

# BookletChart™

## Tampa Bay to Cape San Blas

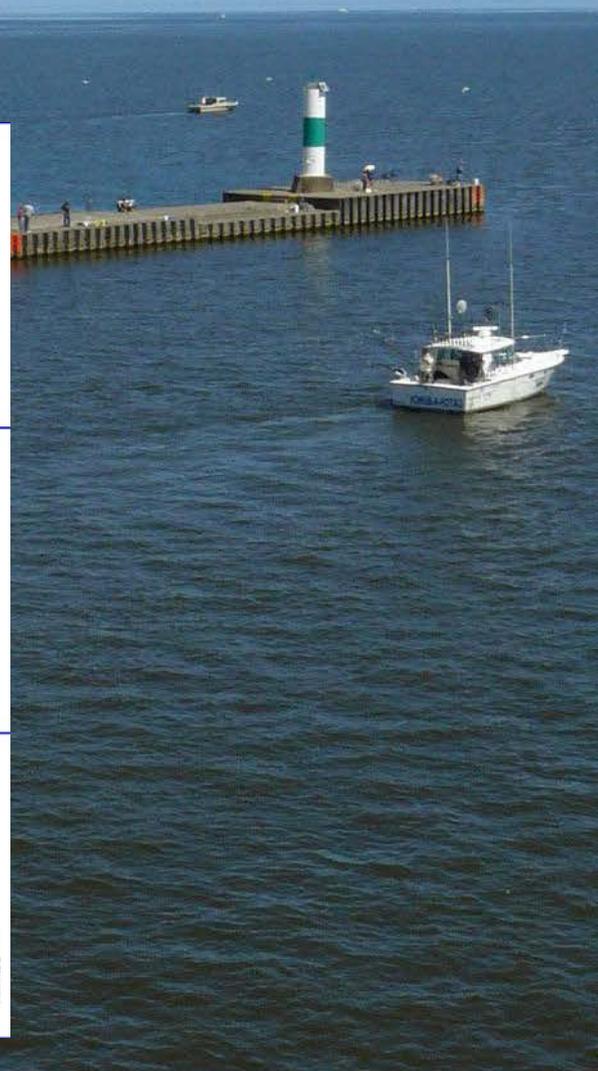
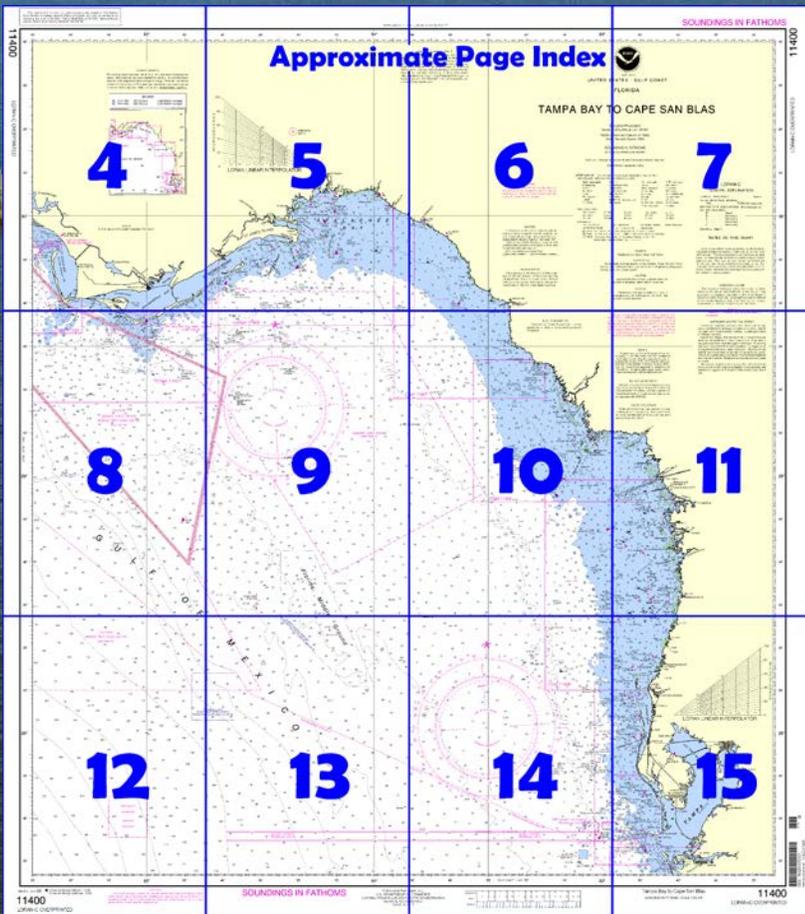
NOAA Chart 11400



*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](http://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.

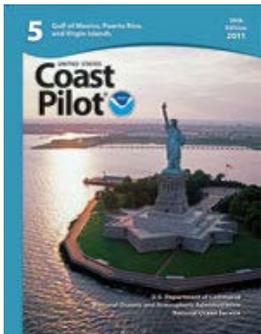
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11400>



**[Selected Excerpts from Coast Pilot].**

**Tampa Bay**, a large natural indentation about midway along the W coast of Florida, is one of the important harbors of the Gulf coast and is easily accessible day or night. The bay extends NE for about 20 miles, and is 6 to 7 miles wide. It is the approach to Manatee River, Boca Ciega Bay, Old Tampa Bay, and Hillsborough Bay, and to the cities of St. Petersburg, Port Tampa, East Tampa, Bradenton, Port Manatee, and Tampa. The entrance to Tampa Bay, between

Mullet Key on the N, and Anna Maria Key on the S, is 4.5 miles wide. Egmont Channel, the main deepwater ship channel, has been dredged through shoals that extend about 6 miles W of the entrance. **Tampa Bay**

**Lighted Buoy T** (27°35'19"N., 83°00'42"W.), 13.5 miles W of Egmont Key, is equipped with a racon and marks the approach to the bay. Egmont channel is marked by high-intensity range lights showing fixed white lights by day and fixed green lights by night which are normally visible approaching Tampa Bay Lighted Buoy T from sea.

