

# BookletChart™

## Point Elrington to Cape Resurrection

NOAA Chart 16683

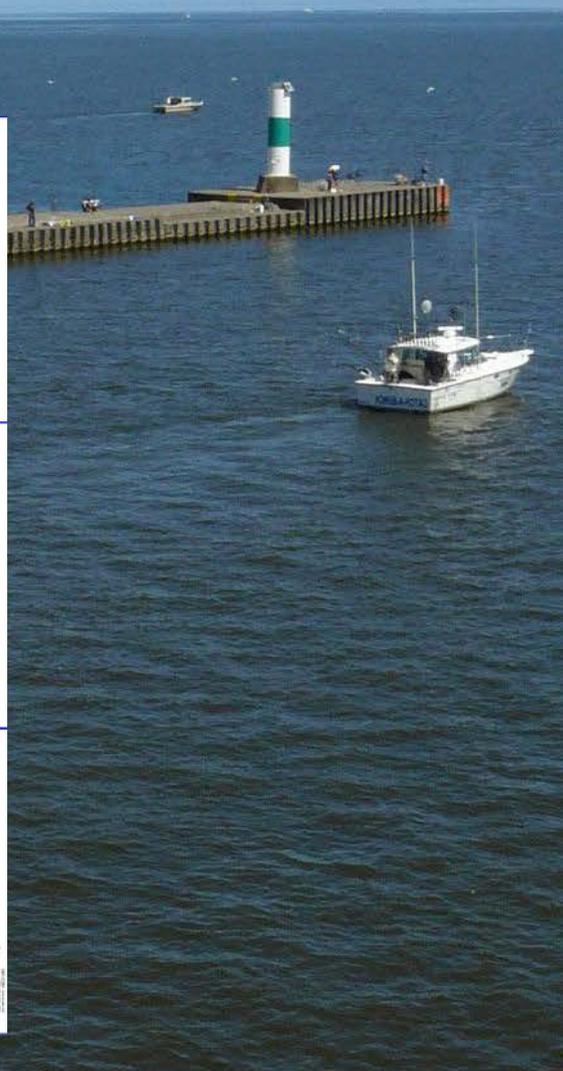
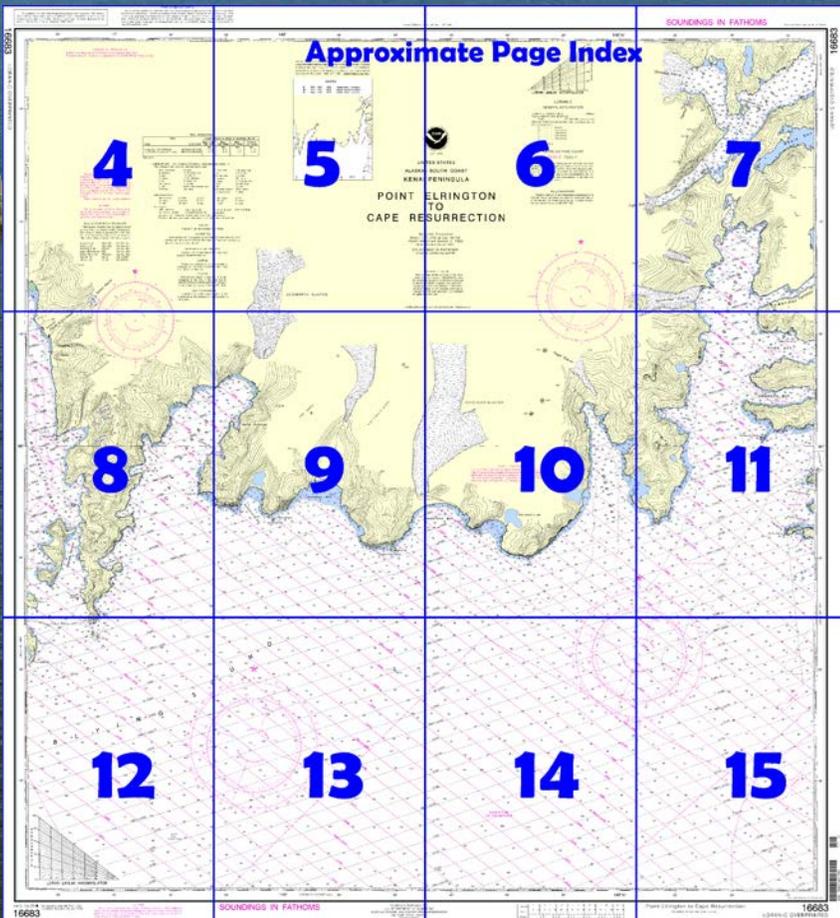


*A reduced-scale NOAA nautical chart for small boaters*

*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.

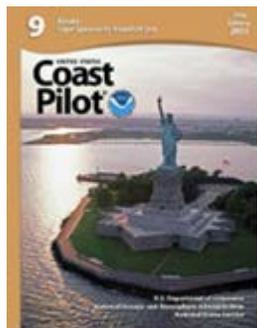
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16683>.



#### (Selected Excerpts from Coast Pilot)

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

**Port Bainbridge** is a deep body of water that extends about 12 miles N from a line joining Cape Puget and Procession Rocks. Depths of over 100 fathoms are found nearly to the head of the bay. A 7.2-fathom

(13.1 m) shoal in 60°07'38"N., 148°20'51"W., and on the W side of the bay is about 1.5 miles NW of Point Waters.

**Point Pyke**, the E entrance point to Port Bainbridge, is a prominent headland that rises almost vertically.

At the head of Port Bainbridge, the W arm extends about 1.5 miles to the N. The water in this arm is deep, but the entrance is blocked by a gravel bar with a least depth of about 1½ fathoms. The best water is close to the E entrance point.

**Bainbridge Glacier**, about 1 mile wide, discharges into Port Bainbridge opposite Bainbridge Passage.

**Auk Bay**, on the W side of Port Bainbridge, opposite Point Pyke, is small but affords good anchorage in 20 fathoms, muddy bottom. A rock that uncovers is about 150 yards off the N shore, 1 mile inside the entrance. The S entrance point is marked by a prominent pinnacle rock. A prominent brown rock about 10 feet high is 0.3 mile offshore, 2.5 miles N of Cape Puget.

The coast between Cape Puget and Cape Resurrection is high and rugged, with numerous glaciers showing in the valleys. No shelter is available except in Day Harbor, where the anchorage is very good. The coast is clear except for a few rocks extending not more than 0.3 mile offshore. The first range of mountains varies from about 2,000 to 3,500 feet in height, while the back range is about 5,000 feet high. Much of the hinterland is covered by an ice cap.

