

BookletChart™

Unalaska Bay and Akutan Pass

NOAA Chart 16528

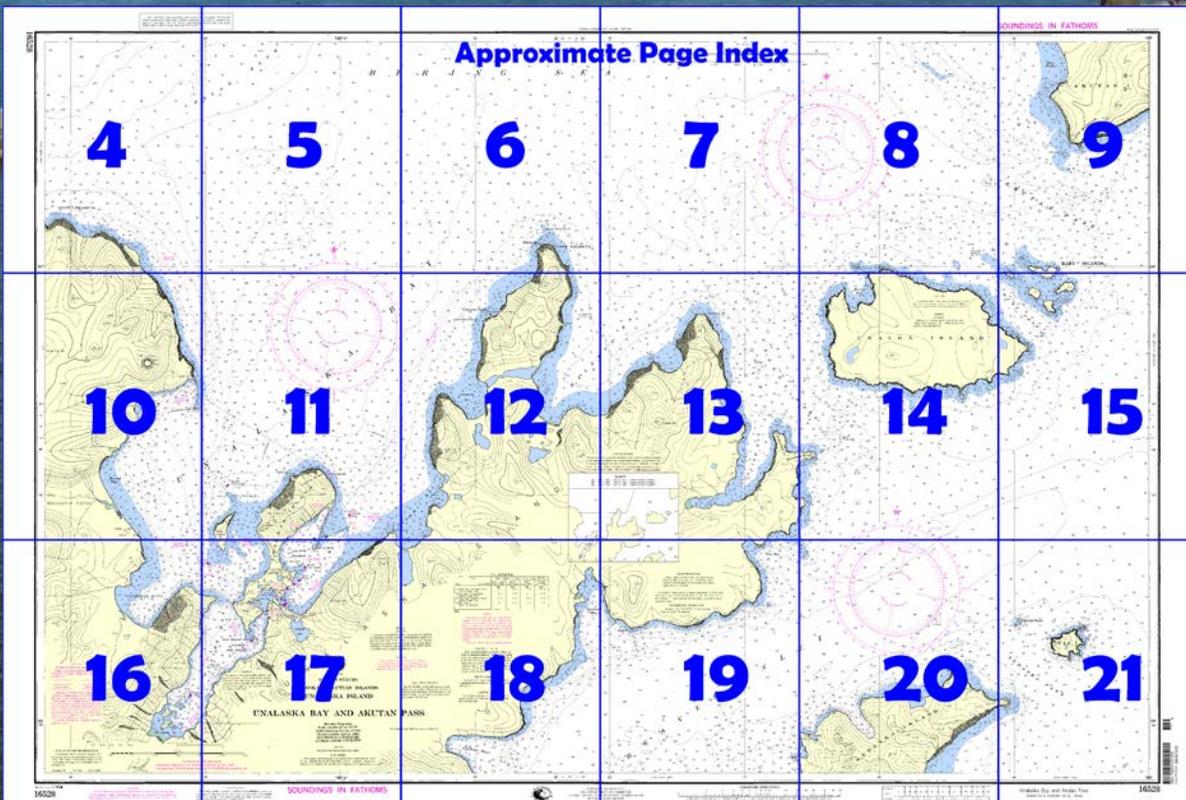


A reduced-scale NOAA nautical chart for small boaters

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.

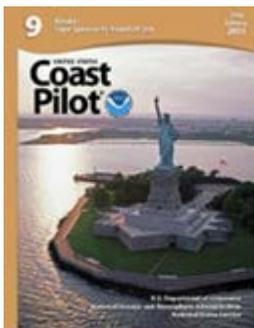
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16528>.



(Selected Excerpts from Coast Pilot)
Akutan Pass and Unalga Pass, on either side of Unalga Island, are ship passages, secondary to Unimak Pass, for entering the Bering Sea from the Pacific through the E part of the Aleutian Chain. Akutan Pass is 2.5 miles wide in its narrowest part between the Baby Islands on the SW and Triplet Rocks off Cape Morgan. The depths in the pass are very irregular, but no hidden dangers have been found. Depths less than 10 fathoms extend about 0.4 mile S from

Triplet Rocks, and the tide rips there are intensified, appearing as breakers. Small craft should avoid them. A narrow, crescent-shaped

shoal with a least depth of 7 fathoms is 3.5 miles NW from Cape Morgan. The shoal can be detected by the swirls and tide rips marking it. Akutan Pass is wider than Unalaga Pass, but the currents and tide rips are similar. However, the current is felt over a much greater distance, so that with an adverse current it has been found that better time can be made by using Unalaga Pass. On the larger tides, the flood creates such heavy tide rips N of Unalaga Island, even in calm weather, that it is advisable to be prepared to take seas aboard. Tide rips 15 feet high have been observed. In approaching both Akutan Pass and Baby Pass, fewer rips will be encountered if courses are directed for the area SE of the Akutan Pass, in the daytime and with clear weather and a fair current, furnishes a convenient route for vessels bound to or from Unalaska Bay. From E it is recommended that courses be steered to make land in the vicinity of Tigalda Island and Avatanak Island; then follow the S side of these islands until the course is shaped from Rootok Island to Cape Morgan. A midchannel course through the pass is recommended.

Remarks on currents in Akutan Pass will be found in the first part of this chapter. (See the Tidal Current Tables for predictions for Akutan Pass.) **Baby Islands**, a group of six low islands in Akutan Pass and N of the E end of Unalga Island, have numerous rocks among them. The islands are all tundra covered. On the W island is a large rookery and the ground is very pitted over almost the entire top. The SE island is used as a fox ranch. When seen apart from Unalga Island, the Baby Islands are prominent although they tend to blend together to appear as one island. Numerous submerged rocks, covered 1½ fathoms, in 54°00'13"N., 166°06'05"W., are about 1.0 mile NW of the NW island. Mariners should use extreme caution in this area.

(Strong currents sweep among the Baby Islands. The S end of the passage between the two SE islands is blocked by a reef bare at low water, forming a small protected bay, but strong currents make it a rather uncomfortable anchorage for small boats.

Baby Pass, about 0.8 mile wide, separates Unalga Island from the Baby Islands. Ledges along the shore restrict the navigable width, but depths up to 20 fathoms will be found in midchannel. Less water and numerous rocks, described previously, are found at the N end of the pass. A 3½-fathom depth in 54°00'06"N., 166°07'16"W., is at the NW end of the pass and about 0.65 mile from shore.

On the Unalga shore of Baby Pass is a shallow cove in which small boats may get fair protection from S and W weather; however, a rock awash at low water is a little S of the middle of the cove. Off the N point of the cove is a group of bare rocks that extend into Baby Pass. The outer rock, 12 feet high, is 300 yards from the point. Foul ground extends 400 yards into Baby Pass from the 0.8 mile stretch of shore W of the cove.

Very heavy tide rips occur to the NW of the Baby Islands on the flood, and extend a considerable distance to the SE on the ebb. (See remarks on tide rips in Akutan Pass.) The flood and ebb current velocity is about 4 and 5 knots, respectively. Flood and ebb velocities of 5.5 and 7 knots occur at times of tropic tides. (See the Tidal Current Tables for predictions for Baby Pass.

Unalga Island is separated from Unalaska Island by Unalga Pass. The island is low compared to the neighboring islands, the highest point being a rounded hill of 707 feet SW of the central point. The E end of Unalga Island is a flat-topped hill, 145 feet high.

Malga Bay, on the NW side of Unalga Island, is about 0.6 mile in diameter and affords shelter in S weather. The E shore of the bay is a chain of jagged rocks and islets, the highest being 106 feet.

