

# BookletChart™



## Slocum and Limestone Inlets and Taku Harbor

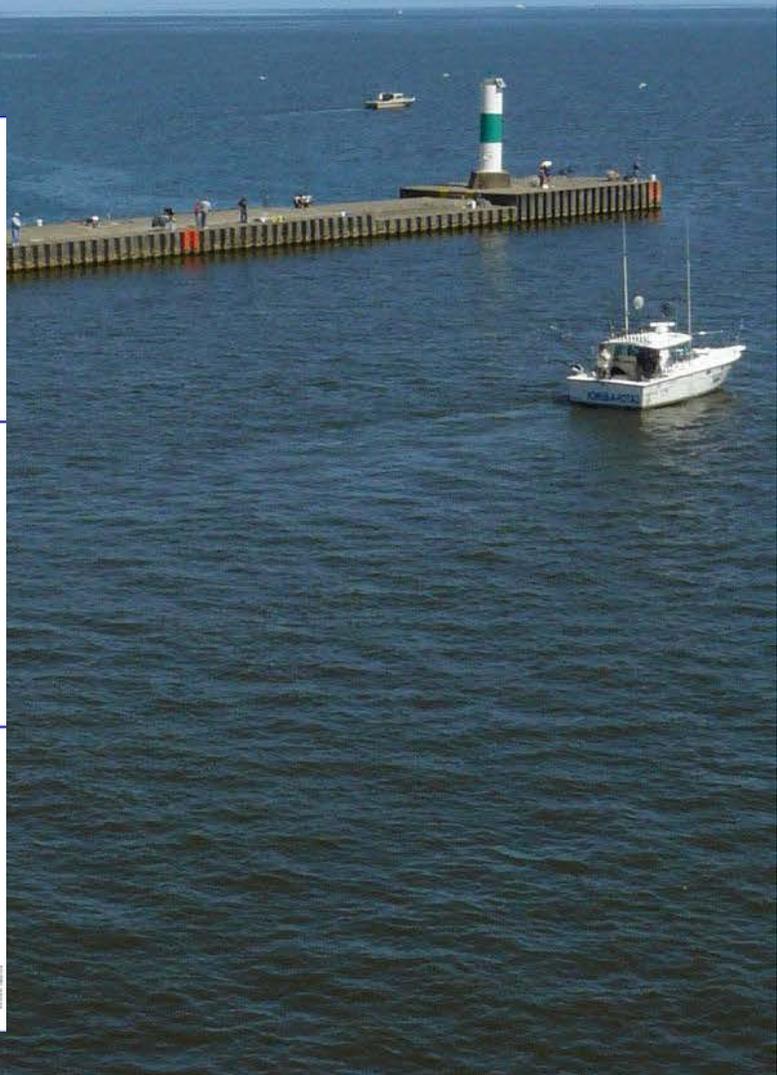
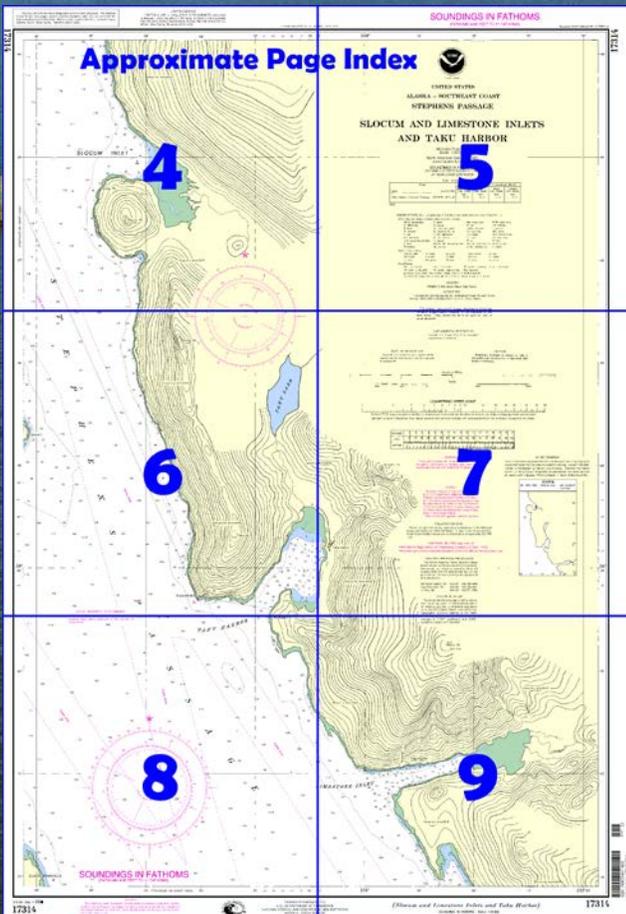
NOAA Chart 17314

