

BookletChart™

Etolin Island to Midway Islands

NOAA Chart 17360

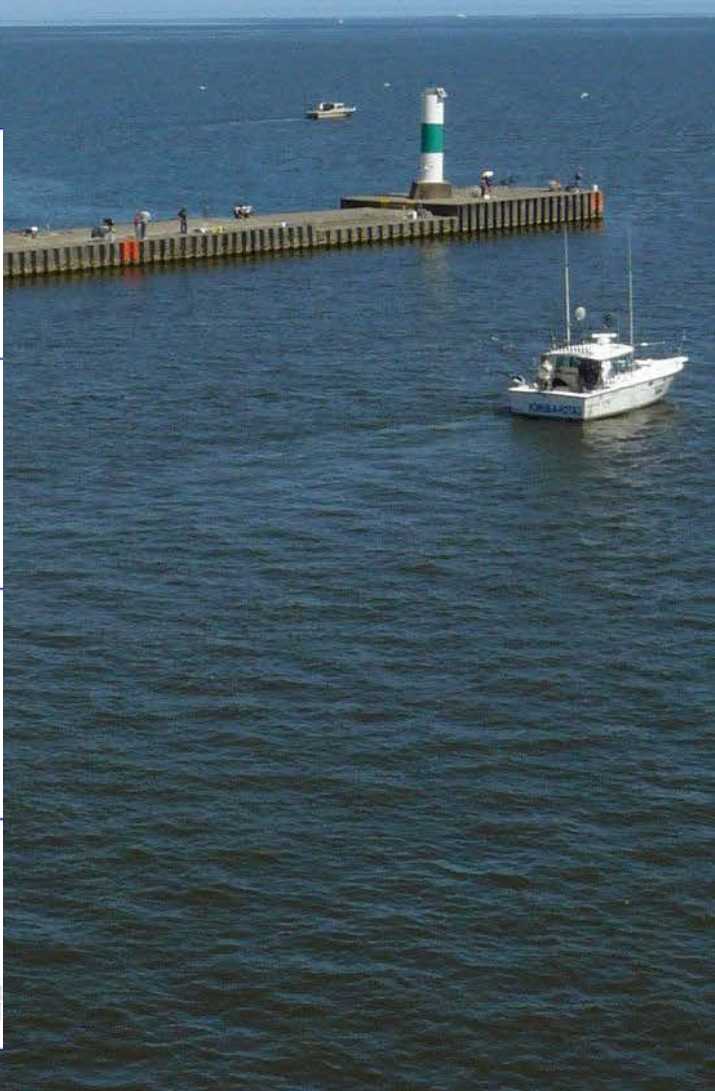
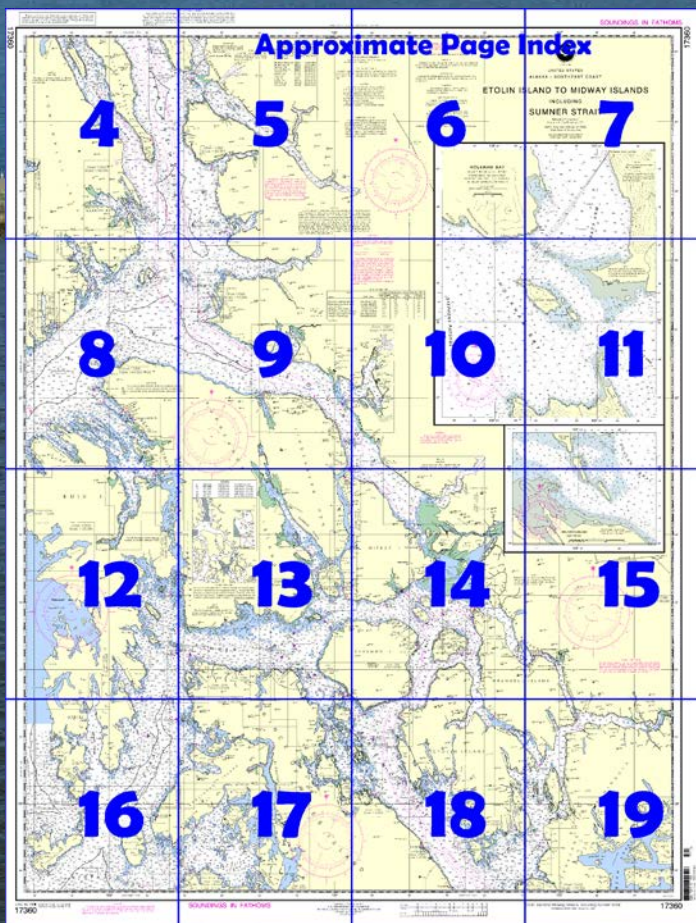


A reduced-scale NOAA nautical chart for small boaters

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 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=17360>.



(Selected Excerpts from Coast Pilot)

Clarence Strait extends in a N direction from Dixon Entrance for 45 miles to Guard Islands and the W entrance to Tongass Narrows and Behm Canal, and thence in a NW direction for 67 miles to Sumner Strait. From its S entrance to Zarembo Island, a distance of about 100 miles, the channel is broad and comparatively free from dangers. At Zarembo Island the strait divides. The channel E of the island, called Stikine Strait, is the route taken by vessels to Wrangell

and Wrangell Narrows; that W of the island, called Snow Passage, is used by vessels bound to Wrangell Narrows or W through Sumner Strait because it is more direct.

Passage through Clarence Strait and subsidiary channels to Sumner Strait and Wrangell is described in the following order: W shore, Cape Chacon to Kasaan Bay; E shore, including Felice Strait and Nichols Passage, to Vallenar Point; Kasaan Bay and N to Kashevarof Passage; Snow Passage, Ernest Sound and Zimovia Strait; Blake Channel and Eastern Passage; and Stikine Strait to Wrangell.

The current has a maximum velocity of 4 knots in Clarence Strait from the S entrance to the vicinity of Zarembo Island. At Cape Chacon, the flood current sets NE around the cape and the ebb SW. S of the line of Cape Chacon the tidal currents are much confused.

In general the currents in the strait set directly in and out during flood and ebb, except in the vicinity of the entrances to the tributaries, where a slight set across the channel may be experienced setting to or from them, especially the large tributaries; and along the shores of the strait where the current is either slack or there is a small countercurrent. The most noticeable of these countercurrents is at Dewey Anchorage and among the islands at Onslow Point, where it has considerable velocity, from 2 to 3 knots, and sets directly opposite in direction to the current in the strait. This countercurrent meets the main current at the entrance of the large bay E of Point Stanhope, and is confined to the bay and the immediate vicinity of the shore SE. (See the Tidal Current Tables for daily predictions of places in Clarence Strait.)

Weather.—The orientation of Clarence Strait and its proximity to the continent influence its weather. The strait is exposed to the strong southeasterlies of fall and early winter, although shelter may be found in several bays and inlets. Winter gales may also blow down the strait from the NW. Williwaws blow in many of the anchorages that are off the strait. While these waters are often sheltered from the summer advection fog, they are susceptible to winter radiation fogs. The S part of the strait is more exposed here, poor visibilities are most likely in late summer and early fall.

The shoreline from Ratz Harbor NW to **Clear Creek**, a distance of 6.3 miles, is practically straight. A small rock, 20 feet high, is 450 yards to the NE of the mouth of the creek.

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. Here the shoreline turns WNW and changes from a steep, rocky formation to a boulder beach about 100 yards wide. About 0.4 mile WNW from Luck Point, a narrow ledge extends offshore for about 0.3 mile. From about 0.7 mile NW of Luck Point to Coffman Cove, the coast is fringed with bare, awash, and submerged rocks.

