BookletChart™

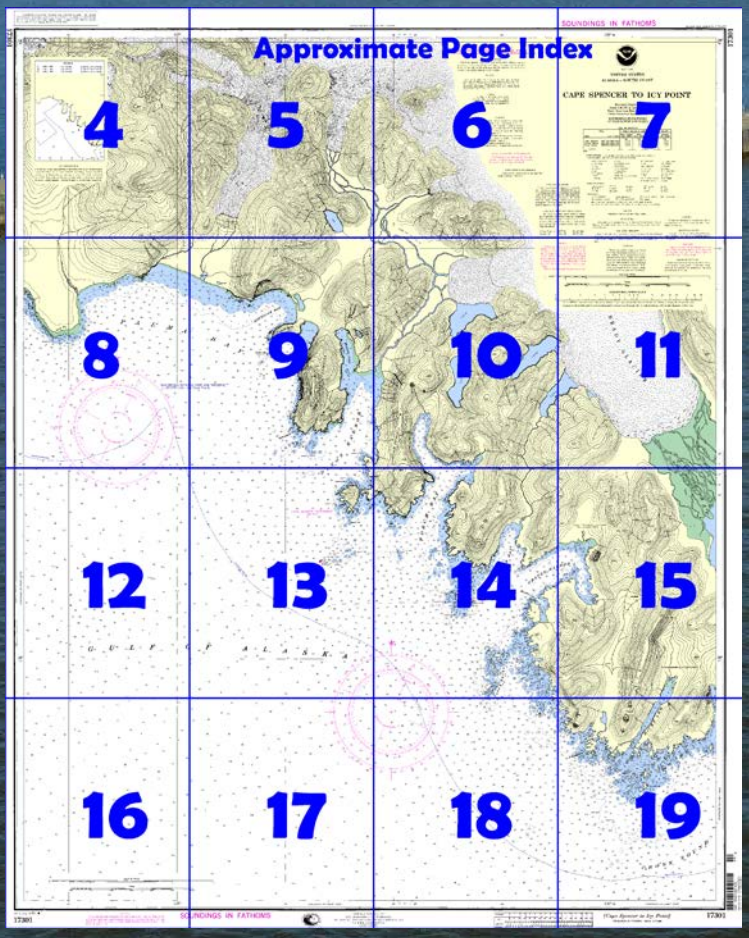
Cape Spencer to Icy Point

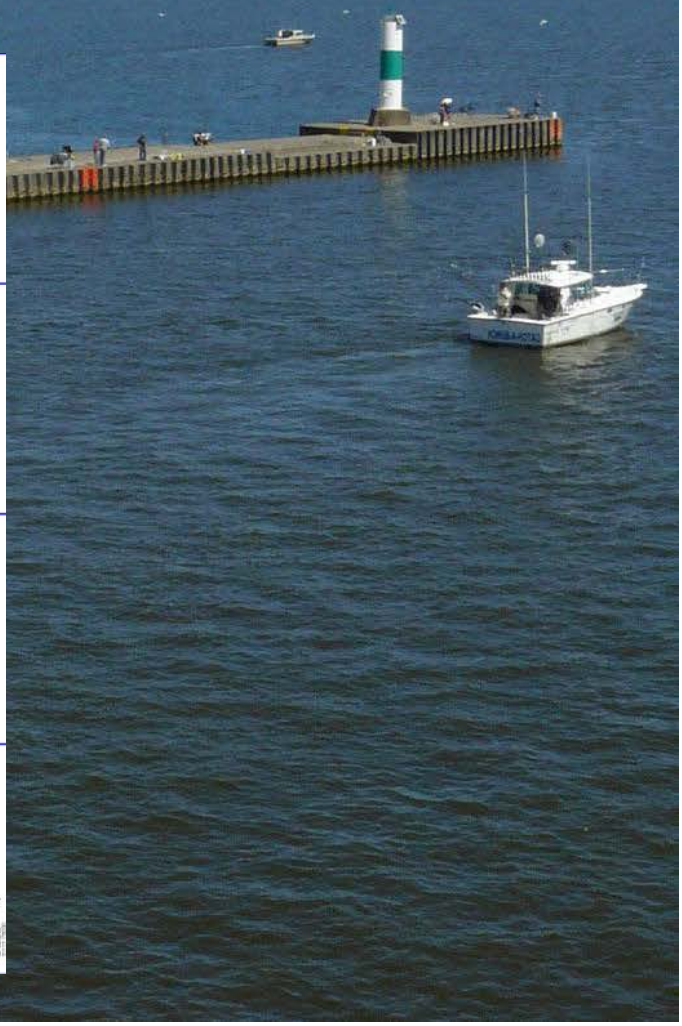
NOAA Chart 17301

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.

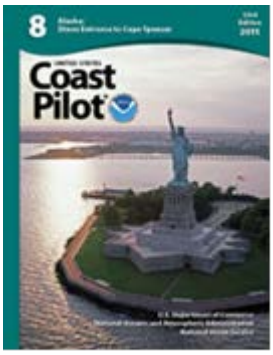
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=17301.



(Selected Excerpts from Coast Pilot)
Cape Spencer (58°12'45"N., 136°39'30"W.), 873 miles from Seattle by the outside route and 976 miles by the inside passage, is a headland on the NW side of the entrance to Cross Sound. The large shoal area that extends about 1.3 miles S from the cape has rocky islets and rocks, the outermost of which break. The cape rises rapidly to ridges about 1,800 feet high which are heavily wooded up to 1,500 feet.
Cape Spencer Light (58°11'56"N., 136°38'26"W.), 105 feet (32 m) above the water, is shown from a white square tower on a rectangular concrete building on the outermost large rocky islet S of the cape.
Cross Sound, between Cape Spencer and Cape Bingham, 8 miles SE, is the northernmost passage to the inside waters of Southeast Alaska. The sound is described in U.S. Coast Pilot 8, Pacific Coast, Alaska-Dixon Entrance to Cape Spencer.
Dicks Arm, a narrow inlet less than 200 yards wide in places, extends in a NNE direction for about 2 miles along the SE side of Cape Spencer. From the head of the arm, a gradually rising valley passes over a saddle to Taylor Bay. A narrow channel, with depths of 2½ to 12 fathoms leads E of **Zip Rock,** 20 feet high and bare, through the off-lying rocks and islets to the inlet. Depths of ¾ to 8 fathoms are found in the inlet to within 0.5 mile of the head, where it is shoal.
Polka Rock, 20 feet high, is 2 miles NW of Cape Spencer and at the outer edge of the foul ground, marked by kelp, which extends about 0.5 mile from shore in this general vicinity. Small craft approaching Graves Harbor from the SE usually pass between Polka Rock and Graves Rocks.
Graves Rocks are a group of islets about 3.5 miles NW of Cape Spencer and about 1 mile from shore. Near the N end of the group is a wooded islet about 125 feet high. Rocks and kelp patches extend to the mainland and along the shore to Cape Spencer.
Libby Island, 5.3 miles NW of Cape Spencer and 0.7 mile from the mainland, is high and wooded. Bare rocks and rocks awash extend about 0.3 mile S of the island. **Libby Island Light** (58°16'24"N., 136°46'26"W.), 53 feet (16.2 m) above the water, is shown from a spindle with a red and white diamond-shaped daymark on an islet SE of the island. **Horn Mountain** is a sharp, bare peak on the mainland N of Libby Island.
Graves Harbor has an entrance about 1.2 miles wide between Graves Rocks and Libby Island Light and extends inland for about 3 miles. Depths in the harbor are 11 to 79 fathoms. The unnamed cove, which makes off to the S from the head of Graves Harbor, affords good landlocked anchorage in 7 to 15 fathoms and is easily entered. A daybeacon marks a shoal on the W side of the entrance to the cove.
Murphy Cove, on the SE side of Graves Harbor 1.7 miles above Graves Rocks, has depths of 11 fathoms or more in its outer part and affords snug anchorage for small vessels. **Murk Bay,** opposite Murphy Cove, is clear but too deep and open for good anchorage.
Torch Bay, 7 miles NW of Cape Spencer, extends inland more than 2 miles in a N direction and varies in width from 1 mile at the entrance to 0.3 mile at the head of the W arm. Rocks, which uncover 7 feet and always marked by breakers, are 1 mile S of **Venisa Point,** on the W side of the entrance; vessels can pass on either side of these rocks when entering the bay. The bay has depths of 13 to 56 fathoms and is not a good anchorage for large vessels; small vessels can find protected anchorage in the NE arm.
Sugarloaf Island, 9 miles NW of Cape Spencer, was named from its shape as seen from S, from which direction it appears barely detached from the islet-like point projecting from Hankinson Peninsula. The island is high and wooded. From W, it has a uniform N slope; the S slope has a step and is separated from the narrow S extremity by a deep V-shaped ravine. Bare rocks and some that cover, fringe the shore from S around to W.
Sugarloaf Island Shoal, about 0.5 mile long, is about 1 mile S of the southern end of Sugarloaf Island. A rock awash and submerged rocks on the shoal usually break. A lighted whistle buoy is off the W end of the shoal.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

NOTE B
Hunting is not permitted within Glacier Bay National Park. Sport fishing is permitted in accordance with Alaska state fishing regulations.

