

# BookletChart™



## Zarembo Island and Approaches

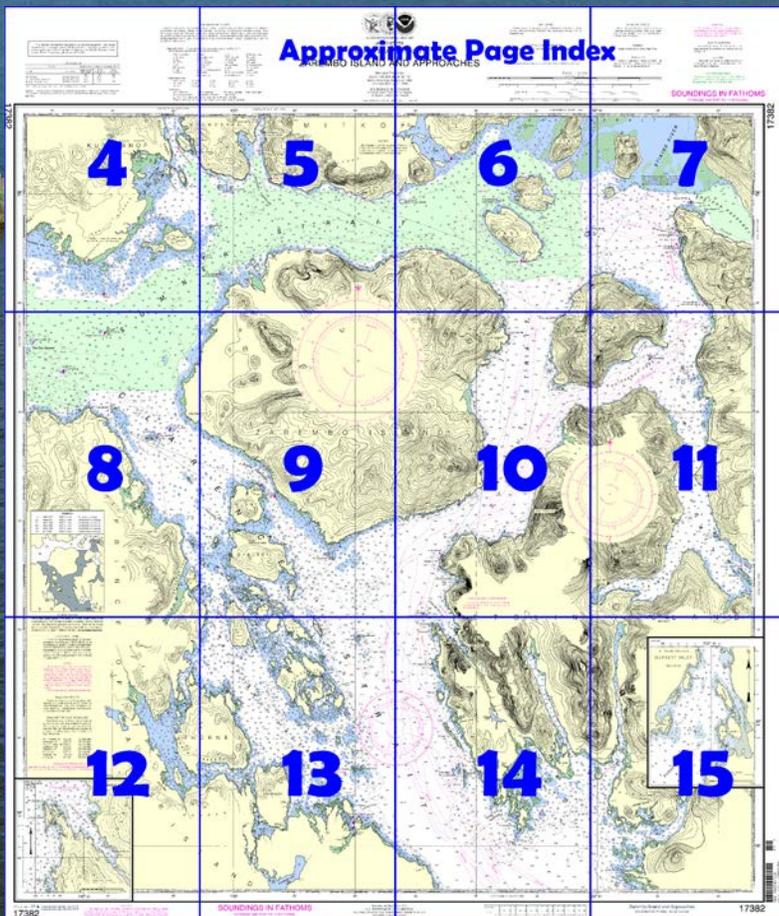
NOAA Chart 17382

*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.

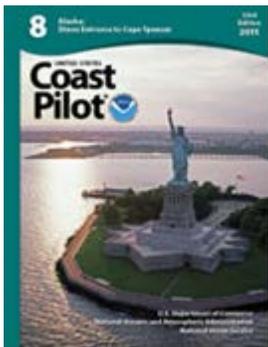
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=17382>.



**(Selected Excerpts from Coast Pilot)**

**McHenry Inlet's** entrance is 5 miles E of Point Stanhope (56°00.9'N., 132°36.5'W.), and 2.5 miles N from McHenry Anchorage. It is horn-shaped, about 4 miles long, and about 0.4 to 0.8 mile wide. Foul ground extends about 1.5 miles in a W direction from the SE entrance point. **Range Island**, the small wooded island in midchannel at the entrance, is the most N of the group off this point and is about 0.4 mile to the SW of a small rocky islet off the NW point

of the entrance, with a clear channel between. A 2-fathom spot is 1.2 miles 310° from Range Island. A long narrow ridge, with depths of 3¼ to

10 fathoms with deep water on each side, is in midchannel in the direction of the channel, 0.6 mile ENE of Range Island.

**McHenry Islet**, a small rocky islet, is 1.6 miles 082° from Range Island. Foul ground extends in a SW direction from this islet for about 0.1 mile, and to the NW extends to the N shore of the bay.

**Nut Rock** is about 700 yards 220° from McHenry Islet. A rock awash is 550 yards 073° from McHenry Islet.

In entering, pass about 0.1 mile N of Range Island, then turn between McHenry Islet and Nut Rock, favoring Nut Rock, and follow the trend of the channel favoring the SE shore until past the rock awash NE of McHenry Islet; then follow midchannel courses. Anchorage may be had in 12 to 19 fathoms beyond the turn in the channel. Foul ground extends about 0.3 mile from the head of the inlet.

**Snow Passage** is between **Bushy Island**, the northernmost of the Kashevarof group, and Zarembo Island. It is a deep channel with foul shores and strong tidal currents. Snow Passage is largely used by vessels bound from or to Wrangell Narrows or between Clarence and Sumner Straits, and not desiring to touch at Wrangell; it is shorter than the route through Stikine Strait. It is clear in midchannel, except for a shoal with a depth of 4½ fathoms in the middle of the channel at the N end, 0.7 mile ENE of Round Island. The shoal is marked on its W side by a buoy. The shoals in Snow Passage are clearly marked by kelp at slack water.

**Voluntary vessel traffic procedures** have been adopted for gillnet vessels and deep-draft vessels transiting the N section of Clarence Strait, Snow Passage, and Sumner Strait in the vicinity of Point Baker. Traffic lanes, about 0.2 mile wide, have been established for these areas as follows:

- 328°** from a point in Clarence Strait abeam of Point Stanhope in about 55°59.4'N., 132°39.8'W. to about 56°09.3'N., 132°50.8'W., thence;
- 333°** to a point about 56°15.9'N., 132°57.0'W., thence around the E side of Bushy Island to about 56°17.2'N., 132°58.0'W., thence;
- 299°** to a point about 56°18.6'N., 133°04.9'W., thence;
- 315°** to a point about 56°21.0'N., 133°09.5'W., thence;
- 277°** to a point about 56°23.0'N., 133°38.7'W., thence around Point Baker, about midway between Helm Rock and Mariposa Reef to a point about 56°22.5'N., 133°39.9'W., thence;
- 204°** to a point abeam of Calder Rocks in about 56°15.1'N., 133°45.7'W.

Cruise ships, ferry vessels, and other deep-draft vessels are requested to observe the following practices:

1. Announce your presence 30-45 minutes prior to entering the area and at regular intervals while transiting through the area.
2. Avoid meeting and do not overtake vessels in Snow Passage.
3. Travel along indicated tracklines as much as possible and maintain a safe speed.

Gillnet vessels should:

1. Adequately mark the net end with lights and radar reflectors.
2. Monitor VHF-FM channels 13 and 16 and listen for broadcasts by deep-draft vessels in the area.
3. Provide for two-way traffic of large vessels along the designated tracklines.
4. Warn other gillnetters if they appear to be in the lane when there is commercial vessel traffic approaching.
5. Do not place sleep sets within or adjacent to the shipping lane.

**Currents.**—In Stikine Strait the flood current sets N through the strait until met by the current from Stikine River W of Wrangell Harbor. Velocity of the current is about 2 knots.

**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>

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
Wrangell	Wrangell Island (56°28'N/132°23'W)	16.0	15.1	1.5

Dashes (--) oated 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)

