

# 2012 Tides & Currents Southeast Alaska Pilots



[dispatch@seapa.com](mailto:dispatch@seapa.com)  
907-225-9696

# Southeast Alaska Pilots Association

## 2012 TIDES & CURRENTS

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Users are further cautioned to read the tide and current related Cautionary Notice & Disclaimer preceding that section (page 14).

# Southeast Alaska Pilots Association

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## SEAPA PILOT ORDERING INFORMATION

The preferred method for ordering Pilots is via the SEAPA website using the online form at [www.seapa.com](http://www.seapa.com). Requests for pilots may also be made directly with the dispatchers via telephone at (907) 225-9696, fax at (907) 247-9696, or e-mail to [dispatch@seapa.com](mailto:dispatch@seapa.com).

The SEAPA website contains a detailed list of the information necessary to order a Pilot. The Pilot office appreciates the earliest possible notification of a vessel request for a Pilot to promote effective and efficient dispatching. Attention is drawn to 12 AAC 56.205(c) regarding minimum ordering notice and changes which states:

In the Southeastern Alaska region, an agent, owner, or master of a vessel shall inform a pilot of a vessel movement at least 48 hours before the movement in order to provide sufficient time for the pilot to arrive at the vessel by the available means of transportation.

An agent, owner, or master of a vessel shall again advise the pilot of a vessel movement at least 24 hours before the movement.

A pilot will be considered unavailable for service only if the timely notice required by this subsection is given and a pilot does not show up at the vessel to render service.

If notice is not given as required under this subsection and the pilot is unable to reach the vessel to render pilot services, the vessel or vessel's owner may be charged for the transportation costs incurred by the pilot in attempting to reach the vessel and for the pilotage charge and all other charges that would have been incurred had the pilot reached the vessel and provided pilotage services.

When an order for a pilot has been placed, if there is a subsequent change in the order, the vessel is liable for all pilot costs incurred prior to the change in order, as well as subsequent costs associated with the change.

Please inform the Pilot office of any special information concerning the movement of the vessels, specifically address if the ETA or ETD is tentative or firm. It is important to provide the Pilot office with a timely and responsive point of contact for any questions, concerns or changes the office may have regarding the request for a Pilot.

OUR DISPATCHERS ARE ON DUTY 24 HOURS A DAY, 7 DAYS A WEEK AT 907-225-9696.

The normally scheduled SEAPA Pilot office hours are:

<b>Summer</b>		<b>Winter</b>	
Mid May – Mid Sep		Mid Sep – Mid May	
Mon – Fri	0830 – 1630	Mon – Fri	0900 - 1500
Saturday	0900 – 1300	Saturday	Closed
Sunday	0900 – 1300	Sunday	Closed

### **Southeast Alaska Pilot's Association 2012 Officers:**

President: Captain Richard Gurry

Vice President: Captain Larry Pullin

Secretary/Treasurer: Captain Ed Devine

### **Office Managers:**

Bobbie Bartholomew

Candy Peterson

### **Southeast Alaska Pilot's Association Address:**

1621 Tongass Avenue, Suite 300

Ketchikan, Alaska 99901

Website: [www.seapa.com](http://www.seapa.com)

E-mail: [pilots@seapa.com](mailto:pilots@seapa.com)

(907) 225-9696

Fax (907) 247-9696

## MASTER–PILOT INFORMATION EXCHANGE

The Master–Pilot Information Exchange is a critical activity in the process of establishing and maintaining situational awareness and communications. The exchange enhances the level of trust, sets expectations, and eliminates assumptions that either the Master or the Pilot is aware of a certain fact or situation. By taking the time to give each other the necessary information, the safety of our transit will be enhanced.

In addition to the suggested minimum information to be exchanged listed on the opposite page, please ensure the following:

Ship's business conducted on the bridge is in English.

The Pilot is provided access to navigation equipment that meets the standards required by the vessel's classing society, the IMO and SOLAS for Bridge Watch Officer's use. This navigation equipment may include, but is not limited to, VHF radios; radars; ARPAs; compass and gyro repeaters; GPS and AIS data; electronic charts display and information systems (if equipped); propulsion instrumentation; and whistle and spotlight controls.

Proper compliance with marine casualty and other reportable events as required in accordance with United States 33 CFR 164, State of Alaska 12 AAC 56.960, and other applicable requirements.

Check with the Pilot Boat and/or the Pilot for specific Pilot Ladder requirements.

Please ensure that the Pilot is notified of all factors affecting safety. If at anytime, the Master or a member of the crew has a question about navigation or safety of the vessel, please communicate your concerns or questions to the Pilot. If there are requirements that are not understood, please ask so that the Pilot may provide additional explanation to ensure that they are complied with.

## SUGGESTED MINIMUM INFORMATION TO BE EXCHANGED

### IMMEDIATE SITUATION:

- Check ship's position
- Verify course and speed
- Ascertain location and rules of the road situation for other vessel traffic
- Confirm immediate transit intentions and requirements

### VESSEL CHARACTERISTICS:

- Vessel deficiencies – anything not working properly
- Pilot Information Card
- Status of anchors
- Status of helm
- Gyrocompass error
- Drafts fore and aft
- Status of radios (ensure Channels 13 and 16 monitored, Ch 13 on US)
- Status of radar(s)
- Propulsion type and restrictions (e.g. standby time, number of starts)
- Thruster horsepower and status
- AIS Status (proper information inputted & reflected)

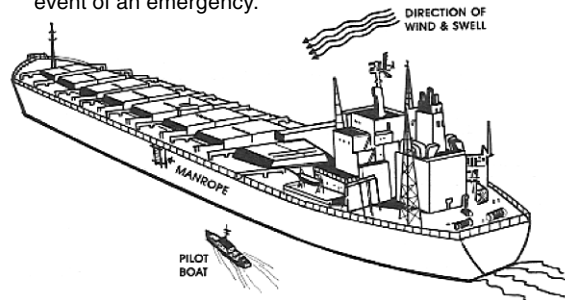
### TRANSIT PLAN:

- Track lines
- Expected tides, currents, weather
- Speeds at critical locations
- Expected traffic, fisheries openings
- Plant status at critical locations
- Notice required for crew call out
- Tug availability, location & makeup
- Mooring/unmooring plan

## PILOT LADDER INSTRUCTIONS

1. Contact the Pilot Boat at least 30 minutes prior to arrival for desired lee & speed.
2. The ladder must be kept clean and used solely for embarking & disembarking Pilots.
3. Rigging of the ladder, along with embarking & disembarking of the Pilot must be done under the supervision of a licensed officer.
4. DO NOT DEPLOY the ladder until the Pilot Boat is firmly alongside. Ship's crews should be trained to tend the ladder to ensure it does not get caught between the ship and the Pilot Boat.
5. The area of the deck where the Pilot boards & departs must be well lighted and clear of obstructions, oils, greases, etc.
6. A clear, safe passage for the Pilot to pass safely from the ladder to the deck is required. If portable stanchions and steps are used, they must be securely fastened. A heaving line and a ring buoy with self-igniting light must be provided.
7. If the deck is loaded with logs or other cargo, ensure a safe passage to and from the ship's bridge is provided.
8. The ladder must be made in one length and not consist of two ladders shackled or lashed together, fitted with spreaders about 10 feet apart to comply with SOLAS Regulation 17, Chapter 5.
9. Sufficiently illuminate the ladder at night, from aft so the light does not shine into the Pilot's eyes or the Pilot Boat Operator's eyes.
10. No tag lines, pull-up ropes, or trailing lines may be attached to the lower ends of the ladder.
11. Rig well clear of vessels discharges, scuppers at about midships or just aft. Keep away from the stern and the turn of the hull.

12. Manropes at Pilot's direction: Normally: on arriving – NO MANROPES; on departure – MANROPES MANDATORY unless specifically NOT requested. Manropes approximately 3" manila in circumference.
13. If the distance from sea level to point of access exceeds nine meters (about 30 feet), rig an accommodation ladder in accordance with the diagram.
14. During Pilot boarding and disembarking, the Master must be in a position to observe the transfer from the vessel bridge wing, and have a portable VHF radio set to the Pilot Boat frequency in order to communicate immediately in event of an emergency.

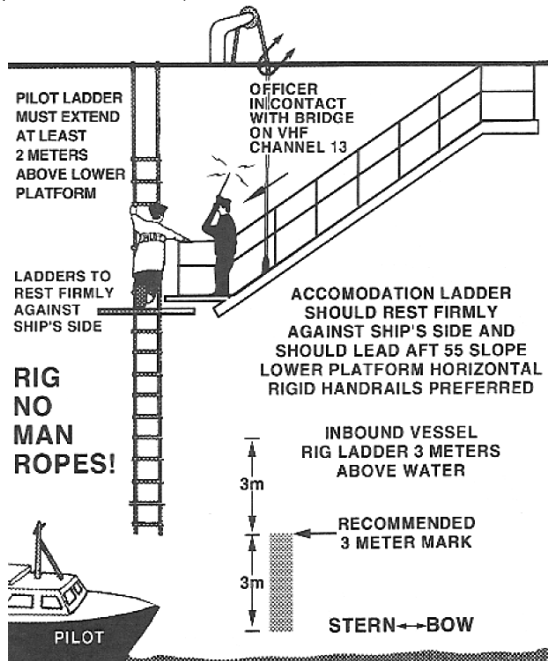


Pilot Boats and Tugs will normally work on US VHF-FM Channel 12 as the working channel between the Pilot Boat and the Ship. If initial contact cannot be made on VHF-FM Channel 12, contact should be attempted via VHF-FM Channel 16.

The Pilot Boat will confirm the desired transfer speed and heading. Masters are requested to comply as closely as possible to the requested heading and speeds to ensure a safe Pilot transfer.

If for any reason, the Master feels the Pilot Boat instructions are unclear or unsafe, the Master should ask for additional explanation. The Master should always alert the Pilot Boat if they feel they must deviate from the agreed upon instructions or if an unsafe situation arises.

## REQUIRED BOARDING LADDER ARRANGEMENTS FOR PILOTS BOARDING SHIPS WITH HIGH FREEBOARD (MORE THAN 9 M) WHEN NO SIDE DOOR AVAILABLE



### AIS REQUIREMENTS

AIS (Automatic Identification System for ships) requirements (CFR 33, 164.01) apply to all self-propelled vessels of 1600 GRT or more when operating in the navigable waters of the United States. The requirements for Bridge-to-Bridge radiotelephones (CFR 33, 26.04) also apply to AIS. Included in the requirements for the AIS system is the requirement that there shall be, on each vessel over 1600 GRT, a functioning **AIS Pilot Plug**. This plug shall be available for pilot use, easily accessible from the primary conning position of the vessel and near 120 volt AC power via a 3-prong receptacle.

## MARINE PILOT STATUTES & REGULATIONS SELECTED EXCERPTS

### GENERAL RULE – PILOTAGE BOUNDARIES (12AAC56.090):

Pilotage is compulsory at all entrances from seaward to Alaska bays, sounds, rivers, straits where the passage is within three nautical miles of this state, or other estuaries for which specific boundaries are not otherwise described. The extent of waters subject to compulsory Pilotage in such Alaska bays, sounds, rivers, straits within three nautical miles of this state, and other estuaries are those waters in-shore of a line drawn approximately parallel with the general trend of the shore through the outermost aid to navigation, or if no aid to navigation exists, then a line drawn from headland to headland across the mouth of the entrance.

