

BookletChart™

Kuskokwim Bay

NOAA Chart 16300



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

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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.

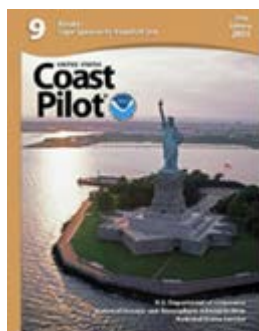
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16300>.



(Selected Excerpts from Coast Pilot)
Kuskokwim Bay and Kuskokwim River open into the Bering Sea N of the entrance to Bristol Bay. The bay, filled with many flats, and hard steep-to shoals, is entered between Cape Newenham and **Cape Avinof**, 93 miles NW.

The channels through the bay are not always apparent by the surface indications of the water. At times the channels will be smooth with rips on the shoals, and at other times the reverse will be true. The

edges of the channels are often marked by long lines of foam, but occasionally the foam extends across the channels; it is well to approach these lines with caution. Navigation is recommended only at low water,

when the mudflats are visible, enabling the channels between them to be followed. Because of the inequality of the tides, a vessel grounding at high water may not be refloated for several days.

The 40-mile approach through **Eek Channel** to Kuskokwim River is a maze of shifting sandbars, both visible and covered, and blind channels. The channels in the bay and river undergo constant change from year to year, because of the action of the sea, currents, and ice; extreme caution and continuous soundings are necessary.

The procedure usually followed is for a small pilot boat from Goodnews Bay to precede the vessel through these waters, constantly feeling out the channels and sounding.

Caution.—In 1983, the Coast Guard reported that as a result of flooding in the area, about 20 ocean shipping containers were washed into the Kuskokwim River from the riverbank at the village of Napakiak, about 12 miles SW of Bethel. Reports indicate that several of the containers sank in the river near the village, and the remainder of the containers were carried downriver and sank. Mariners are advised to exercise caution in navigating Kuskokwim Bay and River.

Cape Newenham is the landfall for this region, and can be approached close-to with deep water. It is the end of a peninsula formed by a series of rough sawtoothed mountains. These mountains terminate in a level plateau that forms the immediate cape. In S weather a heavy sea and tide rips occur off Cape Newenham. In 1981, during heavy N winds, the NOAA Ship MILLER FREEMAN found a good anchorage in a small cove on the S side of the cape about 0.4 mile offshore S of Jagged Mountain in 10 fathoms, sand and mud bottom. Satisfactory anchorage for S or E weather can be had in about 8 fathoms off the small cove on the N side of the cape and about 3.5 miles from its outer end. An aero radiobeacon (58°39.4'N., 162°04.4'W.) is shown from the N side about 3 miles E from the outer end of the cape. About 1.3 miles ESE of the aero radiobeacon is a parabolic antenna.

Chagvan Bay has a narrow shoal entrance. Inside it is very shoal and cut up by bars that are bare at low water.

Goodnews Bay is shoal except for a channel with depths ranging from 1½ to 12 fathoms that leads through the entrance to a point about 1 mile inside. This channel affords good anchorage, either in the middle of the entrance or up to 0.8 mile inside the bay on a line approximately NE of the S tangent of North Spit. Inside the entrance the strength of the tidal currents reaches a maximum of about 2.5 knots in a direction parallel to the axis of the channel. (See Tidal Current Tables for predictions.) Along the NE shore of South Spit the ebb current is very strong, and during the flood an eddy sets N along this shore. The holding ground is good. Small craft can select from the chart a place that affords the best shelter. A restricted anchorage for small vessels is about 1 mile S of the S entrance point, but local knowledge is necessary for its use. The sea from the outside is broken by the shoals off the entrance and does not reach the anchorage. With S or E winds, tide rips dangerous for small craft occur in the channel. The spits at the entrance are shingle and steep-to.

Pilotage, Goodnews Bay.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Bering Sea is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and details.) **Beluga Hill** is a prominent conical hill, 924 feet high, with a steep, rocky face that rises abruptly from the N side of Goodnews Bay.

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 Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

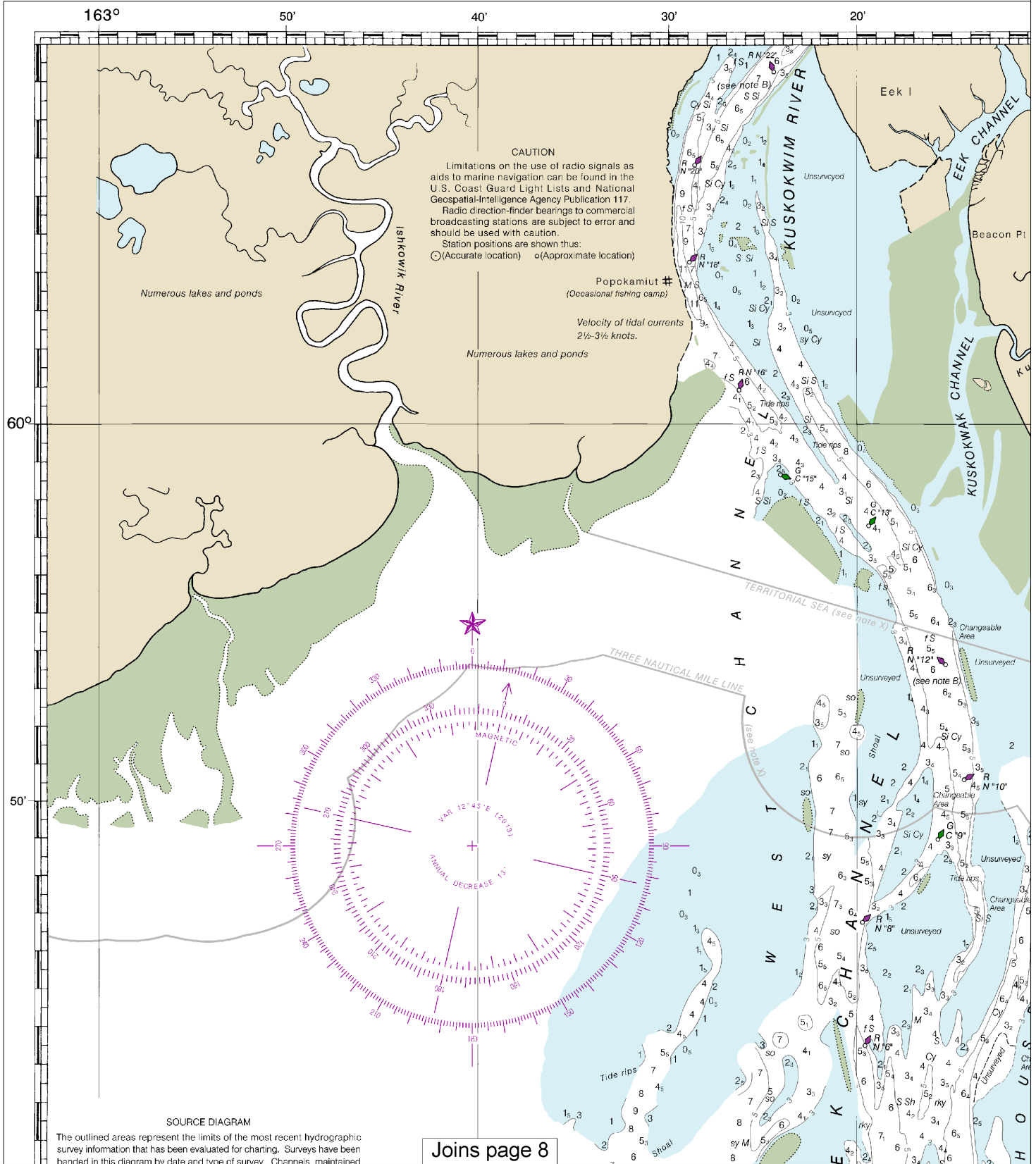


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

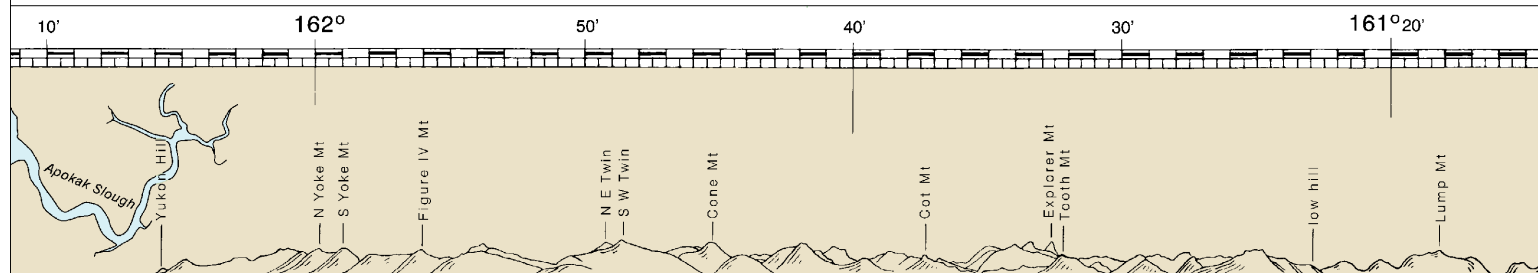
NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1968, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal Fisheries jurisdiction and the limit of States' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts, the lines shown on the most recent chart edition take precedence.

