

BookletChart™

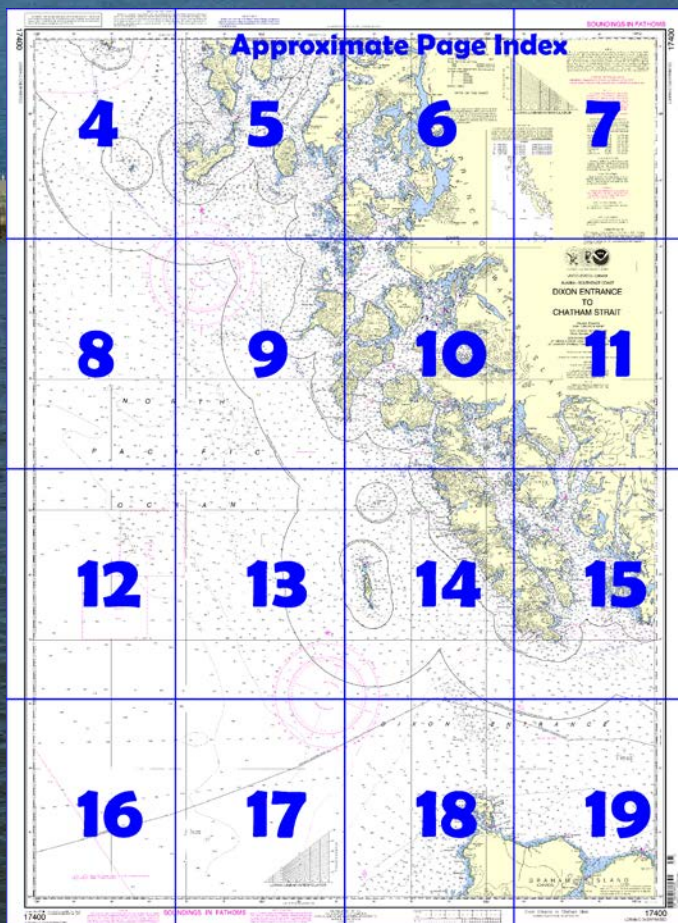
Dixon Entrance to Chatham Strait **NOAA Chart 17400**



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=17400>.



(Selected Excerpts from Coast Pilot)

Dixon Entrance, the S approach from the Pacific Ocean to the inner channels of southeastern Alaska and the N seaward approach to those of British Columbia, is entered between Queen Charlotte Islands on the S and Dall and Prince of Wales Islands on the N. It extends in a general E direction from Cape Muzon and Langara Island to Dundas Island, a distance of about 75 miles, with an average width of more than 30 miles; it then contracts to a

width of about 8 miles between Cape Fox and Dundas Island, and continues with this width to the mouth of Portland Inlet, a distance of 17 miles.

The International Boundary Line between the United States and Canada runs through Dixon Entrance, Tongass Passage, Pearse Canal, and Portland Canal.

Bowie Seamount (chart 531) is a sharp pinnacle with a depth of 13.9 fathoms in 53°17'58"N., 135°39'02"W.

Learmonth Bank is in the fairway of the W entrance of Dixon Entrance between 8 and 18 miles N of Langara Island and inside the 100-fathom curve. The bank is about 12 miles long, NW and SE, and about 5 miles wide. The least depth is about 19 fathoms over a bottom of sand, rock, and gravel.

Dixon Entrance, the flood current runs E around Langara Island and sets along the N shore of Graham Island. In the area about midway between Rose Spit and Dundas Island it divides: one part sets N past Dundas Island and the other S into Hecate Strait.

The turn of the current in the vicinity of Rose Spit coincides approximately with the times of high and low water. At times the streams run as high as 4 knots in the vicinity of Rose Spit, and cause heavy overfalls that have the appearance of shallow water in depths of 10 fathoms or more. This area should be navigated with great care. Give Rose Spit a wide berth.

At Cape Muzon the flood current sets around the cape NE and the ebb SW, with a velocity of about 2.4 knots at strength.

At Nunez Rocks and Cape Chacon the currents are irregular and affected by storms. The flood generally sets E or NE. From the cape to Nichols Bay there is apparently an eddy with a W set close to the shores.

Between the cape and the rock off the cape, the current apparently always runs W, although not strong during the last half of the flood. N of Cape Chacon an eddy runs to the S, close to the shore. Off the cape a current of 2 to 3 knots has been experienced.

On the ebb the general direction of the current is to the W. From Cape Chacon it runs in the direction of Nunez Rocks, probably forced to the S by the current from Nichols Bay; the latter sets E as far as the cape and then turns S. The current from the S entrance of Nichols Bay runs SE until it meets the main current when it turns W around Nunez Point. W of Nunez Rocks the ebb current is W, but is affected by currents from inlets; there are small eddies along shore.

Between Cape Chacon and Zayas Island on the S, and Duke Island and Cape Fox on the N, the tidal currents are much confused. In bad weather the heavy and confused sea sometimes looks like breakers.

Between Dundas Island and Cape Fox the flood current sets E with an average velocity at strength of 2 knots and the ebb current sets W with an average velocity at strength of 3 knots.

Additional information on currents in these waters is given in the Canadian Sailing Directions British Columbia (North), Volume II. Because of the numerous dangers and uncertain currents, navigation of Dixon Entrance at night or in thick or foggy weather is somewhat risky. In approaching from S, the light on Langara Island is a sufficient guide to the entrance. In approaching from W or NW, Forrester Island is a good landmark. The light on Cape Muzon and the light on Cape Chacon are good guides when in their vicinity, but the unmarked Nunez Rocks, about 3.2 miles SW from Cape Chacon, should be kept in mind. The light on Barren Island is also a good guide when going to the E part of Dixon Entrance; it is advisable to set a course SE of the island in passing. The high rugged coastline and the isolated islands are very good radar targets.

