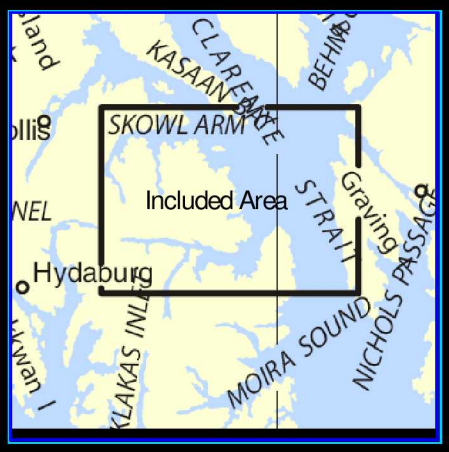
BookletChart™

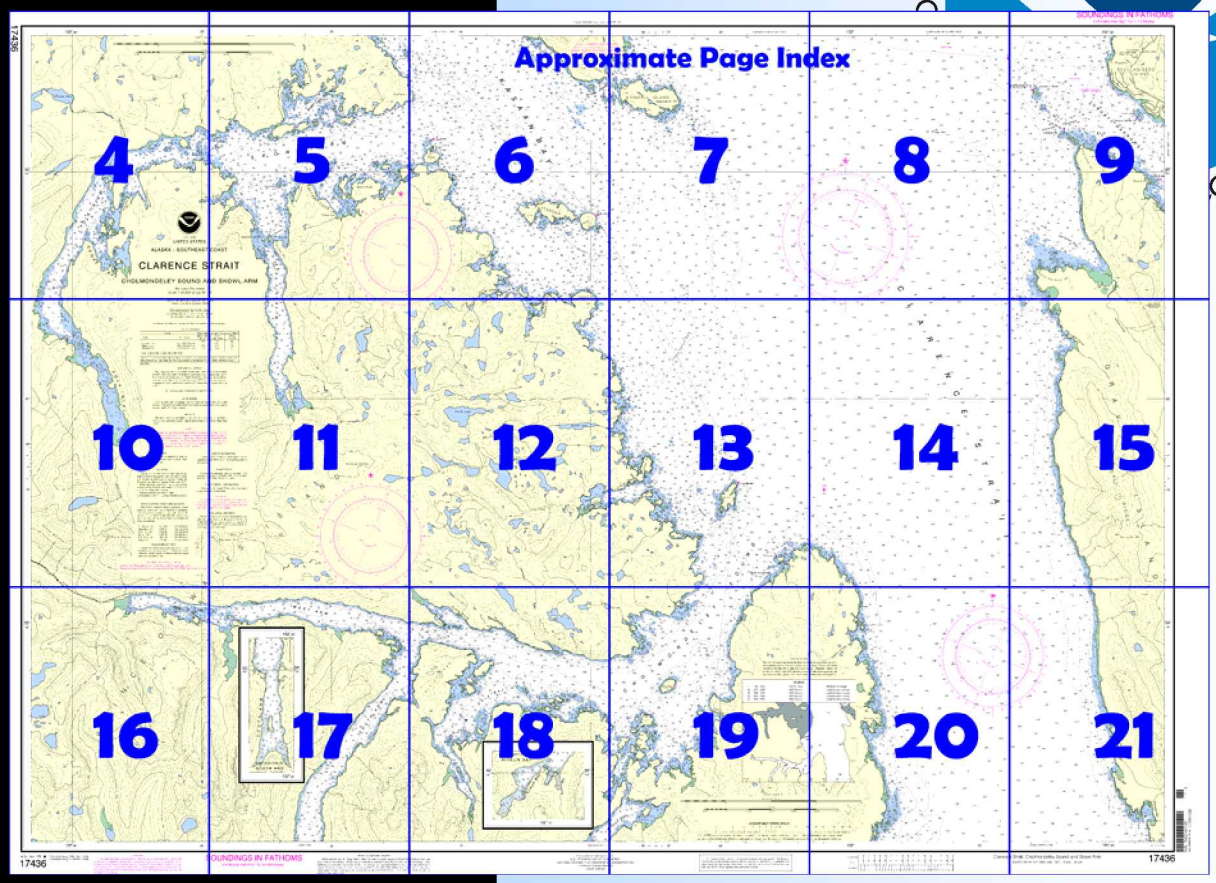
Clarence Strait – Cholmondeley Sound and Skowl Arm

(NOAA Chart 17436)



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.*



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™?

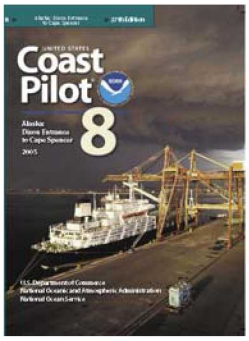
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this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

(83) **Windy Point** (55°13.0'N., 131°58.8'W.), low and wooded, is between two small exposed coves with an island close-to on each side. The S cove has midchannel depths of 5 to 9 fathoms (9.1 to 16.4 m) but is foul to the W of the small island and near the N shore. The N cove has midchannel depths of 1¾ to 10 fathoms (3.2 to 18.3 m) but is foul toward the head. Rocks extend off the point for about 240 yards (219 m).

(86) **Cholmondeley Sound** is a deep inlet entering Prince of Wales Island between Chasina Point and Skin Island. Its extreme length from the entrance of the sound to the head of **West Arm** is about 16 miles; it has several arms, all of which are deep and bold with heavily wooded mountain slopes ending with steep-to rock shorelines. Cholmondeley Sound's tributaries have not been closely surveyed but are generally free from dangers. The currents in the sound are too weak or variable to be predicted.

(87) **Chasina Point**, about 36 miles N of Cape Chacon and the S point of the entrance of Cholmondeley Sound, is a wooded rounded point without any prominent features. The land is low for a distance of about 0.8 mile and then rises rapidly. It is advisable to give the point a berth of at least 0.3 mile in rounding it.

(88) **Chasina Island** is a low, wooded islet about 0.7 mile WSW from Chasina Point, about 0.1 mile offshore. The passage behind the island is foul. A 1-fathom (1.8 m) spot is midway between Chasina Point and Chasina Island and about 250 yards (229 m) offshore.

(89) **Chasina Anchorage**, to the W of Chasina Island, affords a lee only from E to S winds. Anchorage may be obtained on a rocky patch in about 9 fathoms (16.4 m) with the NW corner of Chasina Island bearing about 042° and Skin Island Light bearing about 338°; swinging room is about 250 yards (229 m). Anchorage in 17 fathoms (31 m), with the light on the same bearing, may be obtained farther offshore.

(93) **Lancaster Cove**, about 1 mile SE of Hump Island, is the N one of two coves E of an island on the E side of Cholmondeley Sound. It affords good anchorage in 13 to 14 fathoms (24 to 25.5 m). It can be entered on either side of the wooded island in its entrance. A bare rock is 0.1 mile N of the NW end of the island. An islet is close SW of the island, and a rock with a least depth of 3 fathoms (5.5 m) is close E of the island about 55°13'04"N., 132°05'13"W. In 1959, a survey vessel used an anchorage about 150 yards (137 m) S of the wooded island, in 12 to 20 fathoms (22 m to 37 m), mud bottom, good holding ground. There were no dangers in the anchorage or approach.

(94) **Kitkun Bay** has its entrance W of **Babe Islands**, about 6 miles SW of Chasina Point and extends in a general SW direction from the S side of Cholmondeley Sound. The area was surveyed in 1961. Entrance to the N part of the bay should be made through the W of two channels. The least depth in midchannel is 3½ fathoms (6.4 m). Entrance to the S part of the bay can be made through a narrow channel about halfway down the E shore of the N part of the bay. This channel is foul at the entrance; the foul area is marked by kelp. Currents in the channel and near the entrance are very strong, with tide rips near the entrance. The least depth in the narrowest part of the channel is 1½ fathoms (2.7 m).

(95) **Dora Bay,** on the S side, about 7 miles inside the entrance to Cholmondeley Sound, may be used as an anchorage, but is not recommended. There is an irregular ridge, with a least depth of 7¼ fathoms (13.2 m), in the middle of the bay about 1.1 miles inside the entrance.

(96) **Sunny Cove** is on the N side at the head of the main part of Cholmondeley Sound, about 8 miles W of Chasina Anchorage, and with local knowledge affords anchorage for small craft. Vessels entering Sunny Cove should steer midchannel courses. **Sunny Point** is the rounding point on the E side of the entrance to the cove.

(97) The head of Cholmondeley Sound is divided into two arms known as **South Arm** and **West Arm**. West Arm has a straight unbroken N shoreline. Its S shore has two indentations, the first about 1.5 miles above the confluence of the two arms is small but furnishes shelter for small craft with anchor depths of 4 to 8 fathoms (7.3 to 14.6 m). The second indentation in the S shore is SSW of the most E of the chain of small wooded islets. Anchorage with ample swinging room may be had here behind the islet in 7 to 15 fathoms(12.8 to 27.5 m), soft bottom. Enter the small bay from West Arm by keeping W of the islet. Anchorage may also be had in 7 to 15 fathoms (12.8 to 27.5 m), soft bottom, at the head of West Arm. This anchorage is exposed to strong winds drawing through the low pass from Hetta Inlet.

(99) **South Arm** is free of off-lying dangers as far as is known. Vessels entering should steer midchannel courses to the head of the arm to anchorage in 6 to 10 fathoms (11.0 to 18.3 m), soft bottom. Strong winds from Klakas Inlet draw through the low pass at the head of South Arm.

(102) **Clover Bay** has its 0.2-mile-wide entrance between Clover Point and **Anderson Point**, the S entrance point, about 1.5 miles W of Skin Island.

Table of Selected Chart Notes

Corrected through NM Nov. 25/06
Corrected through LNM Nov. 14/06

Mercator Projection
Scale 1:40,000 at Lat 55° 19'

North American Datum of 1983
(World Geodetic System 1984)

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

For Symbols and Abbreviations see Chart No. 1

CAUTION

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

AIDS TO NAVIGATION

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

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 5° from the normal variation have been observed on Grindall Island in the vicinity of Approach Point.

