

BookletChart™

Corpus Christi Harbor

NOAA Chart 11311

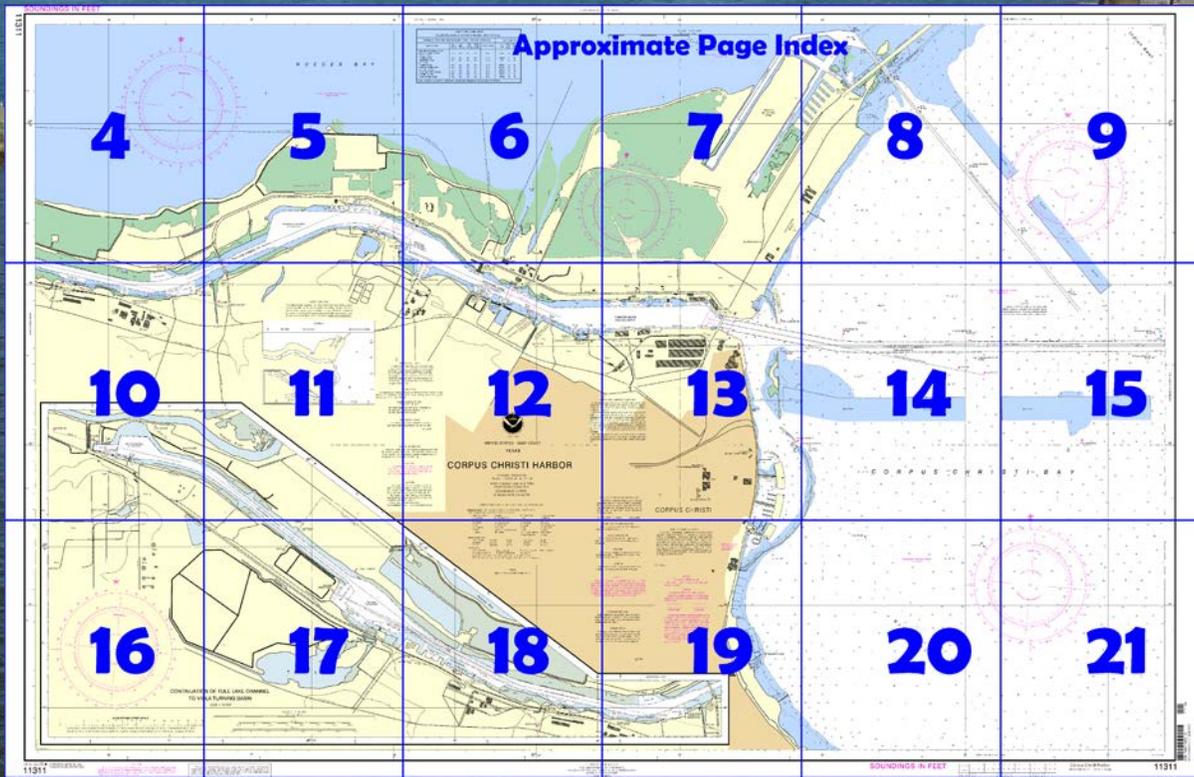


A reduced-scale NOAA nautical chart for small boaters

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 Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

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.

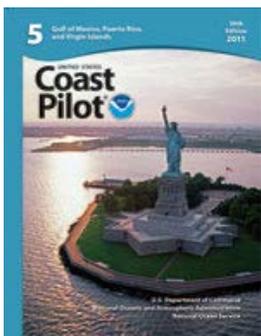
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11311>



[Selected Excerpts from Coast Pilot]

Christi Channel extends from Aransas Pass to Corpus Christi on the W side of Corpus Christi Bay. For about 4 miles, at the E end, it extends through Turtle Cove between Harbor Island on the N and Mustang Island on the S; thence across Corpus Christi Bay to Corpus Christi. The channel is straight except for a 15° bend at about its midway point just S of Ingleside Cove. The Federal project depth is 45 feet to the Viola Turning Basin, 32.5 miles from the outer bar.

A barge assembly basin, on the S side of Corpus Christi Channel, is entered through two channels about 7 and 8 miles W of Port Aransas. In 1970, depths of 14 feet were available.

A **marine safety office** is in Corpus Christi. **Corpus Christi Coast Guard Air Station** is at the Naval Air Station, Corpus Christi.

Port of Corpus Christi is on the W side of Corpus Christi Bay 20 miles from the outer end of the jetties at Aransas Pass. The port limits include all of Nueces County, Tex. Corpus Christi Main Harbor includes all of the waterfront facilities along the Industrial Canal, Tule Lake Channel, and Viola Channel, including the turning basins from Corpus Christi Turning Basin to Viola Turning Basin. Harbor Island, Port Aransas, Port Ingleside, and La Quinta are included in the port area.

(260) **Corpus Christi Bay** is a large body of water, roughly elliptical in shape, lying to the W of Mustang Island and connected with Aransas Pass by the Corpus Christi Channel. The bay is about 15 miles long in an E and W direction and 11 miles wide at its widest part. About the E end of the bay the depths are 8 to 11 feet, and most of the rest of the bay has depths of 12 to 13 feet.

Nueces Bay has depths of only 1 to 2 feet, and is of little importance; it is a tributary of Corpus Christi Bay, partially separated from it by sandspits. **Indian Point** and **Rincon Point**, the NE and SW entrance points, respectively, to Nueces Bay, are connected by U.S. Route 181 highway causeway. **Rincon Canal** marked by daybeacons and an unlighted **320°** range, leads NW from Corpus Christi Bay to the Rincon Industrial Park complex at the SE end of Nueces Bay inside Rincon Point. The channel connects with a series of spur channels which front the E side of the complex and lead into it. In July 2001, the controlling depth was 12.0 feet in the channel; thence in 1982, a reported depth of 12 feet was in the connecting channels. The Industrial Park, in various stages of construction, will serve as a shallow-draft commerce terminal. A fixed highway bridge crosses the main channel and has a clearance of 50 feet. The poles of a former power cable extend across the entrance to Nueces Bay below the causeway, and the piling of a former railroad bridge remain, except for removed sections at both ends.

Corpus Christi Harbor, on the N side of Corpus Christi, consists of inland basins connected by an industrial canal. The basins and connecting canal are landlocked and well protected.

Corpus Christi on the W side of Corpus Christi Bay and 18 miles from Aransas Pass, is the most important city commercially on the Texas coast SW of Galveston. The principal industries are in seafood processing, agriculture, livestock, meat packing and freezing, petroleum products, petrochemical and industrial chemicals, natural gas, manufacture of plastics, steel products, aluminum, zinc, machinery, oil field equipment, paper products, agricultural fertilizers, cement, gypsum products, textiles, and the shipment of wheat, cotton, corn, barley, sorghum, dry bulk materials, and general cargo.

The city has several hospitals, a large municipal auditorium, a large boat harbor, and a Coast Guard air station.

A **special anchorage area** is in the area S of the municipal marina. (See **110.1 and 110.75**, chapter 2, for limits and regulations.)

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC New Orleans Commander
8th CG District (504) 589-6225
New Orleans, LA

Table of Selected Chart Notes

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Corpus Christi, TX KHB-41 162.55 MHz

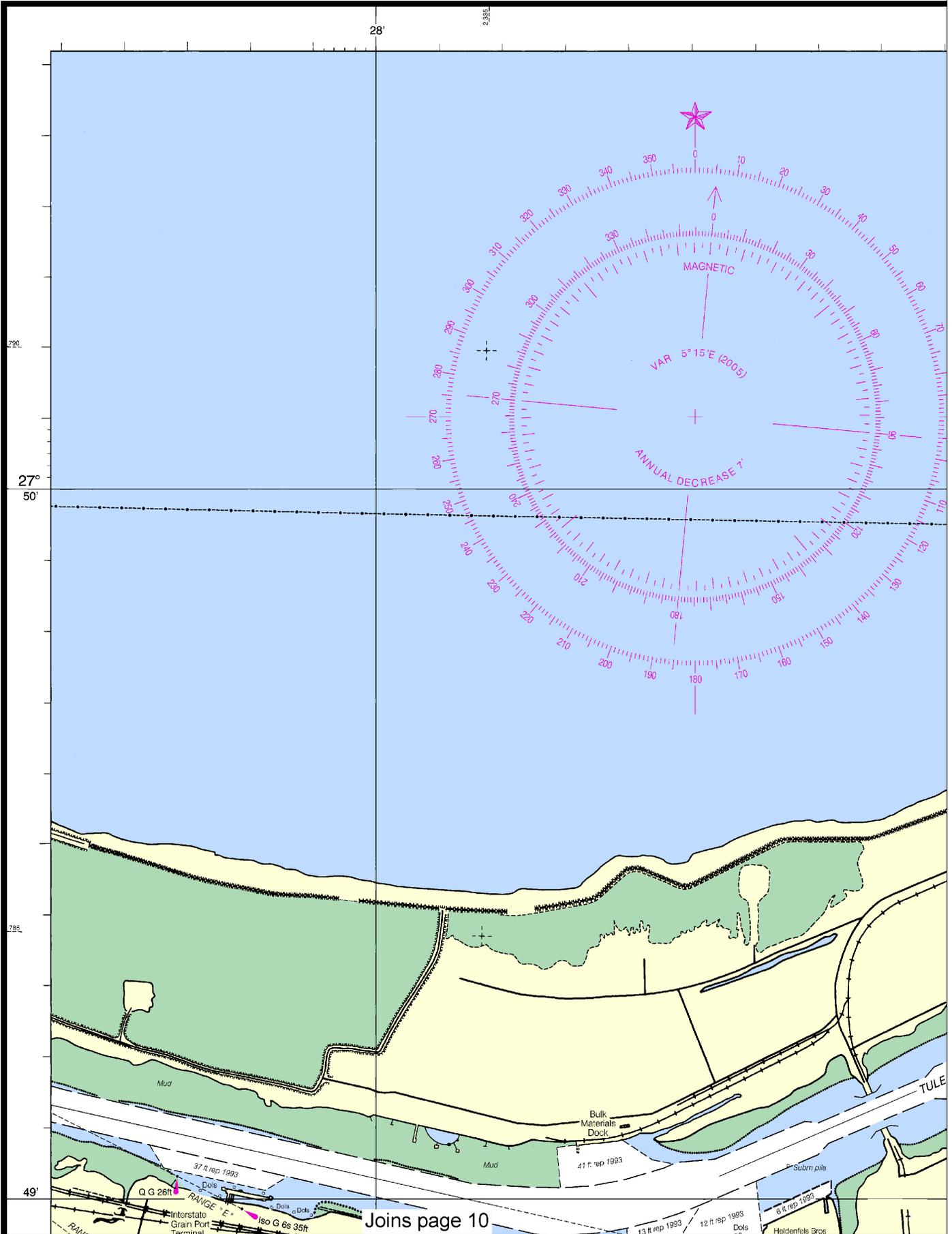
CAUTION

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

AIDS TO NAVIGATION

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

11311

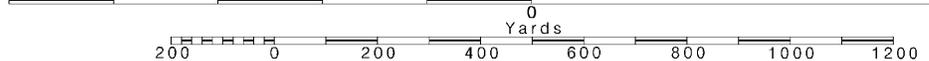


4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 — Nautical Miles

See Note on page 5.



