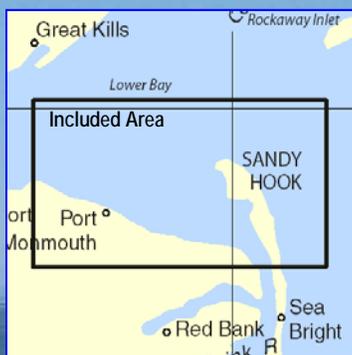


# BookletChart™

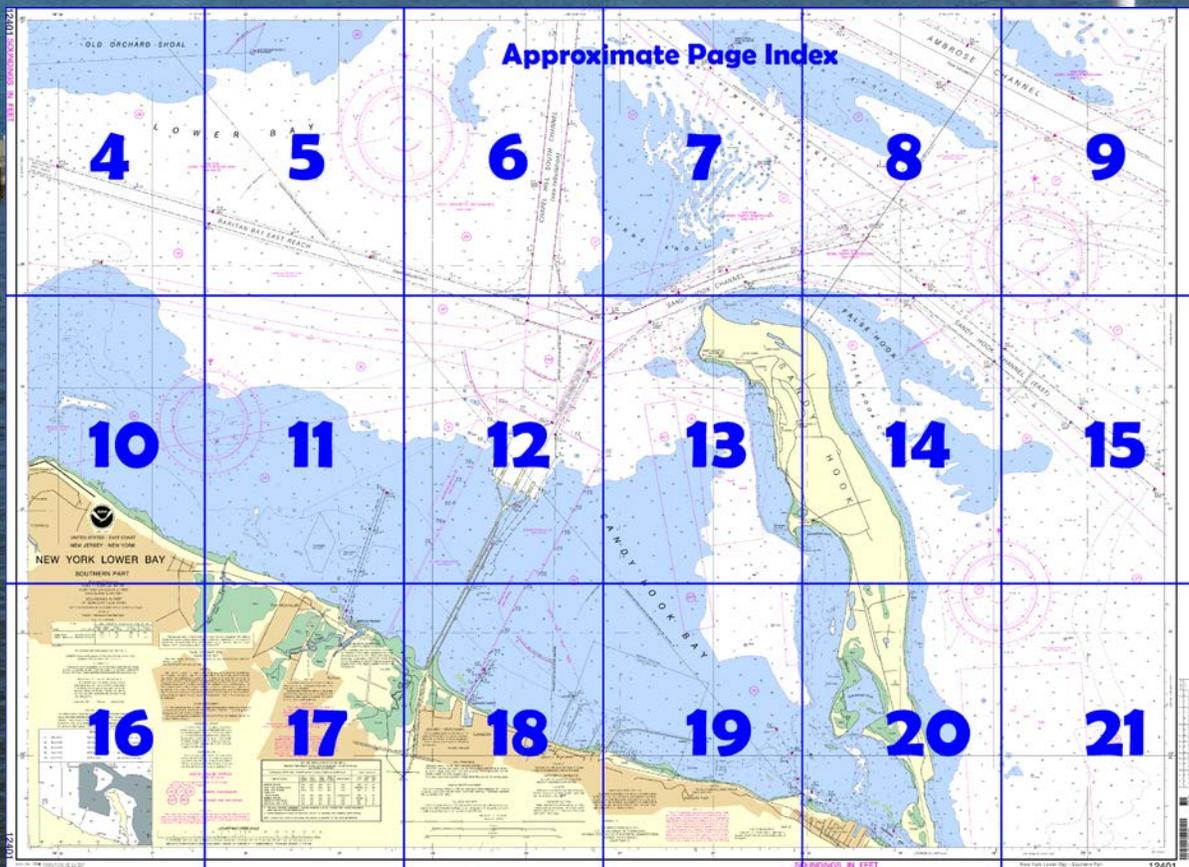
## New York Lower Bay – Southern Part NOAA Chart 12401



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



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

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

**What is a BookletChart™ ?**

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

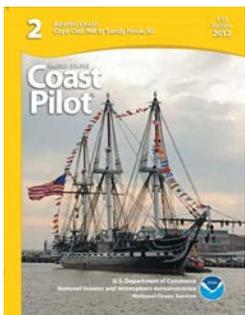
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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

**Notice to Mariners Correction Status**

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

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12401>



**(Selected Excerpts from Coast Pilot)**

**Sandy Hook**-the southern entrance point to New York Harbor, is low and sandy. A Coast Guard station, a radar tower, and a radio tower are near the northern extremity of Sandy Hook. The towers and a large green standpipe to the southeast are the most prominent objects on the northern end of Sandy Hook. Southward of the standpipe are several houses and **Sandy Hook Light** (40°27'42"N., 74°00'07"W.), 88 feet above

the water and shown from a white stone tower, 85 feet high. This light, established in 1764, is the oldest in continuous use in the United States. The most prominent landmark southward of the entrance to New York Harbor is the high wooded ridge forming the **Highlands of Navesink**. A tall condominium on the ridge and a microwave tower at Atlantic Highlands to the west are also prominent. The brownstone towers of the

abandoned Navesink Lighthouse on the easternmost spur of the highlands are 73 feet above the ground and about 246 feet above the water.

**Lower Bay** is that part of New York Harbor extending from Sandy Hook westward to Raritan River and northward to The Narrows.

**Sandy Hook Channel**, project depth 35 feet, provides a secondary route from the sea to deep water in Lower Bay; it connects with **Raritan Bay Channel**, to the westward, **Chapel Hill Channel** to the north, and **Terminal Channel** to the south. Chapel Hill Channel has a project depth of 30 feet. The entrance to Sandy Hook Channel is marked by Scotland Lighted Horn Buoy S, equipped with a radar beacon (Racon).

