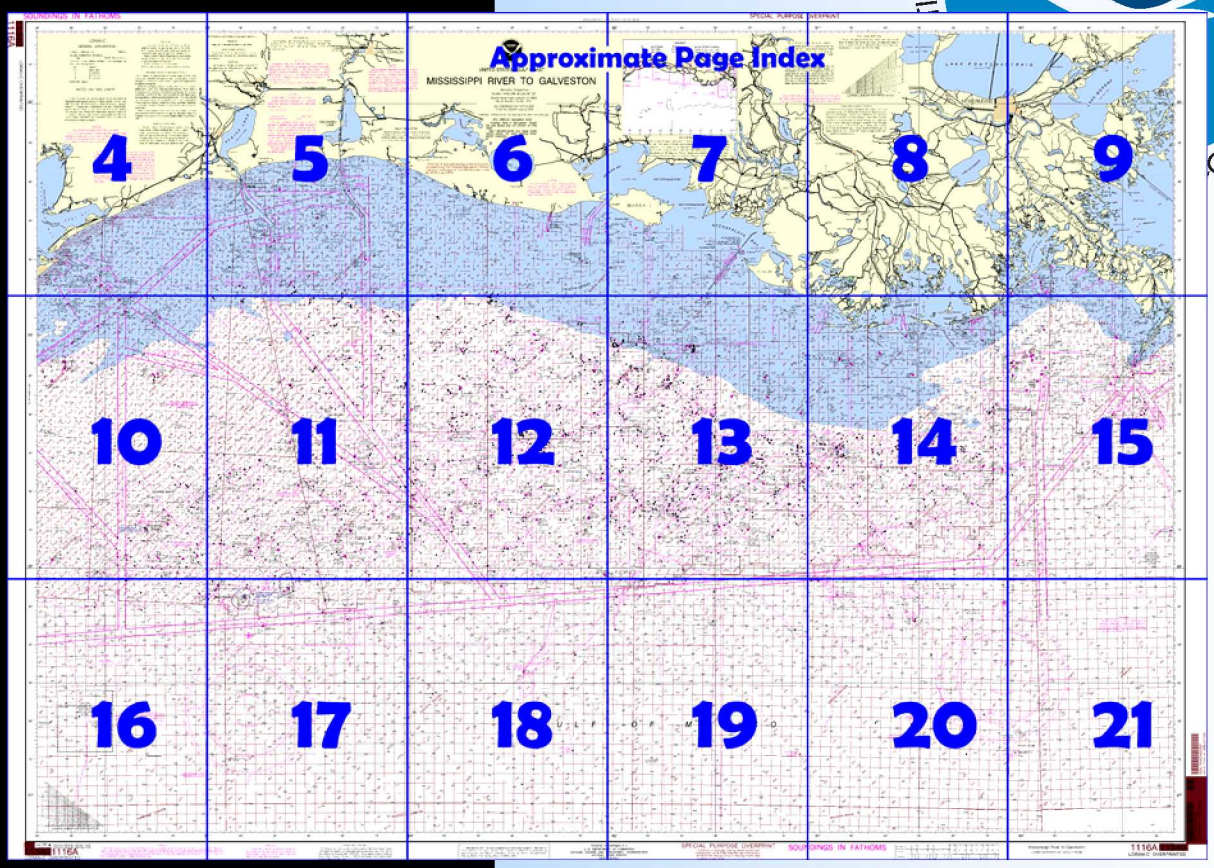
BookletChart™

Mississippi River to Galveston

***(NOAA** Chart 1116A)*

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

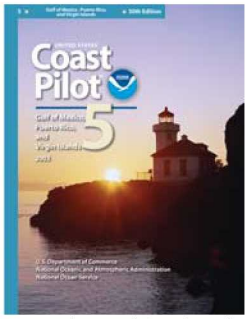
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

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

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 9 & 10 excerpts]

(270) **Southwest Pass** extends between the W end of Marsh Island and the mainland and is the entrance to Vermilion Bay from the Gulf. The pass is marked by lights and daybeacons, and the approach channel across the bar is marked by lights. In September 1994, the controlling depth across the bar and through the pass was 6½ feet. Although not difficult to enter, the pass may be difficult to recognize and local assistance is advised.

37) **Barataria Bay** is a large marsh-fringed, shallow lake, separated from the Gulf by two low, narrow sand islands known as **Grand Terre Islands.** The bay has general depths of 4 to 6 feet and is frequented chiefly by oilmen, fishermen, and oystermen, who use launches of 3 to 4 feet in draft. Except for fishing camps, the only settlement on the bay is Grand Isle.

(106) **Timbalier Bay** and **Terrebonne Bay** are large shoal-water bays separated from the Gulf by a chain of low sand islands. These waters are accessible from the Gulf through several passes having depths of 4 to 14 feet; however, the depths in Timbalier and Terrebonne Bays range from 4 to 9 feet. There are no settlements of importance in the area, but the bays are frequented by large numbers of fishing and oystering craft which carry their catch through the inside passages to New Orleans and Houma.

(185) **Atchafalaya Bay** is a large indentation in the coast of Louisiana 112 miles W of Southwest Pass, Mississippi River. The bay is about 28 miles long in nearly an E-W direction, averages 7 miles in width, is full of shoals and oyster reefs, and has general depths ranging from 3 to 9 feet. A fringe of reefs partially separates the bay from the Gulf, the E end being known as Point au Fer Shell Reef. The bay is the approach to Lower Atchafalaya River and the Port of Morgan City, with depths of 25 feet or less extending 25 miles off the channel entrance. Vessels navigating the bay usually draw 3 to 10 feet.

(215) **Morgan City,** on the E side of Berwick Bay, has several landings with ample depths for river boats; vessels generally go alongside, because of the depths and currents in the river. The principal industries are fishing, ship building, cement, petroleum, carbon black, chemicals, sulfur, salt, menhaden, and some agriculture in the raising of rice and sugar. The city has ice and cold storage plants. Tugs up to 4,500 hp operate from Morgan City.

(216) The Young Memorial Vocational Training Center, a school for navigation, seamanship, and marine and electrical engineering, is located in Morgan City.

(271) **East Cote Blanche Bay, West Cote Blanche Bay,** and **Vermilion Bay** together make up a large body of water extending WNW from the NW side of Atchafalaya Bay, and are separated from the Gulf by Marsh Island. This water area is about 32 miles long and 5 to 15 miles wide, and depths averaging of 5 to 9 feet. With the exception of Cote Blanche Island, Weeks Island, and Avery Island, the shores of these bays and Marsh Island are low and marshy. In recent years there has been extensive oil exploration in the bays offshore from **Burns** off **South Bend,** in East Cote Blanche Bay, along the NW shore in West Cote Blanche Bay, and on Dry Reef.

(392) **Calcasieu Lake,** at the head of Calcasieu Pass, 6 miles from the Gulf, is 15 miles long, 3 to 5 miles wide, and 5 to 7 feet deep. The controlling depth off the entrance at the S end was reported to be 6 feet in July 1982. The controlling depth at West Pass, at the N end, was about 3 feet, but the lake bottom is so soft that slightly greater drafts can drag through. A row of piles marks the W side of the channel across the lake. Along the S end of the lake is an old revetment, partly submerged, extending about 1.5 miles E. The shore areas on the S and W sides of the lake are part of the **Sabine National Wildlife Refuge.** National Wildlife Refuge, Sabine 11347

(58) **Sabine Lake** has an average depth of about 6 feet in its 15-mile length. At the S end, where it empties into Sabine Pass, the depth is 1 to 4 feet. A highway bridge over the S end has a swing span with a clearance of 9 feet.

(170) **Bolivar Peninsula,** SW of High Island, extends to the Galveston Bay Entrance. The land is low with few prominent features. An abandoned lighthouse, a black conical tower 116 feet high, is on the S end of the peninsula. Numerous wrecks lie in the shoal water along the Gulf Coast off Bolivar Peninsula. It is reported that several fishing vessels have been wrecked on these obstructions.

(175) **Galveston Bay** is a large irregularly shaped shallow body of water on the coast of Texas, about 285 miles W from Southwest Pass and 690 miles NW from Dry Tortugas. The bay is about 30 miles long in a general NNE and SSW direction, about 17 miles wide at its widest part, and has general depths of 7 to 9 feet. About midway of its length it is nearly divided into parts by **Red Fish Bar,** a chain of small islets and shoals, through which the Houston Ship Channel has been dredged. In 1992, Red Fish Bar reported covered at extreme high water. N of Red Fish Bar the bay is known as the Upper Bay and S as the Lower Bay. The NE end of the upper bay is Trinity Bay.

Table of Selected Chart Notes

SOUNDINGS IN FATHOMS

11340
1116A

LORAN-C OVERPRINTED

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.
PULSE REPETITION INTERVAL
7980 ..... 79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary
EXAMPLE: 7980-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

ARTICULATED AIDS

An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled *"Art"*.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AIDS TO NAVIGATION