*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](http://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.

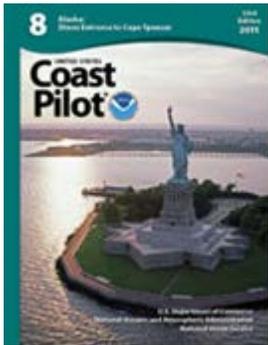
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=17314>.



**(Selected Excerpts from Coast Pilot)**

**Limestone Inlet** has its entrance on the E side of Stephens Passage, about 13 miles NNW of Midway Islands Light and 2 miles SE of Taku Harbor. It is a narrow arm that extends in an easterly direction. The depths are 13 to 30 fathoms in the lower half of the inlet, and a vessel may anchor anywhere in midchannel, but the holding ground is not very good. With the close proximity of Taku Harbor, vessels seldom find it necessary to enter. The upper half

of the inlet is filled by a flat, most of which covers at high water. An overhead power cable with a clearance of 95 feet crosses the inlet about

0.3 mile above the mouth. The maximum safe clearance under this high voltage line is 80 feet.

**Taku Harbor**, about 19 miles SE from Juneau, indents the E shore of Stephens Passage about 3 miles SE of Grand Island. The entrance is between **Stockade Point** and the SE tangent of **Grave Point**. In the approach from the S, its position is readily known by the projecting high land of Grave Point and **Taku Mountain** rising behind the point. Taku Mountain is prominent in Stephens Passage from Sunset Island N to Point Tantallon. A flat extends about 0.2 mile from the head.

**Local magnetic disturbance.**—Differences of as much as 10° from normal variation have been observed in the vicinity of Grave Point.

**Grave Point Light** (58°03'44"N., 134°03'04"W.), 45 feet above the water, shown from a skeleton tower with a red and white diamond-shaped daymark on the SW extremity of Grave Point, marks the N side of the entrance to the harbor.

The anchorage is in about 13 fathoms, soft bottom, favoring the E shore. A slight eddy current in Taku Harbor from Stephens Passage is sometimes noticed on the flood and, with large tides, swirls are produced that cause a vessel to surge somewhat on her cables at times. The N winter winds from the interior draw through the valley back of the harbor with great force. In the winter these conditions, when at their severest, render the anchorage somewhat dangerous.

**Slocum Inlet** is on the E shore of Stephens Passage, about 4.5 miles N of Grave Point Light and 2.5 miles NE of Grand Island. It is almost filled with flats. The water is deep close to the flats, but it does afford convenient anchorage.