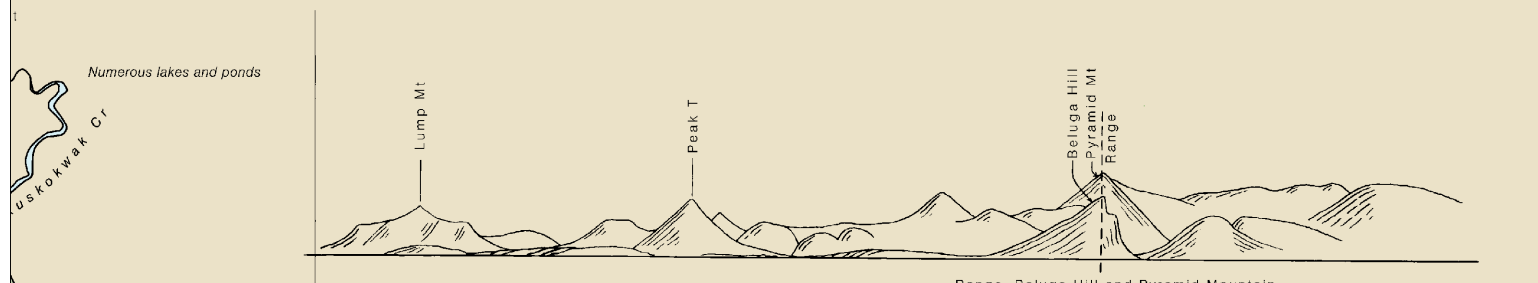
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.



Note: Chart grid lines are aligned with true north.



View of mountains north of Goodnews Bay, as seen from Crater Spit



Range, Beluga Hill and Pyramid Mountain

CAUTION

Spring freshets change both the depths and positions of the channels, especially so north of latitude 59°40'.

WARNING

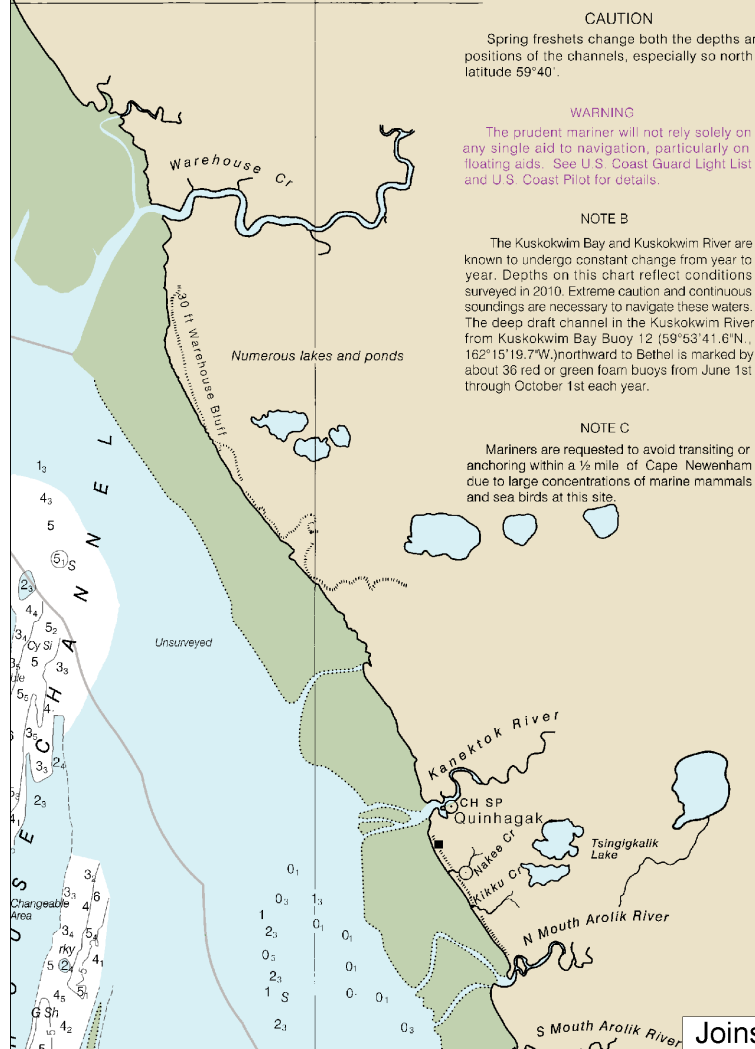
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE B

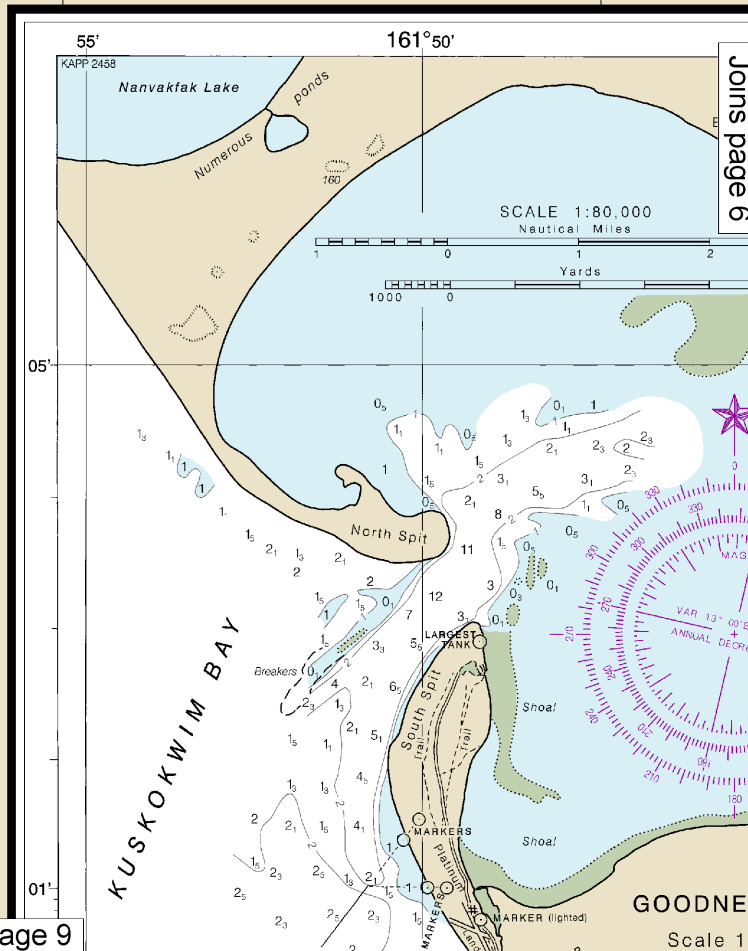
The Kuskokwim Bay and Kuskokwim River are known to undergo constant change from year to year. Depths on this chart reflect conditions surveyed in 2010. Extreme caution and continuous soundings are necessary to navigate these waters. The deep draft channel in the Kuskokwim River from Kuskokwim Bay Buoy 12 (59°53'41.6"N., 162°15'19.7"W.) northward to Bethel is marked by about 36 red or green foam buoys from June 1st through October 1st each year.

NOTE C

Mariners are requested to avoid transiting or anchoring within a 1/2 mile of Cape Newenham due to large concentrations of marine mammals and sea birds at this site.



