

# BookletChart™

## Khaz Bay

NOAA Chart 17322

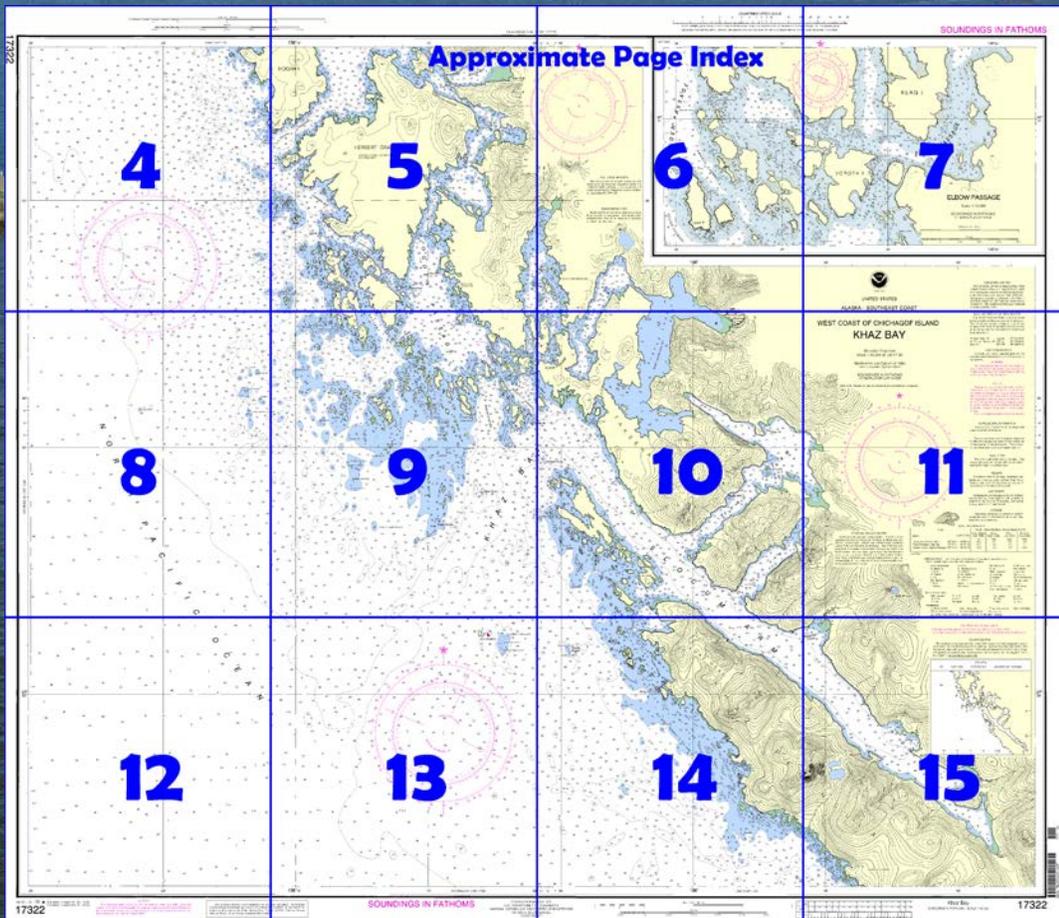


*A reduced-scale NOAA nautical chart for small boaters*

*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.

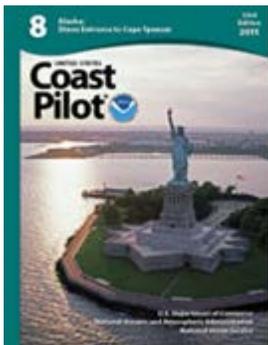
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=17322>.



**(Selected Excerpts from Coast Pilot)**

**Khaz Head**, a bold, bluff headland, particularly noticeable from SW, is about 7 miles NW of Klokachef Island (chart 17323), and about 4 miles NNW of Point Slocum (57°27.9'N., 135°58.0'W.). It is the NW end of **Khaz Peninsula**, a rugged peninsula between Slocum Arm of Khaz Bay and the sea.

**Khaz Point**, the SW point of Khaz Head, shows from the SE as a hill. It is about 2.8 miles NW of Point Slocum. The shore

between these points forms a shallow bight in which there is much foul ground as well as numerous breakers. Breakers extend about 0.8 mile W

of Khaz Point. A rock, awash at high water, at the end of the reef that extends S from the point, is used as a landmark by local motorboats that keep close inshore. The surf shows on this rock at all times.

**Piehle Passage** is entered close-to, W of Khaz Point, and leads among the rocks and islets W of Khaz Head to Slocum Arm. This passage is extensively used by small craft with local knowledge, but is difficult for strangers. The entrance at Khaz Point is closed by breakers in heavy weather. Good protected anchorage for small craft can be had in the bight at the NW end of Khaz Head on the SE side of Piehle Passage. Anchorage can be selected at the head of the bight in 8 to 10 fathoms, mud and gravel bottom.

From Khaz Head a chain of numerous islands, rocks, and reefs, some wooded and all generally low, extend about 3.4 miles NW to Ramp Island and Deuce Island, at the entrance of Khaz Bay.

**Middle Breaker** is on a bare rock about 2 miles WNW of Khaz Point and almost 1 mile from the nearest islet to the E.

**Khaz Breakers**, marked by a lighted whistle buoy off the W side, are the outer dangers in approaching Khaz Bay from S, and are on a reef about 1.4 miles W of Middle Breaker.

**Outer Rocks** are the southernmost bare rocks on the W side of the entrance to Khaz Bay. They are two in number, about 250 yards apart. Outer Rocks are distinctly darker than the rocks to the N, mound like in appearance, and can easily be identified by strangers.

**Black Island** is the highest of a group of small islands about 3.2 miles NW of Outer Rocks. It is the only wooded island of the group and forms an easily distinguishable landmark. Two bare rocks are about 0.8 mile W of Black Island. A group of bare islets and rocks extends 0.8 mile S of Black Island. Breakers extend 2 miles W of the island.

**White Sisters** are two outlying large white rock islets, about 2.2 miles NNW of Black Island.

**Klag Bay**, at the head of Khaz Bay, is cluttered with islands, and the shores are foul especially on the E side behind the islands in the bay. The two entrances to the bay lead through narrow crooked channels, with foul shores and strong currents, which are difficult except for small vessels at slack water. Strangers should enter at low water slack when the dangers will show above water or be indicated by kelp.

The main entrance is through **The Gate**, which has its entrance 1 mile N of Guide Rock. It has a depth of 4¾ fathoms and a width of 50 yards at its narrowest part, between a daybeacon on the E side of Vorota Island and a rocky 1-fathom shoal 20 yards off a sparsely wooded islet on the E side of the entrance. A 008° unlighted range marking the centerline of the channel clears the 1-fathom shoal.

**Elbow Passage** is the W entrance to Klag Bay. The W part of this passage has a midchannel depth of 2¾ fathoms and is constricted in places to a width of about 75 yards by kelp-marked shoals.