**Anchorage.**—Vessels with good ground tackle should anchor in the Tampa Anchorages, N of the Tampa Safety Fairway leading to Egmont Channel. (See 166.100 through 166.200, chapter 2.) An emergency anchorage is S of Mullet Key in depths of 30 to 35 feet; and SW of Gadsden Point in natural depths of 29 to 32 feet.

**Dangers.**—Shoal areas extend seaward from Egmont Key as far as Palantine Shoal, which is 5 miles W of the key and on the S side of Egmont Channel entrance. Palantine Shoal consists of several small lumps with depths of 11 to 18 feet over them. Spoil areas, for the most part unmarked and with reported depths of 10 feet or less, border the dredged cuts of the main ship channel in Tampa Bay and the channels in Old Tampa Bay. Caution should be observed particularly at the entrances to the side channels leading to Port Manatee, Alafia River, and Port Sutton.

**Coast Guard.**—A Sector Office is in Tampa.

The shoals that extend over 10 miles offshore along the coast for 40 miles N from **Anclote Keys** are known under the general name of **St. Martins Reef**. Many of the rocks and shoals are marked by private daybeacons. The outer limit of shallow water and detached shoals is marked by **St. Martin Outer Shoal Light 10** (28°25'50"N., 82°55'05"W.), shown from a dolphin with a red triangular daymark.

**Hudson** is a small town on **Hudson Creek**, which empties into the Gulf 12 miles N of **Anclote River**. In 1992, the entrance channel had a centerline controlling depth of about 2 feet. The channel is marked by a private light and daybeacons. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, sewage pump-out, launching ramp, wet and dry storage, and hull, engine and electronic repairs are available.

**Cross Florida Greenway** enters the Gulf about 3.0 miles N of the Crystal River powerplant. The 8.5-mile approach channel, marked by lights and daybeacons, can be approached by way of the two outermost reaches of the powerplant entrance channel which are almost in line with the Greenway canal. In 1981, the approach channel had a centerline controlling depth of 11 feet. The canal is primarily open to barge traffic, but also used by pleasure and fishing boats. About 5.75 miles above the mouth, the Withlacoochee River enters the canal on the S side.

**Withlacoochee River** rises in the central part of the Florida Peninsula and empties into the Gulf about 17 miles SE of Cedar Keys.

**Withlacoochee River Entrance Light 1** (28°58'06"N., 82°49'42"W.), 16 feet above the water and shown from a pile with a green square daymark, marks the approach.

**Horseshoe Beach** is a village on **Horseshoe Point**, which is 5 miles WNW from Shired Creek. The village has a seafood packing plant, several fish wharves, a county wharf, and is a shrimp boat base. State Route 351 connects the village with **Cross City** on U.S. Route 19, the main coastal highway. **Horseshoe Beach Approach Light 2** (29°23'16"N., 83°20'24"W.), 16 feet above the water and shown from a dolphin with a triangular red daymark, marks the approach. A dredged channel leads from the Gulf to a turning basin at the 100-foot marginal county wharf. The channel is marked by lights and daybeacons. A branch channel leads from the turning basin around Horseshoe Point to a basin on the N side of the point. This channel is marked by private stakes.

**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

(For offshore navigation only)

## HEIGHTS

Heights in feet above Mean High Water.

## Mercator Projection

Scale 1:456,394 at Lat. 29°00'  
North American Datum of 1983  
(World Geodetic System 1984)

**SOUNDING IN FATHOMS**  
AT MEAN LOWER LOW WATER

## 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.

## NOTE D

Sections of this submarine pipeline are known to be exposed.

## AIDS TO NAVIGATION

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

## 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 not all listed in the U.S. Coast Guard Light List.

## CAUTION

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

## CAUTION

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

## NOTE C

Port St. Joe is in the Eastern Standard Time Zone.

## NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

## 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).

## 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.

## 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)

## 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 Geodetic System of 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.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, FL, and 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Mobile, AL. Refer to charted regulation section numbers.

## 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.

## 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

7980-W 7980-X 7980-Y 7980-Z

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 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

## 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.

## 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.

## 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	Rrl rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Or orange	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
		R Bn radiobeacon	Y yellow

### Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

### Miscellaneous:

AUTH authorized    Obstrn obstruction    PD position doubtful    Subm submerged

ED existence doubtful    PA position approximate    Rep reported

⊔ Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(?) Rocks that cover and uncover, with heights in feet above datum of soundings.

