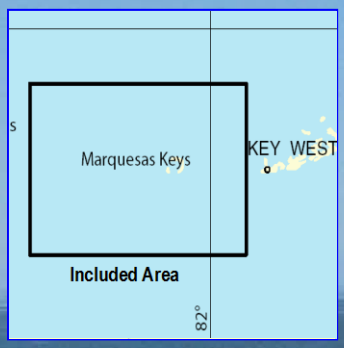
BookletChart™

Sand Key to Rebecca Shoal

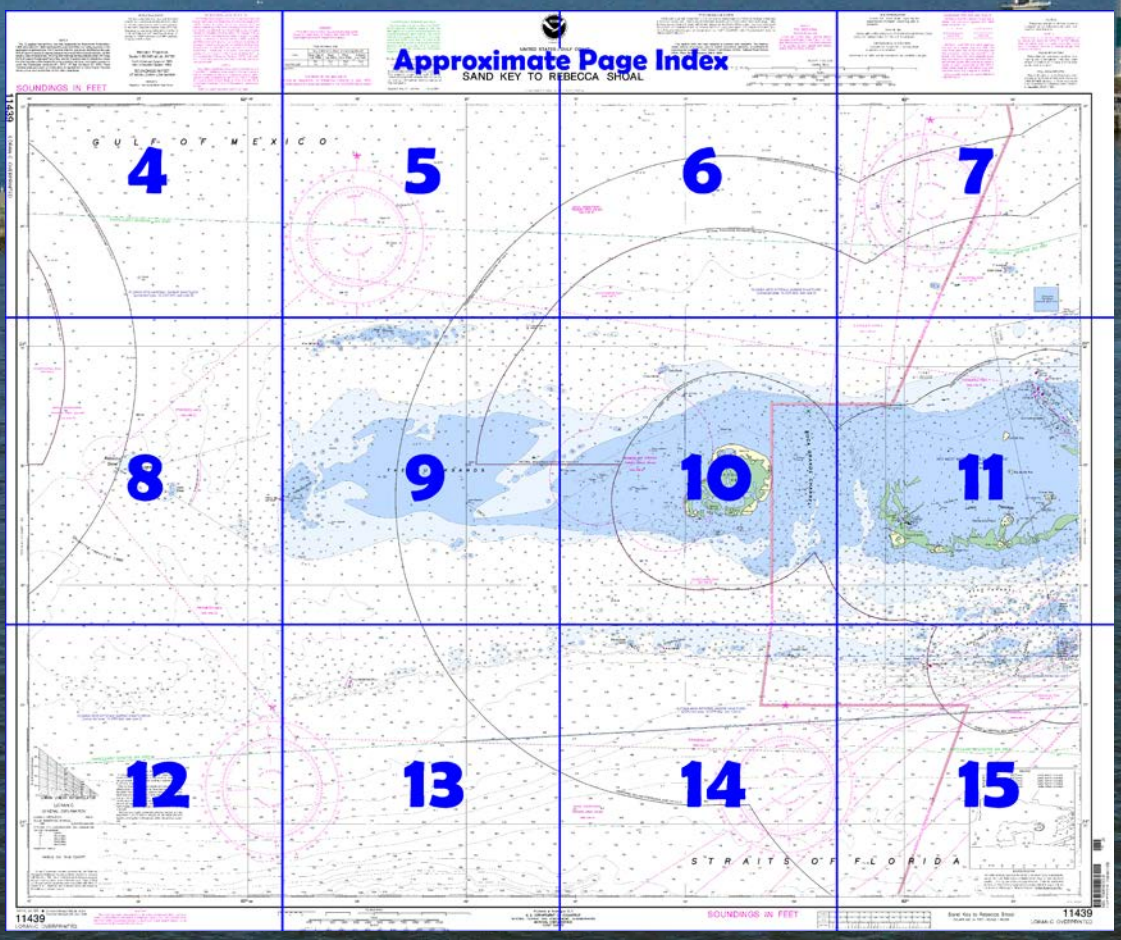
NOAA Chart 11439

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.

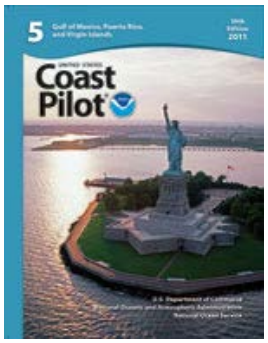
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=11439



[Coast Pilot 5, Chapter 9 excerpts].
Smith Shoal is covered 11 feet and marked on its NE end by **Smith Shoal Light** (24°43'06"N., 81°55'18"W.). The light also marks the N approach to the channel and is shown 54 feet above the water from a small black house on a white, hexagonal, pyramidal skeleton tower on piles. A relatively flat-topped coral head, covered by a least depth of 11 feet, is 3.3 miles WSW of the light.
Currents are variable along the edge of the reefs, being influenced by winds, by differences of barometric pressure in the Gulf and the Straits of Florida, and by the tides. At times there are strong tidal currents through the passages between the keys.

Between **Key West Harbor** and **Boca Grande Channel** there is an extensive shoal area in which there are several small scattered keys. A small-craft channel, marked by private daybeacons, extends through the shoal area from Key West to the N side of Boca Grande Key. The channel has a depth of 5 feet except S of **Mule Key**, near Key West, where the controlling depth is 2 feet. Local knowledge is advised.
Boca Grande Channel has a depth of 11 feet from the Straits of Florida to the Gulf of Mexico and is marked by daybeacons, but is seldom used except by local boats of 6 feet or less draft. The channels through Key West Harbor are deeper and better marked, and offer a shorter passage from the Gulf to the Straits of Florida. Good anchorage is available 1 mile NE of Boca Grande Key for boats drawing less than 5 feet.
Currents.–In Boca Grande Channel the average velocity of the current is 1.2 knots; the flood current sets N and the ebb SSW. The velocity of the current is considerably influenced by the winds.
The **Marquesas Keys** are 4 miles in extent and surrounded by a large shoal area.
Mooney Harbor is a central lagoon within Marquesas Keys. The main entrance, close W of Gull Keys, was reported closed by shoaling. Good, protected anchorage can be found in 1 to 4 feet with good holding ground in a small lagoon close SW of Mooney Harbor Key. Another good anchorage was SE of Mooney Harbor with a 4-foot entrance marked by pipes and deeper water within. Entrance into the central lagoon is restricted by a shoal. The lagoon should be entered only during daylight hours and caution should be exercised.
Ellis Rock is covered 7 feet and surrounded by depths of 21 to 39 feet; the rock is marked by a light.
Danger zones of bombing and strafing target areas, centered on targets, are in the vicinity of Marquesas Keys.
A large shoal, the W part of which is known as **The Quicksands,** extends 18 miles W from the Marquesas Keys. The shoal has a least depth of 2 feet over its E part. A strong E to W current was observed in the area.
Shoal, covered 8 feet, is off the W end of The Quicksands. A wreck covered 6 feet and marked by a light is on the W edge of the shoal.
Currents.–In Boca Grande Channel the average velocity of the current is 1.2 knots; the flood current sets N and the ebb SSW. The velocity of the current is considerably influenced by the winds.
Danger zones of bombing and strafing target areas, centered on targets, are in the vicinity of Marquesas Keys. (See **334.620**, chapter 2, for limits and regulations.)
A large shoal, the W part of which is known as **The Quicksands,** extends 18 miles W from the Marquesas Keys. The shoal is about 4.5 miles wide between the 18-foot curves and has a least depth of 2 feet over its E part. A strong E to W current was observed in the area of The Quicksands in 1975.
Currents.–Between Halfmoon Shoal and Rebecca Shoal at Isaac Shoal the current floods N with an average velocity at strength of about 1.0 knot and ebbs S with an average velocity of about 0.8 knot. The velocity of the current is considerably influenced by the wind.
The current S of New Ground Shoal has an average velocity of 0.7 knot with the flood setting NE and the ebb SW. The velocity and direction of the current are influenced considerably by the wind.

