

# BookletChart™

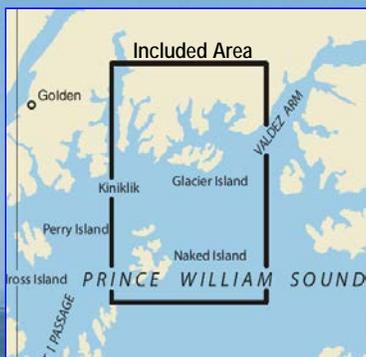


## *Naked Island to Columbia Bay*

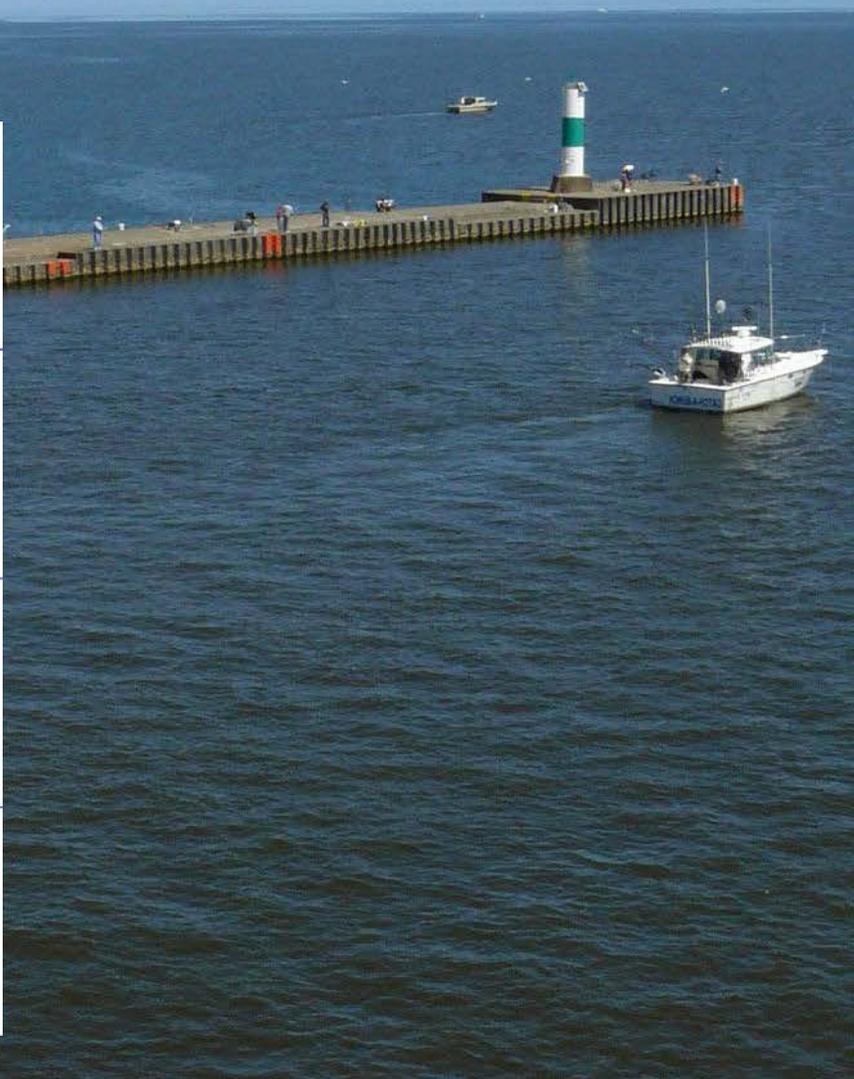
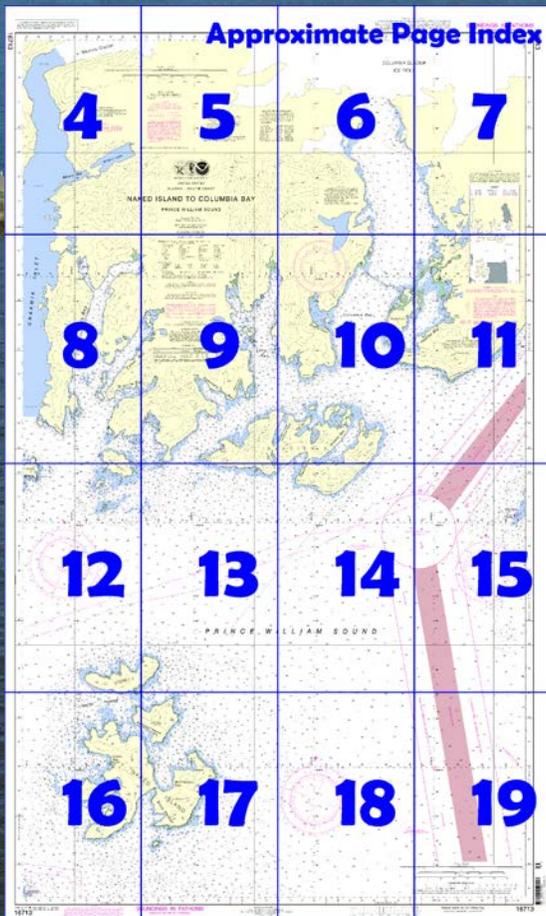
**NOAA Chart 16713**

*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.

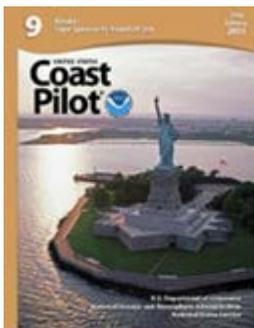
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16713>.



**(Selected Excerpts from Coast Pilot)**

**Prince William Sound** is an extensive body of water with an area of about 2,500 square miles. It is very irregular in outline, with great arms spreading in all directions. The entrance, from Cape Hinchinbrook to Cape Puget, is 58 miles across, but is almost closed off by islands. The largest is Montague Island which extends well out into the ocean.

**Prince William Sound Shipping Safety Fairway**, extending SE from Hinchinbrook

Entrance at the approaches to Prince William Sound, has separate inbound and outbound traffic lanes that merge in the NW part.

There are three Safety Zones in Prince William Sound: Valdez Marine Terminal, Ammunition Island, and a Moving Safety Zone around explosive-carrying vessels.

Traffic Separation Scheme (Prince William Sound), wholly within U.S. Territorial waters, has inbound and outbound traffic lanes and separation zones, and leads from the vicinity of Cape Hinchinbrook through Prince William Sound and into Valdez Arm

Mariners approaching or departing Hinchinbrook Entrance are advised to use caution, because of strong currents, occasional severe weather, and fishing activity in the area. Hinchinbrook Entrance may be transited E or W of Seal Rocks, at the vessel master's discretion.

**Dangers**

The off-lying dangers in the approaches to Prince William Sound are Middleton Island, Fountain Rock, Wessels Reef, and Seal Rocks.

The Hinchinbrook Entrance Safety Fairway has been established to provide an unobstructed approach for vessels from the SE to Hinchinbrook Entrance. Use of this fairway provides safe clearance of Wessels Reef and Seal Rocks, and terminates at Cape Hinchinbrook. The Prince William Sound Vessel Traffic Service begins about 3.5 miles after departing the designated safety fairway. A RACON established at Seal Rocks and a radio beacon at Cape Hinchinbrook provide aids to making the approach.

**The March 1964 earthquake caused a bottom uplift of from 4 to 32 feet in Prince William Sound. Some parts of the sound outside of the traffic separation scheme have not been surveyed since the earthquake. Until a complete survey is made of the area, extreme caution is necessary because depths may be considerably less than charted and mentioned in the Coast Pilot.**

**Middleton Island**, about 50 miles off the entrance to Prince William Sound, is comparatively low and grass covered and difficult to pick up when making a landfall. An aerolight is on the W side about 1.3 miles from the S end of the island.

From a few miles offshore the island appears flat. The highest ground, on the S, has an elevation of 126 feet. A pinnacle rock at the extreme S end is conspicuous from E and W. The N end slopes to a sandspit.

A sandbar, awash at low water, extends 1.3 miles NW from the N tip of the island. The channel between the extreme end of the bar and the main island, 0.5 mile NW of the tip of the island, carries a depth of 3 fathoms, but strong rips occur and it is dangerous to use.

**Middleton Island** is inhabited by technicians that operate the Federal Aviation Administration station. The island is fringed by vast areas of reefs, rocks, and kelp. Breakers occur at greater distances. Foul ground extends 2 miles S of the island, terminating in breakers except in very smooth weather. Seaward of these breakers, the bottom falls off rapidly into deepwater, except that in 1967, a depth of 5¼ fathoms was found to exist about 0.3 mile S of the foul ground in 59°22.3'N., 146°23.1'W. Broken ground extends 3 miles to the E, terminating in breakers which first begin to appear when a moderate swell is running. This side of the island should be given a wide berth.

The waters W of **Middleton Island** are clear of off-lying dangers, giving an easy approach to an anchorage from this direction. The best anchorage is 1 mile S of the N tip and 2 miles W of the island in about 12 fathoms. Small vessels can anchor further E, 1 mile W of the island, in about 7 to 8 fathoms. This area gives protection from the NE and SE. Tidal currents, of about 2 knots, run approximately parallel to the island.

**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 Jul. 24/10  
Corrected through LNM Jul. 13/10

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## 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

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)

## 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.

|                     |         |             |
|---------------------|---------|-------------|
| 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 |
| Valdez, AK          | WXJ-63  | 162.550 MHz |
| Cordova, AK         | WXJ-79  | 162.400 MHz |
| Whittier, AK        | KXI-29  | 162.400 MHz |
| East Point, AK      | WNG-530 | 162.500 MHz |
| Tripod Mountain, AK | WNG-715 | 162.450 MHz |

Mercator Projection  
Scale 1:50,000 at Lat. 60° 50'

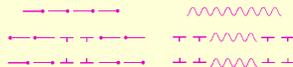
North American Datum of 1983  
(World Geodetic System 1984)

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

## 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.

## 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 B

### CAUTION

During calving season, Columbia Glacier deposits ice which may drift into the northern part of Prince William Sound. Mariners are advised to exercise extreme caution and to report all ice sightings to "Valdez Traffic" on Channel 13 (156.650 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).

## 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 1.958" southward and 7.342" westward to agree with this chart.

## NOTE D

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in Prince William Sound. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## NOTE 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.

## HEIGHTS

Heights of rocks, bridges, landmarks 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 U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

## 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.



Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement.

## 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   |
| A/ alternating    | IQ interrupted quick     | N nun                  | Rot rotating       |
| B black           | Iso isophase             | OBSC obscured          | s seconds          |
| Bn beacon         | LT HO lighthouse         | Oc occulting           | SEC sector         |
| C can             | M nautical mile          | Or orange              | 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       |
|                   |                          | R Bn radiobeacon       | Y yellow           |

## Bottom characteristics:

|              |           |         |             |           |
|--------------|-----------|---------|-------------|-----------|
| Bds 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       | Obstrn 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.