Joins page 9



Joins page 6

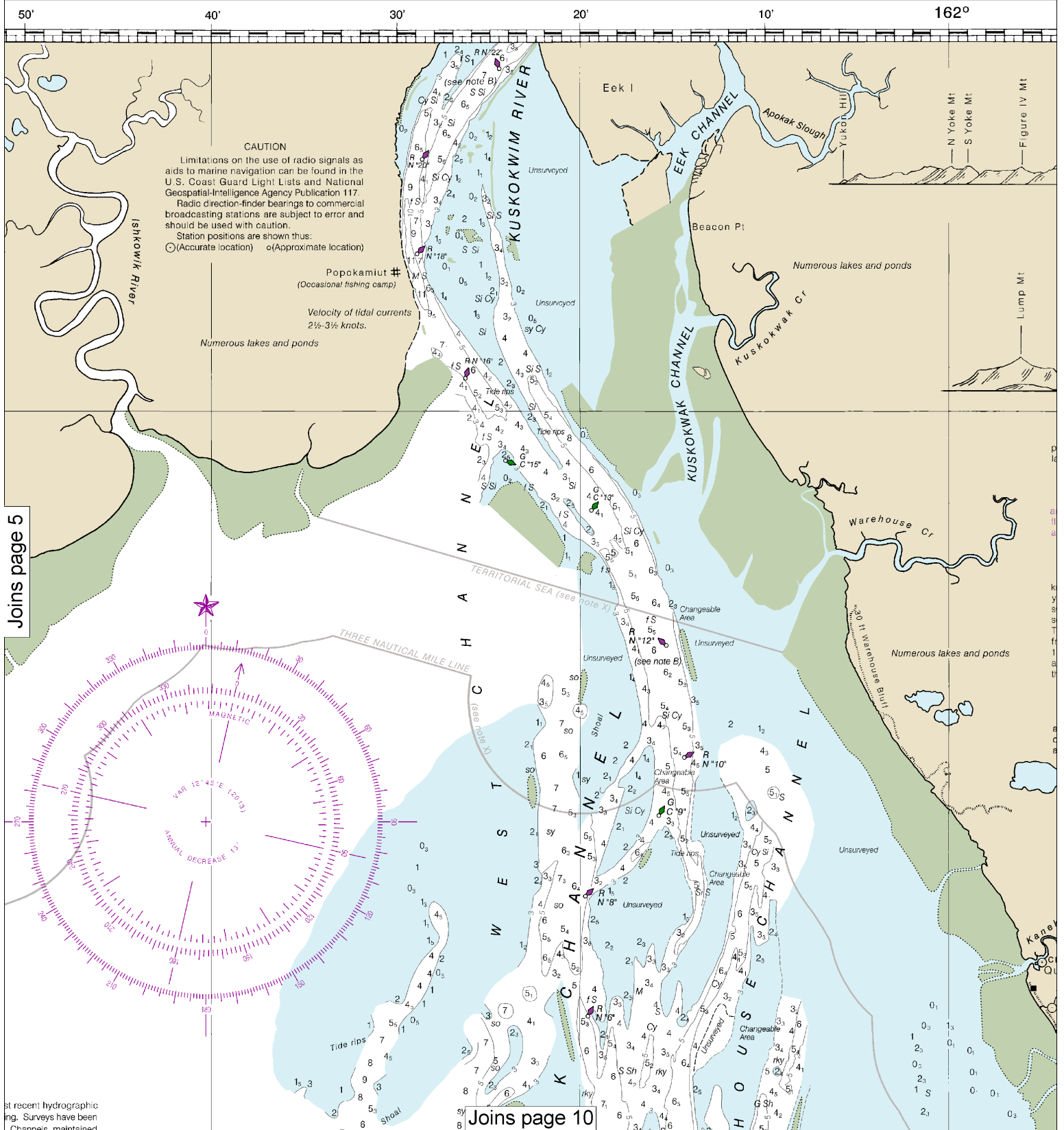
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:266666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

NOTE X

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Formerly C&GS 9103, 1st Ed., Mar 1915 V-1915-162 KAPP

ies or comments
contact.htm.



Joins page 5

Joins page 10

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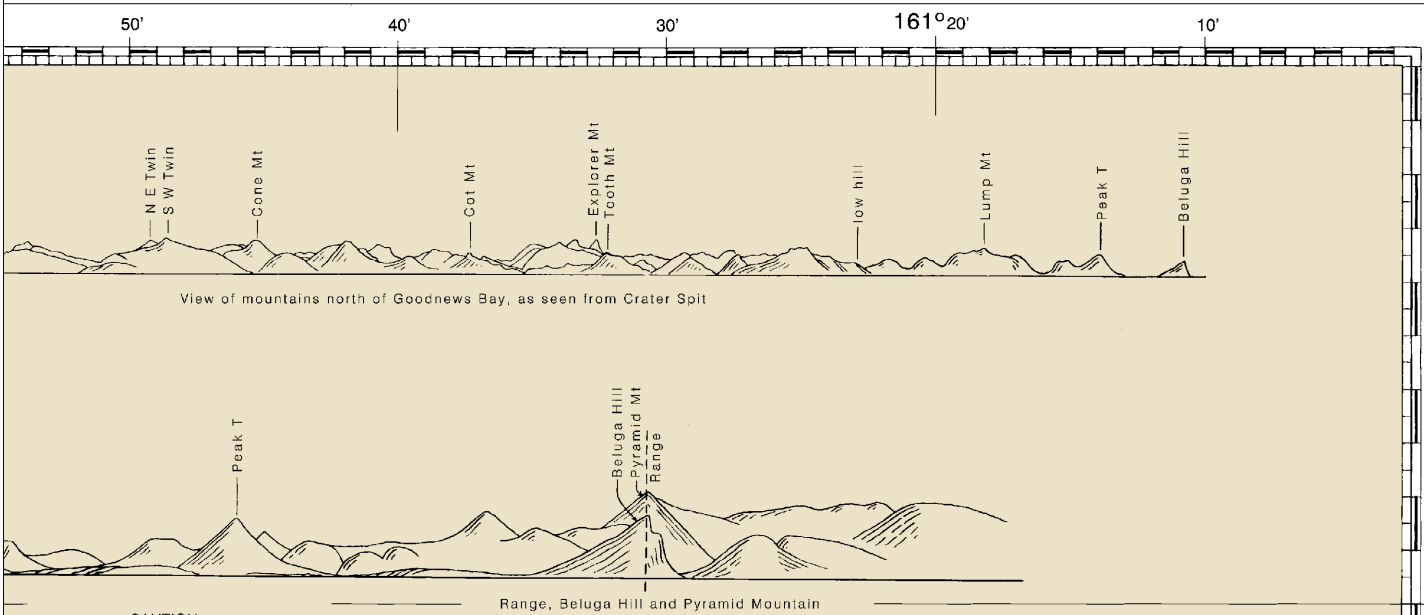
6

Note: Chart grid
lines are aligned
with true north.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