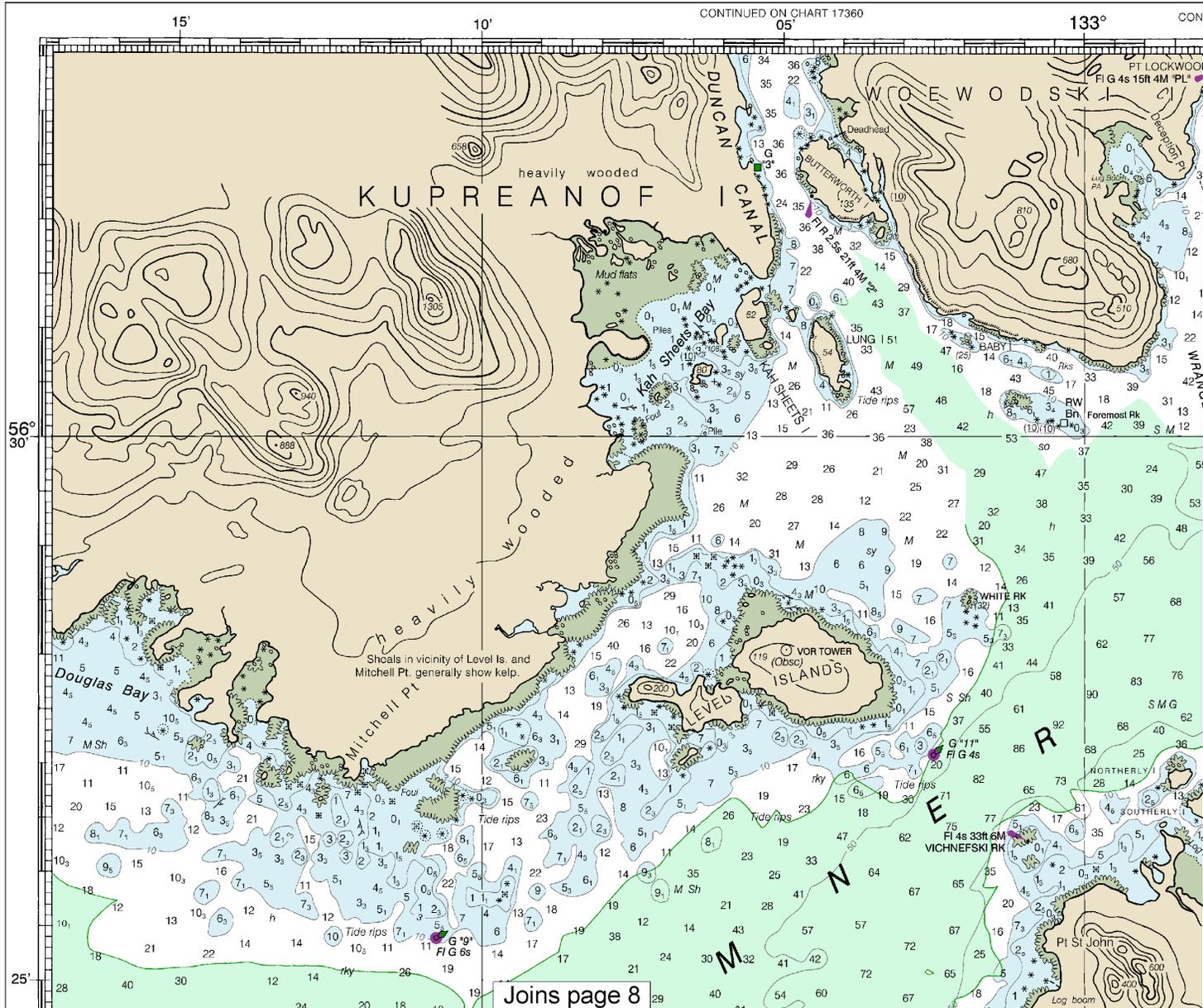
ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

- |                   |                          |                        |                  |
|-------------------|--------------------------|------------------------|------------------|
| AERO aeronautical | G green                  | N nun                  | R TR radio tower |
| Al alternating    | IQ interrupted quick     | OBSC obscured          | Rot rotating     |
| B black           | IsO isophase             | Oc occulting           | s seconds        |
| Bn beacon         | LT HO lighthouse         | Or orange              | SEC sector       |
| C can             | M nautical mile          | Osc oscillating        | SI M statute     |
| DIA diaphone      | m minutes                | Q quick                | VO very quick    |
| F fixed           | MICRO IR microwave tower | R red                  | W white          |
| Fl flashing       | Mkr marker               | Ra Ref radar reflector | WHS whistle      |
|                   | Mo moose code            | R Bn radiobeacon       | Y yellow         |

- Bottom characteristics:
- |              |          |         |             |           |
|--------------|----------|---------|-------------|-----------|
| Bds boulders | Co coral | gy gray | Oys oysters | so softs  |
| Bk broken    | G gravel | h hard  | Rk rock     | Sh shells |
| Cy clay      | Gr grass | M mud   | S sand      | sy sticky |

- Miscellaneous:
- |                       |                         |                      |                  |
|-----------------------|-------------------------|----------------------|------------------|
| AUTH authorized       | Obstn obstruction       | PD position doubtful | Subm submersible |
| 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.

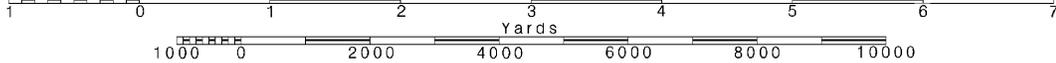
17382



Joins page 8

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

4



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

# ZAREMBO ISLAND AND APPROACHES

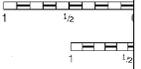
Mercator Projection  
Scale 1:80,000 at Lat 56° 15'

North American Datum of 1983  
(World Geodetic System 1984)

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

Formerly C&GS 8180, 1st Ed., Nov. 1905 V-1905-59 KAPP 2704

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targeted



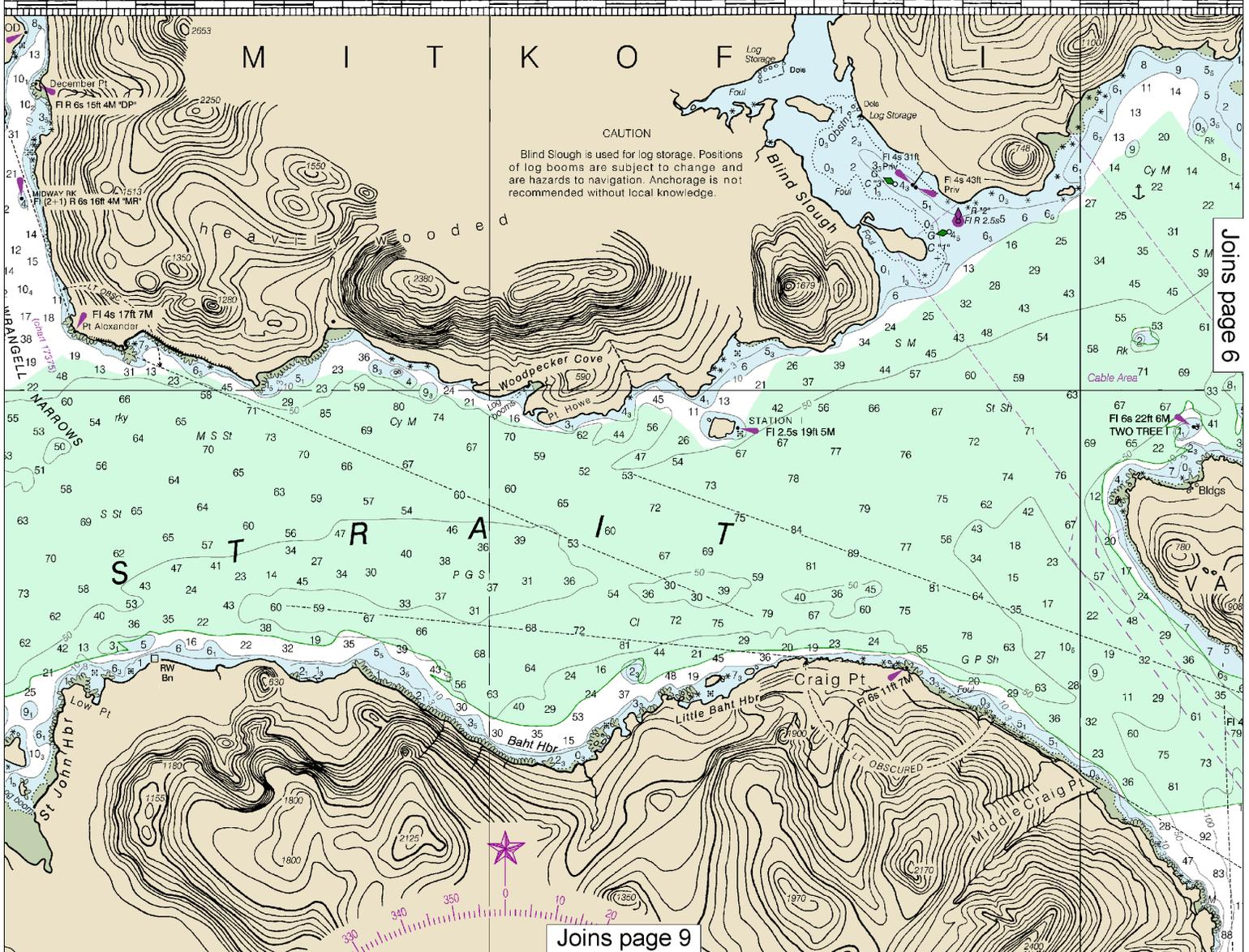
CONTINUED ON CHART 17375

55'

