

BookletChart™

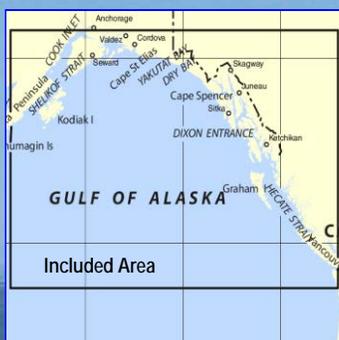


Gulf of Alaska – Strait of Juan de Fuca to Kodiak Island

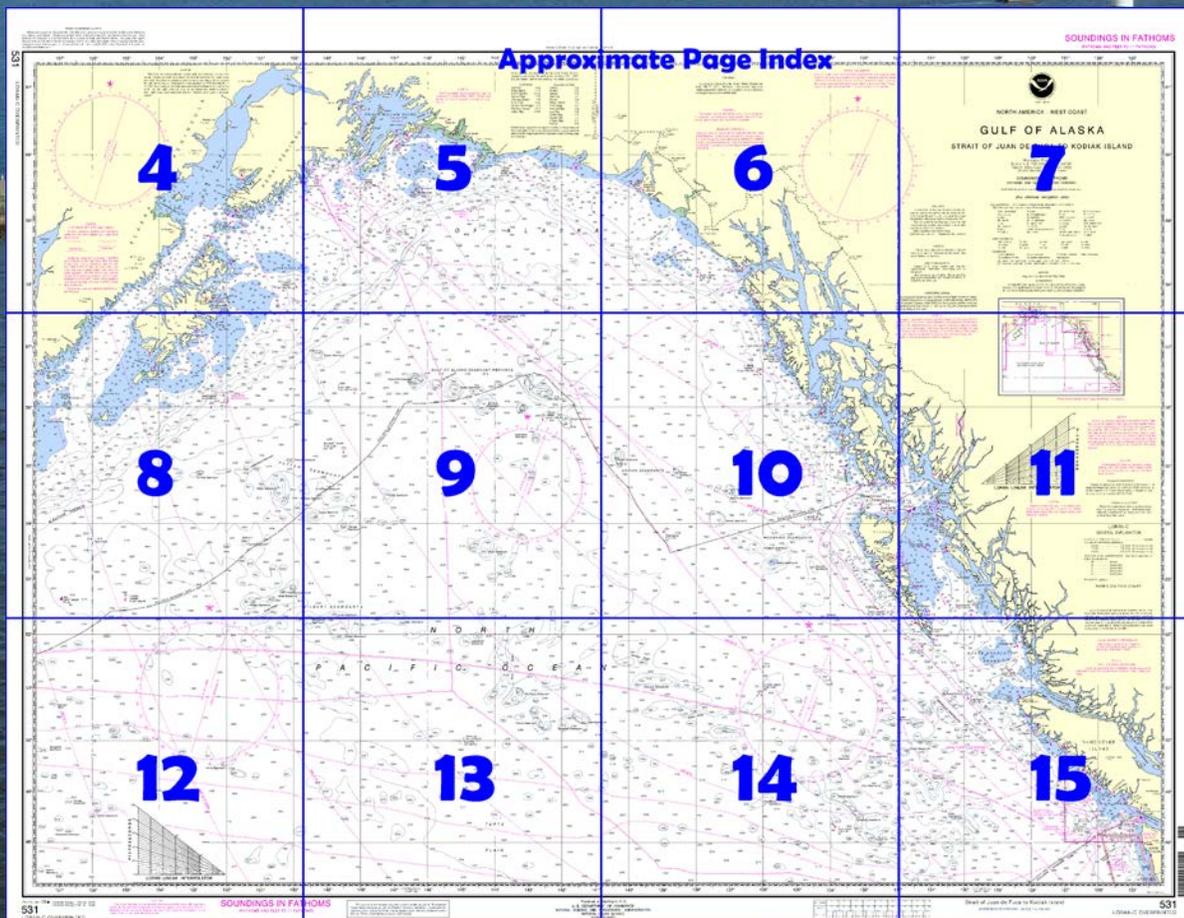
NOAA Chart 531

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



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



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

What are Nautical Charts?

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

What is a BookletChart™?

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

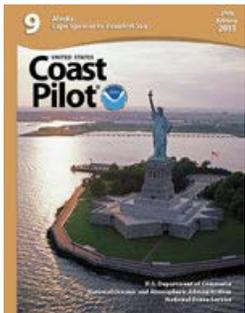
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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

Notice to Mariners Correction Status

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

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=9.



[Selected Excerpts from Coast Pilot]

From Cape Spencer the coast extends NW for about 130 miles to Yakutat Bay. The Fairweather Range begins 20 miles from **Cape Spencer** and extends to **Alsek River**. The mountains are snowcapped and have elevations of 10,000 to more than 15,000 feet. From Alsek River to Yakutat Bay the mountains are 4,000 to nearly 6,000 feet high. Along the coast are numerous glaciers with terminal moraines. The most

conspicuous are La Perouse Glacier, with a sea face 200 to 300 feet high and partly vertical; Yakutat Glacier, 25 miles E of Yakutat Bay; and the great Malaspina Glacier, W of Yakutat Bay.

Between **Yakutat Bay** and **Cape Suckling**, the coast is formed by river

and glacier deposit and is relatively regular.

A short way inland, the St. Elias Range rises to 18,008 feet at **Mount St. Elias**, on the Alaska-Canada boundary, and culminates in the 19,850-foot **Mount Logan** in Canada. These towering snow-clad peaks, only 25 miles apart, are surpassed in all Canada and the United States only by central Alaska's 20,320-foot Mount McKinley.

Stretching from Yakutat Bay to the Bering River in one continuous icefield are the tremendous **Malaspina Glacier and Bering Glacier**. Malaspina Glacier, which covers most of the coastal plain between Yakutat Bay and Icy Bay, reaches the sea at **Sitkagi Bluffs** which are formed of forest and debris covered ice. From the sea the glacier appears as a vast, almost featureless white plain, gently sloping toward the coast from the base of the towering peaks of the St. Elias Mountains. From **Icy Bay** to **Cape Yakataga**, the coast is backed by a continuous ridge of stratified mountains.

Yakataga Reef extends about 0.5 mile from shore at Cape Yakataga (60°03'40"N., 142°26'00"W.) and parts of it show above high water. This is the best landing place between Icy Bay and **Controller Bay** about 57 miles to the W, but landing is possible only with occasionally smooth seas. In 1968, a depth of 9 fathoms was reported about 15 miles S of Cape Yakataga in 59°50.0'N., 142°31.0'W. An aero radiobeacon is at Cape Yakataga.

Copper River (60°25.0'N., 145°00.0'W.) emerges from the mountains between **Miles Glacier** and **Childs Glacier**, above which are rapids. Below the rapids, the river flows through broad flats in many changes channels which vary in depth from 5 to 20 feet at high stages. There are five navigable channels in the Copper River Delta. These channels require local knowledge due to changing bar and sea conditions and frequent dangerous breakers. The current is swift, and tidal effects are felt only near the mouth.

From seaward, the vicinity of Copper River shows as a vast, rugged range with numerous glaciers filling its gorges. From **Point Martin** to **Hinchinbrook Island** is a chain of low sand islets, 4 to 5 miles offshore. These islets are marked by four seasonal lights, shown 12 feet above the water from steel skeleton towers with red and white diamond-shaped daymarks. The daymarks, moving E to W, are labeled "S", "K", "G", and "P" in black. These lights are frequently destroyed in severe weather conditions. Between 1-2 miles offshore of these lights are corresponding red and white buoys with reflective silver letters "S", "K", "G" and "P". They do not mark the navigable channels between the islets and should only be used for position reference.

