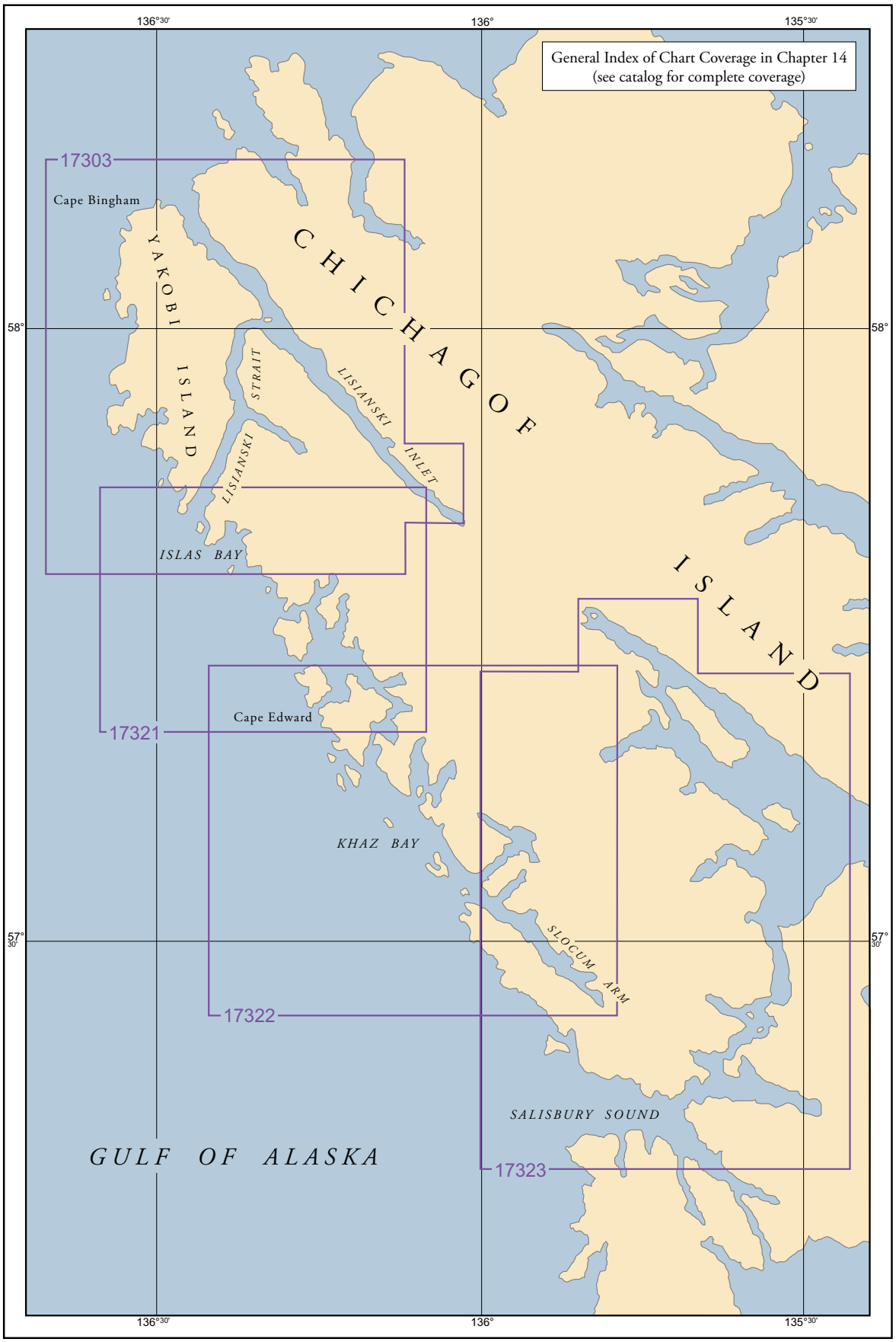
General Index of Chart Coverage in Chapter 14
(see catalog for complete coverage)
136°30'
136°
135°30'
58°
57° 30'
17303
Cape Bingham
YAKOBI ISLAND
CHICHAGOF ISLAND
LISIANSKI STRAIT
LISIANSKI INLET
ISLAS BAY
17321
Cape Edward
KHAZ BAY
SLOCUM ARM
17322
SALISBURY SOUND
17323
GULF OF ALASKA

West Coast of Chichagof Island and Yakobi Island

(1) This chapter describes the W coast of Chichagof Island and Yakobi Island from Fortuna Strait to Cape Bingham. Also discussed are the numerous bays and coves, and an inside passage for small vessels that extends along the greater part of this coast.

Weather

(2) While these coasts are exposed to the rigors of the Gulf of Alaska, the climate is tempered somewhat by the maritime location. From October through February, winds and waves pound the shoreline creating a hazard to navigation. Swells from distant storms often arrive from SW while heavy seas are more often out of S and SE. Gales are encountered about 10 percent of the time in open waters. The maritime influence is evident in the average maximum temperatures which run in the mid 30s (°F) in winter and minimums which are only about 5° to 7° colder. In winter, temperatures drop to freezing or below on about 80 to 85 days and in summer usually remain below 70°F. Extremes range from just below 0°F to about 80°F. Precipitation is plentiful year round, particularly in October, November, and December. Reduced visibilities are a problem in June, July, and August and also in winter; poor visibilities in winter often occur in snow.

Chart 16016

(3) The W coast of Chichagof Island has a general NW direction for about 38 miles from the W end of Klokachef Island to Cape Cross, and then the coast trends N for 10 miles to Yakobi Rock. The main shore is formed by **Chichagof Island**, which has numerous mountain peaks. From Klokachef Island to Khaz Bay the 100-fathom curve is about 13 miles offshore. The 50-fathom curve is about 6 miles offshore, and inside of that distance the soundings are irregular and less than 50 fathoms, except a narrow pocket with depths of 50 to 101 fathoms, which extends about 5.5 miles SW from Khaz Bay entrance. From the entrance of Khaz Bay to Cape Edward, the coast is formed by numerous islets, rocks, and breakers, that prevent a close approach to the shore.

