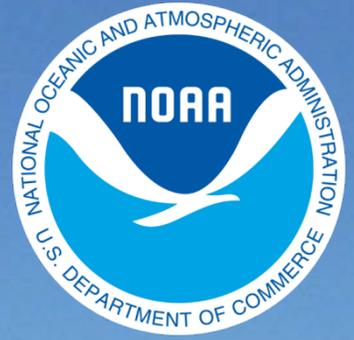


# BookletChart™



## Dixon Entrance to Cape St. Elias

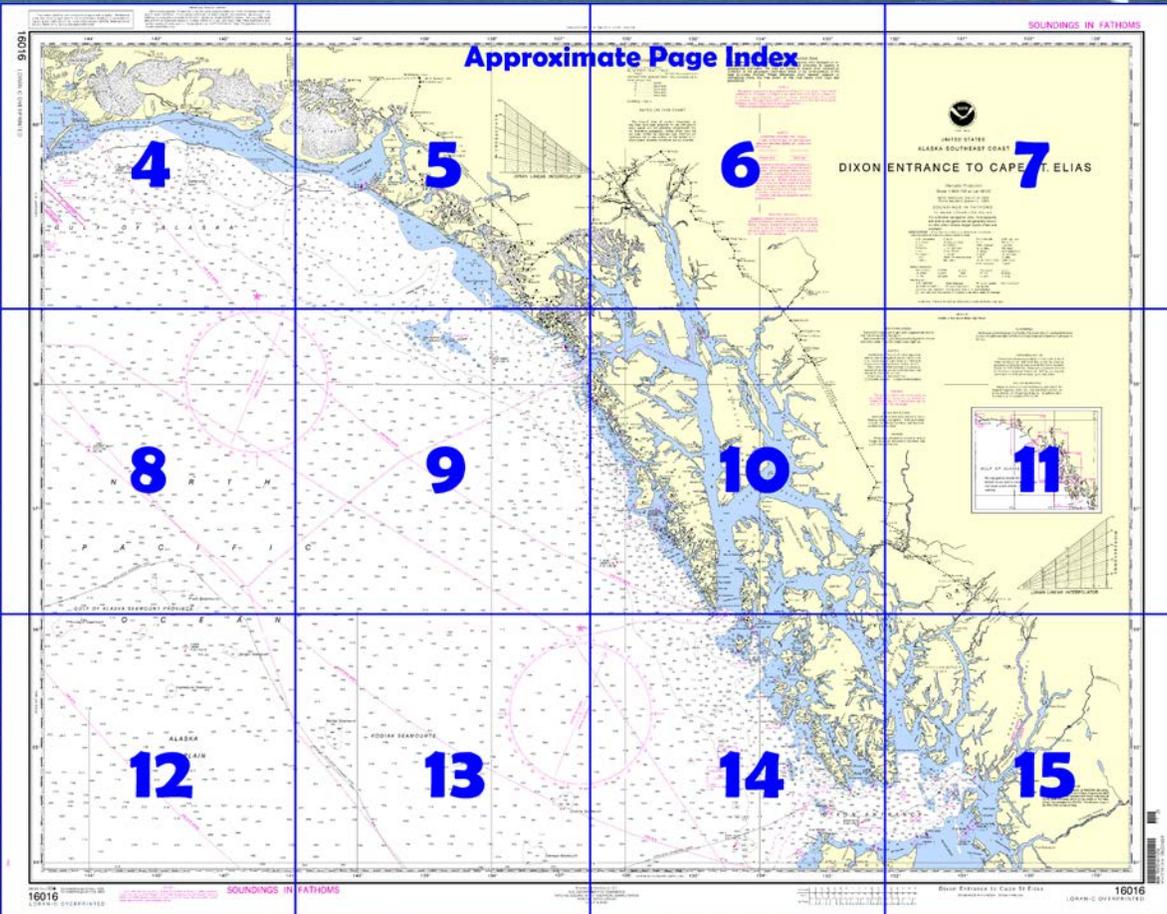
NOAA Chart 16016

*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.

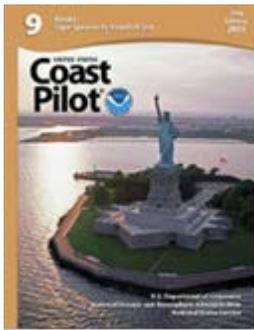
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16016>.



**(Selected Excerpts from Coast Pilot)**

**Stephens Passage** extends from its junction with Frederick Sound at Cape Fanshaw (57°11.1'N., 133°34.3'W.) in a general NNW direction for about 88 miles to Shelter Island, which divides it into two channels, Saginaw Channel and Favorite Channel, and connects it with Lynn Canal. Numerous islands are in both entrances to the passage, but otherwise it is open, deep, and generally free from dangers.

**Anchorage.**—The waters of Stephens

Passage and its branches are generally deep, and there are few good anchorages. Anchorage can be had in Cleveland Passage, Gambier Bay, Seymour Canal, Taku Harbor, Gastineau Channel, Young Bay, Fritz Cove,

Auke Bay, Barlow Cove, Tee Harbor, and Eagle Harbor. Temporary anchorage can also be found in Port Houghton, Hobart Bay, Sanford Cove (Endicott Arm), Limestone Inlet, Taku Inlet, and Adams Anchorage.

**Currents.**—The flood current enters Stephens Passage from both ends and meets in varying places W of Point Arden; the ebb current flows in the opposite direction. The velocity of the current is 0.5 to 2 knots.

**Chatham Strait** is the most extensive of the inland passages of southeastern Alaska. It is about 18 miles wide at its entrance between Cape Ommaney and Coronation Island and about 13.5 miles between the cape and the W shore of Kuiu Island, with a length of 138 miles from Coronation Island N to Rocky Island. The main strait is clear, open, and deep throughout, but some of the bays and bights are foul.

Soundings are not a sufficient guide in these waters in thick weather; 20 and 30 fathoms are frequently found within a few yards of the shore, while 0.2 mile from the shore, 100 to 200 fathoms are not at all unusual. An almost universal feature is the occurrence of flats, with one or more small streams, at the head of all bights and inlets. The slope, from 8 to 10 fathoms to a few feet, is abrupt, and in approaching the head of an inlet at high water, exercise care in anchoring to give the flats a sufficient berth to avoid grounding at low water.

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

Between Yakutat Bay and Cape Suckling, the coast is formed by river and glacier deposit and is relatively regular.

