BookletChart™

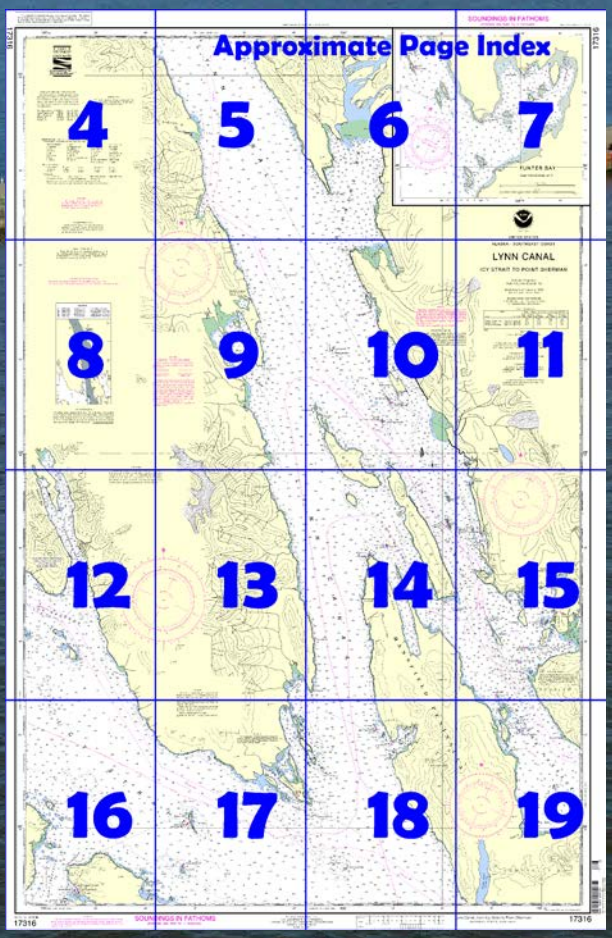
Lynn Canal – Icy Strait to Point Sherman

NOAA Chart 17316

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.

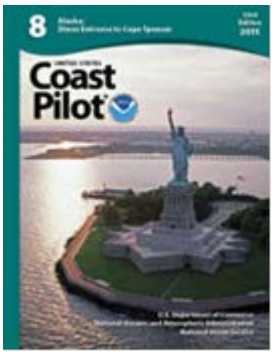
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=17316.

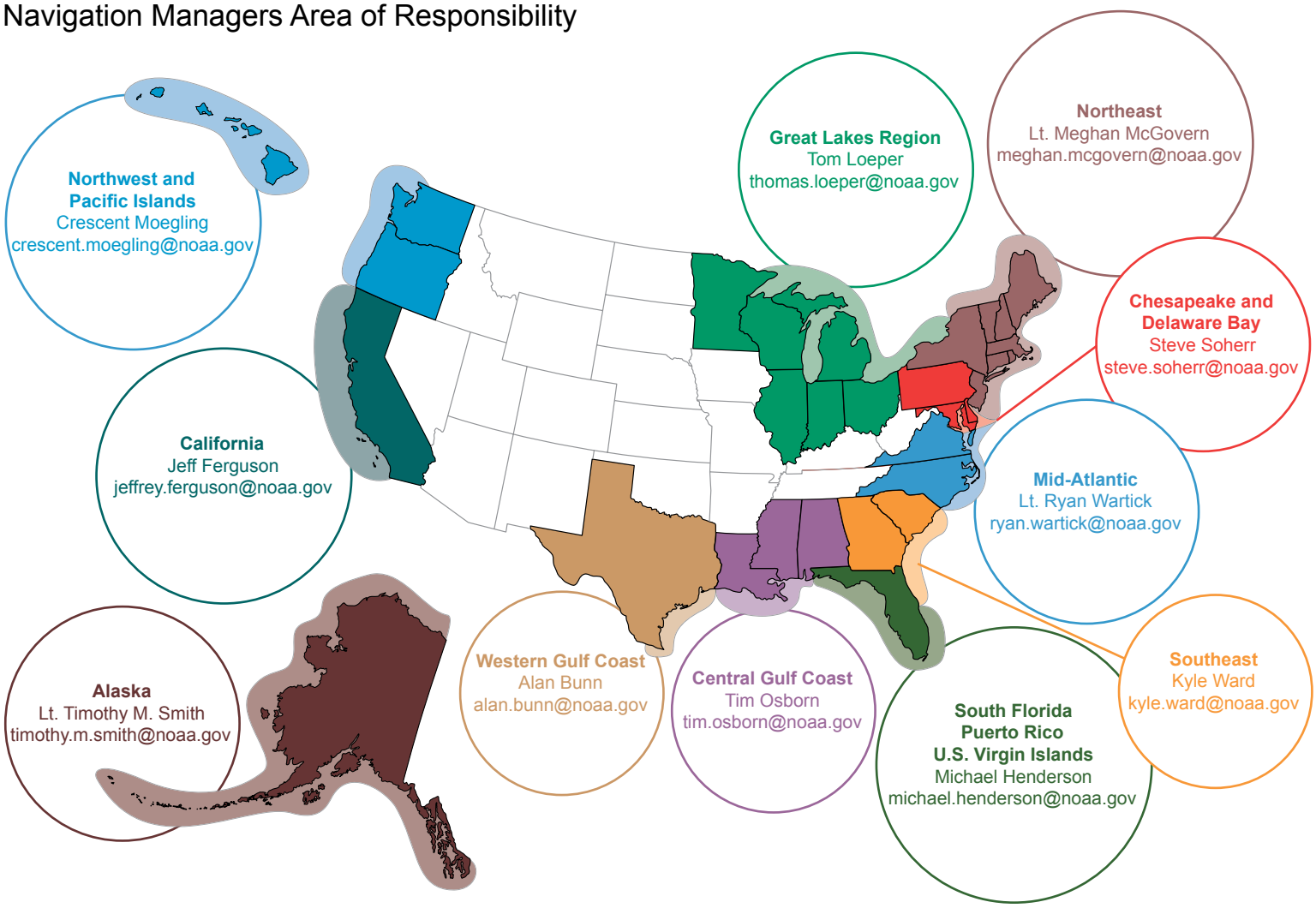


(Selected Excerpts from Coast Pilot)
Portland Island is at the junction of Stephens Passage with Saginaw Channel and Favorite Channel. A reef, covered for the most part at high water, extends 0.7 mile NW from the N end of the island **Portland Island Light** (58°21'07"N., 134°45'31"W.) marks the end of the reef.
Currents.–Tide rips and currents of considerable velocity are reported in the entrance, E and SE of the entrance buoy. The maximum flood and ebb is at the light marking the flat, and is estimated to at least 4 knots. Mariners with deep-draft vessels should make transits during slack water. The ebb current at the fuel pier has very little velocity; the flood is reported to set slightly toward the pier.
Point Gustavus (58°23'N., 135°55'W.) is the E entrance point to Glacier Bay. The beach is of gravel and boulders. It is advisable for all vessels to stay well outside Ancon Rock when rounding Point Gustavus. Old pilings of fishtraps are in the area E of the point. A shoal bare at low water is 1 mile N of the point; the bottom in this locality is broken and uneven. Depths to 9 fathoms extend 2.7 miles S of the Point.
Currents.–The tidal currents from Point Gustavus to Willoughby Island at times attain a velocity of 6 knots or more. Heavy tide rips and swirls occur abreast Beardslee Islands, especially off the channel SE of the NW island of the group. From this channel the ebb current sets across the bay and meeting the direct current coming down on either side of Willoughby Island produces heavy swirls and rips during large tides. Above Willoughby Island the currents have little velocity. (See the Tidal Current Tables for daily predictions of times and velocities of the current.)
Ice.–Numerous discharging glaciers enter the bay, and glacial ice is always present, sometimes in enormous quantities in Muir Inlet, Tarr Inlet, and Johns Hopkins Inlet. The quantity of ice discharged into Glacier Bay varies from year to year and is greatly affected by seismic activity and local weather. Variations in ice conditions throughout the bay follow no absolutely predictable pattern. Water circulation near the glaciers is very erratic as freshwater enters at all depths. Swirls and eddies are common and cause the ice to move slowly in all directions. After a dry spell, rain causes calving and dense ice packs. When the ice falls from the faces of the glaciers, it may create waves 30 feet high. Therefore, small boats should not approach closer than 0.5 mile to active glaciers. Icebergs are unstable and should not be approached closely because, if disturbed by swell from the small boat passing, they may roll over or break apart at any time.
Beginning in January, Glacier Bay is at times frozen in its upper reaches and in the bays and inlets where much freshwater is discharged. In the upper end of all bays and inlets, the ice never gets thick during the winter freeze-over, and it either thaws or is broken by the wind and waves. The greatest amount of float ice is found in the spring, and it lessens as the season advances. In June the ice in front of the glaciers, as seen from mountains farther down, appears to be solid at the head of the bay. More ice comes down the bay on the large tides than the small, and winds also exert a marked influence on the ice movements. Occasionally in the winter the great mass of ice from Muir Glacier is congested in Muir Inlet as far S as Wachusett Inlet, and in the summer as far S as Muir Point. Icebergs are frequently in Glacier Bay off Tlingit Point, and occasionally a few small bergs are S of Willoughby Island. The ice from Lamplugh Glacier and Reid Glacier is so scattered that vessels usually have little difficulty in passing. Tarr Inlet almost never has a dense ice pack except at the face of Margerie Glacier and Grand Pacific Glacier. Usually ice cover in Johns Hopkins Inlet is dense in the winter as far E as Lamplugh Glacier. It covers only the SW leg of the inlet in the summer. Ice may occasionally be thick as far SE as Drake Island. Fog is frequently in the bay, particularly in late summer.
Caution.–The navigation of Glacier Bay outside of the main channels is not considered safe without local knowledge. The shoals are occasionally marked by grounded ice.
Ocean liners and other vessels that cruise the bay are advised to watch for kayaks and canoes in the area.