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

CAUTION

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

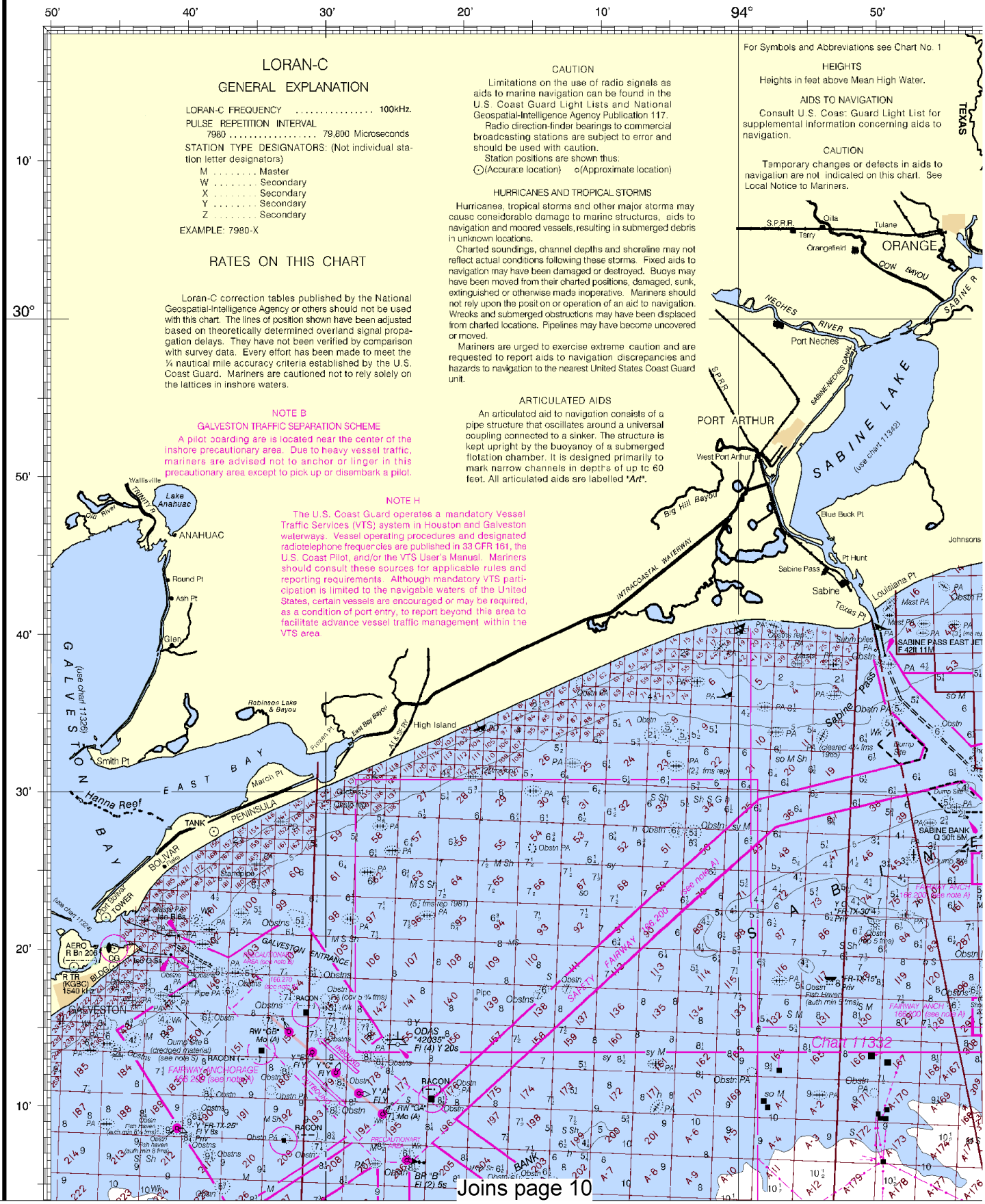
NOTE B

GALVESTON TRAFFIC SEPARATION SCHEME

A pilot boarding area is located near the center of the inshore precautionary area. Due to heavy vessel traffic, mariners are advised not to anchor or linger in this precautionary area except to pick up or disembark a pilot.

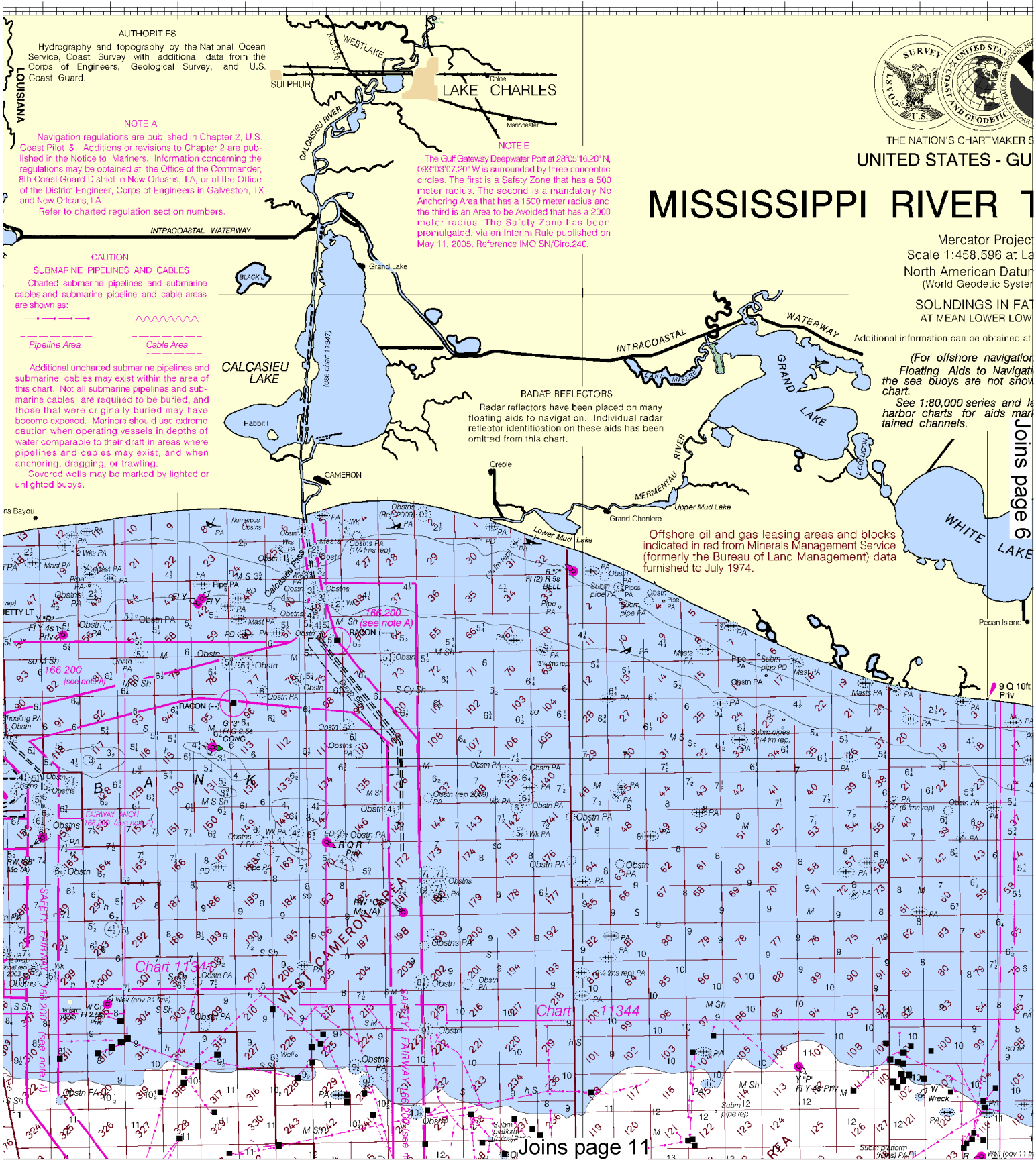
NOTE H

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in Houston and Galveston waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate advance vessel traffic management within the VTS area.



Joins page 10

North



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:611461. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

MISSISSIPPI RIVER TO GALVESTON

Mercator Projection
Scale 1:458,596 at Lat 28° 52'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

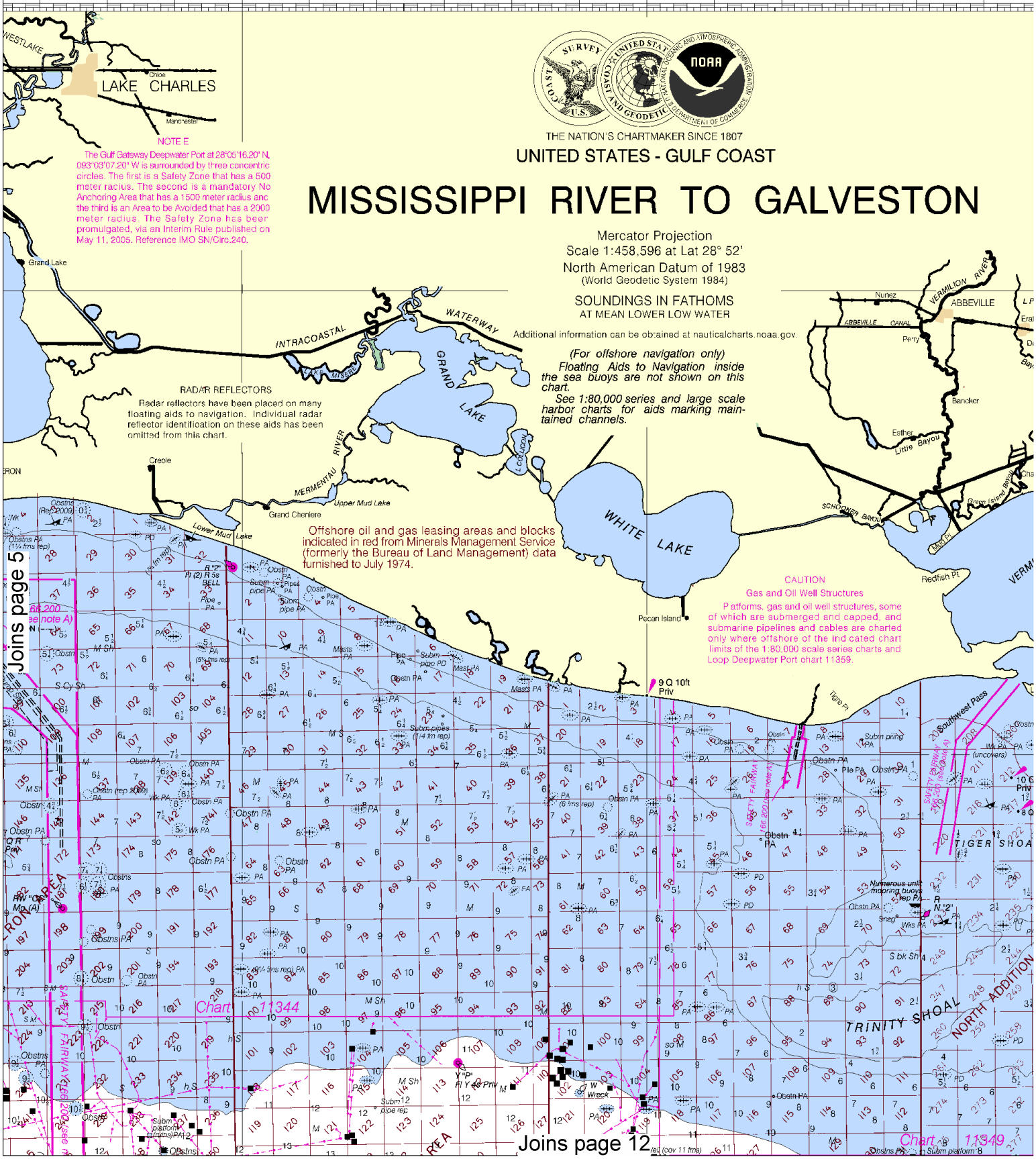
(For offshore navigation only)
Floating Aids to Navigation inside the sea buoys are not shown on this chart.
See 1:80,000 series and large scale harbor charts for aids marking maintained channels.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE E
The Gulf Gateway Deepwater Port at 28°05'16.20" N, 093°03'07.20" W is surrounded by three concentric circles. The first is a Safety Zone that has a 500 meter radius. The second is a mandatory No Anchoring Area that has a 1500 meter radius and the third is an Area to be Avoided that has a 2000 meter radius. The Safety Zone has been promulgated, via an Interim Rule published on May 11, 2005. Reference IMO SN/Circ.240.