The shoals extending seaward from the islets off the Copper River Delta have not been surveyed; danger can be avoided by giving the islets a berth of more than 3 miles and by avoiding depths less than 10 fathoms. **Alaganik Slough**, the westernmost and main outlet of Copper River, is 0.5 to 1 mile wide, with depths from 5 to 15 feet depending upon the stages of tide and river. The mean range of tide is about 9 feet at the mouth, and is reported to be 2 to 3 feet at **Alaganik** about 10 miles up the slough.

Kodiak Island and **Afognak Island**, close together and separated from the mainland SW of Cook Inlet by **Shelikof Strait**, are large and have numerous small islands along their shores. The group is about 54 by 155 miles in extent, with its greatest length in a SW direction. The land is rugged and mountainous, with elevations of 2,000 to 3,000 feet along the shores and more than 4,500 feet in the interior. The rocky shores are indented by deep, narrow inlets.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander

17th CG District

Juneau, Alaska

(907) 463-2000

Table of Selected Chart Notes

NOTE
Mariners are advised that depths in the northwest part of Heceta Strait are subject to change as a result of moving sandbars. For additional information consult CHS Sailing Directions PAC2205.

HEIGHTS
Heights in feet above Mean High Water.

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 7° from the normal variation have been reported in the vicinity of 49°55'N, 129°50'.

(For offshore navigation only)

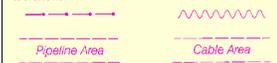
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

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.

NOTE D
The Prince William Sound Vessel Traffic Service is shown on charts 16700, 16707, 16708, and 16709. The Safety Fairway is shown on chart 16013.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charred submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙ (Accurate location) ⊖ (Approximate location)

NOTE F
AREA TO BE AVOIDED
In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges that carry oil or hazardous materials in bulk as cargo or cargo residue and all ships 400 gross tonnage and above solely in transit should avoid the area. See IMO SN circular 309.

CAUTION
Submerged Submarine Operating Areas falling within the areas of the larger scale charts are shown thereon and not repeated on this chart.

NOTE B
Mariners should use caution as military craft may be operating within the area. For further information consult the U.S. Coast Guard Local Notice to Mariners.

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 163).

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.

MAGNETIC VARIATION
Magnetic variation curves are for 2007 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

NOTE E
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in this area (Call Sign Seattle Traffic). The western boundary for VTS Puget Sound area is at 48°23'08"N, 124°43'37"W to 48°23'30"N, 124°44'12"W, then due west to the territorial sea boundary, thence northward to its intersection with the United States/Canadian International Boundary line. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

CAUTION
Tidal observations made by the National Ocean Service, Coast Survey since the earthquake of March 27, 1964, indicate bottom uplift or subsidence at the following locations:

Uplift (feet)	Subsidence (feet)
Cordova +6.2	Valdez -0.6
Wilby Island +4.3	Whittier -5.3
Port Chambers +10.5	Seward -3.5
Sawmill Bay +7.0	Seldovia -3.7
Chenega Island +4.9	Homer -5.4
King Cove +0.3	Nikiski Wharf -1.5
Gibson Anchorage +7.2	Anchorage -3.7
Macleod Harbor +31.5	Womens Bay -5.6
Patton Bay +14.9	Lazy Bay -0.6
	Larsen Bay -2.5
	Uganik Bay -3.7
	Chignik Bay -0.2
	Kodiak -5.8

Mariners are cautioned to expect shoaling or deepening for the areas listed. Tidal observations at this time are at selected sites and the magnitude of the changes except at these sites is not known.

Mercator Projection
Scale 1:2,100,000 at Lat. 54°00'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)

NOTE C
TRAFFIC SEPARATION SCHEME
Recommended traffic lanes established for the approaches to the Strait of Juan De Fuca are shown on charts 18480, 18400, and 18465.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilots 7, 8, and 9. 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, 13th Coast Guard District in Seattle, WA and 17th Coast Guard District in Juneau, AK or at the Office of the District Engineer, Corps of Engineers in Seattle, WA and Anchorage, AK.
Refer to charted regulation section numbers.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, National Geospatial-Intelligence Agency, and Canadian authorities.

VESSEL TRANSITING
The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 7, 8 or 9, Chapter 3 for details.

CAUTION
The Cook Inlet area is affected by land uplift due to forces such as post-seismic crustal rebound. As a result, the tidal datums including mean lower low water, the plane of reference used for depth soundings, have changed throughout this region. Tidal datums were updated in 1999 and depths of 1½ fathoms or less on this chart were adjusted accordingly to account for this uplift. As the uplift rates can only be estimated and areas continue to rise, depths may be shallower than charted. Mariners are urged to exercise caution.

GENERAL EXPLANATION

LORAN-C

LORAN-C FREQUENCY	100kHz
PULSE REPETITION INTERVAL	59,900 microseconds
	79,600 microseconds
	99,900 microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators)

M	Master
W	Secondary
X	Secondary
Z	Secondary

EXAMPLE: 5990 X

RATES ON THIS CHART

5990-X	5990-Y	5990-Z
7960-X	7960-Y	7960-Z
9990-X	9990-Y	9990-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown are based on assumed all speakers signal pairs. Uncharted positions may be indicated by the U.S. Coast Guard. Mariners are cautioned to use larger scale Loran-C charts where possible.

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 run	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:

Bds boulders	Co coral	gy gray	Oys oysters	sa soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr 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	

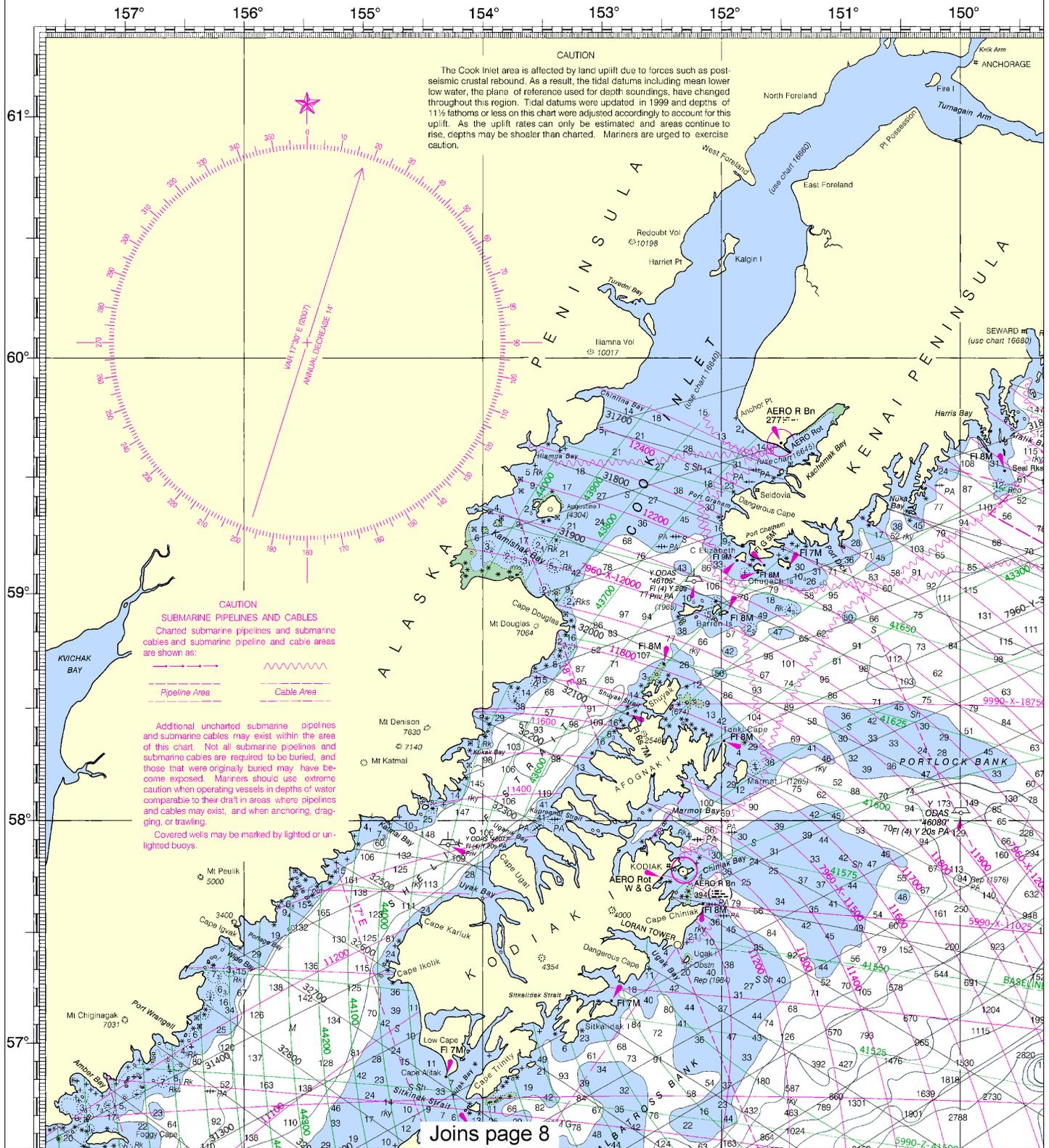
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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.

