

BookletChart™

Cape Spencer to Icy Point

NOAA Chart 17301

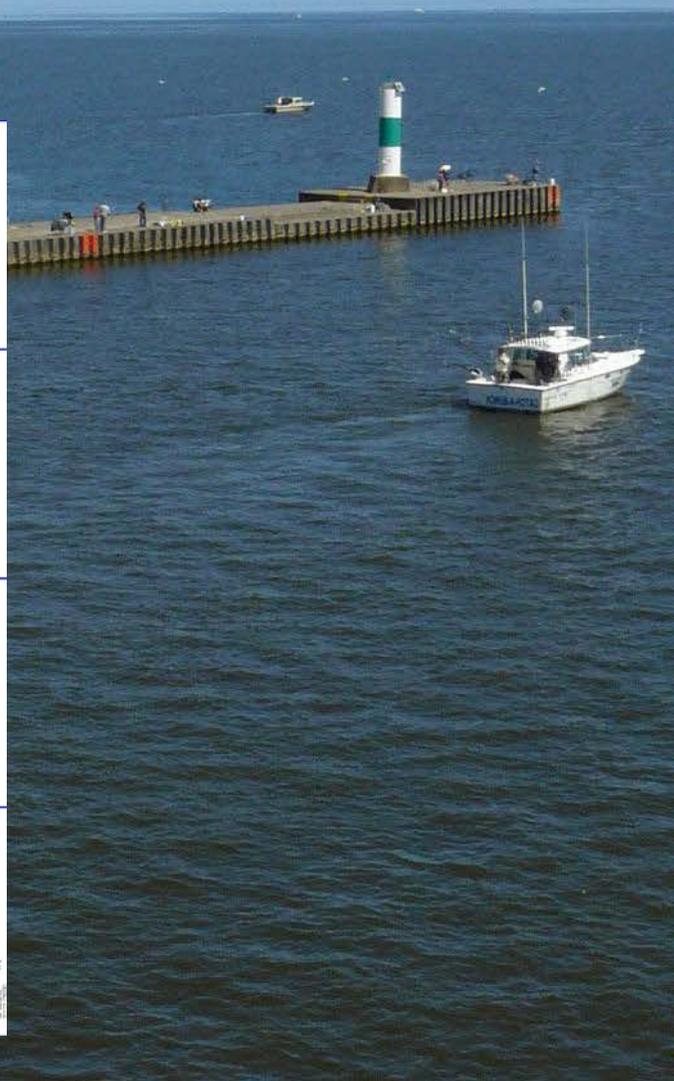
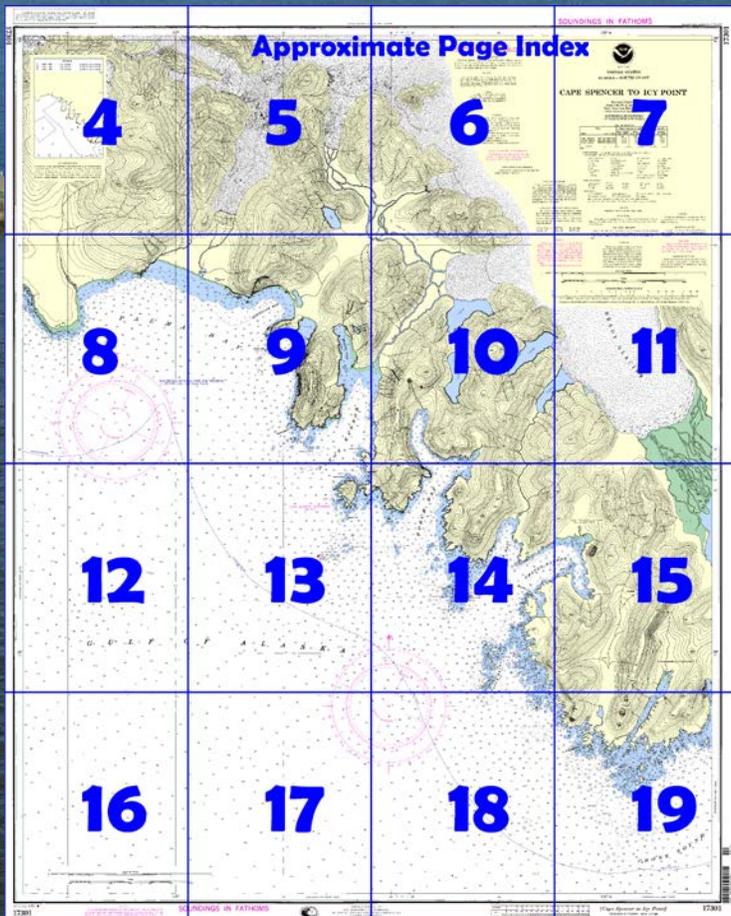


A reduced-scale NOAA nautical chart for small boaters

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.

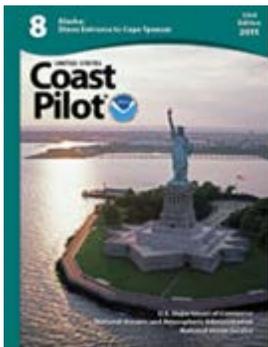
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=17301>.



(Selected Excerpts from Coast Pilot)
Cape Spencer (58°12'45"N., 136°39'30"W.), 873 miles from Seattle by the outside route and 976 miles by the inside passage, is a headland on the NW side of the entrance to Cross Sound. The large shoal area that extends about 1.3 miles S from the cape has rocky islets and rocks, the outermost of which break. The cape rises rapidly to ridges about 1,800 feet high which are heavily wooded up to 1,500 feet.

Cape Spencer Light (58°11'56"N., 136°38'26"W.), 105 feet (32 m) above the water, is shown from a white square tower on a rectangular concrete building on the outermost large rocky islet S of the cape.

Cross Sound, between Cape Spencer and Cape Bingham, 8 miles SE, is the northernmost passage to the inside waters of Southeast Alaska. The sound is described in U.S. Coast Pilot 8, Pacific Coast, Alaska-Dixon Entrance to Cape Spencer.

Dicks Arm, a narrow inlet less than 200 yards wide in places, extends in a NNE direction for about 2 miles along the SE side of Cape Spencer. From the head of the arm, a gradually rising valley passes over a saddle to Taylor Bay. A narrow channel, with depths of 2½ to 12 fathoms leads E of **Zip Rock**, 20 feet high and bare, through the off-lying rocks and islets to the inlet. Depths of ¾ to 8 fathoms are found in the inlet to within 0.5 mile of the head, where it is shoal.

Polka Rock, 20 feet high, is 2 miles NW of Cape Spencer and at the outer edge of the foul ground, marked by kelp, which extends about 0.5 mile from shore in this general vicinity. Small craft approaching Graves Harbor from the SE usually pass between Polka Rock and Graves Rocks.

Graves Rocks are a group of islets about 3.5 miles NW of Cape Spencer and about 1 mile from shore. Near the N end of the group is a wooded islet about 125 feet high. Rocks and kelp patches extend to the mainland and along the shore to Cape Spencer.

Libby Island, 5.3 miles NW of Cape Spencer and 0.7 mile from the mainland, is high and wooded. Bare rocks and rocks awash extend about 0.3 mile S of the island. **Libby Island Light** (58°16'24"N., 136°46'26"W.), 53 feet (16.2 m) above the water, is shown from a spindle with a red and white diamond-shaped daymark on an islet SE of the island. **Horn Mountain** is a sharp, bare peak on the mainland N of Libby Island.

Graves Harbor has an entrance about 1.2 miles wide between Graves Rocks and Libby Island Light and extends inland for about 3 miles. Depths in the harbor are 11 to 79 fathoms. The unnamed cove, which makes off to the S from the head of Graves Harbor, affords good landlocked anchorage in 7 to 15 fathoms and is easily entered. A daybeacon marks a shoal on the W side of the entrance to the cove.

Murphy Cove, on the SE side of Graves Harbor 1.7 miles above Graves Rocks, has depths of 11 fathoms or more in its outer part and affords snug anchorage for small vessels. **Murk Bay**, opposite Murphy Cove, is clear but too deep and open for good anchorage.