A constant current sets SW along the Kenai Peninsula. (See remarks on currents in chapter 3.)

**Caution.**—A danger zone of an air-to-air gunnery practice area is in **Blying Sound**. (See **334.1300**, chapter 2, for limits and regulations.)

**Cape Puget** is a prominent headland with an eroded bluff. At the foot of the slope is a conical rock that is prominent from the E or W. Several bare rocks are off the cape, the farthest being about 0.2 mile.

**Puget Bay**, the first indentation W of Cape Puget, is funnel shaped and extends N for about 6 miles. The bay is deep throughout and free from dangers except for rocks and reefs close inshore.

**Goat Harbor** is an inlet on the E side of the bay about 4 miles from Cape Puget. It affords good anchorage in 12 to 14 fathoms, sticky mud bottom, but is exposed to the swell from the SW. A gravel and shingle bar with a least known depth of 5½ fathoms extends across the entrance. A rock awash is 0.2 mile W of the islet off N entrance point. Near the head of Puget Bay, and on the E side. A rock awash is about 100 yards off the S entrance point.

**Cape Junken** is a bold, rounding headland with eroded bluffs and landslides. At the foot of Cape Junken are two steps that show up prominently from offshore. In thick weather this feature is valuable in identifying the cape. In 1998, a rock awash was reported about 0.4 mile south of Cape Junken in about 59°54.7'N., 148°38.15'W.

**Johnstone Bay** is a large open bight W of Cape Junken. A black sand beach is across the head of the bay. Deep water extends close with 50 fathoms 0.5 mile of the beach. **Excelsior Glacier** terminates 0.5 mile N of Johnstone Bay and drains through a stream at the E end of the sand beach. An unnamed cove with a shingle beach is at the E entrance to the bay, just NW of Cape Junken. It is wide open to the SW and affords little shelter. A black rock, 35 feet high, marks the W entrance, and there is a low rock nearly awash at the E entrance.

**Cape Fairfield** is a bold, rounding cape with eroded bluffs and many rockslides. A large pinnacle rock is off the SE pitch of the cape.

**Whidbey Bay**, a large open bight just W of Cape Fairfield, has a black sand beach at the head. Up the valley is a prominent hanging glacier. Depths shoal to 12 fathoms about 1 mile from the sand beach, and anchorage can be had in black sand and glacial silt.

### 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 Jan. 29/11  
Corrected through LNM Jan. 18/11

## HEIGHTS

Heights in feet above Mean High Water.

## CAUTION

Mariners are urged to use caution when navigating in the area of this chart due to possible changes in depths and shorelines as a result of the earthquake of March 27, 1964.

## 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.

Rugged I, AK	WNG-526	162.425 MHz
Naked I, AK	WNG-530	162.500 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Cape Hinchinbrook	TBD	162.525 MHz
Potato Point, AK	WNG-527	162.425 MHz
Seward, AK	KEC-81	162.550 MHz
Whittier, AK	KXI-29	162.400 MHz

## 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).

## CAUTION

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

## 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.

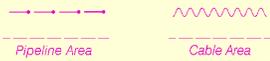
## NOTE A

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 of Engineers in Anchorage, Alaska.  
Refer to charted regulation section numbers.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

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



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

## 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 2.016' southward and 7.715' westward to agree with this chart.

Mercator Projection  
Scale 1:81,436 at Lat. 60°00'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

## 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.

## 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.

## 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 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.

## TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Hogg Bay	feet	10.6	9.7	1.4
Day Harbor	feet	10.5	9.6	1.4

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>. (Dec 2010)

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

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

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

### Bottom characteristics:

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

### Miscellaneous:

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

(Z) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsdta.nod.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

16683

20' 15' 10' 05'

COLREGS, 80.1705 (see note A)  
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 The entire area of this chart falls seaward of the COLREGS Demarcation Line.

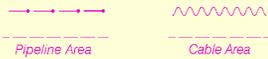
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Whittier, AK	KXI-29	162.400 MHz

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.

CAUTION

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

CAUTION

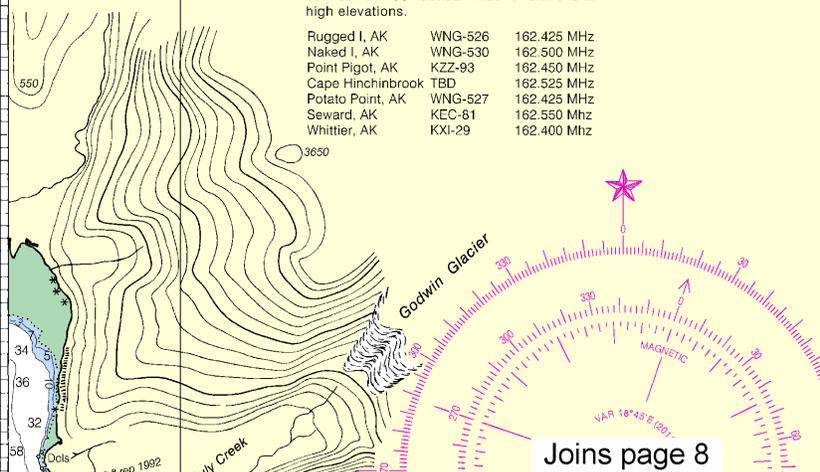
Mariners are urged to use caution when navigating in the area of this chart due to possible changes in depths and shorelines as a result of the earthquake of March 27, 1964.

AIDS TO NAVIGATION

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POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via



Joins page 8

4

Note: Chart grid lines are aligned with true north.

