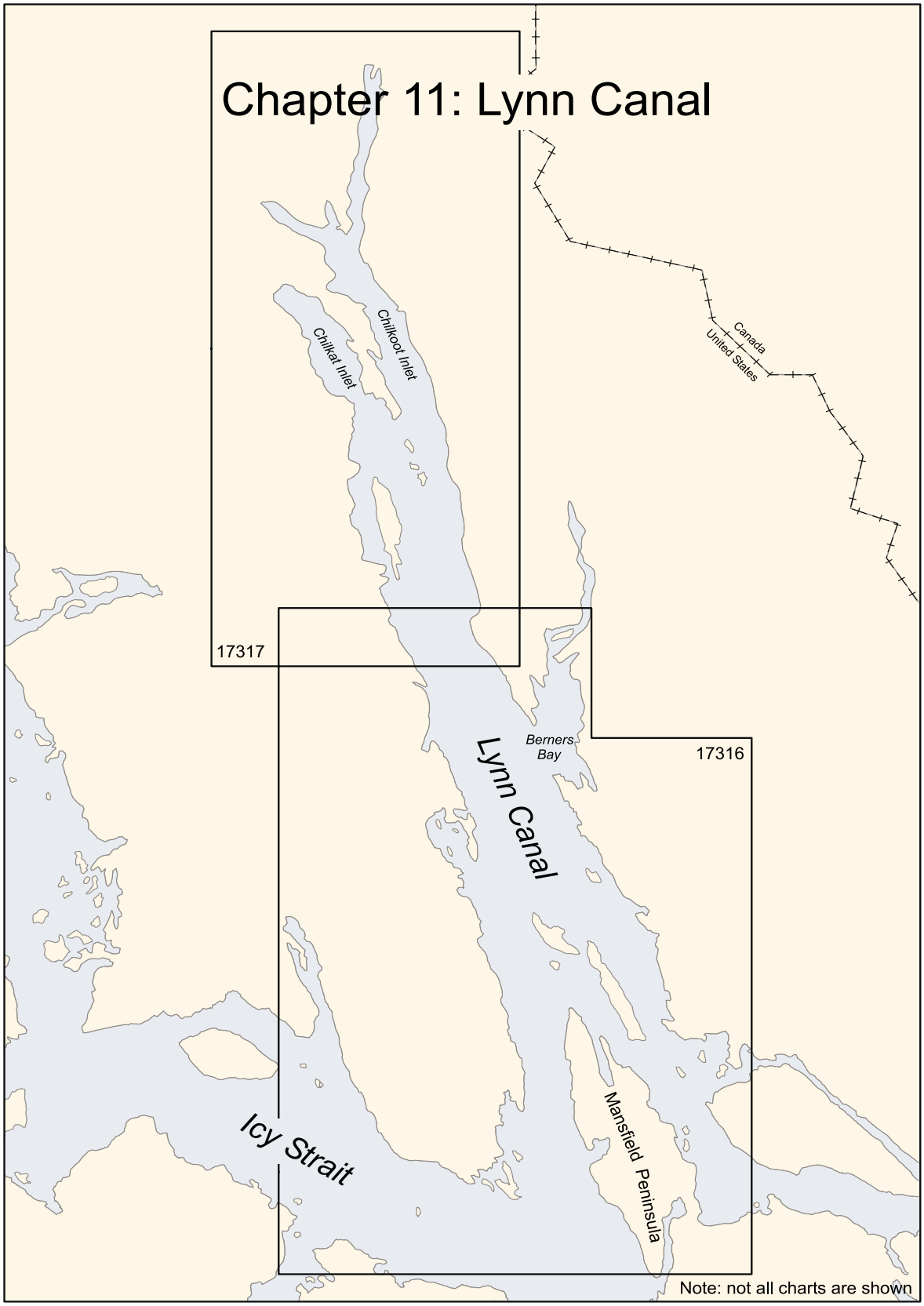
Chapter 11: Lynn Canal
Chilkoot Inlet
Chilkat Inlet
Canada
United States
17317
Berners Bay
17316
Lynn Canal
Icy Strait
Mansfield Peninsula
Note: not all charts are shown

Lynn Canal

(1) This chapter describes the waters of Lynn Canal, and Chilkat, Chilkoot, Lutak, and Taiya Inlets. Also discussed are the port facilities at Port Chilkoot, Haines, Skagway, and in Lutak Inlet.

Chart 17300

(2) **Lynn Canal** extends from the junction of Chatham Strait and Icy Strait, at Hanus Reef, in a NNW direction for about 58 miles to Seduction Point, where it divides into two arms, called Chilkat Inlet and Chilkoot Inlet; the latter inlet extends 25 miles farther N from Seduction Point. At Rocky Island, the canal is 5 miles wide; from Point Howard to Ralston Island about 3 miles wide; thence it averages 6 miles wide to Seduction Point. The canal is nearly free of dangers, and the water is generally very deep. The shores as a rule are very high and wooded, with many bare mountain peaks and small glaciers in nearly every ravine. It is reported that in the winter N winds in the canal often attain a maximum speed of about 70 knots.

(3) **Voluntary vessel traffic procedures** have been adopted for gillnet vessels and deep-draft vessels transiting Upper Lynn Canal. Traffic lanes, about 0.2 mile wide, have been established for this area as follows:

(4) **358°** from a point 1.25 miles, 270° from Point Sherman Light to a point about 0.6 mile, 090° from Eldred Rock Light, thence;

(5) **346°** to a point about 0.7 mile, 090° from Talsani Island Light, thence;

(6) **338°** to a point about 0.3 mile, 270° from Katzehin Flats Lighted Bell Buoy 4, thence;

(7) **344°** to a point about 0.4 mile, 090° from Indian Rock Light, thence;

(8) **006°** into Taiya Inlet.

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

(10) 1. Announce your presence 30-45 minutes prior to entering the area and at regular intervals while transiting through the area.

(11) 2. Travel along indicated tracklines as much as possible and maintain a safe speed.

(12) Gillnet vessels should:

(13) 1. Adequately mark the net end with lights and radar reflectors.

(14) 2. Monitor VHF-FM channels 13 and 16 and listen for broadcasts by deep-draft vessels in the area.

(15) 3. Provide for two-way traffic of large vessels along the designated tracklines.

(16) 4. Warn other gillnetters if they appear to be in the lane when there is commercial vessel traffic approaching.

(17) 5. Do not place sleep sets within or adjacent to the shipping lane.

Anchorage

(18) Anchorage can be had in Funter Bay, William Henry Bay, W of Sullivan Island, Portage Cove (Chilkoot Inlet), and Lutak Inlet. Temporary anchorage can also be had in St. James Bay, Lincoln Island Anchorage, the area S of Benjamin Island, Berners Bay, and at Skagway. Small craft can find anchorage in several coves.

Currents

(19) Currents in Lynn Canal have a velocity of 0.3 to 1 knot in the S part, diminishing in velocity toward the head. From Point Whidbey to Point Sherman the currents are quite regular and apparently tidal. Off Berners Bay, rips and eddies are noted and sets across the channel occur. Strong currents are also present in the N Pass between Shelter Island and Lincoln Island. From Point Sherman to Chilkoot Inlet currents are quite regular and of moderate strength. Off the mouth of the Endicott River, at times, the river water extends a considerable distance offshore, where its limits are often well defined. In the vicinity of the Chilkat Islands the currents are moderate and no peculiarities were noted. In Chilkoot Inlet, the currents are regular and apparently tidal. South of the Katzehin River much freshwater is noticeable. In the constricted channel, between the bar and the W shore, the currents are strong, but not irregular. In the vicinity of Indian Rock, an E set across the channel has been noted. The current in Taiya Inlet is moderate and regular. (See the Tidal Current Tables for daily predictions.)