### SPECIFIC PILOTAGE BOUNDARIES SOUTHEAST ALASKA (12AAC56.100):

(1) All waters inside a line drawn from Cape Spencer Light due south to a point of intersection which is due west of the southern extremity of Cape Cross; then to Cape Edgecumbe Light; then through Cape Bartolome Light and extended to a point of intersection which is due west of Cape Muzon Light; then due east to Cape Muzon Light; then to a point which is one mile, 180° true, from Cape Chacon Light; then to Barren Island Light; then to Lord Rock Light; then to the southern extremity of Garnet Point, Kanagunut Island; then to the southeastern extremity of Island Point, Sitklan Island; then from the northeastern extremity of Point Mansfield, Sitklan Island, 40° true, to the mainland.

### EXCLUSIONS (12AAC56.110):

Vessels are excluded from the use of a state licensed Marine Pilot in compulsory Pilotage waters when proceeding directly between points outside Alaska and an established pilot station for the express purpose of embarking or disembarking a pilot in the following situations:

- (1) travel via Revillagigedo Channel to Twin Islands Pilot Station; in transiting Revillagigedo Channel, ships must stay west of longitude 131°05';
- (2) travel via Clarence Strait to Guard Island Pilot Station, Point McCartney Pilot Station and Chasina Point Pilot Station;

- (3) travel via Cape Muzon in Cordova Bay to Shoe Island Pilot Station for vessels proceeding to Long Island and to Mellen Rock Pilot Station for vessels proceeding to Hydaburg;
- (4) travel via Cape Bartolome in Bucareli Bay to Cabras Island Pilot Station;
- (5) travel via Cape Ommaney in Chatham Strait to Frederick Sound Pilot Station;
- (6) travel via Sitka Sound to Sitka Sound Pilot Station;
- (7) travel via Yakutat Bay to Yakutat Pilot Station.

**PILOT PICKUP POINT EXCEPTIONS (12AAC56.120):**

- (b) Inside compulsory Pilotage waters, embarking or disembarking pilots at any location inside of an established pilot station may be undertaken only by agreement between a:
  - (1) Pilot and a Ship's Master in an emergency or for reasons of safety when required by extreme weather or other unforeseeable circumstances; or
  - (2) Pilot organization and a ship's agent on a trial basis to accommodate a newly established port, trade, or route.
- (c) If safe and reliable transportation cannot be provided to or from the pilot station, the nearest pilot station with safe and reliable transportation shall be used. If reasonable effort has been made to offer safe and reliable transportation and the vessel, equipment, or personnel do not meet the minimum standards set out in 12AAC56.120(d), the pilot may use the transportation provided.

**PENALTIES (AS 08.62.190):**

- (a) A master or owner of a vessel required by this chapter to employ a licensed pilot who fails to do so when a licensed pilot is available, unless the perils or hazards of the sea prevent the employment of a pilot, is guilty of a misdemeanor and upon conviction, is punishable by a fine of not less than \$5,000 nor more than \$15,000 for the first offense and not less than \$10,000 nor more than \$30,000 for the second offense.

**FOREIGN PLEASURE CRAFT EXEMPTIONS (AS 08.62.180):**

- (b) The operator of a pleasure craft of foreign registry of more than 65 feet overall length but less than 175 feet overall length may apply for an exemption from the pilotage requirement. AS 08.62.180(b) provides specific exemption application require-

ments such as lead time, fees, period of validity, limitations and conditions for revocation. An exemption issued under this subsection does not exempt a vessel from the requirement to employ a Pilot licensed under this chapter while the vessel is in Wrangell Narrows or in the water between Chatham Strait and Sitka via Peril Strait.

The operator of a pleasure craft of foreign registry of more than 65 feet overall length but not more than 125 feet overall length that has received an exemption under AS 08.62.180(b) shall proceed upon initial entry into state water to the first port of call to receive navigational and safety information from an agent registered under AS 08.62.040(a)(3) who is employed by the operator of the vessel. The navigational and safety information provided by the agent must be approved by the marine pilot coordinator and annually reviewed, revised, and approved as appropriate by the board at its spring meeting.

The operator of a pleasure craft of foreign registry of more than 125 feet overall length but less than 175 feet overall length that has received an exemption under AS 08.62.180(b) shall employ a Pilot licensed under this chapter from the initial entry into compulsory pilotage water of the state to first port of call. The marine pilot shall provide navigational and safety information relating to the pilotage region to the operator of the vessel.

**DUTIES OF PILOTS (12 AAC 56.960):**

- (a) A pilot shall be on duty, at the conn, piloting the vessel at all times when the vessel is in transit or maneuvering in compulsory pilotage waters. A pilot at the conn may only be relieved for cause by the vessel's master or the officer in charge of the navigational watch when the master is absent from the bridge. The pilot may voluntarily relinquish the conn to a ship's officer, but may reassume the conn at any time.
- (b) A passenger vessel in transit of compulsory pilotage waters not excluded under 12 AAC 56.110 must carry two pilots on board except during an entry transit between a pilot station and a harbor or anchorage within compulsory pilotage waters, or an exit from compulsory pilotage waters where the entry or exit transit is normally less than eight hours.
- (c) A non-passenger vessel in a continuous transit of compulsory pilotage waters of Southeast Alaska that is expected to exceed eight hours must employ two pilots.

**SOUTHEAST ALASKA PILOT STATIONS  
OR PICKUP POINTS (Reference 12 AAC 56.120)**

**Cabras Island:** 1.0 miles 315° true from Cabras Island; approximate position 55° 22.0' north latitude, 133° 24.8' west longitude

**Cape Spencer:** 3.2 miles 090° true from Cape Spencer Light; approximate position 58° 12' north latitude, 136° 32' west longitude; this is a seasonal station open only during the period May 1 through September 30

**Chasina Point:** 1.25 miles 013° true from Chasina Point; approximate position 55°18' north latitude, 132°01' west longitude

**Frederick Sound:** 3.0 miles 310° true from Cornwallis Point Light; approximate position 56°58' north latitude, 134° 21' west longitude

**Guard Island:** 1.0 miles 315° true from Guard Island Light; approximate position 55° 27.5' north latitude, 131° 53.9' west longitude

**Mellen Rock:** 0.6 miles 050° true from Mellen Rock Light; approximate position 55°02' north latitude, 132°39' west longitude

**Point McCartney:** 1.0 miles 090° true from Point McCartney Light; approximate position 55° 06.8' north latitude, 131° 40.5' west longitude

**Sitka Sound:** 0.25 miles 000° true from the Eckholms Light; approximate position 57° 00.9' north latitude, 135° 21.4' west longitude

**Shoe Island:** 2.0 miles 090° true from Shoe Island Light; approximate position 54°57' north latitude, 132°41' west longitude

**Twin Island:** 2.0 miles 045° true from Twin Island Light; approximate position 55° 10.0' north latitude, 131° 10.4' west longitude; this is a seasonal station open only during the period May 1 through September 30

**Yakutat:** 1.0 miles 315° true from Yakutat Bay Lighted Whistle Buoy 4; approximate position 59° 36.3' north latitude, 139° 52.5' west longitude;

**CONVERSIONS**

**METERS → FEET & TENTHS → FATHOMS  
(approximate values)**

M	FT	FA	M	FT	FA	M	FT	FA	M	FT	FA
1	3.3	0.5	26	85.3	14.2	100	328	55	200	656	109
2	6.6	1.1	27	88.6	14.8	103	338	56	205	673	112
3	9.8	1.6	28	91.9	15.3	106	348	58	210	689	115
4	13.1	2.2	29	95.1	15.9	109	358	60	215	705	118
5	16.4	2.7	30	98.4	16.4	112	367	61	220	722	120
6	19.7	3.3	31	101.7	17.0	115	377	63	225	738	123
7	23.0	3.8	32	105.0	17.5	118	387	65	230	755	126
8	26.2	4.4	33	108.3	18.0	121	397	66	235	771	129
9	29.5	4.9	34	111.6	18.6	124	407	68	240	787	131
10	32.8	5.5	35	114.8	19.1	127	417	69	245	804	134
11	36.1	6.0	36	118.1	19.7	130	427	71	250	820	137
12	39.4	6.6	37	121.4	20.2	133	436	73	255	837	139
13	42.7	7.1	38	124.7	20.8	136	446	74	260	853	142
14	45.9	7.7	39	128.0	21.3	139	456	76	265	869	145
15	49.2	8.2	40	131.2	21.9	142	466	78	270	886	148
16	52.5	8.7	41	134.5	22.4	145	476	79	275	902	150
17	55.8	9.3	42	137.8	23.0	148	486	81	280	919	153
18	59.1	9.8	43	141.1	23.5	151	495	83	285	935	156
19	62.3	10.4	44	144.4	24.1	154	505	84	290	951	159
20	65.6	10.9	45	147.6	24.6	157	515	86	295	968	161
21	68.9	11.5	46	150.9	25.2	160	525	87	300	984	164
22	72.2	12.0	47	154.2	25.7	163	535	89	305	1001	167
23	75.5	12.6	48	157.5	26.2	166	545	91	310	1017	170
24	78.7	13.1	49	160.8	26.8	169	554	92	315	1034	172
25	82.0	13.7	50	164.1	27.3	172	564	94	320	1050	175

Approximate values; use at your own risk.