Torch Bay, 7 miles NW of Cape Spencer, extends inland more than 2 miles in a N direction and varies in width from 1 mile at the entrance to 0.3 mile at the head of the W arm. Rocks, which uncover 7 feet and always marked by breakers, are 1 mile S of **Venisa Point**, on the W side of the entrance; vessels can pass on either side of these rocks when entering the bay. The bay has depths of 13 to 56 fathoms and is not a good anchorage for large vessels; small vessels can find protected anchorage in the NE arm.

Sugarloaf Island, 9 miles NW of Cape Spencer, was named from its shape as seen from S, from which direction it appears barely detached from the islet-like point projecting from Hankinson Peninsula. The island is high and wooded. From W, it has a uniform N slope; the S slope has a step and is separated from the narrow S extremity by a deep V-shaped ravine. Bare rocks and some that cover, fringe the shore from S around to W.

Sugarloaf Island Shoal, about 0.5 mile long, is about 1 mile S of the southern end of Sugarloaf Island. A rock awash and submerged rocks on the shoal usually break. A lighted whistle buoy is off the W end of the shoal.

**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 Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

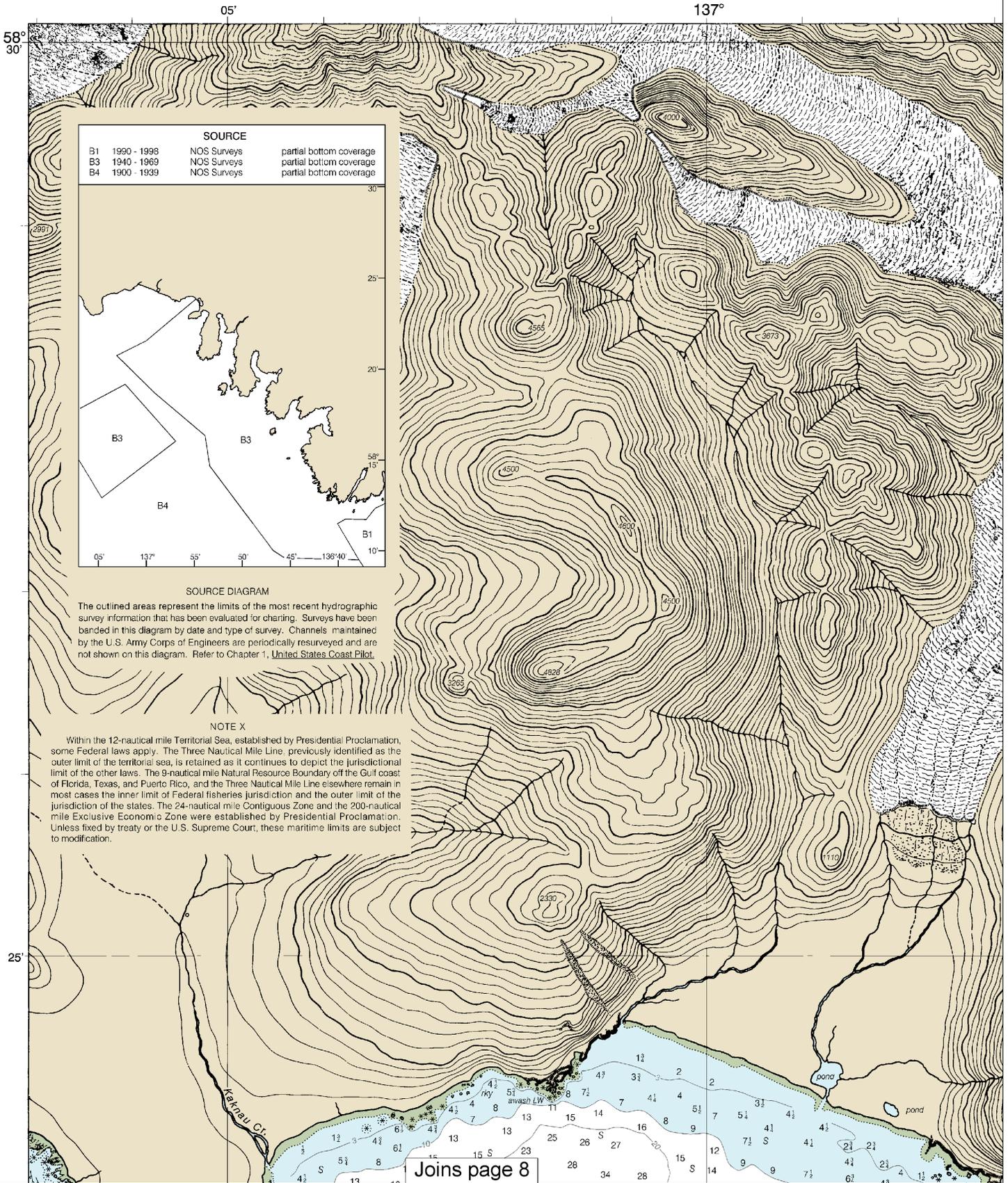
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

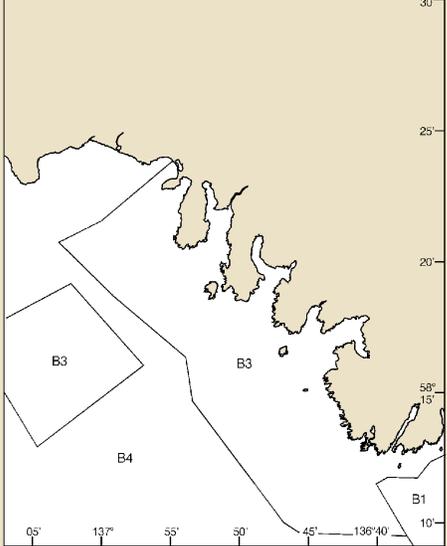


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

17301



SOURCE		
B1	1990 - 1998	NOS Surveys partial bottom coverage
B3	1940 - 1969	NOS Surveys partial bottom coverage
B4	1900 - 1939	NOS Surveys 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 are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

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.

Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



55'

50' 45' 30" 15' 49'

GLACIER BAY NATIONAL PARK AND PRESERVE
(36 CFR 13.65)

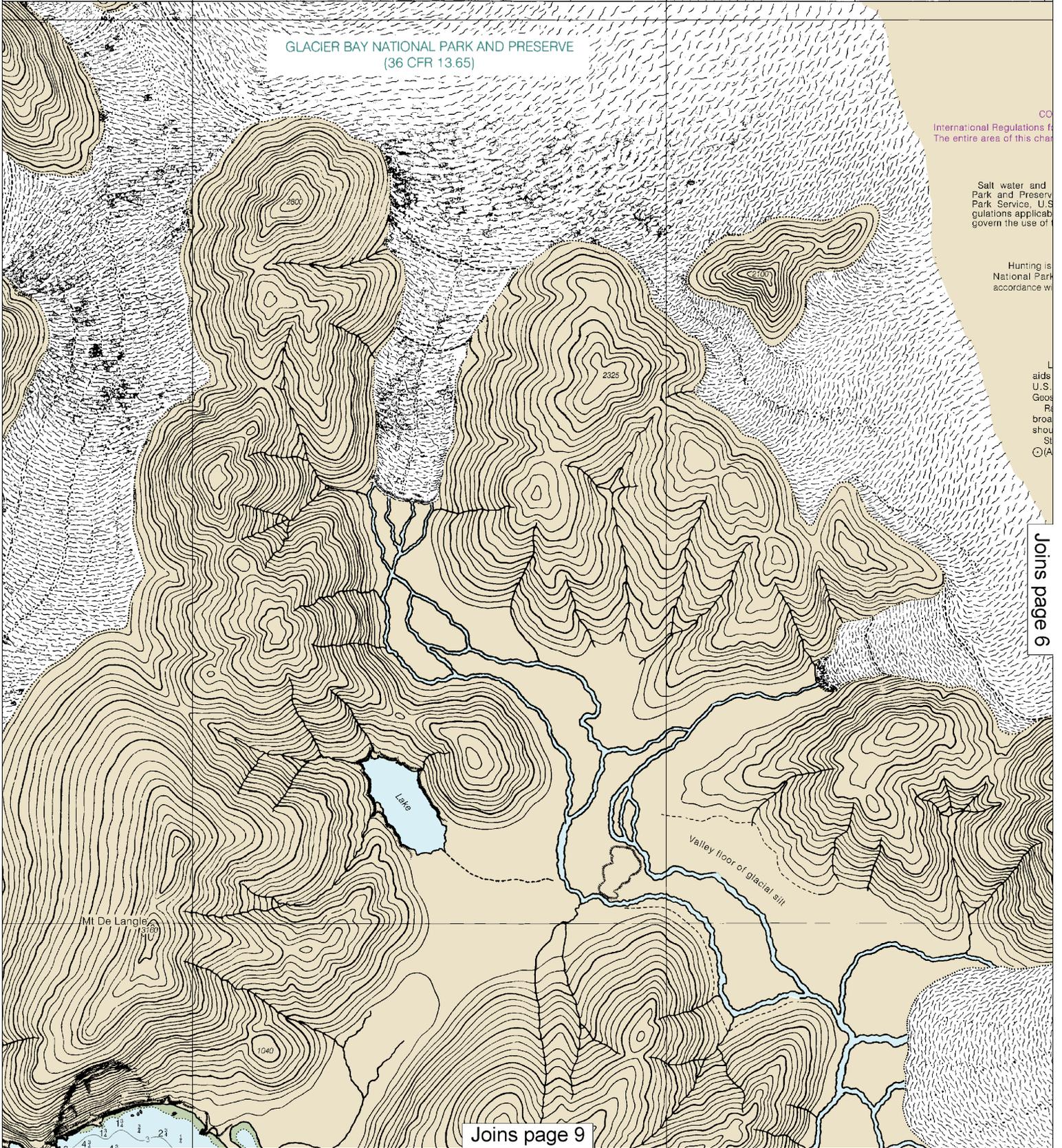
International Regulations for
The entire area of this chart