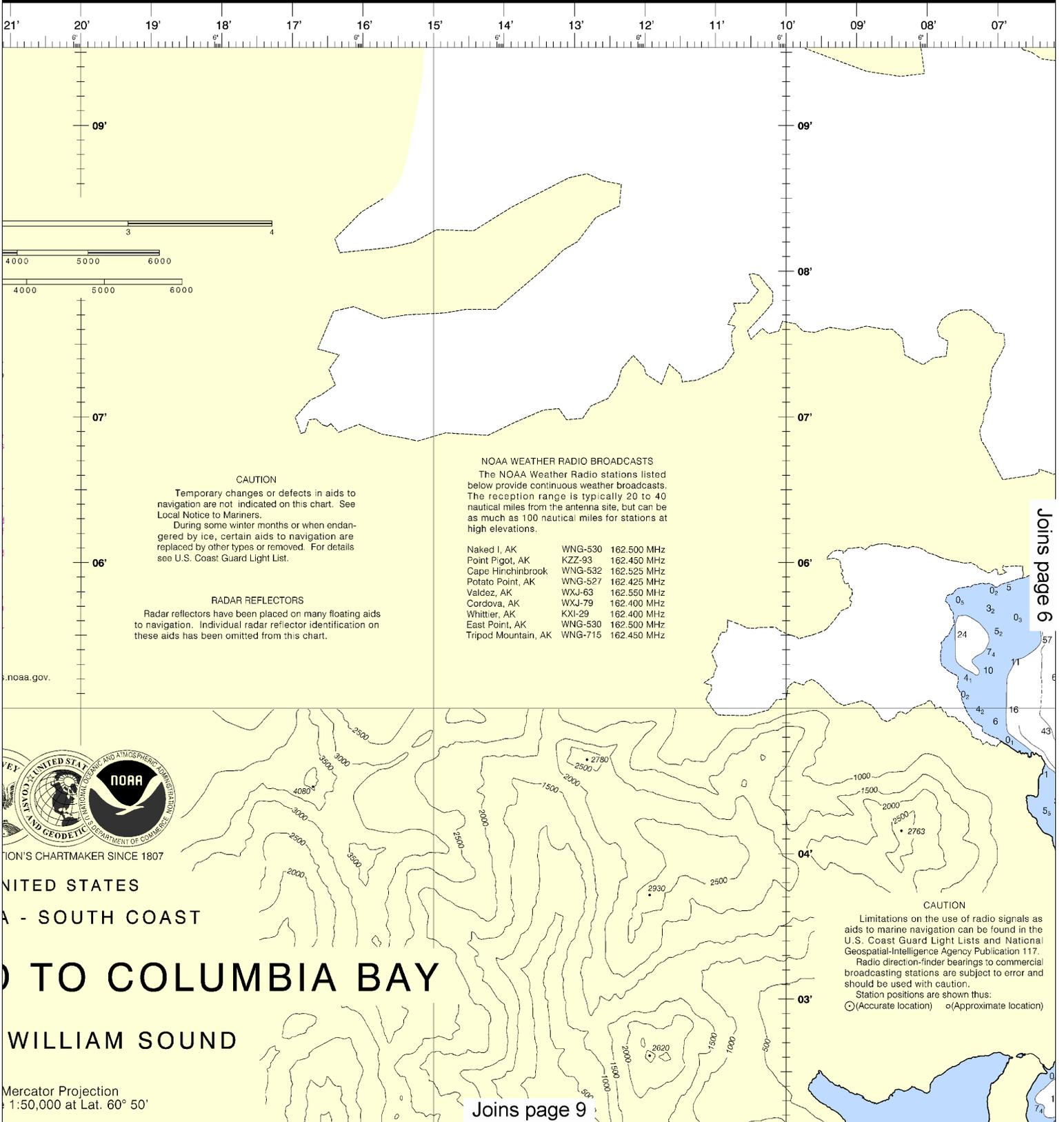
## TIDAL INFORMATION

| 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 |
| Jackson Cove, Glacier Island    | (60°53'N/147°14'W)                           | feet   | feet            | feet           |
| Naked Island, McPherson Passage | (60°40'N/147°24'W)                           | 11.9   | 11.0            | 1.5            |
|                                 |  | 11.8   | 10.9            | 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>.

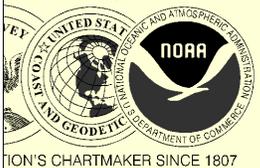
(May 2010)





Joins page 6

Joins page 9



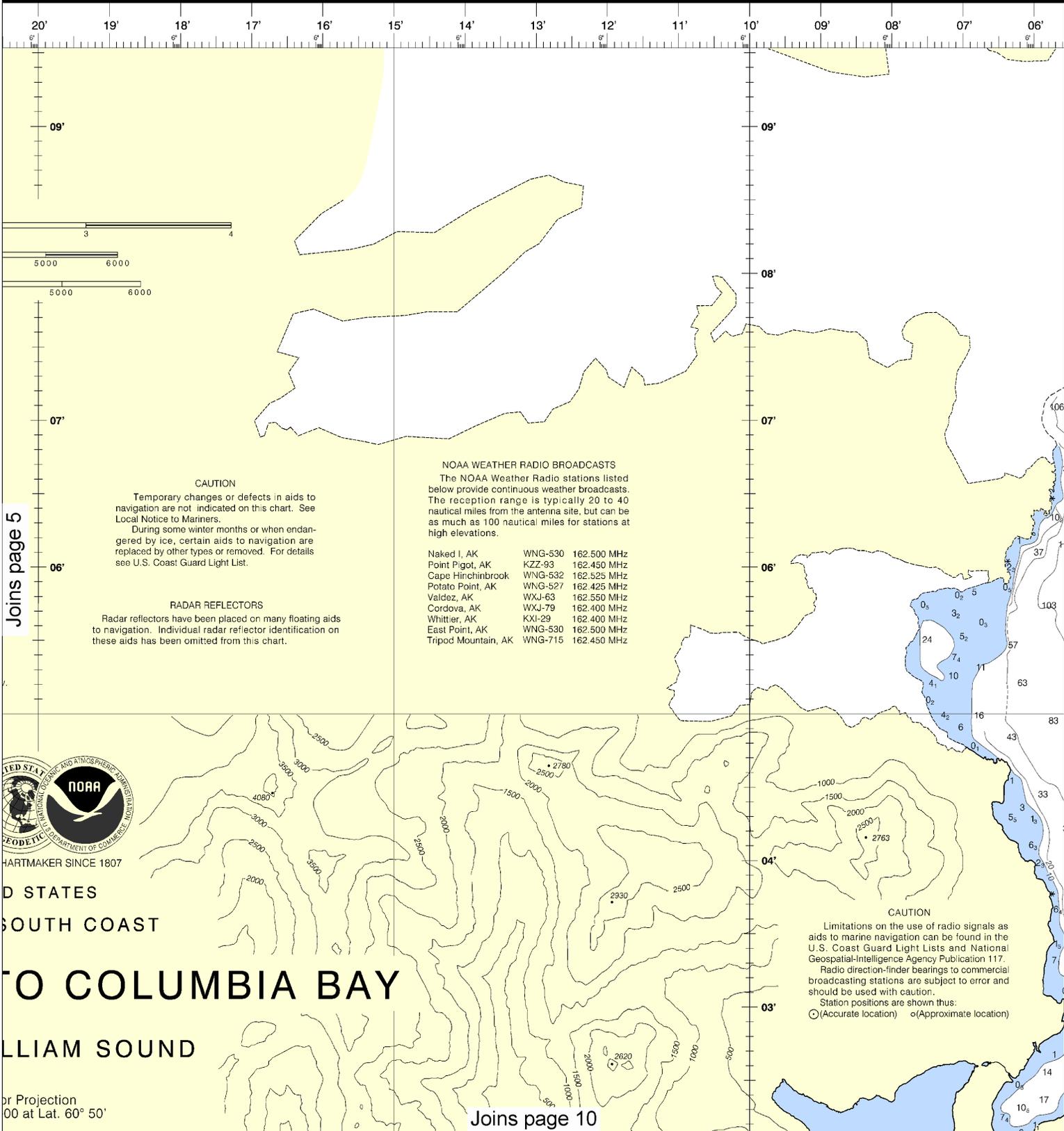
UNITED STATES  
SOUTH COAST

# POTATO TO COLUMBIA BAY

## WILLIAM SOUND

Mercator Projection  
1:50,000 at Lat. 60° 50'

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:66667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Joins page 5

Joins page 10



UNITED STATES  
 SOUTH COAST  
**OF COLUMBIA BAY**  
 WILLIAM SOUND

Projection  
 00 at Lat. 60° 50'

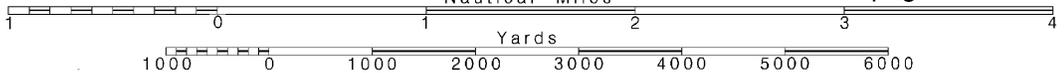


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000  
 Nautical Miles

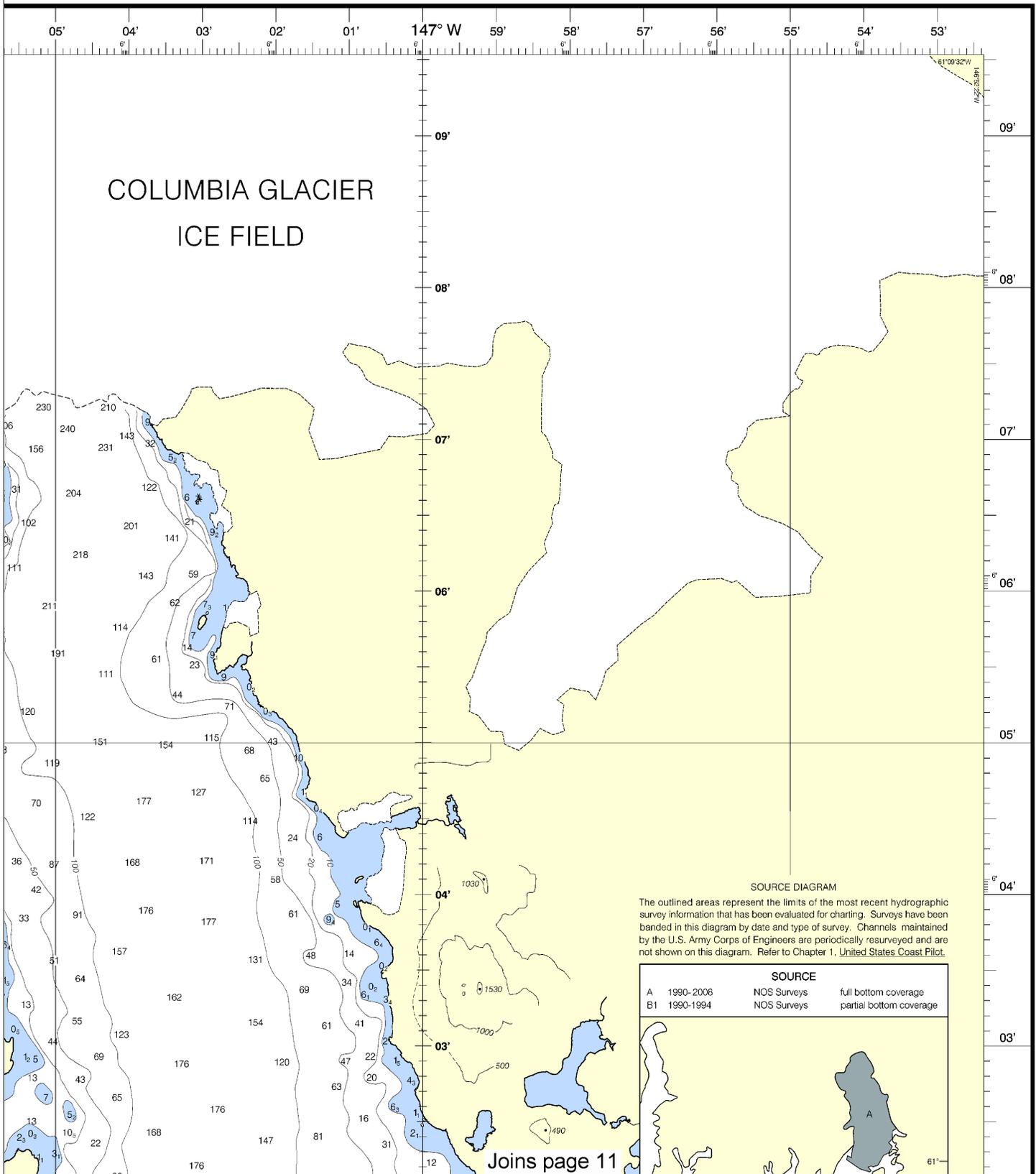
See Note on page 5.



