

BookletChart™



Sitka Sound to Salisbury Sound

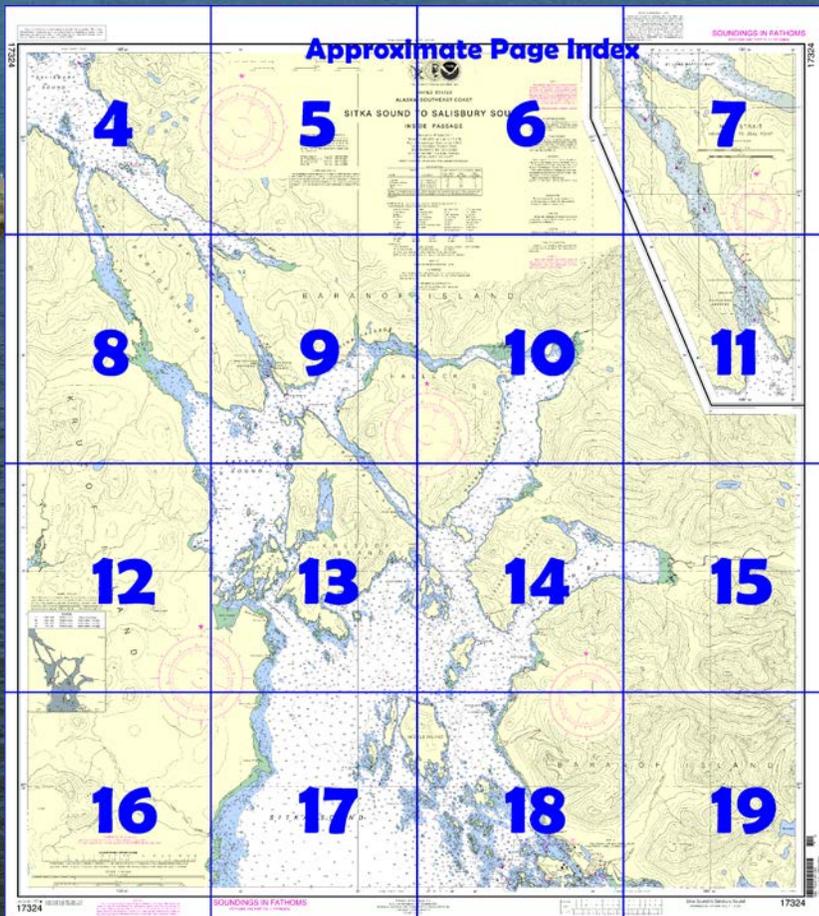
NOAA Chart 17324

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.

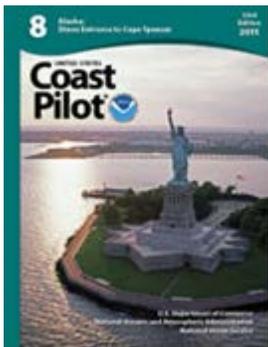
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=17324>.



(Selected Excerpts from Coast Pilot)

Watson Point (57°04.0'N., 135°21.8'W.) is on the E side of the NW approach to Sitka Harbor, about 0.9 mile NW of Harbor Rock. A rocky ledge extends about 150 yards off the point. When approaching Sitka Harbor from the NW, exercise care to give this point a berth of about 300 yards, and pass just S of the light marking the S end of the N breakwater protecting the NW approach to Western Anchorage.

Kasiana Islands are a group of islands on the W side of the NW approach to Sitka Harbor. A reef, well marked by kelp, extends about 0.6 mile SE of the easternmost island and

terminates in a rock awash. The rock awash is on a line from the E tangent of the islands to the middle of Battery Island, and is almost midway between them.

Halibut Point, on the E side of the channel, is about 2.4 miles NW of Watson Point.

Old Sitka Rocks are a group of rocks that bare at all stages of the tide and extend 0.5 mile from the E shore. The N and largest one has two or three scraggy trees, and the rest are bare. The westernmost rock of the group covers only at highest tides and is marked by **Old Sitka Rocks Light 2** (57°06'52"N., 135°24'42"W.), 30 feet above the water and shown from a skeleton tower with a red triangular daymark. The main channel is W of Old Sitka Rocks, but a narrow channel is between them and an island near the shore. The shore from Old Sitka Rocks to Western Anchorage should not be approached closer than 300 yards. The channel passing W of Old Sitka Rocks and E of Middle Island and Kasiana Islands is the main channel for all vessels southbound for Sitka via the inside route. This route contains deep water and the only danger is a 1-fathom rocky shoal, marked by a daybeacon on its N side, about 0.6 mile SW of Halibut Point.

Starrigavan Bay is a light, open W, on the E side about 1.5 miles N of Old Sitka Rocks, and just S of the entrance to Katlian Bay. "Old Sitka," now a State Historic Site, is on the point dividing the two coves on the E side of the bay. In 1799, the Russian fort of St. Michael stood on this point. The N cove is filled by a flat. A foul area, with a rock covered 1 foot in about 57°08'15"N., 157°22'23"W., is NW of the N cove and about 150 yards off the shore. The anchorage is abreast the S cove, about 400 yards from shore, in 18 to 20 fathoms, soft bottom. W winds and some sea have a fair sweep into this bay.

The Alaska State Ferry Terminal is on the S shore of Starrigavan Bay. Bus transportation between the terminal and Sitka is available. A private barge facility is E of the ferry terminal. (See wharves at Sitka for a detailed description of the facilities in this area.)

Katlian Bay has its entrance about 2 miles NNE of Old Sitka Rocks and extends in a NE direction, curving E near its head. There are no dangers except a flat that extends about 0.2 mile from the head of the bay. At 2.5 miles within the entrance to the bay an arm extends NW; fair anchorage can be had in this arm NW of the group of islands on the N side in 11 to 20 fathoms, and very small vessels can anchor in **Cedar Cove**, the narrow part at the head of this arm, in 4¼ to 7 fathoms.

Promisla Bay, on the NW side of Sitka Sound about 1.3 miles W from **Signaka Islands**, indents the SE shore of Krestof Island. There is a small wooded island in its entrance with a bare rock about 0.25 mile E of the island. The depths in the bay are 15 to 21 fathoms, and a fair anchorage can probably be had near its head in 16 fathoms, mud bottom, with good protection in almost any weather.

Olga Strait, between **Krestof Island** and **Halleck Island**, is 4 miles long in a NW direction, with an average width of 0.2 mile, and forms a part of the inside route from Sitka to Salisbury Sound. It is in general clear, with a controlling depth of 4 fathoms in midchannel. On both sides of the channel are small flats where streams empty and the shores are fringed with kelp except off these flats. In Olga Strait the current sets NW on the flood and SE on the ebb. Off **Creek Point** the velocity is 1.6 knots on the flood and 1.2 knots on the ebb. (See the Tidal Current Tables for daily predictions.) About 100 yards off Eastern Point is a rock with a least depth of 6 feet. About 0.8 mile within the SE entrance is a shoal about 300 yards across with a least depth of 18 feet, marked by a light.