Salt water and
Park and Preserve
Park Service. U.S.
regulations applicab
govern the use of

Hunting is
National Park
accordance with

L
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U.S.
Geos
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broa
shou
St
©(A

Joins page 6



Joins page 9

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.

55'

50' 45' 30' 15' 49'

GLACIER BAY NATIONAL PARK AND PRESERVE
(36 CFR 13.65)

COLREGS, 80.1705
International Regulations for Preventing Collisions at Sea
The entire area of this chart falls seaward of the 12-mile limit.

CAUTION

Salt water and land areas in Glacier Bay National Park and Preserve are administered by the U.S. Department of the Interior, National Park Service. U.S. Department of the Interior regulations applicable in National Park and Preserve govern the use of the area.

NOTE B

Hunting is not permitted within Glacier Bay National Park. Sport fishing is permitted in accordance with Alaska state fish and game laws.

C

Limitations on the use of electronic aids to marine navigation are shown on this chart. U.S. Coast Guard Geospatial-Intelligence Center Radio direction-finding broadcasting station should be used with Station positions as shown on this chart. (C) (Accurate location)

LOC
Difference
normal to the
soundings

Joins page 5

Mt De Langle
3760

Lake

Valley floor of glacial silt

1040

Joins page 10

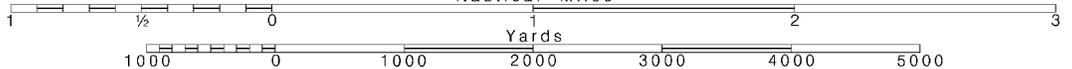
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.



45° 136° 40' 58° 30'



UNITED STATES
ALASKA - SOUTH COAST

CAPE SPENCER TO ICY POINT

Mercator Projection
Scale 1:40,000 at Lat. 58°19'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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

05 (see note A)
Collisions at Sea, 1972.
d of the COLREGS Demarcation Line.

Glacier Bay National
Park is administered by the National
System of Public Lands, U.S. Department of
Interior. Federal re-
gulations apply to Glacier Bay
National Park and Monuments.

within Glacier Bay
National Park is permitted in
accordance with
fishing regulations.

CAUTION
The use of radio signals as
aids to navigation can be found in the
U.S. Coast Pilot and National
Aids to Navigation Agency Publication 117.
Under bearings to commercial
aids are subject to error and
should be used with caution.
Aids are shown thus:
(n) (Approximate location)

MAGNETIC DISTURBANCE
Disturbances of as much as 3¹/₂° from the
normal variation have been observed at
the south end of Sugarloaf Island.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 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 1.314' southward and 6.816' westward to agree with this chart.

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.

Atthorp Peak, AK	KZZ-86	162.425 MHz
Juneau, AK	WXJ-25	162.550 MHz

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. 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.

TIDAL INFORMATION

PLACE NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean High Water	Mean High Water	Mean Low Water
Graves Harbor (58°17' N/136°41' W)	10.0 feet	9.1 feet	1.5 feet
Dixon Harbor (58°23' N/136°52' W)	9.9 feet	9.0 feet	1.4 feet

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>. (Sep 2014)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rct rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SLC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		Rn Rn radio beacon	Y yellow

Bottom characteristics:
Bls boulders Co coral gy gray Oys oysters so soft
bk broken G gravel h hard Rk rock Sh shells
Clay clay Grs grass M mud S sand Sy sticky

Miscellaneous:
AUTH authorized Obtn obstruction PD position doubtful Subm submerged
ED existence doubtful PA position approximate Rep reported
① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
② Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

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).

CAUTION

Shoalings amounting to as much as 6 feet have been disclosed in several critical shoal areas from Cross Sound to Excursion Inlet. It is probable that the Alaska Earthquake of July 10, 1958 created these shoalings and others not yet discovered. Mariners are urged to use caution when navigating over or near critical depths.

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.

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.

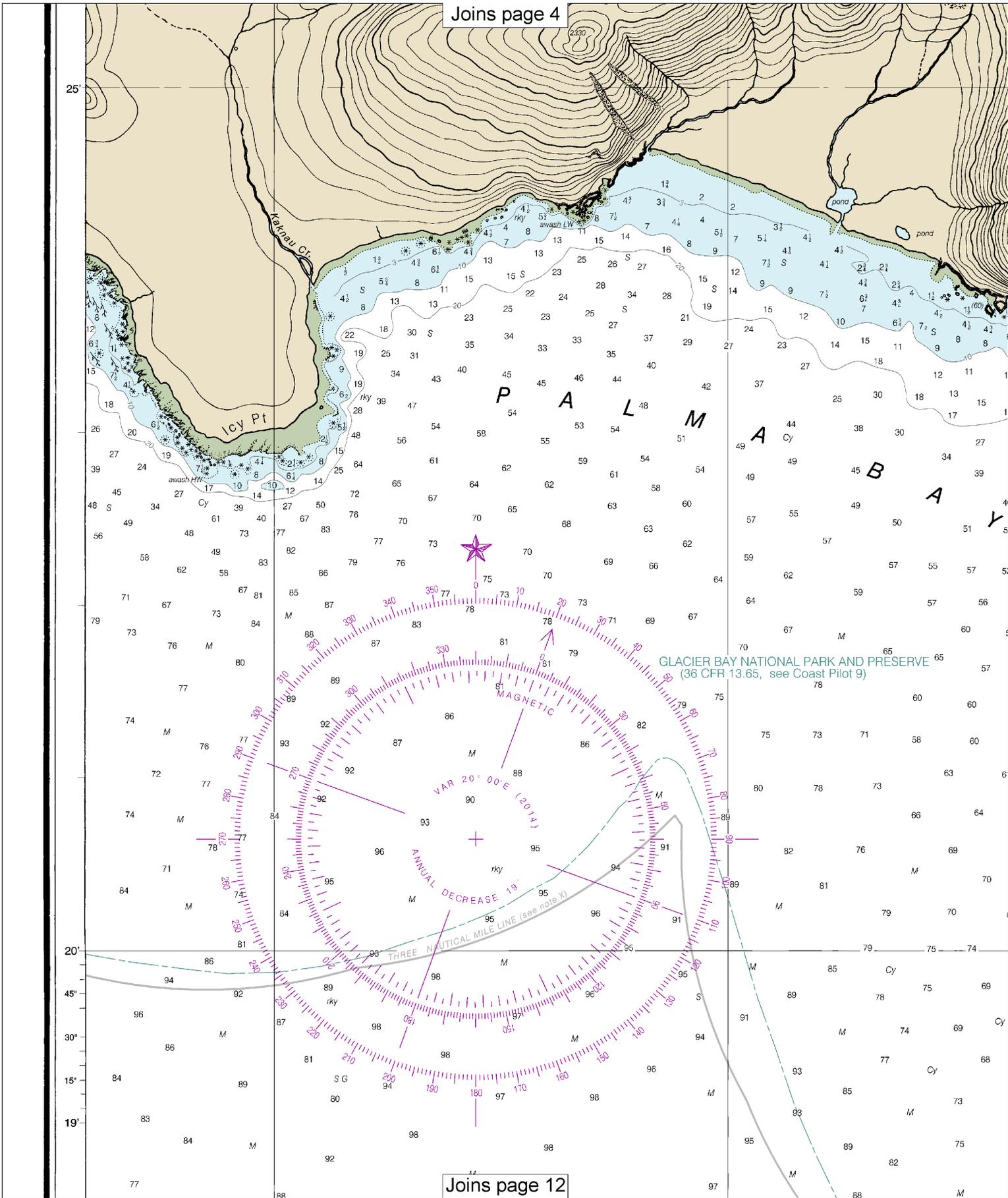
RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SCALE 1:40,000

