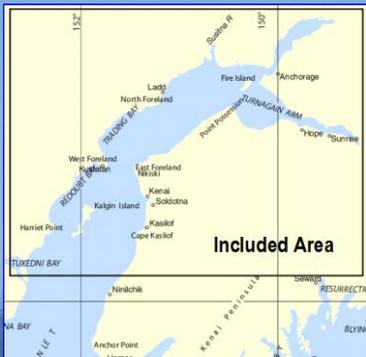


BookletChart™

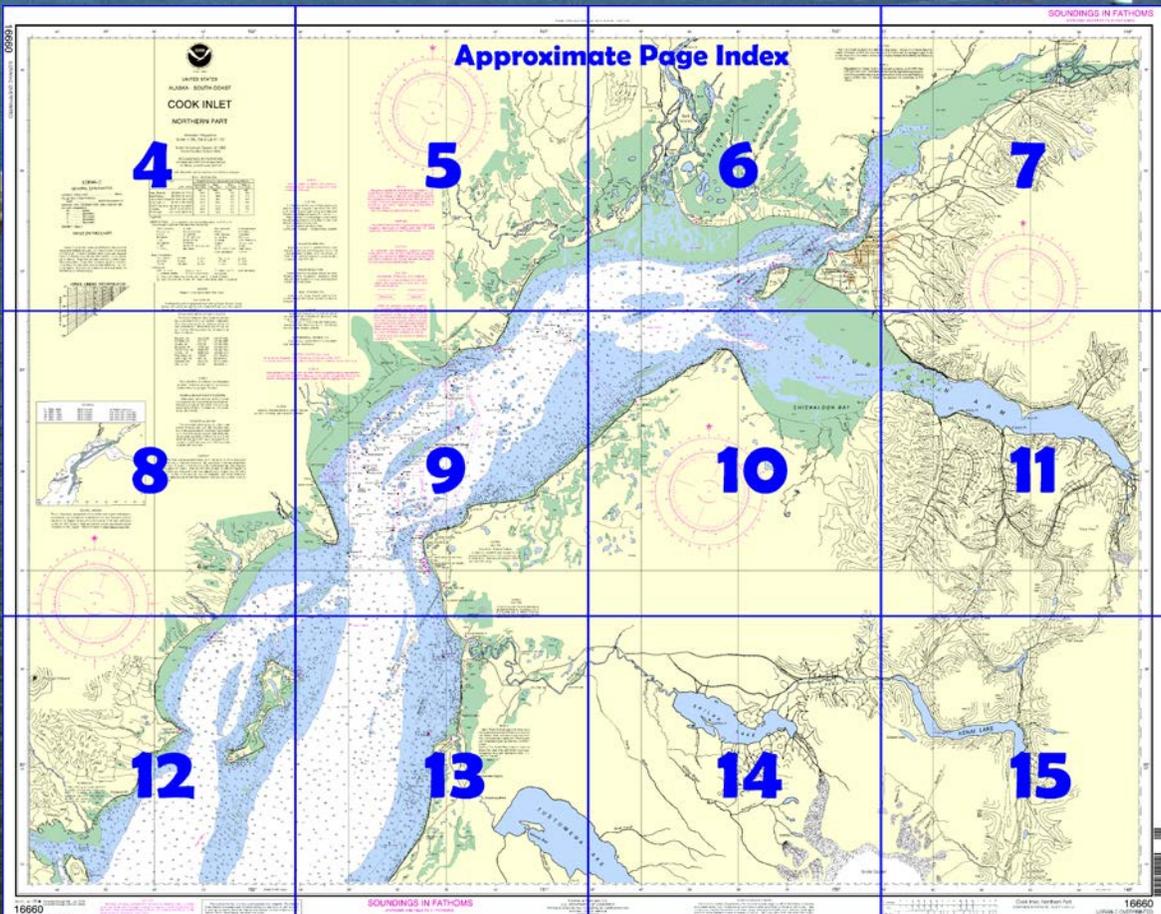
Cook Inlet – Northern Part NOAA Chart 16660



*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.

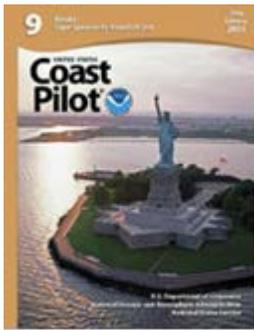
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16660>.



(Selected Excerpts from Coast Pilot)

Cook Inlet, on the W side of Kenai Peninsula, merges with Shelikof Strait through a wide unobstructed passage W of the Barren Islands. Leading from the Gulf of Alaska to Cook Inlet are Kennedy Entrance and Stevenson Entrance, N and S respectively of the Barren Islands, and Chugach Passage, inside the Chugach Islands. The distance is 1,254 miles from Seattle to the entrance to Cook Inlet at a point 3 miles S of East Chugach Light, via

the outside route by way of Strait of Juan de Fuca. From the entrance it is 48 miles to Seldovia, 59 miles to Homer, 110 miles to Kenai and Nikiski, and 175 miles to Anchorage.

Prominent features.—The shore on both sides of the inlet can be seen in clear weather. Conspicuous landmarks in the lower inlet are Augustine, Iliamna, and Redoubt Volcanoes. Prominent in their respective localities are four parabolic antennas, lighted atop, along the E shore from Cape Starichkof to Kenai, the bluff between Bluff and Anchor Points; Cape Niniilchik; Chisik Island; Kalgin Island, East, West, and North Forelands; numerous charted oil well platforms in the upper inlet; Point Possession, Fire Island, and Point Woronzof.

Anchorage.—Port Chatham, Port Graham, Seldovia Bay, NE of Homer Spit in Kachemak Bay, Iniskin Bay, and Tuxedni Channel are the secure harbors in the inlet. Temporary anchorage can be selected in 10 fathoms or more at most places in the inlet with the aid of the chart. The great range of the tides must always be kept in mind when anchoring.

Dangers.—The shoals in Cook Inlet are generally strewn with boulders that are not marked by kelp. These boulders, on the otherwise flat bottom, are not normally found by echo sounder or lead lines unless directly over them. Most of those located by the survey were found by sighting them at low water. It was noted in places that the boulders rise as much as 30 feet above the general level of the bottom. The boulders may be moved during the ice breakup in spring and by the action of strong currents. As a measure of safety, it is considered advisable for vessels to avoid areas having depths no more than 30 feet greater than the draft. At low water, deep-draft vessels should avoid areas with charted depths of less than 10 fathoms, except for the channel approaches to the ports of Anchorage and Nikiski.