27'

26'

CONTINUED ON CHART 11309

NUECES BAY

CORPUS CHRISTI CH			
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS			
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW WATER			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER
LA QUINTA CH JCT TO BCN 82	43.3	48.0	47.6
BCN 82 TO MAIN TURNING BASIN	40.0	42.0	42.0
CORPUS CHRISTI MAIN TURNING BASIN	41.0	46.0	46.0
INDUSTRIAL CANAL	43.0	46.0	48.0
EVERY POINT TURNING BASIN	43.7	46.0	44.2
CHEMICAL TURNING BASIN	44.0	47.0	44.5
TULE LAKE CHANNEL	45.0	46.0	45.0
TULE LAKE TURNING BASIN	47.0	47.0	47.3
VIOLA CHANNEL	44.0	43.0	43.0
VIOLA TURNING BASIN	45.0	47.0	46.9

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO DATE OF SURVEY

Obstructions
Gas and Oil Well Structures
(see note)

Overhead Power Line

Overhead Power Line

Joins page 6

Chemical Turning Basin
(see tabulation)

TULE LAKE CHANNEL (see tabulation)

Oo G 4s 45ft

FG 63ft

RANGE "A"

Lone Star Cement Co Dock

National Lead Co Dock

45 ft rep 1981

Pipeline

Q G 47ft

INDUSTRIAL CANAL RANGE

Avery Point Turning Basin
(see tabulation)

PPG Industries Dock

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



26'

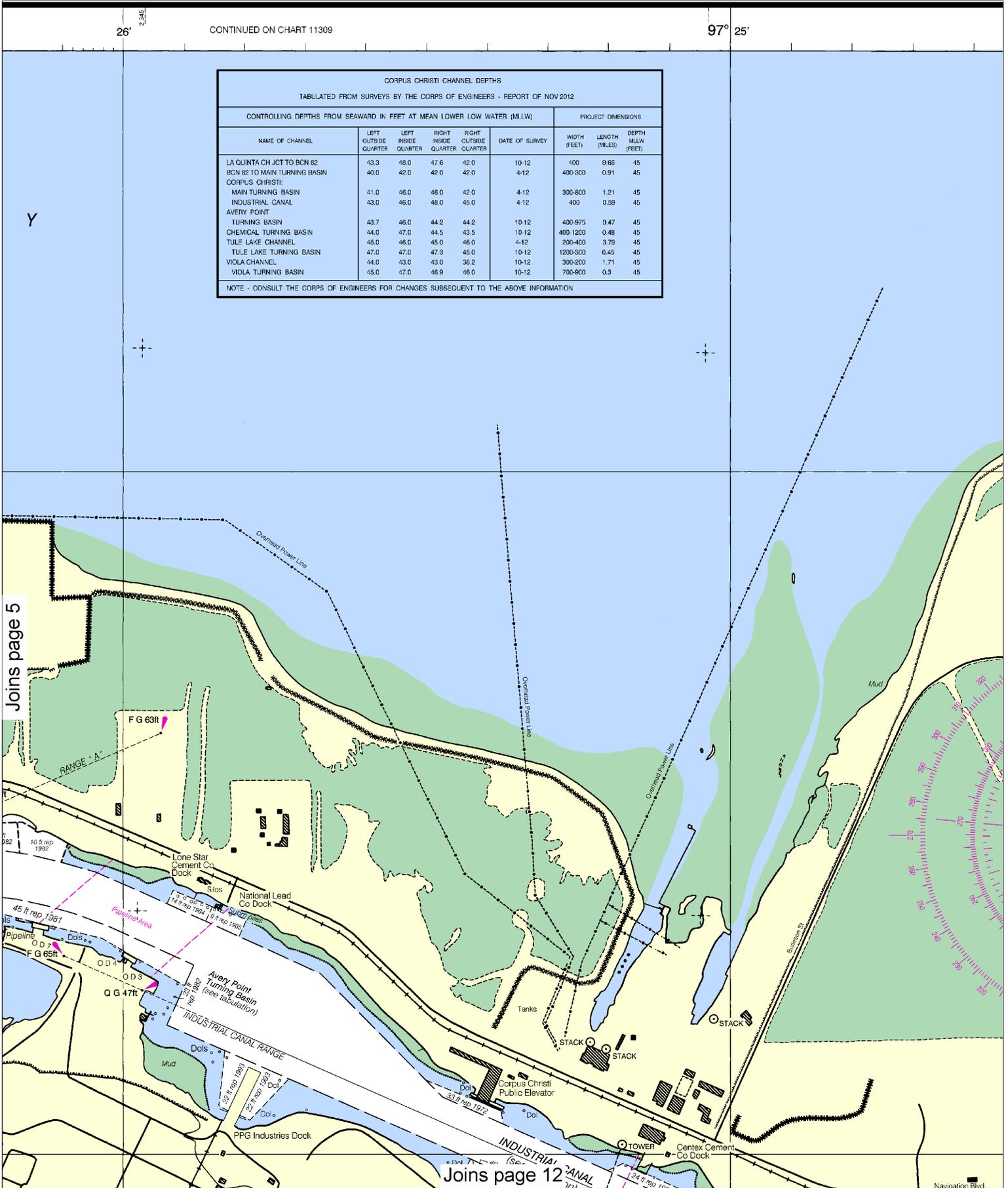
CONTINUED ON CHART 11309

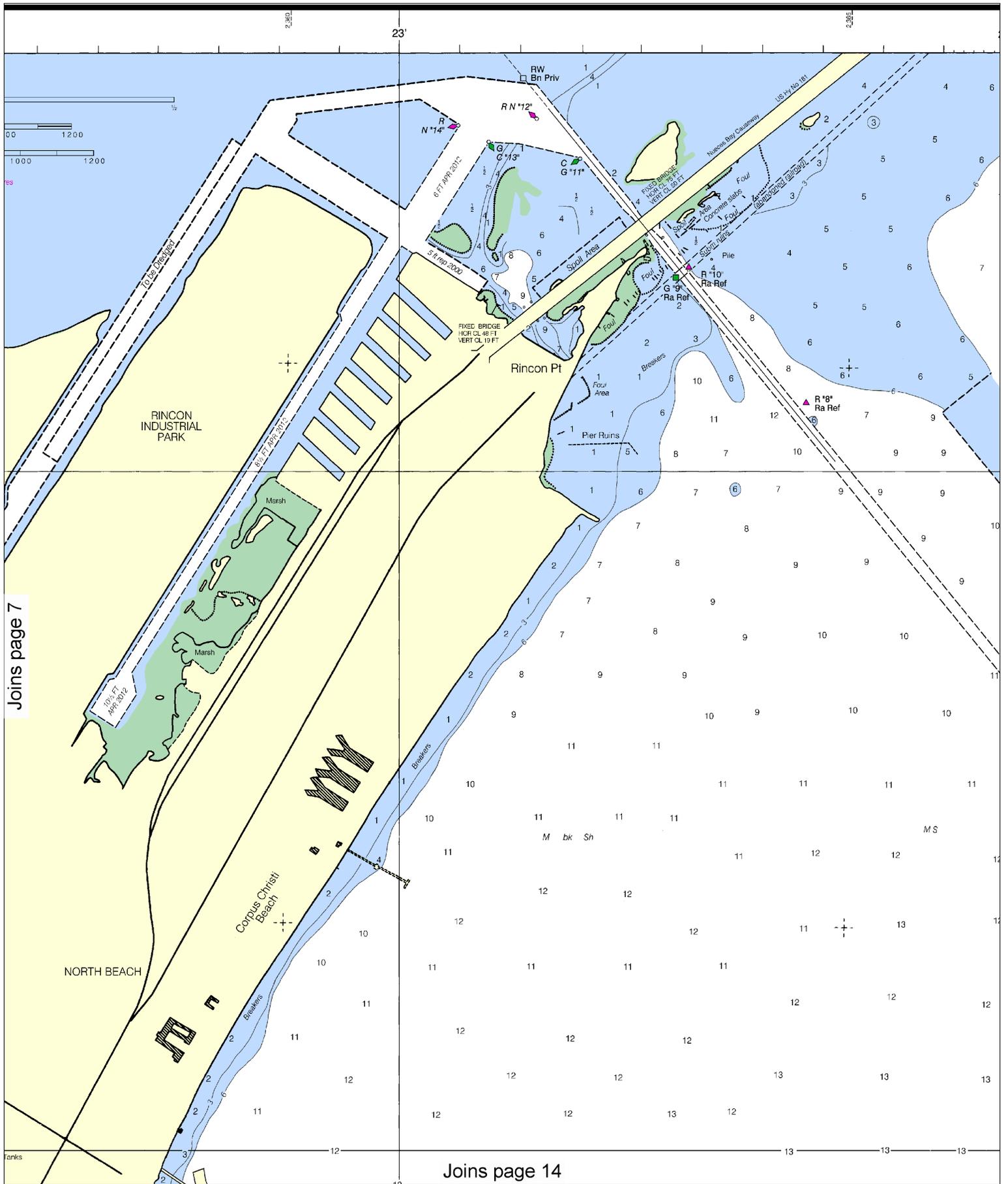
97° 25'

