

BookletChart™

South and West Coasts of Kruzof Island

NOAA Chart 17325

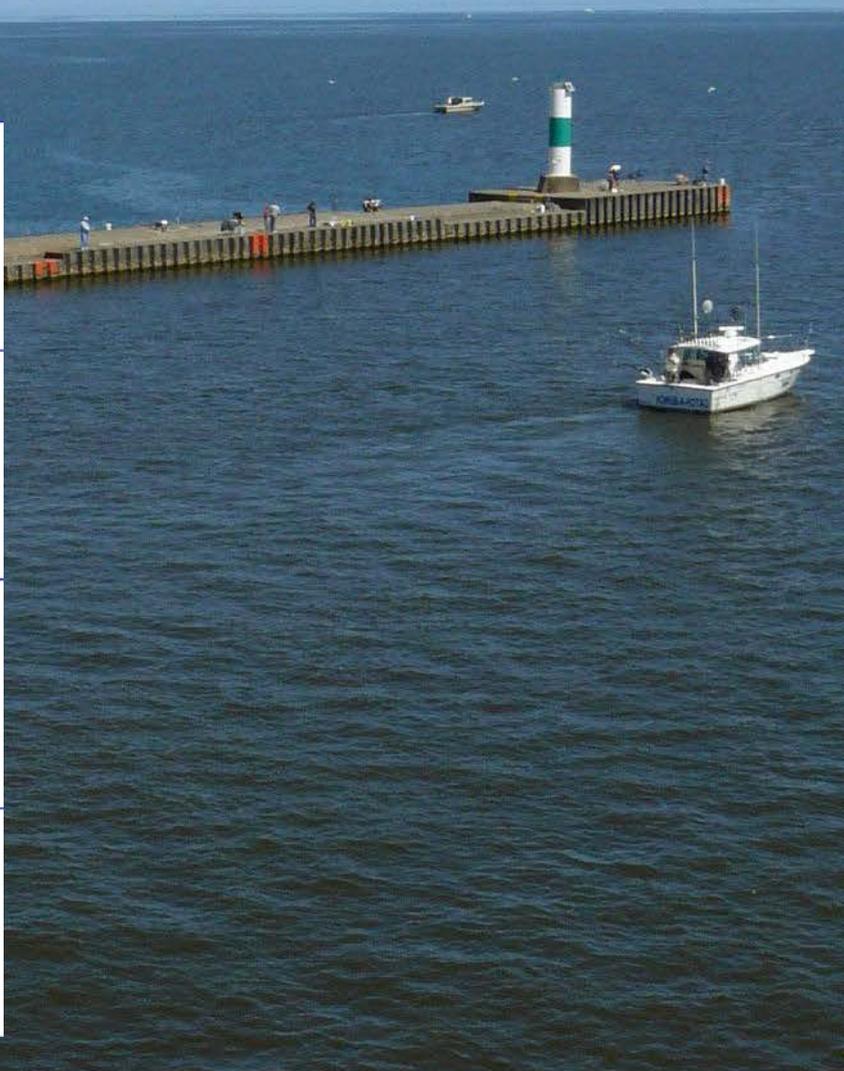
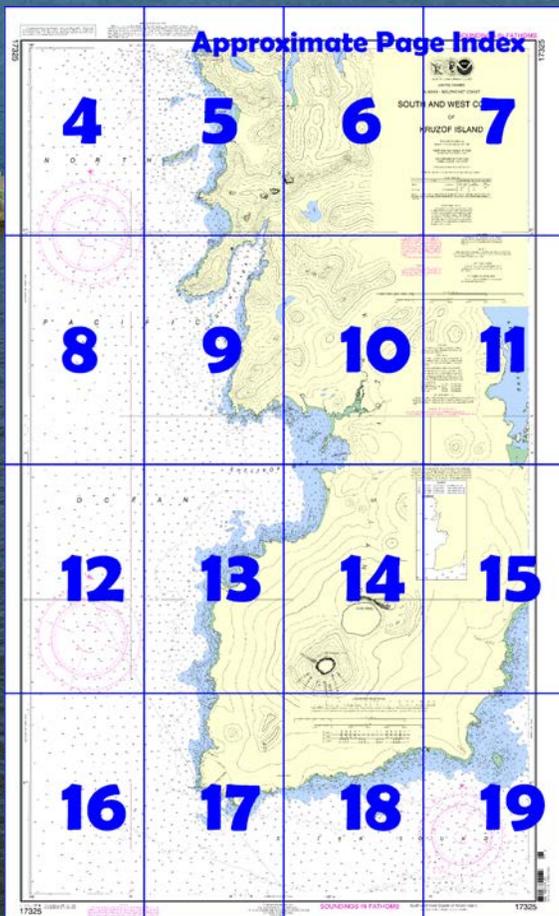


A reduced-scale NOAA nautical chart for small boaters

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.

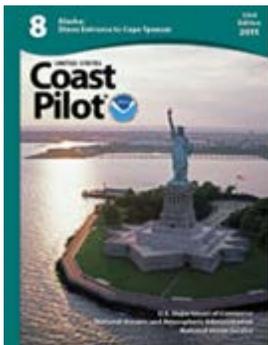
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=17325>.



(Selected Excerpts from Coast Pilot)

The W coast of Kruzof Island trends N and is indented by Shelikof Bay and Gilmer Bay. Mount Edgumbe occupies the S third of Kruzof Island and is an unmistakable landmark for this part of the coast. There are no hidden outlying dangers until Cape Georgiana is reached. Submerged rocks do exist in the bays and bights along this coast. The 100-fathom curve is 8 miles from shore abreast Cape Edgumbe, 12 miles abreast Cape

Georgiana, and the soundings decrease regularly to the coast. The shore from Cape Edgumbe to Neva Bay rises in a precipitous cliff of brown lava and forms a prominent landmark. Numerous large caves

or blowholes are to be seen in this lava cliff. From Neva Bay to Beaver Point the shore is lower and rises in gradual wooded slopes. The shore between Cape Edgumbe and Beaver Point is fringed with ledges that extend 0.1 to 0.5 mile offshore, and shoal water, marked by thick kelp, extends from 0.2 to 0.5 mile offshore. The bottom slopes regularly out to beyond the 50-fathom curve and is uniformly rocky. There are no dangers more than 0.5 mile offshore.

Neva Bay, 2.5 miles N of Cape Edgumbe, is open to the sea and the entrance is choked with kelp; it is of no importance to navigation.

Beaver Point, 5.5 miles N from Cape Edgumbe, is low and wooded and forms the S point to Shelikof Bay. A reef, marked by thick kelp and having numerous rocks that bare, extends for 0.8 mile N of Beaver Point. The open bight, close E of the point, is full of rocks and kelp.

Shelikof Bay, with depths ranging from 10 to 20 fathoms, is open W, and is not recommended as an anchorage. Off Beaver Point and along the S shore kelp grows thick out to 6 and 10 fathoms. In the SE corner is a sand beach 1.5 miles long. The N side of Shelikof Bay is foul with numerous rocky islets and ledges that extend 0.3 to 1 mile offshore.

Port Mary, at the head of Shelikof Bay, has general depths of 3 to 5 fathoms except at its N end where it is shoaler. A large rock, about 20 feet high, is off the S entrance point. The only known danger in Port Mary is a rock awash 300 yards off the SE shore and 0.7 mile NE of the S entrance point. Small craft can find protected anchorage in S weather in the small bight, with a high rock in its center, on the SE side of the port. Small vessels can find partially protected anchorage in the bight called **Cuvacan Cove**, on the N side of Shelikof Bay, about 1.6 miles E of Slaughter Island, and E of a group of islands and W of a bold, wooded point. To enter the cove, pass S and E of the group of islands and anchor in 3 to 4 fathoms, sand bottom.

Goleta Cove is on the N side of Shelikof Bay, about 1.1 miles E of Slaughter Island. The cove affords protected anchorage for small craft and is much used by local fishermen. A large bare rock is in the middle of the entrance, and the passage E of the rock is choked with other rocks and kelp. A rock that bares at half tide is in the middle of the W passage. To enter, pass very close W of the large bare rock and E of the rock that bares at half tide.

Point Mary, the N point at the entrance to Shelikof Bay, is high and wooded. **Slaughter Island**, off Point Mary, is grass-covered and connected with the shore at extreme low water. Rocks that bare at various stages of the tide are off the E, SW, and W sides of the island.

Point Amelia (57°13.5'N., 135°52.4'W.), 13.7 miles N of Cape Edgumbe, is the NW point at the entrance to Gilmer Bay, and is the most prominent point between Cape Edgumbe and Cape Georgiana. The point is the terminus of a peninsula. Two small knolls are at the seaward end; the inner one is wooded and the outer one a cone-shaped rock. Rocks bare at half tide are about 200 yards offshore. In the bight 2 miles NNE of Point Amelia is a conspicuous sand beach 0.4 mile long.

Gilmer Bay is on the SE side of Point Amelia. About 1 mile inside Point Amelia the bay contracts to 0.6 mile wide; it then expands to 1 mile, and terminates in a narrow arm.

Sealion Islands are 3.5 miles N of Point Amelia. They are five in number, the easternmost about 0.8 mile from shore. The two largest are grass covered, the E one has a number of dead trees. The easternmost of the group is partially covered with grass; the remaining two are bare rocks.

Eagle Rock is about 1.6 miles N of the westernmost Sealion Islands and 1.4 miles SSW of Cape Georgiana. It is dome-shaped and bare.

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 Dec. 23/06
Corrected through LNM Dec. 12/06

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.