**OTHER USEFUL EQUIVALENTS**

1 meter = 3.281 ft

1 nm = 10 cables

1 cable = 102 fathoms

1 nm = 1.15 statute mi

1 cuft = 7.481 us gal

1 cuft seawater = 64 lbs

1 cuft freshwater = 62.5 lbs

1 barrel = 42 gal

1 barrel fuel oil = 336 lbs

1 barrel diesel oil = 315 lbs

1 barrel lube oil = 450 lbs

1 gal = 4.7 liters

1 kW = .7457 HP

1 HP = 1.341 kW

# HEIGHT OF TIDE AT ANY TIME

Duration		Time from the nearest high water or low water													
		<i>h.m.</i>	<i>h.m.</i>	<i>h.m.</i>	<i>h.m.</i>	<i>h.m.</i>	<i>h.m.</i>	<i>h.m.</i>	<i>h.m.</i>	<i>h.m.</i>	<i>h.m.</i>	<i>h.m.</i>	<i>h.m.</i>		
5.20	0.11	0.21	0.32	0.43	0.53	1.04	1.15	1.25	1.36	1.47	1.57	2.08	2.19	2.29	2.40
5.40	0.11	0.23	0.34	0.45	0.57	1.08	1.19	1.31	1.42	1.53	2.05	2.16	2.27	2.39	2.50
6.00	0.12	0.24	0.36	0.48	1.00	1.12	1.24	1.36	1.48	2.00	2.12	2.24	2.36	2.48	3.00
6.20	0.13	0.25	0.38	0.51	1.03	1.16	1.29	1.41	1.54	2.07	2.19	2.32	2.45	2.57	3.10
6.40	0.13	0.27	0.40	0.53	1.07	1.20	1.33	1.47	2.00	2.13	2.27	2.40	2.53	3.07	3.20
7.00	0.14	0.28	0.42	0.56	1.10	1.24	1.38	1.52	2.06	2.20	2.34	2.48	3.02	3.16	3.30
7.20	0.15	0.29	0.44	0.59	1.13	1.28	1.43	1.57	2.12	2.27	2.41	2.56	3.11	3.25	3.40
Range		Correction to Height													
<i>ft.</i>	<i>ft.</i>	<i>ft.</i>	<i>ft.</i>	<i>ft.</i>	<i>ft.</i>	<i>ft.</i>	<i>ft.</i>	<i>ft.</i>	<i>ft.</i>	<i>ft.</i>	<i>ft.</i>	<i>ft.</i>	<i>ft.</i>	<i>ft.</i>	<i>ft.</i>
0.5	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2
1.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.3	0.4	0.4	0.5	0.6	0.7	0.8
1.5	0.0	0.0	0.0	0.1	0.1	0.2	0.3	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
2.0	0.0	0.0	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.9	1.0	1.1	1.2	1.2
2.5	0.0	0.0	0.1	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.9	1.0	1.1	1.2	1.5
3.0	0.0	0.0	0.1	0.1	0.2	0.3	0.4	0.5	0.6	0.8	0.9	1.0	1.2	1.3	1.5
3.5	0.0	0.0	0.1	0.2	0.3	0.4	0.6	0.7	0.9	1.0	1.2	1.4	1.6	1.8	1.8
4.0	0.0	0.0	0.1	0.2	0.3	0.4	0.5	0.7	0.8	1.0	1.2	1.4	1.6	1.8	2.0
4.5	0.0	0.0	0.1	0.2	0.3	0.4	0.6	0.7	0.9	1.1	1.3	1.6	1.8	2.0	2.2
5.0	0.0	0.1	0.1	0.2	0.3	0.5	0.6	0.8	1.0	1.2	1.5	1.7	2.0	2.2	2.5
5.5	0.0	0.1	0.1	0.2	0.4	0.5	0.7	0.9	1.1	1.4	1.6	1.9	2.2	2.5	2.8
6.0	0.0	0.1	0.1	0.3	0.4	0.6	0.8	1.0	1.2	1.5	1.8	2.1	2.4	2.7	3.0
6.5	0.0	0.1	0.2	0.3	0.4	0.6	0.8	1.1	1.3	1.6	1.9	2.2	2.6	2.9	3.2
7.0	0.0	0.1	0.2	0.3	0.5	0.7	0.9	1.2	1.4	1.8	2.1	2.4	2.8	3.1	3.5
7.5	0.0	0.1	0.2	0.3	0.5	0.7	1.0	1.2	1.5	1.9	2.2	2.6	3.0	3.4	3.8
8.0	0.0	0.1	0.2	0.3	0.5	0.8	1.0	1.3	1.6	2.0	2.4	2.8	3.2	3.6	4.0
8.5	0.0	0.1	0.2	0.4	0.6	0.8	1.1	1.4	1.8	2.1	2.5	2.9	3.4	3.8	4.2
9.0	0.0	0.1	0.2	0.4	0.6	0.9	1.2	1.5	1.9	2.2	2.7	3.1	3.6	4.0	4.5
9.5	0.0	0.1	0.2	0.4	0.6	0.9	1.2	1.6	2.0	2.4	2.8	3.3	3.8	4.3	4.8
10.0	0.0	0.1	0.2	0.4	0.7	1.0	1.3	1.7	2.1	2.5	3.0	3.5	4.0	4.5	5.0
10.5	0.0	0.1	0.3	0.5	0.7	1.0	1.3	1.7	2.2	2.6	3.1	3.6	4.2	4.7	5.2
11.0	0.0	0.1	0.3	0.5	0.7	1.1	1.4	1.7	2.3	2.8	3.3	3.8	4.4	4.9	5.5
11.5	0.0	0.1	0.3	0.5	0.8	1.1	1.5	1.8	2.3	2.9	3.4	4.0	4.6	5.1	5.8
12.0	0.0	0.1	0.3	0.5	0.8	1.1	1.5	1.9	2.5	3.0	3.6	4.1	4.8	5.4	6.2
12.5	0.0	0.1	0.3	0.5	0.8	1.2	1.6	1.9	2.6	3.1	3.7	4.3	5.0	5.6	6.2
13.0	0.0	0.1	0.3	0.6	0.9	1.2	1.7	2.2	2.7	3.2	3.9	4.5	5.1	5.8	6.5
13.5	0.0	0.1	0.3	0.6	0.9	1.3	1.7	2.2	2.8	3.4	4.0	4.7	5.3	6.0	6.8
14.0	0.0	0.2	0.3	0.6	0.9	1.3	1.8	2.3	2.9	3.5	4.2	4.8	5.5	6.3	7.0
14.5	0.0	0.2	0.4	0.6	1.0	1.4	1.9	2.4	3.0	3.6	4.3	5.0	5.7	6.5	7.2
15.0	0.0	0.2	0.4	0.6	1.0	1.4	1.9	2.5	3.1	3.8	4.4	5.2	5.9	6.7	7.5
15.5	0.0	0.2	0.4	0.7	1.0	1.5	2.0	2.6	3.2	3.9	4.6	5.4	6.1	6.9	7.8
16.0	0.0	0.2	0.4	0.7	1.1	1.5	2.1	2.6	3.3	4.0	4.7	5.6	6.3	7.2	8.0
16.5	0.0	0.2	0.4	0.7	1.1	1.6	2.1	2.7	3.4	4.1	4.9	5.7	6.5	7.4	8.2
17.0	0.0	0.2	0.4	0.7	1.1	1.6	2.2	2.8	3.5	4.2	5.0	5.9	6.7	7.6	8.5
17.5	0.0	0.2	0.4	0.8	1.2	1.7	2.2	2.9	3.6	4.4	5.2	6.0	6.9	7.8	8.8
18.0	0.0	0.2	0.4	0.8	1.2	1.7	2.3	3.0	3.7	4.5	5.3	6.2	7.1	8.1	9.0
18.5	0.1	0.2	0.5	0.8	1.2	1.8	2.4	3.1	3.8	4.6	5.5	6.4	7.3	8.3	9.2
19.0	0.1	0.2	0.5	0.8	1.3	1.8	2.4	3.1	3.9	4.8	5.6	6.6	7.5	8.5	9.5
19.5	0.1	0.2	0.5	0.8	1.3	1.9	2.5	3.2	4.0	4.9	5.8	6.7	7.7	8.7	9.8
20.0	0.1	0.2	0.5	0.9	1.3	1.9	2.6	3.3	4.1	5.0	5.9	6.9	7.9	9.0	10.0

Enter the table with the duration of rise or fall which most nearly agrees with the actual value and on that horizontal line find the time from the nearest high or low water which agrees most nearly with the corresponding actual difference. The correction sought is in the column directly below on the line with the range of tide. When the nearest tide is high water, subtract the correction. When the nearest tide is low water, add the correction.

## TIDE STATION CORRECTION TABLES

HIGH WATER		LOCATION	LOW WATER	
TIME	HEIGHT		TIME	HEIGHT
<b>ON KETCHIKAN</b>				
-0:08	-0.1	Coon Island, George Inlet	-0:08	0.0
-0:06	+0.3	Ward Cove	-0:03	0.0
0:00	+0.3	Rudyerd Bay	+0:01	0.0
0:00	+0.3	Yes Bay	-0:01	0.0
-0:11	-0.7	Metlakala	-0:07	0.0
+0:06	0.0	Kaasan	+0:01	0.0
+0:13	+0.6	Ratz Harbor	+0:14	-0.1
+0:11	+0.3	Wrangell	+0:02	0.0
+0:09	-0.7	St. John Harbor	+0:05	-0.2
+0:20	+0.2	Point Lockwood	+0:15	+0.1
+0:20	+0.6	Anchor Point	+0:35	0.0
+0:09	+0.3	Petersburg	+0:26	-0.1
+0:05	-1.4	Kake	+0:12	-0.1
<b>ON SITKA</b>				
-0:08	+2.9	Saltery Point	-0:05	+0.1
-0:07	+1.7	Tievak Narrows	-0:01	+0.1
-0:10	+0.3	Waterfall Cannery	-0:09	-0.1
-0:08	+0.1	Craig	-0:05	-0.1
-0:20	+0.2	Steamboat Bay	-0:08	-0.1
-0:20	+0.9	Edna Bay	-0:08	0.0
-0:22	+1.4	Pole Anchorage	-0:22	-0.1
-0:13	+2.4	Port Protection	-0:11	0.0
0:00	+1.4	Port Alexander	-0:05	+0.1
-0:02	+2.7	Red Bluff Bay	+0:12	+0.2
0:00	0.0	Olga Point	+0:14	0.0
-0:01	+0.1	Whitestone Narrows	+0:03	0.0
+0:17	+3.3	Sergius Narrows	+0:27	+0.1
+0:01	+0.5	Cape Spencer	+0:05	+0.1
-0:01	+0.9	Port Althorp	+0:06	0.0
+0:09	+1.9	Idaho Inlet	+0:13	0.0
+0:17	*1.01	Yakutat	+0:16	*0.95
+0:21	*1.00	Point Latouche	+0:19	*0.89
<b>ON JUNEAU</b>				
-0:18	-0.2	Dry Strait	-0:03	0.0
+0:07	-0.8	Thomas Bay	+0:07	0.0
-0:06	*0.91	The Brothers	-0:03	*0.94
-0:06	-1.1	Hobart Bay	+0:03	-0.1
+0:03	-0.8	Holkham Bay	+0:06	-0.1
-0:03	*0.97	Taku Harbor	-0:04	*1.00
-0:06	-0.4	Auke Bay	-0:03	0.0
0:00	-1.1	Funter Bay	+0:01	0.0

For more accuracy at the locations listed above, add (+) or subtract (-) the corrections given for the time and height of high and low water.

When an asterisk (\*) precedes a difference, that difference given is a ratio, and the height of high or low water at the reference station is multiplied by the ratio to determine the height at the location.

## TIDE STATION CORRECTION TABLES

HIGH WATER		LOCATION	LOW WATER	
TIME	HEIGHT		TIME	HEIGHT
<b>ON JUNEAU (cont.)</b>				
-0:09	+0.5	Haines Inlet	-0:06	0.0
-0:03	*1.03	Skagway	-0:01	*1.01
-0:07	-2.8	Baranof Warm Springs Bay	-0:04	-0.1
-0:06	-2.1	Killisnoo	-0:04	0.0
-0:04	-1.5	Tenakee Springs	+0:05	-0.1
-0:03	-1.8	Point Adolphus	+0:01	-0.1
+0:01	-1.4	Hoonah Harbor	+0:03	-0.1
+0:11	-1.6	Bartlett Cove	+0:12	0.0
+0:24	-0.2	Willoughby Island	+0:36	+0.1
+0:28	+0.3	Composite Island	+0:37	+0.1

## CURRENT CORRECTION TABLES

MBF		Flood	LOCATION		MBE		Ebb	Speed Ratio	Direction at Max
H	M		H	M	H	M			
<b>ON WRANGELL NARROWS</b>									
+3:09	+2:59		Masset Harbor		+2:47	+3:20	1.3/2.1	145/335	
+0:34	+0:26		Pearse Canal Narrows		+0:31	+0:47	0.9/1.3	045/225	
+0:36	+0:28		Portland Canal Wales Pt.		+0:18	+0:49	0.8/1.2	040/220	
-0:32	-2:00		Saxman Spire, 2 nm s		-2:02	-0:12	0.2/0.3	320/110	
-0:50	+0:08		Ketchikan		+0:04	-0:41	0.3/0.1	310/120	
-0:29	-0:37		Felice Strait Harris Is.		-0:47	-0:16	1.3/1.8	055/235	
-0:24	-0:32		Point McCarty Light		-0:42	-0:11	0.6/1.0	040/220	
-0:09	-0:17		Walden Rocks		-0:27	+0:04	0.9/1.3	025/205	
-0:19	-0:27		Behm Canal Point Sykes		-0:37	-0:06	0.3/0.5	040/220	
-1:41	-3:07		Behm Narrows		-3:41	-2:58	0.1/0.6	062/264	
-0:14	-0:22		Ship Island		-0:32	-0:01	0.5/0.7	335/155	
-0:09	-0:17		Narrow Point		-0:27	+0:04	0.5/0.7	330/150	
+0:11	+0:03		Lincoln Rock Light		-0:07	+0:24	0.5/0.7	335/155	
-0:09	-0:17		McHenry Ledge		-0:27	+0:04	0.6/1.0	045/225	
+0:21	+0:13		Blake Island		+0:03	+0:34	0.8/1.2	330/150	
+0:31	+0:23		Eastern Psg The Narrows		+0:13	+0:44	0.9/1.4	225/045	
+0:06	-0:02		Point Highfield		-0:12	+0:19	0.5/0.7	095/275	
+0:21	+0:13		Zimovia Strait Young Rk		+0:03	+0:34	0.5/0.8	165/345	
+0:06	-0:02		East Point, east of		-0:12	+0:19	0.5/0.8	010/190	
+2:28	+3:36		Wrangell Hbr, 1.6 nm w		+2:16	+0:33	0.3/0.4	050/235	
+0:21	+0:13		Key Reef		+0:03	+0:34	0.5/0.7	010/190	
+0:21	+0:13		Steamer Point		+0:03	+0:34	0.6/1.0	040/220	
+0:26	+0:18		South Craig Point		+0:08	+0:39	0.6/1.0	010/190	
+0:26	+0:18		Vank Island, off Neal Pt.		+0:08	+0:39	0.6/1.0	035/215	
-0:34	-0:42		Dewey Rocks		-0:52	-0:21	0.3/0.5	005/185	
-0:24	-0:32		Mellen Rock		-0:42	-0:11	0.6/1.0	010/190	
-0:29	-0:45		Sukkwaw Narrows		-0:20	-0:09	0.4/0.6	323/130	
-0:19	-0:27		Meares Island		-0:37	-0:06	0.7/1.0	090/270	
-0:19	-0:27		Waterfall Cannery		-0:37	-0:06	0.6/1.0	155/335	

