

BookletChart™



Chesapeake Bay – Pocomoke and Tangier Sounds

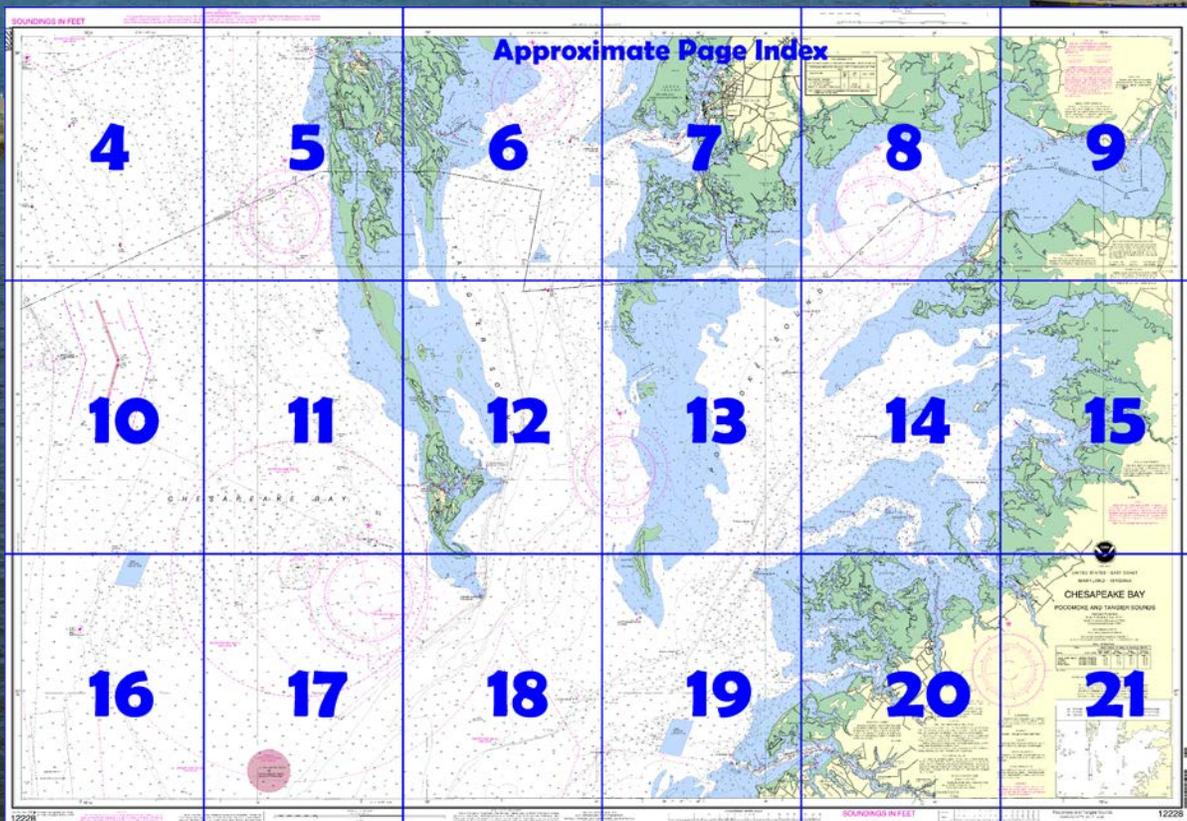
NOAA Chart 12228

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.

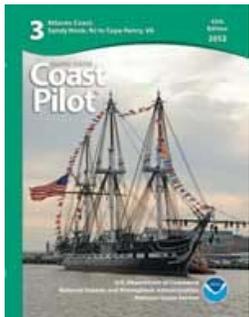
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12228>.



(Selected Excerpts from Coast Pilot)
Onancock Creek (37°43.4'N., 75°51.1'W.), 38 miles north of Cape Charles, has traffic in petroleum products, sand, and gravel. A marked dredged channel leads across the entrance bar and up the creek to an anchorage basin off the town of **Onancock**, about 4.3 miles above the mouth, thence to channels in the **North Branch** and **Central Branch** at the head of the creek. In 2010, the midchannel controlling depths were 5 feet to Onancock, thence 7 feet in the North Branch, with 8 feet in the North Branch basin, thence 4.5 feet in Central Branch to the first bridge, thence 4 to 6 feet in the anchorage basin.

Water and electricity are available at the public dock at Onancock. Gasoline is available at the oil wharf opposite the town dock. Diesel fuel is available by truck. The **harbormaster** makes berthing assignments and monitors VHF-FM channel 16.

Chesconessex Creek is 2 miles northward of Onancock Creek. In 1976, shoaling to an unknown extent was reported in the approach to the creek between Chesconessex Buoy 1 and Light 2. Above Light 2, depths are about 8 feet for 1 mile above the mouth to the middle of **Tobacco Island**, thence in 1997, favoring the south side of the channel, 6 feet to **Chesconessex**, about 2 miles above the mouth of the creek; thence in 2001, depths of about 1 to 3 feet could be carried to about 0.4 mile above the town. The creek is used by small local boats.

The approach to Chesconessex Creek from eastward of Watts Island Light is marked by buoys and a light; the channel above the entrance is marked by daybeacons and sometimes bush stakes.

The southern and main entrance to **Pocomoke Sound**, between the southern end of **Watts Island** and **Pocomoke Sound Light 6** (37°47'49"N., 75°50'19"W.), is 40 miles northward of Cape Charles. Extensive flats occupy most of the sound. A channel, wide and deep at the entrance but comparatively shallow in its most northerly part, leads to Pocomoke River, the most important tributary.

The shores of Pocomoke Sound are low and without prominent natural landmarks. The critical points along the main channel between the entrance and the mouth of Pocomoke River are marked by lights and buoys. The Virginia-Maryland boundary line is marked by buoys with orange and white bands, and diamond-shaped white daybeacons with orange reflective borders.

The sound is used by many local oyster and fishing boats and by some tugs and barges. Small boats can enter from northwestward in Tangier Sound by way of Broad Creek, which is discussed later.

A string of marshy islands and large shoals separates the lower part of Pocomoke Sound from Tangier Sound on the westward. **Watts Island**, southernmost of the string, is marshy and wooded. Watts Island Warning Light is 0.6 mile south-southwestward of the island.

