

# BookletChart™

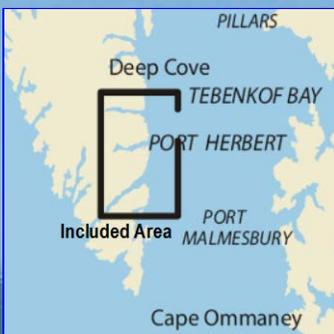


## Ports Herbert, Walter, Lucy and Armstrong

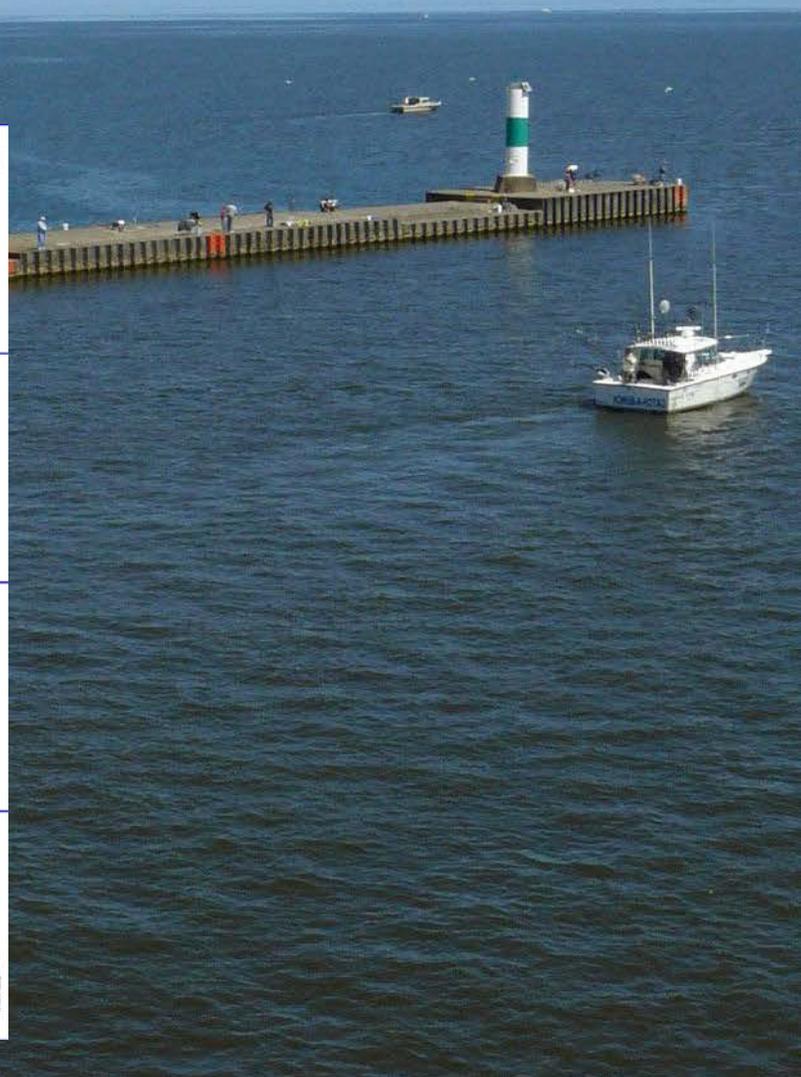
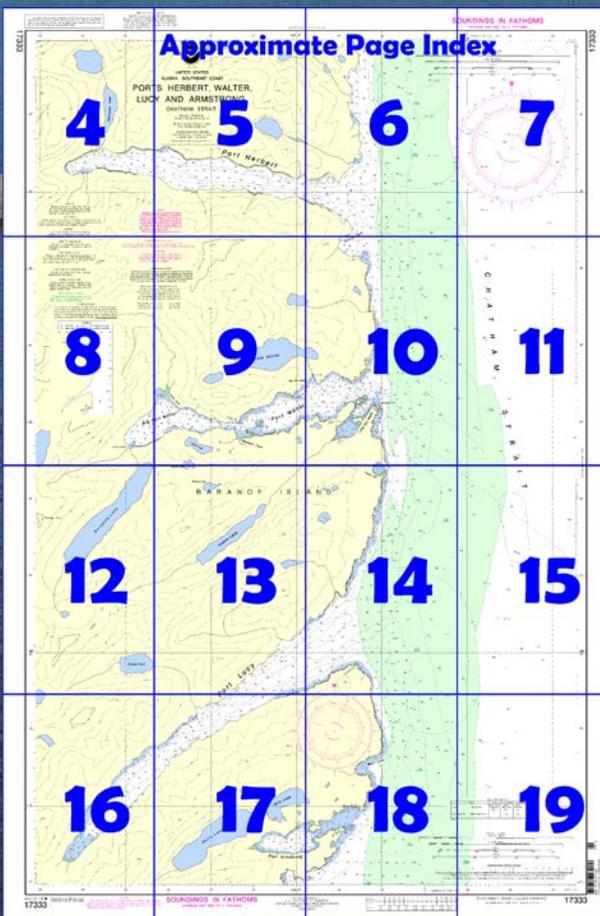
NOAA Chart 17333

*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.

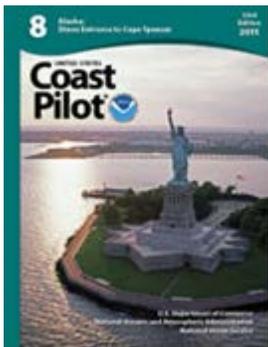
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=17333>.



**(Selected Excerpts from Coast Pilot)**

**Port Lucy** has its entrance on the W shore about 10.5 miles N of Cape Ommaney. The anchorage for large vessels is near the head, abreast a deep gulch on the NW side, in about 20 fathoms. Small vessels can go farther in and anchor in about 10 fathoms. From the head of the port low land extends through to the W side of Baranof Island at Puffin Bay, and winds from those quarters may draw through in consequence, but without any sea. The

port is easy of access and apparently has no dangers.

**Toledo Harbor** is a small, horseshoe-shaped bay with depths of 3¼ to 8 fathoms, mud bottom, which is 12.7 miles N of Cape Ommaney and

about 0.9 mile S of Port Walter Light. It is used considerably by small local fishing craft. It has an entrance about 75 yards wide with a midchannel depth of 5 fathoms. The NE part of the harbor is shoal.

**Port Walter** has its entrance about 14 miles N of Cape Ommaney and 9 miles S of Patterson Point. **Port Walter Light** (56°23'15"N., 134°38'11"W.), 20 feet above the water and shown from a skeleton tower with a red and white diamond-shaped daymark, is on the S point at the entrance. Near the head of Port Walter, a little S of midchannel, is a wooded islet. A high-water rocky islet, from which a reef extends in a N direction into the channel, is 50 yards N of the wooded islet.

Anchorage in 11 to 14 fathoms, sandy bottom, can be had between the islet and the N shore.

**Little Port Walter**, W of the S entrance point, consists of an inner and outer harbor with a narrow connecting channel. A flat, grass-covered rock and two wooded islets are on the W side of the entrance. The National Marine Fisheries Service Laboratory on the NW side of the port 0.5 mile SW of Port Walter Light is prominent at the entrance to the port. This building and another nearby dwelling appear as one large white building. A small bridge that crosses the stream at the head of the port is also prominent.

The narrow channel, connecting the inner and outer harbors, has a width of about 30 yards with a depth of 3¼ fathoms and is subject to shoaling. Vessels should enter the port between half and high tide only and preferably on a rising tide. They should pass along the SE side of the channel and make a slow turn to enter the inner harbor. Too sharp a turn may throw the stern into shoal water.

Good protected anchorage for small craft can be had in the inner harbor in 6 to 8 fathoms, mud bottom. The current in the entrance to the outer harbor is estimated to be 1 knot. SW winds draw down the creek at the head of the inner harbor, but no other winds are felt. A 47-foot warehouse dock is near the tip of the small point about 300 yards SW of the narrow connecting channel. A 90-foot float with an incubation pen at its outer end extends SW from a small point about 100 yards NE of the previously mentioned point.

Radiotelephone communication is maintained with other parts of Alaska and with other States.

**New Port Walter** is at the head of a small cove on the N side and about 0.8 mile from the entrance to Port Walter. A stream, with a flat at its entrance, is at the head of the cove. A rock, bare at extreme tide, is close to the E entrance point to the cove. A rock, bare at high water, is off the W point of the cove, with a reef that extends part way from the shore.

