BookletChart™

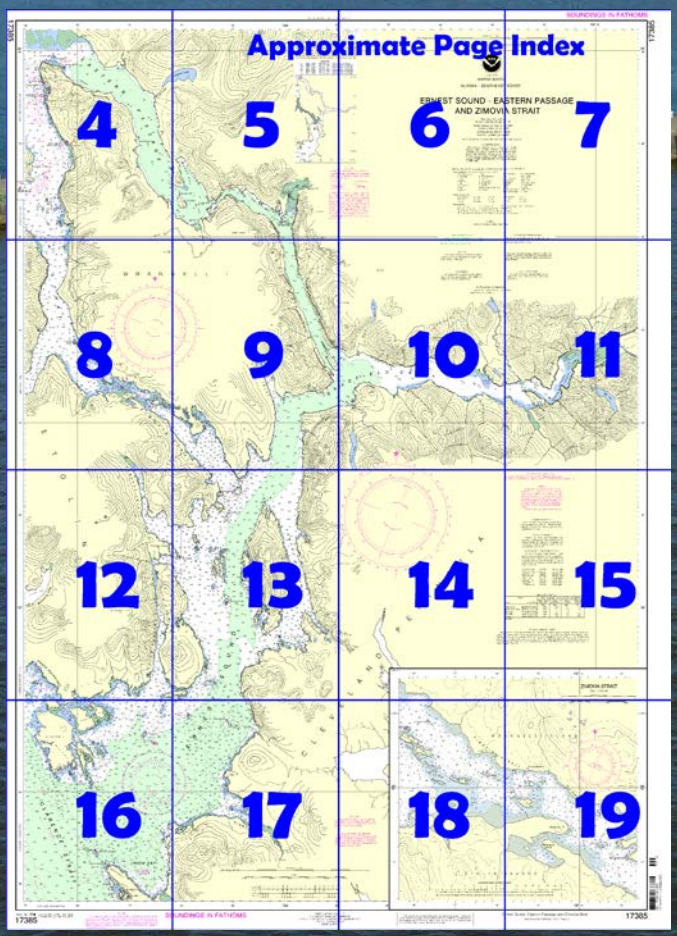
Ernest Sound – Eastern Passage and Zimovia Strait

NOAA Chart 17385

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.

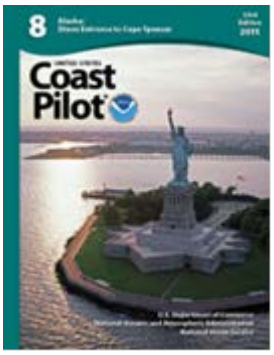
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=17385.



(Selected Excerpts from Coast Pilot)
The Onslow Islands, on the N side at the entrance to Ernest Sound, are five wooded islands and numerous small ones, the largest of which is **Onslow Island**, 3.5 miles long and about 350 feet high.
The W shore of Onslow Island is indented with small bays filled with ledges and rocks. Small rocks and islets extend offshore 0.1 to 0.5 mile. An inlet about 0.5 mile long, opening from the S and extending E, is about 1.8 miles from Ernest Point. It is unsurveyed, but it is reported that 8 feet can be carried through the narrow neck near high water, and that 4 fathoms, mud bottom, are obtained within. Rocks awash and kelp are in the entrance, and tide rips extend off the point.
Ernest Point (55°51.1'N., 132°22.1'W.) is the southernmost point of Onslow Island and is the NW point to Ernest Sound. Foul ground extends for 0.5 mile SSE of the point.
Onslow Point, about 2.1 miles ESE of Ernest Point, consists of a large and small islet with a large bare rock to the SE; deep water is close SW of the point. Reefs and foul ground connect Onslow Point with **Eagle Island**, a large wooded island N of Onslow Point. The cove on the SE side of Eagle Island is foul. Tide rips form off Onslow Point.
Muffin Islands are a group of four small wooded islands about 0.4 mile E of Eagle Island. The channel between Eagle Island and Muffin Islands is clear. Reefs extend offshore about 0.6 mile to the N and NW of the Muffin Islands.
The SE and E shores of **Stone Islands**, about 0.6 mile N of Eagle Island, are foul; rocks extend offshore 0.2 to 0.5 mile. The small bight between the Stone Islands affords shelter for very small craft to the SE of the wooded island in the entrance. Anchorage may be obtained in 5 fathoms, mud bottom; the channels leading to it are tortuous. The cove in the N shore of the larger Stone Island is completely filled by flats. No freshwater was found here.
Ernest Sound is the large body of water that opens from Clarence Strait between Lemesurier Point and Onslow Point, with a width of about 4.5 miles between the points. Its general direction is NNE for about 25 miles to Point Warde; from this point, under the name of Bradfield Canal, it extends about 17 miles in a general E direction, with a width of about 1 mile. There are numerous small islands in the sound and two large ones, one on each side, about midway of its length.
From Ernest Sound two arms extend NNW and join N of the northernmost extremity of Wrangell Island near the mouth of Stikine River. The W arm is called Zimovia Strait. The S part of the E arm is called Blake Channel and the N part Eastern Passage. A passage to Wrangell through Ernest Sound, Blake Channel, and Eastern Passage is practicable and is used as an alternate route for ferries and other large vessels. Small craft use Zimovia Strait frequently.
Currents.–The currents in Ernest Sound follow the general direction of the channel. The flood current sets N with an average velocity of about 1.7 to 2.1 knots. The ebb current sets S with about the same average velocity. At the junction of Bradfield Canal and Blake Channel, the joining of the tidal currents cause swirls. (See the Tidal Current Tables for daily predictions.)
Currents.–The flood current enters Zimovia Strait from both the N and S ends and meets near Village Islands. The approximate velocity of the current is 1.6 knots. Between Woronkofski Island and Wrangell Island, the ebb sets S and out through Chichagof Pass with a velocity of about 1.7 knots and the flood sets N with a velocity of about 1.7 knots. (See the Tidal Current Tables for daily predictions.)
Currents.–In Blake Channel the flood current sets NNW with a velocity of about 2.2 to 3 knots, and meets the flood current from Eastern Passage in the vicinity of The Narrows. The ebb current sets in the opposite direction with a velocity of about 2.2 to 3 knots.
In Eastern Passage NW of The Narrows, the flood current sets SE and the ebb sets NW with average velocities of about 1.8 knots. The first and last of the ebb is backed into Eastern Passage by the current from the Stikine River. (See the Tidal Current Tables for daily predictions.)