# SOUNDINGS IN FATHOMS

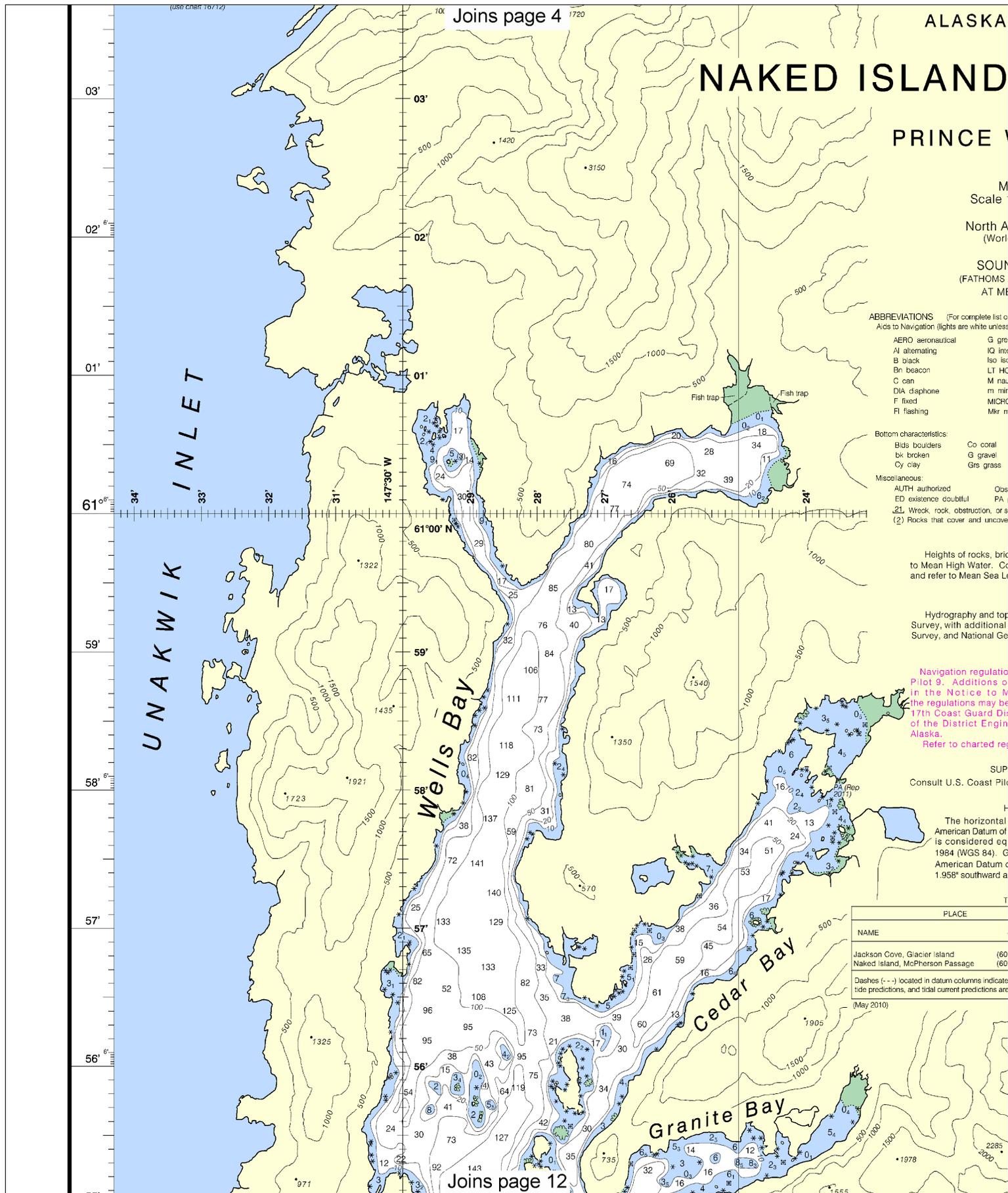
(FATHOMS AND FEET TO 11 FATHOMS)

16713



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



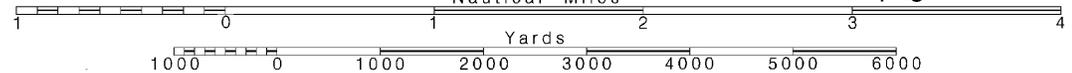


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.



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# TO COLUMBIA BAY

## WILLIAM SOUND

Mercator Projection  
Scale 1:50,000 at Lat. 60° 50'

American Datum of 1983  
World Geodetic System 1984)

**SOUNDINGS IN FATHOMS**  
SOUNDINGS IN FEET TO ELEVEN FATHOMS)  
MEAN LOWER LOW WATER

For Symbols and Abbreviations, see Chart No. 1.)  
as otherwise indicated.)

- |                       |                        |                    |
|-----------------------|------------------------|--------------------|
| green                 | Mo morse code          | R TR radio tower   |
| interrupted quick     | N nun                  | Rot rotating       |
| isophase              | OBSC obscured          | s seconds          |
| HO lighthouse         | Oc occulting           | SEC sector         |
| nautical mile         | Or orange              | St M statute miles |
| minutes               | Q quick                | VQ very quick      |
| RD TR microwave tower | R red                  | W white            |
| marker                | Ra Ref radar reflector | WHIS whistle       |
|                       | R Bn radiobeacon       | Y yellow           |

- |         |             |           |
|---------|-------------|-----------|
| gy gray | Oys oysters | so soft   |
| h hard  | Rk rock     | Sh shells |
| M mud   | S sand      | sy sticky |

- |   |                      |                |
|---|----------------------|----------------|
| obstruction   | PD position doubtful | Subm submerged |
| A position approximate                              | Rep reported         |                |
| shoal swept clear to the depth indicated            |                      |                |
| ver, with heights in feet above datum of soundings. |                      |                |

**HEIGHTS**  
ridges, landmarks and lights are in feet and refer  
Contour and Summit elevation values are in feet  
Level.

**AUTHORITIES**  
topography by the National Ocean Service, Coast  
al data from the U.S. Coast Guard, Geological  
eospatial-Intelligence Agency.

**NOTE A**  
ions are published in Chapter 2, U.S Coast  
or revisions to Chapter 2 are published  
Mariners. Information concerning  
be obtained at the Office of the Commander,  
istrict in Juneau, Alaska, or at the Office  
neer, Corps of Engineers in Anchorage.

egulation section numbers.

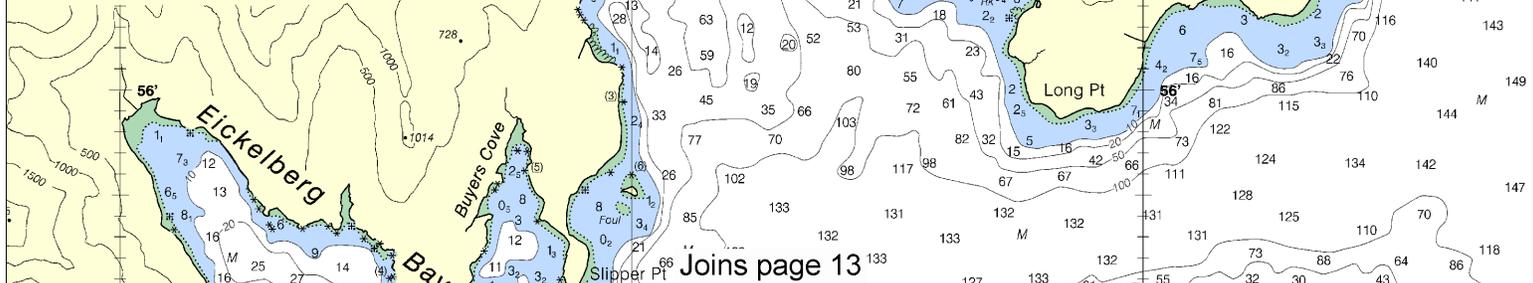
**IMPLEMENTAL INFORMATION**  
pilot 9 for important supplemental information.