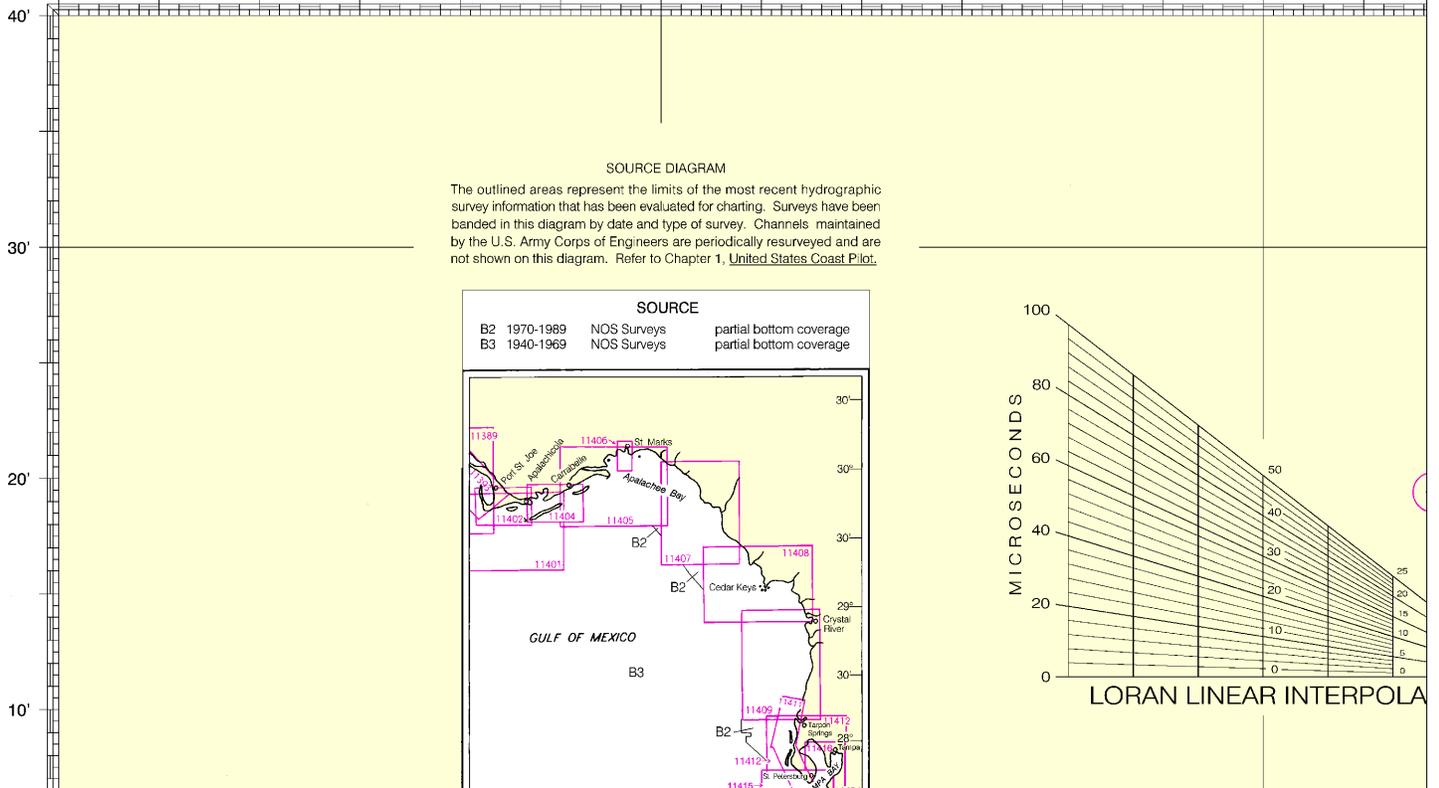
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: - - - - -

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

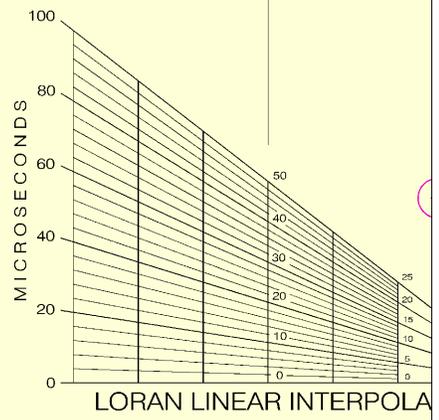
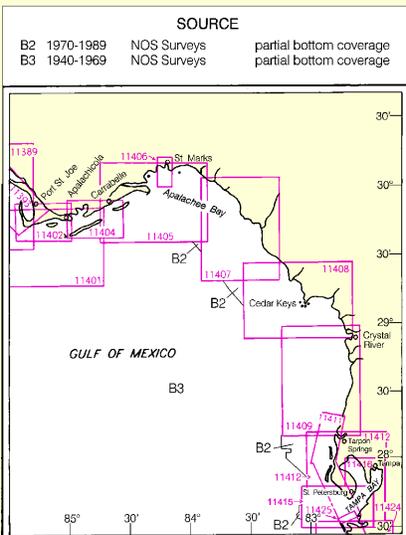
11400

LOLAN-C OVERPRINTED



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.



Joins page 8

4

Note: Chart grid lines are aligned with true north.