**Big Port Walter**, a basin with depths 22 to 55 fathoms, is entered through a narrow passage 0.4 mile long leading from the anchorage W of the wooded islet. The passage is almost straight, with a depth of 34 fathoms in midchannel at its narrowest part. The maximum current in the entrance is estimated to be 2 knots. A large stream enters in the N part, and two streams empty in the SW part of the bay. One of the latter is a cascade from a lake about 800 feet high. The shores are steep-to, and there are apparently no dangers. The basin is too deep for good anchorage and freezes in winter. With an accumulation of snow, the ice becomes 8 to 10 feet thick during severe winters and lasts almost until spring.

**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 Nov. 03/07  
Corrected through LNM Oct. 23/07

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 1:20,000 at Lat. 56°23'  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Port Walter, AK	(56°23'N/134°40'W)	11.5	10.6	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 <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a> . (Oct 2007)				

For Symbols and Abbreviations see Chart No. 1

## 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.

## 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.

## 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.

## 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

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

## WIRE DRAGGED AREAS

The area tinted green was swept in 1926 for previously undetected dangers to navigation. All dangers found are shown on this chart.

## NOAA WEATHER RADIO BROADCASTS

The National Weather Service stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwani I., AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz

## POLLUTION REPORTS

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

## AUTHORITIES

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

## 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.

## HORIZONTAL DATUM

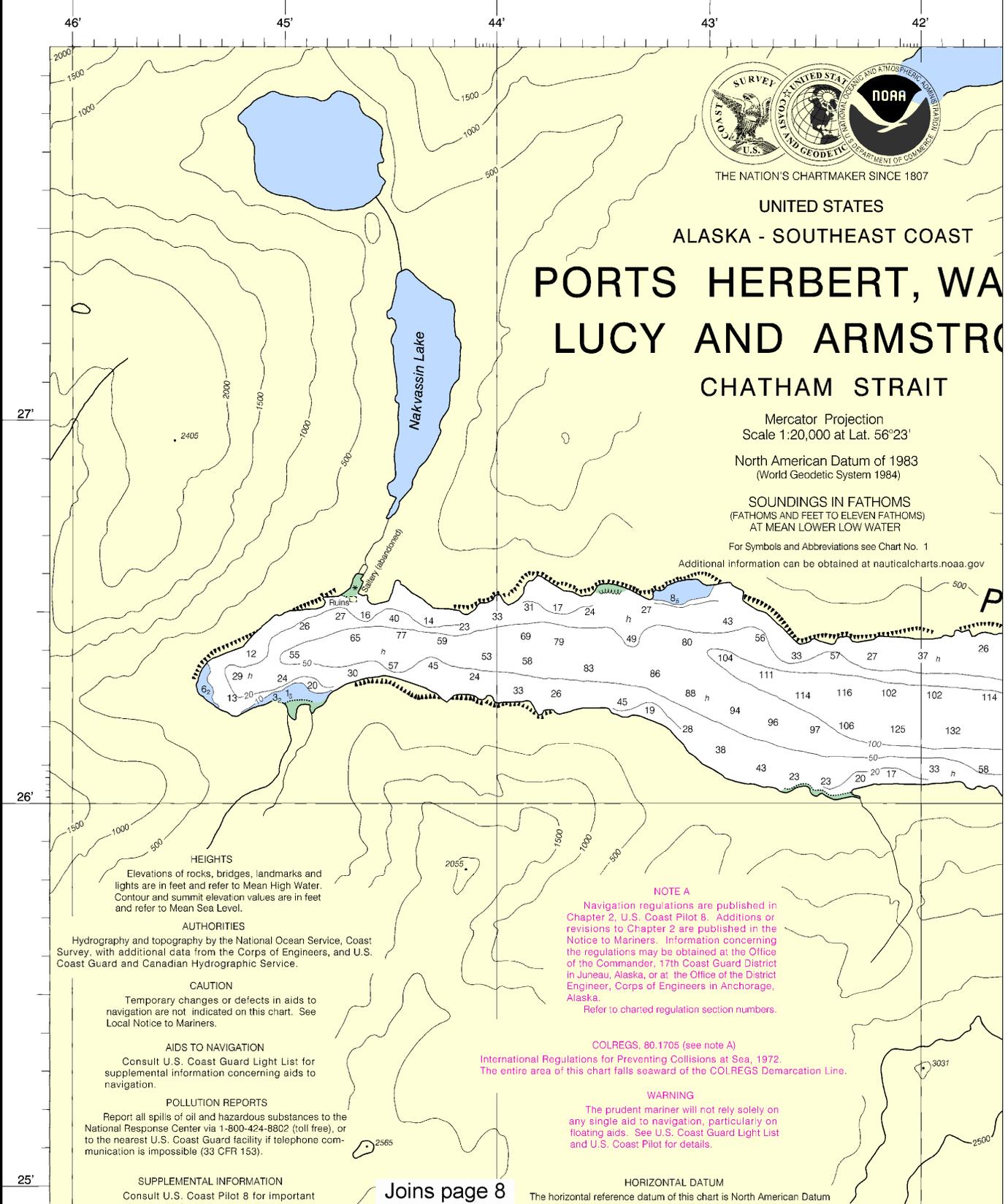
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.327" southward and 6.330" westward to agree with this chart.

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.

**PRINT-ON-DEMAND CHARTS**

This chart is available in a version 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.

17333



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
ALASKA - SOUTHEAST COAST  
**PORTS HERBERT, WA  
LUCY AND ARMSTRONG  
CHATHAM STRAIT**

Mercator Projection  
Scale 1:20,000 at Lat. 56°23'  
North American Datum of 1983  
(World Geodetic System 1984)

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

For Symbols and Abbreviations see Chart No. 1  
Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov)

**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, and U.S. Coast Guard and Canadian Hydrographic Service.

**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.

**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).

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 8 for important

**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.

**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.

**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.

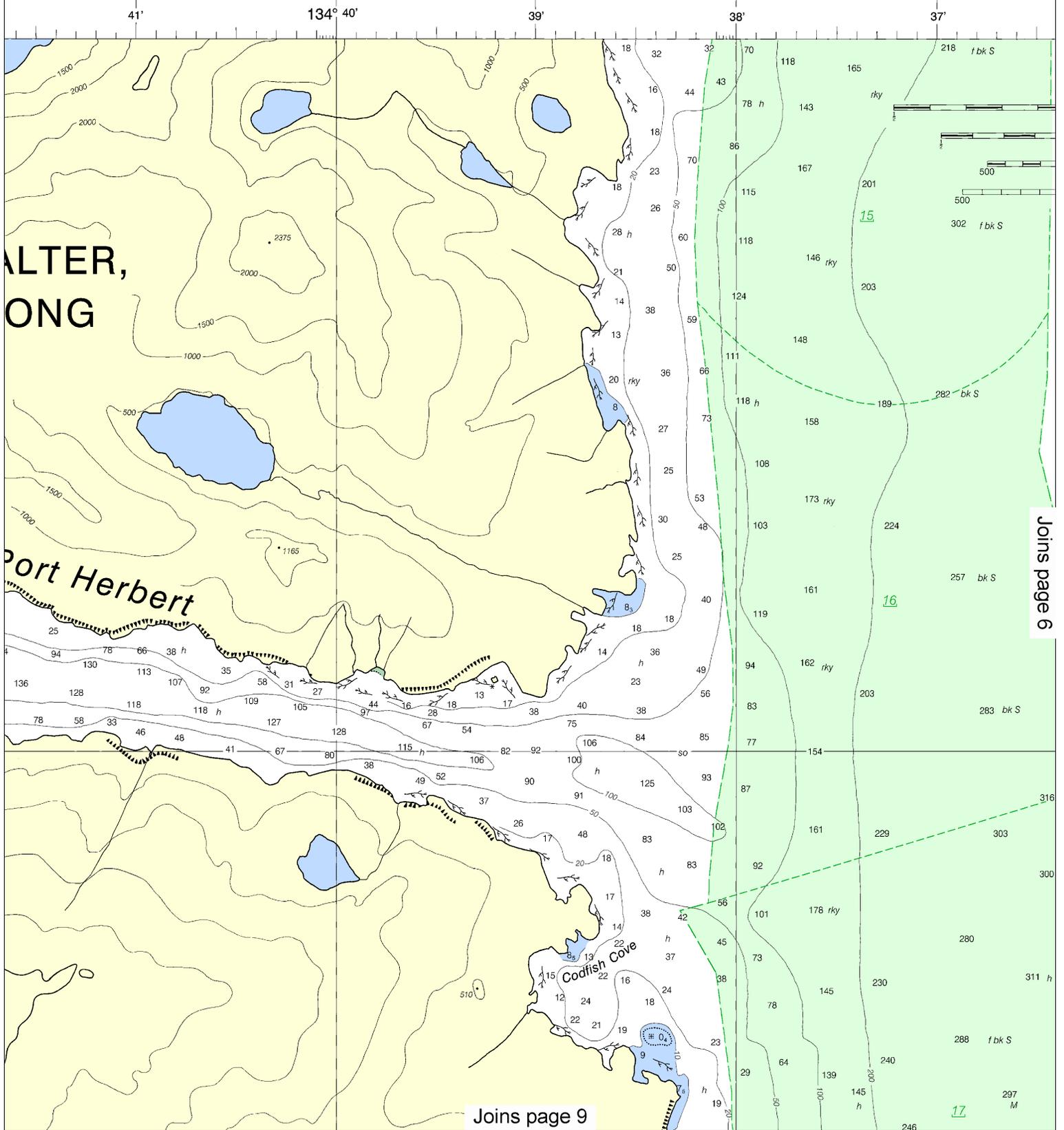
Joins page 8

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum

4

Note: Chart grid lines are aligned with true north.





