

# 2025 SOUTHEAST ALASKA PILOTS TIDES & CURRENTS

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# Southeast Alaska Pilots' Association

## 2025 TIDES & CURRENTS

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

# Southeast Alaska Pilots' Association

## 2025 HANDBOOK

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# SEAPA PILOT ORDERING INFORMATION

Requests for pilots may be made directly with the dispatchers via telephone at (907) 225-9696, or e-mail to [pilots@seapa.com](mailto:pilots@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> Mid May - Mid Sep		<b>Winter</b> Mid Sep - Mid May	
Mon - Fri	0900 - 1530	Mon - Fri	0930 - 1500
Saturday	0800 - 1200	Saturday	Closed
Sunday	0800 - 1200	Sunday	Closed

**Southeast Alaska Pilots' Association 2024 Officers:**

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(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; ARPA's; 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)

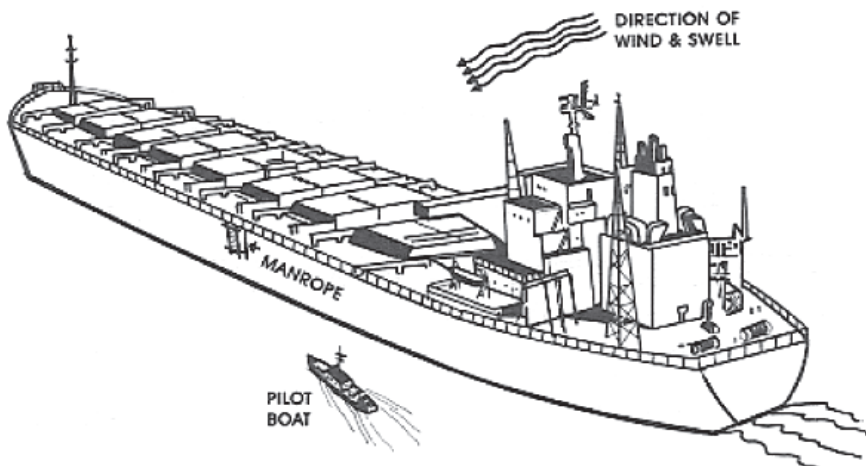
## TRANSIT PLAN:

- 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.



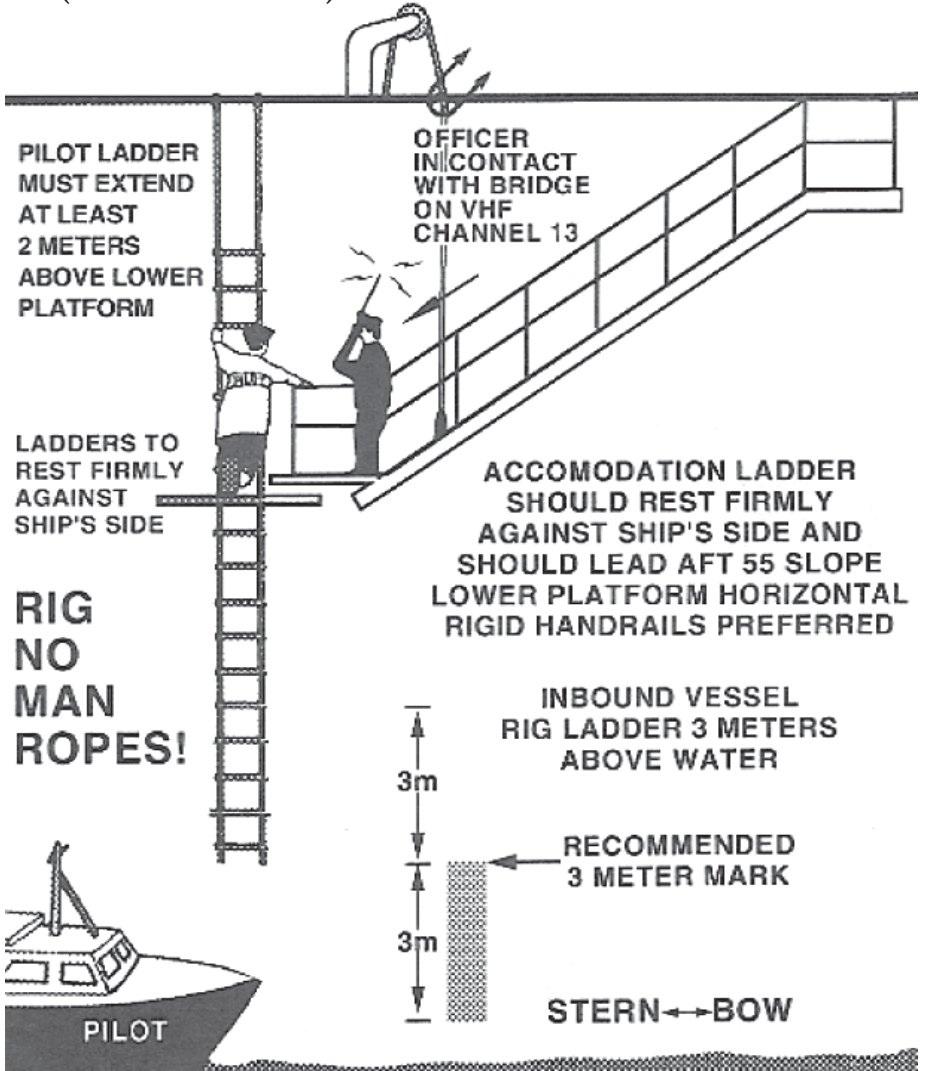
Pilot Boats and Tugs will normally work on US VHF-FM Channel 12 as the working channel between the Pilot Boat and the Ship. If initial contact cannot be made on VHF-FM Channel 12, contact should be attempted via VHF-FM Channel 16.

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 McCartey 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 requirements 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)

**Bieli Rocks:** 1.0 miles 315° true from Bieli Rocks; approximate position 57° 6' north latitude, 135° 31' west longitude

**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 Sept. 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

**Petersburg Bar Range:** not west of 132° 58.0' west longitude; station is seasonal, open only during the period from June 1 - August 31 for the embarkation and disembarkation of pilots for vessels with valid exemptions under AS 08.62.180(b)-(e), and for the purpose of transiting Wrangell Narrows between Petersburg and Point Alexander, as follows:

(A) transit may occur only during: (i) the period 30 minutes before and after slack water at the Port of Petersburg; (ii) daylight or civil twilight hours; and (iii) periods of visibility that allow the Petersburg Bar Range to be viewed visually from Buoy WN;

(B) during transit, a minimum of five foot under-keel clearance must be maintained between Buoy WN and Buoy 60

**Point Alexander:** not north of Point Alexander Light at 56° 30.33' north latitude; station is seasonal, open only during the period from June 1 - August 31 for the embarkation and disembarkation of pilots for vessels with valid exemptions under AS 08.62.180(b)-(e) and for the purpose of transiting Wrangell Narrows between Petersburg and Point Alexander

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

**Shoe Island:** 2.0 miles 090° true from Shoe Island Light; approximate position 54° 57' north latitude, 132° 41' 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. Also, approximately 2.5nm SSW of Bieli Rocks for vessels bound for Sitka Cruise Terminal

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

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

<b>M</b>	<b>FT</b>	<b>FA</b>	<b>M</b>	<b>FT</b>	<b>FA</b>	<b>M</b>	<b>FT</b>	<b>FA</b>	<b>M</b>	<b>FT</b>	<b>FA</b>
<b>1</b>	3.3	0.5	<b>26</b>	85.3	14.2	<b>100</b>	328	55	<b>200</b>	656	109
<b>2</b>	6.6	1.1	<b>27</b>	88.6	14.8	<b>103</b>	338	56	<b>205</b>	673	112
<b>3</b>	9.8	1.6	<b>28</b>	91.9	15.3	<b>106</b>	348	58	<b>210</b>	689	115
<b>4</b>	13.1	2.2	<b>29</b>	95.1	15.9	<b>109</b>	358	60	<b>215</b>	705	118
<b>5</b>	16.4	2.7	<b>30</b>	98.4	16.4	<b>112</b>	367	61	<b>220</b>	722	120
<b>6</b>	19.7	3.3	<b>31</b>	101.7	17	<b>115</b>	377	63	<b>225</b>	738	123
<b>7</b>	23	3.8	<b>32</b>	105	17.5	<b>118</b>	387	65	<b>230</b>	755	126
<b>8</b>	26.2	4.4	<b>33</b>	108.3	18	<b>121</b>	397	66	<b>235</b>	771	129
<b>9</b>	29.5	4.9	<b>34</b>	111.6	18.6	<b>124</b>	407	68	<b>240</b>	787	131
<b>10</b>	32.8	5.5	<b>35</b>	114.8	19.1	<b>127</b>	417	69	<b>245</b>	804	134
<b>11</b>	36.1	6	<b>36</b>	118.1	19.7	<b>130</b>	427	71	<b>250</b>	820	137
<b>12</b>	39.4	6.6	<b>37</b>	121.4	20.2	<b>133</b>	436	73	<b>255</b>	837	139
<b>13</b>	42.7	7.1	<b>38</b>	124.7	20.8	<b>136</b>	446	74	<b>260</b>	853	142
<b>14</b>	45.9	7.7	<b>39</b>	128	21.3	<b>139</b>	456	76	<b>265</b>	869	145
<b>15</b>	49.2	8.2	<b>40</b>	131.2	21.9	<b>142</b>	466	78	<b>270</b>	886	148
<b>16</b>	52.5	8.7	<b>41</b>	134.5	22.4	<b>145</b>	476	79	<b>275</b>	902	150
<b>17</b>	55.8	9.3	<b>42</b>	137.8	23	<b>148</b>	486	81	<b>280</b>	919	153
<b>18</b>	59.1	9.8	<b>43</b>	141.1	23.5	<b>151</b>	495	83	<b>285</b>	935	156
<b>19</b>	62.3	10.4	<b>44</b>	144.4	24.1	<b>154</b>	505	84	<b>290</b>	951	159
<b>20</b>	65.6	10.9	<b>45</b>	147.6	24.6	<b>157</b>	515	86	<b>295</b>	968	161
<b>21</b>	68.9	11.5	<b>46</b>	150.9	25.2	<b>160</b>	525	87	<b>300</b>	984	164
<b>22</b>	72.2	12	<b>47</b>	154.2	25.7	<b>163</b>	535	89	<b>305</b>	1001	167
<b>23</b>	75.5	12.6	<b>48</b>	157.5	26.2	<b>166</b>	545	91	<b>310</b>	1017	170
<b>24</b>	78.7	13.1	<b>49</b>	160.8	26.8	<b>169</b>	554	92	<b>315</b>	1034	172
<b>25</b>	82	13.7	<b>50</b>	164.1	27.3	<b>172</b>	564	94	<b>320</b>	1050	175

Approximate values; use at your own risk.

## OTHER USEFUL EQUIVALENTS

1 meter = 3.281 ft	1 barrel = 42 gal
1 nm = 10 cables	1 barrel fuel oil = 336 lbs
1 cable = 102 fathoms	1 barrel diesel oil = 315 lbs
1 nm = 1.15 statute mi	1 barrel lube oil = 450 lbs
1 cuft = 7.481 us gal	1 gal = 3.8 liters
1 cuft seawater = 64 lbs	1 kW = 1.34 HP
1 cuft freshwater = 62.5 lbs	1 HP = .7457 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>	<i>h.m.</i>	<i>h.m.</i>	<i>h.m.</i>	<i>h.m.</i>
<b>5 20</b>	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
<b>5 40</b>	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
<b>6 00</b>	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
<b>6 20</b>	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
<b>6 40</b>	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
<b>7 00</b>	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
<b>7 20</b>	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>	<i>Ft.</i>
<b>0.5</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2
<b>1.0</b>	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.3	0.3	0.4	0.4	0.4	0.5
<b>1.5</b>	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.4	0.5	0.6	0.7	0.8	0.8
<b>2.0</b>	0.0	0.0	0.0	0.1	0.1	0.2	0.3	0.3	0.4	0.5	0.6	0.6	0.7	0.8	0.9	1.0
<b>2.5</b>	0.0	0.0	0.1	0.1	0.2	0.2	0.3	0.4	0.5	0.6	0.7	0.9	1.0	1.1	1.2	1.2
<b>3.0</b>	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	1.5
<b>3.5</b>	0.0	0.0	0.1	0.2	0.2	0.3	0.4	0.6	0.7	0.9	1.0	1.2	1.4	1.6	1.8	1.8
<b>4.0</b>	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	2.0
<b>4.5</b>	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	2.2
<b>5.0</b>	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	2.5
<b>5.5</b>	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	2.8
<b>6.0</b>	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	3.0
<b>6.5</b>	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	3.2
<b>7.0</b>	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	3.5
<b>7.5</b>	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	3.8



<b>8.0</b>	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
<b>8.5</b>	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
<b>9.0</b>	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
<b>9.5</b>	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
<b>10.0</b>	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
<b>10.5</b>	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
<b>11.0</b>	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
<b>11.5</b>	0.0	0.2	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
<b>12.0</b>	0.0	0.2	0.3	0.5	0.8	1.1	1.5	1.9	2.5	3.0	3.6	4.1	4.8	5.4	6.0
<b>12.5</b>	0.0	0.2	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
<b>13.0</b>	0.0	0.2	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
<b>13.5</b>	0.0	0.2	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
<b>14.0</b>	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
<b>14.5</b>	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
<b>15.0</b>	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
<b>15.5</b>	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
<b>16.0</b>	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
<b>16.5</b>	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
<b>17.0</b>	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
<b>17.5</b>	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
<b>18.0</b>	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
<b>18.5</b>	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
<b>19.0</b>	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
<b>19.5</b>	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
<b>20.0</b>	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.

