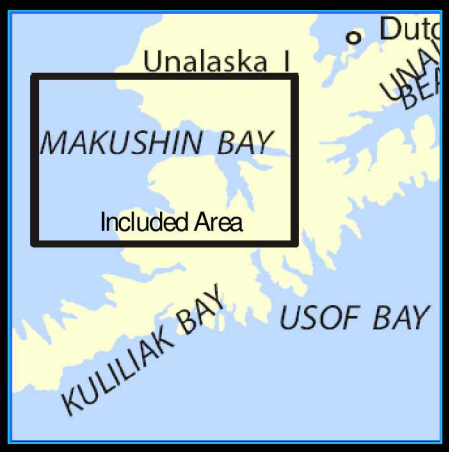
BookletChart™

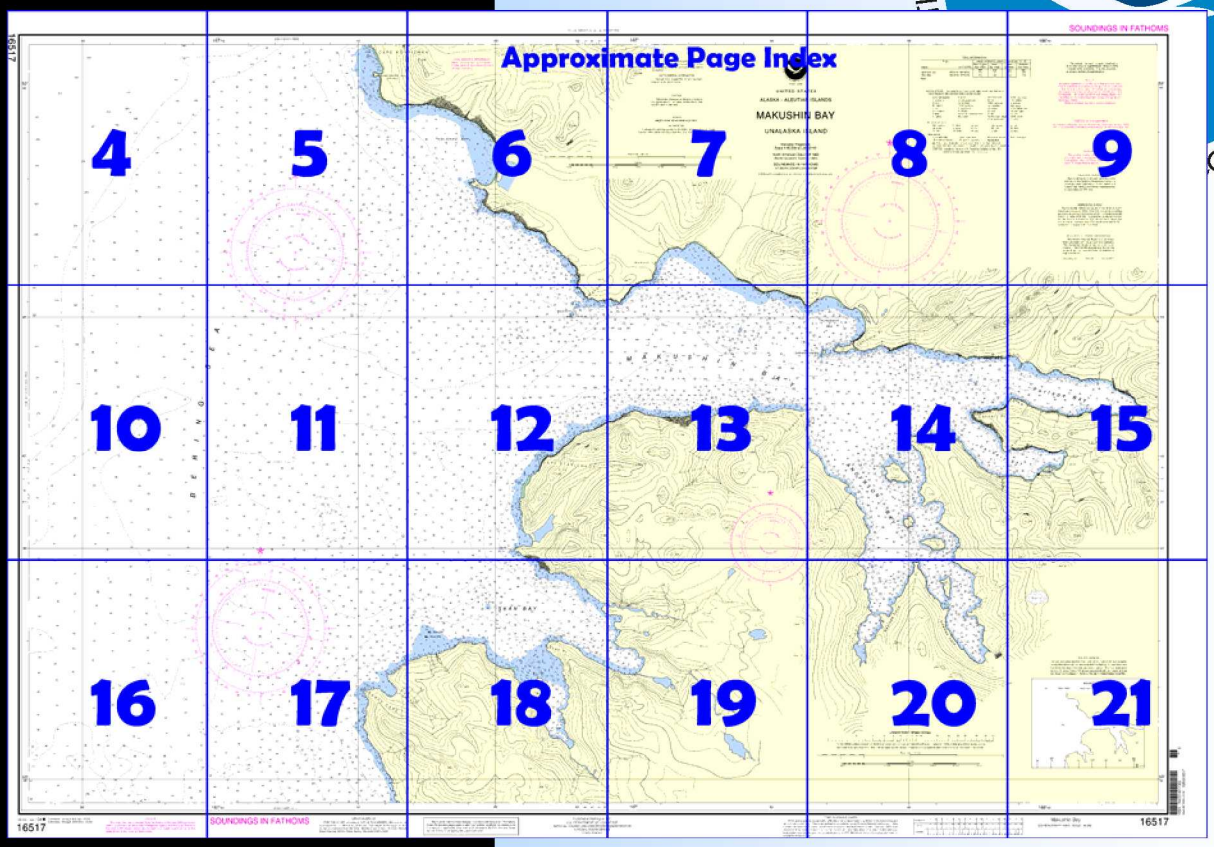
Makushin Bay

(NOAA Chart 16517)



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 all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

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™?

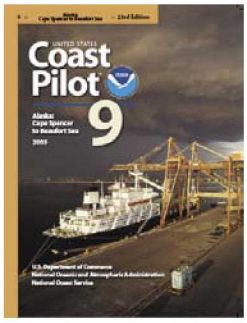
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this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



[Coast Pilot 9, Chapter 7 excerpts]

(312) **Volcano Bay**, immediately S and E of Cape Kovrizhka, is small and open to the W and S, forming a fair anchorage for E weather. However, strong winds are to be expected, and with winds shifting to the S and W the bay becomes quite rough and dangerous for small craft.

(316) The N side of the entrance to Makushin Bay is marked by **Rock Islet**, 104 feet high, 0.5 mile SW of Makushin Point, with several rocks between it and the point. There are no known dangers if the S shore is given a clearance of at least 0.3 mile. An abrupt shoal, with least depth of 16 fathoms is 1.2 miles SW from Rock Islet.

(317) A prevailing current sets in a N direction off Makushin Bay. The combined effect of the currents, including tidal currents, and winds causes a very noticeable choppy sea with attending tide rips across the entrance of the bay.

(318) Vessels have anchored in 15 fathoms, mud bottom, about 0.3 mile off the beach in the cove E of Makushin Point with **Priest Rock**, 80 feet high just S of the abandoned village, bearing 230°. This anchorage is good for W and N weather, but with S weather considerable swell makes in, and in E weather, it becomes quite rough.

(319) **Humpback Bay**, on the NE side of Makushin Bay, offers good anchorage for large vessels in all but W weather. Enter the bay from the SW on a course of 055°, keeping Cathedral Rocks about 600 yards to starboard. Anchorage can be had in 25 to 47 fathoms, mud bottom.

(320) **Anderson Bay**, the S arm of Makushin Bay, affords several good anchorages of moderate size and at least one anchorage for one or more larger ships. A gravel spit, forming **Tarasof Point**, on the W side of the entrance, is a distinctive feature. The bay extends about 6 miles in a SE direction and terminates in two arms, **Naginak Cove** on the W and **Udamak Cove** on the E, with wedge-shaped **Iksiak Point** between them. Four well-rounded, grass-covered islands are in the E half of the bay. These islands are well apart from one another; **Peter Island**, the northernmost, is near **Anderson Point**, the E entrance point of the bay, and the southernmost is well inside the entrance to Udamak Cove.

(321) Anchorage in Anderson Bay is in 20 fathoms, mud bottom, in a bight between the second island from the N and the main shore. The anchorage in Naginak Cove is in a mud bottom N of the narrow pass formed by two opposing points. The pass is about 1.2 miles from Iksiak Point, and is obstructed by a dangerous 1½-fathom shoal in midchannel. Anchorage in Udamak Cove is E of the fourth island in 22 fathoms, mud bottom, on a ridge that extends from the middle of the island to the main E shore.

(322) **Cannery Bay**, 1 mile to the E of Anderson Bay, extends about 3 miles in a SE and E direction. Near the head and on the S side of the bay is an abandoned wharf and cannery. The only anchorage in the bay is at the E end, about 0.4 mile NE of the abandoned cannery in 15 to 17 fathoms, soft bottom.

(323) **Portage Bay** extends about 4 miles in an E direction from **Cannery Point**. Two shoals, with least depths of 5¾ and 6½ fathoms, are almost in midentrance. Indifferent anchorage for small vessels may be had in 19 fathoms, sticky bottom, midway between the N shore and the 1½-fathom shoal and rocks near the head of the bay.

(326) Two miles S of Cape Starichkof is a deep narrow valley, trending E. Convenient anchorage in SE weather can be found 0.5 mile from shore off this valley in about 20 fathoms, with the center of the valley bearing about 110° and a conspicuous small 4-foot rock, 150 yards off the shore at the S edge of the valley, bearing about 150°. Launches can find more shelter by anchoring closer to shore. A small bank with least depth of 6¼ fathoms is 450 yards W of the rock previously mentioned.

(327) **Skan Bay**, on the W side of Unalaska Island, has its NE entrance point at the ledge 2 miles S of Cape Starichkof. It is 2 miles wide at the entrance and extends about 4 miles in a SE direction.

(328) A bank, with a least depth of 3¾ fathoms, is in the bay entrance, 1.4 miles 205° from the point on the NE side and 0.8 mile N of the SW entrance point.

(329) The two arms at the head of Skan Bay are separated by **Skan Point**, a high headland. The E arm is too deep for convenient anchorage. The entrance to the S arm is about 0.4 mile wide and choked with heavy kelp, but has a least depth of about 5 fathoms in midchannel. This arm extends over 1 mile to the S, has depths over 30 fathoms, and provides good shelter from all directions; but the depth is too great in that the length of anchor cable required would not allow sufficient swinging room.

(330) The survey ship used an anchorage just inside the SW entrance point of Skan Bay, a little less than 0.5 mile from shore in 15 fathoms, where some shelter from W weather was found.

Table of Selected Chart Notes

Corrected through NM Jan.

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Temporary changes or defects in aids
vigation are not indicated on this chart. S
cal Notice to Mariners.

Mercator Projection
Scale 1:40,000 at Lat. 53°43′

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for importan
supplemental information.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 3° from the normal variation have been observed at Cape Kovrizhka.

AIDS TO NAVIGATION

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

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).

NOTE A

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

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 must be corrected an average of 3.076" southward and 6.761" westward to agree with this chart.

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.

1S

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARIN
subsequent to the NM corrected through date showr
corner, is available from the Chief, Marine Chart Divi
Ocean Service, NOAA, Silver Spring, Maryland 20910-

AUTHORITIES

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

7/04
30/03

CAUTION

This chart has been corrected from the Notice to Mariners weekly by the National Geospatial-Intelligence Agency and the Mariners (LNM) issued periodically by each U.S. Coast Guarc dates shown in the lower left hand corner.