Joins page 11

Joins page 4



GLACIER BAY NATIONAL PARK AND PRESERVE
(36 CFR 13.65, see Coast Pilot 9)

Joins page 12

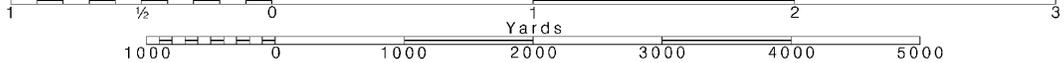


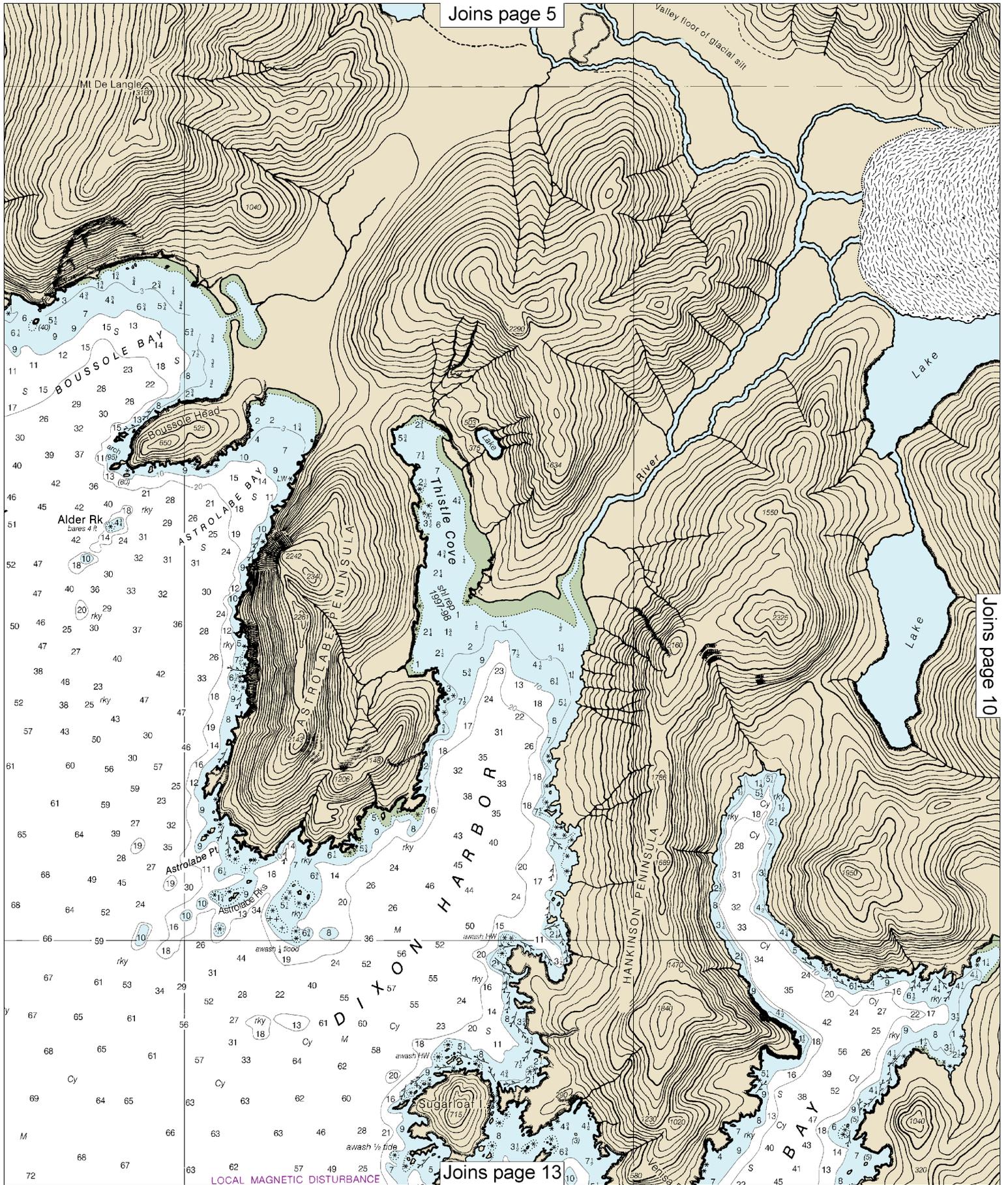
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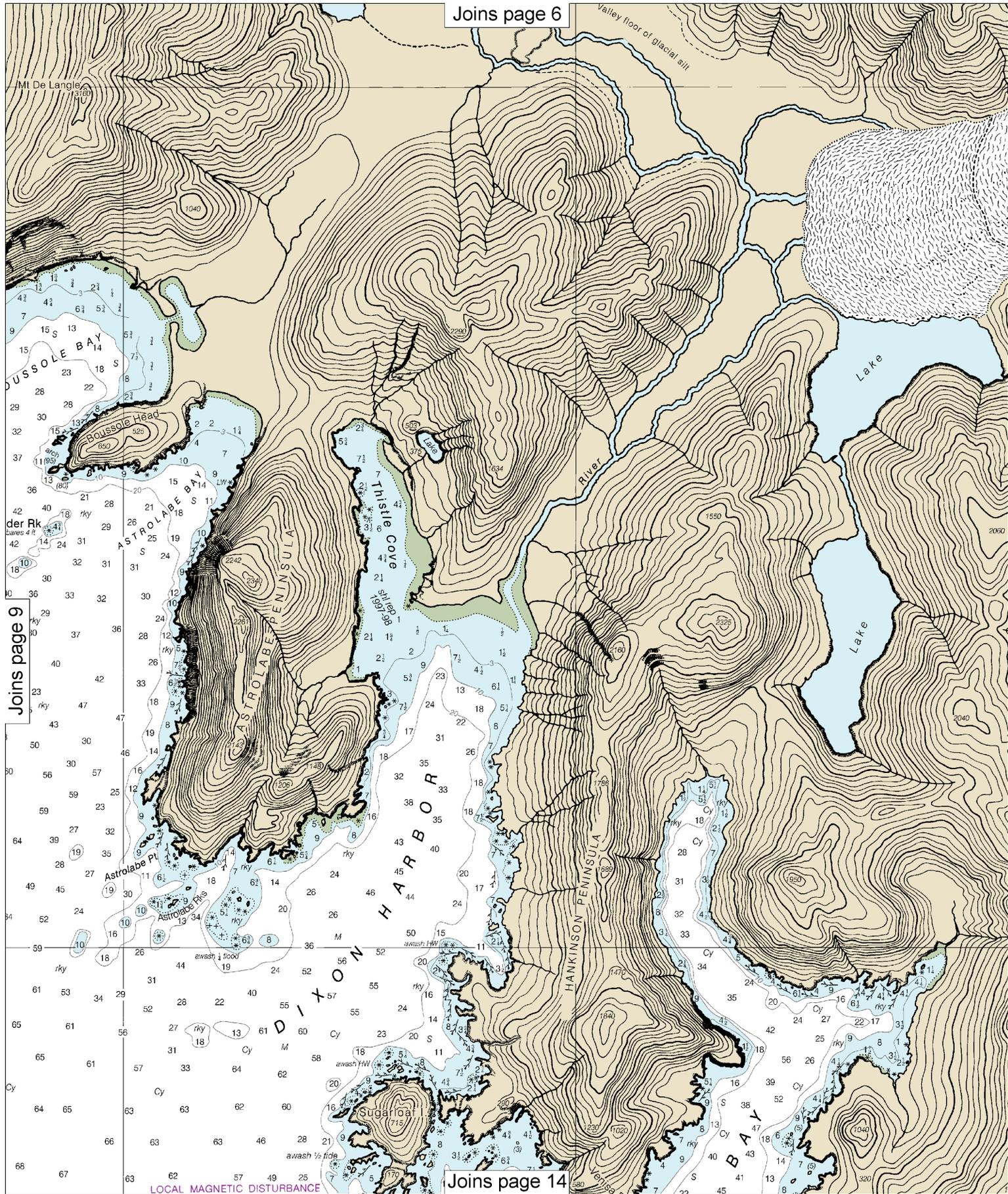
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SCALE 1:40,000
Nautical Miles

See Note on page 5.