In general, the shoal banks fronting the marshy parts of the shores in the upper inlet are free from boulders but there are indications that boulders do exist in the deeper water outside these banks.

The shoal which extends 16 miles S from Kalgin Island (South Kalgin Bar) is marked at its S end by a lighted buoy. Care should be taken for the entire distance to avoid drifting into shoal waters.

With an average tidal current there are swirls throughout the inlet, but they do not necessarily indicate dangers as they show in depths of 15 fathoms if the bottom is uneven. Heavy swirls with slight overfalls should be avoided, and any disturbance which has a recognizable wake in the water should be considered as indicating a dangerous rock or shoal. A dangerous wave condition exists over the shoals in Cook Inlet when the current opposes winds over 12 knots. Significant ground swells are experienced in the Kenai River approach and at the Nikiski docks when a SW wind accompanies a flood current. Vessels N and S bound past Turnagain Arm should be alert to the potential for heavy sets from a combination of winds and currents emanating from Turnagain Arm. The waters of the inlet are much discolored by glacial silt. At the end of the ebb current the discoloration may extend to Anchor Point, and at the end of a spring flood current it may be comparatively clear to East and West Forelands. Frequently with either a flood or ebb current the water above Niniilchik appears as liquid mud. The silty water is very damaging to the seals of salt water pumps and shaft bearings. Ship's evaporators should be secured and vessels avoid taking on any more ballast water than absolutely necessary.

The Cook Inlet area is affected by land uplift due to forces such as postseismic crustal rebound. As a result, the tidal datums including mean lower low water, the plane of reference used for depth soundings, have changed throughout the region.

**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>

16660



UNITED STATES
ALASKA - SOUTH COAST
COOK INLET
NORTHERN PART

Mercator Projection
Scale 1:194,154 at Lat 61° 00'

North American Datum of 1983
(World Geodetic System 1984)

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

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

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Kenai River Ent	(60°33'N/151°17'W)	foot	foot	foot
East Foreland	(60°43'N/151°25'W)	20.7	19.9	2.2
Fire Island Terminal	(61°10'N/150°12'W)	27.0	26.2	2.2
North Foreland	(61°03'N/151°10'W)	21.0	20.3	2.2
Drift River Terminal	(60°34'N/152°08'W)	18.1	17.4	2.0
Nikishka	(60°41'N/151°24'W)	20.4	19.7	2.0
Anchorage	(61°14'N/149°53'W)	29.2	28.4	2.2

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>.

(Apr 2012)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

- Aids to Navigation (lights are white unless otherwise indicated):
- AERO aeronautical
 - Al alternating
 - B black
 - Bn beacon
 - C can
 - DIA diaphone
 - F fixed
 - F flashing
 - G green
 - IO interrupted quick
 - iso isophase
 - LT HO lighthouse
 - M nautical mile
 - m minutes
 - MICRO TR microwave tower
 - Mkr marker
 - Mo Morse code
 - N nun
 - OBSC obscured
 - Oc occulting
 - Or orange
 - Q quick
 - R red
 - Ra Ref radar reflector
 - R Bn radiobeacon
 - R TR radio tower
 - Rdt rotating
 - s seconds
 - SEC sector
 - St M statute miles
 - VQ very quick
 - W white
 - WHIS whistle
 - Y yellow
- Bottom characteristics:
- Blds boulders
 - bk broken
 - Cy clay
 - Co coral
 - G gravel
 - Gr grass
 - gy gray
 - h hard
 - M mud
 - Oys oysters
 - Rk rock
 - S sand
 - so soft
 - Sh shells
 - sy sticky
- Miscellaneous:
- AUTH authorized
 - ED existence doubtful
 - Obst obstruction
 - PA position approximate
 - PD position doubtful
 - Rep reported
 - Subm submerged
- (2) 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 Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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.

Beda Mt, AK	WNG-528	162.450 MHz
Ninilchik, AK	KZZ-97	162.550 MHz
Wasilla, AK	KZZ-98	162.400 MHz
Rugged I, AK	WNG-526	162.425 MHz
Potato Point, AK	WNG-527	162.425 MHz
Naked I, AK	WNG-530	162.500 MHz
Point Pigeot, AK	KZZ-93	162.450 MHz
Anchorage, AK	KCC-43	162.550 MHz
Soldotna, AK	WWG-39	162.475 MHz
Whittier, AK	KXI-29	162.400 MHz

Joins page 8

4

Note: Chart grid lines are aligned with true north.

Area is subject to change. Caution navigating in this area.

Limitations on the aids to marine navigation. U.S. Coast Guard Geospatial-Intelligence Radio direction-finding broadcasting station should be used with Station positions at (C) (Accurate location).

POLLUT Report all spillages to the National 1-800-424-8802 (toll Coast Guard facility if impossible) (33 CFR)

RADAR Radar reflectors for floating aids to navigation. Reflector identification omitted from this chart.

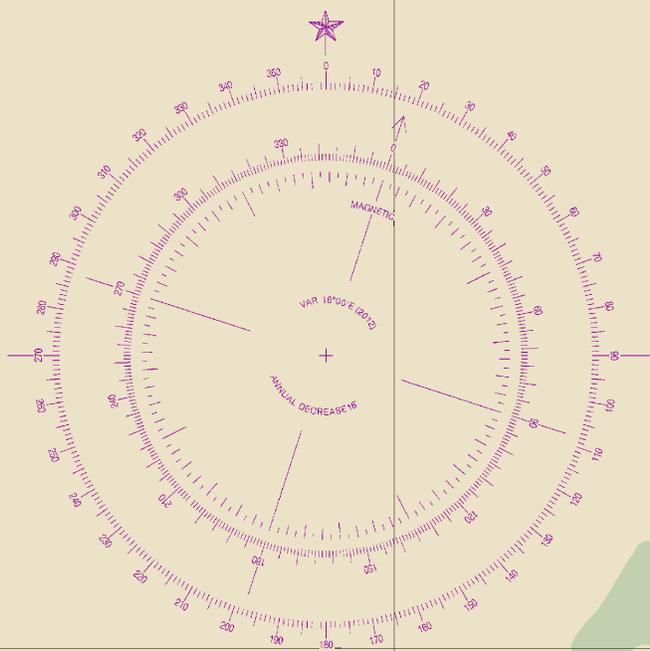
AIDS TO NAVIGATION Consult U.S. Coast Guard supplemental information for navigation.

