

BookletChart™

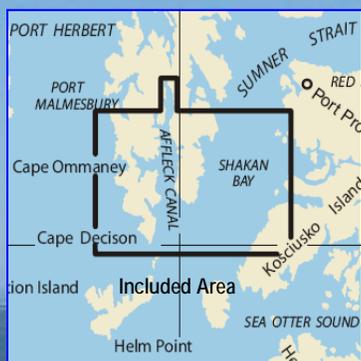


Sumner Strait – Southern Part

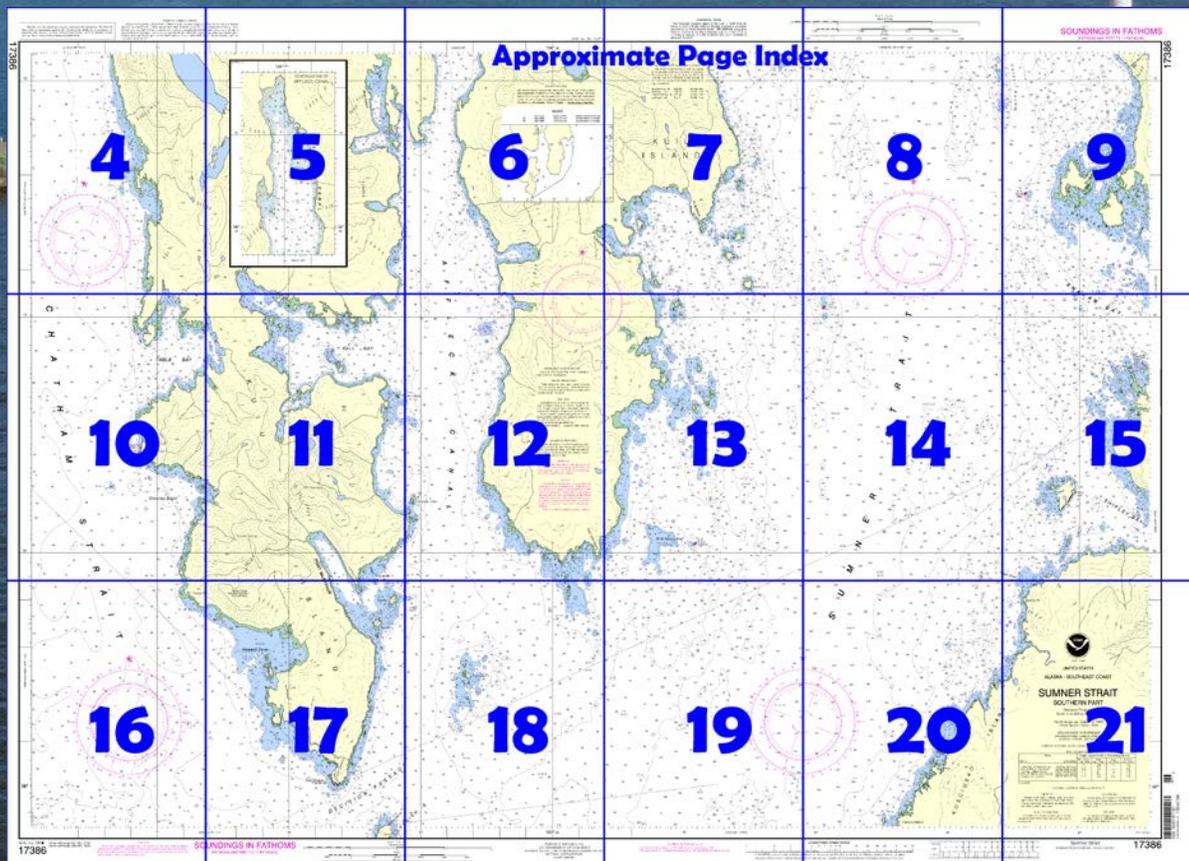
NOAA Chart 17386

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.

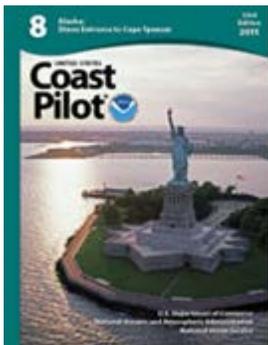
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=17386>.



(Selected Excerpts from Coast Pilot)

Point Howard (56°04.2'N., 134°14.0'W.), on the E side of Chatham Strait about 5 miles NW of Cape Decision, consists of a detached rocky ledge back of which is a group of several bare mountain peaks, including **Mount McArthur**.

Howard Cove, between Cape Decision and Point Howard, is open to the W and is not considered a secure anchorage. The use of the cove is recommended only for small craft of not over 6-foot draft with local

knowledge.

Crowley Bight, a fair-weather anchorage, is an indentation in the shoreline between Point Howard and Point Crowley. It is exposed and

affords poor holding ground.

Point Crowley is a prominent headland on the E shore 8 miles NW of Cape Decision. Most of the higher peaks in this vicinity are bare. A group of rocks, which uncover at about 10 feet and on which the sea breaks at practically all stages of the tide, is about 1 mile SW from the point. The passage between the rocks and the point may be used to take advantage of the prevailing N current when northbound on the E side of Chatham Strait. Attention should be paid to the current setting W, toward the rocks, just S of the point.

Point Crowley Light (56°07'11"N., 134°15'32"W.), 45 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the point.

The N entrance point of **Table Bay**, about 2 miles N of Point Crowley, consists of an island close to a tongue of lowland, which affords some shelter from the swell in the N arm of the bay. Temporary anchorage may be had in 13 to 16 fathoms, mud bottom. Favor the SE shore and take care not to anchor too close to the rocks, awash at high water, off the N shore of the arm. In the northernmost part of the N arm is a good place to beach a vessel in case of emergency. Fishing vessels generally anchor in the SE arm of the bay. At high water small craft can enter the land-locked cove on the W side of the N arm by passing between the wooded island on the N side of the cove and the rocky islet S of this island. At low water this entrance has bare rocks.

The entrance to Table Bay is marked on each side by bold, rocky bluffs that are very distinctive in color; those on the N side are dark, and those on the S side are light and show prominently when in the sun. The low gap at the E end of the bay is prominent in contrast with the high land on either side.

Warren Island is almost rectangular in shape, with numerous peaks. **Warren Peak**, near the N end of the island, is snow covered from November to May. From N it shows prominently as a sharp, almost conical peak. With the exception of small stretches of sand beach in Warren Cove, False Cove, and in the two small coves in the N coast, the shoreline is a rocky shelf. Off-lying rocks that bare at different stages of the tide are from 50 to 600 yards off the W coast and about 175 yards off the S coast.

Off the S end of Warren Island are three groups of dangerous, rocky, unmarked shoals. The outermost group, about 2.8 miles S of **Boot Point**, does not show but breaks occasionally with a long heavy break at low water. Another group, about 2.7 miles SW of Boot Point, has two rocks awash, one of which uncovers 8 feet. The third group, about 1.5 miles SW of the point, has a rocky islet 15 feet high. **Alice Rocks**, with a least depth of 1¾ fathoms, are about 0.3 mile NW of the islet. Between the islet and Boot Point heavy tide rips were observed when the wind was against the current. Broken ground and shoals with a least depth of 2 fathoms were found in this area, and it should be avoided.

Point Borlase is an indefinite point at the NW end of Warren Island.

Borlase Rock, with two rocky heads that uncover 3 feet and generally show as a breaker, is 0.7 mile W of Point Borlase. A group of rocks with a least depth of 2 fathoms is from 1.3 to 1.6 miles S of Borlase Rock and about 0.5 mile offshore. A 6½-fathom spot is about 0.4 mile NE of the N end of Warren Island. A large kelp patch with a depth of 3¾ fathoms is 500 yards off the NW shore of the island about 1.4 miles NE of Point Borlase.

**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

Corrected through NM Sep. 01/12
Corrected through LNM Aug. 21/12

Mercator Projection
Scale 1:40,000 at Lat 56° 07'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

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.

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.

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).

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. McArthur, AK	KZZ-95	162.525 MHz
Sukkwani I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz

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)

CAUTION

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

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.

For Symbols and Abbreviations see Chart No. 1

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.

AIDS TO NAVIGATION

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

AUTHORITIES

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

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 1.358" southward and 6.271" westward to agree with this chart.

CHARTED SURVEYS

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.

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.