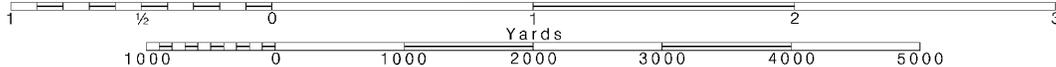
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

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Refer to charted regulation section numbers.

Joins page 7 lean High Water.

AUTHORITIES

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

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).

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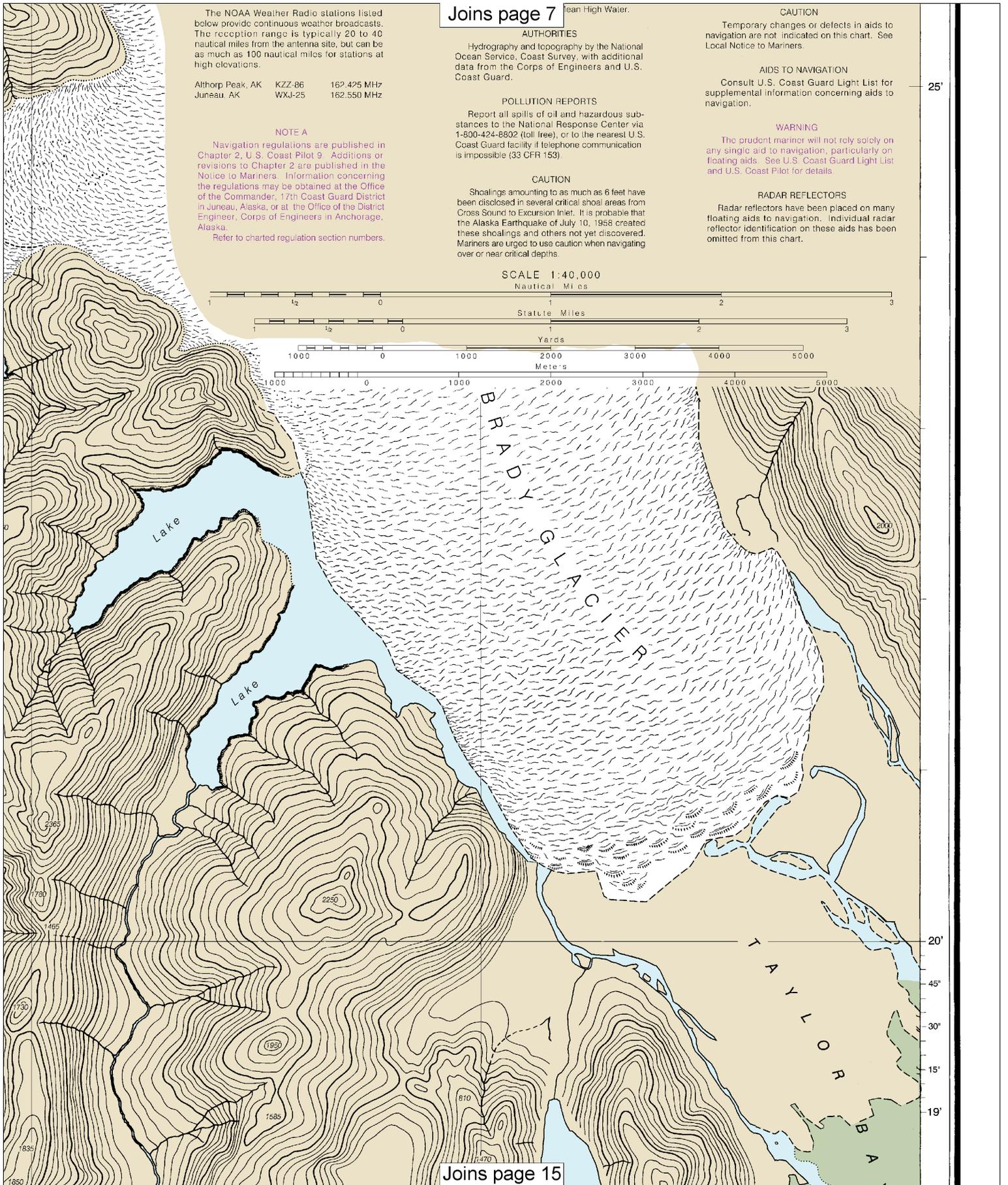
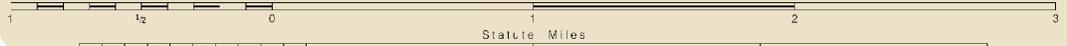
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RADAR REFLECTORS

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SCALE 1:40,000
Nautical Miles



Joins page 15

25'

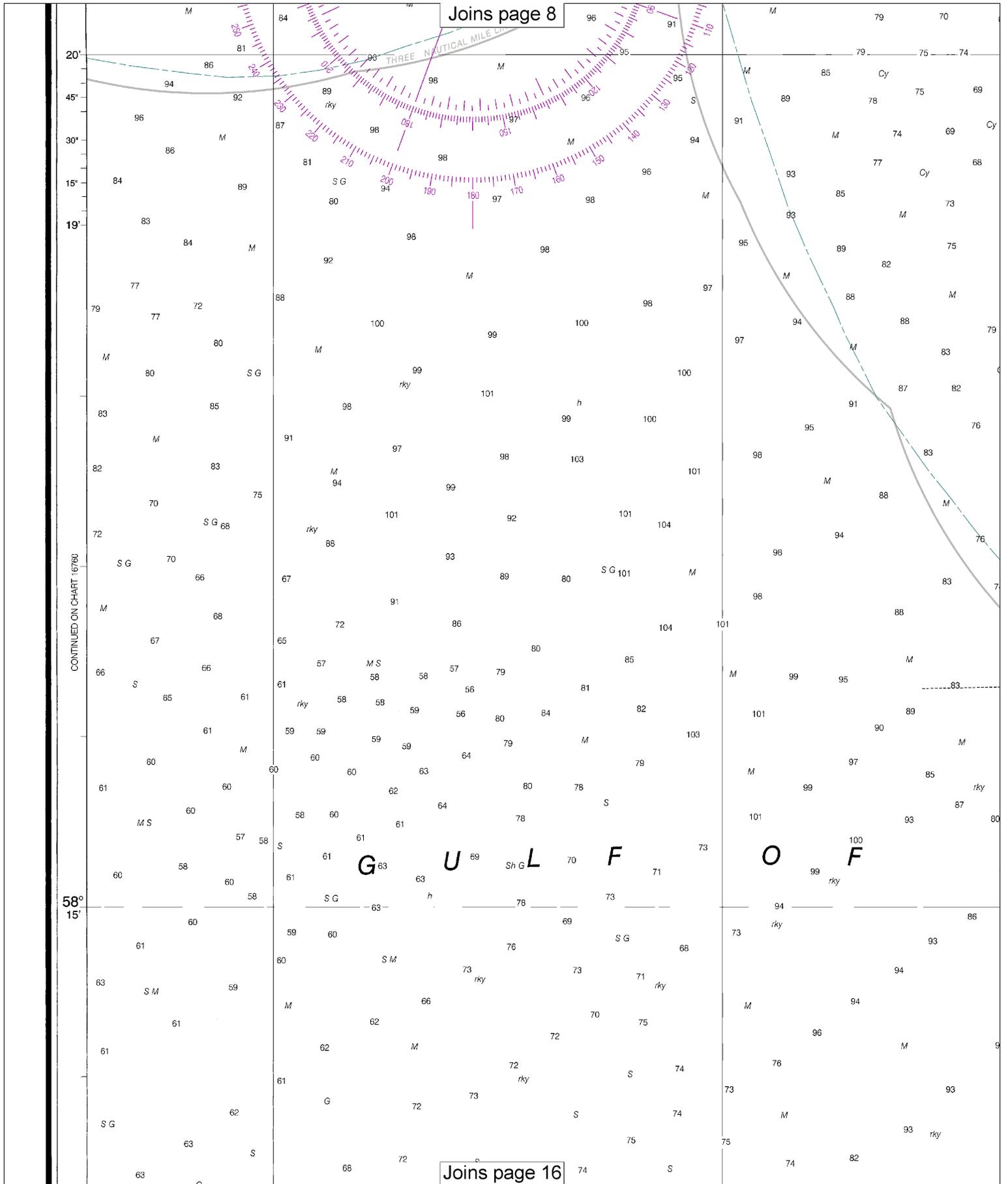
20'