Offshore oil and gas leasing areas and blocks indicated in red from Minerals Management Service (formerly the Bureau of Land Management) data furnished to July 1974.

CAUTION
Gas and Oil Well Structures
Platforms, gas and oil well structures, some of which are submerged and capped, and submarine pipelines and cables are charted only where offshore of the indicated chart limits of the 1:80,000 scale series charts and Loop Deepwater Port chart 11359.



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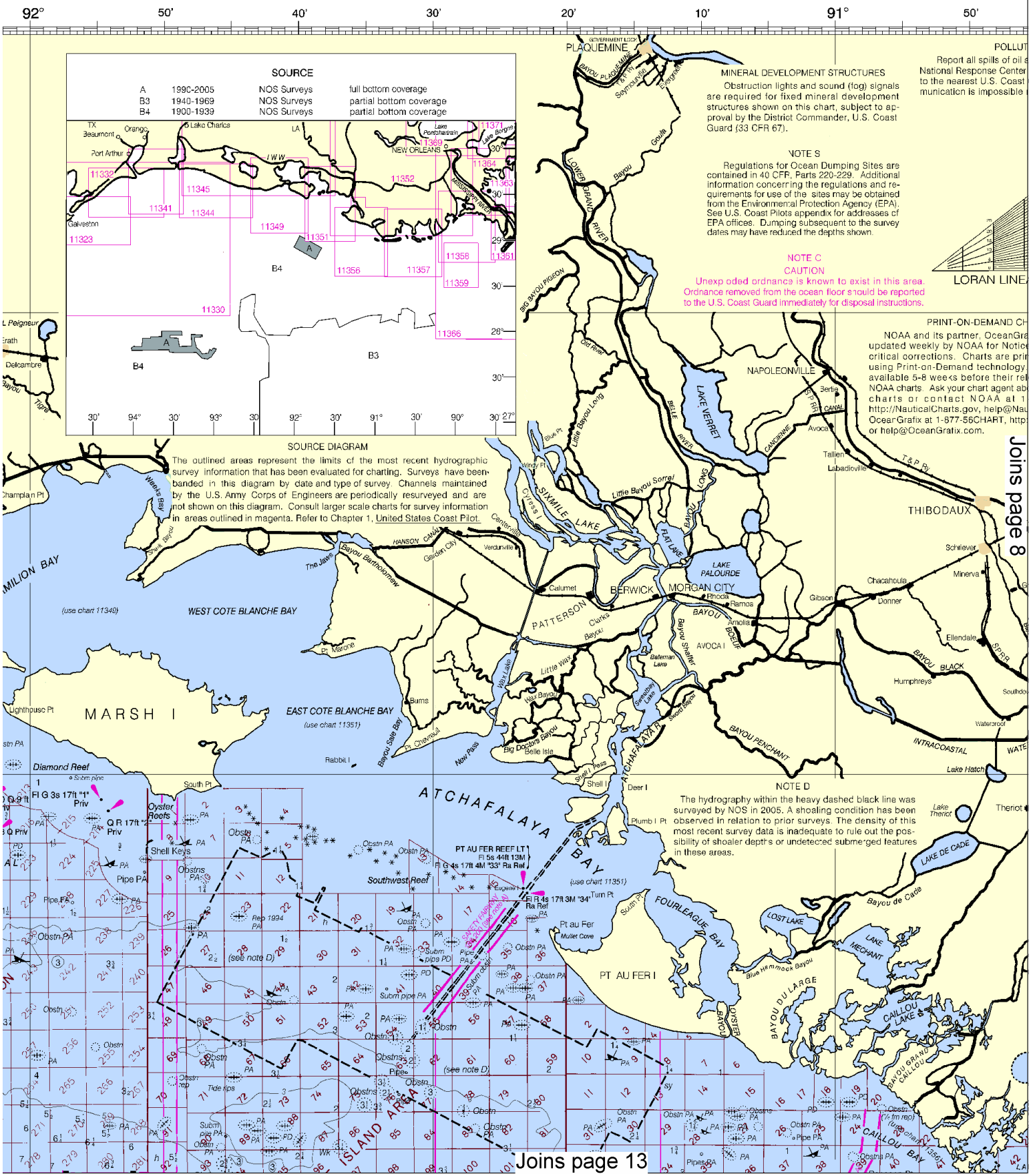
SPECIAL PURPOSE OVERPRINT



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

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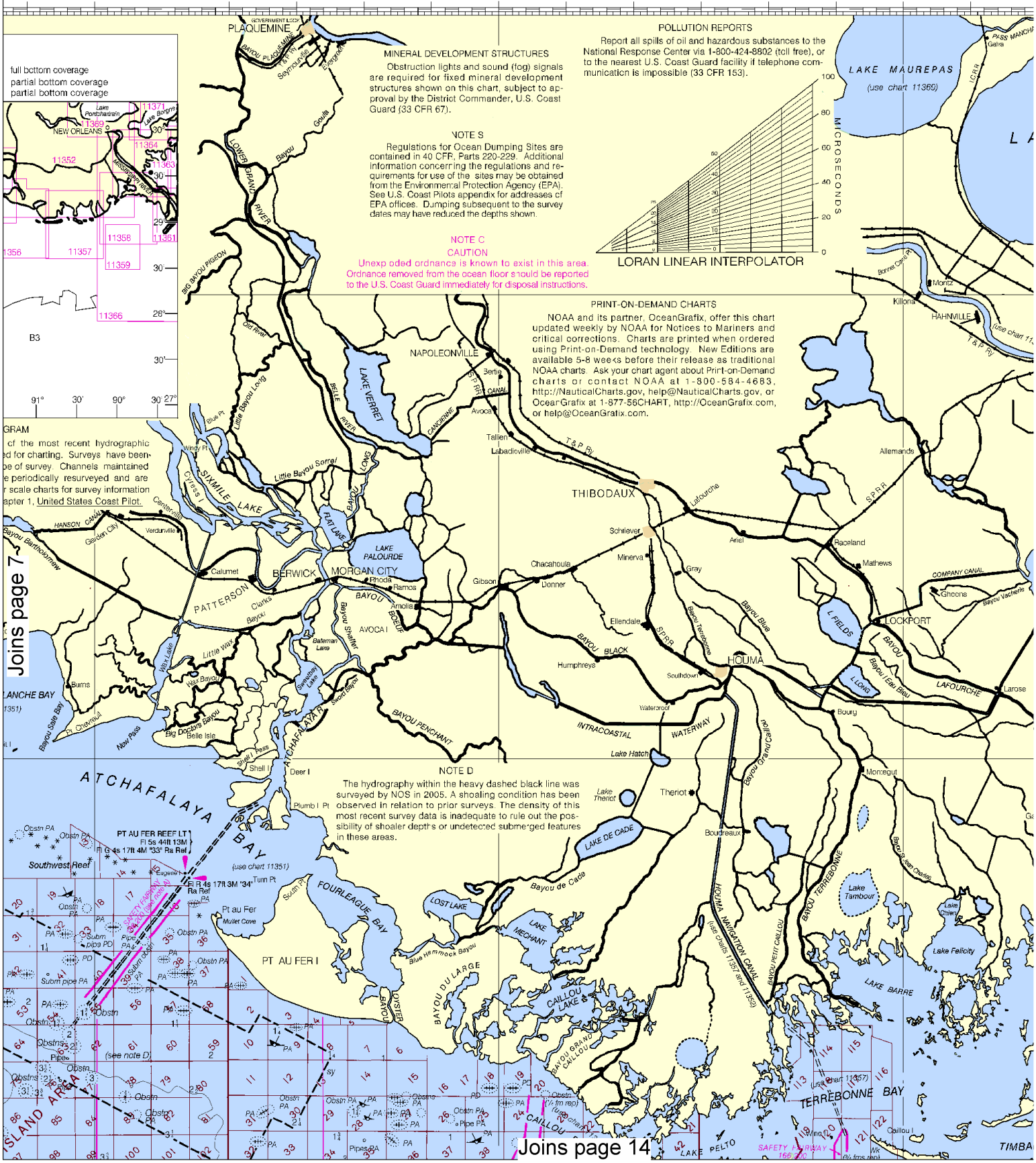

