

# BookletChart™

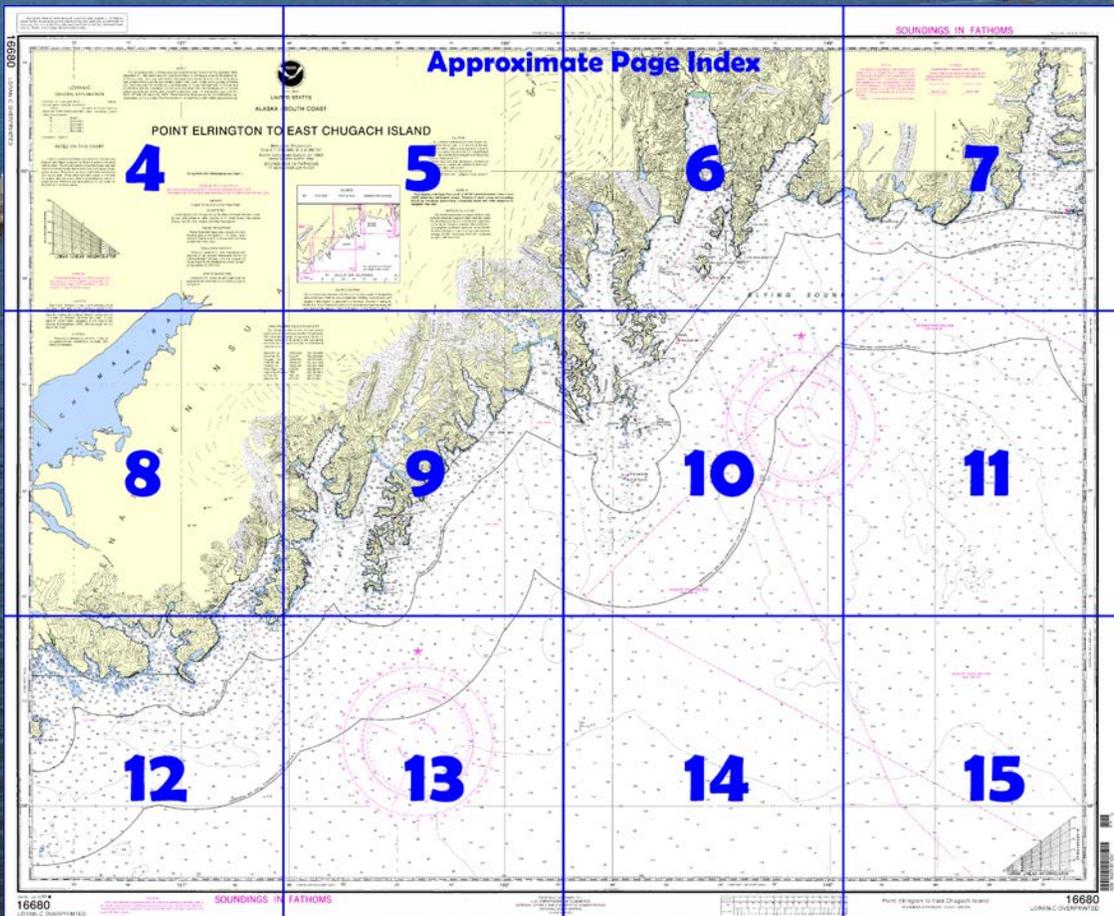
## Point Elrington to East Chugach Island NOAA Chart 16680



*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.

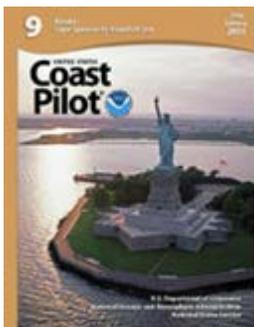
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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/coastpilot\\_w.php?book=9](http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=9).



**(Selected Excerpts from Coast Pilot)**

The **W** entrance of **Prince William Sound** between Cape Cleare and Cape Puget is divided into a number of passages between the islands. They are described in the following order: Montague Strait, Latouche Passage, Elrington Passage, Prince of Wales Passage, Bainbridge passage, and Knight Island Passage.

**Latouche Passage** has its seaward entrance between Danger Island and Elrington Island. The entrance bar, with depths of 3.3 to 9.0

fathoms, has sometimes been crossed by large vessels proceeding W from Latouche. The recommended route, however is by way of Erlington Passage and the N part of Latouche Passage. Numerous submerged rocks and shoals with depths from 3.0

**Elrington Island**, high and mountainous, is between Latouche Passage and Elrington Passage. The SW end of the island has three prominent points between which are South Twin Bay and North Twin Bay.

**Elrington Passage**, W of Elrington Island, is generally used by vessels proceeding between Prince William Sound and points to the W. It is 8 miles long, 0.5 to 1 mile wide, deep and clear. Anchorage is not easily found because of the great depths. The passage is well marked.

**Point Elrington**, the SW end of the island, is a small hill, high and wooded, with cliffs at the water, and is joined to the island by a sand and gravel neck just above high water. A hill, 1,060 feet high, 1.4 miles E of the point, has a low divide about 100 feet high at the E end, separating it from the main island.

**Point Elrington Light** (59°56'09"N., 148°15'02"W.), 30 feet (9.1 m) above the water and shown from a skeleton tower with a red and white diamond-shaped daymark, marks the extremity of the point.

**Procession Rocks**, 4.3 miles N of Point Elrington Light, are a group of small islets and jagged rocks, the highest rising to about 70 feet. There are twelve principal islets, with a number of smaller rocks and reefs surrounding them. Deep water extends close up to the rocks.

**Barren Islands**, a group of mountainous islands in the middle of the entrance to Cook Inlet between Chugach Islands and Shuyak Island, occupy an area about 13 miles long and 5 miles wide. East and West Amatuli Islands are bold and precipitous and mostly devoid of trees. They are thickly covered with grass in the depressions and on the less precipitous slopes. In general, the anchorages around Ushagat Island are preferable to the others in the group, however, all are insecure, because they are subject to sudden changes in wind speeds and directions.

**Chugach Islands** consist of mountainous East Chugach, Perl, and Elizabeth Islands near the coast of Kenai Peninsula at the entrance to Cook Inlet.

**East Chugach Island** has a low valley through the middle in a NE and SW direction. The S peak is 1,400 feet high, and the peak near the W end is higher. The SE point of the island is a cliff with a 710-foot peak at its crest and slightly lower land between it and the mountains. The point is marked by **East Chugach Light** (59°06'23"N., 151°26'37"W.), 325 feet (99.0 m) above the water, and shown from a skeleton tower with a diamond-shaped red and white daymark on the SE end of the island.

**Chugach Passage** is between Perl and Elizabeth Islands and the rounded end of the mainland. A lighted buoy marks the NE side of the S turn and SW side of the N turn in the passage channel, respectively. The end of the mainland is fringed with reefs, isolated rocks, and extensive kelp beds. In rounding it from the E, the outermost danger is a rock, bare at half tide, 0.4 mile off the S side of the rounding mainland shore.

