

BookletChart™

Tampa Bay Entrance

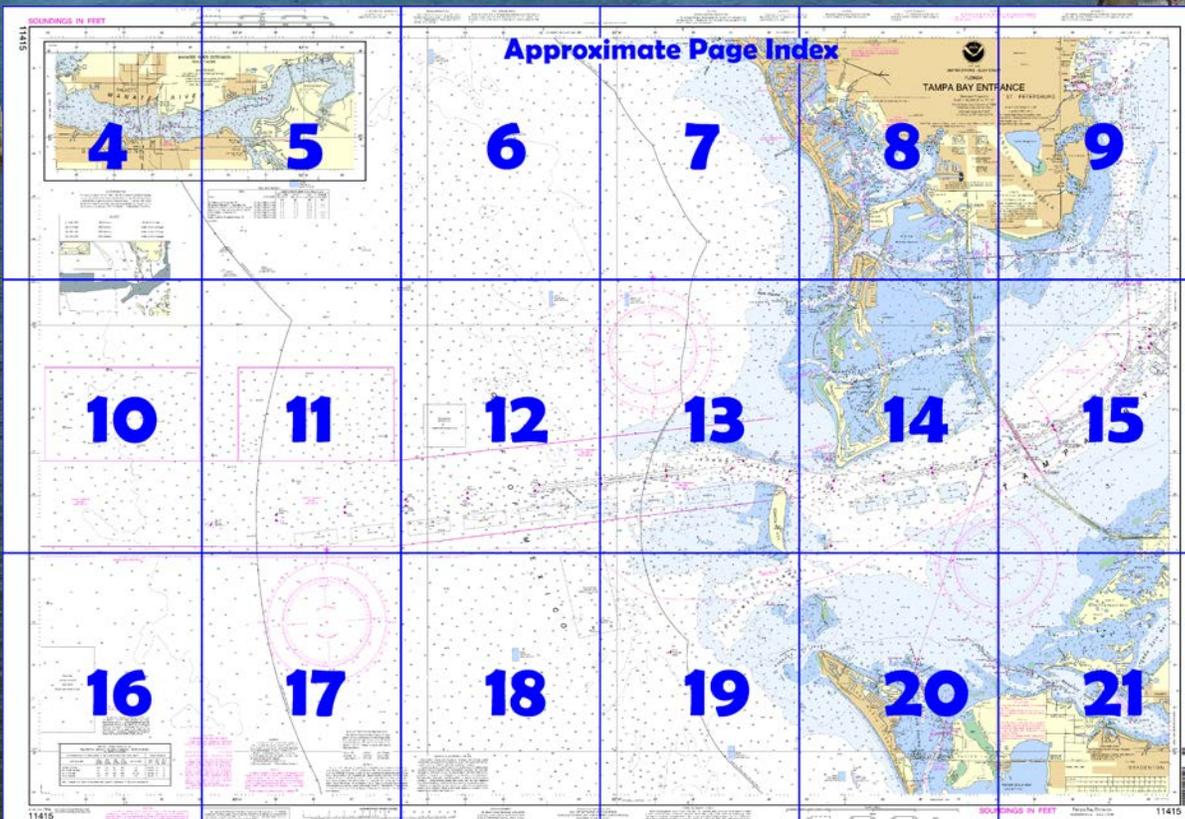
NOAA Chart 11415



*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.

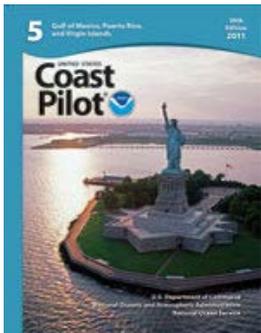
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11415>



[Coast Pilot 5, Chapter 9 excerpts].

Fort DeSoto Park. The park has picnic areas, restrooms, bathhouses, surfaced launching ramps, and parking areas.

Manatee River affords good storm anchorage for small boats. In Manatee River, a channel leads from the entrance to **Rye**. The depths were 6½ feet to Daybeacon 31 near Rocky Bluff, then 4 feet to the highway (I-75) bridge. Snags and debris obstruct the river above Rocky Bluff. A light marks the entrance, and the channel

is marked by lighted ranges, lights, and daybeacons as far as Ellenton. **Vessels should approach the harbor through the Tampa Safety Fairway.**

The entrance and all other navigable waters of Tampa Bay, Hillsborough Bay, Old Tampa Bay, and tributaries herein are within a **regulated navigation area**.

Required Reports to the CVTS.—Vessels should contact the CVTS prior to entering Tampa Bay, shifting or departing dock (see paragraphs 39-51 for details).

Anchorage.—Vessels with good ground tackle should anchor in the **Tampa Anchorages, N of the Tampa Safety Fairway leading to Egmont Channel**. 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. Explosives and quarantine anchorages are E of Mullet Key, NE of Pappys Point, and S of Interbay Peninsula. (See **110.1 and 110.193**, chapter 2, for limits and regulations.)

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.

Local weather during the thunderstorm season is unpredictable, and intense winds can develop suddenly. Before entering or departing the port, mariners should obtain local weather forecasts, maintain a close watch on the weather, and ensure that light vessels are properly ballasted during the transit.

A **regulated navigation** area has been established to protect vessels from limited water depth in **Sparkman Channel** caused by an underwater pipeline.

Currents.—A strong offshore wind sometimes lowers the water surface at Tampa and in the dredged channels as much as 4 feet, and retards the time of high water by as much as 3 hours. A continued SW wind raises the water by nearly the same amount and advances the time of high water by as much as 1 hour.

There is a large daily inequality in the ebb, and velocities of 2 knots or more may be expected at the strength of the greater ebb of the day in Egmont Channel, Passage Key Inlet, and off Port Tampa. Flood velocities seldom exceed 2 knots. Winds have considerable effect in modifying the tidal current.

Notice of Arrival Time.—Vessels are requested to contact Pilot Dispatch 24 hours before arrival with the following information: international gross tonnage, LOA, beam, deep draft, and name of local agent. Call the pilot station on VHF-FM Channel 16 four hours prior to arrival and one hour prior to arrival at the sea buoy (Tampa Bay Lighted Buoy T). The pilot station stands by on VHF-FM Channels 16, 17, 13, 12, and 10. Additional instructions will be given upon radio contact. If instructed to anchor, please keep 24-hour watch on VHF-FM Channels 12 and 13. Vessels are normally not moved in dense fog, and during strong northwest winds, vessels are boarded inside Egmont Key.

