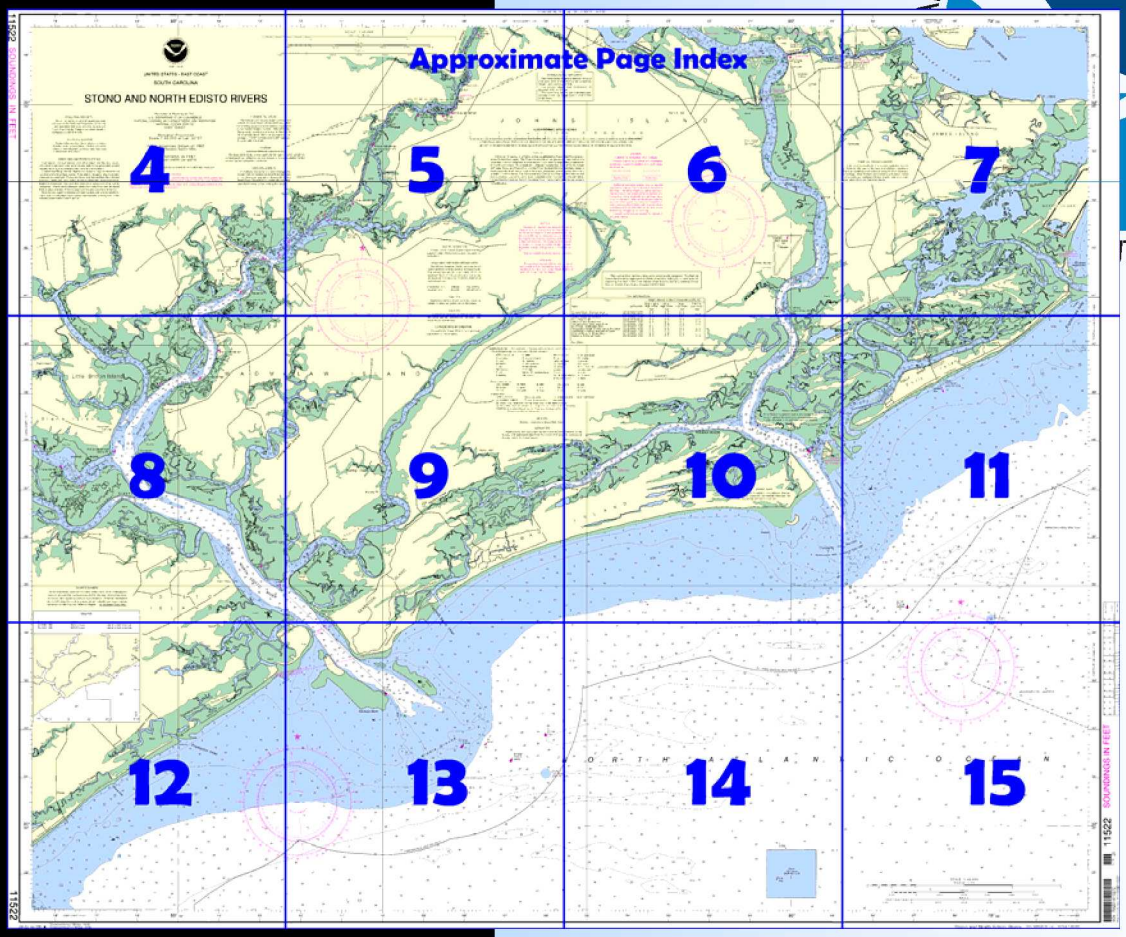
BookletChart™

Stono and North Edisto Rivers

(NOAA Chart 11522)

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

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



Home Edition (not for sale)

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

What are Nautical Charts?

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

What is a BookletChart™?

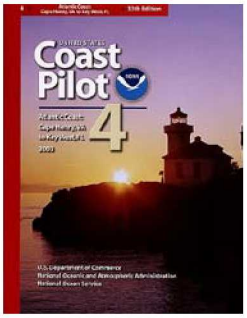
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this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

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

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

Notice to Mariners Correction Status

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



[Coast Pilot 4, Chapter 7 excerpts]

(11) **Lighthouse Inlet**, between **Morris Island,** and **Folly Island,** has no channel across the bar; entrance should be attempted only with local knowledge on a rising tide with a smooth sea. The depth over the bar and upstream to **Secessionville** was 3 feet; the inlet is unmarked and used only by local fishermen. Small craft pass into Charleston Harbor by way of **Lighthouse Creek** and also into numerous sloughs north of Folly Island. **Folly Beach,** an amusement park, is connected by highway with Charleston.

(12) **Stono Inlet** is entered over a shifting bar between Folly Island and **Kiawah Island.** A lighted gong buoy is southward of the entrance. The inlet is subject to continual change and should not be attempted without local knowledge. The entrance buoys are not charted, because they are shifted in position to mark the best water. Local fishermen use the inlet.

(13) A fish haven, marked by a buoy and covered 15 feet, is in about 32°29.0'N., 80°00.3'W., 5.6 miles southwestward of the drill minefield.

(14) **Stono River** is of little commercial importance except in its upper reach above **Elliott Cut,** where it forms part of the Intracoastal Waterway. The depth from inside the inlet bar for 12 miles to the highway bridge was 11 feet, thence 7 feet to a junction with the Intracoastal Waterway at Elliott Cut. Vessels usually enter the river by way of the waterway from Charleston. In the summer, pleasure craft use Stono River and Folly River to reach Folly Beach. The highway bridge about a mile below Elliott Cut has a clearance of 8 feet.

(15) Marinas on the west side of Stono River at the highway bridge provide berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station and wet storage.

(16) **Folly River** flows into **Stono Inlet** and **Kiawah River**. Folly River is used by pleasure craft and local fishermen desiring to reach Folly Beach. A channel, marked by lighted and unlighted buoys, leads 2.3 miles upriver from the junction with Stono River at **Bird Key.** The depth was 8.5 feet in the south half and 3.9 feet in the north half of the channel to Buoy 13; thence 1 foot to the end of the project. The channel between Buoys 7 to 15 is subject to continual change. Local knowledge is advised when transiting the area. On the southeast side of the river about 2 miles above the entrance, a seafood plant has diesel fuel, water, ice, and marine supplies. Route 171 bridge 3.1 miles above the entrance has a clearance of 10 feet. **Folly Creek** enters Folly River from the north 2.7 miles above the mouth. Route 171 bridge 2.9 miles above the creek mouth has a clearance of 10 feet.

(17) **North Edisto River** is of little commercial importance and rarely used. Shoals extend offshore from the entrance as much as 3 miles and form a shifting bar. Flats, which bare at low water and are continually changing in character, are on both sides of the entrance; caution is advised. The depth over the bar was 10 feet. The entrance is marked by a lighted whistle buoy, and the channel by a **314°** lighted range and by buoys which are moved to indicate the best water. The entrance is well defined by breakers.