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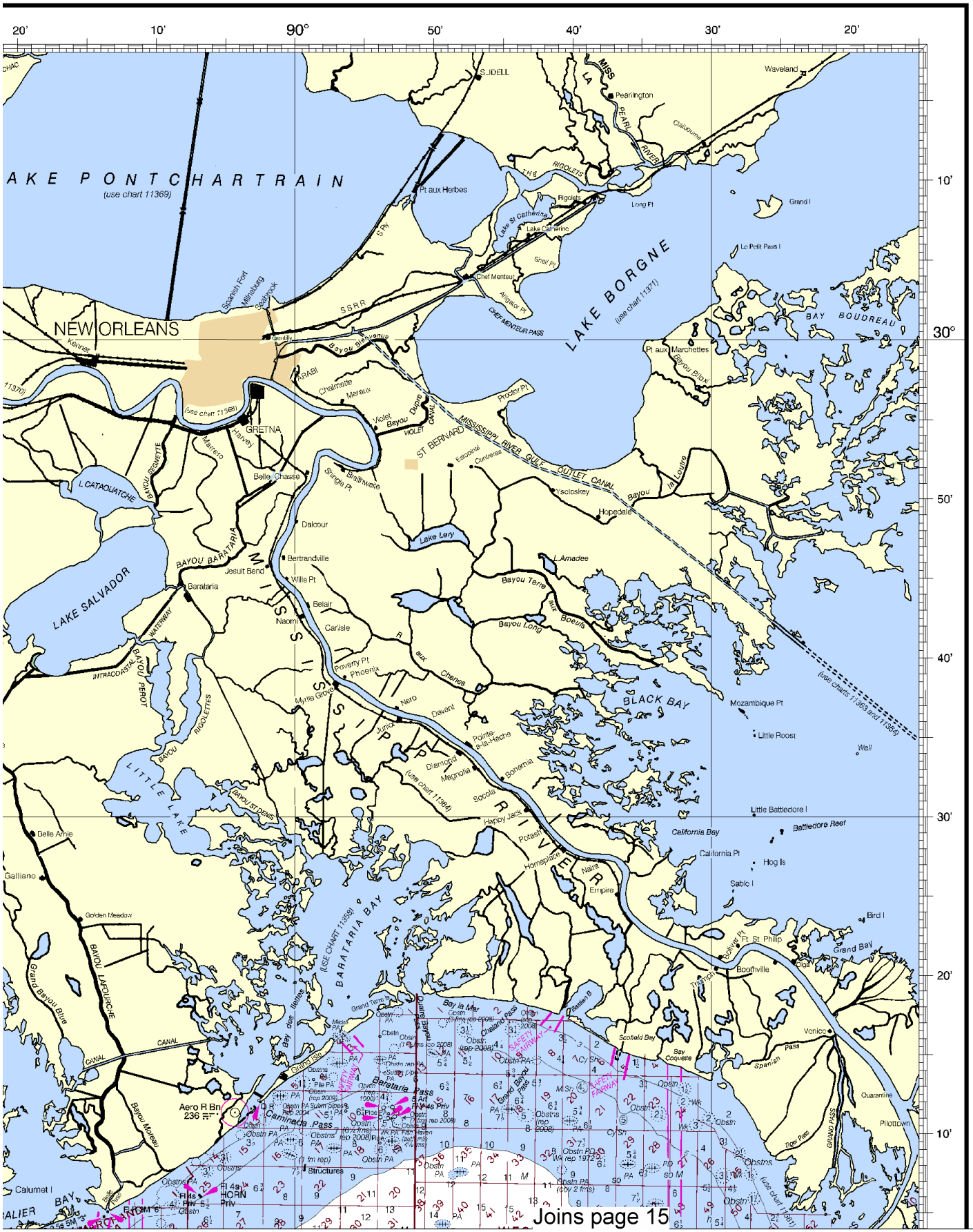

20'
10'
90°
50'
40'
30'
20'
10'
30°
50'
40'
30'
20'
10'
AKE PONTCHARTRAIN
(use chart 11369)
LAKE BORGNE
(use chart 11371)
NEW ORLEANS
GRETNA
LAKE SALVADOR
LITTLE LAKE
BARATARIA BAY
BLACK BAY
BAY BOUDREAU
MISSISSIPPI RIVER GULF OUTLET CANAL
MISSISSIPPI RIVER
BAYOU BARATARIA
BAYOU LAFOURCHE
INTRACOASTAL WATERWAY
CHEF MENTEUR PASS
Pt aux Herbes
Rigolets
Lake Catherine
Lake St Catherine
Chef Menteur
Pearlington
Waveland
Slidell
Gentilly
Kenner
Chalmette
Meraux
Violet
Bayou Dupre
Proctor Pt
Pt aux Marchettes
Bayou Biloxi
Belle Chasse
Braithwaite
Shingle Pt
Dalcour
Bertrandville
Jesuit Bend
Wills Pt
Belair
Naomi
Carlisle
Barataria
Lake Lery
L.Amadee
Bayou Terre aux Boeufs
Bayou Long
Poverty Pt
Phoenix
Myrtle Grove
Nero
Davant
Junior
Pointe-a-la-Hache
Diamond
Magnolia
Bohemia
Socola
Happy Jack
Potash
Homeplace
Naira
Empire
Mozambique Pt
Little Roost
Little Battledore I
Battledore Reef
California Bay
California Pt
Hog Is
Sable I
Bird I
Grand Bay
Ft St Philip
Boothville
Venice
Spanish Pass
Quarantine
Pilottown
Scofield Bay
Bay Coquette
Grand Isle
Caminada Pass
Barataria Pass
Aero R Bn
236
Galliano
Golden Meadow
Belle Amie
Grand Bayou Blue
Bayou Moreau
Calumet I
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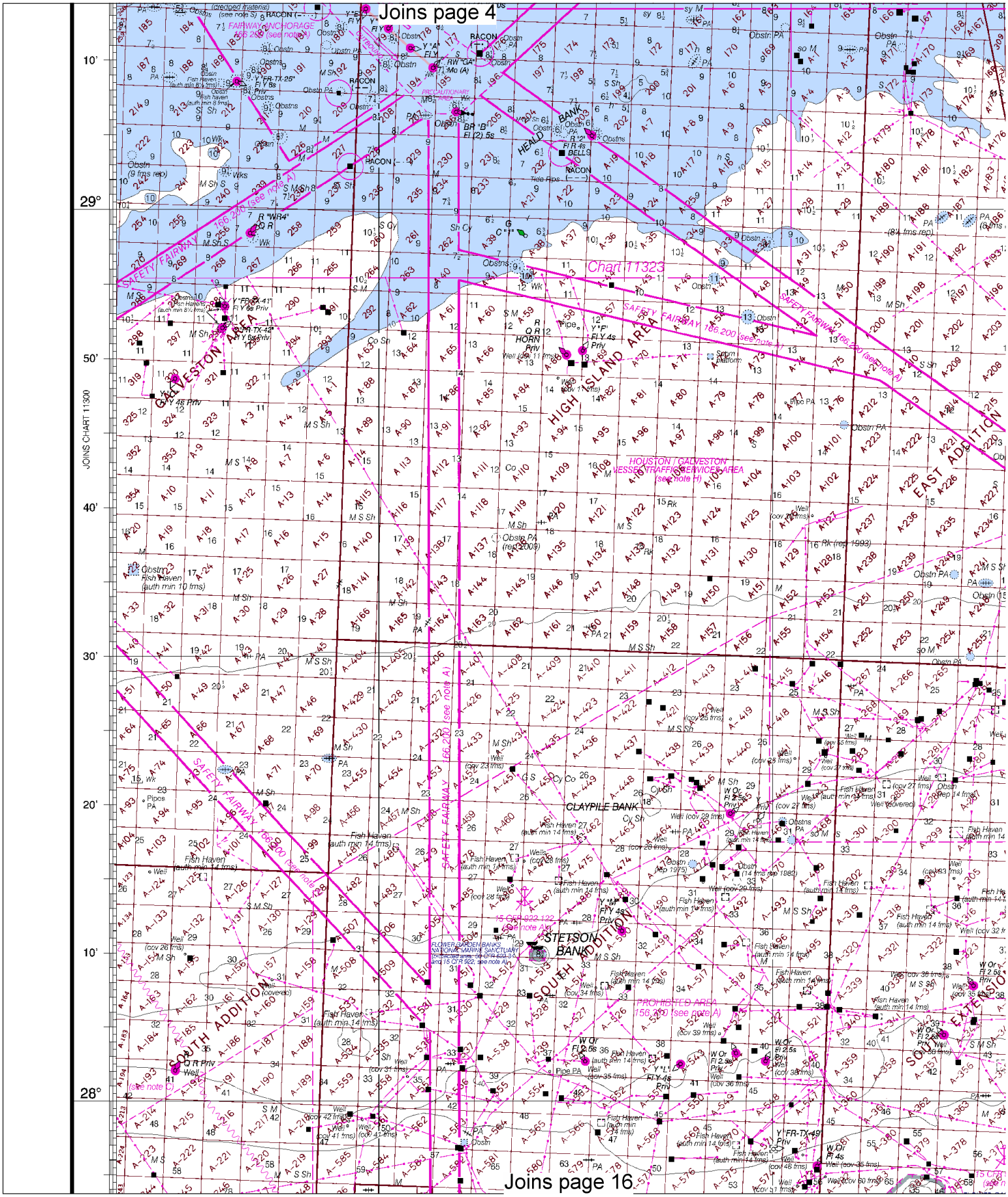
Joins page 4
Joins page 16
JOINS CHART 11300
Chart 11323
10'
29°
50'
40'
30'
20'
10'
28°
GALVESTON AREA
HIGH ISLAND AREA
EAST ADDITION
SOUTH ADDITION
SOUTH EXTENSION
HEALD BANK
CLAYPILE BANK
STETSON BANK
SAFETY FAIRWAY
HOUSTON / GALVESTON VESSEL TRAFFIC SERVICES AREA (see note H)
PROHIBITED AREA 156.200 (see note A)
FLOWER GARDEN BANKS NATIONAL MARINE SANCTUARY
FAIRWAY ANCHORAGE 166.200 (see note A)
RACON
HORN Priv
BR "B" Fl (2) 5s
R "WR4"
Y "FR-TX-25"
Y "FR-TX-49"
Y "M" FlY 4s Priv
Y "L" FlY 4s Priv
Y "F" FlY 4s Priv
Y "A" FlY
R "GA" Mo (A)
Y "FR-TX-41"
Y "FR-TX-42"
Y 4s Priv
Y 6s Priv
Y "FR-TX-47"
Y "C" Fl Y 4s Priv
W Or Fl 2.5s Priv
W Or Fl 4s
Fish Haven (auth min 14 fms)
Fish Haven (auth min 10 fms)
Fish Haven (auth min 8 fms)
Fish Haven (auth min 8½ fms)
Fish Haven (auth min 6½ fms)
Obstrn PA (rep 2009)
Obstrn PA (rep 1993)
Obstrn PA (rep 1975)
Obstrn PA (rep 1980)
Obstrn (9 fms rep)
Obstrn (8½ fms rep)
Obstrn (14 fms rep 1980)
Tide Rips
Pipe PA
Pipes PA
Well (cov 11 fms)
Well (cov 25 fms)
Well (cov 27 fms)
Well (cov 28 fms)
Well (cov 29 fms)
Well (cov 31 fms)
Well (cov 32 fms)
Well (cov 34 fms)
Well (cov 35 fms)
Well (cov 36 fms)
Well (cov 39 fms)
Well (cov 41 fms)
Well (cov 42 fms)
Well (cov 48 fms)
Well (cov 50 fms)
Well (covered)
Well (cov 23 fms)
Well (cov 26 fms)
Well (cov 28 fms)
Well (cov 35 fms)
Well (cov 36 fms)
Well (cov 38 fms)
Well (cov 39 fms)
Well (cov 41 fms)
Well (cov 51 fms)
Well (cov 60 fms)
Septm platform
(dredged material) (see note S)
15 CFR 922.122 (see note AN)
15 CFR 922, see note AN
(see note C)
(see note H)
(see note A)
166.200 (see note A)
166.200 (see note A)
166.200 (see note A)
166.200 (see note A)
166.200 (see note A)
166.200 (see note A)
JOINS CHART 11300

