

# BookletChart™

## Sitka Harbor and Approaches

NOAA Chart 17327

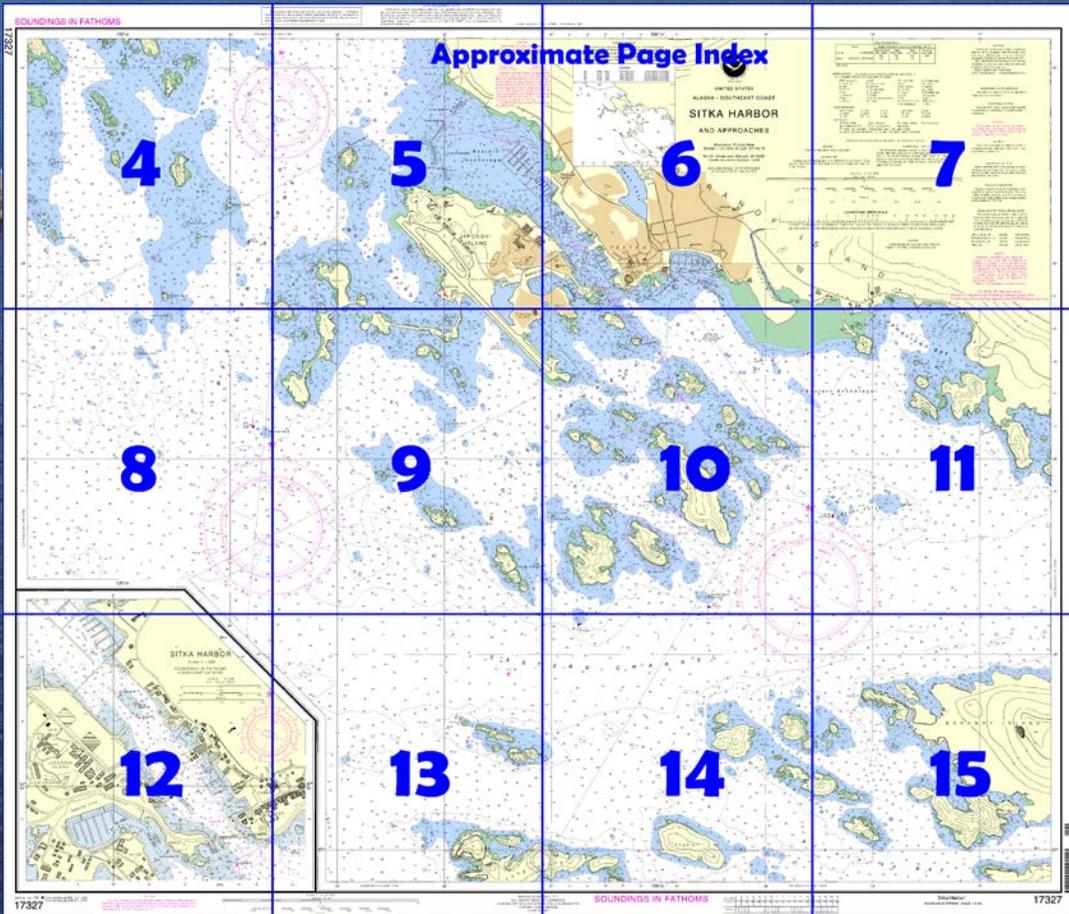


*A reduced-scale NOAA nautical chart for small boaters*

*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.

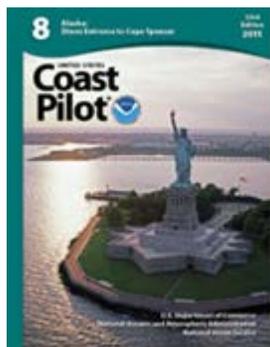
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=17327>.



#### (Selected Excerpts from Coast Pilot) Sitka Harbor and approaches

The greater part of the approaches to Sitka Harbor covers the NE side of Sitka Sound. The area is reef studded, with numerous islands and isolated shoals. These are charted and need no detailed description. Lights mark the principal islands in the approaches or at the turns in channels; buoys mark the reefs and shoals in way of the channels. The harbor is easy to approach, and with due attention to

the chart and by following the aids, the navigator should have little difficulty in entering in clear weather.

**Japonski Island**, wooded, is the largest island in the approaches to Sitka. There is a wharf along its E side. **Sealing Cove**, a shallow basin off the SE end of the island, is formed by **Charcoal Island** and **Alice Island** on its SW and S sides, and by **Harbor Island** on its E side. The entrance to the basin is marked by a light and daybeacons. The submerged ruins of a pier are on the SW side of the entrance and extend more than half way across the entrance.

**Sitka**, the site of an early Russian settlement and once the capital of Alaska, is a major fishing port on the E side of Sitka Sound. Sitka is the main distribution point for the settlements in the NW section of SE Alaska. Two oil companies, a large pulp mill, and several seafood processing plants are here. Sitka also has a National Military Cemetery, a National Monument, and the Alaska Pioneer Home. The deepest draft of vessels calling at the port was 32 feet in 2002.

**Channels.**—From the sea, three natural channels lead to Sitka among islands and reefs on the NE side of Sitka Sound. **Eastern Channel** is the widest and main entrance; the principal dangers are marked by buoys.

**Anchorage.**—Anchorage in 5 to 25 fathoms, mud bottom, can be had at the **Eastern Anchorage** about 0.4 mile SW of the entrance to Jamestown Bay. The swell from outside makes this anchorage uneasy in S weather. Anchorage in 5 to 7 fathoms, mud bottom, can also be had at the **Western Anchorage**, E of Channel Rock, just inside the lighted breakwaters. A submerged wreck in 57°03'34"N., 135°21'58"W., is about 0.4 mile NE of Light 3.

During the winter NE gales sometimes sweep across the Eastern Anchorage with considerable force and make it rather unsafe. In S gales the sea is felt considerably at both the Eastern and Western Anchorages.

**Dangers.**—There are numerous rocks, reefs, and shoals in the approaches to Sitka Harbor, all of which are charted; most are unmarked, but the principal ones adjacent to or in the three channels are marked.

Passage N of Simpson Rock and Tsaritsa Rock should be avoided, because of the numerous obstructions S of Kayak Islands, Whale Island, and **Bamdoroshni Island**.

Middle Channel has numerous shoals and dangers and should be used only by small vessels with thorough local knowledge. The passage between Kayak Islands and Whale Island is foul and the bottom very irregular. A rock, covered 1.2 fathoms, is in about 57°01'35"N., 135°21'08"W., and near the center of this passage.

**Currents.**—In the open sound the tidal currents are weak and somewhat rotary turning clockwise. Stronger currents may be expected among the islands.

In Sitka Harbor the flood sets NW and the ebb SE. Velocities are small. In midchannel off the wharves velocities of 0.5 knot were observed. (See the Tidal Current Tables for daily predictions.)