**Swash Channel**, a natural buoyed passage between Ambrose Channel and Sandy Hook Channel, has a controlling depth of 18 feet, but care is necessary to avoid spots with a least depth of 13 feet near the sides of the channel and a spot cleared to a depth of 14 feet in about the middle of the channel.

**False Hook Channel**, along and close to the eastern shore of Sandy Hook, joins Sandy Hook Channel eastward of the north end of Sandy Hook. The channel has depths of 9 to over 20 feet.

There are five shoal areas in the entrance to New York Harbor which are subject to change in depths and should be avoided by strangers. **False Hook**, off the northeastern side of Sandy Hook, has depths of 4 to 18 feet. **Flynns Knoll**, between Swash, Sandy Hook, and Chapel Hill Channels, has depths of 9 to 18 feet.

**Caution.**—Telegraphic companies report serious interruptions of international telegraphic communications resulting from repeated breaking of their cables by vessels anchoring southeastward and eastward of the Pilot Cruising Area for Ambrose and Sandy Hook channels. The companies state that they will be glad to compensate any vessel, which, having fouled the cable, cuts away its anchor and chain in order to save the cable from interruption. Vessels making New York in thick weather and finding it necessary to anchor before entering Ambrose Channel should anchor in the area southward of Scotland Lighted Whistle Buoy S (40°26'33"N., 73°55'01"W.) and westward of 73°48'00"W.

**Caution.**—Numerous fishing floats have been reported in the approach to New York Harbor in Traffic Separation Scheme precautionary area.

**Physical Oceanographic Real-Time System (P.O.R.T.S.)** is an information acquisition and dissemination technology developed by National Ocean Service, NOAA. The Port of New York and New Jersey Physical Oceanographic Real-Time System can be contacted via telephone 866-217-6787 or the Internet at: <http://www.ops.nos.noaa.gov>.

**Dangers.**—There are five shoal areas in the entrance to New York Harbor which are subject to change in depths and should be avoided by strangers. **False Hook** is off the northeastern side of Sandy Hook. **Flynns Knoll** is between Swash, Sandy Hook, and Chapel Hill Channels. **Romer Shoal**, between Ambrose and Swash Channels, is marked by Romer Shoal Light; a fog signal is sounded from the light station. **East Bank** is northward and eastward of Ambrose Channel. **West Bank** is westward of Ambrose Channel between West Bank (Range Front) Light and Fort Wadsworth. Numerous rocks and obstructions lie between West Bank and the western limit of Ambrose Channel. The chart is the best guide. The tip of Sandy Hook is changeable, and the area around it is subject to severe shoaling; caution should be exercised in the area. Mariners are cautioned to maintain a sharp lookout for floating debris in the harbor and channels.

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

RCC Boston                      Commander  
1st CG District                      (617) 223-8555  
Boston, MA



# Table of Selected Chart Notes

Corrected through NM Oct. 22/11  
Corrected through LNM Oct. 11/11

## 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 0.388" northward and 1.502" eastward to agree with this chart.

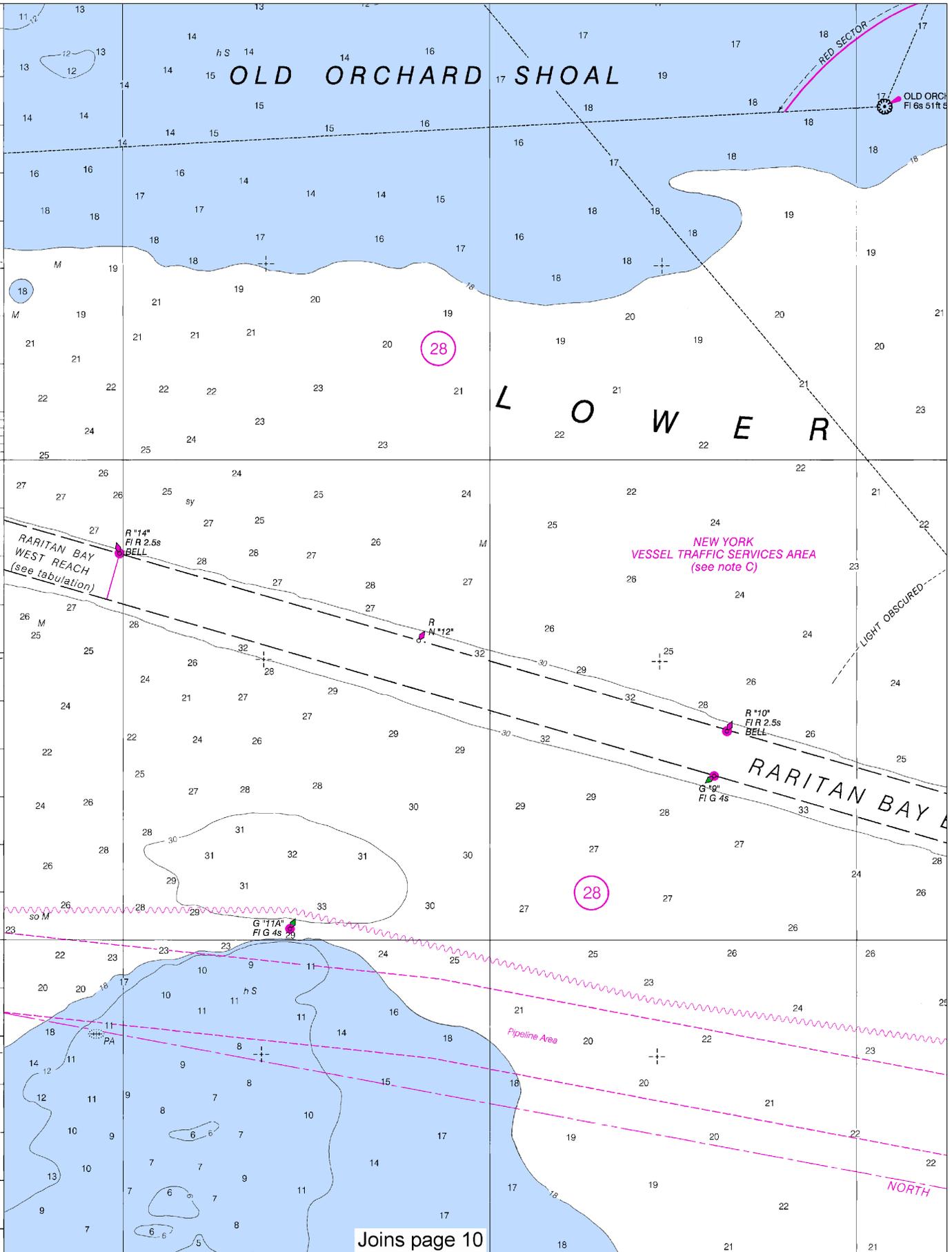
Mercator Projection  
Scale 1:15,000 at Lat. 40°28'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

