

# BookletChart™



## Shakan Bay and Strait

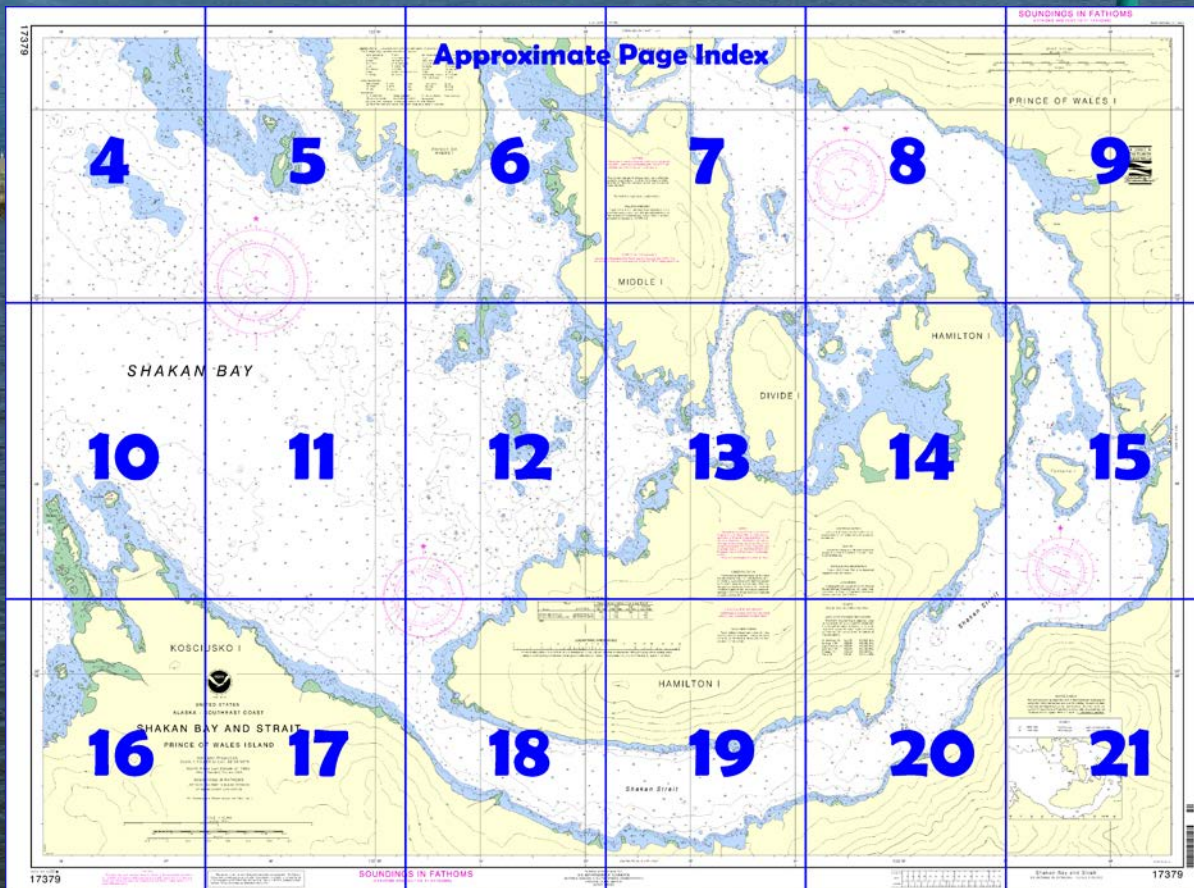
NOAA Chart 17379

*A reduced-scale NOAA nautical chart for small boaters*

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



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



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

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

**What is a BookletChart™?**

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

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

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

**Notice to Mariners Correction Status**

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

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17379>.



**(Selected Excerpts from Coast Pilot)**

**Ruins Point** (56°04.0'N., 133°42.0'W.), 8 miles NNE of Cape Pole (chart 17402), is on the S side of the entrance to Shipley Bay. The point is poorly defined and has no prominent features. **Finger Shoal** and other foul ground extend about 0.5 mile from the shore in the vicinity.

**Shipley Bay**, entered about 2 miles NE of Ruins Point, has good anchorage available at the head. **Bluff Island** is in the middle of the entrance. The vertical E face is a

rookery for sea birds; the W side has gradual slopes. Islets and rocks extend about 0.4 mile from the W extremity of the island.

The S approach to Shipley Bay extends between the S tip of Bluff Island and a tiny islet 0.5 mile N of the S shore. The area between the islet and the S shore is mostly foul, and passage should not be attempted except by small craft with local knowledge. A rock awash at minus tides is 1 mile SE of the S tip of Bluff Island; navigable water extends on all sides of this rock that is surrounded by thick kelp and is easily distinguishable at all stages of tide during summer. From a small wooded islet on the N side of the entrance, foul ground extends for about 0.7 mile SE. This constricts the passage to a width of only about 0.5 mile along the S shore. E of this point, however, the bay is generally clear, although the depths are irregular and there are several rocks off the S shore.

About 4 miles from the entrance, the bay is constricted by a promontory jutting out from the S shore. A small wooded islet surrounded by foul ground is off the point. W of the point is a large bight in which are two islands. Anchorage in 3 to 10 fathoms is available in the bight W of the islands; poor holding ground. Winds are reported to draw with great force through the gap to the S during SE storms.

**Shakan Bay** is on the E side of Sumner Strait about 6 miles NNE of Ruins Point. The bay, including Shakan Strait, is circular in shape. Its entrance is between Shakan Island on the S and the Barrier Islands on the N. The center of the bay is almost filled with islands. At the E extremity of Shakan Strait, the bay connects with El Capitan Passage.

The N shore of the bay is foul for about 1.5 miles offshore and should be avoided. The E part of the outer bay is extremely foul.

**The Nipples**, 1 mile SE of Shakan Strait, and Mount Calder, N of the bay and 2 miles NE of Barrier Islands, are good landmarks for the bay.

**Station Island**, off the S point at the entrance, is marked by **Shakan Bay Light** (56°08'57"N., 133°37'33"W.), 25 feet above the water and shown from a small house with a red and white diamond-shaped daymark on a brown skeleton tower on the N side of the island. There are submerged rocks and rocks awash between Station Island and Shakan Island.

**Shakan Island**, 0.3 mile W of Station Island, is about 18 feet high and is covered by scrubby trees. A rock awash and a 3-fathom shoal are about 0.2 mile and 1.2 miles, NNW and SW, respectively, of Shakan Island. The area S of the islet and E of the 3-fathom shoal has several detached rocks, all marked by kelp, and other dangers. The chart is the best guide.

**Shakan Strait**, comprising the S part of Shakan Bay, is about 4.6 miles long, averages 0.4 mile in width, and is semicircular in shape. It affords a clear and safe route to El Capitan Passage. The W entrance, marked by a daybeacon on an islet off the SW end of Hamilton Island, is 0.3 mile wide, but between the 5-fathom curves is constricted to about half that, by reefs on both sides. About midway of its length is a 5¼-fathom rocky shoal in midchannel, marked by a buoy, about 0.2 mile E of the daybeacon marking the SE end of Hamilton Island. Off-lying dangers are few, and none is more than 200 yards offshore. A log storage area is along the E shore, 0.5 mile S of the entrance to El Capitan Passage.

**Calder Bay** is on the N side of Shakan Bay N of Middle Island. Depths shoal gradually from about 9 fathoms at its entrance to the tidal flat about 0.6 mile from the entrance.

**Barrier Islands**, on the N side at the entrance to Shakan Bay, are two islands with numerous rocks and islets around and between them. A reef extends about 0.7 mile S from the S point of the W island. A rock with 2½ fathoms over it, about 0.7 mile W from that point, is marked on the W side by a lighted bell buoy.