Little Fox Island, 5 miles northward of the entrance, is low with flats between it and Watts Island. The flats are shallow and should not be navigated without local knowledge. **Great Thorofare**, just northward of Little Fox Island, has depths of 2 feet and is used by local boats.

Just north of Pocomoke Sound Light 6, a marked crooked tributary channel with depths of 8 feet or more leads between shallow flats for 5 miles into a dredged channel in Deep Creek. In 2005, the controlling depth in the dredged channel from the entrance to the turning basin at the town of **Deep Creek** was 1.9 feet; depths from 1.2 to 2.5 feet were in the turning basin. The channel is marked by lights and daybeacons. Deep Creek is used only by small local boats, many of which enter from Hunting Creek on the eastward by way of **The Notch**, a passage behind the 1.5 mile chain of islands which separates the outer parts of the two creeks; the controlling depth in The Notch is about 2 feet; the channel is marked by bush stakes.

Another tributary channel, 3.5 miles northeastward of Pocomoke Sound Light 6, leads to **Hunting Creek** along the south side of **Guilford Flats** and southward through **The Thorofare** to the wharf at **Hopkins** on the east side of Hunting Creek, 2.5 miles above the mouth. The marked channel has depths of 7 feet or more to within 0.7 mile of Hopkins, thence 2.5 feet to the wharf.

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

RCC Norfolk	Commander	
	5th CG District	(575) 398-6231
	Norfolk, VA	

Table of Selected Chart Notes

OLD HOUSE COVE
Channel was reported dredged to 5 feet 1979.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat. 37°51'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

For Symbols and Abbreviations see Chart No. 1

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

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).

POCOMOKE SOUND
The white and orange buoys and white daybeacons marking the state boundary are maintained by the States of Maryland and Virginia.

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

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

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.

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.

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.
Salisbury, MD KEC-92 162.475 MHz
Heathsville, VA WXM-57 162.400 MHz

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.

SMALL CRAFT WARNINGS
During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

ONANCOCK CHANNEL
The controlling depth was 5 feet for a width of 100 feet to Onancock. The depth in the North Branch was 7 feet for a width of 100 feet. The depth in the North Branch Basin was 8 feet. The depth in the Central Branch to the first bridge was 4½ feet for a mid-width of 50 feet and 4 feet in the South Branch Basin.
Aug 2010

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.

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 0.458' northward and 1.246' eastward to agree with this chart.

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.

CAUTION
FISH TRAP AREAS AND STRUCTURES
Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent. Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations. Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: 
Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

TANGIER ISLAND CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2011						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	80 Percent of Project Width - 40 Percent on Either Side of Center Line	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)	DEPTH (FEET)
ENTRANCE CHANNEL	7.3	2-11	100	0.3	8	8
CHANNEL	2.2	2-11	60	0.9	8	8
ANCHORAGE BASIN	1.6	2-11	400	----	7	7
TANGIER CHANNEL TO CHESAPEAKE BAY	4.4	2-11	60	0.7	7	7

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

TIDAL INFORMATION				
PLACE	HEIGHT REFERRED TO DATUM OF SOUNDINGS (MLLW)	HEIGHT REFERRED TO DATUM OF SOUNDINGS (MLLW)		
		MEAN HIGHER HIGH WATER	MEAN HIGH WATER	MEAN LOW WATER
NAME	(LAT/LONG)	feet	feet	feet
Ewell, Smith Island	(38°00'N/76°02'W)	1.8	1.6	0.1
Crisfield	(37°59'N/75°52'W)	2.1	2.0	0.1
Shelton	(37°59'N/75°38'W)	2.7	2.5	0.1
Watts Island	(37°48'N/75°54'W)	1.8	1.7	0.1

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>. (Sep 2011)

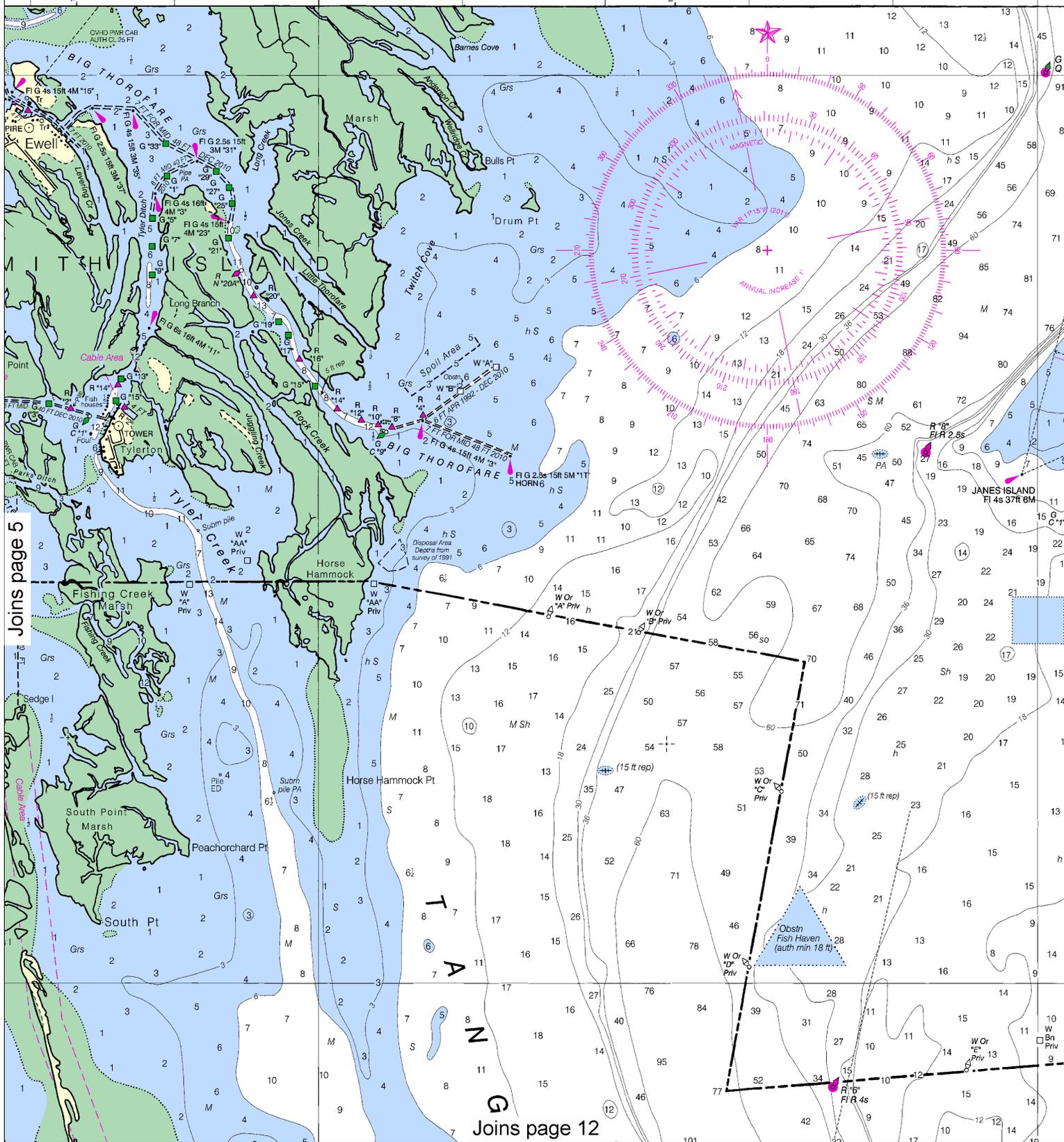
CRISFIELD HARBOR CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2011 AND SURVEYS TO MAR 2011						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	DEPTH (FEET)
CRISFIELD HARBOR						
ENTRANCE TO 37°58'50"N, 75°51'54"W	4.0	9.0	8.0	3-11	425-100	1.85 12
THENCE TO END OF CHANNEL	5.0	5.0	4.0	3-11	100	0.45 12
DAUGHERTY CREEK				3-07	60	3.84 7
BRICK KILN CHANNEL	3.2	5.8	4.6	3-07	100	0.49 6