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

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

Table of Selected Chart Notes

Corrected through NM Jul. 31/04
Corrected through LNM Jul. 13/04

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.

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

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.

CAUTION

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

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).

NOTE C

PROHIBITED AREAS

(Areas to be avoided)

Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

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.

Sugarloaf Key, FL	WXJ-95	162.40 MHz

PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

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 1.533" northward and 0.641" eastward to agree with this chart.

NOTE B

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom nor conduct any other similar type of operation because of residual danger from mines on the bottom.

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.

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.

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, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

All Florida State waters within the Florida Keys National Marine Sanctuary are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/vessel_sewage/vsdnozone.html.

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 U.S. Coast Guard.

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 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.

TIDAL INFORMATION

Place	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Sand Key Light	feet 1.8	feet 1.5	feet 0.2	feet -1.5

(May 2004)

COLREGS, 80.740 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation line.

NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and the limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

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 1.533" northward and 0.641" eastward to agree with this chart.

Mercator Projection
Scale 1:80,000 at Lat. 24°35′
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HEIGHTS
Heights in feet above Mean High Water.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

All Florida State waters within the Florida Keys National Marine Sanctuary are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/vessel_sewage/vsdnozone.html.

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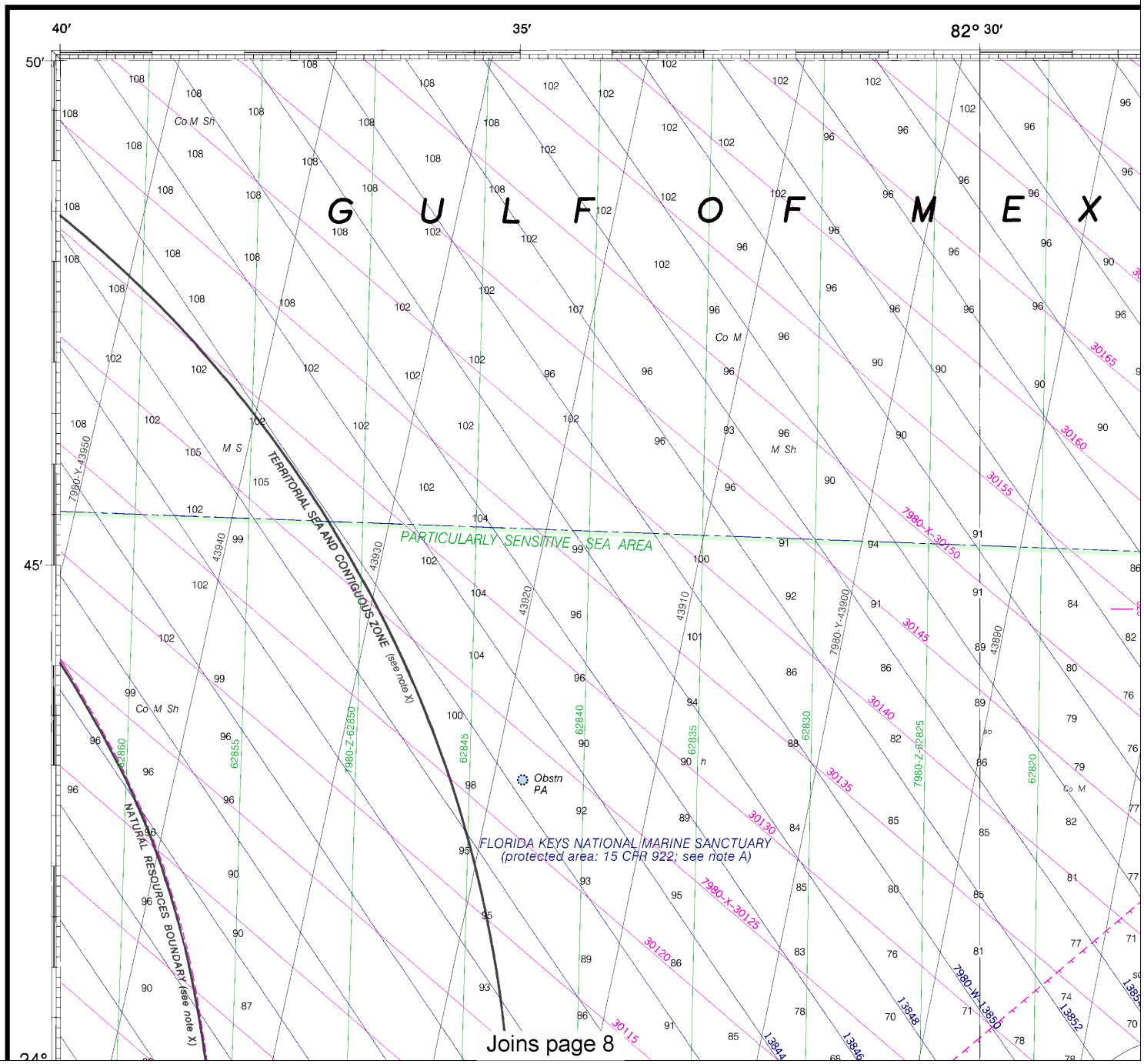
Refer to charted regulation section numbers.

SOUNDINGS IN FEET

11439

LORAN-C OVERPRINTED



Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Note: Chart grid lines are aligned with true north.

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.

TIDAL INFORMATION

Place	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Sand Key Light	1.8	1.5	0.2	-1.5

May 2004)

COLREGS, 80.740 (see note A)

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PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

For Symbols and Abbreviations see Chart No. 1

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.

