

BookletChart™



Prince William Sound – Western Entrance

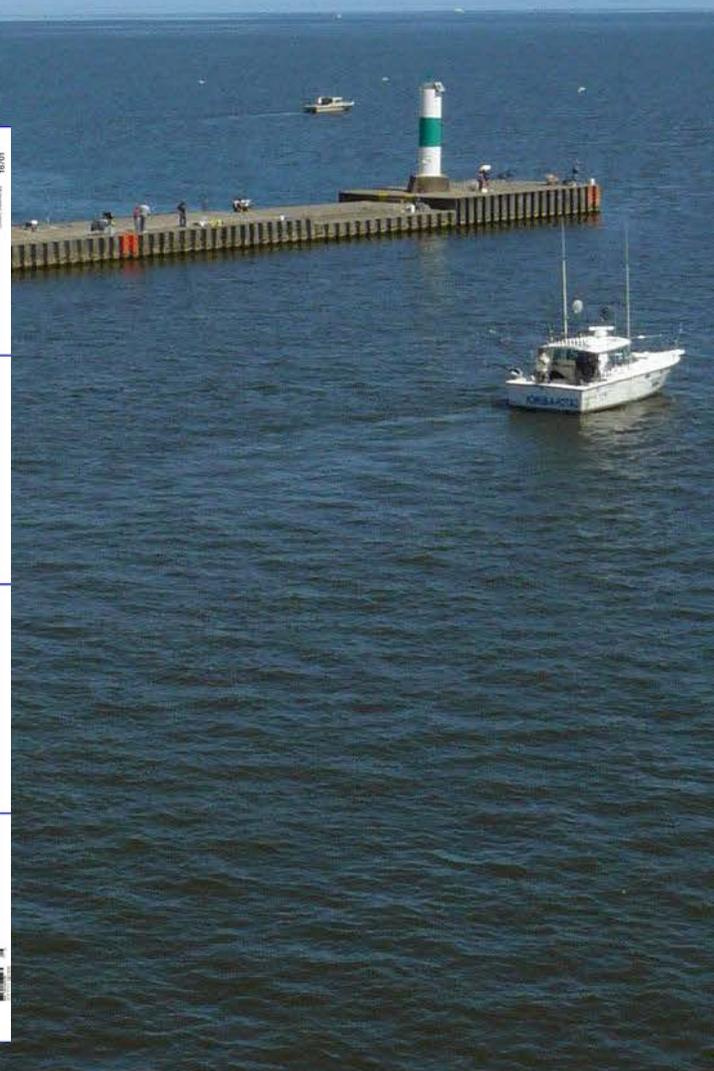
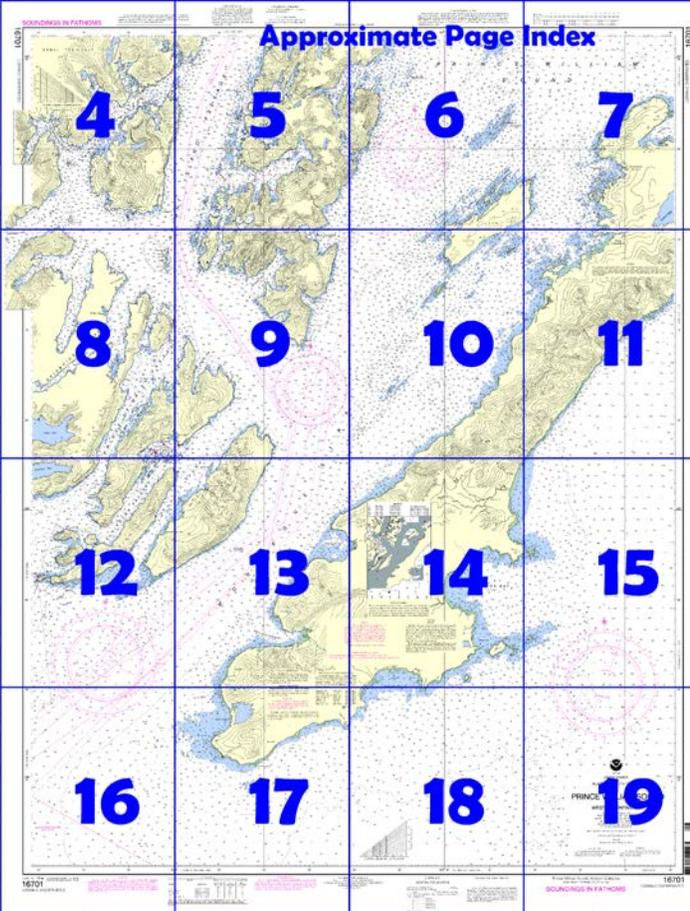
NOAA Chart 16701

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=16701>.



(Selected Excerpts from Coast Pilot)

Montague Strait, between Montague Island on the E and Latouche and Knight Islands on the W, is the broadest of the passages W of Montague Island leading from the sea to Prince William Sound. The strait affords an unrestricted channel 4.5 miles wide. Below the N end of Latouche Island the strait is seldom used as vessels generally proceed via Elrington Passage. Above that point the regular steamer route to the E part of Prince William Sound is via the passage W

of The Needle, Green Island, and Seal Island, thence through the passage between Seal and Smith Islands. (See also chart 16705.)

The March 1964 earthquake caused bottom uplift throughout

Montague Strait. Shoaling and other scattered dangers exist in the area, requiring mariners to navigate with caution. Full bottom coverage surveys of Montague Strait were completed by the NOAA Ship Rainier in 2000. Mariners are advised to consult the U.S. Coast Guard Local Notice to Mariners for the location of dangers.

San Juan Bay, an open bight just N of Cape Cleare, has a sand beach at its head that is backed by a large tidal swamp that drains through a small stream. Landings in the bay are usually difficult because of the surf.

Stair Mountain, just N of San Juan Bay, is a prominent conical-shaped 1,595-foot peak which shows unmistakably from the S and SW. The summit is bare and the slopes have a scattering growth of trees.

Macleod Harbor, on the E side of Montague Strait, 6.5 miles N from Cape Cleare, is an excellent anchorage protected from all directions except the SW. **Point Woodcock**, on the N side of the entrance, is a rocky bluff about 50 feet high and wooded on top. The point is fringed by a rocky, kelp-covered reef. The S entrance point is gently rounding. The head of the harbor is marked by extensive mudflats.

Large vessels entering Macleod Harbor favor the N shore and anchor in 12 to 14 fathoms, muddy bottom, about 0.3 mile off the shingle beach 1 mile from the head of the bay. In making this anchorage, care should be taken to avoid the mudflats which rise very sharply. Severe williwaws draw down through the harbor, but the holding ground is good and the anchorage is safe. Small craft find anchorage farther in close to the N shore and to the head of the bay in 4 to 10 fathoms, mud bottom.

Hanning Bay, indenting the W side of Montague Island 13 miles N of Cape Cleare, is a good anchorage with E winds. Shoals to 2 fathoms extend about 0.5 mile from the S shore into the entrance to the bay and shoals to 4½ fathoms extend about 0.5 mile from the N shore into the entrance of the bay.

Little Green Island, heavily wooded and about 100 feet high, is 6 miles NNE of The Needle. A fringe of rocks surrounds the island and a kelp-marked reef, baring at various stages of the tide, extends 1.1 miles SW off the S end of the island. A rock, covered 3¾ fathoms, is 1.8 miles SW of the island, and two rocks with little kelp that uncover about 1.6 miles E of the island and close to the 50-fathom curve. A shoal area with depths of 3¾ to 9 fathoms is about 2 miles NE of the island.

Green Island, between Knight Island and the N part of Montague Island, is wooded. The highest elevations are near the E side of the island, and slope gradually to the N and S ends. Very foul ground surrounds the island. A wooded islet, 100 feet high, several small islets, and numerous rock and shoal spots are along the NW shore of Green Island. A prominent outlying rock, 26 feet high, is 1.2 miles NW of Putnam Point. The W side of Green Island is cluttered with rocks and shoal areas. A rock, 15 feet high, at 60°14'55"N., 147°32'26"W., marks the westernmost danger in this area.

Caution.—The area between Green Island and Montague Island has many rocks and shallow reefs. The area is foul and should be avoided.

Ice.—All the bays in this vicinity are likely to freeze over in cold weather. The ice floes from Icy Bay at times make navigation difficult W of the Pleiades Islands and extend N into Dangerous Passage. The discharge is continuous but irregular in volume, and is mainly SE. When heavy it blocks the entrance to Whale Bay and passes S of the Pleiades Islands. Isolated bergs of considerable size frequently drift E as far as Latouche and are a menace to navigation. Ice floes have been known to pass S through Bainbridge Passage and then N into Prince of Wales Passage. No ice has been observed E of Delenia Island.