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

RCC Juneau Commander
17th CG District (907) 463-2000
Juneau, Alaska

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

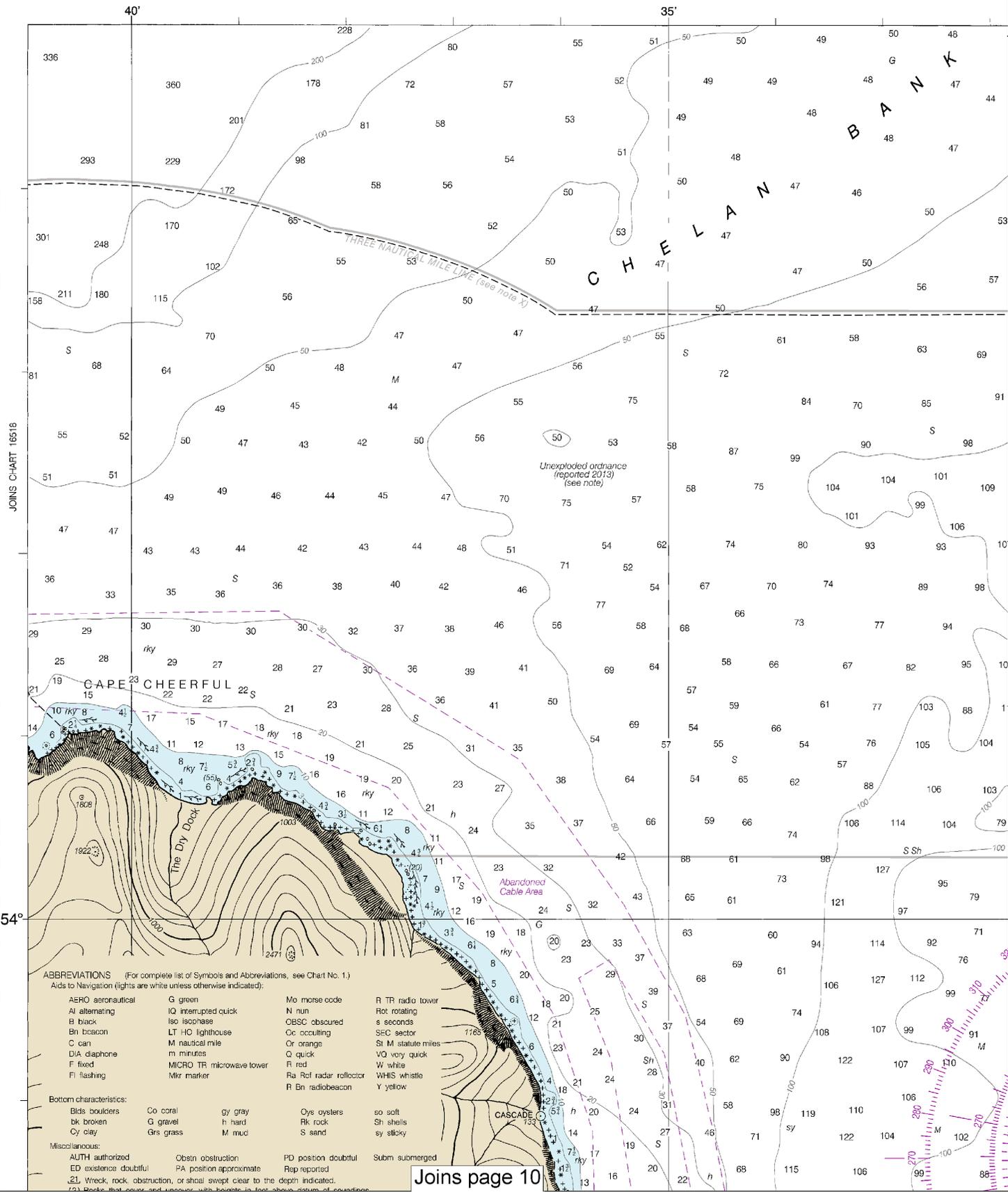
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

16528



Joins page 10

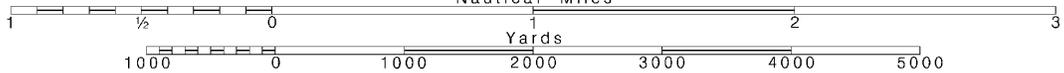
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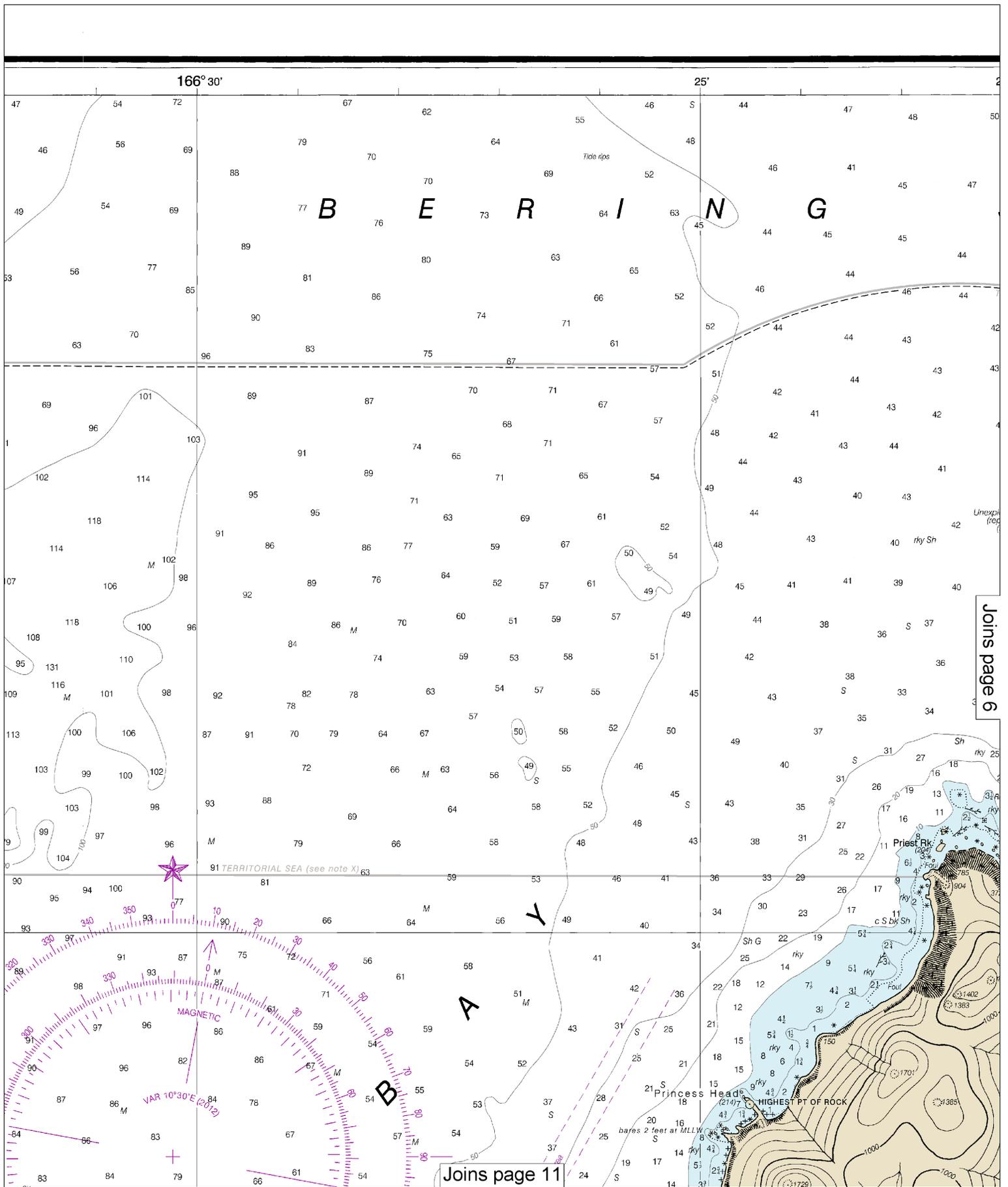
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





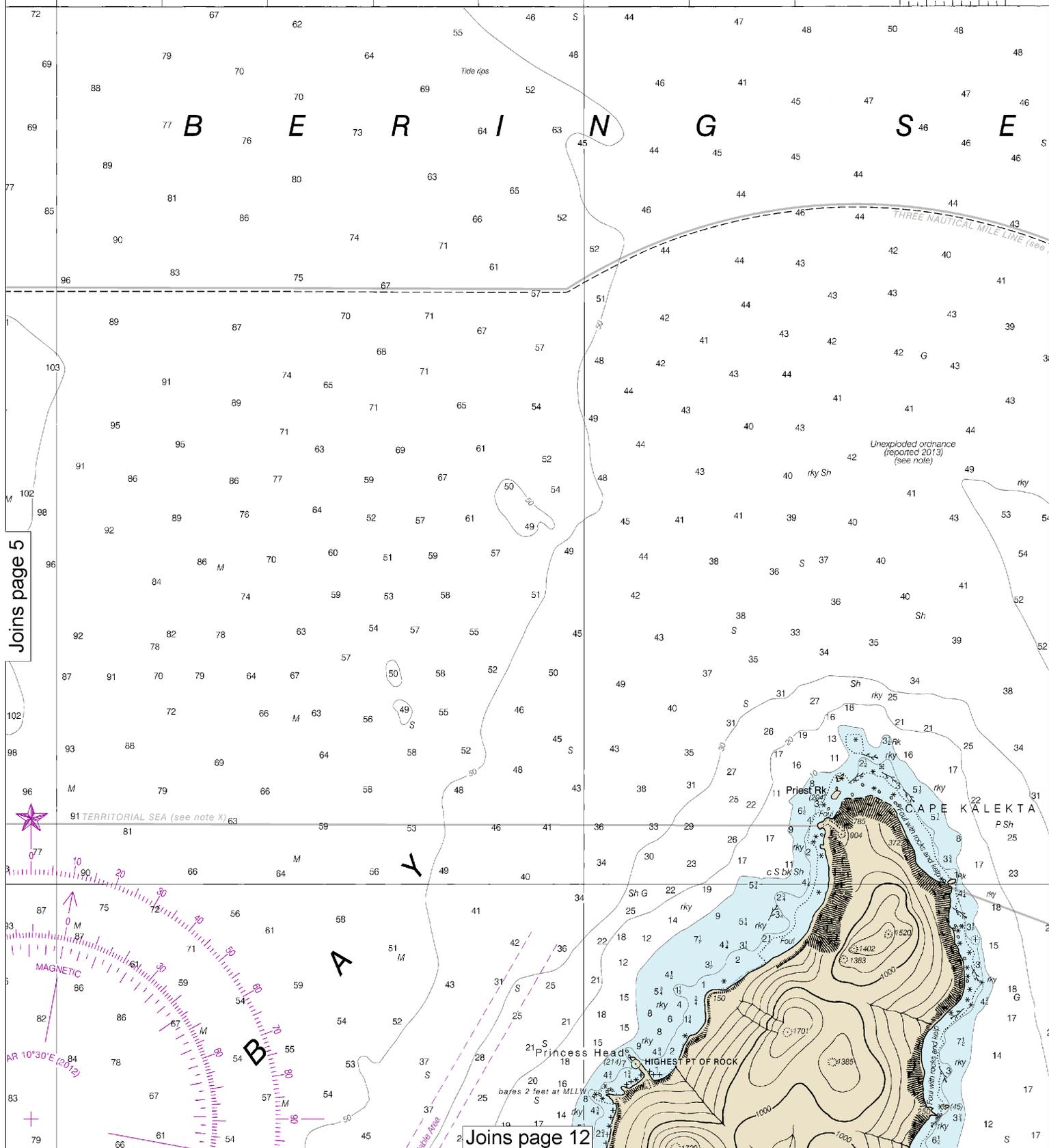
Joins page 6

Joins page 11

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.