A. REPORTED DEPTH IS FOR FULL WIDTH OF CHANNEL.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

76°

JOINS CHART 12231

55'



Joins page 5

Joins page 12

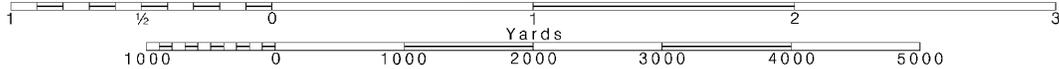
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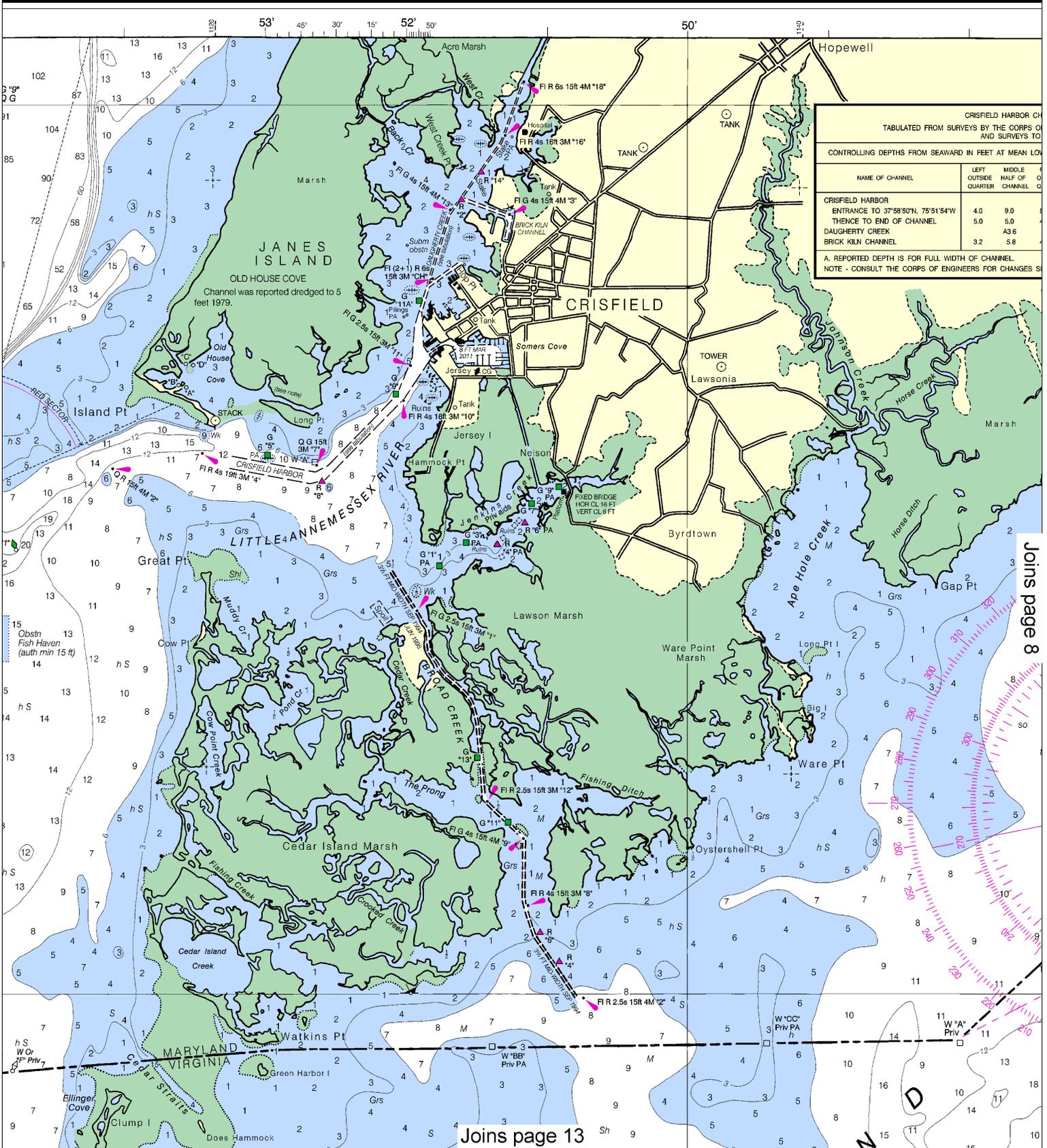
SCALE 1:40,000
Nautical Miles

See Note on page 5.