**Windy Bay**, just W of Rocky Bay, extends 3.5 miles W and is 440 yards wide near its head. Though the bay has a good holding mud bottom in 4½ to 8 fathoms near the head, it is not recommended as a desirable anchorage because of heavy swell during SE weather and a strong W breeze that draws through the bay. Boats entering this bay should favor the S side, keeping about 440 yards offshore when N of the S entrance point.

**Chugach Bay**, the large bay S of Windy Bay, has a N bight with deep water close inshore, and a W arm, 2 miles long, with good holding mud bottom. The W arm anchorage is not recommended for small boats because of its exposure to E weather and the strong W breeze that draws through the anchorage. The bottom in the S half of the entrance is broken, with a rocky spot covered 1¼ fathoms.

**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

## HEIGHTS

Heights in feet above Mean High Water.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8602 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

For Symbols and Abbreviations see Chart No. 1

## 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.

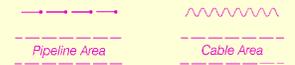
Station positions are shown thus:

○ (Accurate location)    ◐ (Approximate location)

## CAUTION

### SUBMARINE PIPELINES AND CABLES

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



## 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 2.451' southward and 7.411' westward to agree with this chart.

## 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.

## 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.

Mercator Projection  
Scale 1:200,000 at Lat 60°00'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

## AIDS TO NAVIGATION

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

## NOAA WEATHER RADIO BROADCASTS

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

Bede Mt, AK	WNG-528	162.450 MHz
Ninilchik, AK	KZZ-97	162.550 MHz
Rugged I, AK	WNG-526	162.425 MHz
Pillar Mt, AK	WNG-531	162.325 MHz
Naked I, AK	WNG-530	162.500 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Cape Hinchinbrook	TBD	162.525 MHz
Homer, AK	WXJ-24	162.40 MHz
Seward, AK	KEC-81	162.55 MHz

## 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

Significant changes in depth and shoreline 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 -3.5 feet at Seward. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of the change except at this site is not known.

## LORAN-C

### GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz  
PULSE REPETITION INTERVAL

7960 ..... 79,600 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M ..... Master  
W ..... Secondary  
X ..... Secondary  
Y ..... Secondary  
Z ..... Secondary

EXAMPLE: 7960-X

### RATES ON THIS CHART

7960-X      7960-Y

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

## VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 9, Chapter 3 for details.

## 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.

## CAUTION

An area within the limits of this chart is affected by land uplift due to forces such as postseismic crustal rebound. As a result, the tidal datums including mean lower low water, the plane of reference used for depth soundings, have changed in this region. Tidal datums were updated in 1999 and depths of 1½ fathoms or less on this chart were adjusted accordingly, to account for this uplift, north of latitude 59° 12', and west of longitude 149° 00'. As the uplift rates can only be estimated and areas continue to rise, depths may be shallower than charted. Mariners are urged to exercise caution.

## 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 B

Hydrography in McCarty Fiord (north of 59°32') is from USGS preliminary bathymetric surveys. Positions of depth curves and sounding should be considered approximate. Undetected shoals and rocks dangerous to navigation may exist.

## 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.

16680

LORAN-C OVERPRINTED

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 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.



THE NATION'S CHARTMAKER SINCE 18  
UNITED STATES

ALASKA - SOUTH COAST

# POINT ELRINGTON TO EAST

Mercator Projection  
Scale 1:200,000 at Lat 60°N  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

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.

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, Geological Survey, and National Geospatial-Intelligence Agency.

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.

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).

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

## LORAN-C GENERAL EXPLANATION

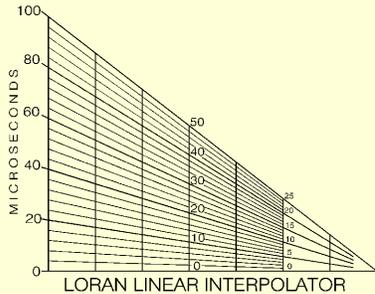
LORAN-C FREQUENCY.....100kHz  
PULSE REPETITION INTERVAL  
7960.....79,600 Microseconds  
STATION TYPE DESIGNATORS: (Not individual station letter designators).  
M.....Master  
W.....Secondary  
X.....Secondary  
Y.....Secondary  
Z.....Secondary

EXAMPLE: 7960-X

## RATES ON THIS CHART

7960-X      7960-Y

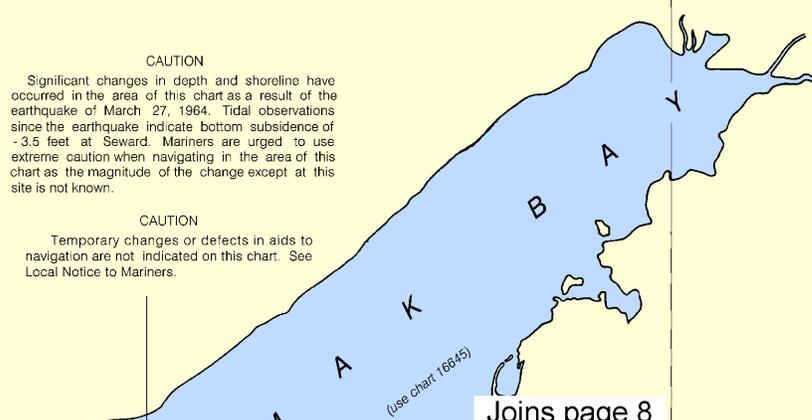
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.



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  
Significant changes in depth and shoreline 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 -3.5 feet at Seward. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of the change except at this site is not known.

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



Joins page 8



The outline survey information is not shown by the U.S. Coast Guard.

NOAA WEATHER RADIO BROADCAST  
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 30 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Bede Mt, AK	WNG-528	162.450
Ninilchik, AK	KZZ-97	162.550
Rugged I, AK	WNG-526	162.425
Pillar Mt, AK	WNG-531	162.525
Naked I, AK	WNG-530	162.500
Point Pigot, AK	KZZ-93	162.450
Cape Hinchinbrook	TBD	162.525
Homer, AK	WXJ-24	162.400

4

Note: Chart grid lines are aligned with true north.

30' 20' 10' 150° 50' 40'



**VESSEL TRANSITING**  
 The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force enforce a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 9, Chapter 3 for details.

