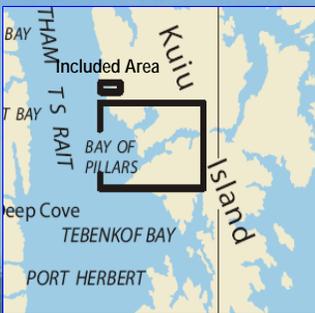


BookletChart™

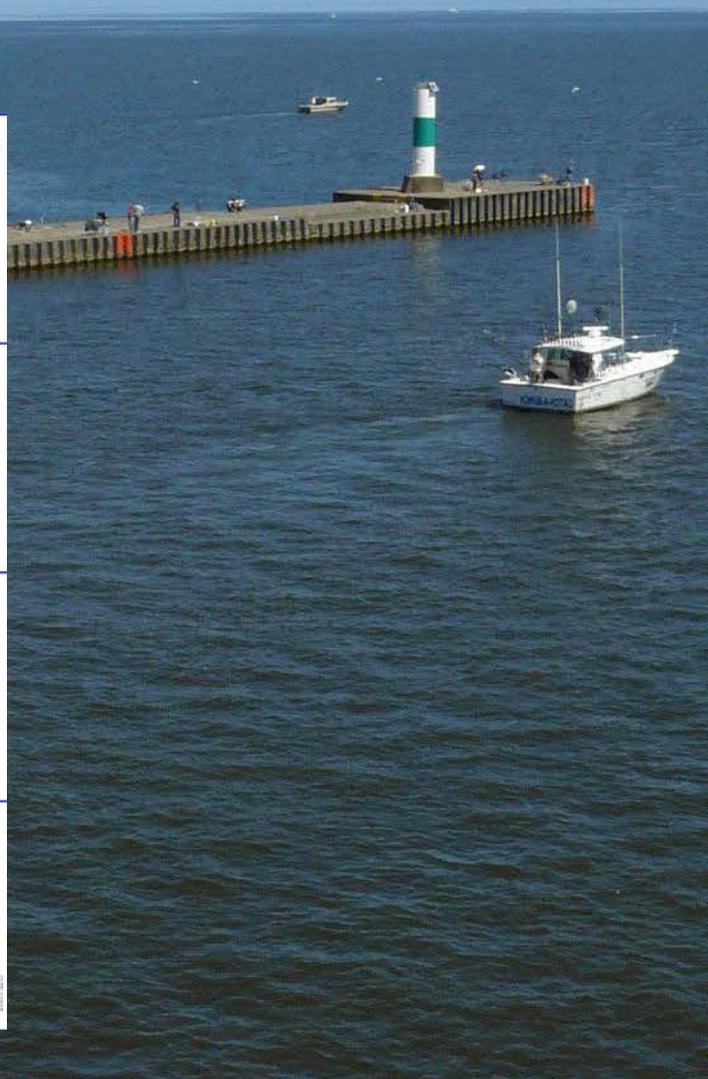
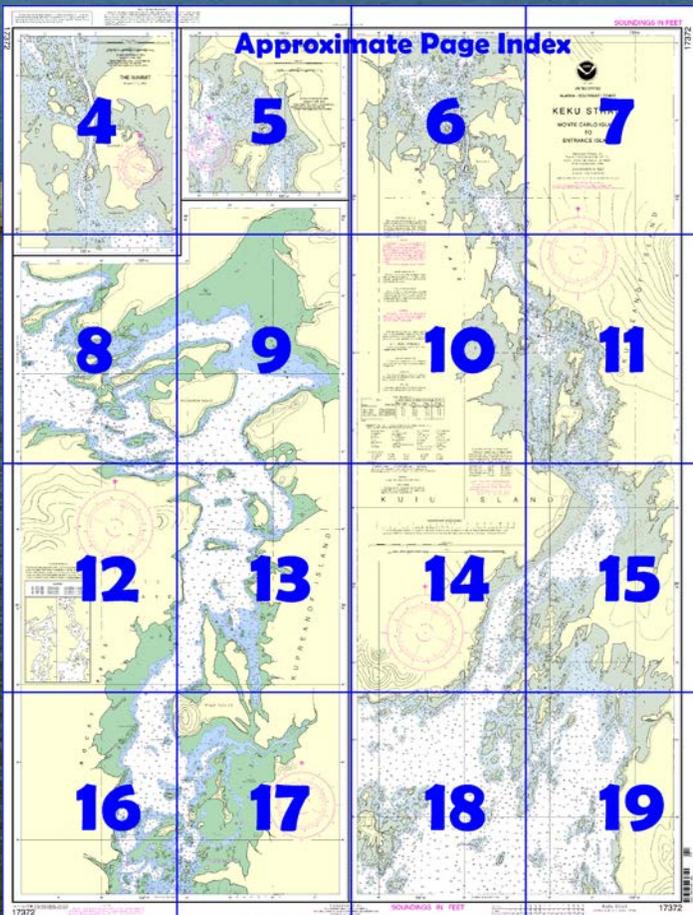


Keku Strait – Monte Carlo Island to Entrance Island NOAA Chart 17372

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.

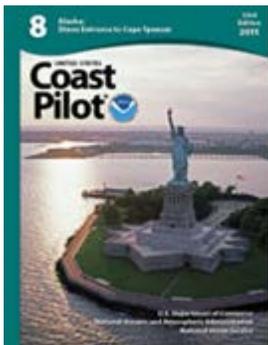
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=17372>.



(Selected Excerpts from Coast Pilot)

Skiff Island (56°31.1'N., 133°41.0'W.), on the E side of the bay at the S end of Keku Strait, is surrounded by rocks and reefs. A small-boat passage is E of the island.

Monte Carlo Island, near the center of the bay, is a relatively large islet, 2.5 miles SSW of the entrance to Rocky Pass. It is surrounded by foul ground and heavy kelp, particularly to the S, E, and N. Clear of the foul ground to the N, is a passage leading to the W that affords indifferent

anchorage in 6 to 7 fathoms, sticky bottom. The small cove on the N side of the island affords anchorage for small craft, but the entrance is difficult because of the numerous rocks and reefs.

Rocky Pass has its S entrance about 8 miles N of Point Barrie. The E side of the entrance is bounded by foul ground and heavy kelp, offering a few bays for small boats.

A Federal project provides for a channel dredged to a depth of 5 feet through Devils Elbow and The Summit, the shallowest parts of the pass. The depths through Rocky Pass are generally shallow, and small craft can anchor practically anywhere with the aid of the chart. Larger craft can anchor the S end of the pass for a distance of 2 miles until opposite **Tunehean Creek** and select anchorage according to draft, either to N or S of the midchannel reef off the mouth of the creek. At the N end of Rocky Pass, larger craft can anchor in Big John Bay, Stedman Cove, or in the channel as far S as 1 mile below High Island.

Devils Elbow, about 14 miles N of Point Barrie, is the most dangerous part of the pass. The channel here makes a full right-angle turn. In 2007, the channel had a controlling depth of 3.7 feet with shoaling to 2.5 feet along the edge of the channel at Daybeacon 17.

Local magnetic disturbance.—Differences of as much as 3° from the normal variation have been observed in the Devils Elbow in the vicinity of 50°38'N., 133°41'W.

Beck Island is a small island in the center of the pass about 6.5 miles N of the S entrance and about 0.7 mile S of Summit Island. S of Beck Island is **Brown Bear Head Island** with off-lying rocks awash to the S.

Summit Island, a relatively large island about halfway through the pass, is at the S end of the most constricted part of the pass, known as The Summit. The island is low and wooded to the high-water mark, with large tide flats about the N and E sides.

The Summit is the narrow passage, W and NW of Summit Island, through which a channel has been dredged. The channel had a controlling depth of 4 feet in 2009. Passage through The Summit should be attempted only with local knowledge.

Tides.—The range of tide at The Summit is about the same as at Ketchikan, but the time of tide occurs about ½ hour later than at Ketchikan. In the S and N bays of Keku Strait, the range of tide is about 0.8 of that at Ketchikan, and the time of tide is about the same as at Ketchikan. When proceeding in either direction, it is best to enter Rocky Pass about 1½ to 2 hours before high water. There are many places at each end of Rocky Pass where vessels waiting for the tide can anchor. Strangers should make passage on a rising tide and be careful to remain in the channel because of the many unmarked dangers close to the channel edge.

Currents.—The flood current enters Keku Strait at both ends and meets in varying places between High Island and The Summit. At the entrance to Rocky Pass, tidal current has a velocity at strength of 0.9 to 1.2 knots. At Devils Elbow the velocity of current is 1.8 to 2.4 knots, this being the strongest current encountered in the pass. Slack water occurs at practically high and low water. The period of slack at low water lasts only 5 or 10 minutes, and the current attains considerable velocity within a half hour of this time. The high-water slack lasts considerably longer, and passage through Devils Elbow can easily be made within an hour before and after the high-water slack.

At The Summit strong currents set in within 1 hour of high-water slack attaining a velocity of about 2.6 knots. Through The Summit and the passages N of The Summit, the currents are quite variable because of frequent shallow depths and the intricate topography. High-water slack occurs near high water, but the ebb current runs for a considerable time after low water.