**Pilotage, Sitka.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the inside waters of the State of Alaska. (See Pilotage, Alaska, indexed as such, chapter 3 for details.) Vessels en route Sitka meet the pilot boat about 0.25 mile N of The Eckholms Light (57°00.9'N., 135°21.4'W.).

The pilot boat, a tugboat, can be contacted by calling "SITKA PILOT BOAT" on VHF-FM channels 16, 13, or 12.

**Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

**Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

### 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 Jan. 15/11  
Corrected through LNM Jan. 04/11

## HEIGHTS

Heights in feet above Mean High Water.

## 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

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

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

## AIDS TO NAVIGATION

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

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## 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 1.304' southward and 6.355' westward to agree with this chart.

## 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.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location) ○ (Approximate location)

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## 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

Mercator Projection  
Scale 1:10,000 at Lat. 57°02' N

North American Datum of 1983  
(World Geodetic System 1984)

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

## 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
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C cen	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	WHS 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	

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

## TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
NAME (LAT/LONG)	feet	feet	feet	feet
Sitka (57°03' N/135°21' W)	9.9	9.2	1.5	

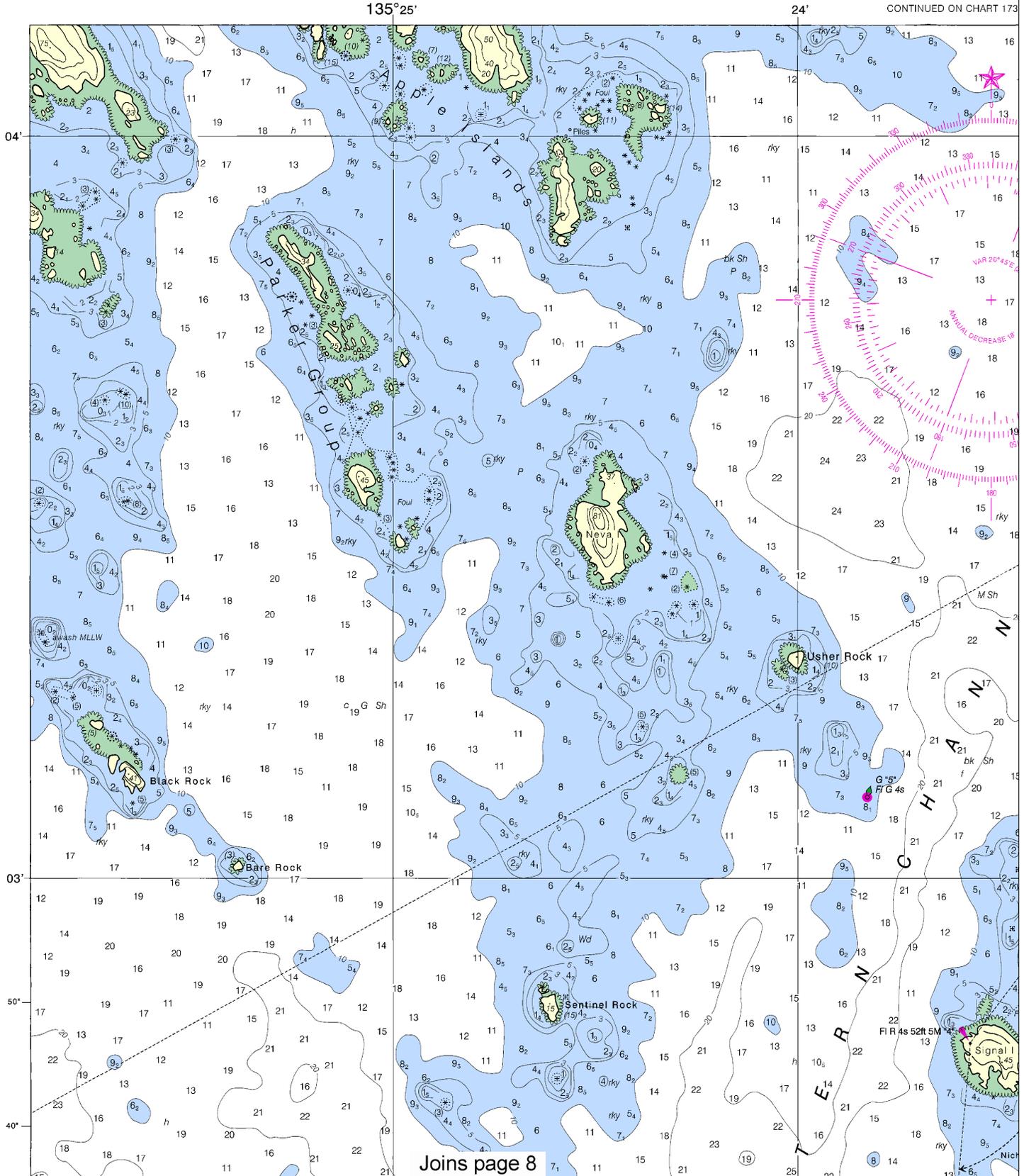
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Dec 2010)

# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

This nautical chart  
Ocean Service encour  
improving this chart  
Service, NOAA, Silve

17327



Joins page 8

Printed at reduced scale. —SCALE 1:10,000—

See Note on page 5.



4

Note: Chart grid lines are aligned with true north.

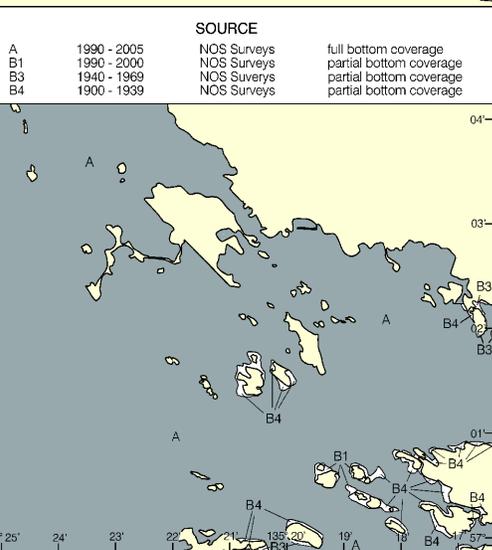


21' 50' 40' 30' 20' 10' 135° 20' 50' 19'

**CAUTION**  
**PIPELINES AND CABLES**  
 Marine pipelines and submarine  
 marine pipeline and cable areas

Uncharted submarine pipelines and  
 cables may exist within the area of  
 all submarine pipelines and sub-  
 cables are required to be buried, and  
 are originally buried may have  
 been. Mariners should use extreme  
 operating vessels in depths of  
 water shallower than their draft in areas where  
 cables may exist, and when  
 dredging, or trawling, or  
 fishing. Cables may be marked by lighted or  
 unlighted buoys.