20° 10° 84° 50° 40° 30° 20° 10°

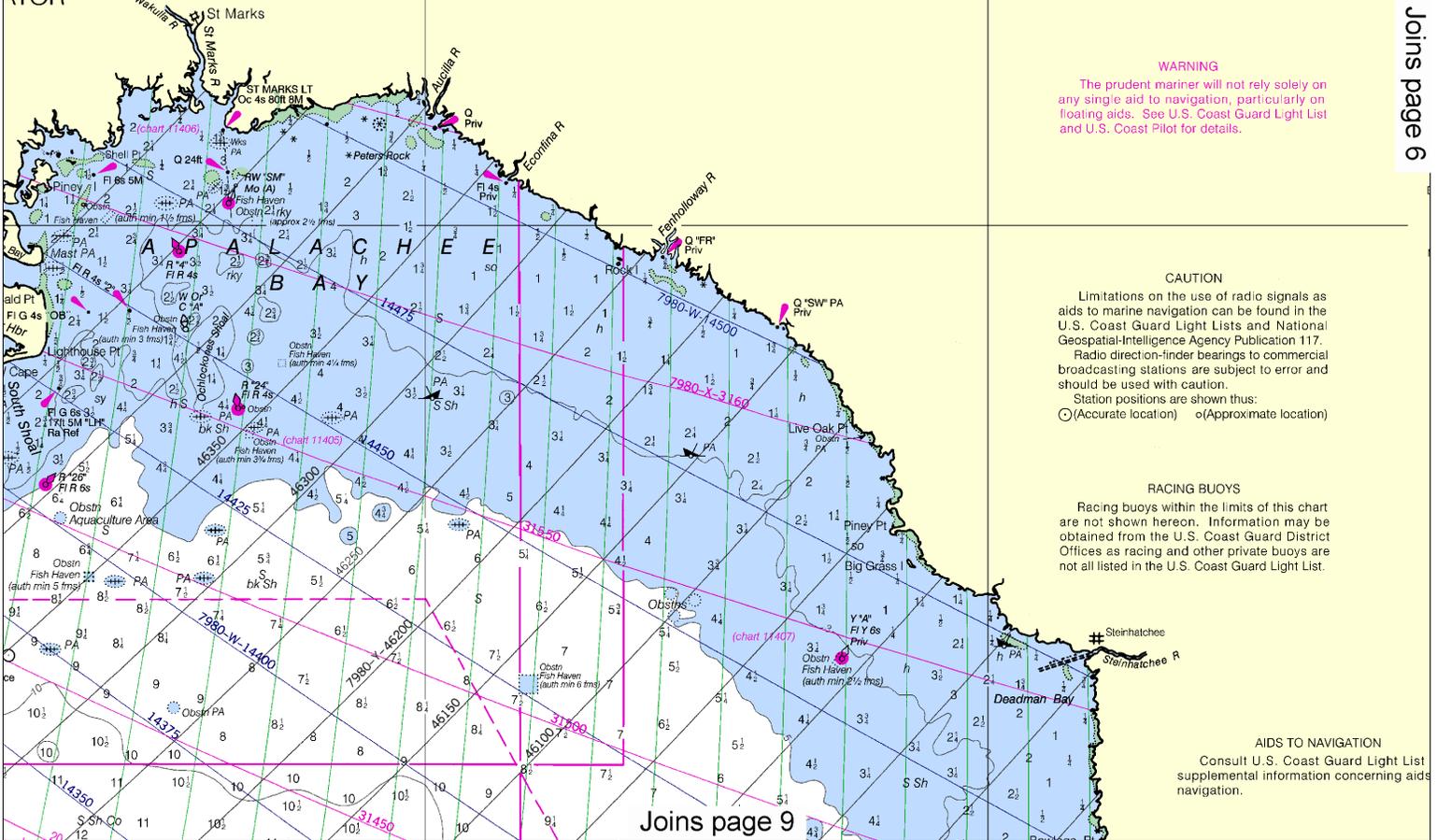
PRINT-ON-DEMAND CHARTS

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 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

# TAMPA

AERO R Bn  
379

ATOR



**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)

**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 not all listed in the U.S. Coast Guard Light List.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List supplemental information concerning aids to navigation.

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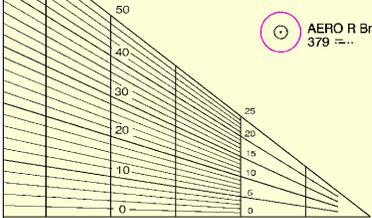
Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:608525. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