This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

TS  
updated weekly  
tical corrections.  
Print-on-Demand  
5-8 weeks before  
Ask your chart

Formerly C&GS 8263, 1st Ed., Mar 1927 Kapp 2664

43' 42' 41' 134° 40' 39' 38'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
ALASKA - SOUTHEAST COAST

# HERBERT, WALTER, AND ARMSTRONG CHATHAM STRAIT

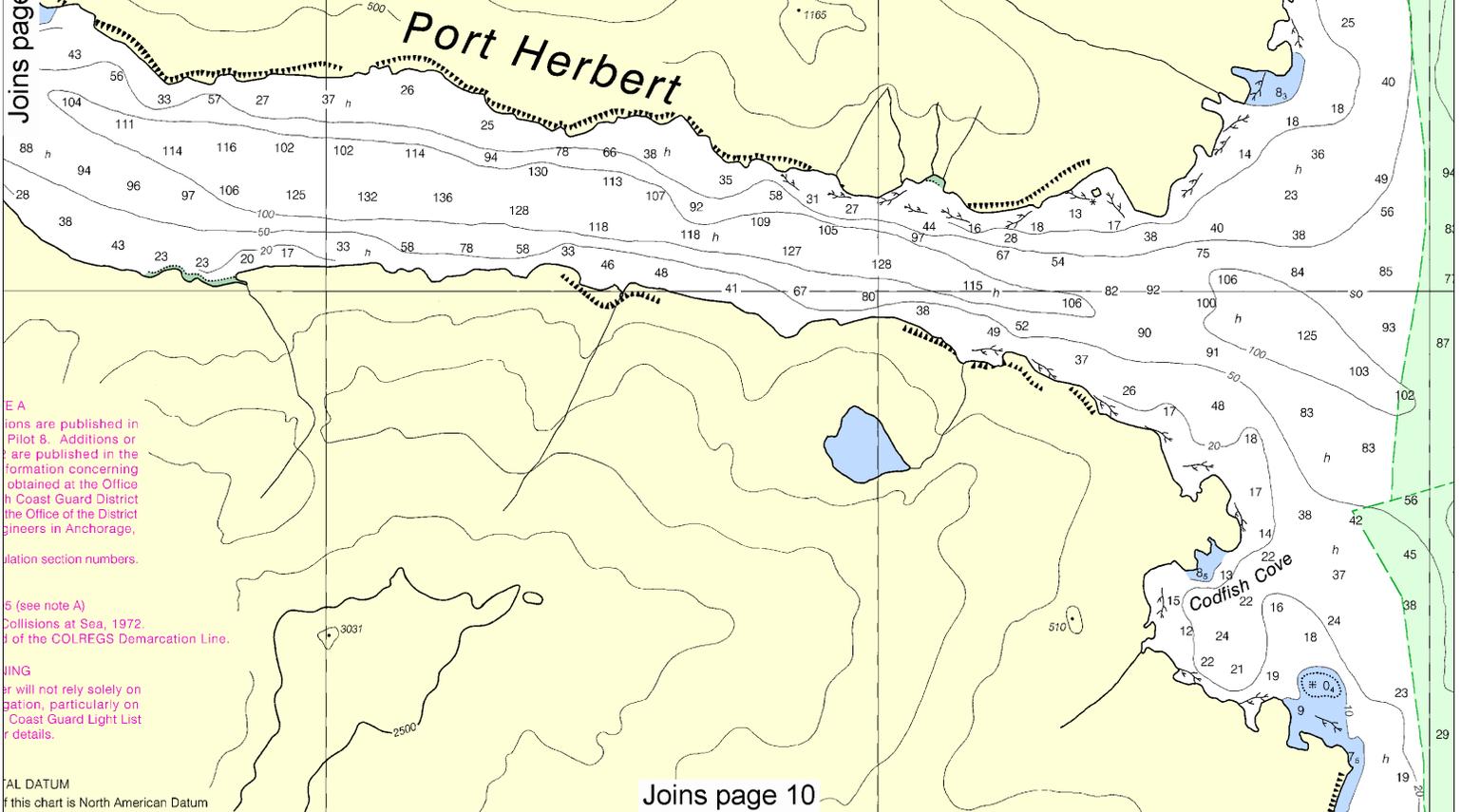
Mercator Projection  
Scale 1:20,000 at Lat. 56°23'

North American Datum of 1983  
(World Geodetic System 1984)

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

For Symbols and Abbreviations see Chart No. 1  
Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov)

Joins page 5



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Pilot 8. Additions or  
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Collisions at Sea, 1972.  
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Joins page 10

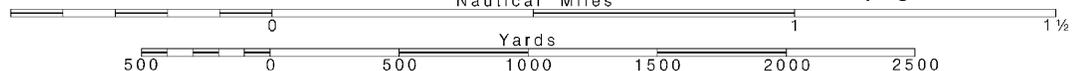


Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

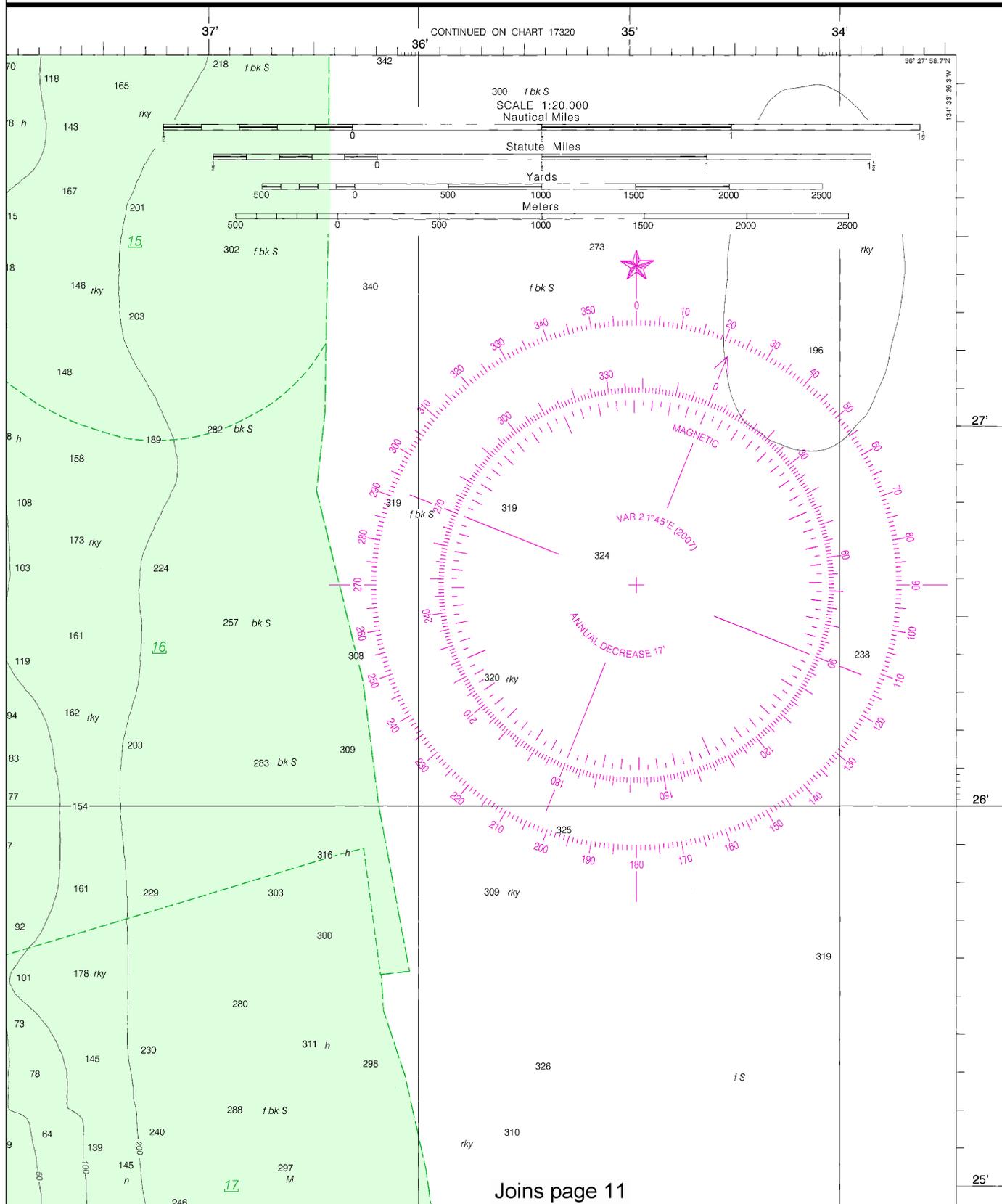
See Note on page 5.



# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

17333



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.



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

**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).

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

**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.

**WIRE DRAGGED AREAS**  
The area tinted green was swept in 1926 for previously undetected dangers to navigation. All dangers found are shown on this chart.

**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.

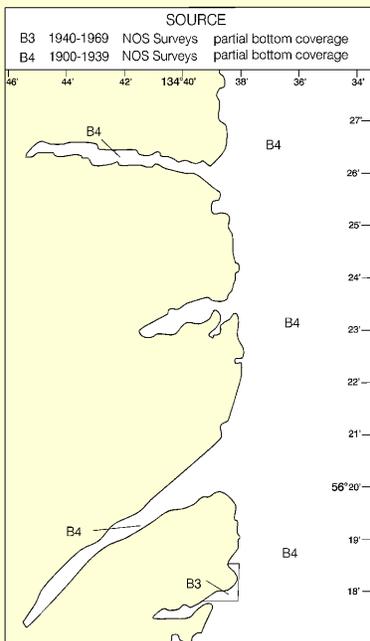
**COLREGS, 80.1705 (see note A)**  
International Regulations for Preventing Collisions at Sea, 1972  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

**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.

**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 1.327" southward and 6.330" westward to agree with this chart.

**NOAA WEATHER RADIO BROADCASTS**  
The National Weather Service stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

- Mt. McArthur, AK KZZ-95 162.525 MHz
- Sukkwan I., AK KZZ-89 162.425 MHz
- Cape Fanshaw, AK KZZ-88 162.425 MHz



25'

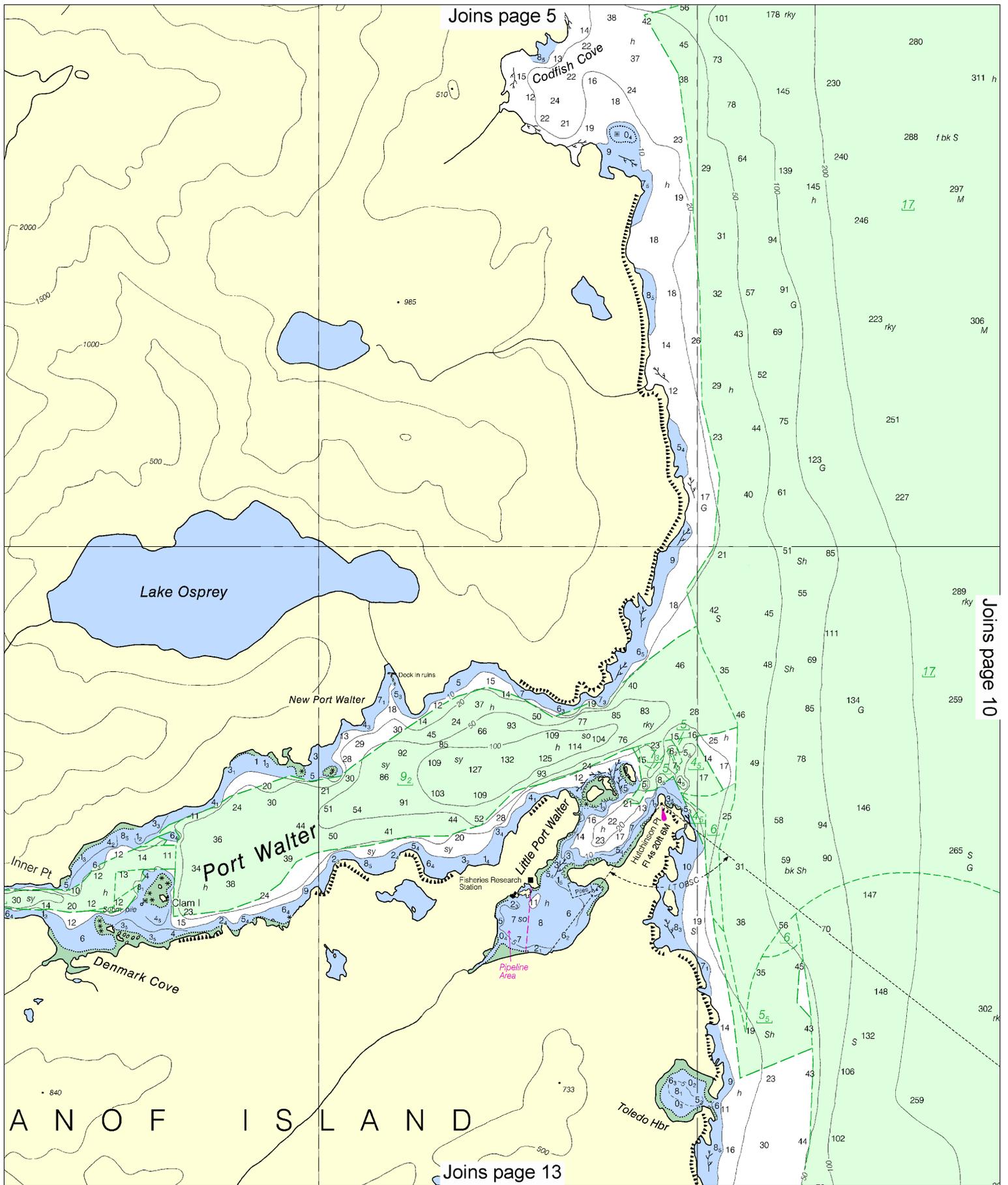
24'

23'



Note: Chart grid lines are aligned with true north.





A N O F I S L A N D

In Coast Guard District  
the Office of the District  
Engineers in Anchorage,  
Alaska  
Publication section numbers.  
5 (see note A)  
Collisions at Sea, 1972.  
of the COLREGS Demarcation Line.

**WARNING**  
You will not rely solely on  
this chart, particularly on  
Coast Guard Light List  
for details.

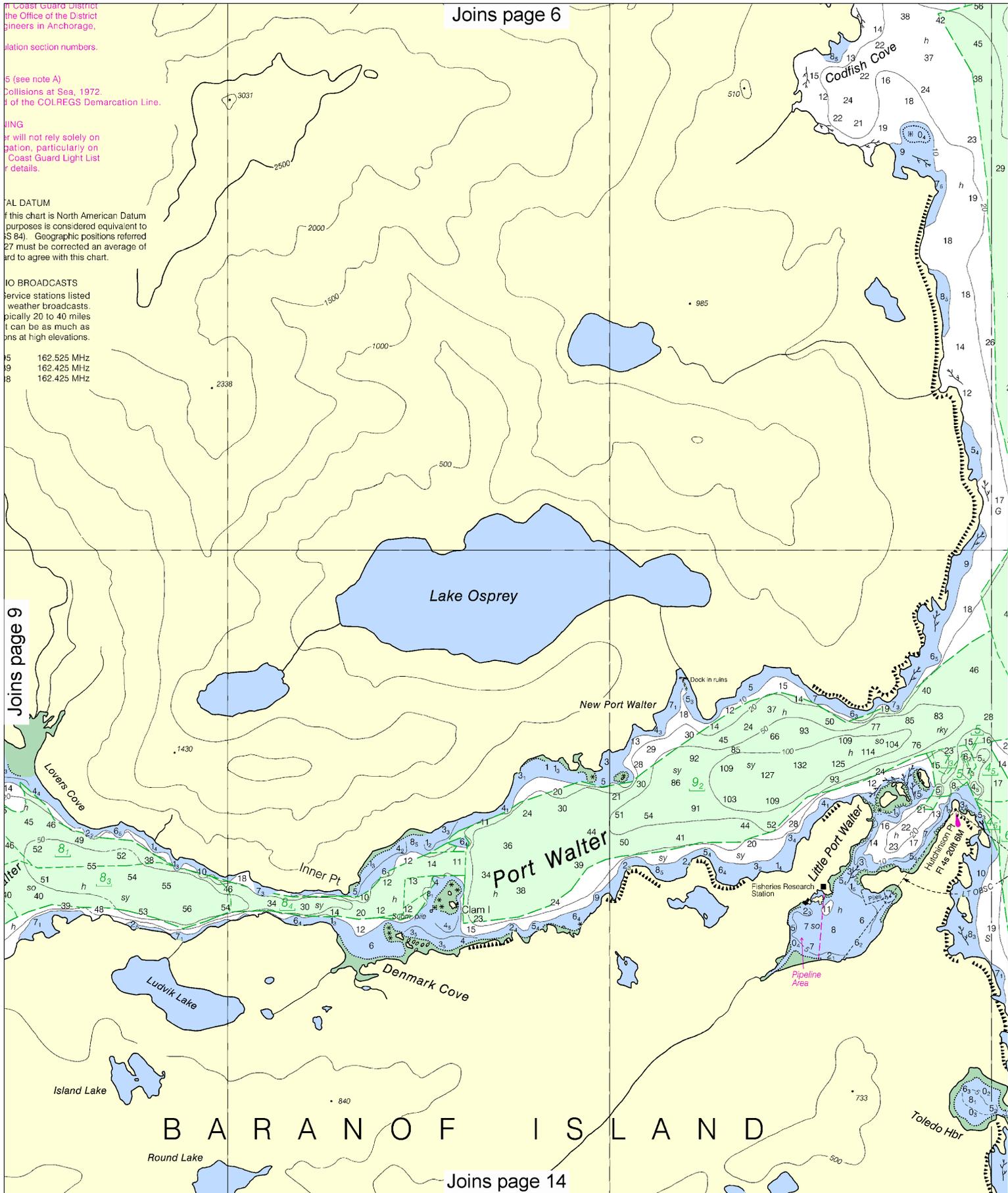
**VERTICAL DATUM**  
If this chart is North American Datum  
purposes is considered equivalent to  
NAD 83. Geographic positions referred  
to on this chart must be corrected an average of  
0.3 meters to agree with this chart.