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat. 58° 19′
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

CAUTION
Shoalings amounting to as much as 6 feet have been disclosed in several critical shoal areas from Cross Sound to Excursion Inlet. It is probable that the Alaska 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.

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

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

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.

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.

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 1.314" southward and 6.816" westward to agree with this chart.

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 3¼° from the normal variation have been observed at the south end of Sugarloaf Island.

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) o(Approximate location)

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
Juneau, AK	WXJ-25	162.55 MHz

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

CAUTION
Salt water and land areas in Glacier Bay National Park and Preserve are administered by the National Park Service, U.S. Department of Interior. Federal regulations applicable in National Parks and Monuments govern the use of the area.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

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.

UPDATING SERVICE
FOR THIS CHART, a listing of NOTICE TO MARINERS corrections subsequent to the date shown in the lower left hand corner is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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 Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Cape Spencer	(58°12′N/136°40′W)	10.4	9.6	1.5	-4.0
Graves Harbor	(58°16′N/136°41′W)	10.0	9.1	1.5	-4.0
Dixon Harbor	(58°23′N/136°52′W)	9.9	9.0	1.4	-4.0

(298)

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	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:

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

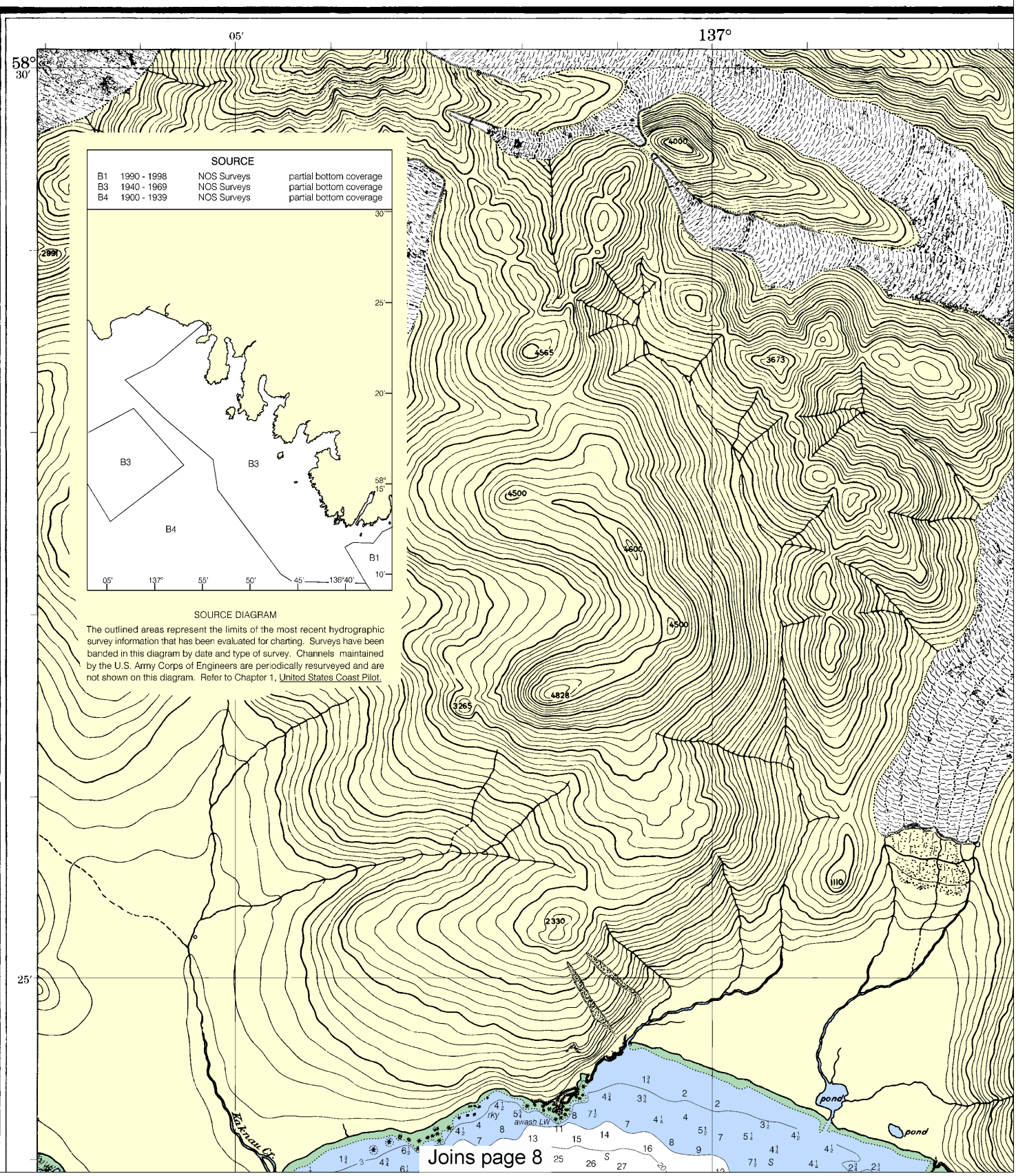
Miscellaneous:

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

(21) 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.

17301



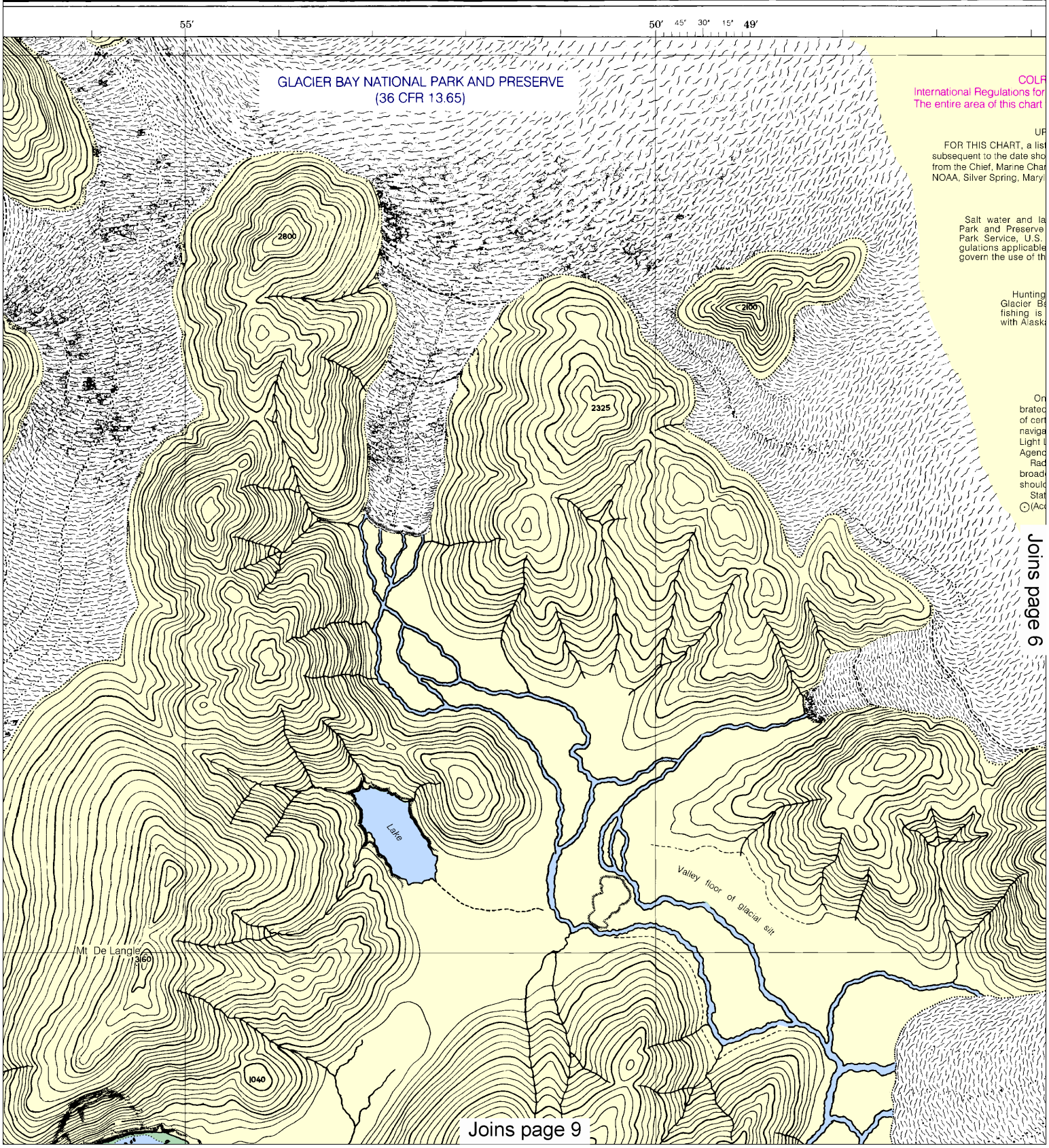
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