**U.S. Coast Guard Rescue Coordination Center**

**24 hour Regional Contact for Emergencies**

RCC Juneau

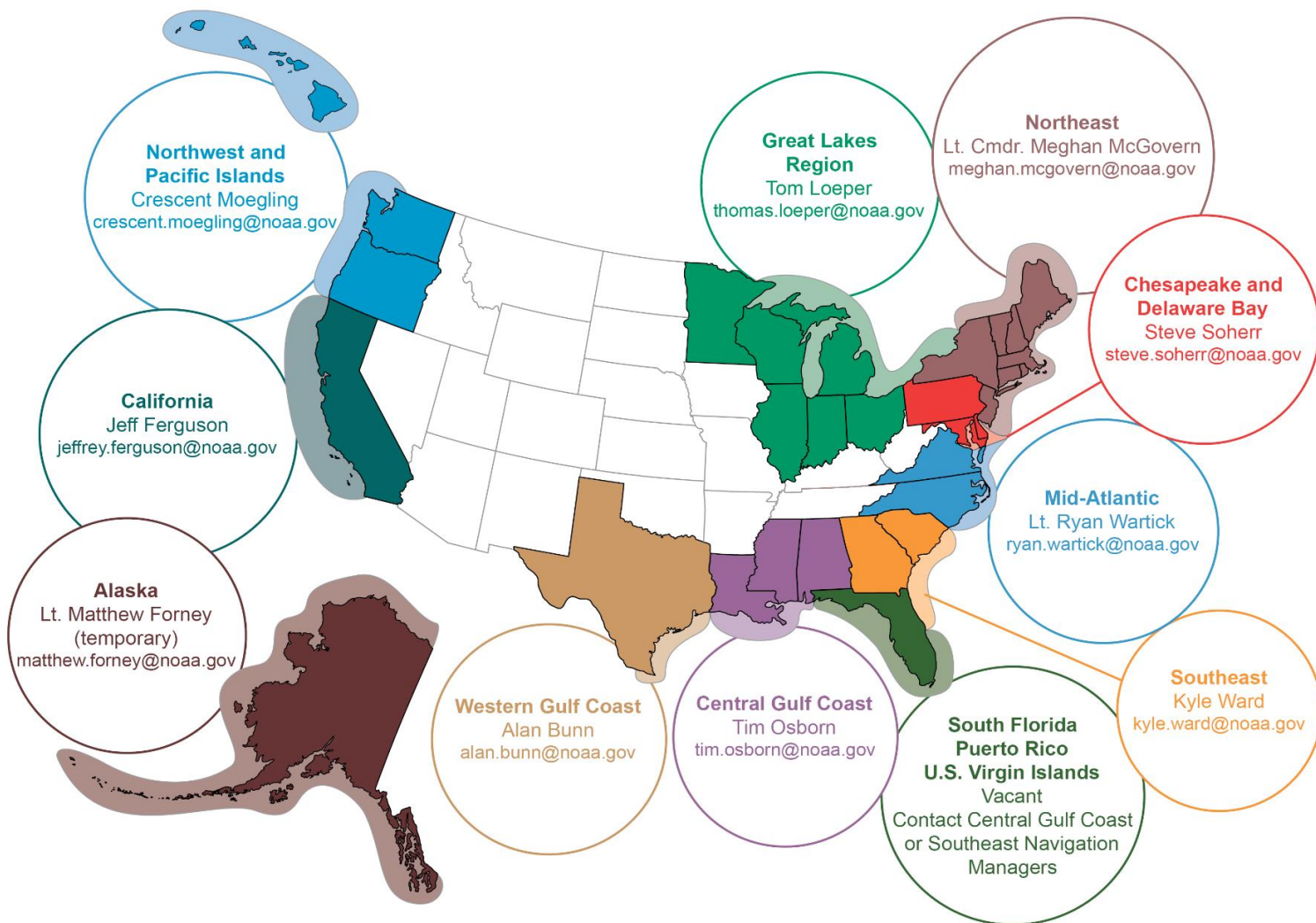
Commander

17th CG District

Juneau, Alaska

(907) 463-2000

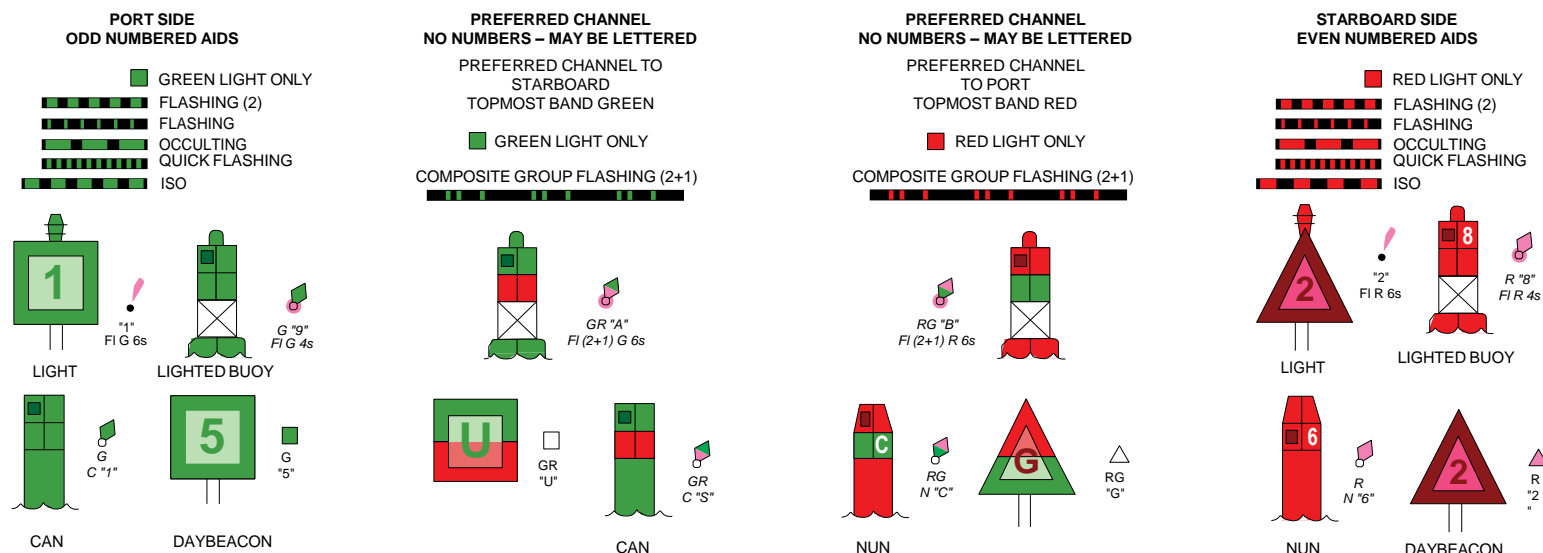
# Navigation Managers Area of Responsibility



To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).  
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

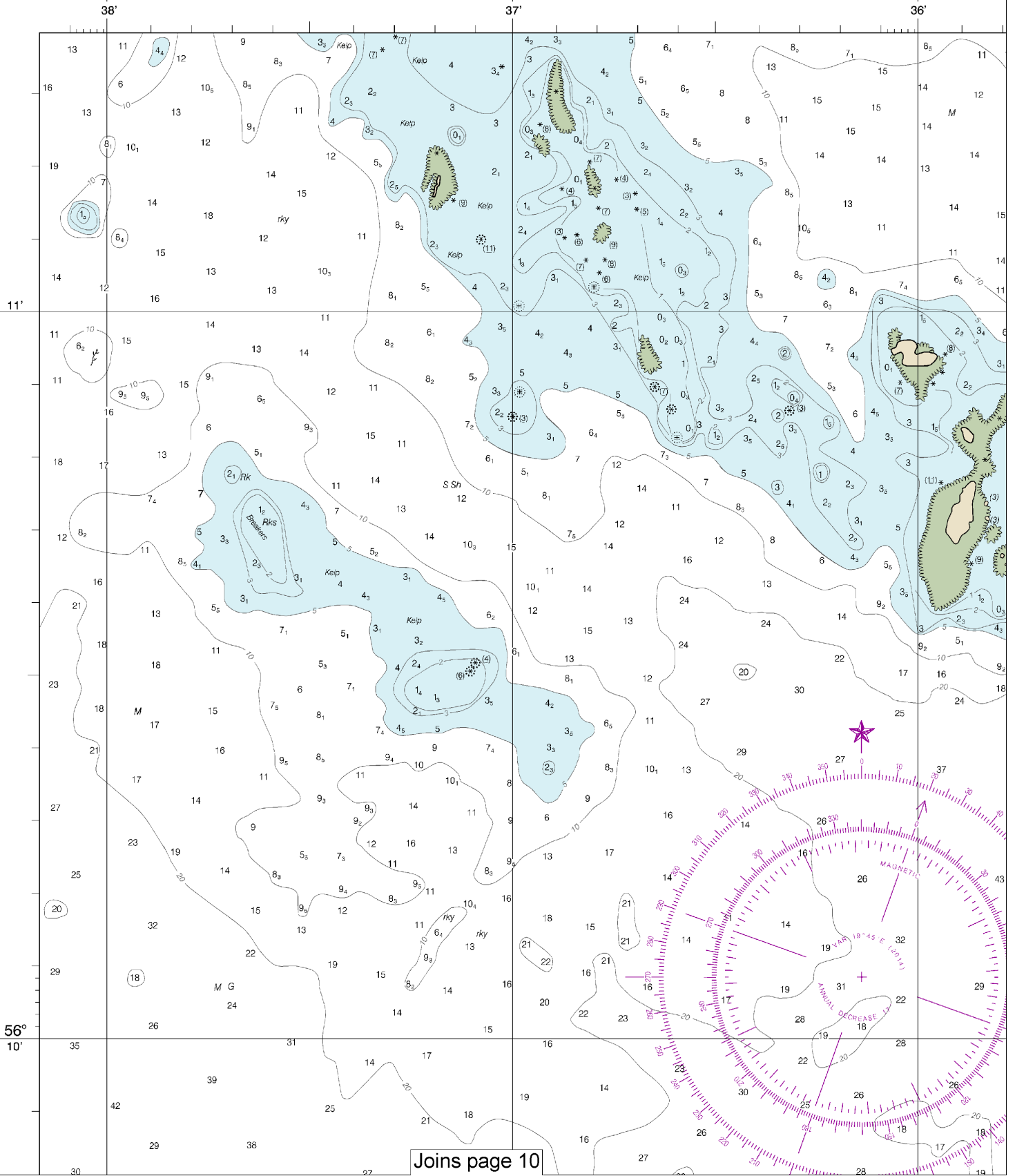
## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



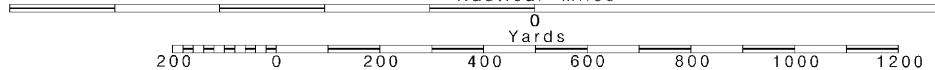
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

17379



Printed at reduced scale. —SCALE 1:10,000—

See Note on page 5.



4

Note: Chart grid lines are aligned with true north.

133°35'

34'

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

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rct rotating
B black	Isa isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphane	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

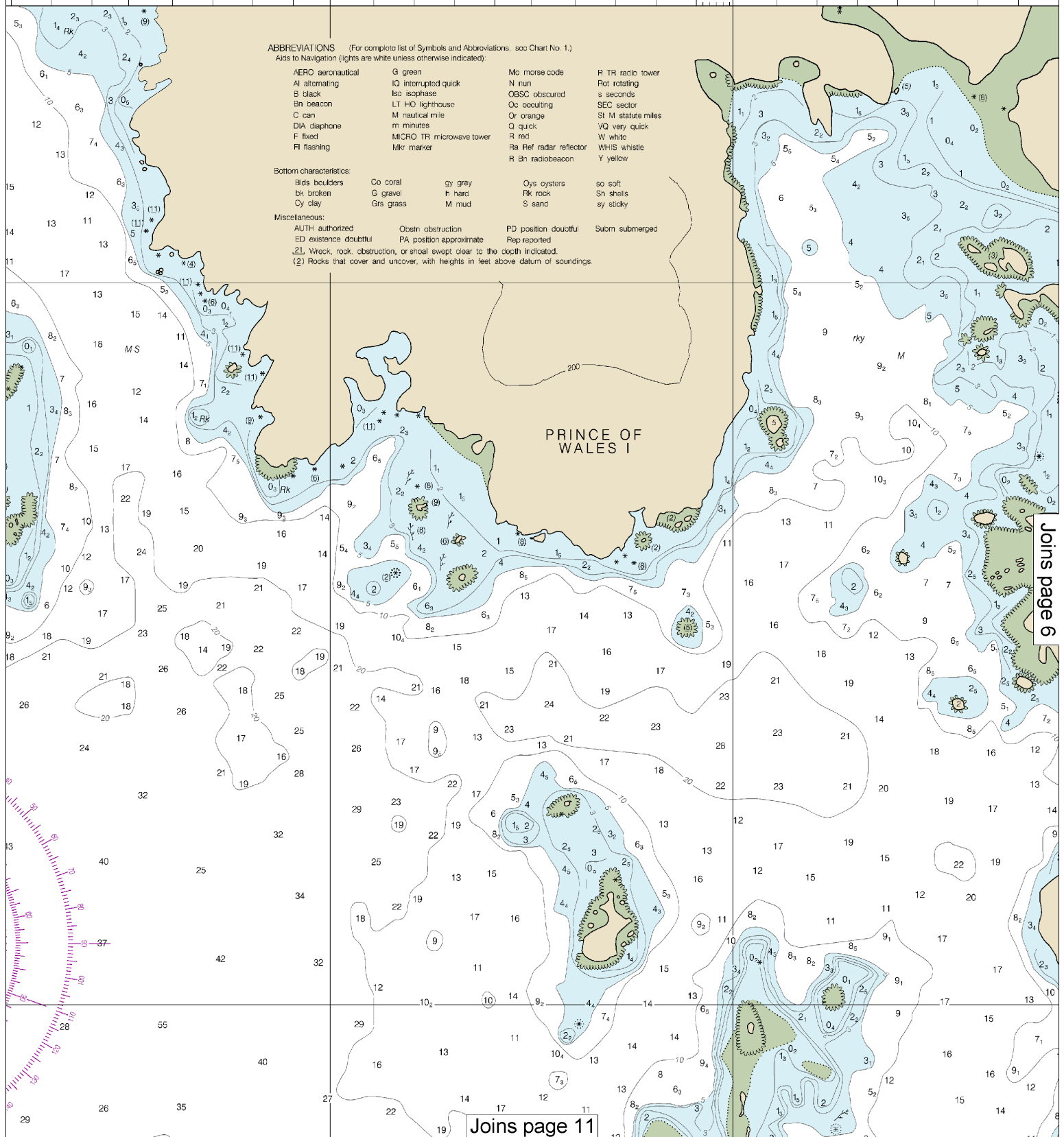
Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rpt reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.



