

BookletChart™

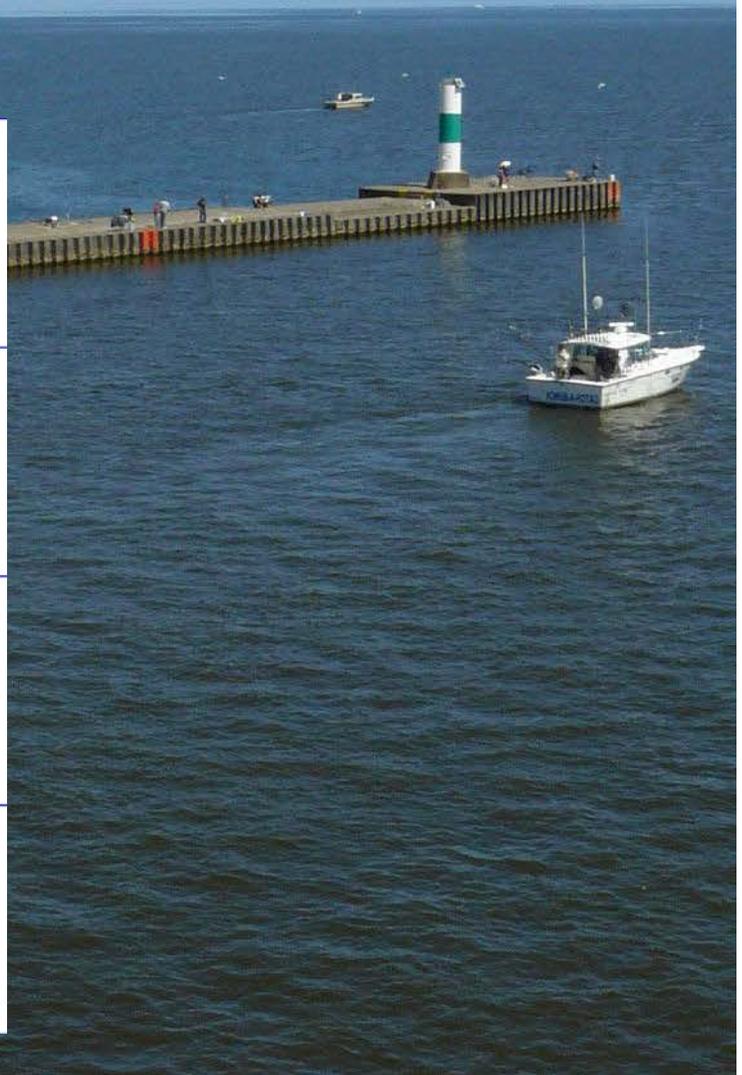
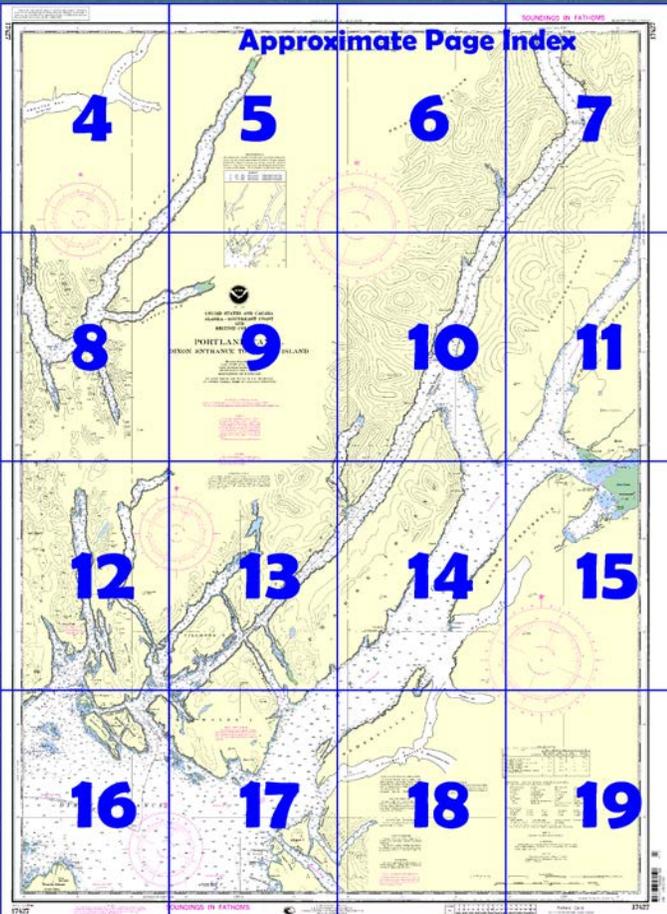


Portland Canal – Dixon Entrance to Hattie Island NOAA Chart 17427

*A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

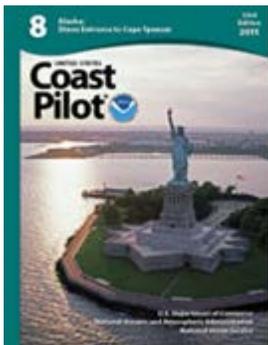
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17427>.



(Selected Excerpts from Coast Pilot)

Hidden Inlet, a narrow arm, extends N into the mainland from Pearse Canal, about 8 miles S of its junction with Portland Canal. **Hidden Point** is on the NE side of the entrance to the inlet. The entrance is less than 150 yards wide, and the tidal currents through it set with a velocity of 8 to 10 knots, forming swirls that extend well into Pearse Canal. The main body of the inlet is about 4 miles long, varying in depth from 30 to 73

fathoms, but there is only 2½ fathoms at the entrance. It can be entered only at slack water, and is of no value as an anchorage.

A rock with 2 fathoms over it is about 0.4 mile S of Hidden Point. **Yelnu Islets** are two wooded prominent islets on the W side of the Pearse Canal about 0.8 mile S of Hidden Point.

Portland Canal extends N from its junction with Pearse Canal and **Portland Inlet** at **Tree Point** for about 57 miles to the towns of Hyder, Alaska, and Stewart, B.C. The channel, clear and deep, has no dangers except for a rock awash, about 0.2 mile off the W (Alaska) shore, 2.3 miles above **River Point** (55°34.2'N., 130°08.2'W.). It is reported that in the winter there are strong N blows in the canal.

Reef Island is close off the W shore, abreast **Spit Point**, at the entrance to Portland Canal. **Reef Island Light** (55°04'44"N., 130°12'11"W.) 19 feet above the water, is shown from a spindle with a red and white diamond-shaped daymark on the S end of the island.

Harrison Point, high and bold, is 2.5 miles N of Reef Island. **Dickens Point**, on the E shore, is about 4.5 miles N of Spit Point. A black rock, 8 feet high, is close S of Dickens Point, and a drying ledge extends a short distance from it.

Sandfly Bay, on the W shore abreast Dickens Point, 14.5 miles above Hidden Inlet, has no value as an anchorage. **Stopford Point**, bold and conspicuous, is on the E shore about 3 miles above Dickens Point.

Halibut Bay, free of hidden dangers, is on the W shore of Portland Canal, about 4 miles above Sandfly Bay.

Halibut Bay affords anchorage for vessels in the middle of the bay in 10 fathoms, about 0.2 mile above **Astronomical Point**, the NE point at the entrance, and abreast a rocky point at the N end of the sand beach on the W side, where the anchorage is 450 yards wide; also 700 yards farther up abreast the N end of the sand beach on the E side, in 10 fathoms, where the anchorage is 300 yards wide.

Logan Point, on the E shore, is 4.3 miles NE of Stopford Point.

Camp Point on the W shore about 4.5 miles NE of the entrance to Halibut Bay is wooded and precipitous.

Hattie Island, in midchannel about 6 miles above Halibut Bay, is about 700 yards long and has some stunted brush growing on it. **Hattie Island Light** (55°17'15"N., 129°58'12"W.), 21 feet above the water, is shown from a pole with a slatted orange circular daymark on the W side of the island. **Belle Bay**, the bight E of Hattie Island, does not afford anchorage.

Mink Bay (55°05.5'N., 130°43.4'W.) enters the S side of Boca de Quadra about 2 miles E of Kite Island, and has depths of 16 to 60 fathoms to near its head. **Cygnets Island** is on the W side of the entrance. The narrow passage on the W side of the island is frequently used by small craft. A submerged rock is near midpassage about 100 yards S of the island. **Grouse Rock**, which bares, is about 0.2 mile S from Cygnets Island; deeper water surrounds the rock. A mooring buoy is about 200 yards S of Cygnets Island. Anchorage may be found between Grouse Rock and Cygnets Island in 5¼ to 7 fathoms, off the old cannery site.

Humpback Creek enters from E about 0.8 mile from the head of Mink Bay and carries a flat halfway across the channel. A privately maintained mooring buoy is close N of the flat on the E side of the bay. Above the flat is a secure anchorage, 0.3 mile wide, in 10 to 15 fathoms. A flat extends 700 yards from the head of the bay. Local knowledge is necessary to use this anchorage.

Hugh Smith Lake empties through **Sockeye Creek** (chart 17420) into the inlet about 0.3 mile N of the entrance to Mink Bay. A cabin is on the N bank at the head of Sockeye Creek. A trail leads from the inlet along Sockeye Creek to Hugh Smith Lake.

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

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HEIGHTS
Heights in feet above Mean High Water.

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 5° from the normal variation have been observed on the west shore of Nekat Inlet about ¼ mile north of Surprise Point.

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

VESSEL TRAFFIC SERVICES
Traffic Services calling-in point with number; arrows indicate direction of vessel movement. For additional information concerning these services see U. S. Coast Pilot and Canadian Sailing Directions.