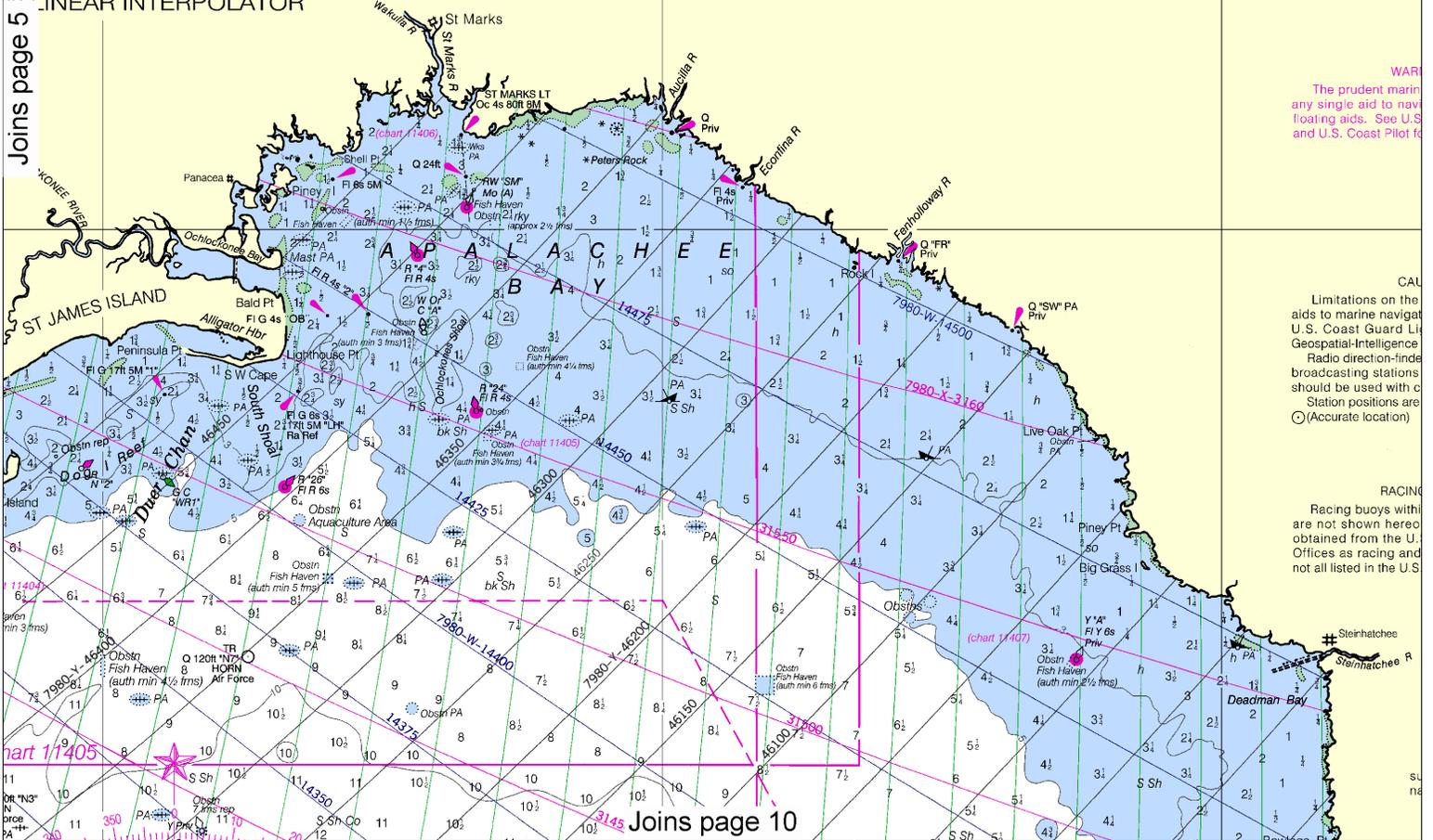
30' 20' 10' 84° 50' 40' 30' 20'

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LINEAR INTERPOLATOR



Joins page 5

Joins page 10

WAR The prudent mariner any single aid to navigation floating aids. See U.S. and U.S. Coast Pilot for

CAU Limitations on the aids to marine navigation U.S. Coast Guard Light Geospatial-Intelligence Radio direction-finding broadcasting stations should be used with caution. Station positions are (O) (Accurate location)

RACIN Racing buoys with lights are not shown here; obtained from the U.S. Coast Guard Office as racing and not all listed in the U.S. Coast Pilot



Note: Chart grid lines are aligned with true north.

# SOUNDINGS IN FATHOMS

11400

LORAN-C OVERPRINTED

10' 83° 50' 40' 30' 20'



UNITED STATES - GULF COAST

FLORIDA

## TAMPA BAY TO CAPE SAN BLAS

Mercator Projection  
Scale 1:456,394 at Lat. 29°00'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDING IN FATHOMS  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

(For offshore navigation only)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
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AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	IsO isophase	OSOC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M. statute miles
DIA diaphane	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
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bids boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy stony

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
② Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demarcation lines are shown thus: - - - - -			

### HEIGHTS

Heights in feet above Mean High Water.

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### NOTE A

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### 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

7980-W 7980-X 7980-Y 7980-Z

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#### HORIZONTAL DATUM

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#### NOTE D

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#### HURRICANES AND TROPICAL STORMS

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**WARNING**  
Mariner will not rely solely on navigation, particularly on S. Coast Guard Light List for details.