(18) Two tributaries of North Edisto River, **Wadmalaw River** and **Dawho River**, are part of the Intracoastal Waterway. **Rockville** has piers and wharves with 5 to 11 feet of water alongside at which fresh water can be obtained. A marina at Rockville has berths with electricity and 16 feet reported alongside; gasoline, diesel fuel, water, ice, marine supplies. The depth was 9 feet up the creek to Rockville. **Adams Creek** has shrimp-boat piers and wharves with depths of 6 to 9 feet alongside. A marina, 3.3 miles above the mouth of Bohicket Creek, has various services and a reported centerline depth of 6 feet in 1991. **Steamboat Creek** entrance is marked by a light and daybeacons.

(19) On the bar the direction of the current is generally across the channel. The flood current sets westward, and the ebb eastward; both have considerable velocity. Inside the bar, in the channel between the breakers, the ebb current is to be guarded against, especially when it sets across the north breakers.

Table of Selected Chart Notes

Corrected through NM Apr. 29/06
Corrected through LNM Apr. 18/06

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.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.

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 0.643" northward and 0.665" eastward to agree with this chart.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. 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. or at the Office of the District Engineer, Corps of Engineers in Charleston, SC.

Refer to charted regulation section numbers.

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.

Charleston, S.C.	KHB-29	162.55 MHz
Beaufort, S.C.	WXJ-23	162.475 MHz

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
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.

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).

INTRACOASTAL WATERWAY
The Intracoastal Waterway between the east and west limits of this chart is not completely shown. Use chart No. 11518.

The project depth from Charleston, to Beaufort, S.C., is 12 feet.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

CAUTION
SUBMARINE PIPELINES AND CABLES

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

Pipeline Area — *Cable Area*

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.

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
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.

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.

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 X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

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.

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.

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	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO 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
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds 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 sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21, 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: — — —

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW): Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Pennys Creek, West Entrance	(32°46'N/80°04'W)	5.9	5.6	0.3	--.--
Elliott Cut Entrance, Stono River	(32°46'N/80°00'W)	5.7	5.4	0.2	-3.0
Snake Island, Stono River	(32°38'N/80°01'W)	5.8	5.5	0.2	--.--
Folly River North	(32°40'N/79°55'W)	6.0	5.6	0.2	-3.0
Church Flats, Stono River	(32°45'N/80°10'W)	7.0	6.7	0.2	-3.5
Yonges Island, Wadmalaw River	(32°42'N/80°13'W)	7.1	6.8	0.2	-3.0
Bluff Point, Wadmalaw River	(32°39'N/80°15'W)	6.7	6.3	0.2	--.--
Toogoodoo Creek, 2 Miles above Entrance	(32°40'N/80°18'W)	7.0	6.6	0.2	-3.5
Steamboat Landing, Steamboat Creek	(32°36'N/80°17'W)	6.6	6.3	0.2	-3.5
Point of Pines, N. Edisto River	(32°35'N/80°14'W)	6.2	5.9	0.2	--.--
Rockville, Bohicket Creek	(32°36'N/80°12'W)	6.3	6.0	0.2	-3.5

(Feb 2006)

11522 SOUNDINGS IN FEET

UNITED STATES - EAST COAST

SOUTH CAROLINA

STONO AND NORTH EDISTO RIVERS

POLLUTION REPORTS

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

Mercator Projection
Scale 1:40,000 at Lat. 32°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.

CAUTION

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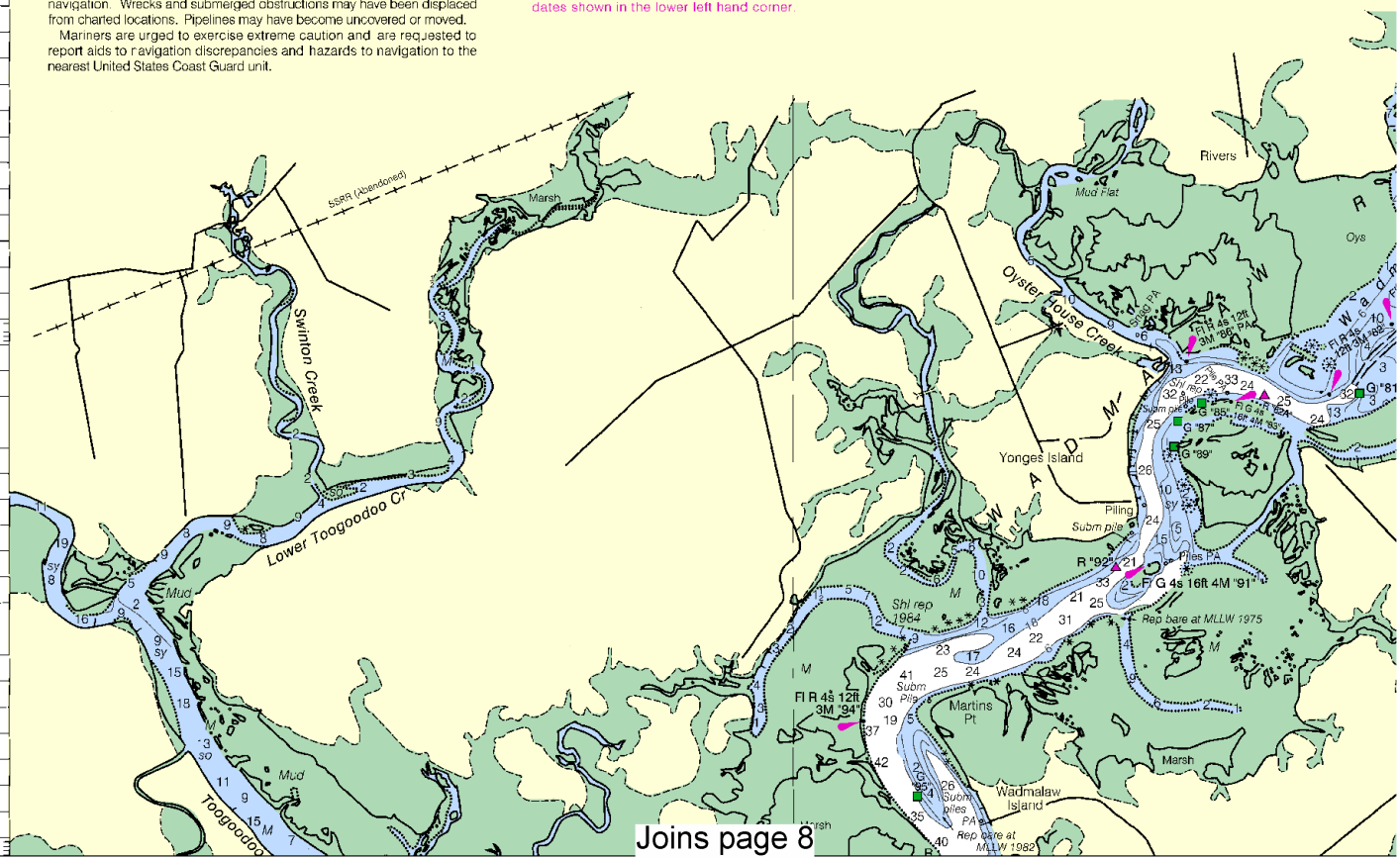
CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a f vertical position, unlimited vertical clearance is not avai entire charted horizontal clearance.