PP 2457



CAUTION

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WARNING

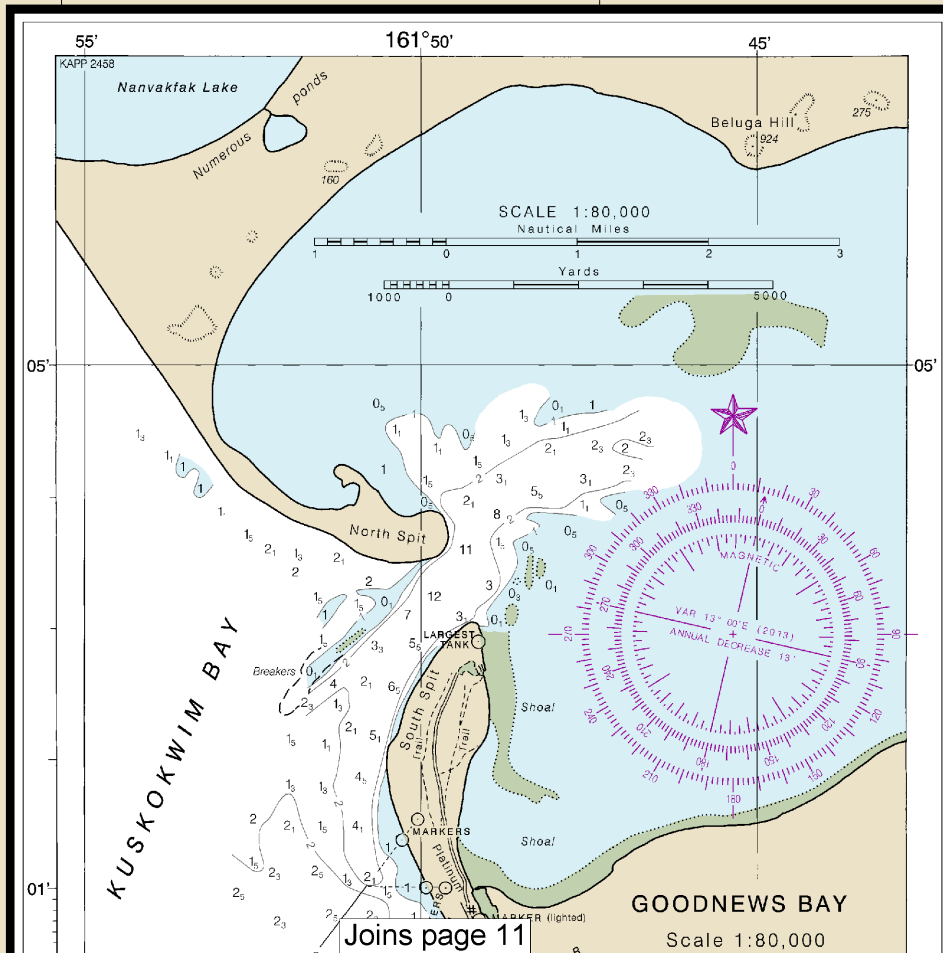
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The Kuskokwim Bay and Kuskokwim River are known to undergo constant change from year to year. Depths on this chart reflect conditions surveyed in 2010. Extreme caution and continuous soundings are necessary to navigate these waters. The deep draft channel in the Kuskokwim River from Kuskokwim Bay Buoy 12 (59°53'41.6"N., 162°15'19.7"W.) northward to Bethel is marked by about 36 red or green foam buoys from June 1st through October 1st each year.

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16300

60°

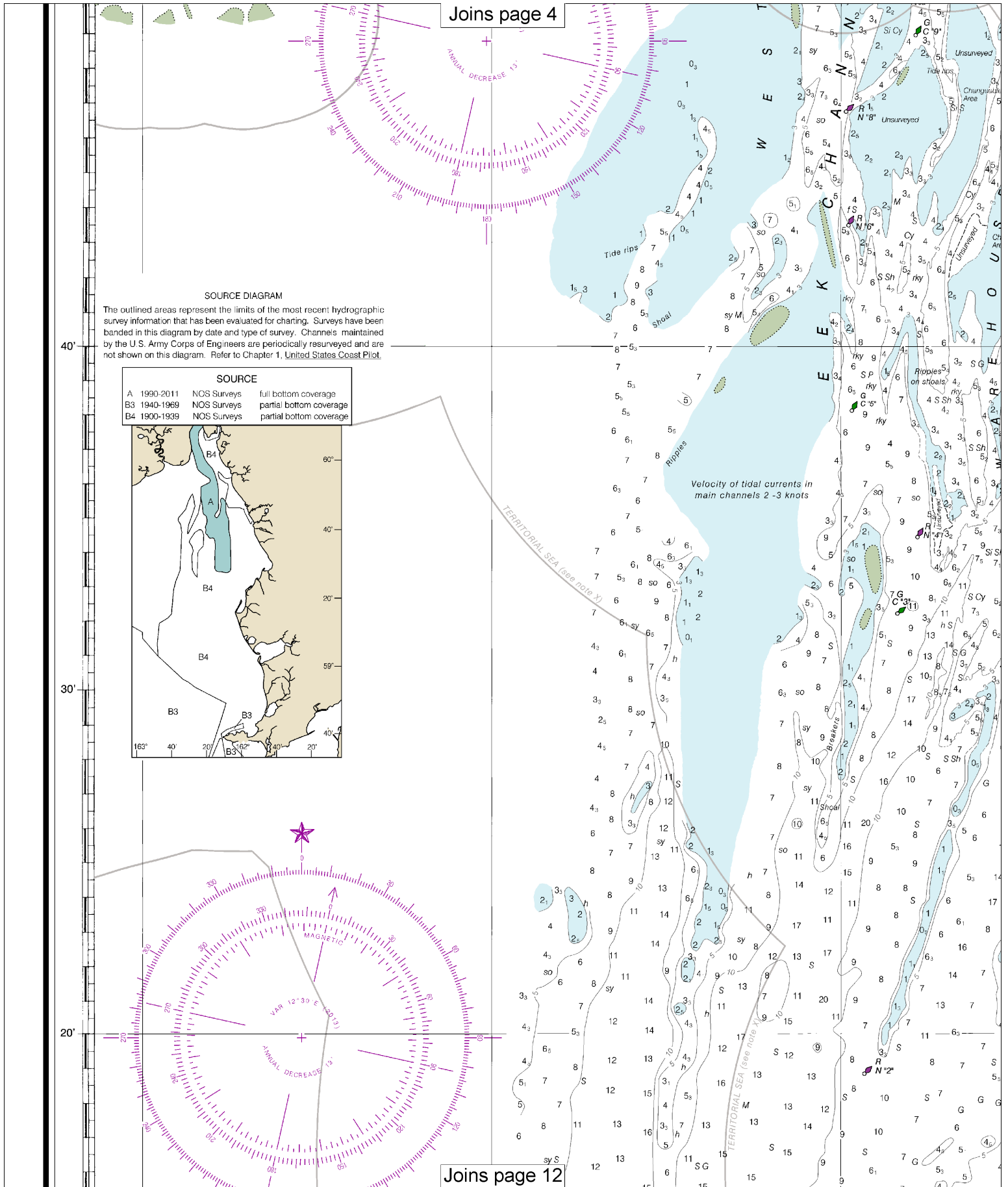
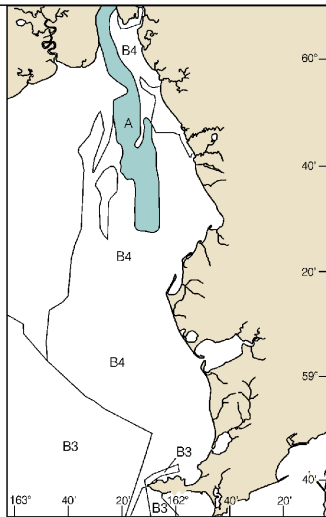
50°

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	1990-2011	NOS Surveys	full bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



The horizontal reference datum of this chart is the North American Datum of 1983 (NAD 83), which for all practical purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions shown on this chart are in NAD 83. Positions shown on charts prior to 1983 are in the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

TIDE INFORMATION		
PLACE		Height referred to
NAME	(LAT/LONG)	Mean High Water
Goodnews Bay Entrance	(59°03'N/161°49'W)	8.9
Apokak Cr. Entrance	(60°08'N/162°10'W)	12.0

Dashes (---) located in datum columns indicate unavailable datum values for tide predictions, and tidal current predictions are available on the Internet from (Sep 2013)

The NOAA Weather Radio station listed below provides continuous weather broadcast. 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.

Tuklung Mt. AK WNG-525 162.425 MHz

Navigation regulations are published in Chapter 1 of Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning 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, Anchorage, Alaska.

Refer to charted regulation section numbers.