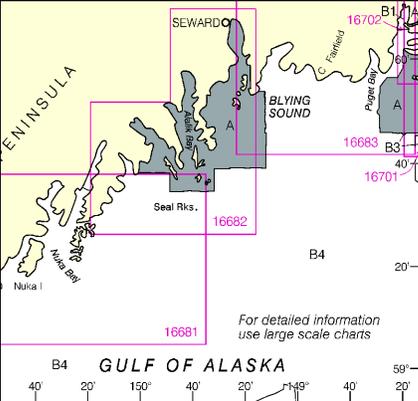
1807  
 EAST

# CHUGACH ISLAND

00'  
 983  
 IS

**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)

SOURCE		
1990-2004	NOS Surveys	full bottom coverage
1990-2004	NOS Surveys	partial bottom coverage
1940-1969	NOS Surveys	partial bottom coverage
1900-1939	NOS Surveys	partial bottom coverage



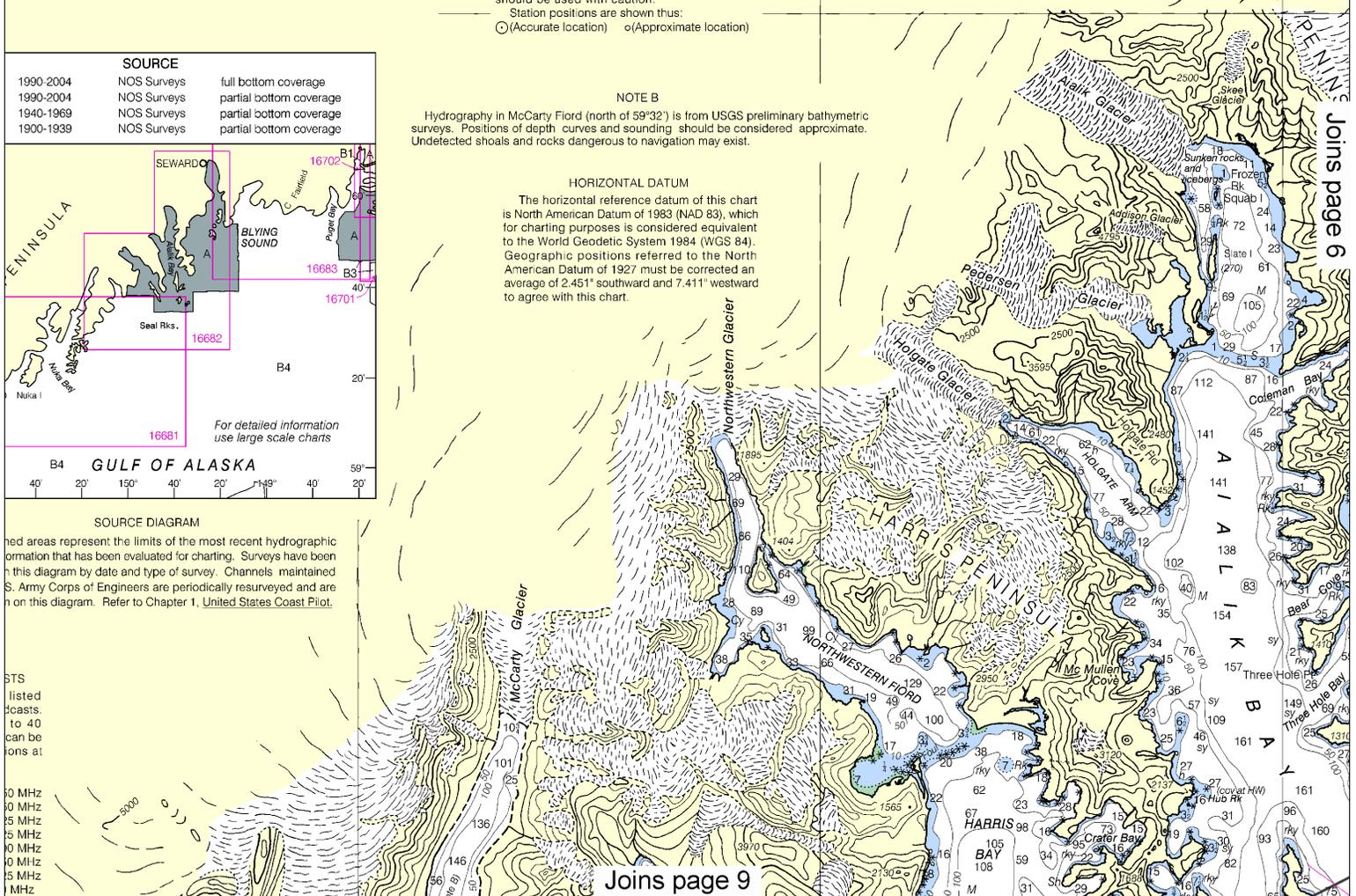
**SOURCE DIAGRAM**  
 Shaded areas represent the limits of the most recent hydrographic information that has been evaluated for charting. Surveys have been conducted in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

STS  
 listed  
 beacons  
 to 40  
 can be  
 found at

10 MHz  
 10 MHz  
 15 MHz  
 15 MHz  
 10 MHz  
 10 MHz  
 15 MHz  
 10 MHz

**NOTE B**  
 Hydrography in McCarty Fjord (north of 59°32') is from USGS preliminary bathymetric surveys. Positions of depth curves and sounding should be considered approximate. Undetected shoals and rocks dangerous to navigation may exist.