NOAA VHF-FM WEATHER BROADCASTS
The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.
Ketchikan WXJ-26 162.55 MHz

VEGETATION
The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevation bare.

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.
See National Imagery and Mapping Agency List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

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.

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.

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 1.201" southward and 6.015" 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.

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

Mercator Projection
Scale 1:80,000 at Lat. 55°20'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

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

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C 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	Gr grass	M mud	S sand	sy stony

Miscellaneous:

AUTH authorized	Obsn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

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

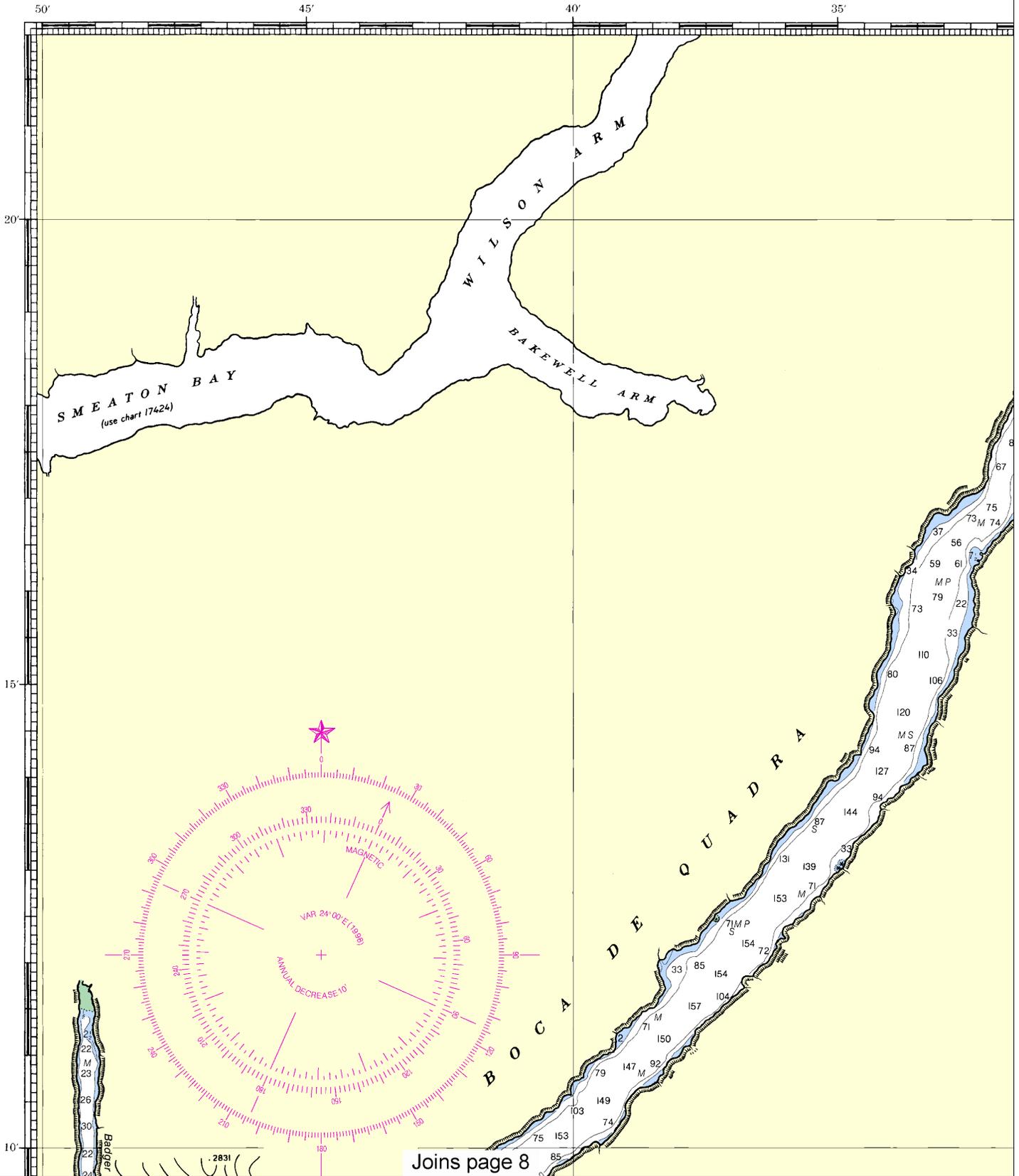
TIDAL INFORMATION

Place	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Name (LAT/LONG)	feet	feet	feet	feet
Nekat Harbor, Dixon Entrance (54°49'N/130°42'W)	14.7	13.8	1.4	-4.5
Wales Island (Cannery), Peerse Canal (54°47'N/130°33'W)	15.3	14.4	1.5	-4.5
Halibut Bay, Portland Canal (55°14'N/130°06'W)	16.0	15.1	1.7	-4.5
Boca de Quadra, Revillagigedo Channel (55°07'N/130°48'W)	15.0	14.1	1.4	-4.5

(498)

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.

17427



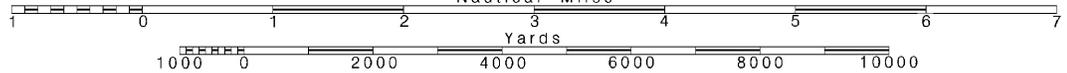
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

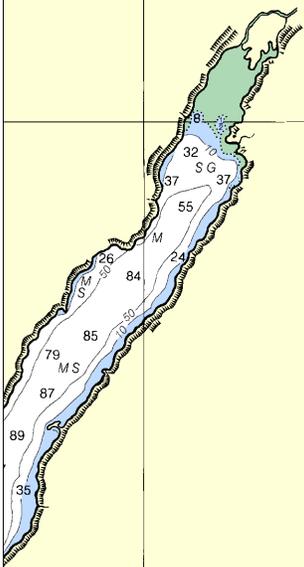
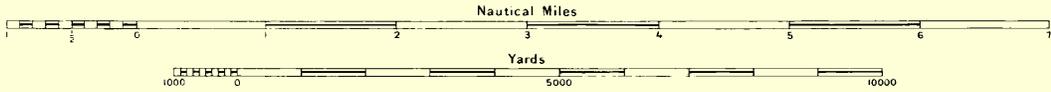


130° 30'

25'

20'

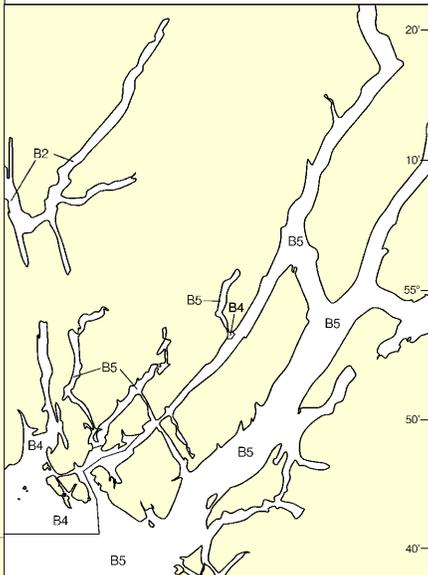
15'



SOURCE DIAGRAM

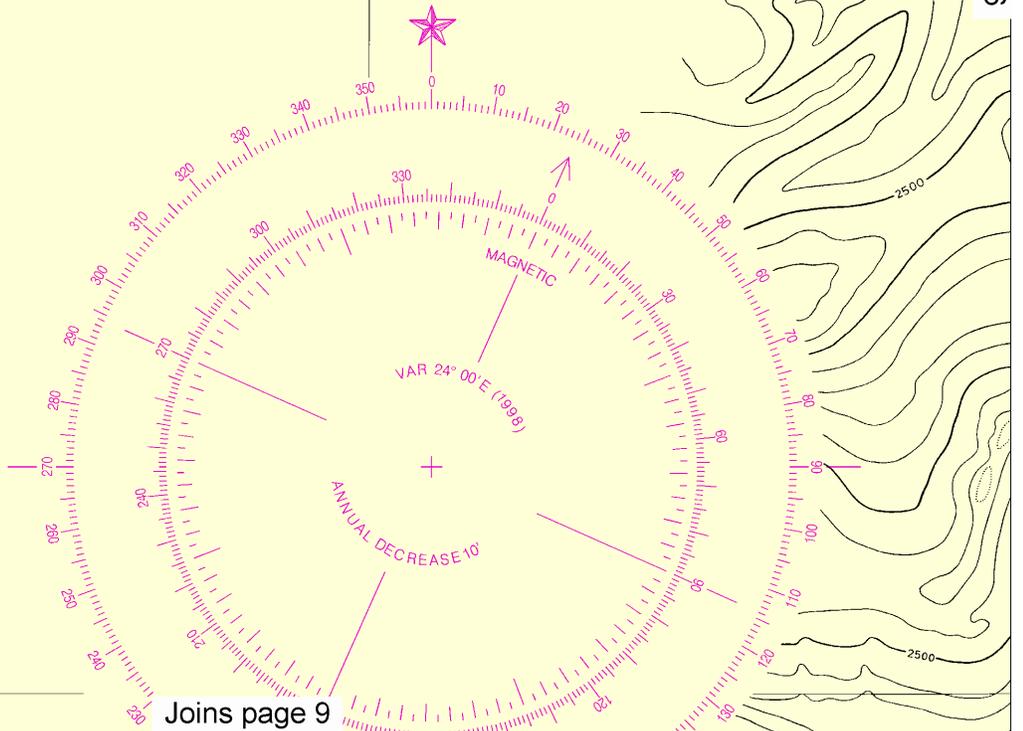
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
B2	1970 - 1989	NOS Surveys partial bottom coverage
B4	1900 - 1939	NOS Surveys partial bottom coverage
B5	Pro - 1900	NOS Surveys partial bottom coverage