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

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

Navigation Managers Area of Responsibility

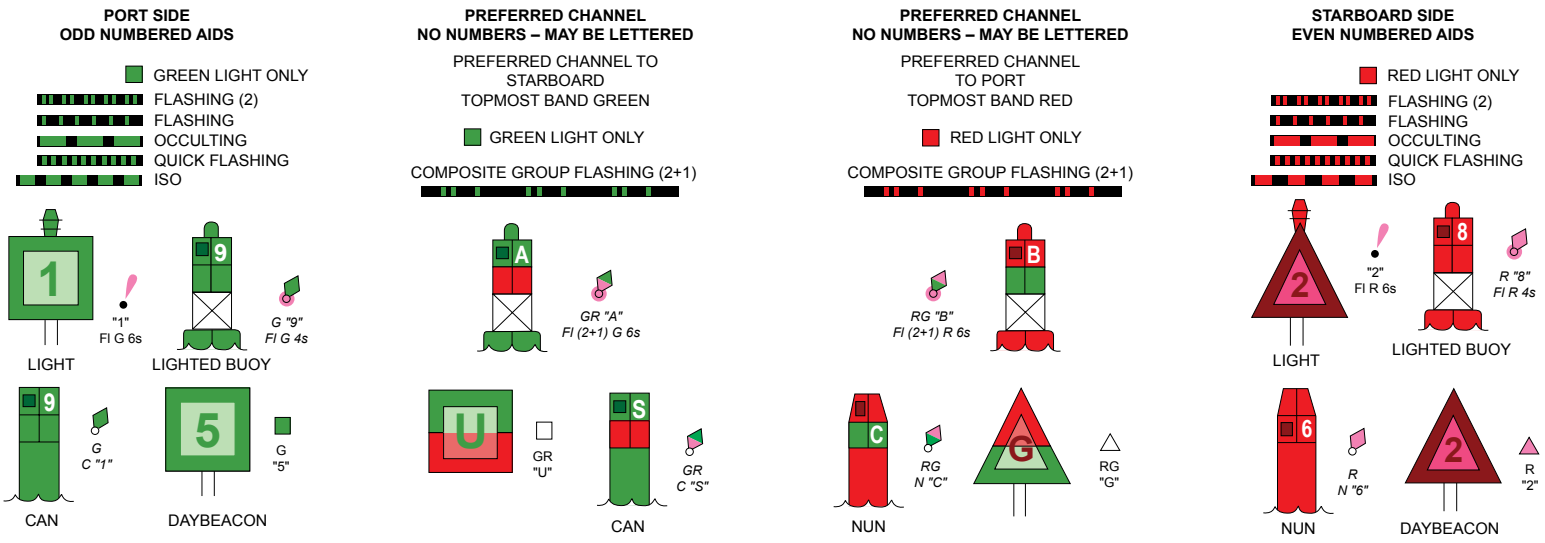


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*

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

135°30' 25' 20' 15' JOINS CHART 17317

58° 50'

45'

40'

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.

Mt. Robert Barron, AK	KZZ-87	162.450 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Althorp Peak, AK	KZZ-86	162.425 MHz
Haines, AK	WXM-97	162.400 MHz
Juneau, AK	WXJ-25	162.550 MHz

VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevation bare.

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	N nun	R TR radio tower
Al alternating	IQ interrupted quick	OBSC obscured	Ro. rotating
B black	Iso isophase	Oc occulting	s seconds
Bn beacon	LT HO lighthouse	Or orange	SEC sector
C can	M nautical mile	Osc oscillating	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
	Mo morse code	R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co cora	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) 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.

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.

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).

Endicott R

Lance Pt

William Henry Bay

Beardslee R

Danger Pt

Cable Area

MAGNETIC

VAR 20°30'E (2014)

ANNUAL

Joins page 8

Printed at reduced scale. ~~SCALE 1:80,000~~

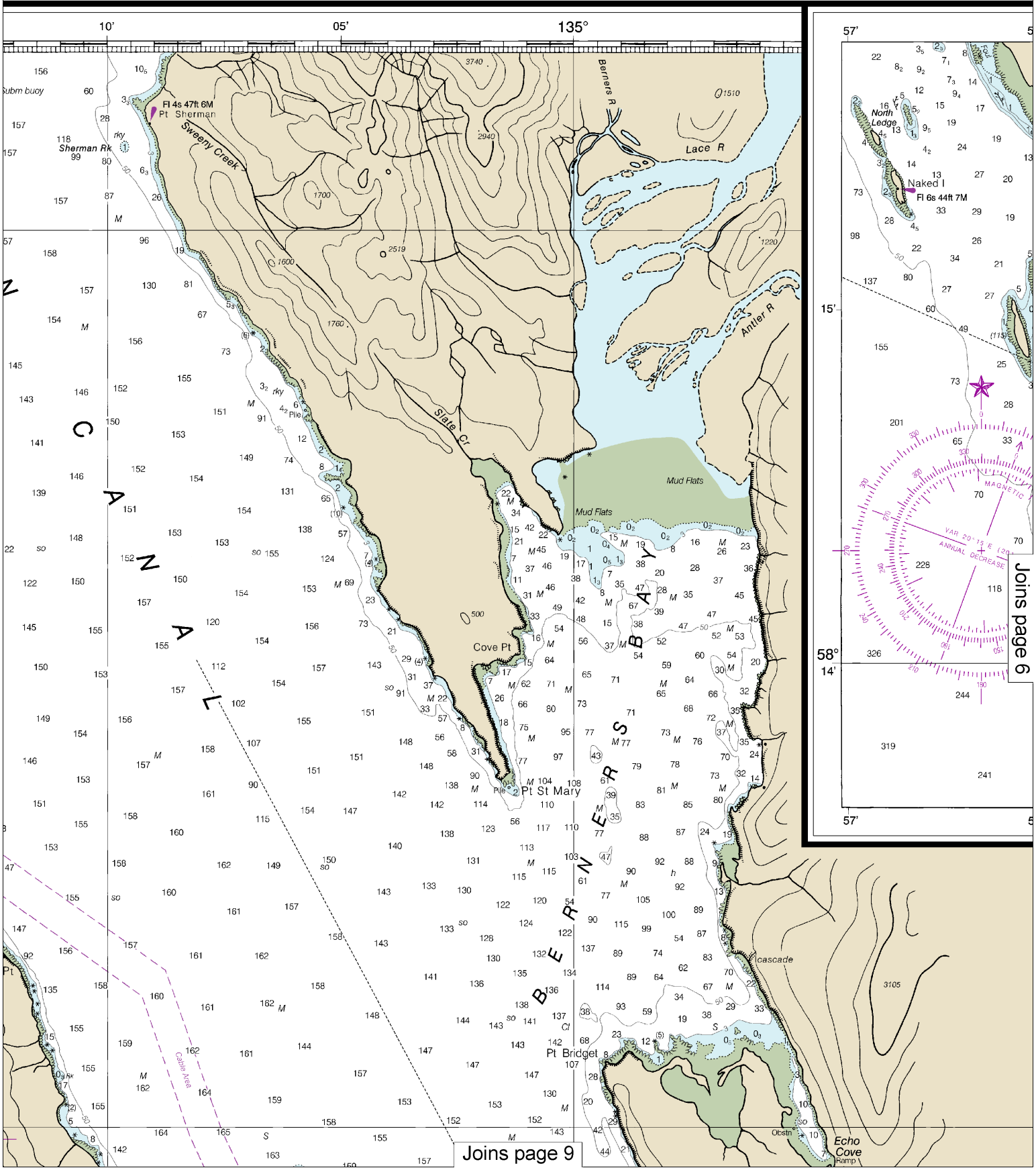
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

