

BookletChart™

Cross Sound to Yakutat Bay

NOAA Chart 16760

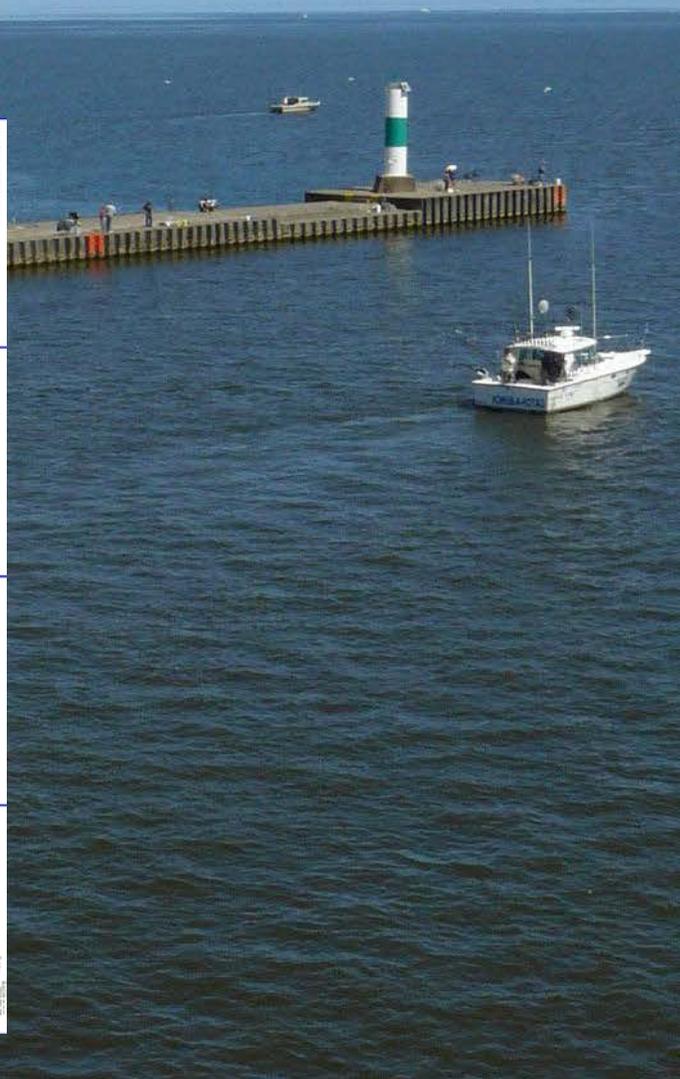
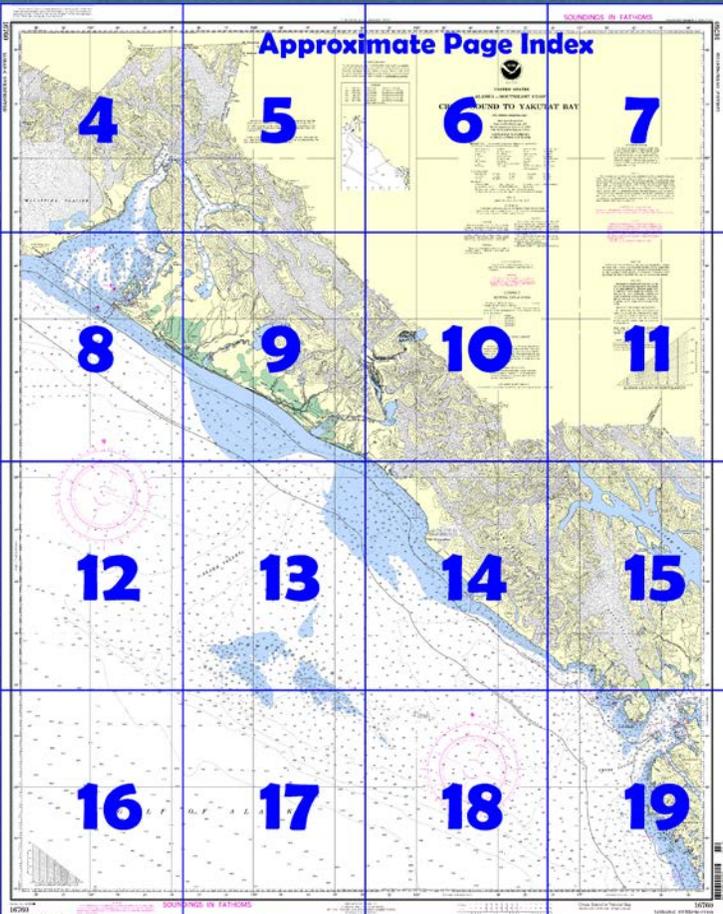


A reduced-scale NOAA nautical chart for small boaters

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
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=16760>.



(Selected Excerpts from Coast Pilot)

From Icy Point to La Perouse Glacier, a distance of about 8 miles, the coast is low and wooded, with rolling hills that gradually increase in height to the bare mountain peaks. Rocks extend along the coast about halfway from the point to the glacier; the rest of the way is mostly smooth sand beach.

La Perouse Glacier, about 24 miles N of Cape Spencer, is an outstanding landmark along this coast because the mountains are

often covered by clouds. The face of the glacier is 200 to 300 feet high and is nearly perpendicular; at the foot of the glacier is a narrow strip of sand beach strewn with boulders.

Between La Perouse Glacier and Lituya Bay, 15 miles NW, the coast is low and densely wooded. About 2 miles inland are hills that rise in a succession of terraces to the snowcapped peaks of the **Fairweather Range**. Most of the shore is sandy, with occasional boulders; huge boulders cover the last 1.5 miles to Lituya Bay. From Lituya Bay NW to Yakutat Bay, the shore is mostly gently curving sand beaches but boulders are found in the vicinity of Cape Fairweather and at other places. Prevailing currents set NW about parallel to the shore, but it has been observed that winds have a great influence on directions and strengths.

Cape Fairweather, 54 miles NW of Cape Spencer, is an evenly rounded point sloping gently to the sea and abruptly back to the mountains. The summit of the cape is bare of vegetation but is covered with large piles of glacier drift, some of a bright iron-rust color. **Mount Fairweather**, 15,320 feet high, is 15 miles inland from the cape and is on the Alaska-Canada boundary.

Protection from SE weather can be had N of Cape Fairweather, which appreciably breaks both wind and swell. Just N is a high rocky slide, with a cataract several hundred feet high, which is prominent from offshore.

Alsek River, about 82 miles NW of Cape Spencer, empties into the NE part of **Dry Bay**. About 8 miles back of the coast is **Alsek Glacier**. Dry Bay is filled with bars and small islands between which are constantly changing channels. The entrance to the bay, about 400 yards wide with depths of about 6 feet, has been used to some extent by small craft. The tidal current has a velocity of about 2.5 knots on the ebb; during heavy weather the sea breaks fully 2 miles offshore.

From Dry Bay to Yakutat Bay, the mountains are 5 to 15 miles from the coast, and between is a low wooded plain cut by numerous streams. The principal rivers between Dry Bay and Yakutat Bay have shifting bars at their entrances and lagoons or tidal basins inside; they can be used only by small boats or launches at high water and with a smooth sea. The mountains back of the coastal plain carry numerous glaciers; **Yakutat Glacier**, about 100 miles NW of Cape Spencer and 30 miles E of Yakutat Bay, is 3 miles wide and very prominent.