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Charleston Squadron, District 26, United States Power Squadrons for continually providing essential information for revising this chart.



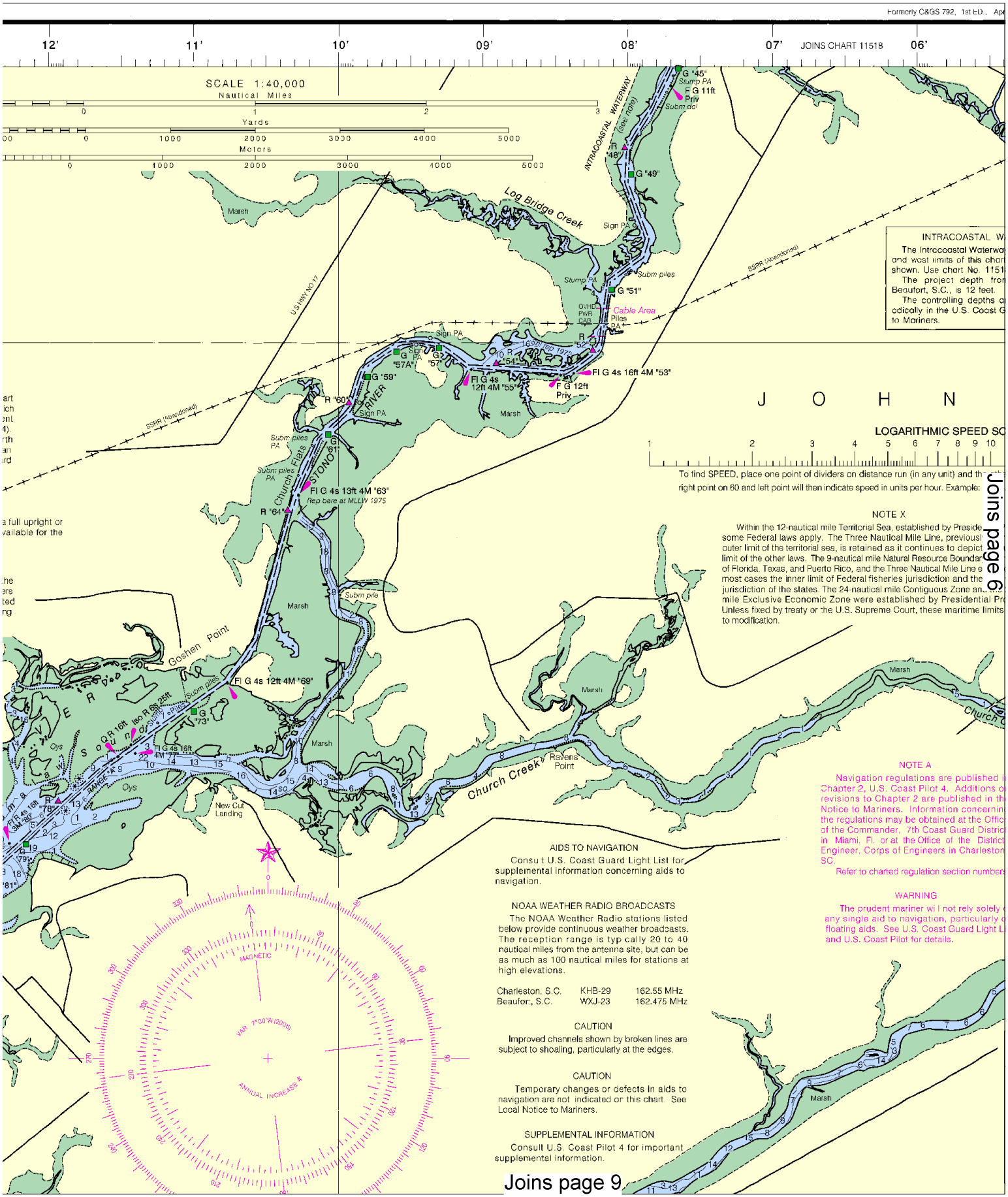
Joins page 8

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

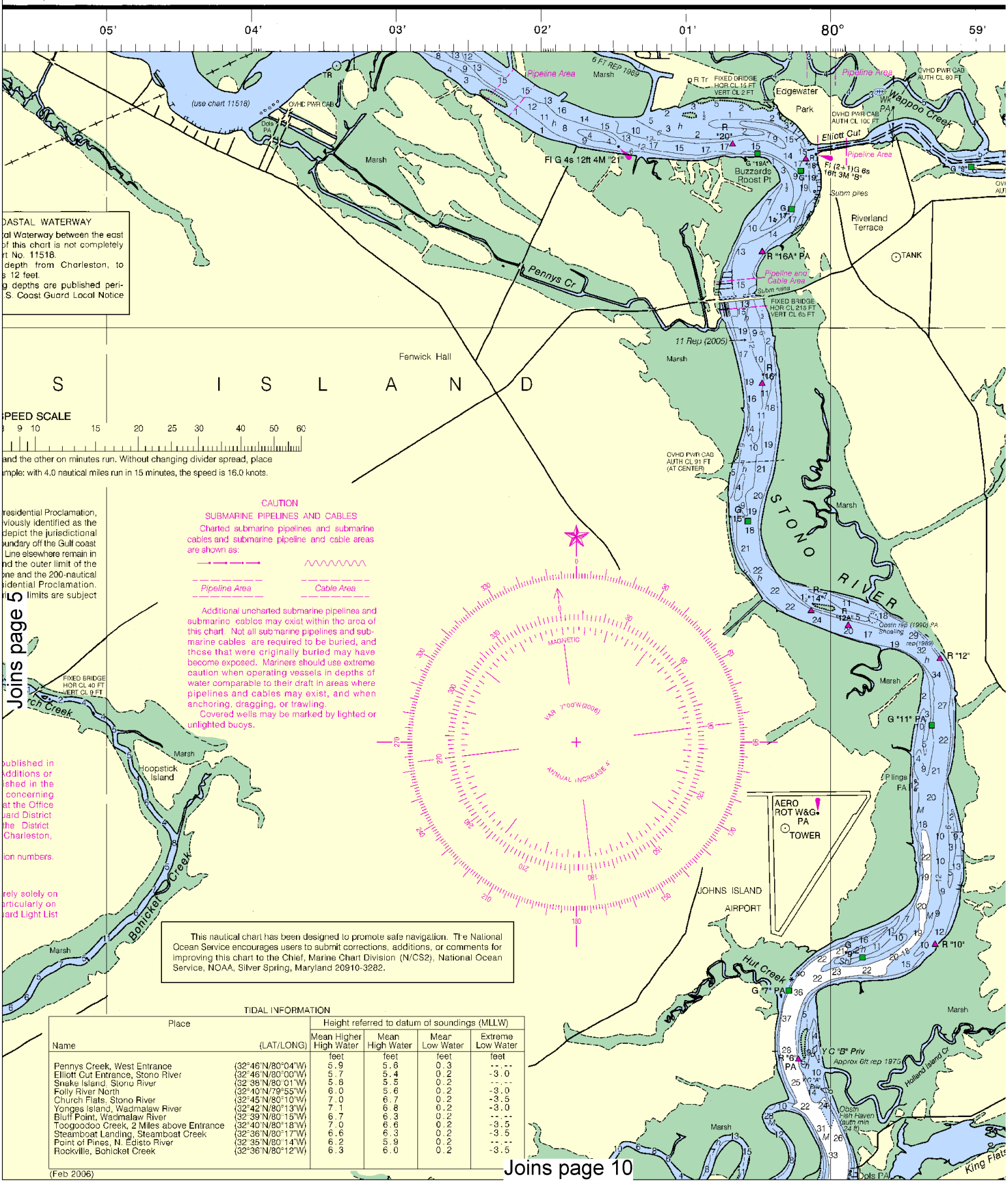
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

