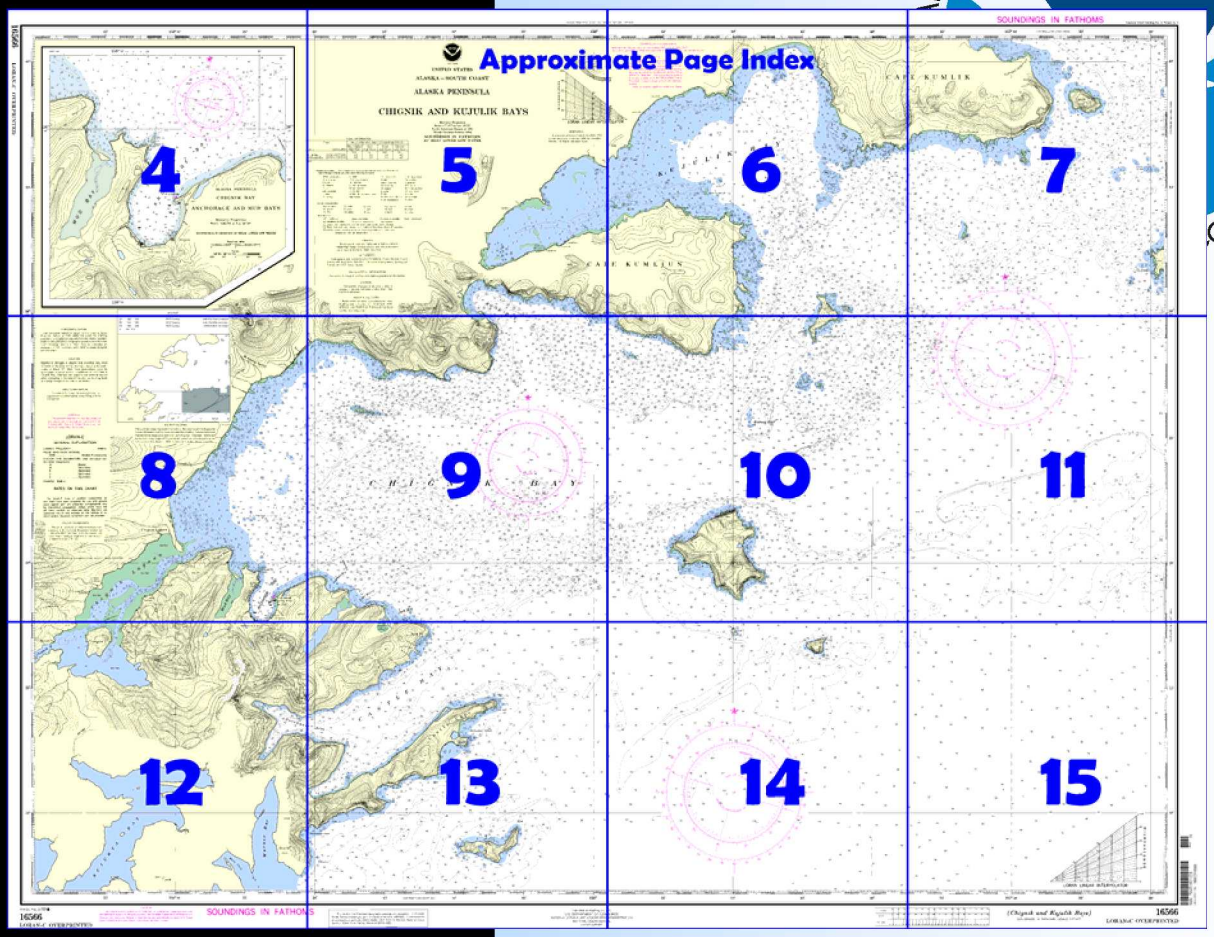
BookletChart™

Chignik and Kujulik Bays

(NOAA Chart 16566)

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™?

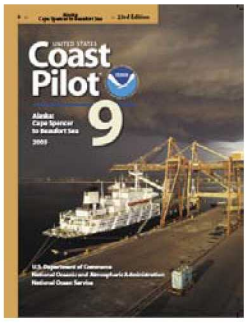
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this 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 6 excerpts]

(164) **Cape Kumlik** (56°38.0'N., 157°27.0'W.), the promontory on the Alaska Peninsula nearest to Sutwik Island, is foul with ledges and reefs along its S shore. Near the E end of the S shore and extending 0.5 to 1 mile S is a group of rocks and islets. The S islet, narrow and about 400 yards long, is 81 feet high; it is a valuable landmark for the approach to the channel between Cape Kumlik and Kumlik Island. From the SW point of Cape Kumlik, ledges and reefs, that break in a heavy swell, extend 2.8 miles SW and obstruct the NE side of the entrance to Kujulik Bay.

(165) **Kumlik Island**, 0.8 mile off the E end of Cape Kumlik, is 1,053 feet high. The shores are steep and rocky; reefs border its N, E, and S sides. About 3 miles E of the island (see chart 16013) is a lone high water rock. Midway between Kumlik and Sutwik Islands is a rock that bares at half tide, and about 1 mile to the E, are three rocks that bare 3 feet at high water. From the SE end of Kumlik Island on a bearing of 204°, and at distances of 2 and 3 miles, respectively, are a rock awash at low water and a rock 55 feet high. The latter is particularly valuable as a landmark for the passage E of Kumlik Island.

(169) **Chignik Bay**, about 50 miles W of the Semidi Islands, can be entered from either N or S of Nakchamik Island. The S part of the bay is irregular but deep. Important salmon fisheries are in Chignik Bay.

(177) **Anchorage Bay** is W of the fourth ridge from Castle Bay, the ridges forming a succession of headlands on the S shore of Chignik Bay. This ridge terminates in vertical bluffs about 200 feet high, and rises to a rounded hill, 1,050 feet high, that is covered with grass and alders. The ridge W of Anchorage Bay is irregular in form, with bluffs at the water. Off the W point are **Eagle Rock**, a large grass-covered rock, 100 feet high, connected with the shore at low water, and a lower rock, 30 feet high, 100 yards farther out. A shingle spit extends SW from the E shore.

(179) Anchorage Bay can be easily recognized by the lights of the settlement. In entering, give the spit a fair berth. In thick weather care should be taken to avoid entering Mud Bay by mistake. By following the S shore of Chignik Bay little difficulty should be experienced.

(180) Anchorage is good throughout most of Anchorage Bay, but dragging can be expected during the heavy winds and williwaws prevalent here. If the anchor is on the bottom long some difficulty may be experienced in weighing. Care should be used in anchoring at high tide, for the flats make out for a distance and drop off sharply. An anchorage for small craft is on the E side of the bay near the sandspit, with soft mud bottom. Larger vessels may find good anchorage just outside the bay, about 2 miles NE of Eagle Rock in about 56°21'30"N. 158°21'45"W.

(181) **Chignik** iis a fishing settlement at the head of Anchorage Bay. In 2002, NorQuest Seafood Company had a two-fingered pier in the SW portion of the bay. The pier has a 200-foot face with depths of 33 feet reported to be alongside. The opening in the center of the pier has a 35-ton travel lift. Trident Seafood Company maintains another pier in the SE portion of the bay which has a 160-foot face and depths of 33 feet reported to be alongside. There is a sewer outfall which extends 210 feet beyond the end of this pier and mariners are advised not to drop anchor in the vicinity of the pier. Both piers have dolphins approximately 50 feet from the ends, along the face, to support larger vessels.

(182) Radiotelephone and radiotelegraph communications are maintained.

(188) **Chignik Lagoon**, at the SW end of Chignik Bay, is shallow but a channel with depths of 7 to 42 feet follows off the E shore to an inactive cannery at **Chignik Lagoon**, 2.3 miles above the entrance sandspit.