Temporary chart navigation are not in Local Notice to Mariners. The buoys in Coast Guard maintained from Marine see U.S. Coast Guard

SUPPLEMENT Consult U.S. Coast Guard supplemental information

COLREGS. & International Regulations for Preventing Collisions at Sea. The entire area of this chart falls under the scope of these regulations.

40° 30° 20° 10° 151° 50°



NOTE B
 Attention to drastic and continuing changes in magnetic variation should be exercised when using magnetic bearings in this area.

CAUTION
 The use of radio signals as aids to navigation can be found in the Light Lists and National Ocean Service Publication 117. Under bearings to commercial radio aids are subject to error and should be used with caution. Approximate location is shown thus: (o) (Approximate location)

CAUTION
 Reports of oil and hazardous substances should be reported to the National Response Center via telephone (800) 424-9313, or to the nearest U.S. Coast Guard office (see FR 153).

CAUTION
 Reflectors have been placed on many aids to navigation. Individual radar returns on these aids has been charted.

CAUTION
 To Navigation: Coast Guard Light List for information concerning aids to navigation.

CAUTION
 Damages or defects in aids to navigation are indicated on this chart. See the Light List for details. Cook Inlet are seasonally closed from May 1 to Nov. 1. For details see the Light List.

CAUTION
 Important Information: Coast Pilot 9 for important information.

80,1705 (see note A)
 Avoiding Collisions at Sea, 1972
 eastward of the COLREGS Demarcation Line.

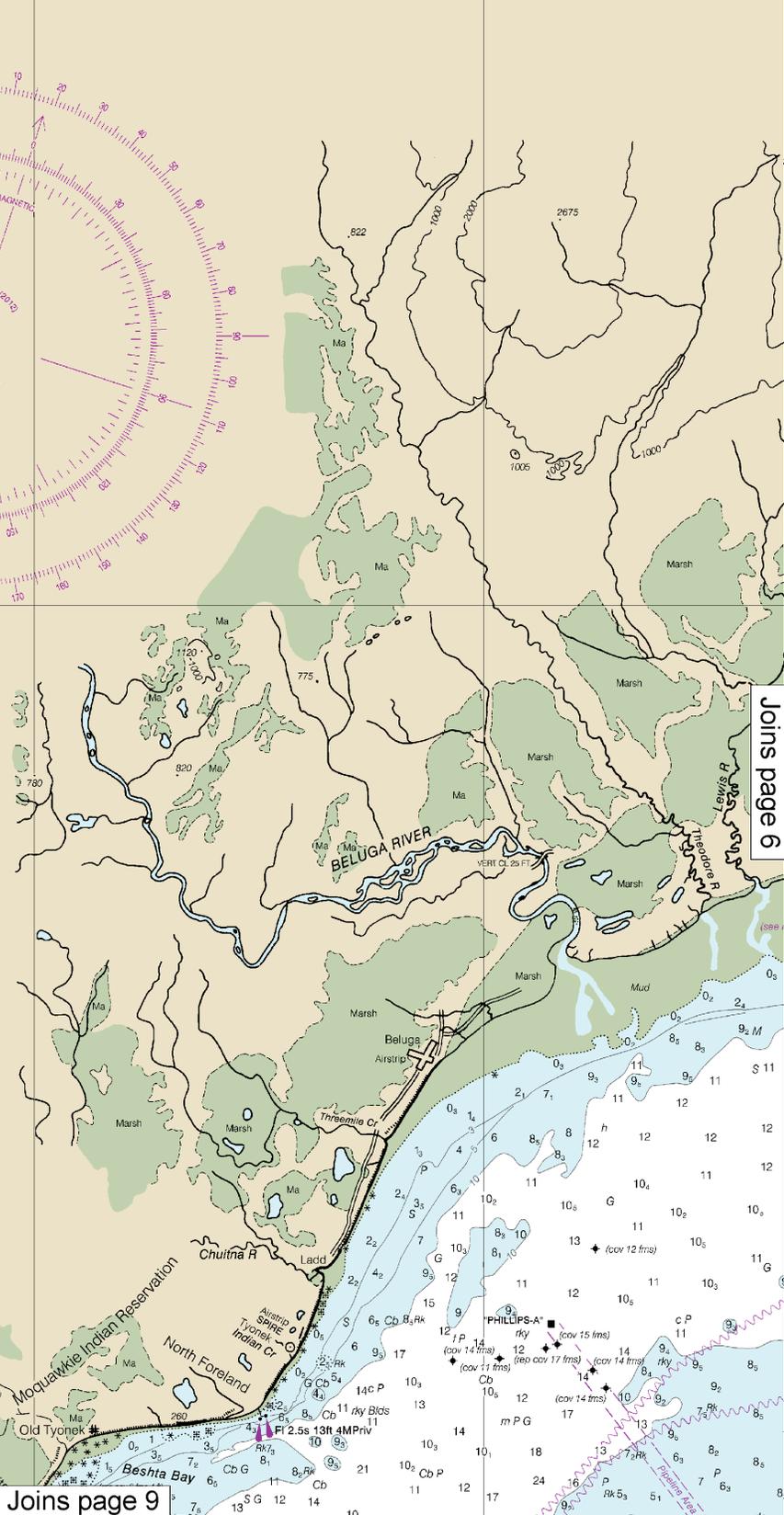
NOTE G

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.

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.

CAUTION
 Oil exploration and production operations are being conducted in the water of Cook Inlet. Drilling vessels and movable and permanent platforms are being used. Only permanent platforms are charted. Mariners are urged to exercise caution when transiting the area.

CAUTION
 SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
 ———— (dashed line)
 ~~~~~~ (wavy line)  
 ———— (dashed line with cross-ticks)  
 ~~~~~~ (wavy line with cross-ticks)  
 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.