## NOTE X

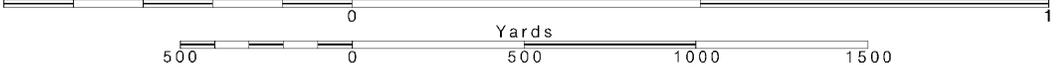
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical 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.

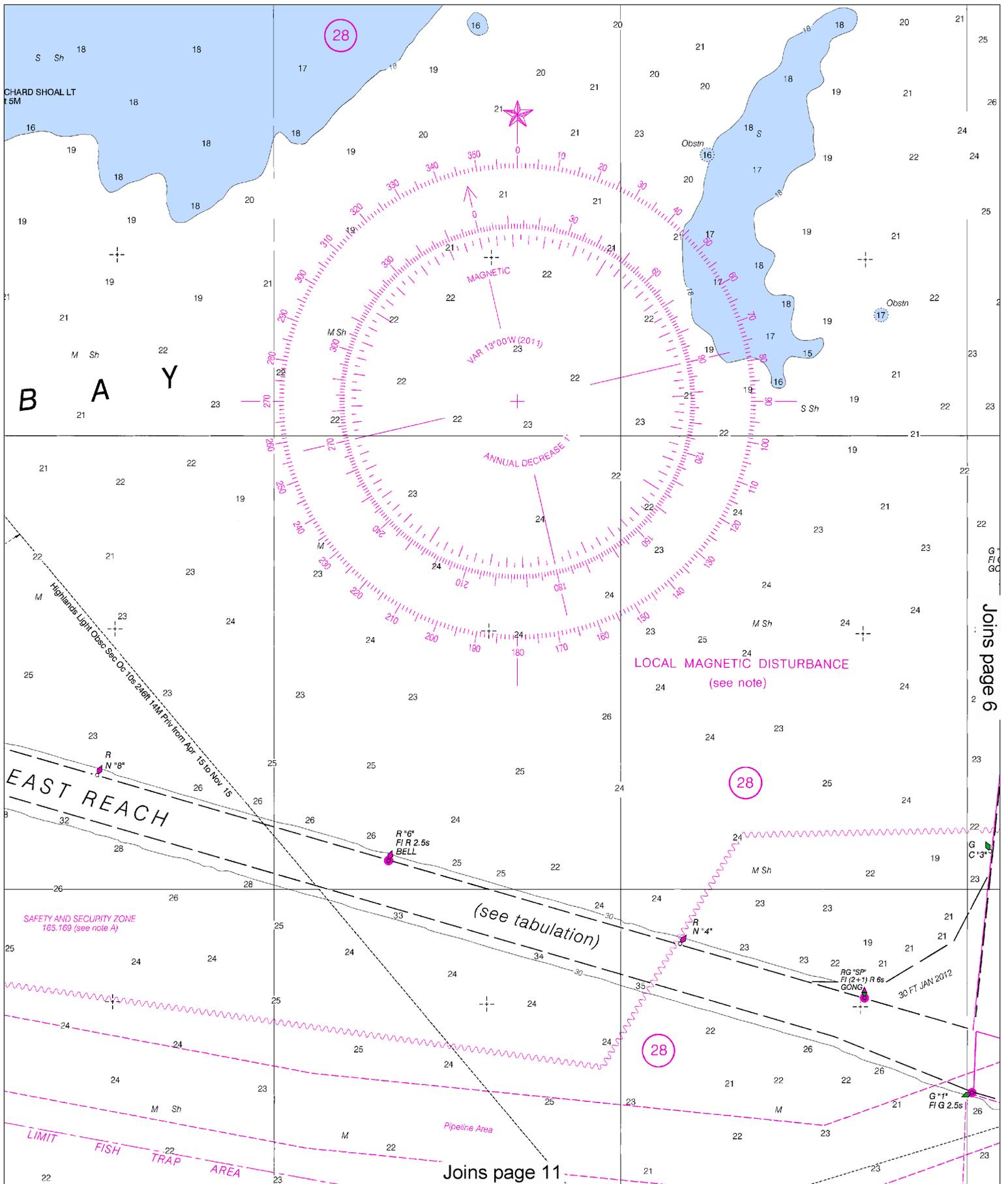


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:15,000 Nautical Miles

See Note on page 5.



