

# BookletChart™

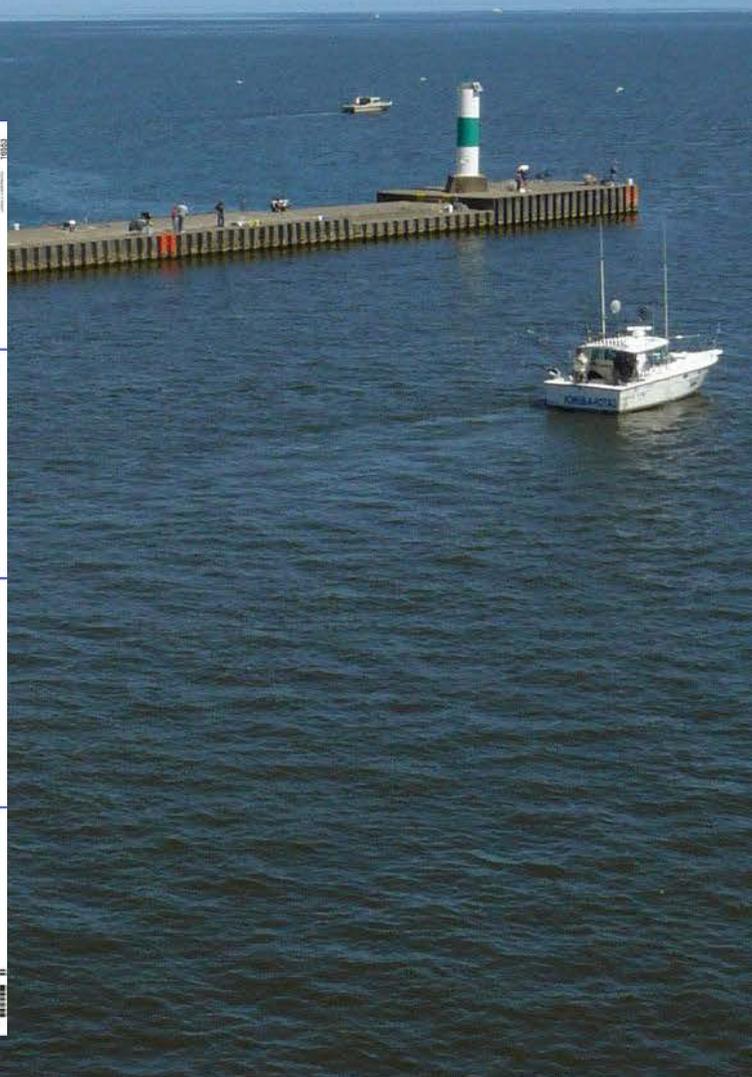
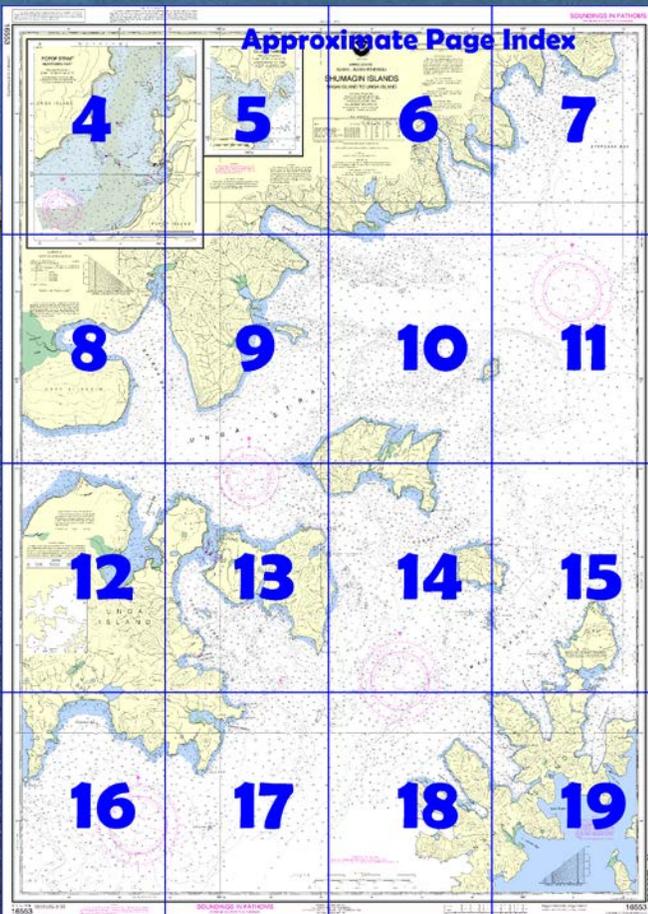


## Shumagin Islands – Nagai Island to Unga Island NOAA Chart 16553

*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=16553>.



**(Selected Excerpts from Coast Pilot)**

**Humboldt Harbor**, on the E side of Popof Strait 1.3 miles NE of Sand Point, is an excellent shelter with good holding ground. Sometimes a second anchor is needed to prevent dragging during strong SW winds. Vessels can anchor in 10 fathoms 0.3 mile offshore with Humboldt Harbor Breakwater Light 2 bearing **105°** and Popof Strait Entrance Light 1 bearing **005°**. A small-boat basin, protected by breakwaters, is in Humboldt Harbor. The S

breakwater is marked by two lights; the N breakwater is marked at the S end by a light. In 2010, the controlling depth in the entrance and harbor basin channel was 18 feet except for lesser depths near the head of the

channel along the SE side. In 2010, except for lesser depths along the sides, depths in the basin were generally 8 to 18 feet. The basin provides moorage for 148 craft. The **harbormaster** assigns berths. The harbormaster's office monitors VHF-FM channel 6.

A small boat basin, protected by jetties, is just S of Humboldt Harbor. In 2010, depths in the basin were 16.5 to 18.5 feet.

**Sand Point**, on the N side of Humboldt Harbor, is a fishing port. The westernmost wharf at the village has a 300-foot face with 24 feet alongside. A machine shop at the plant can make minor repairs to vessels. The oil wharf, the easternmost and smaller of the two, has a 60-foot face with 15 feet alongside.

The freight dock, known locally as the ferry dock, is located at the end of the S breakwater of the small boat basin and has a 200-foot face with 30 feet alongside. Dolphins lie 80 feet off each end for mooring large vessels. This pier is used by the Alaska State Ferry and is operated by the Harbormaster, who can be reached via VHF-FM radio or phone at 907-383-2331.

**Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

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

Gasoline, diesel, water, and maritime supplies are readily available. A travel-lift is available in the small boat basin.

The Alaska State Ferry System has monthly service available during the summer months. Air service is available 6 times weekly to Anchorage.

The municipal airport and two wharves are located on the N side of the spit at Sand Point.

The easternmost pier is owned by Peter Pan Seafood; 200-foot face with 20 feet alongside. The western pier, owned by Trident Seafoods, is in poor condition and inaccessible to vehicles.

**Pilotage, Humboldt Harbor.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska.

The Alaska Peninsula is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for pilot pickup stations and other details.)

**Unga Island**, the largest and most important of the Shumagin group, has several large indentations, among which are Baralof Bay and Delarof Harbor on the E side and Zachary Bay on the N. It is quite mountainous, especially the E half. The W half is comparatively low, that part W of Zachary Bay having somewhat rolling topography. The highest mountains are just SE of Zachary Bay, a 2,270-foot peak being the highest. In general, the shoreline is rocky and precipitous. The S and W coasts are particularly foul. Near the W end of the N shore is a 3-mile-long sand beach with sand dunes immediately behind.

The E coast of Unga Island should be cleared by 1 mile to avoid the several offshore dangers, particularly the 4-fathom shoal 0.5 mile offshore and the ½-fathom rock 0.3 mile offshore between Baralof Bay and Delarof Harbor.

N of Baralof Bay the shore is mostly foul. A few settlers live along the coast. A fishing station is in the bight W of **Hardscratch Point**, 3.3 miles S of Sand Point.

**Baralof Bay**, 5 miles S of Sand Point, is a good anchorage except in heavy E weather. **Baralof Bay Light** (55°14'20"N., 160°32'09"W.), 60 feet (18.3 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the N entrance point.

**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 Mar. 05/11  
Corrected through LNM Feb. 22/11

## HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection  
Scale 1:80,000 at Lat 55° 25'  
North American Datum of 1983  
(World Geodetic System 1984)

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

For Symbols and Abbreviations see Chart No. 1

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## 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 2.958" southward and 7.337" westward to agree with this chart.

## 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.

Sand Point, AK WNG-525 162.550 MHz

## CAUTION

Tidal observations made by the National Ocean Service at Sand Pt., Popof Island, since the earthquake of March 27, 1964 indicated no bottom uplift or subsidence as a result of the earthquake. However, mariners are urged to use caution when navigating in the area of this chart due to possible changes in depths and shoreline in areas other than this selected site.

## 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.

## 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.

## NOTE B

During the survey H-11434 of The Whaleback Andronica Island area, numerous uncharted rocks were located within the 10 fm contour. Please be advised that these rocks are not necessarily reflected on the current chart.

## 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.

## 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).

## 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.

## 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

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.