(189) The best anchorage is off the E shore near the small boat mooring dolphins, which go dry at almost all stages of the tide. The majority of local fisherman anchor just off the edges of the main channels, or on the E shore mudflats and let their vessels go high and dry. Beyond the dolphins which are dry at low water, the lagoon shoals and only launches use the channels to the head. Chignik Lagoon has an important run of red salmon. Vessels of 10-foot draft should not enter the lagoon. Vessels of 6-foot draft should navigate with extreme caution. Eel grass is thick on all mudflats and along the entire shoreline. The mudflat NE of Chignik Island is strewn with many rocks which bare at low water. Local knowledge is highly recommended when navigating any part of the lagoon. A frequently used portage connects Chignik Lagoon to the head of Kaiukta Bay.

(190) A reef, 3 miles 040° from Negro Head, is covered 4½ fathoms and breaks in heavy weather. This is the only outlying danger in Chignik Bay found during the survey of 1924.

(192) **Hook Bay**, W of Cape Kumliun, is deep, except near the head where the slope of the beach is very gradual, with the 10-fathom curve 0.3 mile off the high water mark. The area behind the spit is shoal. Fair anchorage may be obtained for small craft just W of the outer end of the spit in 3 fathoms. Large vessels can find no protection from SE weather. If anchoring near the head of the bay, avoid dragging onto the shoals that rise abruptly.

Table of Selected Chart Notes

Corrected through NM Aug. 25/07
Corrected through LNM Aug. 21/07

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.

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 fo Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

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

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

AIDS TO NAVIGATION

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

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).

Mercator Projection
Scale 1:77,477 at Lat 56° 25'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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 2.795" southward and 7.654" westward to agree with this chart.

HEIGHTS

Elevations of rocks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 9990-X

RATES ON THIS CHART

The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in inshore waters. Skywave corrections are not provided.

SUPPLEMENTAL INFORMATION

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

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

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.

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.

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.

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.

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	N nun	R TR radio tower
Al alternating	IQ interrupted quick	OBSC obscured	Rot rotating
B black	Iso isophase	Oc occulting	s seconds
Bn beacon	LT HO lighthouse	Or orange	SEC sector
C can	M nautical mile	Osc oscillating	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
	Mo morse code	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	

(21) 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.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Anchorage Bay	(56°18'N/158°24'W)	8.9	8.1	1.4

NOTE: Chart was last revised: 5/94, 9/97, 2/99, 11/02. Note: Kujulik Bay no longer exists in database.

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.

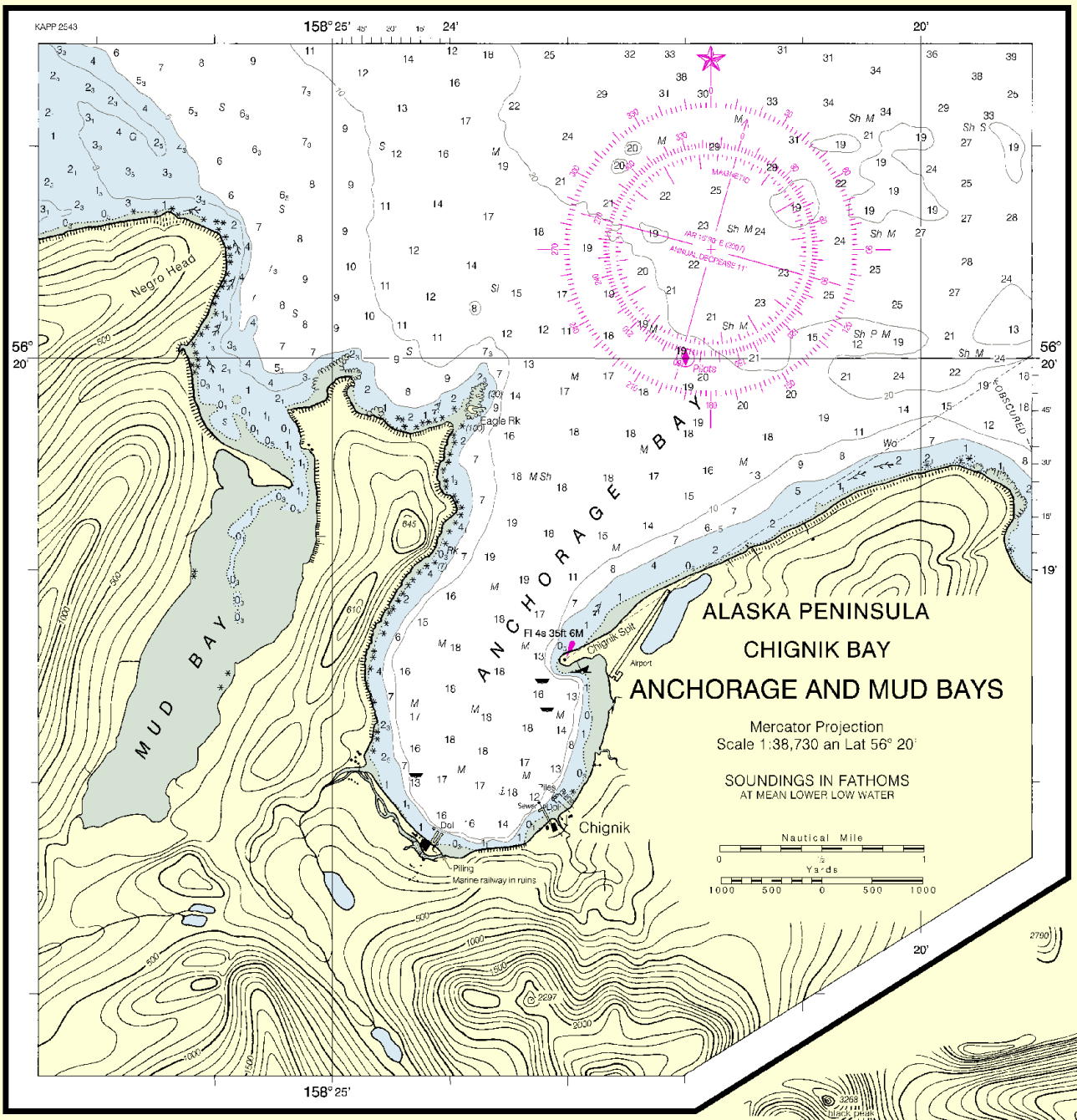
(Aug 2007)

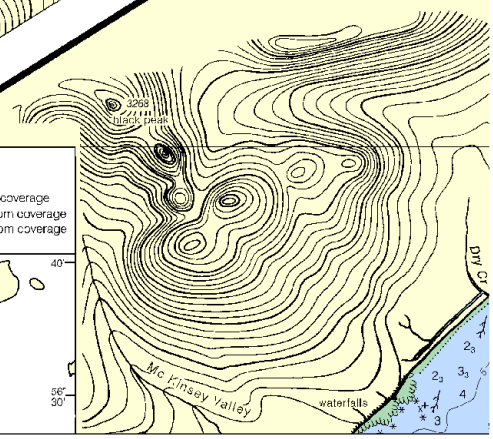
PRINT-ON-DEMAND CHARTS

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

16566

LORAN-C OVERPRINTED





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 2.795" southward and 7.654" westward to agree with this chart.