Mariners are advised that in glacially fed areas such as Yakutat Bay, a layer boundary with a steep thermal/salinity gradient and/or suspended sediments in the water column can produce erroneous bottom traces on echo sounders. If this anomaly is suspected, a handheld lead line should be used to penetrate the layer for an accurate reading.

**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

(For offshore navigation only)

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:300,000 at Lat. 60°
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

CAUTION

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

AIDS TO NAVIGATION

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

RADAR REFLECTORS

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

CAUTION

Shoaling, as much as 6 feet, has been disclosed in several critical shoal areas from Cross Sound to Excursion Inlet. It is probable that the Alaskan earthquake of July 10, 1958 created these shoalings and others not yet discovered. Mariners are urged to use caution when navigating over or near critical depths.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping 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

Decreases of charted depths by as much as 15 to 20 feet have been reported in Yakutat Bay in an area adjacent to Schooner Beach from Pt. Manby to Karne Stream as a result of the February 28, 1979, earthquake. Mariners are urged to exercise extreme caution when navigating in this area, and throughout Yakutat Bay in general, as the magnitude of change is not known.

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.

Althorp Peak, AK	KZZ-86	162.425 MHz
Mt. Robert Barron	KZZ-87	162.450 MHz
Yakutat, AK	WXK-69	162.40 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 1.220" southward and 6.507" westward to agree with this chart.

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 Pilots 8 & 9. Additions or revisions to Chapter 2 are published in the Notices 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.

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 Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on 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.

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

Mariners are advised that in areas such as Yakutat Bay, a layer boundary with a steep thermal/salinity gradient and/or suspended sediments in the water column can produce erroneous bottom traces on echo sounders. If this anomaly is suspected, a hand-held lead line should be used to penetrate the layer for an accurate reading.

NOTE C

Significant shoaling has been found within one-quarter nautical mile of the glaciers at the head of Disenchantment Bay as presently charted. Mariners are urged to navigate with extreme caution as some depths found are up to 20 fathoms shallower than charted and will continue to change in the future.

NOTE D

Extreme currents occur at the pass between Russell Fiord and Disenchantment Bay. These currents are extremely fast and treacherous, carrying large icebergs. The pass is deemed unsafe and not navigable by mariners.

AUTHORITIES

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

NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

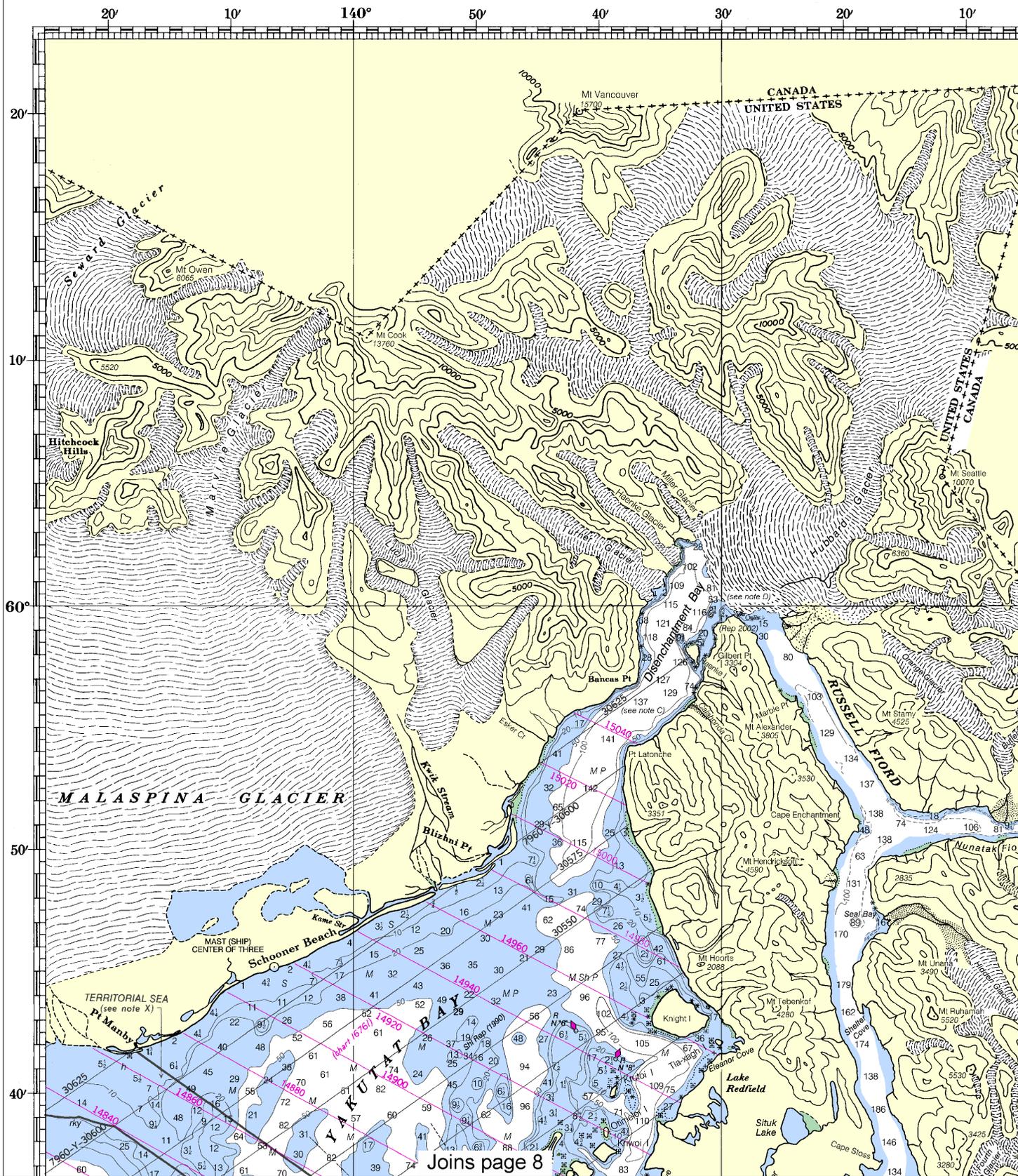
COLREGS, 80.1705 (see note A)

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

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/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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LORAN-C OVERPRINTED

