

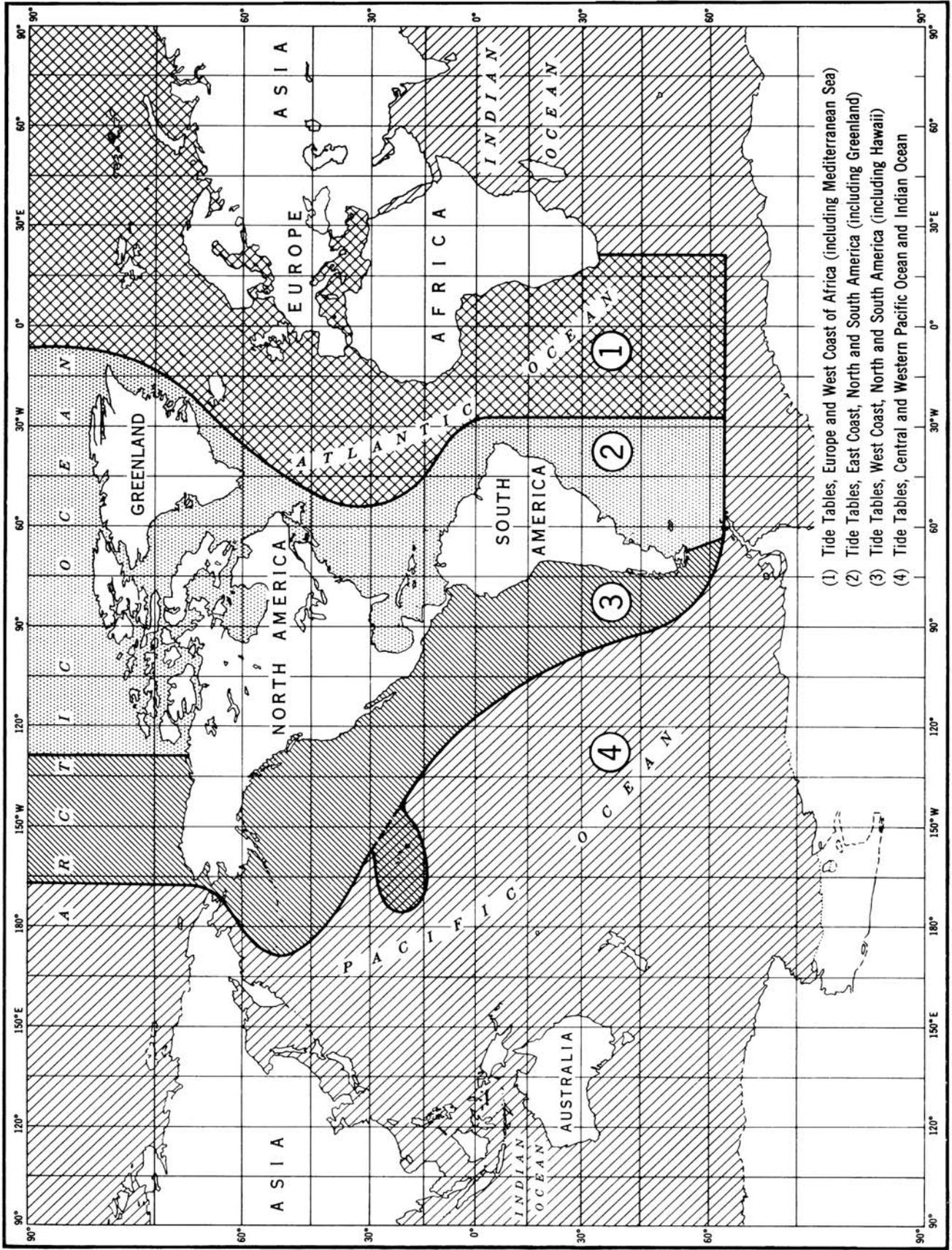
Tidal Current Tables 2011

# Pacific Coast of North America and Asia



**Tidal Current Tables 2011 – Pacific Coast of North America and Asia**

# INDEX OF TIDE TABLE COVERAGE



Tidal Current Tables 2011

# **Pacific Coast of North America and Asia**

Issued 2010



## SOURCES OF ADDITIONAL INFORMATION

*THE NATIONAL OCEAN SERVICE IS NO LONGER PRINTING AND DISTRIBUTING THE TIDE AND TIDAL CURRENT TABLES*

***Tide and Tidal current data continue to be updated, generated and published by the NOAA/National Ocean Service; however, the printing and distribution in book-form is now done by the Federal Aviation Administration and several private companies working from information provided by NOS.***

NOS now offers two vehicles for obtaining predictions. First, the complete set of Tables as camera-ready page-images will be available on CD-ROM. The CD-ROM vehicle is primarily intended for use by federal or private printers who wish to print in book-form the full set of Tables for distribution to resellers and the general public. Second, for domestic tide reference stations, limited predictions are available on the NOS, Center for Operational Oceanographic Products and Services (CO-OPS), web site, (<http://tidesandcurrents.noaa.gov/>).

In addition to predictions, the web site provides updated information on the status of the Tables as they are finalized each year. Notices concerning the most recent Table updates and publication cut-off dates are included.

For the names of companies printing and distributing the Tables, please call or write to:

National Ocean Service  
Oceanographic Division, N/OPS3  
1305 East-West Highway  
Silver Spring, MD 20910  
301-713-2815, fax 301-713-4500

### **PUBLICATIONS:**

*United States Coast Pilots and Nautical Charts may be ordered from:*

FAA, National Aeronautical Charting Office  
Distribution Division, AJW-3550  
10201 Good Luck Road  
Glenn Dale, MD 20769-9700  
(301) 436-8301  
(800) 638-8972 toll free, U.S. Only  
<http://www.naco.faa.gov/>

*A list of authorized sales agents is published in the Nautical Chart Catalogs or may be obtained on request from the National Ocean Service. The publications may also be purchased across-the-counter at the NOAA, Distribution Branch office listed above.*

### **TECHNICAL ASSISTANCE:**

*Technical questions relating to **tide and current predictions**, as well as requests for **special predictions**, should be addressed to:*

National Ocean Service  
Oceanographic Division, N/OPS3  
1305 East-West Highway  
Silver Spring, MD 20910  
(301) 713-2815

## SOURCES OF ADDITIONAL INFORMATION

Technical questions relating to ***actual tide observations, tidal datums, and other information necessary for engineering projects*** should be addressed to:

National Ocean Service  
Oceanographic Division, N/OPS3  
1305 East-West Highway  
Silver Spring, MD 20910  
(301) 713-2877

Technical questions relating to *other publications and nautical charts* should be addressed to:

National Ocean Service  
Customer Affairs Branch  
1315 East-West Highway.  
Silver Spring, MD 20910  
(301) 713-2729

### **WEBSITES**

Center for Operational Oceanographic Products and Services  
(PORTS<sup>®</sup> \* Predictions \* Observations \* Bench Marks \* Tides Online \* Great Lakes Online)

**<http://tidesandcurrents.noaa.gov>**

Coastal Services Center - <http://www.csc.noaa.gov>

Marine Chart Division - <http://www.nauticalcharts.noaa.gov>

Ocean Predictions Center - <http://www.opc.ncep.noaa.gov>

National Centers for Environmental Predictions - <http://www.ncep.noaa.gov>

National Climatic Data Center - <http://www.ncdc.noaa.gov>

National Data Buoy Center - <http://www.ndbc.noaa.gov>

National Geodetic Survey - <http://www.ngs.noaa.gov>

National Geophysical Data Center - <http://www.ngdc.noaa.gov>

National Ocean Service - <http://www.nos.noaa.gov>

National Oceanic and Atmospheric Administration - <http://www.noaa.gov>

National Oceanographic Data Center - <http://www.nodc.noaa.gov>

National Weather Service - <http://www.nws.noaa.gov>

U.S. Coast Guard - <http://www.uscg.mil>

U.S. Geological Survey - <http://www.usgs.gov>

U.S. Naval Observatory - <http://www.usno.navy.mil>

U.S. Naval Oceanographic Office - <https://oceanography.navy.mil>

### **CORRECTIONS:**

Corrections to this publication, after the date of printing, may appear in the Notice to Mariners. They may also appear in the Local Notice to Mariners, published weekly, by the various United States Coast Guard Districts.

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## IMPORTANT NOTICES

The daily tidal current predictions for the Philippine locations, ILOILO STRAIT, CEBU, HARBOR, SAN JUANICO STRAIT, and SAN BERNARDINO STRAIT do not appear in the publication. Daily tidal current predictions for those locations are normally supplied to the National Ocean Service by the Bureau of Coast and Geodetic Survey, Republic of the Philippines in accordance with cooperative arrangements for the exchange of tidal predictions. Their predictions were not forwarded in time to appear in this publication. The pages in which these predictions usually appear have been intentionally omitted from this publication.

Daylight-saving time is not used in this publication. All daily tidal current predictions and predictions compiled by the use of Table 2 data are based on the standard time meridian indicated by each location. Predicted times may be converted to daylight-saving time, where necessary, by adding 1 hour to these data. In converting times from the Astronomical Data page on the inside back cover, it should be remembered that daylight saving time is based on a meridian 15° east of the normal standard meridian for a particular place.

NOS, in partnership with other agencies and institutions, has established a series of Physical Oceanographic Real Time Systems (PORTS<sup>®</sup>) in selected areas. These PORTS<sup>®</sup> sites provide constantly updated information on tide and tidal current conditions, water temperature, and weather conditions. This information is updated every six minutes. PORTS<sup>®</sup> sites are currently in operation at several major harbors with future sites to be added. The information is accessible through a computer data connection or by a voice response system at the following numbers:

PORTS <sup>®</sup> SITES	VOICE ACCESS	INTERNET ACCESS
CHERRY POINT	888-817-7794	<a href="http://www.tidesandcurrents.noaa.gov">www.tidesandcurrents.noaa.gov</a>
CHESAPEAKE BAY	866-CH-PORTS (866-247-6787)	“
DELAWARE RIVER & BAY	866-30-PORTS (866-307-6787)	“
GULFPORT	888-257-1858	“
HOUSTON/GALVESTON	866-HG-PORTS (866-447-6787)	“
LAKE CHARLES	888-817-7692	“
LOS ANGELES/LONG BEACH		“
LOWER COLUMBIA RIVER	888-53-PORTS (888-537-6787)	“
LOWER MISSISSIPPI RIVER	888-817-7767	“
MOBILE BAY	877-84-PORTS (877-847-6787)	“
NARRAGANSETT BAY	866-75-PORTS (866-757-6787)	“
NEW HAVEN	888-80-PORTS (888-807-6787)	“
NEW YORK/NEW JERSEY	866-21-PORTS (866-217-6787)	“
PASCAGOULA	888-257-1857	“
PORT OF ANCHORAGE	866-AK-PORTS (866-257-6787)	“
SABINE NECHES	888-257-1859	“
SAN FRANCISCO BAY	866-SB-PORTS (866-727-6787)	“
SOO LOCKS	301-713-9596	“
TACOMA	888-60-PORTS (888-607-6787)	“
TAMPA BAY	866-TB-PORTS (866-827-6787)	“

## IMPORTANT NOTICES



### **PUBLISHED CAUTIONARY NOTICES**

Published in Local Notice to Mariners and United States Coast Pilot Notices

#### **THE NARROWS, PUGET SOUND, WASHINGTON**

Tidal current speeds at The Narrows, Puget Sound, Washington have been reported by the U.S. Coast Guard and other reliable sources as being significantly higher than predicted. Until such time as new tidal current data can be collected to update predictions at this location, extreme caution should be used while navigating the area.

Issued October 1, 2008

#### **CHANGES TO 2004 AND FUTURE EDITIONS OF THE NOS TIDE TABLES**

The National Ocean Service's, Center for Operational Oceanographic Products and Services (CO-OPS) is continuing to work on updating tidal data for the 1983-2001 Tidal Epoch. The updated information will begin to appear in the 2004 edition of the published Tide Tables and is expected to be completed for the 2005 Tide Tables. In conjunction with the 1983-2001 Tidal Epoch update, CO-OPS has started a comprehensive review of the secondary stations listed in the published Tide Tables. As a result of this review, there will be numerous changes to the stations listed in the "Table 2 - Tidal Differences and Other Constants" pages of the published Tide Tables and in the CO-OPS web products. These changes will include the addition of new stations, removal of obsolete stations, and updating information for other existing stations. These changes will begin to appear in the 2004 edition of the published Tide Tables and are expected to continue for several years.

Tables in which U.S. stations will be affected by the 1983-2001 Epoch and Table 2 station review include:

- Tide Tables - East Coast of North and South America, Including Greenland
- Tide Tables - West Coast of North and South America, Including the Hawaii Islands
- Tide Tables - Central and Western Pacific Ocean and Indian Ocean

Issued October 1, 2003

#### **TIDAL CURRENT PREDICTIONS INSIDE U.S. ESTUARIES**

At present there are several U.S. estuaries with operational Physical Oceanographic Real Time Systems (PORTS) installed. PORTS systems are presently being installed in several additional estuaries. Over the next ten years there are projected to be twenty or more additional systems installed. In the past, the tidal current reference station has always been located at the entrance to each estuary. All tidal current secondary stations both inside and outside (along the coast) have been referred to the reference station at the entrance to the estuary. This will no longer be the case in estuaries with an operational PORTS system.

Estuaries with an operational PORTS system will have at least two reference stations. One will be the historic station at the entrance to the estuary. All secondary stations along the coast will continue to be referred to this station. The second tidal current reference station will be the primary PORTS station within the estuary. All secondary locations within the estuary itself will be referred to this location. Depending on the circulation dynamics of the estuary, daily tidal current predictions may be provided for one or more additional stations within the estuary.

(Issued October 1, 1999)

#### **KUSKOKWIM BAY AND RIVER, ALASKA**

The National Ocean Service's (NOS) official published time and height corrections for this area (Table 2 in the Tide Tables West Coast of North and South America) in recent years have been based on the daily predictions for Nushagak Bay, AK, the nearest NOS reference station. These published values, however,

do not provide the most accurate corrections. The shape of the tide curves varies considerably along the Alaskan coast. The previously published corrections based on Matarani, Peru, provide more accurate results for this area because the shape of the tide curves closely match. The corrections based on Matarani are:

Location Name	Position		Differences			
	Lat.	Long.	Time		Height	
	N °	W °	High h. m.	Low h. m.	High ft.	Low ft.
Goodnews Bay entrance	59 03	161 49	+0 59	+0 51	*2.83	*2.00
Carter Spit	59 19	161 57	+1 19	+1 24	*3.63	*2.33
Eek Channel, off Quinhagak	59 45	162 15	+2 39	+3 05	*4.25	*1.67
Warehouse Creek entrance	59 56	162 05	+3 05	+3 50	*4.38	*1.67
Kuskokwak Creek entrance	60 02	162 10	+3 53	+4 40	*4.21	*1.67
Popokamute	60 04	162 25	+4 12	+5 05	*3.67	*1.67
Apokak Creek entrance	60 08	162 10	+4 13	+5 10	*4.13	*1.67
Bethel	60 48	161 45	+8 51	+11 11	+0.3	+0.1

(Issued May 30, 1997)

#### CHIGNIK, ALASKA

The US Army Corps of Engineers (USACOE) is planning the construction of a Small Boat Harbor in Chignik, AK. The construction will include dredging and the construction of a breakwater. Official published Tide and Tidal Current predictions will be degraded once the project begins. Tidal Currents will be effected the most. From the beginning of the project until a resurvey of the area can be completed, Tide and Tidal Current predictions should be used with caution. Tidal Current predictions should be used only with extreme caution. Therefore, until such time as a resurvey of the area is conducted, the National Oceanic and Atmospheric Administration, National Ocean Service will be unable to provide the accurate Tide and Tidal Current predictions necessary for marine safety and navigation in this area.

(Issued May 30, 1997)

#### NEPTUNE BEACH, WASHINGTON

Pudget Sound Pilots report that observed tidal currents in the vicinity of Neptune Beach, WA deviate significantly from official published predictions. Reliable sources report that the observed velocities are close to double the predicted values and that the times are up to 1 hour earlier than predicted. Extreme caution should be exercised in this vicinity by all vessels especially tankers passing through the area approaching oil refineries. Funding for a resurvey of the area and/or the installation of a real-time monitoring system is not presently available. Therefore, until such time as real-time system is installed or a resurvey of the area conducted, the National Oceanic and Atmospheric Administration, National Ocean Service will be unable to provide the accurate Tidal Current predictions necessary for marine safety and navigation in this area.

(Issued May 30, 1997)

#### GRAYS HARBOR, WASHINGTON

Tidal Currents in Grays Harbor have been significantly altered by dredging and construction activities. Tidal predictions for the Tidal Reference Station at Aberdeen have been updated to reflect these changes. Tidal Current predictions for this area should be considered questionable and potentially dangerous to rely upon. Funding for a real-time system to monitor the Tidal Currents or a resurvey of this area is not available at this time. Therefore, until such time as a real-time system is installed or a resurvey of the area conducted, the National Oceanic and Atmospheric Administration, National Ocean Service will be unable to provide accurate Tidal Current predictions necessary for marine safety and navigation in this area.

(Issued June 5, 1996)

## **IMPORTANT NOTICES**

### **SAN DIEGO, CALIFORNIA**

The US Army Corps of Engineers (COE) is planning a dredging project for the US Navy in the area of the North Island Naval Base in San Diego Harbor. This project calls for both deepening and widening the channel to accommodate larger naval vessels. Such actions in the past in other areas have resulted in dramatic changes in the observed Tidal Currents of those areas. Once dredging operations commence, the Tidal Current predictions for this region should be considered questionable and potentially dangerous to rely upon. Tidal predictions will also be affected but to a lesser degree. Funding for a real-time system to monitor the Tidal Currents during the project and a resurvey of the area after COE operations are complete are presently not available. Therefore, once COE operations begin and until such time as a real-time system is installed or a resurvey of the area conducted, the National Oceanic and Atmospheric Administration, National Ocean Service will be unable to provide accurate Tidal Current predictions necessary for marine safety and navigation in this area.

(Issued June 5, 1996)

## INTRODUCTION

Current tables for the use of mariners have been published by the National Ocean Service (formerly the Coast and Geodetic Survey) since 1890. Tables for the Pacific coast first appeared in 1898 as a part of the tide tables and consisted of brief directions for obtaining the times of slack water for a few locations from the times of high and low waters. Daily predictions of slack water for two stations were given for the year 1899, and by 1923 the tables had so expanded that they were then issued as a separate publication entitled *Current Tables, Pacific Coast*. A companion volume, *Current Tables, Atlantic Coast*, was also issued that year. In 1926 the predictions for the Pacific coast were extended to include the times and speeds of maximum current.

In the preparation of these tables all available observations were used. In some cases, however, the observations were insufficient for obtaining final results. As further information becomes available it will be included in subsequent editions. All persons using these tables are invited to send information or suggestions for increasing their usefulness to the Assistant Administrator, National Ocean Service, 1305 East-West Highway, Silver Spring, Maryland 20910, U.S.A. The data for lightship stations are based on observations obtained through the cooperation of the U.S. Coast Guard. In accordance with cooperative arrangements full predictions for Race Rocks, Seymour Narrows, Burrard Inlet, and Active Pass were furnished by the Canadian Hydrographic Service. The Bureau of Coast and Geodetic Survey, Philippines, supplies the predictions for Iloilo, San Juanico and San Bernardino Straits, and Cebu Harbor. The Japanese Hydrographic Office furnished the predictions for Tokyo Wan entrance, Akashi Kaikyo, Naruto, Kurushima Kaikyo, Kanmon Kaikyo, and Tomogashima Suido. The Hydrographic Department, England furnished Basilan Strait.

Daily predicted times of slack water and predicted times and speeds of maximum current (flood and ebb) are presented in table 1 for a number of reference stations. Similar predictions for many other locations may be obtained by applying the correction factors, listed in table 2, to the predictions of the appropriate reference station. The speed of a current at times between slack water and maximum current may be approximated by the use of table 3. The duration of weak current near the time of slack water may be computed by the use of table 4.

## LIST OF REFERENCE STATIONS

<i>Station Names</i>	<i>Page</i>	<i>Updated</i>	<i>Data Series</i>
Active Pass, British Columbia .....	68		
Admiralty Inlet, Washington .....	48	1948	123 days (12/11/1908 - 3/19/1943)
Akashi Kaikyo, Japan .....	154		
Akutan Pass, Aleutian Islands .....	134	1985	24 days beginning 7/31/1950
Basilan Strait, Philippines.....	174		
Benecia Bridge, Suisan Bay, California.....	28	2001	8 months (1/2/1996 - 9/3/1996)
Boca de Finas, Alaska.....	84	2009	1 month (8/5/2006 - 9/11/2006)
Burrard Inlet (First Narrows), British Columbia.....	72		
Carquinez Strait, California .....	24	1989	224 days (4/3/1980 - 11/12/1980)
Cebu Harbor, Philippines** .....	182		
Changjiang Entrance, China.....	166		
Deception Pass, Washington .....	56	1933	29 days (9/9/1925 - 10/27/1925)
Golden Gate Bridge, California .....	12	2001	7 months (11/1/1997 - 5/31/1998)
Grays Harbor Entrance, Washington.....	36	1952	29 days beginning 3/25/1950
Humboldt Bay Entrance Channel, Calif.....	32	2006	2 months (7/21/2004-10/15/2004)
Iloilo Strait, Philippines** .....	178		
Isanotski Strait (False Pass Cannery), Alaska .....	124	1985	Form C&GS-444 (8/18/1925)
Kanmon Kaikyo, Japan .....	162		
Kennedy Entrance, Cook Inlet, Alaska .....	104	2007	1 month (6/22/2004 - 8/3/2004)
Knik Arm, Port of Anchorage, Alaska.....	116	2007	1 month (7/16/2003 - 8/20/2003)
Kodiak Harbor Narrows, Alaska*** .....	120	2011	3 months (5/29/2009 - 8/20/2009)
Kurushima Kaikyo, Japan .....	158		
Kvichak Bay (off Naknek River Entrance), Alaska .	138	1985	14 days beginning 9/16/1946
Montague Strait, Prince William Sound, Alaska....	100	2010	3 months (5/4/2007 - 8/5/2007)
Naruto, Japan .....	150		
North Inian Pass, Alaska .....	96	1985	104 days (1901)
Oakland, Yerba Buena Island, .....	16	2001	1 year (1999)
Race Rocks, British Columbia .....	44		
Richmond (Long Wharf), California .....	20	2001	1 year (1999)
Rosario Strait, Washington.....	60	1967	29 days beginning 3/10/1965
San Bernardino Strait, Philippines** .....	190		
San Diego Bay Entrance, California.....	4	1936	29 days beginning 8/24/1934
San Francisco Bay Entrance, California.....	8	1990	7 days beginning 10/19/1923
San Juan Channel (south entrance), Washington .	64	1966	29 days beginning 5/21/1964
San Juanico Strait, Philippines** .....	186		
Sergius Narrows, Alaska .....	92	2004	1 month (4/2/2002 - 5/7/2002)
Seymour Narrows, British Columbia .....	76		
Snow Passage Narrows, Alaska .....	80	2006	1 month (4/23/2004 - 5/22/2004)
Strait of Juan de Fuca Entrance.....	40	1945	Inferred from Admiralty Inlet station
Tesoro Pier, Cook Inlet, Alaska.....	108	2010	2 months (7/15/2008 - 9/17/2008)
The Forelands, Cook Inlet, Alaska.....	112	2007	2 months (5/18/2005 - 7/18/2005)
The Narrows, Puget Sound, Washington .....	52	1948	28 days beginning 1/19/1944
Tokyo Wan Entrance, Japan.....	142		
Tomogashima Suido, Japan.....	146		
Unimak Pass, Aleutian Islands .....	129*,130	1985	33 days beginning 6/14/1950
Wrangell Narrows, Alaska .....	88	2004	1 month (5/17/2002 - 6/19/2002)
Wusong Kou, China .....	170		

\* Explanation precedes the predictions.

\*\* Daily predictions for this station were omitted.

\*\*\* New reference station.

# TABLE 1.— DAILY CURRENT PREDICTIONS

## EXPLANATION OF TABLE

This table gives the predicted times of slack water and the predicted times and speeds of maximum current-flood and ebb-for each day of the year at a number of stations on the Pacific coast of North America. The times are given in hours and minutes and the speeds in knots.

**Time.**— The kind of time used for the predictions at each reference station is indicated by the time meridian at the bottom of each page. **Daylight-saving time is not used in this publication.** If daylight-saving time is required, add one (1) hour to the predicted time.

**Slack water and maximum current.**— The columns headed "Slack" contain the predicted times at which there is no current; or, in other words, the times at which the current has stopped setting in a given direction and is about to begin to set in the opposite direction. Offshore, where the current is rotary, slack water denotes the time of minimum current. Beginning with the slack water before flood the current increases in speed until the strength or maximum speed of the flood current is reached; it then decreases until the following slack water or slack before ebb. The ebb current now begins, increases to a maximum speed, and then decreases to the next slack. The predicted times and speeds of maximum current are given in the columns headed "Maximum." Flood speeds are marked with an "F," the ebb speeds with an "E." An entry in the "Slack" column will be slack, flood begins if the maximum current which follows it is marked "F." Otherwise the entry will be slack, ebb begins.

**Direction of set.**— The terms flood and ebb do not in all cases clearly indicate the direction of the current, the approximate direction toward which the currents flow are given at the top of each page to distinguish the two streams.

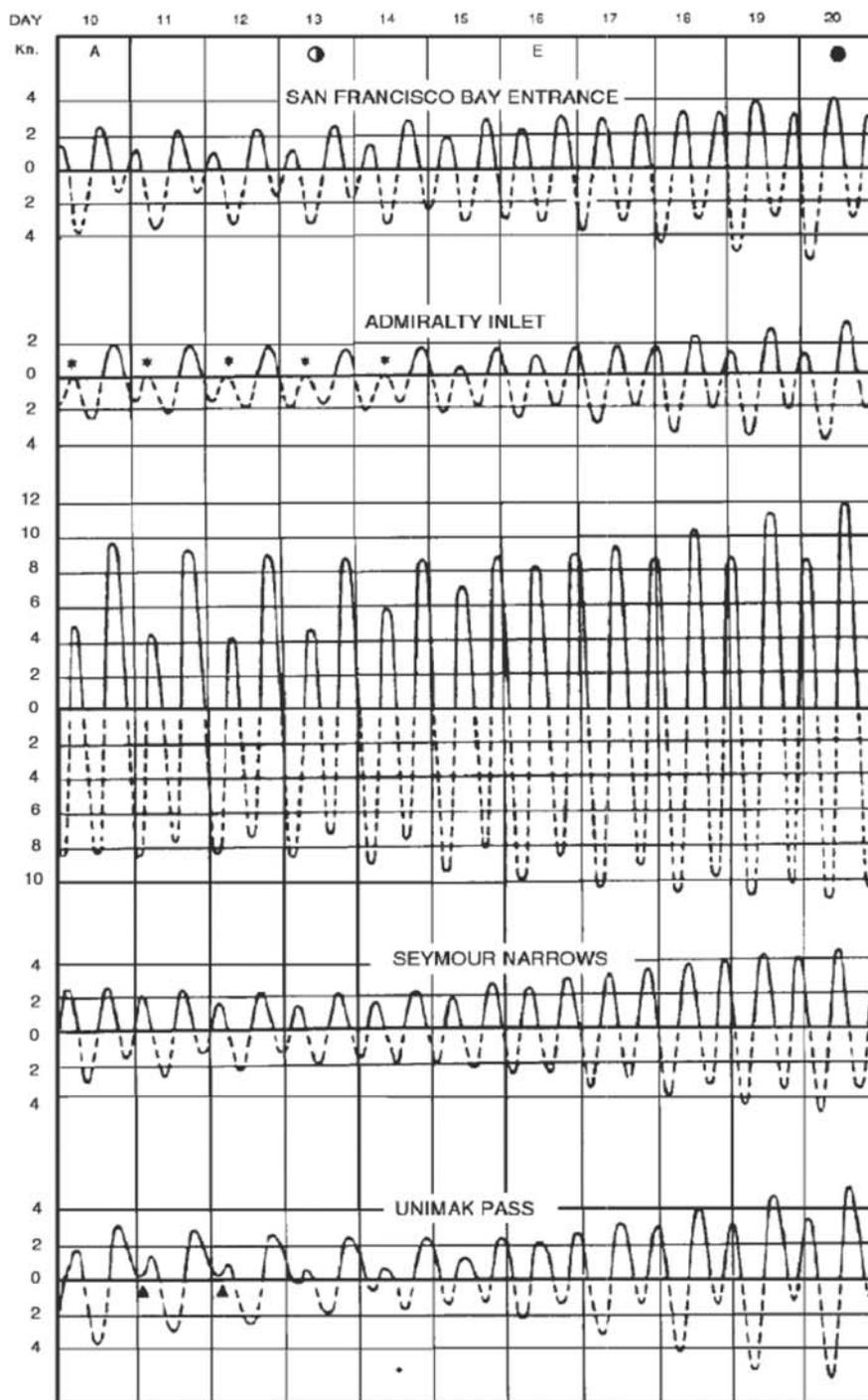
**Number of slacks and strengths.**—There are usually four slacks and four maximums each day. If one is missing in a given day, it will occur soon after midnight as the first slack or maximum of the following day. At some stations where the diurnal inequality is large, there may be on certain days a continuous flood or ebb current with varying speed throughout half the day giving only two slacks and two maximums on that particular day.

**Current and tide.**— It is important to note that the predicted slacks and strengths given in this table refer to the horizontal motion of the water and not to the vertical rise and fall of the tide. The relation of current to tide is not constant, but varies from place to place, and the time of slack water does not generally coincide with the time of high or low water, nor does the time of maximum speed of the current usually coincide with the time of most rapid change in the vertical height of the tide. At stations located on a tidal river or bay the time of slack water may differ from 1 to 3 hours from the time of high or low water. The times of high and low waters are given in the Tide Tables published by the National Ocean Service.

**Variations from predictions.**— In using this table, bear in mind that actual times of slack or maximum occasionally differ from the predicted times by as much as half an hour and in rare instances the difference may be as much as an hour. Comparisons of predicted with observed times of slack water indicate that more than 90 percent of the slack waters occurred within half an hour of the predicted times. To make sure, therefore, of getting the full advantage of a favorable current or slack water, the navigator should reach the entrance or strait at least half an hour before the predicted time of the desired condition of current. Currents are frequently disturbed by wind or variations in river discharge. On days when the current is affected by such disturbing influences the times and speeds will differ from those given in the table, but local knowledge will enable one to make proper allowance for these effects.

**Typical current curves.**—The variations in the tidal current from day to day and from place to place are illustrated on the opposite page by the current curves for representative ports. Flood current is represented by the solid line curve above the zero speed (slack water) line and the ebb current by the broken line curve below the slack water line. The outstanding feature of the currents in this region is the diurnal inequality, i.e., the differences in speed of two consecutive flood or two consecutive ebb maximums. This inequality varies directly with the Moon's declination; consequently it tends to disappear when the Moon is near the Equator. By reference to the curves it will be noted that at certain places the inequality is chiefly in the flood currents. At Seymour Narrows the two floods of a day sometimes differ by 5 knots. At other places the inequality is chiefly in the ebb currents, while at still other places there is a marked inequality in both flood and ebb currents. The effect of the inequality at some places is such that there are times when the current may be erratic (marked by an asterisk) or one flood or ebb current of the day may be quite weak. Therefore, in using the predictions of the current it is essential to carefully note the speeds as well as the times. A detailed explanation of the predictions for Unimak Pass is given on the page immediately preceding the predictions.

**TYPICAL CURRENT CURVES FOR REFERENCE STATIONS**  
(Flood: Solid Line, Ebb: Broken Line)



\* Current weak and variable

▲ Minimum flood. See explanation on page 93

A discussion of these curves is given on the preceding page.

**Lunar data:**

- A - Moon in apogee
- ⊙ - last quarter
- E - Moon on Equator
- - new moon

# San Diego Bay Entrance (off Ballast Point), Calif., 2011

F—Flood, Dir. 355° True    E—Ebb, Dir. 175° True

January				February				March															
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum									
	h	m	knots		h	m	knots		h	m	knots		h	m	knots								
<b>1</b> Sa	0045	0415	1.6F	<b>16</b> Su	0022	0353	1.2F	<b>1</b> Tu	0215	0533	1.6F	<b>16</b> W	0141	0457	1.8F	<b>1</b> Tu	0137	0447	1.5F	<b>16</b> W	0047	0400	1.5F
	0704	1040	2.5E		0642	1020	2.2E		0820	1148	2.5E		0750	1116	2.7E		0729	1055	2.2E		0647	1011	2.3E
	1433	1731	1.6F		1411	1713	1.4F		1531	1830	1.7F		1449	1752	2.0F		1435	1734	1.7F		1340	1647	1.8F
	2038	2259	1.0E		2018	2238	0.9E		2133				2056	2337	1.7E		2034	2315	1.4E		1949	2236	1.7E
<b>2</b> Su	0131	0458	1.6F	<b>17</b> M	0106	0432	1.4F	<b>2</b> W	0249	0606	1.6F	<b>17</b> Th	0224	0537	2.0F	<b>2</b> W	0212	0522	1.6F	<b>17</b> Th	0133	0443	1.8F
	0747	1122	2.6E		0723	1058	2.5E		0855	1219	2.4E		0832	1155	2.8E		0807	1127	2.2E		0735	1052	2.5E
	1513	1812	1.7F		1444	1746	1.6F		1521	1824	2.1F		1521	1824	2.1F		1500	1801	1.7F		1414	1719	2.1F
	2119	2340	1.1E		2053	2317	1.1E		2159				2129				2059	2344	1.5E		2021	2315	2.1E
<b>3</b> M	0213	0537	1.7F	<b>18</b> Tu	0148	0509	1.7F	<b>3</b> Th	0322	0635	1.6F	<b>18</b> F	0308	0617	2.1F	<b>3</b> Th	0243	0552	1.6F	<b>18</b> F	0217	0525	2.1F
	0827	1200	2.6E		0802	1136	2.7E		0927	1248	2.3E		0915	1233	2.8E		0841	1155	2.2E		0821	1132	2.6E
	1549	1849	1.7F		1517	1818	1.8F		1621	1922	1.6F		1554	1856	2.2F		1523	1825	1.7F		1447	1752	2.2F
	2156				2127	2356	1.3E		2224				2202				2121				2053	2354	2.4E
<b>4</b> Tu	0251	0613	1.6F	<b>19</b> W	0229	0546	1.8F	<b>4</b> F	0354	0702	1.5F	<b>19</b> Sa	0353	0658	2.1F	<b>4</b> F	0313	0620	1.6F	<b>19</b> Sa	0302	0607	2.2F
	0904	1236	2.6E		0842	1214	2.8E		0956	1316	2.1E		0958	1312	2.6E		0912	1222	2.1E		0907	1211	2.5E
	1623	1923	1.6F		1550	1851	1.9F		1643	1944	1.5F		1628	1930	2.1F		1542	1845	1.6F		1520	1825	2.2F
	2230				2201				2249				2237				2143				2127		
<b>5</b> W	0327	0646	1.5F	<b>20</b> Th	0312	0624	1.9F	<b>5</b> Sa	0427	0728	1.3F	<b>20</b> Su	0442	0742	1.9F	<b>5</b> Sa	0342	0645	1.5F	<b>20</b> Su	0347	0650	2.1F
	0939	1310	2.4E		0923	1253	2.8E		1025	1344	1.9E		1044	1353	2.2E		0941	1248	1.9E		0953	1252	2.2F
	1653	1954	1.5F		1625	1925	2.0F		1704	2004	1.4F		1702	2006	1.9F		1601	1903	1.5F		1554	1900	2.1F
	2303				2237				2314				2315				2204				2202		
<b>6</b> Th	0403	0717	1.4F	<b>21</b> F	0357	0705	1.9F	<b>6</b> Su	0502	0755	1.1F	<b>21</b> M	0535	0830	1.6F	<b>6</b> Su	0412	0710	1.4F	<b>21</b> M	0435	0735	1.9F
	1011	1343	2.2E		1005	1332	2.7E		1053	1413	1.6E		1133	1437	1.8E		1009	1315	1.7E		1040	1333	1.9E
	1722	2024	1.4F		1700	2001	1.9F		1726	2024	1.3F		1738	2045	1.7F		1620	1920	1.4F		1628	1935	1.9F
	2335				2314				2340				2357				2225				2240		
<b>7</b> F	0441	0747	1.2F	<b>22</b> Sa	0447	0749	1.7F	<b>7</b> M	0543	0825	0.9F	<b>22</b> Tu	0638	0928	1.2F	<b>7</b> M	0444	0735	1.3F	<b>22</b> Tu	0527	0824	1.6F
	1043	1415	1.9E		1049	1414	2.4E		1123	1445	1.3E		1232	1526	1.3E		1038	1343	1.5E		1133	1418	1.4E
	1749	2053	1.3F		1737	2040	1.8F		1749	2047	1.1F		1817	2130	1.3F		1640	1938	1.3F		1704	2013	1.6F
					2355												2247				2320		
<b>8</b> Sa	0008	0242	1.0E	<b>23</b> Su	0543	0839	1.4F	<b>8</b> Tu	0009	0320	1.2E	<b>23</b> W	0046	0411	1.7E	<b>8</b> Tu	0520	0804	1.1F	<b>23</b> W	0627	0923	1.2F
	0524	0820	1.0E		1138	1459	2.0E		0633	0902	0.7F		0759	1051	0.8F		1110	1412	1.2E		1235	1508	1.0E
	1114	1450	1.6E		1815	2122	1.6F		1157	1521	1.0E		1353	1629	0.8E		1701	1958	1.2F		1743	2057	1.2F
	1817	2123	1.1F						1816	2115	0.9F		1905	2232	1.0F		2310						
<b>9</b> Su	0045	0325	0.9E	<b>24</b> M	0040	0340	1.5E	<b>9</b> W	0045	0411	1.0E	<b>24</b> Th	0149	0528	1.5E	<b>9</b> W	0604	0838	0.8F	<b>24</b> Th	0007	0346	1.8E
	0615	0857	0.7F		0650	0939	1.1F		0743	0956	0.4F		0950	1252	0.7F		1147	1447	0.8E		0742	1044	0.9F
	1147	1528	1.3E		1235	1551	1.5E		1248	1610	0.6E		1553	1800	0.4E		1725	2023	1.0F		1359	1613	0.6E
	1848	2157	1.0F		1858	2212	1.4F		1850	2154	0.7F		2019				2339				1833	2159	0.8F
<b>10</b> M	0127	0417	0.8E	<b>25</b> Tu	0133	0444	1.4E	<b>10</b> Th	0135	0521	1.0E	<b>25</b> F	0312	0704	1.5E	<b>10</b> Th	0702	0926	0.6F	<b>25</b> F	0108	0459	1.5E
	0723	0948	0.4F		0818	1104	0.7F		1211	*			1133	1434	0.9F		1242	1532	0.5E		0921	1235	0.8F
	1229	1613	1.0E		1353	1654	1.0E		1730	0.3E			1748	1954	0.4E		1754	2057	0.8F		1554	1748	0.3E
	1924	2241	0.8F		1948	2319	1.1F		1940	2305	0.6F		2223								2001	2353	0.6F
<b>11</b> Tu	0218	0520	0.8E	<b>26</b> W	0237	0602	1.4E	<b>11</b> F	0252	0650	1.0E	<b>26</b> Sa	0439	0832	1.6E	<b>11</b> F	0019	0427	1.1E	<b>26</b> Sa	0233	0631	1.4E
	1117	*			1011	1302	0.6F		1139	1439	0.4F		1240	1539	1.2F		0831	1105	0.3F		1057	1408	0.9F
	1714	0.7E			1545	1818	0.6E		1916	*			1853	2117	0.6E		1650	*			1729	1943	0.4E
	2009	2345	0.7F		2056								2357				2154	0.6F			2228		
<b>12</b> W	0316	0636	0.9E	<b>27</b> Th	0350	0729	1.5E	<b>12</b> Sa	0416	0811	1.3E	<b>27</b> Su	0550	0934	1.9E	<b>12</b> Sa	0129	0555	1.1E	<b>27</b> Su	0409	0800	1.5E
	1338	1833	0.5E		1150	1443	0.8F		1234	1537	0.8F		1327	1626	1.4F		1030	1357	0.5F		1203	1509	1.2F
	2110				1739	1955	0.5E		1838	2041	0.4E		1935	2207	0.9E		1844	*			1823	2100	0.7E
					2225				2258								2357				2357		
<b>13</b> Th	0417	0750	1.1E	<b>28</b> F	0502	0847	1.8E	<b>13</b> Su	0524	0910	1.7E	<b>28</b> M	0054	0406	1.3F	<b>13</b> Su	0317	0726	1.3E	<b>28</b> M	0526	0904	1.6E
	1221	1504	0.5F		1256	1552	1.2F		1311	1616	1.1F		0645	1019	2.1E		1144	1501	0.8F		1250	1553	1.4F
	1737	1956	0.5E		1859	2116	0.6E		1920	2137	0.7E		1404	1703	1.6F		1809	2015	0.4E		1859	2145	1.0E
	2223				2347								2007	2244	1.1E		2239						
<b>14</b> F	0511	0850	1.4E	<b>29</b> Sa	0604	0947	2.1E	<b>14</b> M	0006	0335	1.1F	<b>14</b> M	0448	0835	1.6E	<b>14</b> M	0213	077F	0.7F	<b>29</b> Tu	0049	0348	1.1F
	1303	1557	0.8F		1346	1642	1.4F		0619	0956	2.1E		1229	1541	1.2F		1846	2112	0.8E				

# San Diego Bay Entrance (off Ballast Point), Calif., 2011

F—Flood, Dir. 355° True    E—Ebb, Dir. 175° True

April				May				June															
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum									
	h	m	knots		h	m	knots		h	m	knots		h	m	knots								
<b>1</b> F	0232	0535	1.5F	<b>16</b> Sa	0211	0514	2.0F	<b>1</b> Su	0248	0547	1.4F	<b>16</b> M	0255	0555	1.9F	<b>16</b> Th	0422	0723	1.7F				
	0824	1126	1.8E		0812	1108	2.1E		0843	1126	1.3E		0900	1134	1.5E		0952	1213	0.9E	1035	1254	1.1E	
	1440	1747	1.6F		1410	1721	2.1F		1417	1730	1.5F		1415	1734	2.0F		1437	1753	1.4F	1522	1844	1.6F	
	2041	2343	1.9E		2020	2334	2.7E		2025	2345	2.1E		2031				2051			2139			
<b>2</b> Sa	0301	0603	1.5F	<b>17</b> Su	0257	0558	2.1F	<b>2</b> M	0318	0617	1.4F	<b>17</b> Tu	0341	0642	1.9F	<b>2</b> Th	0414	0715	1.4F	<b>17</b> F	0503	0806	1.6F
	0856	1153	1.7E		0901	1151	2.0E		0919	1157	1.2E		0951	1219	1.3E		1031	1250	0.9E		1119	1338	1.0E
	1500	1807	1.6F		1445	1756	2.1F		1440	1751	1.4F		1455	1813	1.9F		1509	1823	1.4F		1605	1924	1.4F
	2102				2056				2048				2111				2123				2219		
<b>3</b> Su		0010	2.0E	<b>18</b> M	0343	0644	2.0F	<b>3</b> Tu	0349	0647	1.4F	<b>18</b> W	0428	0729	1.8F	<b>3</b> F	0451	0751	1.4F	<b>18</b> Sa	0543	0848	1.5F
	0329	0630	1.5F		0950	1233	1.8E		0955	1228	1.1E		1042	1305	1.2E		1113	1329	0.8E		1248	1509	0.8E
	0928	1221	1.6E		1521	1833	2.0F		1503	1812	1.4F		1535	1853	1.7F		1545	1857	1.3F		1652	2005	1.2F
	1519	1824	1.5F		2133				2112				2152				2158				2259		
<b>4</b> M		0038	2.0E	<b>19</b> Tu	0431	0730	1.9F	<b>4</b> W	0422	0718	1.3F	<b>19</b> Th	0516	0818	1.6F	<b>4</b> Sa	0530	0830	1.3F	<b>19</b> Su	0622	0930	1.3F
	0358	0656	1.4F		1040	1317	1.5E		1033	1302	1.0E		1134	1352	1.0E		1157	1413	0.8E		1248	1509	0.8E
	0959	1249	1.4E		1557	1910	1.8F		1528	1835	1.3F		1617	1935	1.4F		1628	1936	1.2F		1744	2049	0.9F
	1539	1842	1.4F		2212				2138				2234				2238				2339		
<b>5</b> Tu		0106	2.0E	<b>20</b> W	0522	0821	1.6F	<b>5</b> Th	0459	0753	1.2F	<b>20</b> F	0605	0910	1.4F	<b>5</b> Su	0613	0915	1.3F	<b>20</b> M	0701	1015	1.1F
	0430	0723	1.3F		1135	1403	1.1E		1115	1338	0.8E		1230	1442	0.8E		1246	1504	0.7E		1335	1602	0.8E
	1032	1318	1.2E		1636	1950	1.5F		1556	1903	1.2F		1704	2021	1.1F		1722	2025	1.1F		1848	2142	0.7F
	1600	1900	1.3F		2253				2207				2318				2324						
<b>6</b> W		0138	1.9E	<b>21</b> Th	0618	0920	1.3F	<b>6</b> F	0542	0834	1.1F	<b>21</b> Sa	0658	1009	1.2F	<b>6</b> M	0700	1007	1.2F	<b>21</b> Tu	0741	1105	1.0F
	0506	0753	1.1F		1238	1456	0.8E		1205	1421	0.6E		1332	1540	0.6E		1340	1604	0.8E		1426	1702	0.8E
	1109	1350	0.9E		1719	2036	1.1F		1630	1938	1.1F		1803	2116	0.8F		1833	2128	0.9F		2013	2254	0.4F
	1623	1923	1.2F		2339				2243				2318				2324						
<b>7</b> Th		0214	1.8E	<b>22</b> F	0724	1033	1.0F	<b>7</b> Sa	0631	0927	1.0F	<b>22</b> Su	0754	1114	1.1F	<b>7</b> Tu	0750	1106	1.2F	<b>22</b> W	0825	1201	0.9F
	0549	0831	0.9F		1357	1600	0.5E		1307	1514	0.5E		1437	1649	0.5E		1437	1713	0.9E		1518	1808	0.8E
	1154	1428	0.7E		1815	2137	0.8F		1717	2023	0.9F		1926	2232	0.5F		2004	2252	0.7F		2200		
	1649	1951	1.0F						2328				2318				2324						
<b>8</b> F		0258	1.6E	<b>23</b> Sa	0036	0430	1.6E	<b>8</b> Su	0730	1036	0.9F	<b>23</b> M	0107	0457	1.4E	<b>8</b> W	0136	0520	1.5E	<b>23</b> Th	0030	0307	0.3F
	0643	0923	0.7F		0842	1202	0.9F		1421	1624	0.4E		1540	1806	0.6E		1533	1826	1.1E		0643	0910	0.7E
	1300	1518	0.4E		1951	2319	0.5F		1828	2128	0.7F		2121				2147				0913	1259	0.9F
	1723	2029	0.8F										2318				2315				1608	1916	1.0E
<b>9</b> Sa		0356	1.4E	<b>24</b> Su	0152	0548	1.4E	<b>9</b> M	0030	0444	1.6E	<b>24</b> Tu	0010	0407	0.4F	<b>9</b> Th	0308	0630	1.3E	<b>24</b> F	0410	0707	0.7E
	0756	1052	0.6F		1002	1322	1.0F		0834	1157	0.9F		0223	0603	1.2E		0942	1313	1.3F		1006	1355	1.0F
		1635	0.6F		1643	1904	0.5E		1531	1746	0.5E		1632	1919	0.8E		1626	1934	1.5E		1655	2015	1.2E
		2130	0.6F		2210				2014	2311	0.6F		2302				2315						
<b>10</b> Su	0045	0515	1.3E	<b>25</b> M	0109	0509	0.5F	<b>10</b> Tu	0157	0558	1.5E	<b>25</b> W	0137	0537	0.5F	<b>10</b> F	0204	0607	0.9F	<b>25</b> Sa	0029	0307	0.6F
	0925	1256	0.7F		1106	1423	1.1F		0939	1307	1.1F		0347	0710	1.1E		0441	0740	1.2E		0535	0813	0.7E
	1625	1816	0.3E		1734	2019	0.8E		1627	1903	0.8E		1715	2017	1.1E		1038	1411	1.5F		1059	1443	1.0F
	2016	2332	0.5F		2338				2206				2302				1716	2036	1.8E		1738	2105	1.5E
<b>11</b> M	0229	0640	1.4E	<b>26</b> Tu	0225	0709	0.7F	<b>11</b> W	0103	0503	0.7F	<b>26</b> Th	0006	0243	0.6F	<b>11</b> Sa	0023	0316	1.1F	<b>26</b> Su	0111	0359	0.8F
	1040	1408	0.9F		0445	0815	1.3E		0335	0710	1.5E		0504	0809	1.0E		0603	0846	1.2E		0643	0910	0.7E
	1722	1941	0.6E		1154	1508	1.3F		1037	1403	1.3F		1124	1454	1.2F		1132	1504	1.6F		1148	1526	1.1F
	2223				1812	2108	1.1E		1713	2007	1.3E		1751	2103	1.3E		1803	2130	2.2E		1817	2148	1.7E
<b>12</b> Tu		0137	0.7F	<b>27</b> W	0032	0320	0.9F	<b>12</b> Th	0223	0523	0.9F	<b>27</b> F	0052	0335	0.8F	<b>12</b> Su	0119	0415	1.4F	<b>27</b> M	0147	0442	1.0F
	0409	0753	1.6E		0549	0905	1.4E		0500	0814	1.5E		0608	0900	1.0E		0711	0944	1.1E		0737	0959	0.8E
	1135	1455	1.3F		1231	1545	1.4F		1127	1450	1.6F		1202	1530	1.3F		1223	1552	1.7F		1231	1603	1.2F
	1801	2041	1.0E		1843	2145	1.4E		1754	2101	1.7E		1824	2142	1.6E		1849	2220	2.5E		1853	2227	2.0E
<b>13</b> W		0248	1.0F	<b>28</b> Th	0112	0404	1.1F	<b>13</b> F	0028	0325	1.3F	<b>28</b> Sa	0130	0419	1.0F	<b>13</b> M	0209	0507	1.6F	<b>28</b> Tu	0221	0520	1.2F
	0525	0851	1.8E		0641	0946	1.4E		0610	0910	1.6E		0702	0944	1.0E		0810	1037	1.2E		0822	1041	0.8E
	1218	1534	1.6F		1302	1616	1.5F		1212	1533	1.8F		1237	1603	1.3F		1311	1638	1.8F		1310	1637	1.3F
	1836	2129	1.5E		1910	2217	1.6E		1834	2148	2.2E		1855	2217	1.8E		1933	2306	2.7E		1928	2304	2.2E
<b>14</b> Th	0037	0341	1.4F	<b>29</b> F	0147	0441	1.3F	<b>14</b> Sa	0120	0418	1.6F	<b>29</b> Su	0203	0458	1.2F	<b>14</b> Tu	0255	0555	1.8F	<b>29</b> W	0253	0555	1.4F
	0627	0940	2.0E		0725	1021	1.4E		0712	1001	1.6E		0749	1024	1.0E		0902	1125	1.1E		0901	1120	0.9E
	1257	1610	1.8F		1329	1643	1.5F		1255	1614	1.9F		1308	1632	1.4F		1356	1722	1.8F		1346	1709	1.4F
	1910	2211	2.0E		1936	2247	1.8E		1913	2233	2.5E		1924	2250	2.0E		2016	2350	2.8E		2003	2340	2.4E
<b>15</b> F	0125	0429	1.7F	<b>30</b> Sa	0218	0515	1.4F	<b>15</b> Su	0208	0508	1.8F	<b>30</b> M	0235	0533	1.3F	<b>15</b> W	0339	0640	1.8F	<b>30</b> Th	0326	0628	1.5F
	0721	1025	2.1E		0805	1054	1.4E		0807	1049	1.6E		0832	1101	1.0E		0950	1210	1.1E		0938	1158	1.0E
	1334																						