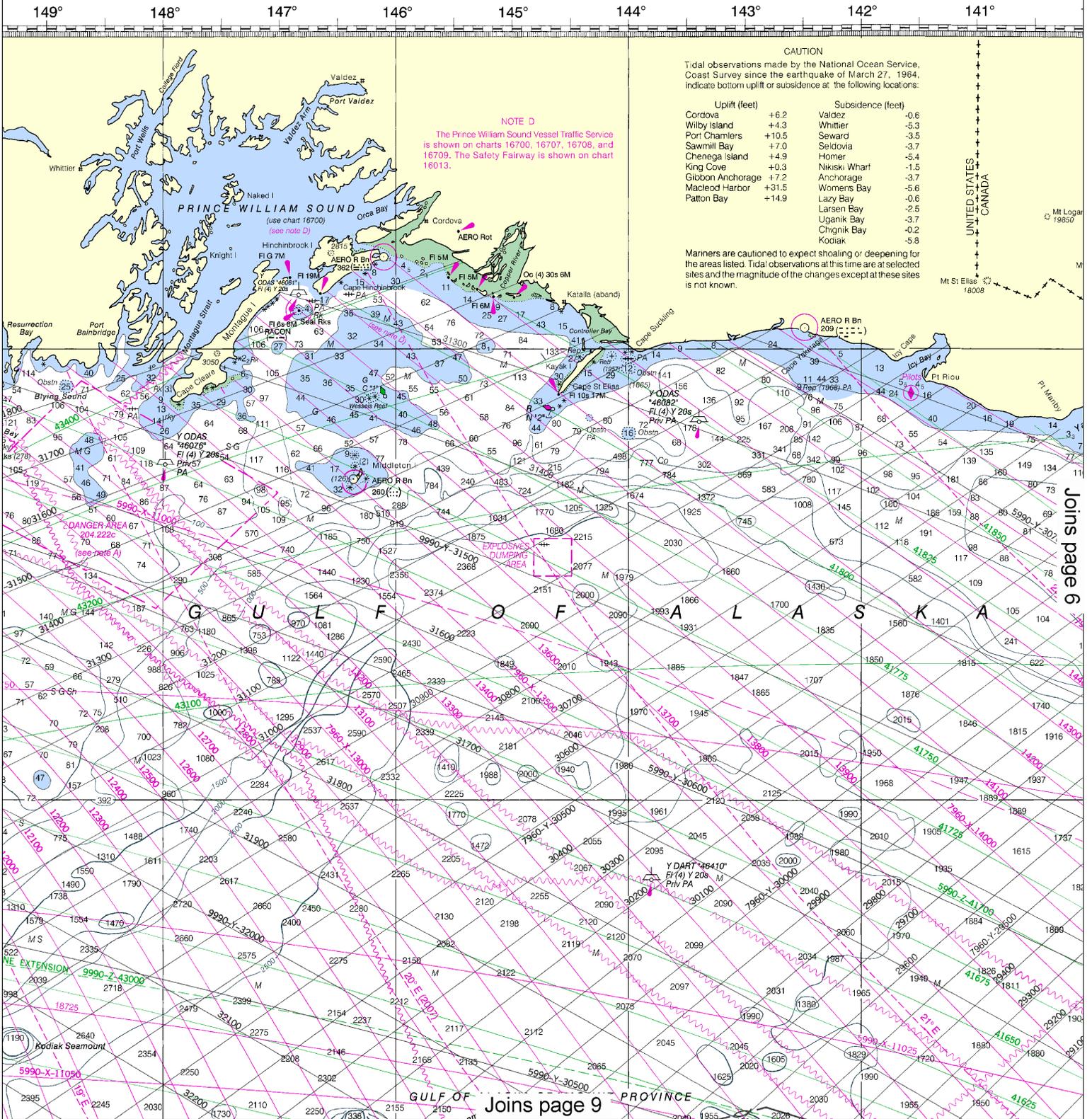
531

LORAN-C OVERPRINTED



4

Note: Chart grid lines are aligned with true north.



CAUTION
Tidal observations made by the National Ocean Service, Coast Survey since the earthquake of March 27, 1964, indicate bottom uplift or subsidence at the following locations:

Uplift (feet)	Subsidence (feet)		
Cordova	+6.2	Valdez	-0.6
Wilby Island	+4.3	Whittier	-5.3
Port Chalmers	+10.5	Seward	-3.5
Sawmill Bay	+7.0	Seldovia	-3.7
Chenega Island	+4.9	Homer	-5.4
King Cove	+0.3	Nikiski Wharf	-1.5
Gibbon Anchorage	+7.2	Anchorage	-3.7
Macleod Harbor	+31.5	Womens Bay	-5.6
Patton Bay	+14.9	Lazy Bay	-0.6
		Larsen Bay	-2.5
		Uganik Bay	-3.7
		Chignik Bay	-0.2
		Kodiak	-5.8

Mariners are cautioned to expect shoaling or deepening for the areas listed. Tidal observations at this time are at selected sites and the magnitude of the changes except at these sites is not known.

