

BookletChart™

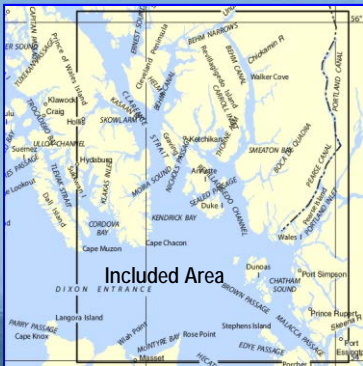


Hecate Strait to Etolin Island

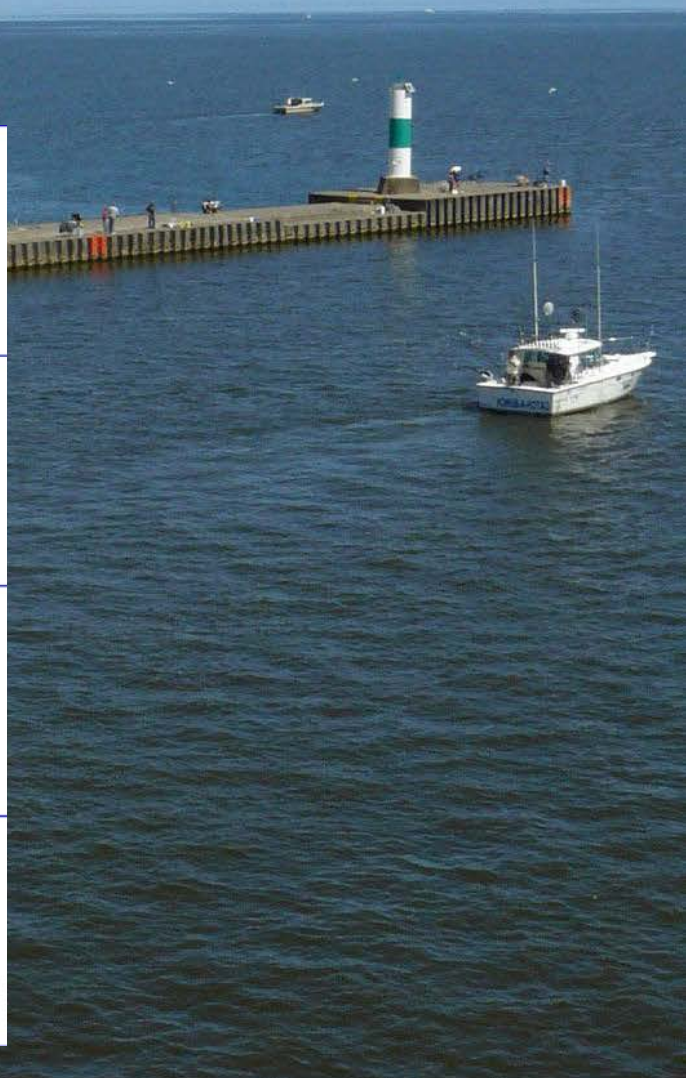
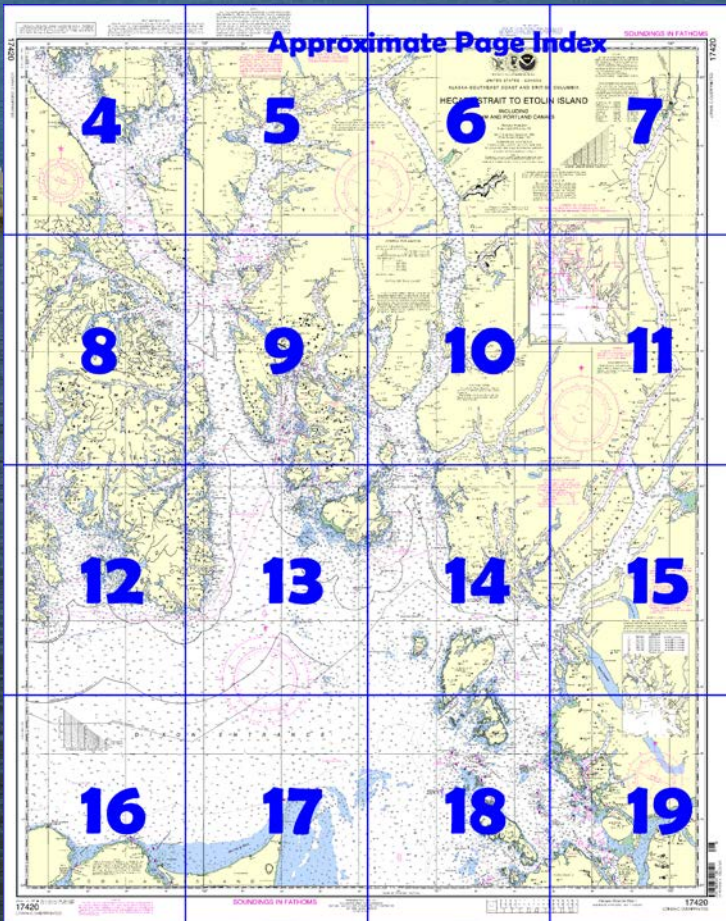
NOAA Chart 17420

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

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

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17420>.



(Selected Excerpts from Coast Pilot)

Graham Island forms the S side of Dixon Entrance for 50 miles from Langara Island to Hecate Strait.

Langara Island, on the S side of the W end of Dixon Entrance, is a small irregularly shaped, densely wooded island, close off **Cape Knox**, the northwesternmost point of Graham Island.

Langara Point Light (54°15'24"N., 133°03'30"W.) is shown from an octagonal tower on the NW end of Langara Island. A

white dwelling is about 135 yards E of the light.

Forrester Island, about 14.5 miles off the Dall Island shore, is a prominent landmark for the approach to Dixon Entrance from NW. The

island is wooded and mountainous.

Cape Muzon, the S extremity of Dall Island, forms the NW headland of Dixon Entrance. It is heavily wooded and rises to a rounded peak 2 miles NW of the extremity of the cape. Off the E end of the cape is a group of small islands and rocks. A breaker is 0.3 mile off the S shore of the cape. Vessels should give the cape a berth of at least 1 mile. A bank with a reported least depth of 14 fathoms is 2 miles SW of Cape Muzon Light. **Cape Muzon Light** (54°39'54"N., 132°41'34"W.), 80 feet above the water, is shown from a spindle with a red and white diamond-shaped daymark on the S extremity of the cape.

Celestial Reef (54°31'N., 131°28'W.), about 10 miles SSE of West Devil Rock, is about 1 mile long and has three heads with less than 1 fathom over them near the S end. The depth over the remainder of the shoal is about 10 fathoms. A rock, covered 1½ fathoms, is 0.7 mile NE of the reef. Two 10-fathom shoals are about 0.5 mile N and 3 miles NNW of the reef, respectively. An 8-fathom shoal is about 2 miles S of the center of the reef.

Zayas Island, in the NE part of Dixon Entrance and about 11.5 miles SE of Barren Island, is wooded, flat-topped, and high near the S end. A rock, with 4 feet over it, is about 0.7 mile N of **Aranzazu Point**, the NW extremity of Zayas Island. Foul ground marked by kelp extends along the N shore of the island with several 5-fathom spots about 1 mile N of the island. A light marks the southernmost point of the island.

McCulloch Rock, a pinnacle rock with 9 feet over it, is about 4 miles W of Jacinto Point, the SW extremity of Zayas Island. A 3-fathom shoal and a 5-fathom shoal are about 0.4 mile ESE and about 1.3 miles NNE of the rock, respectively.

