

BookletChart™

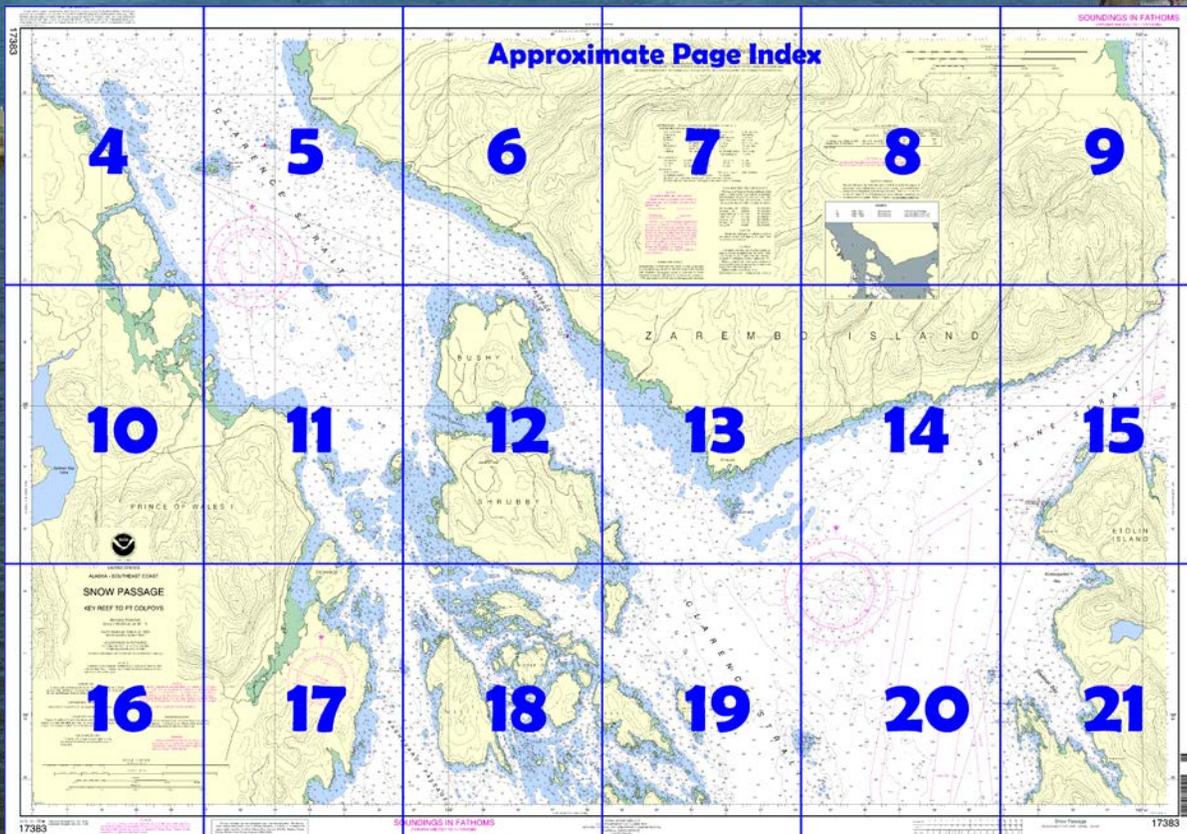


Snow Passage – Key Reef to Point Colpoys NOAA Chart 17383

*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.

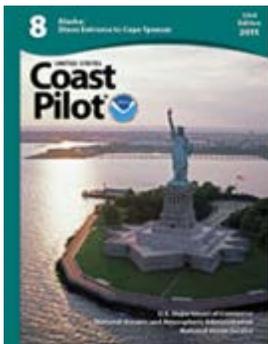
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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/coastpilot_w.php?book=8.



(Selected Excerpts from Coast Pilot)

Kashevarof Islands, on the NE side of Kashevarof Passage, are low and wooded, though there are many bare rocks. There are many passages between the islands, but all are beset with numerous rocks and reefs. Extreme caution is advised when navigating between these islands.

The main channel, Kashevarof Passage, leading between Beck Island and The Triplets to Point Colpoys and MacNamara Point was examined by the NOAA Ship

RAINIER from 2000 to 2002 with full bottom coverage, and the dangers are shown on the charts. There are dangerous reefs and rocks, but passage can be had by following the chart closely.

Kashevarof Passage Light (56°10'47"N., 133°01'18"W.), 27 feet above

water, is shown from a skeleton tower with a red and white diamond-shaped daymark, on the W side of a small islet off the West Island.

Key Reef is an extensive reef about 1.8 miles E from the Kashevarof Islands. The N end of the reef, about 3.5 miles W of Point Harrington, usually shows at high water as two rocks about 5 feet high and about 100 yards long, but they are awash at extreme high tides. **Key Reef Light** (56°09'37"N, 132°49'47"W.), 43 feet above the water and shown from a single pile on a truncated concrete pyramid with a red and white diamond-shaped daymark, is near the E side of the reef. A number of low water rocks are near Key Reef. **Key Reef Rock** about 0.7 mile SE uncovers 10 feet.

Bluff Island is a small wooded island about 1.8 miles to the WNW of Key Reef. Islets extend about 250 yards from the N and S ends of the island. The E and W shores are clear.

Snow Passage is between **Bushy Island**, the northernmost of the Kashevarof group, and Zarembo Island. It is a deep channel with foul shores and strong tidal currents. Snow Passage is largely used by vessels bound from or to Wrangell Narrows or between Clarence and Sumner Straits, and not desiring to touch at Wrangell, as it is shorter than the route through Stikine Strait. It is clear in midchannel, except for a shoal with a depth of 4½ fathoms in the middle of the channel at the N end, 0.7 mile ENE of Round Island. The shoal is marked on its W side by a buoy. The shoals in Snow Passage are clearly marked by kelp at slack water.

Voluntary vessel traffic procedures have been established for gillnet vessels and deep-draft vessels transiting Snow Passage. See the description of **Clarence Strait** at the beginning of this chapter for designated tracklines and procedures.

Rookery Islands, three in number, are in midchannel near the NW end of the passage and 1.8 miles SW of MacNamara Point. Between the islands are bare rocks and ledges that cover, and close W of W Rookery Island are two islets, each with a clump of trees. **Rookery Islands Light** (56°18'51"N., 133°06'21"W.), 40 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the NE side of **Round Island**, the easternmost island of the group.

Salmon Bay is about 1.2 miles WSW of Rookery Islands. Small craft can find sheltered anchorage in 1 to 3 fathoms near the head. It is used as a harbor by local boats during certain seasons of the year.

A line of detached rocks about 1.4 miles long in a NNW-SSE orientation, bare at different stages of the tide and marked by kelp at slack water, is about midway between Rookery Islands and Point Colpoys and from 0.2 to 0.7 mile offshore. A daybeacon is on a rock at the NW end, 0.7 mile NE of Bay Point. The channel leading along the shore W of them is clear. The bays and coves to the S of Salmon Bay are almost dry at low water and have foul entrances. They lead into an extensive salt marsh that parallels the beach. Overfalls, currents, and rocks make the various entrances dangerous except at high water. It is reported that at extreme high water boats drawing 5 feet make the passage from Salmon Bay to the first bay to the S through the salt marsh.

Point Colpoys, about 4.5 miles W of MacNamara Point, is low and wooded, and is marked by **Point Colpoys Light** (56°20'11"N., 133°11'54"W.), 19 feet above the water and shown from a skeleton tower with a red and white diamond-shaped daymark. Irregular bottom extends about 0.3 mile to the N.

Bay Point is a low wooded point about 1 mile to the SE of Point Colpoys.

**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. 22/05
Corrected through LNM Oct. 11/05

Mercator Projection
Scale 1:30,000 at Lat 56° 15'

North American Datum of 1983
(World Geodetic System 1984)

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

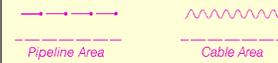
CAUTION

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

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.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 3° from the normal variation have been observed at Pt Harrington.

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)

AIDS TO NAVIGATION

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

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
Zarembo I, AK	KZZ-91	162.450 MHz
Gravina I, AK	KZZ-96	162.525 MHz
Wrangell, AK	WXJ-83	162.40 MHz
Craig, AK	KXI-80	162.475 MHz

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

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 6.148' westward to agree with 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.

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, Geological Survey, and National Geospatial-Intelligence Agency.

HEIGHTS

Heights 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.

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.

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).

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	Is isophase	OBSC obscured	s seconds
Bn beacon	LI HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

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

Miscellaneous:

AUTH authorized	Obstr 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.