**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



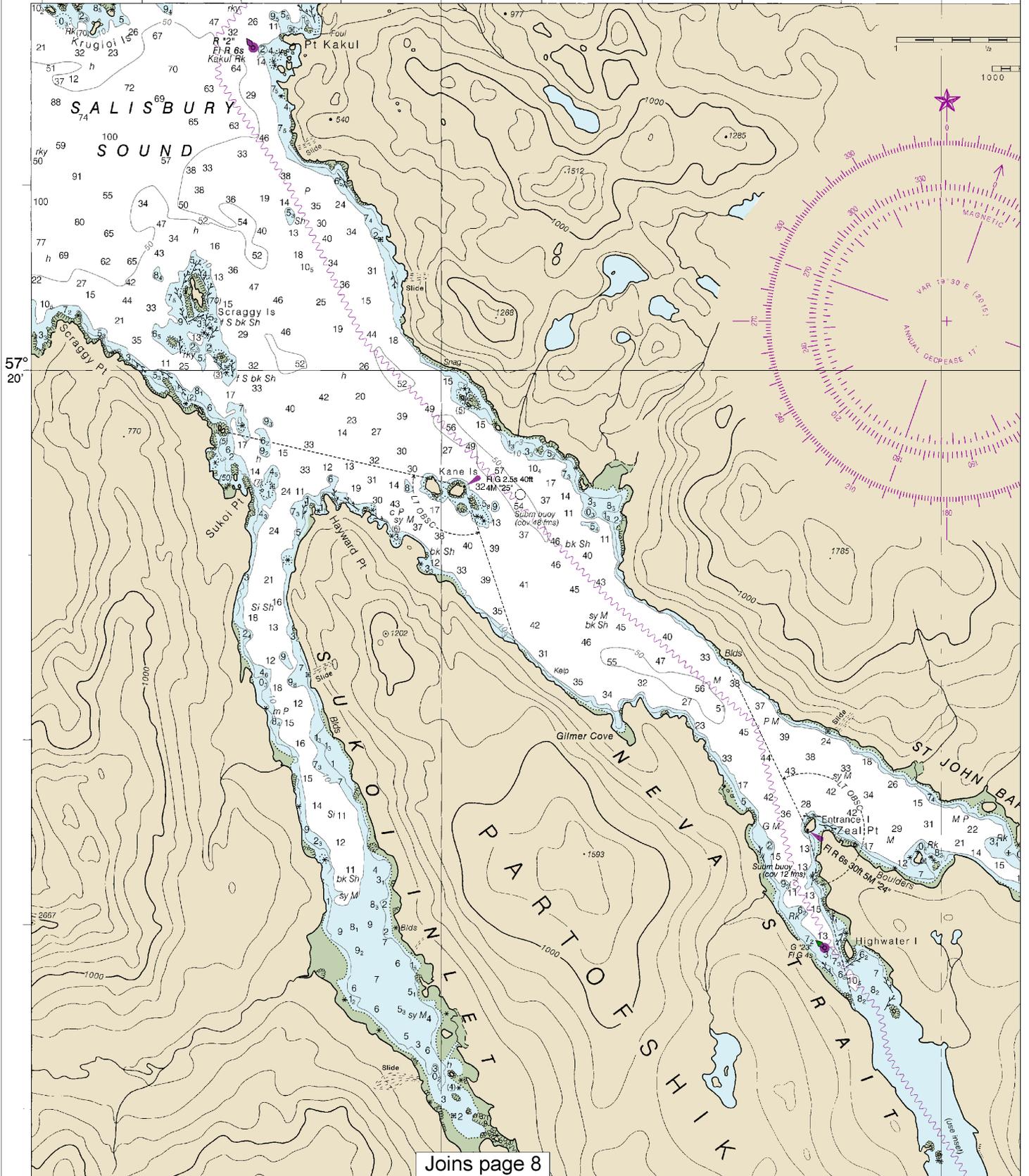
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

17324

JOINS CHART 17323

135° 40'

35'



Joins page 8

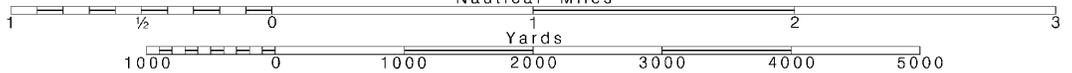
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

4

Note: Chart grid lines are aligned with true north.



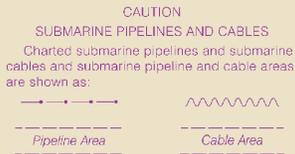
30'

27' 45' 30' 15' 26'

25'

SCALE 1:40,000
Nautical Miles

Yards



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
ALASKA - SOUTHEAST COAST

SITKA SOUND TO SALISBURY SOUND

INSIDE PASSAGE

Mercator Projection
Scale 1:40,000 at Lat 57°12'N

North American Datum of 1984
(World Geodetic System 1984)

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

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.

Althorp Peak, AK	KZZ-86	162.125 MHz
Mt. Robert Barron, AK	KZZ-87	162.450 MHz
Mt. McArthur, AK	KZZ-95	162.525 MHz
Sitka, AK	WXJ-80	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 1.279' southward and 6.369' westward to agree with this chart.

TIDAL INFORMATION

PLACE NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
Whitestone Narrows (57°14' N/135°33' W)	10.0 feet	9.2 feet	1.5 feet
Scraggy Point (57°20' N/135°43' W)	9.8	9.0	1.5
Sitka (57°03' N/135°20' W)	9.9	9.2	1.5

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/> (Feb 2015).

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 moose cocoe	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s suncross
Bn beacon	IT HO lighthouse	Oc occulting	SLC sector
C cen	M nautical mile	Oy orange	S: M statute miles
DIA diaphonic	m minutes	Q quick	VQ very quick
F fixed	MICRO TR m crowfoot tower	H red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bcls boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
ZL 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 and Geological Survey.

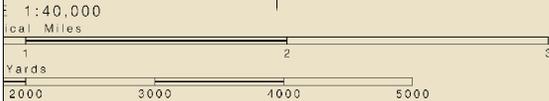
Additional information can be obtained at nauticalcharts.noaa.gov.

Joins page 9

Joins page 6

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.

30' 27' 45' 30' 15' 26' 25'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

SITKA SOUND TO SALISBURY SOUND INSIDE PASSAGE

Mercator Projection
Scale 1:40,000 at Lat 57°12'N

North American Datum of 1984
(World Geodetic System 1984)

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

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
NAME	(LAT/LONG)	feet	feet	feet
Whitstone Narrows	(57°14' N/135°33' W)	10.0	9.2	1.5
Scraggy Point	(57°20' N/135°43' W)	9.8	9.0	1.5
Sitka	(57°03' N/135°20' W)	9.9	9.2	1.5

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ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):			
ACRO aeronautical	G green	Mo Morse code	R TR radio tower
Ai alternating	IQ interrupted quick	N nun	Rot rotating
B black	Isa isophase	OBSC obscured	S seconds
Bn beacon	IT HO lighthouse	Oc occulting	SEC sector
C cen	M nautical mile	Or orange	S' M statute miles
DIA diaphonic	m minutes	Q quick	VQ very quick
F fixed	MICRO TR m crowwave tower	H red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow
Bottom characteristics:			
bcls boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand
			so soft
			Sh shells
			st sticky
Miscellaneous:			
AUTH authorized	Obstn 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 U.S. Coast Guard and Geological Survey.

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

Joins page 10

CAUTION
PIPELINES AND CABLES
Underwater pipelines and submarine cable areas are shown in this chart.