**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

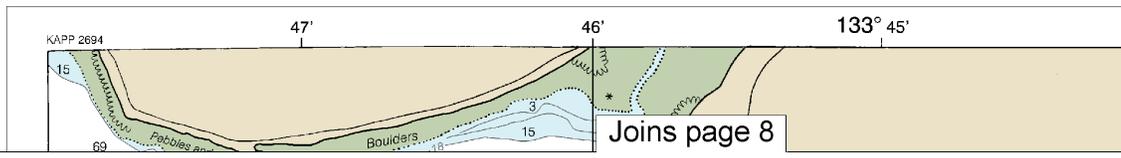
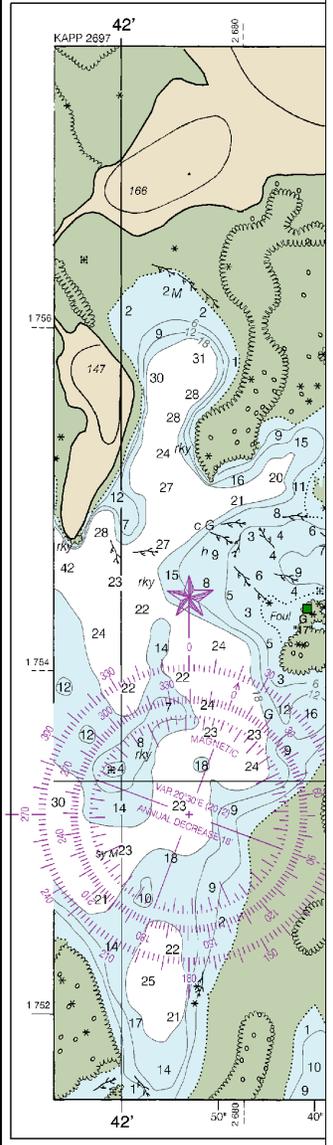
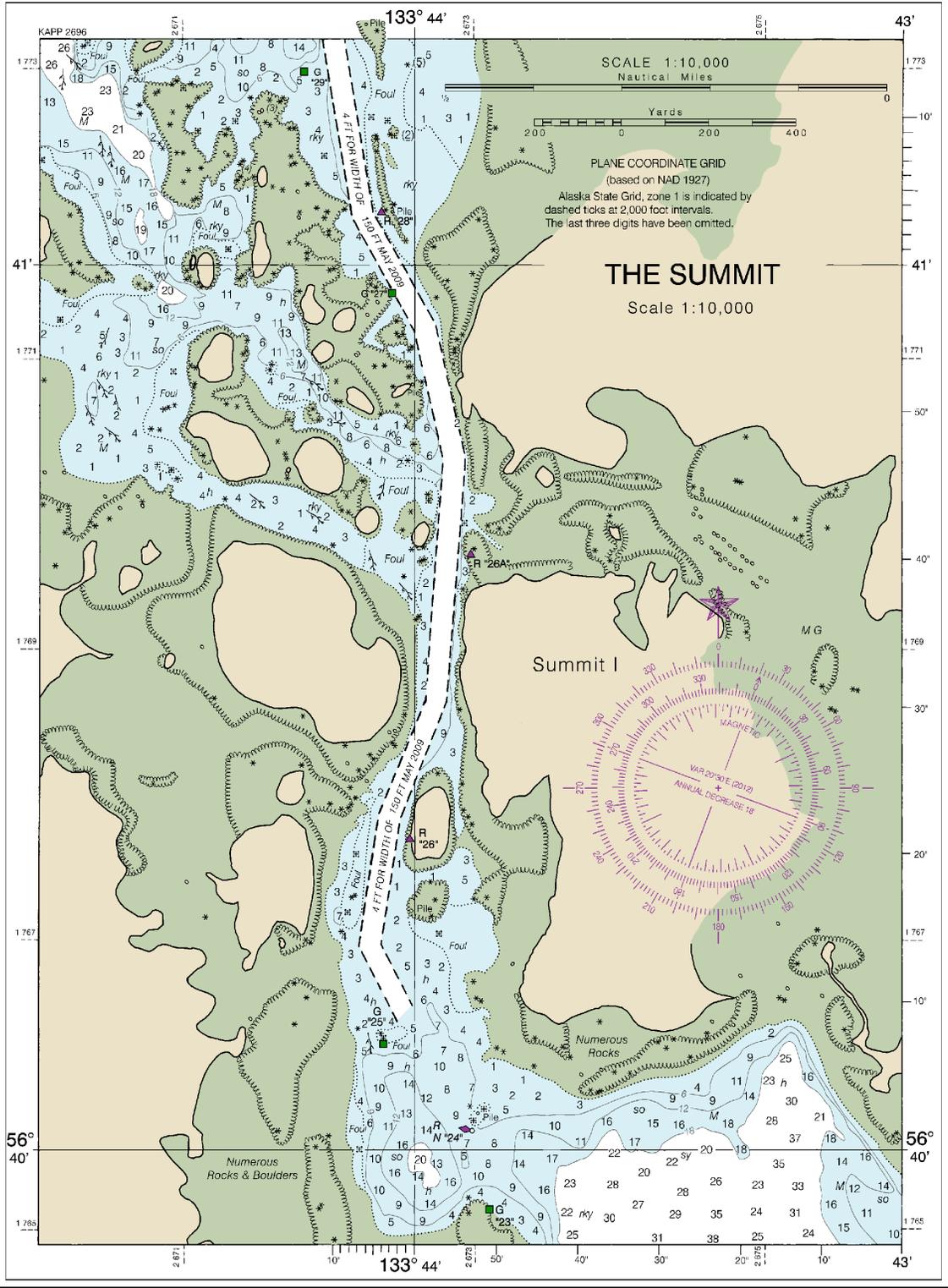
on navigable waters except Western Rivers



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>

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

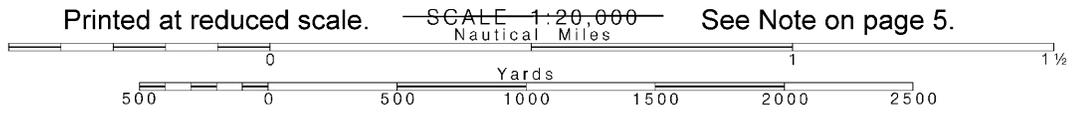
17372



Joins page 8

4

Note: Chart grid lines are aligned with true north.



133° 41'

DEVILS ELBOW

Scale 1:10,000

Nautical Miles

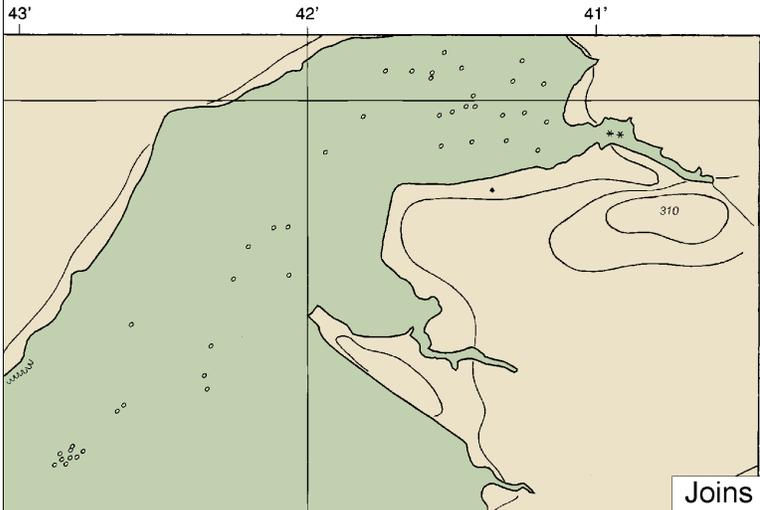
Yards

200 0 200 400

PLANE COORDINATE GRID

(based on NAD 1927)
Alaska State Grid, zone 1 is indicated by dashed ticks at 2,000 foot intervals.
The last three digits have been omitted.

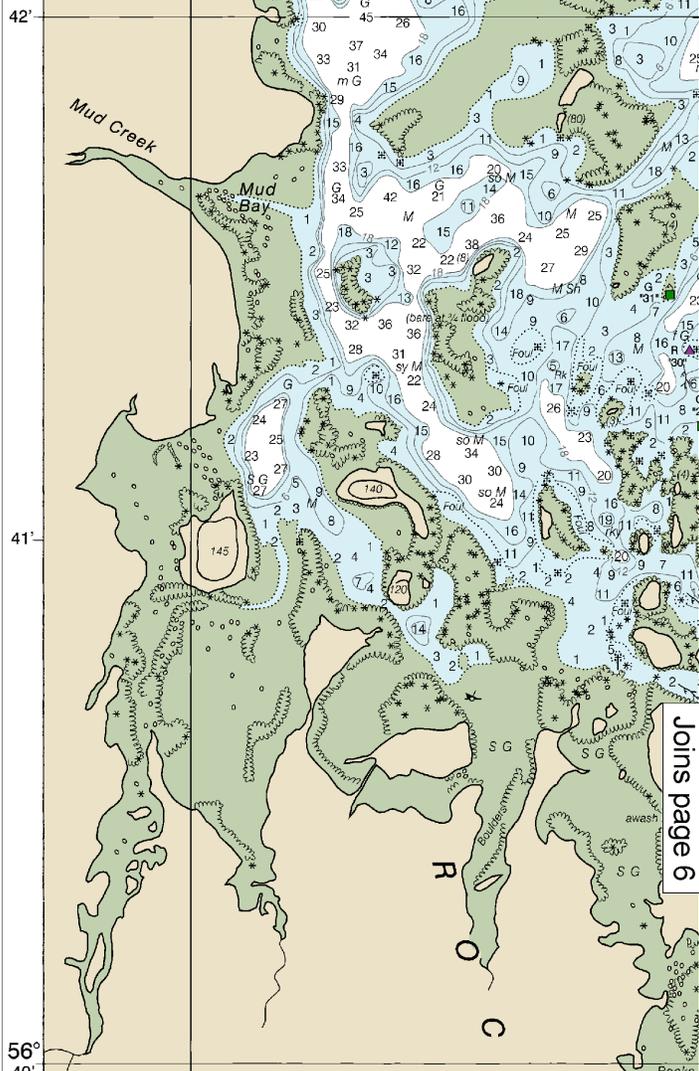
133° 41'



Joins page 9

KAPP 2695

46° 50' 40' 30' 20' 10' 45' 50'



56° 40'

Joins page 6

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 1.258' southward and 6.306' westward to agree with this chart.

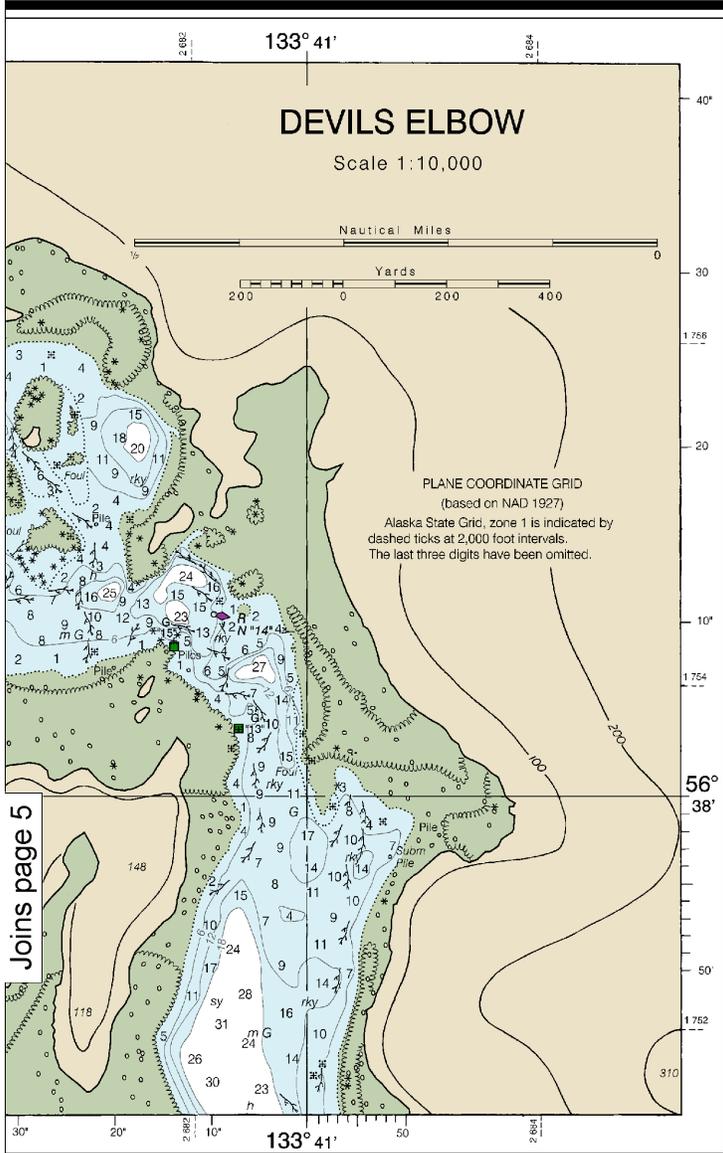
NOTE A

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.