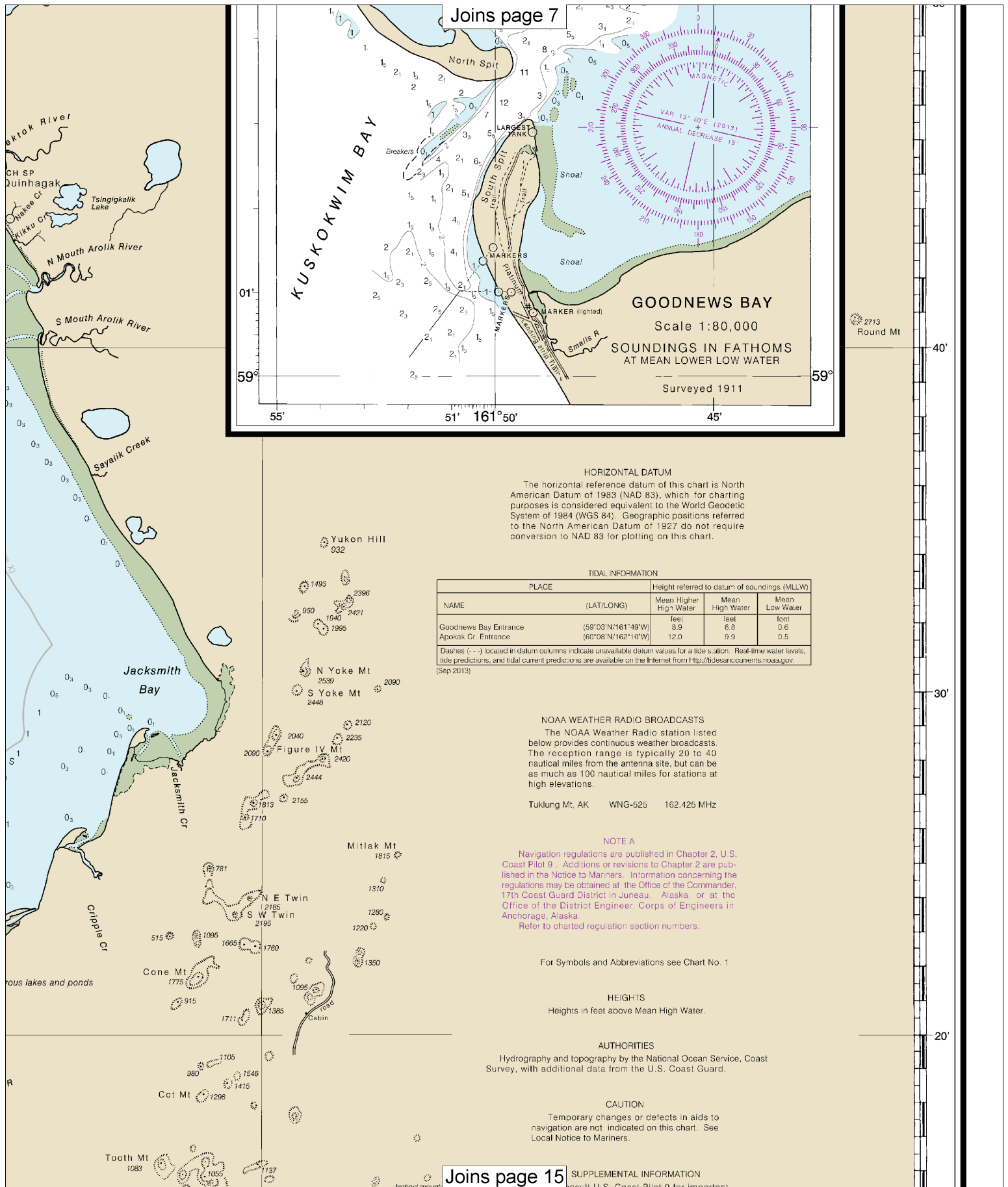
For Symbols and Abbreviations see Chart M

Heights in feet above Mean High Water.

Hydrography and topography by the National Ocean Survey, with additional data from the U.S. Coast Guard.

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

Consult U.S. Coast Pilot 9 for impor-



Joins page 7

KUSKOKWIM BAY

GOODNEWS BAY

Scale 1:80,000

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Surveyed 1911

2713
Round Mt

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 do not require conversion to NAD 83 for plotting on this chart.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Goodnews Bay Entrance	(59°03'N/161°49'W)	feet 9.9	feet 6.8	feet 0.6
Apokak Cr. Entrance	(60°08'N/162°10'W)	12.0	9.9	0.5

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 2013)

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.

Tuklung Mt, AK WNG-525 162.425 MHz

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.

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.