North

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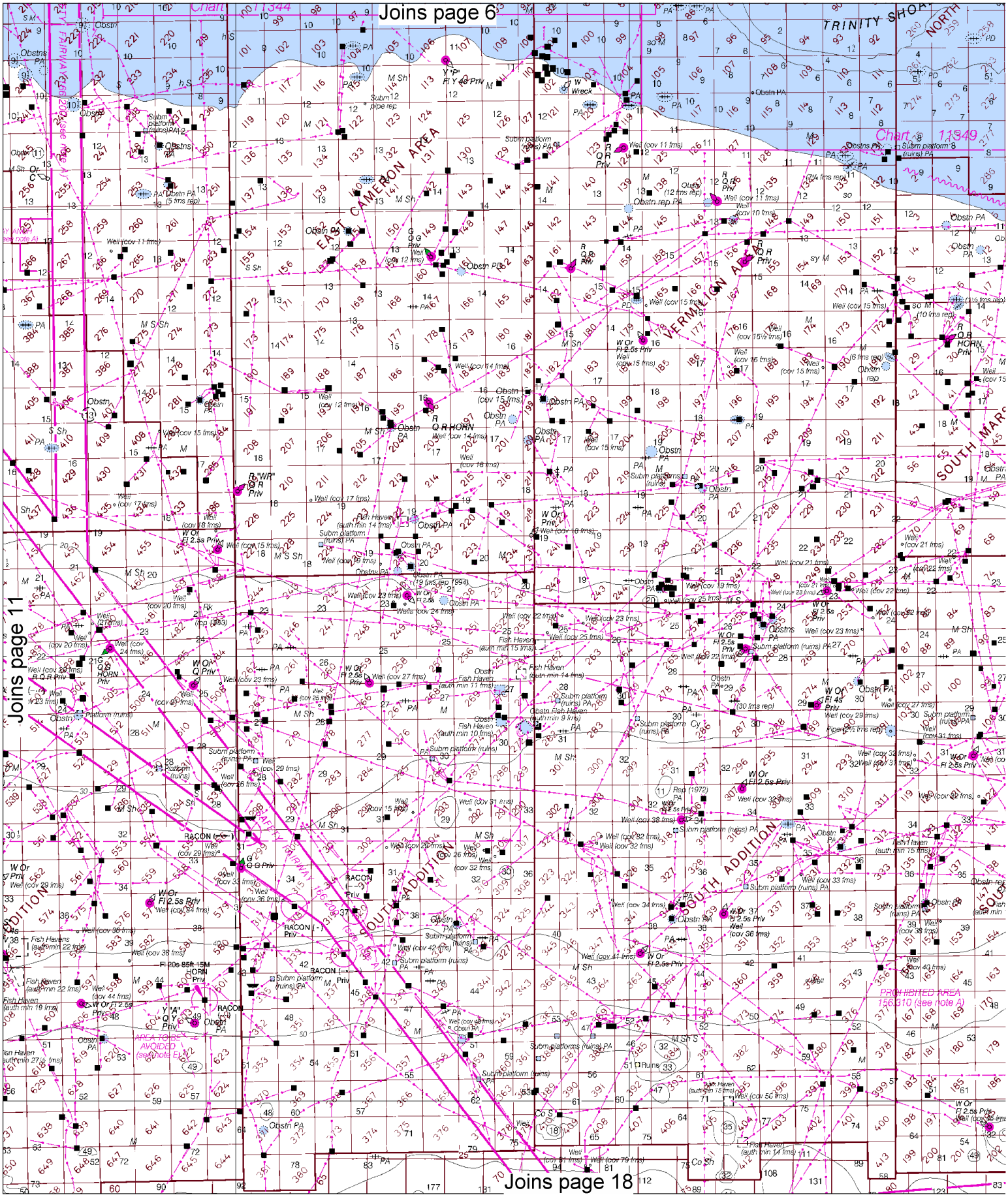
EAST CAMERON AREA
EAST ADDITION
SOUTH ADDITION
East Flower
LIGHTERING AREA
156.300 (see note A)
FAIRWAY AREA
156.200 (see note A)
AREA TO BE AVOIDED
(see note E)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Joins page 18
TRINITY SHOAL
NORTH
Chart 11349
EAST CAMERON AREA
VERMILION AREA
SOUTH ADDITION
SOUTH MARSH
PROHIBITED AREA 156.310 (see note A)

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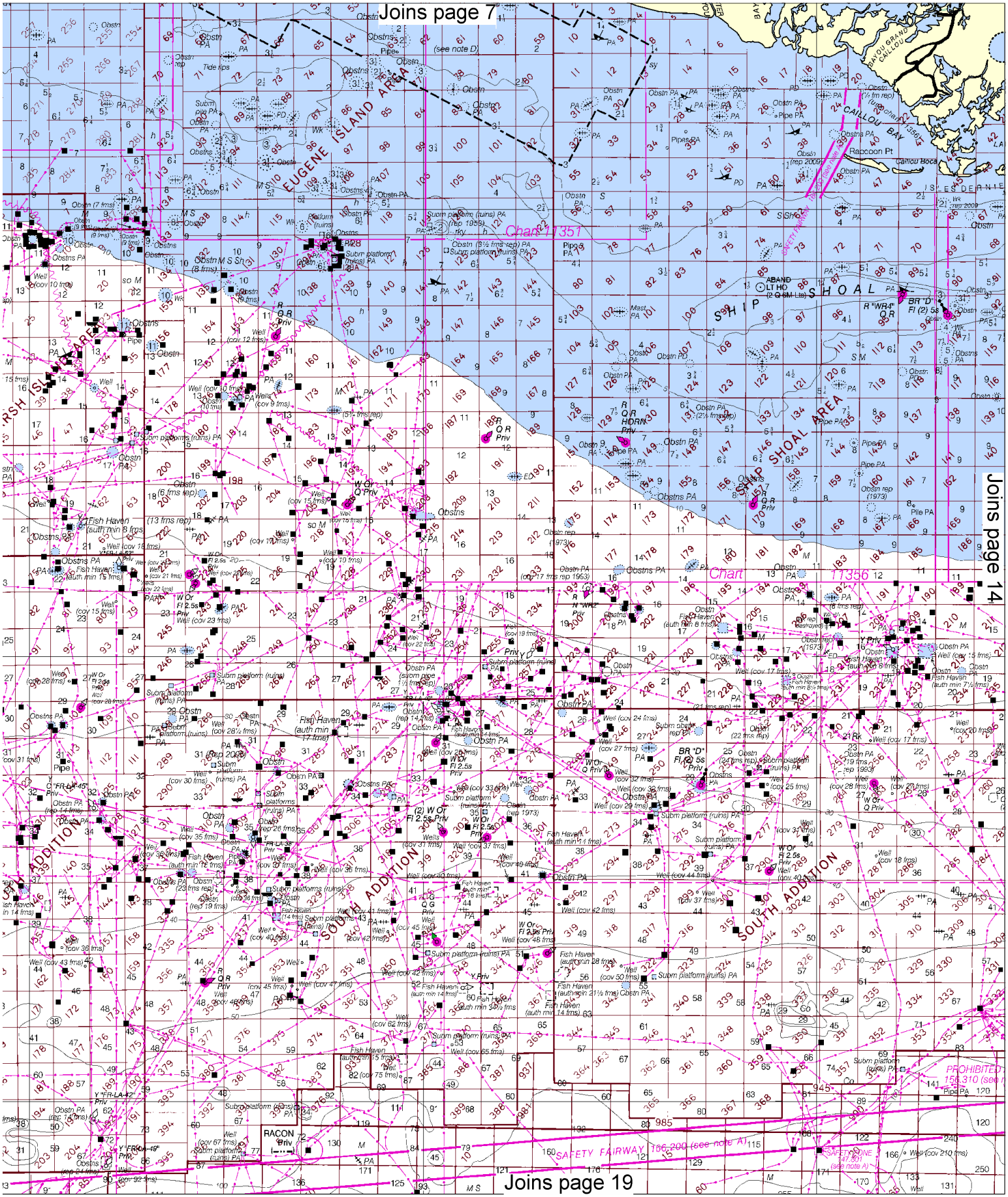
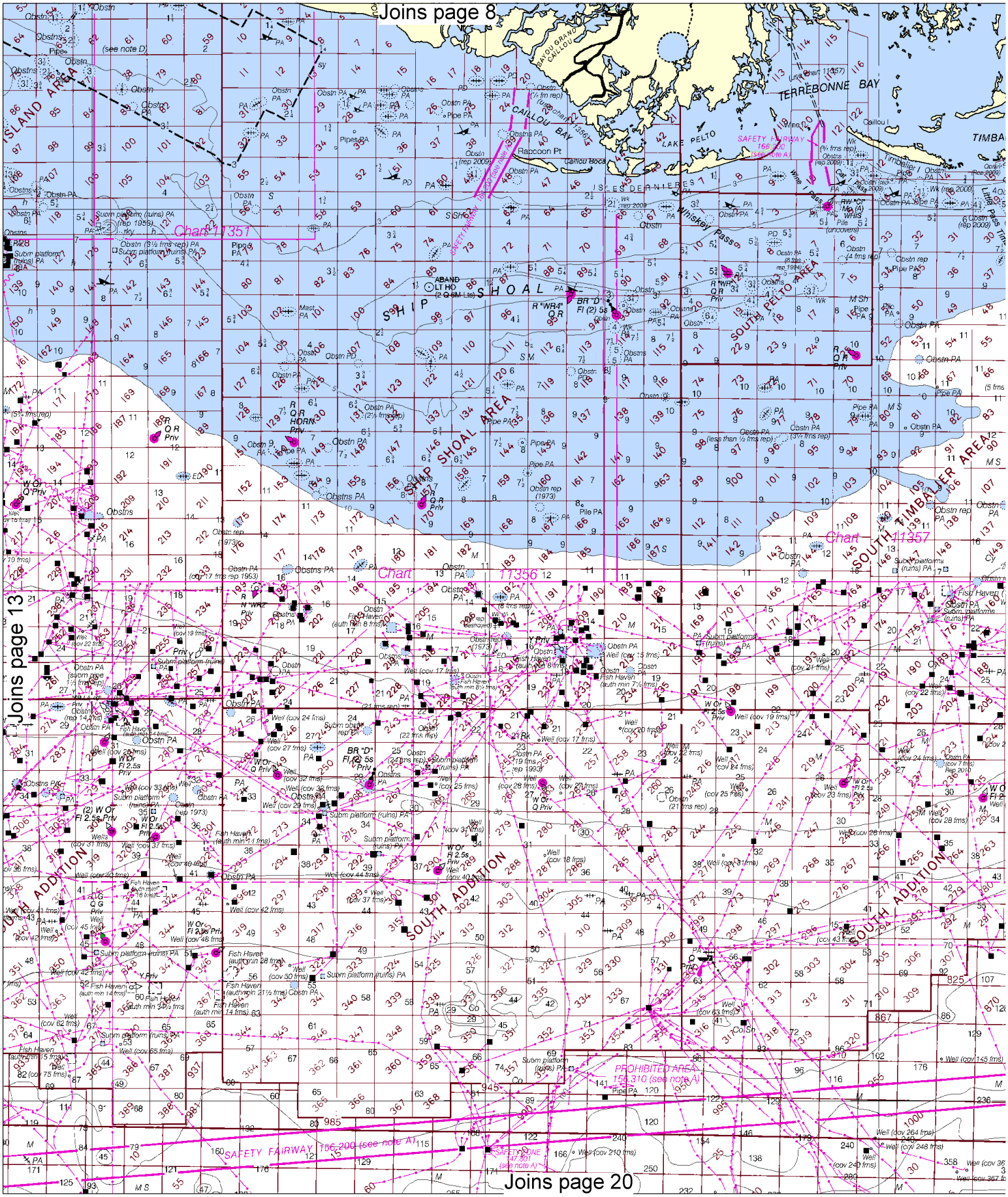
North