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.

Sukkwan I, AK	KZZ-89	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
Ketchikan, AK	WXJ-26	162.550 MHz
Craig, AK	KXI-80	162.475 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) o(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.

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.

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).

SUPPLEMENTAL INFORMATION

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

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 1.278" southward and 6.044" westward to agree with this chart.

AUTHORITIES

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

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

HEIGHTS

Elevations of rocks 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.

NOTE A

Navigation regulations are published in Chapter 2, Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, AK, or at the Office of the District Engineer, Corps of Engineers in Anchorage, AK.

Refer to charted regulation section numbers.

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.

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
Lancaster Cove	(55°13'N/132°06'W)	15.1	14.2	1.5
Saltery Cove	(55°24'N/132°19'W)	15.3	14.4	1.5
Vallenar Point	(55°26'N/131°51'W)	15.3	14.4	1.5

NOTE: Chart was last revised: 3/89, 10/99, 11/02

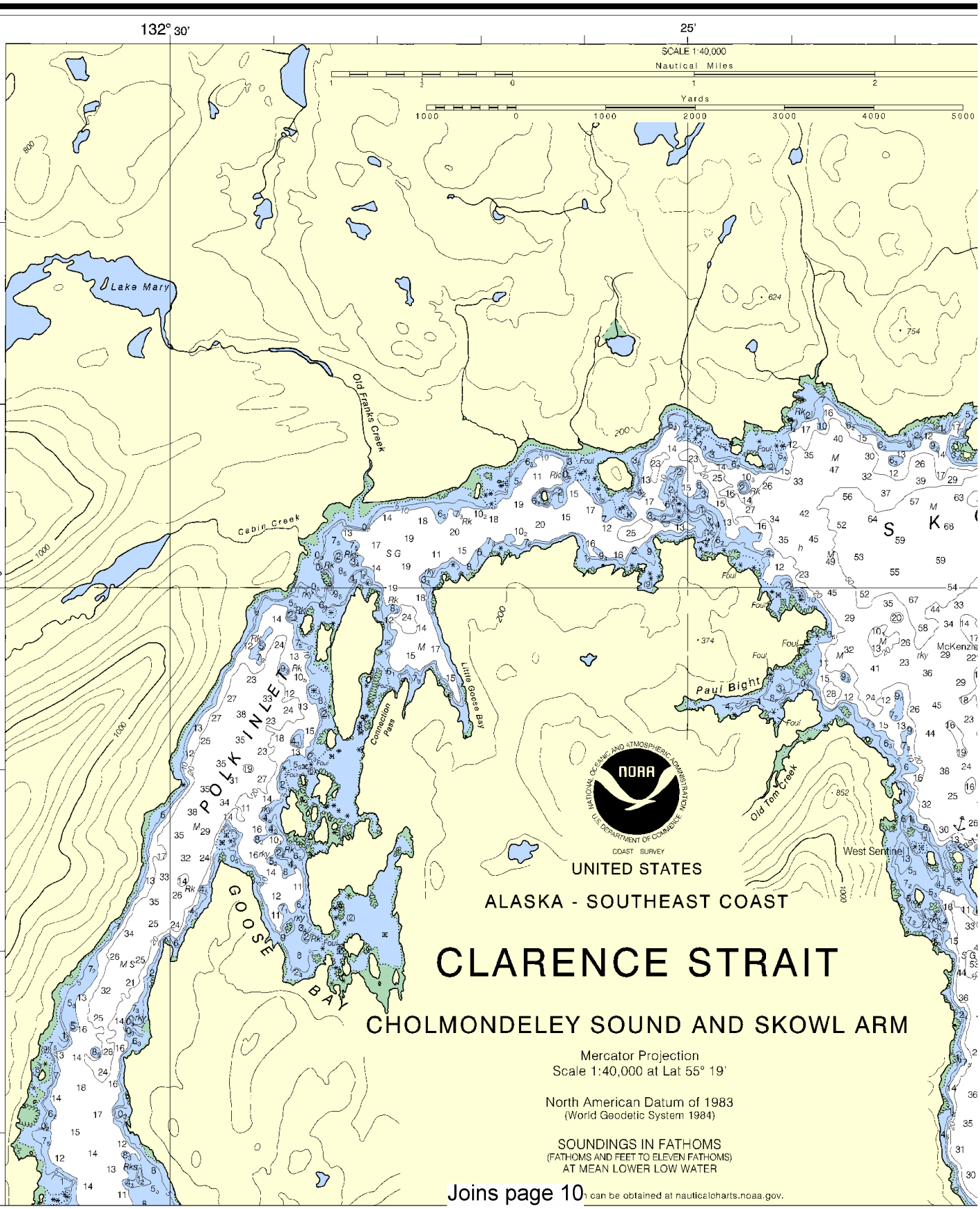
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Nov 2006)

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.

17436



Joins page 10

can be obtained at nauticalcharts.noaa.gov.

North

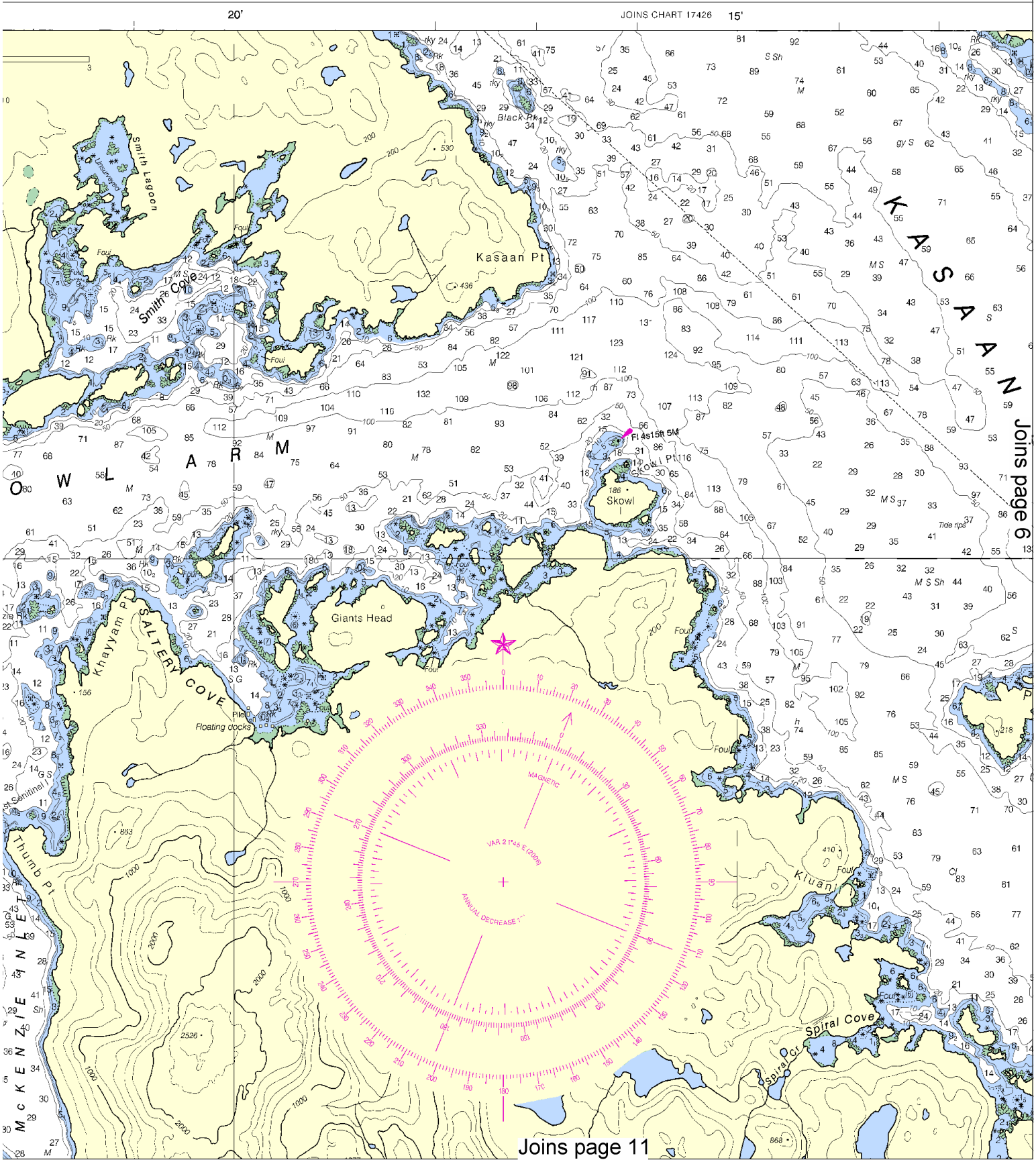
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