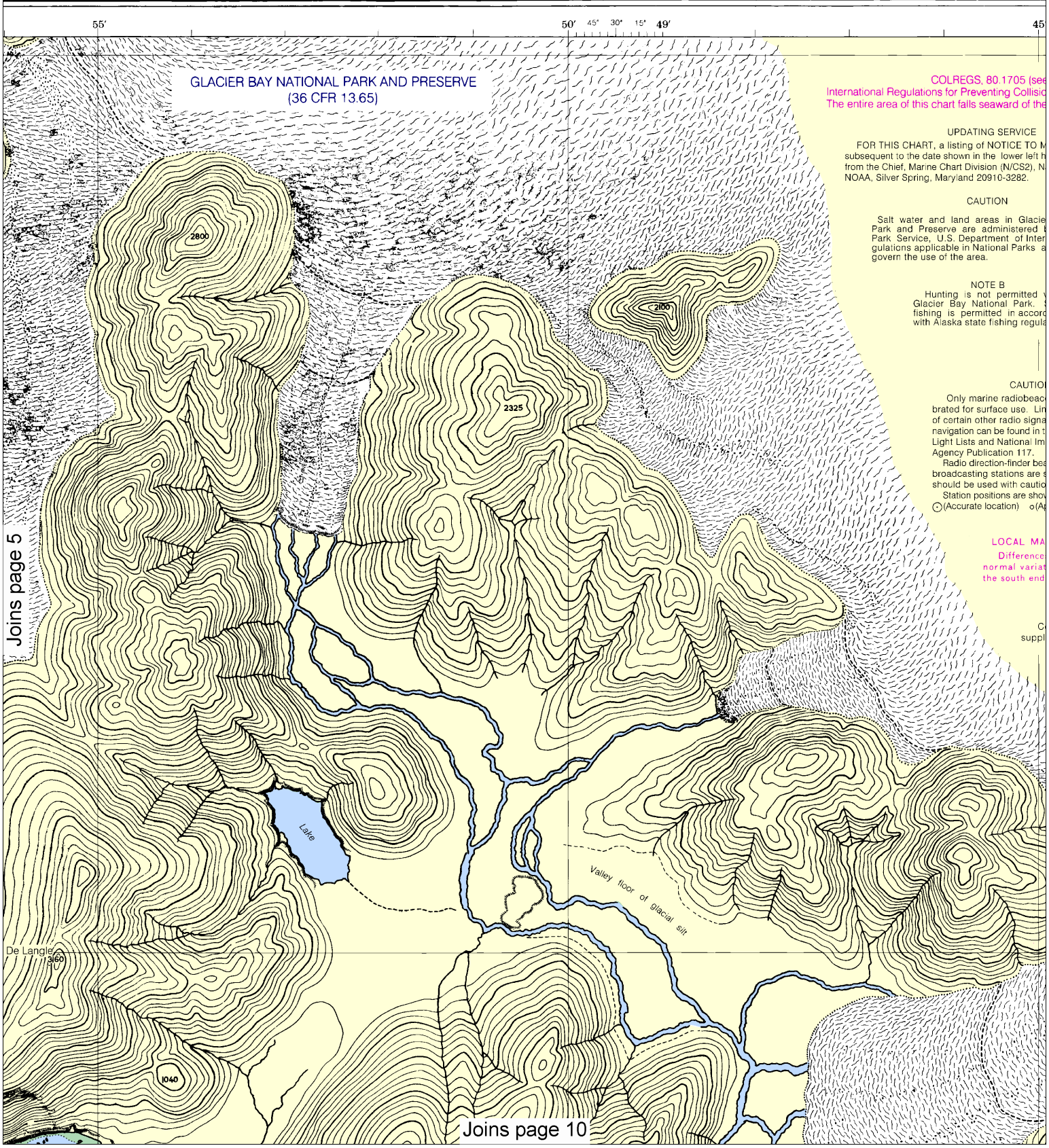
Yards: 1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.

Formerly C&GS 8410, 1st Ed., Sept 1930 KAPP 2620



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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SOUNDINGS IN FATHOMS

17301

5′ 136° 40′ 58° 30′

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MARINERS corrections
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limitations on the use
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AGNETIC DISTURBANCE
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SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important
plemental information.

NOAA — NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION — U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES
ALASKA – SOUTH COAST

CAPE SPENCER TO ICY POINT

Mercator Projection
Scale 1:40,000 at Lat. 58°19′
North American Datum of 1983
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Aids to Navigation (lights are white unless otherwise indicated):

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

Bottom characteristics:

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

Miscellaneous:

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

21 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.

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Refer to charted regulation section numbers.

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 and U.S. Coast Guard.

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

Shoalings amounting to as much as 6 feet have been disclosed in several critical shoal areas from Cross Sound to Excursion Inlet. It is probable that the Alaska 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.

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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.

RADAR REFLECTORS

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25′

Nautical Miles
1 ½ 0 1 2 3

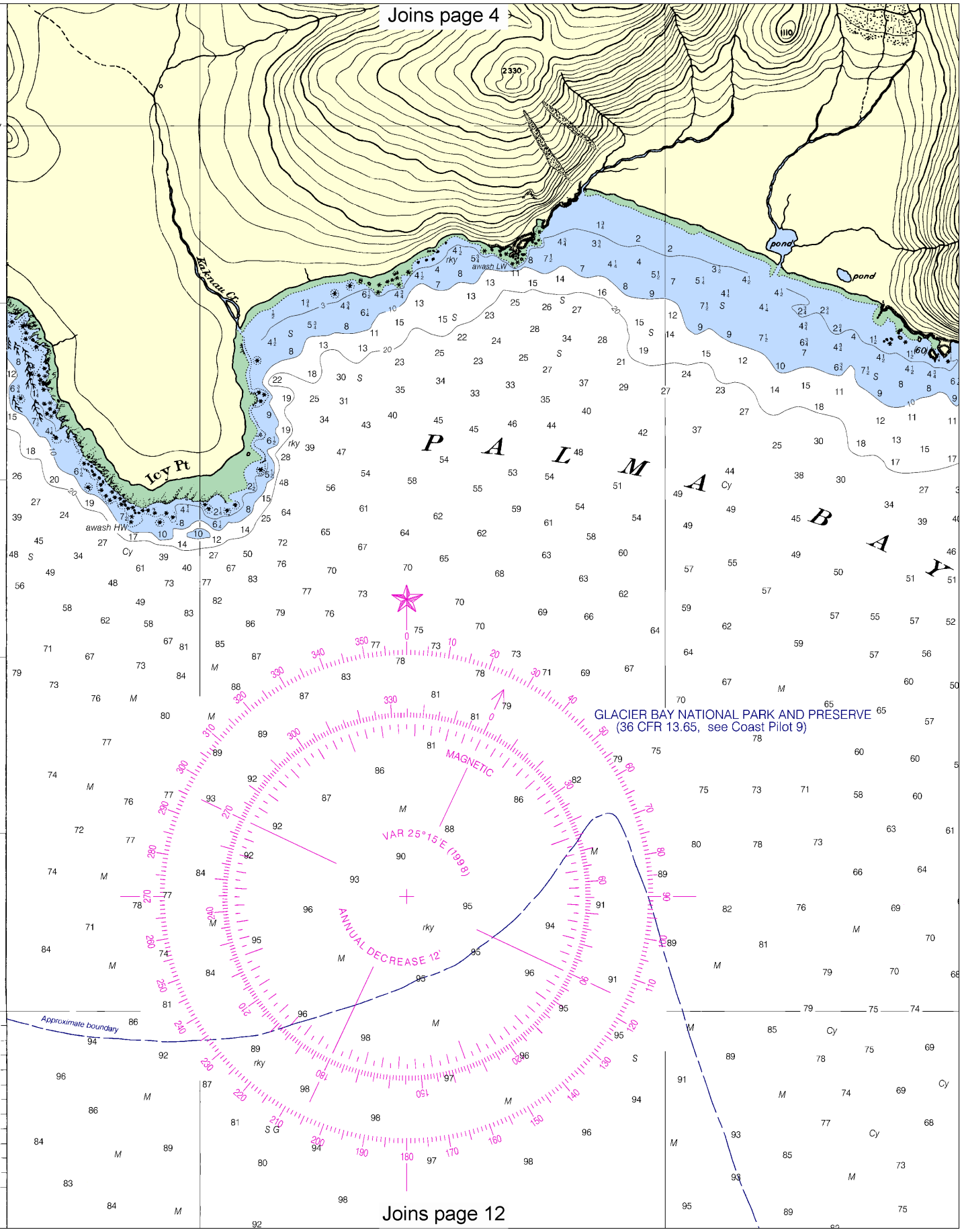
Yards
1000 0 1000 2000 3000 4000 5000

Joins page 11

SCALE

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.