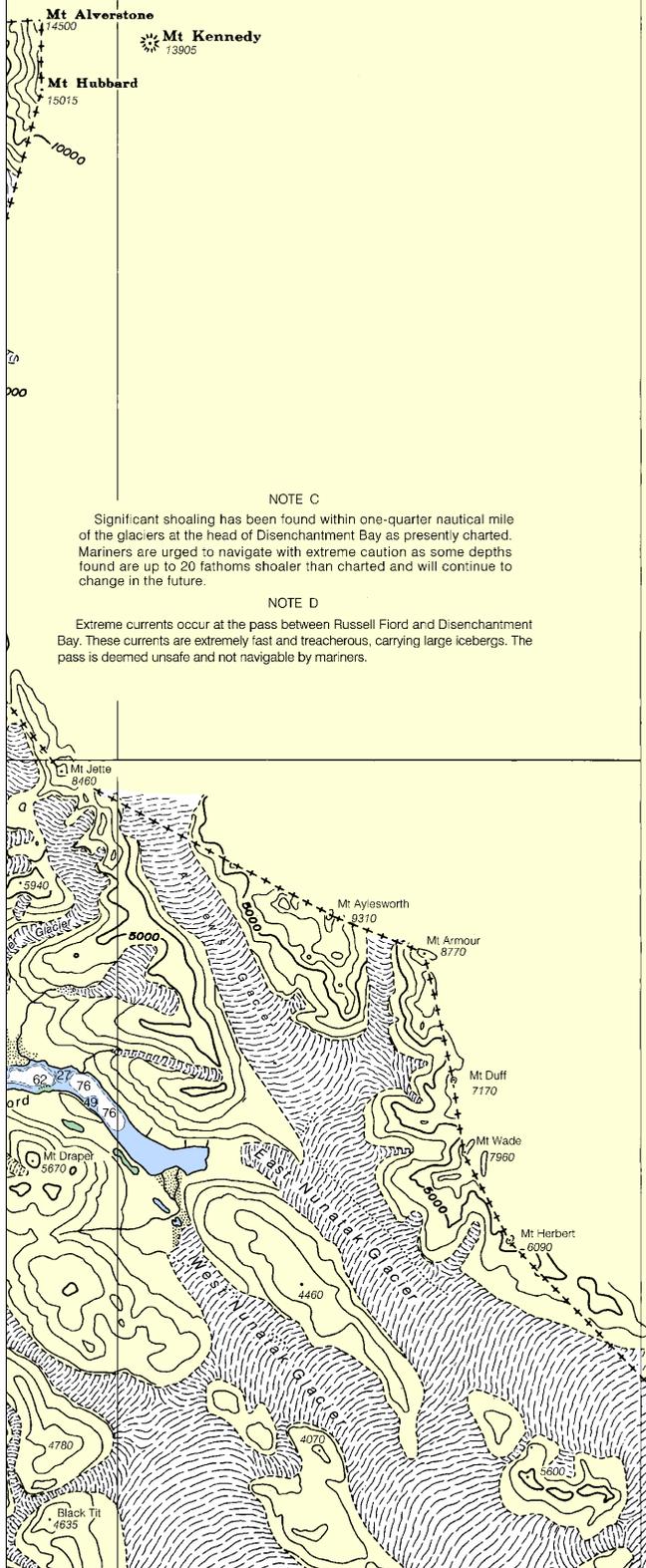


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4

Note: Chart grid lines are aligned with true north.

139° 50' 40' 30' 20' 10' 138° 50' 40'



NOTE C

Significant shoaling has been found within one-quarter nautical mile of the glaciers at the head of Disenchantment Bay as presently charted. Mariners are urged to navigate with extreme caution as some depths found are up to 20 fathoms shoaler than charted and will continue to change in the future.

NOTE D

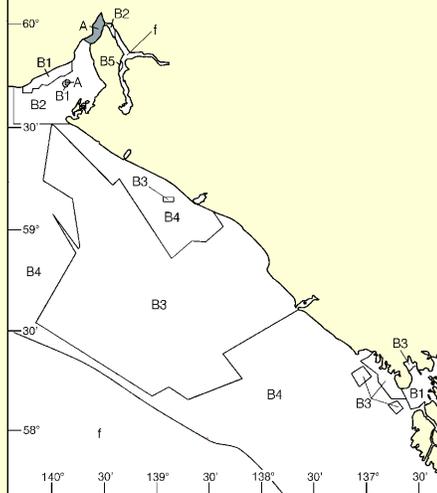
Extreme currents occur at the pass between Russell Fiord and Disenchantment Bay. These currents are extremely fast and treacherous, carrying large icebergs. The pass is deemed unsafe and not navigable by mariners.

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.

SOURCE

A	1990-2000	NOS Surveys	full bottom coverage
B1	1990-2000	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	1834-1899	NOS Surveys	partial bottom coverage
f		Miscellaneous Surveys	



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Joins page 6

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Notice to

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:400000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

50' 40' 30' 20' 10' 138° 50' 40'

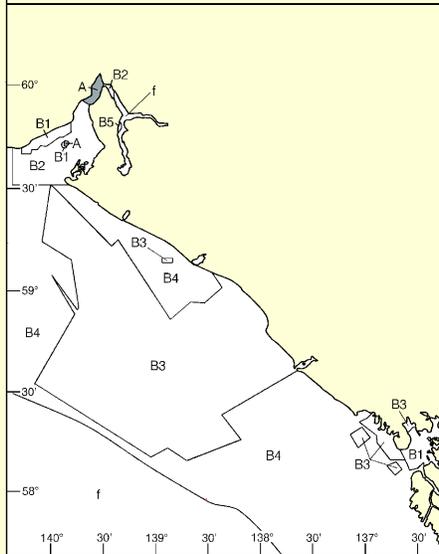
Mt Kennedy
73905

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B4	1900-1939	NOS Surveys	partial bottom coverage
B5	1834-1899	NOS Surveys	partial bottom coverage
f		Miscellaneous Surveys	



ALASKA

CROSS SOUND

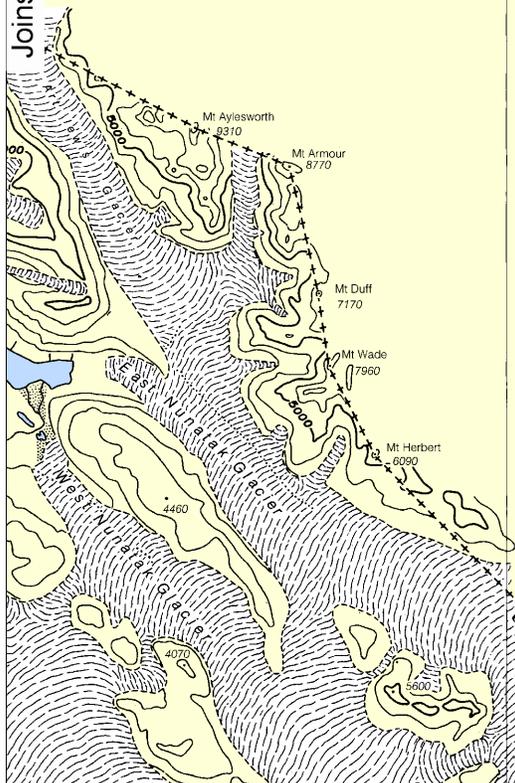
NOTE C

Recent shoaling has been found within one-quarter nautical miles at the head of Disenchantment Bay as presently charted. Mariners are urged to navigate with extreme caution as some depths are up to 20 fathoms shoaler than charted and will continue to the future.

NOTE D

Currents occur at the pass between Russell Fiord and Disenchantment Bay. Currents are extremely fast and treacherous, carrying large icebergs. The area is unsafe and not navigable by mariners.

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ABBREVIATIONS (For complete list, see Chapter 1, *United States Coast Pilot*)

- Aids to Navigation (lights are white unless otherwise noted):
- AERO aeronautical
- Al alternating
- B black
- Bn beacon
- C can
- DIA diaphane
- F fixed
- Fl flashing
- Bottom characteristics:
- Blds boulders
- bk broken
- Cy clay
- Miscellaneous:
- AUTH authorized
- ED existence doubtful
- ⊥L Wreck, rock, obstruction
- (2) Rocks that cover area

Hydrographic and Survey, with additional Boundary Commission

CAUTION

Shoaling, as much as 6 feet closed in several critical shoals in Cross Sound to Excursion Inlet, that the Alaskan earthquake of 1964 created these shoalings and discovered. Mariners are urged when navigating over or near critical shoals.