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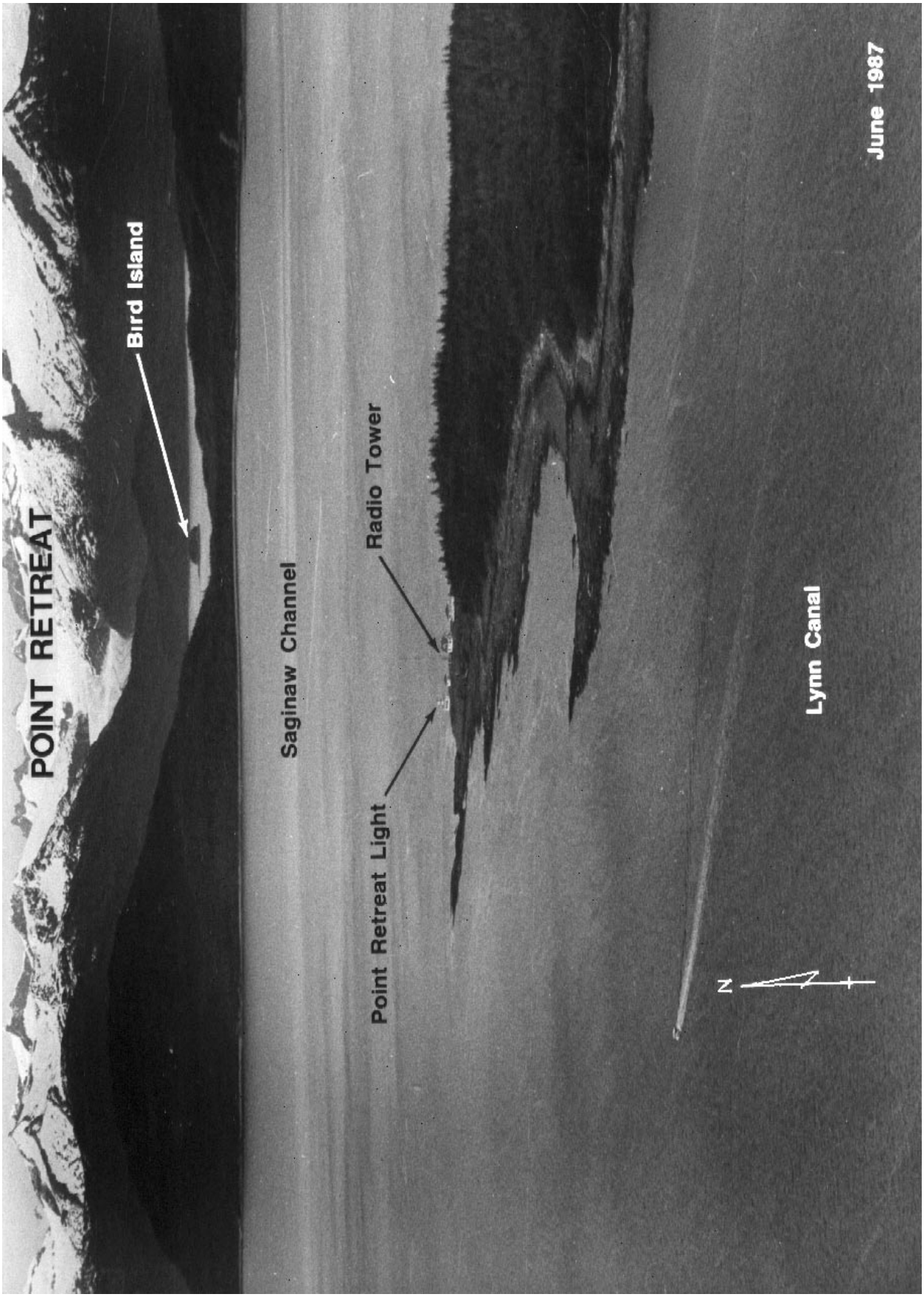
POINT RETREAT
Bird Island
Saginaw Channel
Radio Tower
Point Retreat Light
Lynn Canal
June 1987
N

Weather

(20) The high shores of Lynn Canal tend to guide winds along its axis while the narrowing to N intensifies winds blowing from S or SE. Southerlies often reach 16 knots or more. In winter, winds from N have been reported to 70 knots along the canal. The sheltering effect of these shores allows a relatively wide swing in temperatures. Average maximums range from about 30°F in January to the low 60's in July with minimums running about 8° to 12° colder. On average, temperatures drop to freezing or below on 115 days, while about 10 days see readings climb to 70°F or more. Extremes range from about–14°F to 83°F. Precipitation is most likely from September through January; an average of 9 to 19 inches of snow per month falls from December through March.

Chart 17316

(21) **Hanus Reef** is a dangerous reef that is at the junction of Chatham Strait, Icy Strait, and Lynn Canal. The highest part of the reef, awash at half tide, is marked by **Hanus Reef Light** (58°07.8'N., 135°00.0'W.), 25 feet above the water and shown from a skeleton tower with a red and white diamond-shaped daymark on a concrete pier. The light marks the entrance to Lynn Canal. At times the tidal current attains a velocity of 2 to 3 knots over the reef.

(22) **Rocky Island**, grass covered and marked by a light, is 3.2 miles NW of Hanus Reef. The water is deep to within 250 yards of the island. As the currents are erratic in the channel between Rocky Island and Point Couverden, the slight saving in distance this channel offers does not warrant its use; however, if used, vessels should favor Rocky Island, as shoal water extends from Point Couverden.

(23) **Swanson Harbor** is formed by a group of islands and reefs off the extreme SE point of the mainland at the junction of Icy Strait with Chatham Strait and Lynn Canal. It affords good anchorage and shelter. The NE side of the harbor is formed by Couverden Island and a small island between its NW end and the mainland, all connected at low water. The SW side is formed by Ansley Island and **Entrance Island**.

(24) **Swanson Harbor Entrance Light 2** (58°11.6'N., 135°04.7'W.), 21 feet above the water, is shown from a skeleton tower with a red triangular daymark on the SW side of Couverden Island.

(25) **Sharp Ledge** extends SE from the SE end of Entrance Island. This ledge is covered at half tide and marked by kelp. In May 1983, it was reported that Sharp Ledge extends farther S and E than shown on the chart. Extreme caution is advised.

(26) **No Use Ledge**, which uncovers 12 feet, is about 0.4 mile NW of the NW end of Couverden Island. A small narrow channel, marked by piles between the small island N of Couverden Island and No Use Ledge, leads E from Swanson Harbor to a cove on the N side of Couverden Island; this channel should only be used by small craft at high water.