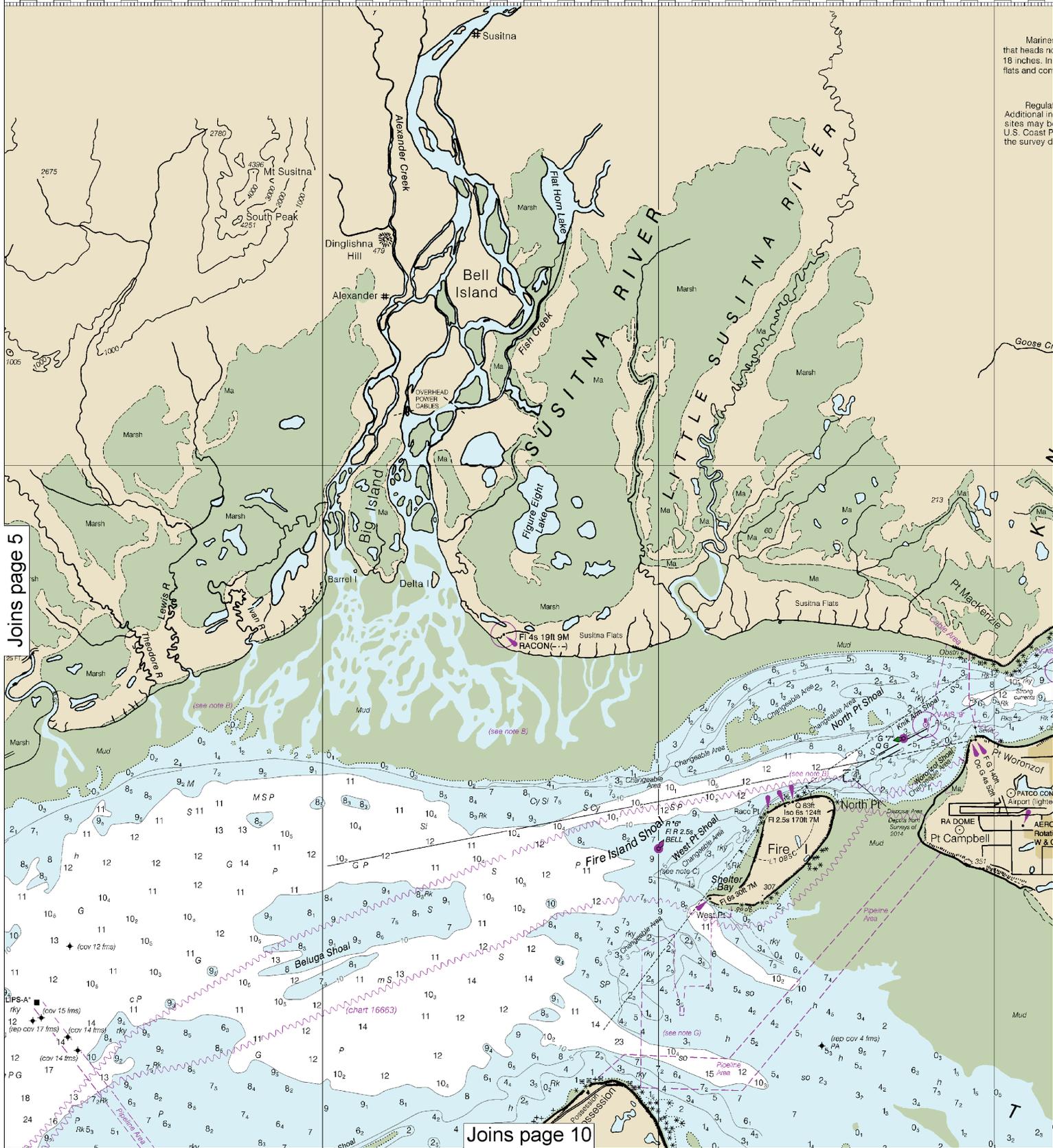
Joins page 6

Joins page 9

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:277362. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



50' 40' 30' 20' 10' 150°



Marine that heads no 18 inches. In flats and con
Regula Additional in sites may b U.S. Coast P the survey d

Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



Joins page 11

Heights in feet above Mean High Water.

Consult U.S. Coast
supplemental inform
navigation.

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.

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.

| | | |
|------------------|---------|-------------|
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| Ninilchik, AK | KZZ-97 | 162.550 MHz |
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| Naked I, AK | WNG-530 | 162.500 MHz |
| Point Pigot, AK | KZZ-93 | 162.450 MHz |
| Anchorage, AK | KEC-43 | 162.550 MHz |
| Soldotna, AK | WWG-39 | 162.475 MHz |
| Whittier, AK | KXI-29 | 162.400 MHz |

SUPPLEMENT
Consult U.S. Coast
supplemental inform

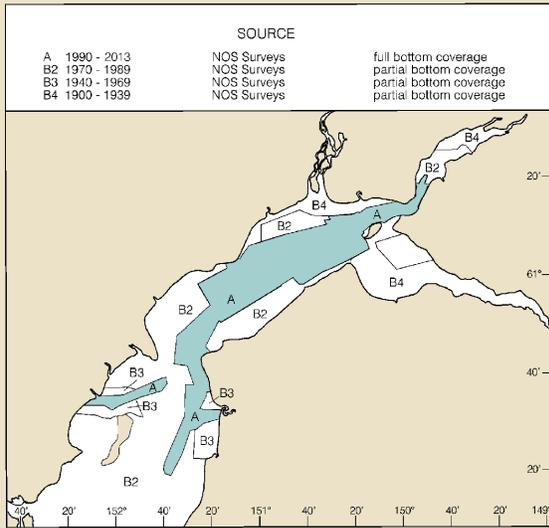
COLREGS, B
International Regulations for Preventing Collisions at Sea
The entire area of this chart falls se

Hydrography in Turnagain Arm
from surveys dated 1910 and 1912. Be
bottom. Mariners should use extreme c

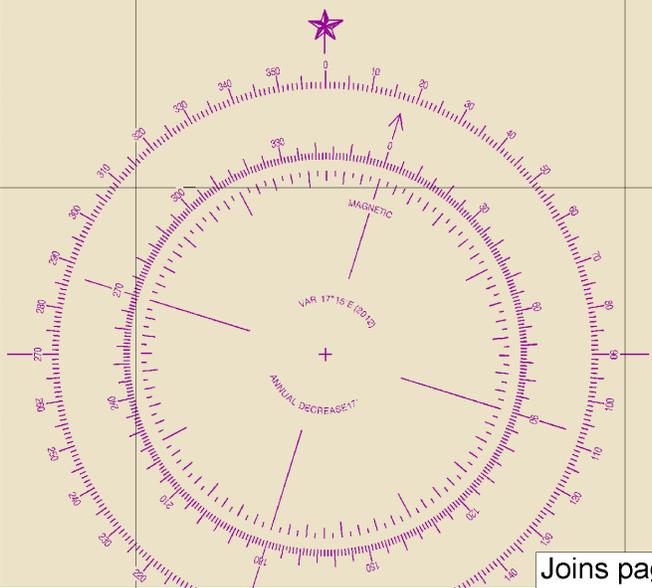
61°

50'

40'



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.