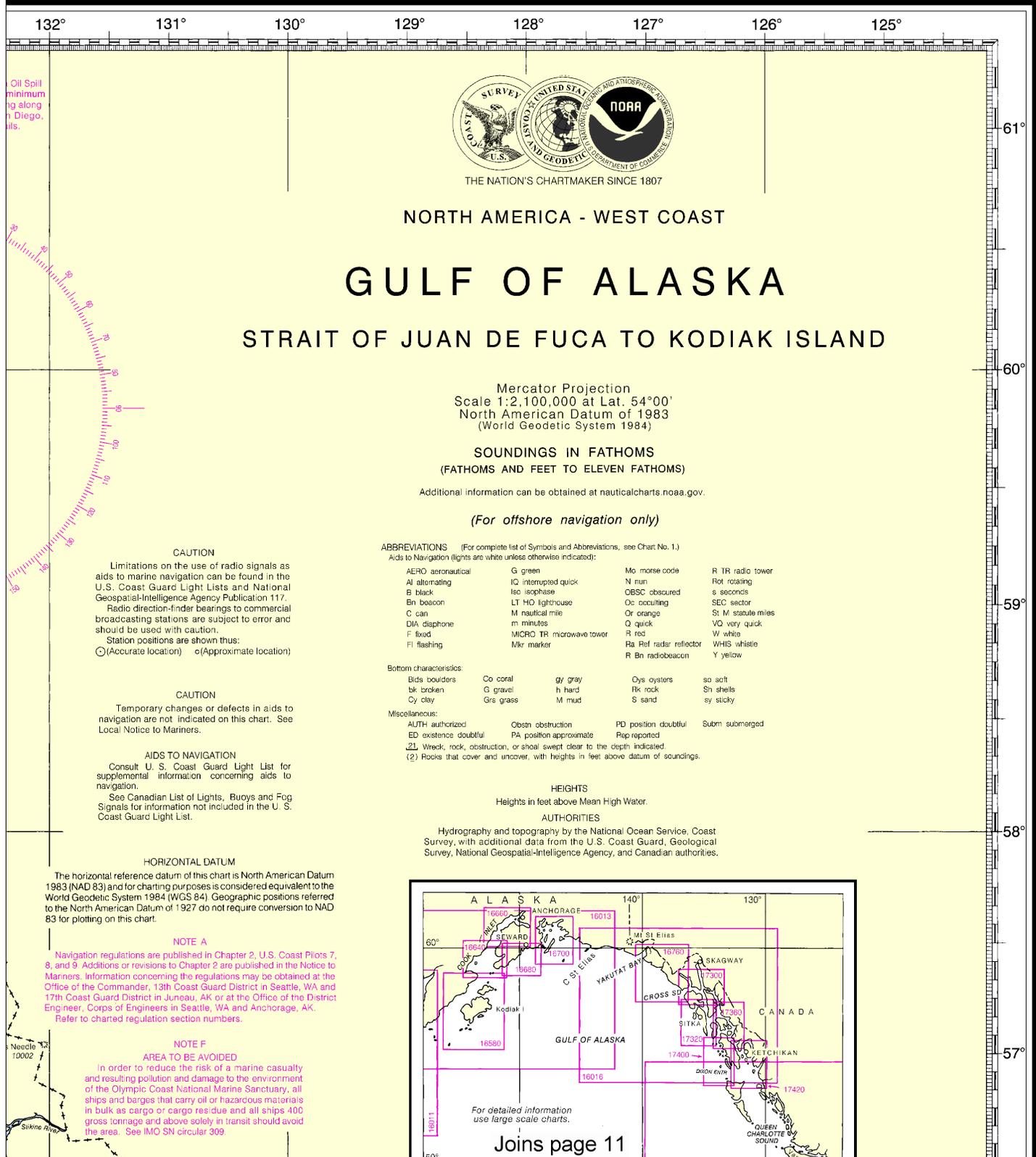
NOTE D
The Prince William Sound Vessel Traffic Service is shown on charts 16700, 16707, 16708, and 16709. The Safety Fairway is shown on chart 16013.

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:3000000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



NORTH AMERICA - WEST COAST

GULF OF ALASKA

STRAIT OF JUAN DE FUCA TO KODIAK ISLAND

Mercator Projection
Scale 1:2,100,000 at Lat. 54°00'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)

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

(For offshore navigation only)

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	Iso isophase	OBS 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:

Bds 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	
Wreck, rock, obstruction, or shoal swept clear to the depth indicated			
(?) 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, Geological Survey, National Geospatial-Intelligence Agency, and Canadian authorities.

CAUTION
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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

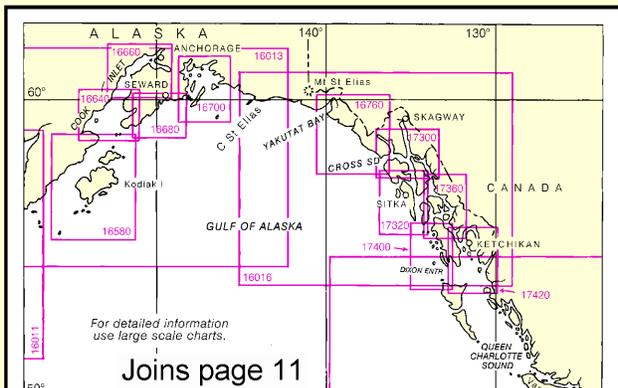
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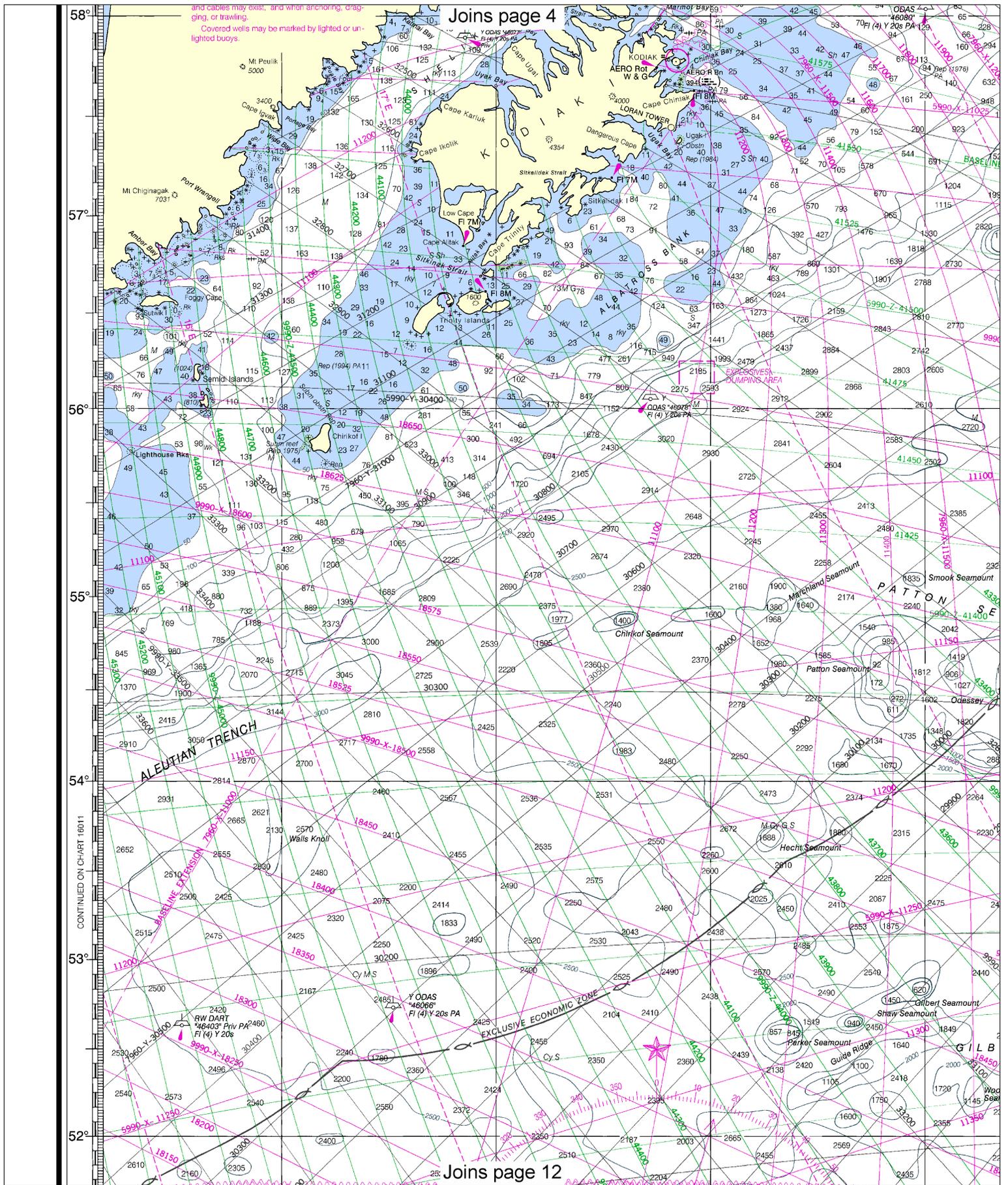
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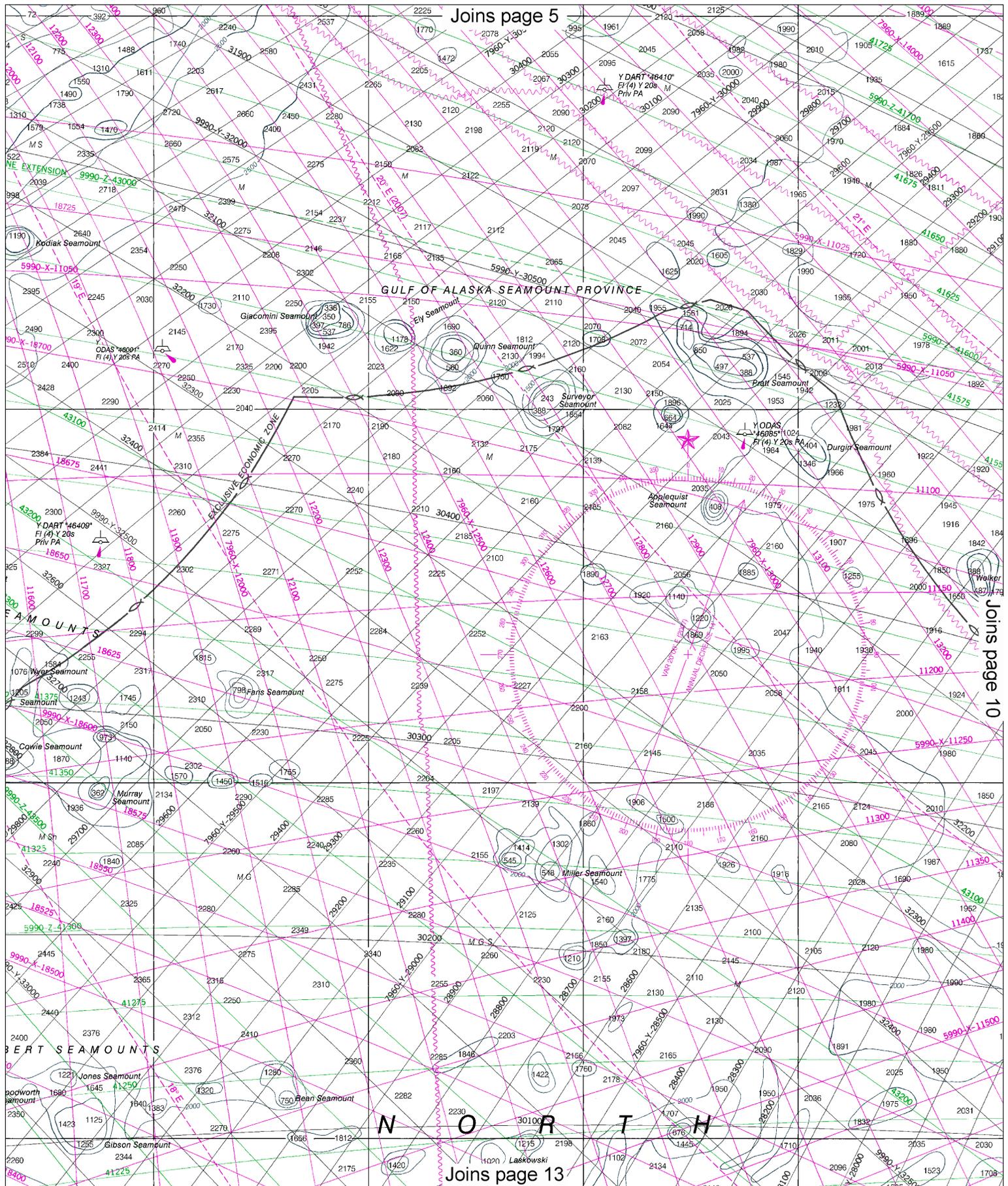
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NOTE F
AREA TO BE AVOIDED
In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges that carry oil or hazardous materials in bulk as cargo or cargo residue and all ships 400 gross tonnage and above solely in transit should avoid the area. See IMO SN circular 309.