**Circle Point**, the S point of the entrance to Slocum Inlet, rises to **Butler Peak**, a prominent conical peak.

**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](http://nauticalcharts.noaa.gov/service/navmanagers)

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

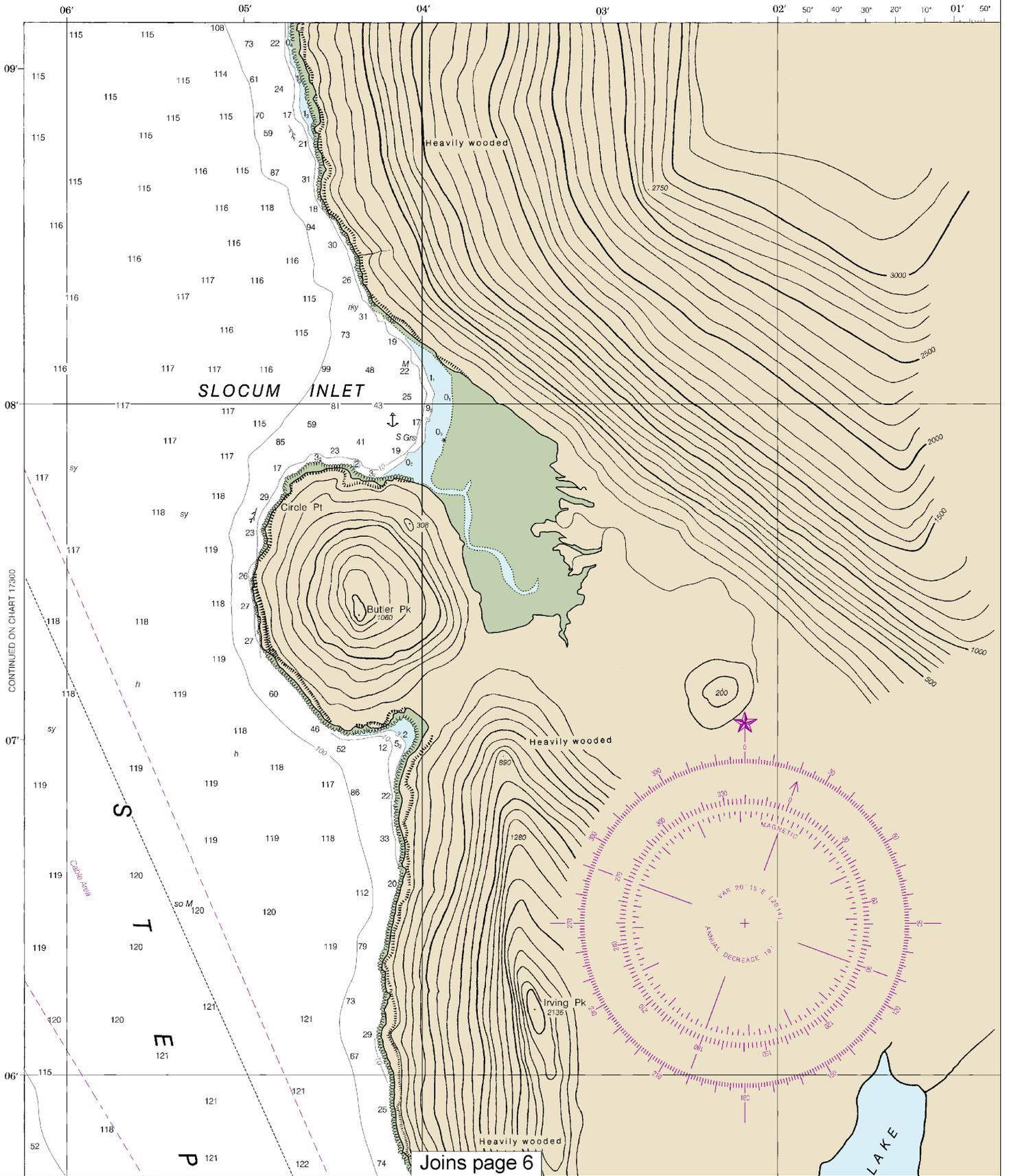
## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



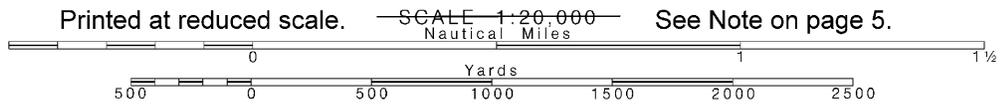
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

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Note: Chart grid lines are aligned with true north.