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Port McArthur, Kuiu Island	(56°04'N/134°07'W)	10.6	9.7	--
Keil Bay, Affleck Canal	(56°09'N/134°08'W)	11.2	10.4	1.4
Point St. Albans, Sumner Strait	(56°05'N/133°58'W)	11.3	10.5	1.4
Shaken Bay Entrance	(56°08'N/133°37'W)	11.7	10.9	1.4
Table Bay, Chatham Strait	(56°10'N/134°15'W)	11.1	10.2	--

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>.
(Jun 2012)

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 2-3 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsd.data.ncd.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

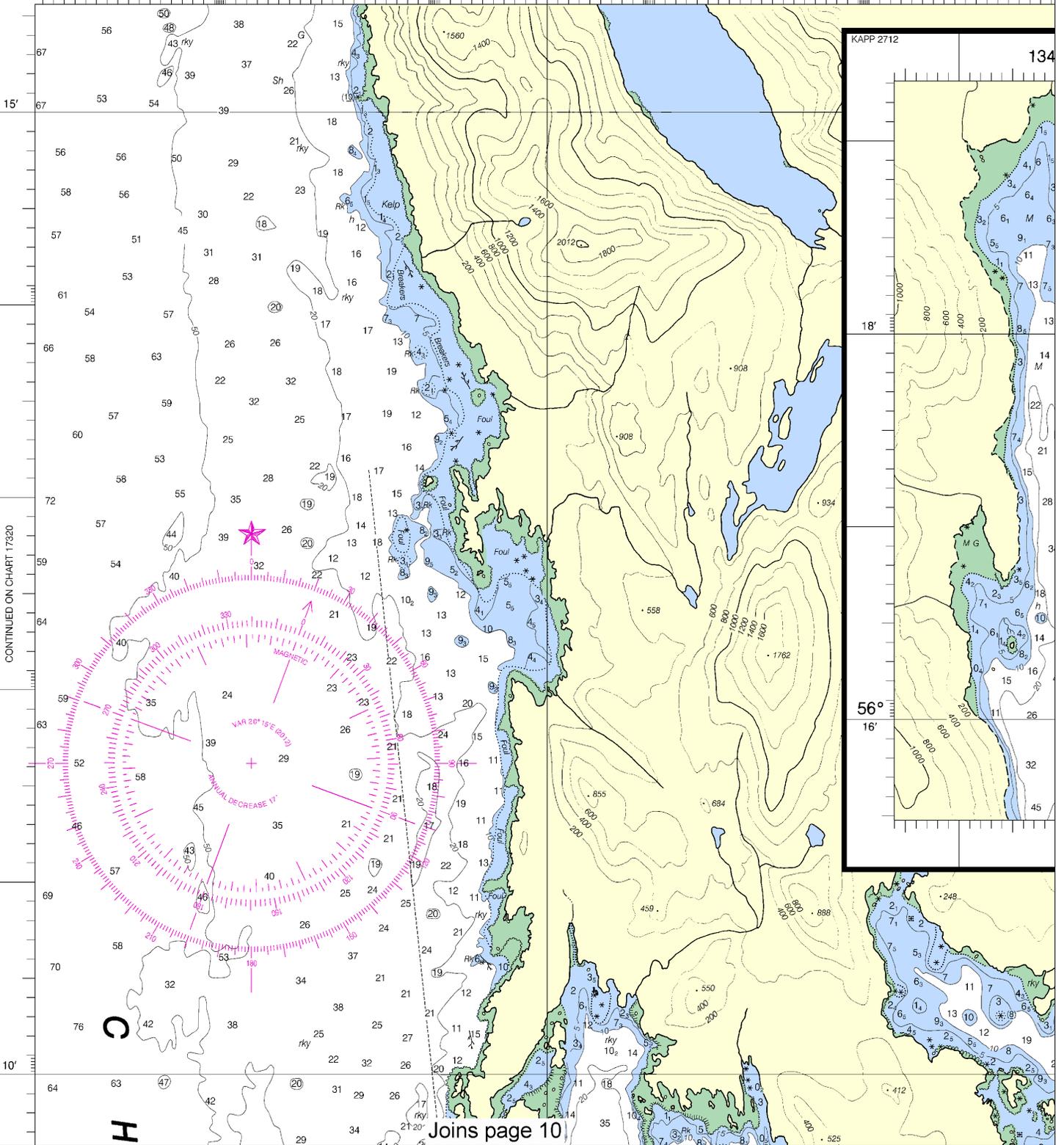
17386

JOINS CHART 17376

15'

KAPP 2712

134



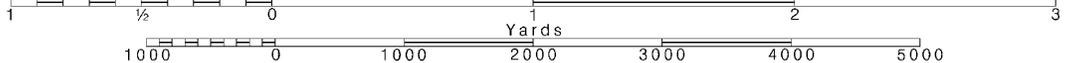
CONTINUED ON CHART 17320

Note: Chart grid lines are aligned with true north.

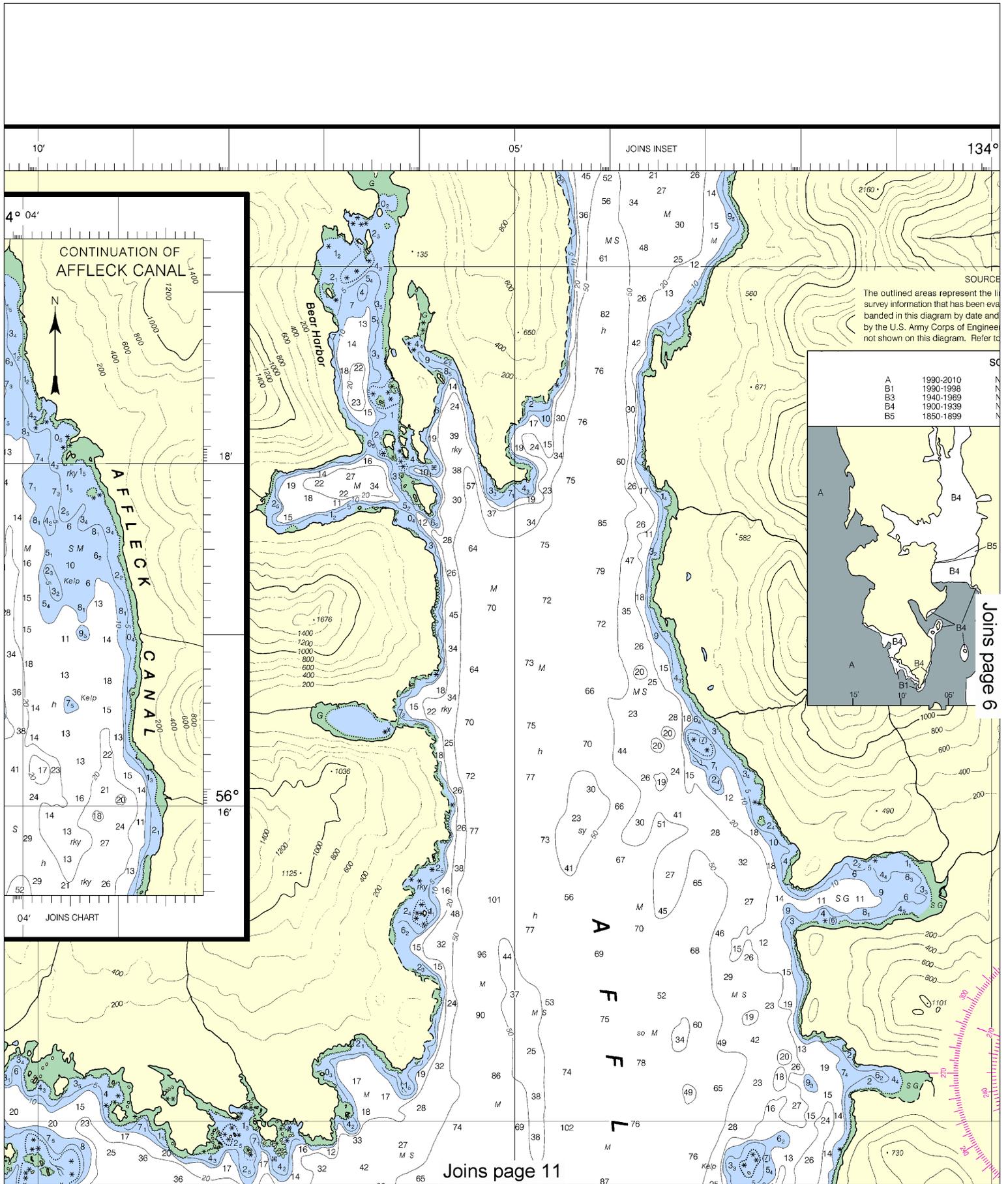
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