## CURRENT CORRECTION TABLES

MBF		Flood		LOCATION		MBE	Ebb	Speed Ratio	Direction at Max
H	M	H	M	H	M	H	M	Fid/Ebb	Fid/Ebb
<b>ON WRANGELL NARROWS</b>									
-0:24	-0:32	Cabras Islands				-0:42	-0:11	0.4/0.6	045/225
-0:19	-0:27	San Juanito Islands				-0:37	-0:06	0.4/0.7	060/240
-0:14	-0:22	Coronados Islands				-0:32	-0:01	0.3/0.5	025/205
-0:14	-0:22	Craig Cannery				-0:32	-0:01	0.3/0.5	010/190
-0:06	-0:19	Skookumchuck Pass				-0:11	-0:03	0.7/1.0	025/207
-0:53	-1:05	Warren Channel				-0:58	-0:28	0.4/1.2	345/165
+0:08	-0:24	Decision Passage				-0:24	-0:08	0.3/0.6	055/245
	-0:43	Strait Island					-0:51	0.2/1.4	095/250
+0:01	-0:07	Vichnefski Rock Light				-0:17	+0:14	0.2/1.4	040/220
-0:04	-0:24	Keku Strait Eagle Island				-0:49	+0:43	0.5/1.0	000/130
-0:18	-0:09	Devils Elbow				-0:41	+0:13	0.8/0.8	285/090
+1:48	+1:43	Summit Island, west of				+2:10	+1:46	0.7/1.2	185/010
+0:06	-0:02	Wrangell Nws, Pt Lockwood				-0:12	+0:19	0.9/1.4	000/180
+0:06	-0:02	Spike Rock				-0:12	+0:19	1.5/2.1	005/185
+0:06	-0:02	South Ledge				-0:12	+0:19	1.5/2.1	040/220
+0:06	-0:02	Anchor Point				-0:12	+0:19	1.1/1.6	045/225
+0:31	+0:23	Turn Point				+0:13	+0:34	1.4/1.8	220/040
+0:31	+0:23	Prolewy Rocks				+0:13	+0:34	1.1/1.6	240/060
+0:11	+0:03	The Five Fingers				-0:07	+0:24	0.3/0.5	020/200
+0:11	+0:03	The Brothers				-0:07	+0:24	0.3/0.5	025/205
+0:21	+0:13	Midway Island				+0:03	+0:34	0.3/0.5	335/155
+0:26	+0:18	Grave Point				+0:08	+0:39	0.6/1.0	350/170
+0:26	+0:18	Point Arden				+0:08	+0:39	0.3/0.5	355/175
+2:12	+0:44	Juneau Rock Dump Buoy				+0:11	+1:32	0.1/0.2	305/144
-2:23	-1:53	Juneau Hbr. Ferry Pier				-0:19	-0:12	0.1/—	302/085
+3:41	+2:05	Union Oil Pier				+0:30	+0:38	—/0.3	306/094
-0:04	-0:12	Point Ellis				-0:22	+0:09	0.5/0.7	350/170
+0:01	-0:07	Kingsmill Point				-0:17	+0:14	0.6/1.0	355/175
+0:56	+0:48	Kootznahoo Inlet				+0:38	+1:09	2.2/2.9	105/285
+0:16	+0:08	South Passage Point				-0:02	+0:29	0.5/0.7	175/355
+0:47	+0:20	Sitka Sound, Biorka Chl				+0:15	+0:13	0.1/0.2	045/232
-0:58	-1:17	Sitka Harbor, Harbor Is				-2:02	-1:16	0.1/0.2	333/156
+0:12	-0:24	Olga Strait, Creek Pt				+0:02	+0:27	0.4/0.6	319/141
-0:24	-0:30	Whitestone Narrows				-0:07	-0:04	0.3/0.4	161/338
+0:06	-0:02	Otstoia Island Light				-0:12	+0:19	0.6/1.0	280/100
<b>ON SERGIUS NARROWS</b>									
+1:01	+0:02	Snow Passage, north ent				+0:29	+1:07	0.2/0.6	122/282
+1:03	+0:49	Kashevarof Psg, north ent				+0:56	+0:50	0.2/0.4	155/335
-0:15	-1:06	Tievak Narrows, Turn Pt				-0:23	-0:50	0.5/0.9	129/288
+0:58	+0:44	Tonowek Narrows				+0:51	+0:45	0.5/0.6	030/210
+0:33	+0:37	Kakul Narrows				+0:21	+0:24	0.3/0.5	046/235
+0:02	+0:11	Big Rose Island				-0:02	-0:24	0.3/0.4	042/212

## CURRENT CORRECTION TABLES

MBF		Flood		LOCATION		MBE	Ebb	Speed Ratio	Direction at Max
H	M	H	M	H	M	H	M	Fid/Ebb	Fid/Ebb
<b>ON NORTH INIAN PASS</b>									
NOAA is presently upgrading the surveys for North Inian Pass and the Table 2 corrections for this station are not considered sufficiently accurate for publication. New corrections will be provided when they become available from NOAA.									

## CURRENT AND TIDE INFORMATION Cautionary Notice and Disclaimer

Users of this publication are cautioned that the tidal current and tide height predictions are only approximations of future natural events and as such they will differ in varying degrees from actual observations.

Allowances for error should be made when estimating current flows and water levels based on these predictions.

Furthermore, tidal predictions do not take into account meteorological effects. Differences between predicted and observed currents and tides may occur with various weather conditions, notably extended rainfall, snow melt, and periods of strong wind. Users are warned that the differences between predicted and observed currents and tides due to various weather conditions may be significant.

The current and tide predictions presented in this publication are based on government data supplied by the National Oceanic and Atmospheric Administration (NOAA). There is no guarantee, and no representation is made that the data provided by NOAA is accurate. Although care has been exercised to ensure that the predictions appearing in this publication are consistent with NOAA information, there is no guarantee, and no representation is made that they are in all cases correct.

Daylight Saving Time Notice: It is not necessary to adjust any of the times used in this booklet. All times are Alaska Daylight Time (ADT).

Please refer to printed version of booklet for Tide and Current predictions.

# 2012 SUNRISE AND SUNSET

OBSERVED FROM SEA LEVEL AT JUNEAU, ALASKA

For 58° 22' N, 134° 35' W  
Alaska Standard Time, corrected for Daylight Saving Time

<b>JANUARY</b>	<b>RISE</b>	<b>SET</b>	<b>JULY</b>	<b>RISE</b>	<b>SET</b>
1	8:47	15:18	1	3:57	22:07
8	8:42	15:29	8	4:05	22:01
15	8:34	15:42	15	4:16	21:52
22	8:23	15:58	22	4:29	21:40
29	8:10	16:14	29	4:43	21:25
<b>FEBRUARY</b>			<b>AUGUST</b>		
1	8:04	16:21	1	4:49	21:19
8	7:48	16:38	8	5:05	21:02
15	7:31	16:55	15	5:20	20:44
22	7:13	17:12	22	5:35	20:26
			29	5:51	20:06
<b>MARCH</b>			<b>SEPTEMBER</b>		
1	6:54	17:29	1	5:57	19:58
8	6:34	17:45	8	6:12	19:38
15	7:15	19:01	15	6:28	19:18
22	6:55	19:17	22	6:43	18:58
29	6:35	19:33	29	6:58	18:38
<b>APRIL</b>			<b>OCTOBER</b>		
1	6:26	19:40	1	7:03	18:32
8	6:06	19:56	8	7:18	18:12
15	5:47	20:11	15	7:34	17:53
22	5:28	20:27	22	7:50	17:34
29	5:09	20:43	29	8:07	17:16
<b>MAY</b>			<b>NOVEMBER</b>		
1	5:04	20:48	1	8:14	17:09
8	4:47	21:04	8	7:30	15:53
15	4:32	21:19	15	7:47	15:38
22	4:18	21:33	22	8:02	15:26
29	4:06	21:46	29	8:17	15:16
<b>JUNE</b>			<b>DECEMBER</b>		
1	4:02	21:51	1	8:20	15:14
8	3:55	22:00	8	8:32	15:08
15	3:51	22:06	15	8:41	15:06
22	3:51	22:09	22	8:46	15:08
29	3:55	22:08	29	8:47	15:14

## VOLUNTARY VESSEL TRAFFIC PROCEDURES FOR GILLNET VESSELS & DEEP DRAFT TRAFFIC

Voluntary vessel traffic procedures have been adopted for gillnet vessels and deep draft traffic to facilitate safety and commerce. In areas so designated, traffic lanes, about 0.2 nm wide have been established along the standard deep-draft tracklines and general procedures are requested of deep-draft traffic and gillnet vessels.

Cruise ships, ferry vessels and other deep-draft vessels are requested to observe the following practices:

- Announce your presence 30-45 minutes prior to entering the area and at regular intervals while transiting through the area.
- Travel along indicated tracklines as much as possible and maintain a safe speed.

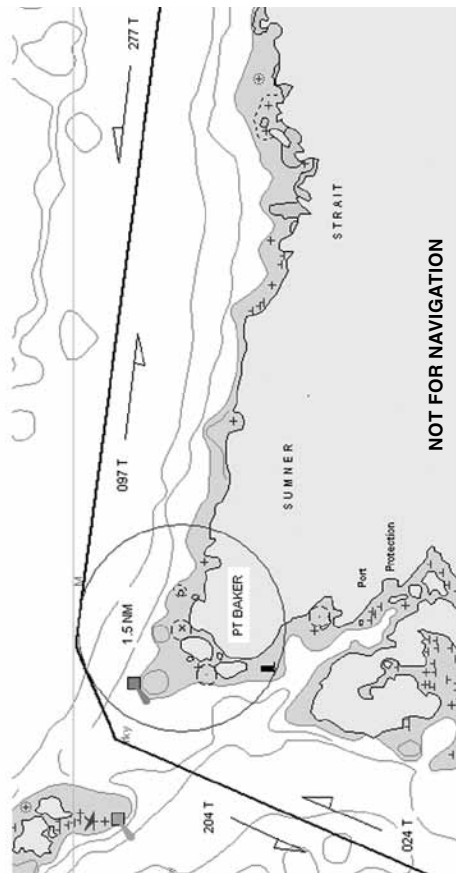
Gillnet vessels (and other fishing vessels) are requested to observe the following practices:

- Adequately mark the net end with lights and radar reflectors.
- Monitor VHF-FM Channels 13 and 16 and listen for broadcasts by deep-draft vessels in the area.
- Provide for two-way traffic of large vessels along the standard tracklines.
- Warn other gillnet vessels if they appear to be in the lane when there is commercial traffic approaching.
- Do not place sleep sets within or adjacent to the shipping lane.