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

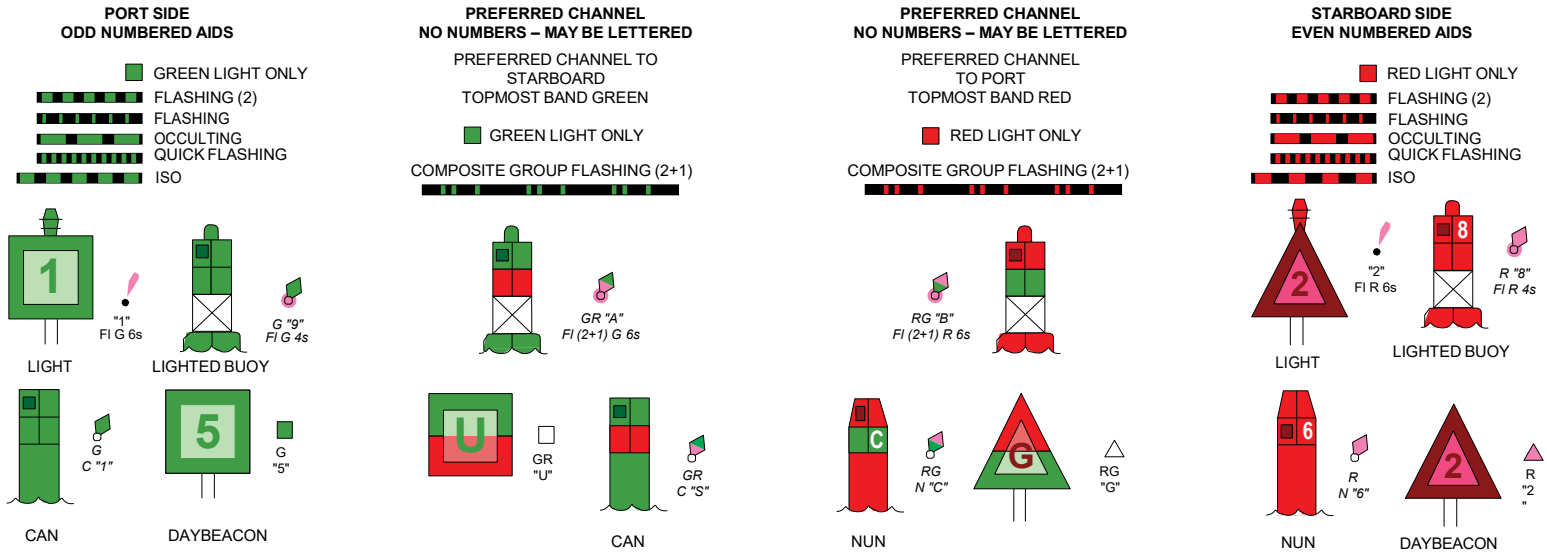
RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Manager Regions

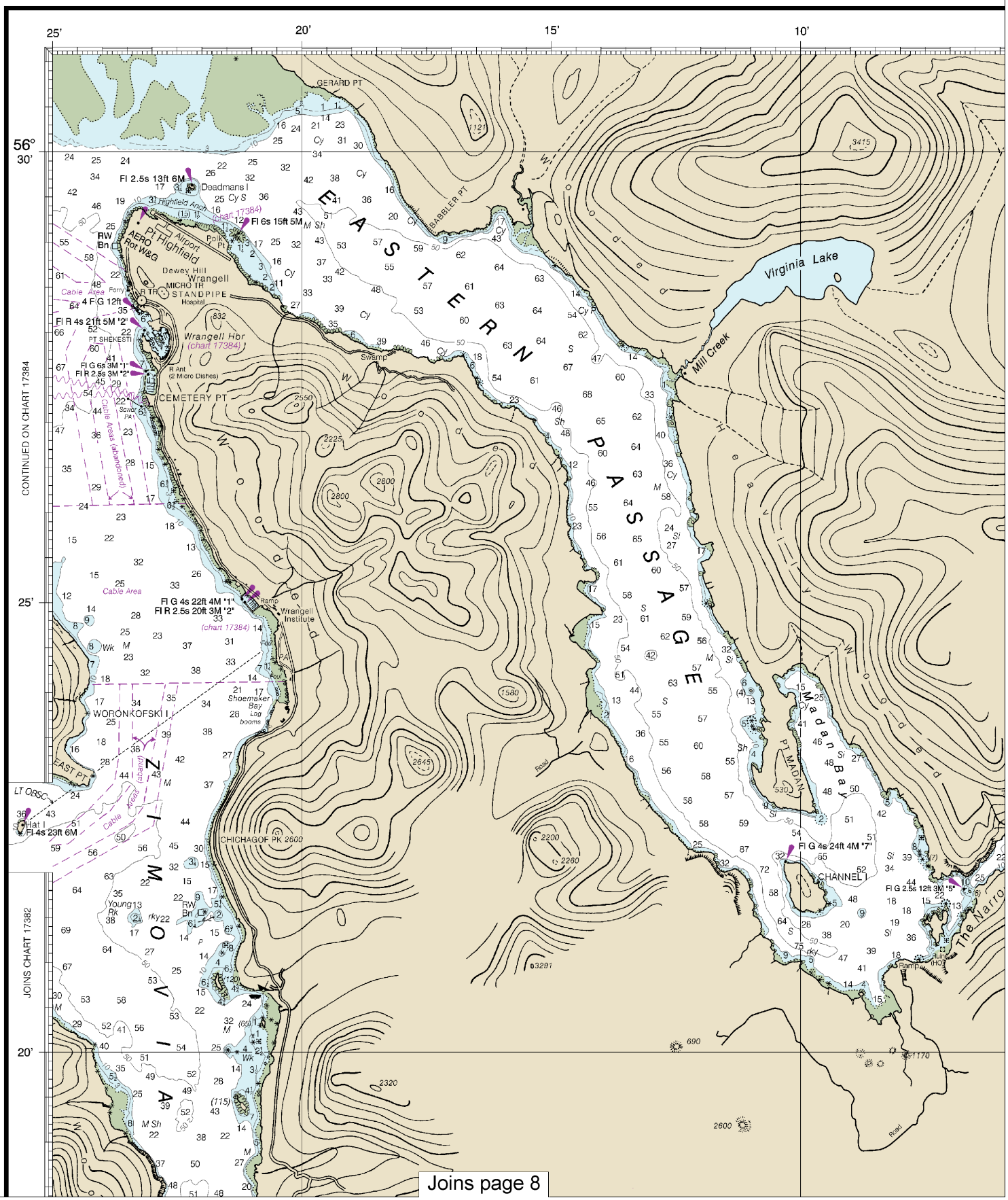
To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



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



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

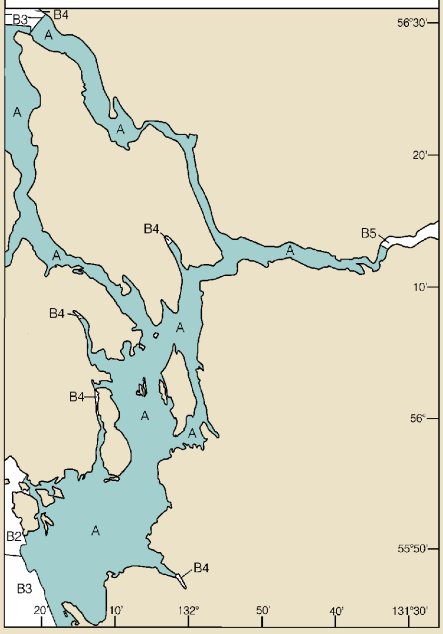
See Note on page 5.

05' 132° 55' 50'

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 - 2009	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	1834 - 1899	NOS Surveys	partial bottom coverage