**RADIO BROADCASTS**  
Service stations listed  
include weather broadcasts,  
usually 20 to 40 miles  
range. It can be as much as  
100 miles at high elevations.

- 5 162.525 MHz
- 9 162.425 MHz
- 8 162.425 MHz

Joins page 6

Joins page 9



Joins page 14

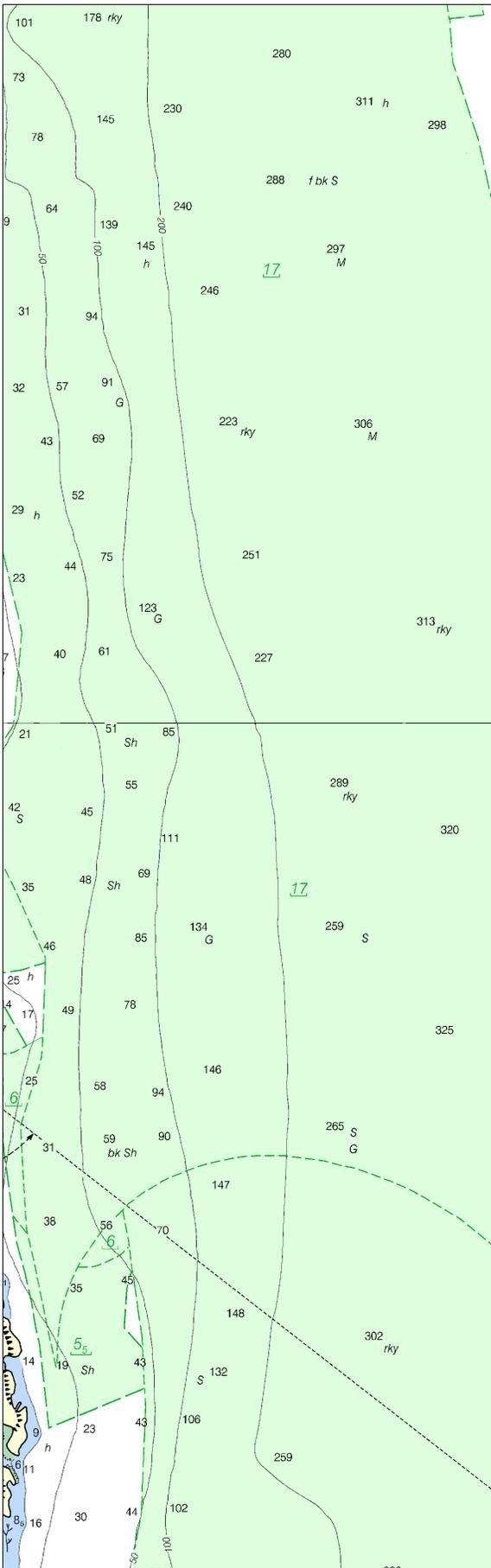
**10**

Note: Chart grid lines are aligned with true north.



See Note on page 5.

Joins page 7



Joins page 15

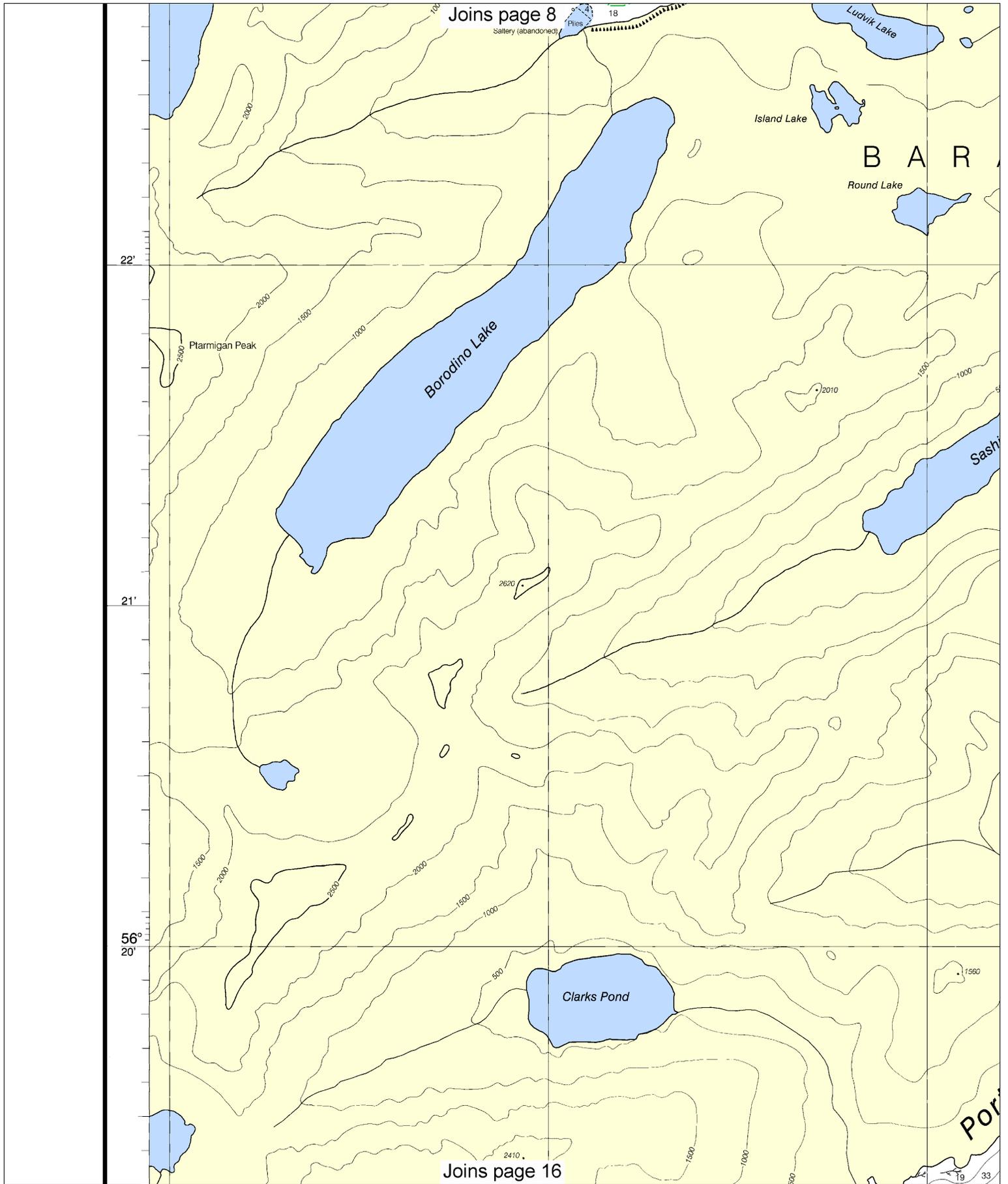
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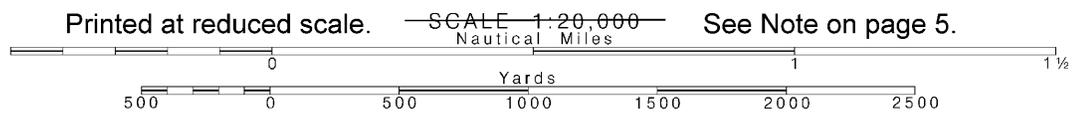
23'