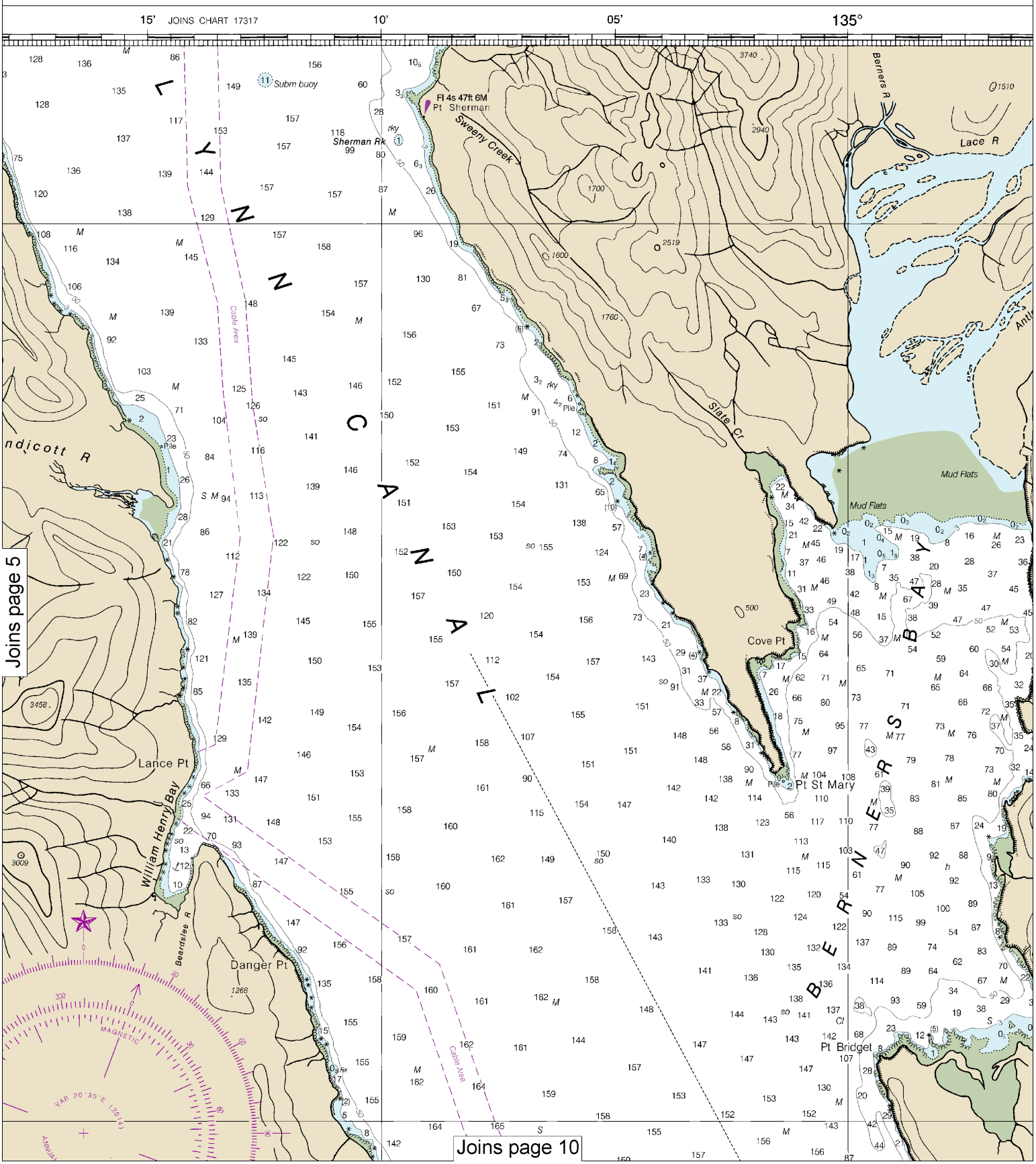
See Note on page 5.

Note: Chart grid lines are aligned with true north.

Formerly C&GS 8302, 1st Ed., Sept. 1897 C-1932-393 KAPP 2631



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Printed at reduced scale. ~~SCALE 1:80,000~~

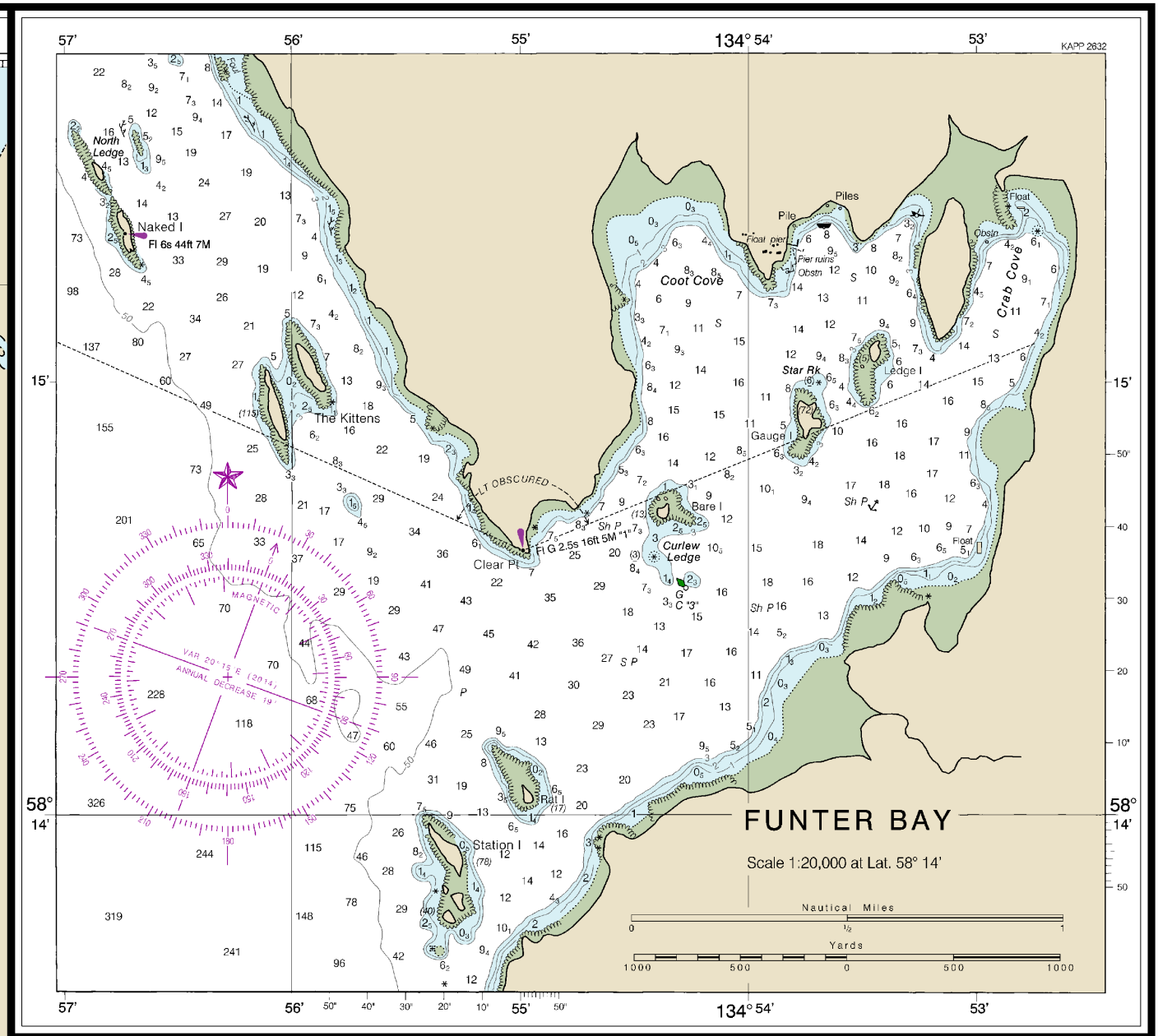
Nautical Miles: 1 0 1 2 3 4 5 6 7

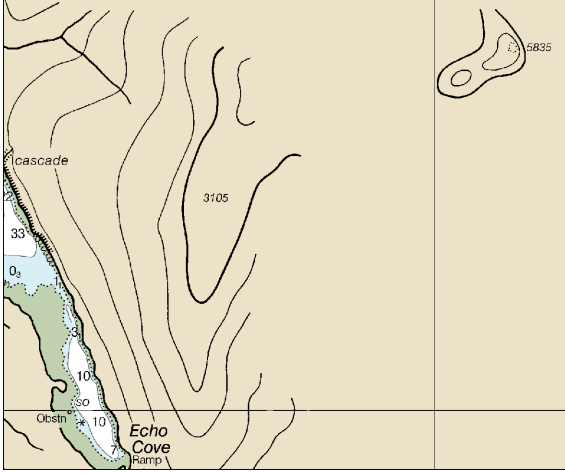
Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Note: Chart grid lines are aligned with true north.

17316





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

LYNN CANAL

Joins page 11 IT TO POINT SHERMAN

21st Ed., Nov. 2014. Last Correction: 12/6/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

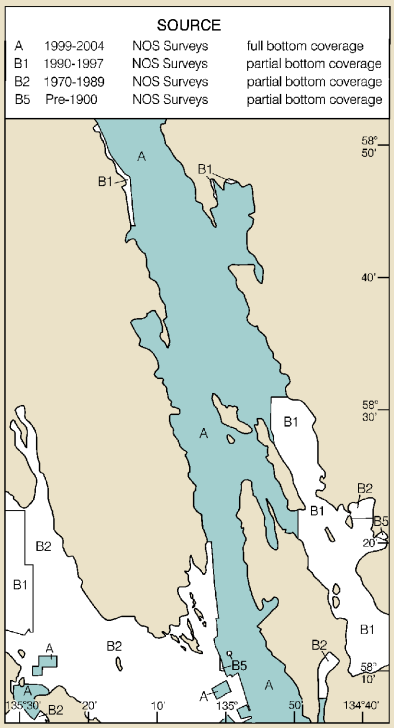
Joins page 4

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, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.