# 2025 SUNRISE AND SUNSET

OBSERVED FROM SEA LEVEL AT JUNEAU, ALASKA

For 58° 18.1' N, 134° 25.1' W

Alaska Standard Time, corrected for Daylight Saving Time

<b>JANUARY</b>	<b>RISE</b>	<b>SET</b>
1 .....	8:45	15:17
8 .....	8:41	15:27
15 .....	8:33	15:41
22 .....	8:22	15:56
29 .....	8:09	16:12

<b>FEBRUARY</b>		
1 .....	8:03	16:19
8 .....	7:47	16:36
15 .....	7:30	16:53
22 .....	7:12	17:10
28 .....	6:56	17:24

<b>MARCH</b>		
1 .....	6:53	17:27
8 .....	6:34	17:43
15 .....	7:14	18:59
22 .....	6:54	19:15
29 .....	6:34	19:31

<b>APRIL</b>		
1 .....	6:26	19:38
8 .....	6:06	19:53
15 .....	5:46	20:09
22 .....	5:27	20:25
29 .....	5:09	20:41

<b>MAY</b>		
1 .....	5:04	20:46
8 .....	4:47	21:01
15 .....	4:31	21:17
22 .....	4:18	21:31
29 .....	4:06	21:44

<b>JUNE</b>		
1 .....	4:02	21:49
8 .....	3:55	21:58
15 .....	3:51	22:05
22 .....	3:51	22:08
29 .....	3:55	22:07

<b>JULY</b>	<b>RISE</b>	<b>SET</b>
1 .....	3:57	22:06
8 .....	4:05	22:00
15 .....	4:16	21:51
22 .....	4:29	21:40
29 .....	4:43	21:26

<b>AUGUST</b>		
1 .....	4:49	21:19
8 .....	5:04	21:03
15 .....	5:20	20:45
22 .....	5:35	20:26
29 .....	5:50	20:07

<b>SEPTEMBER</b>		
1 .....	5:57	19:59
8 .....	6:12	19:39
15 .....	6:27	19:19
22 .....	6:42	18:59
29 .....	6:57	18:39

<b>OCTOBER</b>		
1 .....	7:02	18:33
8 .....	7:17	18:13
15 .....	7:33	17:54
22 .....	7:49	17:35
29 .....	8:06	17:17

<b>NOVEMBER</b>		
1 .....	8:13	17:10
8 .....	7:29	15:54
15 .....	7:45	15:39
22 .....	8:01	15:26
29 .....	8:16	15:16

<b>DECEMBER</b>		
1 .....	8:19	15:14
8 .....	8:31	15:08
15 .....	8:40	15:06
22 .....	8:45	15:07
29 .....	8:46	15:13

# 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.

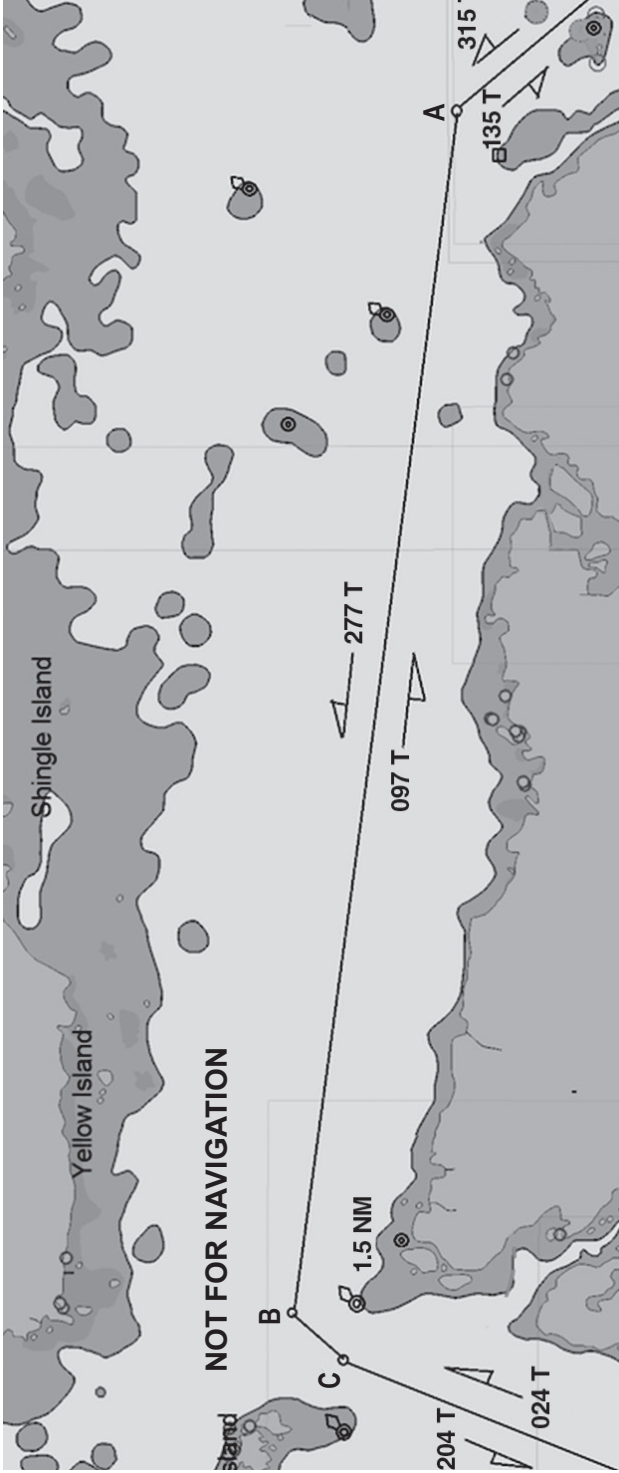
Gillnet vessels (and other fishing vessels) are requested to observe the following practices:

- 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



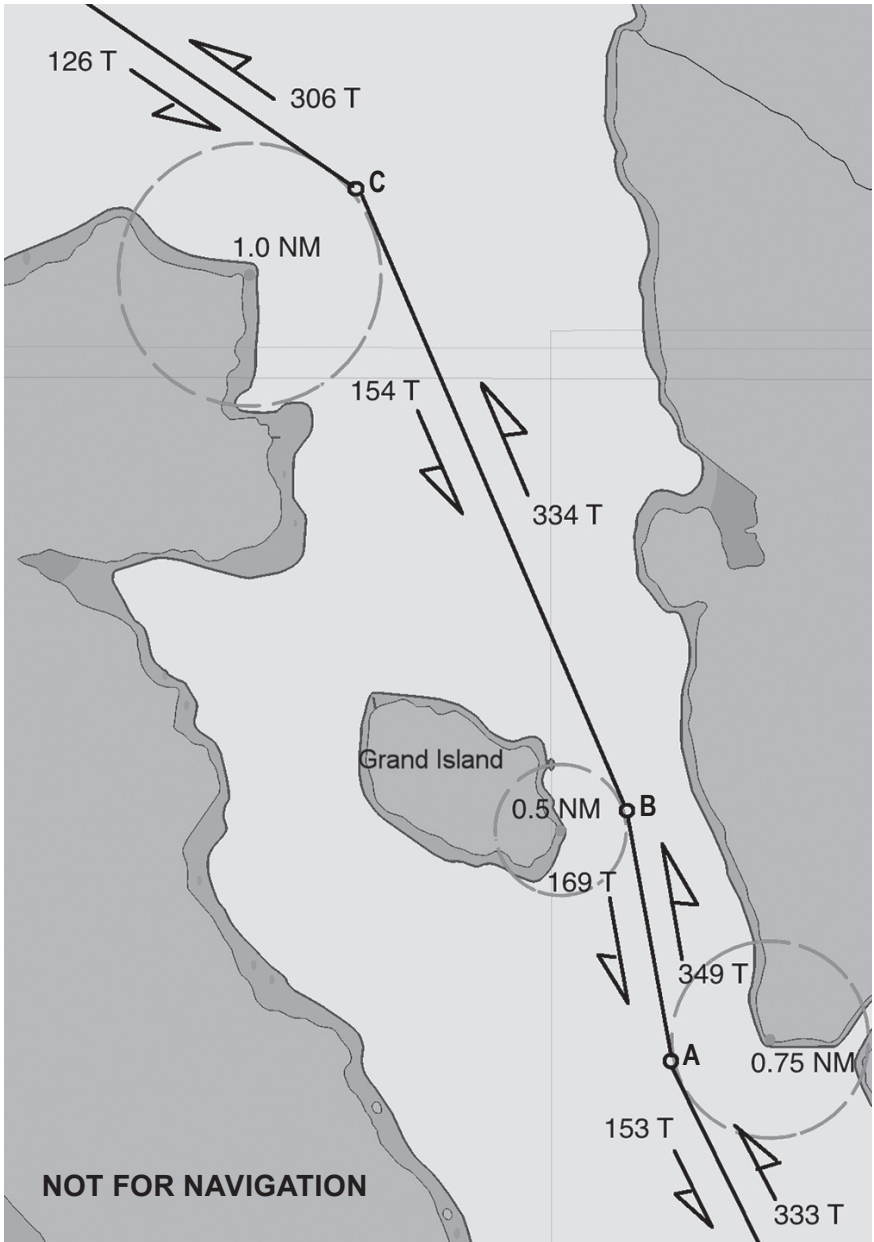
**A: 56-21.0N / 133-09.5W**

**B: 56-23.0N / 133-38.7W**

**C: 56-22.5N / 133-39.9W**

**Please refer to page 17 to review the voluntary vessel traffic procedures for gillnet fishing vessels and deep-draft traffic.**

# DEEP DRAFT VESSEL TRACKLINES GRAVE POINT TO POINT ARDEN



**A: 58-03.5N / 134-04.5W**

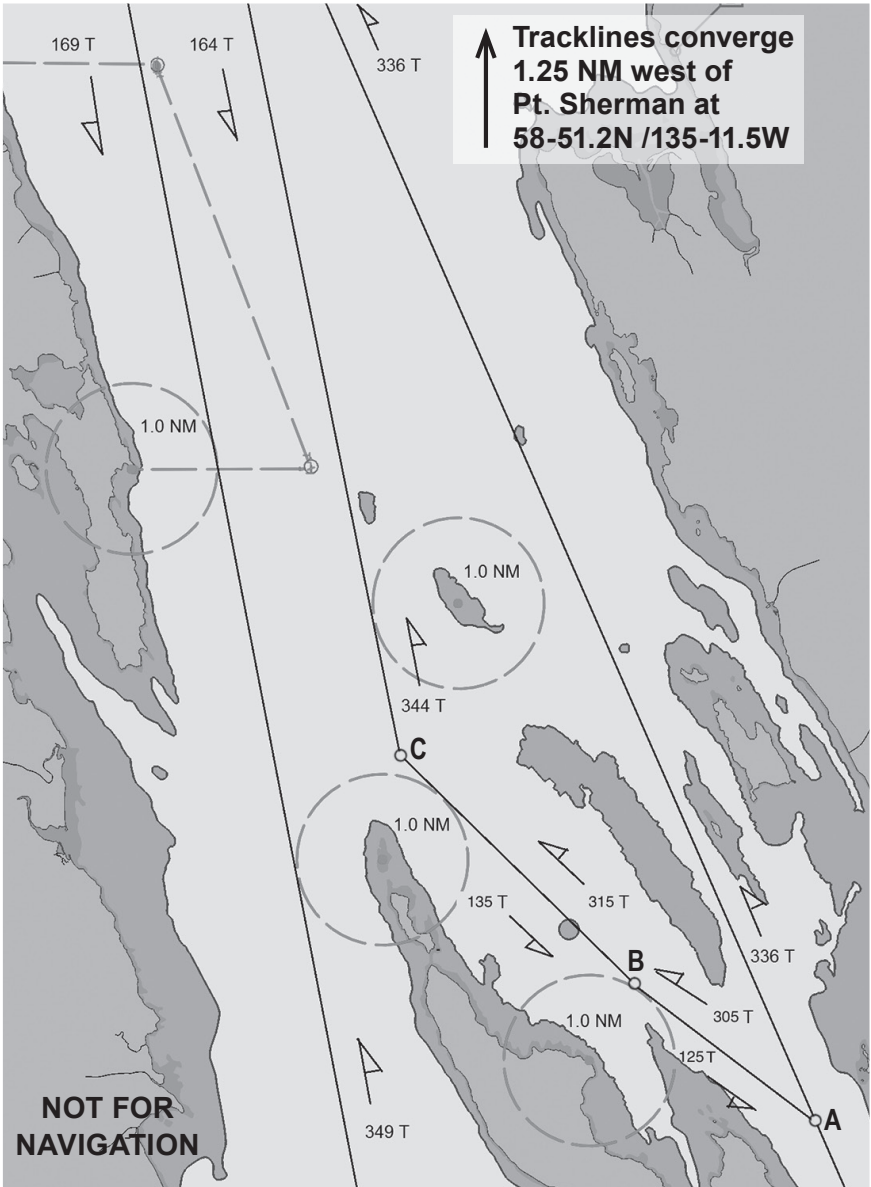
**B: 58-06.1N / 134-05.4W**

**C: 58-10.2N / 134-09.0W**

Please refer to page 17 to review the voluntary vessel traffic procedures for gillnet fishing vessels and deep-draft traffic.

# DEEP DRAFT VESSEL TRACKLINES

## LYNN CANAL, EAST AND WEST OF LITTLE ISLAND



**A: 58-29.5N / 134-53.3W**

**B: 58-30.9N / 134-57.1W**

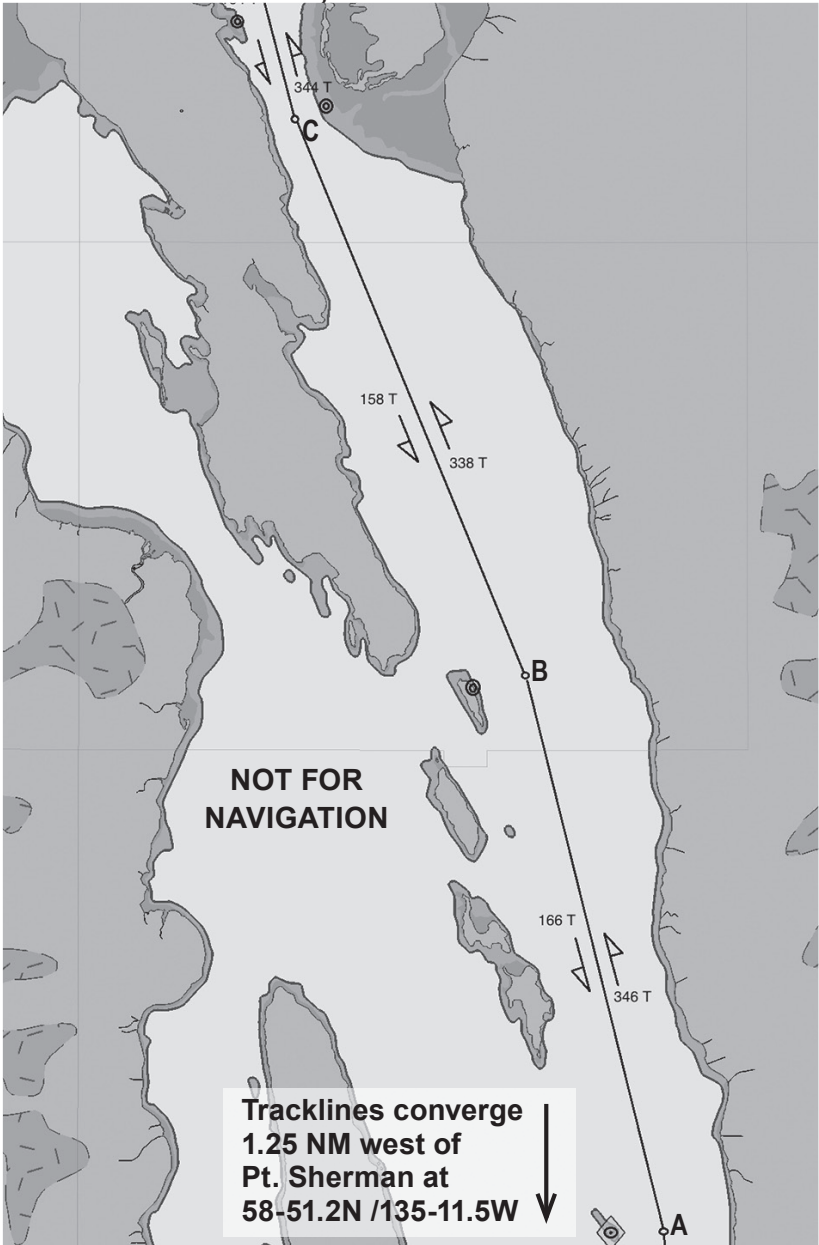
**C: 58-33.3N / 135-01.8W**

Please refer to page 17 to review the voluntary vessel traffic procedures for gillnet fishing vessels and deep-draft traffic.