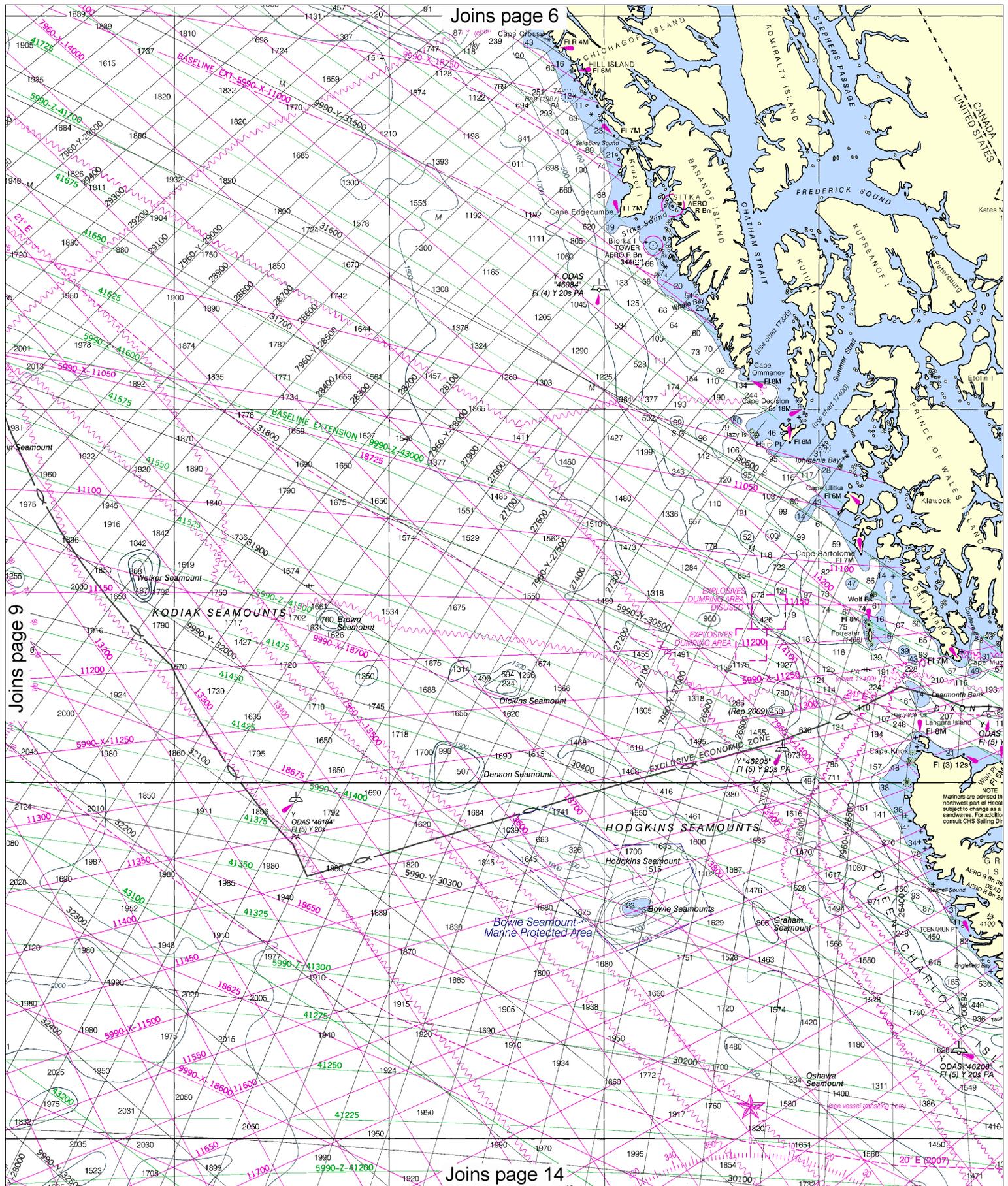
Note: Chart grid lines are aligned with true north.



Joins page 5

Joins page 10

Joins page 13



10

Note: Chart grid lines are aligned with true north.