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

COLREGS, 80.1705 (see note A)

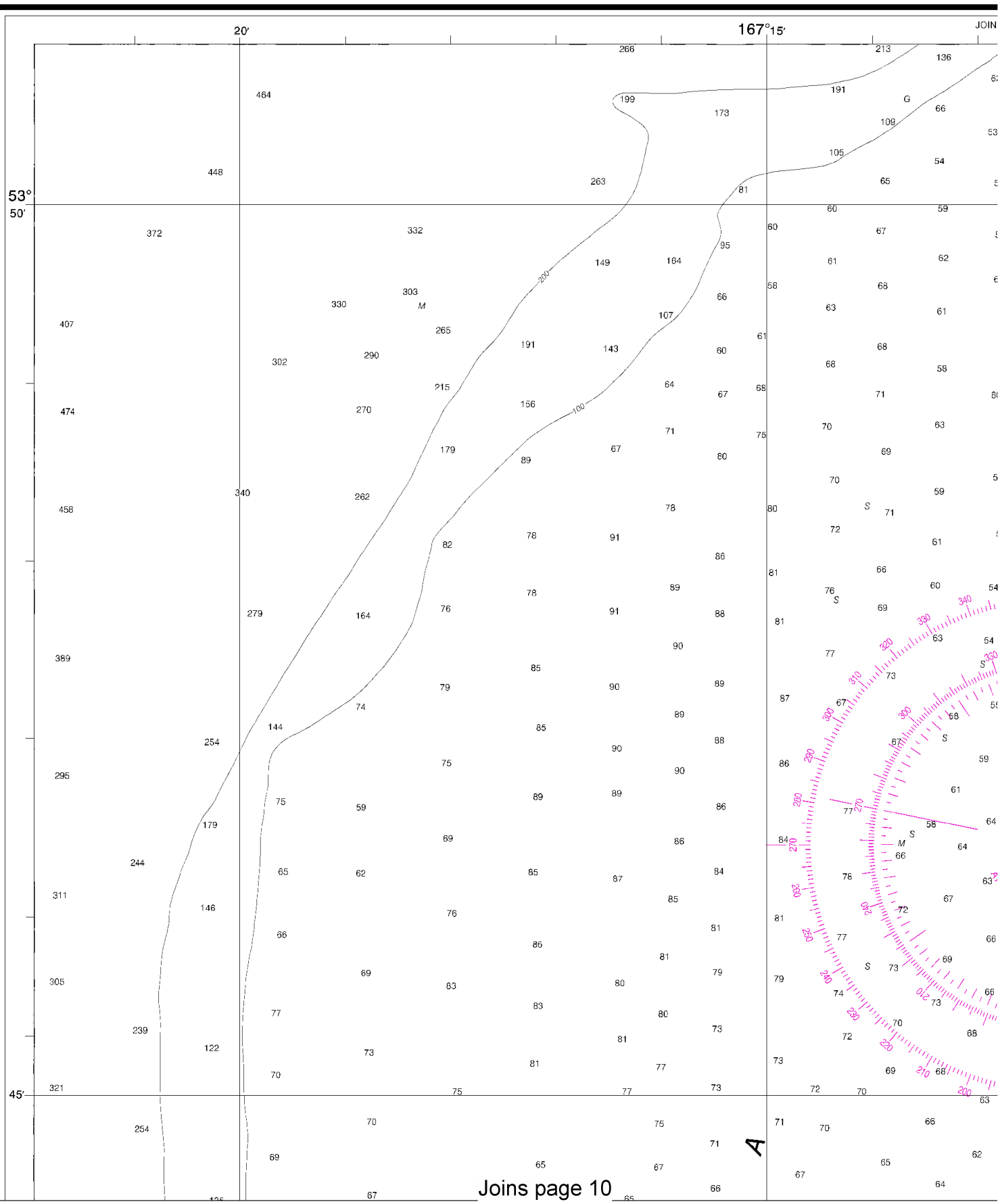
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

Place		Height referred to datum of soundings (MLI			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extr Low
		feet	feet	feet	fe
Anderson Bay	(53°41'N/ 166°50'W)	4.0	3.7	1.3	-2
Skan Bay	(53°37'N/ 167°03'W)	4.0	3.6	1.3	-2

03)

16517



Joins page 10

4

North

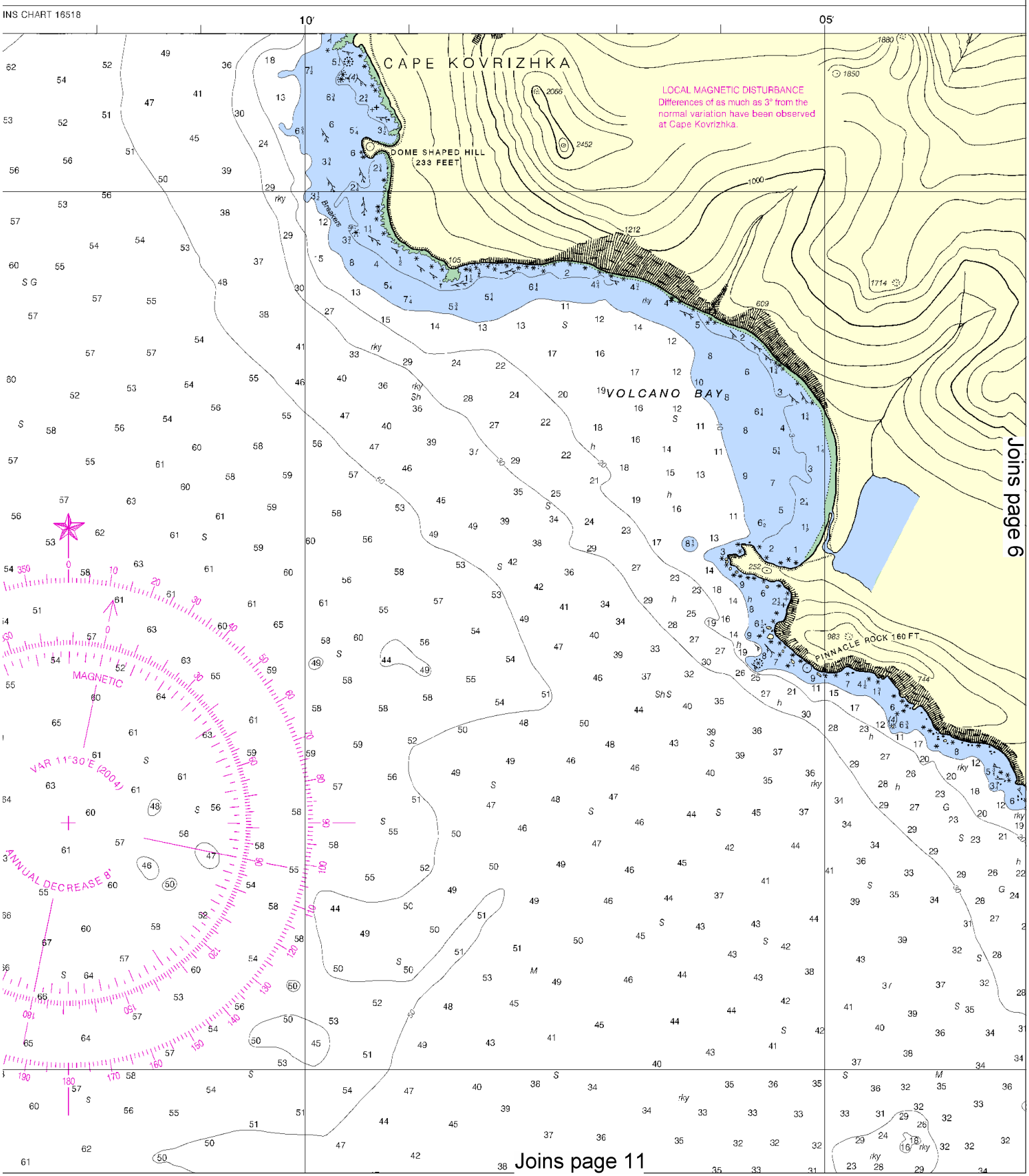
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

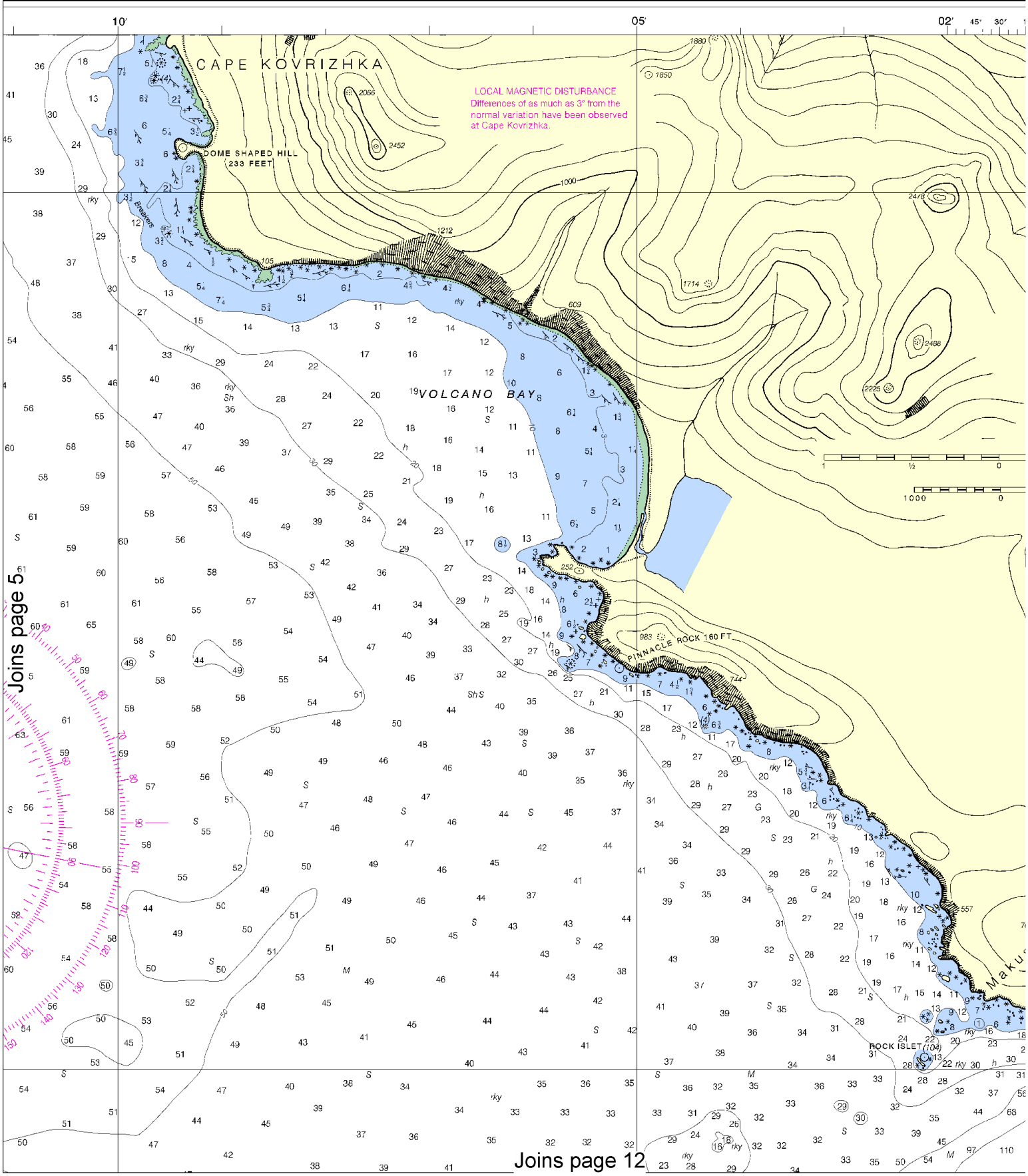
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