149°

55'

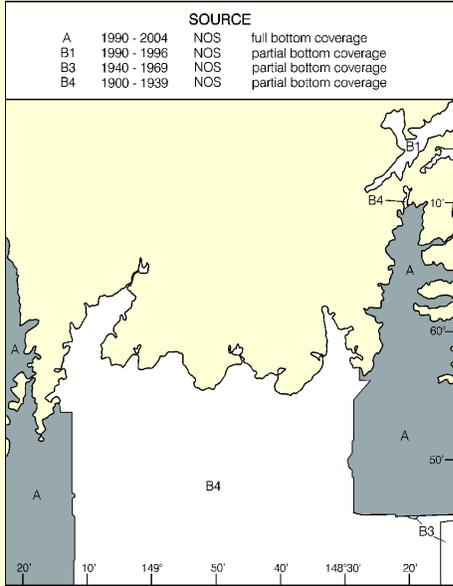
50'

45'

40'

SOURCE DIAGRAM

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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
 ALASKA - SOUTH COAST  
 KENAI PENINSULA

POINT ELRINGTON  
 TO  
 CAPE RESURRECTION

Mercator Projection  
Scale 1:81,436 at Lat. 60°00'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

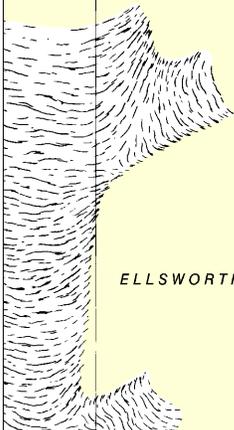
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HORIZONTAL DATUM

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ps (MLLW)  
 Mean  
 w Water  
 foot  
 1.4  
 1.4  
 ter levels,  
 a.gov.

adio tower  
 ating  
 nds  
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 titude miles  
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 whistle  
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 y  
 submerged



ELLSWORTH GLACIER

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:108581. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

55'

50'

45'

40'

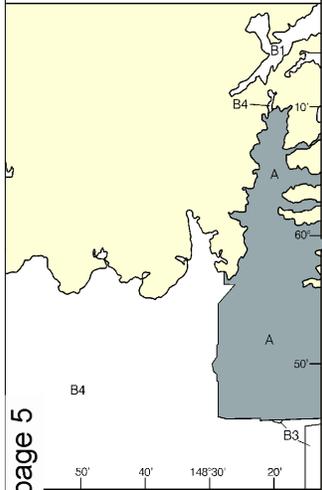
35'

SOURCE DIAGRAM

present the limits of the most recent hydrographic survey that has been evaluated for charting. Surveys have been made by date and type of survey. Channels maintained by Engineers are periodically resurveyed and are shown in blue. Refer to Chapter 1, United States Coast Pilot.

SOURCE

2004	NOS	full bottom coverage
1996	NOS	partial bottom coverage
1969	NOS	partial bottom coverage
1939	NOS	partial bottom coverage



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
ALASKA - SOUTH COAST  
KENAI PENINSULA

POINT ELRINGTON  
TO  
CAPE RESURRECTION

Mercator Projection  
Scale 1:81,436 at Lat. 60°00'

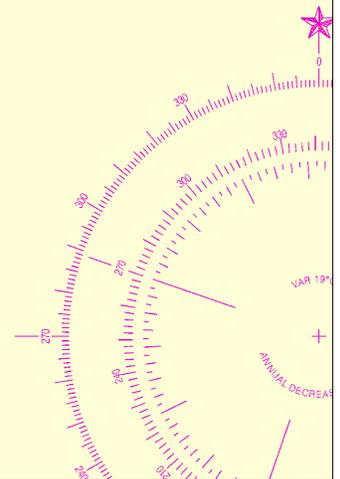
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SOUNDINGS IN FATHOMS  
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Joins page 10

Joins page 5

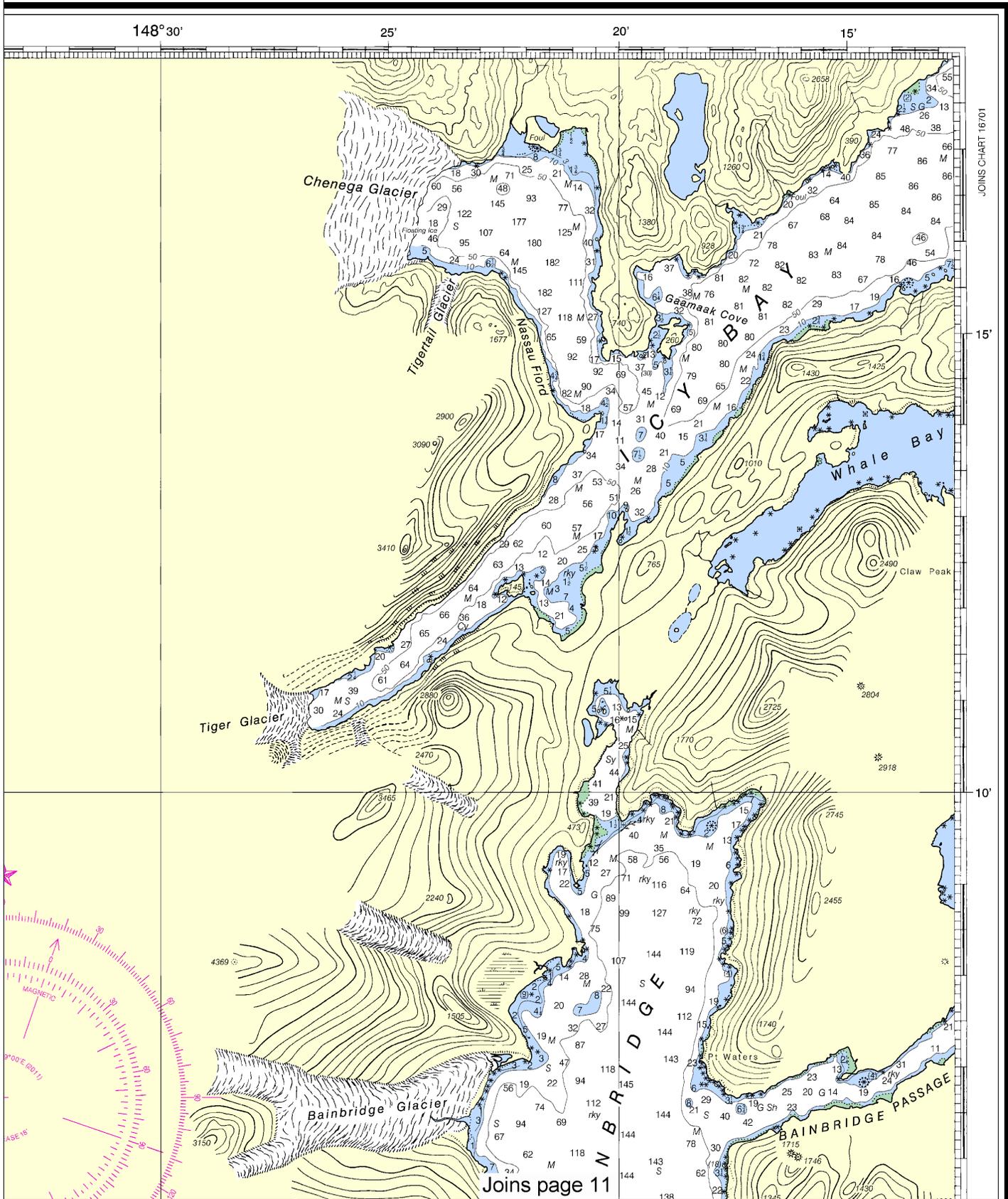
ACIER



Note: Chart grid lines are aligned with true north.