50'

45'

40'



Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:106666. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

# ZAREMBO ISLAND AND APPROACHES

Mercator Projection  
Scale 1:80,000 at Lat 56° 15'

North American Datum of 1983  
(World Geodetic System 1984)

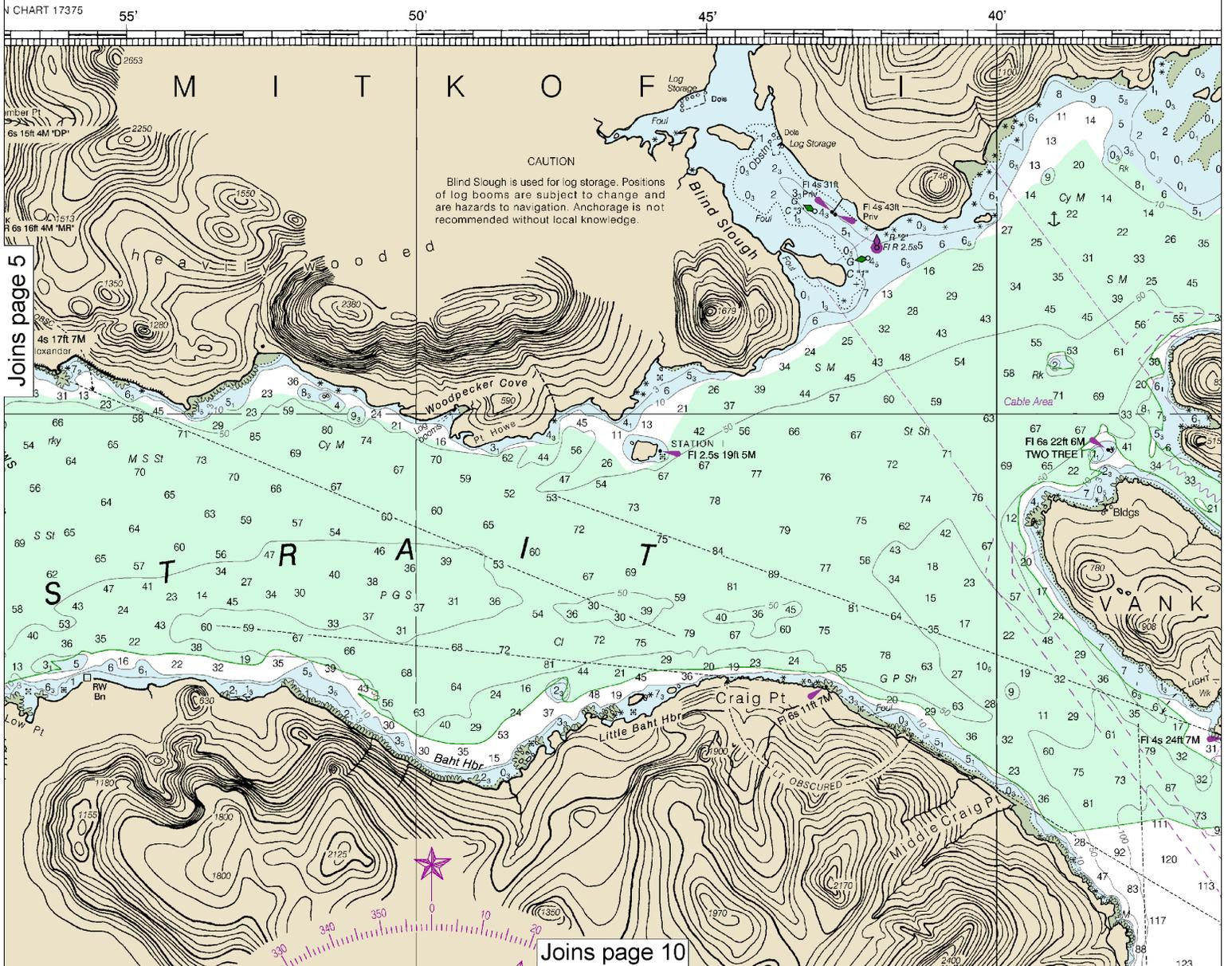
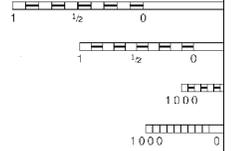
SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

Formerly C&GS 8160, 1st Ed., Nov. 1905 V-1905-59 KAPP 2704

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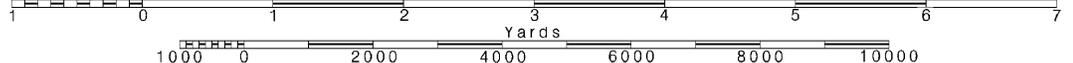
Joins page 5

Joins page 10

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

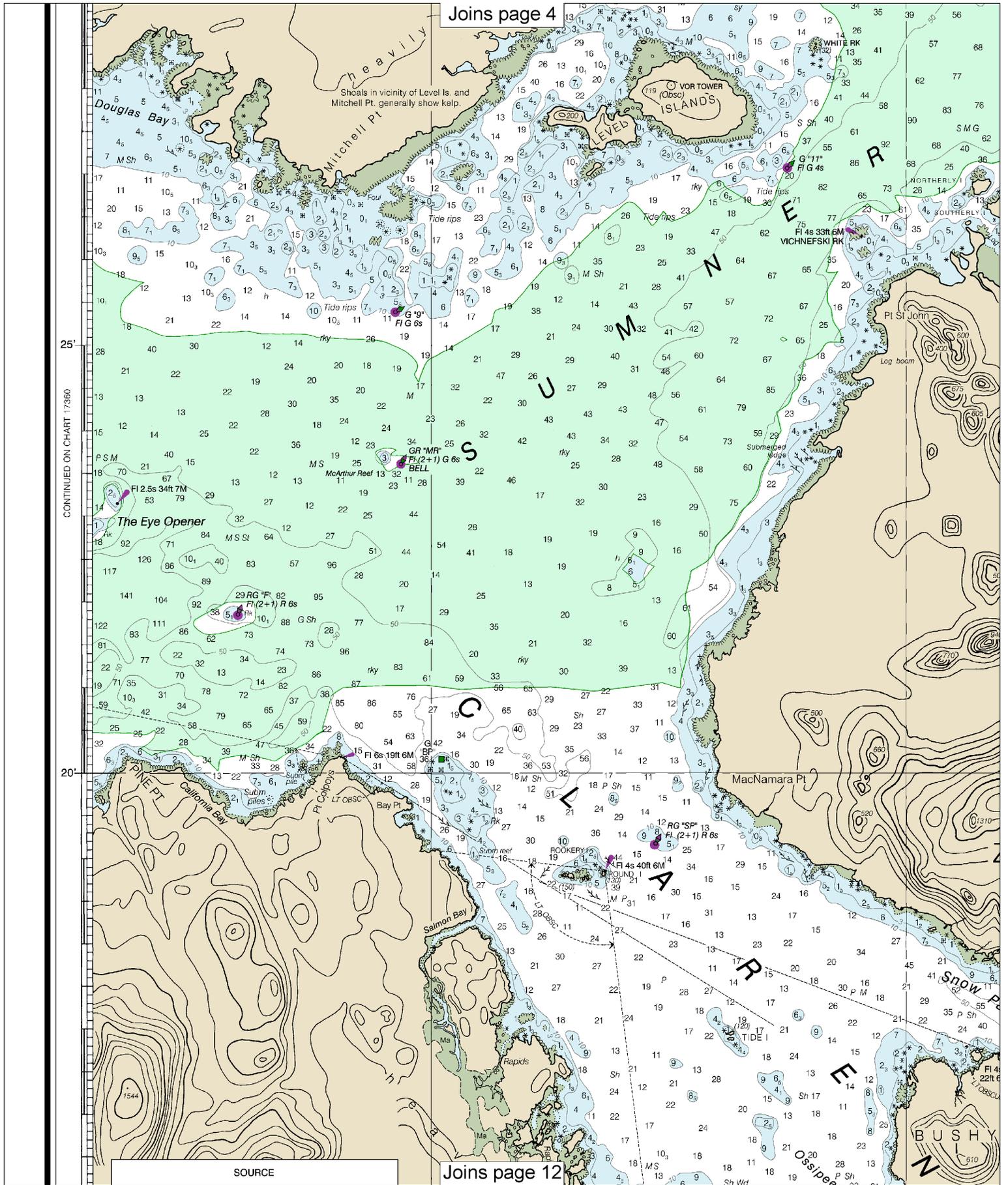
See Note on page 5.