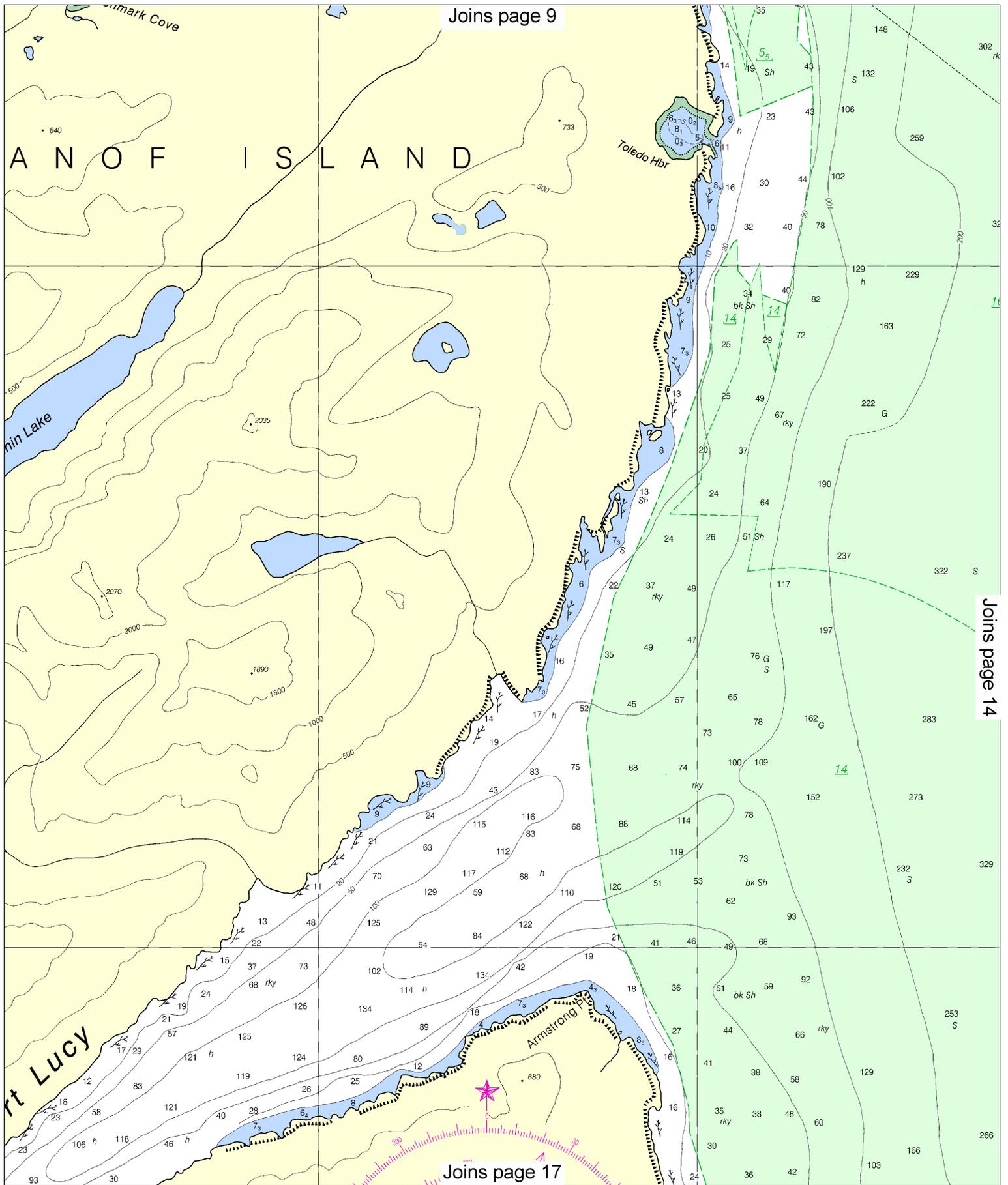
CONTINUED ON CHART 17320

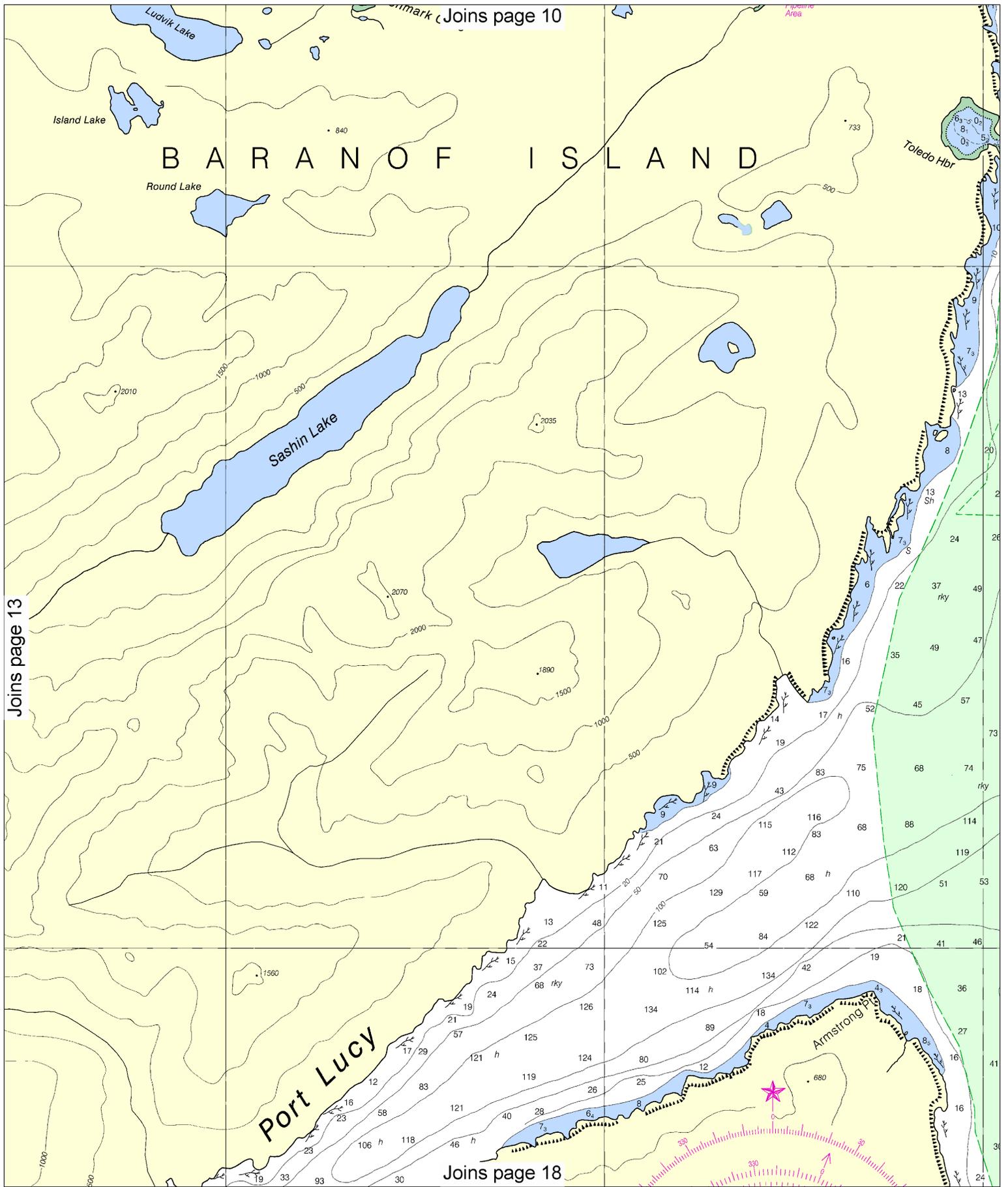


**12**

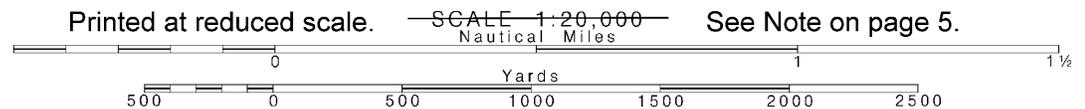
Note: Chart grid lines are aligned with true north.