**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

HEIGHTS
Heights in feet above Mean High Water.

NOTE D
Sections of this submarine pipeline are known to be exposed.

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

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.

Submerged piling of the former private daybeacons may exist in Big McPherson Bayou and Mud Key Channels.

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 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.110' northward and 0.639' eastward to agree with this chart.

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

Mercator Projection
Scale 1:40,000 at Lat 27°37'
North American Datum of 1983
(World Geodetic System 1984)

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.

INTRACOASTAL WATERWAY
Project Depths
9 feet Caloosahatchee River, FL to Anclote River, FL. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.
Distances
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at the junction with the Okeechobee Waterway in San Carlos Bay, FL and are indicated thus: 
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide 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.
Tampa, FL KHB-32 162.550 MHz
Sarasota, FL WWG-59 162.40 MHz
Largo Marine, FL KEC-38 162.450 MHz

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)

MANATEE RIVER
The controlling depths through dredged channels were:
8 feet from entrance to McNeil Point (MID 50 FT)
4 feet to Rocky Bluff (MID 50 FT)
½ foot to Rye (Centerline)
Dec. 1994

MANATEE RIVER
The controlling depths through dredged channels were:
8 feet from entrance to McNeil Point (MID 50 FT)
4 feet to Rocky Bluff (MID 50 FT)
½ foot to Rye (Centerline)
Dec 1994

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

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.

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.

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).

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.

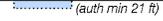
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: 

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.

TAMPA BAY ENTRANCE CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2005 AND SURVEYS TO MAY 2010

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 (NAUT. MILES)	DEPTH (FEET)
EGMONT CHANNEL	40.2	45.8	45.6	43.9	5-10	700-1000	3.9	45
MULLET KEY CHANNEL	43.7	43.5	44.1	44.6	5-10	600-900	2.9	43
CUT A CHANNEL	38.0	41.7	42.0	42.6	3-10	500-700	2.7	43
CUT B CHANNEL	41.7	42.1	43.0	41.9	5-10	500-700	3.4	43

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

TIDAL INFORMATION 

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Mullet Key Channel, Tampa Bay, FL	(27°37'N/082°44'W)	2.1	1.8	0.3
Anna Maria Key, Bradenton Beach, FL	(27°30'N/082°43'W)	2.3	2.0	0.5
Bradenton, Manatee R., Tampa Bay, FL	(27°30'N/082°34'W)	2.3	1.9	0.4
Egmont Key, Egmont Channel, FL	(27°36'N/082°46'W)	2.2	1.9	0.4
Point Pinellas, Tampa Bay, FL	(27°42'N/082°38'W)	2.0	1.6	0.4
Gulfport, FL	(27°44'N/082°42'W)	2.3	1.9	0.4
St. Petersburg, Tampa Bay, FL	(27°46'N/082°37'W)	2.3	2.0	0.4

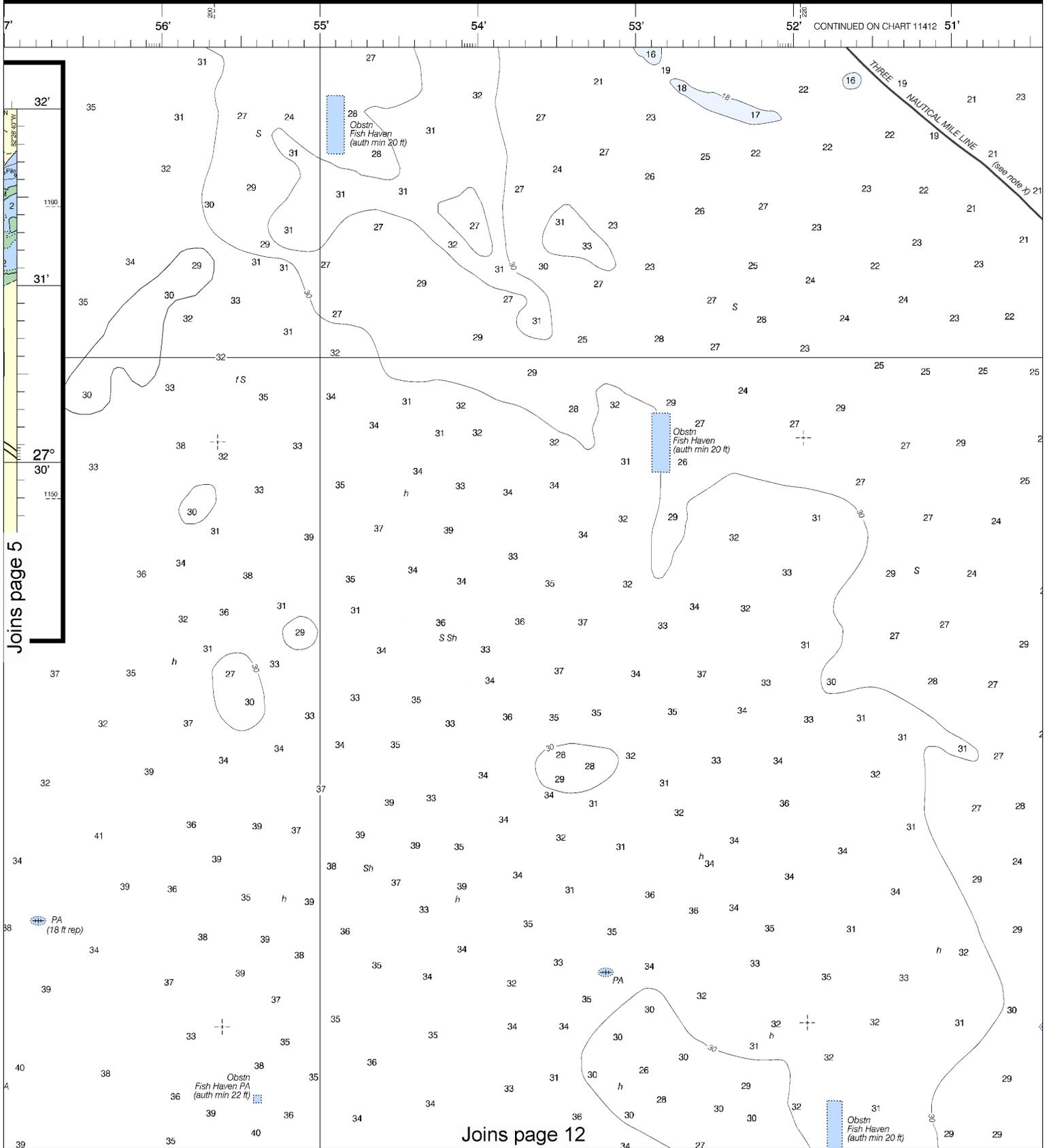
Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>.