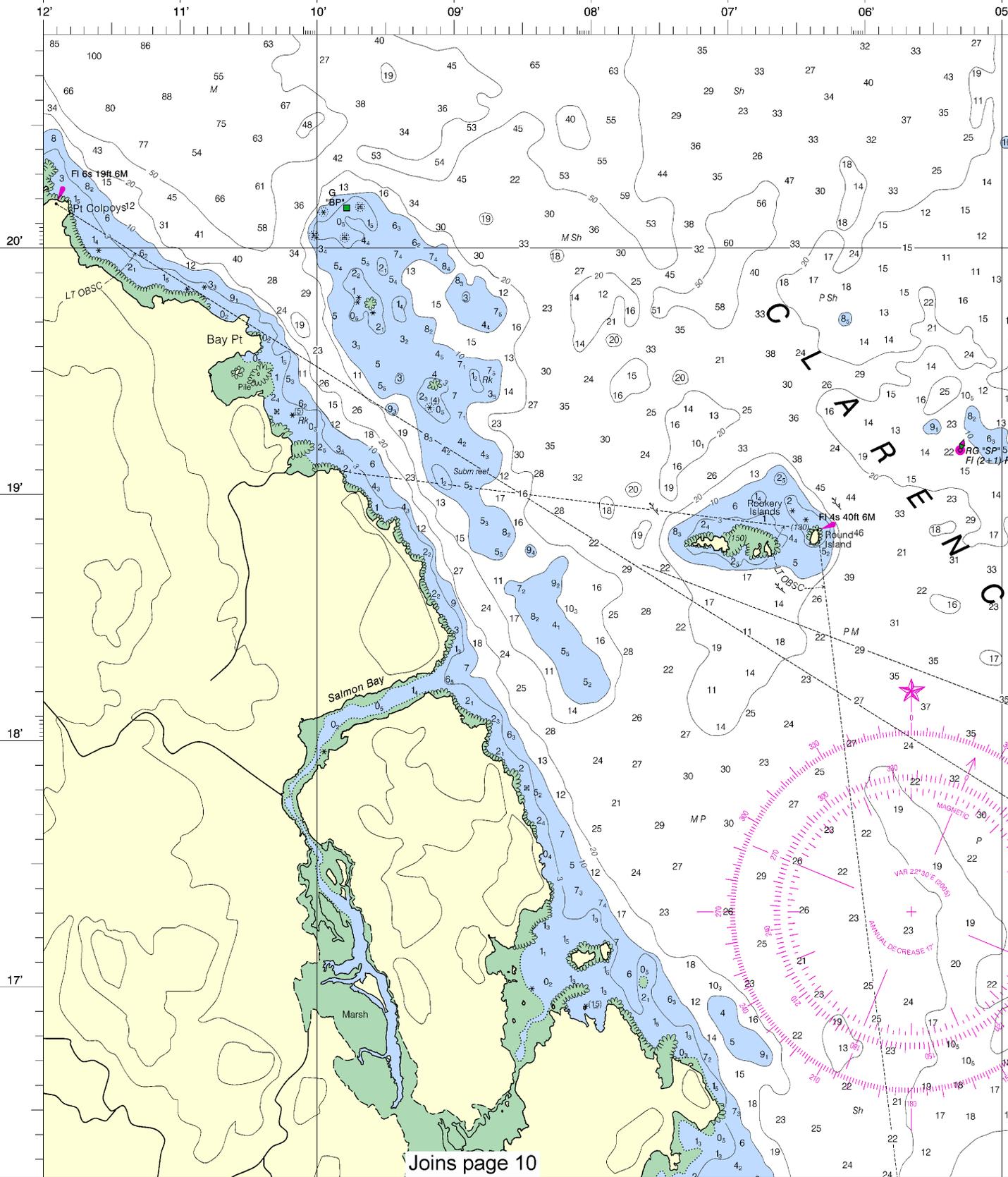
TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Exchange Cove, Clarence Strait	(56°12'N/133°04'W)	15.0	14.1	1.4	-----
Steamer Bay, Etolin Island	(56°09'N/132°41'W)	16.3	15.4	1.4	-4.5

(Mar 2004)

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.

17383



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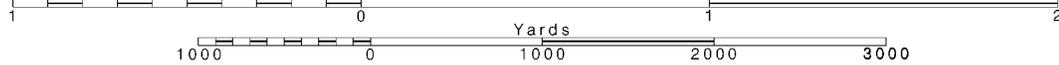
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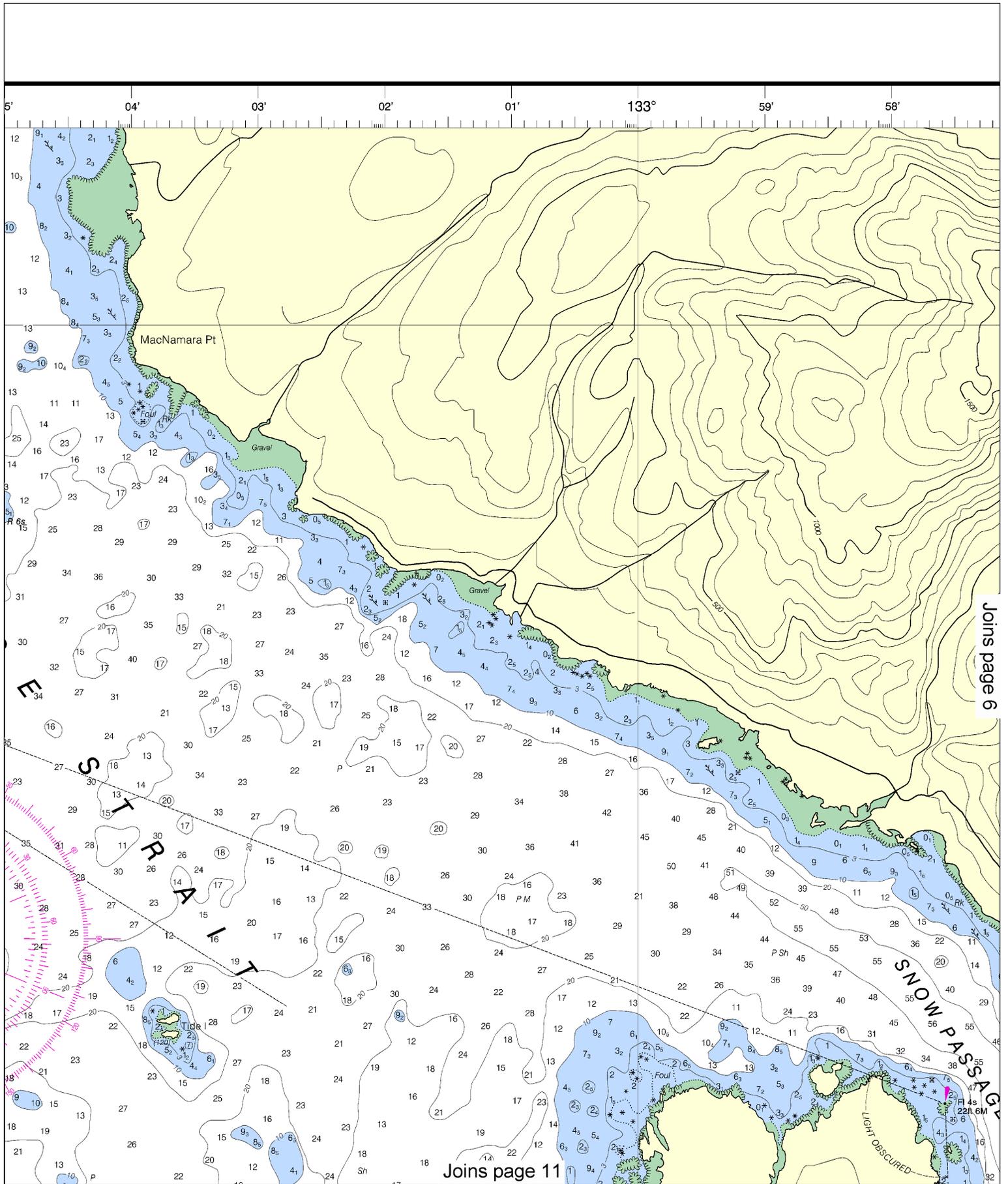
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

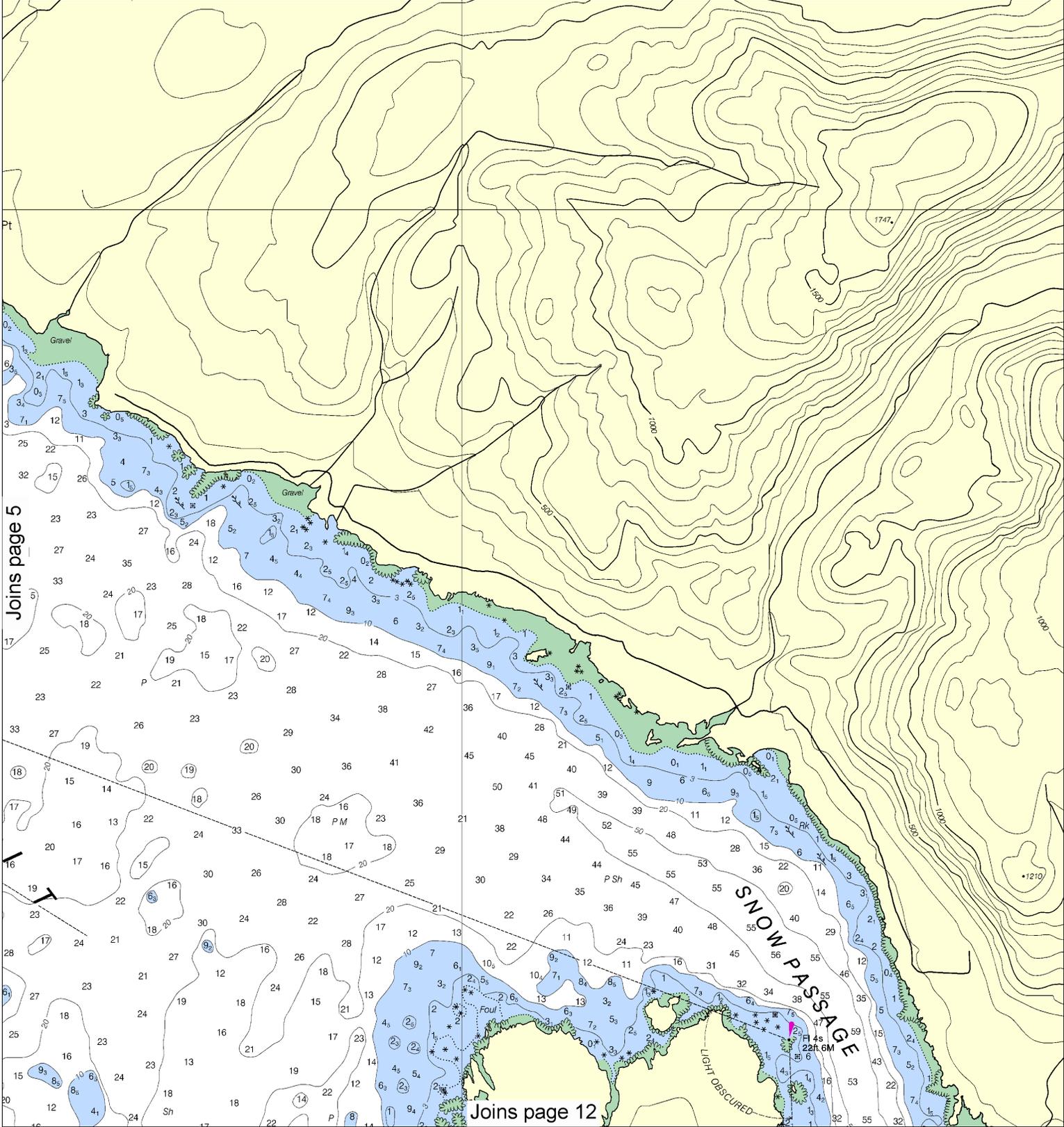
SCALE 1:30,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:40000. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



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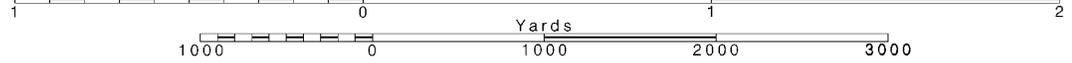
6

Note: Chart grid lines are aligned with true north.