45'

30'

15'

19'



Joins page 8

Joins page 16

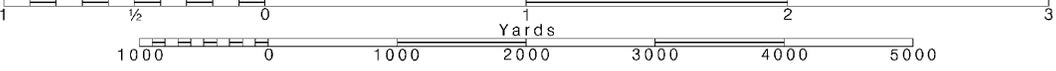
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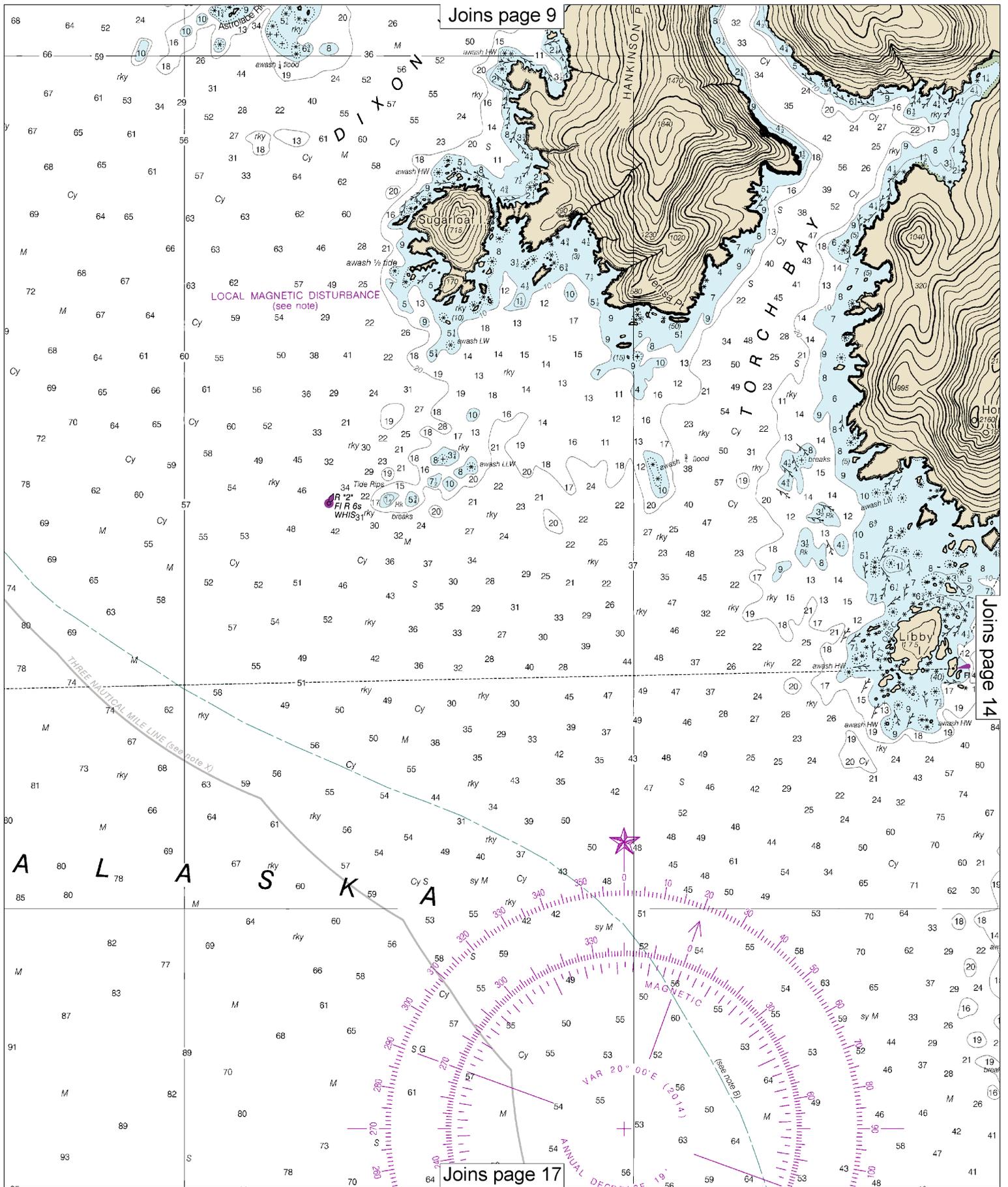
SCALE 1:40,000
Nautical Miles

See Note on page 5.

12

Note: Chart grid lines are aligned with true north.