CORPUS CHRISTI CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2012								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
LA QUINTA CH JCT TO BCN 82	43.3	48.0	47.6	42.0	10-12	400	9.66	45
BCN 82 TO MAIN TURNING BASIN	40.0	42.0	42.0	42.0	4-12	400-800	0.91	45
CORPUS CHRISTI:								
MAIN TURNING BASIN	41.0	46.0	46.0	42.0	4-12	300-800	1.21	45
INDUSTRIAL CANAL	43.0	46.0	48.0	45.0	4-12	400	0.59	45
AVERY POINT								
TURNING BASIN	43.7	46.0	44.2	44.2	10-12	400-975	0.47	45
CHEMICAL TURNING BASIN	44.0	47.0	44.5	43.5	10-12	400-1200	0.48	45
TULE LAKE CHANNEL	45.0	46.0	45.0	46.0	4-12	200-400	3.78	45
TULE LAKE TURNING BASIN	47.0	47.0	47.3	45.0	10-12	1200-300	0.45	45
VIOLA CHANNEL	44.0	43.0	43.0	36.2	10-12	300-200	1.71	45
VIOLA TURNING BASIN	45.0	47.0	46.9	46.0	10-12	700-900	0.3	45

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Joins page 5





Joins page 7

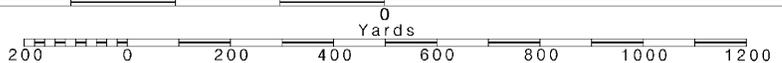
Joins page 14



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



22'

CONTINUED ON CHART 11309

726°

21'

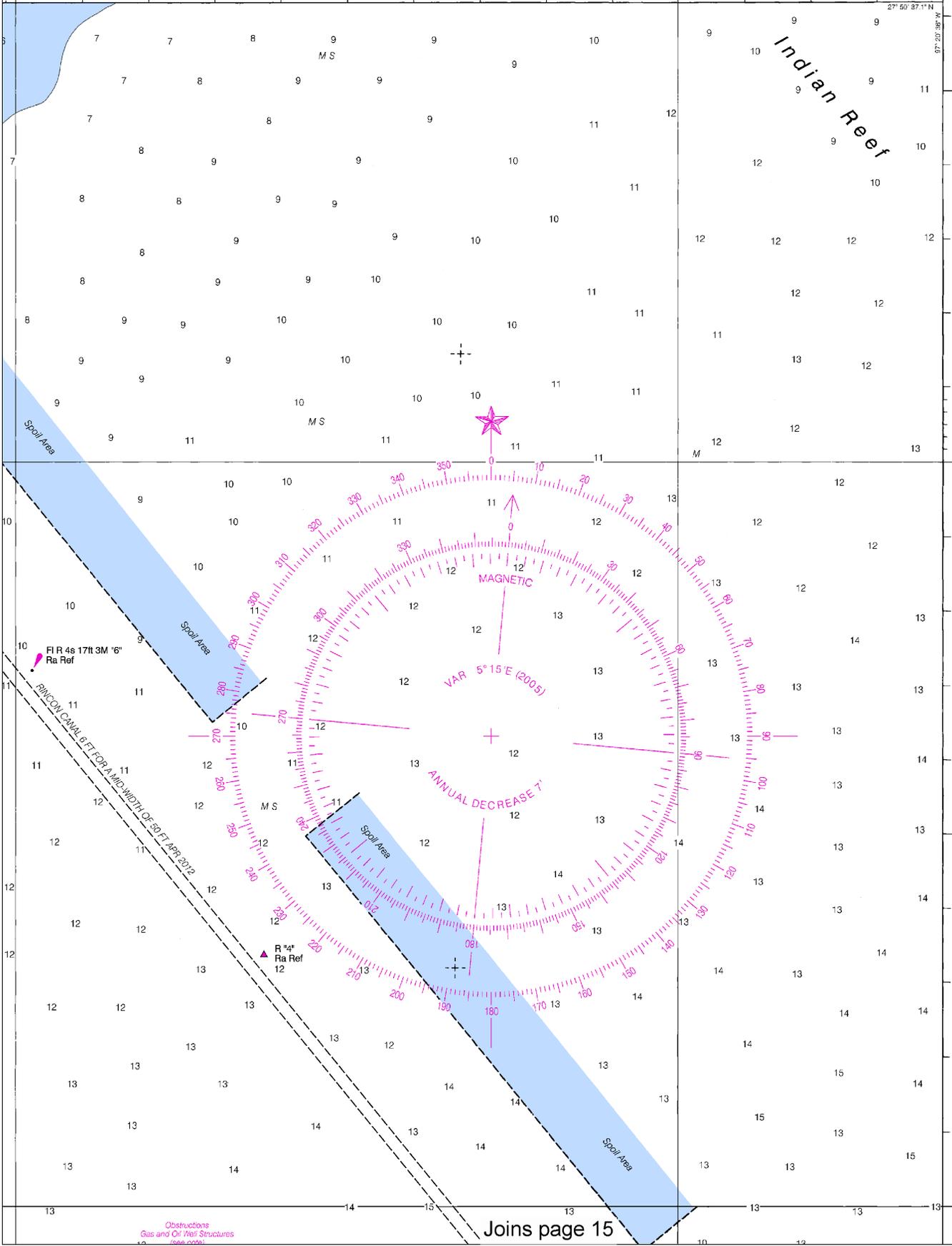
27° 50' 27.1" N

97° 20' 38" W

Indian Reef

27° 50'

49'

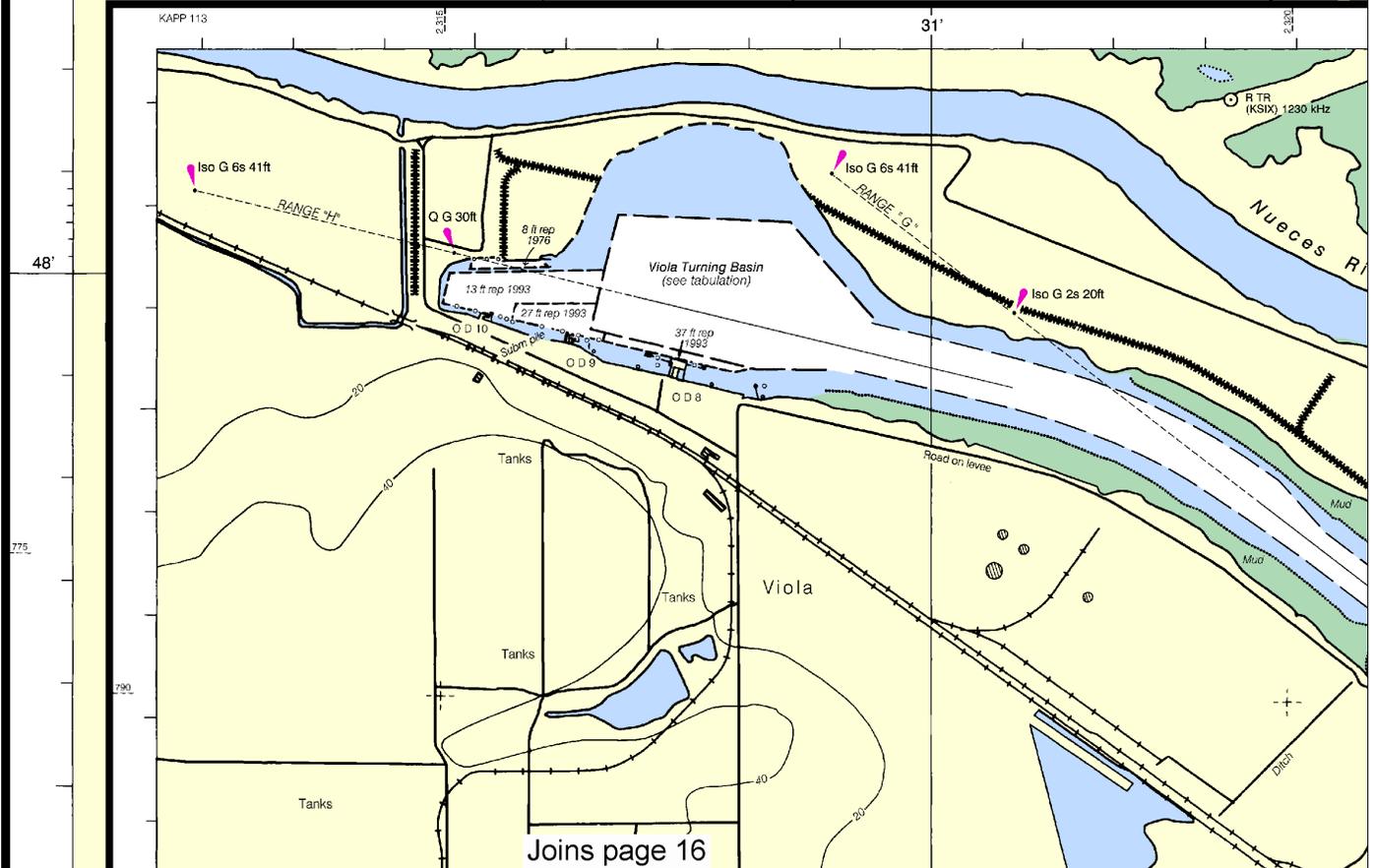
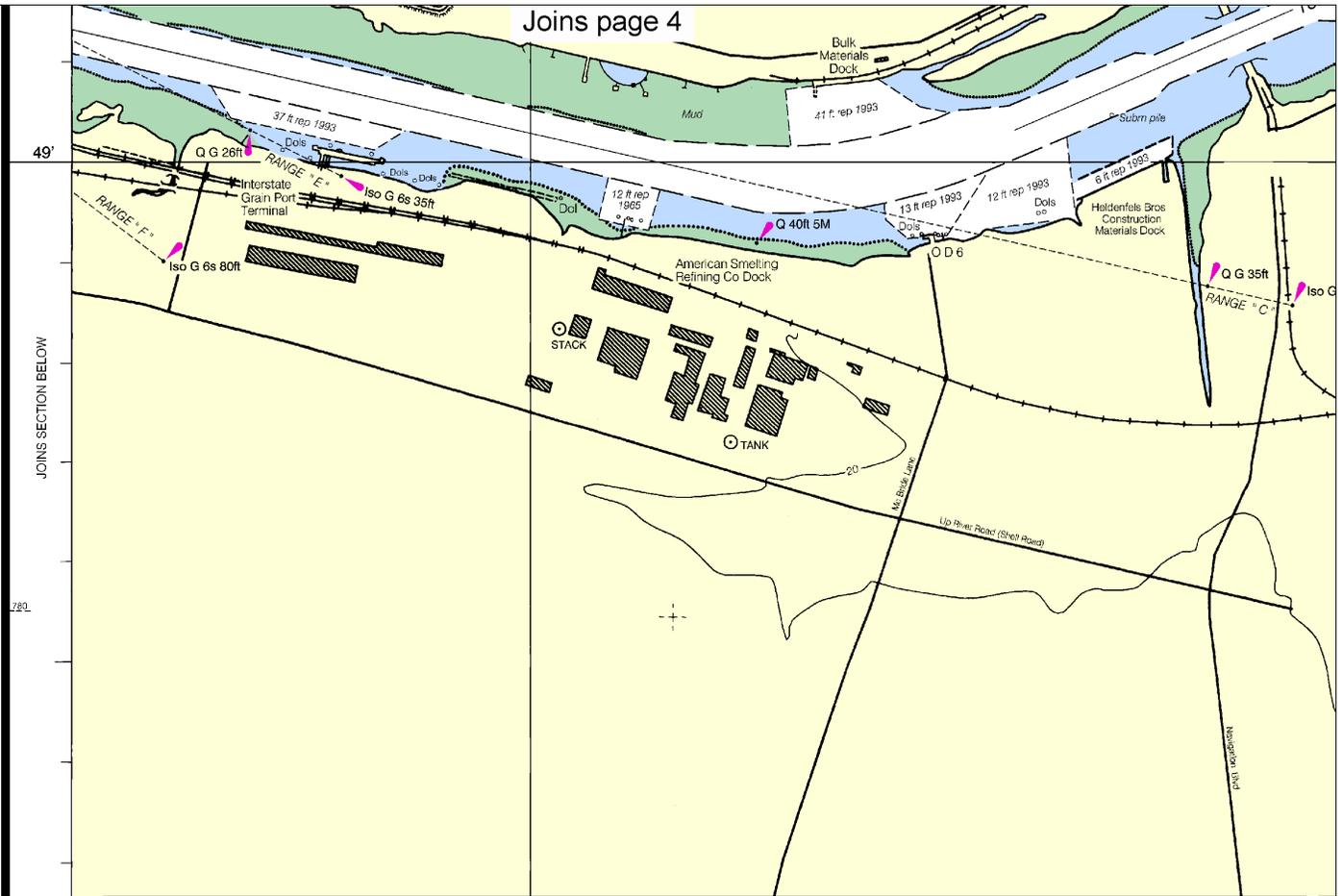