A short way inland, the St. Elias Range rises to 18,008 feet at **Mount St. Elias**, on the Alaska-Canada boundary, and culminates in the 19,850-foot **Mount Logan** in Canada. These towering snow-clad peaks, only 25 miles apart, are surpassed in all Canada and the United States only by central Alaska's 20,320-foot Mount McKinley.

Stretching from Yakutat Bay to the Bering River in one continuous icefield are the tremendous **Malaspina Glacier and Bering Glacier**. Malaspina Glacier, which covers most of the coastal plain between Yakutat Bay and Icy Bay, reaches the sea at **Sitkagi Bluffs** which are formed of forest and debris covered ice. From the sea the glacier appears as a vast, almost featureless white plain, gently sloping toward the coast from the base of the towering peaks of the St. Elias Mountains. From Icy Bay to Cape Yakataga, the coast is backed by a continuous ridge of stratified mountains 3,000 to 6,000 feet high. Numerous streams cut the foothills, and a dense growth of alders and bushes line the shore.

**Yakataga Reef** extends about 0.5 mile from shore at **Cape Yakataga** (60°03'40"N., 142°26'00"W.) and parts of it show above high water. This is the best landing place between Icy Bay and Controller Bay about 57 miles to the W, but landing is possible only with occasionally smooth seas. In 1968, a depth of 9 fathoms was reported about 15 miles S of Cape Yakataga in 59°50.0'N., 142°31.0'W. An aero radiobeacon is at Cape Yakataga.

**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

Corrected through NM Aug. 25/12  
Corrected through LNM Aug. 14/12

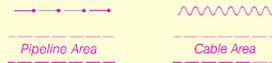
## HEIGHTS

Heights in feet above Mean High Water.

## 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

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

## 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.

## 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.

## 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)

## 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.

## Mercator Projection

Scale 1:969,756 at Lat 58° 00'

North American Datum of 1983  
(World Geodetic System 1984)

**SOUNDINGS IN FATHOMS**  
AT MEAN LOWER LOW WATER

## 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.

## 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).

*For offshore navigation only. Hydrography and aids to navigation are not generally shown on this chart where larger scale charts are available.*

## 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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

## MAGNETIC VARIATION

Magnetic variation curves are for 2012 derived from 2010 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

## AUTHORITIES

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

## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8 and 9. 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.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

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

### Bottom characteristics:

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

### Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

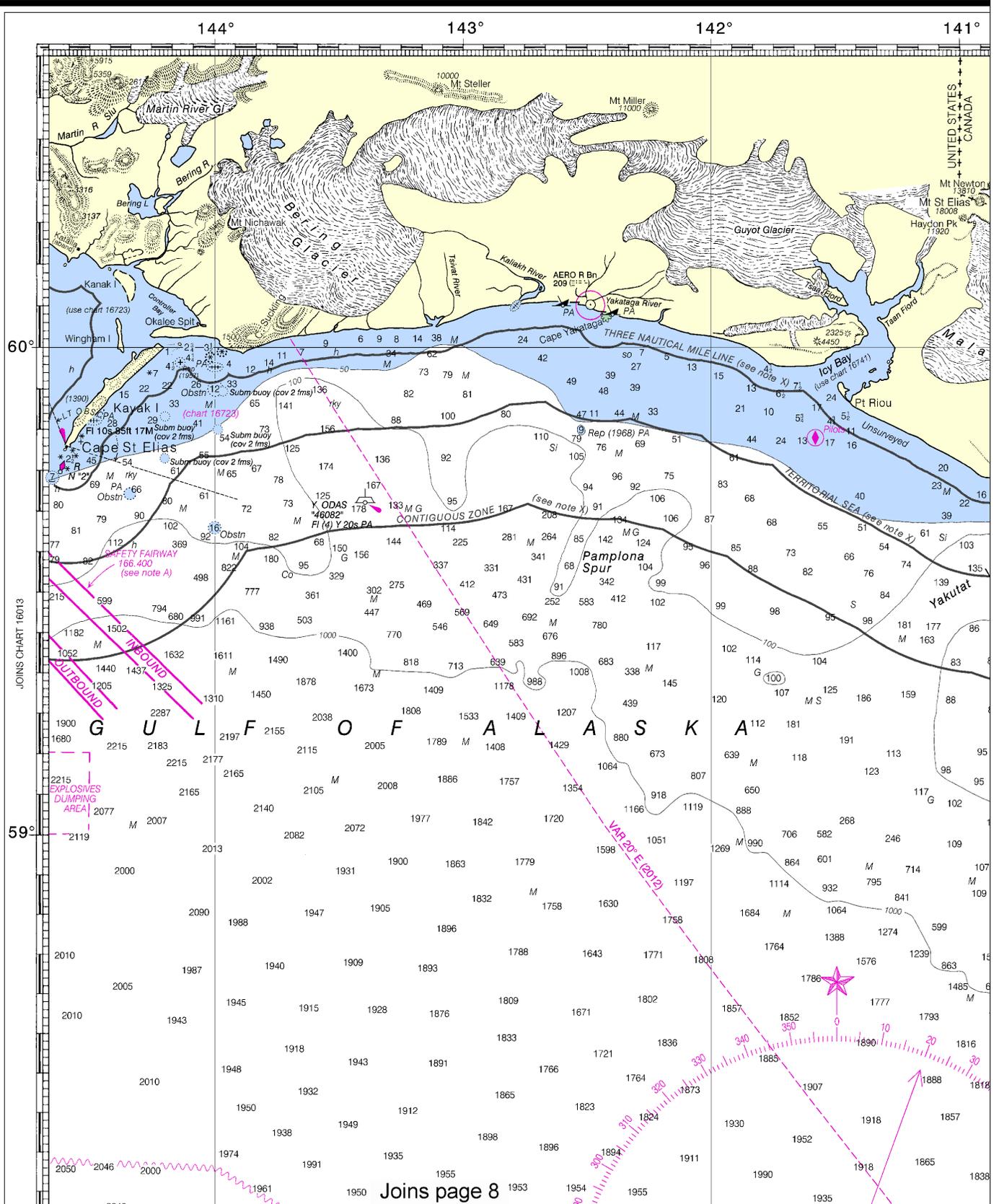
⚓ Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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.

