

BookletChart™

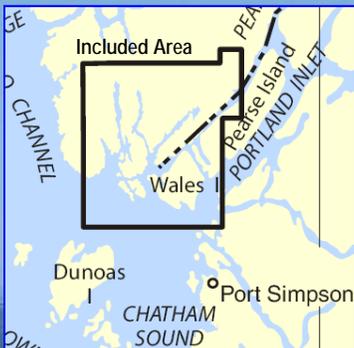
Portland Inlet to Nakat Bay

NOAA Chart 17437

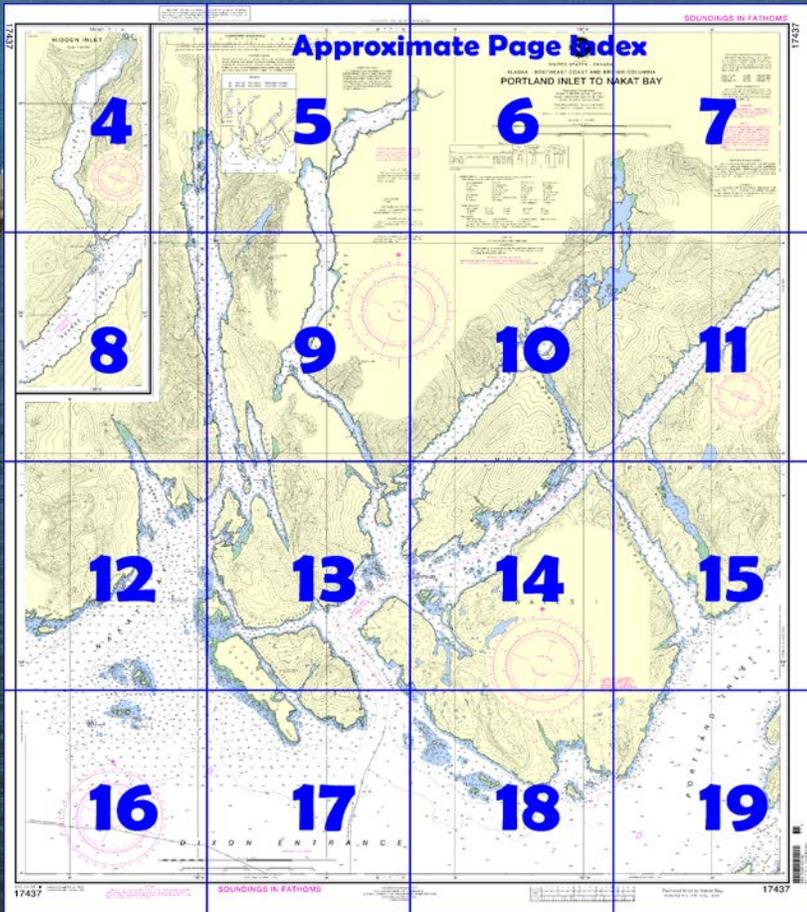


A reduced-scale NOAA nautical chart for small boaters

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.

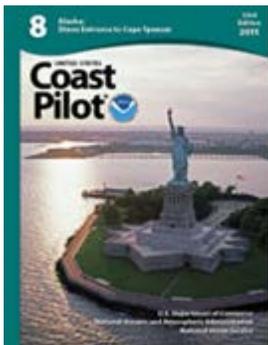
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=17437>.



(Selected Excerpts from Coast Pilot)

Cape Fox, on the N side of Dixon Entrance, forms the W side of Nakat Bay and the E point of the entrance to Revillagigedo Channel. A small-boat channel between Fox Island and the cape is narrow and crooked, and should not be attempted without local knowledge. The channel has many piles and is used as a log storage area. A rock awash is about 500 yards ENE from the E tip of **Fox Island**, a small island about 0.2 mile off Cape Fox.

Tree Point Light, described later in this chapter, is on the NE side of the lower end of Revillagigedo Channel, about 3.7 miles NW of Cape Fox.

Lord Islands, about 2.5 miles SE from Cape Fox, are in two groups,

separated about 0.7 mile, and have a number of islands in each group, with a clear channel between the groups. The larger islands are wooded and 100 to 200 feet high. Several bold and bare rocks are close to the Lord Islands. Submerged rocks and kelp fringe these islands, and shoal water extends about 0.5 mile N and NW of the N group. The recommended channel into Nakat Bay is to the W of the islands and **Thistle Rock**, favoring the Cape Fox shore.

Lord Rock, about 10 feet high, is about 0.7 mile SW from the S group of the Lord Islands. **Lord Rock Light** (54°43'33"N., 130°49'13"W.), 38 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the highest part of the rock.

Nakat Bay, making N between Cape Fox and Tongass Island, is the entrance to Nakat Inlet and the W approach to Port Tongass. The bay does not afford anchorage.

Boat Rock, 5 feet high, is close to the W shore at the entrance to Nakat Bay. **Boat Rock Light** (54°46'49"N., 130°47'58"W.), 38 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the SW end of the rock.

Craig Rock, near the middle of the bay and about 0.7 mile from the W point of Tongass Island, is awash at extreme low water, with deep water all around. It breaks in a heavy sea and is not marked by kelp.

Harry Bay, on the NW side of Nakat Bay, is deep and exposed to the SE. **Slim Island** is close to the W shore at the entrance. A boat passage is between the island and the mainland, but the island shore must be kept close aboard, because the W half of the passage is foul. A shoal with 6½ fathoms over it is 0.4 mile 116° from the S end of Slim Island. **Ledge Point** on the E side of the entrance to the bay should be passed at a distance of 0.5 mile to clear the rocks off the point.

Nakat Inlet extends in a N direction for about 8 miles. The shores are steep and heavily wooded to the water's edge. The main inlet is deep and affords no anchorage except near its head. The group of small, wooded islands near the head of the inlet provides shelter for small craft. Anchorage may be had in 8 to 13 fathoms. The inlet is clear of obstructions except near its head or close inshore.

Nakat Harbor makes off from the SE part of Nakat Inlet and is separated from it by a chain of wooded islands. An abandoned cannery dock, in ruins, is on the E shore of the harbor E of Observation Rock. In the S part of the harbor, about halfway up the arm, off a small bight having a gravel beach, anchorage and shelter for vessels of moderate size may be found in 19 fathoms. The N arm of Nakat Harbor also has anchorage, but poor shelter. A reef with two pinnacles that bare 3 feet is 200 yards from the W shore about 0.3 mile N from **Simonton Point**. **Observation Rock**, in the middle of Nakat Harbor, is about 6 feet high, with submerged rocks that extend about 250 yards SE and NW from it. A deep channel is between the rocks and the shore, but the shore must be given a berth of over 100 yards.

The best channel for entering Nakat Harbor is SE of the southeastern-most islet of the chain separating it from Nakat Inlet.

Excellent anchorage may be had in 18 fathoms, mud bottom, in the SW arm of Nakat Harbor, about 0.6 mile SE of **Surprise Point**. Passage to the head of this arm is obstructed by a rock baring 3 feet in the middle of the constricted part of the arm. Small vessels should favor the W shore to avoid the rock and the extensive flats along the E shore. At high water the SW arm is connected with the small bight, about 0.7 mile N of the daybeacon on Tongass Reef, by a narrow passage that is obstructed by trees and is only navigable by small boats.

**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

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

HEIGHTS
Heights in feet above Mean High Water.

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 1½ miles north of Surprise Point.

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

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

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.

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.

Gravina I, AK	KZZ-96	162.525 MHz
Duke I, AK	KZZ-92	162.450 MHz
Ketchikan, AK	WXJ-26	162.55 MHz

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

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 1.207" southward and 5.951" westward to agree with 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.

Mercator Projection
Scale 1:40,000 at Lat. 54°50'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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

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

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

Bottom characteristics:

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

Miscellaneous:

AUTH authorized	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.