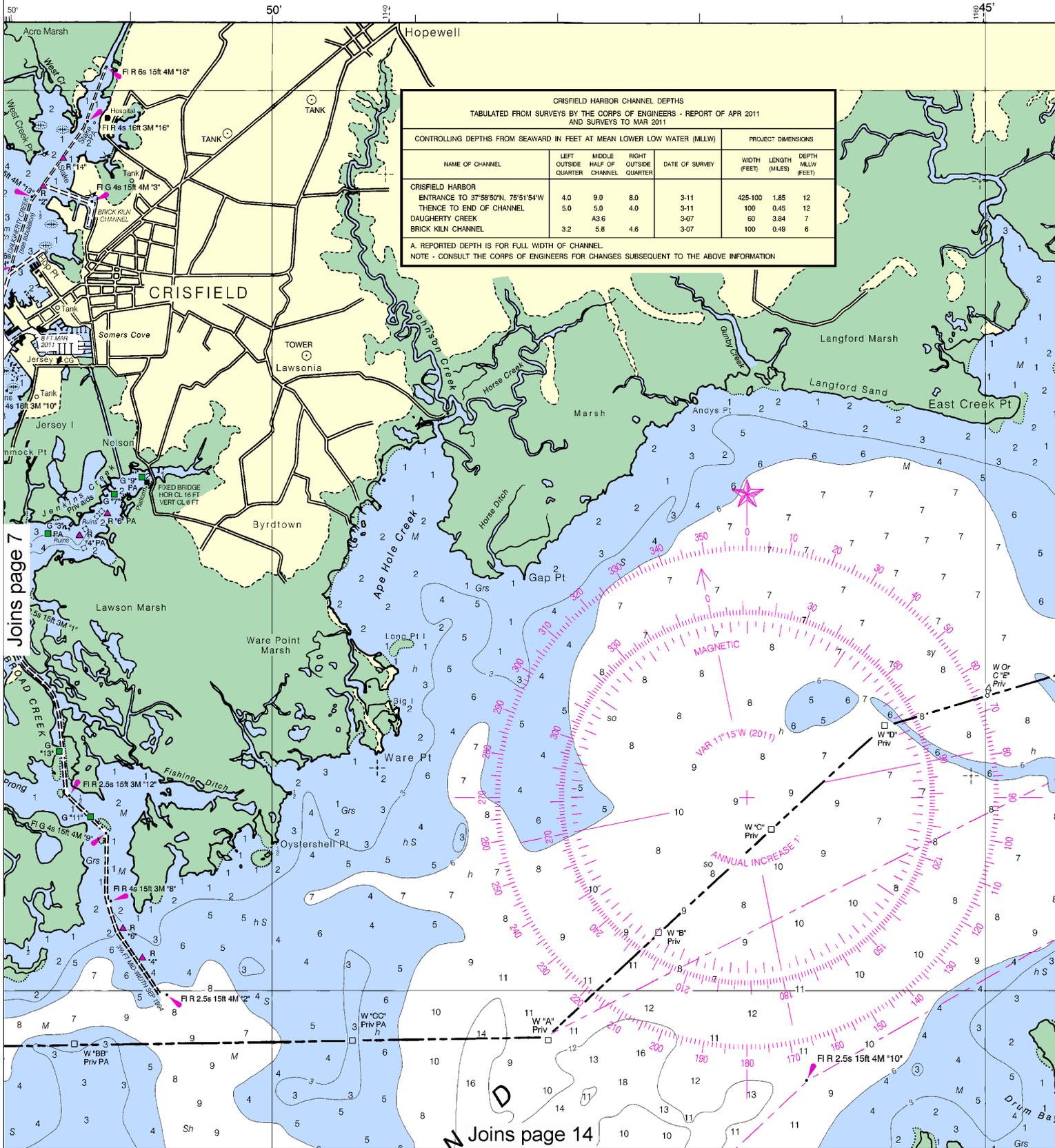
6

Note: Chart grid lines are aligned with true north.





This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
 NGA Weekly Notice to Mariners: 4912 12/8/2012,
 Canadian Coast Guard Notice to Mariners: n/a.