The two entrance channels merge N of The Gate and the channel then continues through Elbow Passage around the S and E sides of **Klag Island**. The pass W of Klag Island is almost blocked at the N end and is suitable only for small boats and launches. N of Klag Island the bay is comparatively clear, though there are a number of islands in it.

**Currents.**—It is reported that the currents in Elbow Passage, S of Klag Island, are strong and the passage is navigable only near the time of slack water.

**Ice** forms in Klag Bay early in January and is a hazard to navigation through February and most of March.

**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. 15/05  
Corrected through LNM Oct. 04/05

**Mercator Projection**  
Scale 1:40,000 at Lat 57°35'

**North American Datum of 1983**  
(World Geodetic System 1984)

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

### HEIGHTS

Elevations 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.

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

### CAUTION

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

### AUTHORITIES

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

### VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

## HERBERT GRAVES I

*Sparsely wooded, numerous swamps and small lakes*

### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. 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.

### 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.

### 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 1.339" southward and 6.553" westward to agree with 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).

### 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, AK	KZZ-87	162.450 MHz
Sika, AK	WXJ-80	162.550 MHz

### SOURCE DIAGRAM

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

### COLREGS, 80.1705 (see note A)

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

### 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:

Bids 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	

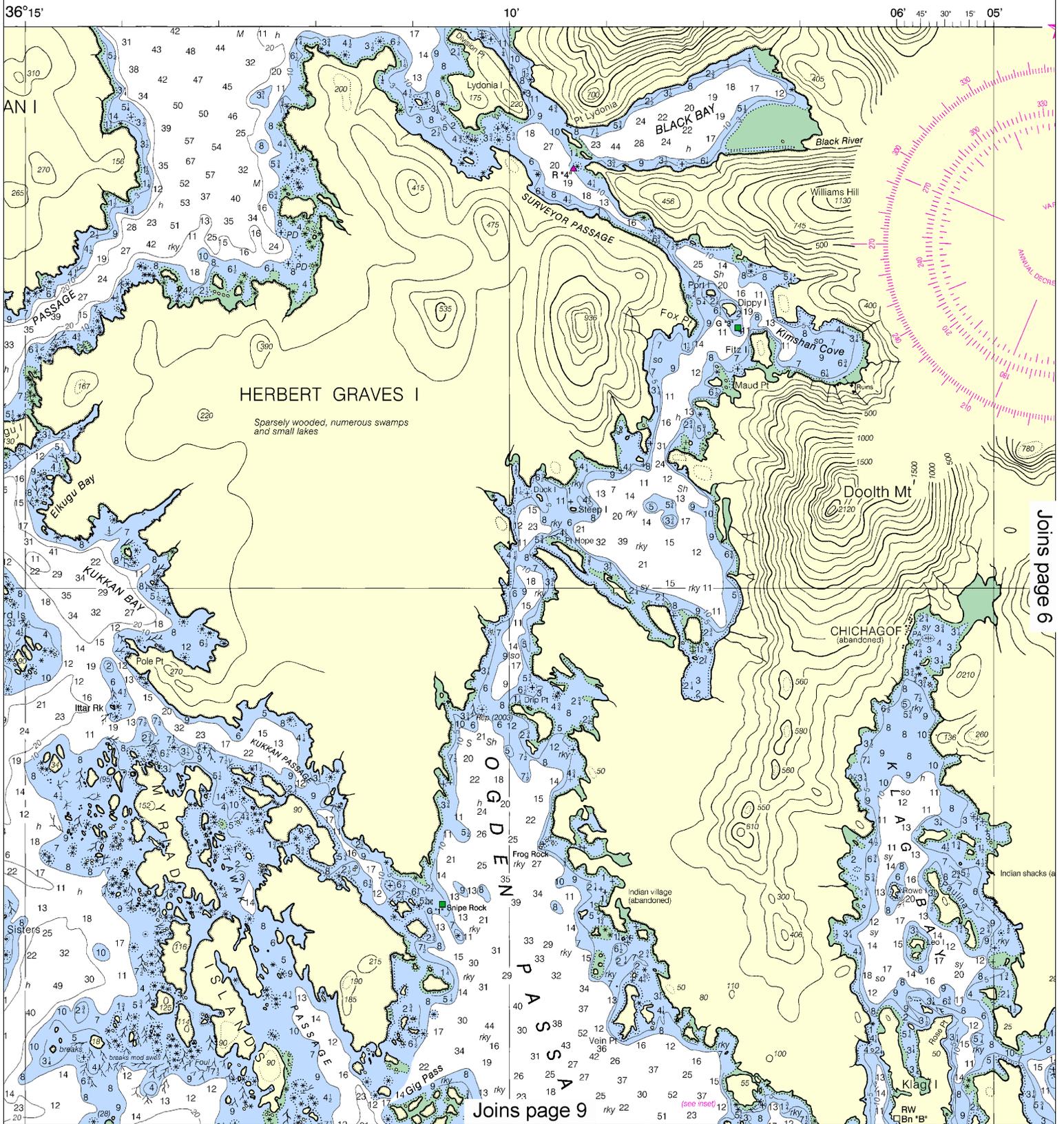
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

### TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Falcon Arm, Slocum Arm	(57°33'N / 135°56'W)	feet 10.2	feet 9.7	feet 1.6	feet -4.0
Elbow Passage, Klag Bay	(57°37'N / 136°05'W)	10.7	9.9	1.5	----
Kimshan Cove, Ogden Passage	(57°41'N / 136°06'W)	10.5	9.3	1.5	-4.0

(Jul 2005)