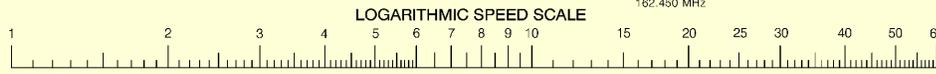
Printed at reduced scale.

SCALE 1:30,000

See Note on page 5.



55' 54' 53' 52' 51' 50' 49' 48'



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.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
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Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphane	m minutes	O 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:

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Gravina I, AK	KZZ-96	162.525 MHz
Wrangell, AK	WXJ-83	162.40 MHz
Craig, AK	KXI-80	162.475 MHz

CAUTION

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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)

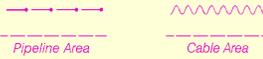
Place	
Name	(LAT/LONG)
Exchange Cove, Clarence Strait	(56°12'N / 156°09'W)
Steamer Bay, Etolin Island	(56°09'N / 156°09'W)

(Mar 2004)

International Regulations for Preventing Collisions at Sea
The entire area of this chart falls within the scope of these regulations.

The outlined areas represent survey information that is banded in this diagram by the U.S. Army Corps of Engineers. Information not shown on this diagram.

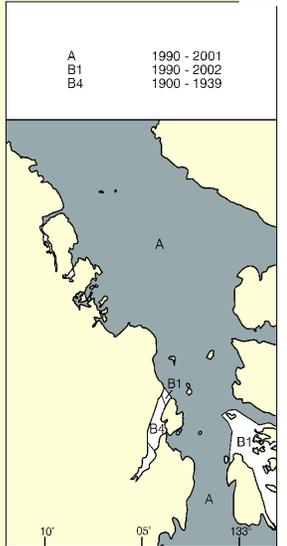
CAUTION
SUBMARINE PIPELINES AND CABLES
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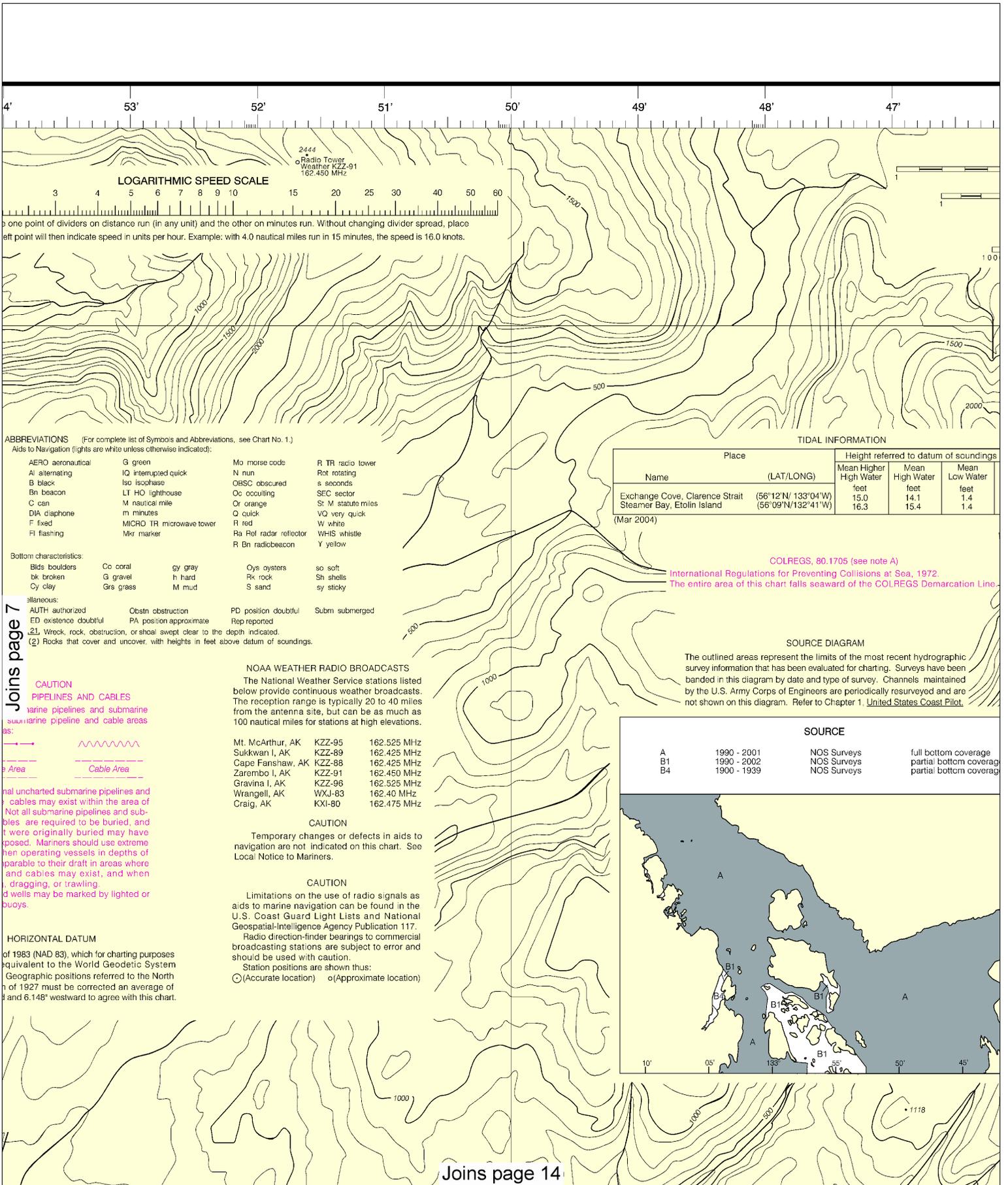
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HORIZONTAL DATUM

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 6.149' westward to agree with this chart.



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CAUTION
PIPELINES AND CABLES
Marine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and cables are required to be buried, and those that were originally buried may have become unburied. Mariners should use extreme caution when operating vessels in depths of 200 fathoms or less in areas where pipelines and cables may exist, and when dredging, or trawling. Oil wells may be marked by lighted or unlighted buoys.

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

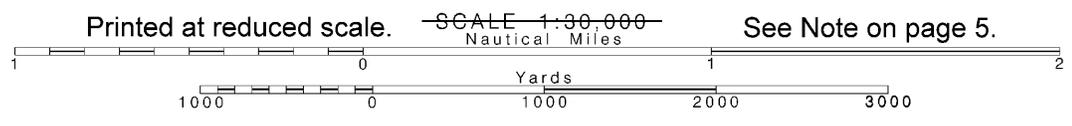
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○ (Accurate location) ○ (Approximate location)

HORIZONTAL DATUM
of 1983 (NAD 83), which for charting purposes is equivalent to the World Geodetic System 1983. Geographic positions referred to the North of 1927 must be corrected an average of 6.148" westward to agree with this chart.

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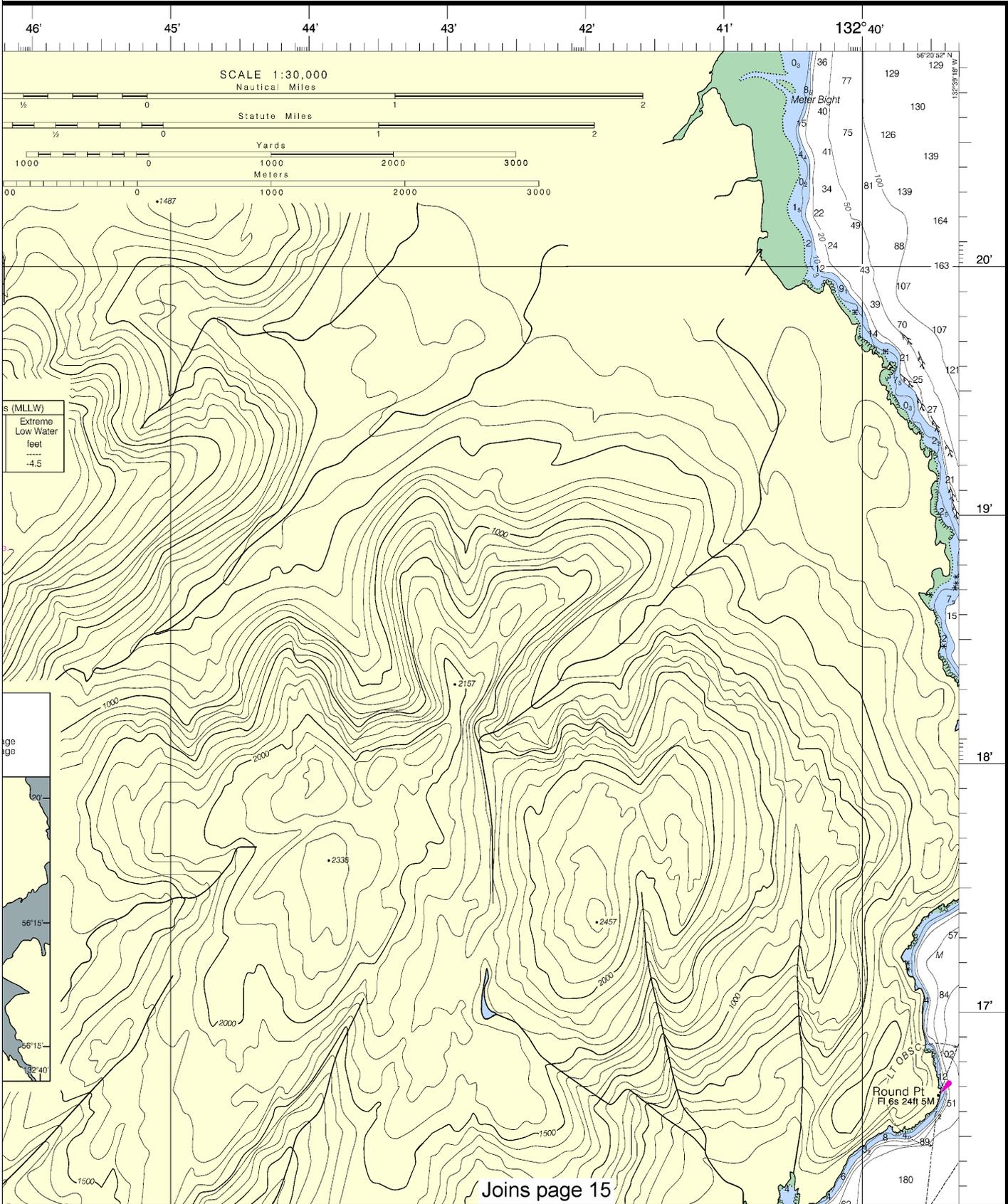
Note: Chart grid lines are aligned with true north.