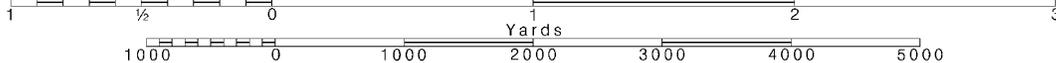


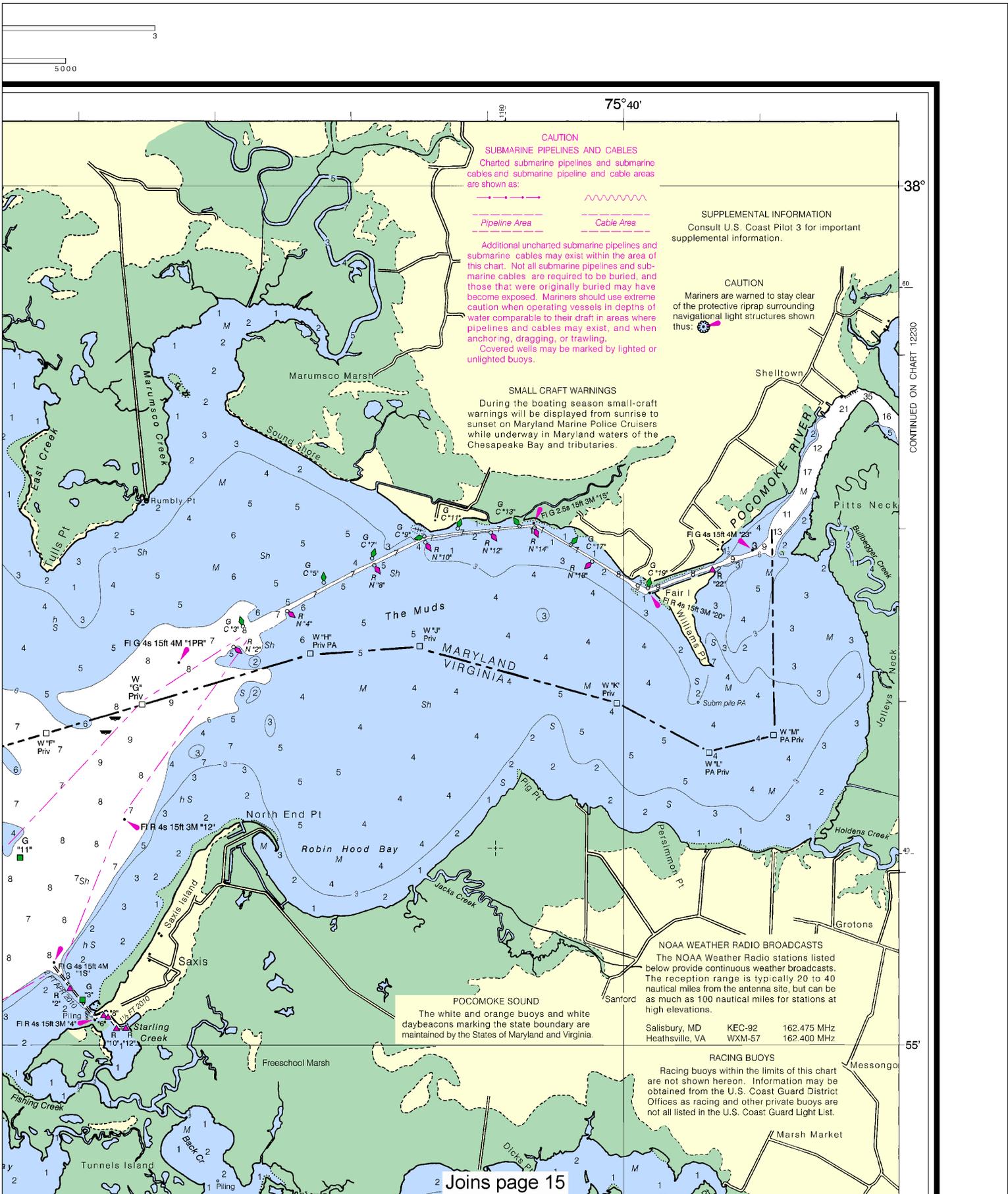
Note: Chart grid lines are aligned with true north.

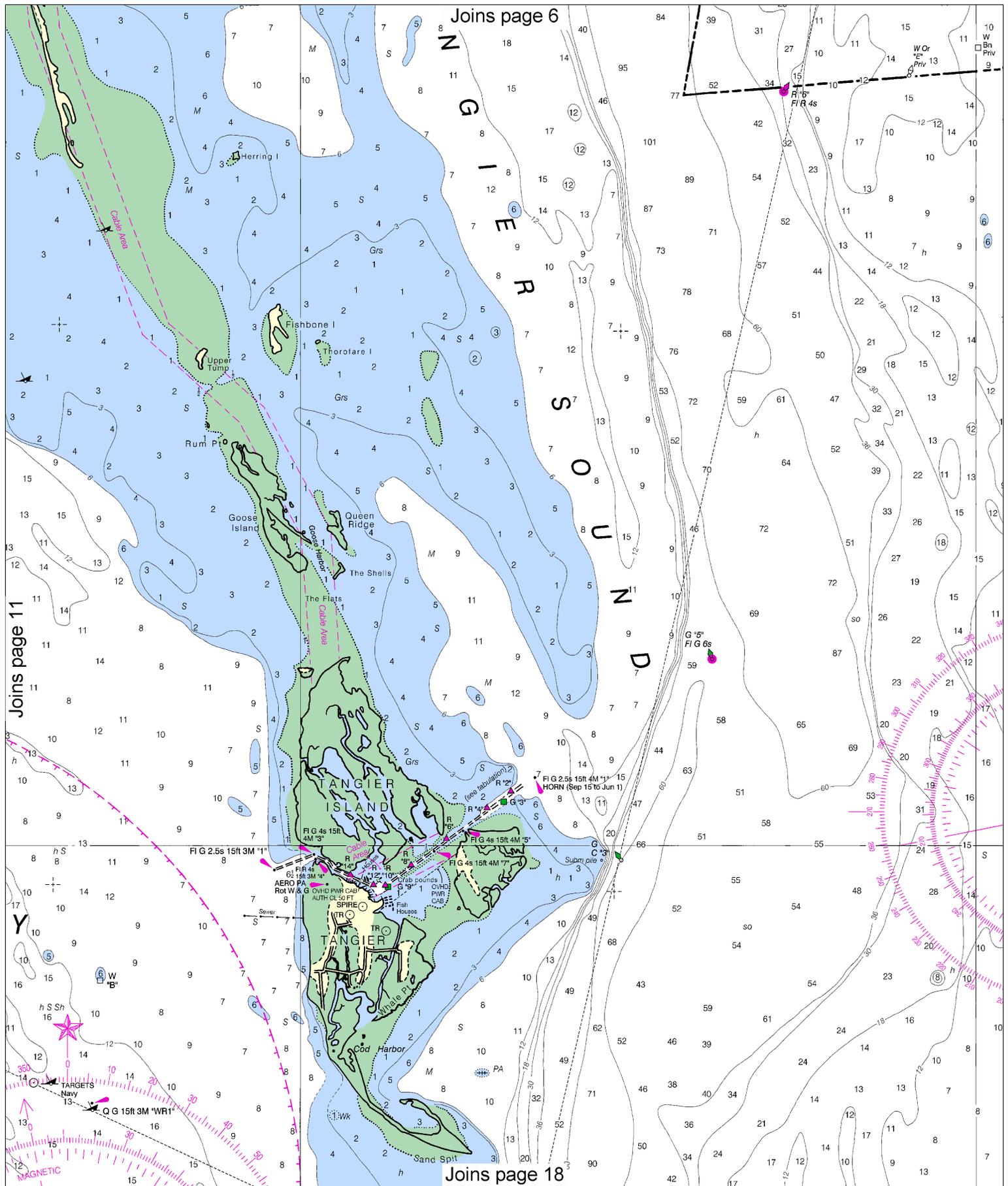
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