PEABODY MOUNTAIN

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Joins page 9

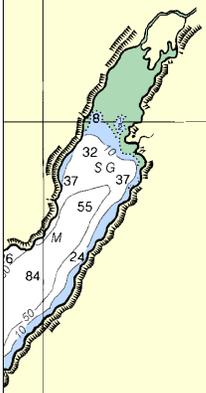
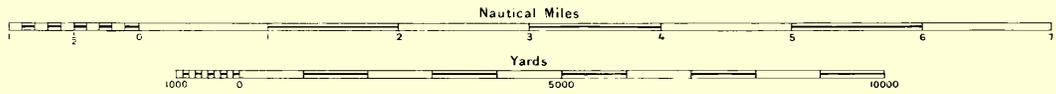
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

30° 30'

25'

20'

15'



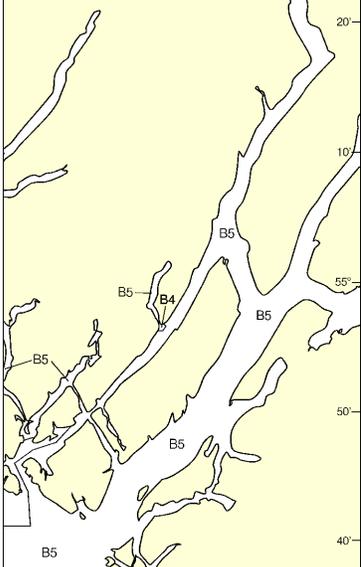
Joins page 5

SOURCE DIAGRAM

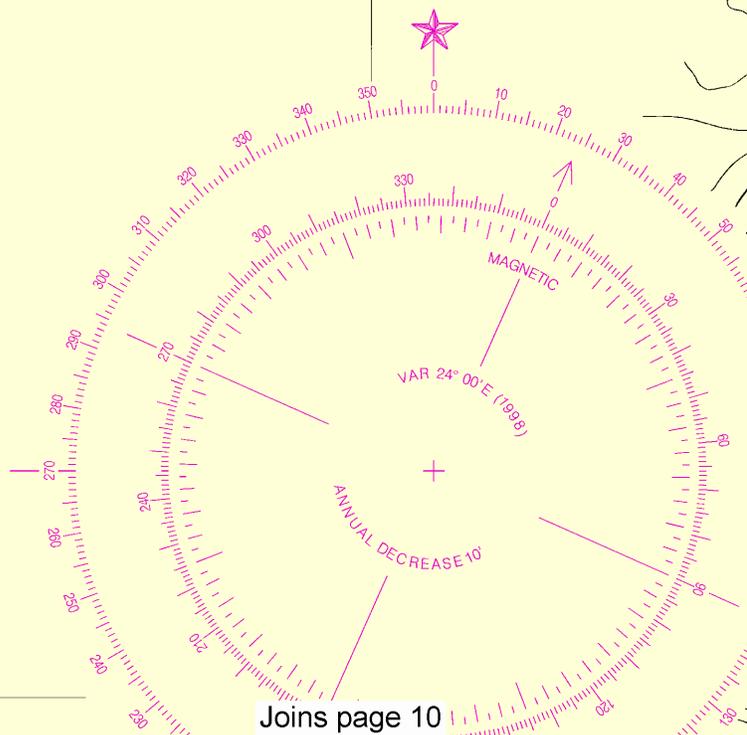
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SOURCE

1970 - 1989	NOS Surveys	partial bottom coverage
1900 - 1939	NOS Surveys	partial bottom coverage
Pre - 1900	NOS Surveys	partial bottom coverage



PEABODY MOUNTAIN



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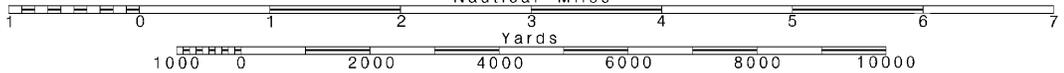
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

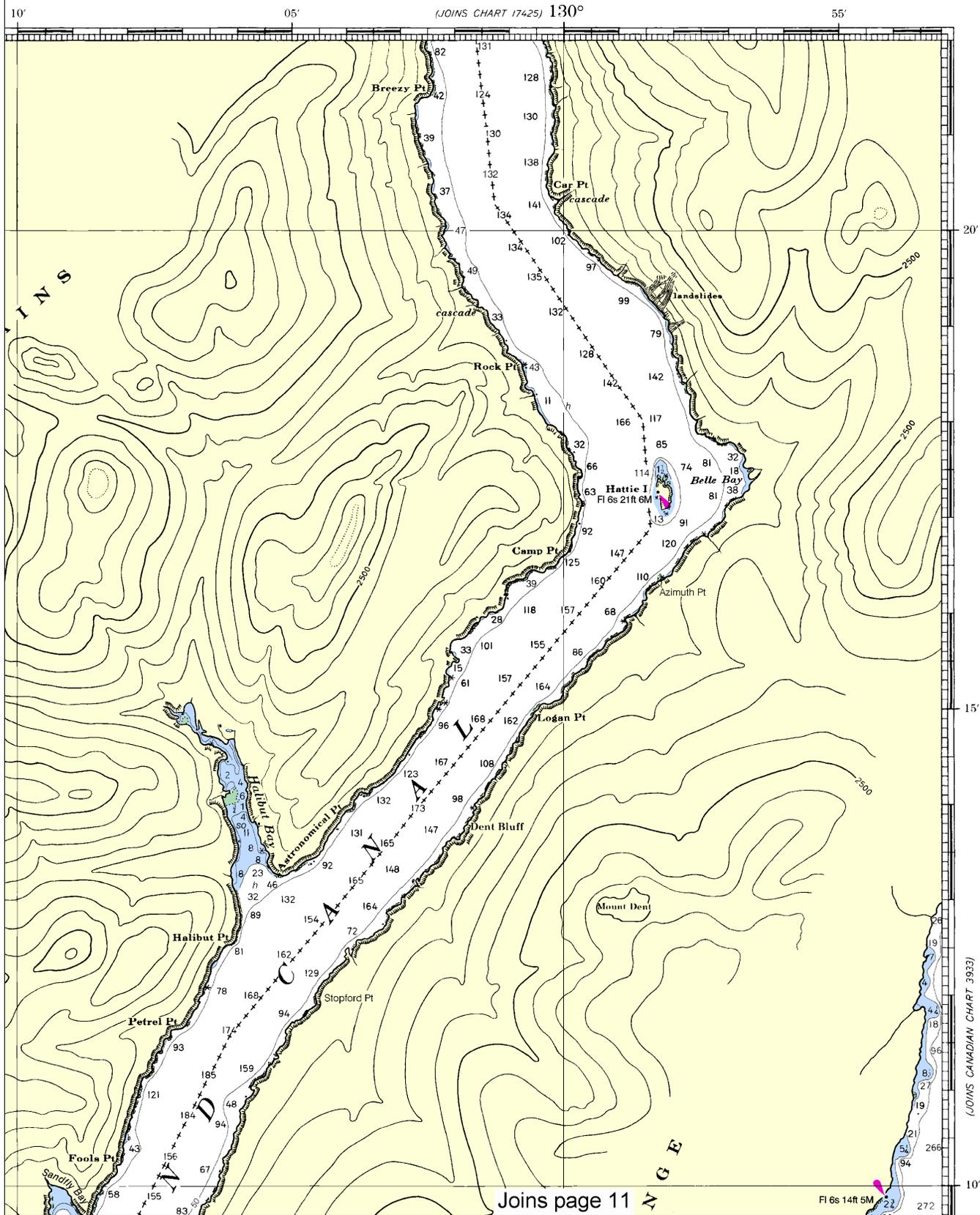
See Note on page 5.