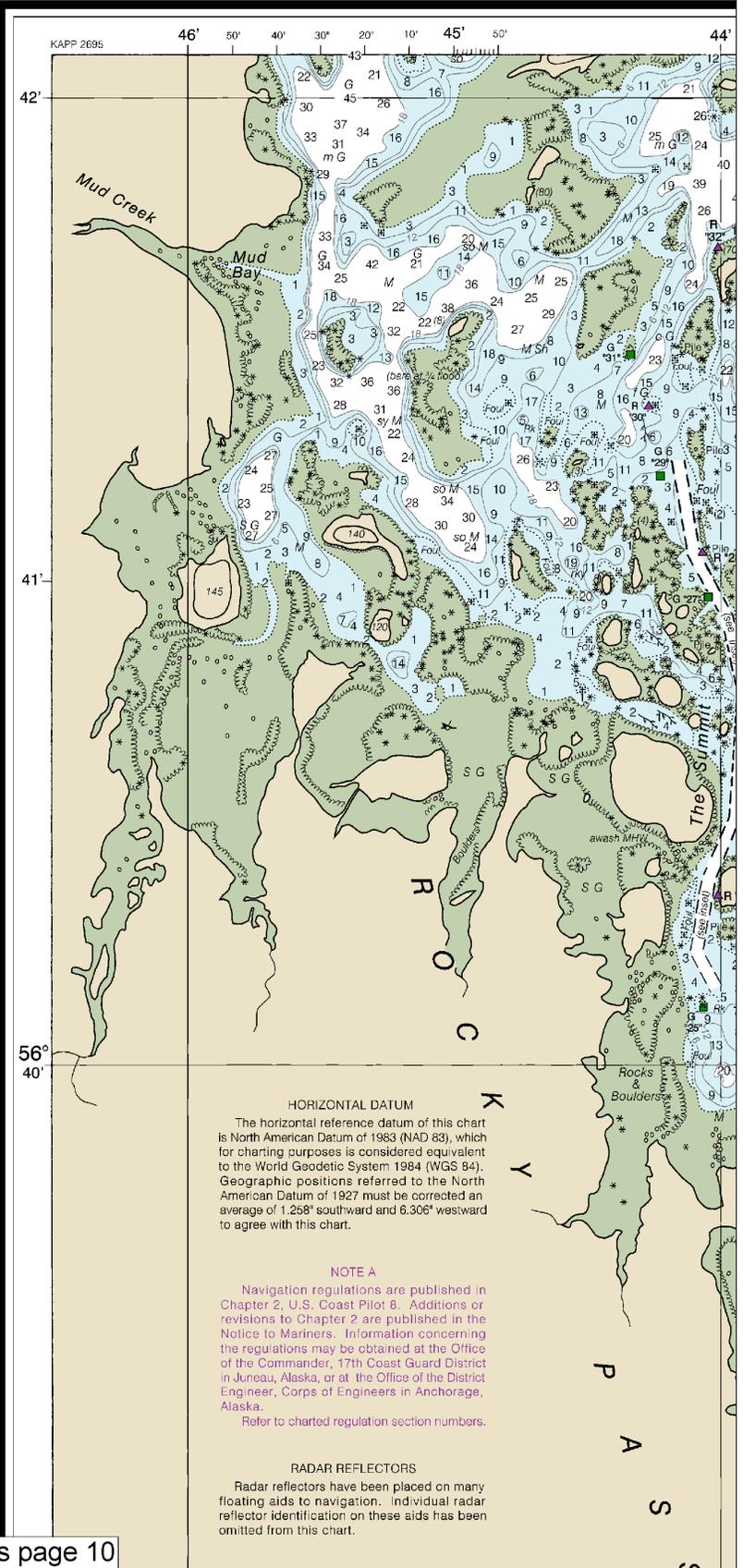
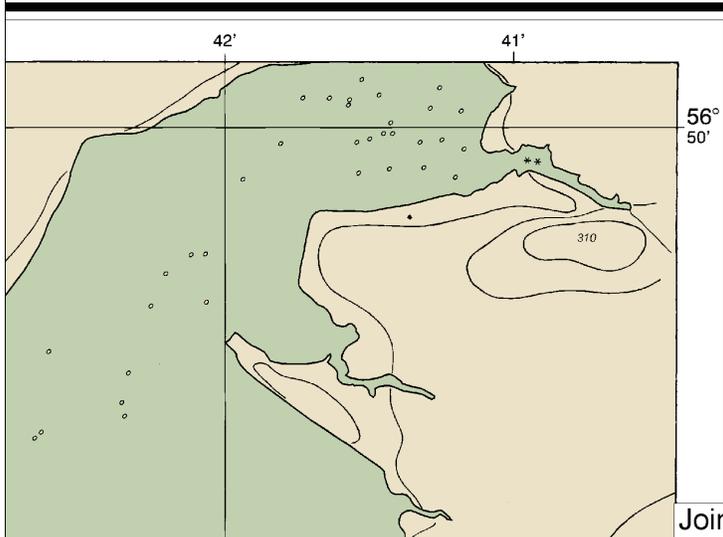
RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



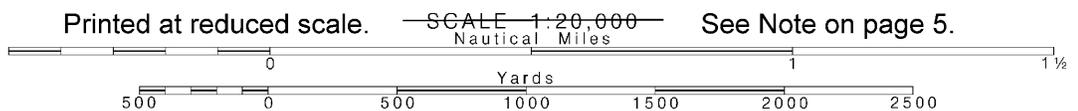
Joins page 5

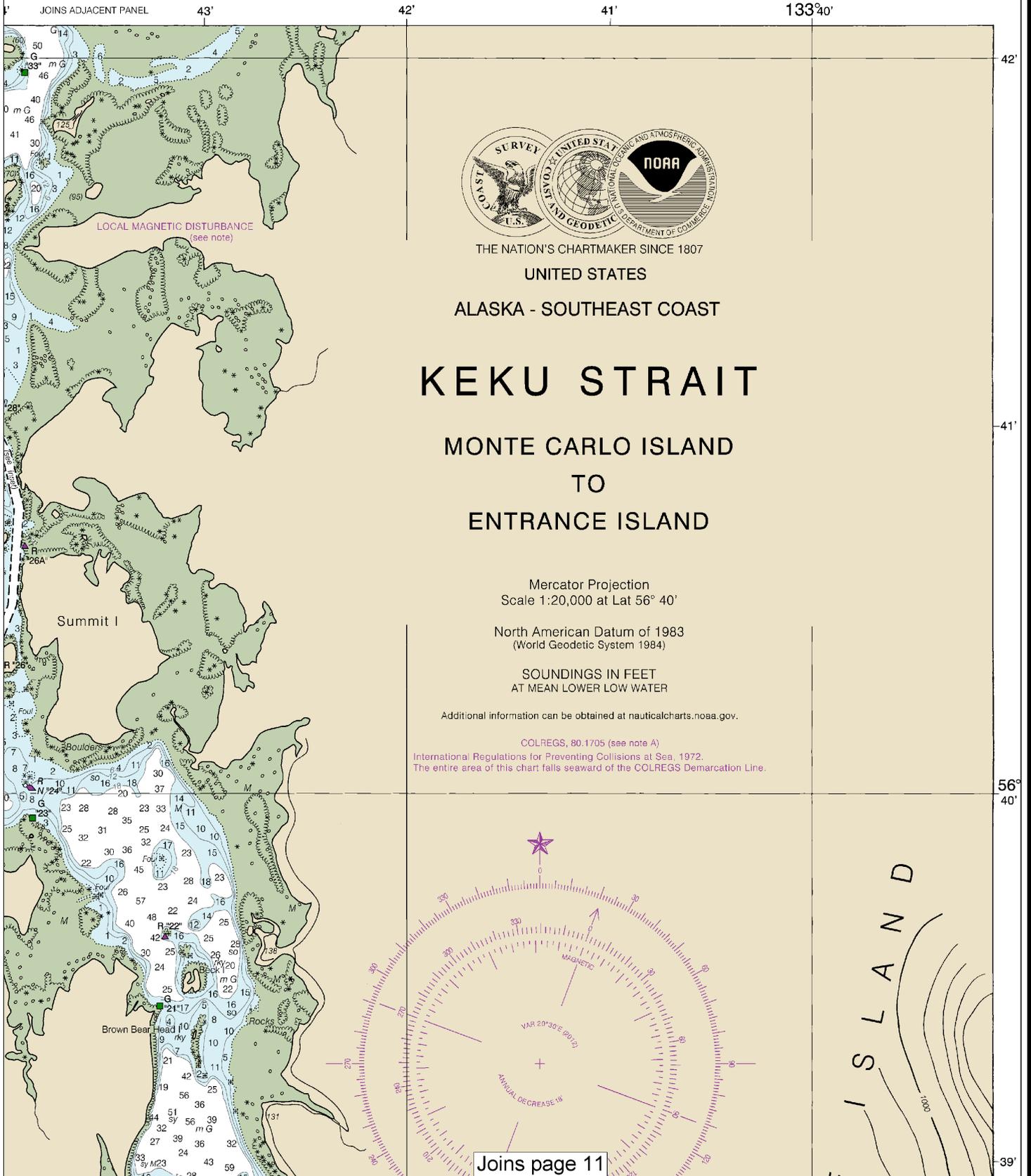


Joins page 10



Note: Chart grid lines are aligned with true north.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

KEKU STRAIT

MONTE CARLO ISLAND TO ENTRANCE ISLAND

Mercator Projection
Scale 1:20,000 at Lat 56° 40'

North American Datum of 1983
(World Geodetic System 1984)

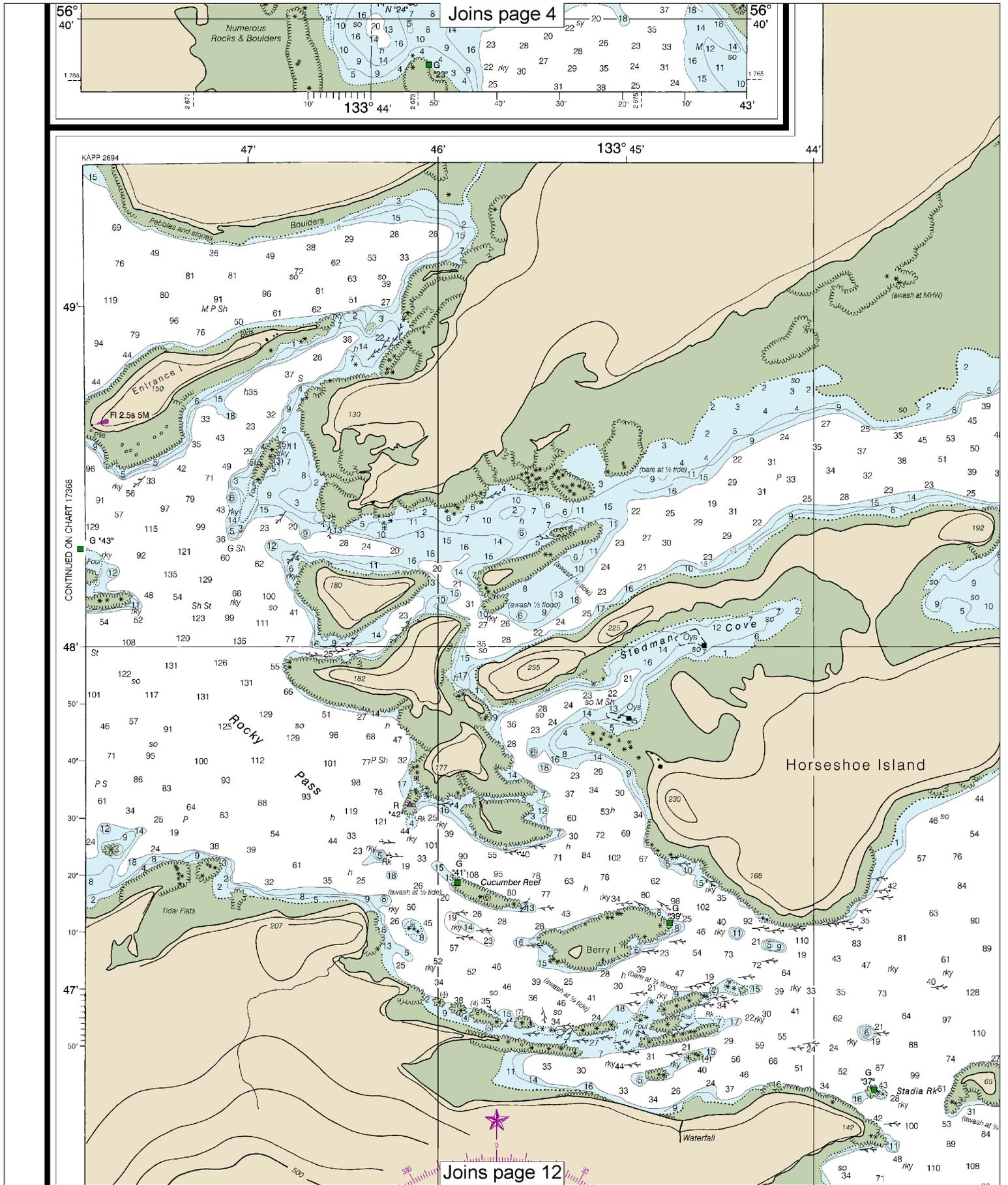
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

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.