15′ 01′ 167° 55′

AIDS TO NAVIGATION

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

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

CAUTION

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

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

UNITED STATES

ALASKA - ALEUTIAN ISLANDS

MAKUSHIN BAY

UNALASKA ISLAND

Mercator Projection
Scale 1:40,000 at Lat. 53°43′

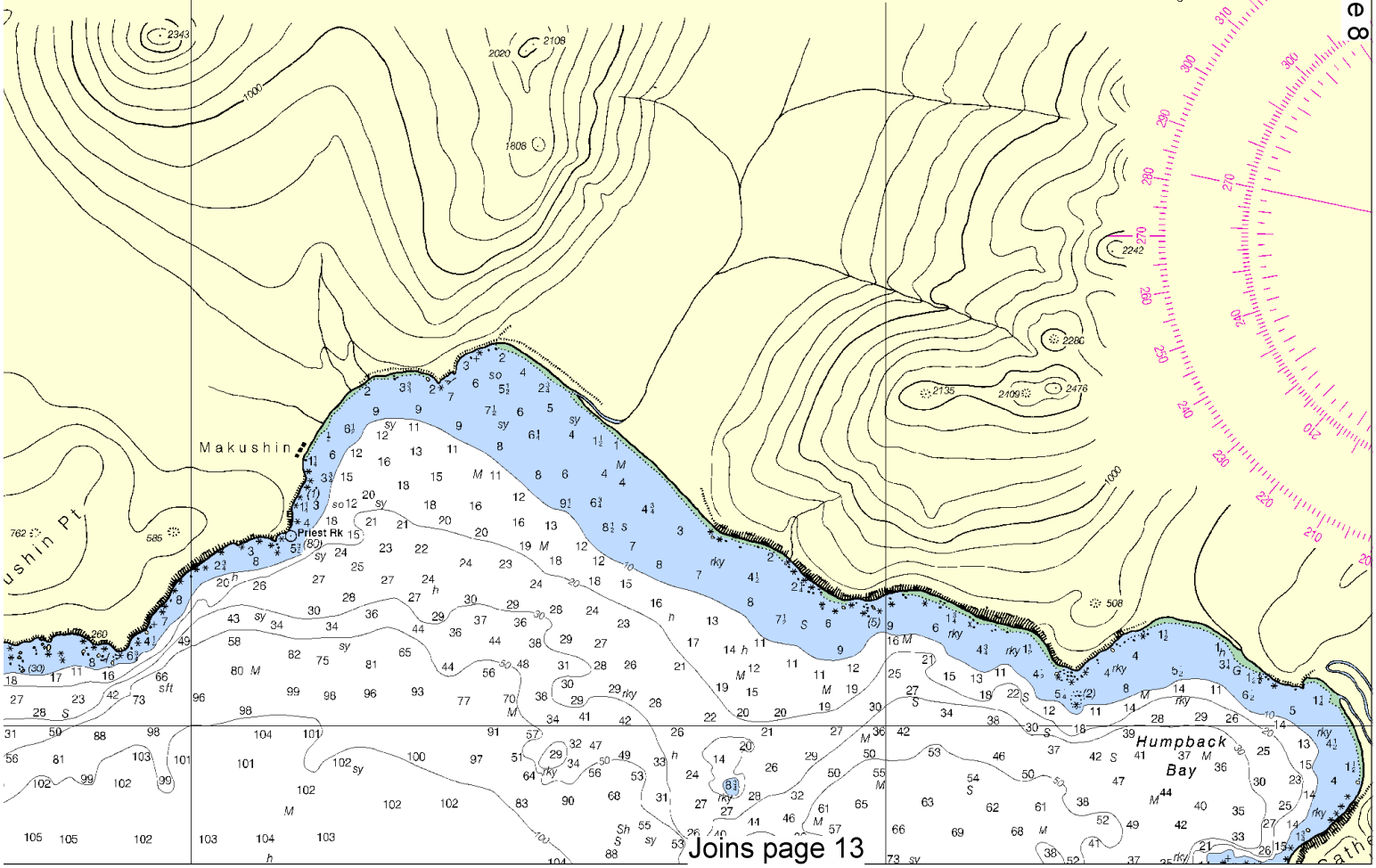
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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

Nautical Miles 1 2 3

Yards 1000 2000 3000 4000 5000



Joins page 8

Joins page 13

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

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ALASKA - ALEUTIAN ISLANDS

MAKUSHIN BAY

UNALASKA ISLAND

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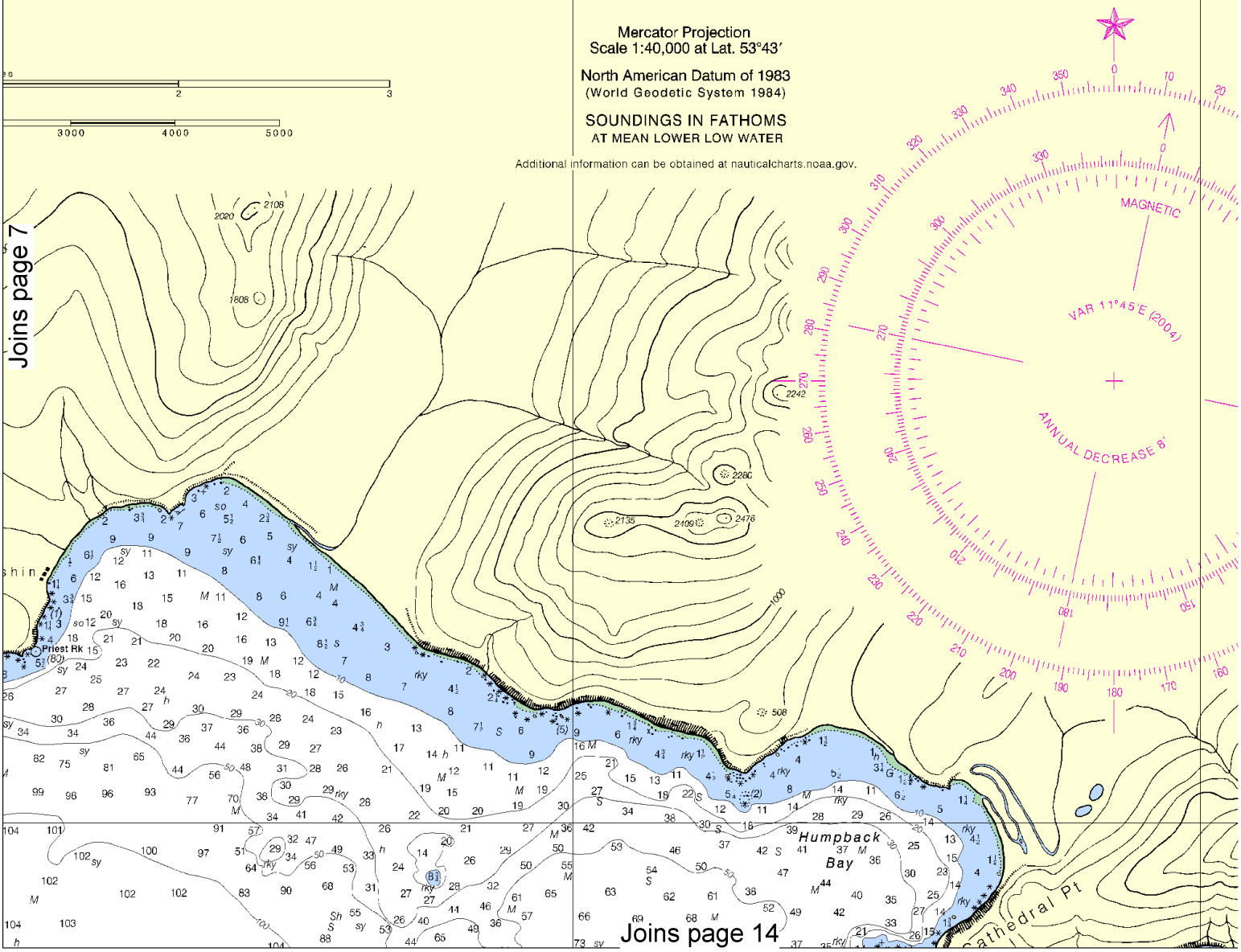

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

Yards

166°45′

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Anderson Bay	(53°41′N/ 166°50′W)	4.0	3.7	1.3	-2.5
Skan Bay	(53°37′N/ 167°03′W)	4.0	3.6	1.3	-2.5

(803)

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 ⊤R 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:

Bldr boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	G's 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	

(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.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

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.

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Refer to charted regulation section numbers.

