

BookletChart™



Ports of Southeastern Cook Inlet

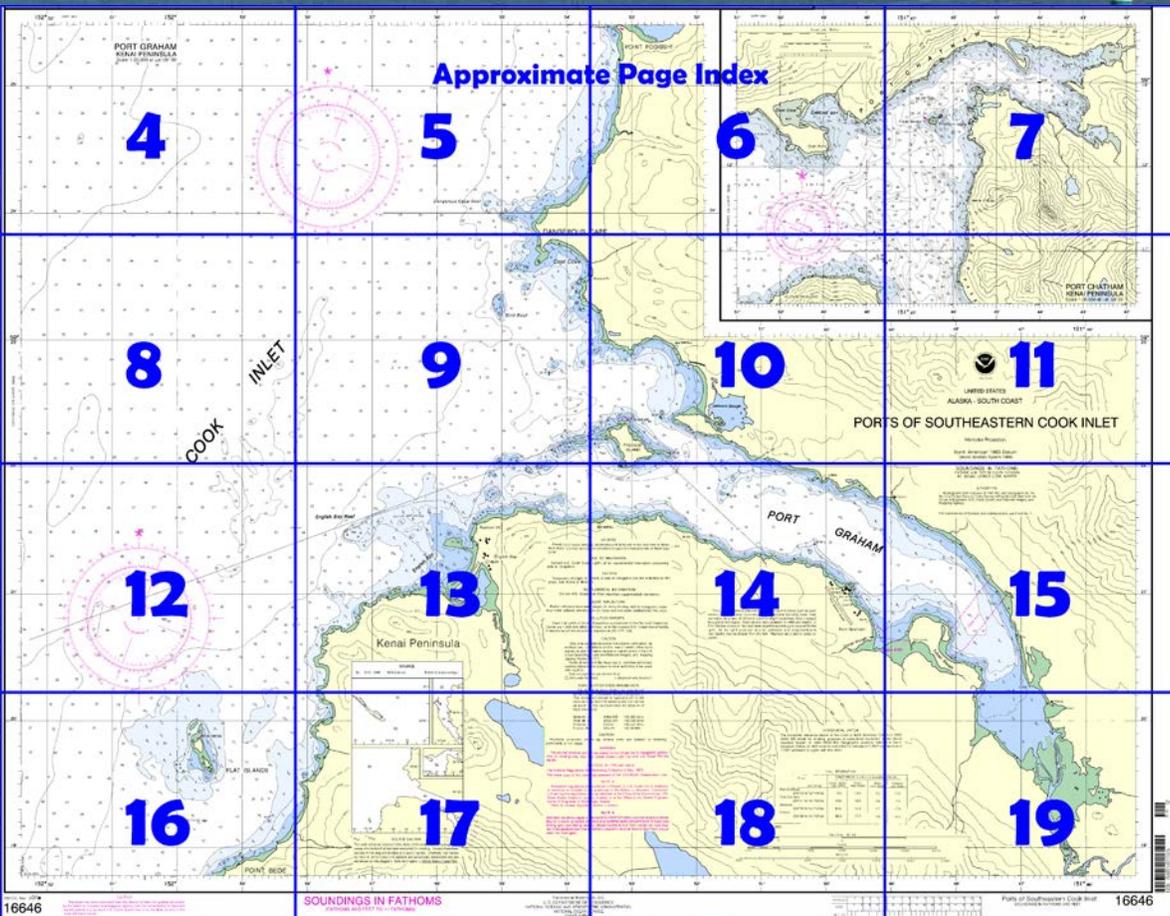
NOAA Chart 16646

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=16646>.



(Selected Excerpts from Coast Pilot)

Currents.—The tidal currents have little velocity in the entrance and harbor, but in the approach on either side of Elizabeth Island there are strong tidal currents, and at times tide rips.

Routes.—The safest time to enter Port Graham is at low water, and the preferred entrance is N of Passage Island. The chart is the guide. The route S of Passage Island should not be used by strangers. This entrance S of Passage Island is approached

through a narrow unmarked channel over a rocky bar which bares in places and extends from N of Russian Point to Passage Island.

Dangers.—Rocks, bare at low water and marked by a daybeacon, are 250 yards W of the point on the N shore E of Passage Island. This is the worst danger in the entrance. The channel has a width of 250 yards between the rocks and the reef fringing Passage Island. On the outside, the shore of Coal Cove is fringed with kelp to a distance of 350 yards and should be approached with caution.

The only serious danger E of Passage Island is a narrow, submerged reef with kelp that extends halfway across Port Graham from the N shore 0.6 mile SE of Passage Island, and is marked at the S end by a buoy. Also, about 900 yards NW of a cannery wharf is a shoal that extends about 300 yards offshore and marked at its outer end by a daybeacon, and the cove SE of the wharf is shoal.

Anchorage.—Temporary anchorage for a small vessel can be selected in the bight on the N shore, N of Passage Island, in 7 to 10 fathoms. This anchorage is exposed to a heavy swell in S or W weather.

Currents.—Strong tidal currents, both ebb and flood, set across the mouth of the harbor, but there is little current at or inside of Passage Island. With opposing wind and current, heavy tide rips occur off and well N and S of the entrance to Port Graham.

Anchorage.—The best anchorage is in the middle of Seldovia Bay, 0.8 mile S of Seldovia Bay Light 3, in 9 to 10 fathoms, sticky bottom. It is well sheltered, except from strong S winds.

Currents.—The tidal currents have an estimated velocity of 2 to 3 knots.

Pilotage, Homer.—Pilotage except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. Pilots are available from the Southwest Alaska Pilots office at Homer; call sign, KCE-203, on VHF-FM channels 10 and 16 (24 hours daily); telephone — 907-235-8783, FAX 907-235-6119, cable address SWAPILOT HOMER. A 36-hour notice is required.

Vessels meet the pilot boat about 1 mile S of Homer Spit Light (59°36.0'N., 151°24.6'W.) in Kachemak Bay, off Homer. The pilot boat can be contacted by calling "KATMAI" or "MARY DELE" on VHF-FM channels 10 and 16, or through the Southwest Alaska Pilots office at Homer, mentioned earlier. The pilot boats are a 55-foot aluminum boat (KATMAI) and a 42-foot trawler, green hull, red and white deckhouse (MARY DELE). Both have the word "Pilot" forward. The pilot boat displays the appropriate day and night signals when on duty.

Caution.—Ships entering Kachemak Bay to pick up a pilot off Coal Point before continuing into Cook Inlet have been reported coming dangerously close to the Archimandritof Shoals, which extend W from Homer Spit and are marked on the SE side by a lighted buoy. These instances occur with ships piloting on small-scale British Admiralty Charts, which do not show these shoals. The strangers tend to steer for the lights of Homer or the light towers surrounding the small-boat harbor. Mariners are advised to use the largest scale chart available for this area and to give these shoals a wide berth.

Note: In 1996, the least depths over the SE portion of these shoals were reported to be 2 fathoms less than charted in the area about 1 mile W to NW of Archimandritof Shoals Lighted Buoy 1.

Quarantine.—A U.S. Public Health Service Contract Physician is located at a clinic in Homer. A hospital is in Homer. (See Appendix A for additional information.)

Caution: From January to March, ice floes can impede operations at Homer Deep Water Dock and City Pier. Ice floes get blown in from the head of the Bay by strong NE winds.

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>

16646

38°

37°

KAPP 2863

28'

27'

26'

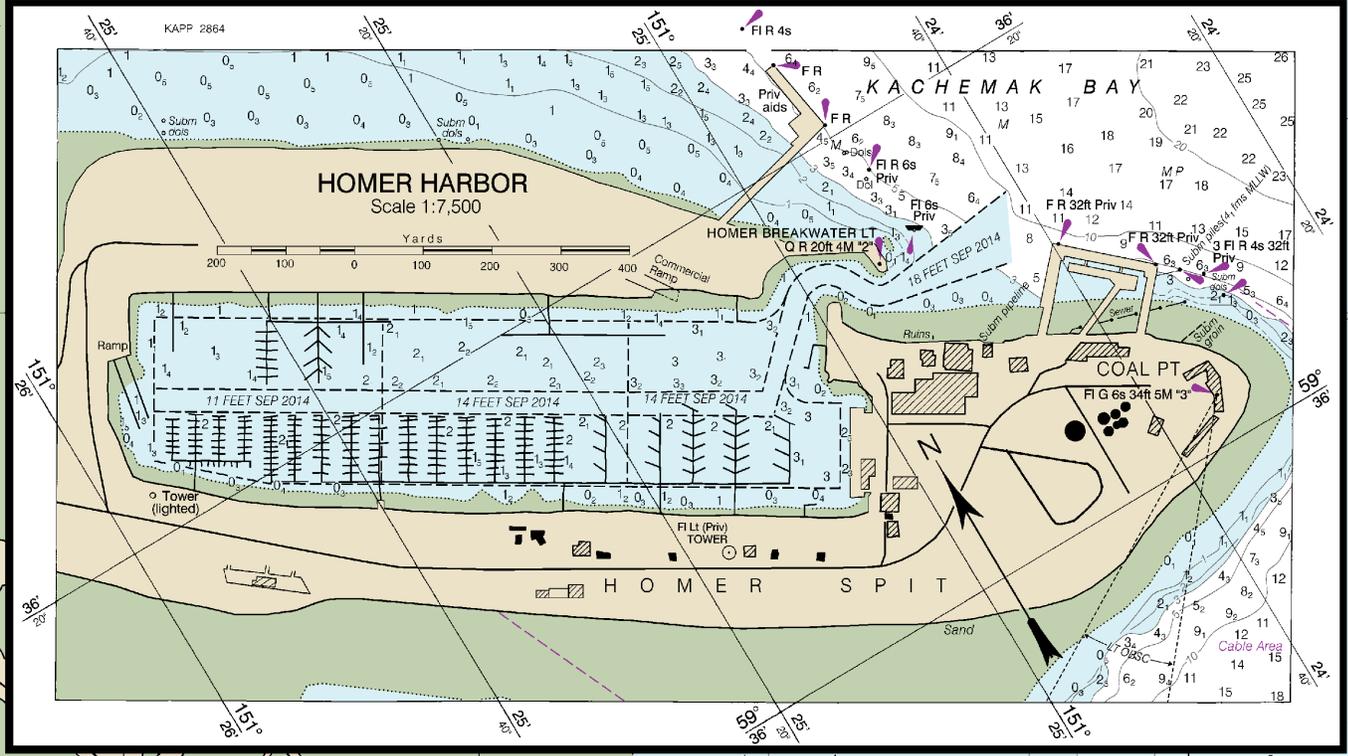
25'

KAPP 2864

HOMER HARBOR

Scale 1:7,500

Yards
200 100 0 100 200 300 400



COAL BAY

Joins page 8

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



4

Note: Chart grid lines are aligned with true north.