134° 59' 58' 57' 133° 56'

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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
ALASKA – SOUTHEAST COAST  
STEPHENS PASSAGE

SLOCUM AND LIMESTONE INLETS  
AND TAKU HARBOR

Mercator Projection  
Scale 1:20,000

North American Datum of 1983  
(World Geodetic Systems 1984)

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

TIDAL INFORMATION

NAME	PI ACF	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
Taku Harbor, Stephens Passage		(58°04'N/134°01'W)	15.5 feet	14.6 feet	1.5 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 | C green                  | Mo morse code         | R TR radio tower |
| A/ alternating    | IC interrupted quick     | N nun                 | Rot rotating     |
| B black           | iso isophase             | OBSC obscure          | s seconds        |
| Bn beacon         | LT HO lighthouse         | Oc occulting          | SEC sector       |
| C can             | M nautical mile          | O/ orange             | SM statute miles |
| DIA diaphone      | m minutes                | Q quick               | VO very quick    |
| F fixed           | MICRO TR microwave tower | R red                 | W white          |
| Fl flashing       | Mkr marker               | Ra Ra radar reflector | WHIS whistle     |
|                   |                          | R Bn radiobeacon      | Y yellow         |
- Bottom characteristics:
- |              |           |         |             |           |
|--------------|-----------|---------|-------------|-----------|
| Bls boulders | Co coral  | gy gray | Oys oysters | sa soft   |
| bk broken    | G gravel  | h hard  | Rk rock     | Sh shells |
| Cy clay      | Grs grass | M mud   | S sand      | sy sticky |
- Miscellaneous:
- |                       |                         |                      |                |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized       | Obstm obstruction       | PD position doubtful | Swam submerged |
| FD existence doubtful | PA position approximate | Reo 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 U.S. Coast Guard.

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied up as lines of equal elevation.