1st ED., Apr. 1938 C-1938-481 KAPP 220



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TIDAL INFORMATION

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		feet	feet	feet	feet
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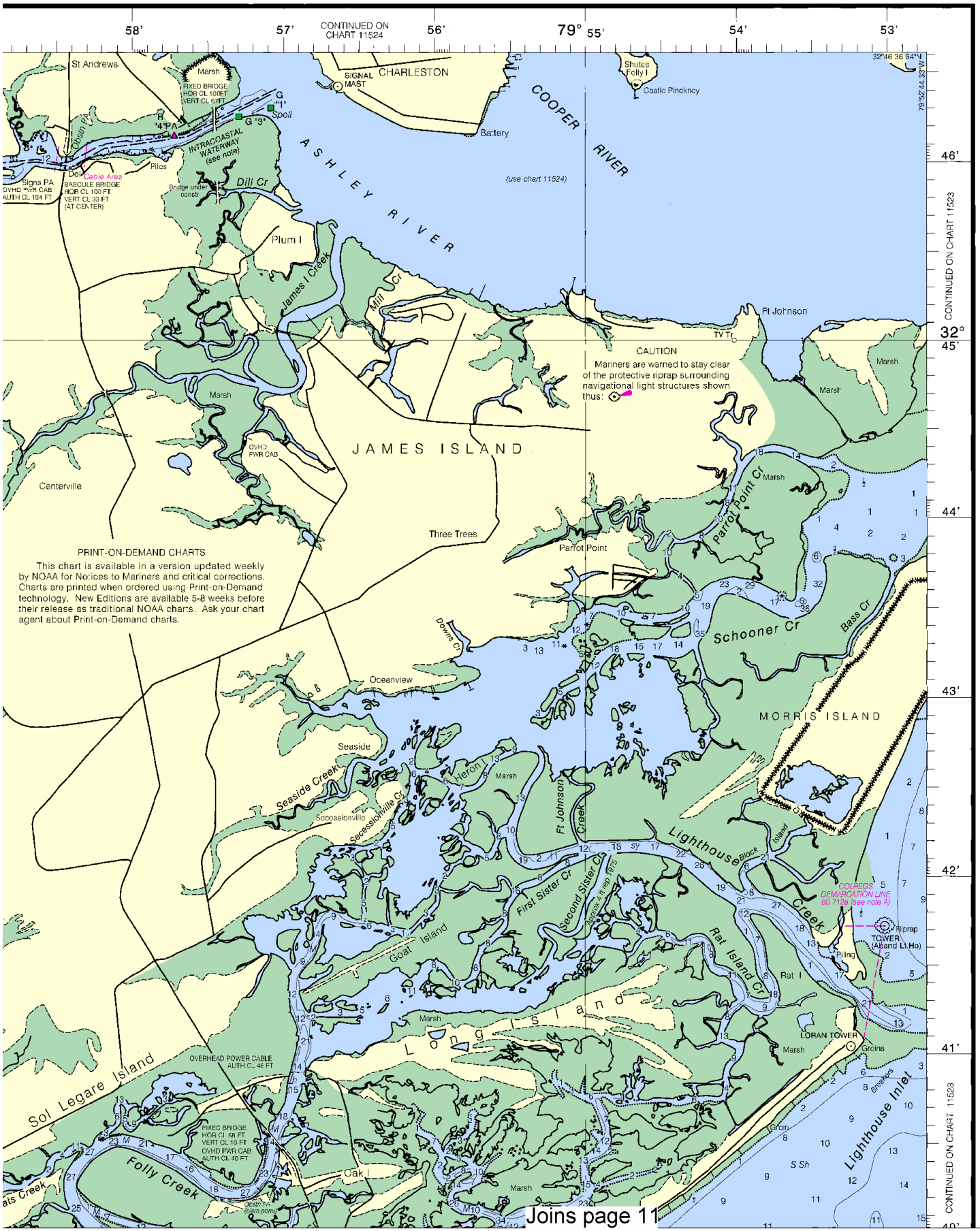
(Feb 2006)