# 6

Note: Chart grid lines are aligned with true north.





Joins page 4

Joins page 12

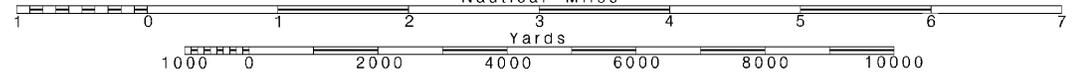
CONTINUED ON CHART 17380

SOURCE

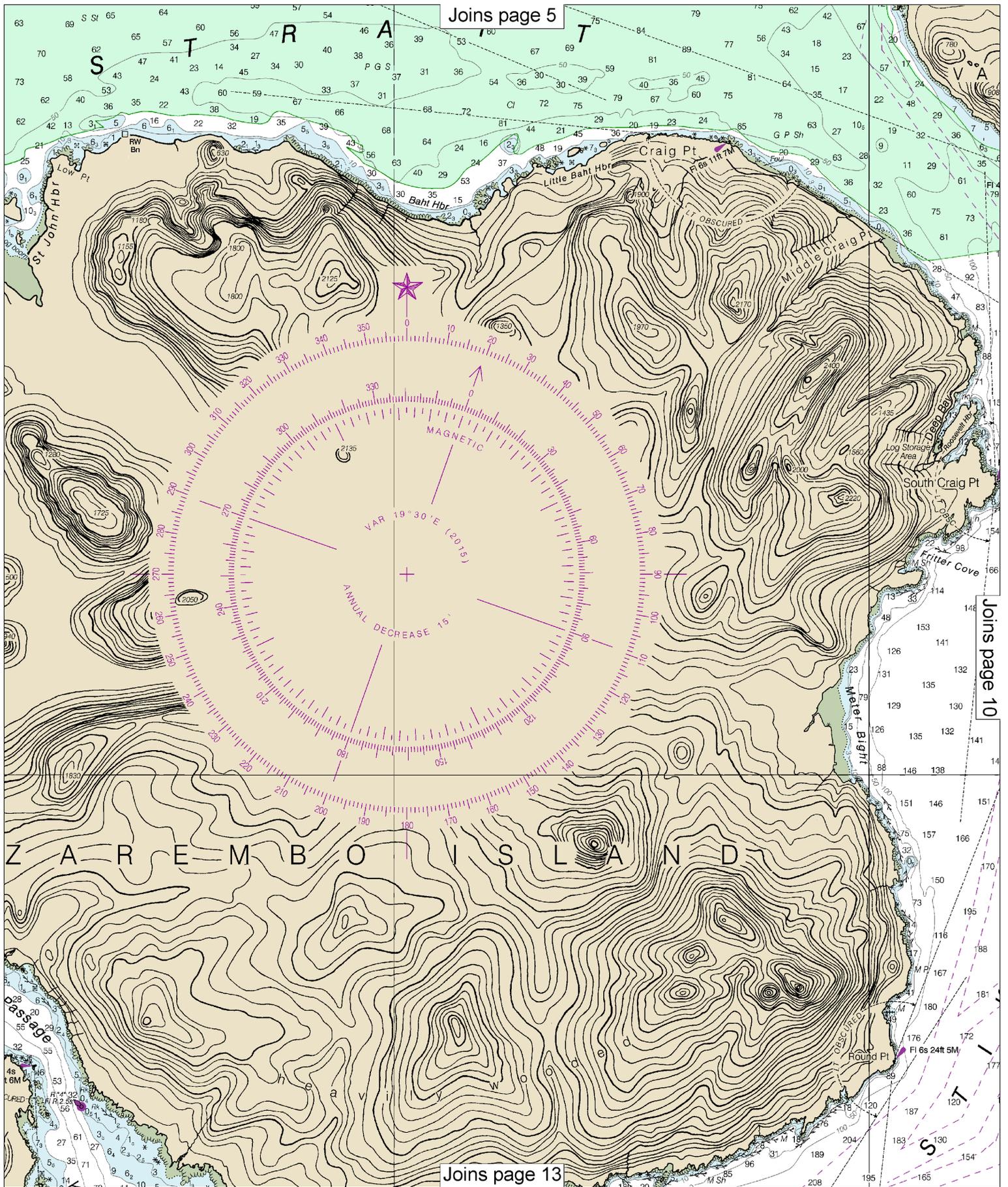
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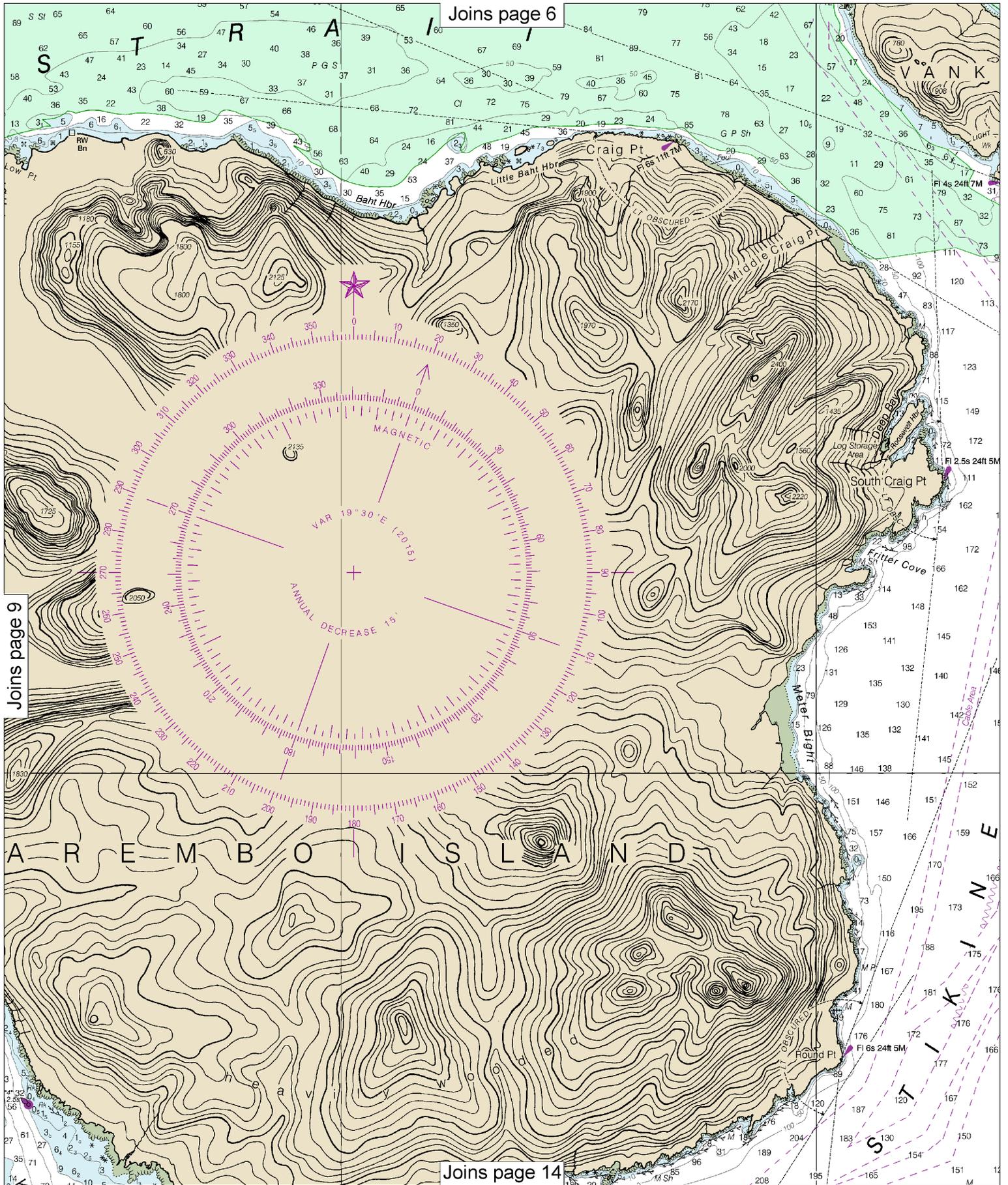
SCALE 1:80,000  
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.





