

# BookletChart™

## Latouche Passage to Whale Bay

NOAA Chart 16702

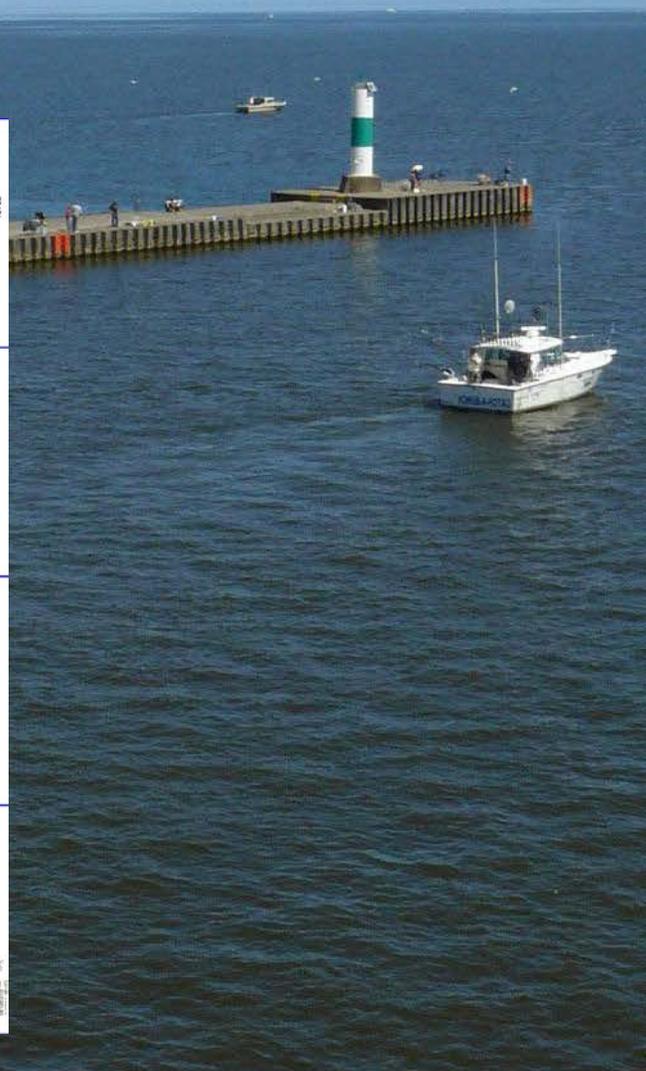
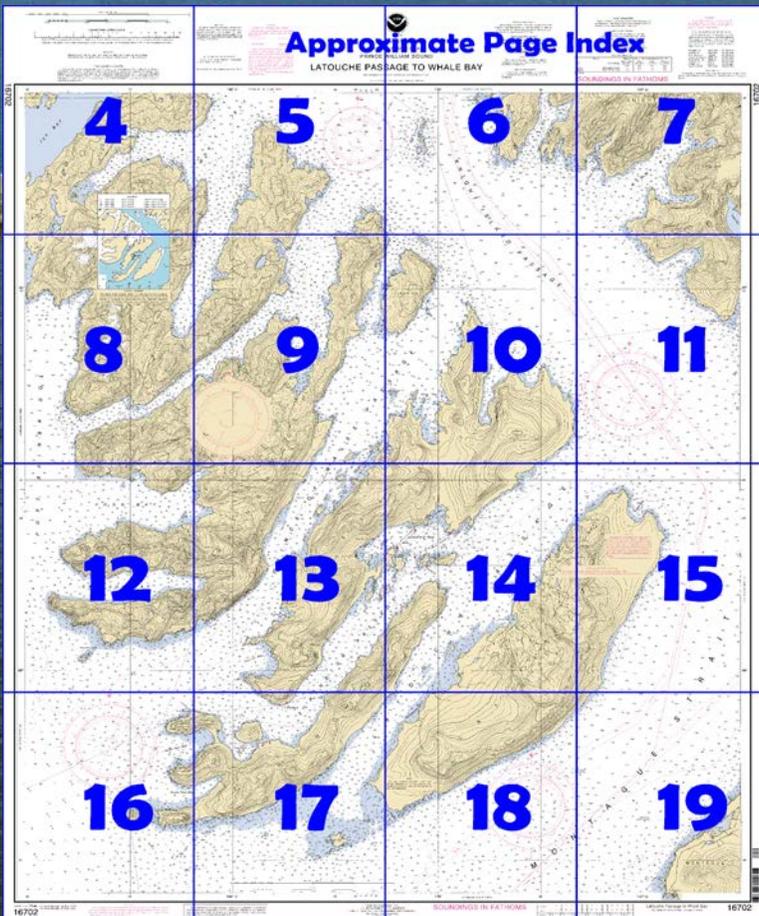


*A reduced-scale NOAA nautical chart for small boaters*

*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.

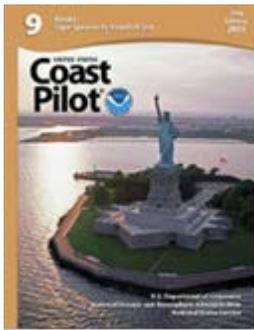
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16702>.



**(Selected Excerpts from Coast Pilot)**

**Latouche Passage** has its seaward entrance between Danger Island and Erlington 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 to 4.4 fathoms are about 1 mile N of Danger Island in 59°56'39"N., 148°05'25"W. to

about 2 miles S of Point Erlington in 59°54'10"N., 148°14'22"W. Occasionally with W winds large pieces of glacial ice drift into Latouche Passage from Knight Island Passage.

Latouche Passage, E of Elrington Island, is 7 miles long and 0.7 to 1.3 miles wide with depths under 30 fathoms in most places. Anchorage can be selected nearly anywhere in this channel in suitable depths, but it should be avoided in strong S winds. Avoid the E part of the passage in the vicinity of Izmaylov Island, the crescent-shaped islet 2.2 miles SW of Chicken Island. Rocks and kelp are in the passage between **Izmaylov Island** and Latouche Island.

A rocky ledge extends 220 yards from the W shore of Latouche Island and lies directly E of Izmaylov Island. A rock lies 120 yards from the NW tip of Izmaylov in about 60°00'42"N., 147°59'25"W.

From **Point Grace**, the N point of Latouche Island, to the N end of Elrington Island, a distance of 5 miles, Latouche Passage is about 1.8 miles wide, with deep water. A ledge extends about 200 yards off the E shore of Latouche Island 0.3 mile SE of Point Grace, and a dangerous rocky reef, awash at low tide, lies about 300 yards off the W shore of Latouche Island 0.8 mile SW of Point Grace in 60°04'20"N., 147°52'27"W.

The SE shore of the E end of **Evans Island** between Johnson Cove and **Bishop Rock** is foul with pinnacle rocks. A dangerous rock, awash at minus tide levels, lies 1.9 miles SW of Bishop Rock, in about 60°04'46"N., 147°55'58"W., about 0.1 mile off Evans Island. An unnamed wooded island, is near the E end of Evans Island, 0.8 mile N of Bishop Rock. The island is connected to the shore by a gravel bar at low tide.

**Latouche**, on the W side of Latouche Island 2.3 miles S of Point Grace, is the site of the abandoned copper mine of the Kennecott Copper Corp. The buildings are in ruins. Girwood, 0.3 mile N of Latouche, is the site of a homestead. There are piles on the beach in this vicinity.

The cove immediately E of **Powder Point** is shoal, and a reef extends 100 yards from the point. Anchorage can be had about 600 yards N of Powder Point in 10 to 15 fathoms.

Two rocks lie about 300 yards W of Powder Point at 60°03'00"N., 147°54'37"W. Another rock lies about 500 yards SW of Powder Point at 60°02'56"N., 147°54'43"W.

**Chicken Island**, 3.5 miles SW of Point Grace, is separated from Latouche Island by a pass 200 yards wide with a depths less than 3½ feet. A rocky ledge extends about 130 yards W of Latouche Island towards the SE and of Chicken Island. Only small craft should attempt the passage between Chicken Island and Latouche Island, and then only at high water. A reef, 200 yards in length, runs NE to SW and lies in the middle of **Wilson Bay**, just E of the N end of Chicken Island.

**Horseshoe Bay** is on the W side of Latouche Island, 4.5 miles SW of Point Grace. Its S half is shoal with depths of 1/3 fathom. Small craft should enter near the N shore of the bay where they can anchor in about 3 fathoms. A mooring pile is in the N part of the bay. Vessels can also anchor about 0.3 mile off the entrance in 16 fathoms.