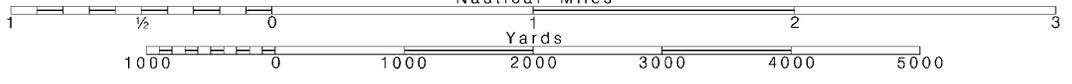
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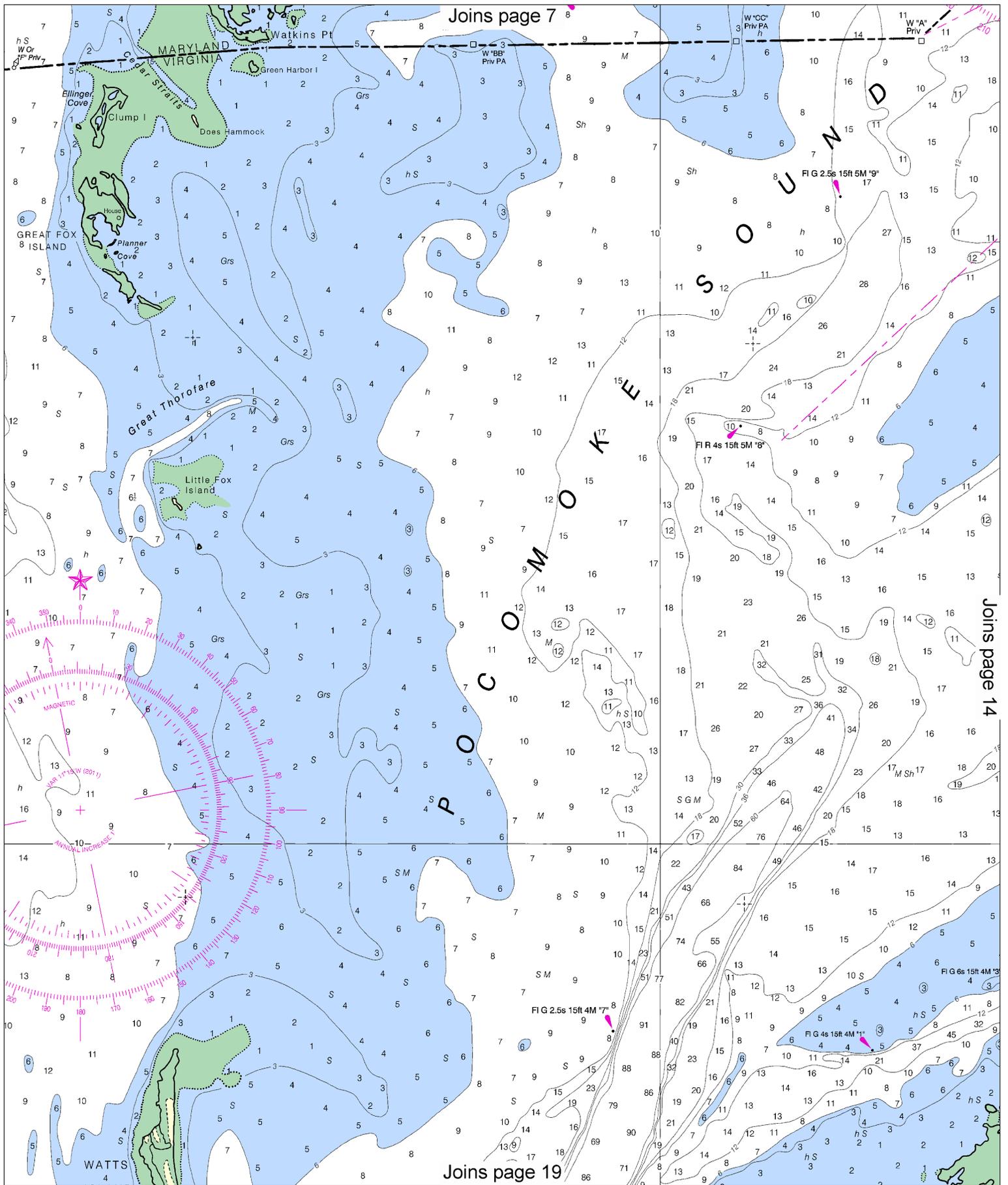
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. 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, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia.
Refer to charted regulation section numbers.

POLLUTION REPORTS

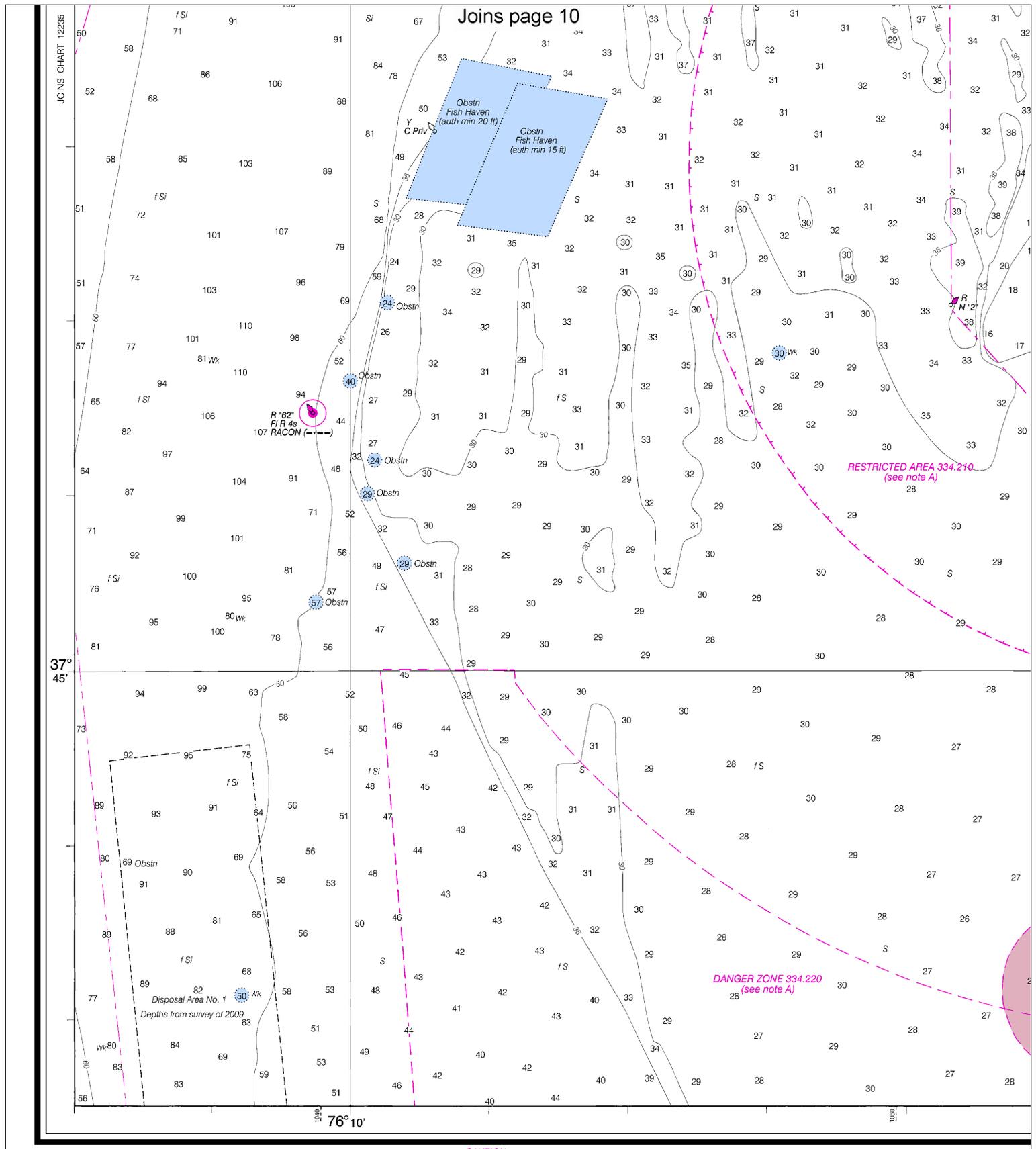
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