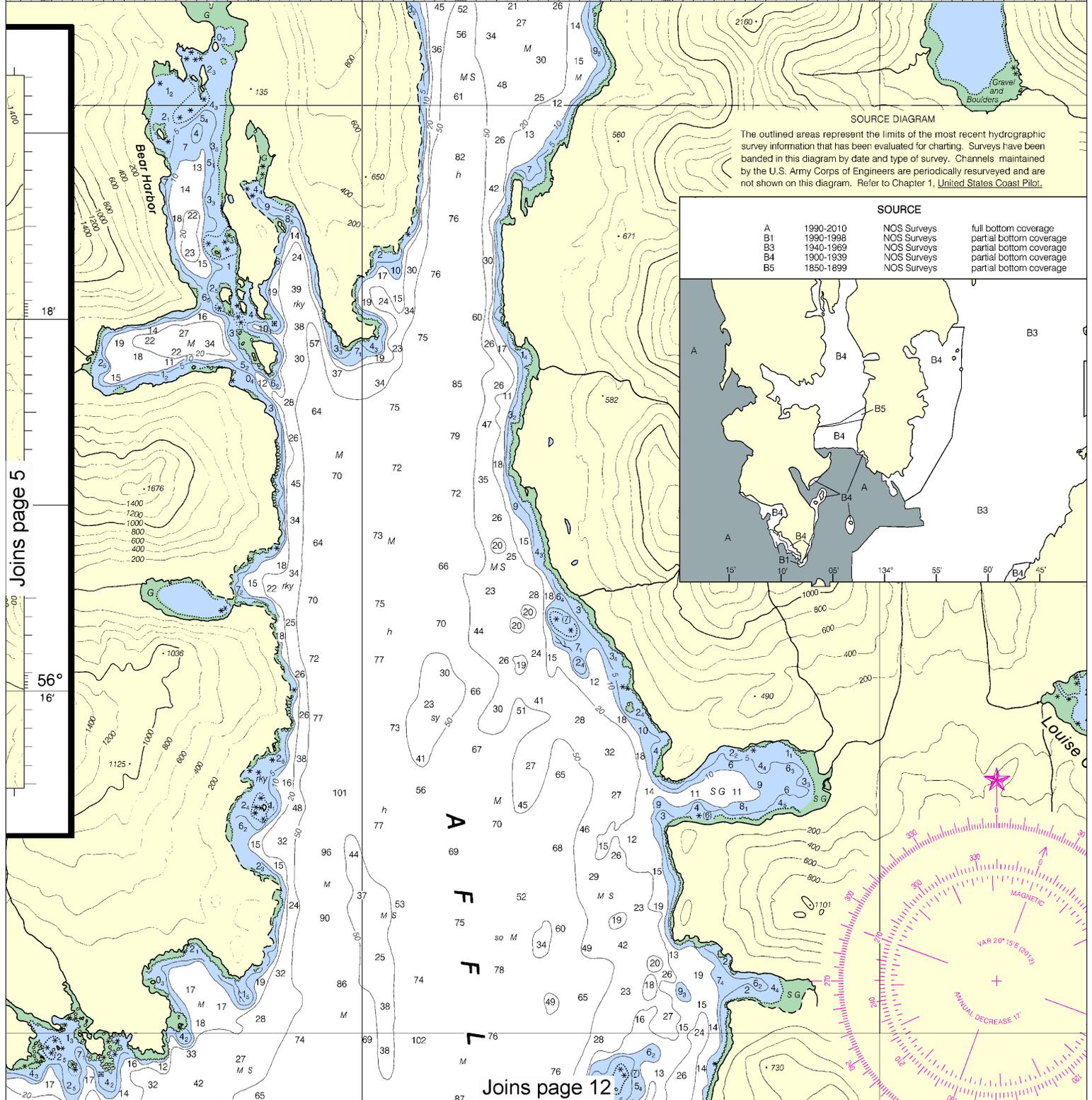
4



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

05' JOINS INSET 134° W

Joins page 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.

SOURCE			
A	1990-2010	NOS Surveys	full bottom coverage
B1	1990-1998	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	1850-1899	NOS Surveys	partial bottom coverage

Joins page 12



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

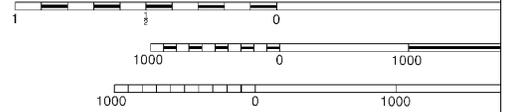
SCALE 1:40,000 Nautical Miles

See Note on page 5.

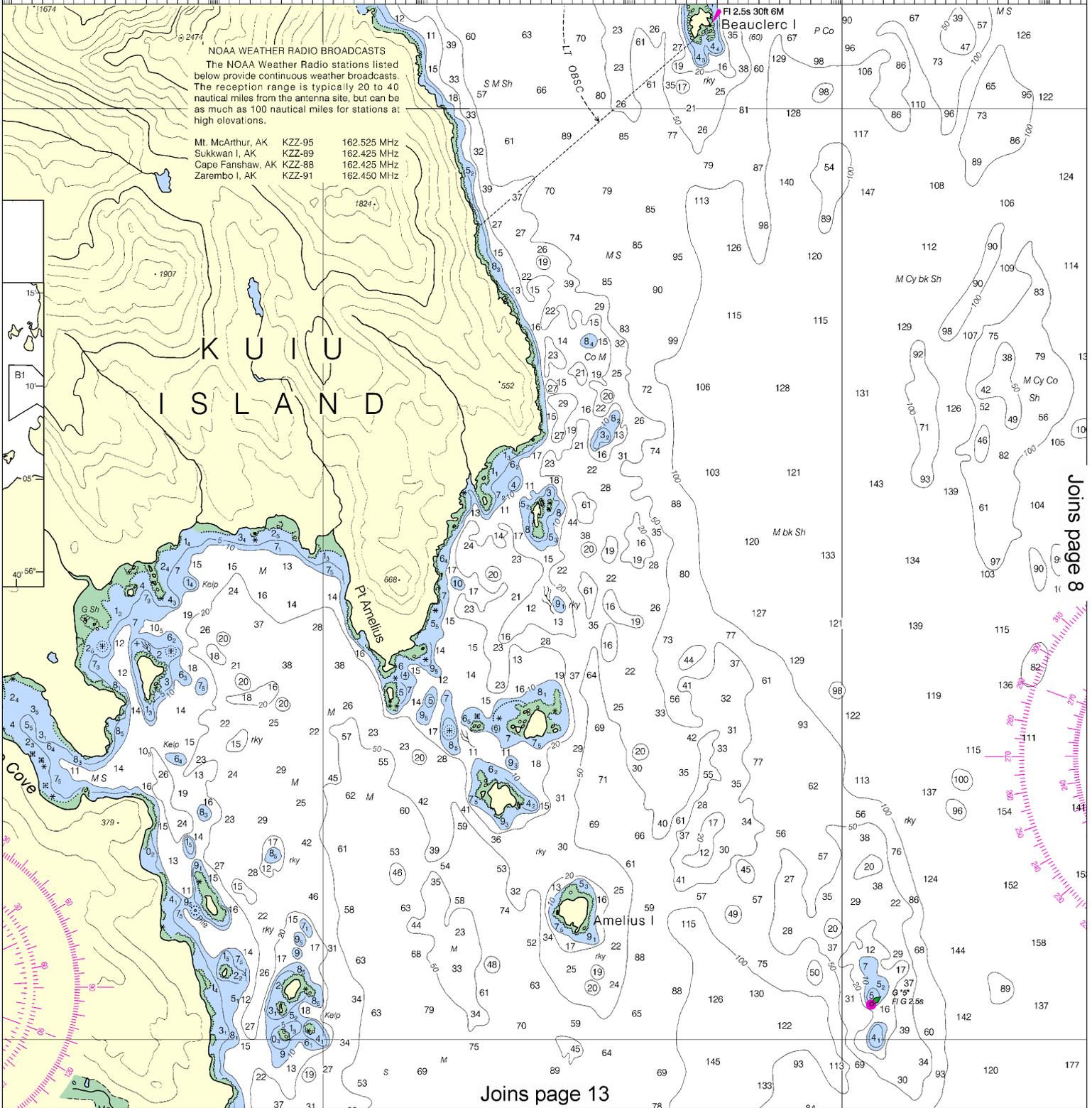


HORIZONTAL DATUM

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711



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KUIU
ISLAND

Joins page 13

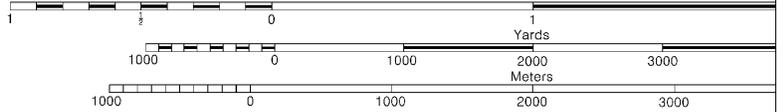
Joins page 8



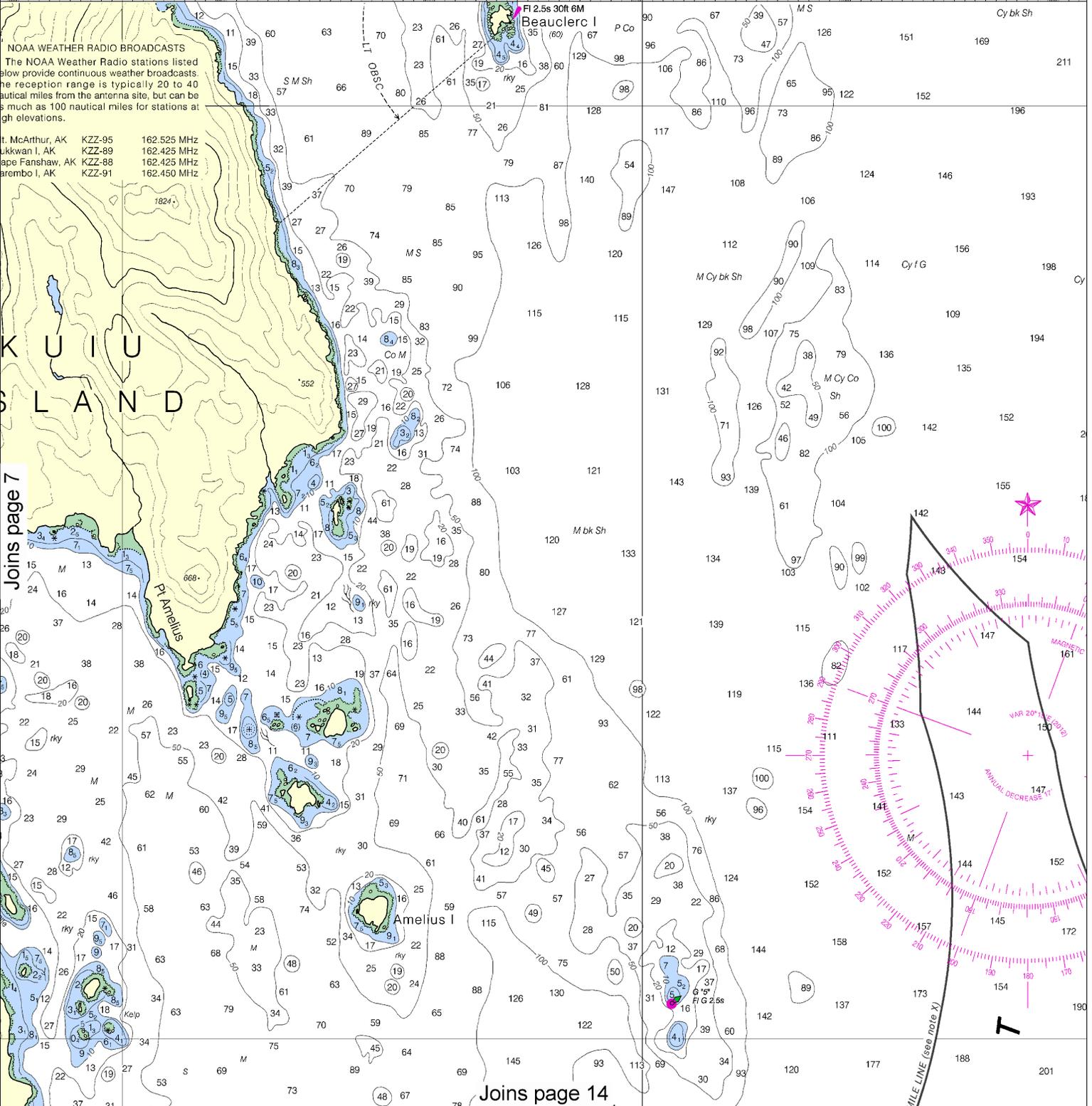
HORIZONTAL DATUM

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SCALE 1:40,000
Nautical Miles