(27) To enter Swanson Harbor, bring Rocky Island astern on a NW course and follow the SW shore of Couverden Island at a distance of about 250 yards until Entrance Island is passed. Then steer a midchannel course until up with the NW end of Couverden Island. Then follow the shore of Ansley Island at a distance of about 250 yards to the anchorage. Anchor with the NE side of Entrance Island just open from the E side of Ansley Island, and with the NW end of Ansley Island bearing S, distant 0.3 mile, in 14 to 16 fathoms, soft bottom. Small vessels anchor close in the head of the bay or to the E side of the head behind No Use Ledge.

(28) **Couverden Island** and the islands close by appear from most points of view as a long, low, wooded point, the SE extremity being **Point Couverden**. The State of Alaska has a floating pier at the NW end of Couverden Island.

(29) **Couverden Rock** is 2.4 miles NNE of Rocky Island and should not be approached closer than 200 yards. It is the outer one of the group of islands and rocks that extends 4 miles SE from the W shore of Lynn Canal.

(30) **Funter Bay**, the best and most convenient anchorage in the vicinity, is on the E side of Chatham Strait at its junction with Lynn Canal, about 10.5 miles S of Point Retreat and 5.5 miles NE of Rocky Island.

(31) Near the S point at the entrance are several small islands with a clear channel between. **Station Island**, the largest and wooded, is joined by two small islets to the S at low water by a boulder beach. A rock awash at low water is 0.1 mile SW of the two small islets. **Rat Island**, bare, is 0.2 mile NE of Station Island; a ledge that bares extends 0.1 mile NW from it.

(32) Funter Bay Entrance Light 1 (58°14.6'N., 134°55.0'W.), shown 16 feet above the water from a pedestal on a house with a green square daymark on **Clear Point,** marks the N side of the entrance to Funter Bay.

(33) Four islets are in Funter Bay between Clear Point and the head. **Bare Island** is the first from Clear Point. A 1-fathom shoal is about 100 yards SE of Bare Island. **Curlew Ledge**, bare at low water, is 200 yards S of Bare Island. A shoal, with 1¾ fathoms over it, extends 100 yards S from the ledge and is marked at its SE end by a buoy. **Gauge Island**, the second islet, is wooded and surrounded by ledges. **Star Rock**, a small pinnacle, bare at lowest tides, is 120 yards N of Gauge Island. **Ledge Island**, the third islet, is surrounded by bare ledges. The

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fourth islet, and the largest, is at the head of the bay and is connected with the main shore at low water.

(34) **Coot Cove**, at the NW end of the bay, has extensive beaches at its head. Its depth ranges from 2¾ to 15 fathoms. **Crab Cove**, with depths of 3¾ to 12 fathoms, is at the NE end of the bay. An extensive array of seasonal crab pots lie within the cove.

(35) The ruins of a cannery wharf are on the N side of the bay, between Coot Cove and Crab Cove. In 1999, the SE face of the wharf had fallen in and dangerous stubs protruded. A State-maintained 100-foot small-craft float with a seaplane float at the SE end extends E from the head of the wharf in ruins. In 1999, 15 to 20 feet were reported alongside the float. Water is available in the summer. Radiotelephone communications are available at a private residence. A rock ledge is off the SE side of the wharf. Abandoned machinery was also spotted awash at low water just off this rock ledge in 1999. Caution is advised.

(36) A State–maintained 150–foot–long small–craft float is on the SE side of the bay E of Funter Bay Entrance Light 1. In 1999, 20 to 25 feet were reported along the outside and 10 to 15 feet were along the inside of the float. Water is available in the summer. Only a few buildings mark the sites of the stamp mill and smelter that once stood in this area.

(37) Anchorage in Funter Bay can be made about 0.2 mile SW of the cannery ruins. Small craft can find protected anchorage in Coot Cove or Crab Cove. The channel to the W of Bare Island is frequently used by boats proceeding to the inner harbor float.

(38) **The Kittens**, two small wooded islands 0.3 mile offshore, are 0.6 mile NW of Clear Point. Shoals surround both islands. Shoals from 5 to 8 fathoms were reported in 1999 to the E of The Kittens, extending 0.1 mile offshore of the mainland.

(39) **Naked Island** is 1.1 miles NW of Clear Point and 0.5 mile offshore, with deep water between. **Naked Island Light** (58°15.3'N., 134°56.7'W.), 44 feet above the water, is shown from a square frame with a red and white diamond-shaped daymark on the highest part of the island. A rock awash is 160 yards from the Mansfield Peninsula shore and about 900 yards NE of the light. **North Ledge**, awash at high water, is 0.1 mile NW of Naked Island. A rock awash at high water, is 0.1 mile E of the SE tip of the ledge.

(40) **Point Howard**, on the W side of Lynn Canal, is about 6.8 miles N of Rocky Island. A ledge that bares is about 0.2 mile S of the point. Good anchorage in 15 to 25 fathoms, soft bottom, may be found in **Howard Bay** NW of Point Howard. Anchor with the tip of Point Howard ESE at a distance of about 0.7mile.

(41) **Lynn Canal Southwest Light** (58°20'00"N., 135°03'00"W.), 33 feet above the water, is shown from a skeleton tower with a red rectangular shaped daymark about 2.5 miles N of Point Howard on the W side of Lynn Canal.

(42) **False Point Retreat**, on the E side of the canal 7 miles N of Naked Island, is marked by a light.

(43) **Point Retreat**, the N extremity of Admiralty Island, is at the turning point from Lynn Canal to Saginaw Channel. Ledges, awash at half tide, extend about 300 yards N from Point Retreat, and about the same distance off its W side for 0.5 mile S. **Point Retreat Light** (58°24.7'N., 134°57.3'W.), 63 feet above the water, is shown from a white square concrete tower on a building. Several white buildings and a radio tower are prominent.

(44) **Hump Island**, at the junction of Saginaw Channel with Lynn Canal, is wooded. A reef extends 300 to 400 yards offshore.

(45) **Lincoln Island** is separated from the NW end of Shelter Island by a narrow navigable channel about 0.2 mile wide. The island is wooded and has three summits, one at each end and one in the middle separated by low divides. On the S shore at the base of the middle knob are some prominent boulders.

(46) **Ralston Island**, close to the NW end of Lincoln Island, is wooded. **Little Island**, grass covered and marked by a light, is about 0.3 mile N of Ralston Island. A rocky ledge extends about 0.3 mile N. A detached 2¾-fathom shoal is about 700 yards NW of the island.

(47) **Lynn Sisters** are two wooded islands, close to the W shore of Lynn Canal, about 3.5 miles SW of Little Island. They are connected with each other and with the shore at low water.

(48) **Poundstone Rock**, about 3.7 miles ESE of Little Island and 1.1 miles S of Sentinel Island, has 1¼ fathoms over it and is marked on its NW side by a lighted bell buoy. From Poundstone Rock, a ridge extends 3 miles toward Vanderbilt Reef with depths of 4 and 4½ fathoms at about 1.4 miles NW of the rock.

(49) **Sentinel Island**, about 3.5 miles N from the N extremity of Shelter Island, is marked by **Sentinel Island Light** (58°32.8'N., 134°55.4'W.), 86 feet above the water and shown from a white square tower on a building. A white building on a dock at the SE end of the island is prominent. A shelving ledge extends about 0.2 mile in a NW direction from the N end of the island.

(50) **Benjamin Island**, about 0.8 mile NE of Sentinel Island, is timbered and has a white shore in the middle section below the tree line. A small wooded islet is close to the S point of the island, and a small grassy islet is 0.2 mile NE of the N point of Benjamin Island; rocks that bare extend 0.3 mile N.