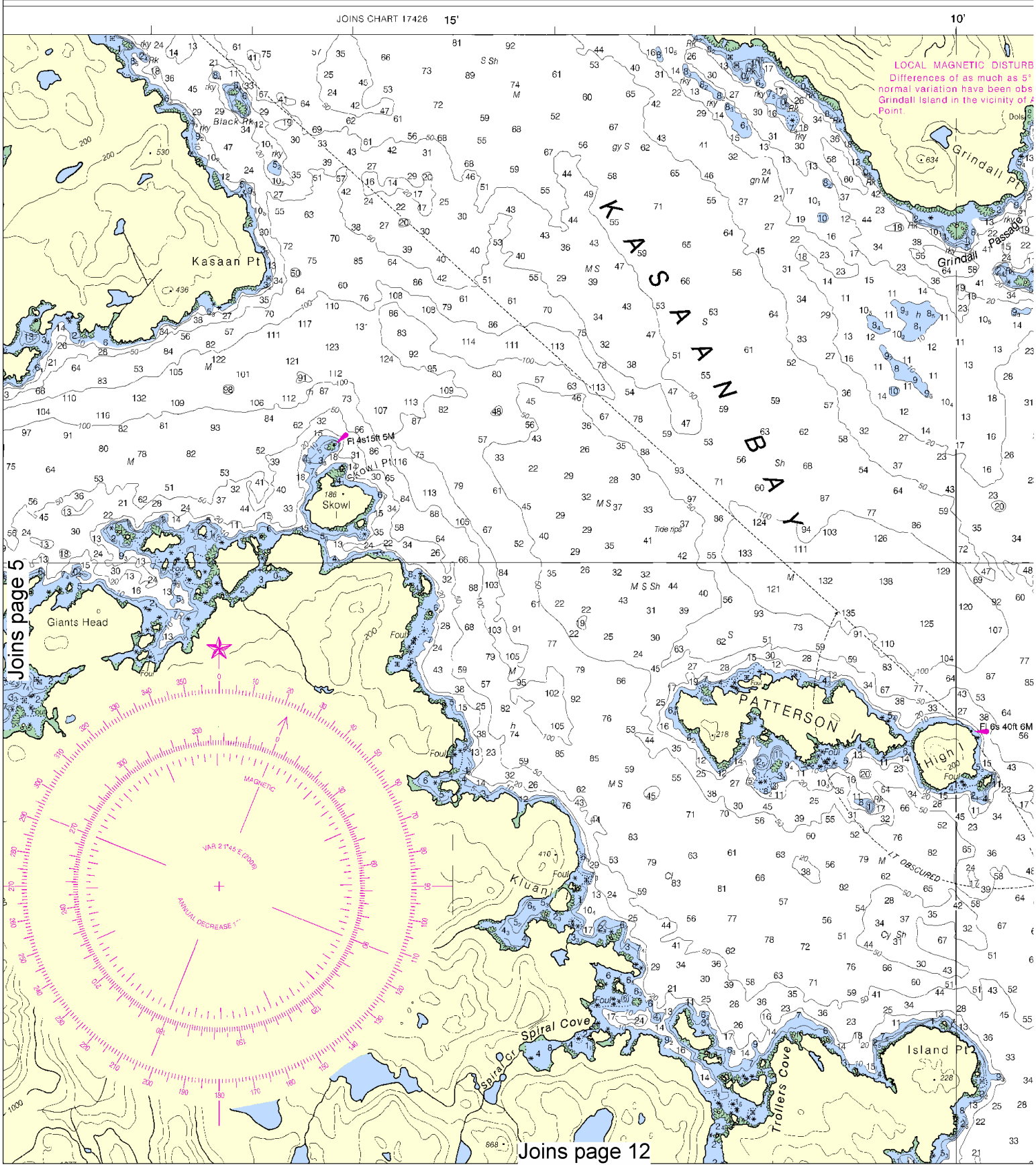
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000



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.



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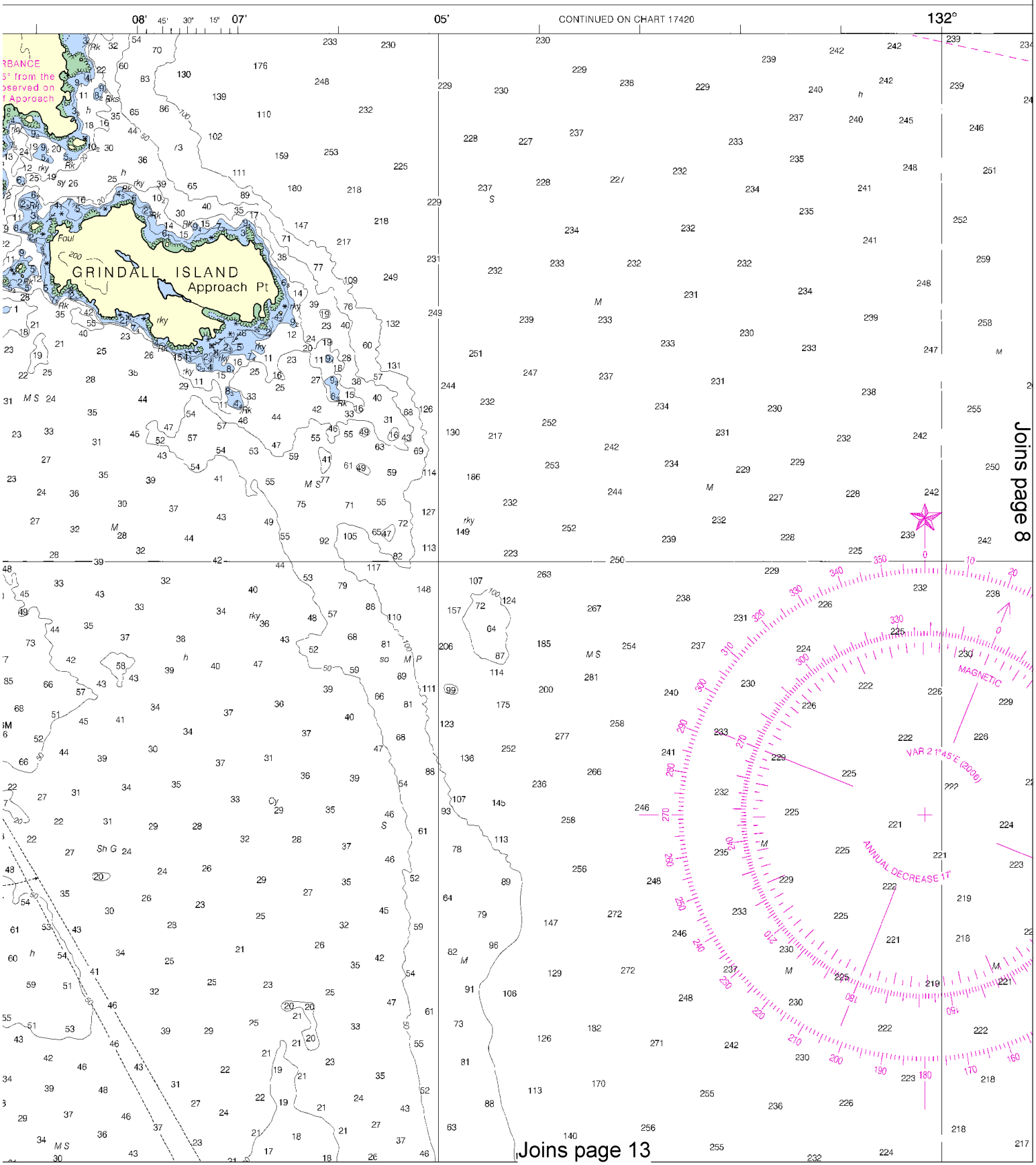
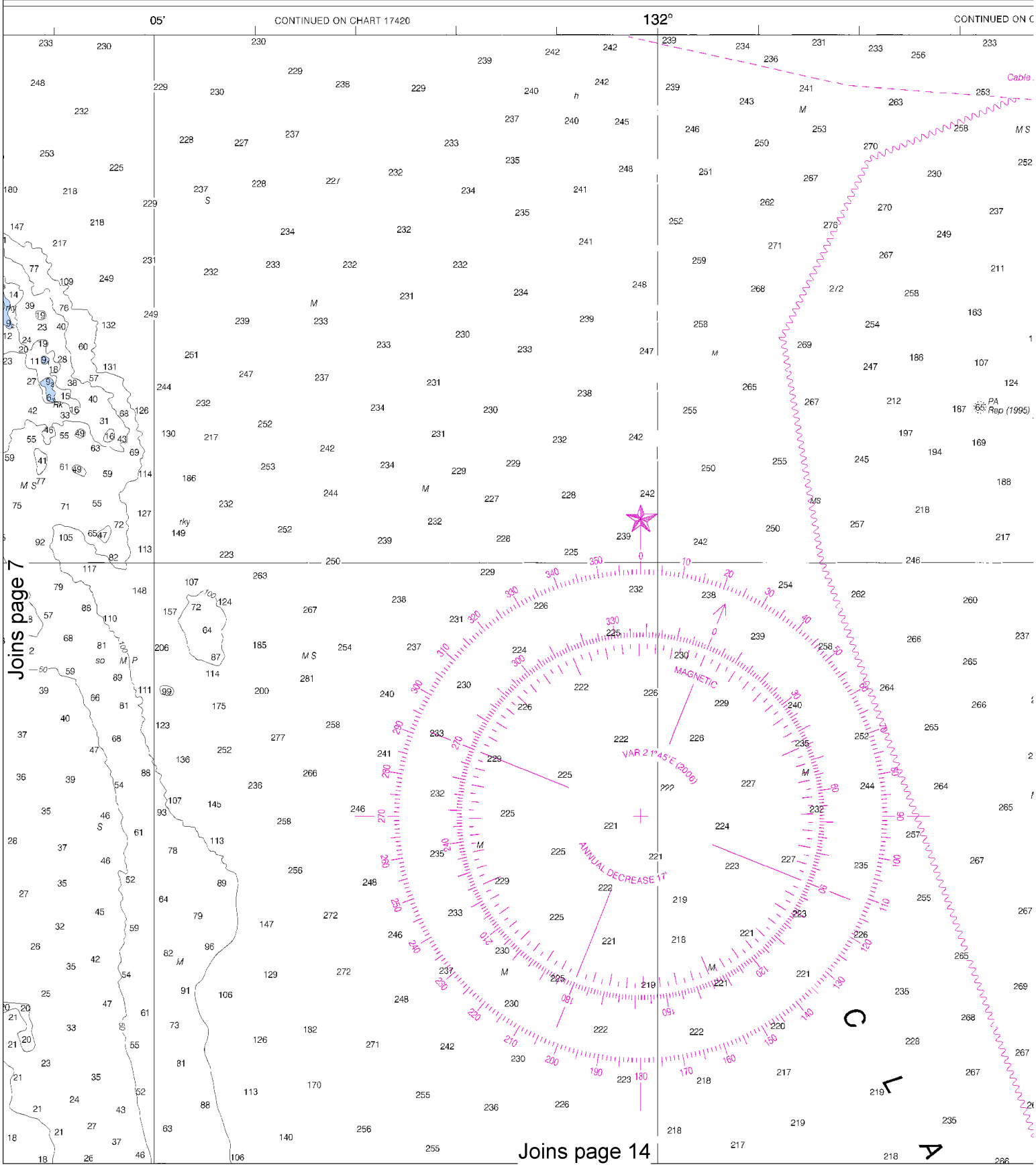