SUPPLEMENTAL INFORMATION

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

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

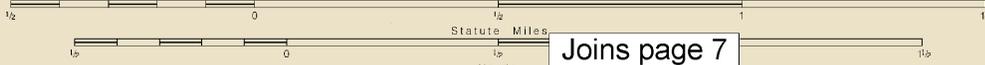
AIDS TO NAVIGATION

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

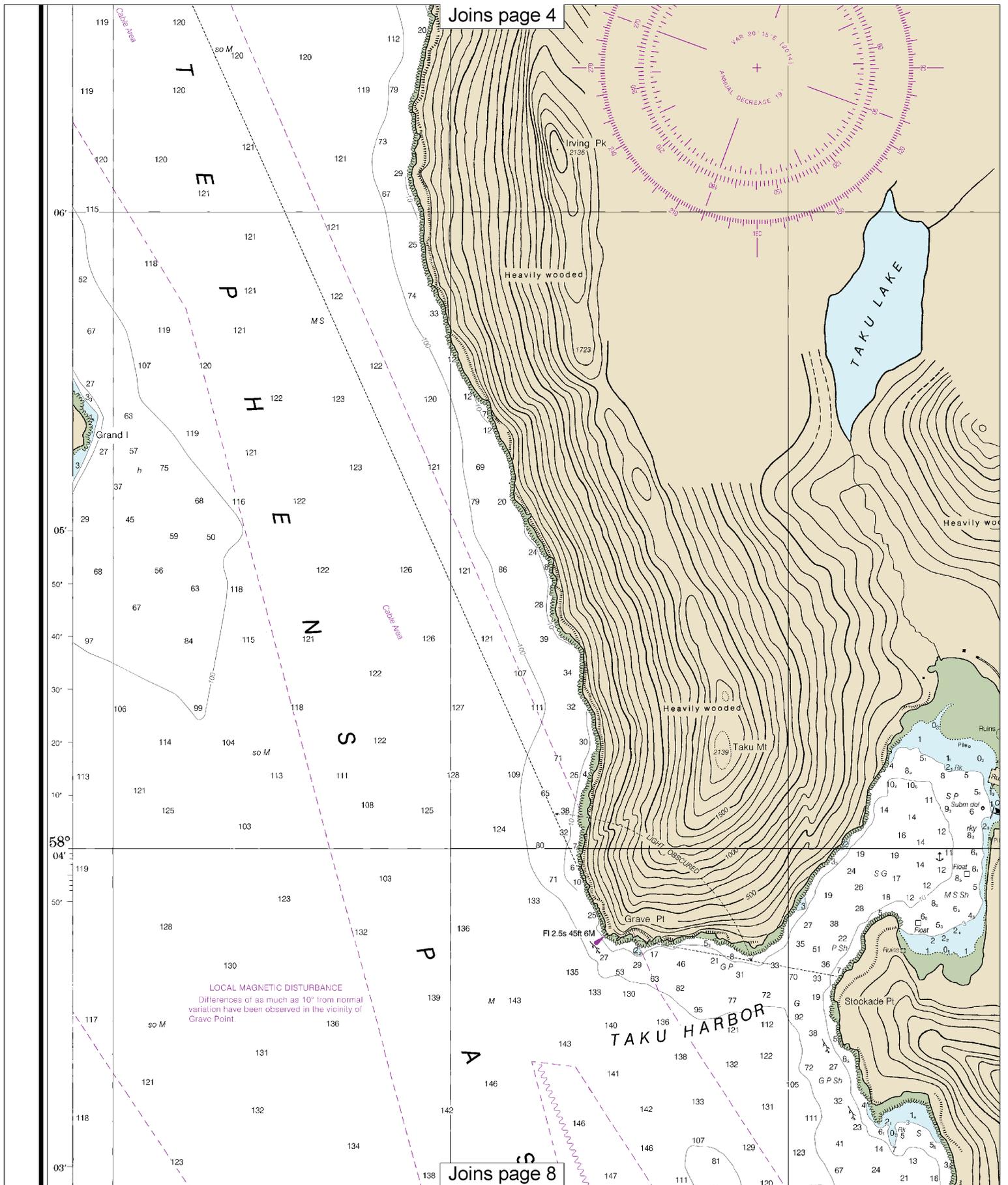
CAUTION

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

SCALE 1:20,000  
Nautical Miles



Joins page 7



Joins page 4

Joins page 8

**LOCAL MAGNETIC DISTURBANCE**  
 Differences of as much as 10' from normal variation have been observed in the vicinity of Grave Point.

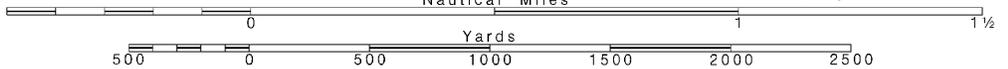


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
 Nautical Miles

See Note on page 5.



**AUTHORITIES**  
Hydrography and topography  
Ocean Service, Coast Survey, with additional  
data from the U.S. Coast Guard.

**Joins page 5**

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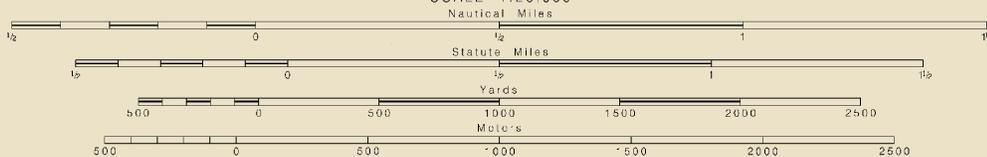
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**CAUTION**  
Temporary changes or defects in aids to  
navigation are not indicated on this chart. See  
Local Notice to Mariners.

**SCALE 1:20,000**



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

**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 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, 7th Coast Guard District, in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska. Refer to charted regulation section numbers.

**POLLUTION REPORTS**

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**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.