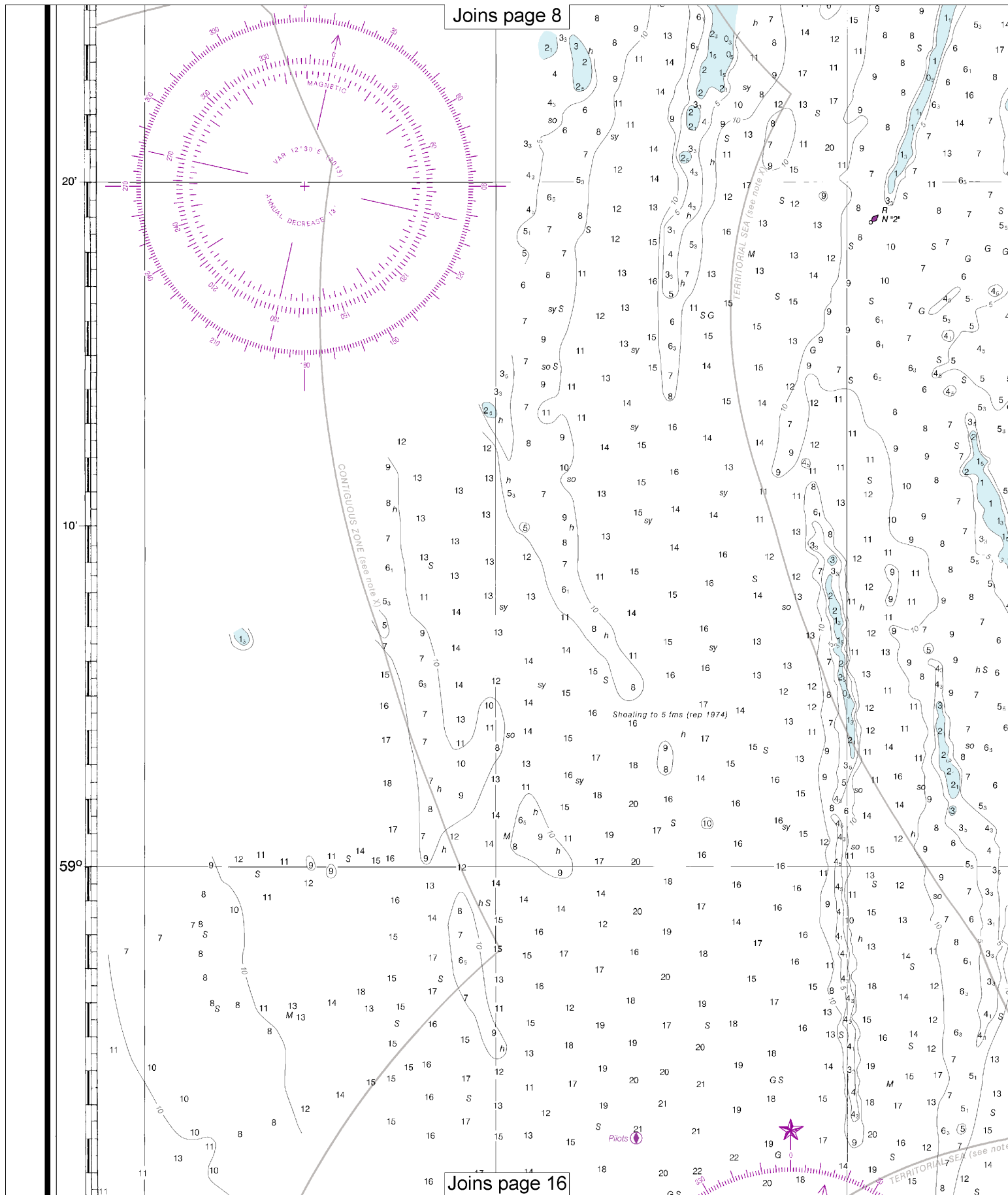
CAUTION

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

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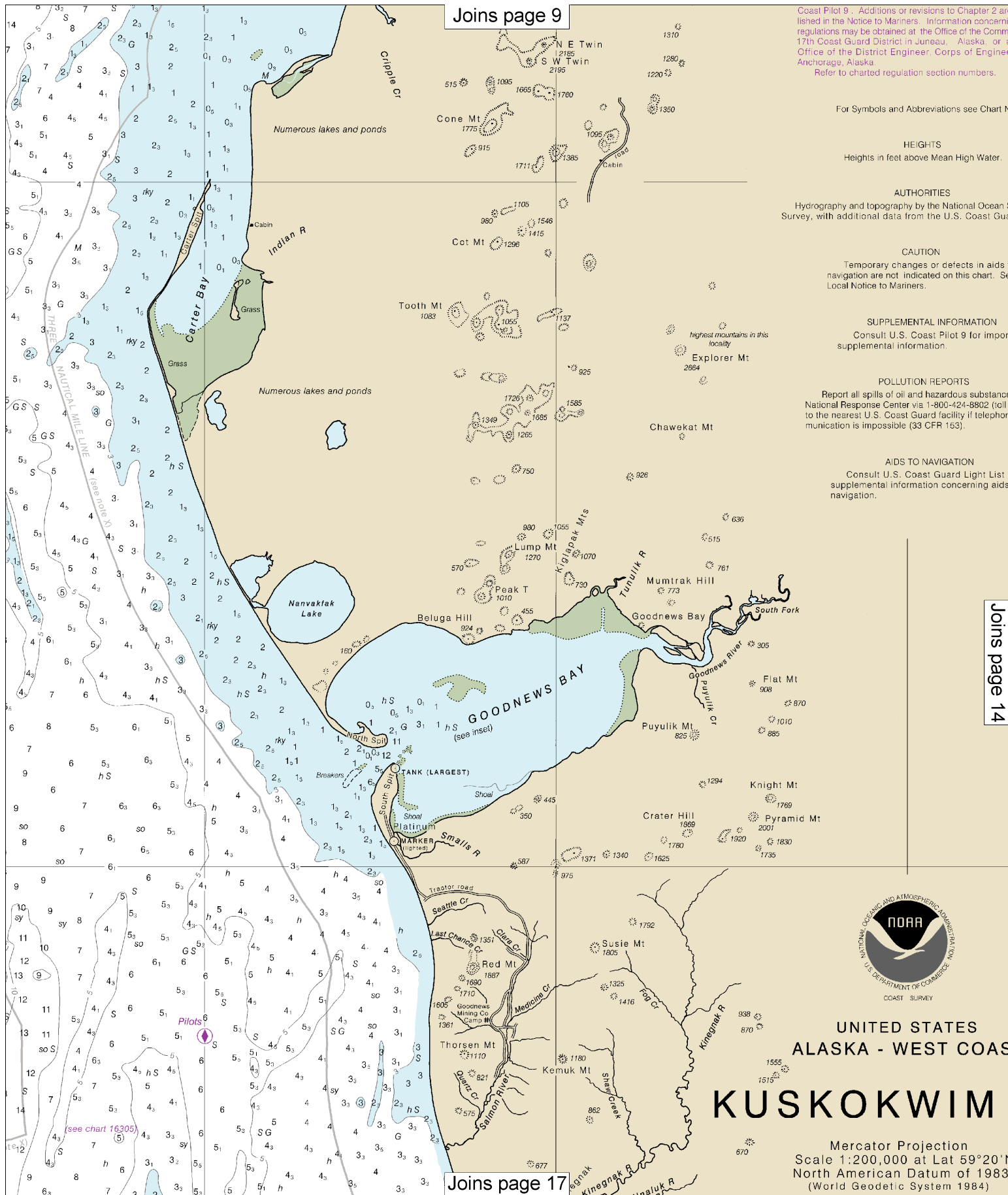
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important

Joins page 8



12

Note: Chart grid lines are aligned with true north.



Joins page 9

Coast Pilot 9 - Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning regulations may be obtained at the Office of the Commandant, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers, Anchorage, Alaska.
Refer to charted regulation section numbers.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS
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AUTHORITIES
Hydrography and topography by the National Oceanic and Atmospheric Administration, U.S. Coast and Geodetic 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.

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

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 telephonic communication is impossible (33 CFR 163).

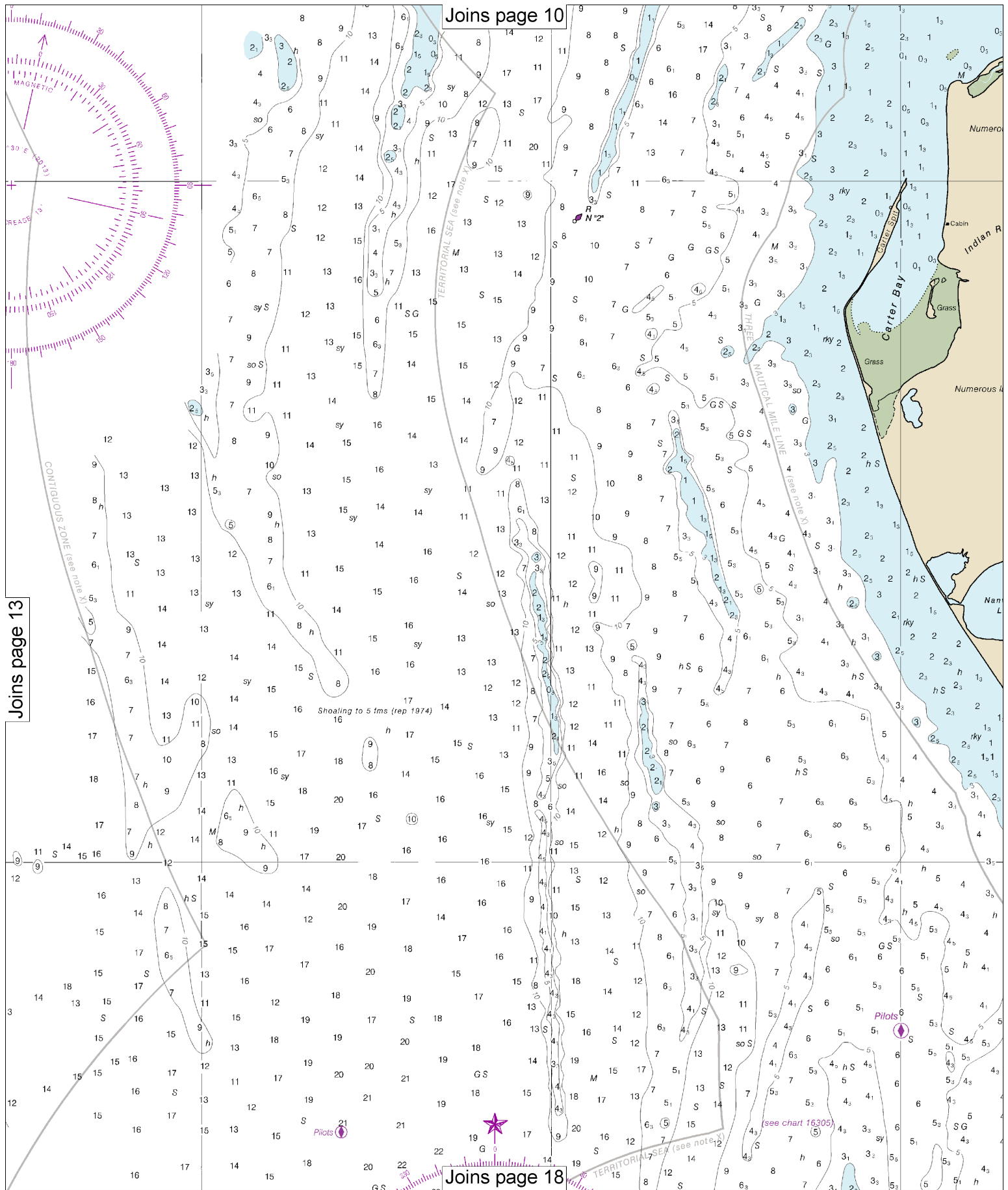
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Joins page 14



**UNITED STATES
ALASKA - WEST COAST
KUSKOKWIM**
Mercator Projection
Scale 1:200,000 at Lat 59°20'N
North American Datum of 1983
(World Geodetic System 1984)

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Additional or revisions to Chapter 2 are published to Mariners. Information concerning 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.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS
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Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