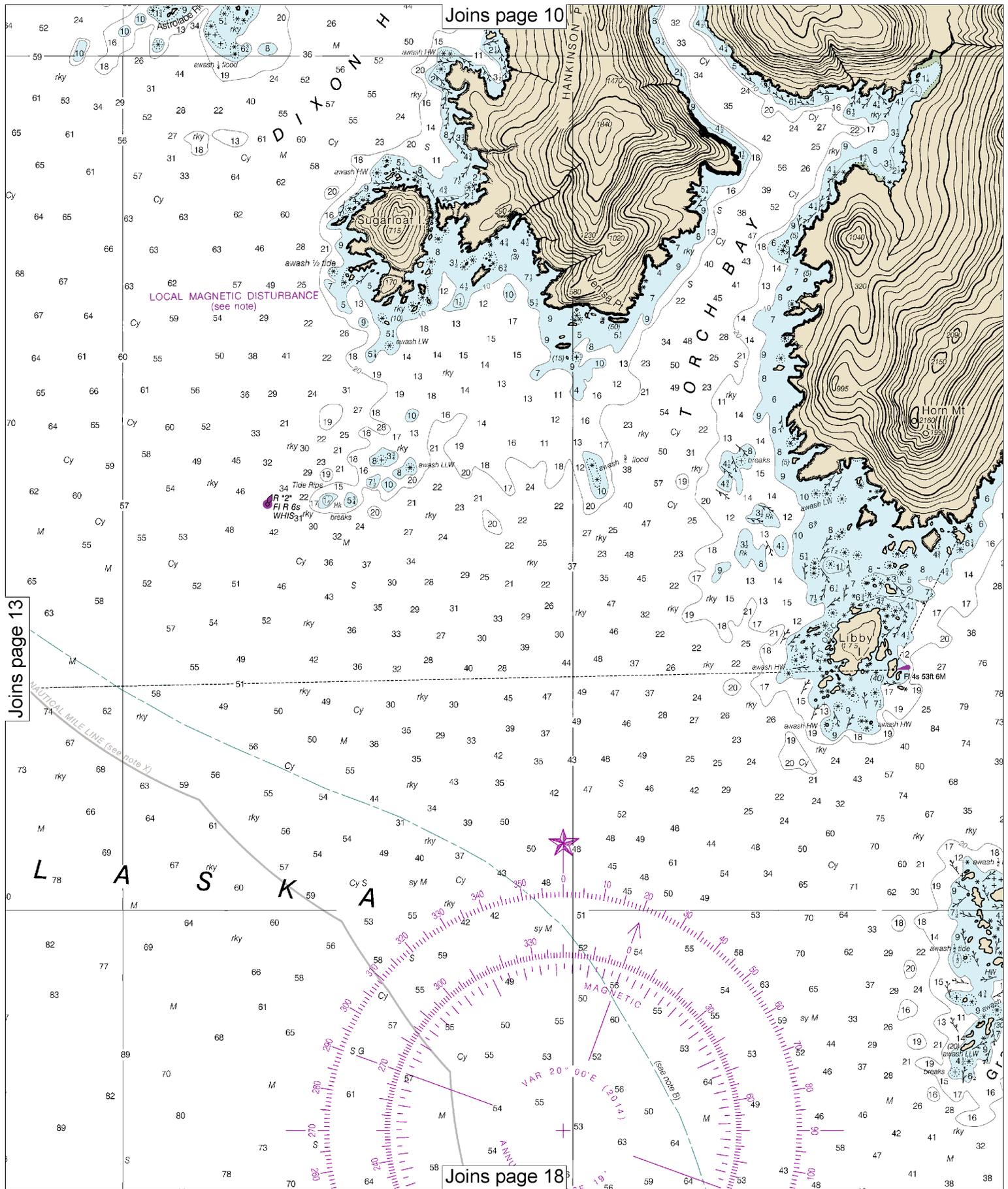




Joins page 9

Joins page 14

Joins page 17



Joins page 10

Joins page 13

Joins page 18

14

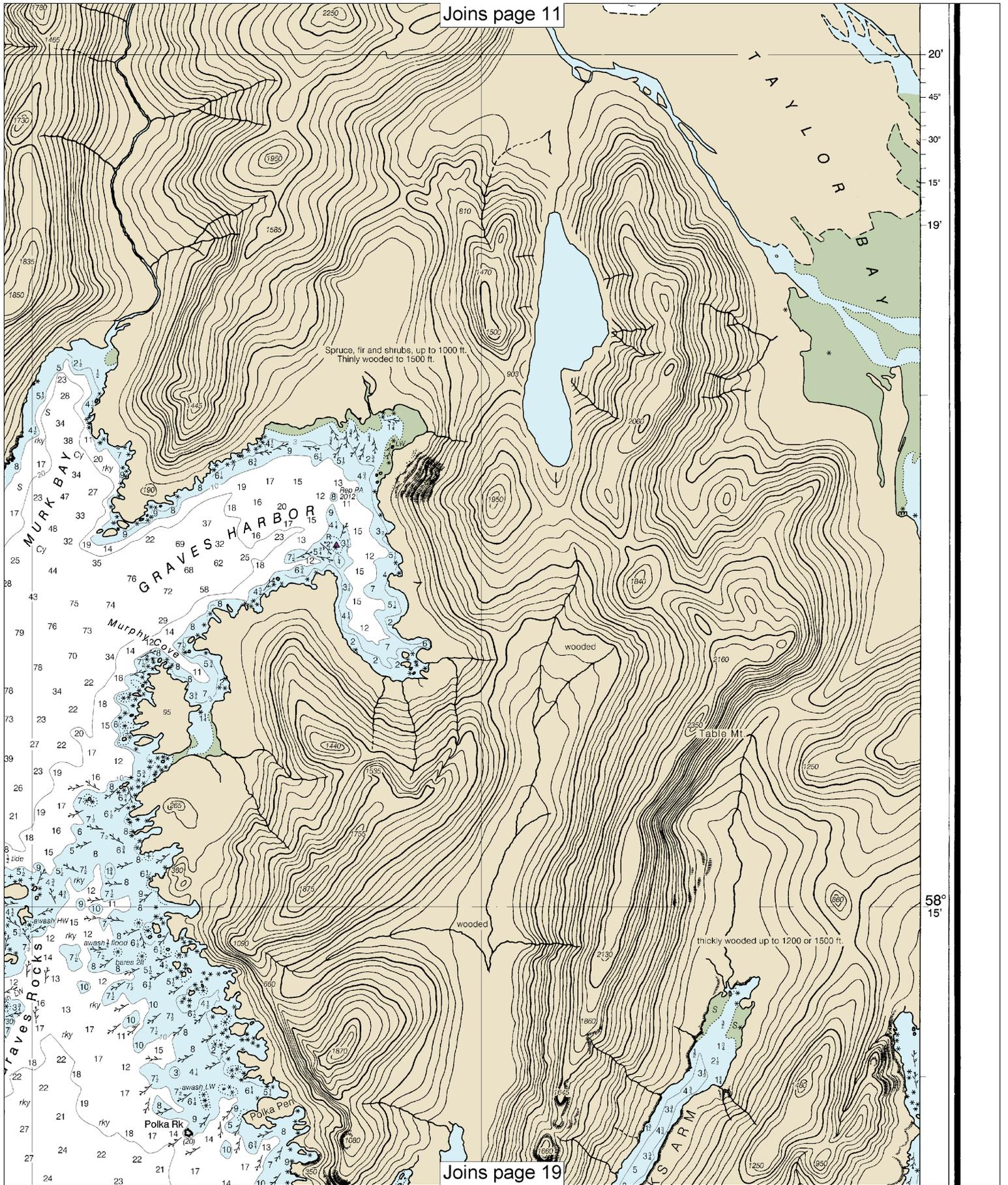
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



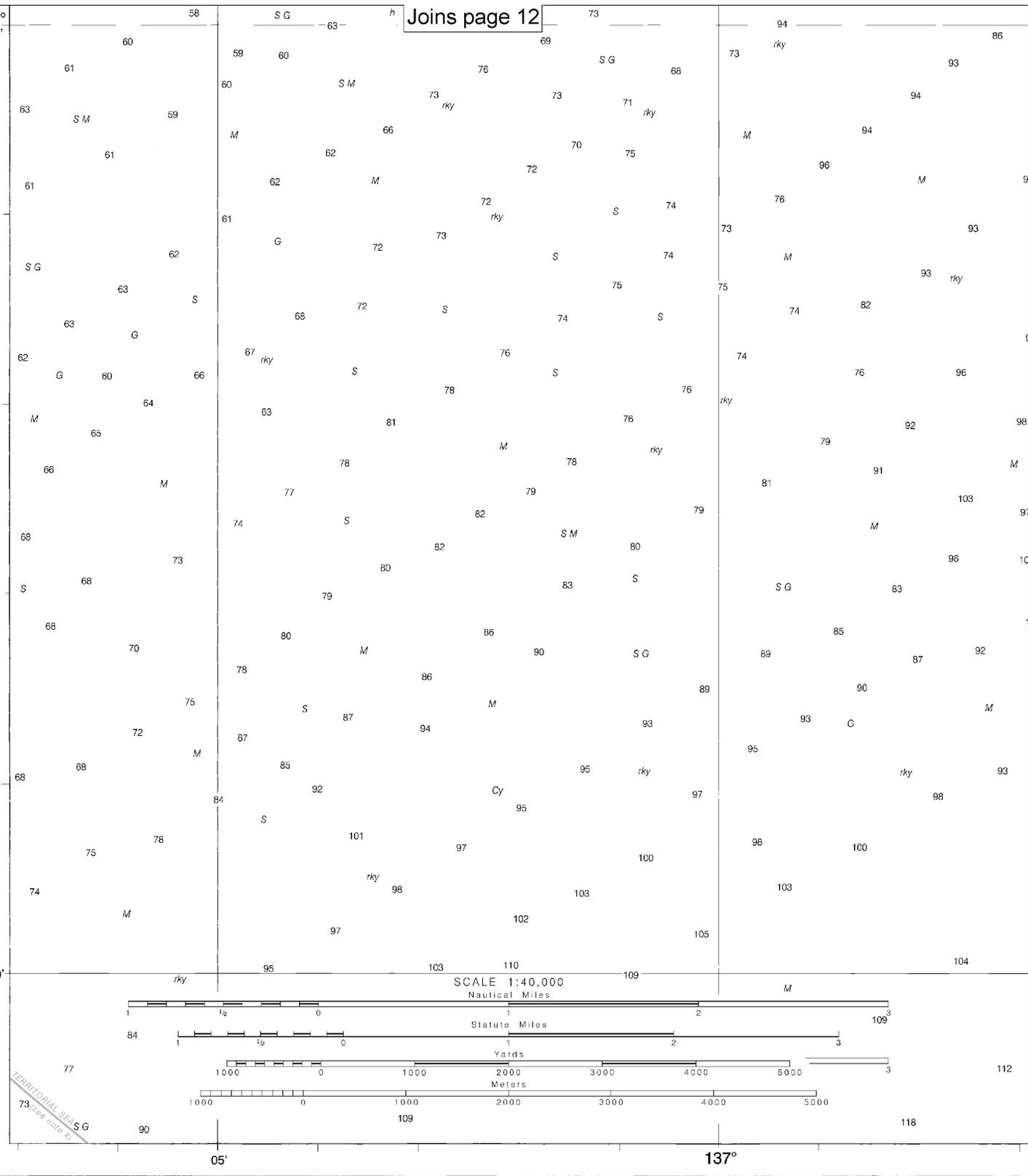


58° 15'

10'

05'

137°



9th Ed., Nov. 2014

17301

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.

