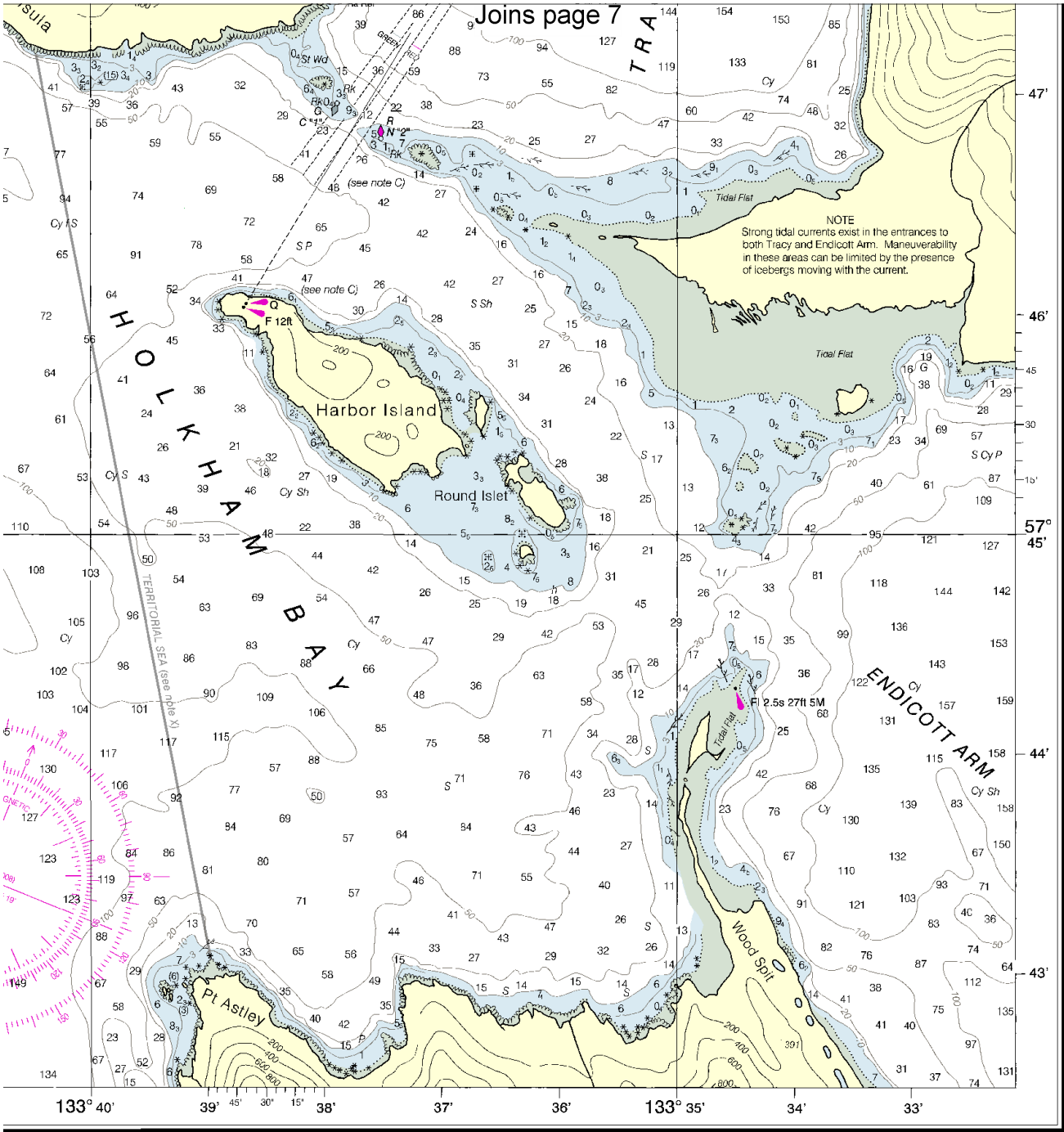
NOTE B

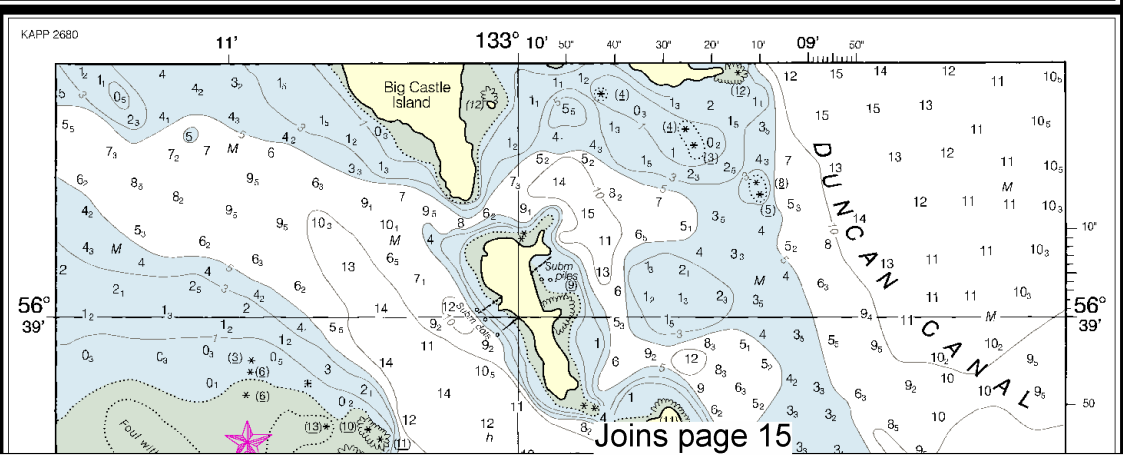
CAUTION

Several rocks have been reported to be bare at MLLW. Mariners should exercise caution in this area.