## COLREGS, 80.1750 (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 (MLLW)	PLACE		
		NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)
		Mean Higher High Water	Mean High Water	Mean Low Water
Dent Point, Stepovak Bay	(55°47' N/159°53' W)	feet	feet	feet
		7.6	6.8	1.3
Sanborn Harbor, Nagai Island	(55°09' N/159°59' W)	7.2	6.5	1.3
Pirate Cove, Popof Island	(55°22' N/160°22' W)	7.4	6.7	1.3
Sand Point, Popof Island	(55°20' N/160°30' W)	7.2	6.5	1.3
Albatross Anchorage, Balboa Bay	(55°35' N/160°37' W)	7.6	6.9	1.4
Zachary Bay, Unga Island	(55°20' N/160°37' W)	7.5	6.7	1.3

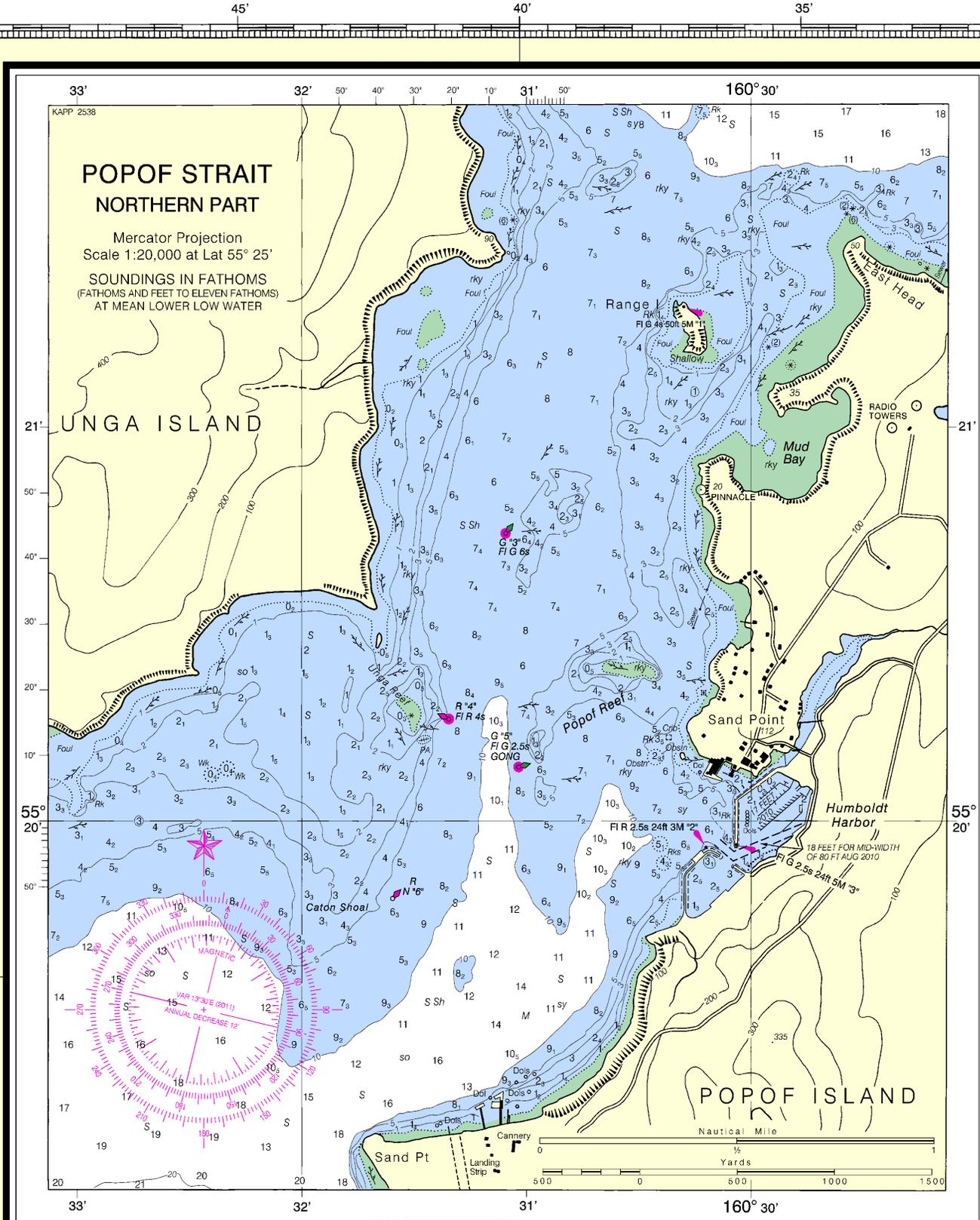
Dashes (--) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jan 2011)

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://ocedata.noc.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

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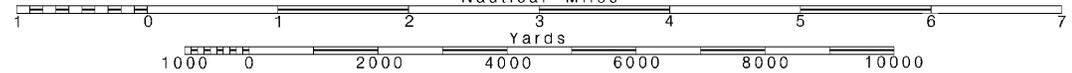


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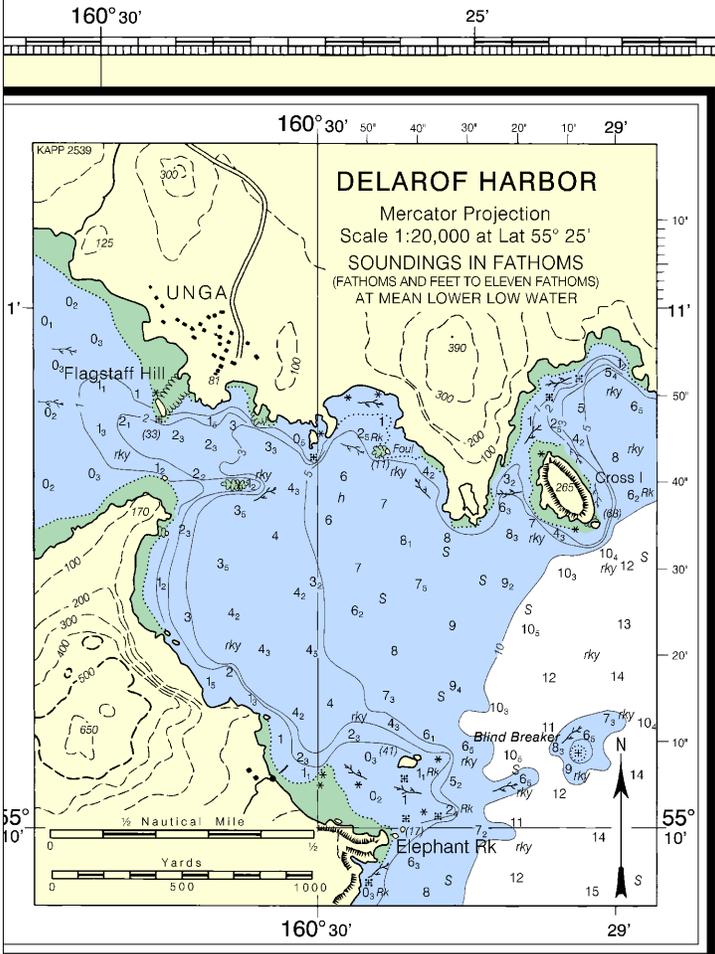
SCALE 1:80,000  
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

4



UNITED STATES  
ALASKA - ALASKA PENINSULA  
**SHUMAGIN ISLANDS**  
NAGAI ISLAND TO UNGA ISLAND

Mercator Projection  
Scale 1:80,000 at Lat 55° 25'  
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).

TIDAL INFORMATION				
PLACE	LAT/LONG	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Dent Point, Stepovak Bay	(55°47'N/159°53'W)	7.6	6.8	1.3
Sanborn Harbor, Nagai Island	(55°09'N/159°59'W)	7.2	6.5	1.3
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Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jan 2011)

For Symbols and Abbreviations see Chart No. 1

HEIGHTS  
Heights in feet above Mean High Water.

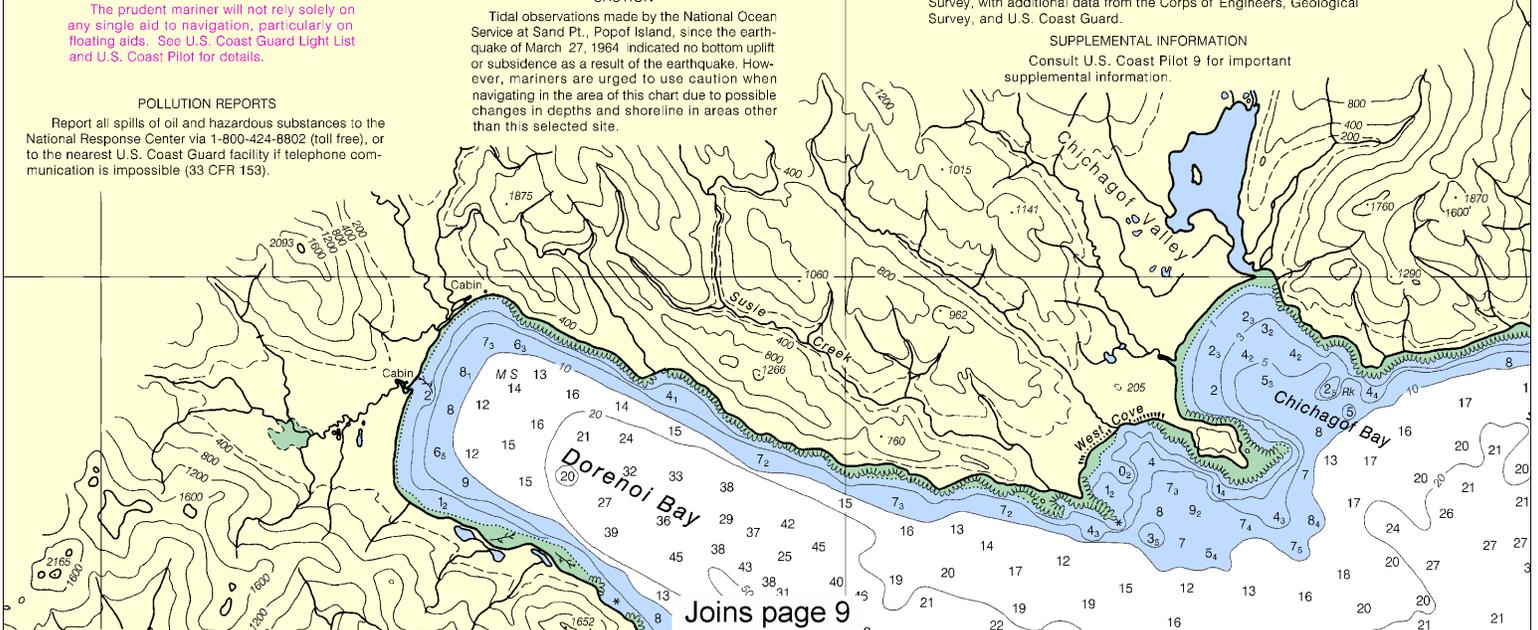
AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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