**SOURCE DIAGRAM**  
 The outlined areas represent the limits of the most recent hydrographic  
 survey information that has been evaluated for charting. Surveys have been  
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 not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



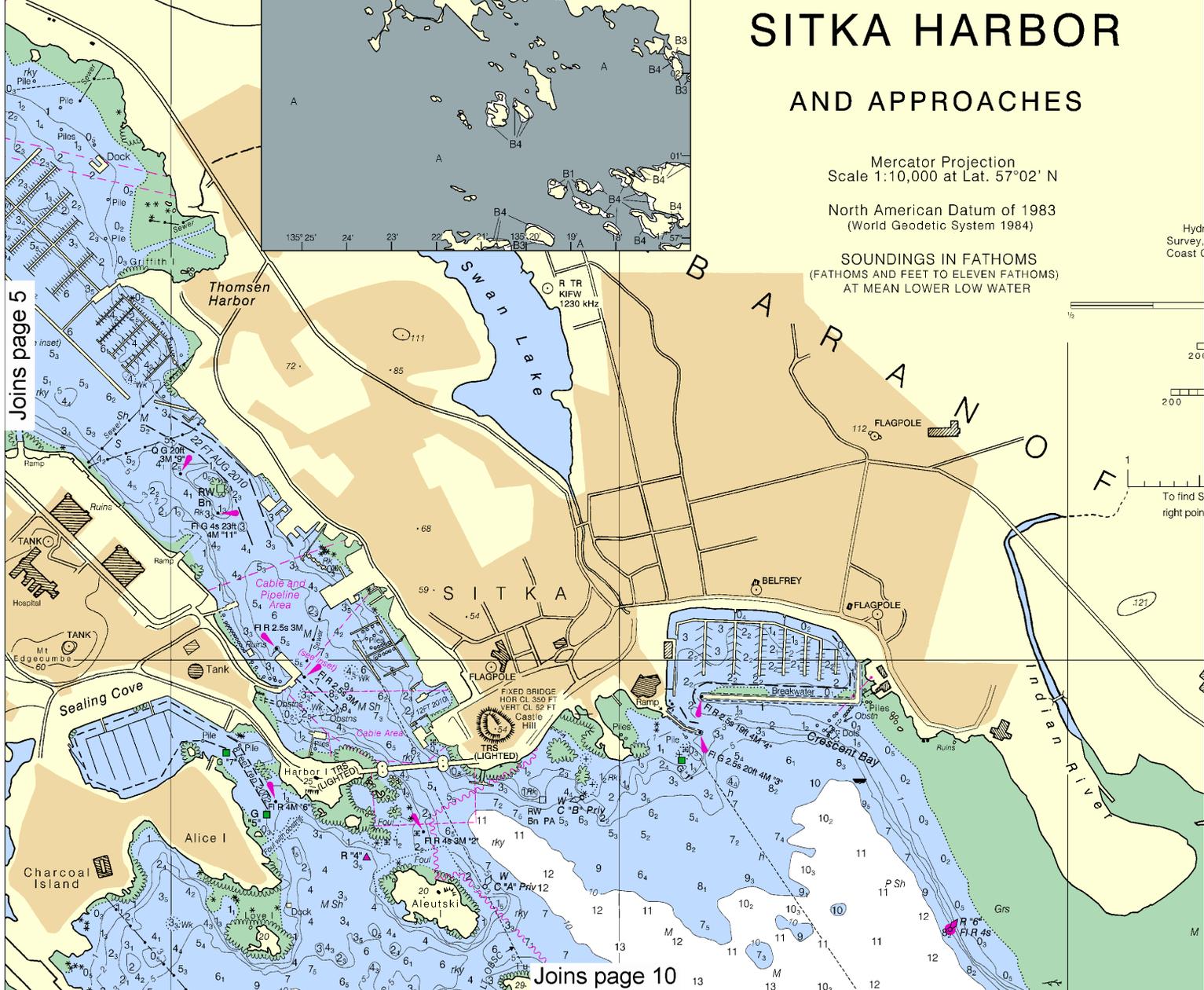
THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
 ALASKA - SOUTHEAST COAST  
**SITKA HARBOR**  
 AND APPROACHES

Mercator Projection  
 Scale 1:10,000 at Lat. 57°02' N

North American Datum of 1983  
 (World Geodetic System 1984)

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



Joins page 5

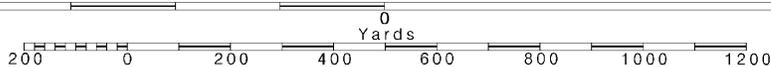
Joins page 10

**6**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —  
 Nautical Miles

See Note on page 5.



18'

17'

TIDAL INFORMATION

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Sitka	(57°03'N/135°21'W)	9.9 feet	9.2 feet	1.5 feet

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 2010)

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	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HC 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	

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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HEIGHTS

Heights in feet above Mean High Water.

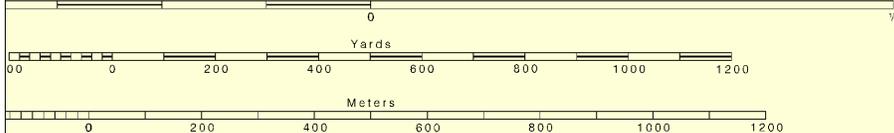
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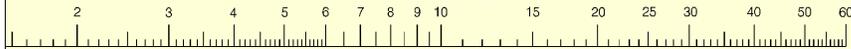
AUTHORITIES

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

SCALE 1:10,000  
Nautical Miles



LOGARITHMIC SPEED SCALE



SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place one 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.

CAUTION

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:  
 (O) (Accurate location) (o) (Approximate location)

SUPPLEMENTAL INFORMATION

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

AIDS TO NAVIGATION

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

WARNING

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CAUTION

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NOAA WEATHER RADIO BROADCASTS