NOTE C
Fire Island Shoal is shifting in a southeasterly direction. Mariners are urged to use extreme caution when navigating in this area.

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

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 2.021" southward and 7.899" westward to agree with this chart.

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.

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



Note: Chart grid lines are aligned with true north.

TO NAVIGATION
Coast Guard Light List for information concerning aids to navigation.

CAUTION
Changes or defects in aids to navigation are indicated on this chart. See Mariners.
Cook Inlet are seasonally dry 1 to Nov. 1. For details see Light List.

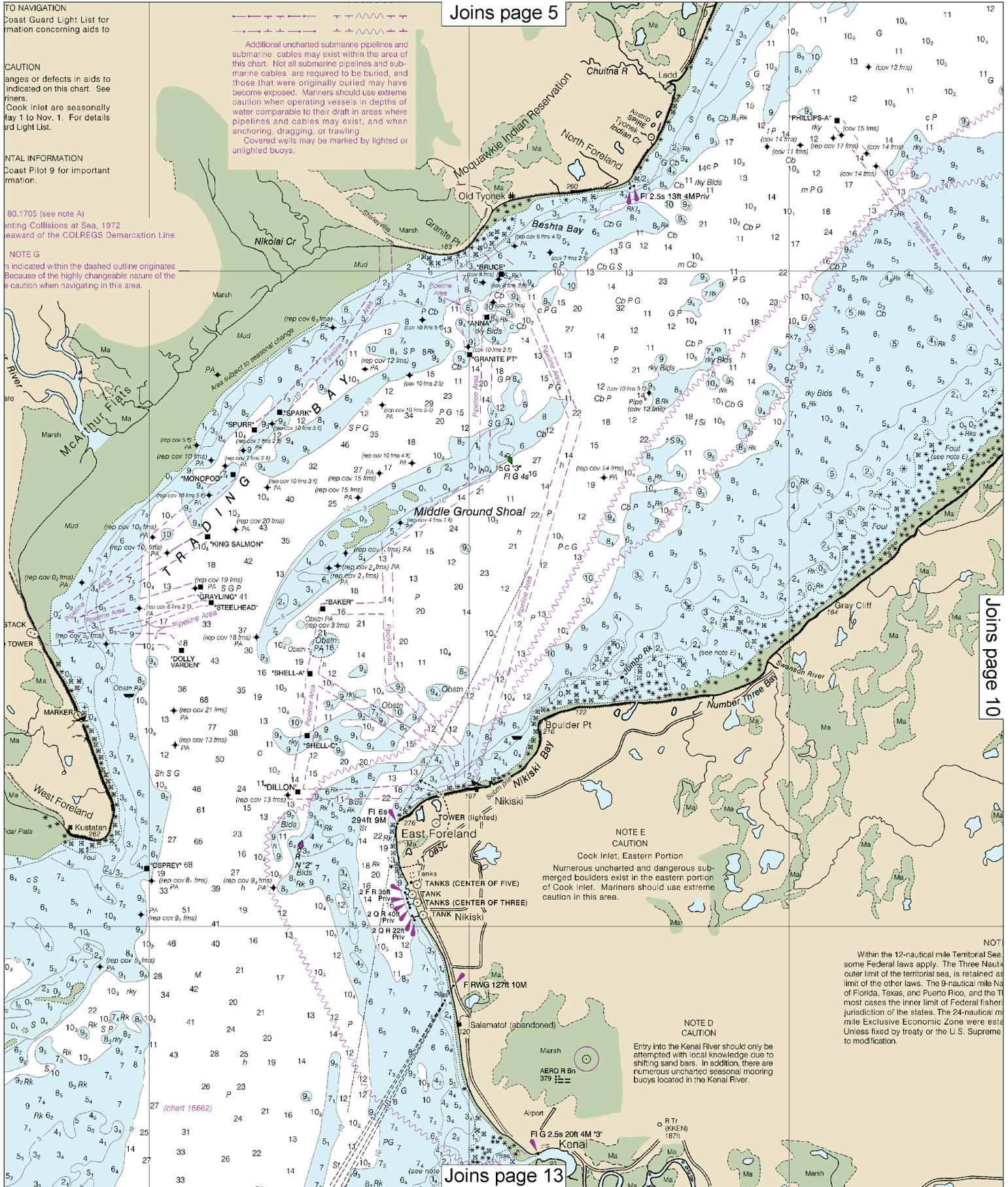
NOTAL INFORMATION
Coast Pilot 9 for important information.

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

NOTE G
As indicated within the dashed outline originates because of the highly changeable nature of the seabed, extreme caution when navigating in this area.