Joins page 4



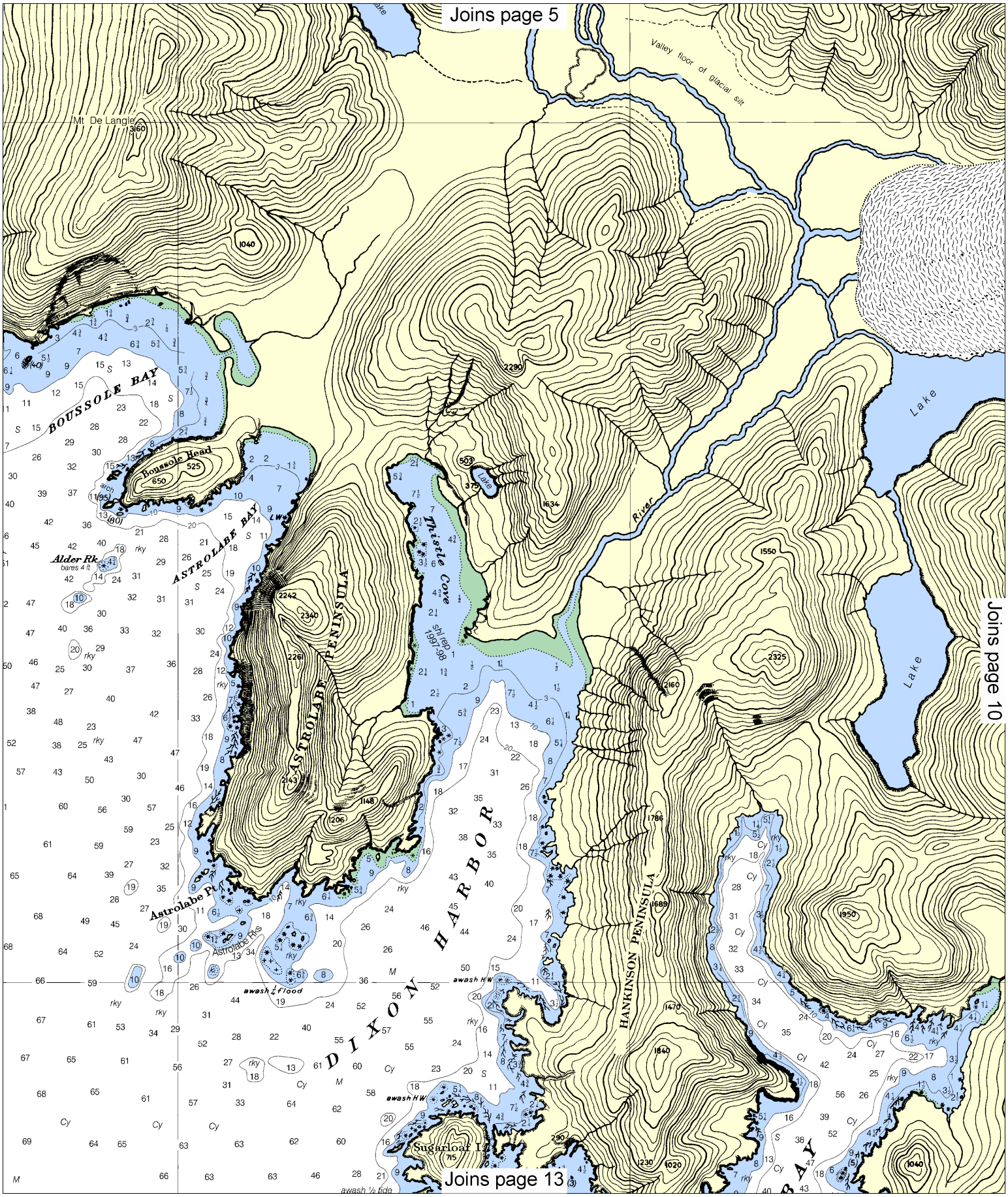
Joins page 12

Note: Chart grid lines are aligned with true north.

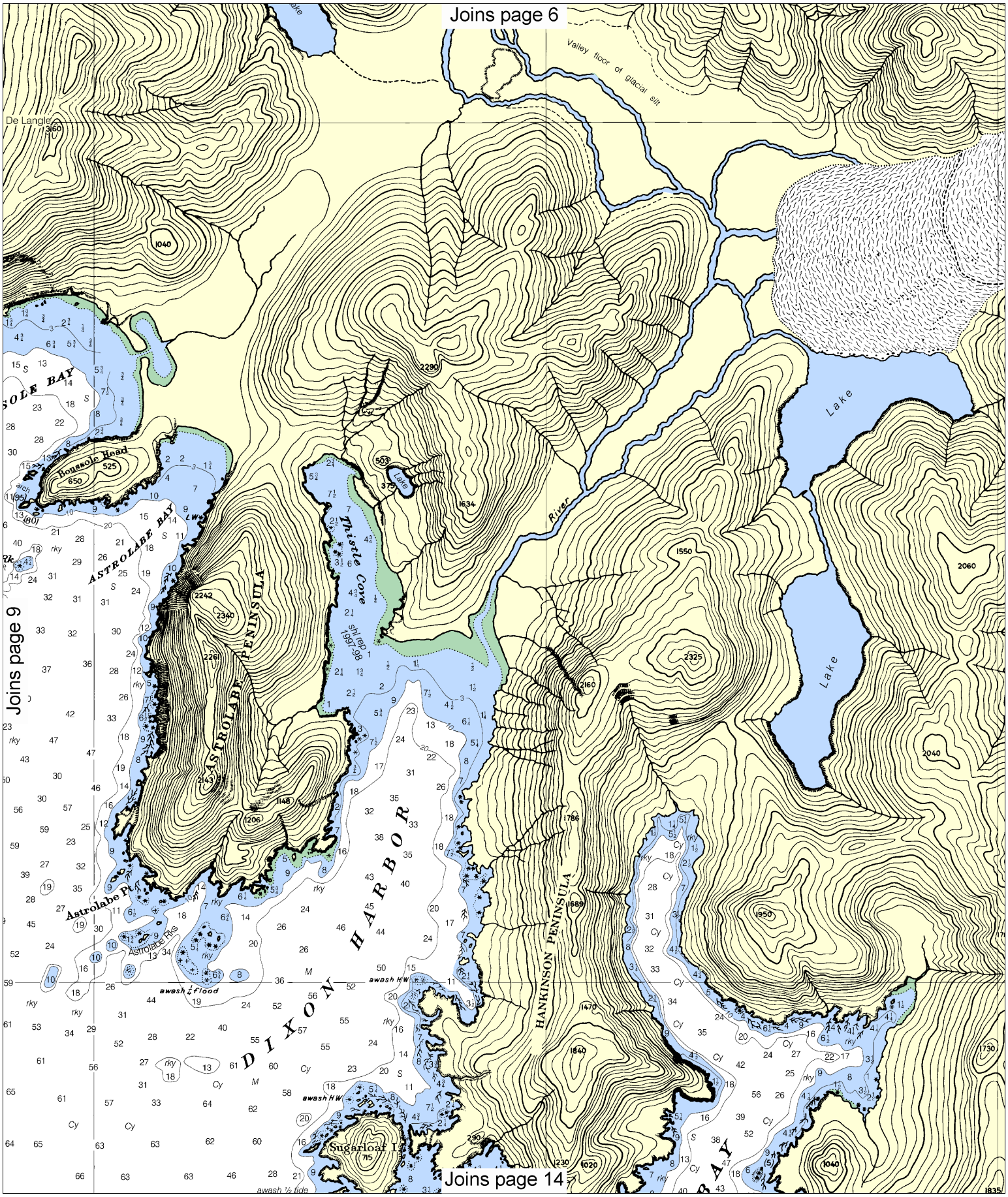
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 5
Joins page 10
Joins page 13
Valley floor of glacial silt
Mt De Langle
BOUSSOLE BAY
Boussole Head
ASTROLABE BAY
Alder Rk
bares 4 ft
ASTROLABE PENINSULA
Thistle Cove
shl rep 1997-98
Lake
River
Lake
Lake
DIXON HARBOR
HANKINSON PENINSULA
Astrolabe Pt
Astrolabe Rks
awash ¼ flood
awash HW
awash HW
Sugarloaf I
awash ½ tide

Joins page 6



Joins page 9

Joins page 14

Note: Chart grid lines are aligned with true north.