**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 2.451" southward and 7.411" westward to agree with this chart.

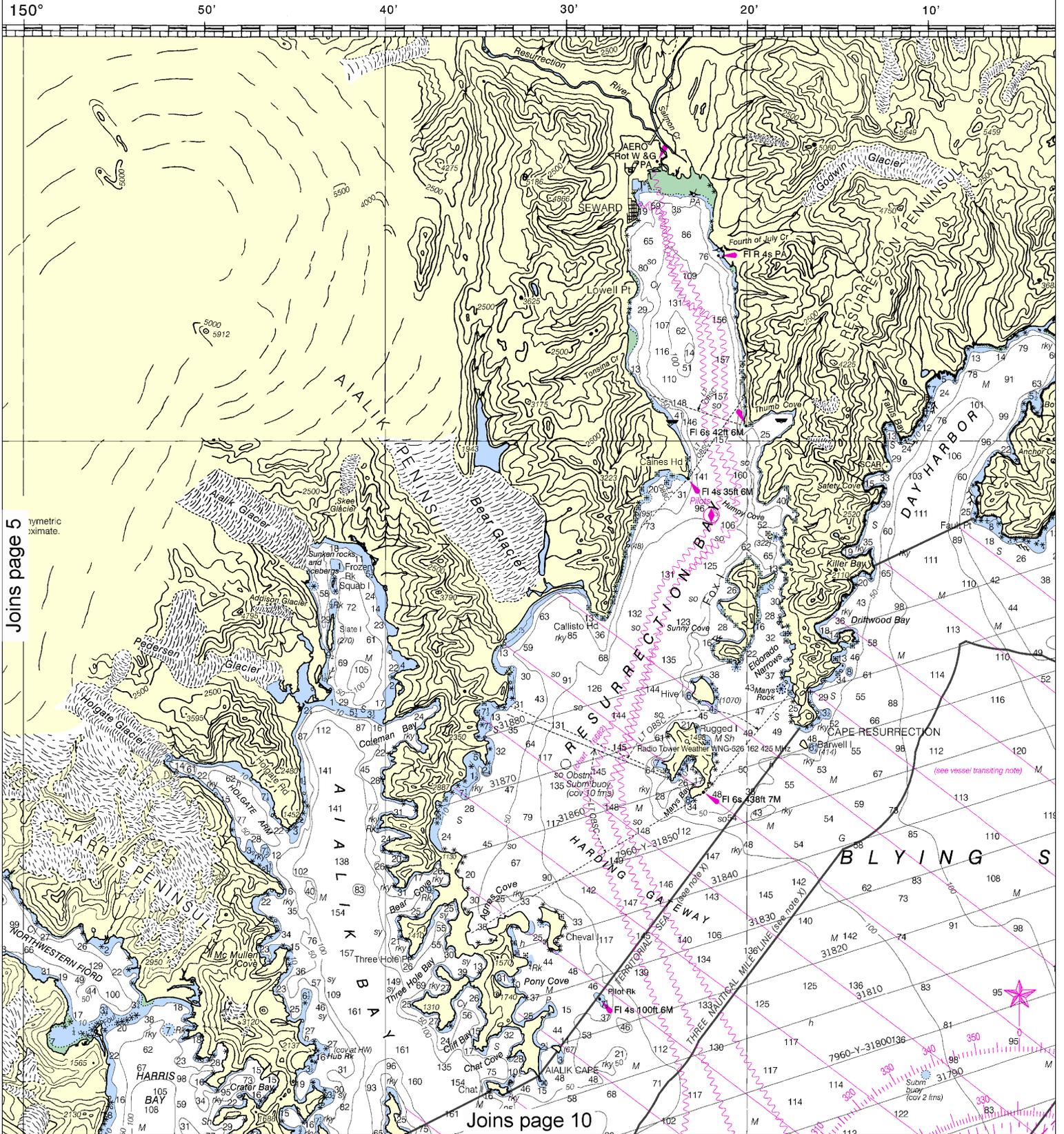


Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:266667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





Joins page 5  
Symmetric  
Climate.

Joins page 10



Note: Chart grid lines are aligned with true north.



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.

Joins page 4

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

20' 15"

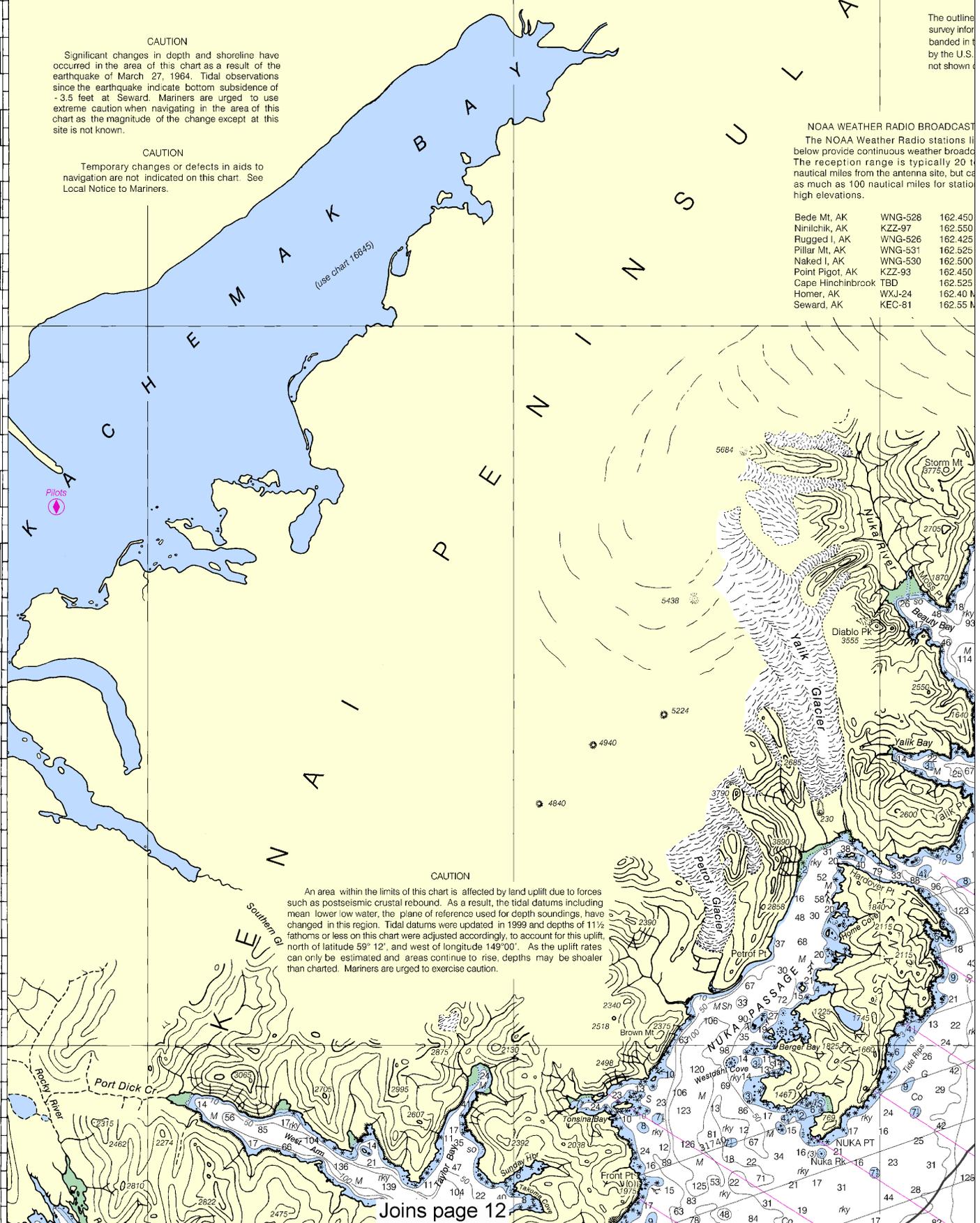
The outline survey information is based in part by the U.S. not shown

**CAUTION**  
 Significant changes in depth and shoreline 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 -3.5 feet at Seward. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of the change except at this site is not known.

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

**NOAA WEATHER RADIO BROADCAST**  
 The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 30 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Bede Mt, AK	WNG-528	162.450
Ninilchik, AK	KZZ-97	162.550
Rugged I, AK	WNG-526	162.425
Pillar Mt, AK	WNG-531	162.525
Naked I, AK	WNG-530	162.500
Point Pigot, AK	KZZ-93	162.450
Cape Hinchinbrook	TBD	162.525
Homer, AK	WXJ-24	162.400
Seward, AK	KEC-81	162.550



Joins page 12



Note: Chart grid lines are aligned with true north.