Mercator Projection
Scale 1:40,000 at Lat 57° 09'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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 1.278' southward and 6.390' 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.

For Symbols and Abbreviations see Chart No. 1

AIDS TO NAVIGATION

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

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.

AUTHORITIES

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

CAUTION

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

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
Mt. McArthur, AK	KZZ-95	162.525 MHz
Sitka, AK	WXJ-80	162.550 MHz

VEGETATION

The land is generally heavily wooded up to an elevation of 1500 feet. Above that the woods gradually thin out and the higher elevations are 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.

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.

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).

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
NAME	(LAT/LONG)	feet	feet	feet
Gilmer Bay	(57°13'N/135°50'W)	10.1	9.5	---

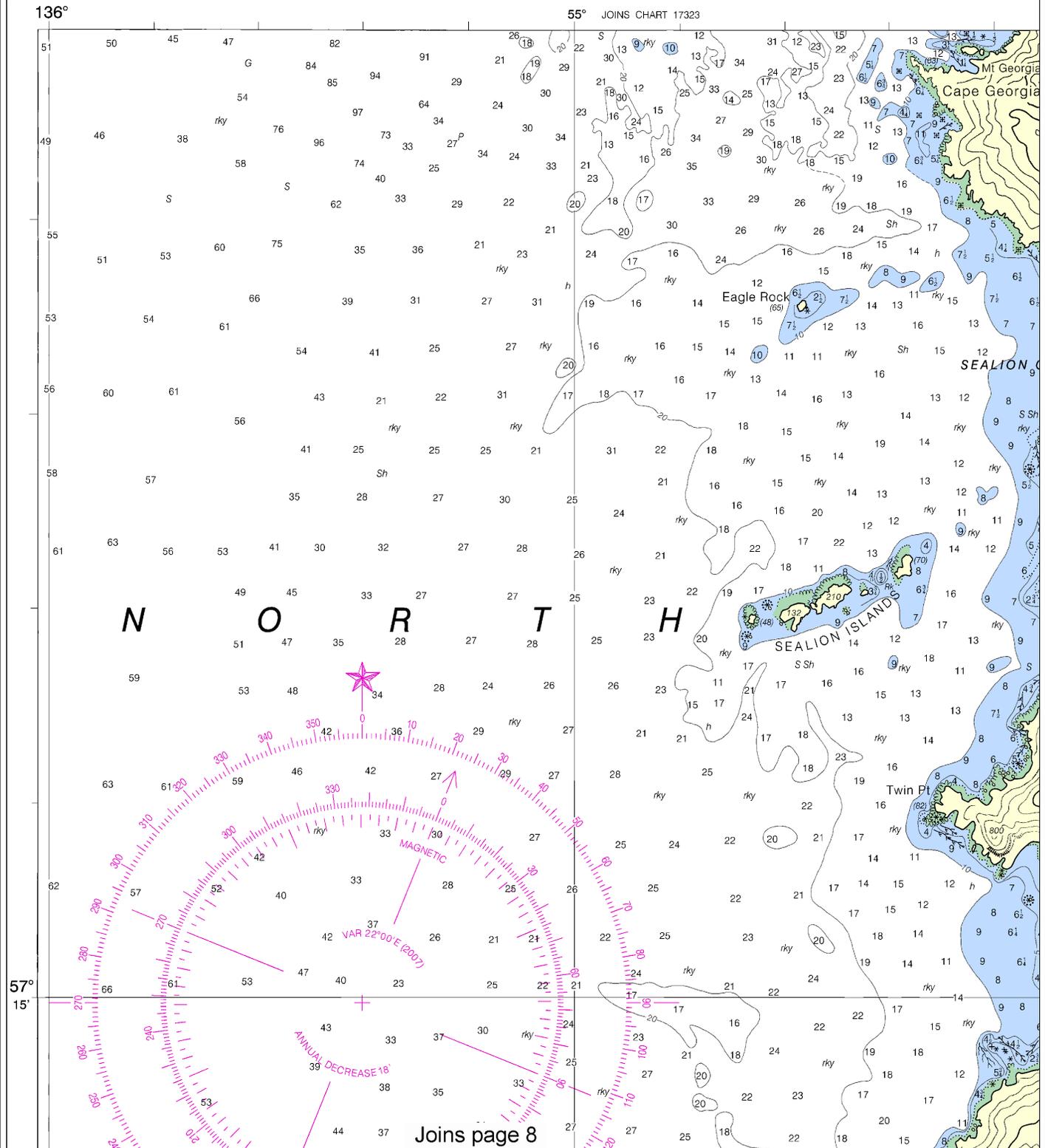
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Dec 2006)

PRINT-ON-DEMAND CHARTS

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.

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, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

17325



Joins page 8

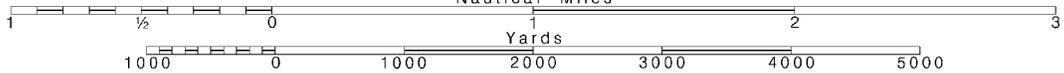
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SCALE 1:40,000
Nautical Miles

See Note on page 5.

4

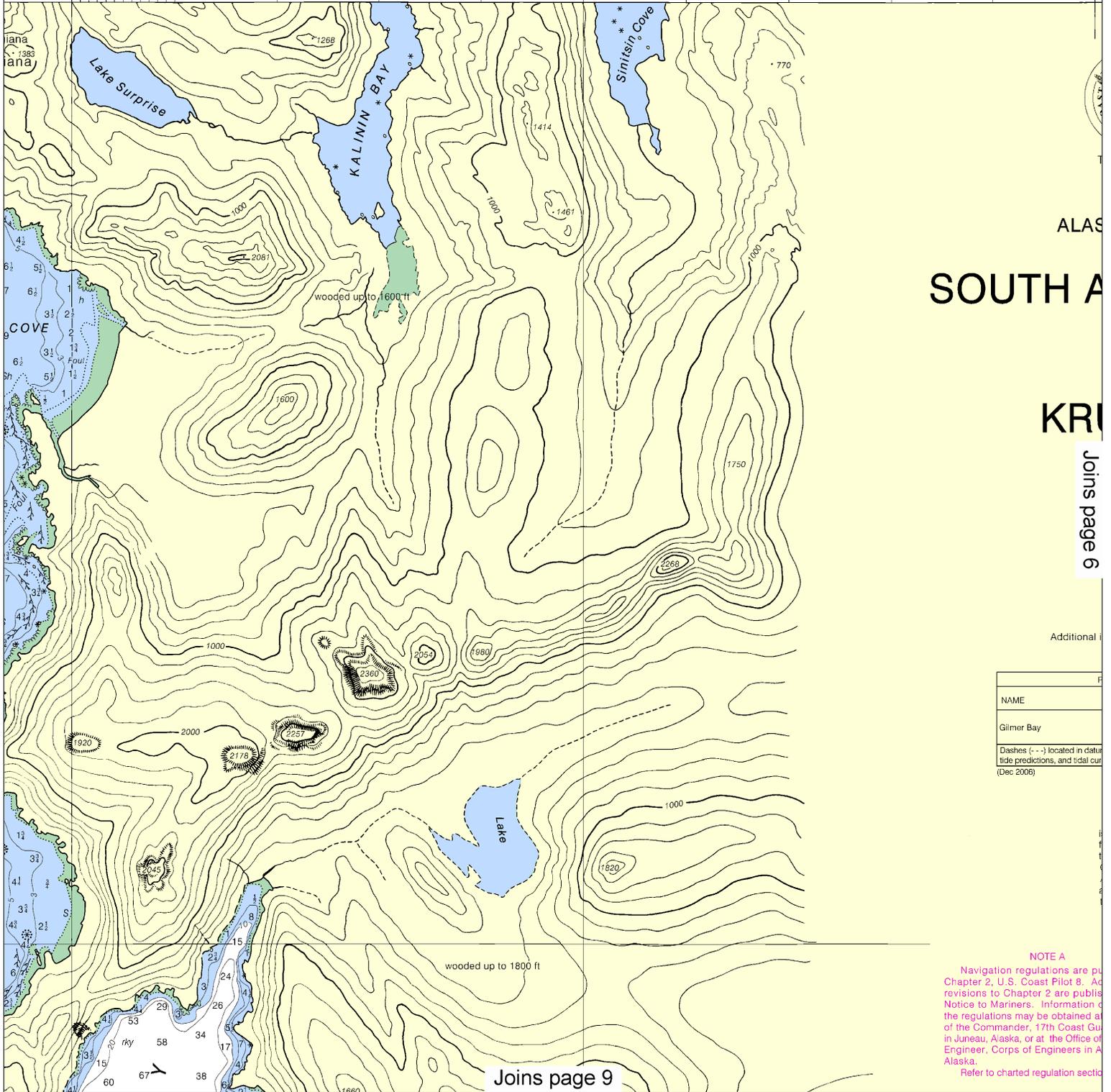
Note: Chart grid lines are aligned with true north.



50° 45' 30' 15' 49'

135° 45'

40



ALAS

SOUTH A

KRU

Joins page 6

Additional

NAME
Gilmer Bay
Dashes (---) located in datum tide predictions, and tidal current (Dec 2006)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions and revisions to Chapter 2 are published in the Notice to Mariners. Information on the regulations may be obtained from the Commander, 17th Coast Guard District, in Juneau, Alaska, or at the Office of the Engineer, Corps of Engineers in Alaska. Refer to charted regulation section.

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.