HORIZONTAL DATUM

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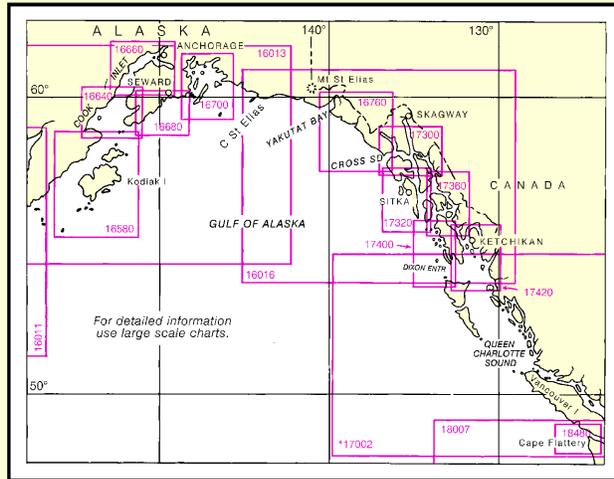
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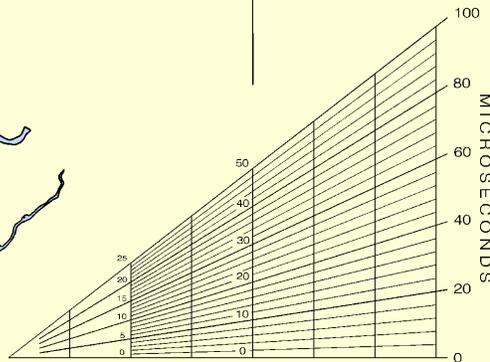
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AREA TO BE AVOIDED

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*Published by National Geospatial-Intelligence Agency



LORAN LINEAR INTERPOLATOR

NOTE E

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in this area (Call Sign Seattle Traffic). The western boundary for VTS Puget Sound area is at 48°23'38" N, 124°43'37" W to 48°23'30" N, 124°44'12" W, then due west to the territorial sea boundary, thence northward to its intersection with the United States/Canadian International Boundary line. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

CAUTION

Submerged Submarine Operating Areas falling within the areas of the larger scale charts are shown thereon and not repeated on 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 163).

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.

NOTE B

Mariners should use caution as military craft may be operating within the area. For further information consult the U.S. Coast Guard Local Notice to Mariners.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz
 PULSE REPETITION INTERVAL
 5990 59,900 Microseconds
 7960 79,600 Microseconds
 9990 99,900 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