SOUNDINGS IN FATHOMS

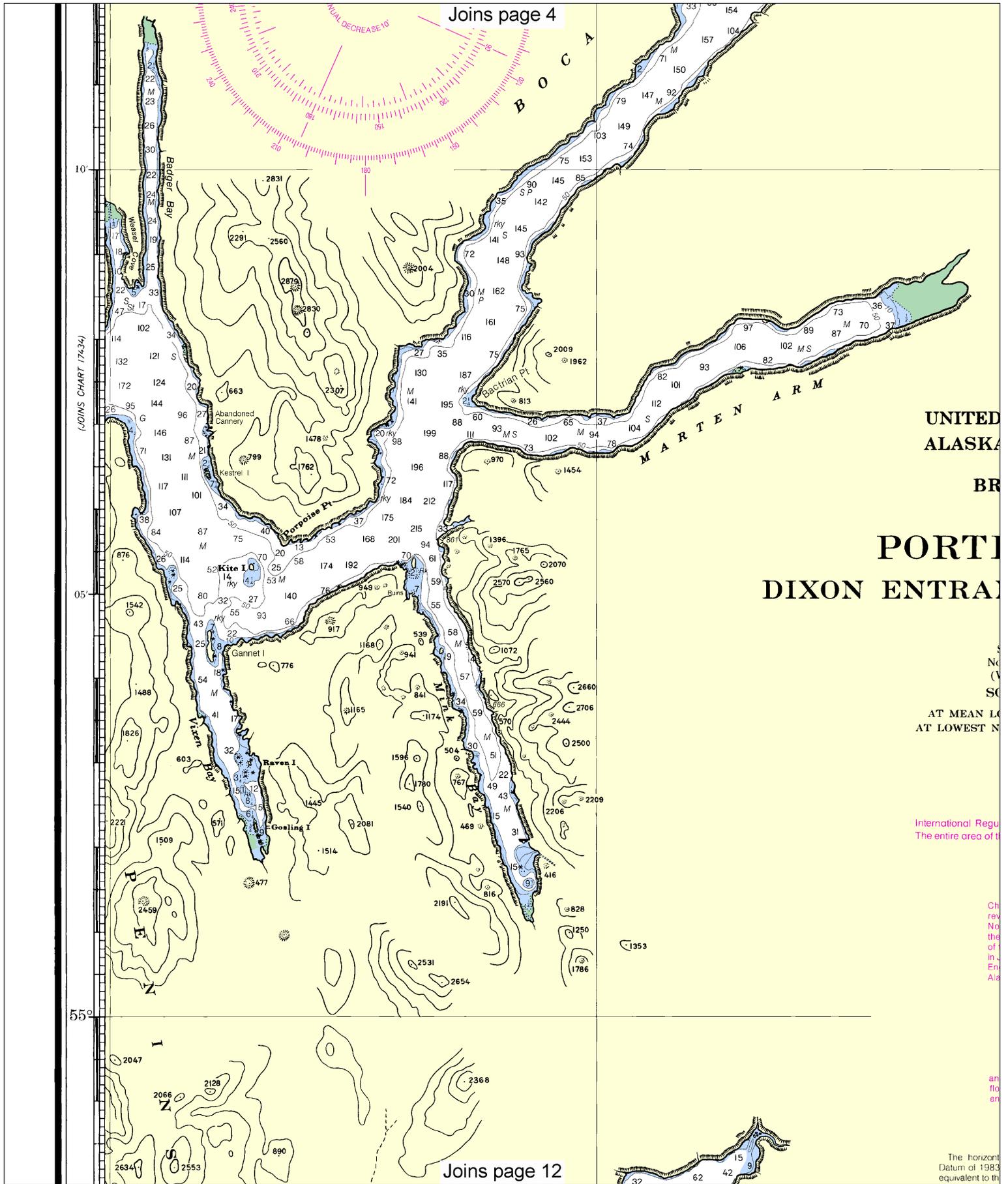
Nautical Chart Catalog No. 3, Panels R

17427



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.





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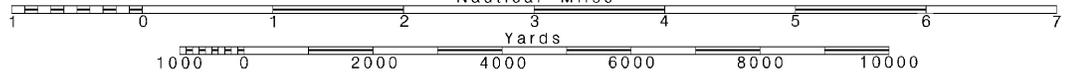


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Printed at reduced scale.

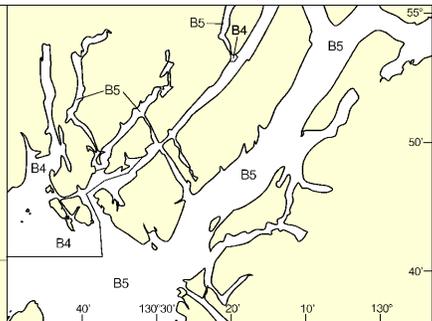
SCALE 1:80,000
Nautical Miles

See Note on page 5.



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Joins page 5



UNITED STATES AND CANADA
 ALASKA – SOUTHEAST COAST
 AND
 BRITISH COLUMBIA

LAND CANAL
 FROM HATTIE ISLAND

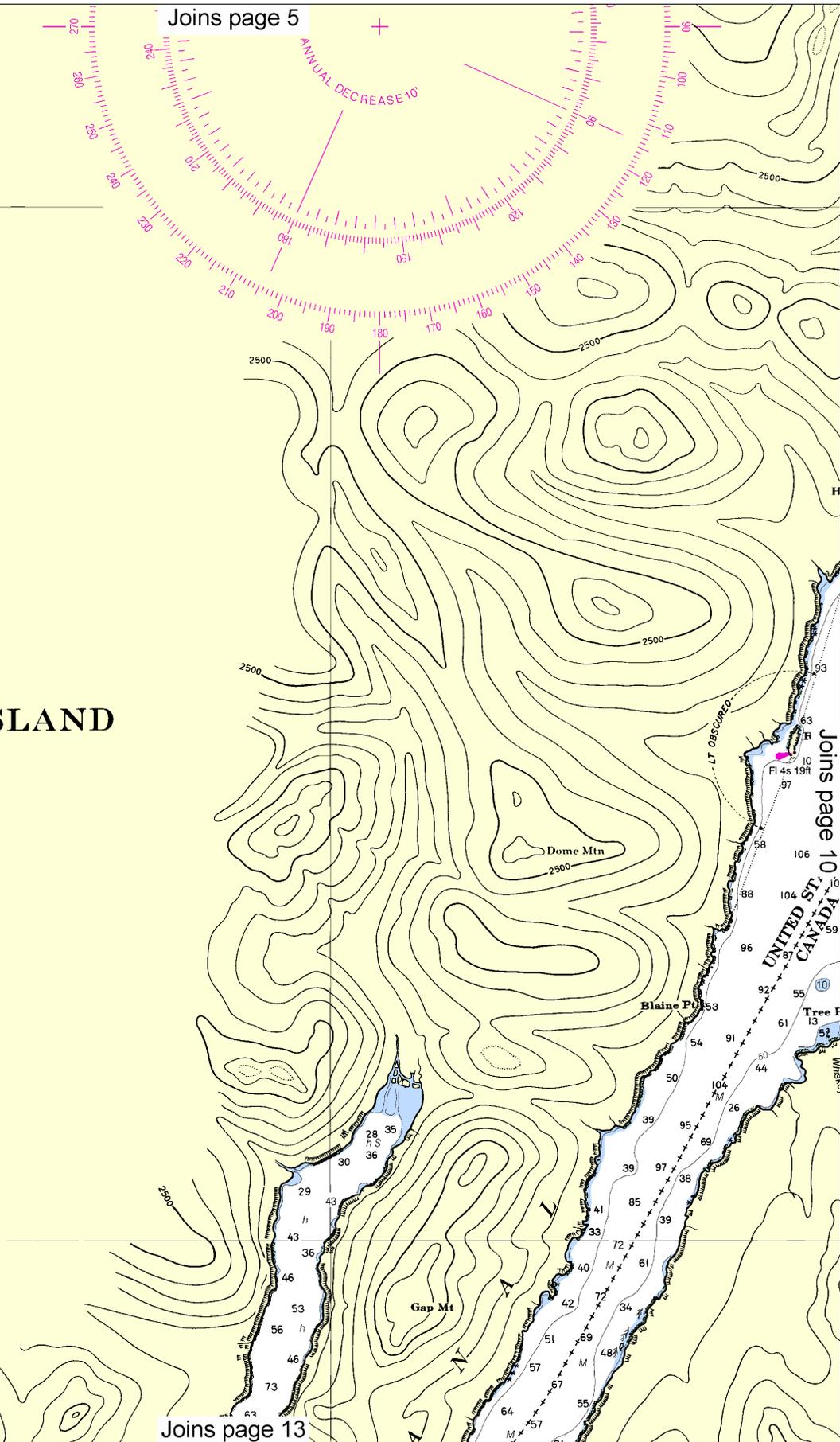
Mercator Projection
 Scale 1:80,000 at Lat. 55°20'
 North American Datum of 1983
 (World Geodetic System 1984)
 SOUNDINGS IN FATHOMS
 LOWER LOW WATER IN U.S. TERRITORY
 NORMAL TIDES IN CANADIAN TERRITORY

COLREGS, 80.1705 (see note A)
 Regulations for Preventing Collisions at Sea, 1972.
 This chart falls seaward of the COLREGS Demarcation Line.

NOTE A
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 Refer to charted regulation section numbers.

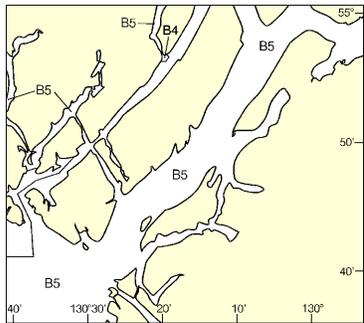
WARNING
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HORIZONTAL DATUM
 The reference datum of this chart is North American 83 (NAD 83), which for charting purposes is considered the World Geodetic System 1984 (WGS 84). Geographic