151° 23'

CONTINUED ON CHART 16645

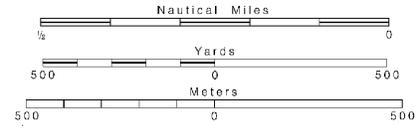
22'

21'

20'

APPROACHES TO HOMER HARBOR KACHEMAK BAY

Scale 1:15,000 at Lat. 59° 30'



Joins page 5

Joins page 10

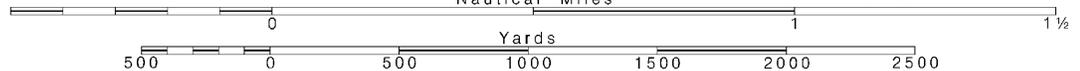


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

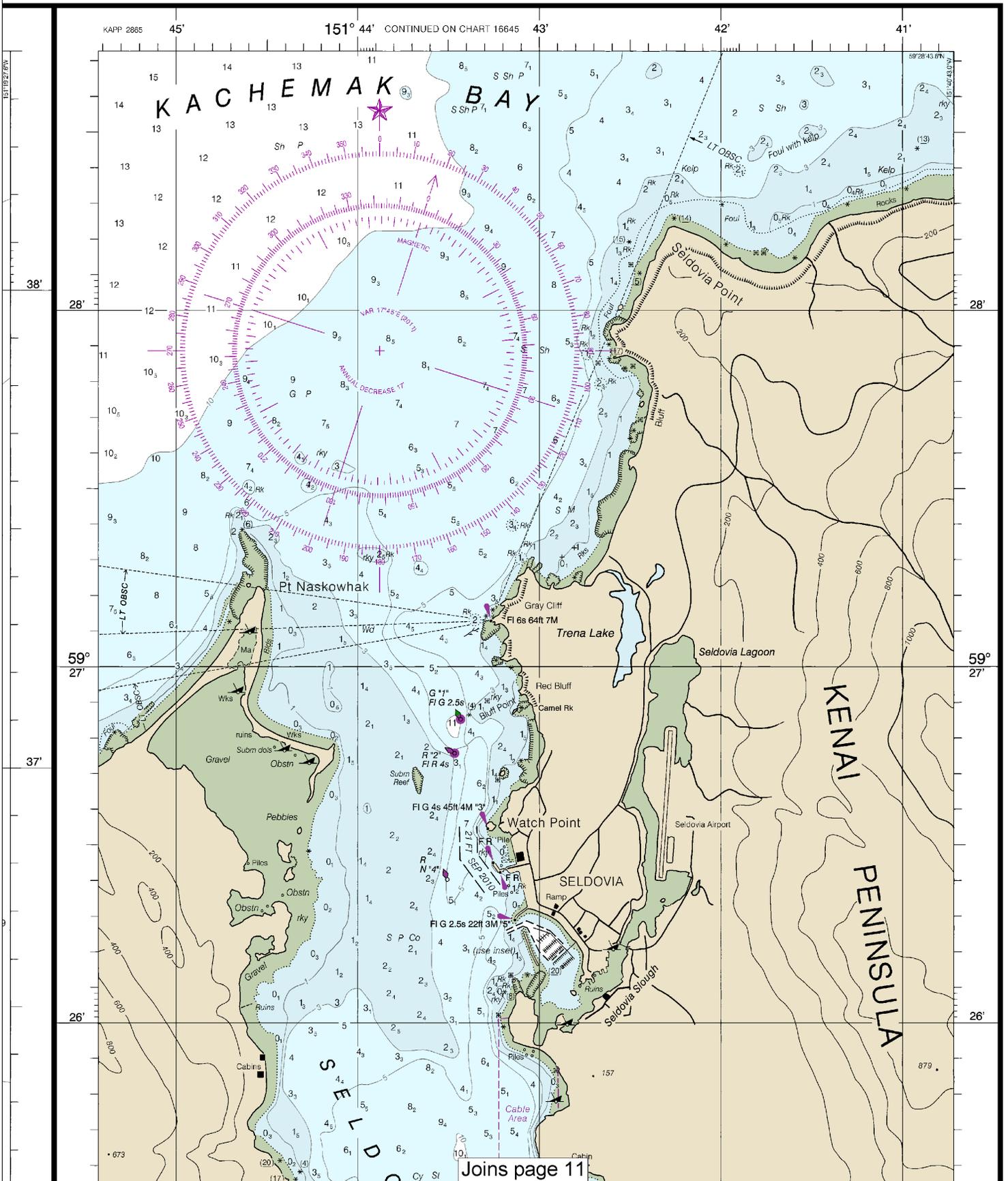
See Note on page 5.



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

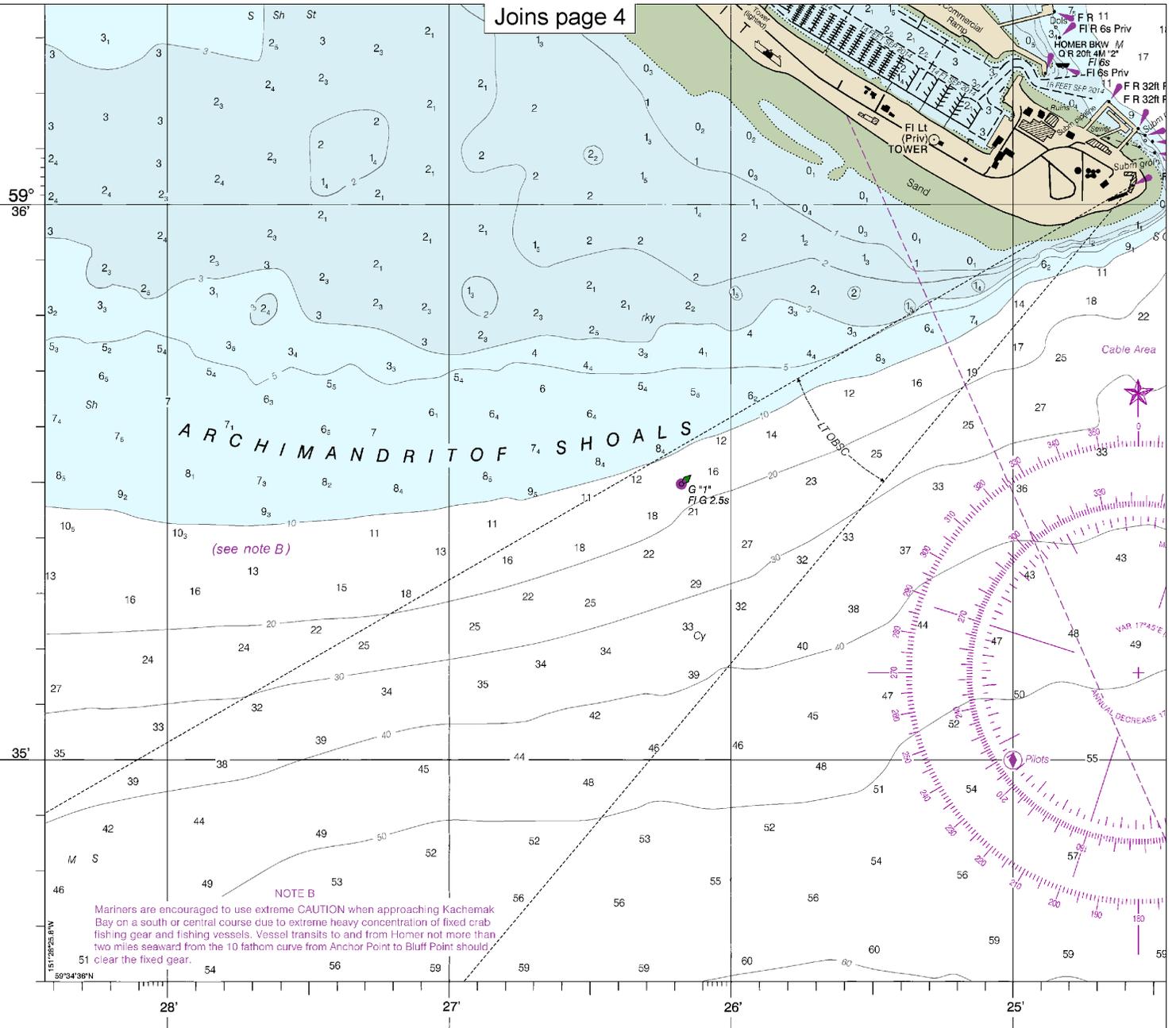
16646



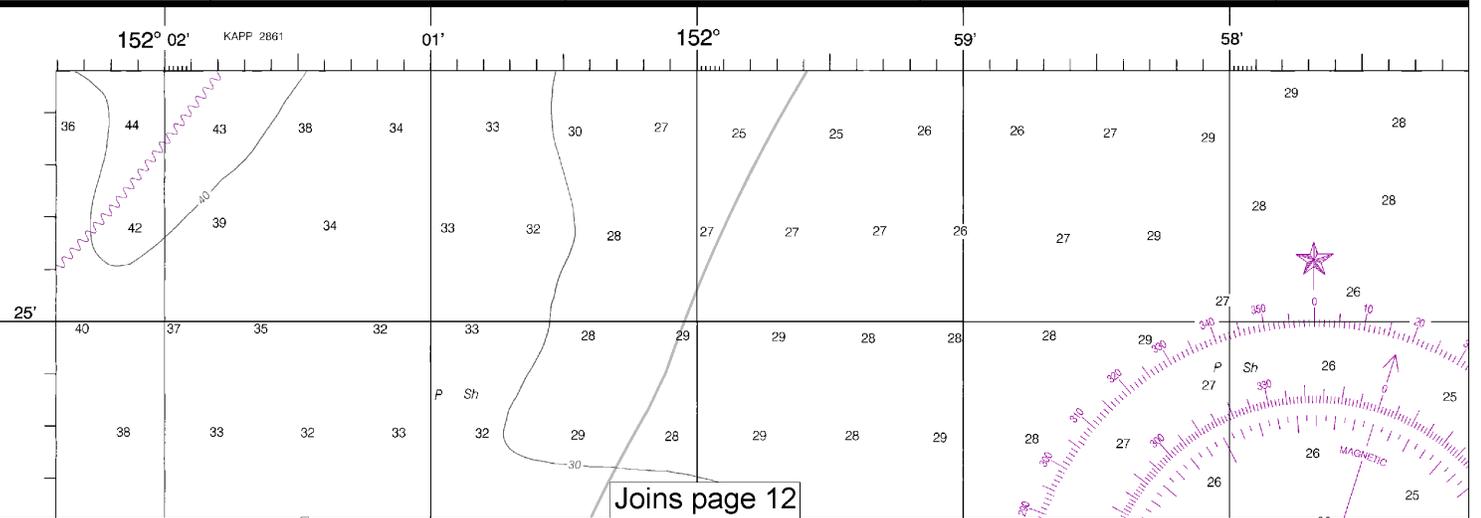
14th Ed., Nov. 2011. Last Correction: 12/12/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