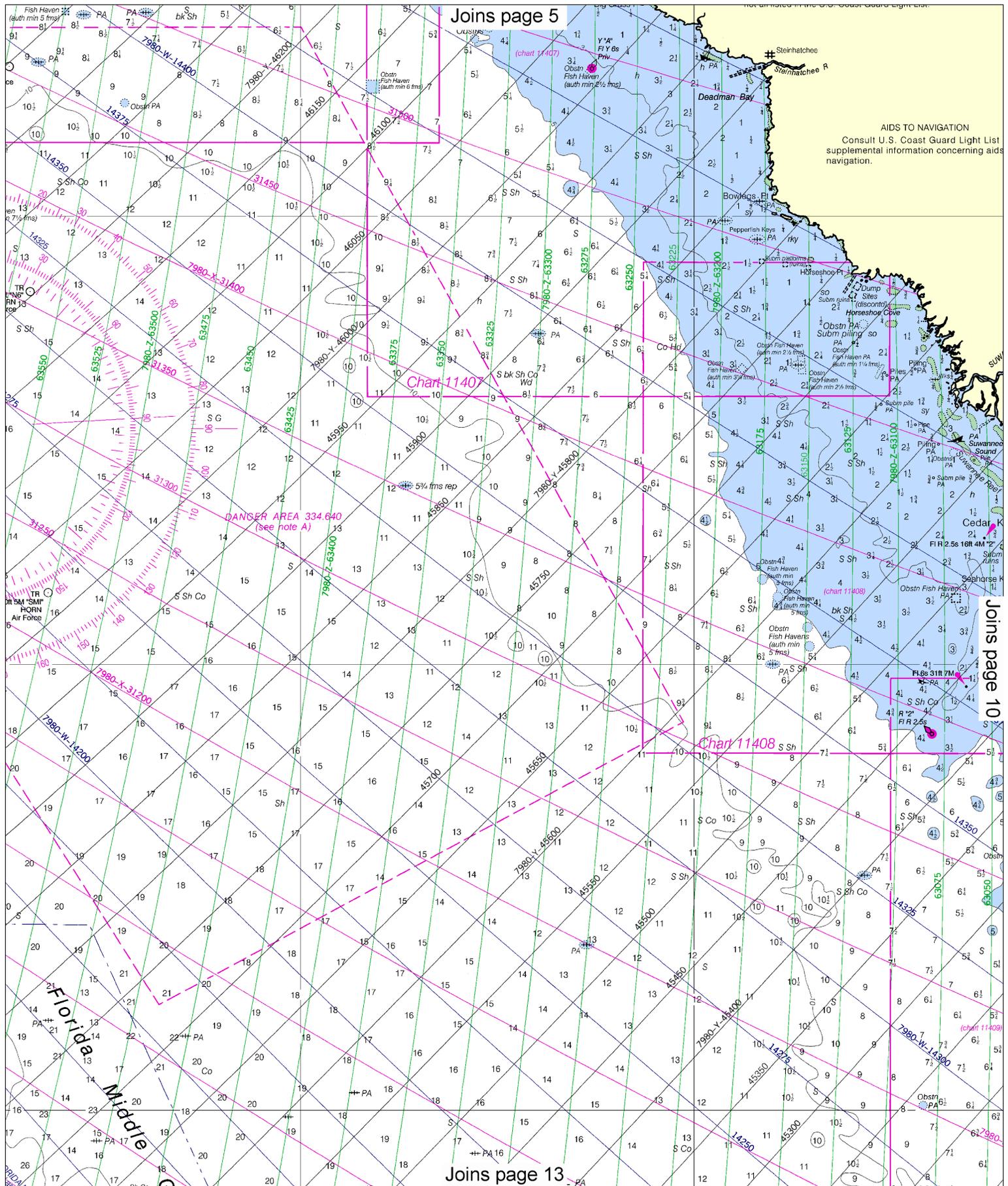
**CAUTION**  
The use of radio signals as aids to navigation can be found in the Light Lists and National Oceanic and Atmospheric Administration Publication 117. Bearings to commercial aids are subject to error and caution. Aids shown thus: (o) (Approximate location)

**WARNING BUOYS**  
Within the limits of this chart. Information may be found in the U.S. Coast Guard District and other private buoys are shown in the U.S. Coast Guard Light List.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