**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. Sawmill Bay has no good anchorage for larger vessels and the holding ground is poor. Smaller craft may find suitable anchorage in some coves throughout Sawmill Bay.

**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 Oct. 03/09  
Corrected through LNM Sep. 22/09

## NOTE

Passage between Latouche Island and Danger Island should not be attempted because of evidence of major uplift caused by the 1964 earthquake.

## 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.

## 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 2.459' southward and 7.165' westward to agree with this chart.

## Mercator Projection

Scale 1:40,000 at Lat 60° 04.5'  
North American Datum of 1983  
(World Geodetic System 1984)

**SOUNDINGS IN FATHOMS**  
AT MEAN LOWER LOW WATER

## 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. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of change is not known.

## 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.

For Symbols and Abbreviations see Chart No. 1

## 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	WNG-532	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
East Point, AK	WNG-530	162.500 MHz

## 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.

## 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).

## 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.

## AUTHORITIES

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

## 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 of 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.

## HEIGHTS

Elevations of rocks, bridges, landmarks, and lights are in feet and refer to Mean High Water. Contour and summit elevations are in feet and refer to Mean Sea Level.

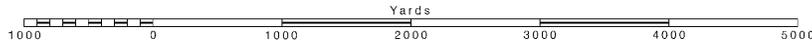
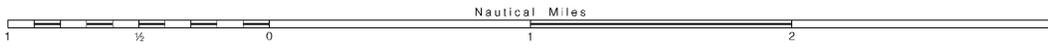
## COLREGS, 80.1705 (see note A)

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

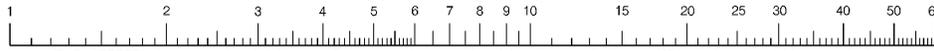
## TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Latouche	(60°03'N/147°54'W)	feet 11.5	feet 10.6	feet 1.5
Hogg Bay	(60°04'N/148°12'W)	feet 10.6	feet 9.7	feet 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>. (Aug 2009)



**LOGARITHMIC SPEED SCALE**



To find **SPEED**, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

**HEIGHTS**

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**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 1-800-684-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

**CAUTION**

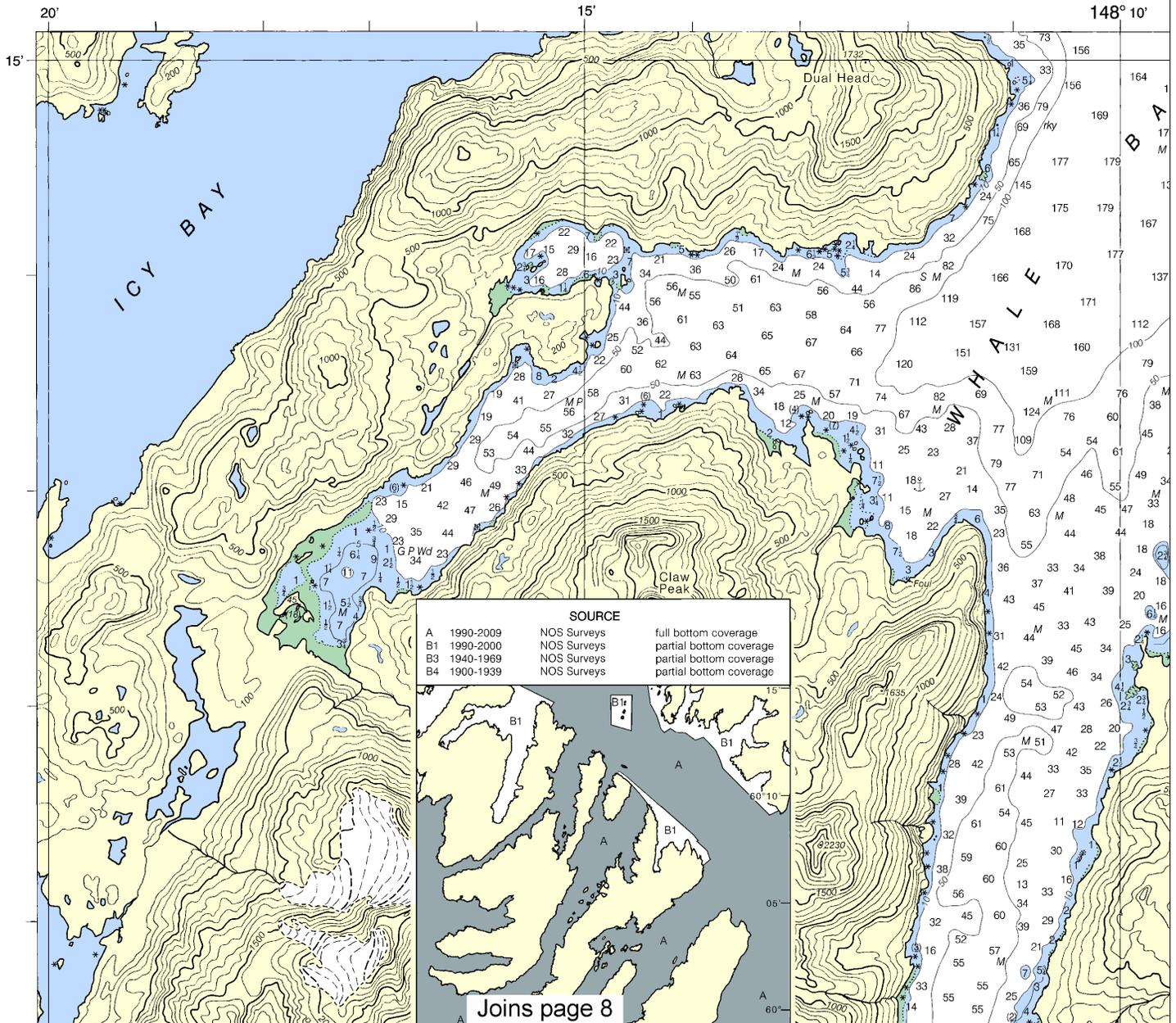
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**SUPPLEMENTAL INFORMATION**

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

For Symbols and Abbreviations see Chart No. 1

16702



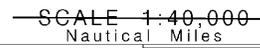
SOURCE		
A	1990-2009	NOS Surveys full bottom coverage
B1	1990-2000	NOS Surveys partial bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage

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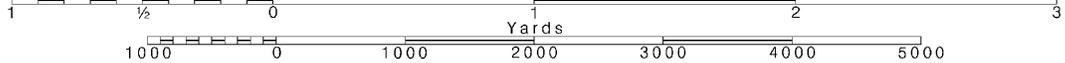
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.