CAUTION

Significant changes in depths and shoreline may have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Tidal observations since the earthquake indicate bottom subsidence of 0.2 feet in Chignik Bay. Mariners

SOURCE

A	1990 - 2005	NOS Surveys	full bottom coverage
B1	1990 - 2002	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage

Joins page 8

North

Formerly C&GS 8710, 1st Ed., Oct. 1927 C-1927

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTH COAST

ALASKA PENINSULA

CHIGNIK AND KUJULIK BAYS

Mercator Projection
Scale 1:77,477 at Lat 56° 25'

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.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
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		feet	feet	feet
rego Bay	(56°18'N/ 158°24'W)	8.9	8.1	1.4

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ABBREVIATIONS (For complete list of Symbols and Abbreviations see Chart No. 1.)
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Bn beacon	LT HO lighthouse	Or orange	SEC sector
C can	M nautical mile	Osc oscillating	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
	Mo morse code	R Bn radiobeacon	Y yellow

Bottom characteristics:

Bld 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	

(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.

HEIGHTS

Elevations of rocks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

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.

CAUTION

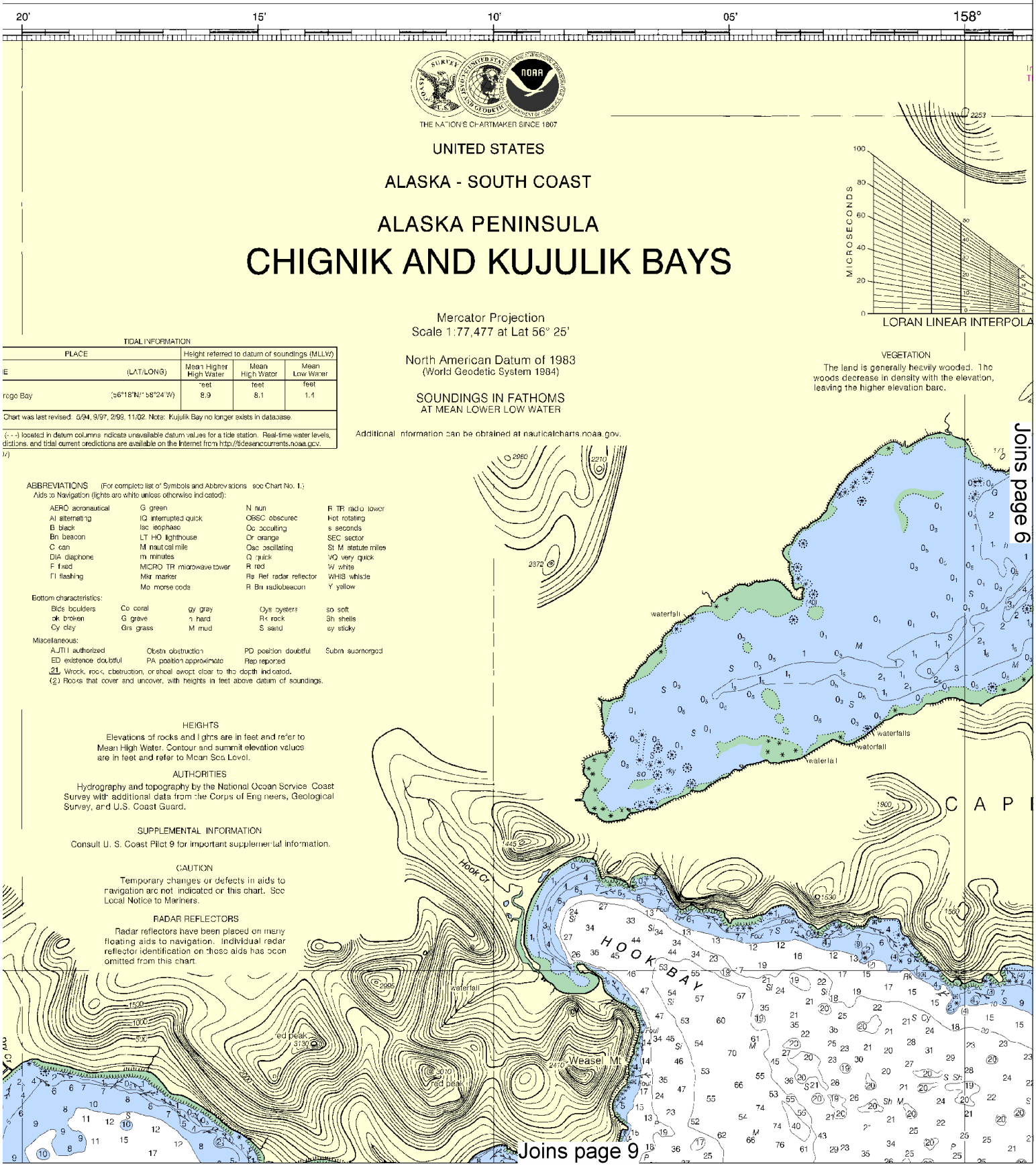
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

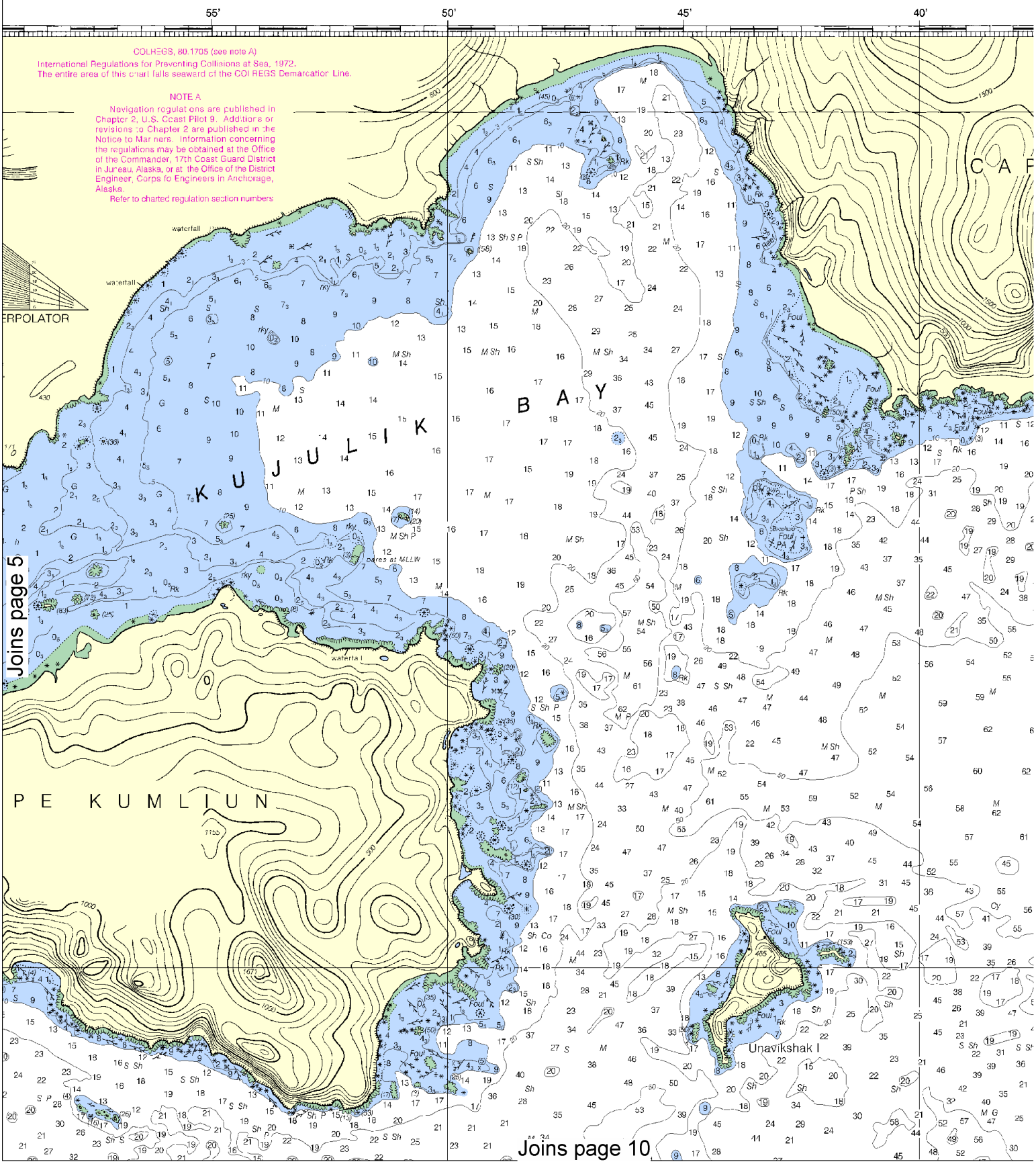
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevation bare.