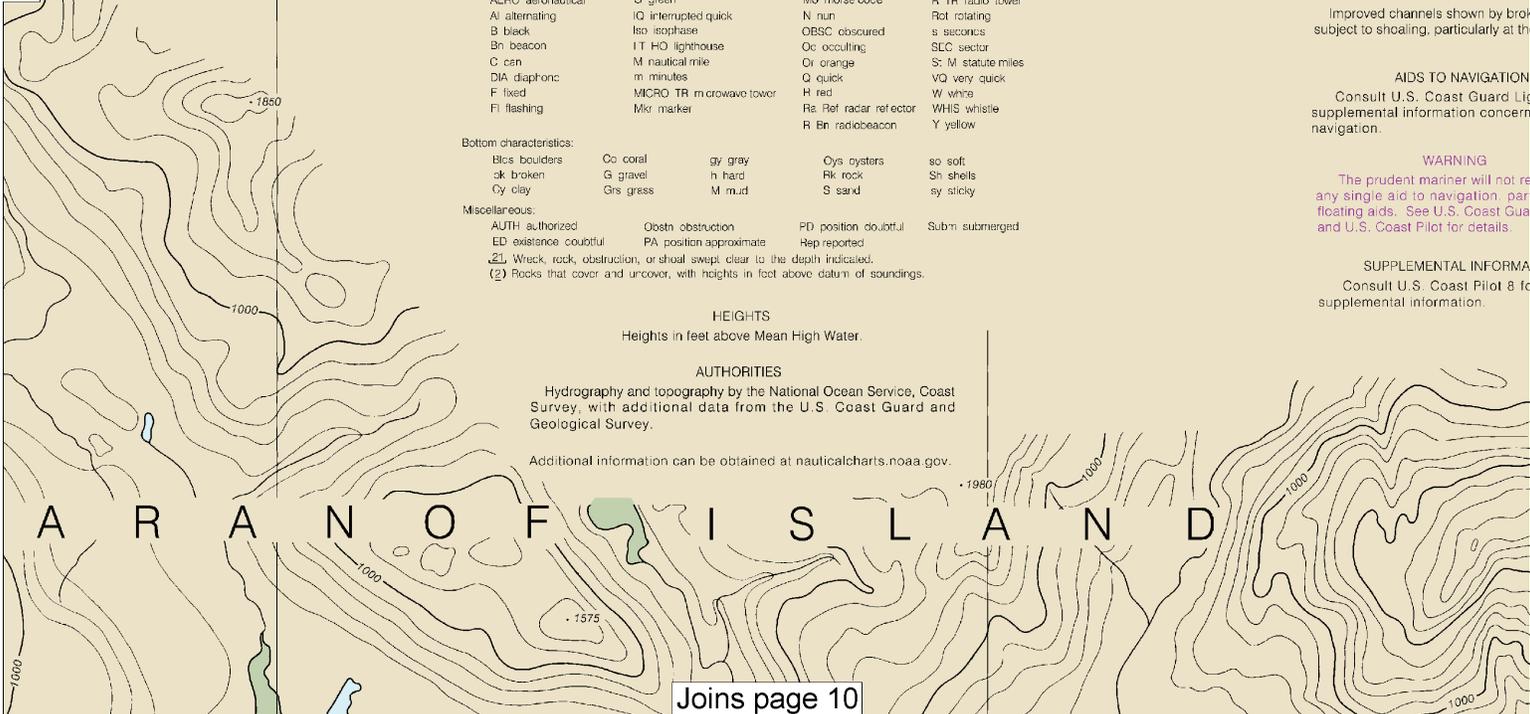


WEATHER RADIO BROADCASTS
Weather Radio stations listed in this chart provide continuous weather broadcasts. The range is typically 20 to 40 nautical miles from the antenna site, but can be up to 100 nautical miles for stations at sea.

AK	KZZ-86	162.425 MHz
Barrow, AK	KZZ-87	162.450 MHz
Barrow, AK	KZZ-95	162.525 MHz
	WXJ-80	162.550 MHz

HORIZONTAL DATUM
The horizontal reference datum of this chart is the North American Datum of 1983 (NAD 83), which is considered equivalent to the World Geodetic System 1984 (WGS 84). All soundings referred to the North American Datum of 1927 must be corrected an amount of 1.829 meters southward and 6.369 meters westward.

Joins page 5



NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. All revisions to Chapter 2 are published in the Notice to Mariners. Information regarding regulations may be obtained from the Commander, 17th Coast Guard District, Juneau, Alaska, or at the Office of the Engineer, Corps of Engineers in Juneau, Alaska.

Refer to charted regulation sections.

RADAR REFLECTORS

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

POLLUTION REPORTS

Report all spills of oil and hazardous materials to the National Response Center at 1-800-424-8602 (toll free), or to the nearest Coast Guard facility if telephone contact is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio direction-finder bearings to broadcasting stations are subject to change. Station positions are shown thus: (●) (Accurate location) (○) (Approximate location)

Radio direction-finder bearings to broadcasting stations are subject to change. Station positions are shown thus: (●) (Accurate location) (○) (Approximate location)

VEGETATION

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

CAUTION

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

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at low tide.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light Lists for supplemental information concerning navigation.

WARNING

The prudent mariner will not rely on any single aid to navigation, particularly floating aids. See U.S. Coast Pilot 8 and U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 8 for supplemental information.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

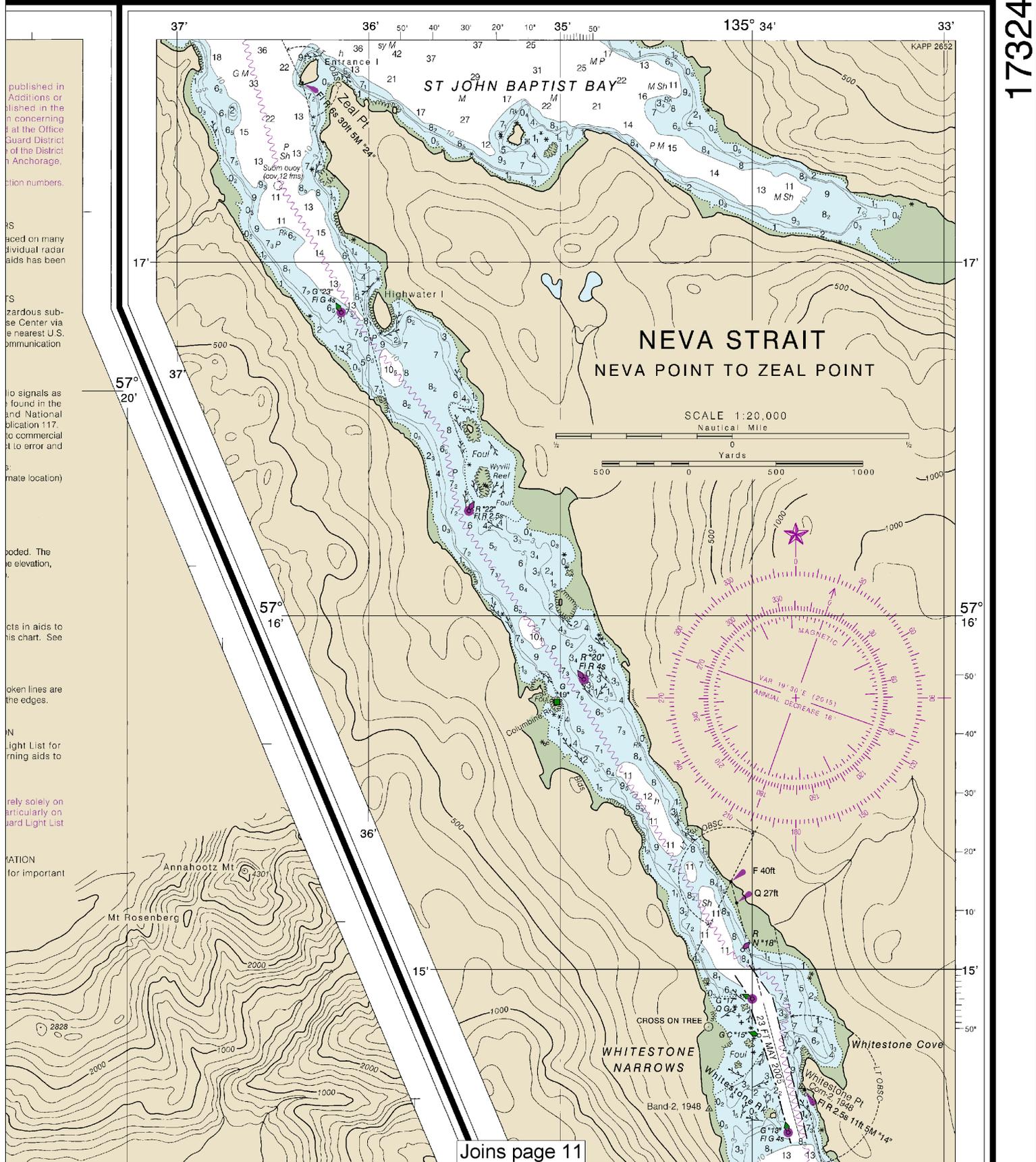
See Note on page 5.