40° 20' 150° 40' 20' 149° 40' 20'

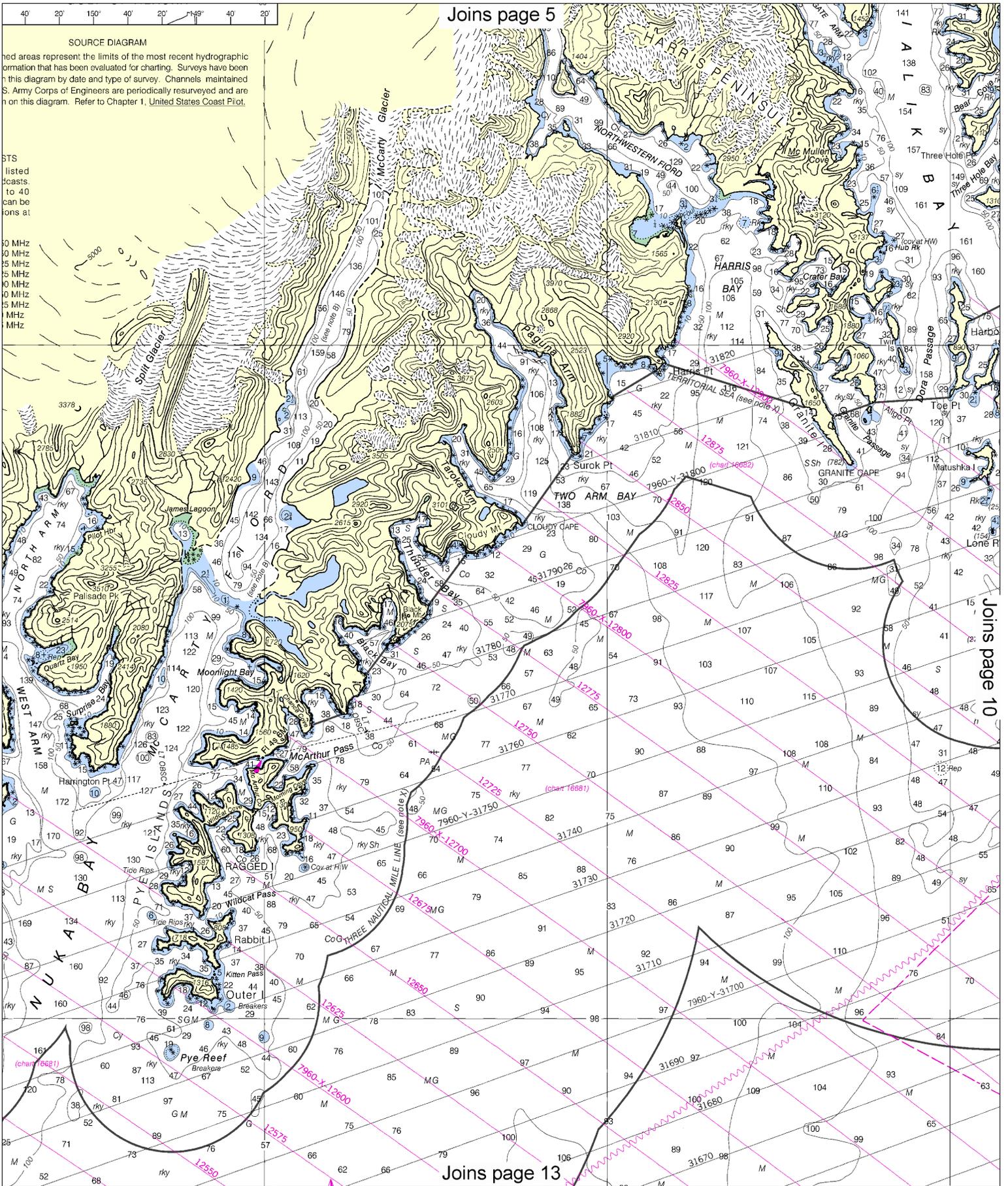
Joins page 5

SOURCE DIAGRAM

Red areas represent the limits of the most recent hydrographic information that has been evaluated for charting. Surveys have been made in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