- M Master
- W Secondary
- X Secondary
- Y Secondary
- Z Secondary

EXAMPLE: 5990-X

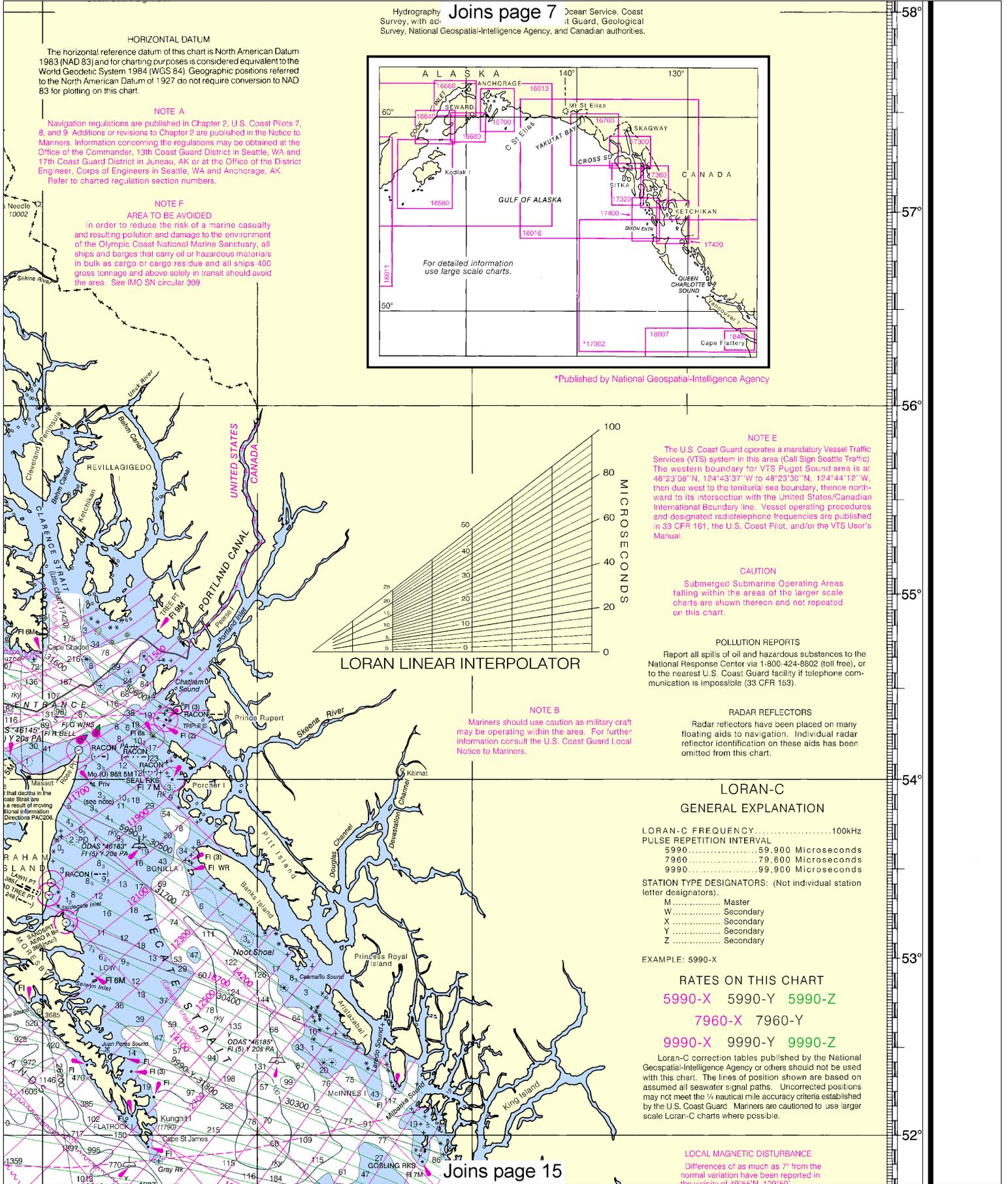
RATES ON THIS CHART

5990-X 5990-Y 5990-Z
 7960-X 7960-Y
 9990-X 9990-Y 9990-Z

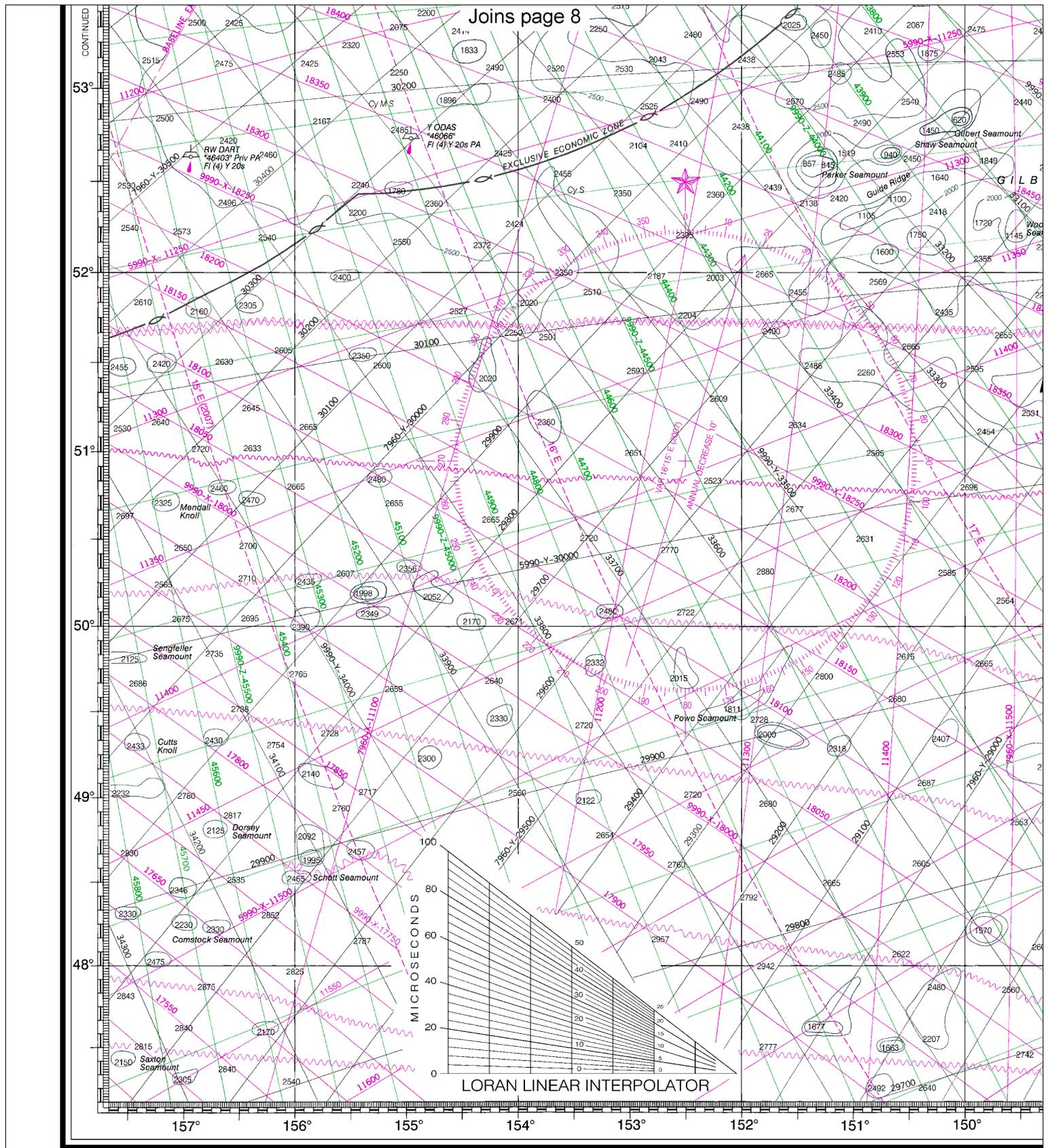
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown are based on assumed all seawater signal paths. Uncorrected positions may not meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned to use larger scale Loran-C charts where possible.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 7° from the normal variation have been reported in the vicinity of 48°53'N, 124°50'W.



Joins page 15



24th Ed., Jul. / 07 ■ Corrected through NM Jul. 21/07
 Corrected through LNM Jul. 03/07

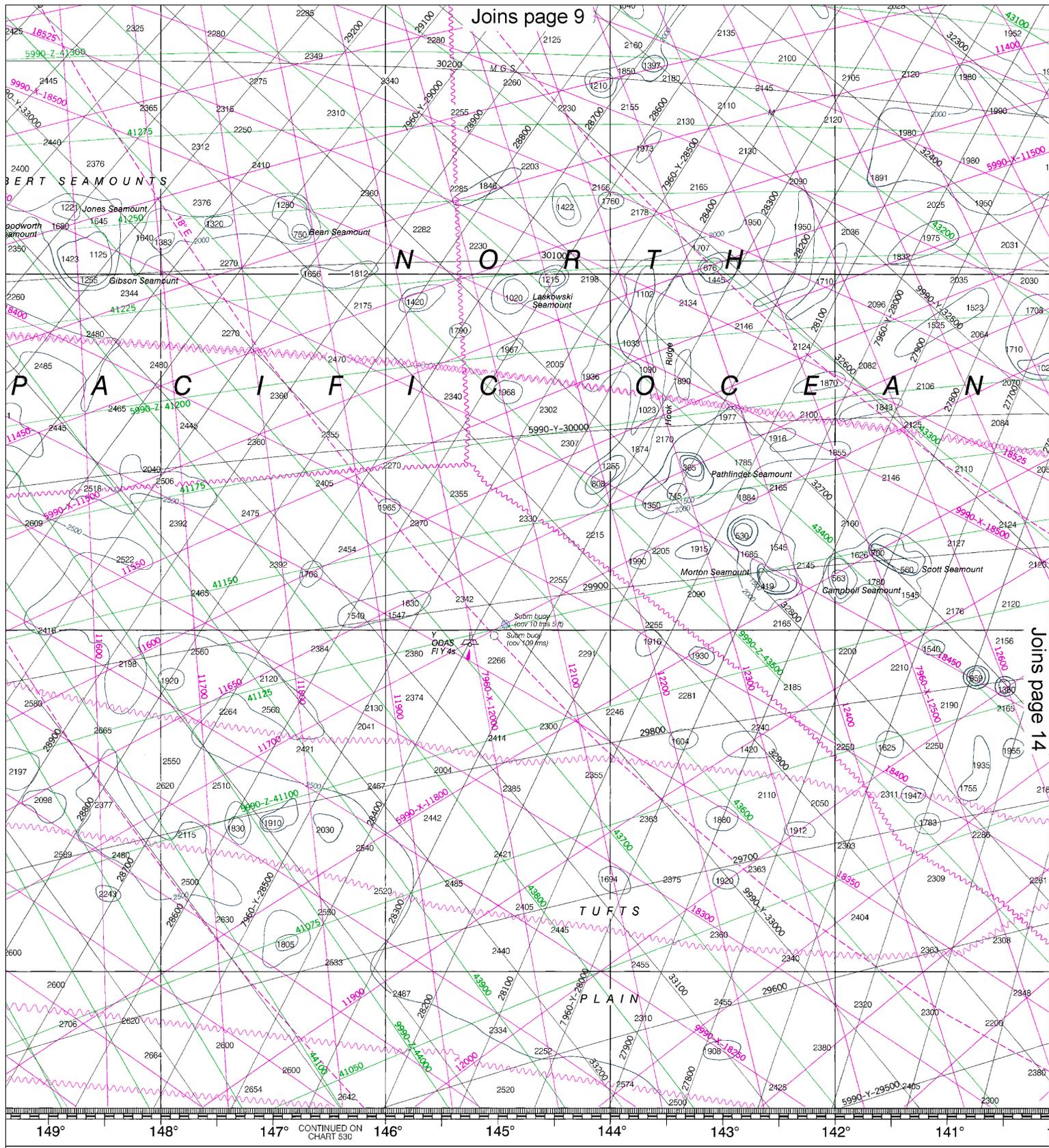
531
 LORAN-C OVERPRINTED

CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notices to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FATHOMS
 (FATHOMS AND FEET TO 11 FATHOMS)

12

Note: Chart grid lines are aligned with true north.