See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTH COAST

PRINCE WILLIAM SOUND

# LATOUCHE PASSAGE TO WHALE BAY

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

Formerly C&GS 8523, 1st Ed., Nov. 1911 C-1928-308 KAPP 2599

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### CAUTION

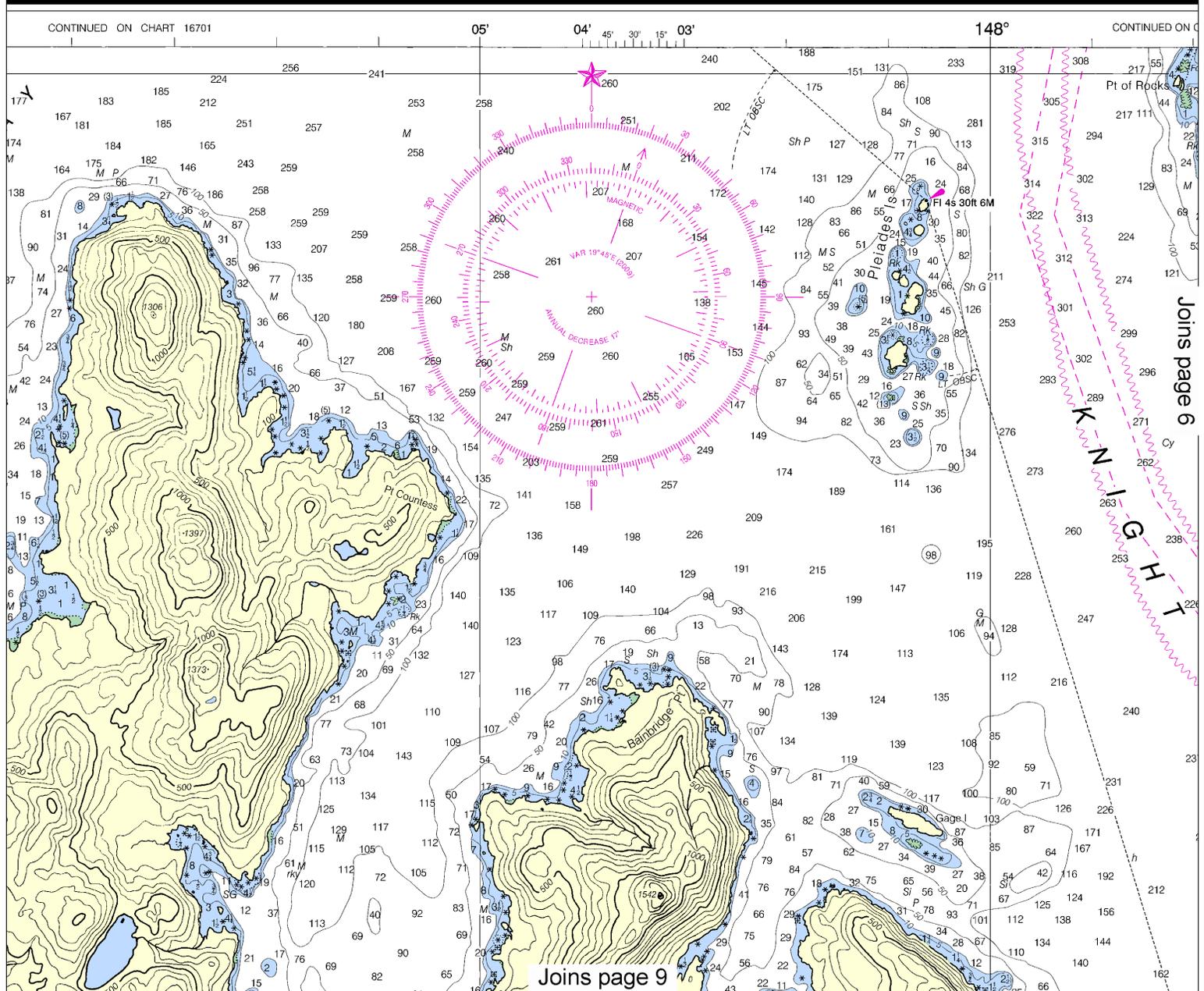
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This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



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ALASKA - SOUTH COAST

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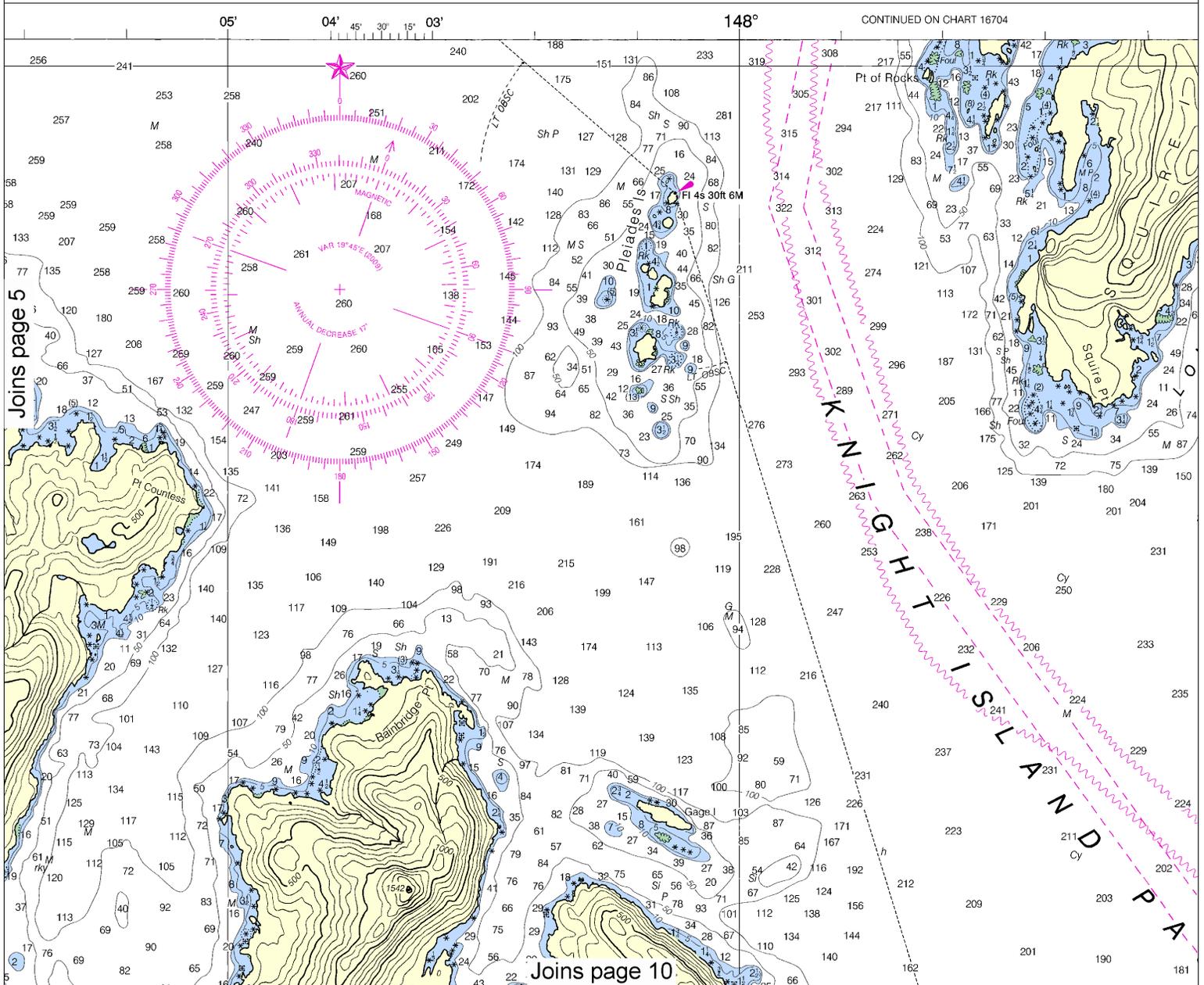
Formerly C&GS 8523, 1st Ed., Nov. 1911 C-1928-308 KAPP 2599

**POLLUTION REPORT**  
Report all spills of oil and hazardous materials to the nearest U.S. Coast Guard Vessel Response Center via 1-800-424-8802. If communication is impossible (33 CFR 157.10-157.10-4)

Mercator Projection  
Scale 1:40,000 at Latitude 60°N  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

**CAUTION**  
Temporary changes or corrections to this chart are indicated by a Local Notice to Mariners.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Notices to Mariners for supplemental information on aids to navigation.



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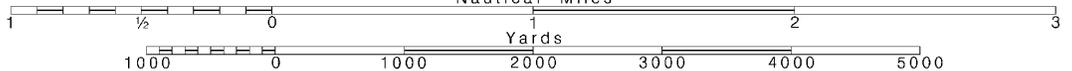
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