166° 30' 25' 22' 45' 30' 15' 21'



Joins page 5

Joins page 12

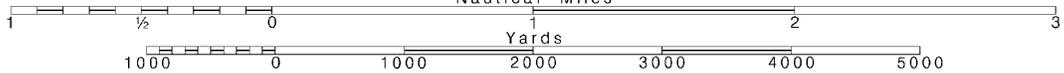


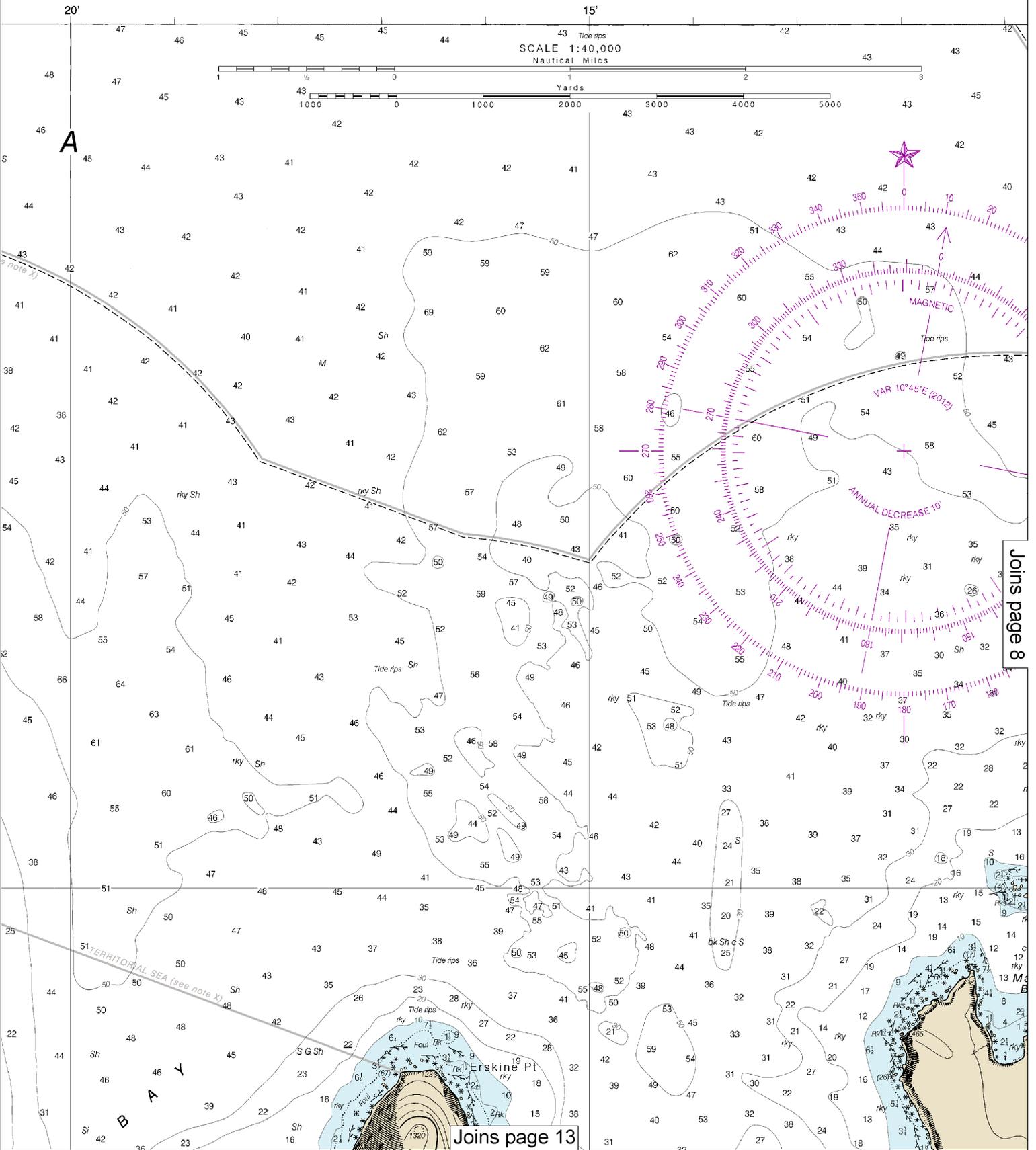
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.



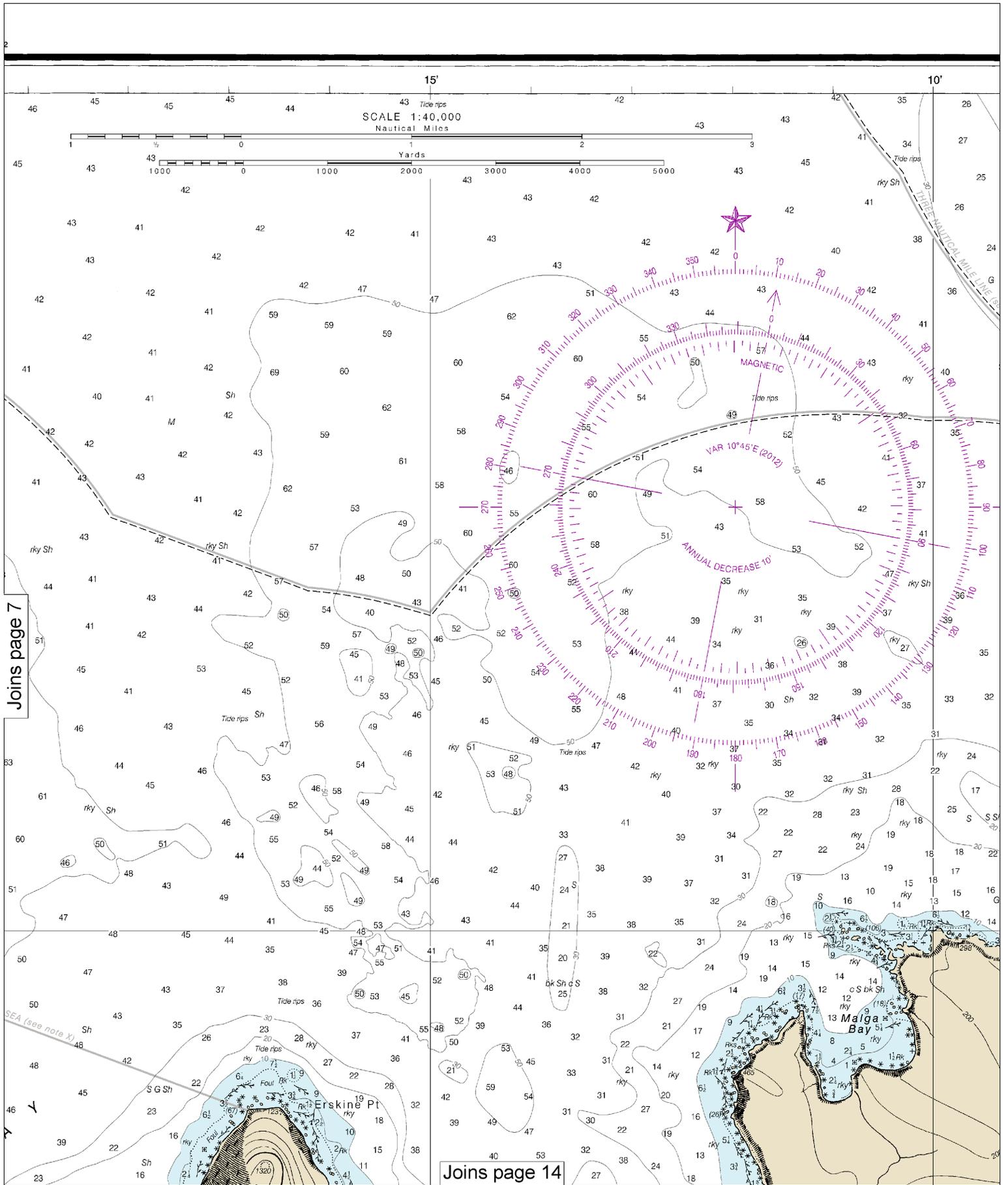


Joins page 8

Joins page 13

Last Correction: 8/12/2016. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)