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Yards: 1000 0 1000 2000 3000 4000 5000

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Nautical Miles

1 ½ 0 1 2 3

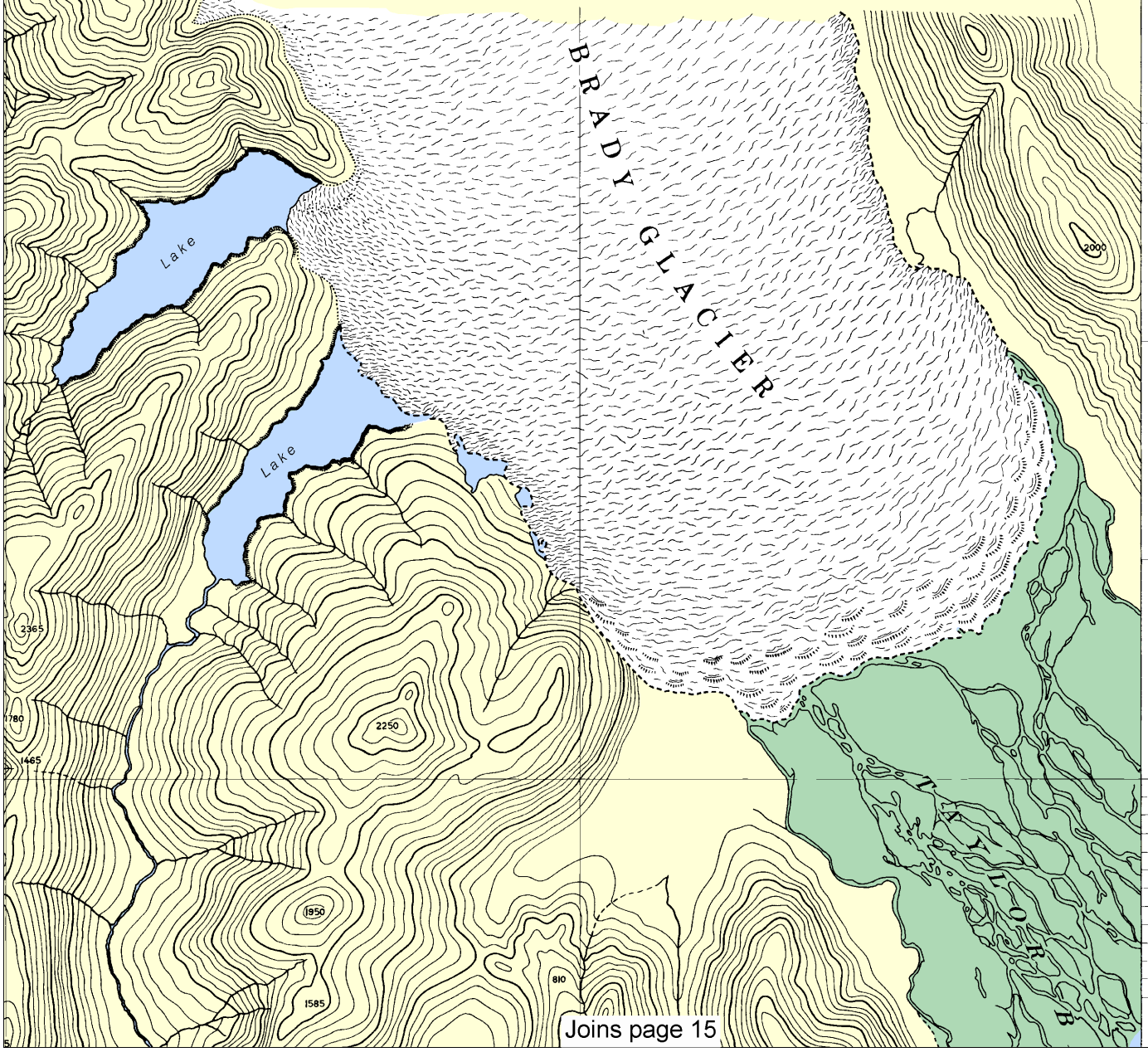
Yards

1000 0 1000 2000 3000 4000 5000

LOGARITHMIC SPEED SCALE

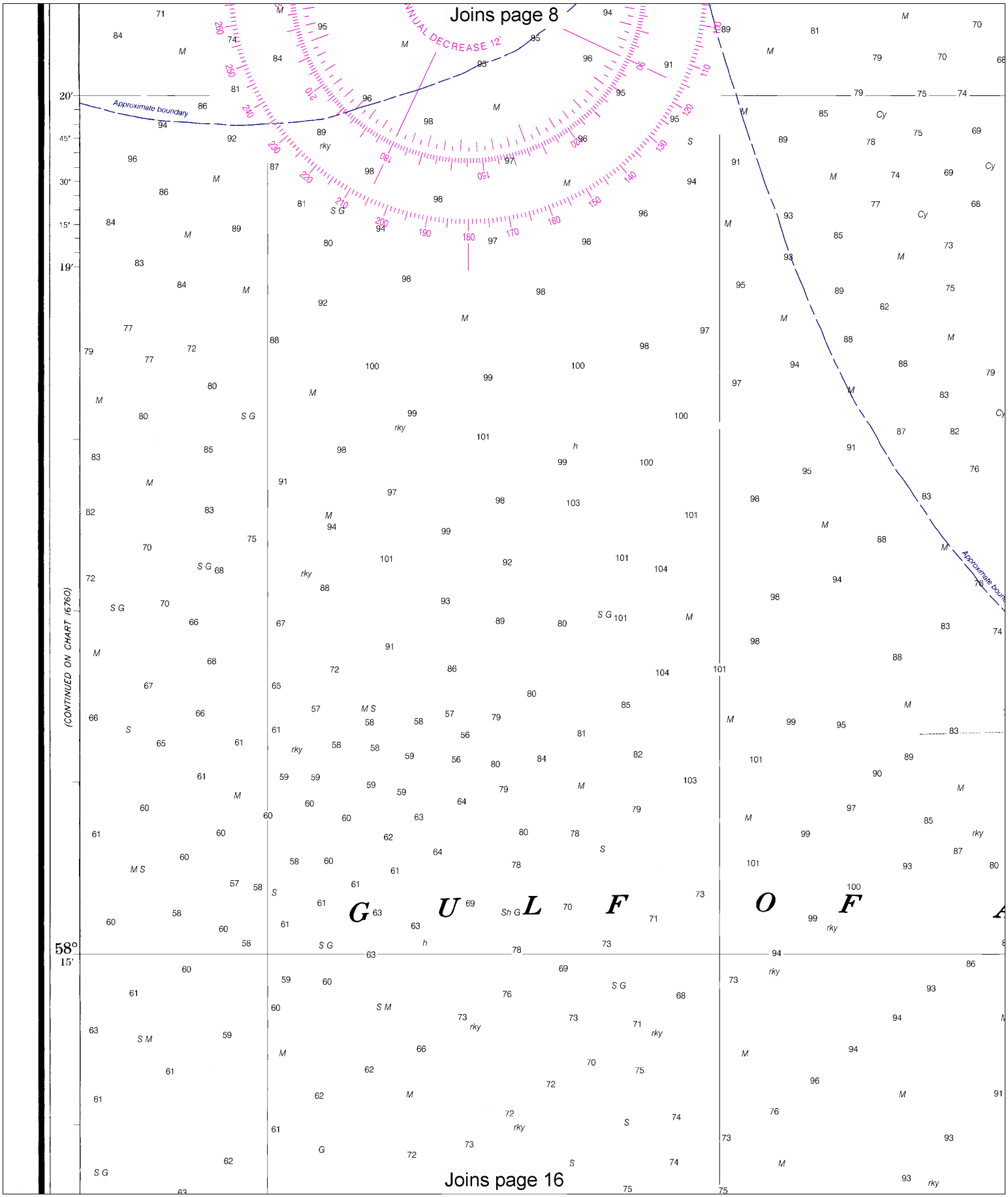
1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

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.



Joins page 15

Joins page 8



Joins page 16

Note: Chart grid lines are aligned with true north.