Fl R 4s 17ft 3M 6" Ra Ref

R 14" Ra Ref 12

Obstructions Gas and Oil Well Structures

Joins page 15

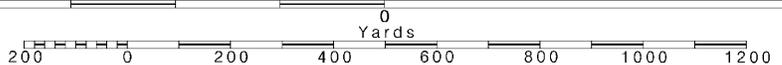


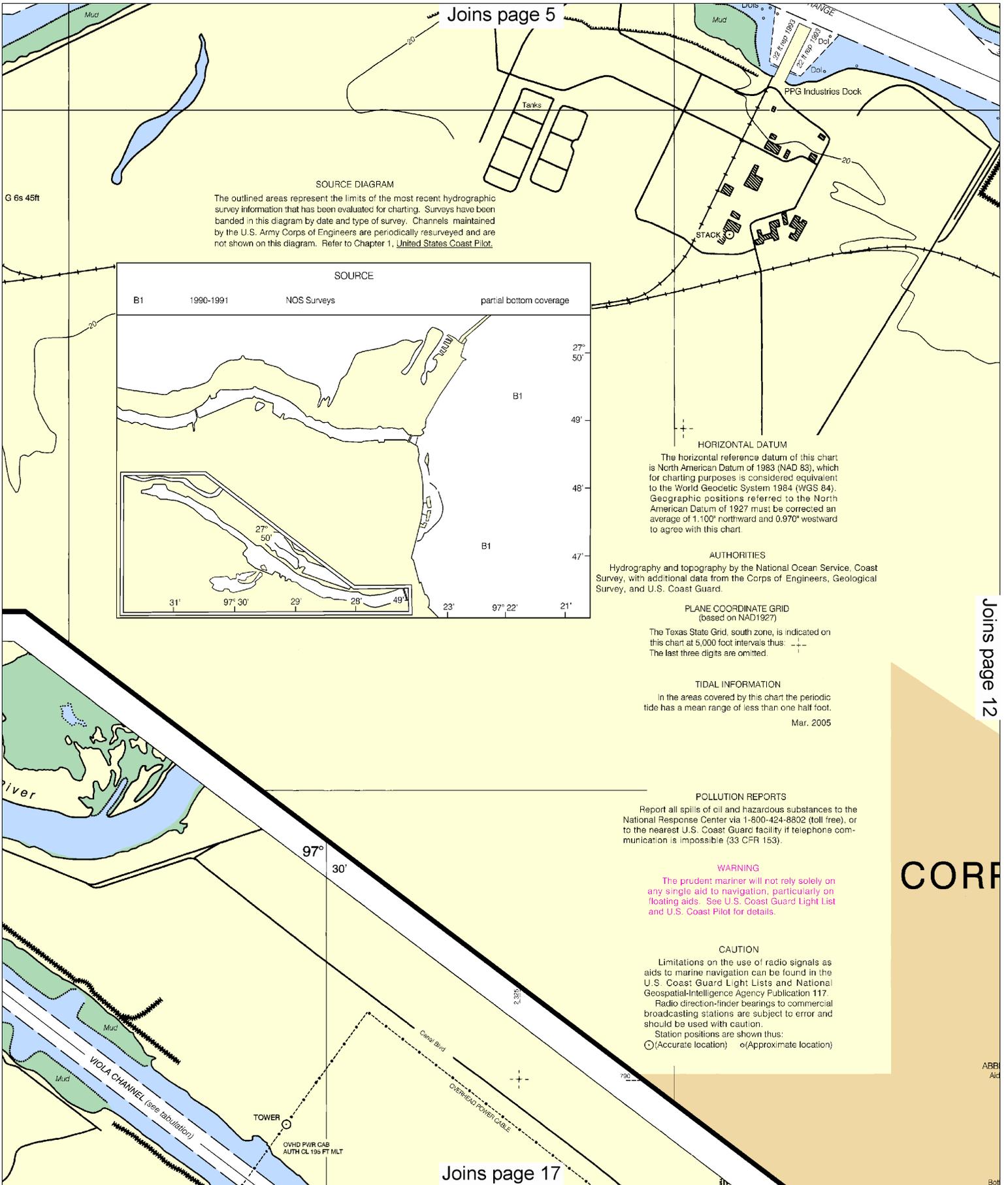
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.

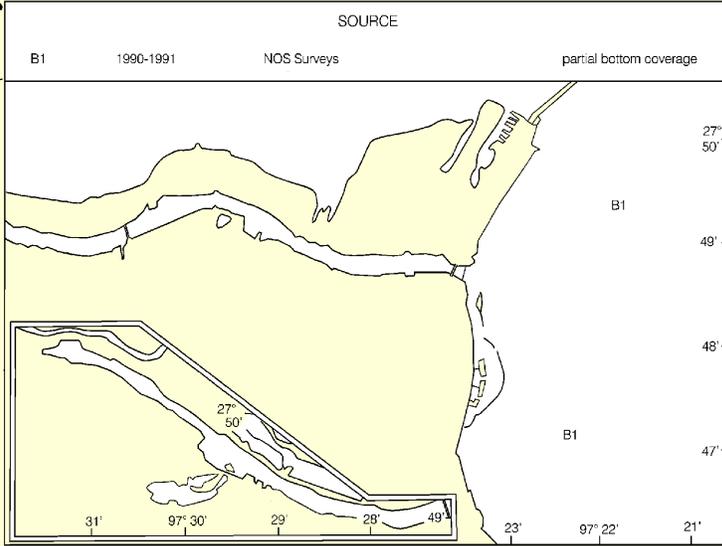




G 6s 45ft

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geocentric System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.100" northward and 0.970" westward to agree with this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

PLANE COORDINATE GRID

(based on NAD1927)
The Texas State Grid, south zone, is indicated on this chart at 5,000 foot intervals thus: The last three digits are omitted.

TIDAL INFORMATION

In the areas covered by this chart the periodic tide has a mean range of less than one half foot.
Mar. 2005

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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.