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Joins page 10



Joins page 6



**UNITED STATES AND CANADA
SOUTHEAST COAST
OF BRITISH COLUMBIA**

**BLAIR CANAL
TO HATTIE ISLAND**

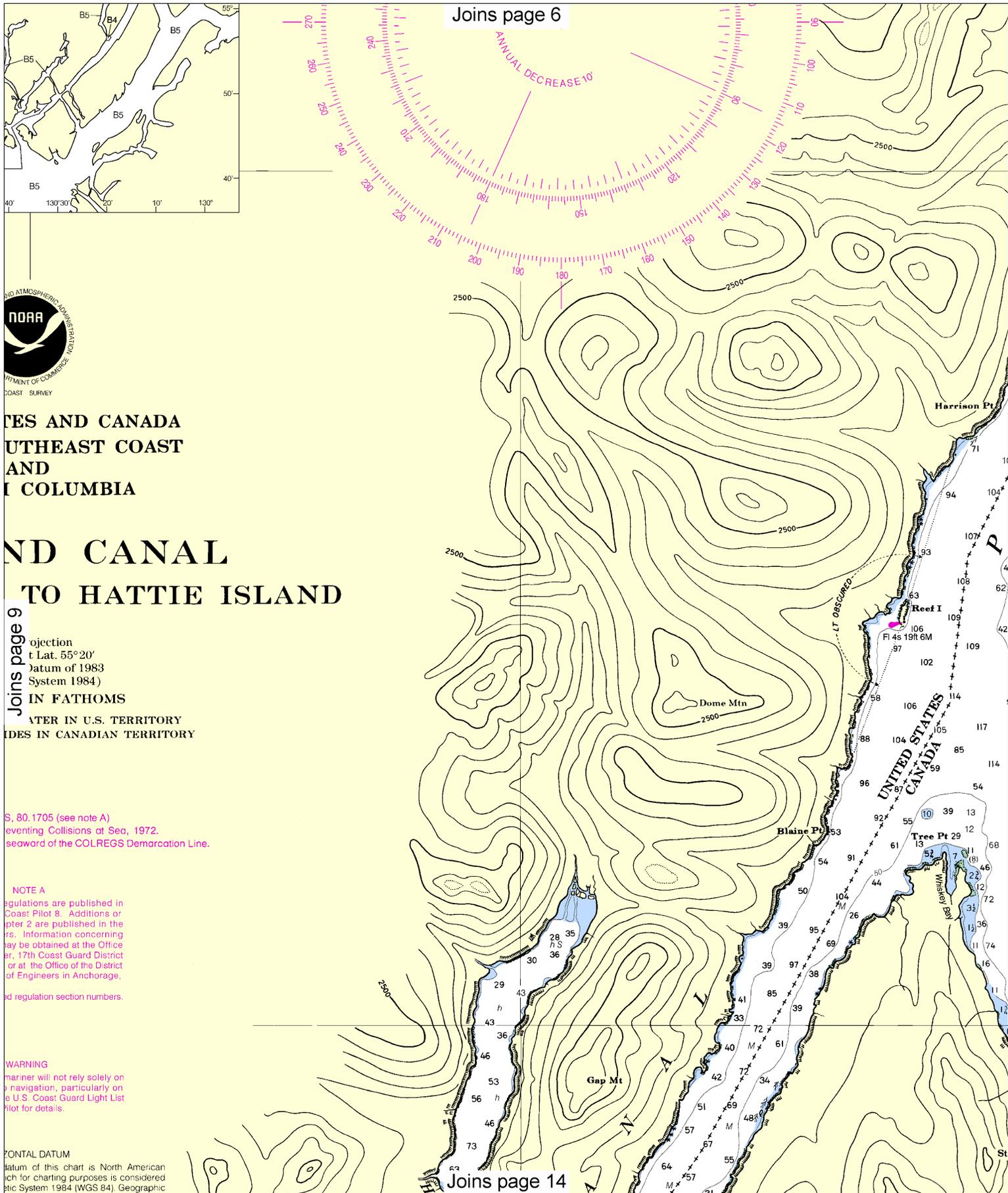
Projection
 Central Lat. 55°20'
 Datum of 1983
 System 1984)
DEPTHS IN FATHOMS
 WATER IN U.S. TERRITORY
 DEPTHS IN CANADIAN TERRITORY

S. 80.1705 (see note A)
 Preventing Collisions at Sea, 1972.
 seaward of the COLREGS Demarcation Line.

NOTE A
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 Deletions are published in the
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 or at the Office of the District
 of Engineers in Anchorage.
 See regulation section numbers.

WARNING
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 this chart for navigation, particularly on
 the U.S. Coast Guard Light List
 Plot for details.

HORIZONTAL DATUM
 Datum of this chart is North American
 Datum of 1983 which for charting purposes is considered
 the same as the International Geodetic System 1984 (WGS 84), Geographic



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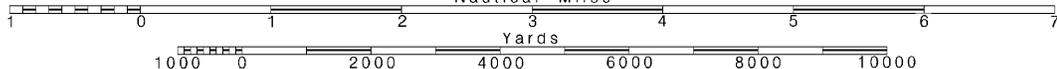
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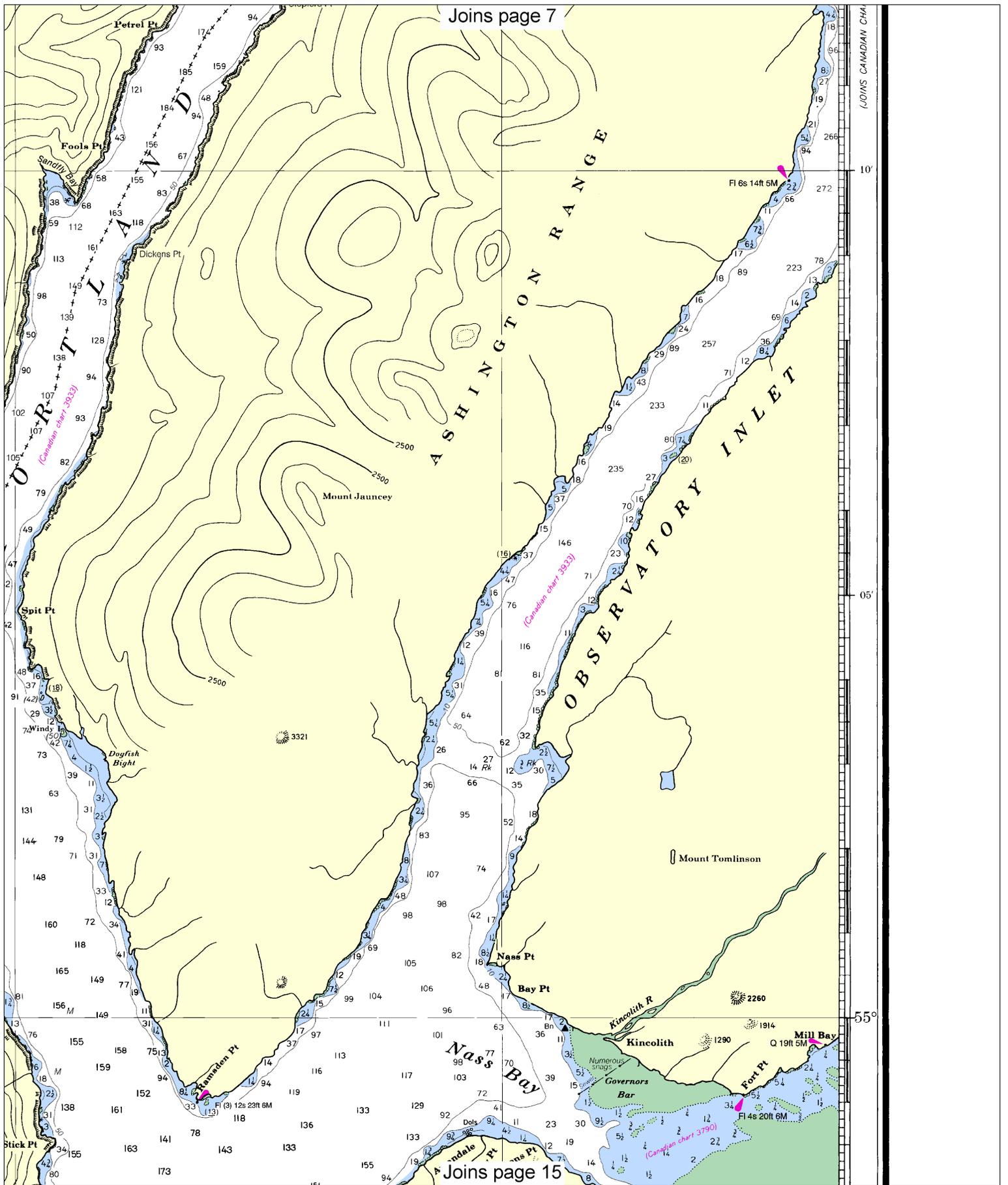
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

See Note on page 5.