Joins page 11

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



133°35'

34'

33'

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

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IO interrupted quick	N run	Rot rotating
B black	IsC isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphane	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

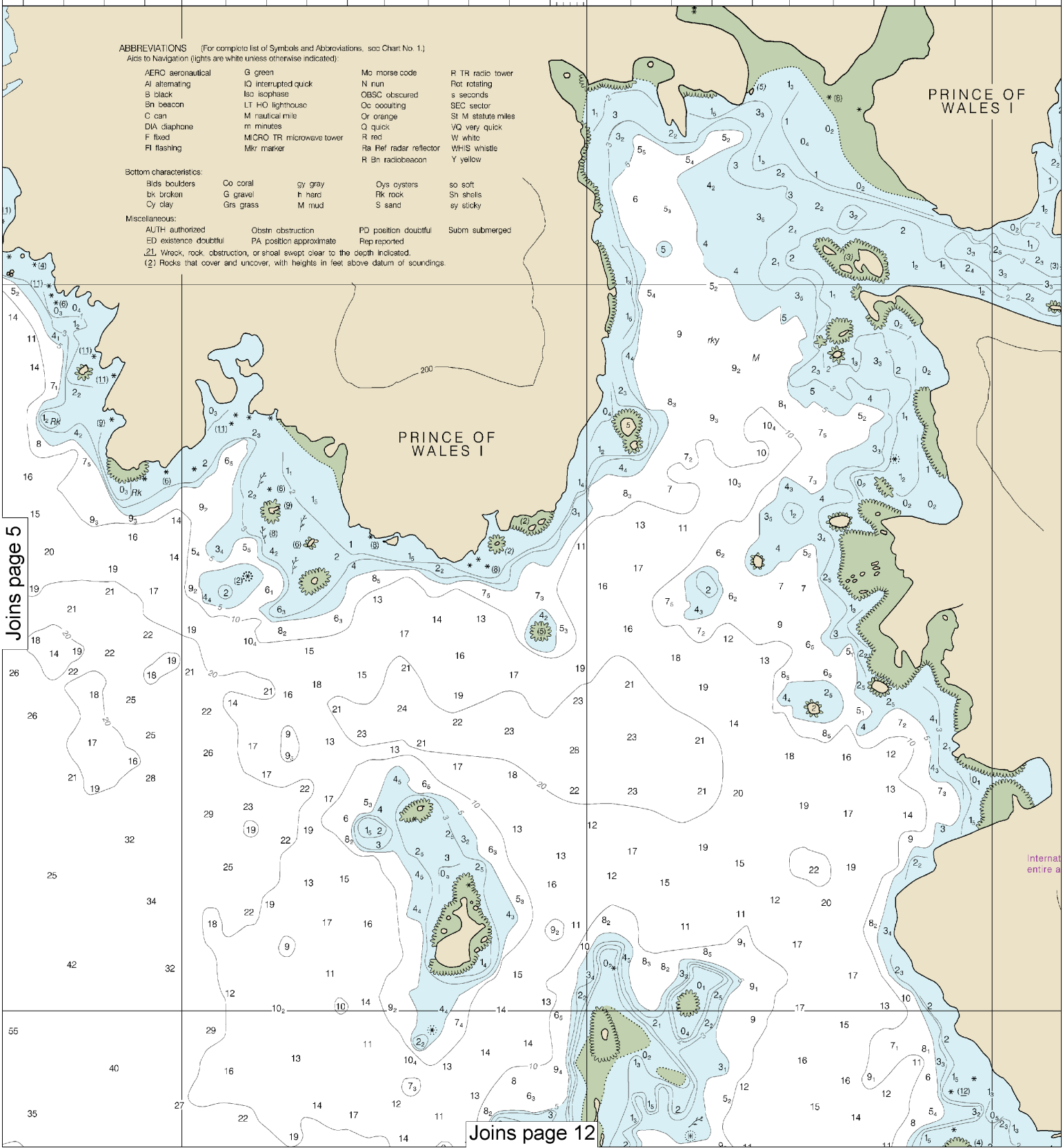
Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Swm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wrack, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.



Joins page 5

Joins page 12

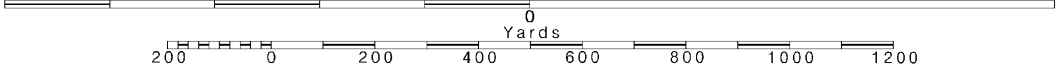
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.



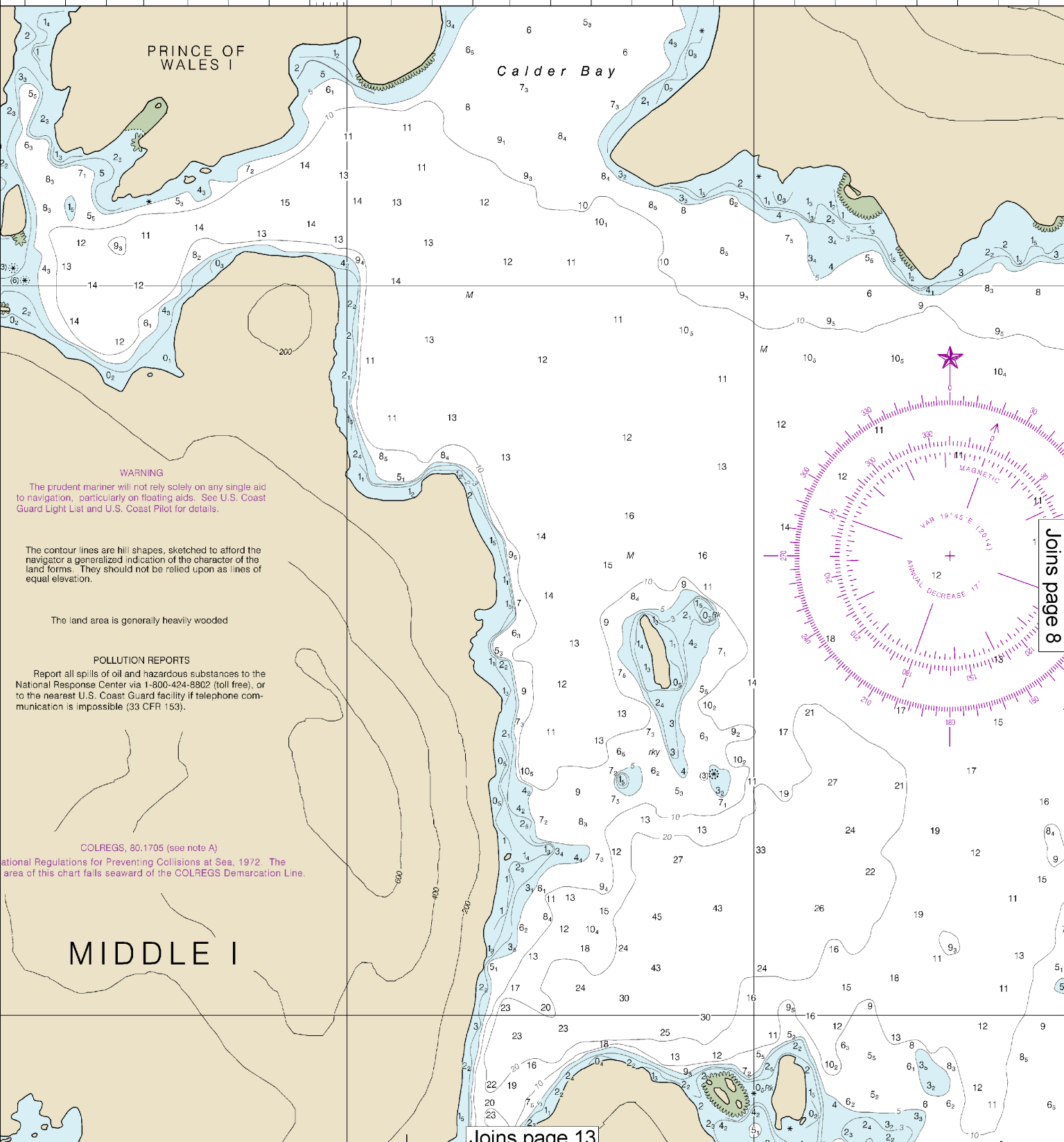
CONTINUED ON CHART 17387

32'

31'

PRINCE OF WALES I

Calder Bay



**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.

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

The land area is generally heavily wooded

**POLLUTION REPORTS**

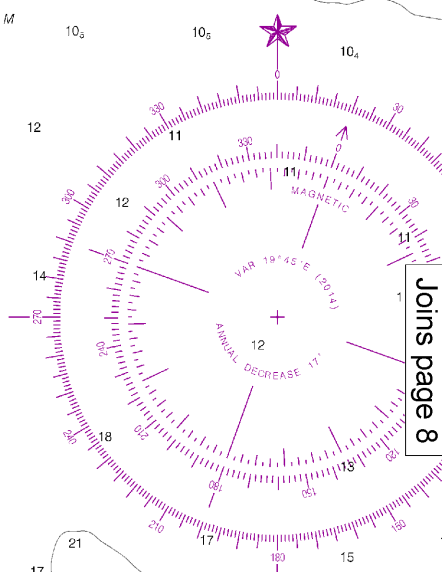
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**COLREGS, 30.1705 (see note A)**

International Regulations for Preventing Collisions at Sea, 1972. The area of this chart falls seaward of the COLREGS Demarcation Line.