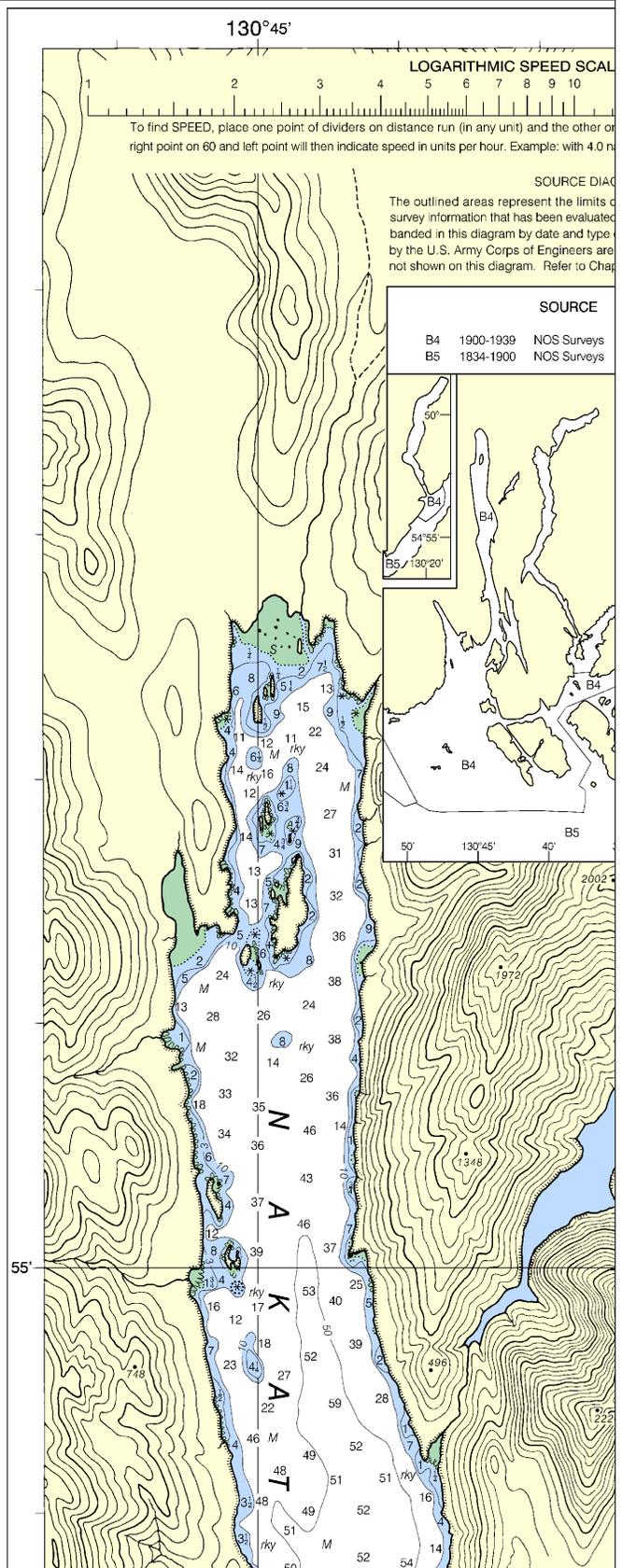
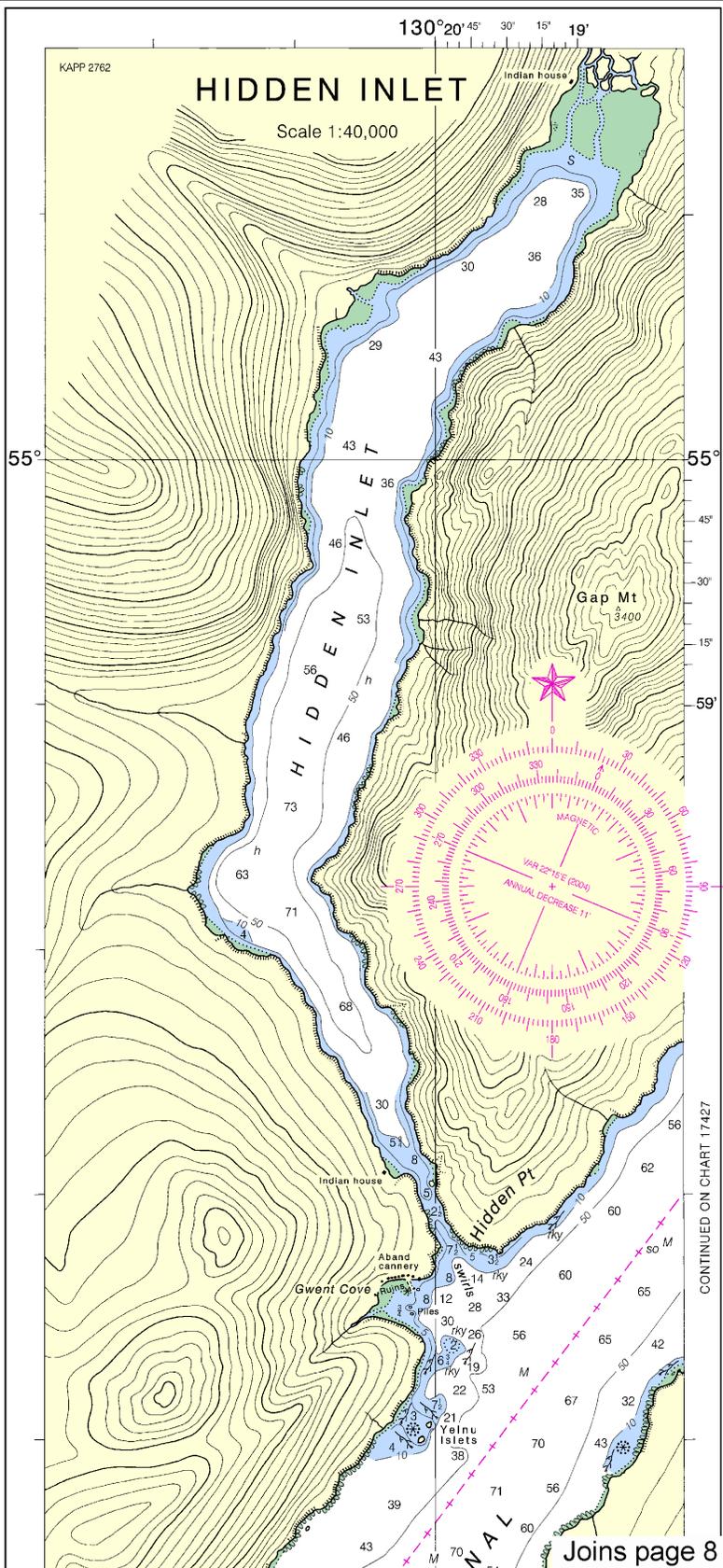
TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
		foot	foot	foot	foot
Waies Island (Cannery), Pearse Canal	(54°47'N/130°33'W)	15.3	14.4	1.5	-4.5
Haystack Island	(54°43'N/130°37'W)	15.0	14.1	1.5	-4.0
Nakat Harbor	(54°49'N/130°42'W)	14.7	13.8	1.4	-4.5
Port Tongass	(54°46'N/130°44'W)	14.6	13.7	1.3	-4.3

(May 2004)

17437

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.



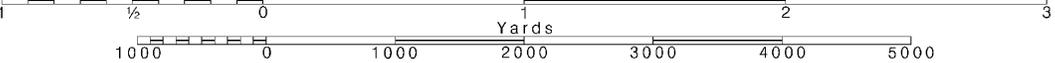
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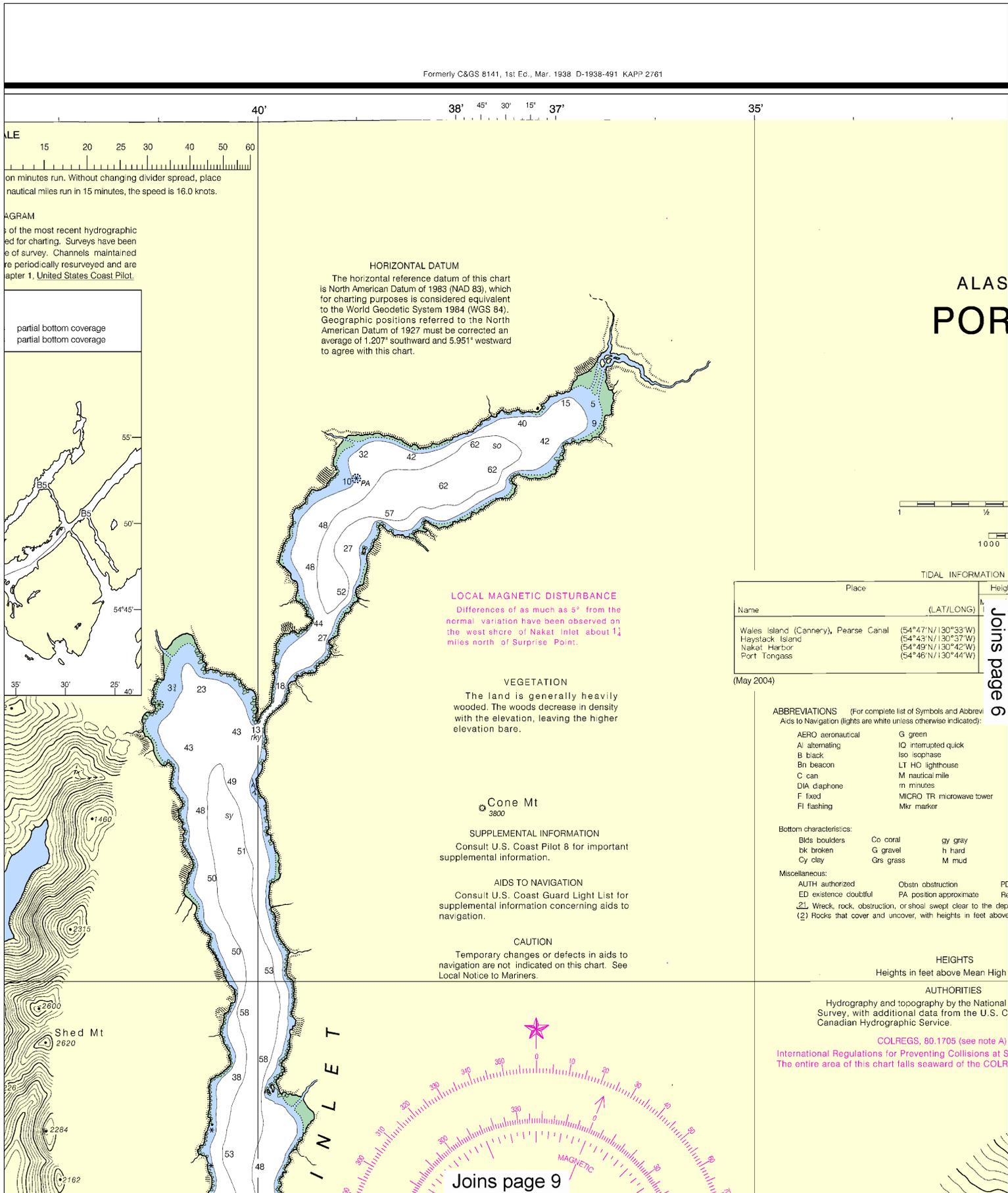
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

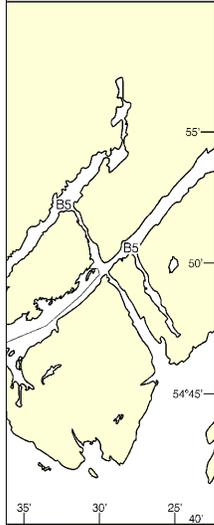




SCALE
 15 20 25 30 40 50 60
 on minutes run. Without changing divider spread, place
 nautical miles run in 15 minutes, the speed is 16.0 knots.

PROGRAM
 of the most recent hydrographic
 ed for charting. Surveys have been
 e of survey. Channels maintained
 re periodically resurveyed and are
 apter 1, United States Coast Pilot.

partial bottom coverage
 partial bottom coverage



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 1.207' southward and 5.951' westward to agree with this chart.

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 1/2 miles north of Surprise Point.