Sugarloaf Key, FL WXJ-95 162.40 MHz

NOAA

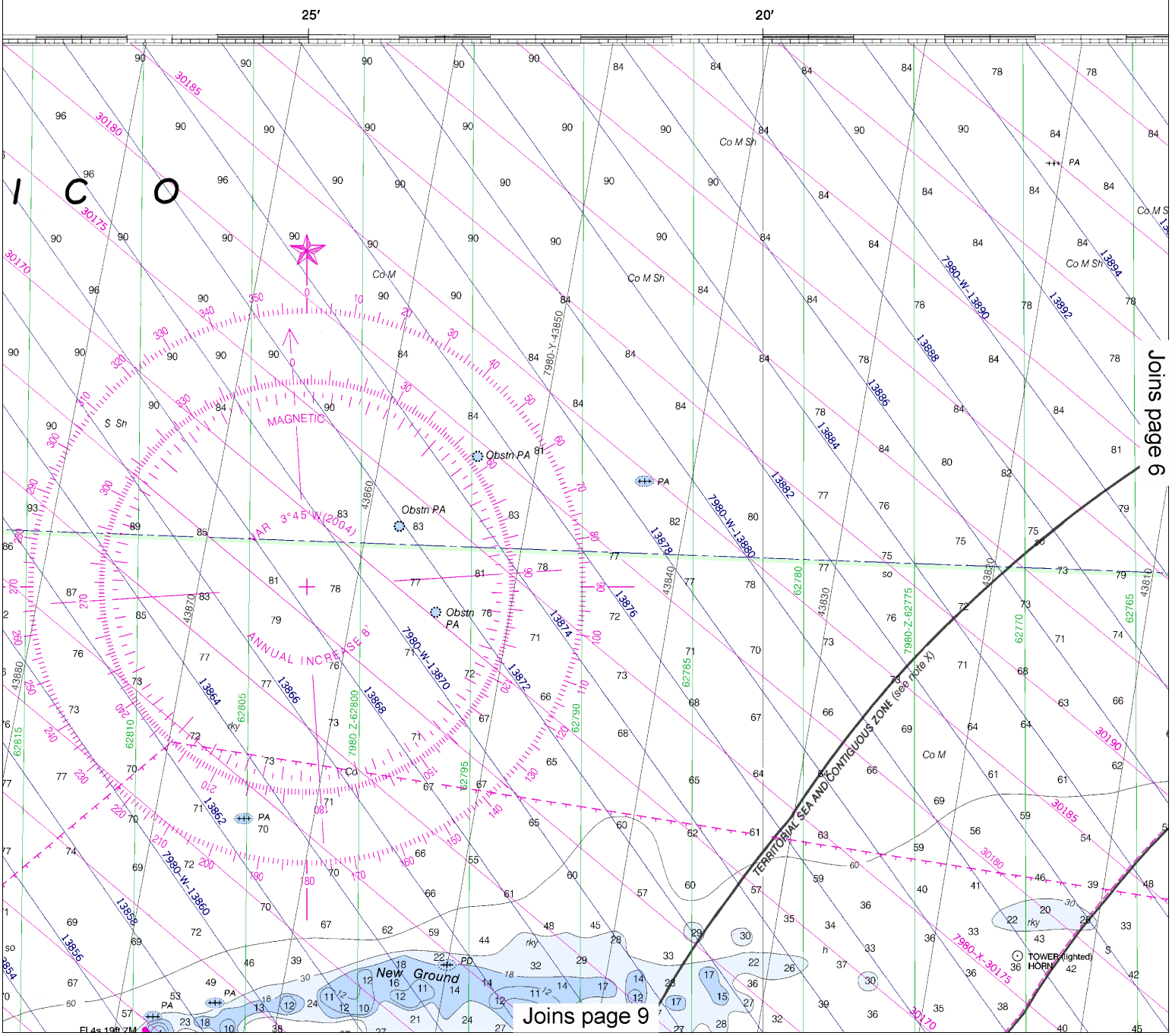
COAST SURVEY

UNITED STATES - G

FLORIDA

SAND KEY TO RE

Formerly C&GS 1252, 1st Ed., July 1912 C



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

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.

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/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910 - 3282.

NOTE C
PROHIBITED AREAS
(Areas to be avoided)
Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

SCALE 1:80,000
Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000
Meters
1000 0 1000 2000 3000 4000 5000

– GULF COAST

RIDA

EBECCA SHOAL

y 1912 C-1951-777 KAPP 356

15′ 10′ 05′

Joins page 5

TERRITORIAL SEA AND CONTIGUOUS ZONE (see note X)

NAVAL OPERATIONAL TRAINING AREA 334.620 (see note A)

NATURAL RESOURCES BOUNDARY (see note X)

NO-DISCHARGE ZONE (see note Z)

FLORIDA KEYS NATIONAL MARINE SANCTUARY (protected area: 15 CFR 922; see note A)

Obstn PA

Obstn

Co M Sh

ED

Joins page 10

Printed at reduced scale. ~~SCALE 1:80,000~~
Nautical Miles
1 0 1 2 3 4 5 6 7
Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Note: Chart grid lines are aligned with true north.

AIDS TO NAVIGATION

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

AUTHORITIES

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

SUPPLEMENTAL INFORMATION

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

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

4 5 6 7

6000 7000 8000 9000 10000

6000 7000 8000 9000 10000

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

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Covered wells may be marked by lighted or unlighted buoys.

CAUTION

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NOTE B

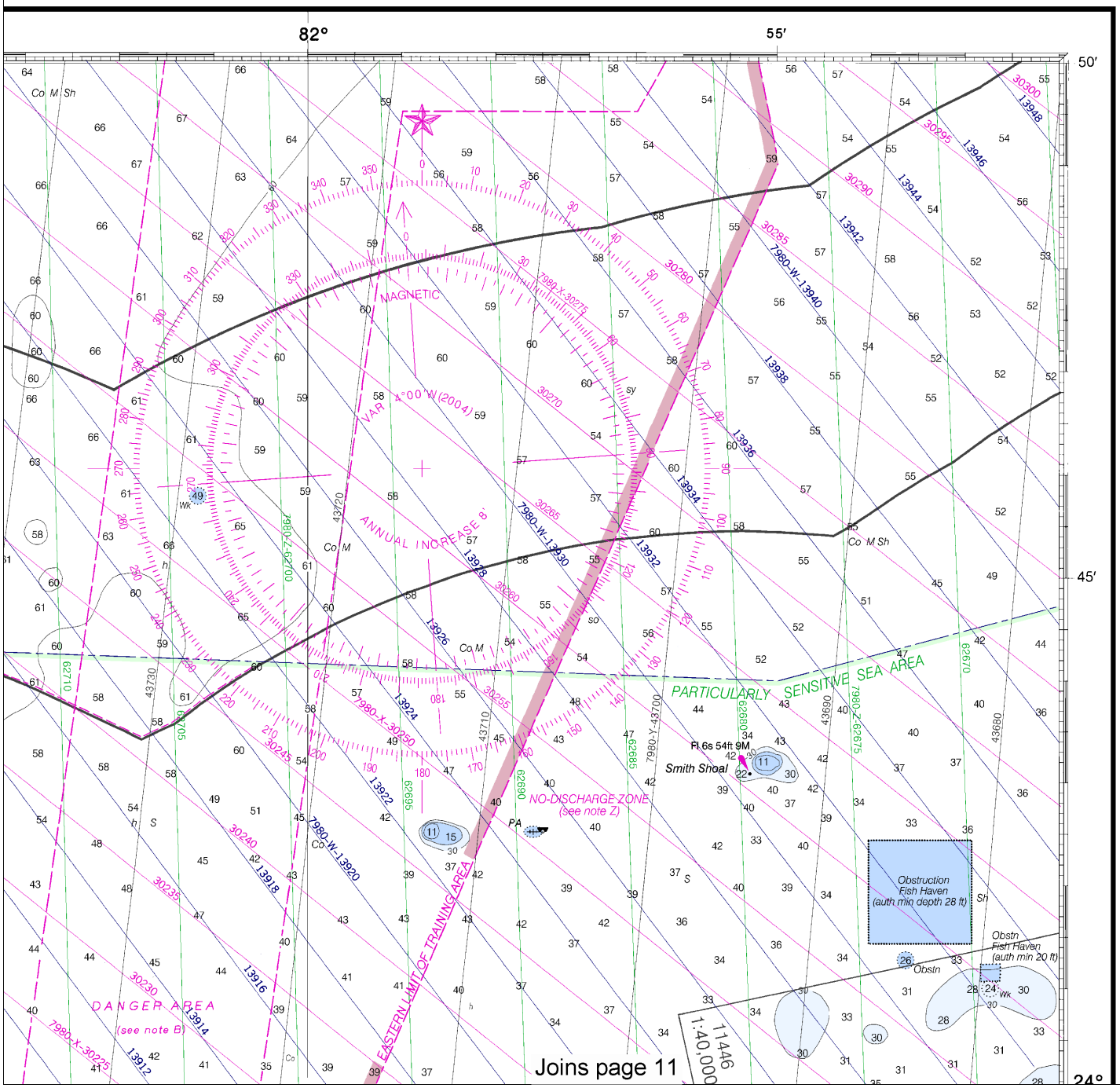
Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom nor conduct any other similar type of operation because of residual danger from mines on the bottom.