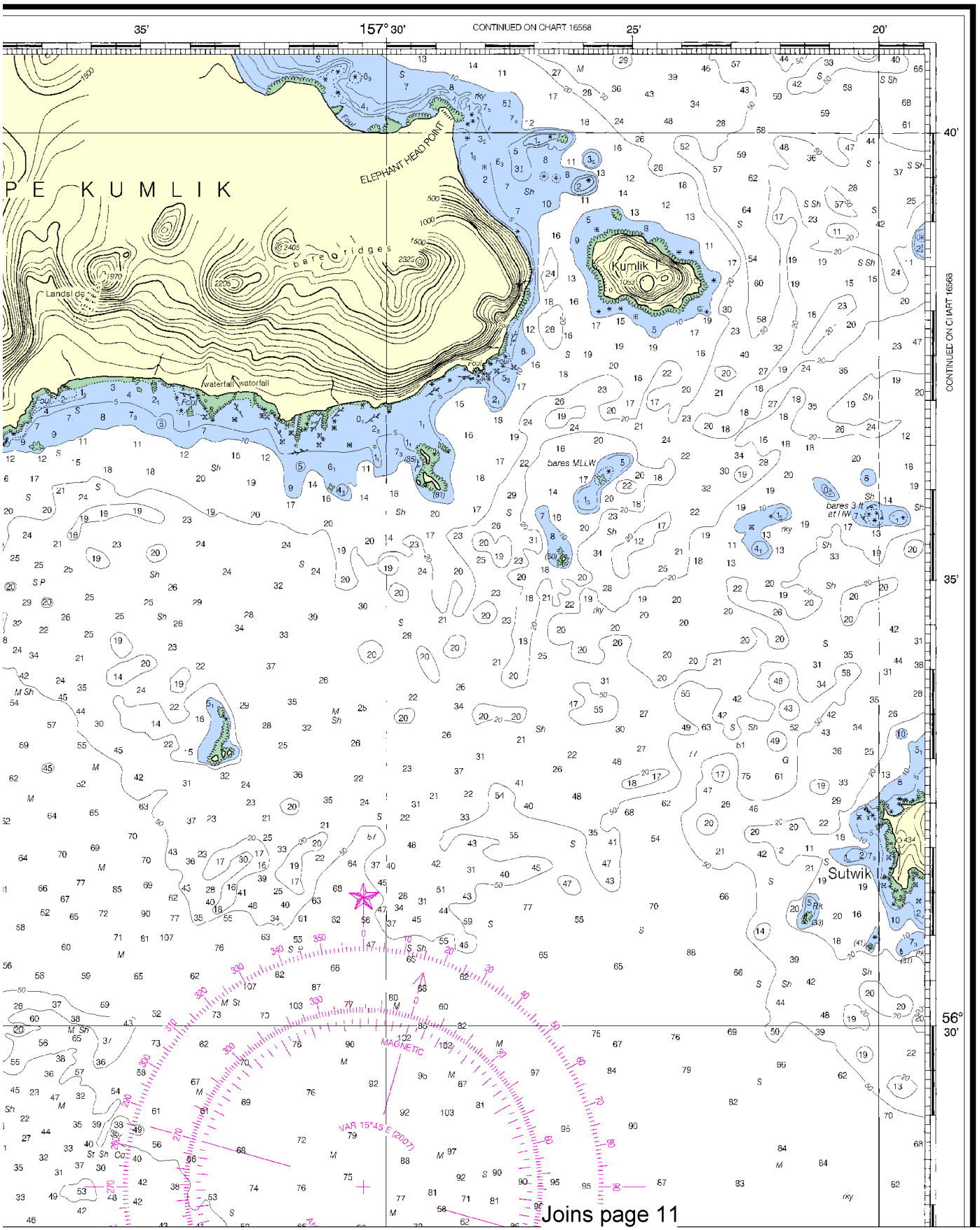


This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:110681. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.


55'
50'
45'
40'
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.
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
waterfall
ERPOLATOR
K U J U L I K
B A Y
C A P
P E K U M L I U N
Unavikshak I
Joins page 5
Joins page 10

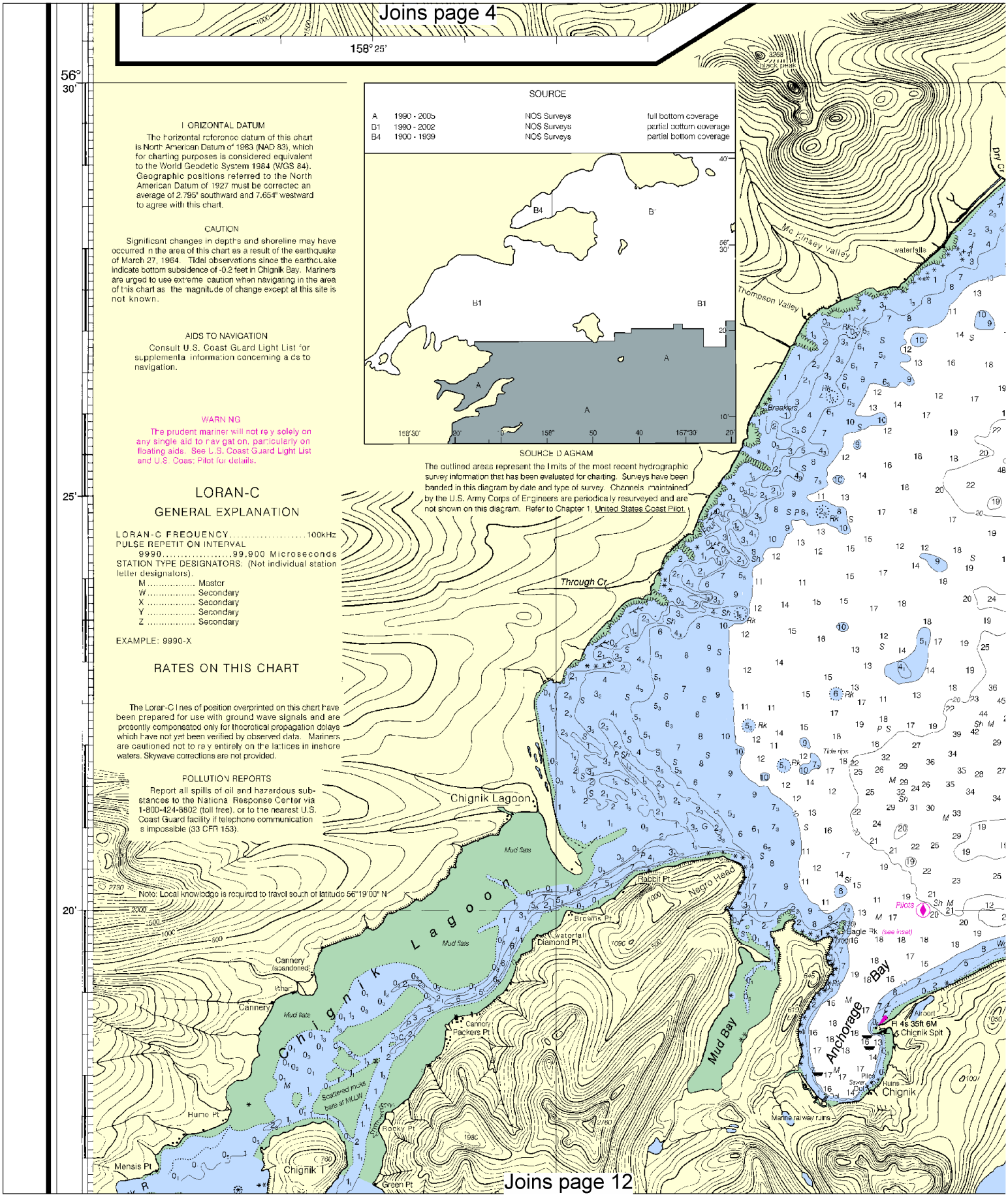
6

North



Joins page 11

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.