TANGIER ISLAND CHANNEL DEPTHS					
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2011					
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TANGIER CHANNEL TO CHESAPEAKE BAY	4.4	2-11	60	0.7	7

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



NAVY'S CHARTMAKER SINCE 1807



Joins page 10

33rd Ed., Oct. / 11 ■ Corrected through NM Oct. 29/11
 Corrected through LNM Oct. 25/11

12228

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 promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

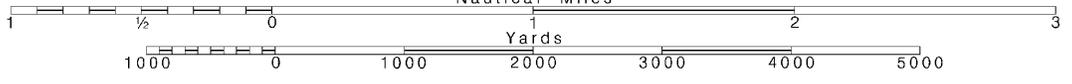
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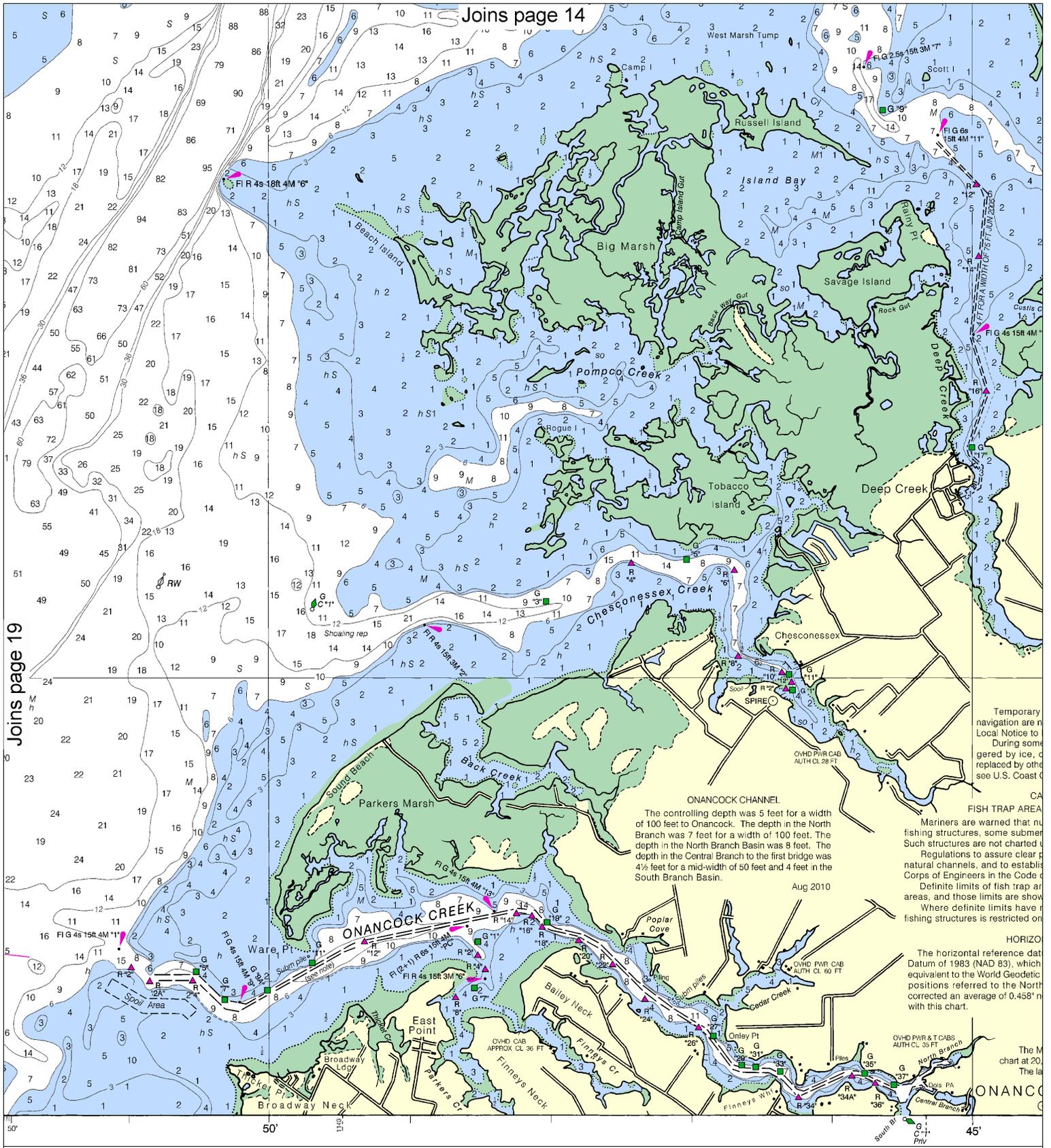
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





Temporary navigation are n
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see U.S. Coast C

ONANCOCK CHANNEL
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Aug 2010

FISH TRAP AREA
Mariners are warned that nu
fishing structures, some submer
Such structures are not charted
Regulations to assure clear p
natural channels, and to establis
Corps of Engineers in the Code
Definite limits of fish trap ar
areas, and those limits are show
Where definite limits have n
fishing structures is restricted on

HORIZO
The horizontal reference dat
Datum of 1983 (NAD 83), which
equivalent to the World Geodetic
positions referred to the North
corrected an average of 0.458' n
with this chart.