# San Diego Bay Entrance (off Ballast Point), Calif., 2011

F—Flood, Dir. 355° True    E—Ebb, Dir. 175° True

July				August				September																		
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum												
	h	m	knots		h	m	knots		h	m	knots		h	m	knots											
<b>1</b> F	0359	0701	1.6F	<b>16</b> Sa	0440	0741	1.6F	<b>1</b> M	0437	0738	1.9F	<b>16</b> Tu	0450	0752	1.4F	<b>1</b> Th	0510	0815	1.7F	<b>16</b> F	0443	0741	1.1F			
	1014	1236	1.0E		1048	1317	1.2E		1049	1335	1.6E		1058	1353	1.4E		1125	1443	2.0E		1052	1424	1.5E			
	1500	1816	1.5F		1556	1910	1.5F		1624	1928	1.7F		1655	1950	1.2F		1808	2100	1.3F		1752	2029	0.8F	1752	2029	0.8F
	2114				2204					2228					2247								2341			
<b>2</b> Sa	0433	0734	1.6F	<b>17</b> Su	0510	0813	1.5F	<b>2</b> Tu	0511	0813	1.8F	<b>17</b> W	0512	0813	1.3F	<b>2</b> F	0549	0859	1.4F	<b>17</b> Sa	0507	0805	0.9F			
	1050	1315	1.1E		1121	1353	1.2E		1126	1420	1.7E		1124	1427	1.3E		1212	1540	1.8E		1120	1508	1.3E			
	1542	1853	1.5F		1636	1944	1.3F		1717	2014	1.5F		1735	2021	0.9F		1922	2214	1.0F		1849	2117	0.5F			
	2153				2238					2314					2319											
<b>3</b> Su	0509	0809	1.6F	<b>18</b> M	0538	0843	1.4F	<b>3</b> W	0548	0852	1.6F	<b>18</b> Th	0535	0835	1.1F	<b>3</b> Sa	0635	0955	1.1F	<b>18</b> Su	0537	0837	0.7F			
	1128	1357	1.1E		1154	1432	1.1E		1207	1509	1.7E		1153	1507	1.2E		1311	1651	1.6E		1157	1608	1.1E			
	1629	1935	1.5F		1720	2019	1.1F		1818	2109	1.2F		1824	2057	0.7F		2059				2013	2301	0.3F			
	2234				2312										2356											
<b>4</b> M	0546	0848	1.6F	<b>19</b> Tu	0606	0913	1.2F	<b>4</b> Th	0627	0937	1.4F	<b>19</b> F	0602	0902	0.9F	<b>4</b> Su	0311	0523	0.5E	<b>19</b> M		0437	*			
	1208	1444	1.2E		1229	1513	1.0E		1255	1608	1.6E		1228	1555	1.1E		0743	1128	0.8F			0930	0.5F			
	1723	2022	1.3F		1809	2057	0.8F		1935	2221	0.9F		1930	2151	0.4F		1429	1820	1.5E		1301	1733	1.1E			
	2320				2347										2245											
<b>5</b> Tu	0625	0930	1.5F	<b>20</b> W	0635	0945	1.0F	<b>5</b> F	0713	1034	1.2F	<b>20</b> Sa	0636	0939	0.7F	<b>5</b> M	0506	0711	0.4E	<b>20</b> Tu		0140	0.5F			
	1254	1538	1.2E		1308	1600	1.0E		1354	1718	1.5E		1316	1702	1.0E		0938	1322	0.8F			0629	*			
	1829	2120	1.1F		1911	2145	0.5F		2114				2358	*			1559	1950	1.7E		1451	1903	1.2E			
<b>6</b> W	0014	0348	1.7E	<b>21</b> Th	0029	0359	1.1E	<b>6</b> Sa	0256	0535	0.7E	<b>21</b> Su	0726	1047	0.5F	<b>6</b> Tu	0000	0305	1.2F	<b>21</b> W		0242	0.8F			
	0708	1020	1.4F		0708	1024	0.9F		0813	1153	1.0F		1429	1827	1.0E		0619	0841	0.6E		0551	0758	0.4E			
	1344	1640	1.2E		1354	1658	0.9E		1504	1842	1.6E		2315				1122	1442	1.0F		1030	1357	0.6F			
	1950	2234	0.8F		2037	2301	0.3F		2259						1716		2100	1.9E	1624		2012	1.5E				
<b>7</b> Th	0123	0447	1.4E	<b>22</b> F	0130	0454	0.7E	<b>7</b> Su	0452	0707	0.5E	<b>22</b> M		0217	0.4F	<b>7</b> W	0054	0355	1.4F	<b>22</b> Th	0006	0321	1.1F			
	0757	1119	1.3F		0748	1119	0.8F		0935	1327	1.0F		1555	1950	1.2E		0705	0938	0.9E		0626	0853	0.8E			
	1441	1750	1.4E		1449	1808	0.9E		1619	2004	1.8E						1227	1539	1.3F		1141	1455	0.9F			
	2129				2234										1817		2151	2.1E	1731		2103	1.8E				
<b>8</b> F	0254	0558	1.0E	<b>23</b> Sa	0317	0607	0.5E	<b>8</b> M	0621	0836	0.6E	<b>23</b> Tu	0014	0318	0.7F	<b>8</b> Th	0135	0436	1.6F	<b>23</b> F	0042	0353	1.4F			
	0853	1229	1.2F		0844	1239	0.7F		1105	1444	1.1F		1046	1429	0.7F		0740	1020	1.2E		0655	0935	1.2E			
	1543	1906	1.6E		1550	1923	1.1E		1728	2112	2.0E		1705	2050	1.5E		1315	1624	1.5F		1230	1540	1.3F			
	2306														1906		2232	2.2E	1824		2147	2.1E				
<b>9</b> Sa	0438	0717	0.8E	<b>24</b> Su	0000	0241	0.4F	<b>9</b> Tu	0114	0412	1.4F	<b>24</b> W	0053	0358	1.0F	<b>9</b> F	0209	0510	1.7F	<b>24</b> Sa	0115	0423	1.7F			
	0958	1342	1.3F		0512	0731	0.4E		1217	1544	1.4F		0701	0919	0.7E		0810	1054	1.4E		0724	1013	1.6E			
	1644	2017	1.8E		0957	1357	0.7F		1827	2206	2.3E		1153	1520	1.0F		1354	1702	1.6F		1313	1621	1.7F			
					1649	2029	1.3E						1800	2137	1.9E		1948	2306	2.2E		1912	2227	2.3E			
<b>10</b> Su	0021	0315	1.0F	<b>25</b> M	0049	0341	0.7F	<b>10</b> W	0159	0457	1.6F	<b>25</b> Th	0126	0431	1.3F	<b>10</b> Sa	0238	0539	1.8F	<b>25</b> Su	0147	0454	2.0F			
	0609	0833	0.8E		0631	0844	0.5E		0805	1031	1.0E		0734	1002	1.0E		0837	1125	1.6E		0754	1051	2.0E			
	1106	1447	1.4E		1110	1455	0.9F		1311	1632	1.5F		1241	1601	1.3F		1428	1736	1.7F		1355	1701	1.9F			
	1742	2119	2.1E		1741	2121	1.6E		1917	2250	2.4E		1847	2217	2.2E		2025	2337	2.1E		1957	2306	2.4E			
<b>11</b> M	0120	0416	1.3F	<b>26</b> Tu	0126	0424	1.0F	<b>11</b> Th	0237	0536	1.7F	<b>26</b> F	0157	0501	1.6F	<b>11</b> Su	0302	0605	1.7F	<b>26</b> M	0219	0525	2.1F			
	0719	0939	0.8E		0723	0939	0.6E		0841	1111	1.2E		0804	1039	1.3E		0901	1154	1.7E		0826	1129	2.4E			
	1209	1544	1.5F		1207	1541	1.1F		1355	1713	1.7F		1324	1639	1.6F		1500	1806	1.6F		1438	1742	2.1F			
	1835	2212	2.4E		1827	2204	2.0E		2000	2328	2.5E		1930	2255	2.5E		2058				2042	2345	2.3E			
<b>12</b> Tu	0208	0507	1.6F	<b>27</b> W	0159	0500	1.3F	<b>12</b> F	0310	0610	1.8F	<b>27</b> Sa	0227	0530	1.8F	<b>12</b> M		0005	2.0E	<b>27</b> Tu	0251	0557	2.2F			
	0814	1033	1.0E		0803	1023	0.8E		0912	1146	1.3E		0833	1116	1.6E		0323	0627	1.7F		0858	1208	2.6E			
	1304	1633	1.6F		1253	1619	1.3F		1434	1750	1.7F		1405	1716	1.9F		0924	1221	1.8E		1523	1824	2.1F			
	1923	2259	2.6E		1908	2243	2.3E		2039				2011	2332	2.6E		1531	1834	1.5F		2128					
<b>13</b> W	0252	0551	1.7F	<b>28</b> Th	0230	0533	1.5F	<b>13</b> Sa	0340	0640	1.7F	<b>28</b> Su	0258	0600	2.0F	<b>13</b> Tu		0032	1.8E	<b>28</b> W	0025	0225	2.2E			
	0859	1120	1.1E		0838	1102	1.0E		0940	1219	1.4E		0904	1153	1.9E		0343	0646	1.5F		0324	0630	2.1F			
	1352	1718	1.7F		1334	1655	1.5F		1510	1822	1.6F		1446	1755	2.0F		0946	1249	1.8E		0933	1249	2.6E			
	2008	2342	2.7E		1947	2320	2.5E		2114				2053				1601	1900	1.4F		1610	1909	2.0F			
<b>14</b> Th	0331	0631	1.8F	<b>29</b> F	0301	0604	1.7F	<b>14</b> Su	0405	0706	1.7F	<b>29</b> M	0329	0631	2.1F	<b>14</b> W		0100	1.6E	<b>29</b> Th	0107	0706	2.0F			
	0938	1201	1.1E		0910	1139	1.2E		1007	1250	1.5E		0935	1231	2.1E		0402	0704	1.4F		1010	1333	2.6E			
	1435	1758	1.7F		1413	1731	1.7F		1544	1853	1.5F		1530	1835	2.0F		1007	1318	1.8E		1701	1958	1.7F			
	2049				2025	2356	2.6E		2146				2136				1634	1926	1.2F		2309					
<b>15</b> F	0407	0707	1.7F	<b>30</b> Sa	0333	0634	1.8F	<b>15</b> M	0428	0730	1.5F	<b>30</b> Tu	0401	0703	2.0F	<b>15</b> Th		0128	1.4E	<b>30</b> F	0152	0744	1.7F			
	1014	1240	1.2E		0942	1216	1.4E		1033	1321	1.5E		1009	1311	2.2E		0422	0721	1.3F		0435	0744	1.7F			
	1516	1835	1.6F																							

# San Diego Bay Entrance (off Ballast Point), Calif., 2011

F—Flood, Dir. 355° True    E—Ebb, Dir. 175° True

October				November				December															
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum									
	h	m	knots		h	m	knots		h	m	knots		h	m	knots								
<b>1</b> Sa	0010	0242	1.0E	<b>16</b> Su	0428	0730	1.0F	<b>1</b> Tu	0255	0455	0.4E	<b>16</b> W	0151	0352	0.4E	<b>1</b> Th	0310	0535	0.6E				
	0515	0828	1.3F		1038	1438	1.6E		0718	1041	0.6F		0552	0851	0.7F		0844	1136	0.5F	<b>16</b> F	0155	0431	0.8E
	1137	1517	2.0E		1826	2107	0.7F		1320	1717	1.5E		1151	1610	1.5E		1354	1735	1.2E		0715	0957	0.7F
	1909	2211	1.0F						2126				2001	2320	0.9F		2121				2002	2322	1.1F
<b>2</b> Su	0131	0346	0.6E	<b>17</b> M	0048	0300	0.4E	<b>2</b> W	0050	1.1F	<b>17</b> Th	0302	0512	0.4E	<b>2</b> F	0054	1.1F	<b>17</b> Sa	0252	0544	1.0E		
	0606	0927	0.9F		0459	0805	0.8F		0414	0633		0.5E	0731	1019		0.5F	0408		0655	0.8E	0858	1137	0.6F
	1235	1627	1.7E		1114	1533	1.4E		0934	1235		0.5F	1309	1722		1.4E	1040		1314	0.5F	1415	1748	1.2E
	2039	2355	0.9F		1934	2232	0.6F		1451	1838		1.4E	2103				1522		1846	1.0E	2059		
<b>3</b> M	0319	0515	0.4E	<b>18</b> Tu	0414	*	<b>3</b> Th	0155	1.2F	<b>18</b> F	0034	1.0F	<b>3</b> Sa	0151	1.1F	<b>18</b> Su	0030	1.2F					
	0729	1109	0.6F		0858	0.5F		0510	0754		0.8E	0400		0632	0.7E		0456	0801	1.0E	0350	0658	1.3E	
	1356	1754	1.5E		1209	1647		1.2E	1115		1400	0.7F		0932	1222		0.5F	1156	1429	0.6F	1040	1327	0.7F
	2215				2057				1619		1949	1.4E		1451	1835		1.3E	1648	1952	1.0E	1600	1903	1.0E
<b>4</b> Tu	0455	0706	0.4E	<b>19</b> W	0035	0.6F	<b>4</b> F	0245	1.3F	<b>19</b> Sa	0133	1.2F	<b>4</b> Su	0238	1.2F	<b>19</b> M	0136	1.3F					
	0950	1309	0.7F		0553	0.4F		0551	0849		1.1E	0446		0739	1.1E		0536	0852	1.3E	0444	0806	1.7E	
	1533	1924	1.5E		1051	*		1215	1500		0.9F	1102		1354	0.8F		1246	1526	0.8F	1157	1449	0.9F	
	2327				1349	1812		1.3E	1729		2045	1.4E		1625	1942		1.4E	1758	2048	0.9E	1733	2015	1.0E
<b>5</b> W	0554	0829	0.7E	<b>20</b> Th	0146	0.9F	<b>5</b> Sa	0325	1.5F	<b>20</b> Su	0222	1.4F	<b>5</b> M	0318	1.3F	<b>20</b> Tu	0235	1.5F					
	1128	1428	0.9F		0503	0.720		0.5E	0624		0929	1.4E		0528	0835		1.6E	0612	0933	1.6E	0535	0904	2.1E
	1655	2033	1.7E		1128	1428		0.9F	1300		1548	1.1F		1205	1500		1.1F	1325	1612	1.0F	1256	1552	1.3F
					1537	1925		1.4E	1825		2129	1.4E		1742	2041		1.4E	1855	2134	1.0E	1847	2118	1.1E
<b>6</b> Th	0018	0326	1.4F	<b>21</b> F	0232	1.2F	<b>6</b> Su	0358	1.5F	<b>21</b> M	0306	1.7F	<b>6</b> Tu	0353	1.3F	<b>21</b> W	0327	1.6F					
	0633	0920	1.1E		0539	0819		0.9E	0653		1003	1.7E		0607	0923		2.1E	0644	1008	1.8E	0624	0956	2.5E
	1227	1524	1.1F		1123	1425		0.9F	1336		1628	1.3F		1257	1554		1.4F	1359	1651	1.2F	1346	1645	1.6F
	1759	2124	1.8E		1658	2024		1.6E	1912		2206	1.4E		1846	2134		1.5E	1943	2215	1.0E	1947	2214	1.1E
<b>7</b> F	0058	0404	1.6F	<b>22</b> Sa	0309	1.5F	<b>7</b> M	0427	1.6F	<b>22</b> Tu	0347	1.9F	<b>7</b> W	0425	1.4F	<b>22</b> Th	0415	1.8F					
	0705	0958	1.4E		0612	0905		1.4E	0720		1033	1.9E		0647	1009		2.5E	0715	1042	2.0E	0710	1044	2.8E
	1310	1608	1.4F		1217	1518		1.2F	1409		1704	1.4F		1345	1644		1.7F	1430	1727	1.3F	1432	1732	1.8F
	1849	2204	1.8E		1801	2114		1.8E	1954		2239	1.3E		1943	2223		1.5E	2025	2252	1.0E	2039	2303	1.2E
<b>8</b> Sa	0130	0436	1.7F	<b>23</b> Su	0344	1.7F	<b>8</b> Tu	0453	1.6F	<b>23</b> W	0428	2.0F	<b>8</b> Th	0453	1.4F	<b>23</b> F	0501	1.9F					
	0733	1030	1.6E		0645	0947		1.9E	0746		1103	2.1E		0727	1053		2.8E	0744	1114	2.2E	0755	1129	2.9E
	1347	1646	1.5F		1303	1605		1.6F	1439		1737	1.4F		1431	1731		1.9F	1501	1800	1.4F	1516	1817	1.9F
	1931	2238	1.8E		1856	2159		2.0E	2032		2311	1.3E		2035	2309		1.5E	2103	2327	1.0E	2126	2349	1.2E
<b>9</b> Su	0156	0504	1.7F	<b>24</b> M	0418	2.0F	<b>9</b> W	0516	1.5F	<b>24</b> Th	0508	2.0F	<b>9</b> F	0520	1.4F	<b>24</b> Sa	0544	1.9F					
	0758	1100	1.8E		0718	1028		2.4E	0810		1132	2.2E		0807	1136		3.0E	0813	1146	2.3E	0839	1212	2.9E
	1419	1720	1.6F		1348	1649		1.9F	1509		1807	1.4F		1517	1817		2.0F	1531	1832	1.4F	1559	1859	1.9F
	2009	2308	1.8E		1946	2242		2.0E	2108		2342	1.2E		2126	2355		1.4E	2140			2210		
<b>10</b> M	0219	0528	1.7F	<b>25</b> Tu	0452	2.1F	<b>10</b> Th	0538	1.5F	<b>25</b> F	0549	2.0F	<b>10</b> Sa	0501	1.0E	<b>25</b> Su	0533	1.2E					
	0822	1127	2.0E		0752	1108		2.7E	0834		1201	2.2E		0848	1220		3.0E	0842	1219	2.3E	0921	1254	2.8E
	1449	1750	1.6F		1433	1733		2.0F	1539		1837	1.4F		1603	1904		1.9F	1602	1903	1.4F	1639	1941	1.8F
	2043	2336	1.7E		2036	2324		1.9E	2144					2216				2216			2253		
<b>11</b> Tu	0240	0549	1.6F	<b>26</b> W	0528	2.2F	<b>11</b> F	0614	1.1E	<b>26</b> Sa	0041	1.3E	<b>11</b> Su	0035	0.9E	<b>26</b> M	0116	1.2E					
	0844	1154	2.0E		0828	1149		2.9E	0247		0559	1.4F		0311	0630		1.8F	0257	0612	1.4F	0348	0706	1.7F
	1518	1818	1.5F		1518	1818		2.0F	0858		1232	2.2E		0929	1305		2.9E	0911	1252	2.3E	1002	1335	2.6E
	2116				2125				1610		1907	1.3F		1650	1952		1.8F	1635	1934	1.4F	1719	2022	1.7F
<b>12</b> W	0259	0607	1.5F	<b>27</b> Th	0607	1.8E	<b>12</b> Sa	0646	0.9E	<b>27</b> Su	0128	1.1E	<b>12</b> M	0111	0.9E	<b>27</b> Tu	0159	1.1E					
	0905	1222	2.0E		0252	0605		2.1F	0311		0621	1.3F		0354	0713		1.6F	0329	0641	1.3F	0433	0747	1.4F
	1548	1845	1.4F		0905	1232		2.9E	0923		1304	2.1E		1012	1350		2.6E	0942	1328	2.3E	1042	1415	2.3E
	2148				1605	1905		1.9F	1645		1940	1.2F		1739	2042		1.6F	1710	2008	1.3F	1757	2102	1.5F
<b>13</b> Th	0319	0625	1.4F	<b>28</b> F	0643	1.9F	<b>13</b> Su	0646	1.2F	<b>28</b> M	0217	0.9E	<b>13</b> Tu	0150	0.8E	<b>28</b> W	0244	1.0E					
	0926	1251	2.0E		0329	0643		1.9F	0338		0646	1.2F		0441	0758		1.3F	0407	0715	1.3F	0523	0829	1.1F
	1619	1912	1.3F		0945	1316		2.8E	0950		1340	2.0E		1056	1439		2.3E	1017	1406	2.2E	1122	1456	1.9E
	2221				1656	1955		1.7F	1724		2017	1.1F		1830	2138		1.3F	1747	2045	1.3F	1835	2145	1.3F
<b>14</b> F	0340	0643	1.3F	<b>29</b> Sa	0723	1.6F	<b>14</b> M	0716	1.1F	<b>29</b> Tu	0313	0.7E	<b>14</b> W	0234	0.8E	<b>29</b> Th	0334	0.9E					

# San Francisco Bay Entrance (Outside), Calif., 2011

F—Flood, Dir. 065° True    E—Ebb, Dir. 245° True

January				February				March																									
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum																			
h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots														
<b>1</b> Sa	0429	0725	2.8F	<b>16</b> Su	0408	0705	2.3F	<b>1</b> Tu	0602	0856	2.9F	<b>16</b> W	0529	0823	3.2F	<b>1</b> Tu	0507	0806	2.8F	<b>16</b> W	0427	0717	2.9F										
	1014	1338	5.0E		0955	1318	4.6E		1141	1459	4.7E		1116	1430	5.3E		1045	1408	4.2E		1010	1318	4.7E	1709	2008	3.9F							
	1742	2053	3.9F		1727	2030	3.3F		1855	2202	3.8F		1822	2121	4.2F		1751	2059	3.6F		2356	2319	2319	0152	0404	2.7E							
<b>2</b> Su	0003	0221	2.0E	<b>17</b> M	0457	0753	2.6F	<b>2</b> W	0106	0334	2.4E	<b>17</b> Th	0037	0302	3.2E	<b>2</b> W	0551	0847	3.0F	<b>17</b> Th	0516	0809	3.5F	<b>17</b> Th	1107	1408	4.9E						
	0522	0816	2.8F		1042	1406	5.0E		0646	0937	2.9F		0616	0912	3.6F		1131	1443	4.2E		1215	1516	4.1E		1751	2048	4.2F						
	1103	1427	5.1E		1809	2112	3.7F		1225	1536	4.6E		1207	1517	5.4E		1828	2132	3.6F		2356	2356	0237		0516	3.4E							
<b>3</b> M	0052	0309	2.0E	<b>18</b> Tu	0033	0240	2.2E	<b>3</b> Th	0142	0406	2.6E	<b>18</b> F	0115	0347	3.8E	<b>3</b> Th	0029	0310	2.9E	<b>18</b> F	0603	0859	4.0F	<b>18</b> F	1201	1457	4.9E						
	0612	0903	2.8F		0544	0840	2.9F		0727	1015	2.9F		0704	1000	3.9F		0631	0924	3.1F		1215	1516	4.1E		1833	2127	4.3F						
	1151	1512	5.1E		1129	1452	5.3E		1307	1612	4.4E		1259	1603	5.3E		1902	2200	3.5F		1902	2200	0237		0603	4.1E							
<b>4</b> Tu	0136	0351	2.1E	<b>19</b> W	0115	0326	2.5E	<b>4</b> F	0215	0440	2.8E	<b>19</b> Sa	0151	0431	4.2E	<b>4</b> F	0100	0337	3.2E	<b>19</b> Sa	0032	0321	4.7E	<b>19</b> Sa	0650	0948	4.4F						
	0659	0948	2.8F		0631	0927	3.1F		0807	1054	2.8F		0754	1050	4.0F		0708	0959	3.2F		1256	1549	4.0E		1913	2207	4.2F						
	1236	1554	5.0E		1216	1538	5.5E		1348	1649	4.4E		1353	1650	4.9E		1256	1549	4.0E		1934	2226	3.3F		0650	0948	4.4F						
<b>5</b> W	0217	0431	2.2E	<b>20</b> Th	0155	0412	2.9E	<b>5</b> Sa	0247	0516	2.9E	<b>20</b> Su	0229	0517	4.5E	<b>5</b> Sa	0129	0408	3.4E	<b>20</b> Su	0109	0405	5.1E	<b>20</b> Su	0739	1037	4.5F						
	0745	1032	2.7F		0719	1015	3.3F		0847	1133	2.7F		0847	1142	3.9F		0744	1034	3.1F		1337	1623	3.7E		1350	1631	4.3E						
	1320	1635	4.8E		1305	1624	5.5E		1430	1727	3.8E		1450	1738	4.3E		2003	2253	3.1F		2003	2253	0405		0739	4.5F							
<b>6</b> Th	0256	0511	2.3E	<b>21</b> F	0234	0458	3.2E	<b>6</b> Su	0318	0004	3.0F	<b>21</b> M	0308	0003	3.8F	<b>6</b> Su	0157	0442	3.6E	<b>21</b> M	0147	0450	5.3E	<b>21</b> M	0830	1128	4.4F						
	0831	1115	2.5F		0810	1104	3.3F		0930	1215	2.5F		0944	1238	3.7F		0820	1110	3.0F		1417	1659	3.4E		1446	1719	3.7E						
	1403	1715	4.4E		1357	1710	5.2E		1515	1807	3.3E		1551	1829	3.6E		2031	2322	2.9F		2031	2322	0450		0830	4.4F							
<b>7</b> F	0015	035F	<b>22</b> Sa	0313	0545	3.5E	<b>7</b> M	0349	0635	3.1E	<b>22</b> Tu	0351	0655	4.5E	<b>7</b> M	0224	0518	3.7E	<b>22</b> Tu	0227	0537	5.2E	<b>22</b> Tu	0924	1222	4.1F							
	0918	1159		2.3F	0905	1157		3.3F	1017	1301		2.2F	1046	1339		3.3F	0857	1149		2.9F	1500	1738		3.0E	1545	1809	3.1E						
	1448	1757		4.0E	1453	1759		4.7E	1604	1850		2.8E	1657	1923		2.8E	2057	2354		2.6F	2057	2354		0537	0924	4.1F							
<b>8</b> Sa	0050	3.2F	<b>23</b> Su	0354	0634	3.8E	<b>8</b> Tu	0423	0719	3.1E	<b>23</b> W	0440	0750	4.3E	<b>8</b> Tu	0252	0557	3.7E	<b>23</b> W	0311	0627	4.9E	<b>23</b> W	1023	1322	3.6F							
	1009	1246		2.1F	1005	1254		3.1F	1111	1353		2.0F	1155	1450		3.0F	0939	1231		2.6F	1547	1819		2.5E	1649	1902	2.4E						
	1536	1839		3.6E	1554	1850		4.1E	1701	1937		2.3E	1810	2022		2.1E	2125	2125		0218	0518	3.7E		2125	2125	0627	0924	4.1F					
<b>9</b> Su	0127	2.9F	<b>24</b> M	0436	0725	3.9E	<b>9</b> W	0501	0808	3.1E	<b>24</b> Th	0537	0851	4.1E	<b>9</b> W	0322	0640	3.6E	<b>24</b> Th	0402	0721	4.5E	<b>24</b> Th	1129	1431	3.2F							
	0448	0717		2.6E	1110	1356		2.9F	1212	1452		1.9F	1308	1613		2.8F	1026	1319		2.4F	1640	1905		2.1E	1757	2002	1.8E						
	1103	1337		1.9F	1703	1944		3.3E	1809	2029		1.8E	1927	2131		1.6E	2157	2157		0218	0518	3.7E		2157	2157	0721	1129	3.2F					
<b>10</b> M	0207	2.6F	<b>25</b> Tu	0522	0821	4.0E	<b>10</b> Th	0545	0901	3.2E	<b>25</b> F	0642	1000	3.9E	<b>10</b> Th	0359	0728	3.5E	<b>25</b> F	0503	0822	4.0E	<b>25</b> F	1240	1552	2.9F							
	0526	0803		2.7E	1220	1507		2.8F	1318	1600		1.8F	1420	1735		2.9F	1123	1415		2.1F	1744	1957		1.7E	1909	2113	1.5E						
	1203	1434		1.8F	1818	2043		2.6E	1923	2127		1.5E	2040	2258		1.4E	2240	2240		0212	0503	1.7F		2240	2240	0822	1240	2.9F					
<b>11</b> Tu	0250	2.4F	<b>26</b> W	0006	0308	2.8F	<b>11</b> F	0027	0343	1.7F	<b>26</b> Sa	0212	0505	2.1F	<b>11</b> F	0203	0503	1.7F	<b>26</b> Sa	0045	0327	1.8F	<b>26</b> Sa	0613	0931	3.6E							
	0605	0853		2.9E	0613	0920		4.1E	0638	0959		3.3E	0749	1116		3.9E	0445	0822		3.4E	1229	1521		2.0F	1856	2056	1.4E	2017	2258	1.5E			
	1305	1537		1.7F	1331	1626		2.8F	1423	1715		2.0F	1525	1841		3.1F	2144	2144		0203	0503	1.7F		2344	2344	0931	1305	2.9F					
<b>12</b> W	0032	0338	2.2F	<b>27</b> Th	0110	0410	2.6F	<b>12</b> Sa	0139	0444	1.8F	<b>27</b> Su	0321	0618	2.2F	<b>12</b> Sa	0544	0921	3.4E	<b>27</b> Su	0204	0452	1.8F	<b>27</b> Su	0727	1050	3.4E						
	0648	0946	3.1E		0710	1024	4.1E		0736	1059	3.6E		0854	1229	4.0E		1338	1635	2.2F		2006	2201	1.3E		2114	2114	0452	0727	3.4E				
	1406	1646	1.8F		1440	1747	2.9F		1521	1822	2.4F		1621	1935	3.4F		2006	2201	1.3E		2006	2201	0452		0727	3.4E	1456	1815	3.0F				
<b>13</b> Th	0123	0429	2.0F	<b>28</b> F	0218	0516	2.4F	<b>13</b> Su	0248	0545	2.0F	<b>28</b> M	0418	0717	2.5F	<b>13</b> Su	0112	0411	1.5F	<b>28</b> M	0312	0608	2.1F	<b>28</b> M	0837	1208	3.4E						
	0733	1040	3.3E		0809	1131	4.3E		0835	1157	4.0E		0953	1325	4.1E		0655	1024	3.6E		1551	1907	3.2F		2202	2202	0608	0837	3.4E				
	1503	1755	2.1F		1543	1855	3.2F		1612	1916	2.9F		1709	2021	3.6F		2107	2308	1.5E		2107	2308	0411		0655	2.1F	1551	1907	3.2F				
<b>14</b> F	0220	0522	2.0F	<b>29</b> Sa	0021	1.6E	<b>14</b> M	0035	1.7E	<b>29</b> Tu	0128	2.2E	<b>14</b> M	0232	5.19F	<b>14</b> M	0519	1.8F	<b>29</b> Tu	0119	2.3E	<b>29</b> Tu	0408	0706	2.4F								
	0820	1135	3.7E		0324	0621		2.5F	0348		0642	2.3F		0418	0734		2.8F	0805		1126	3.9E		1535	1840	3.0F	1638	1950	3.3F	2241	2241	0706	0938	3.5E
	1555	1855	2.5F		0907	1235		4.4E	0931		1252	4.5E		1024	1342		5.0E	2157		2157	0519		1.8F	2157	2157	0938	1306	3.5E	1638	1950	3.3F		
<b>15</b> Sa	0316	0615	1.5E	<b>30</b> Su	0131	1.8E	<b>15</b> Tu	0128	2.2E	<b>30</b> W	0454	0734	2.8F	<b>15</b> Tu	0334	0621	2.3F	<b>30</b> W	0454	0754	2.8F	<b>30</b> W	1031	1348	3.6E								
	0908	1228	4.1E		0423	0720		2.6F	0440		0734	2.8F	0910		1225	4.3E	0910		1225	4.3E	1624		1927	3.5F	2240	2240	0754	1031	3.6E				
	1643	1946	2.9F		1729	2041		3.7F	1741		2042	3.9F	2318		2318	0212	0503		1.7F	2318	2318		0212	0503	1.7F	2318	2318	1348	1643	2.9F			
<b>31</b> M	0515	0811	2.8																														

# San Francisco Bay Entrance (Outside), Calif., 2011

F—Flood, Dir. 065° True    E—Ebb, Dir. 245° True

April				May				June																		
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum												
h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots							
<b>1</b> F	0613	0911	3.3F	<b>16</b> Sa	0550	0848	4.3F	<b>1</b> Su	0629	0930	3.4F	<b>16</b> M	0628	0931	4.6F	<b>1</b> W	0004	0324	4.9E	<b>16</b> Th	0033	0354	5.7E			
	1204	1452	3.5E		1157	1437	4.1E		1236	1501	2.7E		1250	1511	3.0E		1349	1556	2.2E		0724	1025	3.7F	0753	1100	4.4F
	1829	2122	3.2F		1802	2055	4.0F		1826	2113	2.8F		1821	2113	3.5F		1902	2154	2.6F		1902	2154	2.6F	1420	1634	2.5E
<b>2</b> Sa	0017	0307	3.8E	<b>17</b> Su	0638	0938	4.6F	<b>2</b> M	0004	0310	4.4E	<b>17</b> Tu	0004	0322	5.9E	<b>2</b> Th	0038	0403	5.0E	<b>17</b> F	0119	0439	5.5E			
	0649	0944	3.4F		1253	1526	3.9E		1318	1537	2.6E		1342	1559	2.9E		1430	1636	2.2E		0800	1101	3.7F	0837	1143	4.2F
	1246	1525	3.3E		1845	2137	3.9F		1856	2143	2.7F		1907	2159	3.4F		1936	2232	2.5F		1430	1636	2.2E	1504	1718	2.5E
<b>3</b> Su	0044	0338	4.0E	<b>18</b> M	0032	0341	5.7E	<b>3</b> Tu	0033	0346	4.6E	<b>18</b> W	0047	0408	5.9E	<b>3</b> F	0114	0444	5.1E	<b>18</b> Sa	0205	0522	5.1E			
	0723	1017	3.4F		0726	1027	4.8F		0740	1037	3.5F		0804	1108	4.6F		0838	1139	3.7F		0838	1139	3.7F	0921	1224	4.0F
	1327	1559	3.1E		1928	2220	3.7F		1925	2216	2.6F		1954	2245	3.1F		2015	2314	2.5F		1512	1719	2.2E	1547	1801	2.4E
<b>4</b> M	0111	0411	4.2E	<b>19</b> Tu	0112	0427	5.8E	<b>4</b> W	0102	0423	4.7E	<b>19</b> Th	0133	0455	5.6E	<b>4</b> Sa	0152	0526	5.0E	<b>19</b> Su	0251	0604	2.6F			
	0757	1052	3.3F		0815	1117	4.6F		0815	1113	3.5F		0853	1157	4.3F		0916	1220	3.7F		1003	1306	3.6F	0251	0604	2.6F
	1408	1635	2.9E		2013	2305	3.3F		1954	2252	2.4F		2044	2333	2.8F		2100	2359	2.3F		1555	1804	2.3E	1003	1306	3.6F
<b>5</b> Tu	0138	0448	4.3E	<b>20</b> W	0155	0514	5.6E	<b>5</b> Th	0133	0503	4.7E	<b>20</b> F	0220	0542	5.2E	<b>5</b> Su	0235	0612	4.8E	<b>20</b> M	0341	0651	4.0E			
	0833	1128	3.2F		0907	1209	4.3F		0853	1153	3.3F		0943	1247	3.9F		0958	1303	3.6F		1639	1853	2.4E	0341	0651	4.0E
	1450	1713	2.6E		2101	2352	2.9F		2026	2331	2.2F		2139				2156				1712	1933	2.4E	1046	1348	3.2F
<b>6</b> W	0205	0527	4.2E	<b>21</b> Th	0241	0603	5.2E	<b>6</b> F	0207	0545	4.6E	<b>21</b> Sa	0309	0630	4.6E	<b>6</b> M	0325	0700	4.5E	<b>21</b> Tu	0435	0737	3.4E			
	0911	1209	3.0F		1003	1305	3.8F		0934	1237	3.2F		1034	1340	3.5F		1042	1350	3.5F		1130	1433	2.8F	0435	0737	3.4E
	1535	1755	2.3E		1635	1843	2.2E		1614	1821	2.0E		1707	1915	2.0E		1724	1945	2.5E		1724	1945	2.5E	1130	1433	2.8F
<b>7</b> Th	0236	0609	4.1E	<b>22</b> F	0332	0655	4.6E	<b>7</b> Sa	0246	0632	4.4E	<b>22</b> Su	0404	0721	4.0E	<b>7</b> Tu	0426	0753	4.0E	<b>22</b> W	0539	0828	2.7E			
	0955	1254	2.7F		1103	1408	3.3F		1706	1912	1.9E		1127	1435	3.1F		1131	1441	3.3F		1810	2040	2.8E	1217	1520	2.5F
	1627	1841	1.9E		2306				2200				1759	2012	1.9E		1759	2012	1.9E		1810	2040	2.8E	1837	2114	2.5E
<b>8</b> F	0038	1.9F	<b>23</b> Sa	0432	0752	4.0E	<b>8</b> Su	0334	0722	4.1E	<b>23</b> M	0507	0815	3.4E	<b>8</b> W	0541	0850	3.5E	<b>23</b> Th	0651	0923	2.1E				
	1046	1347		2.5F	1207	1519		3.0F	1112	1419		3.0F	1223	1534		2.8F	1224	1534		3.2F	1308	1610	2.2F	0651	0923	2.1E
	1726	1932		1.6E	1839	2047		1.6E	1800	2008		1.8E	1850	2113		1.9E	1857	2139		3.1E	1922	2210	2.7E	1308	1610	2.2F
<b>9</b> Sa	0129	1.6F	<b>24</b> Su	0542	0855	3.4E	<b>9</b> M	0436	0818	3.8E	<b>24</b> Tu	0618	0914	2.8E	<b>9</b> Th	0706	0952	3.0E	<b>24</b> F	0807	1023	1.7E				
	0359	0749		3.7E	1312	1631		2.8F	1208	1517		2.9F	1319	1632		2.6F	1323	1630		3.0F	1403	1703	2.0F	0807	1023	1.7E
	1146	1448		2.4F	1939	2214		1.6E	1854	2108		2.0E	1938	2219		2.2E	1944	2238		3.6E	2006	2306	3.0E	1403	1703	2.0F
<b>10</b> Su	0231	1.5F	<b>25</b> M	0657	1005	3.0E	<b>10</b> Tu	0553	0918	3.6E	<b>25</b> W	0733	1016	2.4E	<b>10</b> F	0829	1058	2.6E	<b>25</b> Sa	0920	1126	1.5E				
	0501	0847		2.6E	1413	1734		2.8F	1308	1616		3.0F	1414	1725		2.5F	1423	1727		3.0F	1459	1755	2.0F	0920	1126	1.5E
	1252	1555		2.5F	2032	2349		2.0E	1945	2210		2.5E	2023	2321		2.5E	2032	2338		4.2E	2051			1459	1755	2.0F
<b>11</b> M	0056	0341	1.5F	<b>26</b> Tu	0252	0543	1.8F	<b>11</b> W	0157	0431	1.9F	<b>26</b> Th	0316	0610	1.9F	<b>11</b> Sa	0342	0639	3.1F	<b>26</b> Su	0421	0728	2.4F			
	0618	0950	3.6E		0810	1119	2.9E		0719	1022	3.4E		0845	1121	2.1E		0946	1205	2.4E		1024	1228	1.4E	0421	0728	2.4F
	1355	1701	2.7F		1509	1826	2.9F		1408	1713	3.1F		1506	1813	2.5F		1524	1823	3.0F		1552	1845	2.0F	1024	1228	1.4E
<b>12</b> Tu	0217	0454	1.8F	<b>27</b> W	0348	0644	2.2F	<b>12</b> Th	0302	0543	2.4F	<b>27</b> F	0407	0708	2.3F	<b>12</b> Su	0438	0742	3.6F	<b>27</b> M	0507	0816	3.8E			
	0739	1054	3.7E		0915	1224	2.8E		1504	1806	3.3F		1554	1854	2.4F		1621	1917	3.0F		1640	1931	2.2F	0507	0816	3.8E
	1453	1758	3.1F		2156				2115				2143				2209				2219			1119	1324	1.5E
<b>13</b> W	0320	0602	2.4F	<b>28</b> Th	0434	0734	2.6F	<b>13</b> F	0358	0649	3.1F	<b>28</b> Sa	0451	0756	2.7F	<b>13</b> M	0530	0838	4.1F	<b>28</b> Tu	0549	0857	3.2F			
	0853	1156	3.9E		1013	1313	2.8E		0951	1228	3.2E		1047	1314	2.0E		1152	1408	2.3E		1207	1412	1.7E	0549	0857	3.2F
	1545	1847	3.5F		1640	1945	2.9F		1557	1856	3.4F		1638	1931	2.5F		1715	2009	3.1F		1724	2013	2.4F	1207	1412	1.7E
<b>14</b> Th	0037	3.3E	<b>29</b> F	0515	0817	3.0F	<b>14</b> Sa	0450	0748	3.7F	<b>29</b> Su	0532	0837	3.1F	<b>14</b> Tu	0620	0928	4.4F	<b>29</b> W	0628	0934	3.5F				
	0413	0702		3.0F	1105	1352		2.8E	1056	1326		3.2E	1138	1358		2.0E	1245	1501		2.4E	1250	1456	1.9E	0628	0934	3.5F
	0959	1253		4.1E	1719	2015		2.9F	1647	1943		3.5F	1718	2006		2.5F	1805	2057		3.2F	1804	2054	2.5F	1250	1456	1.9E
<b>15</b> F	0126	4.1E	<b>30</b> Sa	0206	3.8E	<b>15</b> Su	0148	5.2E	<b>30</b> M	0207	4.3E	<b>30</b> W	0207	4.3E	<b>15</b> Th	0308	5.7E	<b>30</b> F	0303	5.0E						
	0503	0757		3.7F	1152		1427	2.7E		1155	1420		3.1E	1224		1437	2.1E		1334	1549	2.5E	1331	1537	2.2E	0303	5.0E
	1100	1347		4.1E	2335					1735	2028		3.6F	1754		2041	2.5F		1854	2145	3.2F	1843	2135	2.7F	1331	1537
<b>31</b> Tu	0126	4.1E	<b>31</b> W	0206	3.8E	<b>31</b> Th	0148	5.2E	<b>31</b> F	0207	4.3E	<b>31</b> Sa	0207	4.3E	<b>31</b> Su	0308	5.7E	<b>31</b> M	0303	5.0E						
	0503	0757		3.7F	1152		1427	2.7E		1155	1420		3.1E	1224		1437	2.1E		1334	1549	2.5E	1331	1537	2.2E	0303	5.0E
	1100	1347		4.1E	2335					1735	2028		3.6F	1754		2041	2.5F		1854	2145	3.2F	1843	2135	2.7F	1331	1537