CONTINUED ON CHART 17360

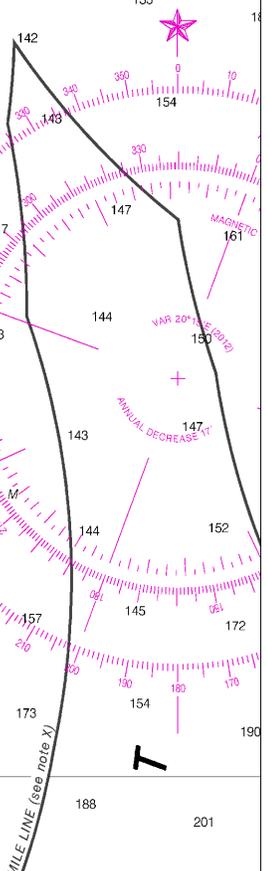


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Joins page 7

Joins page 14



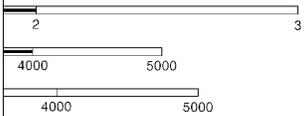
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

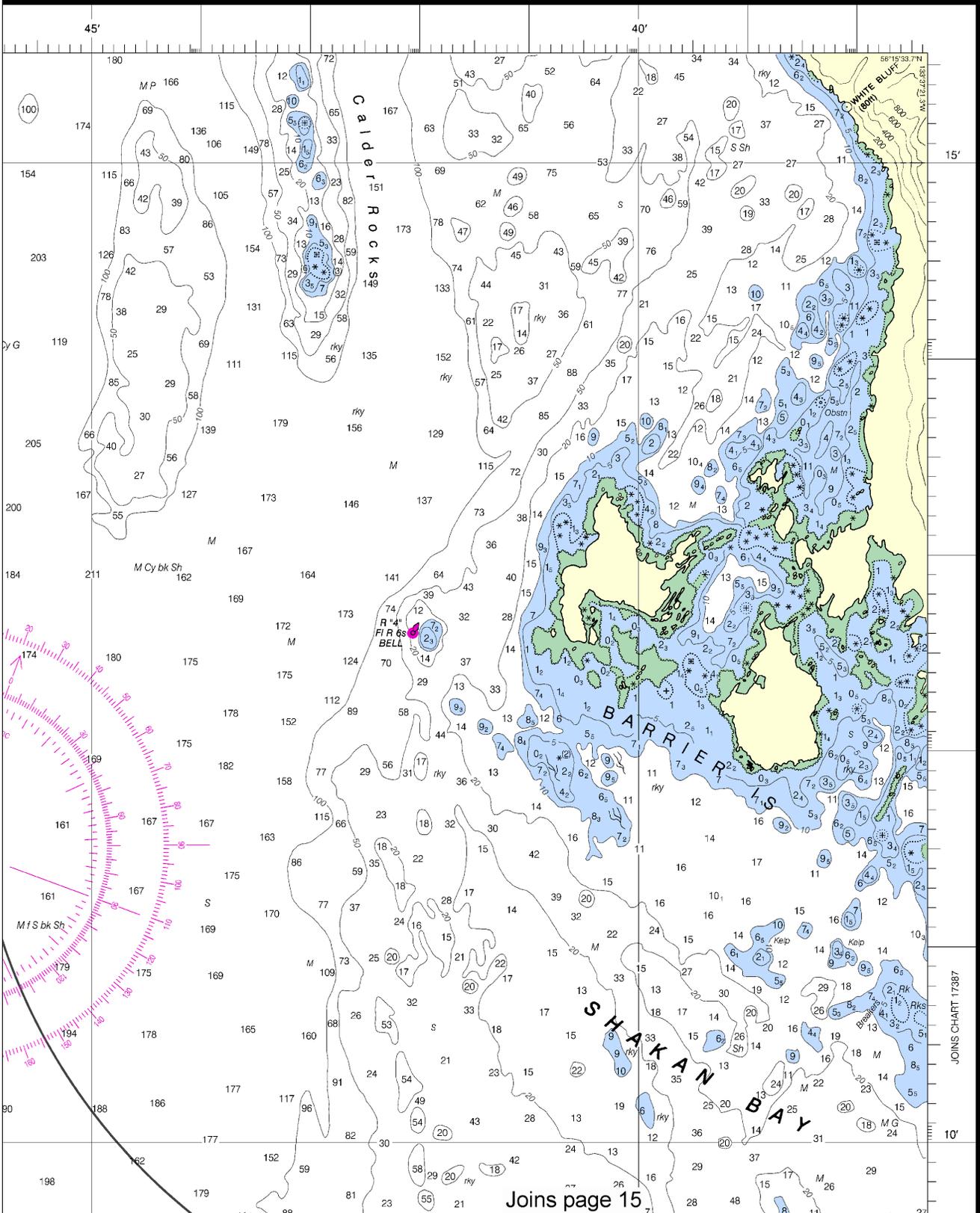
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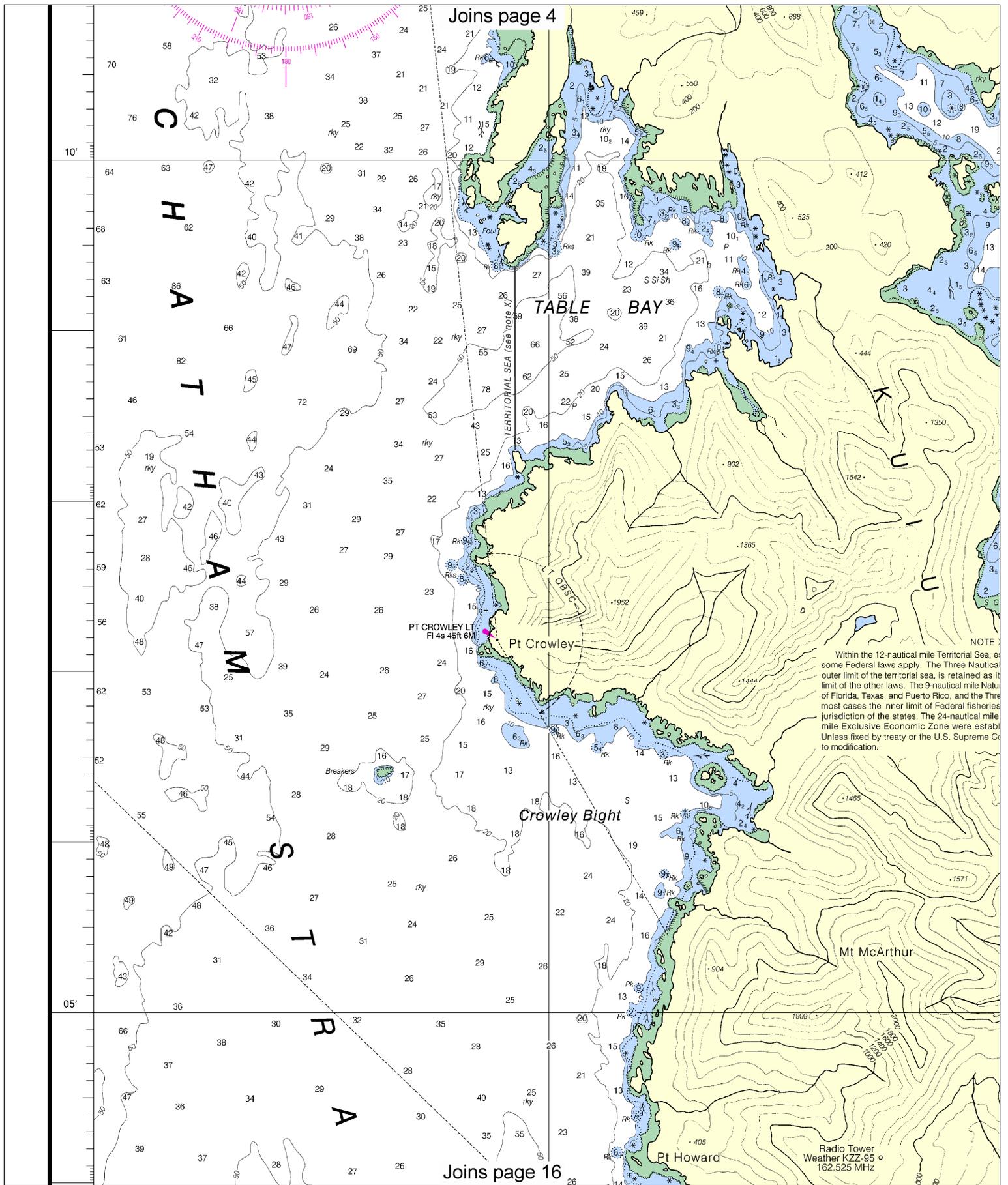