RADAR REFLECTORS

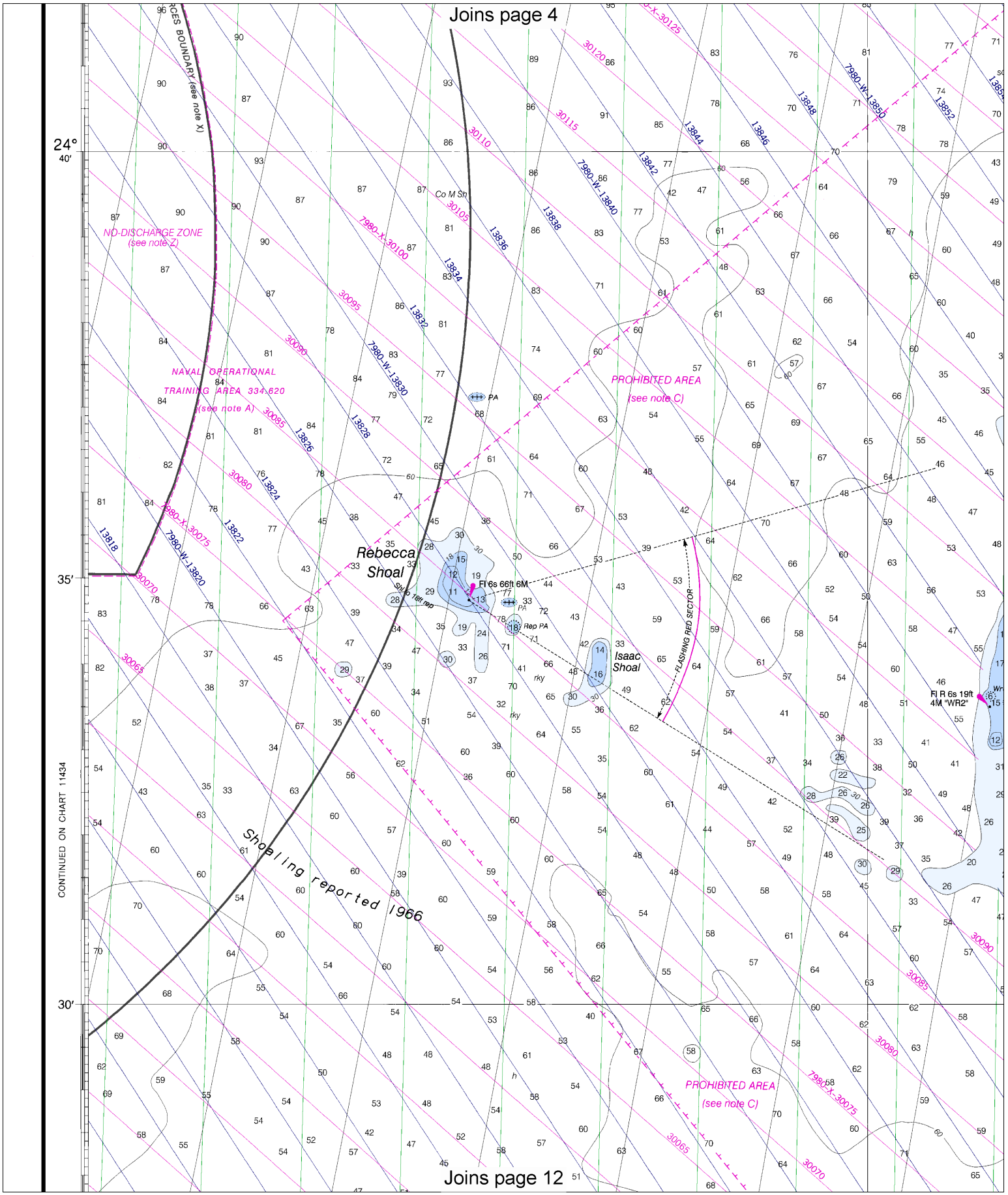
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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).



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4312 10/23/2012,
NGA Weekly Notice to Mariners: 4712 11/24/2012,
Canadian Coast Guard Notice to Mariners: n/a.