**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

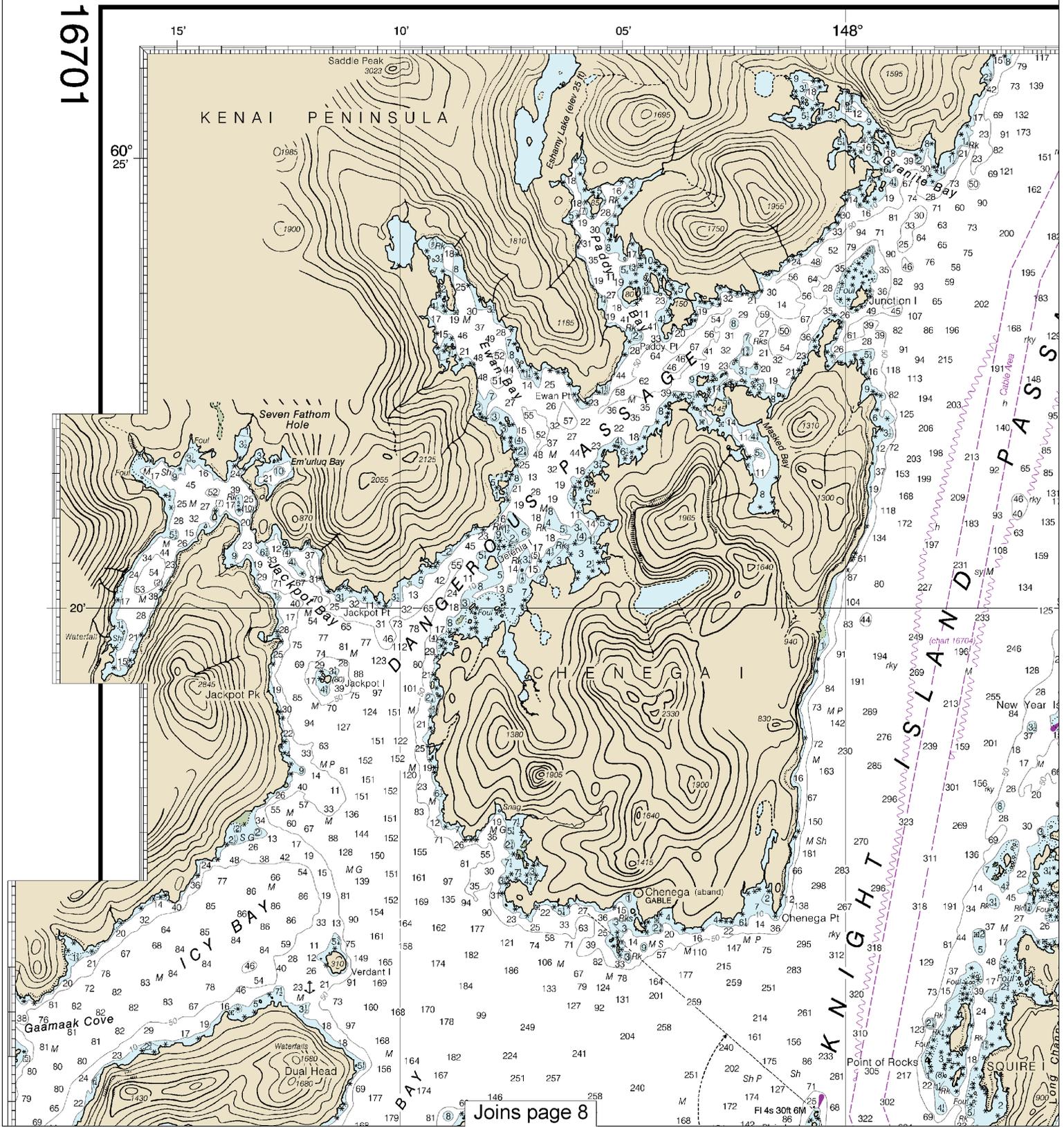


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FATHOMS

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

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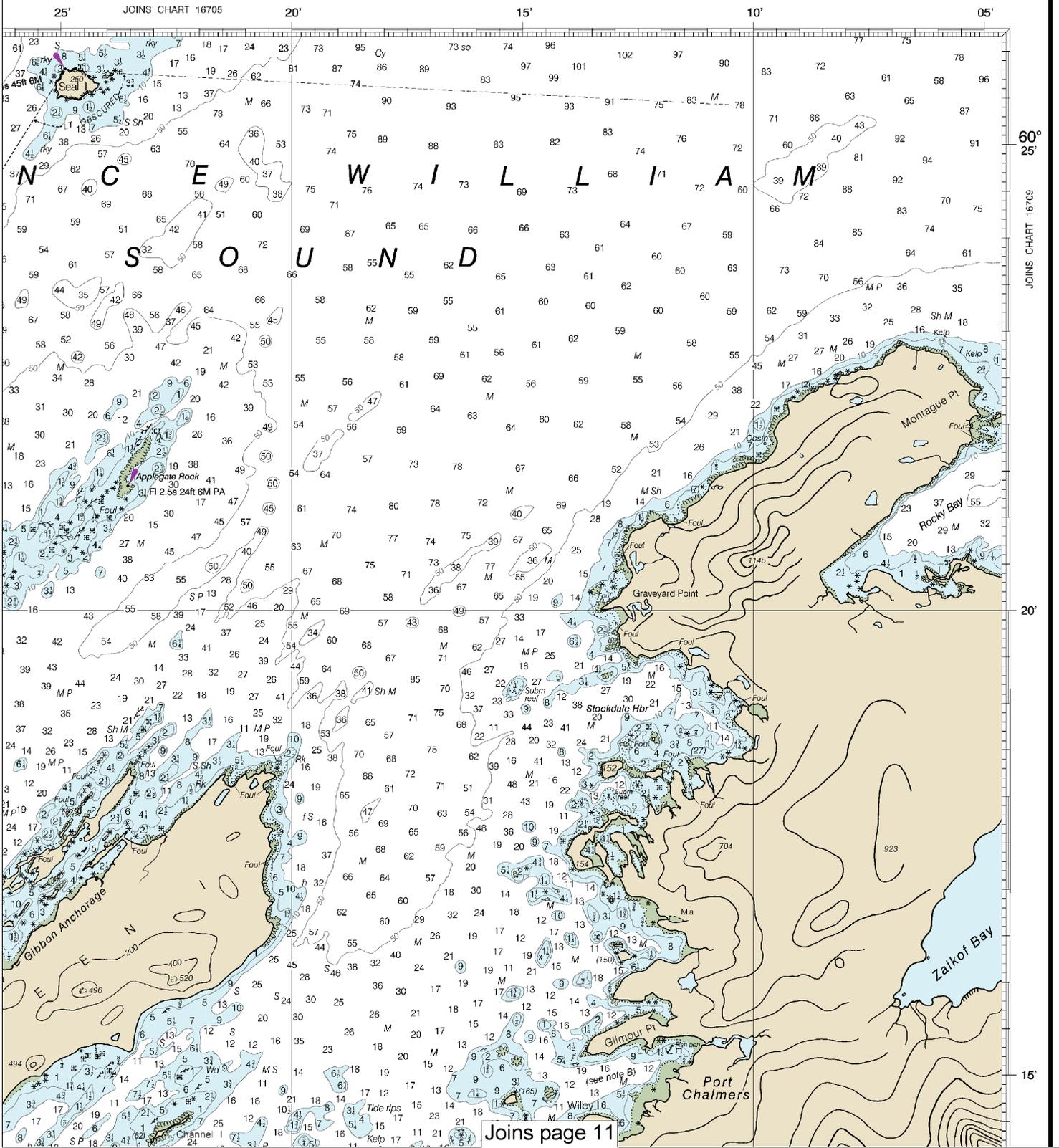
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Note: Chart grid lines are aligned with true north.