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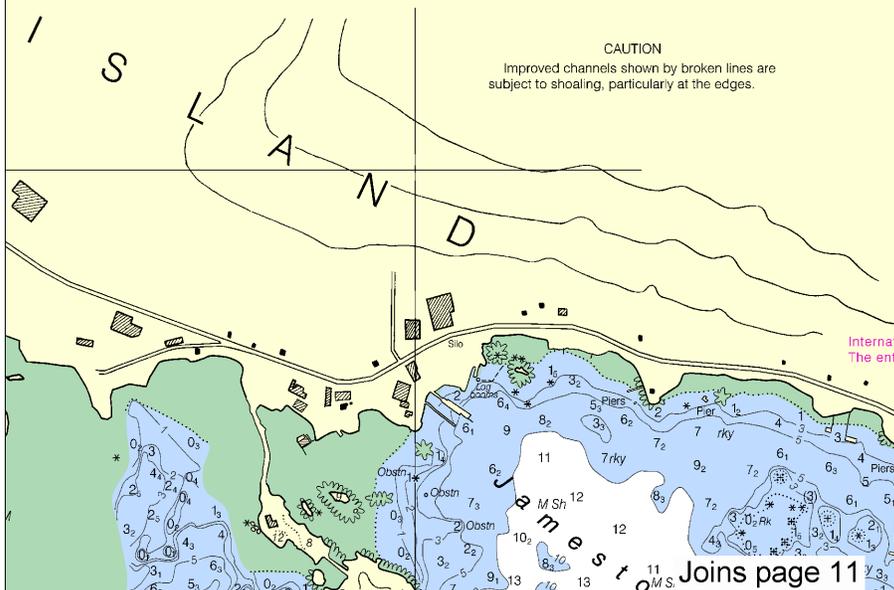
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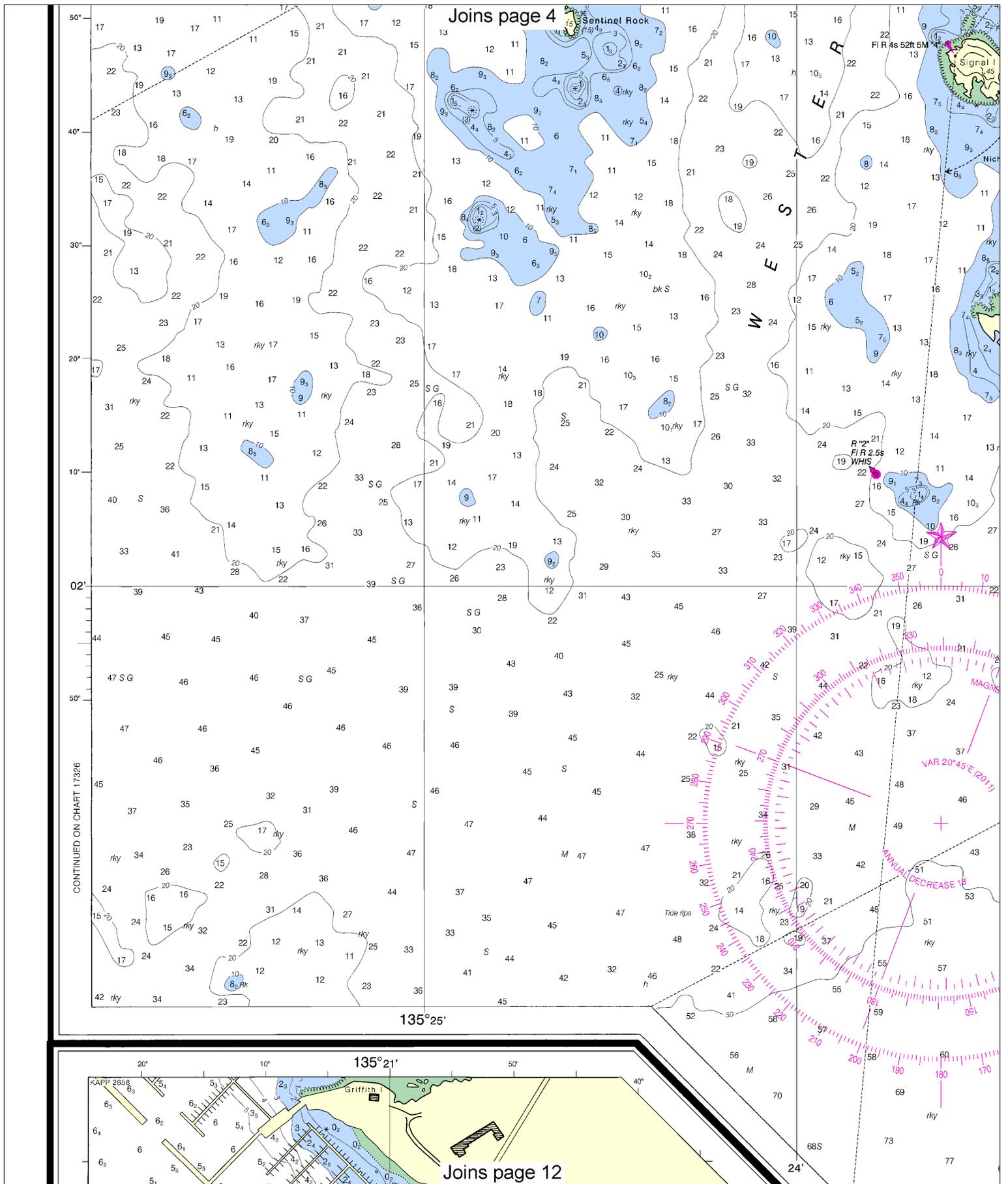
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COLREGS, 80.1705 (see note A)