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

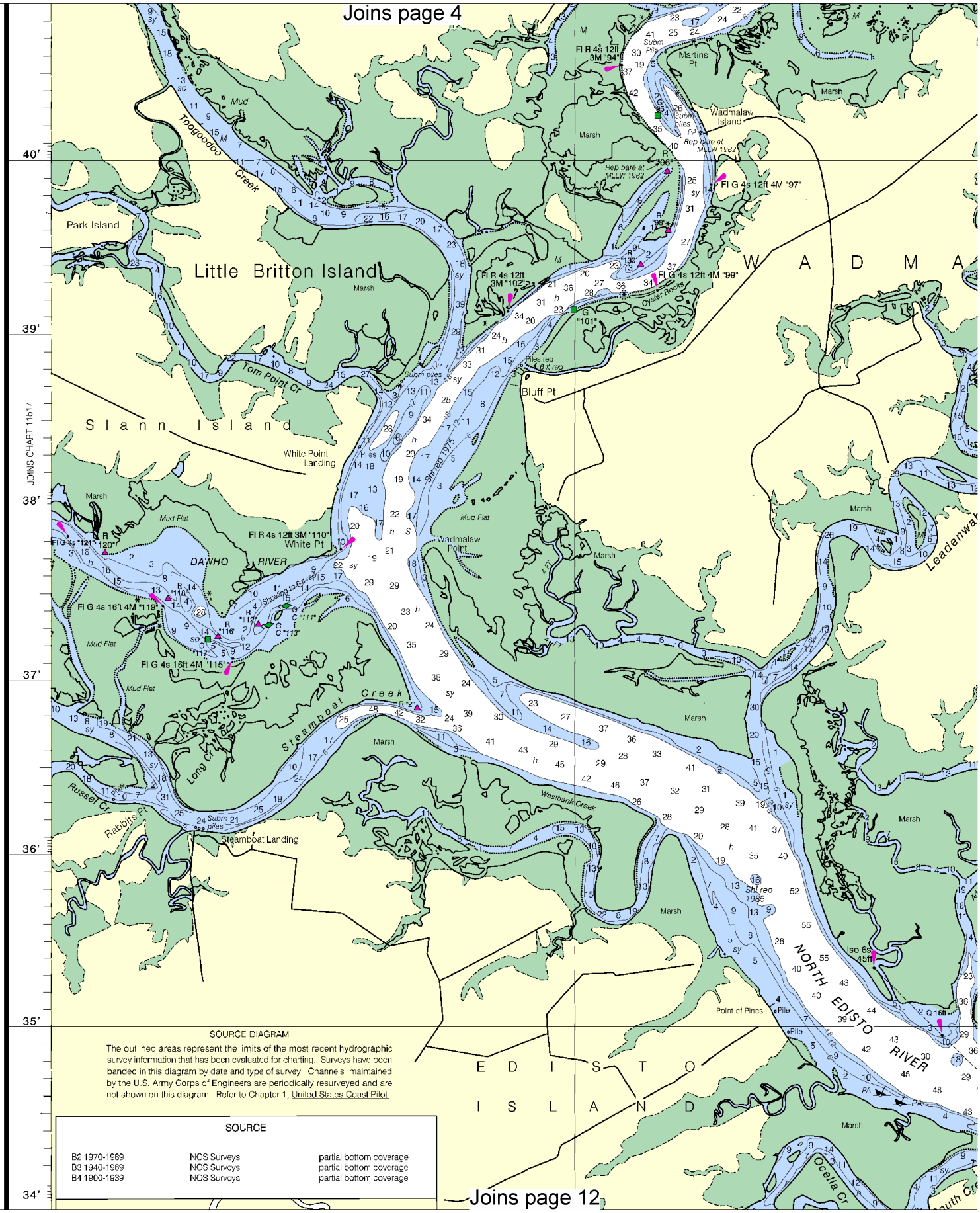
Yards: 1000 0 1000 2000 3000 4000 5000



Joins page 11

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

Joins page 4



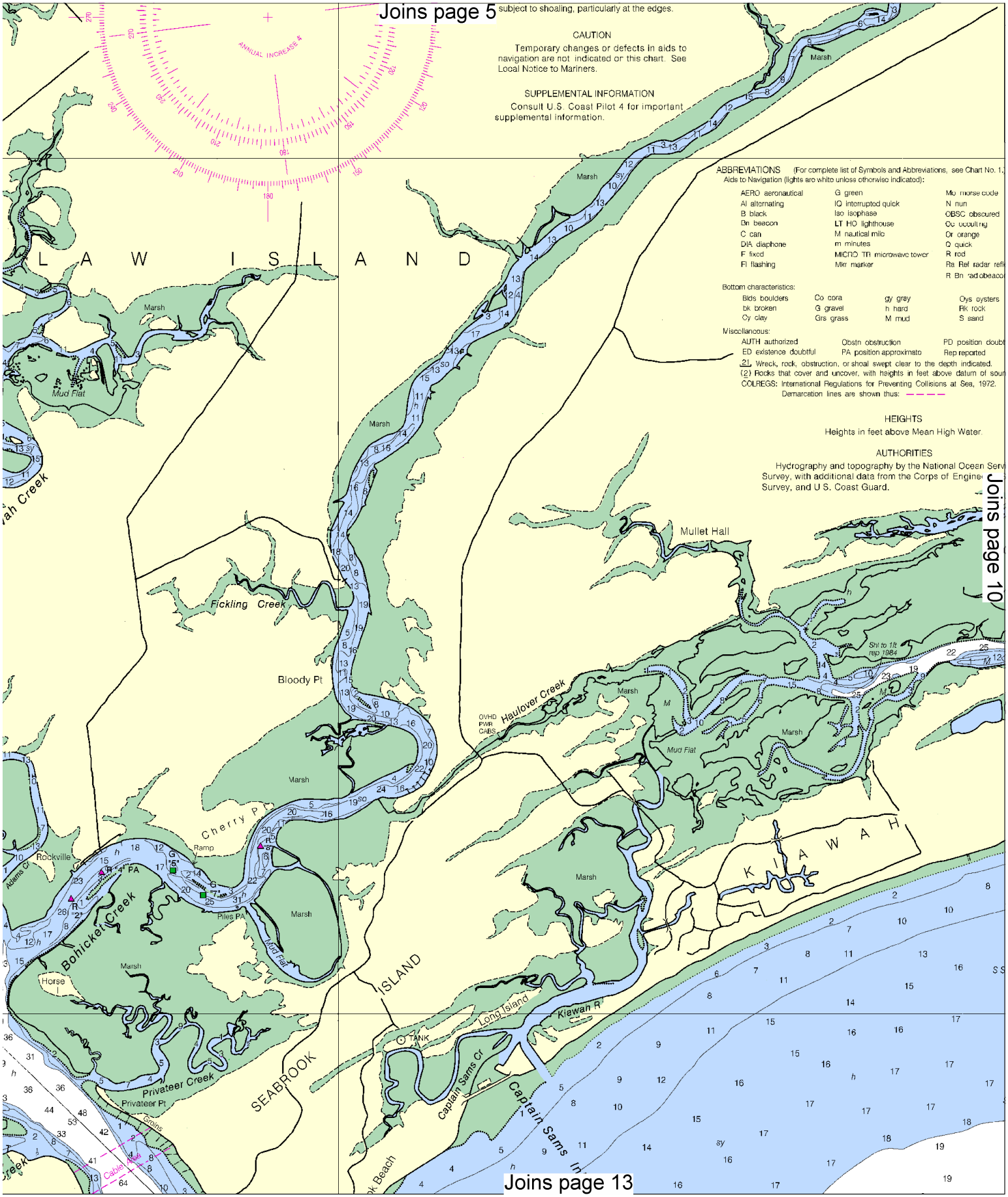
Joins page 12

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 5
subject to shoaling, particularly at the edges.
CAUTION
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SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.
ANNUAL INCREASE
ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.
Aids to Navigation (lights are white unless otherwise indicated):
AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Bottom characteristics:
Blds boulders
bk broken
Cy clay
Co cora
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
Miscellaneous:
AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubt
Rep reported
(2) Rocks that cover and uncover, with heights in feet above datum of soun
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:
HEIGHTS
Heights in feet above Mean High Water.
AUTHORITIES
Hydrography and topography by the National Ocean Serv
Survey, with additional data from the Corps of Engine
Survey, and U.S. Coast Guard.
Joins page 10
L A W I S L A N D
Marsh
Mud Flat
Fickling Creek
Bloody Pt
Mullet Hall
Haulover Creek
OVHD PWR CABS
Shl to 1ft rep 1984
Cherry P
Ramp
Rockville
Adams Cr
Bohicket Creek
Piles PA
Horse
Privateer Creek
Privateer Pt
Grains
Cable Area
SEABROOK
ISLAND
Long Island
Kiawah R
TANK
Captain Sams Cr
Captain Sams In
K I A W A H
Joins page 13