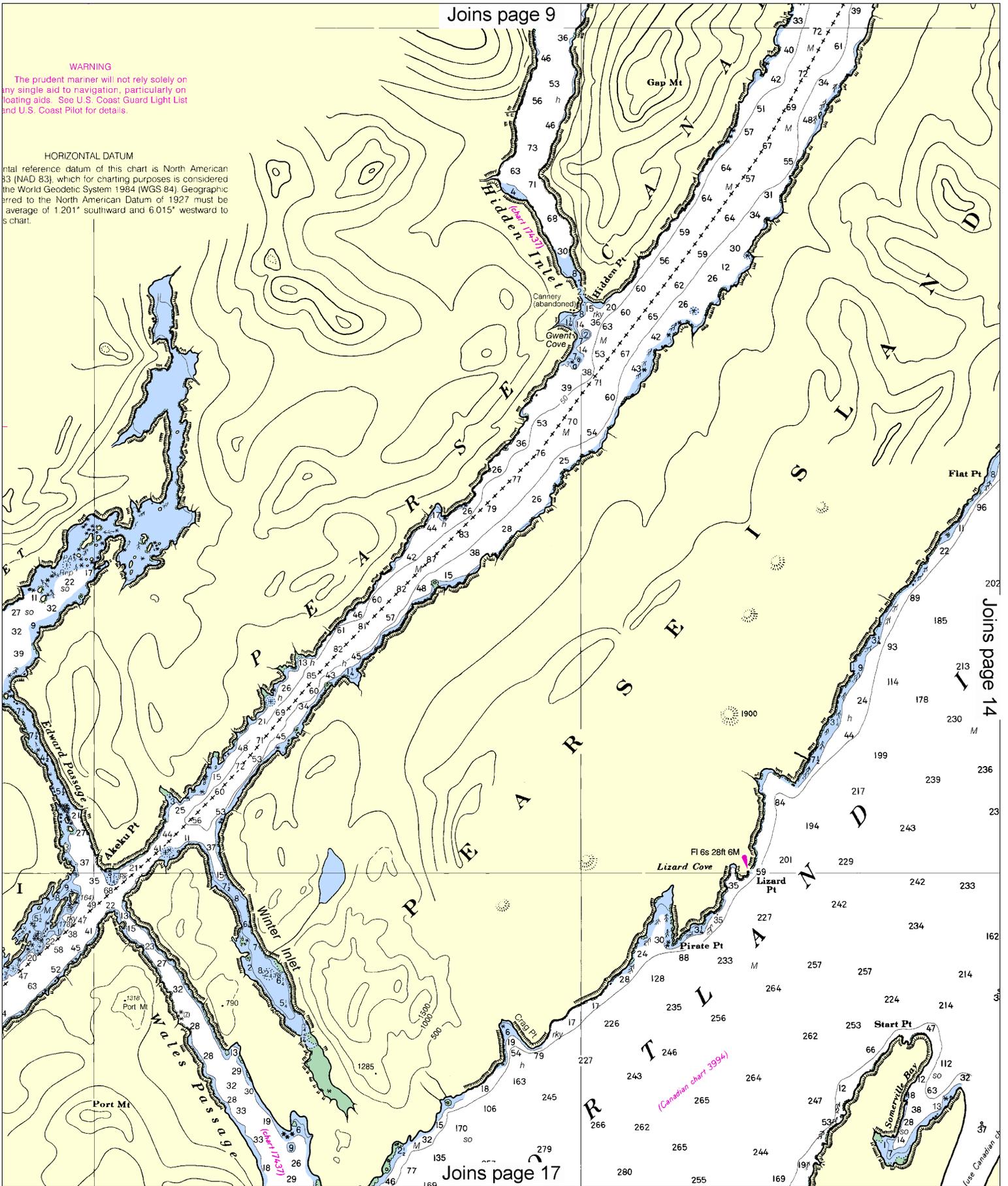


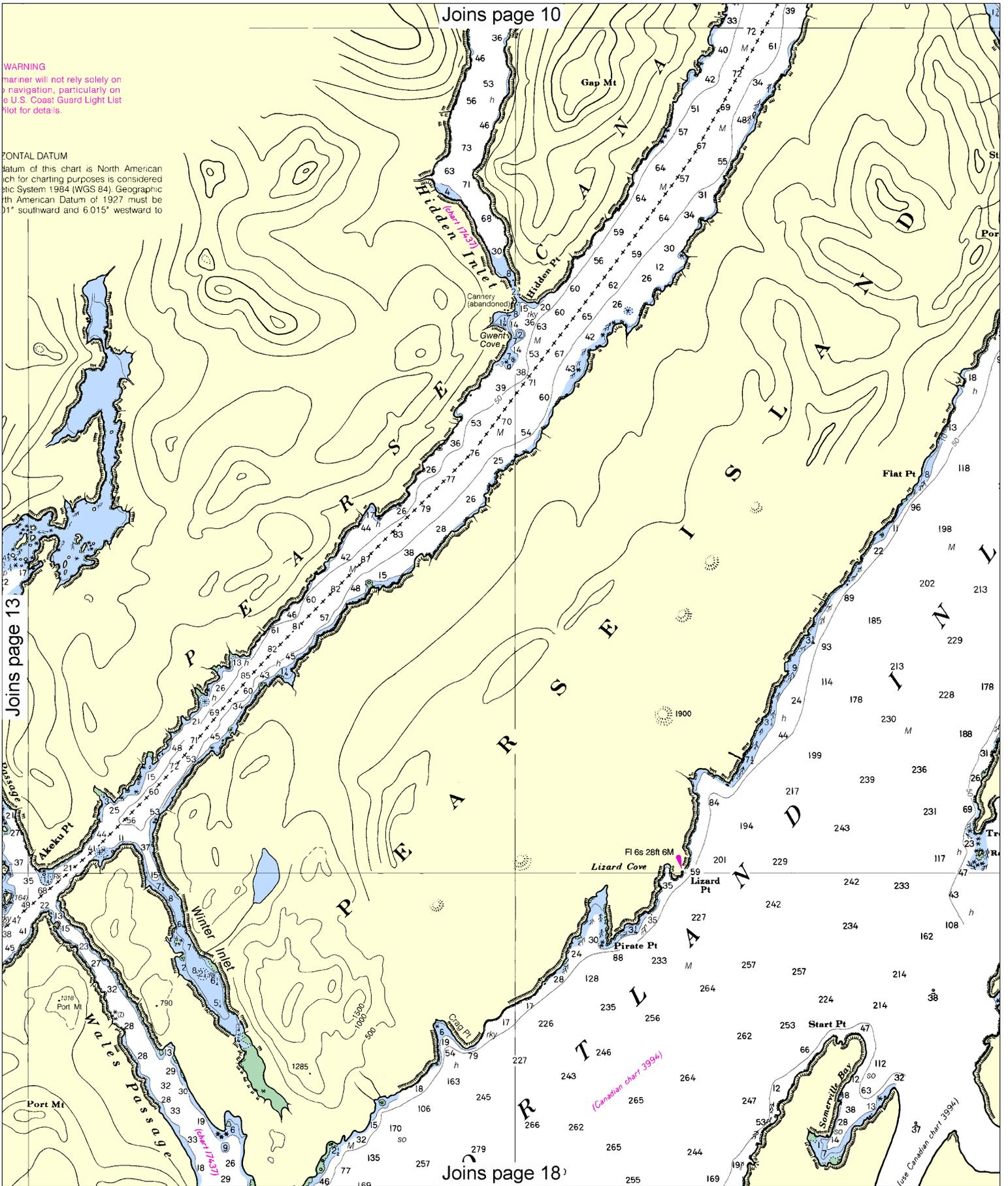
WARNING

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HORIZONTAL DATUM

Horizontal reference datum of this chart is North American 83 (NAD 83), which for charting purposes is considered the World Geodetic System 1984 (WGS 84). Geographic coordinates to the North American Datum of 1927 must be averaged of 1.201" southward and 6.015" westward to this chart.





WARNING
 mariner will not rely solely on
 navigation, particularly on
 the U.S. Coast Guard Light
 List for details.

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 Datum of this chart is North American
 datum for charting purposes is considered
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 datum of this American Datum of 1927 must be
 11" southward and 6.015" westward to

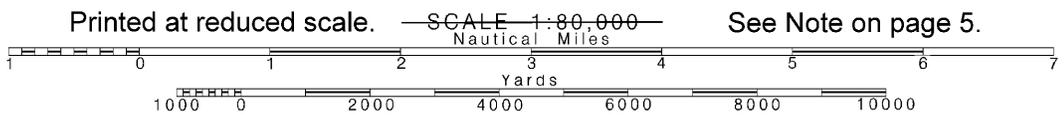
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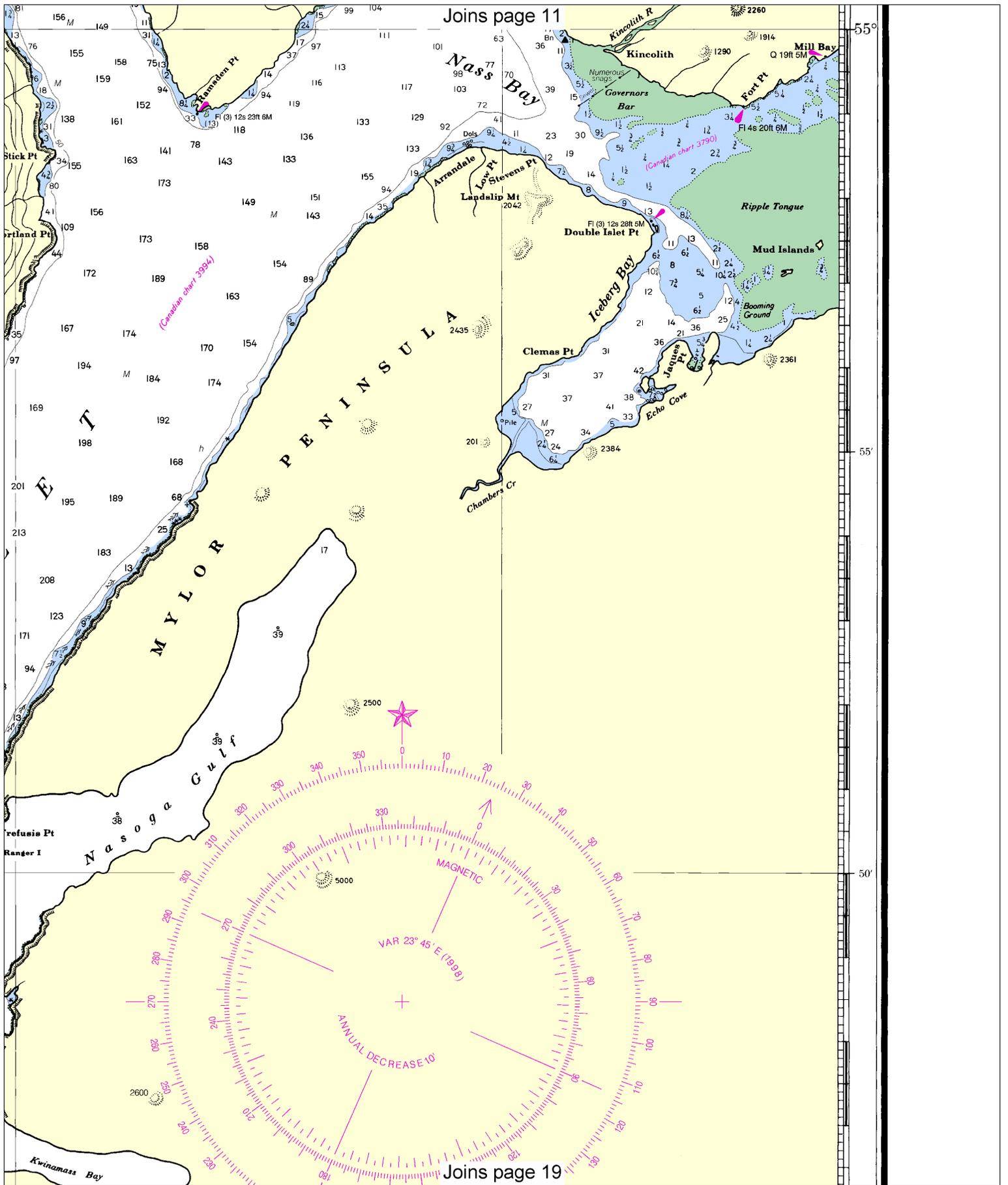
Joins page 10