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

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

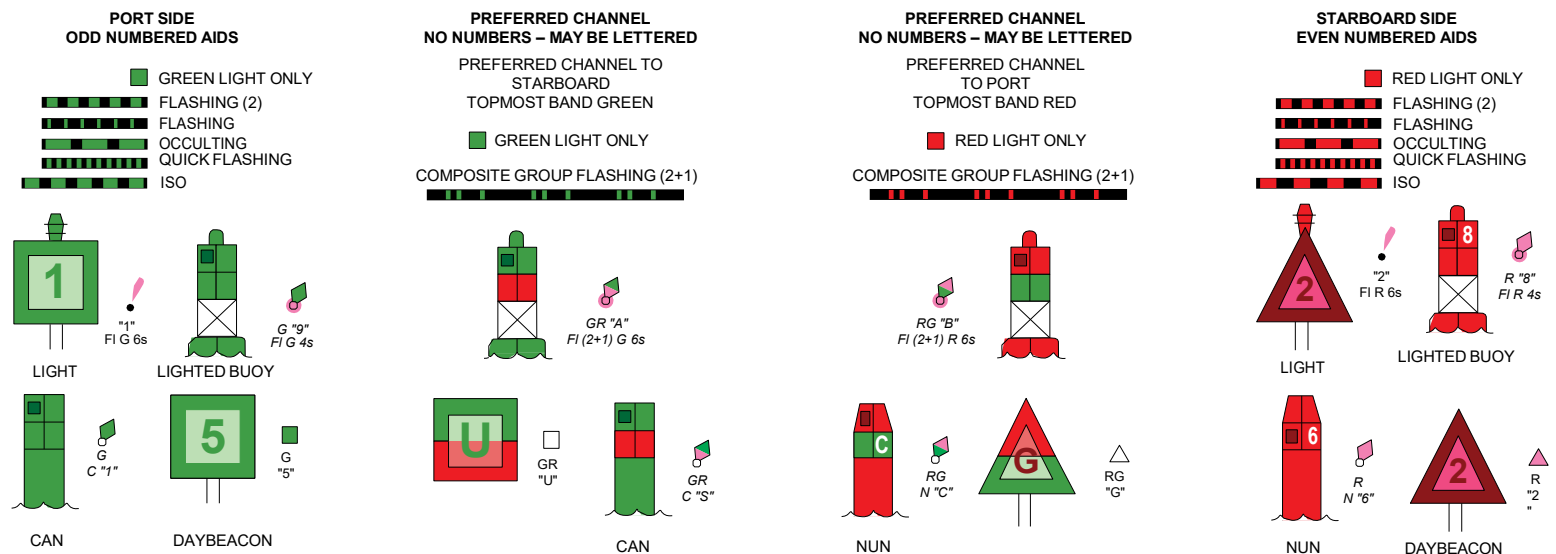
Navigation Manager Regions



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

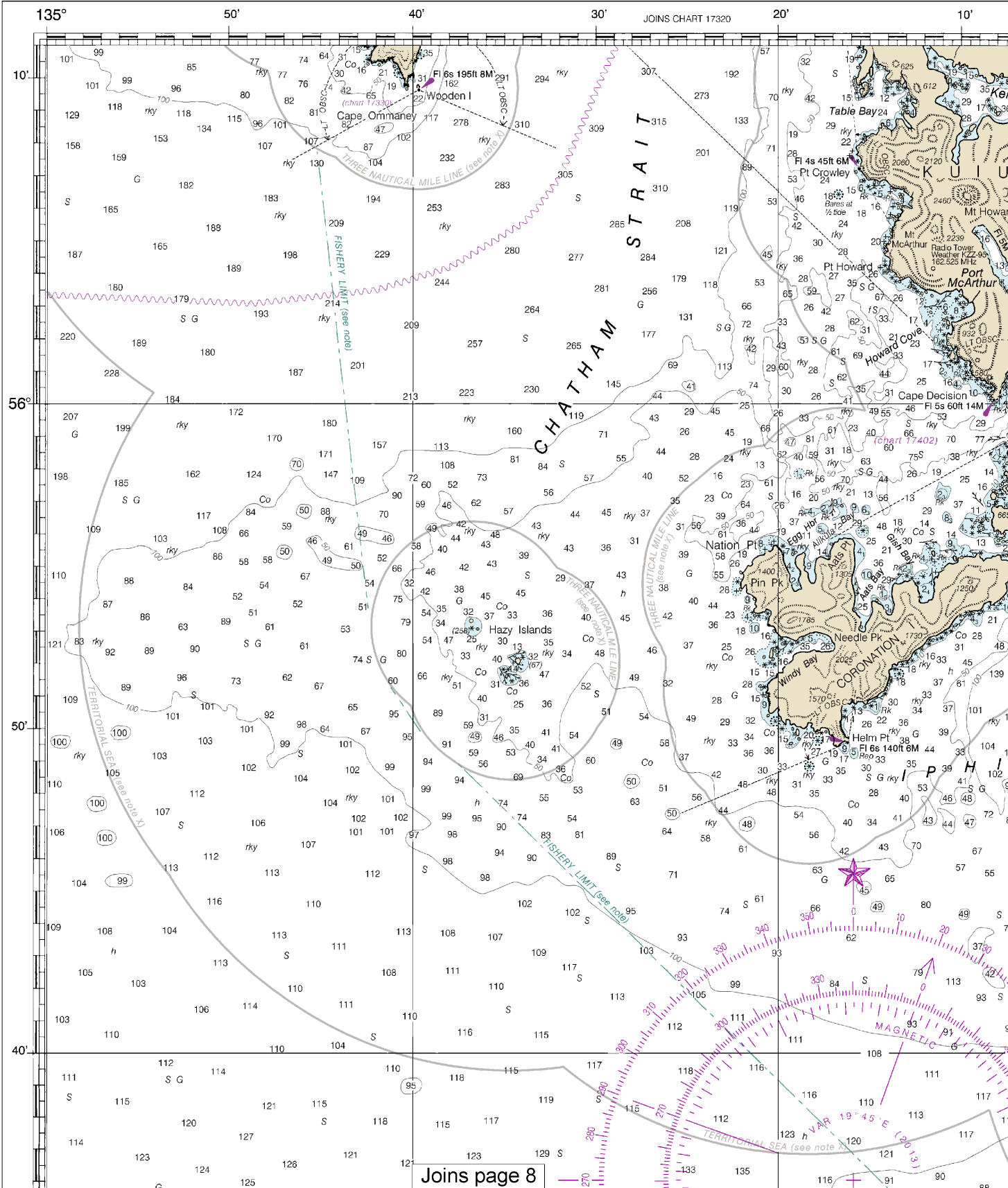
Lateral System As Seen Entering From Seaward

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>

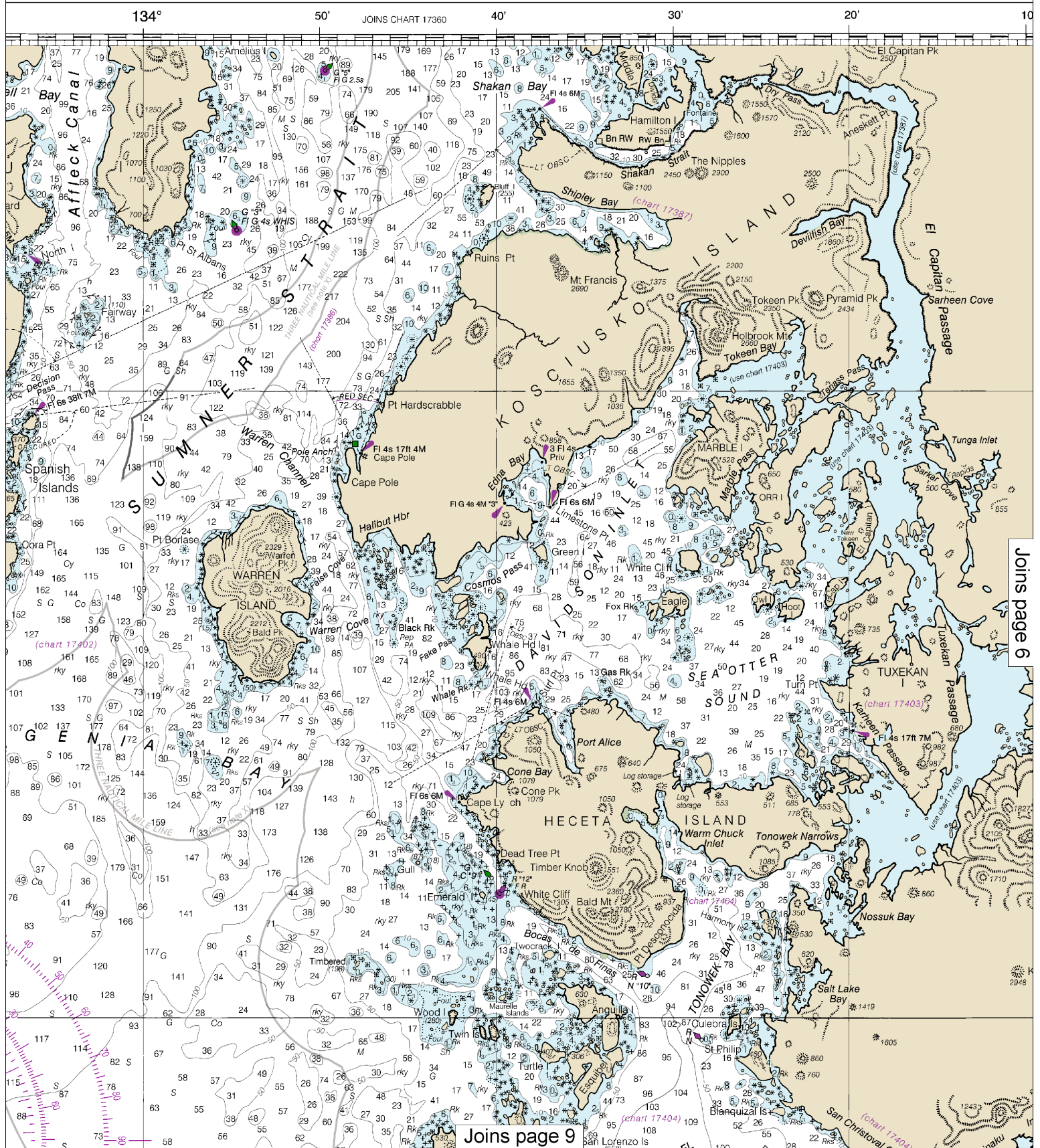
17400



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Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:305834. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

17400

133° 50' 40' 30' 132°20'

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 1.284" southward and 6.095" 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 any where between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilots 8 and 9, Chapter 3 for details.