**RADAR REFLECTORS**

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**HORIZONTAL DATUM**

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**AUTHORITIES**

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**SOUNDINGS IN FATHOMS**

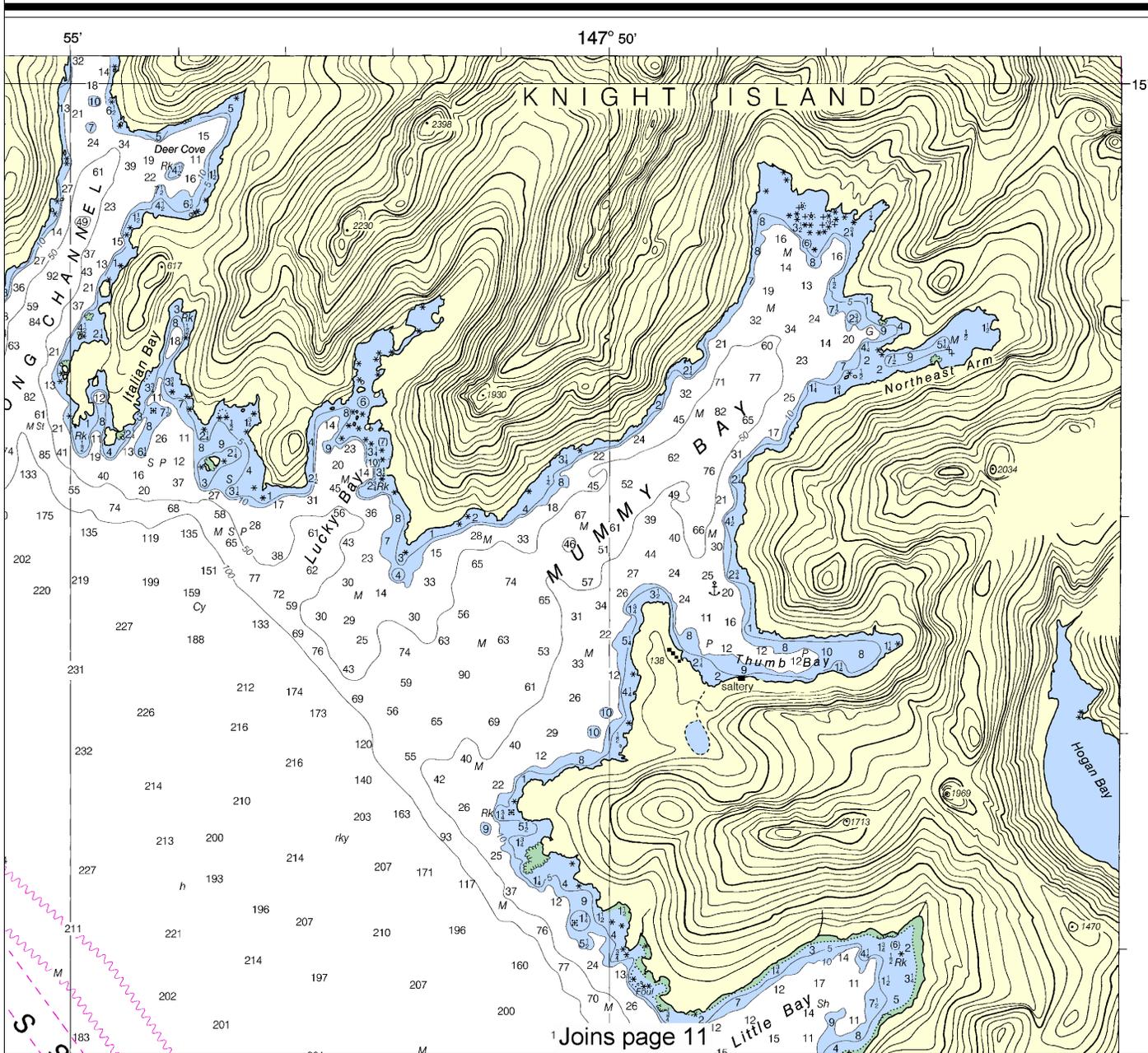
**PORTS**  
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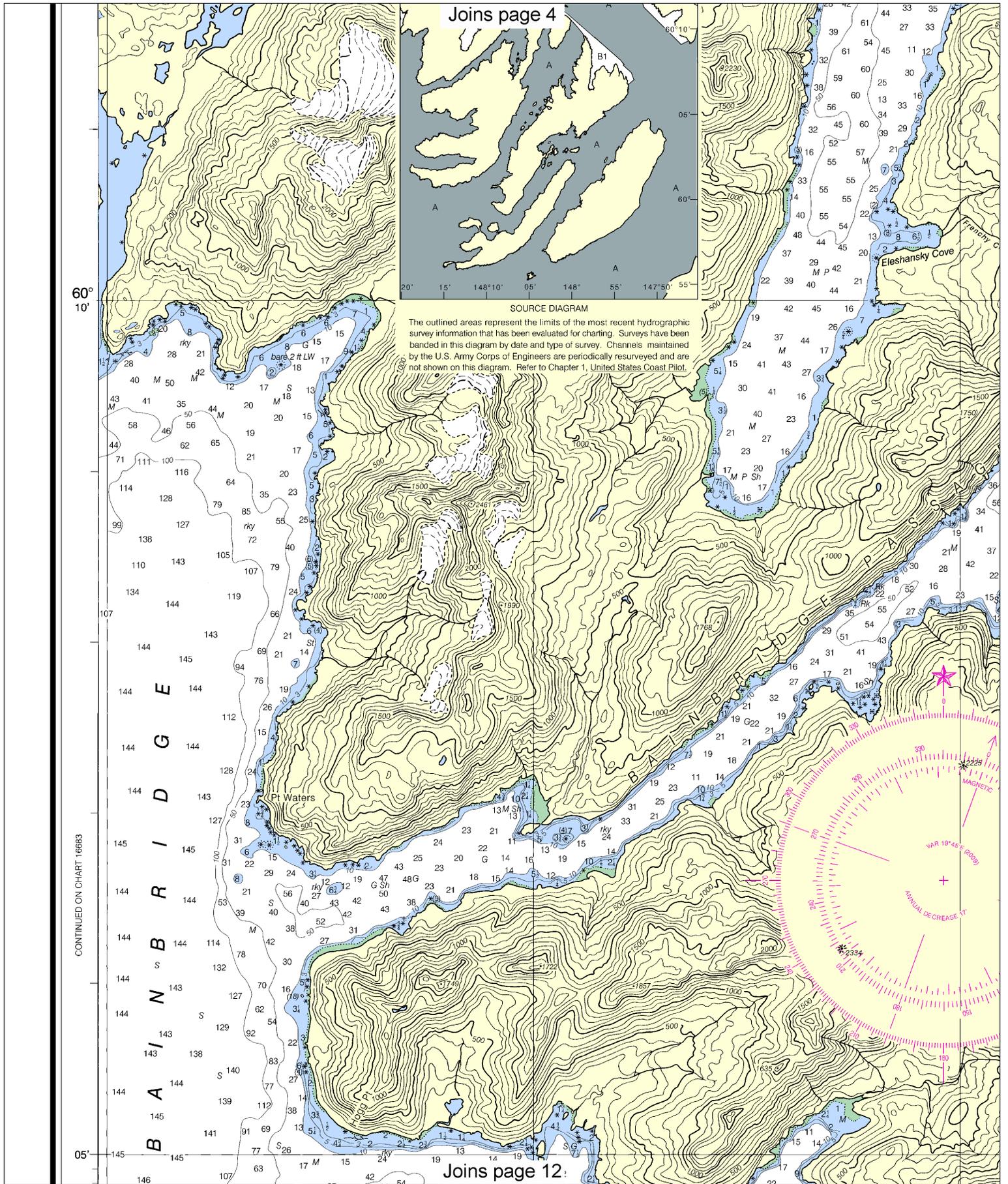
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**FATHOMS**  
**LOW WATER**

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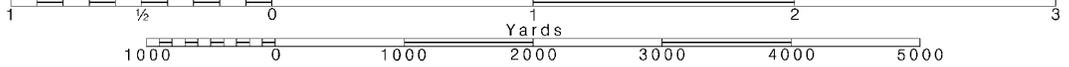


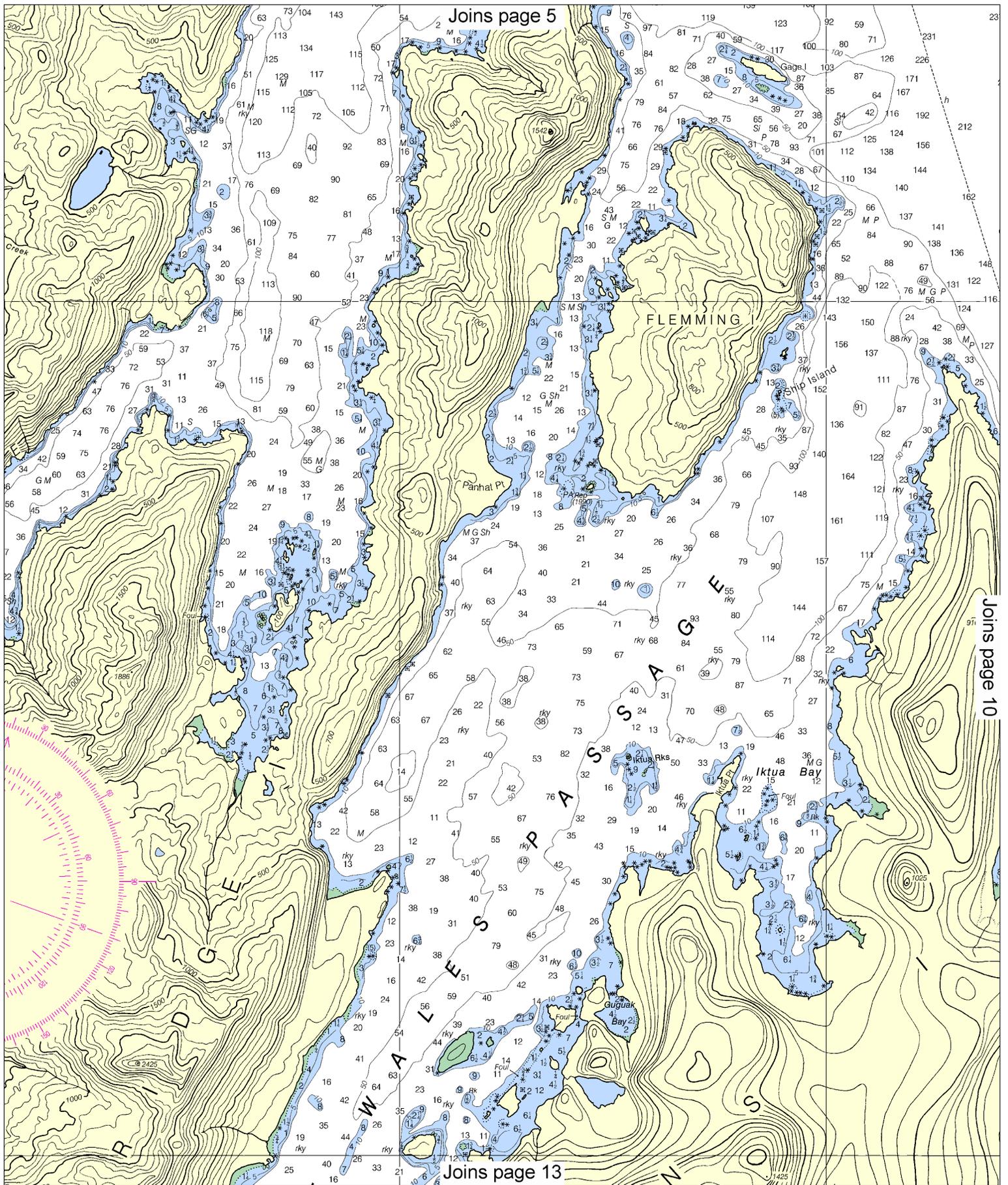
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