53°
50′

COLREGS, 80.1705 (see note A)

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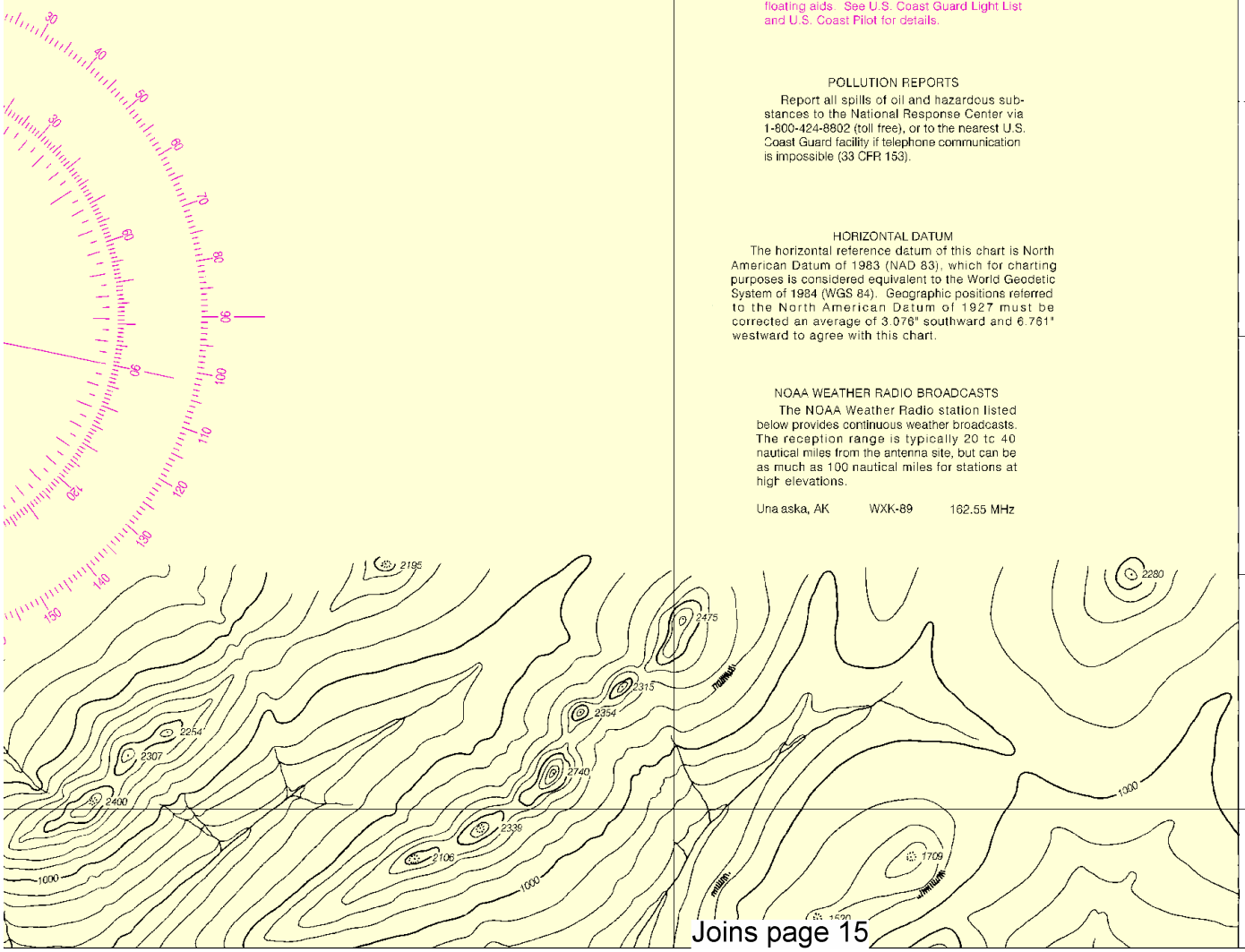
NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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.