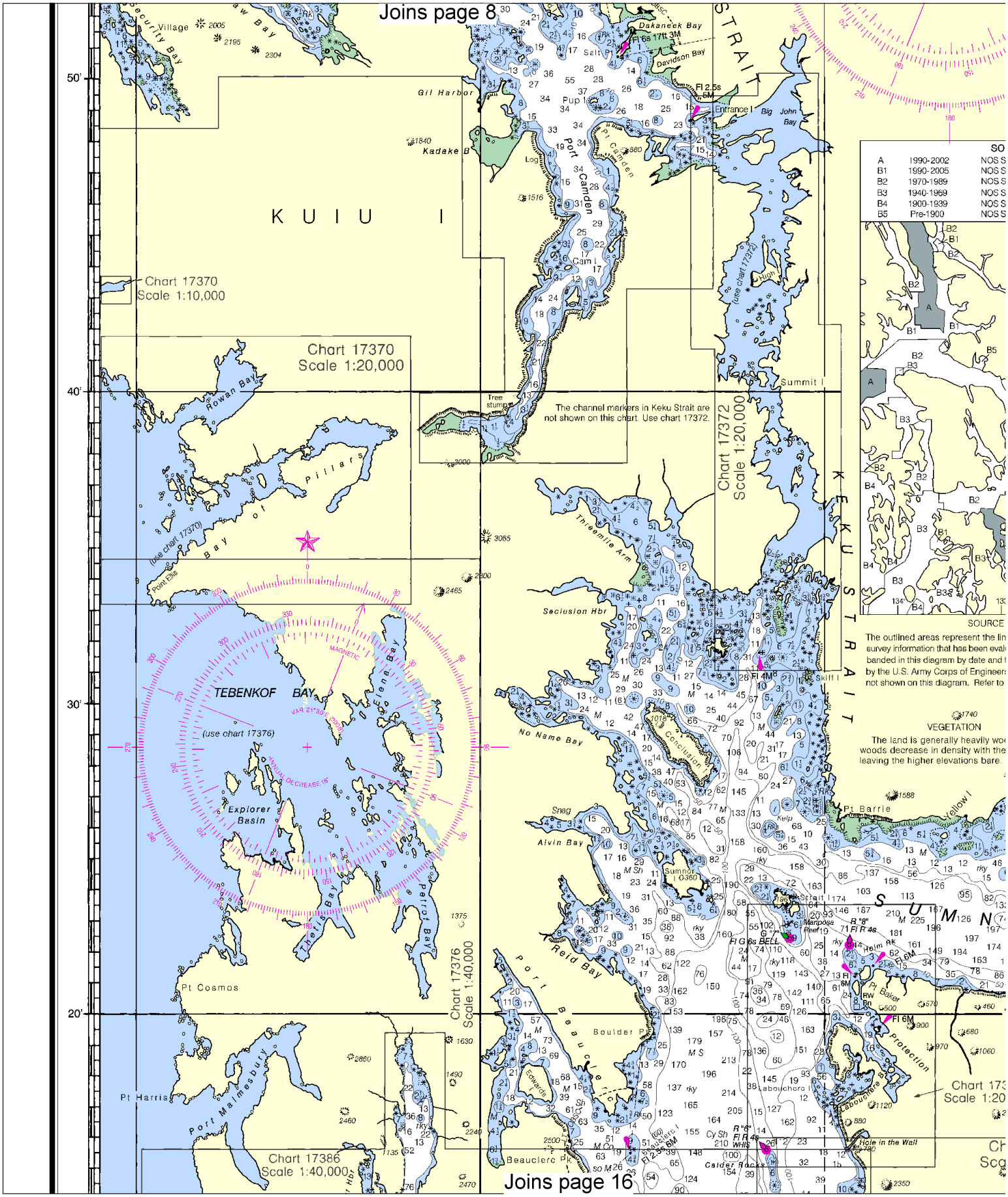
STEPHENS PASSAGE

North



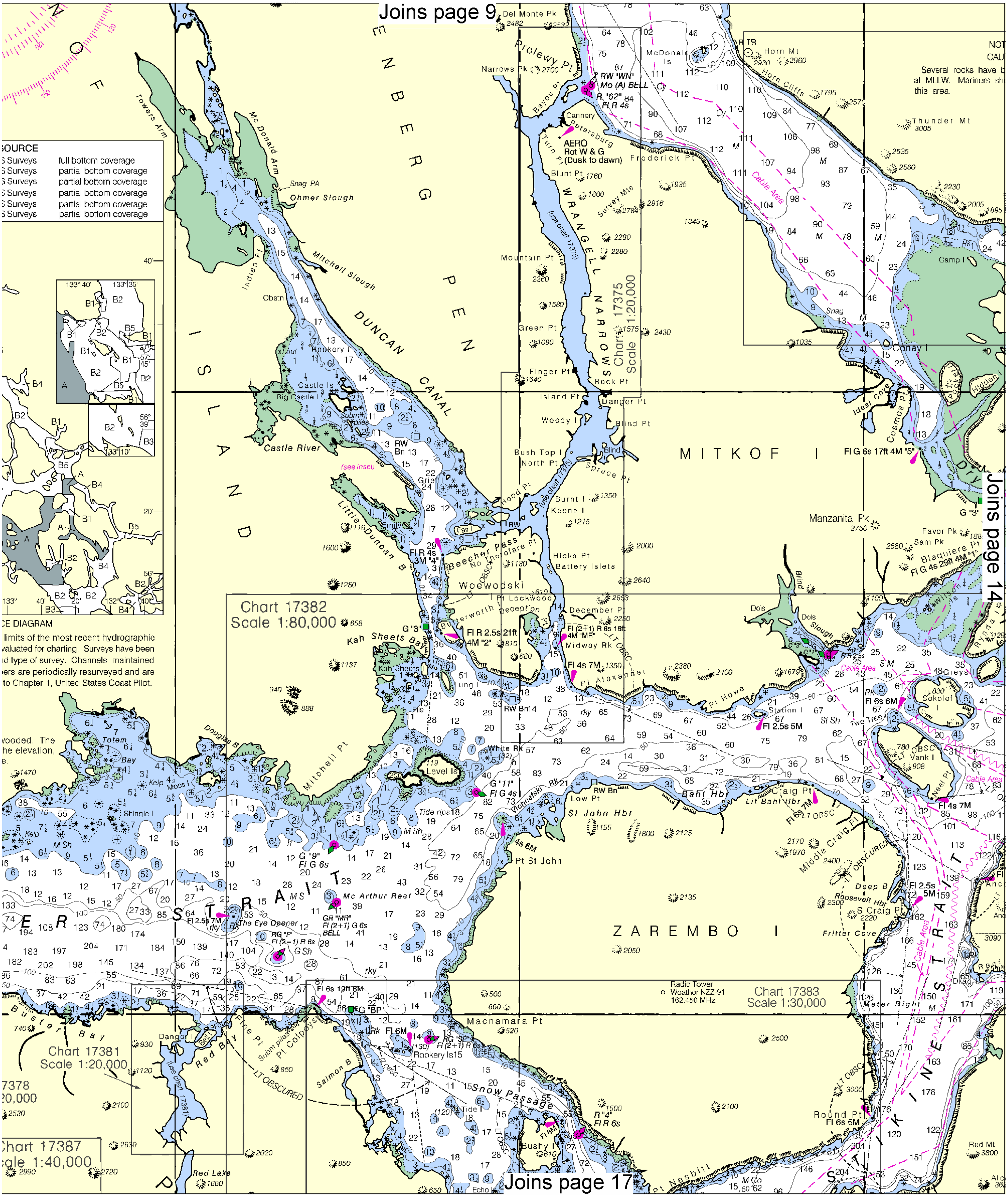


Joins page 15


Joins page 8
Joins page 16
Chart 17370
Scale 1:10,000
Chart 17370
Scale 1:20,000
Chart 17372
Scale 1:20,000
Chart 17376
Scale 1:40,000
Chart 17386
Scale 1:40,000
The channel markers in Keku Strait are not shown on this chart. Use chart 17372.
K U I U I
TEBENKOF BAY
(use chart 17376)
Explorer Basin
Bay of Pillars
Rowan Bay
Port Camden
Gil Harbor
Kadake B
Dakaneek Bay
Davidson Bay
Entrance I
Big John Bay
Summit I
Skill I
Thieemile Arm
Seclusion Hbr
No Name Bay
Snag
Alvin Bay
Reid Bay
Port Beauclerc
Pt Barrie
Pt Cosmos
Pt Harris
Port Malmesbury
Petrof Bay
Thetis Bay
Elena Bay
Beauclerc Pt
Boulder Pt
Hole in the Wall
Calder Rocks
Labouchere I
Protection
Yellow I
Kelp
Strait I
Mariposa Reef
Helm Rk
Pt Baker
Edwards
Beauclerc I
Cy Sh
Point Ellis
Tree stump
Log
Cam I
Pup I
Salt Pt
Security Bay
Village
SOURCE
The outlined areas represent the lin
survey information that has been eval
banded in this diagram by date and t
by the U.S. Army Corps of Engineers
not shown on this diagram. Refer to
VEGETATION
The land is generally heavily woo
woods decrease in density with the
leaving the higher elevations bare.
A 1990-2002 NOS S
B1 1990-2005 NOS S
B2 1970-1989 NOS S
B3 1940-1969 NOS S
B4 1900-1939 NOS S
B5 Pre-1900 NOS S
50'
40'
30'
20'