Joins page 7

Joins page 14

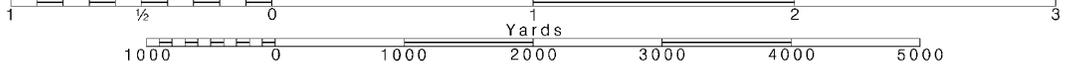


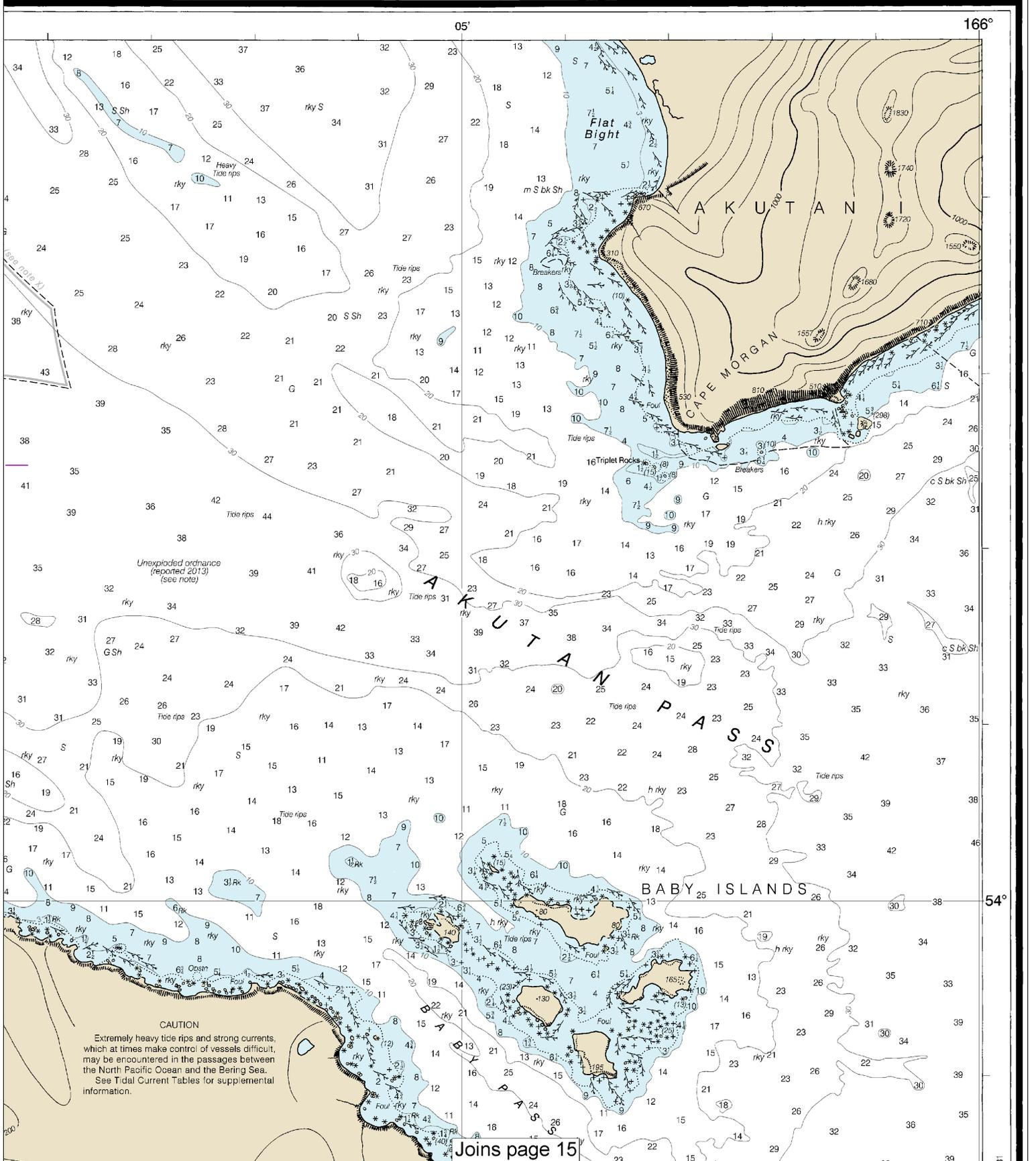
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





54°

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 |
| AI alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | iso isophase | OBSC obscured | s seconds |
| Bn beacon | LT LHO lighthouse | Oc occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| D/A diaphone | m minutes | Q quick | VQ very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Rof 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 silky |

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. | | | |

27 10

Table Top Mt

Joins page 4

57°

Joins page 16

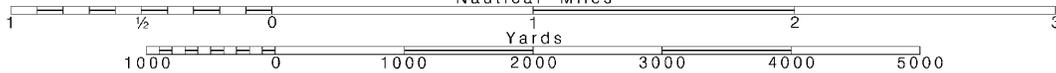
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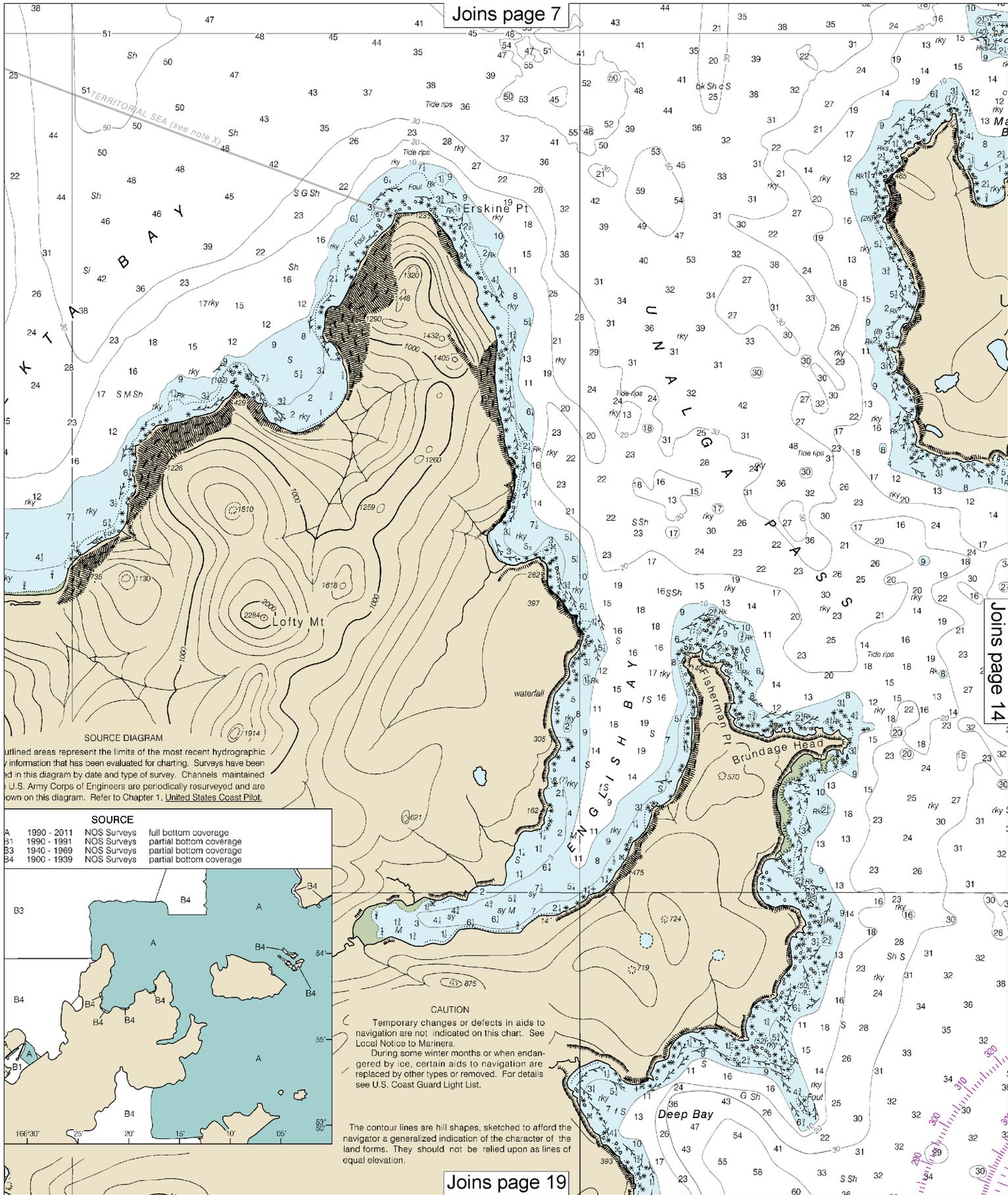
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.