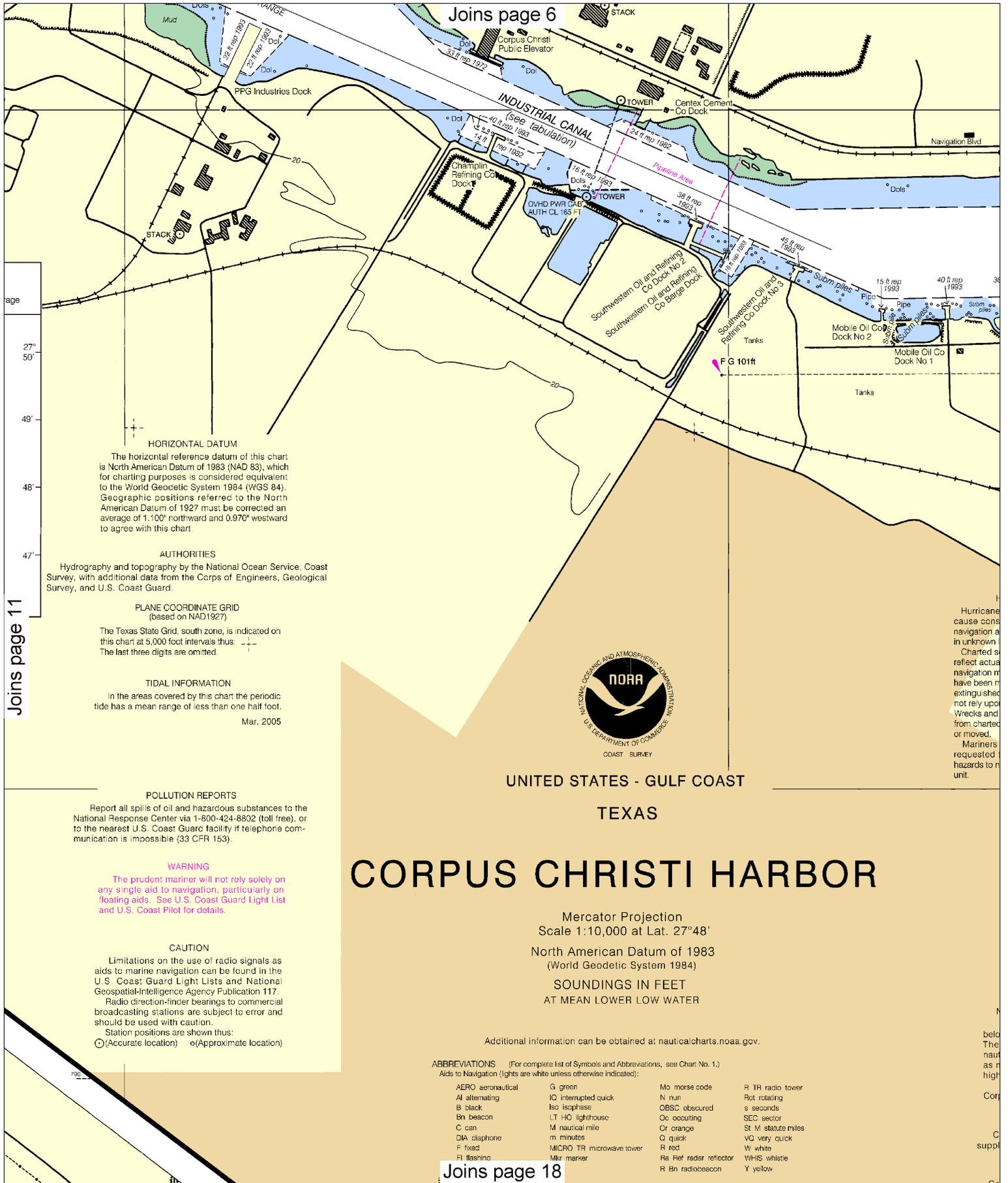
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

(Accurate location) (Approximate location)

CORP

ABB
Aid



Joins page 11

Joins page 6

Joins page 18

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UNITED STATES - GULF COAST
 TEXAS

CORPUS CHRISTI HARBOR

Mercator Projection
 Scale 1:10,000 at Lat. 27°48'
 North American Datum of 1983
 (World Geodetic System 1984)
SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

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

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
 Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT LC lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		Rn Rn radiobeacon	Y yellow

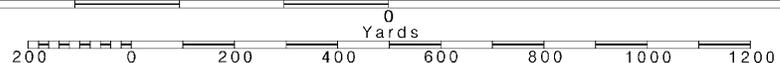
Hurricane cause cons navigation a in unknown. Charted s reflect actual navigation m have been m extinguished not rely upon. Wrecks and from charted or moved. Mariners requested hazards to n unit.

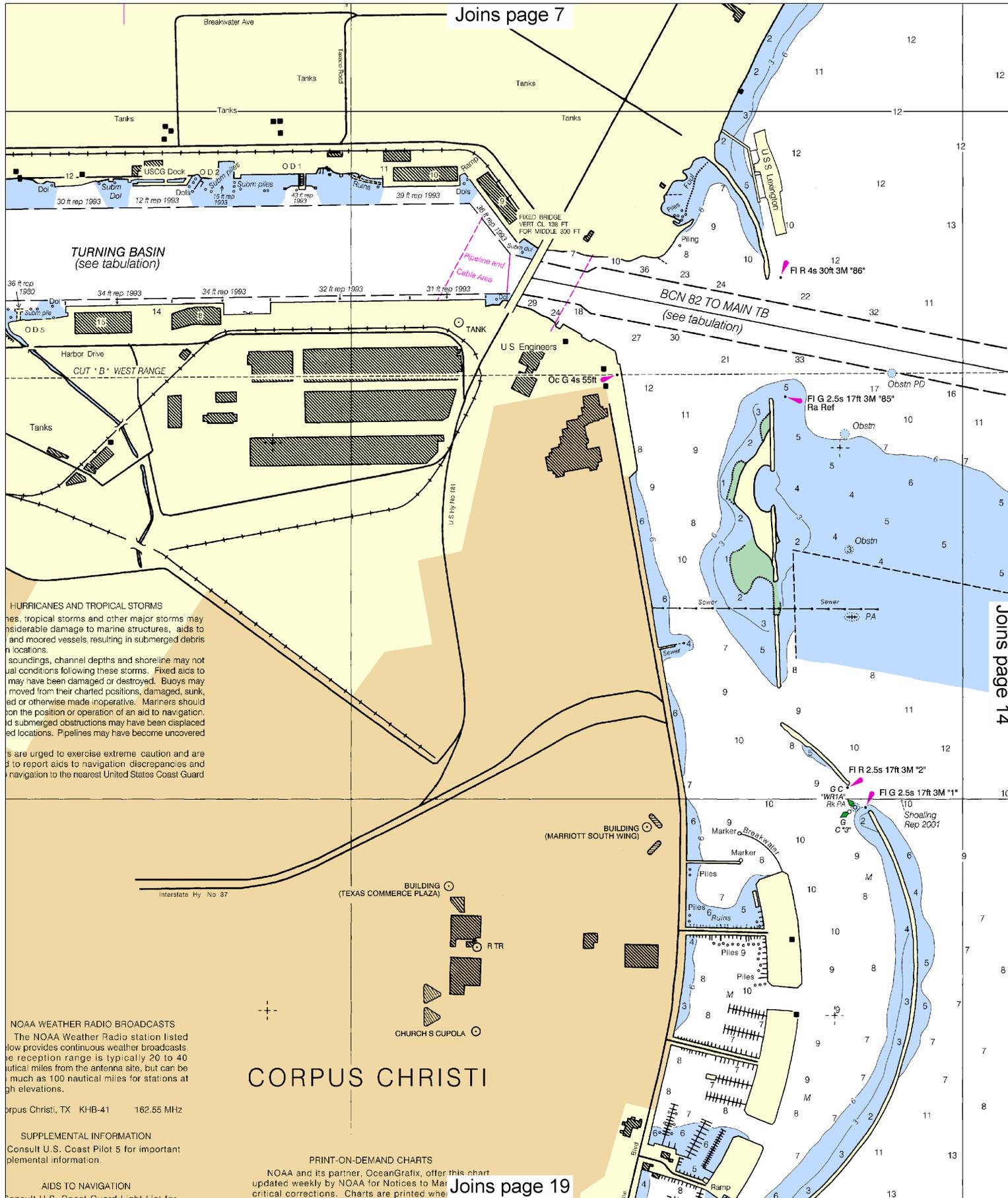
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 — Nautical Miles

See Note on page 5.





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 various locations. Soundings, channel depths and shoreline may not be true 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, or otherwise made inoperative. Mariners should exercise extreme caution and are urged to report aids to navigation discrepancies and navigation to the nearest United States Coast Guard.

NOAA WEATHER RADIO BROADCASTS
 The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Corpus Christi, TX KHB-41 162.55 MHz

SUPPLEMENTAL INFORMATION
 Consult U.S. Coast Pilot 5 for important supplemental information.