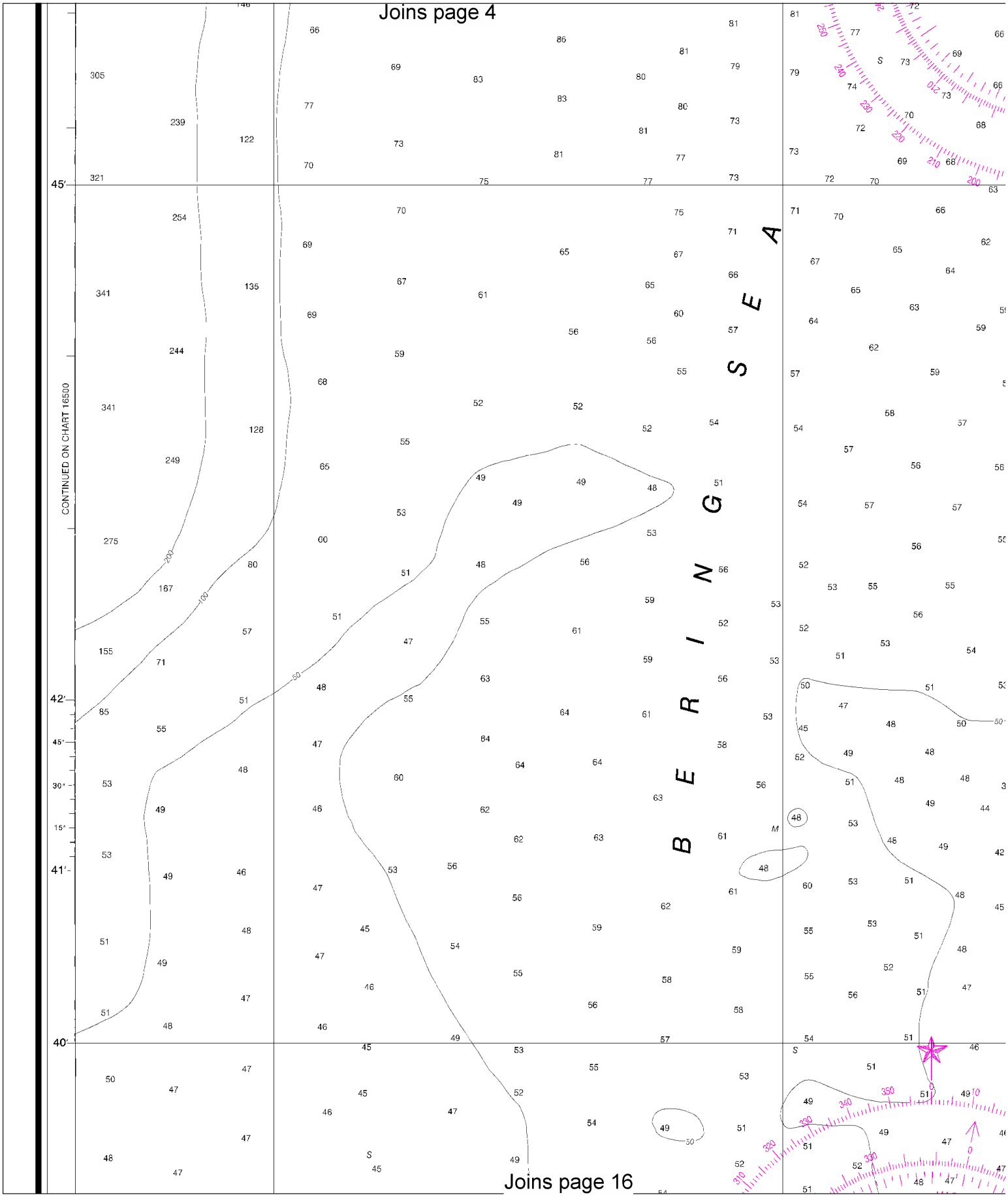
Unalaska, AK WXK-89 162.55 MHz



45′

Joins page 15

Joins page 4



Joins page 16

North

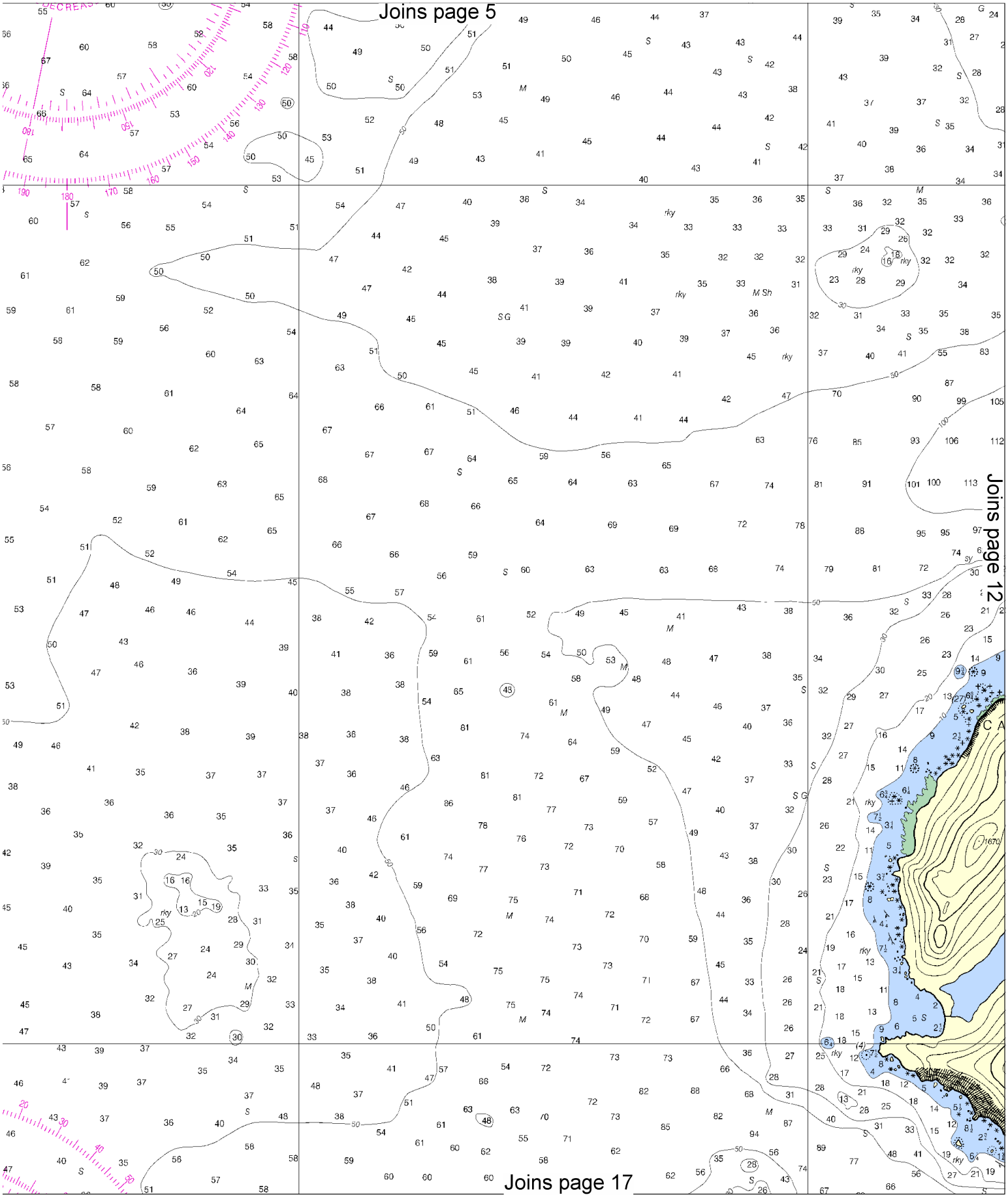
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000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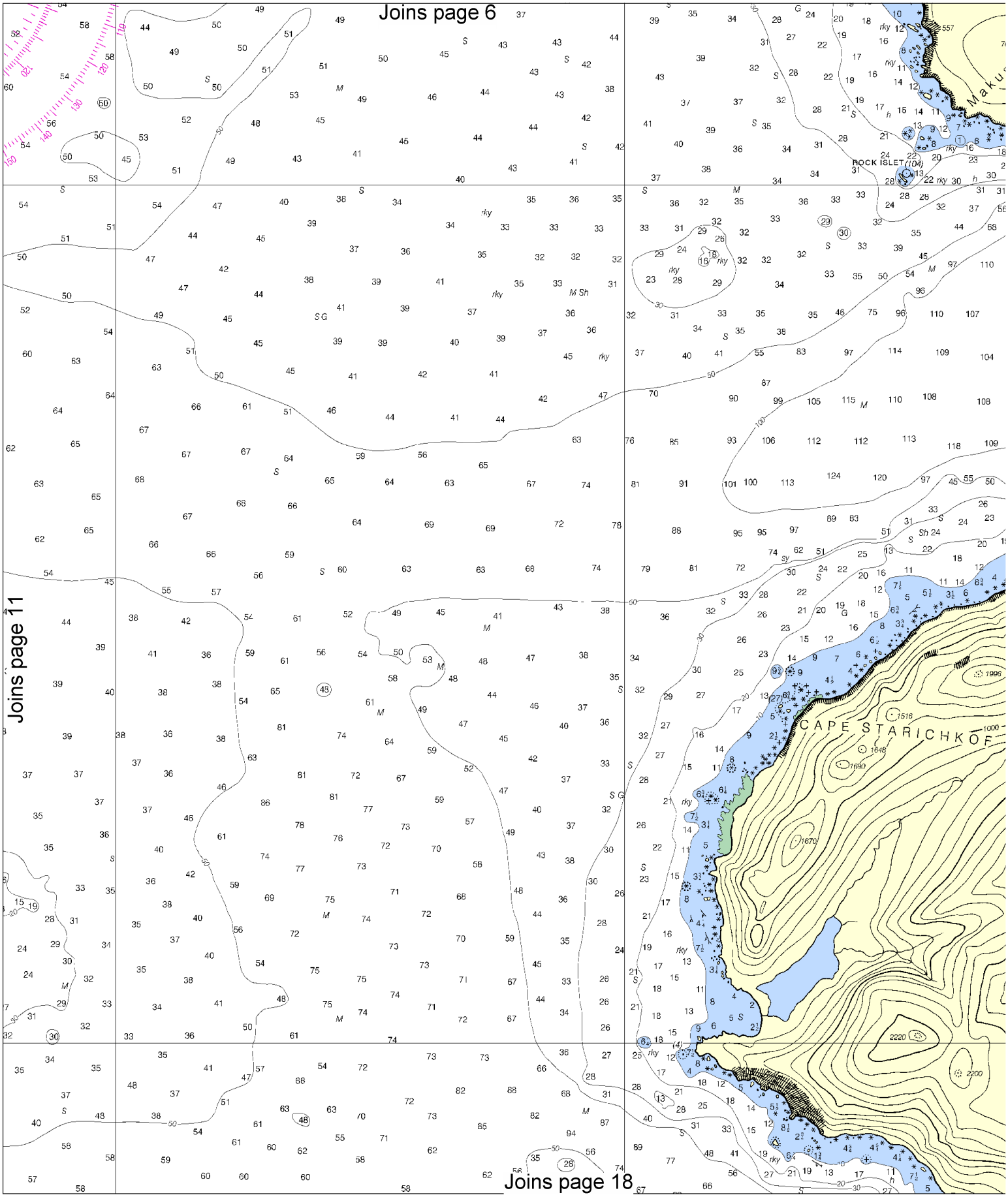
Joins page 12
Joins page 17



North

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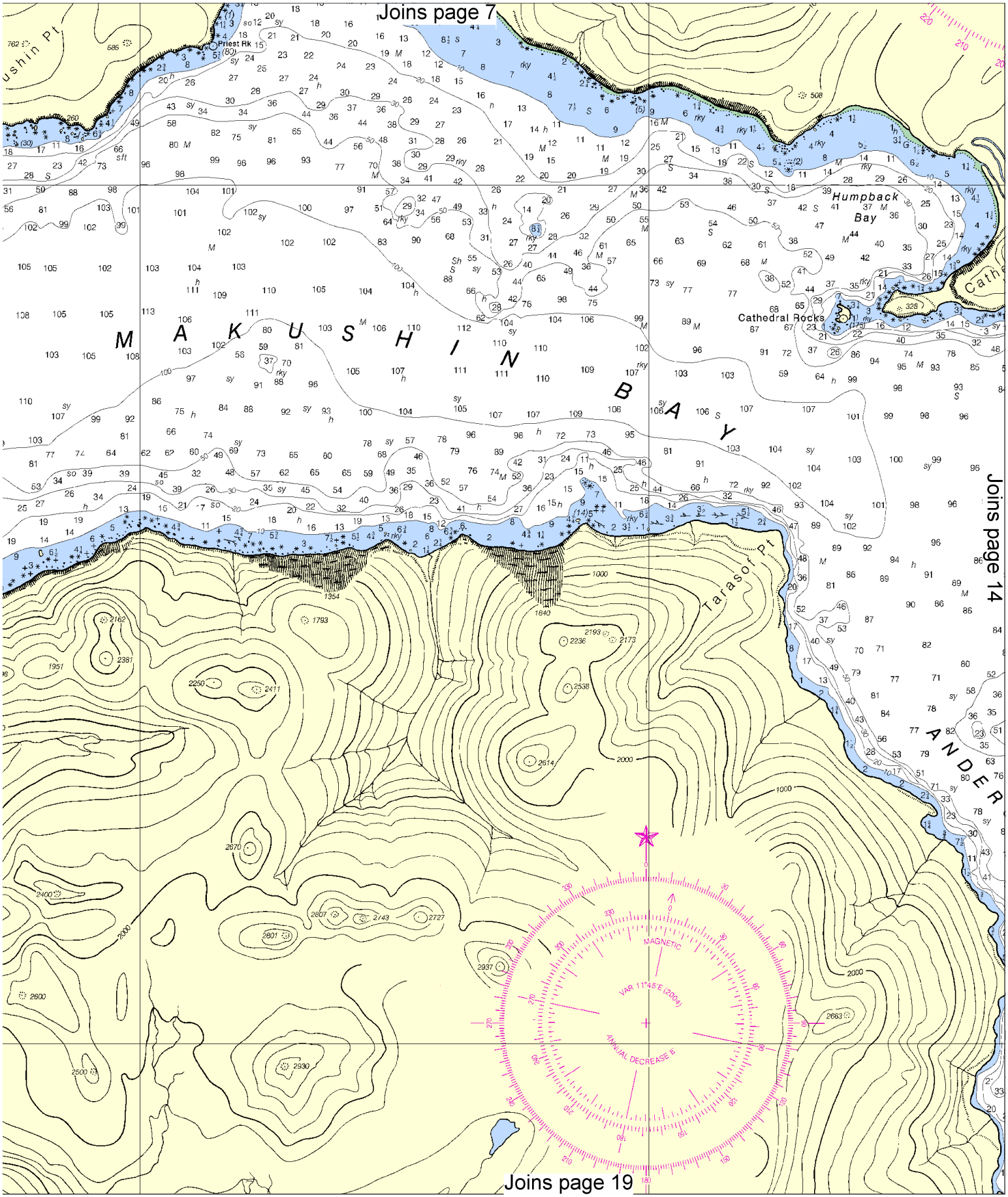
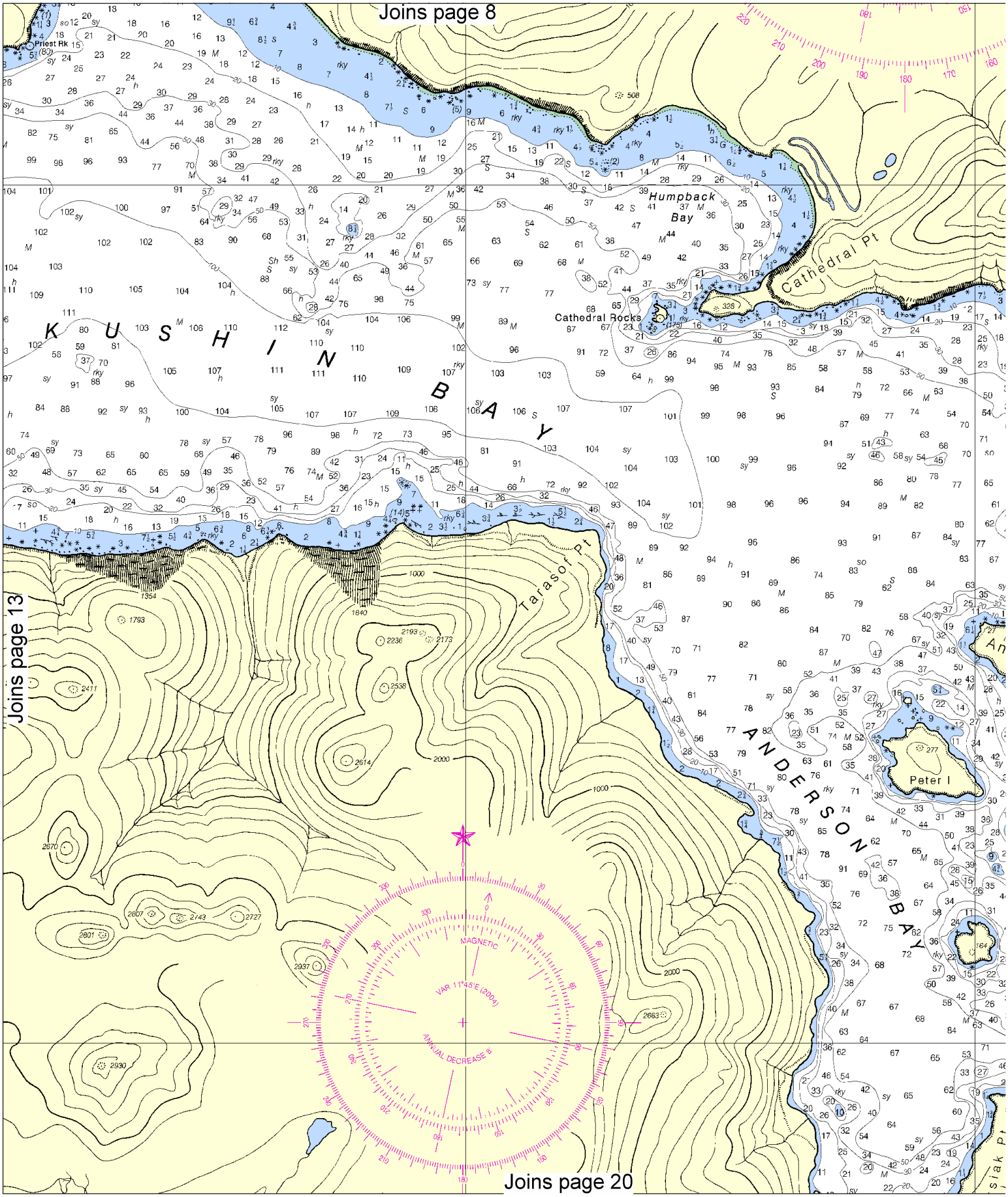
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000