(4) An inside passage for small vessels extends along the greater part of this coast. From Salisbury Sound this route leads N through Fortuna Strait and then outside to Khaz Bay. Small craft sometimes enter Slocum Arm through Piehle Passage, which is close W of Khaz Head. From Khaz Bay the route leads through Ogden Passage and Surveyor Passage to Portlock Harbor, thence through Imperial Passage to the outside coast. Small craft can take the shorter route from Khaz Bay, passing through Ogden Passage and Kukkan Passage and Bay. Small craft with local knowledge can leave Portlock Harbor by Dry Pass. From Portlock Harbor to Lisianski Strait the route leads outside, thence through Lisianski Strait and Inlet to Cross Sound.

(5) This entire coast has been surveyed and is shown on a series of large-scale charts; all known dangers are charted.

Chart 17323

(6) **Fortuna Strait** separates Klokachef Island from Chichagof Island. The SE entrance is between ledges that extend W from Chichagof Island and **Vincent Reef**, which extends S from the E end of Klokachef Island. A shoal marked by kelp, with a least depth of 2¼ fathoms, is 0.5 mile N from the E end of Klokachef Island. A rock, with ½ fathom over it and marked by kelp, is about 600 yards from the N shore on the W side at the entrance to Leo Anchorage.

(7) Fortuna Strait is used, especially by small craft, when bound to Khaz Bay from Salisbury Sound.

(8) **Leo Anchorage**, on the NE side of Fortuna Strait, narrows at the head, where there is a stream and small flat. The anchorage affords a fair shelter from N winds, but it is not recommended in S weather. With S winds there is less swell near the W side. The anchorage is near the middle in 15 to 20 fathoms, or for small craft near the head in 5 to 7 fathoms. The bottom is hard with sticky patches.

(9) **Point Slocum** is about 3.5 miles NNW of Klokachef Island. A bare, flat rock, about 30 feet high, is about 200 yards SSW of the point; inside the rock a boat landing can be made in ordinary weather. A breaker is about 0.5 mile W of Point Slocum. An isolated breaker is about 0.6 mile S from this point.

Chart 17322

(10) **Khaz Head**, a bold, bluff headland, particularly noticeable from SW, is about 7 miles NW of Klokachef Island (chart 17323), and about 4 miles NNW of Point Slocum (57°27.9'N., 135°58.0'W.). It is the NW end of **Khaz Peninsula**, a rugged peninsula between Slocum Arm of Khaz Bay and the sea.

(11) **Khaz Point**, the SW point of Khaz Head, shows from the SE as a conical hill. It is about 2.8 miles NW

of Point Slocum. The shore between these points forms a shallow bight in which there is much foul ground as well as numerous breakers. Breakers extend about 0.8 mile W of Khaz Point. A rock, awash at high water, at the end of the reef that extends S from the point, is used as a landmark by local motorboats that keep close inshore. The surf shows on this rock at all times.

(12) **Piehle Passage** is entered close-to, W of Khaz Point, and leads among the rocks and islets W of Khaz Head to Slocum Arm. This passage is extensively used by small craft with local knowledge, but is difficult for strangers. The entrance at Khaz Point is closed by breakers in heavy weather. Good protected anchorage for small craft can be had in the bight at the NW end of Khaz Head on the SE side of Piehle Passage. Anchorage can be selected at the head of the bight in 8 to 10 fathoms, mud and gravel bottom.

(13) From Khaz Head a chain of numerous islands, rocks, and reefs, some wooded and all generally low, extend about 3.4 miles NW to Ramp Island and Deuce Island, at the entrance of Khaz Bay.

(14) **Middle Breaker** is on a bare rock about 2 miles WNW of Khaz Point and almost 1 mile from the nearest islet to the E.

(15) **Khaz Breakers**, marked by a lighted whistle buoy off the W side, are the outer dangers in approaching Khaz Bay from S, and are on a reef about 1.4 miles W of Middle Breaker.

(16) **Outer Rocks** are the southernmost bare rocks on the W side of the entrance to Khaz Bay. They are two in number, about 250 yards apart. Outer Rocks are distinctly darker than the rocks to the N, mound like in appearance, and can easily be identified by strangers.

(17) **Black Island** is the highest of a group of small islands about 3.2 miles NW of Outer Rocks. It is the only wooded island of the group and forms an easily distinguishable landmark. Two bare rocks are about 0.8 mile W of Black Island. A group of bare islets and rocks extends 0.8 mile S of Black Island. Breakers extend 2 miles W of the island.

(18) **White Sisters** are two outlying large white rock islets, about 2.2 miles NNW of Black Island.

(19) Inside the lines joining Outer Rocks, Black Island, White Sisters, and Cape Edward are numerous bare rocks and reefs, but the four mentioned are the most prominent and easily recognized.

(20) **Khaz Bay**, about 11 miles NW of Klokachef Island, is 2.2 miles wide at its entrance between Ramp Island (57°33.6'N., 136°05.3'W.) and Outer Rocks, and extends N about 2 miles to Quit Point. Here it divides into an extensive system of inland passages that extend E, N, and W, and connects with the sea NW of Cape Edward, through Kukkan Bay and Portlock Harbor.

(21) The entrance, marked by a lighted whistle buoy off Khaz Breakers, is wide and has deep water, but is difficult to recognize because of the many islets and bare rocks. In the entrance are a number of breakers that show except at high water with an exceptionally smooth sea, and help shape the course in daylight and clear weather. Once in the entrance, vessels should have no difficulty in going into Slocum Arm or through Ogden Passage to Kimshan Cove. Klag Bay is difficult except for small vessels at slack water.

(22) **Black Rock**, about 1.1 miles NE of Outer Rocks, covers at high water and is generally marked by a heavy breaker.

(23) **Ramp Island**, small, about 100 feet high, and scantily wooded, is the westernmost of the islands on the E side of Khaz Bay.