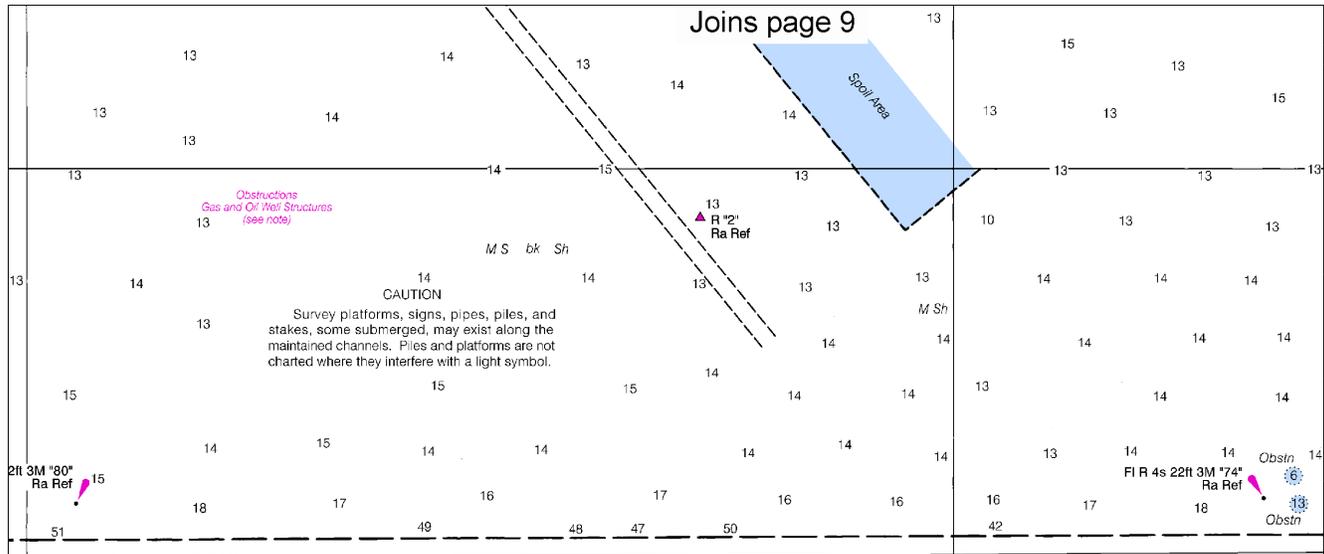
AIDS TO NAVIGATION
 Consult U.S. Coast Guard Light List for

CORPUS CHRISTI

PRINT-ON-DEMAND CHARTS

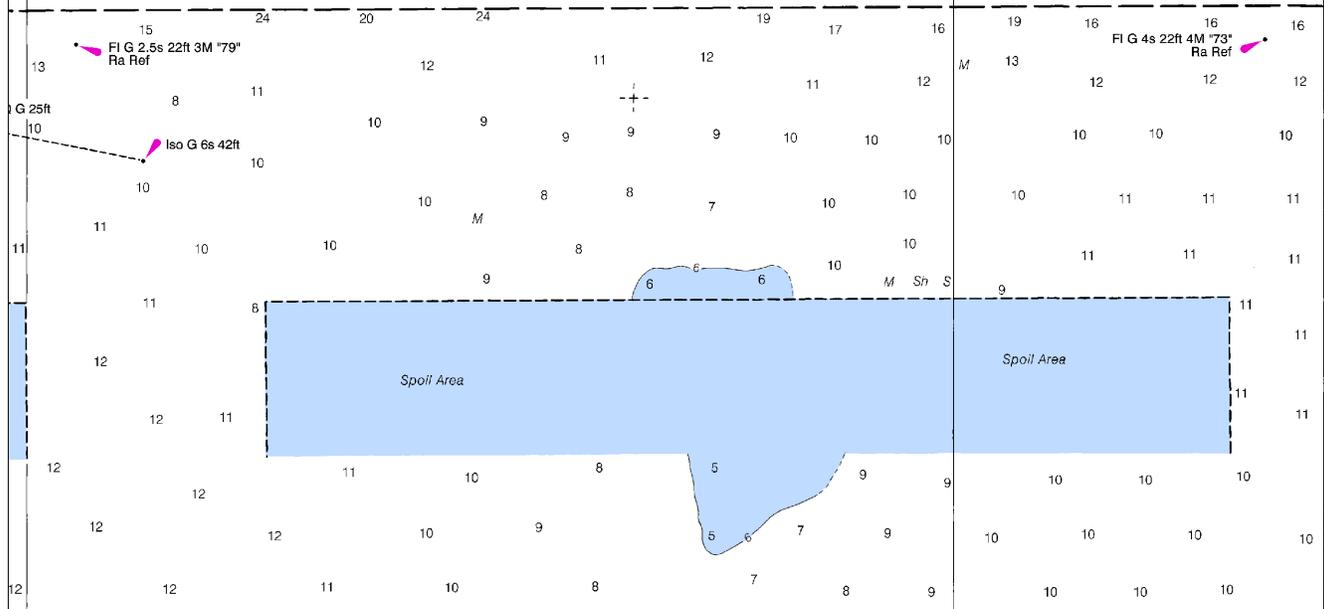
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners critical corrections. Charts are printed when

Joins page 9

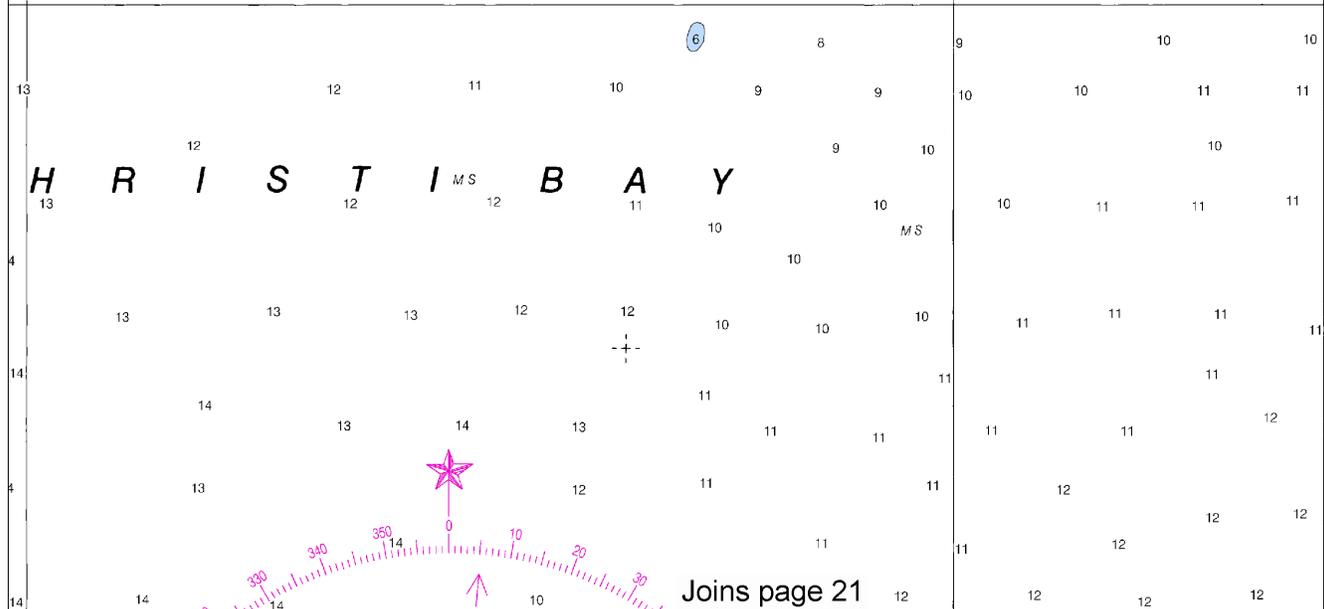


49'

CUT "B" WEST RANGE CUT "B" EAST RANGE (marks centerline of channel)