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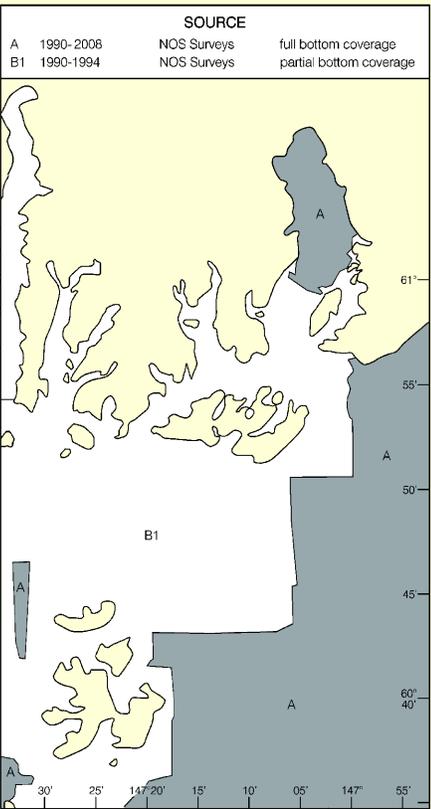
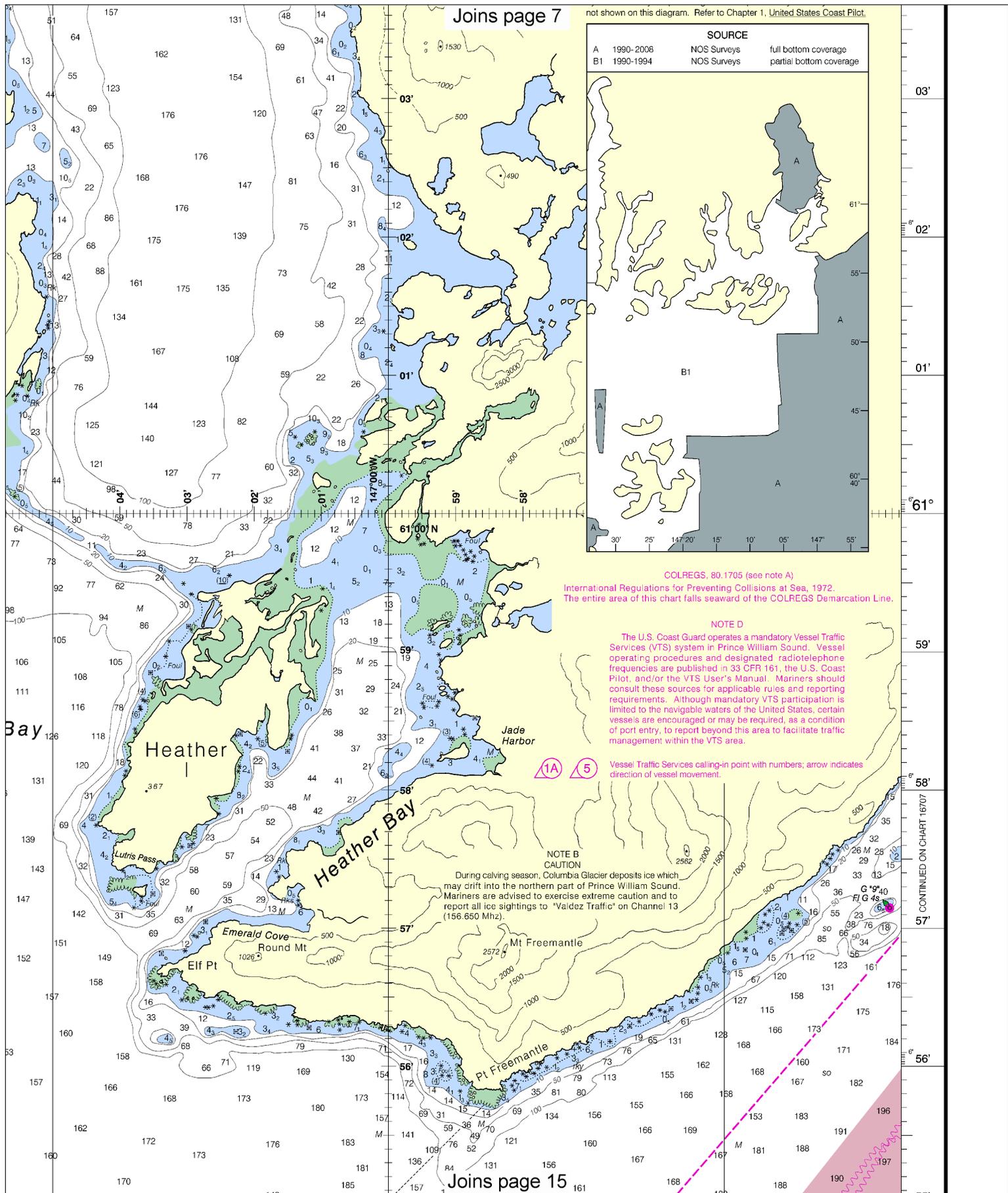
**TIDAL INFORMATION**

| (LAT/LONG)       | Height referred to datum of soundings (MLLW) |                 |                |
|------------------|--|-----------------|----------------|
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| 60°53'N/147°14'W | 11.9   | 11.0            | 1.5            |
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are available on the internet: from <http://tidesandcurrents.noaa.gov>.







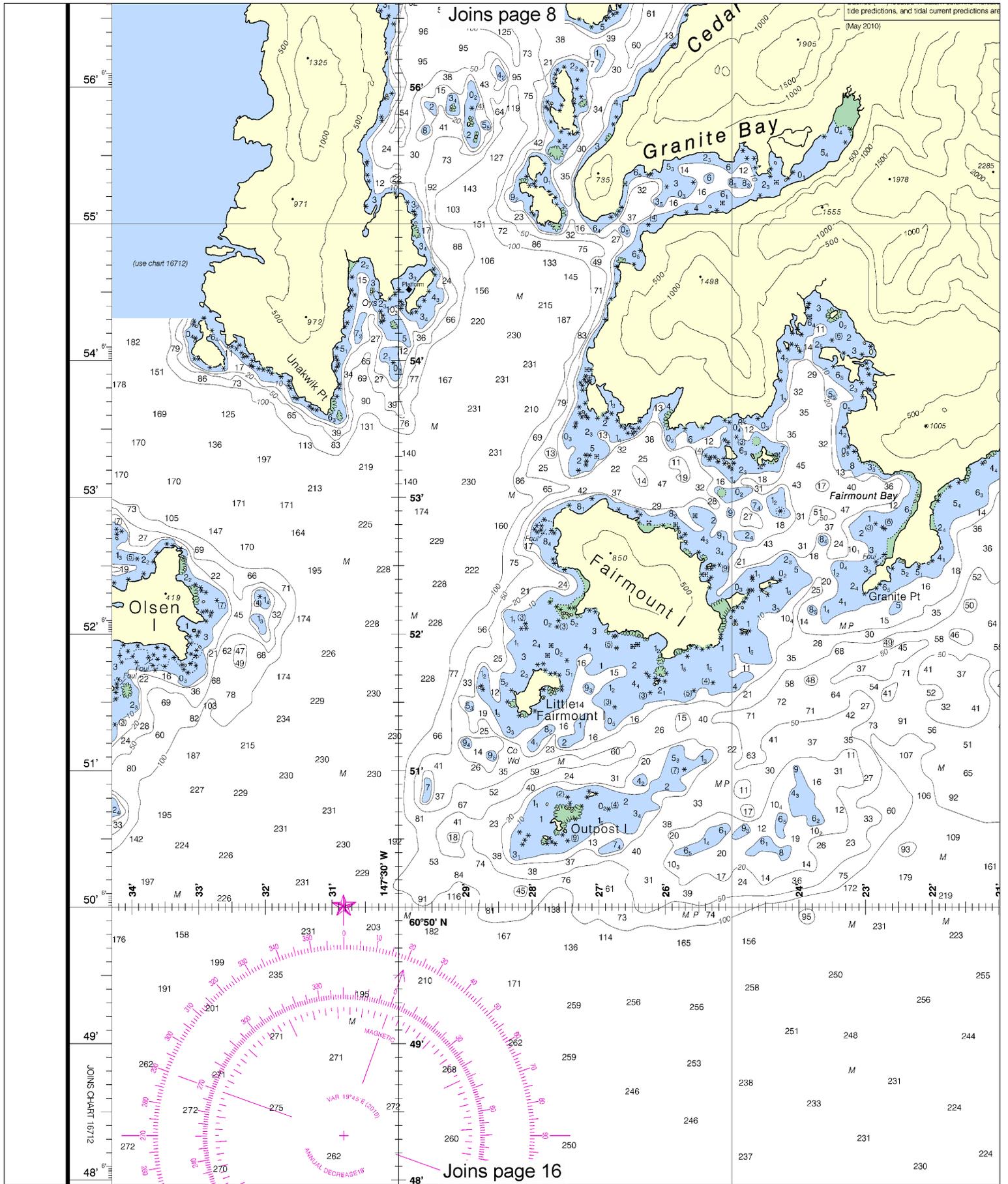
COLREGS, 80.1705 (see note A)  
 International Regulations for Preventing Collisions at Sea, 1972.  
 The entire area of this chart falls seaward of the COLREGS Demarcation Line.

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**(1A) (5)** Vessel Traffic Services calling-in-point with numbers; arrow indicates direction of vessel movement.

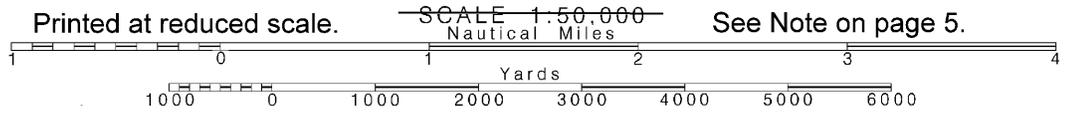
**NOTE B**  
 CAUTION  
 During calving season, Columbia Glacier deposits ice which may drift into the northern part of Prince William Sound. Mariners are advised to exercise extreme caution and to report all ice sightings to "Valdez Traffic" on Channel 13 (156.650 Mhz).