Joins page 7
Priest Rk
Humpback Bay
Cathedral Rocks
M A K U S H I N B A Y
Tarasof Pt
Joins page 14
Joins page 19
MAGNETIC
VAR 11°45'E (2004)
ANNUAL DECREASE 8'



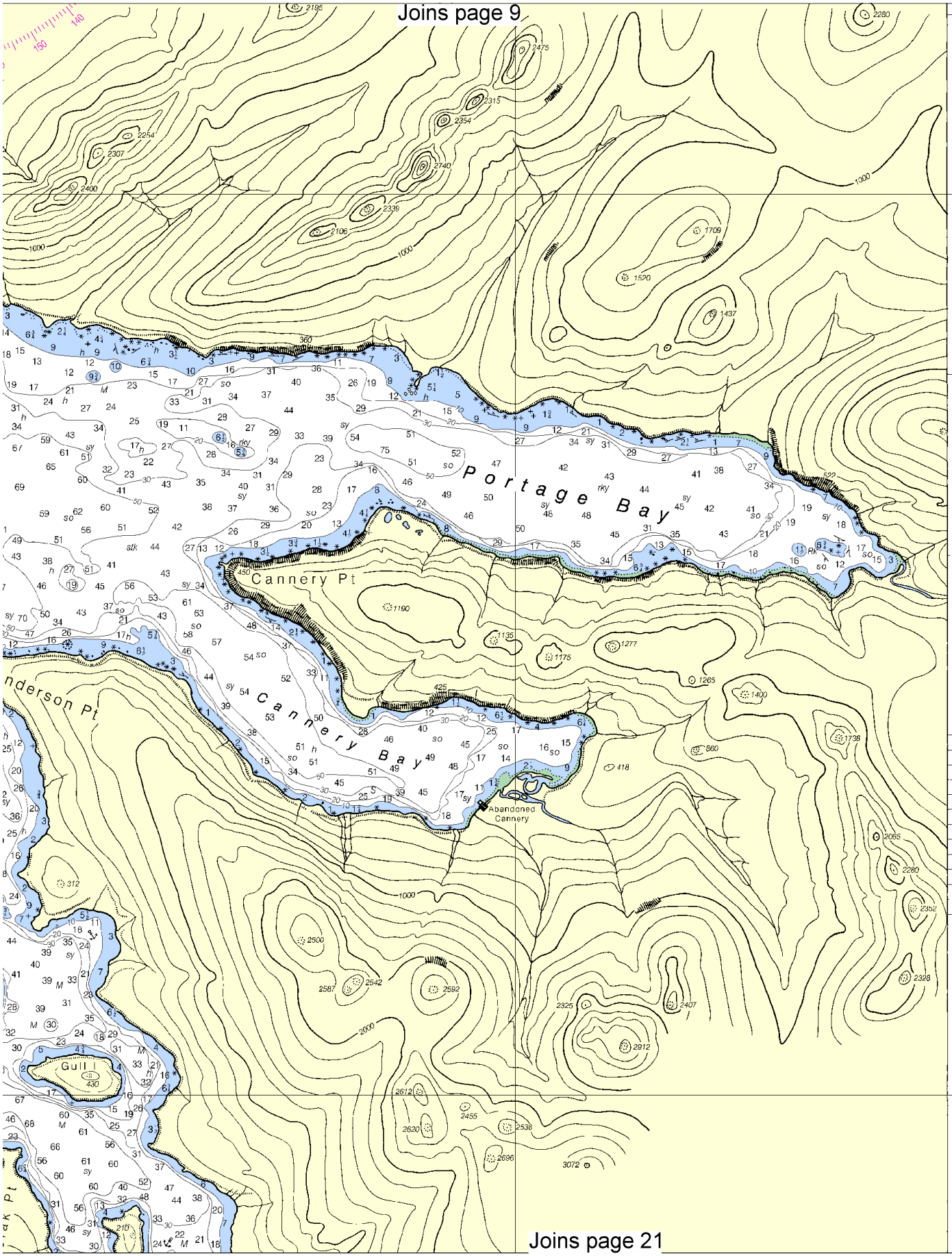
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

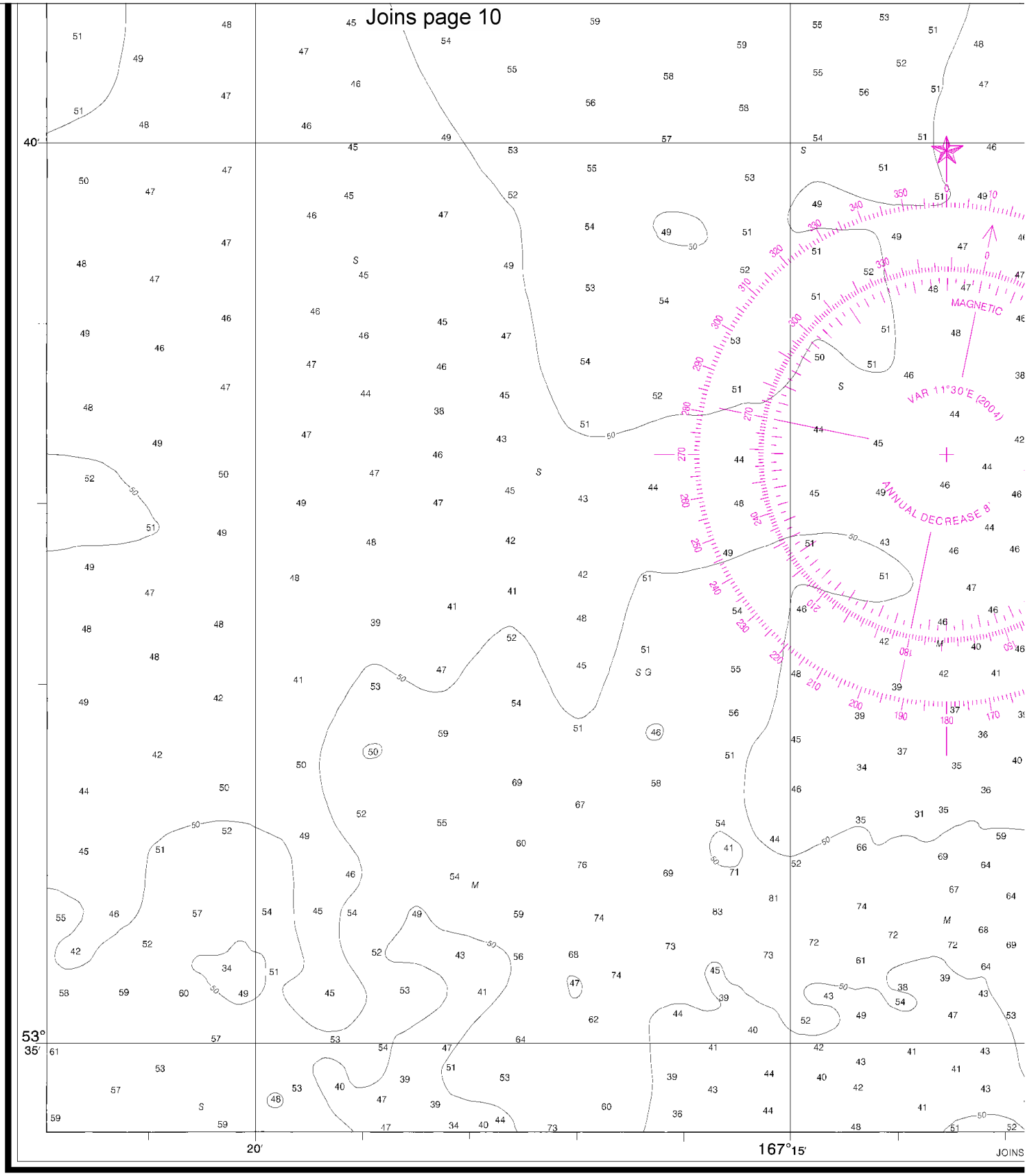
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 9



Joins page 21



6th Ed., Jan./04 ■ Corrected through NM Jan. 17/04
Corrected through LNM Dec. 30/03