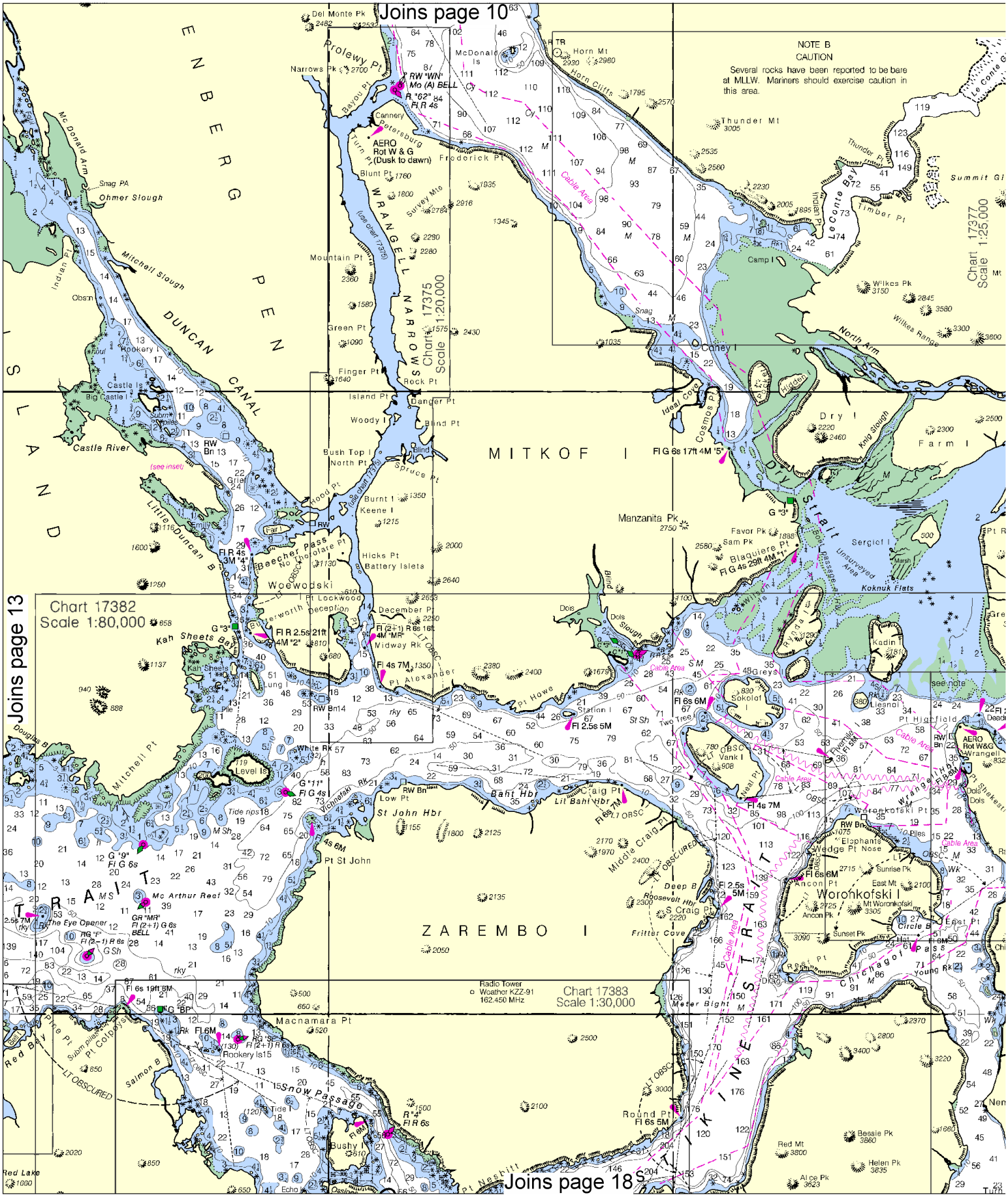
North

Joins page 9



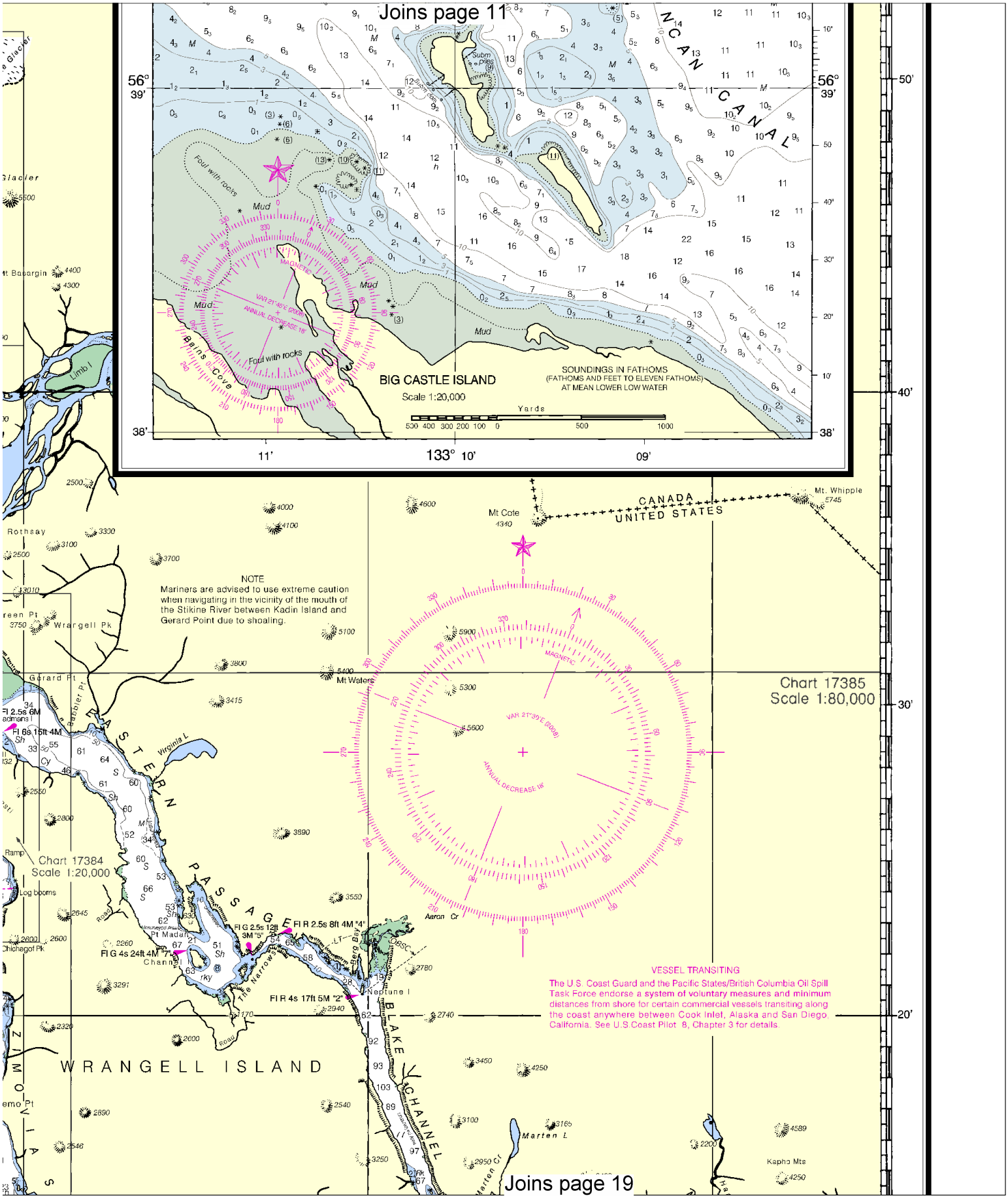
Joins page 14

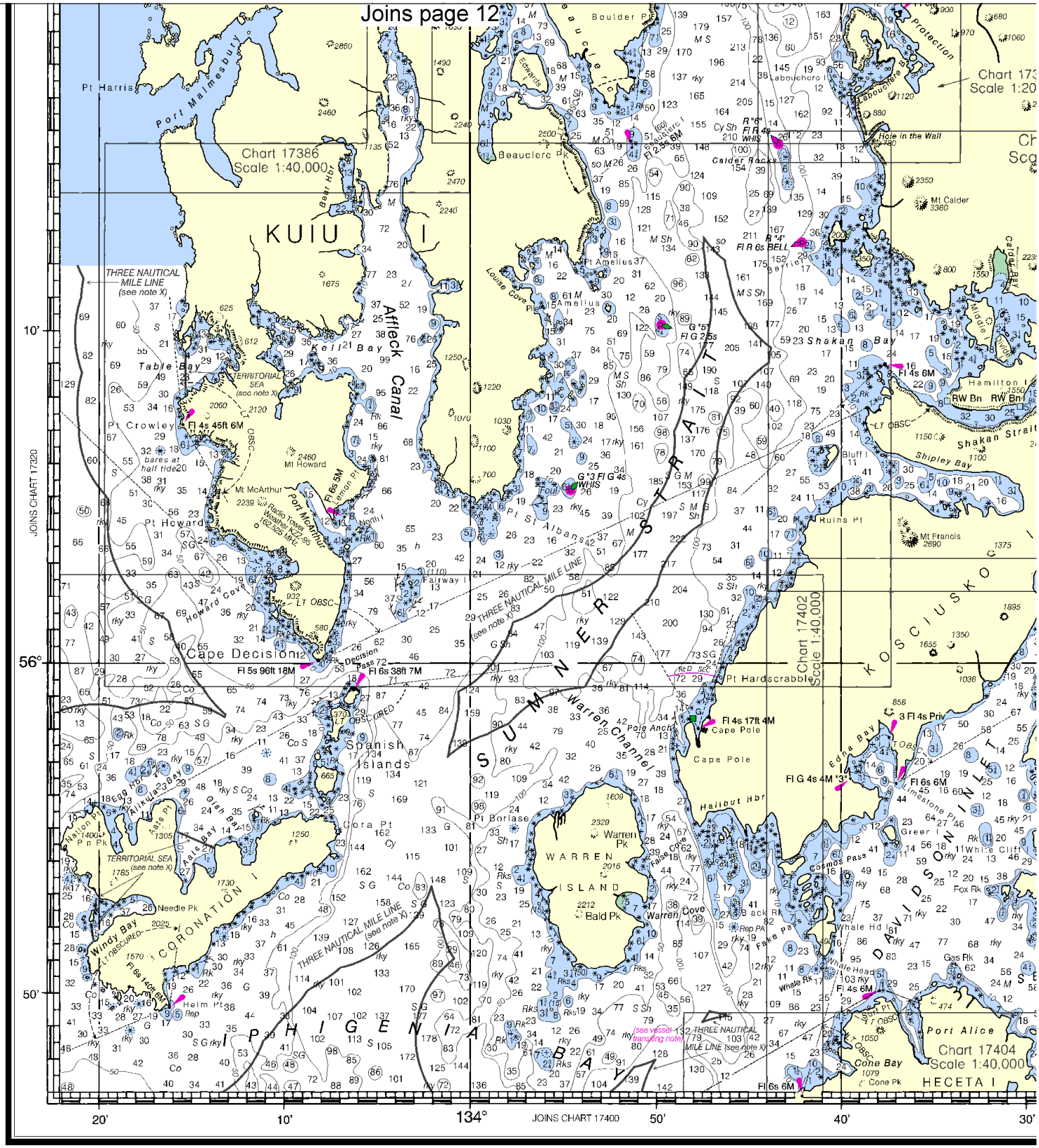
Joins page 17


Joins page 10
Joins page 13
Joins page 18
Chart 17375
Scale 1:20,000
Chart 17377
Scale 1:25,000
Chart 17382
Scale 1:80,000
Chart 17383
Scale 1:30,000
NOTE B
CAUTION
Several rocks have been reported to be bare at MLLW. Mariners should exercise caution in this area.
MITKOF I
ZAREMBO I
WRANGELL NARROWS
DUNCAN CANAL
Petersburg
Woewodski