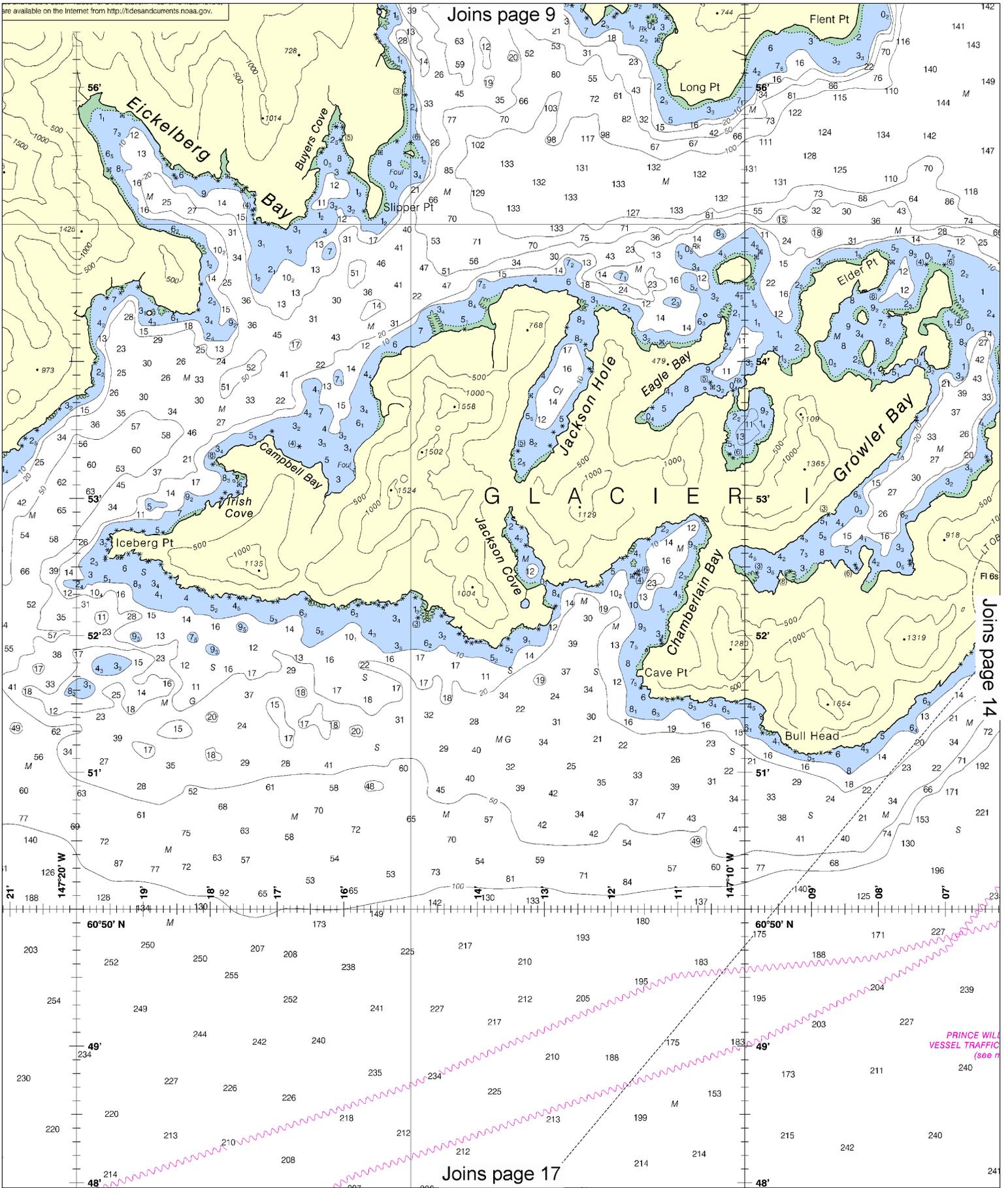
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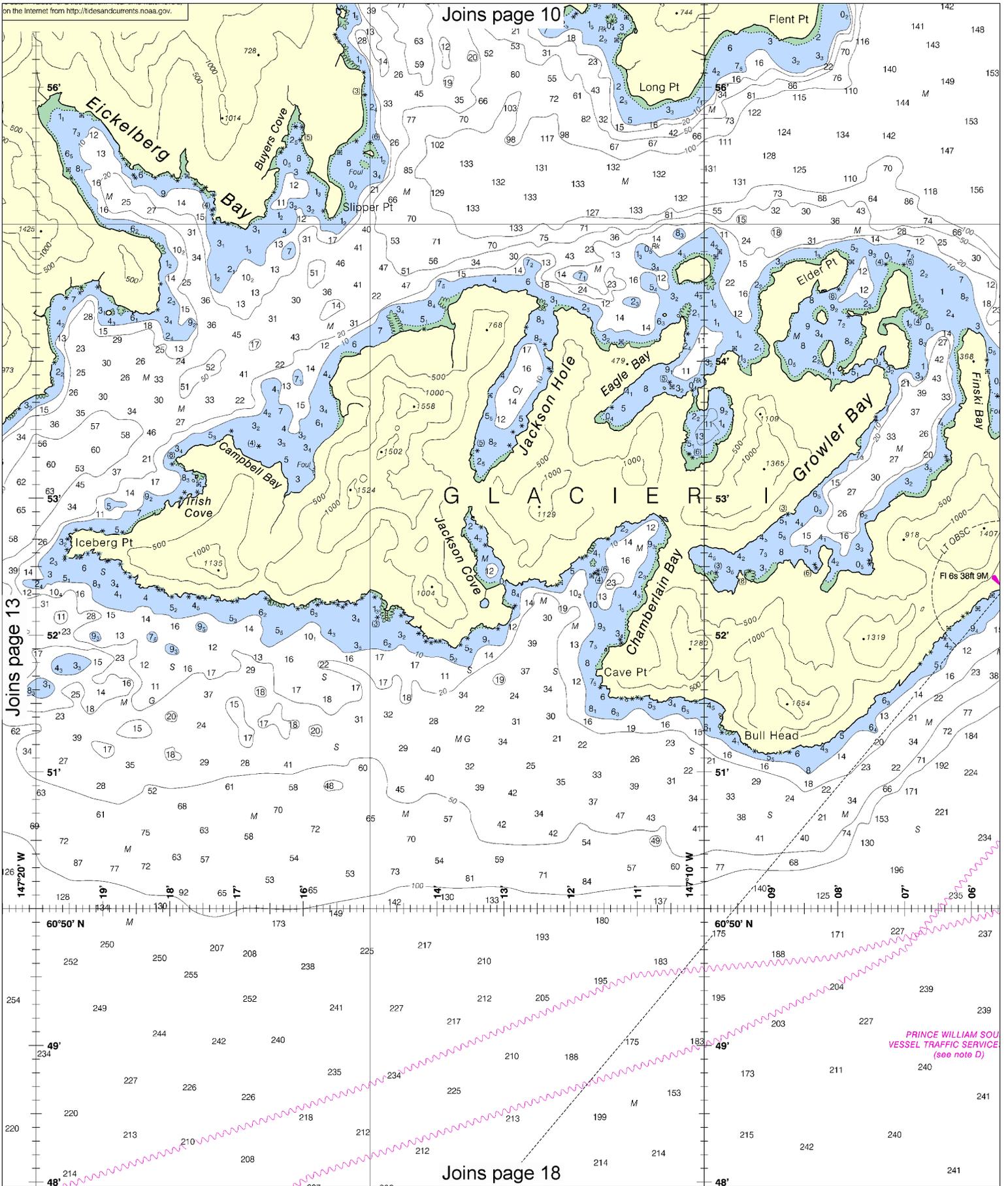
**12**

Note: Chart grid lines are aligned with true north.





PRINCE WILLIAM VESSEL TRAFFIC (see n...)



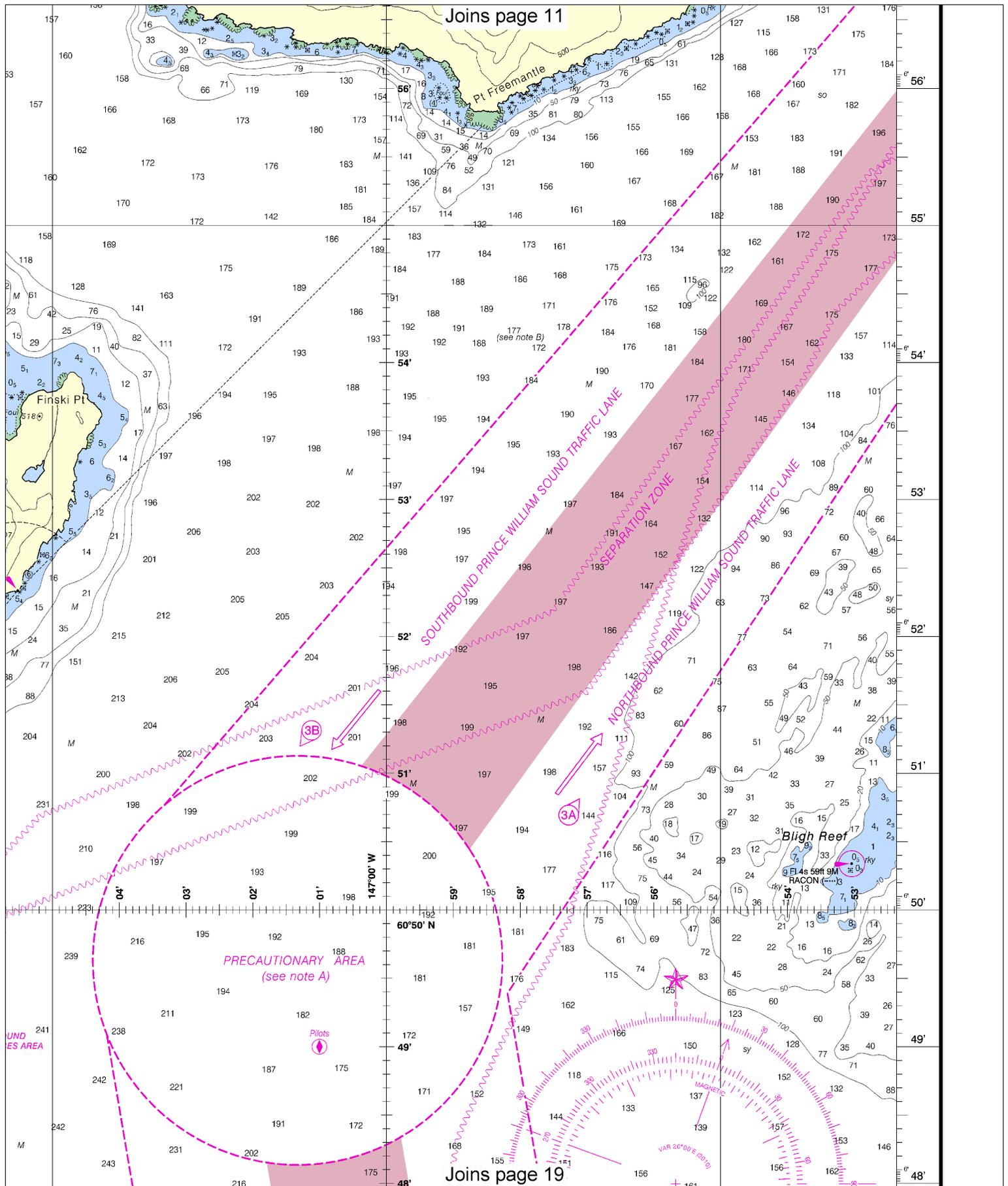
Note: Chart grid lines are aligned with true north.

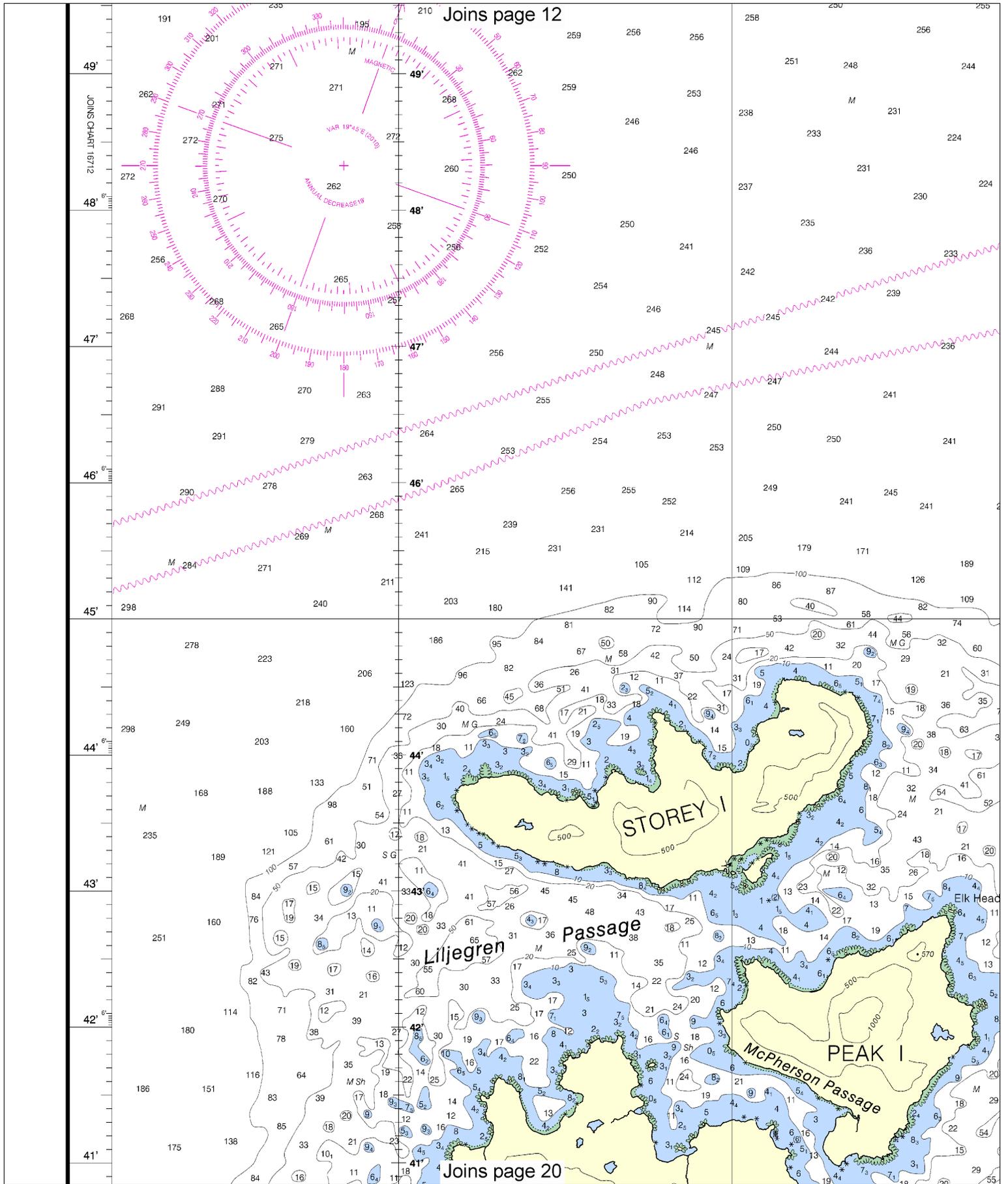
Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.