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

Cone Mt
 3800

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

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

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

TIDAL INFORMATION

Place	Height
Name (LAT/LONG)	
Wales Island (Cannery), Pearse Canal (54°47'N/130°33'W)	
Haystack Island (54°43'N/130°37'W)	
Nakat Harbor (54°49'N/130°42'W)	
Port Tongass (54°46'N/130°44'W)	

(May 2004)

ABBREVIATIONS (For complete list of Symbols and Abbreviations to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green
Al alternating	IQ interrupted quick
B black	ISO isophase
Bn beacon	LI light lighthouse
C can	M nautical mile
DIA diaphone	m minutes
F fixed	MICRO TR microwave tower
FI flashing	Mkr marker

Bottom characteristics:

Bds boulders	Co coral	gy gray
bk broken	G gravel	h hard
Cy clay	Gr grass	M mud

Miscellaneous:

AUTH authorized	Obstr obstruction	PD
ED existence doubtful	PA position approximate	Ré
Wreck, rock, obstruction, or shoal swept clear to the depth	(2) Rocks that cover and uncover, with heights in feet above	

HEIGHTS
 Heights in feet above Mean High

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

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



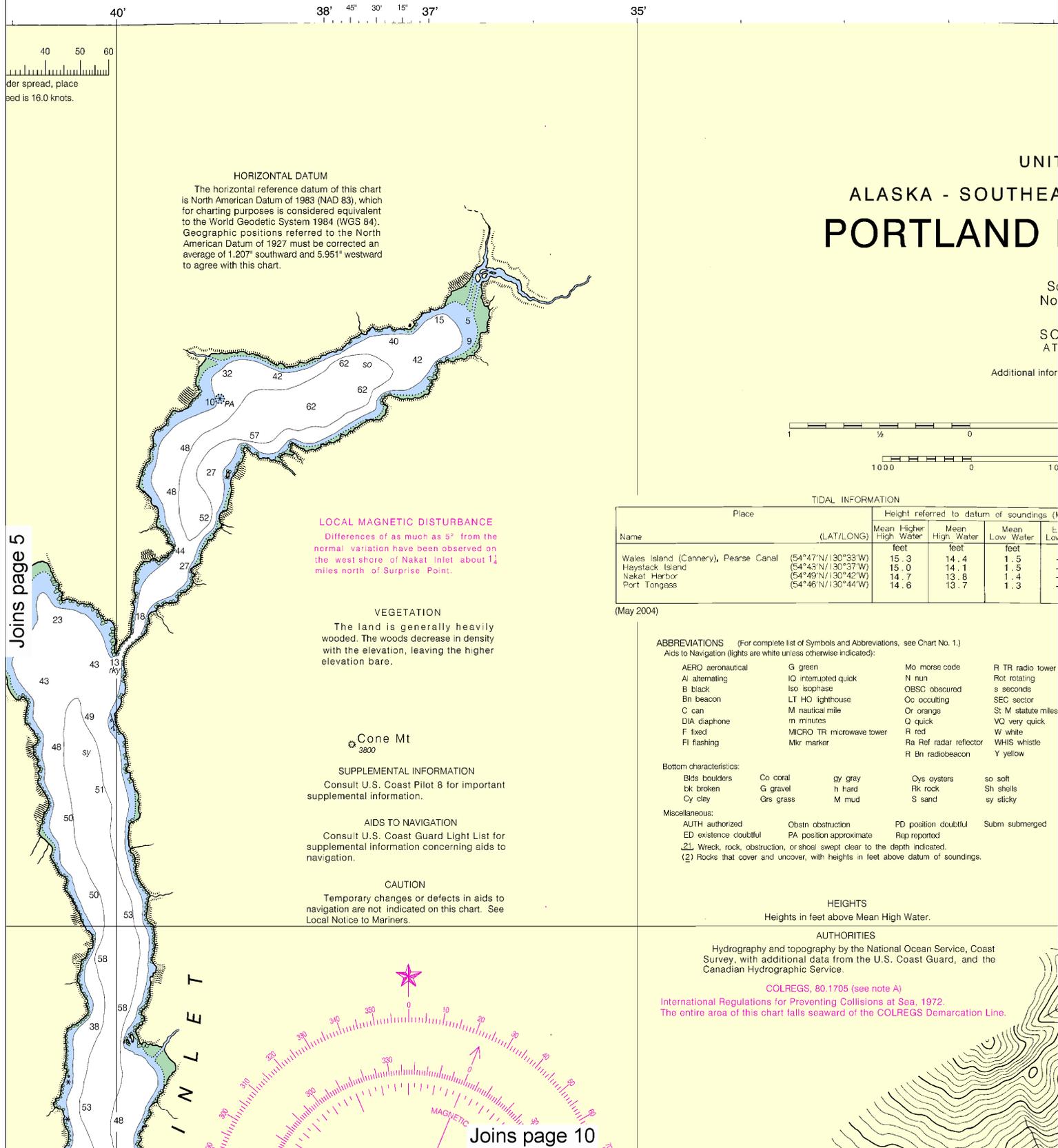
ALASKA
 PORT

Joins page 6

Joins page 9

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.



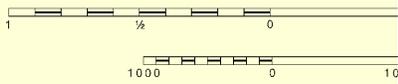


Joins page 5

Joins page 10

HORIZONTAL DATUM
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UNIT
 ALASKA - SOUTHEAST
PORTLAND



LOCAL MAGNETIC DISTURBANCE
 Differences of as much as 5° from the normal variation have been observed on the west shore of Nakai Inlet about 1 1/2 miles north of Surprise Point.

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

Cone Mt
 3800

SUPPLEMENTAL INFORMATION
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TIDAL INFORMATION

Place	Height referred to datum of soundings (ft)	Mean High Water			
		Mean High Water	Higher High Water	Mean Low Water	Lower Low Water
Wales Island (Cannery), Pearse Canal	(54°47'N/130°33'W)	15.3	14.4	1.5	1.5
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Nakai Harbor	(54°49'N/130°42'W)	14.7	13.8	1.4	1.4
Port Tongass	(54°46'N/130°44'W)	14.6	13.7	1.3	1.3

(May 2004)

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 IO 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 VO 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:
 Bkls 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
 (Z) 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
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



SOUNDINGS IN FATHOMS

17437

130° 30'

25'



UNITED STATES - CANADA

PACIFIC COAST AND BRITISH COLUMBIA

INLET TO NAKAT BAY

Mercator Projection
Scale 1:40,000 at Lat. 54°50'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
TO MEAN LOWER LOW WATER

Information can be obtained at nauticalcharts.noaa.gov.

SCALE 1:40,000

Nautical Miles

Yards

(M.L.L.W.)
Extreme Low Water
feet
-4.5
-4.0
-4.5
-4.3

Indian houses

Joins page 11

NOAA WEATHER RADIO BROADCASTS
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Duke I, AK	KZZ-92	162.450 MHz
Ketchikan, AK	WXJ-26	162.55 MHz

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Refer to charted regulation section numbers.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