(24) **Deuce Island** is the northwesternmost wooded island on the E side of Khaz Bay, and is about 0.5 mile N of Ramp Island. At its NW end is a round bald knob. **Ninefoot Shoal**, about 0.5 mile NNW of Deuce Island, is marked by a buoy.

(25) **Quit Point** is the S end of the southernmost of the low wooded islands on the N side in the entrance to Khaz Bay, and is about 1.2 miles NW of Deuce Island. The end of the point is bare, and at the timber line is about 90 feet high. This island is somewhat higher than others near it, and from most points shows as two knobs. The S knob is the larger and higher, with a saddle between. A bare, rocky islet is about 0.3 mile W of Quit Point, and there is foul ground, generally marked by breakers, between this islet, Quit Point, and **Gray Rock** about 0.4 mile SW of the point.

(26) **Rough Channel**, W of Quit Point and Gray Rock, is an entrance to Ogden Passage from Khaz Bay. Its N end has rocks above and under water that constrict the channel to about 200 yards. Because it generally has heavy swell, the channel should be avoided except possibly at low water with a smooth sea. Smooth Channel is the better entrance to Ogden Passage.

(27) **Guide Rock**, bare and 15 feet high, is about 0.3 mile ENE of Quit Point, and is the easternmost of the bare rocks that extend 0.2 mile E from the island. It is an important mark for entering any of the arms.

(28) **Smooth Channel**, the best entrance to Ogden Passage, is protected from the ocean swell by a chain of wooded islands and ledges. From N of Guide Rock it extends in a NW direction, with depths of 7 to 33 fathoms. Smooth Channel also forms the approach to Klag Bay and connecting bodies of water. S of **Vorota Island** in 20 to 25 fathoms is an excellent anchorage for vessels up to 250 feet long. With heavy SW swells some of the turbulence enters the anchorage, but not enough to make it unsafe.

(29) **Doolth Mountain**, 7 miles N of the entrance to Khaz Bay, is wooded. It stands out from the higher mountains farther inland and is the most prominent one near the coast.

(30) **Slocum Arm** extends SE from Khaz Bay. Its SW side is formed by the mountainous Khaz Peninsula terminating W at Khaz Head, and by the chain of wooded islands that extends 3.4 miles NW from that head to Deuce Island. The arm is free from dangers, with the

exception of a rock, bare at half tide, 300 yards from the NE shore.

(31) **Ford Arm**, NE of Khaz Head, extends NE from Slocum Arm and is constricted in places by islands and rocks. At its head is an expansion about 0.8 mile in diameter, from which arms extend SE and NW. The SE arm has some islets and a flat at its head; there is anchorage for vessels NW of the islets in desired depths up to 15 fathoms. The NW arm has anchorage for small craft at its head in 6 to 15 fathoms. Small craft can also anchor in **Elf Cove**, the cove N of the N point at the entrance to the NW arm, in 5 to 8 fathoms; a ledge bare at half tide is close to the N side of the cove.

(32) The entrance to Ford Arm is marked on the SE side by a group of small wooded islands that should not be approached closely. Two miles inside the entrance on the SE shore is a projecting point.

(33) **Falcon Arm**, 1.4 miles SE of Ford Arm, extends NE and narrows to 350 yards at its head. In 1998, shoaling to 12 fathoms was reported in the center of the entrance to the arm in about 57°32.0'N., 135°35.3'W. A rock with 1 foot over it is 0.4 mile inside the bay, in the middle. Favor the NW shore for 0.5 mile from the entrance to avoid this rock and then keep in midchannel. The depths in the wide part of the arm are 22 to 25 fathoms. A good anchorage is in an expansion above a point on the NW side 1.5 miles from the entrance in 11 to 14 fathoms, soft bottom.

(34) **Waterfall Cove**, about 1.8 miles SE of Falcon Arm, is identified by a large waterfall about 1 mile above its head. Two bights are at the head; the E one dries and the W one, which has 4 to 11 fathoms, affords anchorage for small craft.

(35) **Island Cove**, about 4.5 miles SE of Falcon Arm, has several islands in it near the shore. The anchorage is in the SE end of the cove in about 16 fathoms. Favor the SE point of the cove when entering and avoid a flat that extends about 300 yards from the N shore of the anchorage.

(36) On the SW shore of Slocum Arm, opposite Island Cove, is a small point with a wooded knoll 80 feet high. Anchorage for small craft is in the cove W of this point in 6 to 10 fathoms.

(37) **Flat Cove**, on the NE side 6 miles SE of Falcon Arm, has depths of 12 to 32 fathoms to the flat that extends 700 yards from its head.

(38) Good anchorage is 0.5 to 0.6 mile from the head of Slocum Arm in 16 to 18 fathoms. A flat extends about 0.2 mile from its head.

(39) **Klag Bay**, at the head of Khaz Bay, is cluttered with islands, and the shores are foul especially on the E side behind the islands in the bay. The two entrances to the bay lead through narrow crooked channels, with foul shores and strong currents, which are difficult except for small vessels at slack water. Strangers should enter at low water slack when the dangers will show above water or be indicated by kelp.

(40) The main entrance is through **The Gate**, which has its entrance 1 mile N of Guide Rock. It has a depth of 4¾ fathoms and a width of 50 yards at its narrowest part, between a daybeacon on the E side of Vorota Island and a rocky 1-fathom shoal 20 yards off a sparsely wooded islet on the E side of the entrance. A **008°** unlighted range marking the centerline of the channel clears the 1-fathom shoal.

(41) **Elbow Passage** is the W entrance to Klag Bay. The W part of this passage has a midchannel depth of 2¾ fathoms and is constricted in places to a width of about 75 yards by kelp-marked shoals.

(42) The two entrance channels merge N of The Gate and the channel then continues through Elbow Passage around the S and E sides of **Klag Island**. The pass W of Klag Island is almost blocked at the N end and is suitable only for small boats and launches. N of Klag Island the bay is comparatively clear, though there are a number of islands in it.

Anchorage

(43) Anchorage can be found in the bay above Klag Island in depths of from 3 to 20 fathoms.

Currents

(44) It is reported that the currents in Elbow Passage, S of Klag Island, are strong and the passage is navigable only near the time of slack water.