Etolin Island, on the NE side of Clarence Strait near its head, separates Ernest Sound from Stikine Strait. The coast is bold, rocky, and densely wooded, and is broken by numerous inlets and off-lying islands.

McHenry Anchorage, about 7.5 miles N of Ernest Point (55°51'N., 132°22'W.), has a clear width of about 700 yards and a length of about 1 mile from Avon Island to a small island at its head. It is sheltered except from W, and small vessels can anchor in the SE part of the harbor with shelter from all winds. **Avon Island**, on the N side of the entrance, is small, wooded, and close to shore; it should be given a berth of over 250 yards. A reef extends about 400 yards in a SE direction from the SE side of Avon Island. A rock, with 2.3 fathoms over it, is 0.5 mile WSW of Avon Island in 55°58'14"N., 132°28'30"W. **Sand Islet**, with a green bush on it, is close to the SE point at the entrance; a reef that bares and shows kelp extends 0.2 mile NW from it, and a shoal extends 250 yards E of Sand Islet.

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

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

Navigation Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

Lateral System As Seen Entering From Seaward

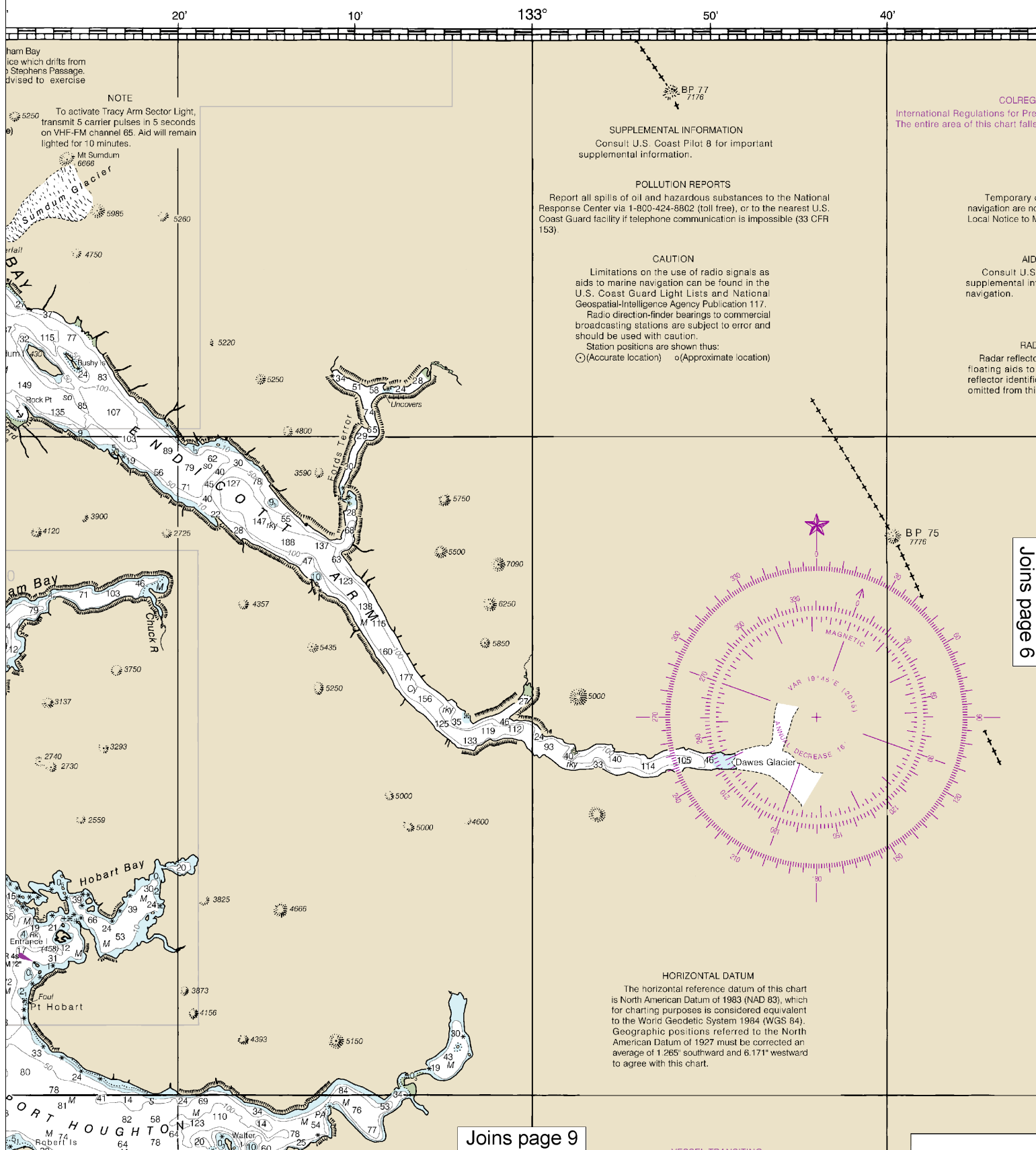
on navigable waters except Western Rivers



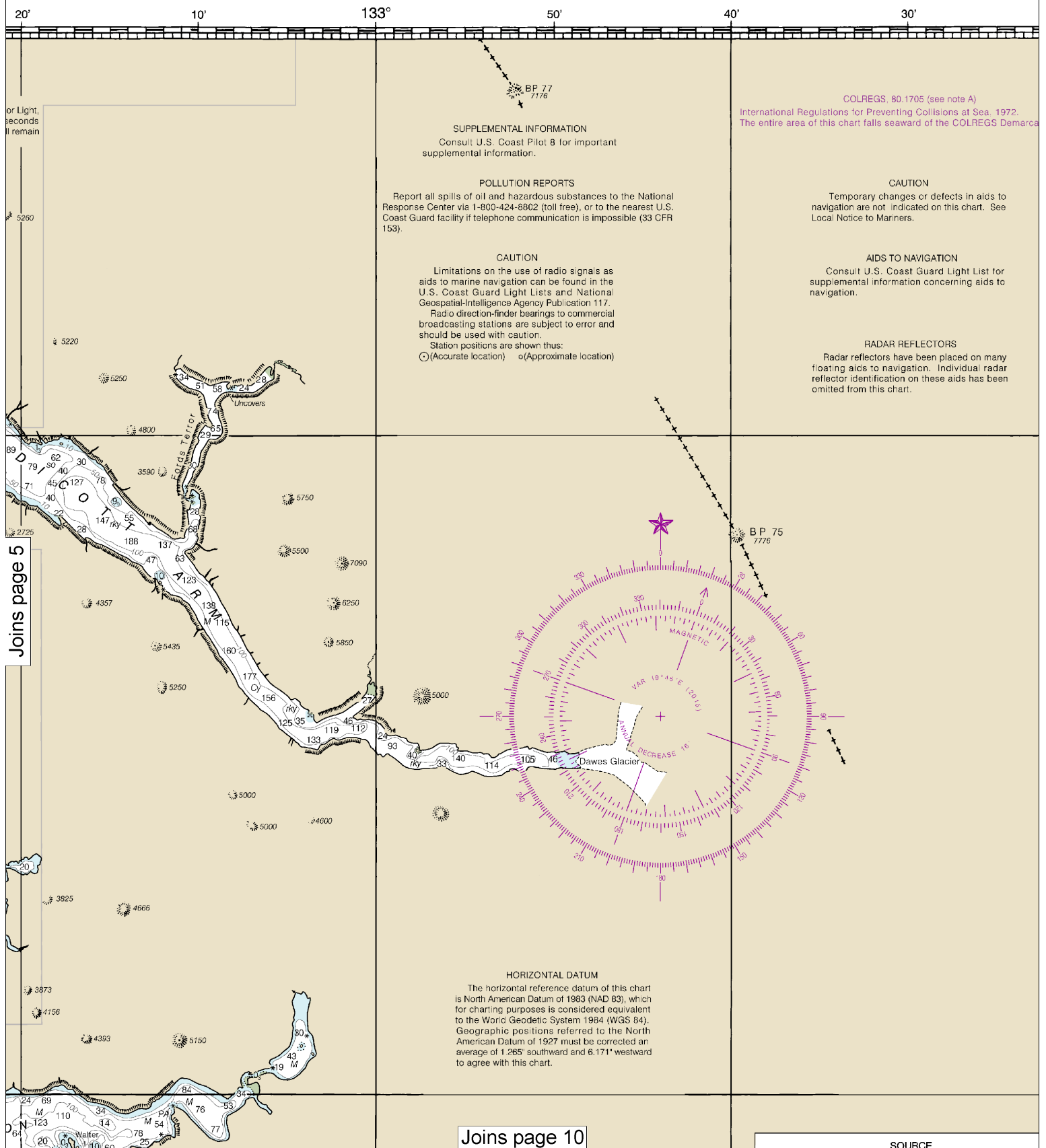
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