Joins page 18

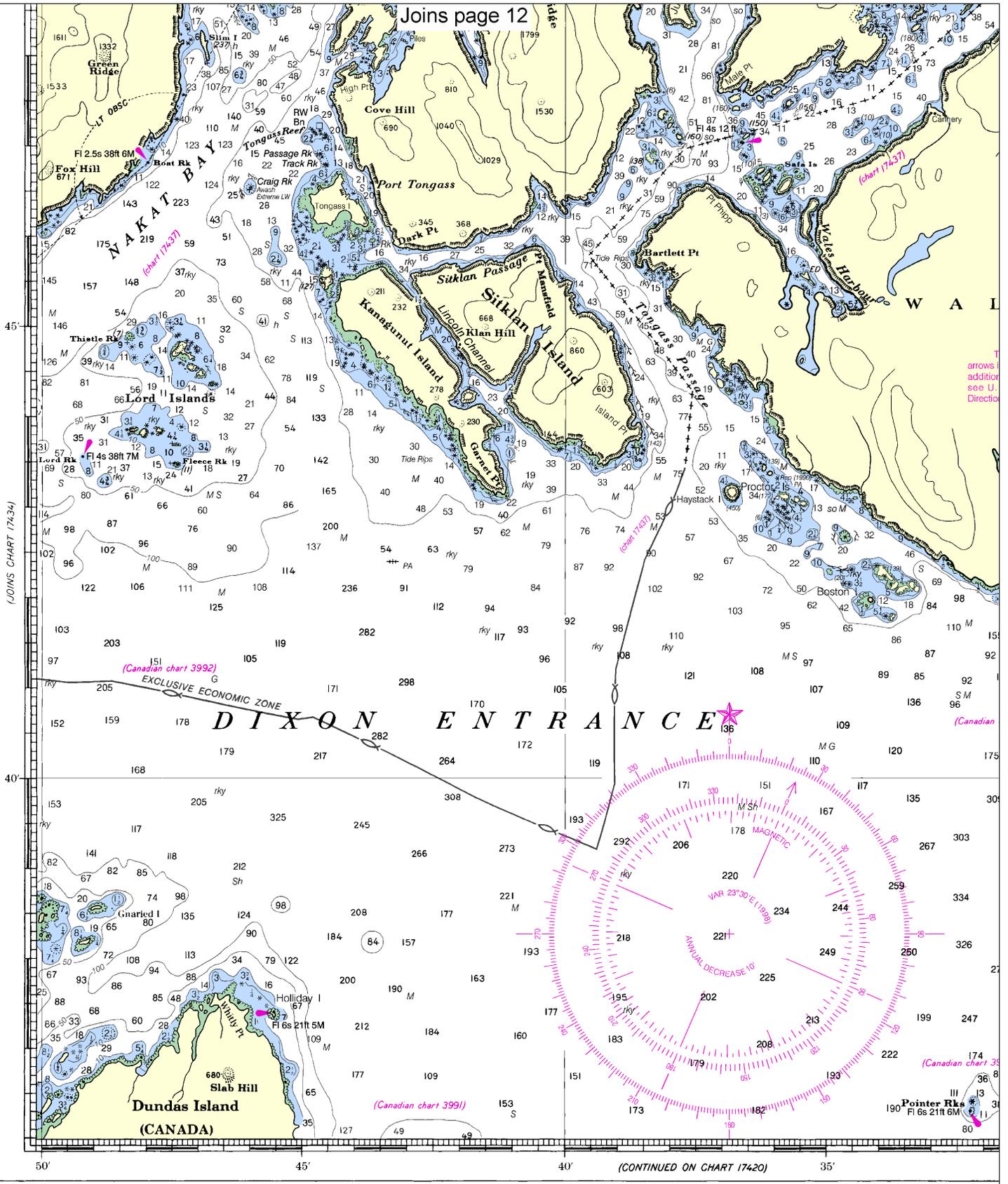
14

Note: Chart grid lines are aligned with true north.





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7th Ed., July 4/98 ■
17427

CAUTION
This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency, the Canadian Ministry of Transport and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left-hand corner

SOUNDINGS IN F

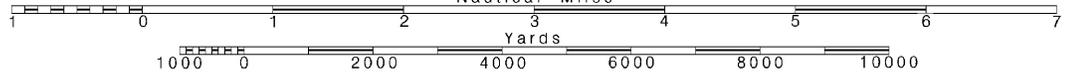
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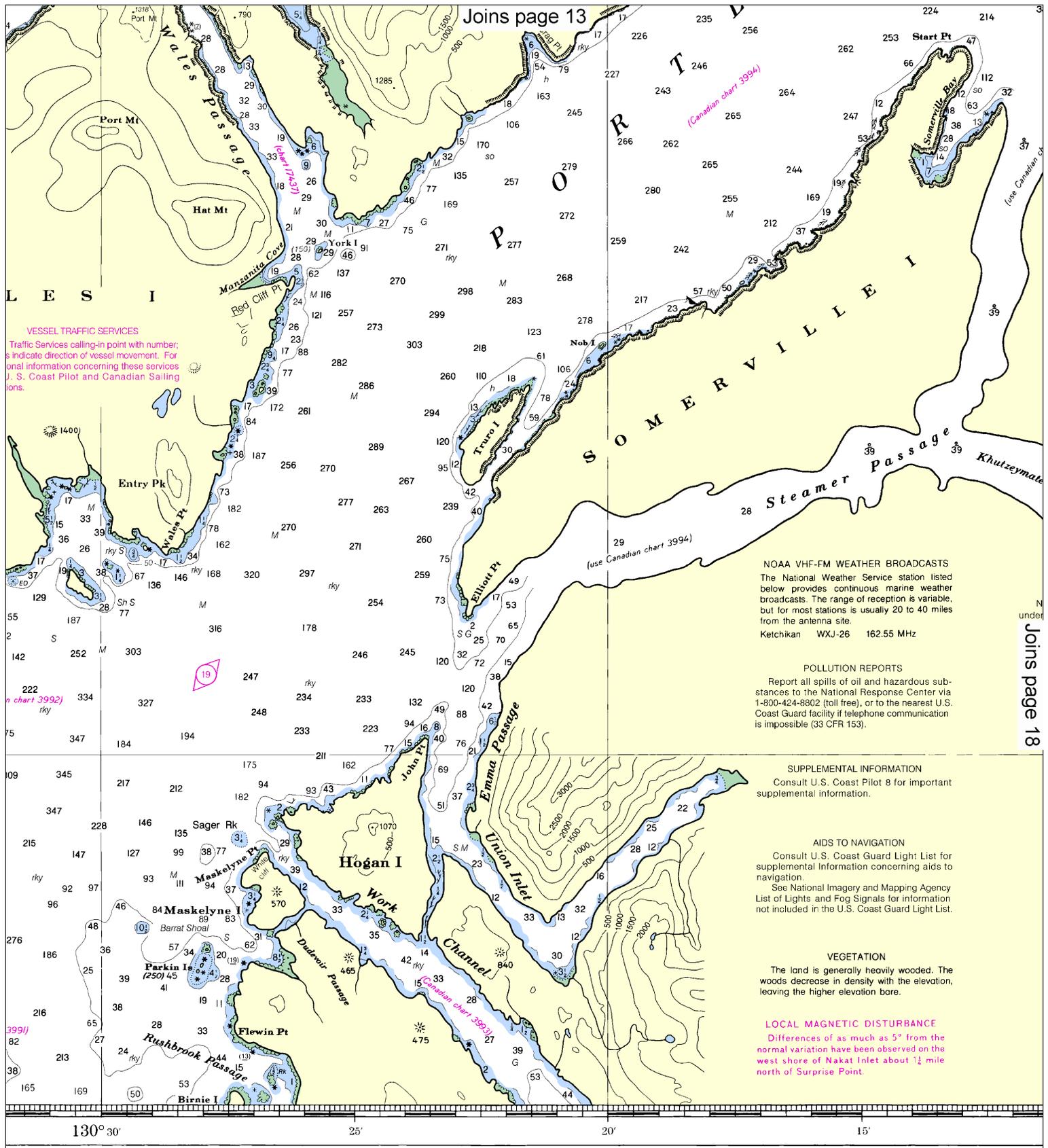
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





Joins page 13

Joins page 18

VESSEL TRAFFIC SERVICES

Traffic Services calling-in point with number; S indicate direction of vessel movement. For onal information concerning these services J. S. Coast Pilot and Canadian Sailing ions.

NOAA VHF-FM WEATHER BROADCASTS
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SUPPLEMENTAL INFORMATION
 Consult U.S. Coast Pilot 8 for important supplemental information.