**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.

**CAUTION**  
Tidal observations made by the National Ocean Service at Sand Pt., Popof Island, since the earthquake of March 27, 1964 indicated no bottom uplift or subsidence as a result of the earthquake. However, mariners are urged to use caution when navigating in the area of this chart due to possible changes in depths and shoreline in areas other than this selected site.

**POLLUTION REPORTS**  
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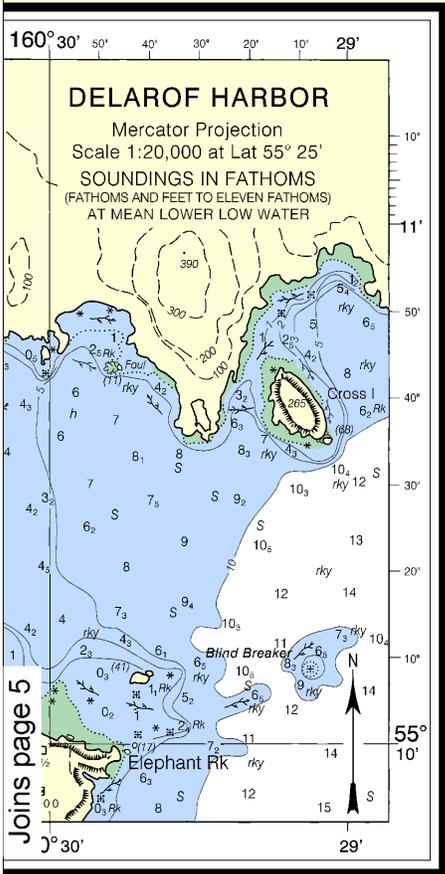
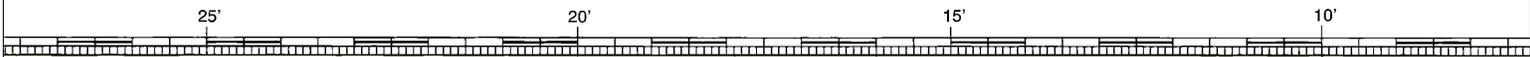


Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
ALASKA - ALASKA PENINSULA

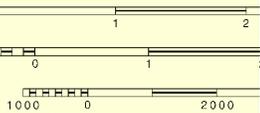
# SHUMAGIN ISLANDS

## NAGAI ISLAND TO UNGA ISLAND

Mercator Projection  
Scale 1:80,000 at Lat 55° 25'  
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).



**HORIZONTAL DATUM**  
The horizontal reference datum for charting purposes is consistent with the World Geodetic System 1984. Geographic positions referred to the American Datum of 1927 must be corrected by an average of 2.958' southward and to agree with this chart.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard supplemental information concerning navigation.

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

**RADAR REFLECTOR**  
Radar reflectors have been placed on these islands for navigation. In identification on these islands, the reflector identification on these islands is omitted from this chart.

**TIDAL INFORMATION**

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
	Dent Point, Stepovak Bay	(55°47' N/159°53' W)	7.6	6.8	1.3
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For Symbols and Abbreviations see Chart No. 1

**HEIGHTS**

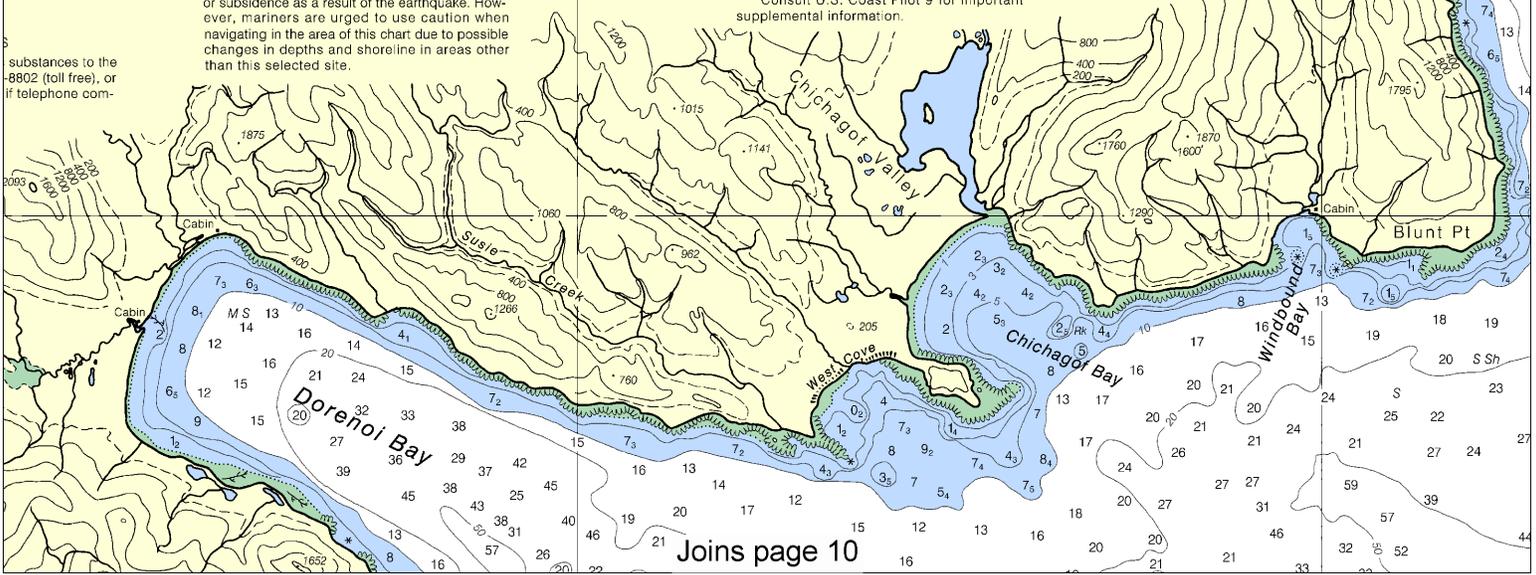
Heights in feet above Mean High Water.

**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.

**SUPPLEMENTAL INFORMATION**

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



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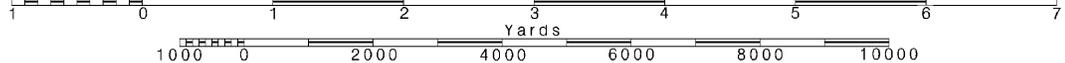


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

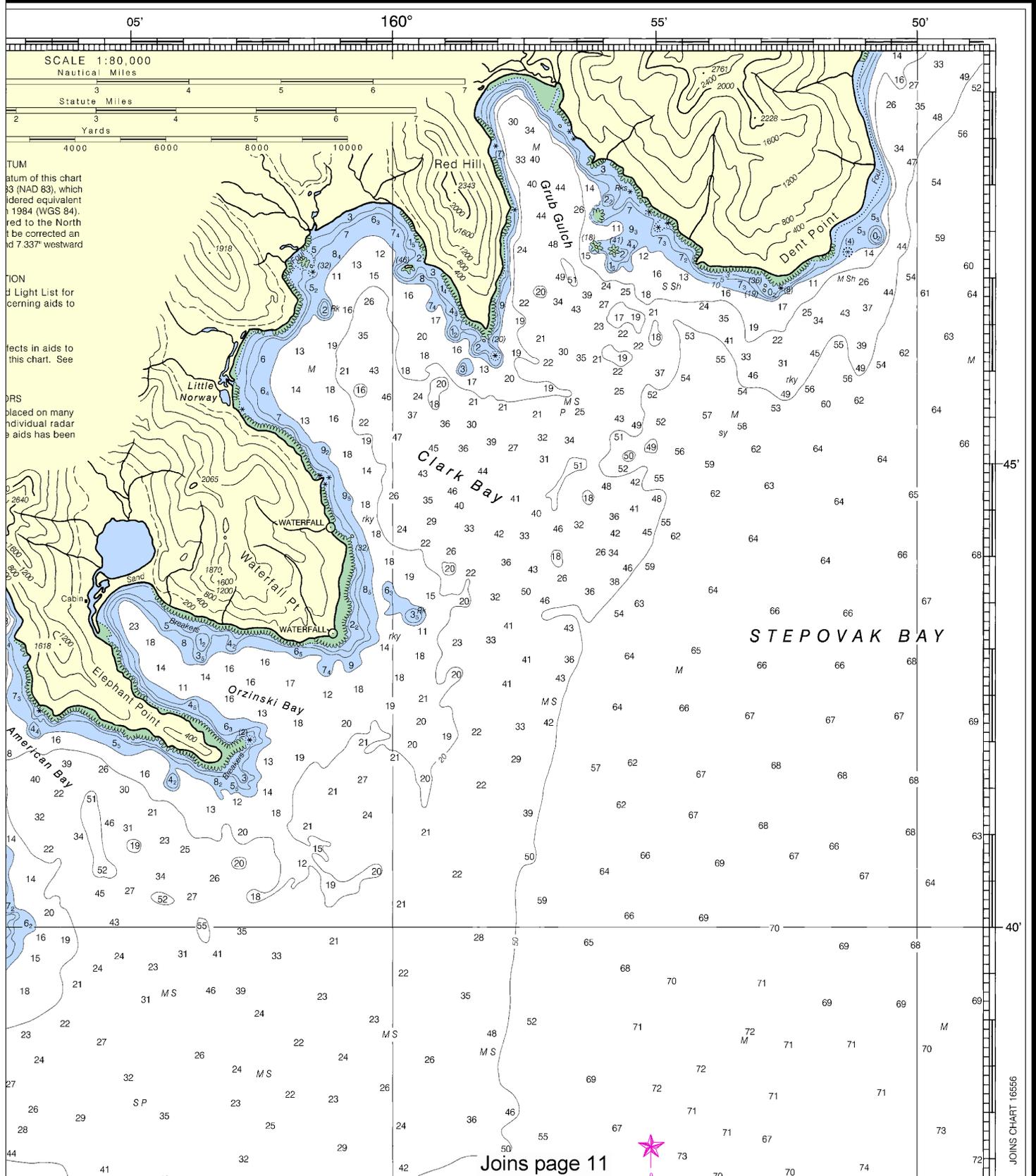
See Note on page 5.



# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

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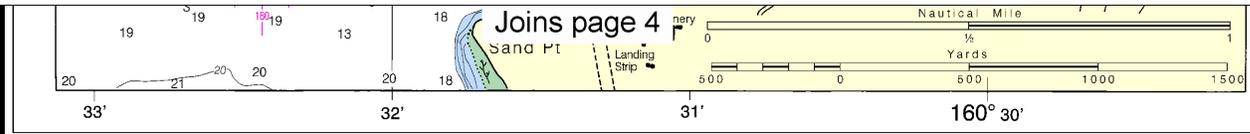
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Joins page 11

JOINS CHART 16556

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,  
NGA Weekly Notice to Mariners: 4812 12/1/2012,  
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

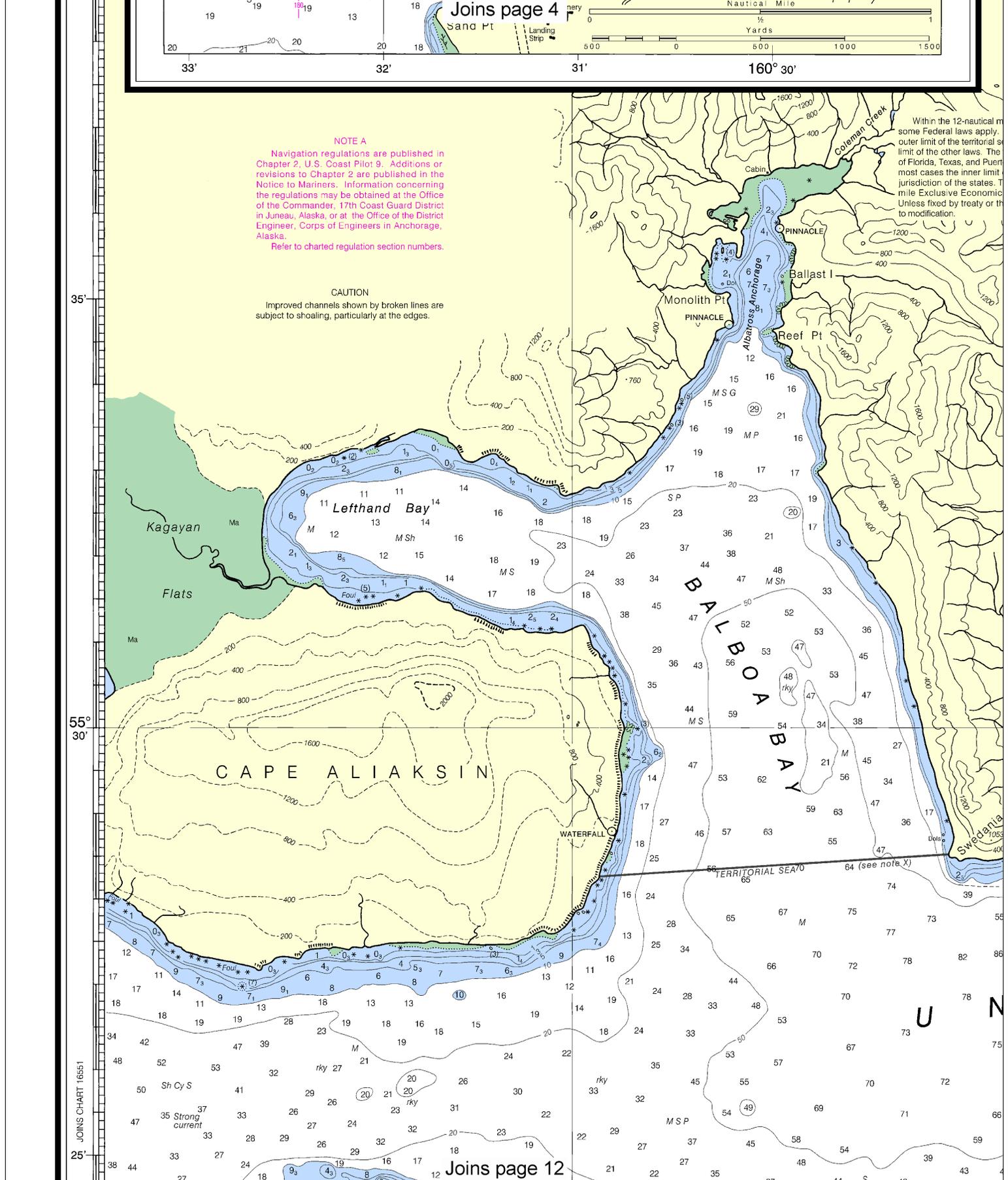




**NOTE A**  
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.  
 Refer to charted regulation section numbers.

**CAUTION**  
 Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Within the 12-nautical mile limit of the territorial sea, some Federal laws apply, but the outer limit of the territorial sea is not the limit of the other laws. The States of Florida, Texas, and Puerto Rico most cases the inner limit of jurisdiction of the states. The mile Exclusive Economic Zone Unless fixed by treaty or otherwise to modification.



JOINS CHART 16551

Joins page 12

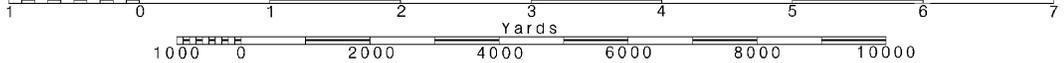


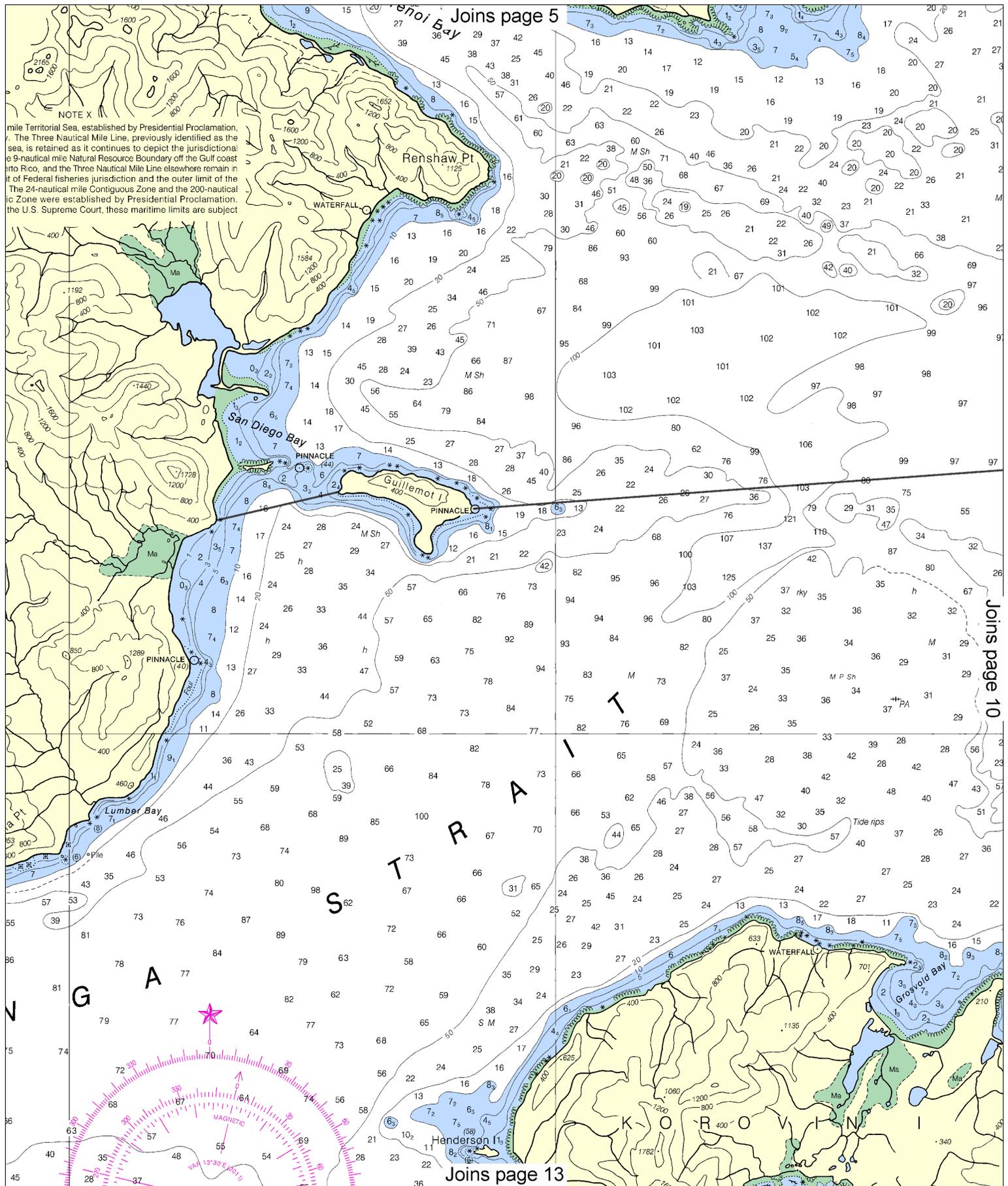
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Printed at reduced scale.