SOUNDINGS IN FATHOMS

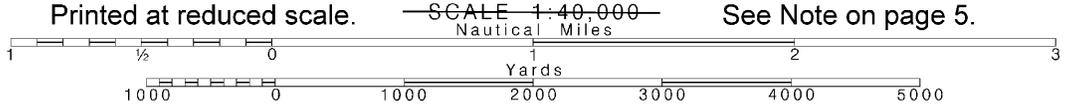
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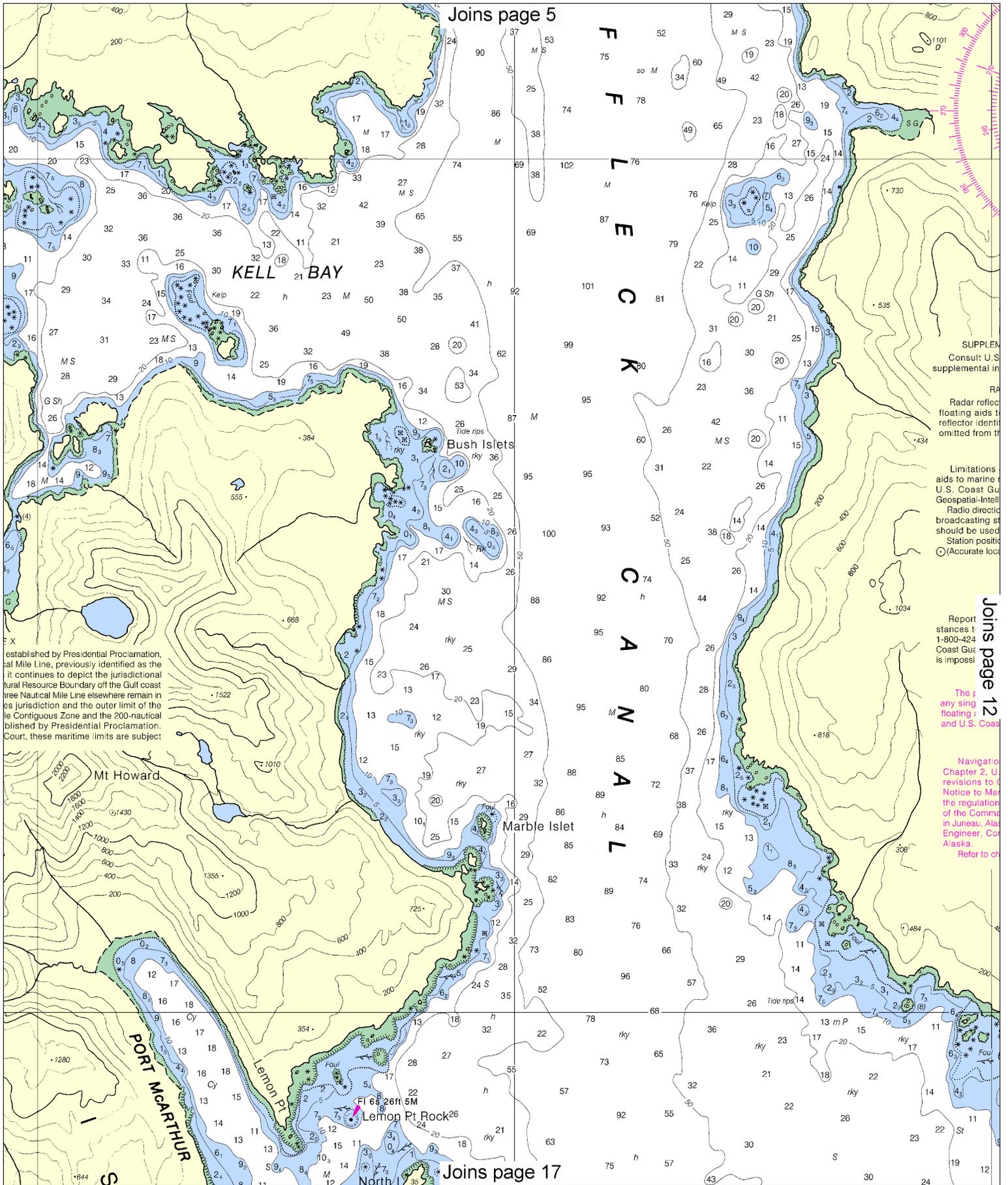


10

Note: Chart grid lines are aligned with true north.



Joins page 5



Established by Presidential Proclamation, the 3-Nautical Mile Line, previously identified as the 3-Mile Line, it continues to depict the jurisdictional boundary of the Gulf of Alaska Marine Resource Boundary off the Gulf coast where the 3-Nautical Mile Line elsewhere remain in U.S. jurisdiction and the outer limit of the Contiguous Zone and the 200-nautical mile Exclusive Economic Zone established by Presidential Proclamation. Where these maritime limits are subject to change, they are subject to change.

SUPPLEMENTAL
Consult U.S. Coast Guard supplemental information for details.
Radar reflector floating aids to navigation reflector identification omitted from this chart.
Limitations: This chart does not show aids to navigation that are not in the U.S. Coast Guard Geospatial-Intelligence Database. Radio direction finding stations should be used to determine station position. (Accurate location)

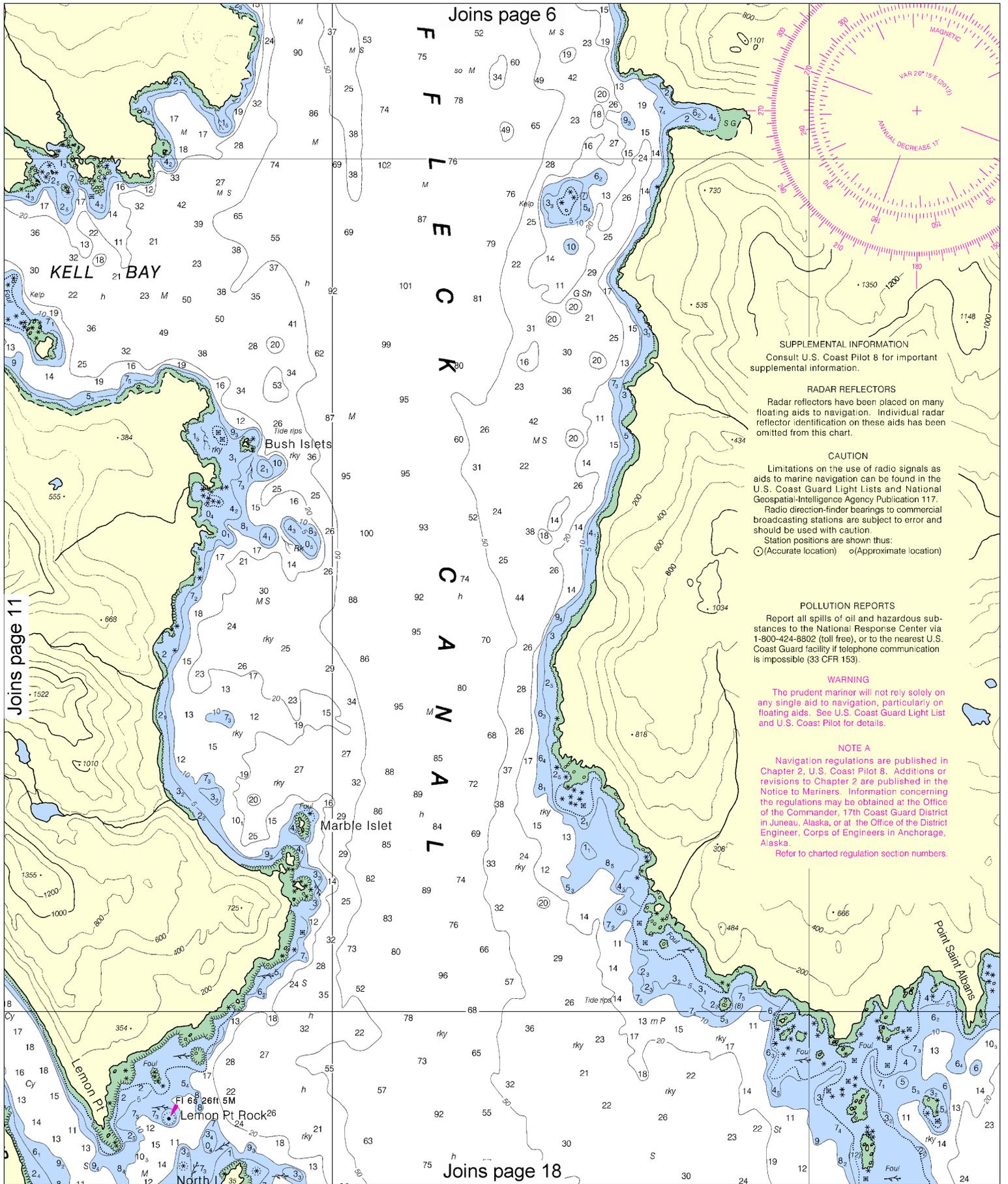
Report changes to the U.S. Coast Guard. If it is impossible to report changes, please contact the nearest U.S. Coast Guard office.

The information on this chart is derived from the U.S. Coast Guard's Hydrographic Survey and is subject to change without notice.