# San Francisco Bay Entrance (Outside), Calif., 2011

F—Flood, Dir. 065° True    E—Ebb, Dir. 245° True

July				August				September															
Slack	Maximum		knots	Slack	Maximum		knots	Slack	Maximum		knots												
h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m												
<b>1</b> F ●	0021 0742 1409 1923	0344 1044 1619 2217	5.2E 4.0F 2.4E 2.8F	<b>16</b> Sa	0109 0818 1435 2015	0423 1122 1657 2302	5.1E 4.1F 2.7E 3.0F	<b>1</b> M	0140 0832 1448 2041	0451 1130 1722 2324	5.2E 4.3F 3.8E 3.5F	<b>16</b> Tu	0224 0858 1500 2117	0516 1151 1739 2317	3.9E 3.3F 3.4E	<b>1</b> Th	0327 0925 1522 2213	0605 1222 1828 2213	4.0F 3.8E 3.6F 4.9E	<b>16</b> F	0341 0922 1510 2213	0608 1219 1825 2213	2.9F 2.6E 2.4F 3.8E
<b>2</b> Sa	0102 0819 1447 2006	0426 1120 1701 2300	5.3E 4.1F 2.7E 2.9F	<b>17</b> Su	0153 0855 1511 2100	0502 1156 1735 2344	4.8E 3.9F 2.8E 2.8F	<b>2</b> Tu	0231 0909 1523 2133	0535 1209 1806 2333	4.9E 4.1F 4.1E	<b>17</b> W	0307 0928 1530 2159	0553 1222 1817 2359	3.5E 3.0F 3.5E	<b>2</b> F	0428 1010 1606 2315	0656 1309 1919 2315	3.2E 3.2F 4.8E	<b>17</b> Sa	0429 0952 1544 2302	0651 1258 1909 2302	2.2E 2.1F 3.7E
<b>3</b> Su	0145 0856 1525 2053	0509 1158 1745 2347	5.3E 4.1F 2.9E 2.9F	<b>18</b> M	0236 0931 1546 2146	0541 1229 1813 2146	4.4E 3.6F 2.9E	<b>3</b> W	0326 0949 1601 2230	0622 1251 1854 2230	3.4F 4.3E 4.2E	<b>18</b> Th	0353 0958 1601 2246	0634 1256 1858 2246	3.0E 2.6F 3.5E	<b>3</b> Sa	0534 1102 1657 2315	0750 1402 2015 2315	2.5E 2.7F 4.5E	<b>18</b> Su	0524 1029 1625 2302	0738 1343 1959 2302	1.8E 1.8F 3.5E
<b>4</b> M	0232 0934 1604 2147	0554 1238 1831 2147	5.0E 4.0F 3.1E	<b>19</b> Tu	0322 1006 1621 2235	0621 1303 1854 2235	3.9E 3.2F 3.0E	<b>4</b> Th	0427 1032 1643 2334	0712 1336 1944 2334	3.6E 3.4F 4.3E	<b>19</b> F	0444 1029 1635 2341	0717 1335 1943 2341	2.5E 2.3F 3.4E	<b>4</b> Su	0646 1207 1758 2315	0851 1503 2117 2315	1.9E 2.3F 4.2E	<b>19</b> M	0627 1120 1716 2302	0832 1437 2053 2302	1.5E 1.6F 3.4E
<b>5</b> Tu	0324 1015 1643 2248	0641 1320 1920 2248	4.6E 3.8F 3.4E	<b>20</b> W	0410 1041 1657 2331	0703 1340 1937 2331	3.3E 2.8F 3.0E	<b>5</b> F	0536 1120 1730 2339	0806 1426 2039 2339	2.8E 3.0F 4.3E	<b>20</b> Sa	0543 1104 1715 2339	0805 1420 2033 2339	2.0E 1.9F 3.3E	<b>5</b> M	0759 1325 1907 2315	1002 1616 2227 2315	1.5E 2.0F 3.9E	<b>20</b> Tu	0733 1234 1820 2315	0931 1539 2153 2315	1.4E 1.5F 3.4E
<b>6</b> W	0425 1059 1725 2356	0731 1407 2012 2356	3.9E 3.5F 3.6E	<b>21</b> Th	0506 1118 1734 2331	0749 1421 2025 2331	2.6E 2.4F 3.0E	<b>6</b> Sa	0644 1218 1825 2340	0334 0906 1524 2140	2.8F 2.1E 2.6F 4.2E	<b>21</b> Su	0652 1151 1805 2341	0327 0859 1512 2129	1.9F 1.5E 3.2E	<b>6</b> Tu	0908 1443 2018 2342	1130 1735 2342 2342	1.5E 2.1F 3.8E	<b>21</b> W	0835 1359 1932 2354	1035 1646 2254 2354	1.5E 1.6F 3.5E
<b>7</b> Th	0537 1147 1811 2356	0826 1457 2108 2356	3.2E 3.1E 3.8E	<b>22</b> F	0612 1159 1816 2356	0839 1507 2116 2356	2.0E 2.1F 3.0E	<b>7</b> Su	0813 1330 1927 2348	1015 1630 2248 2348	1.6E 2.3F 4.1E	<b>22</b> M	0806 1301 1905 2330	1000 1614 2230 2330	1.2E 1.5F 3.3E	<b>7</b> W	1006 1551 2124 2316	1301 1847 2316 2316	1.8E 2.3F	<b>22</b> Th	0929 1509 2041 2354	1138 1753 2354 2354	1.8E 1.9F 3.8E
<b>8</b> F	0108 0658 1244 1901	0349 0927 1553 2208	2.5F 2.5E 2.8F 4.0E	<b>23</b> Sa	0139 0727 1251 1904	0416 0935 1600 2213	1.7F 1.5E 1.8F 3.1E	<b>8</b> M	0308 0929 1447 2033	0620 1133 1743 2359	2.9F 1.4E 2.2F 4.2E	<b>23</b> Tu	0258 0916 1424 2010	0600 1106 1719 2332	2.1F 1.2E 1.6F 3.5E	<b>8</b> Th	0443 1055 1648 2223	0757 1356 1946 2223	3.9E 3.4F 2.6F	<b>23</b> F	0357 1014 1606 2145	0659 1236 1853 2145	3.0F 2.4E 2.5F
<b>9</b> Sa	0219 0822 1349 1955	0510 1033 1654 2311	2.6F 2.0E 2.6F 4.3E	<b>24</b> Su	0245 0844 1357 1958	0538 1038 1659 2312	1.8F 1.2E 1.7F 3.3E	<b>9</b> Tu	0412 1034 1557 2136	0727 1301 1853 2136	3.3F 1.6E 2.4F	<b>24</b> W	0355 1014 1533 2112	0702 1211 1823 2112	2.5F 1.4E 1.9F	<b>9</b> F	0530 1135 1737 2316	0840 1434 2035 2316	3.5F 2.6E 2.9F	<b>24</b> Sa	0444 1055 1657 2245	0744 1327 1948 2245	3.4F 3.1E 3.1F
<b>10</b> Su	0326 0940 1459 2052	0630 1145 1758 2052	3.0F 1.7E 2.6F	<b>25</b> M	0344 0953 1505 2052	0651 1144 1800 2052	2.1F 1.1E 1.8F	<b>10</b> W	0507 1127 1657 2234	0106 0822 1408 1953	4.4E 3.6F 1.9E 2.7F	<b>25</b> Th	0443 1101 1630 2208	0030 0750 1310 1919	3.9E 3.0F 1.8E 2.3F	<b>10</b> Sa	0611 1211 1820 2117	0231 0917 1503 2117	4.0E 3.6F 3.0E 3.1F	<b>25</b> Su	0528 1133 1745 2342	0825 1414 2039 2342	3.7F 3.8E 3.6F
<b>11</b> M	0427 1048 1605 2149	0738 1259 1901 2149	3.4F 1.7E 2.6F	<b>26</b> Tu	0435 1052 1604 2145	0746 1247 1856 2145	2.6F 1.3E 2.0F	<b>11</b> Th	0556 1211 1748 2327	0908 1453 2044 2327	3.8F 2.3E 2.9F	<b>26</b> F	0527 1143 1719 2302	0830 1401 2010 2302	3.4F 2.4E 2.8F	<b>11</b> Su	0649 1244 1900 2155	0949 1530 2155 2155	3.5F 3.3E 3.2F	<b>26</b> M	0611 1209 1832 2129	0905 1459 2129 2129	3.9F 4.5E 4.1F
<b>12</b> Tu	0521 1145 1703 2244	0834 1405 1958 2244	3.8F 1.9E 2.8F	<b>27</b> W	0521 1140 1655 2234	0830 1343 1946 2234	3.0F 1.6E 2.3F	<b>12</b> F	0639 1250 1835 2128	0248 0947 1528 2128	4.7E 3.9F 2.6E 3.1F	<b>27</b> Sa	0608 1220 1805 2353	0907 1446 2058 2353	3.8F 3.0E 3.3F	<b>12</b> M	0723 1315 1937 2231	1017 1559 2231 2231	3.3F 3.6E 3.3F	<b>27</b> Tu	0652 1246 1920 2219	0945 1544 2219 2219	3.9F 5.0E 4.4F
<b>13</b> W	0611 1234 1756 2335	0923 1457 2049 2335	4.1F 2.1E 3.0F	<b>28</b> Th	0602 1222 1741 2321	0908 1431 2032 2321	3.5F 2.0E 2.6F	<b>13</b> Sa	0717 1325 1917 2209	0328 1022 1559 2209	4.7E 3.9F 2.9E 3.2F	<b>28</b> Su	0647 1255 1851 2145	0944 1529 2145 2145	4.1F 3.7E 3.7F	<b>13</b> Tu	0755 1344 2014 2306	1044 1632 2306 2306	3.1F 3.8E 3.2F	<b>28</b> W	0734 1323 2009 2309	1026 1629 2309 2309	3.8F 5.4E 4.5F
<b>14</b> Th	0656 1317 1845 2136	0258 1006 1541 2136	5.3E 4.2F 2.4E 3.1F	<b>29</b> F	0640 1301 1825 2117	0943 1514 2117 2117	4.9E 3.8F 3.0F	<b>14</b> Su	0059 0753 1358 1958	0404 1053 1631 2247	4.5E 3.8F 3.1E 3.1F	<b>29</b> M	0045 0725 1330 1937	0346 1021 1612 2233	5.0E 4.2F 4.2E 4.0F	<b>14</b> W	0214 0825 1412 2051	0450 1112 1706 2343	3.3E 2.9F 3.9E 3.1F	<b>29</b> Th	0228 0817 1404 2101	0459 1110 1716 2101	3.7E 3.6F 5.5E
<b>15</b> F	0023 0738 1357 1931	0342 1046 1620 2220	5.3E 4.2F 2.6E 3.1F	<b>30</b> Sa	0006 0718 1337 1908	0324 1018 1557 2201	5.2E 4.1F 2.9E 3.3F	<b>15</b> M	0142 0826 1429 2037	0439 1122 1704 2325	4.3E 3.6F 3.3E 3.0F	<b>30</b> Tu	0137 0804 1405 2025	0431 1059 1656 2322	4.8E 4.2F 4.7E 4.1F	<b>15</b> Th	0256 0853 1440 2130	0528 1144 1744 2130	3.0E 2.7F 3.9E	<b>30</b> F	0325 0903 1447 2157	0549 1156 1805 2157	3.2E 3.3F 5.4E
<b>31</b> Su	0053 0755 1412 1953	0407 1053 1639 2247	5.4E 4.3F 3.4E 3.4F	<b>31</b> Su	0053 0755 1412 1953	0407 1053 1639 2247	5.4E 4.3F 3.4E 3.4F	<b>31</b> W	0230 0843 1442 2117	0517 1139 1741 2117	4.4E 3.9F 4.9E	<b>31</b> W	0230 0843 1442 2117	0517 1139 1741 2117	4.4E 3.9F 4.9E								

Time meridian 120° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.

# San Francisco Bay Entrance (Outside), Calif., 2011

F—Flood, Dir. 065° True    E—Ebb, Dir. 245° True

October				November				December																		
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum												
h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots	h	m	knots									
<b>1</b> Sa	0425	0641	2.7E	<b>16</b> Su	0419	0629	2.0E	<b>1</b> Tu	0610	0824	2.0E	<b>16</b> W	0539	0749	2.0E	<b>1</b> Th	0000	0310	3.2F	<b>16</b> F	0545	0816	2.8E			
	0953	1246	2.9F		0925	1228	1.9F		1154	1431	2.0F		1101	1348	1.7F		1242	1517	1.9F		1152	1430	2.1F	1715	2025	3.6E
	1536	1857	5.0E		1505	1841	4.0E		1717	2030	3.9E		1619	1956	3.9E		1759	2055	3.2E		2355			0306	3.2F	
	2257				2234								2343											0628	0910	3.2E
<b>2</b> Su	0159	037F	<b>17</b> M	0134	2.7F	<b>2</b> W	0038	0351	3.2F	<b>17</b> Th	0251	3.1F	<b>2</b> F	0052	0402	3.0F	<b>17</b> Sa	0628	0910	3.2E						
	0528	0737		2.2E	0510		0717	1.8E	0706		0932	2.0E		0626	0844	2.2E		0712	0954	2.5E	1300	1536	2.2F			
	1052	1343		2.4F	1009		1315	1.7F	1308		1546	1.9F		1212	1450	1.7F		1348	1629	1.9F	1832	2123	3.1E			
	1632	1953		4.5E	1548		1930	3.8E	1827		2133	3.4E		1726	2051	3.7E		1909	2153	2.6E						
<b>3</b> M	0002	0308	3.3F	<b>18</b> Tu	0227	2.6F	<b>3</b> Th	0137	0452	3.1F	<b>18</b> F	0034	0343	3.1F	<b>3</b> Sa	0144	0453	2.8F	<b>18</b> Su	0046	0357	3.1F				
	0633	0839	1.8E		0605	0810		1.7E	0757	1045		2.2E	0712	0940		2.6E	0755	1050		2.8E	0712	1006	3.7E			
	1203	1448	2.1F		1109	1410		1.6F	1417	1702		2.0F	1322	1556		1.9F	1448	1739		2.1F	1405	1646	2.5F			
	1737	2055	4.1E		1641	2023		3.7E	1938	2238		3.0E	1842	2150		3.4E	2019	2253		2.3E	1951	2224	2.7E			
<b>4</b> Tu	0110	0423	3.1F	<b>19</b> W	0021	0324	2.6F	<b>4</b> F	0232	0547	3.0F	<b>19</b> Sa	0127	0435	3.2F	<b>4</b> Su	0235	0540	2.6F	<b>19</b> M	0142	0450	3.1F			
	0737	0952	1.7E		0701	0908	1.7E		0844	1149	2.6E		0756	1036	3.1E		0837	1140	3.1E		0757	1103	4.2E			
	1321	1604	1.9F		1225	1512	1.5F		1517	1811	2.2F		1426	1704	2.3F		1541	1840	2.4F		1506	1756	2.9E			
	1849	2203	3.7E		1747	2120	3.6E		2046	2342	2.8E		2000	2250	3.2E		2124	2351	2.0E		2107	2327	2.4E			
<b>5</b> W	0215	0532	3.1F	<b>20</b> Th	0118	0423	2.7F	<b>5</b> Sa	0324	0634	2.9F	<b>20</b> Su	0221	0527	3.2F	<b>5</b> M	0324	0624	2.5F	<b>20</b> Tu	0240	0545	3.0F			
	0837	1120	1.8E		0754	1008	2.0E		0926	1236	2.9E		0839	1131	3.8E		0917	1225	3.5E		0845	1159	4.7E			
	1435	1724	2.0F		1341	1619	1.7F		1610	1908	2.5F		1524	1810	2.9F		1629	1933	2.7F		1603	1902	3.4F			
	2001	2316	3.5E		1902	2220	3.5E		2148				2114	2350	3.1E		2225				2217					
<b>6</b> Th	0315	0631	3.1F	<b>21</b> F	0215	0519	2.9F	<b>6</b> Su	0039	2.6E	<b>21</b> M	0315	0617	3.3F	<b>6</b> Tu	0046	1.9E	<b>21</b> W	0029	2.3E						
	0928	1236	2.2E		0842	1107	2.4E		0411	0715		2.8F	0921	1224		4.4E	0410		0705	2.4F	0339	0639	3.0F			
	1538	1834	2.3F		1447	1726	2.1F		1004	1312		3.3E	1618	1912		3.4F	0955		1307	3.8E	0934	1254	5.2E			
	2108				2017	2320	3.6E		1656	1958		2.8F	2223				1713		2019	2.9F	1658	2002	3.9F			
<b>7</b> F	0025	3.4E	<b>22</b> Sa	0308	0610	3.2F	<b>7</b> M	0127	2.5E	<b>22</b> Tu	0049	3.0E	<b>7</b> W	0134	1.8E	<b>22</b> Th	0130	2.3E								
	0408	0720		3.2F	0925	1202		3.1E	0454		0751	2.7F		0408	0706		3.3F	0454	0744	2.3F	0435	0733	3.1F			
	1013	1324		2.6E	1544	1829		2.6F	1040		1346	3.7E		1004	1315		5.1E	1033	1347	4.1E	1024	1348	5.5E			
	1632	1931		2.6F	2127				1738		2041	3.1F		1710	2009		3.9F	1754	2101	3.1F	1750	2057	4.2F			
<b>8</b> Sa	0121	3.3E	<b>23</b> Su	0019	3.6E	<b>8</b> Tu	0208	2.4E	<b>23</b> W	0146	2.9E	<b>8</b> Th	0217	1.8E	<b>8</b> F	0227	2.3E									
	0454	0802		3.2F	0358		0657	3.4F		0534	0824		2.6F	0459		0755	3.3F	0534	0822	2.3F	0530	0825	3.1F			
	1051	1358		3.0E	1006		1254	3.8E		1113	1419		4.0E	1048		1406	5.5E	1110	1426	4.4E	1115	1439	5.7E			
	1719	2019		2.9F	1636		1928	3.3F		1817	2120		3.2F	1801		2104	4.3F	1834	2140	3.3F	1841	2148	4.4F			
<b>9</b> Su	0204	3.2E	<b>24</b> M	0115	3.7E	<b>9</b> W	0225	2.3E	<b>24</b> Th	0225	2.8E	<b>9</b> F	0259	1.8E	<b>9</b> Sa	0109	0319	2.4E								
	0535	0837		3.1F	0446		0743	3.6F		0610	0856		2.5F	0549		0844	3.3F	0612	0859	2.3F	0623	0917	3.2F			
	1126	1426		3.4E	1045		1343	4.5E		1146	1454		4.2E	1134		1455	5.8E	1146	1506	4.6E	1205	1529	5.7E			
	1800	2101		3.1F	1726		2022	3.9F		1855	2157		3.3F	1852		2157	4.6F	1913	2216	3.4F	1930	2236	4.4F			
<b>10</b> M	0240	3.1E	<b>25</b> Tu	0209	3.6E	<b>10</b> Th	0110	0324	2.2E	<b>25</b> F	0121	0334	2.7E	<b>10</b> Sa	0137	0339	1.9E	<b>25</b> Su	0157	0409	2.4E					
	0613	0908		3.0F	0533		0827	3.6F	0645		0929	2.4F	0640		0933	3.2F	0648		0938	2.3F	0715	1007	3.1F			
	1159	1455		3.7E	1124		1430	5.2E	1218		1531	4.4E	1221		1545	5.9E	1223		1547	4.7E	1256	1617	5.6E			
	1839	2138		3.3F	1815		2115	4.3F	1932		2233	3.3F	1942		2248	4.6F	1951		2252	3.4F	2017	2322	4.3F			
<b>11</b> Tu	0038	0315	3.0E	<b>26</b> W	0031	0301	3.5E	<b>11</b> F	0153	0402	2.1E	<b>26</b> Sa	0214	0425	2.5E	<b>11</b> Su	0219	0421	1.9E	<b>26</b> M	0243	0457	2.5E			
	0648	0936	2.9F		0619	0911	3.6F		0718	1004	2.3F		0731	1023	3.1F		0725	1017	2.3F		0808	1057	2.9F			
	1229	1526	3.9E		1205	1517	5.6E		1250	1610	4.5E		1310	1634	5.8E		1300	1628	4.7E		1346	1704	5.2E			
	1916	2214	3.3F		1904	2206	4.6F		2010	2309	3.3F		2033	2340	4.4F		2028	2329	3.5F		2103					
<b>12</b> W	0121	0349	2.8E	<b>27</b> Th	0128	0351	3.3E	<b>12</b> Sa	0236	0442	2.0E	<b>27</b> Su	0307	0517	2.4E	<b>12</b> M	0300	0503	2.0E	<b>27</b> Tu	0007	4.1F				
	0720	1005	2.7F		0705	0957	3.5F		0751	1041	2.2F		0825	1114	2.9F		0805	1059	2.2F		0328	0545	2.5E			
	1258	1600	4.1E		1247	1605	5.8E		1323	1650	4.5E		1401	1724	5.4E		1338	1710	4.7E		0903	1148	2.7F			
	1952	2249	3.3F		1955	2258	4.7F		2048	2348	3.2F		2125				2105				1437	1750	4.7E			
<b>13</b> Th	0204	0426	2.6E	<b>28</b> F	0224	0442	3.0E	<b>13</b> Su	0320	0524	2.0E	<b>28</b> M	0031	4.2F	<b>13</b> Tu	0007	3.5F	<b>28</b> W	0051	3.8F						
	0751	1036	2.5F		0752	1044	3.3F		0825	1121	2.1F		0358	0609		2.3E	0341		0548	2.1E	0411	0632	2.6E			
	1327	1636	4.2E		1332	1654	5.8E		1358	1732	4.4E		0923	1208		2.6F	0851		1144	2.2F	1001	1241	2.4F			
	2028	2325	3.2F		2047	2351	4.5F		2128				1454	1815		4.9E	1421		1754	4.6E	1530	1837	4.1E			
<b>14</b> F	0247	0504	2.4E	<b>29</b> Sa	0320	0533	2.7E	<b>14</b> M	0029	3.2F	<b>29</b> Tu	0124	3.9F	<b>14</b> W	0048	3.5F	<b>29</b> Th	0135	3.4F							
	0821	1110	2.3F		0843	1133	3.0F		0405	0609																

# Golden Gate Bridge, Calif., 2011

F—Flood, Dir. 055° True    E—Ebb, Dir. 237° True

January				February				March																			
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum													
	h	m	knots		h	m	knots		h	m	knots		h	m	knots												
<b>1</b> Sa	0336	0659	3.1F	<b>16</b> Su	0258	0640	2.5F	<b>1</b> Tu	0015	0225	1.2E	<b>16</b> W	0441	0757	3.0F	<b>1</b> Tu	0427	0722	2.5F	<b>16</b> W	0343	0649	1.0E				
	0947	1322	2.8E		0925	1304	2.3E		1108	1440	2.6E		1036	1359	2.8E		1012	1337	2.3E		1012	1337	2.3E	0932	1258	2.4E	
	1726	2016	3.4F		1711	2008	2.8F		1832	2126	3.6F		1750	2052	3.7F		1722	2017	3.4F		1722	2017	3.4F	1634	1940	3.5F	
	2345				2349												2340				2251			2251			
<b>2</b> Su	0436	0749	3.0F	<b>17</b> M	0353	0728	2.7F	<b>2</b> W	0052	0311	1.3E	<b>17</b> Th	0007	0251	1.6E	<b>2</b> W	0201	0516	1.4E	<b>17</b> Th	0438	0741	3.1F	<b>17</b> Th	0438	0741	3.1F
	1034	1410	2.8E		1007	1340	2.6E		1152	1522	2.6E		1125	1439	2.9E		1058	1418	2.3E		1026	1342	2.6E		1026	1342	2.6E
	1813	2104	3.6F		1747	2045	3.2F		1907	2203	3.6F		1826	2132	4.0F		1758	2054	3.4F		1714	2020	3.8F		1714	2020	3.8F
																					2324				2324		
<b>3</b> M	0036	0245	1.2E	<b>18</b> Tu	0020	0238	1.0E	<b>3</b> Th	0126	0355	1.4E	<b>18</b> F	0040	0330	1.9E	<b>3</b> Th	0242	0559	1.6E	<b>18</b> F	0220	0528	2.1E	<b>18</b> F	0220	0528	2.1E
	0530	0837	3.0F		0447	0815	2.9F		0655	0951	2.7F		0623	0935	3.4F		0559	0852	2.7F		0528	0832	3.4F		0528	0832	3.4F
	1120	1456	2.8E		1051	1411	2.8E		1234	1603	2.5E		1215	1522	2.9E		1142	1458	2.3E		1119	1427	2.7E		1119	1427	2.7E
	1856	2150	3.7F		1821	2123	3.5F		1939	2238	3.5F		1902	2213	4.1F		1831	2128	3.4F		1753	2101	4.0F		1753	2101	4.0F
<b>4</b> Tu	0122	0335	1.2E	<b>19</b> W	0050	0322	1.2E	<b>4</b> F	0158	0436	1.5E	<b>19</b> Sa	0115	0408	2.1E	<b>4</b> F	0321	0638	1.7E	<b>19</b> Sa	0257	0617	2.4E	<b>19</b> Sa	0257	0617	2.4E
	0620	0923	2.8F		0538	0902	3.1F		0735	1033	2.6F		0713	1024	3.5F		0638	0934	2.7F		0617	0922	3.6F		0617	0922	3.6F
	1204	1540	2.7E		1136	1445	3.0E		1317	1644	2.3E		1306	1608	2.8E		1224	1539	2.3E		1224	1539	2.3E		1224	1539	2.3E
	1936	2232	3.7F		1855	2202	3.8F		2006	2311	3.4F		1939	2254	4.1F		1900	2200	3.4F		1832	2143	4.1F		1832	2143	4.1F
<b>5</b> W	0204	0423	1.2E	<b>20</b> Th	0122	0404	1.4E	<b>5</b> Sa	0229	0515	1.5E	<b>20</b> Su	0153	0446	2.3E	<b>5</b> Sa	0359	0714	1.8E	<b>20</b> Su	0335	0706	2.6E	<b>20</b> Su	0335	0706	2.6E
	0708	1009	2.7F		0629	0950	3.2F		0813	1114	2.4F		0804	1115	3.4F		0714	1014	2.7F		0706	1012	3.7F		0706	1012	3.7F
	1247	1623	2.6E		1222	1524	3.1E		1400	1725	2.1E		1359	1656	2.6E		1307	1621	2.1E		1304	1602	2.4E		1304	1602	2.4E
	2011	2311	3.6F		1930	2242	4.0F		2031	2344	3.2F		2017	2337	4.0F		1926	2233	3.3F		1912	2227	4.0F		1912	2227	4.0F
<b>6</b> Th	0244	0508	1.3E	<b>21</b> F	0156	0444	1.6E	<b>6</b> Su	0259	0553	1.5E	<b>21</b> M	0233	0524	2.4E	<b>6</b> Su	0435	0748	1.9E	<b>21</b> M	0413	0756	2.7E	<b>21</b> M	0413	0756	2.7E
	0753	1052	2.4F		0720	1038	3.2F		0850	1156	2.2F		0857	1207	3.2F		0748	1054	2.6F		0756	1103	3.7F		0756	1103	3.7F
	1329	1704	2.4E		1311	1608	3.0E		1445	1807	1.8E		1455	1748	2.2E		1350	1703	1.9E		1358	1653	2.2E		1358	1653	2.2E
	2043	2348	3.4F		2006	2323	4.1F		2056				2056				1952	2306	3.1F		1951	2311	3.8F		1951	2311	3.8F
<b>7</b> F	0320	0552	1.3E	<b>22</b> Sa	0233	0523	1.8E	<b>7</b> M	0331	0618	3.0F	<b>22</b> Tu	0317	0607	3.7F	<b>7</b> M	0506	0822	1.8E	<b>22</b> Tu	0452	0849	2.7E	<b>22</b> Tu	0452	0849	2.7E
	0837	1136	2.2F		0813	1128	3.1F		0930	1241	1.9F		0957	1303	2.9F		0822	1135	2.4F		0849	1155	3.4F		0849	1155	3.4F
	1413	1746	2.2E		1402	1655	2.8E		1534	1855	1.4E		1558	1850	1.7E		1435	1746	1.6E		1456	1746	1.8E		1456	1746	1.8E
	2110				2043				2124				2137				2019	2340	2.9F		2032	2356	3.4F		2032	2356	3.4F
<b>8</b> Sa	0024	0324	3.2F	<b>23</b> Su	0005	0305	4.0F	<b>8</b> Tu	0405	0711	1.4E	<b>23</b> W	0405	0704	2.1E	<b>8</b> Tu	0526	0858	1.8E	<b>23</b> W	0534	0945	2.5E	<b>23</b> W	0534	0945	2.5E
	0356	0636	1.3E		0313	0603	1.9E		1017	1332	1.6F		1106	1408	2.5F		0858	1217	2.2F		0945	1250	3.1F		0945	1250	3.1F
	0922	1220	1.9F		0909	1220	2.9F		1634	1951	1.1E		1712	2002	1.2E		1524	1832	1.3E		1559	1846	1.4E		1559	1846	1.4E
	1459	1831	1.8E		1458	1747	2.5E		2157				2223				2049				2115				2115		
<b>9</b> Su	0100	0300	3.0F	<b>24</b> M	0051	0351	3.8F	<b>9</b> W	0443	0758	2.4F	<b>24</b> Th	0459	0822	2.8F	<b>9</b> W	0518	0939	2.7F	<b>24</b> Th	0444	0627	2.2E	<b>24</b> Th	0444	0627	2.2E
	0432	0722	1.2E		0356	0651	2.0E		1120	1434	1.4F		1229	1523	2.3F		0308	0539	1.7E		0329	0627	2.2E		0329	0627	2.2E
	1011	1309	1.6F		1011	1318	2.6F		1754	2052	0.7E		1843	2112	0.9E		0939	1305	2.0F		1049	1353	2.7F		1049	1353	2.7F
	1551	1923	1.5E		1601	1851	2.0E		2235				2318				1622	1926	0.9E		1714	1951	1.0E		1714	1951	1.0E
<b>10</b> M	0140	0340	2.7F	<b>25</b> Tu	0140	0340	3.5F	<b>10</b> Th	0527	0858	1.3E	<b>25</b> F	0306	0602	2.4F	<b>10</b> Th	0417	0714	2.1F	<b>25</b> F	0138	0424	2.4F	<b>25</b> F	0138	0424	2.4F
	0510	0810	1.3E		0444	0751	2.0E		1249	1552	1.3F		1349	1645	2.3F		0345	0611	1.6E		0424	0750	1.9E		0424	0750	1.9E
	1111	1405	1.2F		1125	1424	2.3F		1943	2153	0.5E		2020	2220	0.8E		1029	1401	1.7F		1201	1504	2.4F		1201	1504	2.4F
	1655	2022	1.2E		1714	2012	1.5E		2321				2307				1737	2027	0.6E		1843	2058	0.8E		1843	2058	0.8E
<b>11</b> Tu	0223	0523	2.5F	<b>26</b> W	0235	0535	3.1F	<b>11</b> F	0619	0919	2.0F	<b>26</b> Sa	0414	0712	2.2F	<b>11</b> F	0147	0429	2.1F	<b>26</b> Sa	0240	0529	2.0F	<b>26</b> Sa	0240	0529	2.0F
	0551	0901	1.2E		0538	0858	2.0E		1410	1716	1.6F		1458	1755	2.6F		0429	0657	1.5E		0529	0912	1.6E		0529	0912	1.6E
	1231	1515	1.2F		1252	1540	2.2F		2112	2253	0.5E		2133	2326	0.8E		1137	1508	1.6F		1315	1619	2.4F		1315	1619	2.4F
	1821	2122	0.9E		1843	2127	1.1E						2225				1920	2128	0.5E		2007	2203	0.8E		2007	2203	0.8E
<b>12</b> W	0312	0612	2.3F	<b>27</b> Th	0334	0634	2.8F	<b>12</b> Sa	0020	0418	2.0F	<b>27</b> Su	0215	0526	2.2F	<b>12</b> Sa	0243	0523	1.9F	<b>27</b> Su	0351	0644	1.8F	<b>27</b> Su	0351	0644	1.8F
	0634	0953	1.3E		0637	1005	2.0E		0714	1059	1.6E		0820	1158	2.0E		0804	1148	1.4E		0645	1023	1.6E		0645	1023	1.6E
	1352	1641	1.2F		1413	1702	2.3F		1509	1815	2.0F		1554	1850	2.9F		1303	1623	1.8F		1421	1726	2.6F		1421	1726	2.6F
	2003	2222	0.7E		2020	2236	0.9E		2207	2351	0.6E		2225				2040	2227	0.5E		2107	2305	0.9E		2107	2305	0.9E
<b>13</b> Th	0004	0404	2.2F	<b>28</b> F	0051	0439	2.6F	<b>13</b> Su	0131	0518	2.1F	<b>28</b> M	0026	0414	1.0E	<b>13</b> Su	0345	0628	1.8F	<b>28</b> M	0509	0802	1.8F	<b>28</b> M	0509	0802	1.



# Golden Gate Bridge, Calif., 2011

F—Flood, Dir. 055° True    E—Ebb, Dir. 237° True

July					August					September																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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	h	m	h	m	knots		h	m	h	m	knots		h	m	h	m	knots		h	m	h	m	knots																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
<b>1</b> F			0250		2.8E	<b>16</b> Sa			0031		0406		2.7E	<b>1</b> M			0051		0350		2.9E	<b>16</b> Tu			0149		0509		2.1E	<b>1</b> Th			0230		0518		2.2E	<b>16</b> F			0316		0617		1.3E																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
			0707		3.4F				0754		1051		3.7F				0743		1059		4.0F				0818		1127		3.3F				0828		1155		3.7F				0835		1200		2.6F																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
			1347		1.1E				1418		1647		1.4E				1407		1657		1.8E				1437		1732		1.7E				1445		1726		2.5E				1448		1727		1.8E																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
			1824		2.8F				1940		2237		2.7F				1948		2305		3.1F				2040		2344		2.3F				2123						2126			2126			0051		2.1F																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
<b>2</b> Sa			0018		0318		2.9E	<b>17</b> Su			0116		0449		2.5E	<b>2</b> Tu			0140		0432		2.8E	<b>17</b> W			0234		0551		1.9E	<b>2</b> F					0035		3.1F	<b>17</b> Sa					0330		0615		1.8E	<b>17</b> Su					0909		1242		3.4F	<b>18</b> M					1531		1814		2.4E	<b>18</b> Tu					2226				0135		2.7F	<b>18</b> W					0438		0726		1.4E	<b>19</b> Th					0954		1334		3.0F	<b>19</b> F					1623		1921		2.1E	<b>19</b> Sa					2342				0245		2.5F	<b>20</b> Su					0601		0840		1.0E	<b>20</b> M					1048		1433		2.5F	<b>20</b> Tu					1723		2056		1.9E	<b>21</b> W					0106		0403		2.4F	<b>21</b> Th					0737		0950		0.8E	<b>21</b> F					1200		1540		2.2F	<b>22</b> Sa					1833		2214		1.9E	<b>22</b> Su					0220		0519		2.6F	<b>23</b> M					0857		1057		0.9E	<b>23</b> Tu					1340		1653		2.2F	<b>23</b> W					1947		2326		2.0E	<b>24</b> Th					0323		0621		2.9F	<b>24</b> F					0955		1200		1.0E	<b>24</b> Sa					1504		1802		2.3F	<b>24</b> Su					2053				0242		0558		2.4F	<b>25</b> M					0943		1157		1.0E	<b>25</b> Tu					1425		1731		2.0F	<b>25</b> W					2015		2353		1.8E	<b>26</b> Th					0242		0558		2.4F	<b>26</b> F					0943		1157		1.0E	<b>27</b> Sa					1425		1731		2.0F	<b>27</b> Su					2015		2353		1.8E	<b>28</b> M					0328		0639		2.8F	<b>28</b> Tu					1006		1242		1.3E	<b>29</b> W					1528		1829		2.4F	<b>29</b> Th					2113				0328		0639		2.8F	<b>30</b> F					1006		1242		1.3E	<b>30</b> Sa					1528		1829		2.4F	<b>31</b> Su					2113				0408		0717		3.2F	<b>31</b> M					1031		1322		1.7E	<b>31</b> Tu					1621		1921		2.8F	<b>31</b> W					2206				0447		0756		3.6F	<b>31</b> Th					1100		1359		2.1E	<b>31</b> F					1709		2010		3.2F	<b>31</b> Sa					2258				0241		2.3E	<b>31</b> Su					0613		0909		3.5F	<b>31</b> M					1217		1501		1.9E	<b>31</b> Tu					1827		2121		2.9F	<b>31</b> W					0241		2.3E	<b>31</b> Th					0613		0909		3.5F	<b>31</b> F					1217		1501		1.9E	<b>31</b> Sa					1827		2121		2.9F	<b>31</b> Su					0241		2.3E	<b>31</b> M					0613		0909		3.5F	<b>31</b> Tu					1217		1501		1.9E	<b>31</b> W					1827		2121		2.9F	<b>31</b> Th					0241		2.3E	<b>31</b> F					0613		0909		3.5F	<b>31</b> Sa					1217		1501		1.9E	<b>31</b> Su					1827		2121		2.9F

Time meridian 120° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.













# Richmond (Long Wharf), Calif., 2011

F—Flood, Dir. 328° True    E—Ebb, Dir. 147° True

April				May				June															
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum									
	h	m	knots		h	m	knots		h	m	knots		h	m	knots								
<b>1</b> F	0004	0313	1.9E	<b>16</b> Sa	0554	0842	1.9F	<b>1</b> Su	0638	0945	1.6F	<b>16</b> M	0643	0951	1.9F	<b>1</b> W	0735	1057	1.6F	<b>16</b> Th	0030	0410	2.8E
	0612	0910	1.6F		1200	1440	1.9E		1251	1511	1.1E		1304	1517	1.2E		1425	1613	0.6E		0807	1139	1.9F
	1809	2111	1.7F		1740	2036	2.2F		1749	2039	1.6F		1744	2045	2.1F		1820	2121	1.6F		1909	2200	1.8F
<b>2</b> Sa	0030	0342	2.0E	<b>17</b> Su	0003	0316	2.6E	<b>2</b> M	0002	0331	2.3E	<b>17</b> Tu	0007	0340	2.9E	<b>2</b> Th	0018	0402	2.6E	<b>17</b> F	0115	0451	2.7E
	0652	0944	1.7F		0647	0937	2.0F		0716	1019	1.6F		0732	1046	1.9F		0810	1122	1.7F		0847	1220	1.9F
	1254	1536	1.6E		1259	1530	1.7E		1339	1548	1.0E		1403	1610	1.1E		1508	1655	0.7E		1534	1745	1.0E
<b>3</b> Su	0051	0405	2.1E	<b>18</b> M	0039	0359	2.8E	<b>3</b> Tu	0023	0355	2.3E	<b>18</b> W	0048	0424	2.9E	<b>3</b> F	0055	0440	2.7E	<b>18</b> Sa	0159	0532	2.6E
	0730	1015	1.6F		0738	1031	2.0F		0751	1049	1.6F		0820	1139	1.9F		0846	1148	1.7F		0926	1254	1.8F
	1337	1608	1.4E		1358	1620	1.5E		1426	1627	0.9E		1500	1704	1.0E		1548	1737	0.7E		1616	1831	1.0E
<b>4</b> M	0110	0427	2.1E	<b>19</b> Tu	0116	0442	2.9E	<b>4</b> W	0046	0424	2.4E	<b>19</b> Th	0131	0507	2.8E	<b>4</b> Sa	0138	0523	2.7E	<b>19</b> Su	0245	0612	2.4E
	0806	1048	1.6F		0829	1125	1.9F		0826	1119	1.6F		0906	1231	1.9F		0923	1221	1.8F		1003	1320	1.7F
	1421	1643	1.2E		1457	1711	1.3E		1513	1707	0.8E		1553	1757	0.9E		1628	1821	0.8E		1628	1918	1.1E
<b>5</b> Tu	0129	0453	2.2E	<b>20</b> W	0157	0527	2.8E	<b>5</b> Th	0115	0458	2.5E	<b>20</b> F	0216	0552	2.7E	<b>5</b> Su	0225	0608	2.7E	<b>20</b> M	0029	014F	
	0841	1123	1.6F		0920	1223	1.8F		0901	1154	1.6F		0952	1322	1.8F		1002	1301	1.8F		0333	0654	2.2E
	1507	1720	1.1E		1557	1804	1.1E		1600	1749	0.7E		1645	1851	0.9E		1708	1909	0.9E		1040	1345	1.7F
<b>6</b> W	0150	0523	2.3E	<b>21</b> Th	0240	0613	2.7E	<b>6</b> F	0150	0538	2.5E	<b>21</b> Sa	0304	0637	2.4E	<b>6</b> M	0317	0656	2.5E	<b>21</b> Tu	0123	012F	
	0917	1201	1.5F		1013	1328	1.7F		0939	1234	1.6F		1038	1413	1.7F		1044	1345	1.8F		0425	0739	1.9E
	1556	1801	0.9E		1658	1901	0.9E		1648	1835	0.7E		1735	1948	0.9E		1750	2001	1.0E		1117	1418	1.6F
<b>7</b> Th	0219	0600	2.3E	<b>22</b> F	0329	0702	2.4E	<b>7</b> Sa	0233	0622	2.5E	<b>22</b> Su	0357	0725	2.2E	<b>7</b> Tu	0416	0749	2.3E	<b>22</b> W	0006	0223	1.0F
	0957	1245	1.4F		1108	1443	1.6F		1022	1320	1.6F		1124	1502	1.6F		1129	1432	1.9F		0526	0828	1.6E
	1650	1846	0.7E		1801	2006	0.8E		2137	1738	1.925		0.6E	1825	2050		0.9E	1833	2100		1.2E	1157	1456
<b>8</b> F	0256	0642	2.2E	<b>23</b> Sa	0425	0757	2.1E	<b>8</b> Su	0323	0622	2.5E	<b>23</b> M	0456	0818	1.9E	<b>8</b> W	0526	0847	2.0E	<b>23</b> Th	0118	0330	0.9F
	1043	1335	1.3F		1206	1556	1.5F		1111	1411	1.6F		1211	1549	1.6F		1216	1521	1.9F		0638	0925	1.2E
	1752	1938	0.6E		1904	2122	0.8E		1829	2023	0.7E		1913	2158	1.1E		1918	2204	1.5E		1238	1538	1.5F
<b>9</b> Sa	0342	0732	2.1E	<b>24</b> Su	0531	0901	1.8E	<b>9</b> M	0423	0808	2.2E	<b>24</b> Tu	0604	0917	1.6E	<b>9</b> Th	0649	0950	1.6E	<b>24</b> F	0228	0455	0.8F
	1140	1434	1.3F		1304	1700	1.5F		1205	1507	1.6F		1258	1632	1.5F		1305	1612	1.9F		0800	1029	0.9E
	1859	2040	0.5E		2002	2242	0.9E		1919	2128	0.8E		1959	2304	1.3E		2004	2310	1.8E		1323	1623	1.5F
<b>10</b> Su	0440	0830	2.0E	<b>25</b> M	0646	1018	1.6E	<b>10</b> Tu	0535	0911	2.0E	<b>25</b> W	0719	1023	1.4E	<b>10</b> F	0818	1059	1.4E	<b>25</b> Sa	0331	0640	0.9F
	1244	1542	1.3F		1400	1755	1.6F		1300	1603	1.7F		1345	1708	1.5F		1355	1703	2.0F		0924	1138	0.7E
	2003	2154	0.5E		2054	2348	1.2E		2007	2237	1.1E		2041				2049				1409	1709	1.5F
<b>11</b> M	0017	0311	1.1F	<b>26</b> Tu	0223	0459	1.0F	<b>11</b> W	0137	0402	1.2F	<b>26</b> Th	0302	0546	1.0F	<b>11</b> Sa	0351	0640	1.2F	<b>26</b> Su	0043	0043	1.9E
	0553	0938	1.9E		0802	1132	1.6E		0700	1018	1.8E		0836	1128	1.2E		0943	1207	1.2E		1039	1243	0.6E
	1347	1654	1.4F		1450	1842	1.6F		1353	1656	1.8F		1429	1740	1.5F		1446	1754	2.0F		1457	1756	1.5F
<b>12</b> Tu	0146	0421	1.2F	<b>27</b> W	0328	0625	1.1F	<b>12</b> Th	0251	0515	1.2F	<b>27</b> F	0401	0707	1.1F	<b>12</b> Su	0452	0805	1.5F	<b>27</b> M	0121	0121	2.1E
	0719	1050	1.9E		0912	1230	1.5E		0826	1126	1.7E		0948	1227	1.0E		1059	1312	1.0E		1143	1339	0.6E
	1444	1755	1.5F		1533	1920	1.6F		2131				1511	1812	1.5F		1537	1845	2.0F		1544	1843	1.5F
<b>13</b> W	0259	0531	1.3F	<b>28</b> Th	0424	0730	1.3F	<b>13</b> F	0356	0631	1.4F	<b>28</b> Sa	0453	0808	1.3F	<b>13</b> M	0547	0909	1.7F	<b>28</b> Tu	0154	0154	2.2E
	0841	1157	2.0E		1014	1317	1.5E		0945	1229	1.6E		1054	1319	0.9E		1207	1413	0.9E		1237	1429	0.6E
	1534	1841	1.7F		1612	1944	1.6F		1530	1832	2.0F		1550	1847	1.5F		1629	1935	2.0F		1631	1930	1.5F
<b>14</b> Th	0402	0639	1.5F	<b>29</b> F	0513	0821	1.4F	<b>14</b> Sa	0456	0745	1.6F	<b>29</b> Su	0539	0900	1.4F	<b>14</b> Tu	0637	1004	1.8F	<b>29</b> W	0228	0228	2.4E
	0954	1256	2.0E		1110	1357	1.4E		1056	1327	1.5E		1154	1405	0.8E		1307	1511	0.9E		1324	1514	0.6E
	1619	1921	1.9F		1647	1954	1.6F		1614	1917	2.1F		1628	1923	1.6F		1722	2024	1.9F		1717	2016	1.6F
<b>15</b> F	0500	0743	1.8F	<b>30</b> Sa	0557	0906	1.5F	<b>15</b> Su	0551	0852	1.7F	<b>30</b> M	0621	0945	1.5F	<b>15</b> W	0724	1054	1.9F	<b>30</b> Th	0304	0304	2.5E
	1059	1350	2.0E		1201	1435	1.2E		1202	1422	1.3E		1248	1449	0.7E		1401	1605	0.9E		1404	1556	0.7E
	1700	1958	2.1F		1719	2012	1.6F		1658	2001	2.1F		1705	2001	1.6F		1815	2112	1.9F		1803	2102	1.7F
	2328			2340			2327					2318											
												<b>31</b> Tu	0659	1025	1.6F								
													1338	1532	0.7E								
													1742	2040	1.6F								
													2347										

Time meridian 120° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.