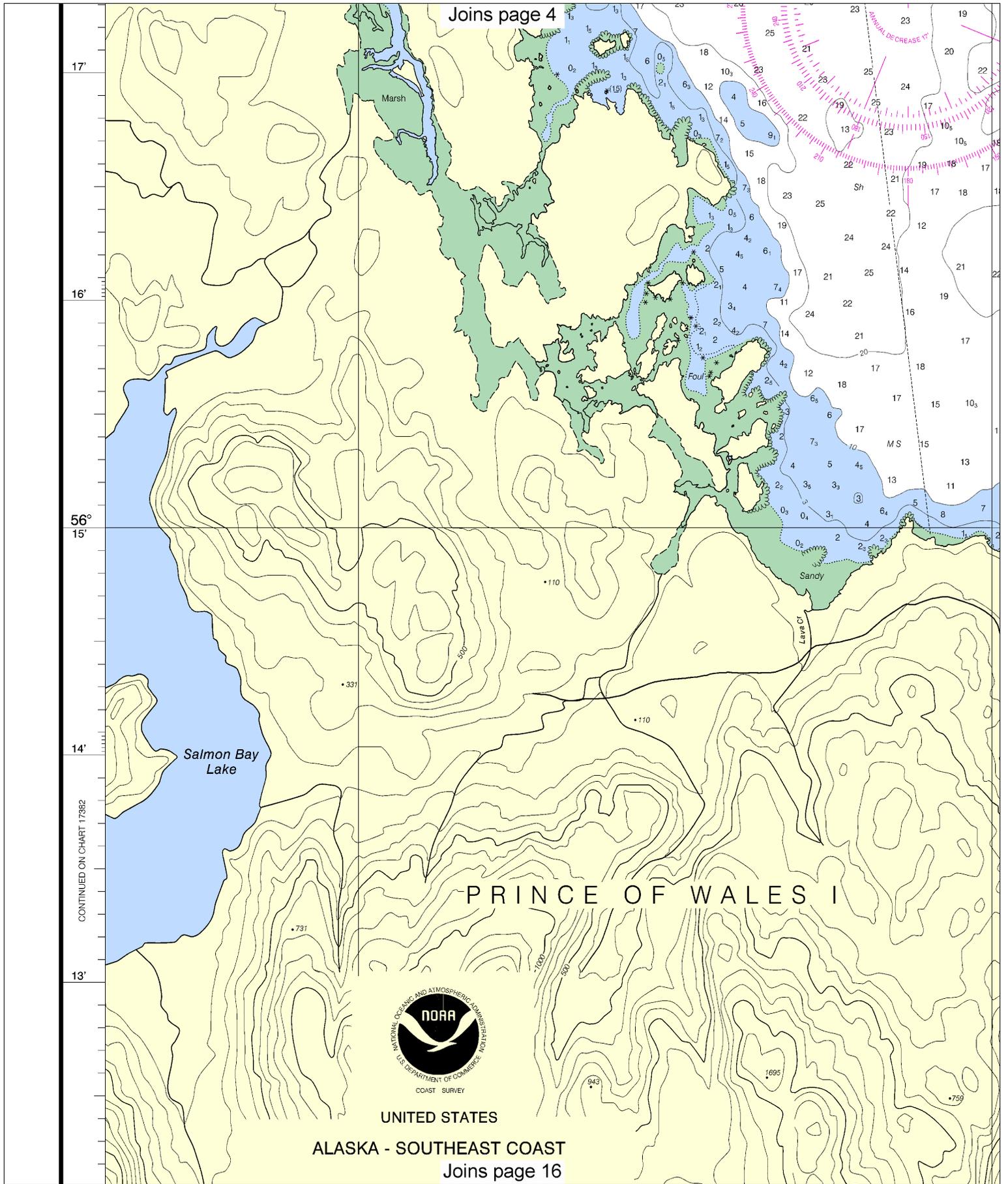


See Note on page 5.

SOUNDINGS IN FATHOMS

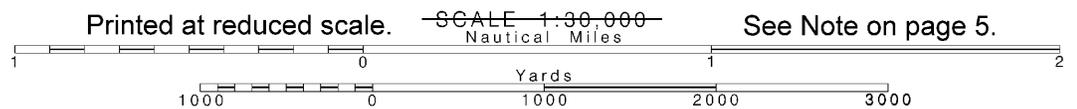
(FATHOMS AND FEET TO 11 FATHOMS)