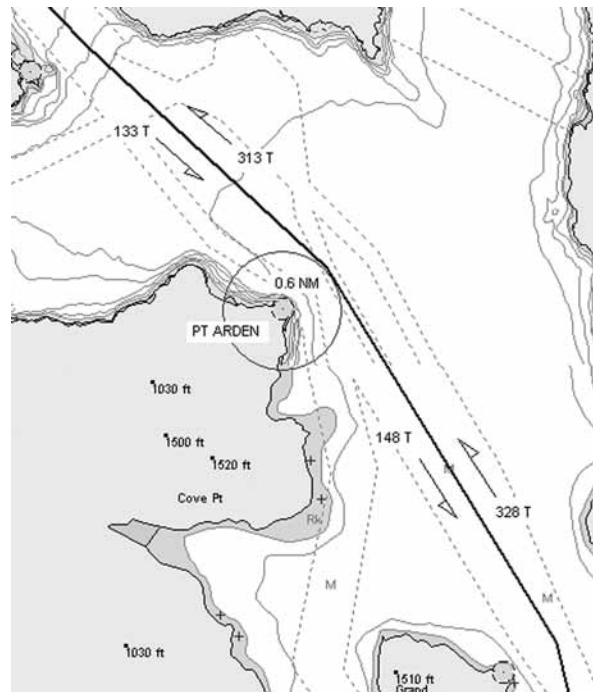
Procedures for the Upper Lynn Canal and Upper Sumner Strait have been formalized and published in the U.S. Coast Pilot Volume 8.

Similar considerations for the areas indicated on the following chartlets are requested for the Lower Lynn Canal, Saginaw and Favorite Channels area, the entrances to Sitka Sound and Eastern Channel, and Stephens Passage in the vicinity of Point Arden.

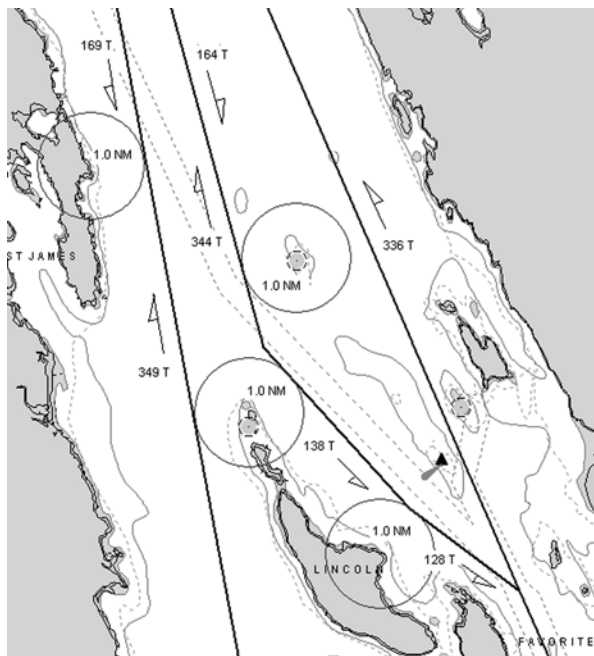
# DEEP DRAFT VESSEL TRACKLINES IN SUMNER STRAIT IN THE VICINITY OF POINT BAKER



# DEEP DRAFT VESSEL TRACKLINES IN THE VICINITY OF PT ARDEN

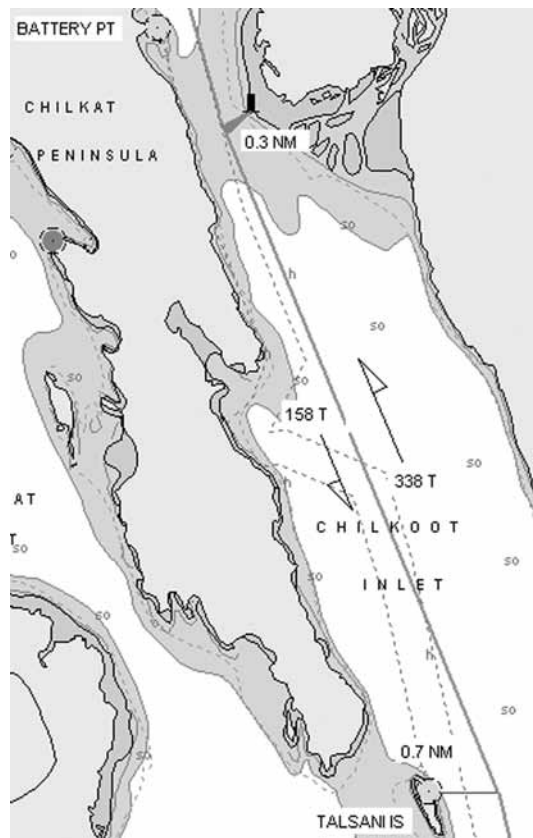


**DEEP DRAFT VESSEL TRACKLINES  
IN THE VICINITY OF LITTLE ISLAND,  
VANDERBILT REEF, POUNDSTONE ROCK AND  
SENTINEL ISLAND**



**NOT FOR NAVIGATION**

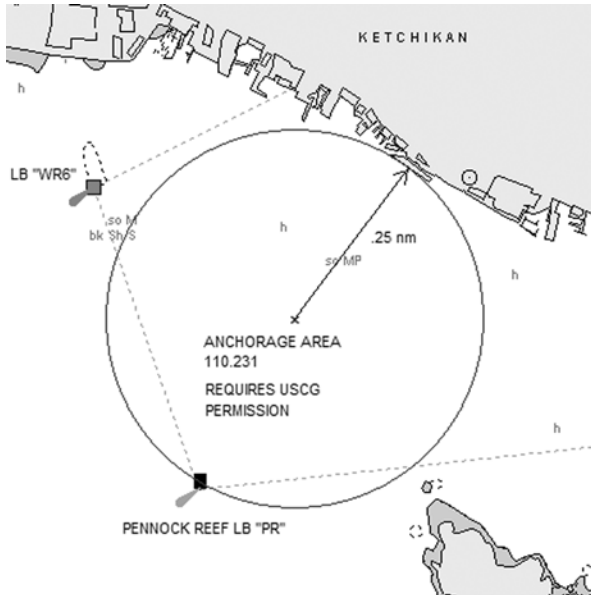
**DEEP DRAFT VESSEL TRACKLINES  
UPPER LYNN CANAL IN THE VICINITY OF  
TALSANI ISLAND TO BATTERY POINT**



**NOT FOR NAVIGATION**

# KETCHIKAN MAIN LARGE SHIP ANCHORAGE

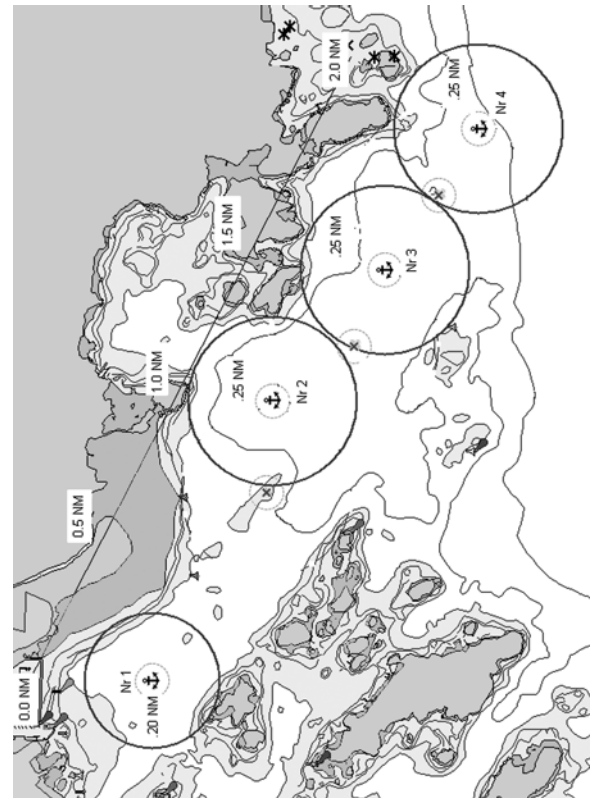
NOT FOR NAVIGATION



REQUIRES USCG COTP PERMISSION TO ANCHOR IN OR NEAR THE ANCHORAGE AREA.

# SITKA LARGE SHIP ANCHORAGES

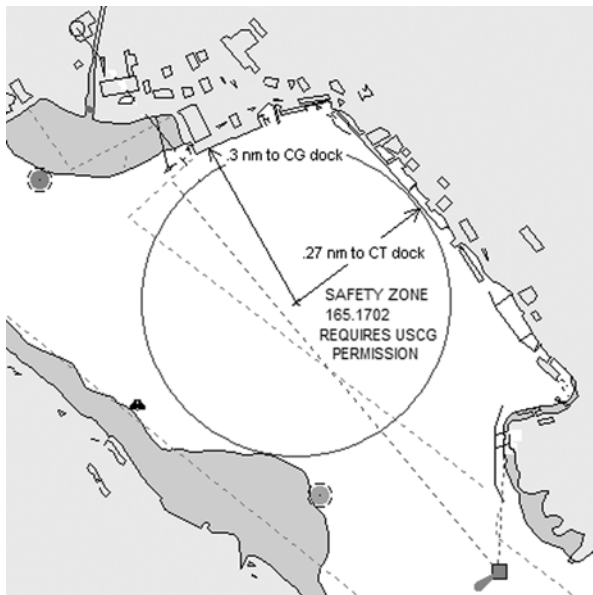
NOT FOR NAVIGATION



REQUIRES USCG COTP PERMISSION TO ANCHOR IN OR NEAR THE ANCHORAGE AREA.