Dundas Islands, in the E part of Dixon Entrance, consist of **Dundas Island**, **Baron Island**, **Dunira Island**, **Melville Island**, and numerous small islets and rocks. Dundas, the northwesternmost and largest island, has a number of conspicuous mountains, of which **Mount Henry**, towards the S end of the island, is the highest. Two conspicuous hills are in the NW part of the island. **Slab Hill**, flat-topped with a knob, is conspicuous near the NE end of the island.

The coasts of the four large islands of the group are much indented by small creeks and bays.

Caution.—Recent surveys indicate less water than charted in the vicinity of Dundas Islands. Mariners are advised to navigate with caution in the vicinity of these islands as many rocks awash and submerged, and some marked by kelp, have been reported in this area.

Holliday Island Light (54°37'24"N., 130°45'30"W.) is shown from a white slatted daymark on a concrete base on the N end of **Holliday Island**, which is 0.3 mile off the NE end of Dundas Island.

Revillagigedo Channel and **Tongass Narrows** (chart 17428) are connecting bodies of water that have a combined length of about 53 miles from their junction with Dixon Entrance at Tree Point Light to their junction with Clarence Strait at Guard Islands Light. On their S side they connect with Clarence Strait through Felice Strait and Nichols Passage.

Revillagigedo Island, separated from the mainland by Behm Canal, forms the greater part of the N shore of the passages.

Behm Canal borders the E, N, and W sides of Revillagigedo Island; its E entrance, between **Point Sykes** and **Point Alava**, is about 5.7 miles NNE of Mary Island Light.

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

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

Table of Selected Chart Notes

NOTE
Mariners are advised that depths in the northwest part of Hecate Strait are subject to change as a result of moving sandwaves. This area is roughly indicated by the blue-lined depth areas. For additional information, consult Canadian Hydrographic Service Sailing Directions PAC 206.

VESSEL TRAFFIC SERVICES
Traffic services calling-in point with number; arrows indicate direction of vessel movement. For additional information, see Sailing Directions.

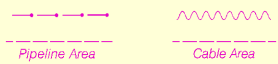
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

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

LOCAL MAGNETIC DISTURBANCE
Extreme magnetic disturbances exist Southeast of Duke Island. The Magnetic compass should not be relied upon within the area outlined in magenta.
In Clarence Strait differences from the normal have been observed as follows:
Percy Islands 17½°
Grindall Island 5°
Tolstoi Point 31°
Elsewhere, consult larger-scale chart for disturbance data.

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

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

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

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙ (Accurate location) ○ (Approximate location)

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.253" southward and 6.039" westward to agree with this chart.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

For Symbols and Abbreviations see Chart No. 1

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwani I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Gravina, AK	KZZ-96	162.525 MHz
Duke I, AK	KZZ-92	162.450 MHz
Wrangell, AK	WXJ-83	162.40 MHz
Craig, AK	KXI-80	162.475 MHz
Ketchikan, AK	WXJ-26	162.55 MHz

RACON
Radar Transponder Beacons or RACONS are activated by radars operating on the X-Band frequencies 9300 to 9450 MHz and when activated will emit an international morse code character which will be visible on the radar screen that activated the RACON. The effective range of the RACONS will be 8 miles.

HEIGHTS
Elevations of rocks and lights are in feet above Mean High Water. Contour Values and summit elevations refer to Mean Sea Level.

Mercator Projection
Scale 1:229,376 at Lat 55°
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

FISHERY LIMIT
Fishery limit is the limit of the State of Alaska's fishery management authority (except for crabs) in accordance with Section 306(a) of the Fishery Conservation and Management Act, where that limit is seaward of the territorial sea.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the US Coast Guard, Geological Survey, and Canadian Hydrographic Service.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE X
The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

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

GENERAL EXPLANATION

LOTRAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL 79.600 Microseconds
STATION TYPE DESIGNATIONS: (Not individual station letter designators):
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 7960-X

RATES ON THIS CHART
7960-X 7960-Y
5990-X 5990-Y 5990-Z

LOTRAN-C correction tables published by the National Geospatial-Intelligence Agency should not be used with this chart. The correction tables should be used based on theoretically determined overlaid signal path length delays. They have not been verified by comparison with survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in latitude/longitude.

The 12 nautical
5928, December 2
for the application
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fisheries jurisdiction
(P.L. 83-31; 67 Sta
modification, as r
recent chart editi

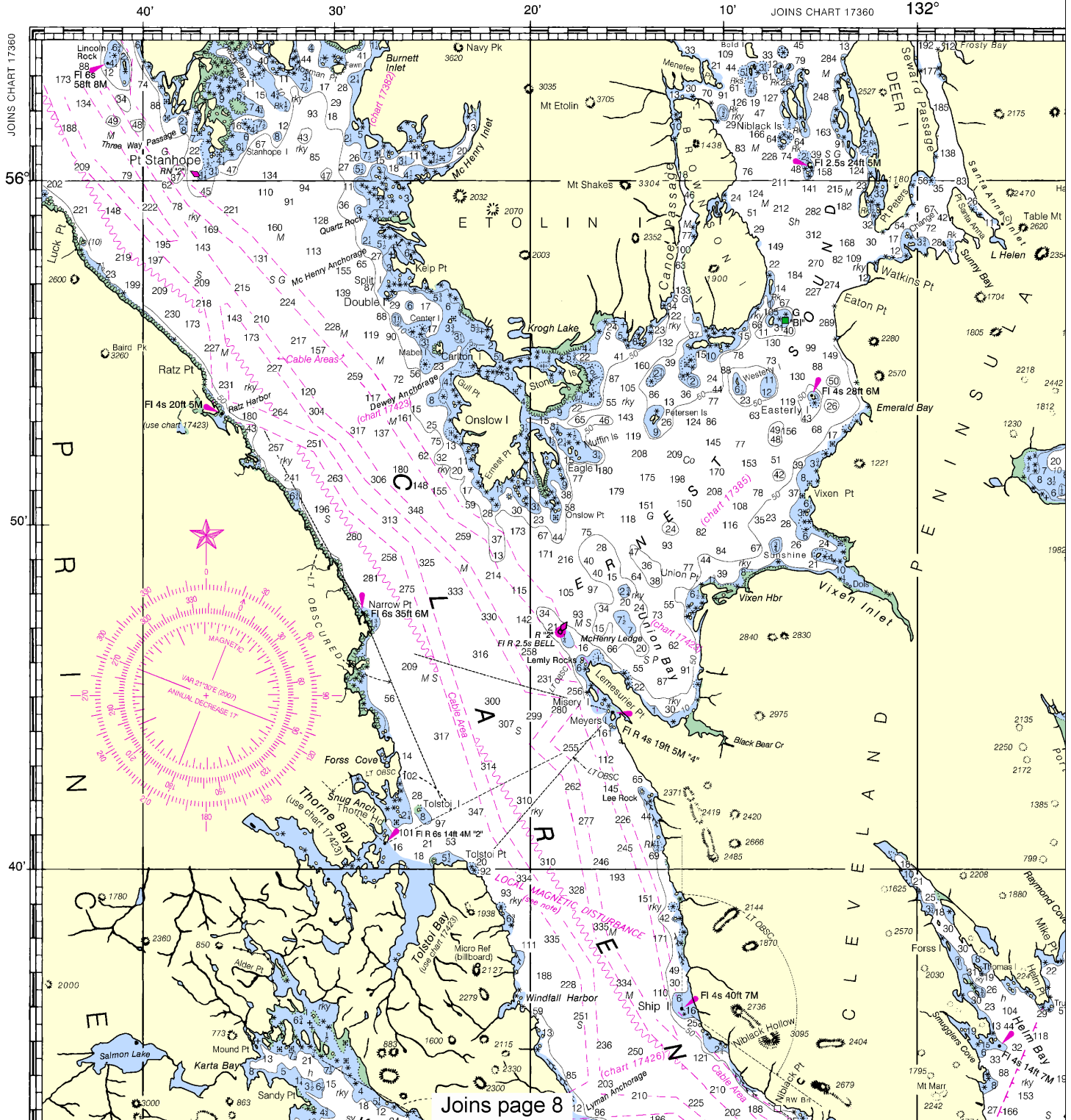
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