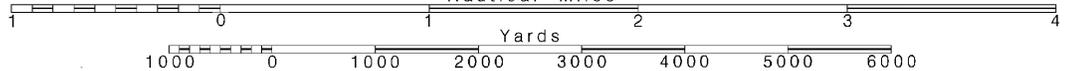
**16**

Note: Chart grid lines are aligned with true north.

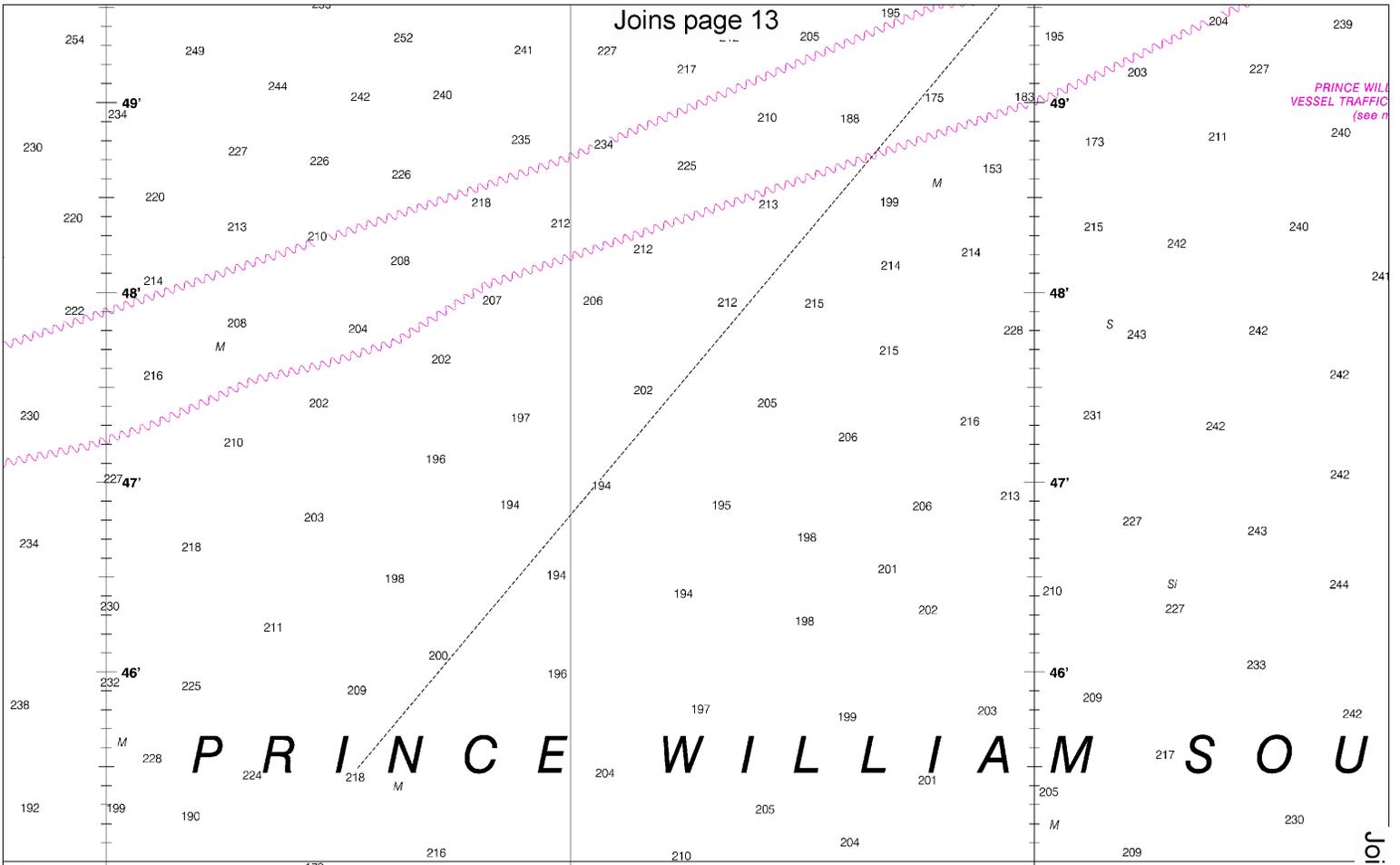
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SCALE 1:50,000  
Nautical Miles

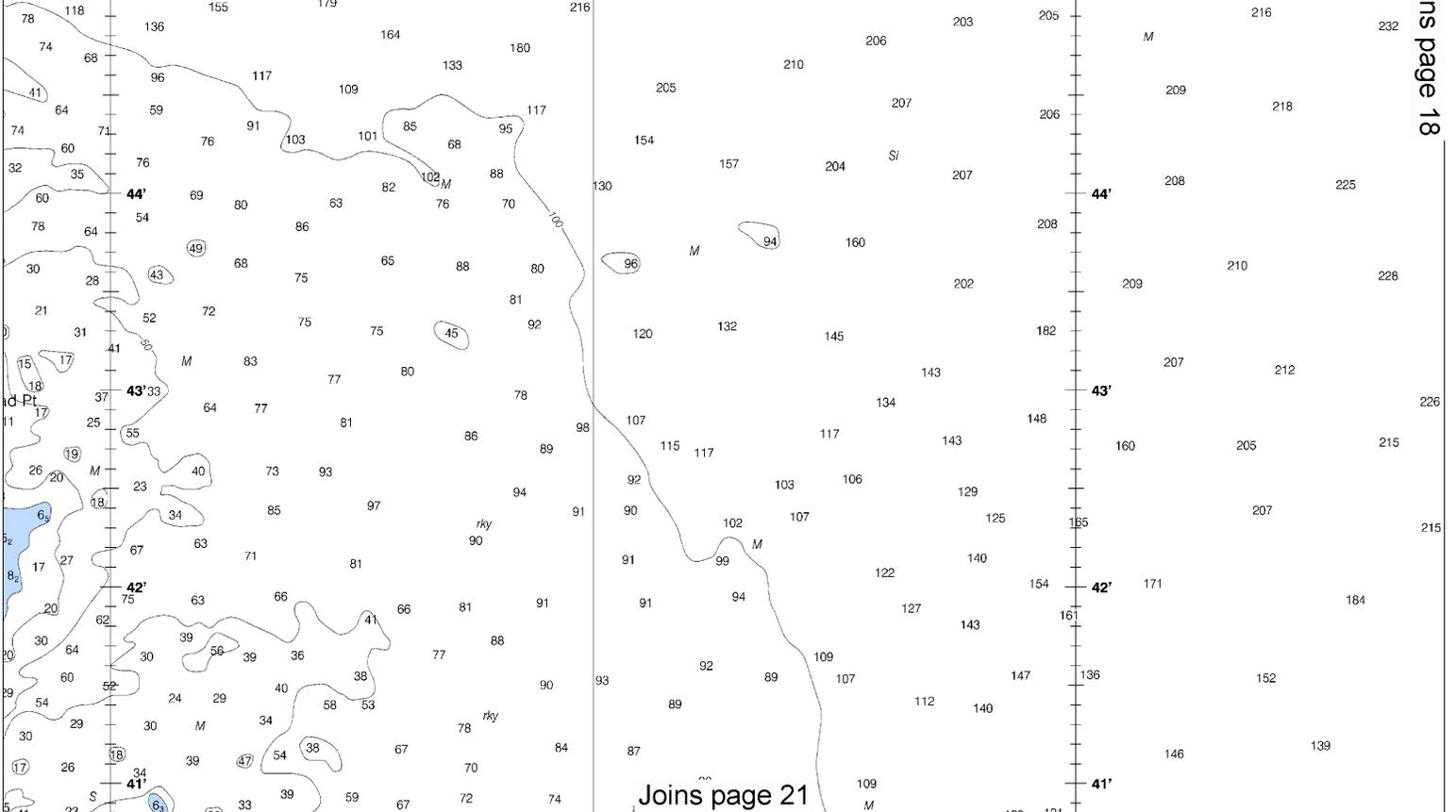
See Note on page 5.

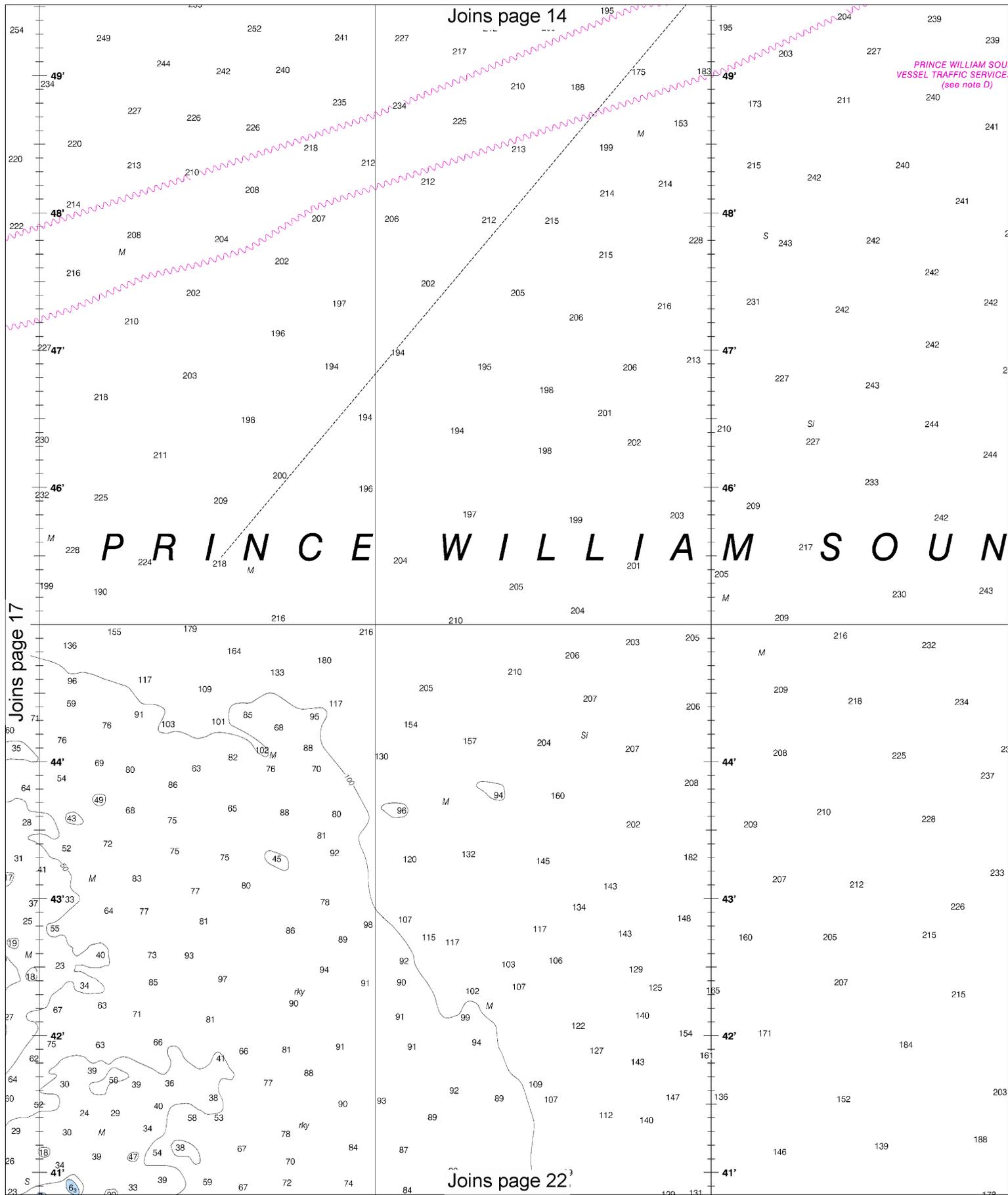


PRINCE WILLIAM VESSEL TRAFFIC (see n)