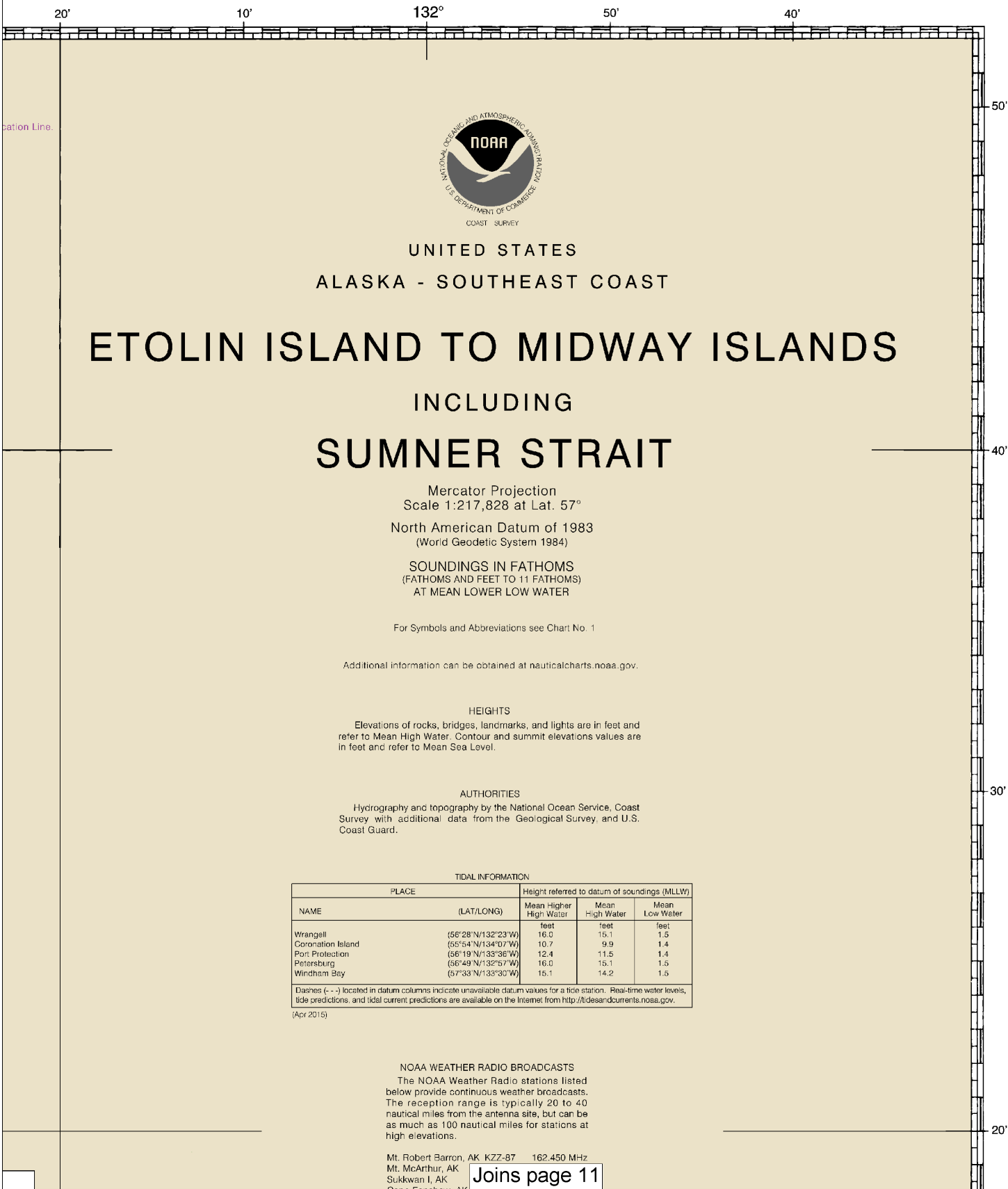


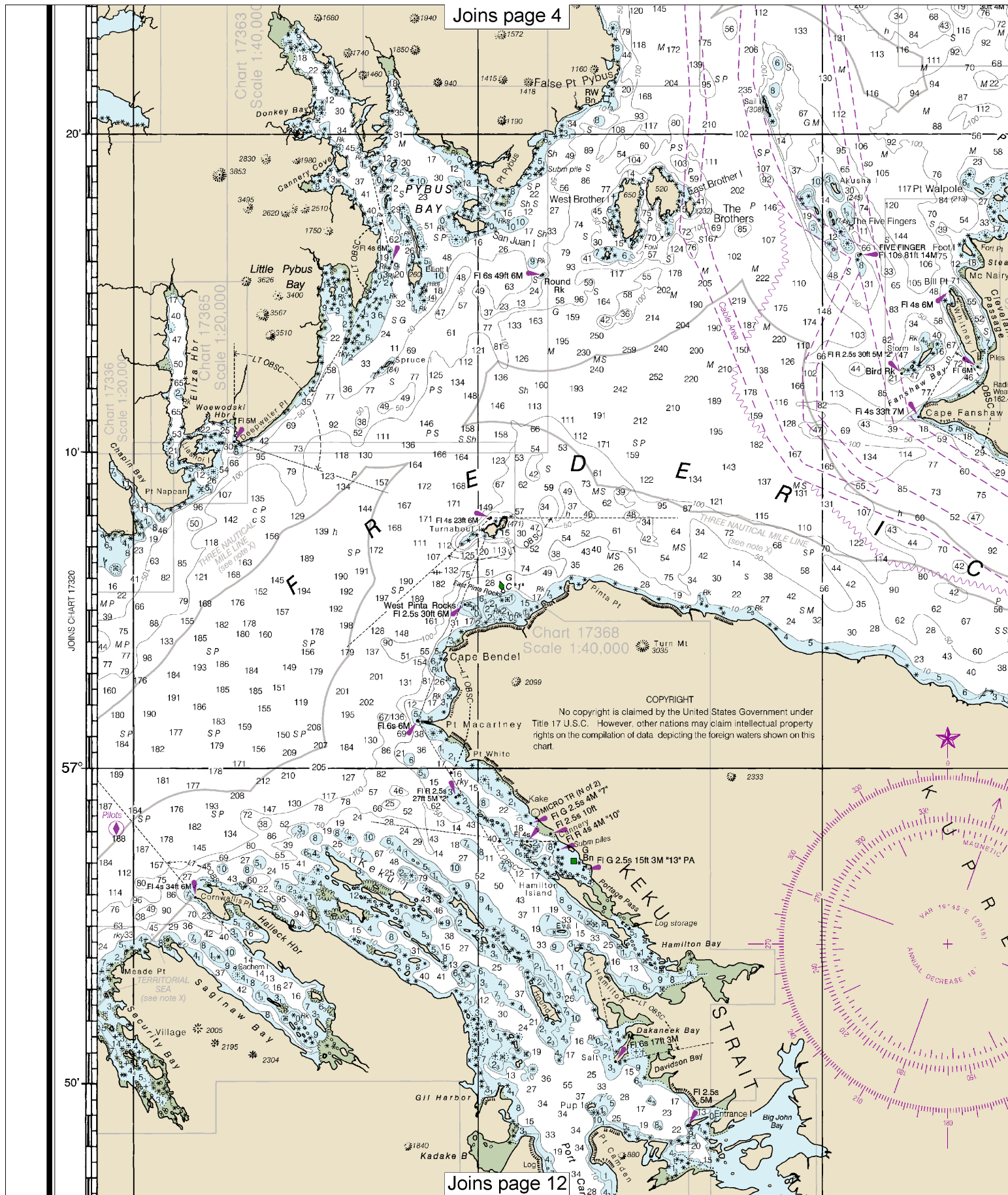
Note: Chart grid lines are aligned with true north.