PRINT-ON-DEMAND CHARTS

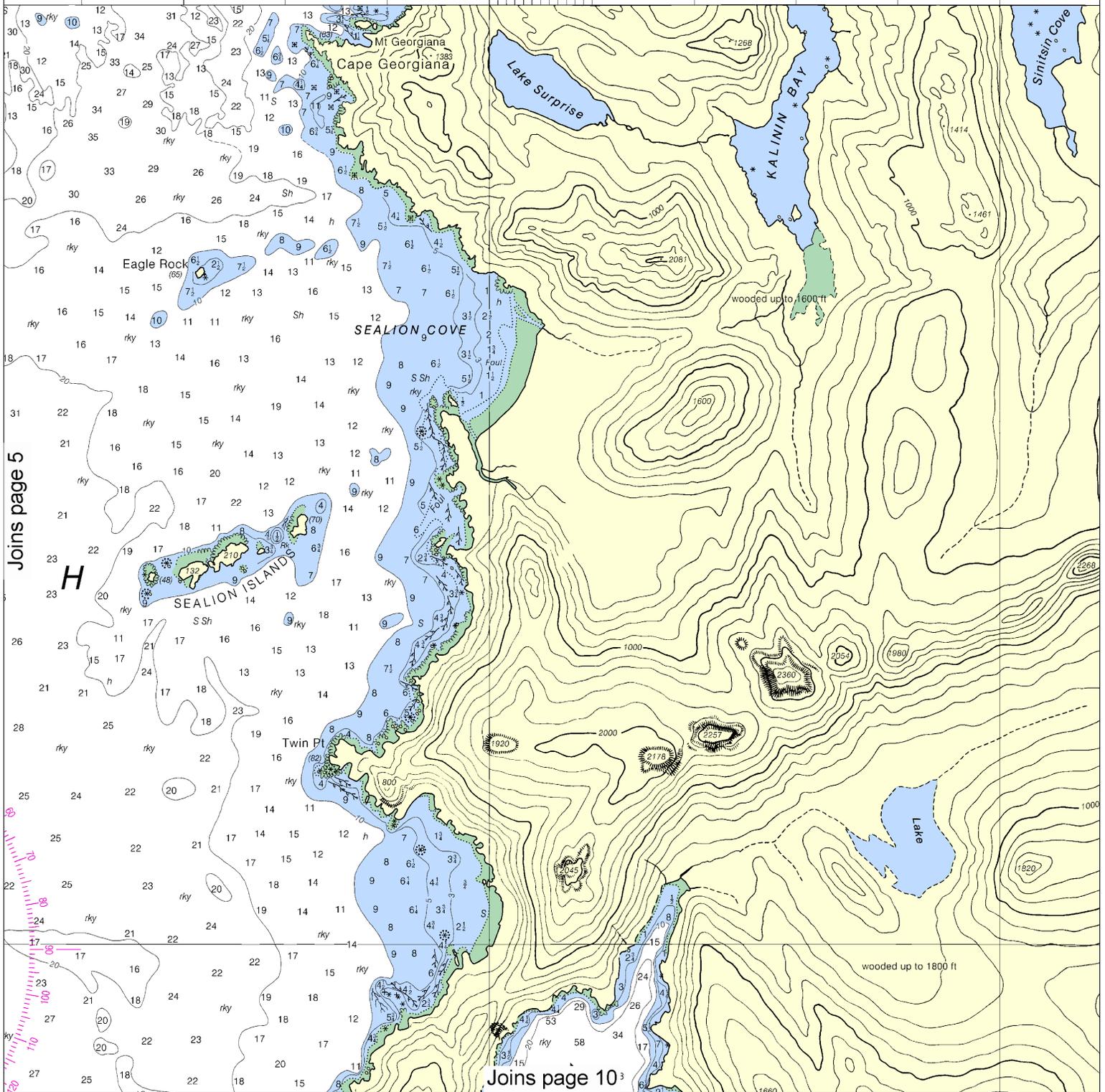
OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners. Charts are printed when ordered using Print-on-Demand technology. New charts are printed before their release as traditional NOAA charts. Ask your chart agent for more information or contact NOAA at 1-800-564-4683, <http://NauticalCharts.gov>, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or

Formerly C&GS 8256, 1st Ed. Mar. 1931 C-1931-363 KAPP 2653

JOINS CHART 17323

50° 45' 30" 15" 49'

135° 45'



Joins page 5

Joins page 10

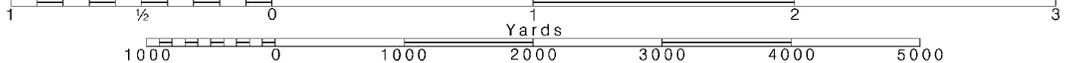


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

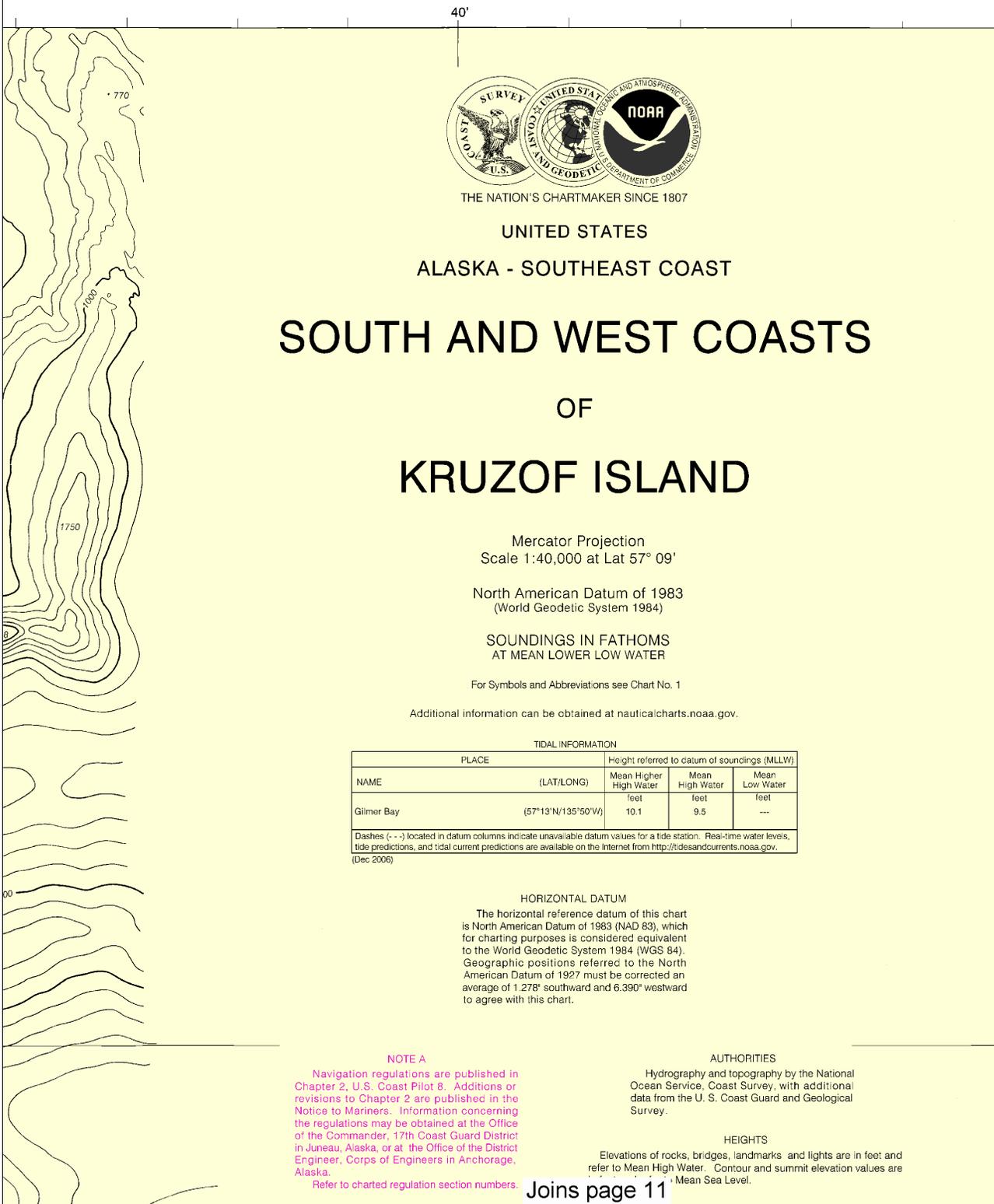
SCALE 1:40,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FATHOMS

17325



40'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
ALASKA - SOUTHEAST COAST

SOUTH AND WEST COASTS OF KRUZOF ISLAND

Mercator Projection
Scale 1:40,000 at Lat 57° 09'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

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
NAME	(LAT/LONG)	feet	feet	feet
Glimmer Bay	(57°13'N/135°50'W)	10.1	9.5	---

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>. (Dec 2006)

HORIZONTAL DATUM

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NOTE A

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Refer to charted regulation section numbers.