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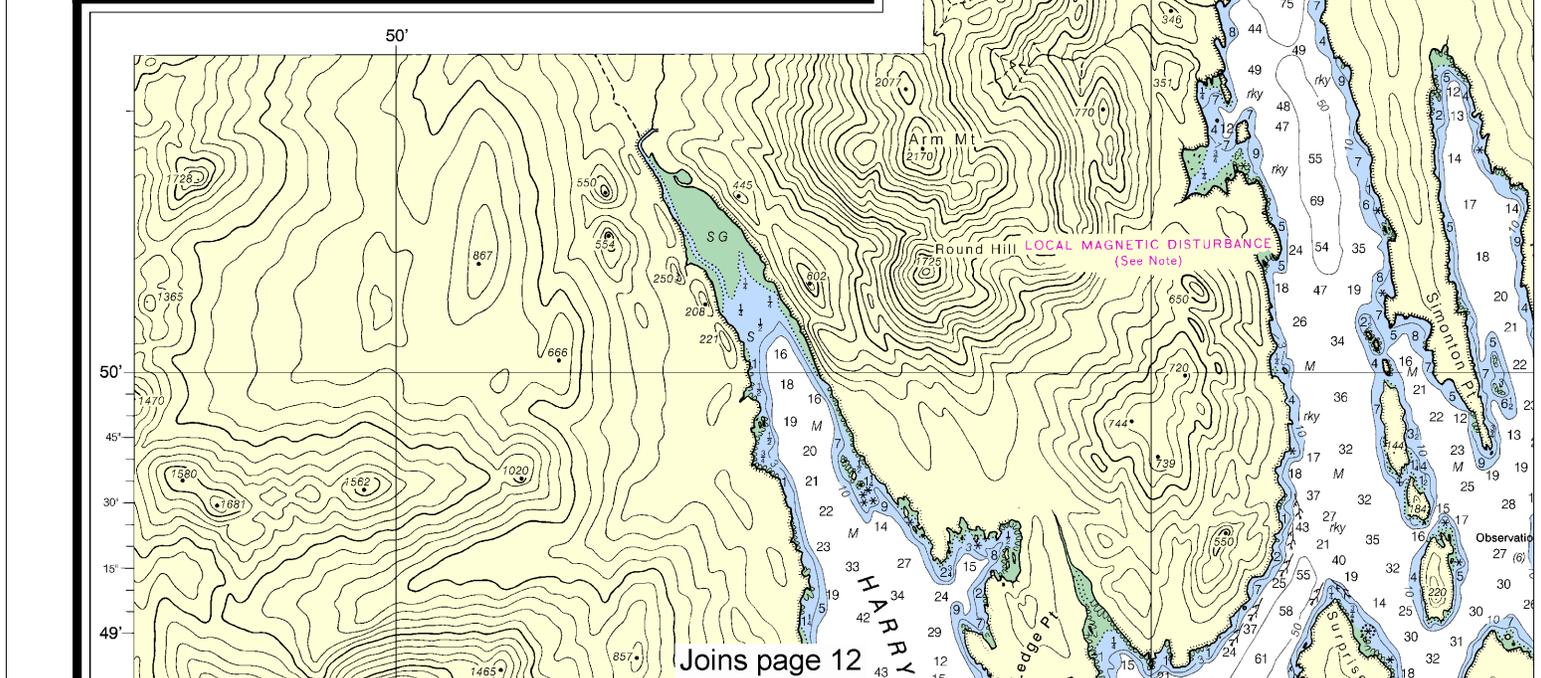
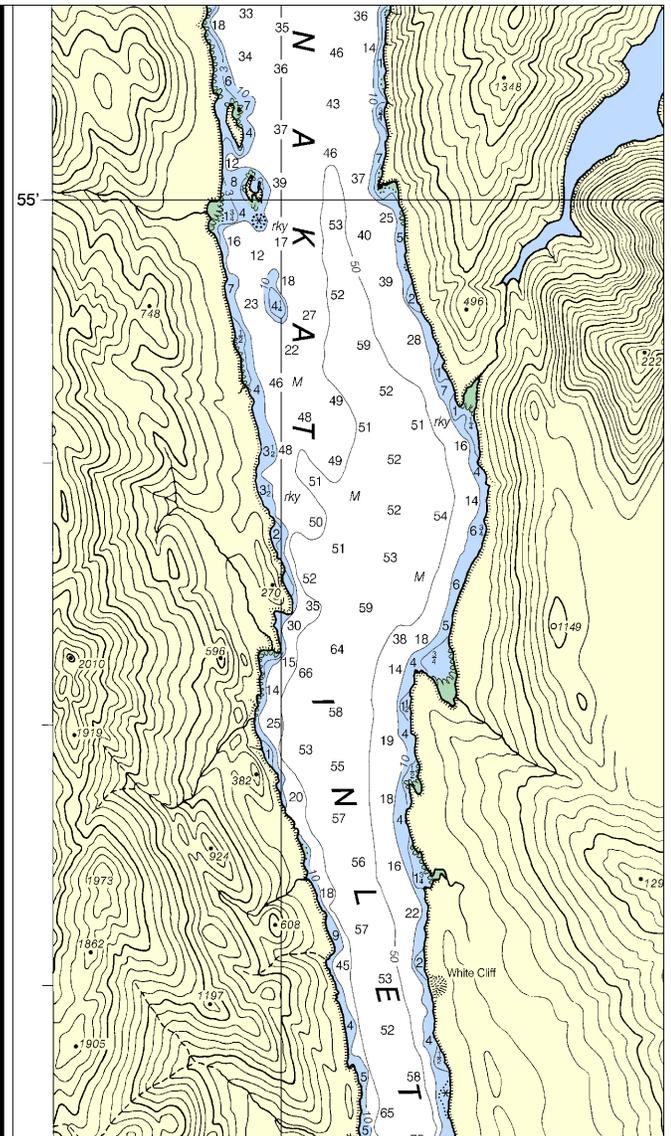
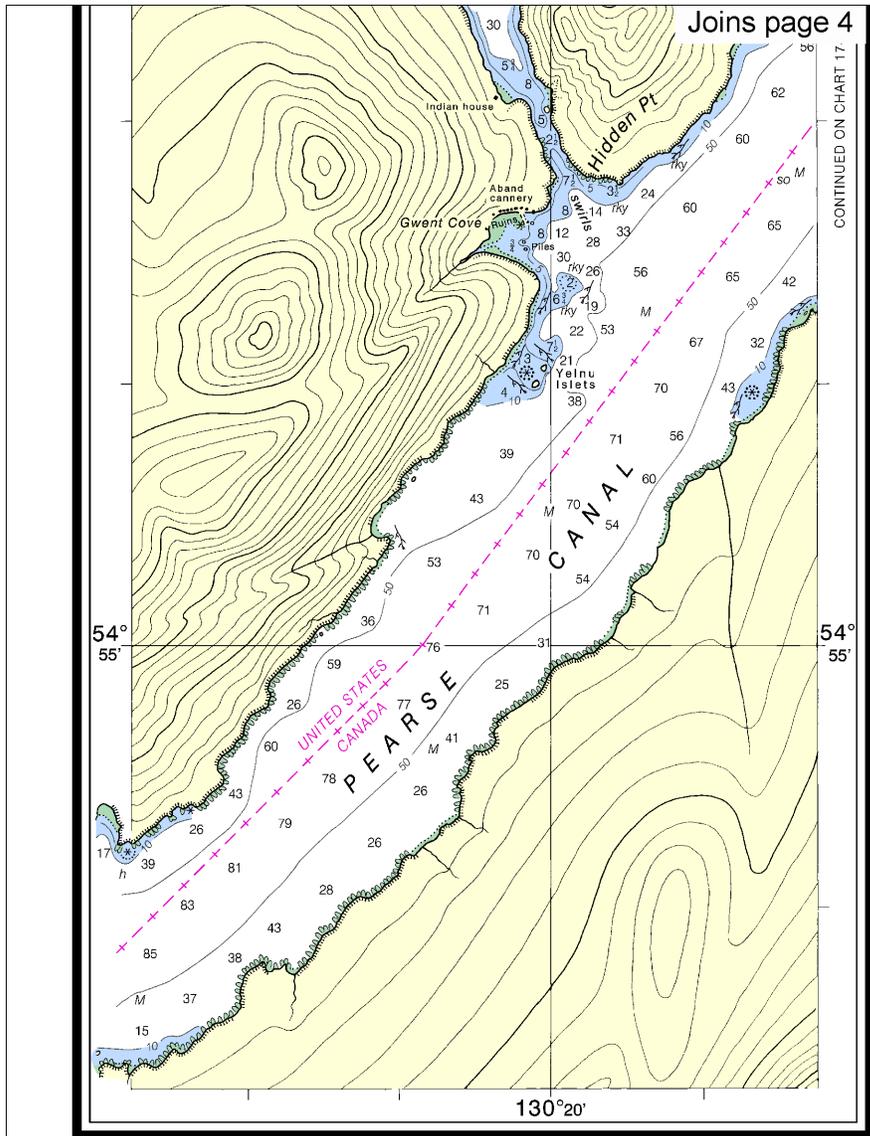
No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

55'

JOINS INSET

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.

7

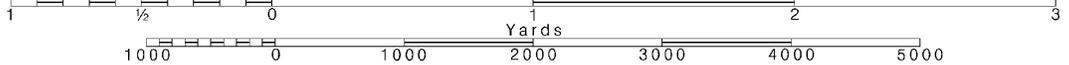


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Joins page 5

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

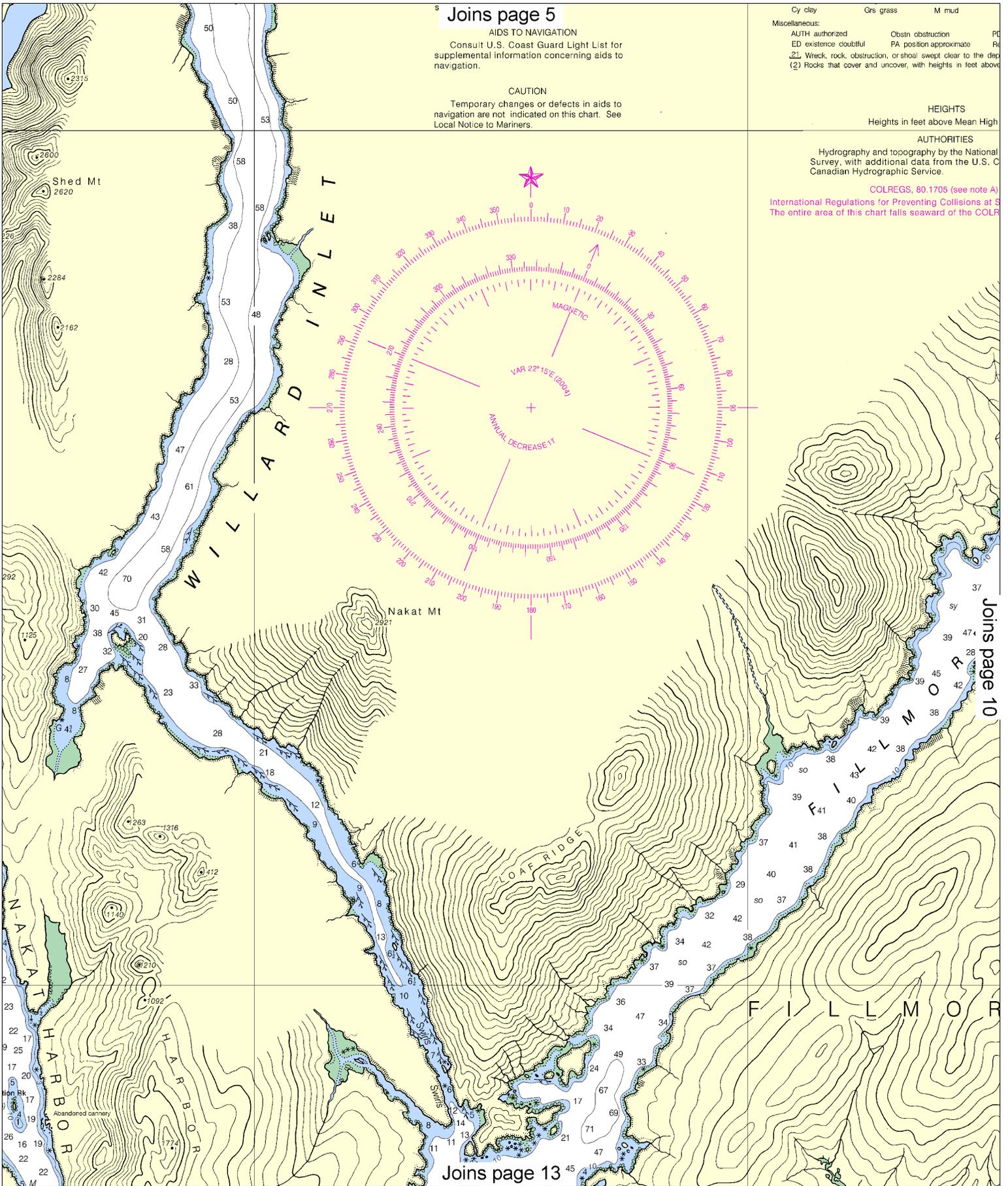
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Cy clay Grs grass M mud
Miscellaneous:
AUTH authorized Obstrn obstruction PD
ED existence doubtful PA position approximate RE
① Wreck, rock, obstruction, or shoal swept clear to the deep
② Rocks that cover and uncover, with heights in feet above

HEIGHTS
Heights in feet above Mean High

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

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



Joins page 10

Joins page 13

supplemental information.