Joins page 5

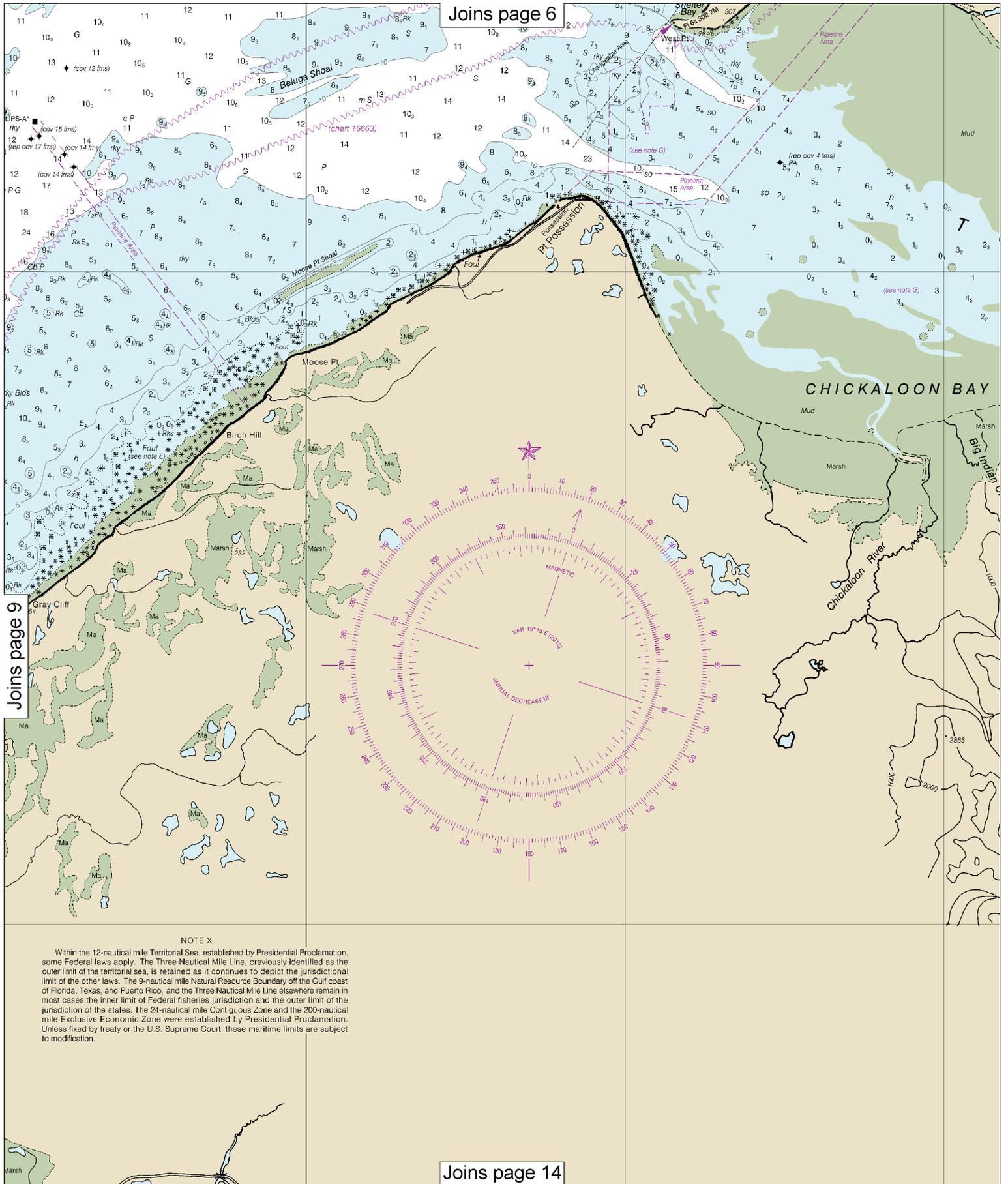
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Covered wells may be marked by lighted or unlighted buoys.



Joins page 10

Joins page 13

NOTE
Within the 12-nautical mile Territorial Sea some Federal laws apply. The Three Nautical mile outer limit of the territorial sea, is retained as limit of the other laws. The 9-nautical mile National Maritime Boundary, and the 12-nautical mile limit of Federal fishery jurisdiction of the states. The 24-nautical mile Exclusive Economic Zone were established by treaty or the U.S. Supreme Court.