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

17324



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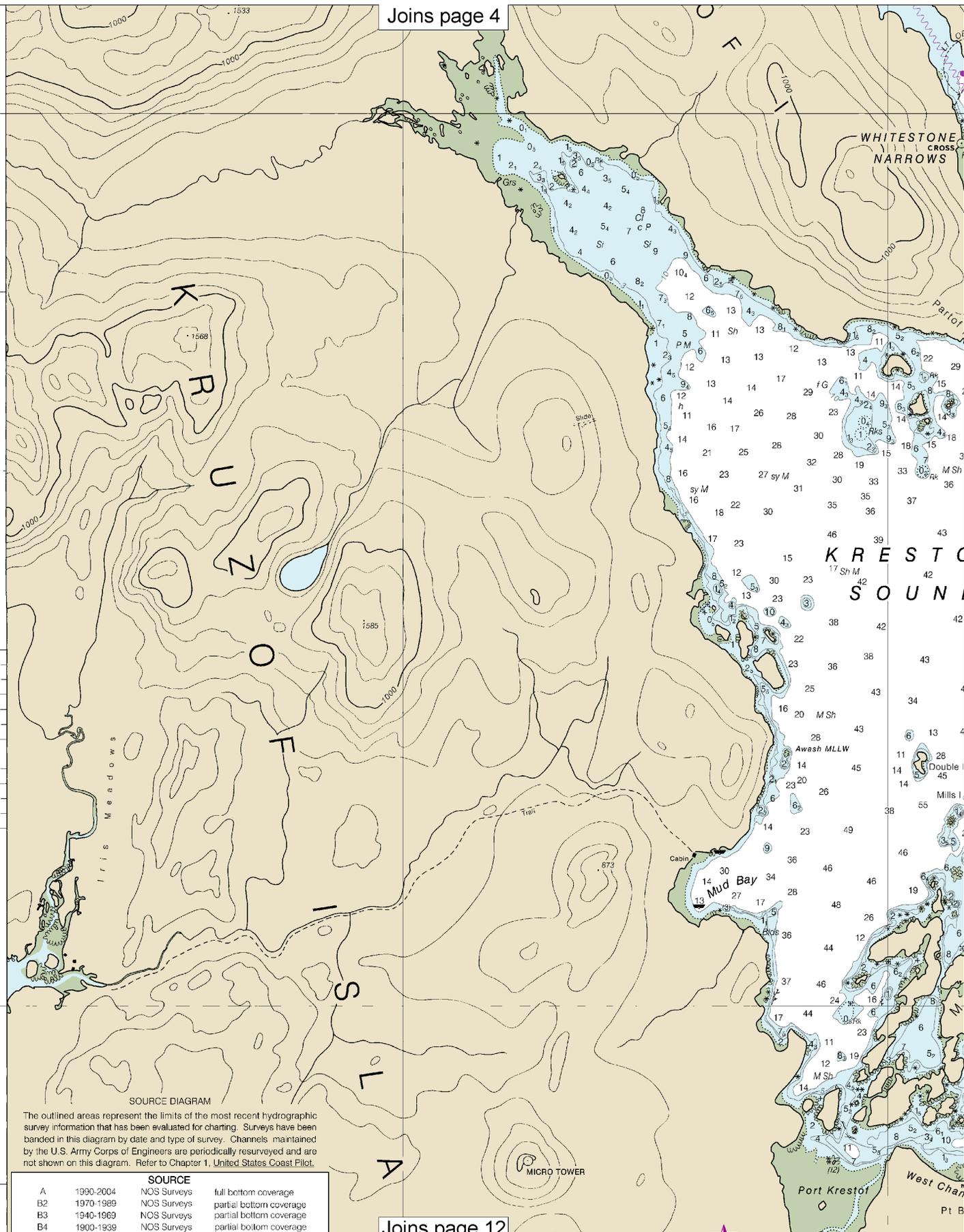
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Joins page 11

16th Ed., Mar. 2015. Last Correction: 12/12/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)



15'
12'
45'
30'
15'
11'
10'



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	1990-2004	NOS Surveys full bottom coverage
B2	1970-1989	NOS Surveys partial bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage



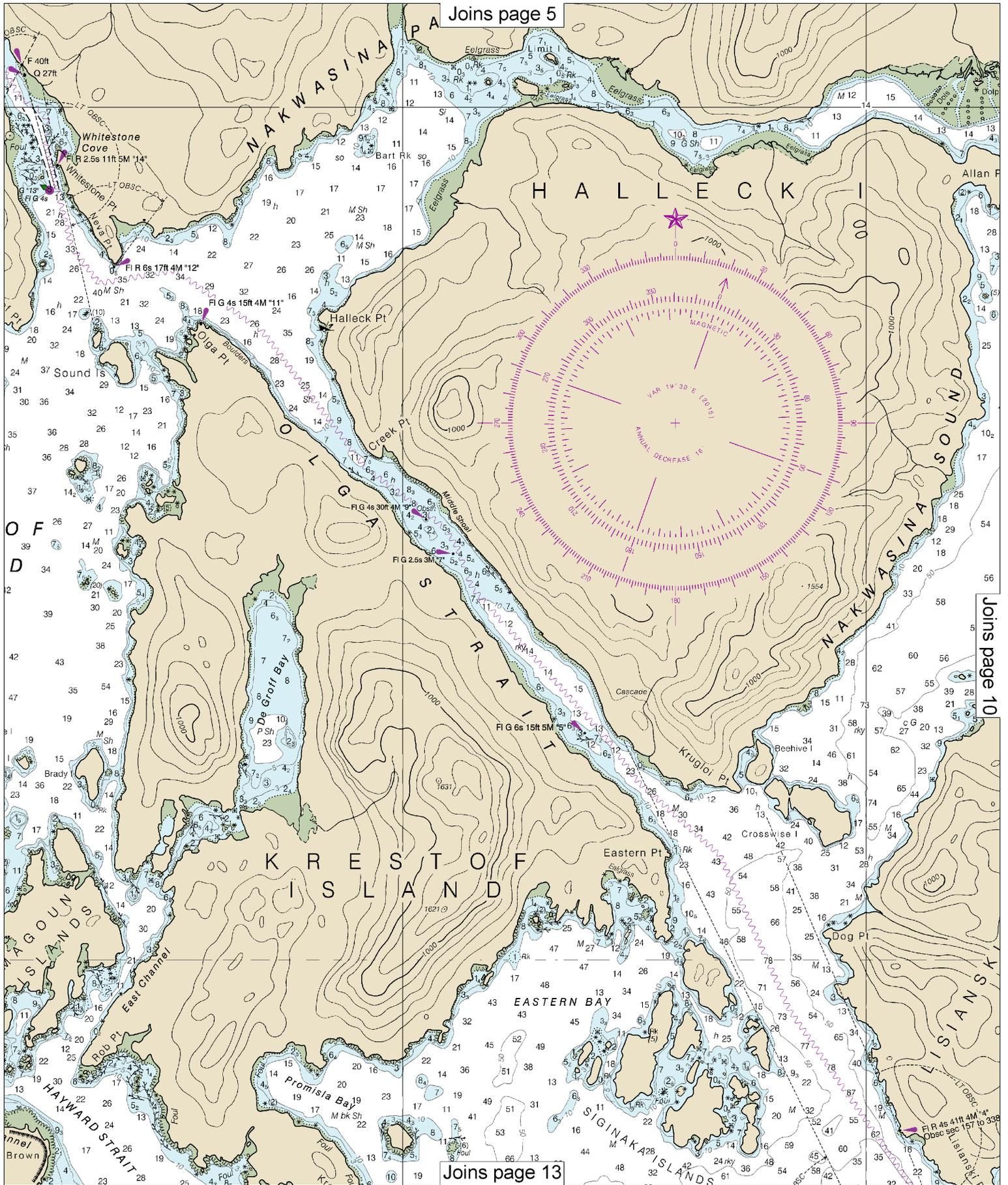
Note: Chart grid lines are aligned with true north.

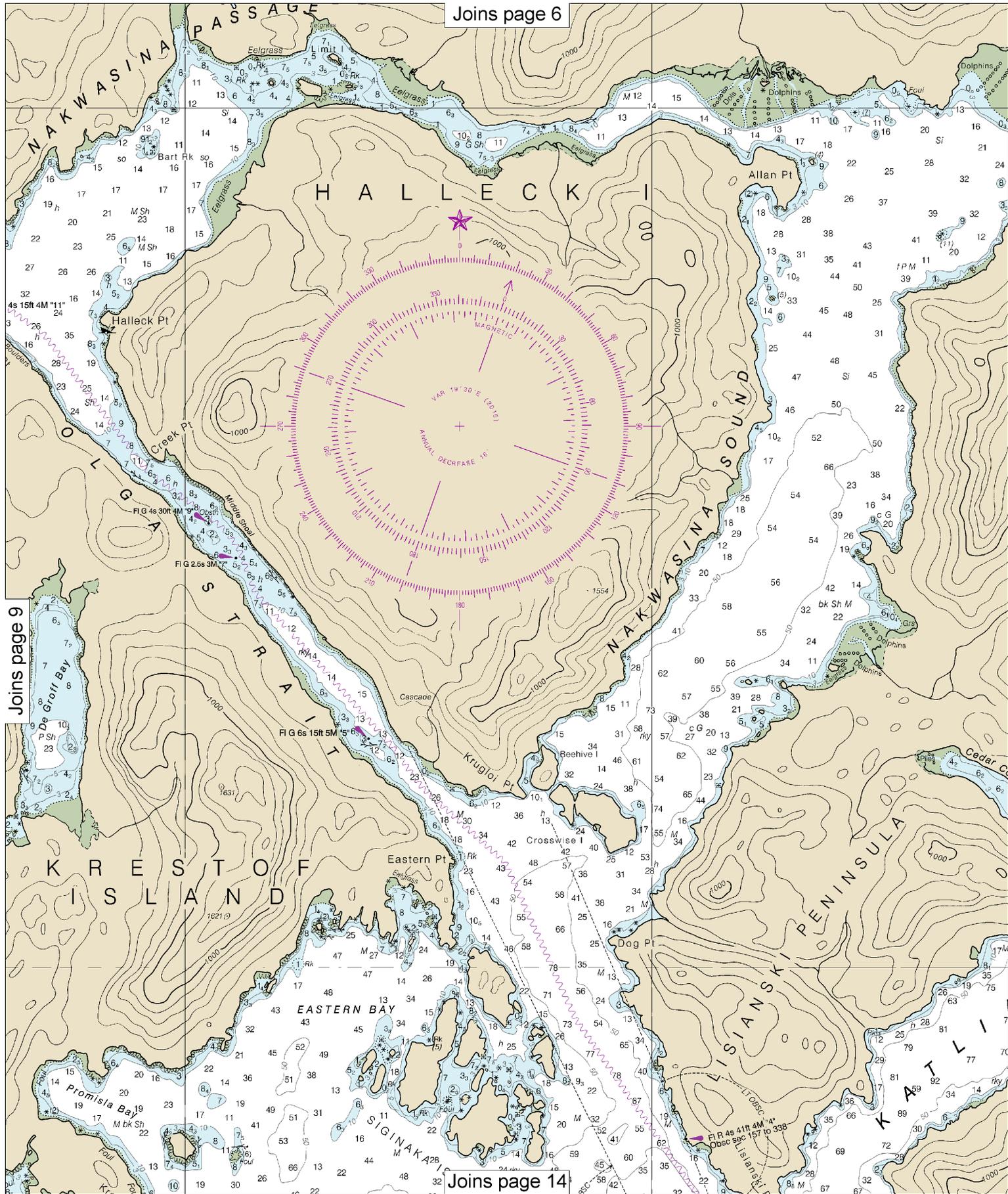
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SCALE 1:40,000
Nautical Miles

See Note on page 5.







Joins page 9

Joins page 14

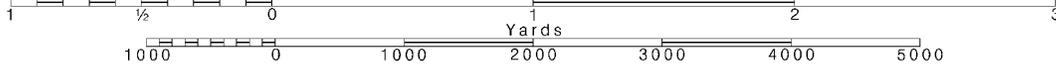
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Note: Chart grid lines are aligned with true north.