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METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17



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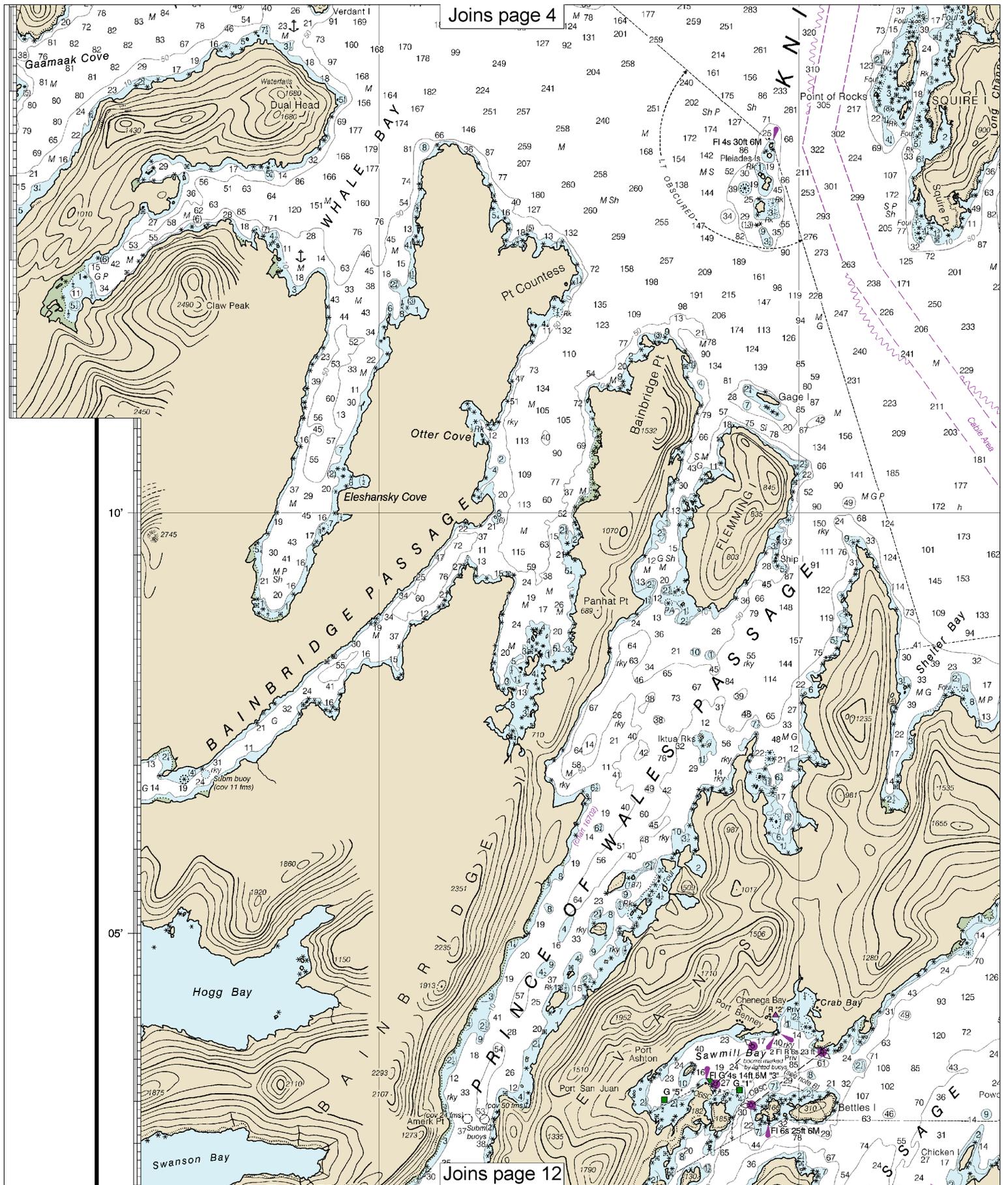
JOINS CHART 16709

Joins page 11

23rd Ed., Apr. 2015. Last Correction: 10/30/2015. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

(Feb 2016)