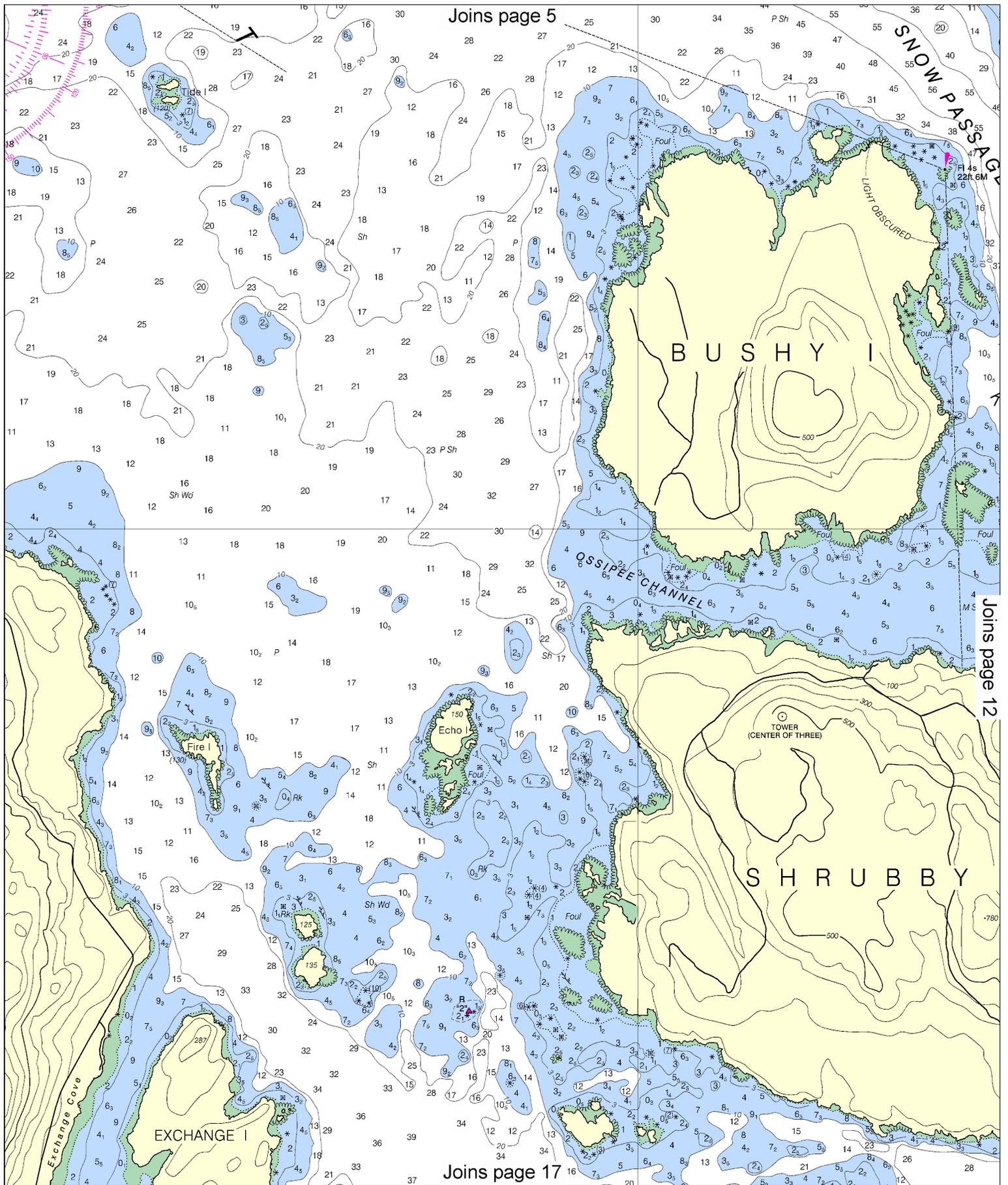


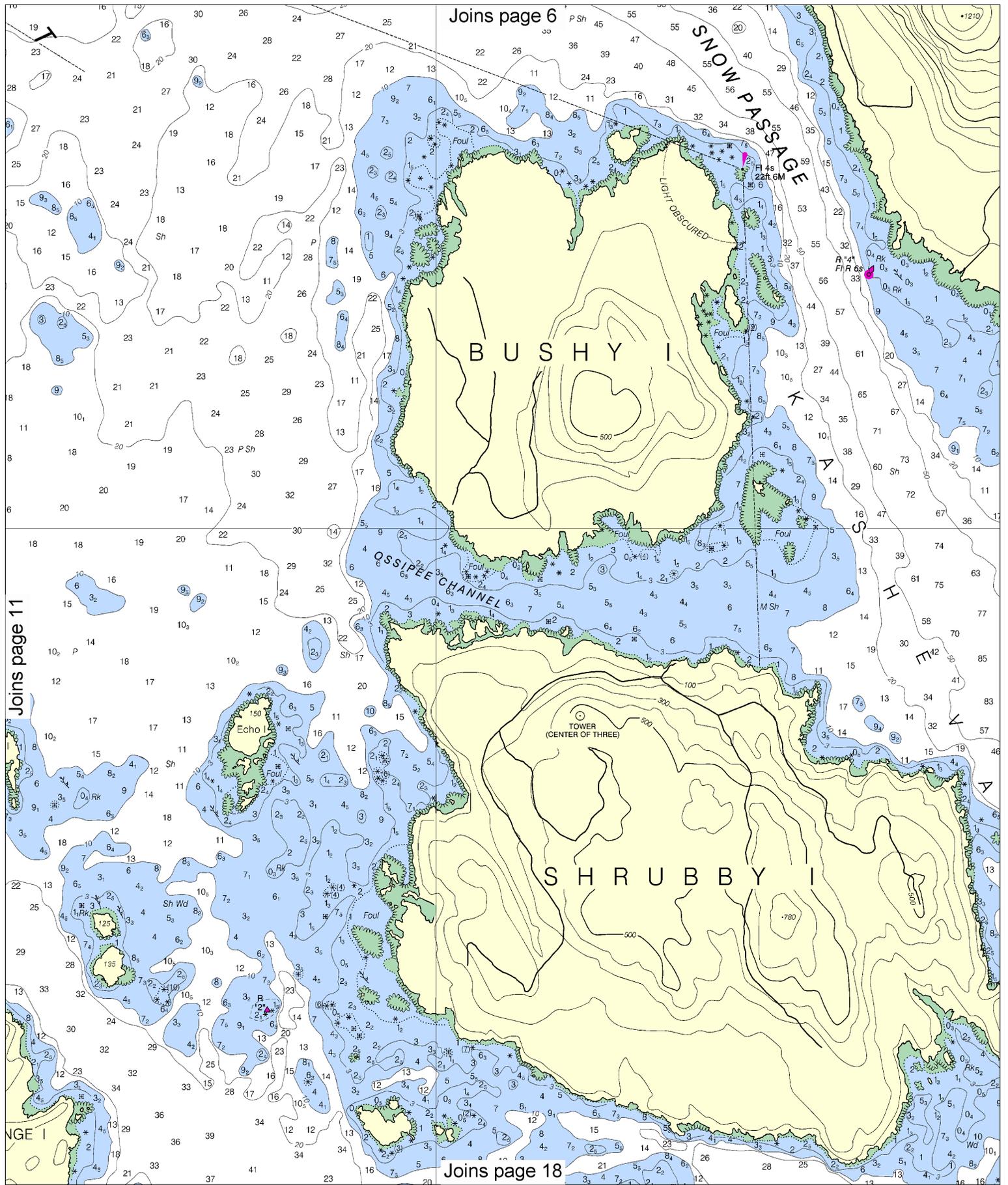


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Note: Chart grid lines are aligned with true north.







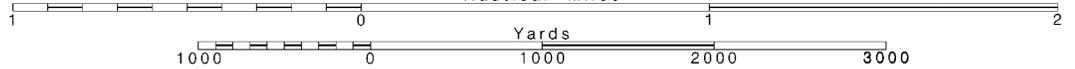
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

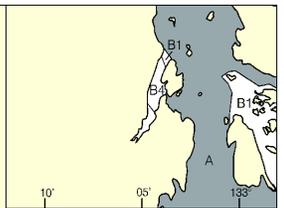
SCALE 1:30,000
Nautical Miles

See Note on page 5.

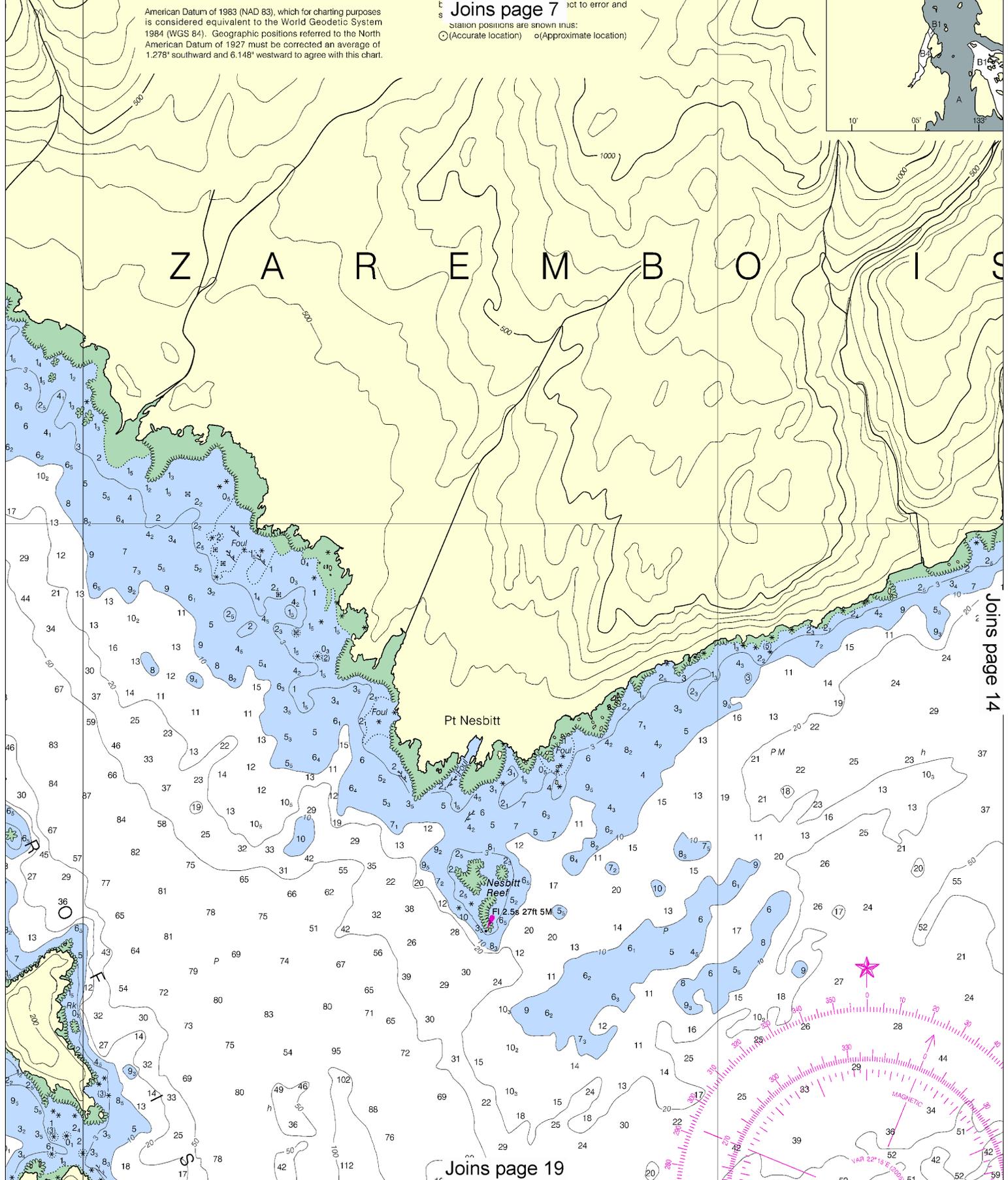


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Joins page 7
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○ (Accurate location) ○ (Approximate location)