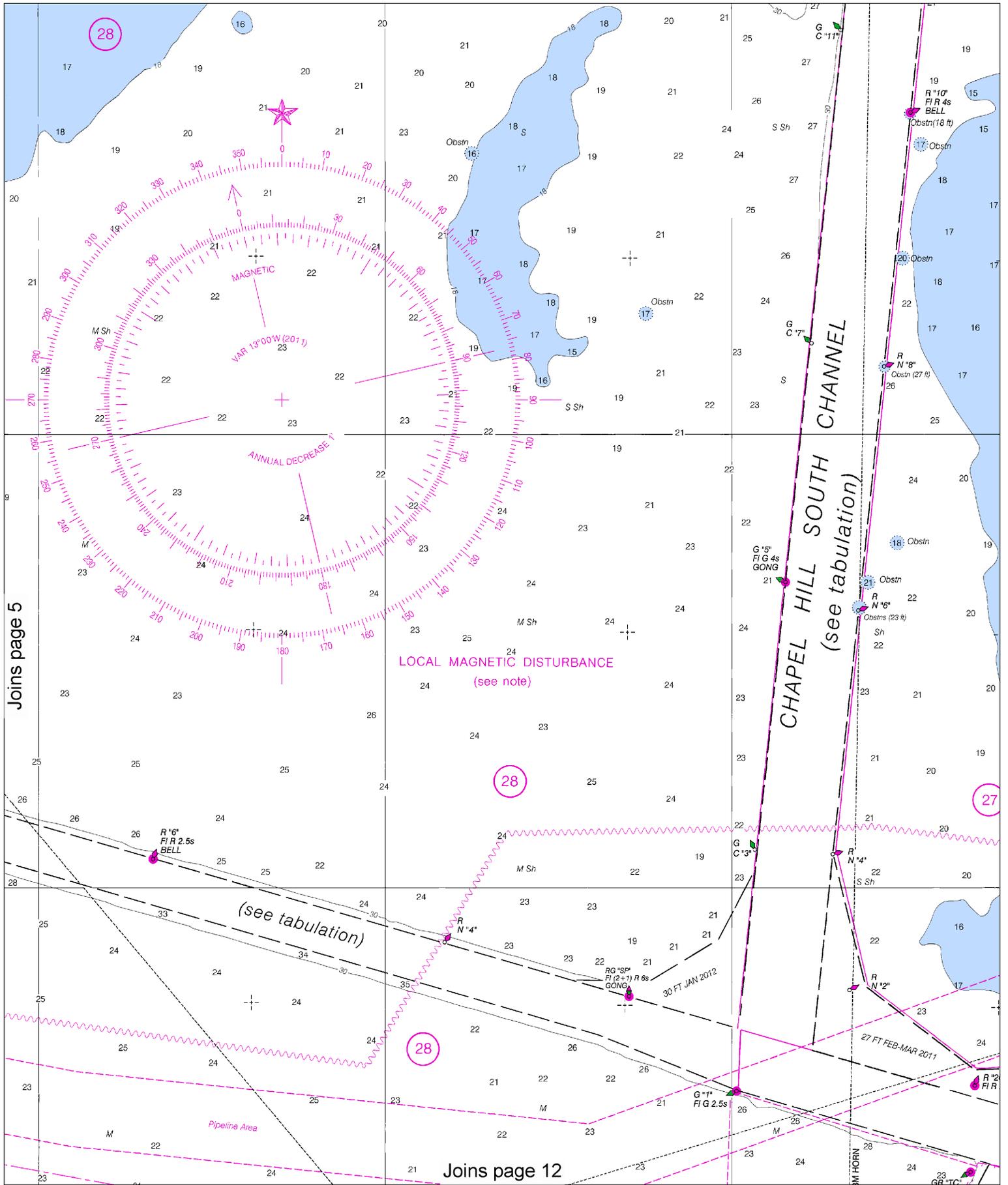


Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:20000. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.