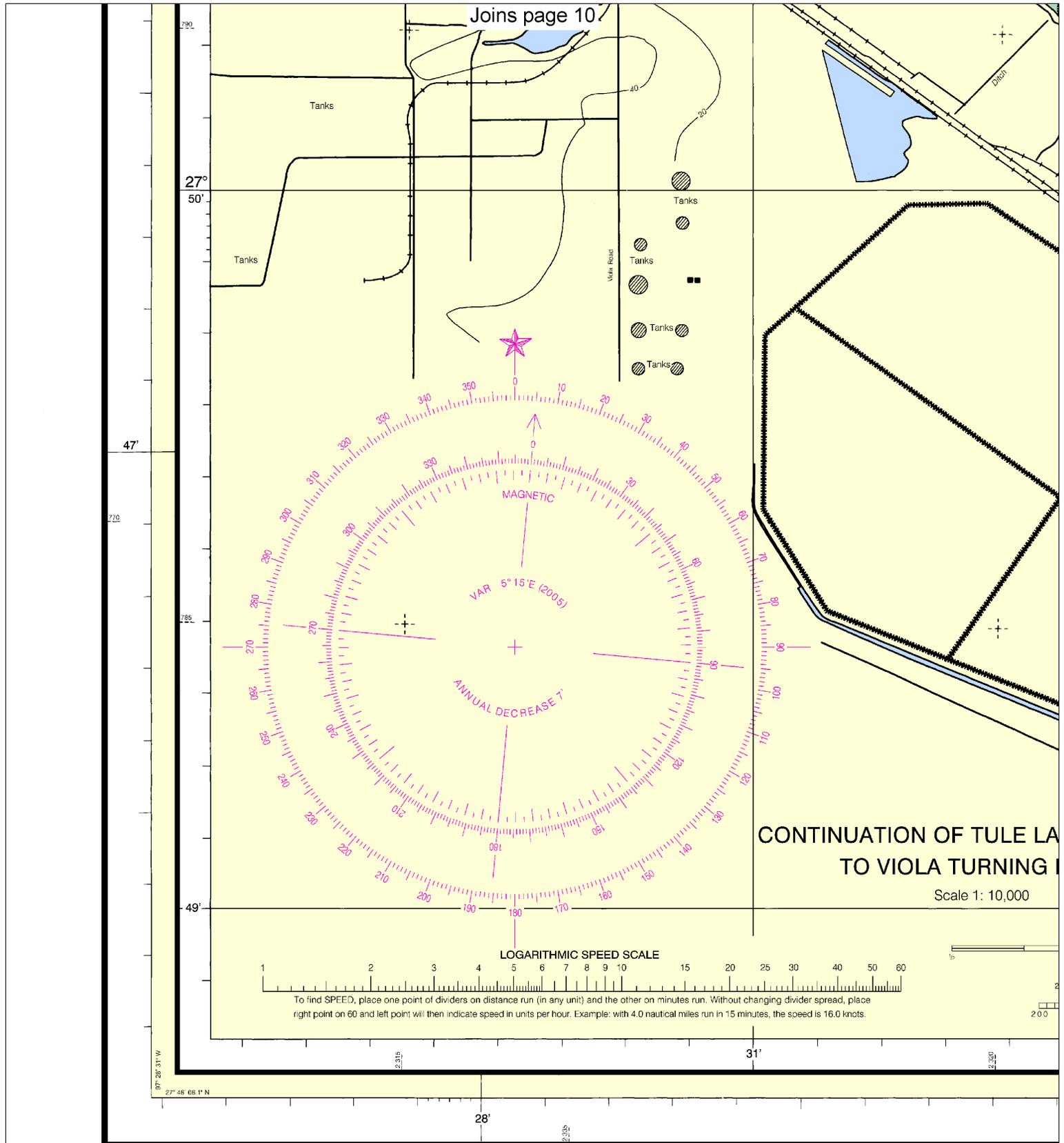


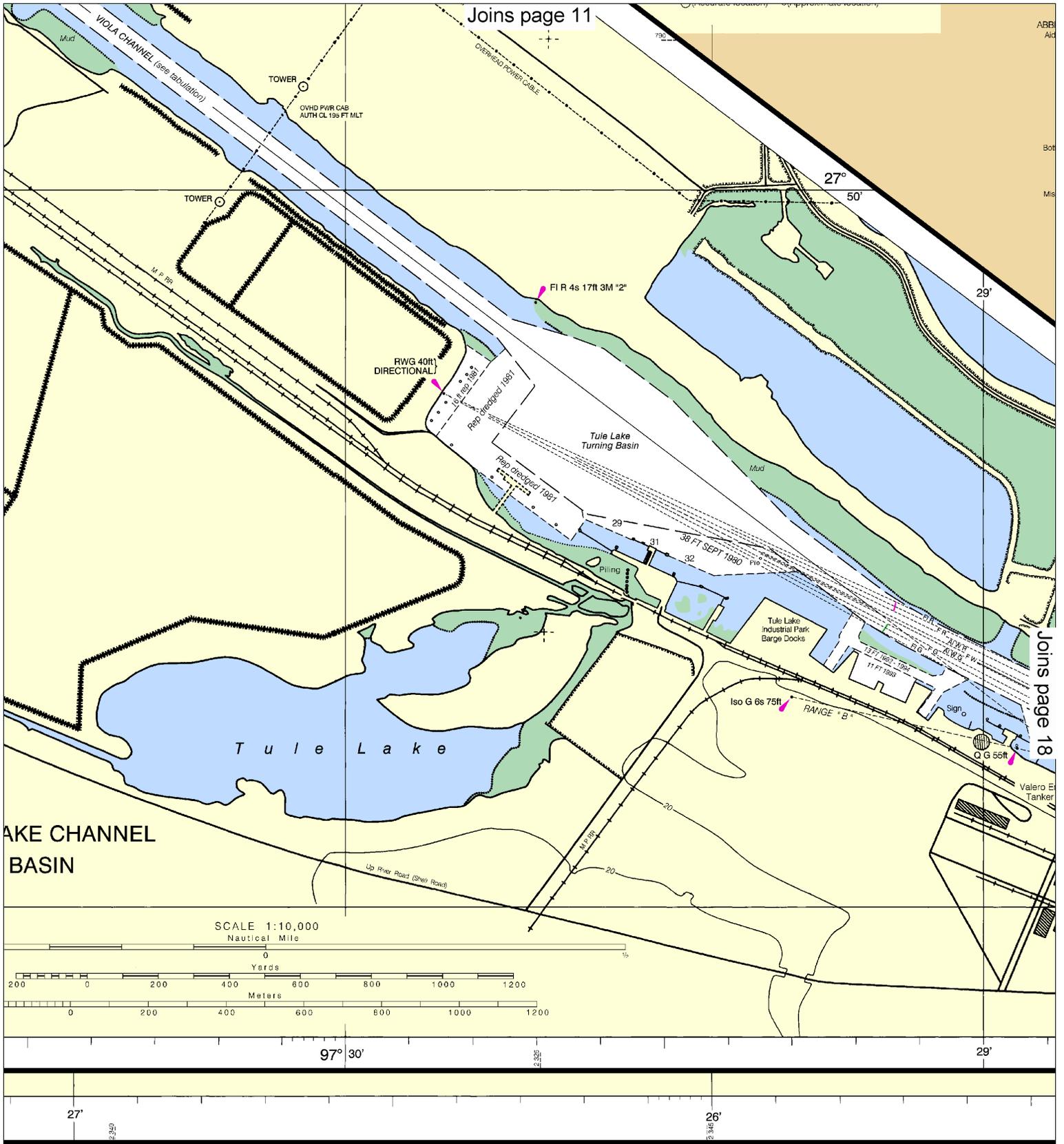
48'



47'

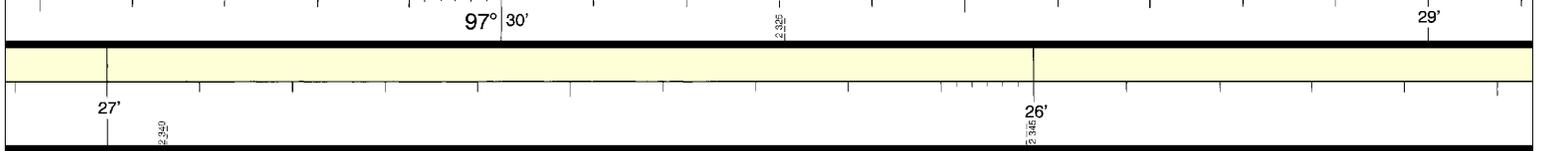
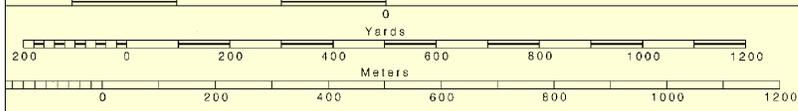
CONTINUED ON CHART 11309





LAKE CHANNEL BASIN

SCALE 1:10,000
Nautical Mile



promote safe navigation. The National Ocean Service, additions, or comments for this chart should be sent to the Hydrographic Division (N/CS2), National Ocean Service, 1315 North 17th Street, Norfolk, VA 23505.

reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Corpus Christi, TX KHB-41 162.55 MHz

SUPPLEMENTAL INFORMATION
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AIDS TO NAVIGATION
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CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See all Notices to Mariners.

CAUTION
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NOTE A
Regulation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in Notices to Mariners. Information concerning regulations may be obtained at the Office of the Commander, U.S. Coast Guard District in New Orleans, LA, or at the Office of the Chief Engineer, Corps of Engineers in Galveston, TX, for charted regulation section numbers.

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

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are all listed in the U.S. Coast Guard Light List.

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-594-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

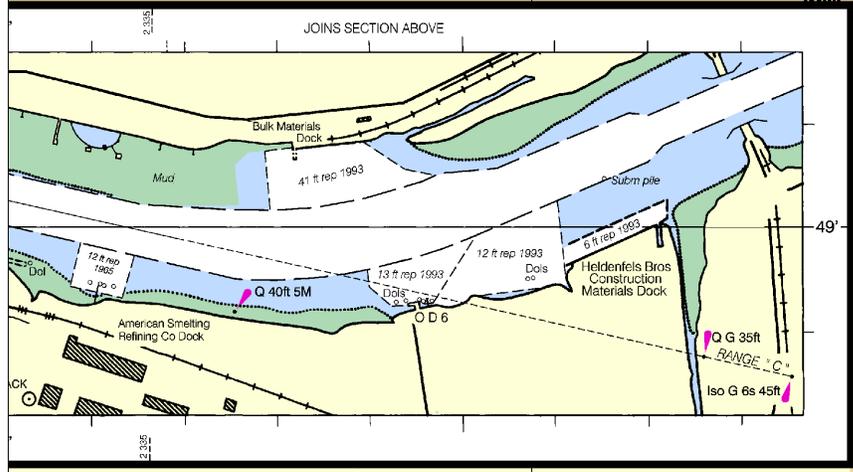
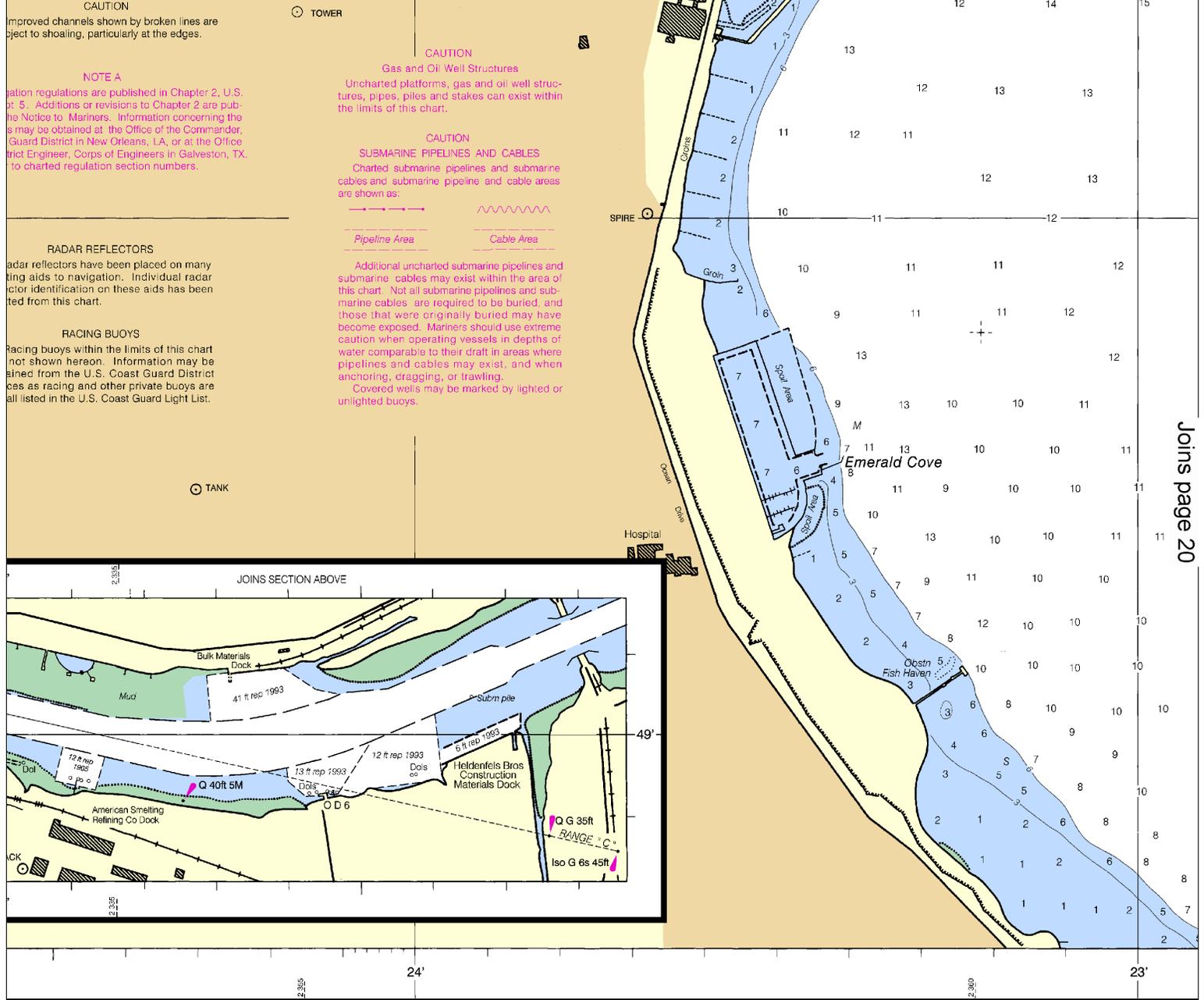
CAUTION
Gas and Oil Well Structures
Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