Joins page 4
158° 25'
56° 30'
25'
20'
SOURCE
A 1990 - 2005 NOS Surveys full bottom coverage
B1 1990 - 2002 NOS Surveys partial bottom coverage
B4 1900 - 1939 NOS Surveys partial bottom coverage
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.
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CAUTION
Significant changes in depths and shoreline may have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Tidal observations since the earthquake indicate bottom subsidence of -0.2 feet in Chignik Bay. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of change except at this site is not known.
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.
LORAN-C
GENERAL EXPLANATION
LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary
EXAMPLE: 9990-X
RATES ON THIS CHART
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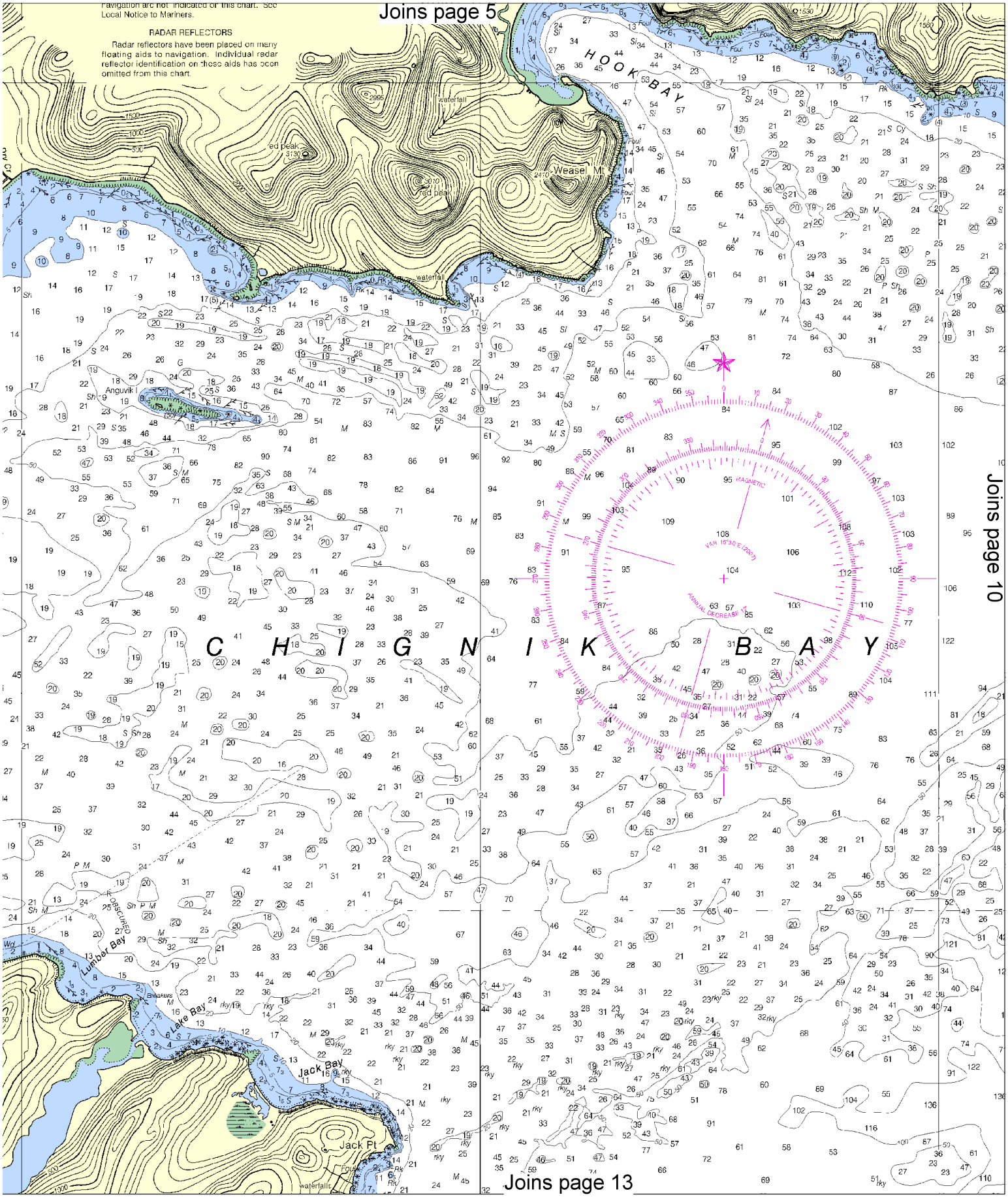
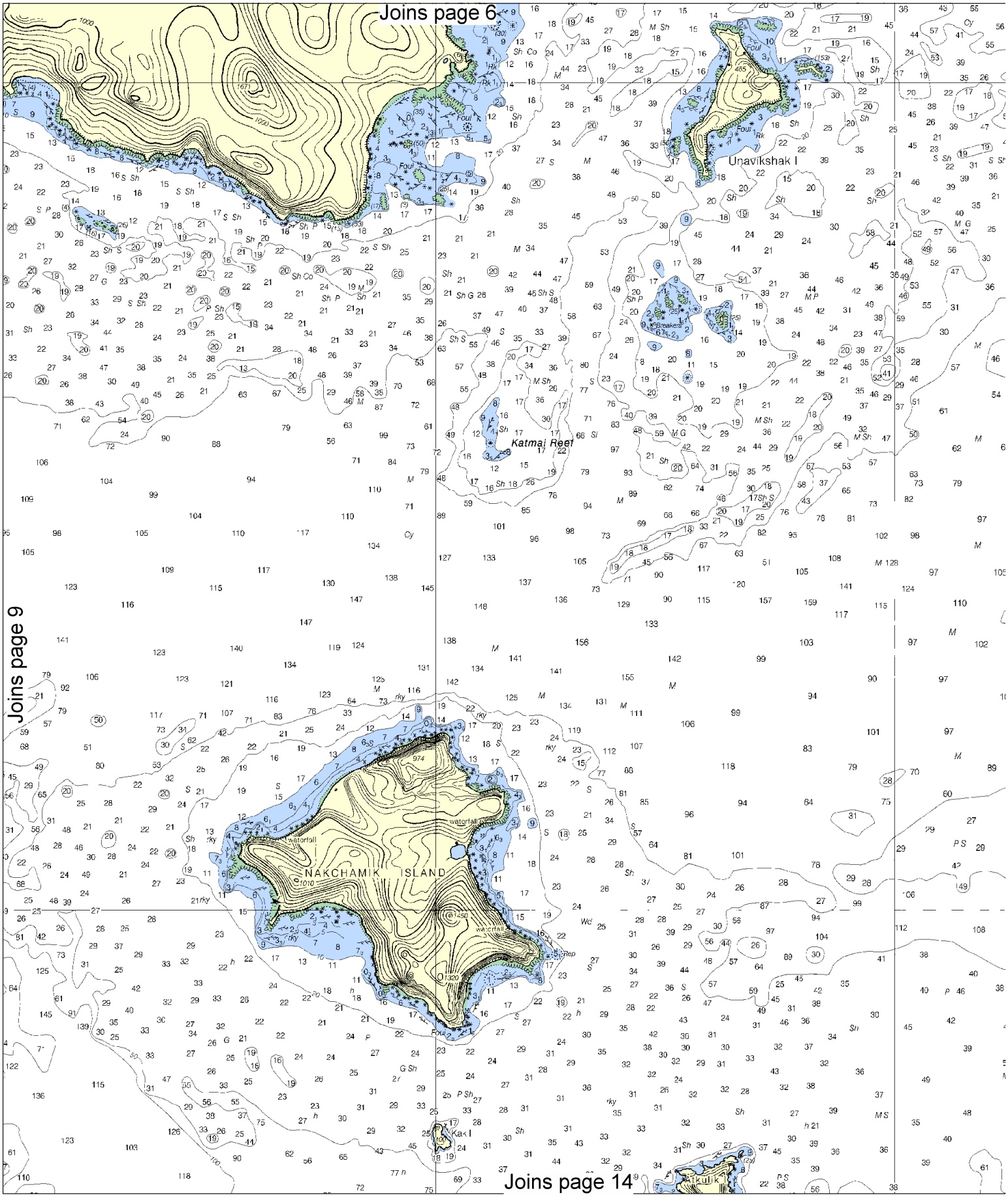
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).
Note: Local knowledge is required to travel south of latitude 56°19'00" N
Mc Kinsey Valley
Thompson Valley
Dry Cr
Through Cr
Chignik Lagoon
Mud flats
Chignik Lagoon
Cannery (abandoned)
Cannery
Wharf
Rabbit Pt
Negro Head
Browns Pt
Diamond Pt
Cannery Packers Pt
Scattered rocks bare at MLLW
Humo Pt
Mensis Pt
Chignik 1
Rocky Pt
Green Pt
Mud Bay
Anchorage Bay
Chignik Spit
Chignik
Airport
Pilots
Eagle Rk (see inset)
Marine railway ruins
Breakers
Tide rips
Joins page 12