AUTHORITIES

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

HEIGHTS

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

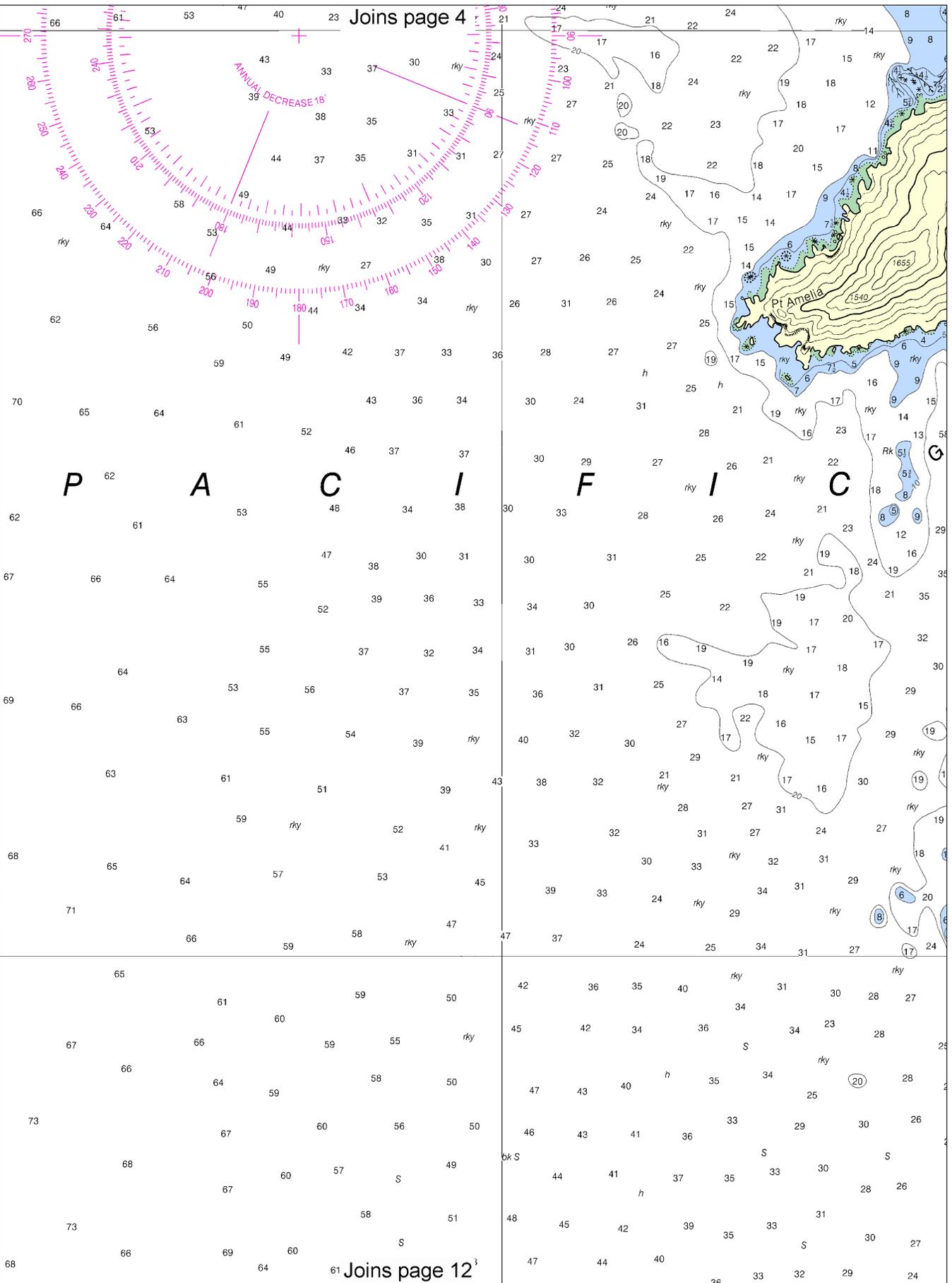
Joins page 11

57°
15'

57°
15'

Joins page 4

CONTINUED ON CHART 17320



Joins page 12

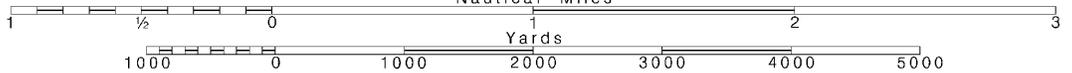


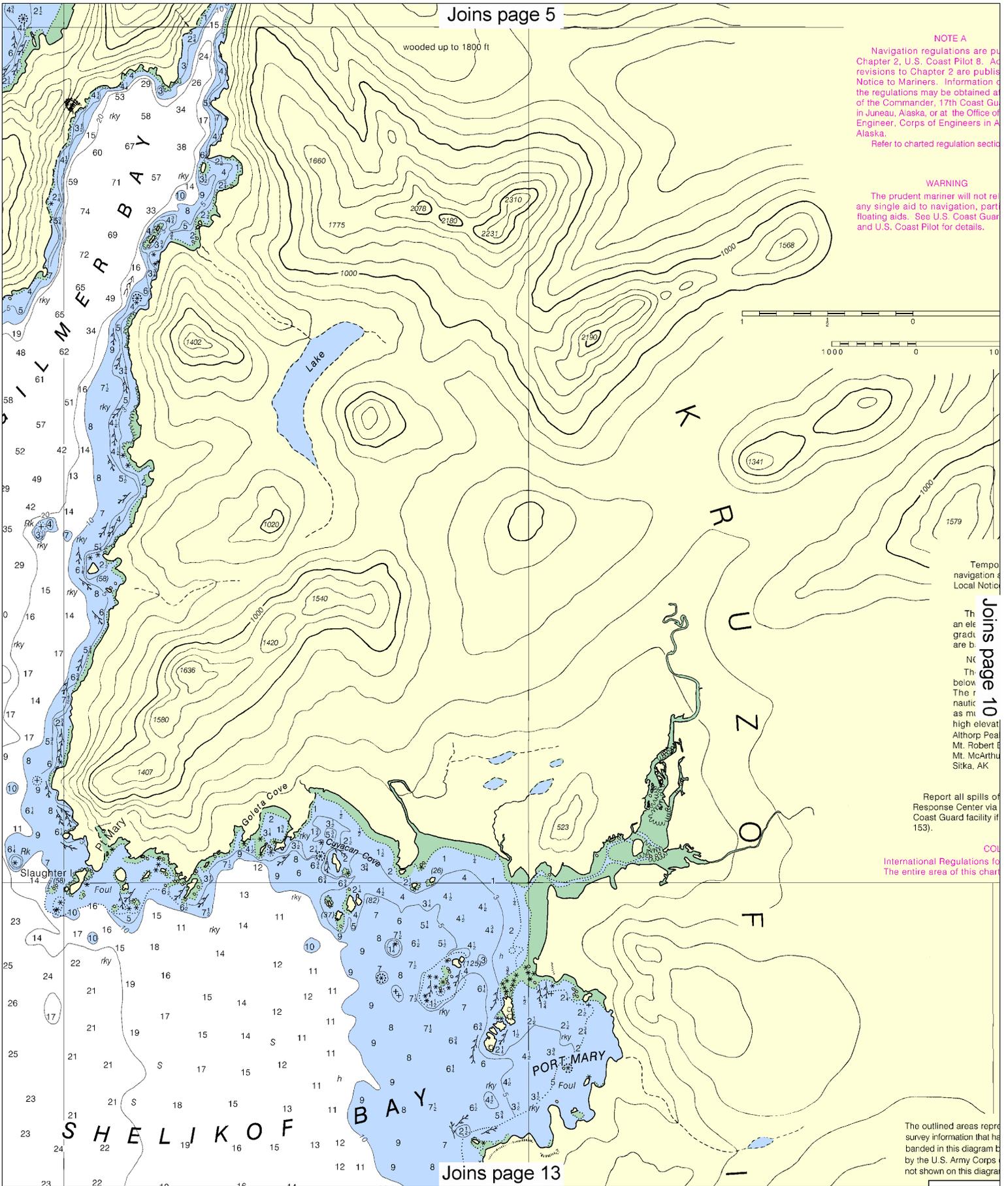
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



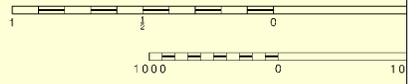


wooded up to 1800 ft

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Refer to charted regulation sections.

WARNING
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Tempo navigation & Local Notice