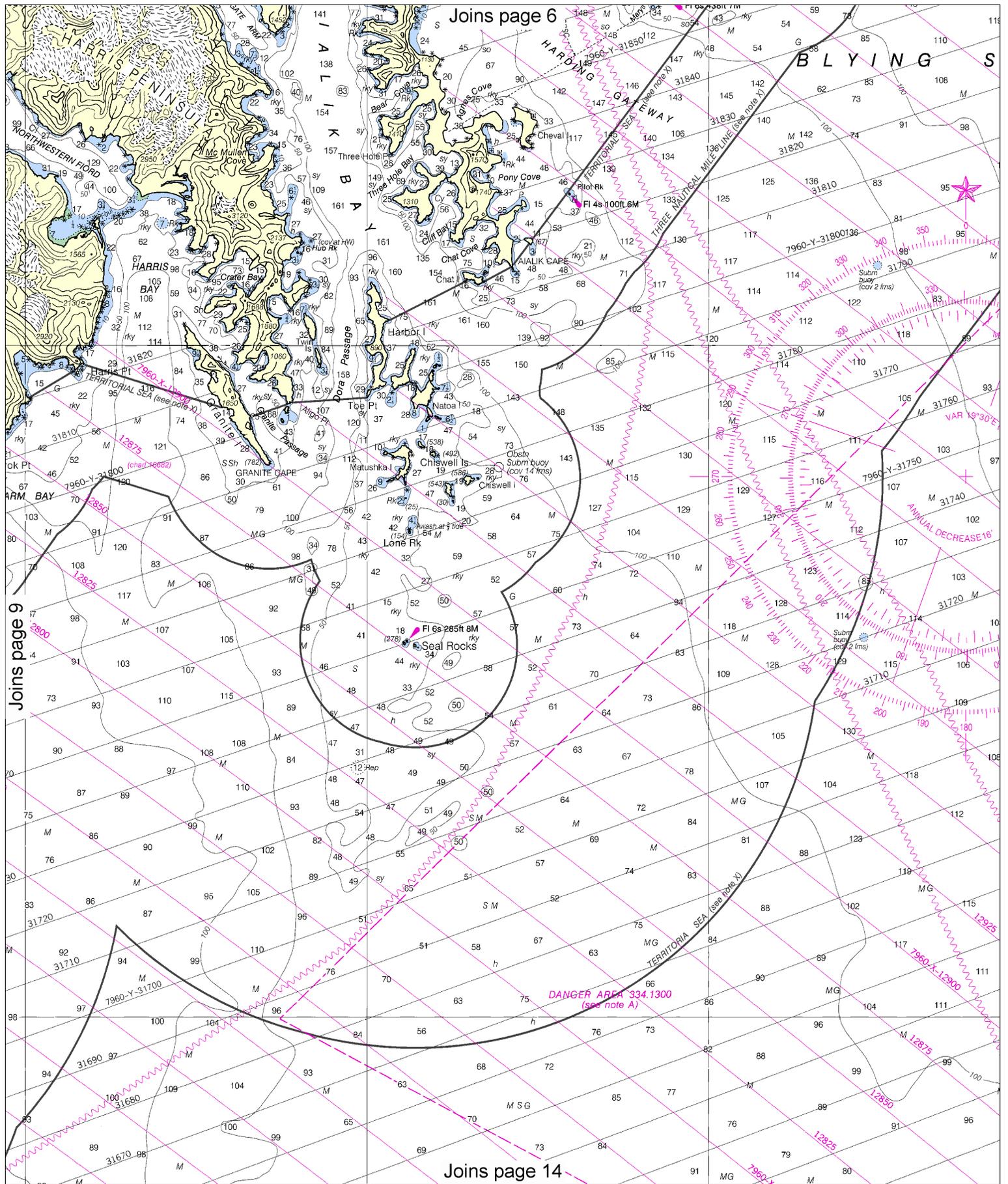
STATIONS listed to 40 can be found at

10 MHz  
10 MHz  
15 MHz  
10 MHz  
10 MHz  
15 MHz  
10 MHz



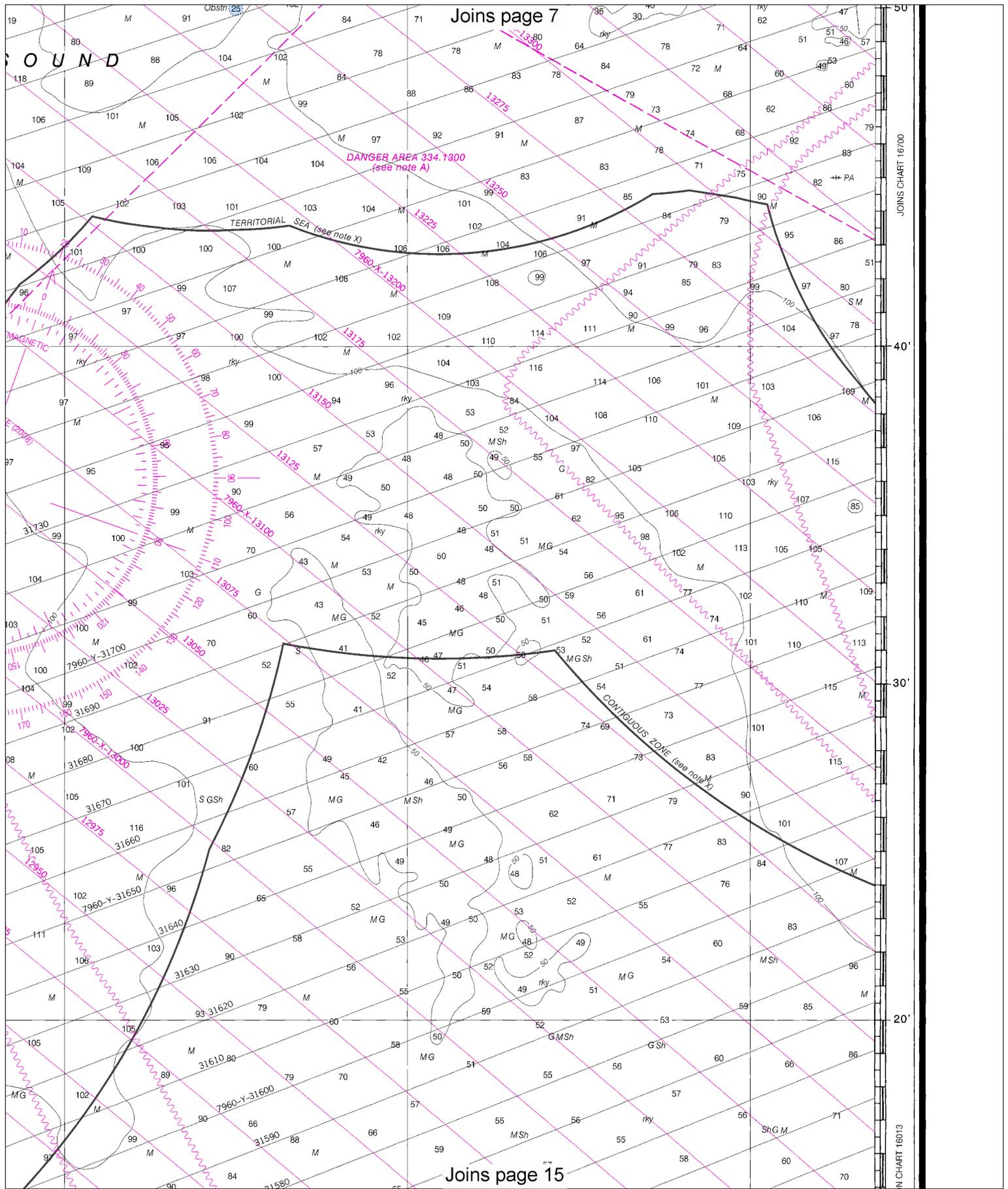
Joins page 10

Joins page 13



10

Note: Chart grid lines are aligned with true north.