# SOUNDINGS IN FATHOMS

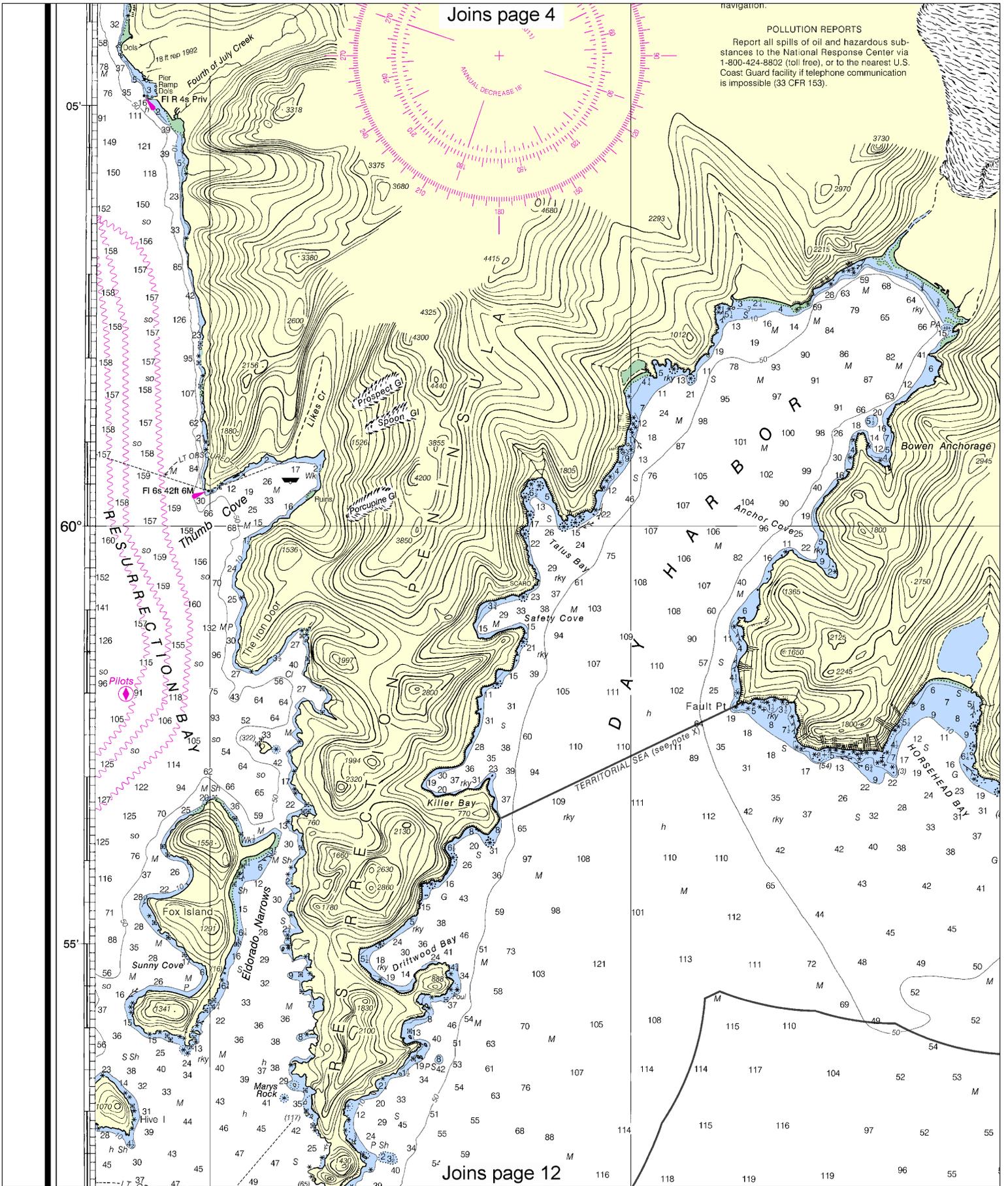
16683



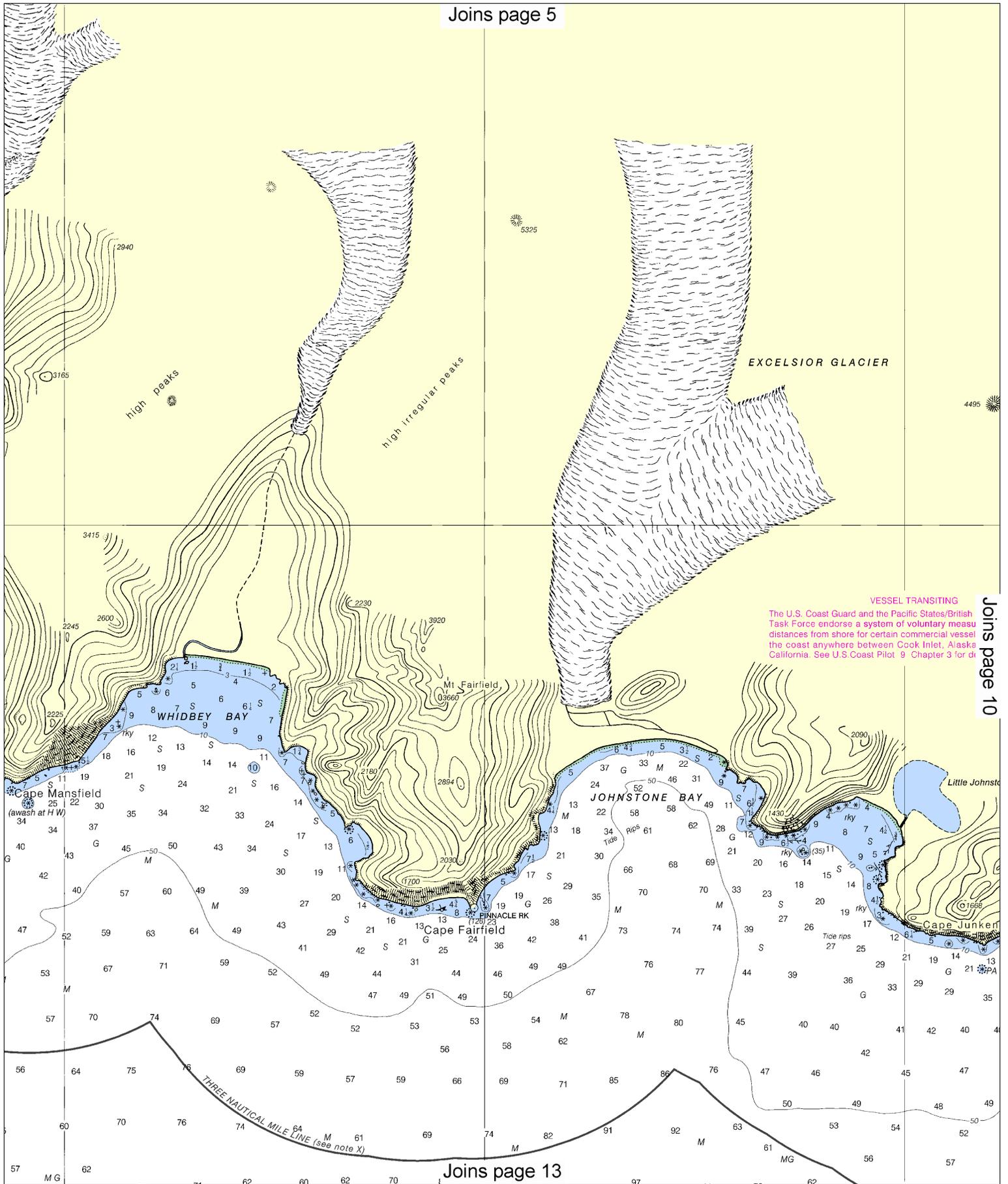
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,  
NGA Weekly Notice to Mariners: 4812 12/1/2012,  
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