(45) **Ice** forms in Klag Bay early in January and is a hazard to navigation through February and most of March.

Caution

(46) The last of the ebb sets out of Elbow Passage W with great velocity through the W entrance, forming heavy swirls, and passage should be attempted only at slack water, preferably low-water slack.

(47) **Lake Anna** has its entrance through a narrow channel from the E side of the N end of Elbow Passage. There is anchorage at the S end of the lake in 6 to 15 fathoms. About 1.1 miles NE of the entrance a ledge with bare heads extends to midchannel from the E side; the channel is NW of it. At the N end of the lake is an anchorage in 5 to 12 fathoms. Lake Anna should only be entered by those with local knowledge because of its narrow entrance and extreme currents, except at slack water.

(48) **Sister Lake** is joined to the NE end of Lake Anna by a narrow, foul passage 0.5 mile long. Passage should be made at slack water only. It is reported that slack water occurs about 2½ hours after slack water at Sitka, and that the currents reach a maximum strength of about 12 knots. The S end of this lake is only 200 yards from Ford Arm and about 300 yards from **Double Cove**, a small bay at the NE end of Khaz Bay, with low land between. The lake is reported to be deep, with good anchorage in the coves. The lake should be navigated with caution.

(49) Khaz Bay is connected with Portlock Harbor by Ogden Passage and Surveyor Passage, and is a navigable route for small vessels. Another route, partially

protected, leads from Ogden Passage through Kukkan Passage and Bay to South Passage, which is the S entrance to Portlock Harbor. This route is recommended for small craft only. Rough Channel and Smooth Channel have been described previously in this chapter.

(50) **Ogden Passage** is entered from Khaz Bay through Rough Channel or Smooth Channel, the latter being the best. From Klag Bay it can be entered through the W part of Elbow Passage. The depths in Ogden Passage are generally good and the dangers are charted, but several narrow passages and sharp turns make its navigation difficult for large vessels. The bottom is generally rocky, and the only good anchorage is in Kimshan Cove.

(51) **Frog Rock** is a steep, grassy rock, about 35 feet high, and is the outermost of a small group of islets in the E side of the passage.

(52) **Snipe Rock**, about 0.6 mile SW of Frog Rock, is a flat, grassy rock about 10 feet high and is part of a long submerged ledge. It is marked by a daybeacon and is in the entrance to Kukkan Passage which leads through Kukkan Bay to the sea, N of Cape Edward.

(53) In 2003, a dangerous submerged rock was reported in Ogden Passage about 300 yards W of **Drip Point** in 57°39'20"N., 136°10'17"W.

(54) **Fitz Island**, **Dippy Island**, and **Port Island** are wooded islets that are at the junction of Ogden Passage and Surveyor Passage. A daybeacon marks a reef with ½ fathom over it, which is on the NW side of the channel between Fitz Island and Dippy Island. Boats passing between the daybeacon and Fitz Island should give the daybeacon a berth of at least 75 yards to avoid the reef. A submerged rock is in the middle of the channel W of Port Island, making it unsafe.

(55) **Kimshan Cove**, E of Fitz Island, has depths of 6 to 11 fathoms. Anchorage can be selected anywhere in the cove, being careful to avoid the pile ruins of a wharf on the SE side of the cove.

Chart 17321

(56) **Surveyor Passage** is the passage that extends from Portlock Harbor to Ogden Passage NW of Kimshan Cove. Many submerged rocks are in the passage. A daybeacon marks a reef, that uncovers about 7 feet, on the NE side of the passage 0.4 mile SE of Lydonia Island. A rock awash is 50 yards off the NE shore in the narrow part of the passage about 0.5 mile SE of the daybeacon. **Lydonia Island** is a wooded island in the NW end of Surveyor Passage. The channel W and S of the island is foul, and large vessels always use the E channel.

(57) **Minnie Reef**, marked by a daybeacon and which uncovers about 5 feet, is in the main channel N of Lydonia Island. The area between the reef and the island is very foul.

(58) **Black Bay** extends for 1.2 miles E from Surveyor Passage, and has two islands obstructing its entrance. The best passage into the bay is between Point Lydonia and the northernmost of these islands, although small boats can pass between them. The shoreline is steep and rocky except at the head where there is a large sand and gravel flat. Strong winds draw through the bay from the head, and it is not recommended for shelter.

Currents

(59) The currents in Surveyor Passage are small. The flood enters the passage from both ends and meets in the vicinity of the entrance to Black Bay.

Chart 17322

(60) **Kukkan Bay** is between Edward Islands and Herbert Graves Island, and immediately N of Pole Point (57°39.6'N., 136°13.8'W.). It is poorly protected and is used only as a passage into Ogden Passage through Kukkan Passage. The principal entrance is N of Edward Islands, but vessels can also enter S of these islands. Kukkan Bay is connected with Ogden Passage by **Kukkan Passage** and is used by fish packers of about 12-foot draft at all stages of the tide; however, the spot shown as 2 fathoms, on the N end of the shoal area off Pole Point, breaks in heavy weather and may have less than 2 fathoms on it. It should be avoided by all vessels. **Pole Point**, on the S side of the bay, is a bare, bluff point with high, wooded land behind it. **Ittar Rock** is a bare rock 12 feet high in the middle of the entrance to Kukkan Passage.

(61) **Tawak Passage** extends S from the NW end of Kukkan Passage, and affords a protected, although intricate, passage for small boats along the coast. The N end of the passage is foul and should not be used without local knowledge. The islands W of Tawak Passage are called the **Myriad Islands**. **Gig Pass** is a deep, narrow passage leading from the S end of Tawak Passage to Ogden Passage.

(62) **Edward Islands** are two groups of prominent, wooded islands, on the W side of Kukkan Bay, about 0.8 mile S of Cape Edward. Foul ground extends for over 0.5 mile W of these islands. A brown, bare rock, 16 feet high, is 1 mile SSW from Edward Islands.