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.







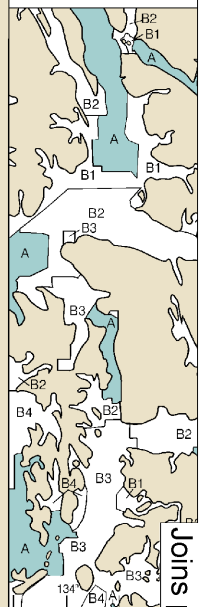
HORIZONTAL DATUM

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.

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.

A 1990-2015
B1 1990-2007
B2 1970-1989
B3 1940-1969
B4 1900-1939
B5 Pre-1900



The outlined areas represent survey information that has been banded in this diagram by the U.S. Army Corps of Engineers. Not shown on this diagram.

WARN
The prudent mariner should use any single aid to navigation floating aids. See U.S. Coast Pilot for details.

NOTE
CAUTION
Several rocks have been at MLLW. Mariners should be aware of this area.

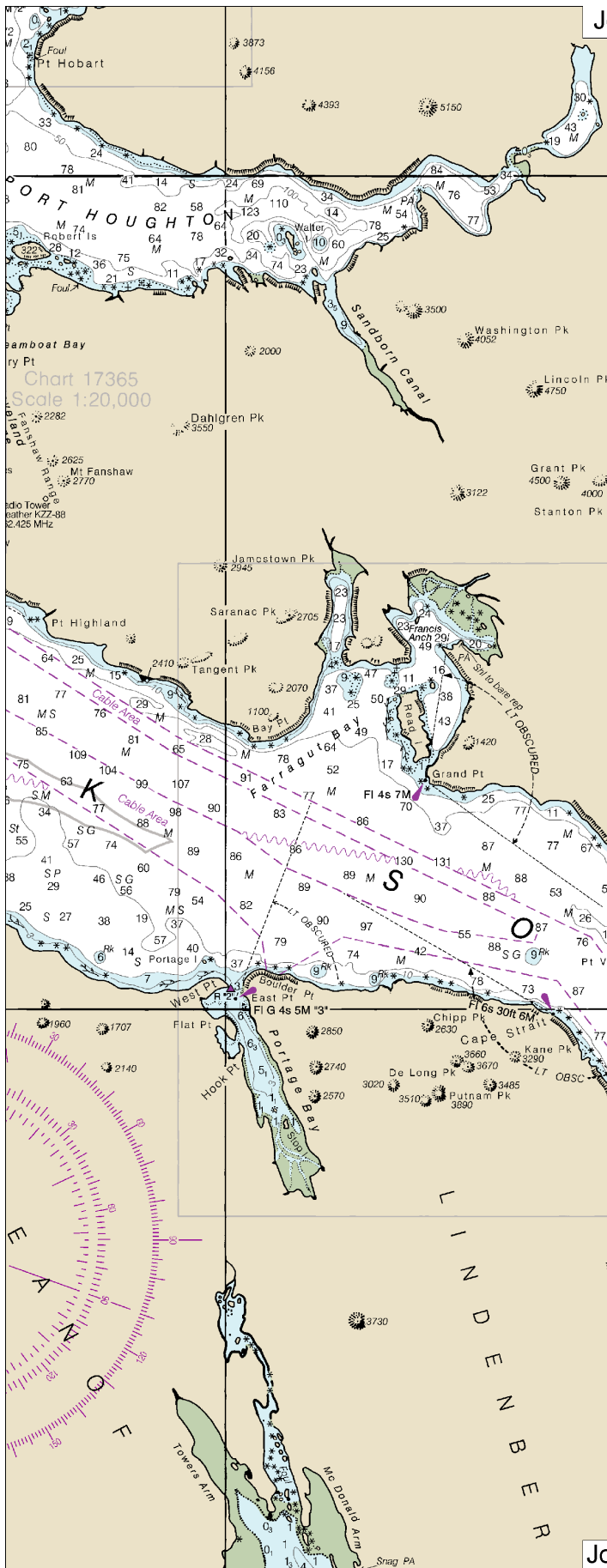
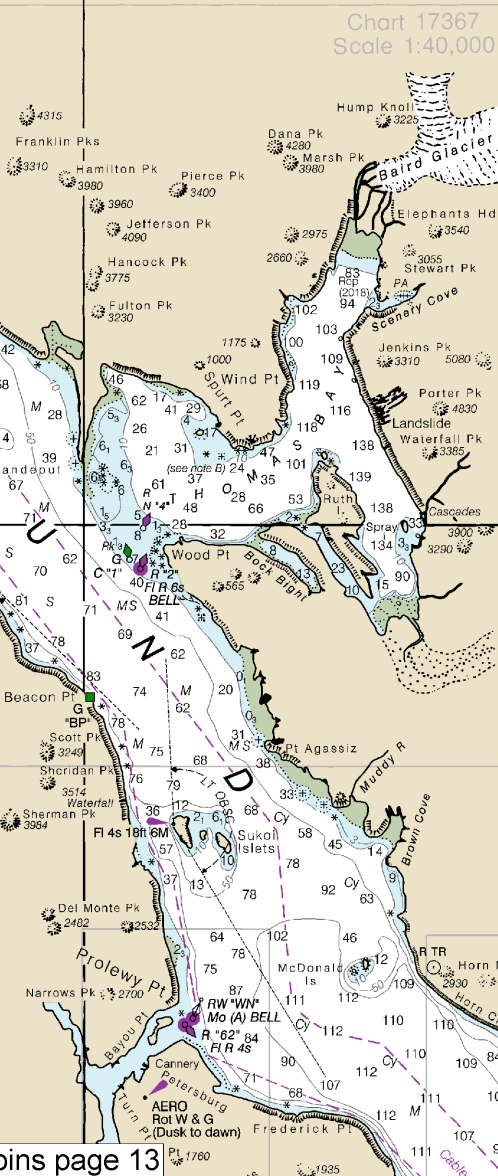


Chart 17367
Scale 1:40,000



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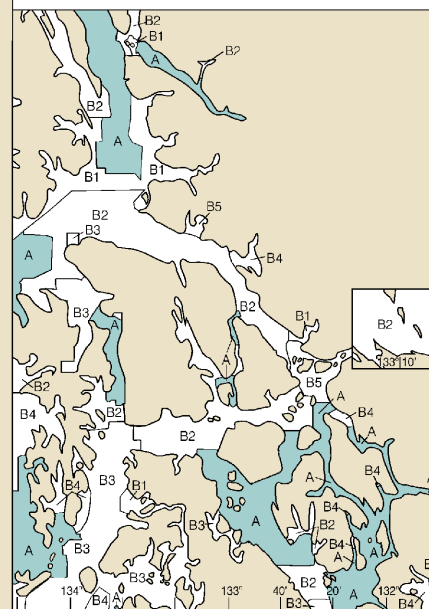
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.265' southward and 6.171' westward to agree with this chart.