Joins page 6

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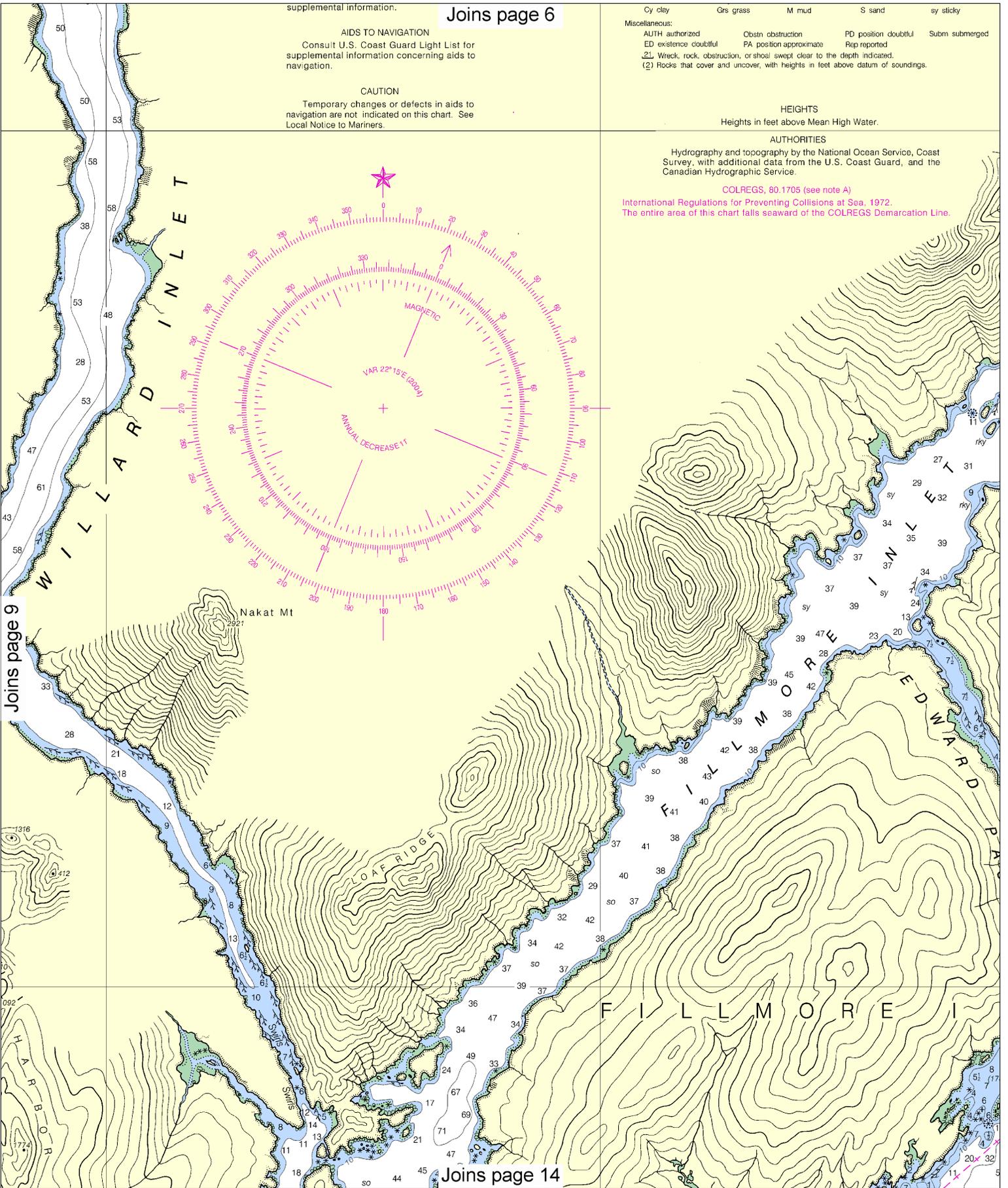
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Cy clay	Grs grass	M mud	S sand	sy sticky
Miscellaneous:				
AUTH authorized	Obstrn 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 the Canadian Hydrographic Service.

COLREGS, 80.1705 (see note A)
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Joins page 9

Joins page 14

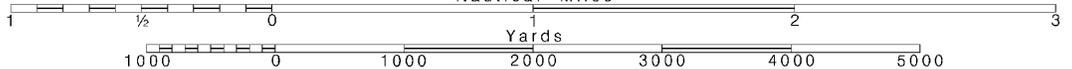
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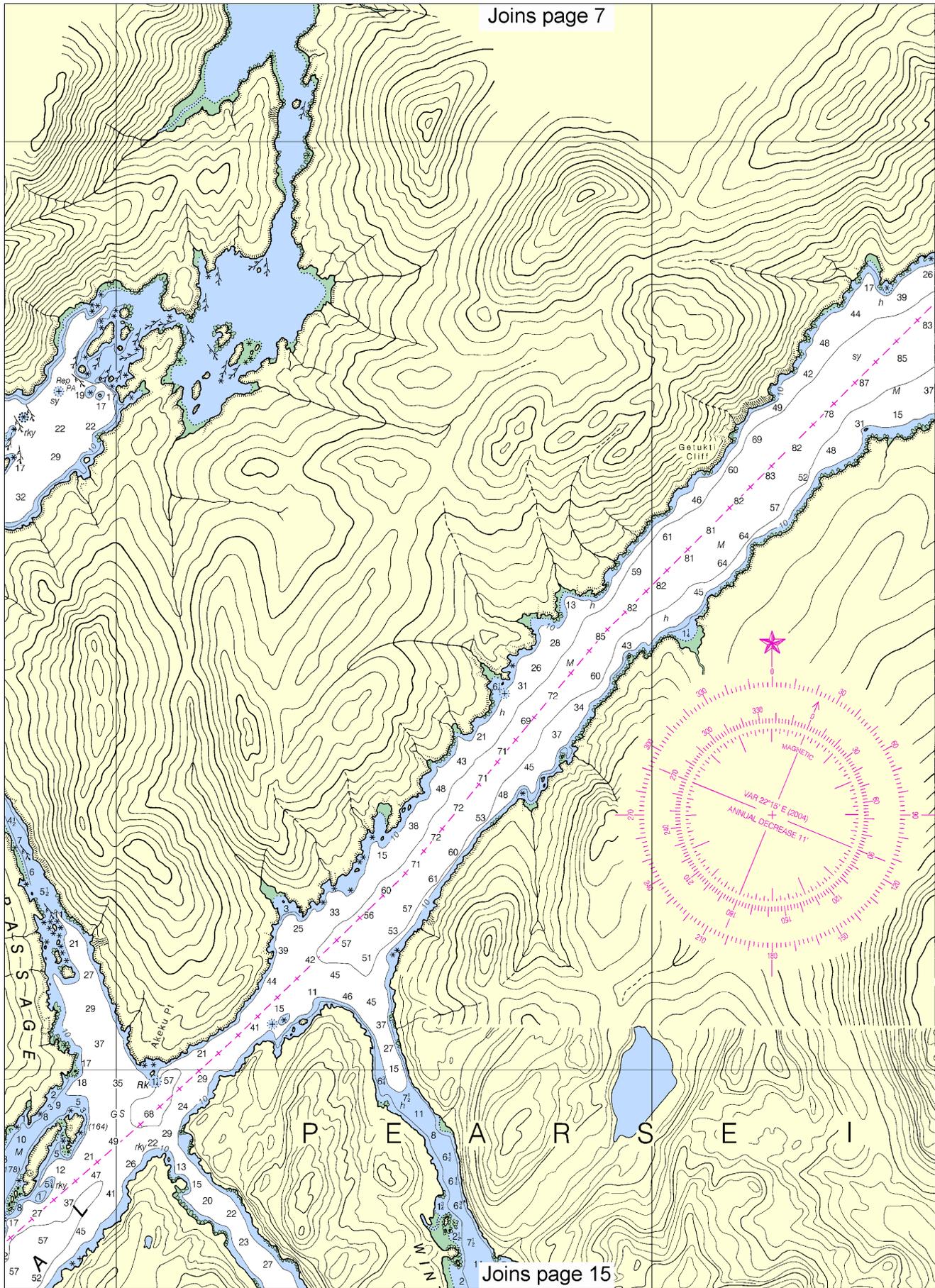
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





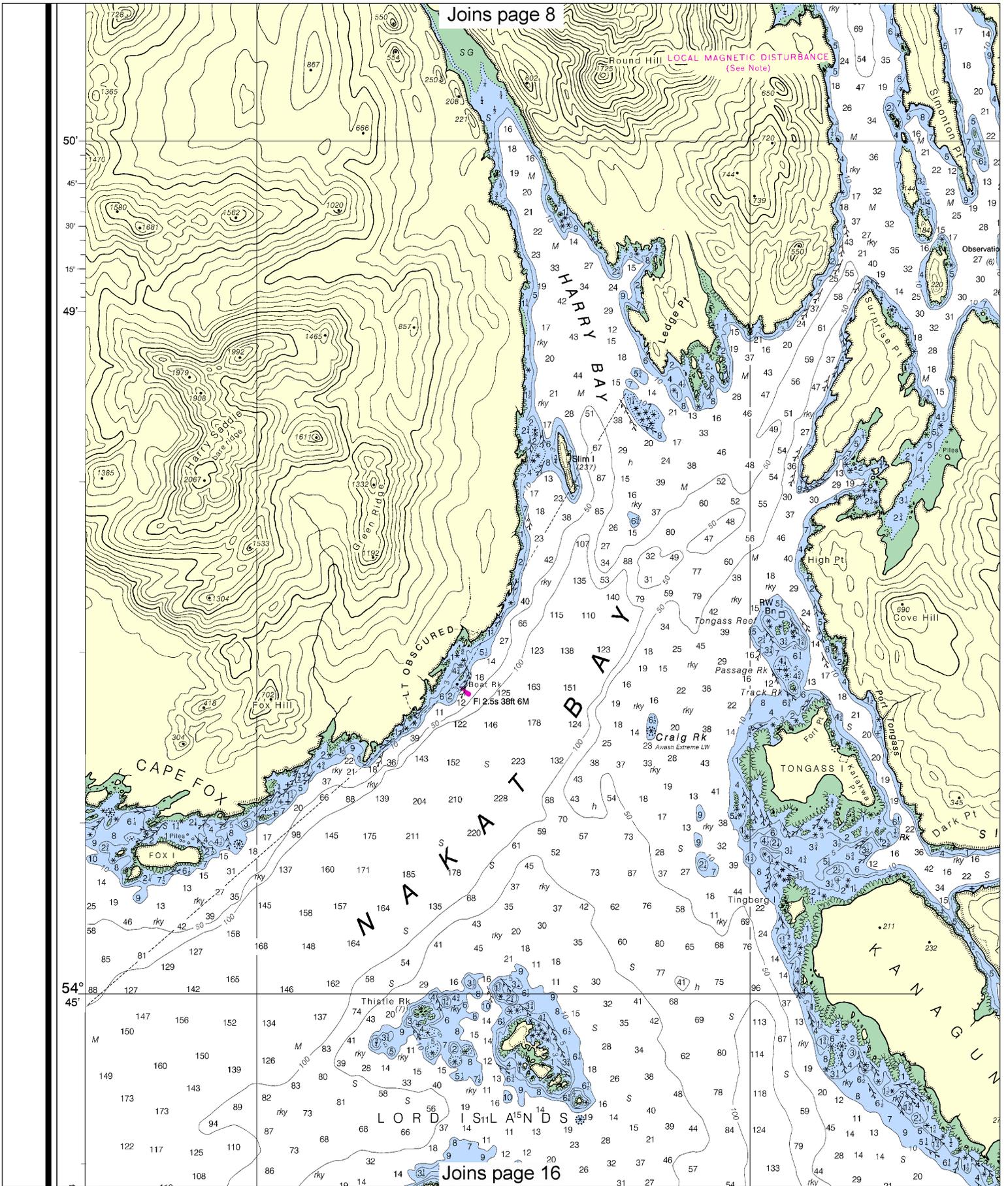
55'