Joins page 6

Joins page 9

Joins page 14

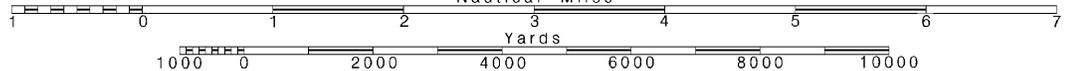
**10**

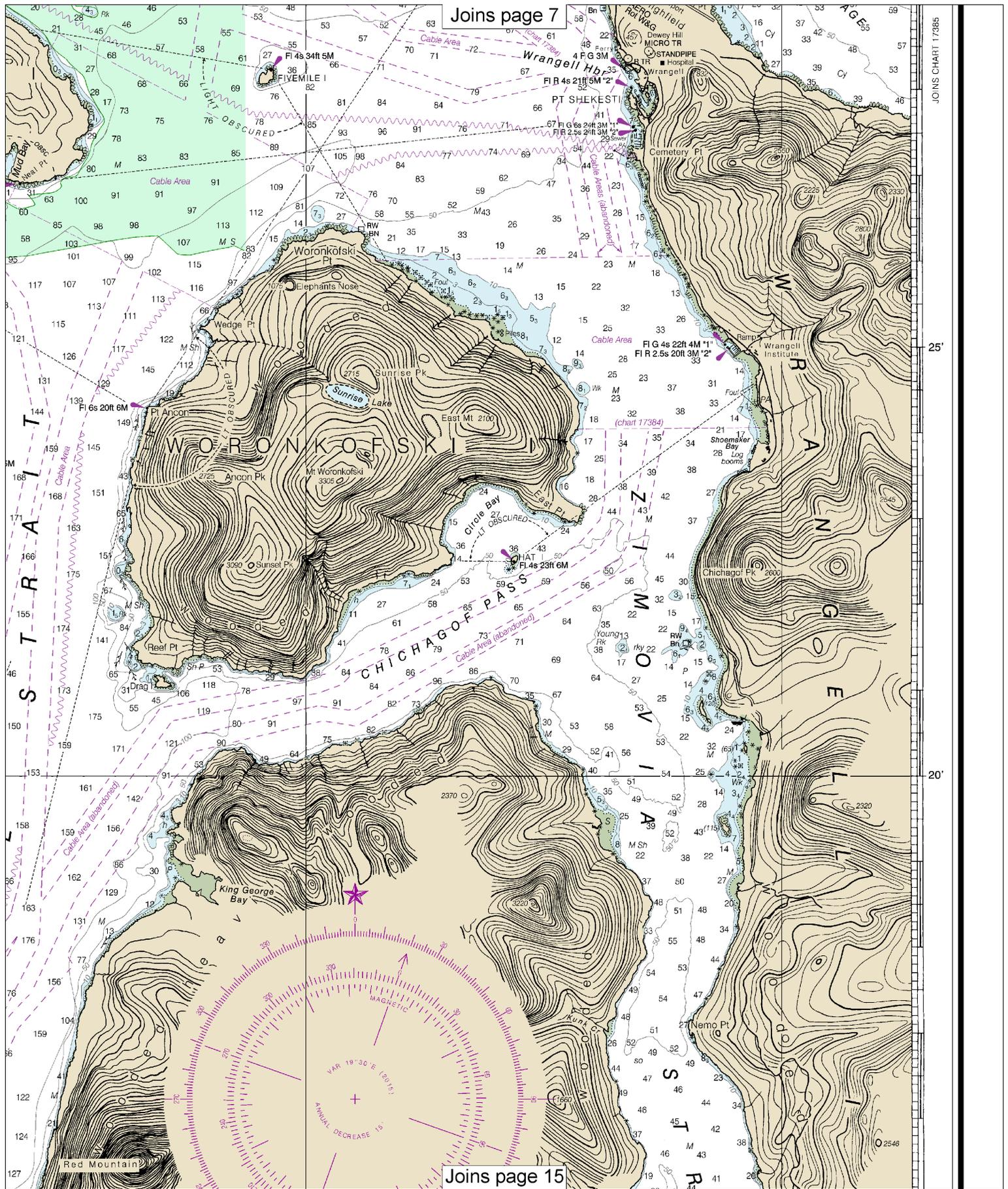
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





Joins page 7

Joins page 15

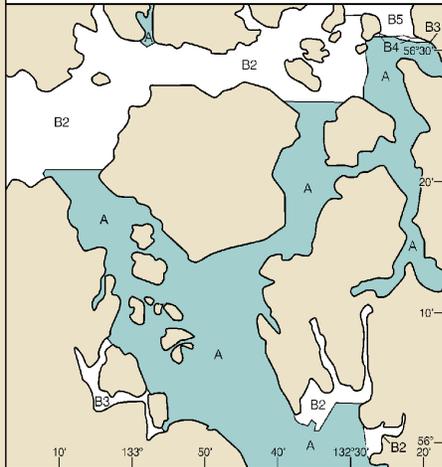
JOINS CHART 17385

25'

20'

19

SOURCE		
A	1990-2005	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
B5	Pre-1900	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*.

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 1.266' southward and 6.136' westward to agree with this chart.

NOTE A

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

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).

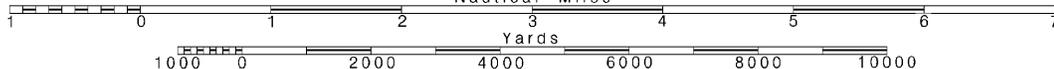
NOAA WEATHER RADIO BROADCASTS

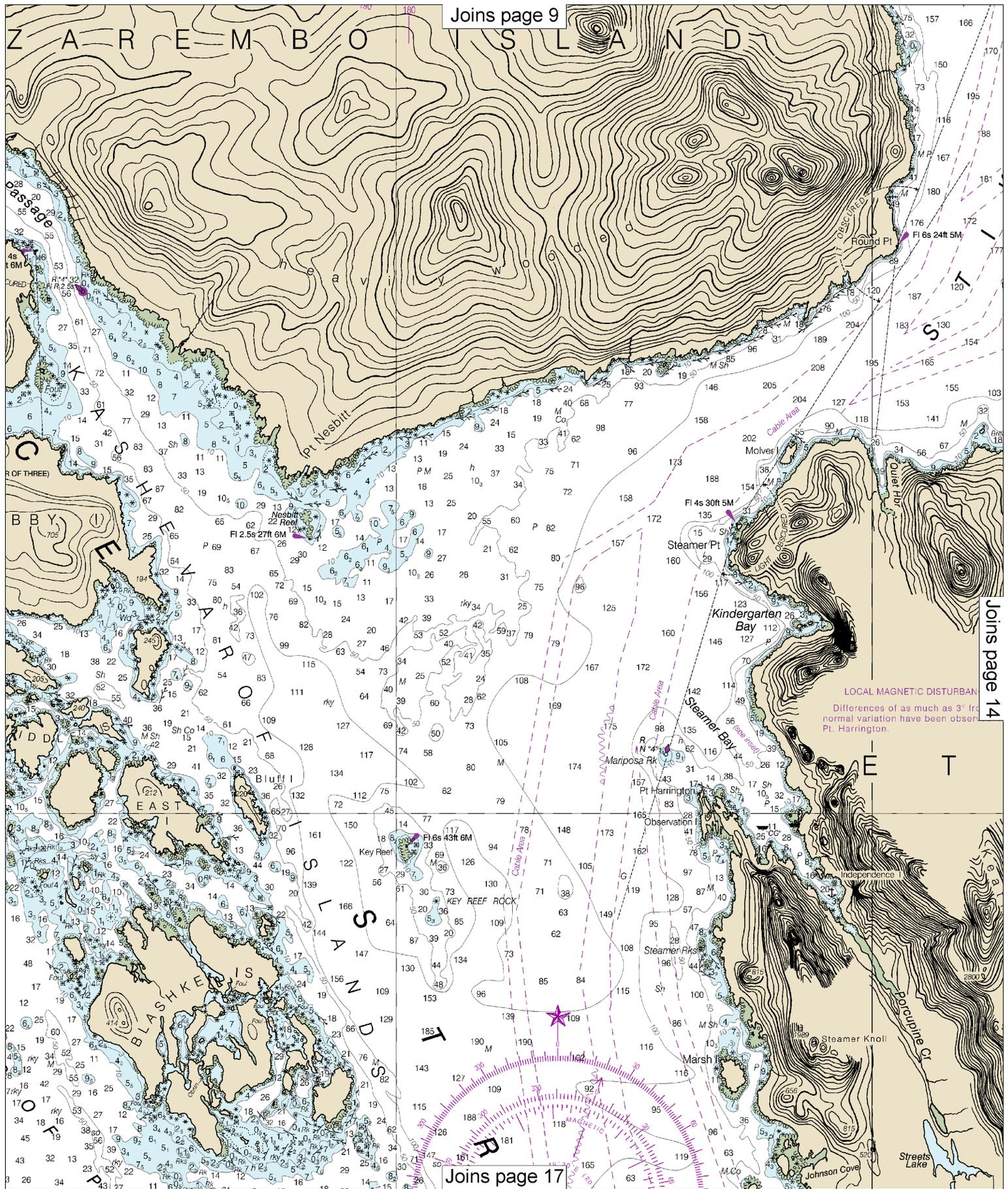
The NOAA Weather Radio stations listed below provide continuous weather broadcasts.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.