7

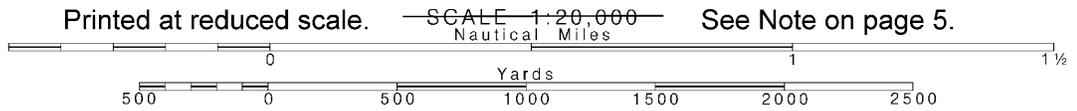
Joins page 4



Joins page 12

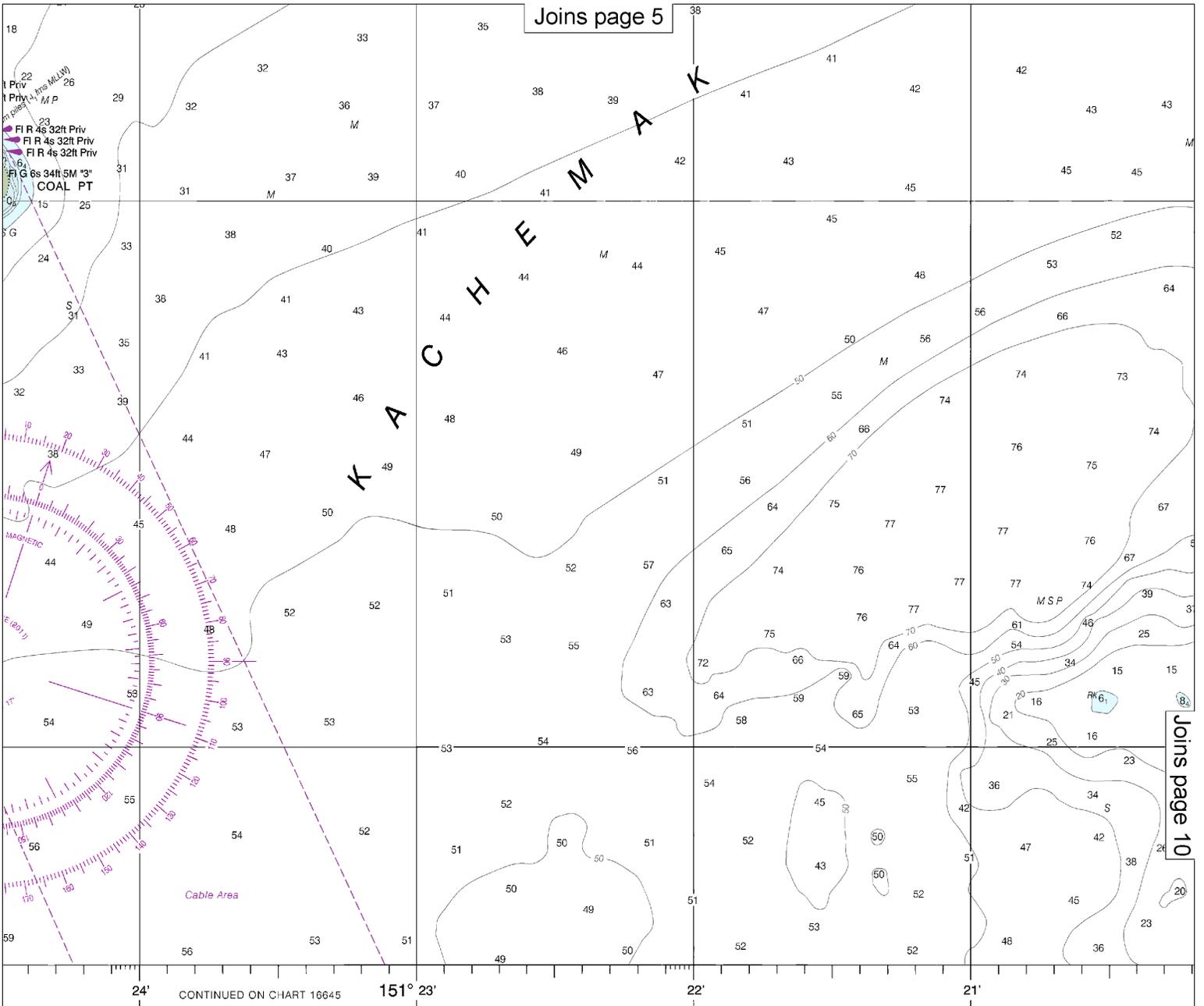


Note: Chart grid lines are aligned with true north.



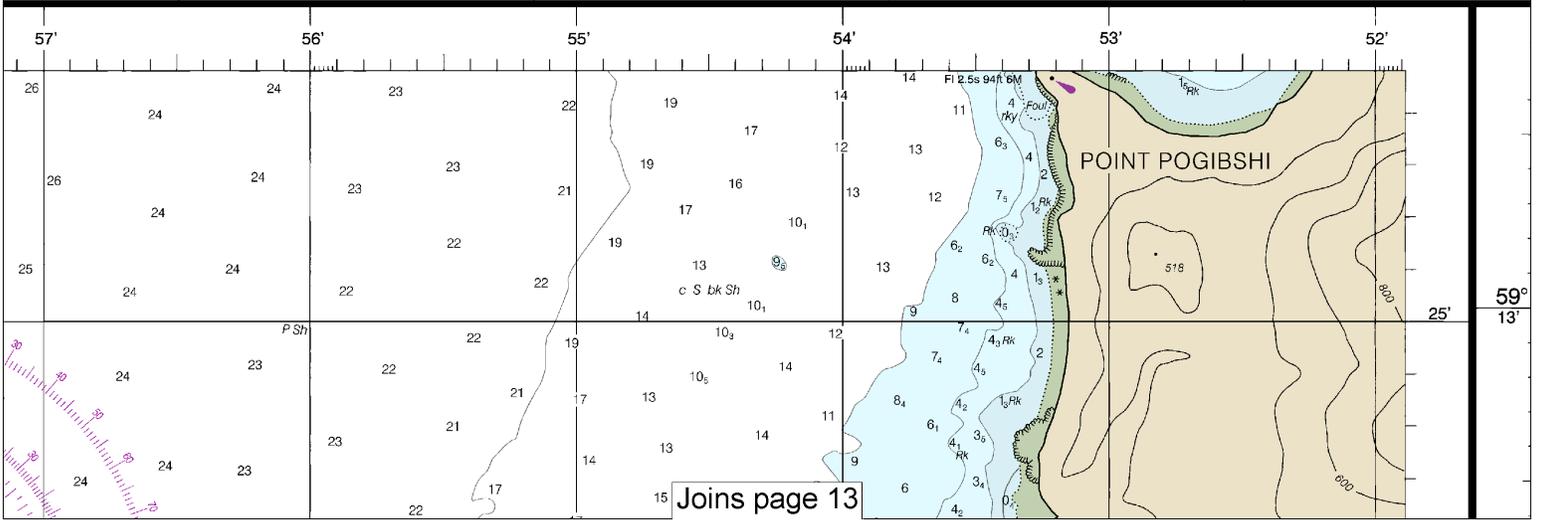
See Note on page 5.