CAUTION

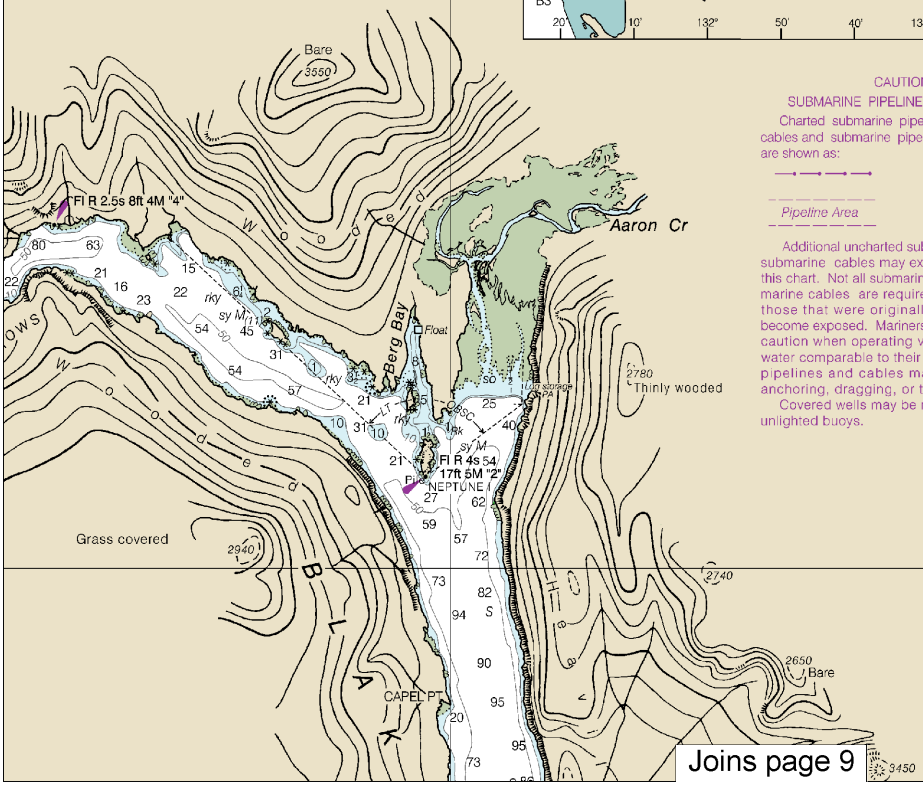
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.



Joins page 9

Joins page 6

ERNI

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.

05' 132° 55' 50'

SOURCE DIAGRAM

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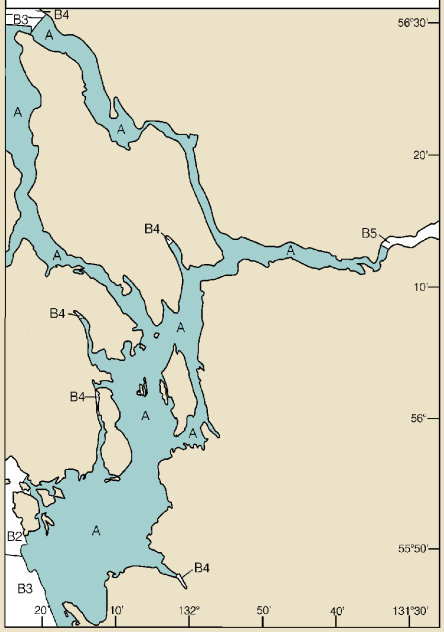

Joins page 5

ERNE

Bare 3550

Fl R 2.5s 8ft 4M "4"

Aaron Cr

Berg Bay

Float

2780 Thinly wooded

Fl R 4s 54
17ft 5M "2"
NEPTUNE I

Grass covered 2940

BLACK

CAPE PT

2140

2650 Bare

3450

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Covered wells may be marked by lighted or unlighted buoys.

Joins page 10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

17385

45' 40' 35' 131° 30'

SCALE 1:80,000
Nautical Miles
1 2 3 4 5 6 7
Yards
000 0 2000 4000 6000 8000 10000

56° 30'

25'

20'

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES

ALASKA - SOUTHEAST COAST

EST SOUND - EASTERN PASSAGE AND ZIMOVIA STRAIT

Mercator Projection
Scale 1:80,000 at Lat 56° 08'
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.

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 1.268 " southward and 6.073 "westward to agree with this chart.

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	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC 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
		R Bn radiobeacon	Y yellow

Bottom characteristics

Blds 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	

21 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.

WIRE DRAGGED AREAS

The area tinted green was swept in 1916 for previously undetected dangers to navigation. All dangers found are shown on this chart.

CAUTION

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

LOG STORAGE AREAS-CAUTION

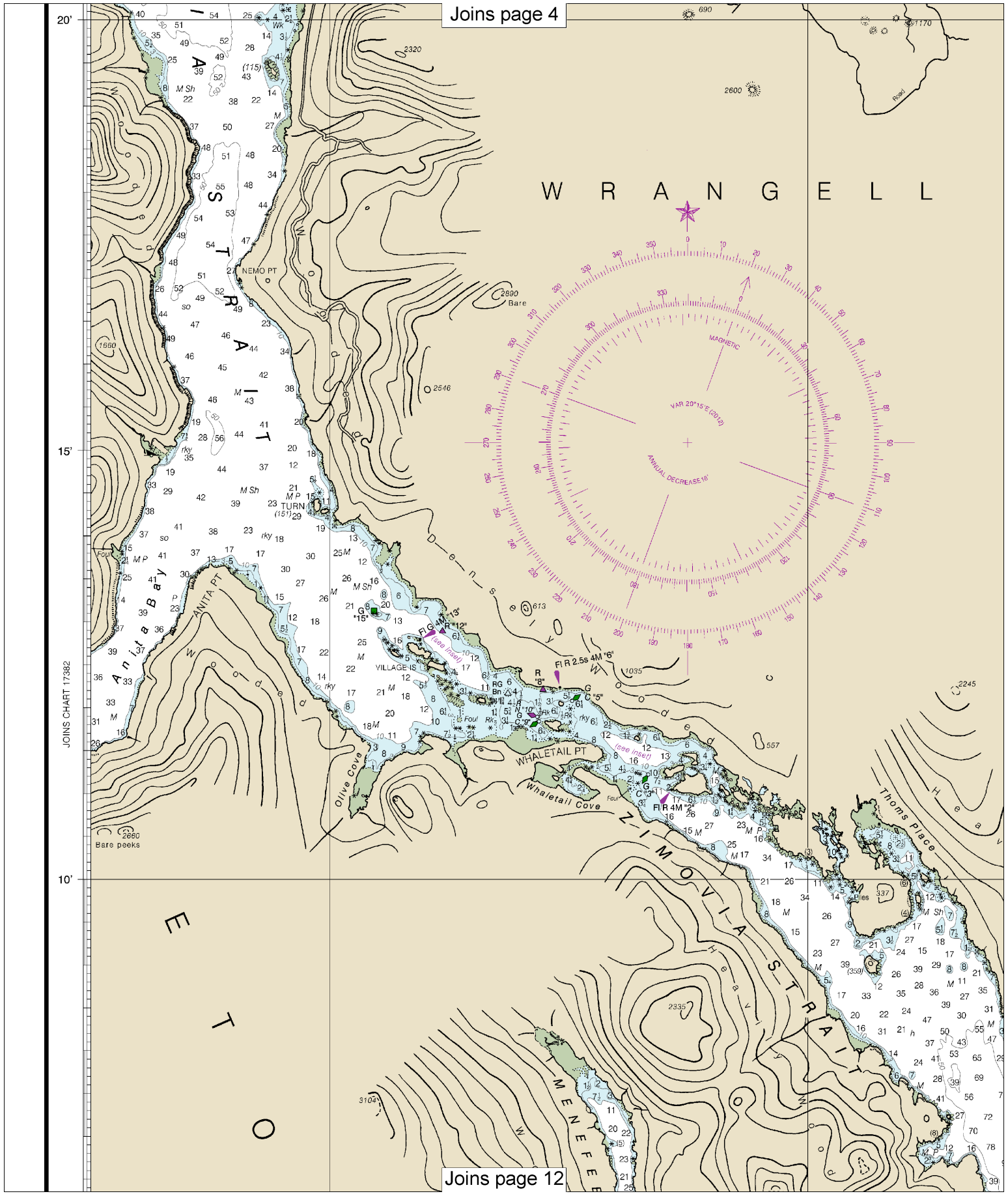
The limits of log storage areas are variable and only known areas are shown on this chart. Mariners should exercise caution in these areas.

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 upon as lines of equal elevation.