Joins page 8

Joins page 13

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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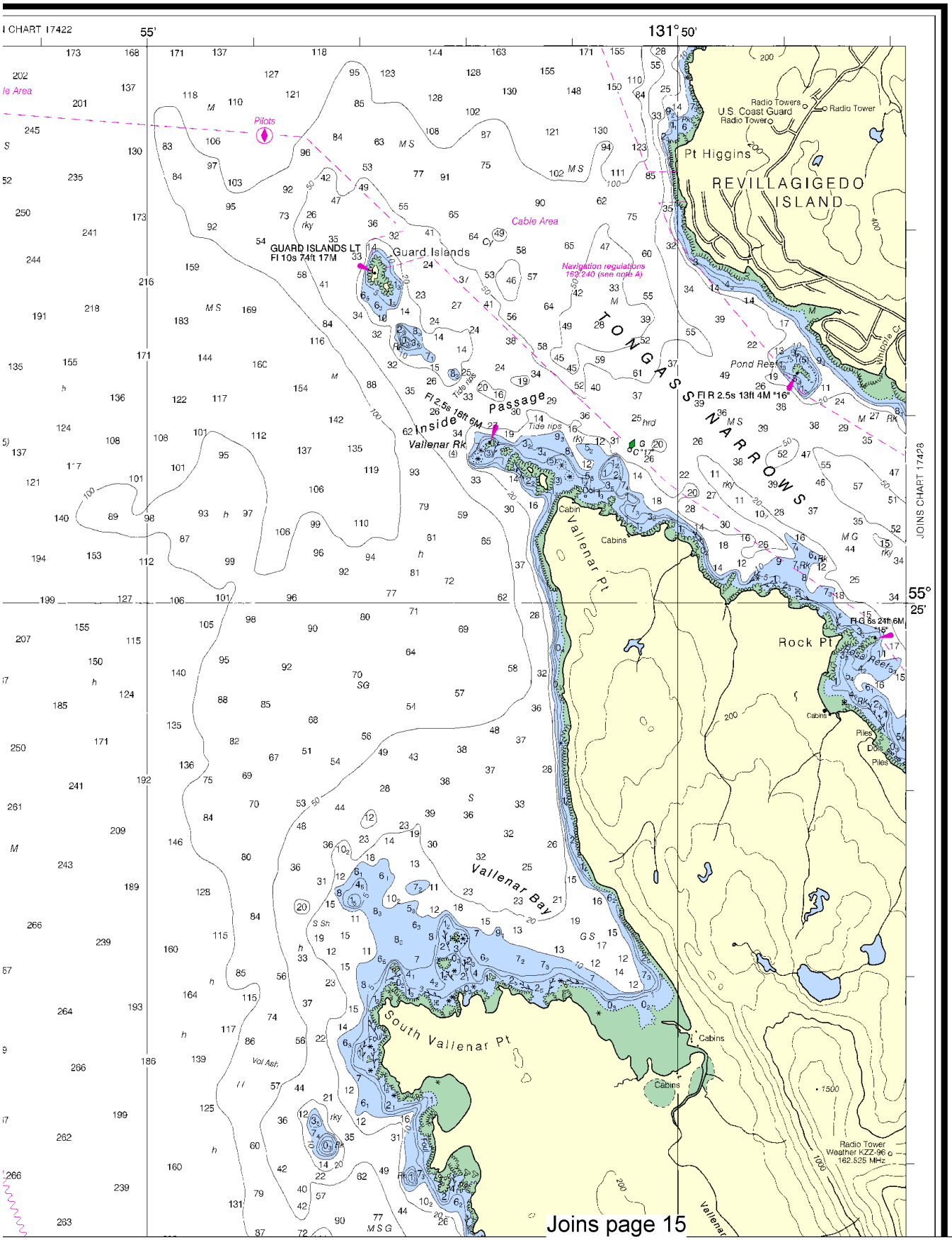
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



Joins page 15

Joins page 4

Mercator Projection
Scale 1:40,000 at Lat 55° 19'

North American Datum of 1983
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Craig, AK	KXI-80	162.475 MHz

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AIDS TO NAVIGATION

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

VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

SUPPLEMENTAL INFORMATION

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WARNING

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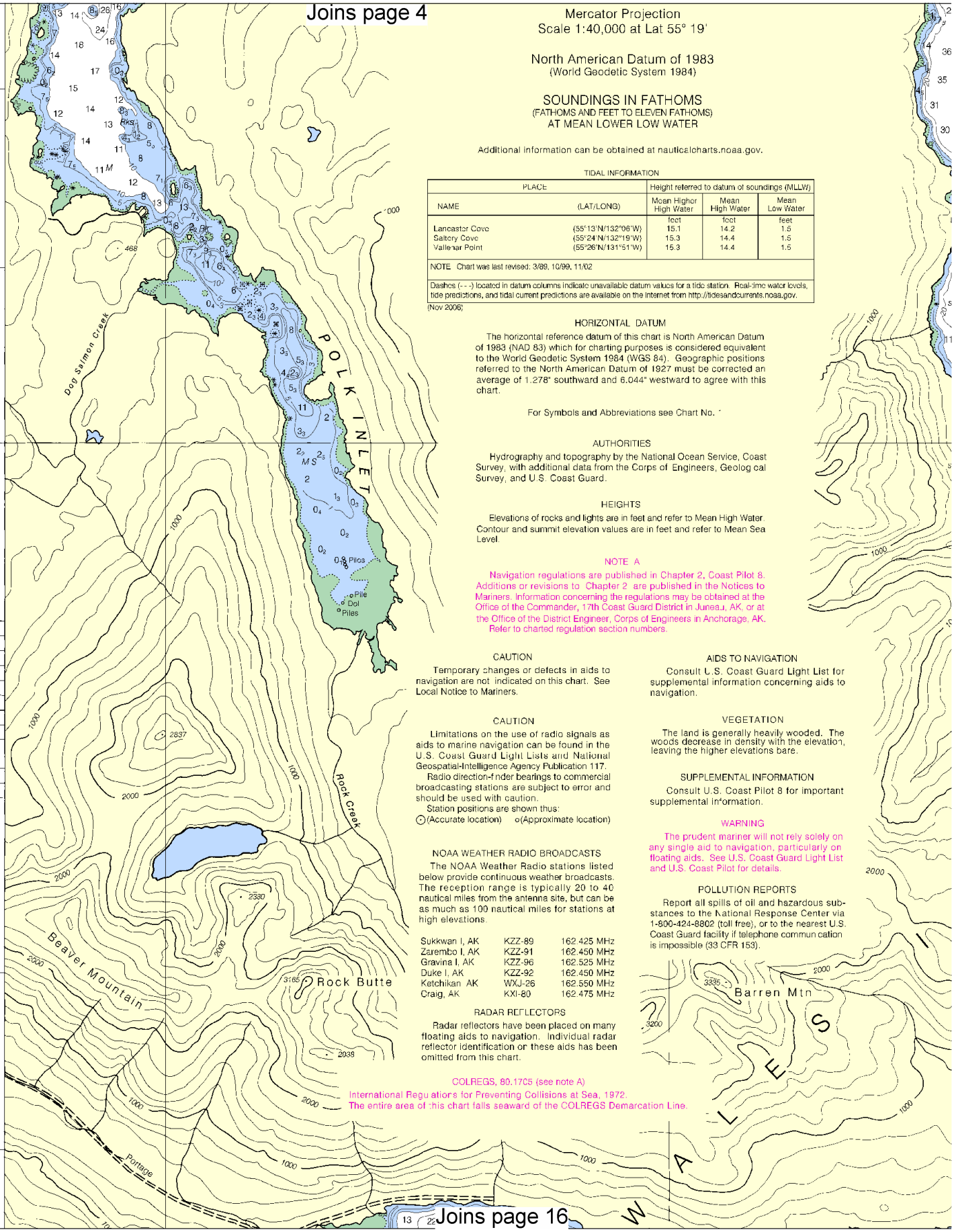