Joins page 7
Joins page 14
Joins page 19
EUGENE ISLAND AREA
CAILLOU BAY
SHOAL
SHIP
SHIP SHOAL AREA
SOUTH ADDITION
Chart 11351
Chart 11356
Raccoon Pt
Caillou Boca
SAFETY FAIRWAY 166.200 (see note A)
RACON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Joins page 13
Joins page 20
TERREBONNE BAY
CAILLOU BAY
LAKE PELTO
SHIP SHOAL
SOUTH PELTO AREA
SOUTH TIMBALIER AREA
SOUTH ADDITION
SAFETY FAIRWAY 166,200 (see note A)
PROHIBITED AREA 156,310 (see note A)
Chart 11351
Chart 11356
Chart 11357

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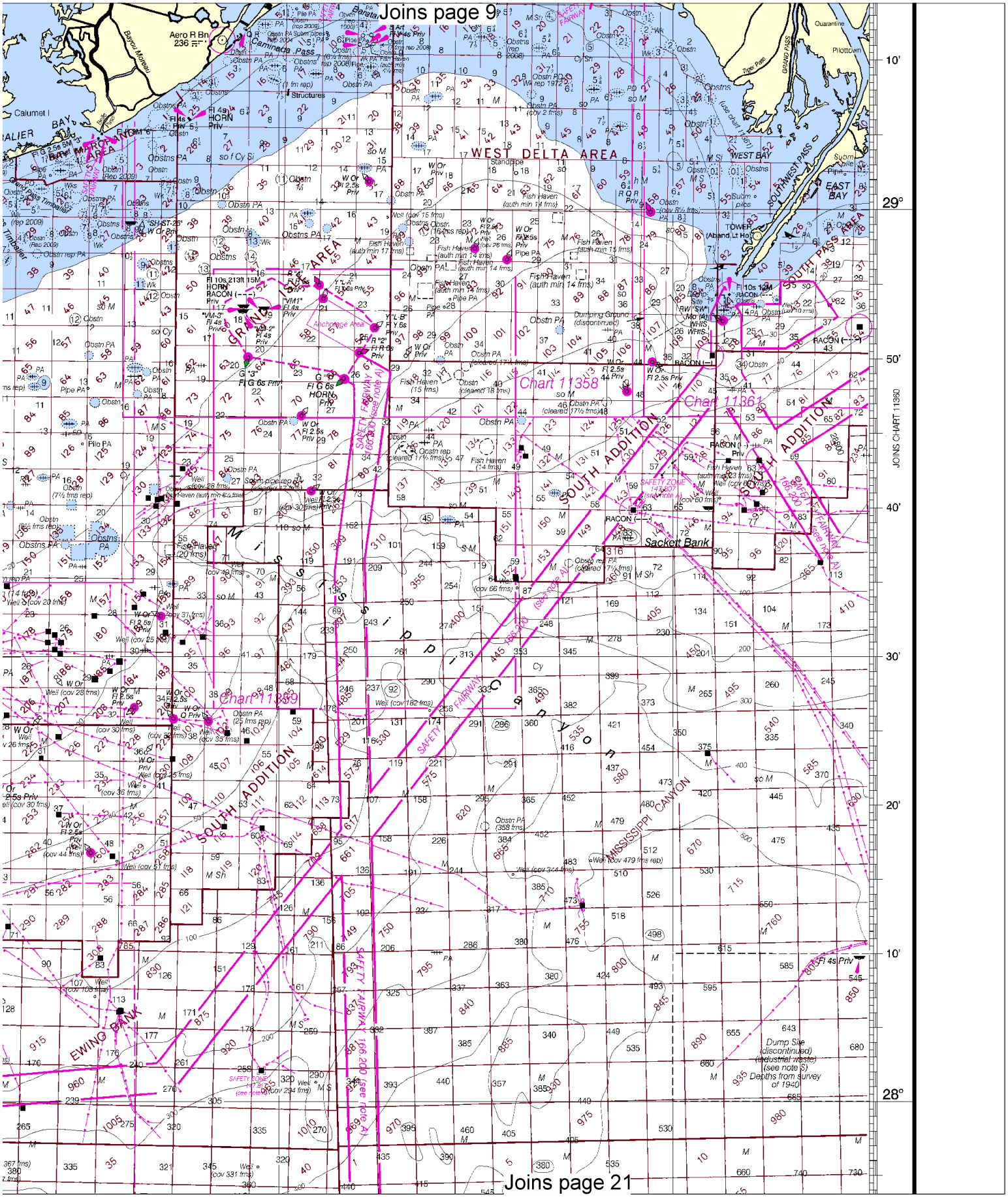
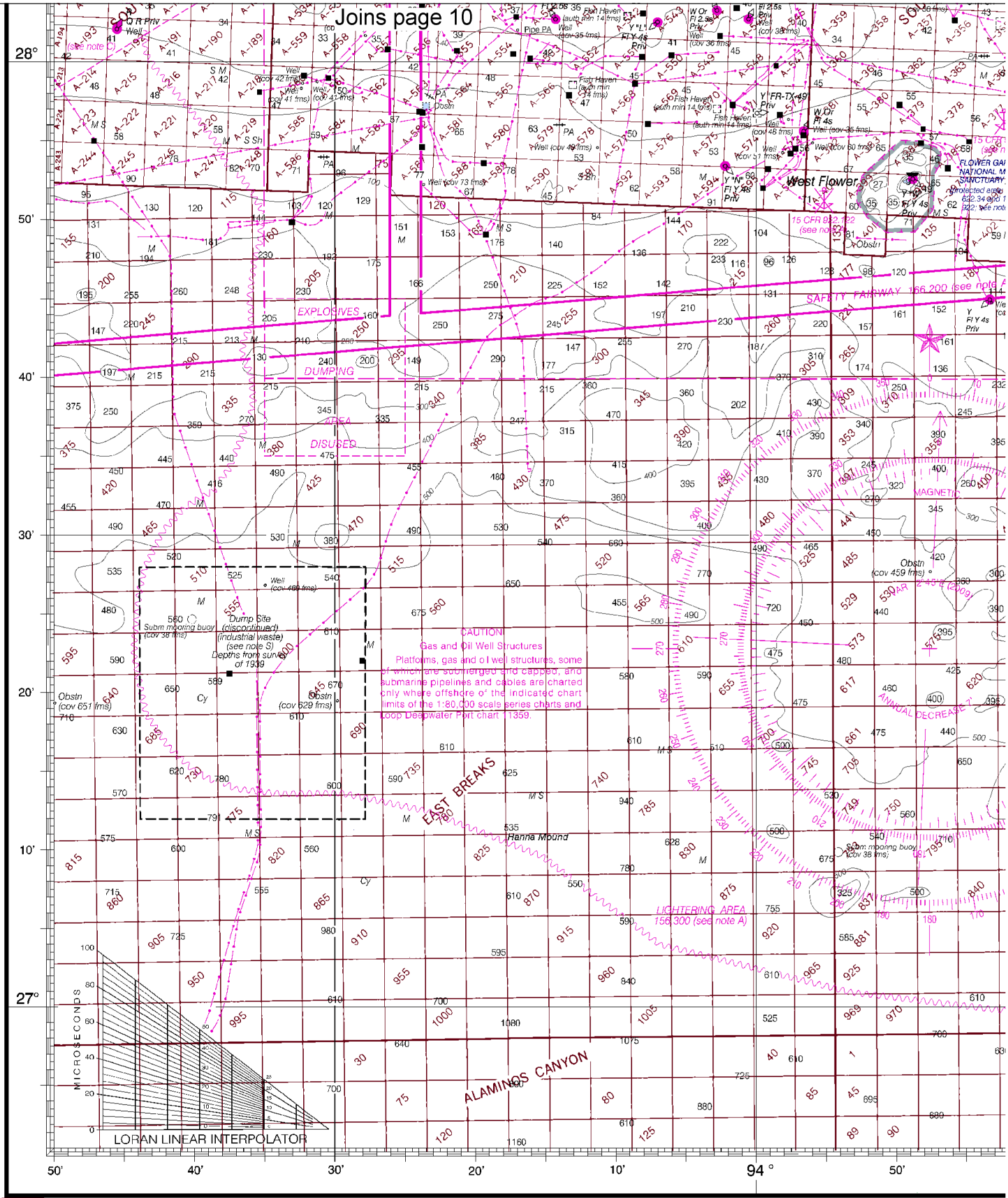
North


Joins page 9
WEST DELTA AREA
GRAND PASS AREA
SOUTH PASS AREA
SOUTH ADDITION
Chart 11358
Chart 11361
Chart 11359
Sackett Bank
MISSISSIPPI CANYON
EWING BANK
SAFETY FAIRWAY
Dump Site (discontinued) (industrial waste) (see note S) Depths from survey of 1940
JOINS CHART 11360
29°
50'
40'
30'
20'
10'
28°
Joins page 21



74th Ed., Aug./09 ■ Corrected through NM Aug. 08/09
Corrected through LNM Jul. 28/09