**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.

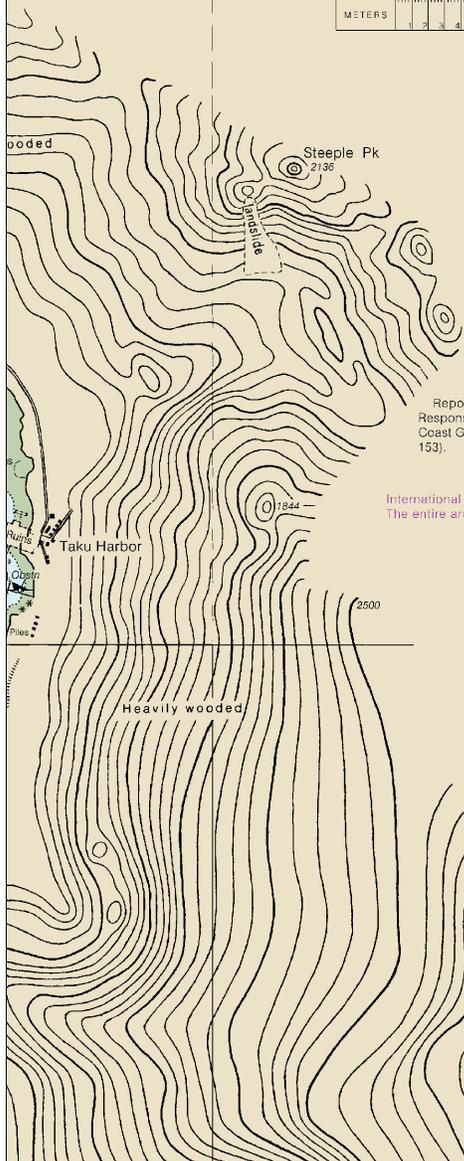
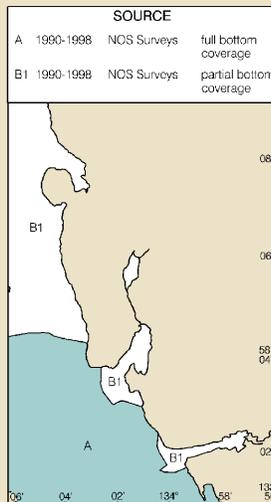
Mt. Robert Barron, AK KZZ-87 162.450 MHz  
Cape Fanshaw, AK KZZ-88 162.425 MHz  
Juneau, AK WXJ-25 162.550 MHz