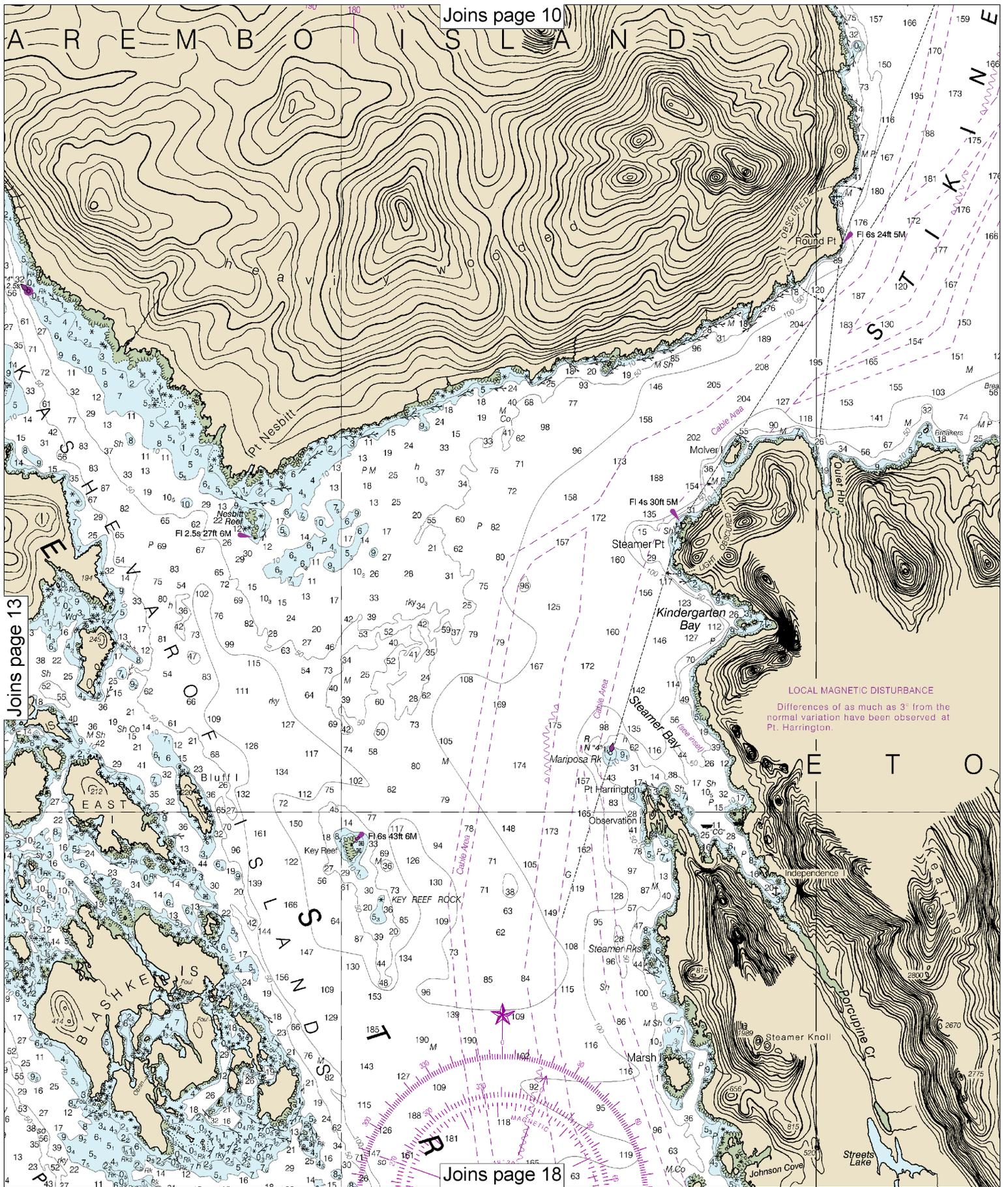




Joins page 9

Joins page 14

Joins page 17

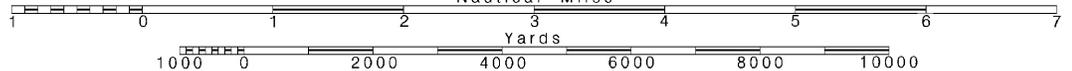


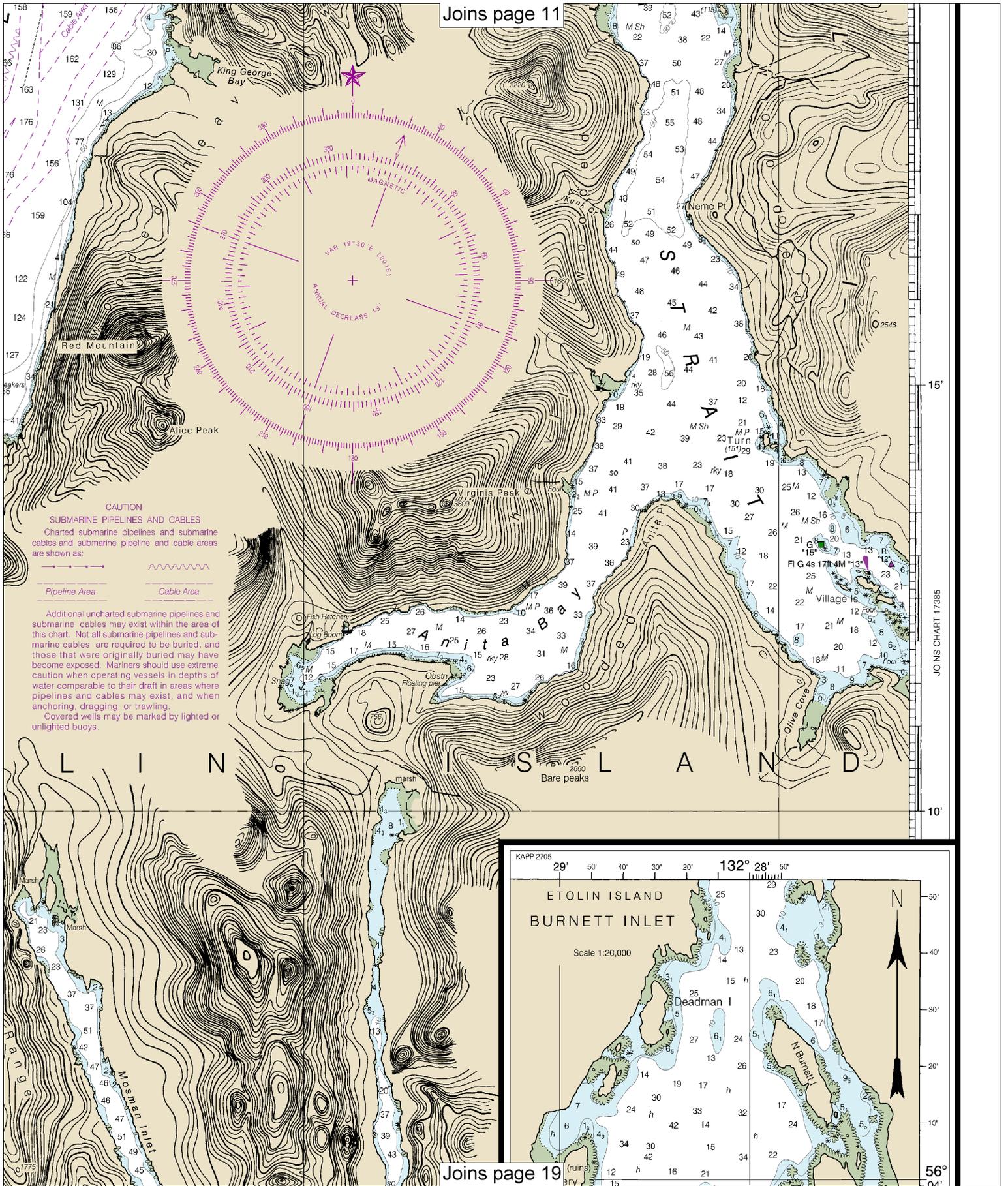
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