CAUTION

Temporary changes or deletions in navigation are not indicated on this chart. Notice to Mariners.

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Note: Chart grid lines are aligned with true north.

Coastal navigation
Tide gauge
float

SOUNDINGS IN FATHOMS

Nautical Chart Catalog No. 3, Panels N, O, P

16760

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UNITED STATES

A - SOUTHEAST COAST

D TO YAKUTAT BAY

(For offshore navigation only)

Mercator Projection
Scale 1:300,000 at Lat. 60°
North American Datum of 1983
World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

(Complete list of Symbols and Abbreviations, see Chart No. 1,
white unless otherwise indicated):

G green	Mo morse code	R TR radio tower
IQ interrupted quick	N nun	Rot rotating
iso isophase	OBSC obscured	s seconds
LT HO lighthouse	Oc occulting	SEC sector
M nautical mile	Or orange	St M statute miles
m minutes	O quick	VQ very quick
MICRO TR microwave tower	R red	W white
Mkr marker	Ra Ref radar reflector	WHS whistle
	R Bn radiobeacon	Y yellow

Co coral	gy gray	Oys oysters	so soft
G gravel	h hard	Rk rock	Sh shells
Grs grass	M mud	S sand	sy sticky

Obstn obstruction	PD position doubtful	Subm submerged
PA position approximate	Rep reported	

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Soundings and topography by the National Ocean Service, Coast
and Geographical Survey. Additional data from the U.S. Coast Guard, International
Navigation, and Geological Survey.

CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping 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)

Defects in aids to navigation on this chart. See

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

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List

HORIZONTAL DATUM

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NOTE X

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COLREGS, 80.1705 (see note A)

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

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 8 & 9. Additions or revisions to Chapter 2 are published in the Notices 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

Mariners are advised that in areas such as Yakutat Bay, a layer boundary with a steep thermal/salinity gradient and/or suspended sediments in the water column can produce erroneous bottom traces on echo sounders. If this anomaly is suspected, a hand-held lead line should be used to penetrate the layer for an accurate reading.

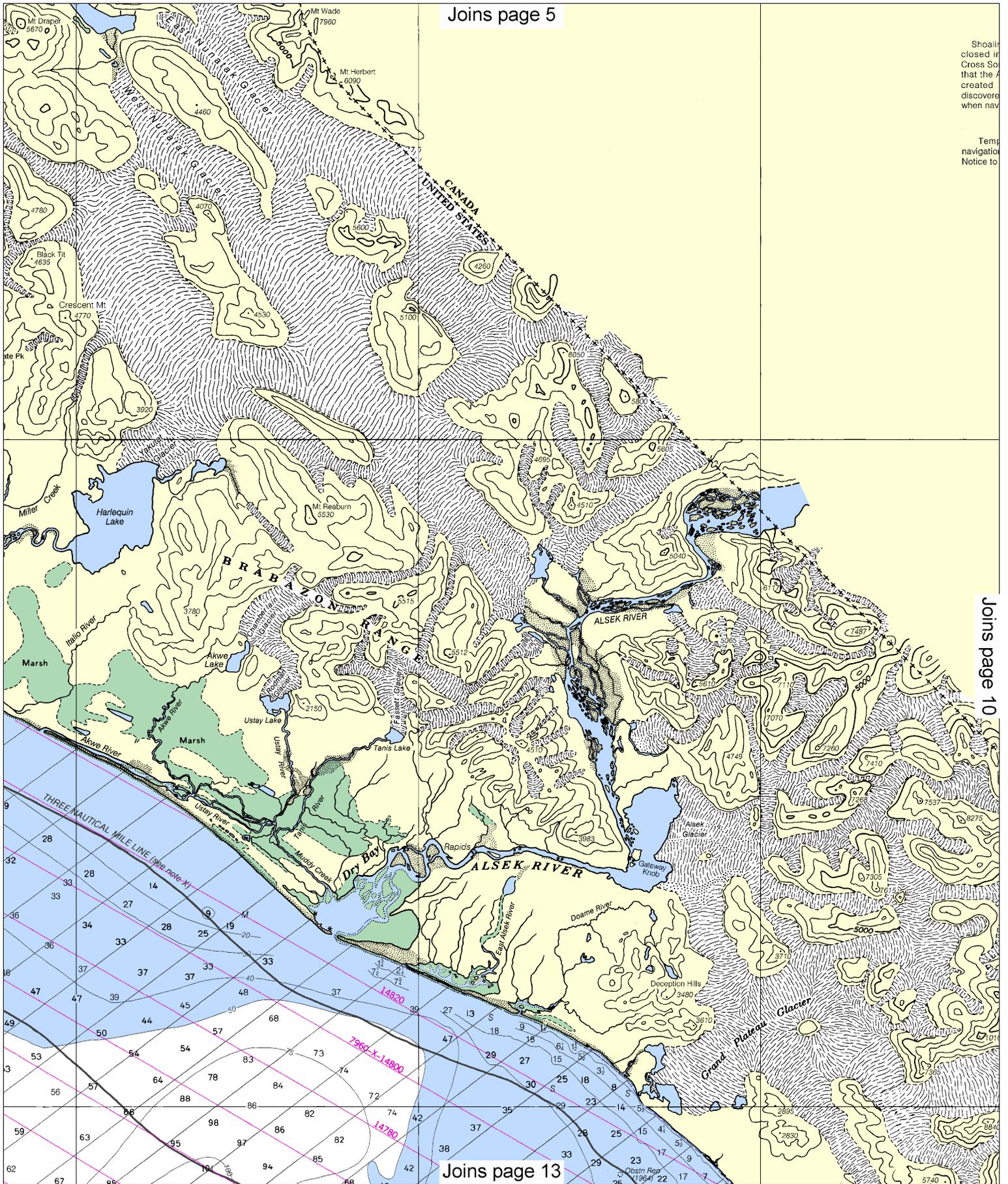
Joins page 11

CAUTION
of charted depths by as much as

Joins page 5

Shoal closed if Cross S that the # created discovered when nav

Temp navigation Notice to



Joins page 10

Joins page 13

CAUTION

Shoaling, as much as 6 feet closed in several critical shoals from Cross Sound to Excursion Inlet that the Alaskan earthquake of 1964 created these shoalings and discovered. Mariners are urged when navigating over or near or