# Carquinez Strait (West End Bridge), San Pablo Bay, Calif., 2011

F—Flood, Dir. 103° True    E—Ebb, Dir. 283° True

January				February				March											
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum					
h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots
<b>1</b>	0118	0350	1.3E		<b>16</b>	0131	0335	0.7E		<b>1</b>	0141	0429	1.8E		<b>16</b>	0053	0345	1.6E	
Sa	0557	0900	2.4F		Su	0529	0835	2.2F		Tu	0651	0952	2.0F		W	0614	0902	2.2F	
	1219	1644	3.2E			1140	1536	3.1E			1247	1654	2.9E			1201	1532	2.9E	
	2028	2325	2.0F			2005	2319	1.8F			2016	2322	2.3F			1917	2221	2.1F	
<b>2</b>	0225	0449	1.2E		<b>17</b>	0225	0429	0.8E		<b>2</b>	0221	0516	1.9E		<b>17</b>	0128	0430	1.9E	
Su	0649	0949	2.3F		M	0622	0927	2.3F		W	0744	1038	2.0F		Th	0711	0959	2.4F	
	1301	1731	3.2E			1228	1618	3.2E			1331	1730	2.8E			1259	1621	2.9E	
	2113					2044	2358	1.8F			2047	2355	2.3F			1955	2247	2.2F	
<b>3</b>	0322	0545	1.1E		<b>18</b>	0309	0519	0.9E		<b>3</b>	0255	0559	2.0E		<b>18</b>	0200	0512	2.2E	
M	0742	1034	2.2F		Tu	0718	1017	2.4F		Th	0831	1119	2.0F		F	0807	1052	2.4F	
	1343	1813	3.2E			1317	1702	3.3E			1413	1801	2.6E			1356	1709	2.8E	
	2153					2120					2112					2030	2316	2.4F	
<b>4</b>	0411	0637	1.1E		<b>19</b>	0343	0606	1.1E		<b>4</b>	0321	0637	2.0E		<b>19</b>	0233	0554	2.5E	
Tu	0835	1120	2.1F		W	0814	1107	2.4F		F	0915	1158	1.9F		Sa	0900	1144	2.4F	
	1426	1849	3.1E		○	1408	1748	3.4E		●	1452	1826	2.5E		○	1450	1757	2.6E	
	2229					2154					2136					2107	2350	2.6F	
<b>5</b>	0452	0724	1.2E		<b>20</b>	0416	0652	1.3E		<b>5</b>	0344	0707	2.1E		<b>20</b>	0309	0637	2.8E	
W	0926	1207	2.1F		Th	0910	1159	2.5F		Sa	0956	1235	1.9F		Su	0955	1238	2.3F	
	1509	1918	3.0E			1459	1835	3.4E			1530	1851	2.3E			1544	1846	2.4E	
	2300					2228					2200					2144			
<b>6</b>	0529	0806	1.3E		<b>21</b>	0449	0736	1.6E		<b>6</b>	0404	0726	2.1E		<b>21</b>	0347	0720	2.9E	
Th	1017	1254	2.0F		F	1008	1252	2.4F		Su	1036	1312	1.8F		M	1050	1334	2.2F	
	1551	1945	3.0E			1550	1922	3.3E			1611	1920	2.2E			1641	1936	2.1E	
	2330					2302					2226					2223			
<b>7</b>	0600	0844	1.5E		<b>22</b>	0524	0820	1.9E		<b>7</b>	0426	0742	2.3E		<b>22</b>	0428	0804	3.0E	
F	1108	1342	1.9F		Sa	1108	1346	2.3F		M	1117	1351	1.7F		Tu	1150	1434	1.9F	
	1636	2016	2.9E			1645	2009	3.1E			1657	1954	2.0E			1743	2028	1.8E	
						2340					2253					2308			
<b>8</b>	0630	0922	1.6E		<b>23</b>	0604	0906	2.1E		<b>8</b>	0450	0806	2.5E		<b>23</b>	0512	0852	2.9E	
Sa	1202	1431	1.7F		Su	1210	1443	2.0F		Tu	1200	1433	1.6F		W	1253	1548	1.7F	
	1723	2053	2.7E			1741	2058	2.8E			1748	2034	1.7E			1851	2127	1.5E	
											2326					2359			
<b>9</b>	0702	1003	1.7E		<b>24</b>	0648	1001	2.3E		<b>9</b>	0520	0839	2.7E		<b>24</b>	0604	0952	2.4F	
Su	1300	1525	1.5F		M	1319	1548	1.7F		W	1250	1523	1.5F		Th	1401	1714	1.6F	
	1817	2136	2.4E			1845	2154	2.4E			1849	2121	1.4E			2006	2240	1.3E	
<b>10</b>	0737	1048	1.9E		<b>25</b>	0736	1107	2.4E		<b>10</b>	0559	0921	2.8E		<b>25</b>	0703	1117	2.6E	
M	1405	1628	1.3F		Tu	1437	1711	1.4F		Th	1347	1628	1.3F		F	1512	1830	1.7F	
	1917	2228	2.1E			1957	2259	2.0E			1959	2219	1.0E			2123			
<b>11</b>	0812	1137	2.1E		<b>26</b>	0828	1221	2.5E		<b>11</b>	0644	1013	2.8E		<b>26</b>	0811	1241	2.6E	
Tu	1515	1745	1.1F		W	1601	1846	1.3F		F	1450	1757	1.3F		Sa	1621	1937	1.9F	
	2027	2326	1.7E		○	2119					2117	2329	0.8E		○	2234			
<b>12</b>	0851	1227	2.3E		<b>27</b>	0924	1336	2.7E		<b>12</b>	0739	1115	2.7E		<b>27</b>	0926	1351	2.6E	
W	1627	1910	1.1F		Th	1719	2013	1.5F		Sa	1557	1924	1.4F		Su	1720	2035	2.1F	
	2148					2247				○	2231				○	2332			
<b>13</b>	0932	1318	2.5E		<b>28</b>	1021	1445	2.9E		<b>13</b>	0842	1222	2.7E		<b>28</b>	1037	1450	2.7E	
Th	1732	2035	1.2F		F	1827	2124	1.7F		Su	1658	2030	1.6F		M	1809	2124	2.3F	
	2310										2330								
<b>14</b>	1013	1407	2.7E		<b>29</b>	1116	1544	3.1E		<b>14</b>	0952	1331	2.8E		<b>29</b>	1139	1538	2.7E	
F	1830	2141	1.5F		Sa	1922	2221	2.0F		M	1750	2118	1.8F		Tu	1849	2205	2.4F	
<b>15</b>	1057	1454	2.9E		<b>30</b>	1207	1634	3.1E		<b>15</b>	1100	1436	2.8E		<b>30</b>	1231	1619	2.6E	
Sa	1920	2233	1.7F		Su	2011	2311	2.2F		Tu	1836	2153	1.9F		W	1924	2239	2.4F	
					<b>31</b>	0212	0443	1.4E							<b>31</b>	0136	0451	2.4E	
					M	0650	0949	2.1F							Th	0739	1033	2.0F	
						1254	1719	3.1E								1319	1654	2.4E	
						2052	2356	2.2F								1954	2305	2.3F	

Time meridian 120° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.































# Strait of Juan de Fuca Entrance, 2011

F–Flood, Dir. 115° True E–Ebb, Dir. 290° True

January				February				March															
Slack	Maximum		knots	Slack	Maximum		knots	Slack	Maximum		knots												
h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m												
1 Sa	0246 1104 1727	1.0E *	2.1E	16 Su	0222 1038 1701	0.9E *	1.9E	1 Tu	0402 0728 1249 1853	1.1F 1.3E *	1.9E	16 W	0315 0643 1213 1819	1.0F 1.3E *	2.0E	1 Tu	0238 0618 1152 1755	1.3E *	1.7E	16 W	0136 0522 1104 1708	1.3E *	1.7E
2 Su	0342 0656 1201 1817	1.1E *	2.2E	17 M	0314 0635 1134 1748	1.0E *	2.0E	2 W	0436 0805 1334 1934	1.1F 1.4E *	1.9E	17 Th	0353 0722 1120 1445 1908 2259	1.2F 1.6E 0.4F 2.0E	2 W	0316 0657 1240 1841	0.9F 1.4E *	1.7E	17 Th	0220 0605 1008 1200 1350 1804 2155	1.6E 0.5F 1.8E		
3 M	0429 0745 1254 1902	1.2E *	2.1E	18 Tu	0358 0717 1226 1834	1.2E *	2.1E	3 Th	0505 0838 1415 2013	1.1F 1.5E *	1.8E	18 F	0428 0801 1153 1352 1551 1956 2342	1.2F 1.8E 0.6F 2.0E	3 Th	0347 0731 1141 1321 1501 1922 2318	0.9F 1.5E 0.3F 1.7E	18 F	0300 0646 1039 1250 1502 1856 2242	1.8E 0.7F 1.9E			
4 Tu	0509 0828 1342 1945	1.3E *	2.0E	19 W	0436 0756 1315 1920	1.4E *	2.1E	4 F	0009 0247 0531 0910 1326 1454 1621 2049	1.0F 1.5E 0.3F 1.7E	4 F	0027 0301 0536 0921 1315 1531 1751 2134	1.1F 2.0E	4 F	0414 0801 1208 1358 1549 1959 2353	0.8F 1.6E 0.4F 1.6E	19 Sa	0337 0726 1116 1339 1605 1946 2329	2.0E 1.0F 1.9E				
5 W	0543 0907 1427 2026	1.4E *	1.9E	20 Th	0512 0834 1238 1404 1528 2006 2358	1.3F 1.5E 0.3F 2.1E	5 Sa	0043 0317 0554 0940 1359 1531 1705 2125	0.9F 1.6E 0.3F 1.5E	20 Su	0115 0342 0608 1003 1403 1624 1851 2226	1.0F 2.1E 0.9F 1.6E	5 Sa	0437 0830 1236 1433 1633 2034	0.7F 1.6E 0.5F 1.6E	20 Su	0413 0807 1157 1428 1703 2036	0.9F 2.2E 1.1F 1.8E					
6 Th	0613 0944 1511 2105	1.4E *	1.8E	21 F	0546 0913 1315 1453 1631 2053	1.7E 0.4F 2.0E	6 Su	0118 0346 0615 1010 1435 1610 1747 2201	0.8F 1.6E 0.3F 1.4E	21 M	0207 0425 0641 1048 1456 1720 1953 2323	0.8F 2.1E 0.9F 1.4E	6 Su	0028 0243 0457 0858 1305 1508 1714 2109	0.7F 1.7E 0.5F 1.5E	21 M	0017 0233 0447 0848 1241 1517 1800 2127	0.9F 2.2E 1.2F 1.7E					
7 F	0640 1019 1555 2144	1.4E *	1.6E	22 Sa	0619 0953 1357 1545 1733 2142	1.8E 0.5F 1.9E	7 M	0155 0415 0635 1042 1515 1652 1832 2241	0.6F 1.6E 0.3F 1.2E	22 Tu	0307 0511 0712 1138 1556 1822 2101	0.6F 2.0E 0.8F	7 M	0104 0311 0516 0926 1337 1543 1755 2144	0.6F 1.7E 0.6F 1.3E	22 Tu	0109 0316 0521 0932 1329 1607 1856 2219	0.7F 2.2E 1.2F 1.5E					
8 Sa	0706 1054 1640 2224	1.5E *	1.4E	23 Su	0652 1036 1445 1640 1837 2234	1.9E 0.5F 1.7E	8 Tu	0237 0446 0653 1116 1559 1738 1923 2326	0.5F 1.6E 0.3F 1.1E	23 W	0422 0603 0741 1234 1702 1932 2217	1.1E 0.3F 1.9E 0.7F	8 Tu	0143 0339 0533 0955 1412 1621 1837 2223	0.4F 1.7E 0.6F 1.2E	23 W	0206 0401 0553 1017 1421 1701 1953 2316	0.5F 2.2E 1.1F 1.3E					
9 Su	0730 1131 1728 2307	1.5E *	1.2E	24 M	0725 1122 1539 1739 1945 2332	1.9E 0.6F 1.4E	9 W	0327 0519 0709 1154 1648 1832 2023	0.3F 1.6E 0.3F	24 Th	0422 0603 0741 1234 1702 1932 2217	1.1E 0.3F 1.9E 0.7F	9 W	0228 0408 0547 1027 1451 1703 1923 2307	0.3F 1.7E 0.5F 1.1E	24 Th	0314 0450 0623 1107 1519 1759 2053	0.3F 2.0E 1.0F					
10 M	0753 1210 1823 2357	1.5E *	1.0E	25 Tu	0757 1212 1638 1845 2102	2.0E 0.6F	10 Th	0020 0558 1238 1934 2139	0.9E 1.6E 0.3F	25 F	0145 0706 1337 1812 2047 2337	1.0E 1.8E 0.7F	10 Th	0441 * 1103 1537 1751 2017 2359 0.9E	1.6E 0.5F	25 F	0020 0545 1203 1903 2156	1.2E 1.8E 0.8F					
11 Tu	0815 1253 1924	1.5E *	0.4F	26 W	0830 1307 1742 1958 2229	1.9E 0.6F	11 F	0129 07E 0646 * 1330 1.6E 1833 2043 2308	0.7E 0.4F	26 Sa	0310 09E 0821 * 1448 1.7E 1919 2159 0.7F	0.9E	11 F	0520 * 1146 16E 1630 1848 2119 0.5F	1.6E	26 Sa	0133 1.1E 0653 * 1307 1.6E 1734 2012 2301 0.7F	0.7F					
12 W	0835 1339 2030	1.6E *	0.9E	27 Th	0834 1307 1742 1958 2229	1.9E 0.6F	12 Sa	0252 07E 0748 * 1430 1.6E 1922 2150 0.5F	0.7E 0.5F	27 Su	0051 0429 0942 * 1558 1.7E 2020 2301 0.8F	1.0E 0.8F	12 Sa	0104 0.8E 0611 * 1239 1.5E 1728 1953 2231 0.5F	0.5F	27 Su	0249 1.1E 0814 * 1421 1.5E 1845 2120 0.7F	0.7F					
13 Th	0739 1429 1934 2352	0.7E *	0.4F	28 F	0834 1307 1742 1958 2229	1.9E 0.6F	13 Su	0032 0412 0902 * 1532 1.7E 2008 2247 0.7F	0.8E 0.7F	28 M	0151 0531 1054 * 1701 1.7E 2113 2352 0.8F	1.1E 0.8F	13 Su	0220 0.8E 0720 * 1345 1.5E 1829 2100 2342 0.6F	0.6F	28 M	0002 0359 0935 * 1535 1.4E 1950 2221 0.6F	1.2E 0.6F					
14 F	0836 1521 2010	0.7E *	0.5F	29 Sa	0948 1616 2040 2327 0.9F	0.9F	14 M	0139 0514 1015 * 1632 1.8E 2052 2337 0.9F	0.9E 0.9F	14 M	0515 0531 1054 * 1701 1.7E 2113 2352 0.8F	1.1E 0.8F	14 M	0334 0.9E 0843 * 1457 1.5E 1926 2202 0.7F	0.7F	29 Tu	0054 0455 1043 * 1641 1.4E 2047 2312 0.6F	1.3E 0.6F					
15 Sa	0938 1612 2046	0.8E *	0.8F	30 Su	0948 1616 2040 2327 0.9F	0.9F	15 Tu	0232 0602 1117 1727 1.9E	1.1E 1.9E	15 Tu	0044 0434 1000 * 1606 1.6E 2019 2255 0.8F	1.6E 0.8F	15 Tu	0229 0552 1057 1714 1.9E 2129	1.0E 1.9E	30 Su	0138 0539 1138 * 1736 1.4E 2137 2355 0.6F	1.4E 0.6F					
				31 M	0321 0644 1157 1806 1.9E 2214	1.2E *											31 Th	0213 0617 1034 1223 1413 1823 2221 1.5E 0.4F 1.4E					

Time meridian 120° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time. If three consecutive entries are marked (E) the middle one is not a true maximum but an intermediate value to show the current pattern. \* Current weak and variable.





























# The Narrows (north end), Puget Sound, Washington, 2011

F—Flood, Dir. 135° True E—Ebb, Dir. 335° True

October				November				December																			
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum													
	h m	h m	knots		h m	h m	knots		h m	h m	knots		h m	h m	knots												
1 Sa	0202	0509	5.3F	16 Su	0153	0504	4.0F	1 Tu	0326	0635	4.6F	16 W	0244	0610	4.1F	1 Th	0352	0658	4.0F	16 F	0307	0630	4.2F				
	0852	1133	2.8E		0847	1120	1.9E		1034	1332	2.2E		0958	1232	1.9E		1047	1403	2.4E		1000	1251	2.6E				
	1443	1712	2.9F		1446	1706	1.9F		1631	1841	1.9F		1611	1818	1.5F		1708	1919	1.9F		1631	1854	2.1F				
	1945	2316	4.5E		1920	2251	3.2E		2108				2020	2354	3.0E		2204				2204			1724	1953	2.4F	
2 Su	0254	0601	4.9F	17 M	0230	0548	3.9F	2 W		0045	3.2E	17 Th	0329	0658	3.9F	2 F		0121	2.4E	17 Sa		0033	2.7E				
	0952	1231	2.3E		0932	1201	1.7E		0424	0730	4.0F		1041	1322	1.9E		0445	0747	3.4F		0355	0717	3.8F				
	1539	1803	2.4F		1533	1750	1.6F		1130	1445	2.1E		1707	1914	1.5F		1129	1500	2.5E		1036	1337	2.8E				
	2031				1955	2331	3.0E		1737	1944	1.7F		2122				1807	2022	1.9F		2326			1129	1500	2.5E	
3 M		0008	4.0E	18 Tu	0312	0635	3.7F	3 Th		0155	2.6E	18 F		0050	2.6E	3 Sa		0235	1.8E	18 Su		0136	2.2E				
		0351	0658		4.5F	1023	1249		1.5E	0525	0828		3.5F	0422	0749		3.6F	0543	0838		2.9F	1211	1556	2.6E	0452	0807	3.3F
		1057	1342		1.9E	1628	1840		1.3F	1225	1555		2.2E	1124	1416		2.1E	1211	1556		2.6E	1902	2128	2.0F	1114	1428	3.1E
		1643	1859		2.0F	2039				1842	2053		1.7F	2348				1803	2016		1.7F	2242			1818	2056	2.8F

Time meridian 120° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 NOTE—These predictions are for midstream. On the west side the current floods most of the time while on the east side it ebbs most of the time.





















# San Juan Channel (south entrance), Washington, 2011

F—Flood, Dir. 010° True    E—Ebb, Dir. 180° True

July				August				September															
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum									
h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots				
<b>1</b> F	0316	0718	3.6E	<b>16</b> Sa	0426	0804	3.4E	<b>1</b> M	0006	0233	2.2F	<b>16</b> Tu	0033	0306	2.0F	<b>1</b> Th	0056	0400	3.5F	<b>16</b> F	0048	0358	2.7F
	1036	1403	4.4F		1121	1445	4.1F		0510	0831	3.6E		0601	0900	2.5E		0720	1003	2.7E		0726	1000	1.8E
	1804	2041	2.4E		1835	2121	2.6E		1142	1502	4.2F		1210	1520	2.9F		1316	1608	2.7F		1314	1559	1.6F
<b>2</b> Sa	0002	0201	1.3F	<b>17</b> Su	0042	0250	1.4F	<b>2</b> Tu	0050	0326	2.4F	<b>17</b> W	0109	0349	2.0F	<b>2</b> F	0149	0455	3.5F	<b>17</b> Sa	0126	0443	2.6F
	0406	0759	3.6E		0516	0842	3.1E		0611	0919	3.3E		0648	0937	2.2E		0829	1106	2.2E		0819	1049	1.4E
	1114	1445	4.4F		1158	1522	3.8F		1228	1547	3.9F		1246	1556	2.5F		1420	1658	2.1F		1409	1642	1.2F
<b>3</b> Su	0047	0251	1.4F	<b>18</b> M	0126	0338	1.4F	<b>3</b> W	0138	0420	2.6F	<b>18</b> Th	0148	0433	2.1F	<b>3</b> Sa	0246	0554	3.4F	<b>18</b> Su	0211	0531	2.5F
	0500	0842	3.5E		0606	0920	2.7E		0715	1011	2.8E		0739	1021	1.7E		0948	1224	1.7E		0923	1153	1.2E
	1154	1529	4.4F		1234	1559	3.4F		1319	1633	3.4F		1327	1634	2.1F		1533	1752	1.6F		1518	1730	0.9F
<b>4</b> M	0134	0345	1.5F	<b>19</b> Tu	0209	0424	1.5F	<b>4</b> Th	0230	0516	2.8F	<b>19</b> F	0229	0518	2.1F	<b>4</b> Su	0012	3.1E	<b>19</b> M	0303	0624	2.5F	
	0559	0928	3.2E		0658	1002	2.2E		0829	1113	2.2E		0840	1114	1.3E		0348	0701		3.2F	1037	1310	1.1E
	1239	1613	4.1F		1312	1635	3.0F		1418	1720	2.8F		1416	1715	1.7F		1112	1355		1.6E	1636	1825	0.7F
<b>5</b> Tu	0223	0440	1.7F	<b>20</b> W	0253	0511	1.5F	<b>5</b> F	0325	0616	2.9F	<b>20</b> Sa	0316	0608	2.1F	<b>5</b> M	0122	2.9E	<b>20</b> Tu	0037	2.1E		
	0705	1021	2.7E		0758	1050	1.7E		0954	1228	1.7E		0957	1221	1.0E		0454	0820		3.1F	0402	0726	2.5F
	1328	1658	3.8F		1354	1713	2.6F		1525	1811	2.1F		1518	1800	1.3F		1227	1515		1.7E	1145	1422	1.3E
<b>6</b> W	0314	0536	2.0F	<b>21</b> Th	0337	0600	1.6F	<b>6</b> Sa	0044	3.3E	<b>21</b> Su	0025	2.3E	<b>6</b> Tu	0232	2.8E	<b>21</b> W	0144	2.1E				
	0822	1123	2.2E		0911	1149	1.2E		0423	0724		2.9F	0406		0706	2.1F		0600	0940	3.2F	0504	0834	2.7F
	1424	1745	3.3F		1441	1753	2.1F		1126	1353		1.4E	1122		1338	0.9E		1327	1623	1.9E	1239	1521	1.6E
<b>7</b> Th	0024	3.2E	<b>22</b> F	0034	2.4E	<b>7</b> Su	0146	3.3E	<b>22</b> M	0124	2.3E	<b>7</b> W	0338	2.8E	<b>22</b> Th	0246	2.3E						
	0405	0637		2.2F	0422		0655	1.7F		0523	0844		3.1F	0501		0815	2.3F	0703	1040	3.4F	0607	0938	3.0F
	0954	1237		1.8E	1041		1259	0.9E		1247	1516		1.4E	1234		1451	1.0E	1416	1719	2.2E	1324	1611	2.0E
<b>8</b> F	0118	3.4E	<b>23</b> Sa	0123	2.5E	<b>8</b> M	0247	3.3E	<b>23</b> Tu	0221	2.4E	<b>8</b> Th	0439	2.8E	<b>23</b> F	0024	0345	2.6E					
	0458	0747		1.9F	0509		0800	1.9F		0625	1001		3.4F	0557		0925	2.6F	0758	1125	3.5F	0707	1029	3.4F
	1131	1355		1.5E	1207		1412	0.8E		1353	1635		1.6E	1329		1557	1.2E	1457	1805	2.4E	1403	1657	2.5E
<b>9</b> Sa	0212	3.5E	<b>24</b> Su	0211	2.6E	<b>9</b> Tu	0347	3.3E	<b>24</b> W	0316	2.6E	<b>9</b> F	0534	2.9E	<b>24</b> Sa	0130	0443	2.9E					
	0553	0903		3.0F	0558		0912	2.2F		0724	1100		3.8F	0653		1022	3.1F	0846	1203	3.5F	0802	1114	3.6F
	1255	1513		1.4E	1316		1523	0.9E		1448	1742		1.9E	1415		1655	1.6E	1532	1842	2.6E	1440	1739	3.0E
<b>10</b> Su	0306	3.6E	<b>25</b> M	0300	2.7E	<b>10</b> W	0447	3.3E	<b>25</b> Th	0411	2.9E	<b>10</b> Sa	0014	2.0F	<b>25</b> Su	0230	0540	3.2E					
	0648	1013		3.5F	0647		1012	2.7F		0818	1147		4.0F	0744		1107	3.5F	0300	0621	2.9E	0854	1156	3.7F
	1405	1633		1.5E	1411		1633	1.1E		1535	1834		2.2E	1455		1742	2.0E	0928	1235	3.4F	1515	1820	3.4E
<b>11</b> M	0011	0400	3.7E	<b>26</b> Tu	0348	2.9E	<b>11</b> Th	0542	3.4E	<b>26</b> F	0505	3.2E	<b>11</b> Su	0049	2.2F	<b>26</b> M	0021	3.2F					
	0742	1110	4.0F		0734	1059		3.2F	0905		1228	4.0F		0129	0505		3.2E	0348	0701	2.8E	0329	0633	3.4E
	1505	1748	1.8E		1458	1736		1.4E	1615		1915	2.4E		1532	1823		2.5E	1006	1305	3.2F	0943	1238	3.7F
<b>12</b> Tu	0103	0456	3.8E	<b>27</b> W	0043	3.1E	<b>12</b> F	0023	1.6F	<b>27</b> Sa	0557	3.5E	<b>12</b> M	0124	2.4F	<b>27</b> Tu	0107	3.8F					
	0832	1159	4.3F		0817	1140		3.6F	0252		0631	3.3E		0916	1228		4.2F	0433	0736	2.7E	0426	0724	3.5E
	1558	1848	2.0E		1540	1824		1.7E	0947		1304	4.0F		1607	1900		2.9E	1042	1335	2.9F	1032	1321	3.4F
<b>13</b> W	0154	0550	3.8E	<b>28</b> Th	0133	3.3E	<b>13</b> Sa	0104	1.7F	<b>28</b> Su	0038	2.4F	<b>13</b> Tu	0159	2.6F	<b>28</b> W	0156	4.1F					
	0919	1244	4.5F		0859	1218		4.0F	0342		0712	3.3E		0323	0647		3.7E	0515	0809	2.6E	0524	0814	3.4E
	1644	1935	2.3E		1618	1903		2.1E	1025		1338	3.8F		1000	1308		4.2F	1116	1407	2.6F	1122	1406	3.0F
<b>14</b> Th	0030	1.4F	<b>29</b> F	0010	1.4F	<b>14</b> Su	0144	1.8F	<b>29</b> M	0125	2.8F	<b>14</b> W	0237	2.6F	<b>29</b> Th	0247	4.3F						
	0245	0639		3.8E	0224		0616	3.6E		0430	0749		3.1E	0420		0734	3.7E	0557	0843	2.4E	0621	0904	3.1E
	1002	1326		4.4F	0938		1257	4.3F		1101	1412		3.6F	1045		1350	4.0F	1152	1442	2.3F	1216	1454	2.5F
<b>15</b> F	0116	1.4F	<b>30</b> Sa	0056	1.7F	<b>15</b> M	0225	1.9F	<b>30</b> Tu	0214	3.2F	<b>15</b> Th	0316	2.7F	<b>30</b> F	0022	0340	4.3F					
	0336	0724		3.6E	0317		0702	3.7E		0516	0824		2.9E	0518		0821	3.6E	0640	0919	2.1E	0721	0957	2.6E
	1042	1406		4.3F	1018		1337	4.4F		1135	1445		3.3F	1131		1434	3.7F	1230	1519	1.9F	1317	1545	2.0F
<b>31</b> Su	1802	2049	2.5E	<b>31</b> Su	1728	2012	2.8E	<b>31</b> Su	1817	2108	2.7E	<b>31</b> W	0010	0306	3.4F	<b>31</b> W	0010	0306	3.4F				
	0336	0724	3.6E		0412	0746	3.8E		0516	0824	2.9E		0618	0910	3.2E		0618	0910	3.2E	1220	1520	3.3F	
	1042	1406	4.3F		1059	1419	4.4F		1135	1445	3.3F		1220	1520	3.3F		1822	2131	3.8E	1822	2131	3.8E	

Time meridian 120° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.















## Burrard Inlet (First Narrows), British Columbia, 2011

F–Flood, Dir. 135° True    E–Ebb, Dir. 315° True

July					August					September																									
Slack		Maximum			Slack		Maximum			Slack		Maximum			Slack		Maximum																		
	h	m	h	m	knots		h	m	h	m	knots		h	m	h	m	knots		h	m	h	m	knots												
<b>1</b> F ●	0020	0220	1.0F			<b>16</b> Sa	0121	0326	1.3F			<b>1</b> M	0115	0345	2.1F			<b>16</b> Tu	0203	0438	2.1F			<b>1</b> Th	0217	0518	3.9F			<b>16</b> F	0221	0529	3.1F		
	0406	0834	4.8E				0523	0927	4.5E				0606	0950	4.7E				0713	1030	3.1E				0828	1122	3.2E				0856	1132	1.9E		
	1210	1545	4.8F				1251	1622	4.8F				1310	1632	4.8F				1333	1649	3.5F				1418	1718	3.4F				1419	1704	1.9F		
	1950	2212	1.9E				2010	2253	2.7E				2002	2254	3.4E				2003	2314	3.4E				2009	2340	4.8E				1936	2323	3.7E		
<b>2</b> Sa	0103	0306	1.1F			<b>17</b> Su	0205	0413	1.4F			<b>2</b> Tu	0201	0437	2.5F			<b>17</b> W	0238	0518	2.3F			<b>2</b> F	0307	0614	3.9F			<b>17</b> Sa	0256	0609	3.1F		
	0457	0917	4.9E				0615	1008	4.1E				0708	1038	4.3E				0804	1108	2.7E				0937	1218	2.6E				0947	1215	1.6E		
	1250	1623	5.0F				1327	1657	4.6F				1351	1709	4.6F				1404	1717	3.1F				1507	1801	2.7F				1457	1735	1.5F		
	2021	2250	2.2E				2037	2328	2.9E				2031	2334	3.8E				2023	2344	3.5E				2042						1959	2357	3.6E		
<b>3</b> Su	0146	0354	1.3F			<b>18</b> M	0248	0459	1.5F			<b>3</b> W	0250	0531	2.7F			<b>18</b> Th	0314	0559	2.3F			<b>3</b> Sa	0400	0714	3.8F			<b>18</b> Su	0336	0654	3.0F		
	0552	1001	4.8E				0707	1048	3.6E				0813	1128	3.7E				0857	1148	2.2E				1053	1322	1.9E				1045	1304	1.2E		
	1330	1701	5.0F				1400	1729	4.2F				1432	1748	4.1F				1436	1746	2.7F				1603	1849	2.0F				1540	1811	1.1F		
	2051	2329	2.5E				2102						2100						2044						2119						2025				









## Seymour Narrows, British Columbia, 2011

F–Flood, Dir. 180° True    E–Ebb, Dir. 000° True

October				November				December							
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum	
	h	m	knots		h	m	knots		h	m	knots		h	m	knots
1	0112	0425	13.7F	16	0104	0419	10.6F	1	0230	0552	11.2F	16	0205	0529	10.1F
Sa	0755	1058	11.1E	Su	0754	1059	8.2E	Tu	0924	1234	9.6E	W	0902	1215	8.6E
	1405	1643	8.1F		1410	1635	5.1F		1556	1832	5.8F		1537	1806	5.0F
	1931	2256	11.4E		1911	2242	8.1E		2118				2047		
2	0159	0517	12.5F	17	0144	0503	9.8F	2	0034	0034	7.9E	17	0006	0006	7.1E
Su	0850	1152	9.8E	M	0841	1147	7.4E	W	0330	0654	9.7F	Th	0301	0625	9.3F
	1503	1739	6.6F		1502	1725	4.3F		1021	1335	9.0E		0951	1308	8.5E
	2023	2349	9.9E		1956	2329	7.2E	○	1701	1943	5.7F	○	1633	1912	5.5F
3	0254	0615	11.1F	18	0231	0555	8.9F	3	0145	0145	6.9E	18	0112	0112	6.6E
M	0950	1254	8.7E	Tu	0933	1242	6.9E	Th	0440	0759	8.5F	F	0407	0727	8.5F
○	1611	1845	5.5F		1604	1826	3.8F		1119	1439	8.9E	○	1044	1406	8.8E
	2126				2056				1803	2054	6.3F		1729	2019	6.5F
4	0357	0722	9.8F	19	0329	0657	8.2F	4	0054	0300	6.6E	19	0520	0830	8.1F
Tu	1055	1403	8.1E	W	1031	1345	6.8E	F	1215	1540	9.1E	Sa	1137	1504	9.4E
	1725	2002	5.1F	○	1711	1939	3.9F		1859	2157	7.4F		1823	2122	8.1F
	2244				2214				0109	0411	6.9E	20	0034	0338	7.3E
5	0509	0834	9.0F	20	0439	0805	7.9F	5	0704	1006	7.5F	Su	0633	0932	7.9F
W	1201	1515	8.2E	Th	1132	1451	7.2E	Sa	1308	1635	9.5E		1230	1600	10.2E
	1836	2118	5.6F		1814	2052	4.9F		1947	2251	8.6F		1914	2219	9.9F
6	0008	0326	7.3E	21	0257	063E	6.3E	6	0210	0511	7.7E	21	0140	0444	8.4E
Th	0624	0943	8.9F	F	0554	0912	8.1F	Su	0806	1059	7.4F	M	0741	1030	8.1F
	1303	1621	8.9E		1229	1552	8.2E		1356	1723	10.0E		1321	1653	11.2E
	1935	2225	6.8F		1907	2155	6.6F		2030	2337	9.7F		2001	2312	11.8F

Time meridian 120° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.









## Boca de Finas, Alaska, 2011

F—Flood, Dir. 125° True    E—Ebb, Dir. 315° True

January				February				March															
Slack	Maximum			Slack	Maximum			Slack	Maximum			Slack	Maximum			Slack	Maximum						
h m	h m	knots		h m	h m	knots		h m	h m	knots		h m	h m	knots		h m	h m	knots					
<b>1</b> Sa	1223 1941	1621 2322	0.4F 0.4E	<b>16</b> Su	1156 1925	1554 2318	0.3E 0.3F	<b>1</b> Tu	1404 2044	1749 2044	0.4E	<b>16</b> W	1335 2019	1716 2359	0.4E 0.4F	<b>1</b> Tu	1321 1935	1658 2321	0.3E 0.4F	<b>16</b> W	1341 1937	1654 2304	0.3E 0.4F
<b>2</b> Su	1315 2025	1713 2025	0.4F 0.4E	<b>17</b> M	1249 2008	1649 2008	0.3F 0.4E	<b>2</b> W	1450 2118	1819 2118	0.3E	<b>17</b> Th	1431 2055	1755 2055	0.4E	<b>2</b> W	1415 2010	1738 2357	0.3E 0.4F	<b>17</b> Th	1341 1937	1654 2304	0.3E 0.4F
<b>3</b> M	1403 2105	1754 2105	0.4E	<b>18</b> Tu	1339 2048	1732 2048	0.4E	<b>3</b> Th	1532 2148	1846 2148	0.3E	<b>18</b> F	1526 2128	1831 2128	0.4E	<b>3</b> Th	1500 2041	1807 2041	0.3E	<b>18</b> F	1443 2012	1739 2338	0.3E 0.5F
<b>4</b> Tu	1447 2143	1827 2143	0.4E	<b>19</b> W	1428 2126	1808 2126	0.4E	<b>4</b> F	1611 2215	1911 2215	0.3E	<b>19</b> Sa	1619 2158	1905 2158	0.3E	<b>4</b> F	1541 2108	1831 2108	0.3E	<b>19</b> Sa	1541 2108	1831 2108	0.3E
<b>5</b> W	1530 2217	1857 2217	0.4E	<b>20</b> Th	1518 2201	1842 2201	0.4E	<b>5</b> Sa	1649 2235	1934 2235	0.3E	<b>20</b> Su	1712 2224	1941 2224	0.3E	<b>5</b> Sa	1854	*		<b>20</b> Su	0930	1249	0.5F
<b>6</b> Th	1611 2248	1925 2248	0.4E	<b>21</b> F	1609 2234	1915 2234	0.4E	<b>6</b> Su	0157 2019	0814 2019	0.5F	<b>21</b> M	0527 1123	0817 1427	0.3E	<b>6</b> Su	0057 0712 1312 1916	047 0712 04F		<b>21</b> M	0408 1022	0710 1334	0.4E 0.5F
<b>7</b> F	1651 2313	1954 2313	0.3E	<b>22</b> Sa	1700 2302	1952 2302	0.3E	<b>7</b> M	0222 1439 2019	0847 1439	0.4F	<b>22</b> Tu	0600 1217	0908 1520	0.4E	<b>7</b> M	0734 1344 1936	04F		<b>22</b> Tu	0442 1112	0748 1420	0.4E 0.5F
<b>8</b> Sa	0901 1413 2022	1413 2022	0.3F	<b>23</b> Su	1755 2325	2036 2325	0.3E	<b>8</b> Tu	0252 0923 1523 2047	047 0923 1523	0.4F	<b>23</b> W	0639 1315	1000 1612	0.4E	<b>8</b> Tu	0517 1109	0756 1420	0.3E	<b>23</b> W	0519 1200	0834 1509	0.4E 0.5F
<b>9</b> Su	0944 1500 2054	1500 2054	0.3F	<b>24</b> M	0650 1228	0944 1530	0.3E	<b>9</b> W	0325 0958 1609 2124	047 0958 1609	0.4F	<b>24</b> Th	0727 1419	1050 1710	0.3E	<b>9</b> W	0540 1145	0823 1501	0.4F	<b>24</b> Th	0600 1250	0928 1559	0.4E
<b>10</b> M	1021 1548 2129	1548 2129	0.3F	<b>25</b> Tu	0728 1337	1033 1626	0.3E	<b>10</b> Th	0359 1033 1658 2202	047 1033 1658	0.4F	<b>25</b> F	0826 1529	1148 1924	0.3E	<b>10</b> Th	0607 1225	0900 1545	0.3E	<b>25</b> F	0648 1345	1021 1650	0.3E
<b>11</b> Tu	1056 1638 2202	1638 2202	0.3F	<b>26</b> W	0814 1451	1123 1733	0.3E	<b>11</b> F	0436 1113 1811 2241	047 1113 1811	0.3F	<b>26</b> Sa	0523 1316 2042	037 1316	0.4F	<b>11</b> F	0640 1313	0944 1632	0.3E	<b>26</b> Sa	0749 1446	1115 1823	0.3E
<b>12</b> W	1135 1738 2236	1738 2236	0.3F	<b>27</b> Th	0906 1606	1228 1954	0.3E	<b>12</b> Sa	0520 1220 2046 2329	037 1220 2046	0.3F	<b>27</b> Su	0235 0646 1445 2138	014 0646 1445	0.3F	<b>12</b> Sa	0401 1030 1729 2225	037 1030 1729	0.3F	<b>27</b> Su	0000 1230 2008	037 1230	0.3F
<b>13</b> Th	1237 2014 2314	2014 2314	0.3F	<b>28</b> F	1002 1724	1351 2103	0.3E	<b>13</b> Su	0633 1412 2143	037 1412 2143	0.3F	<b>28</b> M	0414 1211 1852	014 1211 1852	0.3F	<b>13</b> Su	0446 1122 2002 2320	037 1122 2002	0.3F	<b>28</b> M	0232 0622 1412 2100	037 0622 1412	0.3F
<b>14</b> F	1357 2116	2116	0.3F	<b>29</b> Sa	1104 1831	1504 2205	0.3E	<b>14</b> M	0327 0753 1125 1854	037 0753 1125	0.3F	<b>14</b> M	0523 0829 1211 1852	014 0829 1211	0.3F	<b>14</b> M	0556 1311 2059	037 1311 2059	0.3F	<b>29</b> Tu	0344 0838 1526 2144	037 0838 1526	0.3F
<b>15</b> Sa	0724 1103	1457† 1457†	0.3F 0.3E	<b>30</b> Su	1211 1924	1612 2307	0.3E	<b>15</b> Tu	0508 0854 1234 1939	037 0854 1234	0.3F	<b>15</b> Tu	0533 0954 1716 2359	037 0954 1716	0.3F	<b>15</b> Tu	0300 0735 1446 2142	037 0735 1446	0.3F	<b>30</b> W	0438 0938 1630 2226	037 0938 1630	0.3F
				<b>31</b> M	1313 2006	1709 2354	0.4E 0.4F													<b>31</b> Th	0517 1038 1716 2304	037 1038 1716	0.4F

Time meridian 135° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.

\* Current weak and variable.

† See page 194 for the remaining currents on this day.





# Boca de Finas, Alaska, 2011

F—Flood, Dir. 125° True    E—Ebb, Dir. 315° True

October				November				December															
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum									
h	m	h	m	h	m	h	m	h	m	h	m	h	m	h	m								
<b>1</b> Sa		0244 0826 1407 1729	0.5F * 0.5F 0.4E	<b>16</b> Su		0226 0742 1351 1702 2345	0.4F * 0.3F 0.3E	<b>1</b> Tu		0049 0412 1033 1525 1846	0.4F * * 0.3F 0.3E	<b>16</b> W		0003 0337 0946 1500 1753	0.4F * * 0.3F 0.3E	<b>1</b> Th		0050 0424 1113 1605 2238	0.4F * * * *	<b>16</b> F		0006 0352 1029 1550 2141	0.5F * * 0.3F *
<b>2</b> Su		0025 0930 1453 1817	0.4F * 0.4F 0.4E	<b>17</b> M		0309 0813 1429 1735	0.4F * 0.3F 0.3E	<b>2</b> W		0135 0501 1138 1623 2318	0.4F * * * *	<b>17</b> Th		0036 0419 1044 1558 2201	0.4F * * * *	<b>2</b> F		0501 1214 1707 2324	0.4F * * *	<b>17</b> Sa		0430 1116 1651 2230	0.4F * * *
<b>3</b> M		0118 1033 1544 1916	0.4F * 0.3F 0.3E	<b>18</b> Tu		0023 0354 0912 1515 2131	0.4F * 0.3F * *	<b>3</b> Th		0619 1327 1734	0.3F * *	<b>18</b> F		0504 1145 1702 2254	0.4F * * *	<b>3</b> Sa		0546 1335 1943	0.4F * *	<b>18</b> Su		0512 1216 1815 2322	0.4F * * *
<b>4</b> Tu		0218 1142 1639 2357	0.3F * 0.3F *	<b>19</b> W		0442 1026 1608 2226	0.3F * * *	<b>4</b> F		0033 0745 1438 2014	* 0.3F * *	<b>19</b> Sa		0559 1312 1838	0.4F * *	<b>4</b> Su		0036 0653 1431 2049	* 0.3F * *	<b>19</b> M		0605 1330 2023	0.4F * 0.3F
<b>5</b> W		0738 1402 1754	0.3F * *	<b>20</b> Th		0542 1152 1714 2326	0.3F * * *	<b>5</b> Sa		0208 0829 1525 2111	* 0.3F * *	<b>20</b> Su		0005 0706 1416 2031	* 0.4F * 0.3F	<b>5</b> M		0213 0750 1515 2141	* 0.3F * 0.3F	<b>20</b> Tu		0108 0709 1433 2127	* 0.4F 0.3E 0.3F
<b>6</b> Th		0136 0835 1514 2023	* 0.3F * *	<b>21</b> F		0724 1410 1856	0.3F * *	<b>6</b> Su		0315 0901 1607 2204	* 0.3F * 0.3F	<b>21</b> M		0205 0800 1505 2133	* 0.4F 0.3E 0.3F	<b>6</b> Tu		0325 0827 1557 2236	* 0.3F 0.3E 0.3F	<b>21</b> W		0249 0807 1529 2232	* 0.4F 0.4E 0.4F
<b>7</b> F		0256 0918 1608 2123	* 0.4F * 0.3F	<b>22</b> Sa		0127 0817 1500 2032	* 0.3F * 0.3F	<b>7</b> M		0418 0926 1643 2257	* 0.3F 0.3E 0.3F	<b>22</b> Tu		0318 0843 1555 2237	* 0.4F 0.4E 0.4F	<b>7</b> W		0443 0901 1638 2329	* 0.3F 0.3E 0.4F	<b>22</b> Th		0412 0856 1627 2333	* 0.4F 0.5E 0.4F
<b>8</b> Sa		0359 0957 1651 2219	* 0.4F * 0.3F	<b>23</b> Su		0248 0852 1544 2134	* 0.4F * 0.3F	<b>8</b> Tu		0509 0953 1713 2343	* 0.4F 0.3E 0.4F	<b>23</b> W		0428 0926 1644 2337	* 0.4F 0.5E 0.5F	<b>8</b> Th		0532 0938 1714 2021	* 0.3F 0.4E	<b>23</b> F		0523 0947 1719 2039	* 0.4F 0.5E
<b>9</b> Su		0453 1033 1722 2312	* 0.4F * 0.4F	<b>24</b> M		0352 0927 1628 2239	* 0.4F 0.3E 0.4F	<b>9</b> W		0543 1025 1739 2037	* 0.4F 0.3E	<b>24</b> Th		0525 1013 1729 2049	* 0.4F 0.5E	<b>9</b> F		0010 0601 1021 1357 2058 1745	0.4F * 0.3F 0.4E	<b>24</b> Sa		0020 0607 1045 1802	0.5F * 0.4F 0.5E
<b>10</b> M		0531 1104 1746 2017	* 0.4F 0.3E 0.4F	<b>25</b> Tu		0451 1007 1710 2011	* 0.4F 0.4E 0.5F	<b>10</b> Th		0019 0610 1102 1431 2112	0.4F * 0.4F 0.4E	<b>25</b> F		0024 0608 1105 1427 2135	0.5F * 0.4F 0.6E	<b>10</b> Sa		0043 0626 1107 1431 2134	0.4F * 0.3F 0.4E	<b>25</b> Su		0100 0643 1142 1502 2205	0.5F * 0.4F 0.5E
<b>11</b> Tu		0600 1128 1458 2053	* 0.4F 0.3E	<b>26</b> W		0538 1052 1748 2058	* 0.5F 0.5E	<b>11</b> F		0048 0634 1139 1459 2147	0.4F * 0.4F 0.4E	<b>26</b> Sa		0105 0646 1155 1512 2221	0.5F * 0.4F 0.5E	<b>11</b> Su		0112 0652 1152 1505 2209	0.4F * 0.3F 0.4E	<b>26</b> M		0136 0721 1231 1550 2243	0.5F * 0.4F 0.5E
<b>12</b> W		0027 0624 1150 1518 2128	0.4F * 0.4F 0.3E	<b>27</b> Th		0025 0617 1136 1454 2146	0.5F * 0.5F 0.5E	<b>12</b> Sa		0114 0657 1215 1529 2222	0.4F * 0.4F 0.4E	<b>27</b> Su		0146 0725 1241 1558 2303	0.5F * 0.4F 0.5E	<b>12</b> M		0138 0719 1232 1542 2243	0.5F * 0.3F 0.4E	<b>27</b> Tu		0211 0804 1316 1636 2317	0.5F * 0.4F 0.4E
<b>13</b> Th		0053 0646 1216 1541 2202	0.4F * 0.4F 0.3E	<b>28</b> F		0107 0653 1218 1535 2233	0.5F * 0.5F 0.5E	<b>13</b> Su		0142 0719 1250 1600 2256	0.4F * 0.3F 0.4E	<b>28</b> M		0228 0814 1326 1645 2343	0.5F * 0.4F 0.4E	<b>13</b> Tu		0206 0750 1313 1620 2313	0.5F * 0.3F 0.4E	<b>28</b> W		0244 0858 1403 1721 2345	0.5F * 0.3F 0.3E
<b>14</b> F		0119 0707 1245 1606 2236	0.4F * 0.4F 0.3E	<b>29</b> Sa		0150 0731 1259 1617 2319	0.5F * 0.5F 0.5E	<b>14</b> M		0216 0742 1327 1633 2330	0.4F * 0.3F 0.4E	<b>29</b> Tu		0310 0921 1415 1732	0.5F * 0.3F 0.3E	<b>14</b> W		0239 0840 1359 1702 2341	0.5F * 0.3F 0.3E	<b>29</b> Th		0314 0951 1453 2117	0.5F * 0.3F *
<b>15</b> Sa		0149 0724 1317 1633 2310	0.4F * 0.4F 0.3E	<b>30</b> Su		0236 0819 1342 1702	0.5F * 0.4F 0.4E	<b>15</b> Tu		0255 0821 1408 1709	0.4F * 0.3F 0.3E	<b>30</b> W		0018 0349 1021 1509 1824	0.5F * 0.3F 0.3E	<b>15</b> Th		0315 0941 1452 1750	0.5F * 0.3F 0.3E	<b>30</b> F		0343 1034 1544 2157	0.5F * 0.3F *
				<b>31</b> M		0004 0325 0928 1431 1750	0.5F * 0.4F 0.4E													<b>31</b> Sa		0414 1115 1636 2230	0.4F * * *

Time meridian 135° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 \* Current weak and variable.