Joins page 5



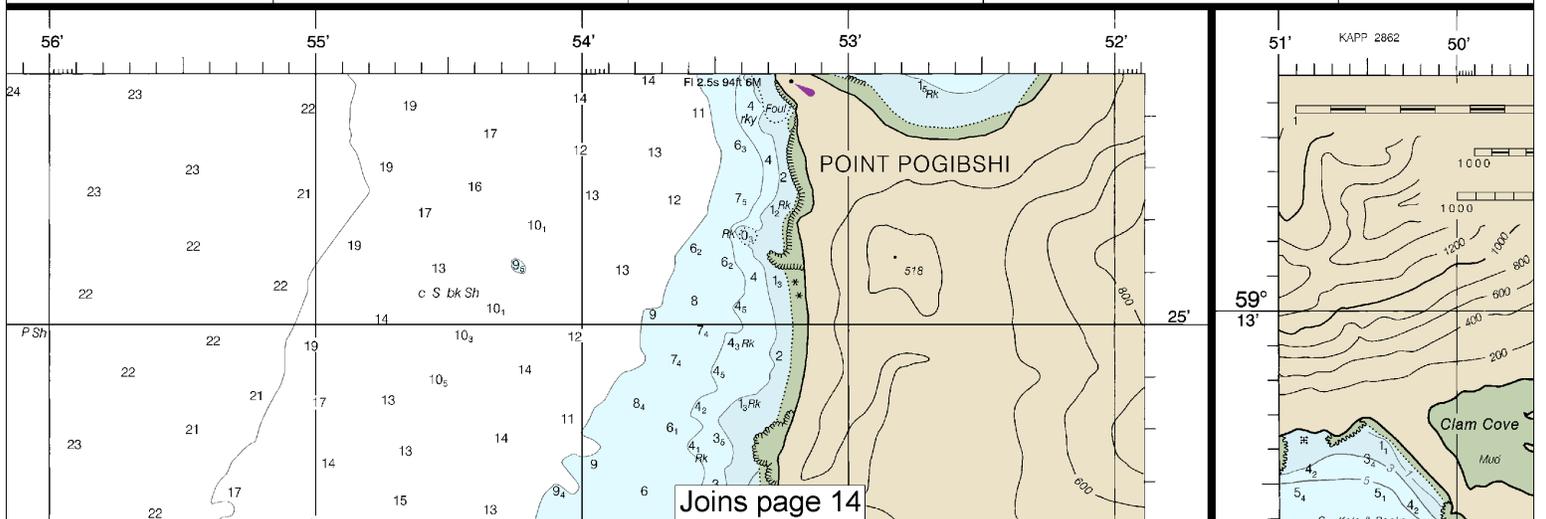
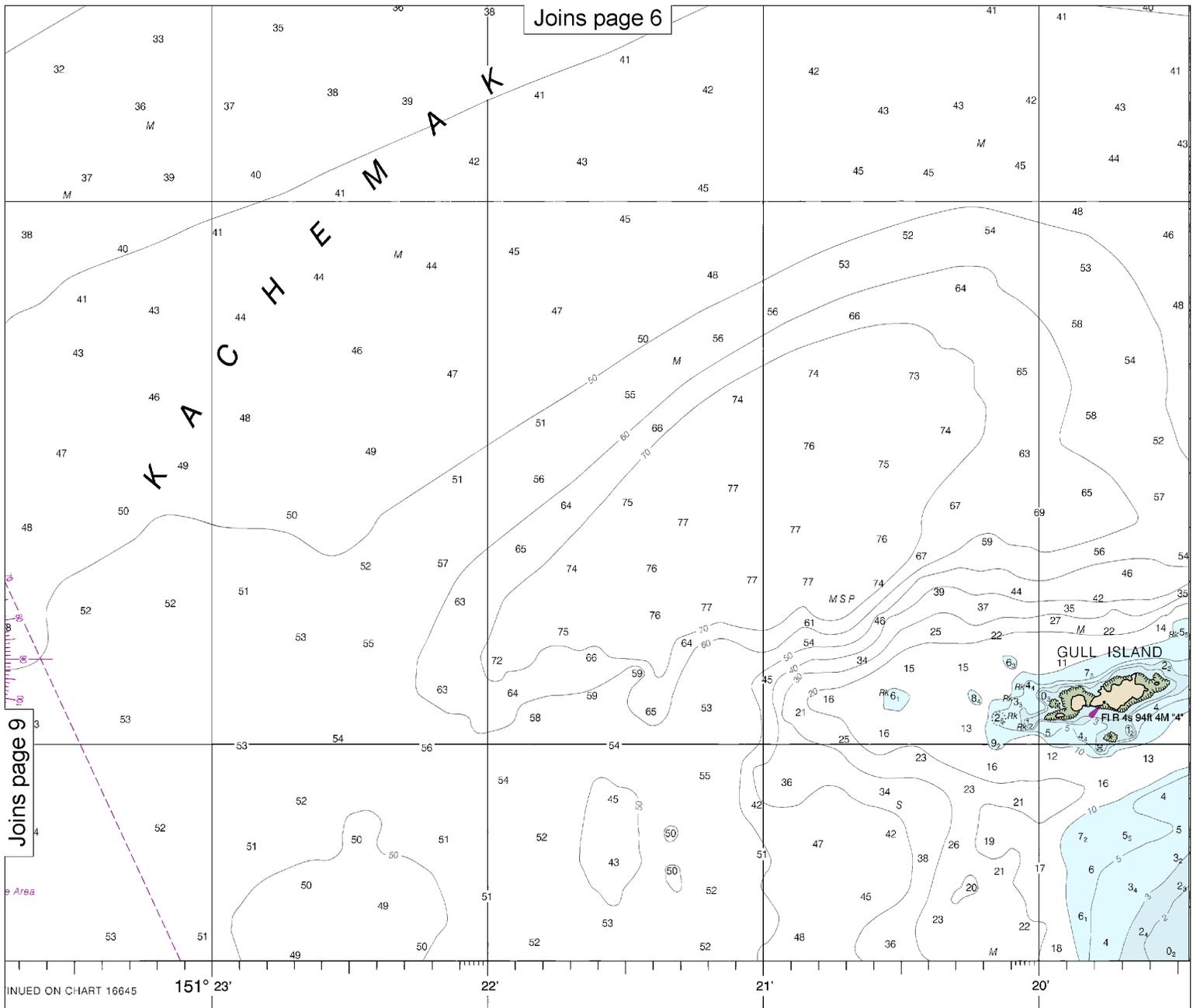
Joins page 10

24' CONTINUED ON CHART 16645 151° 23' 22' 21'



59° 13'

Joins page 13



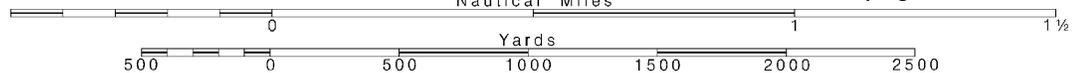
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Note: Chart grid lines are aligned with true north.

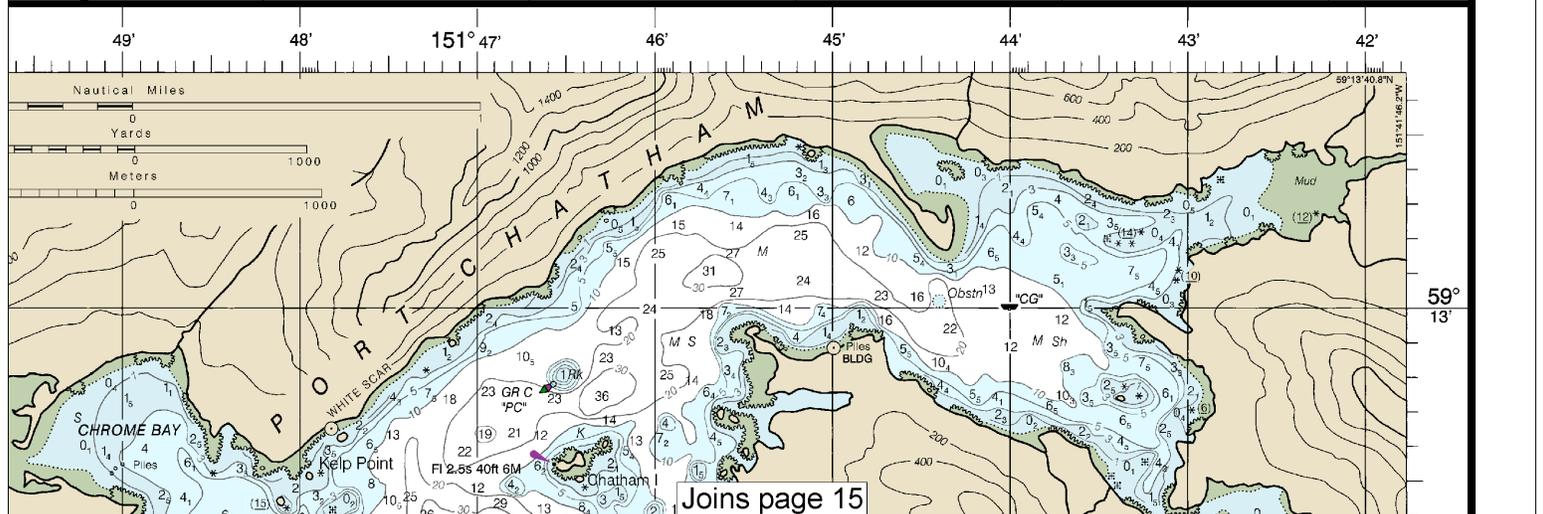
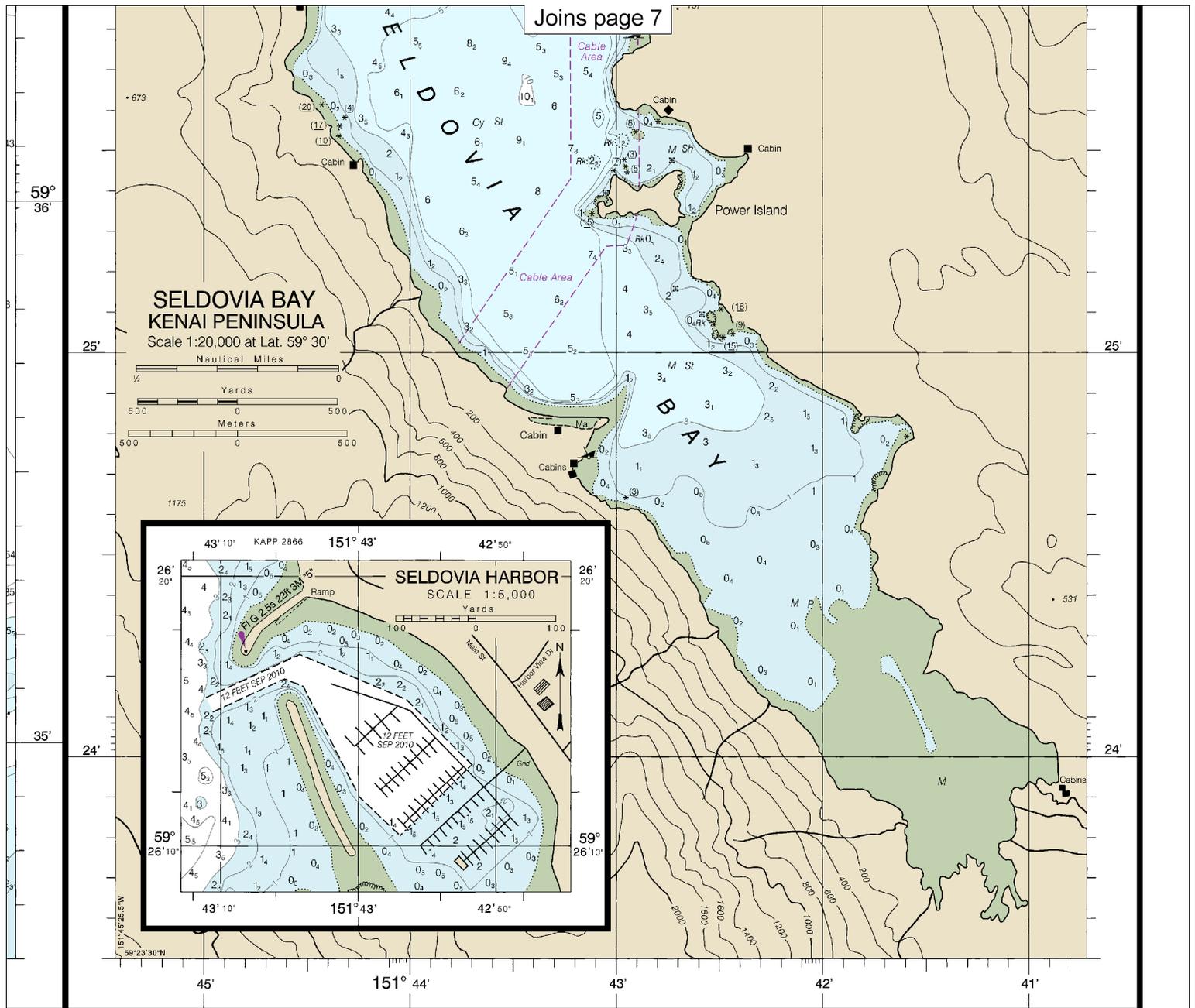
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SCALE 1:20,000
Nautical Miles