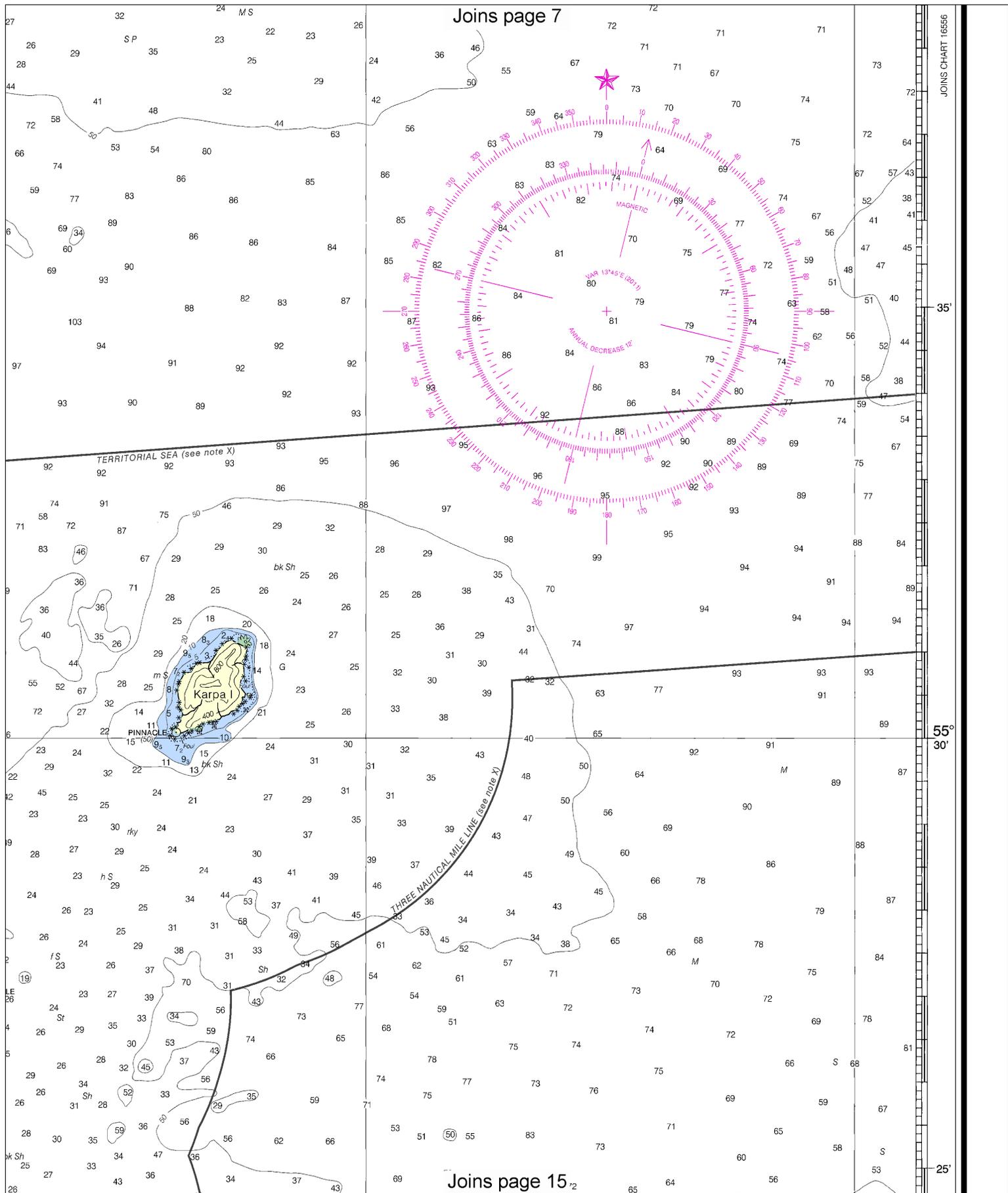
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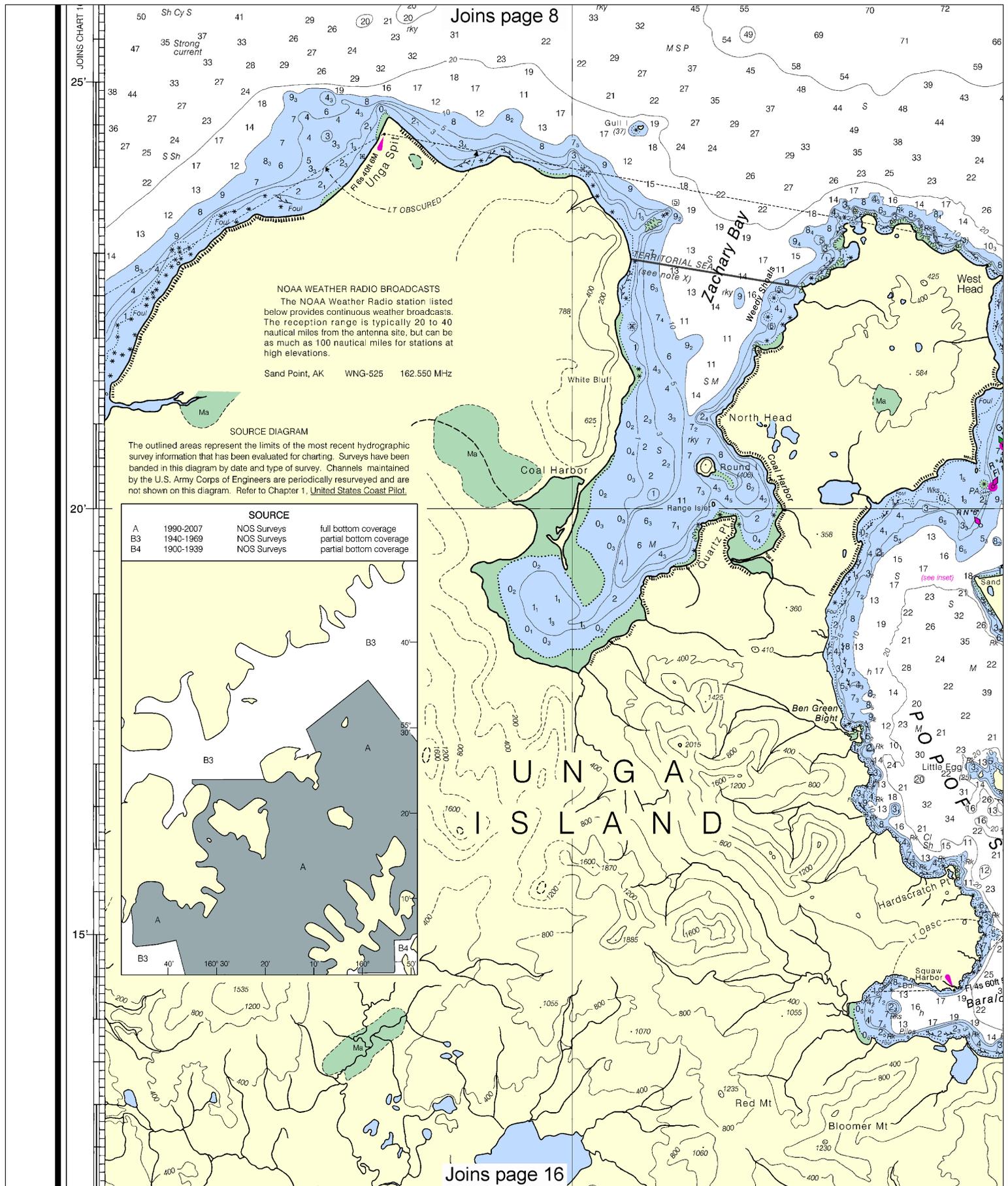
See Note on page 5.