17420

LORAN-C OVERPRINTED



Joins page 8

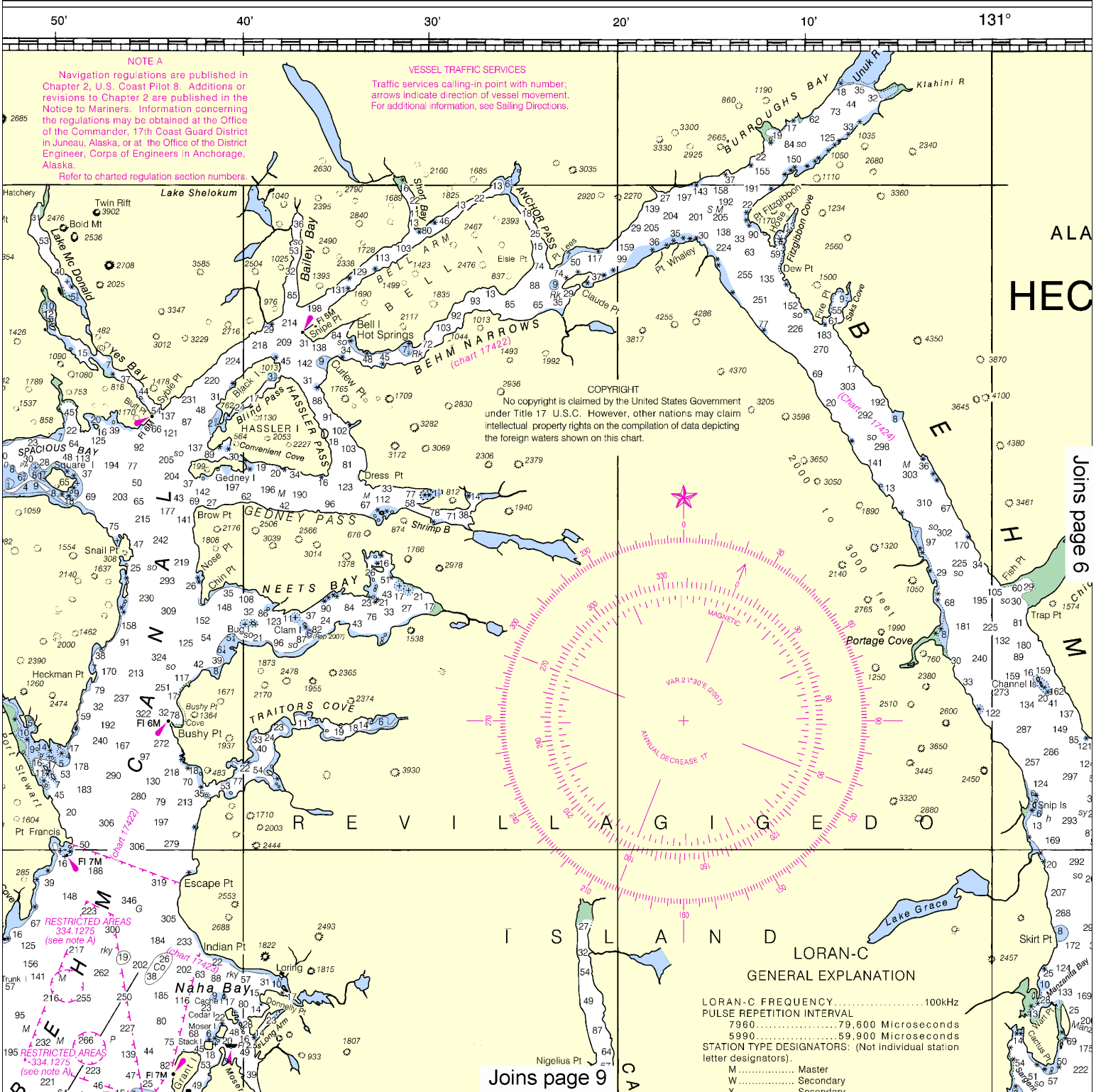
4

Note: Chart grid lines are aligned with true north.

NOTE X

Three nautical mile territorial sea was established by Presidential Proclamation 27, 1988, and is also the outer limit of the U.S. contiguous zone under the law of domestic law. The 3 nautical mile line, previously identified as the territorial sea, is retained because the proclamation states that it is to be in effect unless and until a later existing State or Federal law. The 9 nautical mile natural boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 12 nautical mile line elsewhere remain the inner boundary of the Federal jurisdiction and limit of states' jurisdiction under the Submerged Lands Act (Pub. Law 85-624, Stat. 29, March 22, 1953). These maritime limits are subject to future change. The lines shown on the most recent chart take precedence.

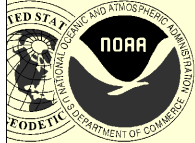
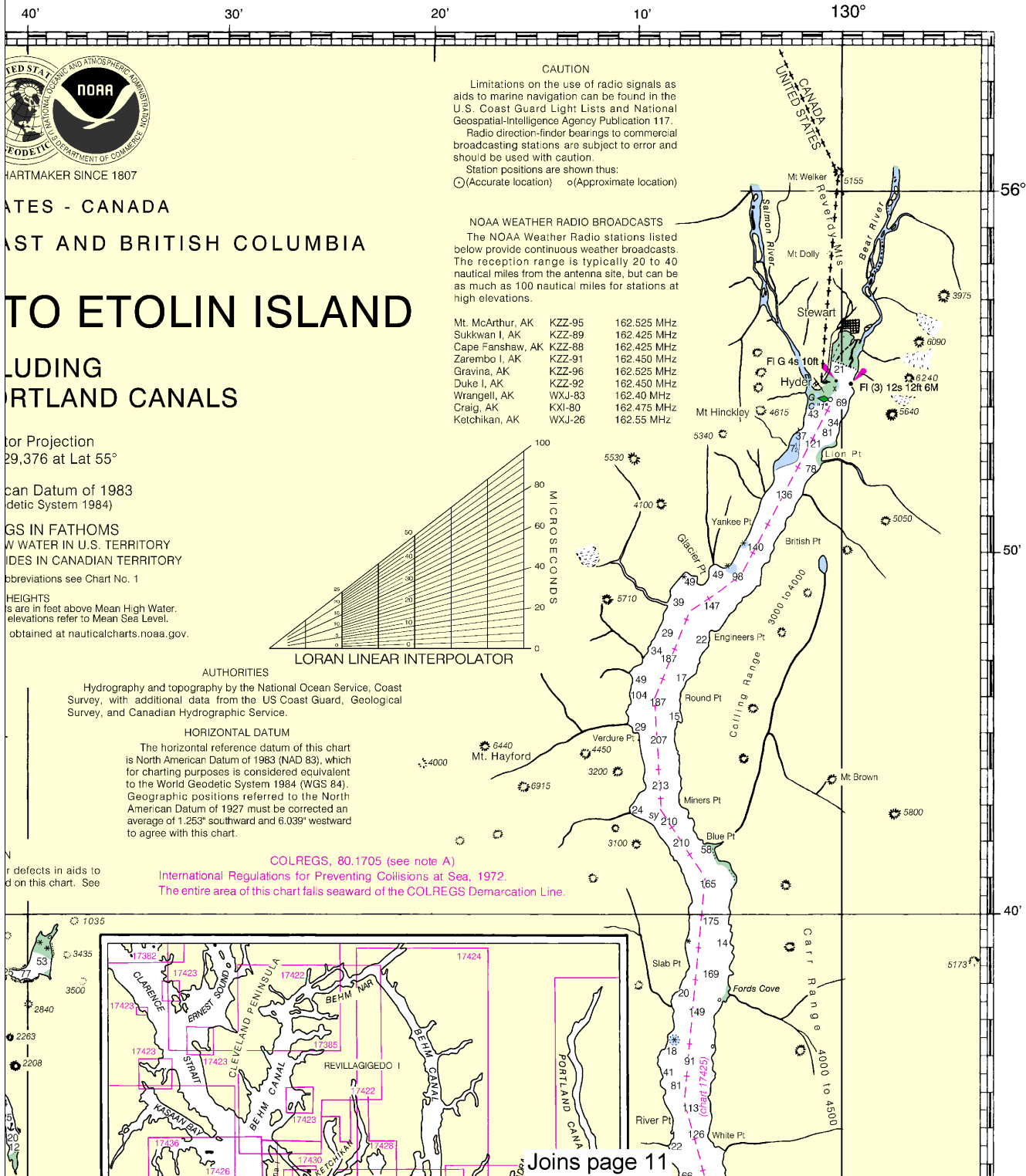
Formerly C&GS 8102, 1st Ed., June 1920 C-1918-187 KAPP 2729