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SOURCE

A	1990-2015	NOS Surveys
B1	1990-2007	NOS Surveys
B2	1970-1989	NOS Surveys
B3	1940-1969	NOS Surveys
B4	1900-1939	NOS Surveys
B5	Pre-1900	NOS Surveys
		full bottom coverage
		partial bottom coverage
		partial bottom coverage
		partial bottom coverage
		partial bottom coverage



SOURCE DIAGRAM

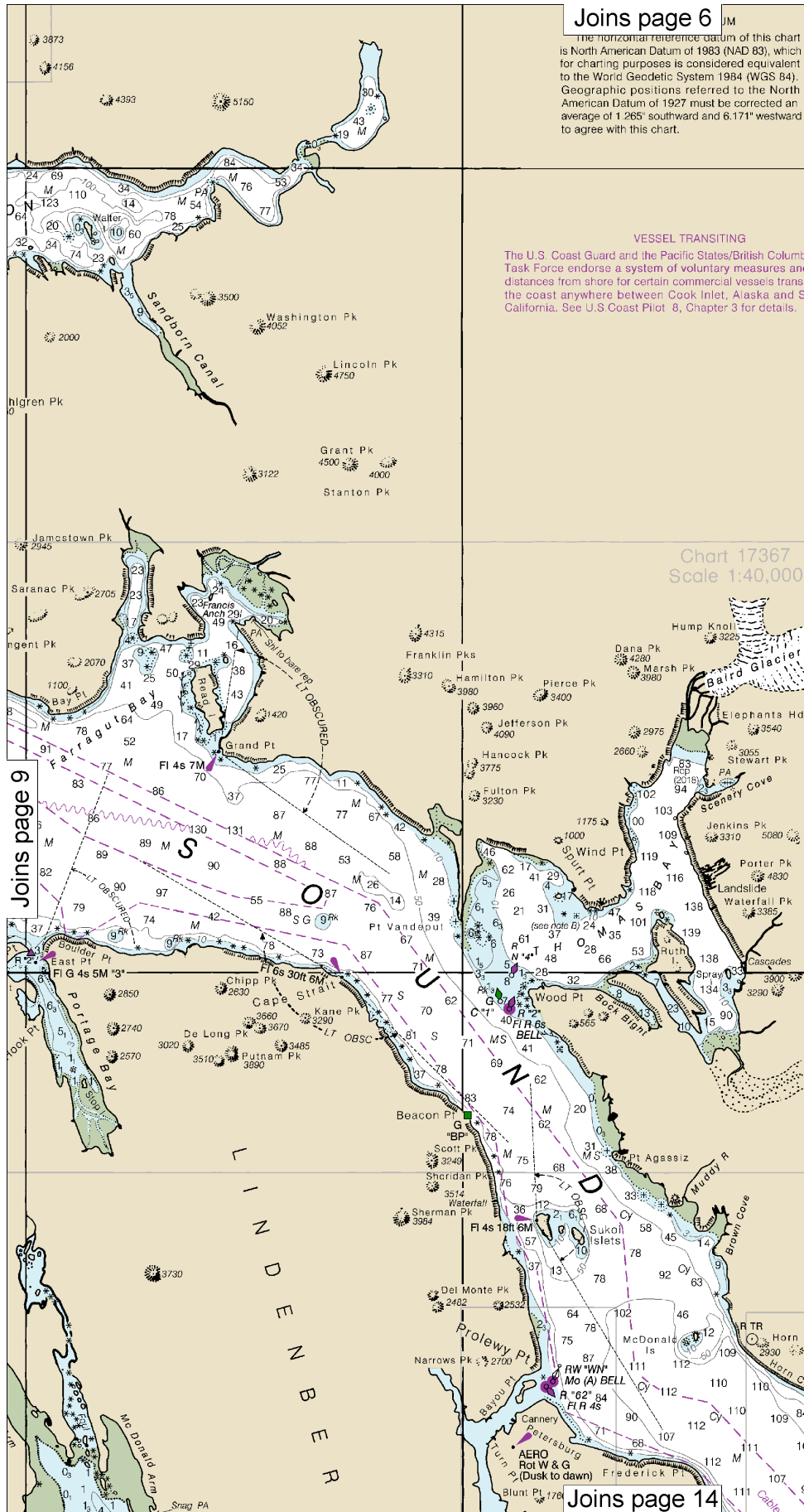
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

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.



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Note: Chart grid lines are aligned with true north.

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
Sukkwani 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

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.