Wrangell
Woronkofski I
Dry Strait
Sumner Strait
Cable Area
Radio Tower
Weather KZZ-91
162.450 MHz

14

North


Joins page 11
BIG CASTLE ISLAND
Scale 1:20,000
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER
Yards
Foul with rocks
Mud
Bains Cove
MAGNETIC
VAR 21°45'E (2008)
ANNUAL DECREASE 18'
56° 39'
38'
133° 10'
11'
09'
NOTE
Mariners are advised to use extreme caution when navigating in the vicinity of the mouth of the Stikine River between Kadin Island and Gerard Point due to shoaling.
Chart 17385
Scale 1:80,000
Chart 17384
Scale 1:20,000
CANADA
UNITED STATES
Mt Cote
Mt. Whipple
Mt Waters
Gerard Pt
Wrangell Pk
Rothsay
Limb I
Glacier
Mt Basargin
Virginia L
Pt Madan
Channel
The Narrows
Neptune I
Berg Bay
Aaron Cr
Marten L
Kapho Mts
WRANGELL ISLAND
BLAKE CHANNEL
Log booms
Chichagof Pk
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, Chapter 3 for details.
Joins page 19



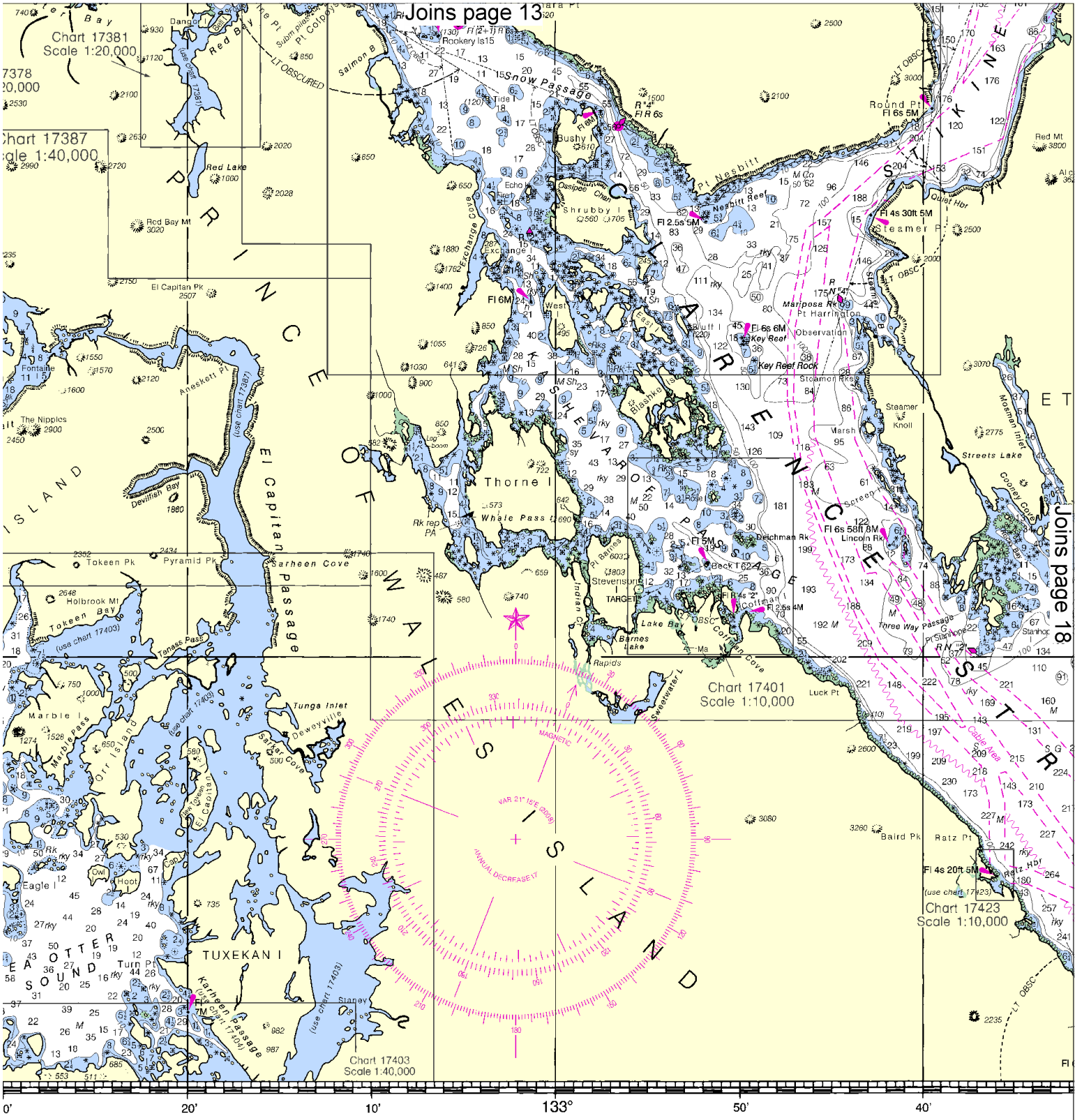
35th Ed., Jun. / 08 ■ Corrected through NM Jun. 14/08
Corrected through LNM Jun. 03/08