(51) Temporary anchorage, with protection against severe winds, may be had in the bight in the S side of Benjamin Island.

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(52) **North Island** is wooded, and is separated from the end of Benjamin Island by a narrow shallow channel with strong currents. A shoal with 3¼ fathoms over it is 0.1 mile SW of North Island.

(53) **Vanderbilt Reef**, about 4 miles NW of Sentinel Island Light, is a rock that uncovers 12 feet. It is marked by **Vanderbilt Reef Light** (58°35.5'N., 135°01.1'W.), 36 feet above the water and shown from a skeleton structure on a concrete pier with a red and white diamond-shaped daymark.

(54) **Yankee Cove**, a small bight on the E shore of Lynn Canal, is 1.2 miles NE of North Island. **Bessie Creek** empties into the head of the cove.

(55) **Bridget Cove**, about 3.2 miles NE of Vanderbilt Reef, is behind **Mab Island**, affording anchorage for small craft in 4 to 7 fathoms, with scant swinging room. Small boats may secure better protection by anchoring inside the cove opposite the N end of Mab Island; the beach makes out about 100 yards at low water. A well-defined trail crosses to the river mouth on the S side of Berners Bay.

(56) **St. James Bay** is on the W side of Lynn Canal, inside of **Point Whidbey**, the E point of the entrance, about 11.5 miles NNW of Point Retreat. This bay extends about 4.5 miles in a N direction to its head, where a large stream enters, forming extensive mud flats. A temporary anchorage, in 20 fathoms, soft bottom, may be selected on the E side of the bay, 2 miles N of Point Whidbey. The anchorage is open to SE winds.

(57) The **Lynn Brothers** are a chain of islands parallel to the W shore of St. James Bay. Small boats can enter the basin W of the islands by a 5-fathom channel through the reefs at the S end of the islands.

(58) From Point Whidbey the W shore of Lynn Canal extends in a NNW direction, with some indentations and rocky shoreline, about 3.6 miles to a narrow inlet leading into **Boat Harbor**, a basin with depths up to 14 fathoms. It can be entered by small craft only because of its contracted entrance, which is reported to be about 60 feet wide at its narrowest part. In 1993, the channel was reportedly well-defined at low water, but boulders along the bottom of the entrance reduce the controlling depth to about 1½ fathoms. The currents have considerable velocity through the entrance and the period of slack water on low tide reportedly lasts less than normal. Boat Harbor is also reported to have a delayed tidal flow and will continue to ebb 30 to 40 minutes after low tide. From just N of Boat Harbor to Danger Point, for about 3.2 miles, brown rocky bluffs are visible along the W shore of Lynn Canal.

(59) **William Henry Bay** is on the W side of Lynn Canal, 9 miles N of Point Whidbey. It is easy of access and is the best anchorage from S weather in this vicinity. According to local reports, N winds are felt with considerable force. Enter in midchannel, and when the second waterfall on the W shore of the bay is abeam, anchor in 12 fathoms, soft bottom, about 0.4 mile from the head. The shores are high and bold. **Beardslee River** enters at the head, where there is a flat 350 yards wide. Pile ruins of an 80-foot wharf on the E side of the bay are no longer visible. The face of the wharf extended into 20 feet of water.

(60) **Endicott River**, about 4 miles N of William Henry Bay, flows from the W through a narrow, deep gorge in the mountains. A broad shoal makes out from the mouth of the river nearly 0.7 mile. A narrow channel follows close around the cliff on the S side. Small craft may enter the lagoon at half tide in the flats just NE of the river's mouth.

(61) **Berners Bay** is a large indentation on the E side of Lynn Canal between **Point Bridget** and **Point St. Mary**. From Point Bridget it has a N direction for 6 miles to the extensive flats at the head where several large streams make in. The bay is open to S winds, but in fine weather temporary anchorage in 16 to 25 fathoms may be selected near the head; the chart should be the guide.

(62) E of Point Bridget are two bights. The westernmost is filled by flats, and the water is shoal for over 0.3 mile offshore. **Echo Cove**, the E bight, has its entrance 2 miles E of Point Bridget. A highway connects Echo Cove to Juneau about 39 miles SSE. The entrance is nearly blocked by a flat making out from the W point, leaving a very narrow channel that follows the E shore at a distance of 150 yards and has a controlling depth of 2¾ fathoms. Inside, the depths are 4½ to 10 fathoms, and small vessels using caution can enter and find secure anchorage.

(63) **Point Sherman**, on the E side of Lynn Canal, about 9 miles NNW of Berners Bay, is prominent. **Point Sherman Light** (58°51.3'N., 135°09.1'W.), 47 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark. Temporary fair-weather anchorage may be had in 14 fathoms, mud bottom, in the bight N of Point Sherman. In approaching from S give the point a wide berth. A ledge, with 2 fathoms at its end, extends 0.3 mile NW from Point Sherman; it bares a considerable distance from the point.

(64) **Sherman Rock**, 0.5 mile SW of Point Sherman, has about 1 fathom over it.

Chart 17317

(65) **Sullivan Island**, on the W side of Lynn Canal about 6 miles NW of Point Sherman, is timbered. It has several knobs on the S end; the highest is separated by a

saddle from the ridge at the N end of the island. **Sullivan Rock**, wooded and marked by a light, is off the S end of the narrow wooded island S of Sullivan Island.

(66) Anchorage may be had in 18 fathoms, sticky bottom, in the bight in the W shore, W of the S end of Sullivan Island. Vessels entering from the S should favor the islands. Entering from the N the only dangers to be avoided are the rocks awash, and the rock with ¾ fathom over it, 0.4 mile off the W shore in about the middle of the island. This rocky area is marked at its N end by a daybeacon.

(67) Anchorage for small boats, with protection against N winds, may be had in the small bight on the E shore of Sullivan Island near the SE end. In entering avoid the reef that extends about 0.2 mile off the NE entrance point.

(68) **Eldred Rock**, about 7.3 miles NNW from Point Sherman and 1.4 miles from the E shore of Lynn Canal, is marked by **Eldred Rock Light** (58°58.3'N., 135°13.2'W.), 91 feet above the water, shown from a white octagonal tower on a building. The white buildings on the rock are also prominent. A ledge extends about 300 yards NW from Eldred Rock, and a rock with ¾ fathom over it is 0.3 mile 325° from Eldred Rock Light. A submerged wreck is about 150 yards SE of the ¾-fathom sounding.

(69) **Chilkat Islands**, a chain of four wooded islands, extend 5 miles in a SSE direction from Seduction Point. **Kataguni Island**, the southernmost, is about 2.5 miles NNW of Eldred Rock. **Shikosi Island**, N of Kataguni Island, has a bight in its N side that affords anchorage for small craft with shelter from moderate S winds. A shoal with depths of as little as 1 fathom, and terminating with a rock that bares, extends over 0.2 mile N from the E point of the bight. Favor the W point of the bight in entering. **Talsani Island Light** (59°04.7'N., 135°16.4'W.), 16 feet above the water and shown from a square frame with a red and white diamond-shaped daymark, marks the NE point of **Talsani Island**, the northernmost of the Chilkat Islands.