Joins page 6

Joins page 9

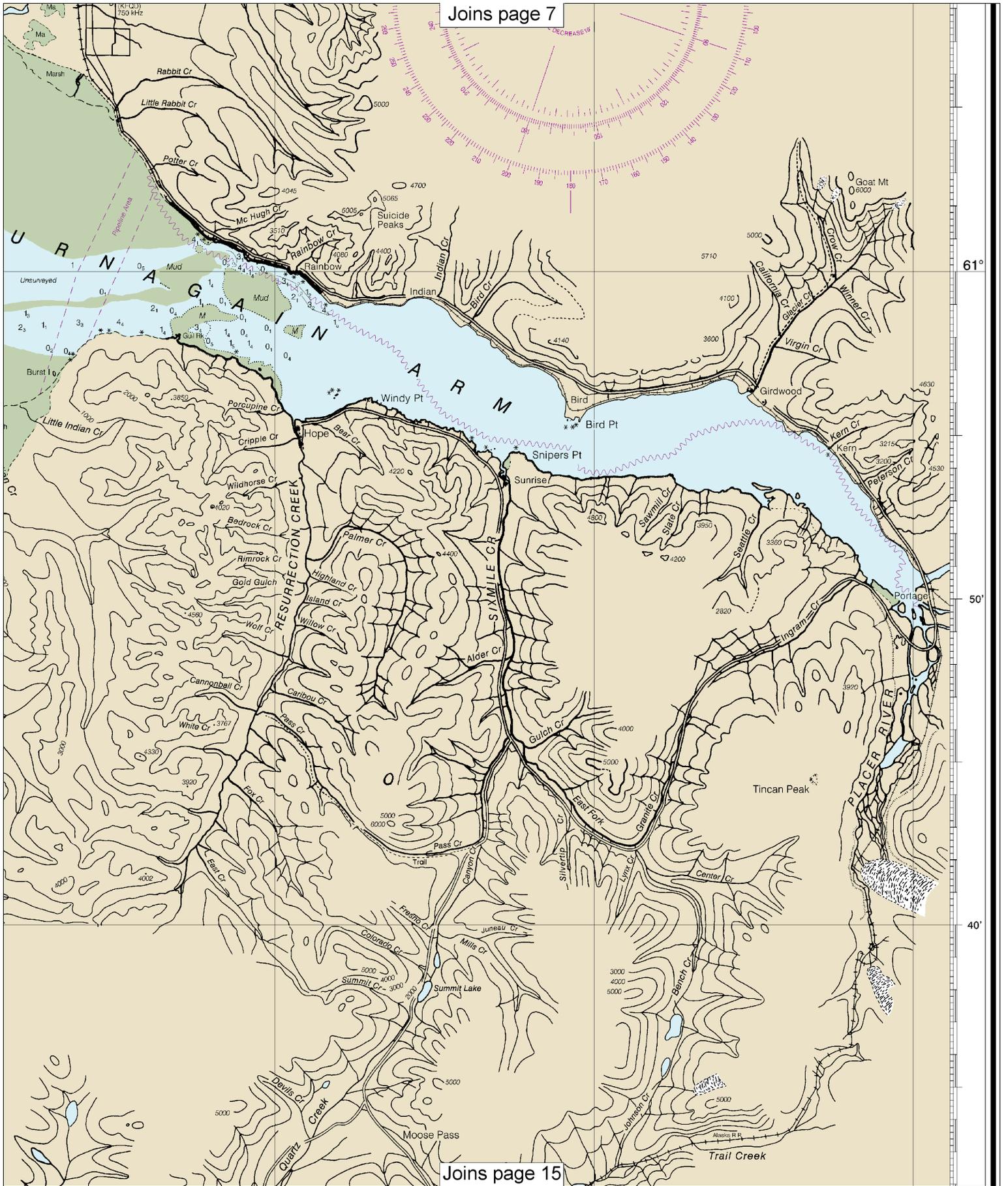
Joins page 14

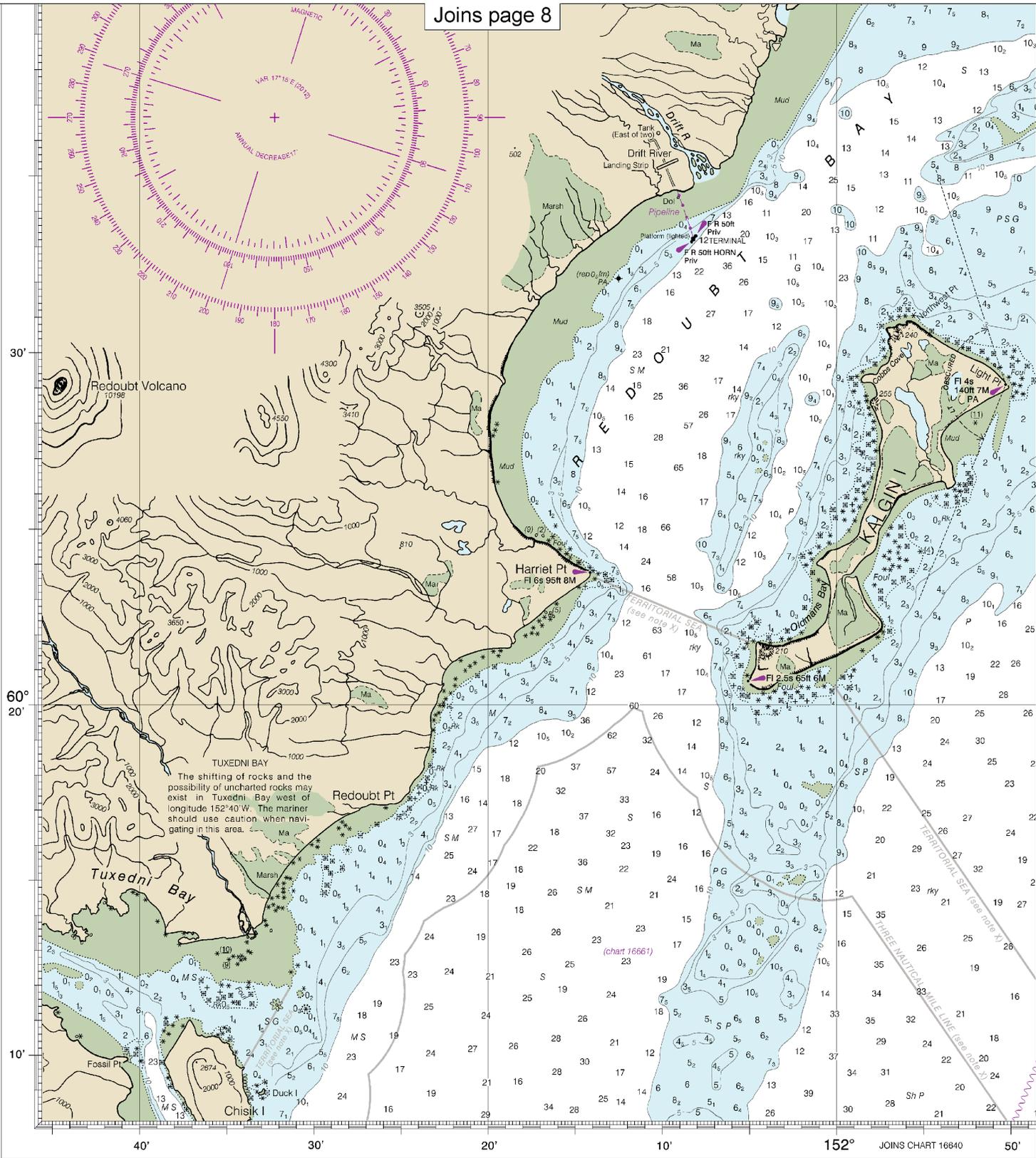
NOTE X

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

10

Note: Chart grid lines are aligned with true north.





CAUTION

16660

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.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

31st Ed., Apr. 2012. Last Correction: 10/26/2015. Cleared through:
 LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