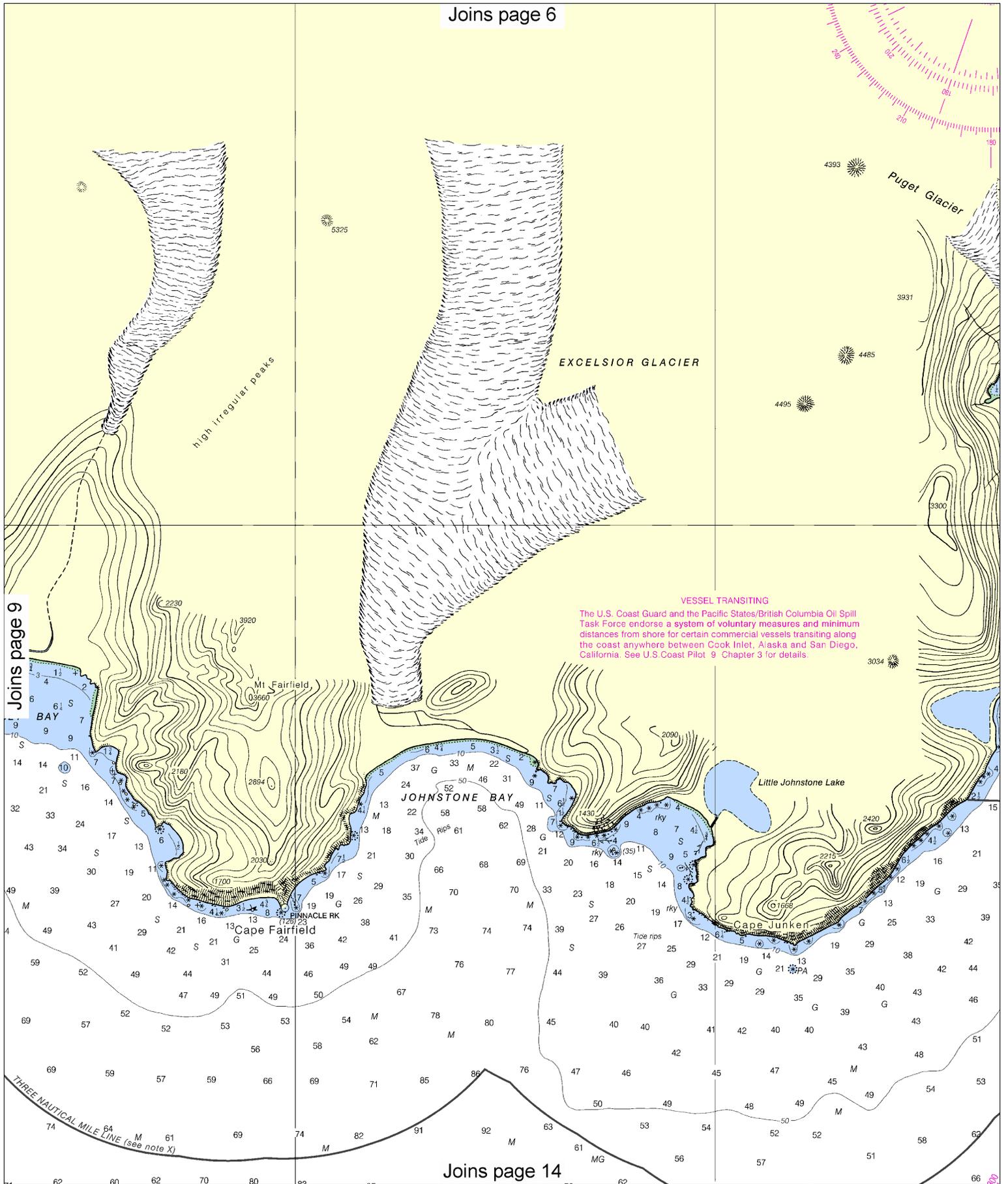
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Note: Chart grid lines are aligned with true north.



**VESSEL TRANSITING**  
 The U.S. Coast Guard and the Pacific States/British Task Force endorse a system of voluntary measurement distances from shore for certain commercial vessels the coast anywhere between Cook Inlet, Alaska California. See U.S. Coast Pilot 9 Chapter 3 for details.