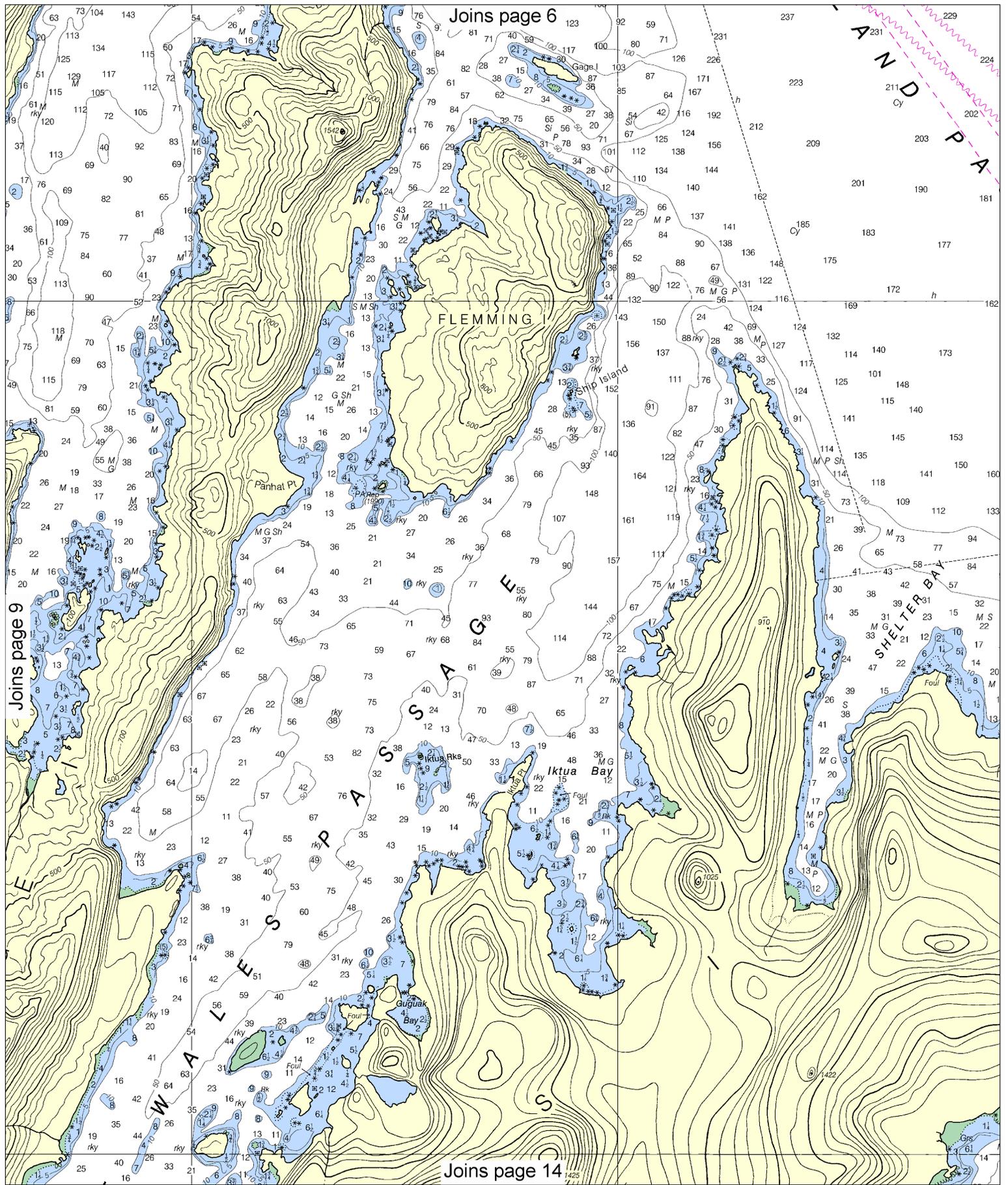




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Joins page 13



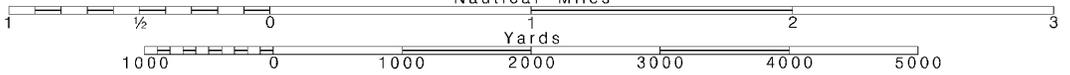
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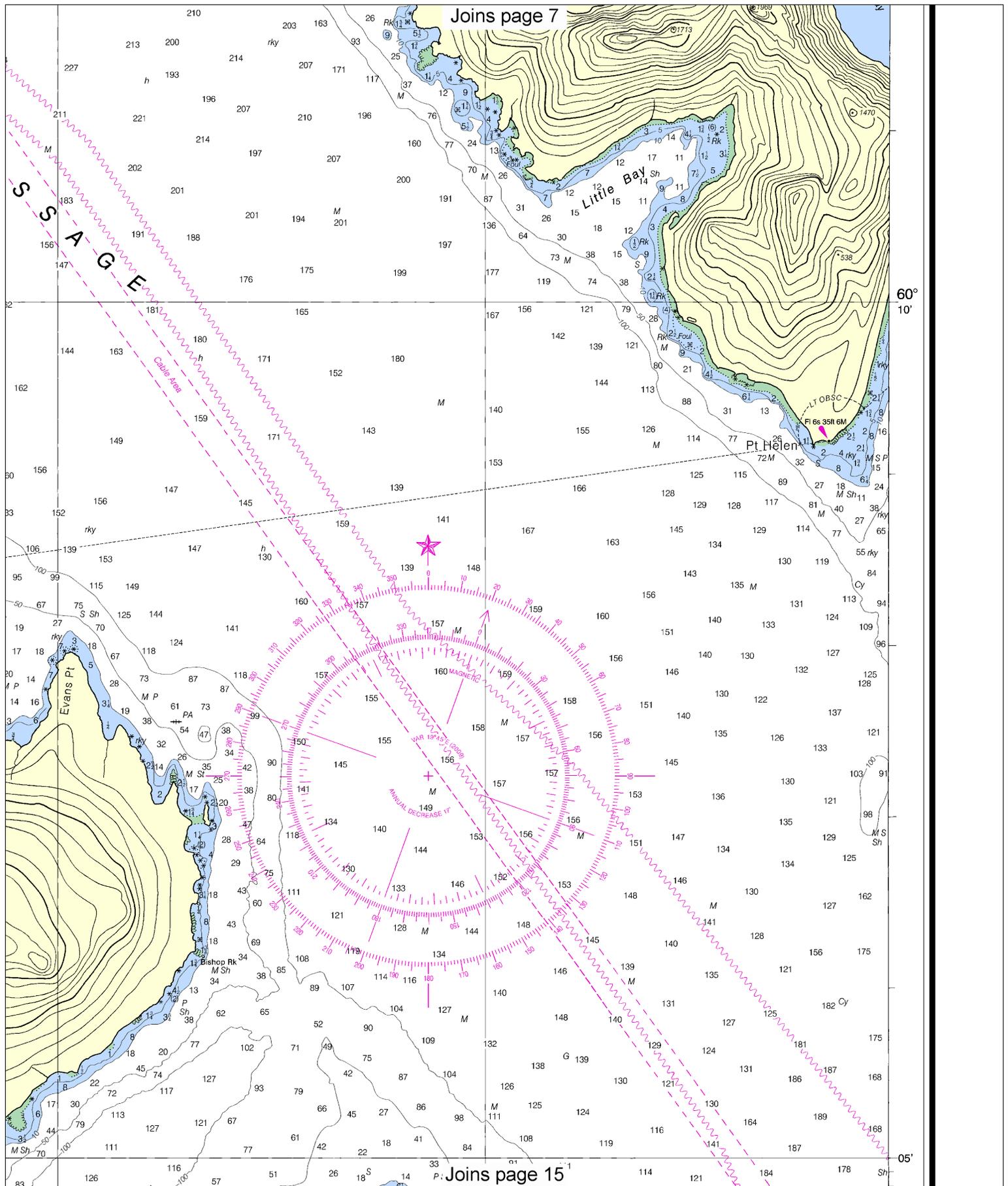
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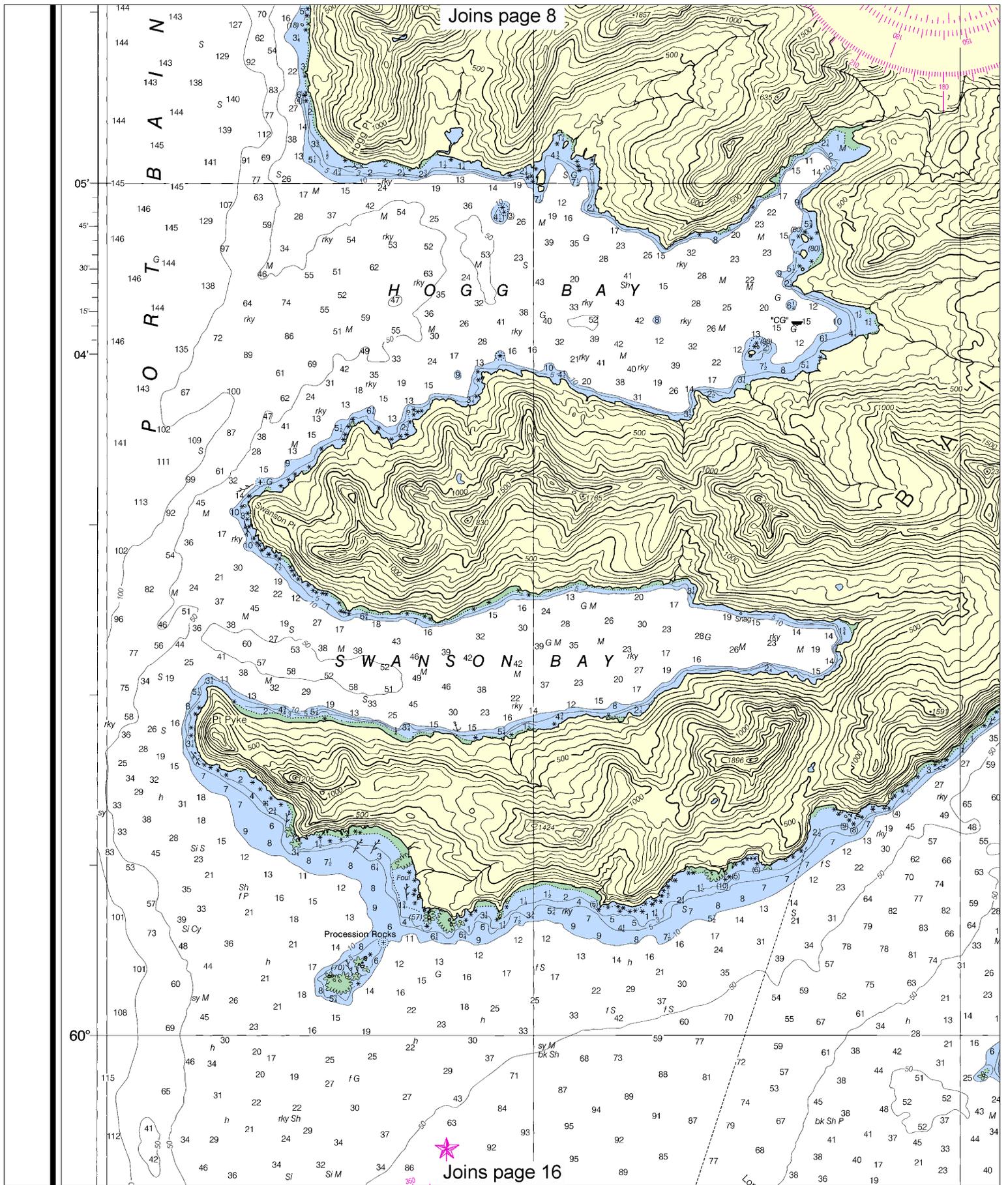