**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 1.187' southward and 6.302' westward to agree with this chart.

**SOURCE DIAGRAM**

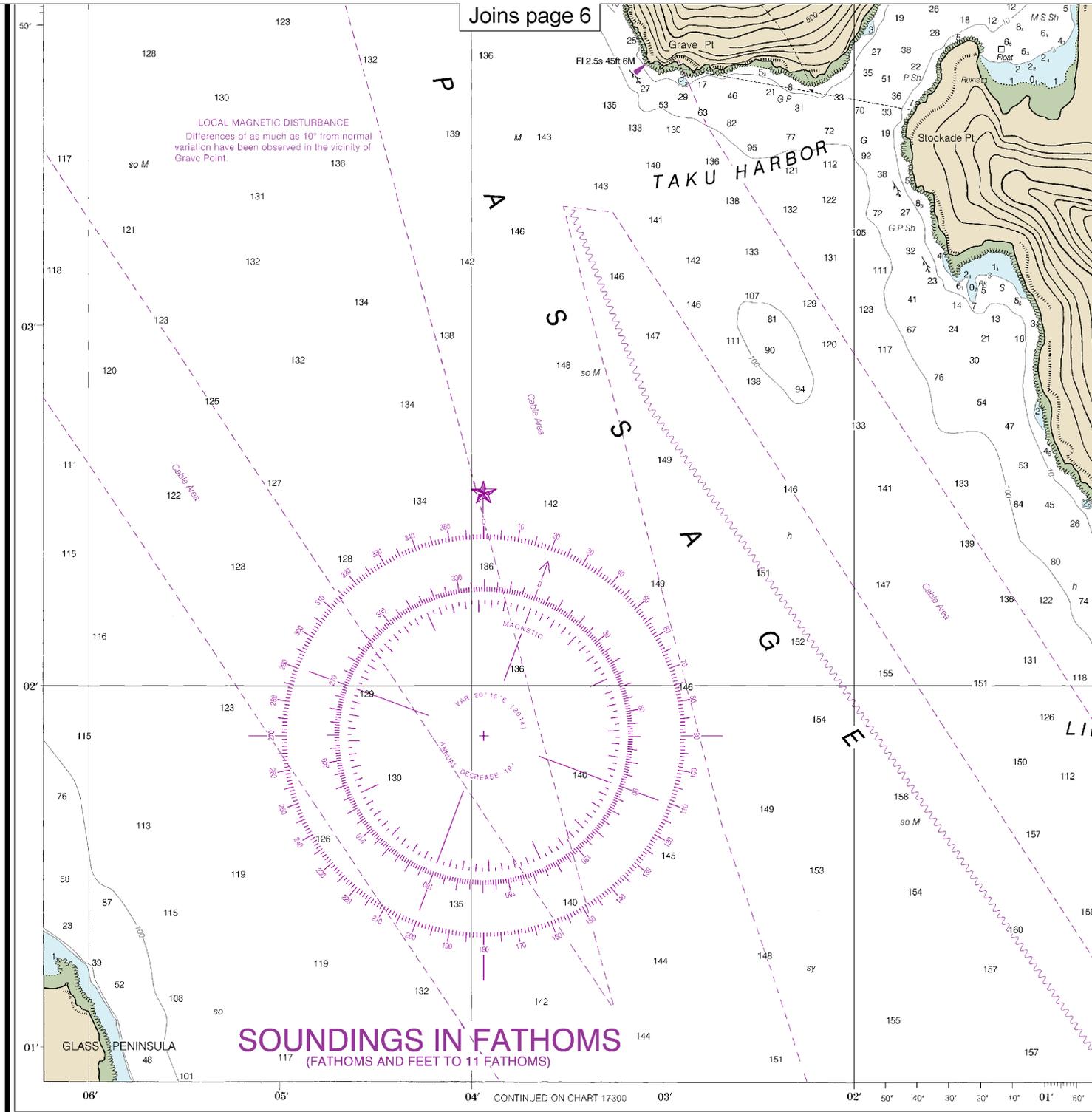
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on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



**Joins page 9**



LOCAL MAGNETIC DISTURBANCE  
Differences of as much as 10° from normal  
variation have been observed in the vicinity of  
Grave Point.



13th Ed., Nov. 2014

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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 [naualcharts.noaa.gov](http://naualcharts.noaa.gov).

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

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

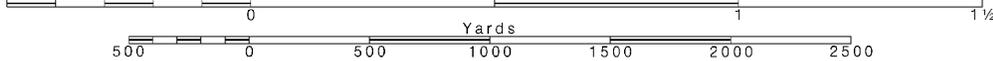


Note: Chart grid lines are aligned with true north.