(63) **Cape Edward**, on the W point of **Elkugu Island**, is about 2.6 miles N of White Sisters. A rock, bare at high tide, is about 0.5 mile WSW of the cape, and there are submerged rocks 300 yards N and 500 yards ESE of this rock. **Elkugu Bay**, on the E side of Cape Edward, is exposed to the S and is of no importance.

Chart 17321

(64) **Portlock Harbor** is formed on its seaward side by Hogan Island and Hill Island. **Hogan Island** is almost flat-topped and timbered with scrubby growth. The shoreline is very steep and rocky, with practically no sand beach except for small coves, which are unfit for beaching any size boat. **Hill Island** is well timbered

except in the NW section, which is almost a flat plateau sparsely wooded with scrub spruce. The highest point of the island is near the center. **Herbert Graves Island**, on the S side of the harbor, is sparsely wooded except for a high, wooded hill on the E part, which is a prominent landmark. The W half of the island is low and rolling with numerous small lakes and swampy areas. **Mount Lydonia**, on Chicagof Island E of the harbor, is a prominent landmark and the highest mountain in the vicinity.

(65) Portlock Harbor is used chiefly by boats going through the inside waters to Ogden Passage. It has three entrances from the sea: South Passage, Imperial Passage, and Dry Pass. Imperial Passage is used by most vessels, although South Passage is equally good. Dry Pass is foul and is used only by small boats.

(66) **South Passage** is between Cape Edward and **Point Hogan**, which is the S point on Hogan Island. Reefs extend for 0.3 mile S from Point Hogan.

(67) **Imperial Passage**, between Hogan Island and Hill Island, is the main entrance into Portlock Harbor. The group of islands off the NW side of Hogan Island form a good landmark; the outer ones are grass covered and the inner ones have a few trees. Two reefs, awash, are 500 yards W of the center of the outer islands. The N side of Imperial Passage is marked by **Hill Island Light** (57°43'39"N., 136°16'36"W.), 60 feet above the water, and shown from a square frame with a red and white diamond-shaped daymark on the S end of Hill Island.

(68) **Peer Island**, a bare rock 20 feet high, is in the passage about 500 yards E of the light, and there is a shoal that extends 150 yards S of this rock, with a least depth of 1¾ fathoms. Several shoal areas are off the entrance to the passage where a heavy sea will break.

Anchorage

(69) Anchorage can be found in Portlock Harbor about 300 yards NE of **Sholin Island**, in 7 to 18 fathoms, rocky bottom. Anchorage can also be had at the junction of Goulding Harbor and Dry Pass in 15 to 18 fathoms. Most of the bays making off from Portlock Harbor are too deep for good anchorage.

(70) **Didrickson Bay** has its entrance on the E side of Portlock Harbor 0.7 mile NNE of **Lock Island**. Between submerged rocks and reefs on each side, the entrance is deep and clear. A 6-foot waterfall at the head of the bay can be seen from the entrance. Good anchorage can be had near the head of the bay in 5 to 16 fathoms, mud bottom.

(71) **Pinta Bay** extends N for 2.1 miles from Portlock Harbor. Two small, wooded islands on the W side of the entrance are joined by a reef that bares. E of these islands the entrance is clear.

(72) **Goulding Harbor**, at the NW end of Portlock Harbor, has two branches. **Baker Cove** is the N branch. The NE branch terminates in a shallow cove, bordered with sand and gravel flats. With local knowledge it is possible to take launches of 4 feet or less draft to the head of the cove where a large stream empties into the bay. Small craft can anchor near the flat at the head of the cove. Soundings taken at the entrance to the NE branch show a depth of 1 fathom on a reef of considerable size that extends from the S point of the entrance to the arm.

(73) **Dry Pass**, the N passage from Portlock Harbor to the Pacific Ocean, is N of Hill Island. For 0.4 mile from the W end, the pass is less than 0.1 mile wide and is foul. A narrow channel with depths ranging from 3 to 10 feet passes between rocks at the entrance and to the S of a rock in midchannel, 0.1 mile from the W end and to the S of a small rocky islet near the N shore, 0.1 mile from the E end of this section. The pass then expands into a basin, with a group of islets at the SW end.

(74) Anchorage in Dry Pass is reported in the cove on the N shore back of a large island in 6 fathoms, sticky bottom, and also in the cove on the SE shore in 4 to 7 fathoms.

(75) From the NE side of the basin the pass continues in a NE direction for about 0.5 mile and then turns SE to Portlock Harbor.

(76) The coast from Imperial Passage to Lisianski Strait is very irregular and characterized mainly by bold cliffs, rocky beaches, and many small islands, inlets, and bays. The immediate shoreline and larger islands are well wooded, but the rolling country back from the beach are stretches of open marsh with lakes or tidal lagoons. Two or three miles inland the mountains rise to elevations of 2,000 to 3,000 feet and are generally bare above 1,200 feet. **North Mountain**, about 1.8 miles to the N of Mirror Harbor, which is 4.3 miles N of Hill Island Light, is timbered to an elevation of about 1,600 feet and appears dark against the peaks beyond. As seen from the S it shows cone-shaped with a shoulder 220 feet lower that extends to E. **Mount Douglas**, a rounded double peak, is about 1.5 miles E from Mirror Harbor.

Dangers

(77) There are many outlying rocks and breakers along this coast and many rocks and shoals extend N from Cape Dearborn. Several rocks are S of Skinner Island, and several submerged rocks are S from Porcupine Islands.

(78) **Cape Dearborn**, the W extremity of Hill Island, is a bold bluff about 80 feet high and has several small rocky islets close-to.

(79) **Little Bay** is 1.5 miles NNE from Cape Dearborn. **Point Weigle**, the N point of the entrance, is 1.5 miles N from Cape Dearborn. The entrance to the bay is wide and clear, except near the shores, and has a depth of about 11 fathoms decreasing to 2½ fathoms near the head of the bay where it is foul.

(80) **Cormorant Island**, **Shag Rock**, **Grace Island**, **Middle Island**, and **Snag Island** form a group about 1.7 miles N from Cape Dearborn. **Fern Rock**, **Gull Rock**, and a rock awash midway between the two, are 270 yards N of Grace Island. **Davison Bay**, the bight E and NE of this group, has depths of 3½ to 15 fathoms.