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





Joins page 4

Joins page 12

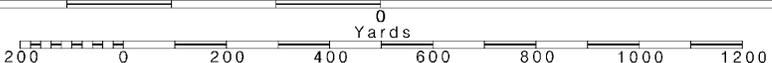
CONTINUED ON CHART 17326

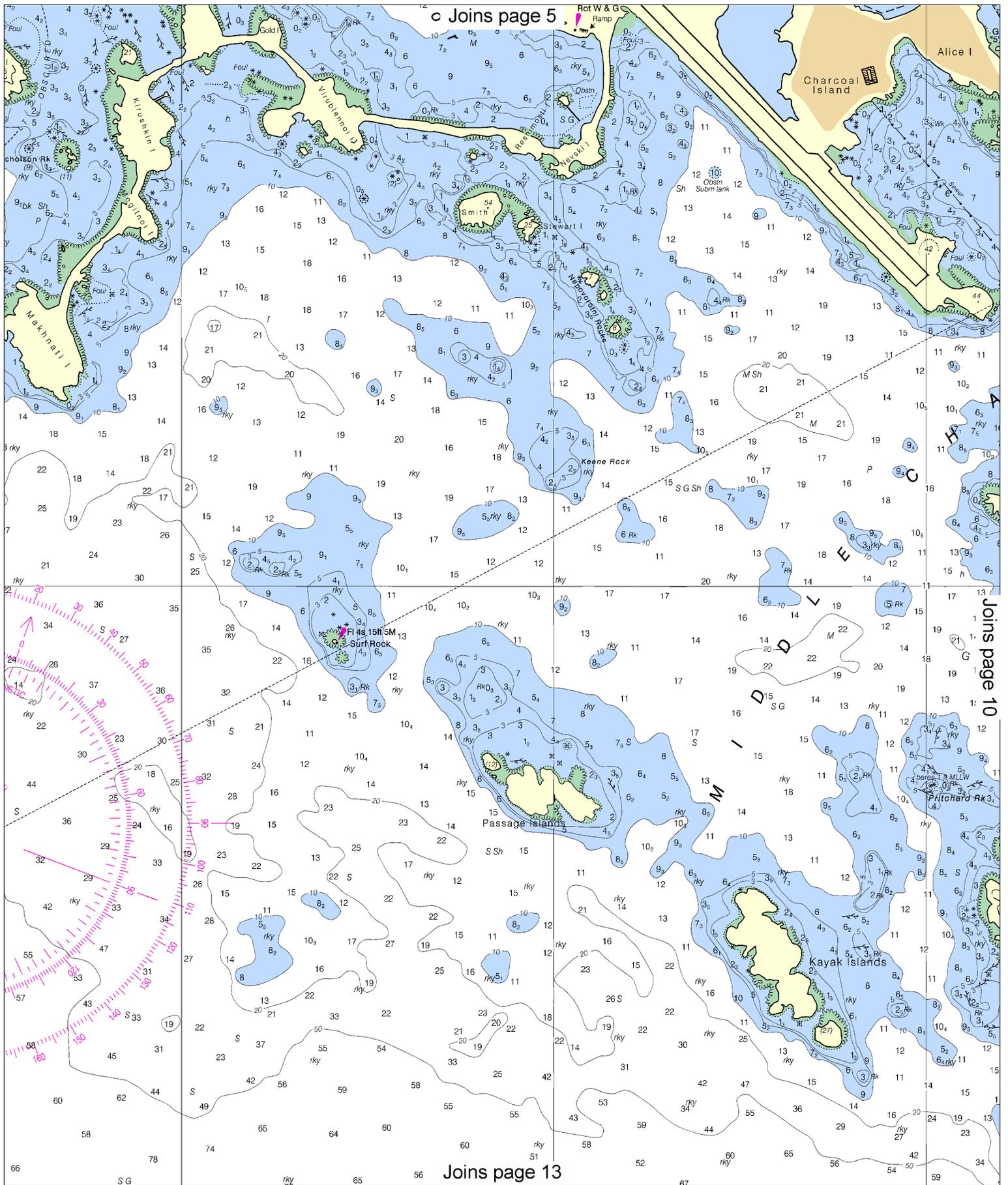
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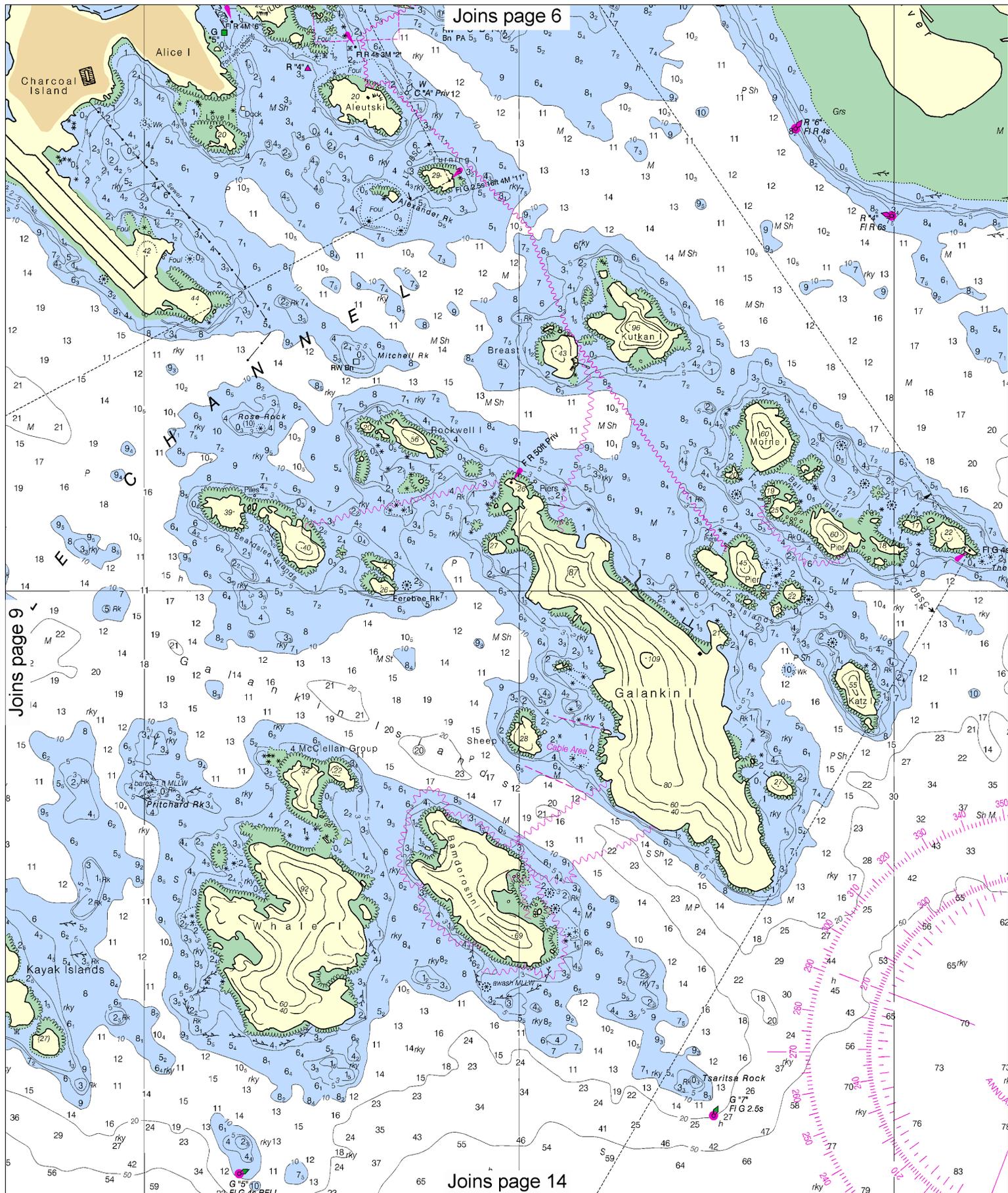
See Note on page 5.



Note: Chart grid lines are aligned with true north.