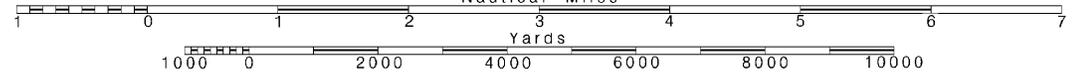
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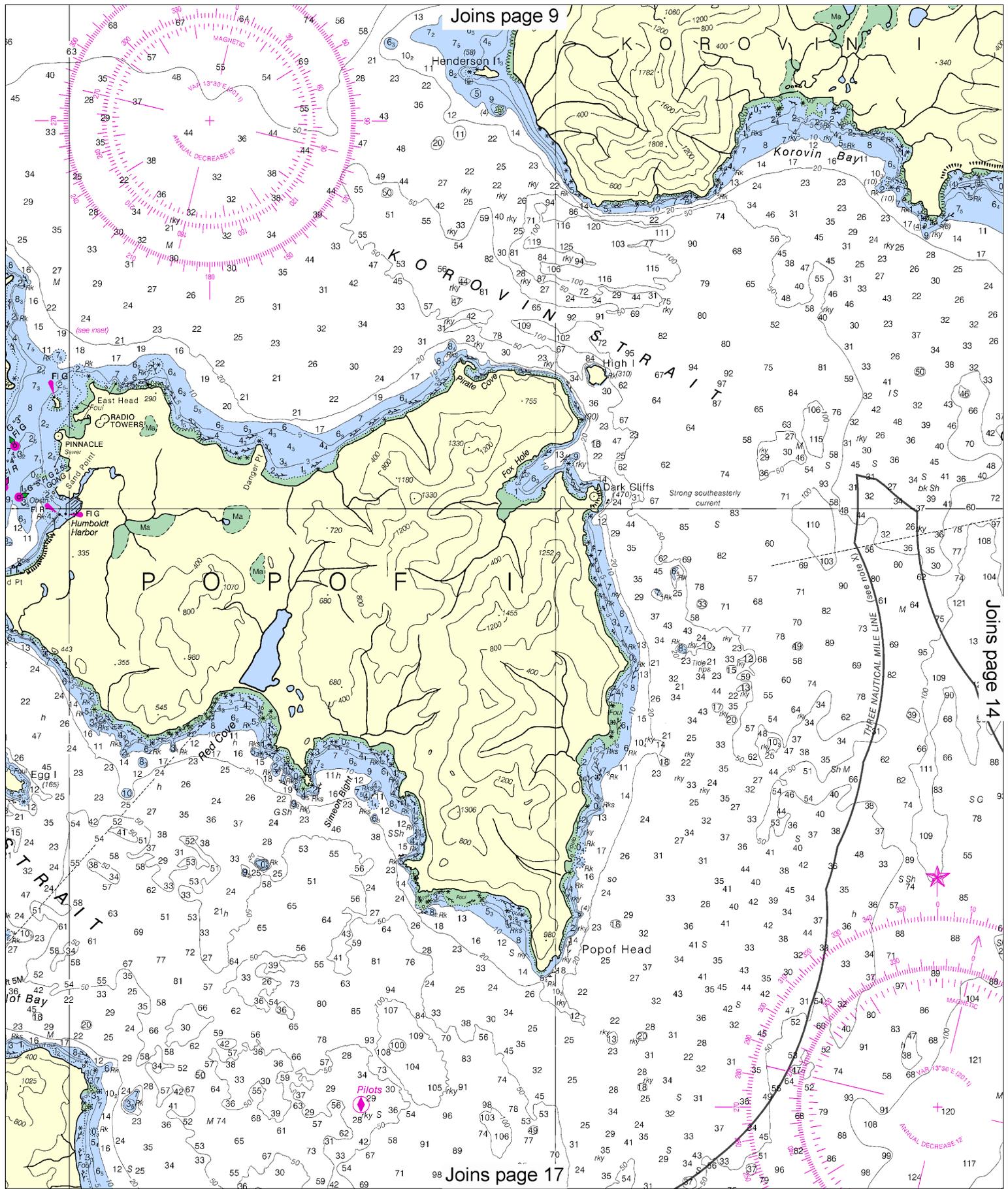
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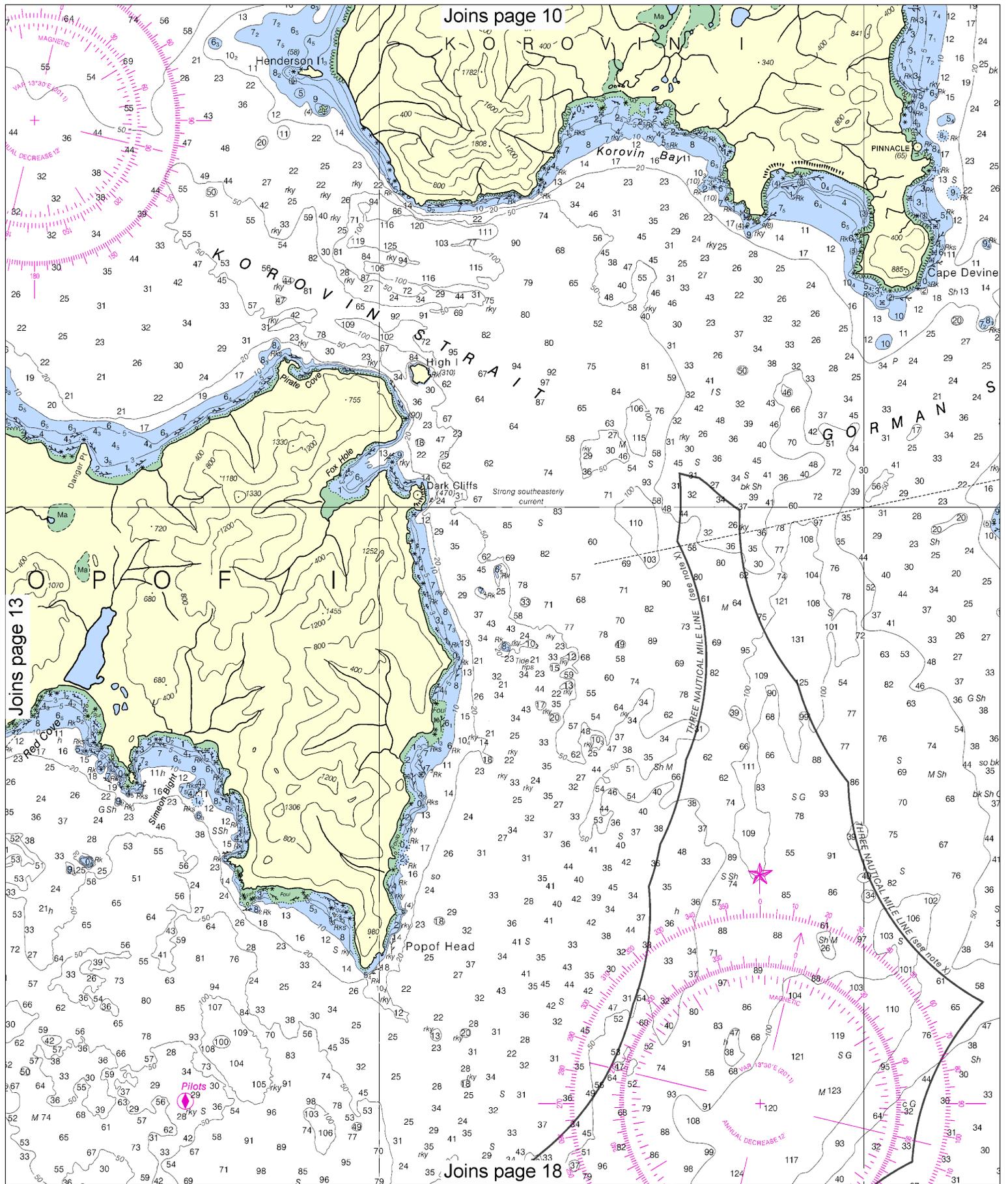
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SCALE 1:80,000  
 Nautical Miles

See Note on page 5.