AIDS TO NAVIGATION
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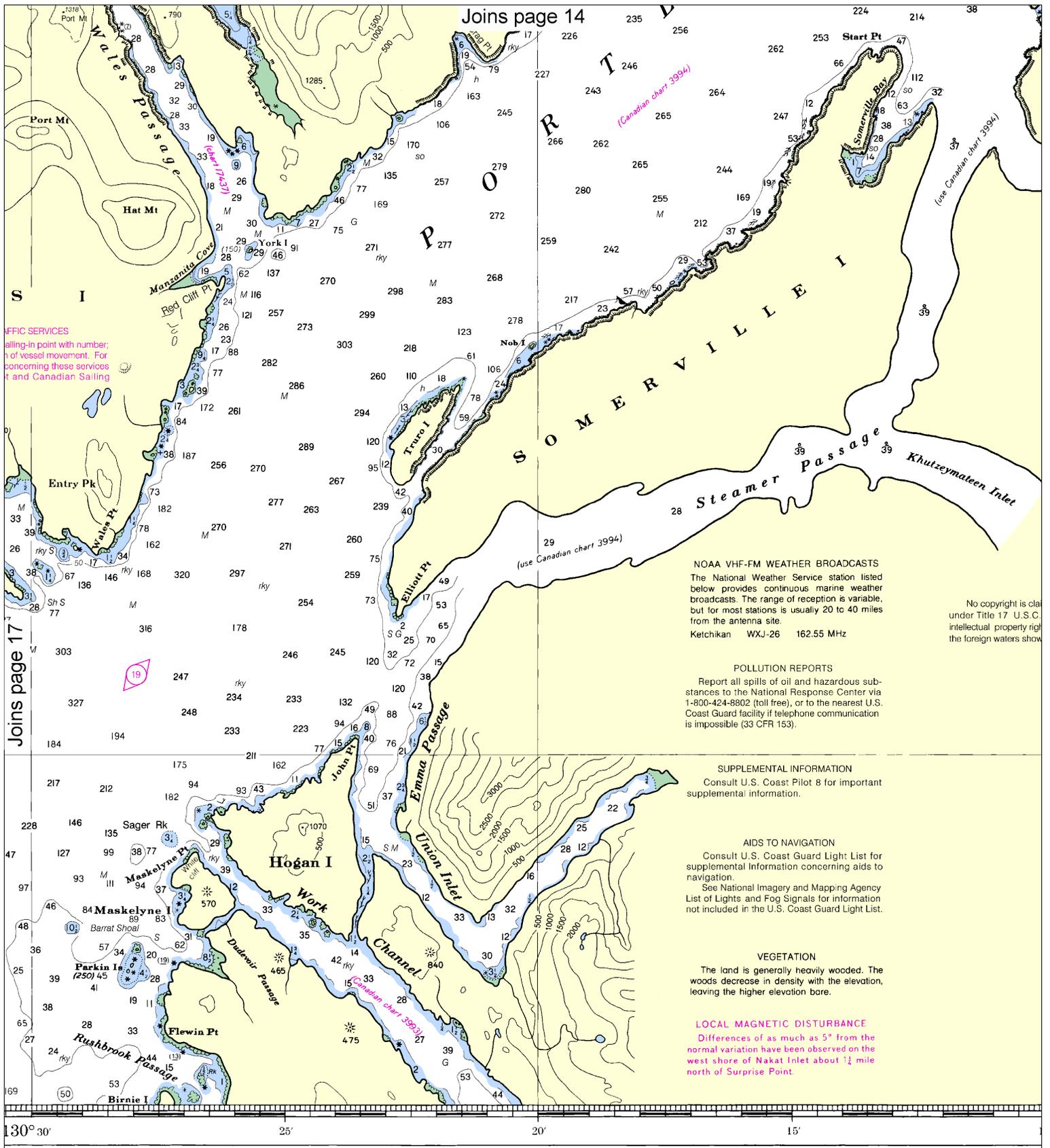
VEGETATION
 The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevation bare.

LOCAL MAGNETIC DISTURBANCE
 Differences of as much as 5° from the normal variation have been observed on the west shore of Nakat Inlet about 1/4 mile north of Surprise Point.

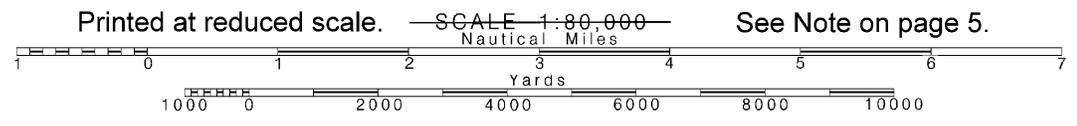
FATHOMS



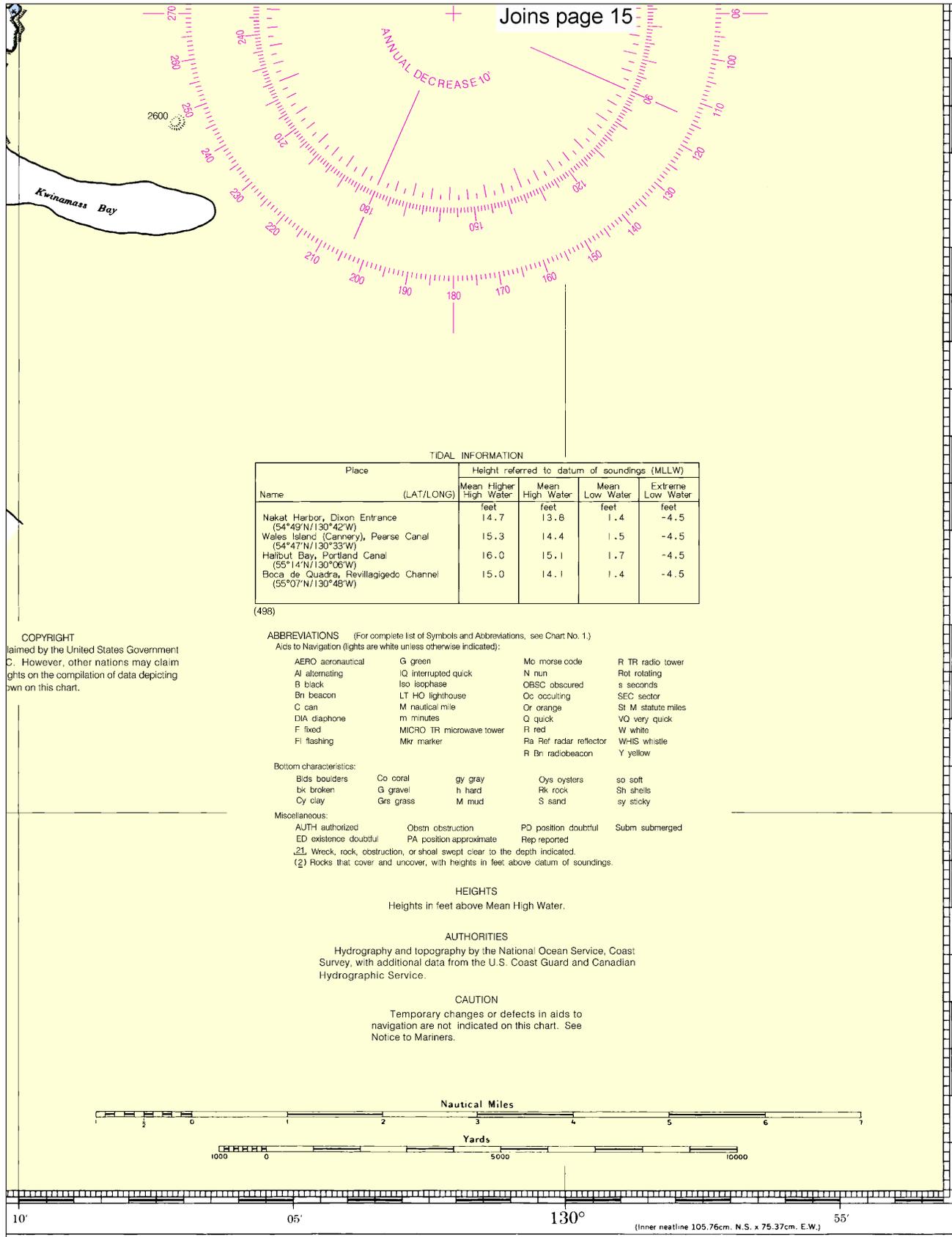
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 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



Note: Chart grid lines are aligned with true north.



See Note on page 5.



TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Nakat Harbor, Dixon Entrance (54°49'N/130°42'W)		14.7	13.8	1.4	-4.5
Wales Island (Cannery), Pearse Canal (54°47'N/130°33'W)		15.3	14.4	1.5	-4.5
Halibut Bay, Portland Canal (55°14'N/130°06'W)		16.0	15.1	1.7	-4.5
Boca de Quadra, Revillagigedo Channel (55°07'N/130°48'W)		15.0	14.1	1.4	-4.5

(498)

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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 moose code | R TR radio tower |
| Al alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | iso isophase | OBSC obscured | s seconds |
| Bn beacon | LT 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 | Obstn obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |
- (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

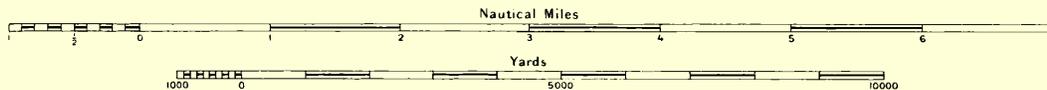
Heights in feet above Mean High Water.

AUTHORITIES

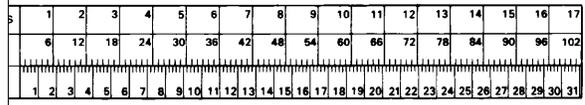
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Canadian Hydrographic Service.

CAUTION

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



10' 05' 130° 55' (Inner neatline 105.76cm. N.S. x 75.37cm. E.W.)



Portland Canal
 SOUNDINGS IN FATHOMS - SCALE 1:80,000

17427





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>
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- 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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