# DEEP DRAFT VESSEL TRACKLINES

## UPPER LYNN CANAL, ELDRED ROCK TO BATTERY PT



**A: 58-58.2N / 135-12.1W**

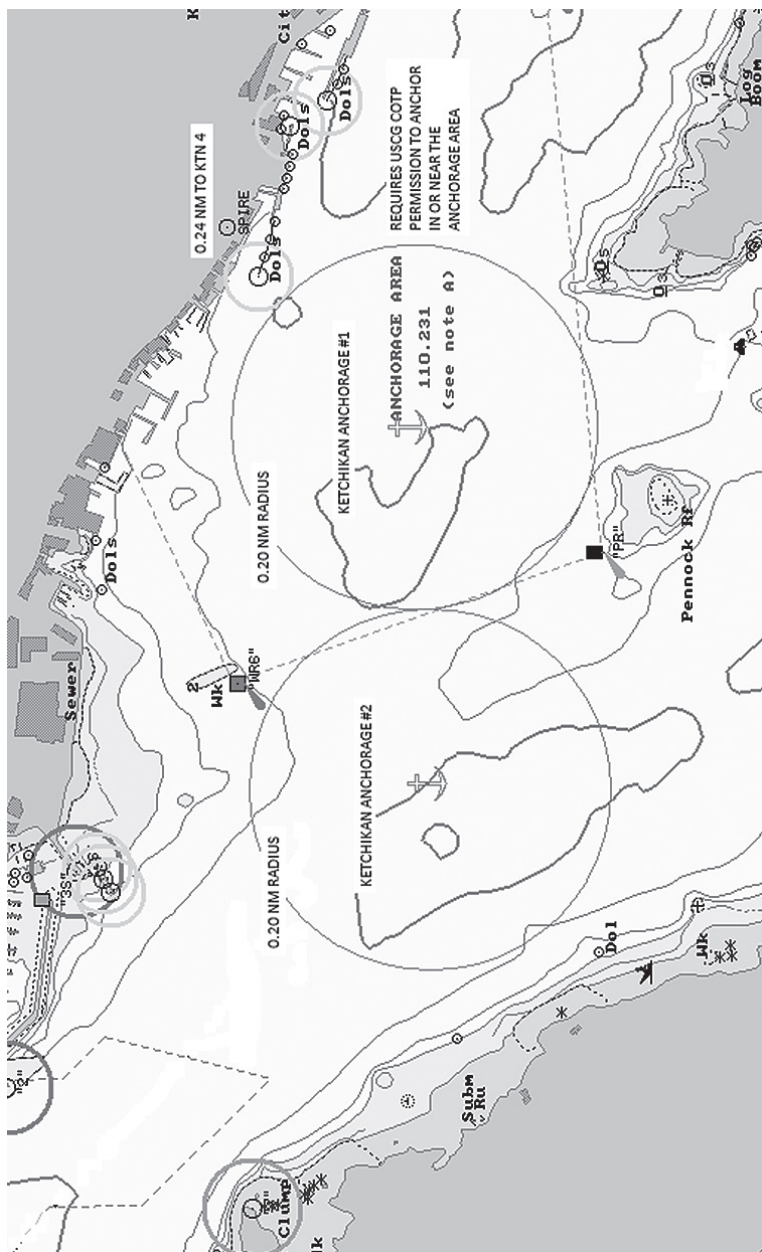
**B: 59-04.7N / 135-15.0W**

**C: 59-11.7N / 135-20.7W**

Please refer to page 17 to review the voluntary vessel traffic procedures for gillnet fishing vessels and deep-draft traffic.

# KETCHIKAN MAIN LARGE SHIP ANCHORAGES

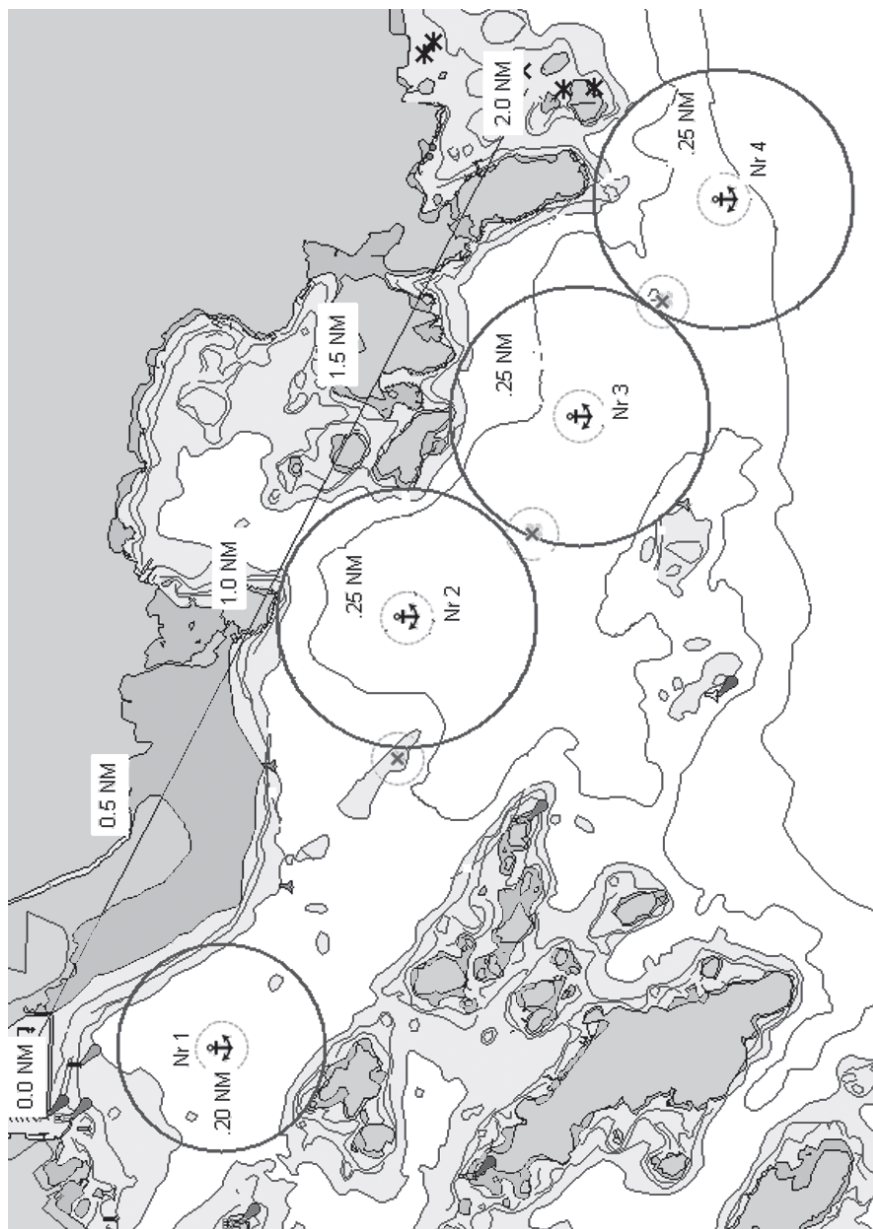
NOT FOR NAVIGATION



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

# SITKA LARGE SHIP ANCHORAGES

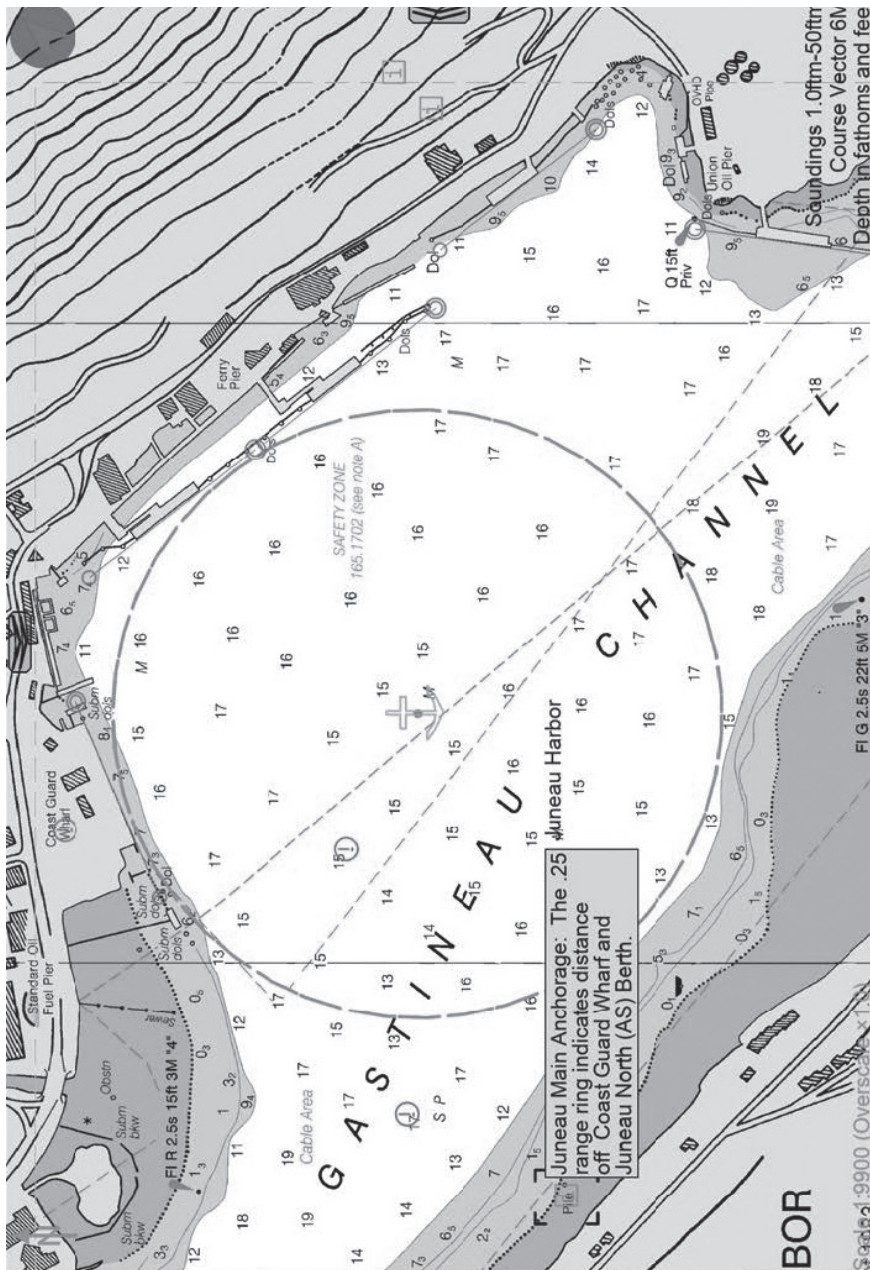
NOT FOR NAVIGATION



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 Command Center-Juneau.....	907-463-2980
Federal National Response Center.....	800-424-8802
State of AK Spill Reporting.....	907-465-5340
(after hours).....	800-478-9300

## SEAPA OFFICE NUMBERS

Office.....	907-225-9696
Office Fax.....	907-247-9696
Toll Free (in Alaska).....	800-478-9697

## PILOT BOATS

Bostwick.....	AMAK 907-617-8890
Cape Lookout.....	907-617-0714
Endeavour.....	907-239-2223
Shoreline IX.....	AMAK 907-617-8890
Ocean Cape.....	907-617-3113
Vallenar.....	907-209-7551

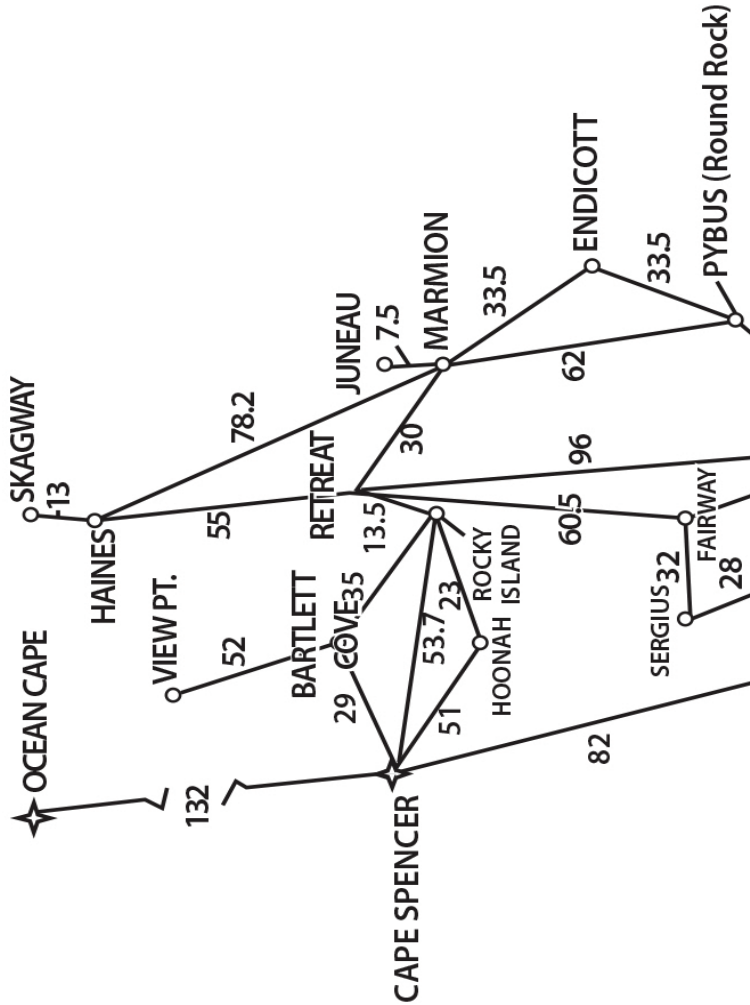
## TUG BOATS

	HP/TYPE	CONFIG/PROPS	EST. BP AHEAD
Alison H	900/CONV	Open Wheel (1)	
Anna T	4400/TRACTOR	Z-Drive	55-60
Ardie	900/CONV	Fixed Nozzle (2)	14 tn
Banner	900/CONV	Fixed Nozzle (2)	14 tn
Brian T	4400/Z-DRIVE	360dg Nozzle (2)	50 tn
Cape Arago	1275/CONV	Open Wheel (1)	9 tn
Chahunta	3000/CONV	Open Wheel (2)	33 tn
Cheval Rouge	3400/CONV	Open Wheel (2)	31 tn
Edith Olson	350/CONV	Open Wheel (1)	
Ethan B	2000/CONV	Fixed Nozzle (2)	28 tn
Jennie B	2200/CONV	Fixed Nozzle (2)	30 tn
Muzon	2000/CONV	Open Wheel (2)	20 tn
Sharon H	900/DIR RVRS	Open Wheel (1)	
Taku Wind	3000/CONV	Open Wheel (3)	30 tn
Thunderbird	1400/DIR RVRS	Open Wheel (1)	