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 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

16016



Joins page 8

4

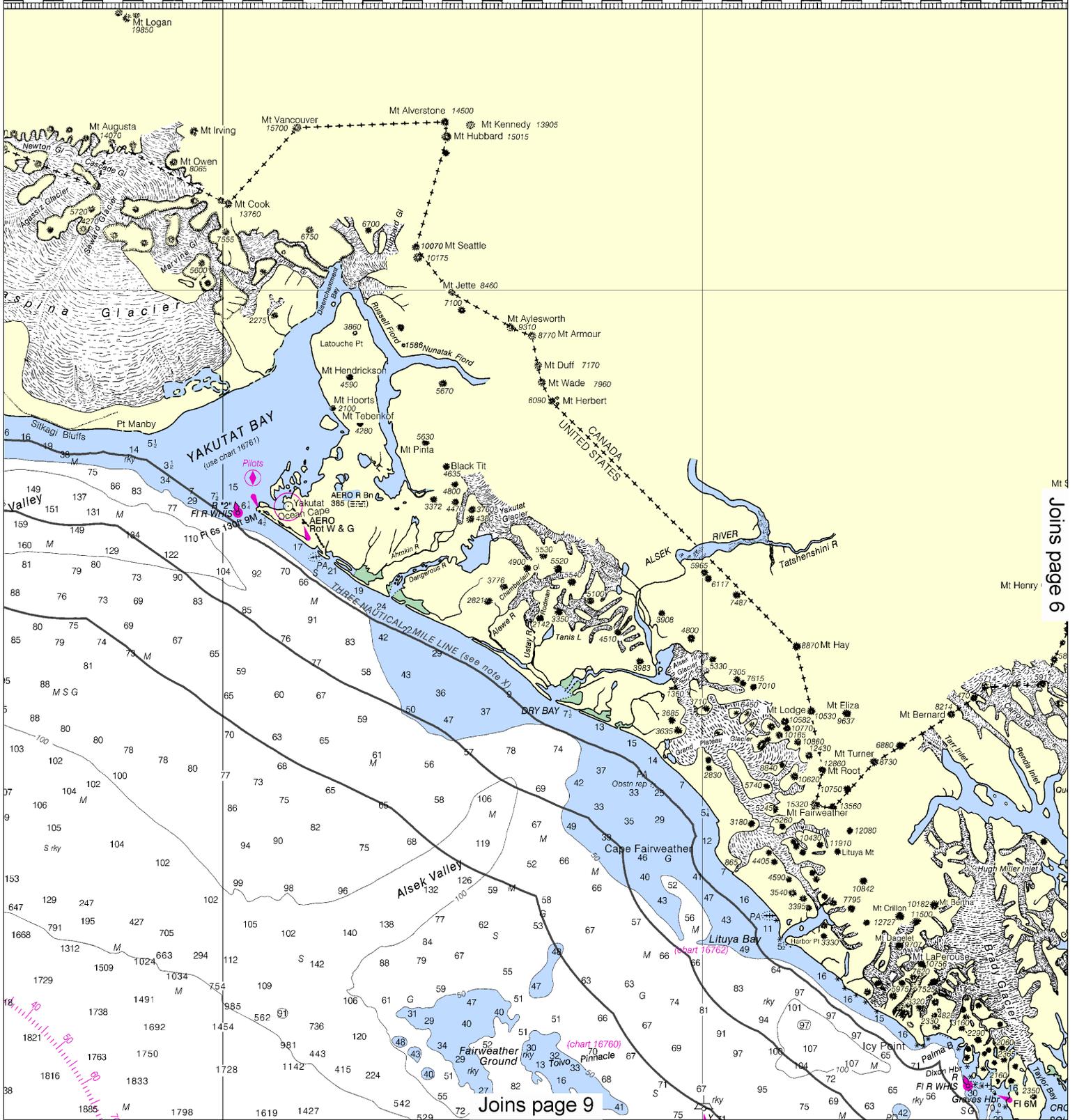
Note: Chart grid lines are aligned with true north.

140°

139°

138°

137°



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:1293008. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.

136°

135°

134°

133°

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

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CAUTION

SUBMARINE PIPELINES AND CABLES

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



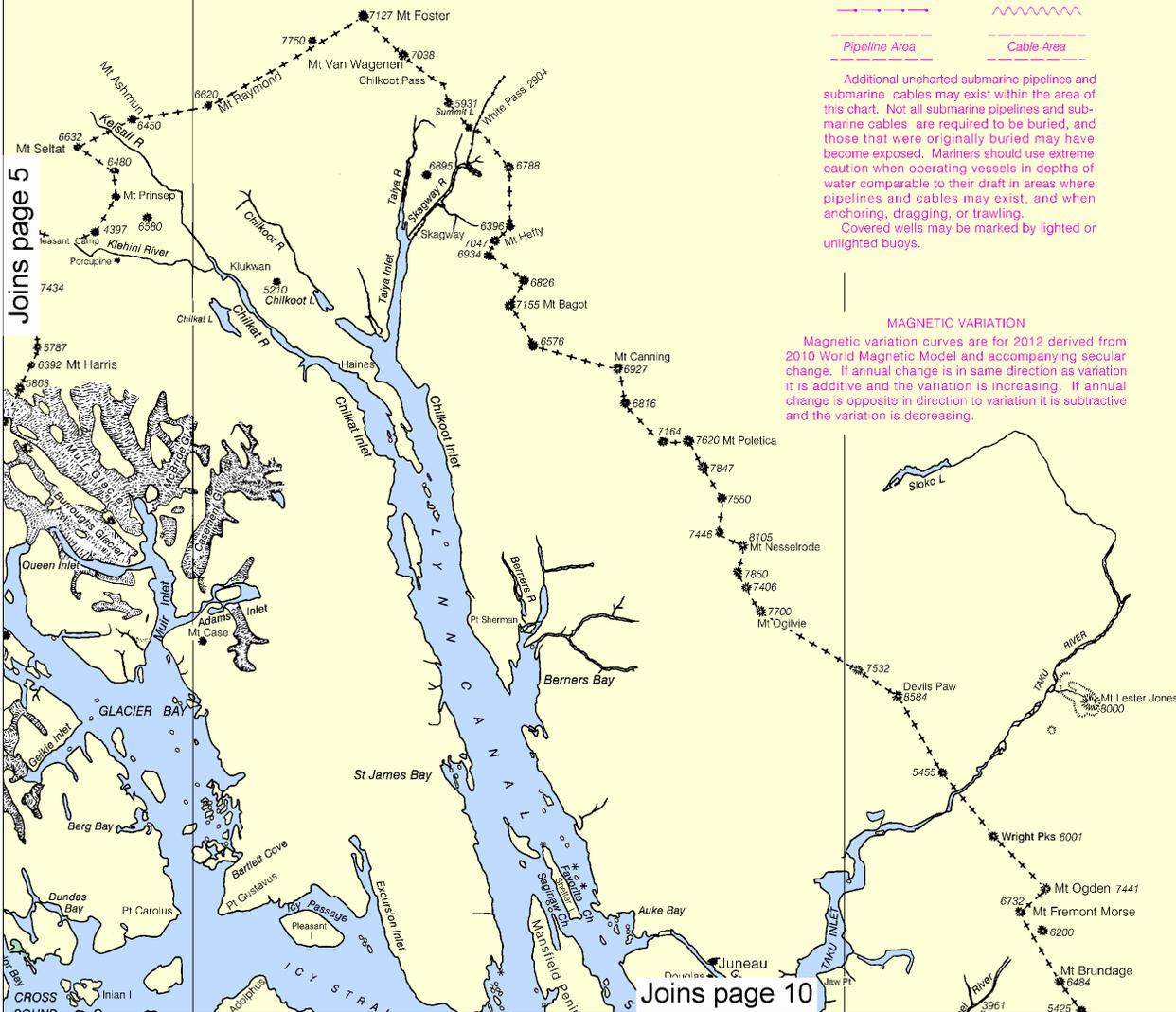
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels 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.