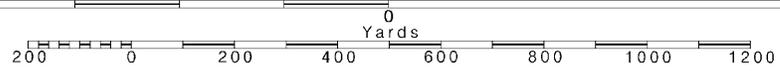


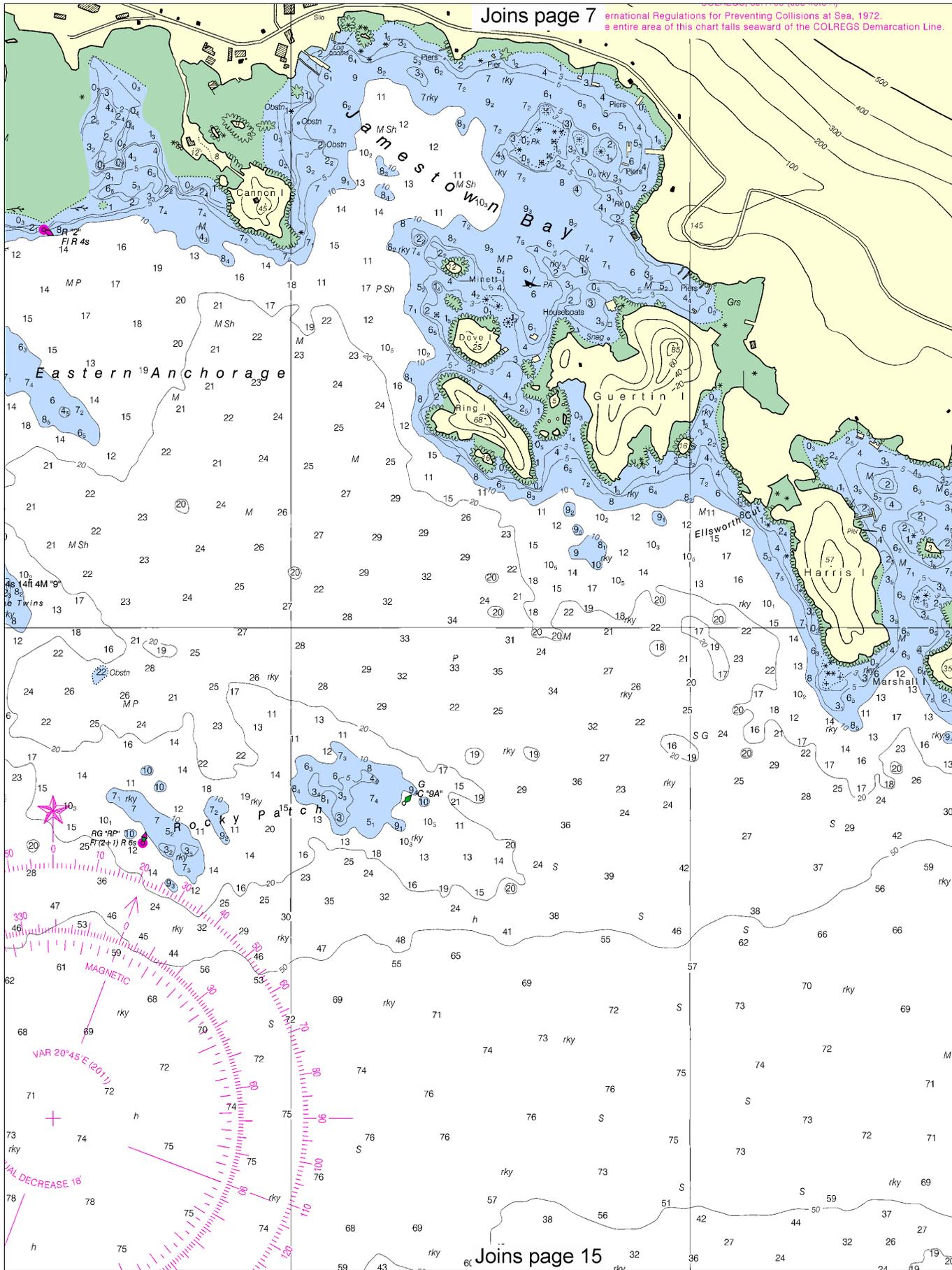
**10**

Note: Chart grid lines are aligned with true north.

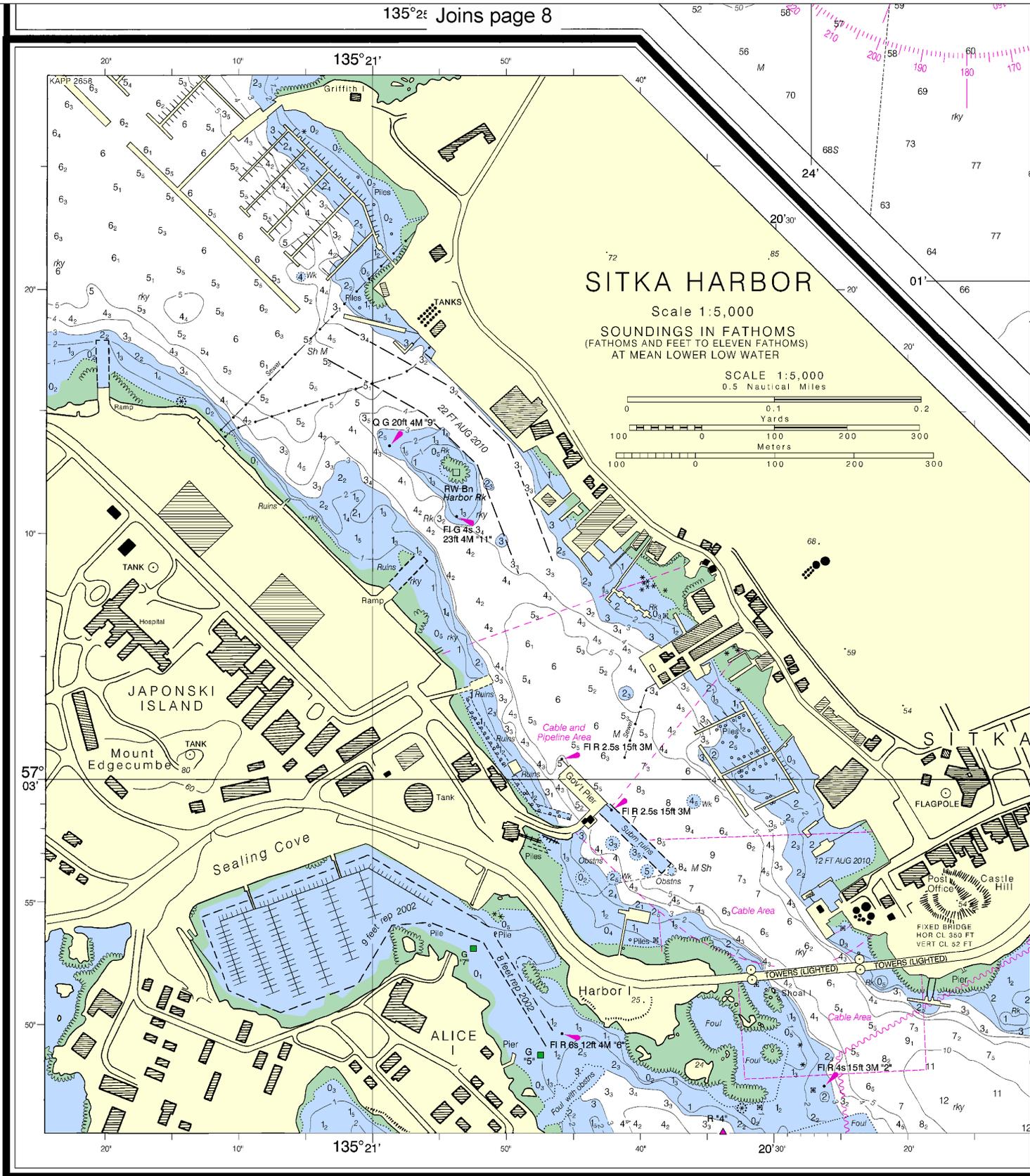
Printed at reduced scale. —SCALE 1:10,000—  
Nautical Miles

See Note on page 5.