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

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.

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).

Formerly C&GS 11417A

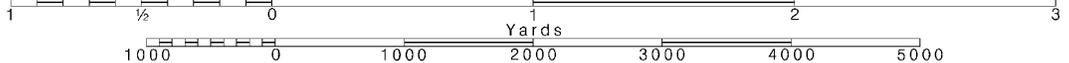


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

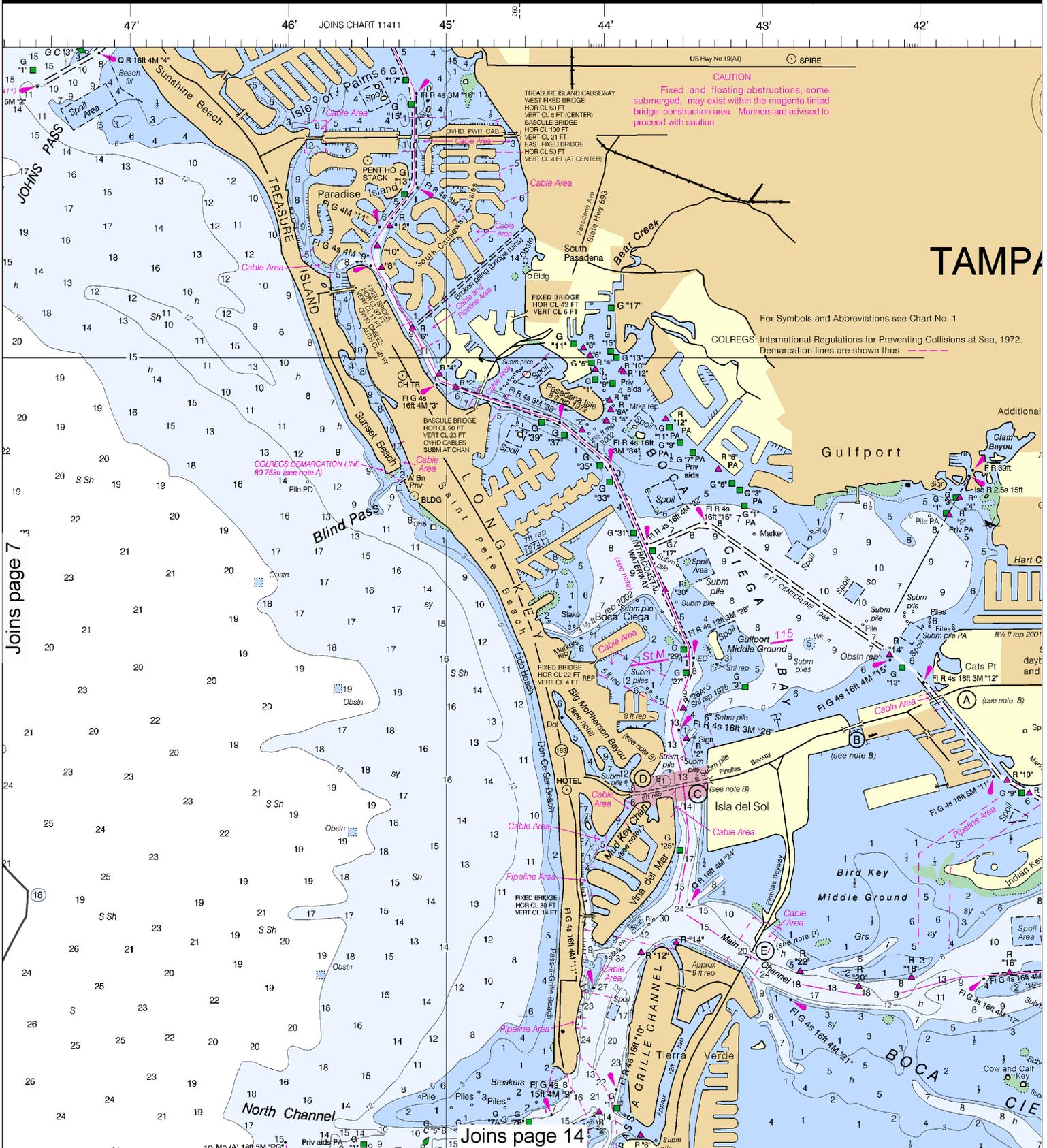


CAUTION
ULE BRIDGE CLEARANCES
 whose spans do not open to a full upright or
 rd vertical clearance is not available for the
 l clearance.

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

CAUTION
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 subject to shoaling, particularly at the edges.

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



Joins page 7

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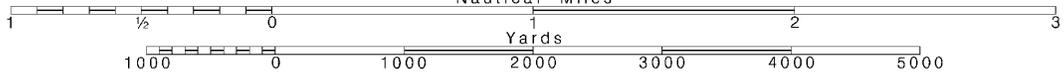


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 Nautical Miles

See Note on page 5.



WARNING

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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.



UNITED STATES
FLORIDA - GULF COAST

A BAY ENTRANCE

Mercator Projection
Scale 1:40,000 at Lat 27°37'

North American Datum of 1983
(World Geodetic System 1984)

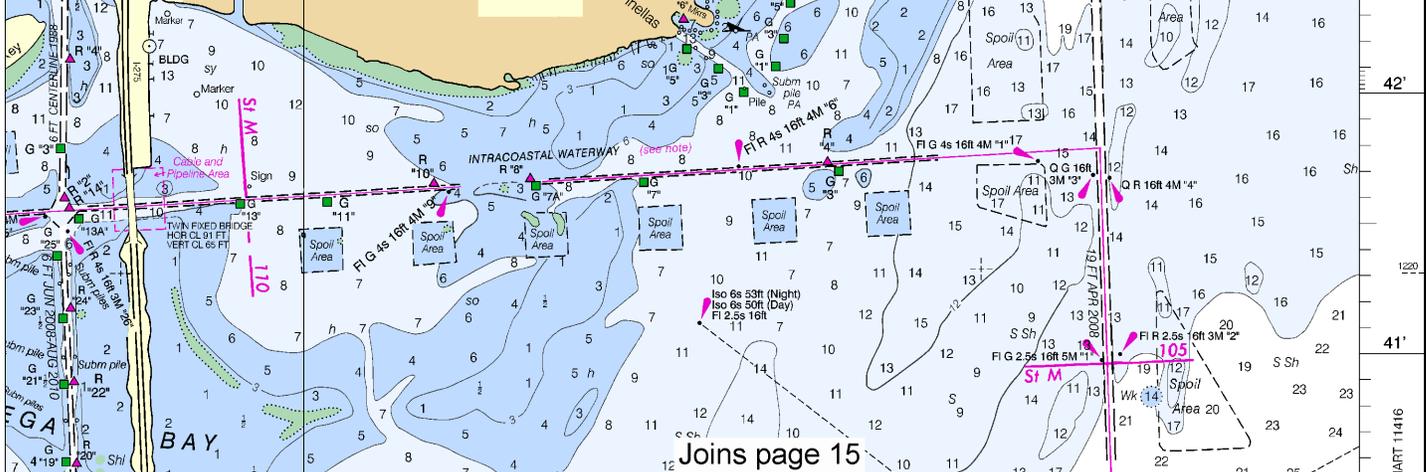
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