MAGNETIC VARIATION

Magnetic variation curves are for 2012 derived from 2010 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

DIXON I

Joins page 5



Joins page 10

Consult supplemental navigation. See Canals and Fog Signals in the U.S. Coast Pilot.

Limitation



Note: Chart grid lines are aligned with true north.

# SOUNDINGS IN FATHOMS

132° 131° 130° 129°



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

## ENTRANCE TO CAPE ST. ELIAS

Mercator Projection  
Scale 1:969,756 at Lat 58° 00'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

*For offshore navigation only. Hydrography and aids to navigation are not generally shown on this chart where larger scale charts are available.*

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

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

Bottom characteristics:

Bids 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	Rep 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.

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

HEIGHTS

Heights in feet above Mean High Water.

AIDS TO NAVIGATION

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

Canadian List of Lights, Buoys and Aids to Navigation for information not included in U.S. Coast Guard Light List.

CAUTION

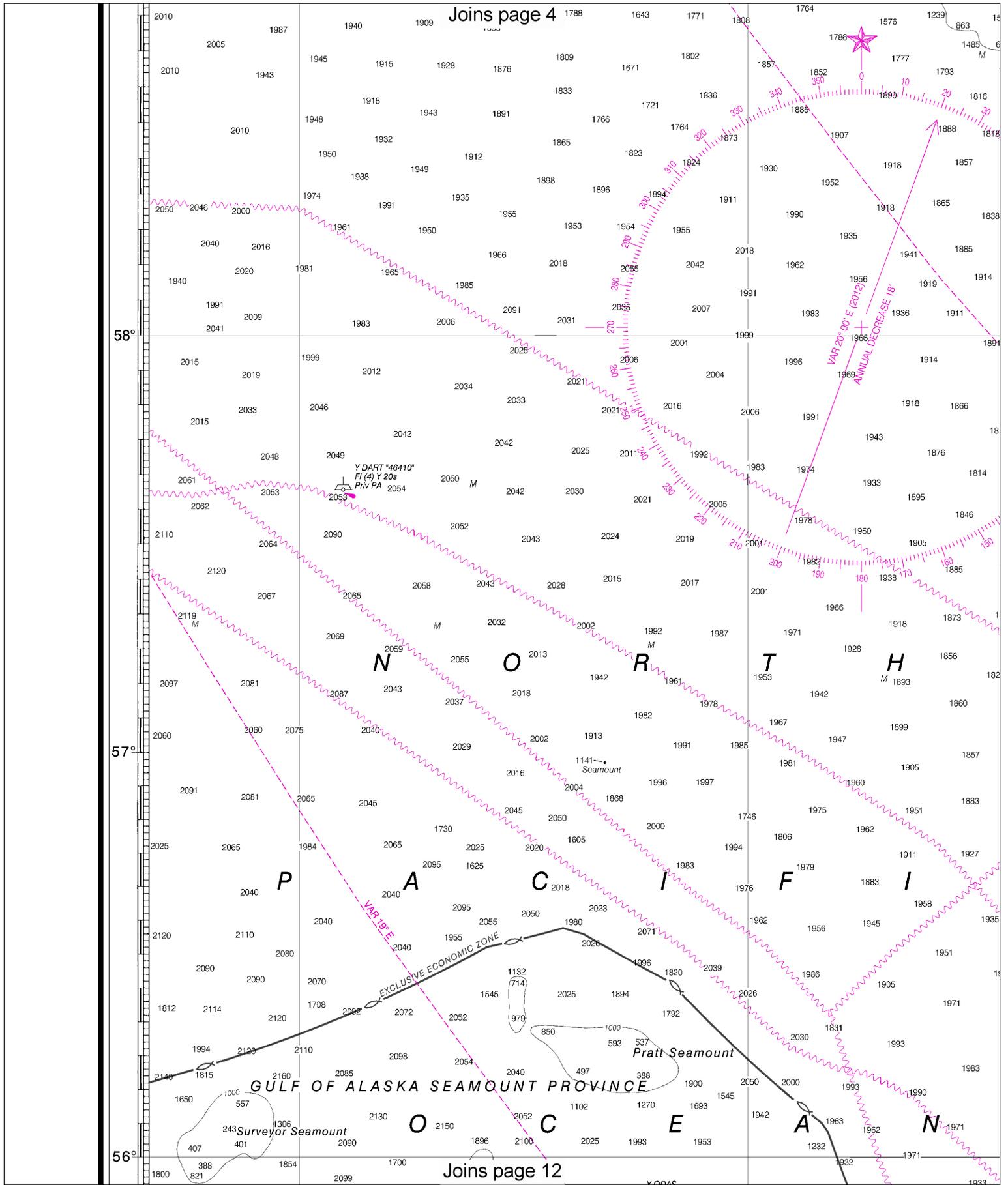
Exercise caution on the use of radio signals as