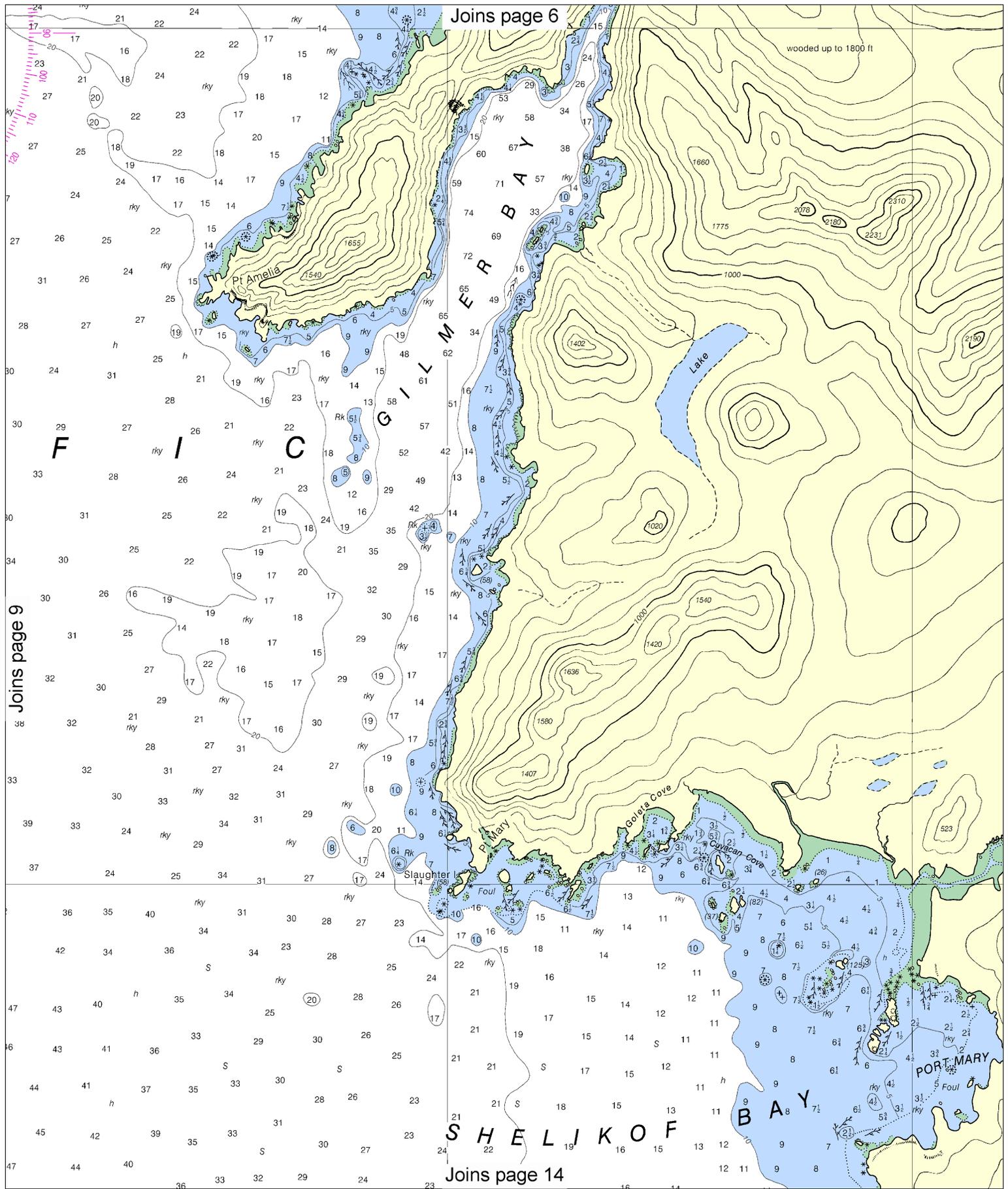
The chart is an electronic product and is based on the National Oceanic and Atmospheric Administration's (NOAA) electronic chart system. The chart is based on the latest available information as of the date of publication. The chart is not intended for use in high elevation areas. The chart is not intended for use in areas of high elevation. The chart is not intended for use in areas of high elevation.

Joins page 10

Report all spills of oil or other pollutants to the National Response Center via the Coast Guard facility if the spill is 153).

COI
 International Regulations for Preventing Collisions at Sea
 The entire area of this chart is covered by the International Regulations for Preventing Collisions at Sea.

The outlined areas represent survey information that has been surveyed in this diagram by the U.S. Army Corps of Engineers. The chart is not shown on this diagram.



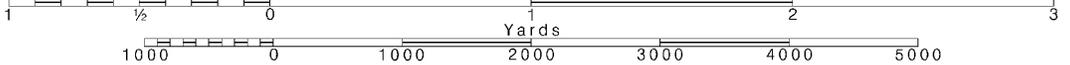
10

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 7

57°
15'

NOTE A
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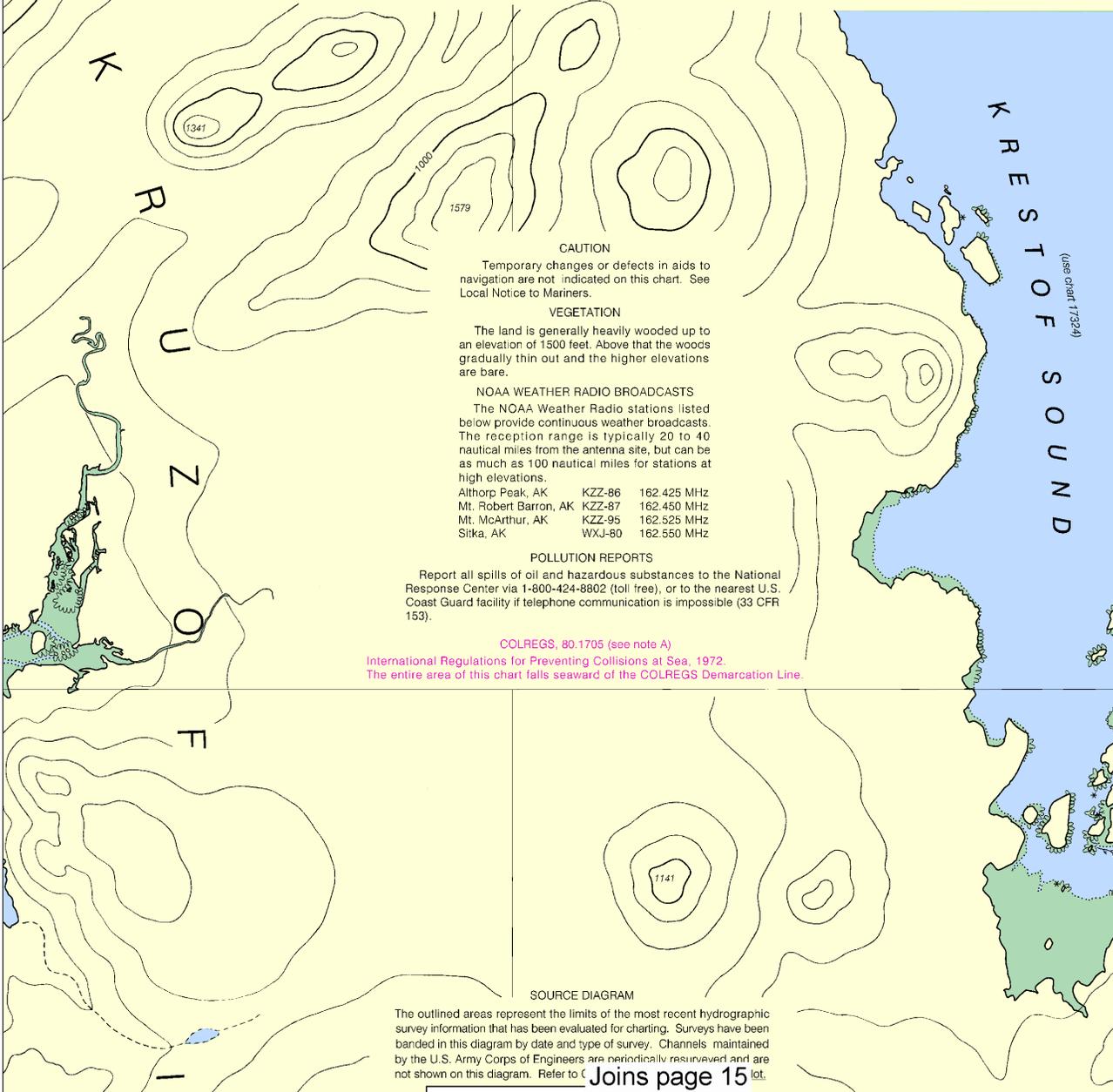
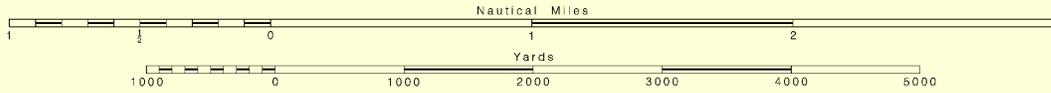
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AUTHORITIES
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HEIGHTS
 Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

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

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



CAUTION
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VEGETATION
 The land is generally heavily wooded up to an elevation of 1500 feet. Above that the woods gradually thin out and the higher elevations are bare.