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

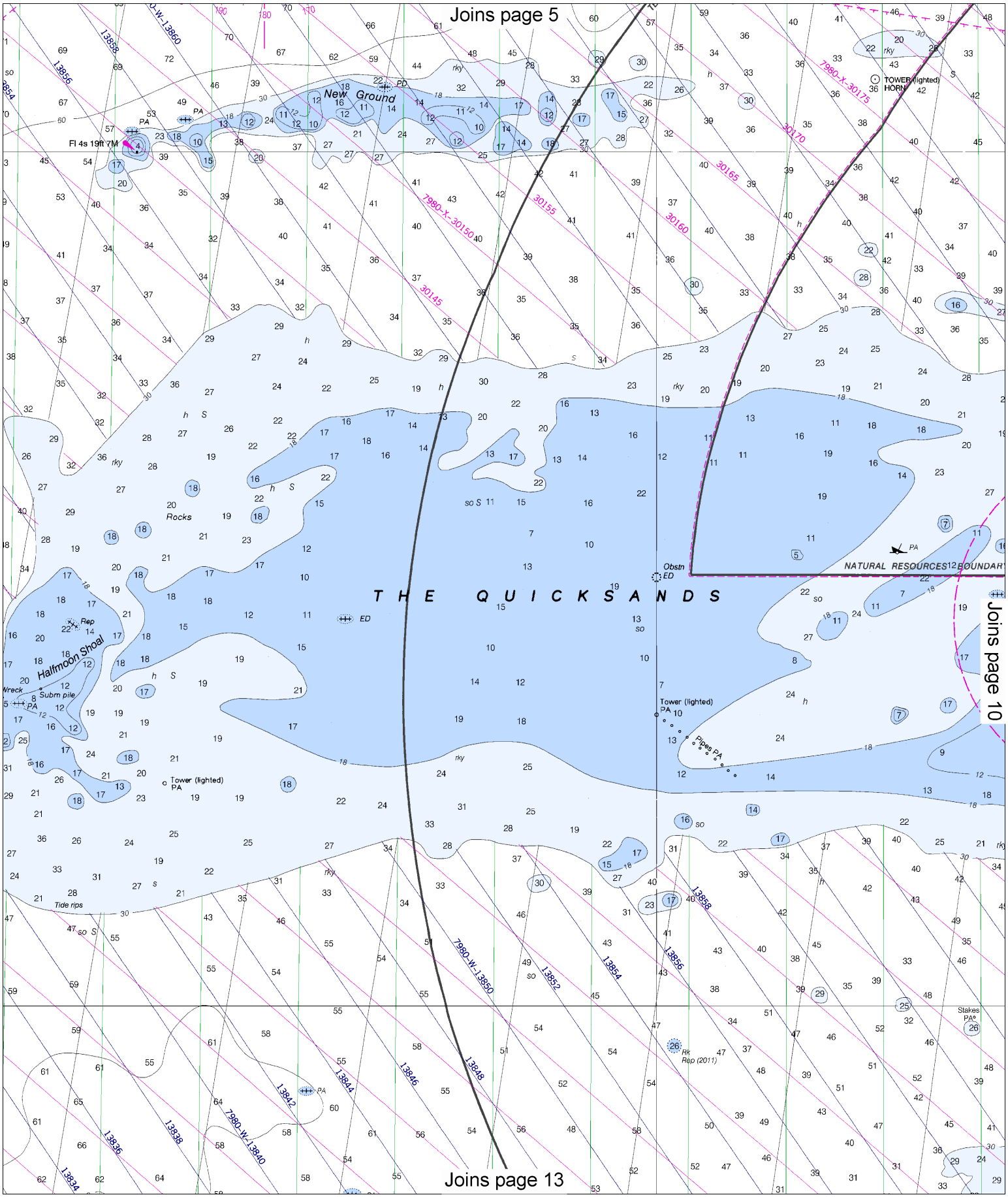
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 5
New Ground
Fl 4s 19ft 7M
PA
PD
TOWER (lighted)
HORN
7980-X-30175
30170
30165
30160
30155
7980-X-30150
30145
Rocks
THE QUICKSANDS
Obstn
ED
NATURAL RESOURCES 12 BOUNDAR
Joins page 10
Halfmoon Shoal
Rep
Wreck
Subm pile
Tower (lighted)
PA
Pipes PA
Tide rips
Stakes
PA
Rk
Rep (2011)
13858
13856
13854
13852
13850
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13848
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13834
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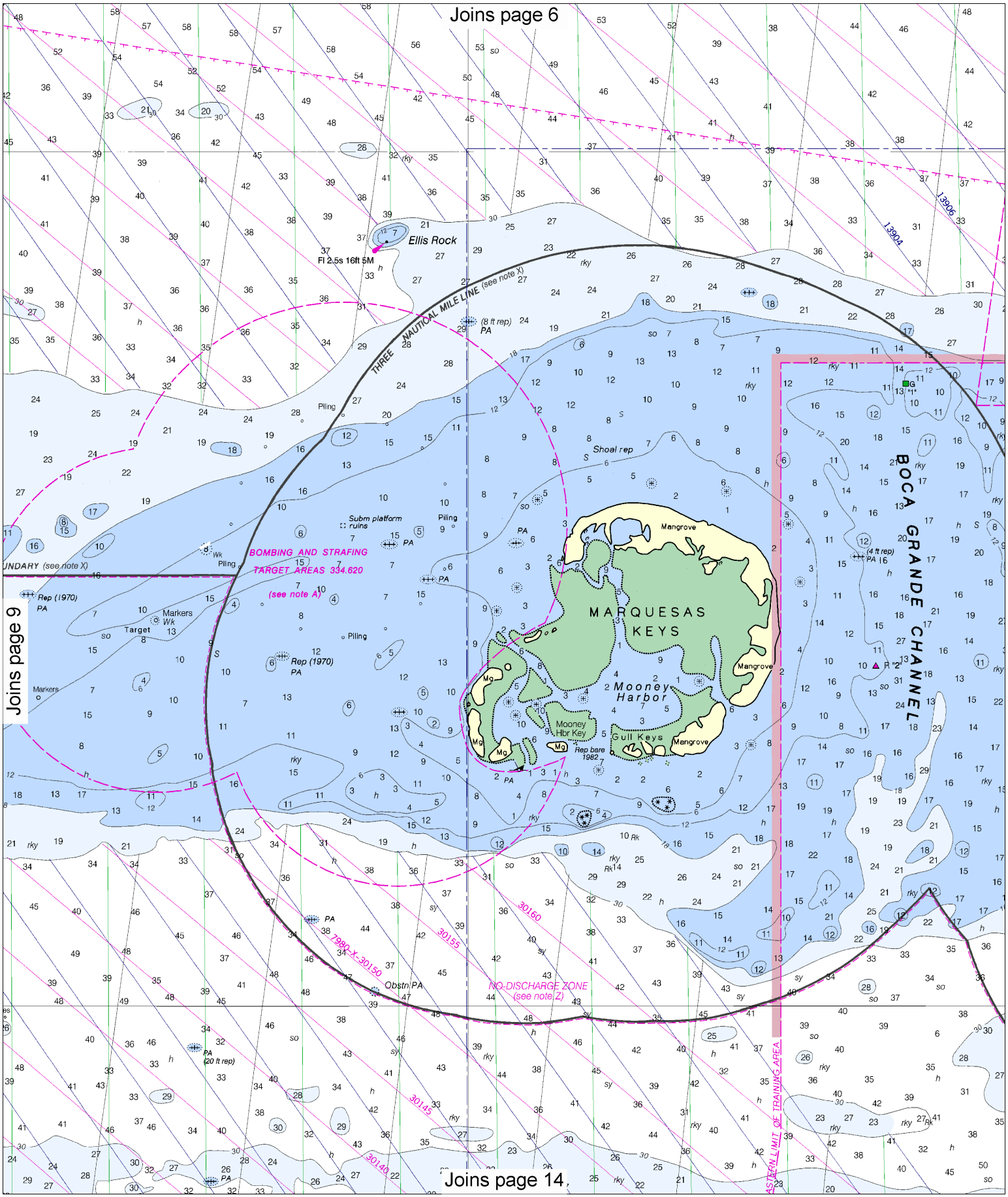