AUTHORITIES

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

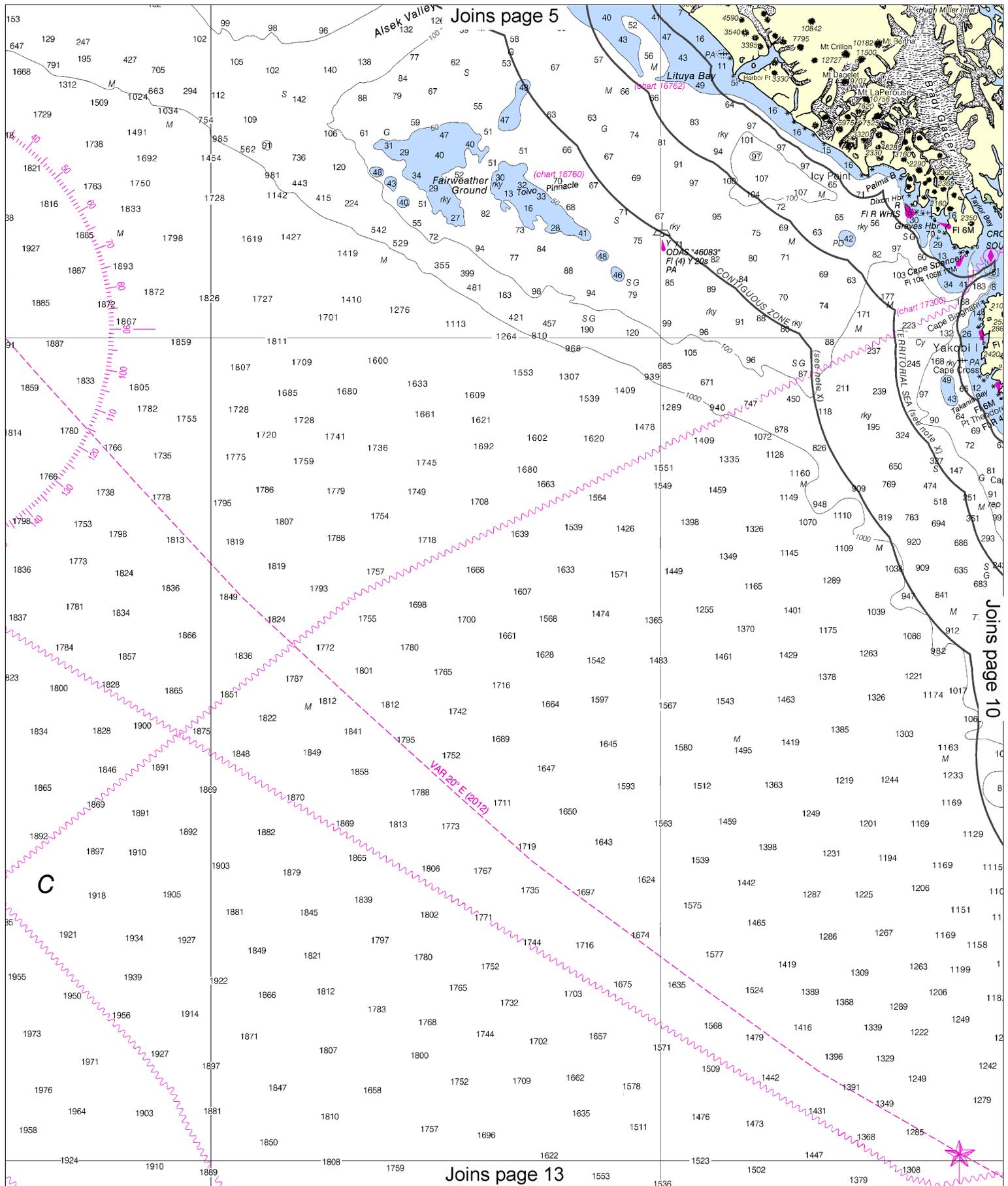
Joins page 11

The horizontal line is North



8

Note: Chart grid lines are aligned with true north.



Joins page 5

Joins page 13

Joins page 10

9



AUTH authorized    Obstrn obstruction    PD position doubtful    Subm subm  
 ED existence doubtful    PA position approximate    Rep 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 7

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS  
 Heights in feet above Mean High Water.

AIDS TO NAVIGATION

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

Canadian List of Lights, Buoys and Beacons for information not included in the U.S. Coast Guard Light List.

CAUTION

Dependence on the use of radio signals for navigation can be found in the U.S. Coast Guard Light Lists and National Oceanic and Atmospheric Administration Publication 117. Electronic bearings are subject to error and should be used with caution. Positions are shown thus: ( ) (Location)    (o) (Approximate location)

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast and Geodetic Survey, with additional data from the U.S. Coast Guard 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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