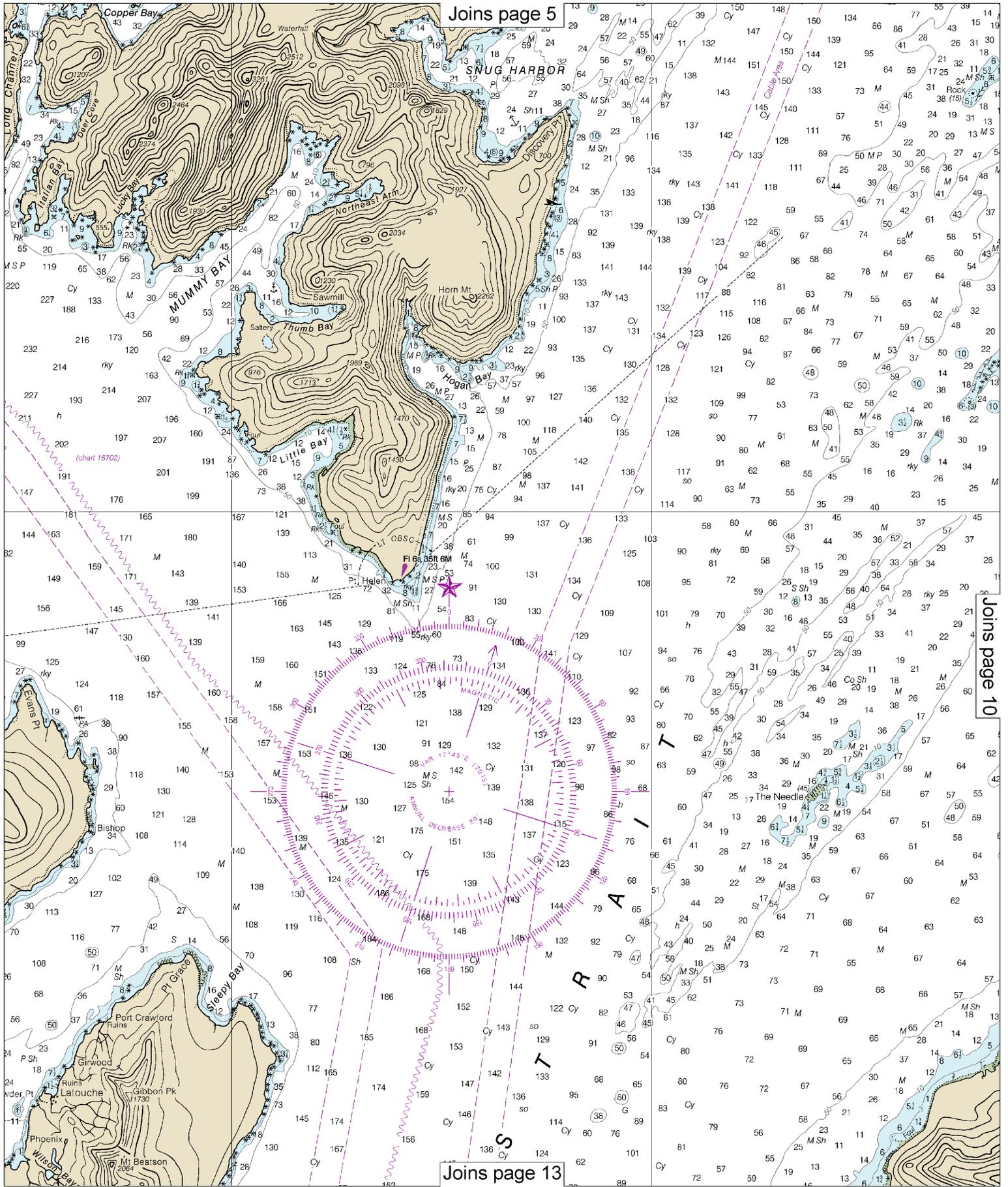


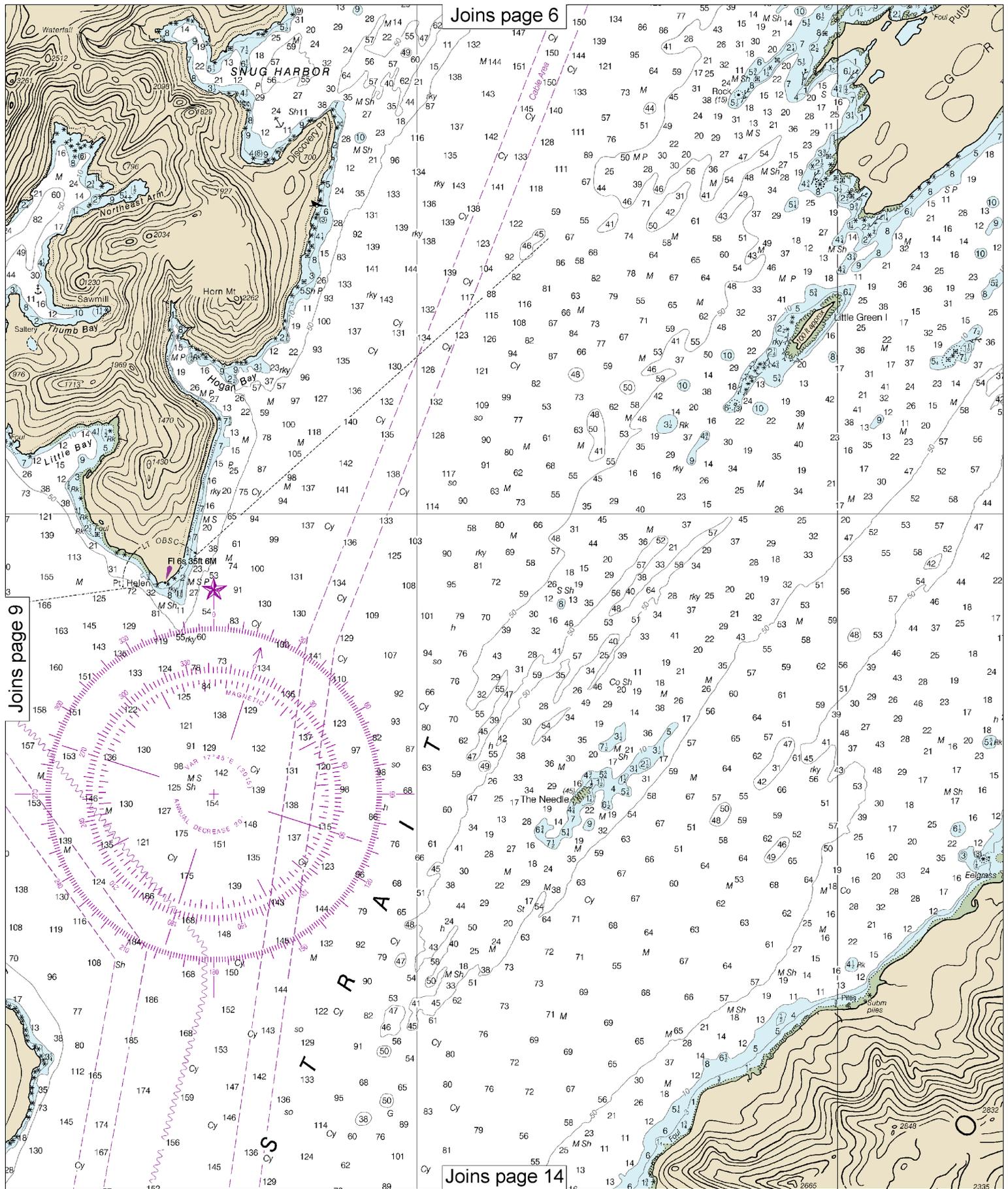
Joins page 4

Joins page 12



Note: Chart grid lines are aligned with true north.

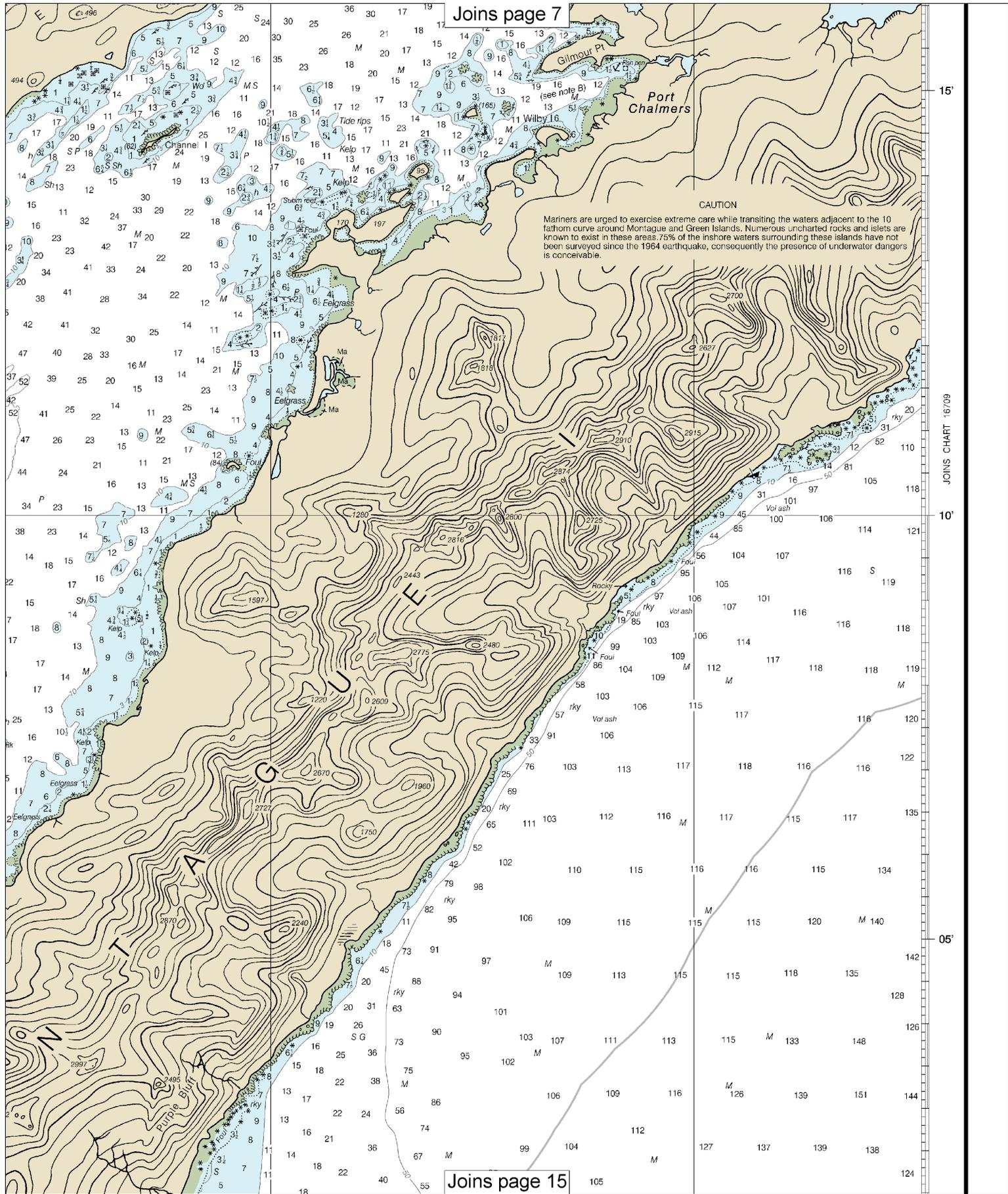




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Note: Chart grid lines are aligned with true north.

Joins page 7



CAUTION
 Mariners are urged to exercise extreme care while transiting the waters adjacent to the 10 fathom curve around Montague and Green Islands. Numerous uncharted rocks and islets are known to exist in these areas. 75% of the inshore waters surrounding these islands have not been surveyed since the 1964 earthquake, consequently the presence of underwater dangers is conceivable.