NOAA WEATHER RADIO BROADCASTS
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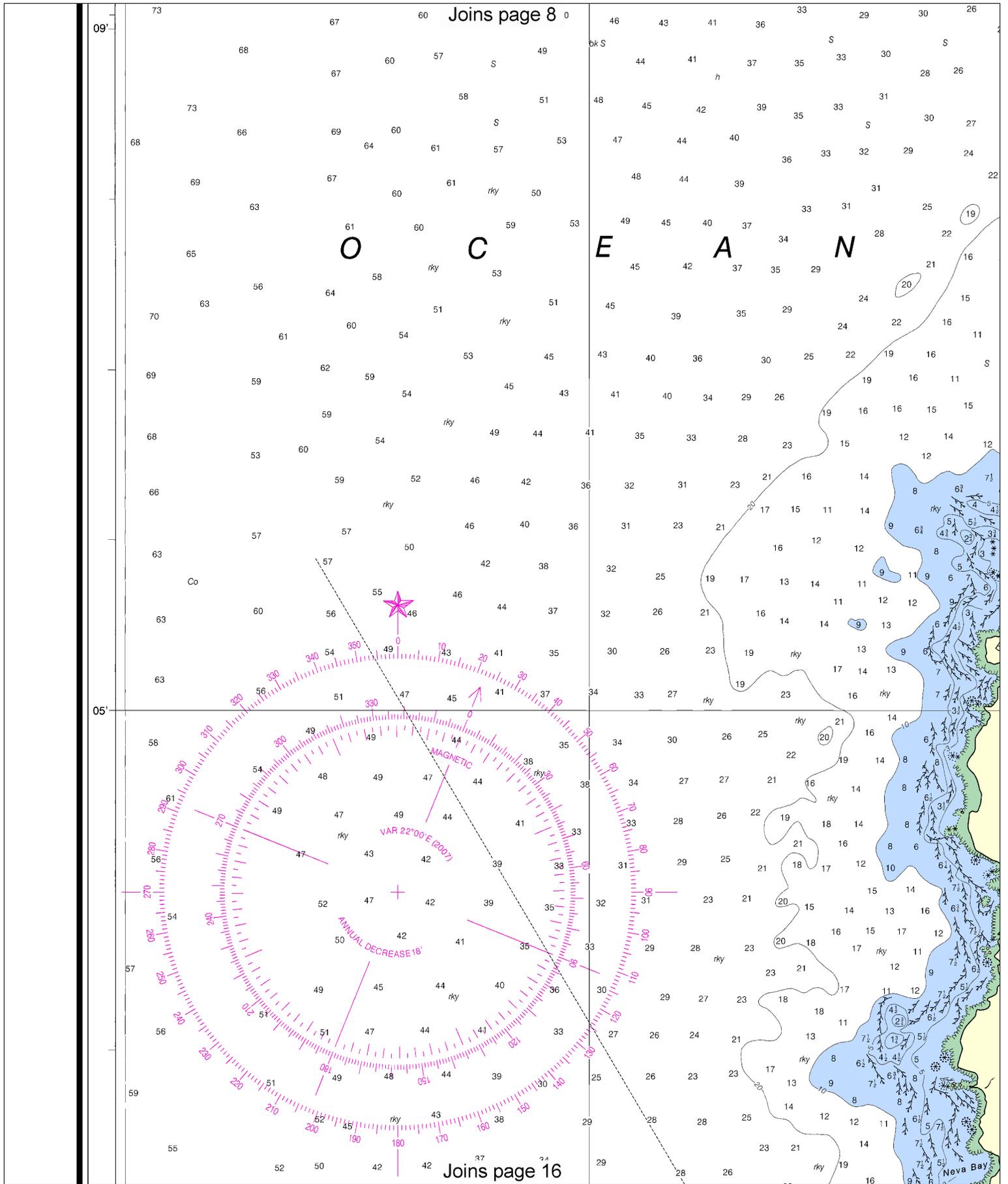
Althorp Peak, AK	KZZ-86	162.425 MHz
Mt. Robert Barron, AK	KZZ-87	162.450 MHz
Mt. McArthur, AK	KZZ-95	162.525 MHz
Sitka, AK	WXJ-80	162.550 MHz

POLLUTION REPORTS
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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.

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 **Joins page 15** lot.

10'
45'
30'
15'
09'



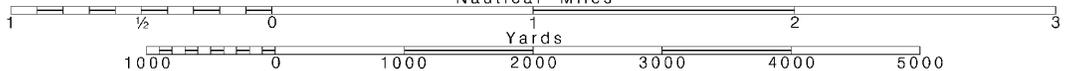
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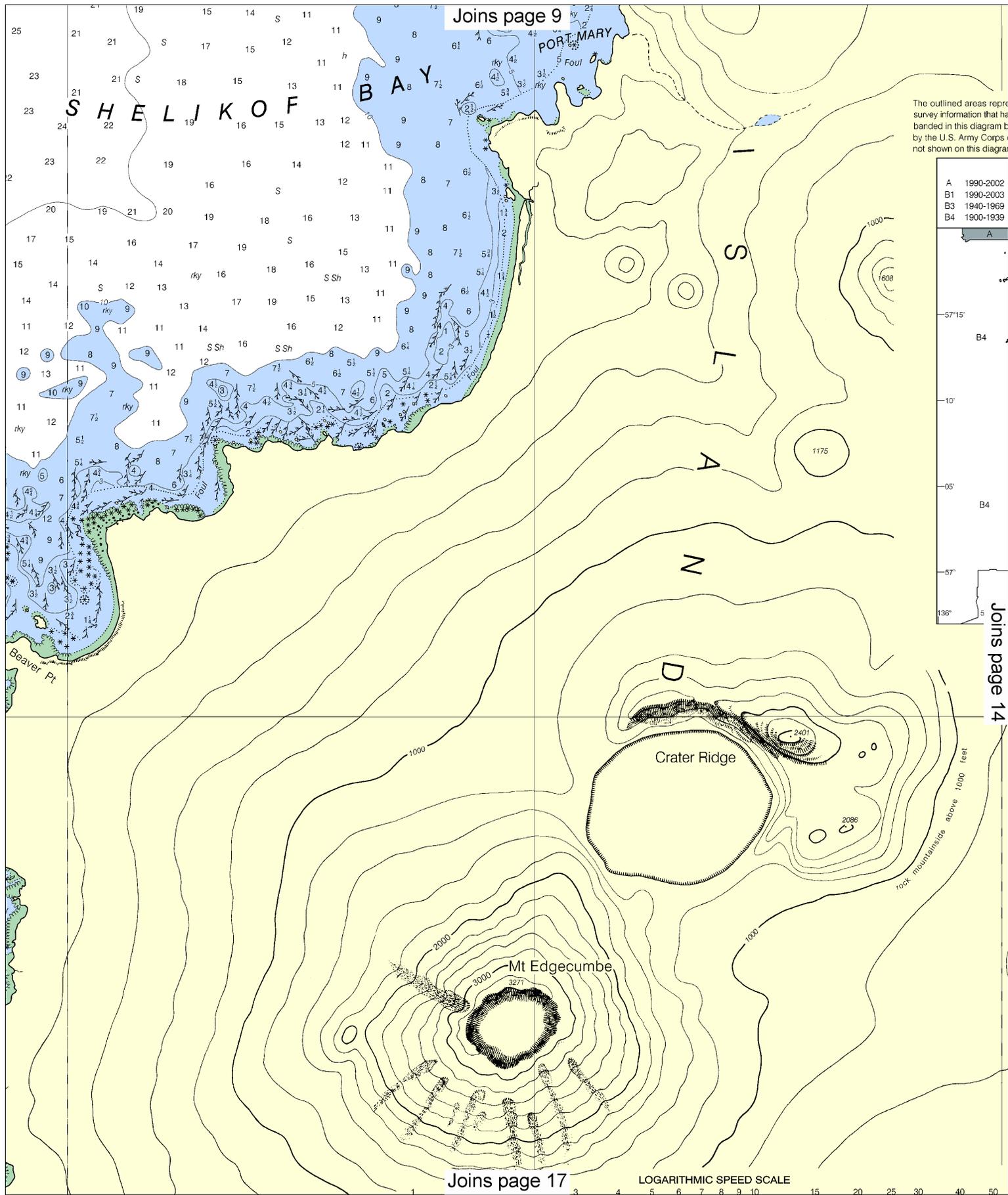
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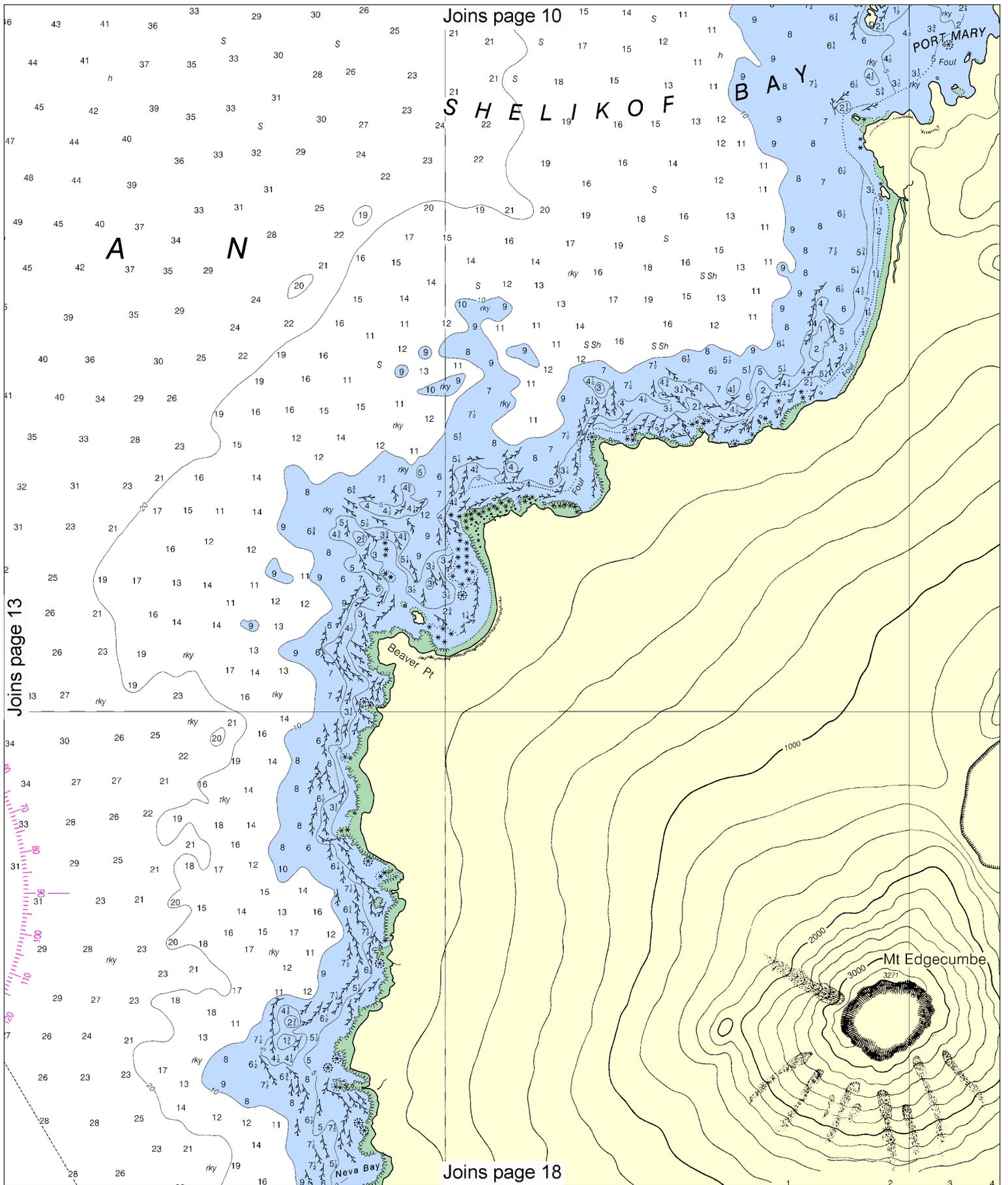
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