Joins page 11

This is the Last Edition of this chart. It will be canceled on Nov 1, 2023

18th Ed., Dec. 2011. Last Correction: 5/2/2023. Cleared through:
LNM: 4223 (10/17/2023), NM: 4323 (10/28/2023), CHS: 0923 (9/29/2023)



8

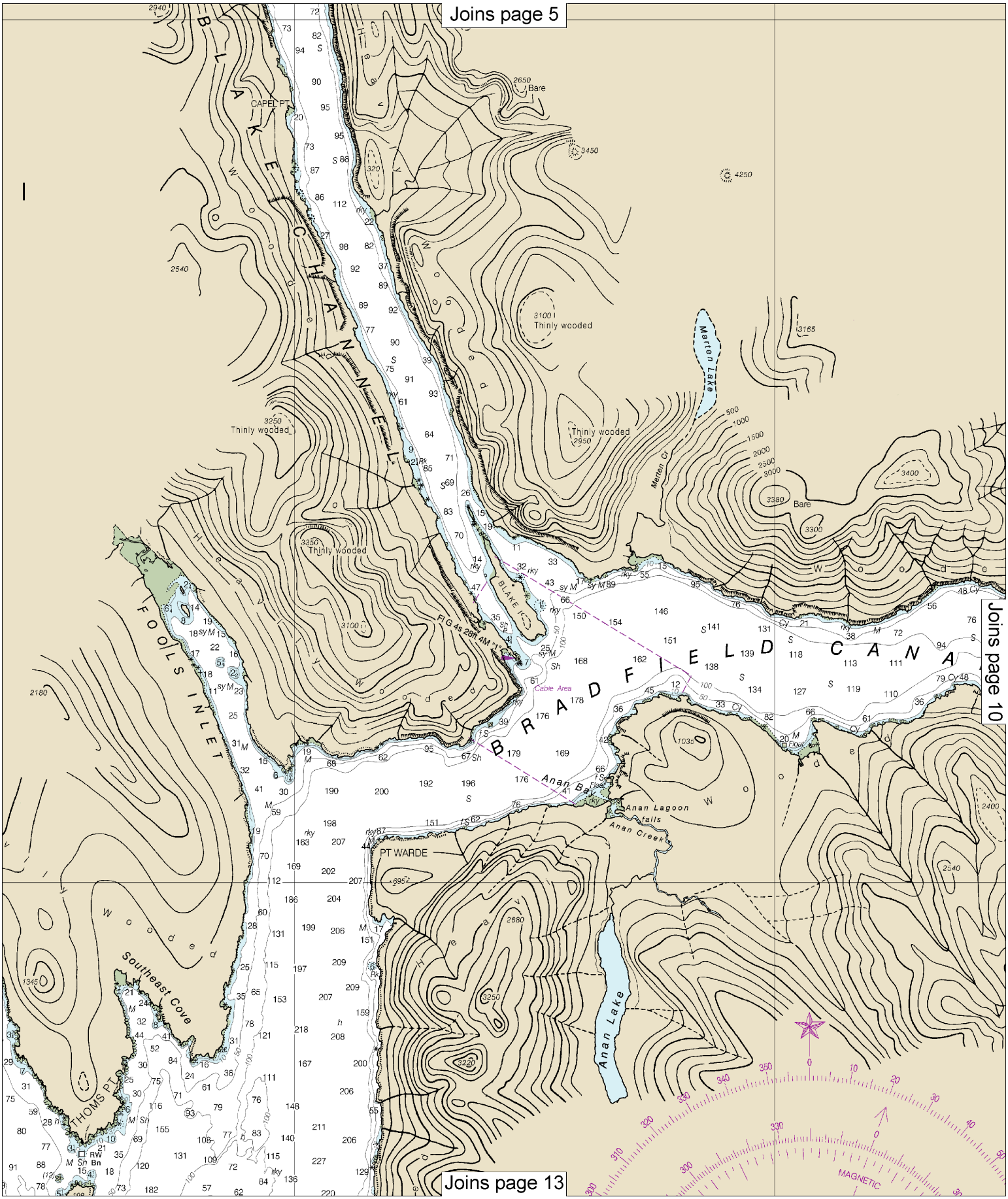
Note: Chart grid lines are aligned with true north.

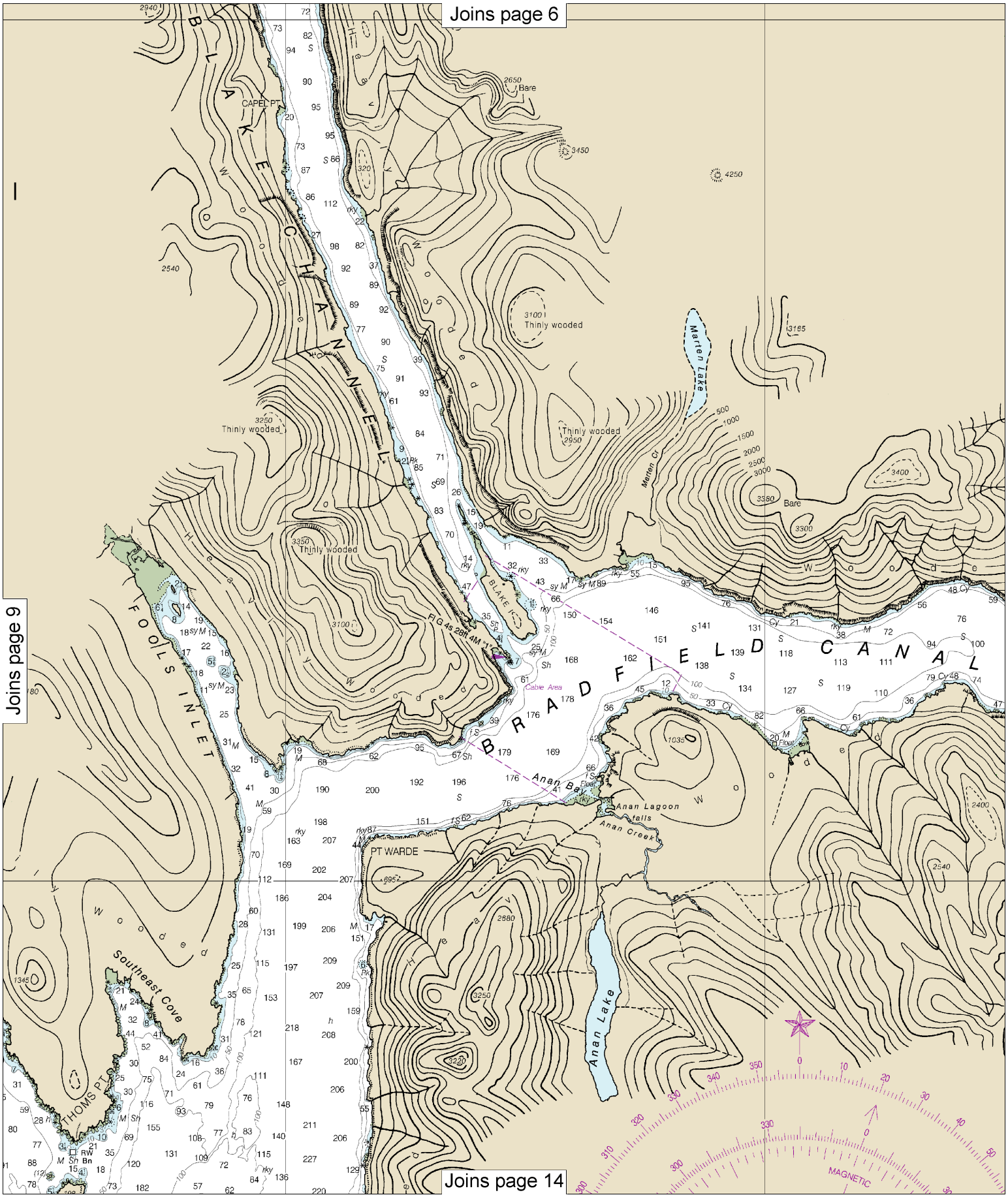
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 5
BLAKE CHANNEL
CAPE L PT
Bare
Thinly wooded
Marten Lake
Marten Cr
Thinly wooded
Thinly wooded
Thinly wooded
BLAKE I
FIG 45 28ft 4M
Cable Area
BRADFIELD CANAL
Anan Bay
Anan Lagoon
falls
Anan Creek
PT WARDE
Anan Lake
FOOLS INLET
Southeast Cove
THOMS PT
Joins page 10
Joins page 13
MAGNETIC



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

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Yards: 1000 0 2000 4000 6000 8000 10000

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AUTHORITIES

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

Joins page 7

LOG STORAGE AREAS-

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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 upon as lines of equal elevation.