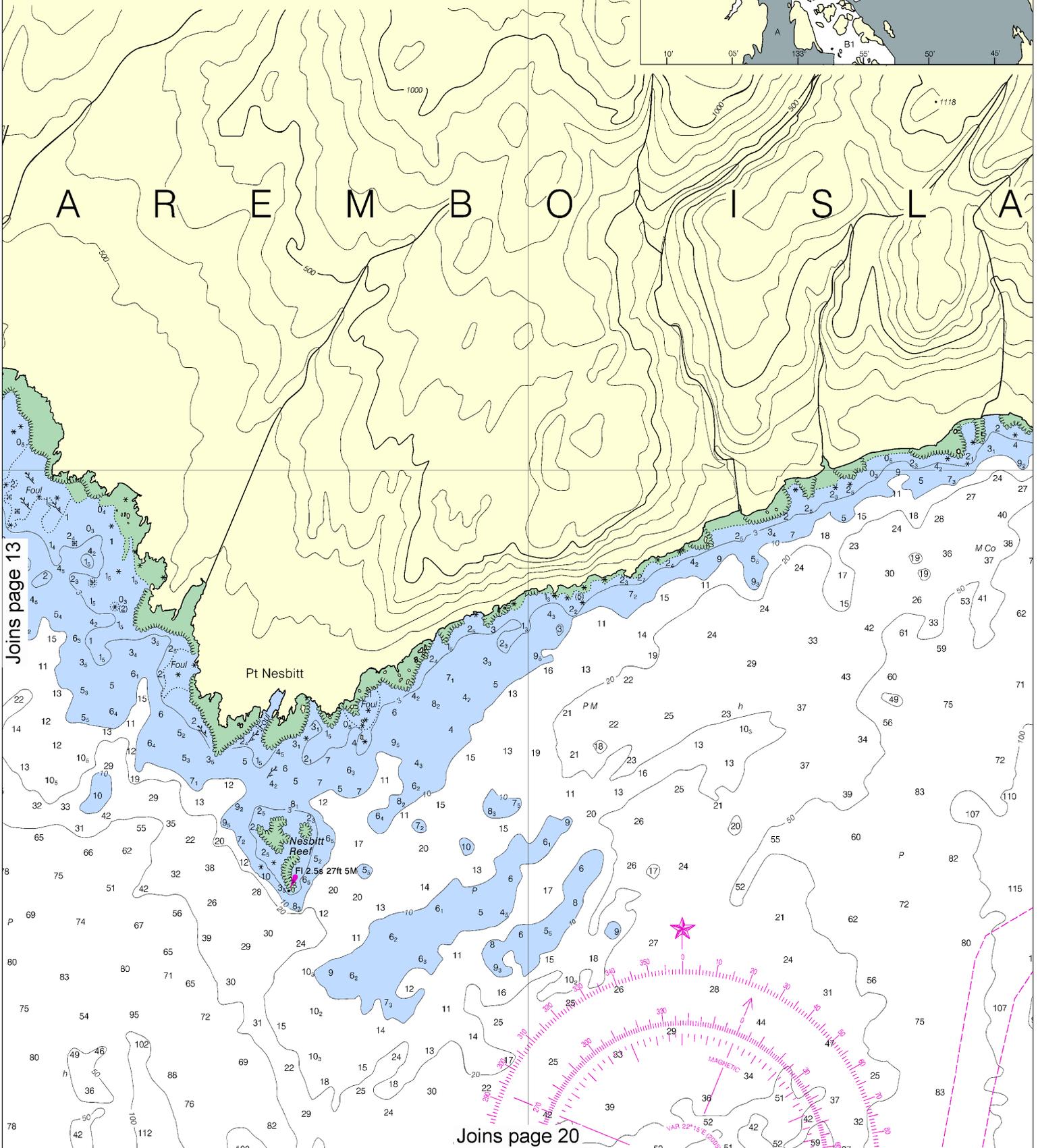
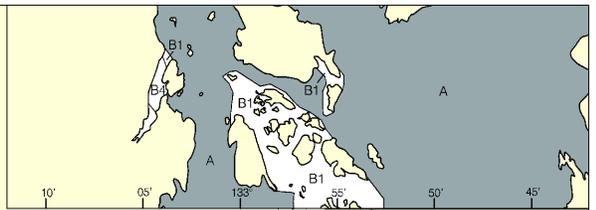
Z A R E M B O I S



of 1983 (NAD 83), which for charting purposes equivalent to the World Geodetic System Geographic positions referred to the North of 1927 must be corrected an average of 1 and 6.148' westward to agree with this chart.

broadcasting stations are subject to error and should be used with caution.
 Station positions are shown thus:
 ○ (Accurate location) ◦ (Approximate location)

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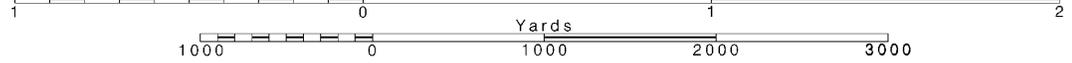
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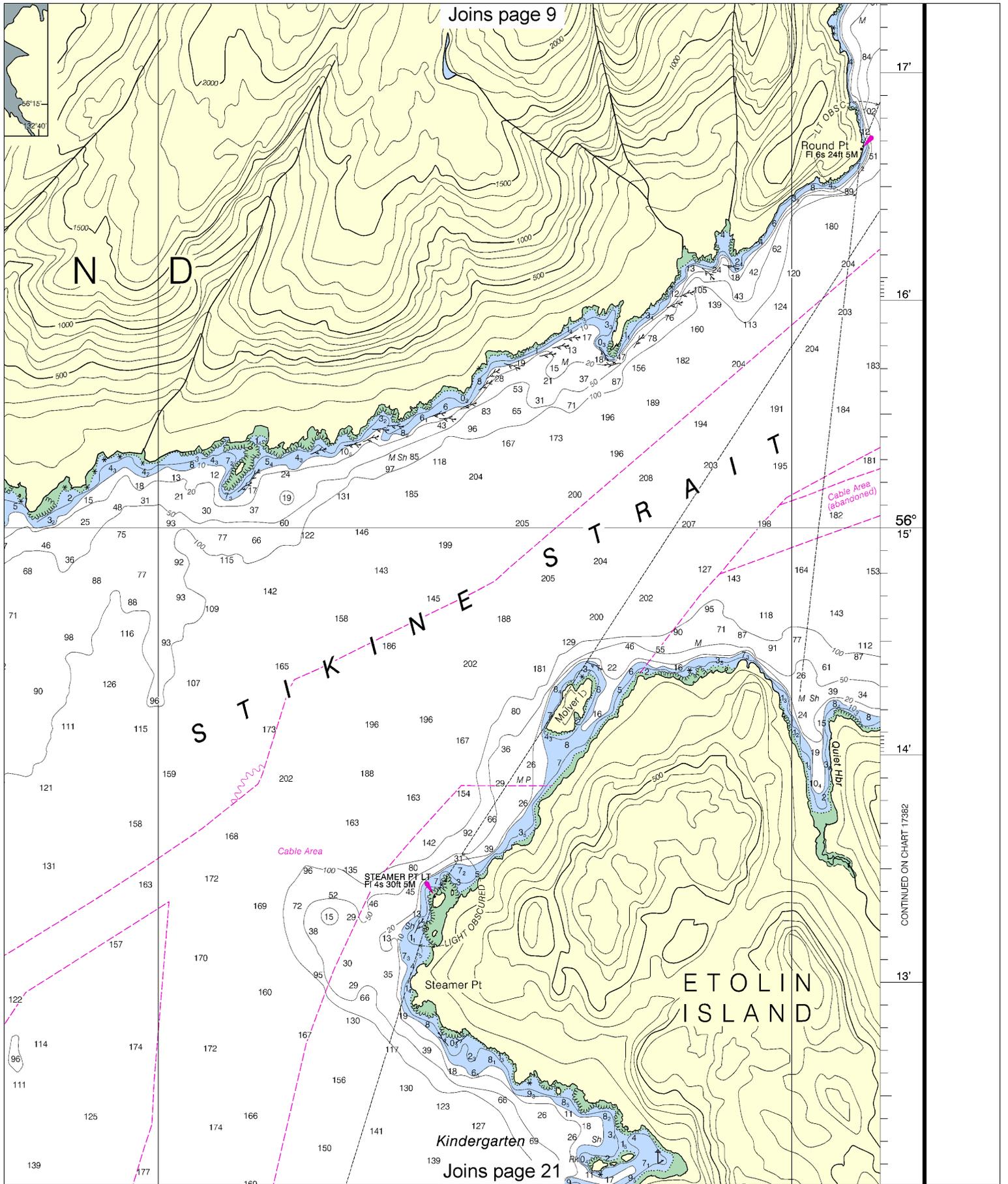
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:30,000

See Note on page 5.







UNITED STATES

ALASKA - SOUTHEAST COAST

SNOW PASSAGE

KEY REEF TO PT COLPOYS

Mercator Projection
Scale 1:30,000 at Lat 56° 15'

North American Datum of 1983
(World Geodetic System 1984)

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

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

HEIGHTS

Heights 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 U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION

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

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).

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.

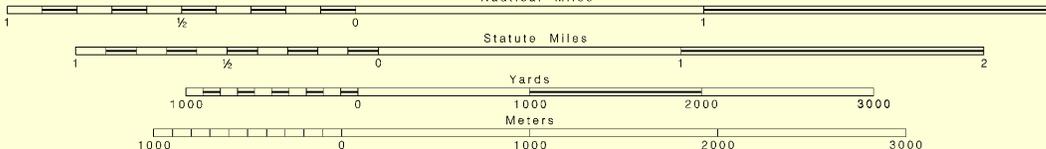
RADAR REFLECTORS

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.

SCALE 1:30,000
Nautical Miles



135° 2' 00" W
56° 08' 36" N

12' 11' 10' 09' 08' 07' 06' 05'

3rd Ed., Oct. / 05 ■ Corrected through NM Oct. 22/05
Corrected through LNM Oct. 11/05

17383

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, and improving this chart to the Chief, Marine Chart Division, Office of Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