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JOINS CHART 16/09

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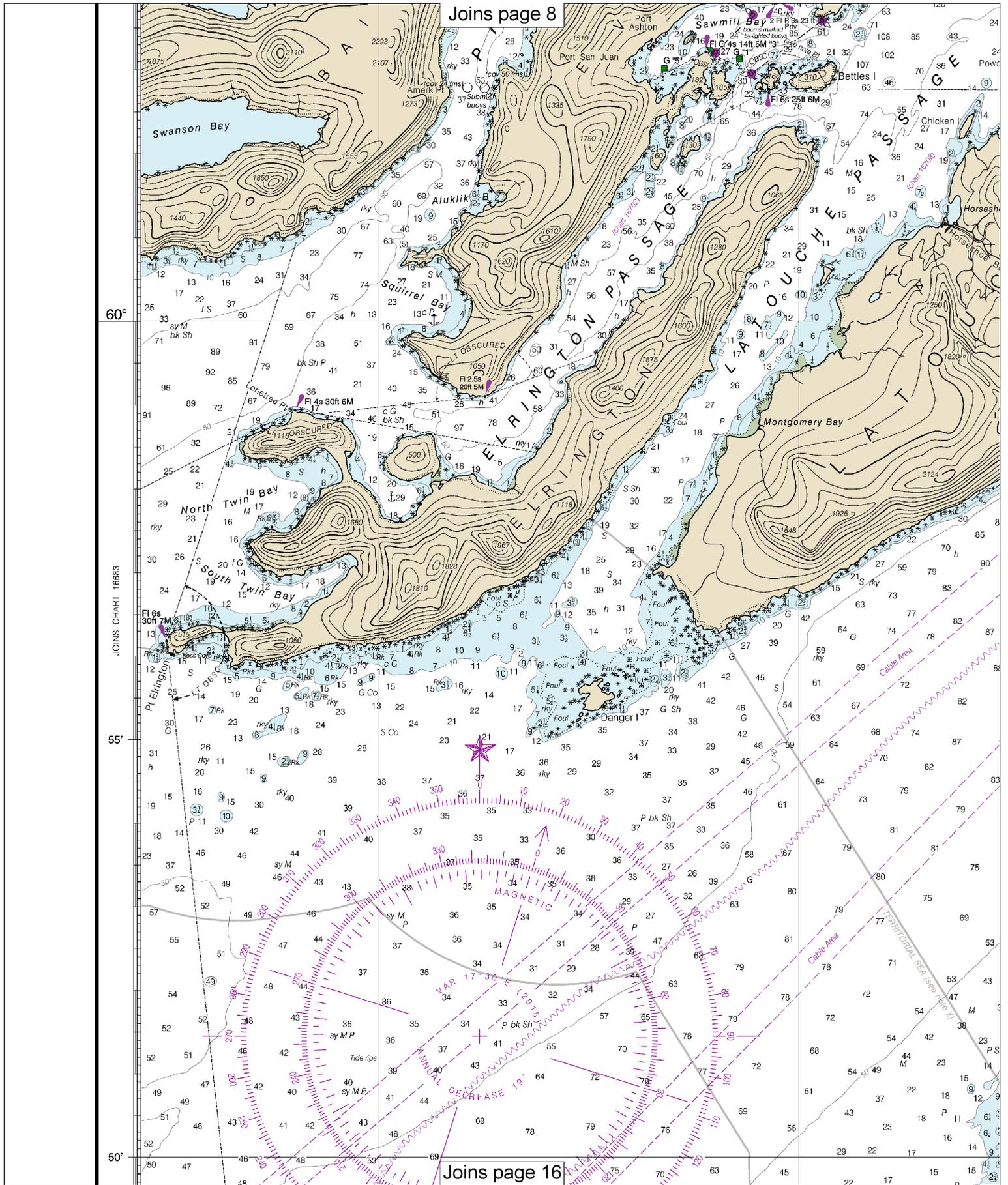
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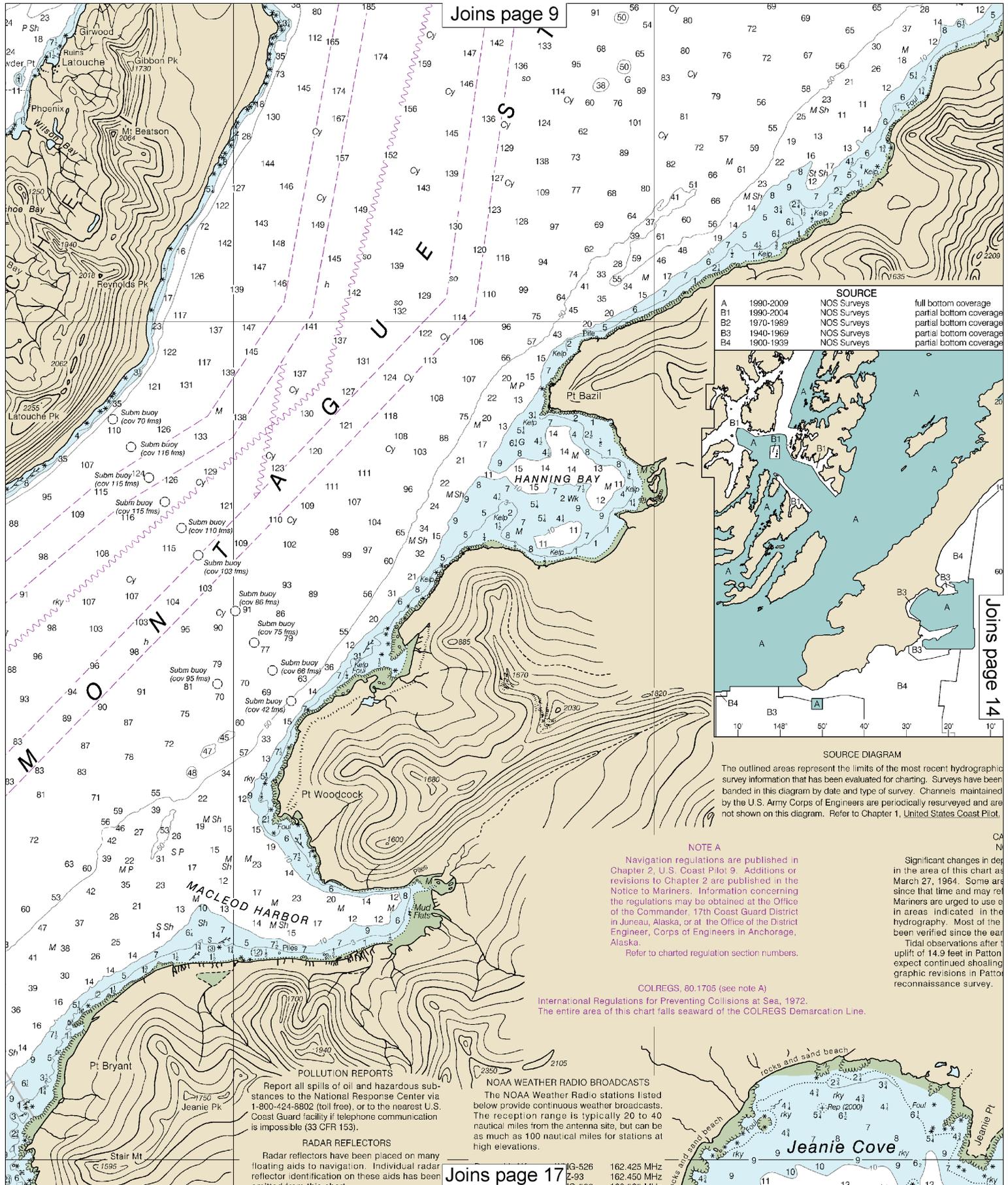
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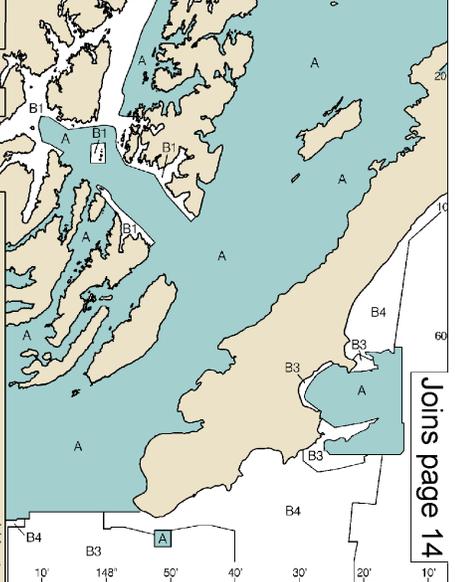


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Note: Chart grid lines are aligned with true north.



SOURCE			
A	1990-2009	NOS Surveys	full bottom coverage
B1	1990-2004	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



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 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.

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.