JOINS INSET

50'

49'

Round Hill LOCAL MAGNETIC DISTURBANCE (See Note)



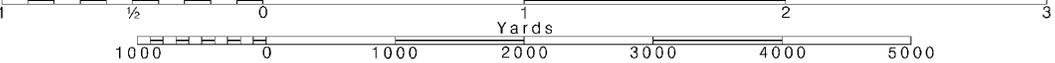
12

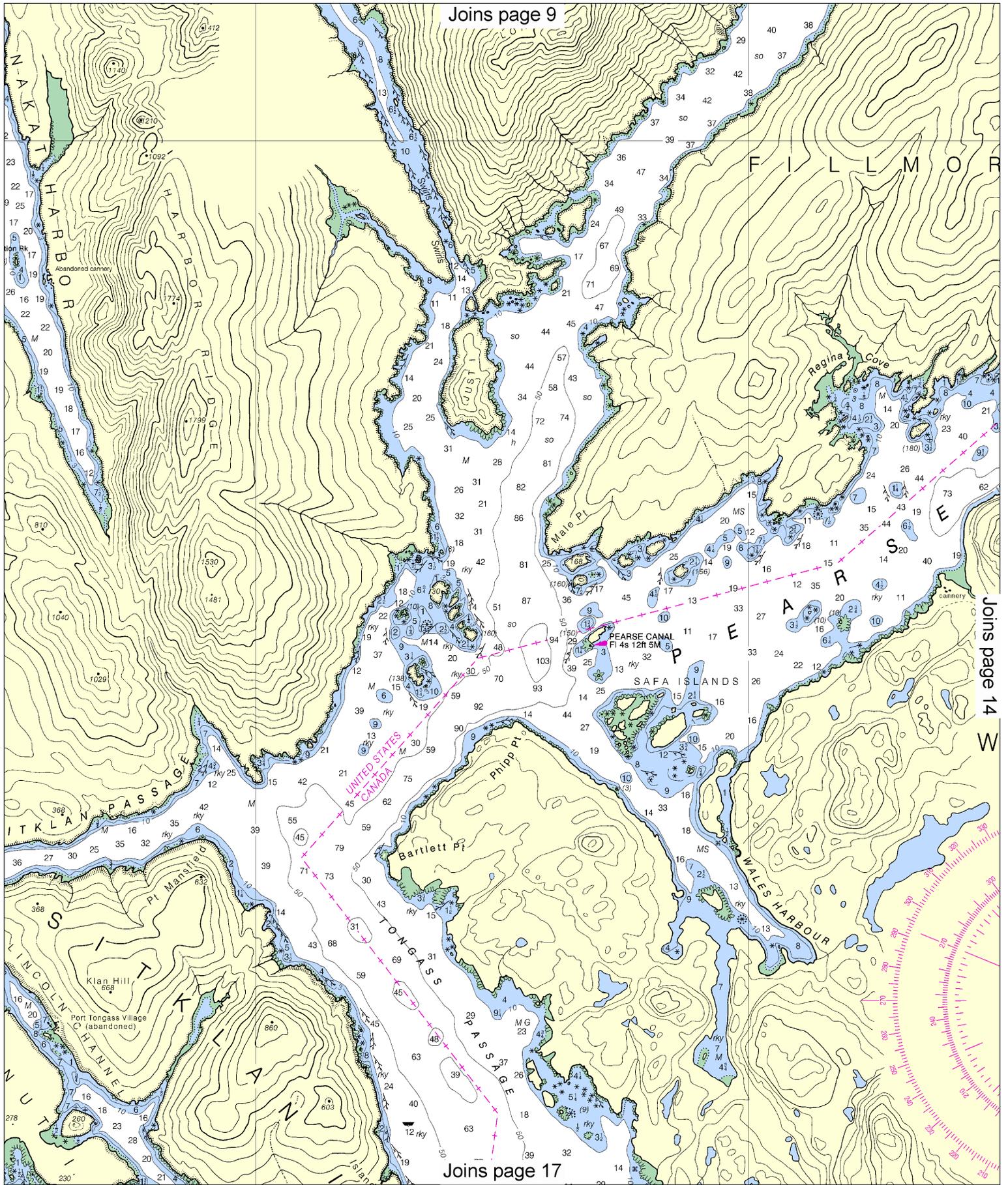
Note: Chart grid lines are aligned with true north.

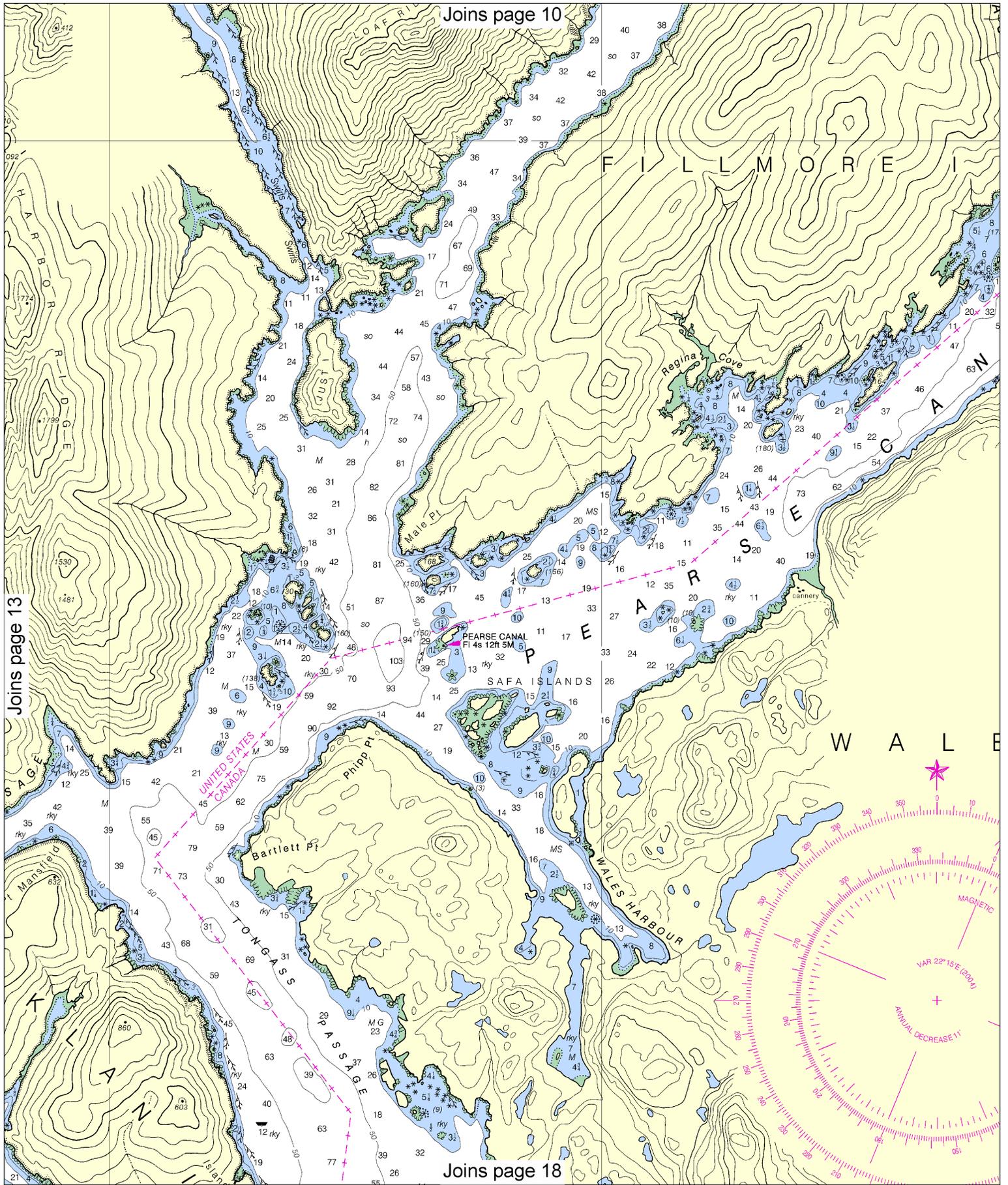
Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.