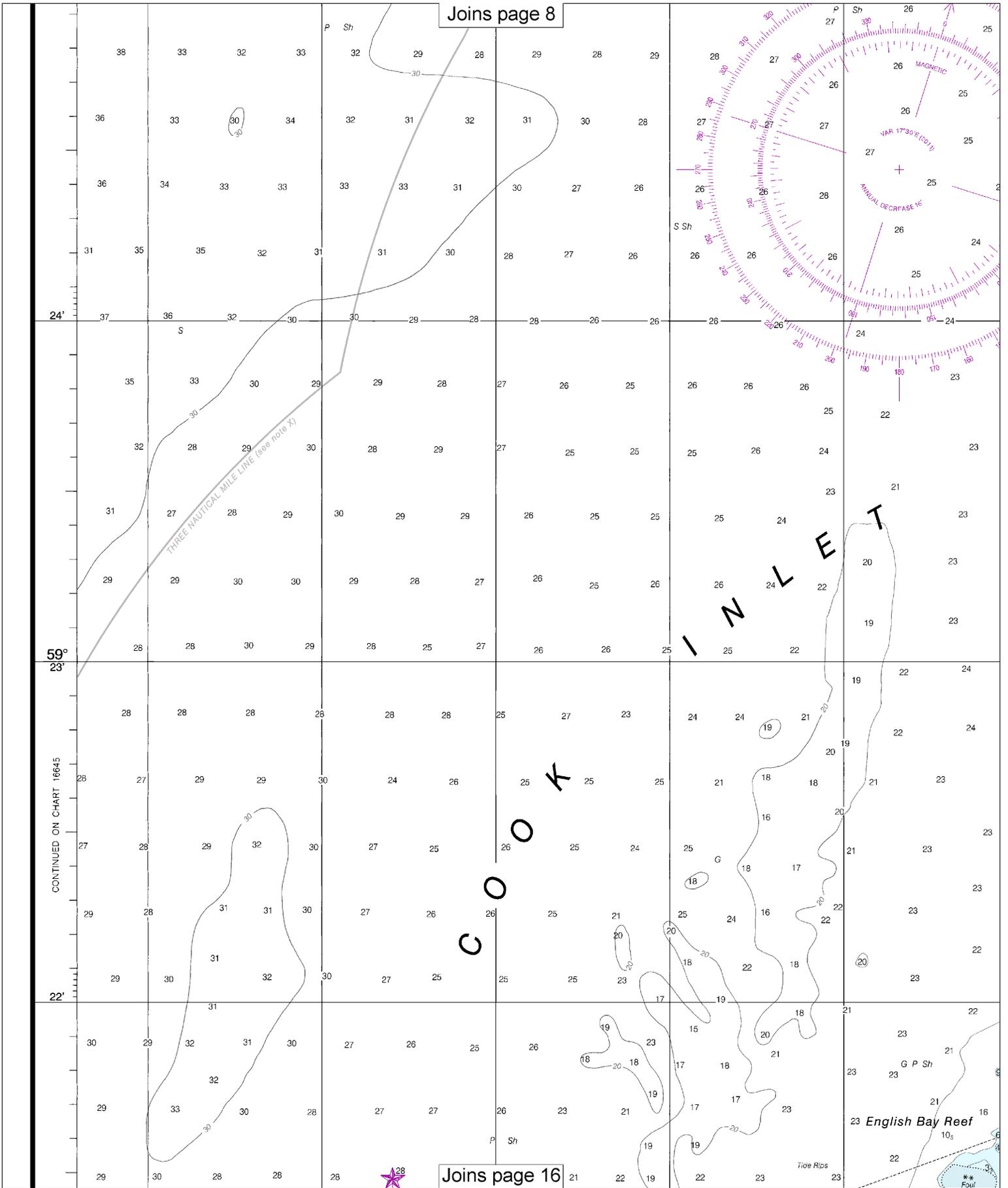
See Note on page 5.



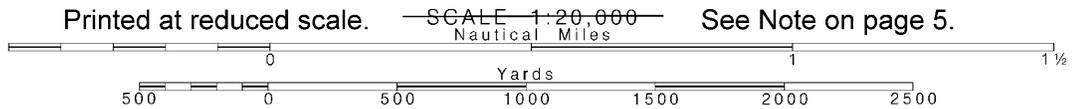
Joins page 7



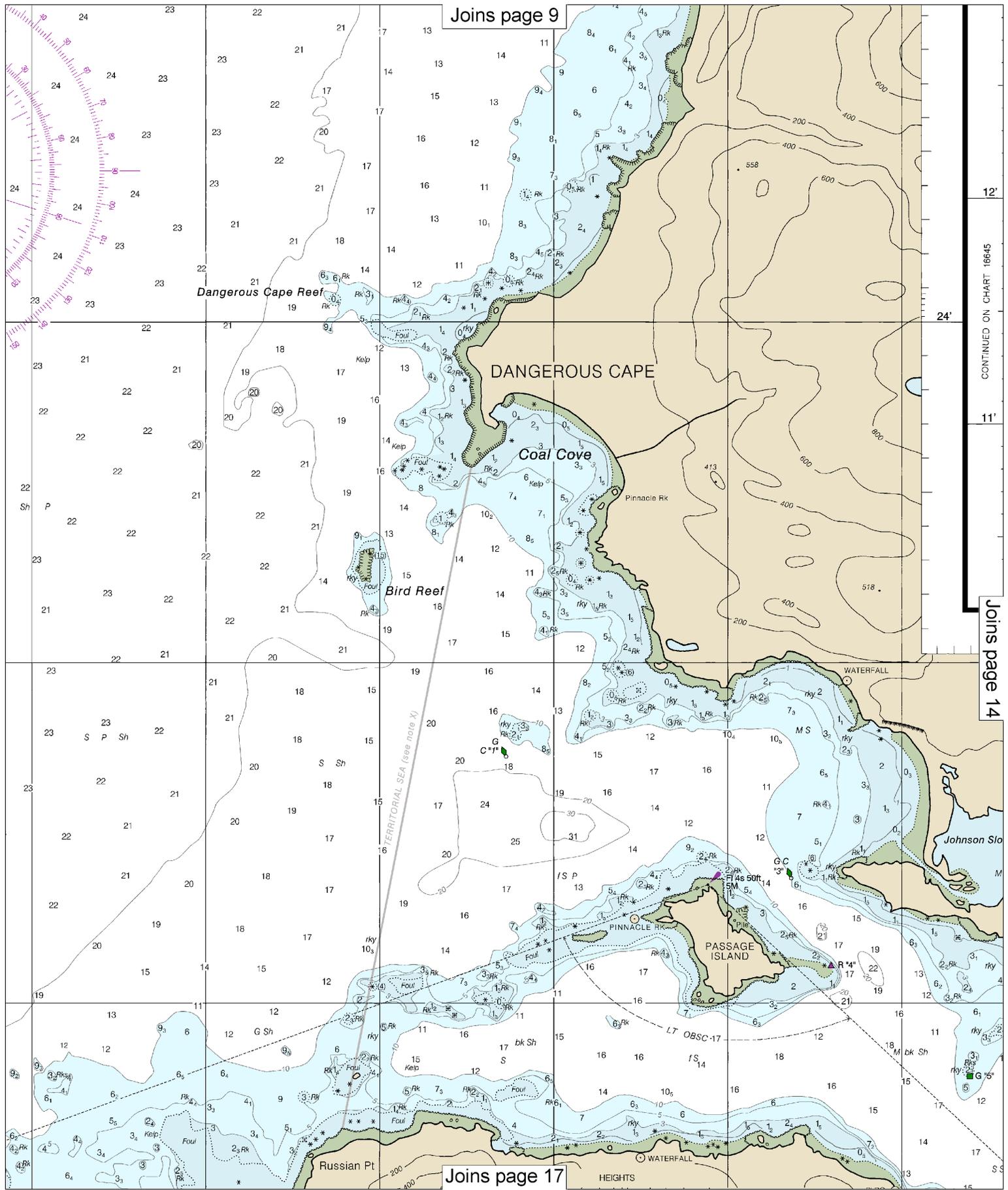
Joins page 8



Note: Chart grid lines are aligned with true north.



12



Joins page 9

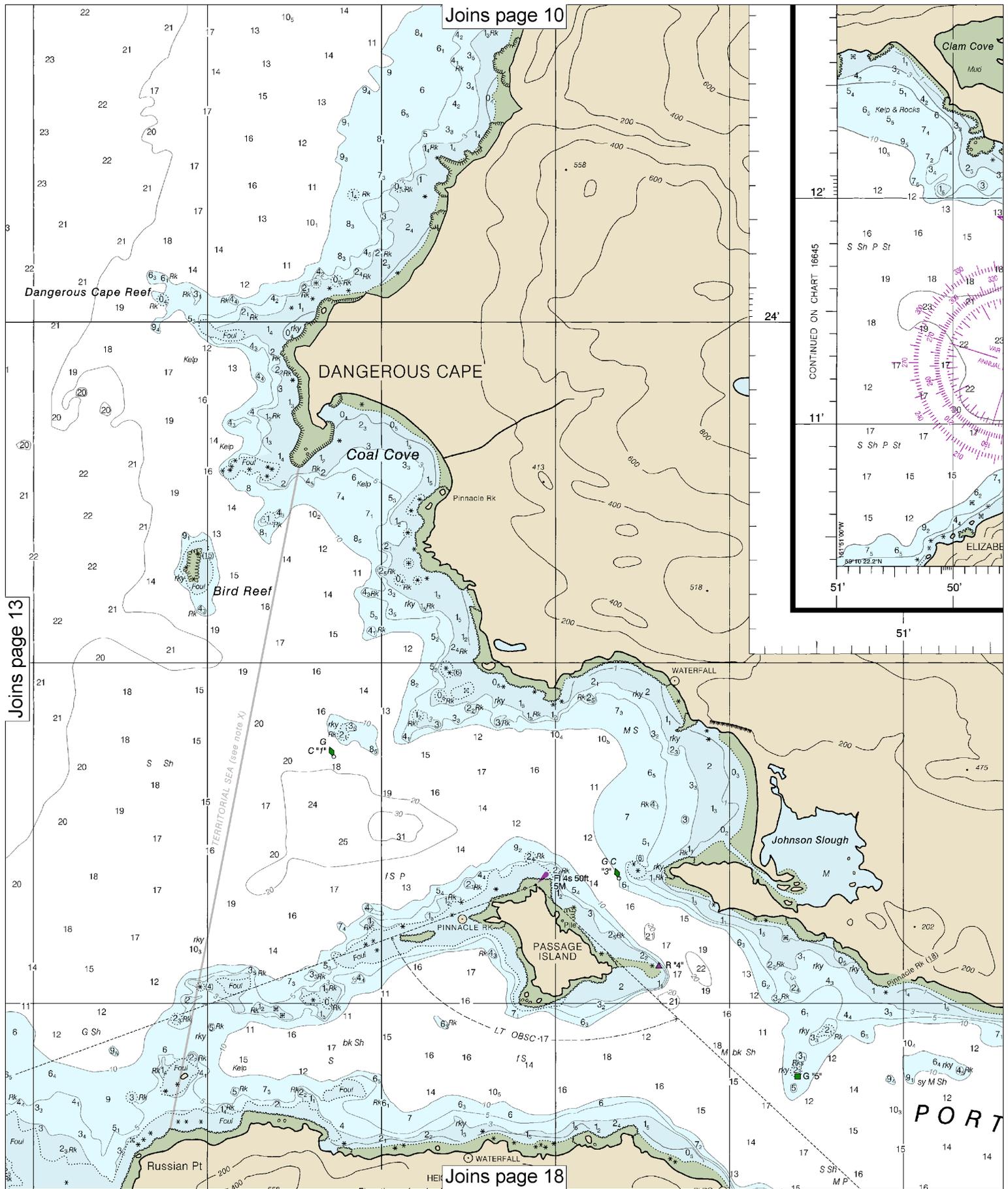
12'