AIDS TO NAVIGATION

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

SUPPLEMENTAL INFORMATION

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

20'

15'

10'

KAPHO MTS

Harding River

Unsurveyed Area

OVHD CAB

MT TYEE 4690

Tyee Lake

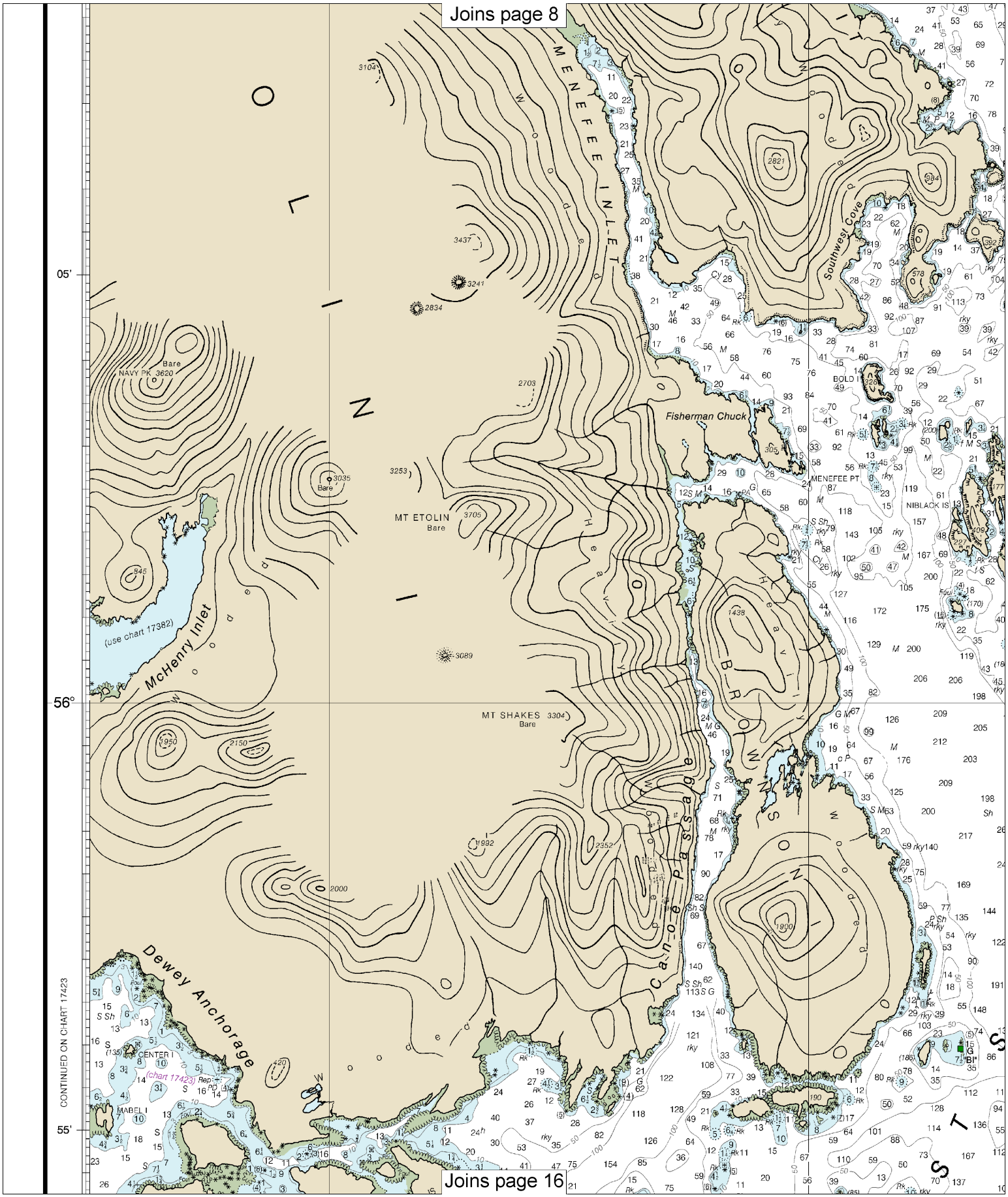
DUCK PT

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.