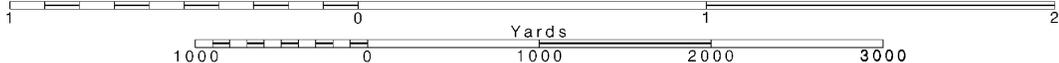
16

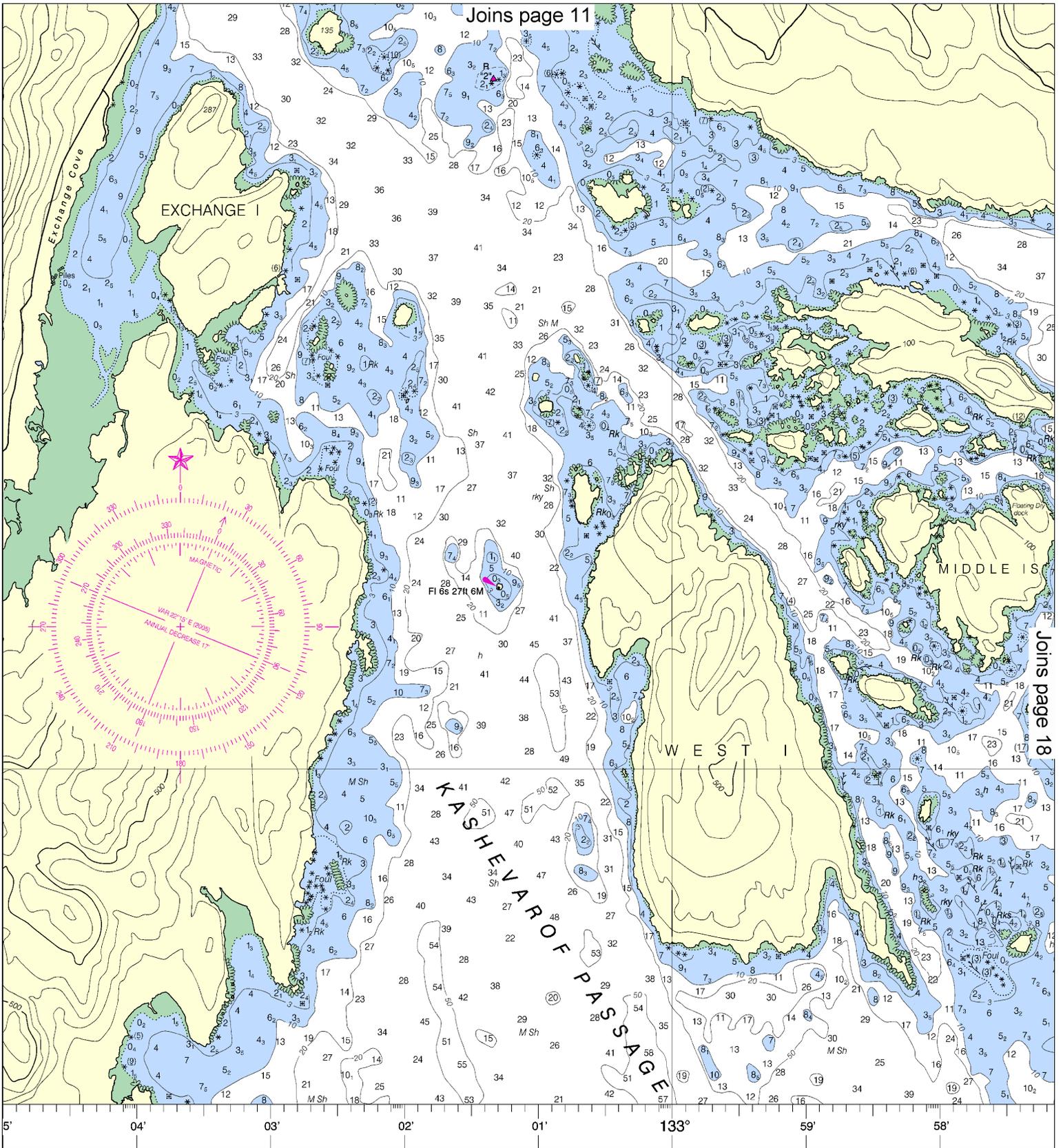
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:30,000~~
Nautical Miles

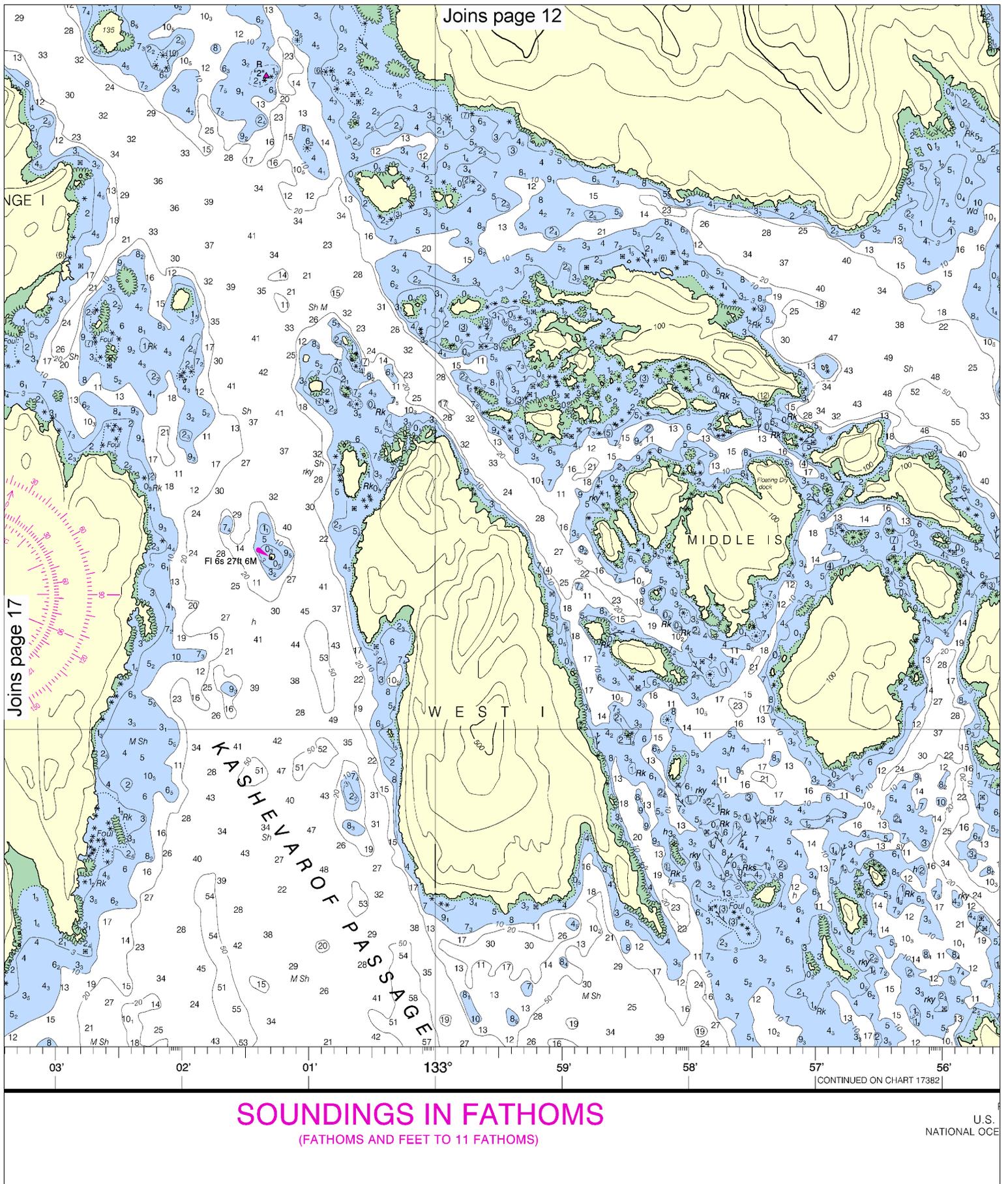
See Note on page 5.





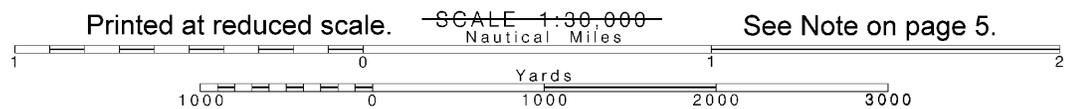
ate navigation. The National
 additions, or comments for
 (N/CS2), National Ocean

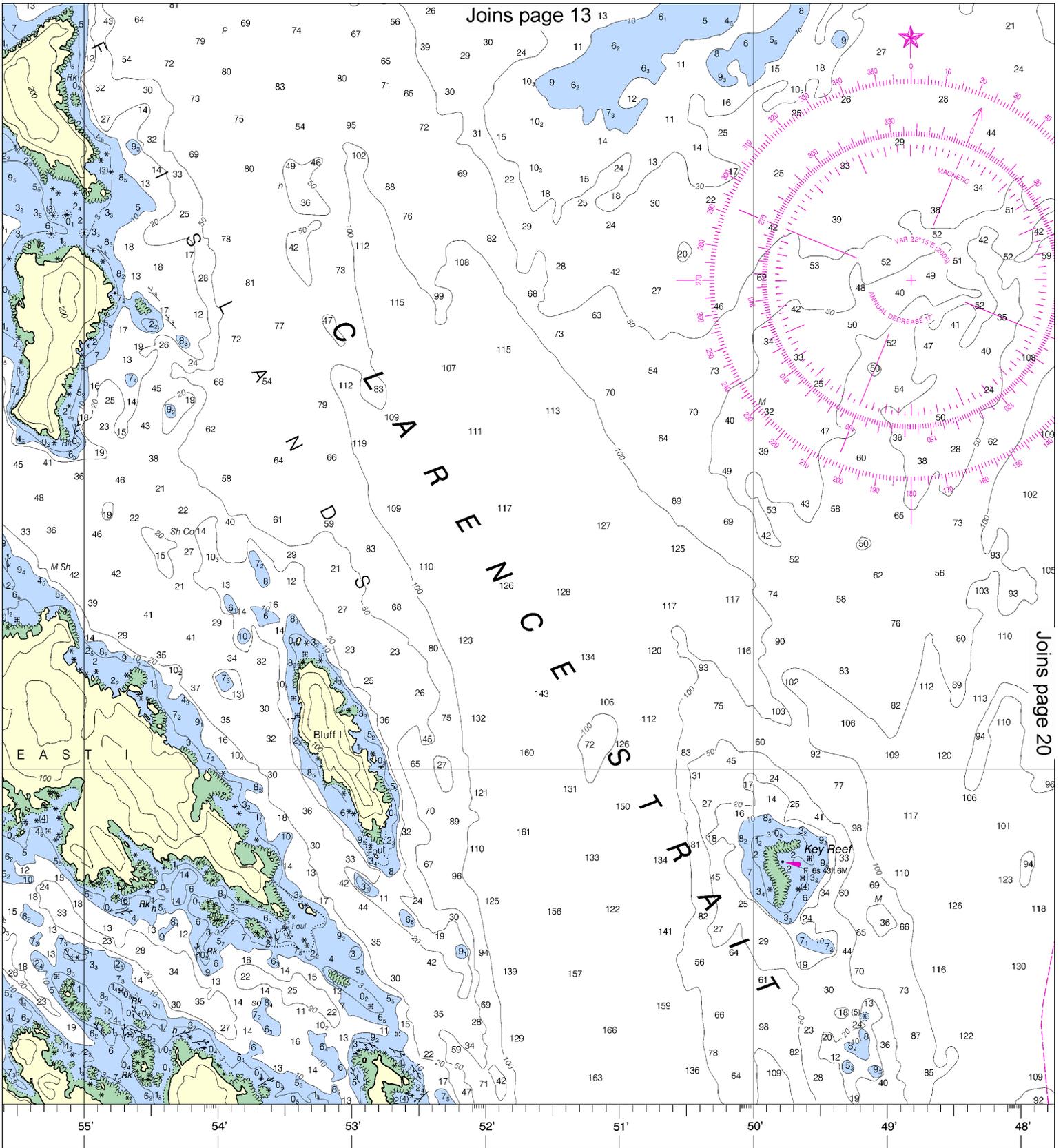
SOUNDINGS IN FATHOMS
 (FATHOMS AND FEET TO 11 FATHOMS)