Joins page 13

Joins page 10

Joins page 18

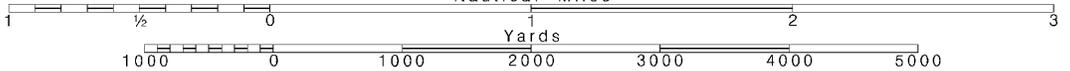
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

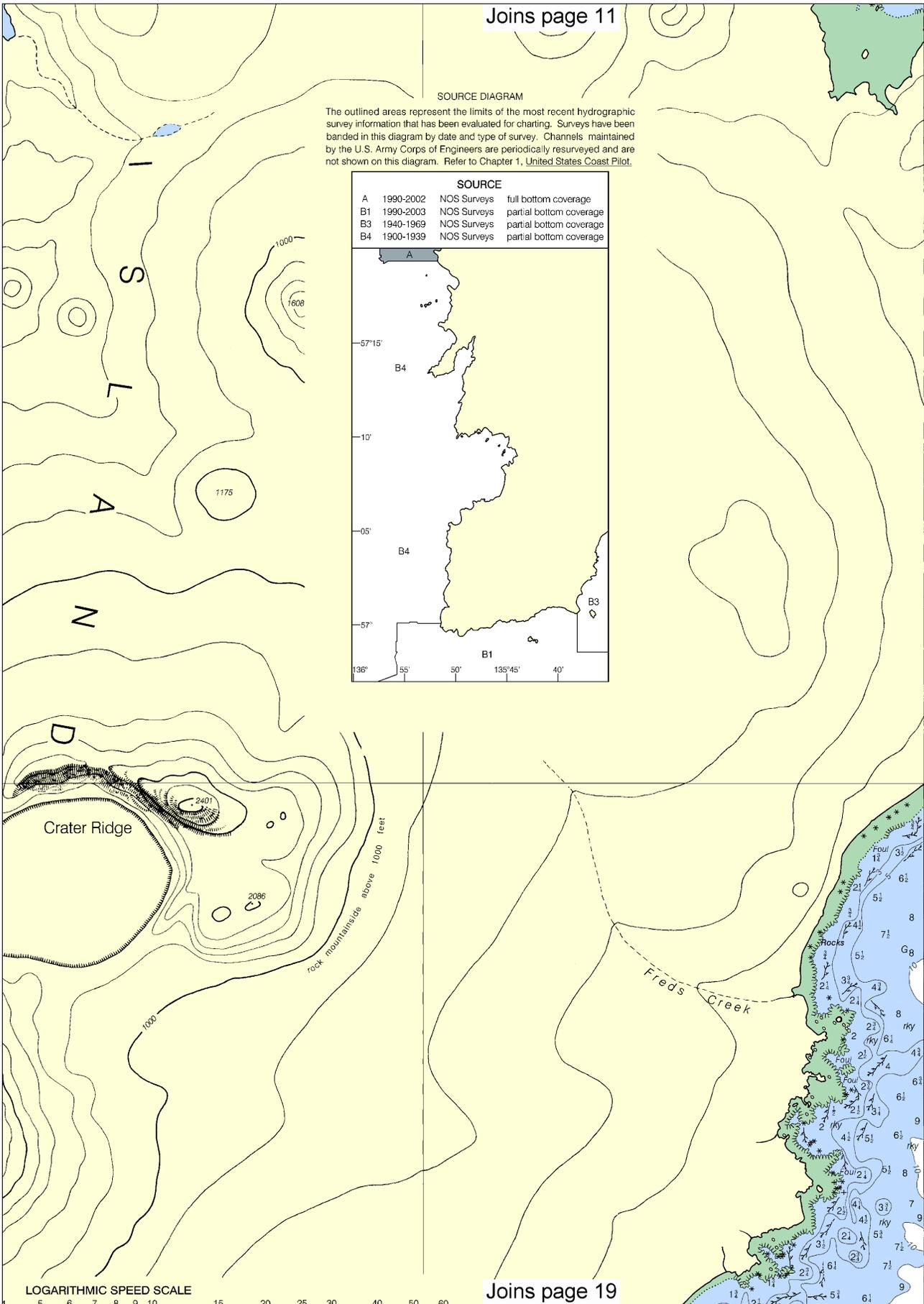
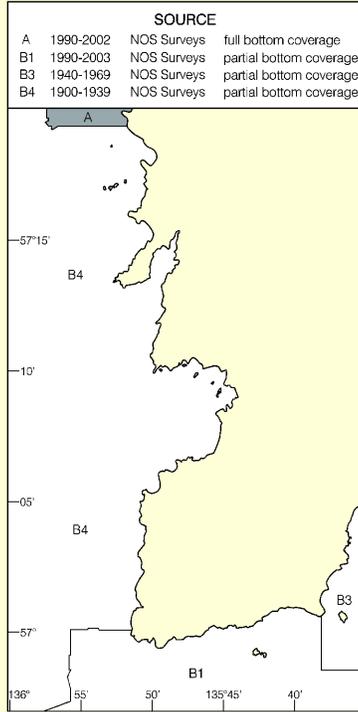
SCALE 1:40,000
Nautical Miles

See Note on page 5.



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.



Joins page 12

CONTINUED ON CHART 17320

57°

136°

55'

9th Ed., Dec. / 06 ■ Corrected through NM Dec. 23/06
Corrected through LNM Dec. 12/06

17325

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.

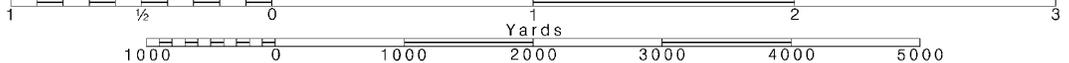
16

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 13

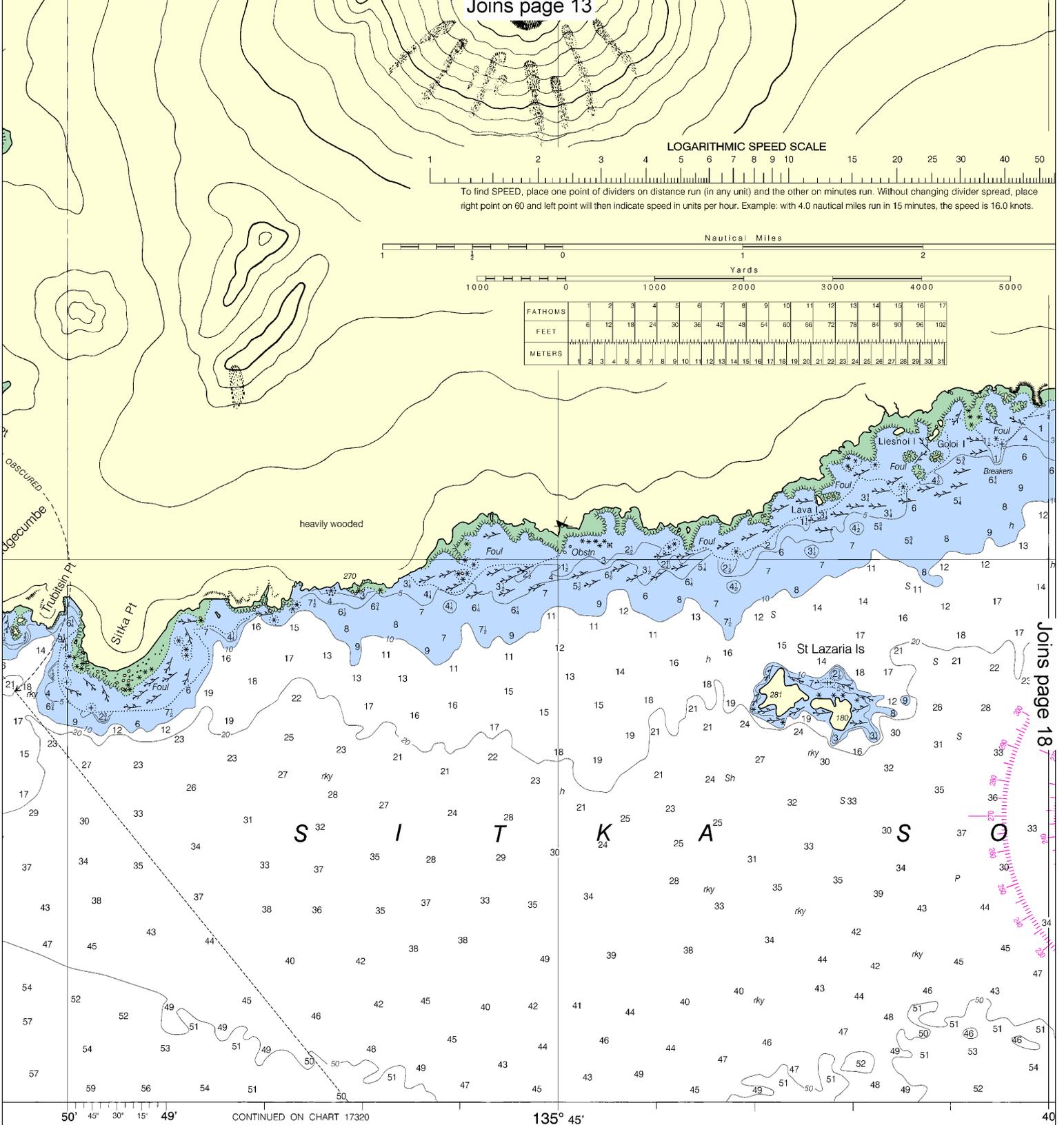
LOGARITHMIC SPEED SCALE

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

Nautical Miles

Yards

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



Joins page 18

50° 45' 30' 15' 49'