Joins page 11

Last Correction: 12/15/2011. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

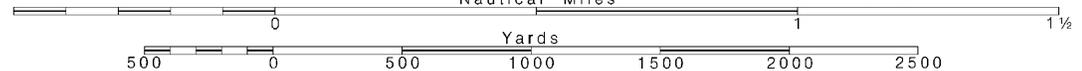


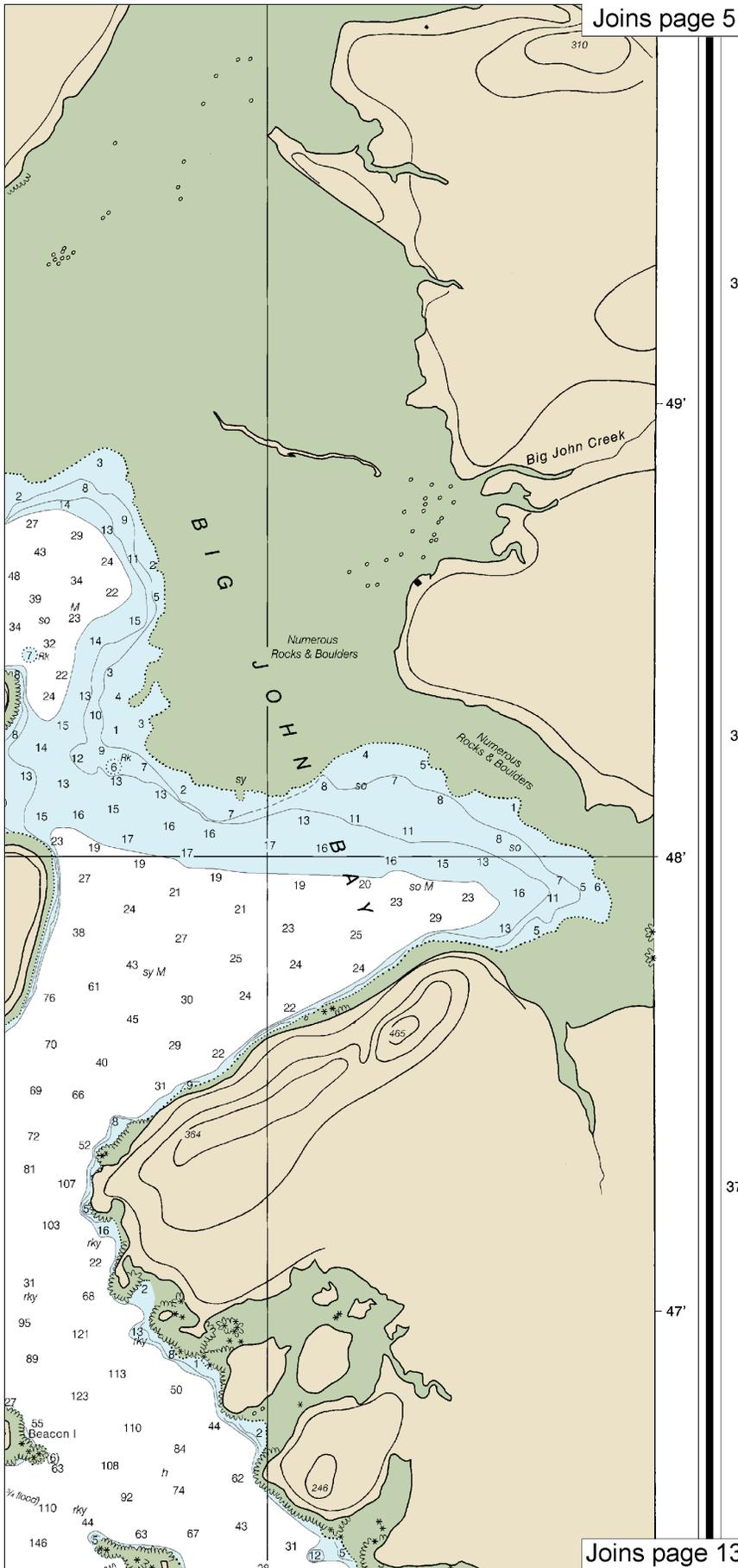
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





NOTE A

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Refer to charted regulation section numbers.

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).

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.

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.

CAUTION

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

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.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Monte Carlo Island	(56°32'N/133°46'W)	12.5 feet	11.7 feet	1.4 feet
The Summit	(56°41'N/133°44'W)	15.0	14.2	1.6
Entrance Island	(56°49'N/133°47'W)	14.6	13.7	1.5

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 2011)

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

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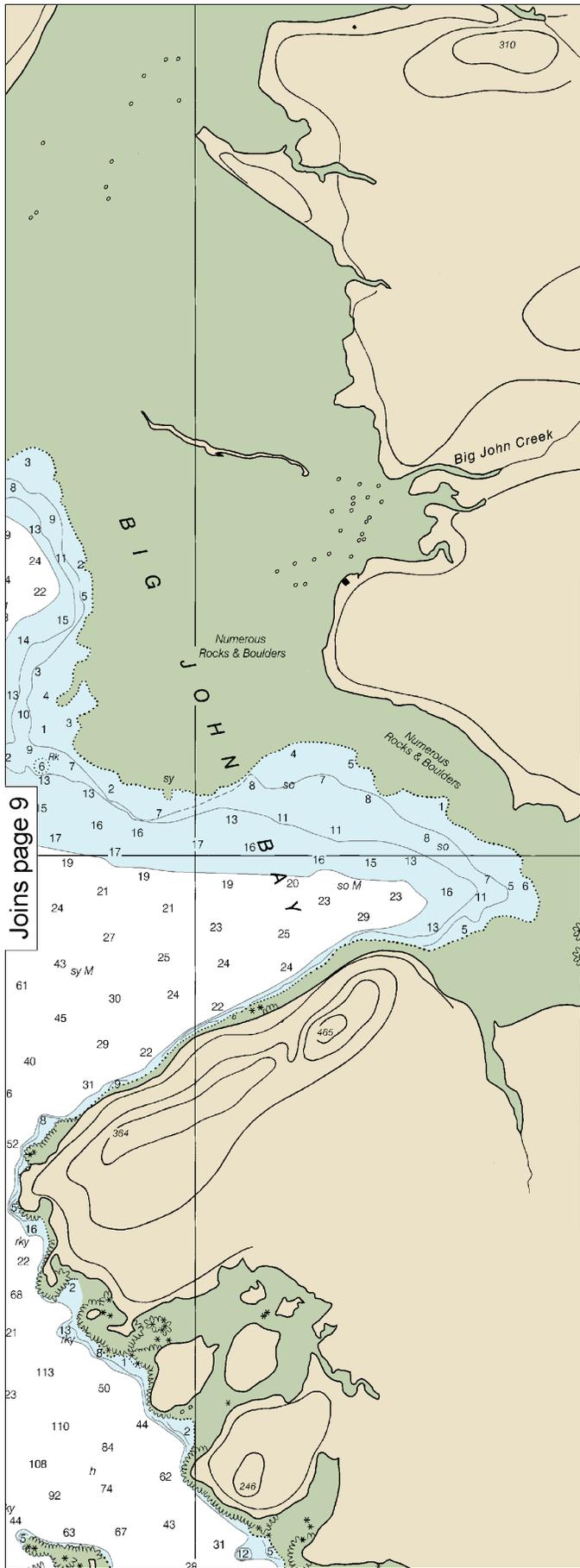
AERO aeronautical	G green	Mo moose code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	IsO isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DiA diaphone	m minutes	Q quick	VQ very quick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

Bottom characteristics:

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

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rcp reported	
① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
② Rocks that cover and uncover, with heights in feet above datum of soundings.			



Joins page 6

Joins page 14

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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.

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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.

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			feet	feet	feet
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The Summit		(56°41'N/133°44'W)	15.0	14.2	1.6
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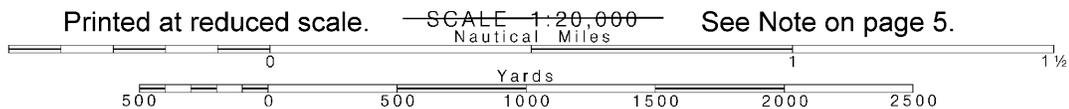
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Sep 2011)