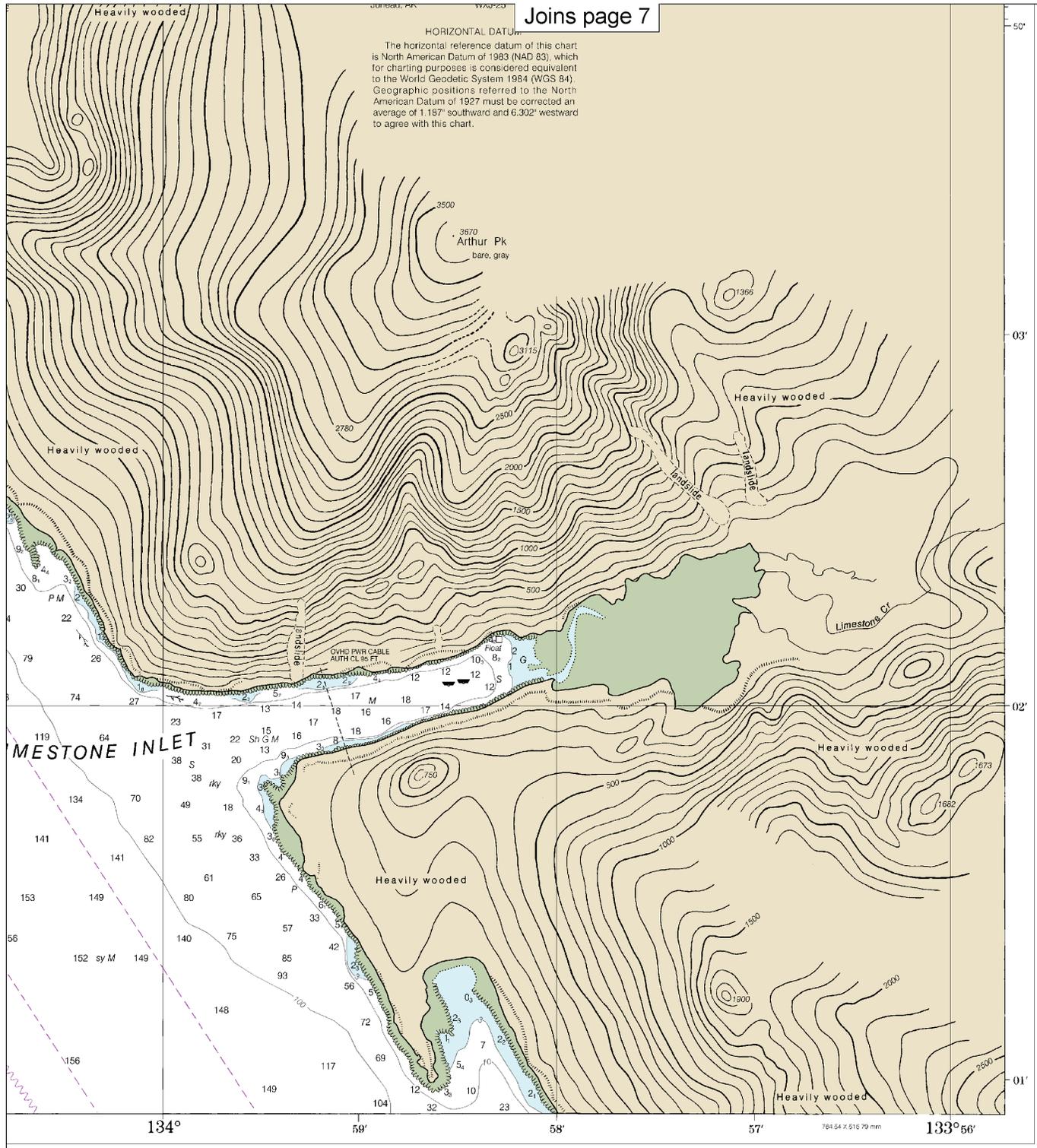
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



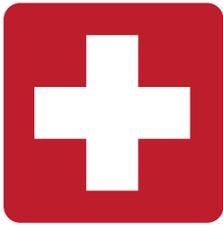
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D.C.  
MERCER  
ADMINISTRATION  
DE

Slocum and Limestone Inlets and Taku Harbor  
SOUNDINGS IN FATHOMS - SCALE 1:20,000

17314



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.

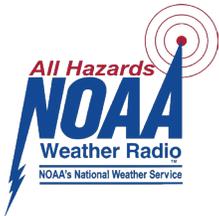
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**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](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>



— For the latest news from Coast Survey, follow @NOAAcharts



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.