CAUTION

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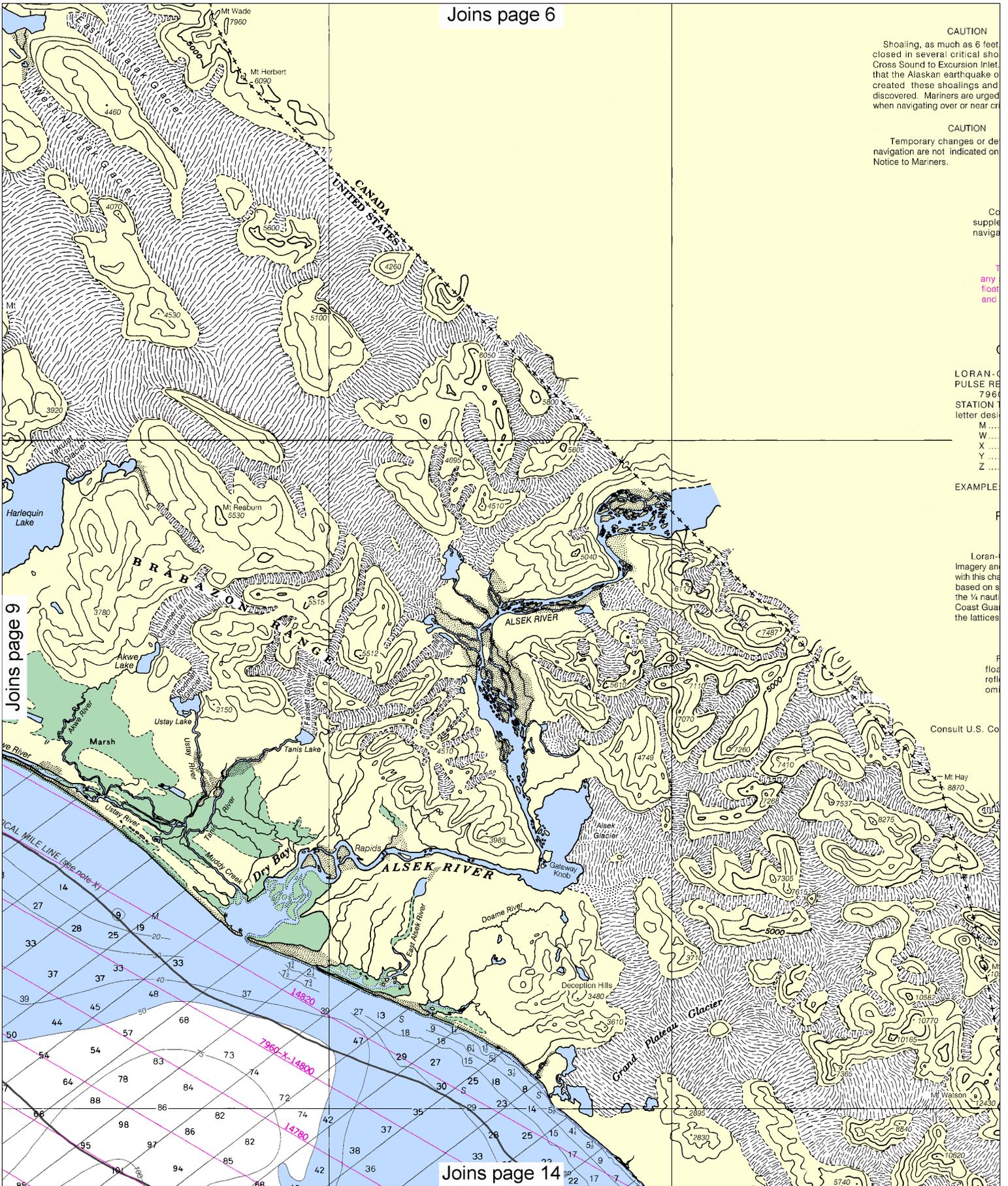
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Joins page 9

Joins page 14

10

Note: Chart grid lines are aligned with true north.

CAUTION
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 ○ (Accurate location) ◊ (Approximate location)

Defects in aids to navigation on this chart. See...

AIDS TO NAVIGATION
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WARNING
 The prudent mariner will not rely solely on any single aid to navigation, particularly on leading aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
 REPETITION INTERVAL
 60.....79,600 Microseconds
 TYPE DESIGNATORS: (Not individual station designators).
 Master
 Secondary
 Secondary
 Secondary
 Secondary

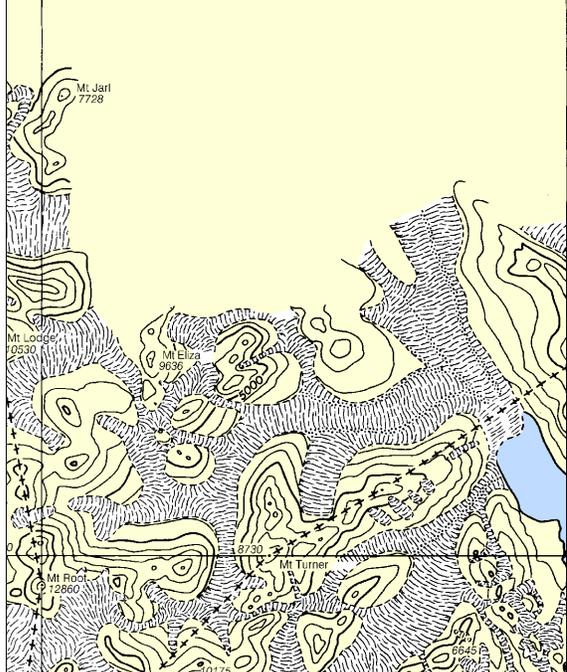
E: 7960-X

RATES ON THIS CHART
7960-X 7960-Y

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

SUPPLEMENTAL INFORMATION
 Consult Coast Pilots 8 and 9 for important supplemental information.



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NOTE A
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 Refer to charted regulation section numbers.

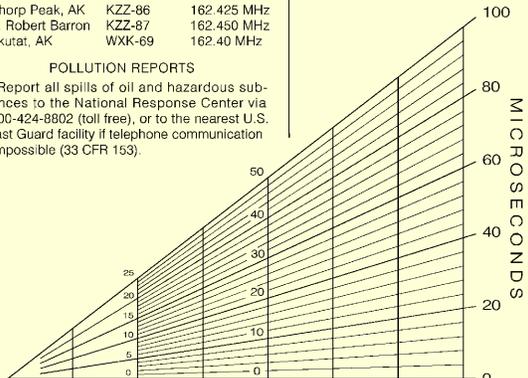
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CAUTION
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NOAA WEATHER RADIO BROADCASTS
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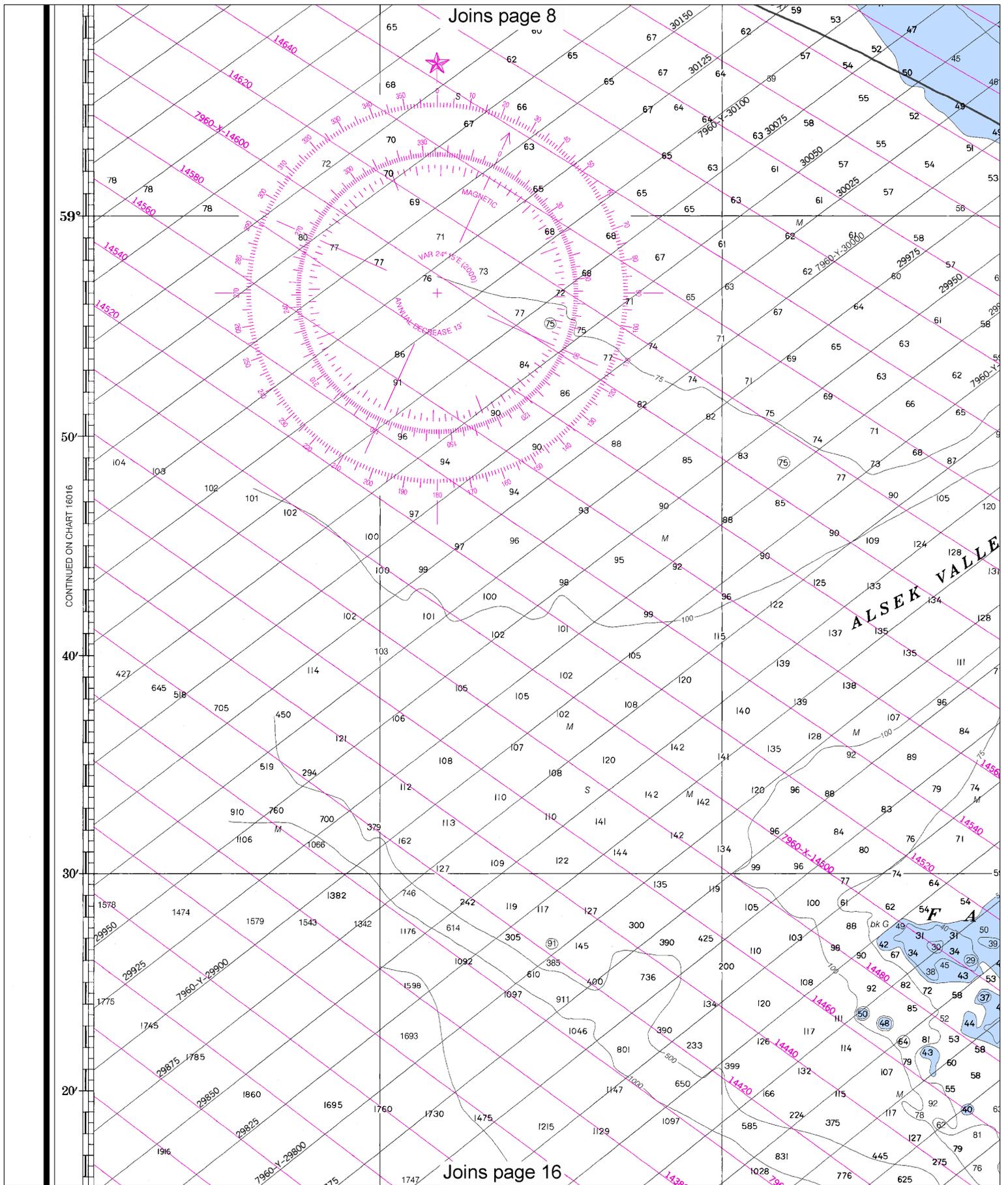
POLLUTION REPORTS
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