MIDDLE I

Joins page 13



Joins page 8

PRINCE OF WALES I

Calder Bay

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Pilot for details.

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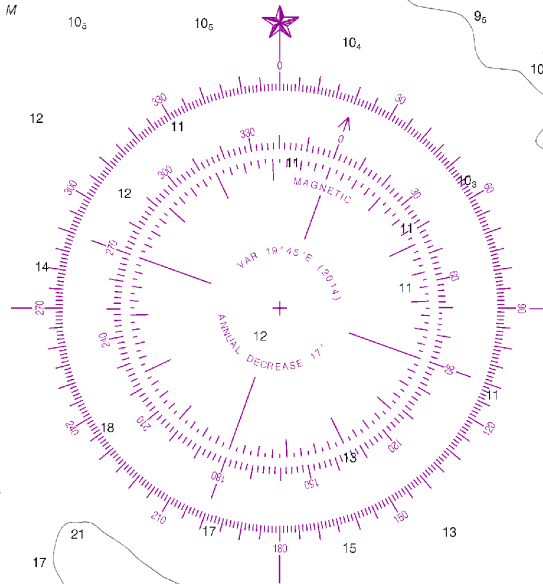
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REPORTS  
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FR 153).

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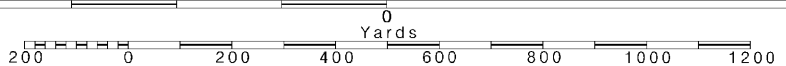
Joins page 14



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

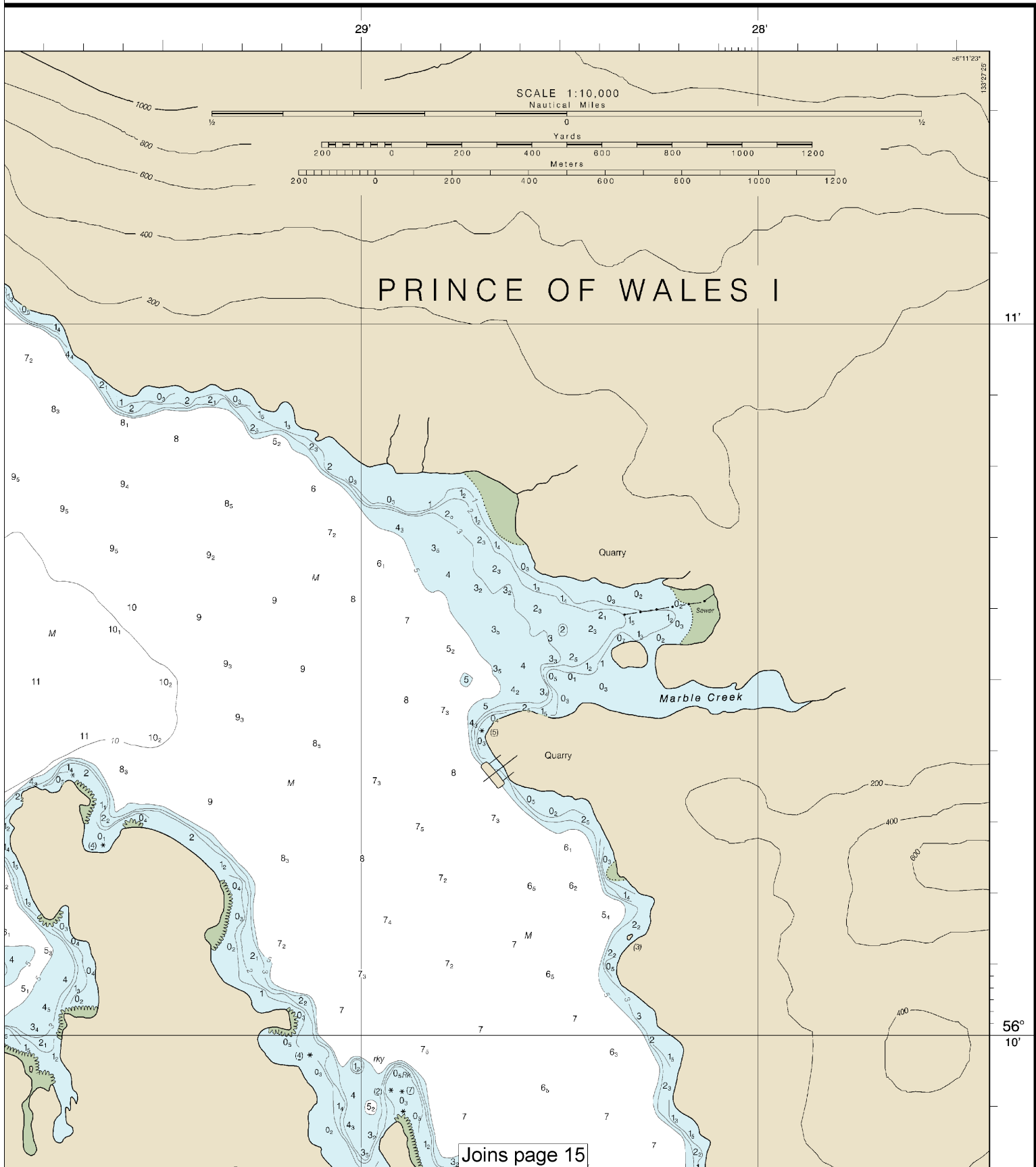
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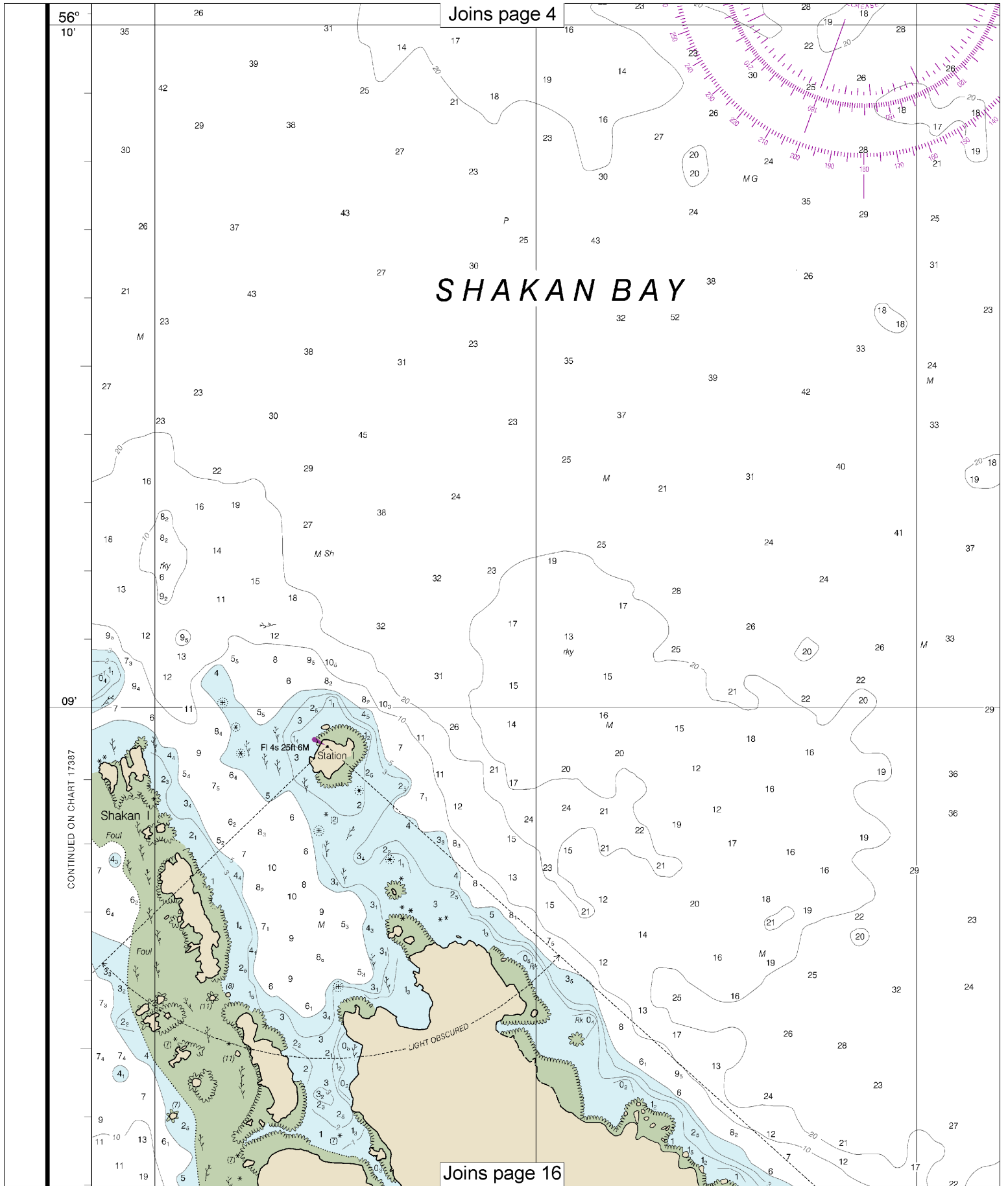




# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

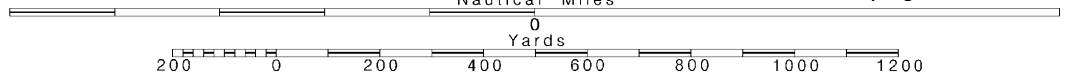


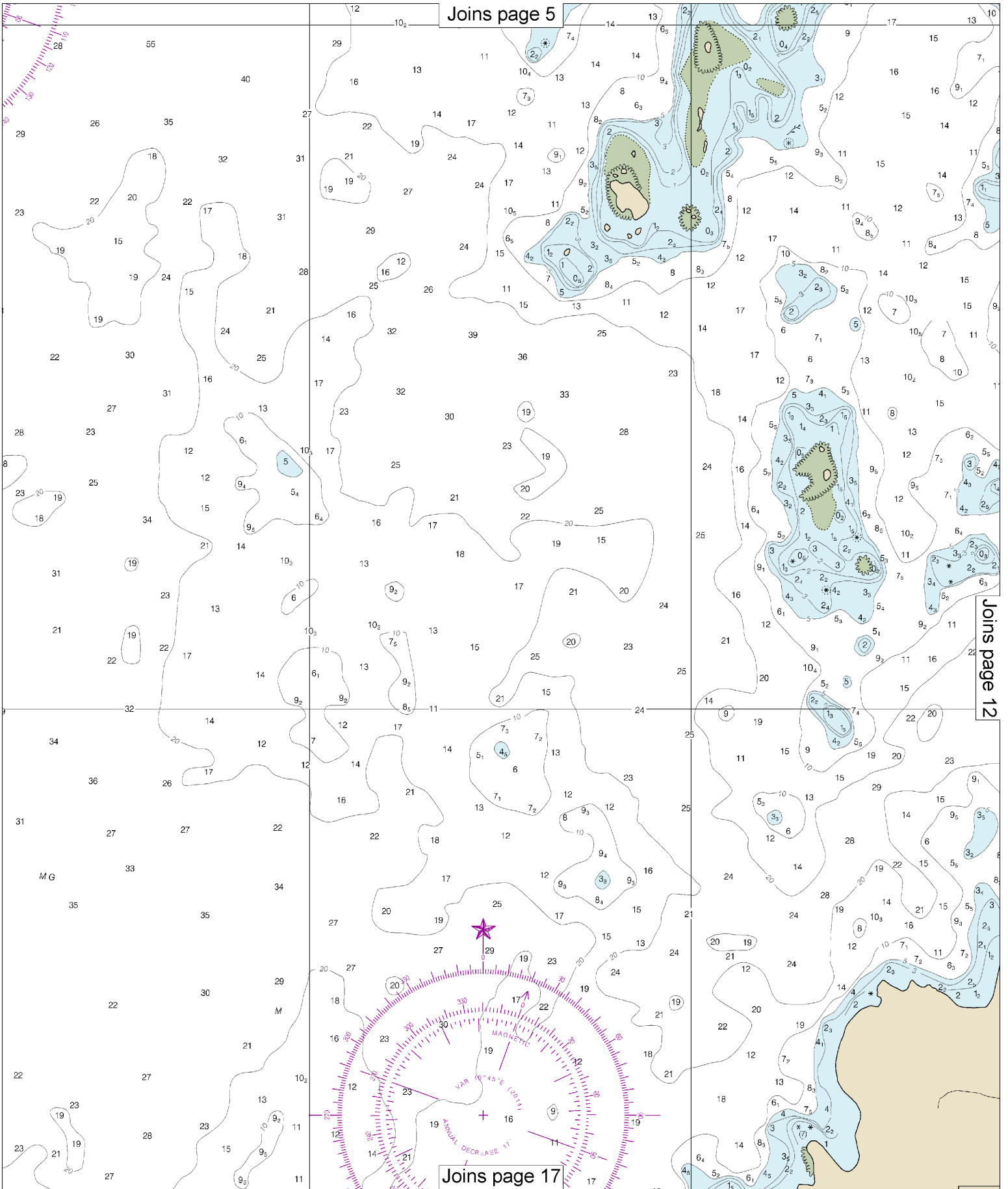


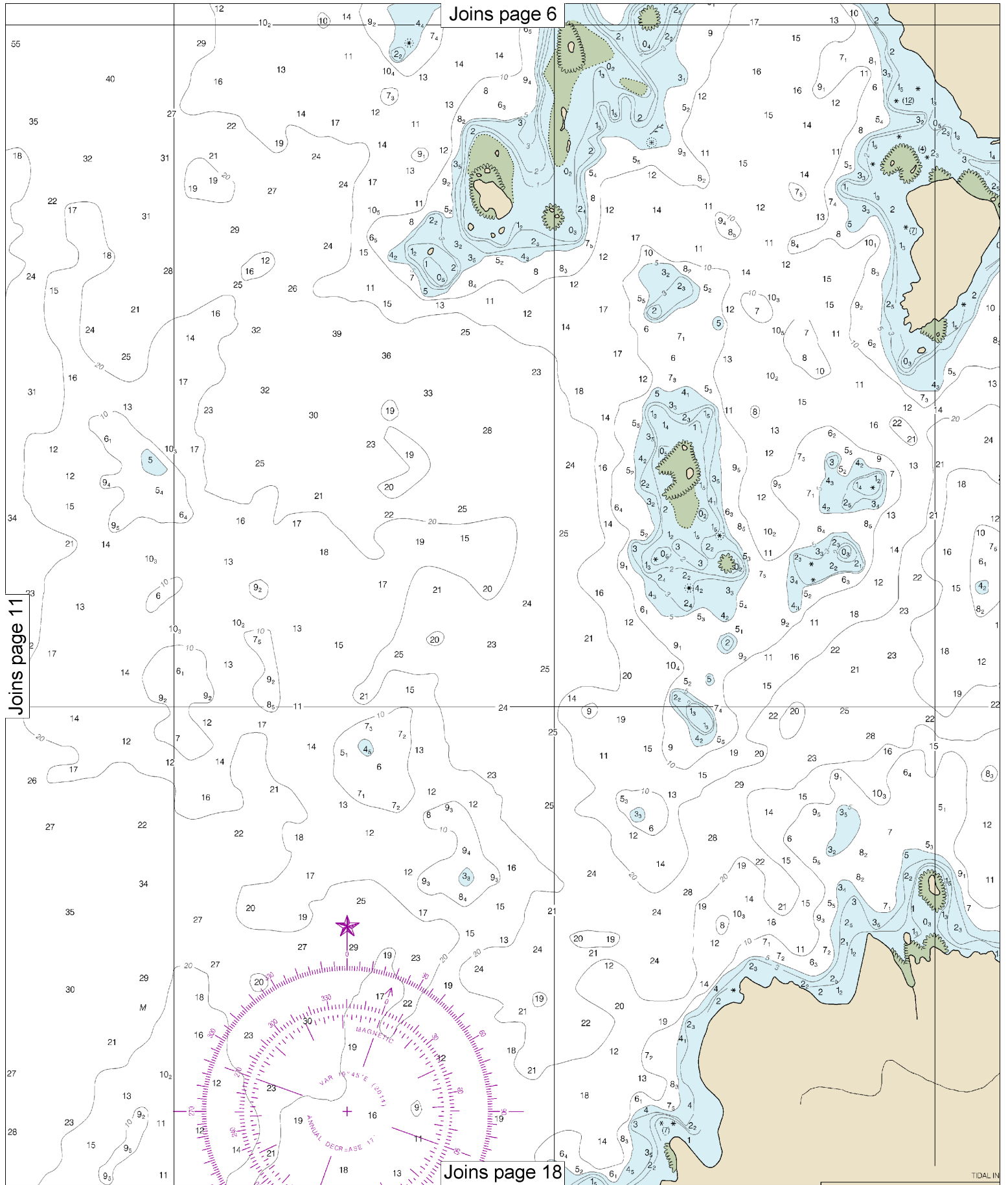
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.







Joins page 11

Joins page 6

Joins page 18

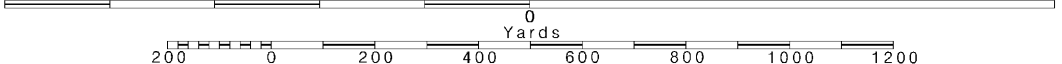
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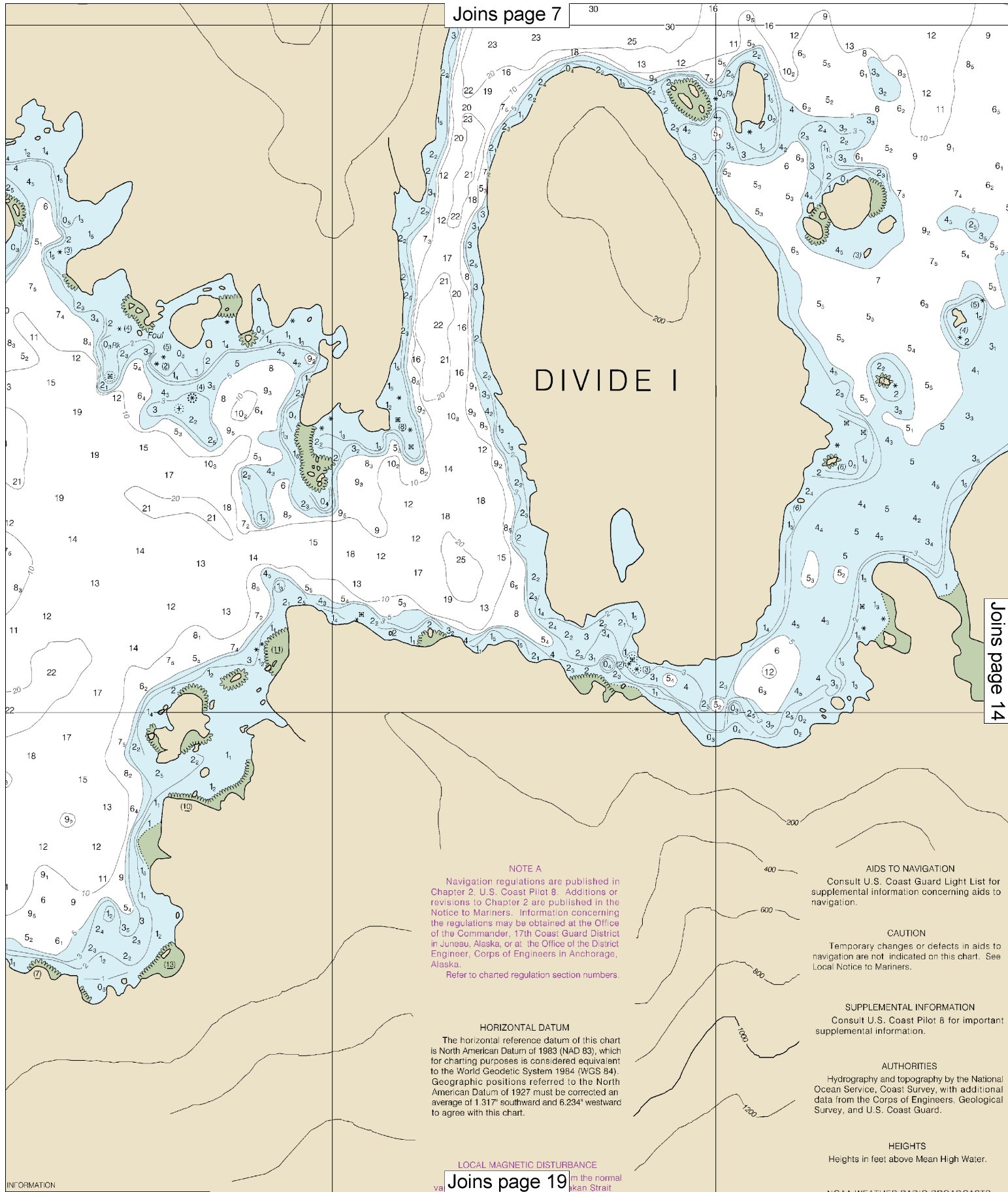
**12**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.