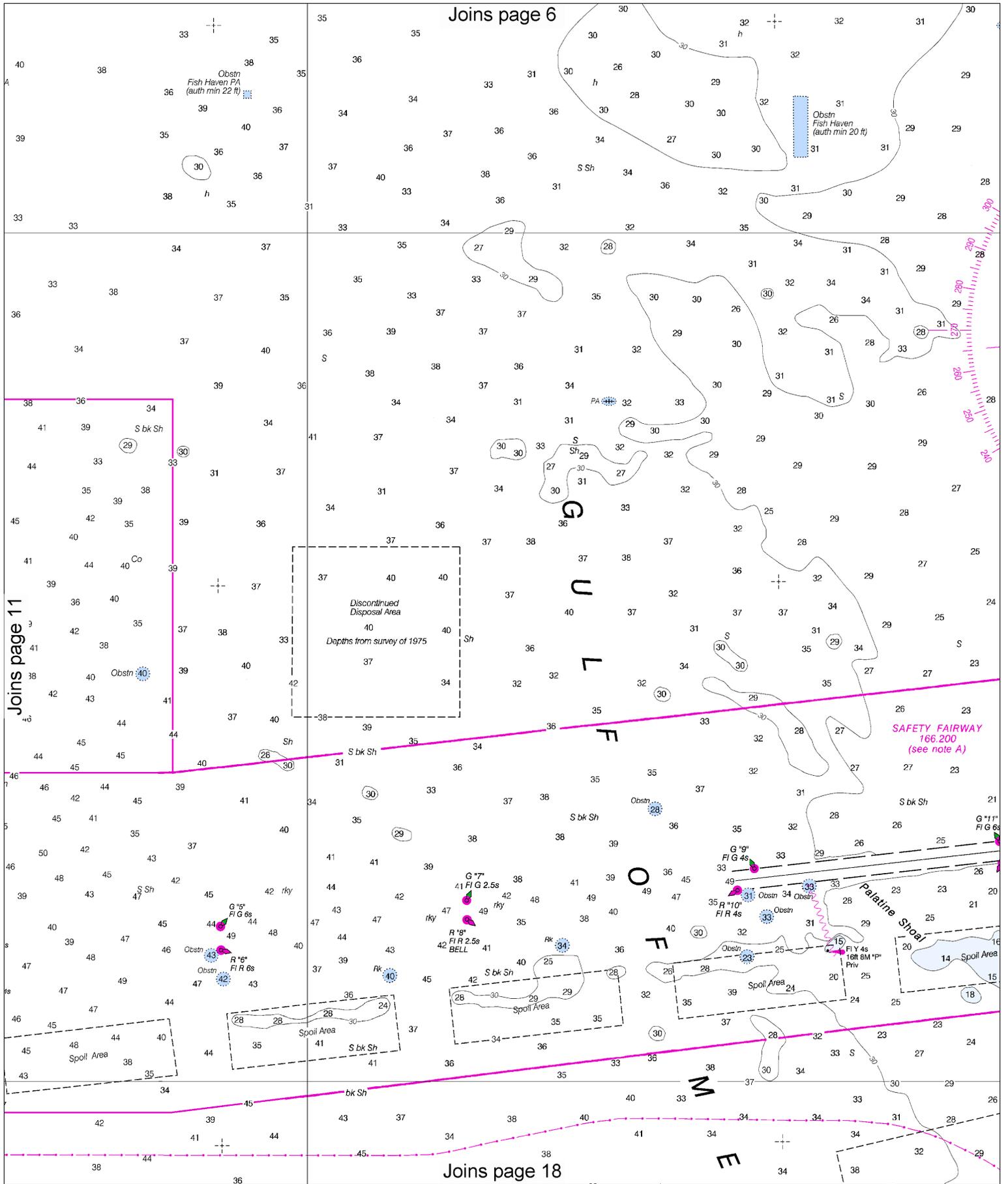
- NOTE B
PINELLAS BAYWAY BRIDGES
- A - FIXED BRIDGE
HOR CL 40 FT
VERT CL 18 FT
OVHD PWR CAB
AUTH CL 40 FT
 - B - FIXED BRIDGE
HOR CL 47 FT
VERT CL 11 FT
OVHD PWR CAB
AUTH CL 40 FT
 - C - Bridge under construction
(see note)
 - D - Bridge under construction
(see note)
 - E - BASCULE BRIDGE
HOR CL 89 FT
VERT CL 25 FT (AT CENTER)
 - F - FIXED BRIDGE
HOR CL 60 FT
VERT CL 20 FT

HEIGHTS
Heights in feet above Mean High Water.

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 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.110" northward and 0.639" eastward to agree with this chart.