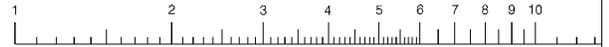


Joins page 6

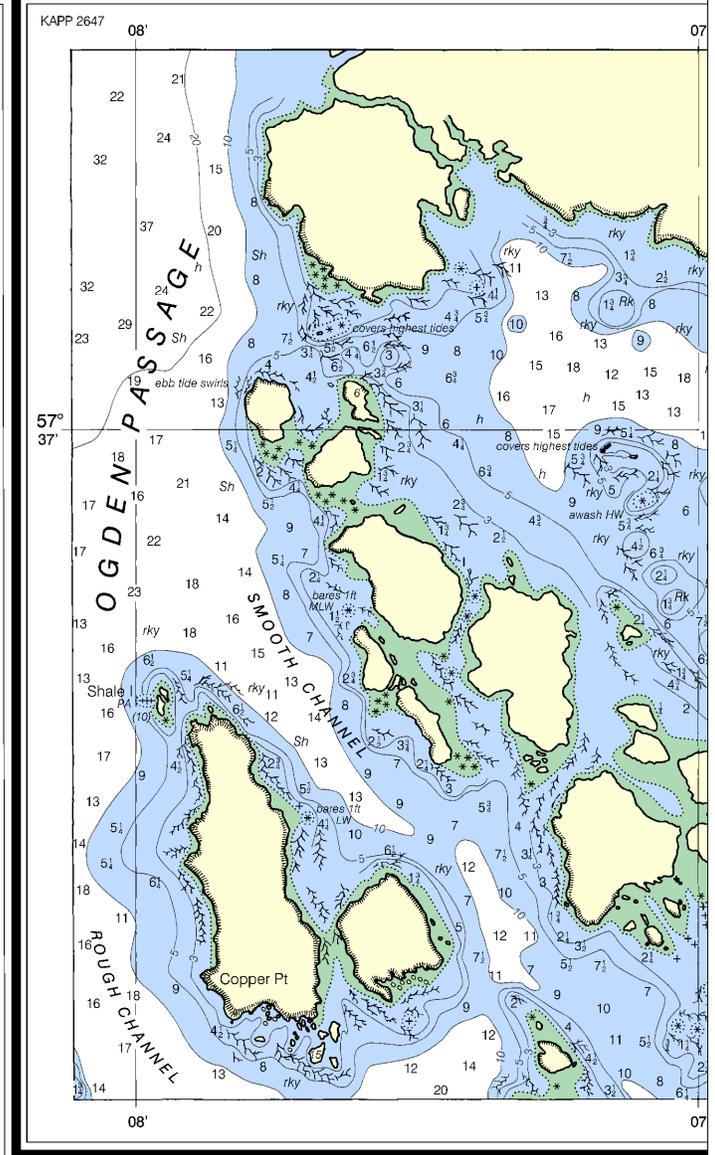
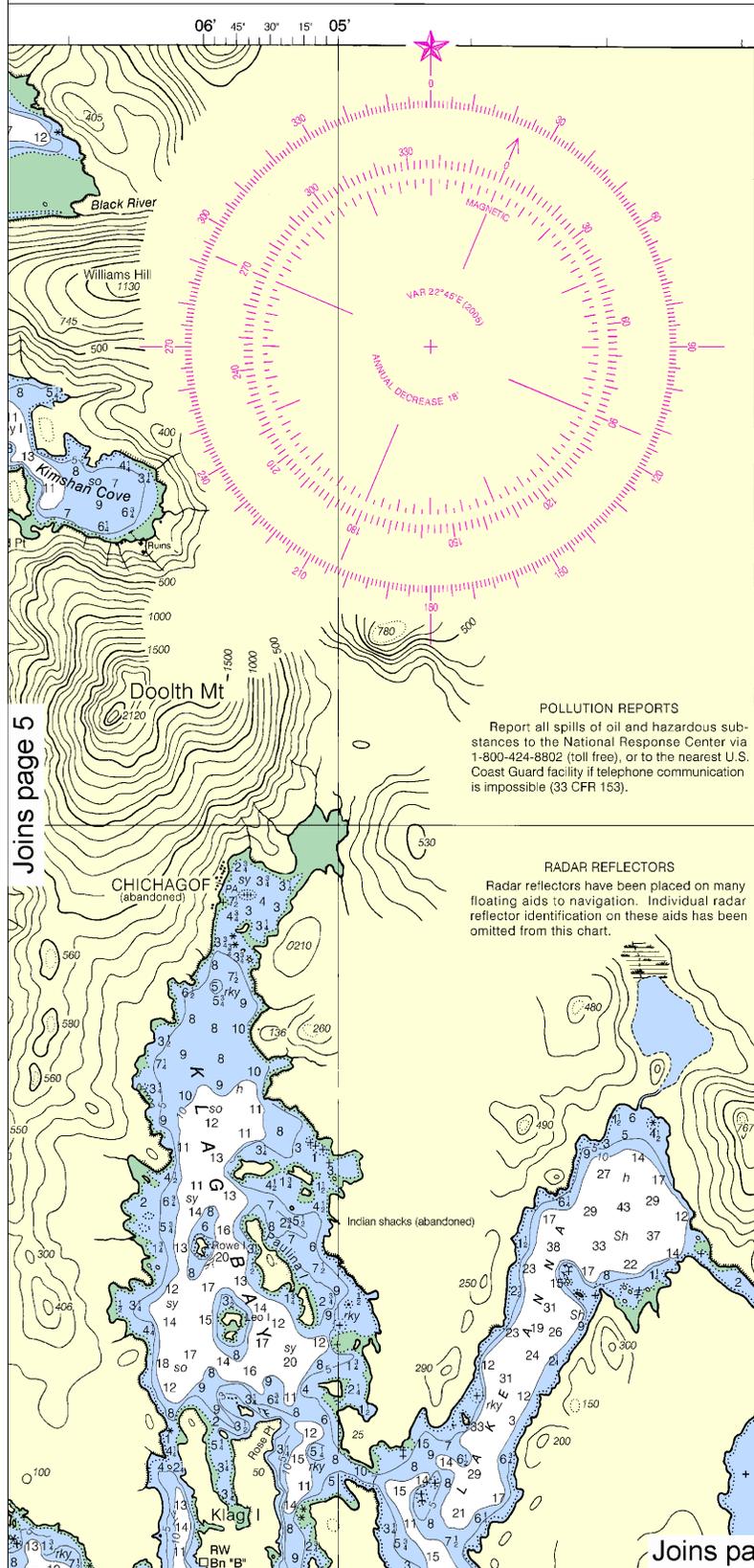
Joins page 9

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.





To find SPEED, place one point of dividers on distance run (in any unit) and the other on the right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical



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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).

**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.

Joins page 5

Joins page 10

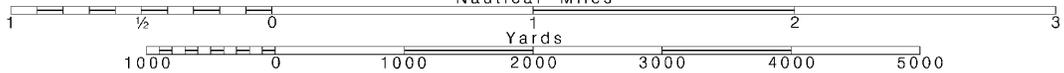
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