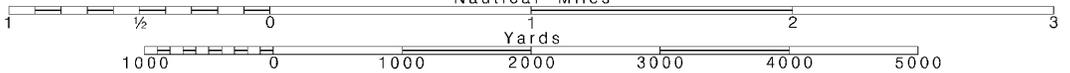
14

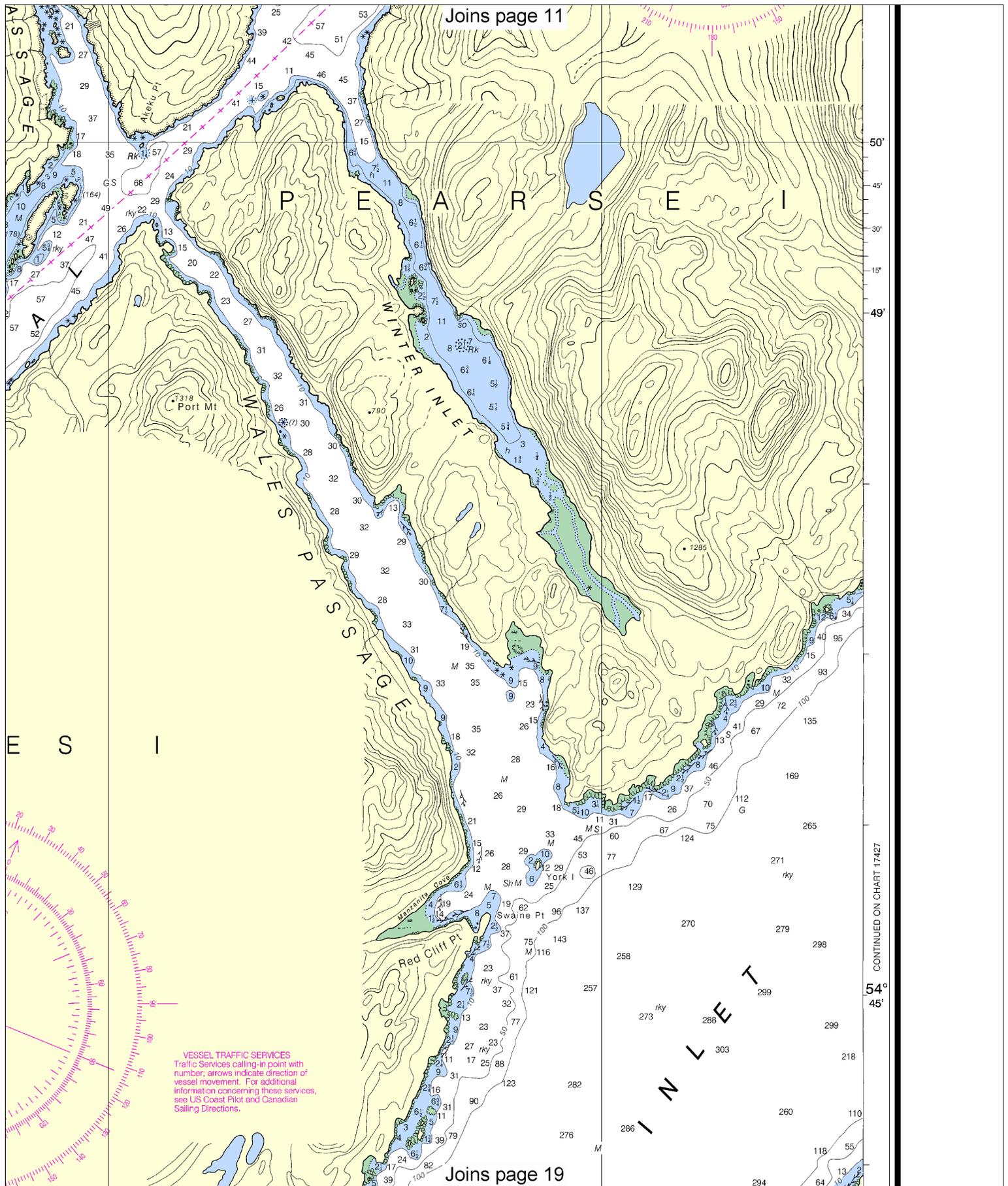
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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

54° 45'

CONTINUED ON CHART 17434

40'

50'

130° 45'

CONTINUED ON C

9th Ed., Oct. /04
17437

Corrected through NM Oct. 16/04
Corrected through LNM Sep. 28/04

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.

SOUNDING

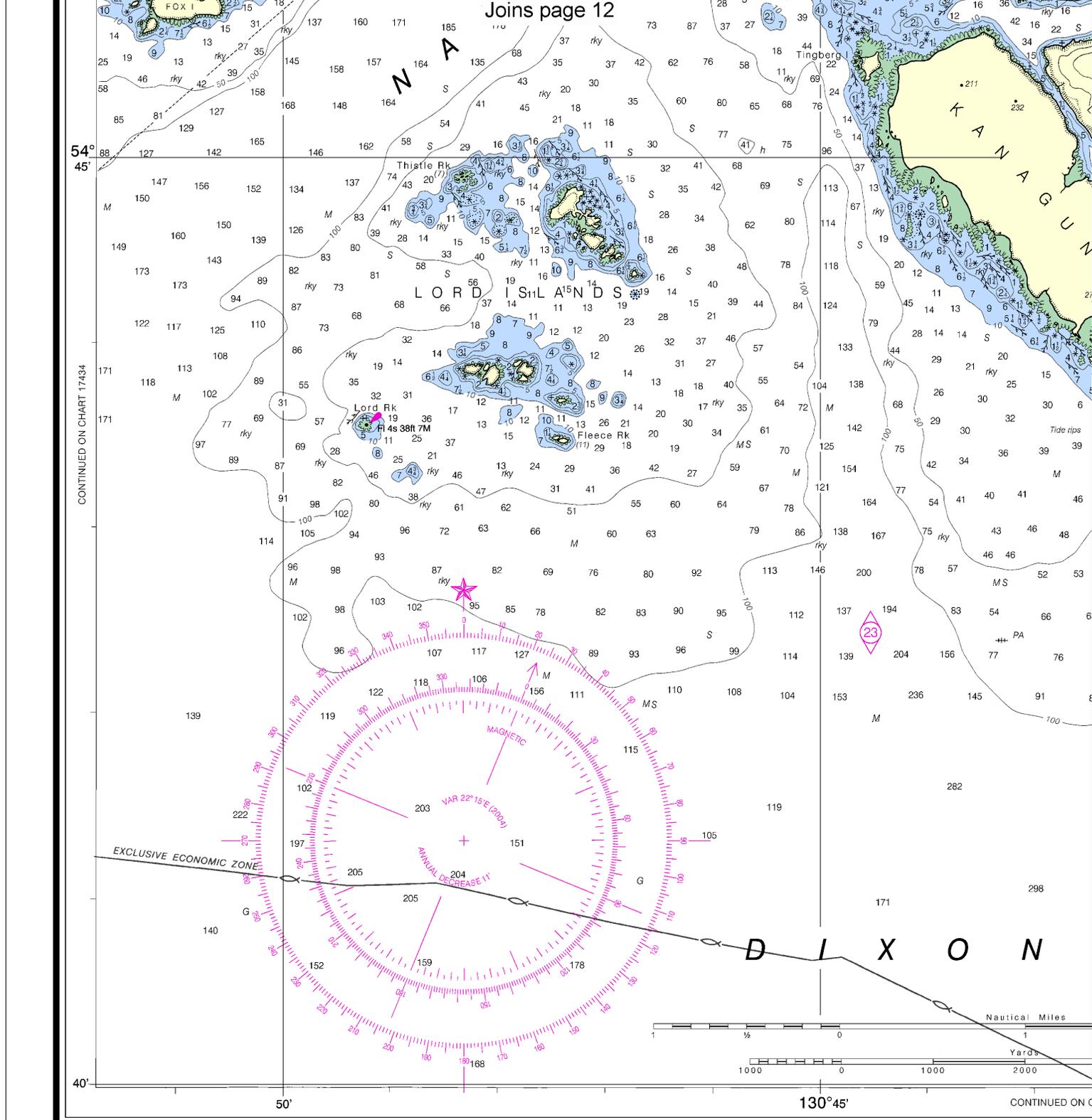
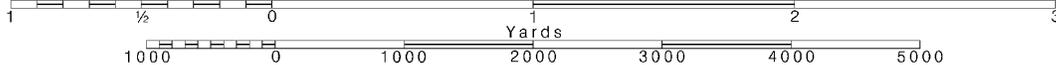
16

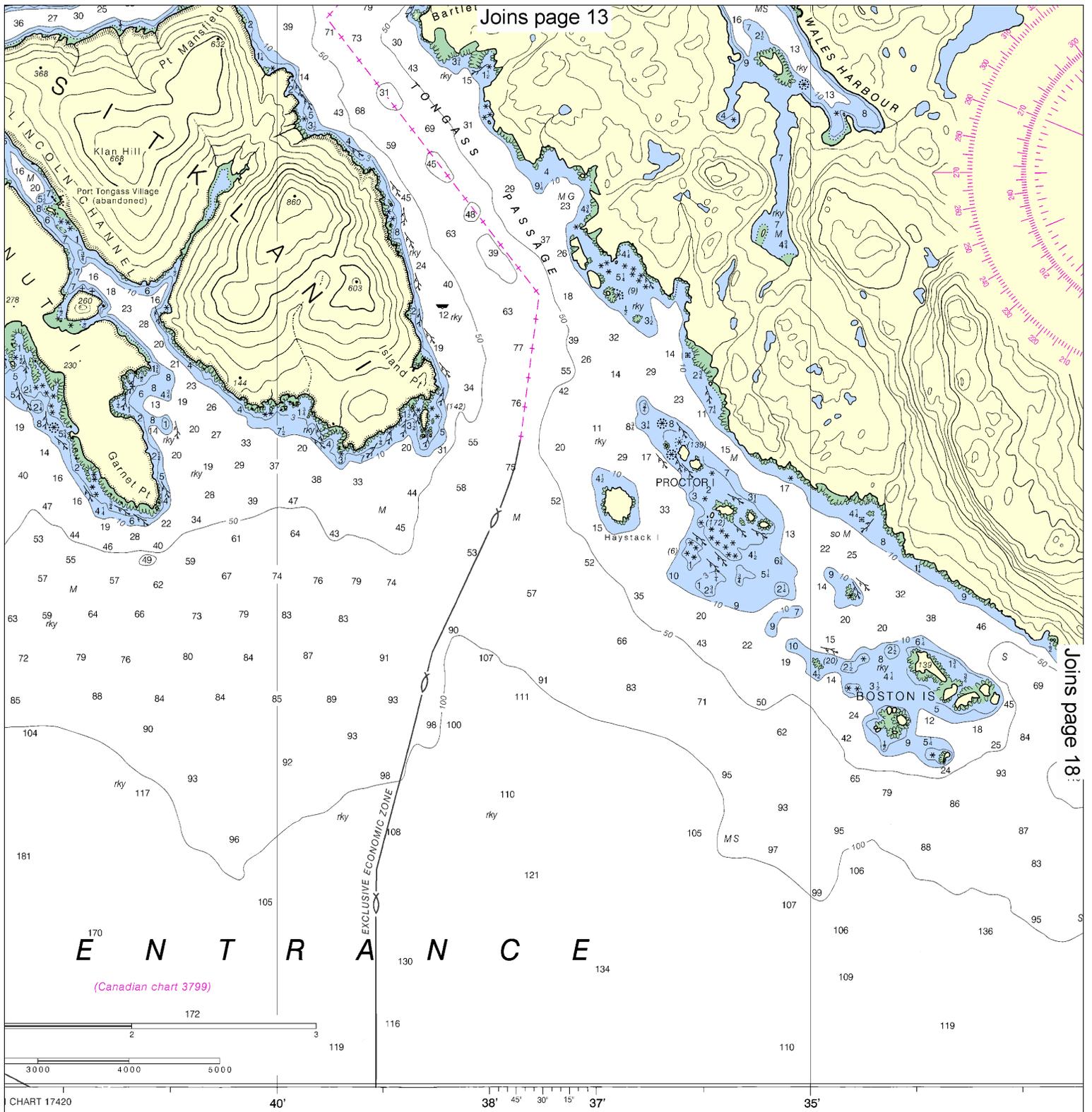
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