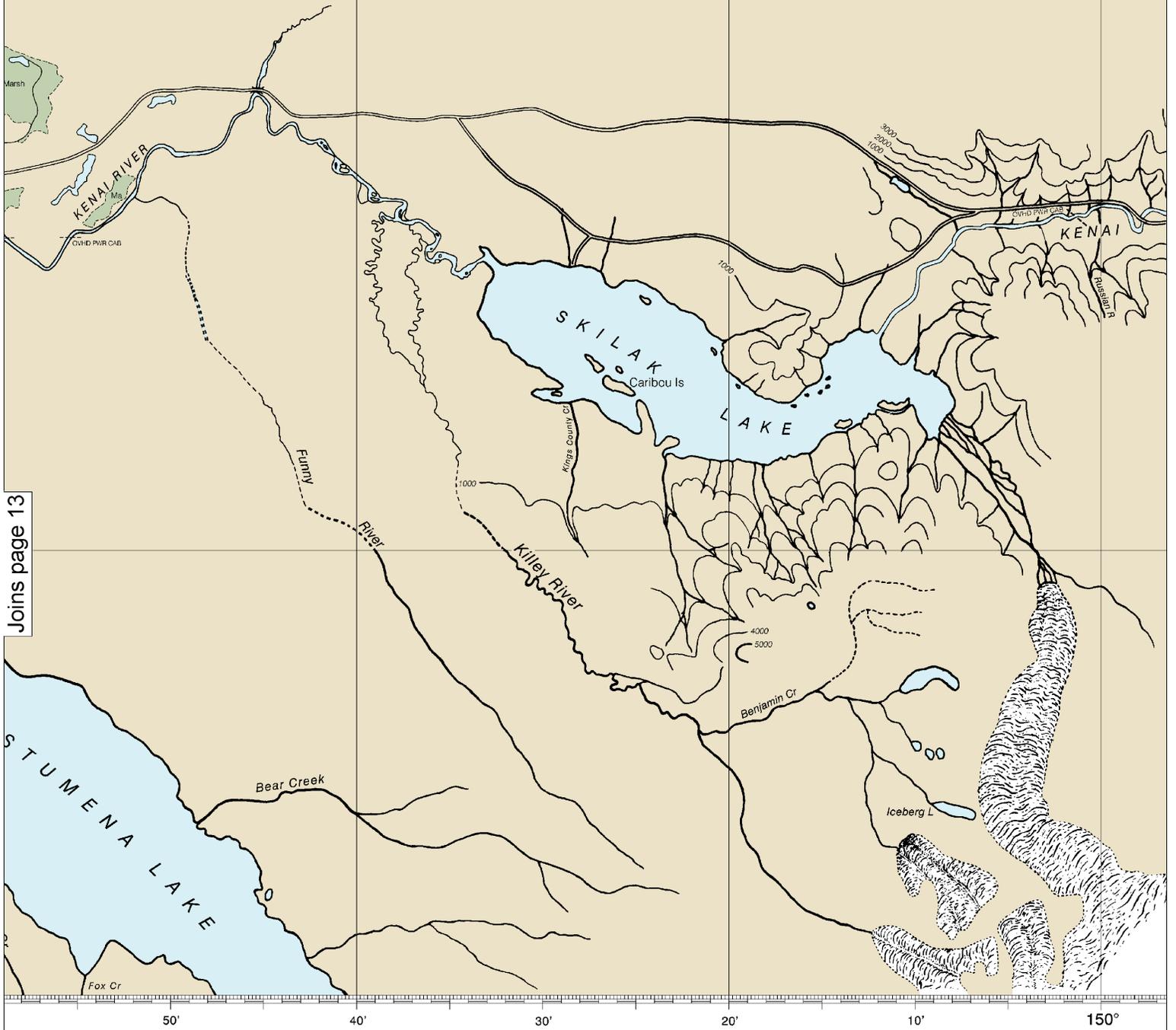
12

Note: Chart grid lines are aligned with true north.

NOTE X

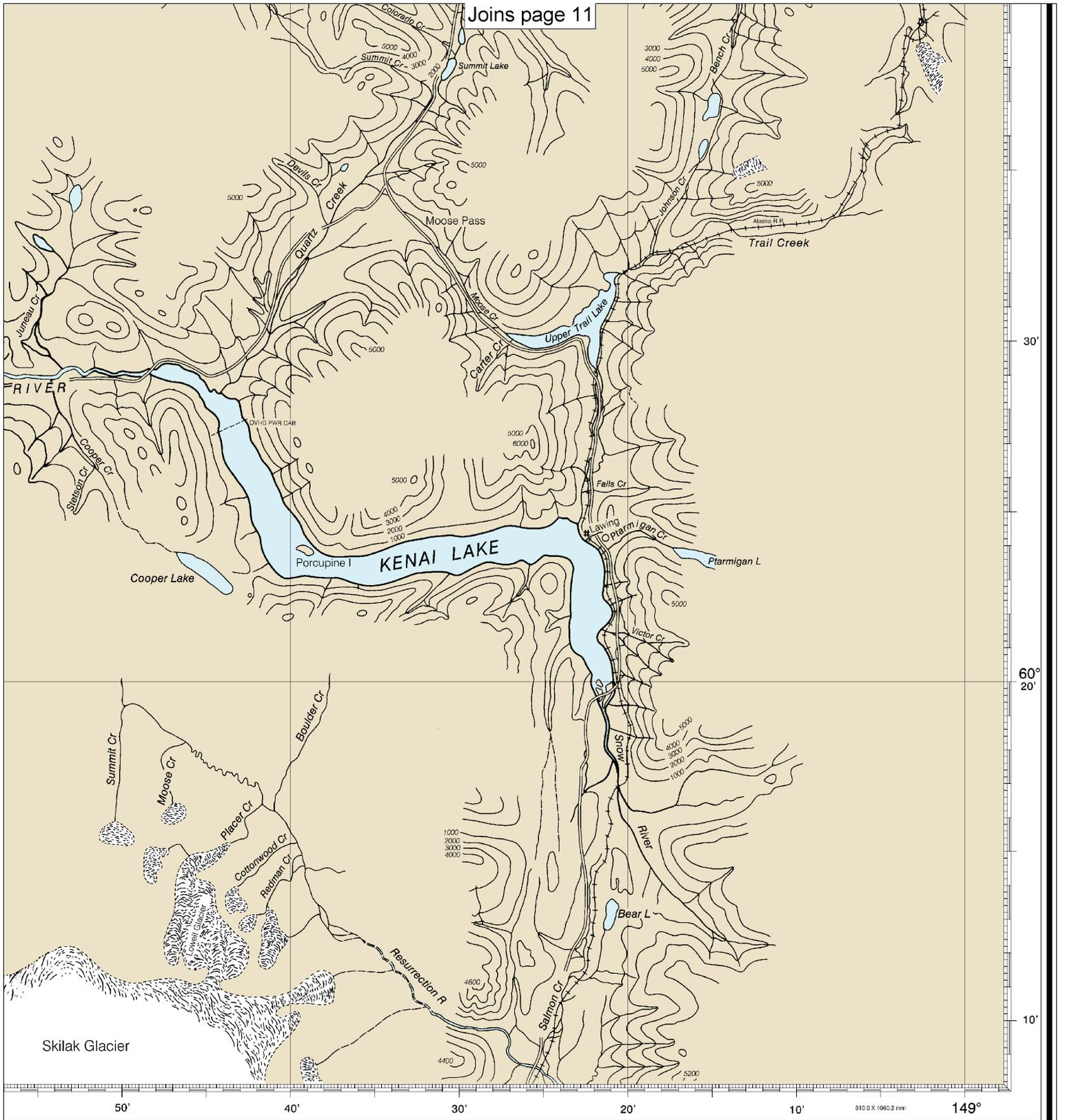
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Joins page 10



Joins page 13

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



| | | | | | | | | | | | | | | | | | |
|---------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 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 |

Cook Inlet, Northern Part
SOUNDINGS IN FATHOMS - SCALE 1:194,154

16660



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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