FISHERY LIMIT

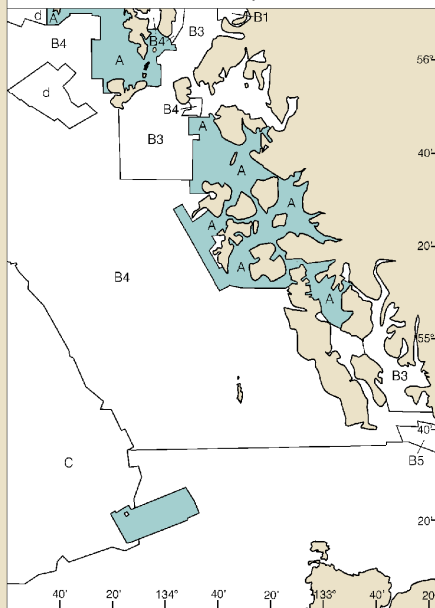
Fishery limit is the limit of the State of Alaska's fishery management authority (except for crabs) in accordance with Section 308(a) of the Fishery Conservation and Management Act, where that limit is seaward of the territorial sea.

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	1990-2017	NOS Surveys	full bottom coverage
B1	1990-2010	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	1834-1899	NOS Surveys	partial bottom coverage
C	1990-2005	US Govt. Surveys	partial bottom coverage
d		US Govt. Surveys	



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.

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 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.

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
Capo 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
Wrangell, AK	WXJ-83	162.400 MHz
Craig, AK	KXI-80	162.475 MHz
Ketchikan, AK	WXJ-26	162.550 MHz

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).

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.

SUPPLEMENTAL INFORMATION

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

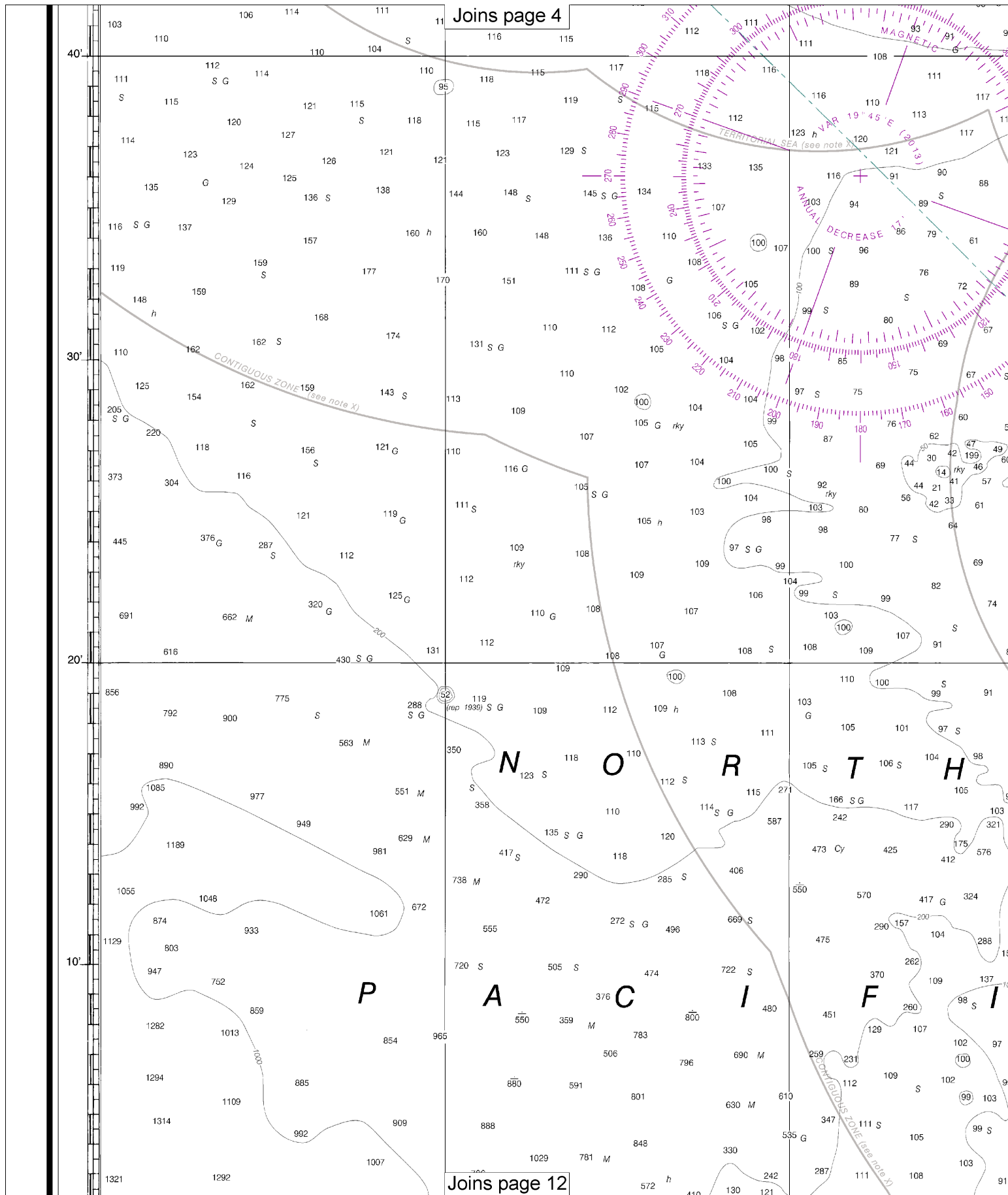
AIDS TO NAVIGATION

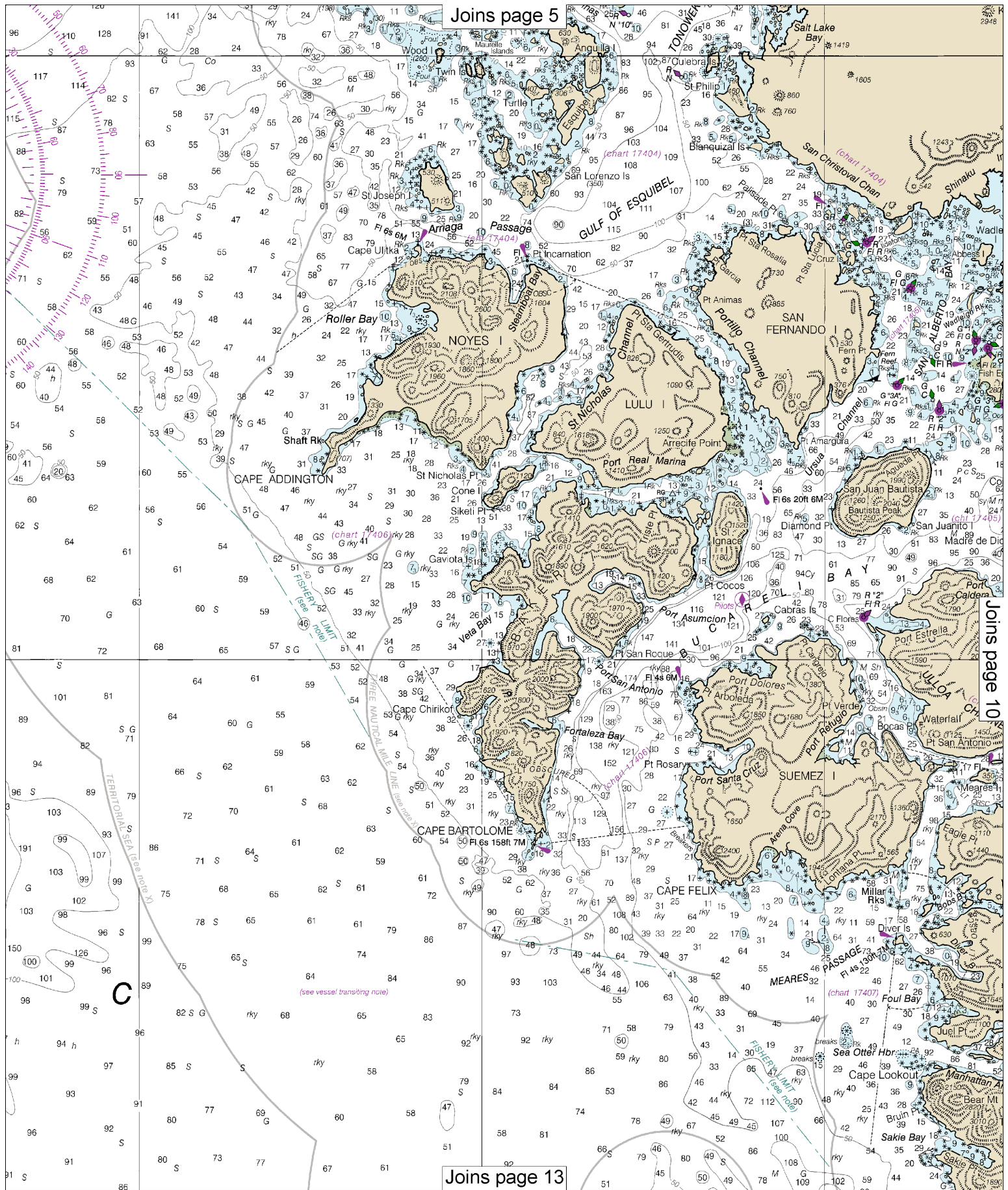
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