11340 1116A

LORAN-C OVERPRINTED

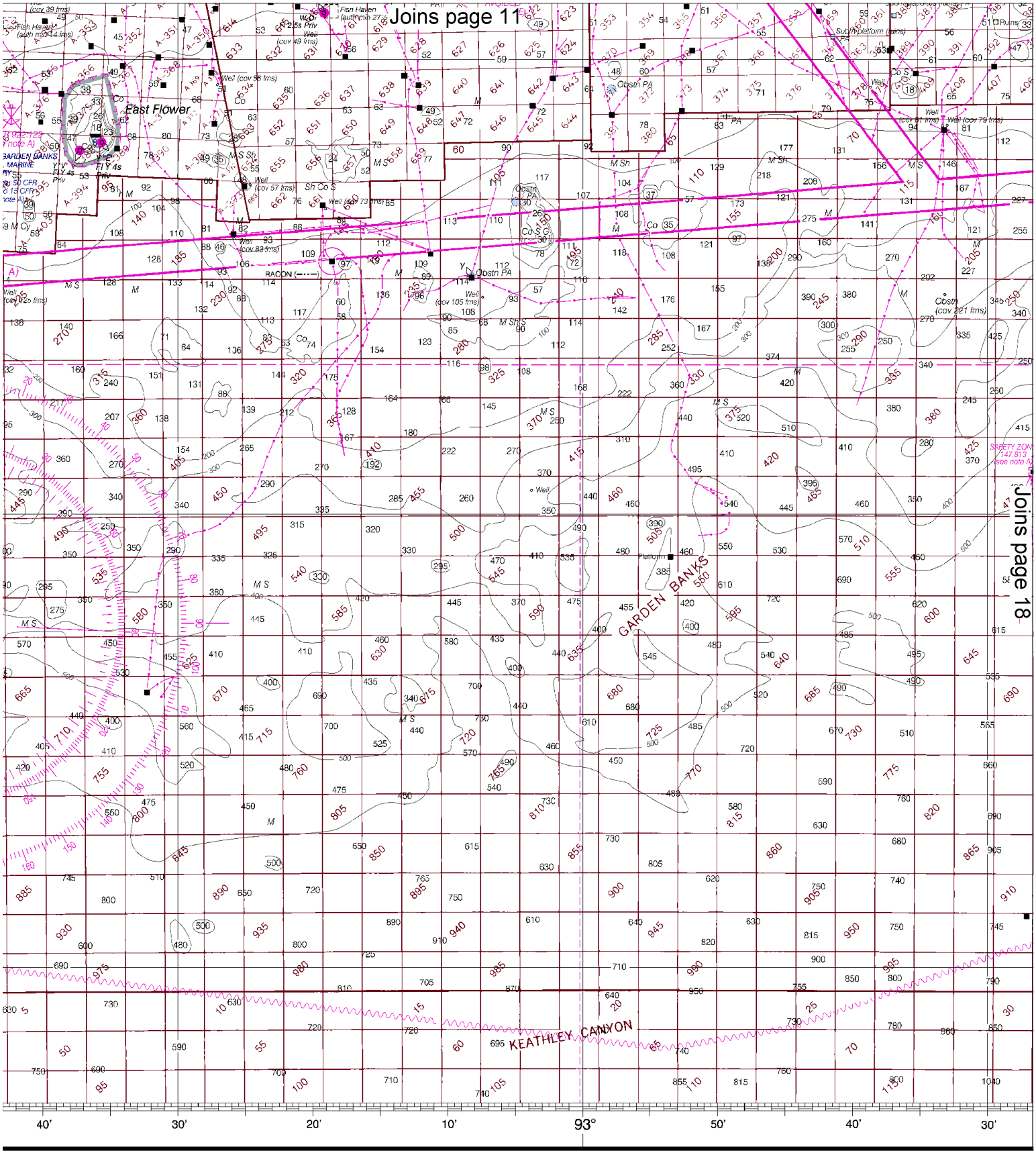
CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. published after the dates shown in the lower left hand corner are available a

WARN

The prudent marine any single aid to navig floating aids. See U.S. and U.S. Coast Pilot for

North

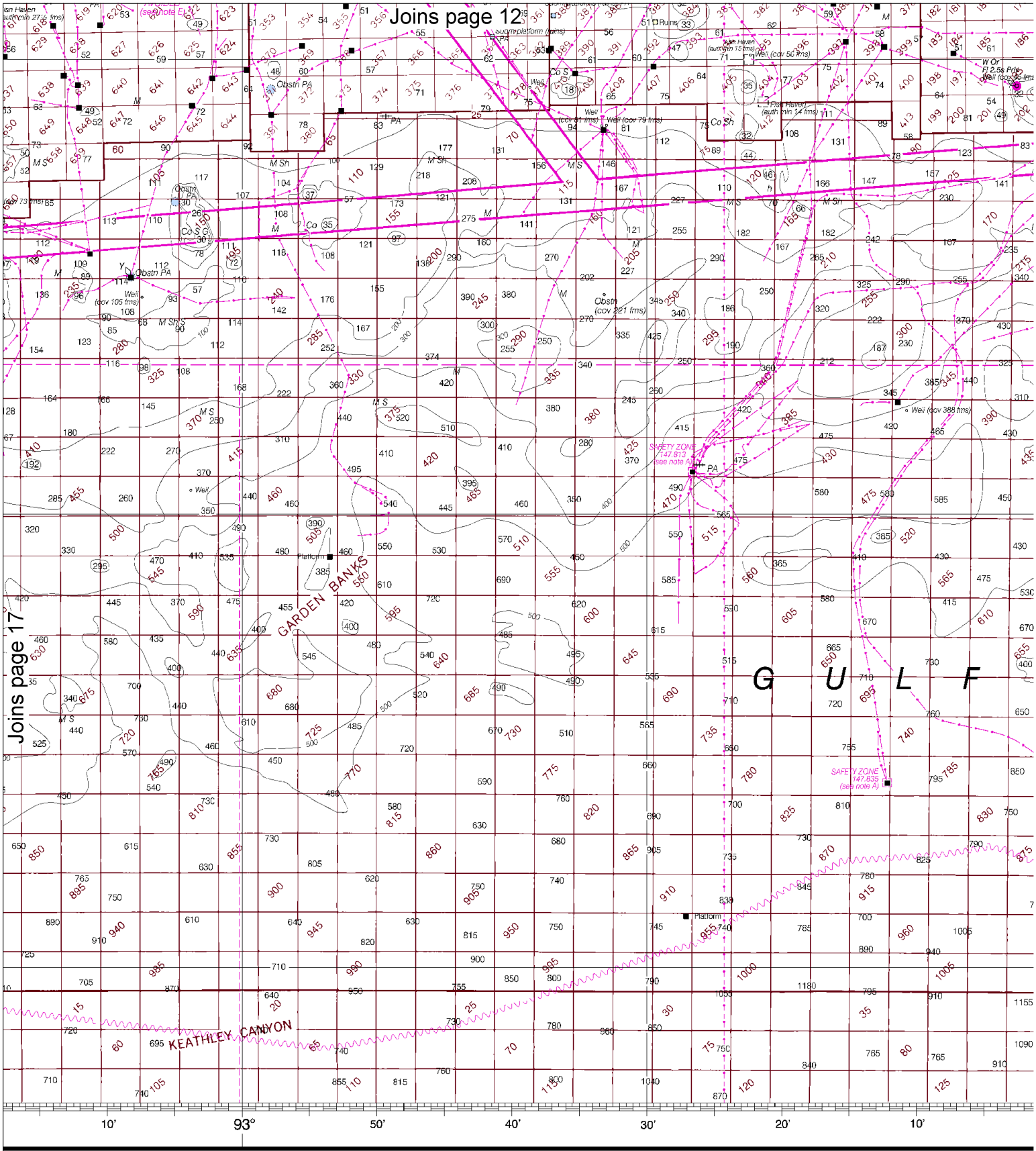


RNING
ner will not rely solely on
vigation, particularly on
S. Coast Guard Light List
for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for
arine Chart Division (N/CS2), National Ocean
and 20910-3282.



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rt is North American Datum
considered equivalent to the
eographic positions referred
t require conversion to NAD

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/CS2), National Oc Service, NOAA, Silver Spring, Maryland 20910-3282.

Published at W
U.S. DEPARTMEN
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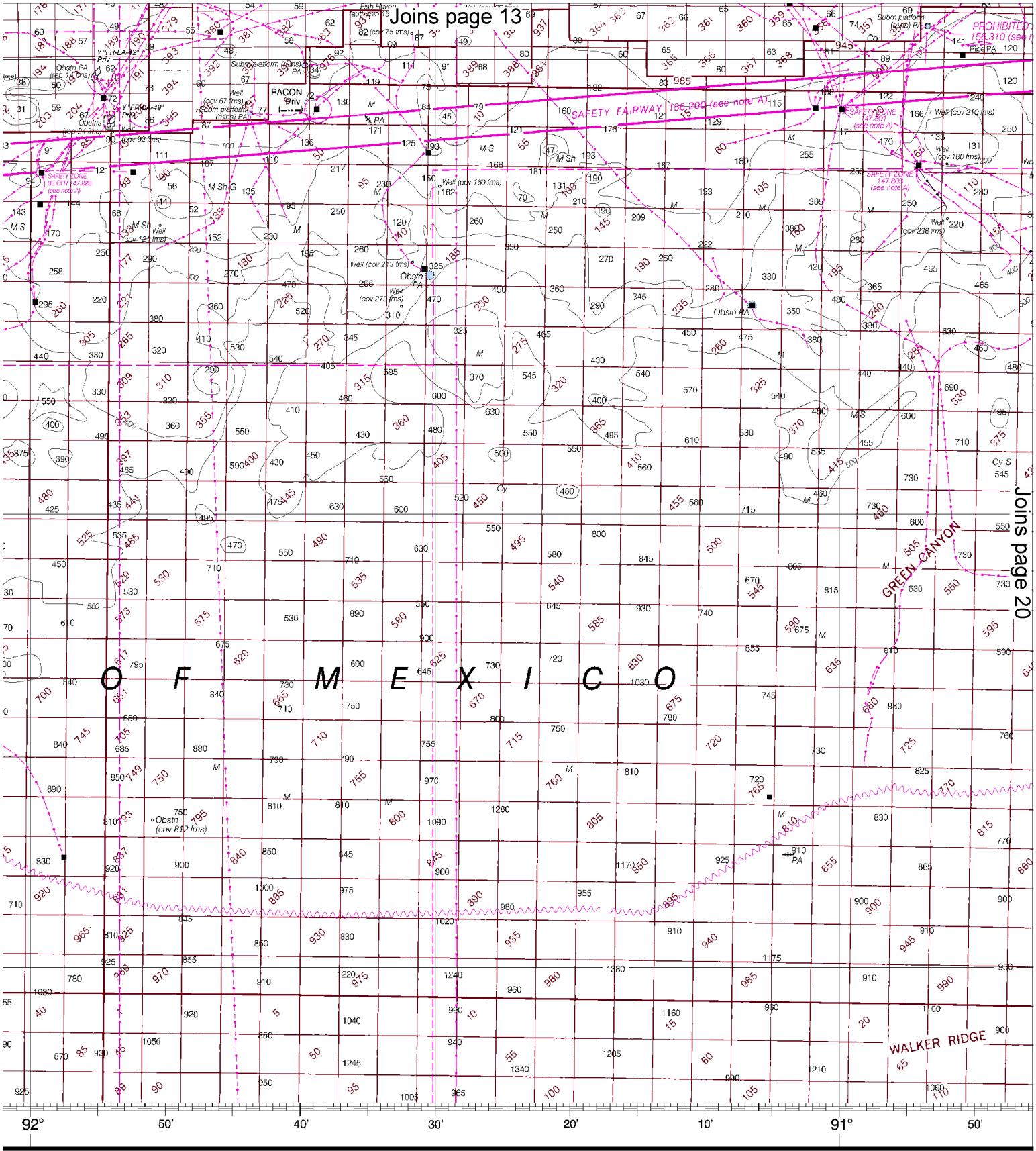
NATIONAL OC
COAST