CONTINUED ON CHART 17326

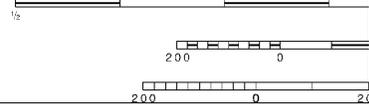


24th Ed., Jan. / 11 ■ Corrected through NM Jan. 15/11  
 Corrected through LNM Jan. 04/11

**17327**

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

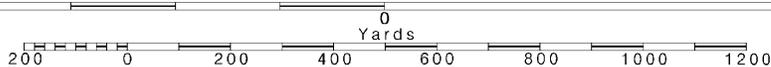


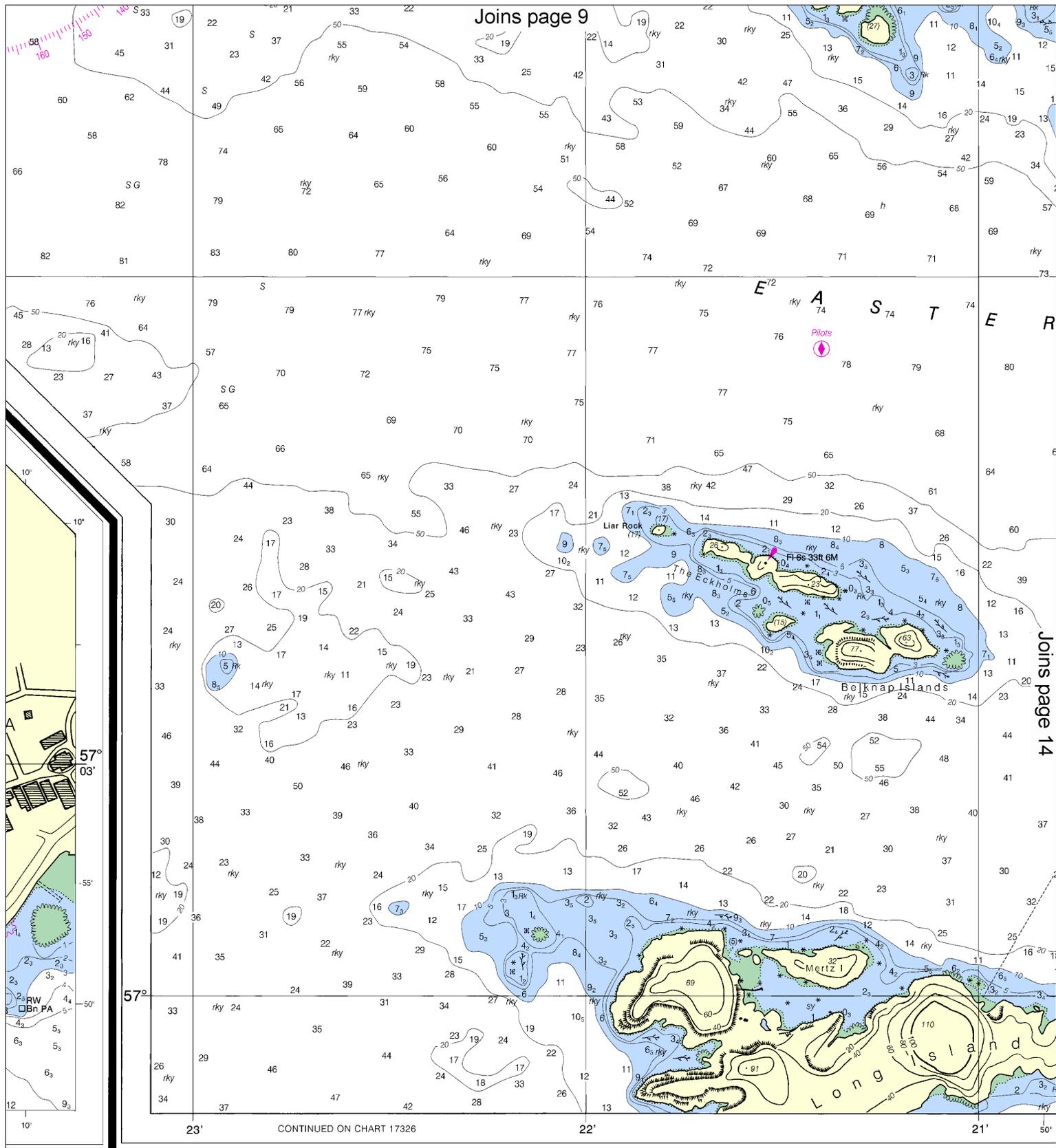
**12**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —  
 Nautical Miles

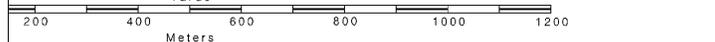
See Note on page 5.