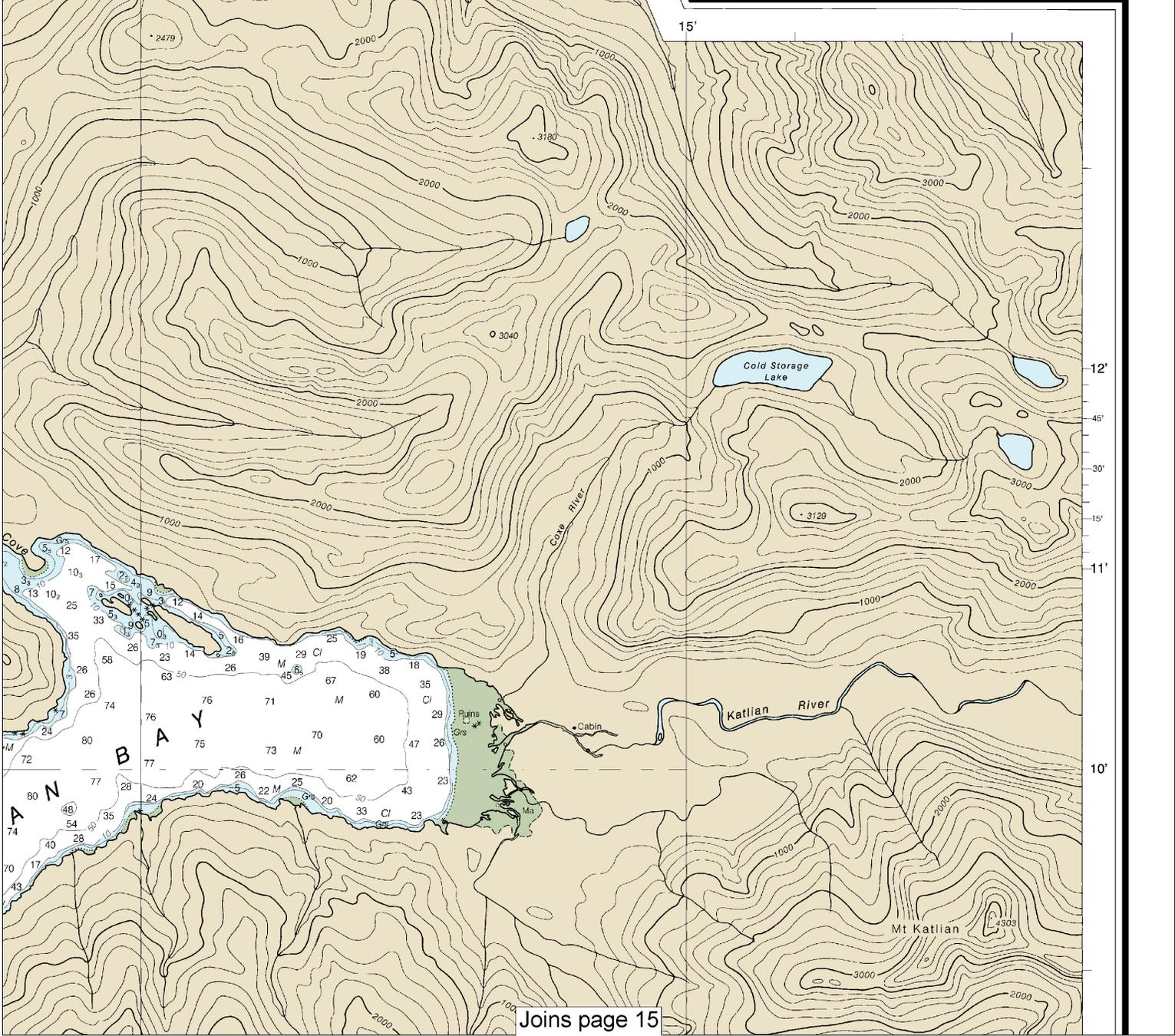
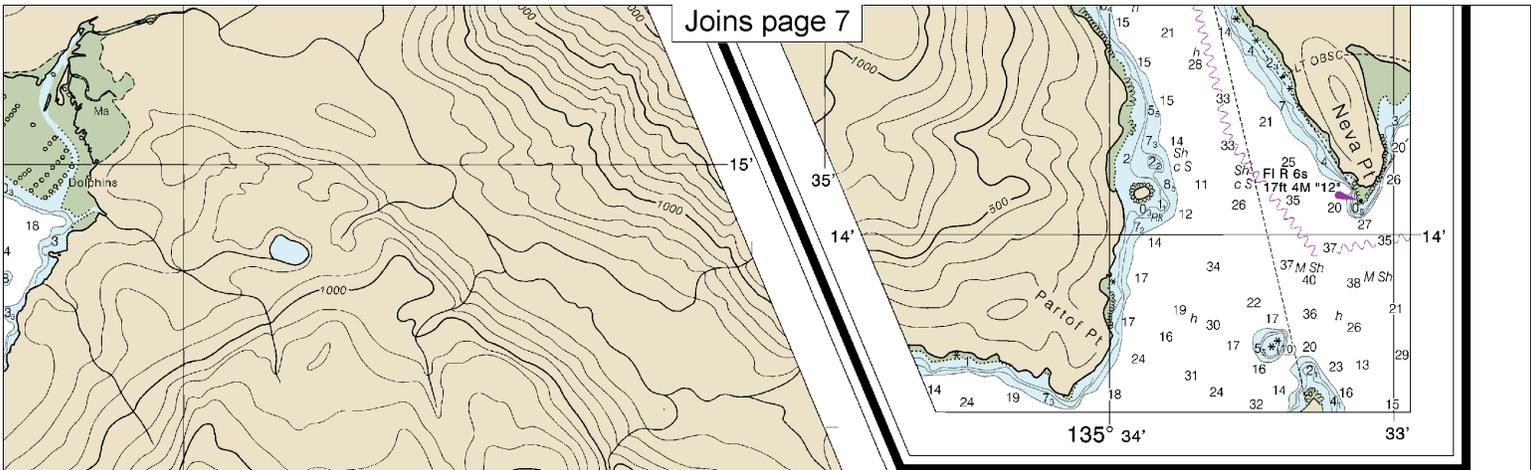
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SCALE 1:40,000
Nautical Miles