Joins page 5

Joins page 12

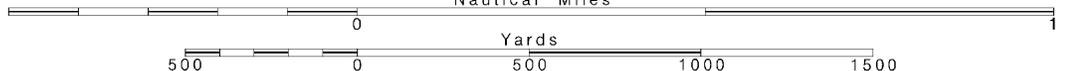
6

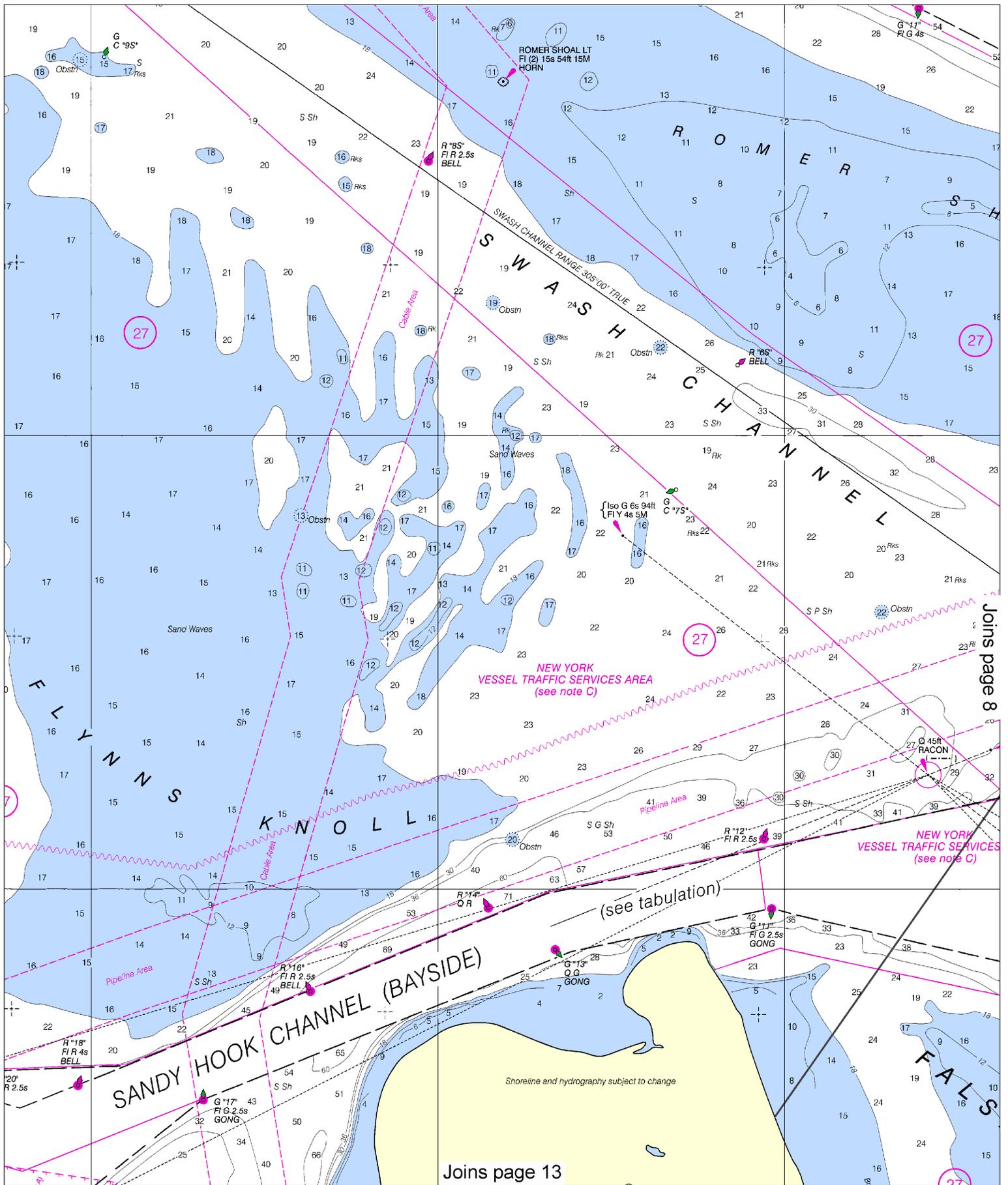
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.



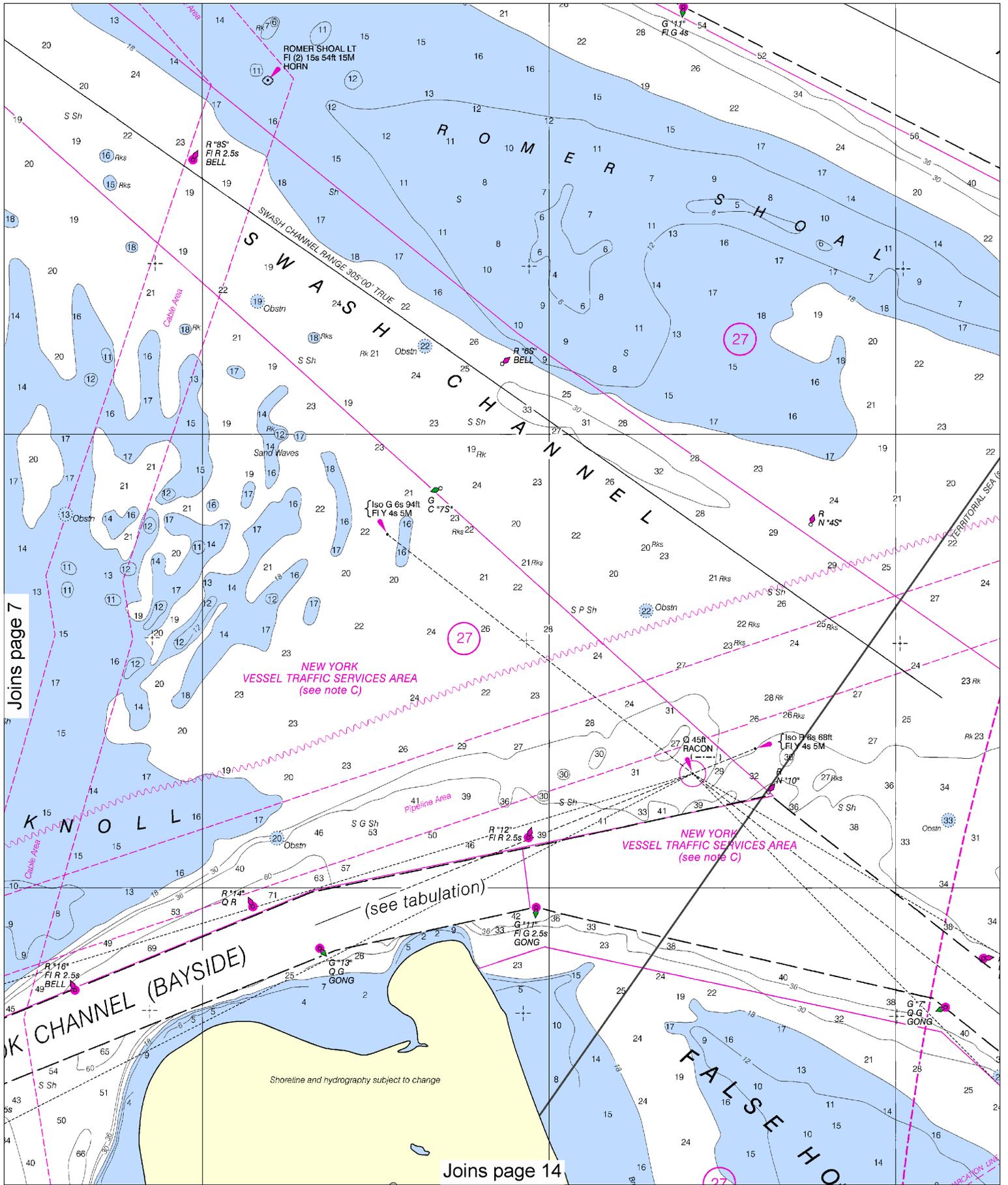


Joins page 8

Joins page 13

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0213 1/8/2013,  
 NGA Weekly Notice to Mariners: 0413 1/26/2013,  
 Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.