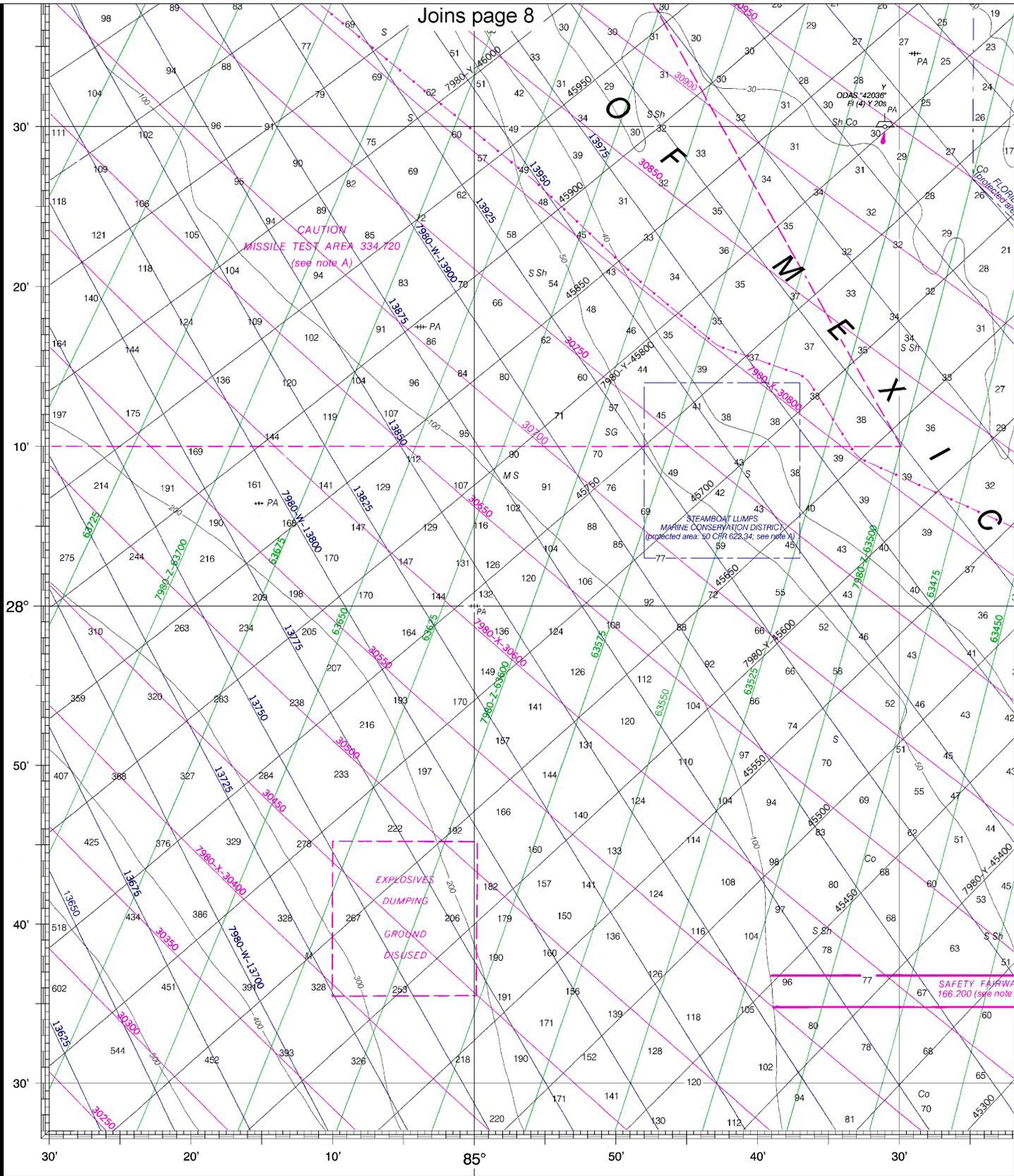












36th Ed., Jan / 06 ■ Corrected through NM Jan. 14/06  
 Corrected through LNM Jan. 10/06

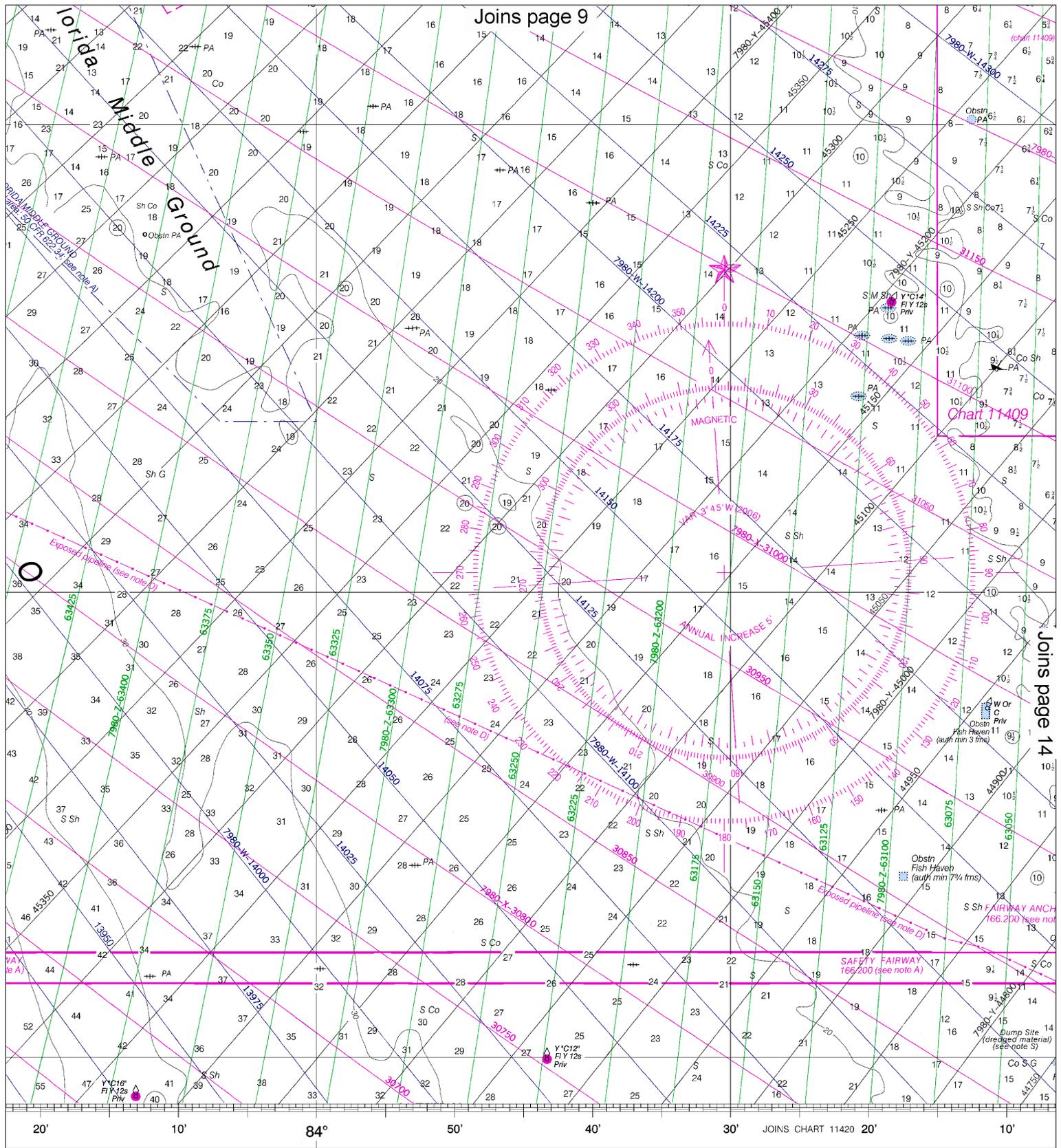
**11400**  
 LORAN-C OVERPRINTED

**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.

**SOUNDINGS**



Note: Chart grid lines are aligned with true north.