POLLUTION REPORTS

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

WARNING

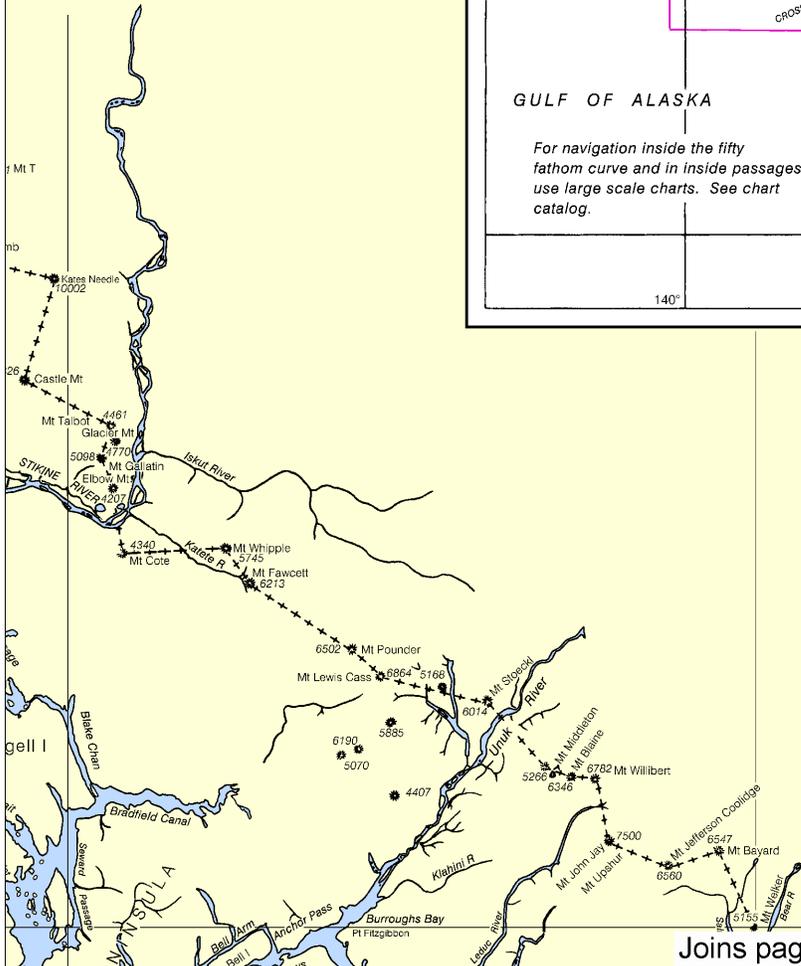
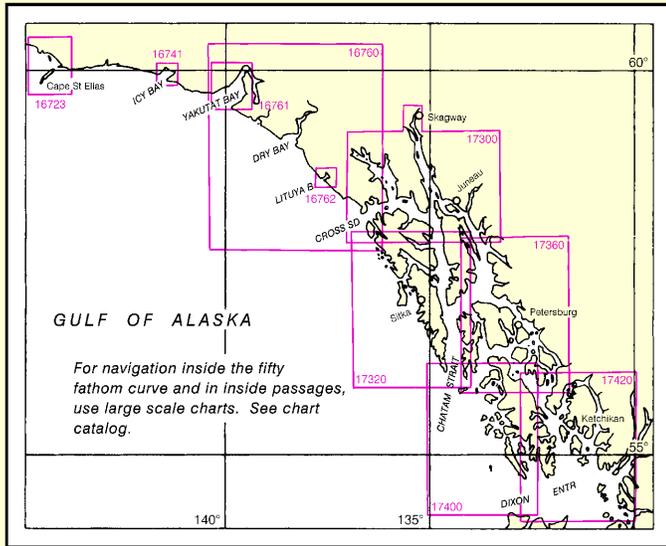
Independent mariner will not rely solely on this chart for aid to navigation, particularly on narrow channels. See U.S. Coast Guard Light List and Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many aids to navigation. Individual radar identification on these aids has been shown on this chart.

CAUTION

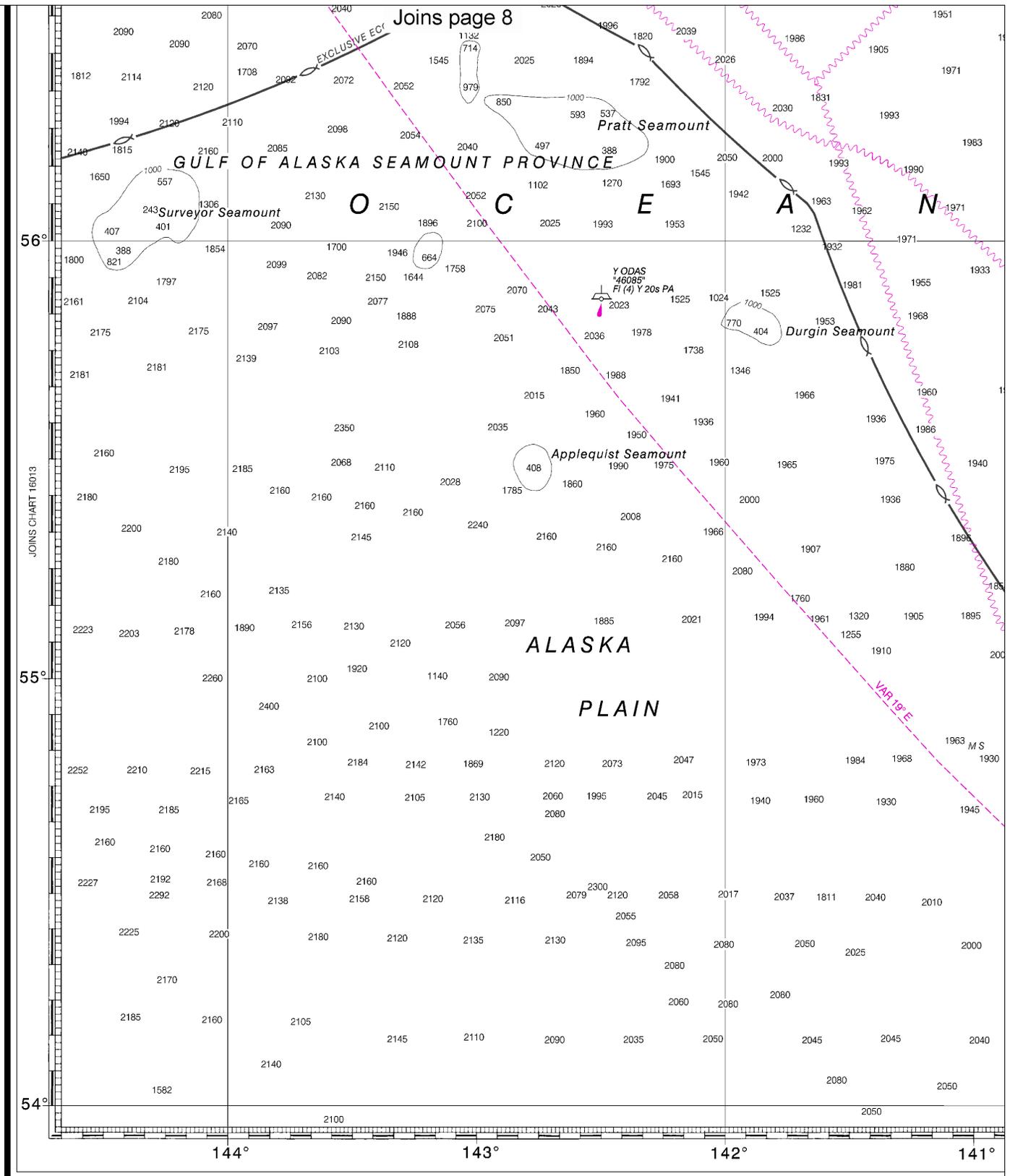
Unannounced changes or defects in aids to navigation are not indicated on this chart. See Notices to Mariners.