North

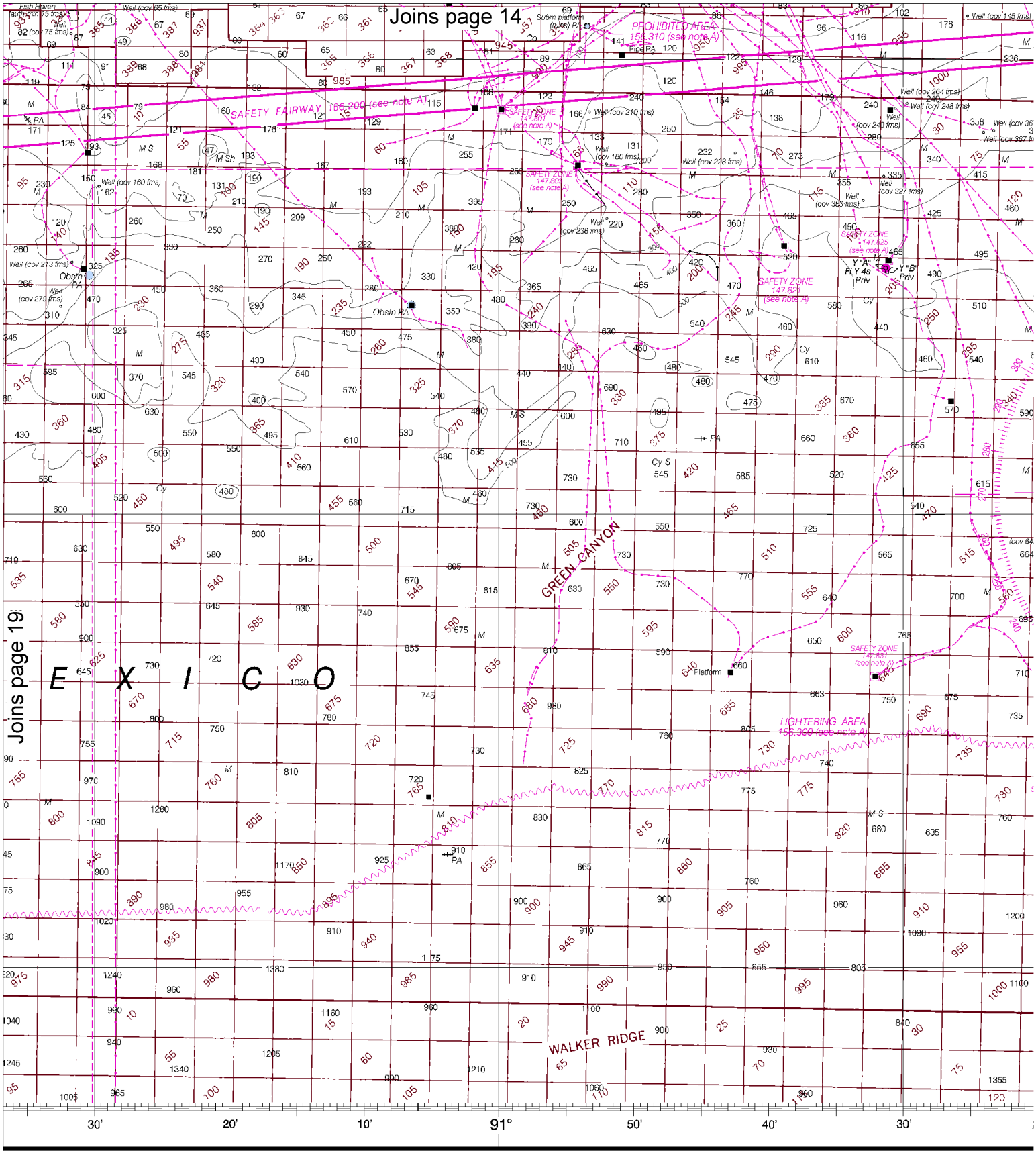


Washington, D.C.
.NT OF COMMERCE
TMOSPHERIC ADMINISTRATION
OCEAN SERVICE
T SURVEY

SPECIAL PURPOSE OVERPRINT

Offshore oil and gas leasing areas and blocks indicated in red from Minerals Management Service (formerly the Bureau of Lan furnished to July 1974.

SOUNDINGS IN F



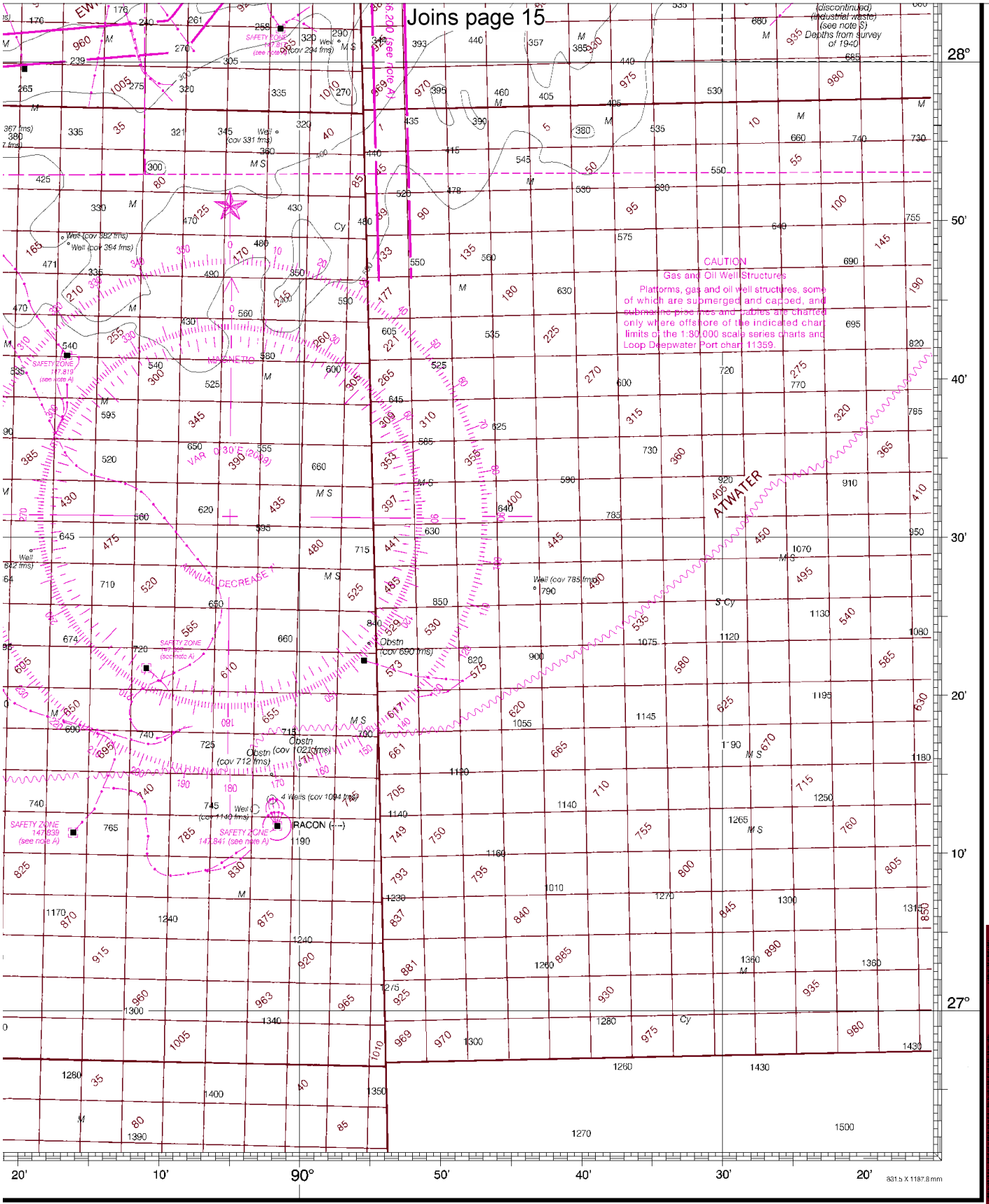
CIAL PURPOSE OVERPRINT

Offshore oil and gas leasing areas and blocks indicated in red from Minerals Management Service (formerly the Bureau of Land Management) data furnished to July 1974.

SOUNDINGS IN FATHOMS

FATHOMS	1	2	3	4	5	
FEET	6	12	18	24	30	
METERS	1 2 3 4 5 6 7 8 9 10					

North



Mississippi River to Galveston

SOUNDINGS IN FATHOMS - SCALE 1:458,596

1116A 11340

LORAN-C OVERPRINTED

NSN 7642014007887 NGA REFERENCE NO. MINLS1116A

NSN 7642014010103 NGA REFERENCE NO. 11ACO11340 ED. NO. 74

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group Galveston– 409-766-5620
Coast Guard Group New Orleans – 504-846-6162
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.