PRINCE WILLIAM SOU



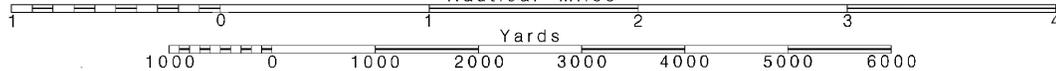


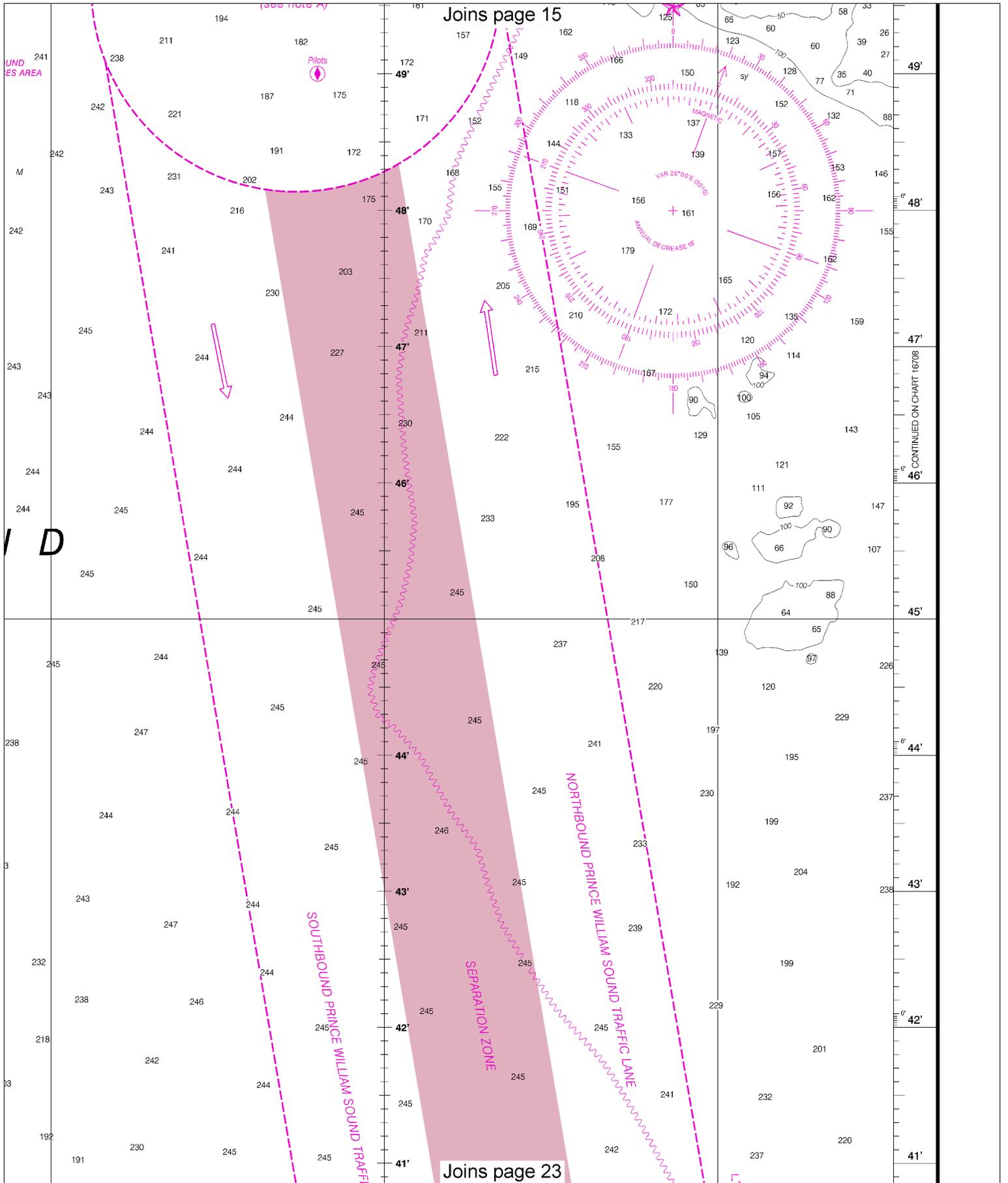
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.





49'

48'

47'

46'

45'

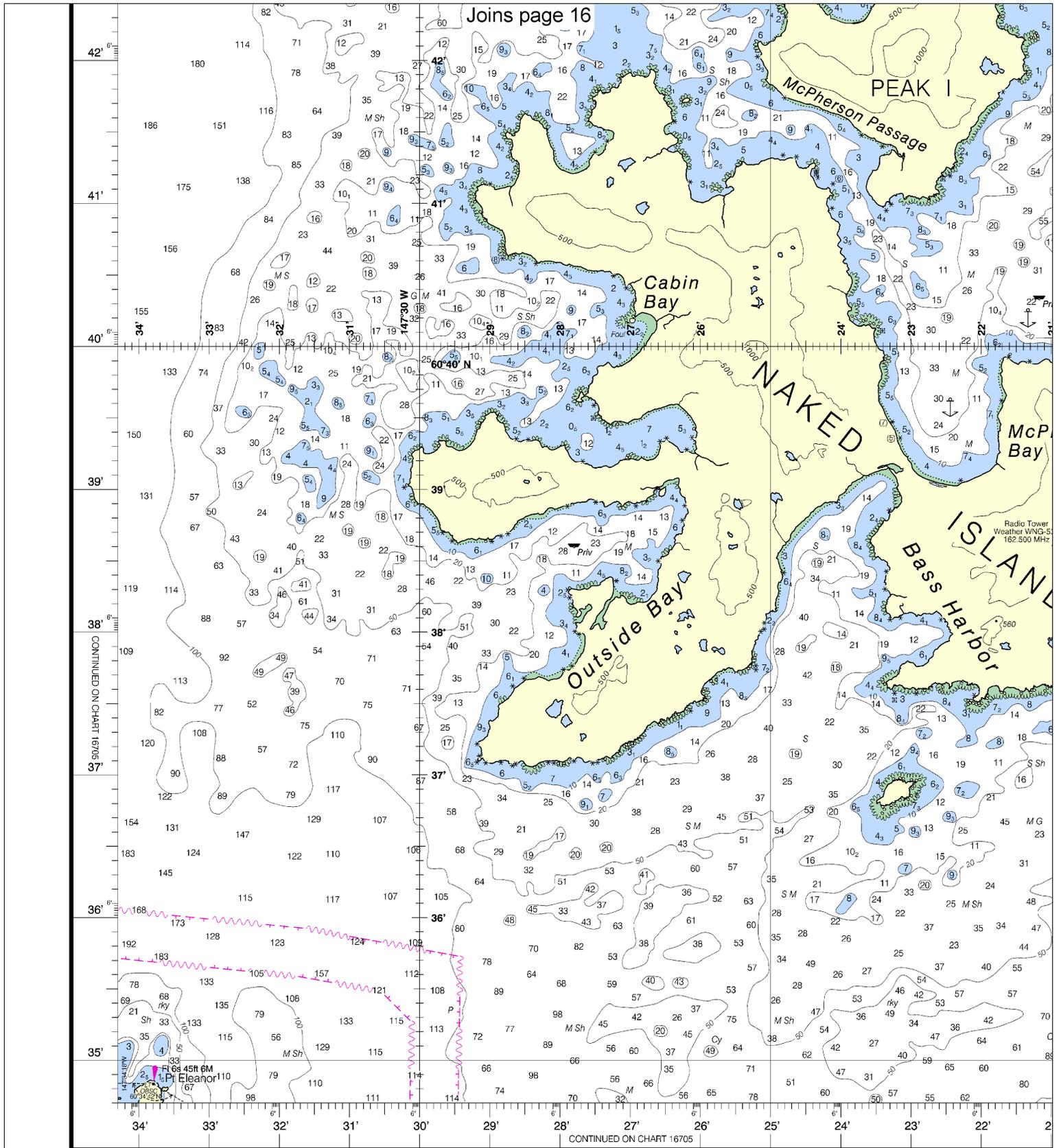
44'

43'

42'

41'

CONTINUED ON CHART 16708



4th Ed., Jul. /10 ■ Corrected through NM Jul. 24/10  
 Corrected through LNM Jul. 13/10