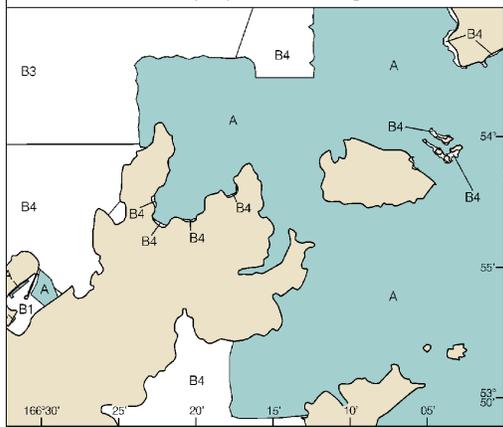


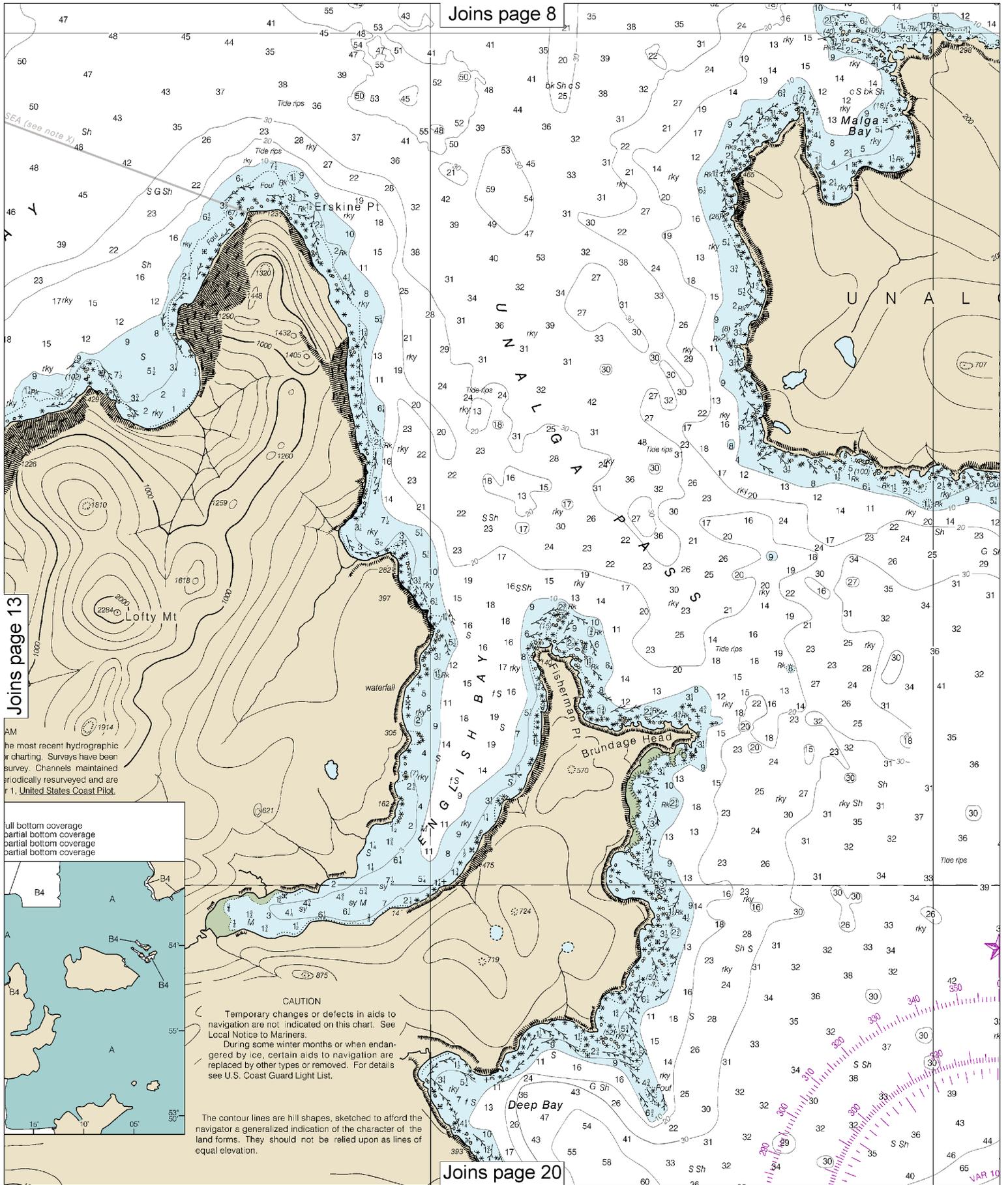
SOURCE DIAGRAM

Outlined areas represent the limits of the most recent hydrographic information that has been evaluated for charting. Surveys have been listed in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990 - 2011	NOS Surveys	full bottom coverage
B1	1990 - 1991	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage



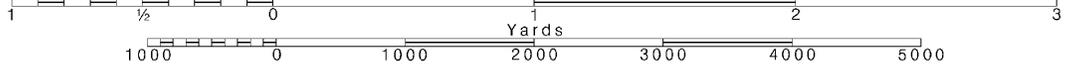


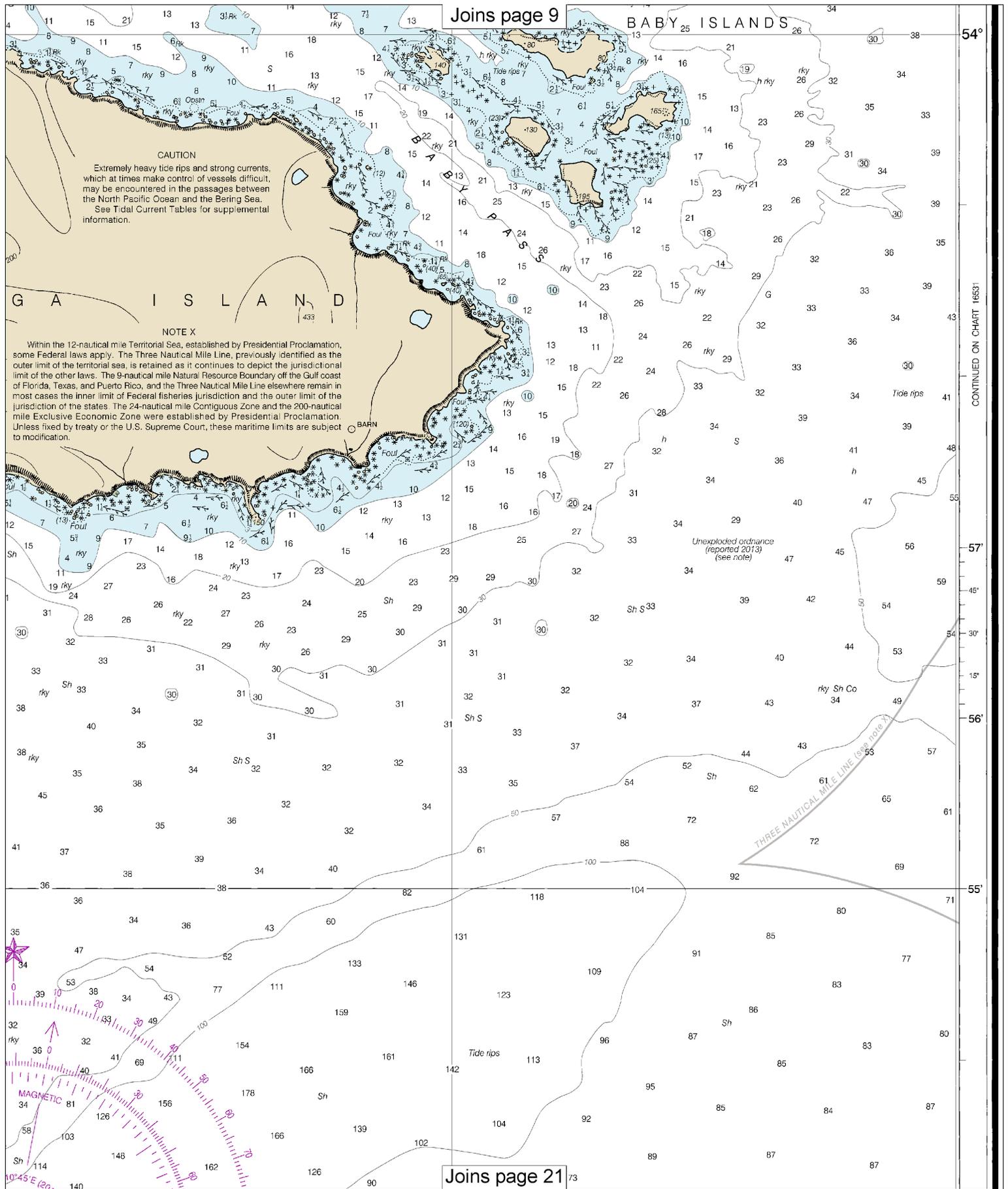
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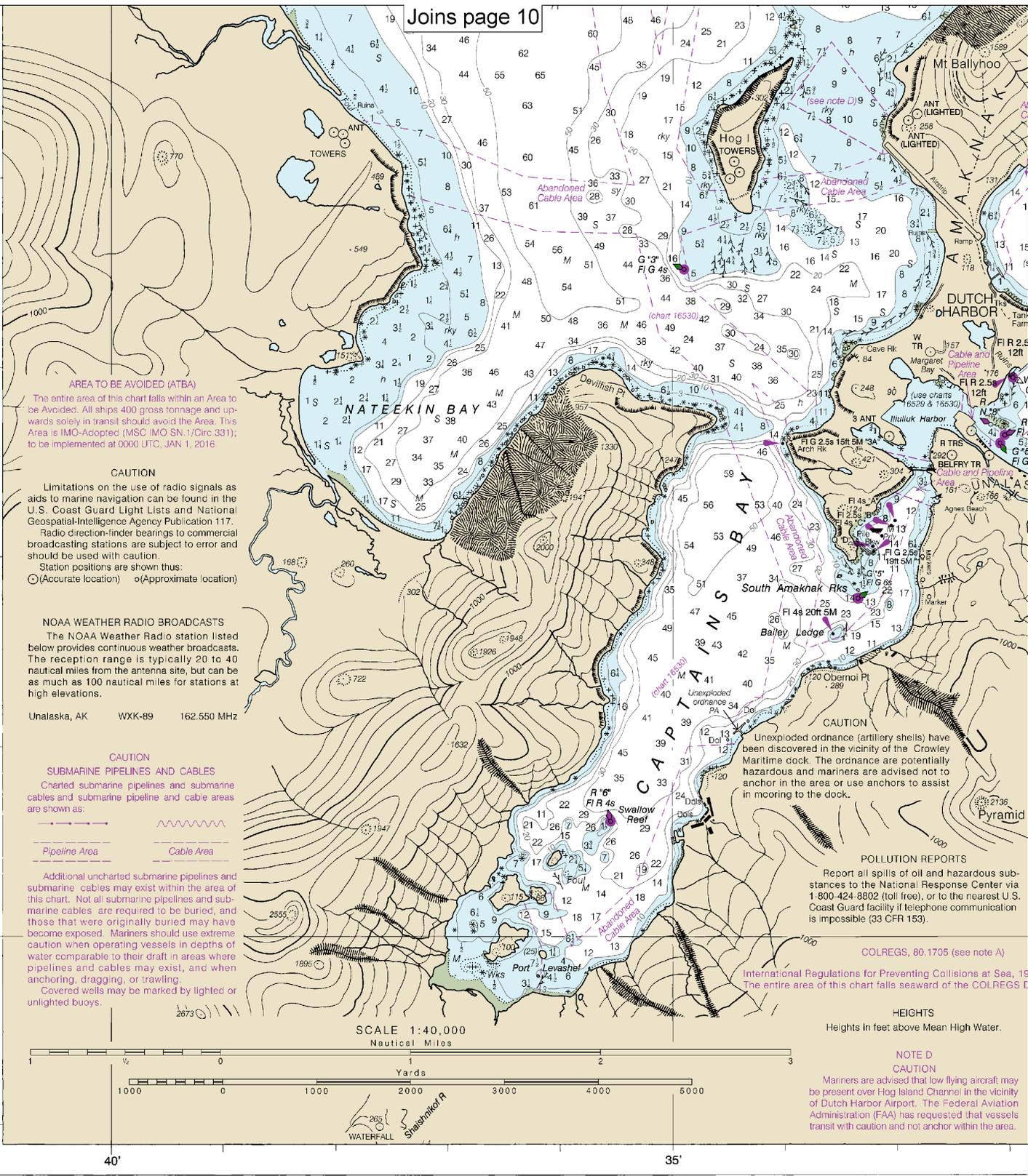
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