Navigation: Chapter 2, U.S. Coast Guard Navigation Rules. Revisions to the Navigation Rules are published in the Federal Register. The Commanding Officer of the U.S. Coast Guard cutter in Juneau, Alaska, is the Engineer in Charge. Refer to the U.S. Coast Guard's Navigation Rules for details.

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Joins page 17



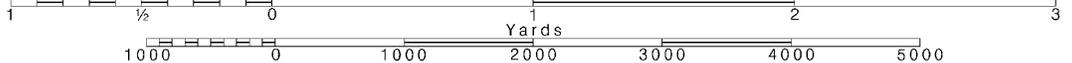
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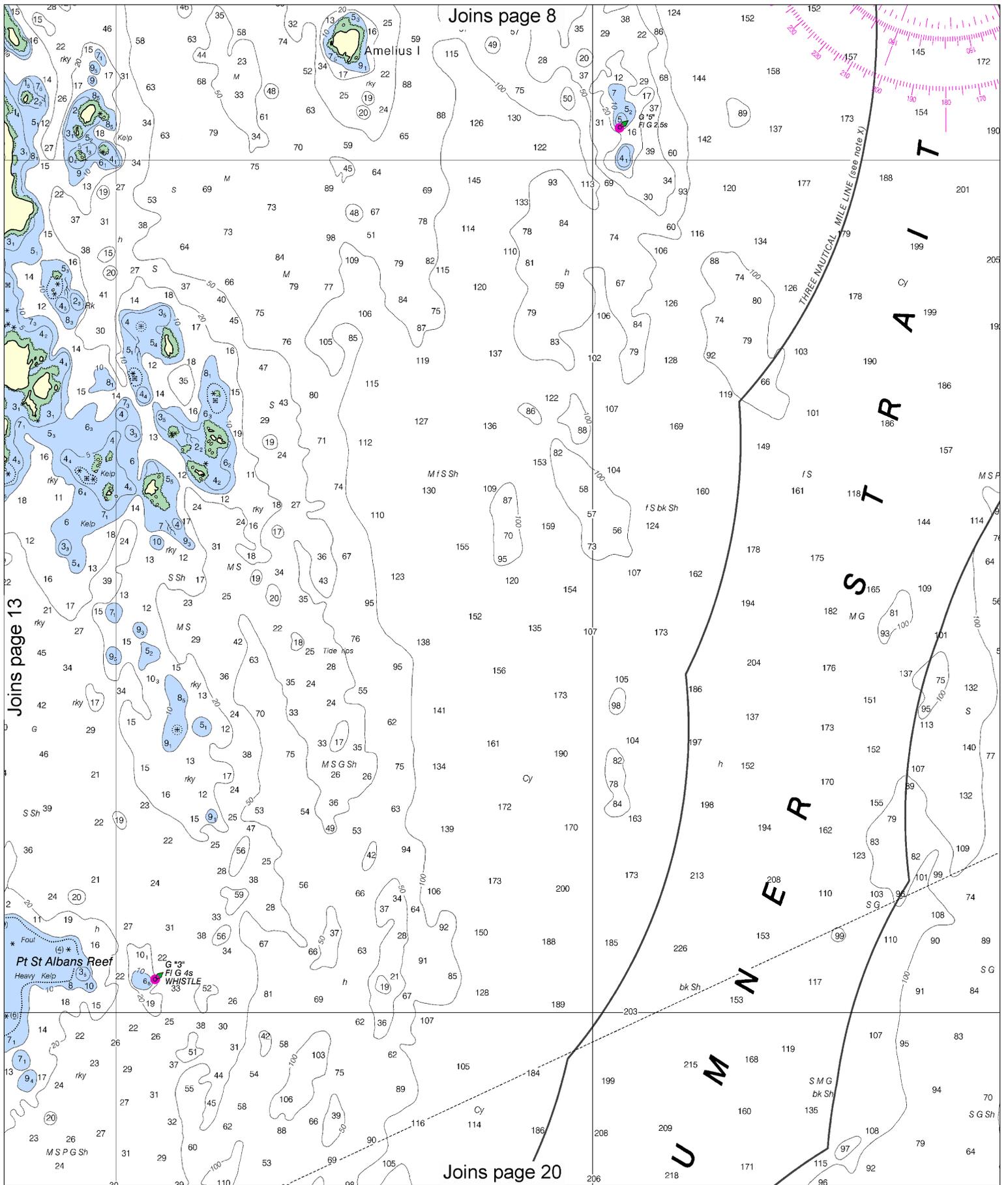
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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





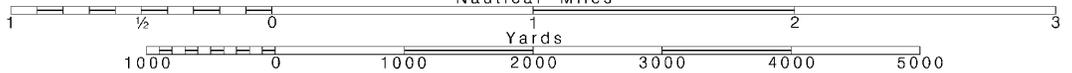
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



05'

56°

CONTINUED ON CHART 17320

5th Ed., Sep./12 ■ Corrected through NM Sep. 01/12
Corrected through LNM Aug. 21/12

17386

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.

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

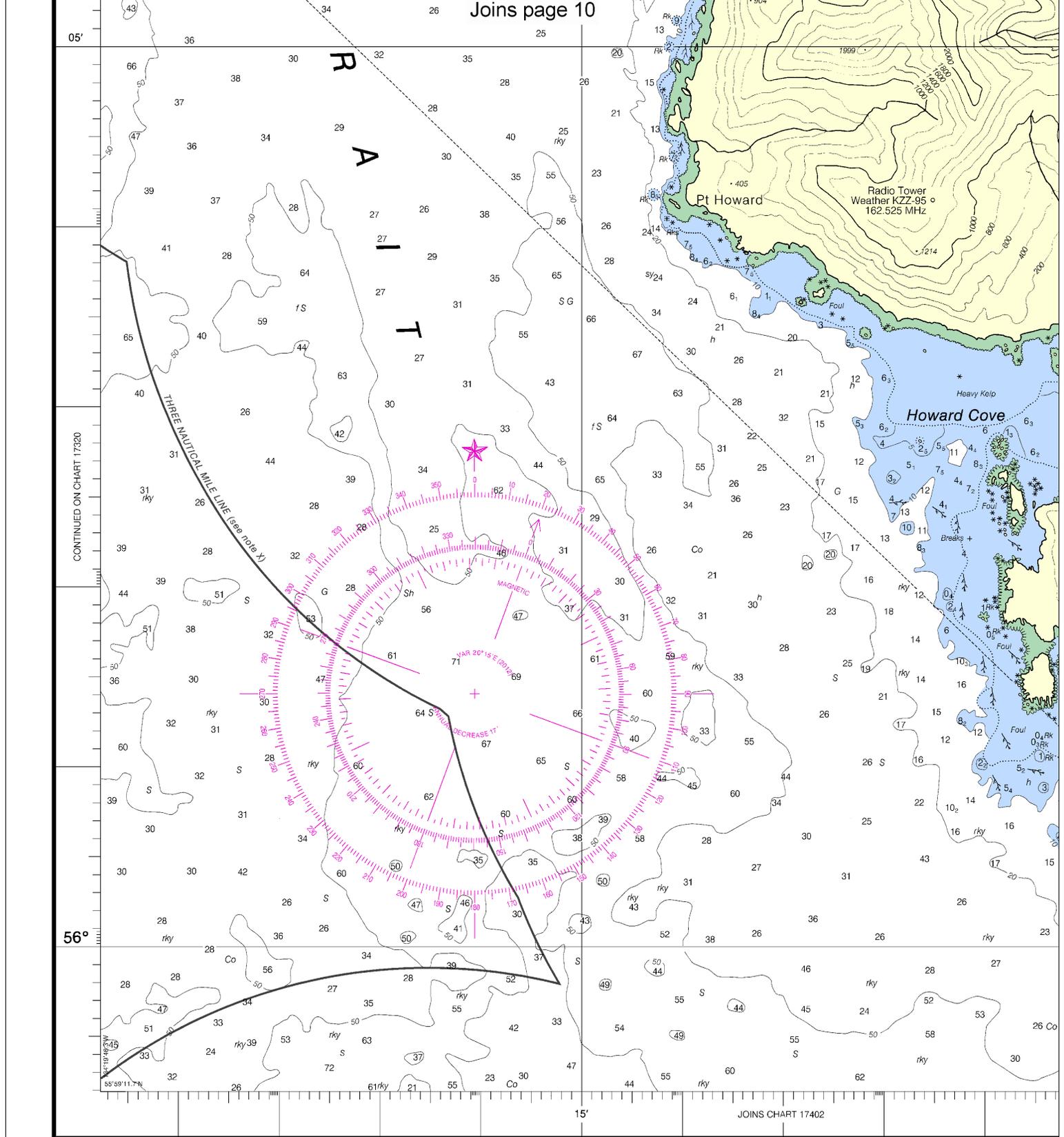
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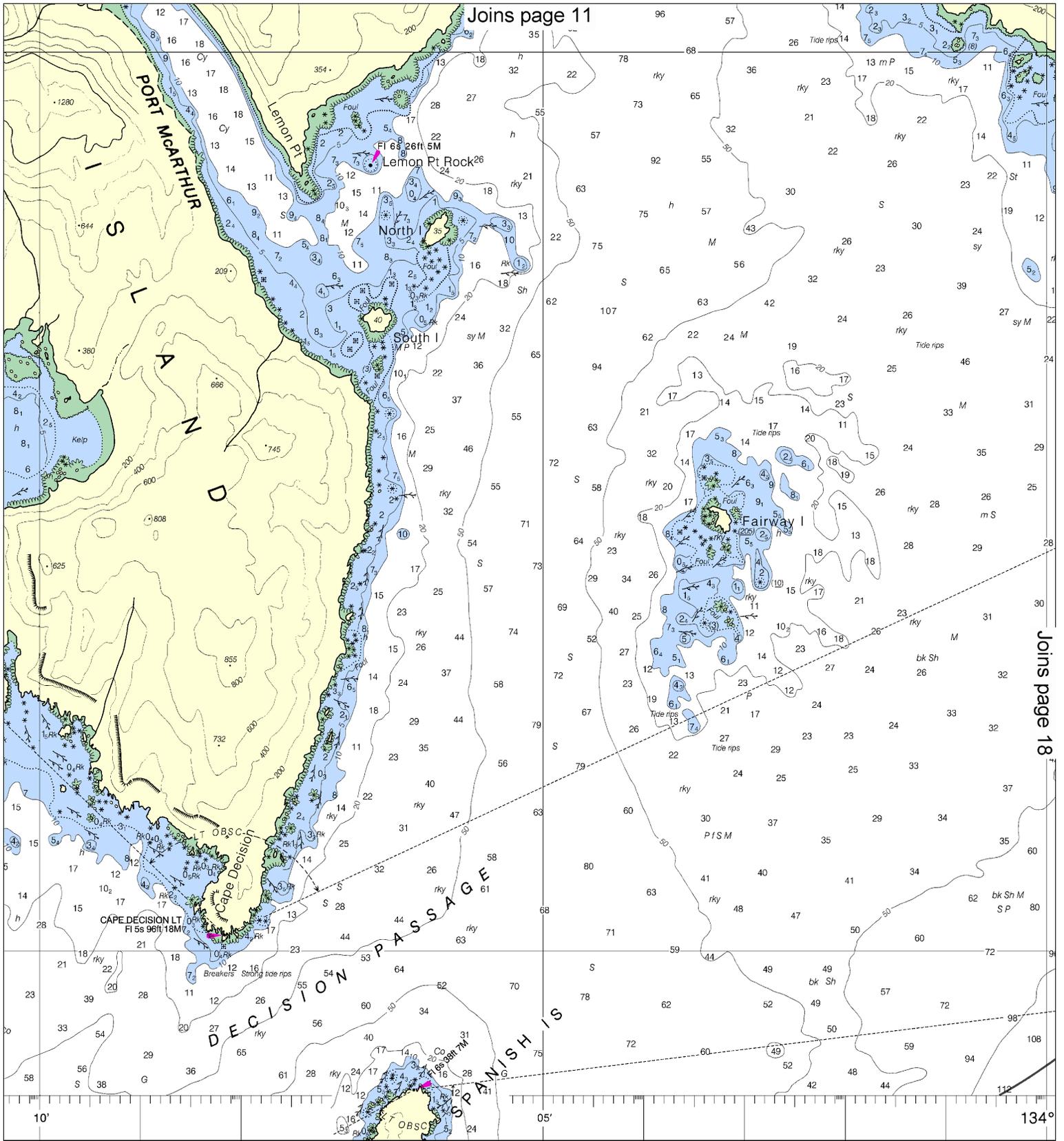
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