# DIVIDE I

**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.

**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 1.317" southward and 6.234" westward to agree with this chart.

**LOCAL MAGNETIC DISTURBANCE**  
 in the normal  
 van kan Strait

**AIDS TO NAVIGATION**  
 Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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

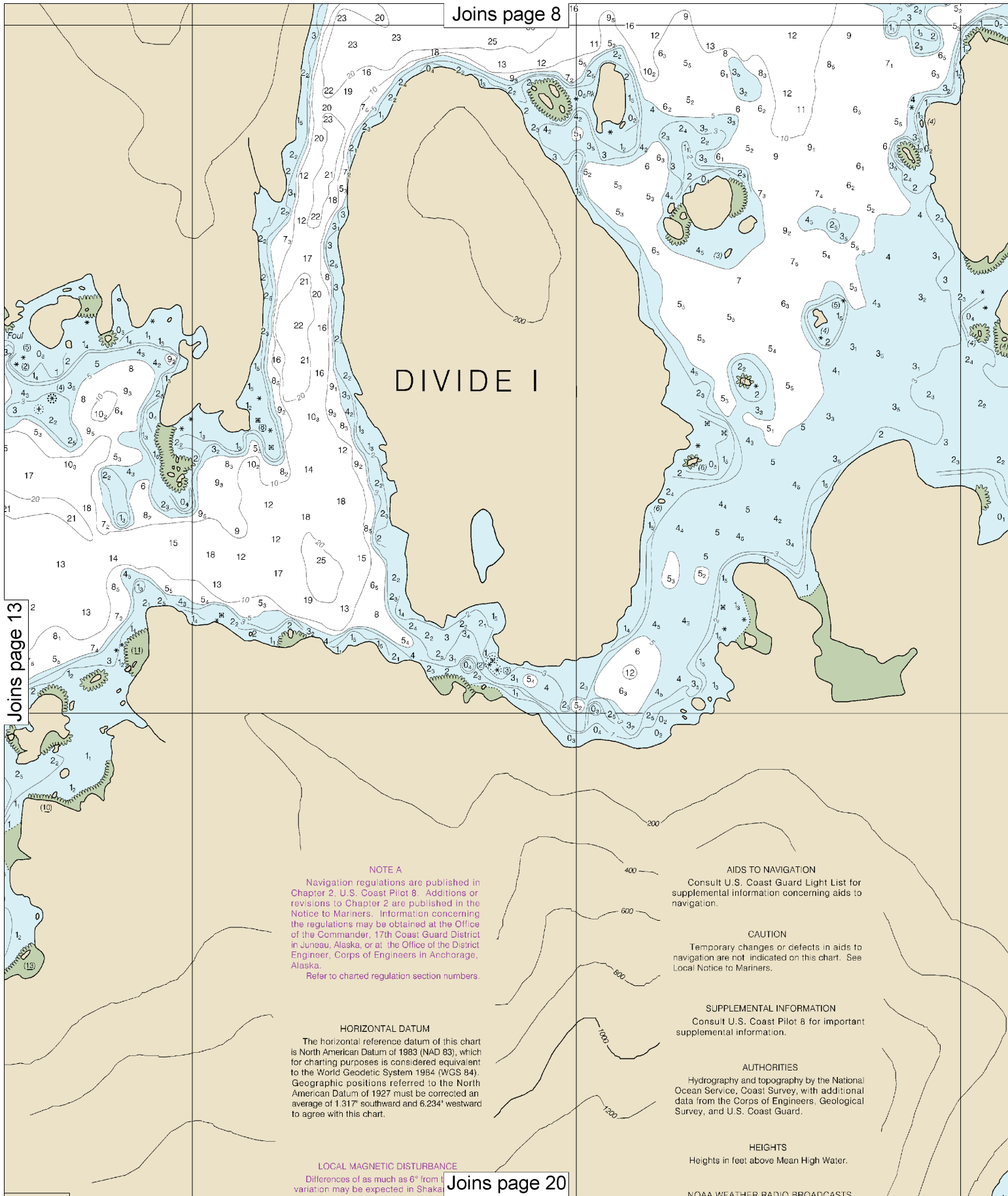
**SUPPLEMENTAL INFORMATION**  
 Consult U.S. Coast Pilot 8 for important supplemental information.

**AUTHORITIES**  
 Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

**HEIGHTS**  
 Heights in feet above Mean High Water.

INFORMATION

# DIVIDE I



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### LOCAL MAGNETIC DISTURBANCE

Differences of as much as 6° from true variation may be expected in Shakai

### AIDS TO NAVIGATION

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### AUTHORITIES

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### HEIGHTS

Heights in feet above Mean High Water.

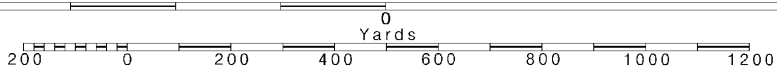
NOAA WEATHER RADIO BROADCASTS

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000  
Nautical Miles

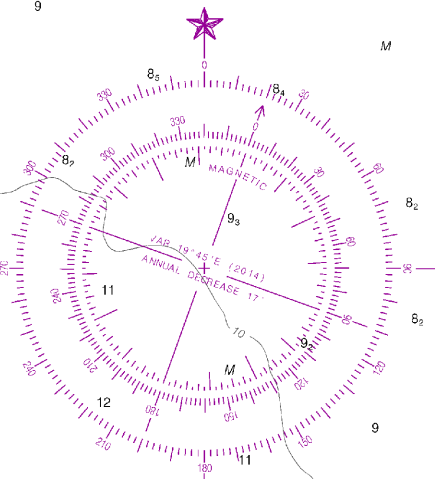
See Note on page 5.



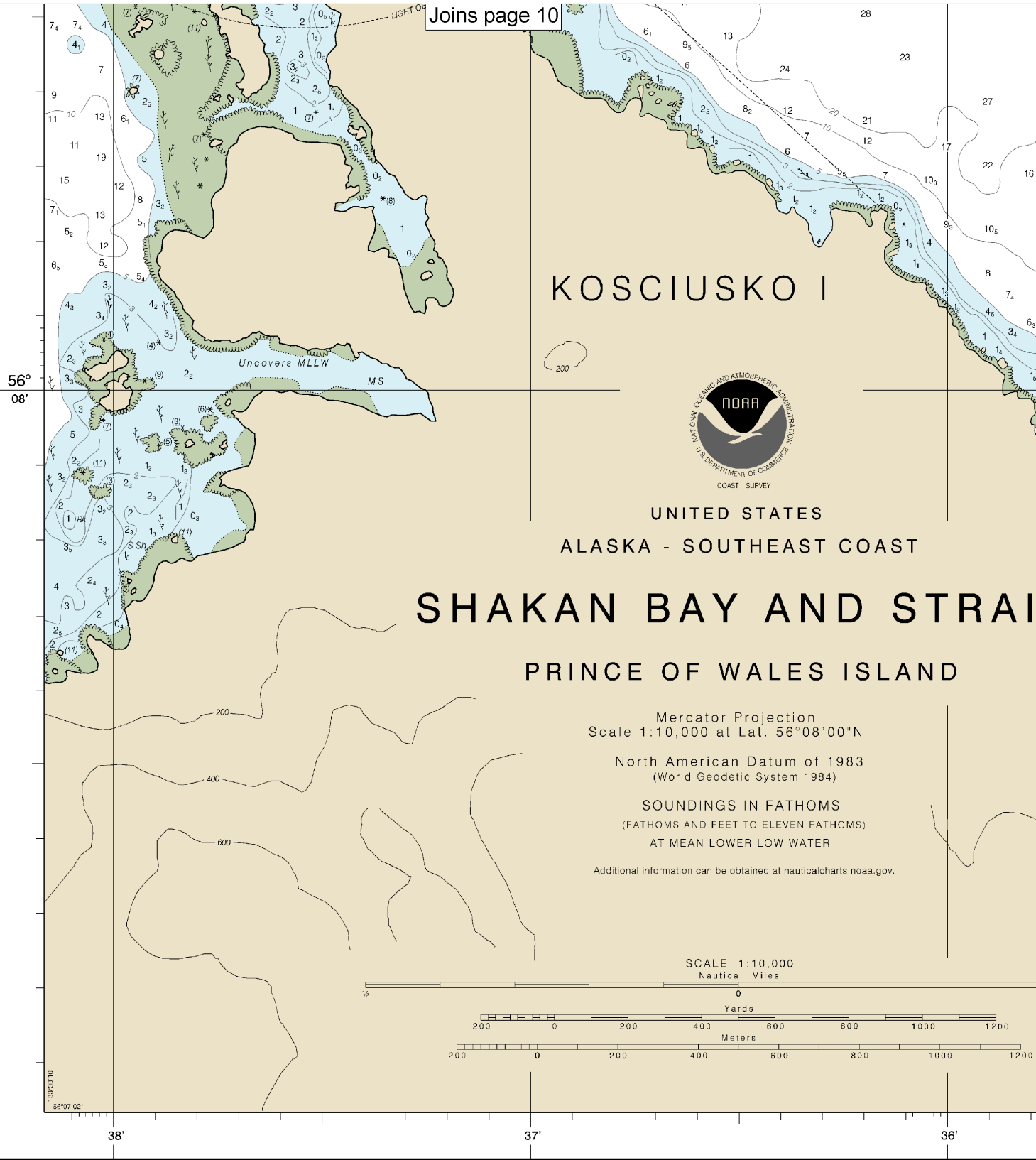
HAMILTON I

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Joins page 10



KOSCIUSKO I



UNITED STATES

ALASKA - SOUTHEAST COAST

SHAKAN BAY AND STRAIT

PRINCE OF WALES ISLAND

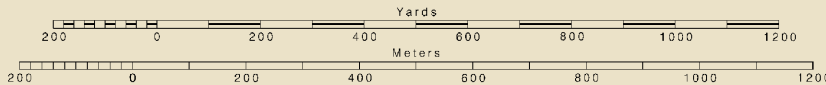
Mercator Projection  
Scale 1:10,000 at Lat. 56°08'00"N

North American Datum of 1983  
(World Geodetic System 1984)

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

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

SCALE 1:10,000  
Nautical Miles



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).