Joins page 7

Joins page 14

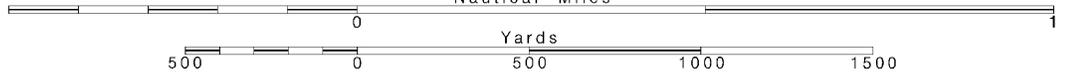


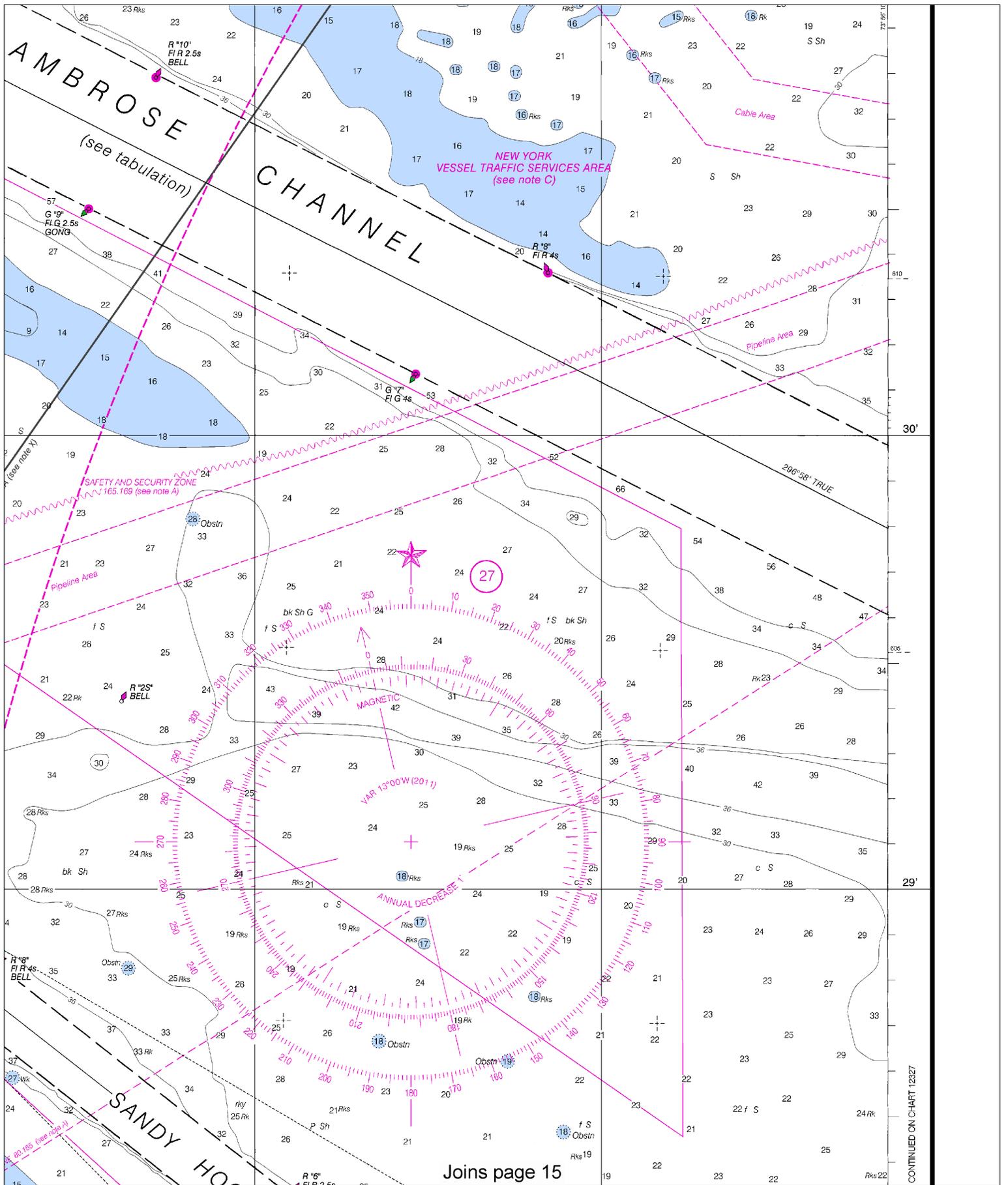
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