Name	(LAT/LONG)	Mean Higher High Water	High Water	Mean Lower Low Water	Low Water
		feet	feet	feet	feet
Pennys Creek, West Entrance	(32°46'N/80°04'W)	5.9	5.6	0.3	--.--
Elliott Cut Entrance, Stono River	(32°46'N/80°00'W)	5.7	5.4	0.2	-3.0
Snake Island, Stono River	(32°38'N/80°01'W)	5.8	5.5	0.2	--.--
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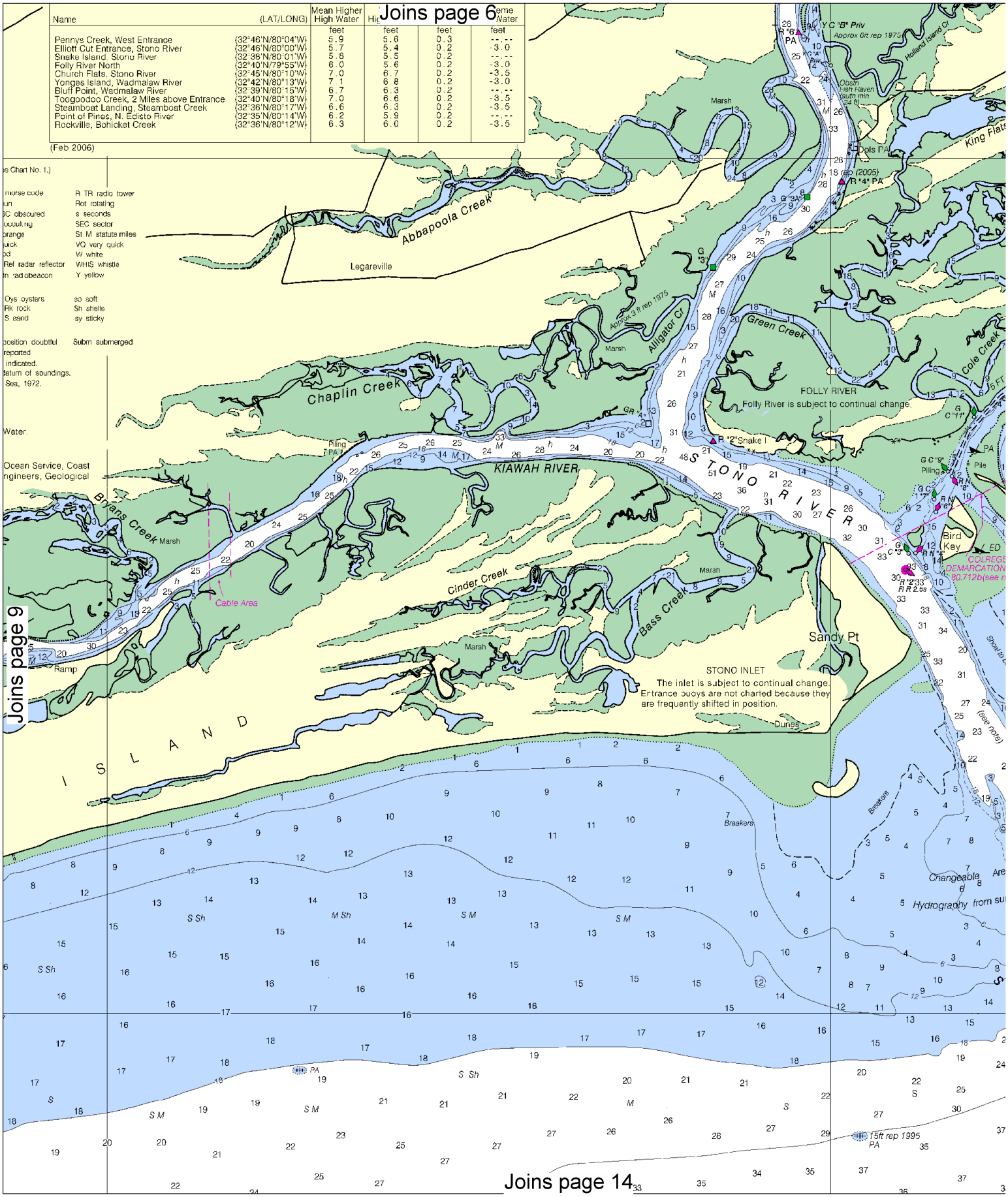
(Feb 2006)

Joins page 6

Joins page 9

Joins page 14



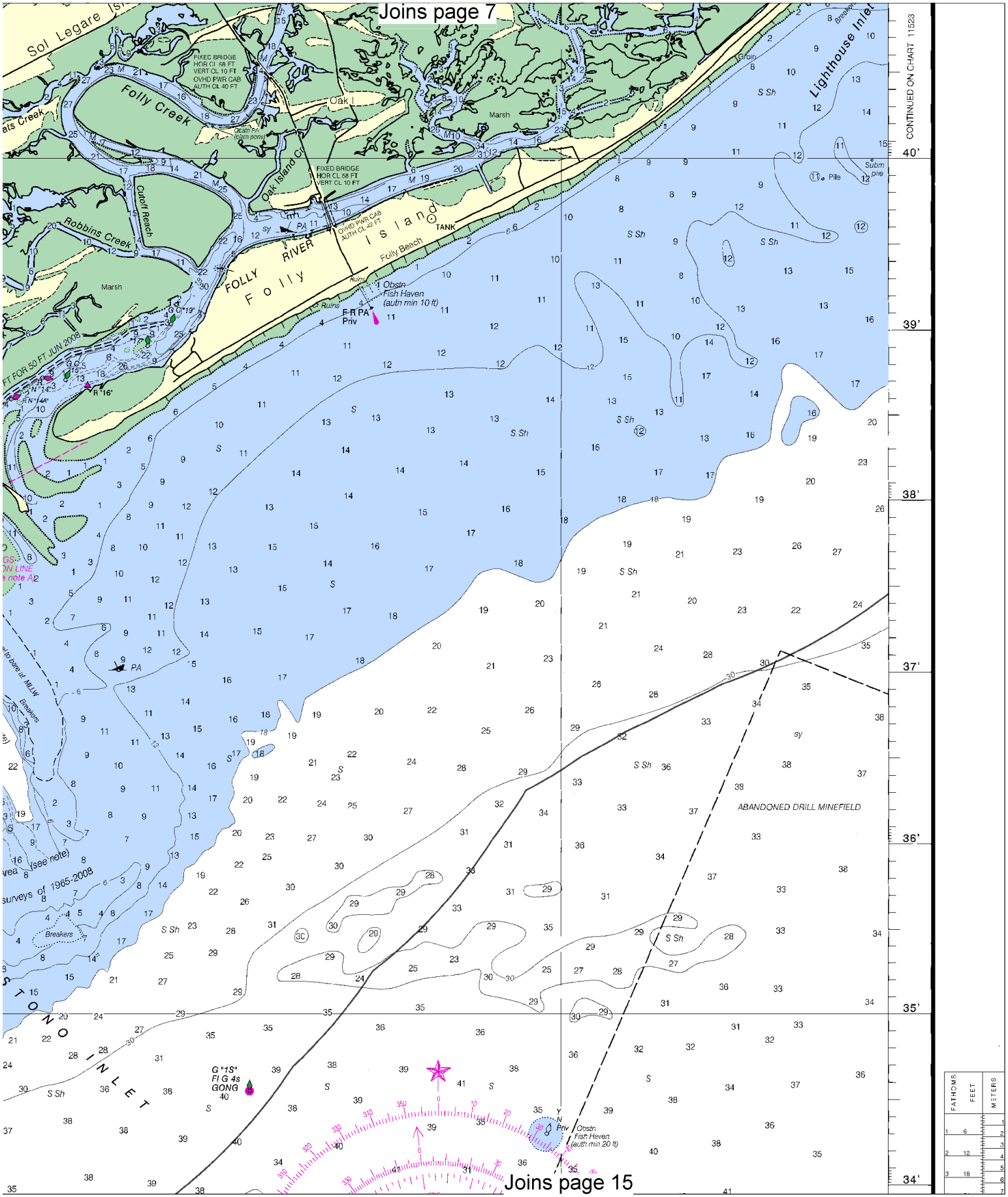
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