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

17379

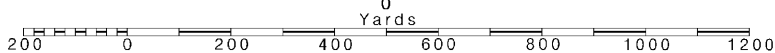
2nd Ed., May 2014. Last Correction: 4/22/2014. Cleared through:  
LNM: 4218 (10/16/2018), NM: 4318 (10/27/2018), CHS: 0918 (9/28/2018)

16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000  
Nautical Miles

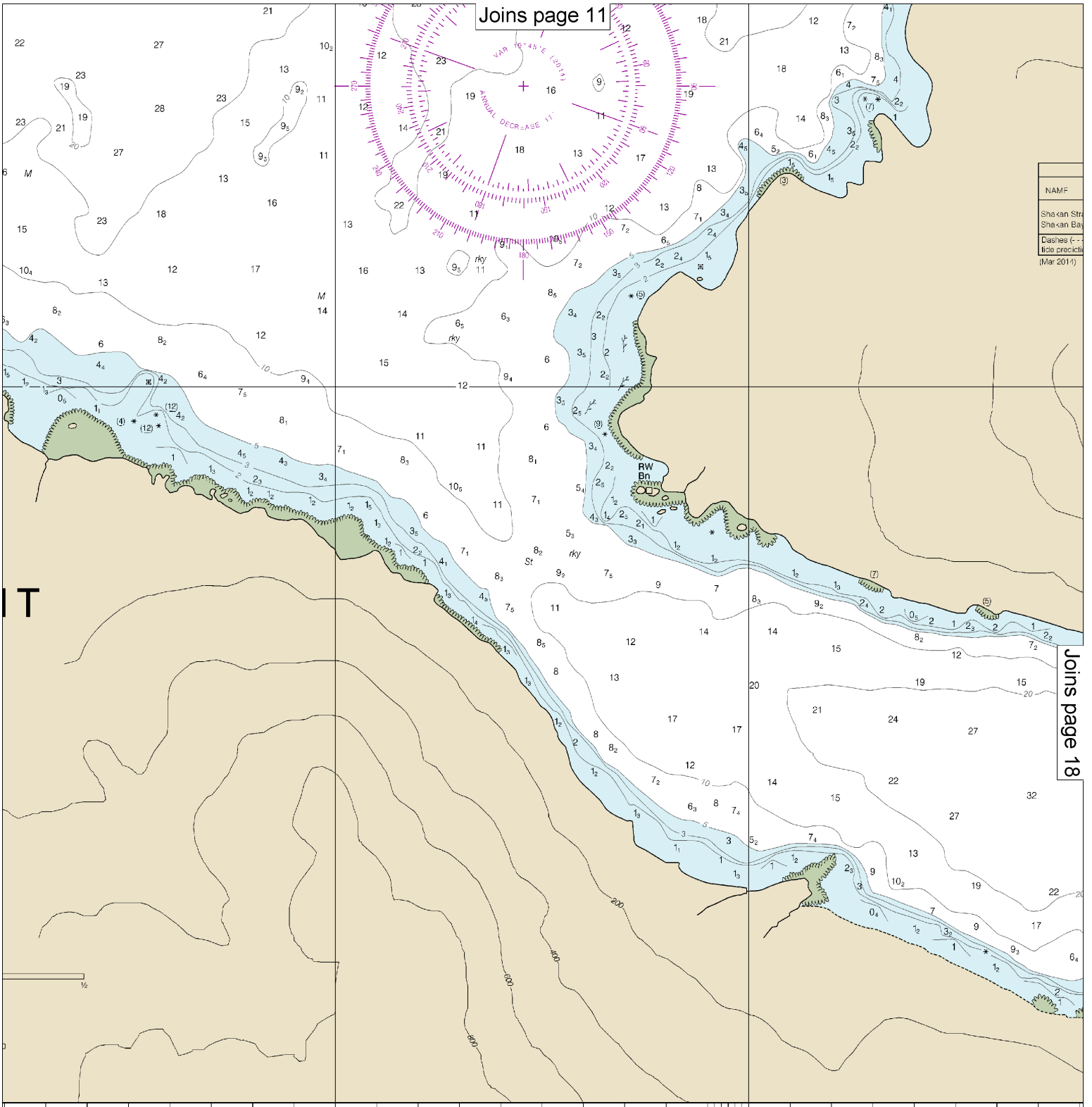
See Note on page 5.





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(Mar 2011)



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Joins page 18

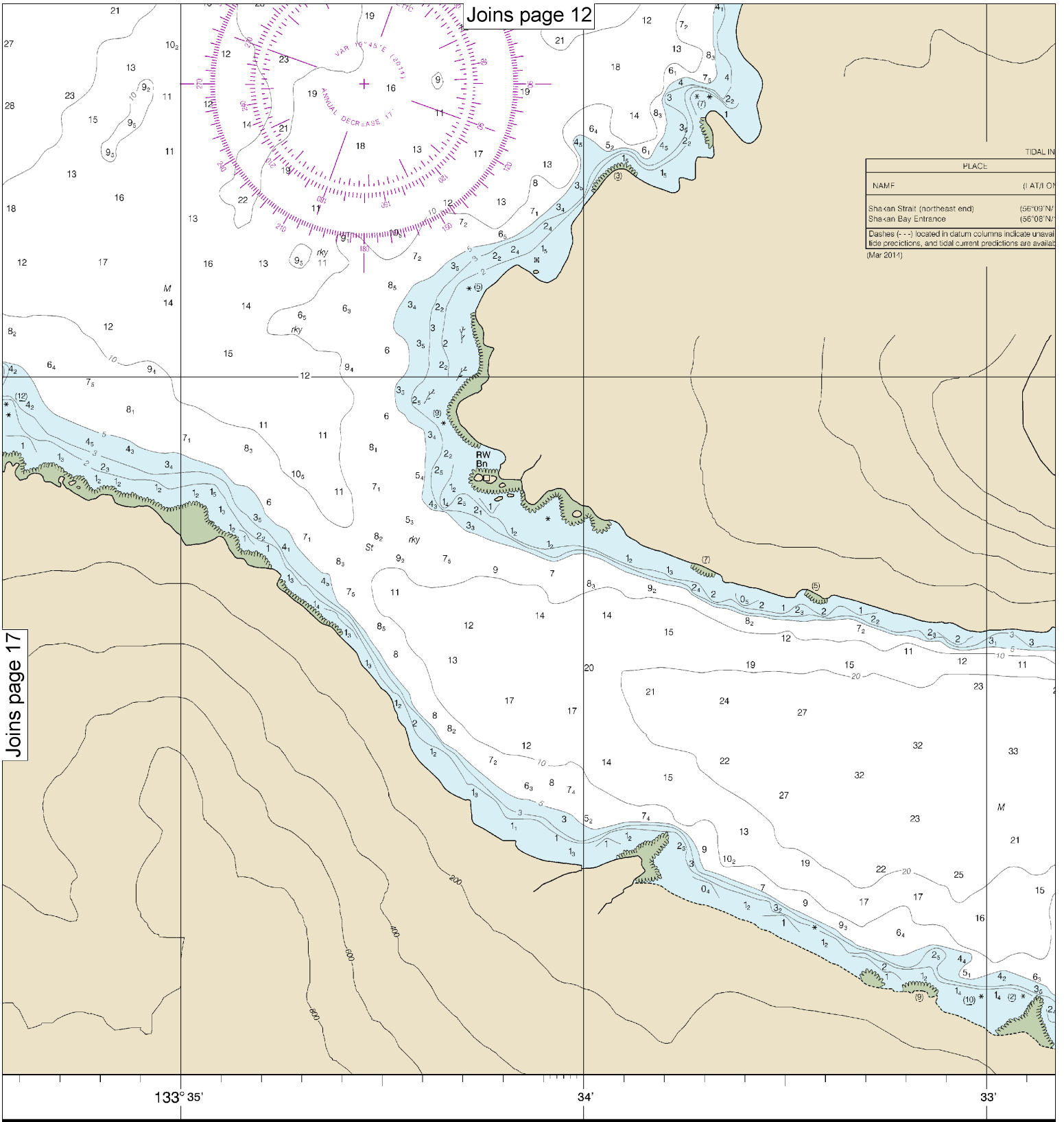
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# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Joins page 12

Joins page 17



PLACE	
NAMF	(1) AT/1 OR
Shekan Strait (northeast end)	(56° 09' N)
Shekan Bay Entrance	(56° 08' N)

Dashes (---) located in datum columns indicate unaval tide predictions, and tidal current predictions are avail (Mar 2011)

# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

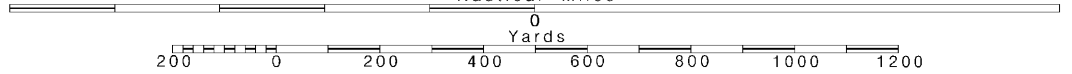
Published at W  
U.S. DEPARTMENT  
NATIONAL OCEANIC AND ATM  
NATIONAL OC  
COAST

**18**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.



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Joins page 13  
AD 83), which  
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Geographic positions referred to the North  
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**AUTHORITIES**

Hydrography and topography by the National  
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data from the Corps of Engineers, Geological  
Survey, and U.S. Coast Guard.

**HEIGHTS**

Heights in feet above Mean High Water.