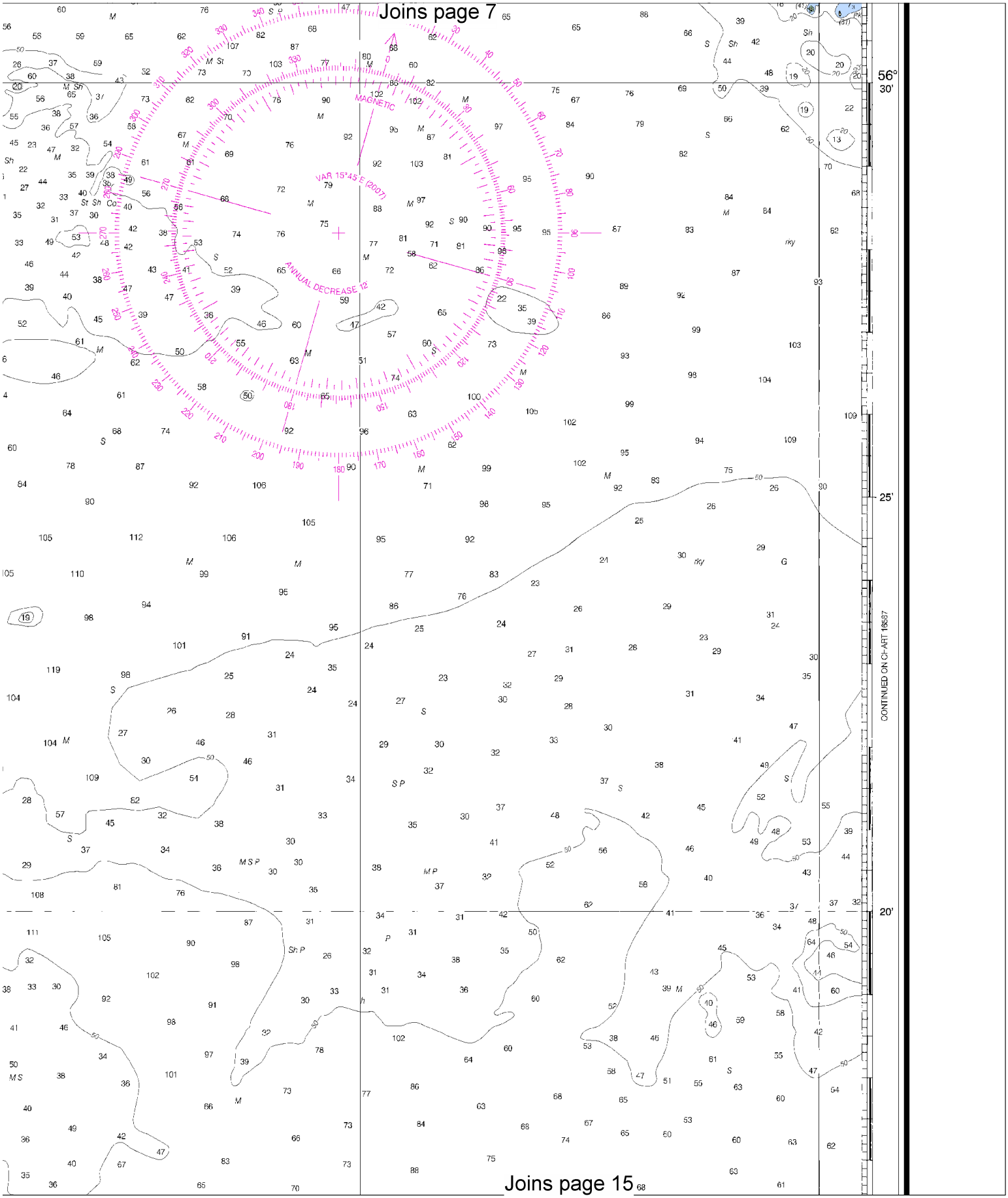
8

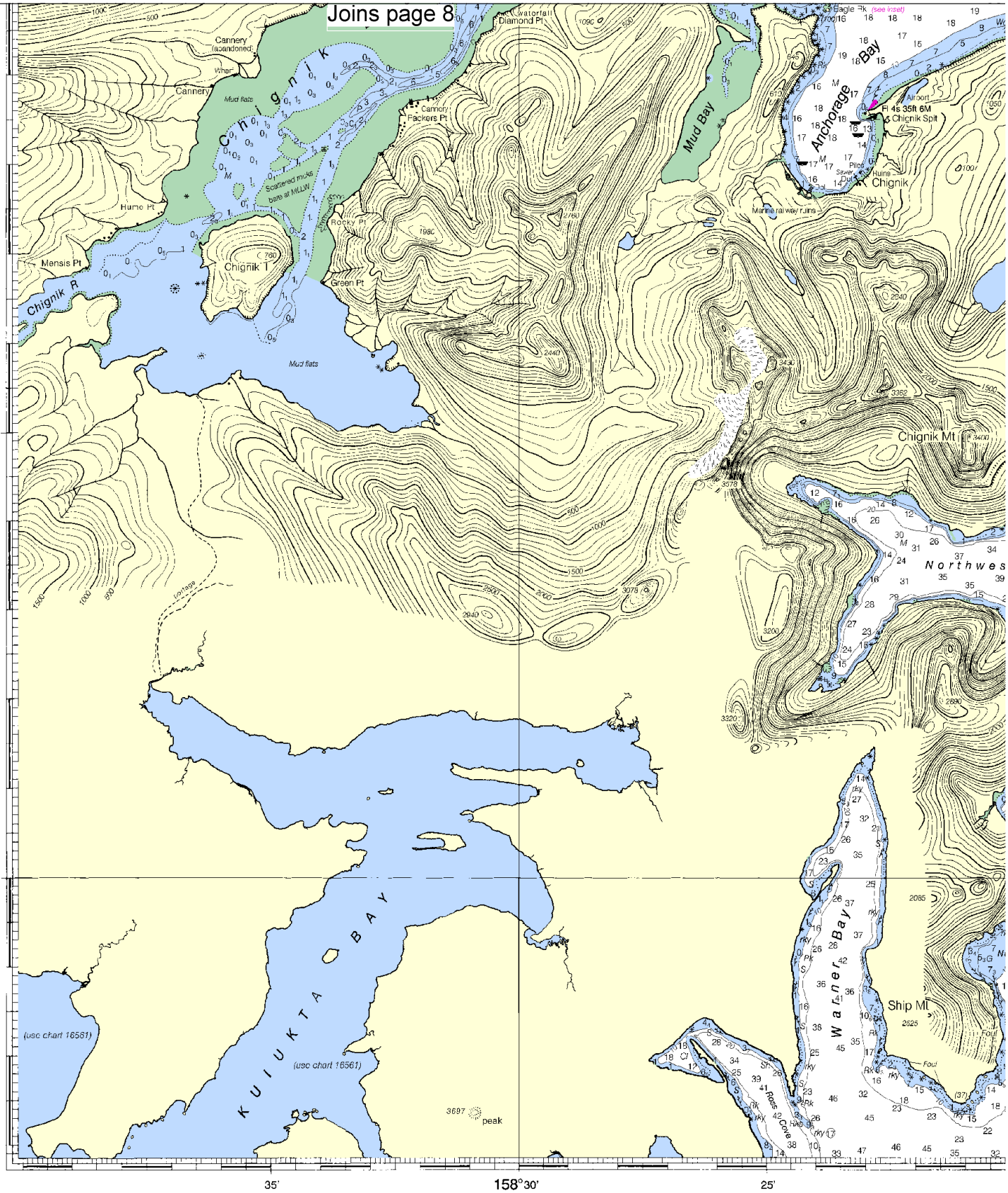
North


Navigation are not indicated on this chart. See Local Notice to Mariners.
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.
Joins page 5
Joins page 10
Joins page 13
HOOK BAY
Weasel Mt
red peak
waterfall
Anguvik I
CHIGNIK BAY
Lumber Bay
Lake Bay
Jack Bay
Jack Pt
Breakers
OBSCURED
MAGNETIC
VAR 15°30'E (2007)
ANNUAL DECREASE 17'


Joins page 6
Unavikshak I