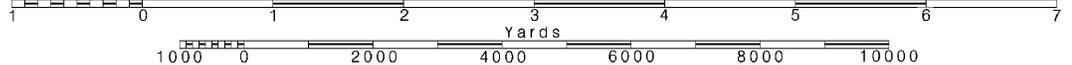
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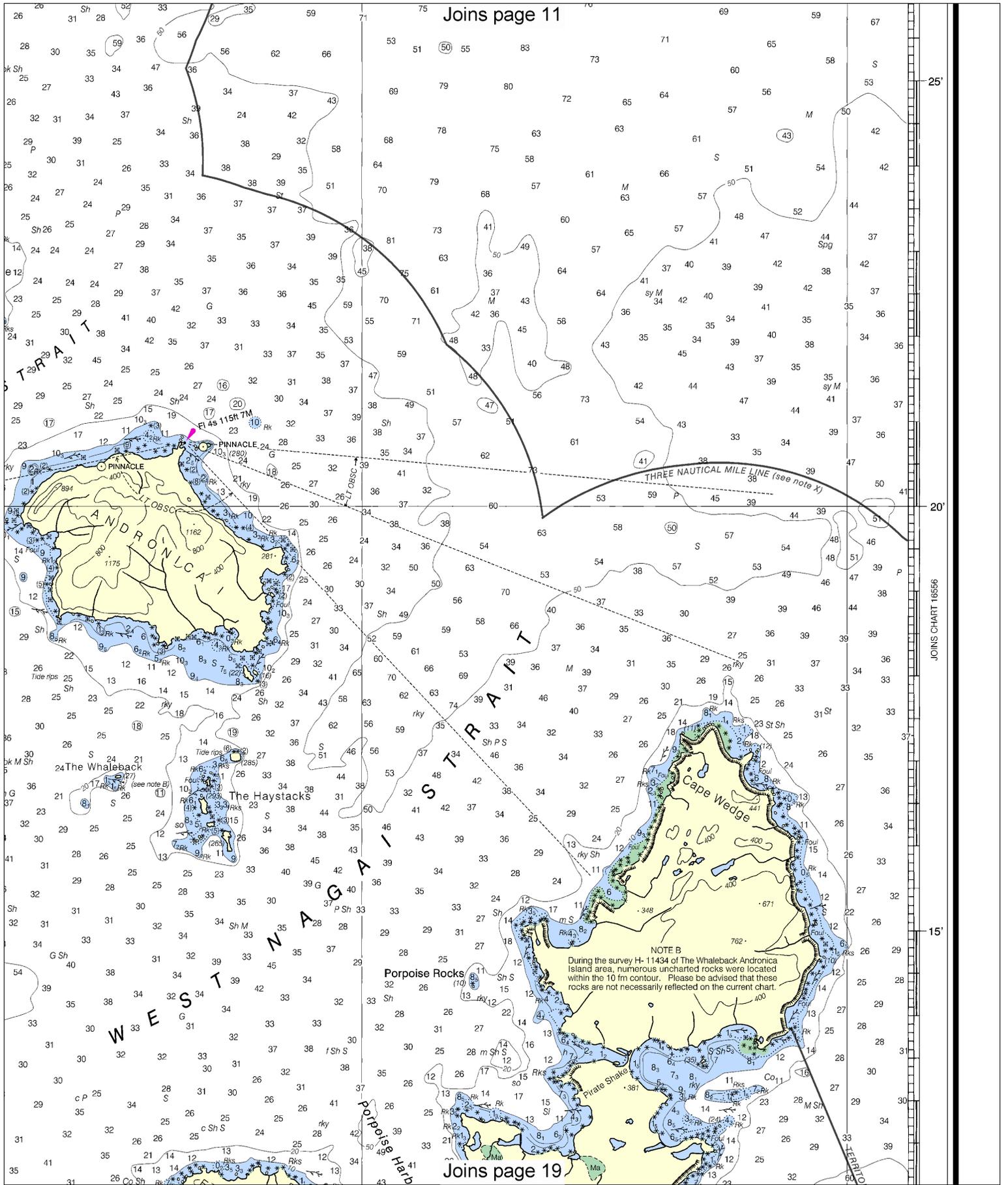
Note: Chart grid lines are aligned with true north.

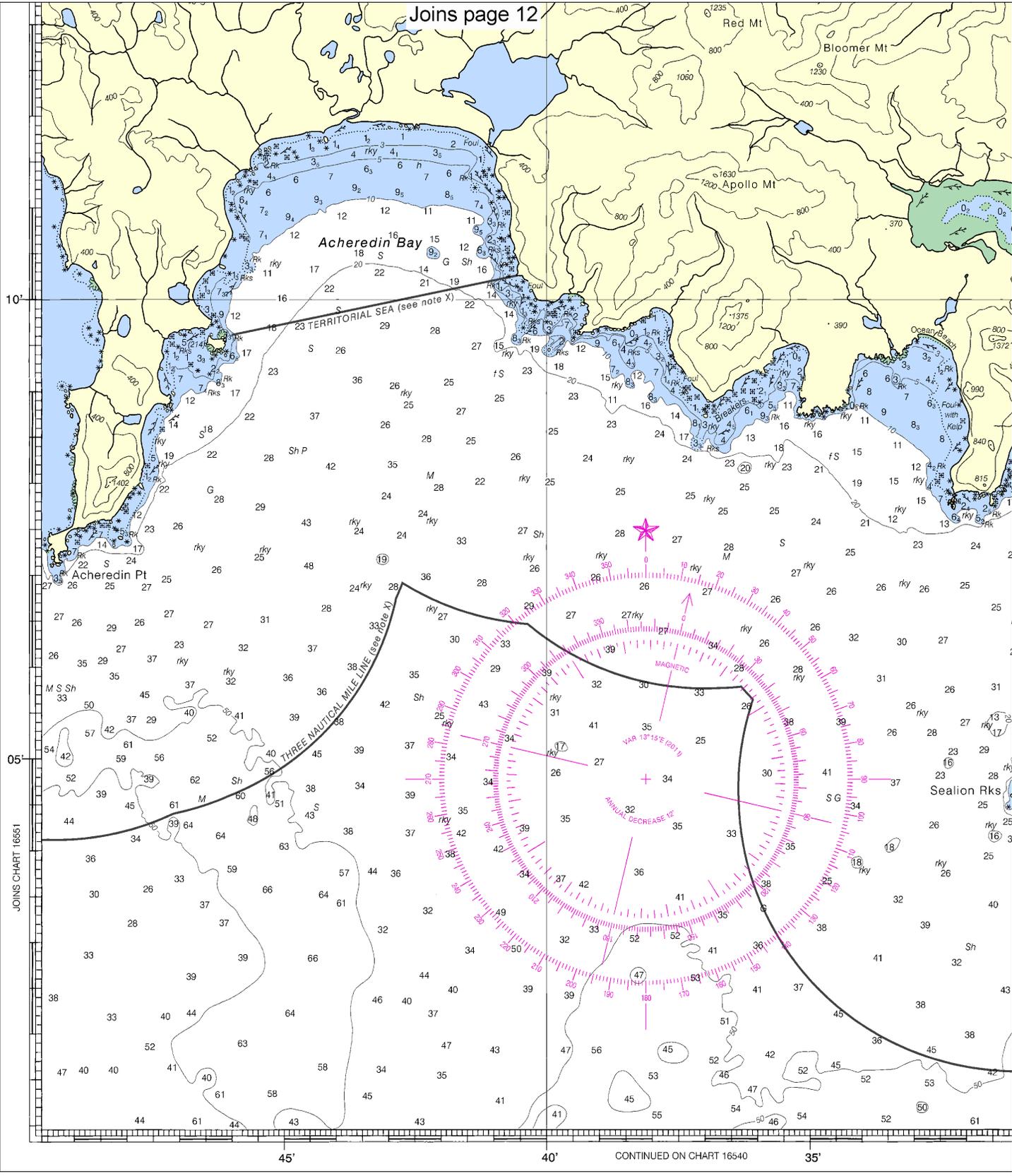
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.







7th Ed., Mar. / 11 ■ Corrected through NM Mar. 05/11  
 Corrected through LNM Feb. 22/11

**16553**

**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).

**SOL**

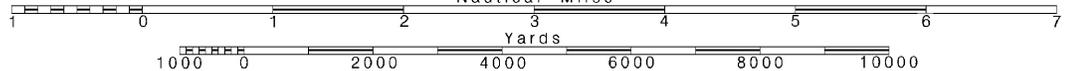
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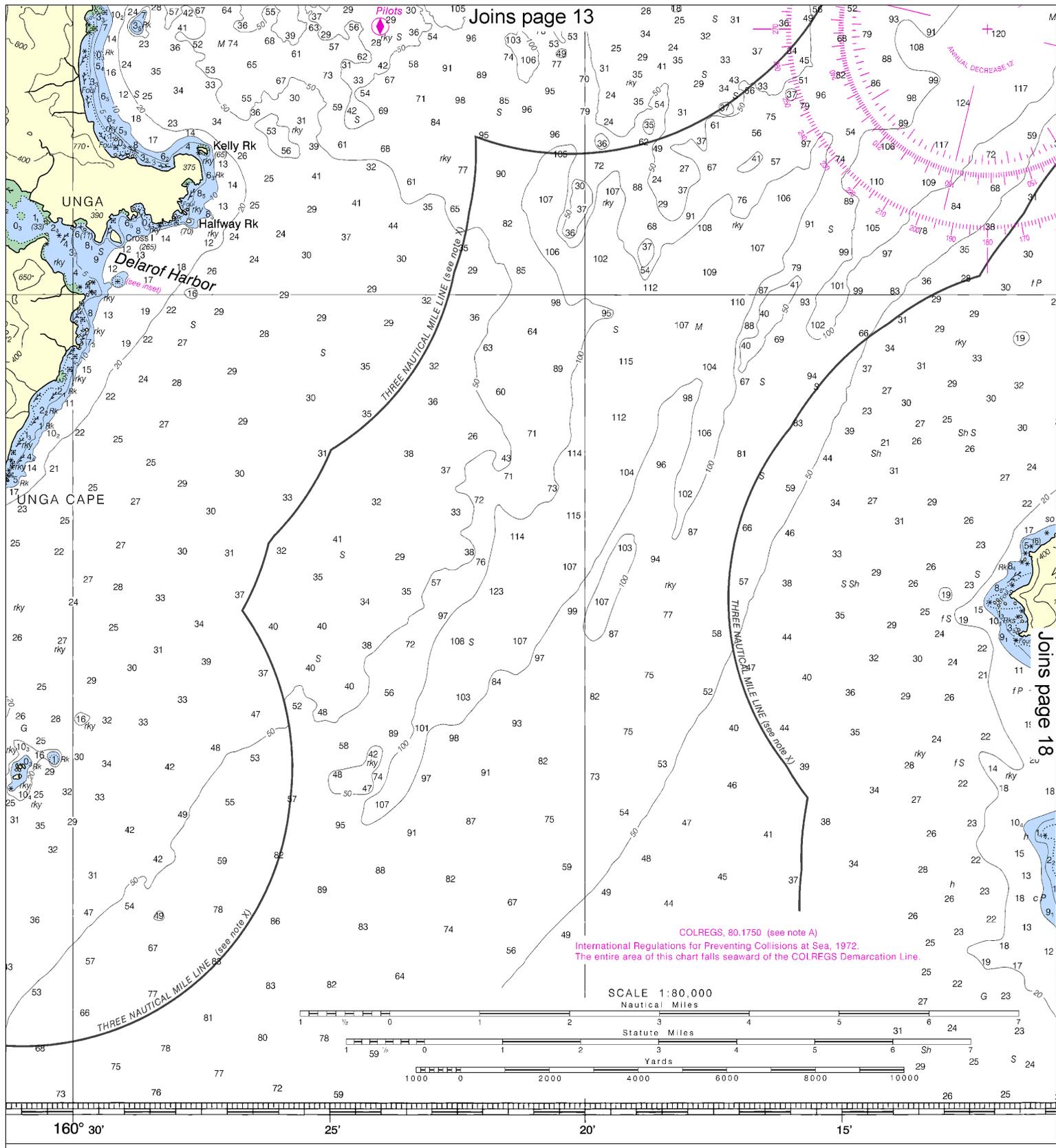
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.