## Wrangell Narrows (off Petersburg), Alaska, 2011

F—Flood, Dir. 246° True    E—Ebb, Dir. 062° True

July					August					September																		
Slack		Maximum			Slack		Maximum			Slack		Maximum			Slack		Maximum											
	h	m	knots		h	m	knots		h	m	knots		h	m	knots		h	m	knots									
<b>1</b> F	0046	0413	2.7E		<b>16</b> Sa	0125	0452	3.0E	<b>1</b> M	0156	0511	3.2E	<b>16</b> Tu	0222	0541	2.7E	<b>1</b> Th	0308	0610	3.1E	<b>16</b> F	0311	0521	2.2E				
	0722	1041	3.8F			0803	1115	4.1F			0817	1137		4.4F		0842		1158	3.9F			0912	1233	4.3F		0855	1230	3.2F
	1339	1645	2.0E			1417	1722	2.4E			1435	1741		2.8E		1450		1803	2.4E			1528	1831	3.2E		1522	1732	2.5E
	1934	2246	3.2F			2021	2326	3.5F			2037	2352		3.9F		2101						2141				2119		
<b>2</b> Sa	0129	0448	2.8E		<b>17</b> Su	0205	0531	2.9E	<b>2</b> Tu	0240	0547	3.2E	<b>17</b> W		0013	3.5F	<b>2</b> F		0059	4.1F	<b>17</b> Sa	0351	0546	2.0E				
	0758	1120	3.9F			0839	1154	4.0F			0854	1217		4.4F		0259		0608	2.4E			0357	0650	2.7E		0921	1306	2.8F
	1419	1723	2.1E			1450	1801	2.3E			1515	1819		2.9E		0907		1230	3.6F			0953	1317	3.8F		1600	1804	2.4E
	2012	2328	3.3F			2058					2119					1523		1827	2.3E			1613	1910	2.9E		2150		
<b>3</b> Su	0212	0520	2.9E		<b>18</b> M		0004	3.4F	<b>3</b> W		0035	3.9F	<b>18</b> Th		0047	3.3F	<b>3</b> Sa		0149	3.7F	<b>18</b> Su	0436	0624	1.8E				
	0834	1159	4.0F			0245	0608	2.7E			0326	0622		3.0E		0337		0556	2.2E			0450	0734	2.1E		0951	1347	2.4F
	1459	1801	2.3E			0912	1230	3.9F			0933	1258		4.2F		0931		1303	3.3F			1039	1406	3.3F		1642	1845	2.2E
	2052					1525	1838	2.2E			1557	1857		2.8E		1559		1811	2.2E			1703	1957	2.4E		2228		

Time meridian 135° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 † See page 194 for the remaining currents on this day.











## North Inian Pass, Cross Sound, Alaska, 2011

F—Flood, Dir. 075° True    E—Ebb, Dir. 260° True

January				February				March																						
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum																
	h m	h m	knots		h m	h m	knots		h m	h m	knots		h m	h m	knots															
<b>1</b> Sa		0110	4.1E	<b>16</b> Su	0530	0740	1.3F	<b>1</b> Tu	0647	0908	2.6F	<b>16</b> W	0610	0843	2.5F	<b>1</b> Tu	0601	0808	2.1F	<b>16</b> W	0515	0735	1.7F							
		0517	0743		2.4F	0919	1311		5.3E	1109	1455		6.1E	1045	1421		6.4E	1002	1401		5.2E	1024	2042	2.9F	0924	1305	5.4E			
		1759	2030		3.3F	1757	2026		2.4F	1911	2143		3.5F	1833	2119		3.6F	1821	2042		2.9F	2258	0235	4.4E	1731	2010	2.8F	0222	0140	4.9E
		2250	0207		4.4E	2235	0145		3.9E	0004	0324		4.9E	2340	0251		5.5E	2338	0640		0854	2.5F	2338	0308	4.9E	2309	0549	0823	2.6F	1027
<b>2</b> Su		0605	0833	2.7F	<b>17</b> M	0559	0823	1.9F	<b>2</b> W	0723	0949	2.9F	<b>17</b> Th	0644	0925	3.2F	<b>2</b> W	0640	0854	2.5F	<b>17</b> Th	0549	0823	2.6F						
		1036	1422	6.5E		1014	1359	6.0E		1153	1531	6.3E		1137	1506	7.1E		1054	1442	5.5E		1139	1546	5.9E	1027	1358	6.1E	1806	2051	3.5F
		1841	2116	3.6F		1826	2106	3.0F		1943	2220	3.6F		1906	2156	4.2F		1855	2122	3.2F		1925	2157	3.4F	1806	2051	3.5F	2309	0227	6.0E
		2339	0253	4.8E		2323	0230	4.5E		0041	0357	5.2E		0022	0334	6.4E		2338	0712	0934		2.8F	2338	0308	4.9E	2309	0625	0907	3.5F	1841
<b>3</b> M		0648	0919	2.9F	<b>18</b> Tu	0629	0903	2.4F	<b>3</b> Th	0756	1027	2.9F	<b>18</b> F	0720	1006	3.8F	<b>3</b> Th	0712	0934	2.8F	<b>18</b> F	0625	0907	3.5F						
		1124	1504	6.7E		1104	1443	6.7E		1233	1604	6.4E		1226	1550	7.5E		1139	1515	5.7E		1139	1515	5.7E	1122	1446	6.7E	1841	2130	4.1F
		1919	2158	3.8F		1856	2143	3.6F		2013	2255	3.6F		1941	2233	4.5F		1925	2157	3.4F		1925	2157	3.4F	1841	2130	4.1F	2353	0311	6.9E
		0023	0333	5.0E		0007	0312	5.2E		0115	0428	5.5E		0103	0416	7.1E		0014	0337	5.4E		0742	1010	3.0F	0742	1010	3.0F	0702	0950	4.2F

Time meridian 135° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 \* Current weak and variable.







## Montague Strait, Prince William Sound, Alaska, 2011

F—Flood, Dir. 047° True    E—Ebb, Dir. 236° True

January				February				March															
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum									
h	m	h	m	knots	h	m	h	m	knots	h	m	h	m	knots									
<b>1</b> Sa	0321	0723	0.7F	<b>16</b> Su	0629	0.6F	<b>1</b> Tu	0129	0317	0.3E	<b>16</b> W	0103	0304	0.4E	<b>1</b> Tu	0019	0204	0.3E	<b>16</b> W	0359	0744	0.6F	
	1038	1353	0.9E		1017	1340		0.5E	1230	1535		0.8E	0510	0859		0.7F	1134	1433		0.6E	1053	1346	0.5E
	1707	2115	1.2F		1701	2117		1.0F	1837	2236		1.1F	1158	1502		0.7E	1808	2214		1.1F	1724	2131	1.0F
<b>2</b> Su	0053	0236	0.3E	<b>17</b> M	0241	*	<b>2</b> W	0208	0403	0.4E	<b>17</b> Th	0134	0346	0.5E	<b>2</b> W	0101	0300	0.4E	<b>17</b> Th	0017	0237	0.5E	
	0428	0845	0.6F		0741	0.6F		0617	1030	0.7F		0612	0952	0.8F		0510	0939	0.7F		0505	0854	0.7F	
	1134	1451	1.0E		1114	1436		0.6E	1322	1619		0.8E	1248	1541		0.8E	1233	1522		0.6E	1150	1438	0.6E
<b>3</b> M	0144	0330	0.4E	<b>18</b> Tu	0139	0326	0.3E	<b>3</b> Th	0243	0447	0.5E	<b>18</b> F	0205	0425	0.7E	<b>3</b> Th	0137	0344	0.4E	<b>18</b> F	0051	0319	0.7E
	0529	0943	0.7F		0518	0859	0.7F		0711	1106	0.7F		0707	1036	0.9F		0606	1021	0.7F		0600	0945	0.9F
	1230	1542	1.0E		1207	1519	0.7E		1407	1701	0.7E		1335	1620	0.8E		1321	1602	0.6E		1321	1602	0.6E

Time meridian 135° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.  
 \* Current weak and variable.





Montague Strait, Prince William Sound, Alaska, 2011

F-Flood, Dir. 047° True E-Ebb, Dir. 236° True

Table with columns for months (October, November, December), days of the week, and tide data (Slack, Maximum, knots) for various dates. Includes a small 'O' symbol in some cells.

Time meridian 135° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.

\* Current weak and variable.

† See page 194 for the remaining currents on this day.















































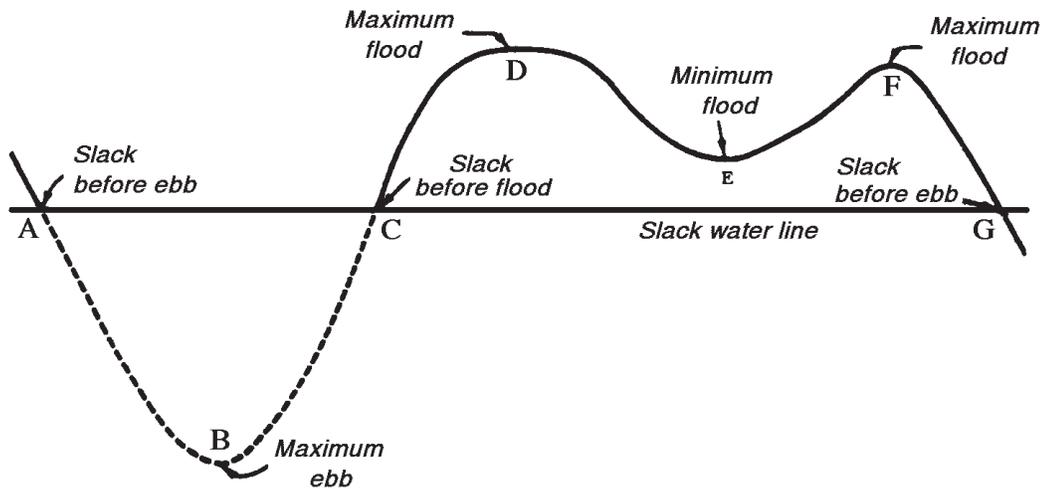




## EXPLANATION OF PREDICTIONS FOR UNIMAK PASS

The predictions for Unimak Pass contain the predicted times of slack water, times and speeds of maximum flood and ebb, and times and speeds of minimum flood. The currents are identified by an "F" accompanying a flood speed and "E" with an ebb speed. The middle one of three consecutive floods or a 0.0 speed is called "minimum flood".

The currents in this waterway are dominated primarily by the declination of the Moon. When the Moon is near the Equator there are two flood and two ebb currents each day, but as the Moon's declination increases it gives rise to a diminishing speed in one ebb and an increasing speed in the other. As the Moon approaches its extreme declination, north or south of the Equator, the diurnal inequality in the ebb current may become so pronounced that one ebb entirely disappears and instead of two floods and two ebbs there are but one flood and one ebb in a day.



The current on days when there is but one flood and one ebb is represented by the figure above, which is characteristic of the current on a day when the Moon is near its maximum declination. The speed at any moment is given by the distance of the curve from the horizontal line, while the occurrence of slack water is denoted by the intersection of the curve with the horizontal or slack water line. The flood current is represented by the curve above the line and the ebb current by the curve below the line. It will be noted that when there are but one ebb and one flood in a day the flood lasts for the greater part of the day and is of varying strength. Starting with the slack before ebb, *A*, the figure shows that the current gradually increases to a maximum ebb at *B* after which it begins to decrease to a slack before flood at *C*. From this slack the current gradually increases to a maximum flood at *D* and then begins to decrease gradually to a smaller speed at *E*, called the minimum flood. From this point the current again increases to a second maximum flood, *F*, after which it gradually decreases to a slack before ebb at *G*.



































































































**Pages 178 through 192 intentionally omitted**

## EXTRA CURRENTS, 2011

<b>Boca de Finas, Alaska</b>			
January			
	Slack	Maximum	
	h m	h m	knots
15	1836	2218	0.3F
<b>Knik Arm, Anchorage, Alaska</b>			
January			
	Slack	Maximum	
	h m	h m	knots
29	2250		
February			
	Slack	Maximum	
	h m	h m	knots
27		1858	4.1E
		2016	4.3E
		2227	
March			
	Slack	Maximum	
	h m	h m	knots
28		1836	3.6E
		1954	3.9E
		2158	
April			
	Slack	Maximum	
	h m	h m	knots
26	2122	2312	2.9F
27	2219		
May			
	Slack	Maximum	
	h m	h m	knots
27		1351	2.9F
		1603	3.4E
		1826	
		2231	

August			
	Slack	Maximum	
	h m	h m	knots
24	2243		
September			
	Slack	Maximum	
	h m	h m	knots
7	2225		
October			
	Slack	Maximum	
	h m	h m	knots
5	2059	2245	2.8F
6	2204		
December			
	Slack	Maximum	
	h m	h m	knots
4	2153	2357	2.8F
5	2246		
<b>Montague Strait, Alaska</b>			
June			
	Slack	Maximum	
	h m	h m	knots
23	1959	2230	0.3E
December			
	Slack	Maximum	
	h m	h m	knots
31		2130	*

<b>Tesoro Pier, Alaska</b>			
January			
	Slack	Maximum	
	h m	h m	knots
14	2003		
29	2029		
February			
	Slack	Maximum	
	h m	h m	knots
11		2303	2.1F
13	1403	1552	1.5E
		2009	
26	1849	2322	2.8F
27	1957		
28		1902	1.5E
		2053	
March			
	Slack	Maximum	
	h m	h m	knots
28	1918	2352	3.1F
June			
	Slack	Maximum	
	h m	h m	knots
25		2342	2.6F
July			
	Slack	Maximum	
	h m	h m	knots
25	1957	2213	2.1F
26	2051	2321	2.3F
August			
	Slack	Maximum	
	h m	h m	knots
9	2030		
10	1553	1932	1.9E
		2126	
11	1633	2007	2.1E
		2214	
22		1607	0.4E
		1653	0.4E
		1808	2.0F
24	2019	2236	2.2F

September			
	Slack	Maximum	
	h m	h m	knots
7	2006		
8	1528	1909	1.9E
		2102	
9	1606	1941	2.2E
		2150	
21		1625	0.4E
		1724	0.5E
		1837	2.1F
22		1706	0.9E
		1810	0.9E
		1943	2.4F
October			
	Slack	Maximum	
	h m	h m	knots
7	2033		
<b>Wrangell Narrows, Alaska</b>			
January			
	Slack	Maximum	
	h m	h m	knots
14	2115		
February			
	Slack	Maximum	
	h m	h m	knots
13	2152		
June			
	Slack	Maximum	
	h m	h m	knots
24	1949	2324	1.3E
July			
	Slack	Maximum	
	h m	h m	knots
25	2055		
August			
	Slack	Maximum	
	h m	h m	knots
23		2358	1.1E

## TABLE 2. — CURRENT DIFFERENCES AND OTHER CONSTANTS AND ROTARY TIDAL CURRENTS

### EXPLANATION OF TABLE

In this publication, reference stations are those for which daily predictions are listed in Table 1. Those stations appearing in Table 2 are called subordinate stations. The principal purpose of Table 2 is to present data that will enable one to determine the approximate times of minimum currents (slack waters) and the times and speeds of maximum currents at numerous subordinate stations on the Pacific Coast of North America and Asia. By applying the specific corrections given in Table 2 to the predicted times and speeds of the current at the appropriate reference station, reasonable approximations of the current at the subordinate station may be compiled.

**Locations and Depths.**—Because the latitude and longitude are listed according to the exactness recorded in the original survey records, the locations of the subordinate stations are presented in varying degrees of accuracy. Since a minute of latitude is nearly equivalent to a mile, a location given to the nearest minute may not indicate the exact position of the station. This should be noted, especially in the case of a narrow stream, where the nearest minute of latitude or longitude may locate a station inland. In such cases, unless the description locates the station elsewhere, reference is made to the current in the center of the channel. In some instances, the charts may not present a convenient name for locating a station. In those cases, the position may be described by a bearing from some prominent place on the chart.

Although current measurements may have been recorded at various depths in the past, the data listed here for most of the subordinate stations are mean values determined to have been representative of the current at each location. For that reason, no specific current meter depths for those stations are given in Table 2. In recent years, however, new data from individual meter depths at a given location have been published and subsequent new data also may be presented in a similar manner.

Since most of the current data in Table 2 came from meters suspended from survey vessels or anchored buoys, the listed depths are those measured downward from the surface. Some later data have come from meters anchored at fixed depths from the bottom. Those meter positions were defined as depths below chart datum. Such defined depths in this and subsequent editions will be accompanied by the small letter “d.”

**Minimum Currents.**—Between the maximum flood and maximum ebb phases, the current may or may not diminish to a true slack water or zero speed stage. For that reason, the all-inclusive terms, “minimum before flood” and “minimum before ebb” are used in the Table 2 heading rather than “slack water.” Average speeds and directions of the minimums are given where they are known. Dashes are used where the values are unknown or unreliable and should not be interpreted as zero speed values.

**Maximum Currents.**—Near the coast and in inland tidal waters, the current increases from minimum current (slack water) for a period of about 3 hours until the maximum speed or the strength of the current is reached. The speed then decreases for another period of about 3 hours when minimum current is again reached and the current begins a similar cycle in the opposite direction. The current that flows toward the coast or up a stream is known as the flood current; the opposite flow is known as the ebb current. Table 2 lists the average speeds and directions of the maximum floods and maximum ebbs. The directions are given in degrees, true, reading clockwise from 000° at north to 359° and are the directions toward which the current flow.

**Differences and speed Ratios.**—Table 2 contains mean time differences by which the reader can compile approximate times for the minimum and maximum current phases at the subordinate stations. Time differences for those phases should be applied to the corresponding phases at the reference station. It will be seen upon inspection that some subordinate stations exhibit either a double flood or a double ebb stage, or both. Explanations of these stages can be found in the glossary located elsewhere

TABLE 2. — CURRENT DIFFERENCES AND OTHER CONSTANTS AND ROTARY TIDAL CURRENTS

in this publication. In those cases, a separate time difference is listed for each of the three flood (or ebb) phases and these should be applied only to the daily maximum flood (or ebb) phase at the reference station. The results obtained by the application of the time differences will be based upon the time meridian shown above the name of the subordinate station. Differences of time meridians between a subordinate station and its reference station have been accounted for and no further adjustment by the reader is needed. Summer or daylight-saving time is not used in this publication.

The speed ratios are used to compile approximations of the daily current speeds at the subordinate stations and refer only to the maximum floods and ebbs. No attempt is made to predict the speeds of the minimum currents. Normally, these ratios should be applied to the corresponding maximum current phases at the reference station. As mentioned above, however, some subordinate stations may exhibit either a double flood or a double ebb or both. As with the time differences, separate ratios are listed for each of the three flood (or ebb phases) and should be applied only to the daily maximum flood (or ebb) speed at the reference station. It should be noted that although the speed of a given current phase at a subordinate station is obtained by reference to the corresponding phase at the reference station, the directions of the current at the two places may differ considerably. Table 2 lists the average directions of the various current phases at the subordinate stations.

**Rotary Tidal Currents.**—Table 5 contains listings of data for those stations which exhibited rotary current patterns. Briefly, a rotary current can be described as one which flows continually with the direction of flow changing through all points of the compass during the tidal period. A more complete description can be found in the glossary located elsewhere in this publication. The average speeds and directions are listed in hour increments as referred to the predicted times of a particular current phase at a reference station in Table 1. The Moon, at times of new, full, or perigee may increase speeds 15 to 20 percent above average; or 30 to 40 percent if perigee occurs at or near the time of new or full Moon. Conversely, the Moon at times of quadrature or apogee may decrease the speeds 15 to 20 percent or 30 to 40 percent if they occur together. Near average speeds may be expected when apogee occurs near or at new or full Moon, or when perigee occurs at or near quadrature. The directions of the currents are given in degrees true, reading clockwise from 000° at north to 359° and are the directions toward which the current flows.

**Example of the use of Table 2.**—Suppose we wish to calculate the approximate times of the minimum currents and the times and speeds of the maximum currents on a particular morning at the location listed as Cordova, Orca Inlet. From Table 2 we learn that the reference station is Wrangell Narrows whose predicted currents for the morning are listed below. Currents for Cordova can be approximated by using the Table 2 corrections as shown below.

	<i>Minimum before flood</i>			<i>Minimum before ebb</i>		
	<i>h.m.</i>	<i>h.m.</i>	<i>kn.</i>	<i>h.m.</i>	<i>h.m.</i>	<i>kn.</i>
Wrangell Narrows.....	0011	0243	2.8	0613	0912	2.8
Table 2 corrections.....	-023	+019	x0.5 ratio	+023	+016	x0.3 ratio
Cordova.....	2348*	0302	1.4	0636	0928	0.8

\* this minimum current phase is seen to occur just before midnight of the previous day.

Table 2 list the mean values of the minimum current phases as 0.0 knots; therefore, no directions are given. The average directions of the maximum flood and maximum ebb are 212° true and 026° true, respectively.

**NOTE.**—subordinate locations referencing Iloilo, San Bernardino Strait, San Juanico, and Cebu Harbor were included only for future consideration. See IMPORTANT NOTICE on page VII.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES			SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS				
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
		ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.
1	BAY of PANAMA Time meridian, 75° W		8° 30'	79° 05'	+1 07	+2 02	+2 21	+1 22	0.6	0.4	1.6	005°	1.5	200°
6	Bayoneta I., 1.5 miles W of Perlas Is Chame Bay Entrance, near Chame Point		8° 39'	79° 43'	+2 10	+2 31	+2 10	+2 45	0.6	0.4	1.8	210°	1.4	065°
11	COSTA RICA Puntarenas, Gulf of Nicoya		9° 58'	84° 49'	+0 01	---	+0 44	---	---	---	---	300°	---	---
16	LOWER CALIFORNIA Magdalena Bay entrance		24° 32'	112° 02'	-4 43	-3 52	-3 46	-3 45	0.4	0.3	1.3	035°	1.0	---
21	SAN CLEMENTE ISLAND China Point Light, 20 miles SSW of		32° 29'	118° 32'	---	---	---	---	0.3	0.1	0.4	315°	0.2	115°
	SAN DIEGO BAY													
26	Point Loma Light, 0.8 nmi. east of	15d	32° 39.95'	117° 13.57'	-0 18	-0 43	-0 05	+0 45	0.5	0.4	0.6	328°	0.6	174°
	do.	33d	32° 39.95'	117° 13.57'	-1 08	-0 46	-0 08	-0 23	0.4	0.2	0.1	265°	0.1	241°
31	SAN DIEGO BAY ENTRANCE		32° 40.90'	117° 13.80'		<i>Daily predictions</i>					0.1	241°	0.1	086°
36	Ballast Point, south of	5d	32° 41.07'	117° 13.93'	-1 04	-1 02	-1 01	-2 03	0.4	0.2	1.2	335°	---	---
41	Ballast Point, 100 yards north of	14d	32° 41.75'	117° 13.95'	-0 27	-0 24	-0 23	-0 02	1.0	0.9	1.2	325°	---	---
46	Ballast Point, 0.55 nmi. north of	34d	32° 41.75'	117° 13.95'	-0 05	-0 39	+0 34	+0 24	0.5	0.4	0.6	354°	---	---
51	do.		32° 42'	117° 14'	-0 44	+0 15	+0 03	-0 03	0.8	0.8	1.0	344°	---	---
56	Quarantine Station, La Playa	14d	32° 42.78'	117° 12.77'	-0 26	-0 56	-0 54	+0 20	0.8	0.8	1.0	021°	---	---
61	do.	34d	32° 42.78'	117° 12.77'	-0 43	-1 05	-0 44	-0 33	0.5	0.4	0.6	062°	---	---
66	Harbor Island (east end), SSW of	15d	32° 43.15'	117° 11.50'	+0 29	+0 09	-0 24	+0 23	0.3	0.2	0.1	031°	---	---
71	San Diego 0.5 mile west of		32° 43'	117° 11'	-0 16	-0 08	-0 12	-0 12	0.6	0.5	0.7	121°	---	---
76	Airport CGS, 0.3 nmi. SE of	14d	32° 43.32'	117° 10.67'		<i>Current weak and variable</i>								
81	B St. Pier (San Diego) <1>	34d	32° 43.02'	117° 10.58'	+0 10	+0 20	-0 03	+0 41	0.3	0.3	0.4	139°	0.5	304°
	G St. Pier (San Diego), 0.22 nmi. SW of	14d	32° 42.50'	117° 10.65'	-0 23	+0 21	-0 18	+0 58	0.3	0.2	0.3	125°	---	---
	do.	37d	32° 42.50'	117° 10.65'	-0 12	+0 09	+1 46	+1 07	0.1	---	0.2	031°	---	---
86	Fifth Avenue Marina Entrance	11d	32° 42.33'	117° 09.92'	-0 24	-0 59	-0 51	+0 09	0.7	0.5	0.8	128°	---	---
91	Coronado, off northeast end	14d	32° 41.88'	117° 09.83'	-0 41	-0 59	-1 01	+0 03	0.5	0.4	0.6	130°	0.5	319°
	do.	38d	32° 41.88'	117° 09.83'	-0 41	-0 59	-1 01	+0 03	0.5	0.4	0.6	130°	---	---
96	28th St. Pier (San Diego), 0.92 nmi. SW	7d	32° 40.48'	117° 08.97'	-0 44	-1 17	-1 10	-0 05	0.2	0.1	0.2	182°	0.2	351°
101	28th St. Pier (San Diego), 0.35 nmi. SW	14d	32° 40.97'	117° 08.57'	-0 14	+0 15	+0 15	+0 13	0.3	0.2	0.4	133°	0.3	317°
	do.	28d	32° 40.97'	117° 08.57'	+0 01	+0 24	+0 15	+0 35	0.2	0.2	0.3	148°	0.3	328°
106	National City		32° 39'	117° 07'	+0 23	0 00	+0 22	+0 50	0.4	0.4	0.5	166°	0.6	002°
111	National City, WSW of Pier 12	32d	32° 39.73'	117° 07.53'	+0 22	+0 34	+0 34	+0 58	0.2	0.2	0.2	178°	0.2	351°
116	Sweetwater Channel, southwest of	14d	32° 38.70'	117° 07.37'	+0 29	-0 33	-0 05	+0 46	0.1	0.2	0.2	203°	0.3	348°
	CALIFORNIA COAST													
121	San Pedro Channel <2>		33° 36'	118° 16'	---	---	---	---	---	---	---	---	---	---
126	Los Angeles and Long Beach Harbors <3>		---	---	---	---	---	---	---	---	---	---	---	---
131	El Segundo, Santa Monica Bay <4>		33° 54'	118° 26'	---	---	---	---	---	---	0.6	330°	---	---
136	Point Arguello		34° 34'	120° 40'	-2 21	-2 21	-2 21	-2 01	0.2	0.2	0.5	005°	0.5	185°
141	Point San Luis		35° 09'	120° 46'	-2 01	-2 01	-2 01	-2 01	0.2	0.2	0.5	305°	0.5	125°
146	Point Piedras Blancas		35° 40'	121° 18'	-1 29	-1 29	-1 29	-1 29	0.2	0.2	0.5	315°	0.5	155°
151	Point Sur		36° 18'	121° 55'	-1 11	-1 11	-1 11	-1 11	0.2	0.2	0.5	325°	0.5	145°

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES			SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb
156	MONTEREY BAY	ft	West		on San Francisco Bay Ent., p.8			0.2		0.5			
161	Time meridian, 120° W		36° 38'	121° 57'	-1 01	-1 01	-1 01	0.2	0.2	0.5	0.5	0.5	0.5
166	Point Pinos		36° 55'	122° 01'	Current weak and variable								
171	Point Santa Cruz, 2 miles south of				Current weak and variable								
176	CALIFORNIA COAST-cont.		37° 05'	122° 22'	Current weak and variable								
181	Point Montara, 2 miles west of		37° 32'	122° 34'	Current weak and variable								
186	GOLDEN GATE and APPROACHES <5>		37° 45'	122° 42'	-0 30	-0 30	-0 30	0.1	0.1	0.4	0.4	0.4	0.4
191	Point Lobos, 8.7 miles WSW of <6>	39d	37° 48.27'	122° 38.33'	-1 52	-1 41	-1 41	0.2	0.2	0.4	0.4	0.5	0.5
196	Point Lobos, 5.27 nmi. WSW of	46d	37° 47'	122° 37'	-2 14	-2 14	-2 14	0.3	0.3	0.6	0.6	0.8	0.8
201	Point Lobos, 3.73 nmi. W of	46d	37° 46.37'	122° 35.32'	-0 26	-0 26	-0 26	0.3	0.3	0.9	0.9	1.1	1.1
206	Point Lobos, 2.5 miles west of <7>	39d	37° 46.30'	122° 34.90'	-1 24	-0 57	-0 23	0.4	0.4	1.2	1.2	1.4	1.4
211	Point Lobos, 1.3 nmi. SW of	39d	37° 45'	122° 32.13'	-1 29	-1 27	-1 04	0.4	0.4	1.2	1.2	1.4	1.4
216	South Channel		37° 43.23'	122° 32'	-1 59	-2 08	-1 41	0.2	0.2	0.5	0.5	0.6	0.6
221	Point Lobos, 5.47 nmi. SW of	22d	37° 50'	122° 35.87'	-0 30	-0 16	-0 14	0.2	0.2	0.6	0.6	0.8	0.8
226	Bonita Channel approach <7>	22d	37° 50.05'	122° 37'	-0 40	-0 16	-0 14	0.2	0.2	0.6	0.6	0.8	0.8
231	Bonita Channel, off Tennessee Cove <7>	41d	37° 48.95'	122° 33.78'	-0 40	-0 16	-0 14	0.2	0.2	0.6	0.6	0.8	0.8
236	Point Bonita, 0.8 nmi. NE of	43d	37° 49.25'	122° 32.13'	-4 49	-3 54	-5 11	0.4	0.4	1.1	1.1	1.3	1.3
241	Point Bonita, 0.4 nmi. SSE of	22d	37° 49.25'	122° 30.97'	-5 10	-4 29	-5 35	0.2	0.2	0.6	0.6	0.8	0.8
246	Point Bonita, 0.35 nmi. SSE of	15d	37° 48.72'	122° 31.27'	-0 46	-1 06	-3 10	0.1	0.1	0.3	0.3	0.4	0.4
251	Mile Rock Lt., 0.2 nmi. NW of	35d	37° 48.07'	122° 31.13'	-0 28	-0 38	-0 28	0.7	0.8	1.4	1.4	1.6	1.6
256	Point Diablo, 0.2 mile SE of	50d	37° 47.72'	122° 30.68'	-0 33	-0 31	-0 32	0.6	0.6	2.1	2.1	2.2	2.2
261	Baker Beach (South Bay), 0.3 nmi. NW of	75d	37° 47.87'	122° 29.80'	-0 46	-0 34	-0 27	0.8	0.8	2.5	2.5	2.6	2.6
266	Fort Point, 0.3 nmi. west of	31d	37° 47.87'	122° 29.31'	-0 07	-0 59	-1 37	0.5	0.5	1.8	1.8	2.0	2.0
271	SAN FRANCISCO BAY ENT. (Outside)	22d	37° 48.55'	122° 28.97'	-5 09	-4 20	-2 23	0.4	0.4	1.2	1.2	1.3	1.3
276	GOLDEN GATE BRIDGE	35d	37° 48.63'	122° 30.13'	-2 08	-0 47	+0 12	0.5	0.5	0.6	0.6	0.7	0.7
281	Golden Gate Bridge, 0.8 mile east of	48d	37° 49.75'	122° 27.73'	Daily predictions			1.0	1.0	2.8	2.8	3.0	3.0
286	Fort Point, 0.5 nmi. east of	20d	37° 49.75'	122° 27.73'	-0 08	-0 02	-0 02	0.9	0.9	0.4	0.4	0.5	0.5
291	GOLDEN GATE BRIDGE	39d	37° 49.75'	122° 27.73'	-0 13	-0 04	-0 03	1.0	1.0	2.8	2.8	3.0	3.0
296	Golden Gate Bridge 0.46 nmi. east of	69d	37° 49.20'	122° 28.37'	+0 29	+0 10	+0 02	1.0	1.3	2.7	2.7	2.9	2.9
301	Golden Gate Bridge, 0.8 mile east of	55d	37° 49.20'	122° 28.37'	-0 03	-0 19	-0 04	0.9	1.3	2.5	2.5	2.7	2.7
306	SAN FRANCISCO BAY, South <8>	20d	37° 48.7'	122° 27.98'	+0 37	+0 14	+0 25	0.9	1.3	2.5	2.5	2.7	2.7
311	Alcatraz Island, 0.2 mile west of	68d	37° 48.7'	122° 25.82'	-0 48	-2 48	-0 32	0.2	0.7	0.6	0.6	0.9	0.9
316	Alcatraz Island, southwest of	20d	37° 49.67'	122° 25.82'	+0 09	-0 14	+0 22	0.8	1.2	2.3	2.3	2.5	2.5
321	Alcatraz Island, south of <9>	68d	37° 48.87'	122° 25.92'	-0 12	-0 37	-0 45	0.5	0.9	1.4	1.4	1.6	1.6
326	Alcatraz Island, 0.5 mile north of <9>	31d	37° 48.87'	122° 25.92'	-0 20	-0 34	-0 31	0.4	0.8	1.2	1.2	1.4	1.4
331	Alcatraz Island, 0.8 mile east of	31d	37° 50.1'	122° 25.2'	-0 42	-0 27	-0 25	0.3	0.6	0.1	0.1	0.3	0.3
336	Alcatraz Island, 0.8 mile east of	31d	37° 49.10'	122° 25.2'	+1 08	+0 04	+0 05	0.5	1.1	1.5	1.5	1.8	1.8
341	Alcatraz Island, 0.8 mile east of	31d	37° 49.10'	122° 24.03'	-0 18	-1 10	-0 43	0.4	1.2	1.1	1.1	1.3	1.3

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

Table with columns: No., PLACE, Meter Depth, POSITION (Latitude, Longitude), TIME DIFFERENCES (Min. before Flood, Flood, Min. before Ebb, Ebb), SPEED RATIOS (Flood, Ebb), AVERAGE SPEEDS AND DIRECTIONS (Minimum before Flood, Maximum Flood), and Minimum before Ebb, Maximum Ebb. Rows include locations like Treasure Island, Yerba Buena Island, Oakland Harbor, and various points in the Golden Gate Bridge area.

Endnotes can be found at the end of table 2.



































TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

Table with columns: No., PLACE, Meter Depth, POSITION, TIME DIFFERENCES, SPEED RATIOS, AVERAGE SPEEDS AND DIRECTIONS. Rows include locations like Shakan Strait, Sumner Strait, and various islands with associated depth, coordinates, and current data.

Endnotes can be found at the end of table 2.



TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS					
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb		
	STEPHENS PASSAGE—cont. Time meridian, 135° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.		
	<i>Gastineau Channel—cont.</i>				on Wrangell Narrows, p.88											
3916	Douglas, north of	15d	58° 16.98'	134° 23.62'	+2 12	+0 44	+0 11	+1 32	0.1	0.2	0.3	305°	0.5	144°		
	do.	25d	58° 16.98'	134° 23.62'	+1 33	+0 41	+0 27	+1 08	0.1	0.3	0.4	302°	0.5	136°		
3921	Juneau Harbor, S of	13d	58° 17.09'	134° 23.86'	+1 33	+0 37	+0 20	+1 02	0.1	0.3	0.3	315°	0.6	150°		
	do.	33d	58° 17.09'	134° 23.86'	+0 06	-0 14	-0 30	-0 13	0.1	0.3	0.1	244°	0.5	145°		
	do.	53d	58° 17.09'	134° 23.86'	-1 10	-0 39	-0 37	-1 03	0.2	0.3	0.5	314°	0.5	138°		
	do.	25d	58° 17.47'	134° 24.42'	+3 19	+2 03	+0 34	+1 05	0.1	0.3	0.1	031°	0.6	102°		
3926	Juneau Harbor	15d	58° 17.62'	134° 24.40'	Current weak and variable											
	do.	10d	58° 17.78'	134° 25.48'	+0 11	+0 22	-0 04	-0 04	0.2	0.5	0.5	319°	1.0	147°		
	do.	50d	58° 17.78'	134° 25.48'	-0 30	+0 18	-0 37	-1 02	0.1	0.3	0.3	317°	0.6	150°		
	do.	79d	58° 17.78'	134° 25.48'	Current weak and variable											
3936	West Juneau, NE of	25d	58° 17.81'	134° 24.44'	+0 24	+0 49	+0 32	+1 21	0.1	0.2	0.3	314°	0.4	137°		
3941	Juneau Harbor, NW of Ferry Pier	13d	58° 18.30'	134° 26.45'	Current weak and variable											
3946	Aurora Basin, SW of	15d	58° 18.30'	134° 26.45'	+1 01	+0 34	+0 10	+0 51	0.2	0.4	0.5	289°	0.8	163°		
3951	Tantalion Point, SW of <116>	37d	58° 10.37'	134° 17.29'	---	---	---	+0 45	---	---	---	---	0.3	096°		
	do.	116d	58° 10.37'	134° 17.29'	---	---	---	+1 03	---	---	---	---	---	0.5	095°	
	do.	184d	58° 10.37'	134° 17.29'	---	---	---	+0 51	---	---	---	---	---	0.4	098°	
3956	Point Young	16d	58° 12.54'	134° 33.52'	-0 12	+0 15	+1 56	+0 51	0.1	0.2	0.3	308°	0.4	080°		
	do. <116>	55d	58° 12.54'	134° 33.52'	---	---	---	+2 02	---	---	---	---	---	0.6	089°	
	do. <116>	81d	58° 12.54'	134° 33.52'	---	---	---	+1 43	---	---	---	---	---	0.6	084°	
3961	Cogland Island, east of, Auke Bay	25d	58° 21.33'	134° 40.75'	Current weak and variable											
3966	Horse Island, east of	24d	58° 19.16'	134° 42.58'	Current weak and variable											
3971	Portland Island, SW of	175d	58° 19.16'	134° 42.71'	-2 09	-2 52	-3 18	-2 20	0.1	0.1	0.3	212°	0.3	015°		
	do.	20d	58° 19.69'	134° 47.00'	-0 33	-0 26	+0 15	+0 11	0.1	0.2	0.4	146°	0.3	321°		
	do.	79d	58° 19.69'	134° 47.00'	---	---	---	---	0.2	---	0.5	151°	---	---		
	do.	138d	58° 19.69'	134° 47.00'	---	---	---	---	0.1	---	0.4	---	---	---		
	do.				on North Inian Pass, p.96											
3981	Saginaw Channel, 2 mi. E of Pt. Retreat	25d	58° 24.30'	134° 53.10'	-0 56	-0 53	+1 12	+0 20	0.3	0.1	0.8	155°	0.7	340°		
	do.	70d	58° 24.30'	134° 53.10'	-0 56	-0 58	+0 59	+0 31	0.3	0.1	0.8	149°	0.6	338°		
3986	Sentinel Island, south of	25d	58° 32.17'	134° 56.03'	Current weak and variable											
	do.	70d	58° 32.17'	134° 56.03'	Current weak and variable											
	LYNN CANAL															
3991	Clear Point, WNW of	25d	58° 14.93'	134° 57.77'	Current weak and variable											
3996	Point Retreat, 1 mile west of		58° 25'	134° 58'	+0 30	+0 30	+0 30	+0 30	0.1	0.1	0.3	345°	0.7	165°		
4001	Vanderbilt Reef, 2 miles west of <62>		58° 35'	135° 04'	+2 09	+2 01	+1 49	+1 34	0.1	0.2	0.4	340°	1.0	151°		
4006	Point Bridget, NW of	70d	58° 41.95'	135° 02.00'	Current weak and variable											
4011	Point Sherman, WSW of	70d	58° 50.80'	135° 11.80'	-0 58	-0 22	+1 12	+0 25	0.1	---	0.2	341°	0.2	175°		
4016	Eldred Rock	4016	58° 58'	135° 14'	+2 00	+2 00	+2 00	+2 00	0.1	0.1	0.3	350°	0.7	170°		
4021	Glacier Point, Chilkat Inlet		59° 06.28'	135° 22.35'	Current weak and variable											
	do.	25d	59° 06.28'	135° 22.35'	-1 22	-0 24	+0 56	0 00	0.1	0.1	0.3	325°	0.4	145°		
4026	Seduction Pt., NE of, Chilkoot Inlet	25d	59° 06.40'	135° 14.60'	Current weak and variable											
4031	Battery Point, Chilkoot Inlet		59° 13'	135° 21'	+2 05	+2 05	+2 05	+2 05	0.1	0.1	0.3	345°	0.7	165°		
4036	Low Point, entrance to Taiya Inlet		59° 16'	135° 22.98'	+2 05	+2 05	+2 05	+2 05	0.1	0.1	0.3	005°	0.7	185°		
4041	Tanani Point, Lutak Inlet	70d	59° 16.92'	135° 26.98'	Current weak and variable											
4046	Skagway, Taiya Inlet		59° 27'	135° 20'	+2 10	+2 10	+2 10	+2 10	0.1	0.1	0.3	015°	0.7	195°		
4051	Skagway River entrance	25d	59° 26.71'	135° 19.72'	Current weak and variable											

Endnotes can be found at the end of table 2.



TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS				
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb	
	NEVA STRAIT—cont. Time meridian, 135° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.	
4221	Zeal Point, 0.34 n.mi. SSW of do. do.	16d 29d 48d	57° 17.22' 57° 17.22' 57° 17.22' 57° 19.33' 57° 20'	135° 36.47' 135° 36.47' 135° 36.47' 135° 39.21' 135° 40'	+0.09 -0.12 -0.57 Current weak and variable	-0.14 -0.27 -1.02 Current weak and variable	+0.02 -0.07 -0.26 Current weak and variable	+0.02 -0.02 -0.14 Current weak and variable	0.2 0.2 0.1	0.3 0.3 0.2	0.5 1.63° 0.5 0.4 1.70°	Dir. Dir. Dir. Dir.	0.6 0.6 0.5 346° 347° 345°		
4226	Kane Island, 0.29 n.mi. East of North of Kane Islands														
4231	SALISBURY SOUND														
4236	Sea Rock, 1 mile north of		57° 21'	135° 53'	-0.19	-0.27	-0.37	-0.06	0.3	0.5	1.0	065°	1.0	245°	
4241	Kalirin Point, 1 mile north of		57° 21'	135° 48'	-0.19	-0.27	-0.37	-0.06	0.3	0.5	1.0	080°	1.0	260°	
4246	Simitisin Island		57° 21'	135° 46'	-0.19	-0.27	-0.37	-0.06	0.5	0.7	1.5	095°	1.5	275°	
	PERIL STRAIT														
4251	Kakul Narrows	19d	57° 22.19'	135° 41.55'	+0.55	+1.05	+0.12	+0.18	0.1	0.3	0.1	299°	0.9	025°	
4256	do. Sulioia Point, 0.32 n.mi. ENE of do. do. do. do. do.	58d 26d 65d 92d 18d 31d 44d	57° 22.19' 57° 23.51' 57° 23.51' 57° 23.51' 57° 24.42' 57° 24.42' 57° 25' 57° 26' 57° 27.18' 57° 27.18' 57° 27.18' 58° 30.63' 58° 30.63' 58° 30.63'	135° 41.55' 135° 38.46' 135° 38.46' 135° 38.46' 135° 37.87' 135° 37.87' 135° 35' 135° 35' 135° 32.24' 135° 32.24' 135° 32.24' 135° 33.70' 135° 33.70' 135° 33.70'	+0.51 +1.47 +1.40 +1.33 0.00 0.00 +0.31 -0.09 +0.02 -0.01 +0.01 -0.17 -0.15 +0.06	+0.59 +0.43 +0.11 +0.13 0.00 0.01 +0.11 -0.37 +0.11 -0.11 -0.19 +0.15 +0.05 -0.15	+0.12 -0.31 -0.01 -0.02 0.00 0.00 +0.23 -0.35 -0.02 -0.02 -0.01 -0.01 +0.09 +0.00 -0.32	+0.18 +0.27 -0.14 -0.01 -0.58 0.00 0.00 +0.15 -0.06 -0.24 -0.20 -0.17 -0.37 -0.39 -0.30	0.1 0.2 0.1 0.1 0.1 1.0 1.0 0.3 0.2 0.4 0.3 0.4 0.2 0.2 0.1 0.2 0.1 0.3	0.9 0.9 0.3 0.5 0.4 6.3 6.3 1.4 3.08 3.07 3.03 1.9 0.9 0.9 0.8	025° 027° 346° 004° 004° 058° 058° 016° 042° 041° 030° 323° 325° 328°	Dir. Dir. Dir. Dir. Dir. Dir. Dir. Dir. Dir. Dir. Dir. Dir. Dir. Dir.	1.3 1.3 1.0 1.0 1.0 4.9 4.9 2.1 2.2 2.2 1.8 1.1 1.2 1.3	211° 209° 113° 114° 113° 241° 242° 187° 212° 212° 221° 159° 158° 156°	
4266	Point Stroi	12d	57° 27.18'	135° 32.24'	+0.02	+0.11	-0.02	-0.24	0.3	0.4	0.1	308°	1.9	042°	
4271	Middle Point	32d	57° 27.18'	135° 32.24'	-0.01	-0.11	-0.02	-0.20	0.4	0.4	0.1	307°	2.3	212°	
4276	Big Rose Island, 0.2 n.mi. SE of do. do. do. do. do.	92d 10d 50d 89d	57° 27.18' 58° 30.63' 58° 30.63' 58° 30.63'	135° 32.24' 135° 33.70' 135° 33.70' 135° 33.70'	+0.01 -0.17 -0.15 +0.06	-0.19 +0.15 +0.05 -0.15	-0.01 +0.09 +0.00 -0.32	-0.17 -0.37 -0.39 -0.30	0.3 0.4 0.2 0.1	0.4 0.2 0.2 0.3	0.1 1.9 0.9 0.8	042° 041° 323° 325°	Dir. Dir. Dir. Dir.	2.2 2.2 1.8 1.1 1.2 1.3	212° 212° 221° 159° 158° 156°
4281	Povorotni Island, 0.23 n.mi. WSW of do. do. do.	10d 50d 89d	58° 30.63' 58° 30.63' 58° 30.63'	135° 33.70' 135° 33.70' 135° 33.70'	-0.17 -0.15 +0.06	+0.15 +0.05 -0.15	+0.09 +0.00 -0.32	-0.37 -0.39 -0.30	0.2 0.2 0.1	0.2 0.2 0.3	0.9 323° 325°	Dir. Dir. Dir.	1.1 1.2 1.3	159° 158° 156°	
4286	Ostoia Island Light, 1 mile north of		57° 35'	135° 27'	+0.06	-0.02	-0.12	+0.19	0.6	1.0	2.0	280°	2.0	100°	
4291	Nismeni Point, 1 mile north of		57° 35'	135° 25'	+0.06	-0.02	-0.12	+0.19	0.6	1.0	2.0	285°	2.0	105°	
4296	Peschani Point, 1 mile east of		57° 32'	135° 18'	+0.06	-0.02	-0.12	+0.19	0.6	1.0	2.0	325°	2.0	145°	
4301	Point Elizabeth, 1 mile northeast of		57° 31'	135° 16'	+0.06	-0.02	-0.12	+0.19	0.6	1.0	2.0	315°	2.0	135°	
4306	Point Benham, 1 mile east of		57° 29'	135° 11'	+0.06	-0.02	-0.12	+0.19	0.6	1.0	2.0	310°	2.0	130°	
4311	False Linderberg Head, 1 mile south of		57° 27'	135° 05'	+0.06	-0.02	-0.12	+0.19	0.6	1.0	2.0	305°	2.0	125°	
4316	Linderberg Head		57° 27'	135° 02'	+0.06	-0.02	-0.12	+0.19	0.6	1.0	2.0	280°	2.0	100°	
4321	Eva Islands		57° 27'	134° 56'	+0.11	+0.03	-0.07	+0.24	0.4	0.6	1.3	275°	1.3	085°	
4326	Fairway Island		57° 27'	134° 53'	+0.11	+0.03	-0.07	+0.24	0.6	1.0	2.0	265°	2.0	085°	
4331	Morris Reef, south of		57° 27'	134° 49'	+0.11	+0.03	-0.07	+0.24	0.5	0.7	1.5	275°	1.5	095°	
	KHAZ BAY to CAPE EDWARD														
4336	Elbow Passage, south of Klag Island do. do.	14d 47d 83d	57° 36.83' 57° 36.83' 57° 36.83'	136° 05.97' 136° 05.97' 136° 05.97'	+0.29 +0.27 +0.05	+0.08 +0.18 +0.25	+0.44 +0.29 +0.38	+0.54 +0.15 +0.15	0.5 0.4 0.3	0.4 0.3 0.2	1.7 1.3 1.0	042° 056° 061°	0.9 0.7 0.4	269° 263° 223°	
4341	Ogden Passage	33d	57° 37.93'	136° 09.85'	+0.09	-0.45	+0.33	+0.55	0.1	0.2	0.4	058°	0.5	241°	
4346	Point Hogan, South Passage do. do.	20d 79d 138d	57° 41.29' 57° 41.29'	136° 15.26' 136° 15.26'	-0.59 Current weak and variable	-0.56 Current weak and variable	-0.31 Current weak and variable	+0.24 Current weak and variable	0.1 0.1	0.2 0.2	0.3 0.3	057° 057°	0.4 0.4	243° 243°	

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No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	CROSS SOUND Time meridian, 135° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.
4351	Cape Spencer, 3 miles south of		58° 09'	136° 38'	+0 10	+0 10	+0 10	+0 10	0.4	0.4	1.2	070°	2.0	250°
4356	Yakobi Rock, 1 mile west of		58° 05'	136° 36'	+0 10	+0 10	+0 10	+0 10	0.4	0.4	1.2	045°	2.0	225°
4361	Port Althrop ent, E of George I <70>		58° 12'	136° 22'	---	---	---	---	---	---	2.9	340°	---	160°
4366	NORTH INIAN PASS		58° 17'	136° 23'	---	---	---	---	---	---	2.9	075°	---	5.1
4371	South Inian Pass		58° 13'	136° 21'	+0 15	+0 15	+0 15	+0 15	1.2	1.2	3.5	080°	6.0	260°
	ICY STRAIT and GLACIER BAY													
4376	North Passage		58° 19'	136° 07'	+0 05	+0 05	+0 05	+0 05	0.7	0.7	2.0	070°	3.6	250°
4381	South Passage		58° 14'	136° 06'	+0 05	+0 05	+0 05	+0 05	0.8	0.8	2.3	085°	4.1	265°
4386	Beardslee Island, West of, Glacier Bay		58° 28'	136° 02'	-0 20	0 00	+1 30	+1 12	1.8	1.0	5.3	343°	5.1	158°
4391	Pleasant Island, 3 miles south of <71>		58° 17'	135° 35'	-1 00	-1 00	-1 00	-1 00	0.1	0.2	0.2	091°	1.2	284°
	LITUYA BAY													
4396	Lituya Bay Entrance	6d	58° 36.86'	137° 39.61'	+0 00	-0 15	-0 02	+0 09	0.9	0.7	2.9	031°	1.5	207°
	do.	16d	58° 36.86'	137° 39.61'	-0 08	-0 21	+0 00	+0 08	1.0	0.7	3.3	031°	1.5	207°
	do.	29d	58° 36.86'	137° 39.61'	-0 15	-0 29	+0 04	+0 14	1.1	0.7	3.4	029°	1.5	205°
	ICY BAY													
4401	Point Riou, 2.6 nautical miles SW of	13	59° 51.3'	141° 30.2'					0.2	132°	0.5	104°	0.5	209°
4406	Claybluff Point Light, 5.2 nmi. SSW of	14	59° 33.5'	141° 40.2'					0.1	154°	0.2	030°	0.3	213°
4411	Claybluff Point Light, 3.5 nmi. south of	75	59° 54.6'	141° 35.7'	-3 02	-2 09	-3 14	-3 20	0.1	0.1	0.4	077°	0.1	164°
4416	Claybluff Point Light, 2.3 nmi. SE of	206	59° 56.8'	141° 31.2'	-3 10	-2 44	-3 17	-3 14	0.2	0.0	0.9	067°	0.1	135°
4421	Carson Creek Entrance, 1.4 nmi. ESE of	15	59° 59.0'	141° 28.2'	-4 48	-0 36	-0 20	-2 09	0.3	0.2	0.6	054°	0.7	244°
4426	Carson Creek Entrance, 3.3 nmi. SE of	78	59° 58.2'	141° 24.8'	-2 49	-1 45	-1 03	-2 03	0.2	0.2	0.6	054°	0.7	244°
4431	Carson Creek Entrance, 2.4 nmi. ESE of	50	59° 59.2'	141° 26.2'	-3 00	-1 38	-2 24	-2 06	0.2	0.3	0.6	054°	0.7	244°
4436	Kichyatt Point, 1.3 nautical miles NE of	378	60° 02.1'	141° 19.7'										
	CONTROLLER BAY													
4441	Wingham Island, off northeast corner		60° 03'	144° 23'	+0 42	+1 11	+0 46	+1 06	0.5	0.6	1.5	068°	1.2	288°
4446	Kanak Island, southeast of		60° 05'	144° 18'	+0 58	+0 37	+0 38	+0 53	0.5	1.0	1.7	067°	2.0	255°
	COOPER RIVER DELTA													
4451	Cottonwood Point		60° 07.86'	145° 04.78'										
	PRINCE WILLIAM SOUND													
4456	Hinchinbrook Entrance	37d	60° 04.05'	146° 23.67'										
4461	Hinchinbrook Entrance	115d	60° 13.49'	146° 13.57'	-0 39	-0 37	+0 42	+0 52	0.4	0.5	0.3	267°	0.3	084°
	Cape Hinchinbrook Approach	181d	60° 13.49'	146° 13.57'	+0 08	-0 03	+0 42	-0 10	0.5	2.4	0.4	081°	1.4	204°
	do.	25d	59° 52.10'	147° 16.87'	+2 24	+0 35	-1 35	-0 10	0.5	1.8	0.4	065°	0.7	231°
4466	Wooded Island	97d	59° 52.10'	147° 16.87'	+1 07	+0 03	+0 58	+0 16	0.6	1.3	0.5	041°	1.1	208°
	do.	156d	59° 52.10'	147° 16.87'	-0 02	-0 54	-0 31	-0 04	0.6	1.4	0.5	041°	0.3	243°
4471	Cape Hinchinbrook, SW of, Hinchinbrook I	20d	60° 11.20'	146° 44.90'	+0 10	-1 12	-0 58	+0 33	0.6	1.8	0.5	317°	0.8	180°
4476	Bear Cape and Zaikof Point, between	70d	60° 18.70'	146° 48.80'	+1 30	+0 39	-1 01	-0 30	0.6	1.4	0.4	352°	1.1	162°
4481	Bear Cape	251d	60° 21.11'	146° 44.77'	+0 27	+0 05	-0 17	-0 06	1.0	1.4	0.8	355°	0.8	176°
	do.	566d	60° 21.11'	146° 44.77'	+0 01	-0 39	-0 33	-0 09	1.2	1.4	1.0	001°	0.8	171°

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No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS						
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb			
	SHELIKOF STRAIT and KODIAK ISLANDS—cont.	ft	North	West	h	m	h	m			knots	Dir.	knots	Dir.			
	Time meridian, 135° W																
5256	Cape Ikolik, Shelikof Strait	27d 112d 197d	57° 17.16' 57° 17.16' 57° 17.16'	154° 49.71' 154° 49.71' 154° 49.71'	+0.21 +0.36 +1.15	+0.46 +0.13 +0.08	+1.10 +0.54 +0.39	+0.34 +1.01 +1.20	0.8 0.7 0.6	0.4 0.8 0.8	0.3 0.2 0.3	288° 280° 284°	0.8 0.7 0.6	344° 355° 356°	0.6 0.6 0.6	228° 280° 200°	
5261	Raspberry Strait, south of Muskomee Bay <75>	25d 97d 169d	58° 04.31' 58° 04.31' 58° 04.31'	153° 03.88' 153° 03.88' 153° 03.88'	Current weak and variable +0.15 -0.21	Current weak and variable -0.04 +0.18			0.3 0.4				0.3 163°			0.3 348°	
5266 5271	Kupreanof Strait Raspberry Cape, south of 2.5nm east of Outlet Cape	19d 91d	58° 01.14' 57° 59.85' 57° 59.85'	153° 25.80' 153° 09.39' 153° 09.39'	Current weak and variable -2.06 -1.15	Current weak and variable -2.13 -1.49	Current weak and variable -1.40 -2.07	-2.04 -1.59 -2.00									0.5 125° 0.4 111°
5276	Chernof Point, 0.8 mile off	15d 41d 71d	57° 57.62' 57° 57.62' 57° 57.62'	152° 54.04' 152° 54.04' 152° 54.04'	-0.55 -1.12 -1.12	-1.49 -1.58 -2.03	-2.03 -2.06 -2.08	-1.23 -1.22 -1.30	0.3 0.3 1.2	0.4 2.1 1.7	0.1 0.1 0.2	013° 013° 007°	1.3 1.3 1.2	276° 276° 278°	1.6 1.6 1.3	088° 088° 085°	
5281	Whale Passage	18d 50d	57° 56.38' 57° 56.38'	152° 51.77' 152° 51.77'	-0.57 -1.02	-1.17 -1.18	-1.20 -1.18	-1.24 -1.27	4.5 4.3	3.9 3.5	0.3 0.1	207° 206°	4.6 4.4	301° 301°	3.0 2.8	112° 113°	
5286	Whale Passage, off Bird Point	83d 14d	57° 56.38' 57° 55.13'	152° 51.77' 152° 47.72'	-1.02 -0.53	-1.17 -1.29	-1.17 -1.29	-1.26 -1.23	3.5 3.9	3.1 5.3	0.1 0.2	031° 034°	3.6 4.0	302° 310°	2.4 4.0	111° 119°	
5291	Shag Rocks	73d 24d 97d	57° 55.13' 57° 54.45' 57° 54.45'	152° 47.72' 152° 46.60' 152° 46.60'	-0.58 -0.33 -0.49	-1.26 -1.11 -1.25	-1.28 -1.14 -1.15	-1.26 -0.48 -1.04	3.5 4.2 0.7	5.1 3.1 2.9	0.2 0.2 0.1	034° 034° 036°	3.6 3.6 0.7	309° 309° 322°	3.2 2.4 2.2	119° 120° 119°	
5296	Atognak Strait, East Entrance	169d 11d 57d 97d	57° 54.45' 57° 59.68' 57° 59.68' 57° 59.68'	152° 46.60' 152° 41.05' 152° 41.05' 152° 41.05'	-0.49 -1.18 -0.04	-1.25 -1.40 -0.56	-1.14 -1.15 -0.56	-1.04 -0.26 -0.16	0.3 1.4 1.2	1.4 1.4 1.2	0.1 0.1 0.1	204° 353°	0.3 0.3 0.3	251°	1.5 1.1 1.1	107° 105° 107°	
5301	Marmot Strait Tonki Cape, east of	26d 85d	58° 20.76' 58° 20.76'	151° 54.90' 151° 54.90'	+0.41 +0.28	+0.40 +0.14	+0.06 +0.01	-0.02 +0.03	1.2 1.1	1.9 1.8	0.1 0.3	069° 085°	1.3 1.2	006° 000°	1.5 1.4	156° 160°	
5306	Marmot Island, west of	138d 24d	58° 20.76' 58° 14.67'	151° 54.90' 151° 55.94'	+0.18 +1.04	+0.00 +0.55	-0.04 +1.03	+0.03 +1.07	1.0 2.4	1.7 2.6	0.2 0.1	084° 103°	1.0 2.4	357° 013°	1.3 2.1	164° 194°	
5311	Marmot Island, southwest of	97d 169d 22d	58° 14.67' 58° 10.25' 58° 10.25'	151° 55.94' 151° 58.12' 151° 58.12'	+1.11 +1.09 +1.17	+0.53 +0.50 +0.42	+0.58 +0.53 +0.54	+1.10 +1.11 +1.32	2.2 1.7	2.5 2.0 1.2	0.2 0.2 0.2	096° 093° 297°	1.7 1.0 1.0	011° 015° 019°	1.6 1.0 0.9	186° 209° 207°	
5316	Narrow Strait, off Ouzinkie Point	180d 12d 51d 84d	58° 10.25' 57° 54.73' 57° 54.73' 57° 54.73'	151° 58.12' 152° 31.44' 152° 31.44' 152° 31.44'	+1.06 -1.59 -1.57 -1.51	+0.37 -2.28 -2.37 -2.35	+0.33 -2.38 -2.42 -2.44	+1.08 -2.46 -2.41 -2.41	0.8 1.1 0.9	0.8 1.6 1.4	0.2 0.1 0.1	301° 036°	0.9 1.1 1.0	026° 310° 317°	0.6 1.2 1.1	206° 121° 117°	
5321	Chirniak Bay Woody Island, north of	14d 59d	57° 48.35' 57° 48.35'	152° 20.06' 152° 20.06'	+0.30 +0.36	+0.41 +0.38	+0.29 +0.31	+0.19 +0.29	0.8 0.8	0.8 0.8	0.1 0.1	049° 050°	0.8 0.8	049° 050°	0.6 0.6	241° 246°	
5326	Woody Channel	99d 16d 49d	57° 48.35' 57° 46.83' 57° 46.83'	152° 20.06' 152° 21.98' 152° 21.98'	+0.36 +0.29 +0.21	+0.36 +0.29 +0.00	+0.24 +0.16 +0.16	+0.30 +0.26 +0.25	0.7 1.0 0.9	0.7 1.5 1.3	0.1 0.1 0.1	051° 293° 296°	0.7 1.0 0.9	051° 019° 020°	0.6 1.1 1.0	243° 203° 208°	
5331	KODIAK HARBOR NARROWS	85d 16d	57° 46.83' 57° 47.35'	152° 21.98' 152° 23.64'	+0.21 +0.00	+0.16 -0.01	+0.16 +0.04	+0.25 +0.04	0.9 1.1	1.3 1.0	0.1 0.1	296° 044°	0.9 1.0	020° 044°	1.0 0.8	208° 228°	
5336	St. Paul Harbor	6d 33d	57° 47.35' 57° 46.47'	152° 23.64' 152° 26.08'	-0.02 -0.02	+0.01 -0.03	-0.03 -0.02	+0.03 -0.02	0.8 0.8	0.8 0.8	0.1 0.1	044° 044°	1.0 0.8	044° 044°	0.8 0.7	228° 220°	

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES			SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS							
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb			
	SHELIKOF STRAIT and KODIAK ISLANDS—cont. Time meridian, 135° W	ft	North	West	h m	h m	h m	h m									
5341	<i>Chiniak Bay—cont.</i> Cliff Point, 1.8 miles NE of	25d 117d 208d	57° 44.17' 57° 44.17' 57° 44.17'	152° 23.08' 152° 23.08' 152° 23.08'	---	-2 25	---	---	0.3	---	0.3	241°	---	---	---	---	---
5346	Cape Chiniak	26d 125d 223d 27d	57° 36.47' 57° 36.47' 57° 36.47' 57° 23.97'	152° 05.39' 152° 05.39' 152° 05.39' 152° 32.08'	+1 27 +1 20 +0 37 ---	+1 31 +1 14 +0 30 -0 28	+1 10 +0 52 +0 30 ---	+0 52 +0 52 +0 33 ---	0.3 0.6 0.7 0.8	---	0.3	289° 289° 289° 289°	---	---	---	---	0.7 189° 0.7 201° 0.6 200° ---
5351	Ugav Bay Entrance	112d	57° 23.97'	152° 32.08'	---	---	---	---	0.3	---	---	292°	---	---	---	---	---
5356	<i>Sikkilidak Strait</i>																
5361	Left Cape, east of		57° 13.85'	152° 53.07'													
5366	Cathedral Island, east of		57° 11.87'	153° 06.31'													
5371	Old Harbor		57° 10.72'	153° 19.51'													
5376	Natalia Point		57° 04.39'	153° 27.06'													
5381	<i>Sikkinak Strait</i>																
5386	Geese Island, south of	13d 46d 79d	56° 41.17' 56° 41.17' 56° 41.17'	153° 55.20' 153° 55.20' 153° 55.20'	-1 36 -1 42 -1 54	-1 07 -1 08 -1 55	-1 04 -1 10 -1 28	-1 06 -1 08 -1 12	0.6 0.6 0.6	---	0.3	265° 270° 270°	0.1 001° 0.1 006° ---	---	---	---	1.0 111° 0.9 112° 0.8 110°
5391	Geese Channel	25d	56° 46.74'	153° 48.55'	+0 31	-0 31	-1 41	-0 02	0.4	1.0	0.2	342°	0.1 059°	---	---	---	0.8 139°
5396	Cape Sitkinak, east of	97d	56° 34.65'	153° 47.48'	+0 06	-0 31	-1 25	-0 12	0.4	1.0	0.1	338°	0.1 061°	---	---	---	0.8 144°
5401	Russian Harbor	14d	56° 44.38'	154° 02.04'	-0 22	-0 54	-1 11	-0 29	0.4	0.8	0.1	337°	0.1 245°	---	---	---	0.6 151°
5406	Cape Trinity	27d	56° 44.38'	154° 02.04'	-0 46	-0 57	-1 21	-1 23	2.2	2.9	0.1	302°	0.2 210°	---	---	---	2.3 120°
5411	Approach to Alitak Bay	81d	56° 47.03'	154° 38.47'	-0 45	-0 56	-1 17	-1 18	2.1	2.8	0.1	302°	0.1 215°	---	---	---	2.2 128°
5416	Unga Strait (1.4 miles N of Unga Spit)	17d 56d 89d	56° 47.03' 56° 47.03' 56° 47.03'	154° 38.47' 154° 38.47' 154° 38.47'	-0 46 -0 55 -1 01	-0 50 -0 13 -0 49	-1 14 -0 20 -0 32	-1 14 -1 33 -1 47	1.8 1.0 0.9	2.7 0.8 0.5	---	302° 348° 344°	0.4 082° 0.3 076° 0.3 075°	0.4 082° 0.3 076° 0.3 075°	0.6 130° 0.4 114° 0.4 114°	0.2 170° 0.2 170° 0.2 170°	2.1 137° 0.6 130° 0.4 114°
5421	Seal Cape Light, 0.8 mile south of	15d	56° 39.30'	154° 08.04'	-0 31	-1 29	-1 35	-0 56	1.1	2.2	0.1	296°	0.1 200°	---	---	---	1.7 113°
5426	Annak Island, 5 miles southeast of	17d	56° 39.30'	154° 08.04'	-0 32	-1 32	-1 37	-0 58	1.0	2.0	0.1	297°	0.1 200°	---	---	---	1.6 113°
5431	Bechevin Bay, off the entrance <76>	17d	56° 47.03'	154° 38.47'	+1 39	+2 31	+2 28	+1 12	0.4	0.4	0.2	315°	0.3 164°	---	---	---	1.5 112°
5436	Bechevin Bay, off the entrance <76>	56d	56° 47.03'	154° 38.47'	+1 37	+2 15	+2 15	+1 15	0.4	0.4	0.2	328°	0.3 168°	---	---	---	1.5 112°
5441	Bechevin Bay, off the entrance <76>	89d	56° 47.03'	154° 38.47'	+1 09	+1 14	+2 04	+1 30	0.3	0.4	0.2	330°	0.2 330°	---	---	---	1.5 112°
5446	UNIMAK ISLAND																
5451	Other Point, off of, north side		55° 04'	163° 47'	+3 36	+3 36	+3 35	+3 53	0.2	0.3	---	089°	---	---	---	---	0.8 258°
5456	ISANOTSKI STRAIT																
5456	ISANOTSKI STRAIT (False Pass Cnry) <77>		54° 52'	163° 24'	-0 55	-0 26	+0 14	+0 02	0.5	0.5	---	358°	---	---	---	---	2.8 187°
5456	Bechevin Bay, off Rocky Point		54° 59'	163° 26'													

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TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	ALEUTIAN ISLANDS <78> Time meridian, 135° W	ft	North	West	h m	h m	h m	h m			knots	Dir.	knots	Dir.
5461	Davidson Bank <79>		54° 00'	163° 00'	---	---	---	---	--	--	--	--	--	--
5466	UNIMAK PASS (off Scotch Cap)		54° 22'	164° 48'	-0 43	+0 41	+1 17	0 00	0.6	0.2	3.4	295°	3.0	105°
5471	Unimak Pass, 1 1/2 miles WSW of Sennett Pt		54° 25'	165° 12'	+0 44	+0 17	-0 48	-0 22	0.4	0.5	2.0	301°	0.7	108°
5476	Unimak Pass, 2.4 miles N of Tanginak I		54° 14'	165° 18'	+0 44	+0 52	+0 47	+0 24	1.2	1.1	1.3	298°	1.5	144°
5481	Avatanak Strait		54° 07'	165° 28'							4.1	050°	3.3	258°
	Derbin Strait <80>		54° 06'	165° 14'	0 00	-0 06	-0 12	-0 19	1.0	1.0	5.8	342°	5.3	148°
5491	Ugamak Strait, off Kaligagan Island <81>		54° 09'	164° 53'	+0 31	+0 13	+0 11	+0 05	0.6	0.8	3.5	324°	4.0	116°
5496	Ugamak Strait (North end) <81>		54° 12'	164° 55'	+0 56	+0 39	+1 10	+0 38	0.6	0.3	3.3	322°	1.8	122°
5501	AKUTAN PASS		54° 01'	166° 03'							5.8	294°	5.3	113°
5506	Baby Pass		53° 59'	166° 04'	-0 03	-0 04	-0 16	-0 02	0.7	0.9	4.2	303°	4.8	129°
5511	Unaiga Pass		53° 57'	166° 12'	+0 01	-0 07	+0 01	-0 05	1.1	1.0	6.3	320°	5.3	128°
	Udagak Strait (narrows) <82>		53° 44'	166° 18'	-2 11	-2 21	-2 03	-3 09	0.6	0.3	2.1	286°	1.0	142°
5516	Unmak Pass, south approach		53° 15'	167° 55'	-0 38	-1 01	-0 23	-0 14	0.6	1.0	2.0	341°	3.0	181°
5521	Konets Head—Emerald Island, between <83>		53° 18'	167° 51'	-0 11	-1 05	-0 55	-2 21	1.0	0.8	3.4	331°	2.3	125°
5526	Unmak Pass, southeast of Ship Rock		53° 21'	167° 48'	+0 11	+0 14	+0 20	-0 17	1.1	0.9	3.7	056°	2.7	225°
5531	Unmak Pass, northwest of Ship Rock		53° 23'	167° 51'	+0 01	-1 00	-0 28	-1 08	1.1	1.1	3.7	052°	3.3	218°
	Time meridian, 150° W													
5541	Yunaska Island, 1 mile east of <84>		52° 40'	170° 32'	---	---	---	---	0.5	0.8	1.9	021°	2.1	159°
5546	Finch Cove, Segum Island		52° 23'	172° 23'	---	---	---	---	---	---	1.4	315°	---	130°
	Fenimore Rock, 1.2 miles southwest of Igitkin Pass, 0.8 mile N of Tanager Pt		51° 58'	175° 34'	-1 16	-1 52	-2 17	-1 58	0.9	1.0	3.2	010°	3.0	140°
5551	Chugul Pass, 0.8 mile SW of Tanager Pt		51° 57'	175° 52'	-0 41	-1 11	-1 25	-1 49	0.9	0.7	3.1	040°	2.1	245°
5556	Chugul Pass, 2 miles NE of Cape Ruin		51° 56'	175° 53'	-2 45	-1 54	-0 48	-2 15	0.5	0.5	1.6	325°	1.6	160°
5566	Chugul Pass, 0.5 mile NE of Cape Ruin		51° 56'	175° 56'	+0 30	-0 09	-0 54	-1 09	0.4	0.5	1.4	335°	1.5	150°
5571	Chugul Pass, 0.5 mile NE of Cape Ruin		51° 55'	175° 58'	-1 12	-1 12	-0 18	-0 56	0.4	0.6	1.2	305°	1.8	120°
	Umak Pass, off Narrows Point		51° 51'	176° 04'	-0 09	-0 18	+0 06	-0 27	0.9	0.8	3.2	305°	2.2	130°
5576	Little Tanaga Strait, off Tana Pt <85>		51° 49'	176° 14'	-0 49	-0 54	-0 33	-0 34	0.7	0.6	2.5	320°	3.0	130°
5581	Kagalaska Strait, off Galas Point <85>		51° 48'	176° 25'	-1 21	-0 59	-0 07	+0 02	0.7	0.5	3.9	310°	2.8	175°
	Adak Strait, 1 mile NE of Naga Pt <86>		51° 47'	177° 05'	---	---	---	---	0.6	0.7	2.0	010°	2.2	190°
5591	Adak Strait, 4 miles ENE of Naga Point		51° 47'	177° 00'	-0 54	-0 30	-0 44	-0 07	0.6	0.6	1.9	010°	1.9	195°
5596	Adak Strait, off Argonne Point <87>		51° 48'	176° 57'	-3 52	-0 44	-1 32	-2 48	1.0	0.6	2.8	010°	1.4	200°
5601	Kanaga Pass, 0.3 mile NW of Annoy Rock		51° 43'	177° 48'	-0 03	-0 10	-0 23	-0 57	0.7	0.7	2.5	000°	2.2	195°
5606	Kanaga Pass, 2.2 miles NE of Annoy Rock		51° 45'	177° 45'	-0 24	-0 36	-0 54	-1 36	0.8	0.7	2.6	020°	2.2	225°
5611	Tanaga Pass, 4 mi. off C. Amaqalik <88>		51° 39'	178° 13'	-1 45	-2 29	-1 45	-0 01	0.5	0.5	---	---	---	---
5616	Ogluiga Island, pass East of, Delarof Is		51° 39'	178° 36'	-2 19	-2 12	-2 23	-2 18	0.2	0.2	0.7	038°	0.5	200°
5621	Gareloi I., 0.5 mile SE of, Delarof Is		51° 45'	178° 45'	---	---	---	---	---	---	---	---	---	---
5626	Ulak Pass, Delarof Islands		51° 45'	179° 02'	-0 20	-0 06	-0 20	-0 38	0.7	0.7	2.4	326°	2.2	245°
5631														

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No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	ALEUTIAN ISLANDS <78>—cont. Time meridian, 150° W	ft	North	East	h m	h m	h m	h m			knots	Dir.	knots	Dir.
5636	Petrel Bank, Semisopochnoi Island <89>		52° 10'	179° 52'	—	—	—	—	—	—	—	—	—	—
5641	Amchika Island, south coast <90>		51° 33'	178° 51'	—	—	—	—	—	—	—	—	—	—
5646	Oglala Pass, Rat Islands <91>		51° 42'	178° 31'	—	—	—	—	—	—	—	—	—	—
5651	Little Sitkin Island, SE coast <90>		51° 54'	178° 32'	—	—	—	—	—	—	—	—	—	—
5656	Rat Island Pass, Rat Islands <92>		51° 53'	178° 20'	—	—	—	—	—	—	—	—	—	—
5661	Krysi Pass, Rat Islands		51° 51'	178° 07'	+0 03	-0 08	-0 29	-0 20	0.7	0.2	—	—	—	—
5666	Sea Lion Pass, Rat Islands <93>		51° 54'	177° 54'	+0 06	-0 11	-0 34	-0 23	0.7	0.8	—	—	—	—
5671	Tahoma Reef <7>		51° 49'	175° 52'	—	-0 23	—	-1 04	0.3	0.3	—	—	—	—
5676	Attu Island, 5 miles NE of Cape Wrangell		52° 59'	172° 32'	—	—	—	—	—	—	—	—	—	—
	Time meridian, 135° W		North	West										
5681	Cape Lieskof, 3 miles west of		55° 45'	162° 12'	-5 39	-4 39	-4 38	-4 53	0.3	0.3	—	—	—	—
	PORT MOLLER													
5686	Entrance Point, 3 miles west of		56° 00'	160° 39'	-5 04	-4 28	-4 06	-4 34	0.7	0.8	—	—	—	—
5691	Entrance Point		55° 59'	160° 35'	-4 57	-4 53	-5 06	-5 27	0.5	0.6	—	—	—	—
5696	Harbor Point		55° 55'	160° 36'	-4 28	-4 03	-4 59	-4 26	0.4	0.8	—	—	—	—
	HERENDEEN BAY—PORT HEIDEN													
5701	Haque Channel, east of Doe Point		55° 54'	160° 46'	-5 59	-4 39	-4 23	-5 21	0.9	0.6	—	—	—	—
5706	Johnston Channel, off Half tide Rock		55° 50'	160° 47'	-4 27	-4 45	-5 15	-4 24	0.5	0.5	—	—	—	—
5711	Port Heiden		56° 59'	158° 53'	-2 23	-1 05	-1 14	-1 15	0.4	0.4	—	—	—	—
	KVICHAK BAY													
5716	KVICHAK BAY (off Naknek River entrance)		58° 42'	157° 15'	+2 01	+1 05	+0 04	+1 15	0.5	0.9	—	—	—	—
5721	Morakas Point, Naknek River <94>		58° 44'	156° 56'	+2 12	+1 30	+0 39	+1 01	—	—	—	—	—	—
5726	Kvichak, Kvichak River <94>		58° 58'	156° 56'					—	—	—	—	—	—
	NUSHAGAK BAY and APPROACHES													
5731	Cape Constantine, 4 miles Southeast of		58° 20'	158° 46'	-2 08	-1 38	-1 05	-1 52	0.6	0.7	—	—	—	—
5736	Protection Point, 2.5 miles east of		58° 30'	158° 37'	-0 44	-1 25	-0 40	-1 04	1.0	1.0	—	—	—	—
5741	Nushagak Bay entrance		58° 34'	158° 25'	-0 59	+0 03	+0 19	-0 23	1.0	1.0	—	—	—	—
5746	Etolin Point, 8.5 miles west of		58° 38'	158° 35'	-0 19	+0 13	+0 08	+0 05	0.9	1.2	—	—	—	—
5751	Clarks Point, 1 mile west of		58° 50'	158° 35'	-0 07	+0 34	+0 41	-0 02	1.3	1.4	—	—	—	—
5756	Dillingham <95>		59° 02'	158° 28'	+0 55	+1 11	+1 19	+0 26	—	—	—	—	—	—
	KUSKOKWIM BAY													
5761	Goodnews Bay entrance		59° 04'	161° 47'	-6 23	-6 05	-5 26	-6 02	0.9	0.9	—	—	—	—
5766	Carter Bay, west of		59° 17'	162° 22'	-5 10	-4 29	-3 44	-4 21	0.6	0.6	—	—	—	—
5771	Warehouse Bluff, southwest of		59° 47'	162° 14'	-3 43	-3 21	-3 21	-3 45	0.6	0.8	—	—	—	—
5776	Apokak Creek entrance		60° 06'	162° 10'	-5 04	-3 42	-2 04	-2 51	1.1	1.1	—	—	—	—
	BERING SEA													
	Pribilof Islands													
5781	Walrus Island, 0.5 mile west of <96>		57° 11'	169° 57'	-6 40	-6 47	-6 40	-6 38	0.4	0.5	—	—	—	—
5786	St. Paul I.—St. George I., between <97>		56° 52'	169° 56'	—	-9 21	—	—	0.2	0.2	—	—	—	—
5791	Other Island, 7 miles east of <97>		57° 03'	170° 10'	—	-10 44	—	—	0.4	—	—	—	—	—
5796	SW Pt., St. Paul I., 6 mi. SW <97>		57° 07'	170° 34'	—	-7 02	—	—	0.2	—	—	—	—	—
5801	SW Point, St. Paul Island, 1 mile off		57° 09'	170° 27'	-8 55	-8 10	-8 55	-8 10	0.8	0.3	—	—	—	—

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No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS				
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb	
	BERING SEA—cont. Time meridian, 135° W	ft		West	h m	h m	h m	h m			knots	Dir.	knots	Dir.	
5806	Hooper Bay entrance		61° 30'	166° 03'	+10 08	+11 16	+11 14	+11 03	0.7	0.8	1.7	046°	2.0	223°	
5811	St. Mathew I., southwest coast		60° 21'	172° 43'	+2 24	+3 20	+3 29	+3 07	0.5	0.4	1.2	292°	1.0	119°	
	St. Lawrence Island														
5816	4.5 miles SE of Southeast Cape <98>		62° 53'	169° 32'	--	-1 23	--	-2 48	0.3	0.3	0.8	097°	0.7	251°	
5821	Apawauk Cape, 1 mile south of		63° 07'	168° 56'	-3 58	-3 14	-3 39	-3 23	0.2	0.4	0.5	075°	1.1	272°	
5826	Off Northeast Cape		63° 20'	168° 50'	-1 41	-0 03	+0 16	-0 50	0.3	0.3	0.8	095°	0.7	258°	
5831	Tatik Point, 13 miles off of <99>		63° 23'	172° 18'	--	--	--	--	--	--	0.2	000°	0.7	190°	
5836	Gambell, 13 miles NNW of <100>		65° 00'	172° 01'	--	-1 02	--	-1 19	0.7	0.2	1.7	050°	0.8	075°	
	on Unimak Pass, p.130														
5841	Sledge Island, 2 miles north of <101>		64° 32'	166° 10'	-7 01	--	-6 58	-7 34	0.3	0.2	1.0	305°	0.5	119°	
5846	King Island, 42 miles west of <102>		64° 58'	169° 44'	--	--	--	--	--	--	0.4	030°	0.2	030°	
5851	Fairway Rock, 18.5 miles south of <103>		65° 20'	168° 50'	--	--	--	--	--	--	0.7	000°	0.5	000°	
5856	Fairway Rock, 4.8 miles NNE of <104>		65° 42'	168° 39'	--	--	--	--	--	--	1.1	020°	0.6	020°	
	HAWAIIAN ISLANDS Time meridian, 150° W														
	on San Diego Bay Ent., p.4														
5861	Maui Island <105>		20° 46'	155° 58'	--	--	--	--	--	--	--	--	--	--	
5866	Alalakeiki Channel, west side <106>		20° 36'	156° 32'	--	--	--	--	--	--	--	--	--	--	
5871	Alalakeiki Channel, east side <107>		20° 37'	156° 29'	--	--	--	--	--	--	--	--	--	--	
5876	Maalaea Bay, Maui Island		20° 46'	156° 30'	Current weak and variable				--	--	--	--	--	--	
5881	Auau Channel <108>		20° 53'	156° 43'	--	--	--	-2 58	--	0.7	--	--	1.1	073°	
5886	Kalohi Channel		21° 02'	156° 56'	-3 15	-3 47	-3 38	-3 11	0.4	0.3	0.5	075°	0.5	227°	
5891	Paliolo Channel <109>		21° 04'	156° 43'	--	--	--	--	--	--	--	--	--	--	
	TOKYO WAN Time meridian, 135° E			East											
5896	TOKYO WAN ENTRANCE, (N of Kannon Saki)		35° 17'	139° 44'	Daily predictions				--	--	1.1	313°	--	1.1	133°
	NAIKAI (INLAND SEA) <110>														
5901	NARUTO		34° 14'	134° 39'	0 00	0 00	0 00	0 00	0.5	0.4	6.2	350°	7.6	170°	
5906	Muyano Seto		34° 11'	134° 37'	0 00	0 00	0 00	0 00	0.7	0.6	3.0	325°	3.0	140°	
5911	Kitadomari Seto		34° 14'	134° 35'	0 00	0 00	0 00	0 00	--	--	4.2	020°	4.2	195°	
	TOMOGASHIMA SUIDO (Yura Seto) <111>														
5916	TOMOGASHIMA SUIDO (Yura Seto) <111>		34° 16'	135° 00'	Daily predictions				--	--	2.5	354°	--	2.5	174°
	AKASHI KAIKYO <112>														
5921	AKASHI KAIKYO <111>		34° 37'	135° 02'	Daily predictions				--	--	4.2	302°	--	4.2	122°
5926	Harima Nada, central part <111>		34° 42'	134° 30'	+0 16	+0 26	+0 30	+0 18	0.1	0.1	0.5	260°	0.5	080°	
5931	Bisan Seto, east part <111>		34° 27'	134° 04'	-0 36	-0 13	-0 36	-0 52	0.5	0.5	2.2	244°	2.2	064°	
5936	Bisan Seto, west part <111>		34° 20'	133° 39'	-1 11	-0 48	-1 11	-1 27	0.3	0.3	1.4	250°	1.4	070°	
	KURUSHIMA KAIKYO <113>														
5941	Mihara Seto, north of Kone Shima		34° 20'	133° 04'	+0 20	+0 20	+0 20	+0 20	0.7	0.7	3.8	090°	3.6	270°	
5946	KURUSHIMA KAIKYO (middle channel)		34° 07'	133° 00'	+0 20	+0 20	+0 20	+0 20	1.0	1.0	5.8	180°	5.2	000°	
5951	Kurushima Kaikyo (west channel)		34° 07'	132° 59'	-0 10	-0 10	-0 10	-0 10	0.4	0.4	5.5	180°	5.1	000°	
5956	Aki Nada, east part		34° 08'	132° 52'	+0 10	+0 10	+0 10	+0 10	0.4	0.4	2.0	045°	2.0	225°	
5961	Tsurushima Suido		33° 56'	132° 40'	+0 10	+0 10	+0 10	+0 10	0.4	0.4	2.0	045°	2.0	225°	

Endnotes can be found at the end of table 2.

TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
	NAIKAI (INLAND SEA) <110>-cont. Time meridian, 135° E	ft	North	East	h m	h m	h m	h m			knots	Dir.	knots	Dir.
5966	Kudako Suido		33° 58'	132° 34'	-0 40	-0 40	-0 40	-0 40	0.7	0.7	3.9	045°	3.7	225°
5971	Nuwa Shima Suido		33° 59'	132° 31'	-1 10	-1 10	-1 10	-1 10	0.7	0.7	3.9	000°	3.7	180°
5976	Moro Shima Suido		33° 57'	132° 29'	-1 30	-1 30	-1 30	-1 30	0.7	0.7	3.8	000°	3.6	180°
5981	Obatake Seto (narrows)		33° 57'	132° 11'	-2 20	-2 20	-2 20	-2 20	0.9	0.9	5.3	090°	4.9	270°
5986	Heigun Suido		33° 50'	132° 12'	-1 20	-1 20	-1 20	-1 20	0.2	0.2	1.1	090°	1.1	270°
5991	Iyo Nada, central part		33° 45'	132° 18'	-0 40	-0 40	-0 40	-0 40	0.2	0.1	1.1	045°	0.8	225°
5996	Suo Nada, west part		33° 52'	131° 11'	-1 40	-1 40	-1 40	-1 40	0.1	0.1	0.8	270°	0.8	090°
6001	Hoyo Kaikyo		33° 18'	131° 59'	-1 40	-1 40	-1 40	-1 40	0.6	0.6	3.5	000°	3.5	180°
6006	Bungo Suido, south end		32° 45'	132° 17'	-2 10	-2 10	-2 10	-2 10	0.2	0.2	1.0	000°	1.0	180°
6011	KANMON KAIKYO (Hayatomo Seto)		33° 58'	130° 58'							5.6	270°	5.2	090°
6016	Kanmon Kaikyo (O Seto)		33° 55'	130° 56'	0 00	0 00	0 00	0 00	0.7	0.7	3.7	225°	3.5	045°
	KYUSHU, WEST COAST													
6021	Hira Shima, 1.5 miles east of		33° 01'	129° 17'	-0 03	-0 20	-0 13	-0 28	0.4	0.4	2.2	028°	1.9	165°
6026	Yushima Seto, 2.3 miles SE of Dosaki		32° 38'	130° 22'	-1 44	-1 35	-2 01	-2 36	0.4	0.5	2.1	042°	2.8	191°
6031	Hayasaki Kaikyo, 2.7 mi. E of Gotsu Sho		32° 34'	130° 10'	-2 16	-2 10	-2 04	-2 16	1.0	0.9	5.8	121°	4.8	278°
	CHANGJIANG													
	Time meridian, 120° E													
6036	CHANGJIANG ENTRANCE		31° 08.23'	122° 00.47'							2.6	305°	2.5	125°
6041	WUSONG KOU		31° 24.92'	121° 31.98'							2.7	290°	2.4	110°
	SULU ARCHIPELAGO													
6046	BASILAN STRAIT, off Zamboanga <112>		6° 54'	122° 04'	+0 12	-0 03	-0 17	0 00	0.4	0.3	2.2	270°	3.4	090°
6051	Basilan Strait, eastern entrance		6° 42'	122° 20'	-0 17	+0 11	+0 17	-0 43	0.8	0.6	0.9	292°	1.4	127°
6056	Tapiantana Channel		6° 23'	122° 00'	-0 12	-0 18	+0 09	-0 33	0.5	0.3	1.5	288°	2.4	117°
6061	Canas Island, 1.5 miles west of		6° 28'	121° 53'	+1 00	+0 54	+0 32	0 00	0.4	0.4	0.9	328°	1.4	157°
6066	Between Mataja I. and Scagot I.		6° 34'	121° 43'	+0 01	-0 26	+0 31	-0 12	0.6	0.5	1.3	345°	2.0	150°
6071	Between Bubuan Island and Linawan Island		6° 20'	121° 57'	+0 03	-0 04	+0 06	-0 04	0.8	0.6	1.5	323°	2.4	161°
6076	Between Linawan I. and Tatalan I.		6° 18'	121° 52'	+0 15	+0 12	+0 06	0 00	0.8	0.6	1.5	298°	2.4	136°
6081	Tatalan Island, 4 miles southeast of		6° 11'	121° 54'	+0 18	+0 05	+0 30	-0 36	0.5	0.3	0.9	326°	1.4	133°
6086	Tatalan Island, 7 miles west of		6° 16'	121° 43'	-0 35	-0 35	-0 35	-1 15	0.8	0.9	1.8	308°	2.7	118°
6091	Between Parol I. and Balanguingui I.		6° 03'	121° 43'	0 00	0 00	0 00	-1 15	1.1	0.8	2.0	319°	3.1	117°
6096	Between Jolo Island and Sulaide Island		5° 54'	120° 49'	0 00	-0 43	-1 00	-0 44	0.6	0.5	1.1	314°	1.7	142°
6101	Between Kulussein I. and Tubigan I.		6° 24'	120° 46'	-0 25	-0 43	-1 00	-0 44	0.6	0.5	1.1	349°	1.7	142°
6106	Between Cap Island and Tubalbac Island		5° 58'	120° 13'	-0 06	+0 12	0 00	-0 27	0.6	0.5	1.3	349°	2.0	169°
	ILOILO STRAIT													
6111	Pangasinan Point, 1.5 miles west of		10° 36'	122° 29'	--	-0 04	--	-0 17	0.4	0.4	0.5	063°	1.0	226°
6116	Cabatic Point, 2.1 miles west of		10° 37'	122° 29'	--	+0 05	--	-0 07	0.4	0.4	0.6	058°	1.1	226°
6121	Pituguan, midchannel, 1.5 miles NW of		10° 39'	122° 32'	-0 43	-0 18	-0 09	-0 43	0.8	0.8	1.2	073°	2.2	228°
6126	Panay Club, 0.5 mile south of		10° 41'	122° 33'	-0 43	-0 29	-0 09	-0 43	0.6	0.6	0.7	066°	0.8	255°
6131	ILOILO STRAIT		10° 41'	122° 35'							1.9	055°	1.8	235°
6136	Fort San Pedro, 0.2 mile northeast of		10° 41'	122° 35'	-0 43	-0 37	-1 20	-1 03	0.3	0.3	0.3	041°	0.8	226°
6141	Iloilo River entrance, 0.3 mile NE of		10° 42'	122° 35'	-0 19	-0 25	-0 44	-0 31	0.9	0.9	1.6	039°	1.7	216°
6146	Jaro Point, midchannel off of		10° 43'	122° 36'	+0 01	-0 13	-0 15	-0 37	0.7	0.7	1.4	010°	1.1	200°
6151	Doldol, midchannel north of		10° 46'	122° 39'	-0 27	-0 06	+0 09	-0 11	0.9	0.9	2.1	075°	1.2	240°
6156	Durnangas Point, 1.5 miles south of		10° 45'	122° 44'	-0 19	-0 08	+0 12	-0 14	0.6	0.6	1.5	109°	1.1	279°
6161	Navaltes Point, 0.7 mile NNE of		10° 44'	122° 43'	+0 44	+0 12	+0 04	+0 21	0.8	0.7	1.1	129°	1.3	293°

Endnotes can be found at the end of table 2.