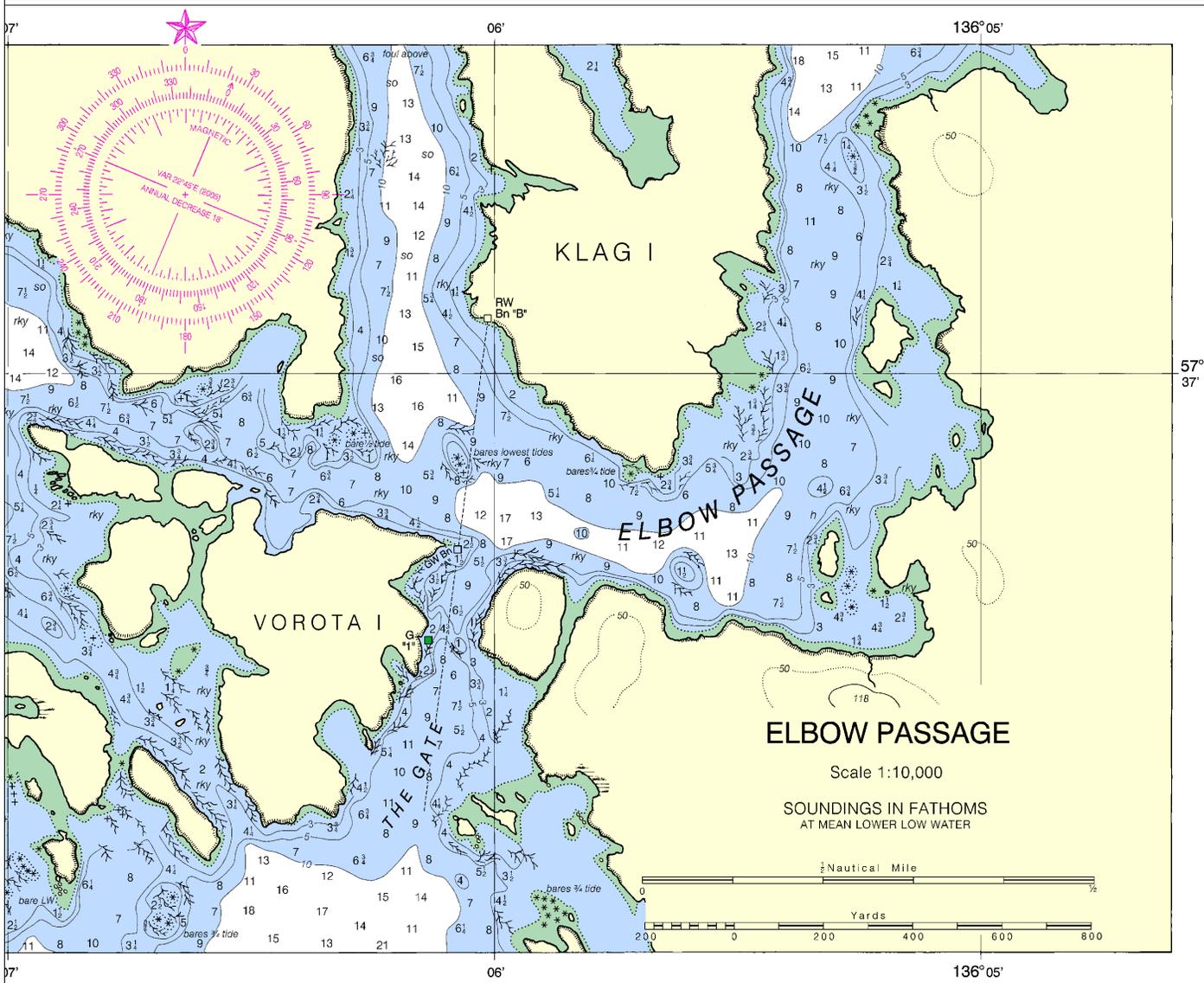
See Note on page 5.



15 20 25 30 40 50 60

minutes run. Without changing divider spread, place  
tical miles run in 15 minutes, the speed is 16.0 knots

# SOUNDINGS IN FATHOMS



UNITED STATES  
ALASKA - SOUTHEAST COAST

## WEST COAST OF CHICHAGOF ISLAND KHAZ BAY

Joins page 11

### 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 1.339" southward and 6.553" westward to agree with this chart.

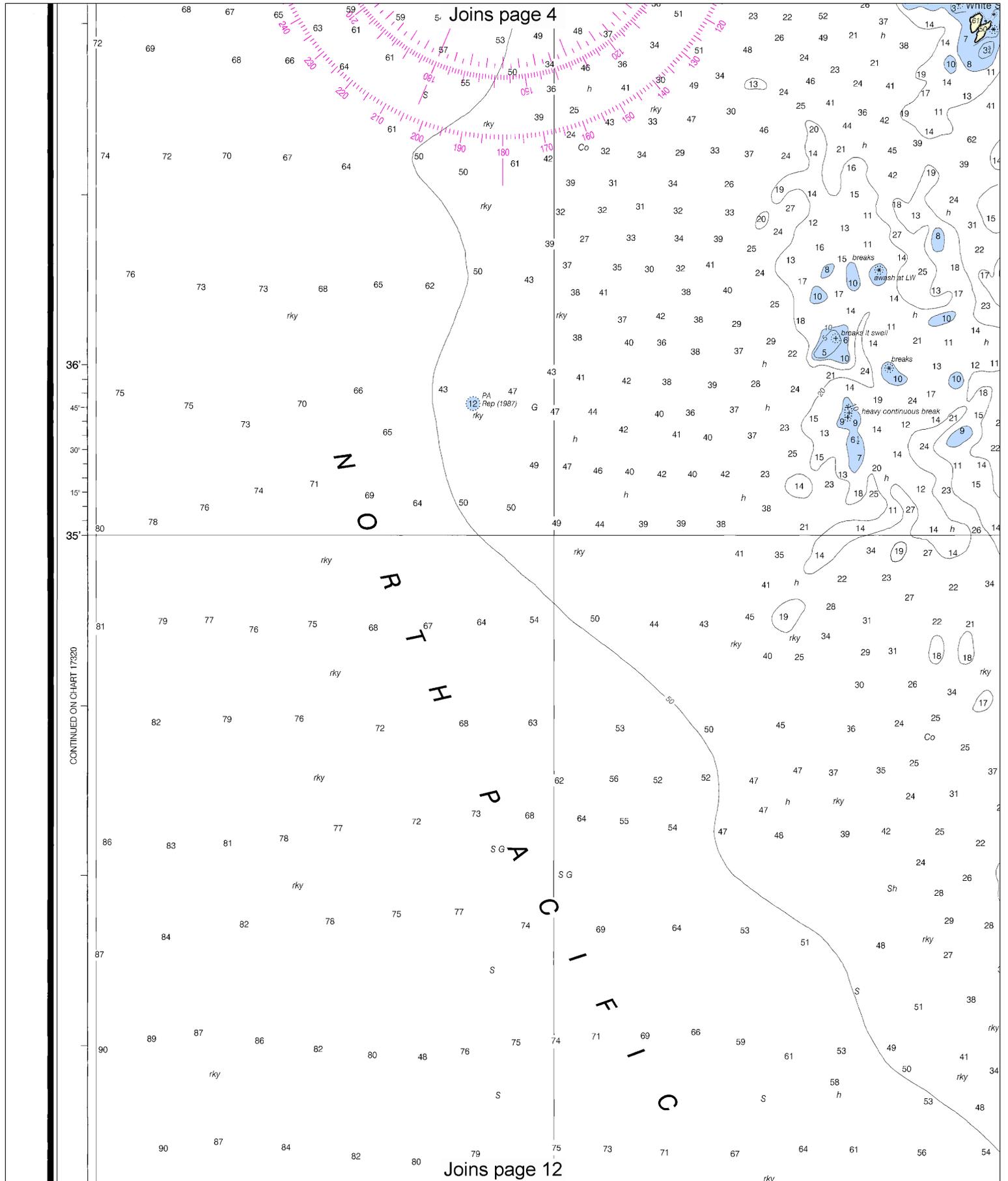
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This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,  
NGA Weekly Notice to Mariners: 4812 12/1/2012,  
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