COPYRIGHT  
 No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

Joins page 15

58°  
57°  
56°



22nd Ed., Aug. / 12 ■ Corrected through NM Aug. 25/12  
 Corrected through LNM Aug. 14/12

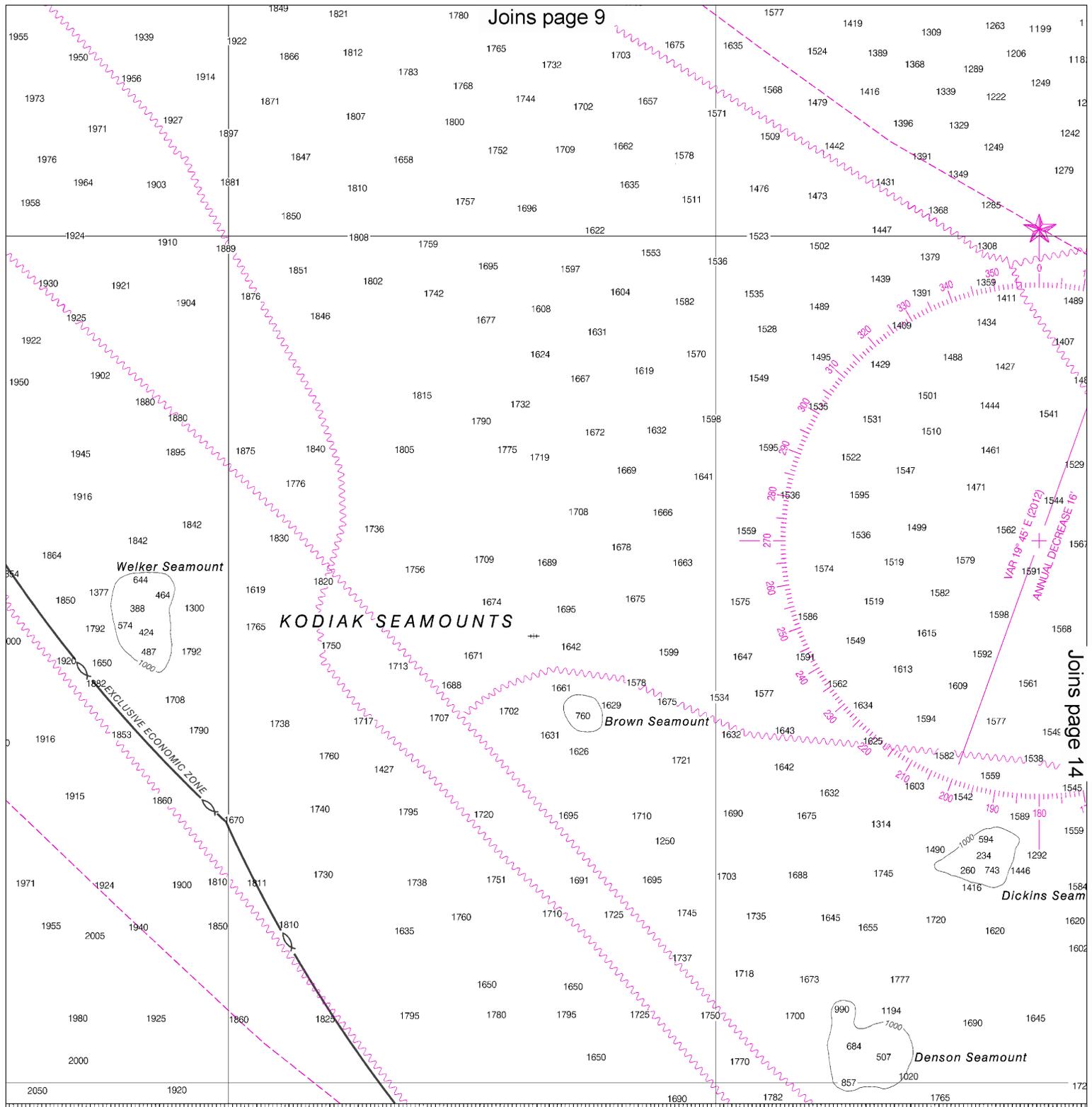
**16016**

**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).

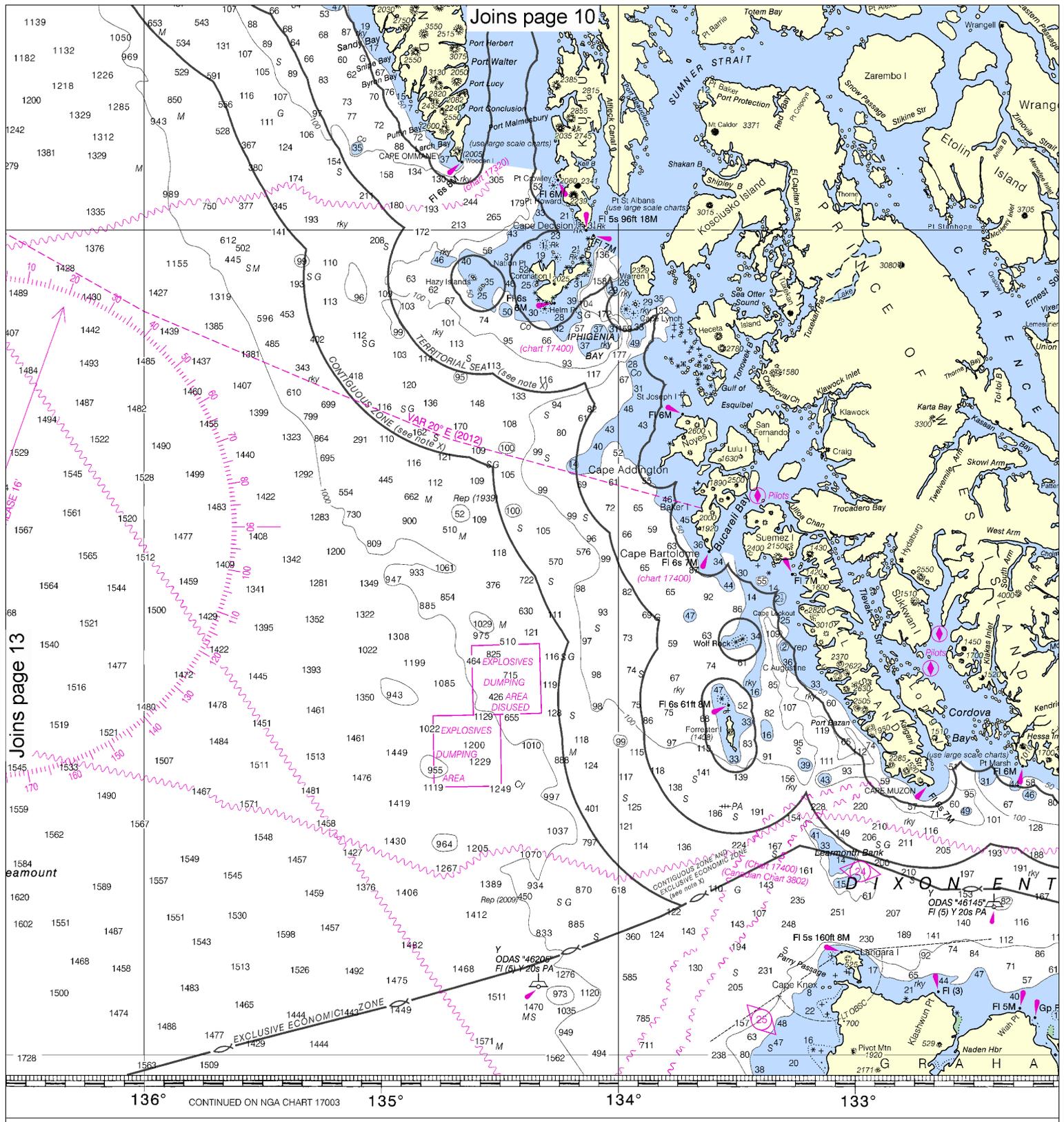
**12**

Note: Chart grid lines are aligned with true north.



SOUNDINGS IN FATHOMS

Published at  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL COASTAL SERVICE

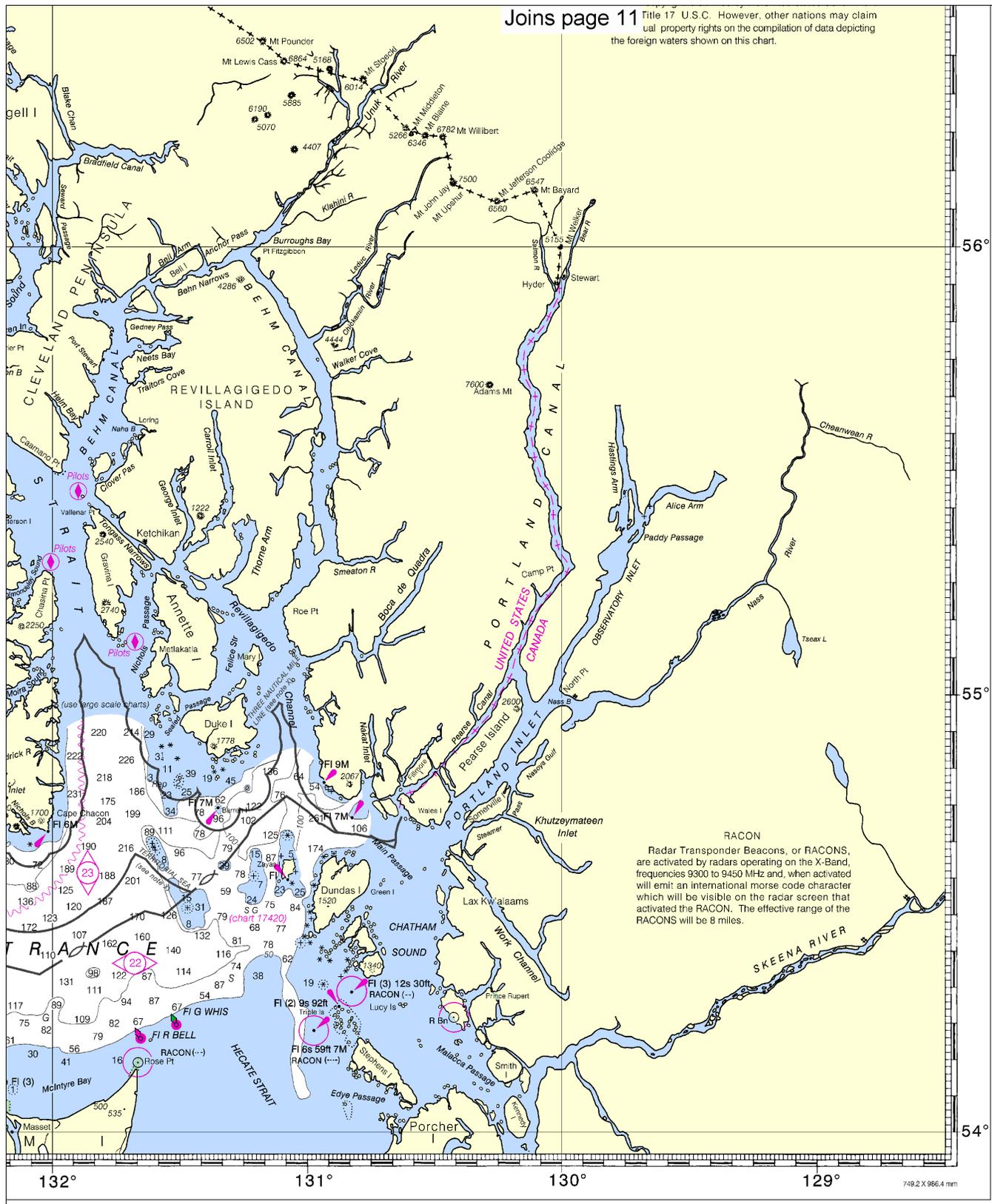


ed at Washington, D.C.  
 TMENT OF COMMERCE  
 ND ATMOSPHERIC ADMINISTRATION  
 AL OCEAN SERVICE  
 OAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10
FEET	6	12	18	24	30	36	42	48	54	60
METERS	1	2	3	4	5	6	7	8	9	10

# 14

Note: Chart grid lines are aligned with true north.



56°  
 55°  
 54°

132° 131° 130° 129° 749.2 X 966.4 mm

**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.

ED. NO. 22

NSN 7642014011234  
 NGA REFERENCE NO. 16ACO16016

3	4	5	6	7	8	9	10	11	12	13	14	15	16	17												
18	24	30	36	42	48	54	60	66	72	78	84	90	96	102												
3	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Dixon Entrance to Cape St Elias  
 SOUNDINGS IN FATHOMS - SCALE 1:969,756

16016



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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