AREA TO BE AVOIDED (ATBA)
 The entire area of this chart falls within an Area to be Avoided. All ships 400 gross tonnage and upwards solely in transit should avoid the Area. This Area is IMO-Accepted (MSC IMO SN 1/Circ 331), to be implemented at 0000 UTC, JAN 1, 2016

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)

NOAA WEATHER RADIO BROADCASTS
 The NOAA Weather Radio station listed below provides 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.

Unalaska, AK	WXK-89	162.550 MHz
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CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
 Pipeline Area Cable Area

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.

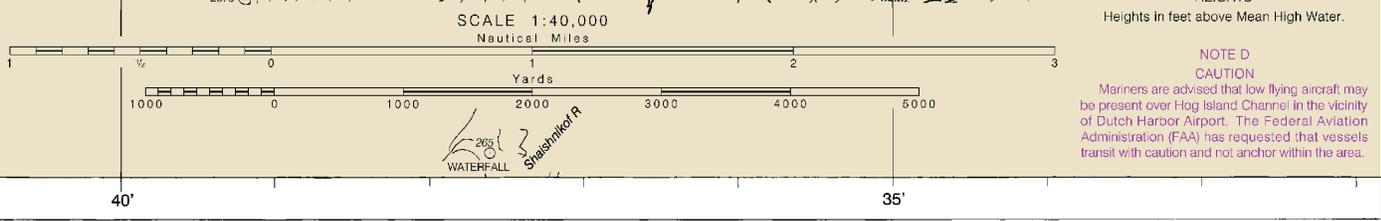
CAUTION
 Unexploded ordnance (artillery shells) have been discovered in the vicinity of the Crowley Maritime dock. The ordnance are potentially hazardous and mariners are advised not to anchor in the area or use anchors to assist in mooring to the dock.

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

COLREGS, 80.1735 (see note A)
 International Regulations for Preventing Collisions at Sea, 1972
 The entire area of this chart falls seaward of the COLREGS D

HEIGHTS
 Heights in feet above Mean High Water.

NOTE D
CAUTION
 Mariners are advised that low flying aircraft may be present over Hog Island Channel in the vicinity of Dutch Harbor Airport. The Federal Aviation Administration (FAA) has requested that vessels transit with caution and not anchor within the area.



18th Ed., Sep. 2012
16528

CAUTION
 This chart has been corrected from the Notices 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 Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 8/12/2016. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

16

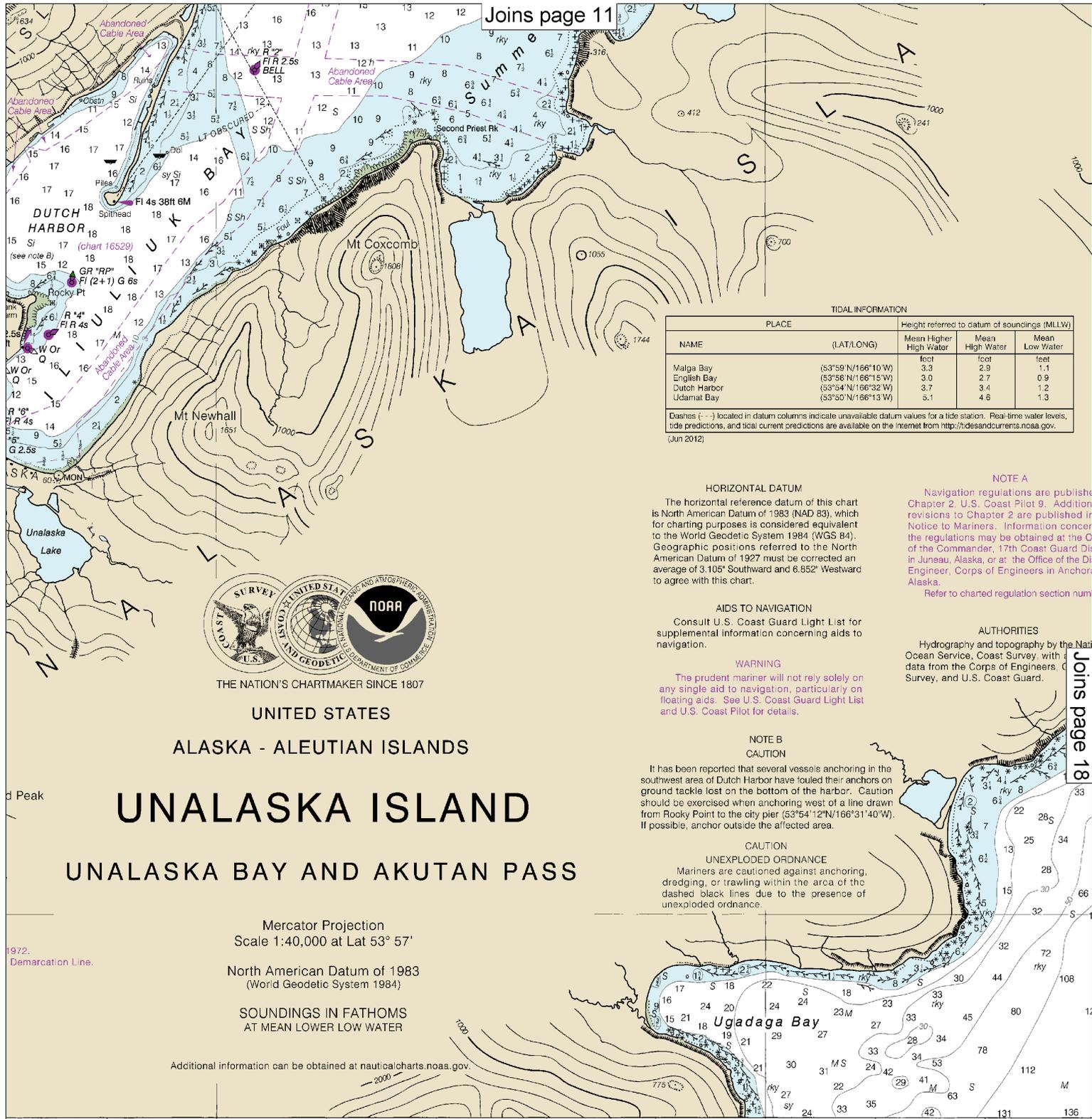
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Walga Bay	(53°59'N/166°10'W)	3.3 feet	2.9 feet	1.1 feet
English Bay	(53°58'N/166°15'W)	3.0	2.7	0.9
Dutch Harbor	(53°54'N/166°32'W)	3.7	3.4	1.2
Udamat Bay	(53°50'N/166°13'W)	5.1	4.8	1.3

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Jun 2012)

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 3.105' Southward and 6.552' Westward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additional revisions to Chapter 2 are published in 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.

AIDS TO NAVIGATION

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

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 B

CAUTION

It has been reported that several vessels anchoring in the southwest area of Dutch Harbor have fouled their anchors on ground tackle lost on the bottom of the harbor. Caution should be exercised when anchoring west of a line drawn from Rocky Point to the city pier (53°54'12"N/166°31'40"W). If possible, anchor outside the affected area.

CAUTION

UNEXPLODED ORDNANCE

Mariners are cautioned against anchoring, dredging, or trawling within the area of the dashed black lines due to the presence of unexploded ordnance.