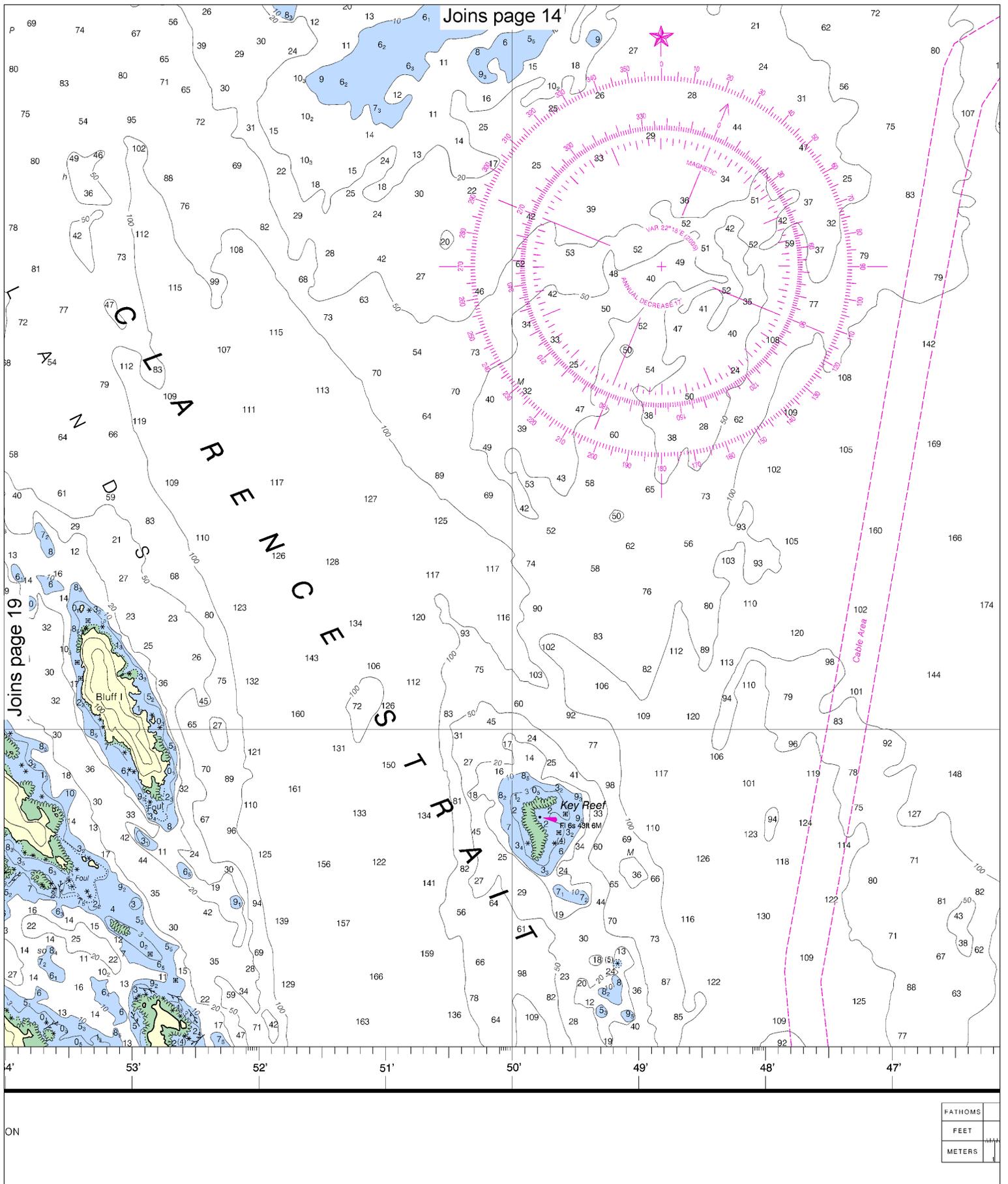
18

Note: Chart grid lines are aligned with true north.





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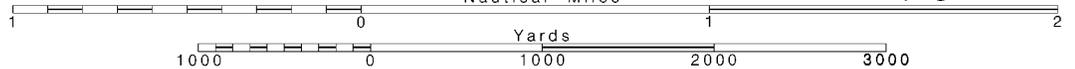
20

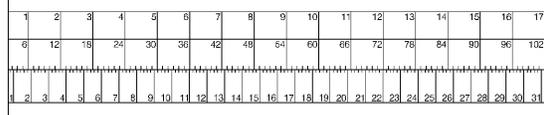
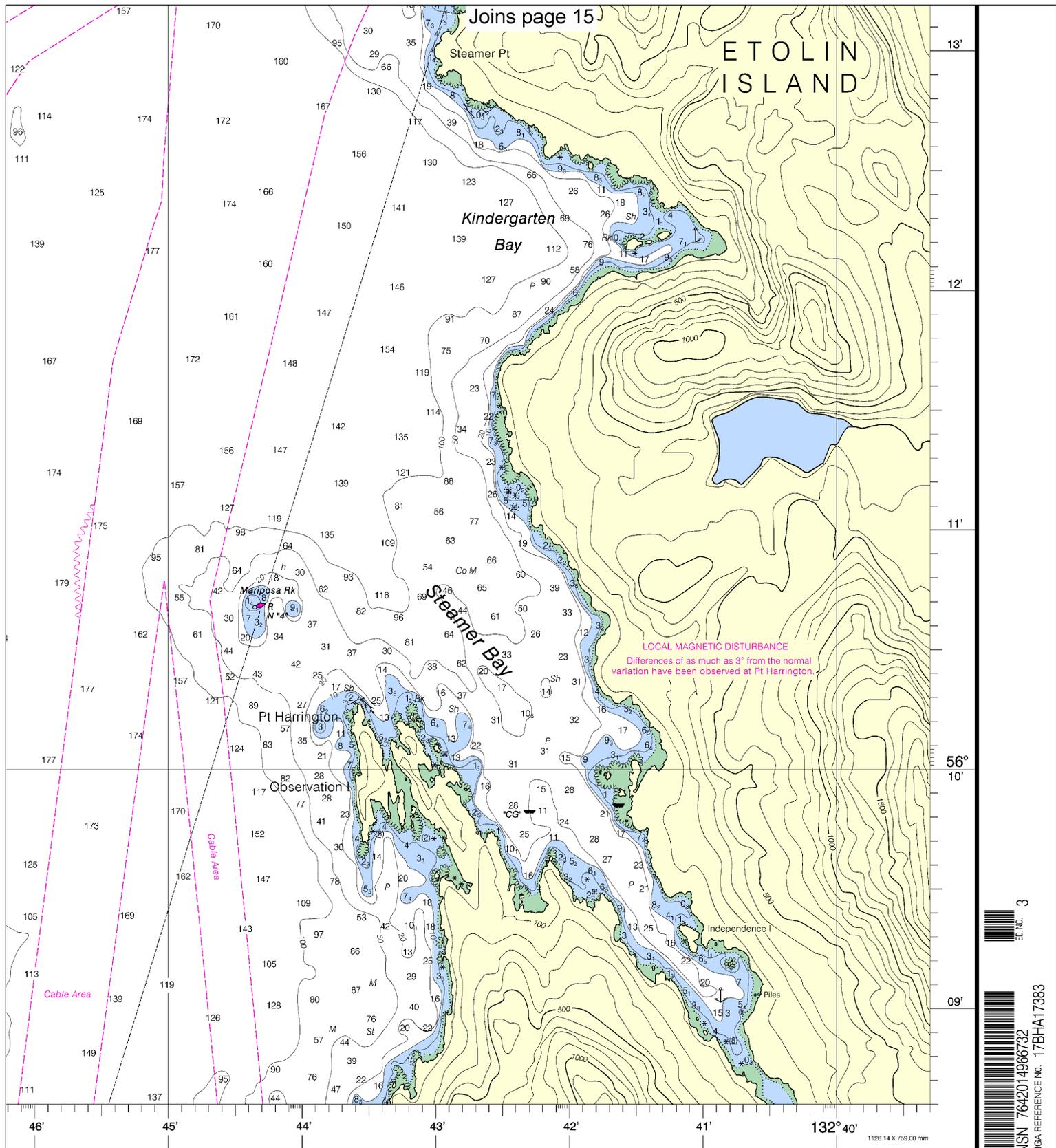
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:30,000

See Note on page 5.



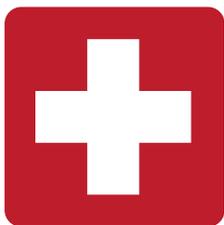


Snow Passage
SOUNDINGS IN FATHOMS - SCALE 1:30,000

17383

ED. NO. 3

NSN 7642014966732
NSA REFERENCE NO. 17BHA17383



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>
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- 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/>
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- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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NOAA's Office of Coast Survey



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