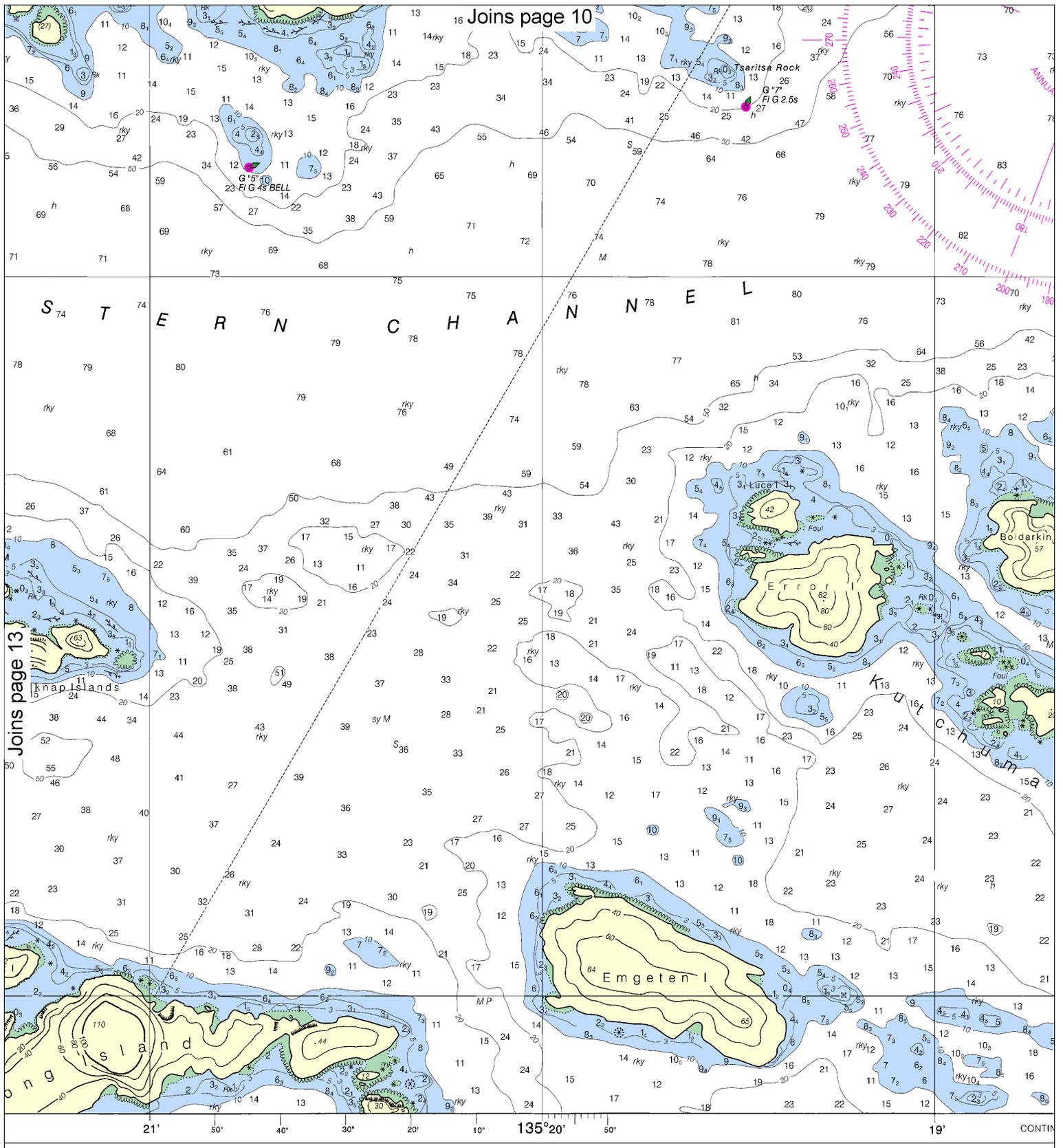


CONTINUED ON CHART 17326

SCALE 1:10,000  
Nautical Miles



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



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

# SOUNDINGS IN FATHOMS

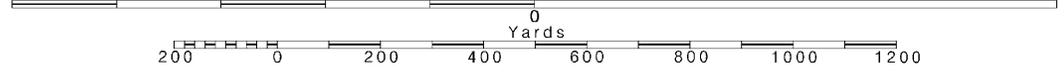
(FATHOMS AND FEET TO 11 FATHOMS)

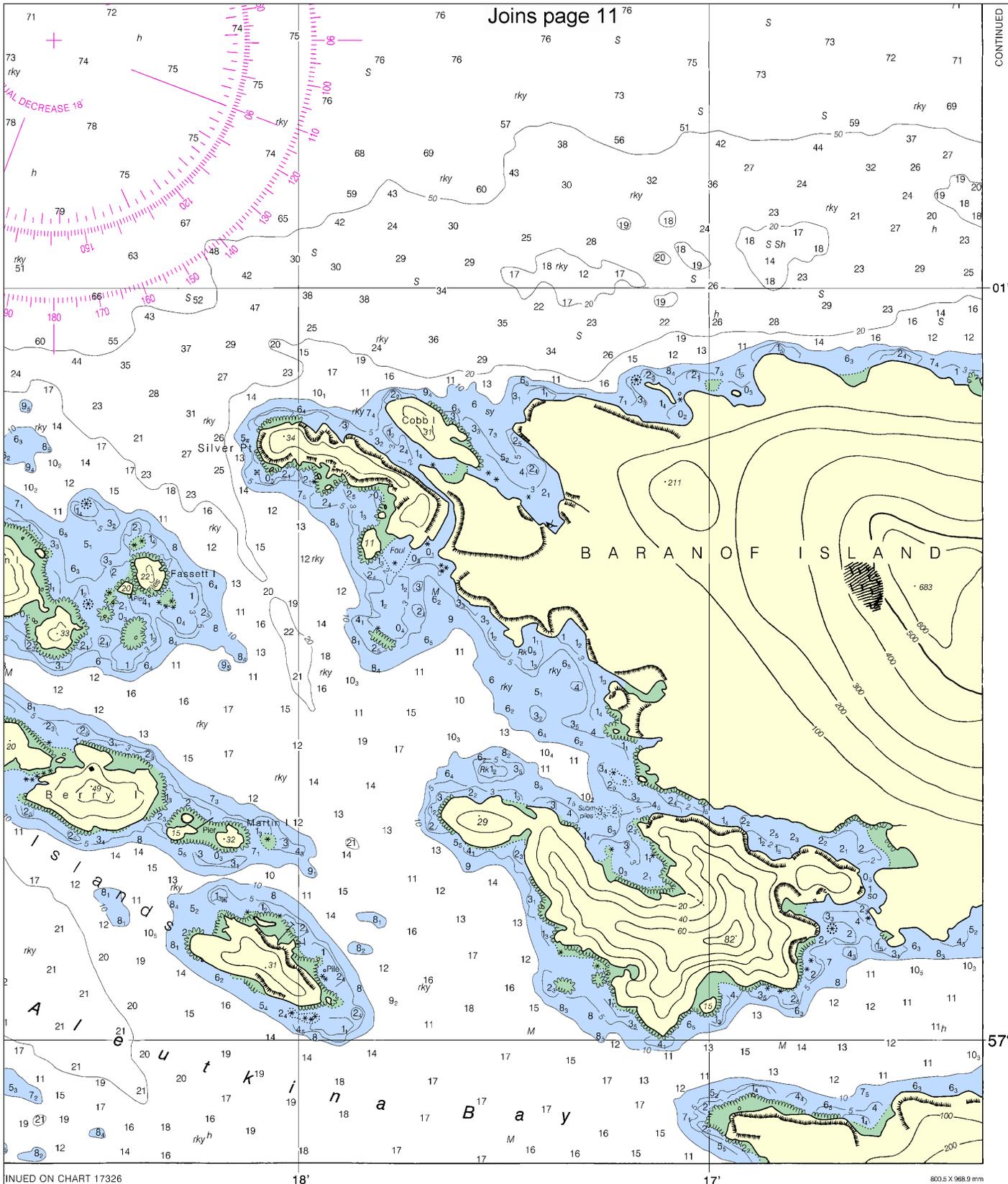
FATHOMS	1	2	3	4	5	6	7	8	9	10
FEET	6	12	18	24	30	36	42	48	54	60
METERS	1	2	3	4	5	6	7	8	9	10

# 14

Note: Chart grid lines are aligned with true north.

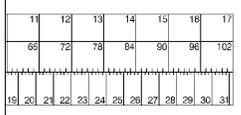
Printed at reduced scale. — SCALE 1:10,000 — See Note on page 5.





INUED ON CHART 17326

800.5 X 968.9 mm



Sitka Harbor  
SOUNDINGS IN FATHOMS - SCALE 1:10,000

17327





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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NOAA's Office of Coast Survey



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