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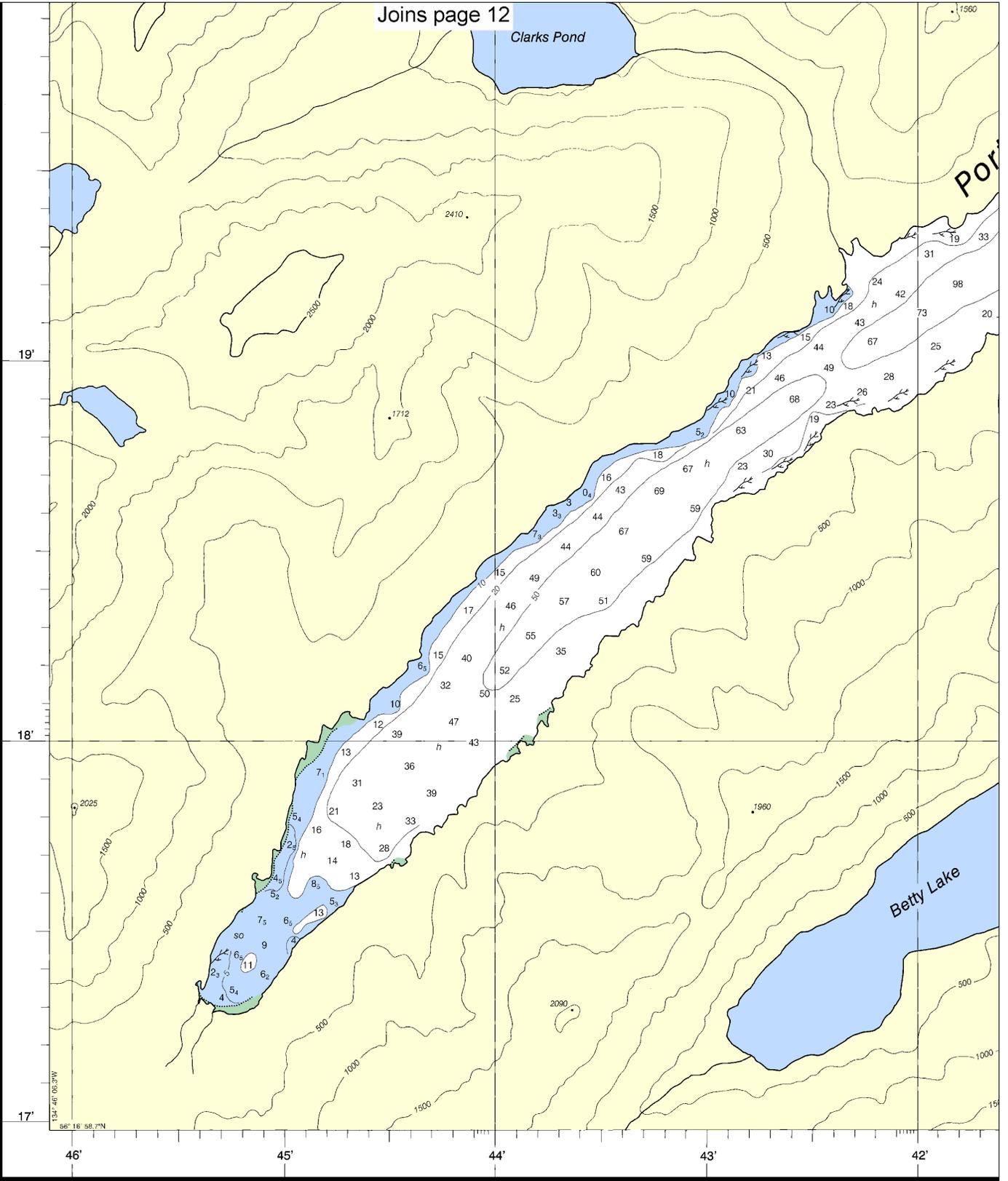




Joins page 12

Clarks Pond

Port



9th Ed., Nov. / 07 ■ Corrected through NM Nov. 03/07  
 Corrected through LNM Oct. 23/07

**17333**

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).

**SOUNDINGS IN FATHOMS AND FEET TO 11 FATHOMS**

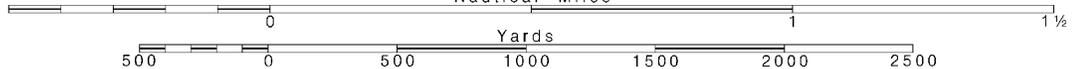
**16**

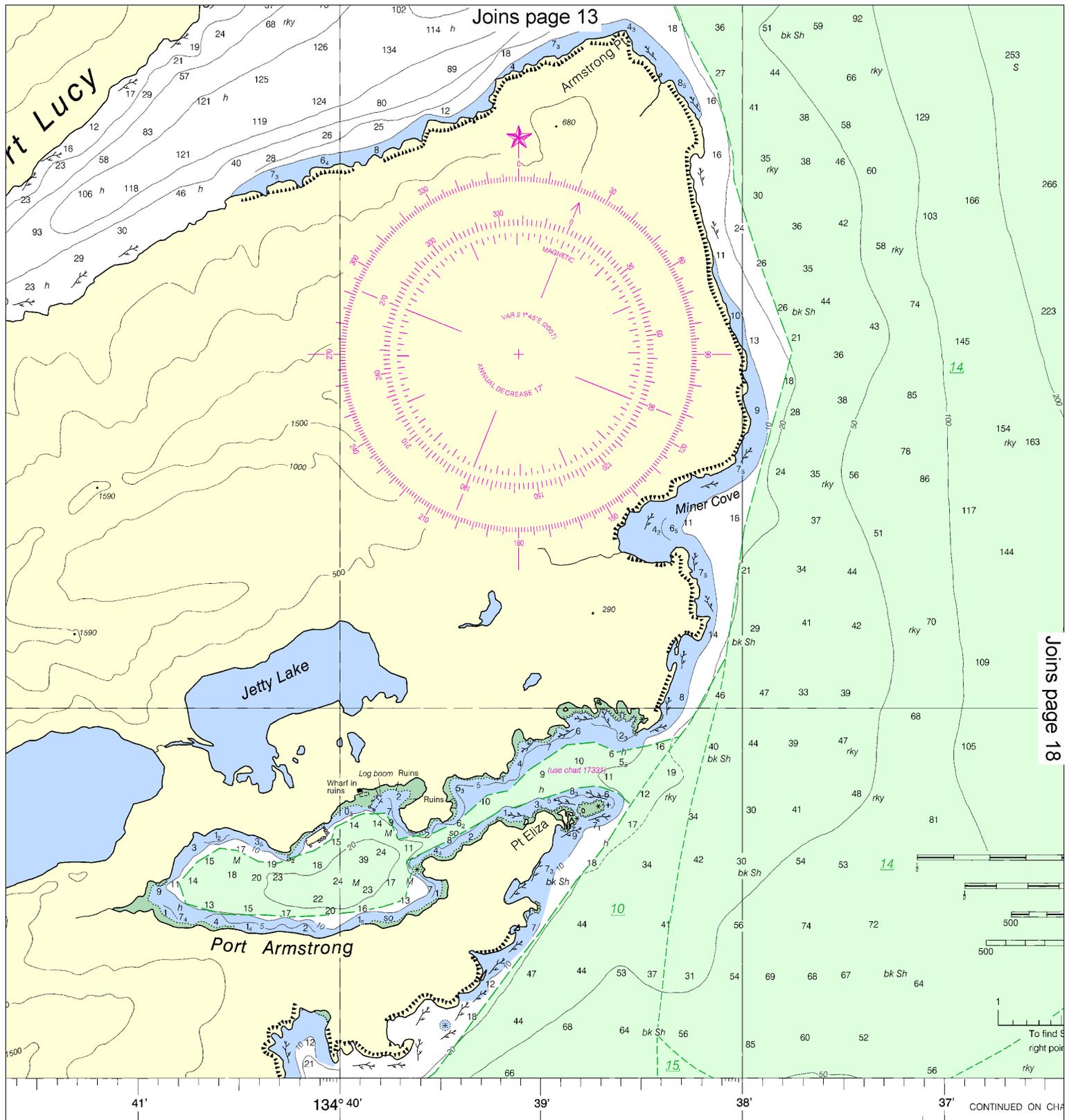
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