Joins page 15



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

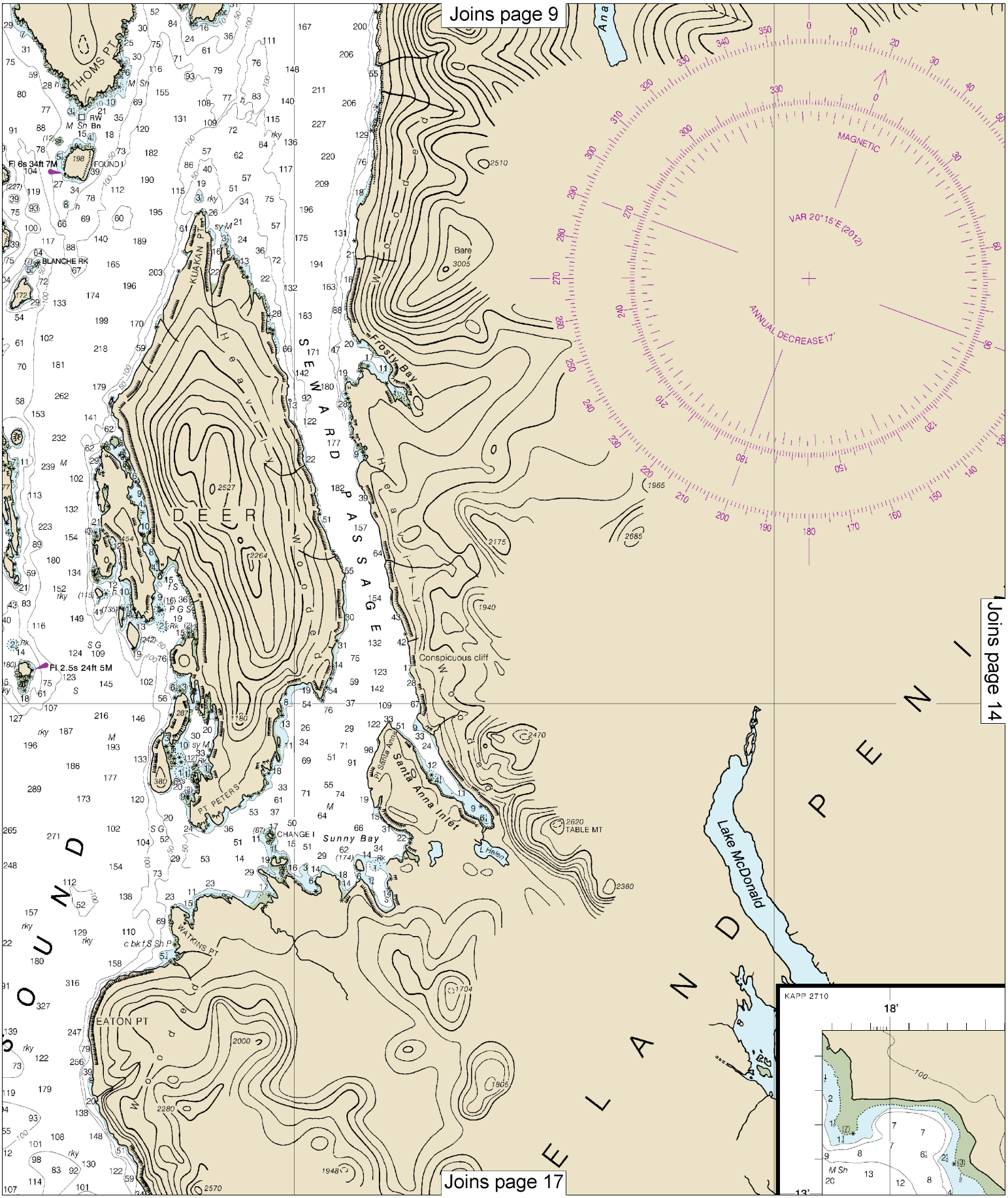
Nautical Miles

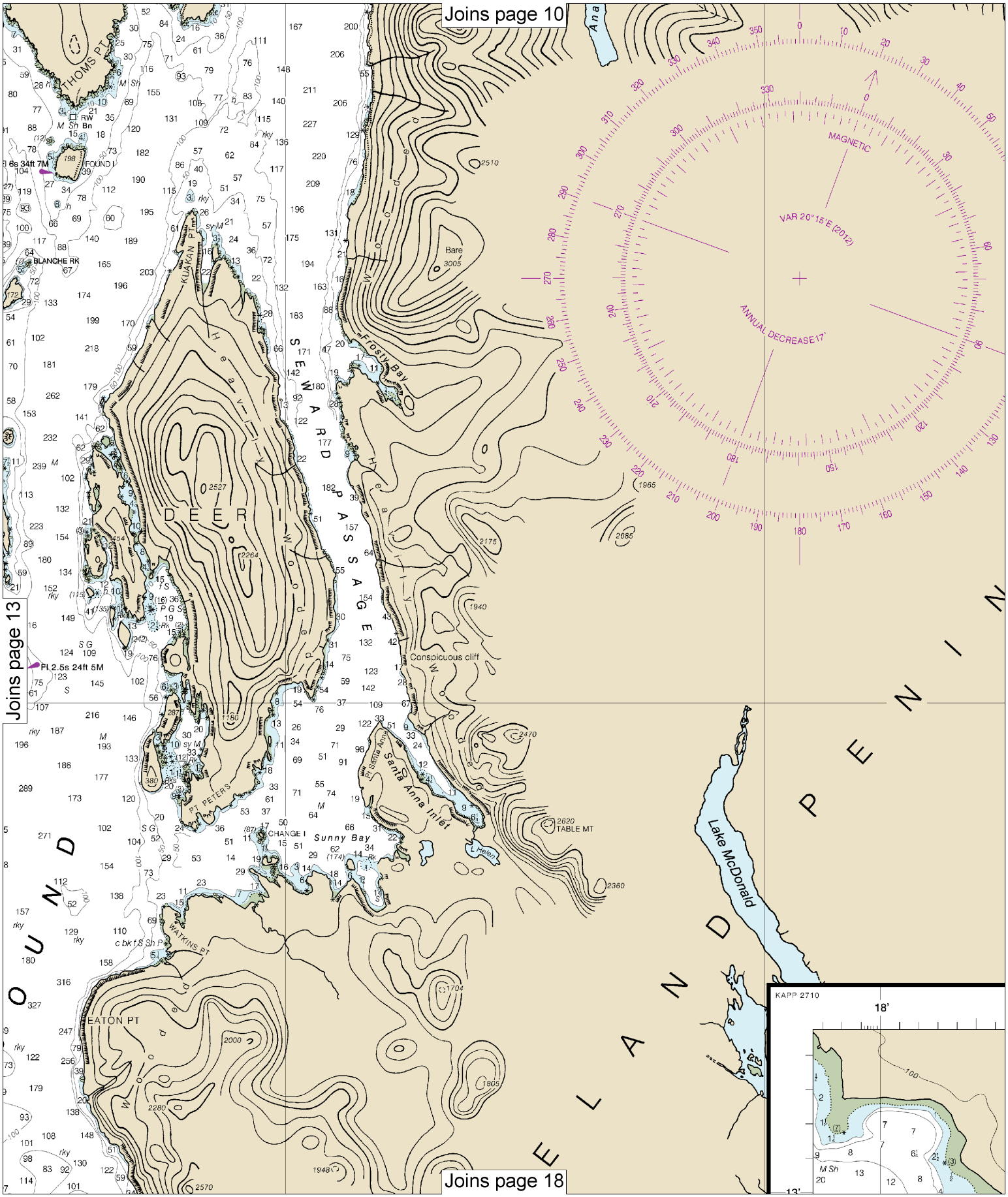
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 9
Joins page 14
Joins page 17
THOMS PT
Fl 6s 34ft 7M
FOUND I
BLANCHE RK
KUAKAN P
Bare
3005
Frosty Bay
SEWARD PASSAGE
Conspicuous cliff
Fl 2.5s 24ft 5M
DEER I
PT PETERS
Sunny Bay
CHANGE I
Santa Anna Inlet
TABLE MT
2620
Lake McDonald
WATKINS PT
EATON PT
MAGNETIC
VAR 20°15'E (2012)
ANNUAL DECREASE 17'
KAPP 2710
18'
13'



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Joins page 11

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE A

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

Refer to charted regulation section numbers.

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.

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. 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.

Sukkwan 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
Ketchikan, AK	WXJ-26	162.550 MHz

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Wrangell	(56°28'N/132°23'W)	16.0	15.1	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.
(Nov 2011)

05'

56°

JOINS CHART 17422

17' 16' 15' 132°14' 13'