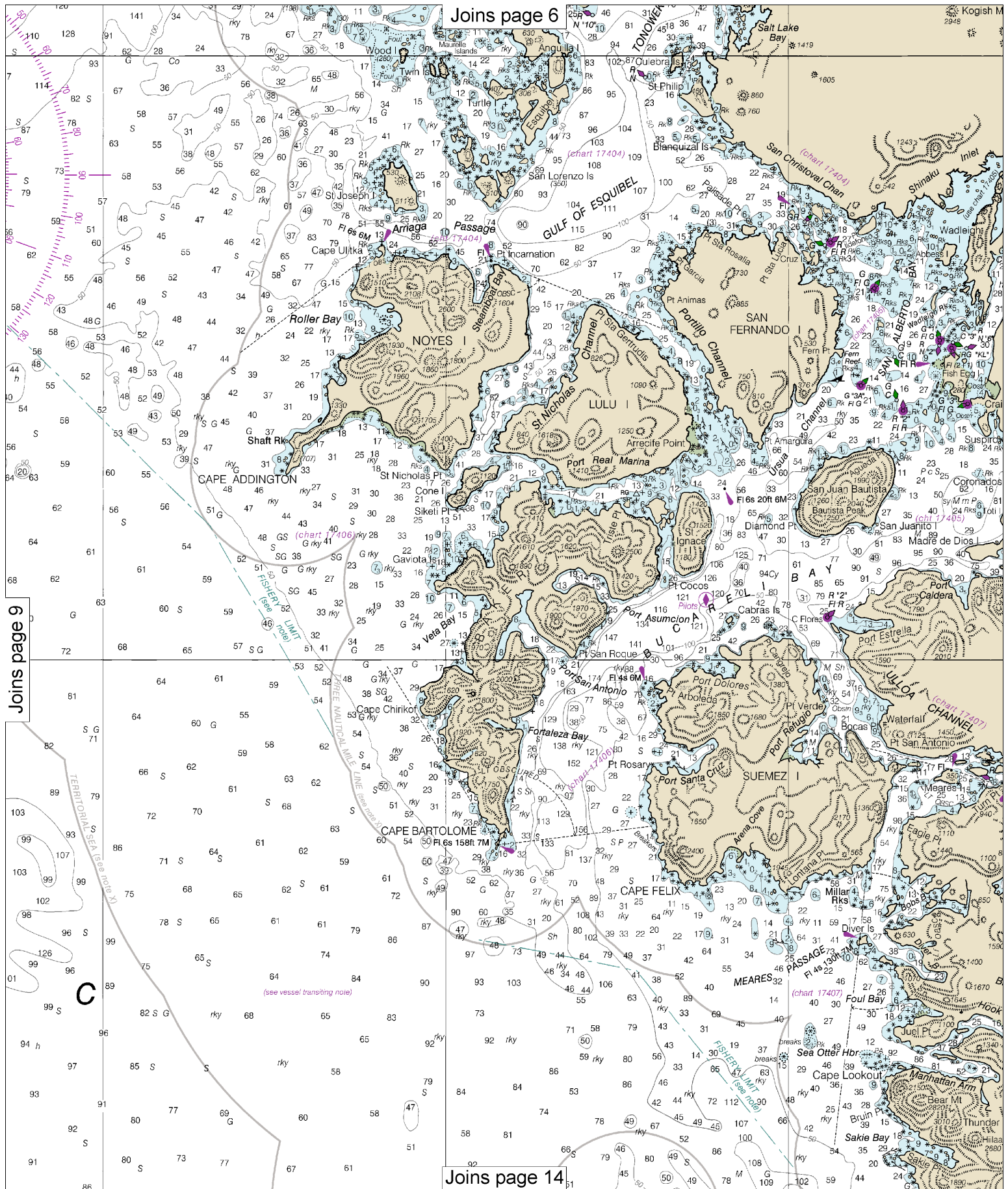


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This is the Last Edition of this chart. It will be canceled on Dec 4, 2024
19th Ed., Jul. 2020. Last Correction: 6/4/2024. Cleared through:
LNM: 2224 (5/26/2024), NM: 2324 (6/8/2024), CHS: 0424 (4/26/2024)









UNITED STATES - CANADA

ALASKA - SOUTHEAST COAST

DIXON ENTRANCE TO CHATHAM STRAIT

Mercator Projection
Scale 1:229,376 at Lat 55°

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER IN U. S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

For Symbols and Abbreviations see Chart No. 1

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

HEIGHTS

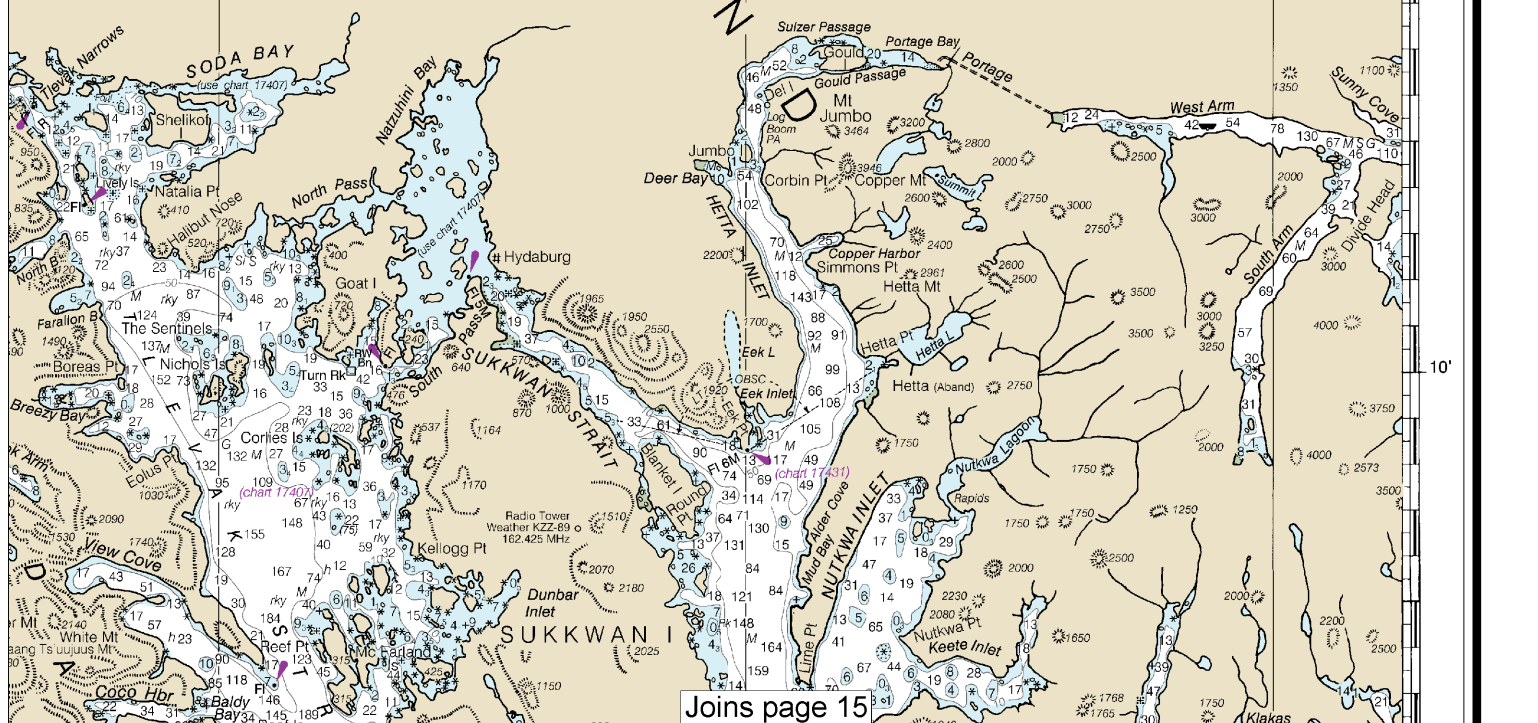
Heights in feet above Mean High Water.