# SOUTHEAST ALASKA

*D. Charles*

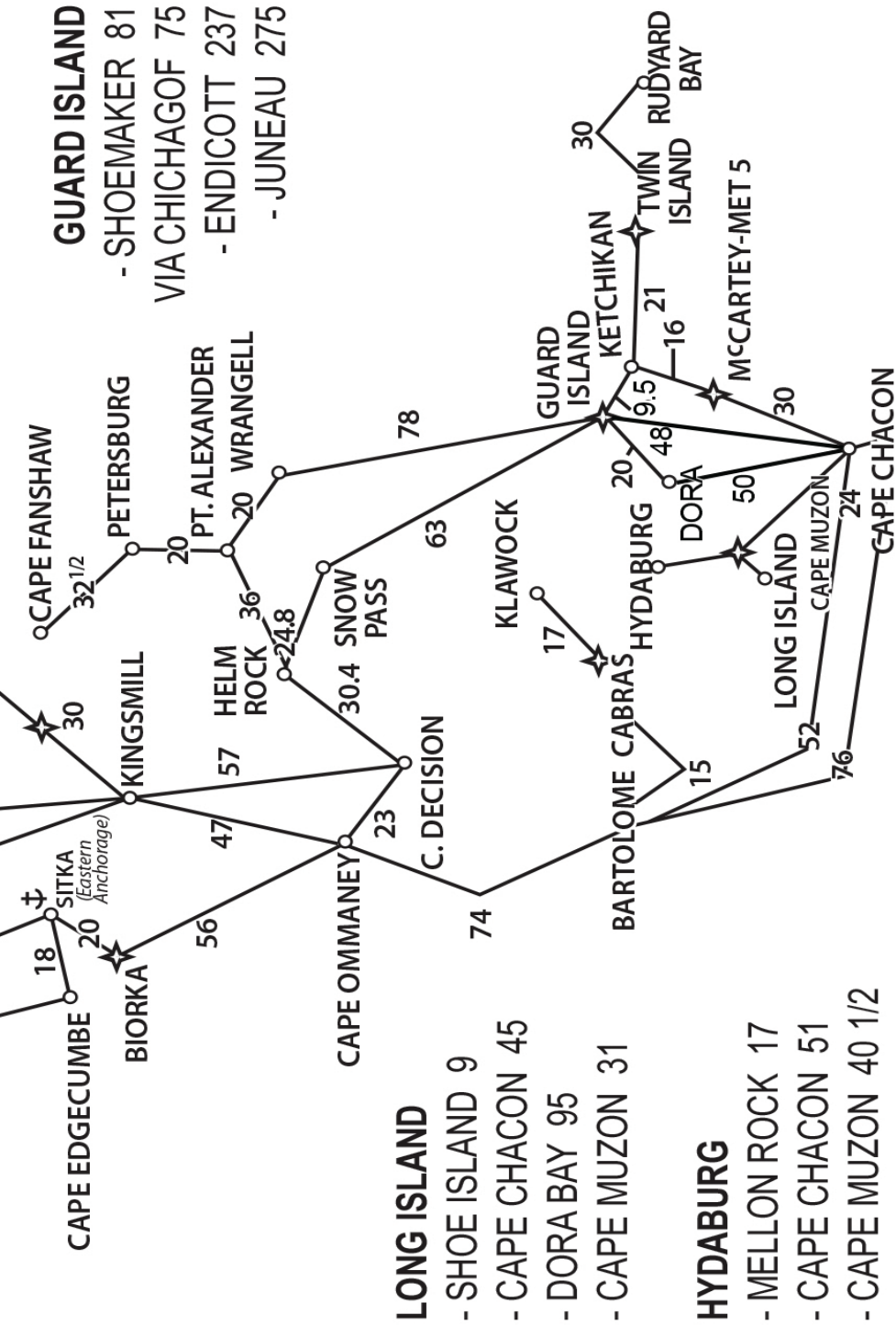


**OCEAN CAPE**  
- YAKUTAT 10  
- BROKEN OAR 27  
- HUBBARD 32

**CAPE FANSHAW**  
- ENDICOTT 35  
- MARMION 66

**Pt. MCCARTNEY**  
- KAKE 7  
**HOBART BAY - 32 1/2**  
- KINGSMILL 17





## **UNITED STATES COAST GUARD & MISC FEDERAL AGENCIES**

USCG Duty Officer .....	907-463-2980
USCG Communications Sector Juneau .....	907-463-2980
USCG Captain of the Port (COTP) Southeast....	907-463-2980
USCG Regional Exam Center and Licensing.....	907-463-2458
USCG Aids to Navigation .....	907-463-2980
USCG SE AK Command Center - Sector SE AK ...	907-463-2980
NOAA (AK) .....	907-789-6005
NMFS Juneau.....	907-586-7221

## **STATE OF ALASKA**

Directory Information .....	907-465-2111
State of Alaska Marine Pilot Coordinator.....	907-465-2111
Fax.....	907-465-2974
Department of Environmental Conservation.....	907-465-5066
AMHS Port Captain .....	907-228-7282
AMHS Reservations .....	800-642-0066

## **AIRLINES**

Alaska Airlines Reservations .....	800-252-7522
Alaska Airlines MVP Line.....	888-345-3640

## **JUNEAU**

Police (non-emergency) .....	907-586-0600
State Troopers .....	907-465-4000
Alaska Department of Fish and Game .....	907-465-4100
ADF&G Commercial Fish Div .....	907-465-4210
ADF&G Recorded Update .....	907-586-3505 / 465-8905
Harbormaster Auke Bay .....	907-789-0819
Harbormaster Juneau Downtown .....	907-586-5255
Library Downtown.....	907-586-5249
Visitors Bureau .....	907-586-2201
USCG Station Juneau .....	907-463-2365
Bartlett Regional Hospital .....	907-796-8900
US Customs and Immigration.....	907-586-7108
Alaska Airlines Air Cargo .....	907-789-7378
AMHS Auke Bay Terminal .....	907-465-8853
AMHS Recorded Schedule.....	907-465-8853
Marine Exchange of Alaska .....	907-463-2607

## SITKA

Police (non-emergency) . . . . .	907-747-3245
State Troopers Wildlife Division. . . . .	907-747-3254
Fish and Game . . . . .	907-747-5449
ADF&G Commercial Fish Div . . . . .	907-747-6688
ADF&G Recorded Update. . . . .	907-747-5022
Harbormaster. . . . .	907-747-3439
Post Office. . . . .	907-747-3381
Library . . . . .	907-747-3381
Visitors Bureau . . . . .	907-747-8604
USCG Air Station Sitka . . . . .	907-966-5556
USCG MSD Sitka . . . . .	907-966-5454
US Customs and Immigration . . . . .	907-747-3374
Alaska Airlines Info . . . . .	907-966-2422
AMHS Sitka Terminal. . . . .	907-747-8737
AMHS Recorded Schedule . . . . .	907-747-3300

## KETCHIKAN

Police (non-emergency) . . . . .	907-225-6631
State Troopers Wildlife Division. . . . .	907-225-5118
Fish and Game Wildlife Conservation . . . . .	907-225-2475
State of Alaska Spill Reporting. . . . .	907-465-5340 / 800-478-9300
ADF&G Commercial Fish Div . . . . .	907-225-5195
ADF&G Recorded Update. . . . .	907-225-6870
Harbormaster. . . . .	907-228-5632
Post Office. . . . .	907-225-9601 / 9602
Library . . . . .	907-225-3331
Visitor Information . . . . .	907-225-6166
USCG Station Ketchikan. . . . .	907-228-0340
USCG MSD Ketchikan . . . . .	907-225-9410
Ketchikan General Hospital. . . . .	907-225-5171
Naval SEAFAC Back Island. . . . .	907-247-6289
US Customs & Immigration. . . . .	907-225-2254
Ketchikan/Misty Fjords Forest. . . . .	907-225-2148
Ranger District	
Alaska Airlines Flight Info . . . . .	907-225-2158
AMHS Terminal . . . . .	907-228-6886
AMHS Recorded Schedule . . . . .	907-288-6886

## SKAGWAY

Police (non-emergency) . . . . .	907-983-2232
Harbormaster. . . . .	907-983-2628
Post Office. . . . .	907-983-2330

Library . . . . .	907-983-2665
Visitors Bureau . . . . .	907-983-2854
US Customs and Immigration . . . . .	907-983-2325 / 3144
AMHS Skagway Terminal . . . . .	907-983-2941
AMHS Recorded Schedule . . . . .	907-983-2229
HNS - SGY Fast Ferry . . . . .	888-766-2103
AK Fjord Lines: SGY-HNS-JNU . . . . .	800-320-0146 / 766-3395

**HAINES**

Police . . . . .	907-766-2121
State Troopers . . . . .	907-766-2552
Fish and Game . . . . .	907-766-2830
Fish and Game Trooper . . . . .	907-766-2533
Fish and Wildlife Protection . . . . .	907-766-2533
ADF&G Commercial Fish Div . . . . .	907-766-2830
Harbormaster . . . . .	907-766-2448
Post Office . . . . .	907-766-2930
Library . . . . .	907-766-6420
Visitor Center . . . . .	907-766-2234
US Customs & Immigration . . . . .	907-767-5580 / 5511
Canada Customs . . . . .	907-767-5540
SEARHC Health Clinic . . . . .	907-766-6300
AMHS Haines Terminal . . . . .	907-766-2111
AMHS Recorded Schedule . . . . .	907-766-2113
HNS - SGY Fast Ferry . . . . .	888-766-2103
AK Fjord Lines: SGY-HNS-JNU . . . . .	800-320-0146 / 907-766-3395

**HOONAH & GUSTAVUS**

Police Hoonah . . . . .	907-945-3655
Harbormaster Hoonah . . . . .	907-945-3670
Post Office Hoonah . . . . .	907-945-3260
Glacier Bay Park Headquarters . . . . .	907-697-2230
Glacier Bay Park Rangers . . . . .	907-697-2632
Glacier Bay after Hours Emergency . . . . .	907-697-2651
Post Office Gustavus . . . . .	907-697-2202
Gustavus Public Library . . . . .	907-697-2350

**KAKE**

Police (non-emergency) . . . . .	907-518-3393
Post Office Kake . . . . .	907-785-3123
Kake City Office . . . . .	907-785-3804

## WRANGELL

Police (non-emergency) .....	907-874-3304
Fish & Wildlife Protection.....	907-874-3215
Harbormaster.....	907-874-3736
Post Office .....	907-874-3714
Library.....	907-874-3535
Wrangell Visitors Center.....	907-874-3699
Wrangell Medical Center .....	907-874-7000
Alaska Airlines .....	907-874-3309
AMHS Wrangell Terminal .....	907-874-2021
AMHS Recorded Schedule.....	907-874-3711
US Customs & Immigration.....	907-874-3415

## PETERSBURG

Police (non-emergency) .....	907-772-3838
Fish & Wildlife Protection / Troopers .....	907-772-3983
ADF&G Commercial Fish Div. ....	907-772-3801
Harbormaster.....	907-772-4688
Post Office .....	907-772-3121
Library.....	907-772-3349
Visitor Information.....	907-772-4636
Petersburg Medical Center.....	907-772-4291
Alaska Airlines .....	907-772-4255
AMHS Recorded Schedule.....	907-772-3855

## YAKUTAT

Public Safety.....	907-784-3206
ADF&G Commercial Fish Division.....	907-784-3255
Community Health Center .....	907-784-3275
Wrangell-Saint Elias National Park.....	907-784-3295
Alaska Airlines - Yakutat Terminal.....	907-784-3366

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# WEATHER RESOURCES

## NATIONAL WEATHER SERVICE OFFICES

Annette	907-886-3241
Juneau	907-790-6800
Yakutat	907-784-3322

## NOAA WEATHER RADIO, RECORDED MARINE FORECASTS

Alaska General Forecast	855-937-4977
Juneau	907-586-3997
Ketchikan and Southern Panhandle	907-225-7100
Wrangell	907-874-3232

## 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	WXK-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

# SHIP BERTHS SOUTHEAST ALASKA

PORT	FACILITY	FACE	TOTAL	LEAST DEPTH	HEIGHT	HEADING
Hawk Inlet	Green's Creek	417	970	32.5	*	169 / 349
Haines	Port Chilkoot Dock	460	1025	36	26	128 / 308
Haines	Lutak Inlet Wharf	240	750	23	25	116 / 296
Icy Strait Pt	Ocean Landing Dock	400	1100	50	8.5	072 / 252
Icy Strait Pt	Wilderness Landing Dock	500	1200	42	8.5	095 / 275
Juneau	Alaska Juneau Dock	670	1050	40	8	008 / 188
Juneau	Franklin Dock	456	1050	40	26	142 / 322
Juneau	North and South Berth (AS + CT)	1700	2140	42	8	142 / 322
Juneau	USCG and NOAA Wharf	760	760	16	24	067 / 247
Ketchikan	USCG Berths 1 + 2	355	355	46	10.5	160 / 340
Ketchikan	USCG Berths 3 + 4	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
Ketchikan	Ward Cove Cruise Dock	506	1419	50	8	356 / 176
Klawock	SeaAlaska Dock	442	640	43	19	194 / 014
Metlakatla	City Dock	400	660	35	26	140 / 320
Petersburg	Fuel Pier	160	275	18	27	055 / 235
Sitka	City Dock	350	350	18	20	134 / 314
Sitka	Cruise Terminal Dock	475	1010	36	8.6	168 / 348
Skagway	Railroad Dock	1852	2075	25	26	042 / 222
Skagway	Broadway Dock	245	1000	35	26	045 / 225
Skagway	Ore Dock	1035	1620	40	floating	045 / 225
Wrangell	City Wharf	400	830	31	24	142 / 322



## Rate of Turn Table

RADIUS => (NM)

	<b>R.O.T.</b>	<b>0.25</b>	<b>0.5</b>	<b>0.75</b>	<b>1</b>	<b>1.25</b>	<b>1.5</b>	<b>1.75</b>	<b>2</b>	<b>2.5</b>	<b>3</b>	<b>4</b>
<b>S</b>	<b>20</b>	76	38	25	19	15	13	11	10	8	6	5
<b>P</b>	<b>18</b>	68	34	23	17	14	11	10	9	7	6	4
<b>E</b>	<b>16</b>	61	30	20	15	12	10	9	8	6	5	4
<b>E</b>	<b>14</b>	53	27	18	13	11	9	8	7	5	4	3
<b>E</b>	<b>12</b>	46	23	15	11	9	8	7	6	5	4	3
<b>D</b>	<b>10</b>	38	19	13	10	8	6	5	5	4	3	2
	<b>8</b>	30	15	10	8	6	5	4	4	3	3	2

## Wheel Over Distance Table

RADIUS => (NM)