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

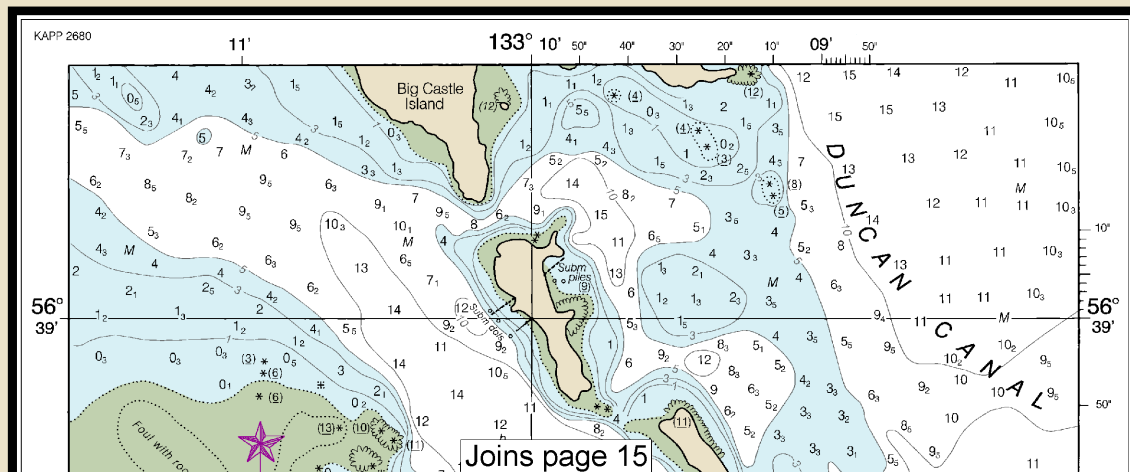
SUBMARINE PIPELINES AND CABLES

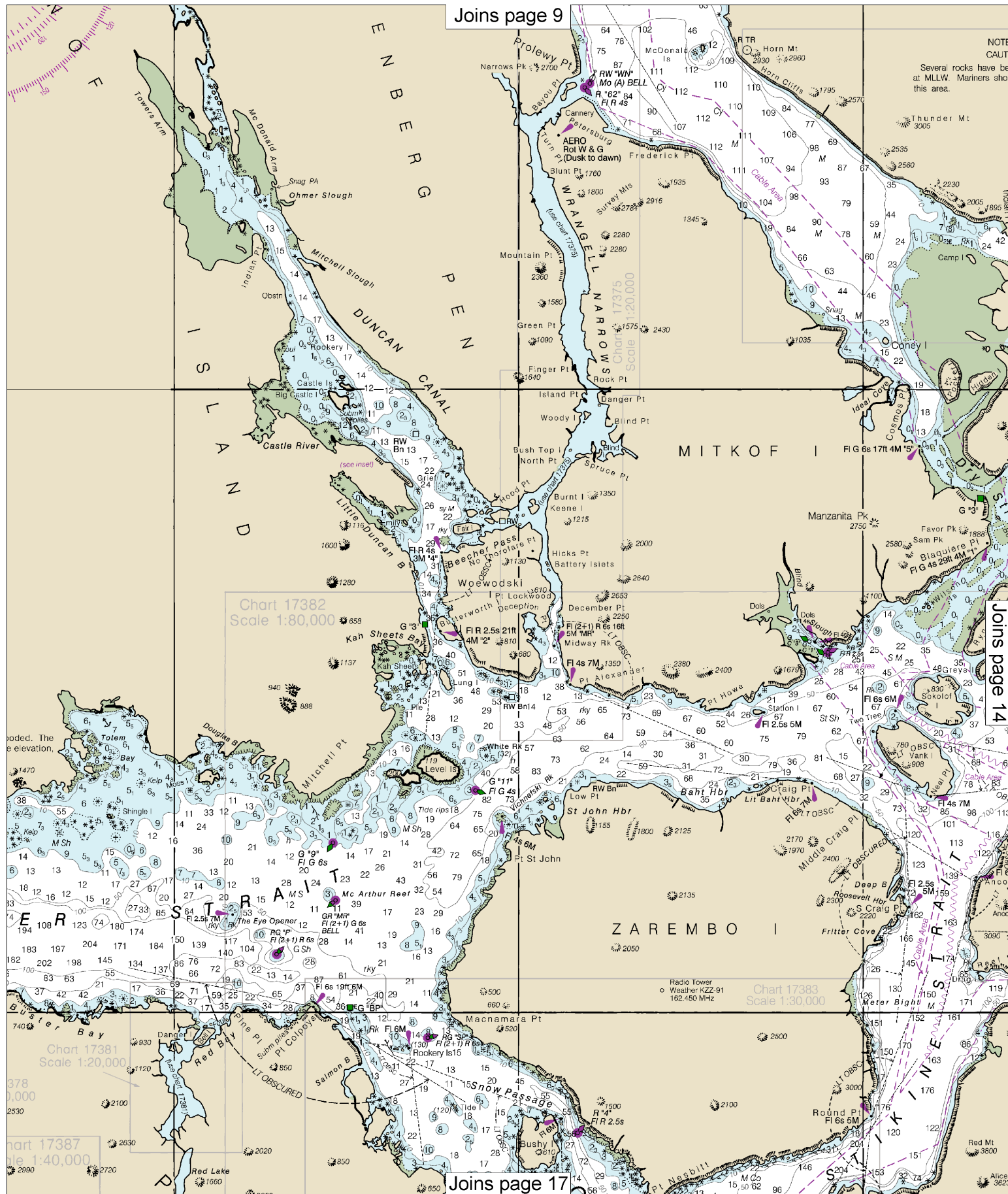
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

