

CHAPTER THREE

NAVIGATION

1. Pre-deployment Preparations

Prior to getting underway all Lightlists, Coast Pilots and Sailing Directions 15000 through 18000 were routinely updated. Tracklines for Nome, Alaska via Juneau, Alaska were laid out using rhumb lines. Dual tracklines were laid out for Juneau in order to permit the option of entering the Inland Passage via either Queen Charlotte Sound or Chatham Strait.

2. En route Juneau, Alaska

BURTON ISLAND departed its berth at Naval Supply Center, Oakland, California at 0955 on 9 July 1977 and immediately checked into the San Francisco Vessel Traffic System by VHF-FM radiotelephone, Channel 13 (156.65 MHz). Good visibility allowed for precise piloting within the Bay area and the Navigator's bridge plot was backed up with CIC's radar plot. The ship proceeded out under the Oakland Bay Bridge and then passed Alcatraz Island to port. At 1107 BURTON ISLAND passed beneath the Golden Gate Bridge and entered international waters at position 37-48N 122-31.5W. The outbound traffic separation scheme was adhered to and BURTON ISLAND checked out of the VTS when abeam of San Francisco Approach Lighted Horn Buoy "SF".

The route from Oakland to Juneau was as follows:

COURSE	CHART	DISTANCE	DISTANCE		REMARKS
				TRAVELED	
262	18650	.48		.48	
257	"	.46		.94	Inner Harbor Ent Chan
292	"	.3		1.24	Bar Channel
258	"	.5		1.74	
272	"	.7		2.44	Oakland Bay Bridge
308	"	3.08		5.52	North of Alcatraz Island
255	"	2.73		8.25	Golden Gate Bridge
244	18649	5.9		14.15	Westbound Traffic Lane
250	"	2.7		16.85	Pacific Precautionary
296	18645	8.25		25.10	Northbound Traffic Lane
306	18640	37.6		62.7	38-12.6N 123-28.5W
337	18620				
	18010				
	18003				
	18004				
	17002	865.4		928.1	51-34N 131-28W
327	"	172		1100.0	54-00N 134-00W