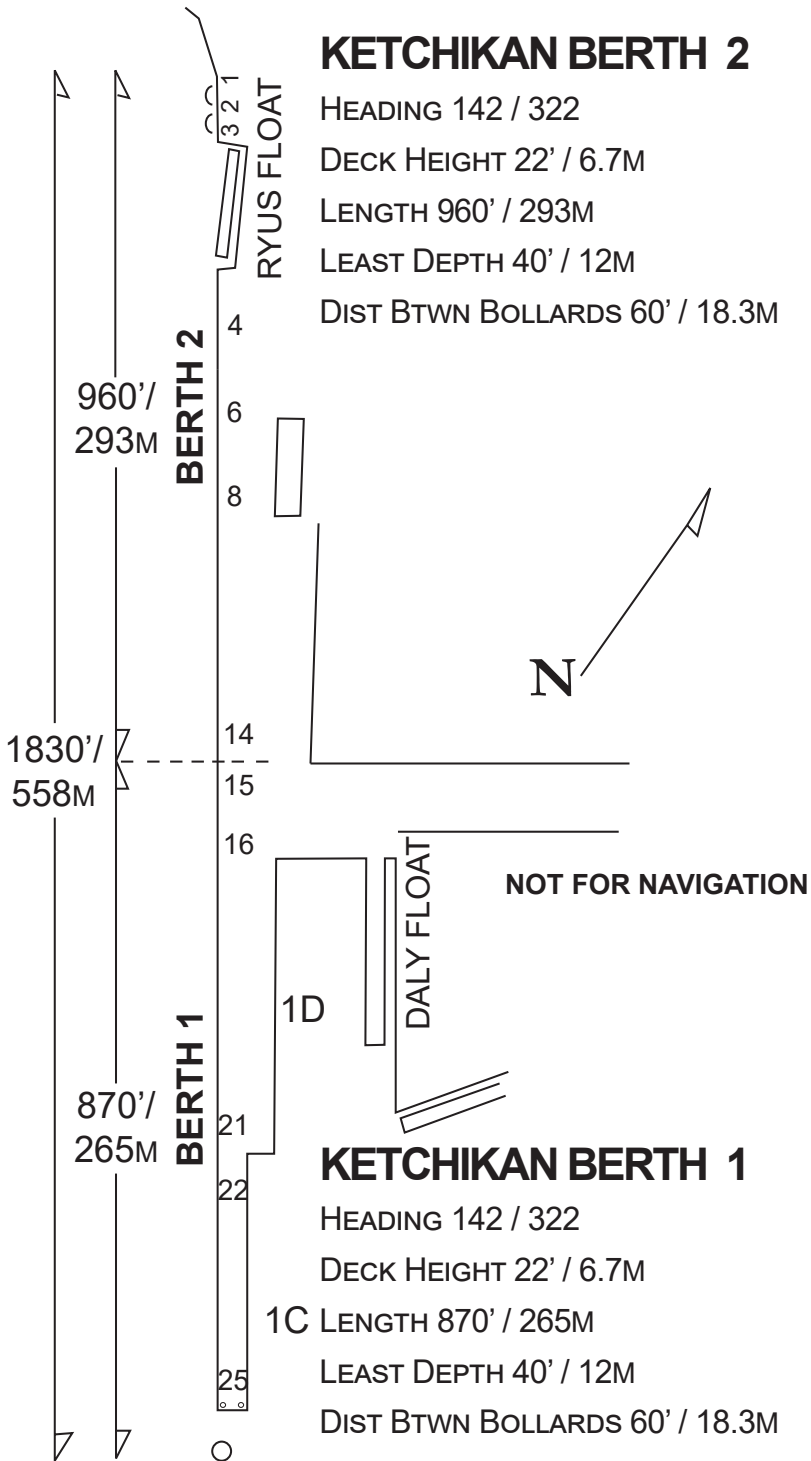
	<b>W.O.P.</b>	<b>0.25</b>	<b>0.5</b>	<b>0.75</b>	<b>1</b>	<b>1.25</b>	<b>1.5</b>	<b>1.75</b>	<b>2</b>	<b>2.5</b>	<b>3</b>	<b>4</b>
<b>d</b>	<b>90</b>	0.25	0.50	0.75	1.00	1.25	1.50	1.75	2.00	2.50	3.00	4.00
<b>C</b>	<b>80</b>	0.21	0.42	0.63	0.84	1.05	1.26	1.47	1.68	2.10	2.52	3.36
<b>O</b>	<b>70</b>	0.18	0.35	0.53	0.70	0.88	1.05	1.23	1.40	1.75	2.10	2.80
<b>U</b>	<b>60</b>	0.14	0.29	0.43	0.58	0.72	0.87	1.01	1.15	1.44	1.73	2.31
<b>R</b>	<b>50</b>	0.12	0.23	0.35	0.47	0.58	0.70	0.82	0.93	1.17	1.40	1.87
<b>S</b>	<b>40</b>	0.09	0.18	0.27	0.36	0.45	0.55	0.64	0.73	0.91	1.09	1.46
<b>E</b>	<b>30</b>	0.07	0.13	0.20	0.27	0.33	0.40	0.47	0.54	0.67	0.80	1.07

**RADIUS OF SWING TABLE FOR DEPTH OF WATER AND NUMBER OF SHACKLES OUT**  
 (Radius of Swing is in tenths of a Nautical Mile)

Depth of Water (in fathoms)	Number of Shackles (at hawse)	Radius at Bow	Radius at Bridge 100' From Bow	Radius at Stern of 400' Ship	Radius at Stern of 500' Ship	Radius at Stern of 600' Ship	Radius at Stern of 700' Ship	Radius at Stern of 800' Ship	Radius at Stern of 900' Ship	Radius at Stern of 1000' Ship
7	4	0.060	0.076	0.126	0.143	0.160	0.176	0.193	0.210	0.226
7	5	0.075	0.091	0.141	0.158	0.175	0.191	0.208	0.225	0.241
7	6	0.090	0.106	0.156	0.173	0.190	0.206	0.223	0.240	0.256
7	7	0.105	0.121	0.171	0.188	0.205	0.221	0.238	0.255	0.271
7	8	0.120	0.136	0.186	0.203	0.220	0.236	0.253	0.270	0.286
10	4	0.059	0.076	0.126	0.142	0.159	0.176	0.192	0.209	0.226
10	5	0.074	0.091	0.141	0.158	0.174	0.191	0.208	0.224	0.241
10	6	0.089	0.106	0.156	0.173	0.189	0.206	0.223	0.239	0.256
10	7	0.105	0.121	0.171	0.188	0.205	0.221	0.238	0.255	0.271
10	8	0.120	0.136	0.186	0.203	0.220	0.236	0.253	0.270	0.286
15	4	0.058	0.075	0.125	0.141	0.158	0.175	0.191	0.208	0.225
15	5	0.073	0.090	0.140	0.157	0.173	0.190	0.207	0.223	0.240
15	6	0.089	0.105	0.155	0.172	0.189	0.205	0.222	0.239	0.255
15	7	0.104	0.121	0.171	0.187	0.204	0.221	0.237	0.254	0.271
15	8	0.119	0.136	0.186	0.202	0.219	0.236	0.252	0.269	0.286
20	4	0.057	0.073	0.123	0.140	0.157	0.173	0.190	0.207	0.223
20	5	0.072	0.089	0.139	0.156	0.172	0.189	0.206	0.222	0.239
20	6	0.088	0.104	0.154	0.171	0.188	0.204	0.221	0.238	0.254
20	7	0.103	0.120	0.170	0.186	0.203	0.220	0.236	0.253	0.270
20	8	0.118	0.135	0.185	0.202	0.218	0.235	0.252	0.268	0.285
25	4	0.055	0.071	0.121	0.138	0.155	0.171	0.188	0.205	0.221
25	5	0.071	0.087	0.137	0.154	0.171	0.187	0.204	0.221	0.237
25	6	0.086	0.103	0.153	0.170	0.186	0.203	0.220	0.236	0.253
25	7	0.102	0.119	0.169	0.185	0.202	0.219	0.235	0.252	0.269
25	8	0.117	0.134	0.184	0.201	0.217	0.234	0.251	0.267	0.284
30	4	0.052	0.069	0.119	0.135	0.152	0.169	0.185	0.202	0.219
30	5	0.069	0.085	0.135	0.152	0.169	0.185	0.202	0.219	0.235
30	6	0.085	0.102	0.152	0.168	0.185	0.202	0.218	0.235	0.252
30	7	0.101	0.117	0.167	0.184	0.201	0.217	0.234	0.251	0.267
30	8	0.116	0.133	0.183	0.200	0.216	0.233	0.250	0.266	0.283
35	4	0.049	0.065	0.115	0.132	0.149	0.165	0.182	0.199	0.215
35	5	0.066	0.083	0.133	0.150	0.166	0.183	0.200	0.216	0.233
35	6	0.083	0.100	0.150	0.166	0.183	0.200	0.216	0.233	0.250
35	7	0.099	0.116	0.166	0.182	0.199	0.216	0.232	0.249	0.266
35	8	0.115	0.131	0.181	0.198	0.215	0.231	0.248	0.265	0.281

(Radius given is for maximum extent, not accounting for catenary and distance from hawse to water)





## KETCHIKAN BERTH 2

HEADING 142 / 322

DECK HEIGHT 22' / 6.7M

LENGTH 960' / 293M

LEAST DEPTH 40' / 12M

DIST BTWN BOLLARDS 60' / 18.3M

RYUS FLOAT

BERTH 2

960' / 293M

1830' / 558M

N

NOT FOR NAVIGATION

BERTH 1

870' / 265M

## KETCHIKAN BERTH 1

HEADING 142 / 322

DECK HEIGHT 22' / 6.7M

1C LENGTH 870' / 265M

LEAST DEPTH 40' / 12M

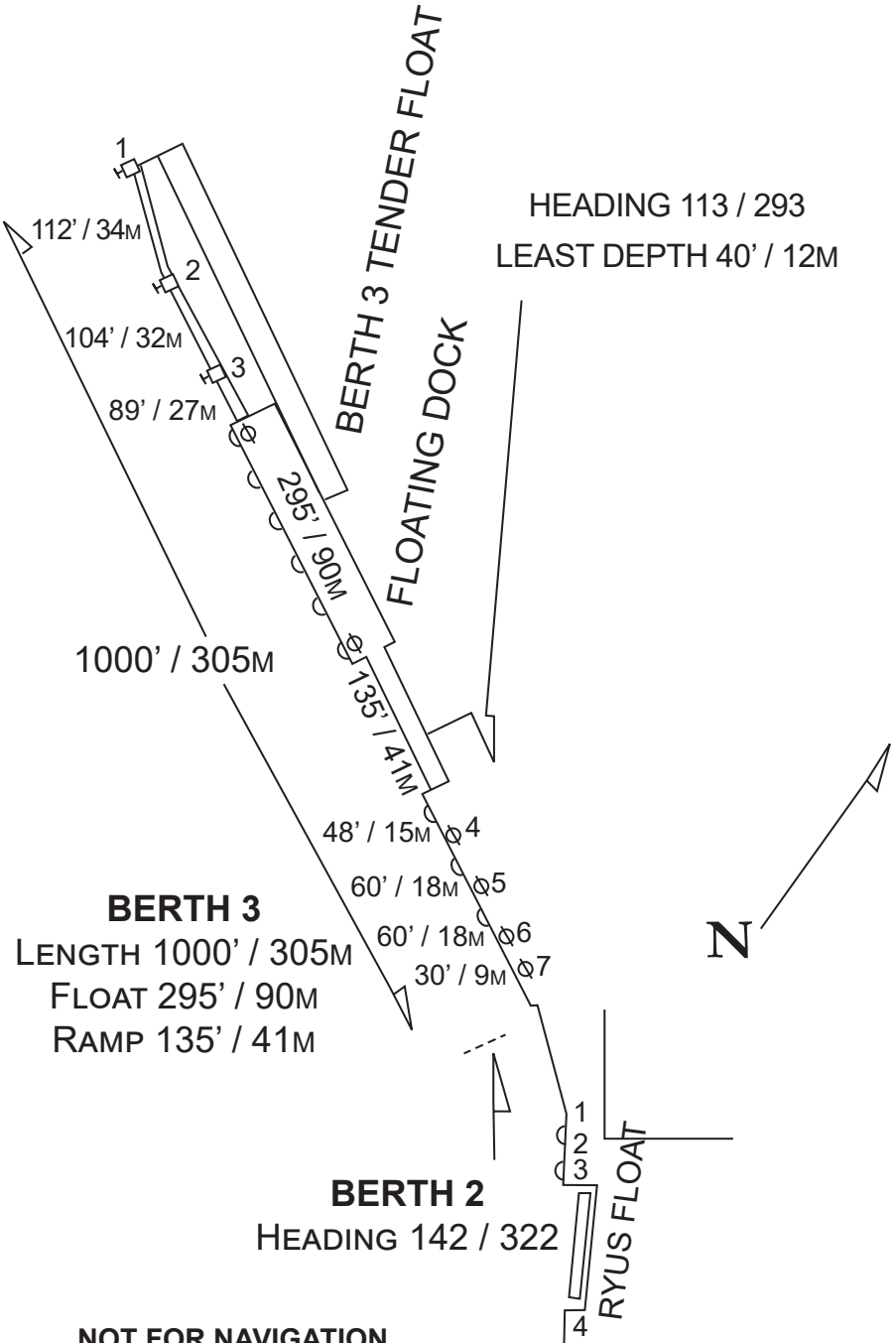
DIST BTWN BOLLARDS 60' / 18.3M

DALY FLOAT

1D

1C

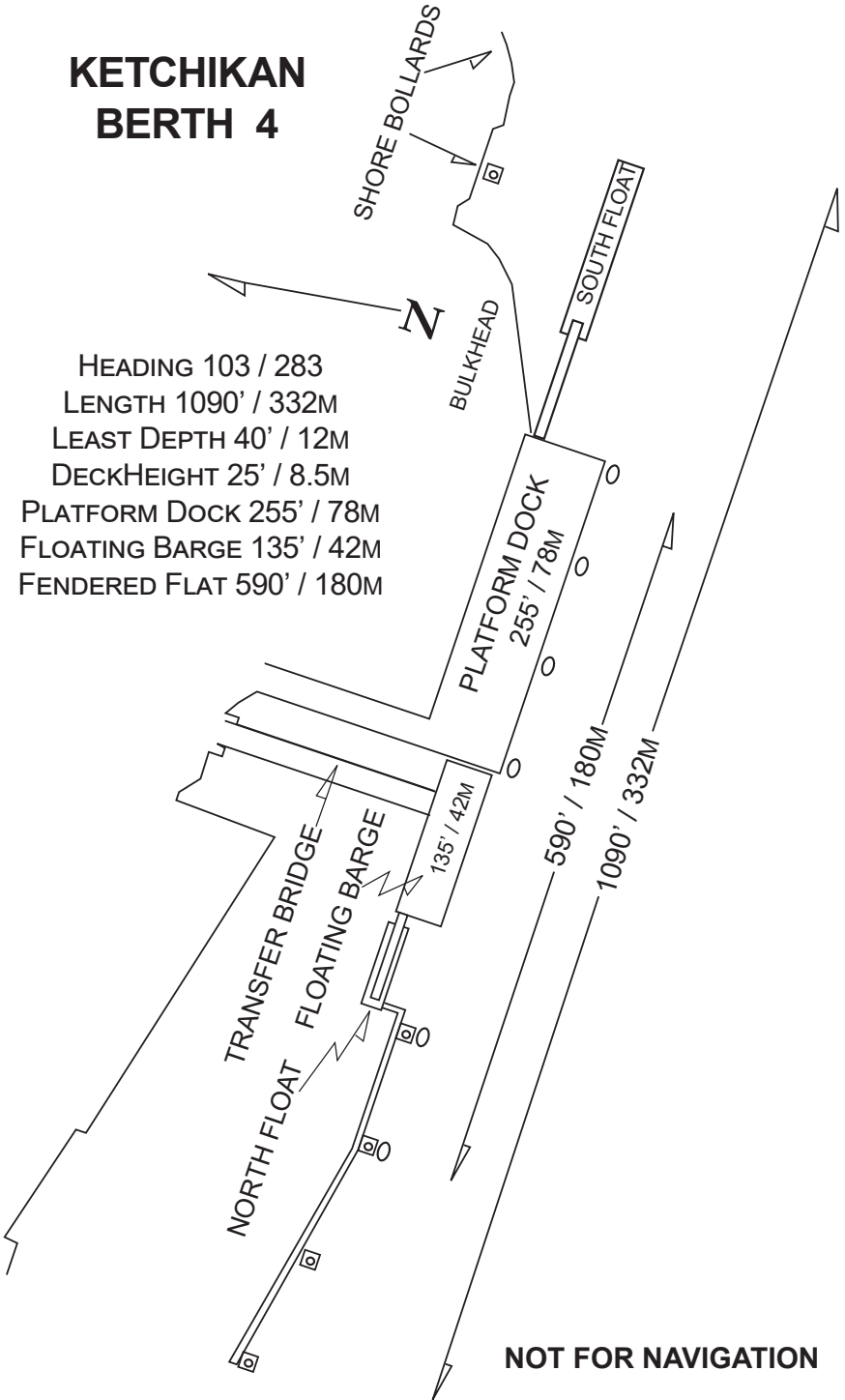
# KETCHIKAN BERTH 3



NOT FOR NAVIGATION

# KETCHIKAN BERTH 4

HEADING 103 / 283  
LENGTH 1090' / 332M  
LEAST DEPTH 40' / 12M  
DECKHEIGHT 25' / 8.5M  
PLATFORM DOCK 255' / 78M  
FLOATING BARGE 135' / 42M  
FENDERED FLAT 590' / 180M