(70) **Chilkat Inlet**, the W arm at the head of Lynn Canal, is 9 miles long in a NW direction, from Seduction Point to McClellan Flats at the mouth of Chilkat River. The arm is narrowed to 0.8 mile by Glacier Point, 2.5 miles from Seduction Point; it then expands to 2.5 miles and maintains this width for some distance, narrowing to 2 miles at its head.

Local magnetic disturbances

(71) Differences of as much as 20° from normal variation have been observed in Chilkat Inlet and Chilkoot Inlet.

(72) **Seduction Point** is the SE extremity of **Chilkat Peninsula**, which separates Chilkoot Inlet and Chilkat Inlet. Near the end is a knob, then a depression and a gradual rise to another knob, 2.5 miles from the point. **Dalasuga Island**, small and wooded, is about 0.4 mile to the NW of the point. A rock that bares 3 feet is 1 mile NW of Seduction Point.

(73) The E shore of Chilkat Inlet is very irregular. The shoreline consists of gravel and boulder beaches with short, rocky sections. There are several bights that furnish fair weather anchorage for small boats.

(74) **Glacier Point**, on the W side of the entrance to Chilkat Inlet, is the wooded and grassy moraine of **Davidson Glacier**, which slopes uniformly back from the moraine. A flat that bares and is about 0.2 mile wide borders the W shore for 2 miles S and the same distance W of Glacier Point, but at the point it is only 200 yards wide. From the point to **McClellan Flats** the W shore is rocky, and partly a boulder beach.

(75) A ledge that bares extends 0.2 mile S from the point on the E shore of **Kalhagu Cove.**

(76) **Kochu Island**, about 2.3 miles N of Glacier Point, is low, small, and thickly wooded. The passage between the island and the E shore is obstructed by a ½-fathom spot in midchannel and by a reef that extends about 0.3 mile from the E shore in the direction of the ledge that extends 0.4 mile off the SE end of Kochu Island. **Lehunua Island**, small and wooded, is E of the center of Kochu Island, close to the E shore of the passage. A rock, awash at half tide, is close to the NW end of Lehunua Island.

(77) **Letnikof Cove**, on the E shore of Chilkat Inlet, about 1.6 miles N of Kochu Island, affords anchorage for small craft, exposed to NW winds near the head of the cove, in 6 to 10 fathoms.

(78) The W entrance point to the cove is marked by Letnikof Cove Light 2 (59°10.4'N., 135°24.0'W.), 25 feet above the water, shown from a small house with a red triangular daymark.

(79) The wharf of a storage and fish buying facility is on the S side of the cove near the head. In 1976, 25 to 28 feet was reported alongside the 98-foot wharf face. Gasoline, diesel fuel, fishing supplies, provisions, and a small machine shop are available to fishing boats during the fishing season. The facility operates a marine railway that can handle fishing vessels up to 40 feet for repairs. It has a 2-ton hand-powered hoist and two 1-ton forklifts for handling supplies. Radiotelephone communications are maintained. A highway connects the facility to Haines, 5 miles NW, and Flat Bay, 2 miles SE.

(80) The State-maintained seasonal small-craft floats are across the cove from the support facility. The 500

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feet of floats have a 4-day limit, and a surfaced boat-launching ramp is 55 yards NW of the floats.

(81) **Jenkins Rock**, with 1¾ fathoms over it, is 0.2 mile from the NE shore, 1 mile NW from the entrance to Letnikof Cove. Less water than is charted has been reported on this rock.

(82) **Pyramid Harbor** is the bight in the W shore of Chilkat Inlet, about 5.5 miles NW from Glacier Point and opposite Letnikof Cove. The bight appears to have shoaled considerably, and anchorage is not recommended. **Pyramid Island**, midway across Chilkat Inlet from Pyramid Harbor, is grass covered, and has rocky shelving beaches; a spit, bare at lowest tides, connects the island with the shore about 0.7 mile to the NE. The edge of McClellan Flats, in the mouth of Chilkat River, appears to have moved out to enclose both the harbor and the island.

(83) **Chilkat River** is a shallow stream about 50 miles long, flowing in a general SE direction, and is about 2 miles wide at its mouth. The mouth is so choked with sandbars as to be practically closed for anything except canoes, and the bar at low water appears as if dry clear across. The village of **Klukwan** is 26 miles above Seduction Point. A highway follows the river from Haines.

(84) **Chilkoot Inlet**, the E arm at the head of Lynn Canal, extends 12.6 miles in a N direction from Seduction Point, and then divides; the E and principal arm, called **Taiya Inlet,** trends N for about 13 miles. Chilkoot Inlet has on its E side, and Taiya Inlet on both sides, lofty mountain glaciers in their gorges. The midchannel depths are great throughout. Katzehin River Flat and Indian Rock are the only dangers in Chilkoot Inlet. It is reported that in the winter N winds often attain a maximum speed of about 70 knots in Chilkoot Inlet and Taiya Inlet.

Local magnetic disturbances

(85) Differences of as much as 20° from normal variation have been observed in Chilkat Inlet and Chilkoot Inlet.

(86) **Mud Bay** is a small cove, on the W shore about 4 miles NNW of Seduction Point, from which low land extends across the peninsula to Letnikof Cove, and is connected with Haines by a gravel road.

(87) **Katzehin River** enters Chilkoot Inlet through a deep valley on the E side of Chilkoot Inlet, 14 miles above Eldred Rock Light. From the mouth of the river a flat, which bares to its outer edge, extends two-thirds of the distance across the inlet, and alongshore for 1.5 miles on either side of the mouth. The W edge of the flat is marked by a lighted bell buoy moored in 13 fathoms. The buoy is reported to heel over because of ice during the winter. Caution is advised in transiting the area W of the flat during the fishing season, because of the heavy fishing boat traffic.

(88) **Battery Point**, marked by a light, is on the W side of Chilkoot Inlet, 7.8 miles N of Seduction Point. **Johnson Rock,** awash and unmarked, is about 0.1 mile S of the S extremity of the point. **Kelgaya Bay** is a small cove on the N side of Battery Point.

(89) **Portage Cove**, on the W shore about 2.5 miles NW of Battery Point, affords the best anchorage and shelter in Chilkoot Inlet. The anchorage is about 0.2 mile off the wharf in 12 to 15 fathoms, soft bottom. N winds blow home and bring in some sea. From the anchorage the water shoals gradually to a gravel and boulder beach, which bares some distance out, and the water is shoal 200 yards offshore. An unlighted buoy marks a 3-foot spot about 325 yards NE of **Nukdik Point**, the N entrance point.

(90) **Haines** is a city with several hotels, motels, machine shops, and general stores on the W side of Portage Cove. It is 950 miles from Seattle and 88 miles from Juneau, and is at the S end of a highway running along the Chilkat River and Klehini River through the Porcupine Mining District and connecting with the Alaska Highway.

Prominent features

(91) The two tank farms in Haines and a tank farm at Tanani Point, about 2.4 miles N of Haines, are conspicuous.

Weather

(92) Haines has a predominantly maritime climate. This area receives abundant precipitation year round with very heavy accumulation of snowfall during the winter. Measurable precipitation falls on just slightly less than half of the days of the year. The area experiences considerable cloudiness, and only about 1 day in 5 can be classified as clear. Differences between daily maximum and minimum temperature readings average about 15° during all months of the year.