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:305835. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

FISHERY LIMIT
 This is the limit of the State of Alaska's fishery management (except for crabs) in accordance with Section 306(a) of the Conservation and Management Act, where that limit is seaward of the territorial sea.

SOUNDINGS IN FATHOMS



HARTMAKER SINCE 1807

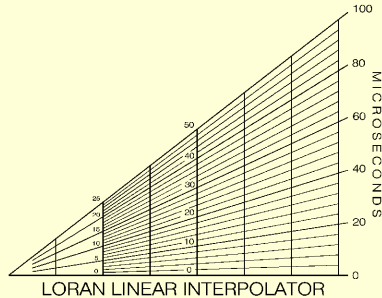
UNITED STATES - CANADA
ALASKA AND BRITISH COLUMBIA
FROM ST. MICHAEL ISLAND
TO ETOLIN ISLAND
INCLUDING
PORTLAND CANALS

Projection
 29,376 at Lat 55°

Canadian Datum of 1983
 Geodetic System 1984)

SOUNDINGS IN FATHOMS
DEPTH WATER IN U.S. TERRITORY
DEPTH SOUNDINGS IN CANADIAN TERRITORY
 Abbreviations see Chart No. 1

HEIGHTS
 Elevations are in feet above Mean High Water.
 Elevations refer to Mean Sea Level.
 Obtained at nauticalcharts.noaa.gov.



LORAN LINEAR INTERPOLATOR

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the US Coast Guard, Geological Survey, and Canadian Hydrographic Service.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.253" southward and 6.039" westward to agree with this chart.

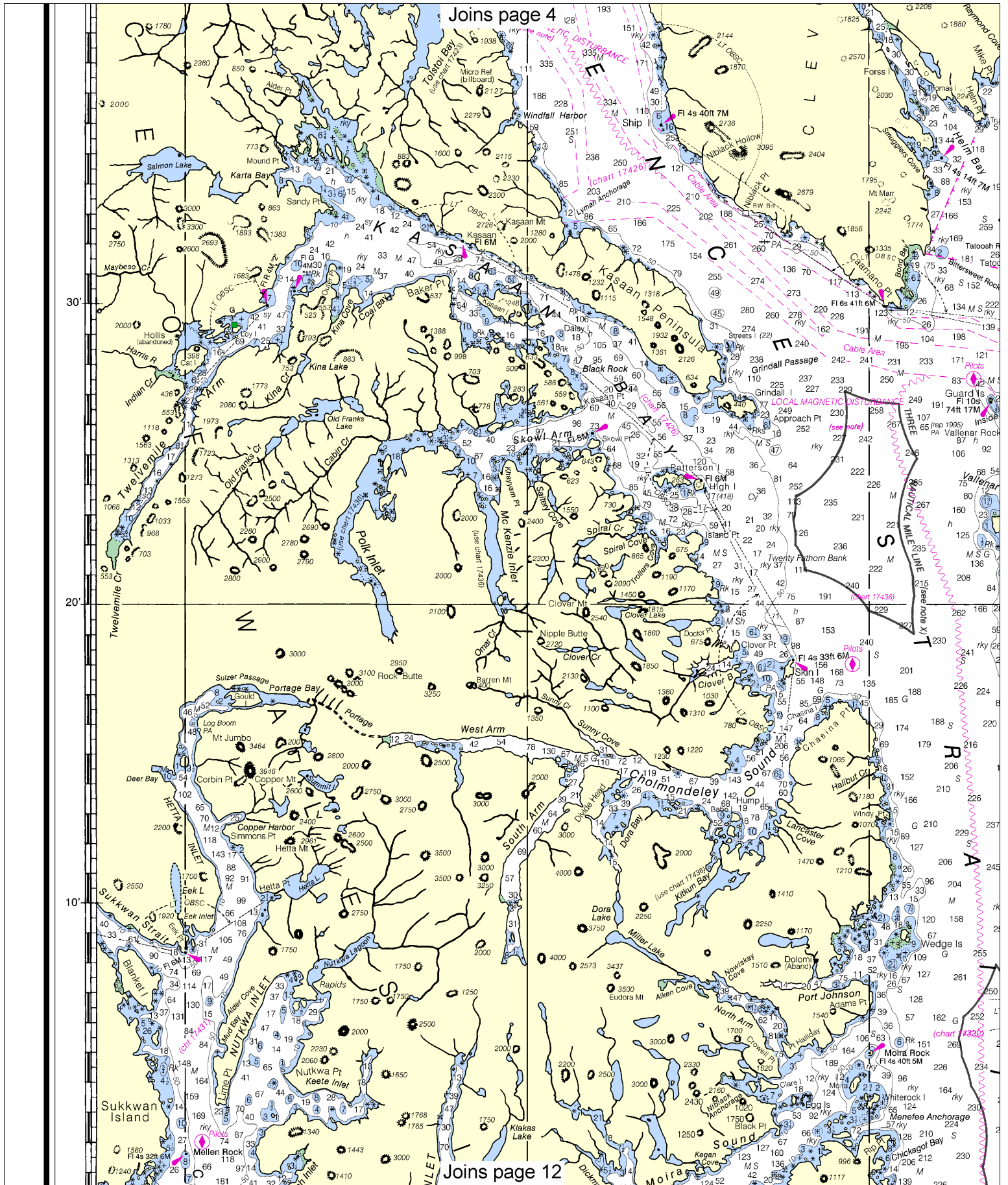
Defects in aids to navigation should be reported on this chart. See