**TABLE 2 – CURRENT DIFFERENCES AND OTHER CONSTANTS**

No.	PLACE	Meter Depth	POSITION		TIME DIFFERENCES				SPEED RATIOS		AVERAGE SPEEDS AND DIRECTIONS			
			Latitude	Longitude	Min. before Flood	Flood	Min. before Ebb	Ebb	Flood	Ebb	Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
		ft	<b>North</b>	<b>East</b>	h m	h m	h m	h m			knots	Dir.	knots	Dir.
6166	CEBU HARBOR													
6171	Time meridian, 120° E													
6176	CEBU HARBOR, off Cebu City		10° 17'	123° 54'					1.4	1.5			1.0	252°
	Cebu Harbor, 0.6 mile NE of Opon Light		10° 19'	123° 57'	---	-0 11	---	+0 19	0.3	0.3			1.5	244°
	Cebu Harbor, east entrance		10° 21'	123° 59'	---	-0 19	---	-0 14					0.3	239°
	HINATUAN PASSAGE													
6181	Rasa Island, southwest of		9° 47'	125° 34'	-0 52	+0 04	-0 50	-1 41	3.6	4.0			4.0	135°
	SAN JUANICO STRAIT													
6186	SAN JUANICO STRAIT, off Tacloban		11° 16'	125° 00'										
6191	Cauayan Point, southeast of		11° 20'	124° 58'	-0 29	-0 05	-0 07	-0 20	1.4	1.2			1.1	290°
6196	San Juanico Strait, off Uban Point		11° 22'	124° 59'	-0 20	-0 40	-0 20	-0 40	1.5	1.6			1.6	037°
6201	Torre Island, west of		11° 25'	124° 59'	-0 16	-0 17	-0 10	-0 03	1.4	1.0			1.6	180°
6206	Janabatas Channel		11° 26'	124° 55'	-0 44	-0 01	-0 14	-0 07	1.0	0.5			1.1	339°
6211	Janabatas Channel		11° 27'	124° 51'	-1 47	-0 12	-0 26	-0 28	1.3	0.3			1.4	276°
	SAN BERNARDINO STRAIT													
6216	SAN BERNARDINO STRAIT		12° 30'	124° 07'									4.6	225°

Endnotes can be found at the end of table 2.

## ENDNOTES

- <1> It is reported that an eddy is usually encountered along the ends of the municipal piers which makes docking difficult.
- <2> San Pedro Channel, 7 miles south of Los Angeles Harbor Breakwater. There are two periodic currents here both of which are rotary, turning clockwise, and rather weak. The tidal current has a speed at strength of about 0.2 knot. The other current, due apparently to daily land and sea breezes, has a period of 24 hours and an average speed of about 0.2 knot. The greatest speed during 5 months of observations was 1.5 knots. Currents greater than 1 knot occur infrequently.
- <3> In Los Angeles and Long Beach Harbors, the tidal current is weak. Currents can exceed 1 knot in the outer harbor at San Pedro, under strong wind conditions. Also, it is reported that three minute surge waves are responsible for major ship movements and damage.
- <4> Observations indicate ebb is very weak.
- <5> Large current eddies which cause ships to sheer off course are reported near the foundation piers of Golden Gate Bridge and San Francisco—Oakland Bay Bridge.
- <6> See "Coastal Tidal Currents," (Table of Contents).
- <7> Current is somewhat rotary, turning clockwise.
- <8> SLACK WATER TIME DIFFERENCES FOR PLACES ALONG SAN FRANCISCO PIERS:

STATION or LOCALITY	Latitude N	Longitude W	Beginning of	
			flood h. m.	ebb h. m.
Time meridian, 120° W on SAN FRANCISCO BAY ENTRANCE, p.8				
St. Francis Yacht Club breakwater. . . . .	37° 48.5'	122° 26.5'	-0 10	-1 50
Aquatic Park, 0.2 mile west of . . . . .	37° 48.6'	122° 25.7'	-0 35	-2 05
Pier 37 . . . . .	37° 48.6'	122° 24.5'	-1 35	-2 20
Pier 29 . . . . .	37° 48.4'	122° 24.0'	-1 10	-2 20
Pier 7 . . . . .	37° 48.0'	122° 23.6'	-0 55	-2 05
Pier 14 . . . . .	37° 47.7'	122° 23.3'	-0 55	-3 00
Pier 26 . . . . .	37° 47.4'	122° 23.0'	-1 40	-1 50
Pier 38 . . . . .	37° 47.0'	122° 23.0'	-0 25	-2 25
Pier 50 . . . . .	37° 46.4'	122° 22.8'	-1 40	-2 20
Bethlehem Pier No. 8. . . . .	37° 45.6'	122° 22.7'	-1 20	-1 55
Pier 90, 0.5 mile SE. of . . . . .	37° 44.5'	122° 22.4'	-1 50	-2 05
Point Avisadero . . . . .	37° 43.7'	122° 21.3'	-1 25	-0 40
Point Avisadero, 0.8 mile south of . . . . .	37° 43.0'	122° 21.5'	-1 30	-3 25

- <9> Current is somewhat rotary, turning counterclockwise.
- <10> Current is somewhat rotary, turning counterclockwise. 4h 25m prior to computed maximum flood the current flows southward with a speed 0.6 of the flood speed at the reference station.
- <11> Data do not apply during freshets.
- <12> Data do not apply during freshets.
- <13> Data approximate.
- <14> See "Coastal Tidal Currents," (Table of Contents).
- <15> The Columbia River bar can be very dangerous because of sudden and unpredictable current changes accompanied by breakers. It is reported that ebb currents on the north side of the bar attain speeds of 6 to 8 knots and that strong NW winds sometimes cause currents that set north in the area outside the jetties. In the entrance, the currents are variable and may reach a speed of more than 5 knots on the ebb while the flood speed seldom exceeds 4 knots. The tidal current in the river is always modified by the river discharge, sometimes to the extent that the flood current is indiscernible and the current ebbs continuously.
- <16> Flood and minimum current data indeterminate.
- <17> Observations indicate that the current ebbs continuously at this location. Data are given for the smallest and largest mean ebb values expected. The time differences and speed ratios should be applied to the predicted times of maximum ebb at the reference station.
- <18> During period of observations (February) flood was weak, and current was ebbing most of the time with a speed of about 2 knots at times of maximum.

## ENDNOTES

- <19> Along the west coast of Vancouver Island the current is reported to set always northwestward. It is weakest during westerly winds and strongest with easterly winds, being about a knot in moderate weather.
- <20> When predicted flood at Admiralty Inlet, Race Rocks, or Strait of Juan de Fuca Entrance is marked with an (\*) the flood speed and the preceding and following slacks at stations referred to them cannot be predicted. The current at most of these stations, however, will be weak at such times. Exceptions are the stations whose speed ratios are footnote reference <27>
- <21> Current is rotary, turning clockwise.
- <22> Time of minimum before flood is indefinite.
- <23> Observations indicate that current is weak with direction variable for the greater part of the tidal cycle. A maximum flood speed of 1 knot in a southerly direction has been observed.
- <24> Time of minimum before ebb is indefinite.
- <25> Slacks are indefinite. The flood current is weak and variable, possibly ebbing at times.
- <26> Current ebbs continuously. Maximum ebb, +5h 15m; minimum ebb, -1h 20m.
- <27> Flood speed at strength probably does not become less than a knot.
- <28> Current is rotary and erratic. Speeds of 3 knots may be encountered.
- <29> Current ebbs most of the time. Time difference is for maximum ebb only. Weak current, flood or ebb, usually occurs about 0.8 hour after maximum flood at The Narrows.
- <30> Current floods most of the time. Time difference is for maximum flood only. Weak ebb or slack water usually occurs about 1 hour before maximum ebb at The Narrows.
- <31> Current ebbs most of the time. Time difference is for maximum ebb only. Weak flood or slack water usually occurs about 1 1/2 hours before maximum flood at The Narrows.
- <32> Current floods most of the time. Time of minimum before flood is indefinite.
- <33> Close to the east shore the flood speed is reduced about 1/2 but the ebb speed is only slightly less than at Point Evans.
- <34> On the west side the speed of the flood current is 0.6 that of midstream and the ebb begins about 1 hour and 15 minutes earlier. On the east side the current is about the same as in midstream.
- <35> Current ebbs most of the time. Time difference is for maximum ebb only. Weak flood or slack water usually occurs about 1 hour after maximum flood at The Narrows.
- <36> Current ebbs most of the time. Time difference is for maximum ebb only. Weak flood or slack water usually occurs about the time of maximum flood at the Narrows.
- <38> Current ebbs most of the time. Time difference is for maximum ebb only. Weak flood or slack water usually occurs about 1/2 hour after maximum flood at The Narrows.
- <40> When predicted flood at Admiralty Inlet or Rosario Strait is marked with an (\*) the flood speed and the preceding and following slacks at stations referred to them cannot be predicted. The current at most of these stations, however, will be weak at such times.
- <41> Ebb current is irregular at times.
- <42> Current is predominantly non-tidal, flowing in a northwesterly direction with a maximum speed of 1 knot.
- <43> Current ebbs most of the time. Time difference is for maximum ebb only; slack times are indefinite and flood current is weak and variable.
- <44> Time difference is for maximum flood only; slack times are indefinite and ebb current is too variable to be predicted.
- <45> Dangerous eddy current and tide rips are reported to occur between Helmcken Island and Ripple Shoal around the time of ebb strength.

## ENDNOTES

- <46> On the flood, the streams coming from the sea through the north and south entrances meet off Evening Point (Lat. 53° 39' N) and separate on the falling tide about a mile farther northward.
- <47> Observations indicate that current usually flows WNW, speed varying from zero to an average strength of 0.3 knot which occurs about 1 hour after time of maximum flood at Wrangell Narrows.
- <48> Lewis Point to Guard Island—current too weak to be predicted.
- <49> Observations indicate that current usually flows NW, speed varying from zero to an average strength of 1.2 knots which occurs about 45 minutes before time of maximum flood at Wrangell Narrows.
- <50> Observations indicate that current usually flows NW, speed varying from zero to an average strength of 0.7 knot which occurs about 2 1/2 hours after time of maximum flood at Wrangell Narrows.
- <51> Slacks occurs for a period of several hours before maximum current.
- <52> Current usually flows WSW; speed varies from zero to an average of 1.1 knots occurring about 1h 05m earlier than time of maximum ebb at Wrangell Narrows.
- <53> Slacks are indefinite. Flood current is too weak or variable to be predicted.
- <54> Minimum before flood, 2h 41m before maximum flood; minimum before ebb, 3h 46m before maximum ebb.
- <55> Lesser ebb, +0h 50m. The greater ebb may reach a maximum speed then decrease slightly for about 1 1/2 hours before increasing to a second maximum. These time differences are: 1st. maximum, -0h 42m; minimum, +0h 43m; second maximum, +1h 32m; and are referred only to the greater ebb phase at the reference station.
- <56> Current too weak and variable to be predicted.
- <57> Observations indicate that the current usually flows WNW with a non-tidal current of 0.6 knot.
- <58> Currents are materially affected by winds.
- <59> Northeast of Lively Island, it is reported that the current sets constantly northwestward, being stronger when the main stream west of the island sets northwestward.
- <60> In the section of El Capitan Passage west of Dry Pass the current turns westward about the time of strength of eastward current in Dry Pass, and turns eastward about 1 hour before the time of strength of westward current in Dry Pass.
- <61> Time difference is for maximum ebb only. Flood current is very erratic.
- <62> Current frequently ebbs throughout the day, especially when moon is in quadrature.
- <63> Slacks before flood may be variable.
- <64> Observations in Frederick Sound during summer months indicate that the current usually flows northwestward, the speed varying with the tide. It apparently flows southeastward only on large tides.
- <66> The currents in Nakwasina Passage, except at the location 1 1/2 miles west of Allan Point, are too weak and variable to be predicted.
- <67> Slacks are undetermined.
- <68> Current is erratic in direction and strength at times.
- <69> It is reported that currents are strong and passage is navigable only near time of slack water.
- <70> Observations indicate that current usually flows northward, speed varying from zero to an average strength of 2 knots which occurs about 2.3 hours before time of maximum flood at North Inian Pass.
- <71> A weak ebb probably occurs at this station when flood speed at North Inian Pass is less than 2 knots.
- <72> It is reported that currents are strong and passage is navigable only near time of slack water.
- <73> Observations indicate that current usually flows eastward with an average speed of 0.8 knot.
- <74> It is reported that close inshore at Anchorage an eddy current flows up Knik Arm during the ebb.

## ENDNOTES

- <75> The tidal currents in this strait are weak except at the Slough and the Narrows where the speed at strength may amount to 2 or 3 knots on large tides.
- <76> Current is rotary, turning clockwise. Minimum current about 0.1 knot, setting 160° true.
- <77> Off Whirl Point, the speed of the current is about twice that off the Cannery.
- <78> Dangerous tide rips occur in most of the passes in the Aleutian Islands when sea and swell oppose strong currents.
- <79> Tidal current is weak and rotary, turning clockwise. Observations indicate a 0.2 knot westerly set.
- <80> Ebb speed may not exceed 5.5 knots.
- <81> When predicted ebb speed at Akutan Pass is less than 2 knots the current at this station is weak and variable.
- <82> When predicted ebb speed at Unimak Pass is less than 1 knot the current at this station is weak and variable.
- <83> Flood begins 1 hour before maximum ebb at Unimak Pass.
- <84> The current at this station changes directions abruptly and the time of change is unpredictable. Maximum flood occurs about 10 minutes earlier and maximum ebb about 55 minutes earlier than the corresponding currents in Isanotski Strait. Usually there will be a strong current during the period from 1 1/2 hours before to 1 1/2 hours after the predicted times of maximum flood and ebb.
- <85> Ratios are for greater flood and greater ebb only. The flood and ebb inequalities are small when the moon is near the equator. At other times there is considerable difference between the two floods and also the two ebbs in a day. The lesser flood may even become a small ebb at extreme declinations.
- <86> Time difference for greater ebb and slack before greater ebb. Slack before greater flood and greater flood occur 7 hours and 12 hours respectively after greater ebb. Current floods for about 8 hours after greater flood.
- <87> Flood speed ratio is for the 1st flood after greater ebb; the ebb speed ratio is for greater ebb.
- <88> For greater flood and greater ebb only. The current is rotary, turning clockwise. At the predicted time of slack before greater flood, the current will run westward with speed of about 1.5 knots. At the predicted times of all other slacks and also lesser flood and lesser ebb (or minimum flood), the current will run northward with speed of about one knot.
- <89> Current is rotary, turning clockwise. About 5 hours after time of greater ebb at Unimak Pass, current flows NW, speed ratio 0.4 and about 13 hours after greater ebb at Unimak Pass, current flows SE, speed ratio 0.5.
- <90> Current is somewhat rotary, turning clockwise and is too variable to be predicted.
- <91> Current is somewhat rotary, turning clockwise and is subject to considerable fluctuation. Approximate predictions are obtained through the following relations to the greater ebb at Unimak Pass: +1 1/2 hours, sets SSW, ratio 0.8; +9 hours, probably weak northerly set; + 18 hours, sets NNE, ratio 0.6.
- <92> Current is relatively weak and rotary, turning clockwise. Data is for the greater ebb which is the most consistent phase.
- <93> Current is somewhat rotary turning clockwise. At times given for slack, flood begins and slack, ebb begins the current probably flows WNW and ESE respectively, with speed of about 1.5 knot.
- <94> The current changes from ebb to flood abruptly and predictions for beginning of flood are approximate only.
- <95> Maximum flood 1 knot greater and maximum ebb 0.5 knot greater than corresponding speed at Kvichak Bay.
- <96> Current is rotary turning clockwise. At the predicted times of slack before flood or ebb the current will run westward or eastward respectively with speed about 0.2 knot.
- <97> Current is rotary turning clockwise. Difference and ratio are for maximum flood current only.
- <98> Current is rotary turning clockwise. Midway between flood and ebb current is minimum (about 0.2 knot).

**ENDNOTES**

- <99> Current is rotary turning clockwise. An average maximum speed of about 0.7 knot occurs in a SSW direction.
- <100> Current flows in an ENE direction with an average speed of 1.1 knots. All values appearing in the ebb columns are actually those for a minimum flood.
- <101> Time differences are for slack before greater flood, slack before greater ebb, and greater ebb. Maximum flood occurs about halfway between the times of the slacks obtained through differences. Speed ratios are for greater flood and greater ebb.
- <102> Observations indicate that the current usually flows NNE with an average speed of 0.3 knot. Values in the ebb column are actually those for a minimum flood.
- <103> Observations indicate that the current flows in a northerly direction with an average speed of 0.6 knot. Values in the ebb columns are actually those for a minimum flood.
- <104> Observations indicate that the current flows in a NNE direction with an average speed of 0.9 knot. Values in the ebb columns are actually those for a minimum flood.
- <105> Observations indicate the existence of a permanent current setting north with an average speed of 0.7 knot. Combined with the tidal current, the northward current may have an average speed varying from slack to 1.4 knots. The greatest observed speed off Maui Island was 2.7 knots.
- <106> Observations indicate the current usually flows northwest on the west side of the channel near Kahoolawe Island with a maximum speed of 0.7 knot.
- <107> Observations indicate that current usually flows SSE on east side of channel near Maui Island with a maximum speed of 0.4 knot.
- <108> Current seldom floods. It decreases from maximum ebb to a minimum ebb or slack, then increases to maximum ebb again with no significant flow in the flood direction.
- <109> Current sets to northeast with an average speed of about 0.3 knot.
- <110> The general pattern of the flow into the Naikai is as follows. From the Kii Suido the flood current flows northward through Tomogashima Suido, Izumi Nada, Naruto and Muyano Seto, and westward through Akashi Kaikyo, Harima Nada and Bisan Seto to Bingo Nada. From the Bungo Suido the flood current flows northward through Hayasui Seto and then divides, one branch flowing westward to Shimonoseki Kaikyo and the other branch northeastward through Iyo Nada, Kudako Suido and environs, and Aki Nada. Continuing, the flood current then flows southward through Kurushima Kaikyo and northeastward through Mihara Seto to Bingo Nada. On the ebb the direction of flow is reversed. Bingo Nada is the area where the currents meet on the flood and separate on the ebb.
- <111> The ratios and average speeds and directions are those of spring speeds.
- <112> It is reported that the current at the pier at Zamboanga usually sets in a westerly direction.
- <113> Current flows continuously in a westerly direction. Differences are for mean maximum speed.
- <114> Current ebbs continuously. Differences are for mean maximum ebb only.
- <115> Current floods continuously. Differences are for mean maximum flood only.
- <116> Slacks are indefinite. Flood current is weak and variable. Differences are for mean maximum ebb only.
- <117> Minimum before flood is indefinite. Flood current is weak and variable.
- <118> Weak and variable current ebbs continuously in a southeasterly direction.
- <119> Slacks are indefinite. Flood current is weak and variable. Differences are for a small ebb current.
- <120> Current ebbs continuously with speeds varying from 0.7 knot (shown in the maximum flood column) to 1.5 knots.
- <121> T Due to disturbances caused by the structure, observed currents within 50 feet of the pier can be significantly different from the predictions.
- <122> There is a weak secondary flood current which sets northward 3-5 hours after the maximum flood current.

## Table 3.— SPEED OF CURRENT AT ANY TIME

### EXPLANATION OF TABLES

Though the predictions in this publication give only the slacks and maximum currents, the speed of the current at any intermediate time can be obtained approximately by the use of this table. Directions for its use are given below the table.

Before using the table for a place listed in table 2, the predictions for the day in question should first be obtained by means of the differences and ratios given in table 2.

The examples below follow the numbered steps in the directions.

*Example 1.*—Find the speed of the current in San Francisco Bay Entrance (Golden Gate) at 4:00 on a day when the predictions which immediately precede and follow 4:00 are as follows:

(1)	Slack; flood begins		Maximum (Flood)
	Time		Time                      Speed
	2:19		5:25                      3.2 knots

Directions under the table indicate Table A is to be used for this station.

(2) Interval between slack and maximum flood is  $5:25 - 2:19 = 3^h 06^m$ . Column heading nearest  $3^h 06^m$  is  $3^h 00^m$ .

(3) Interval between slack and desired time is  $4:00 - 2:19 = 1^h 41^m$ . Line labeled  $1^h 40^m$  is nearest  $1^h 41^m$ .

(4) Factor in column  $3^h 00^m$  and on line  $1^h 40^m$  is 0.8. The above flood speed of 3.2 knots multiplied by 0.8 gives a flood speed of 2.56 knots (or 2.6 knots, since one decimal is sufficient) for the time desired.

*Example 2.*—Find the speed of the current in Peril Strait at Kakul Narrows at 15:30 on a day when the predictions (obtained through the difference and ratio in table 2) which immediately precede and follow 15:30 are as follows:

(1)	Maximum (Ebb)		Slack; flood begins
	Time	Speed	Time
	13:59	2.8 knots	16:56

Directions under the table indicate table B is to be used, since this station in table 2 is referred to Sergius Narrows.

(2) Interval between slack and maximum ebb is  $16:56 - 13:39 = 3^h 17^m$ . Hence, use column labeled  $3^h 20^m$ .

(3) Interval between slack and time desired is  $16:56 - 15:30 = 1^h 26^m$ . Hence, use line labeled  $1^h 20^m$ .

(4) Factor in column  $3^h 20^m$  and on line  $1^h 20^m$  is 0.7. The above ebb speed of 2.8 knots multiplied by 0.7 gives an ebb speed of 2.0 knots for the desired time.

When the interval between slack and maximum current is greater than  $5^h 40^m$ , enter the table with one-half the interval between slack and maximum current and one-half the interval between slack and the desired time and use the factor thus found.

TABLE 3.—SPEED OF CURRENT AT ANY TIME

TABLE A														
Interval between slack and desired time	Interval between slack and maximum current													
	<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>
	1 20	1 40	2 00	2 20	2 40	3 00	3 20	3 40	4 00	4 20	4 40	5 00	5 20	5 40
<i>h. m.</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>
0 20	0.4	0.3	0.3	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1
0 40	0.7	0.6	0.5	0.4	0.4	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2
1 00	0.9	0.8	0.7	0.6	0.6	0.5	0.5	0.4	0.4	0.4	0.3	0.3	0.3	0.3
1 20	1.0	1.0	0.9	0.8	0.7	0.6	0.6	0.5	0.5	0.5	0.4	0.4	0.4	0.4
1 40	----	1.0	1.0	0.9	0.8	0.8	0.7	0.7	0.6	0.6	0.5	0.5	0.5	0.4
2 00	----	----	1.0	1.0	0.9	0.9	0.8	0.8	0.7	0.7	0.6	0.6	0.6	0.5
2 20	----	----	----	1.0	1.0	0.9	0.9	0.8	0.8	0.7	0.7	0.7	0.6	0.6
2 40	----	----	----	----	1.0	1.0	1.0	0.9	0.9	0.8	0.8	0.7	0.7	0.7
3 00	----	----	----	----	----	1.0	1.0	1.0	0.9	0.9	0.8	0.8	0.8	0.7
3 20	----	----	----	----	----	----	1.0	1.0	0.9	0.9	0.9	0.9	0.8	0.8
3 40	----	----	----	----	----	----	----	1.0	1.0	1.0	0.9	0.9	0.9	0.9
4 00	----	----	----	----	----	----	----	----	1.0	1.0	1.0	1.0	0.9	0.9
4 20	----	----	----	----	----	----	----	----	----	1.0	1.0	1.0	1.0	0.9
4 40	----	----	----	----	----	----	----	----	----	----	1.0	1.0	1.0	1.0
5 00	----	----	----	----	----	----	----	----	----	----	----	1.0	1.0	1.0
5 20	----	----	----	----	----	----	----	----	----	----	----	----	1.0	1.0
5 40	----	----	----	----	----	----	----	----	----	----	----	----	----	1.0

TABLE B														
Interval between slack and desired time	Interval between slack and maximum current													
	<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>
	1 20	1 40	2 00	2 20	2 40	3 00	3 20	3 40	4 00	4 20	4 40	5 00	5 20	5 40
<i>h. m.</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>	<i>knots</i>
0 20	0.5	0.4	0.4	0.5	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2
0 40	0.8	0.7	0.6	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.3	0.3	0.3	0.3
1 00	0.9	0.8	0.8	0.7	0.7	0.6	0.6	0.5	0.5	0.5	0.4	0.4	0.4	0.4
1 20	1.0	1.0	0.9	0.8	0.8	0.7	0.7	0.6	0.6	0.6	0.5	0.5	0.5	0.5
1 40	----	1.0	1.0	0.9	0.9	0.8	0.8	0.7	0.7	0.7	0.6	0.6	0.6	0.6
2 00	----	----	1.0	1.0	0.9	0.9	0.9	0.8	0.8	0.7	0.7	0.7	0.7	0.6
2 20	----	----	----	1.0	1.0	1.0	0.9	0.9	0.8	0.8	0.8	0.7	0.7	0.7
2 40	----	----	----	----	1.0	1.0	1.0	0.9	0.9	0.9	0.8	0.8	0.8	0.7
3 00	----	----	----	----	----	1.0	1.0	1.0	0.9	0.9	0.9	0.9	0.8	0.8
3 20	----	----	----	----	----	----	1.0	1.0	1.0	1.0	0.9	0.9	0.9	0.9
3 40	----	----	----	----	----	----	----	1.0	1.0	1.0	1.0	0.9	0.9	0.9
4 00	----	----	----	----	----	----	----	----	1.0	1.0	1.0	1.0	0.9	0.9
4 20	----	----	----	----	----	----	----	----	----	1.0	1.0	1.0	1.0	0.9
4 40	----	----	----	----	----	----	----	----	----	----	1.0	1.0	1.0	1.0
5 00	----	----	----	----	----	----	----	----	----	----	----	1.0	1.0	1.0
5 20	----	----	----	----	----	----	----	----	----	----	----	----	1.0	1.0
5 40	----	----	----	----	----	----	----	----	----	----	----	----	----	1.0

Use table A for all places except those listed below for table B.  
 Use table B for Deception Pass, Seymour Narrows, Sergius Narrows, Isanotski Strait. and all stations in table 2 which are referred to these points.

1. From predictions find the time of slack water and the time and velocity of maximum current (flood or ebb), one of which is immediately before and the other after the time for which the velocity is desired.
2. Find the interval of time between the above slack and maximum current, and enter the top of table A or B with the interval which most nearly agrees with this value.
3. Find the interval of time between the above slack and the time desired, and enter the side of table A or B with the interval which most nearly agrees with this value.
4. Find, in the table, the factor corresponding to the above two intervals, and multiply the maximum velocity by this factor. The result will be the approximate velocity at the time desired.

## TABLE 4.—DURATION OF SLACK

The predicted times of slack water given in this publication indicate the instant of zero speed, which is only momentary. There is a period on each side of the slack water, however, during which the current is so weak that for practical purposes it may be considered negligible.

The following tables give, for various maximum currents, the approximate period of time during which weak currents not exceeding 0.1 to 0.5 knot will be encountered. This duration includes the last of the flood or ebb and the beginning of the following ebb or flood, that is, half of the duration will be before and half after the time of slack water.

Table A should be used for all places except those listed below for table B.

Table B should be used for Deception Pass, Seymour Narrows, Sergius Narrows, Isanotski Strait and all stations in table 2 which are referred to them.

### Duration of weak current near time of slack water

**TABLE A**

Maximum current	<i>Period with a speed not more than -</i>				
	<i>0.1 knot</i>	<i>0.2 knot</i>	<i>0.3 knot</i>	<i>0.4 knot</i>	<i>0.5 knot</i>
<i>Knots</i>	<i>Minutes</i>	<i>Minutes</i>	<i>Minutes</i>	<i>Minutes</i>	<i>Minutes</i>
1.0	23	46	70	94	120
1.5	15	31	46	62	78
2.0	11	23	35	46	58
3.0	8	15	23	31	38
4.0	6	11	17	23	29
5.0	5	9	14	18	23
6.0	4	8	11	15	19
7.0	3	7	10	13	16
8.0	3	6	9	11	14
9.0	3	5	8	10	13
10.0	2	5	7	9	11

**TABLE B**

Maximum current	<i>Period with a speed not more than -</i>				
	<i>0.1 knot</i>	<i>0.2 knot</i>	<i>0.3 knot</i>	<i>0.4 knot</i>	<i>0.5 knot</i>
<i>Knots</i>	<i>Minutes</i>	<i>Minutes</i>	<i>Minutes</i>	<i>Minutes</i>	<i>Minutes</i>
1.0	13	28	46	66	89
1.5	8	18	28	39	52
2.0	6	13	20	28	36
3.0	4	8	13	18	22
4.0	3	6	9	13	17
5.0	3	5	8	10	13
6.0	2	4	6	8	11
7.0	2	4	5	7	9
8.0	2	3	5	6	8

When there is a difference between the speeds of the maximum flood and ebb preceding and following the slack for which the duration is desired, it will be sufficiently accurate for practical purposes to find a separate duration for each maximum speed and take the average of the two as the duration of the weak current.

TABLE 5.—ROTARY TIDAL CURRENTS

Station Name	Depth	Hourly time increments												
		0	1	2	3	4	5	6	7	8	9	10	11	
		After Maximum Flood at KVICHAK BAY												
Point Riou, 2.6 nm SW	13	0.58 007	0.42 006	0.21 005	0.12 289	0.23 269	0.26 262	0.37 295	0.56 314	0.65 337	0.74 349	0.74 348	0.71 352	knots degrees
Claybluff Point Light, 5.2nm SSW	14	0.05 141	0.35 225	0.73 237	0.90 251	1.01 257	1.06 261	1.04 272	0.87 291	0.82 306	0.70 332	0.58 002	0.41 037	knots degrees
Kichyatt Point, 1.3nm NE	378	0.12 289	0.12 280	0.08 278	0.03 261	0.00 237	0.00 105	0.01 068	0.01 066	0.03 357	0.06 333	0.09 323	0.11 310	knots degrees
		After Maximum Flood at SERGIUS NARROWS												
Montague Point, 4.5 miles NE	71	0.45 276	0.55 288	0.58 285	0.58 286	0.57 287	0.45 285	0.26 276	0.12 245	0.16 192	0.24 187	0.24 209	0.27 247	knots degrees
Ship Channel, east of Smith Island	69	0.17 261	0.20 303	0.30 326	0.32 356	0.29 028	0.25 059	0.25 094	0.31 123	0.35 142	0.37 157	0.33 176	0.22 203	knots degrees
Johnston Point, 4 miles N	20	0.27 002	0.35 022	0.35 035	0.36 046	0.37 053	0.25 054	0.17 063	0.05 075	0.04 222	0.05 306	0.13 308	0.20 328	knots degrees
Gravina Point and Makaka Point, between	20	0.07 077	0.12 090	0.18 104	0.16 112	0.13 120	0.10 133	0.06 169	0.06 231	0.09 260	0.12 264	0.11 273	0.04 308	knots degrees
		After Maximum Flood at WRANGELL NARROWS												
The Brothers West SEA0501 Bin 1	272	0.65 016	0.33 007	0.24 340	0.29 287	0.33 241	0.44 197	0.50 177	0.44 154	0.37 140	0.14 104	0.26 028	0.56 011	knots degrees
The Brothers West SEA0501 Bin 9	167	0.73 026	0.45 015	0.23 352	0.30 294	0.39 274	0.41 229	0.53 200	0.55 194	0.34 202	0.05 285	0.27 031	0.54 039	knots degrees
The Brothers West SEA0501 Bin 918	48	0.80 025	0.58 015	0.17 332	0.22 242	0.44 215	0.64 207	0.74 208	0.69 209	0.35 209	0.08 082	0.63 063	0.91 048	knots degrees

TABLE 5.— ROTARY TIDAL CURRENTS

Station Name	Depth	Hourly time increments												
		0	1	2	3	4	5	6	7	8	9	10	11	
After Maximum Flood at WRANGELL NARROWS														
Hawk Inlet Entrance SEA0506 Bin 1	108	0.08 030	0.06 066	0.03 143	0.08 160	0.15 157	0.16 161	0.21 162	0.20 163	0.19 165	0.15 161	0.01 111	0.19 356	knots degrees
Hawk Inlet Entrance SEA0506 Bin 6	59	0.33 049	0.32 054	0.20 062	0.09 094	0.10 159	0.12 182	0.13 180	0.18 176	0.17 166	0.17 156	0.11 132	0.17 031	knots degrees
Hawk Inlet Entrance SEA0506 Bin 11	9	0.27 053	0.20 069	0.12 078	0.07 150	0.15 209	0.31 242	0.30 254	0.17 226	0.11 200	0.08 187	0.11 102	0.23 049	knots degrees
The Brothers, East SEA0502 Bin 17	68	0.45 061	0.44 085	0.28 123	0.25 159	0.36 184	0.43 207	0.45 220	0.41 233	0.29 249	0.14 318	0.26 022	0.40 042	knots degrees
Calder Rocks, SEA0608 Bin 16	28	0.28 030	0.06 066	0.25 143	0.47 160	0.51 157	0.33 161	0.05 162	0.30 163	0.33 165	0.23 161	0.24 111	0.33 116	knots degrees
Sonora Passage, SEA0640 Bin 1	152.8	0.40 129	0.44 141	0.37 154	0.27 163	0.16 173	0.07 202	0.05 264	0.07 280	0.06 279	0.03 282	0.02 095	0.14 116	knots degrees
Sonora Passage, SEA0640 Bin 8	83.9	0.09 159	0.11 163	0.12 175	0.09 205	0.06 277	0.15 329	0.25 340	0.28 346	0.22 348	0.12 347	0.02 049	0.16 141	knots degrees
Sonora Passage, SEA0640 Bin 14	24.8	0.11 110	0.10 137	0.08 165	0.06 255	0.17 304	0.32 319	0.42 329	0.43 337	0.37 349	0.27 007	0.18 040	0.15 079	knots degrees
Summer Strait SEA0605 Bin 15	46	0.20 305	0.45 286	0.62 244	1.08 224	1.49 224	1.59 227	1.46 220	1.36 203	1.30 187	1.06 177	0.63 171	0.20 159	knots degrees
Amelius Island, 1 Mi E of, SEA0609 Bin 5	65.5	0.23 202	0.52 230	0.70 229	0.88 222	0.96 221	0.77 221	0.37 198	0.40 154	0.50 148	0.43 138	0.32 123	0.22 126	knots degrees
Amelius Island, 1 Mi E of SEA0609 Bin 5	16.3	0.35 205	0.53 222	0.67 221	0.83 214	0.93 211	0.84 210	0.61 199	0.50 173	0.51 158	0.40 147	0.29 149	0.23 163	knots degrees
After Maximum Flood at KENNEDY ENTRANCE														
Barabara Point CI0421 Bin 11	82	0.25 019	0.24 344	0.27 300	0.33 276	0.40 260	0.41 248	0.34 236	0.16 220	0.07 140	0.15 077	0.24 057	0.29 044	knots degrees
Barabara Point CI0421 Bin 20	23	0.37 006	0.36 354	0.29 327	0.28 294	0.32 263	0.34 243	0.32 227	0.25 208	0.11 180	0.04 073	0.16 023	0.30 014	knots degrees

TABLE 5.—ROTARY TIDAL CURRENTS

Station Name	Depth	Hourly time increments												
		0	1	2	3	4	5	6	7	8	9	10	11	
After Maximum Flood at CHARLESTON HARBOR														
Iliamna Bay COI0512 Bin 1	20	0.36 335	0.32 014	0.35 055	0.42 083	0.44 107	0.44 135	0.46 163	0.46 194	0.51 232	0.51 260	0.61 278	0.51 298	knots degrees
Iliamna Bay COI0512 Bin 2	10	0.44 334	0.37 013	0.40 054	0.47 084	0.49 111	0.51 139	0.53 165	0.53 193	0.56 228	0.65 256	0.68 277	0.59 297	knots degrees
Cape Douglas, NE Bin 1	452	0.83 330	0.66 345	0.43 010	0.35 076	0.51 118	0.65 134	0.66 144	0.52 157	0.32 188	0.27 264	0.53 299	0.76 312	knots degrees
Cape Douglas, NE Bin 8	314	0.65 320	0.52 326	0.27 338	0.08 049	0.29 125	0.46 132	0.51 135	0.42 139	0.18 159	0.11 262	0.37 300	0.58 310	knots degrees
After Maximum Flood at MONTAGUE STRAIT														
Bainbridge Pass North, PWS0712, Bin 1	331	0.03 223	0.09 207	0.13 208	0.15 207	0.15 207	0.12 209	0.06 218	0.03 321	0.11 000	0.14 000	0.14 359	0.08 357	knots degrees
Cape Cleare, PWS0720, Bin 1	40	0.87 348	0.47 005	0.30 078	0.64 129	1.10 147	1.32 161	1.22 177	0.76 208	0.67 279	1.28 324	1.57 333	1.50 340	knots degrees
Cape Cleare, PWS0720, Bin 3	26	1.14 345	0.76 359	0.43 051	0.62 114	1.13 145	1.44 163	1.38 182	0.89 217	0.88 283	1.56 323	1.89 333	1.82 339	knots degrees
Cape Cleare, PWS0720, Bin 5	13	1.48 340	1.01 352	0.56 030	0.55 099	1.12 144	1.48 164	1.48 184	1.00 221	1.08 286	1.87 321	2.29 331	2.24 335	knots degrees
Cape Hinchinbrook Approach, PWS0729, Bin 12	37	0.54 301	0.47 307	0.33 314	0.15 321	0.02 271	0.10 186	0.17 202	0.25 226	0.39 256	0.49 269	0.60 280	0.65 289	knots degrees
Cottonwood Point, PWS0730, Bin 1	124	0.20 282	0.14 279	0.11 258	0.12 237	0.15 230	0.16 236	0.18 249	0.20 266	0.24 282	0.24 289	0.24 292	0.23 292	knots degrees
Cottonwood Point, PWS0730, Bin 6	59	0.31 285	0.24 286	0.19 277	0.18 264	0.21 252	0.25 246	0.29 250	0.32 258	0.35 268	0.37 275	0.38 281	0.37 284	knots degrees
Cottonwood Point, PWS0730, Bin 8	32	0.40 287	0.31 289	0.24 286	0.20 277	0.20 262	0.24 250	0.29 248	0.35 253	0.40 260	0.43 267	0.44 274	0.45 279	knots degrees
Crafton Is, Knight Is Passage, PWS0708, Bin 15	97	0.05 047	0.03 091	0.04 149	0.10 171	0.14 177	0.17 179	0.17 177	0.14 171	0.09 162	0.04 135	0.03 076	0.05 044	knots degrees

TABLE 5.—ROTARY TIDAL CURRENTS

Station Name	Depth	Hourly time increments												
		0	1	2	3	4	5	6	7	8	9	10	11	
After Maximum Flood at MONTAGUE STRAIT														
Gravina Pt. and Makaka Pt., between	20	0.16 112	0.13 120	0.10 133	0.06 169	0.06 231	0.09 260	0.12 264	0.11 273	0.04 308	0.07 308	0.12 090	0.18 104	knots degrees
Hinchinbrook Entrance, PWS0728, Bin 1	138	0.33 348	0.30 008	0.25 039	0.25 080	0.30 107	0.34 122	0.34 133	0.26 143	0.09 170	0.11 297	0.26 319	0.36 330	knots degrees
Hinchinbrook Entrance, PWS0728, Bin 5	85	0.43 330	0.42 350	0.38 019	0.39 055	0.44 086	0.51 107	0.52 124	0.45 139	0.28 165	0.18 228	0.27 278	0.41 304	knots degrees
Hinchinbrook Entrance PWS0728, Bin 10	20	0.54 347	0.53 007	0.49 035	0.49 067	0.54 094	0.58 114	0.54 131	0.42 151	0.23 194	0.24 257	0.38 295	0.51 315	knots degrees
Johnston Point, 4 miles north	20	0.36 046	0.37 053	0.25 054	0.17 063	0.05 075	0.04 222	0.05 306	0.13 308	0.20 328	0.27 002	0.35 022	0.35 035	knots degrees
Knowles Head, PWS0737 Bin 8	151	0.12 331	0.06 321	0.03 272	0.04 214	0.07 223	0.11 251	0.17 273	0.22 287	0.24 303	0.25 317	0.24 328	0.22 335	knots degrees
Knowles Head, PWS0737 Bin 16	46	0.19 345	0.13 349	0.08 324	0.11 297	0.19 288	0.26 300	0.32 300	0.35 308	0.37 317	0.36 324	0.34 330	0.30 334	knots degrees
Montague Point, 4.5 miles east	71	0.58 286	0.57 287	0.45 285	0.26 276	0.12 245	0.16 192	0.24 187	0.24 209	0.27 247	0.45 276	0.55 288	0.58 285	knots degrees
Point Elirington, PWS0718 Bin 1	151	0.35 014	0.25 014	0.16 024	0.06 058	0.08 152	0.18 176	0.28 185	0.31 192	0.24 202	0.13 225	0.10 310	0.22 343	knots degrees
Point Elirington, PWS0718 Bin 5	98	0.27 020	0.19 026	0.10 048	0.07 107	0.14 164	0.29 193	0.39 207	0.44 221	0.41 239	0.29 282	0.29 326	0.38 356	knots degrees
Point Elirington, PWS0718 Bin 10	33	0.20 032	0.13 060	0.04 137	0.15 228	0.34 236	0.56 240	0.69 248	0.76 263	0.76 283	0.72 306	0.64 332	0.57 357	knots degrees
Ship Channel, east of Smith Island	69	0.32 356	0.29 028	0.25 059	0.25 094	0.31 123	0.35 142	0.37 157	0.33 176	0.22 203	0.17 261	0.20 303	0.30 326	knots degrees
Snug Harbor, PWS0723, Bin 1	280	0.03 060	0.03 055	0.01 073	0.02 168	0.06 186	0.14 187	0.21 187	0.24 188	0.22 190	0.15 193	0.07 190	0.02 134	knots degrees



# COASTAL TIDAL CURRENTS

## EXPLANATION

The term coastal tidal current is used here to designate the tidal current found offshore from 5 to 20 miles from the coast. The data were based upon observations made through the cooperation of the U.S. Coast Guard at a number of lightship stations along the Pacific coast from San Francisco to Swiftsure Bank, off the coast of Washington.

**Rotary current.**— Offshore, away from the immediate influence of the coast, the tidal current is quite different from the current found in inland tidal waters. Instead of setting in one direction for a period of 6 hours and in the opposite direction during the following period of 6 hours, the tidal current offshore changes its direction continually, so that in a period of about 12 ½ hours it will have set in all directions of the compass. The type of current is therefore called a rotary current.

**Minimum current.**— A characteristic feature of the rotary current is the absence of slack water. Although the current generally varies from hour to hour, this variation from greatest current to least current and back again to greater current does not give rise to a period of slack water. When the speed of the rotary tidal current is least, it is known as the minimum current, and when it is greatest it is known as the maximum current. The minimum and maximum speeds of the rotary current are thus related to each other in the same way as slack and strength of current, a minimum speed of the current following a maximum speed by an interval of about 3 hours and being followed in turn by another maximum after a further interval of 3 hours.

**Changes in the tidal current.**— The speeds of the tidal current given here are average speeds. Near the times when the Moon is full or new the speeds of the tidal current will be about 20 percent, or one-fifth greater than the average, and near the times of the Moon's first and third quarter the speeds will be smaller than the average by one-fifth.

**Effect of wind.**— It is to be carefully noted that, when a wind is blowing, the current a vessel will encounter is the resultant of the tidal and wind currents. Only the tidal currents together with the greatest observed speed of the current at each light vessel are given here, and the mariner is cautioned to combine with the tidal current the current brought about by any wind that may be blowing. Wind currents are given under the heading, "Wind-driven Currents".

**Direction and Speed of currents.**— The direction of the current is true, not magnetic, and is the direction toward which the current is setting, while the wind when given is in the direction from which it is blowing. The speed of the current is given in knots or nautical miles per hour.

**Reference to tides.**— The tidal currents on the Pacific coast, like the tides, exhibit the feature known as diurnal inequality; that is, the two floods of a day are unequal and likewise the two ebbs. In the case of the tide the higher of the two high waters of a day is known as higher high water, while the lower of the two is known as lower high water. For the two low waters of a day there are likewise distinctive names, the lower one being known as lower low water while the higher one is known as higher low water. In certain instances it is convenient to refer the currents to the tides, and where this is done the following symbols are used to designate the different tides: HH for higher high water, LH for lower high water, LL for lower low water, and HL for higher low water.