10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

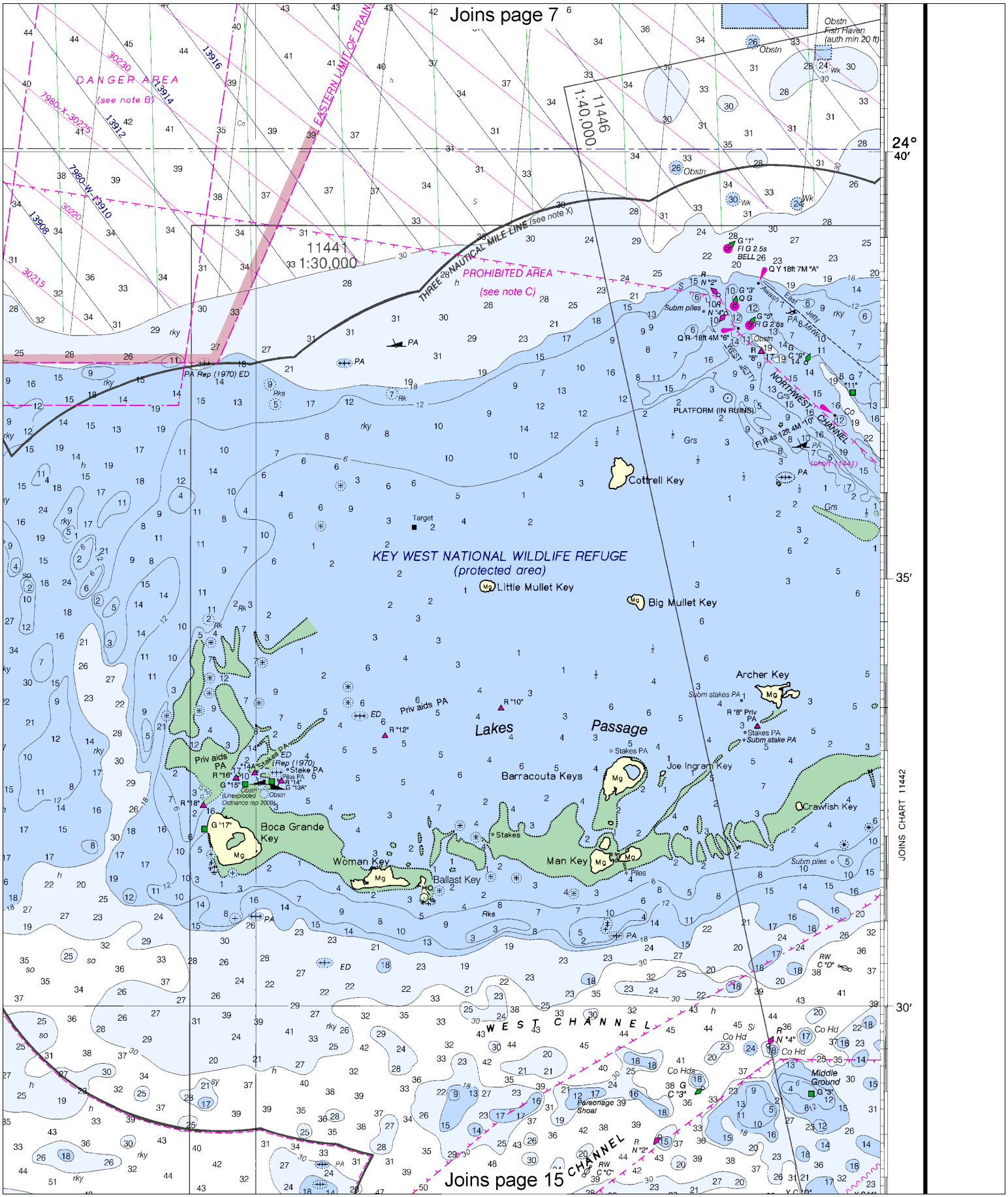
Nautical Miles

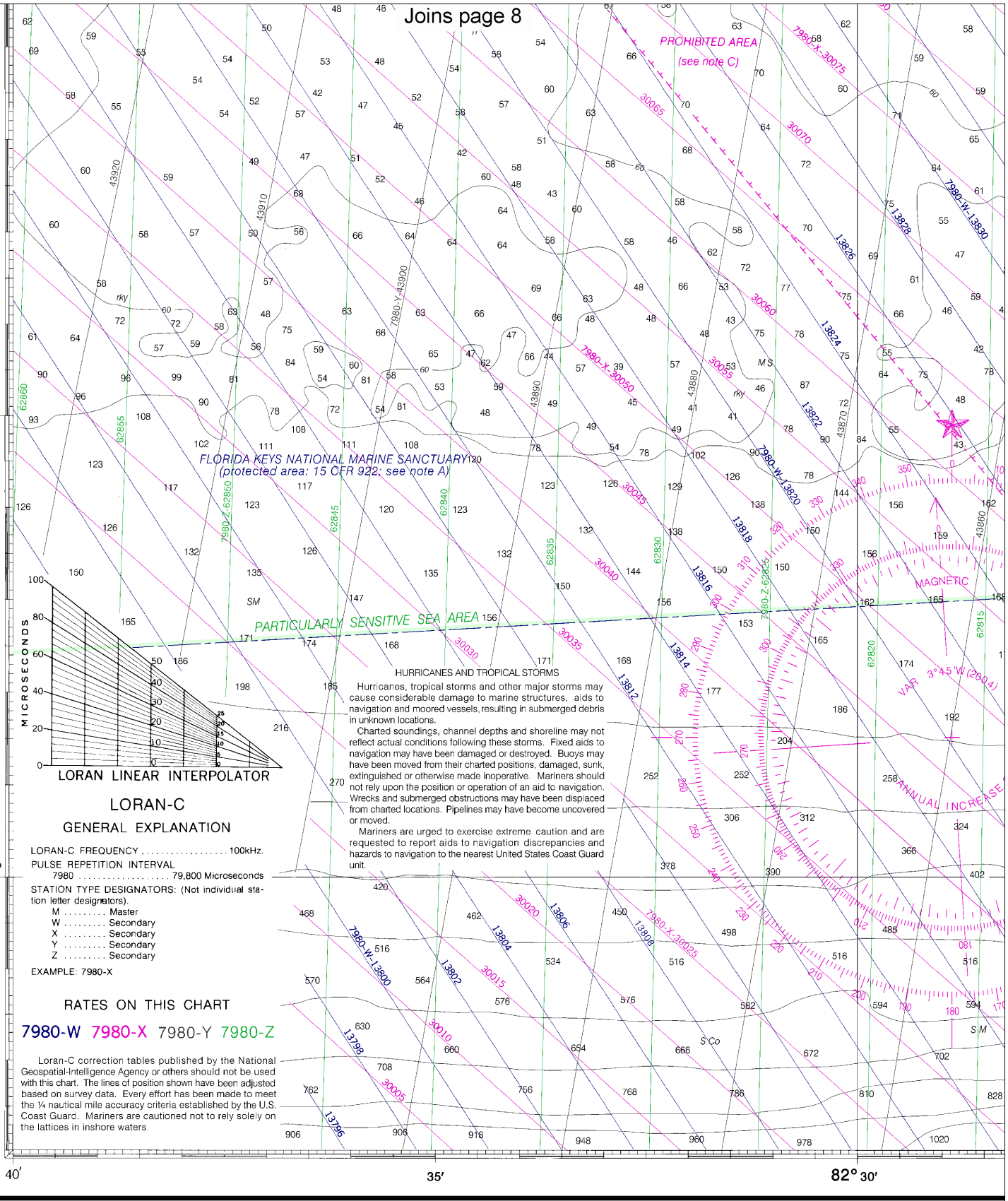
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 7
11446
1:40,000
11441
1:30,000
24° 40′
35′
30′
JOINS CHART 11442
DANGER AREA
(see note B)
7980-X-30225
7980-W-13910
30230
30220
30215
13916
13914
13912
13908
EASTERN LIMIT OF TRAIN
THREE NAUTICAL MILE LINE (see note X)
PROHIBITED AREA
(see note C)
PA Rep (1970) ED
PLATFORM (IN RUINS)
NORTHWEST CHANNEL
WEST JETTY
Cottrell Key
Target
KEY WEST NATIONAL WILDLIFE REFUGE
(protected area)
Little Mullet Key
Big Mullet Key
Archer Key
Lakes
Passage
Barracouta Keys
Joe Ingram Key
Crawfish Key
Boca Grande Key
Woman Key
Ballast Key
Man Key
Middle Ground
Personage 39 Shoal
WEST CHANNEL
CHANNEL
Joins page 15