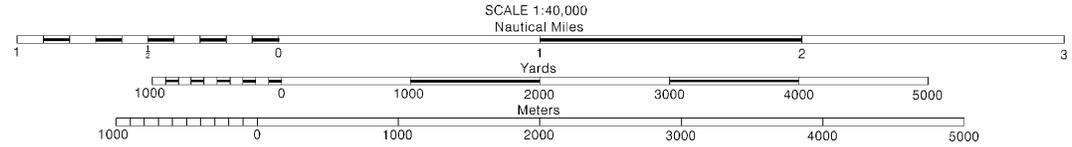
SCALE 1:40,000
Nautical Miles

See Note on page 5.

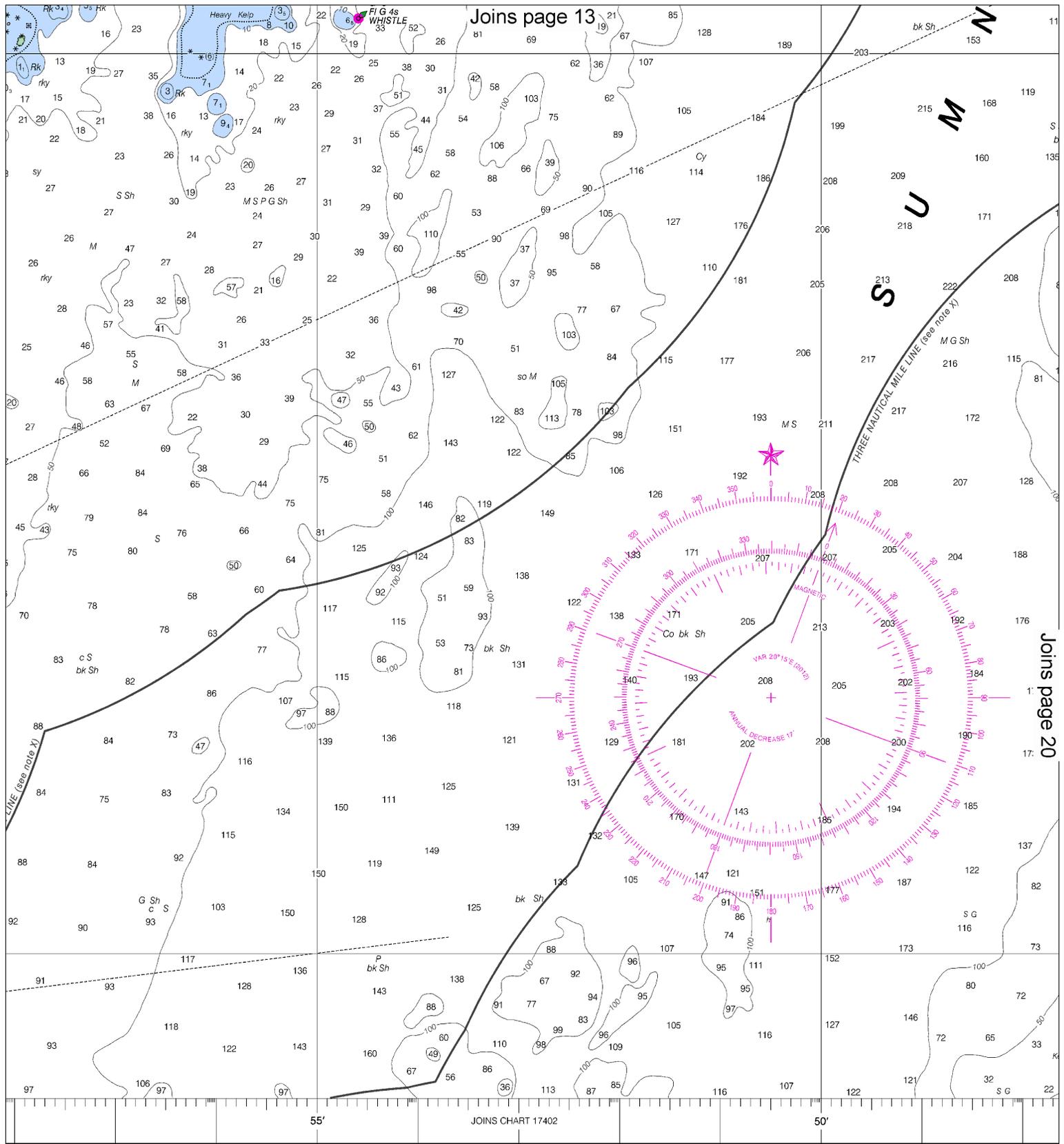




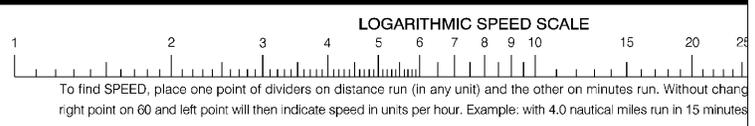
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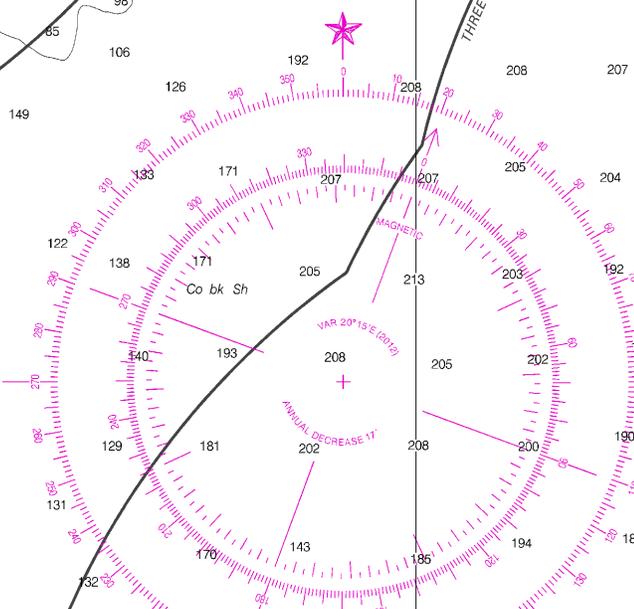
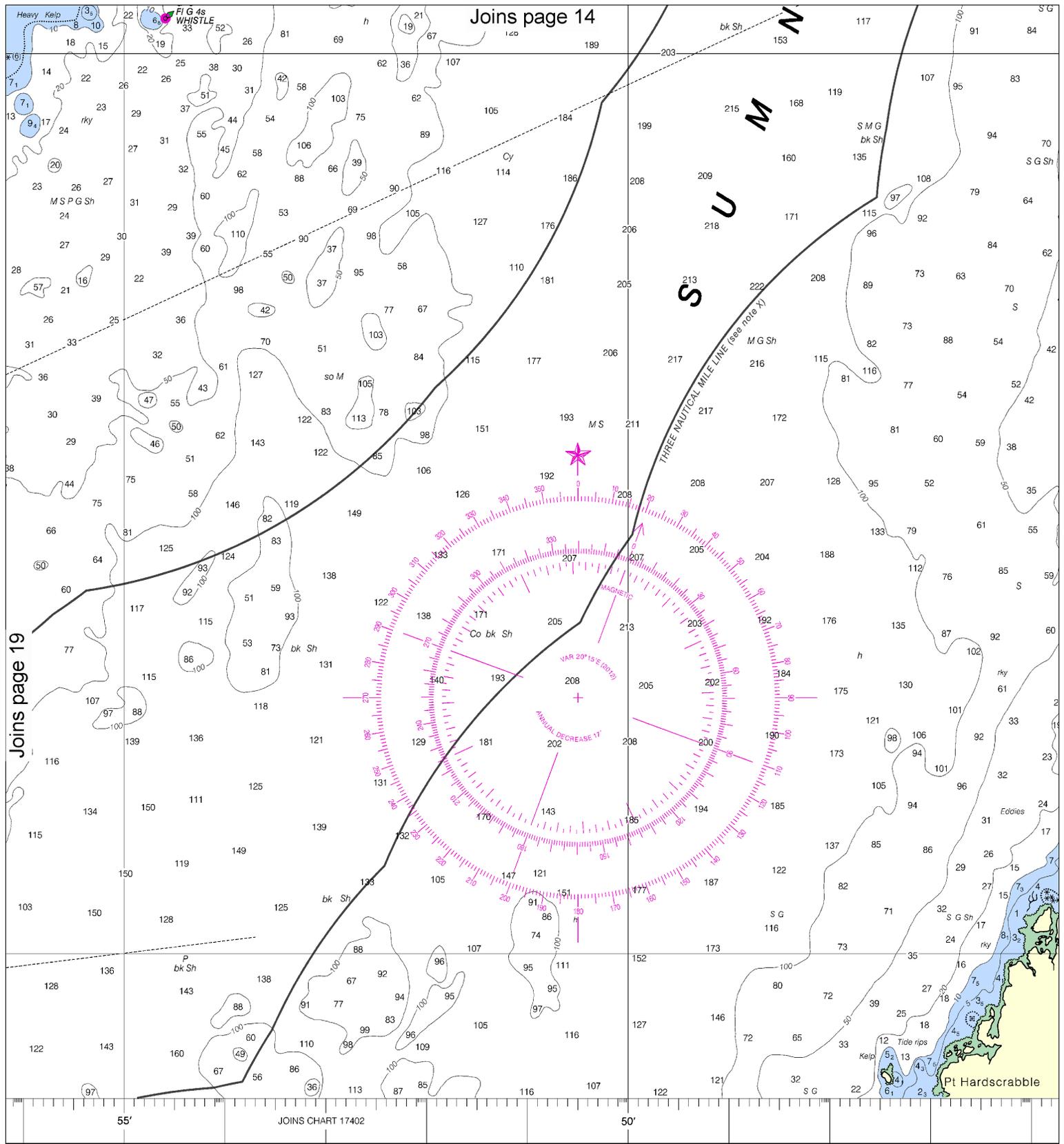


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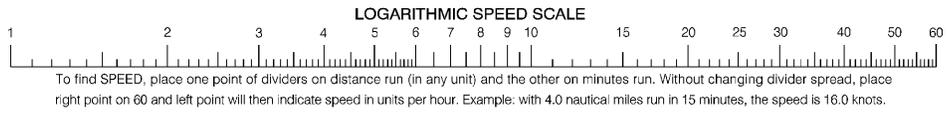


COLREGS, 80.1705 (see note A)
 International Regulations for Preventing Collisions at Sea, 1972.
 The entire area of this chart falls seaward of the COLREGS Demarcation Line.





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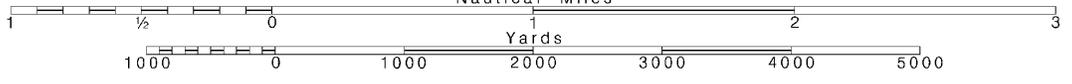
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Note: Chart grid lines are aligned with true north.

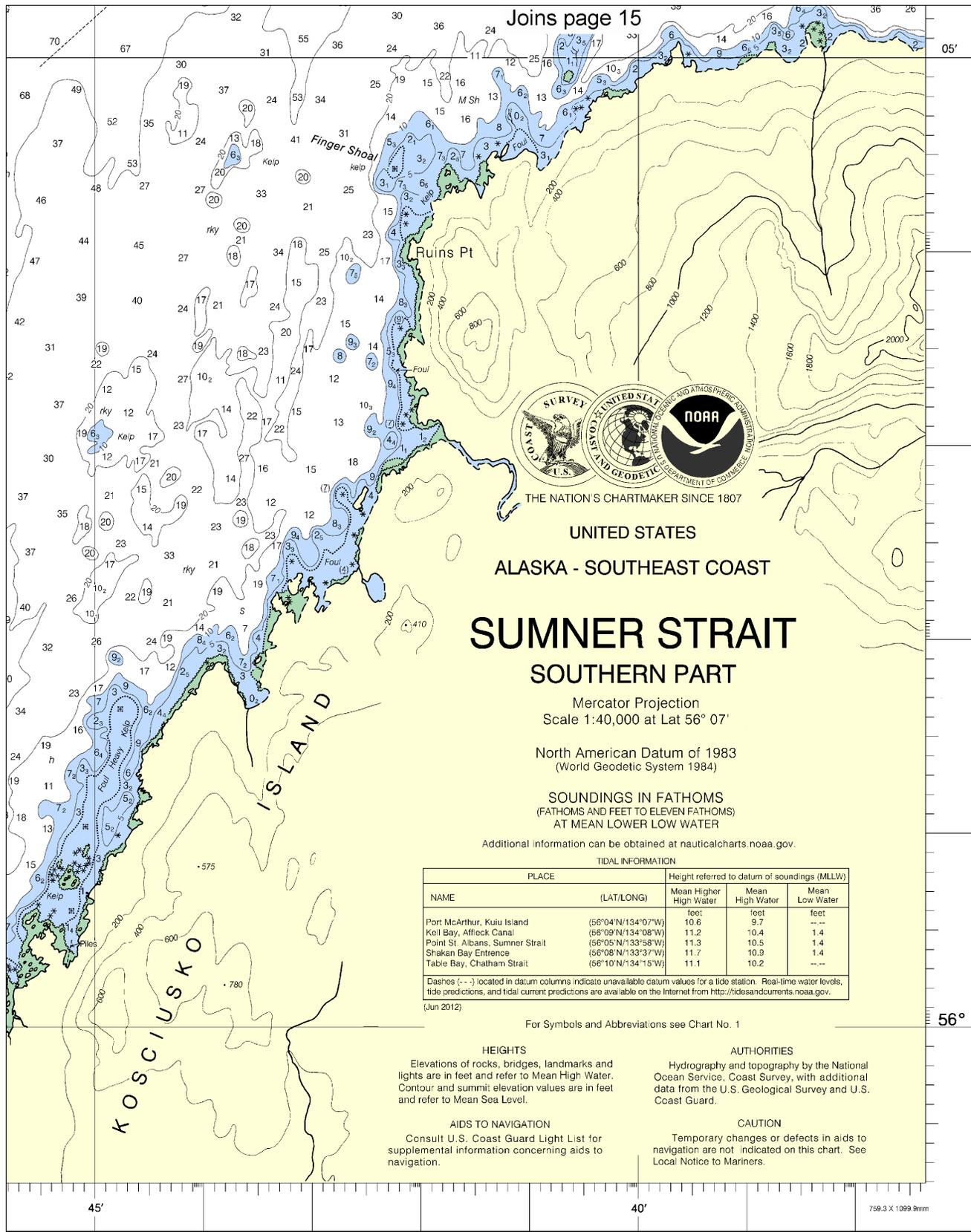
Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



Joins page 15



UNITED STATES
ALASKA - SOUTHEAST COAST

SUMNER STRAIT

SOUTHERN PART

Mercator Projection
Scale 1:40,000 at Lat 56° 07'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

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

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
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Keil Bay, Affleck Canal		(56°09'N/134°08'W)	11.2	10.4	1.4
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Table Bay, Chatham Strait		(56°10'N/134°15'W)	11.1	10.2	---

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>.
(Jun 2012)

For Symbols and Abbreviations see Chart No. 1

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

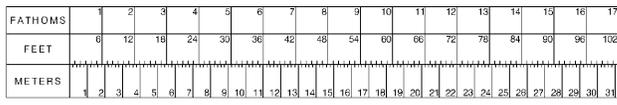
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Geological Survey and U.S. Coast Guard.

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.



Sumner Strait
SOUNDINGS IN FATHOMS - SCALE 1:40,000

17386

ED. NO. 5

NSN 7642014011407
NGA REFERENCE NO. 17BHA17386



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

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- 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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