# JUNEAU MAIN LARGE SHIP ANCHORAGE

**NOT FOR NAVIGATION**



**REQUIRES USCG COTP PERMISSION TO ANCHOR IN OR NEAR THE SAFETY ZONE.**

## USEFUL TELEPHONE NUMBERS

### EMERGENCY

Local Emergency	911
US Coast Guard Cellular (in Alaska)	CG (24)
US Coast Guard Command Center-AK	463-2990 / 2991
Federal National Response Center	800-424-8802
State of AK Spill Reporting	907-465-5340
(after hours)	800-478-9300

### SEAPA OFFICE NUMBERS

Office	225-9696
Office Fax	247-9696
Toll Free (in Alaska)	800-478-9697

### PILOT BOATS

Bostwick (Tom)	617-5477
Cape Lookout (Mike)	617-0714
Endeavour	239-2223
Shoreline IX	617-1206
Survey Point (Joe)	784-3056
Vallenaer (Kake trailer)	785-3401

### TUG BOATS

	HP/TYPE	CONFIG / PROPS	EST. BP AHEAD	
Alison H	900/CONV	Open Wheel (1)		
Ardie (Billy)	900/CONV	Fixed Nozzle (2)	14 tn	254-7700
Banner (Gus)	900/CONV	Fixed Nozzle (2)	14 tn	617-8869
Brian T	4400/Z-DRIVE	360dg Nozzle (2)	50 tn	
Cape Arago (Stretch)	1275/CONV	Open Wheel (1)	9 tn	617-0651
Chahunta	3000/CONV	Open Wheel (2)	33 tn	491-1212
Cheval Rouge (Mike)	3400/CONV	Open Wheel (2)	31 tn	254-2295
Edith Olson	350/CONV	Open Wheel (1)		
Ethan B	2000/CONV	Fixed Nozzle (2)	28 tn	723-1205
Jennie B (Randy)	2200/CONV	Fixed Nozzle (2)	30 tn	617-1201
Kodiak King	3000/CONV	Open Wheel (3)	30 tn	
Muzon	2000/CONV	Open Wheel (2)	20 tn	220-7320
Sharon H	900/DIR RVRS	Open Wheel (1)		
Thunderbird (Mike)	1400/DIR RVRS	Open Wheel (1)		752-0423

*Phone directory continues on next page*

**UNITED STATES COAST GUARD AND MISC FEDERAL AGENCIES**

USCG Duty Officer . . . . .	463-2980
USCG Communications Sector Juneau . . . . .	463-2980
USCG Captain of the Port (COTP) Southeast . . . . .	463-2980
USCG Regional Exam Center and Licensing . . . . .	463-2980
USCG Aids to Navigation . . . . .	463-2980
USCG SE AK Command Center - Sector Juneau . . . . .	463-2980
NOAA (AK) . . . . .	789-6005 / 6030
NWS Juneau . . . . .	800-472-0391
NMFS Juneau . . . . .	586-7221

**STATE OF ALASKA**

Directory Information . . . . .	465-2111
State of Alaska Marine Pilot Coordinator . . . . .	465-2548
Fax . . . . .	465-2974
Department of Environmental Conservation . . . . .	465-5340
AMHS Port Captain . . . . .	228-7281
AMHS Reservations . . . . .	800-642-0066 / 465-3941

**AIRLINES**

Alaska Airlines Reservations . . . . .	800-252-7522
Alaska Airlines MVP Line . . . . .	888-345-3640
Alaska Airlines MVP Mileage Plan . . . . .	800-401-5403
Alaska Airlines Mileage Plan Line . . . . .	800-654-5669

**JUNEAU**

Police (non-emergency) . . . . .	586-0600
State Troopers . . . . .	465-4000
Fish and Wildlife Conservation . . . . .	465-4190
Alaska Department of Fish and Game . . . . .	465-4265
ADF&G Commercial Fish Div . . . . .	465-4210
ADF&G Recorded Update . . . . .	465-8905
Harbormaster Auke Bay . . . . .	789-0819
Harbormaster Juneau Downtown . . . . .	586-5255 / 5337
Post Office Downtown . . . . .	586-7744
Library Downtown . . . . .	586-5324
Visitors Bureau . . . . .	586-2201
USCG Station Juneau . . . . .	463-2365
Bartlett Regional Hospital . . . . .	796-8900
US Customs and Immigration . . . . .	586-7108 / 7211
Alaska Airlines Paging . . . . .	789-7378
AMHS Auke Bay Terminal . . . . .	465-8853
AMHS Recorded Schedule . . . . .	465-3940
Marine Exchange of Alaska . . . . .	463-2607

**SITKA**

Police (non-emergency) . . . . .	747-3245
State Troopers . . . . .	747-6611
State Troopers Wildlife Division . . . . .	747-3254
Fish and Game . . . . .	747-5449
ADF&G Commercial Fish Div . . . . .	747-6688
ADF&G Recorded Update . . . . .	747-5022
Harbormaster . . . . .	747-3439
Post Office . . . . .	747-3381 / 8491
Library . . . . .	747-8708
Visitors Bureau . . . . .	747-5940
USCG Air Station Sitka . . . . .	966-5420
USCG MSD Sitka . . . . .	966-5454
Sitka Community Hospital . . . . .	747-3241
Alaska Airlines Info . . . . .	966-2422
AMHS Sitka Terminal . . . . .	747-8737
AMHS Recorded Schedule . . . . .	747-3300

**KETCHIKAN**

Police (non-emergency) . . . . .	225-6631
State Troopers . . . . .	225-5118
Fish and Wildlife Protection . . . . .	225-2475
ADF&G Commercial Fish Div . . . . .	225-5195
ADF&G Recorded Update . . . . .	225-6870
Harbormaster . . . . .	228-5632
Post Office . . . . .	247-0720 / 225-9601 / 7678
Library . . . . .	225-3331
Visitor Information . . . . .	225-6166
USCG Station Ketchikan . . . . .	228-0340
USCG MSD Ketchikan . . . . .	225-4496
Ketchikan General Hospital . . . . .	225-5171
Naval SEAFAC Back Island . . . . .	247-6289
US Customs & Immigration . . . . .	225-2254
Ketchikan/Misty Fjords Forest . . . . .	225-2148
Ranger District . . . . .	
Alaska Airlines Flight Info . . . . .	225-2158
AMHS Terminal . . . . .	225-6182
AMHS Recorded Schedule . . . . .	225-6181
Water Taxi . . . . .	225-8294 / 617-8294

**SKAGWAY**

Police (non-emergency) . . . . .	983-2232
Harbormaster . . . . .	983-2628
Post Office . . . . .	983-2330

Library . . . . .	983-2665
Visitors Bureau . . . . .	983-2854
US Customs and Immigration . . . . .	983-2325 / 3144
National Park Service . . . . .	983-2921
AMHS Skagway Terminal . . . . .	983-2941
AMHS Recorded Schedule . . . . .	983-2229
HNS – SGY Fast Ferry . . . . .	.888-766-2103 / 766-2100
AK Fjord Lines: SGY – HNS – JNU . . . . .	.800-320-0146 / 766-3395

**HAINES**

Police . . . . .	766-2121
State Troopers . . . . .	766-2552
Fish and Game . . . . .	766-2830
Fish and Wildlife Protection . . . . .	766-2533
ADF&G Commercial Fish Div . . . . .	.766-2830 / 3124
Harbormaster . . . . .	766-2448
Post Office . . . . .	766-2930
Library . . . . .	766-2545
Visitor Center . . . . .	766-2234
US Customs & Immigration . . . . .	.767-5580 / 5511
Canada Customs . . . . .	767-5540
SEARHC Health Clinic . . . . .	766-6300
AMHS Haines Terminal . . . . .	766-2111
AMHS Recorded Schedule . . . . .	766-2113
HNS – SGY Fast Ferry . . . . .	.888-766-2103 / 766-2100
AK Fjord Lines: SGY – HNS – JNU . . . . .	.800-320-0146 / 766-3395

**HOONAH & GUSTAVUS**

Police Hoonah . . . . .	945-3655
Harbormaster Hoonah . . . . .	945-3670
Post Office Hoonah . . . . .	945-3260
Glacier Bay Park Headquarters . . . . .	697-2230
Glacier Bay Park Rangers . . . . .	697-2627
Glacier Bay after Hours Emergency . . . . .	697-2651
Post Office Gustavus . . . . .	697-2202
Gustavus Visitors Center . . . . .	697-2454
Gustavus Public Library . . . . .	697-2350

**KAKE**

Police (non-emergency) . . . . .	785-3393
Post Office Kake . . . . .	785-3123

**WRANGELL**

Police (non-emergency) . . . . .	874-3304
Fish & Wildlife Protection . . . . .	874-3215
ADF&G Commercial Div . . . . .	874-3822
Harbormaster . . . . .	874-3736
Post Office . . . . .	874-3714
Library . . . . .	874-3535
Wrangell Visitors Center . . . . .	874-3699
Wrangell Medical Center . . . . .	874-7000
Alaska Airlines . . . . .	.874-3308 / 3309
AMHS Wrangell Terminal . . . . .	874-2021
AMHS Recorded Schedule . . . . .	874-3711
US Customs & Immigration . . . . .	874-3415

**PETERSBURG**

Police (non-emergency) . . . . .	772-3838
Fish & Wildlife Protection/Troopers . . . . .	772-3983
ADF&G Commercial Fish Div . . . . .	772-3801
ADF&G Recorded Update . . . . .	772-3700
Harbormaster . . . . .	772-4688
Post Office . . . . .	772-3121
Library . . . . .	772-3349
Visitor Information . . . . .	772-4636
Petersburg Medical Center . . . . .	772-4291
Alaska Airlines . . . . .	772-4255
AMHS Recorded Schedule . . . . .	772-3855

**YAKUTAT**

Public Safety . . . . .	784-3206
Fish & Wildlife Protection / Troopers . . . . .	784-3220
ADF&G Commercial Fish Division . . . . .	784-3255
Harbormaster . . . . .	784-3491
Community Health Center . . . . .	784-3275
Wrangell-Saint Elias National Park . . . . .	784-3295
Alaska Airlines – Yakutat Terminal . . . . .	784-3366

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# WEATHER RESOURCES

## NATIONAL WEATHER SERVICE OFFICES

Annette .....	886-3241
Juneau .....	790-6800
Yakutat .....	784-3322

## NOAA WEATHER RADIO, RECORDED MARINE FORECASTS

Haines .....	766-2727
Juneau .....	586-3997
Ketchikan .....	225-7100
Petersburg .....	772-3311
Sitka .....	747-6011
Wrangell .....	874-3232
Yakutat .....	784-3654

## NOAA WEATHER RADIO CONTINUOUS VHF WEATHER BROADCAST

LOCATION	STATION	FREQUENCY (Mhz)	Wx CHANNEL
Craig	WXJ-26A	162.475	3
Haines	WXM-97	162.40	2
Juneau	WXJ-25	162.55	1
Ketchikan	WXJ-26	162.55	1
Sitka	WXJ-80	162.55	1
Wrangell	WXJ-83	162.40	2
Yakutat	WXX-69	162.40	2

## AIRPORT WEATHER OBSERVATION RESOURCES

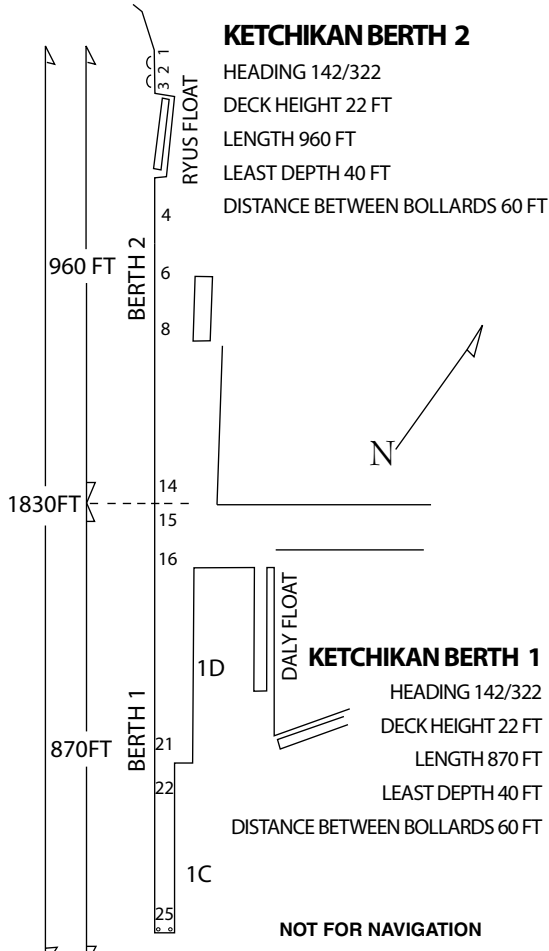
Gustavus	AWOS	125.90	697-2447
Haines	ASOS	135.70	766-2519
Hoonah	AWOS	132.05	945-3687
Hydaburg	AWOS	135.65	285-3888
Juneau	ATIS	135.20	789-1243
Kake	AWOS	132.25	785-3124
Ketchikan	ATIS	134.45	247-8801
Klawock	ASOS	134.45	755-2641
Petersburg	ASOS	125.80	772-4504
Sitka	ASOS	135.90	966-2209
Skagway	ASOS	135.80	983-3194
Wrangell	AWOS	128.50	874-2458
Yakutat	ASOS	135.75	784-3564