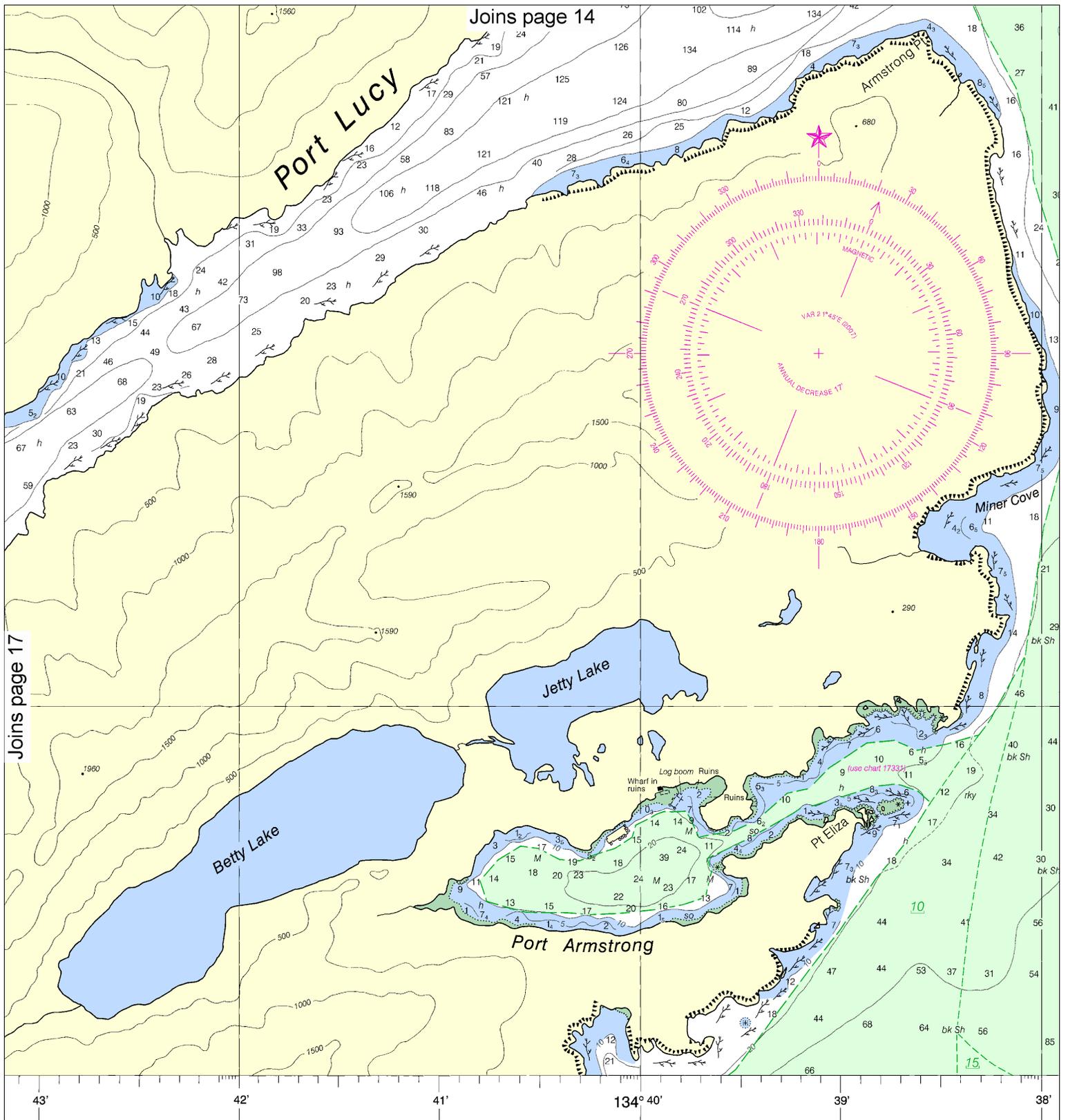
Joins page 13

Joins page 18

**FATHOMS**  
FATHOMS)

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

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15

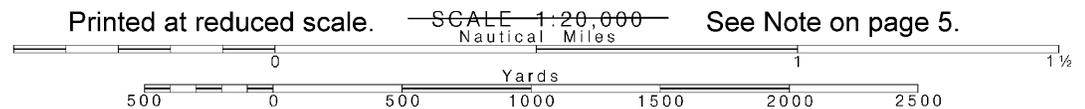


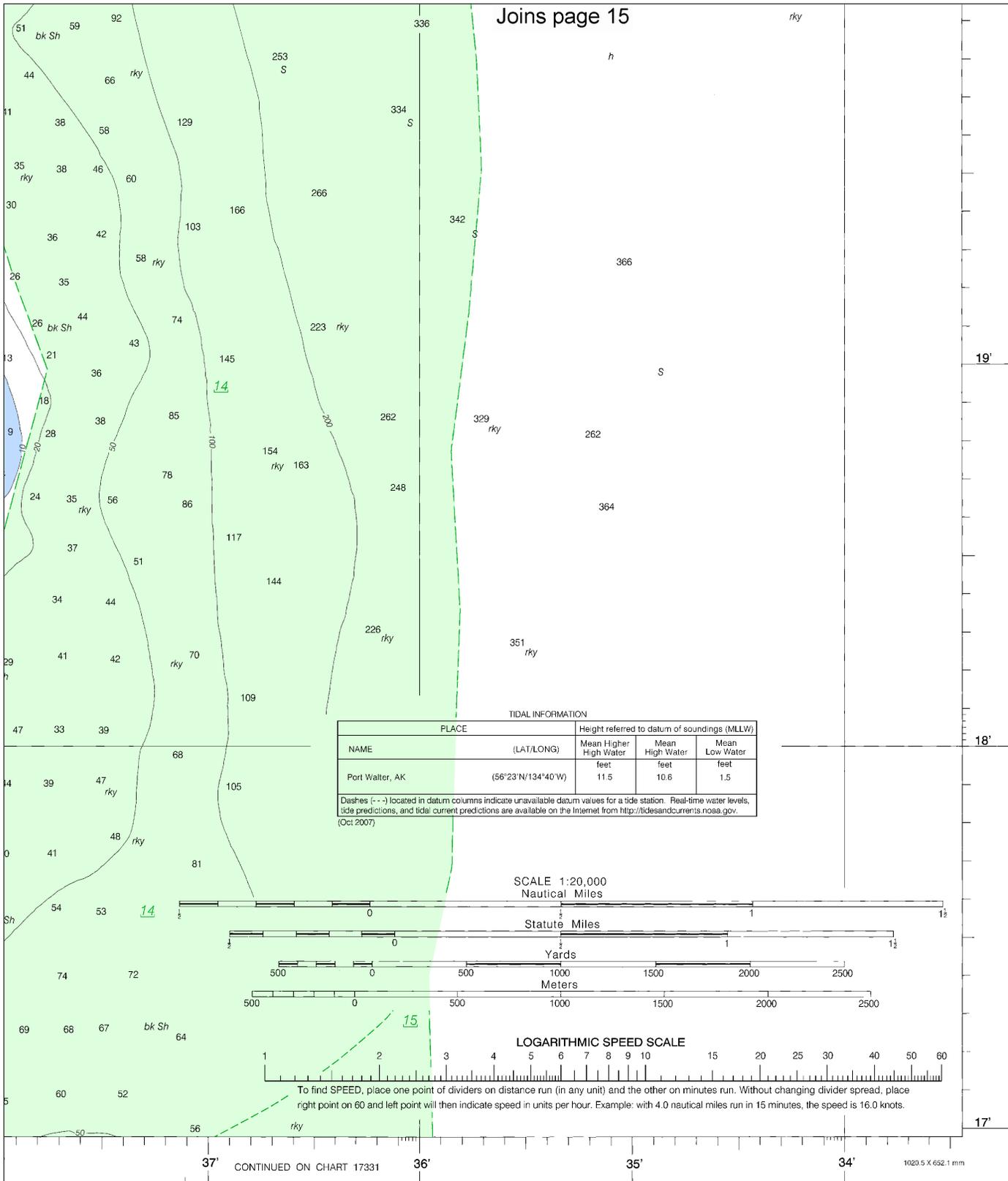
**SOUNDINGS IN FATHOMS**  
(FATHOMS AND FEET TO 11 FATHOMS)

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

FATHOMS	1	2
FEET	6	12
METERS	1	2

Note: Chart grid lines are aligned with true north.





TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
Port Walter, AK	(56°23'N/134°40'W)	11.5	10.6	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>. (Oct 2007)

SCALE 1:20,000  
Nautical Miles

Statute Miles

Yards

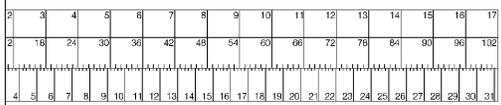
Meters

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.

19'  
18'  
17'

37' CONTINUED ON CHART 17331 36' 35' 34' 1020.5 X 652.1 mm



Ports Herbert, Walter, Lucy and Armstrong  
SOUNDINGS IN FATHOMS - SCALE 1:20,000

17333

ED. NO. 9

NSN 764201 4011 436  
NGA REFERENCE NO. 17XHA17333



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.