CONTINUED ON CHART 16645

11'

Joins page 14

Joins page 17



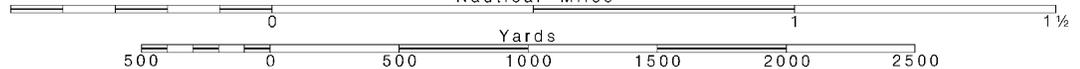
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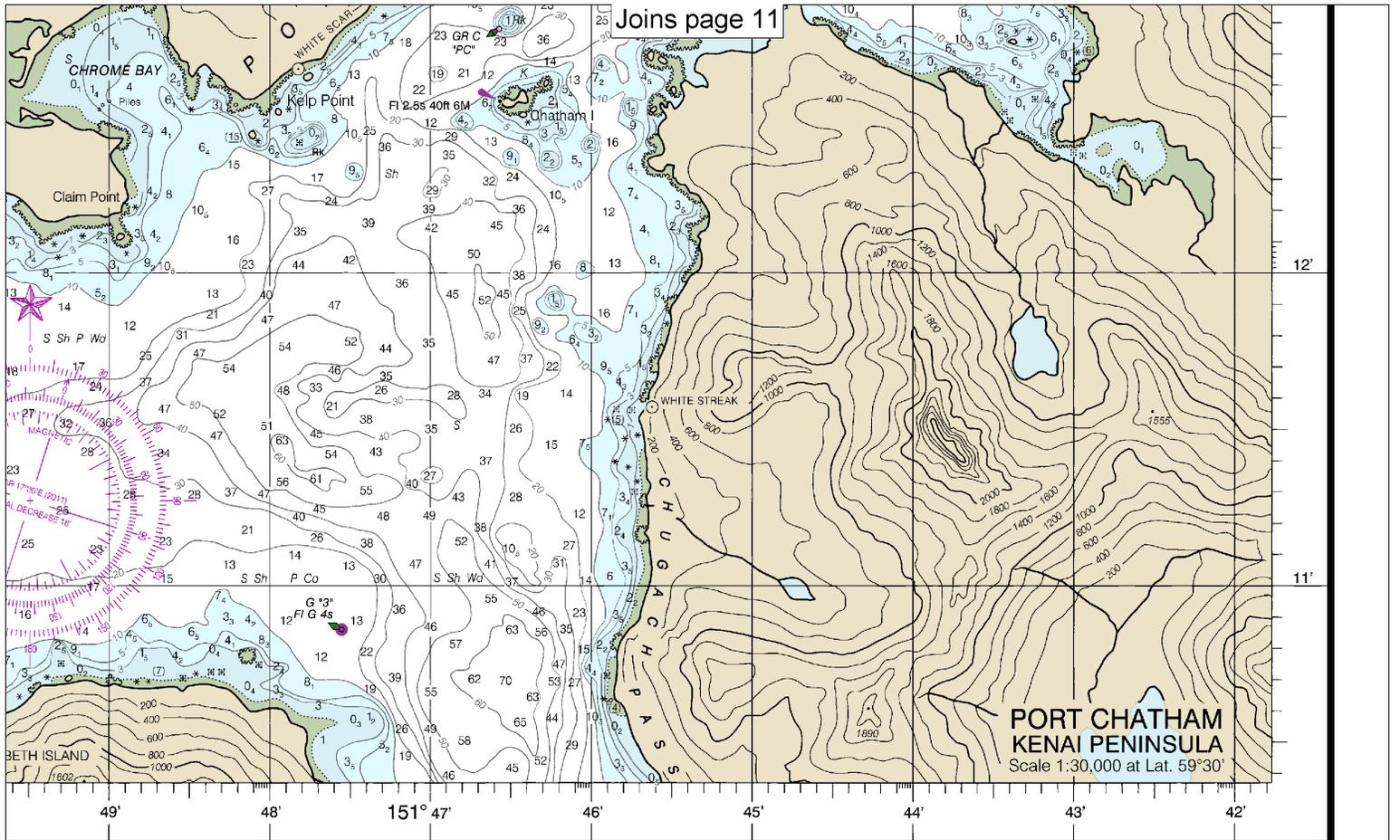
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





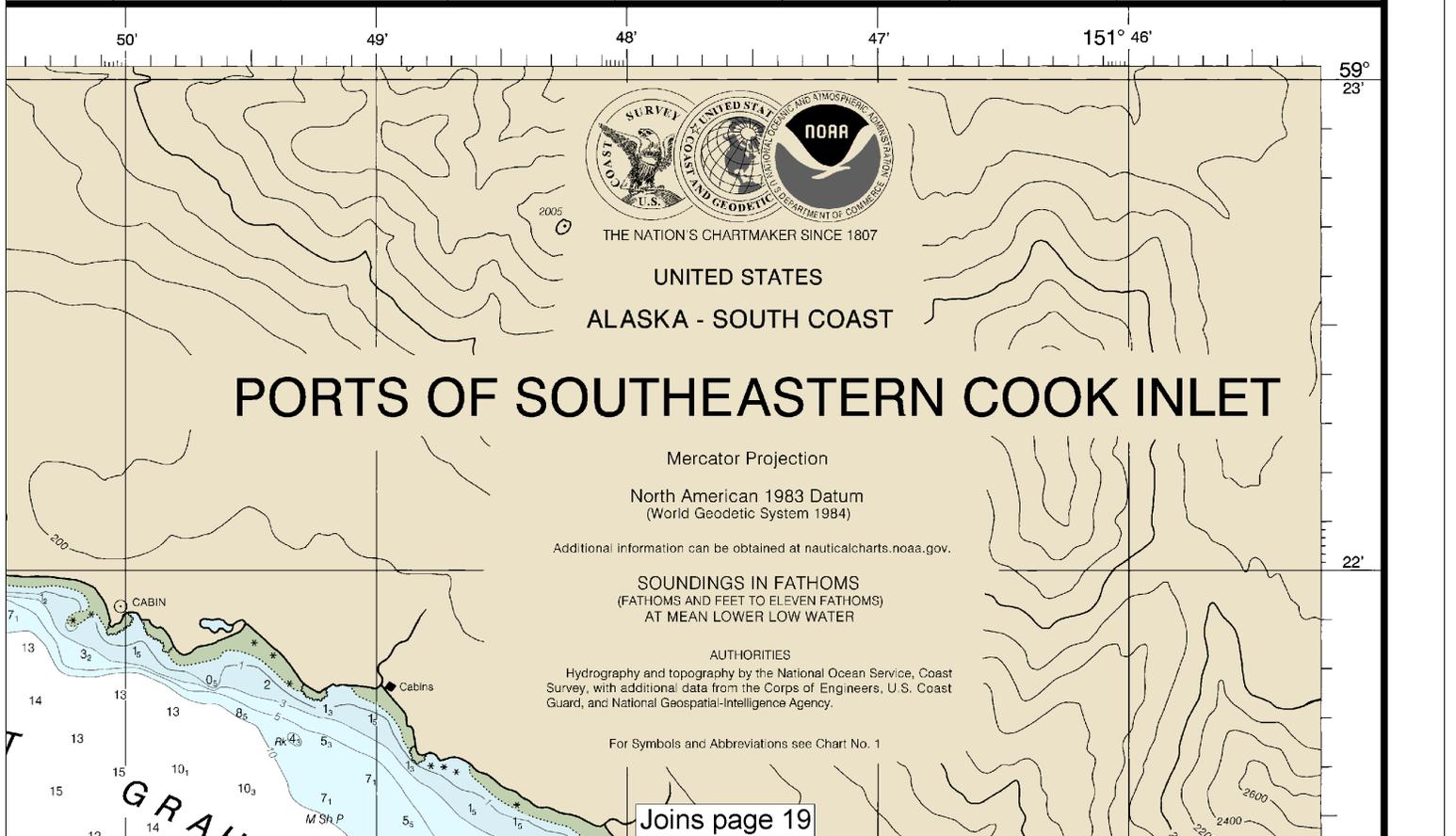
Joins page 11

12'

11'

**PORT CHATHAM
KENAI PENINSULA**
Scale 1:30,000 at Lat. 59°30'

49' 48' 151° 47' 46' 45' 44' 43' 42'



59°
23'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
ALASKA - SOUTH COAST

PORTS OF SOUTHEASTERN COOK INLET

Mercator Projection

North American 1983 Datum
(World Geodetic System 1984)