(93) The prevailing winds at Haines are from the W and SE. Lynn Canal provides a funneling effect to produce the SE winds; the narrowing canal often tends to intensify winds moving from the S or SE direction. The relatively low passageway from the W provides a channel through which winds reach Haines from that direction.

Pilotage, Haines

(94) Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the inside waters of the State of Alaska. (See Pilotage, Alaska, indexed as such, chapter 3 for details.)

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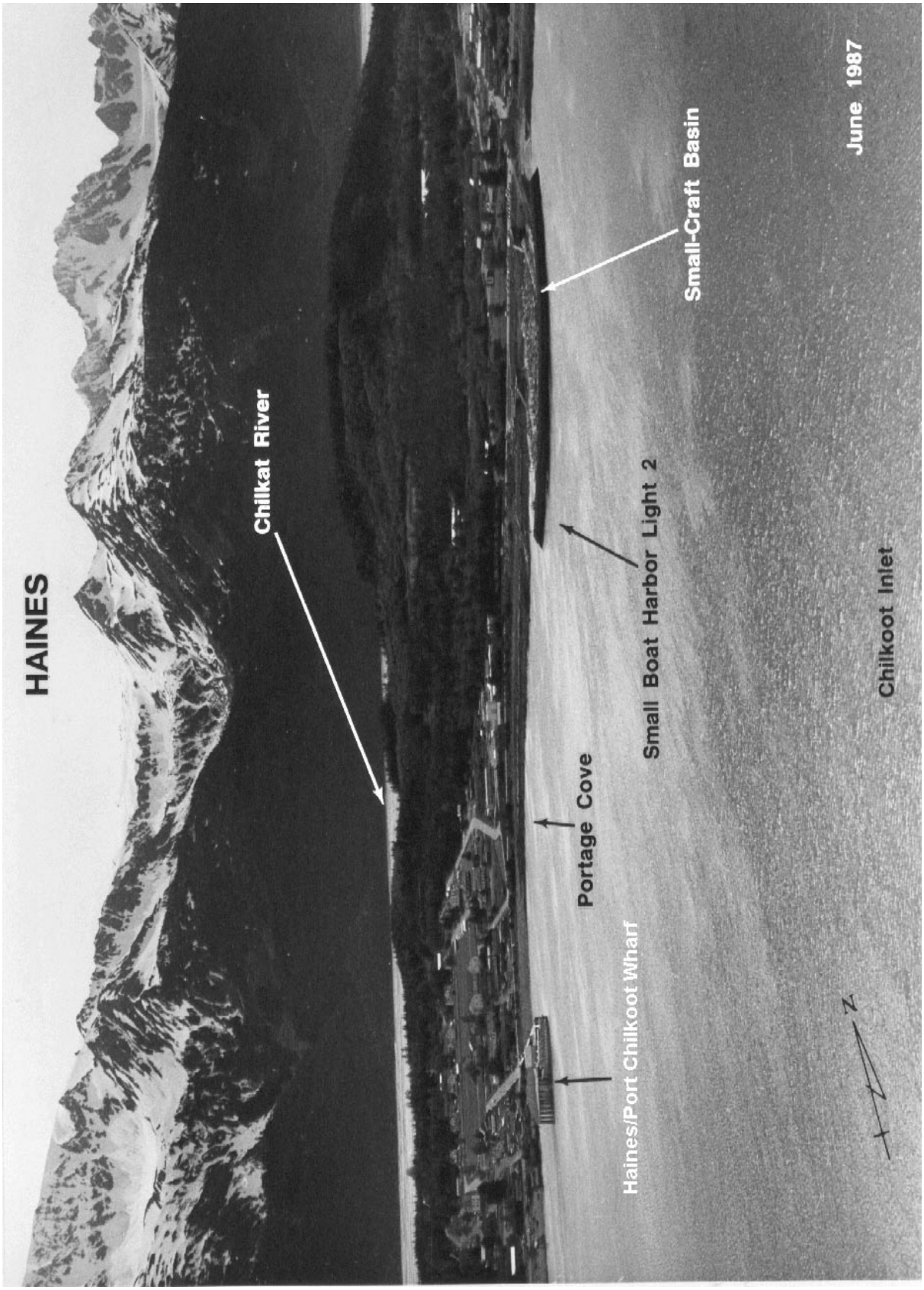
HAINES
Chilkat River
Small-Craft Basin
June 1987
Small Boat Harbor Light 2
Chilkoot Inlet
Portage Cove
Haines/Port Chilkoot Wharf
N

(95) Vessels en route Haines meet the pilot boat about 1 mile NW of Point Retreat Light (58°24.7'N., 134°57.3'W.).

(96) The pilot boat, a crewboat, can be contacted by calling "HAINES PILOT BOAT" on VHF-FM channels 16, 13, or 12.

Towage

(97) Tugs up to 600 hp operating out of Haines and 800 hp operating out of Skagway are available for docking and undocking. The tugs are equipped with VHF-FM channels 12, 13, and 16. Arrangements must be made well in advance.

Quarantine, customs, immigration, and agricultural quarantine.

(98) (See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

(99) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Customs

(100) Haines is a **customs station**.

Wharves

(101) The piers and wharves at Haines are on the W and SW shores of Portage Cove and on the S shore of Lutak Inlet.

(102) Klukwan Forest Products, Haines Dock (59°13'42"N., 135°25'53"W.): SW shore of Portage Cove; offshore mooring platform with 220 feet of berthing space; 33 feet reported alongside; deck height, 24 feet; two 6-inch pipelines extend from wharf to 6 steel storage tanks located at rear; owned and operated by Klukwan Forest Products Dock.

(103) City of Haines, Port Chilkoot Wharf (59°13'47"N., 135°26'04"W.): NW of Klukwan Forest Products Dock: 150-foot face; 40 feet reported alongside; total berthing space with dolphins, 850 feet; deck height, 24 feet; pipelines extend to tanks at rear; receipt of petroleum products; owned by the City of Haines and operated by the City of Haines and Harbor Enterprises, Inc.

(104) City of Haines, Municipal Dock (59°17'01"N., 135°27'55"W.): NW of P.O.L. Dock; 750-foot face; 23 feet alongside; deck height, 25 feet; water and electricity; 4 acres open storage; receipt and shipment of containerized, conventional, and roll-on/roll-off general cargo; receipt of petroleum products and shipment of logs; owned by the city of Haines and operated by Klukwan Forest Products, Alaska Marine Lines, Totem Oil Co, and the city of Haines.

(105) Alaska Marine Highway System, Haines Ferry Terminal: E 250 feet of the Lutak Dock and Transfer Bridge; 23 to 25 feet alongside; 35-ton adjustable transfer bridge; passengers and vehicles; operated by the State of Alaska. In June 1979, a shoal with a least depth of 7½ feet was just off the W side of the terminal ramp.

Supplies

(106) Provisions, fishing supplies, and limited marine supplies can be had at Haines. Gasoline and diesel fuel may be had by tank truck at the approach pier in the small-craft basin. There is no provision for bunkering large vessels.

Repairs

(107) There are no drydocking or major facilities for larger vessels in Haines or Southeast Alaska. The nearest facilities are in Ketchikan at the Alaska Ship and Drydock. A 65-foot grid is in the NW part of the small-craft basin. A marine railway, which can handle vessels up to 40 feet, is at Letnikof Cove. Machine shops in Haines are available to small craft for minor hull and engine repairs.