(81) **Fleming Island** is 2 miles N of Cape Dearborn. **Mirror Harbor** is N of Fleming Island and has depths of 3 to 4 fathoms in the middle. In 1972, the harbor was reported to be a good anchorage for small craft with excellent protection and holding qualities, soft bottom. The channel leading to the harbor is between Fleming Island and the group to the W. It is intricate, narrows to about 10 yards, and in places has depths of about 1 fathom. Local knowledge is required for safe passage.

(82) **Point Shultz** is the S point of Fleming Island, and **Fairway Rock** is 275 yards SW from Point Shultz. In 1972, a ledge reportedly covered about 10 feet was reported to extend E about 200 yards from Fairway Rock. Passage W of the rock was recommended. **West Arm**, N of **Pluma Island**, is foul, but limited anchorage for small craft is available.

(83) **Skinner Island** is the largest of the outer islands of the group on the W side of the entrance to Mirror Harbor. A rocky islet is 300 yards W and breakers and foul ground extend 0.8 mile SW.

(84) **Caution Pass** is close E of Skinner Island. It is used by small local launches going to Bertha Bay.

(85) **Bertha Bay**, an open bight about 0.9 mile wide at the entrance, extends in a N direction from Skinner Island. The bay is rocky at the head and is very foul; it affords little protection from the ocean swell. Even small boats must keep over 600 yards from the shore to avoid rocks and reefs. **White Sulphur Springs** and two U.S. Forest Service buildings are on the NE side of the bight. Small craft usually anchor in West Arm, and users of the White Sulphur Springs follow a trail, about 0.5 mile long, to the springs. Local knowledge is advised.

(86) **Porcupine Rock** is a prominent bare rock, about 1.4 miles W of **Beric Island**, the westernmost of the Porcupine Islands.

(87) **Porcupine Islands**, so named from the shape of the outer one, are about 1.2 miles W of the entrance to Bertha Bay, and about 1 mile offshore. Extensive bare ledges prolonged by breakers extend 0.5 mile S from the islands. **Winifred Island** is the largest of the group. Two rocky islets are about 0.5 mile N of Porcupine Islands. A submerged rock with 2½ fathoms over it and showing a breaker in a moderate sea is about 300 yards NW of the rocky islets.

(88) **Islas Bay** extends N from Porcupine Islands. On its NW side are numerous inlets, most of which have shoal water and rocks at the entrances. Ilin Bay and Porcupine Bay branch off from the N end.

(89) **Porcupine Bay** is about 0.3 mile in diameter and has general depths of 8 to 12 fathoms. A wooded island, 90 feet high, is in the W part of the entrance. The entrance SE of this island is clear. The entrance NW is shoaler and narrower. A waterfall at the E end of the bay shows from the entrance. The harbor affords protected anchorage.

(90) **Ilin Bay**, narrow, rocky, and suitable for small craft only, has its entrance 0.5 mile W of the entrance to Porcupine Bay. An anchorage in 8 fathoms, mud bottom, is in the upper half of the bay, but this anchorage is exposed to the S. A more protected anchorage is in **Zhilo Cove**, behind the islands, on the E side of the bay in 3 to 4 fathoms, mud bottom. The S and W entrances between the islands leading to this anchorage are foul, but the N entrance at the head of the bay is clear.

Chart 17303

(91) **Lisianski Strait**, between Yakobi Island and Chichagof Island, about 11 miles long and from 0.2 to 0.8 mile wide, follows a general NNE direction and connects Lisianski Inlet with the Pacific Ocean. The waters throughout the strait are generally deep, but the SW entrance is foul. From the SW end NNE, the strait is clear until 1.2 miles to the SW of the junction with Lisianski Inlet, where there are two small islands; the N is grass covered with a lone tree on it, and the S is rocky and wooded, with several rocks close-to. A light is about 100 yards S of the S island. Kelp extends from the islands to the Chichagof Island shore.

(92) From the SW entrance the land presents a succession of low, wooded hills, gradually rising to sharp rocky peaks.

(93) The S entrance channel to Lisianski Strait is about 125 yards wide, with a reef on the E side with 2½ fathoms over it, and rocks on the W side. Favor the W side, especially if the current is ebbing, because there is a SE set then.

Currents

(94) Outside the rocks and reefs at the S entrance the current floods to the N and ebbs to the S. Near the entrance among the rocks, on the ebb, a set to the SE has been experienced. Tide rips are encountered here, with an ebb current against the wind. Swirls are formed in the vicinity of Esther Island, and the current has been reported to exceed 3 knots at times. From Esther Island to about 0.5 mile to the S of the islands near the N entrance the current is slight; swirls and eddies are formed 0.5 mile to the S of the islets. Along the islets a current of 0.5 to 2 knots floods to the N and ebbs to the S. N of the islets the current is small. In the vicinity of Miner Island currents are 0.5 to 2 knots. Eddies and swirls occur between Miner Island and Chichagof Island. The currents from Cross Sound and Lisianski Strait appear to meet in the vicinity of Miner Island. An ebb current of 0.5 knot from Stag Bay has been experienced.

(95) **Point Theodore**, on the W side of the S entrance, is low and wooded, with a background of high mountains. Two wooded islands are within the entrance close to the point. Rocks and reefs, bare at various stages of the tide, extend for 0.5 mile in a S direction from the point.

(96) **Star Rock**, about 1 mile S of Point Theodore, is awash at high water; a bell buoy is moored about 200 yards SW of the rock.

(97) **Point Urey**, the E point of the S entrance to Lisianski Strait, is low, flat, and timbered; it has a small sharp knob near the S end. Rocks and foul ground extend about 1.4 miles off the point; the most prominent is Porcupine Rock. Submerged rocks and rocks awash at high water are about midway between Porcupine Rock and Point Urey. **Threenob Rock**, a conspicuous triple-headed rock, is 0.4 mile SW from the point.