LORAN LINEAR INTERPOLATOR

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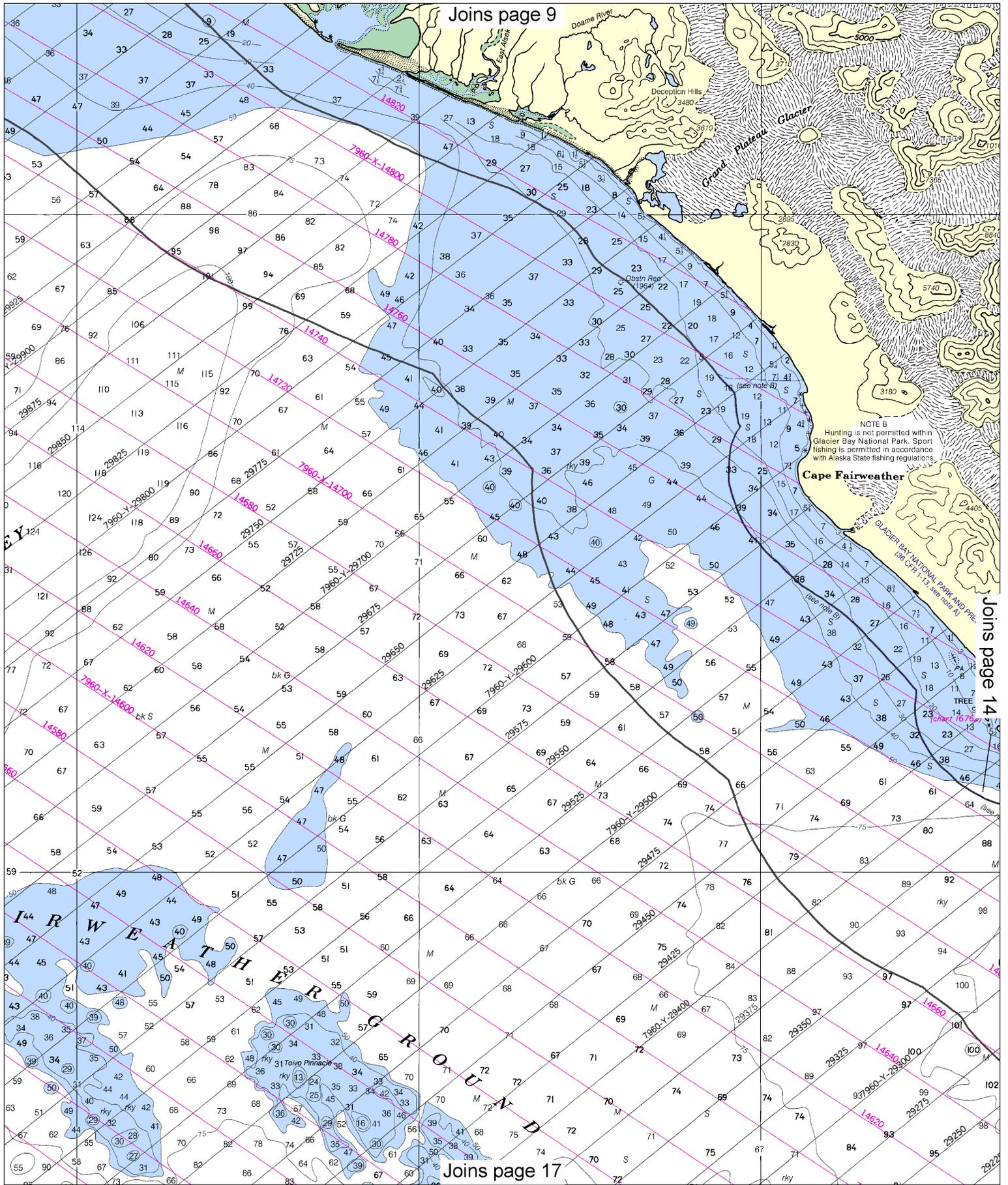
40°
30°
20°
10°
59°