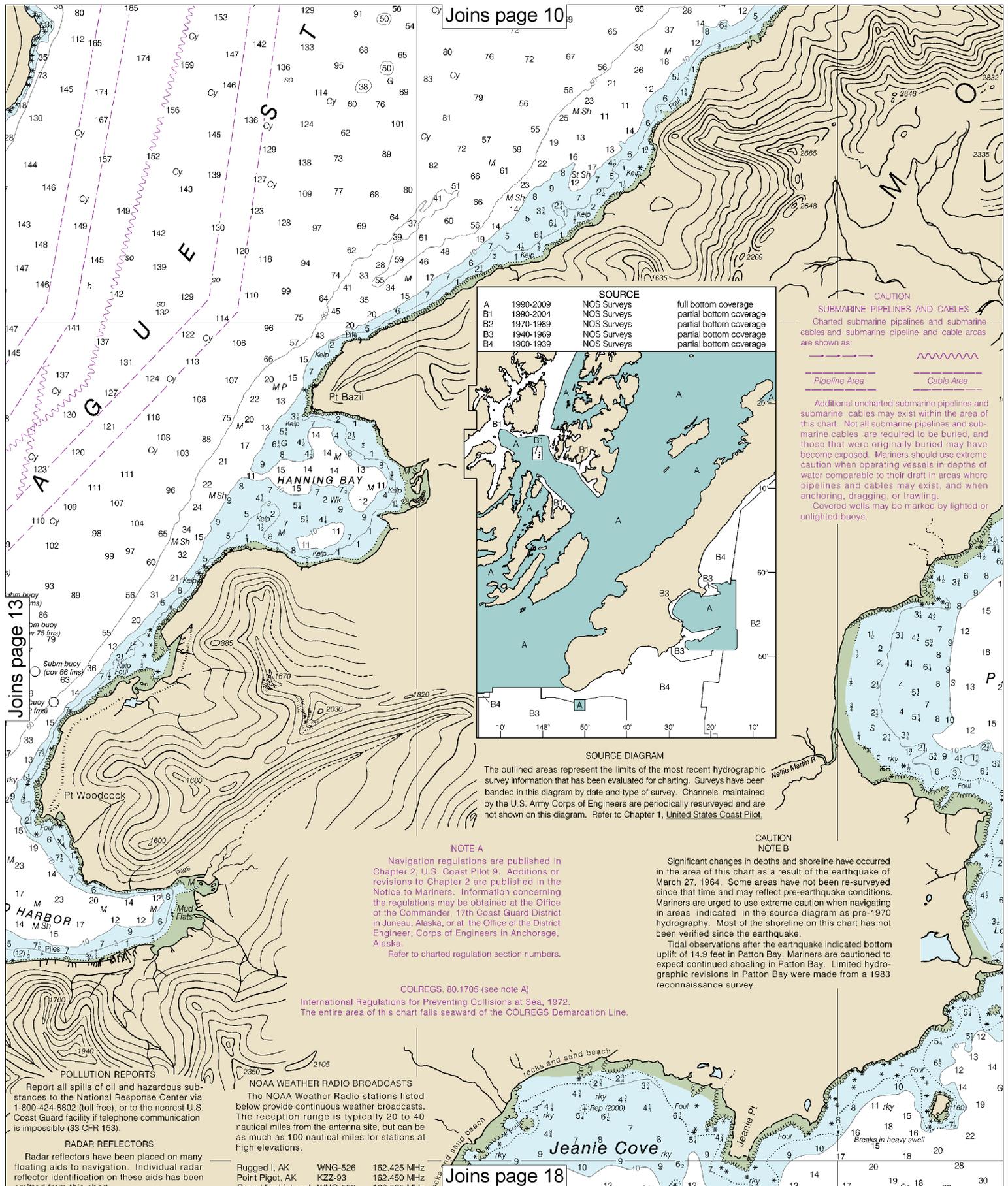
Significant changes in depth in the area of this chart as of March 27, 1964. Some areas since that time and may require that mariners be alerted to use the areas indicated in the hydrography. Most of the areas have been verified since the bar. Tidal observations after the uplift of 14.9 feet in Patton expect continued shoaling graphic revisions in Patton reconnaissance survey.

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).

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.

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.

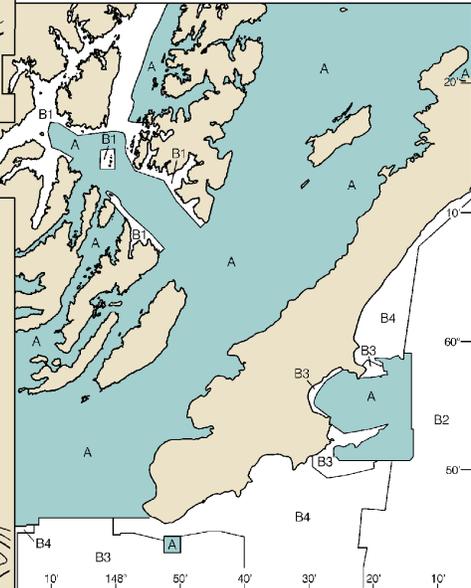
IG-526 162.425 MHz
Z-93 162.450 MHz
IG-532 162.625 MHz



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Joins page 13

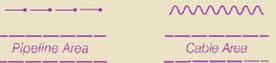
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B2	1970-1989 NOS Surveys	partial bottom coverage
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SOURCE DIAGRAM

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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.

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
NOTE B

Significant changes in depths and shoreline have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Some areas have not been re-surveyed since that time and may reflect pre-earthquake conditions. Mariners are urged to use extreme caution when navigating in areas indicated in the source diagram as pre-1970 hydrography. Most of the shoreline on this chart has not been verified since the earthquake. Tidal observations after the earthquake indicated bottom uplift of 14.9 feet in Patton Bay. Mariners are cautioned to expect continued shoaling in Patton Bay. Limited hydrographic revisions in Patton Bay were made from a 1983 reconnaissance survey.

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.

POLLUTION REPORTS
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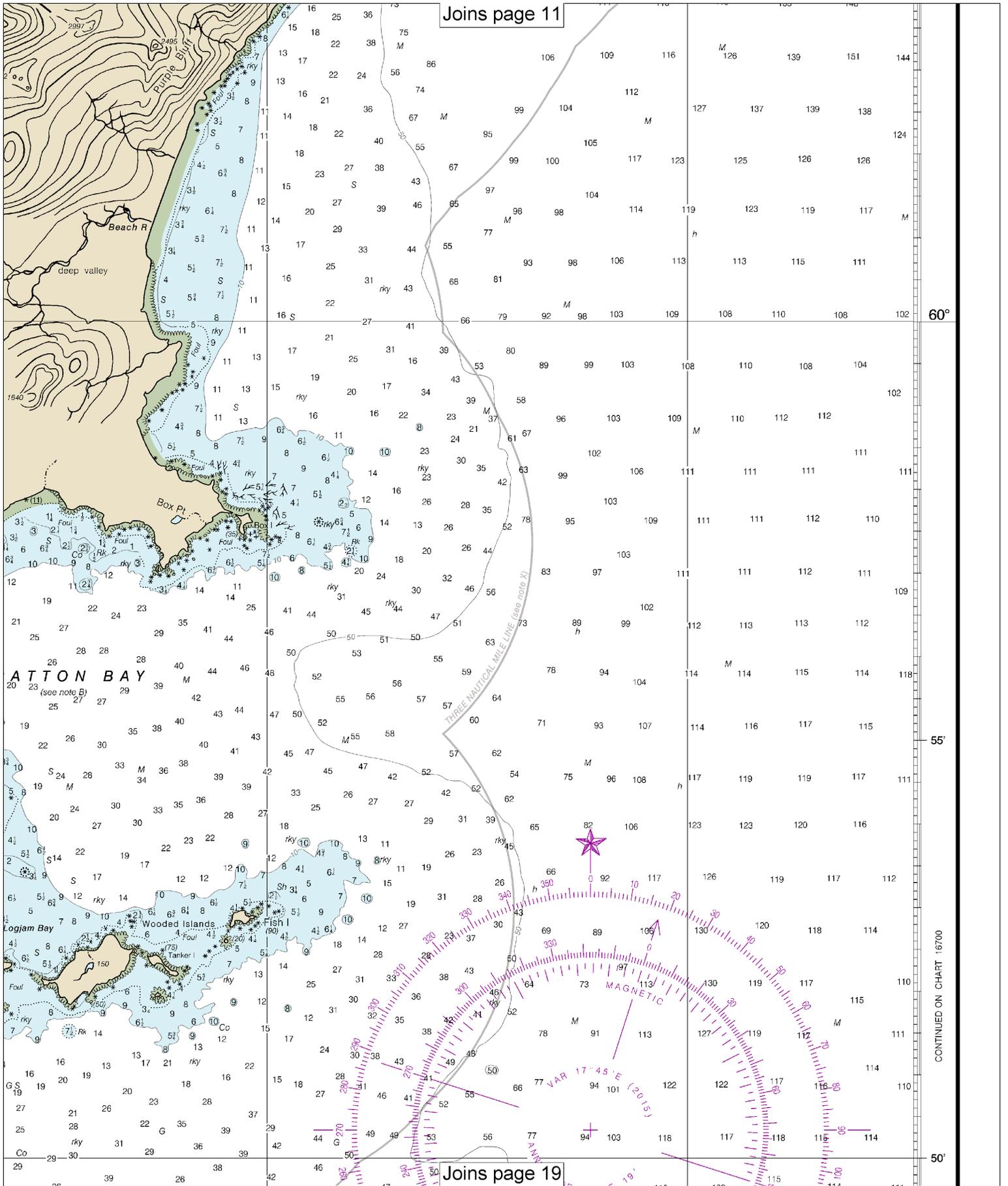
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Rugged I, AK	WNG-526	162.425 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Cape Hebbelcock	WNG-532	162.525 MHz