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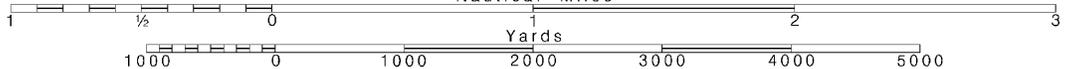
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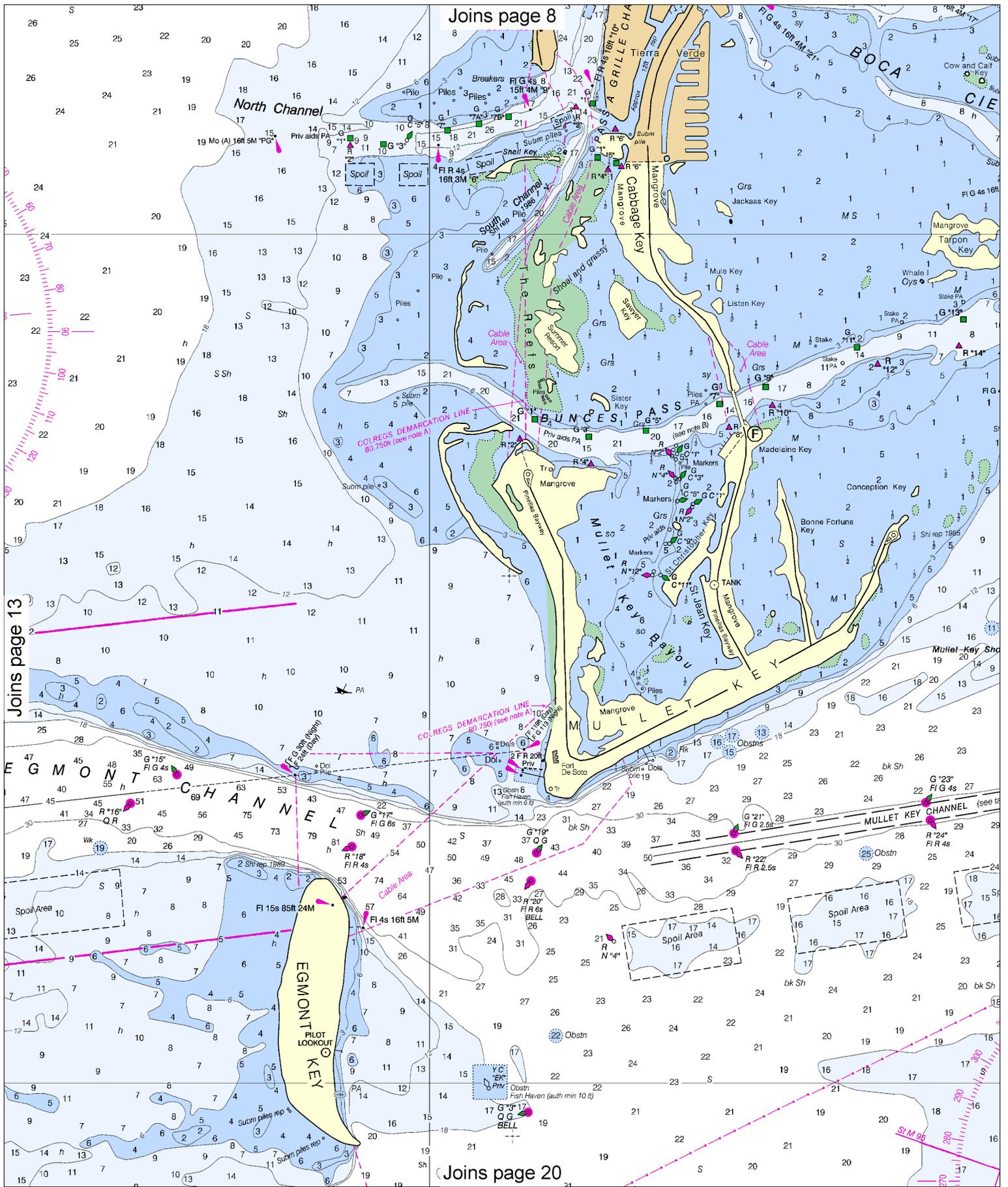
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SCALE 1:40,000
Nautical Miles

See Note on page 5.





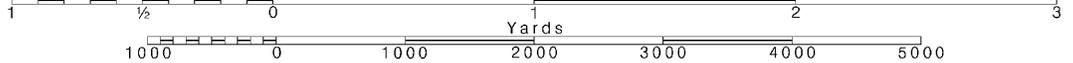
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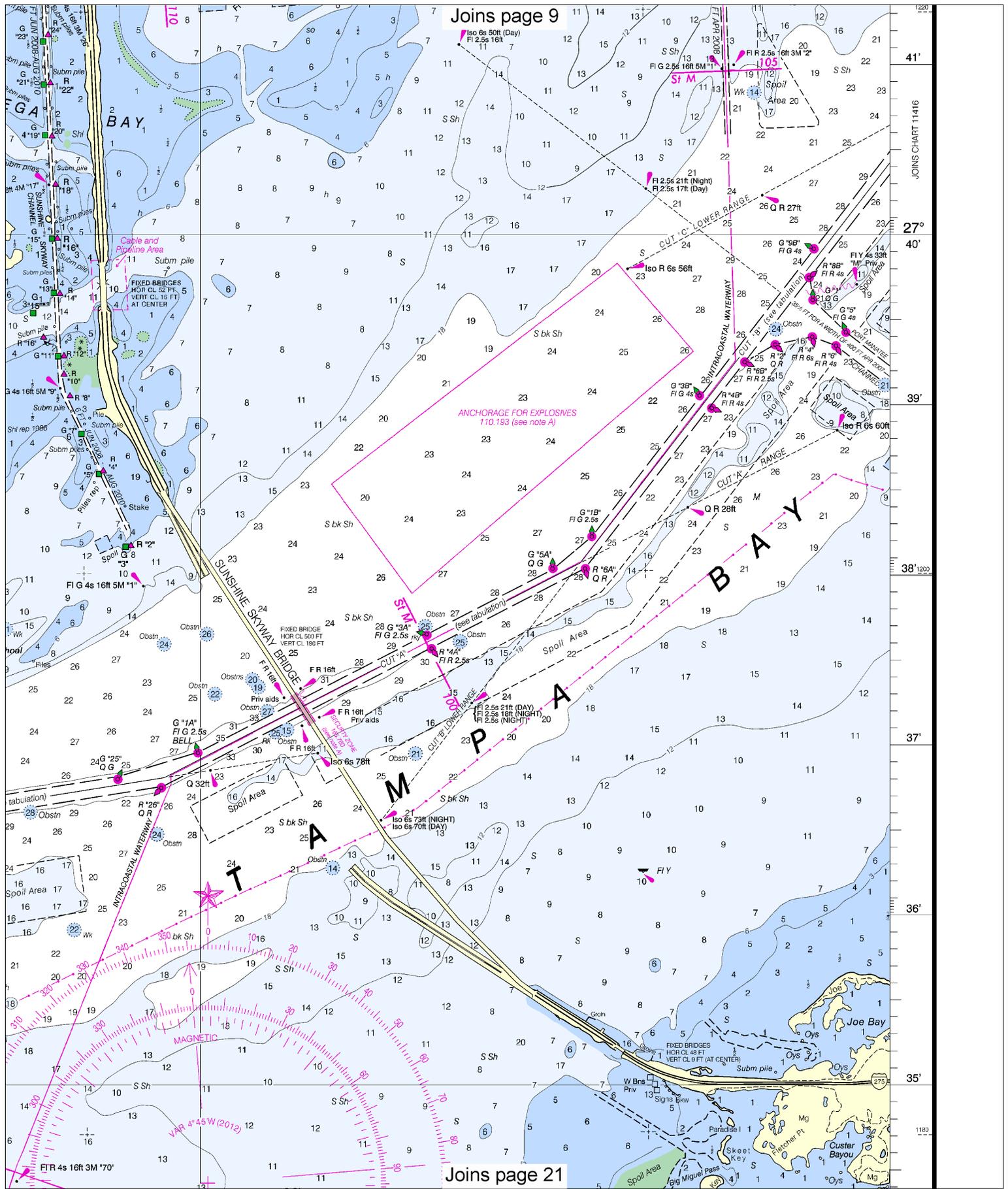
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SCALE 1:40,000
Nautical Miles