16517

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 period[illegible] the dates shown in the lower left h[illegible]

SOUNDINGS IN FA

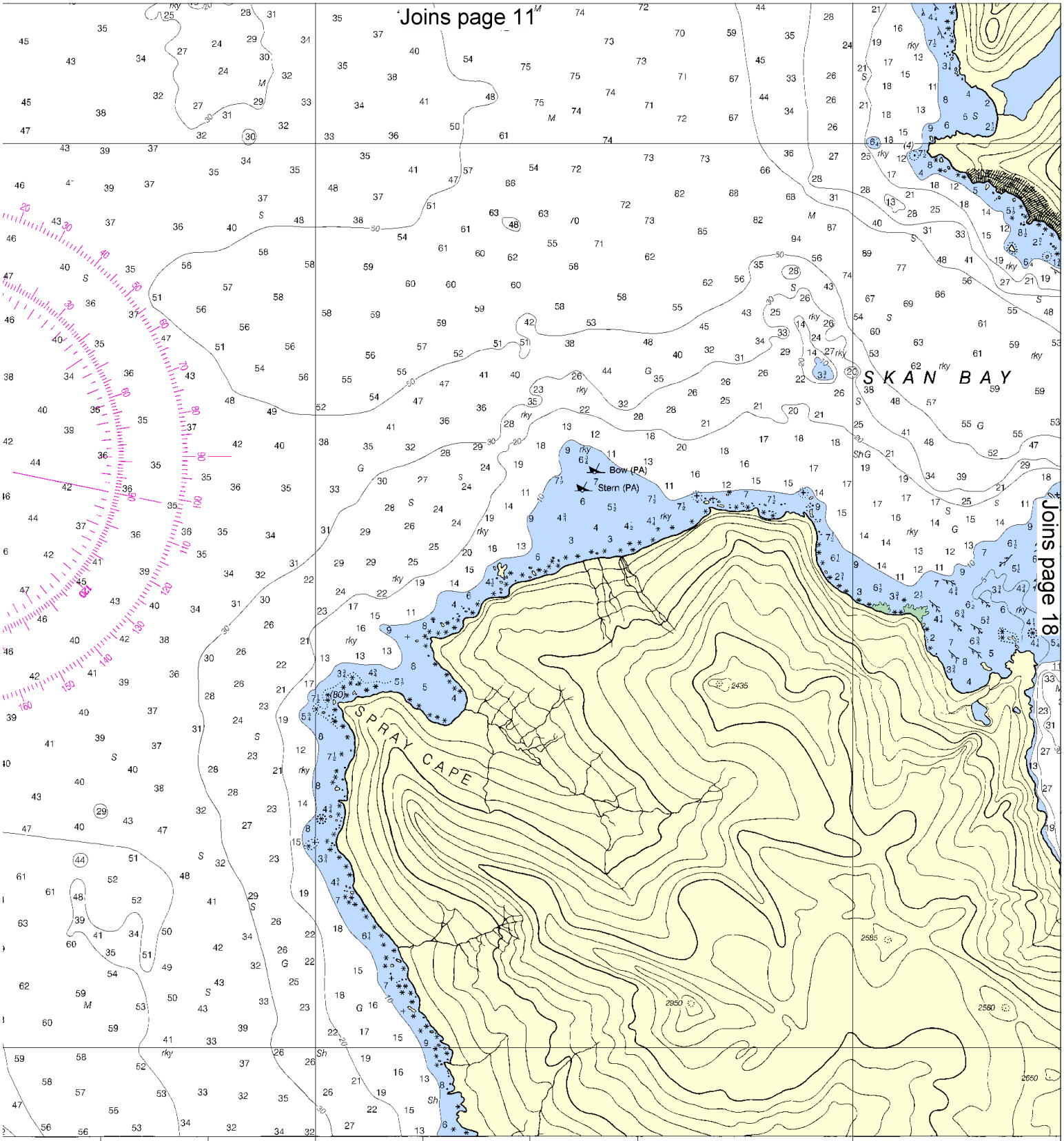
16

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



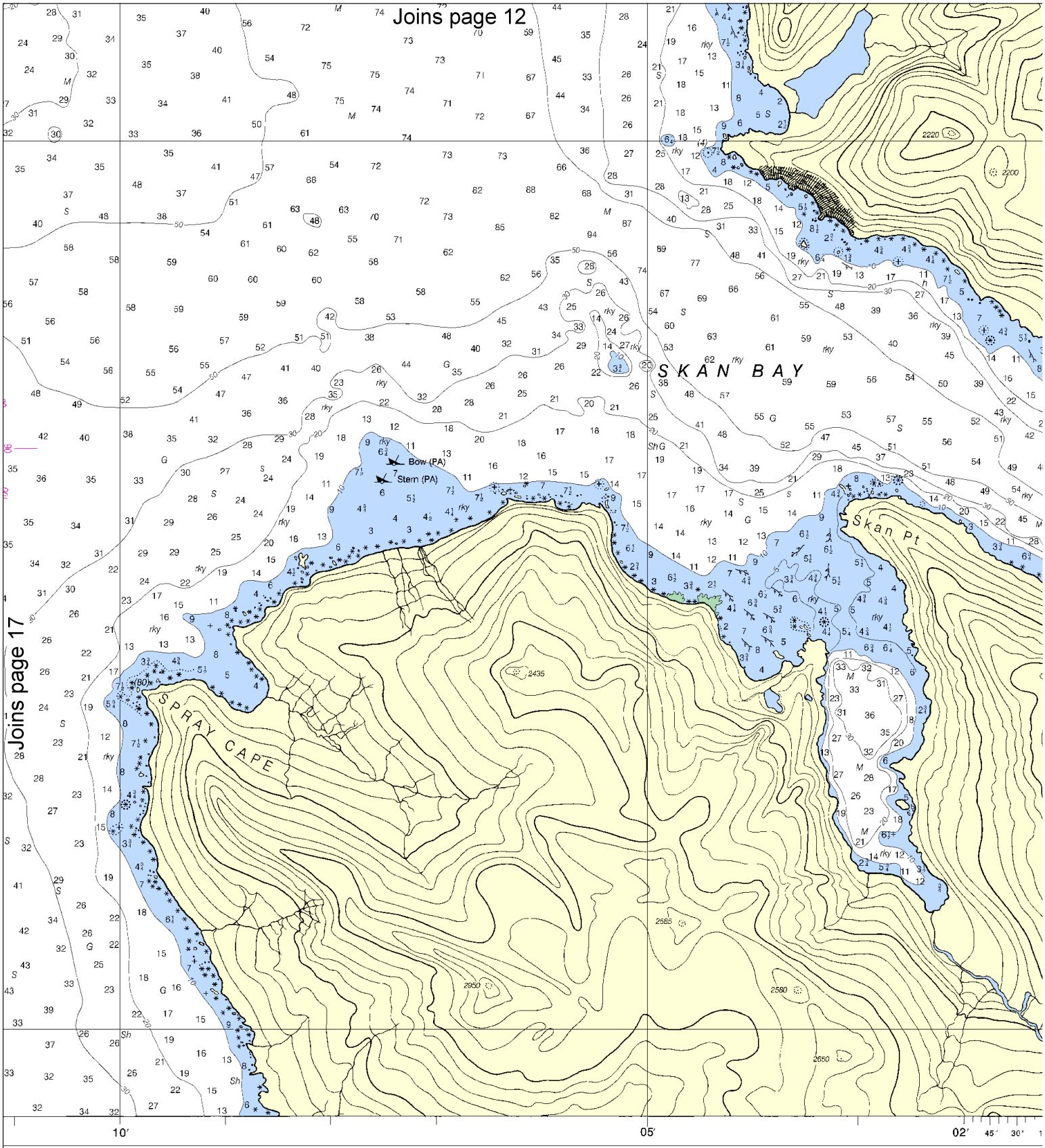
NS CHART 16515

ATHOMS

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS (NM) corrections subsequent to the NM corrected through date shown in the lower left hand corner, is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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 ring, Maryland 20910-3282.



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omments for
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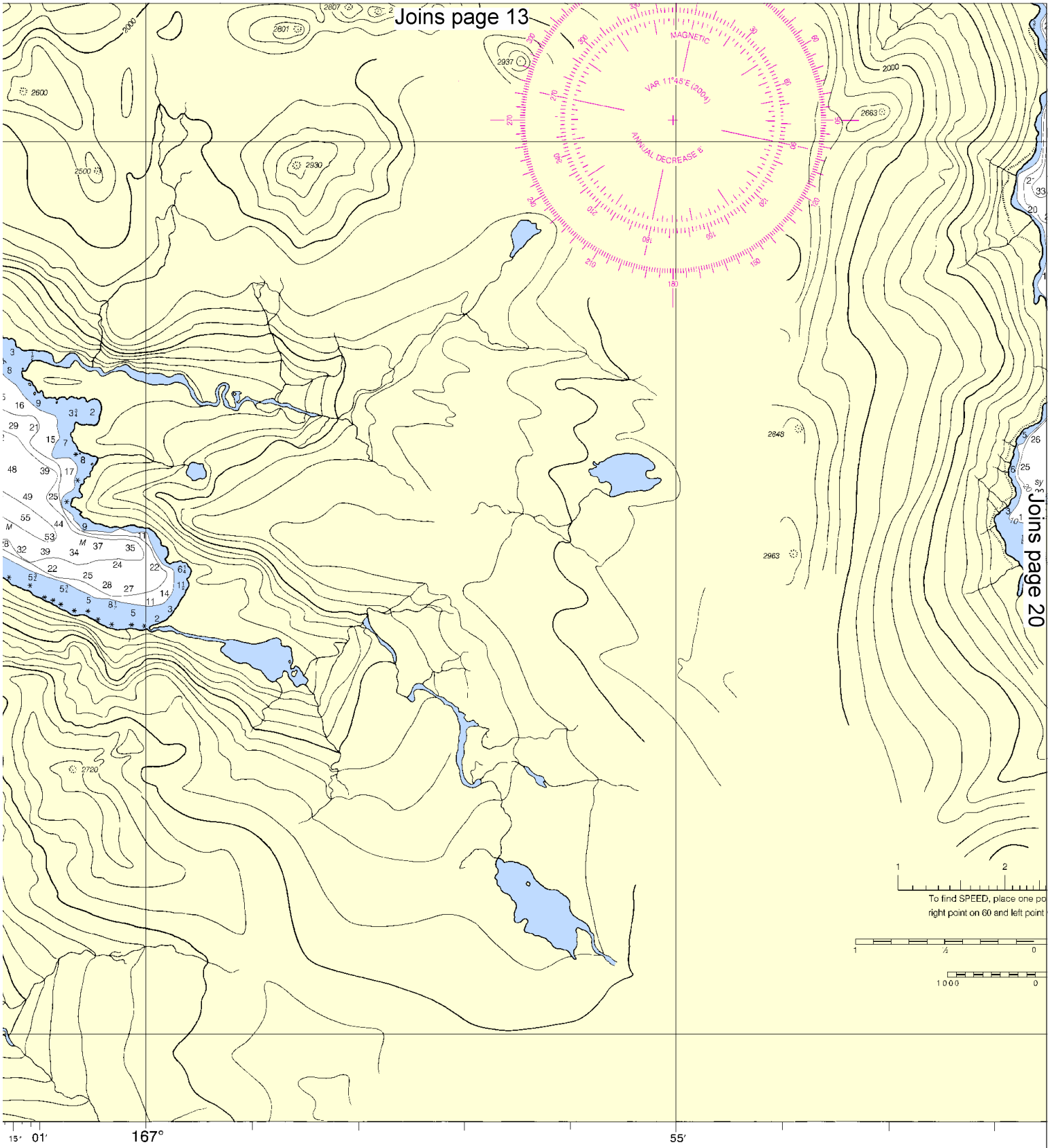
Published at Washin
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOSP
NATIONAL OCEAN
COAST SURV