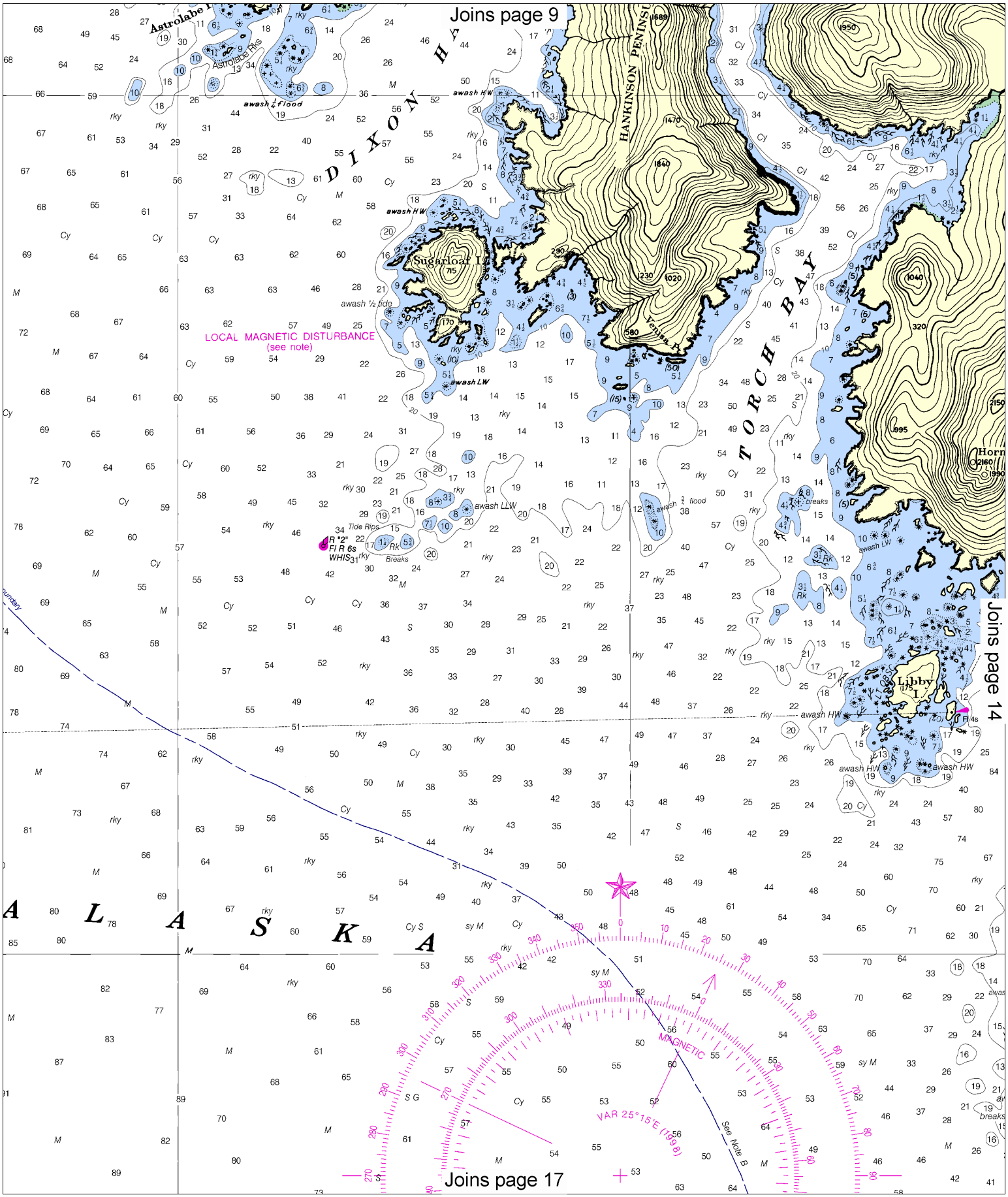
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

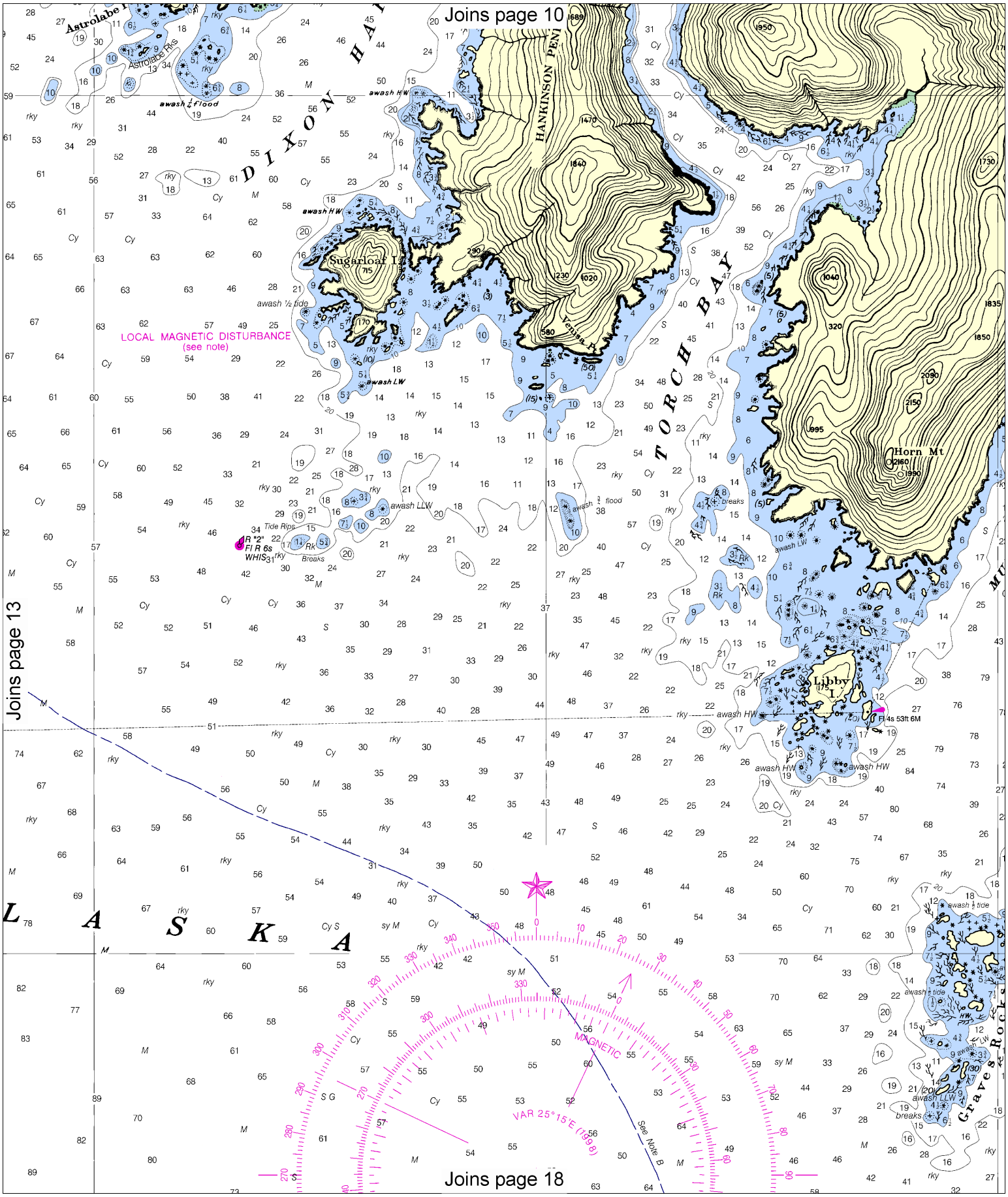
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000


Joins page 9
Joins page 14
Joins page 17
DIXON HA
TORCH BAY
HANKINSON PENINSU
Sugarloaf I.
Libby I.
Astrolabe I.
Astrolabe Rks
LOCAL MAGNETIC DISTURBANCE
(see note)
awash ½ tide
awash LW
awash LLW
awash HW
Tide Rips
Breaks
Venisa Pt.
MAGNETIC
VAR 25°15'E (1998)
See Note B
A L A S K A