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SUPPLEMENTAL INFORMATION
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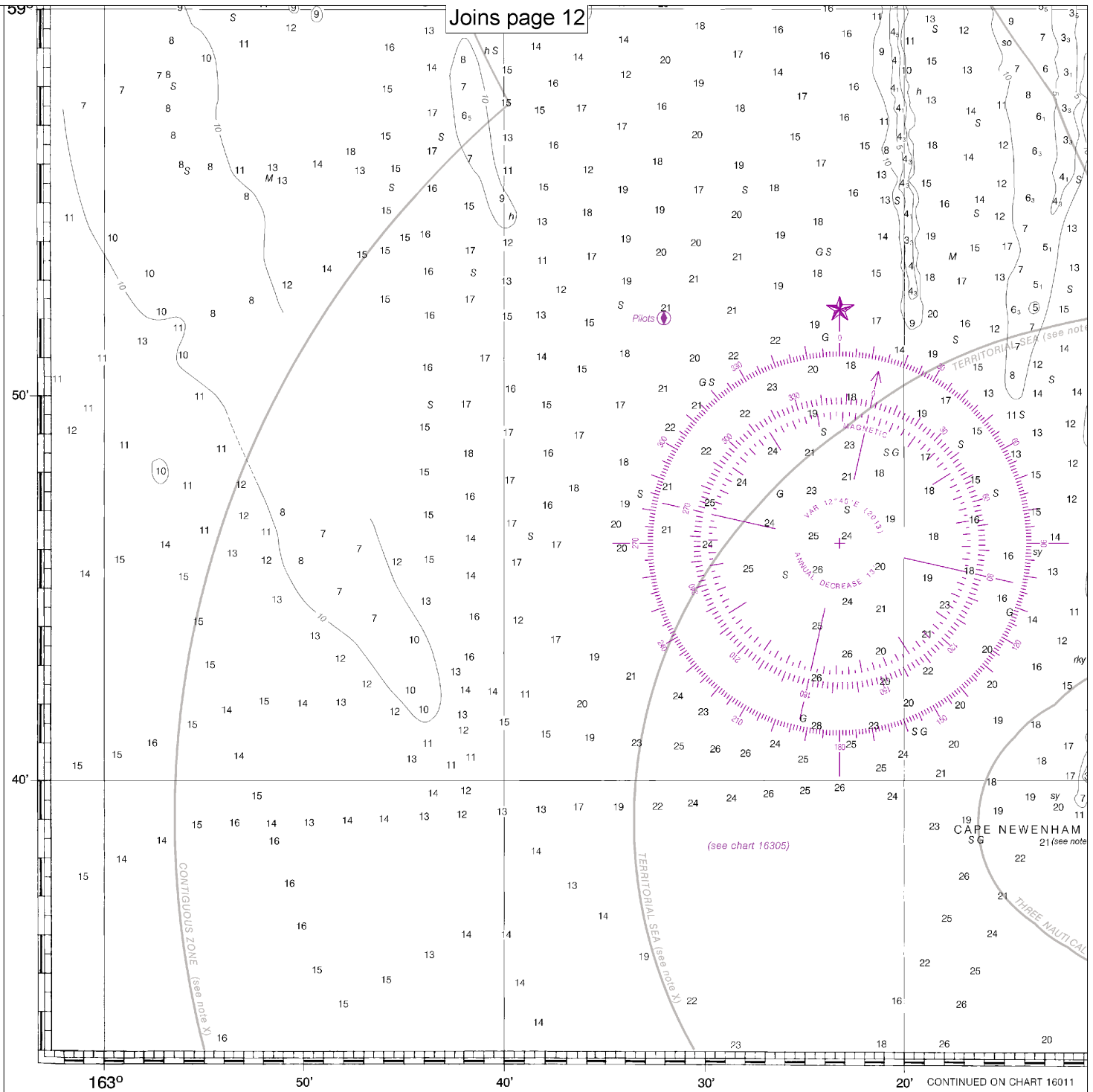
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UNITED STATES
ALASKA - WEST COAST
KUSKOKWIM BAY

Mercator Projection
Scale 1:200,000 at Lat 59°20'N
North American Datum of 1983
(Geodetic System 1984)



16300

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.

This is the Last Edition of this chart. It will be canceled on Oct 30, 2024
10th Ed., Nov. 2013. Last Correction: 4/29/2024. Cleared through:
LNM: 2124 (5/21/2024), NM: 2224 (6/1/2024), CHS: 0424 (4/26/2024)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

16

Note: Chart grid lines are aligned with true north.



UNITED STATES
ALASKA - WEST COAST

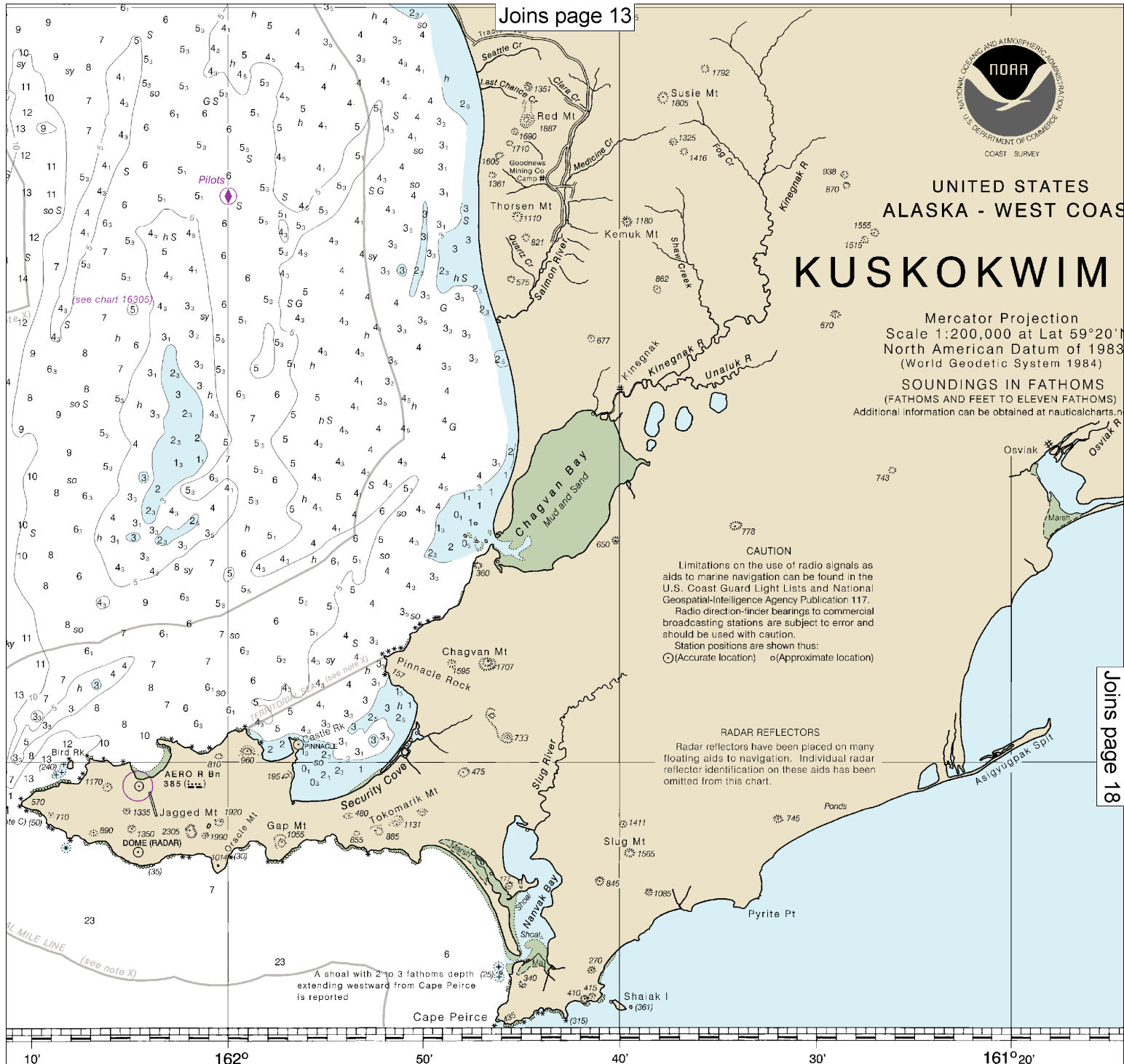
KUSKOKWIM

Mercator Projection
Scale 1:200,000 at Lat 59°20'N
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
Additional information can be obtained at nauticalcharts.noaa.gov

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

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.