12

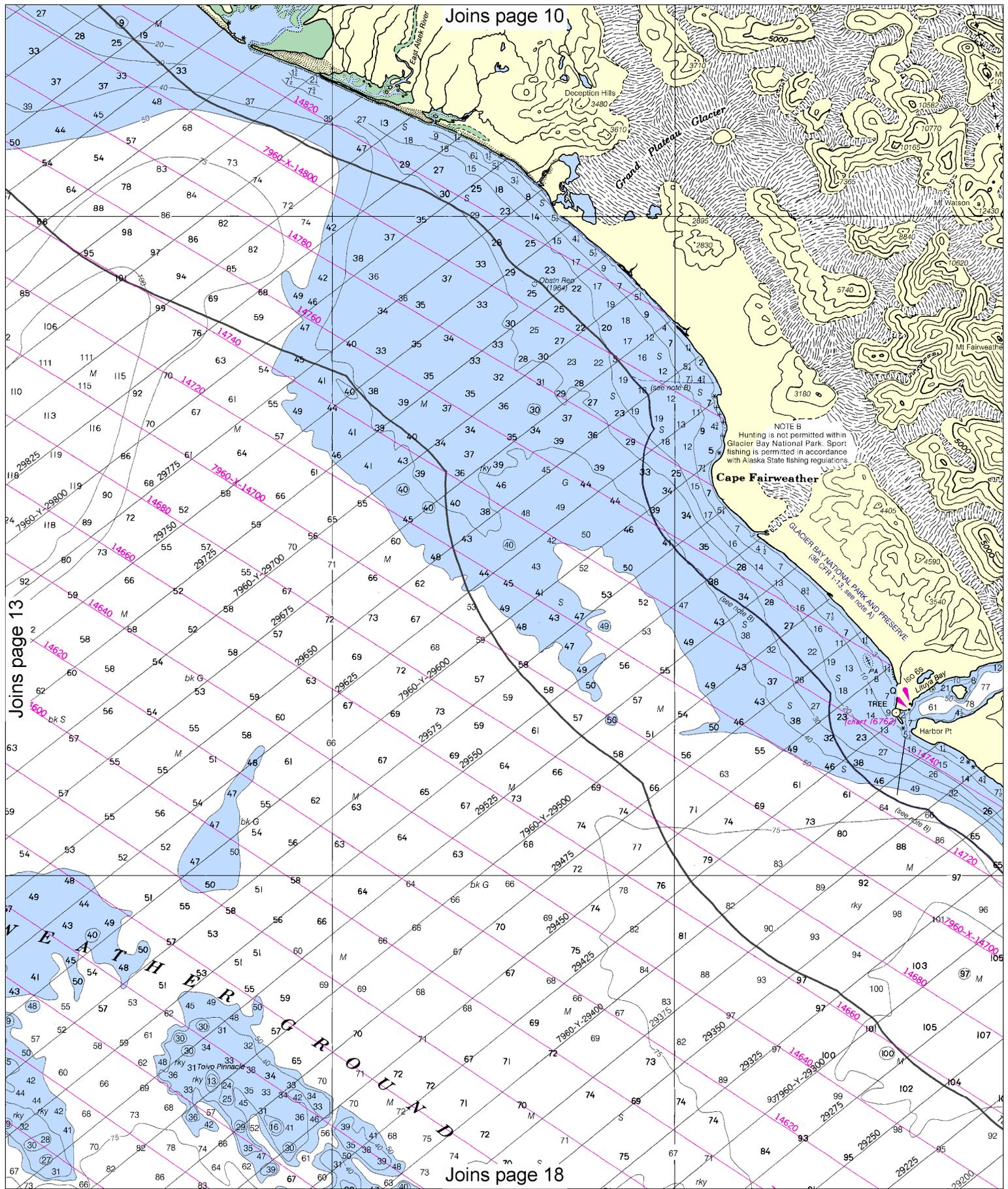
Note: Chart grid lines are aligned with true north.

Joins page 9



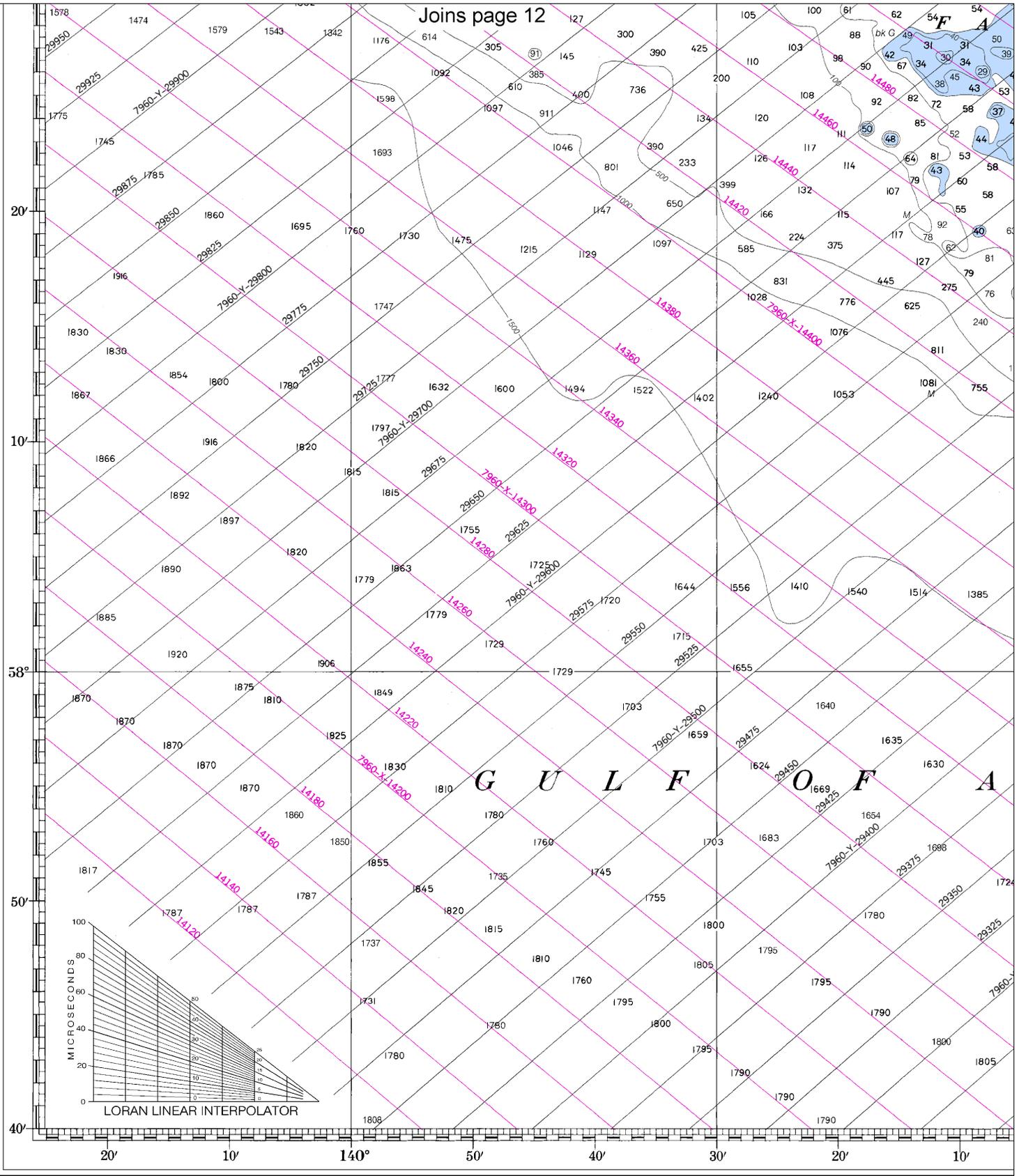
Joins page 14

Joins page 17



14

Note: Chart grid lines are aligned with true north.