AUTHORITIES

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

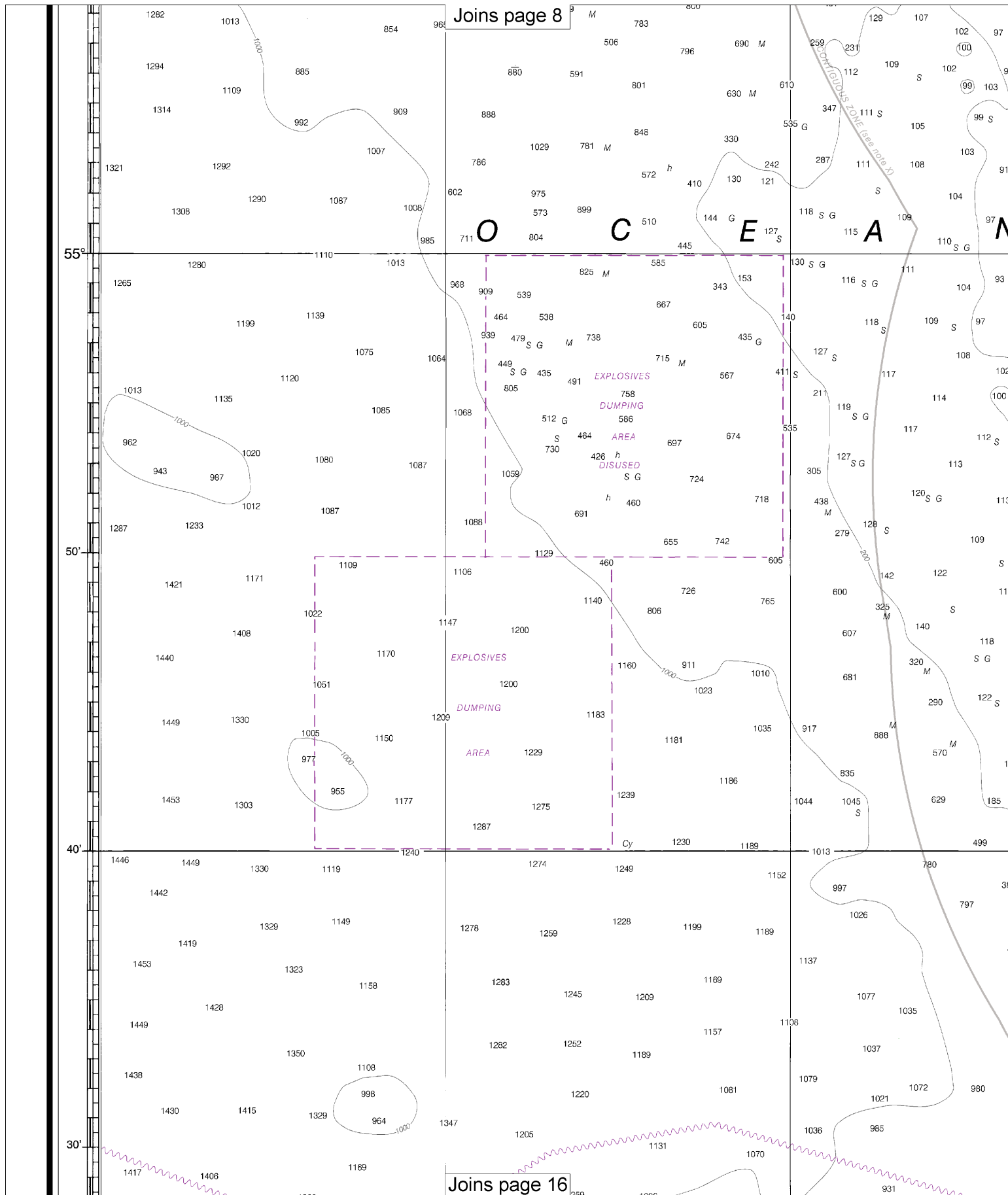
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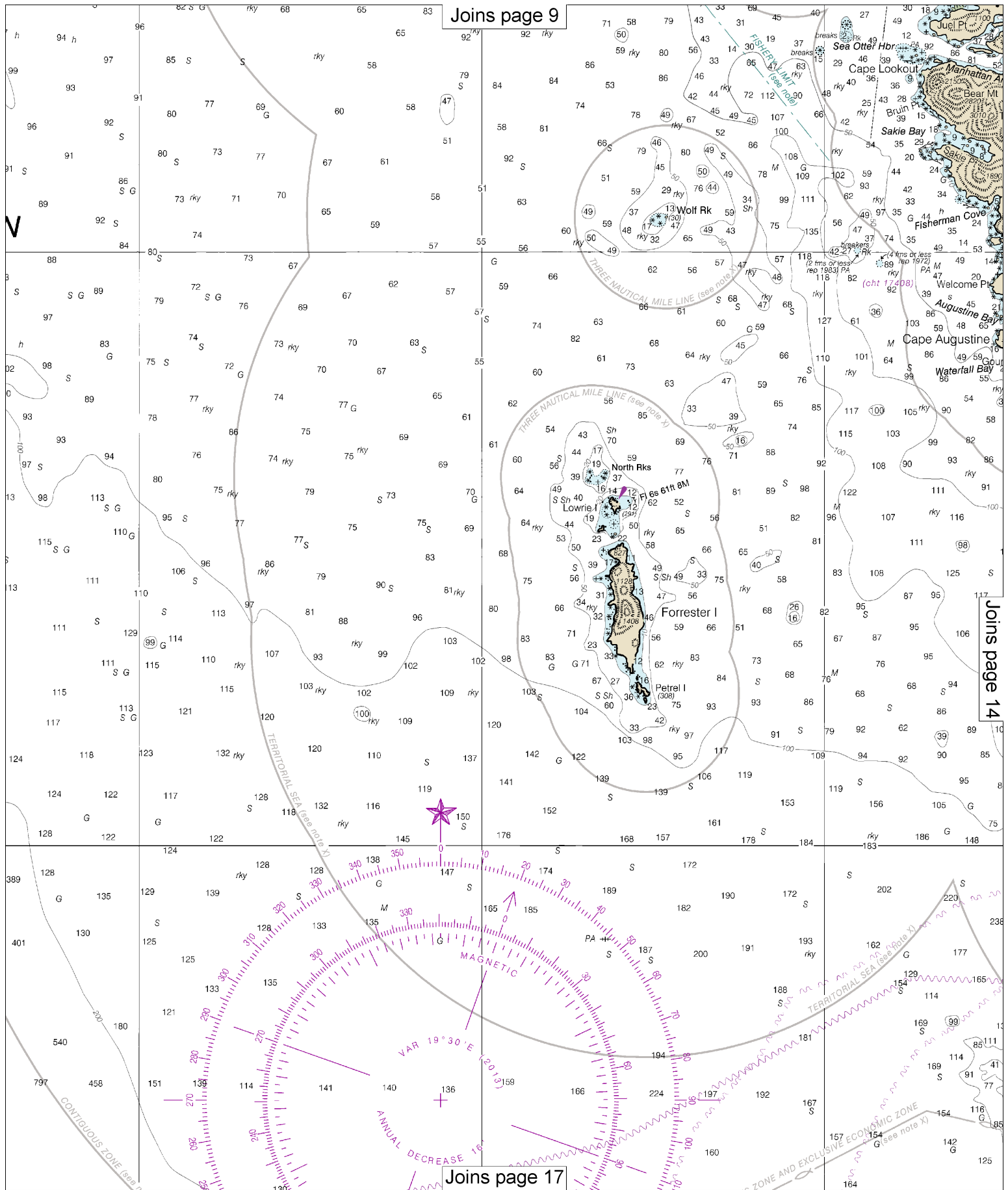
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