Communications

(108) The Alaska Marine Highway System has daily scheduled ferry service to Skagway, Juneau, Petersburg, Wrangell, Ketchikan, Sitka, and Prince Rupert, B.C., and weekly service to Hoonah, Kake, and Seattle. This service is less frequent during winter. The ferry terminal is on the SE side of Lutak Inlet, about 3.5 miles N of Haines. Scheduled and chartered airlines serve the city. The airport is about 2.6 miles W of Haines. Telephone and radiotelephone communications are maintained.

Small-craft facilities

(109) The city of Haines operates a small-craft basin that is protected on its N side by a breakwater and on its E side by a detached breakwater. The S end of the detached breakwater is marked by a light. The basin is entered through a dredged channel SW of the detached breakwater. In May 2000, the controlling depth was 8.5 feet (15 feet at midchannel) in the entrance channel with 10.6 to 11.3 feet available in the basin. In 1994, dangerous rocks were reported on the N channel edge just S of the end of the pier that extends from the W shore at the entrance in about 59°13'58"N., 135°26'21"W. The **harbormaster** controls the use of the grid and makes berthing assignments. The harbormaster's office, at the small-craft basin, monitors VHF-FM channel 16. The harbormaster can be contacted by telephone (907-776-2448 or 907-766-2760). A surfaced ramp is immediately E of the grid in the NW part of the basin. Water in the summer and electricity are available at the floats.

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(110) **Low Point**, on the E side of Chilkoot Inlet, is 2.8 miles NE of Haines and about 1 mile SE of Indian Rock Light.

(111) **Indian Rock**, about 1 mile NW of Low Point, is a dangerous reef about 0.2 mile long E and W; at the eastern end is a pinnacle rock, awash at lowest tides. **Indian Rock Light** (59°16.4'N., 135°24.0'W.), 15 feet above the water, is shown from a pile structure with a red and white diamond-shaped daymark on the rock.

(112) **Lutak Inlet**, the W arm of Chilkoot Inlet, is 5 miles long. **Taiya Point** is the NE entrance point, and **Tanani Point**, the SW. At its head it receives **Chilkoot River**, a short stream that drains **Chilkoot Lake**; at the mouth of the river is a flat nearly 0.5 mile wide. A fixed highway bridge with a 40-foot span and a clearance of 8 feet crosses the mouth of the river. Anchorage with good holding ground for large vessels can be had in a depth of 40 fathoms about 2.5 miles from the head of the inlet, to 20 fathoms about 0.8 mile from the head. In winter, Lutak Inlet offers the only good protection on Lynn Canal from N winds, although small boats will experience icing.

(113) The waters of Lutak Inlet in the vicinity of the U.S. Army POL Dock and the Army Dry Cargo Wharf have been prescribed as a restricted area. (See 334.1310, chapter 2, for limits and regulations.)

(114) **Taiyasanka Harbor**, about 5.8 miles N of Battery Point, is a small harbor at the foot of the **Ferebee River** valley. The harbor has a narrow entrance that is protected from S, but exposed to winter winds drawing down the **Ferebee Glacier**. There is 12 fathoms in the narrow entrance, which is 100 yards wide and close to the W side. A rock spit extends over halfway across the entrance from the W end of the narrow neck of land, which is the bare part of the moraine that almost closes the entrance. The tidal currents have an estimated velocity of 3 knots in the entrance. In 1998, a 2¼-fathom shoal was reported in the entrance in about 59°17'54"N., 135°25'54"W., local knowledge is advised. Log storage takes up the SE end of the basin. Small craft tie up to the booms for moorage. Icing is experienced in the harbor in winter.

(115) A prominent waterfall, locally called Cavanaugh Falls, is on the E side of Taiya Inlet, about 1.5 miles N of Low Point. **Nahku Bay** is the narrow bay between Skagway and the head of **Taiya Inlet**. Good anchorage is available in midchannel in 30 fathoms about 0.5 mile from the head. The bottom is sticky mud; it shoals gradually. During the summer with prevailing S winds, there is little protection from the short choppy seas coming in from Taiya Inlet.

(116) **Taiya River**, at the head of Taiya Inlet, is navigable for small boats and canoes as far as high water can be carried, a short distance above the mud flats. Canoes can be poled or towed by line for a greater distance.

(117) **Skagway**, a city on the delta formed by the Skagway River at the N terminus of the Inside Passage to Alaska, is essentially a transfer point between water and rail shipping routes. It is the ocean terminus of the White Pass and Yukon Route Railway, the Alaska Marine Highway System from Seattle to Skagway, and a branch of the Canol pipeline. Skagway is also a popular port of call for the numerous cruise ships that sail the Inside Passage. The principal commodities handled at the port include petroleum products, zinc and lead ore concentrates, building and construction materials, asbestos, and general cargo. The deepest draft of any commercial vessel calling at the port in 1976 was 39 feet.

(118) The **Skagway River** originates in White Pass at the boundary between British Columbia and Alaska, and flows SW for 14 miles. Because of its shallow depths and swift currents, the river is not navigable.

(119) Skagway Breakwater Light 2 (59°26.9'N., 135°19.4'W.), 19 feet above the water, is shown from a skeleton tower with a red triangular daymark on the NW end of the breakwater protecting the Skagway Small-Boat Basin, on the SE side of the harbor.

Prominent features

(120) The warehouse and elevator of the ore terminal SW of Skagway, the gold cupola of a hotel, and the oil tanks at the ferry terminal and at the railway wharf are conspicuous from seaward.

Channels

(121) The approach to Skagway is clear and deep; the chart is the best guide.

Anchorages

(122) There is no safe anchorage for large vessels at Skagway. The anchorage in the NE part of the harbor off the railway wharf is small, being limited by the cable area. The wind draws through the valley and anchorage. With N gales a vessel is liable to drag anchor because of the steep pitch of the bottom, and under such conditions a safer berth can be had at the wharf. Protection from the N can be had in Nahku Bay, for vessels under 200 feet long. Large vessels can anchor in Lutak Inlet.

Tides

(123) The mean range of tide at Skagway is 14.1 feet, and the diurnal range is 16.7 feet.