ZIMOVIA STRAIT
Scale 1:20,000

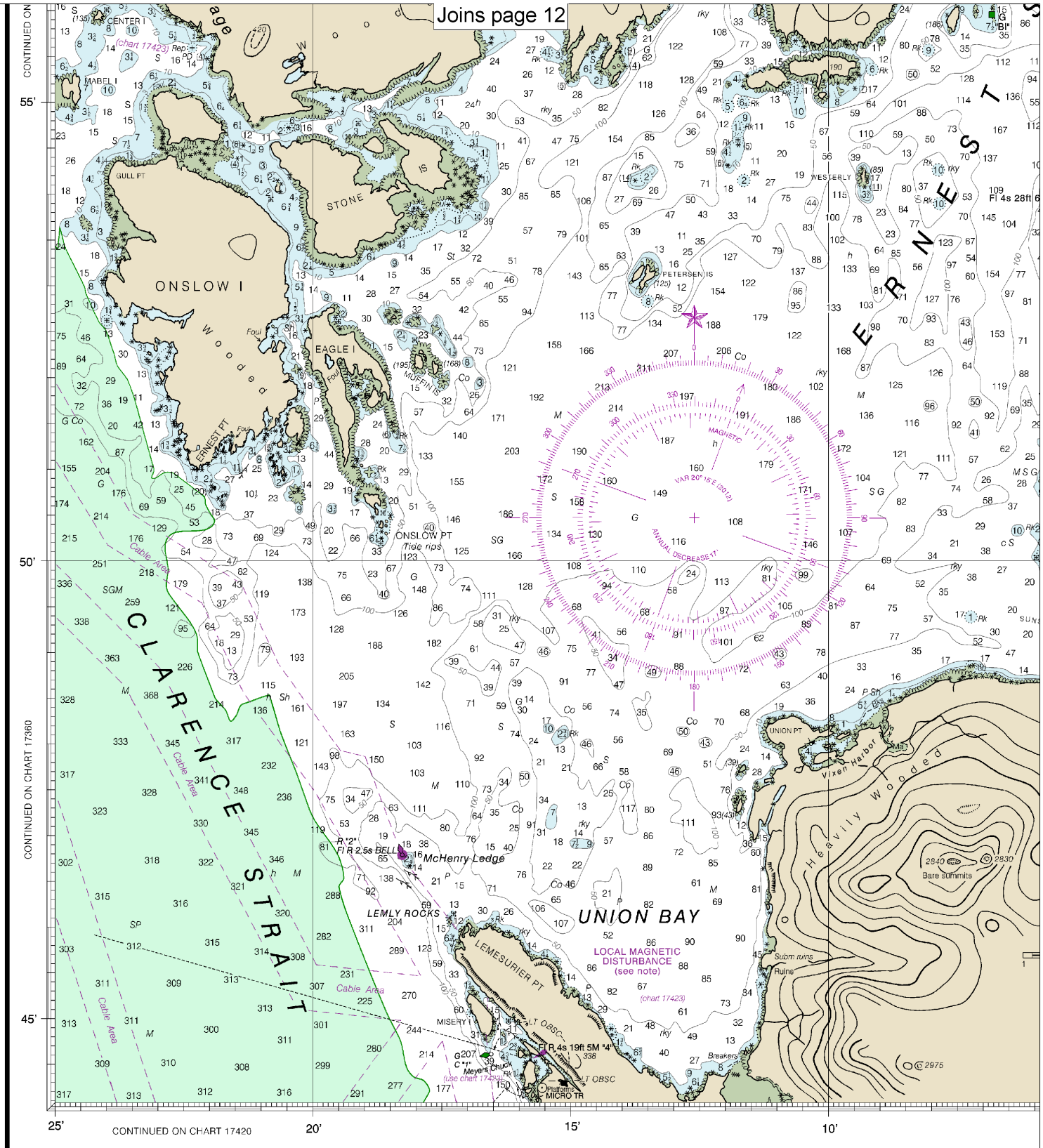
Nautical Miles
0 1

Yards
500 0 500 1000

.935

Joins page 19

13'



17385

CAUTION

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

SOUNDINGS IN F

This is the Last Edition of this chart. It will be canceled on Nov 1, 2023

18th Ed., Dec. 2011. Last Correction: 5/2/2023. Cleared through:
LNM: 4223 (10/17/2023), NM: 4323 (10/28/2023), CHS: 0923 (9/29/2023)

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Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

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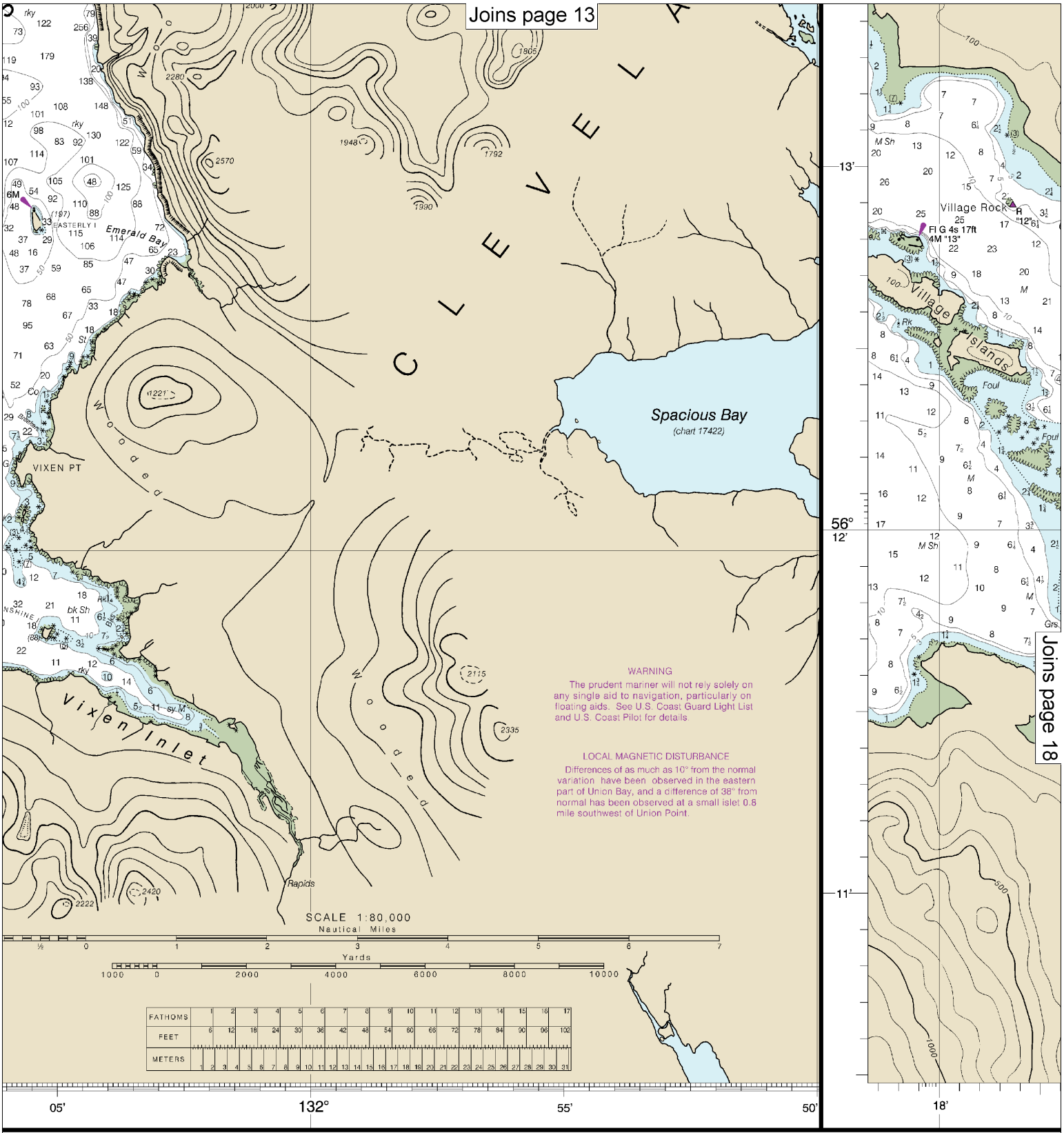
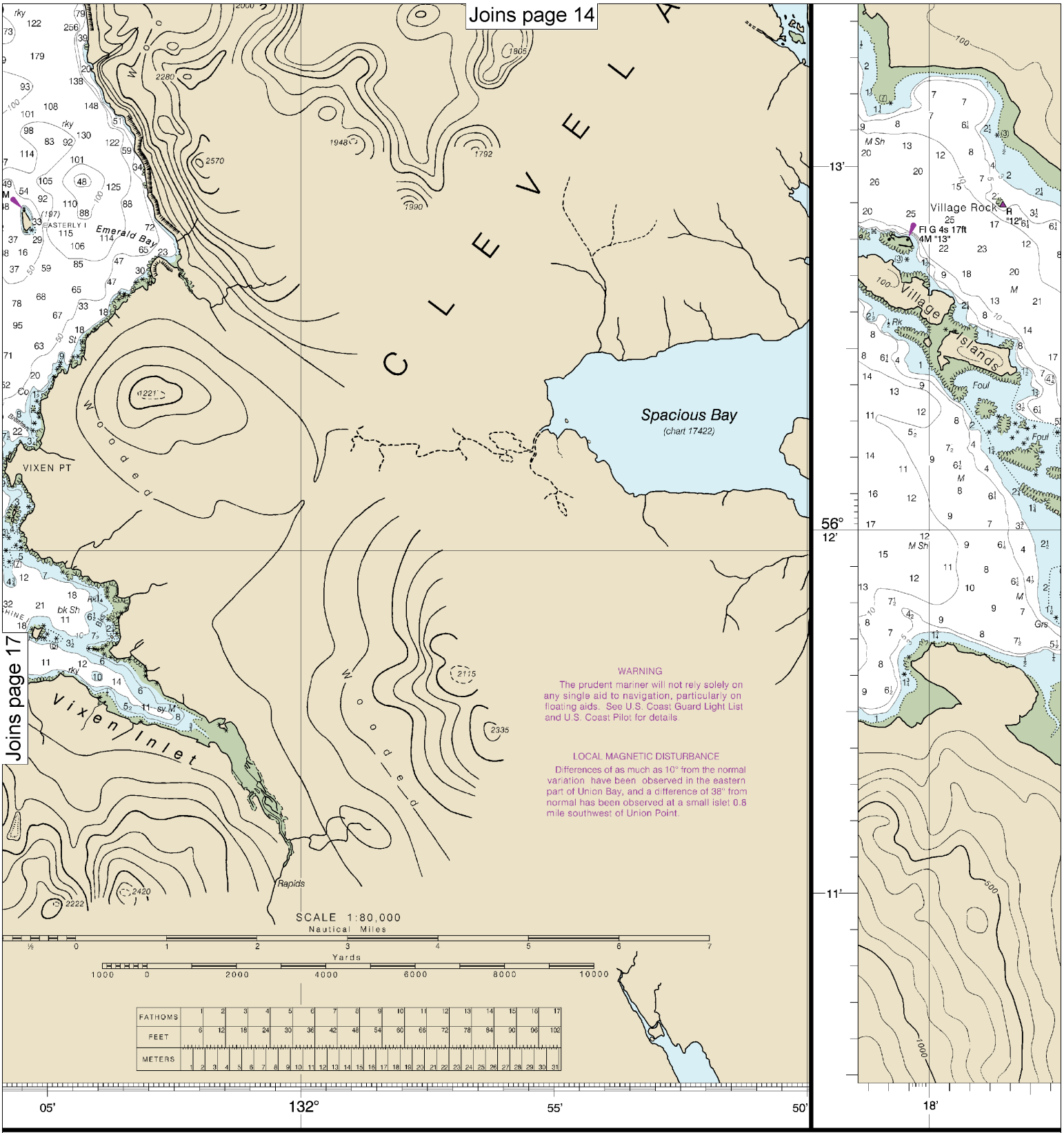