**VESSEL TRANSITING**

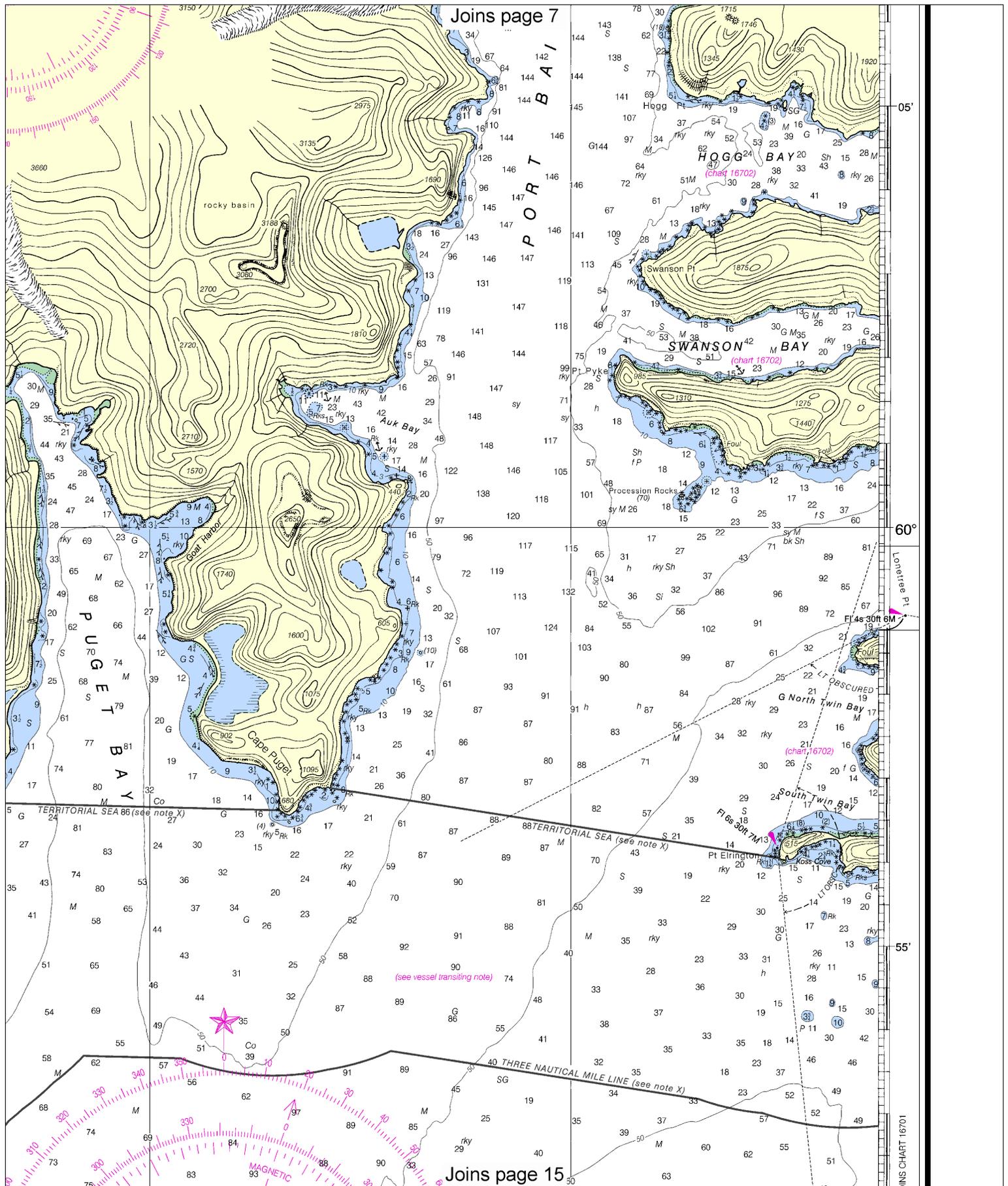
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Joins page 9

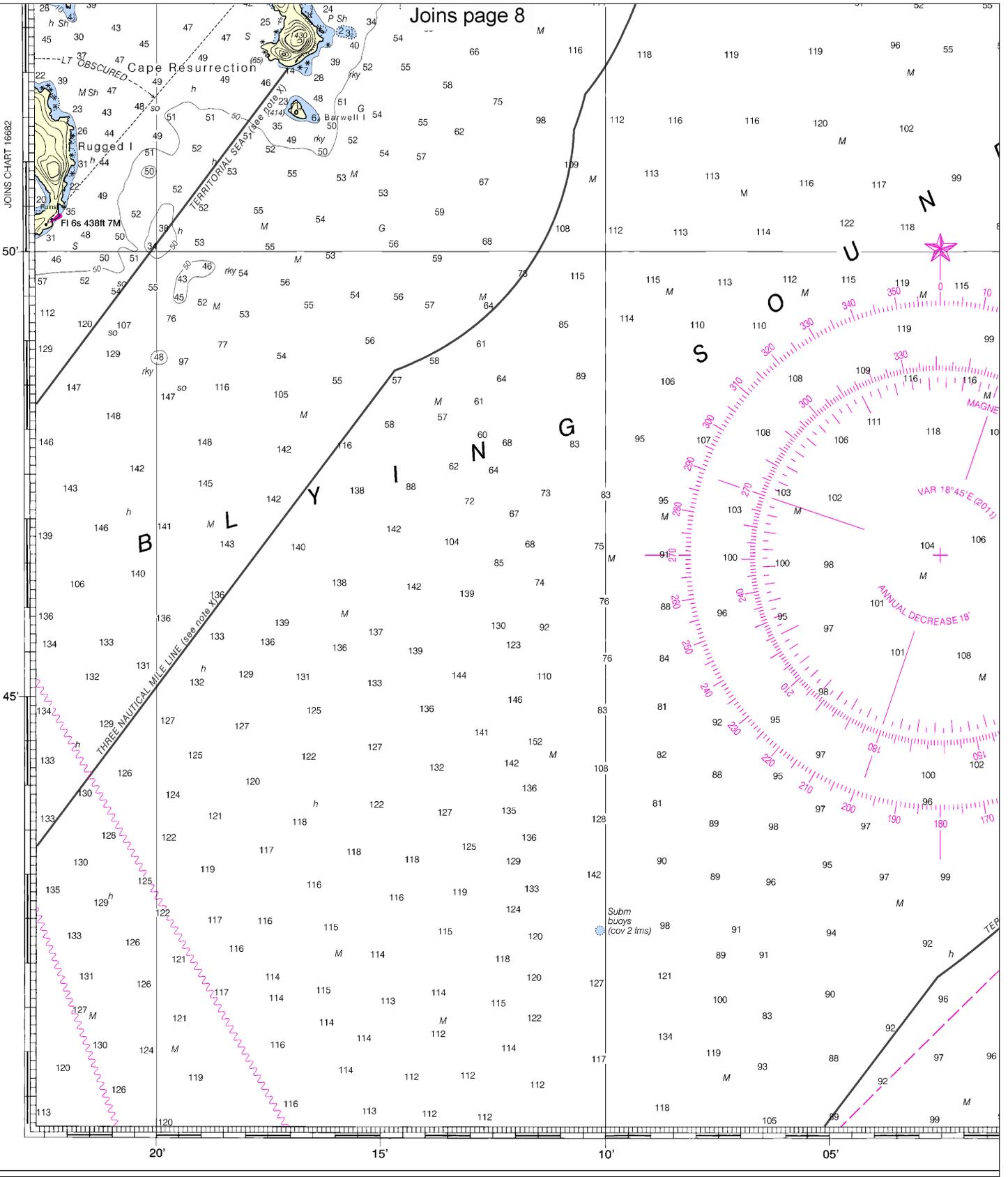
Joins page 14

**10**

Note: Chart grid lines are aligned with true north.