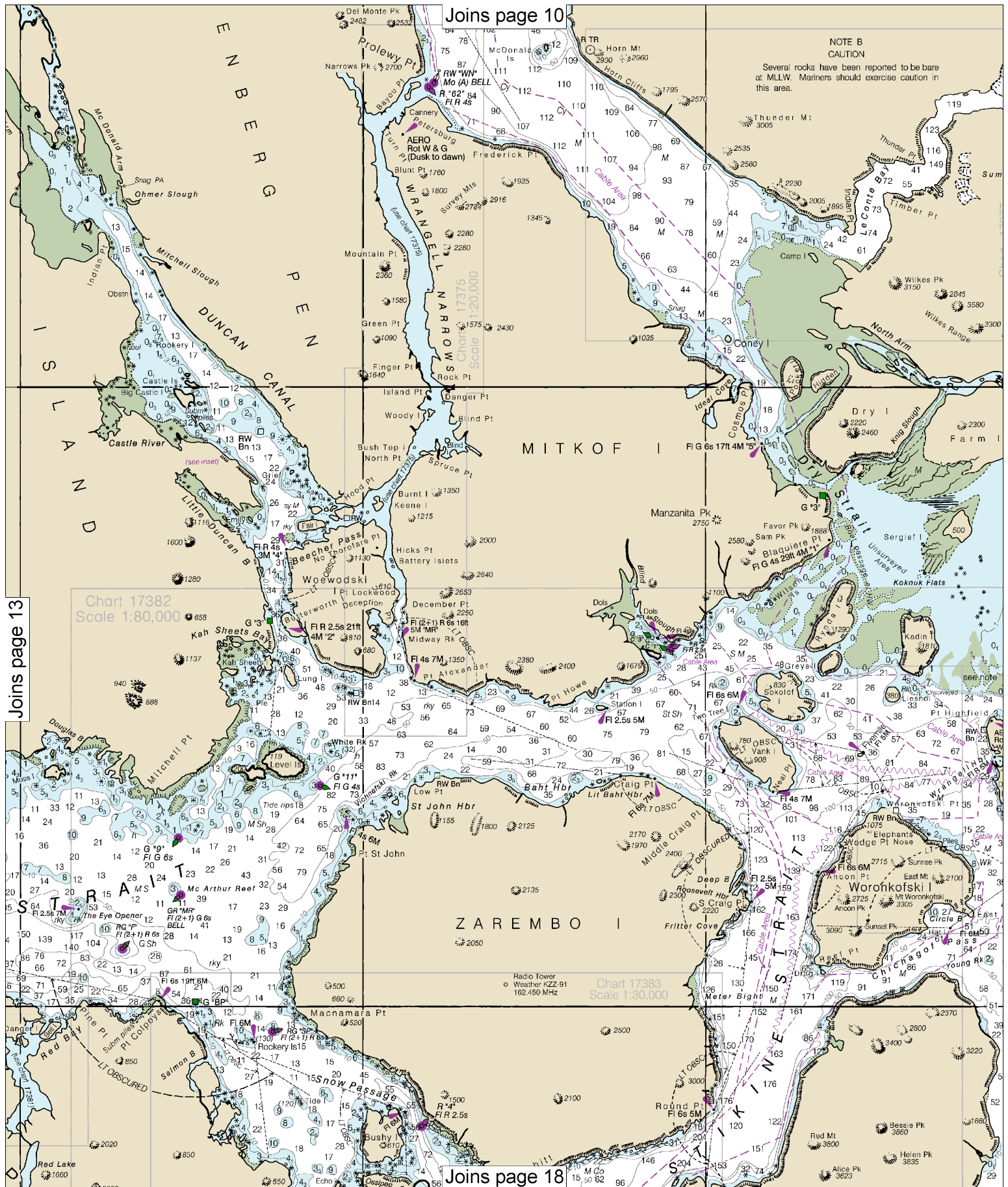


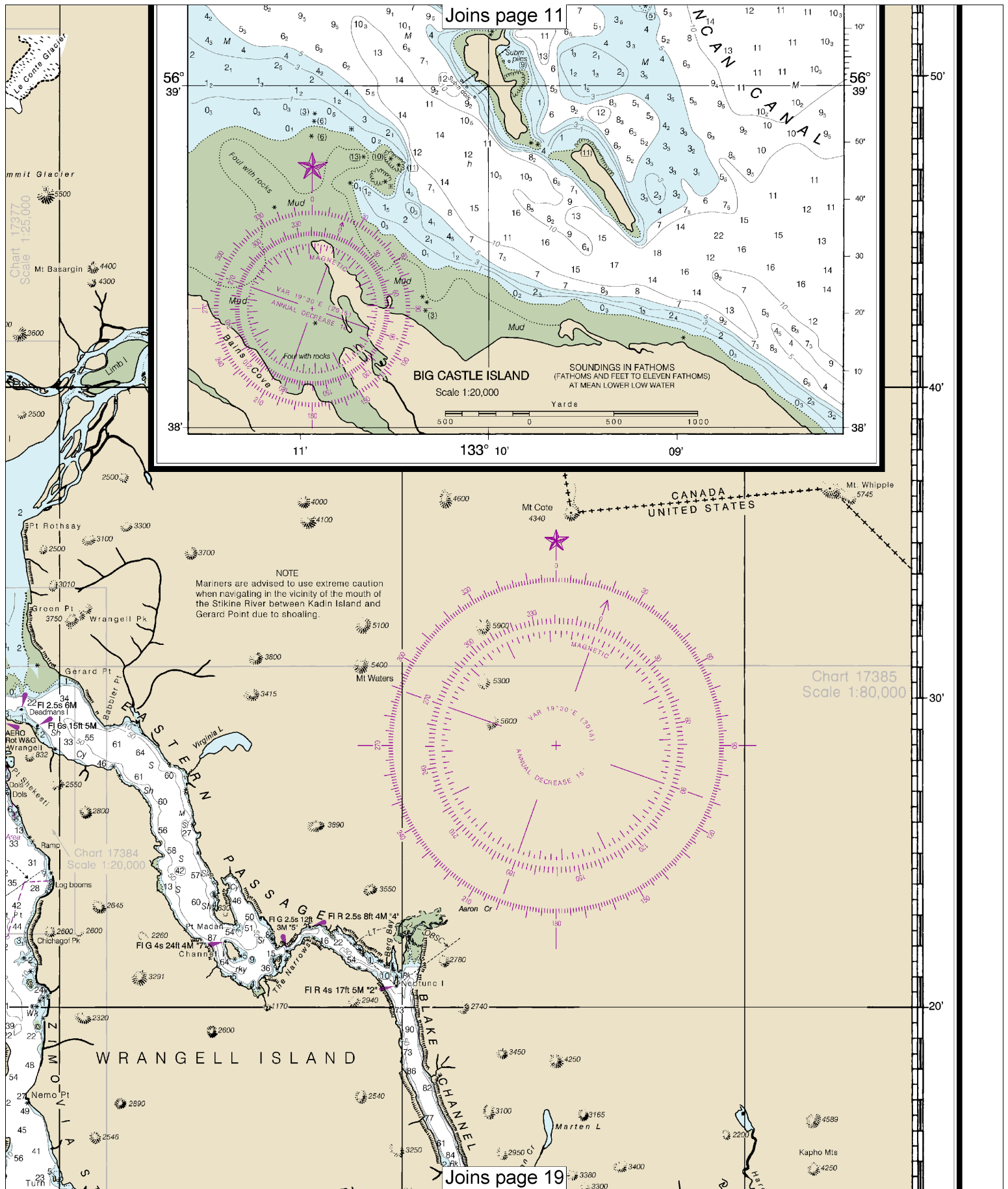
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels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

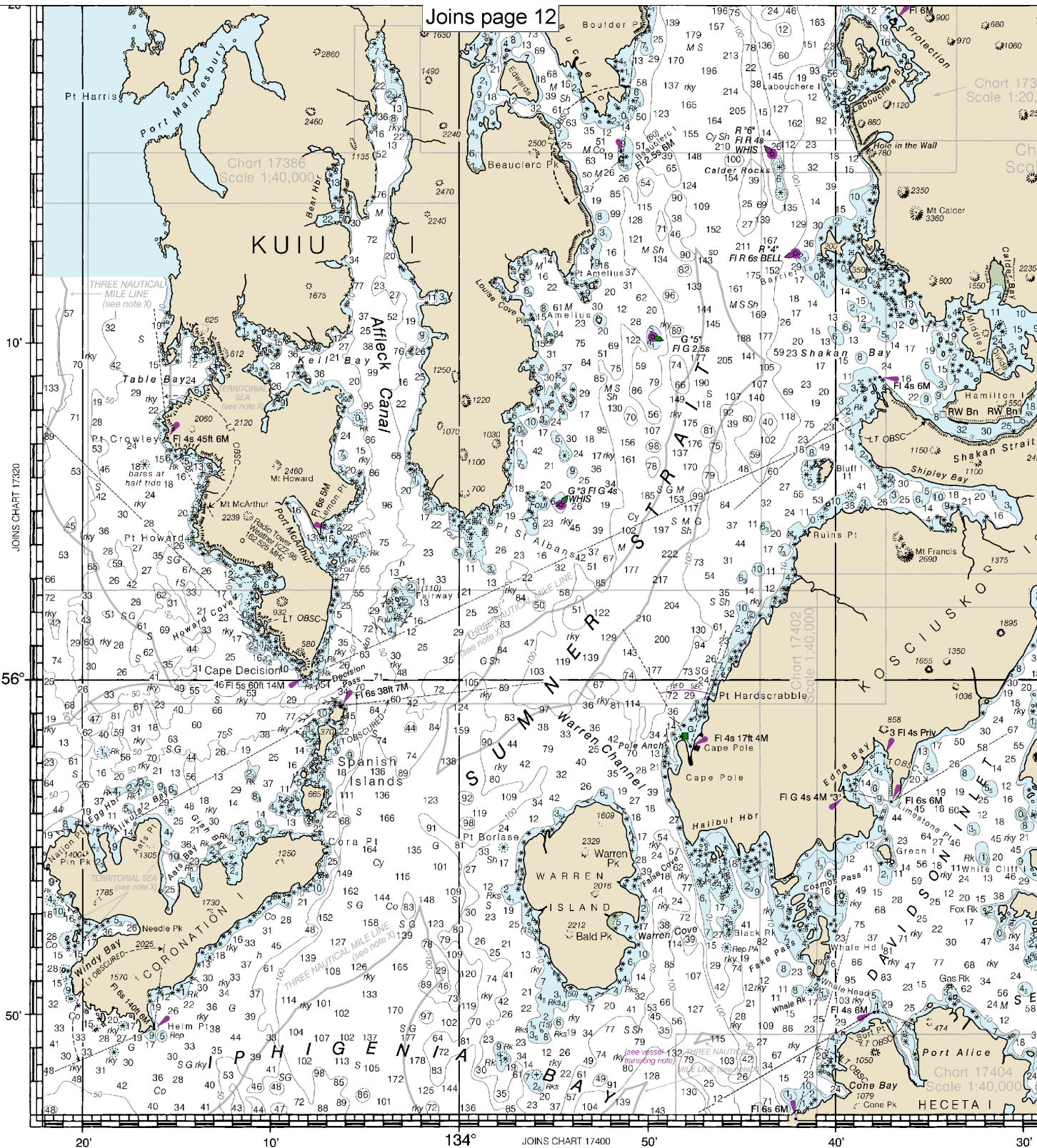
Covered wells may be marked by lighted or unlighted buoys.