CONTINUED ON CHART 17320

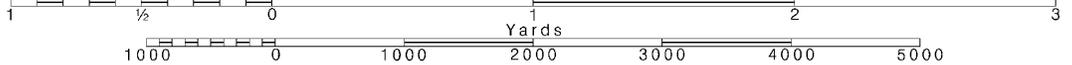


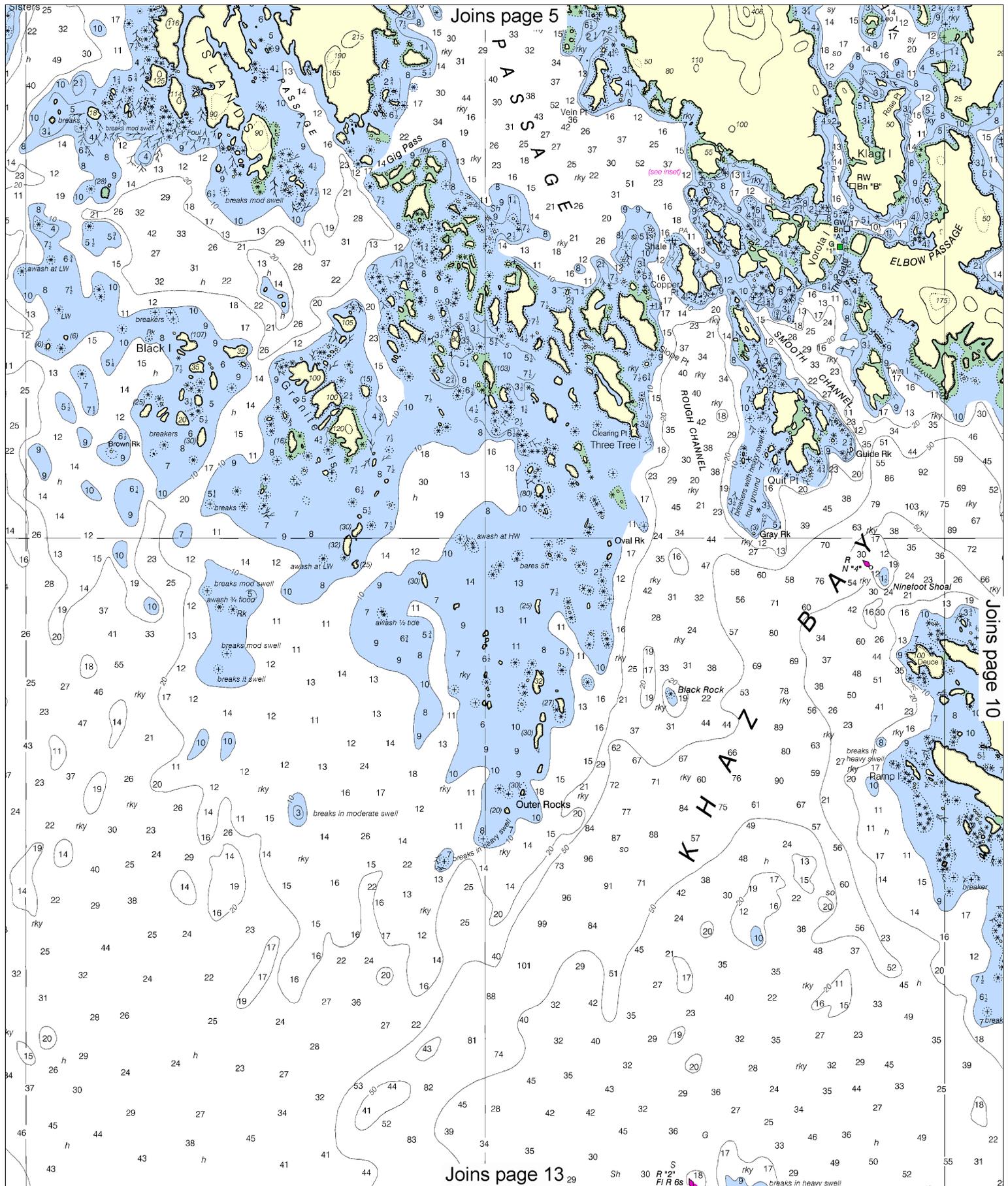
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





Joins page 5

Joins page 10

Joins page 13



UNITED STATES **Joins page 7**  
**ALASKA - SOUTHEAST COAST**

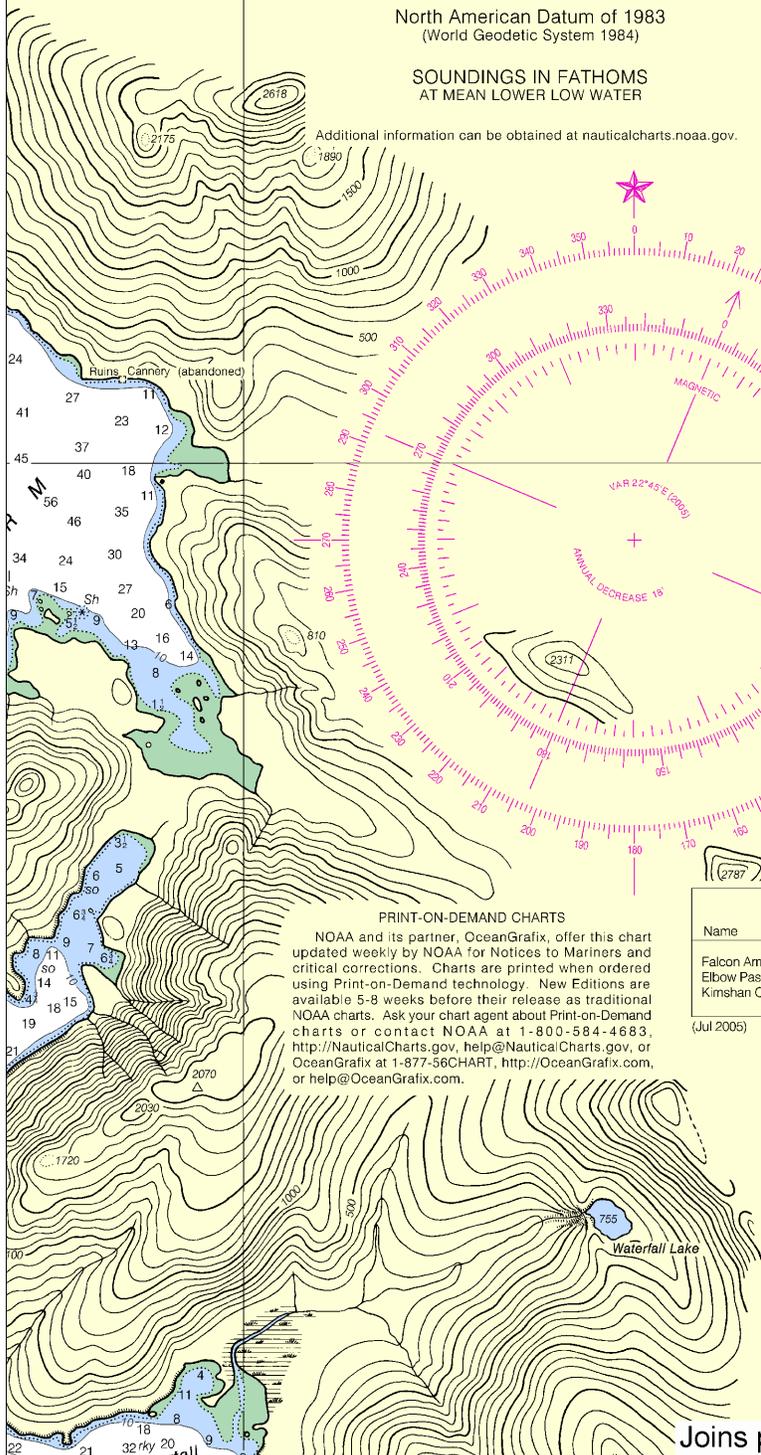
**WEST COAST OF CHICHAGOF ISLAND**  
**KHAZ BAY**