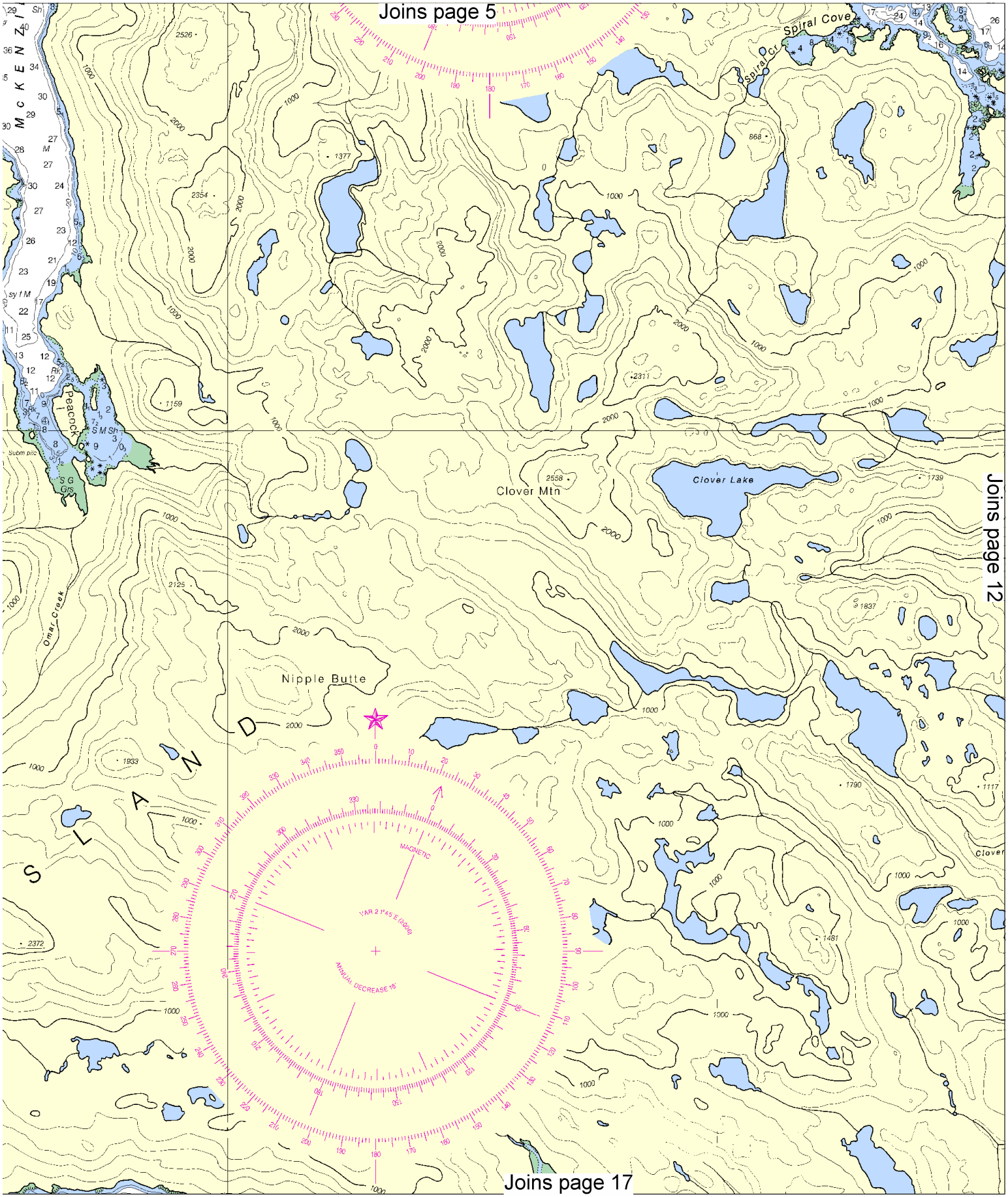
Joins page 16

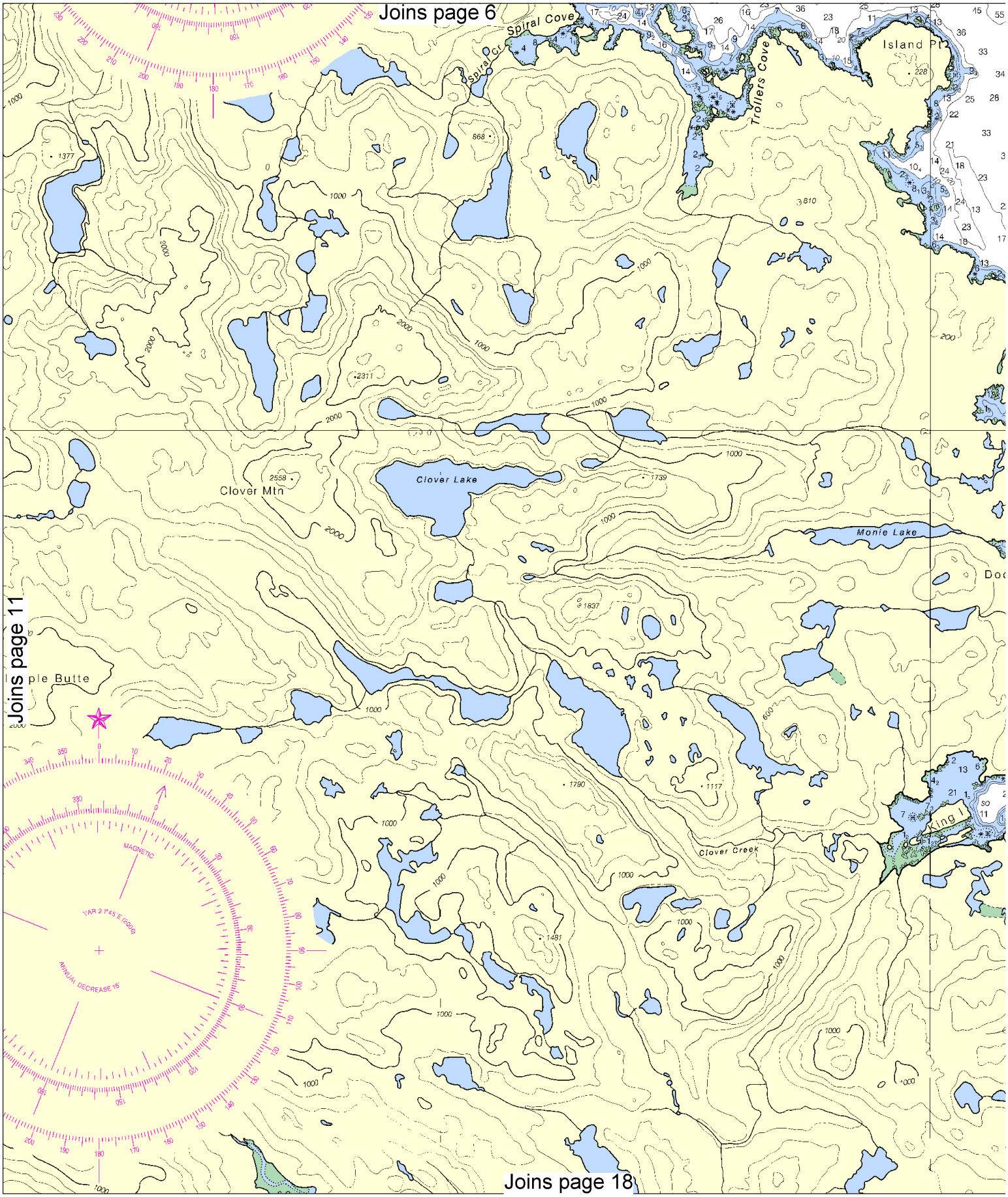
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 5
Joins page 12
Joins page 17
Spiral Cove
Clover Lake
Clover Mtn
Nipple Butte
Peacock
Omar Creek
MAGNETIC
VAR 21°45'E (2004)
ANNUAL DECREASE 16'