17360

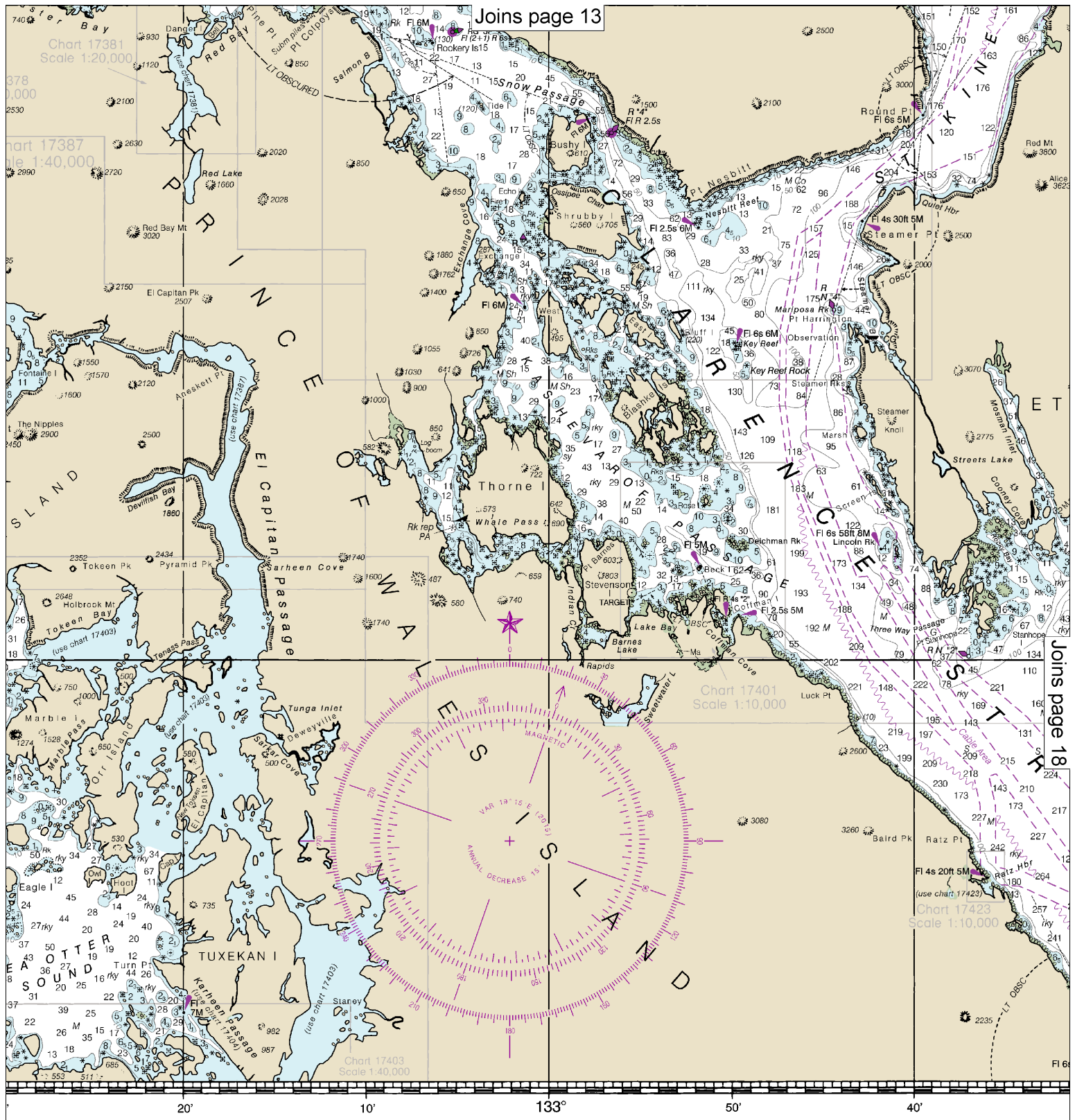
CAUTION

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.

This is the Last Edition of this chart. It will be canceled on Dec 4, 2024
37th Ed., Jun. 2015. Last Correction: 6/4/2024. Cleared through:
LNM: 2224 (5/28/2024), NM: 2324 (6/8/2024), CHS: 0424 (4/26/2024)

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Note: Chart grid lines are aligned with true north.



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SOUNDINGS IN FATHOMS

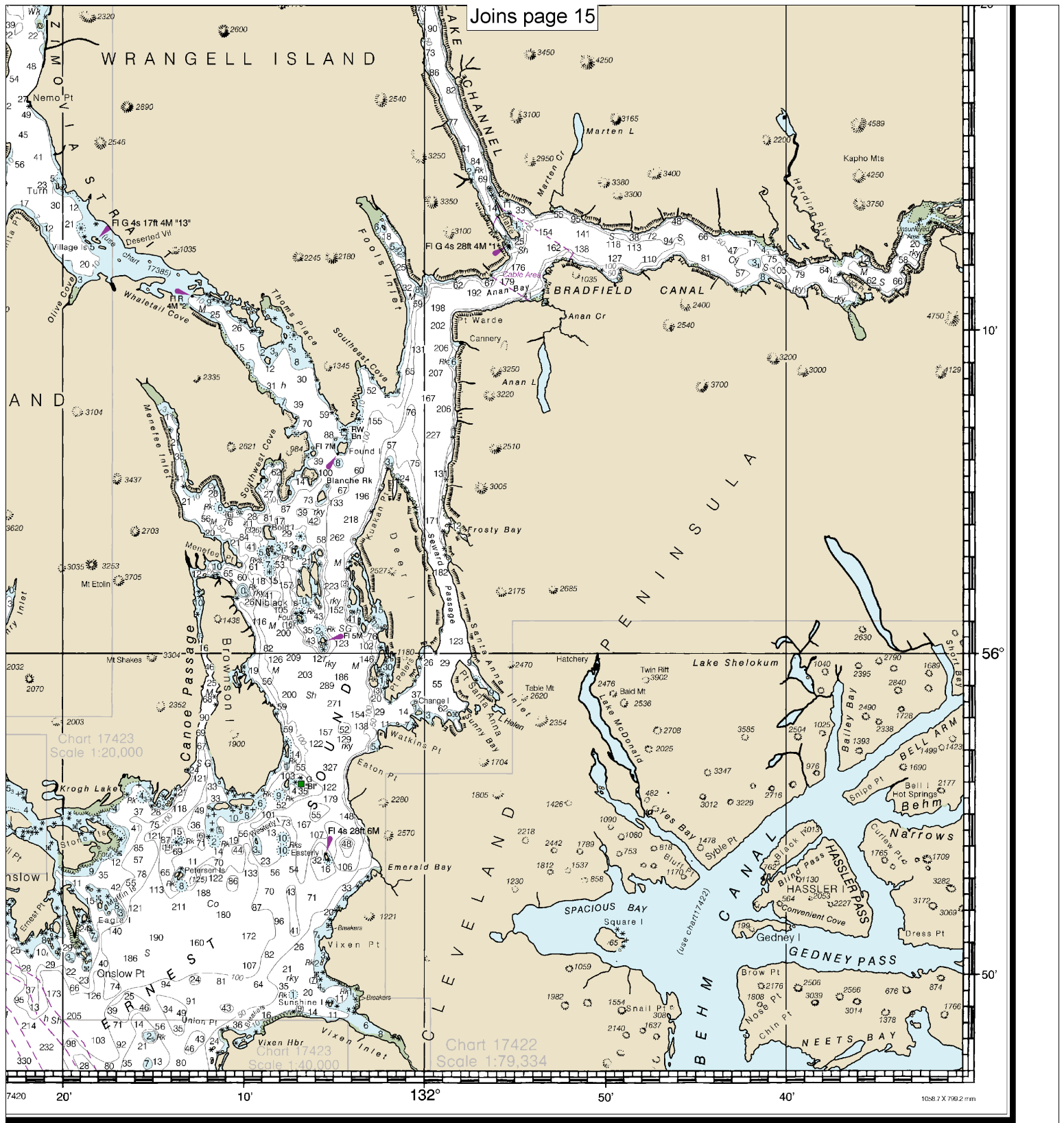
(FATHOMS AND FEET TO 11 FATHOMS)

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
FEET	6	12	18	24	30	36	42
METERS	1	2	3	4	5	6	7

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
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14



Etolin Island to Midway Islands, including Sumner Strait
SOUNDINGS IN FATHOMS - SCALE 1:217,828

17360



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
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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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.