17360

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.

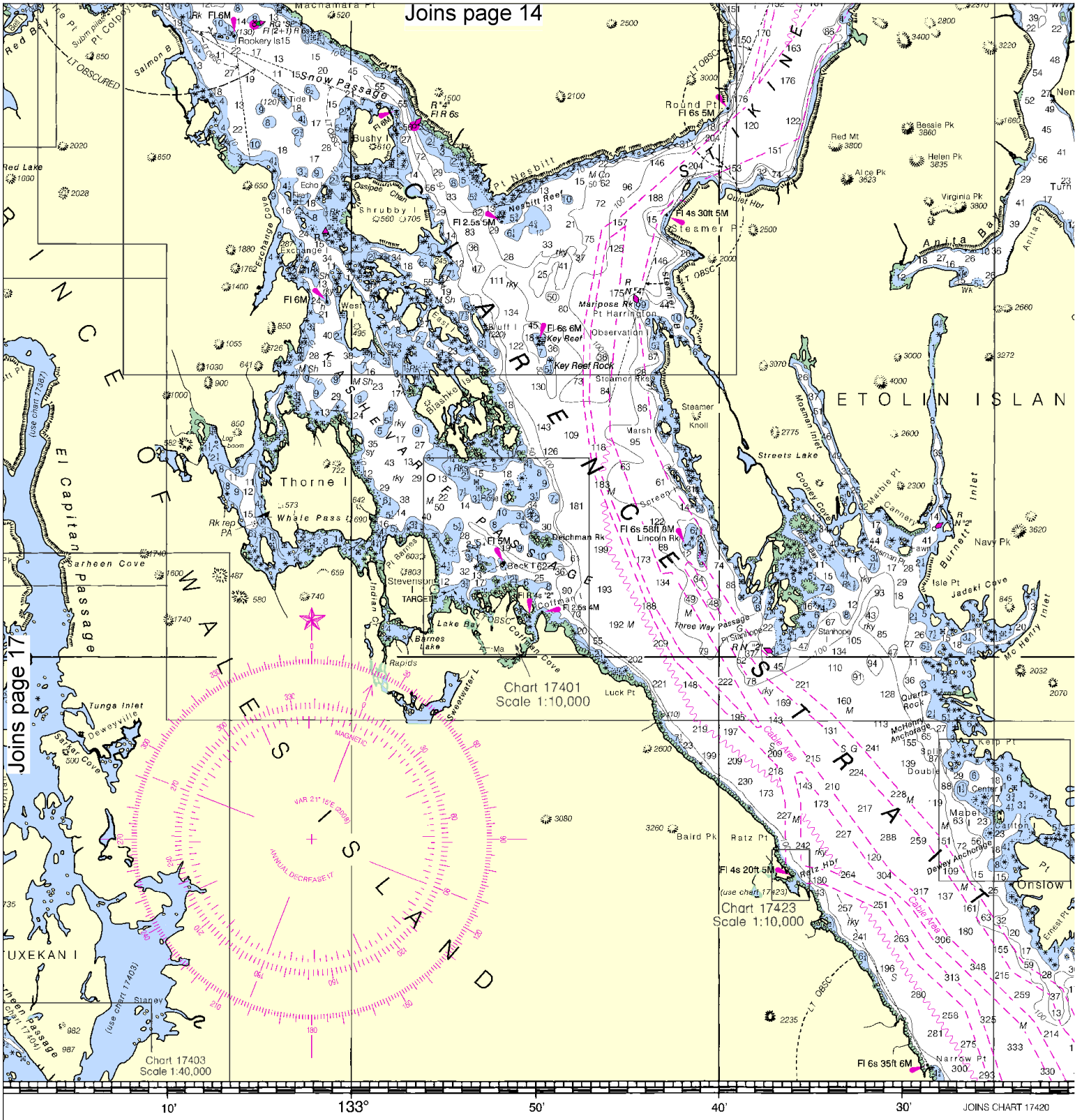
North



SOUNDINGS IN FATHOMS

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

FATHOMS	1	2	3	4	5	6	
FEET	6	12	18	24	30	36	4
METERS	1 2 3 4 5 6 7 8 9 10 11 12						

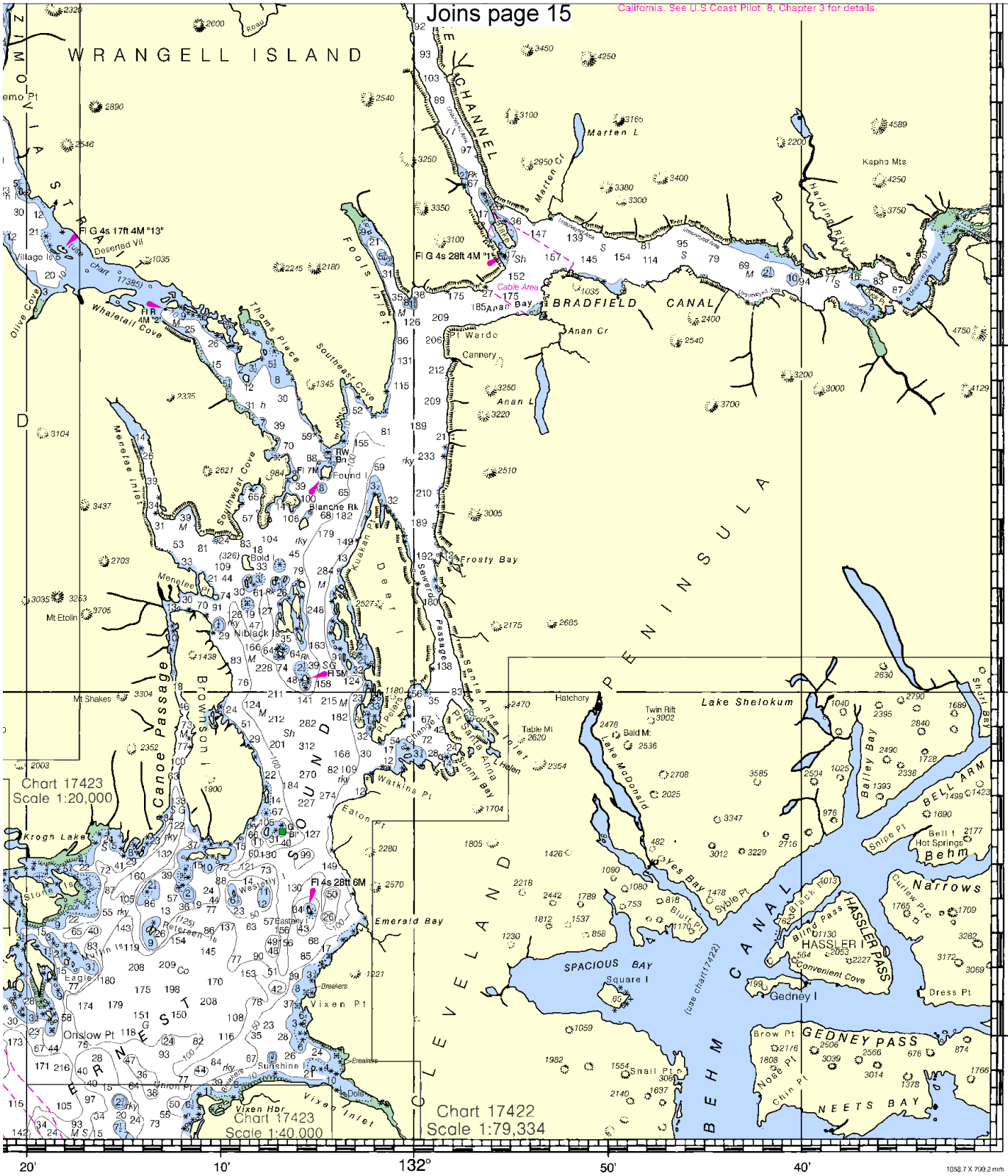


IN FATHOMS

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

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16 17 18 19 20 21 22 23 24 25 26 27 28 29

North



Etolin Island to Midway Islands, including Sumner Strait

SOUNDINGS IN FATHOMS - SCALE 1:217,828

17360

ED NO. 35

NSN 7642014011391

NGA REFERENCE NO. 17BCO17360

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 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700
Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000
Canadian Coast Guard (RCC) – 250-363-2995

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

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.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

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Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.