Joins page 7

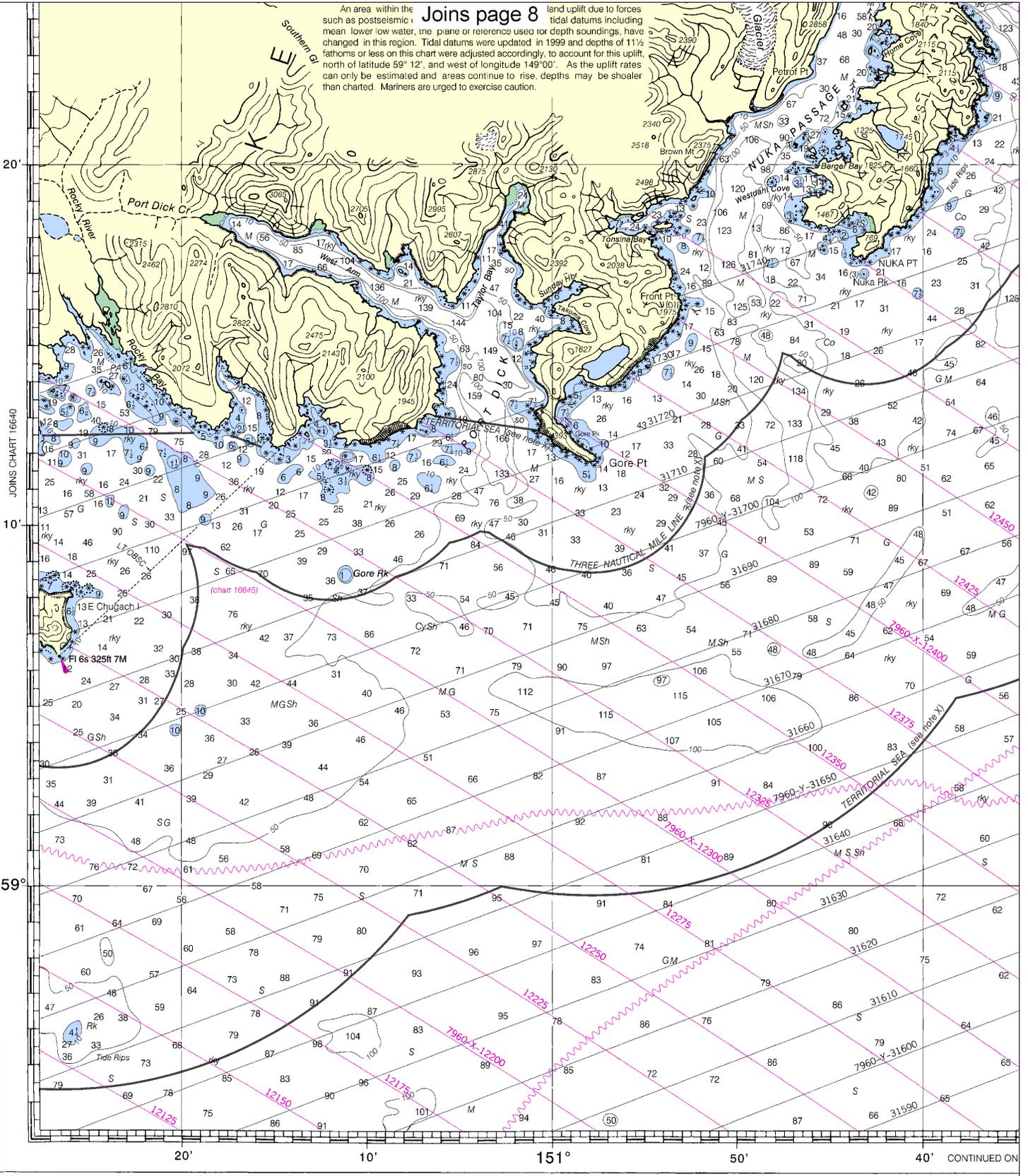
Joins page 15

JOINS CHART 16700

N CHART 16013

An area within the land uplift due to forces such as postseismic tectonic and tidal datums including mean lower low water, the plane of reference used for depth soundings, have changed in this region. Tidal datums were updated in 1999 and depths of 11½ fathoms or less on this chart were adjusted accordingly, to account for this uplift, north of latitude 59° 12', and west of longitude 149° 00'. As the uplift rates can only be estimated and areas continue to rise, depths may be shallower than charted. Mariners are urged to exercise caution.

Joins page 8



11th Ed., Jul. / 08 ■ Corrected through NM Jul. 05/08  
Corrected through LNM Jul. 01/08