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chart at 20
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LOGARITHMIC SPEED SCALE



point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place
nt will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SOUNDINGS IN FEET

FATHOMS
FEET
METERS



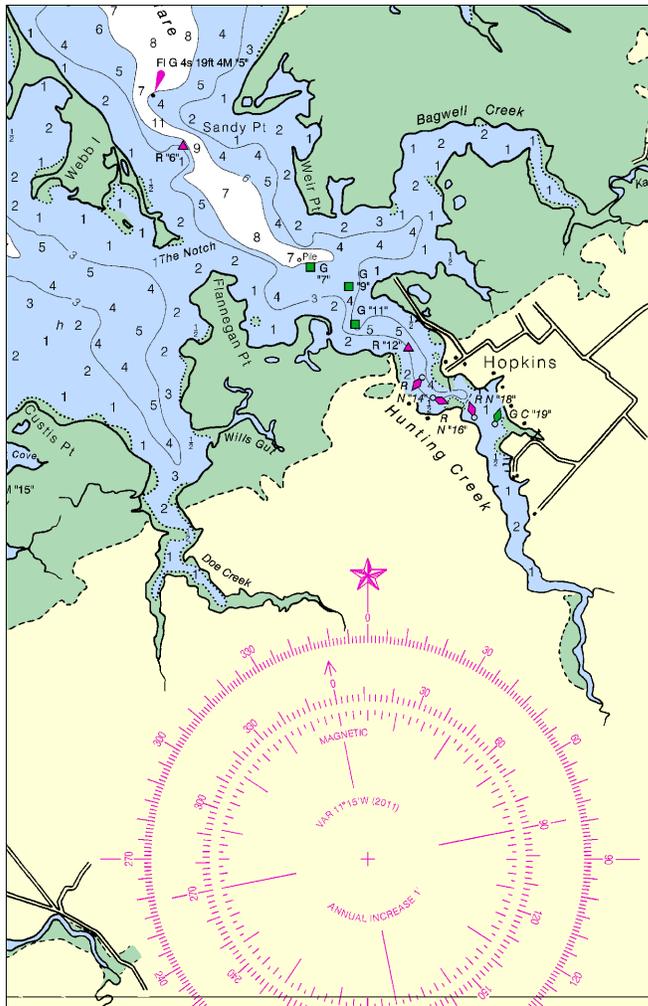
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
MARYLAND - VIRGINIA

CHESAPEAKE BAY

POCOMOKE AND TANGIER SOUNDS

Mercator Projection
Scale 1:40,000 at Lat. 37°51'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Ewell, Smith Island	(38°00'N/76°02'W)	1.8	1.6	0.1
Cristfield	(37°59'N/75°52'W)	2.1	2.0	0.1
Shelbtown	(37°59'N/75°38'W)	2.7	2.5	0.1
Watts Island	(37°48'N/75°54'W)	1.8	1.7	0.1

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>. (Sep 2011)

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.

CAUTION
Changes or defects in aids to navigation not indicated on this chart. See U.S. Coast Guard Light List.
In winter months or when endangers certain aids to navigation are removed. For details see U.S. Coast Guard Light List.

CAUTION
ISLANDS AND STRUCTURES
Numerous uncharted duck blinds and barges, may exist in the fish trap areas, unless known to be permanent. Passage to and through dredged and fished landings, are prescribed by the U.S. Army Corps of Engineers. Areas have been established in some parts of the bay. If not prescribed, the location of areas is subject to change by the regulations.

VERTICAL DATUM
The datum of this chart is North American Datum of 1983 for charting purposes is considered to be the World Geodetic System 1984 (WGS 84). Geographic coordinates of this American Datum of 1927 must be northward and 1.246' eastward to agree with the datum of this chart.

PLANE COORDINATE GRID
(based on NAD 1927)
Maryland State Grid is indicated on this chart. Last three digits are omitted.

COCK
TANK

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

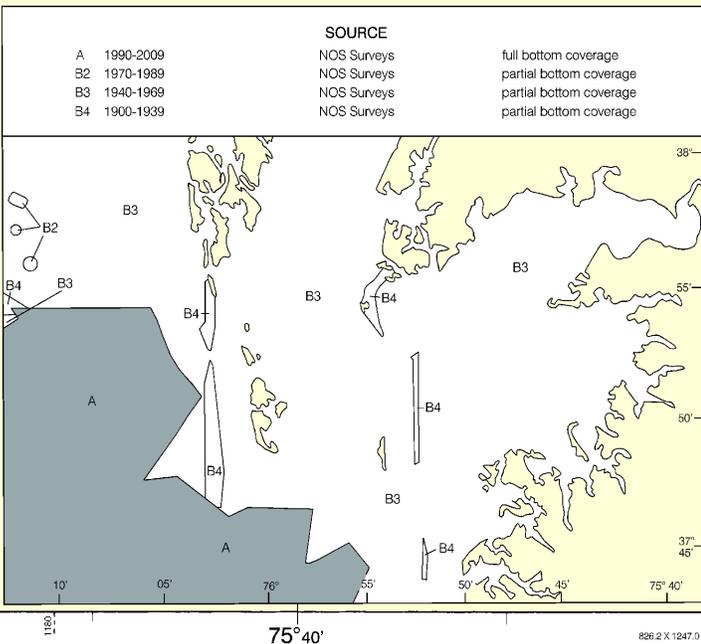
HEIGHTS
Heights in feet above Mean High Water.

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

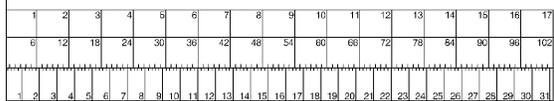
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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.

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.



37° 45'



Pocomoke and Tangier Sounds
SOUNDINGS IN FEET - SCALE 1:40,000

12228



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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