AUTHORITIES

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



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - ALEUTIAN ISLANDS

UNALASKA ISLAND

UNALASKA BAY AND AKUTAN PASS

Mercator Projection
Scale 1:40,000 at Lat 53° 57'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

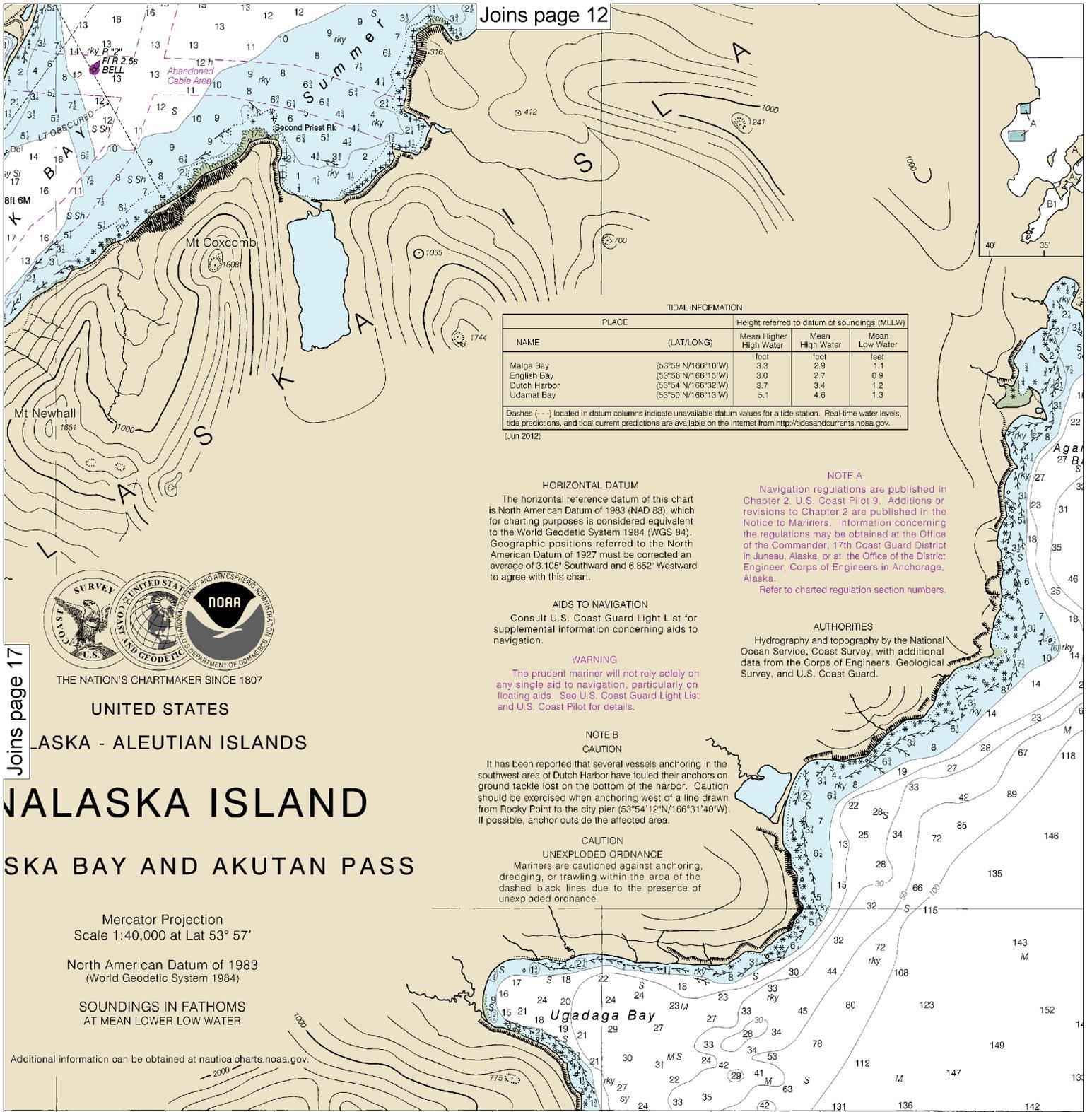
Additional information can be obtained at nauticalcharts.noaa.gov.

166°30'

25'

SOUNDINGS IN FATHOMS

Joins page 12



TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Malga Bay	(53°59'N/166°10'W)	feet 3.3	feet 2.9	feet 1.1
English Bay	(53°58'N/166°15'W)	3.0	2.7	0.9
Dutch Harbor	(53°54'N/166°32'W)	3.7	3.4	1.2
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WARNING

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AUTHORITIES

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

NOTE B CAUTION

It has been reported that several vessels anchoring in the southwest area of Dutch Harbor have fouled their anchors on ground tackle lost on the bottom of the harbor. Caution should be exercised when anchoring west of a line drawn from Rooky Point to the city pier (53°54'12"N/166°31'40"W). If possible, anchor outside the affected area.

CAUTION UNEXPLODED ORDNANCE

Mariners are cautioned against anchoring, dredging, or trawling within the area of the dashed black lines due to the presence of unexploded ordnance.



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ALASKA - ALEUTIAN ISLANDS
ALASKA ISLAND
UGALAGA BAY AND AKUTAN PASS

Mercator Projection
 Scale 1:40,000 at Lat 53° 57'

North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FATHOMS
 AT MEAN LOWER LOW WATER

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

166°30' 25' 22' 45' 30' 15' 21'

SOUNDINGS IN FATHOMS

Publis
 U.S. DEP
 NATIONAL OCEANIC
 NATI

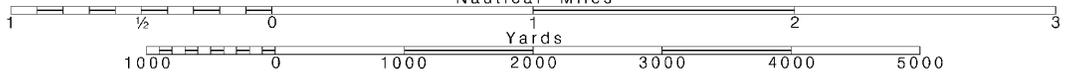
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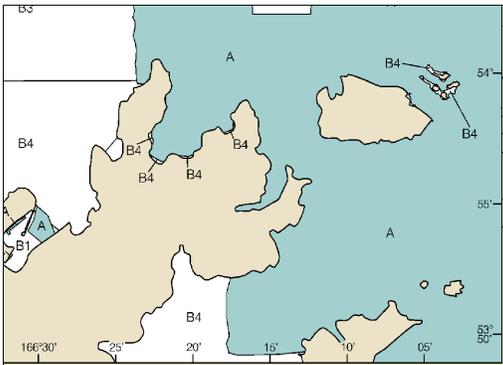
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



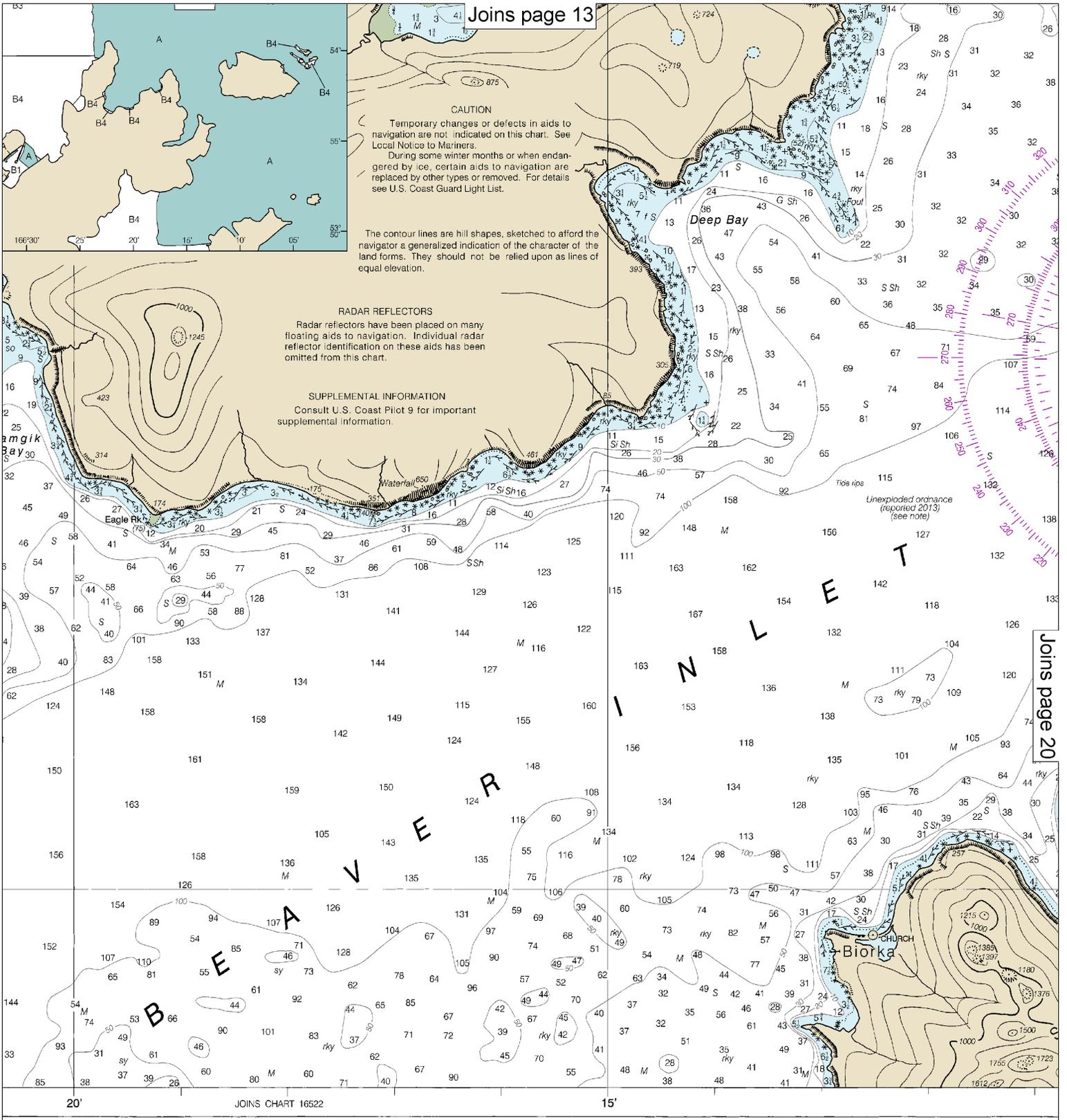


CAUTION
 Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
 During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