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







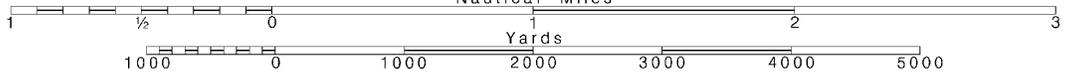
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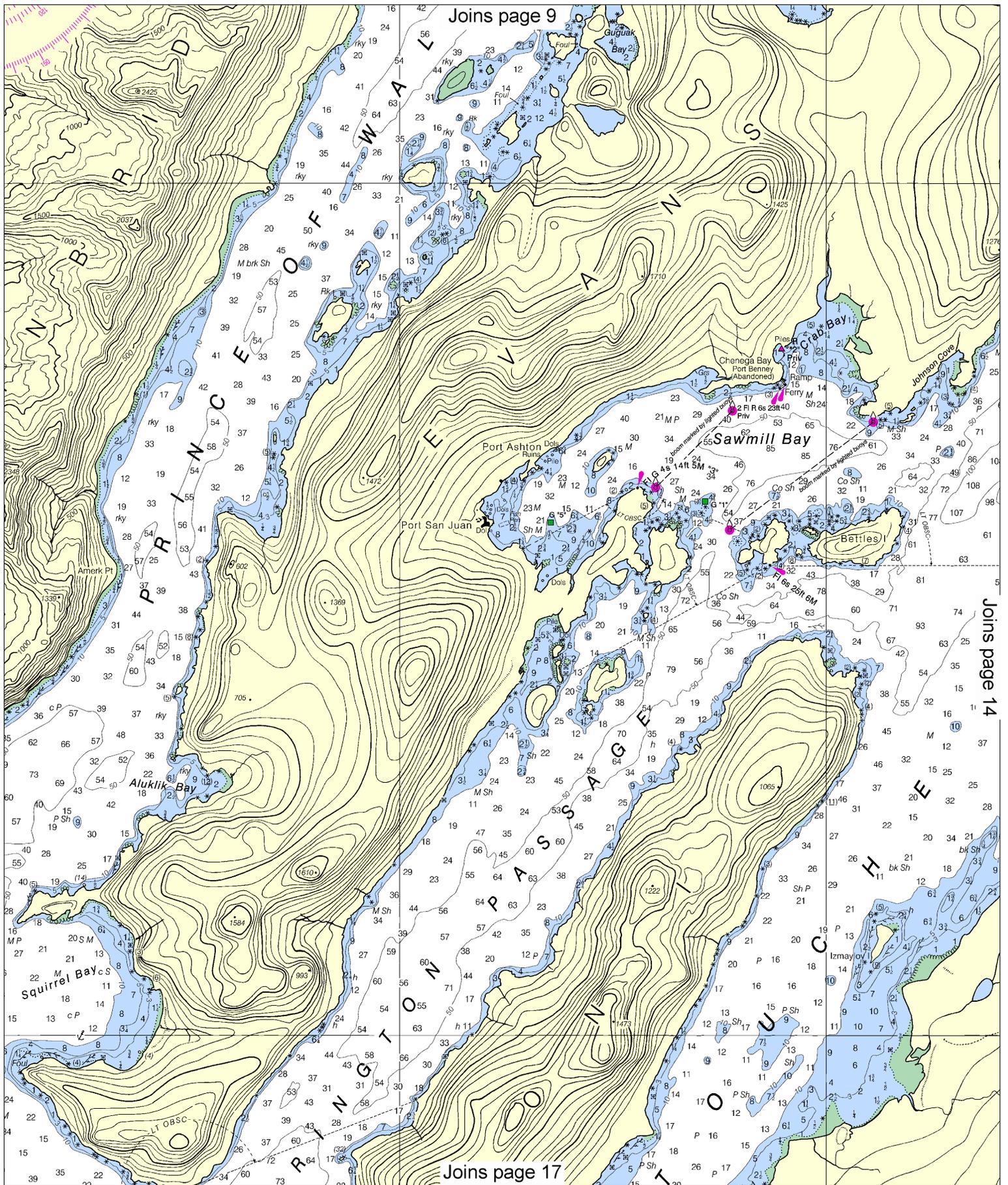
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Nautical Miles

See Note on page 5.