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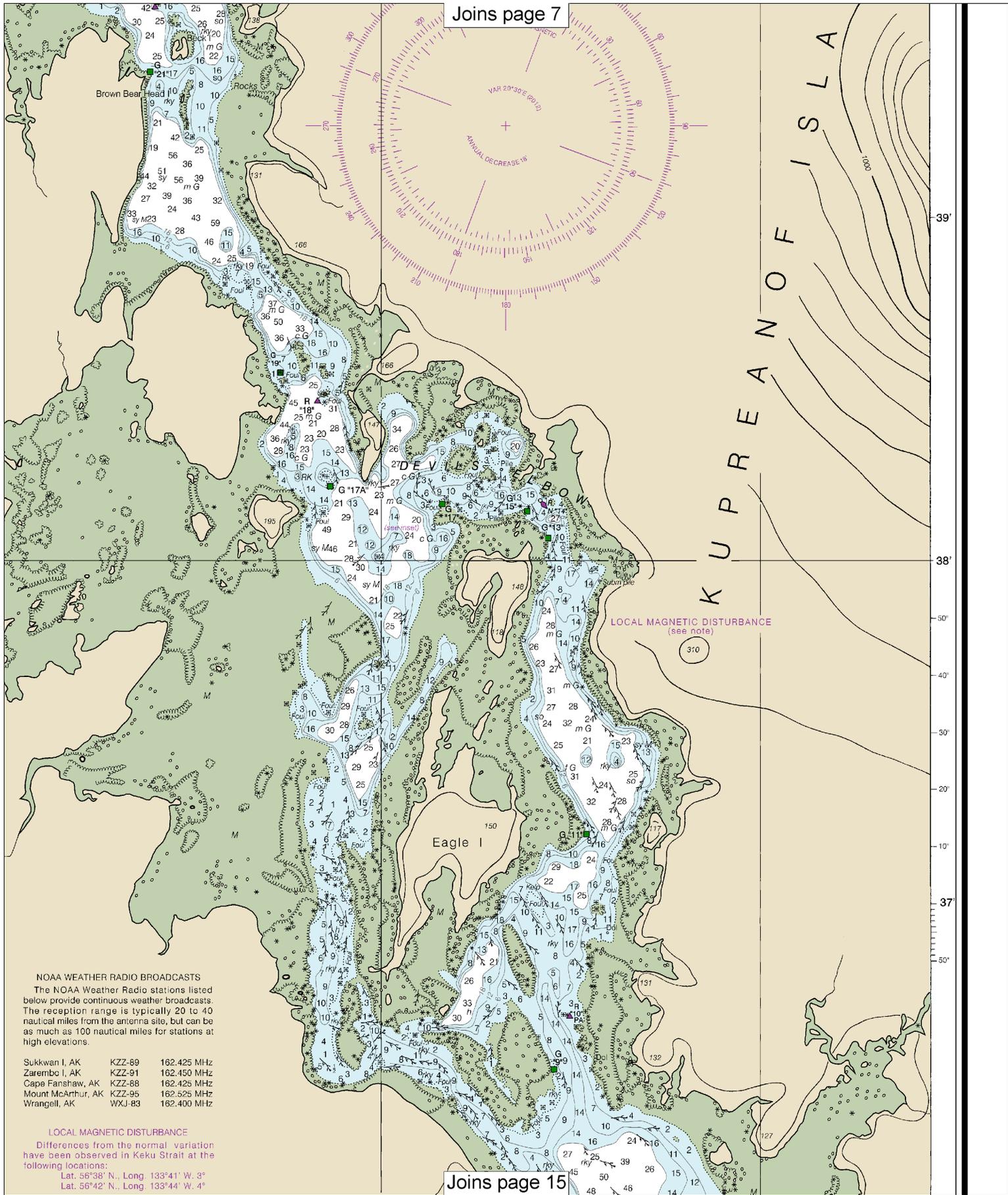
- Aids to Navigation (lights are white unless otherwise indicated):
- | | | | |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green | Mo morse code | R TR radio tower |
| Al alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | ISO isophase | OBSC obscured | s seconds |
| Bn beacon | LT HO lighthouse | OC occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| D/A diaphone | m minutes | Q quick | VO very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |
- Bottom characteristics:
- | | | | | |
|---------------|-----------|---------|-------------|-----------|
| Blds boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Grs grass | M mud | S sand | sy sticky |
- Miscellaneous:
- | | | | |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized | Obstr obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |
- (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.



Note: Chart grid lines are aligned with true north.



See Note on page 5.

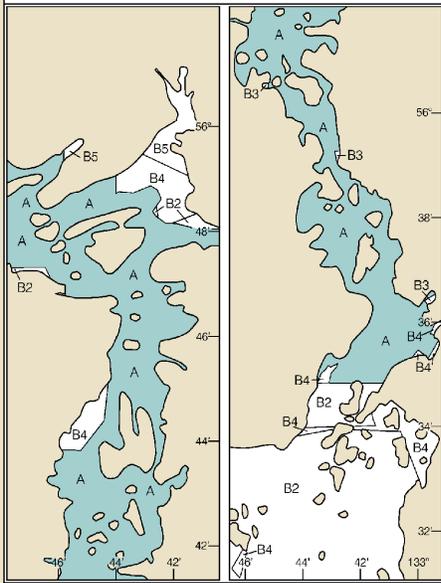


SOURCE DIAGRAM

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.

SOURCE

A	1990-2009	NOS Surveys	full 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
B5	1834-1899	NOS Surveys	partial bottom coverage



K U I U
I S L A N D

A S
R

High Island

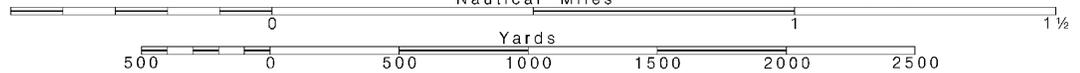
12

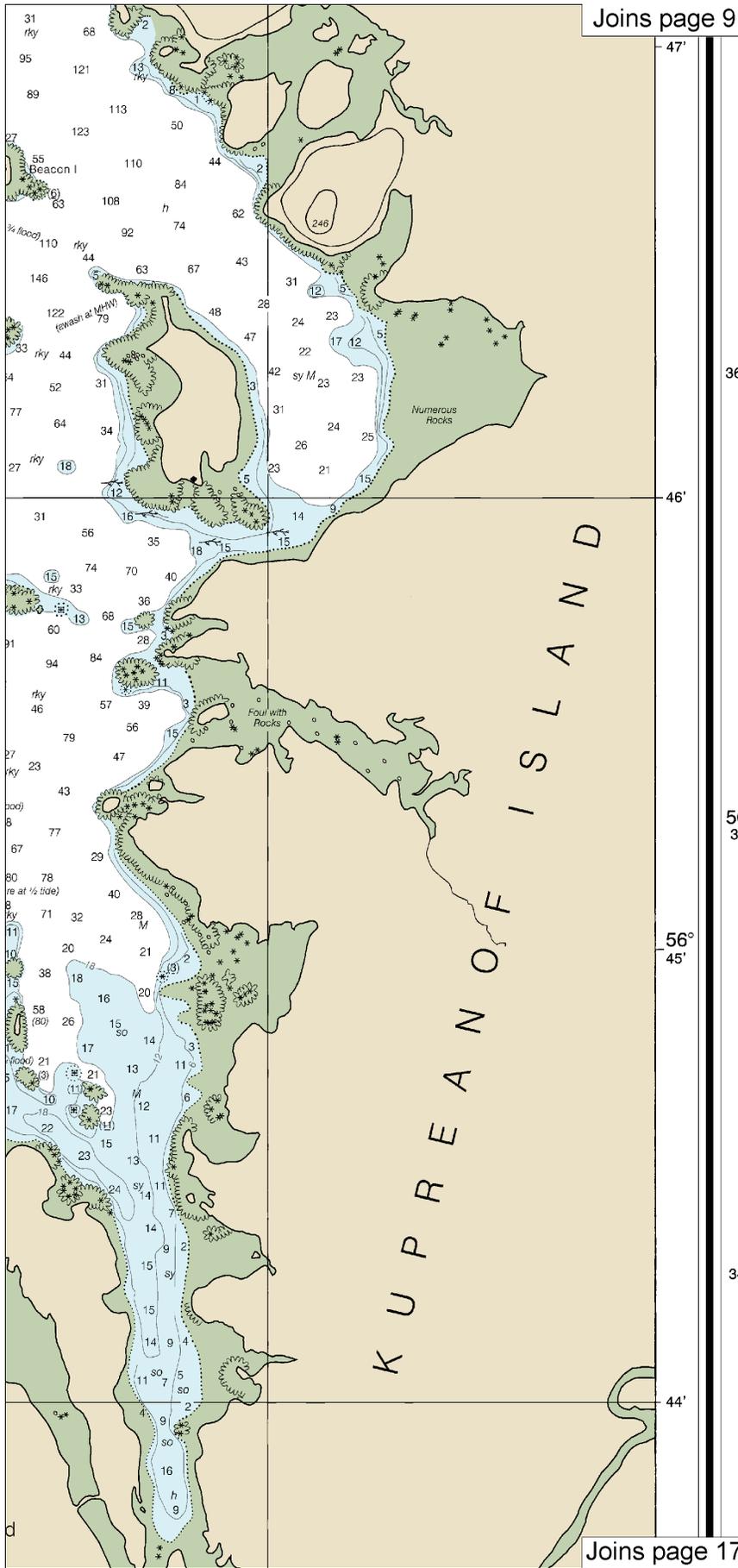
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





ABBREVIATIONS (For complete list of symbols and Abbreviations, see Chart No. 1.)
 Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Isa isophase	OBSC obscured	s seconds
Bn beacon	LT LHO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
D/A diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

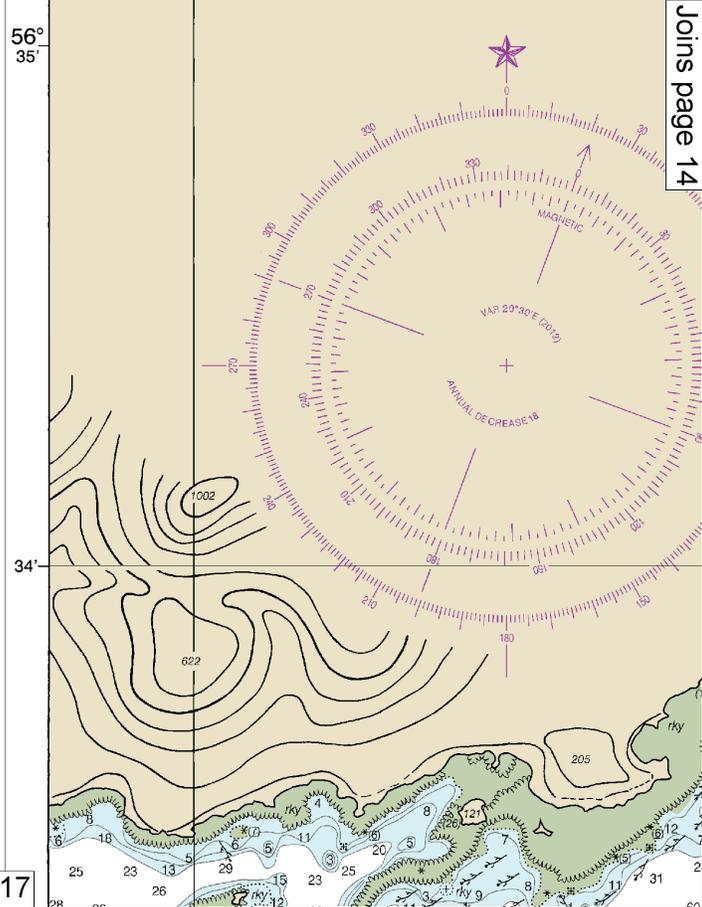
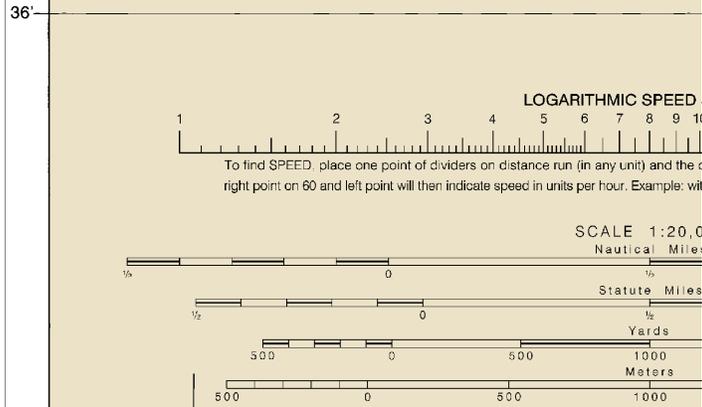
Blks boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