Katmai Reef
Joins page 9
NAKCHAMIK ISLAND
waterfall
Kak I
Joins page 14

North


Joins page 7
56° 30'
25'
20'
MAGNETIC
VAR 15°45 E (2007)
ANNUAL DECREASE 12
CONTINUED ON CHART 16687
Joins page 15



11th Ed., Aug. / 07 ■ Corrected through NM Aug. 25/07
Corrected through LNM Aug. 21/07

16566

LORAN-C OVERPRINTED

CAUTION

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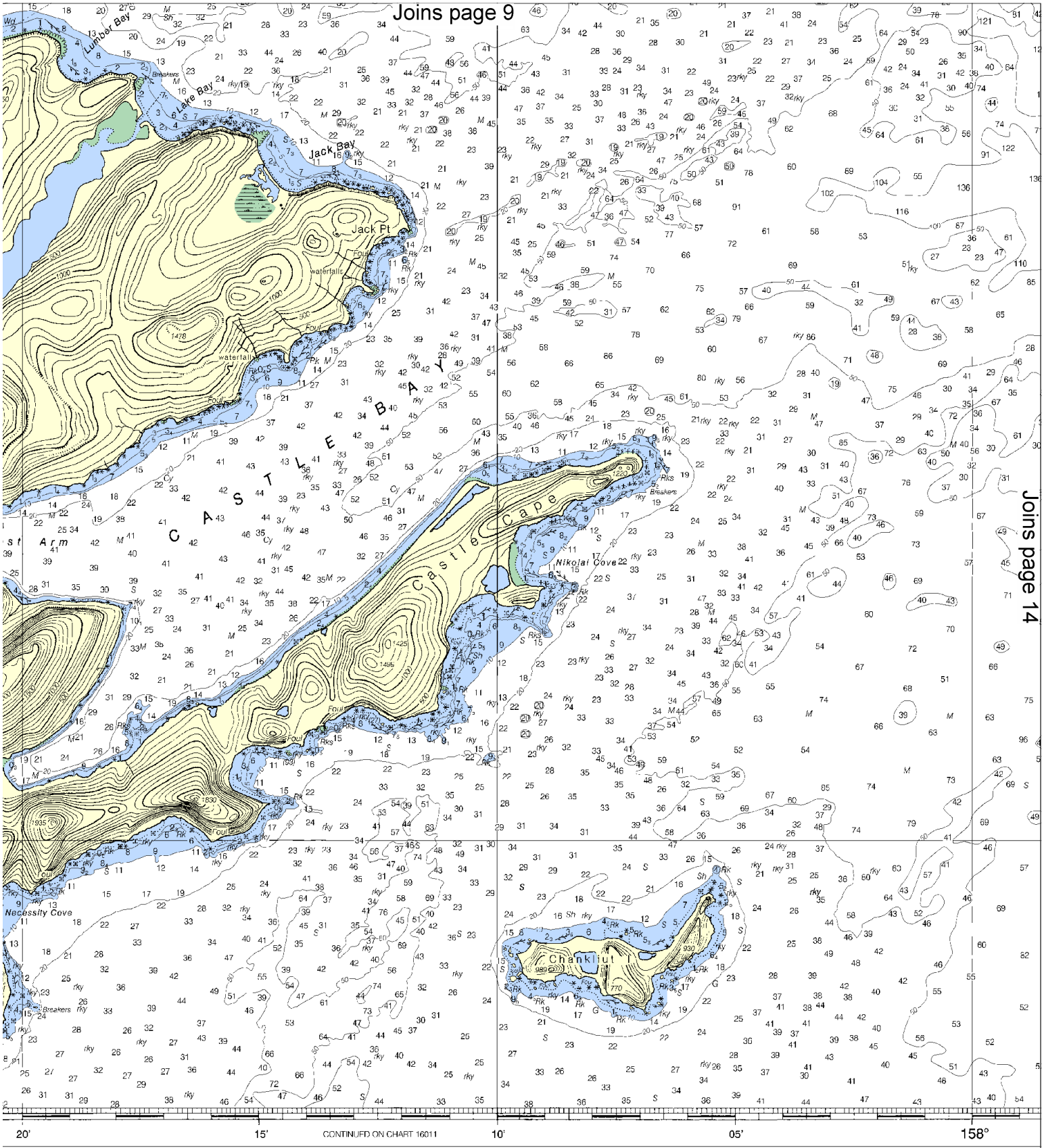
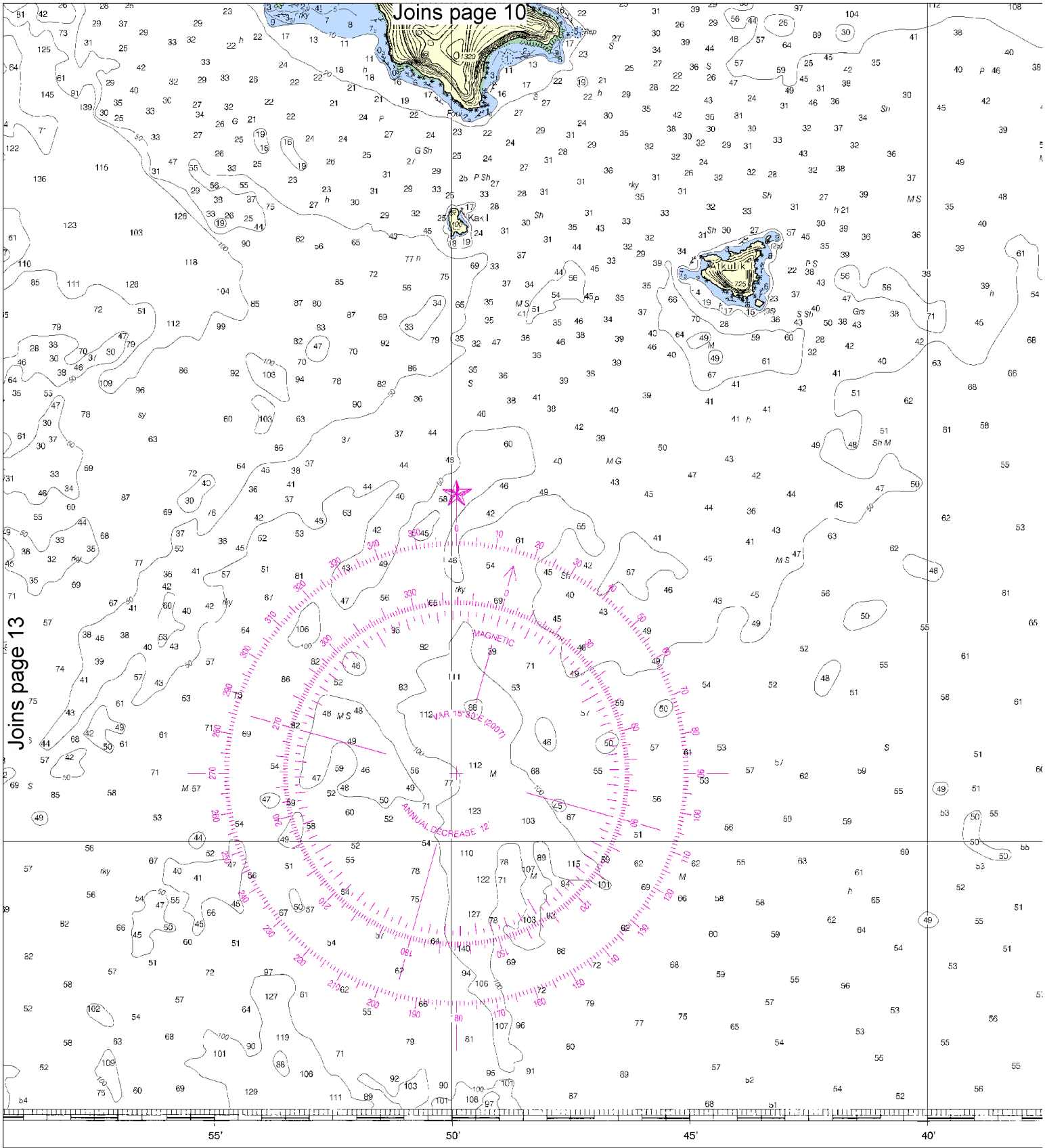