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

Joins page 11

17420
LORAN-C OVERPRINTED



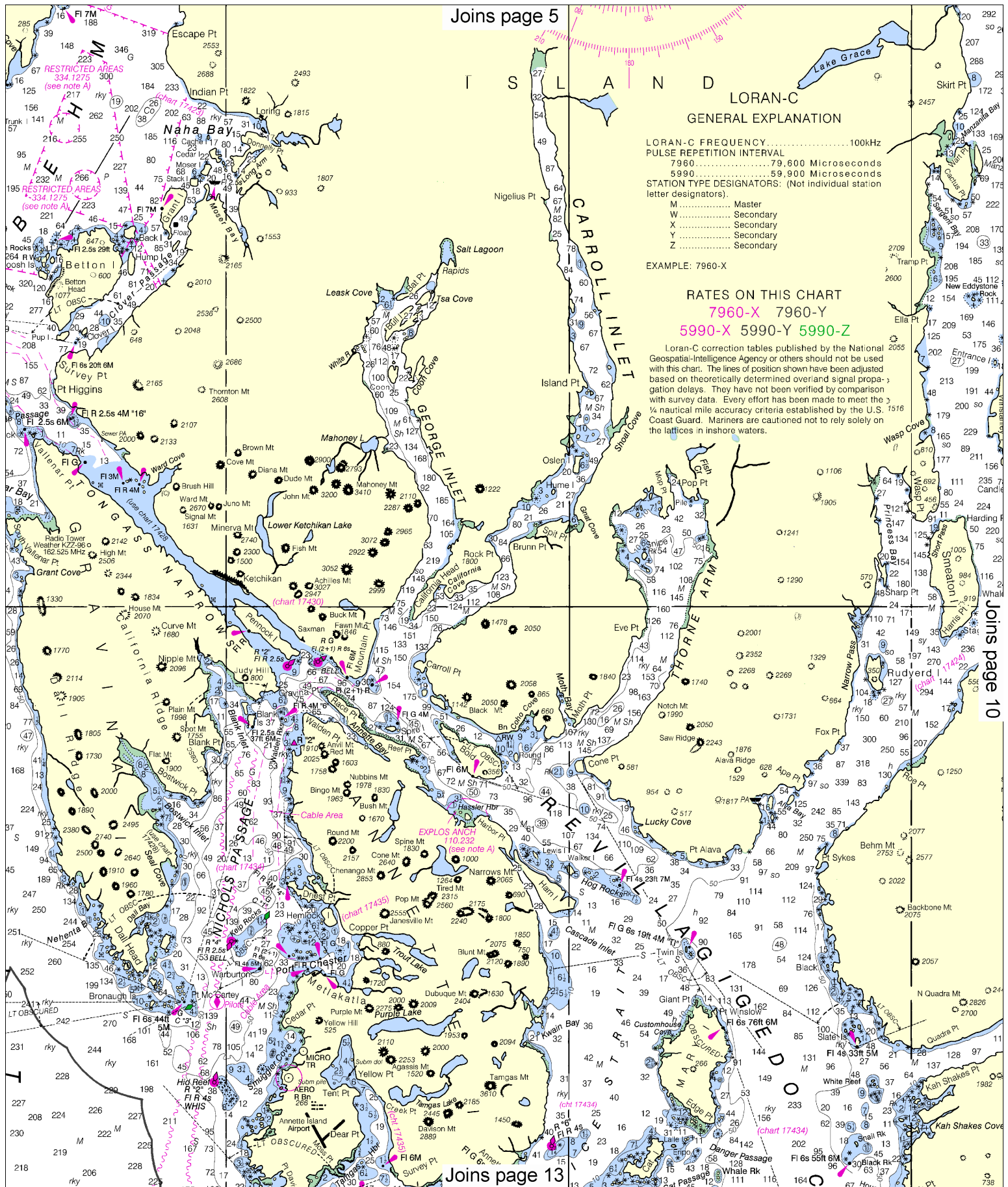


Joins page 4

Joins page 12



Note: Chart grid lines are aligned with true north.



F O U L B A Y

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
 PULSE REPETITION INTERVAL
 7960.....79,600 Microseconds
 5990.....59,900 Microseconds
 STATION TYPE DESIGNATORS: (Not individual station letter designators).
 M.....Master
 W.....Secondary
 X.....Secondary
 Y.....Secondary
 Z.....Secondary

EXAMPLE: 7960-X

RATES ON THIS CHART
 7960-X 7960-Y
 5990-X 5990-Y 5990-Z

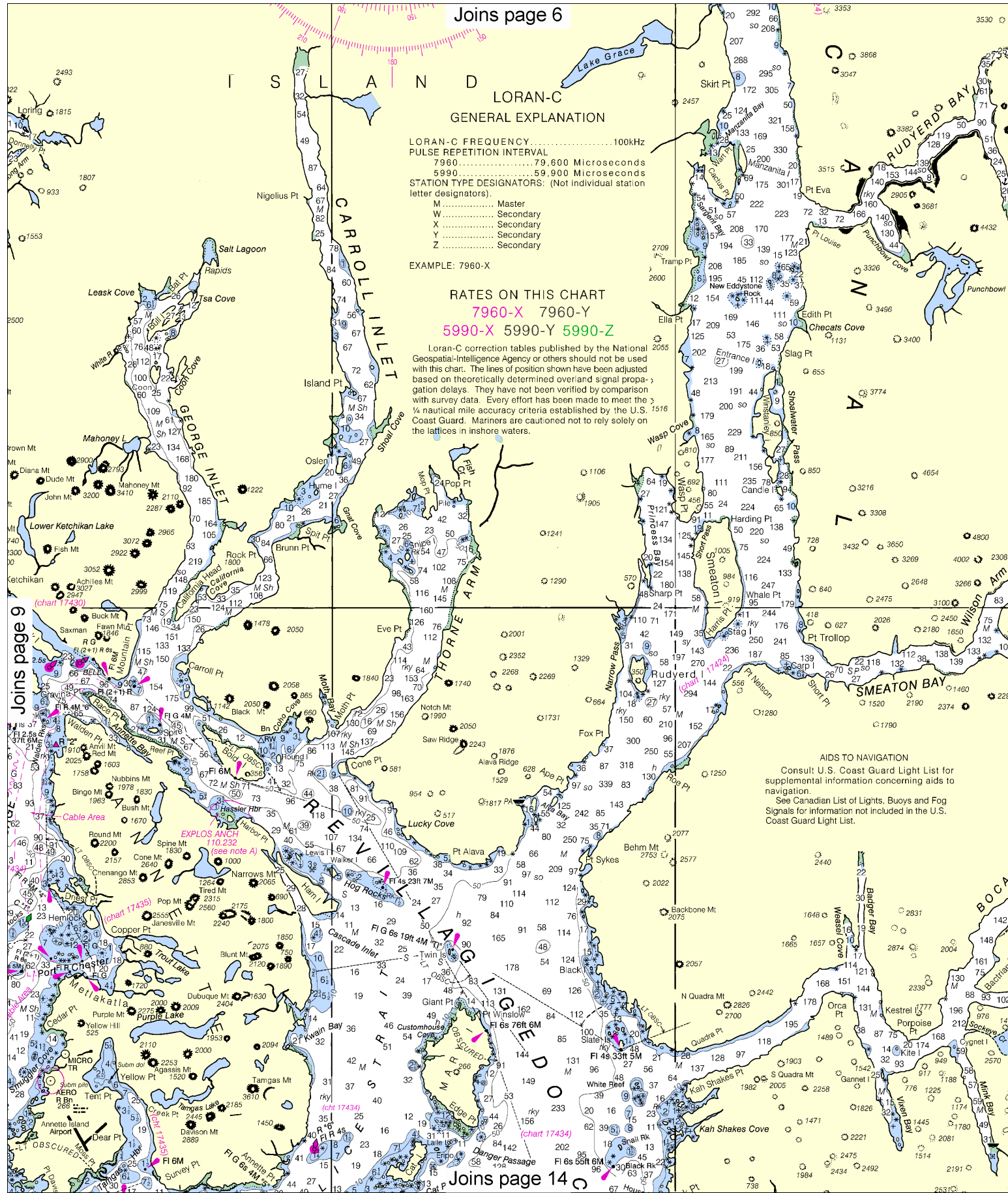
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RESTRICTED AREAS
 334, 1275
 (see note A)