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

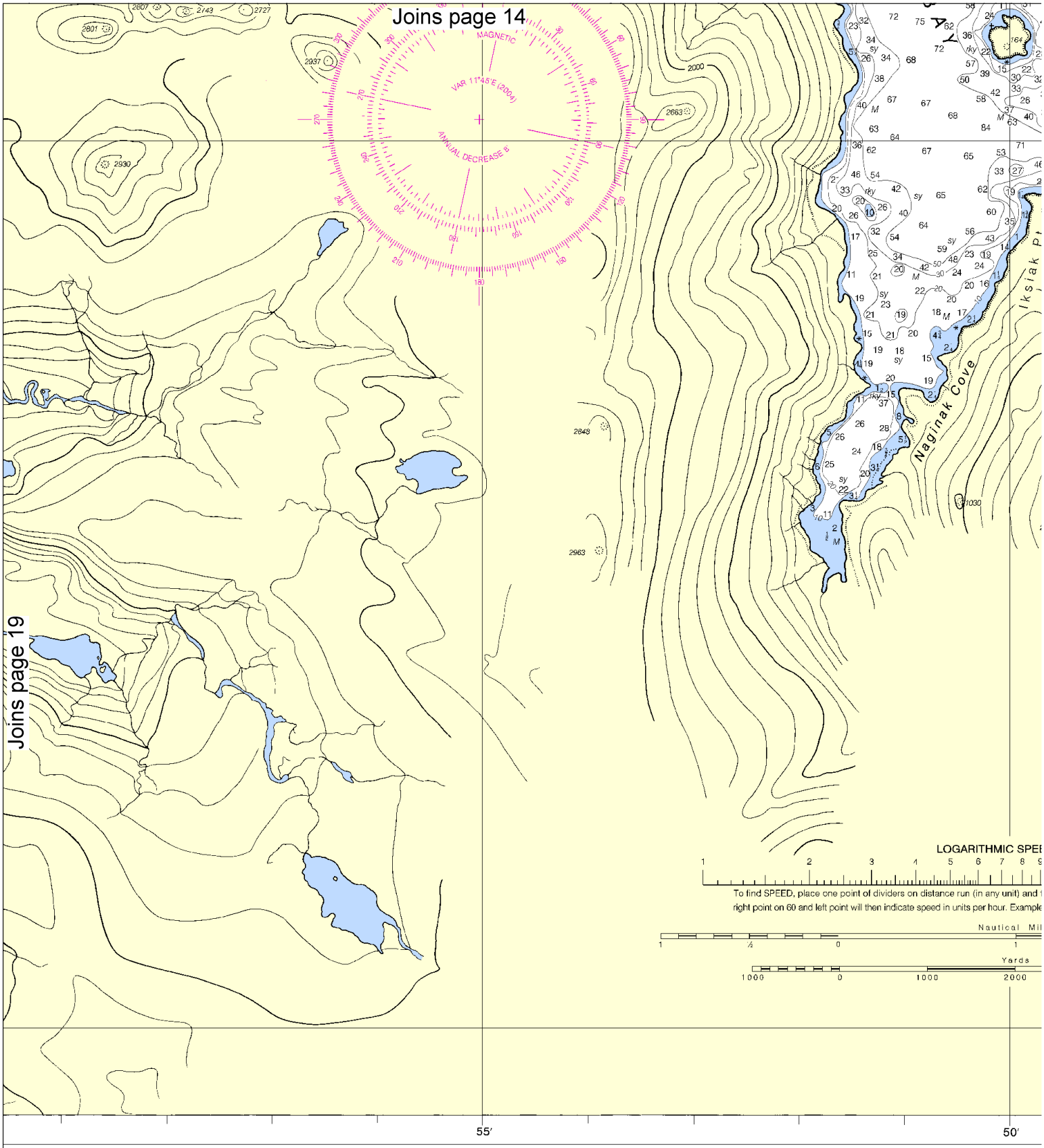
Yards: 1000 0 1000 2000 3000 4000 5000



ington, D.C.
OF COMMERCE
SPHERIC ADMINISTRATION
N SERVICE
RVEY

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by N
and critical corrections. Charts are printed when ordered using Print-on-
Editions are available 5-8 weeks before their release as traditional NOAA c
about Print-on-Demand charts or contact NOAA at 1-800-584-4683, h
help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, htt
help@OceanGrafix.com.



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, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or

North

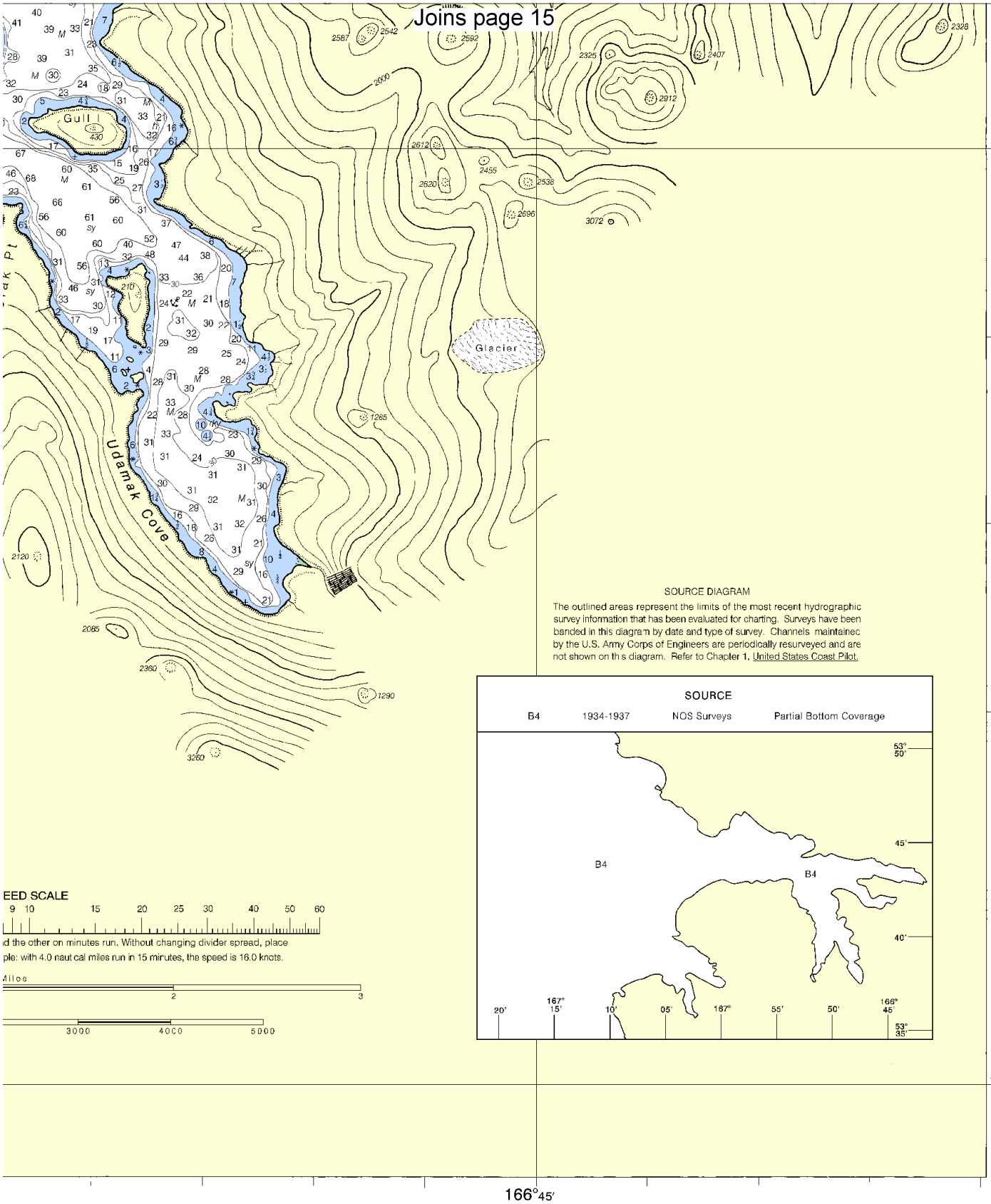
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000



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			
B4	1934-1937	NOS Surveys	Partial Bottom Coverage

EED SCALE

9 10 15 20 25 30 40 50 60

d the other on minutes run. Without changing divider spread, place
ple: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Miles

2 3

3000 4000 5000

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1 2 3 4 5 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																

Makushin Bay

SOUNDINGS IN FATHOMS - SCALE 1:40,000

16517

ED. NO. 6

NSN 7642014011360

NGA REFERENCE NO. 16XHA16517

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 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700
Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

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.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.