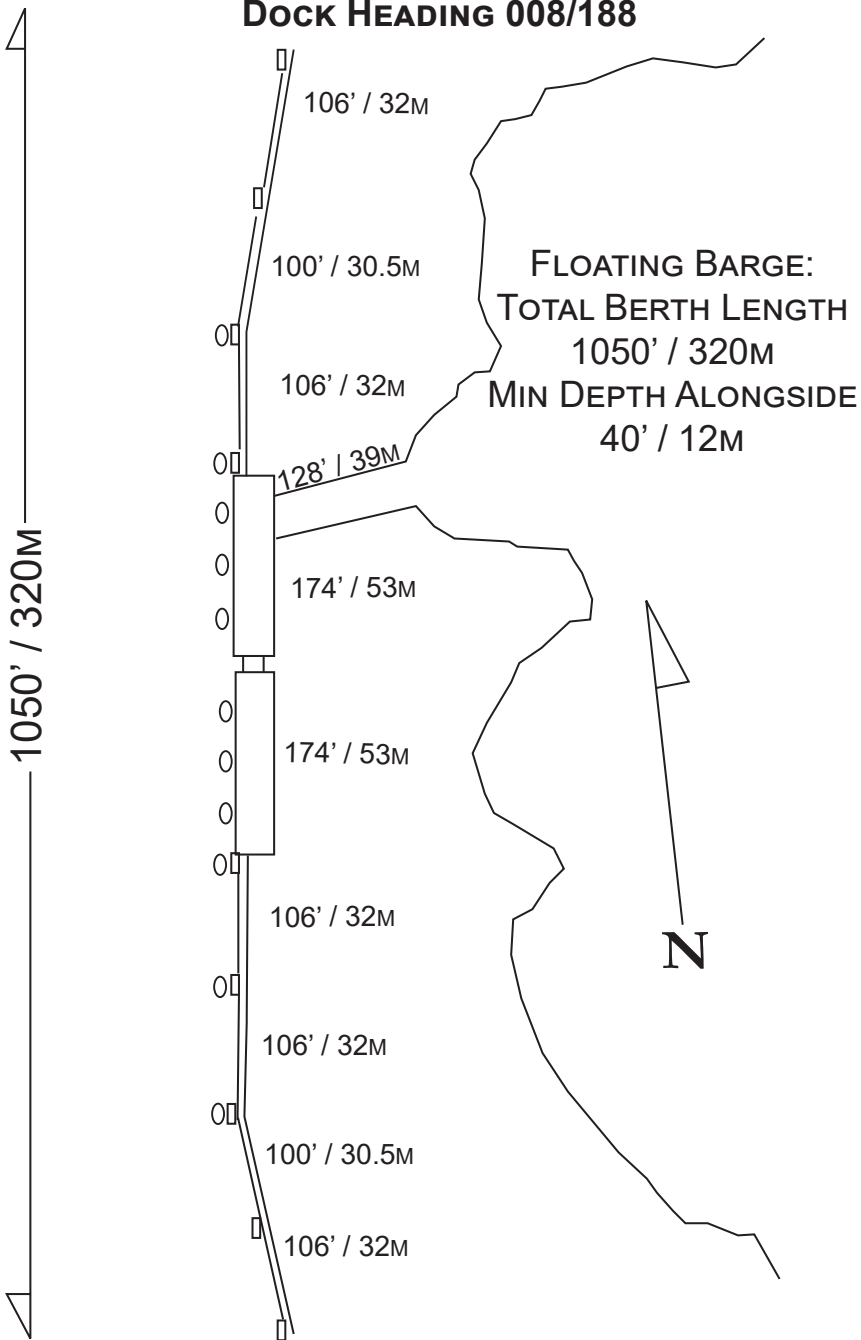
**NOT FOR NAVIGATION**





# AJ DOCK-JUNEAU

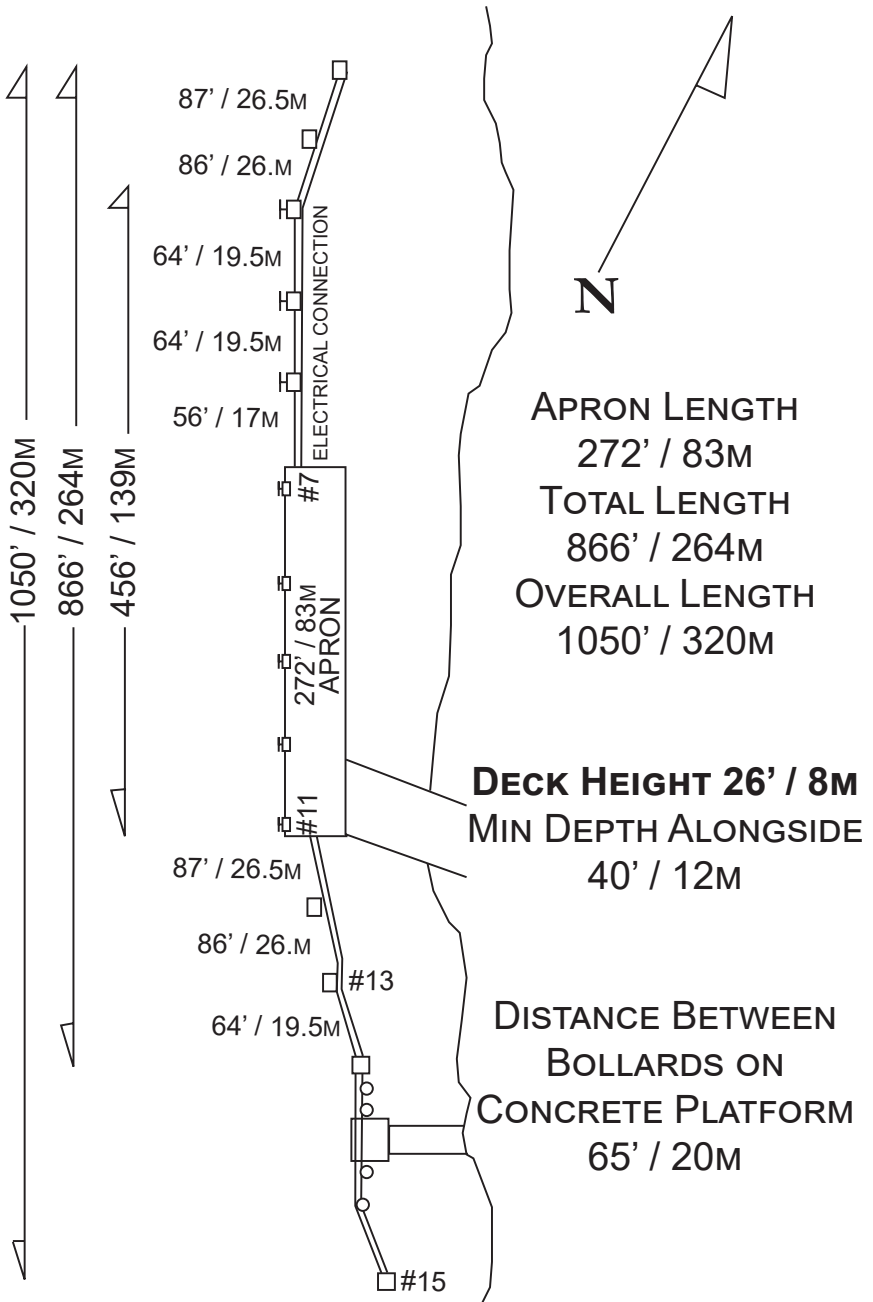
Dock HEADING 008/188



**NOT FOR NAVIGATION**

# FRANKLIN STREET DOCK-JUNEAU

## Dock Heading 142 / 322



NOT FOR NAVIGATION

# JUNEAU NORTH and SOUTH BERTH (AS and CT)

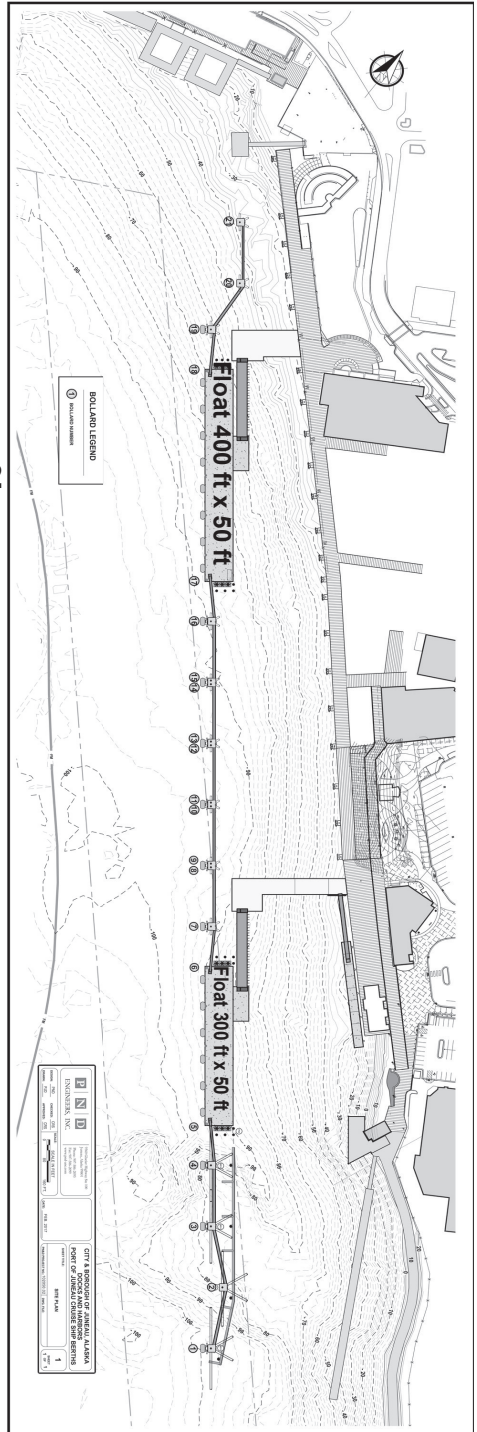
**DOCK HEADING: 142 / 322**

**FLOAT PLATFORMS:  
400' x 50' / (122M x 15M)**

**DECK HEIGHT:  
8' / 2.4M**

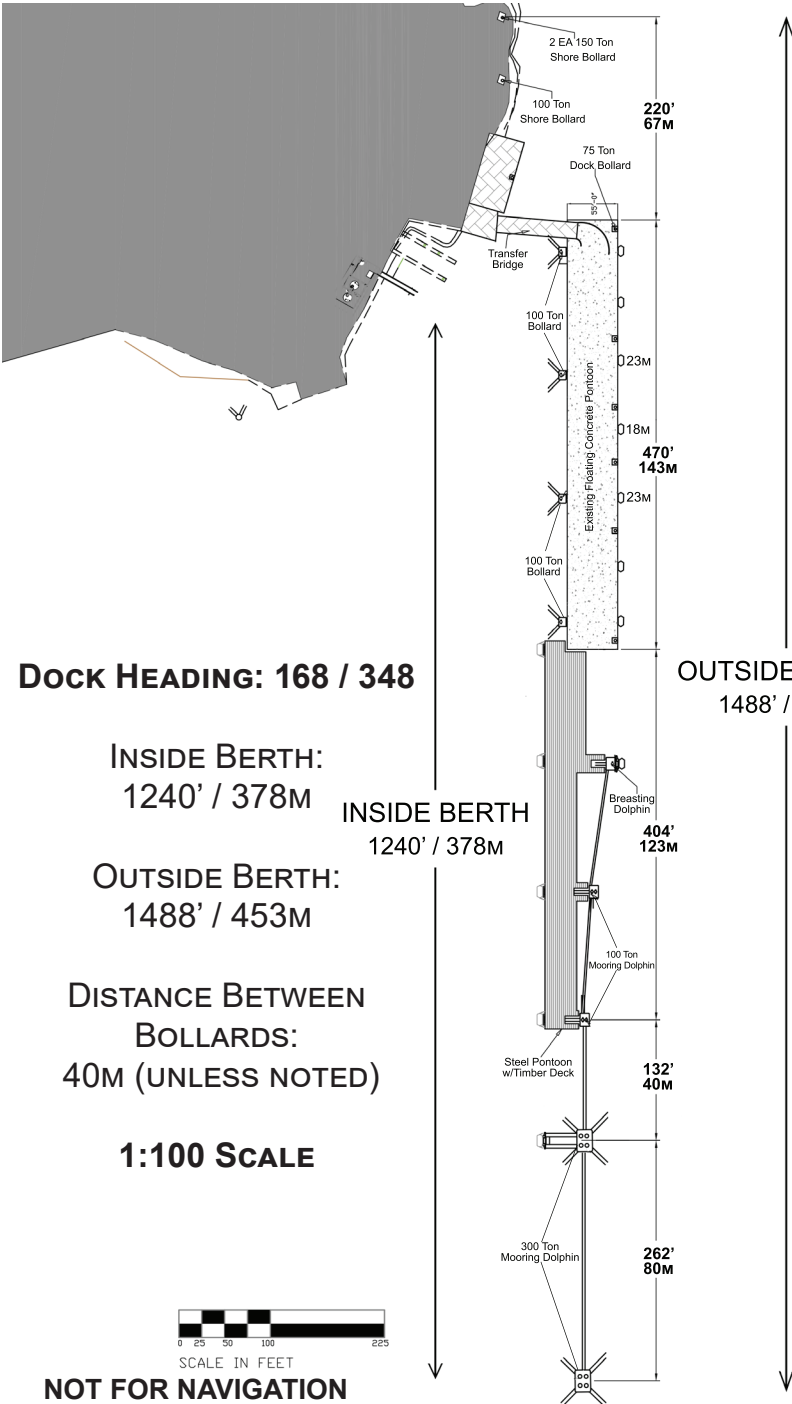
**MIN DEPTH ALONGSIDE:  
42' / 12.8M**

**TOTAL LENGTH:  
2140' / 652M**



**NOT FOR NAVIGATION**

# SITKA CRUISE TERMINAL



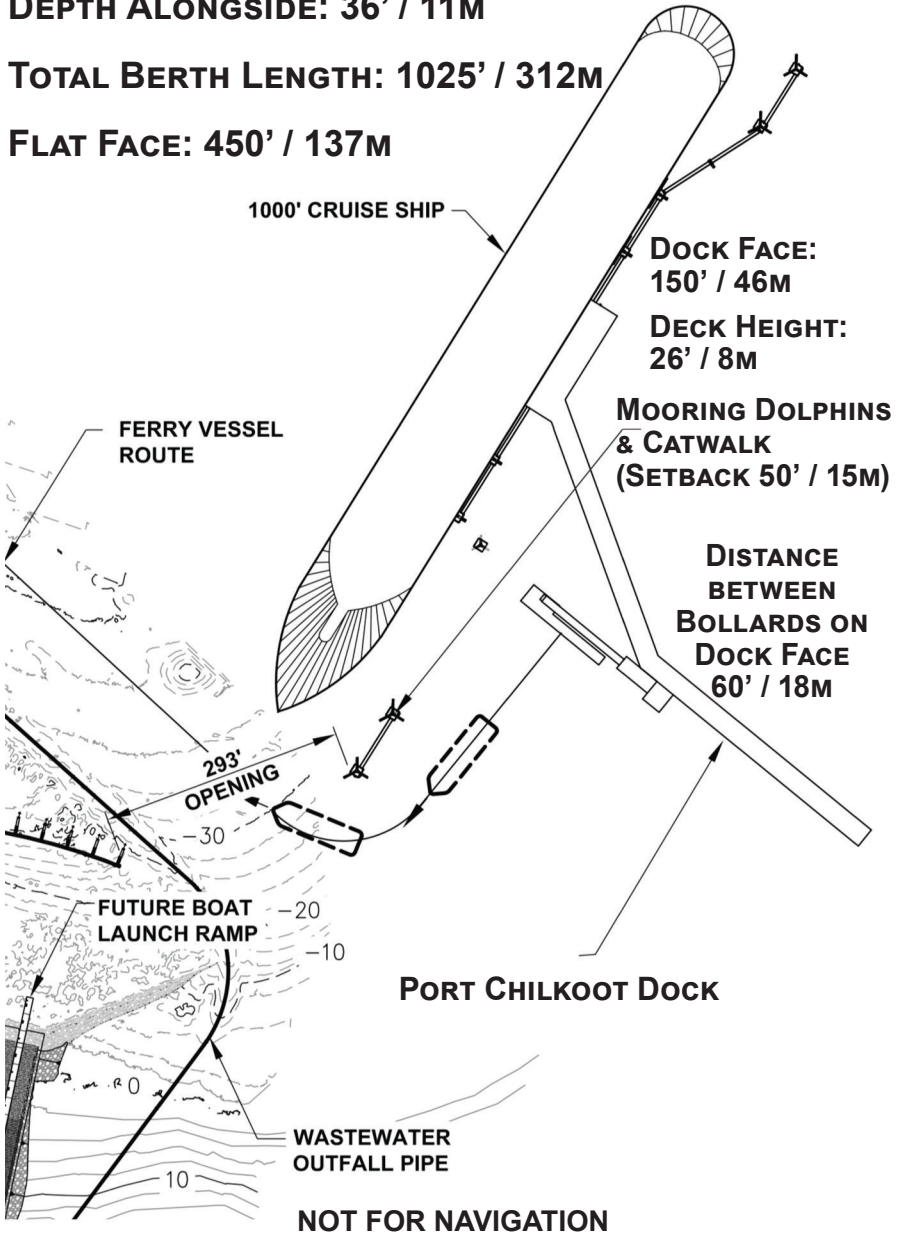
# PORTAGE COVE, HAINES CITY DOCK

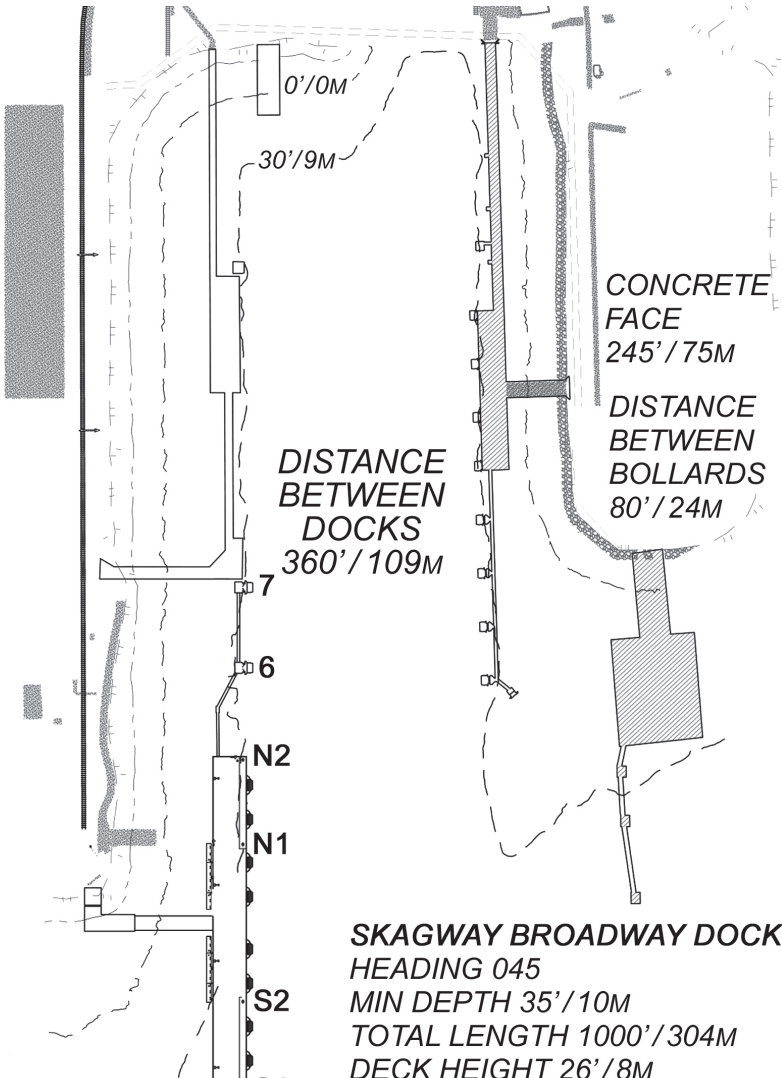
**DOCK HEADING: 128 / 308**

**DEPTH ALONGSIDE: 36' / 11M**

**TOTAL BERTH LENGTH: 1025' / 312M**

**FLAT FACE: 450' / 137M**





**DISTANCE BETWEEN DOCKS**  
360' / 109M