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.

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

Shoalings amounting to as much as 6 feet have been disclosed in several critcal shoal areas from Cross Sound to Excursion Inlet. It is probable that the Alaska Earthquake of July 10, 1958 created these shoalings and others not yet discovered. Mariners are urged to use caution when navigating over or near critical depths.

Mt Nun Min 4329

3944

4540

3650

4170

4335

840

Piles

Lynn Brothers

40'

35'

58° 30'

Joins page 12

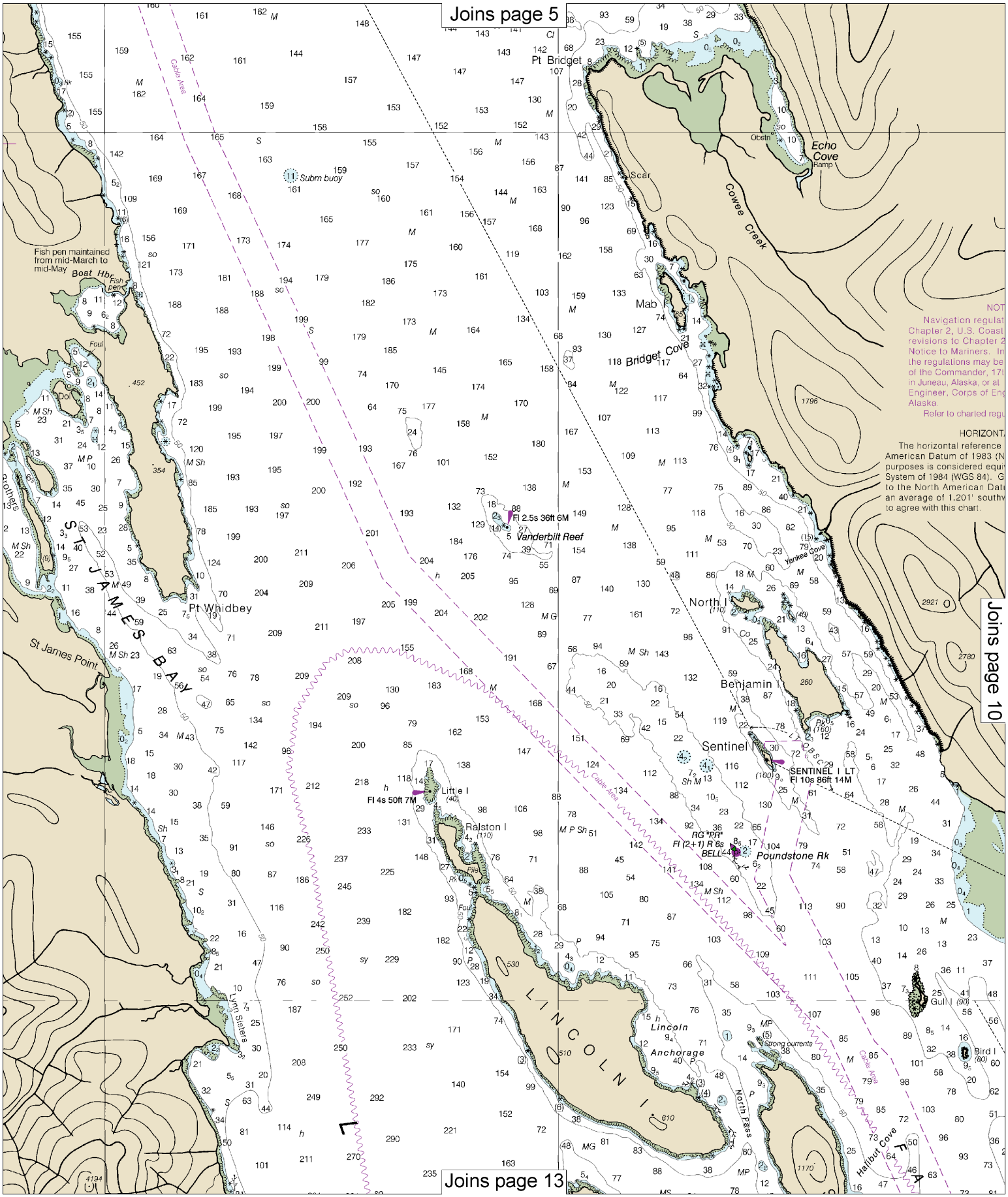
Printed at reduced scale. ~~SCALE 1:80,000~~

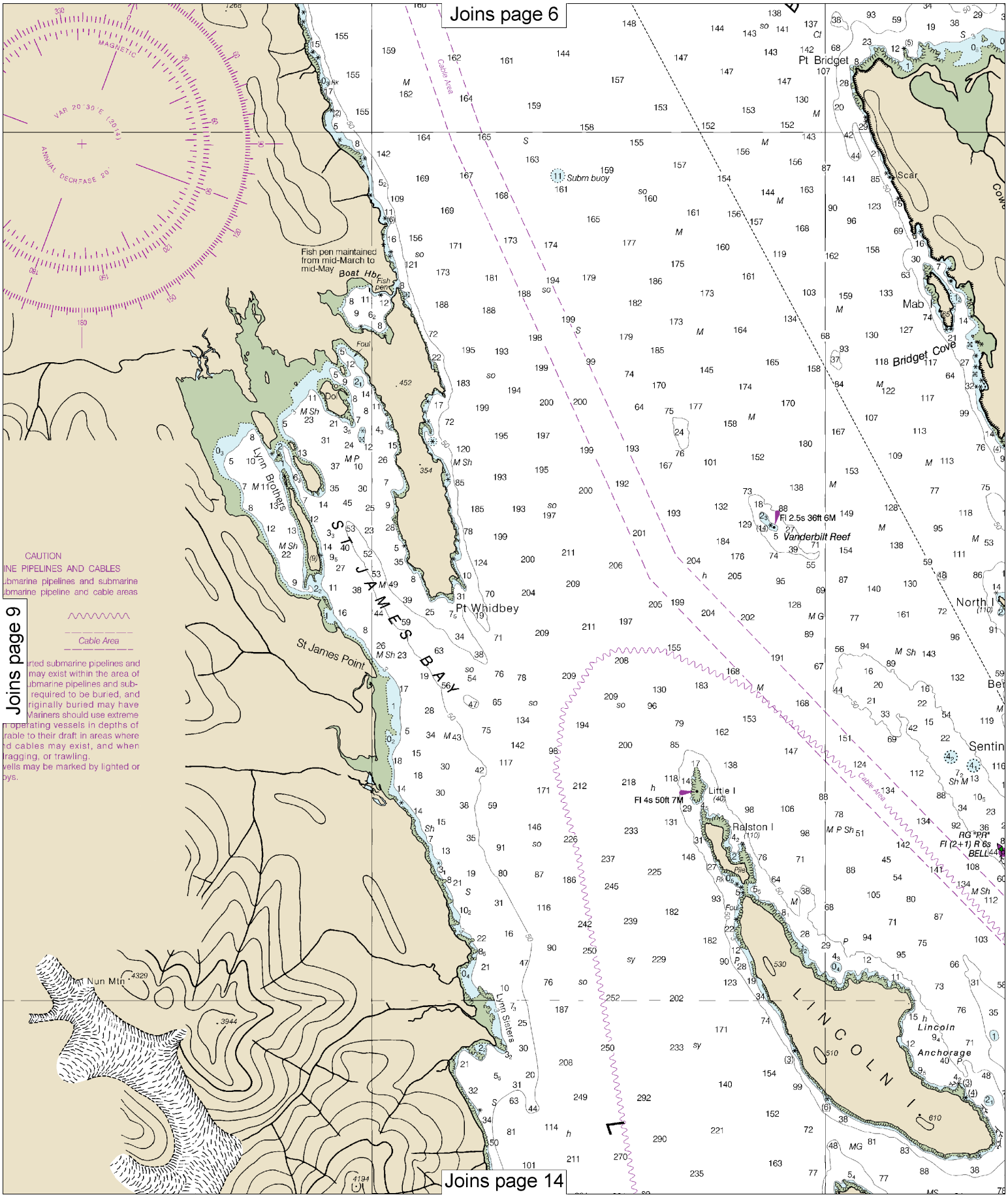
See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 10
Joins page 13
Pt Bridget
Echo Cove
Ramp
Obstn
Scar
Cowee Creek
Subm buoy
Fish pen maintained from mid-March to mid-May
Boat Hbr
Fish pen
Foul
Mab I
Bridget Cove
Vanderbilt Reef
Fl 2.5s 36ft 6M
Yankee Cove
North I
Benjamin I
Sentinel I
SENTINEL I LT
Fl 10s 86ft 14M
Pt Whidbey
St James Point
ST JAMES BAY
Little I
Fl 4s 50ft 7M
Ralston I
RG "PR"
Fl (2+1) R 6s
BELL
Poundstone Rk
Cable Area
LINCOLN I
Lincoln Anchorage
Strong currents
North Pass
Halibut Cove
Gull I
Bird I
Lynn Sisters
Joins page 10
Joins page 13



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Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Joins page 7

UNITED STATES

ALASKA - SOUTHEAST COAST

LYNN CANAL

ICY STRAIT TO POINT SHERMAN

Mercator Projection
Scale 1:80,000 at Lat 58° 12'

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 obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE		Height: referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Funter, Funter Bay	(58°15'N/134°54'W)	15.1	14.2	1.6
Barlow Cove	(58°20'N/134°53'W)	15.8	14.8	1.6
William Henry Bay	(58°13'N/135°14'W)	15.7	14.8	1.6

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.