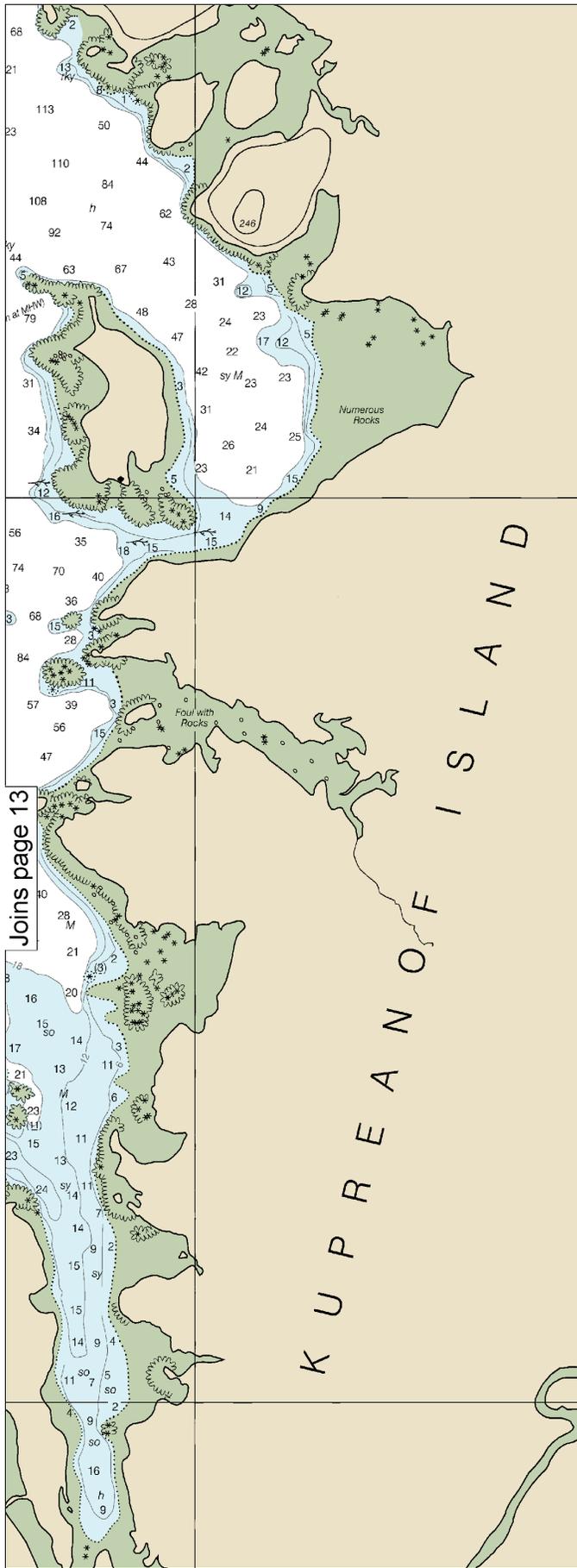
Miscellaneous:

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

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.

K U I U





Joins page 10

47'

46'

56° 45'

56°

44'

Joins page 18

Abbreviations (For complete list of Symbols and Abbreviations, see Chart No. 1) to Navigation (lights are white unless otherwise indicated):

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

Bottom characteristics:

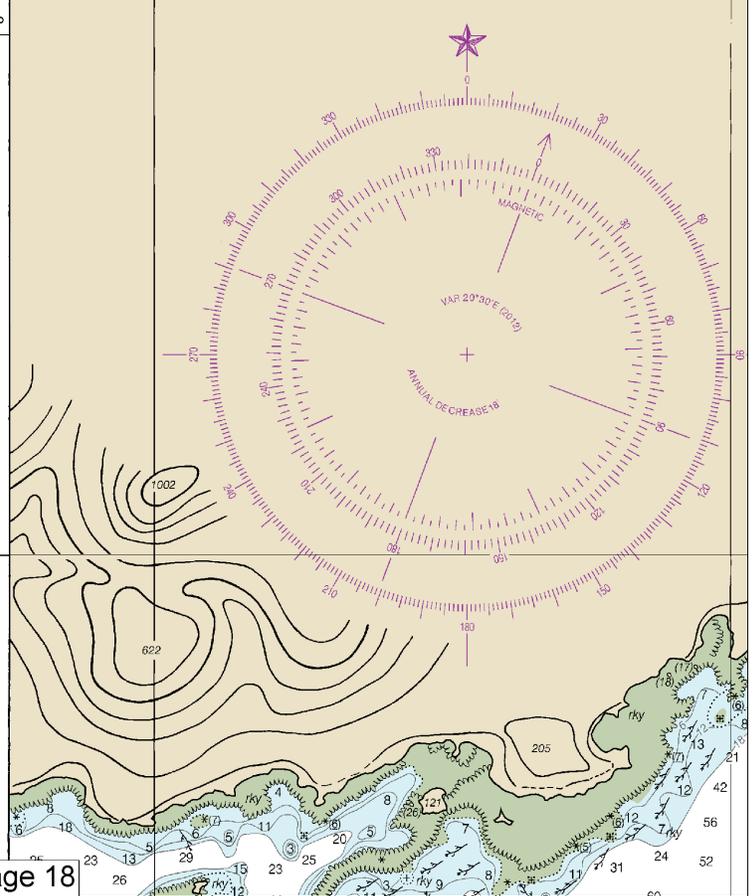
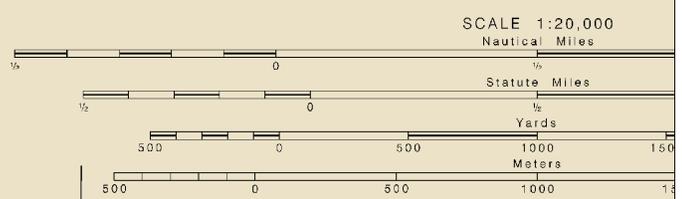
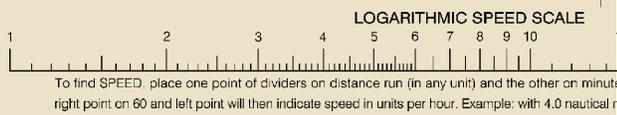
Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	GrS grass	M mud	S sand	sy sticky

Miscellaneous:

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

(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.

K U P R E A N O F



14

Note: Chart grid lines are aligned with true north.



Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.

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.

Sukwan I, AK	KZZ-89	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Mount McArthur, AK	KZZ-95	162.525 MHz
Wrangell, AK	WXJ-83	162.400 MHz

LOCAL MAGNETIC DISTURBANCE

Differences from the normal variation have been observed in Keku Strait at the following locations:

- Lat. 56°38' N., Long. 133°41' W. 3'
- Lat. 56°42' N., Long. 133°44' W. 4'

Joins page 11

I S L A N D

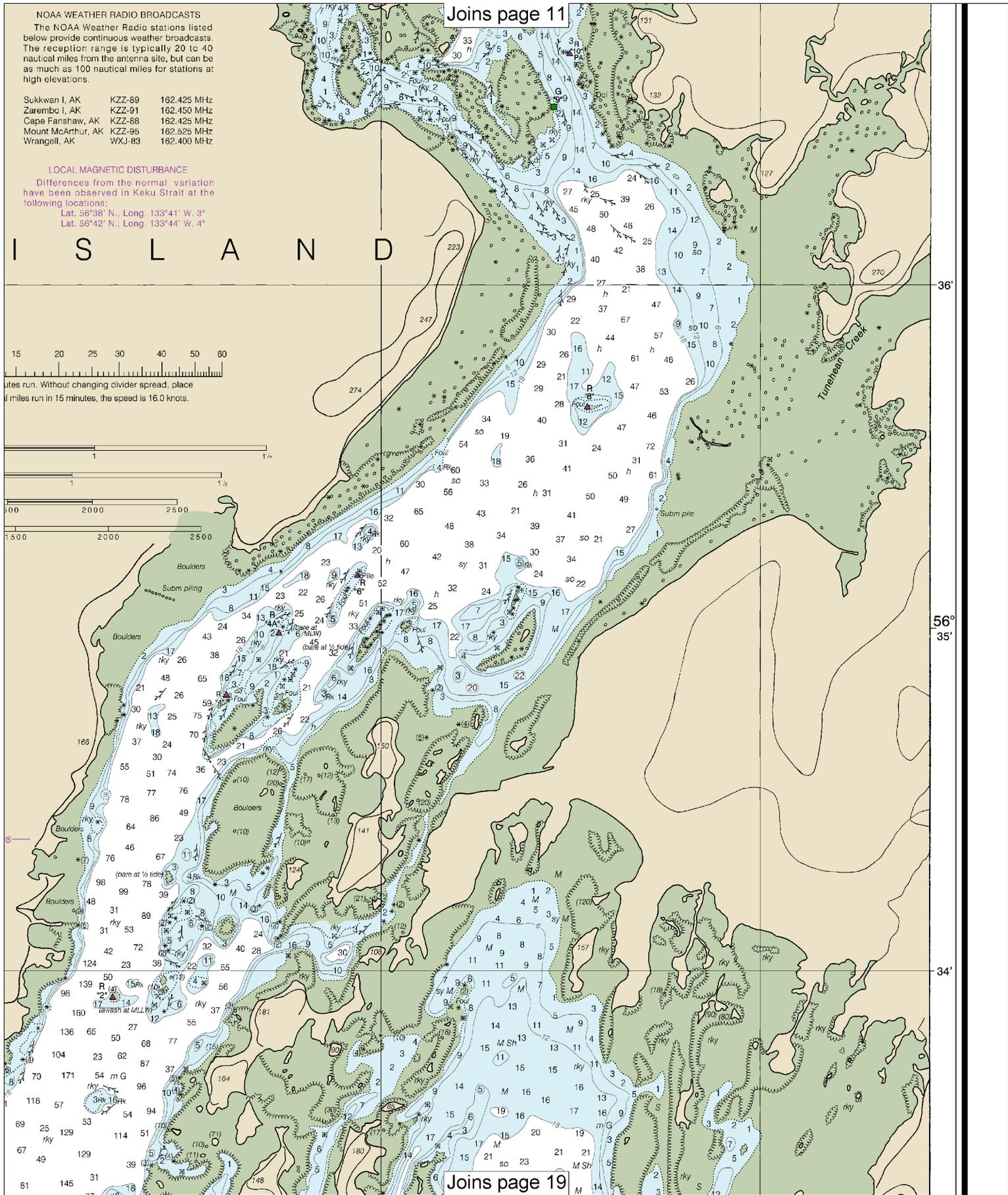
15 20 25 30 40 50 60

minutes run. Without changing divider spread, place 1 mile run in 15 minutes, the speed is 16.0 knots.