RESTRICTED AREAS
 334, 1275
 (see note A)

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 110.232
 (see note A)

RESTRICTED AREAS
 334, 1275
 (see note A)



LORAN-C
GENERAL EXPLANATION

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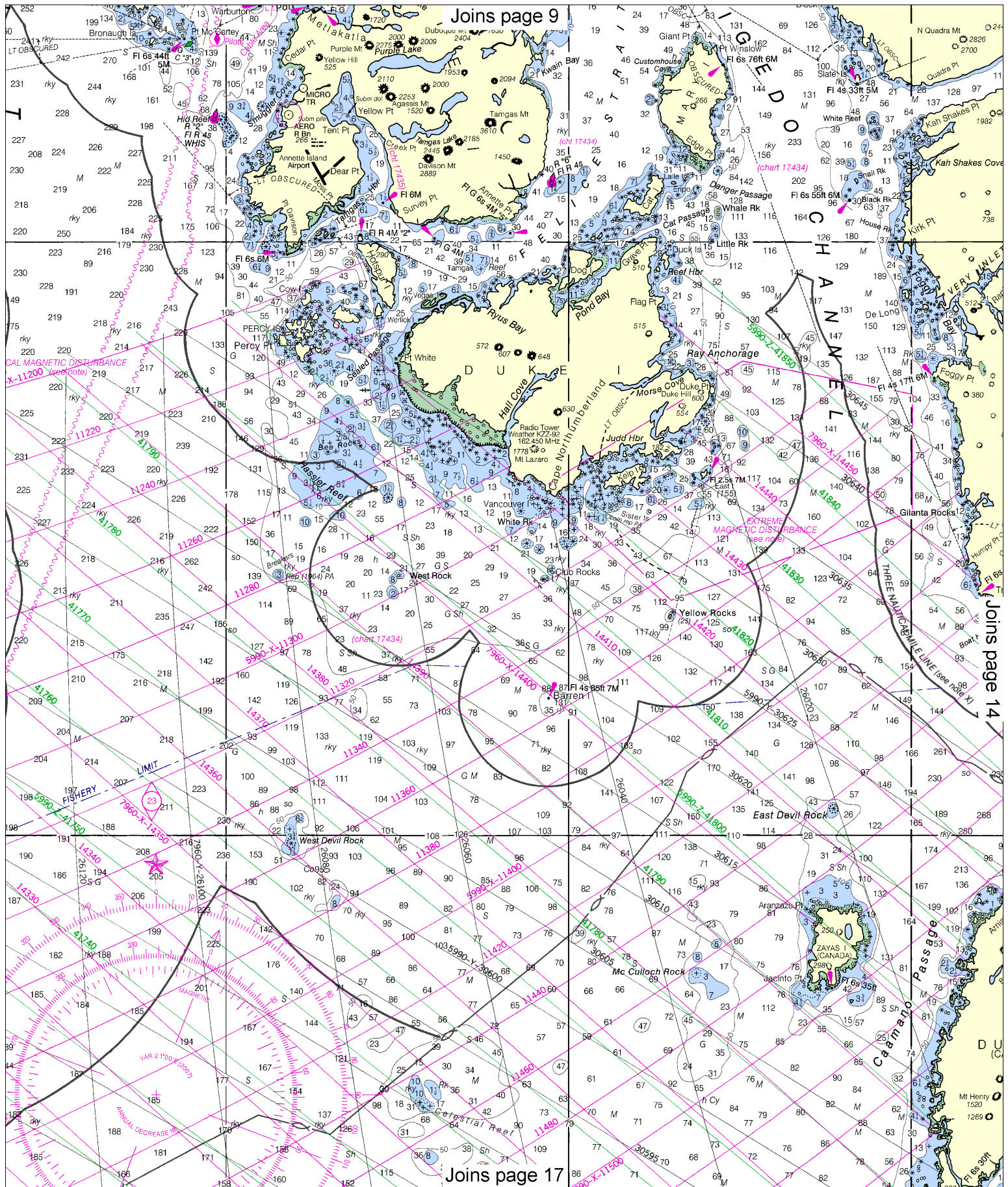
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AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
 See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

Joins page 9



POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

LOCAL MAGNETIC DISTURBANCE
Extreme magnetic disturbances exist Southeast of Duke Island. The Magnetic compass should not be relied upon within the area outlined in magenta.
In Clarence Strait differences from the normal have been observed as follows:
Percy Islands 17'
Grindal Island 5'
Tolstol Point 31'
Elsewhere, consult larger-scale chart for disturbance data.