(Sep 2014)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. 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.

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.201' southward and 6.485' westward to agree with this chart.

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, U.S. Coast Guard and Canadian Hydrographic Service.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

AIDS TO NAVIGATION

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

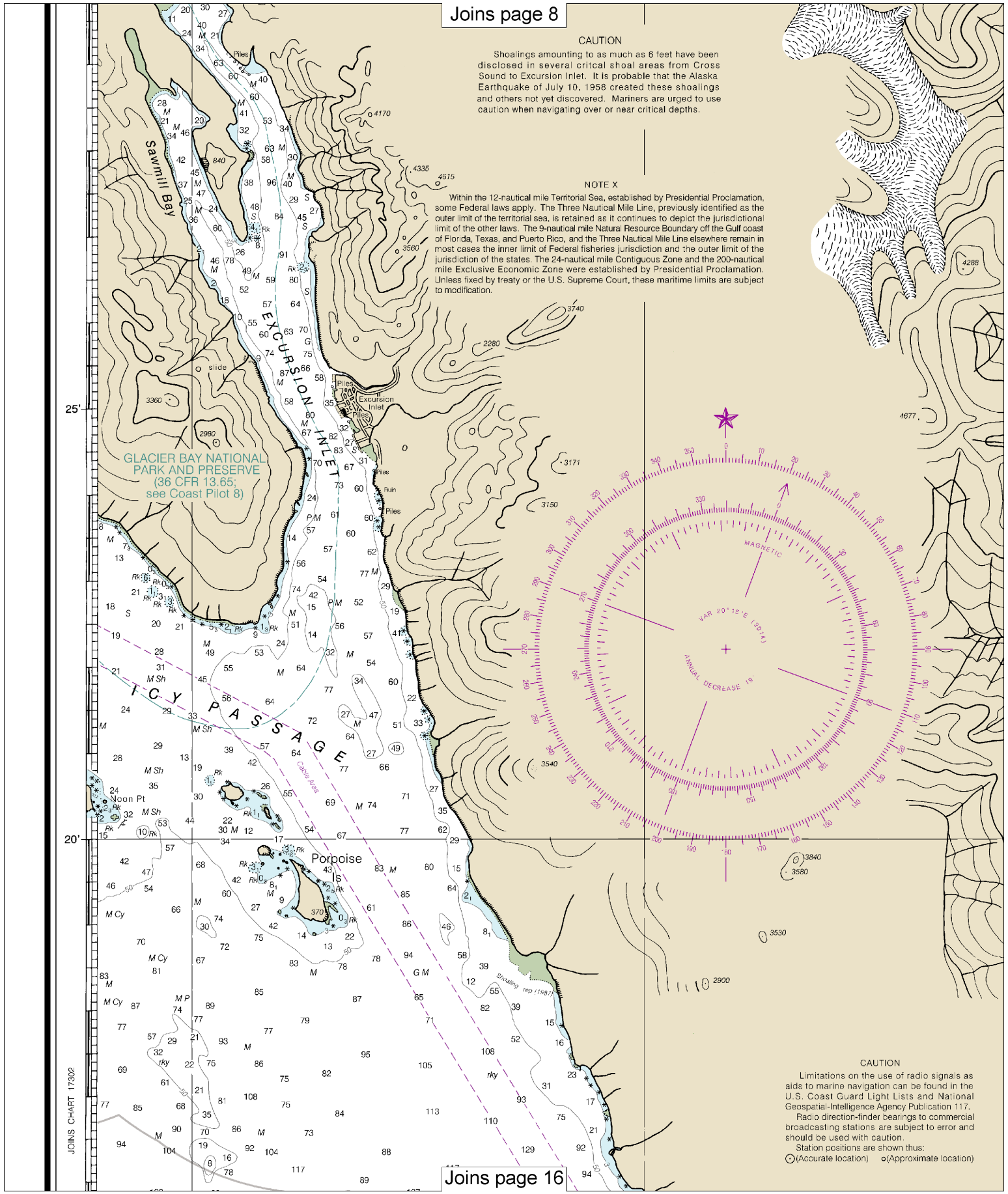
CAUTION

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

Echo Cove
Ramp
Obstn
Cowee Creek
Yankee Cove
SENTINEL I LT
Fl 10s 86ft 14M
Poundstone Rk
Strong currents
Gull I
Bird I
North Pass
Halibut Cove
Eagle Glacier
Eagle River
Herbert R
Herbert Glacier
Windfall Lake
Eagle Hbr
Peterson Cr
Amalga Hbr
Pearl Harbor
MAGNETIC
VAR 20°30'E (20

40'
35'
58°
30'