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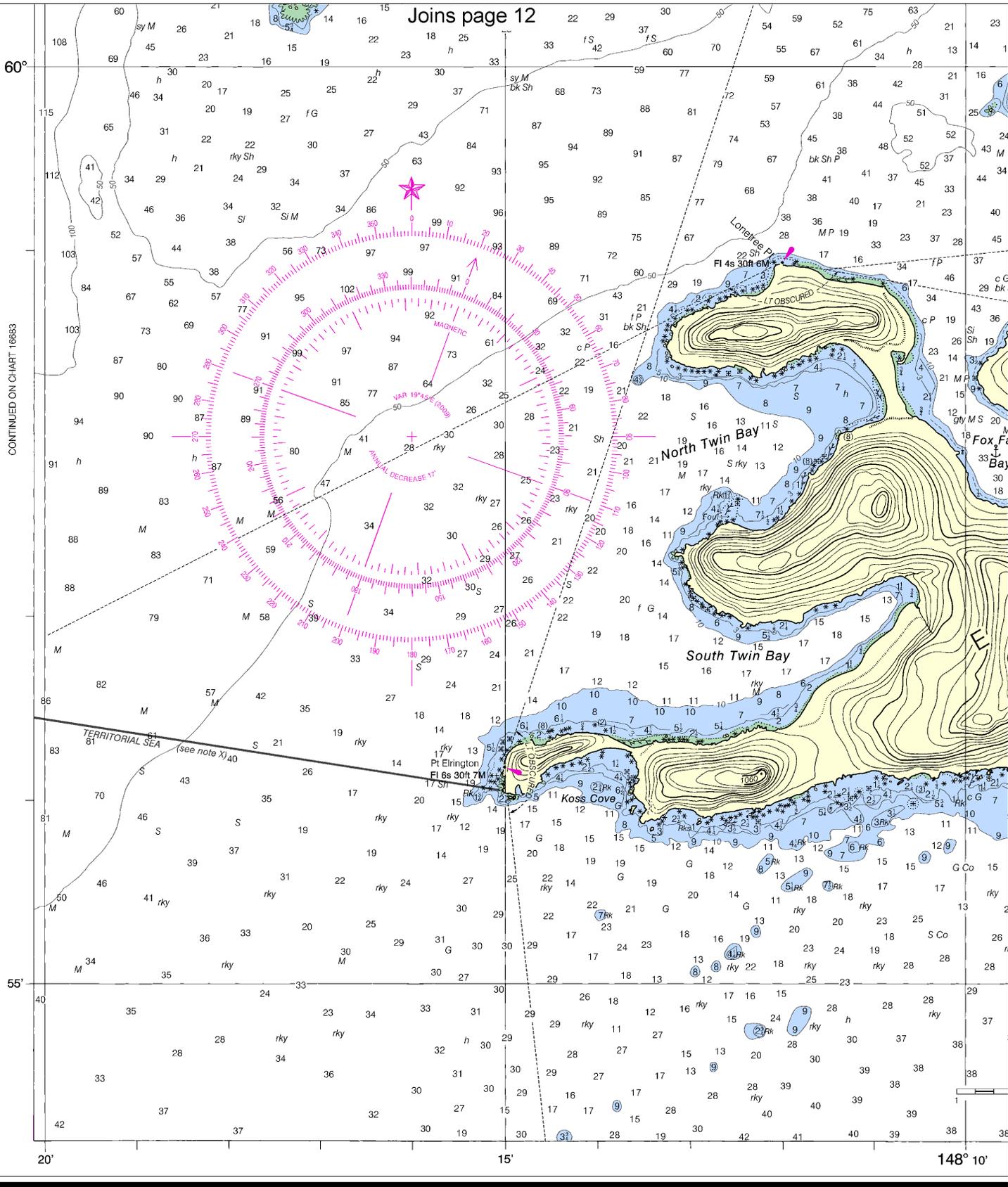
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CONTINUED ON CHART 16863



14th Ed., Oct. / 09 ■ Corrected through NM Oct. 03/09  
Corrected through LNM Sep. 22/09

16702

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).

This nautical chart has been designed to promote safe navigation. The U.S. Coast and Geodetic Survey encourages users to submit corrections, adding to the chart. For more information, contact the Chief, Marine Chart Division (N/A Service), NOAA, Silver Spring, Maryland 20910-3282.

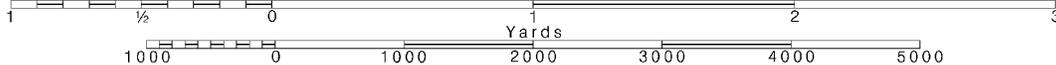
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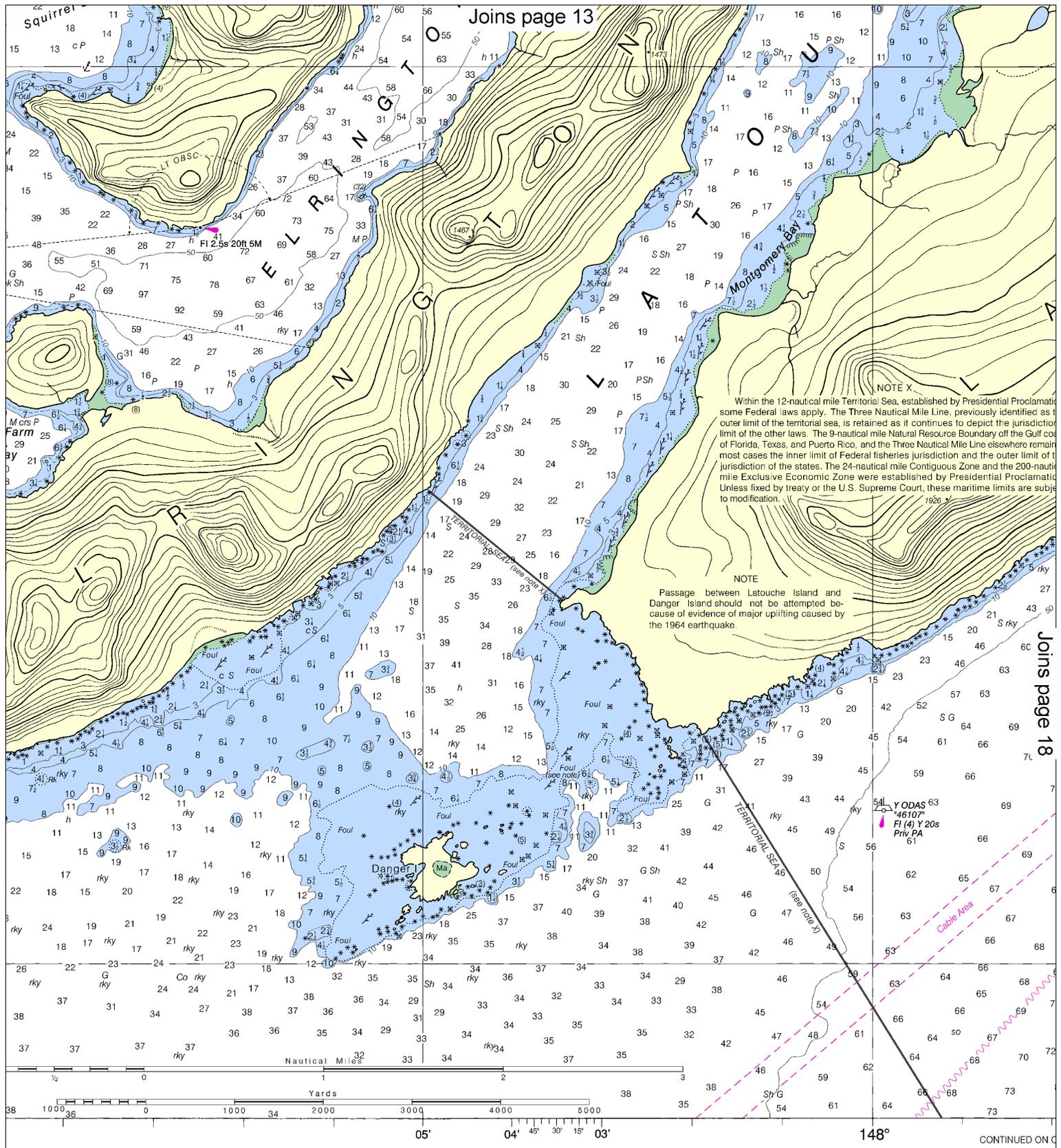
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Nautical Miles

See Note on page 5.