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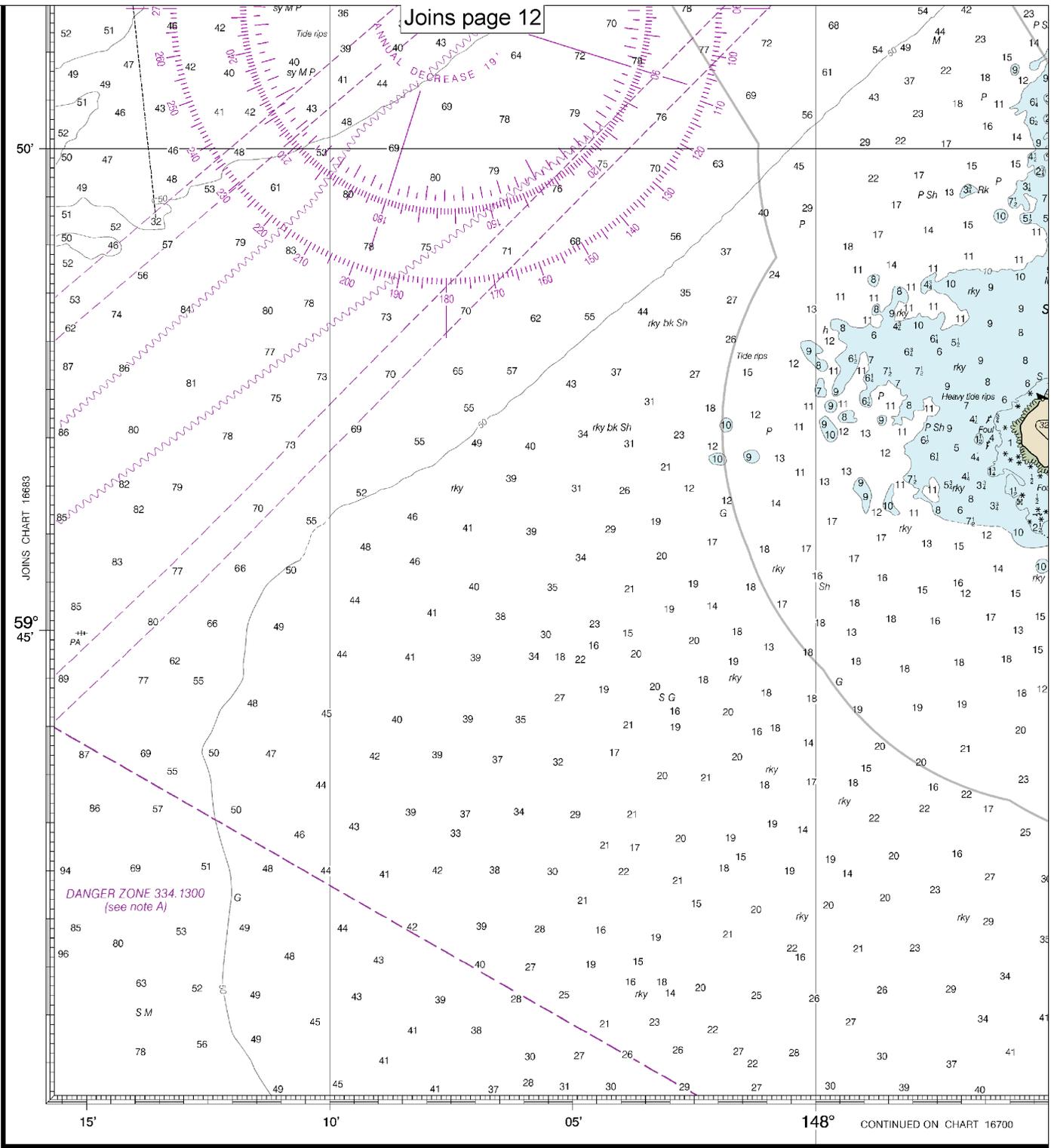
Note: Chart grid lines are aligned with true north.

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CONTINUED ON CHART 16700



16701

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.

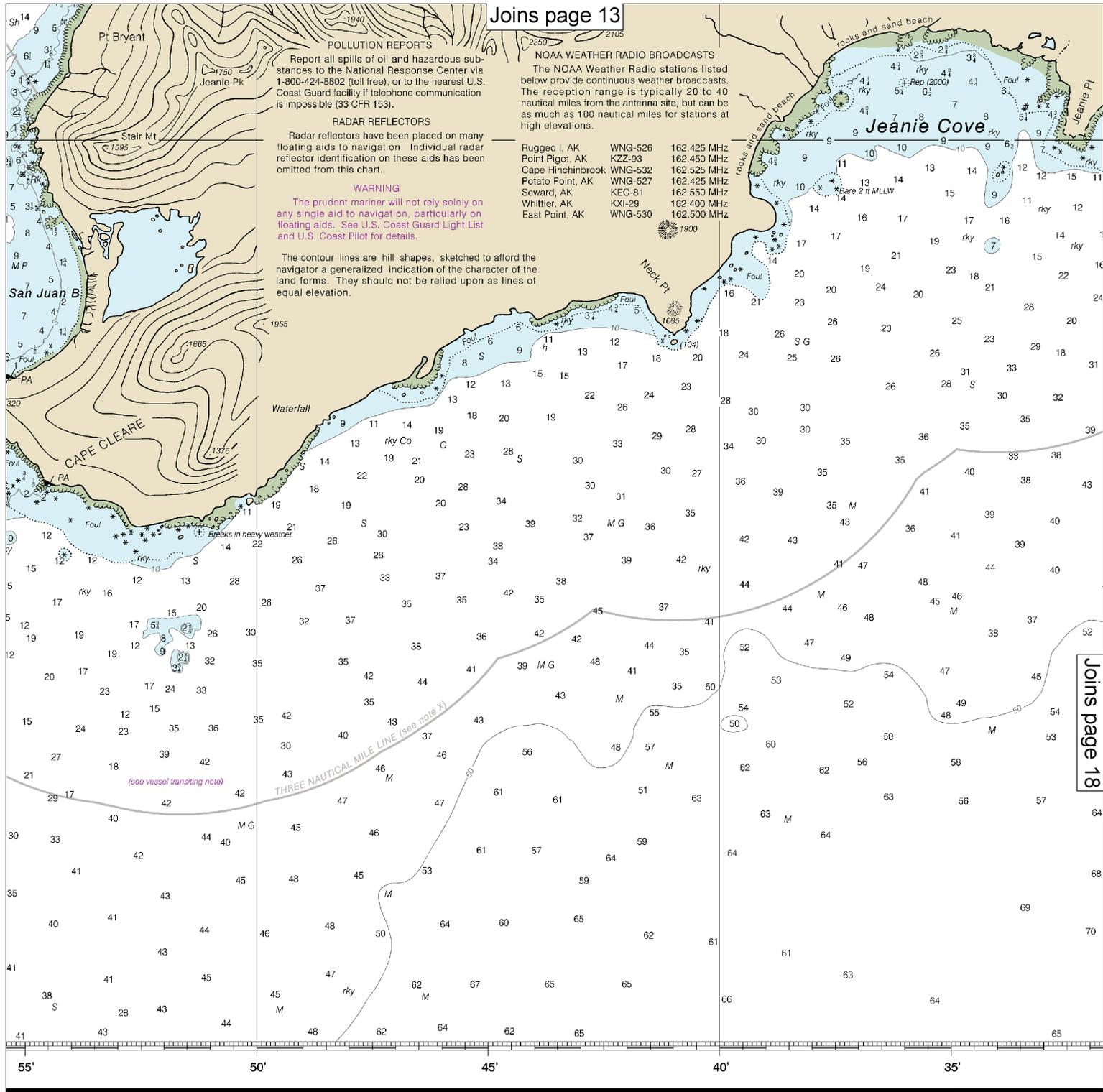
TIDAL INFORMATION		
PLACE		Height
NAME	(LAT/LONG)	Mean High
Patton Bay	(59°54'N/147°26'W)	
Macleod Harbor	(59°53'N/147°48'W)	
Port Chalmers	(60°15'N/147°15'W)	
Latouche	(60°03'N/147°54'W)	
Port Aucrey, Drier Bay	(60°21'N/147°46'W)	

Dashes (---) located in column indicate unavailable datum values, tide predictions, and tidal current predictions are available on the Internet (Feb 2015)

23rd Ed., Apr. 2015. Last Correction: 10/30/2015. Cleared through:
 LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

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Note: Chart grid lines are aligned with true north.



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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.

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.

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.

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Point Pigot, AK	KZZ-93	162.450 MHz
Cape Hinchinbrook	WNG-532	162.525 MHz
Potato Point, AK	WNG-527	162.425 MHz
Seward, AK	KEC-B1	162.550 MHz
Whittier, AK	KXI-29	162.400 MHz
East Point, AK	WNG-530	162.500 MHz

Height referred to datum of soundings (MLLW)

Mean Higher High Water	Mean High Water	Mean Low Water
feet	feet	feet
10.2	9.3	1.4
11.2	10.3	1.4
11.9	11.0	1.5
11.5	10.6	1.5
12.1	11.2	1.6

Values for a tide station. Real-time water levels, from <http://tidesandcurrents.noaa.gov>.

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 9, Chapter 3 for details.