Joins page 15



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

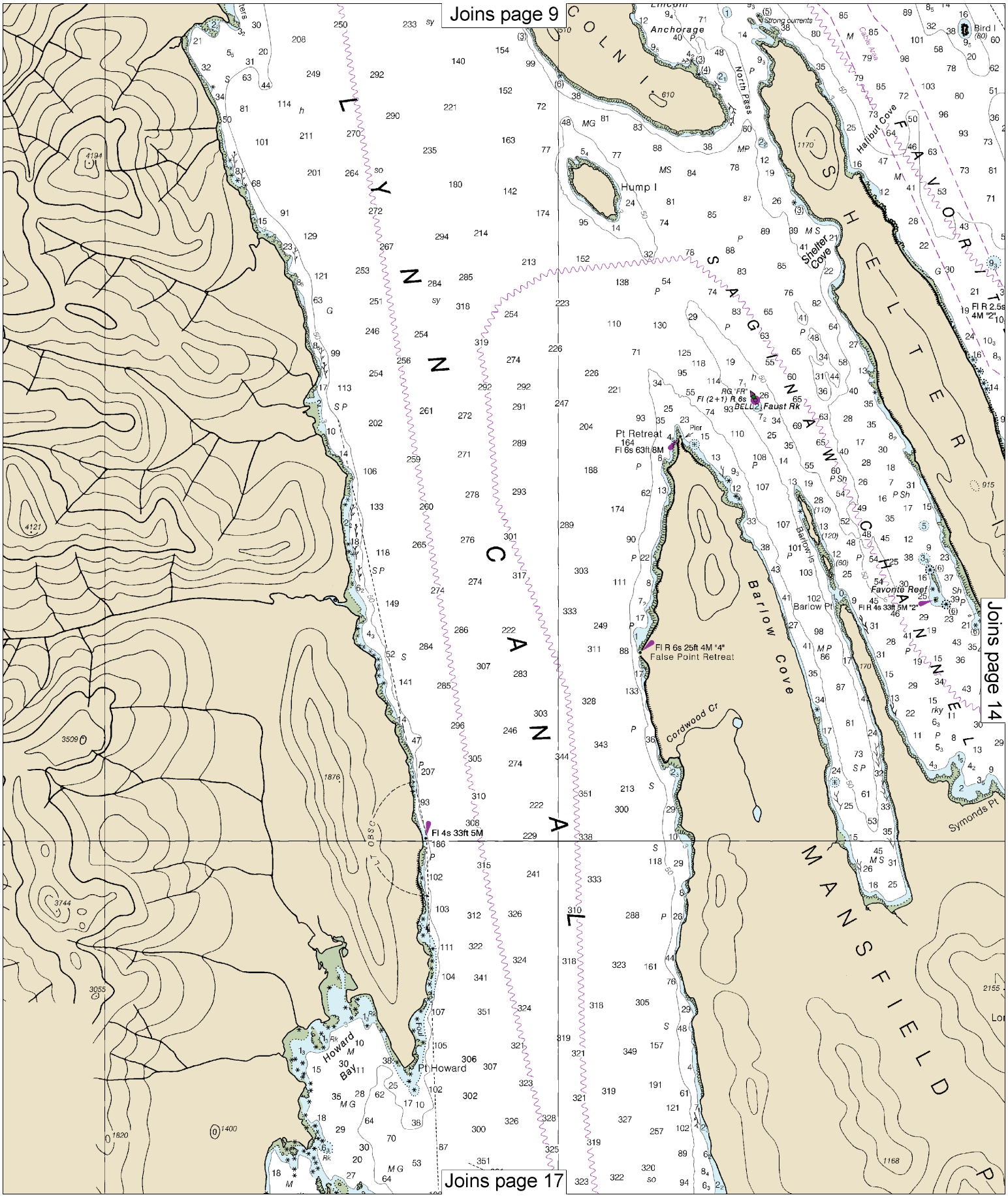
Nautical Miles

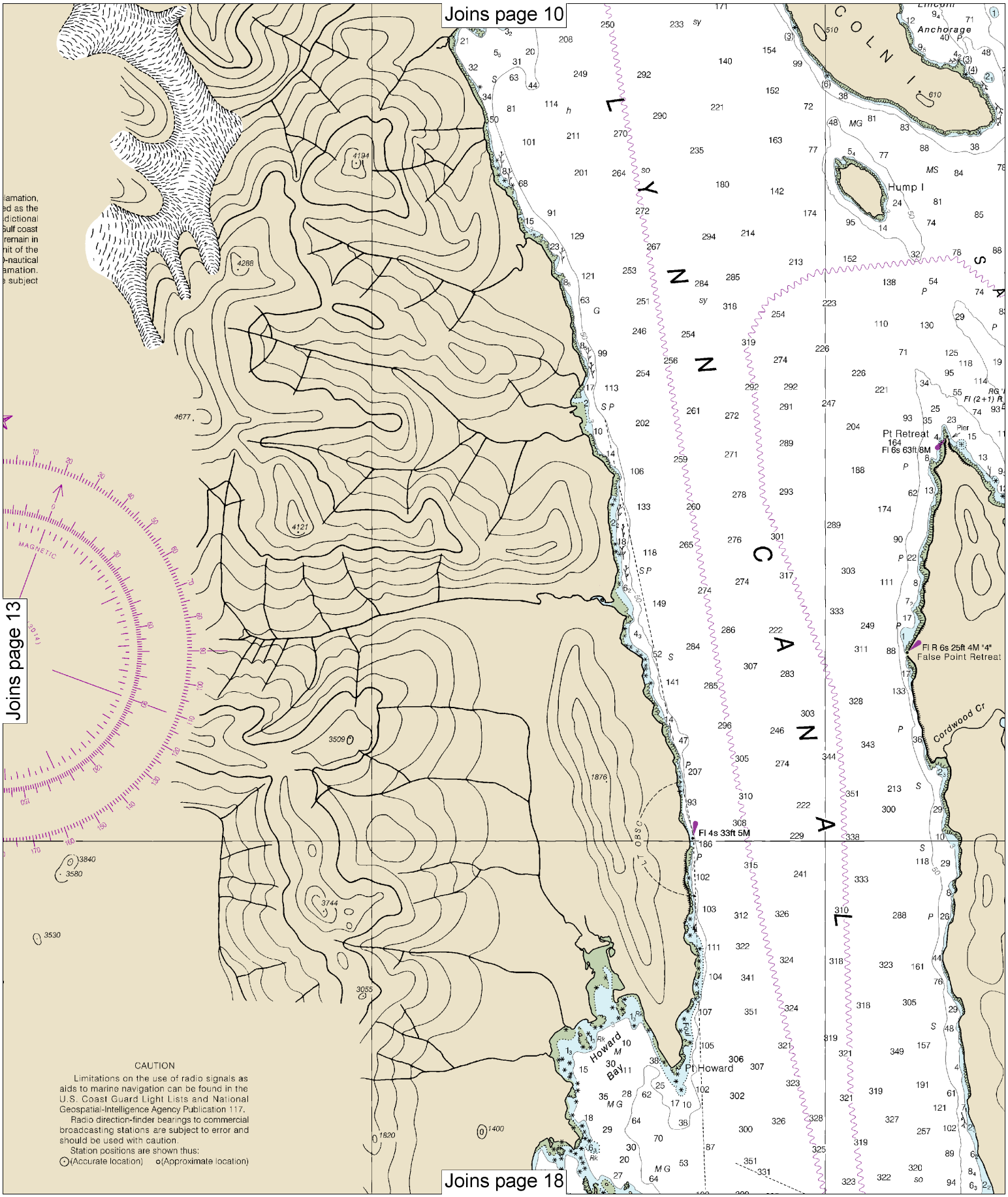
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 9
Joins page 14
Joins page 17
Anchorage
Strong currents
North Pass
Hump I
Halibut Cove
Shelter Cove
Pt Retreat
Fl 6s 63ft 8M
Faust Rk
Fl (2+1) R 6s
Fl R 6s 25ft 4M "4"
False Point Retreat
Barlow Cove
Barlow Pt
Favonite Reef
Fl R 4s 33ft 5M "2"
Cordwood Cr
Fl 4s 33ft 5M
Pt Howard
Howard Bay
Symonds Pt
Bird I
Fl R 2.5s 4M "2"
LYNN CANAL
SHELTER I
SAVORY PT
SAGWAY
MANSFIELD P



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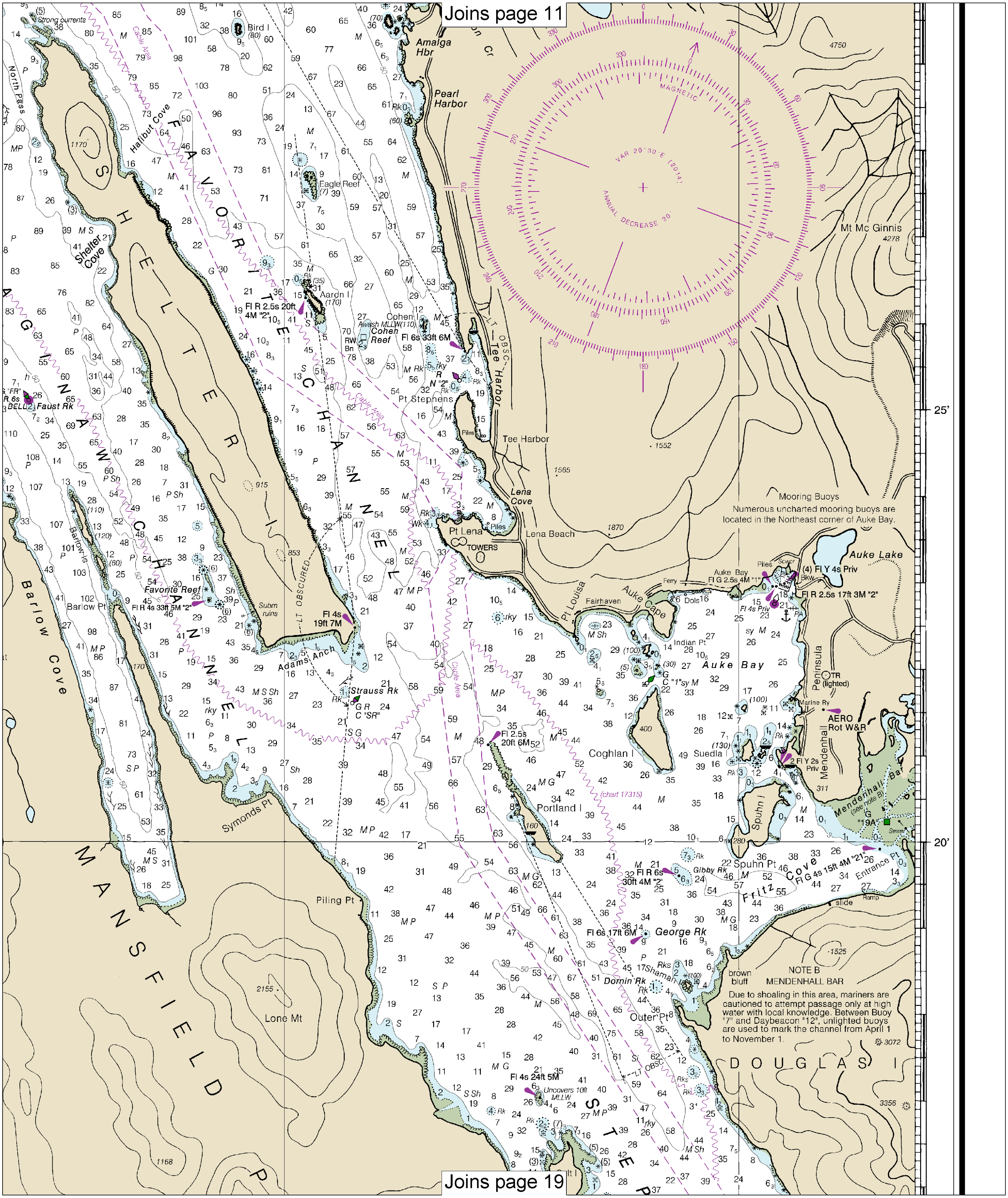
Nautical Miles