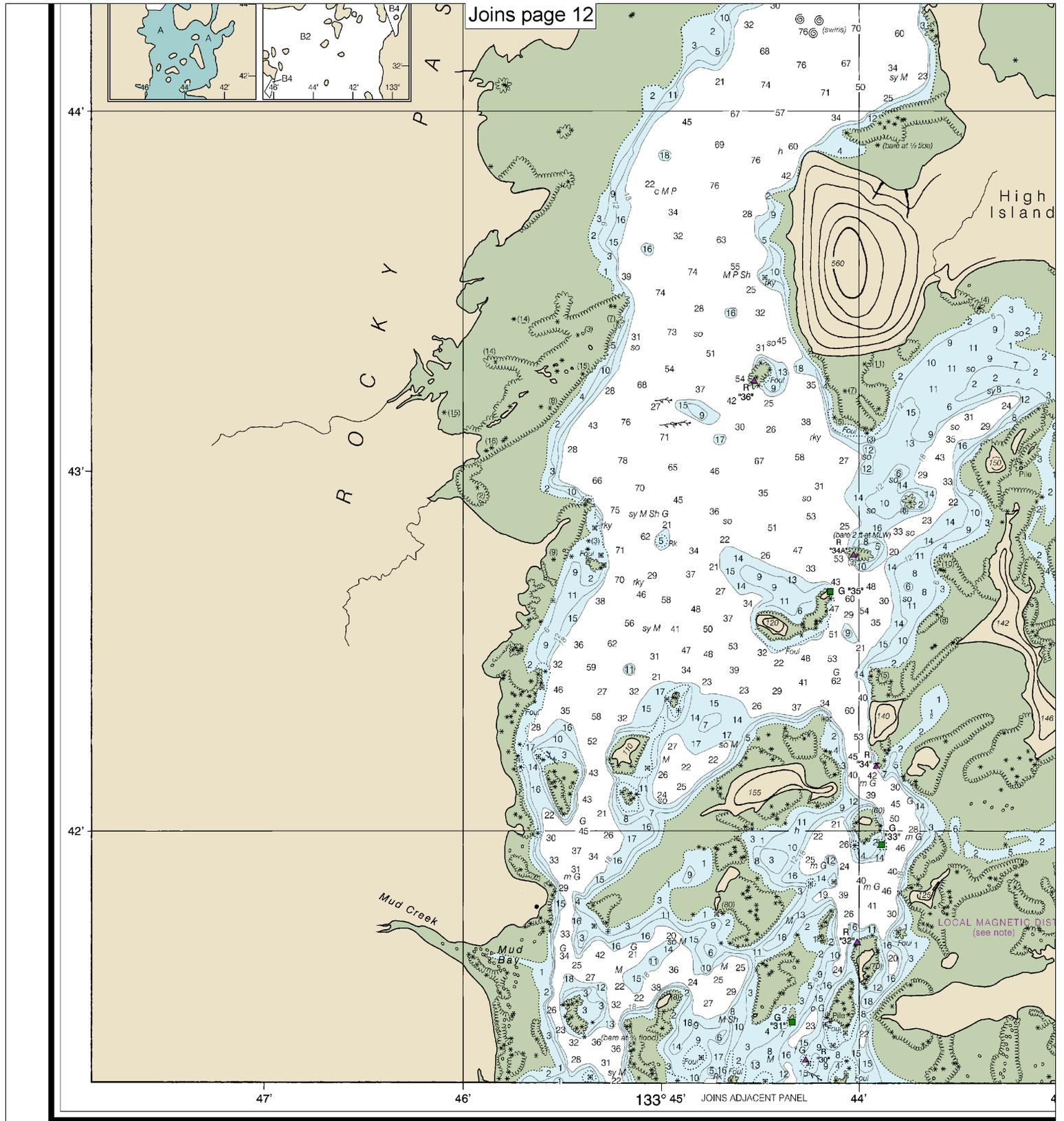
1 1/2

1000 2000 2500

1500 2000 2500



Joins page 19



12th Ed., Dec./11

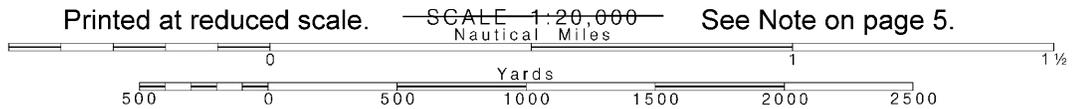
17372

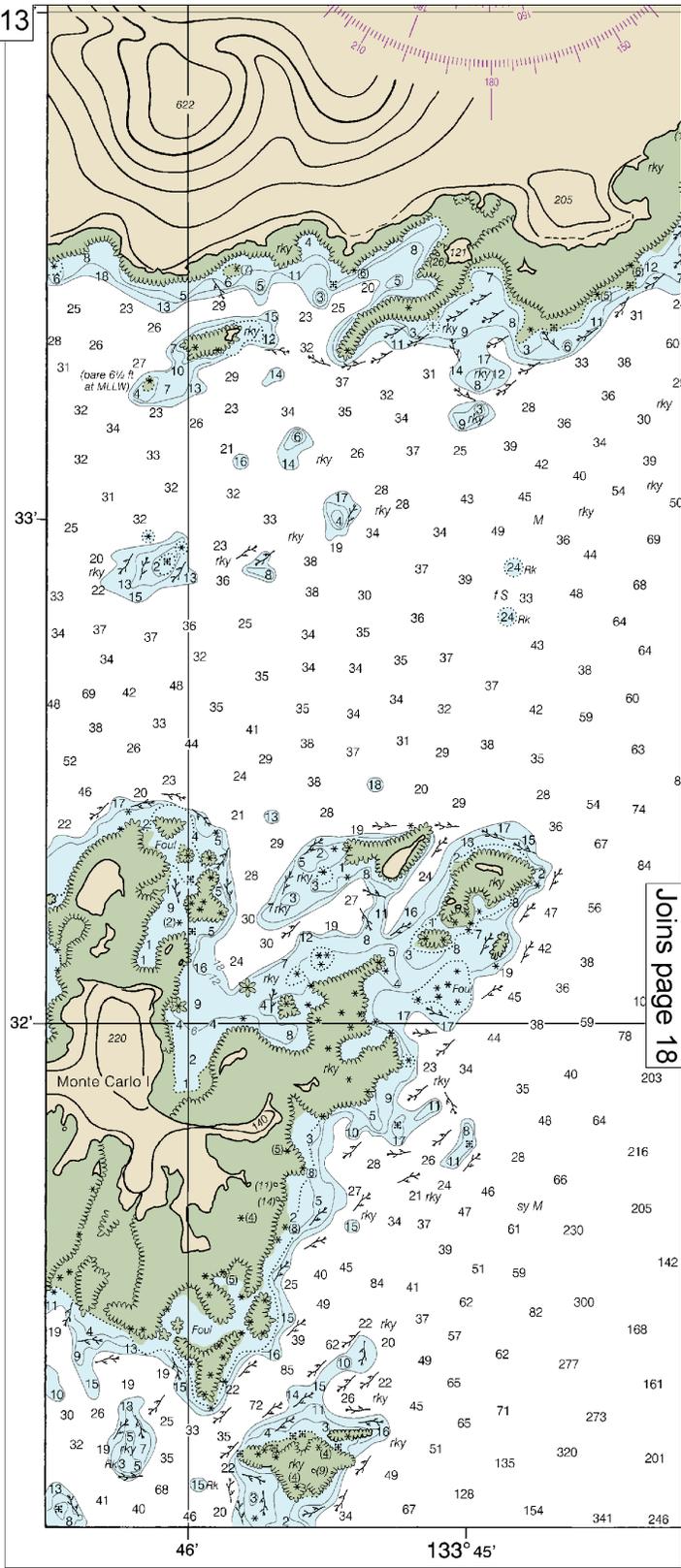
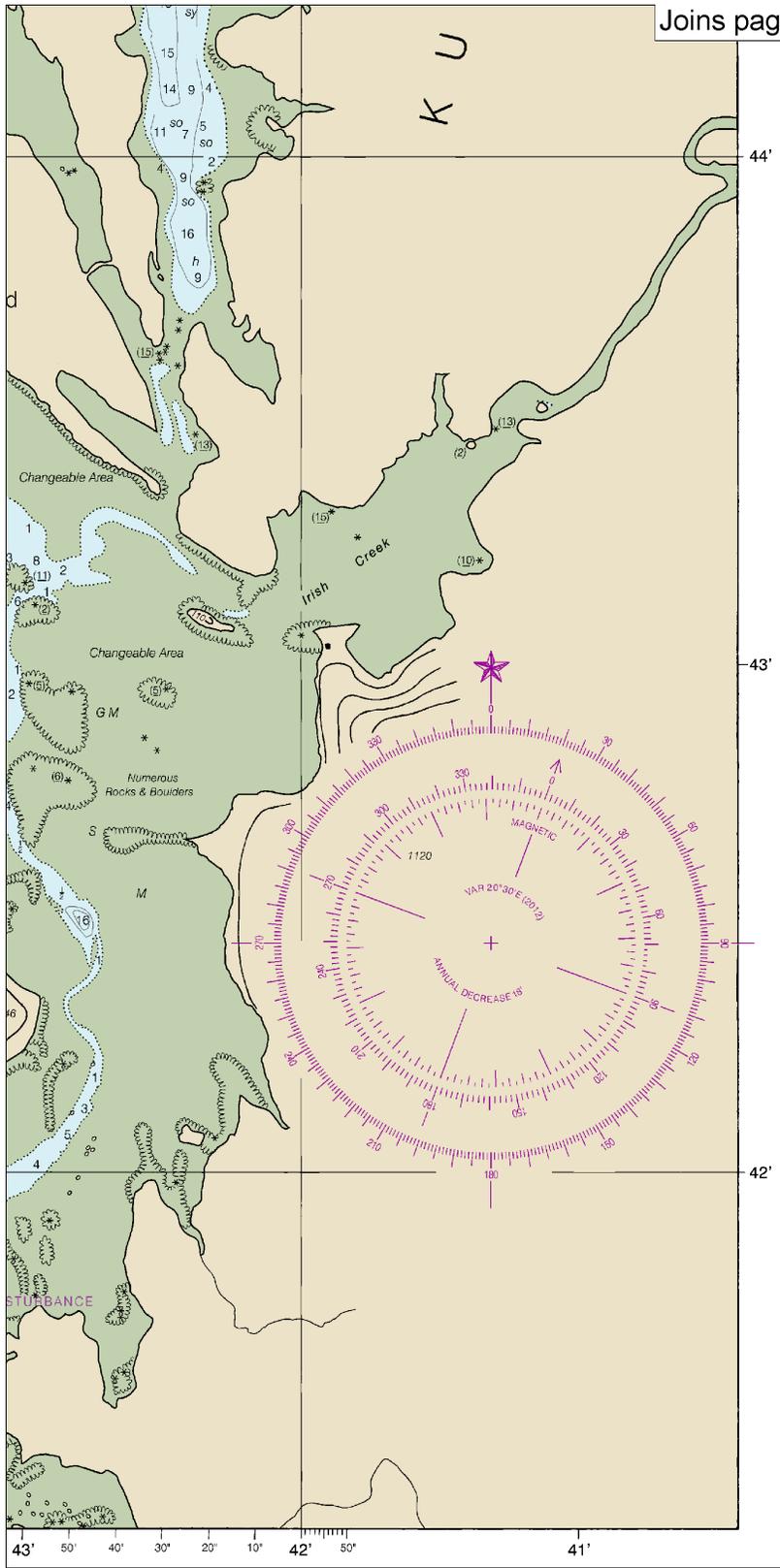
Last Correction: 12/15/2011. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

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.