**CONCRETE FACE**  
245' / 75M

**DISTANCE BETWEEN BOLLARDS**  
80' / 24M

**SKAGWAY BROADWAY DOCK**  
HEADING 045  
MIN DEPTH 35' / 10M  
TOTAL LENGTH 1000' / 304M  
DECK HEIGHT 26' / 8M

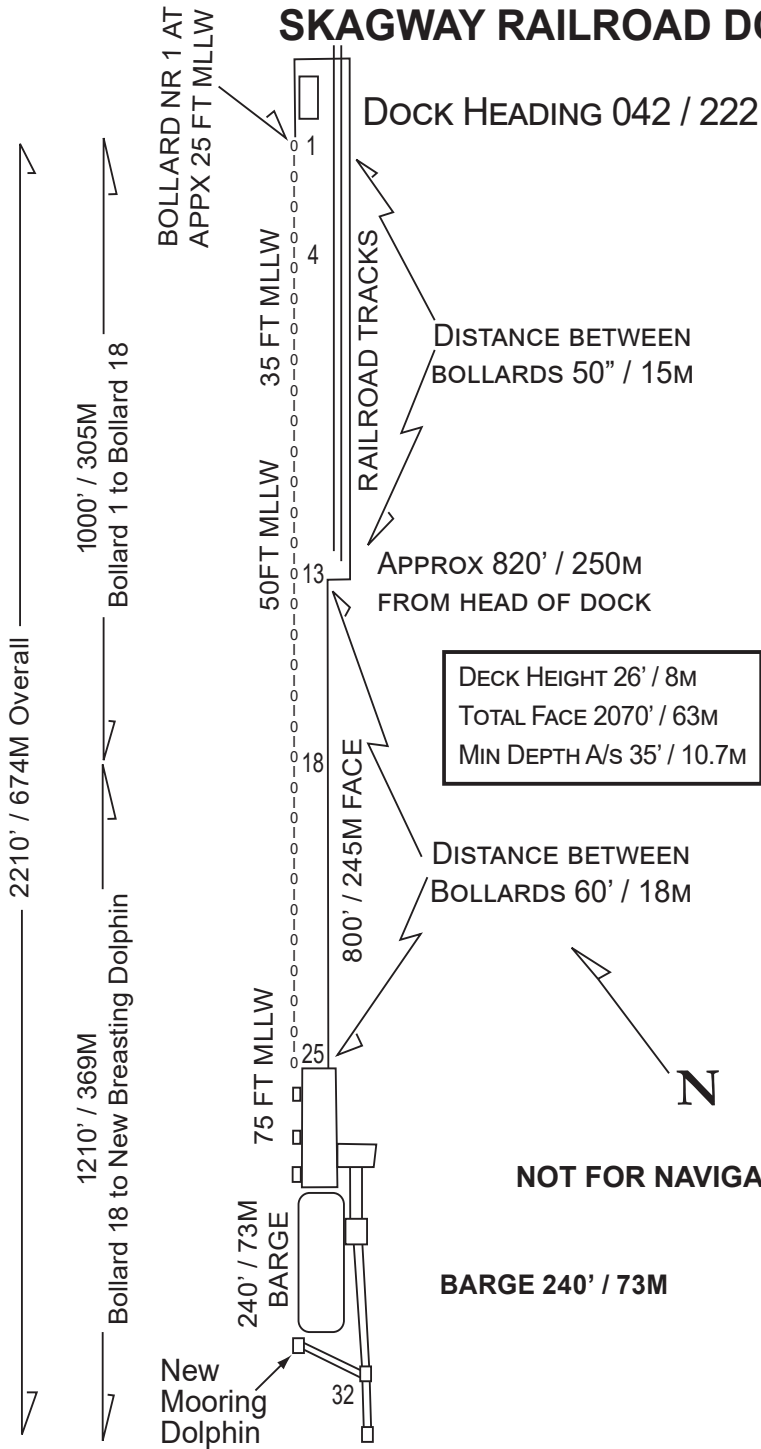
**SKAGWAY ORE DOCK**  
HEADING 045 / 225  
MIN DEPTH 40' / 12M  
FLOATING DOCK 500' / 152M



BOLLARD CAPACITY			
Dolphin	Bollard	Bollard / Dolphin Allowable Capacity	Bollard Ultimate Capacity
1	1B1	200 TONS	300 TONS
	1B2		300 TONS
2	2B1	200 TONS	300 TONS
	2B2		300 TONS
3	3B1	150 TONS	300 TONS
	3B2		300 TONS
4	4B1	75 TONS	225 TONS
5	5B1	65 TONS	195 TONS
S1	FS1	150 TONS	450 TONS
S2	FS2	150 TONS	450 TONS
N1	FS3	150 TONS	450 TONS
N2	FS4	150 TONS	450 TONS
6	6B1	200 TONS	300 TONS
	6B2		300 TONS
7	7B1	200 TONS	300 TONS
	7B2		300 TONS