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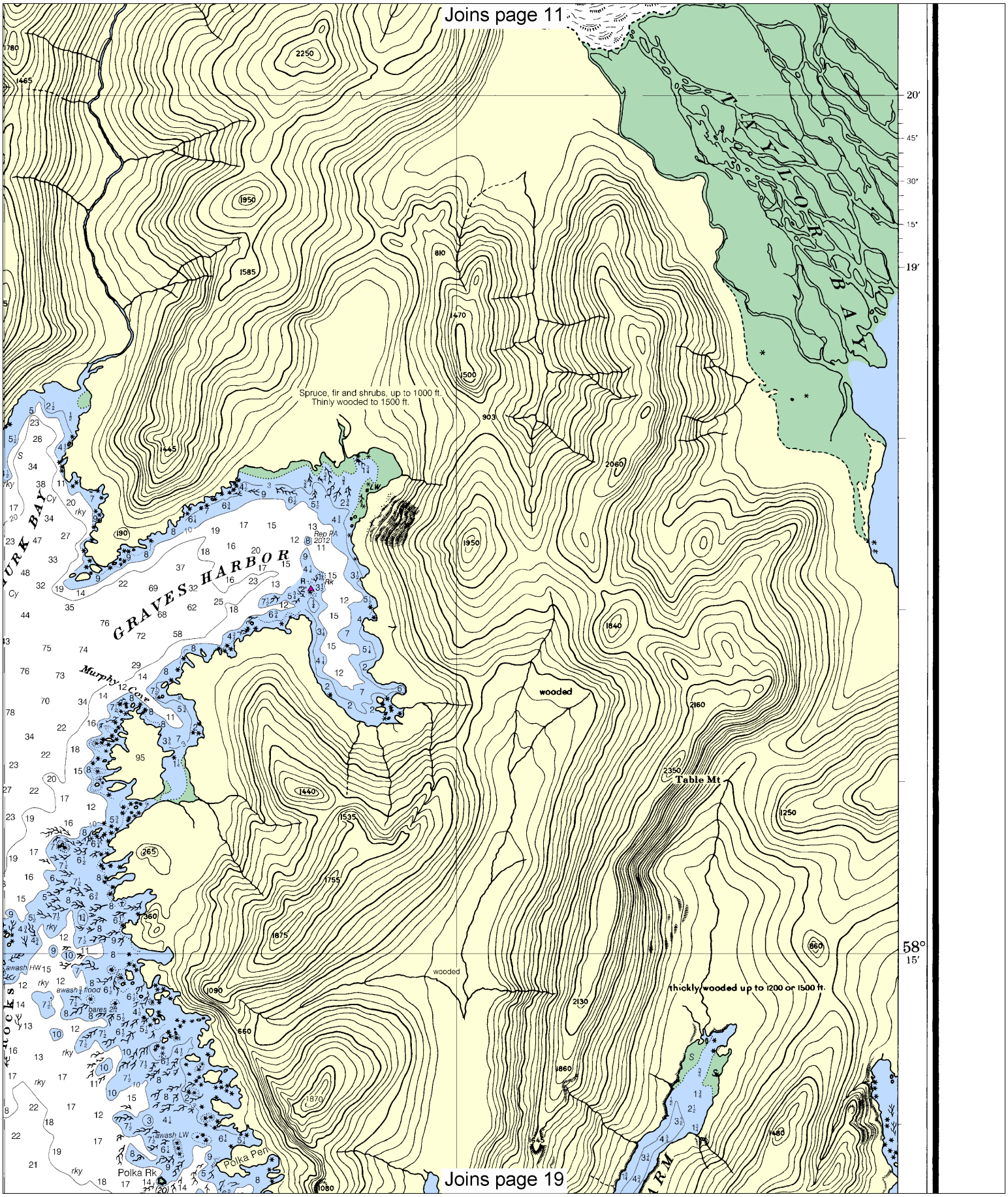
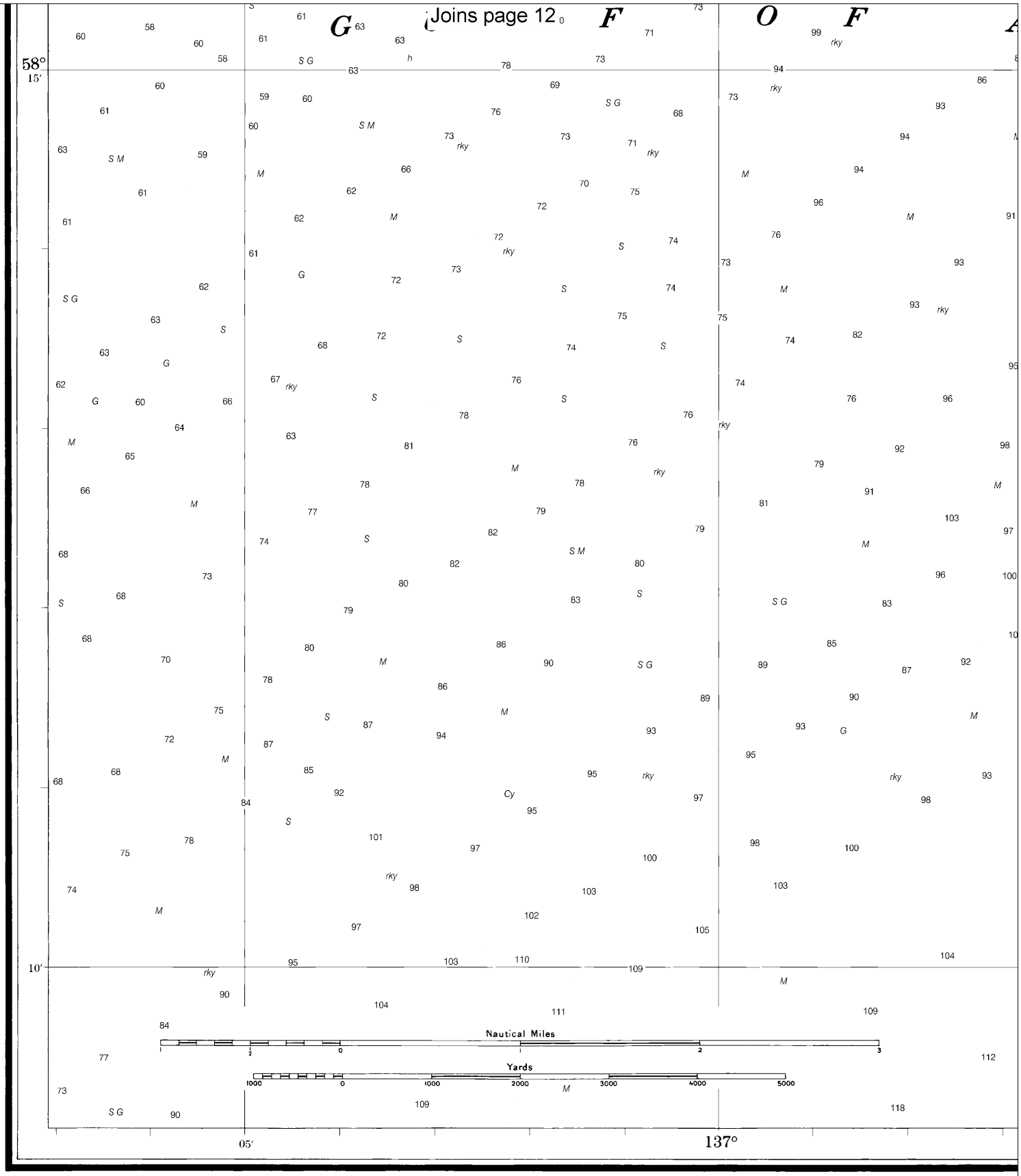
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 11
Joins page 19
TAYLOR BAY
GRAVES HARBOR
Murphy Cove
Spruce, fir and shrubs, up to 1000 ft.
Thinly wooded to 1500 ft.
wooded
Table Mt
thickly wooded up to 1200 or 1500 ft.
Polka Rk
Polka Pen
20′
45′
30′
15′
19′
58°
15′



8th Ed., Aug. 15/98

17301

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.