SOUNDINGS IN FATHOMS

Published at Washington,
U.S. DEPARTMENT OF COM
NATIONAL OCEANIC AND ATMOSPHERI
NATIONAL OCEAN SERV
COAST SURVEY

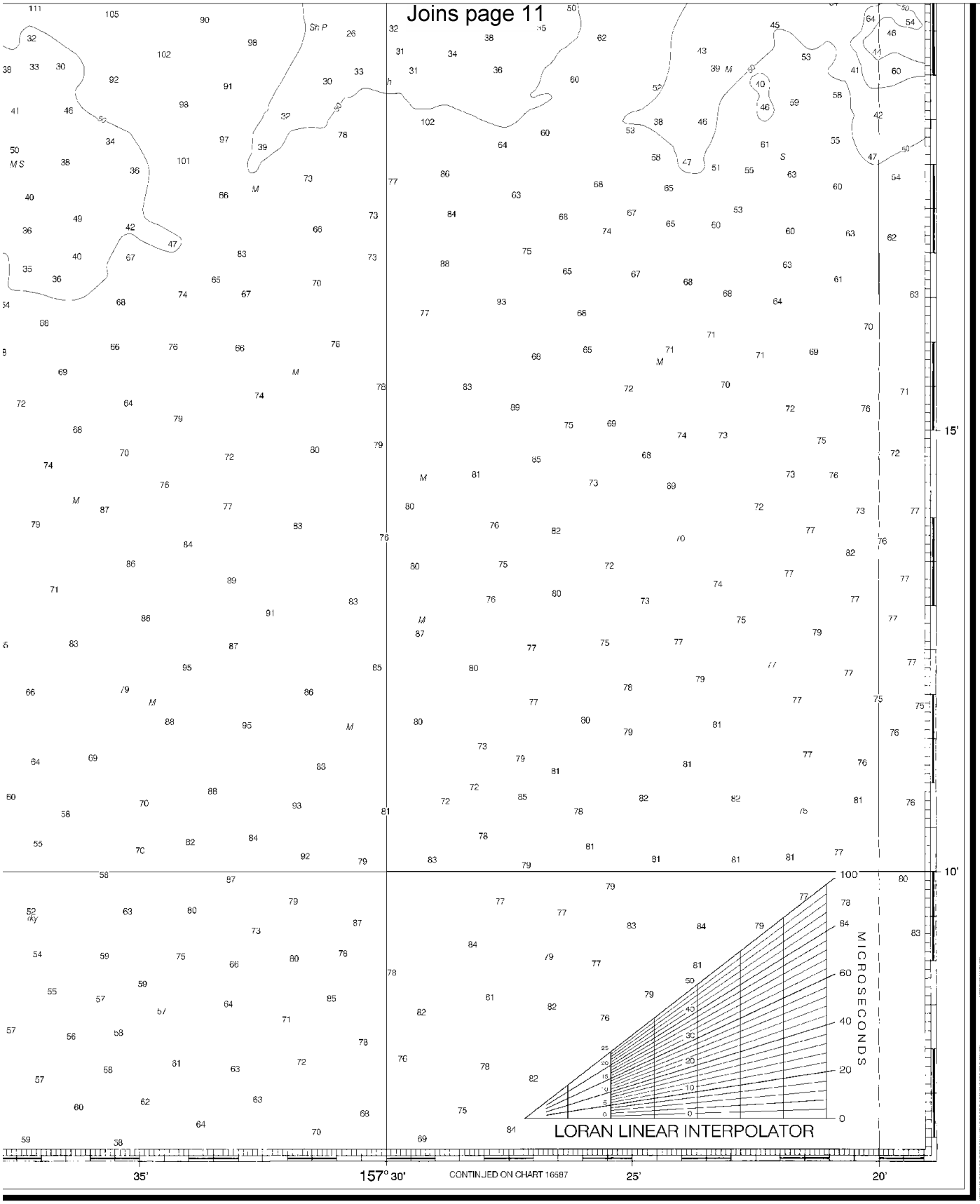


shington, D.C.
OF COMMERCE
OSPHERIC ADMINISTRATION
AN SERVICE
URVEY

PRINT-ON-DEMAND CHARTS

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

North



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

Chignik and Kujulik Bays

SOUNDINGS IN FATHOMS - SCALE 1:77,477

16566

LORAN-C OVERPRINTED

NSN 7642014011278

NGA REFERENCE NO. 16BCO16566

ED. NO. 11

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.