**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
Sukwan I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Wrangell, AK	WXJ-83	162.400 MHz
Craig, AK	KXI-80	162.475 MHz

**LOCAL MAGNETIC DISTURBANCE**

Differences of as much as 6° from the normal  
variation may be expected in Shakan Strait

**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.

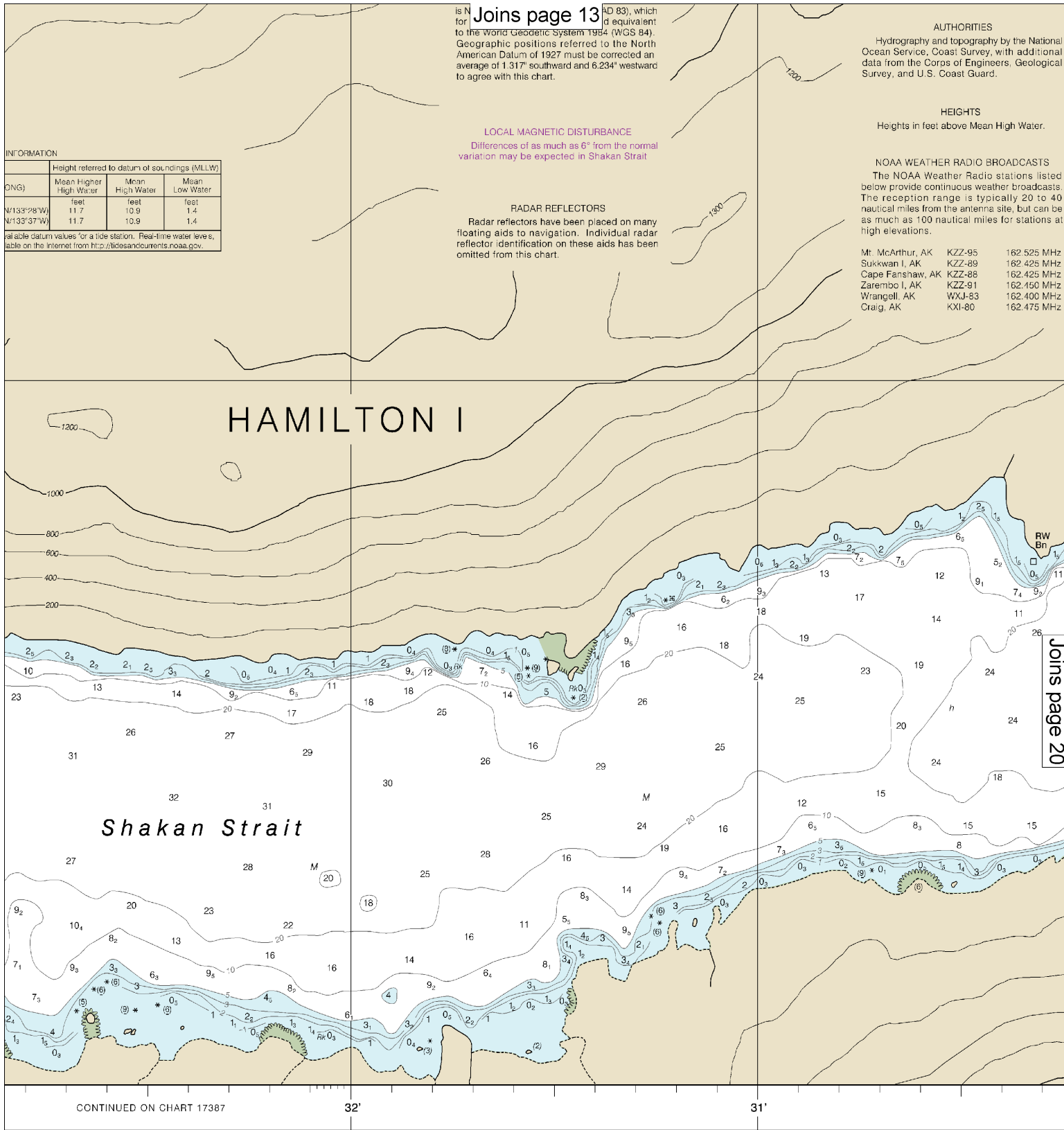
**INFORMATION**

SOUNDING	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
N/133°28'W	11.7	10.9	1.4
N/133°37'W	11.7	10.9	1.4

atable datum values for a tide station. Real-time water levels,  
table on the internet from <http://tidesandcurrents.noaa.gov>.

**HAMILTON I**

**Shakan Strait**



Washington, D.C.  
DEPARTMENT OF COMMERCE  
ATMOSPHERIC ADMINISTRATION  
OCEAN SERVICE  
COAST SURVEY

soundings (MLLW)	
Mean Low Water	2
1 foot	1.4
1.4	1.4
-line water levels, visit <a href="http://nautical.noaa.gov">nautical.noaa.gov</a> .	

**LOCAL MAGNETIC DISTURBANCE**  
Differences of as much as 6° from the normal variation may be expected in Shakan Strait

**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.

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

**HEIGHTS**  
Heights in feet above Mean High Water.

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

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwai I., AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I., AK	KZZ-91	162.450 MHz
Wrangell, AK	WXJ-83	162.400 MHz
Craig, AK	KXI-80	162.475 MHz

# HAMILTON I

Joins page 19

## Shakan Strait

CHART 17387      32'      31'      133° 30'

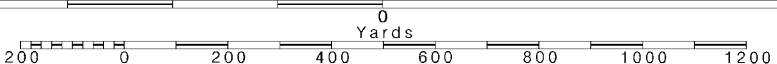
FATHOMS	1	2
FEET	6	12
METERS	1	2



Note: Chart grid lines are aligned with true north.

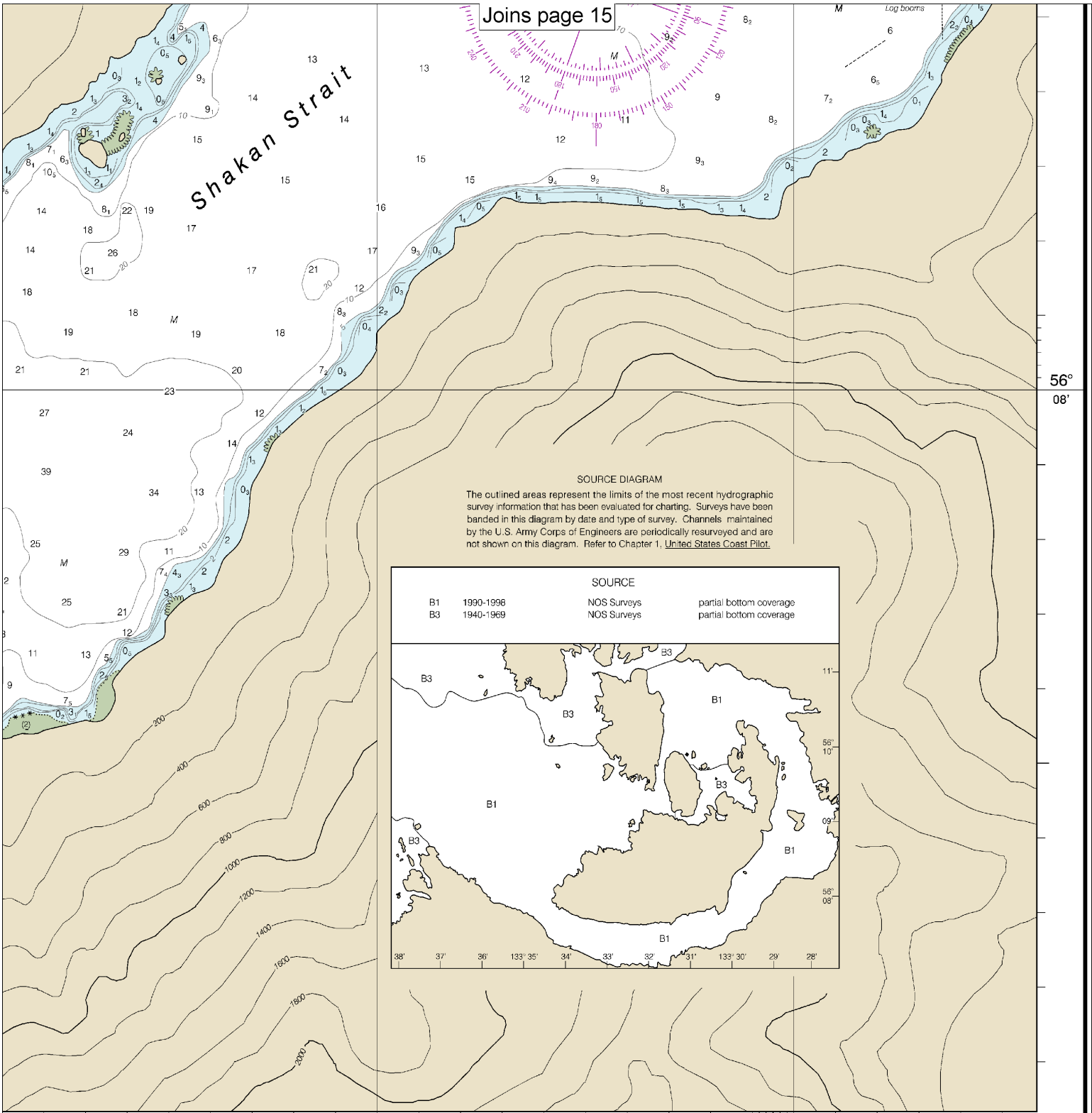
Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.



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# Shakan Strait



### 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

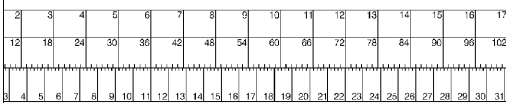
B1	1990-1996	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage



29'

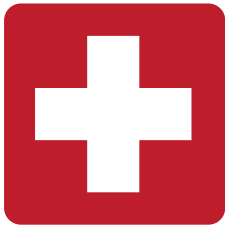
28'

807.3 X 1114.0 mm



Shakan Bay and Strait  
SOUNDINGS IN FATHOMS - SCALE 1:10,000

# 17379



EMERGENCY INFORMATION

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

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

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

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

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

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

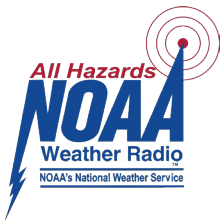
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

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

## Distress Call Procedures

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

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



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

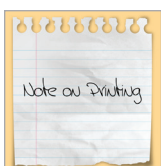
<http://www.nws.noaa.gov/nwr/>

## Quick References

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



— For the latest news from Coast Survey, follow @NOAAcharts



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.