(98) **Urey Rocks**, about 0.8 mile W from Point Urey, are two bare rocks; the E rock is longer and wider. Small rocks and foul ground practically surround Urey Rocks. Kelp extends to the shores of Chichagof Island and Esther Island.

(99) **Esther Island**, just within the entrance, is heavily timbered. Near the middle of the island on the E side is a bight that almost cuts the island into two parts, and during storm tides the seas almost wash across. The E shore of Esther Island is on the W side of what is known locally as the **Inside Passage**. Rocks extend for about 0.5 mile NNE of the N end of Esther Island. **Lisianski Strait Light 2** (57°50'42"N., 136°26'08"W.), 53 feet above the water, is shown from a square frame with a red triangular daymark on Esther Island. The light, most brilliant on the bearing 044° and diminishing in intensity around the remainder of the horizon, marks the SW entrance to the strait.

(100) **Lumber Cove** is a small-boat anchorage NW of Point Urey. Midway in the entrance is a small steep island that is covered with trees. In entering, pass close to the island, leaving it to S. When clear of the island, pass in midchannel and anchor near the head of the cove in 5 to 6 fathoms, sticky bottom.

(101) **Canoe Cove**, about 1.4 miles N of Point Urey, furnishes anchorage for small boats in 4 to 5 fathoms, sticky bottom. The anchorage is small, about 250 yards wide. It has two entrances, known locally as the **North Pass** and the **West Pass**; both are narrow. At low water North Pass bares for a short distance while West Pass has about 1 foot at its shoalest part. At the seaward end of West Pass is a heavy growth of kelp. A good supply of water will be found on the E side of the cove. Lumber Cove and Canoe Cove are connected at high water by narrow **Canoe Pass**.

(102) **Lost Cove**, about 1 mile above the light on Esther Island, affords anchorage for small vessels in 11 to 17 fathoms, mud bottom. The anchorage is about 300 yards wide. Midway between the entrance points is a rock that uncovers 5 feet and is marked by kelp during the summer and fall. Water may be had at the head of the arm near the end of the cove.

(103) **Stag Bay** is on the E side of Lisianski Strait, 6 miles from the S entrance. The shores are steep and precipitous, the land rising rapidly on each side. The slopes are timbered to an elevation of about 600 feet, and to an elevation of about 1,000 feet with a scrub growth, above that the entire country is generally barren. About 2.5 miles from the entrance on the S side is **Cub Mountain**, a prominent peak, which from the entrance shows steep on the N side near the summit, with a shoulder on the S side. At the head of the bay is an extensive tide flat, the greater part of it bares at lowest tides and the approach is very steep. Depths within the bay at the center range from 27 fathoms at the entrance to 41 to 73 fathoms inside.

(104) Along each shore are mountain streams at the mouths of which banks have been formed that extend offshore for 100 to 150 yards. In entering follow midchannel courses. There is an anchorage at the head of the bay off the flats in 40 fathoms, with restricted swinging room; this anchorage is not recommended.

(105) A nickel exploration camp is at the mouth of **Bohemia Creek**, on the W side of Lisianski Strait, about 1.6 miles SW of its junction with Lisianski Inlet. The camp consists of three prominent buildings and a small-boat float about 60 feet long. In 1976, a depth of 6 feet was reported alongside the float. A shoal at the mouth of the creek is marked by a daybeacon.

(106) **Rock Point**, at the S side of the junction of Lisianski Strait and Lisianski Inlet, is marked by a light.

(107) **Miner Island**, at the junction of Lisianski Strait and Lisianski Inlet, is separated from Yakobi Island at high water by a channel about 100 yards wide. It is heavily wooded and surrounded by kelp.

(108) **Junction Island**, a small wooded island marked by a light, is in Lisianski Inlet about 0.5 mile off the Chichagof Island shore, and 0.9 mile SE of Miner Island.

(109) A rocky ledge extends about 200 yards N from Junction Island; kelp extends about 50 yards beyond this. Two rocks, each covered ¼ fathom and marked by kelp, are about 0.2 mile and 0.5 mile N of Junction Island

(110) **Yakobi Island** is densely wooded in its lower part, but contains many high, bare, mountain peaks. The S and N parts of the island are low; the interior and E parts are high. The W coast of the island is broken by many islands and off-lying rocks into numerous bays and bights, forming frequent shelter for small craft.

(111) **Greentop Island**, about 1 mile NW of Point Theodore, is the outermost and largest of the numerous small islands, mostly wooded, that are between Point Theodore and Squid Bay. The middle of the island is marked by **Greentop Island Light** (57°51'21"N., 136°29'06"W.), 79 feet above the water and shown from a monopile with a red and white diamond-shaped daymark. Close-to NE of Greentop Island is **Greentop Harbor**, which extends in a NE direction. Enter the harbor N of Greentop Island, passing N of the two large islands and the small elbow-shaped island. Favor the N shore of the harbor, being careful to avoid the rock near the N shore.

Anchorage

(112) Secure anchorage may be had in the harbor in 4 to 7 fathoms, mud bottom, about 0.3 mile from the head. A large anchorage is on the E side of the harbor. This anchorage has a depth of 5 to 8 fathoms, mud bottom, but there are rocks that bare in the entrance, and caution is required in entering. The other passages among

the islands are foul and should not be attempted except by very small craft with local knowledge.

(113) **Squid Bay** is about 2.5 miles NW of Point Theodore and about 1.3 miles N of Greentop Island. The anchorage here in 5 to 17 fathoms, soft bottom, is exposed to S. The entrance is clear and is bounded to SE by the high, wooded shoreline, and to the NW by a large area of foul ground that extends to Point Satchrun. All vessels should keep well away from this foul area. In entering, favor the SE shore.

(114) **Point Satchrun**, bold and wooded, is on the SE side of the entrance to Takanis Bay, about 3 miles NNW of Greentop Island. The point can be identified by a prominent cross of white quartz in the dark basalt that forms the point. This cross is about 40 feet above the waterline and close below the tree line.