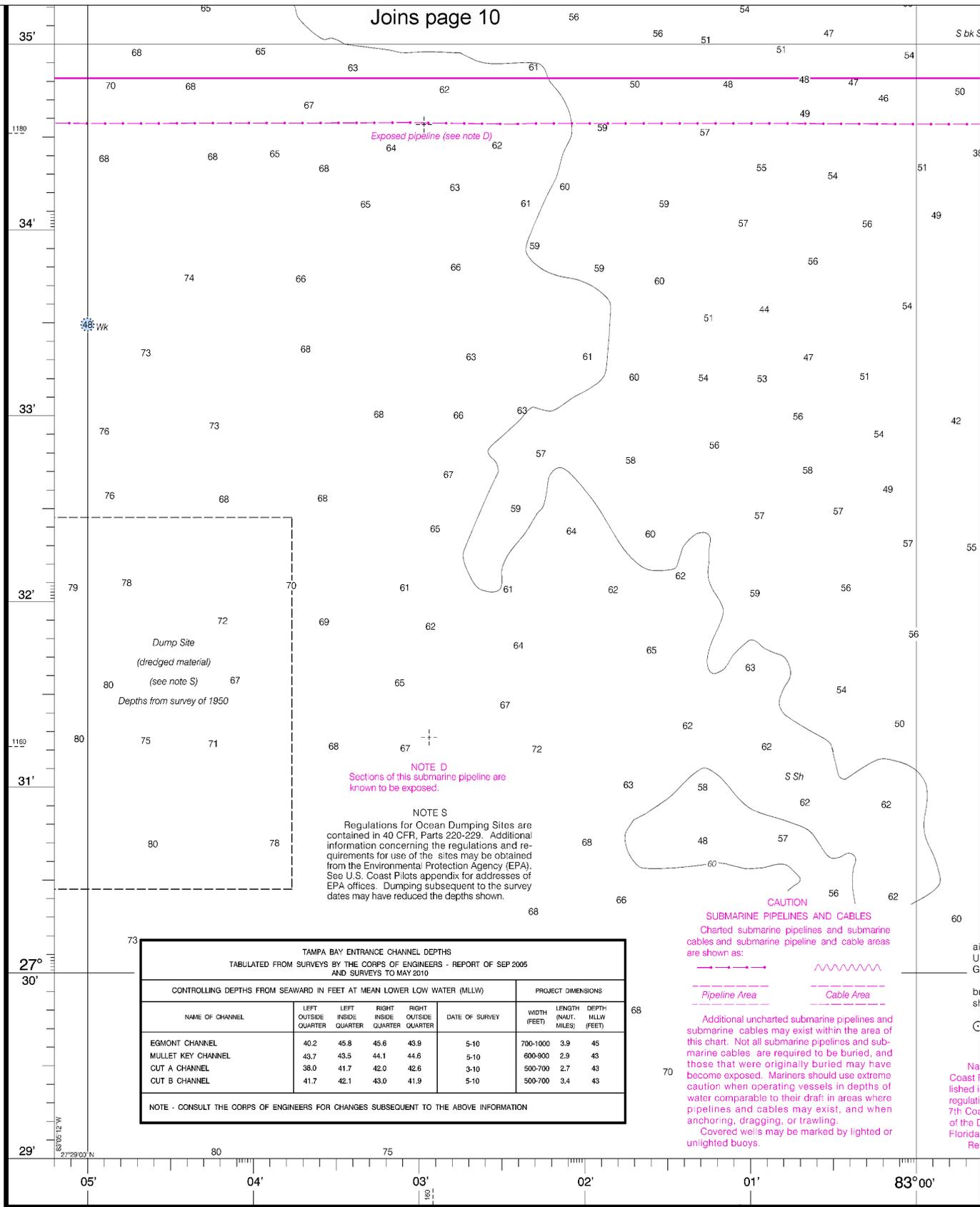
See Note on page 5.





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9th Ed., Mar. /12 ■ Corrected through NM Mar. 10/12
11415 Corrected through LNM Feb. 21/12

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. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

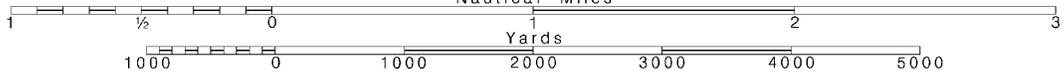
This nautical chart has been designed to pro Ocean Service encourages users to submit corre improving this chart to the Chief, Marine Chart Service, NOAA, Silver Spring, Maryland 20910-