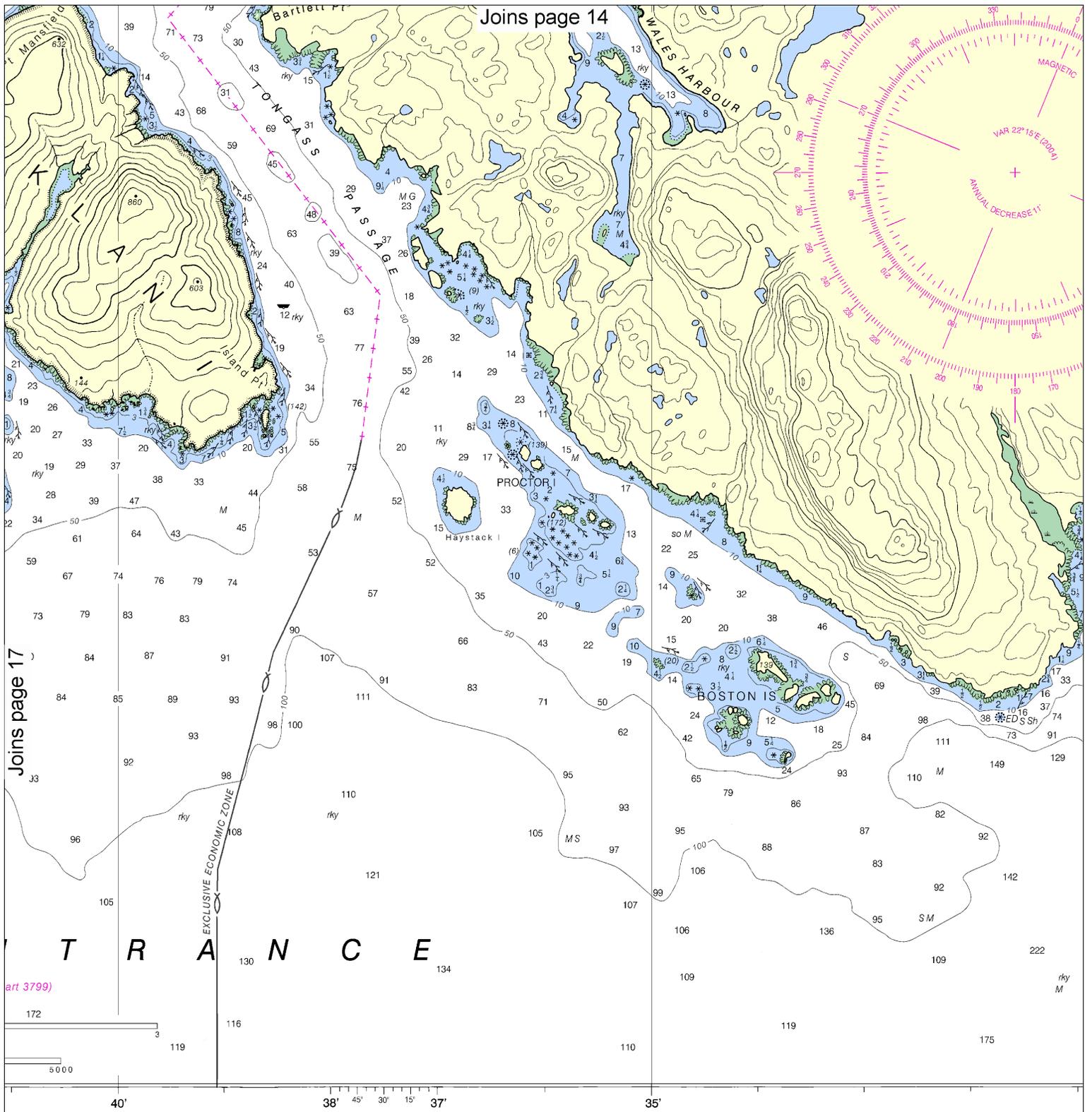
See Note on page 5.





IS IN FATHOMS

Published at Washington, D.C.
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 COAST SURVEY



HOMS

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 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3

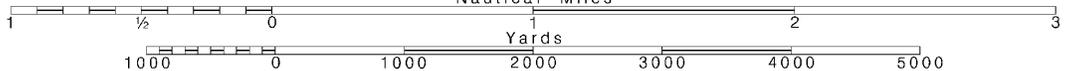
18

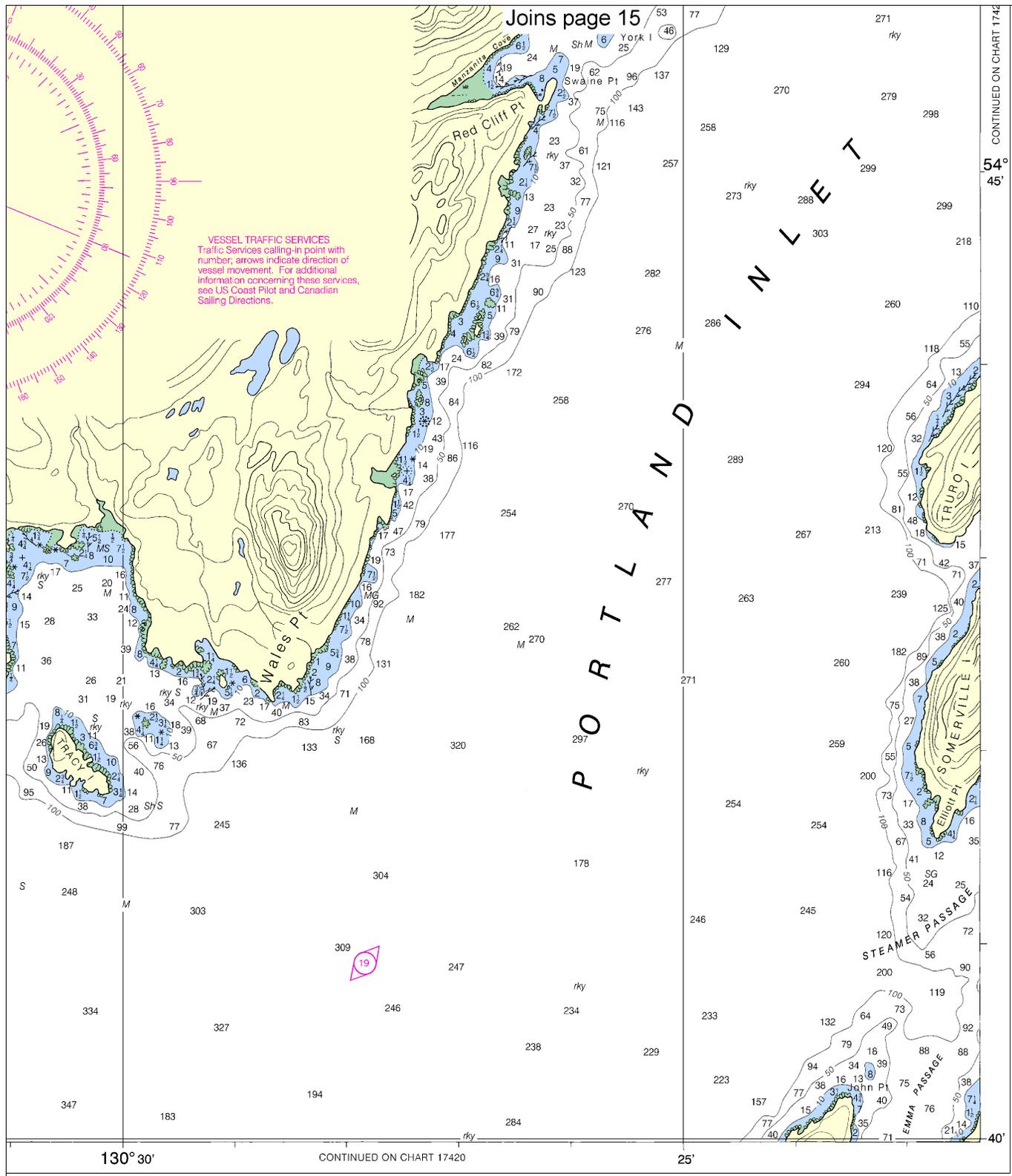
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





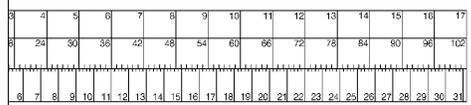
CONTINUED ON CHART 1742
54° 45'

130° 30'

CONTINUED ON CHART 17420

25'

40'



Portland Inlet to Nakat Bay
SOUNDINGS IN FATHOMS - SCALE 1:40,000

17437



ED. NO. 9



NSN 7642014011461
NGA REFERENCE NO. 17XHA17437



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- 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/>
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- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