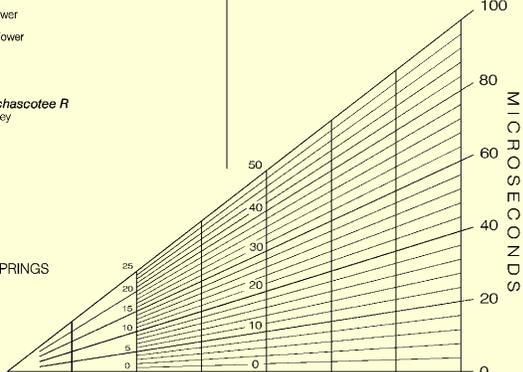
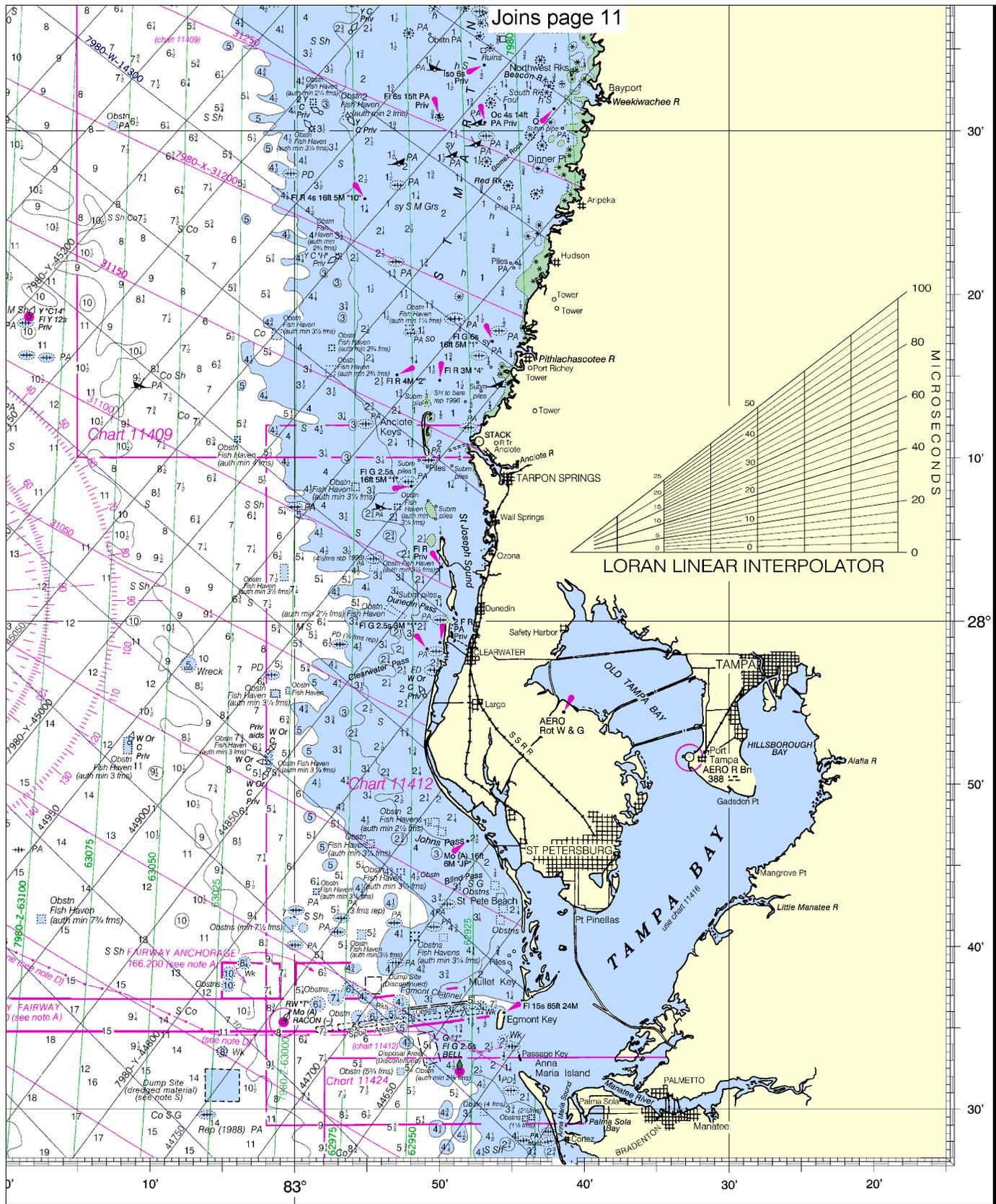


DEPTH IN FATHOMS

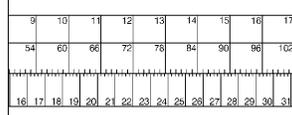
Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

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





30'  
20'  
10'  
28°  
50'  
40'  
30'



Tampa Bay to Cape San Blas  
SOUNDINGS IN FATHOMS - SCALE 1:456,394

**11400**  
LORAN-C OVERPRINTED





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](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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