## COASTAL TIDAL CURRENTS

**OBSERVATION STATIONS**

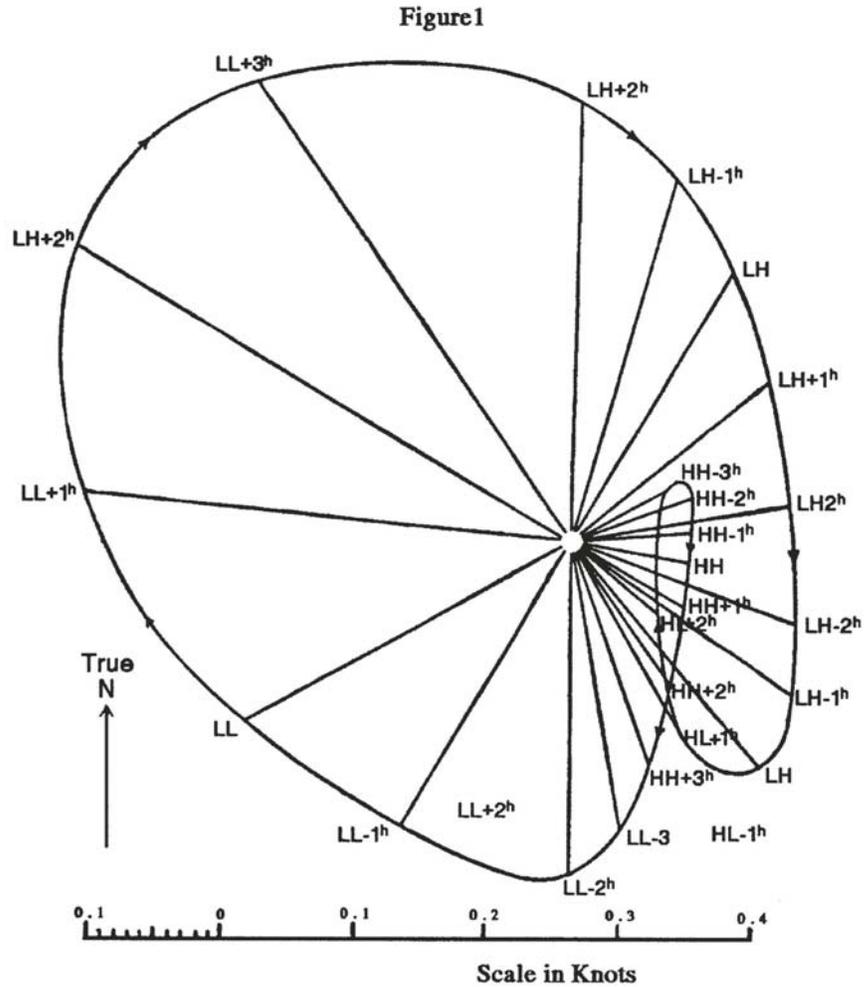
*Point Lobos, 8.7 miles WSW. of (former location of San Francisco Lightship), Calif.* — The tidal current here is rotary, turning clockwise, as shown in figure 1, in which the average currents have been referred to each hour of the tides at San Francisco (Golden Gate). The predicted tides for this port will be found in the Tide Tables, West Coast of North and South America, issued annually in advance, by the National Ocean Service. The diurnal inequality here is so great that the current is very largely diurnal; that is during the greater part of the month the current changes direction at the rate of about 15° per hour, giving but one strength of flood and one strength of ebb in a day.

The speed of the tidal current here is generally small, as shown in the following table, which represents the average conditions of figure 1.

Time	Speed	Direction	Time	Speed	Direction
Tide Hrs.	Knot	True	Tide Hrs.	Knot	True
HH-3	0.1	060°	LL-3	0.2	170°
HH-2	0.1	070°	LL-2	0.3	180°
HH-1	0.1	085°	LL-1	0.3	210°
HH	0.1	100°	LL	0.3	240°
HH+1	0.1	120°	LL+1	0.3	275°
HH+2	0.1	145°	LL+2	0.4	300°
HH+3	0.2	160°	LL+3	0.4	325°
LH-2	0.3	000°	HL-2	0.2	110°
LH-1	0.3	015°	HL-1	0.2	125°
LH	0.2	030°	HL	0.2	140°
LH+1	0.2	050°	HL+1	0.2	150°
LH+2	0.2	080°	HL+2	0.1	130°

In the column headed "Time," in the above table, the minus (-) sign before the hours indicates that the time referred to is before the particular tide, while the plus (+) sign indicates that the time is after the tide. Thus, HH-3 in figure 1 and in the table means 3 hours before higher high water, and LL+1 means 1 hour after lower low water.

COASTAL TIDAL CURRENTS  
Tidal Current Curve, former location of San Francisco Lightship



Referred to predicted time of tide at San Francisco (Golden Gate), Calif.

The current observations at this location indicated a permanent current in a northwesterly direction of about 0.1 knot. This was especially noticeable during the winter months. This permanent current, therefore, increases the speed of the tidal currents that set in the northwesterly direction and decreases the speed of the tidal currents setting in the southeasterly direction.

When there is considerable runoff from San Francisco Bay, the combined tidal and nontidal current at the former lightship location generally attains a speed of 1 1/2 knots in a northwesterly direction. The greatest observed speed was 2.9 knots.

*Cape Mendocino Light, 4.6 miles west of (former location of Blunts Reef Lightship), Calif.*— The tidal current here is rotary, but quite weak, being on the average less than 0.1 knot. At strength of flood the current sets north, and at strength of ebb it sets south. Since the tidal current is weak, it is generally masked by wind currents or other nontidal currents. The observations indicated the existence of a nontidal current setting southwesterly with an average speed of 0.2 knot from March to November and northwesterly with a like average speed from November to March. The greatest observed speed was 3 knots.

*Columbia River Approach Lighted Horn Buoy R"C" (former location of the Columbia River Lightship), coast of Oregon.* — The tidal current here is rotary, turning clockwise, but rather weak. The speed of the current at strength being about 0.3 knots setting 020° on the flood and 200° on the ebb.

The current from the Columbia River completely masks the flood current; observations showing that there is a nontidal current at the buoy location with an average speed of 0.4 knots setting 235° from February to October; and 295° from October to February. When there is considerable runoff from the river, the combined tidal and nontidal current at the buoy frequently attains a speed of 2 knots or more in a southwesterly direction. The greatest observed speed here is 3.5 knots.

*Cape Alava, 4.4 miles west of (former location of Umatilla Reef Lightship), Wash.* — The tidal current here is only slightly rotary. Strength of flood comes about one-fourth hour after the strength of flood in the entrance to the Strait of Juan de Fuca, setting 345° with a speed of 0.3 knot. Strength of ebb comes about one-fourth hour after the strength of ebb in the strait and sets 165° with a speed of 0.3 knot.

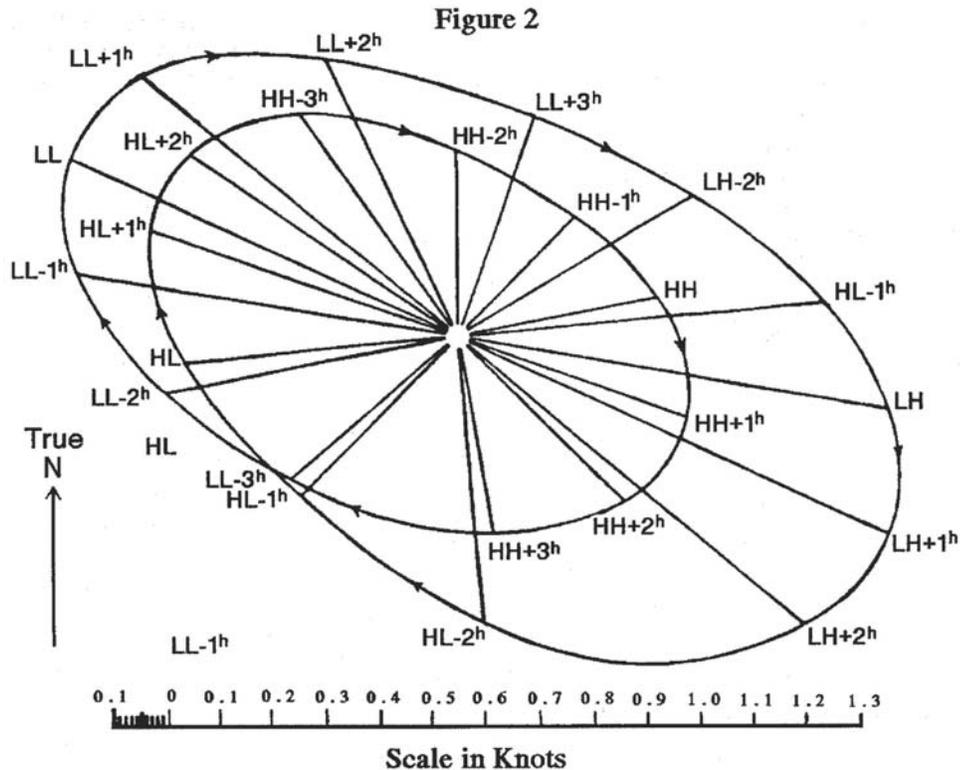
The tidal current here is generally masked by nontidal currents brought about by winds or other causes. Observations indicated the existence of a nontidal current, setting about 350° with a speed of 0.7 knot from November to April, with the greatest speed during the month of December, when it averaged about 1 knot. From April to November the nontidal current was variable, averaging 0.4 knot, generally in a southeasterly direction. With strong southeasterly winds the combined tidal and nontidal current attains a speed of 2 to 3 knots in a northerly direction. The greatest observed speed was 3.3 knots.

*Swiftsure Bank (Latitude 48° 32'N.; Longitude 125° 00'W.)*—The tidal current is distinctly rotary, turning clockwise twice each day, as shown in figure 2, in which the average currents have been referred to every hour of the tides at Astoria, Oregon. The predicted tides for this port will be found in the Tide Tables, West Coast of North and South America, issued annually in advance, by the National Ocean service. As there is considerable difference between the speeds of the two revolutions which the tidal currents make each day, there are two distinct values for the flood and for the ebb currents, corresponding to the diurnal inequality of the tides.

The speed of the tidal currents here is generally small, being less than 1 knot, as shown in the following table, which represents the average conditions of figure 2.

Time	Speed	Direction	Time	Speed	Direction
<i>Tide Hrs.</i>	<i>Knot</i>	<i>True</i>	<i>Tide Hrs.</i>	<i>Knot</i>	<i>True</i>
HH-3	0.5	325°	LL-3	0.4	230°
HH-2	0.4	000°	LL-2	0.6	260°
HH-1	0.3	045°	LL-1	0.7	280°
HH	0.4	080°	LL	0.8	295°
HH+1	0.5	110°	LL+1	0.8	310°
HH+2	0.4	135°	LL+2	0.6	335°
HH+3	0.4	170°	LL+3	0.4	020°
LH-2	0.5	060°	HL-2	0.5	175°
LH-1	0.7	085°	HL-1	0.4	225°
LH	0.8	100°	HL	0.5	265°
LH+1	0.9	115°	HL+1	0.6	290°
LH+2	0.8	130°	HL+2	0.6	305°

## COASTAL TIDAL CURRENTS



Tidal Current Curve, Swiftsure Bank. Referred to predicted time of tide at Astoria, Oregon

In the first column of the above table the letters under "Tide" refer to the different tides of the day, HH standing for higher high water, LH for lower high water, LL for lower low water, and HL for higher low water. The corresponding letters on figure 2 have a similar meaning. The minus (-) sign before the hours indicates that the time referred to is earlier than the particular tide, while the plus (+) sign indicates that the time is after the tide. Thus, HH-3 means 3 hours before higher high water, and LL+1 means 1 hour after lower low water at Astoria, Oregon.

It is to be noted that the speeds and directions of the current given in the above table refer only to the tidal current. Observations indicate the existence of a permanent current setting  $315^\circ$  with an average speed of 0.5 knot. This makes the northwesterly currents considerably stronger than the southeasterly. A southeasterly current of as much as  $1\frac{1}{2}$  knots does not occur except with strong westerly or northwesterly winds, while northwesterly currents of 2 knots or more occur frequently. The greatest observed speed at Swiftsure Bank is 3 knots.

Mau Island, Hawaii (Latitude  $20^\circ 46'N.$ ; Longitude  $155^\circ 58'W.$ )—Observations indicate the existence of a permanent current setting north with an average speed of 0.7 knot. Combined with the tidal current, the northward current may have an average speed varying from slack to 1.4 knots. The greatest observed speed off Maui Island was 2.7 knots.



## WIND-DRIVEN CURRENTS

A wind continuing for some time will produce a current the speed of which depends on the speed of the wind, and unless the current is deflected by some other cause, the deflective force of the earth's rotation will cause it to set to the right of the direction of the wind in the northern hemisphere and to the left in the southern hemisphere.

The current produced at off-shore locations by local winds of various strengths and directions was investigated from observations made at five lightships from San Francisco to Swiftsure Bank. The observations were made hourly for periods varying from 31/2 years to 9 years. The average given below and on the next page may prove helpful in estimating the probable current that may result from various winds at the several locations.

**Caution.**—There were of course many departures from these averages of speed and direction, for the wind-driven current often depends not only on the length of time the wind blows but also on factors other than the local wind at the time and place of the current. The mariner must not, therefore, assume that the given wind will always produce the indicated current.

It should be remembered, too, that the current which a vessel experiences at any time is the resultant of the combined actions of the tidal current, the wind-driven current, and any other currents such as the California Current or currents due to river discharge.

**Speed.**—The table below shows the average speed of current due to winds of various strengths.

<i>Wind speed (miles per hour)</i> .....	10	20	30	40	50
<i>Average current speed (knots) due to wind at following lightship stations:*</i>					
<i>San Francisco</i> .....	<i>0.3</i>	<i>0.3</i>	<i>0.5</i>	<i>0.6</i>	<i>0.7</i>
<i>Blunts Reef</i> .....	<i>0.2</i>	<i>0.3</i>	<i>0.4</i>	<i>0.7</i>	<i>0.8</i>
<i>Columbia River</i> .....	<i>0.4</i>	<i>0.5</i>	<i>0.6</i>	<i>0.8</i>	<i>0.8</i>
<i>Umatilla Reef</i> .....	<i>0.2</i>	<i>0.6</i>	<i>0.9</i>	<i>1.0</i>	<i>0.9</i>
<i>Swiftsure Bank</i> .....	<i>0.5</i>	<i>0.5</i>	<i>0.5</i>	<i>0.7</i>	<i>0.8</i>

\*All of these lightships have since been removed.

**Direction.**—The position of the shoreline with respect to the station influences considerably the direction of the currents due to certain winds. The following table shows for each station the average number of degrees by which the wind-driven current is deflected to the right or left of the wind. Thus at the former location of the San Francisco Lightship the table indicates that with a north wind the wind-driven current flows on the average 061° west of south, and with an east wind it flows 023° north of west.

## WIND-DRIVEN CURRENTS

## AVERAGE DEVIATION OF CURRENT TO RIGHT OR LEFT OF WIND DIRECTION

Lightship Station*	San Francisco		Blunts Reef		Columbia River		Umatilla Reef		Swiftsure Bank	
	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right
Wind from—	*	*	*	*	*	*	*	*	*	*
N.....	---	061	---	020	---	035	---	044	---	100
NNE.....	---	027	---	006	---	027	---	018	---	054
NE.....	---	030	---	010	---	009	---	034	---	048
ENE.....	---	031	---	032	---	029	---	048	---	033
E.....	---	023	---	028	---	017	---	052	---	027
ESE.....	---	029	---	007	---	002	---	038	---	018
SE.....	---	021	011	---	008	---	---	025	---	009
SSE.....	---	005	---	013	007	---	---	006	---	001
S.....	020	---	---	001	019	---	006	---	015	---
SSW.....	030	---	011	---	044	---	013	---	021	---
SW.....	049	---	018	---	074	---	032	---	068	---
WSW.....	040	---	028	---	121	---	052	---	088	---
W.....	051	---	060	---	---	145	077	---	090	---
WNW.....	---	033	---	002	---	105	006	---	---	082
NW.....	---	016	---	031	---	078	---	037	---	130
NNW.....	---	017	---	043	---	053	---	025	---	111

\*All of these lightships have since been removed.

## THE COMBINATION OF CURRENTS

In determining from the current tables the speed and direction of the current at any time, it is frequently necessary to combine the tidal current with the wind-driven current. The following methods indicate how the resultant of two or more currents may be easily determined.

**Currents in the same direction.**—When two or more currents set in the same direction it is a simple matter to combine them. The resultant current will have a speed which is equal to the sum of all the currents and it will set in the same direction.

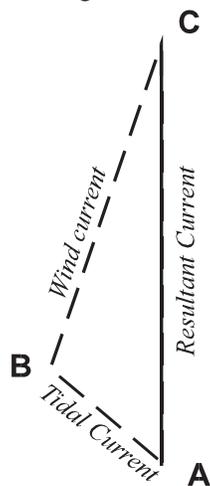
For example, a vessel is near the former location of the San Francisco Lightship at a time when the tidal current is setting  $345^\circ$  with a speed of 0.5 knot, and at the same time a wind of 50 miles per hour is blowing from  $150^\circ$ ; What current will the vessel be subject to at that time? Since a wind of 50 from  $150^\circ$  will give rise to a current setting  $345^\circ$  with a speed of 0.7 knot, the combined tidal and wind-driven currents will set in the same direction ( $345^\circ$ ) with a speed of  $0.5 + 0.7 = 1.2$  knots.

**Currents in opposite directions.**—The combination of currents setting in opposite directions is likewise a simple matter. The speed of the smaller current is subtracted from the speed of the greater current, which gives speed of the resultant current; the direction of the resultant current is the same as that of the greater current.

As an example, let it be required to determine the speed of the current at the former location of the San Francisco Lightship when the tidal current is setting  $331^\circ$  with a speed of 0.5 knot, and when a wind of 45 miles per hour is blowing from the northwest. The current produced by a wind of 45 miles per hour from northwest would set  $151^\circ$  with a speed of 0.6 knot. The tidal and wind currents, therefore, set in opposite directions, the wind current being the stronger. Hence, the resultant current will set in the direction of the wind current ( $151^\circ$ ) with a speed of  $0.6 - 0.5 = 0.1$  knot.

**Currents in different directions.**—The combination of currents setting at arbitrary angles is shown by a graphical method. Taking the combination of two currents as the simplest case, draw a line whose direction and length (to scale) represent the direction and speed of one of the currents to be combined. From the end of this line draw another line (to the same scale) representing the direction and speed of the second current. A line joining the beginning of the first line with the end of the second line represents the direction and speed of the combined current.

As an example, take the former location of the Umatilla Reef Lightship at a time when the tidal current is 0.4 knot setting  $315^\circ$  and a wind of 50 miles per hour is blowing from  $273^\circ$ . The wind-driven current, according to the preceding section, would be about 0.9 knot setting  $025^\circ$ .



Combination of tidal current and wind-driven current

Using a scale of 2 inches to represent 1 knot draw from point A in the diagram above, the line AB 0.8 inches in length directed  $315^\circ$  to represent the tidal current. from B draw the line BC 1.8 inches in length directed  $025^\circ$  to

## THE COMBINATION OF CURRENTS

represent the wind-current. The line AC represents the resultant current, which on being measured, is found to be about 2.2 inches in length directed  $005^\circ$ . Therefore, the combined current sets  $005^\circ$  with a speed of 1.1 knots.

The combination of three or more currents is made in the same way as above, for example, the third current to be combined being drawn from point C. The resultant current is given by joining the origin with the end of the last line. For drawing the lines, a parallel rule and compass rose is convenient. A protractor or polar coordinate paper may also be used.

# **PUBLICATIONS RELATING TO TIDES AND TIDAL CURRENTS**

## **TIDE TABLES**

Advance information relative to the rise and fall of the tide is given in annual tide tables. These tables include the predicted times and heights of high and low waters for every day in the year for a number of reference stations and differences for obtaining similar predictions for numerous other places.

Tide Tables, Central and Western Pacific Ocean and Indian Ocean.

Tide Tables, East Coast of North and South America (Including Greenland).

Tide Tables, Europe and West Coast of Africa (Including the Mediterranean Sea).

Tide Tables, West Coast of North and South America (Including the Hawaiian Islands).

## **TIDAL CURRENT TABLES**

Accompanying the rise and fall of the tide is a periodic horizontal flow of the water known as the tidal current. Advance information relative to these currents is made available in annual tidal current tables which include daily predictions of the times of slack water and the times and velocities of strength of flood and ebb currents for a number of waterways together with differences for obtaining predictions for numerous other places.

Tidal Current Tables, Atlantic Coast of North America.

Tidal Current Tables, Pacific Coast of North America and Asia.



## GLOSSARY OF TERMS

- ANNUAL INEQUALITY**—Seasonal variation in the water level or current, more or less periodic, due chiefly to meteorological causes.
- APOGEAN TIDES OR TIDAL CURRENTS**—Tides of decreased range or currents of decreased speed occurring monthly as the result of the Moon being in apogee (farthest from the Earth).
- AUTOMATIC TIDE GAGE**—An instrument that automatically registers the rise and fall of the tide. In some instruments, the registration is accomplished by recording the heights at regular intervals in digital format, in others by a continuous graph in which the height versus corresponding time of the tide is recorded.
- BENCH MARK (BM)**—A fixed physical object or marks used as reference for a vertical datum. A *tidal bench mark* is one near a tide station to which the tide staff and tidal datums are referred. A *Geodetic bench mark* identifies a surveyed point in the National Geodetic Vertical Network.
- CHART DATUM**—The tidal datum to which soundings on a chart are referred. It is usually taken to correspond to low water elevation of the tide, and its depression below mean sea level is represented by the symbol Zo.
- CURRENT**—Generally, a horizontal movement of water. Currents may be classified as *tidal* and *nontidal*. Tidal currents are caused by gravitational interactions between the Sun, Moon, and Earth and are a part of the same general movement of the sea that is manifested in the vertical rise and fall, called *tide*. Nontidal currents include the permanent currents in the general circulatory systems of the sea as well as temporary currents arising from more pronounced meteorological variability.
- CURRENT DIFFERENCE**—Difference between the time of slack water (or minimum current) or strength of current in any locality and the time of the corresponding phase of the tidal current at a reference station, for which predictions are given in the *Tidal Current Tables*.
- CURRENT ELLIPSE**—A graphic representation of a rotary current in which the velocity of the current at different hours of the tidal cycle is represented by radius vectors and vectorial angles. A line joining the extremities of the radius vectors will form a curve roughly approximating an ellipse. The cycle is completed in one-half tidal day or in a whole tidal day according to whether the tidal current is of the semidiurnal or the diurnal type. A current of the mixed type will give a curve of two unequal loops each tidal day.
- CURRENT METER**—An instrument for measuring the speed and direction or just the speed of a current. The measurements are usually Eulerian since the meter is most often fixed or moored at a specific location.
- DATUM (vertical)**—For marine applications, a base elevation used as a reference from which to reckon heights or depths. It is called a *tidal datum* when defined by a certain phase of the tide. Tidal datums are local datums and should not be extended into areas which have differing topographic features without substantiating measurements. In order that they may be recovered when needed, such datums are referenced to fixed points known as *bench marks*.
- DAYLIGHT SAVING TIME**—A time used during the summer in some localities in which clocks are advanced 1 hour from the usual standard time.
- DIURNAL**—Having a period or cycle of approximately 1 tidal day. Thus, the tide is said to be diurnal when only one high water and one low water occur during a tidal day, and the tidal current is said to be diurnal when there is a single flood and single ebb period in the tidal day. A rotary current is diurnal if it changes its direction through all points of the compass once each tidal day.
- DIURNAL INEQUALITY**—The difference in height of the two high waters or of the two low waters of each day; also the difference in speed between the two flood tidal currents or the two ebb tidal currents of each day. The difference changes with the declination of the Moon and to a lesser extent with the declination of the Sun. In general, the inequality tends to increase with an increasing declination, either north or south, and to diminish as the Moon approaches the Equator. *Mean diurnal high water inequality* (DHQ) is one-half the average difference between the two high waters of each day observed over a specific 19-year Metonic cycle (the National Tidal Datum Epoch). It is obtained by subtracting the mean of all high waters from the mean of the higher high waters. *Mean diurnal low water inequality* (DLQ) is one-half the average difference between the two low waters of each day observed over a specific 19-year Metonic cycle (the National Tidal Datum Epoch). It is obtained by subtracting the mean of the lower low waters from the mean of all low waters. *Tropic high water inequality* (HWQ) is the average difference between the two high waters of the day at the times of the tropic tides. *Tropic low water inequality* (LWQ) is the average difference between the two low waters of the day at the times of the tropic tides. Mean and tropic inequalities as

## GLOSSARY OF TERMS

defined above are applicable only when the type of tide is either semidiurnal or mixed. Diurnal inequality is sometimes called *declinational inequality*.

**DOUBLE EBB**—An ebb tidal current where, after ebb begins, the speed increases to a maximum called *first ebb*; it then decreases, reaching a *minimum ebb* near the middle of the ebb period (and at some places it may actually run in a flood direction for a short period); it then again ebbs to a maximum speed called second ebb after which it decreases to slack water.

**DOUBLE FLOOD**—A flood tidal current where, after flood begins, the speed increases to a maximum called first flood; it then decreases, reaching a minimum flood near the middle of the flood period (and at some places it may actually run in an ebb direction for a short period); it then again floods to a maximum speed called second flood after which it decreases to slack water.

**DOUBLE TIDE**—A double-headed tide, that is, a high water consisting of two maxima of nearly the same height separated by a relatively small depression, or a low water consisting of two minima separated by a relatively small elevation. Sometimes, it is called an agger.

**DURATION OF FLOOD AND DURATION OF EBB**—Duration of flood is the interval of time in which a tidal current is flooding, and the *duration of ebb* is the interval in which it is ebbing. Together they cover, on an average, a period of 12.42 hours for a semidiurnal tidal current or a period of 24.84 hours for a diurnal current. In a normal semidiurnal tidal current, the duration of flood and duration of ebb will each be approximately equal to 6.21 hours, but the times may be modified greatly by the presence of a nontidal flow. In a river the duration of ebb is usually longer than the duration of flood because of the freshwater discharge, especially during the spring when snow and ice melt are the predominant influences.

**DURATION OF RISE AND DURATION OF FALL**—*Duration of rise* is the interval from low water to high water, and *duration of fall* is the interval from high water to low water. Together they cover, on an average, a period of 12.42 hours for a semidiurnal tide or a period of 24.84 hours for a diurnal tide. In a normal semidiurnal tide, the duration of rise and duration of fall will each be approximately equal to 6.21 hours, but in shallow waters and in rivers there is a tendency for a decrease in the duration of rise and a corresponding increase in the duration of fall.

**EBB CURRENT**—The movement of a tidal current away from shore or down a tidal river or estuary. In the

mixed type of reversing tidal current, the terms *greater ebb* and *lesser ebb* are applied respectively to the ebb tidal currents of greater and lesser speed of each day. The terms *maximum ebb* and *minimum ebb* are applied to the maximum and minimum speeds of a current running continuously ebb, the speed alternately increasing and decreasing without coming to a slack or reversing. The expression maximum ebb is also applicable to any ebb current at the time of greatest speed.

**EQUATORIAL TIDAL CURRENTS**—Tidal currents occurring semimonthly as a result of the Moon being over the Equator. At these times the tendency of the Moon to produce a diurnal inequality in the tidal current is at a minimum.

**EQUATORIAL TIDES**—Tides occurring semi monthly as the result of the Moon being over the Equator. At these times the tendency of the Moon to produce a diurnal inequality in the tide is at a minimum.

**FLOOD CURRENT**—The movement of a tidal current toward the shore or up a tidal river or estuary. In the mixed type of reversing current, the terms *greater flood* and *lesser flood* are applied respectively to the flood currents of greater and lesser speed of each day. The terms *maximum flood* and *minimum flood* are applied to the maximum and minimum speeds of a flood current, the speed of which alternately increases and decreases without coming to a slack or reversing. The expression maximum flood is also applicable to any flood current at the time of greatest speed.

**GREAT DIURNAL RANGE (Gt)**—The difference in height between mean higher high water and mean lower low water. The expression may also be used in its contracted form, *diurnal range*.

**GREENWICH INTERVAL**—An interval referred to the transit of the Moon over the meridian of Greenwich as distinguished from the local interval which is referred to the Moon's transit over the local meridian. The relation in hours between Greenwich and local intervals may be expressed by the formula:

Greenwich interval = local interval + 0.069 L  
where L is the west longitude of the local meridian in degrees. For east longitude, L is to be considered negative.

**GULF COAST LOW WATER DATUM**—A chart datum. Specifically, the tidal datum formerly designated for the coastal waters of the Gulf Coast of the United States. It was defined as *mean lower low water* when the type of tide was mixed and *mean low water* when the type of tide was diurnal.

**HALF-TIDE LEVEL**—See *mean tide level*.

## GLOSSARY OF TERMS

- HARMONIC ANALYSIS**—The mathematical process by which the observed tide or tidal current at any place is separated into basic harmonic constituents.
- HARMONIC CONSTANTS**—The amplitudes and epochs of the harmonic constituents of the tide or tidal current at any place.
- HARMONIC CONSTITUENT**—One of the harmonic elements in a mathematical expression for the tide-producing force and in corresponding formulas for the tide or tidal current. Each constituent represents a periodic change or variation in the relative positions of the Earth, Moon, and Sun. A single constituent is usually written in the form  $y=A \cos (at+\alpha)$ , in which  $y$  is a function of time as expressed by the symbol  $t$  and is reckoned from a specific origin. The coefficient  $A$  is called the amplitude of the constituent and is a measure of its relative importance. The angle  $(at+\alpha)$  changes uniformly and its value at any time is called the phase of the constituent. The speed of the constituent is the rate of change in its phase and is represented by the symbol  $a$  in the formula. The quantity  $\alpha$  is the phase of the constituent at the initial instant from which the time is reckoned. The period of the constituent is the time required for the phase to change through  $360^\circ$  and is the cycle of the astronomical condition represented by the constituent.
- HIGH WATER (HW)**—The maximum height reached by a rising tide. The height may be due solely to the periodic tidal forces or it may have superimposed upon it the effects of prevailing meteorological conditions. Use of the synonymous term, *high tide*, is discouraged.
- HIGHER HIGH WATER (HHW)**—The higher of the two high waters of any tidal day.
- HIGHER LOW WATER (HLW)**—The higher of the two low waters of any tidal day.
- HYDRAULIC CURRENT**—A current in a channel caused by a difference in the surface level at the two ends. Such a current may be expected in a strait connecting two bodies of water in which the tides differ in time or range. The current in the East River, N.Y., connecting Long Island Sound and New York Harbor, is an example.
- KNOT**—A unit of speed, one international nautical mile (1,852.0 meters or 6,076.11549 international feet) per hour.
- LOW WATER (LW)**—The minimum height reached by a falling tide. The height may be due solely to the periodic tidal forces or it may have superimposed upon it the effects of meteorological conditions. Use of the synonymous term, *low tide*, is discouraged.
- LOWER HIGH WATER (LHW)**—The lower of the two high waters of any tidal day.
- LOWER LOW WATER (LLW)**—The lower of the two low waters of any tidal day.
- LUNAR DAY**—The time of the rotation of the Earth with respect to the Moon, or the interval between two successive upper transits of the Moon over the meridian of a place. The mean lunar day is approximately 24.84 solar hours long, or 1.035 times as long as the mean solar day.
- LUNAR INTERVAL**—The difference in time between the transit of the Moon over the meridian of Greenwich and over a local meridian. The average value of this interval expressed in hours is  $0.069 L$ , in which  $L$  is the local longitude in degrees, positive for west longitude and negative for east longitude. The lunar interval equals the difference between the local and Greenwich interval of a tide or current phase.
- LUNICURRENT INTERVAL**—The interval between the Moon's transit (upper or lower) over the local or Greenwich meridian and a specified phase of the tidal current following the transit. Examples: *strength of flood interval and strength of ebb interval*, which may be abbreviated to *flood interval and ebb interval*, respectively. The interval is described as local or Greenwich according to whether the reference is to the Moon's transit over the local or Greenwich meridian. When not otherwise specified, the reference is assumed to be local.
- LUNITIDAL INTERVAL**—The interval between the Moon's transit (upper or lower) over the local or Greenwich meridian and the following high or low water. The average of all high water intervals for all phases of the Moon is known as *mean high water lunitidal interval* and is abbreviated to high water interval (HWI). Similarly the *mean low water lunitidal interval* is abbreviated to low water interval (LWI). The interval is described as local or Greenwich according to whether the reference is to the transit over the local or Greenwich meridian. When not otherwise specified, the reference is assumed to be local.
- MEAN HIGH WATER (MHW)**—A tidal datum. The arithmetic mean of the high water heights observed over a specific 19-year Metonic cycle (the National Tidal Datum Epoch). For stations with shorter series, simultaneous observational comparisons are made with a primary control tide station in order to derive the equivalent of a 19-year value.

## GLOSSARY OF TERMS

- MEAN HIGHER HIGH WATER (MHHW)**—A tidal datum. The arithmetic mean of the higher high water heights of a mixed tide observed over a specific 19-year Metonic cycle (the National Tidal Datum Epoch). Only the higher high water of each pair of high waters, or the only high water of a tidal day is included in the mean.
- MEAN HIGHER HIGH WATER LINE (MHHWL)**—The intersection of the land with the water surface at the elevation of mean higher high water.
- MEAN LOW WATER (MLW)**—A tidal datum. The arithmetic mean of the low water heights observed over a specific 19-year Metonic cycle (the National Tidal Datum Epoch). For stations with shorter series, simultaneous observational comparisons are made with a primary control tide station in order to derive the equivalent of a 19-year value.
- MEAN LOW WATER SPRINGS (MLWS)**—A tidal datum. Frequently abbreviated *spring low water*. The arithmetic mean of the low water heights occurring at the time of the spring tides observed over a specific 19-year Metonic cycle (the National Tidal Datum Epoch).
- MEAN LOWER LOW WATER (MLLW)**—A tidal datum. The arithmetic mean of the lower low water heights of a mixed tide observed over a specific 19-year Metonic cycle (the National Tidal Datum Epoch). Only the lower low water of each pair of low waters, or the only low water of a tidal day is included in the mean.
- MEAN RANGE OF TIDE (Mn)**—The difference in height between mean high water and mean low water.
- MEAN RIVER LEVEL**—A tidal datum. The average height of the surface of a tidal river at any point for all stages of the tide observed over a 19-year Metonic cycle (the National Tidal Datum Epoch), usually determined from hourly height readings. In rivers subject to occasional freshets the river level may undergo wide variations, and for practical purposes certain months of the year may be excluded in the determination of tidal datums. For charting purposes, tidal datums for rivers are usually based on observations during selected periods when the river is at or near low water stage.
- MEAN SEA LEVEL (MSL)**—A tidal datum. The arithmetic mean of hourly water elevations observed over a specific 19-year Metonic cycle (the National Tidal Datum Epoch). Shorter series are specified in the name; e.g., monthly mean sea level and yearly mean sea level.
- MEAN TIDE LEVEL (MTL)**—Also called half-tide level. A tidal datum midway between mean high water and mean low water.
- MIXED TIDE**—Type of tide with a large inequality in the high and/or low water heights, with two high waters and two low waters usually occurring each tidal day. In strictness, all tides are mixed but the name is usually applied to the tides intermediate to those predominantly semidiurnal and those predominantly diurnal.
- NATIONAL TIDAL DATUM EPOCH**—The specific 19-year period adopted by the National Ocean Service as the official time segment over which tide observations are taken and reduced to obtain mean values ( e.g., mean lower low water, etc.) for tidal datums. It is necessary for standardization because of periodic and apparent secular trends in sea level. The present National Tidal Datum Epoch is 1960 through 1978. It is reviewed annually for possible revision and must be actively considered for revision every 25 years.
- NEAP TIDES OR TIDAL CURRENTS**—Tides of decreased range or tidal currents of decreased speed occurring semimonthly as the result of the Moon being in quadrature. The *neap range* ( $N_p$ ) of the tide is the average semidiurnal range occurring at the time of neap tides and is most conveniently computed from the harmonic constants. It is smaller than the mean range where the type of tide is either semidiurnal or mixed and is of no practical significance where the type of tide is diurnal. The average height of the high waters of the neap tides is called *neap high water* or *high water neaps* (MHWN) and the average height of the corresponding low waters is called neap low water or low water neaps (MLWN).
- PERIGEAN TIDES OR TIDAL CURRENTS**—Tides of increased range or tidal currents of increased speed occurring monthly as the result of the Moon being in perigee or nearest the Earth. The *perigean range* ( $P_n$ ) of tide is the average semidiurnal range occurring at the time of perigean tides and is most conveniently computed from the harmonic constants. It is larger than the mean range where the type of tide is either semidiurnal or mixed, and is of no practical significance where the type of tide is diurnal.
- RANGE OF TIDE**—The difference in height between consecutive high and low waters, the *mean range* is the difference in height between mean high water and mean low water. Where the type of tide is diurnal the mean range is the same as the diurnal range.

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For other ranges, see great diurnal, spring, neap, perigean, apogean, and tropic tides.

**REFERENCE STATION**—A tide or current station for which independent daily predictions are given in the *Tide Tables and Tidal Current Tables*, and from which corresponding predictions are obtained for subordinate stations by means of differences and ratios.

**REVERSING CURRENT**—A tidal current which flows alternately in approximately opposite directions with a slack water at each reversal of direction. Currents of this type usually occur in rivers and straits where the direction of flow is more or less restricted to certain channels. When the movement is towards the shore or up a stream, the current is said to be flooding, and when in the opposite direction it is said to be ebbing. The combined flood and ebb movement including the slack water covers, on an average, 12.42 hours for the semidiurnal current. If unaffected by a nontidal flow, the flood and ebb movements will each last about 6 hours, but when combined with such a flow, the durations of flood and ebb may be quite unequal. During the flow in each direction the speed of the current will vary from zero at the time of slack water to a maximum about midway between the slacks.

**ROTARY CURRENT**—A tidal current that flows continually with the direction of flow changing through all points of the compass during the tidal period. Rotary currents are usually found offshore where the direction of flow is not restricted by any barriers. The tendency for the rotation in direction has its origin in the Coriolis force and, unless modified by local conditions, the change is clockwise in the Northern Hemisphere and counterclockwise in the Southern. The speed of the current usually varies throughout the tidal cycle, passing through the two maxima in approximately opposite directions and the two minima with the direction of the current at approximately 90° from the direction at time of maximum speed.

**SEMIIDIURNAL**—Having a period or cycle of approximately one-half of a tidal day. The predominating type of tide throughout the world is semidiurnal, with two high waters and two low waters each tidal day. The tidal current is said to be semidiurnal when there are two flood and two ebb periods each day.

**SET (OF CURRENT)**—The direction *towards* which the current flows.

**SLACK WATER**—The state of a tidal current when its speed is near zero, especially the moment when a

reversing current changes direction and its speed is zero. The term is also applied to the entire period of low speed near the time of turning of the current when it is too weak to be of any practical importance in navigation. The relation of the time of slack water to the tidal phases varies in different localities. For standing tidal waves, slack water occurs near the times of high and low water, while for progressive tidal waves, slack water occurs midway between high and low water.

**SPRING TIDES OR TIDAL CURRENTS**—Tides of increased range or tidal currents of increased speed occurring semimonthly as the result of the Moon being new or full. The *spring range* (Sg) of tide is the average semidiurnal range occurring at the time of spring tides and is most conveniently computed from the harmonic constants. It is larger than the mean range where the type of tide is either semidiurnal or mixed, and is of no practical significance where the type of tide is diurnal. The mean of the high waters of the spring tide is called *spring high water or mean high water springs* (MHWS), and the average height of the corresponding low waters is called *spring low water or mean low water springs* (MLWS).

**STAND OF TIDE**—Sometimes called a platform tide. An interval at high or low water when there is no sensible change in the height of the tide. The water level is stationary at high and low water for only an instant, but the change in level near these times is so slow that it is not usually perceptible. In general, the duration of the apparent stand will depend upon the range of tide, being longer for a small range than for a large range, but where there is a tendency for a double tide the stand may last for several hours even with a large range of tide.

**STANDARD TIME**—A kind of time based upon the transit of the Sun over a certain specified meridian, called the *time meridian*, and adopted for use over a considerable area. With a few exceptions, standard time is based upon some meridian which differs by a multiple of 15° from the meridian of Greenwich.

**STRENGTH OF CURRENT**—Phase of tidal current in which the speed is a maximum; also the speed at this time. Beginning with slack before flood in the period of a reversing tidal current (or minimum before flood in a rotary current), the speed gradually increases to flood strength and then diminishes to slack before ebb (or minimum before ebb in a rotary current), after which the current turns in direction, the speed increases to ebb strength and then diminishes to slack before flood completing the cycle. If it is assumed that the speed throughout the cycle varies as the ordinates of a cosine curve, it can

## GLOSSARY OF TERMS

be shown that the average speed for an entire flood or ebb period is equal to  $2/\pi$  or 0.6366 of the speed of the corresponding strength of current.

**SUBORDINATE CURRENT STATION**—(1) A current station from which a relatively short series of observations is reduced by comparison with simultaneous observations from a control current station. (2) A station listed in the *Tidal Current Tables* for which predictions are to be obtained by means of differences and ratios applied to the full predictions at a reference station .

**SUBORDINATE TIDE STATION**—(1) A tide station from which a relatively short series of observations is reduced by comparison with simultaneous observations from a tide station with a relatively long series of observations. (2) A station listed in the *Tide Tables* for which predictions are to be obtained by means of differences and ratios applied to the full predictions at a reference station.

**TIDAL CURRENT TABLES**—Tables which give daily predictions of the times and speeds of the tidal currents. These predictions are usually supplemented by current differences and constants through which additional predictions can be obtained for numerous other places.

**TIDAL DIFFERENCE**—Difference in time or height of a high or low water at a subordinate station and at a reference station for which predictions are given in the *Tide Tables*. The difference, when applied according to sign to the prediction at the reference station, gives the corresponding time or height for the subordinate station .

**TIDE**—The periodic rise and fall of the water resulting from gravitational interactions between the Sun, Moon, and Earth. The vertical component of the particulate motion of a tidal wave. Although the accompanying horizontal movement of the water is part of the same phenomenon, it is preferable to designate the motion as tidal current.

**TIDE TABLES**—Tables which give daily predictions of the times and heights of high and low waters. These predictions are usually supplemented by tidal differences and constants through which additional predictions can be obtained for numerous other places.

**TIME MERIDIAN**—A meridian used as a reference for time.

**TROPIC CURRENTS**—Tidal currents occurring semimonthly when the effect of the Moon's maximum declination is greatest. At these times the tendency of the Moon to produce a diurnal inequality in the current is at a maximum.

**TROPIC RANGES**—The *great tropic range* ( $G_c$ ), or *tropic range*, is the difference in height between tropic higher high water and tropic lower low water. The *small tropic range* ( $S_c$ ) is the difference in height between tropic lower high water and tropic higher low water. The *mean tropic range* ( $M_c$ ) is the mean between the great tropic range and the small tropic range. The small tropic range and the mean tropic range are applicable only when the type of tide is semidiurnal or mixed. Tropic ranges are most conveniently computed from the harmonic constants.

**TROPIC TIDES**—Tides occurring semimonthly when the effect of the Moon's maximum declination is greatest. At these times there is a tendency for an increase in the diurnal range. The tidal datums pertaining to the tropic tides are designated as *tropic higher high water* ( $T_cHHW$ ), *tropic lower high water* ( $T_cLHW$ ), *tropic higher low water* ( $T_cHLW$ ), and *tropic lower low water* ( $T_cLLW$ ).

**TYPE OF TIDE**—A classification based on characteristic forms of a tide curve. Qualitatively, when the two high waters and two low waters of each tidal day are approximately equal in height, the tide is said to be *semidiurnal*; when there is a relatively large diurnal inequality in the high or low waters or both, it is said to be *mixed*; and when there is only one high water and one low water in each tidal day, it is said to be *diurnal*.

**VANISHING TIDE**—In a mixed tide with very large diurnal inequality, the lower high water (or higher low water) frequently becomes indistinct (or vanishes) at time of extreme declinations. During these periods the diurnal tide has such overriding dominance that the semidiurnal tide, although still present, cannot be readily seen on the tide curve.

INDEX TO STATIONS  
(Numbers refer to table 2)

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# ASTRONOMICAL DATA, 2011

January			
	d	h	m
S	1	02	..
●	4	09	03
E	9	16	..
A	10	05	..
☾	12	11	31
N	16	23	..
☽	19	21	21
P	22	00	..
E	23	05	..
☾	26	12	57
S	29	17	..

February			
	d	h	m
●	3	02	31
E	6	00	..
A	6	23	..
☾	11	07	18
N	13	09	..
☽	18	08	36
P	19	07	..
E	19	15	..
☾	24	23	26
S	25	22	..

March			
	d	h	m
●	4	20	46
E	5	06	..
A	6	08	..
N	12	17	..
☾	12	23	45
E	19	02	..
☽	19	18	10
P	19	19	..
☽ <sub>m</sub>	20	23	21
S	25	05	..
☾	26	12	07

April			
	d	h	m
E	1	12	..
A	2	09	..
●	3	14	32
N	8	23	..
☾	11	12	05
E	15	13	..
P	17	06	..
☽	18	02	44
S	21	14	..
☾	25	02	47
E	28	18	..
A	29	18	..

May			
	d	h	m
●	3	06	51
N	6	04	..
☾	10	20	33
E	12	20	..
P	15	11	..
☽	17	11	09
S	19	00	..
☾	24	18	52
E	26	00	..
A	27	04	..

June			
	d	h	m
●	1	21	03
N	2	10	..
☾	9	02	11
E	9	02	..
P	12	01	..
S	15	09	..
☽	15	20	14
☽ <sub>j</sub>	21	17	16
E	22	08	..
☾	23	11	48
A	24	04	..
N	29	18	..

July			
	d	h	m
●	1	08	54
E	6	08	..
P	7	14	..
☾	8	06	29
S	12	17	..
☽	15	06	40
E	19	17	..
A	21	23	..
☾	23	05	02
N	27	03	..
●	30	18	40

August			
	d	h	m
E	2	15	..
P	2	21	..
☾	6	11	08
S	9	00	..
☽	13	18	57
E	16	01	..
A	18	16	..
☾	21	21	54
N	23	13	..
●	29	03	04
E	30	00	..
P	30	17	..

September			
	d	h	m
☾	4	17	39
S	5	05	..
E	12	08	..
☽	12	09	27
A	15	06	..
N	19	21	..
☾	20	13	39
☽ <sub>s</sub>	22	09	05
E	26	11	..
●	27	11	09
P	28	01	..

October			
	d	h	m
S	2	12	..
☾	4	03	15
E	9	14	..
☽	12	02	06
A	12	12	..
N	17	03	..
☾	20	02	30
E	23	21	..
P	26	12	..
●	26	19	56
S	29	20	..

November			
	d	h	m
☾	2	16	38
E	5	19	..
A	8	13	..
☽	10	20	16
N	13	08	..
☾	18	15	09
E	20	05	..
P	23	23	..
●	25	06	10
S	26	07	..

December			
	d	h	m
☾	2	09	52
E	3	02	..
A	6	01	..
N	10	14	..
☽	10	14	36
E	17	11	..
☾	18	00	48
P	22	03	..
☽ <sub>d</sub>	22	05	30
S	23	18	..
●	24	18	06
E	30	10	..

### LUNAR DATA

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>● -- new Moon</li> <li>☾ -- first quarter</li> <li>☽ -- full Moon</li> <li>☾ -- last quarter</li> </ul> | <ul style="list-style-type: none"> <li>A -- Moon in apogee</li> <li>P -- Moon in perigee</li> <li>N -- Moon farthest north of Equator</li> <li>E -- Moon on Equator</li> <li>S -- Moon farthest south of Equator</li> </ul> |
|--|---|

### SOLAR DATA

- ☽<sub>m</sub> -- March equinox
- ☽<sub>j</sub> -- June solstice
- ☽<sub>s</sub> -- September equinox
- ☽<sub>d</sub> -- December solstice

Greenwich mean time (GMT) or universal time (UT) is the mean solar time on the Greenwich meridian reckoned in days of 24 mean solar hours written as 00<sup>h</sup> at midnight and 12<sup>h</sup> at noon. To convert the above times to those of other standard time meridians, add 1 hour for each 15° of east longitude of the desired meridian and subtract 1 hour for each 15° of west longitude. This table was compiled from data supplied by the Nautical Almanac Office, United States Naval Observatory.