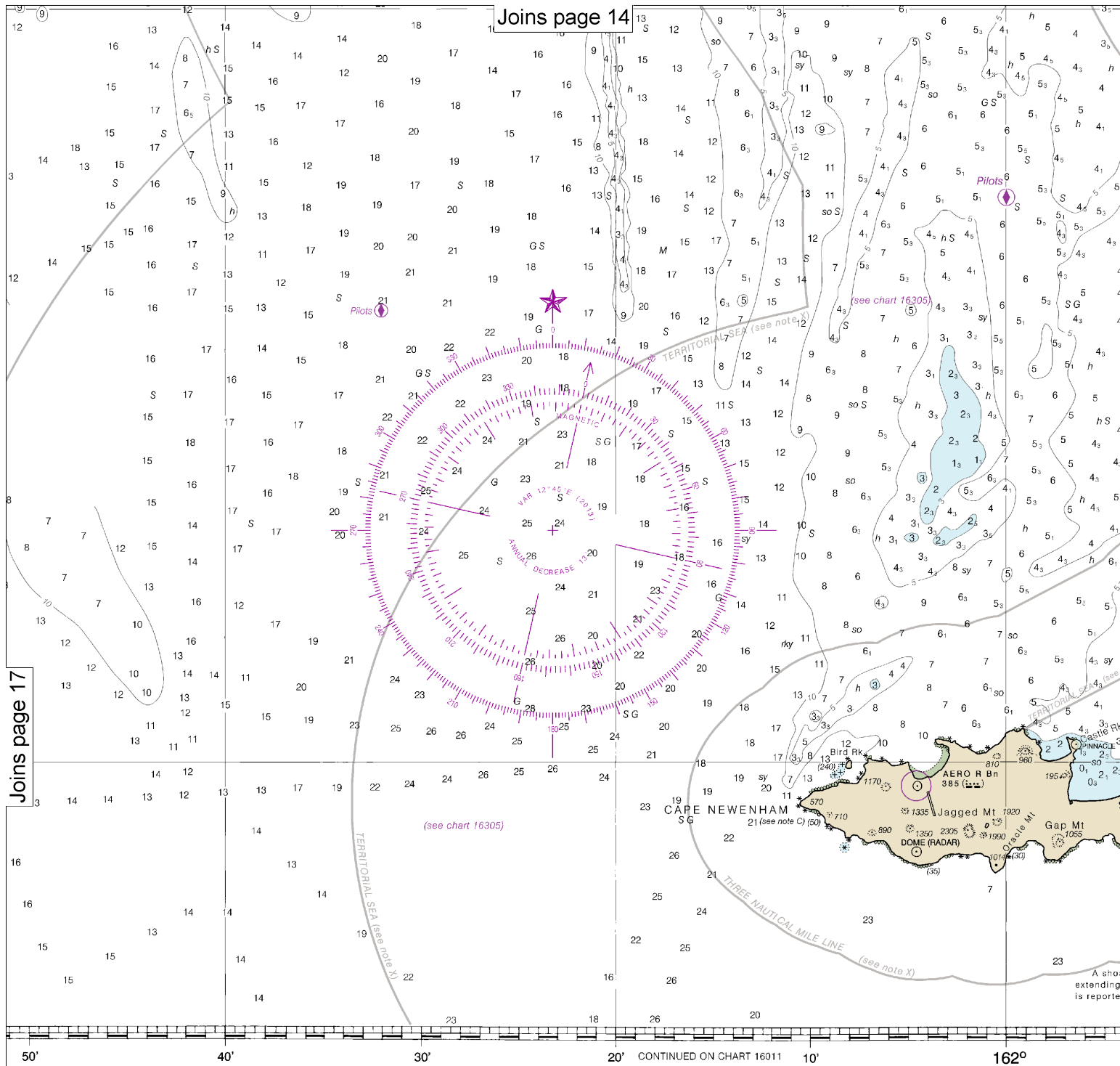


Joins page 18

MS
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

Kuskokwim Bay
SOUNDINGS IN FATHOMS - SCALE



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Joins page 14

CAUTION

from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence
 Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in
 updates corrected from Notice to Mariners published after the dates shown in the lower left
 calcharts.noaa.gov.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

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

on Oct 30, 2024
 red through:
 0424 (4/26/2024)

18

Note: Chart grid
 lines are aligned
 with true north.



UNITED STATES
ALASKA - WEST COAST

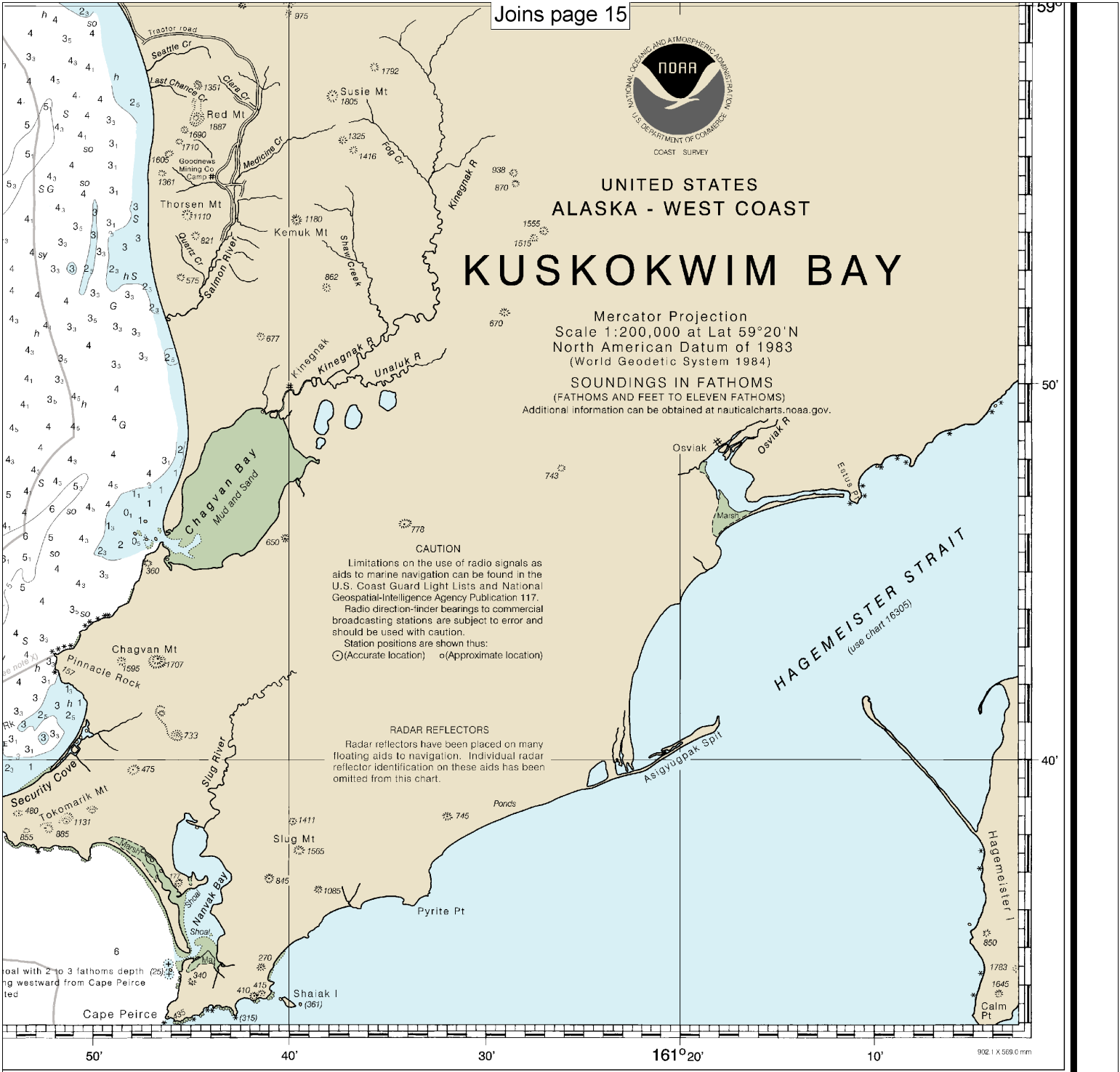
KUSKOKWIM BAY

Mercator Projection
Scale 1:200,000 at Lat 59°20'N
North American Datum of 1983
(World Geodetic System 1984)

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CONVERSION TABLE

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

Kuskokwim Bay
SOUNDINGS IN FATHOMS - SCALE 1:200,000

16300



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.



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/>

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!

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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