Mercator Projection  
 Scale 1:40,000 at Lat 57°35'

North American Datum of 1983  
 (World Geodetic System 1984)

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

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



**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 1-800-584-4683, <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).

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**AIDS TO NAVIGATION**

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

**WARNING**

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**NOTE A**

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 Refer to charted regulation section numbers.

**SUPPLEMENTAL INFORMATION**

Consult U.S. Coast Pilot 8 for important supplemental information.

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

**VEGETATION**

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

**HEIGHTS**

Elevations 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 Corps of Engineers, Geological Survey, and U.S. Coast Guard.

**CAUTION**

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**TIDAL INFORMATION**

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean Low Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
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Elbow Passage, Kiag Bay	(57°37'N / 136°05'W)	10.7	9.9	1.5	----
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(Jul 2005)

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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	Gr grass	M mud	S sand	sy sticky

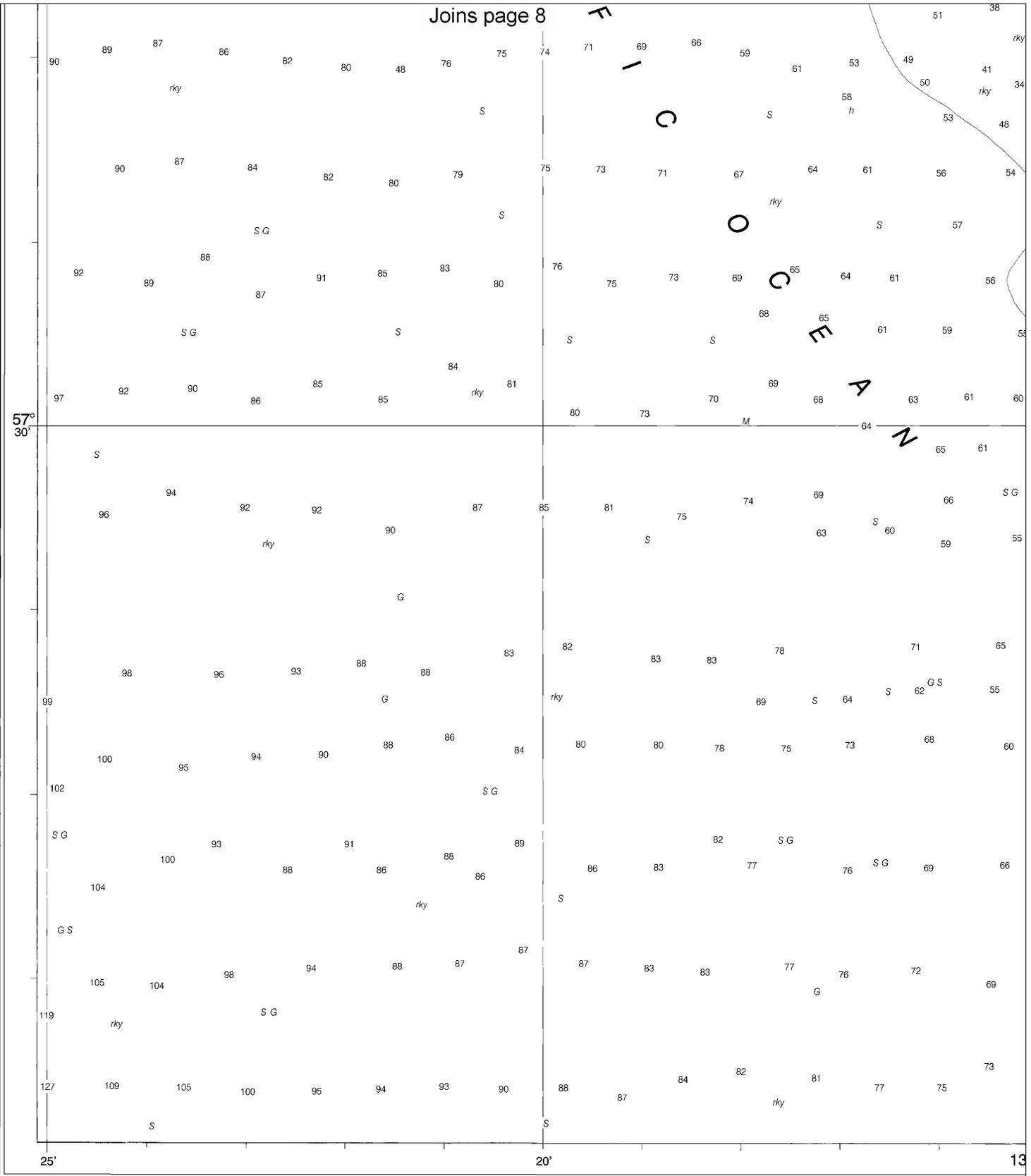
**Miscellaneous:**

AUTH authorized	Obtn 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.			

COLREGS, 80.1705 (see note A)

**Joins page 15** → area of this chart falls seaward of the COLREGS Demarcation Line.

Joins page 8



10th Ed., Oct. /05 ■ Corrected through NM Oct. 15/05  
 Corrected through LNM Oct. 04/05

**17322**

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.