JOINS CHART 16682



12th Ed., Jan. / 11 ■ Corrected through NM Jan. 29/11  
Corrected through LNM Jan. 18/11

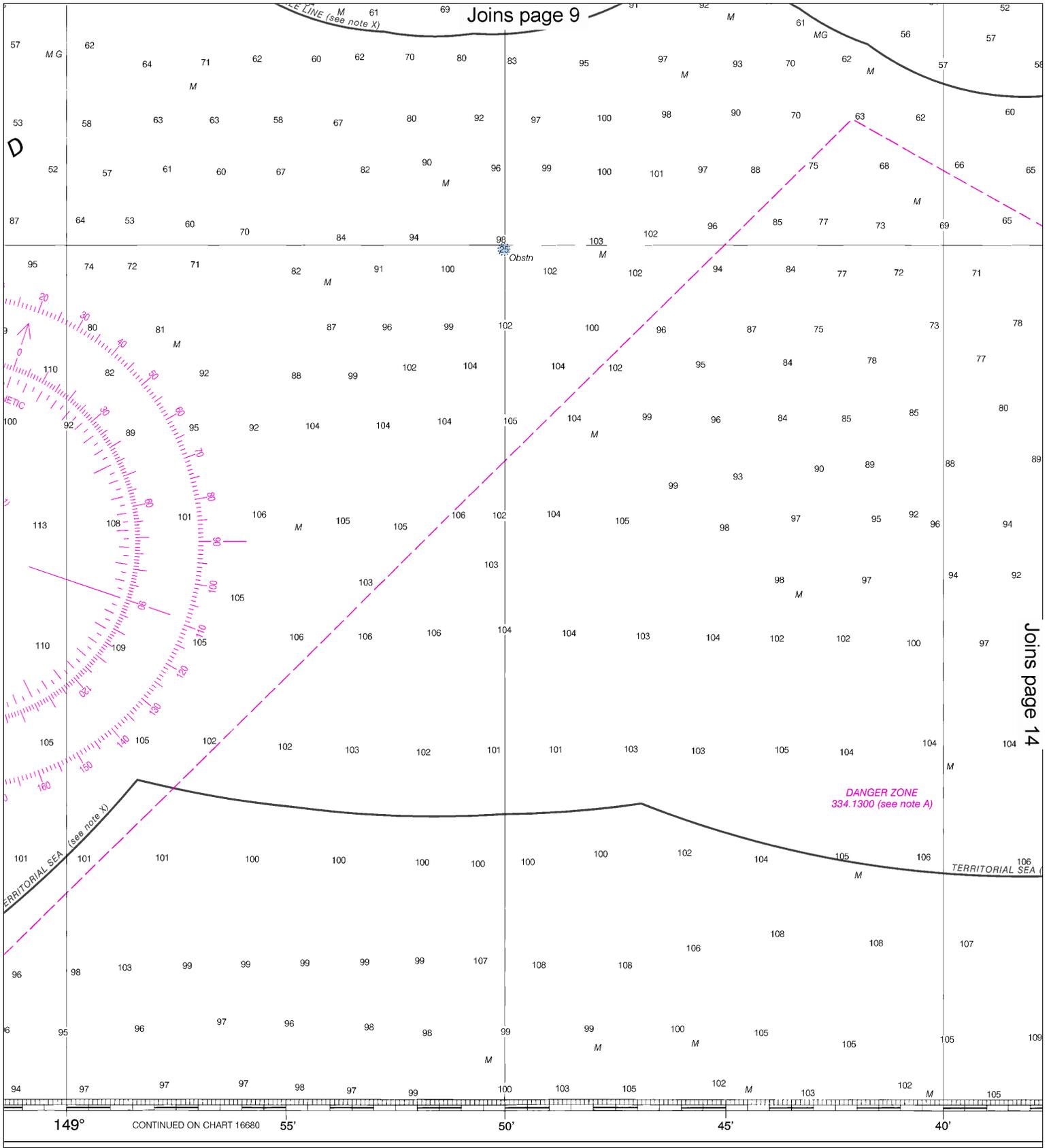
16683

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).

SOUNDING

12

Note: Chart grid lines are aligned with true north.