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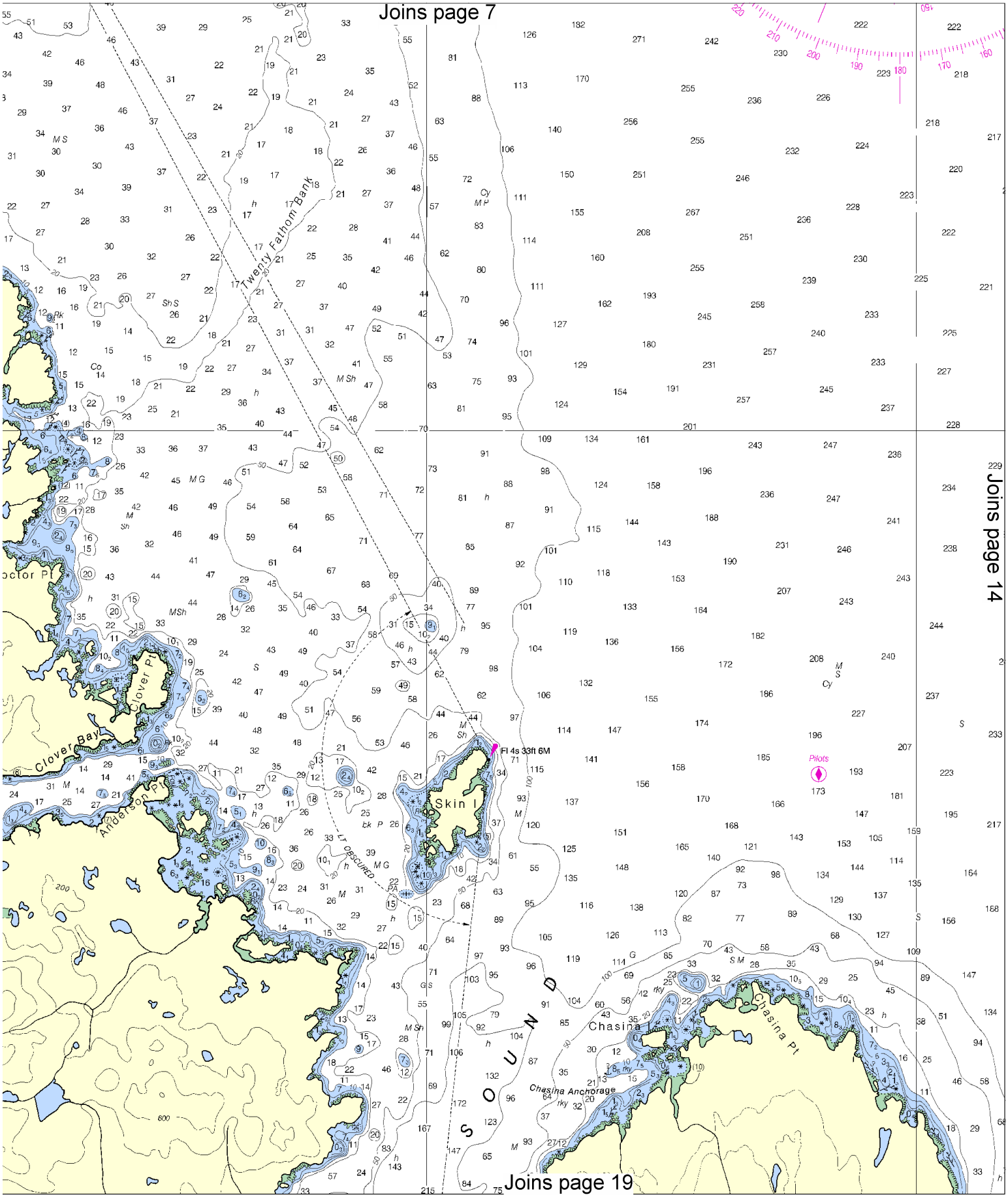
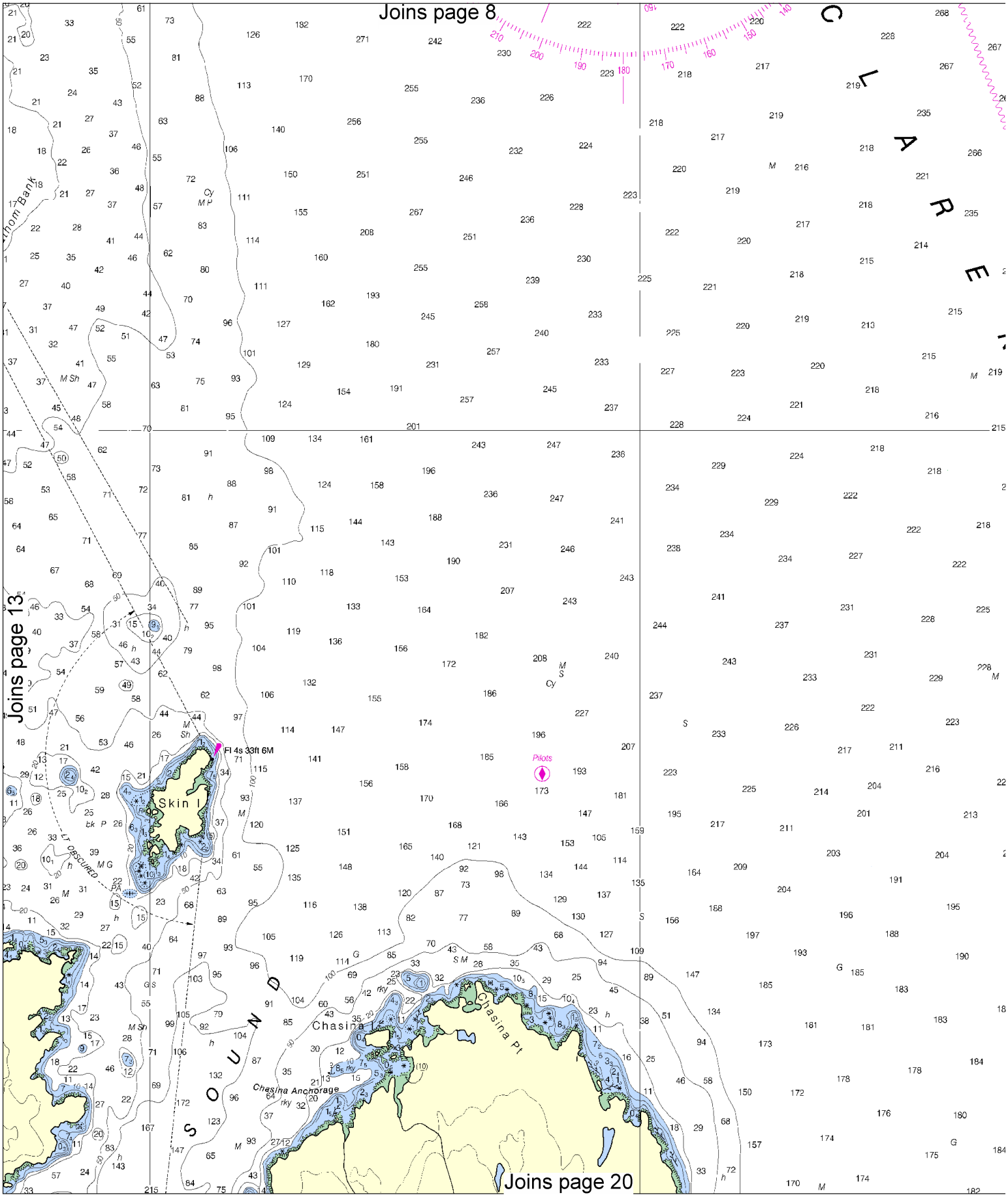

Joins page 7
Joins page 14
Joins page 19
Twenty Fathom Bank
Clover Bay
Clover Pt
Anderson Pt
Skin I
Fl 4s 33ft 6M
Pilots
Chasina
Chasina Pt
Chasina Anchorage
SOUND



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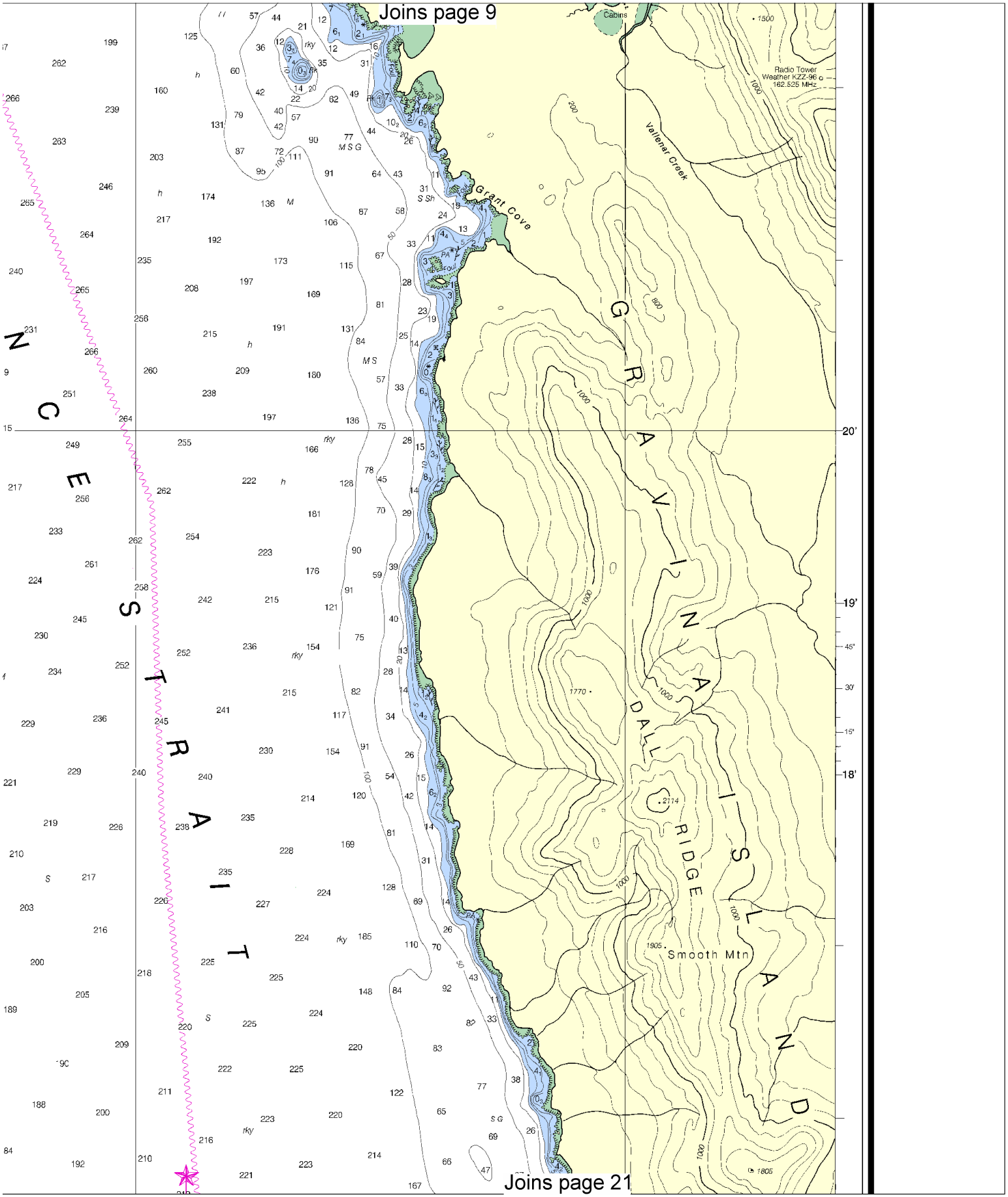
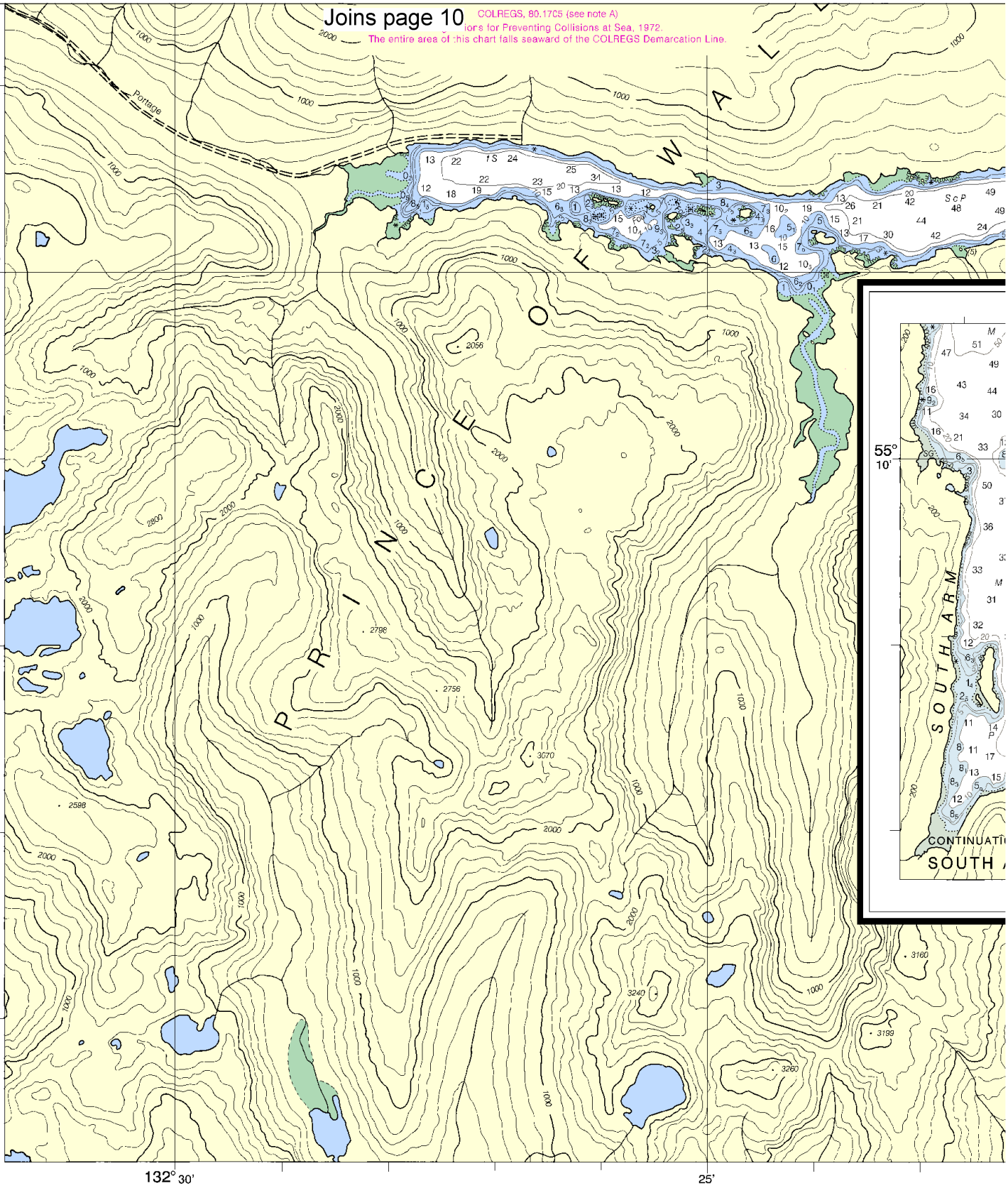
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 9
Cabins
Radio Tower
Weather KZZ-96
162.525 MHz
Vallenar Creek
Grant Cove
GRAVINA ISLAND
DALL RIDGE
Smooth Mtn
NCE STRAIT
20'
19'
18'
Joins page 21



9th Ed., Nov. / 06 ■ Corrected through NM Nov. 25/06
Corrected through LNM Nov. 14/06

17436

CAUTION

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nauticalcharts.noaa.gov.

SOUNDINGS IN FA
(FATHOMS AND FEET TO 11 FATH

16

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

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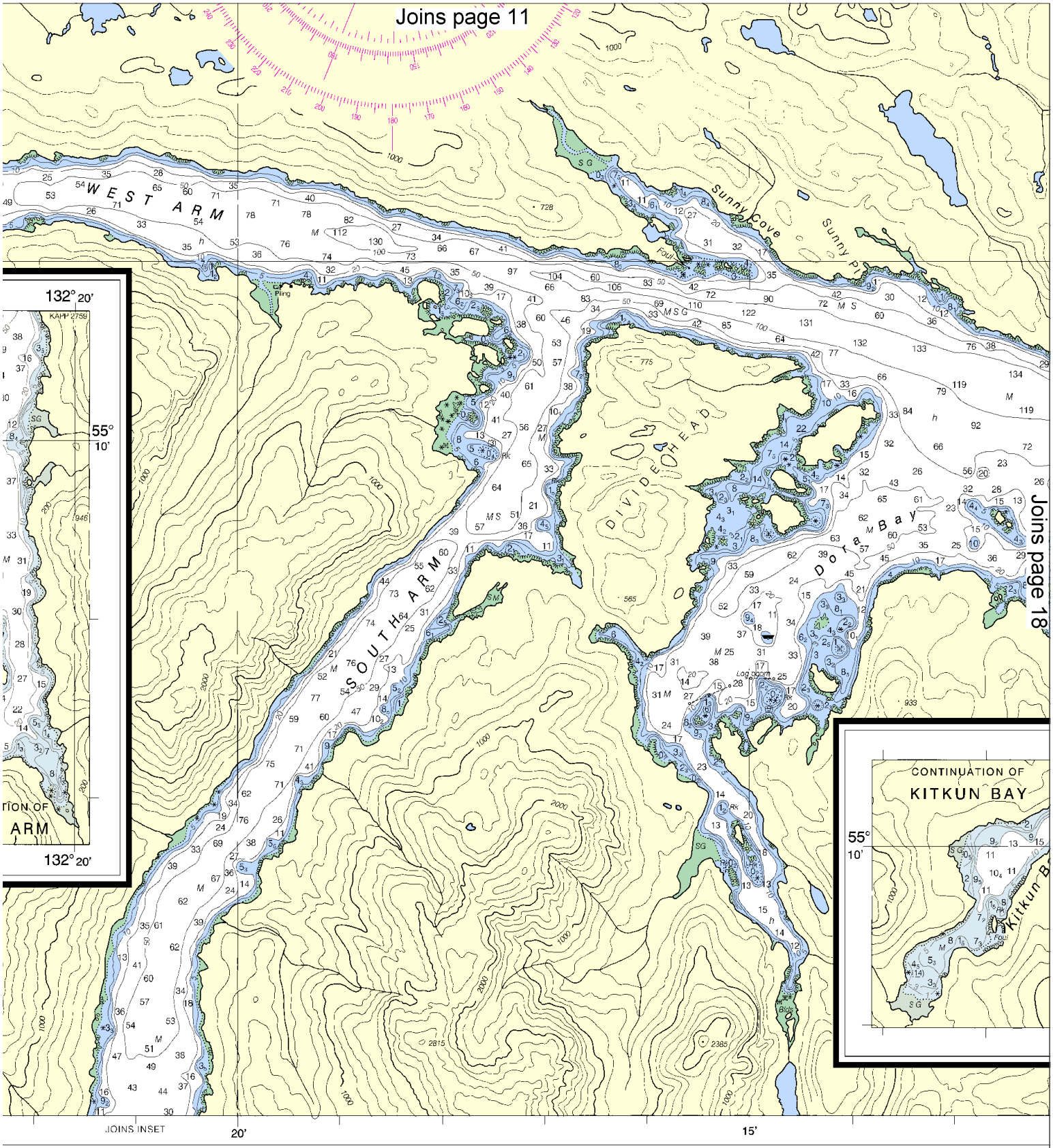

ATHOMS
THOMS)

PRINT-ON-DEMAND CHARTS

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Joins page 12

Joins page 17

Sunny Cove

Sunny Pt

DIVIDE HEAD

Dora Bay

SOUTH ARM

Log boom

CONTINUATION OF
KITKUN BAY

Kitkun Bay

132° 10'

55° 10'

KAPP 2760

15'

10' JOINS INSET

PRINT-ON-DEMAND CHARTS

OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners. Charts are printed when ordered using Print-on-Demand technology. New weeks before their release as traditional NOAA charts. Ask your chart agent charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or

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NATIONAL OCEANIC AND ATMOSPHERIC
NATIONAL OCEAN SERVIC
COAST SURVEY

North

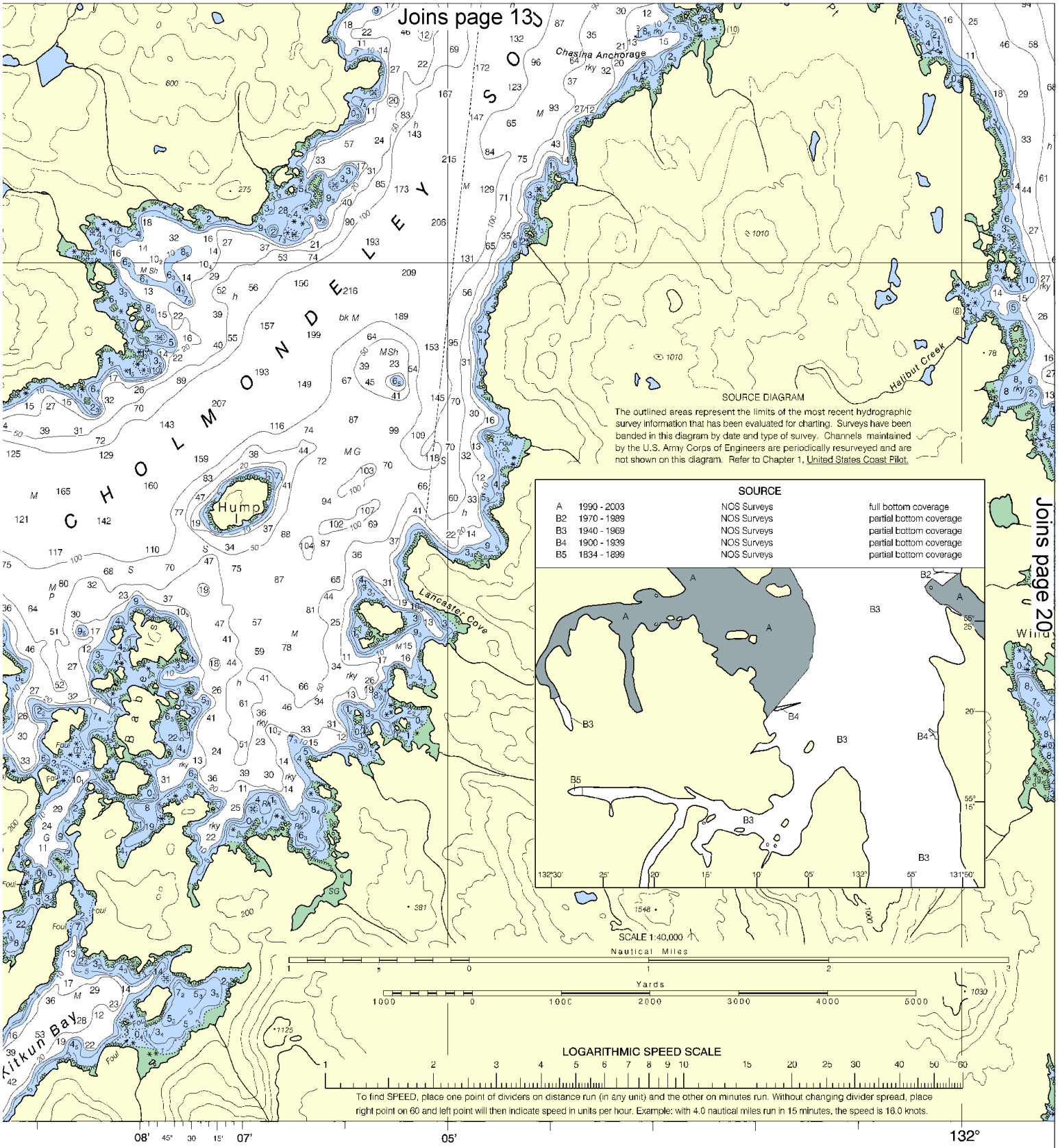
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000



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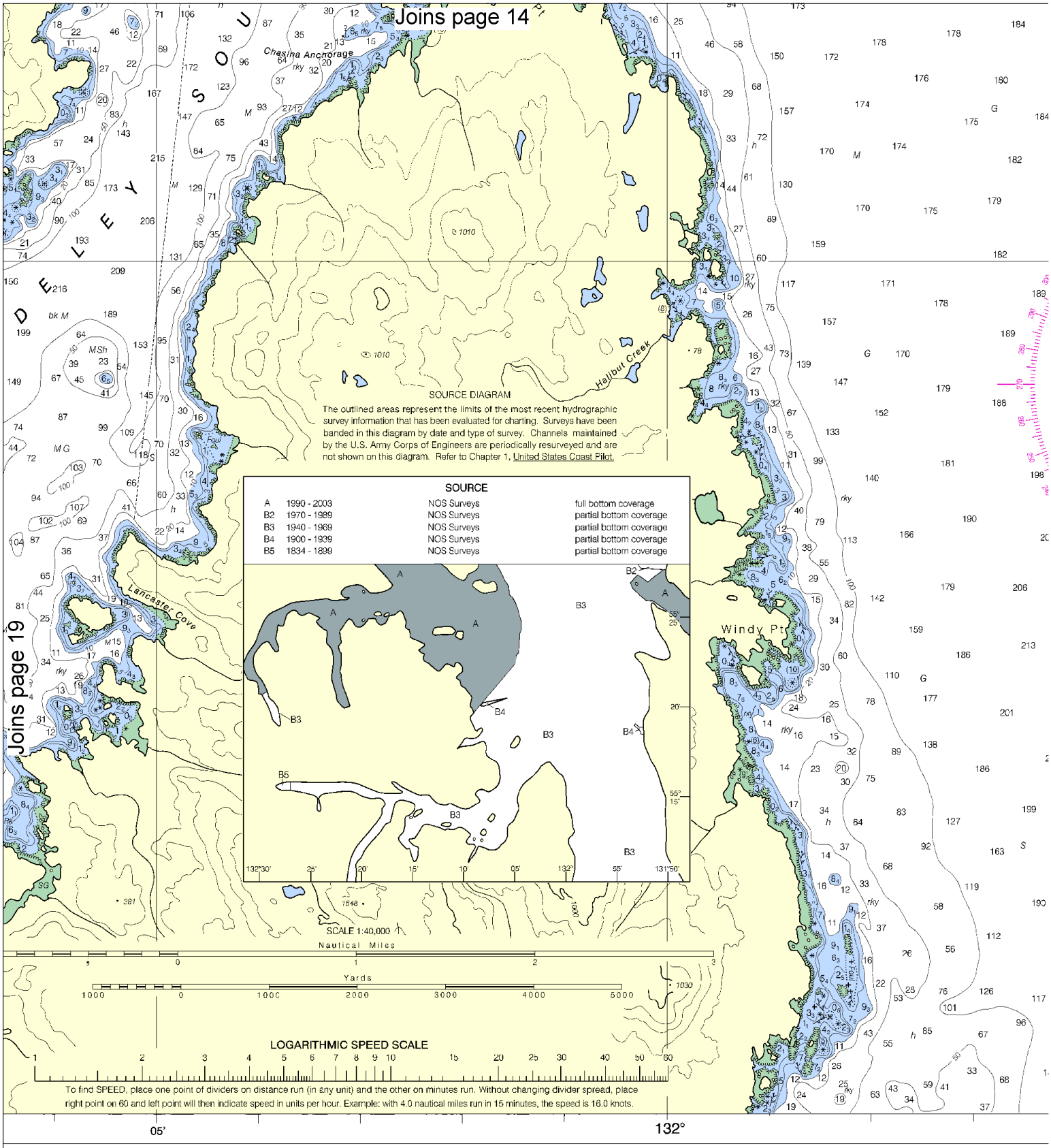
C ADMINISTRATION
ICE

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.

FATHOMS	1	2
FEET	6	12
METERS	1 2 3 4 5	



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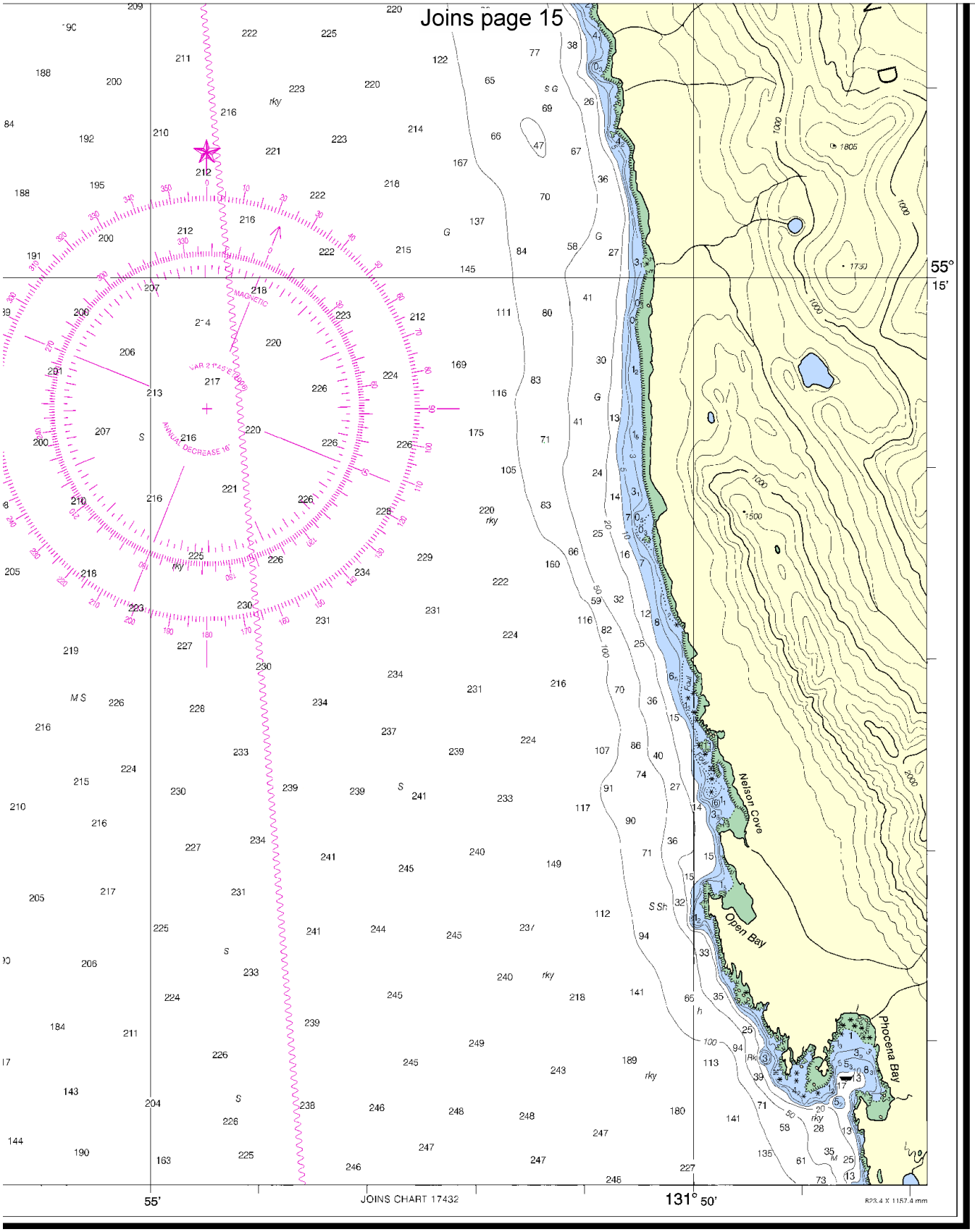
FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15
FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90
METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles 1 ½ 0 1 2 3

Yards 1000 0 1000 2000 3000 4000 5000



Clarence Strait, Cholmondeley Sound and Skowl Arm

SOUNDINGS IN FATHOMS AND FEET - SCALE 1:40,000

17436

ED. NO. 9

NSN 7642014011416

NGA REFERENCE NO. 17BHA17436

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

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.

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Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

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.