FATHOMS

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

NOAA encourages users to submit inqu
about this chart at http://www.nauticalcharts



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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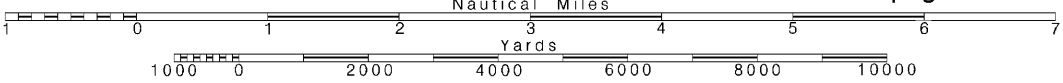
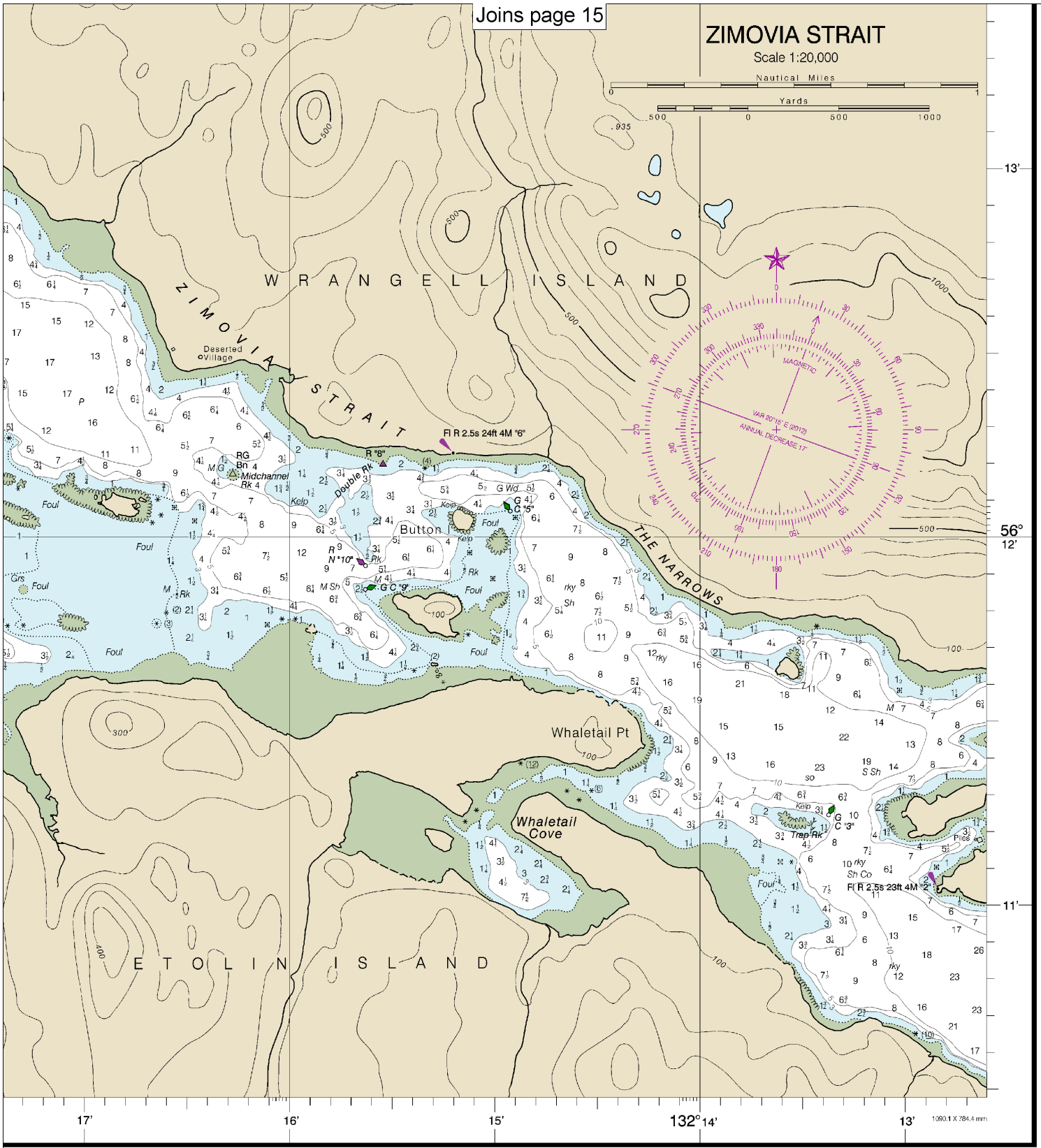


See Note on page 5.



ries, discrepancies or comments
noaa.gov/staff/contact.htm.

Ernest Sound, Eastern Passage and Zimovia Strait

SOUNDINGS IN FATHOMS - SCALE 1:80,000

17385

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican 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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