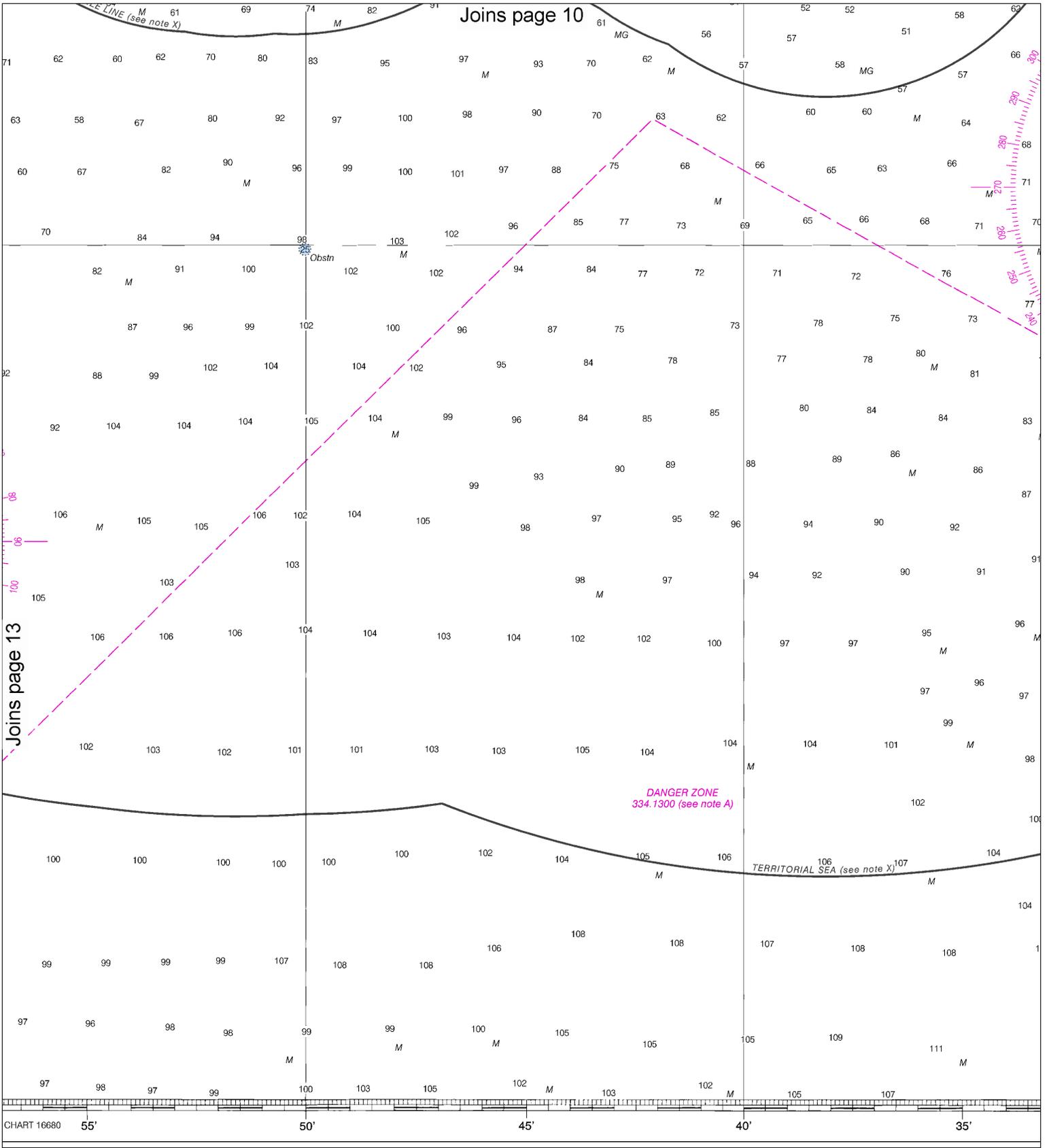


**DEPTH SOUNDINGS IN FATHOMS**

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

FATHOMS	
FEET	
METERS	

**13**



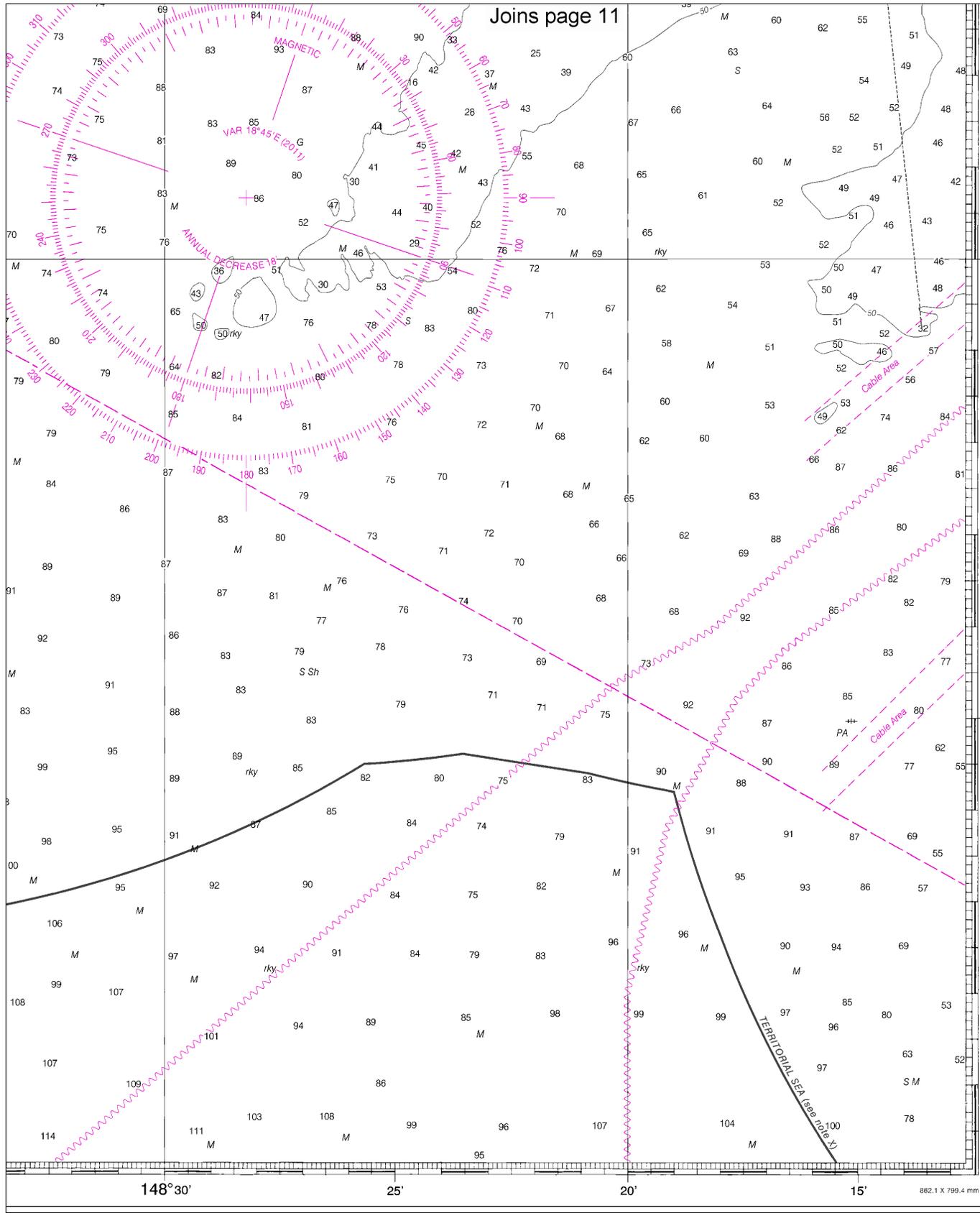
OMS

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

14

Note: Chart grid lines are aligned with true north.



148°30'

25'

20'

15'

882.1 X 799.4 mm

10	11	12	13	14	15	16	17
60	66	72	78	84	90	96	102
18	19	20	21	22	23	24	25
26	27	28	29	30	31		

### Point Elrington to Cape Resurrection

SOUNDINGS IN FATHOMS - SCALE 1:81,436

# 16683



# 15



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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