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

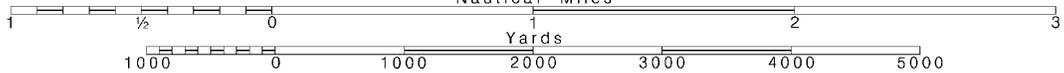
**12**

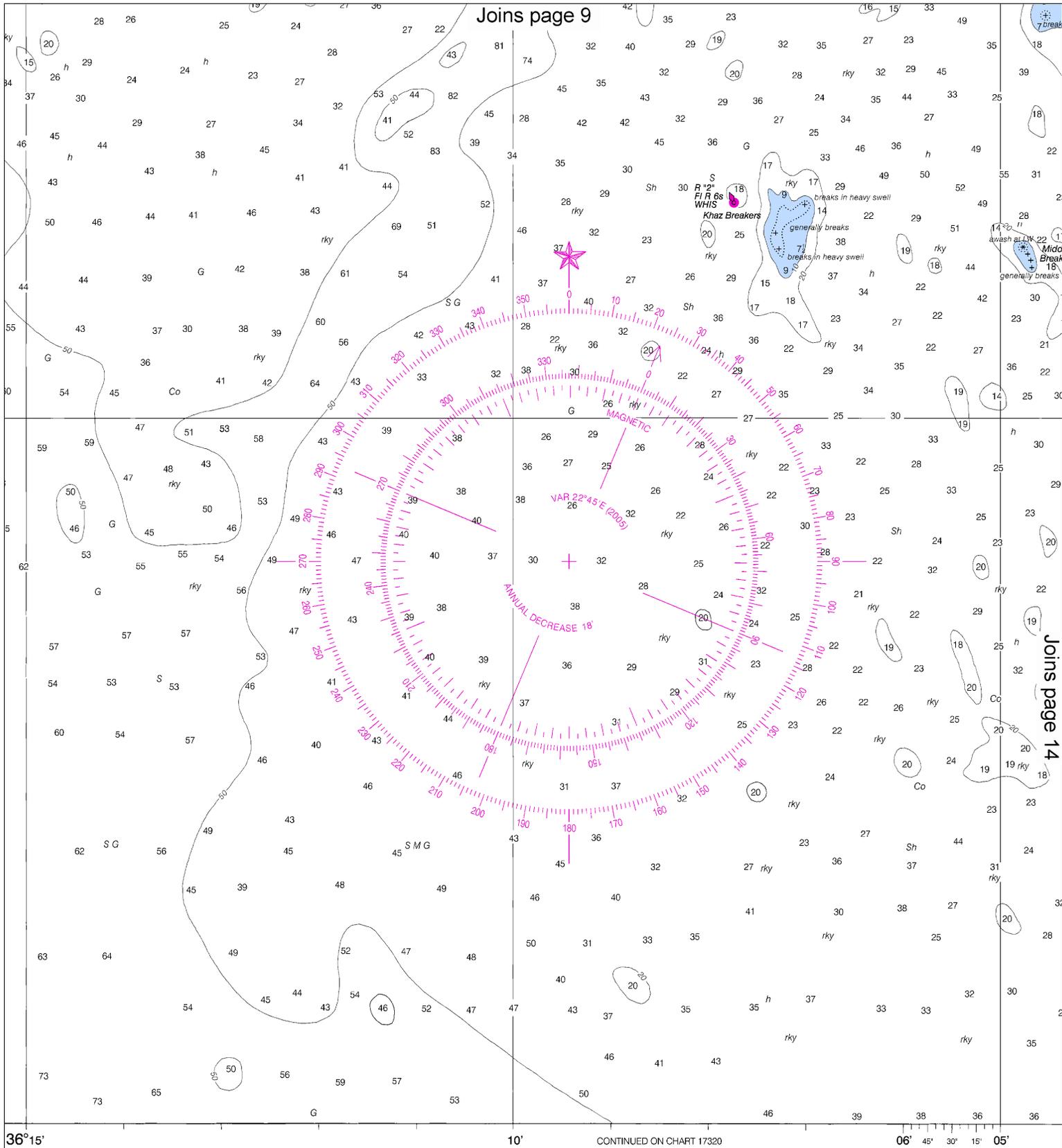
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.

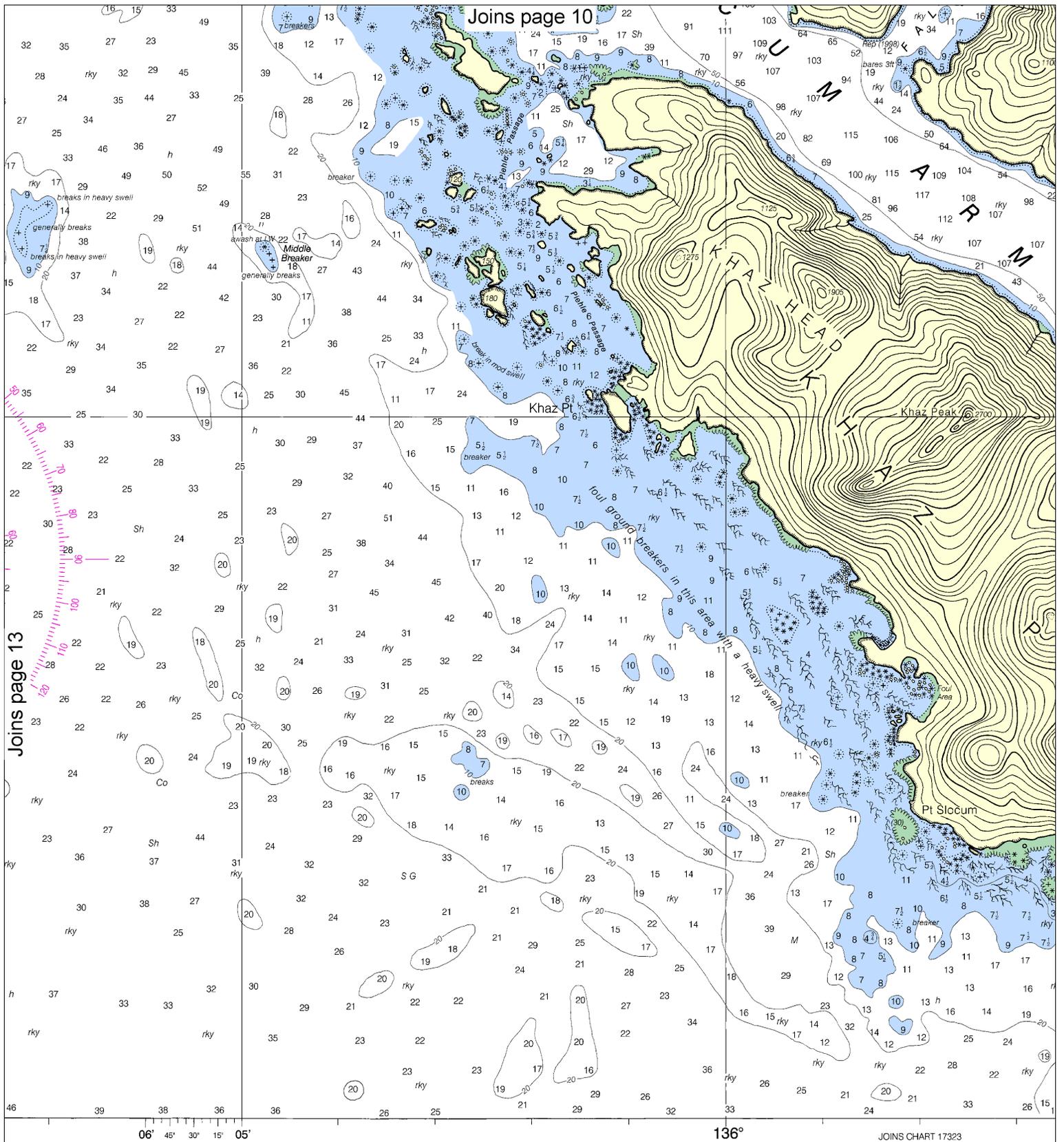




The National  
Comments for  
lional Ocean

# SOUNDINGS IN FATHOMS

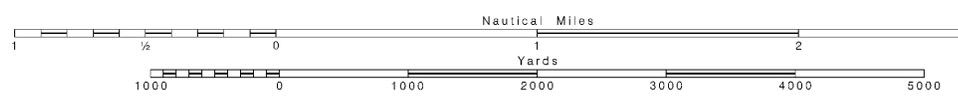
Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



Joins page 13

Joins page 10

Published at Washington, D.C.  
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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY



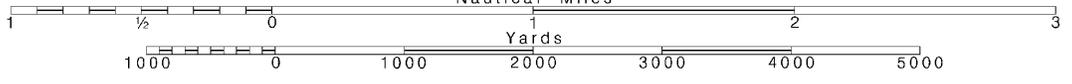
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.



MICRO TR microwave tower R red W white  
 Mkr marker Ra Ref radar reflector WHIS whistle  
 R Bn radiobeacon Y yellow

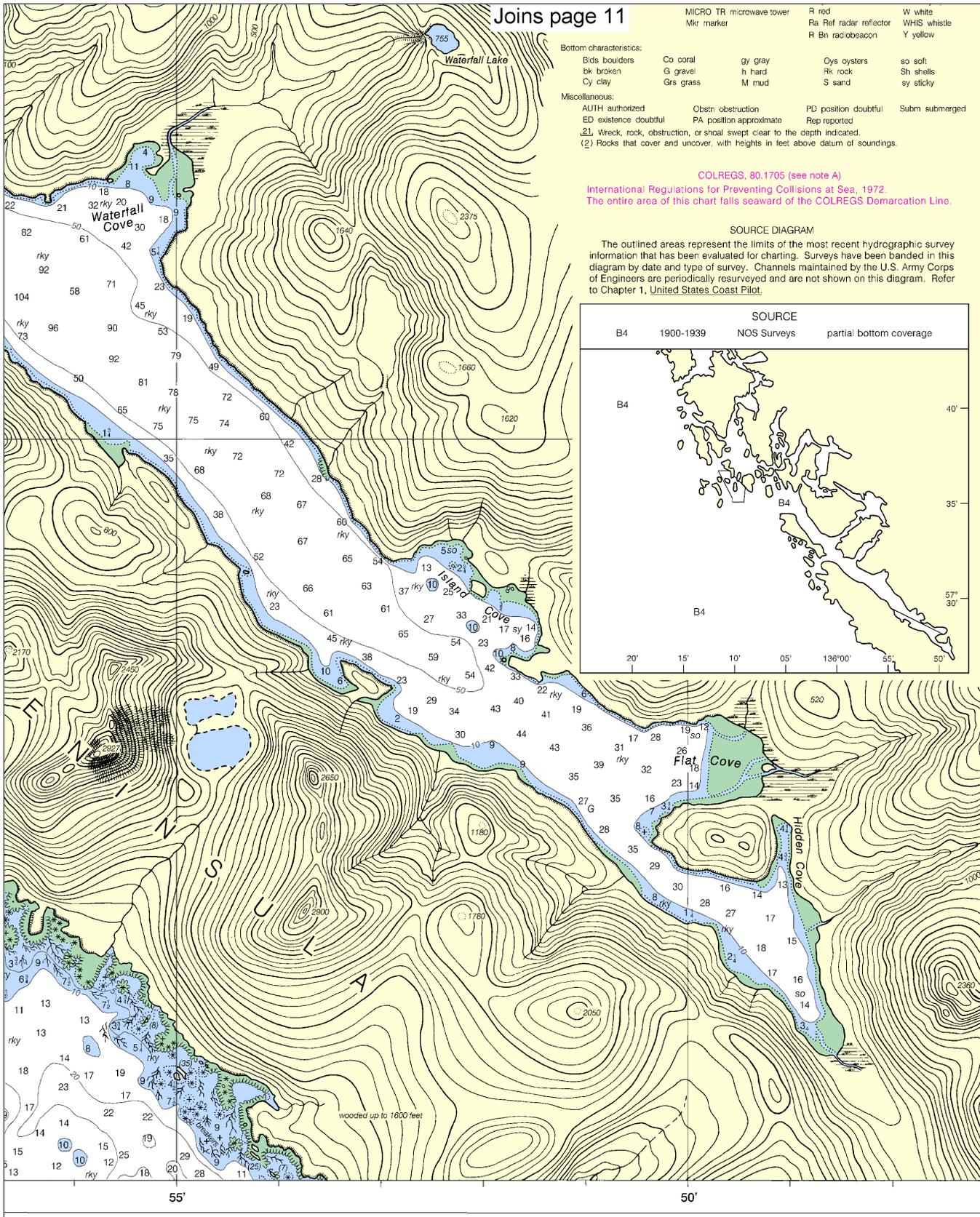
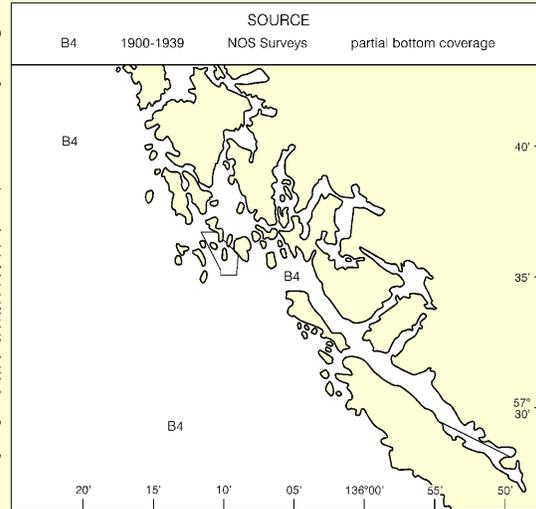
Bottom characteristics:  
 Bds boulders Co coral gy gray oys oysters so soft  
 bk broken G gravel h hard rlx rock Sh shells  
 Cy clay Grs grass M mud S sand sy sticky

Miscellaneous:  
 AUTH authorized Obstr obstruction PD position doubtful Subm submerged  
 ED existence doubtful PA position approximate Rep reported  
 ZL 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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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.



57° 30'

35'

57° 30'

520

19

520

1000

2050

2980

1000

55'

50'



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

Khaz Bay  
 SOUNDINGS IN FATHOMS - SCALE 1:40,000

17322



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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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.