10th Ed., Nov. 18/00

16760

LORAN-C OVERPRINTED

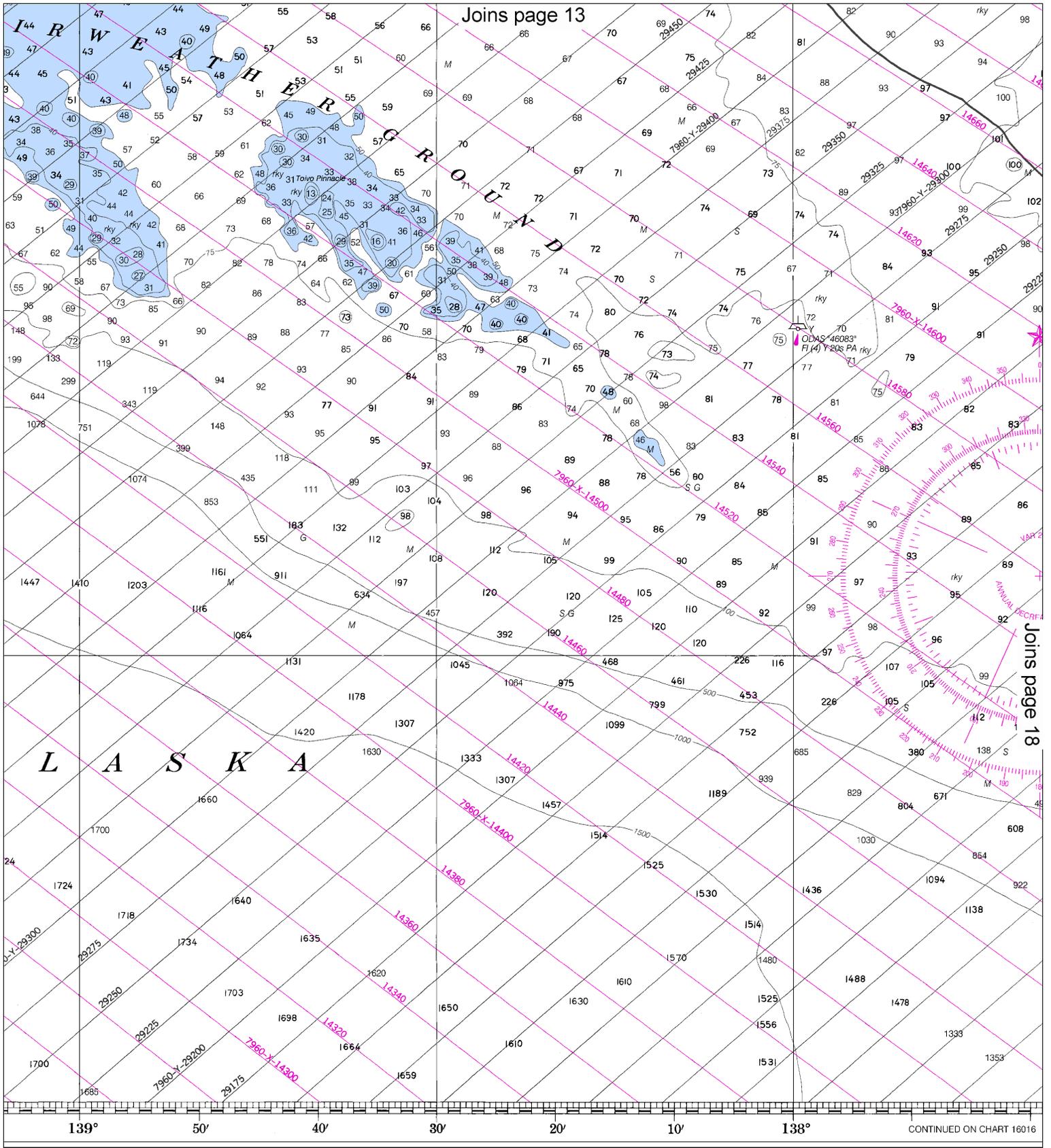
CAUTION

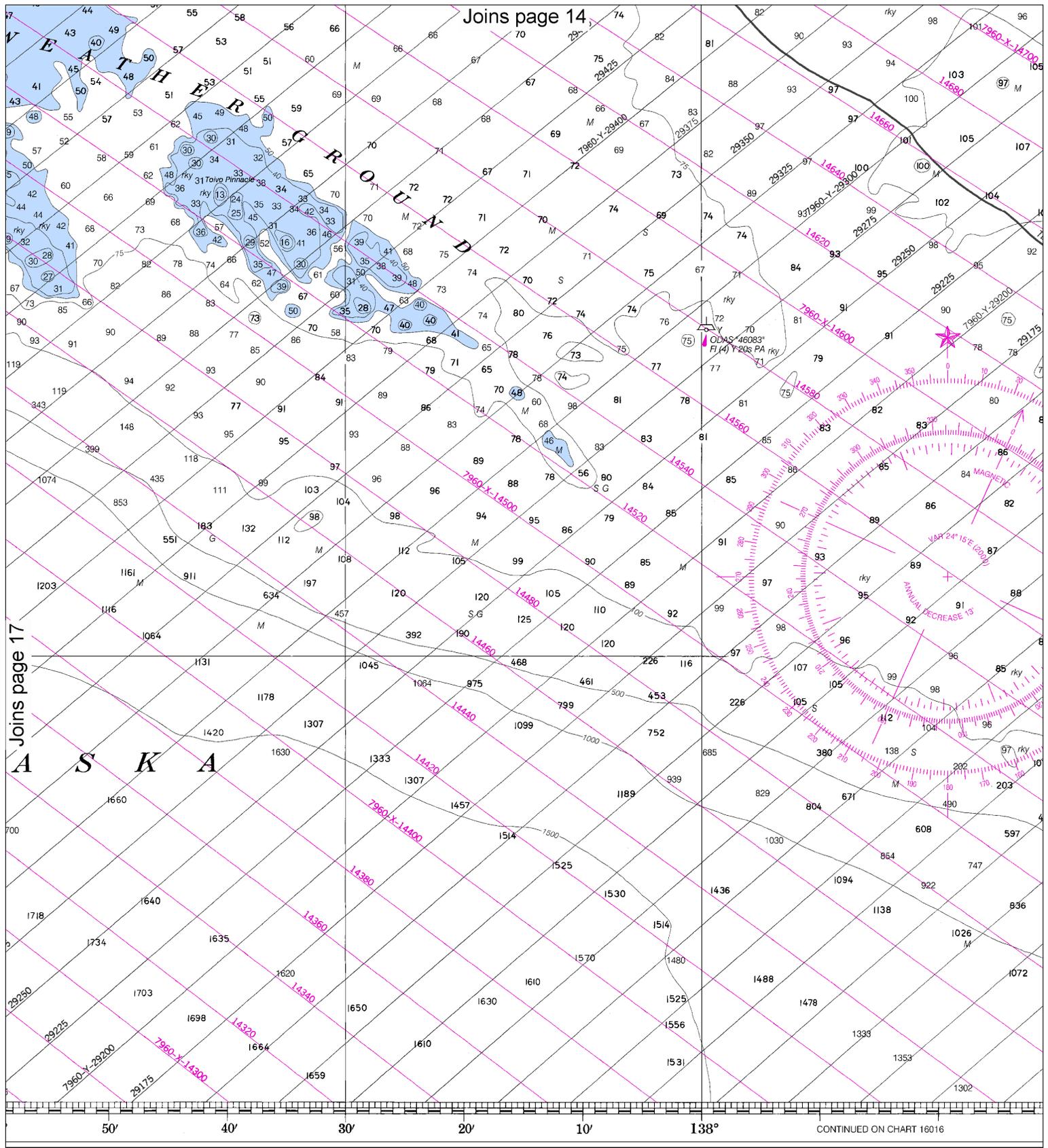
This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

SOUNDINGS IN FATHOMS

16

Note: Chart grid lines are aligned with true north.





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
FEET	6	12	18	24	30
METERS	1	2	3	4	5

18

Note: Chart grid lines are aligned with true north.



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
- 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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