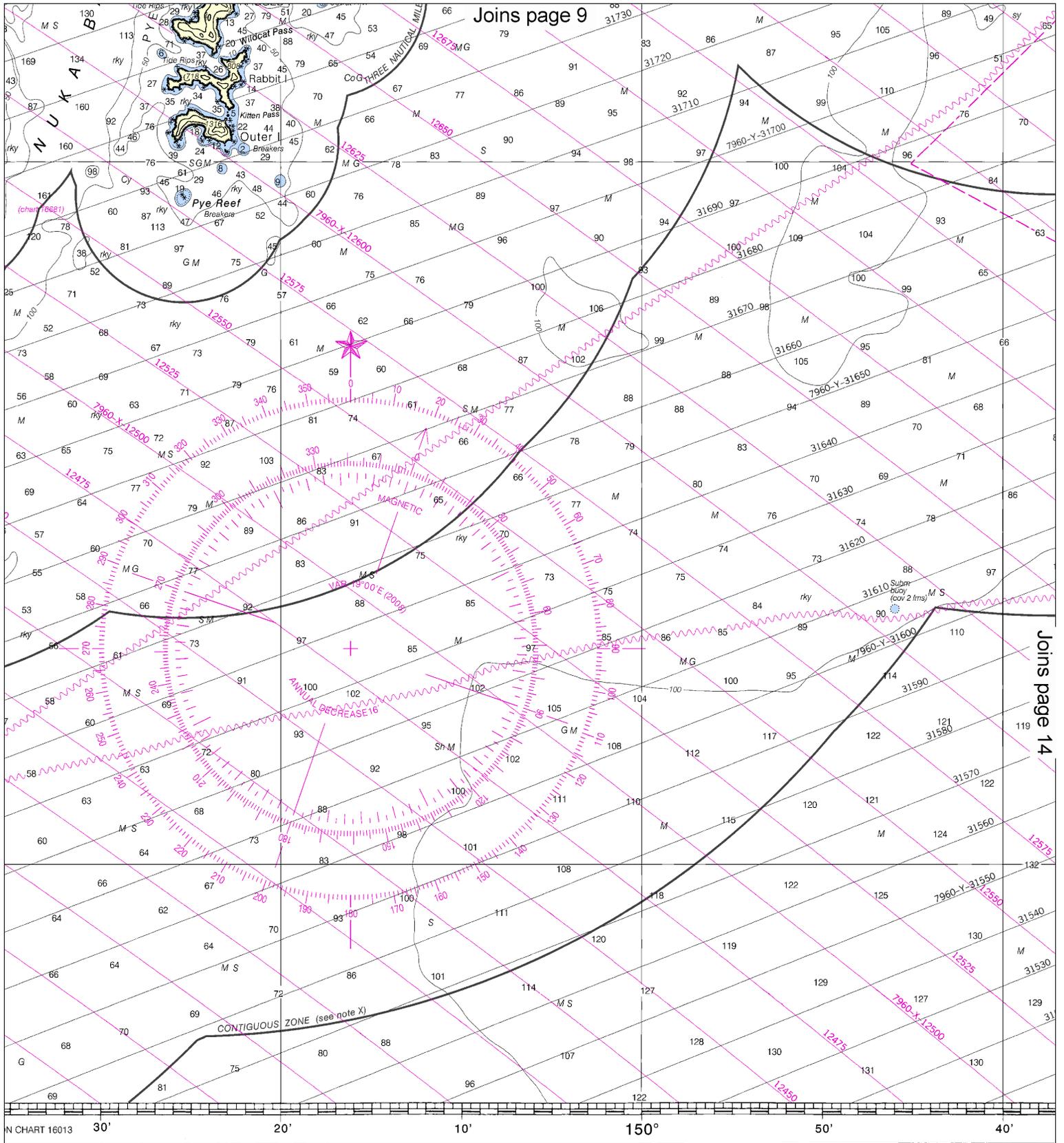
**16680**  
LORAN-C OVERPRINTED

**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).

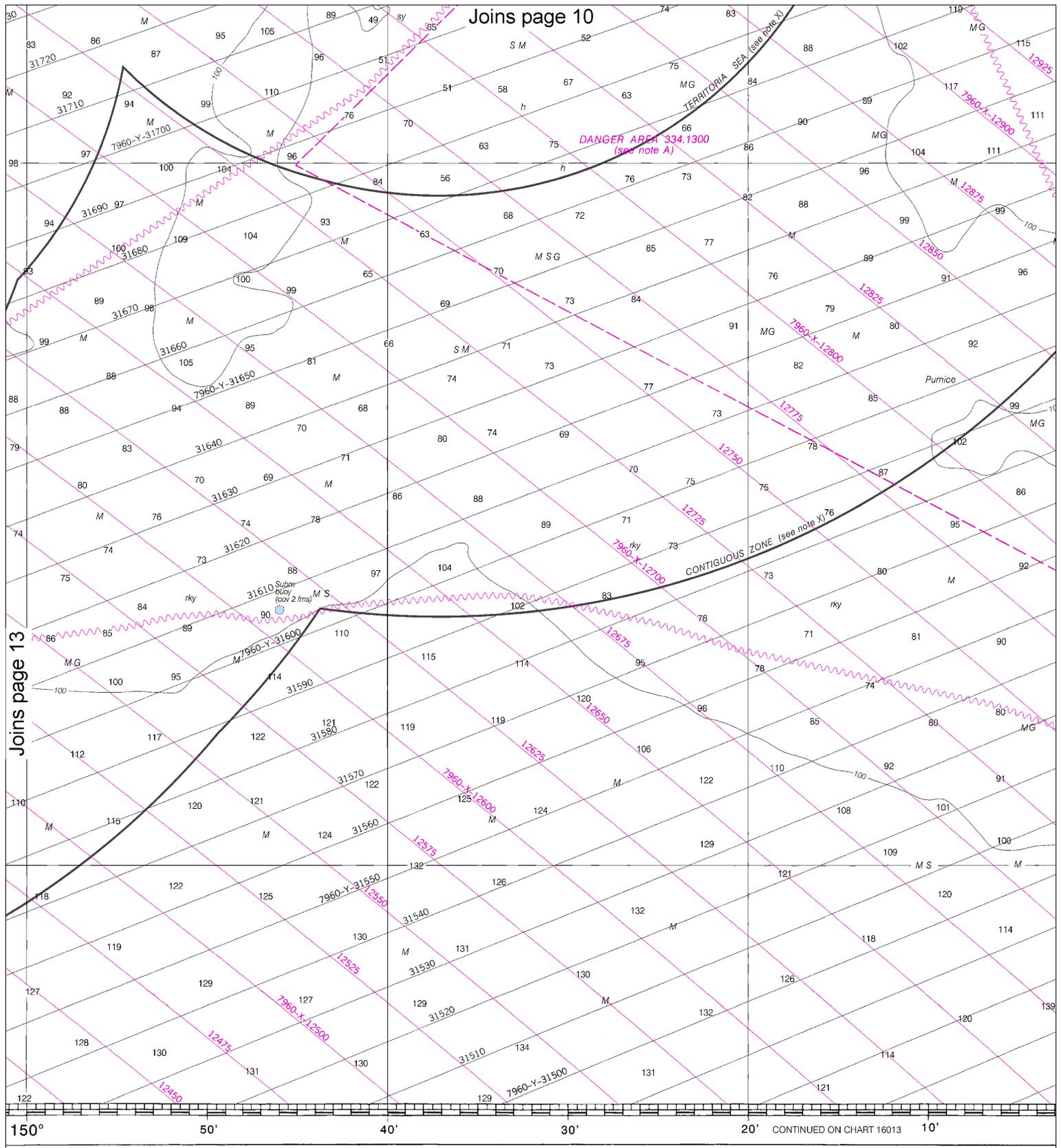
**12**

Note: Chart grid lines are aligned with true north.



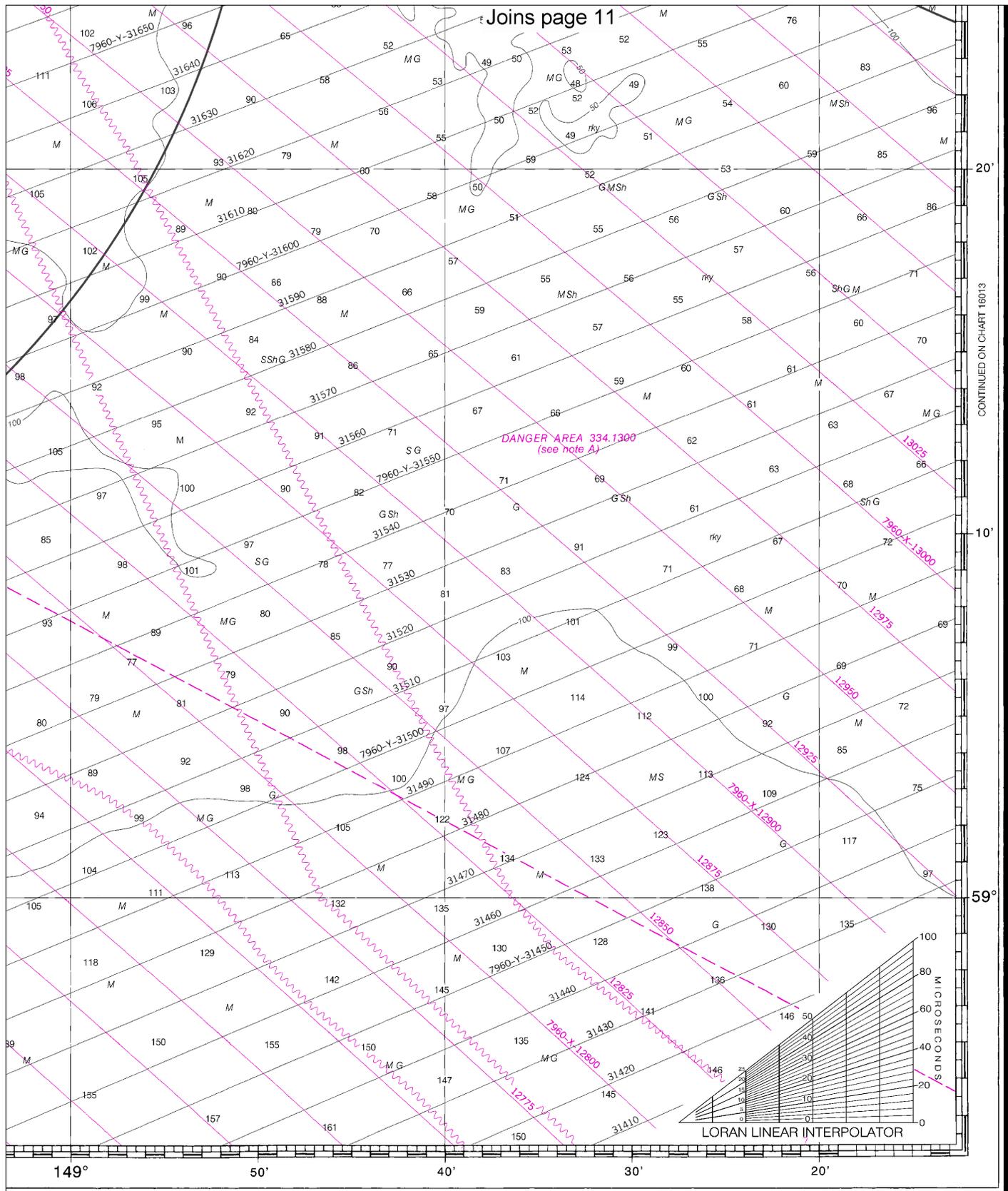
# OUNDINGS IN FATHOMS

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



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

FATHOMS	1	2	3	4	5	6	7	8	9	10	11
FEET	6	12	18	24	30	36	42	48	54	60	66
METERS	1	2	3	4	5	6	7	8	9	10	21



CONTINUED ON CHART 16013

ED. NO. 11

NSN 7642014011254

NGA REFERENCE NO. 16ACO16680

12	13	14	15	16	17
72	76	84	90	96	102
1	22	23	24	25	26
27	28	29	30	31	

Point Elrington to East Chugach Island

SOUNDINGS IN FATHOMS - SCALE 1:200,000

16680

LORAN-C OVERPRINTED



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>



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



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker