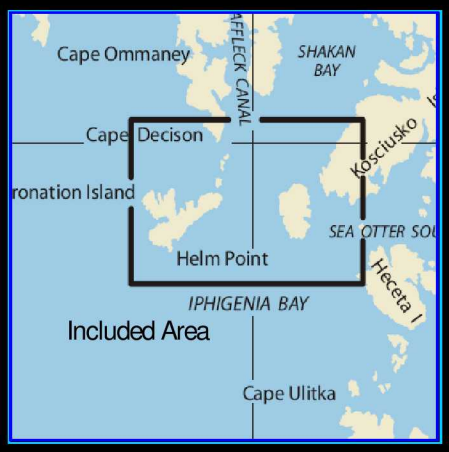
BookletChart™

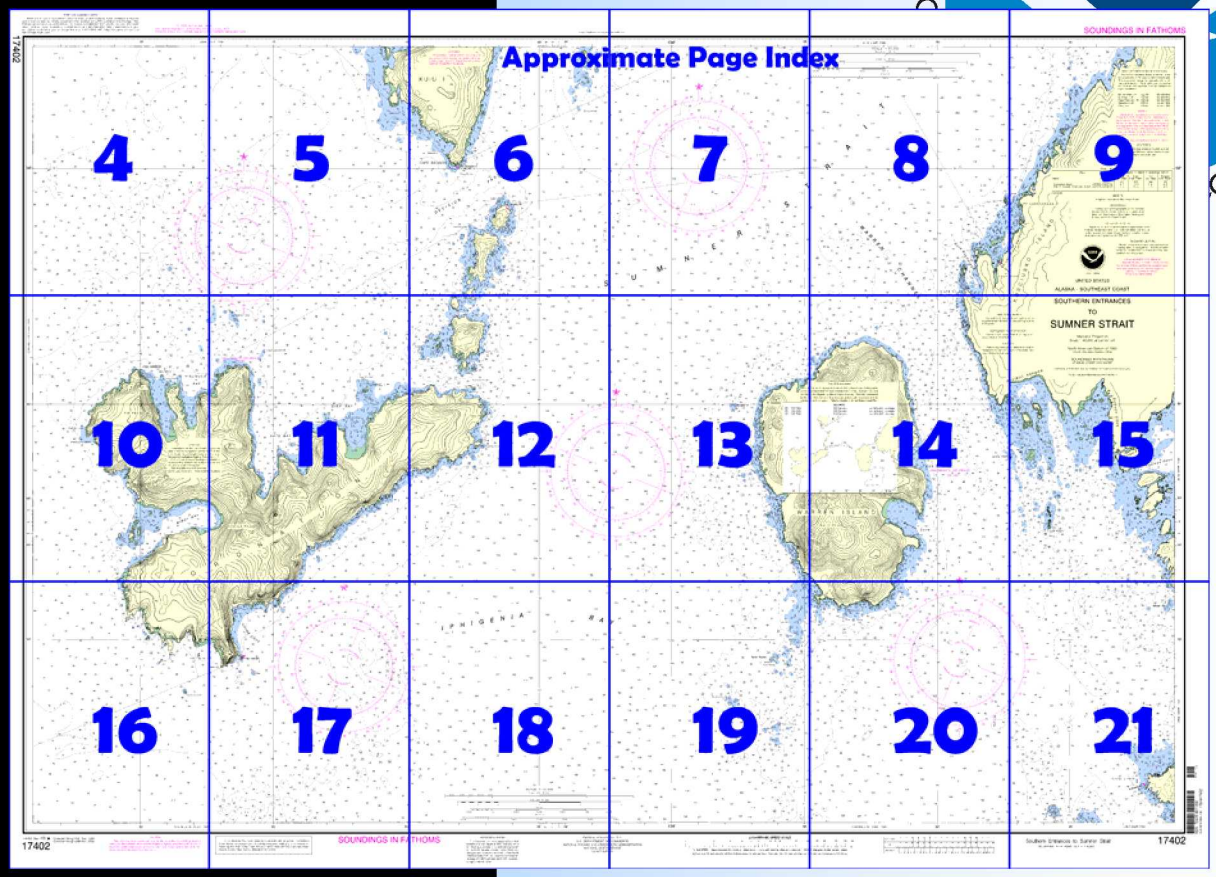
Southern Entrance to Sumner Strait

(NOAA Chart 17402)



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 all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

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™?

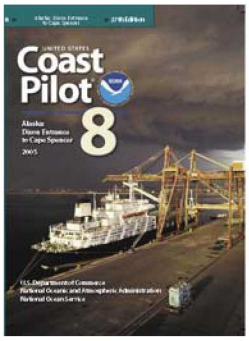
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this 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.



[Coast Pilot 8, Chapter 7 excerpts]

(26) **Iphigenia Bay** extends between the Maurelle Islands on the E and Coronation Island on the W, and is the approach from the sea to Sumner Strait, Warren Channel, Davidson Inlet, Bocas de Finas, Sonora, and Arriaga Passages. The depths are generally good, but the bottom is very irregular, and there are several dangers. On the E side of the bay, deep water prevails until within 1.5 miles of a line passing from the NW end of St. Joseph Island to Timbered Islet to Losa Islet, where the depths become irregular.

(28) **Warren Island** is almost rectangular in shape, with numerous peaks. **Warren Peak**, near the N end of the island, is snow covered from November to May. From N it shows prominently as a sharp, almost conical peak. From W, the skyline appears as a series of jagged summits; near the S end of the island it appears lower and rounding. From the S, the skyline appears ragged and irregular. The land rises abruptly from the shore and is heavily timbered; the peaks are generally bare.

(30) Off the S end of Warren Island are three groups of dangerous, rocky, unmarked shoals. The outermost group, about 2.8 miles S of **Boot Point**, does not show but breaks occasionally with a long heavy break at low water. Another group, about 2.7 miles SW of Boot Point, has two rocks awash, one of which uncovers 8 feet. The third group, about 1.5 miles SW of the point, has a rocky islet 15 feet high. **Alice Rocks**, with a least depth of 1¾ fathoms, are about 0.3 mile NW of the islet.

(31) **Point Borlase** is an indefinite point at the NW end of Warren Island. **Borlase Rock**, with two rocky heads that uncover 3 feet and generally show as a breaker, is 0.7 mile W of Point Borlase.

(33) **Warren Cove** is on the E shore of Warren Island, about 2 miles from the S end. In entering, favor the S shore and give it a berth of at least 300 yards until inside the entrance, thereby avoiding a shoal covered 1½ fathoms that extends about 250 yards N from the S point at the entrance.

(35) **False Cove**, the small bight 1.5 miles N of Warren Cove, affords anchorage in depths of 4 to 5 fathoms, sand bottom, behind the kelp-marked rocks awash that extend across the N half of the entrance.

(39) **Halibut Harbor**, on the S side of Kosciusko Island, E of its SW point, is protected by numerous islands and affords anchorage for small vessels in 16 fathoms. The entrance is foul, and only those with local knowledge should attempt to enter.

(40) **Coronation Island**, W of Warren Island, is triangular in shape, divided into three peninsulas by Windy Bay on the W side and Aats Bay on the N side, the heads of which are separated by a range 1 mile in the center of the island.

(42) **Windy Peak**, on the NW side of Windy Bay, is prominent. From the W and SW it shows as a cone marked by a large landslide. From the NW and S it shows as a flat-topped mountain with a small knob on the W end.

(44) **Helm Point**, perhaps the most conspicuous and prominent headland in southeastern Alaska, is the S extremity of Coronation Island. Differing from most of the capes and points in this section, which have moderate slopes, it rises vertically in sheer weather-beaten cliffs to a height of 1,085 feet and ends abruptly in what appears to be flat tableland. The point is cut by numerous crevices and caves, one of which shows prominently from the S. Devoid of vegetation, of a light yellow to reddish color, barren and bleak, it is the nesting place of thousands of sea birds.

(45) **Helm Point Light** (55°49'36"N., 134°16'12"W.), 140 feet (42.7 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the S extremity of a point about 0.4 mile ENE of Helm Point. This point has the appearance of a dome-shaped grassy islet that is prominent from NE and SW. The light marks the W side of the entrance to Sumner Strait.

(46) **China Cove**, just N of Helm Point Light, is an open bight into which a heavy swell enters in SE weather. The sandy bottom slopes gently, and anchorage may be had in 5 to 10 fathoms.

(48) **Cora Point** is the extremity of a projecting ledge at the NE end of Coronation Island. **Cora Island**, a small wooded islet about 0.7 mile S of Cora Point, is about 170 feet high and has a cluster of rocks close-to.

(49) The **Spanish Islands** are a chain of wooded islands and rocks that extend N from the NE extremity of Coronation Island in the direction of Cape Decision.

(54) **Spanish Islands Light** (55°59'13"N., 134°06'17"W.), 38 feet (11.6 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the N extremity of the northernmost of the Spanish Islands.

Table of Selected Chart Notes

Corrected through NM Dec. 10/05
Corrected through LNM Nov. 29/05

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

HEIGHTS
Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

Mercator Projection
Scale 1:40,000 at Lat 55° 54'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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) o(Approximate location)

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

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

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.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwan I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Craig, AK	KXI-80	162.475 MHz

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

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

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.

LOCAL MAGNETIC DISTURBANCE
Magnetic disturbance exists in areas covered by this chart. Differences from the normal variation have been observed at the following locations:
Aats Point, Coronation Island 3°
False Cove, Warren Island 4°

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 1.382" southward and 6.204" westward to agree with this chart.

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

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.

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 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
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.

TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Coronation Island	(55°54'N/134°07'W)	10.7	9.9	1.4	-4.0
Pole Anchorage, Kosciusko Island	(55°57'N/133°49'W)	11.4	10.5	1.3	-4.0

(Oct 2005)

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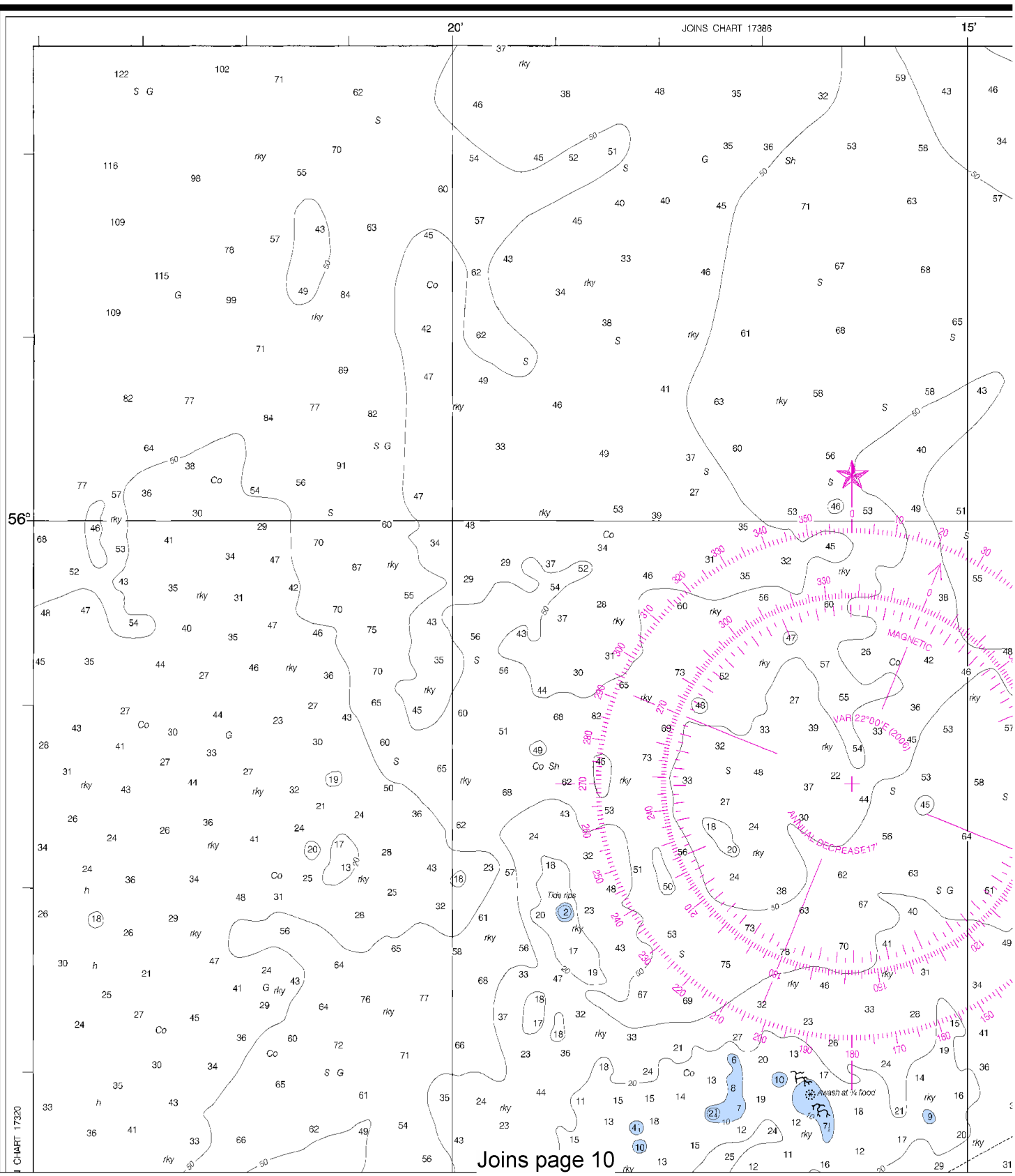
17402



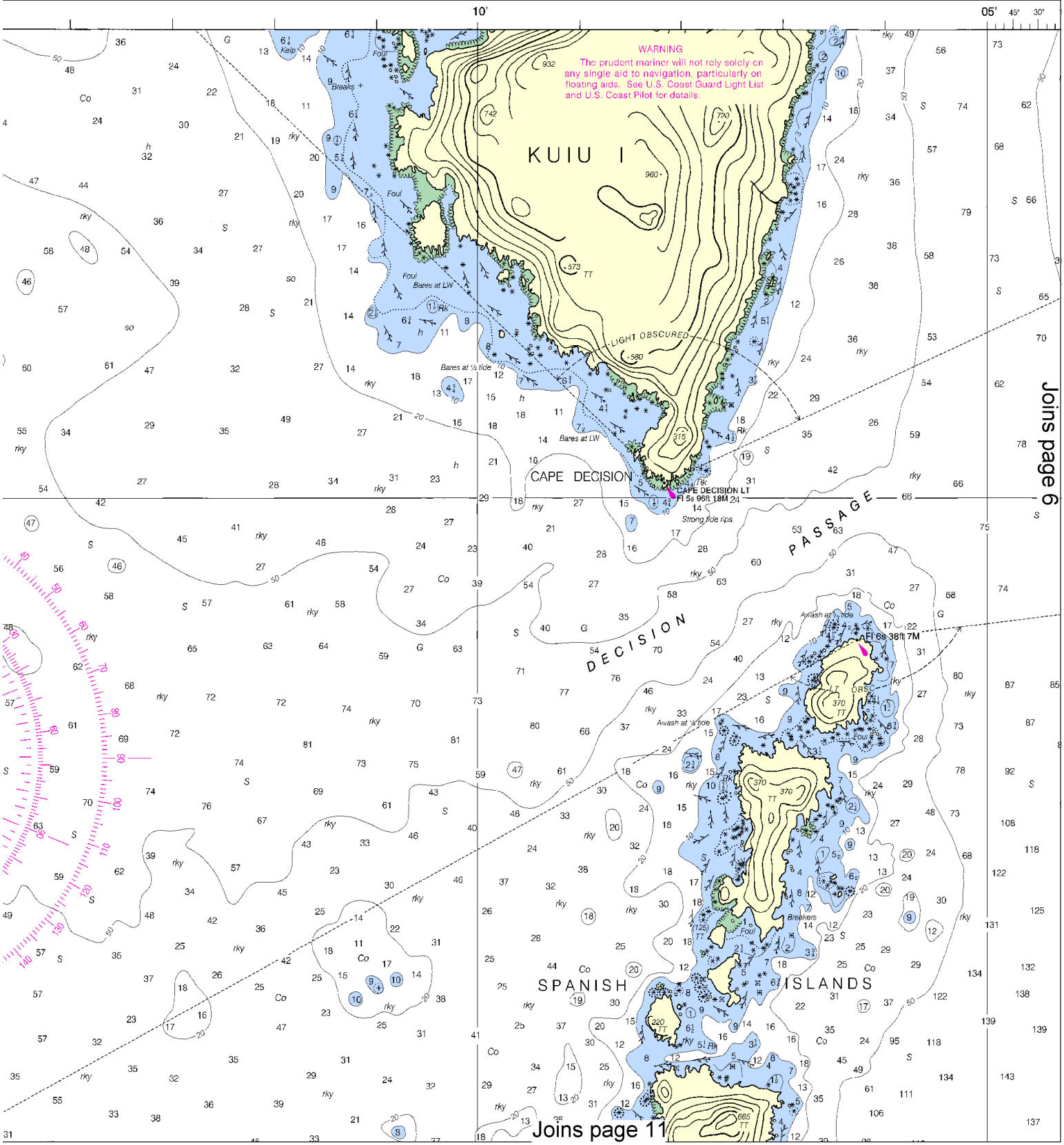
4

North

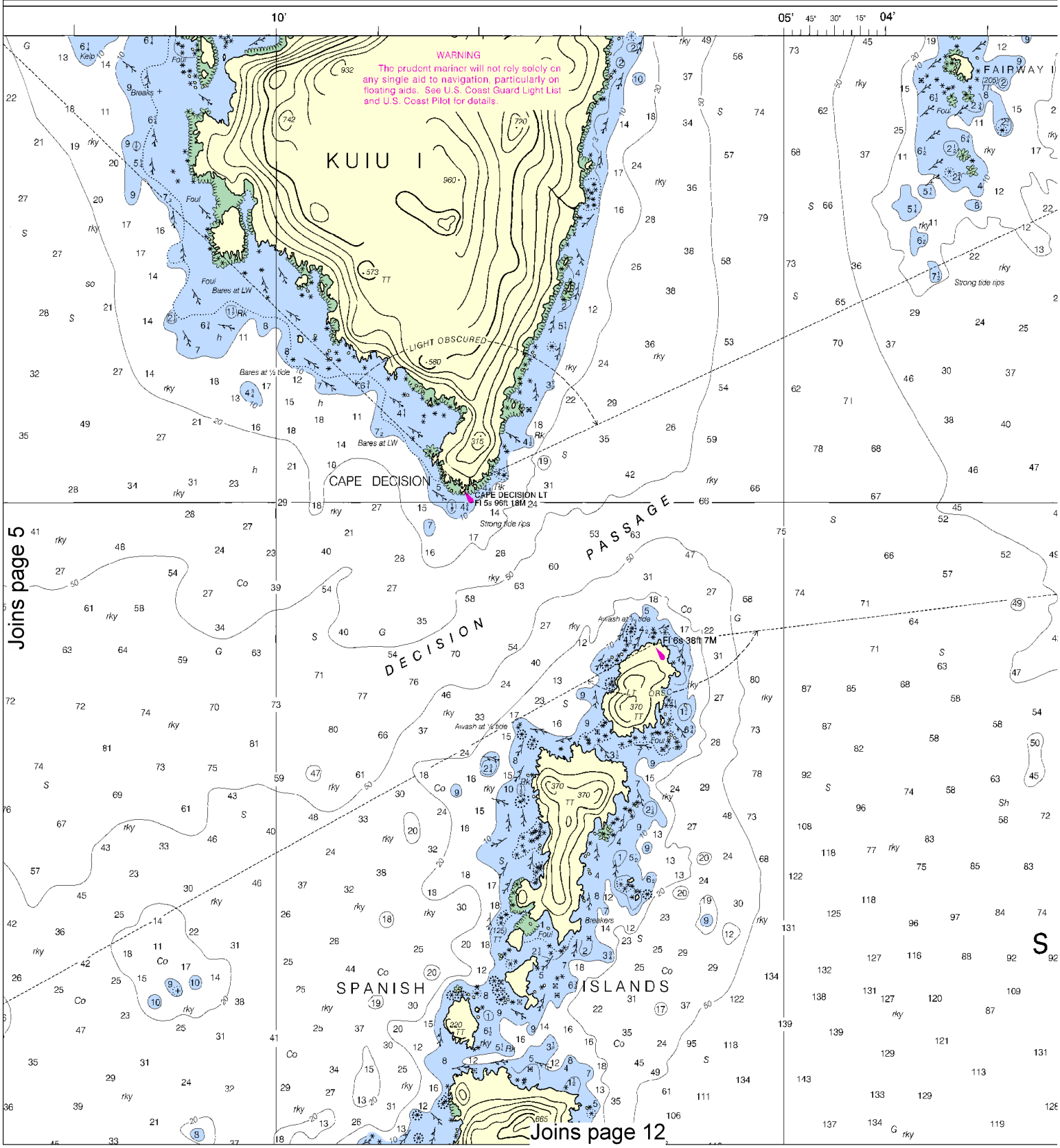
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



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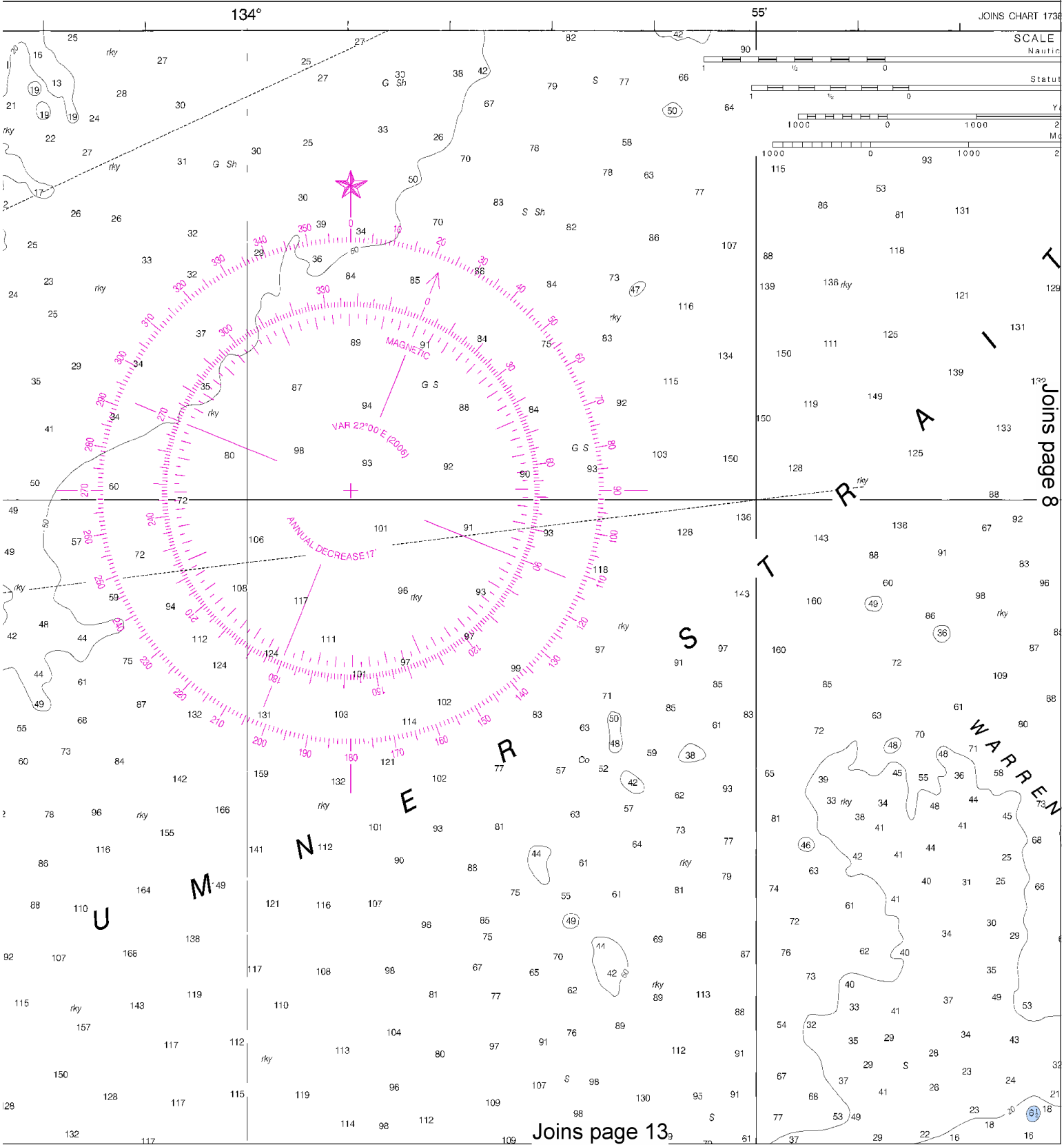
Nautical Miles

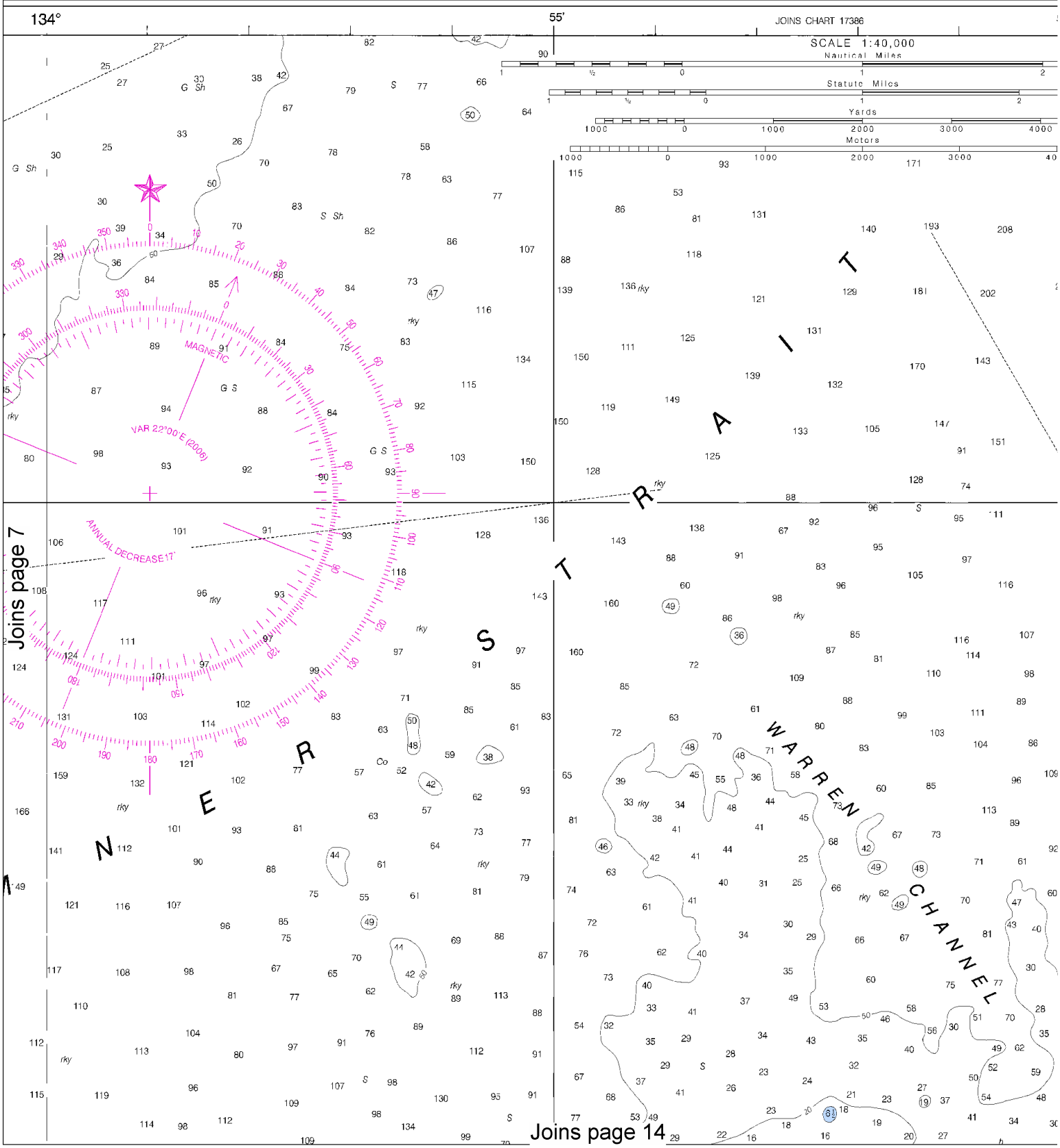
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.



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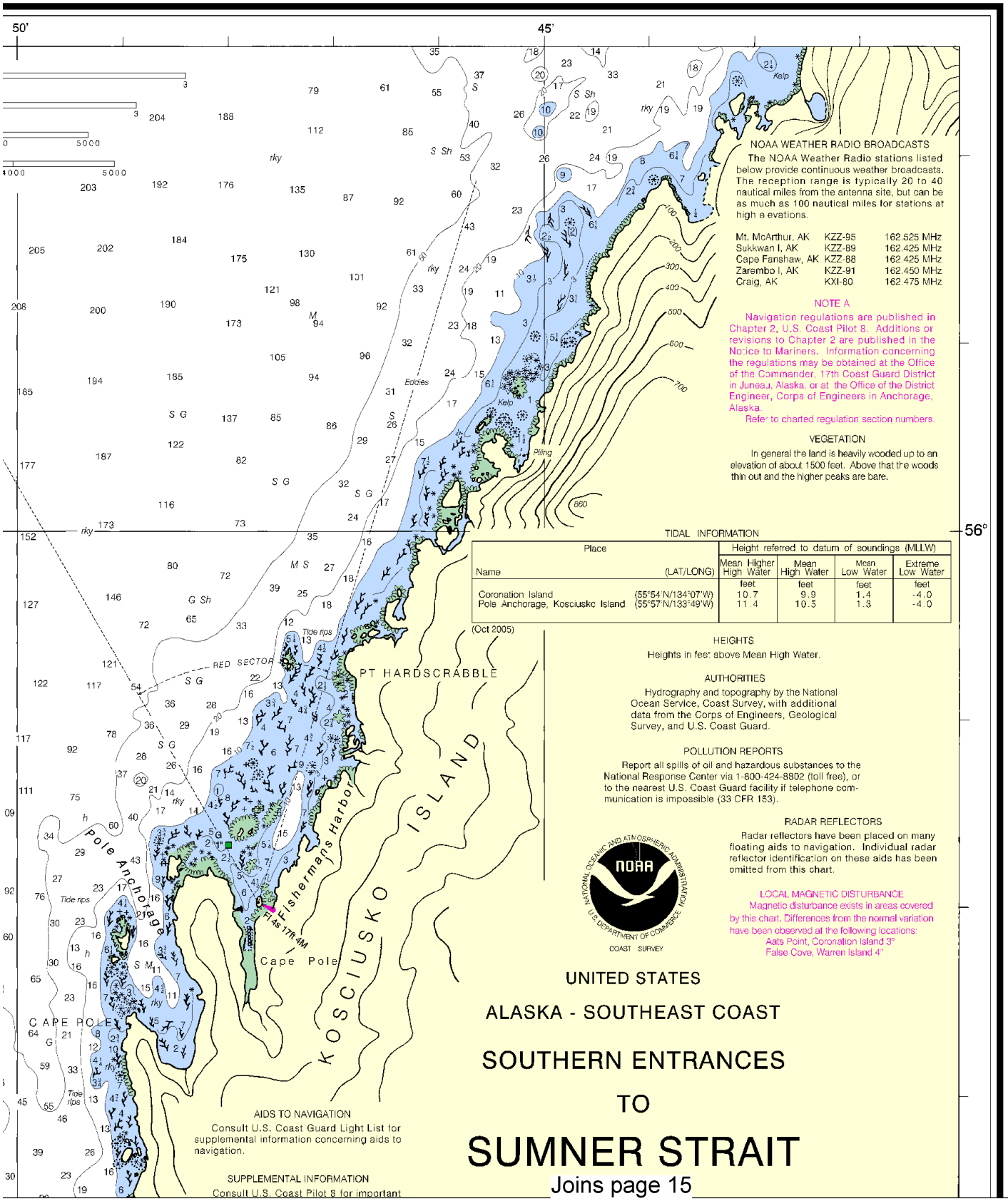
Nautical Miles

Yards

SOUNDINGS IN FATHOMS



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Refer to charted regulation section numbers.

VEGETATION

In general the land is heavily wooded up to an elevation of about 1500 feet. Above that the woods thin out and the higher peaks are bare.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
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(Oct 2005)

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AIDS TO NAVIGATION

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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important

UNITED STATES

ALASKA - SOUTHEAST COAST

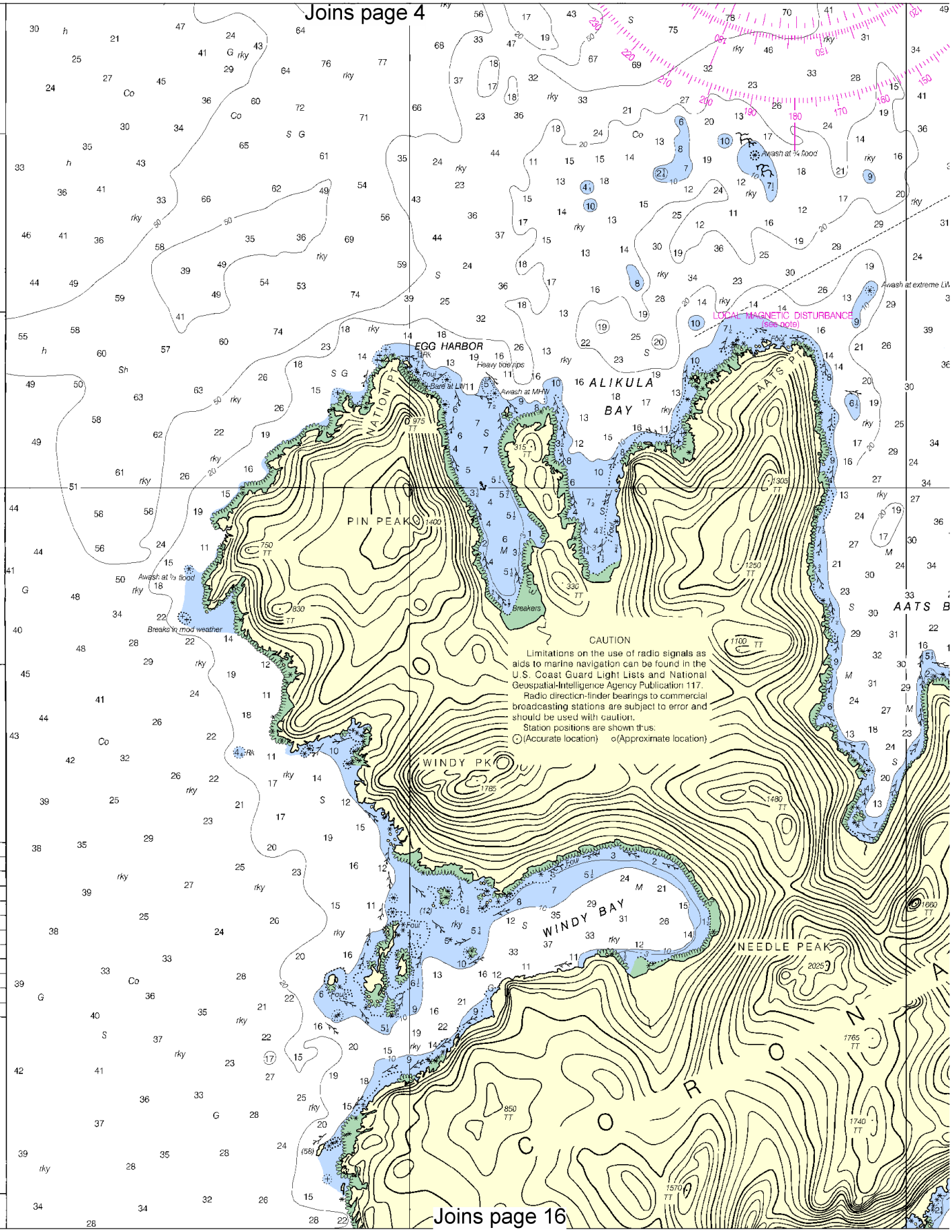
SOUTHERN ENTRANCES

TO

SUMNER STRAIT

Joins page 15

Joins page 4



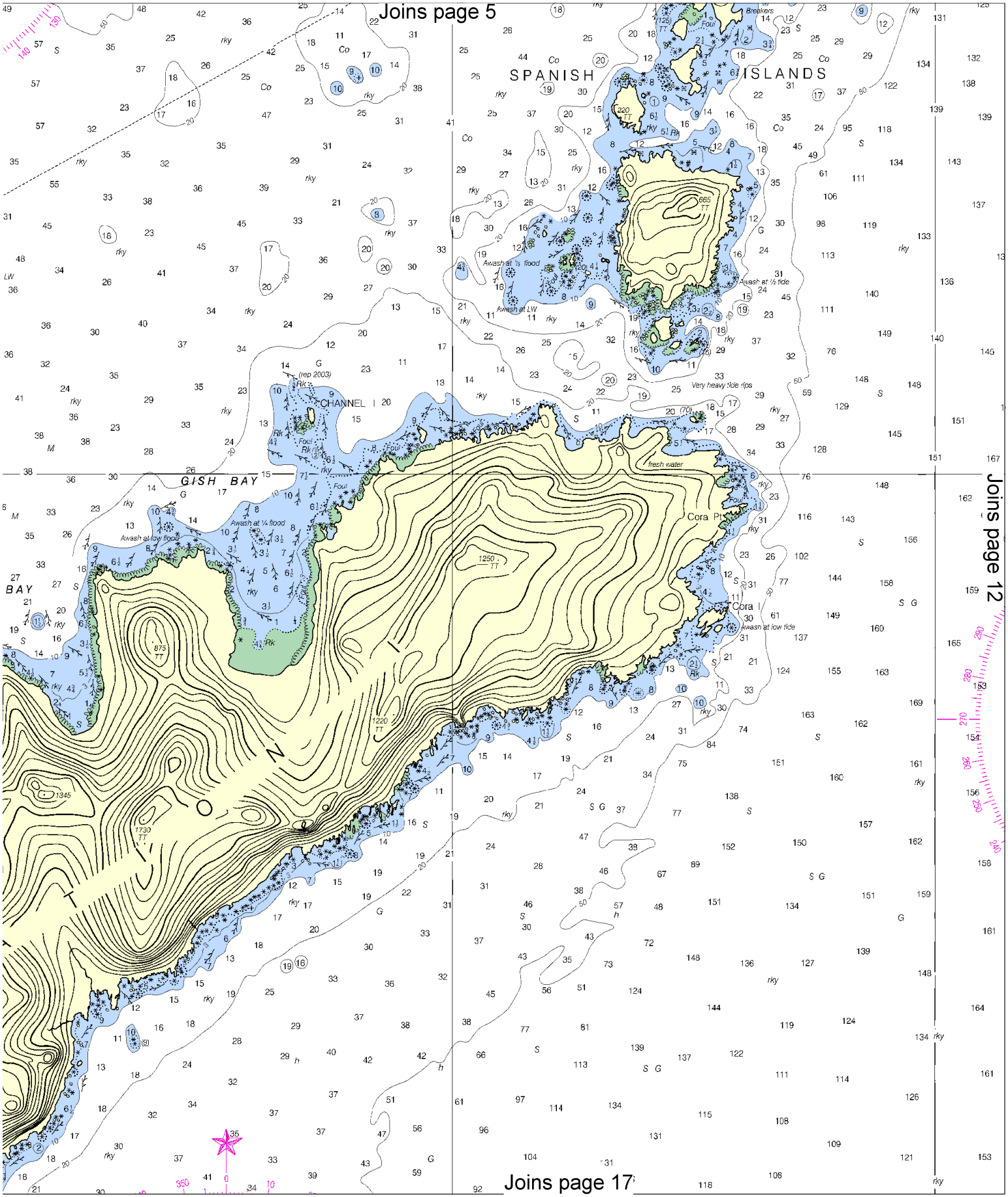
Joins page 16

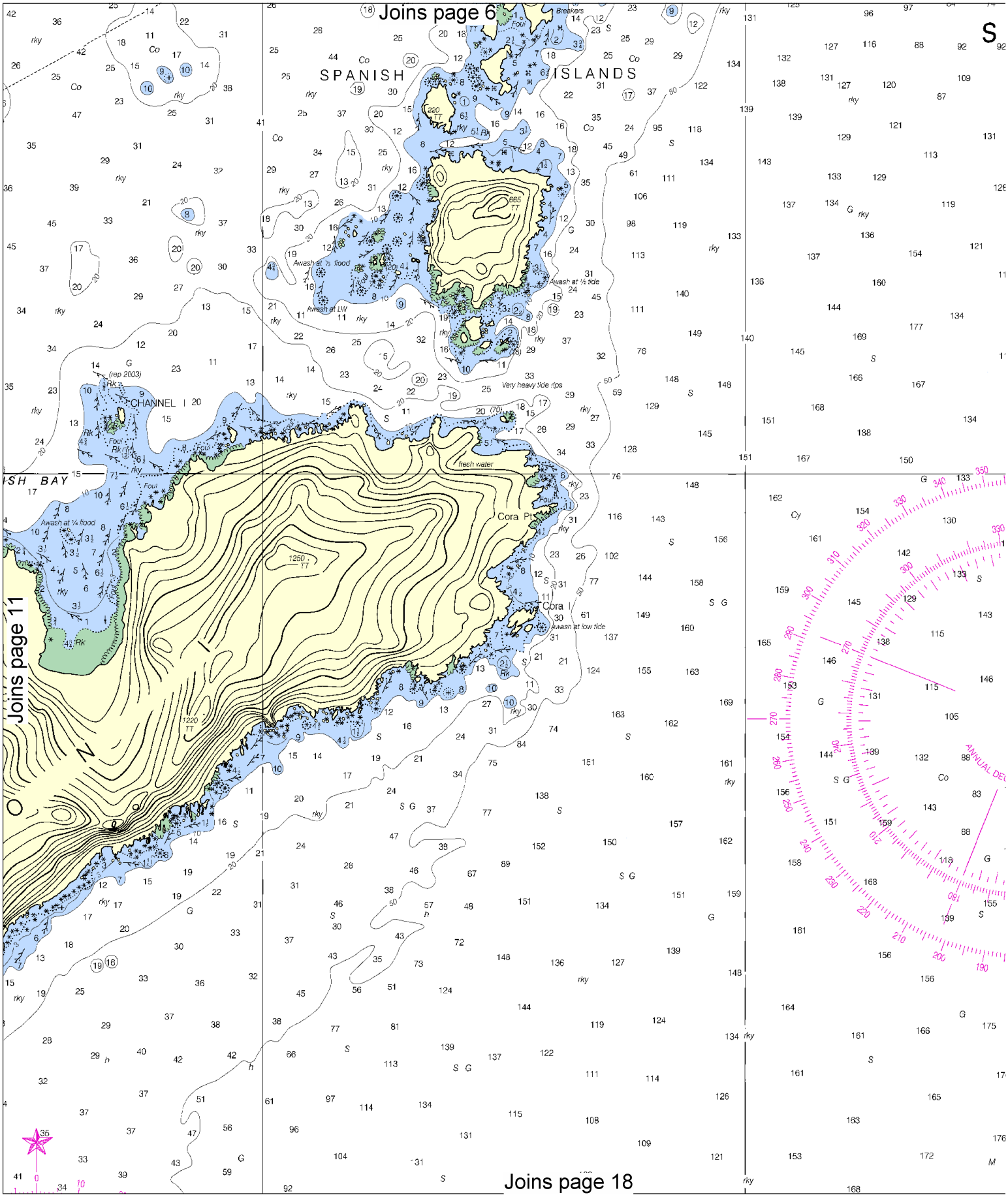
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 5
SPANISH ISLANDS
Breakers
Foul
Awash at ⅓ flood
Awash at LW
Awash at ½ tide
Very heavy tide rips
CHANNEL I
(rep 2003)
GISH BAY
BAY
Awash at ¼ flood
Awash at low flood
fresh water
Cora Pt
Cora I
Awash at low tide
Joins page 12
Joins page 17



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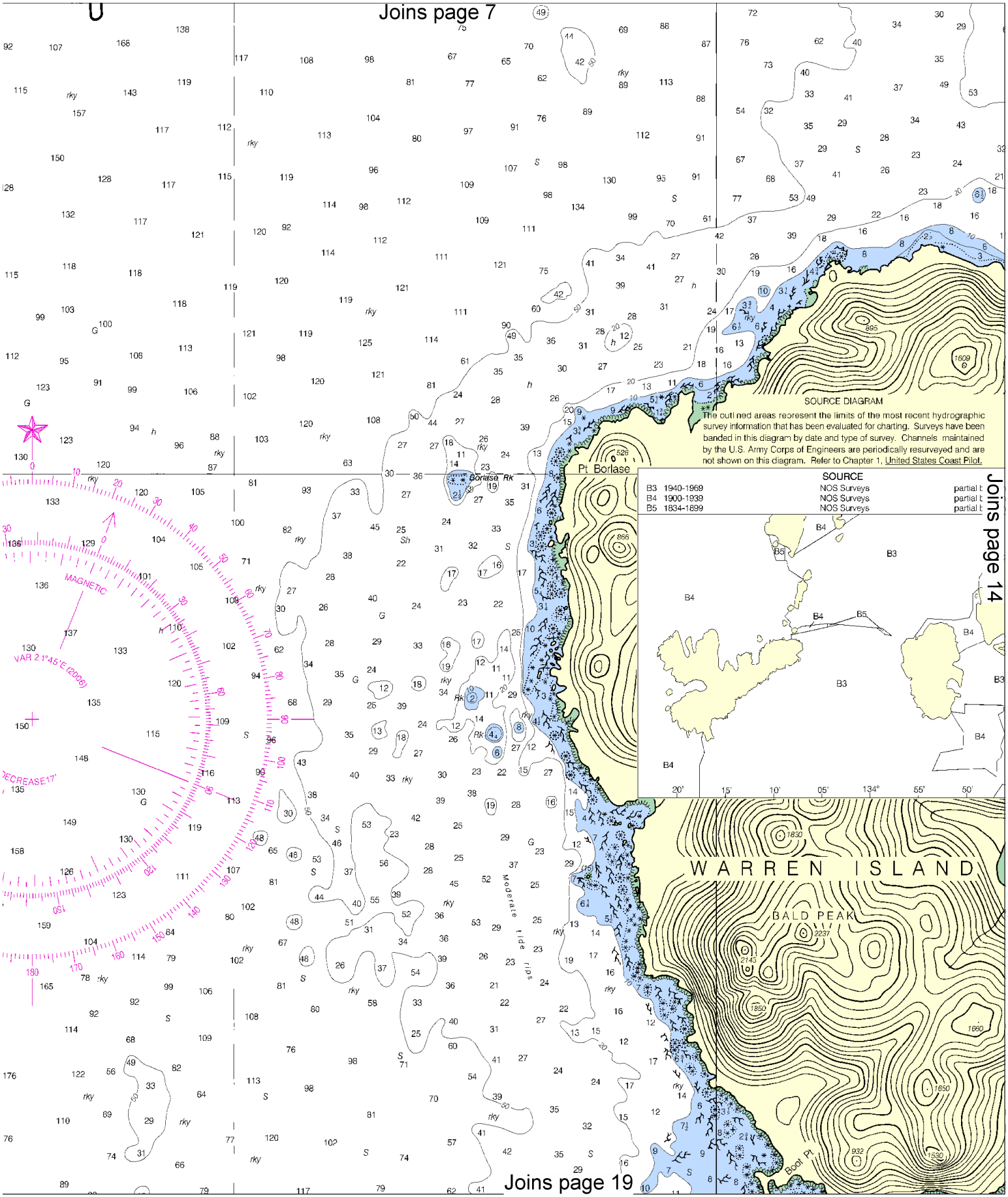
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

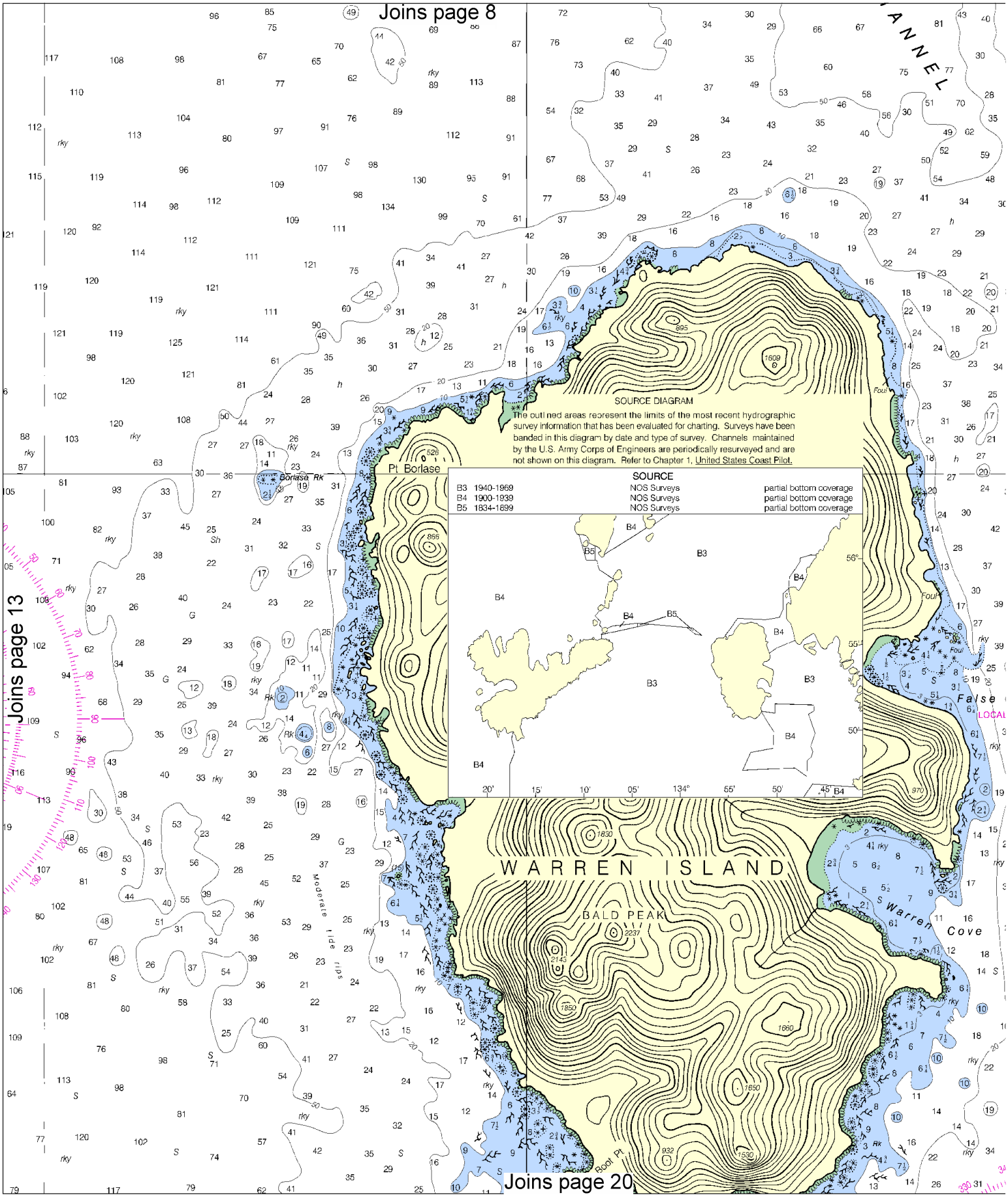
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000


Joins page 7
Joins page 14
Joins page 19
Pt Borlase
Gonlase Rk
WARREN ISLAND
BALD PEAK
Boot Pt
Moderate tide rips
MAGNETIC
VAR 21°45'E (2006)
DECREASE 17'
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.
SOURCE
B3 1940-1969 NOS Surveys
B4 1900-1939 NOS Surveys
B5 1834-1899 NOS Surveys



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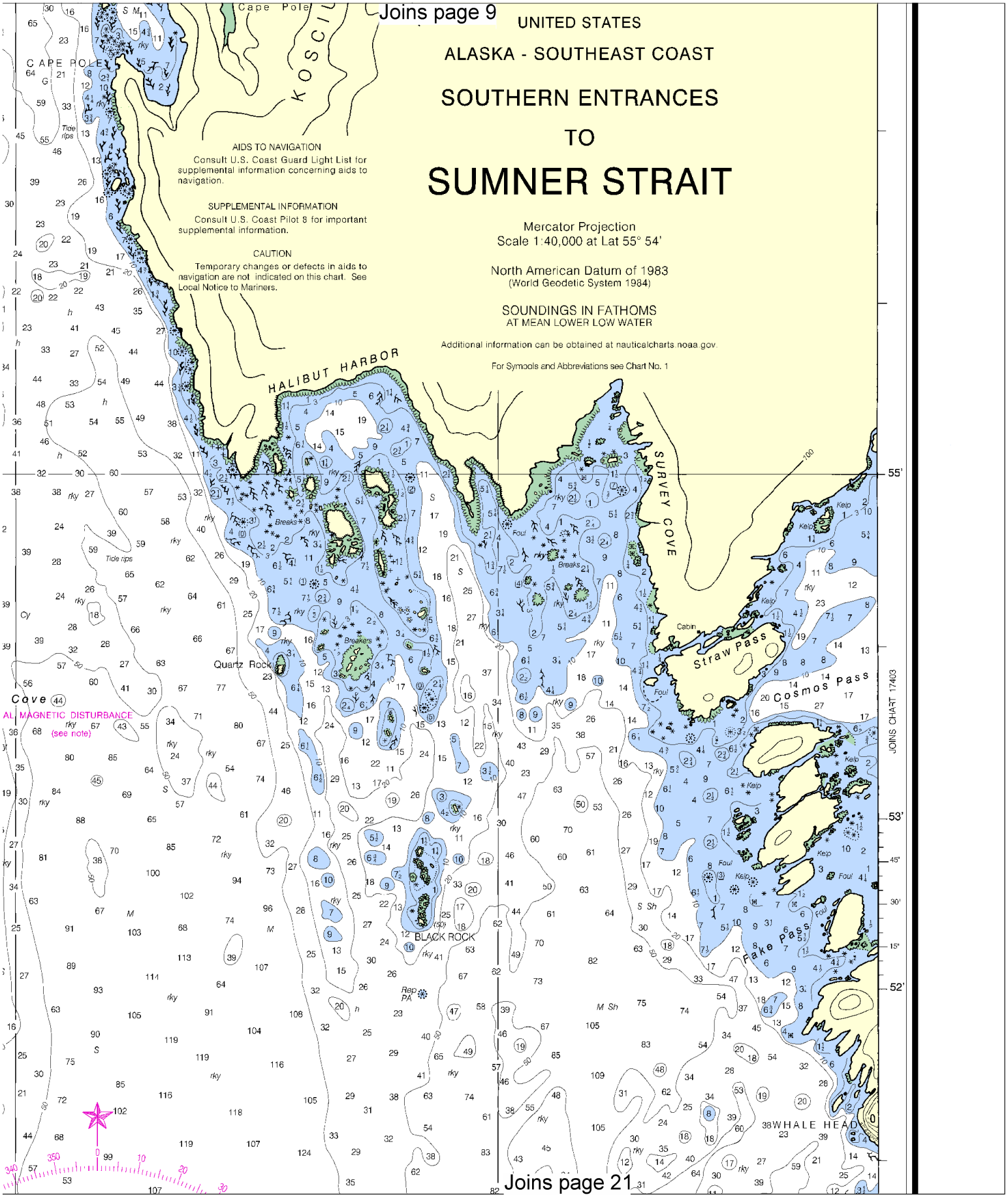
Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 9
UNITED STATES
ALASKA - SOUTHEAST COAST
SOUTHERN ENTRANCES
TO
SUMNER STRAIT
Mercator Projection
Scale 1:40,000 at Lat 55° 54'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER
Additional information can be obtained at nauticalcharts.noaa.gov.
For Symbols and Abbreviations see Chart No. 1
AIDS TO NAVIGATION
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SUPPLEMENTAL INFORMATION
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CAUTION
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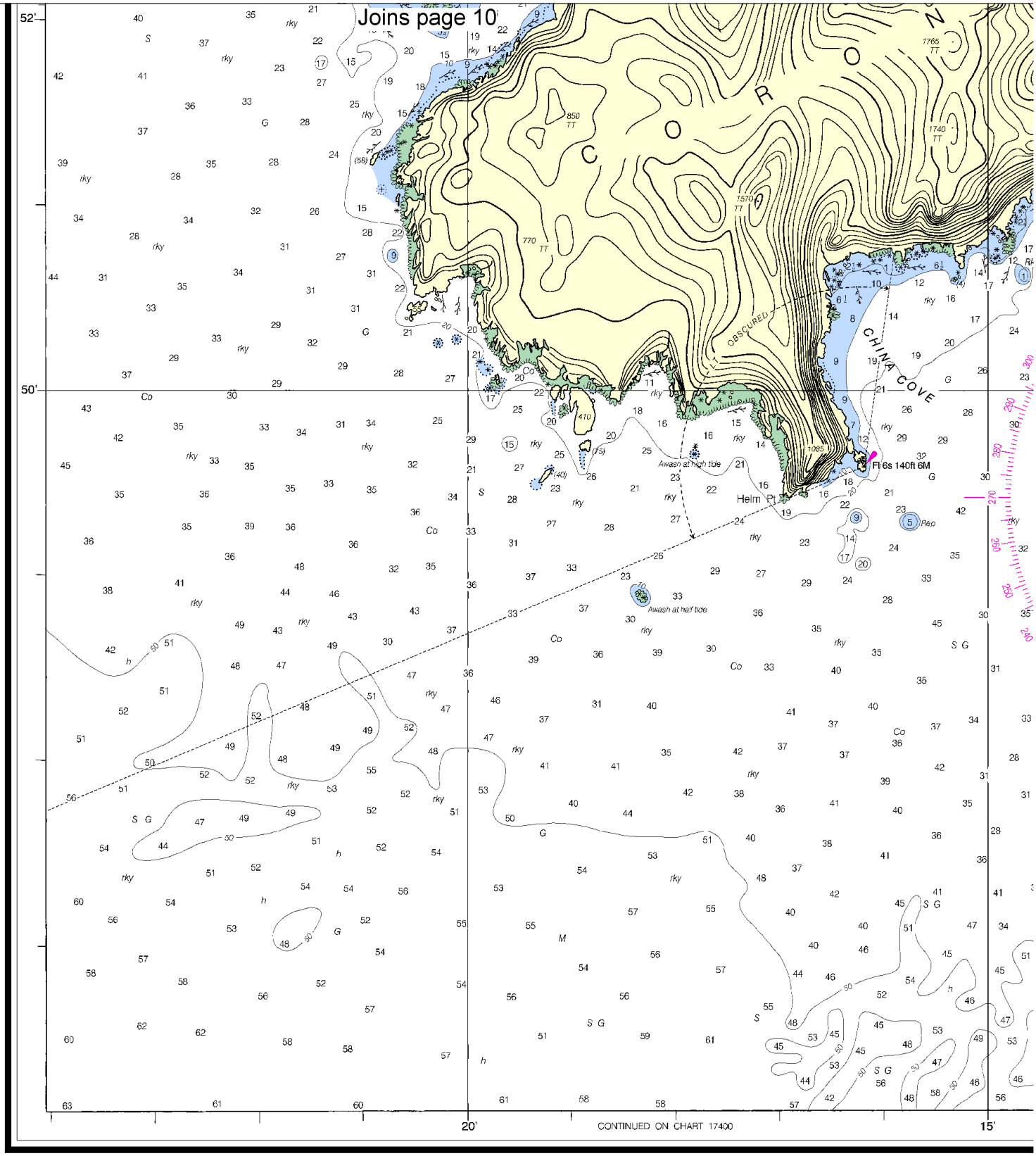
CAPE POLE
Cape Pole
HALIBUT HARBOR
SURVEY COVE
Straw Pass
Cosmos Pass
Fake Pass
BLACK ROCK
WHALE HEAD
Quartz Rock
Cave
AL MAGNETIC DISTURBANCE
(see note)
Cabin
JOINS CHART 17403
55'
53'
52'
Joins page 21



11th Ed., Dec. / 05 ■ Corrected through NM Dec. 10/05
Corrected through LNM Nov. 29/05

17402

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Ocean Service encourages users to submit corrections, additi
improving this chart to the Chief, Marine Chart Division (N/C
Service, NOAA, Silver Spring, Maryland 20910-3282.

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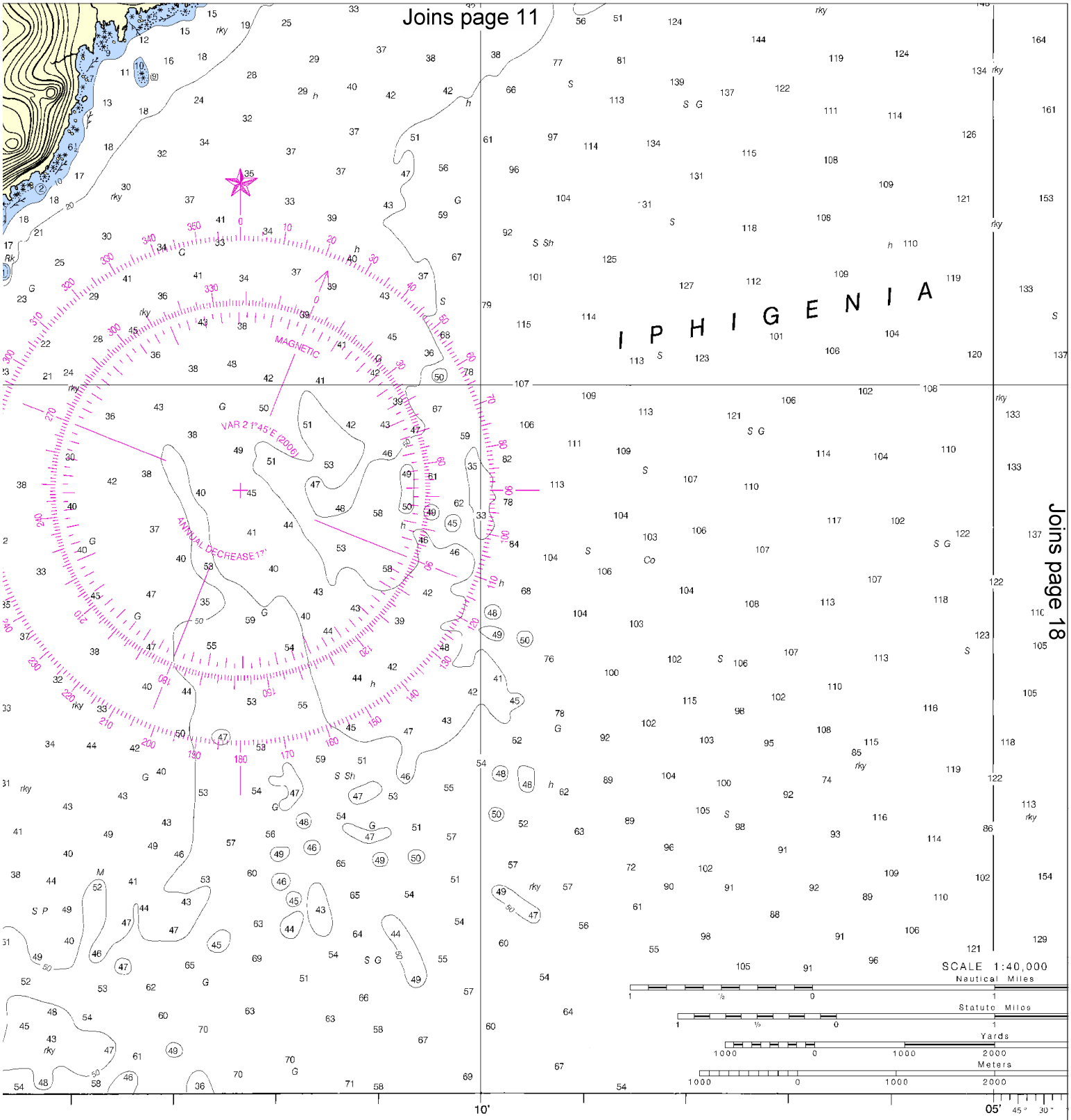
Yards: 1000 0 1000 2000 3000 4000 5000

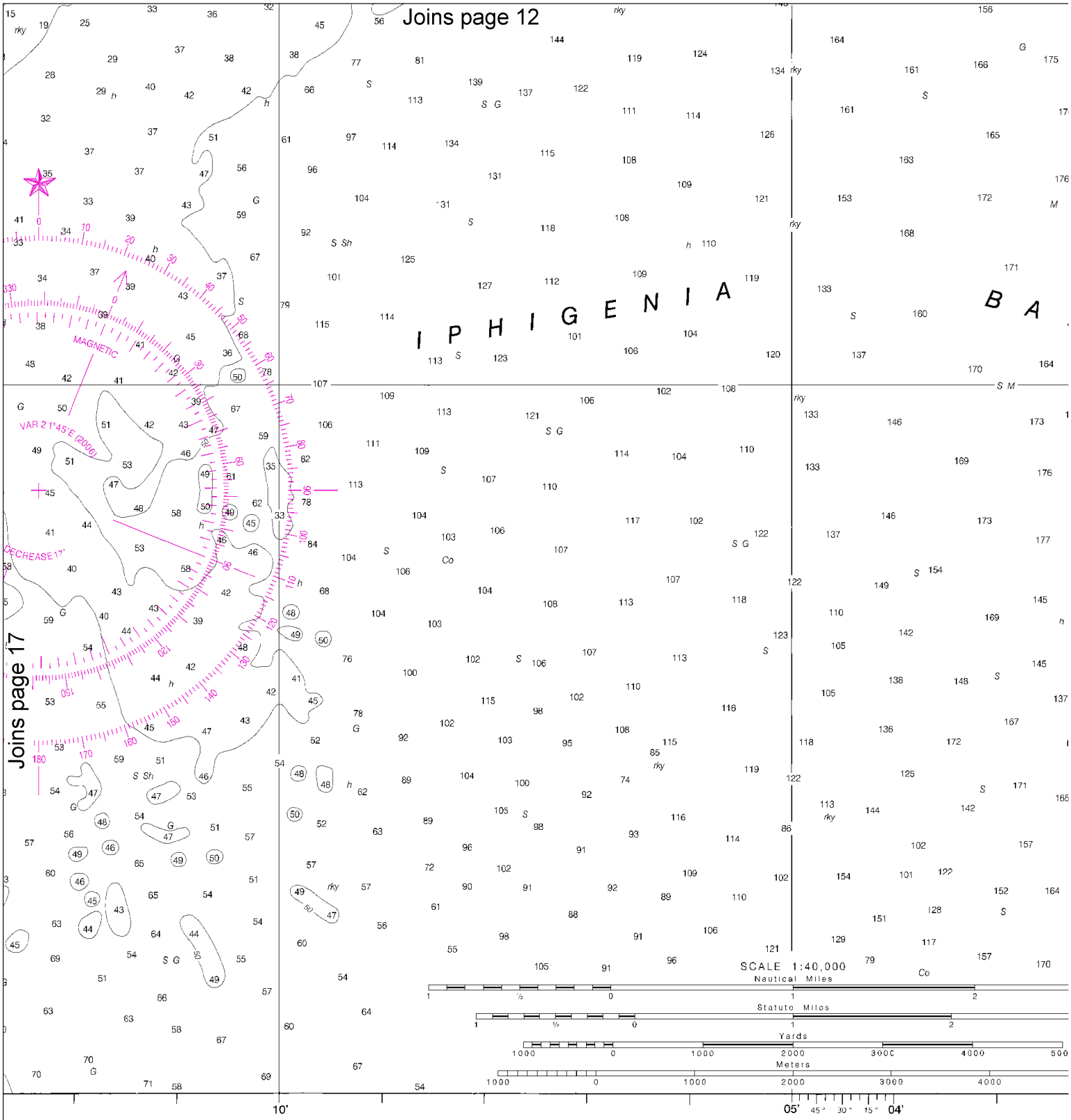


navigation. The National
ditions, or comments for
N/CS2), National Ocean

SOUNDINGS IN FATHOMS

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 1.382" southward and 6.204" westward to agree with this chart.



SOUNDINGS IN FATHOMS

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Published at Washing
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOSPH
NATIONAL OCEAN S
COAST SURVE

North

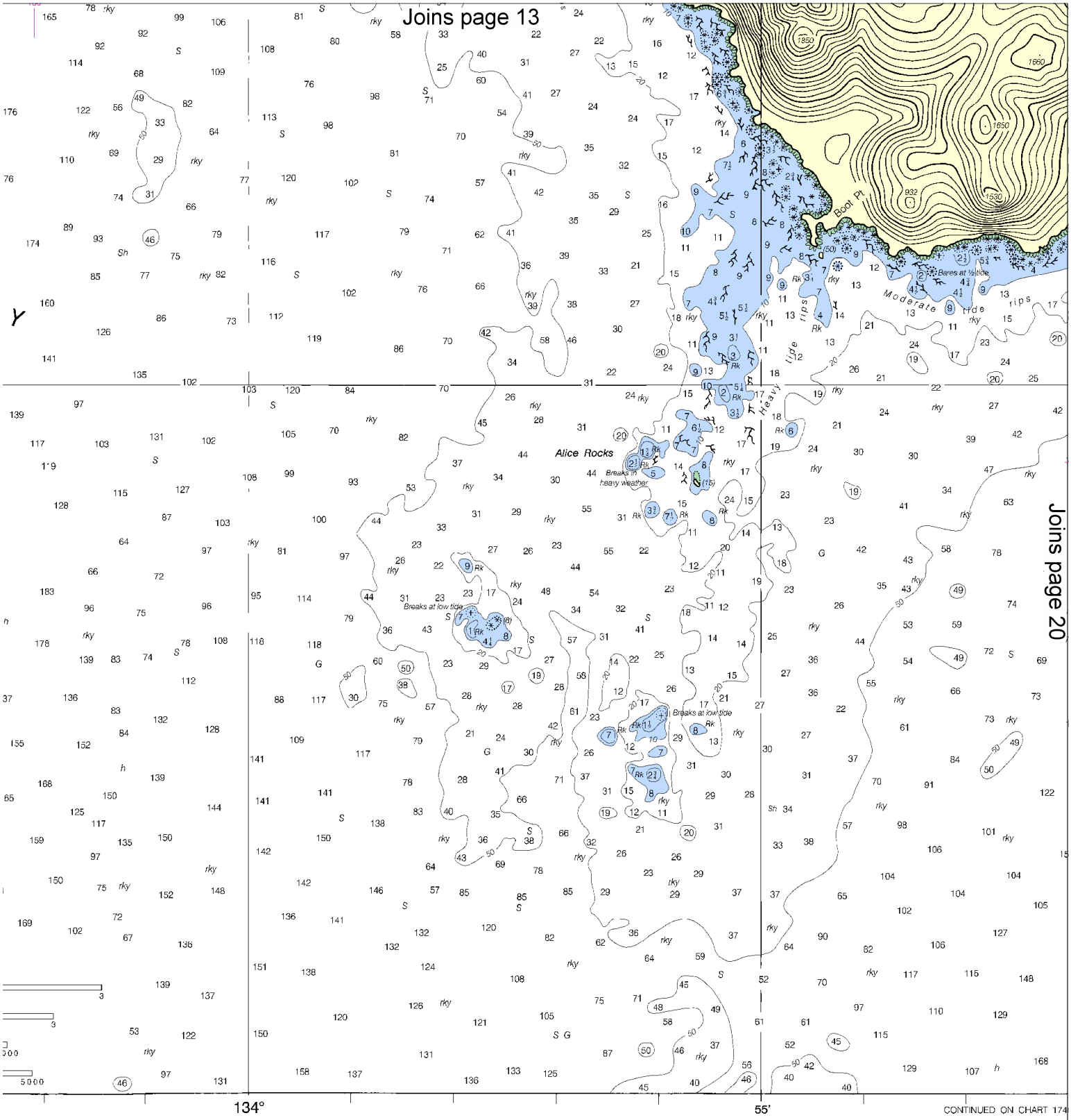
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

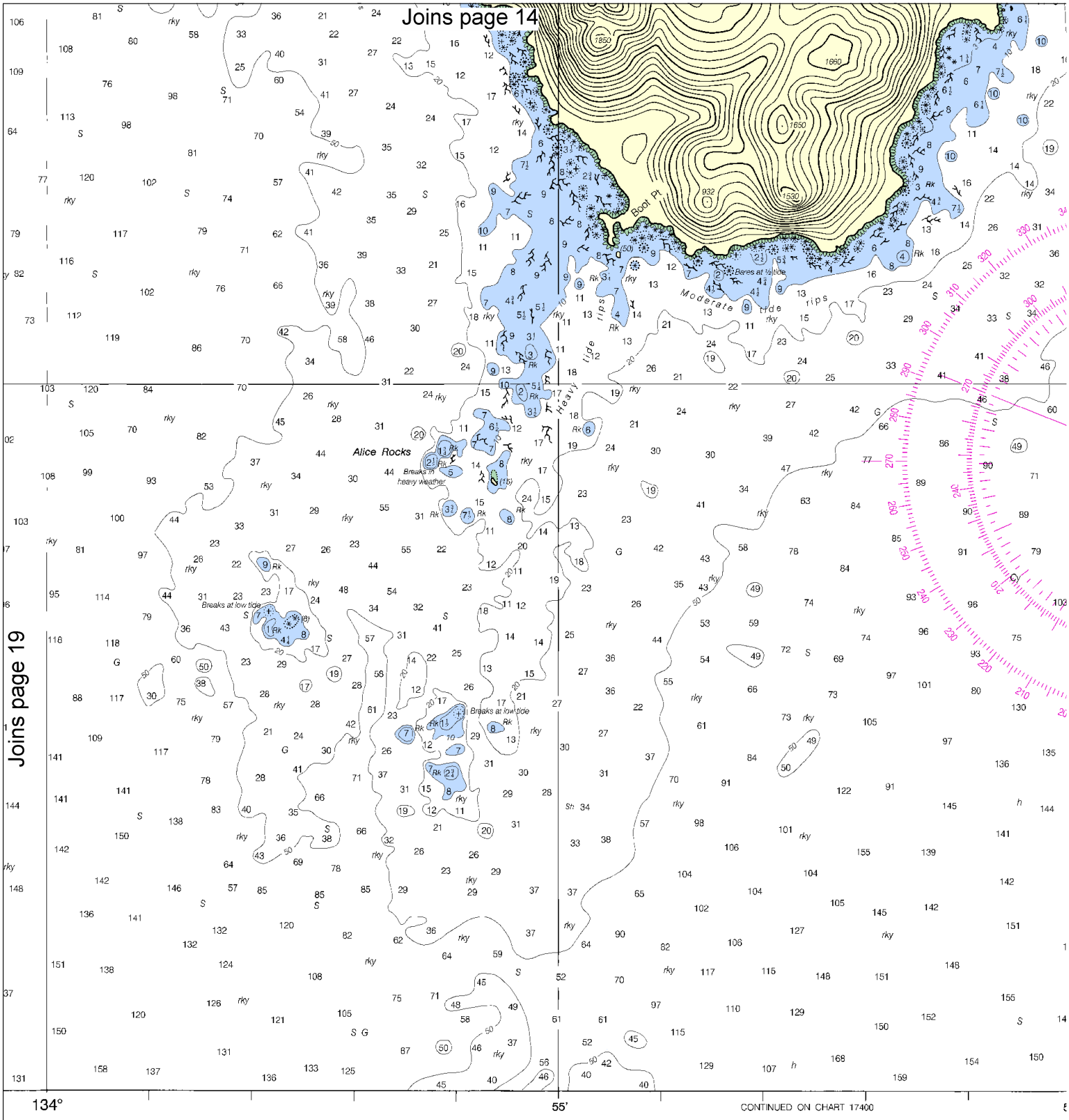


ngton, D.C.
F COMMERCE
PHERIC ADMINISTRATION
I SERVICE
VEY

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

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 spread is 16.0 knots



LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

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 spread is 16.0 knots

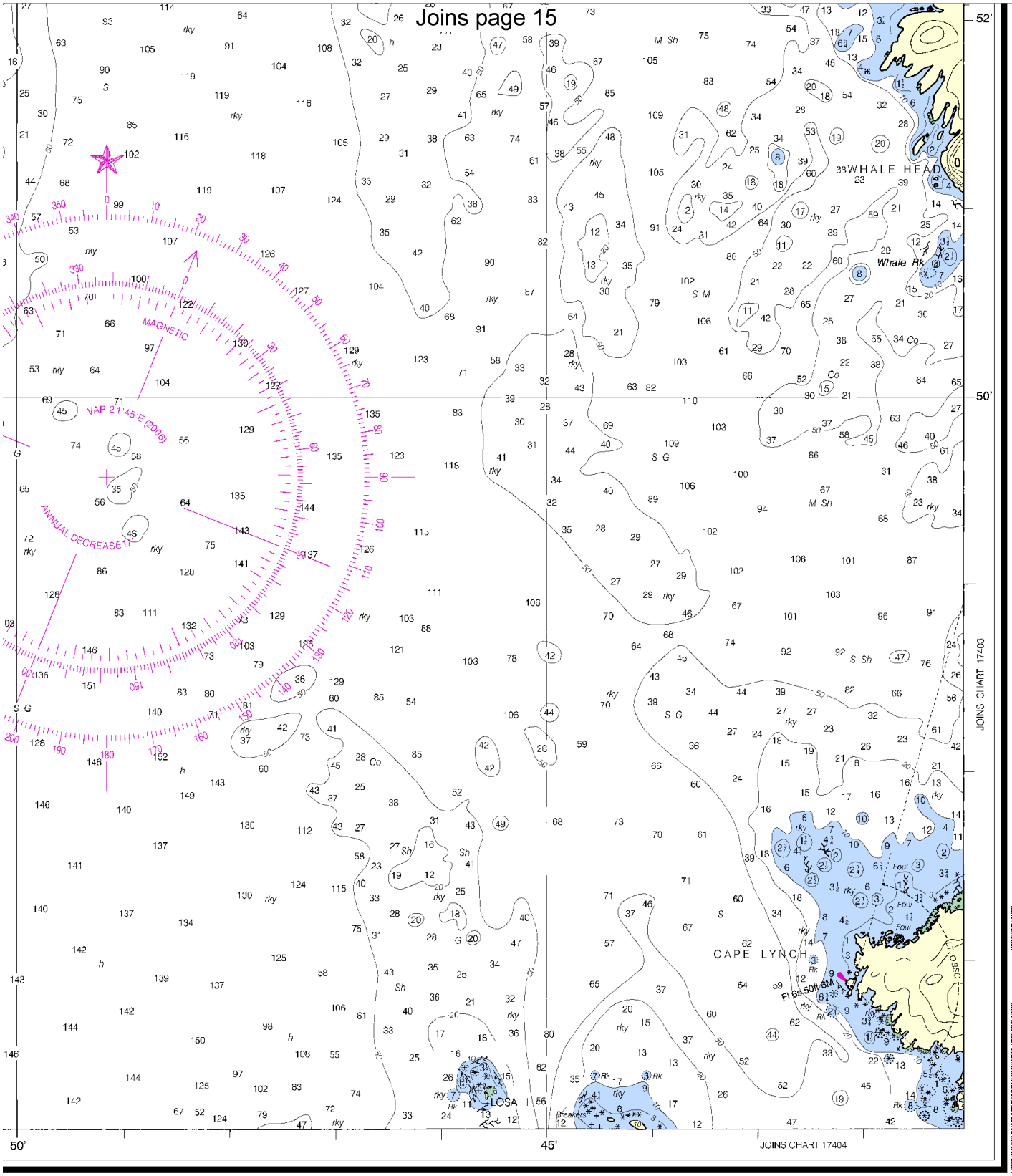
FATHOMS	1	2	3	4	5	6	7
FEET	6	12	18	24	30	36	42
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13						

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



Southern Entrances to Sumner Strait

SOUNDINGS IN FATHOMS - SCALE 1:40,000

17402

ED NO. 11

NSN 7642014011408

NGA REFERENCE NO. 17BHA17402

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 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700
Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

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.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.