16

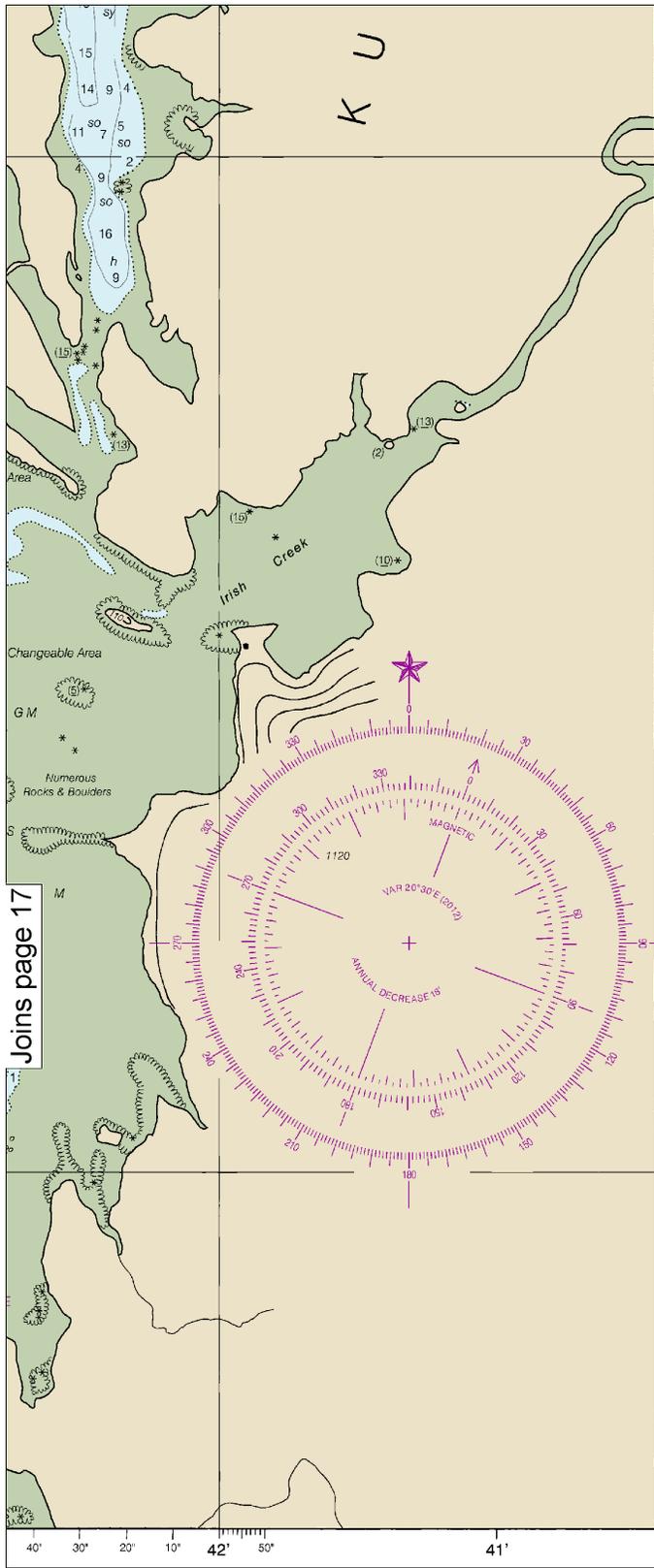
Note: Chart grid lines are aligned with true north.



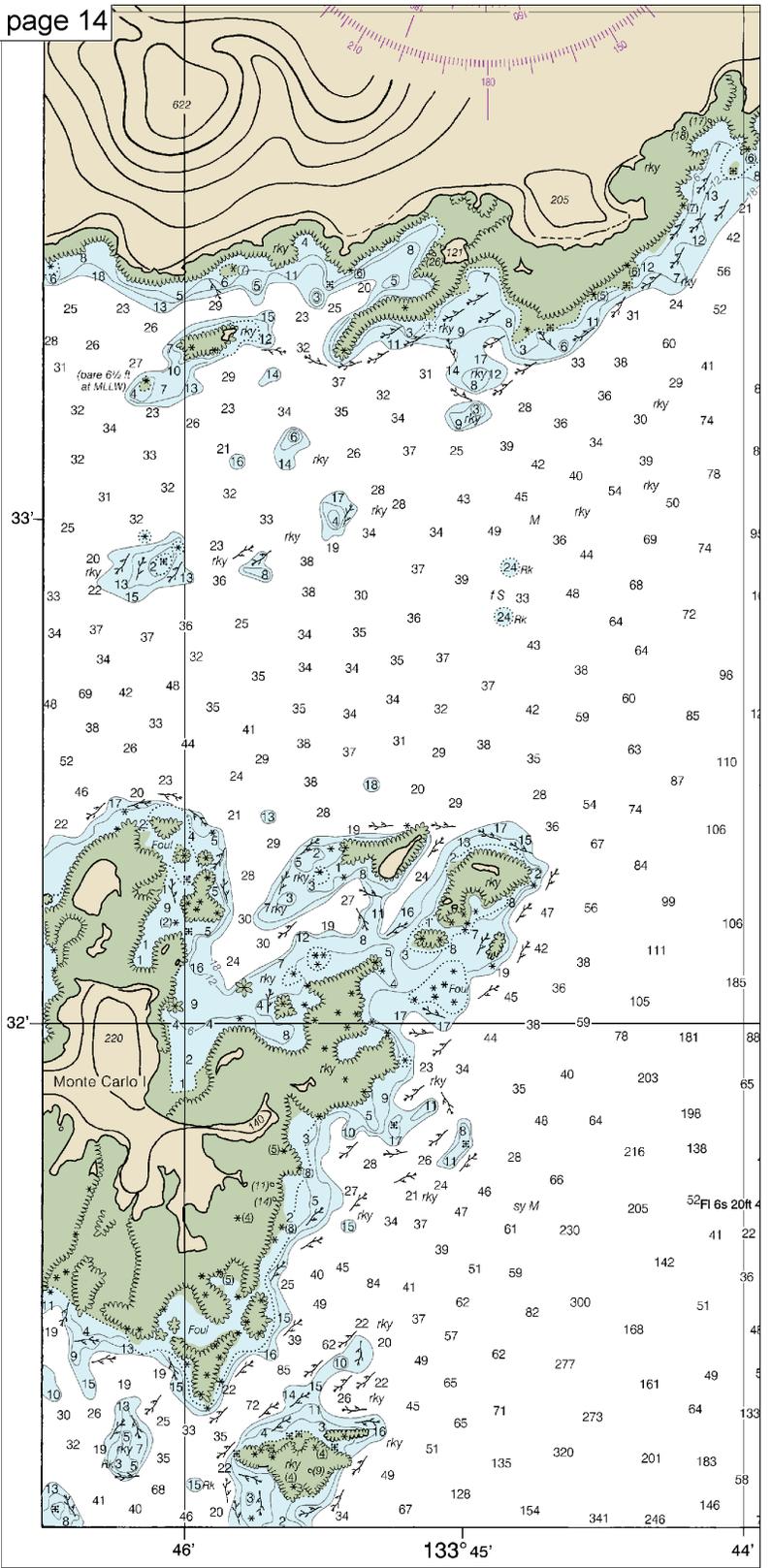


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 NATIONAL OCEAN SERVICE
 COAST SURVEY

SOUNDINGS IN FE



Joins page 14



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 NATIONAL OCEAN SERVICE
 COAST SURVEY

SOUNDINGS IN FEET

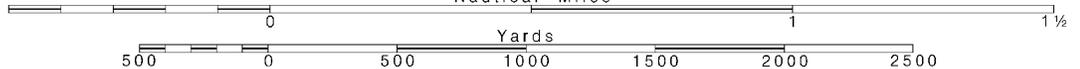
18

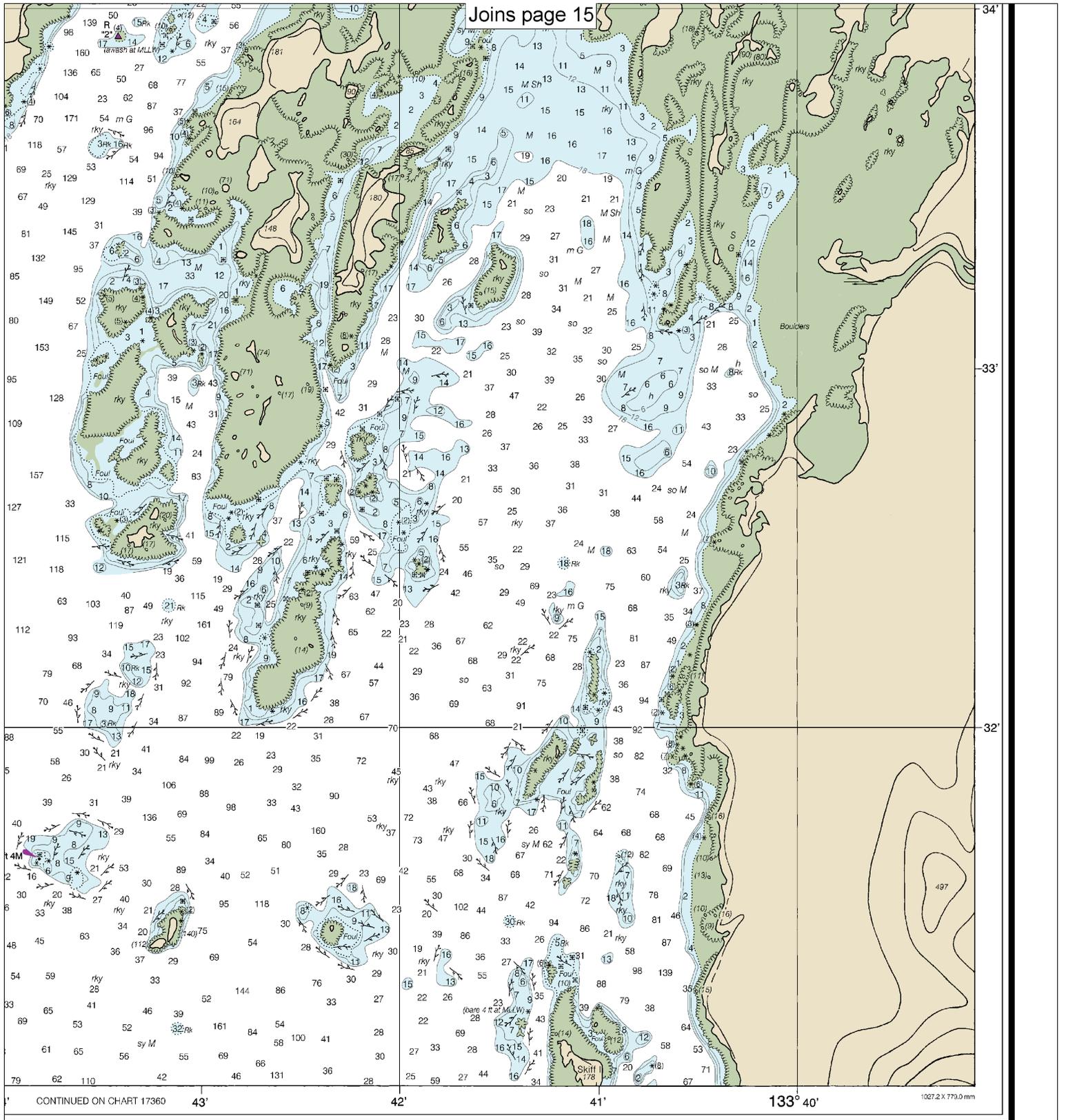
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
 Nautical Miles

See Note on page 5.





CONTINUED ON CHART 17360

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
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	18	19

Keku Strait
 SOUNDINGS IN FEET - SCALE 1:20,000

17372

1027.2 X 770.0 mm



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>



— For the latest news from Coast Survey, follow @NOAAcharts



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.