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

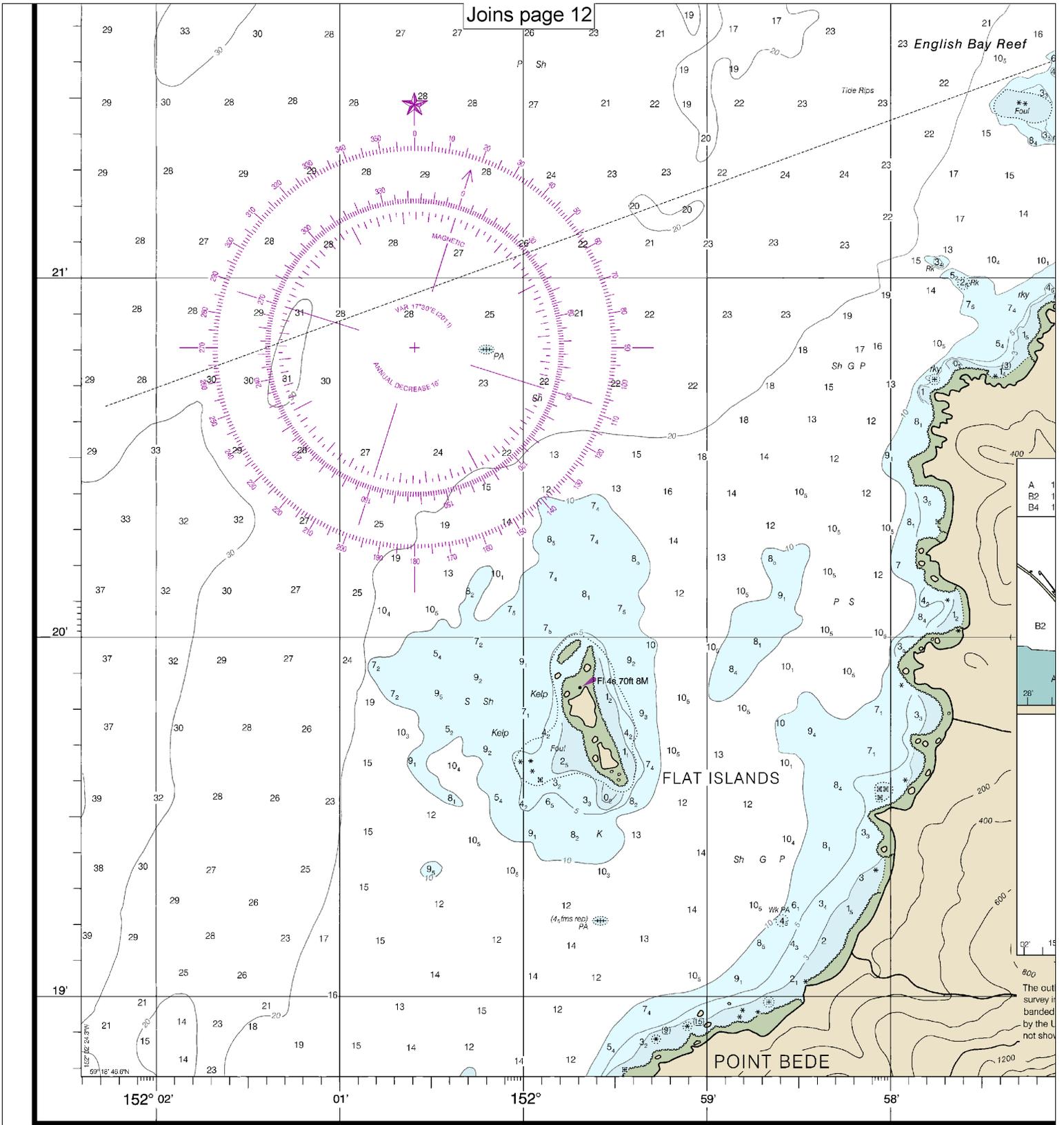
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

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

For Symbols and Abbreviations see Chart No. 1

22'

Joins page 19



16646

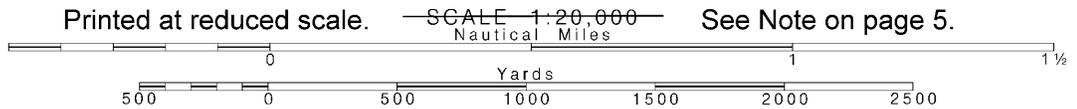
CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected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

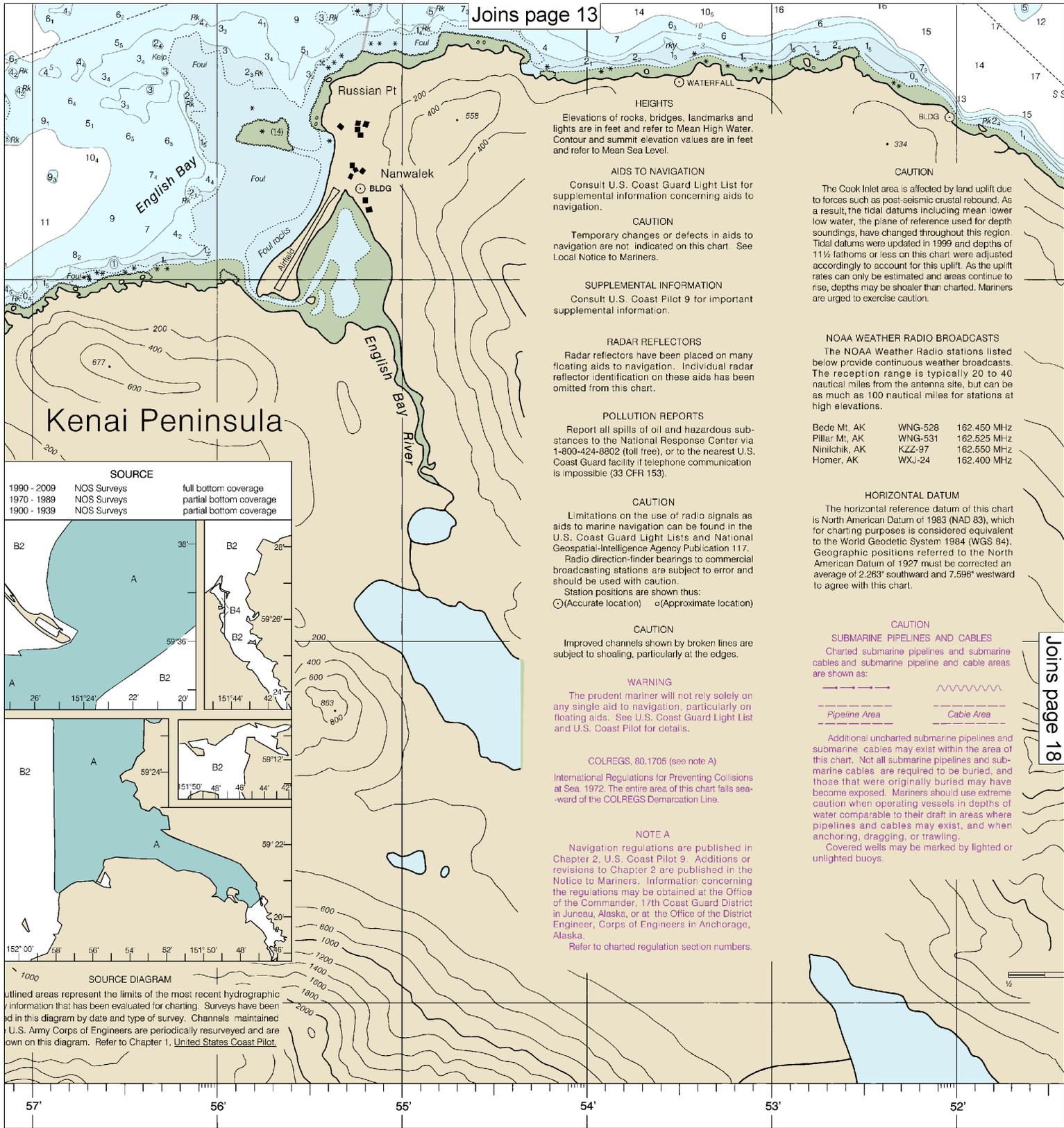
SOUNDINGS
(FATHOMS AND FEET)

14th Ed., Nov. 2011. Last Correction: 12/12/2016. Cleared through:
 LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

16

Note: Chart grid lines are aligned with true north.

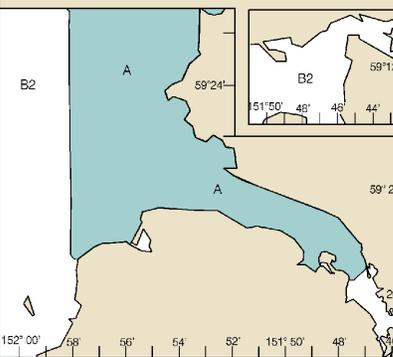
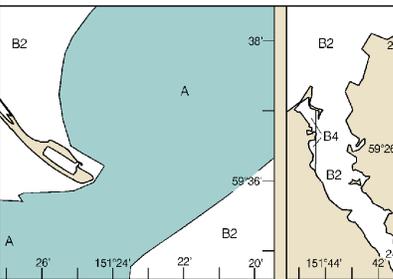




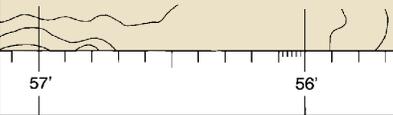
Kenai Peninsula

SOURCE

1990 - 2009	NOS Surveys	full bottom coverage
1970 - 1989	NOS Surveys	partial bottom coverage
1900 - 1939	NOS Surveys	partial bottom coverage



Outlined areas represent the limits of the most recent hydrographic information that has been evaluated for charting. Surveys have been identified 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.



S IN FATHOMS
FEET TO 11 FATHOMS)

HEIGHTS
Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

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.

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

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.

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).

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)

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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.

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.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 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, 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.

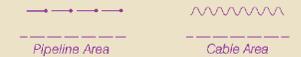
CAUTION
The Cook Inlet area is affected by land uplift due to forces such as post-seismic crustal rebound. As a result, the tidal datums including mean lower low water, the plane of reference used for depth soundings, have changed throughout this region. Tidal datums were updated in 1999 and depths of 11½ 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.

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.