Last Correction: 11/25/2014. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

16

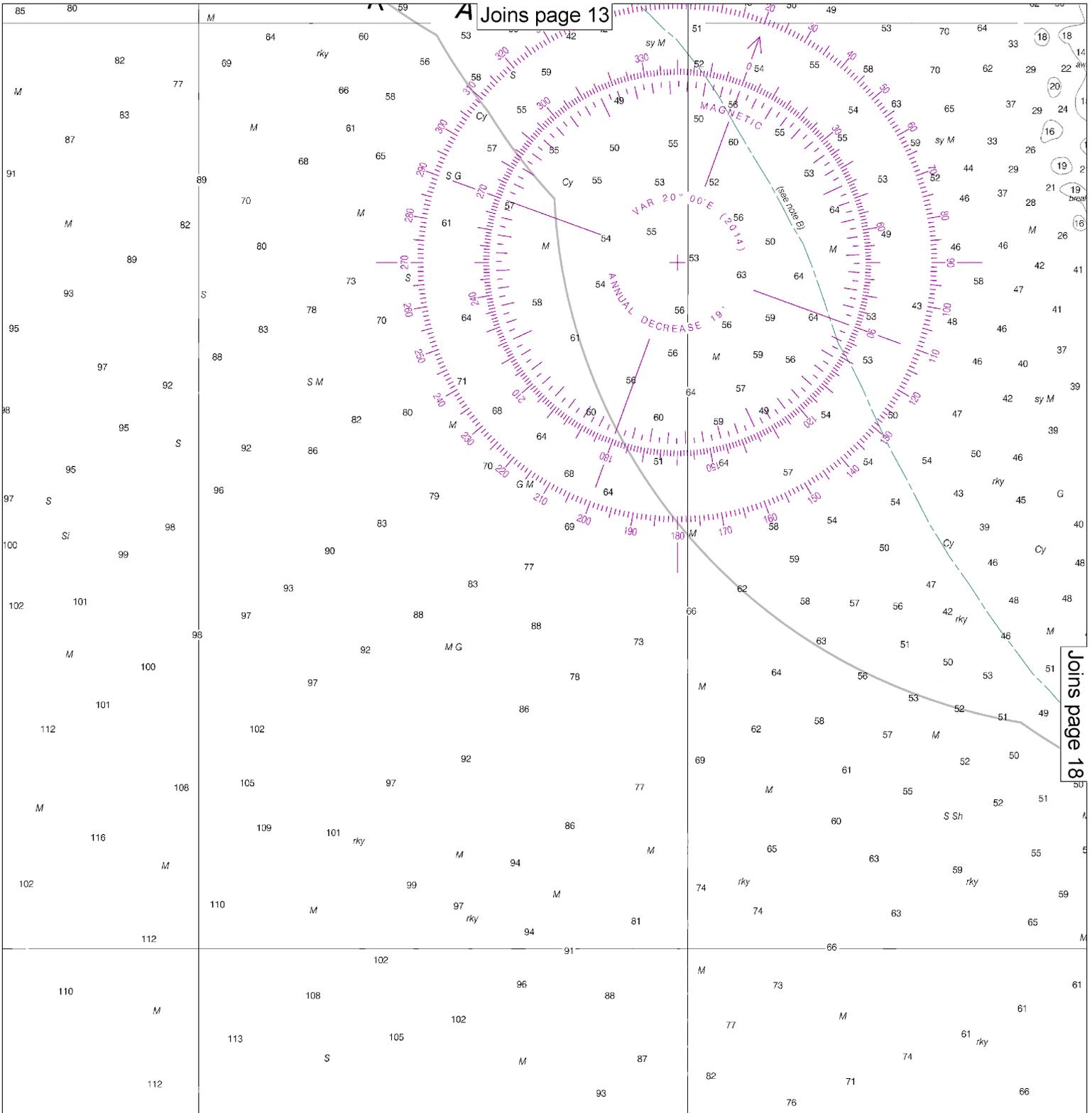
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





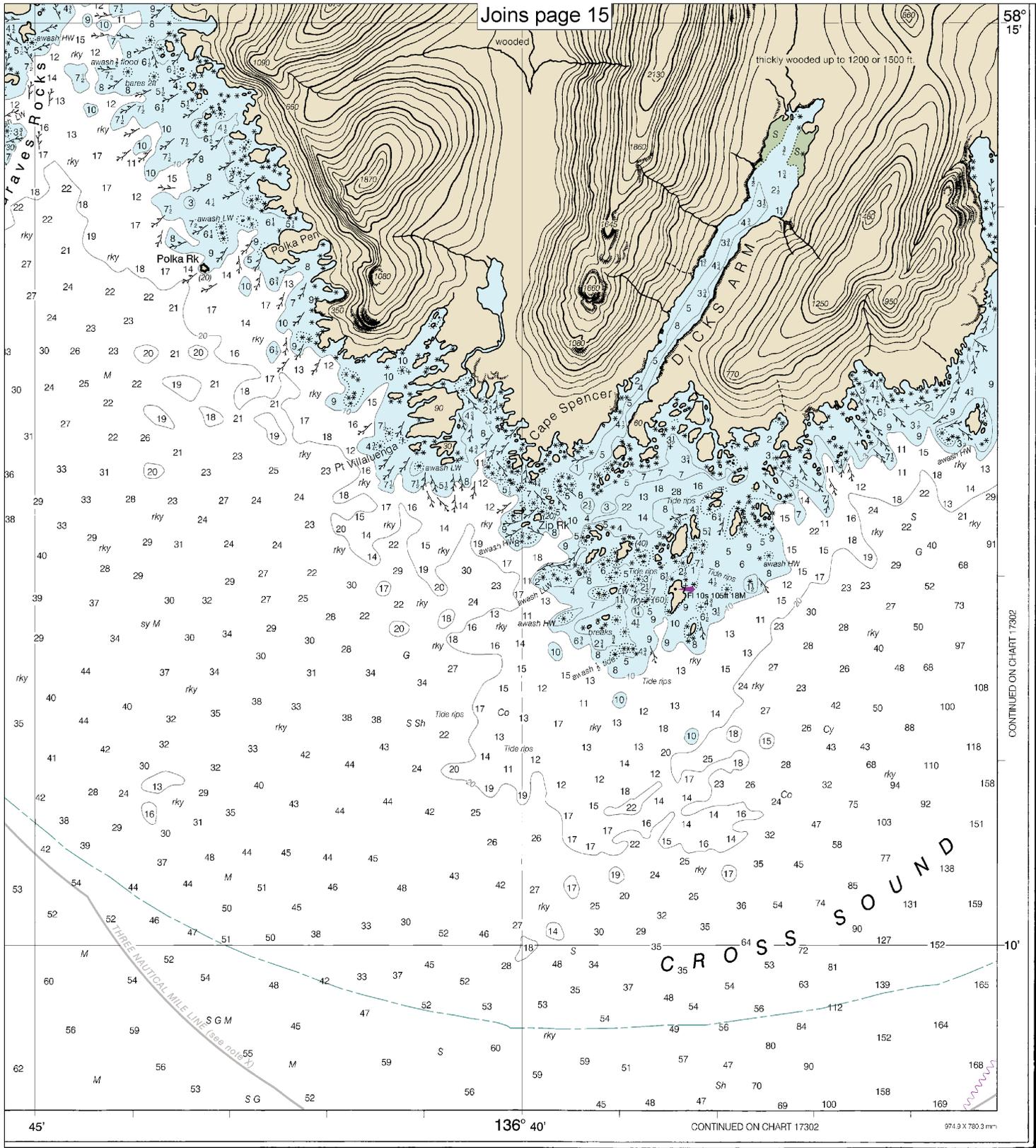
55'

CONTINUED ON CHART 17300

50' 45' 30' 15' 49'

SOUNDINGS IN FATHOMS

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



CONTINUED ON CHART 17302

45' 136° 40' CONTINUED ON CHART 17302 974.9 X 780.3 mm

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Cape Spencer to Icy Point
SOUNDINGS IN FATHOMS - SCALE 1:40,000

17301



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

- 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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