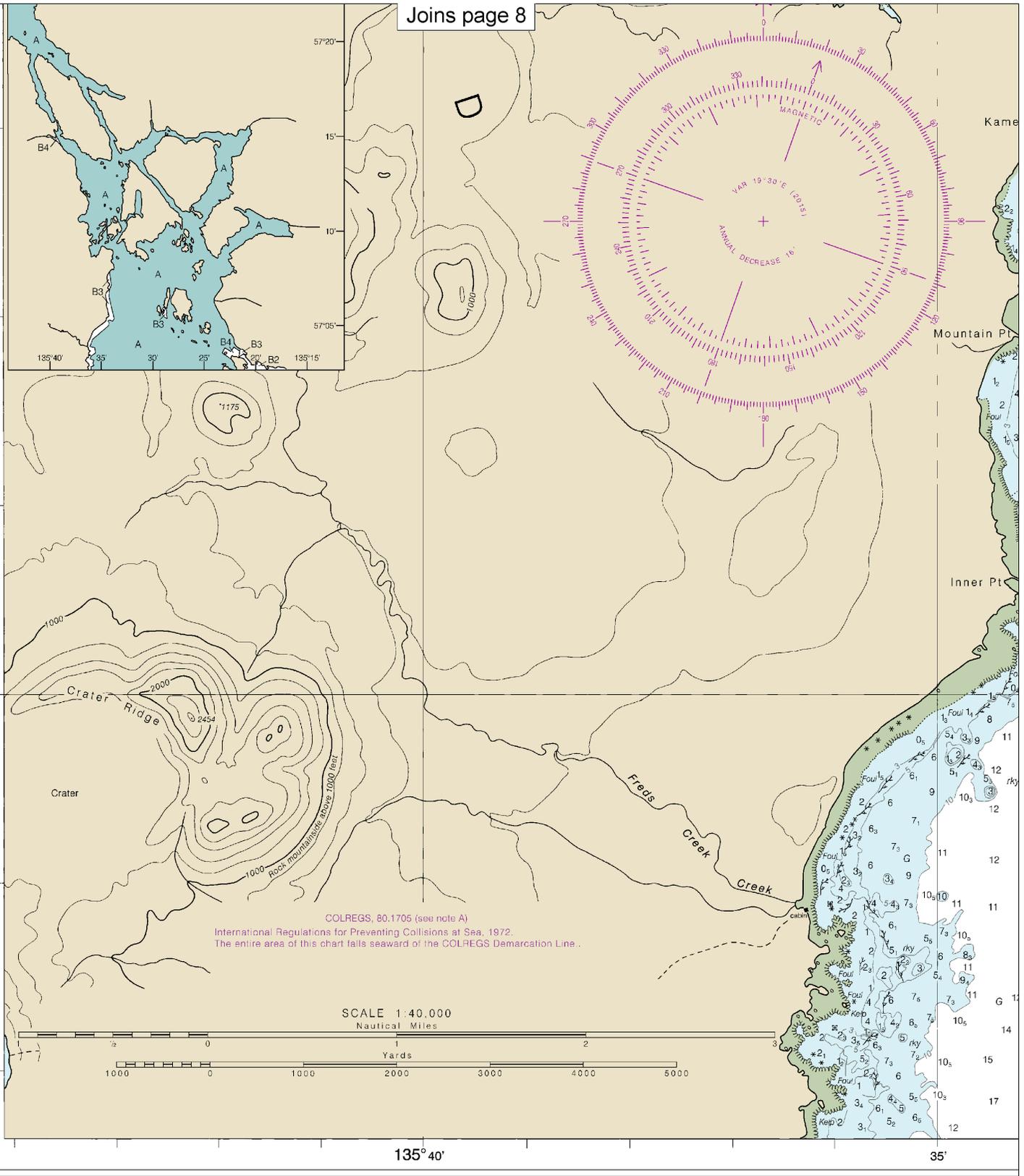
See Note on page 5.



Joins page 7



Joins page 15



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.

SCALE 1:40,000
 Nautical Miles



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.

17324

16th Ed., Mar. 2015. Last Correction: 12/12/2016. Cleared through:
 LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

12

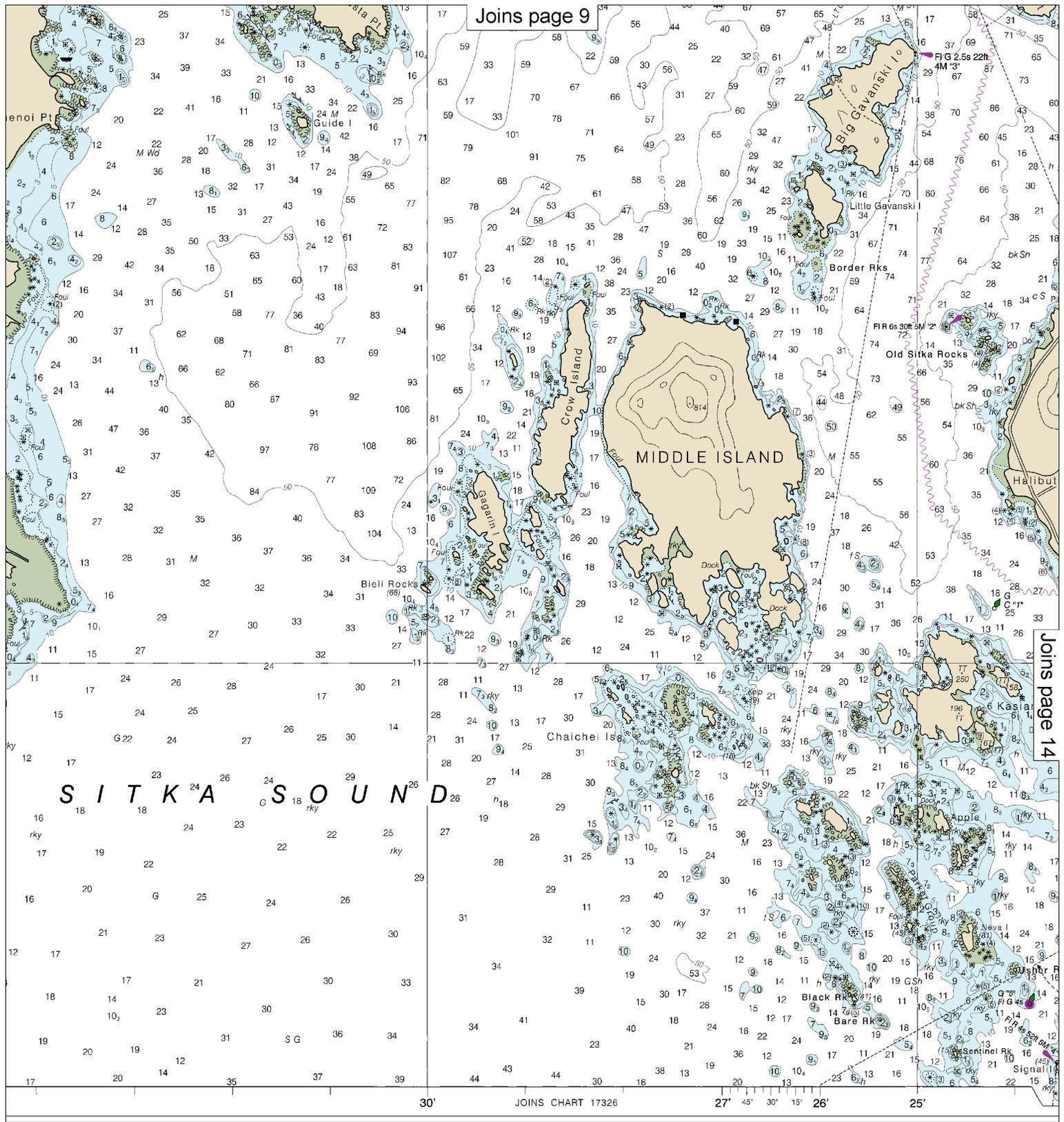
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