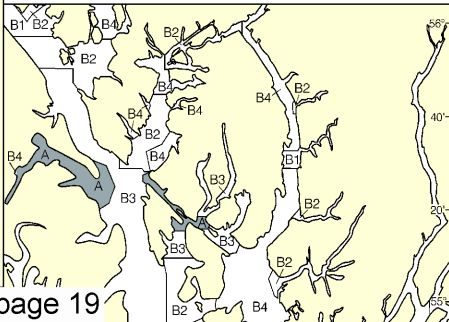
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
----- Pipeline Area
~~~~~ Cable Area

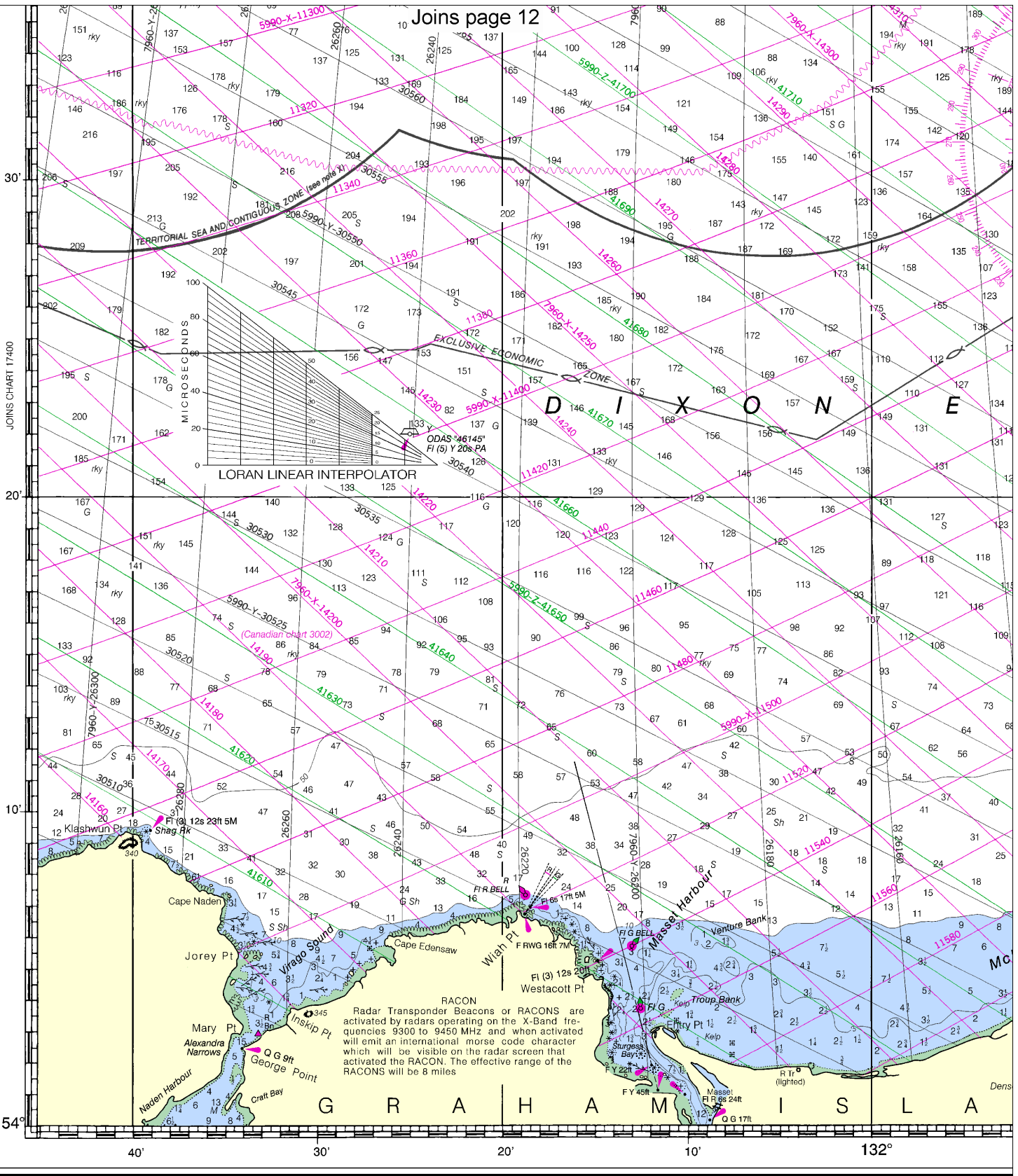
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels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

**SOURCE DIAGRAM**

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

| SOURCE |           |                  |
|--------|-----------|------------------|
| A      | 1990-2003 | NOS Surveys      |
| B1     | 1990-2004 | NOS Surveys      |
| B2     | 1970-1989 | NOS Surveys      |
| B3     | 1940-1969 | NOS Surveys      |
| B4     | 1900-1939 | NOS Surveys      |
| B5     | Pre-1900  | NOS Surveys      |
| g      |           | Canadian Surveys |





28th Ed., Mar. / 07 ■ Corrected through NM Mar. 03/07  
 Corrected through LNM Feb. 13/07

# 17420

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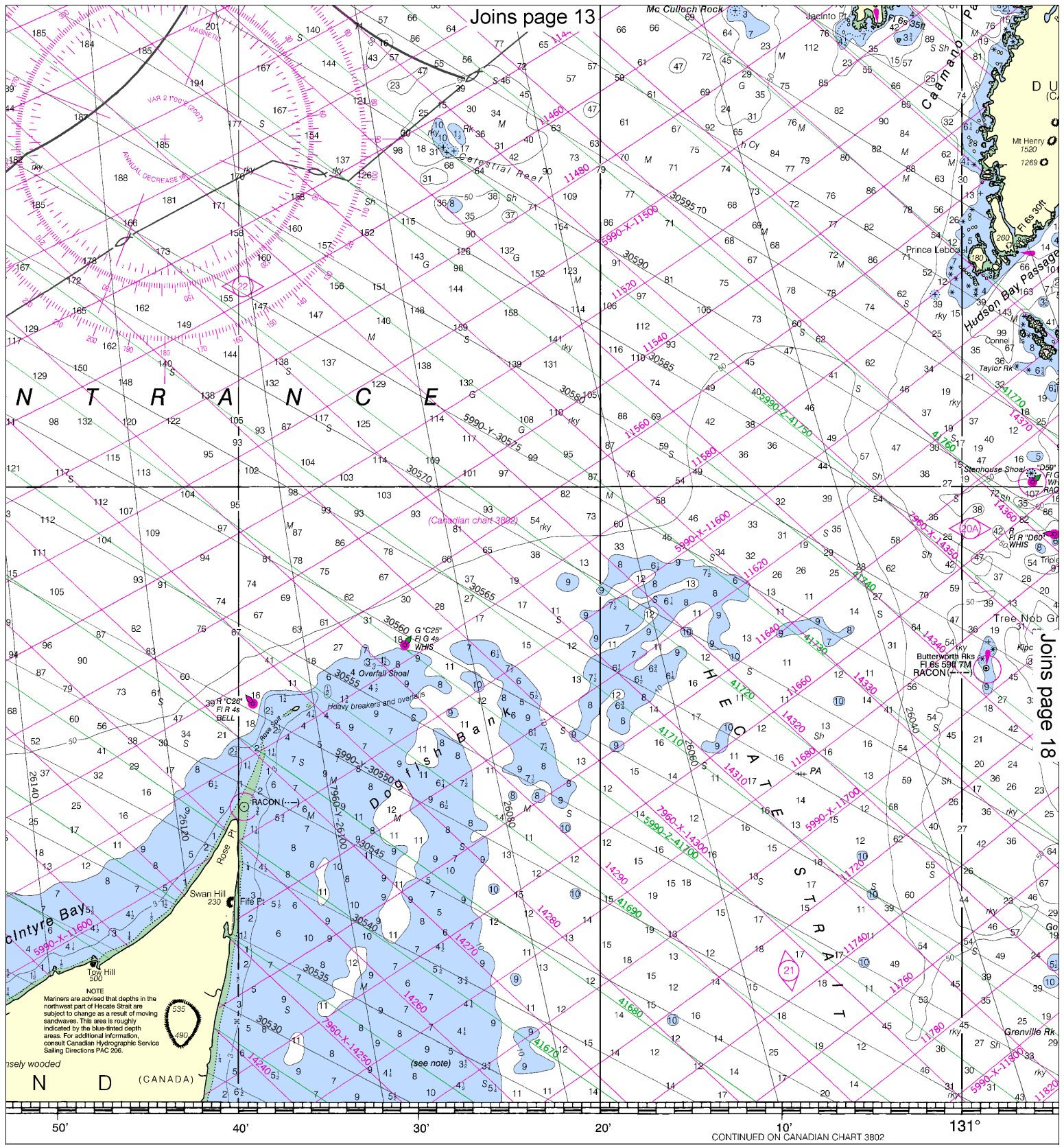
**CAUTION**

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