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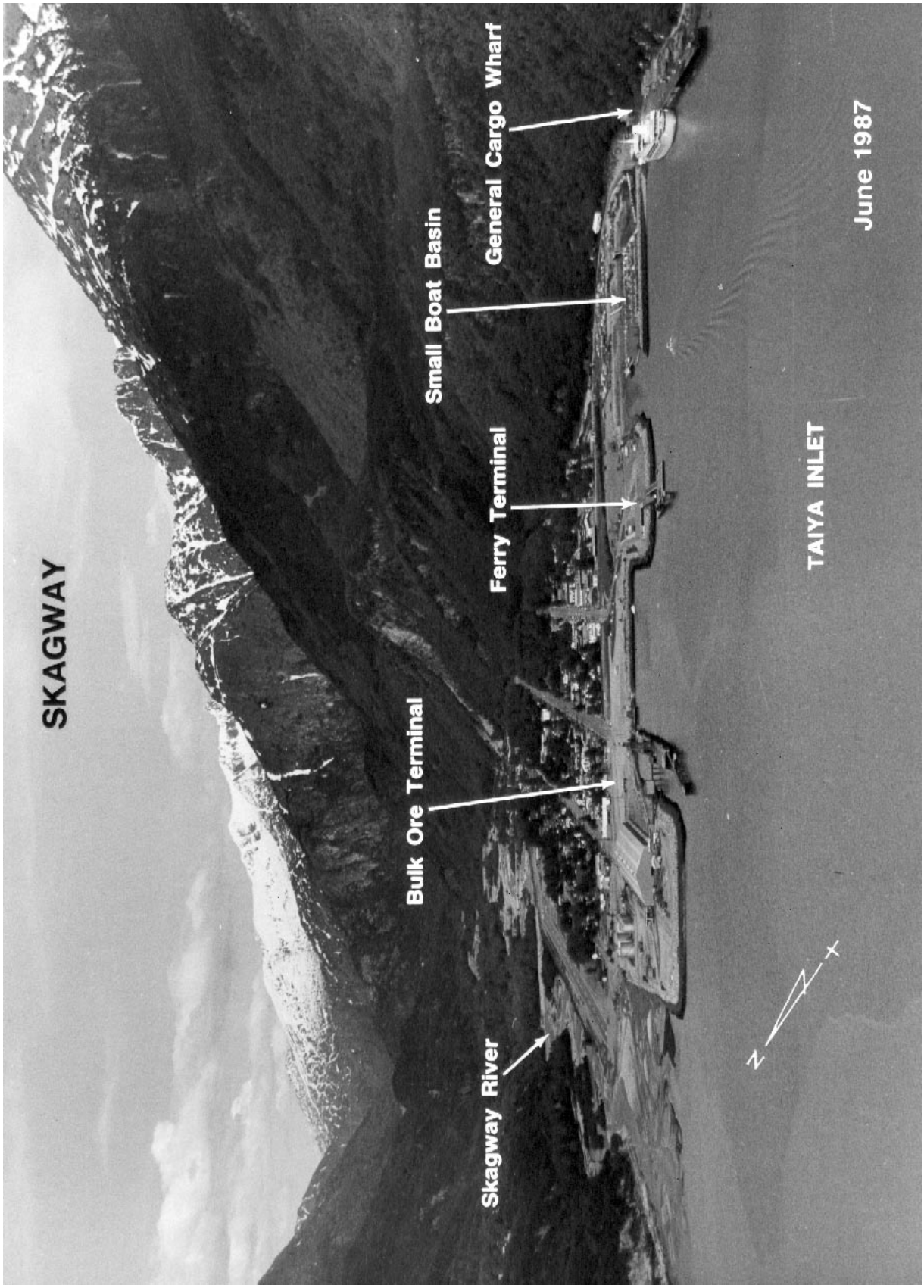
SKAGWAY
Skagway River
Bulk Ore Terminal
Small Boat Basin
Ferry Terminal
General Cargo Wharf
TAIYA INLET
June 1987
N

Currents

(124) The velocity of the tidal current ranges from 0.3 knot on the flood to 0.7 knot on the ebb. During the ebb, the current sets toward the railway wharf, so that vessels departing from the N half of the wharf have difficulty clearing another vessel moored at the S end. (See the Tidal Current Tables for daily predictions.)

Weather

(125) The prevailing wind direction is S from March through November and reverses to N during December, January, and February. Fog occurs only about 2 percent of the time and is most frequent during August, September, and October. Snow totals 35 inches on about 19 days a year, but there is precipitation on about 115 days a year.

Pilotage, Skagway

(126) Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the inside waters of the State of Alaska. (See Pilotage, Alaska, indexed as such, chapter 3 for details.)

(127) Vessels en route Skagway meet the pilot boat about 1 mile NW of Point Retreat Light (58°24.7'N., 134°57.3'W.)

(128) The pilot boat, a crewboat, can be contacted by calling "SKAGWAY PILOT BOAT" on VHF-FM channels 16, 13, or 12.

Towage

(129) An 800-hp tug is available at Skagway for assisting in docking and undocking from May to October. Other commercial towboats are available from Haines or Juneau year round. The tug and towboats are equipped with VHF-FM channels 16, 13, and 12. Arrangements for towboats and tug should be made well in advance through ship's agents.

Quarantine, customs, immigration, and agricultural quarantine

(130) (See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

(131) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(132) Skagway is a **customs port of entry**.

Wharves

(133) The wharves at Skagway are on the E side of Taiya Inlet at the S end of the city.

(134) White Pass and Yukon Corp. Wharf (59°26'36"N., 135°19'42"W.): 1,500 feet of useable berthing space; 35 feet alongside; two 30-ton straddle carriers, two 10-ton forklifts; 2 acres open storage; pipelines extend to tank farm in rear; storage capacity for 213,000 barrels; containerized and general cargo, cruise ship traffic, and receipt of petroleum products; owned and operated by White Pass and Yukon Corp., Ltd.

(135) Alaska Marine Highway System, Skagway Ferry Terminal (59°26'57"N., 135°19'25"W.): 250 yards NW of Railway Wharf; 160-foot face, 385 feet with dolphins; 17 feet alongside; passenger and vehicle traffic; owned and operated by the State of Alaska.

(136) Skagway Terminal Co. Pier (59°27'03"N., 135°19'29"W.): 200 yards NW of the Ferry Terminal; 175-foot T-head pier; 1,300 feet berthing space with dolphins; 37 feet alongside; 108,000 square feet covered storage and 10 acres open storage; conveyor and elevator with 1,200-ton-per-hour capacity; shipment of bulk lead and zinc ore; owned and operated by Skagway Terminal Co.

(137) Broadway Dock (59°27'02"N., 135°19'28"W.); 120 yards SE of Skagway Terminal Co. Pier; 240-foot face, 970 feet with dolphins; 30 feet reported alongside in 1994.

Supplies

(138) Arrangements can be made to truck gasoline and diesel fuel to the Railway Wharf. Gasoline is available in the small-craft basin. Water is available at the Railway Wharf and at the floats of the small-craft basin. Limited amounts of provisions and marine supplies can be had at the general stores.

Repairs

(139) The White Pass and Yukon Route railway operates a fully equipped machine shop; these facilities are available to marine interests for emergency repairs. A 60-foot small-craft grid is in the E corner of the small-craft basin.

Small-craft facilities

(140) The Skagway Small-Boat Basin, protected by a breakwater marked by a light, is just northward of the White Pass and Yukon Route railway wharf. A Federal project provides for an 8-foot entrance channel. Local interests have expanded and deepened the basin. In May 2000, the controlling depth was 8 feet in the entrance with 7.1 to 12 feet in the basin. Silting encroaches the NE basin limits between dredgings. The **harbormaster** assigns berths and can be contacted by telephone (907-983-2628) and on VHF-FM channel 16. The harbor capacity is about 165 boats. A launching ramp, grid, and seaplane float are in the basin. Water (during summer), electricity, and gasoline are available at the floats.

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Communications

(141) The White Pass and Yukon Route is a railway of 3-foot gage, 111 miles long, that extends from tidewater up the Skagway Valley to White Pass and across the international boundary to Whitehorse, the head of navigation on the Yukon River. The railway maintains daily service with Whitehorse from May to September.

(142) The Alaska Marine Highway System has daily ferry service to other southeastern Alaska ports and Prince Rupert, B.C., with weekly service to Seattle. Scheduled and chartered airlines operate from Skagway airport on the NW side of the city. Telephone and radiotelephone communications are maintained. Skagway has highway connections with the Alaska Highway.

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