(115) **Takanis Bay** has its entrance close W of Point Satchrun. Several narrow arms make off from the bay in various directions. The bay is exposed to the S, but small craft can usually find protected anchorage in its branches. The long narrow arm at the head of the bay is clear, but has too limited swinging room for anchorage. The W half of Takanis Bay is foul and should be avoided.

Anchorage

(116) The usual anchorage for small craft is in the NW branch, which contains a small, wooded island near its head. There is ample swinging room S of this island in 6½ fathoms, mud and rock bottom. Very small craft anchor N of this island, which affords more protection but limited swinging room, the best approach being E of the island.

(117) Small craft with local knowledge sometimes anchor in the lagoon E of the upper end of Takanis Bay. The entrance is in the E shore of the bay, about 1.2 miles N of Point Satchrun, and is through a long, narrow arm about 25 yards wide, between bold cliffs. The tidal currents through this arm are very swift, and this passage should not be attempted except at high-water slack and with good local knowledge. Anchorage exposed to the S can be found in the middle of the bay in 8 fathoms, mud and rock bottom, about 0.5 mile above the large flat rock on the E side of the bay just inside the entrance.

(118) **Cape Cross**, the southwesternmost extremity of **Takanis Peninsula**, is about 5.2 miles NW of Point Theodore. The point is comparatively low and wooded and identified by a high, rocky islet 0.2 mile off the cape, on which is a prominent clump of trees. Two large, bare islets are N of this islet and are connected at extreme low water. Foul ground extends for 500 yards W and for 300 yards S of the islet.

(119) Between Takanis Bay and Cape Cross are numerous small islands, some of which are wooded. With local knowledge small boats can pass among these islands, but there is much foul ground and there are no protected anchorages. **White Crag Island**, the outermost island about midway between Cape Cross and Point Satchrun, is bare, and has a conspicuous white top which forms a prominent landmark. Foul ground and breakers extend almost 1 mile S of the cape.

(120) Between Cape Cross and Surge Bay the coast is rocky and broken with numerous large rocks close to shore. The 20-fathom curve follows the coast at a distance of about 0.5 mile, outside of which there are no dangers. Off Surge Bay, however, the 20-fathom curve extends for more than 2 miles offshore, and there are several 8- and 9-fathom spots from 1 to 1.8 miles offshore; but there are no dangers more than 1 mile off the general coastline. Two miles N of Cape Cross is a large bight. Considerable kelp is found here, and there is no protected anchorage even for small boats in the main part of the bight. A rock with less than 2 fathoms over it is reported in the SW part of the bight in about 57°56'18"N., 136°34'14"W. A bell buoy is about 0.2 mile SW of the rock. In the S part of the bight, E of the large wooded island, is an inner bight called **Deer Harbor**. It is entered only on the upper half of the tide. Vessels should pass S of the large wooded island. Sheltered anchorage may be had in either the N or S arm of Deer Harbor in 4 to 7 fathoms, mud bottom.

(121) **Surge Bay**, about 4.1 miles N of Cape Cross, is an open bight with numerous rocks, and is suitable only for small vessels with local knowledge. The small bights on the E side of the bay are open W. The only protected anchorage for larger vessels is at the extreme N end of the bay, the passage to which leads among numerous small islands and rocks. In about the center of the bay is a high rocky islet, with two grass-covered knolls on it, which is the best mark for the bay. The best entrance to the bay is S and E of the islet; the entrance NNW of it is through kelp, and in W weather breakers extend clear across the entrance.

(122) **Surge Bay Entrance Light** (57°58'36"N., 136°33'40"W.), 65 feet above the water, is shown from a steel post with a red and white diamond-shaped daymark on a small islet marking the S entrance to Surge Bay.

(123) From Surge Bay to Cape Bingham (58°05.5'N., 136°32.5'W.), the coast is very broken with many offlying rocks and islets. Most of the coves among these islets are foul, and there are no protected anchorages for large vessels. There are no dangers that extend more than 0.5 mile off the outermost islets.

(124) **Yakobi Rock** is about 0.6 mile W of Cape Bingham and is the farthest offshore of the numerous rocky islets in the vicinity.

(125) **Hoktaheen Cove**, a small, open, and exposed cove about 1.2 miles S of Cape Bingham, is suitable only for small craft, and local knowledge is required for its entry. A small timbered knob is about 0.3 mile S of the S shore of the cove, and two somewhat sharp knobs are 1.5 miles S of the cove.

(126) **Bingham Cove**, requiring local knowledge to enter, is on the S side of Cape Bingham. The cove is open to the W, but has a well-sheltered S arm. It is reported that

local fishing boats use Bingham Cove as a foul weather anchorage.

TIDAL INFORMATION					
Chart	Station	LAT/LONG	Mean Higher High Water*	Mean High Water*	Mean Low Water*
17303	Canoe Cove, North Pass	57°51'N/136°25'W	10.1	9.2	1.3
17303	Miner Island, Lisianski Strait & Inlet	58°01'N/136°20'W	10.4	9.5	1.4
17303	Takanis Bay, Yakobi Island	57°55'N/136°31'W	10.1	9.1	1.5
17321	Kimshan Cove, Ogden Passage	57°41'N/136°06'W	10.5	9.3	1.5
17322	Falcon Arm, Slocum Arm	57°33'N/135°56'W	10.2	9.7	1.6
17322	Elbow Passage, Klag Bay	57°37'N/136°05'W	10.7	9.9	1.5
17323	Klokachef Island,Peril Strait	57°25'N/135°53'W	9.9	9.0	1.5
17323	Sergius Narrows, Peril Strait	57°25'N/135°38'W	13.0	12.2	1.5
17323	Bear Bay, Peril Strait	57°25'N/135°35'W	13.6	12.8	1.6
17323	Povorotni Island, Pogibshi Point	57°31'N/135°33'W	14.9	14.0	1.5

* Heights in feet referred to datum of sounding MLLW.
Real-time water levels, tide predictions, and tidal current predictions are available at http://tidesandcurrents.noaa.gov
To determine mean tide range subtract Mean Low Water from Mean High Water.
Data as of May 2012