**NOT FOR NAVIGATION**

# SKAGWAY RAILROAD DOCK

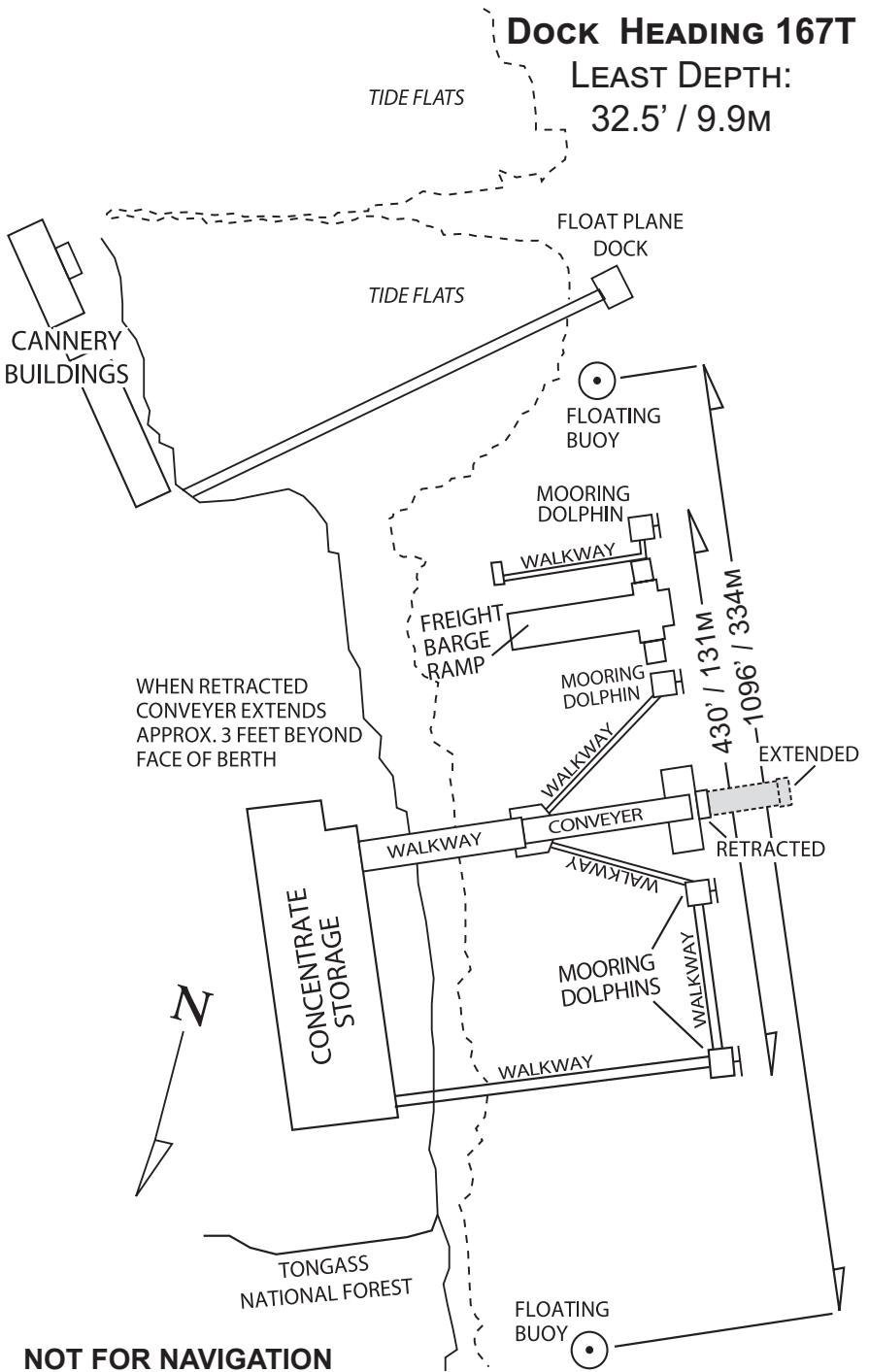




# GREENS CREEK DOCK – HAWK INLET

**DOCK HEADING 167T**

**LEAST DEPTH:  
32.5' / 9.9M**

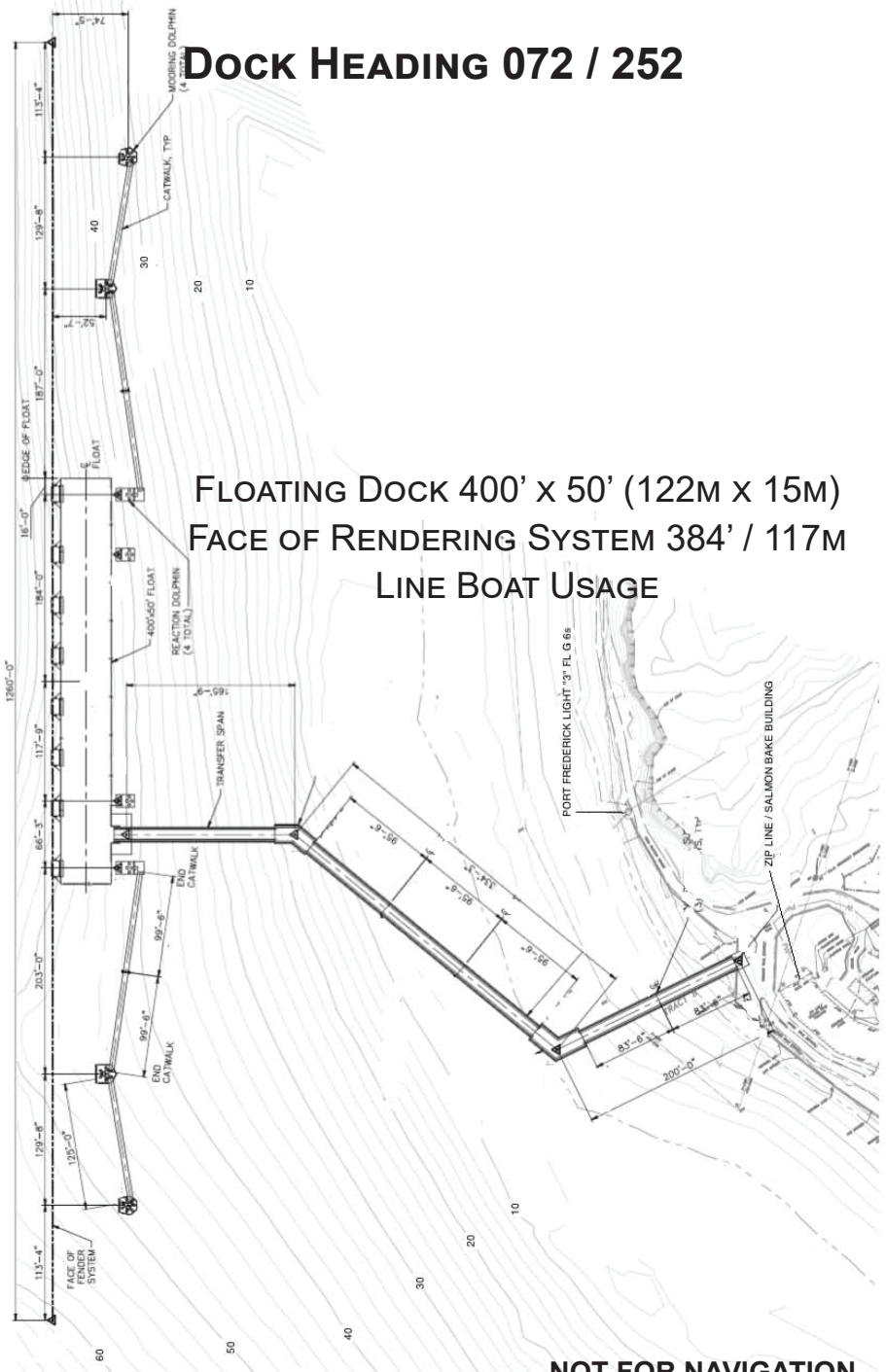


**NOT FOR NAVIGATION**

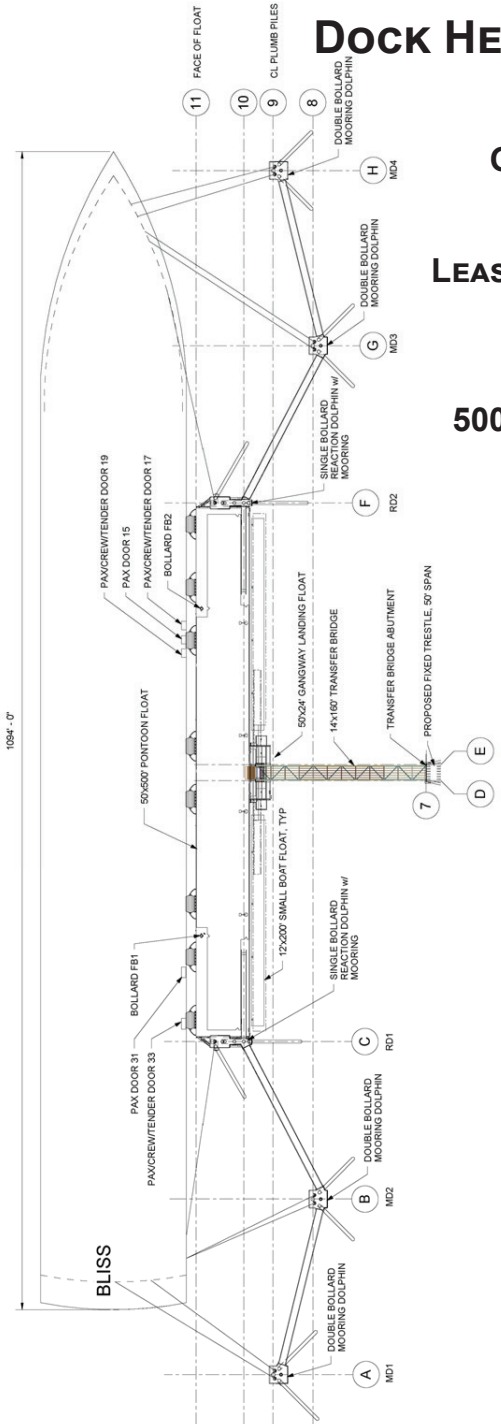
# OCEAN LANDING DOCK

## Dock Heading 072 / 252

FLOATING DOCK 400' x 50' (122M x 15M)  
FACE OF RENDERING SYSTEM 384' / 117M  
LINE BOAT USAGE



# WILDERNESS LANDING DOCK (WLD) Dock Heading 095 / 275



**OVERALL LENGTH:**  
1,200' / 366M

**LEAST DEPTH ALONGSIDE:**  
42' / 12.8M

**FLOATING DOCK:**  
500' x 50' / 152M x 15M

**NOT FOR NAVIGATION**

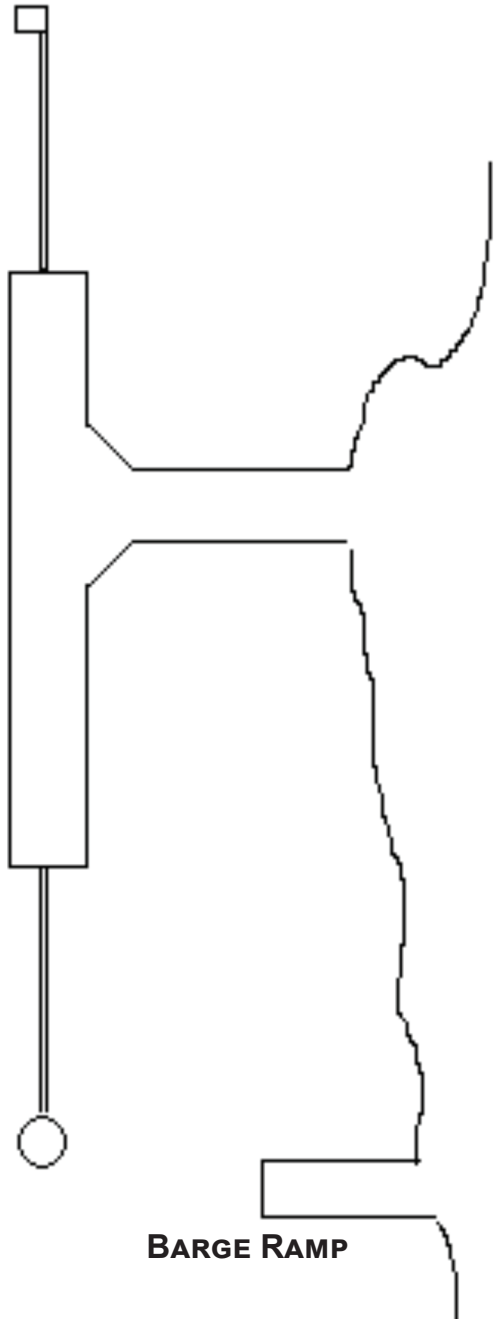
# WRANGELL CITY DOCK

## DOCK HEADING 142 / 322

**TOTAL LENGTH:**  
830' / 253M

**MIN DEPTH ALONGSIDE:**  
31' / 9.4M

**DECK HEIGHT:**  
24' / 7.3M



**BARGE RAMP**



# 2025

JANUARY							FEBRUARY							MARCH								
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S		
1	2	3	4				1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8
5	6	7	8	9	10	11	2	3	4	5	6	7	8	2	3	4	5	6	7	8		
12	13	14	15	16	17	18	9	10	11	12	13	14	15	9	10	11	12	13	14	15		
19	20	21	22	23	24	25	16	17	18	19	20	21	22	16	17	18	19	20	21	22		
26	27	28	29	30	31		23	24	25	26	27	28	23	24	25	26	27	28	29			
														30	31							

APRIL							MAY							JUNE						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5			1	2	3	4	5	6	7	1	2	3	4	5	6	7
6	7	8	9	10	11	12	4	5	6	7	8	9	10	8	9	10	11	12	13	14
13	14	15	16	17	18	19	11	12	13	14	15	16	17	15	16	17	18	19	20	21
20	21	22	23	24	25	26	18	19	20	21	22	23	24	22	23	24	25	26	27	28
27	28	29	30				25	26	27	28	29	30	31	29	30					

JULY							AUGUST							SEPTEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5			1	2	3	4	5	6	1	2	3	4	5	6		
6	7	8	9	10	11	12	3	4	5	6	7	8	9	7	8	9	10	11	12	13
13	14	15	16	17	18	19	10	11	12	13	14	15	16	14	15	16	17	18	19	20
20	21	22	23	24	25	26	17	18	19	20	21	22	23	21	22	23	24	25	26	27
27	28	29	30	31			24	25	26	27	28	29	30	28	29	30				

OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4				1	2	3	4	5	6	1	2	3	4	5	6		
5	6	7	8	9	10	11	2	3	4	5	6	7	8	7	8	9	10	11	12	13
12	13	14	15	16	17	18	9	10	11	12	13	14	15	14	15	16	17	18	19	20
19	20	21	22	23	24	25	16	17	18	19	20	21	22	21	22	23	24	25	26	27
26	27	28	29	30	31		23	24	25	26	27	28	29	28	29	30	31			

# 2026

JANUARY							FEBRUARY							MARCH						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3					1	2	3	4	5	6	7	1	2	3	4	5	6	7
4	5	6	7	8	9	10	8	9	10	11	12	13	14	8	9	10	11	12	13	14
11	12	13	14	15	16	17	15	16	17	18	19	20	21	15	16	17	18	19	20	21
18	19	20	21	22	23	24	22	23	24	25	26	27	28	22	23	24	25	26	27	28
25	26	27	28	29	30	31								29	30	31				

APRIL							MAY							JUNE						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4				1	2	3	4				1	2	3	4	5	6	
5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13
12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20
19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27
26	27	28	29	30			24	25	26	27	28	29	30	28	29	30				

JULY							AUGUST							SEPTEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4				1	2	3	4				1	2	3	4	5	6	
5	6	7	8	9	10	11	2	3	4	5	6	7	8	6	7	8	9	10	11	12
12	13	14	15	16	17	18	9	10	11	12	13	14	15	13	14	15	16	17	18	19
19	20	21	22	23	24	25	16	17	18	19	20	21	22	20	21	22	23	24	25	26
26	27	28	29	30	31		23	24	25	26	27	28	29	27	28	29	30			

OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4				1	2	3	4	5	6	7	1	2	3	4	5	6	7
4	5	6	7	8	9	10	8	9	10	11	12	13	14	6	7	8	9	10	11	12
11	12	13	14	15	16	17	15	16	17	18	19	20	21	13	14	15	16	17	18	19
18	19	20	21	22	23	24	22	23	24	25	26	27	28	20	21	22	23	24	25	26
25	26	27	28	29	30	31								27	28	29	30	31		

# 2025 SOUTHEAST ALASKA PILOTS

<b>DAVID ANDERSON</b>	<b>KRIS MACKIE</b>
<b>HANS ANTONSEN</b>	<b>TOMI MARSH</b>
<b>STEVE AXELSON</b>	<b>BRETT MERRILL</b>
<b>COLIN BARNES</b>	<b>PAUL MERRILL</b>
<b>LEVI BENEDICT</b>	<b>TYLER MERWIN</b>
<b>MATTEW BENNETT</b>	<b>DAVE MESDAG</b>
<b>CHRIS BIAGI</b>	<b>KATIE MILLER</b>
<b>PATRICK BRANDON</b>	<b>FRED MONTEZ</b>
<b>TODD CARLETON</b>	<b>BOB MOORE</b>
<b>NORBERT CHAUDHARY</b>	<b>DEREK NYSTROM</b>
<b>DALE COLLINS</b>	<b>BARRY OLVER</b>
<b>ERIC COLLINS</b>	<b>GARY PALMER</b>
<b>JON CORNELIUS</b>	<b>MITCH POTTER</b>
<b>BERT DERSHAM</b>	<b>RICH PRESTON</b>
<b>FRANK DIDIER</b>	<b>JILL RUSSELL</b>
<b>KEITH DOUGLAS</b>	<b>GLYN SEABERG</b>
<b>DAVE FULTON</b>	<b>LEIF SHORT-FORRER</b>
<b>MIKE GEORGE</b>	<b>ED SINCLAIR</b>
<b>AARON GOLCZYNSKI</b>	<b>JOAN SIZEMORE</b>
<b>RICHARD GURRY</b>	<b>LUKE SLOANE</b>
<b>MARIENUS HAZELMAN</b>	<b>JEFF STEPHENS</b>
<b>JOHN HERRING</b>	<b>DOUG STURM</b>
<b>MICHAEL JAHRIG</b>	<b>GREG STYRK</b>
<b>GARRETT JOHNSON</b>	<b>MICHAEL TAMNEY</b>
<b>TIFFANY KEEFE</b>	<b>PHIL TAYLOR</b>
<b>TED KELLOGG</b>	<b>JEFF VARNEY</b>
<b>WILLIAM KENNEDY</b>	<b>COLIN VOGLER</b>
<b>RON LEIGHTON</b>	<b>MORGAN WILLIAMS</b>
<b>CLAIRE LEWIS</b>	<b>NATHAN WITHERLY</b>
<b>MARK LUNDAMO</b>	