1 0 1 2 3 4 5 6 7

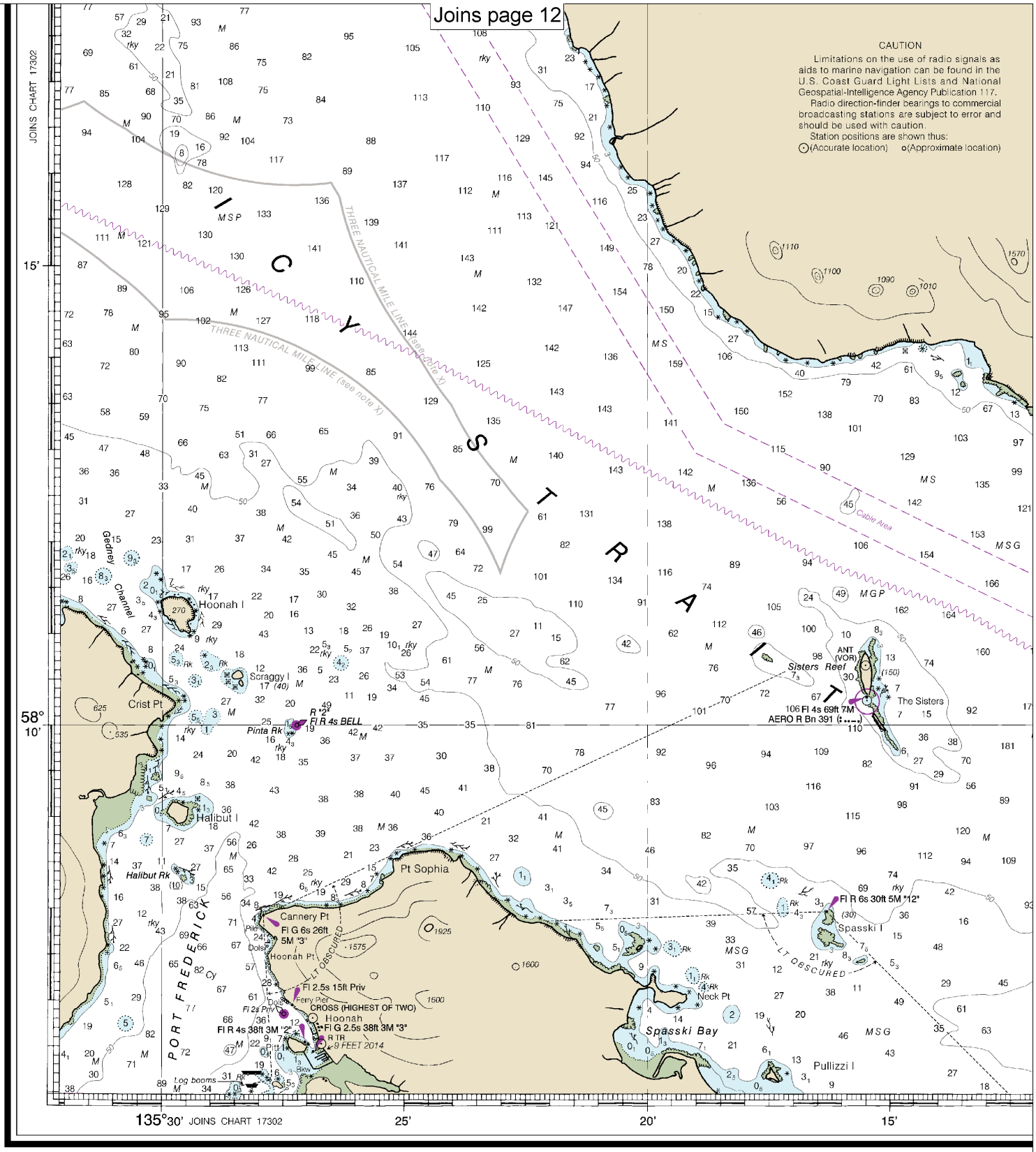
Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.



Joins page 11
Joins page 19
Strong currents
Bird I
Amalga Hbr
Pearl Harbor
North Pass
Halibut Cove
SHELTER I
FAVORITE CHANNEL
SAGINAW CHANNEL
Shelter Cove
Eagle Reef
Aaron I
Fl R 2.5s 20ft 4M "2"
Cohen I
Awash MLLW(110)
Cohen Reef
RW Bn
Fl 6s 33ft 6M
R N "2"
Pt Stephens
Tee Harbor
Cable Area
VAR 20°30'E (2014)
ANNUAL DECREASE 20'
MAGNETIC
Mt Mc Ginnis
Faust Rk
BELL
Barlow Is
Barlow Pt
Barlow Cove
Favorite Reef
Fl R 4s 33ft 5M "2"
Subm ruins
LT OBSCURED
Fl 4s 19ft 7M
Adams Anch
Strauss Rk
G R C "SR"
Lena Cove
Pt Lena
TOWERS
Lena Beach
Mooring Buoys
Numerous uncharted mooring buoys are located in the Northeast corner of Auke Bay.
Auke Lake
Auke Bay Fl G 2.5s 4M "1"
(4) Fl Y 4s Priv
Fl R 2.5s 17ft 3M "2"
Pt Louisa
Fairhaven
Auke Cape
Dols
Fl 4s Priv
Indian Pt
Auke Bay
Peninsula
TR (lighted)
Marine Ry
AERO Rot W&R
Mendenhall
Fl 2.5s 20ft 6M
Coghlan I
Suedla I
2 Fl Y 2s Priv
Mendenhall Bar (see note B)
G "19A"
Sewer
Portland I
(chart 17315)
Spuhn I
Symonds Pt
MANSFIELD P
Fl R 6s 30ft 4M "2"
Gibby Rk
Spuhn Pt
Fritz Cove
Fl G 4s 15ft 4M "21"
Entrance Pt
Ramp
slide
Piling Pt
Fl 6s 17ft 6M
George Rk
brown bluff
NOTE B
MENDENHALL BAR
Due to shoaling in this area, mariners are cautioned to attempt passage only at high water with local knowledge. Between Buoy "7" and Daybeacon "12", unlighted buoys are used to mark the channel from April 1 to November 1.
Shaman I
Dornin Rk
Outer Pt
Lone Mt
LT OBSC
DOUGLAS I
Fl 4s 24ft 5M
Uncovers 10ft MLLW
STEP
25'
20'



17316

SOUNDINGS IN FA
(FATHOMS AND FEET TO 11 FATH

21st Ed., Nov. 2014. Last Correction: 12/6/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

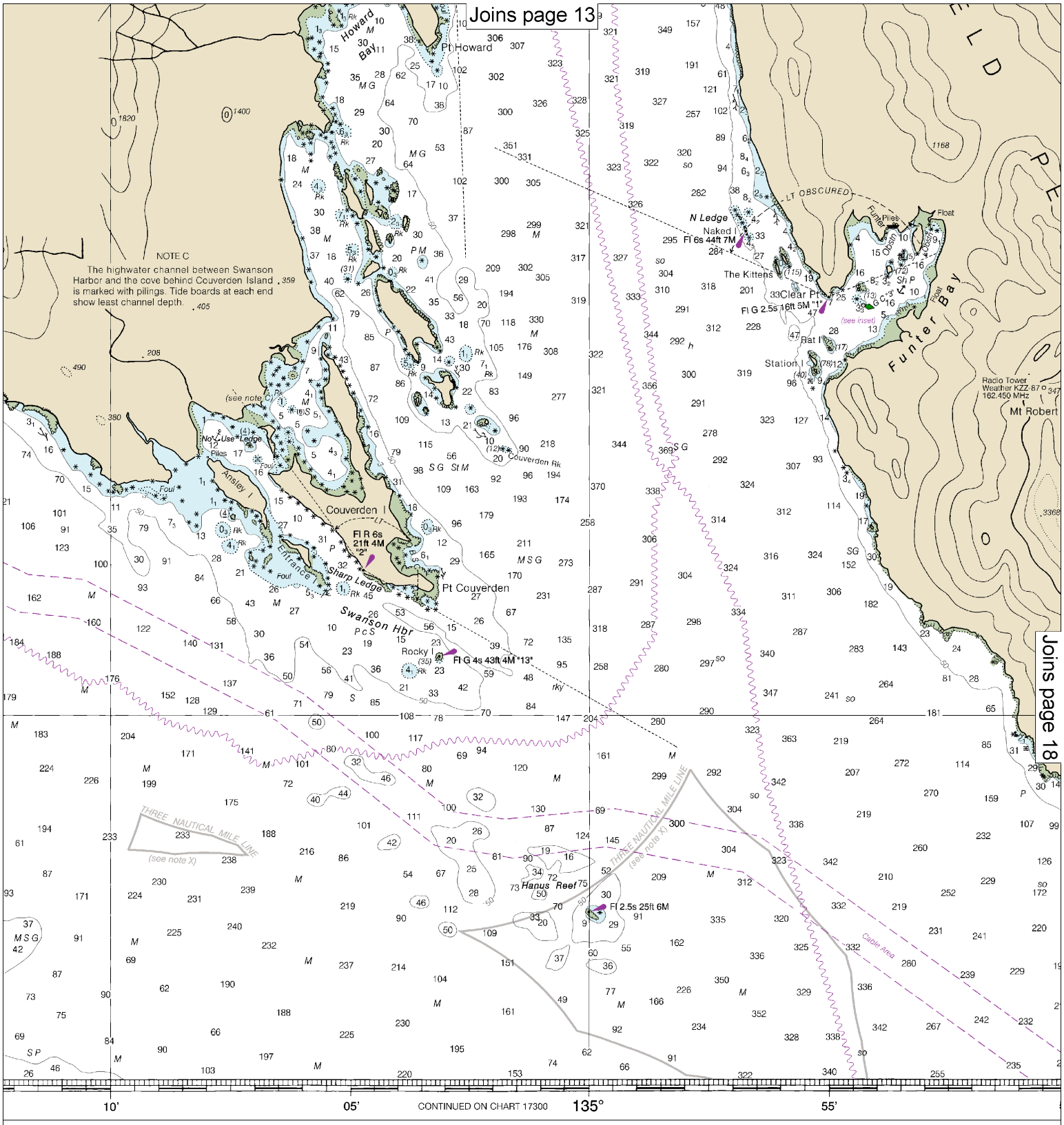
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