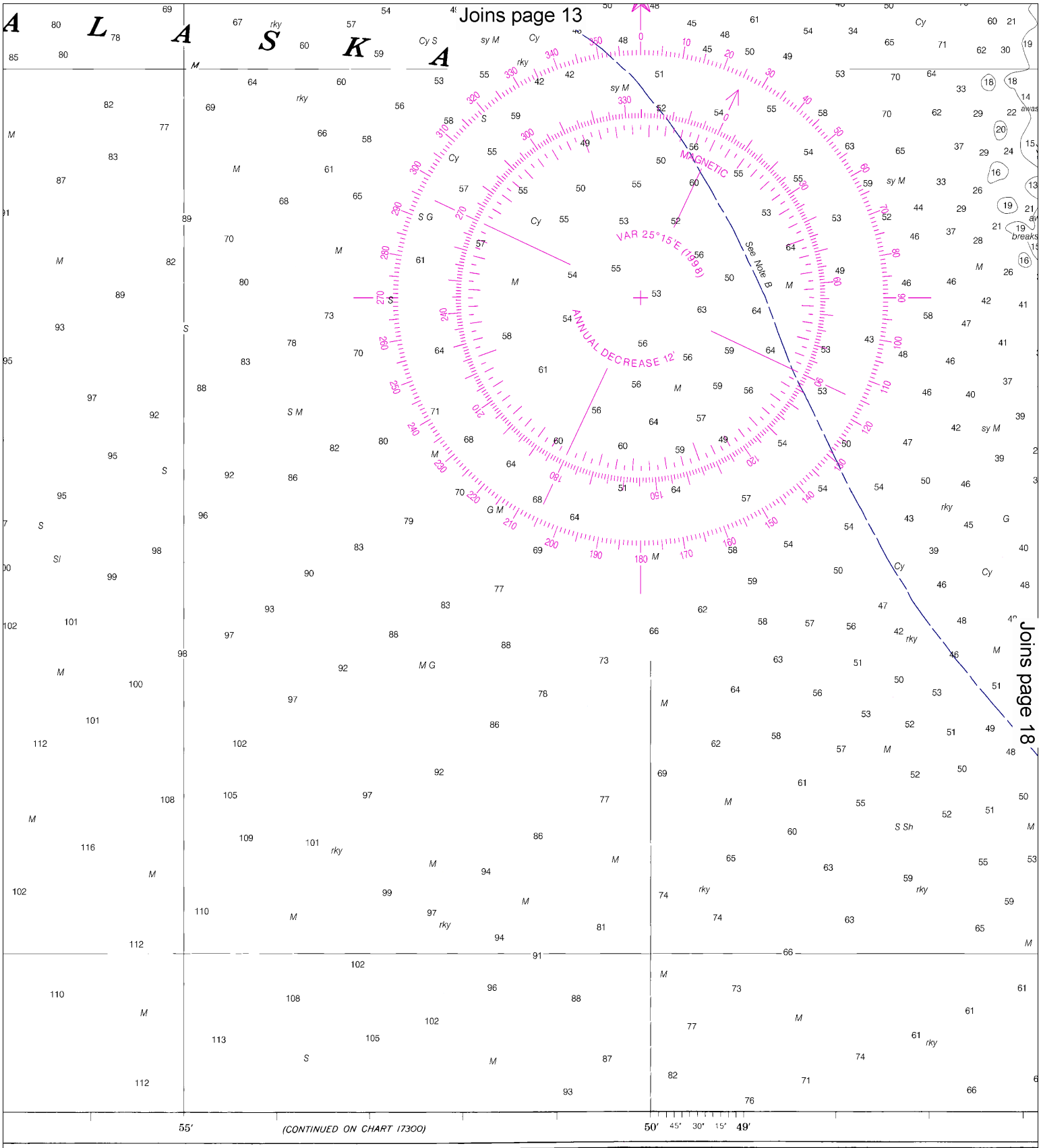
SOUNDINGS IN FA

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles 1 ½ 0 1 2 3

Yards 1000 0 1000 2000 3000 4000 5000



ATHOMS

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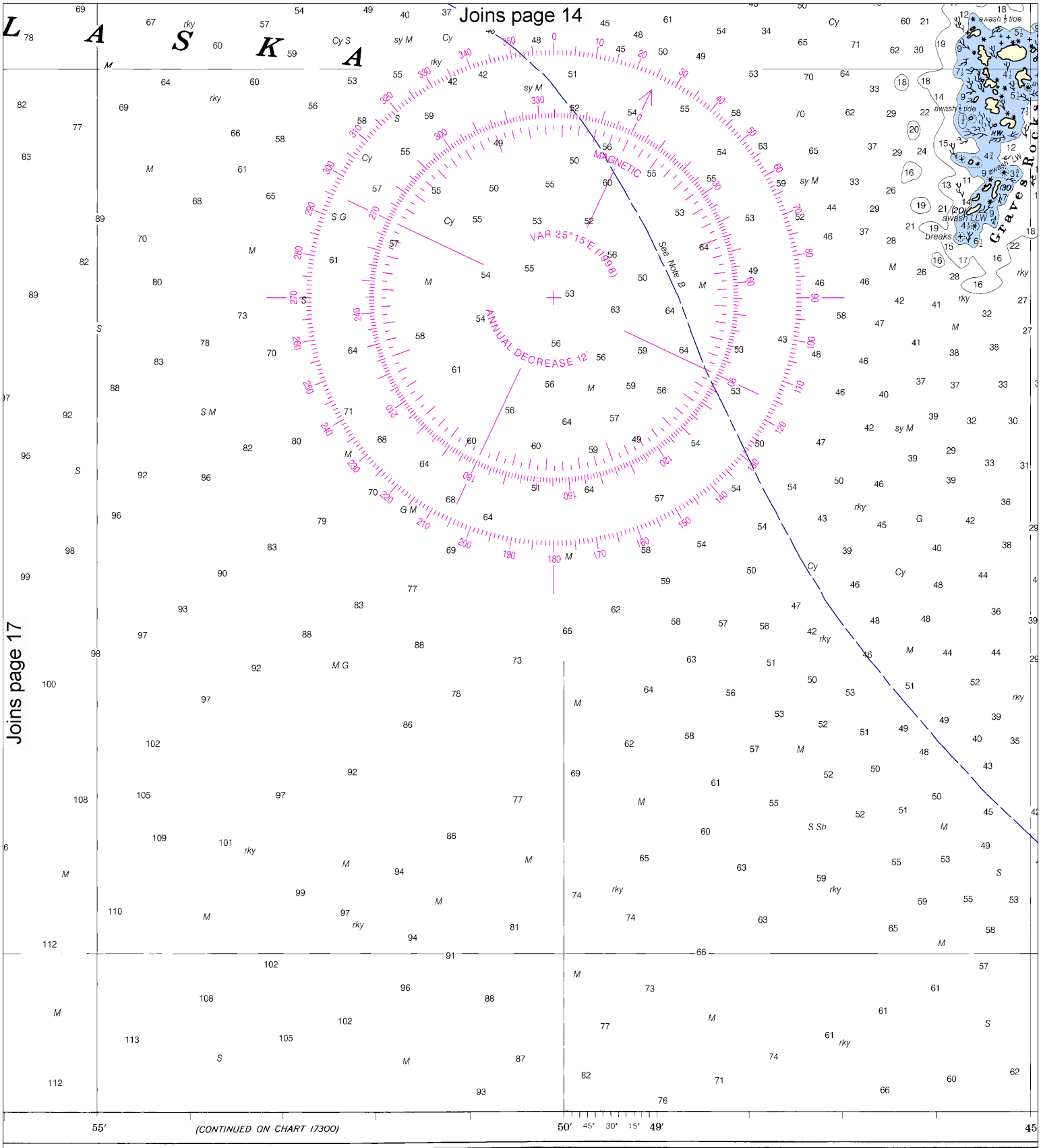
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



MS

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

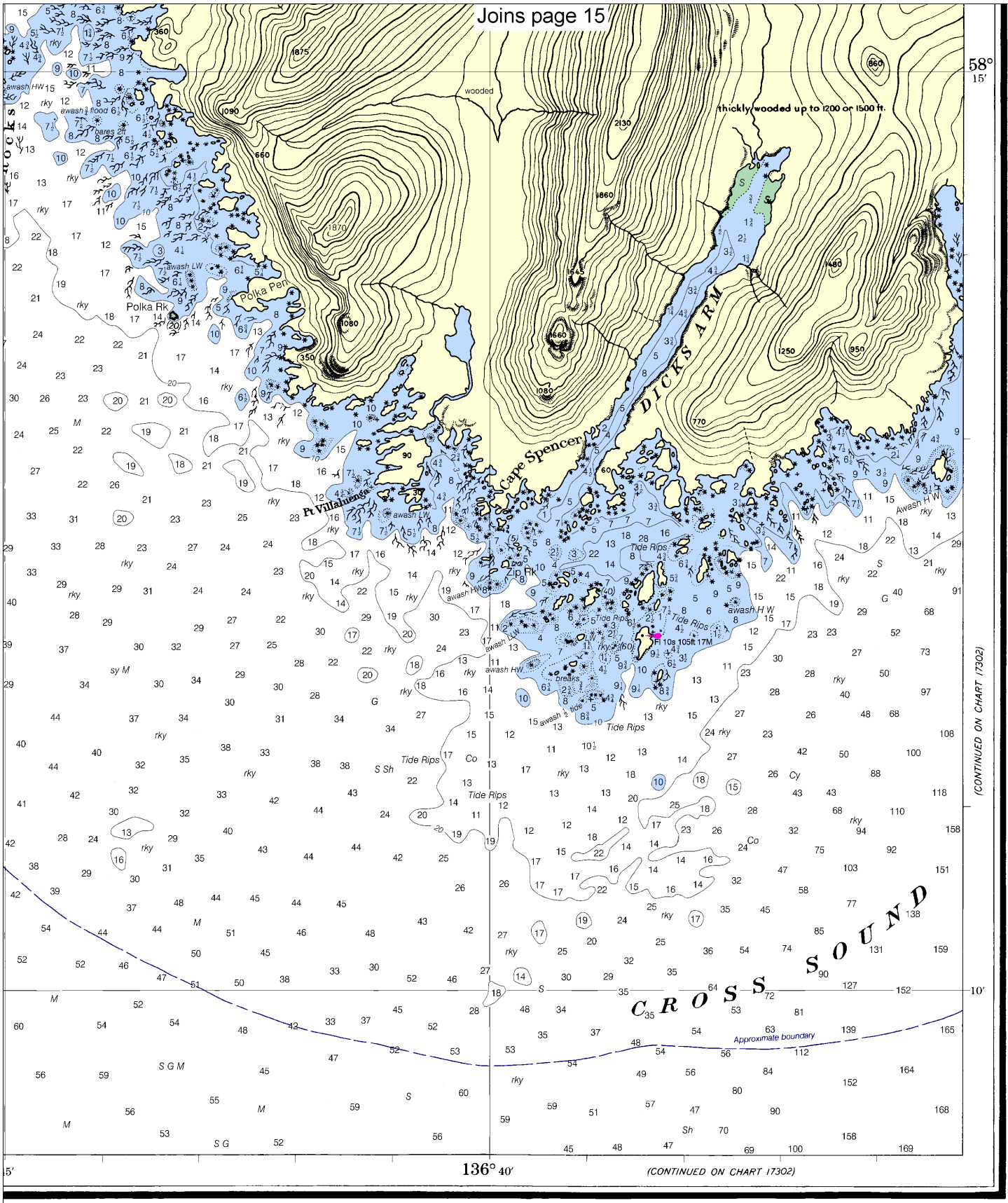
FATHOMS
FEET
METERS

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



(Cape Spencer to Icy Point)

SOUNDINGS IN FATHOMS - SCALE 1:40,000

17301

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NIMA STOCK NO. 17XHA17301

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!

All Hazards NOAA Weather Radio — NOAA's National Weather Service

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/NOAAChartViewer.html**
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Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican 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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Note on Printing

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

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