26th Ed., Jul. /04 ■ Corrected through NM Jul. 31/04
Corrected through LNM Jul. 13/04

11439

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.

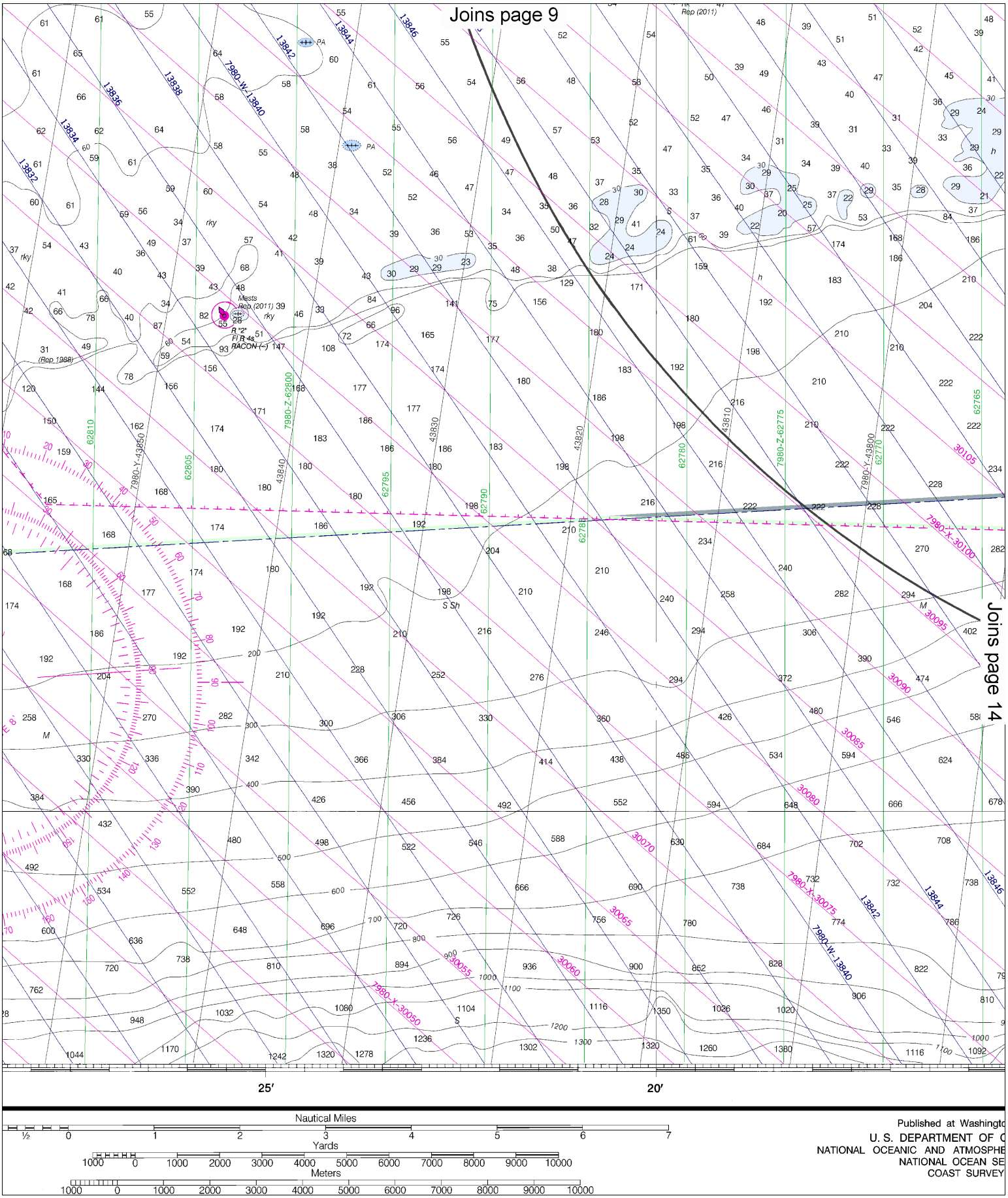
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