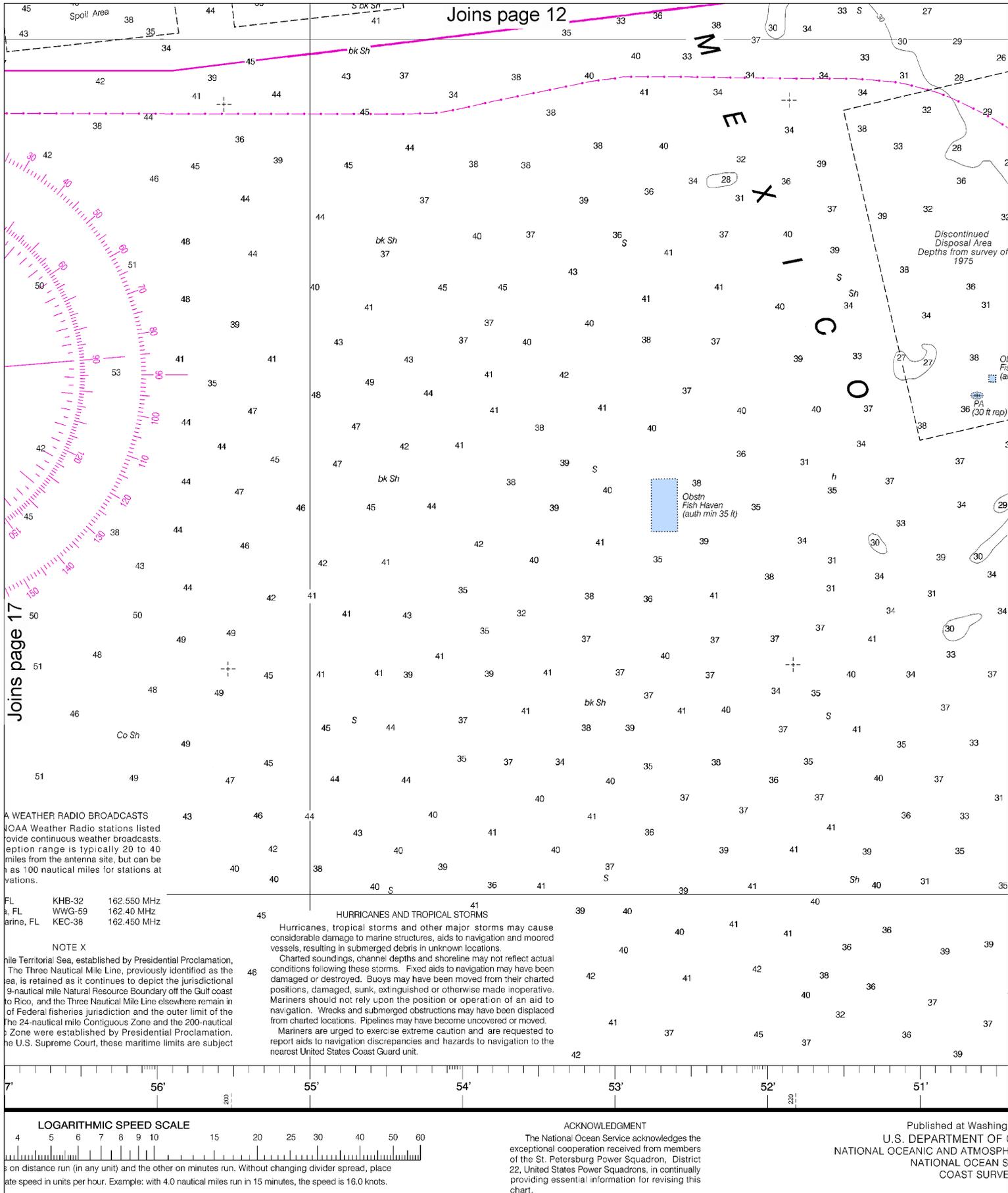
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Nautical Miles

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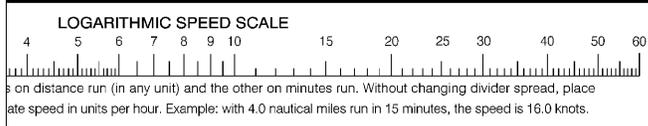
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WEATHER RADIO BROADCASTS
 NOAA Weather Radio stations listed provide continuous weather broadcasts. Operation range is typically 20 to 40 miles from the antenna site, but can be as high as 100 nautical miles for stations at sea.

FL	KHB-32	162.550 MHz
FL	WWG-59	162.40 MHz
FL	KEC-38	162.450 MHz

NOTE X
 The Three Nautical Mile Line, previously identified as the Outer Continental Shelf Boundary, is retained as it continues to depict the jurisdictional 9-nautical mile Natural Resource Boundary off the Gulf coast to Rico, and the Three Nautical Mile Line elsewhere remain in effect. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Pursuant to the U.S. Supreme Court, these maritime limits are subject to change.

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.



ACKNOWLEDGMENT
 The National Ocean Service acknowledges the exceptional cooperation received from members of the St. Petersburg Power Squadron, District 22, United States Power Squadrons, in continually providing essential information for revising this chart.

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

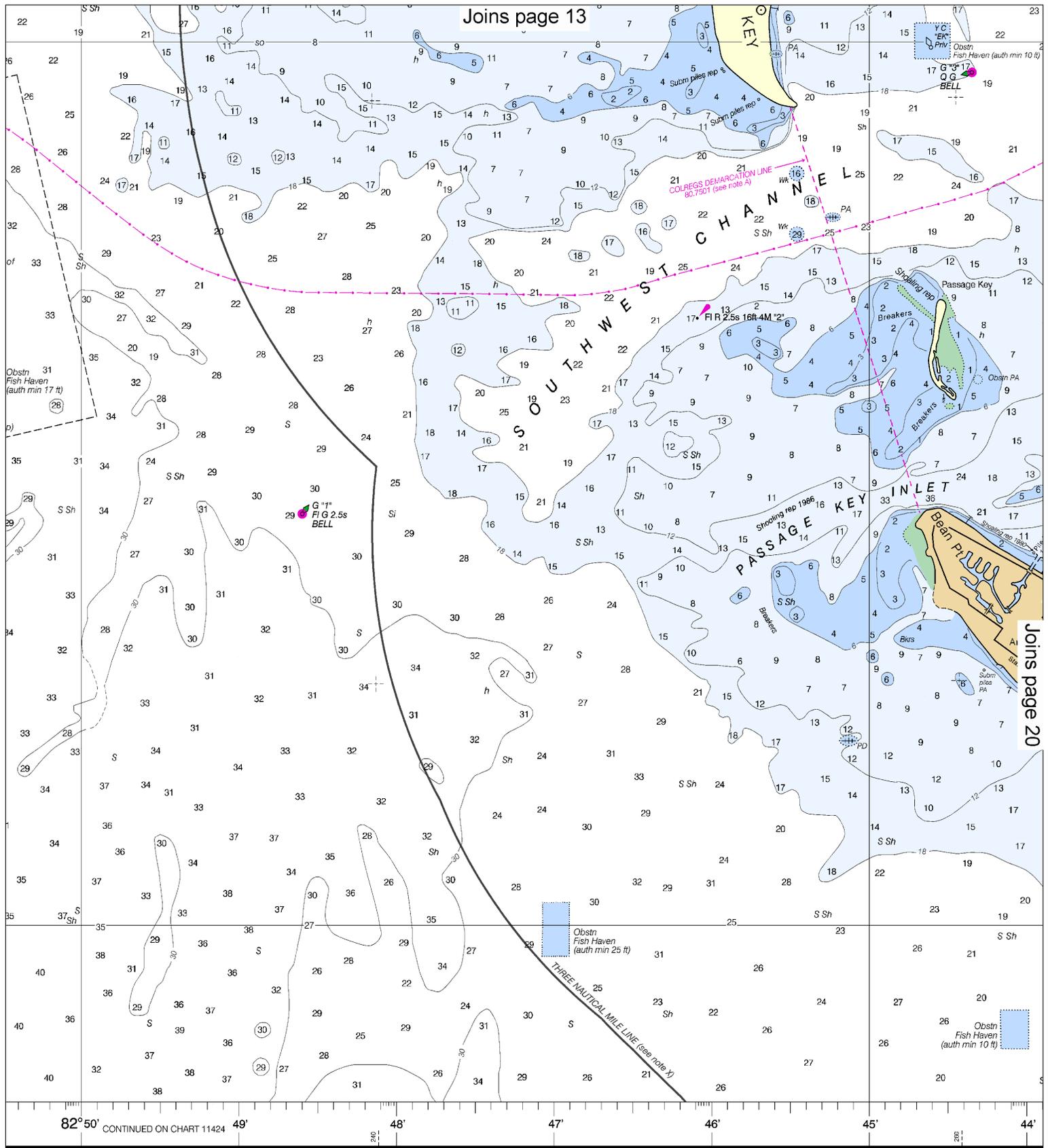
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SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 13