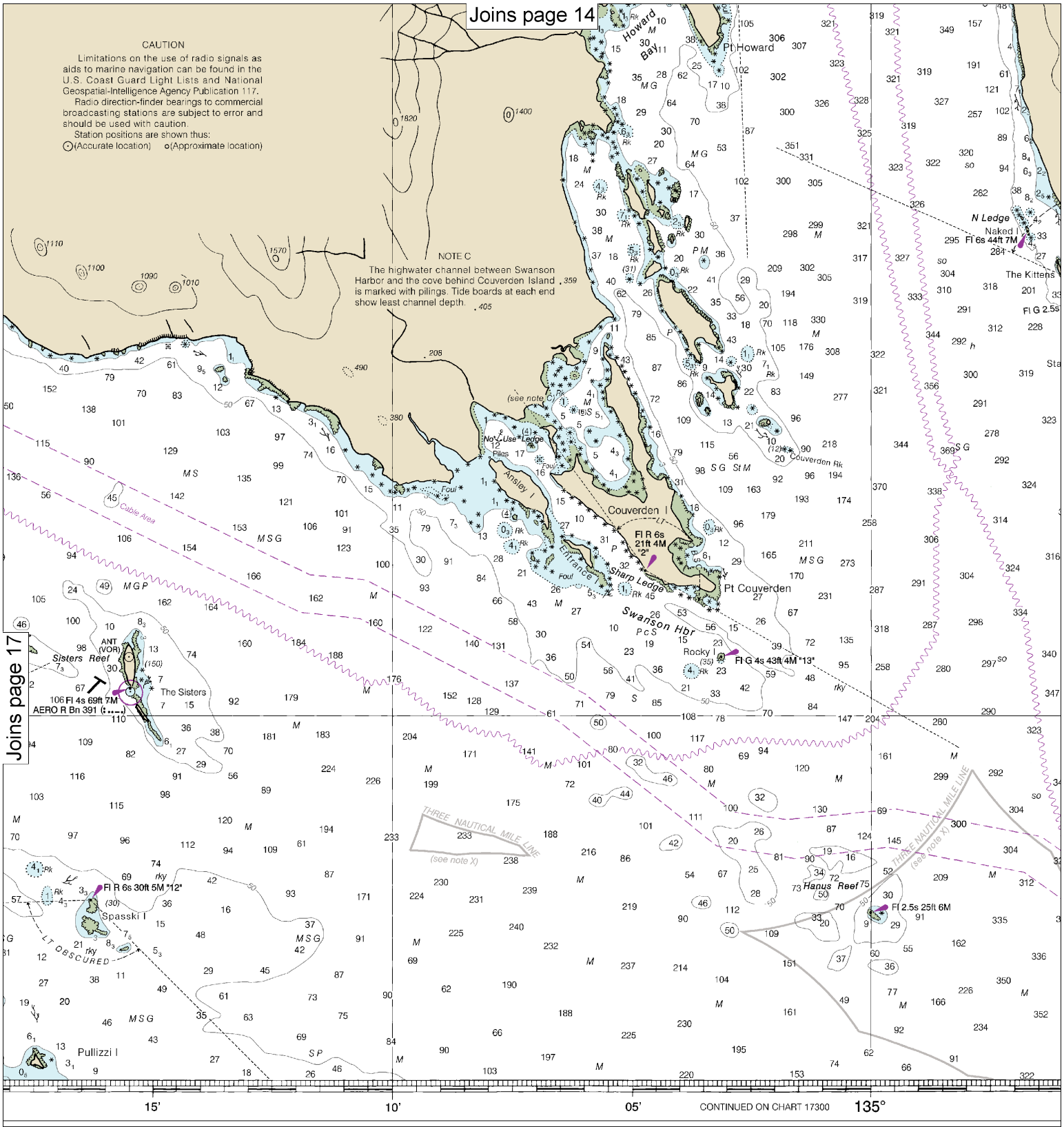


THOMS

(HOMS)

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	
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

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NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3
FEET	6	12	18
METERS	1 2 3 4 5 6		

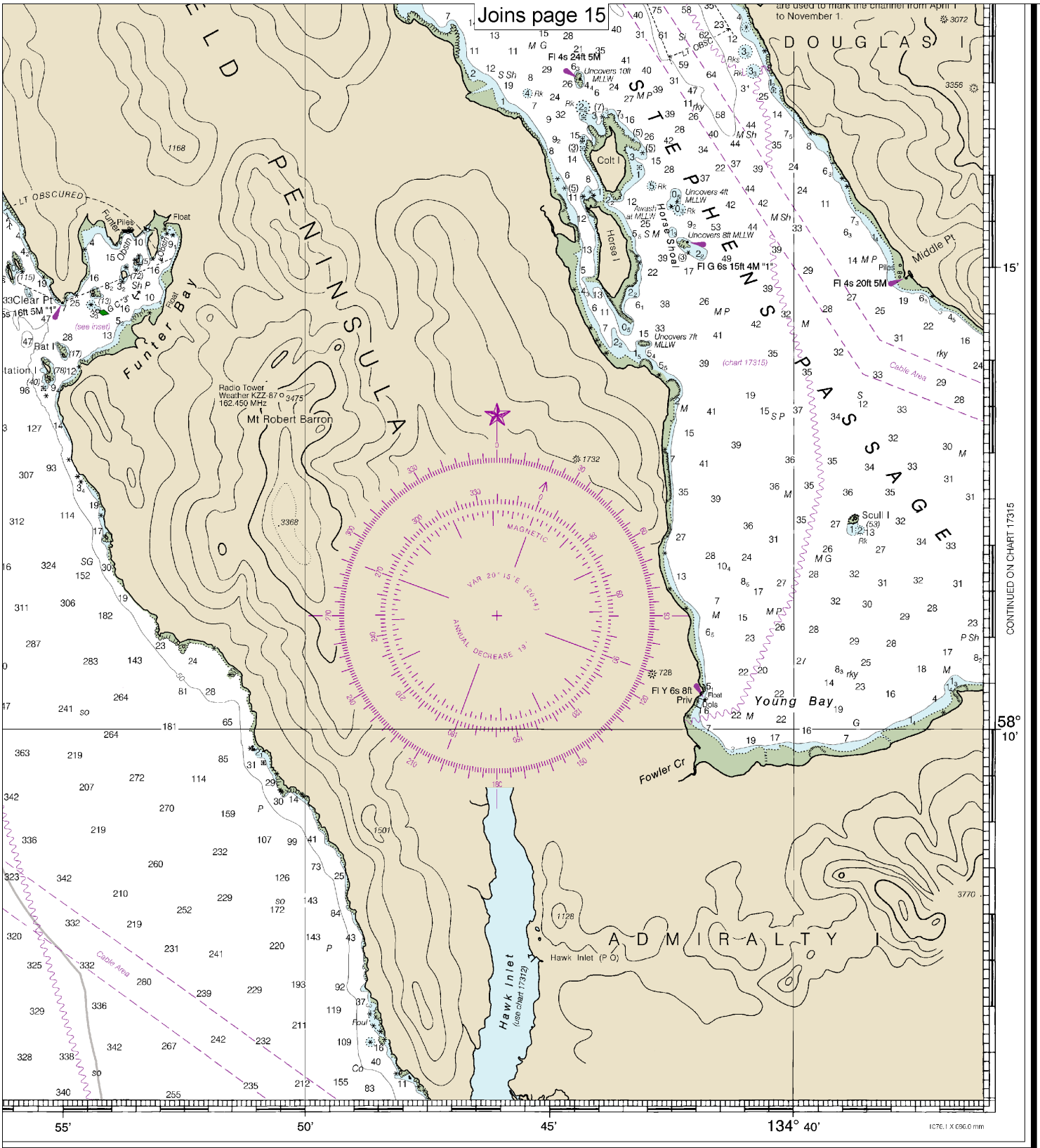
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



Lynn Canal, from Icy Strait to Point Sherman

SOUNDINGS IN FATHOMS - SCALE 1:80,000

17316

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican 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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