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

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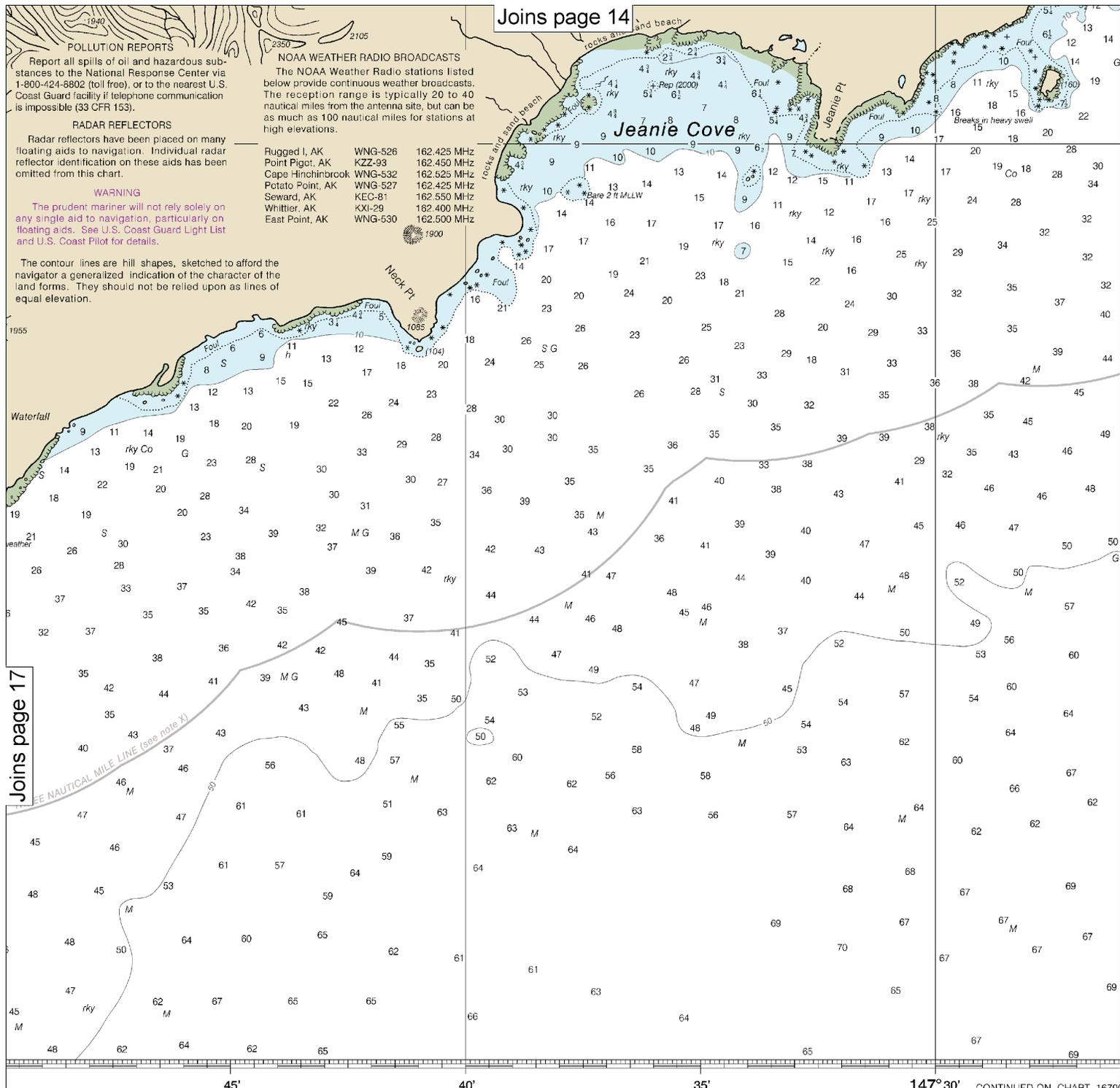
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Potato Point, AK	WNG-527	162.425 MHz
Seward, AK	KEC-81	162.550 MHz
Whittier, AK	KXI-29	162.400 MHz
East Point, AK	WNG-530	162.500 MHz



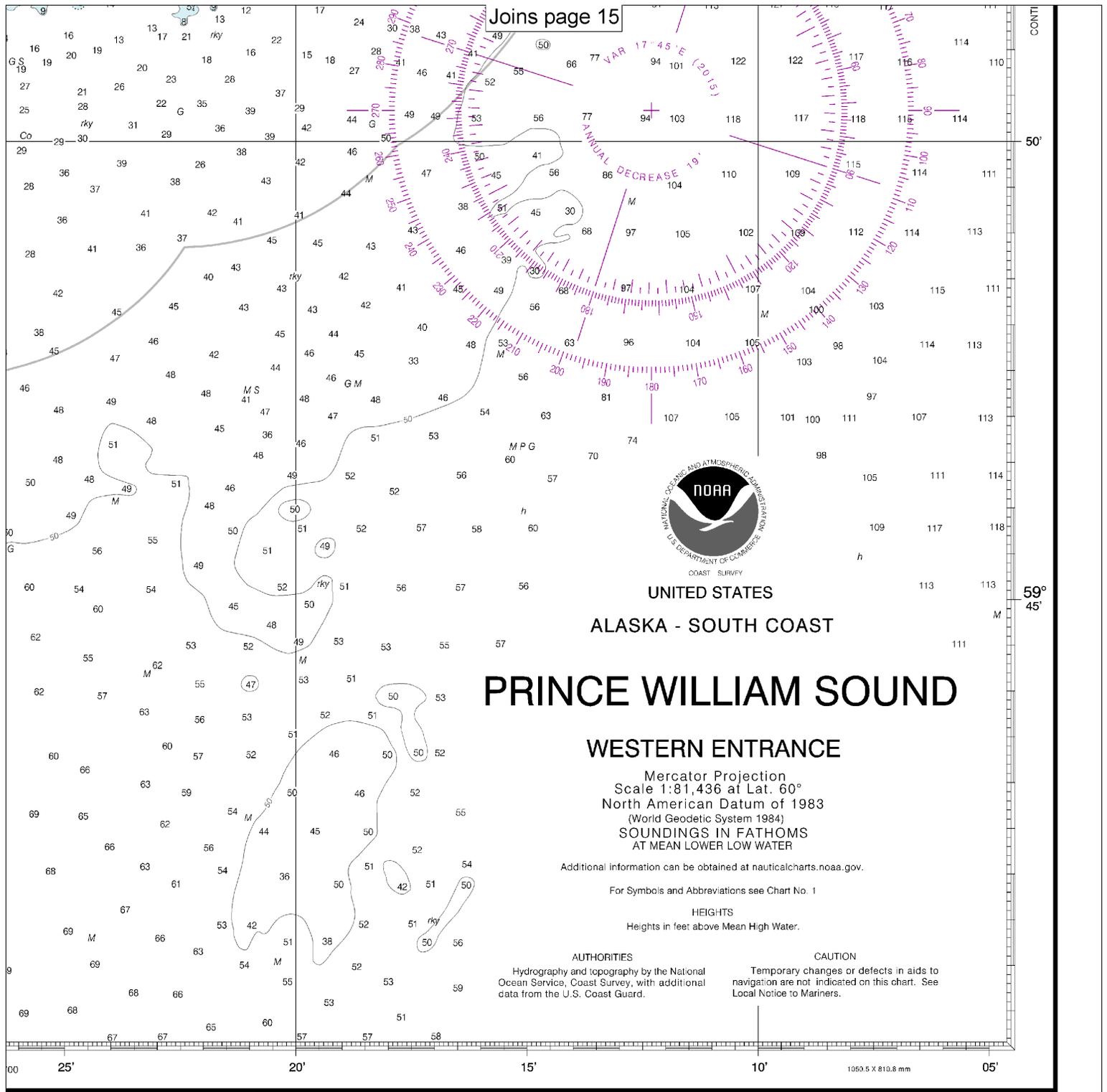
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Coast Guard and the Pacific States/British Columbia Oil Spill Response System endorse a system of voluntary measures and minimum standards for certain commercial vessels transiting along the coast here between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 9, Chapter 3 for details.

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

SOUNDINGS

Note: Chart grid lines are aligned with true north.

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UNITED STATES
ALASKA - SOUTH COAST

PRINCE WILLIAM SOUND

WESTERN ENTRANCE

Mercator Projection
Scale 1:81,436 at Lat. 60°
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.

For Symbols and Abbreviations see Chart No. 1

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.

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

SOUNDINGS IN FATHOMS

Prince William Sound, Western Entrance
SOUNDINGS IN FATHOMS - SCALE 1:81,436

16701



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.