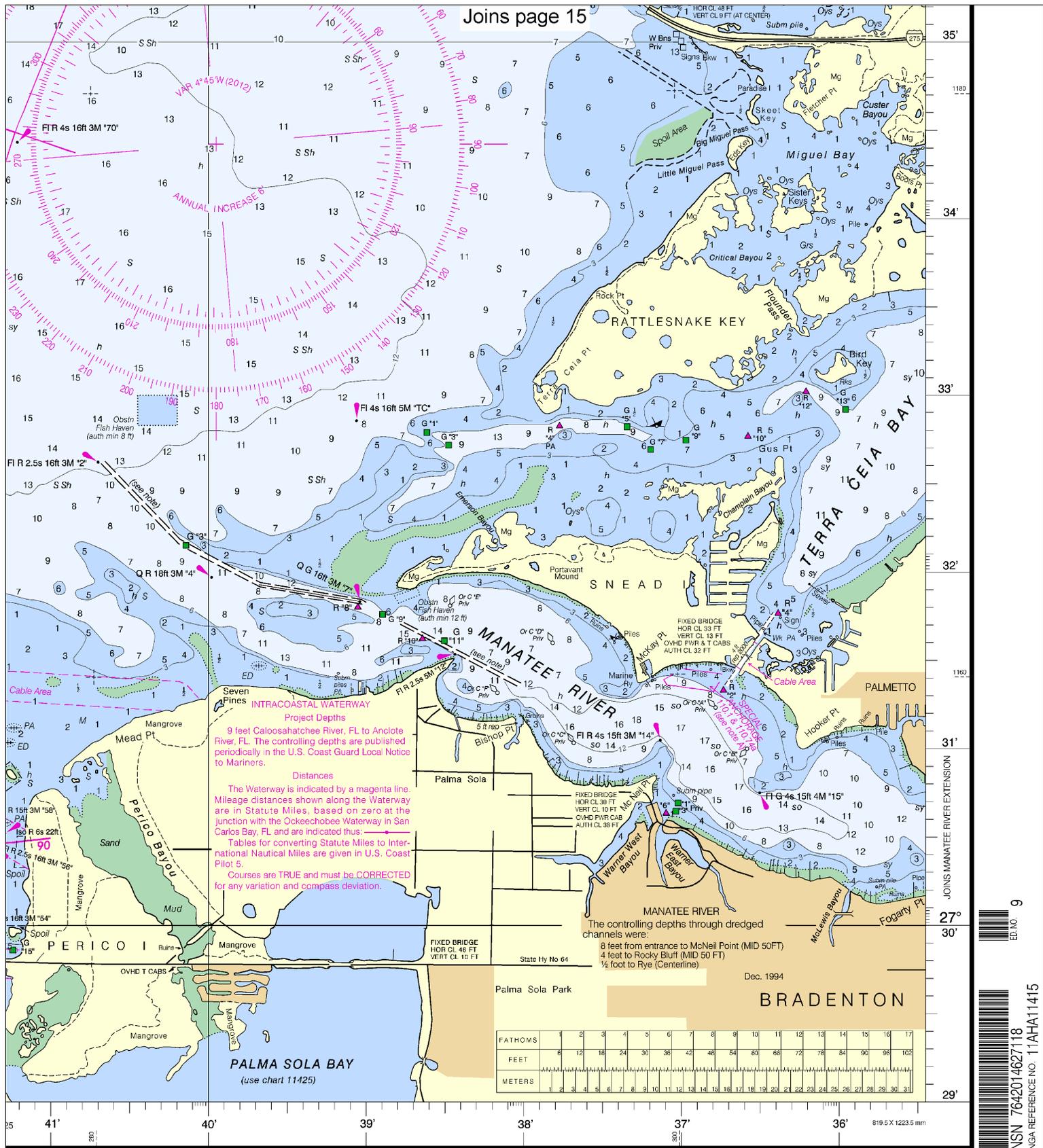
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82° 50' CONTINUED ON CHART 11424 49' 48' 47' 46' 45' 44'

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 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

1 1/2 0 1000 0 1000



INTRACOASTAL WATERWAY
Project Depths
9 feet Caloosahatchee River, FL to Anclote River, FL. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at the junction with the Ockeechobee Waterway in San Carlos Bay, FL and are indicated thus: Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

The controlling depths through dredged channels were:
8 feet from entrance to McNeil Point (MID 50 FT)
4 feet to Rocky Bluff (MID 50 FT)
1/2 foot to Rye (Centerline)

FATHOMS	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

SOUNDINGS IN FEET

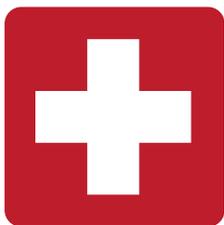
Tampa Bay Entrance
SOUNDINGS IN FEET - SCALE 1:40,000

11415

ED. NO. 9

NSN 7642014627118

NGA REFERENCE NO. 11AHA11415



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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