Bede Mt, AK	WNG-528	162.450 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Niinlichik, AK	KZZ-97	162.550 MHz
Homer, AK	WXJ-24	162.400 MHz

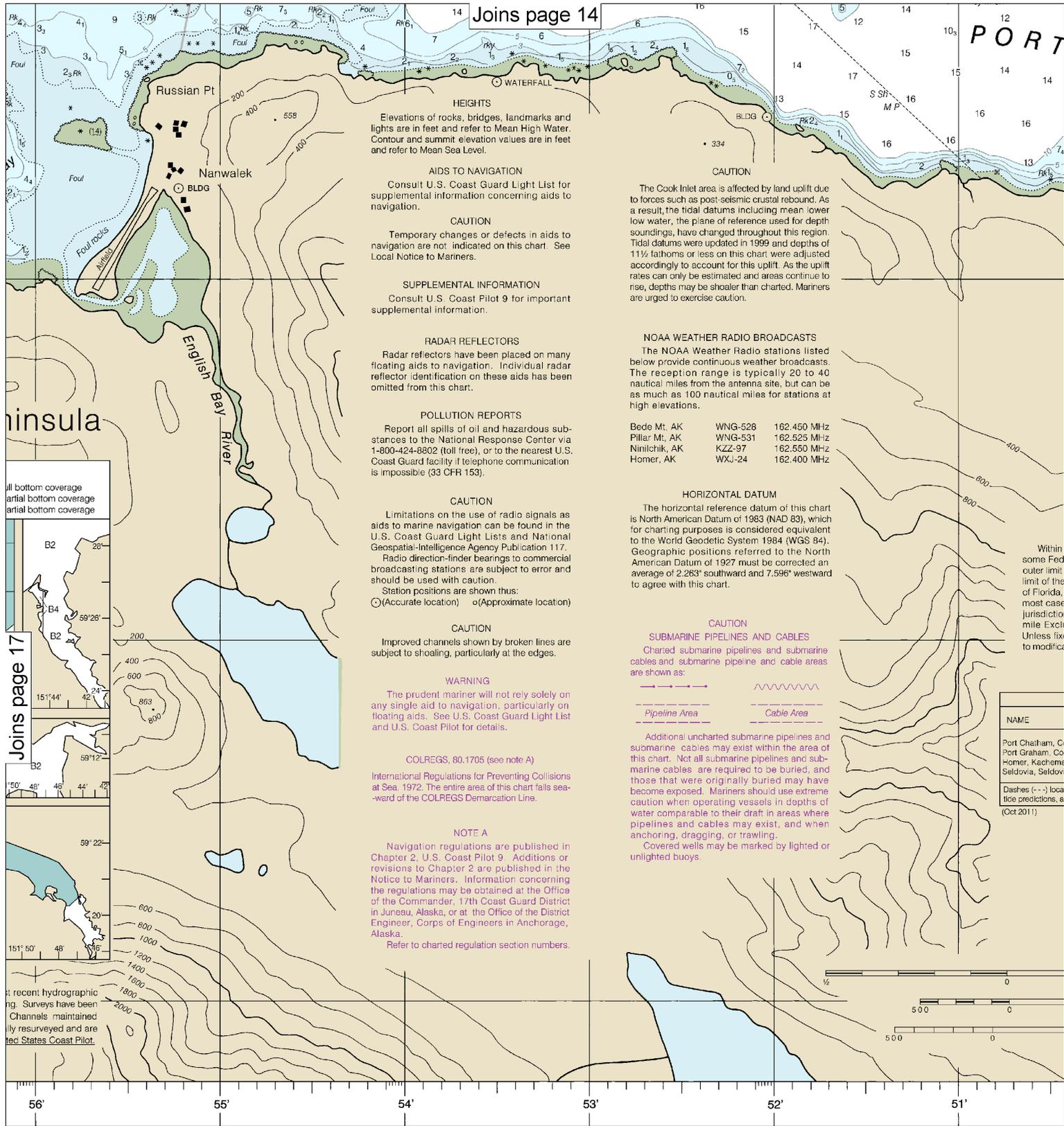
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.263" southward and 7.596" westward to agree with this chart.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted 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.

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



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Covered wells may be marked by lighted or unlighted buoys.

Within some Federal outer limit of the State of Florida, most case jurisdiction mile. Except to modify

NAME
Port Chatham, Co
Port Graham, Co
Homer, Ketchikan
Seldovia, Seldovia

Dashes (---) location predictions, as of (Oct 2011)

all bottom coverage
partial bottom coverage
partial bottom coverage

Joins page 17

50° 45' 45' 44' 43'

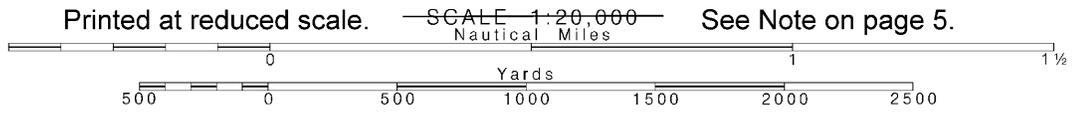
59° 22'

151° 50' 48'

at recent hydrographic
ing. Surveys have been
Channels maintained
ly resurveyed and are
ted States Coast Pilot.

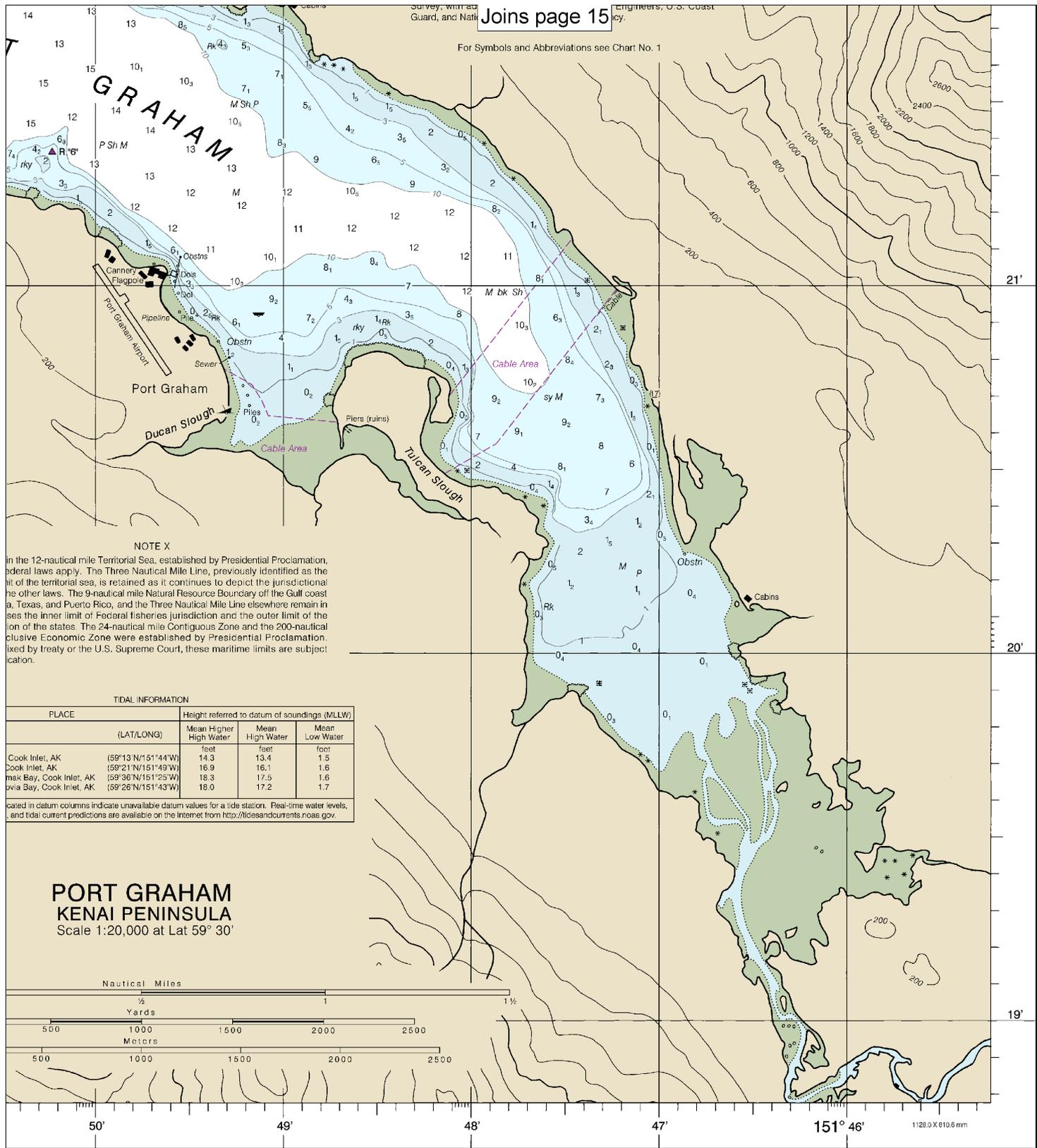
MS
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.



See Note on page 5.

For Symbols and Abbreviations see Chart No. 1



NOTE X

In the 12-nautical mile Territorial Sea, established by Presidential Proclamation, Federal laws apply. The Three Nautical Mile Line, previously identified as the limit of the territorial sea, is retained as it continues to depict the jurisdictional boundary under other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Alaska, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in effect as the inner limit of Federal fisheries jurisdiction and the outer limit of the territorial sea of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Pursuant to treaty or the U.S. Supreme Court, these maritime limits are subject to change.

TIDAL INFORMATION

PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
Cook Inlet, AK (59°13'N/151°44'W)	14.3 feet	13.4 feet	1.5 feet
Cook Inlet, AK (59°21'N/151°43'W)	16.9	16.1	1.6
Beak Bay, Cook Inlet, AK (59°36'N/151°25'W)	18.3	17.5	1.6
Bovia Bay, Cook Inlet, AK (59°28'N/151°43'W)	18.0	17.2	1.7

Blank cells in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tides, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

**PORT GRAHAM
KENAI PENINSULA**
Scale 1:20,000 at Lat 59° 30'

Nautical Miles

Yards

Meters

500 1000 1500 2000 2500

500 1000 1500 2000 2500

50'

49'

48'

47'

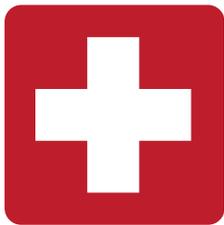
151° 46'

1128.0 X 810.8 mm

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

Ports of Southeastern Cook Inlet
SOUNDINGS IN FATHOMS AND FEET

16646



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!

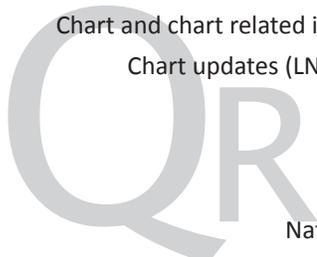


NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days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