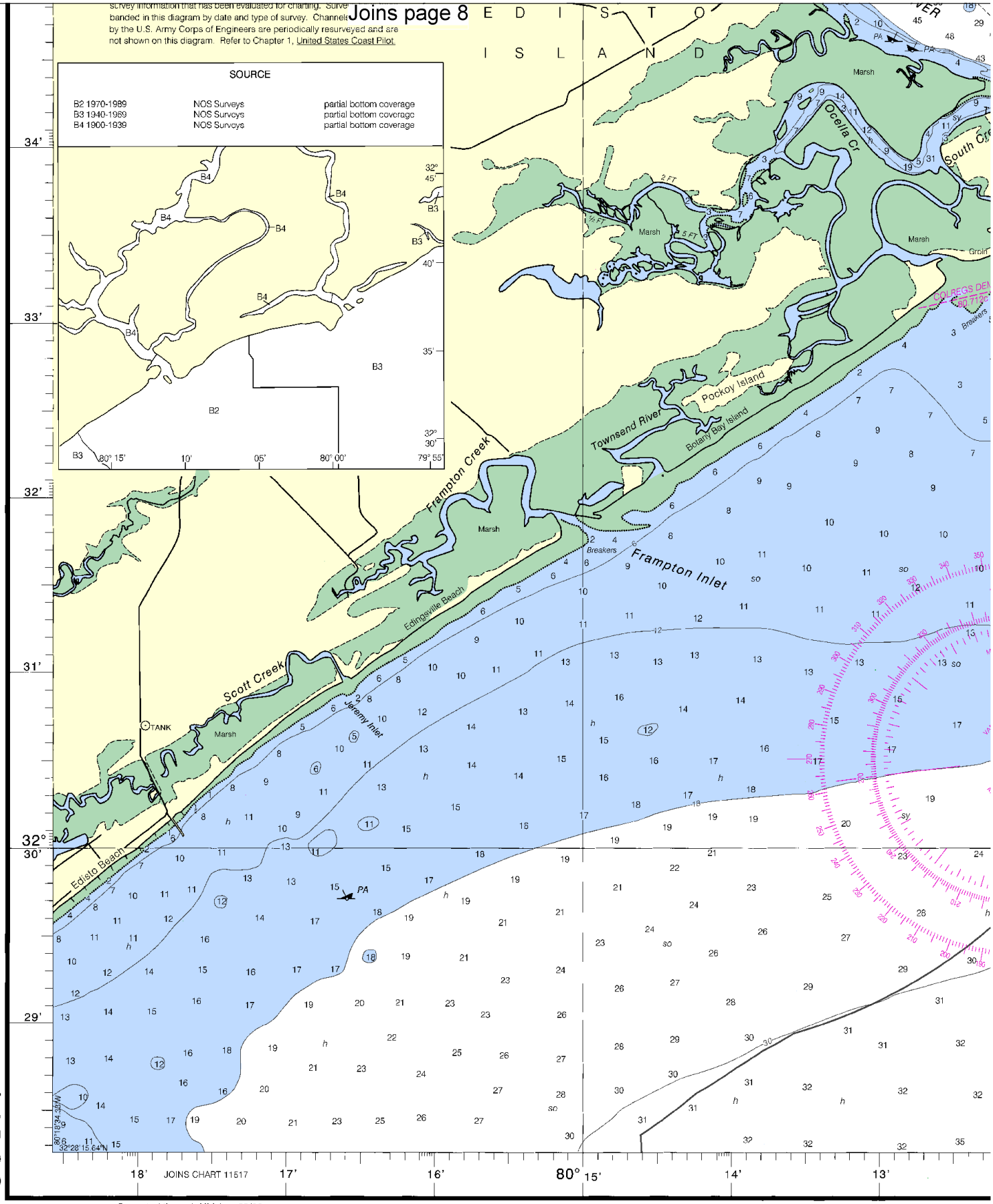
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 7



Joins page 15



11522

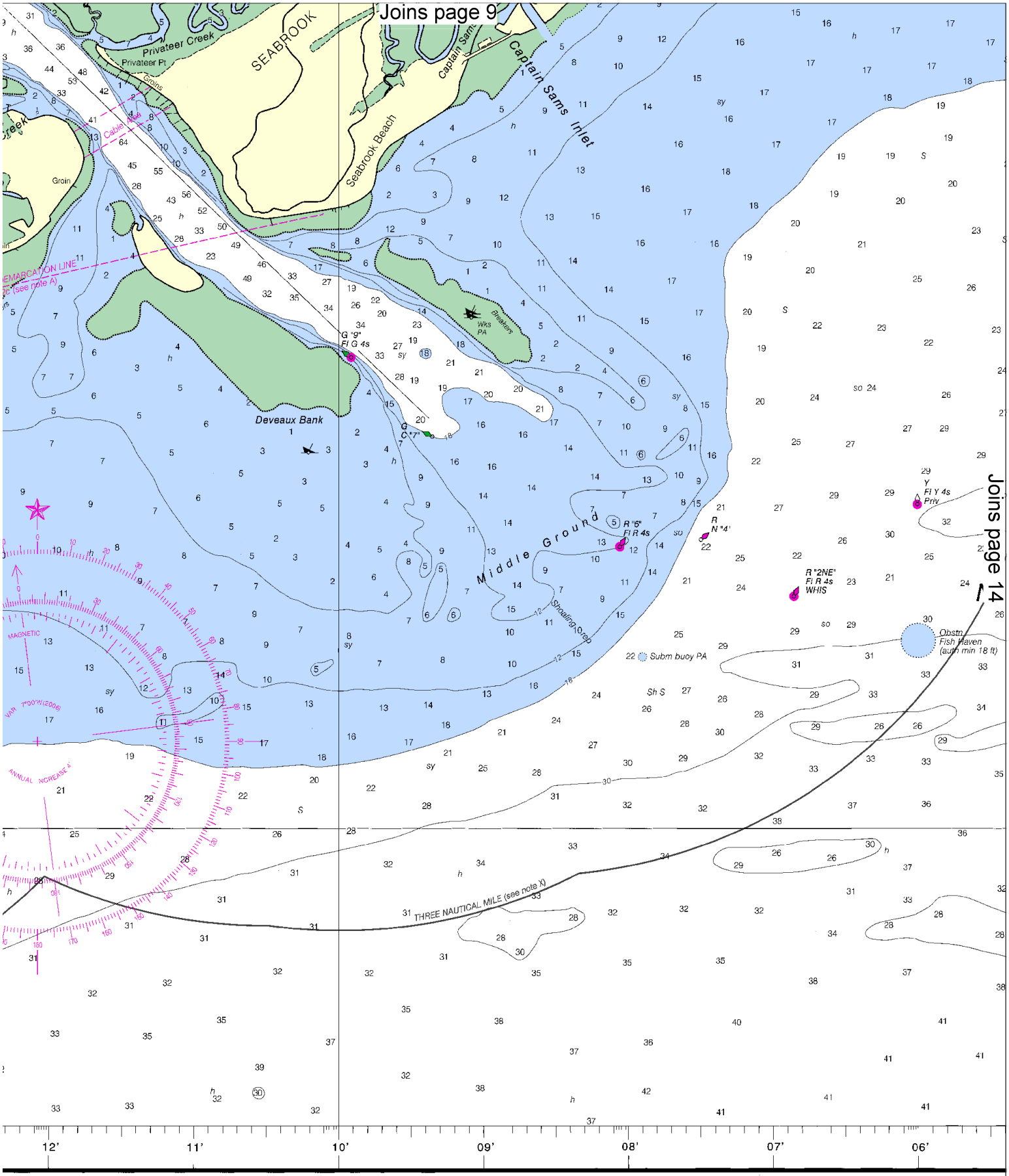
20th Ed., Apr./06 ■ Corrected through NM Apr. 29/06
Corrected through LNM Apr. 18/06