HORIZONTAL DATUM

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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
Sukkwai I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Gravina I, AK	KZZ-96	162.525 MHz
Duke I, AK	KZZ-92	162.450 MHz
Wrangell, AK	WXJ-83	162.400 MHz
Craig, AK	KXI-80	162.475 MHz

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.

05'

56° 10'

45'

30'

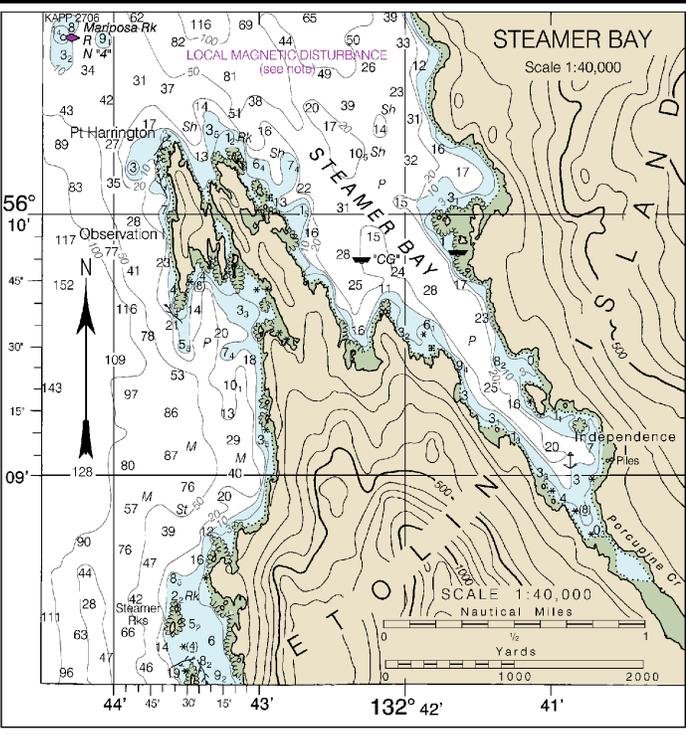
15'

09'

STEAMER BAY

Scale 1:40,000

LOCAL MAGNETIC DISTURBANCE (see note A)



SCALE 1:40,000

Nautical Miles

Yards

1000 0 2000 4000 6000 8000 10000

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.

SOUNDING (FATHOMS AND

17382

18th Ed., Apr. 2015. Last Correction: 12/1/2016. Cleared through: LNM: 4616 (11/15/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

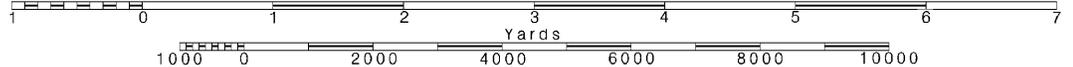
16

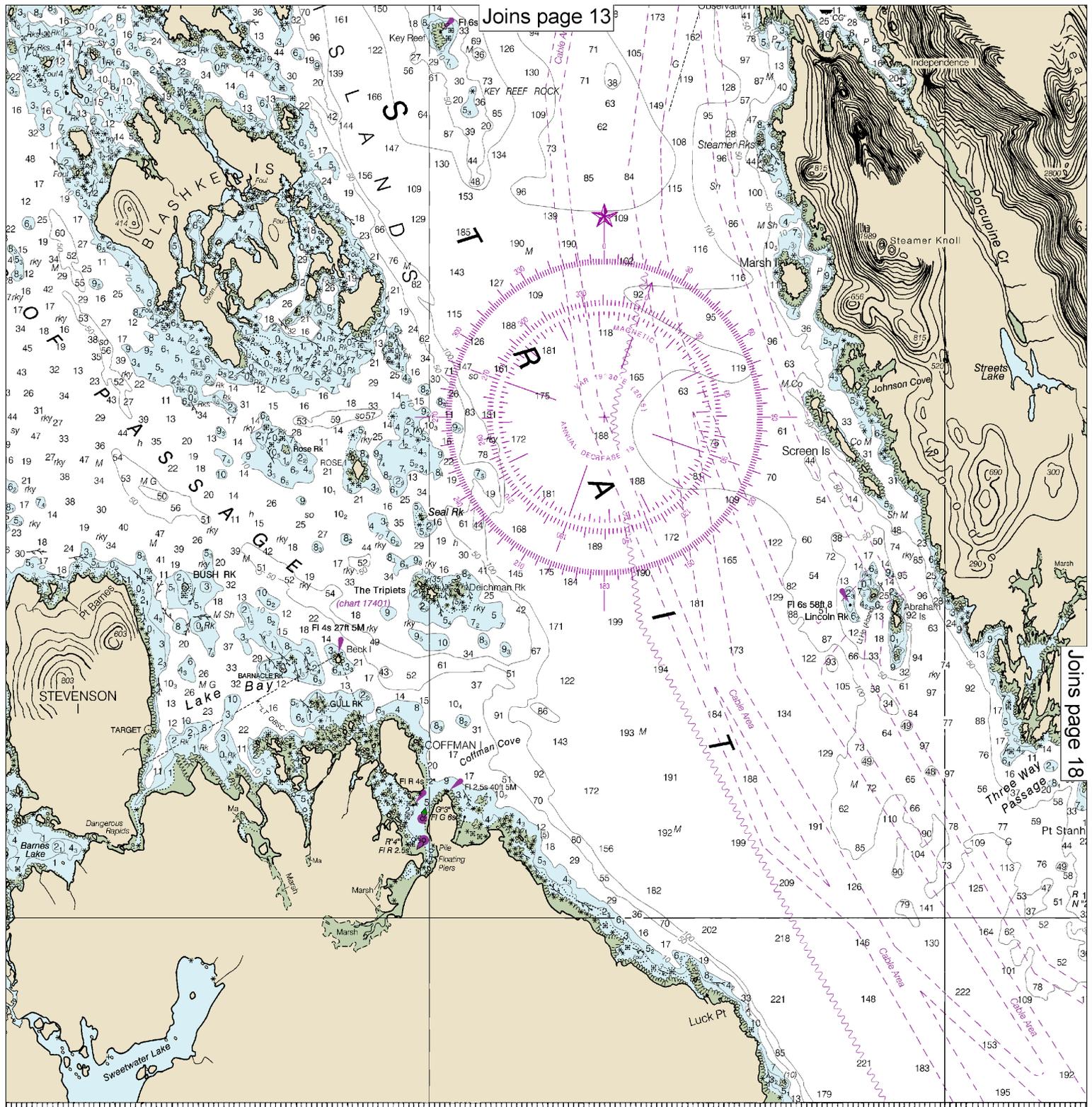
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000 Nautical Miles

See Note on page 5.