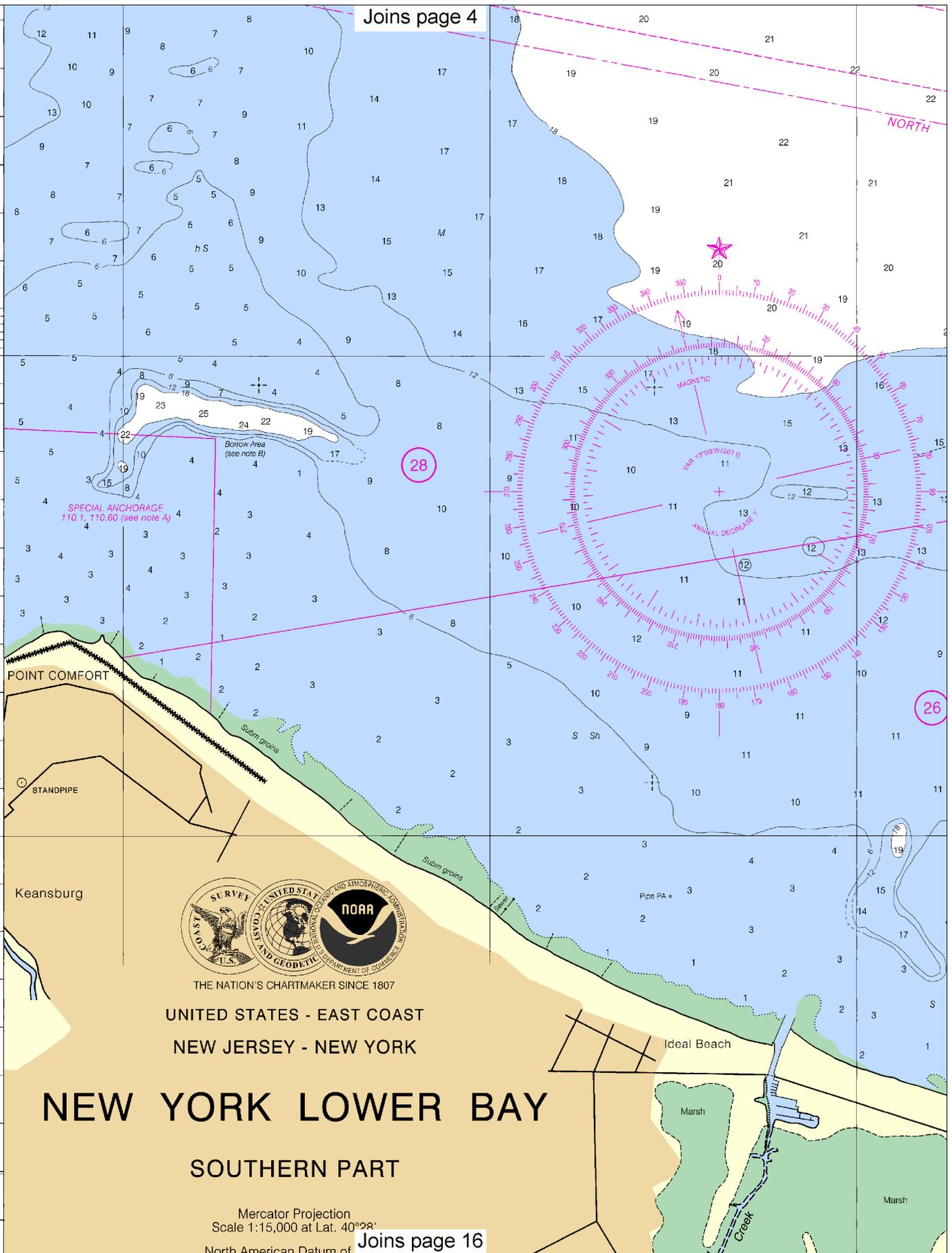
See Note on page 5.





Joins page 4

NORTH



SPECIAL ANCHORAGE  
110.1, 110.60 (see note A)

Borrow Area  
(see note B)

28

26

POINT COMFORT

STANDPIPE

Keansburg



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST  
NEW JERSEY - NEW YORK

# NEW YORK LOWER BAY

## SOUTHERN PART

Mercator Projection  
Scale 1:15,000 at Lat. 40°28'  
North American Datum of

Joins page 16

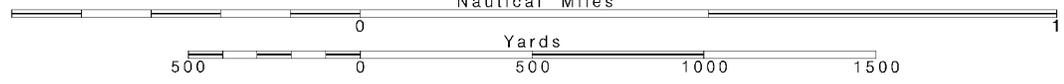
# 10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