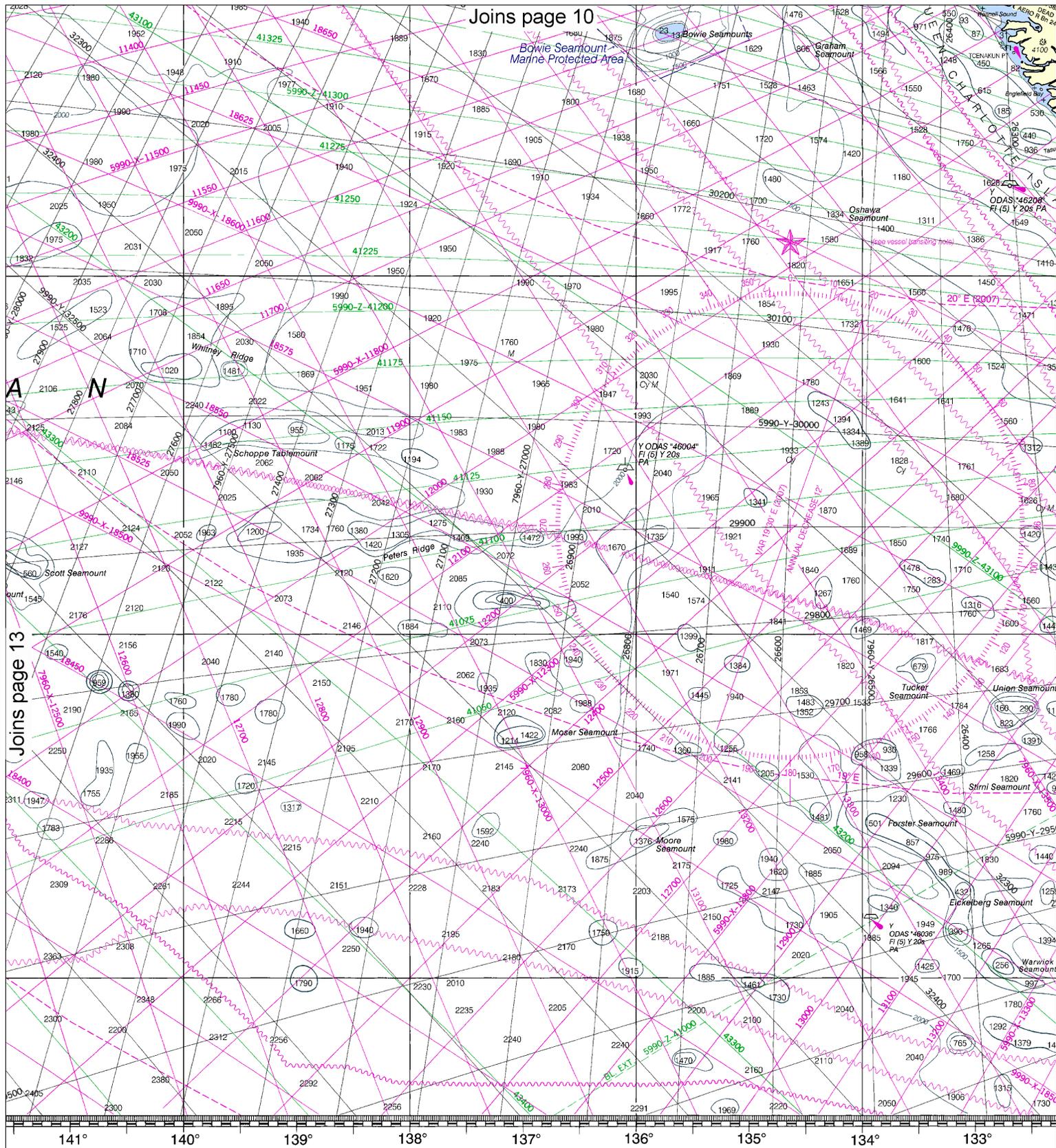


149° 148° 147° CONTINUED ON CHART 530 146° 145° 144° 143° 142° 141°

DMS

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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 COAST SURVEY



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FATHOMS	1	2	3	4	5	6	7	8	9	10
FEET	6	12	18	24	30	36	42	48	54	60
METERS	1	2	3	4	5	6	7	8	9	10

Note: Chart grid lines are aligned with true north.

STATION TYPE DESIGNATORS: (Not individual station letter designators).

- M Master
- W Secondary
- X Secondary
- Y Secondary
- Z Secondary

EXAMPLE: 5990-X

RATES ON THIS CHART

5990-X 5990-Y 5990-Z

7960-X 7960-Y

9990-X 9990-Y 9990-Z

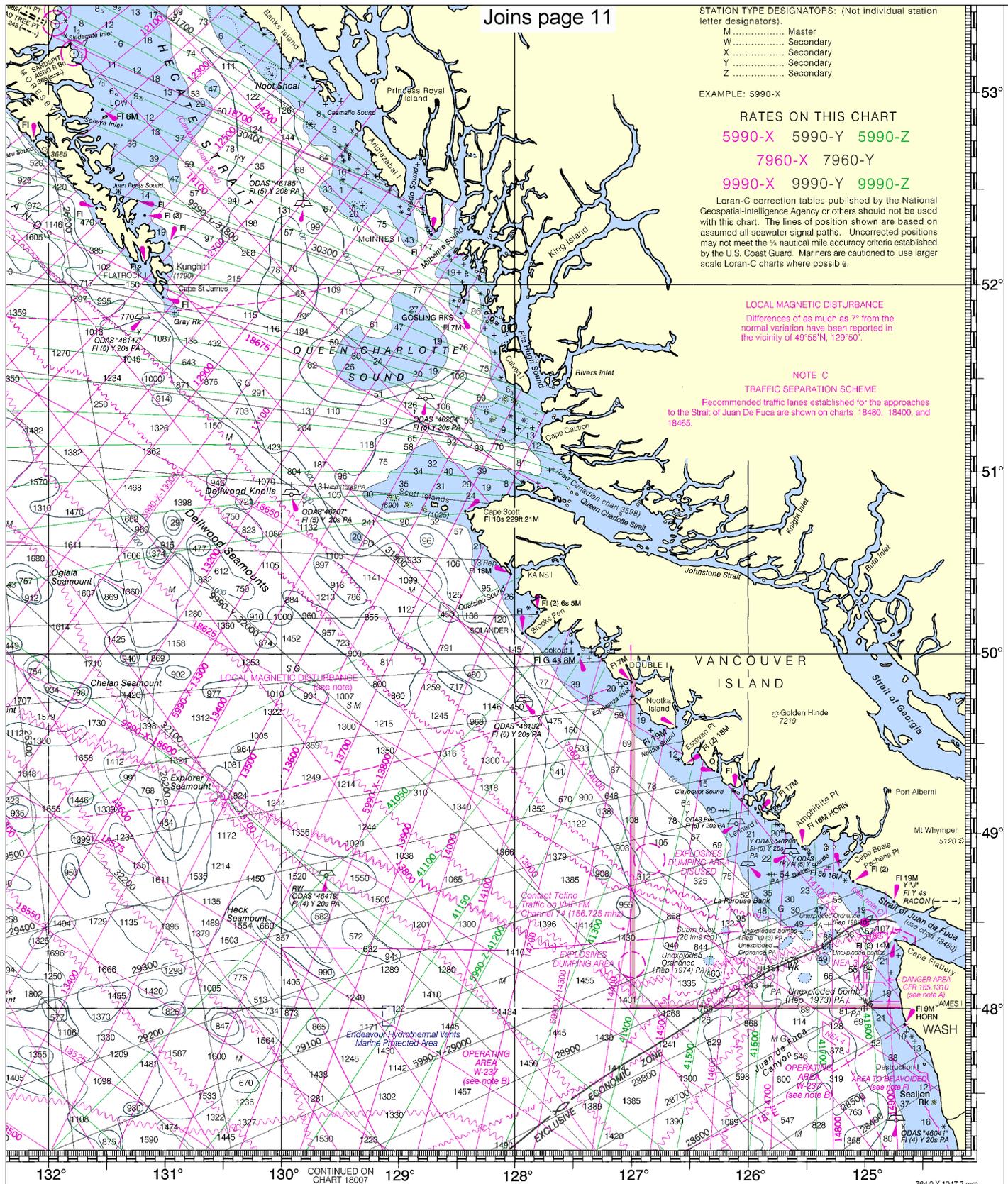
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown are based on assumed all seawater signal paths. Uncorrected positions may not meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned to use larger scale Loran-C charts where possible.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 7° from the normal variation have been reported in the vicinity of 49°55'N, 129°50'.

NOTE C
TRAFFIC SEPARATION SCHEME

Recommended traffic lanes established for the approaches to the Strait of Juan De Fuca are shown on charts 18480, 18400, and 18465.



53°
52°
51°
50°
49°
48°

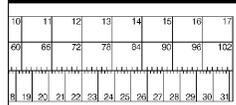
132° 131° 130° 129° 128° 127° 126° 125°

Strait of Juan de Fuca to Kodiak Island

SOUNDINGS IN FATHOMS - SCALE 1:2,100,000

531

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NSN 7642014009485
NSA REFERENCE NO. WOPGN531



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/>
- 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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