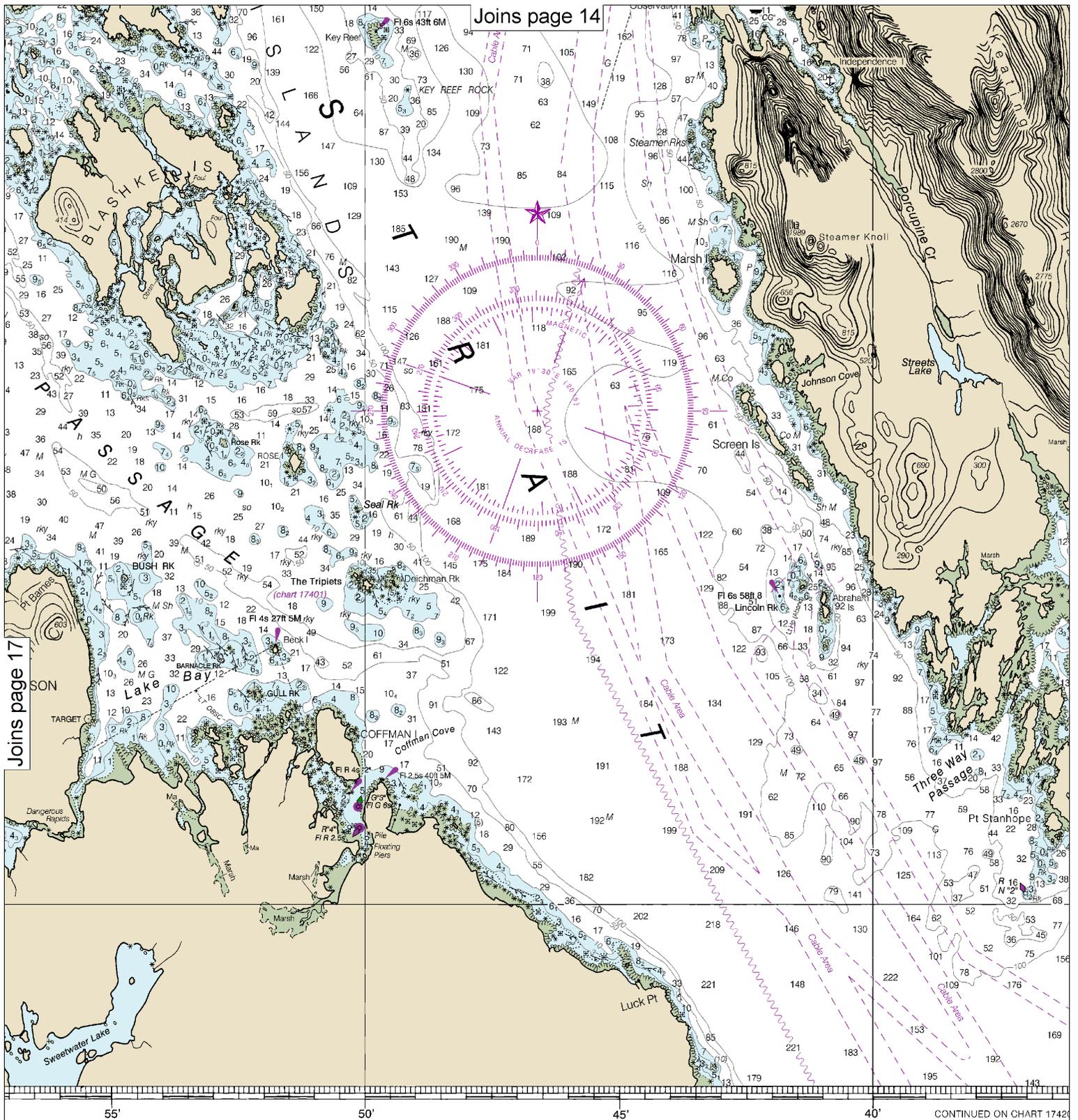
Joins page 13

Joins page 18

**DEPTH IN FATHOMS**  
(1 FATHOM = 6 FEET TO 11 FATHOMS)

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

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



**11 FATHOMS**  
TO 11 FATHOMS)

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

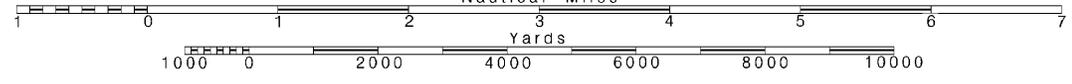
FATHOMS	1	2	3	4	5
FEET	6	12	18	24	30
METERS	1	2	3	4	5

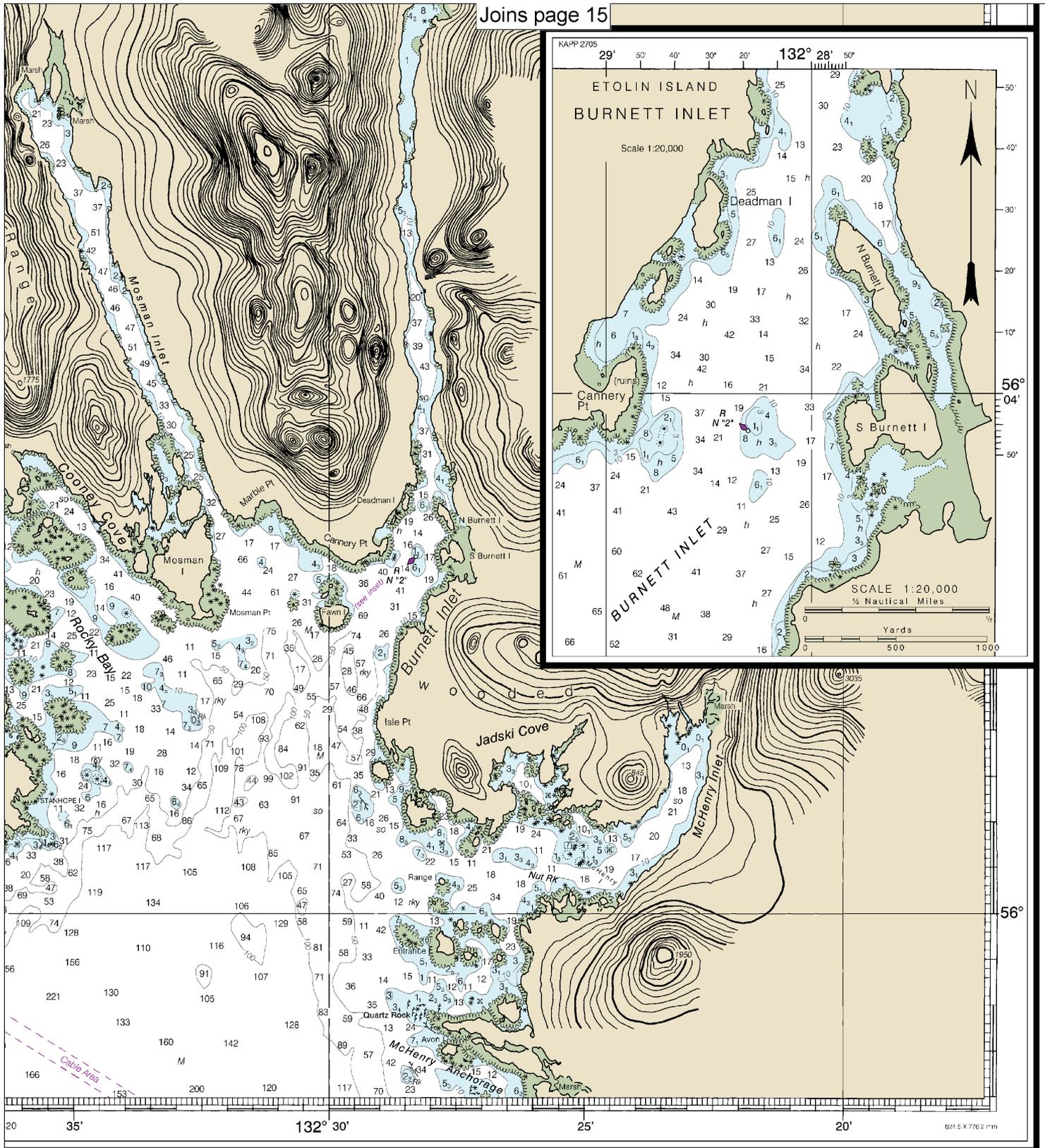
**18**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.





6	7	8	9	10	11	12	13	14	15	16	17										
36	42	48	54	60	66	72	78	84	90	96	102										
16	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Zarembo Island and Approaches  
SOUNDINGS IN FATHOMS - SCALE 1:80,000

17382



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>



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