CONTINUED ON CHART 17320

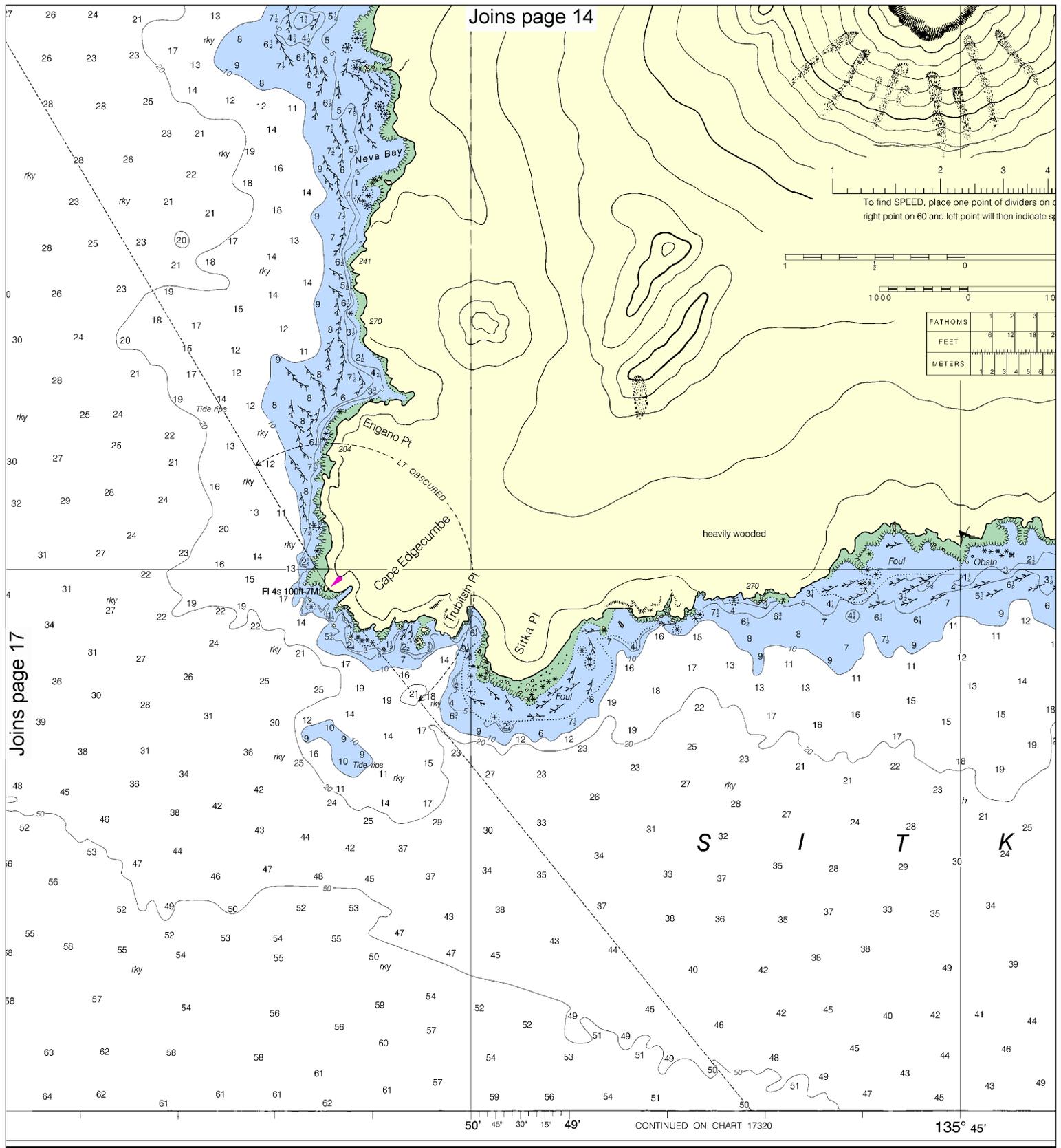
135° 45'

40

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

SOUNDINGS IN FATHOMS

South and W
SOUNDING



Mariners (NM) published by the Local Notice to Mariners and the Local Notice to Mariners corrected from Notice to Mariners and corner are available at

18

Note: Chart grid lines are aligned with true north.

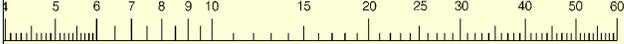
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

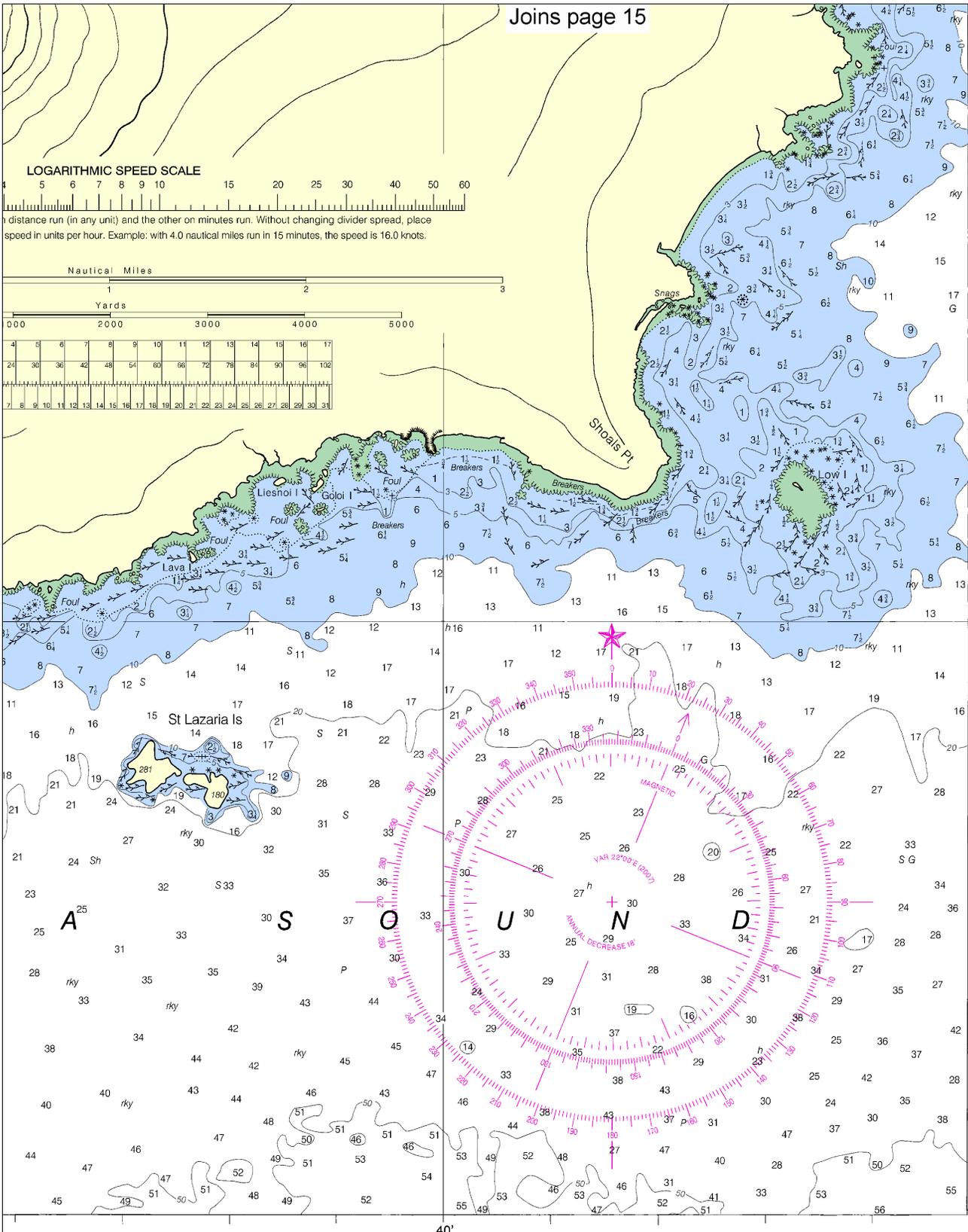
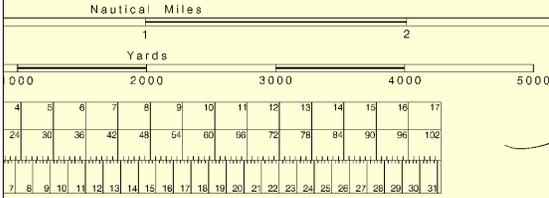
See Note on page 5.



LOGARITHMIC SPEED SCALE



distance run (in any unit) and the other on minutes run. Without changing divider spread, place speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



JOINS CHART 17325

57°

40'



IGS IN FATHOMS

South and West Coasts of Kruzof Island
SOUNDINGS IN FATHOMS - SCALE 1:40,000

17325



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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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.