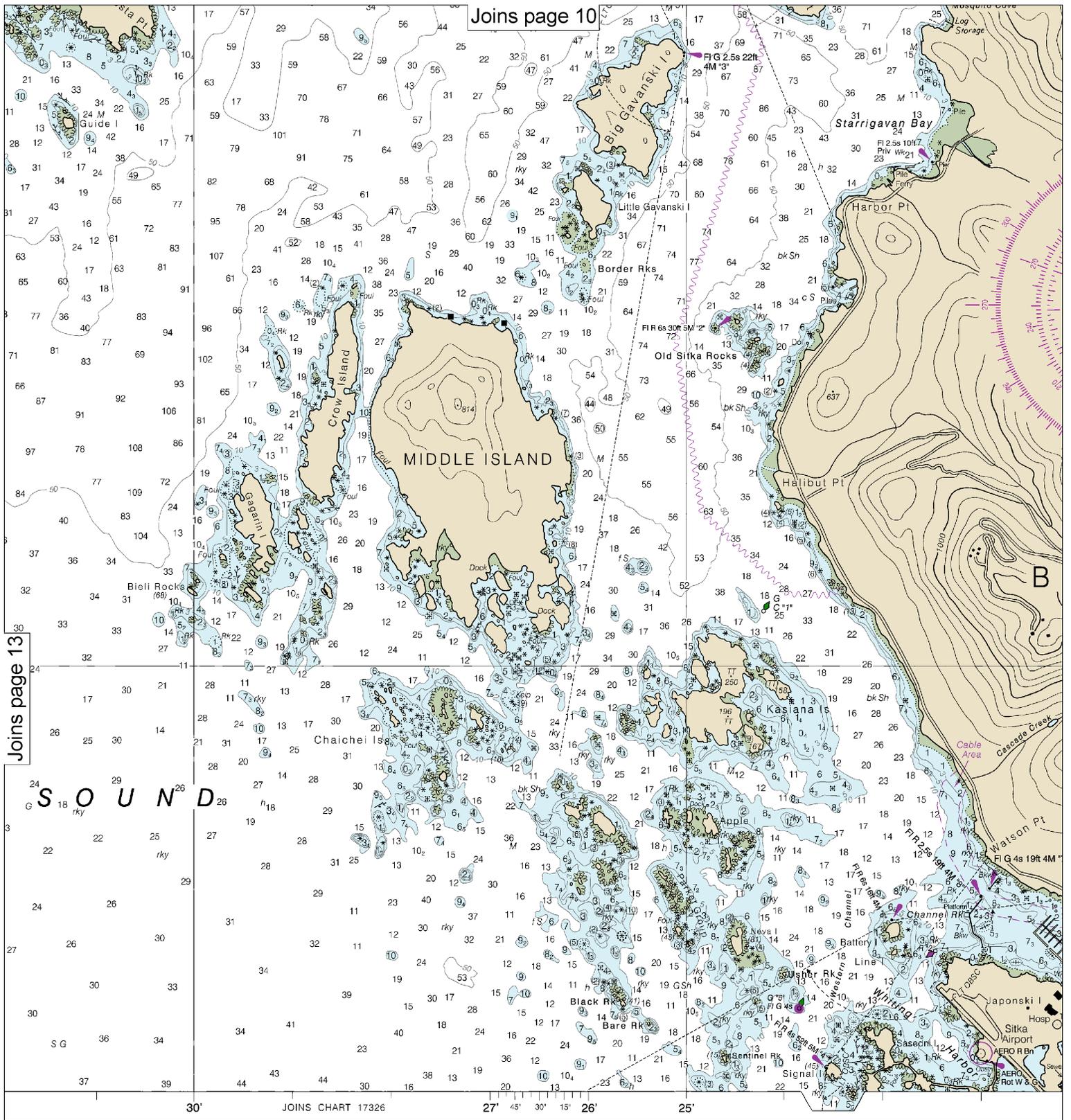


Joins page 9

Joins page 14

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



DEPTHS IN FATHOMS
 (FEET TO 11 FATHOMS)

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

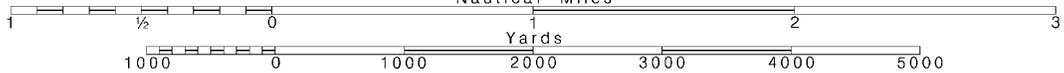
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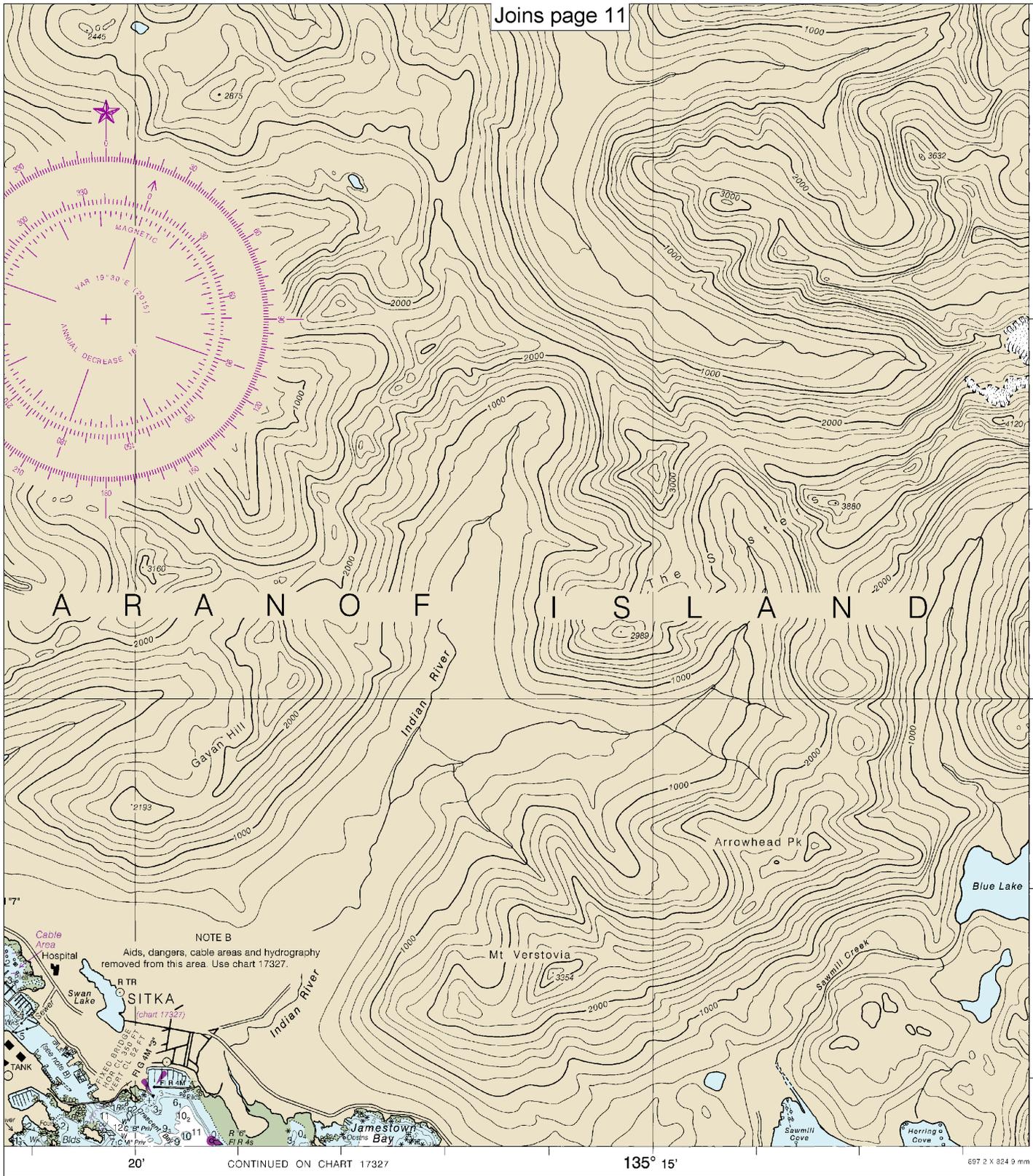
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





57° 05'

NOTE B
Aids, dangers, cable areas and hydrography removed from this area. Use chart 17327.

SITKA
(chart 17327)

20' CONTINUED ON CHART 17327

135° 15'

697 2 X 824 9 mm

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEEET	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

Sitka Sound to Salisbury Sound
SOUNDINGS IN FATHOMS - SCALE 1:40,000

17324



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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