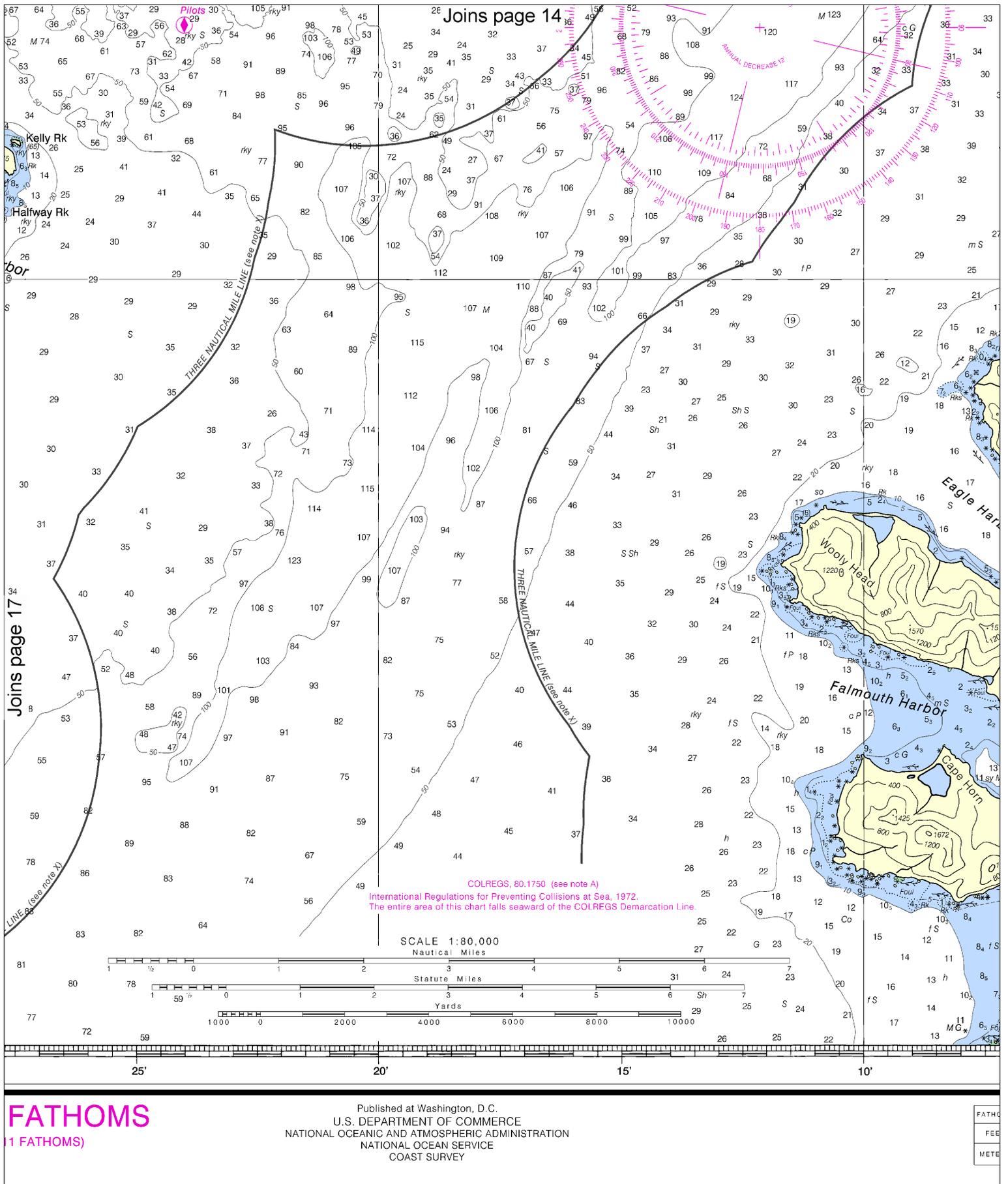




COLREGS, 80.1750 (see note A)  
International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

**DEPTH SOUNDINGS IN FATHOMS**  
(FATHOMS AND FEET TO 11 FATHOMS)

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



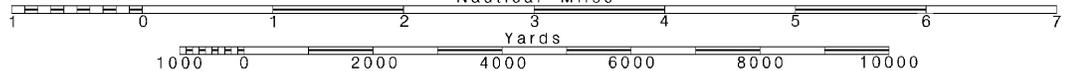
18

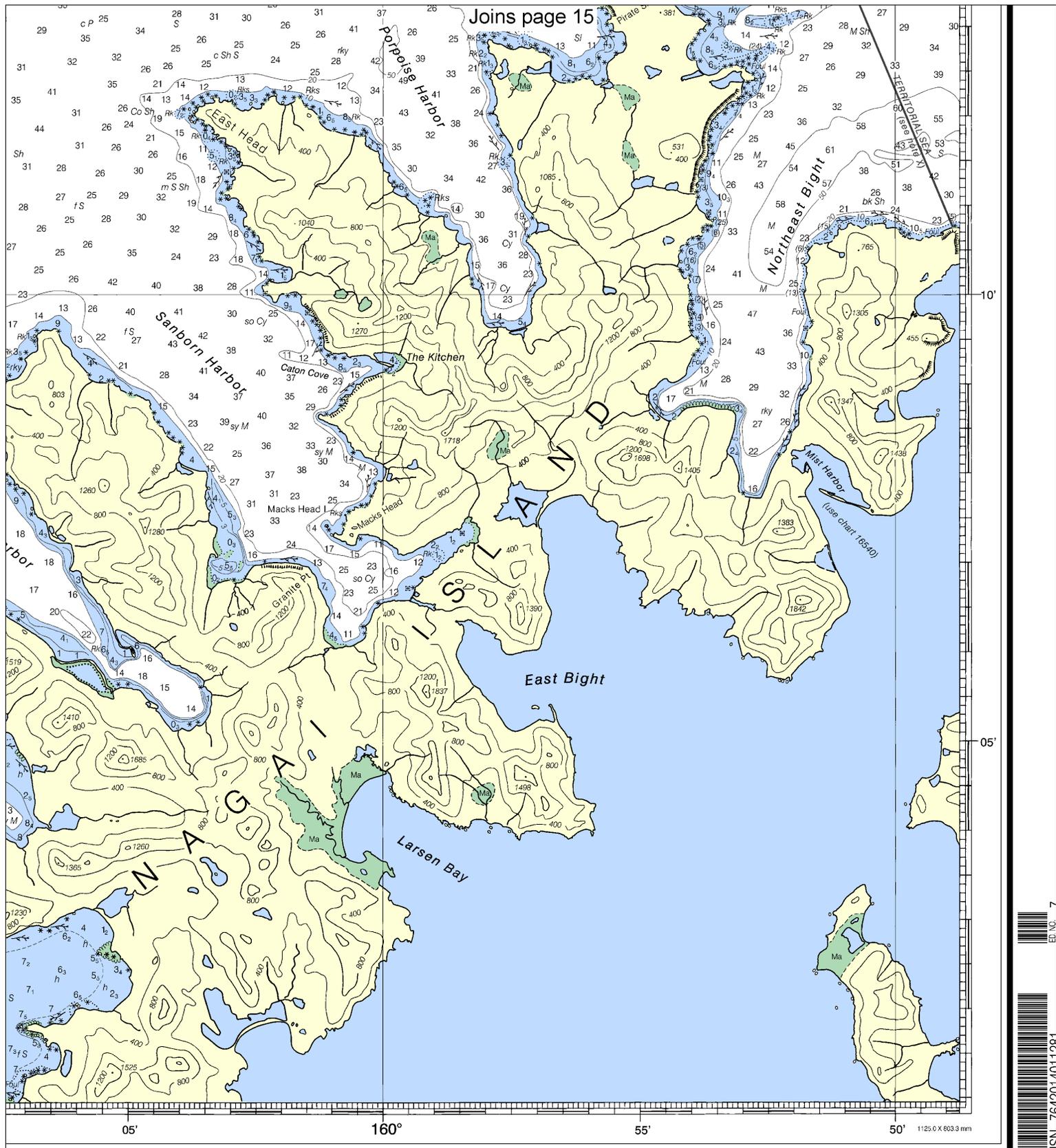
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





Joins page 15

Nagai Island to Unga Island  
SOUNDINGS IN FATHOMS - SCALE 1:80,000

16553

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





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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