# PRIMARY LARGE SHIP BERTHS SOUTHEAST ALASKA

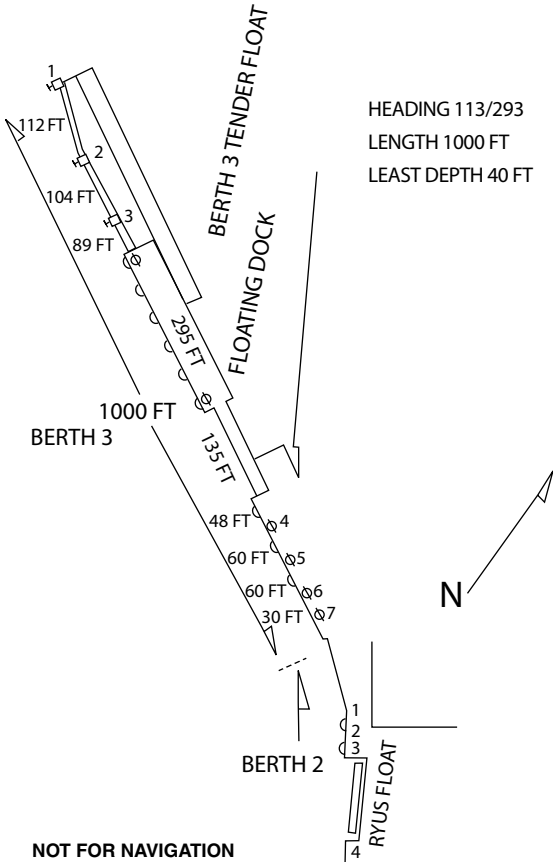
PORT	FACILITY	FACE	TLT	LEAST DEPTH	HT	HGD
Hawk Inlet	Green's Creek	417	970	32.5	*	169 / 349
Haines	Port Chilkoot Wharf	460	1025	36	26	128 / 308
Haines	Lutak Inlet Wharf	240	750	23	25	116 / 296
Juneau	Alaska Juneau Dock	670	1050	40	8	008 / 188
Juneau	Franklin Dock	456	1050	40	26	142 / 322
Juneau	Cruise Terminal Wharf	850	930	27	26	138 / 318
Juneau	Alaska Steamship Wharf	800	810	30	30	134 / 314
Juneau	USCG and NOAA Wharf	760	760	16	24	067 / 247
Ketchikan	USCG Berths 1 & 2 (combined)	355	355	46	10.5	160 / 340
Ketchikan	USCG Berths 3 & 4 (combined)	395	395	46	10.5	127 / 307
Ketchikan	Berth 1	820	870	40	22	142 / 322
Ketchikan	Berth 2	960	960	40	22	142 / 322
Ketchikan	Berth 3	888	1000	40	8	113 / 293
Ketchikan	Berth 4	590	1090	40	25	103 / 283
Klawock	SeaAlaska Dock	442	640	43	19	194 / 014
Metlakatla	Metlakatla City Dock	400	660	35	26	140 / 320
Petersburg	Fuel Pier	160	275	18	27	055 / 235
Sitka	Sitka City Dock	350	350	18	20	134 / 314
Skagway	WP&Y Railway Wharf	1825	2075	25	26	042 / 222
Skagway	Broadway Dock	245	1000	35	26	045 / 225
Skagway	Ore Dock	1035	1620	40	29	045 / 225
Wrangell	City Wharf	400	830	31	24	142 / 322

# SOUTHEAST ALASKA TABLE OF DISTANCES

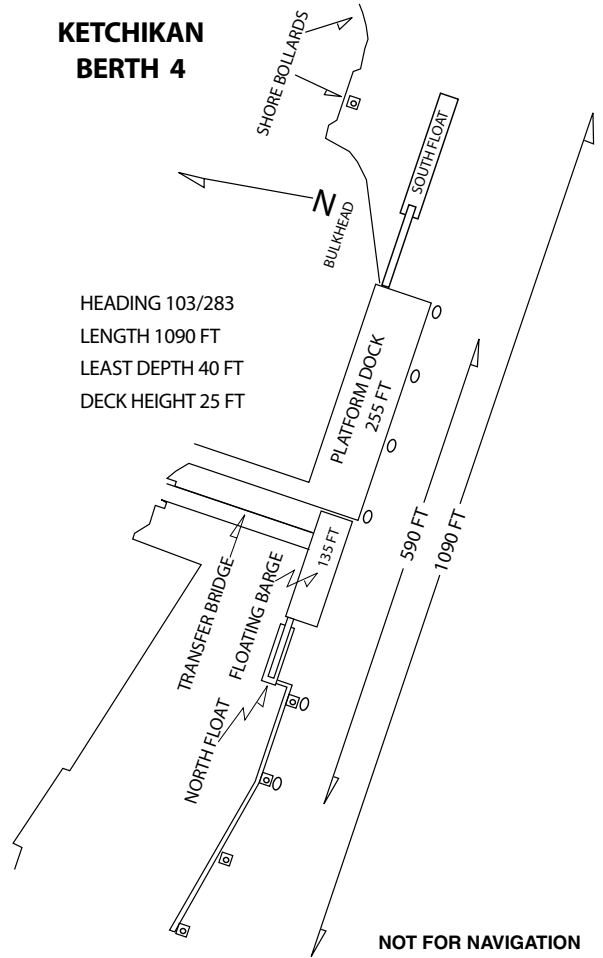
Ketchikan		FOR PLANNING PURPOSES ONLY NOT FOR USE ON TRIP SHEETS	
15	Meilakattia		
73	98	Snow Passage (Bushy Is Lt)	
89	103	31 Wrangell	
89	142	39 Petersburg	
128	141	54 75 Cape Decision	
150	162	75 96 21 Tracy Arm Bar	
247	261	174 196 74 120 107 Midway Island	
247	263	176 200 78 122 111 7 Juneau	
283	303	210 232 114 156 145 40 Point Retreat	
283	336	203 227 147 152 172 63 55 40 Haines	
333	348	259 280 187 205 194 112 104 87 50 Skagway	
345	359	271 292 200 217 206 124 116 99 65 13 Rocky Island	
275	280	188 212 162 139 130 78 70 54 15 65 80 Pt Sophia	
278	286	194 218 174 145 136 88 80 64 27 77 92 12 Bartlett Cove	
303	321	229 250 175 175 163 117 109 88 54 105 116 40 Sitka	
220	249	147 172 186 93 76 184 187 210 172 223 236 158 157 132 Twin Is P/S	
19	28	92 108 139 146 169 266 269 303 298 351 364 283 295 332 245 Pt McCarrey P/S	
15	5	88 103 125 141 161 262 265 299 293 346 359 280 286 316 237 Guard Is P/S	
10	25	63 78 100 116 136 237 240 273 268 321 334 255 261 291 212 Frdrck Snd P/S	
180	203	116 136 60 62 50 55 58 92 96 146 159 81 105 130 228 Sitka Snd P/S	
217	235	147 170 183 90 73 180 183 207 174 224 233 253 150 129 3 Cp Spencer P/S	
327	332	245 266 191 191 150 160 163 112 70 121 133 56 51 30 102 Yakutat P/S	
459	464	377 398 323 323 282 292 295 244 202 253 265 231 183 158 230	