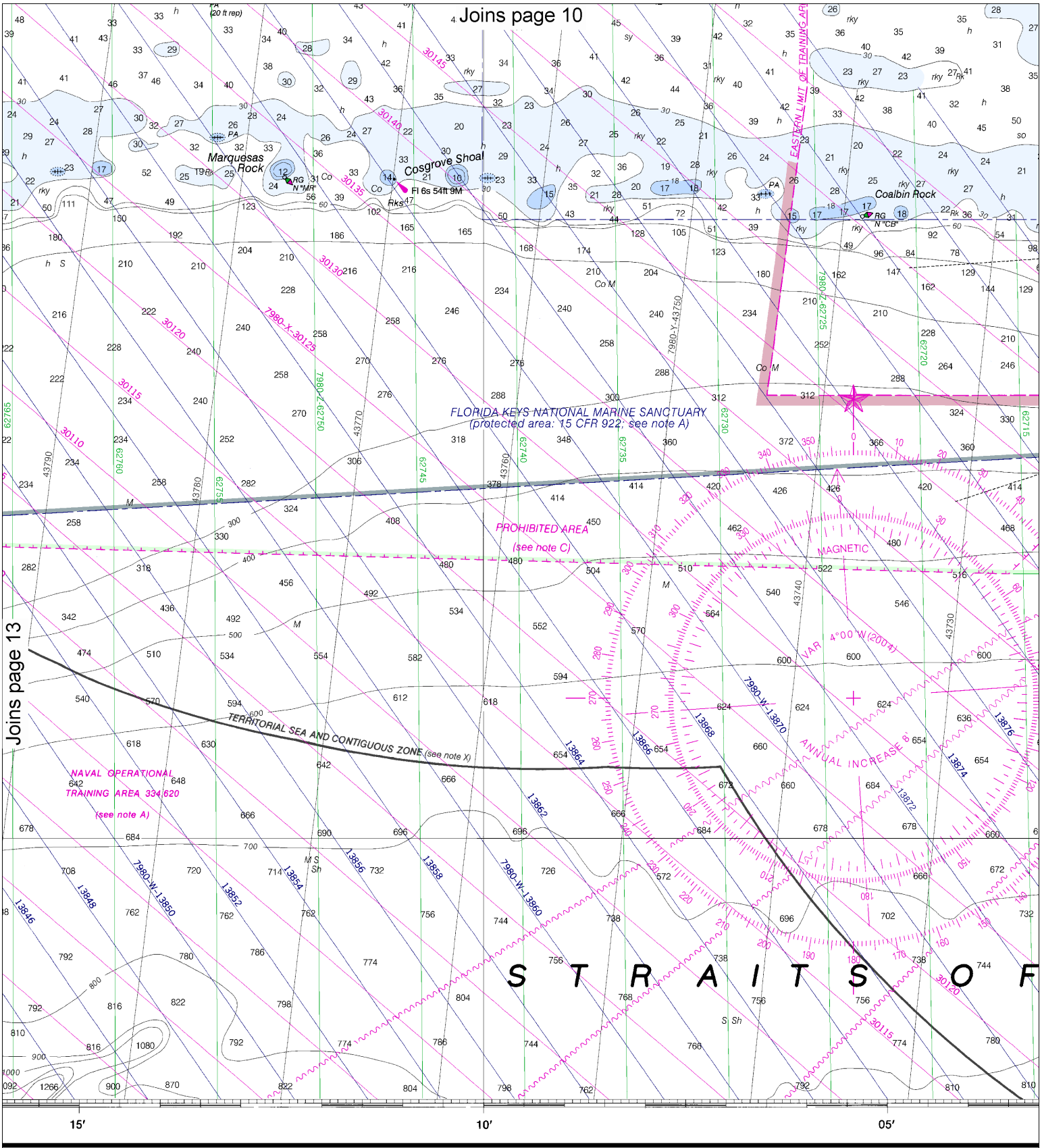
See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000



Published at Washingto
U. S. DEPARTMENT OF C
NATIONAL OCEANIC AND ATMOSPHE
NATIONAL OCEAN SE
COAST SURVEY



ashington, D. C.
OF COMMERCE
OSPHERIC ADMINISTRATION
AN SERVICE
URVEY

SOUNDINGS IN FEET

FATHOMS	1
FEET	6
METERS	1 2

14

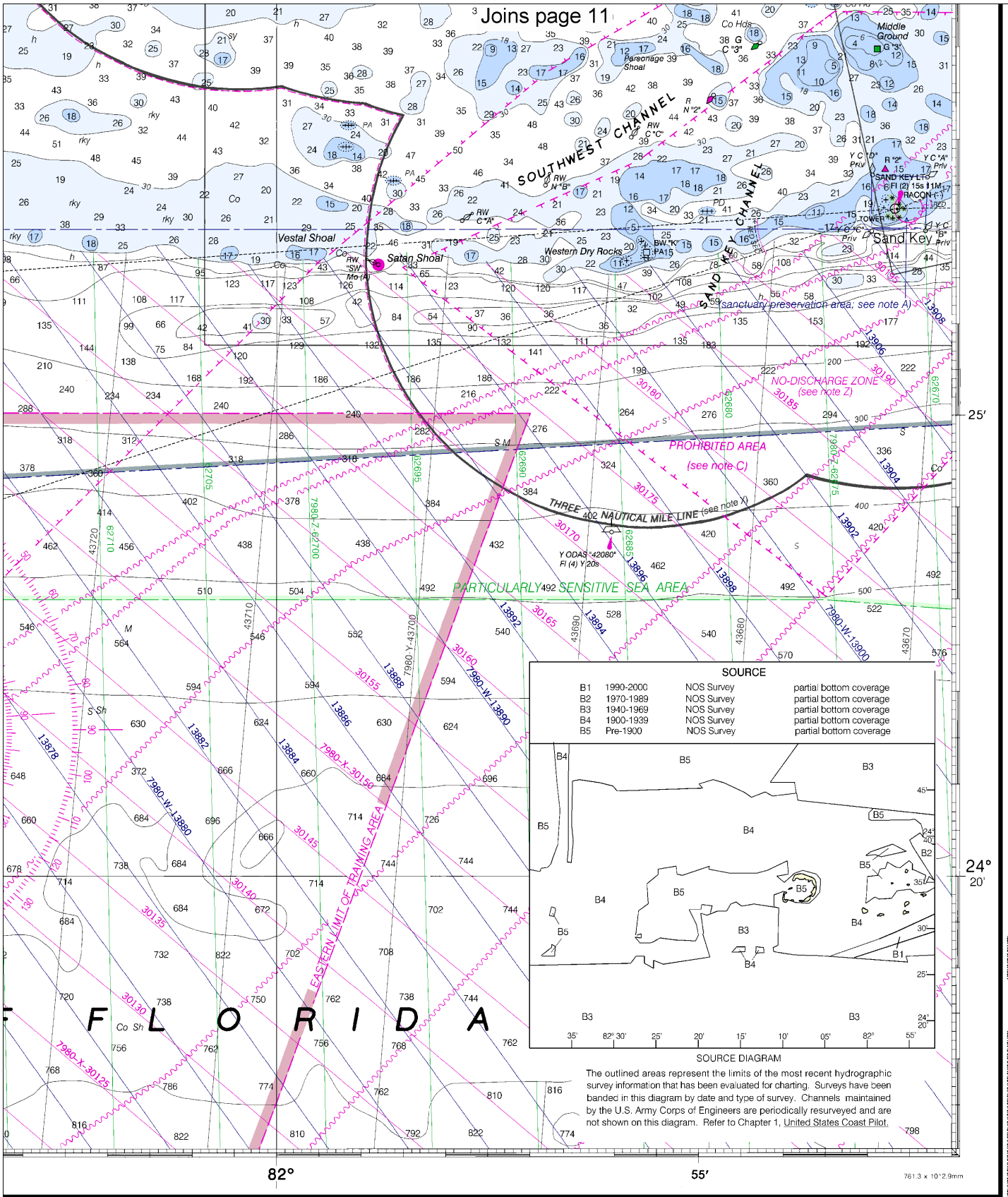
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



ED NO. 26

NSN 7642014010141 11AHA11439

NGA REFERENCE NO.

Sand Key to Rebecca Shoal

SOUNDINGS IN FEET – SCALE 1:80,000

11439

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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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican 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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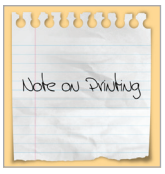

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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