# 16

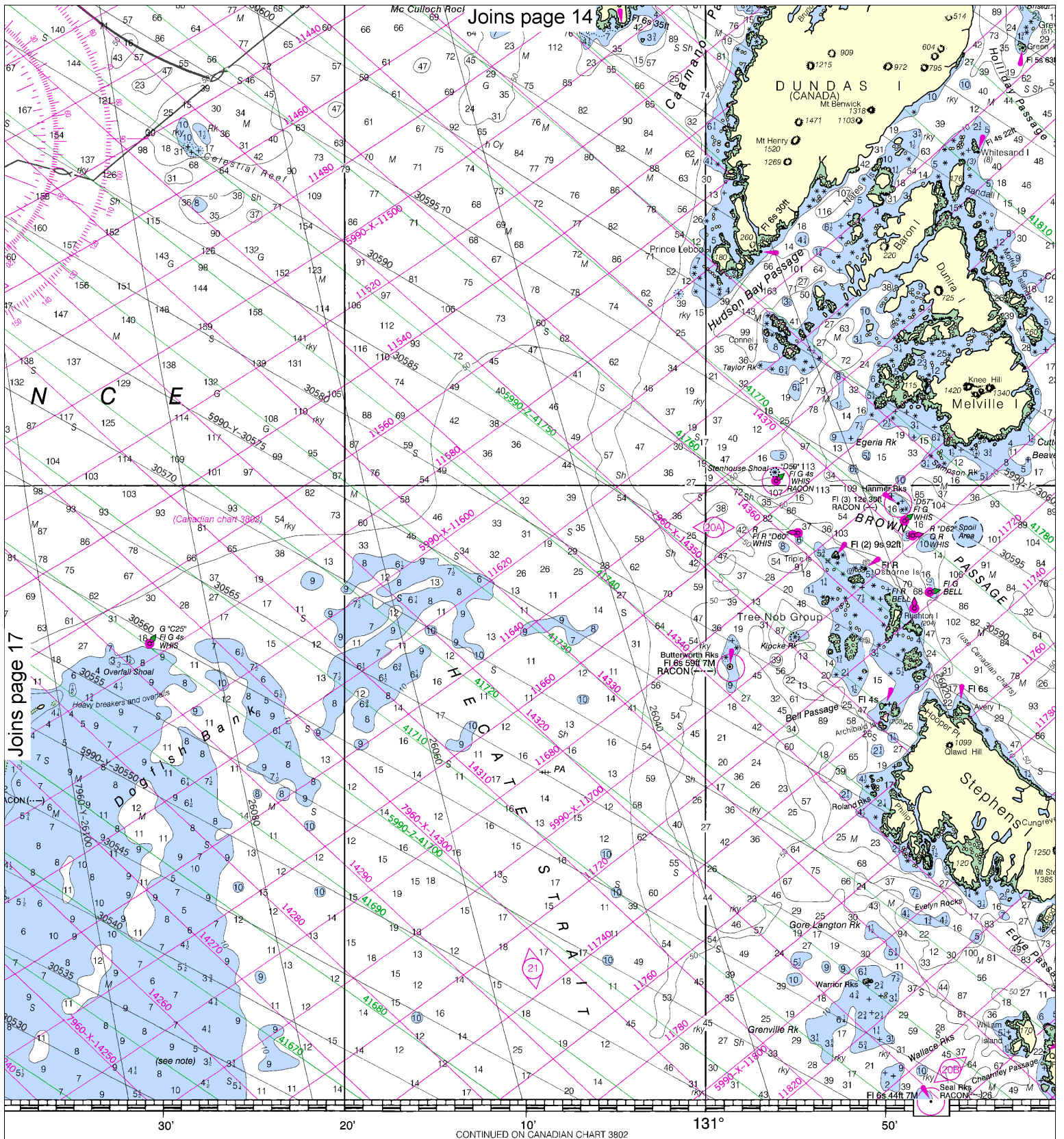
Note: Chart grid lines are aligned with true north.





# SOUNDINGS IN FATHOMS

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



**FATHOMS**

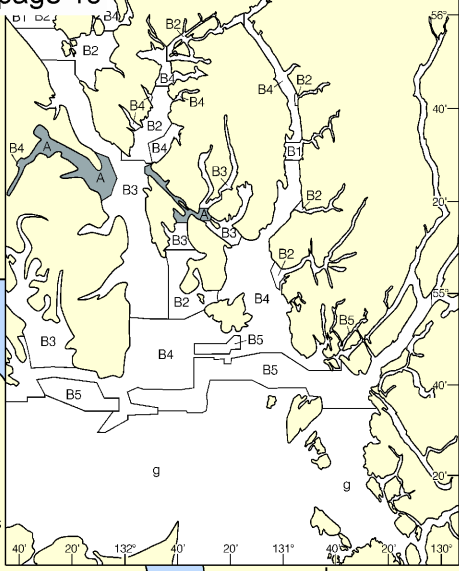
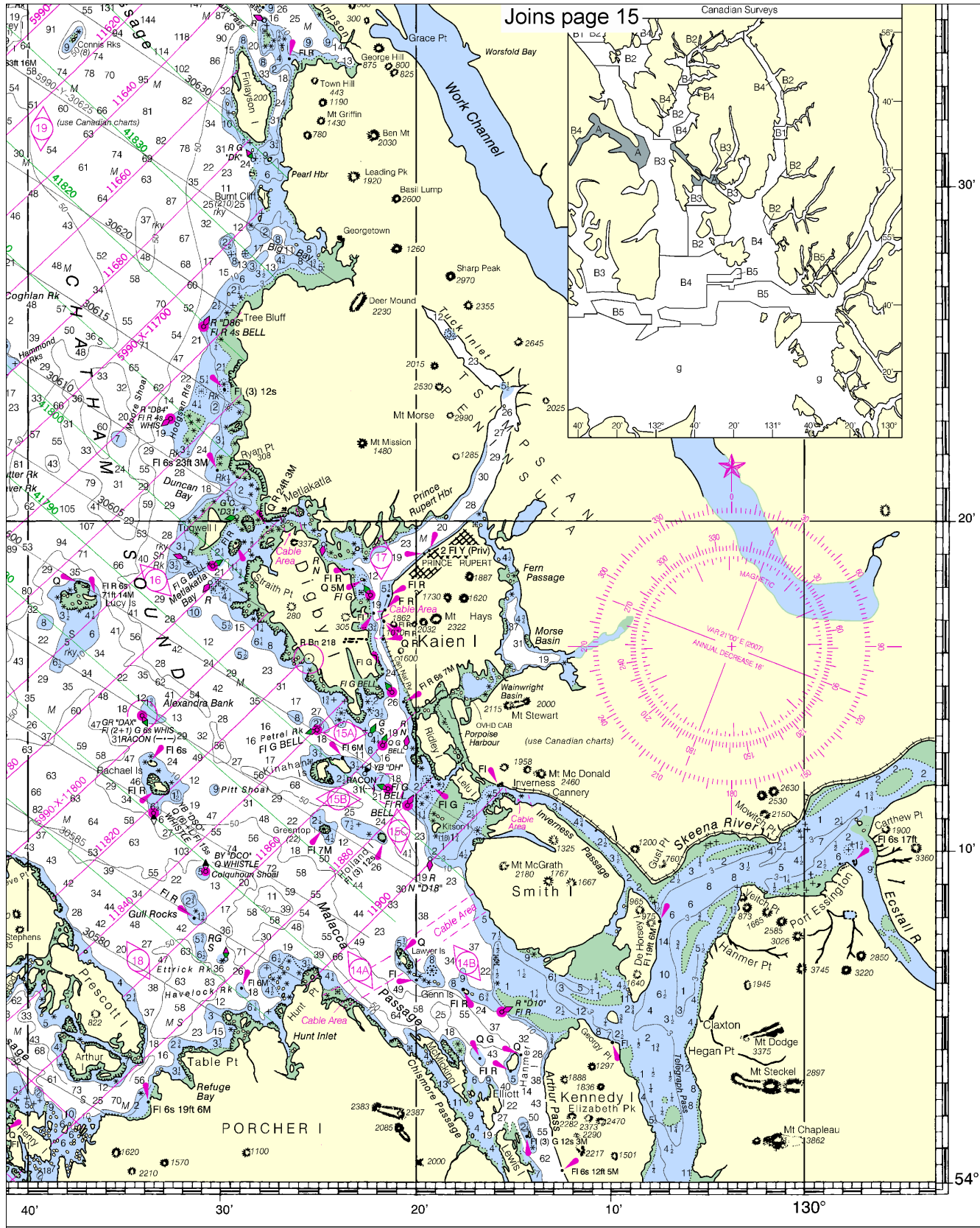
Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

|         |   |    |    |
|---------|---|----|----|
| FATHOMS | 1 | 2  | 3  |
| FEET    | 6 | 12 | 18 |
| METERS  | 1 | 2  | 3  |

**18**

Note: Chart grid lines are aligned with true north.





30'  
20'  
10'  
54°  
40' 30' 20' 10' 130°

Hecate Strait to Etoli I

SOUNDINGS IN FATHOMS - SCALE 1:229,376

17420

LORAN-C OVERPRINTED





EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

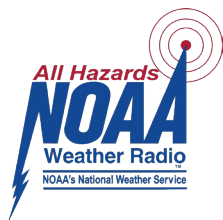
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

### Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

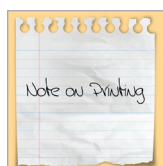
<http://www.nws.noaa.gov/nwr/>

### Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