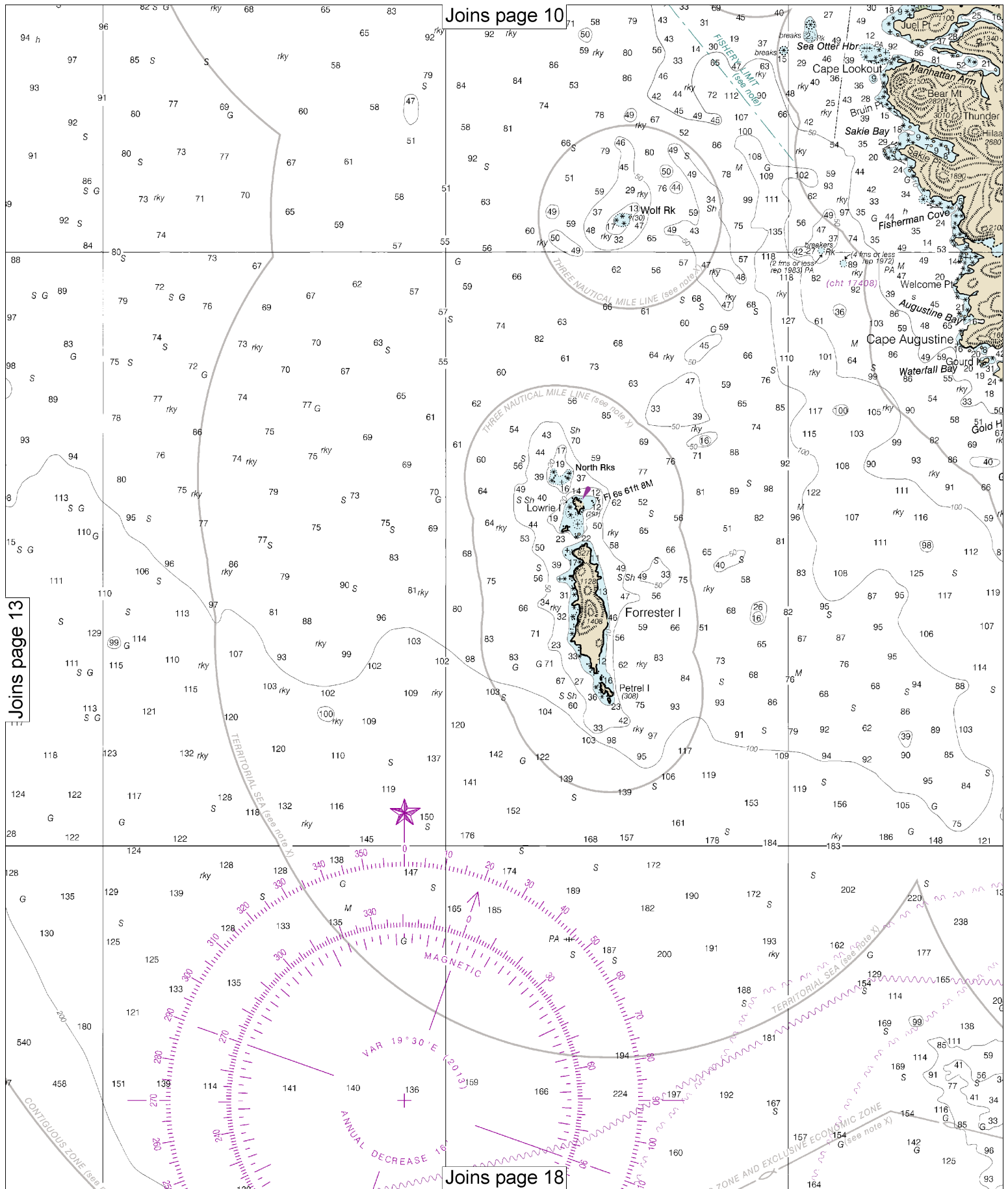


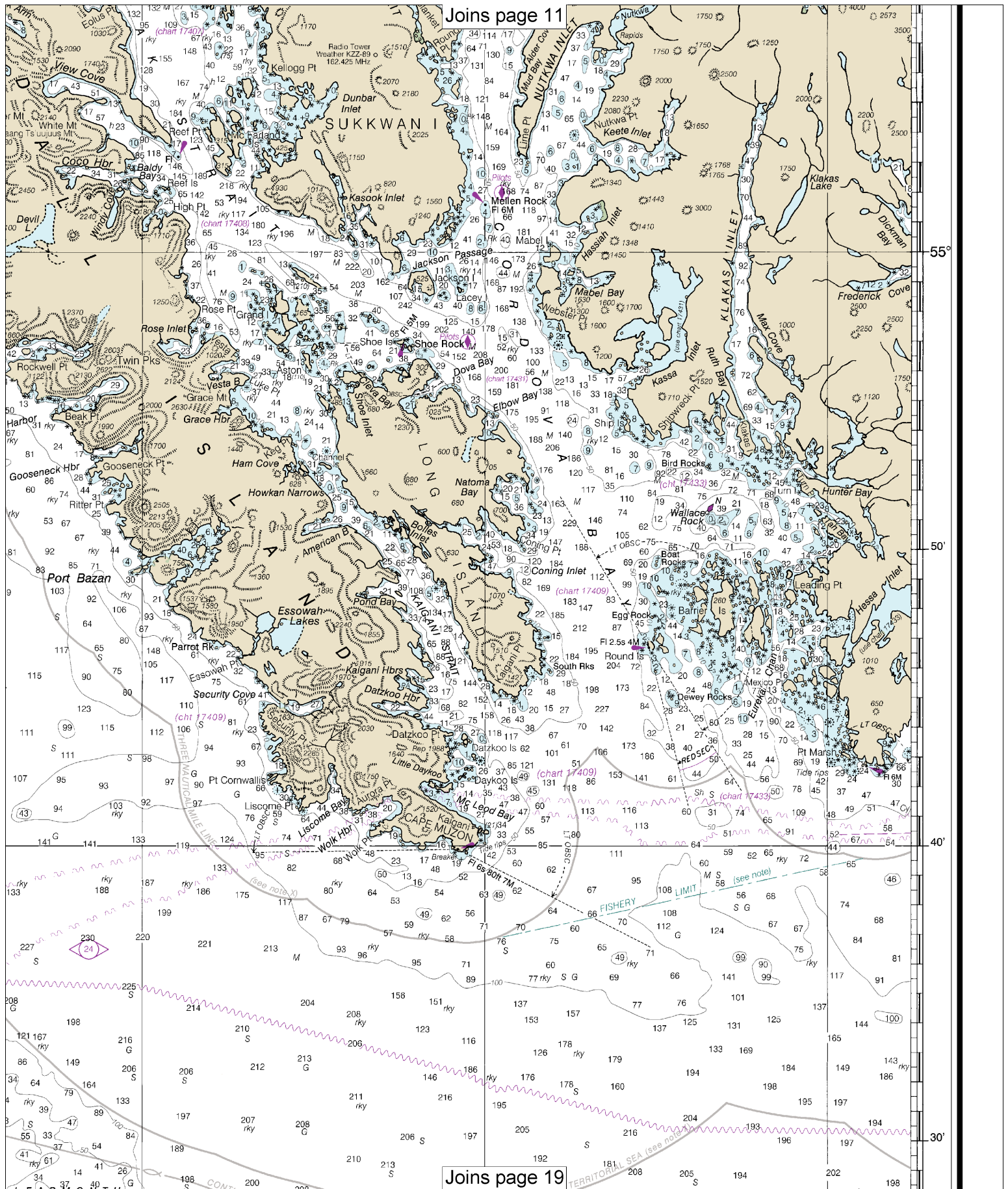
Joins page 15

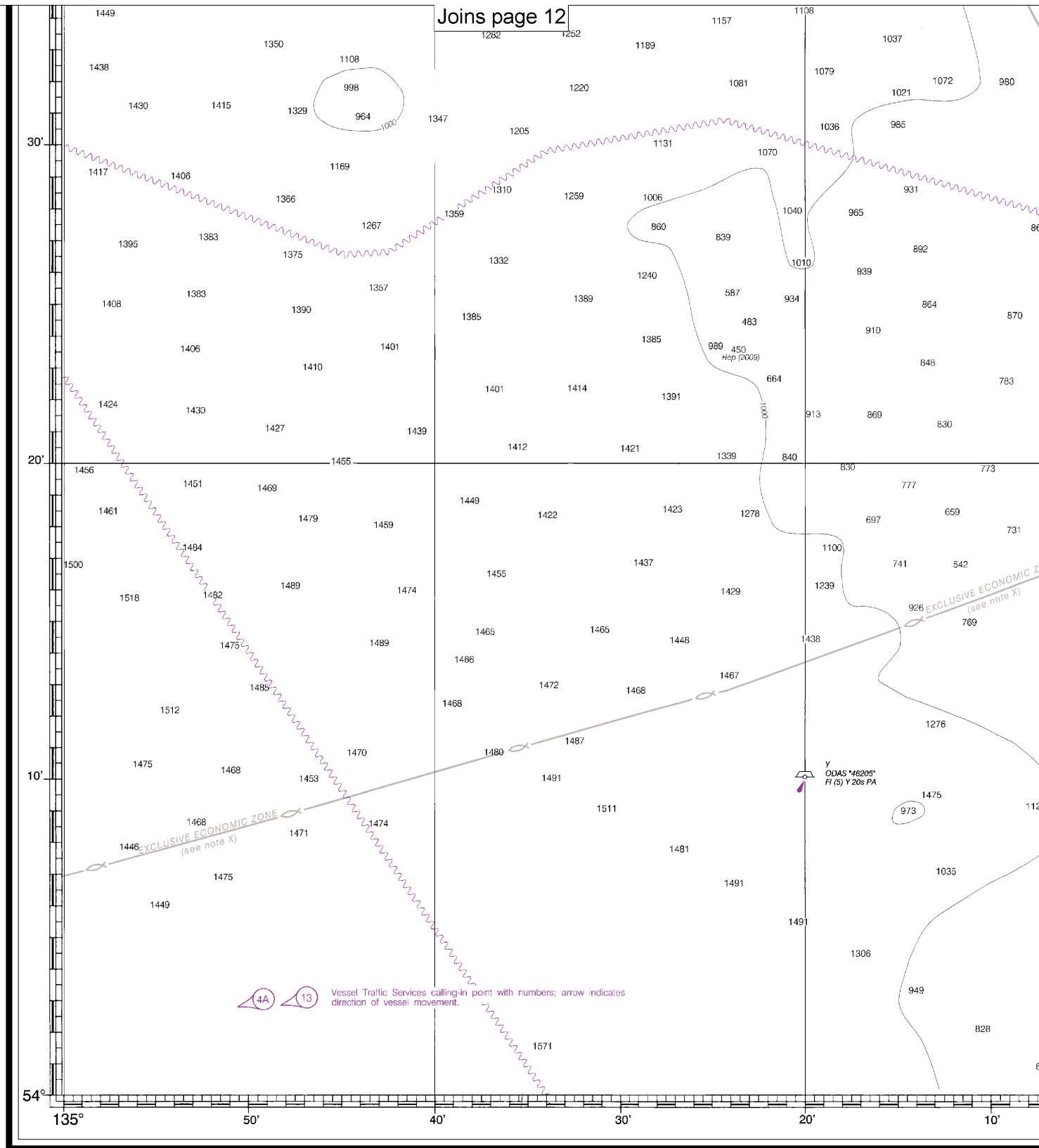
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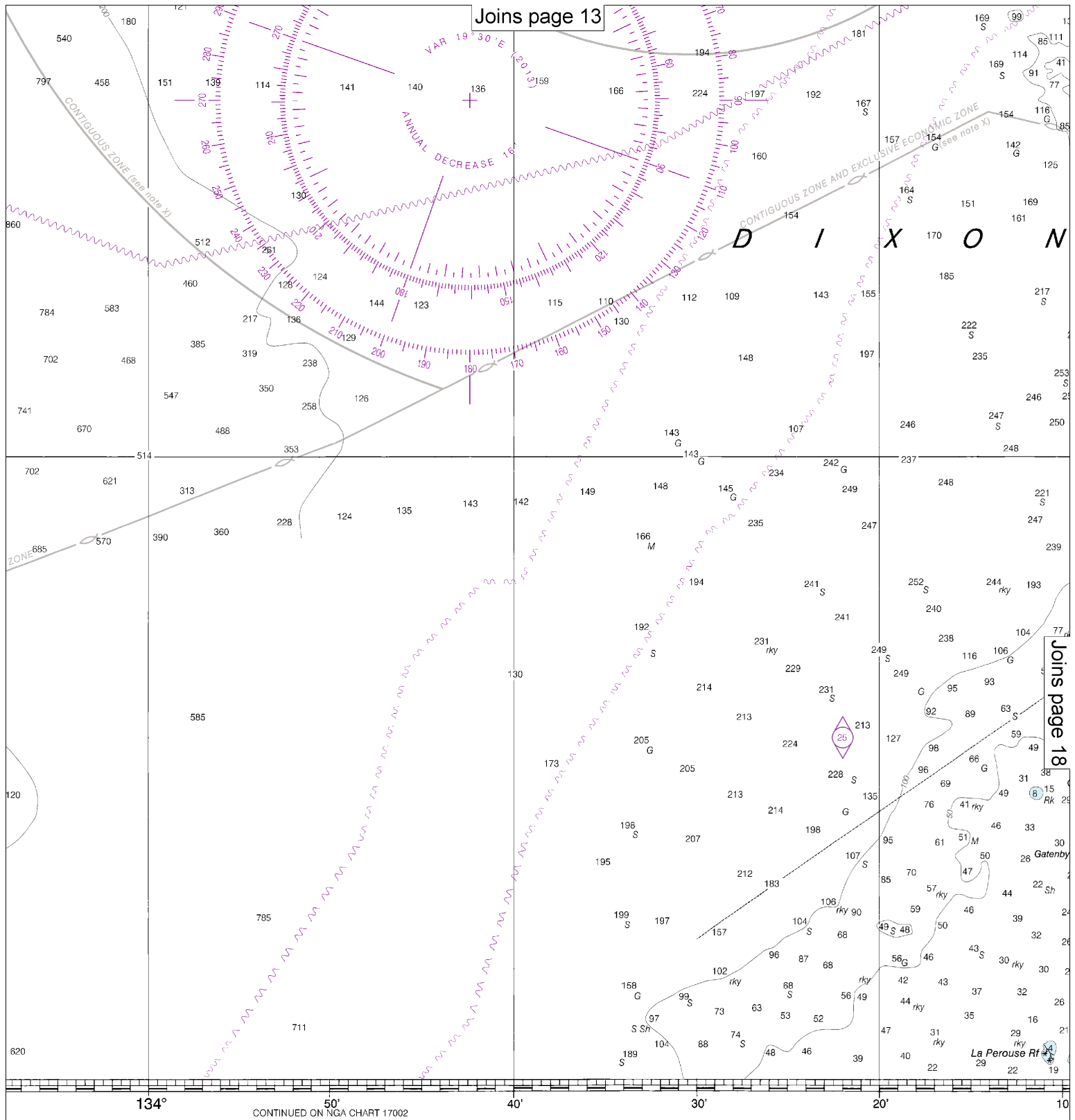
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected 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)

This is the Last Edition of this chart. It will be canceled on Dec 4, 2024
19th Ed., Jul. 2020. Last Correction: 6/4/2024. Cleared through:
LNM: 2224 (5/28/2024), NM: 2324 (6/8/2024), CHS: 0424 (4/26/2024)