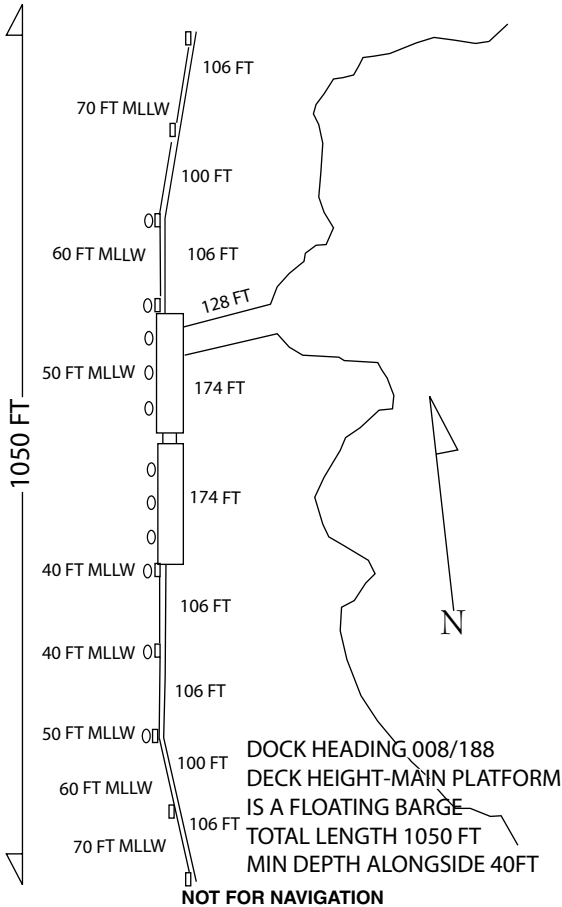
### KETCHIKAN BERTH 3



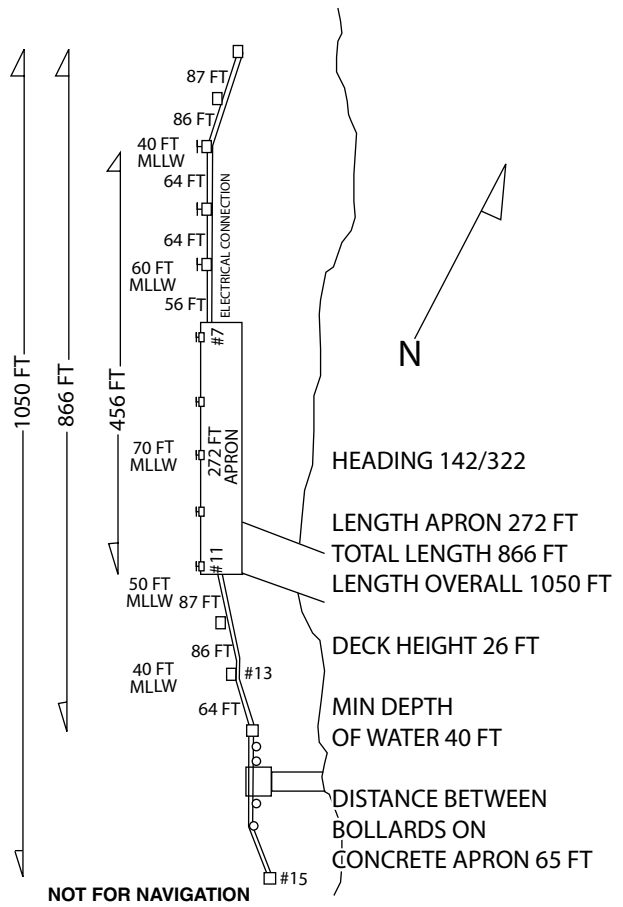
### KETCHIKAN BERTH 4



# AJ DOCK-JUNEAU

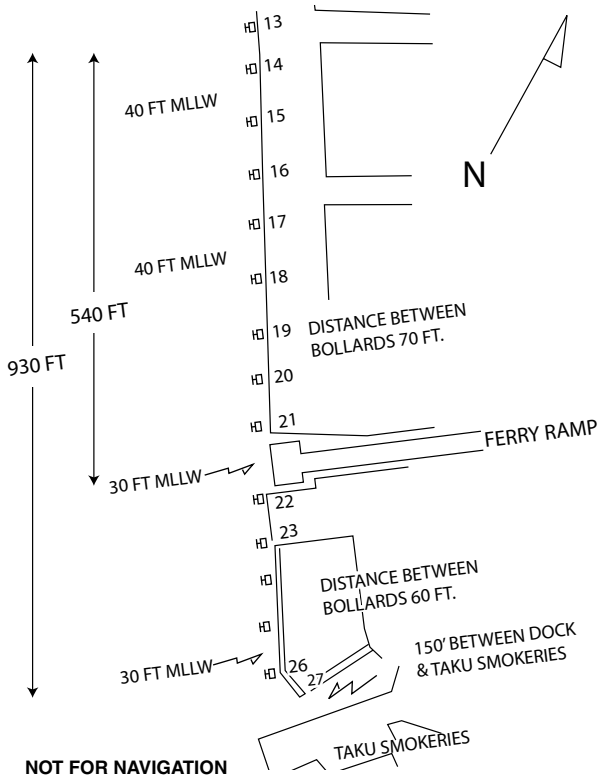


# FRANKLIN STREET DOCK-JUNEAU



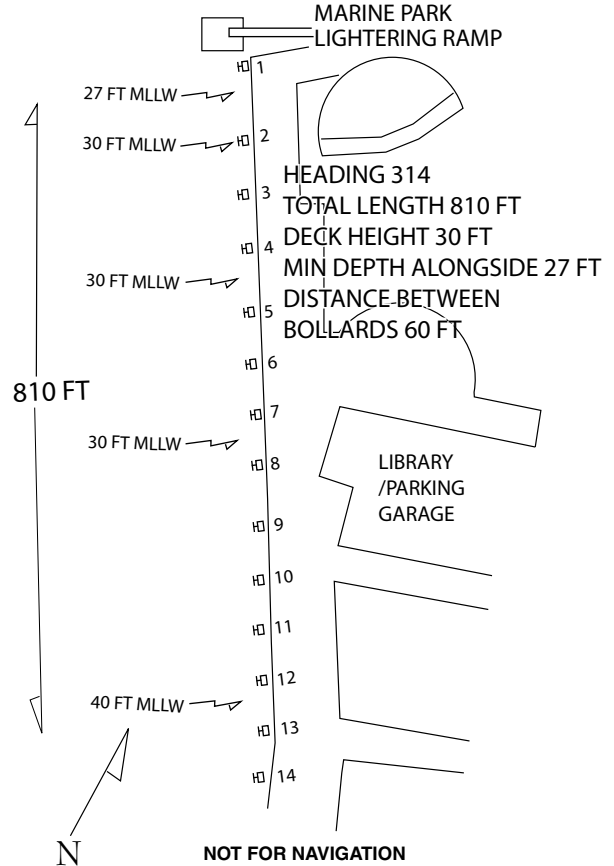
# ALASKA CRUISE DOCK-JUNEAU

CRUISE TERMINAL  
 HEADING 318/138  
 TOTAL LENGTH 930 FT  
 DECK HEIGHT 26 FT  
 MIN DEPTH ALONGSIDE 30 FT



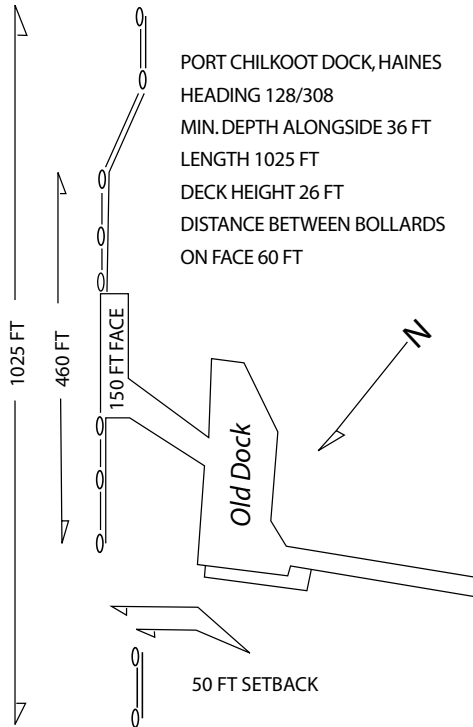
NOT FOR NAVIGATION

# ALASKA STEAMSHIP DOCK-JUNEAU



NOT FOR NAVIGATION

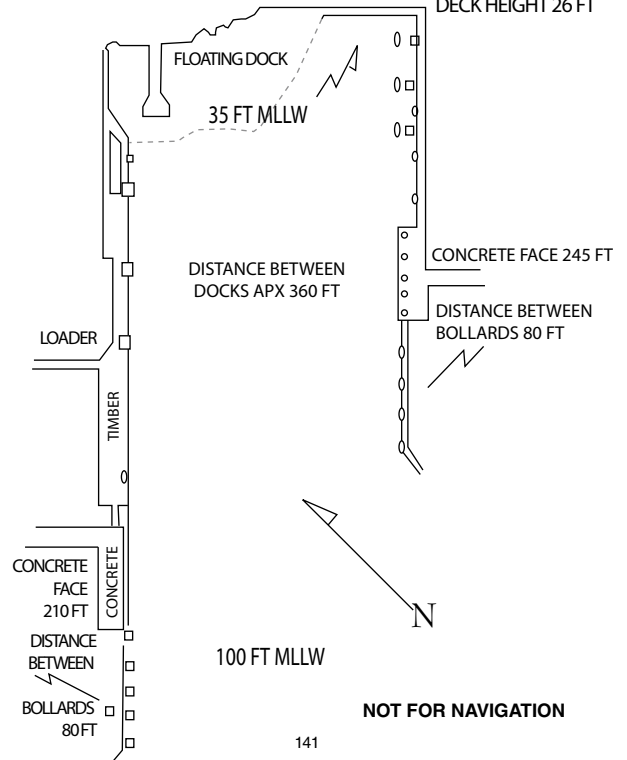
## PORTAGE COVE, HAINES CITY DOCK



**NOT FOR NAVIGATION**

## SKAGWAY ORE DOCK

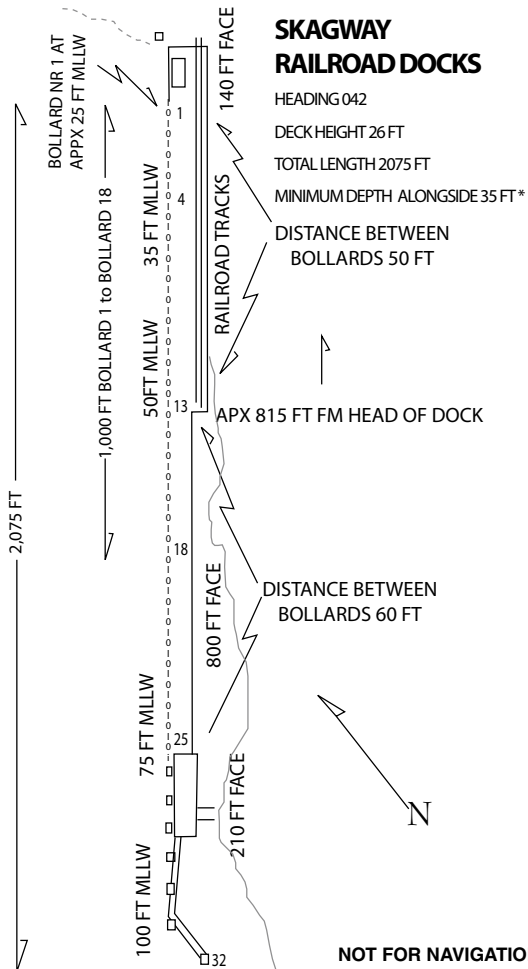
HEADING 045  
 TOTAL LENGTH 1620 FT  
 MINIMUM DEPTH ALONGSIDE 40 FT  
 DISTANCE FROM LOADER  
 TO LAST DOLPHIN 1115 FT  
 DECK HEIGHT 29 FT



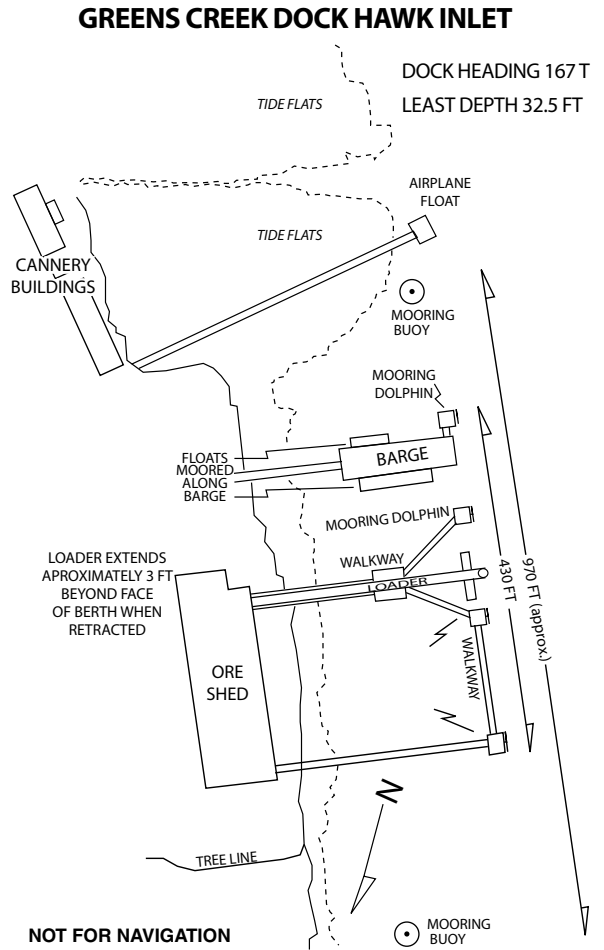
## SKAGWAY BROADWAY DOCK

HEADING 045  
 MIN DEPTH  
 ALONGSIDE 35 FT  
 TOTAL LENGTH 1000 FT  
 DECK HEIGHT 26 FT

**NOT FOR NAVIGATION**



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# 2012 Pilot Roster

Captain David Anderson	Captain Colin Jones
Captain Hans Antonsen	Captain Scott Jones
Captain Steve Axelsen	Captain Ted Kellogg
Captain Terry Backen	Captain William Kennedy
Captain Jeff Baken	Captain John Larsen
Captain John Baldry	Captain Peter Lie-Nielsen
Captain Levi Benedict	Captain Karl Luck
Captain Terry Bennett	Captain Doug MacPherson
Captain Christian Biagi	Captain Paul Merrill
Captain James Cathcart	Captain Fred Montez
Captain Anthony Chadwick	Captain Robert Moore
Captain Donald Charles	Captain Barry Olver
Captain Norbert Chaudhary	Captain Lew Picton
Captain Michael Clinkscales	Captain Rich Preston
Captain Dale Collins	Captain Larry Pullin
Captain Eric Collins	Captain Glyn Seaberg
Captain Sam Daniels	Captain Ed Sinclair
Captain Ed Devine	Captain Joan Sizemore
Captain Frank Didier	Captain Robert Smith
Captain Keith Douglas	Captain Michael Spence
Captain Thomas Dundas	Captain Douglas Sturm
Captain Kathleen Flury	Captain Greg Styrk
Captain Michael George	Captain Werner Sund
Captain David Gray	Captain Michael Tamney
Captain Richard Gurry	Captain Phil Taylor
Captain Erv Hagerup	Captain Bill Tuttle
Captain Doug Hanson	Captain Larry Vose
Captain Doug Johnson	Captain Robert Winter
Captain Garrett Johnson	