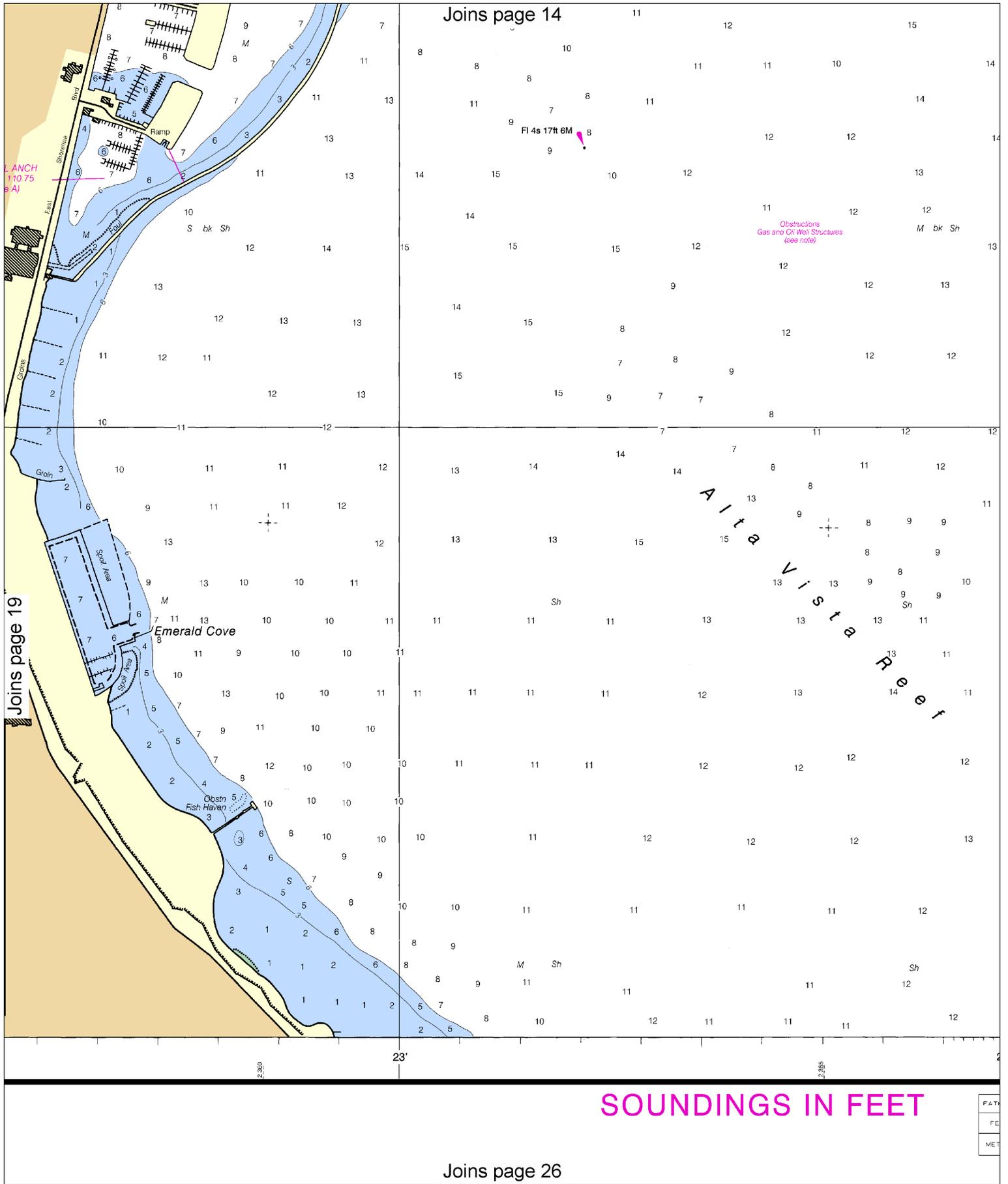


Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

SPECIAL ANCH
110.1 & 110.75
(see note A)



Washington, D.C.
DEPARTMENT OF COMMERCE
ATMOSPHERIC ADMINISTRATION
OCEAN SERVICE
HYDROGRAPHIC SURVEY

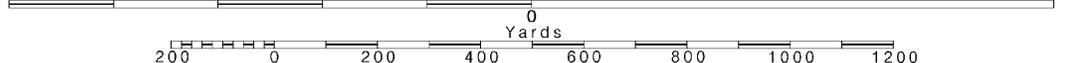


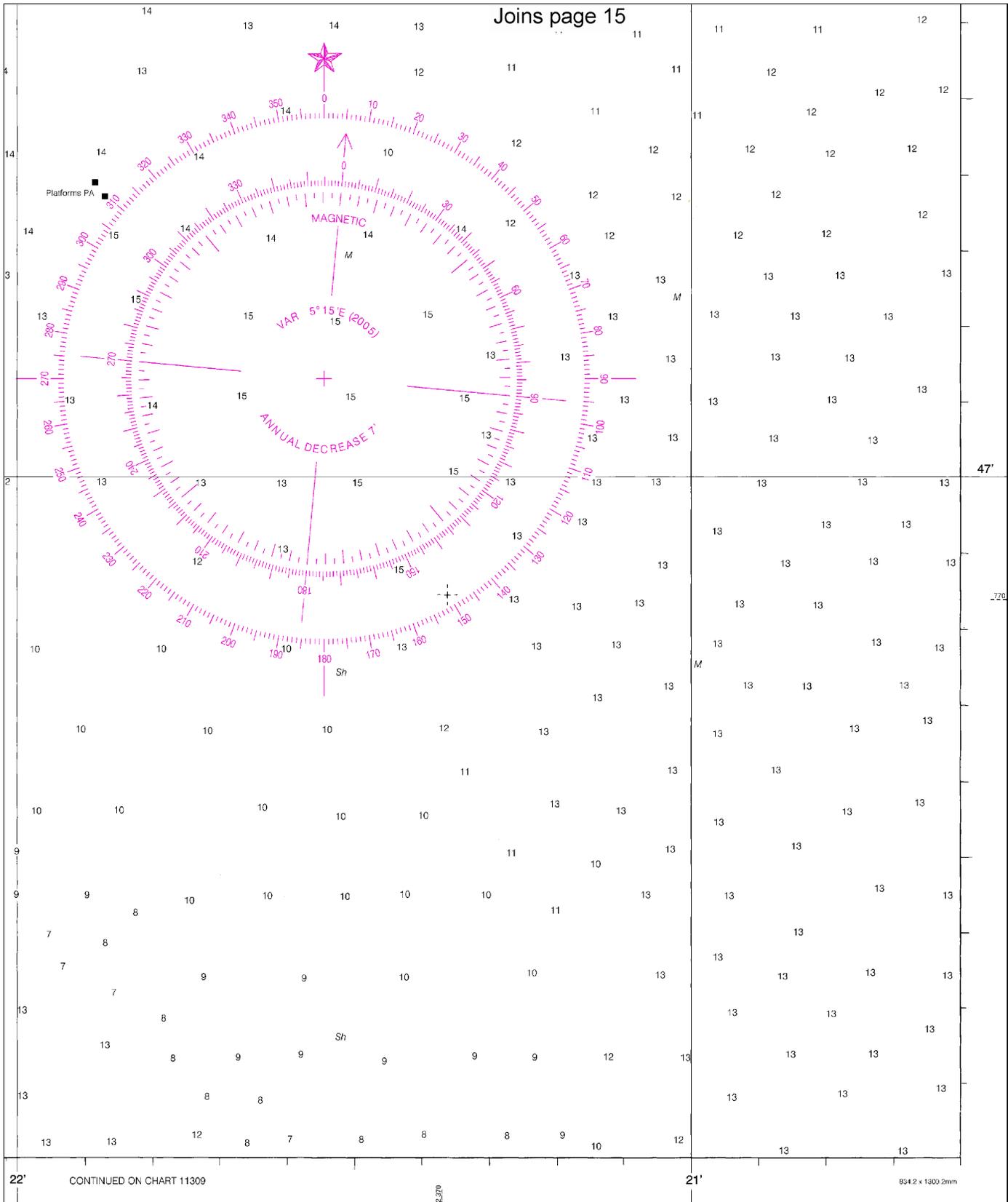
20

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.





ED. NO. 24

NSN 7642014010116
 NGA REFERENCE NO. 11AHA11311

11311

THOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Corpus Christi Harbor
 SOUNDINGS IN FEET - SCALE 1:10,000





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 and 78A – Recreational boat channels.

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.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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