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 9
Joins page 14
SEABROOK
Privateer Creek
Privateer Pt
Groins
Cable Area
Groin
Seabrook Beach
Captain Sams Inlet
Breakers
Wks
PA
G "9"
Fl G 4s
Deveaux Bank
G
C "7"
Middle Ground
Shoaling reep
R "6"
Fl R 4s
R
N "4"
R "2NE"
Fl R 4s
WHIS
Y
Fl Y 4s
Priv
Obstn
Fish haven
(auth min 18 ft)
22 Subm buoy PA
Sh S
MAGNETIC
VAR 7°00'W(2006)
ANNUAL INCREASE 4'
THREE NAUTICAL MILE (see note X)
12'
11'
10'
09'
08'
07'
06'

Joins page 10

Joins page 13

N O R T H A T L A N T

THREE NAUTICAL MILE (see note X)

15ft rep 1995

Obstn
Fish Haven
(auth min 15 ft)

Y N
Priv

Y
C Priv

05' 04' 03' 02' 01' 80° 59'

North

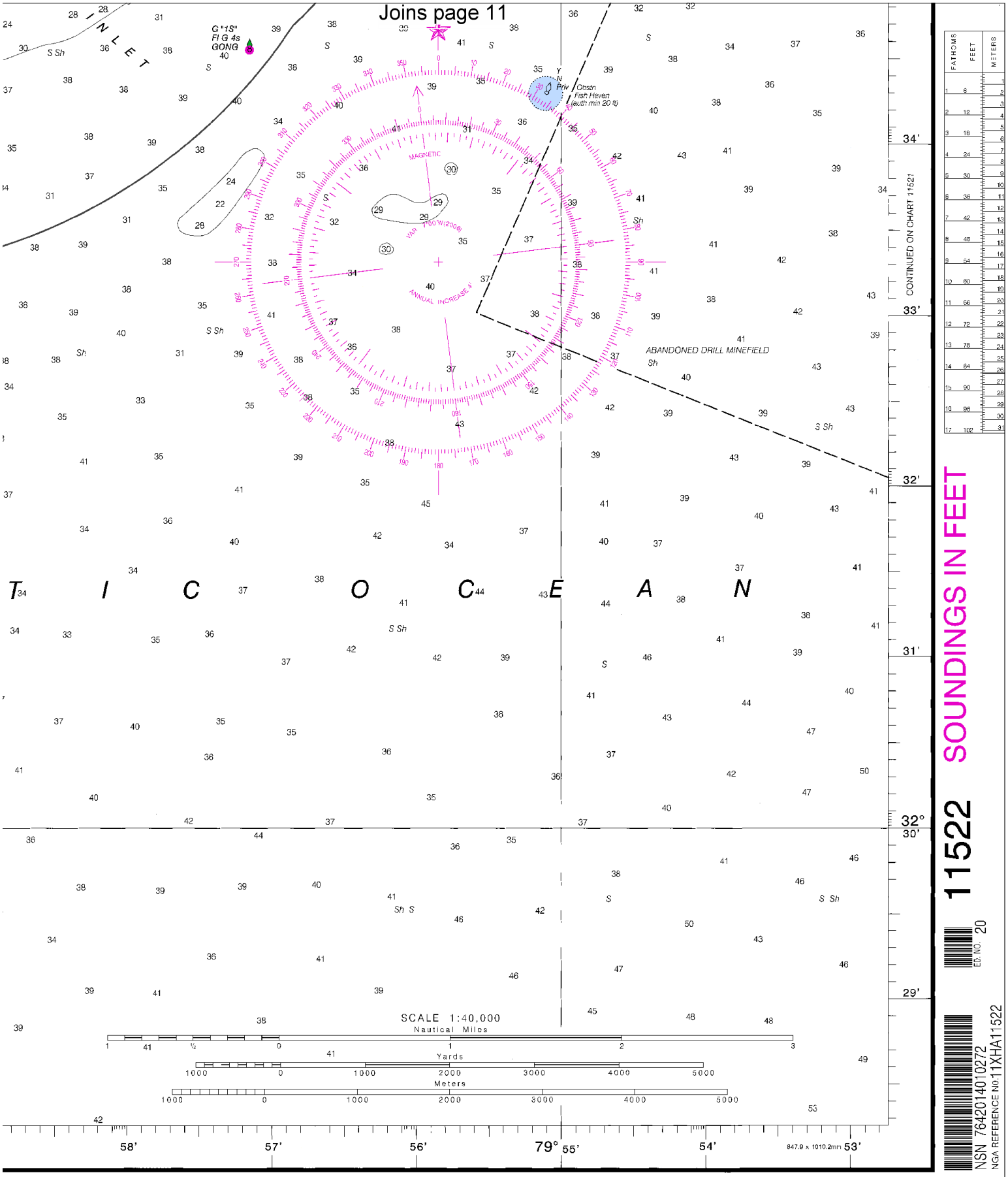
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000



Stono and North Edisto Rivers SOUNDINGS IN FEET - SCALE 1:40,000

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 & 78A – Recreational boat channels.

Distress Call Procedures

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

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Charleston – 843-724-7616
Coast Guard Atlantic Area Cmd – 757-398-6390
SC Dept. of Natural Resources – 800-922-5431

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

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

NOAA, The Nation's Chartmaker

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

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

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

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

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

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

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

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

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

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