Joins page 13

Joins page 18

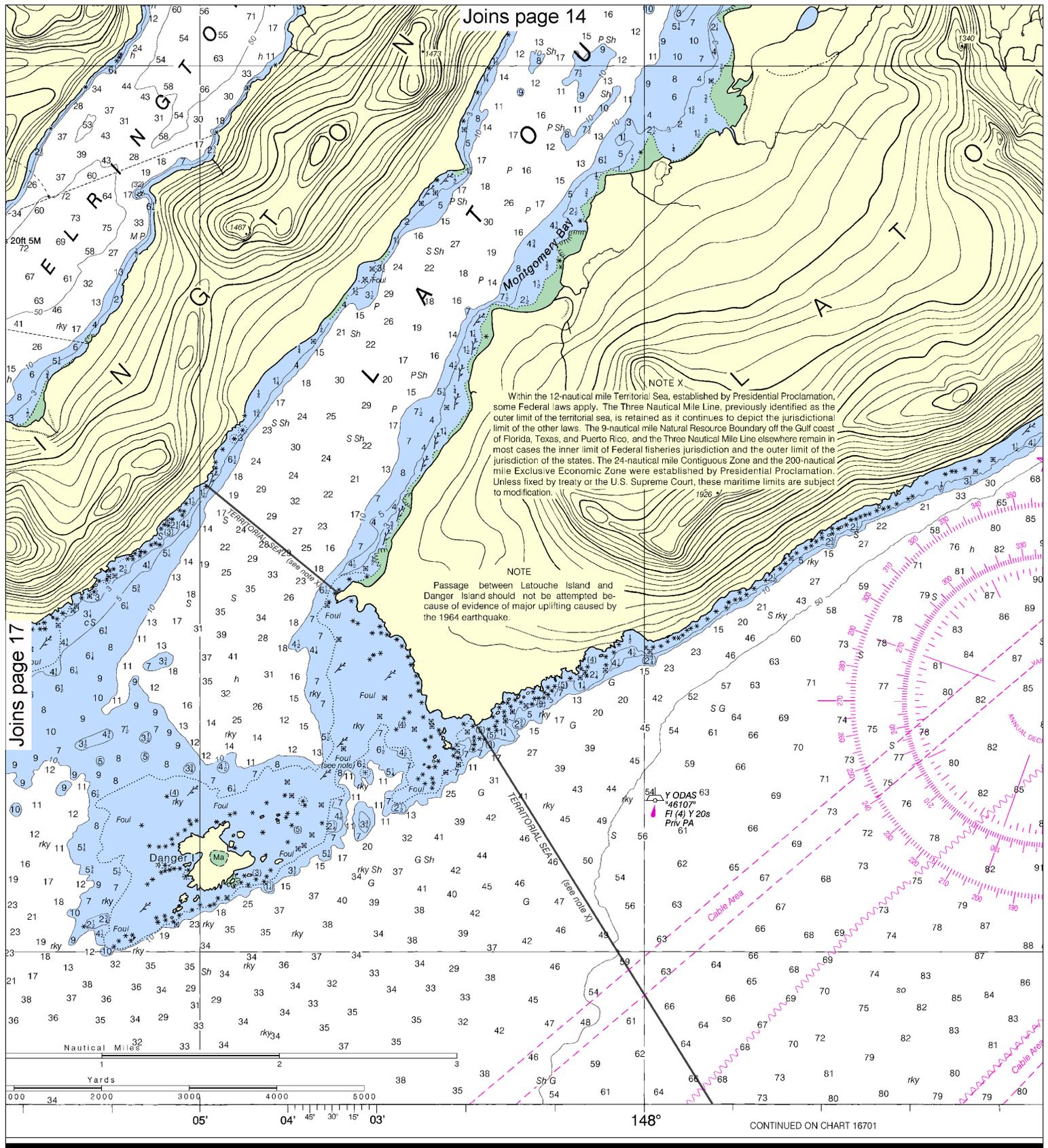
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navigation. The National  
 Editions, or comments for  
 V/CS2), National Ocean

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

**SOUNDINGS**



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

**SOUNDINGS IN FATHOMS**

**18**

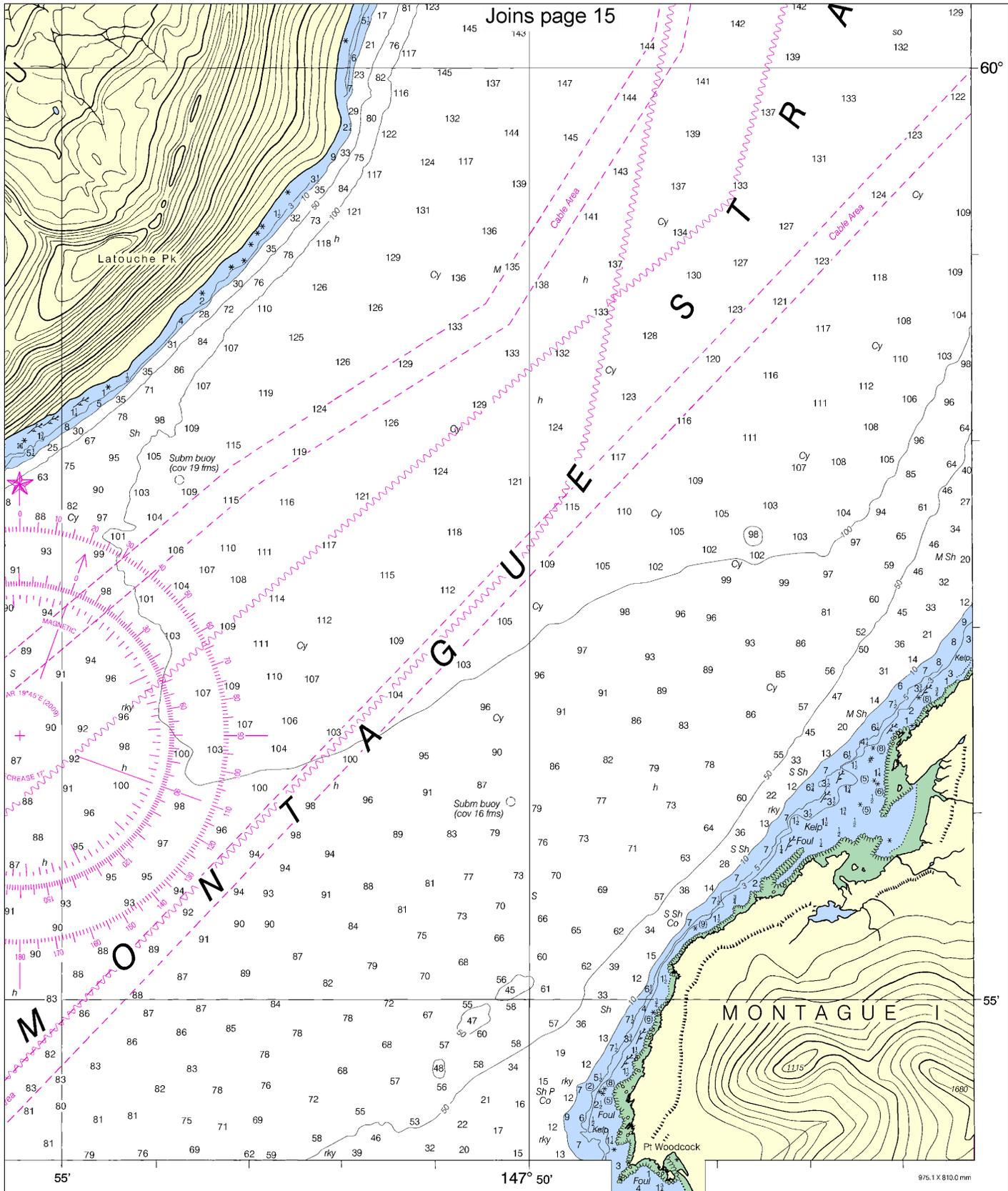
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





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

Latouche Passage to Whale Bay  
SOUNDINGS IN FATHOMS - SCALE 1:40,000

16702





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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