16

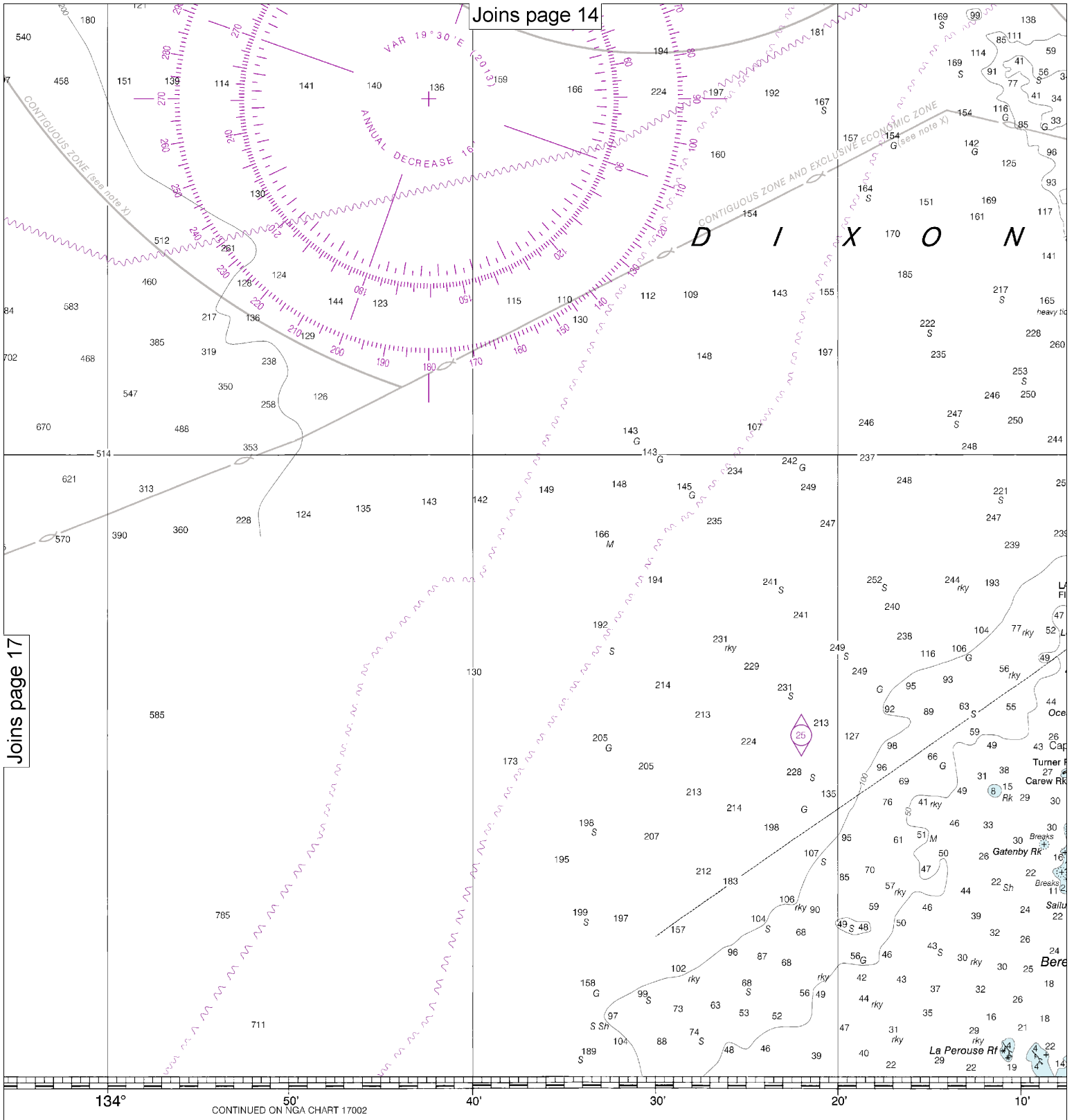
Note: Chart grid lines are aligned with true north.



THOMS
(HOMS)

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

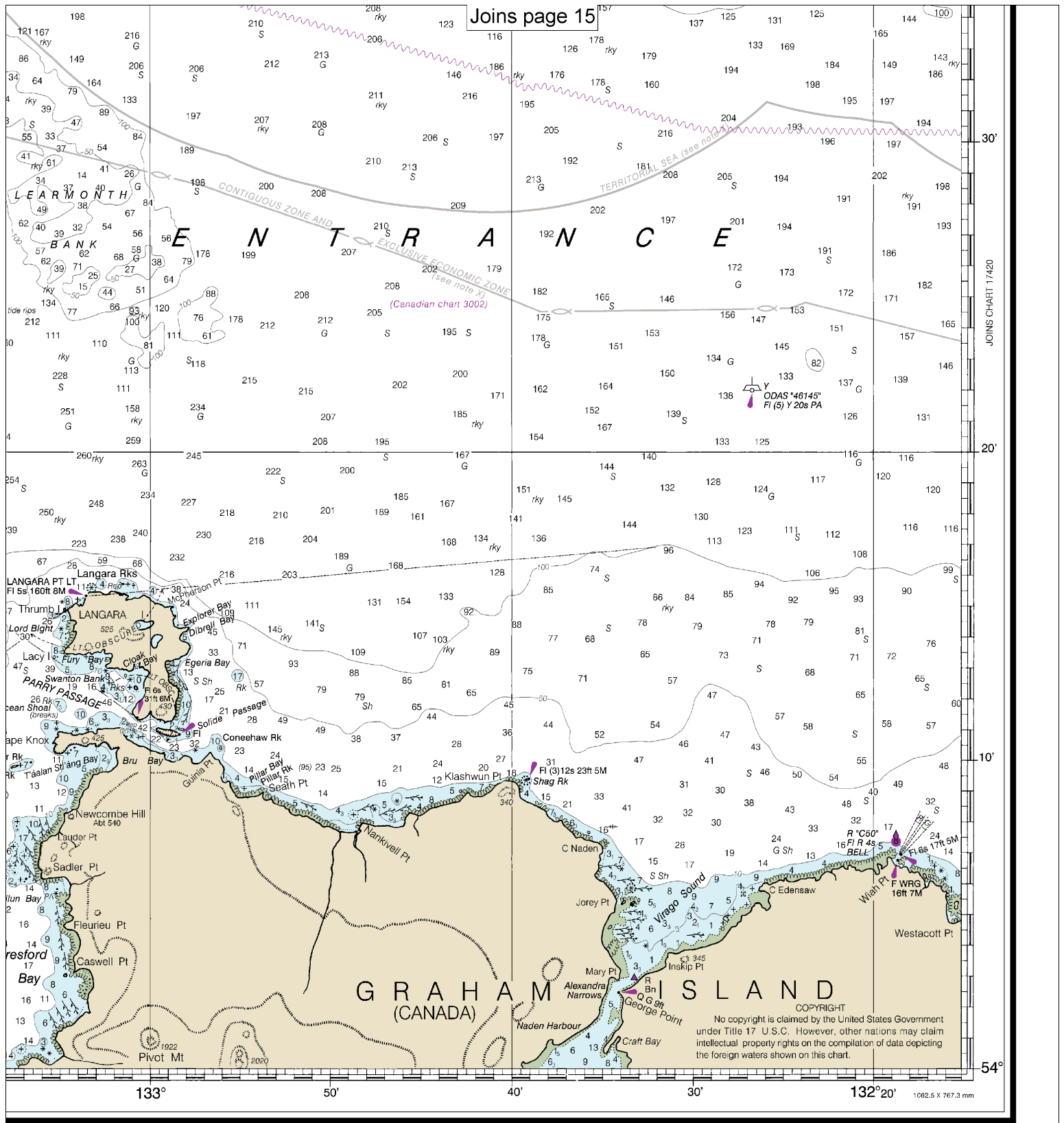
FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6



OMS

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



Dixon Entrance to Chatham Strait
SOUNDINGS IN FATHOMS - SCALE 1:229,376

17400



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.

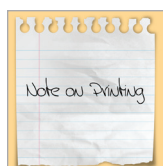
<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
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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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