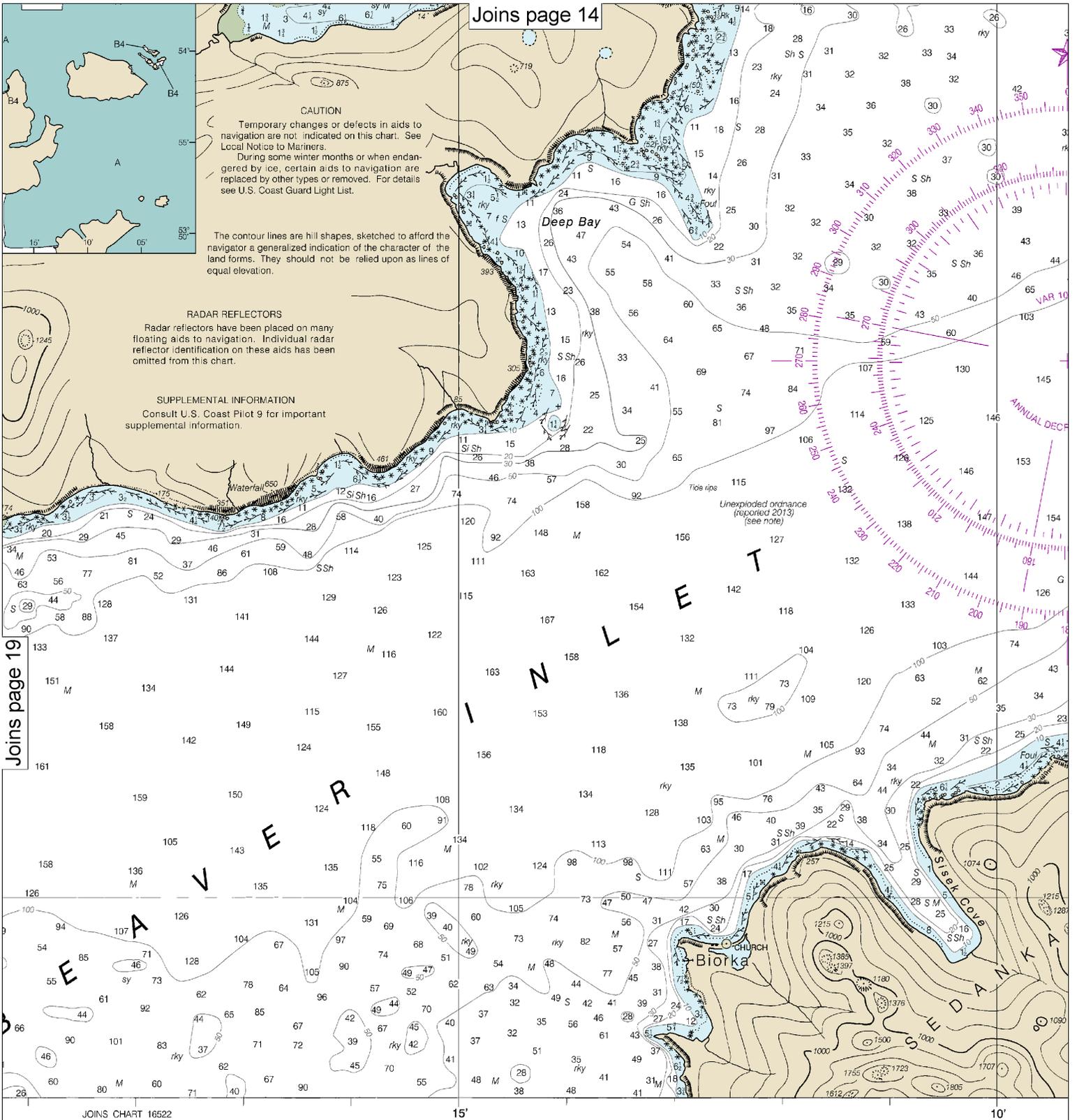
The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

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.

SUPPLEMENTAL INFORMATION
 Consult U.S. Coast Pilot 9 for important supplemental information.



Published at Washington, D.C.
 DEPARTMENT OF COMMERCE
 COAST AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



Joins page 19

JOINS CHART 16522

15'

10'

STRATION

FATHOMS
FEET
METERS

20

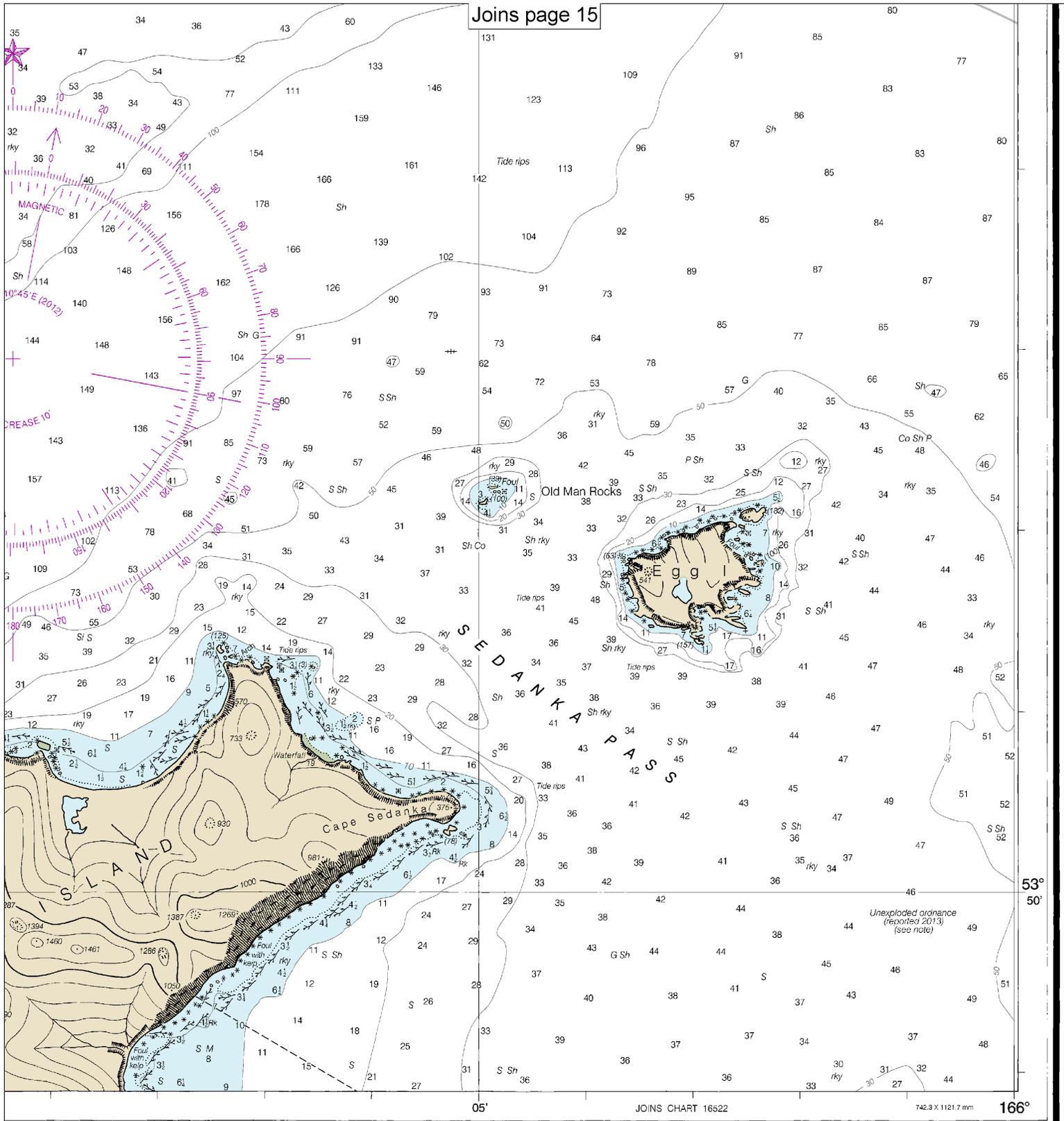
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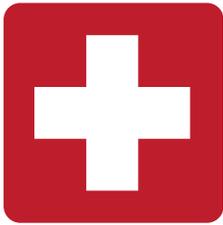


1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Unalaska Bay and Akutan Pass
 SOUNDINGS IN FATHOMS - SCALE 1:40,000

16528





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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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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