**16713**

**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).

**SOUNDINGS IN FATHOMS AND FEET TO 11 FATHOMS**

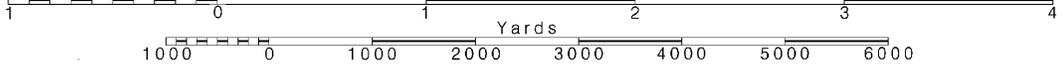


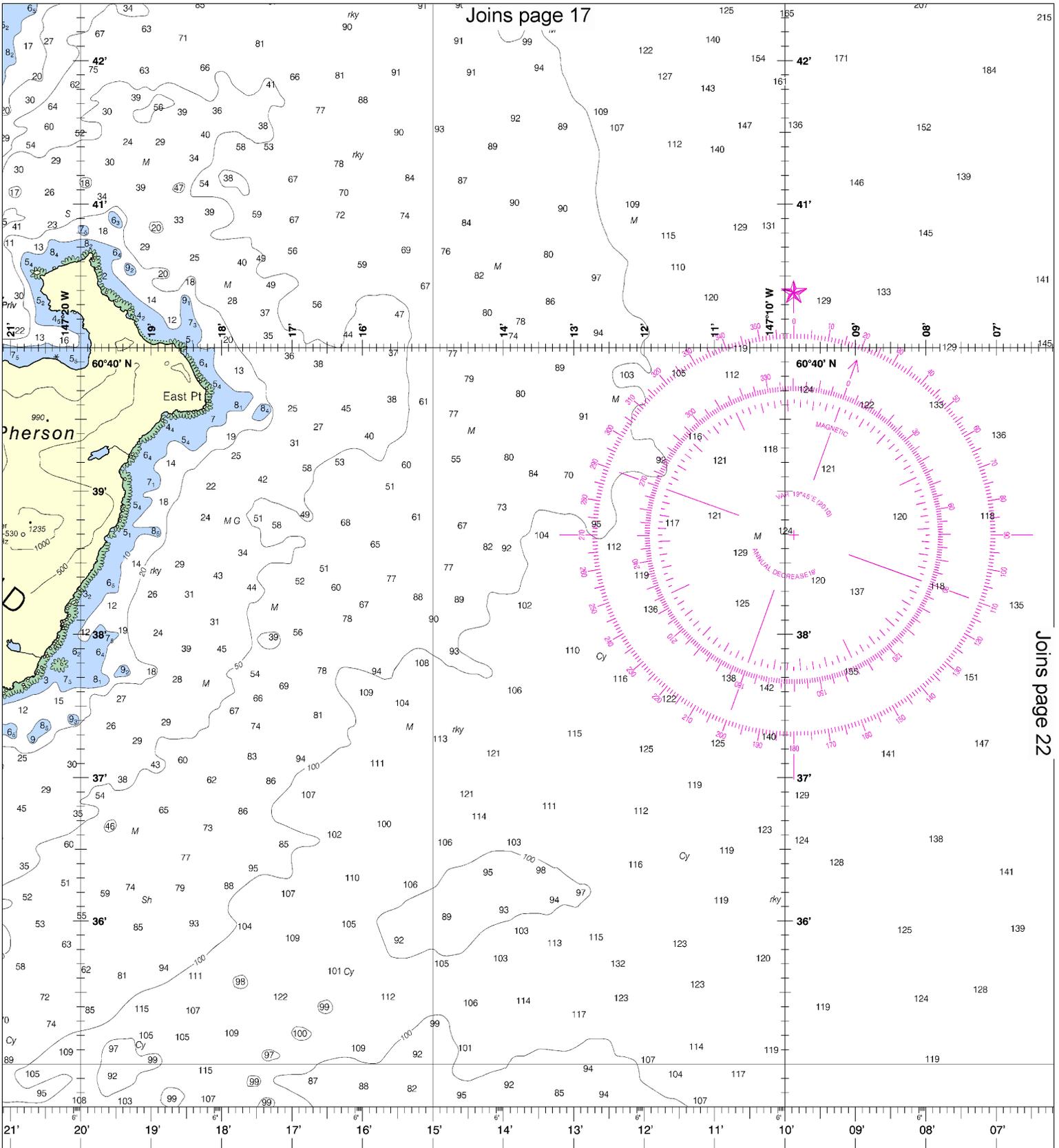
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000  
 Nautical Miles

See Note on page 5.

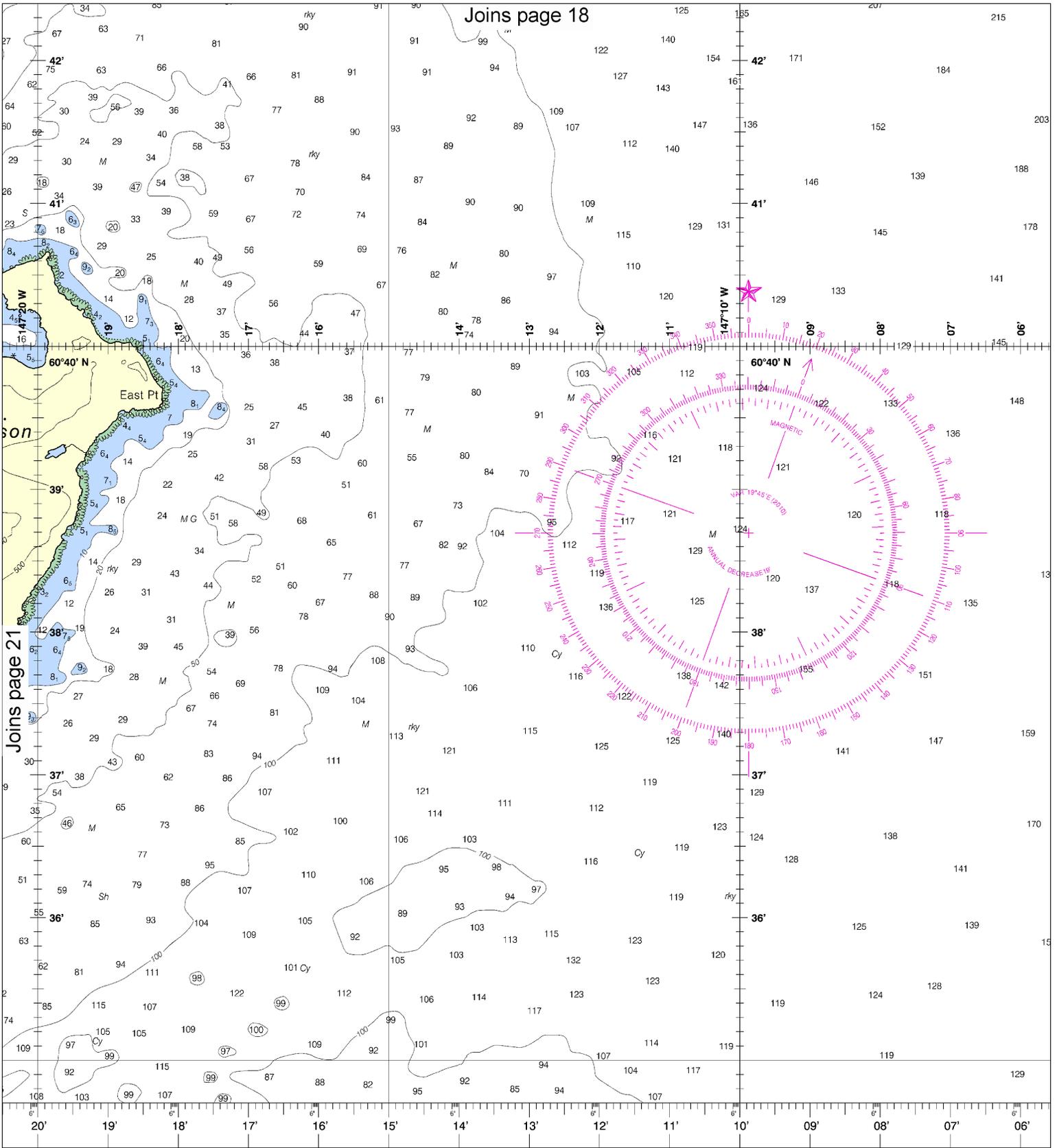




**ATHOMS**  
ATHOMS)

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

|         |  |
|---------|--|
| FATHOMS |  |
| FEET    |  |
| METERS  |  |



Joins page 21

HOMS  
(MS)

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 NATIONAL OCEAN SERVICE  
 COAST SURVEY

|         |   |    |
|---------|---|----|
| FATHOMS | 1 | 2  |
| FEET    | 6 | 12 |
| METERS  | 1 | 2  |

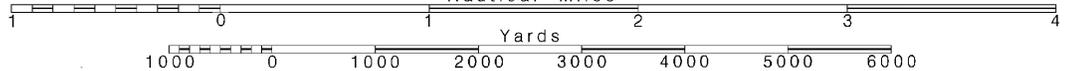
22

Note: Chart grid lines are aligned with true north.

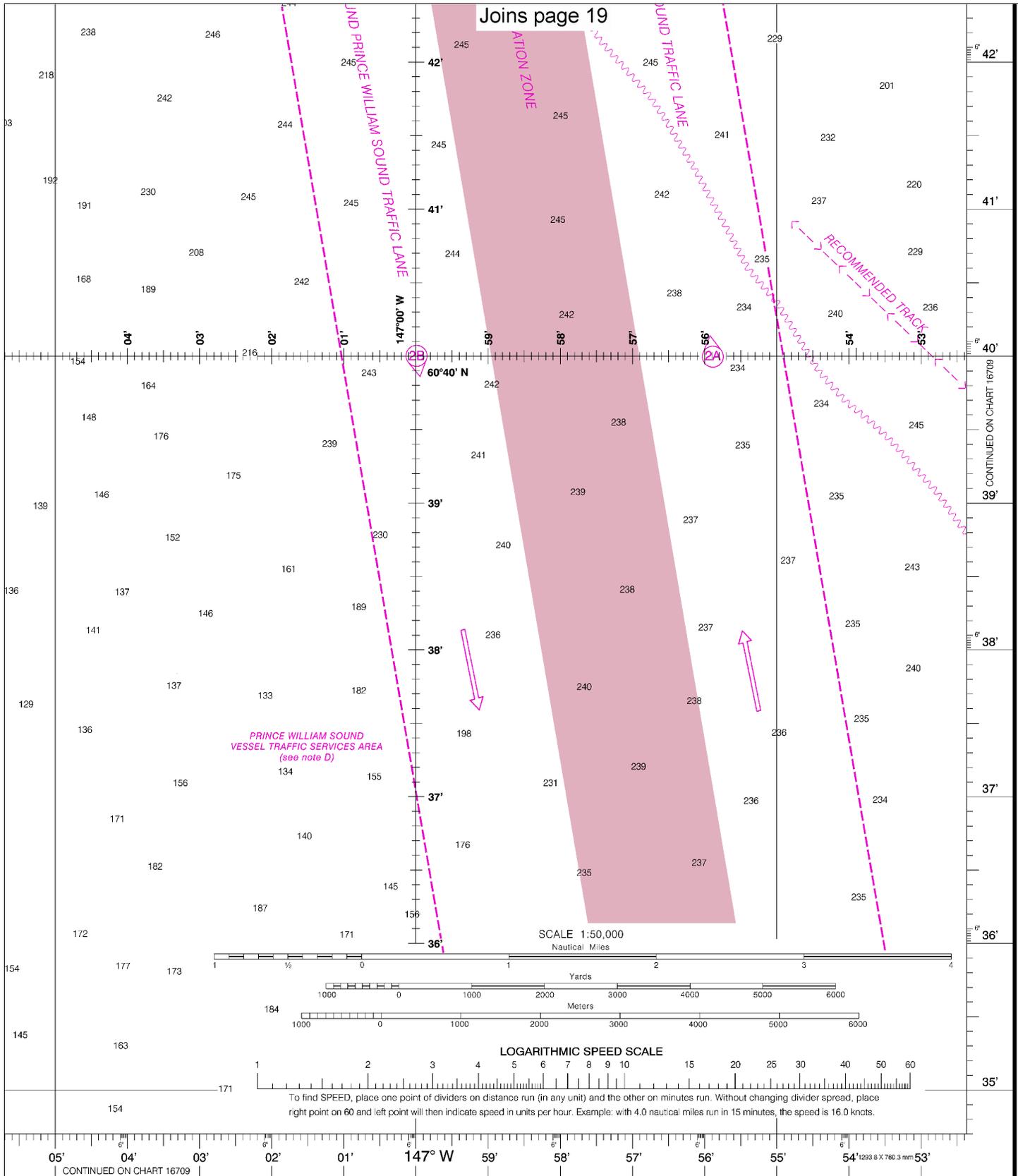
Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.



Joins page 19



42'

41'

40'

39'

38'

37'

36'

35'

CONTINUED ON CHART 16709

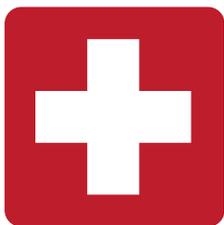


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NGA REFERENCE NO. 16AHA16713

**23**



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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