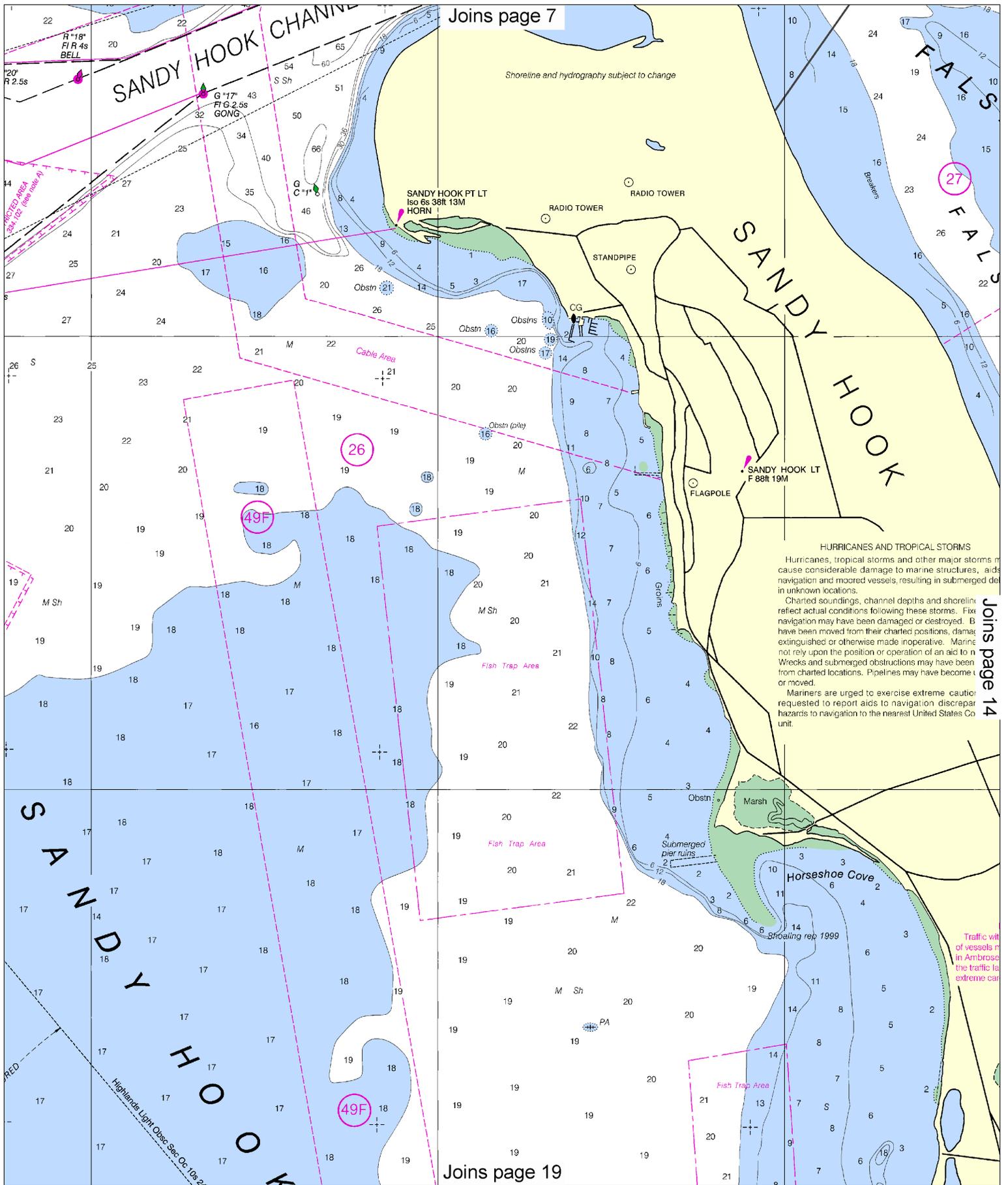
SCALE 1:15,000  
Nautical Miles

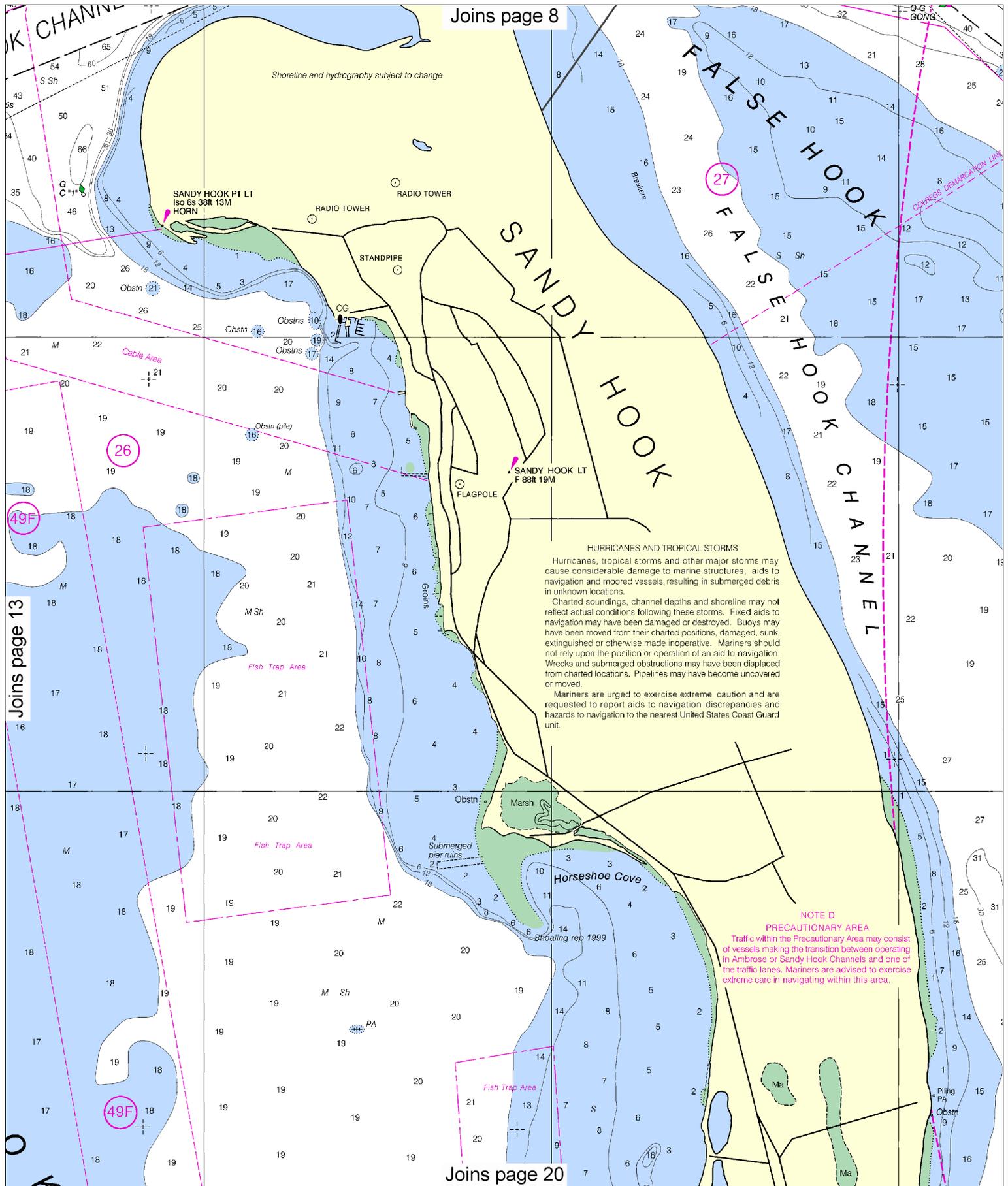
See Note on page 5.









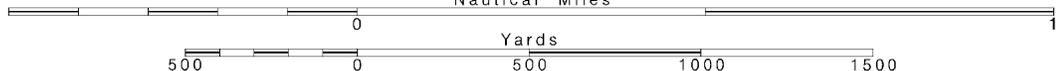


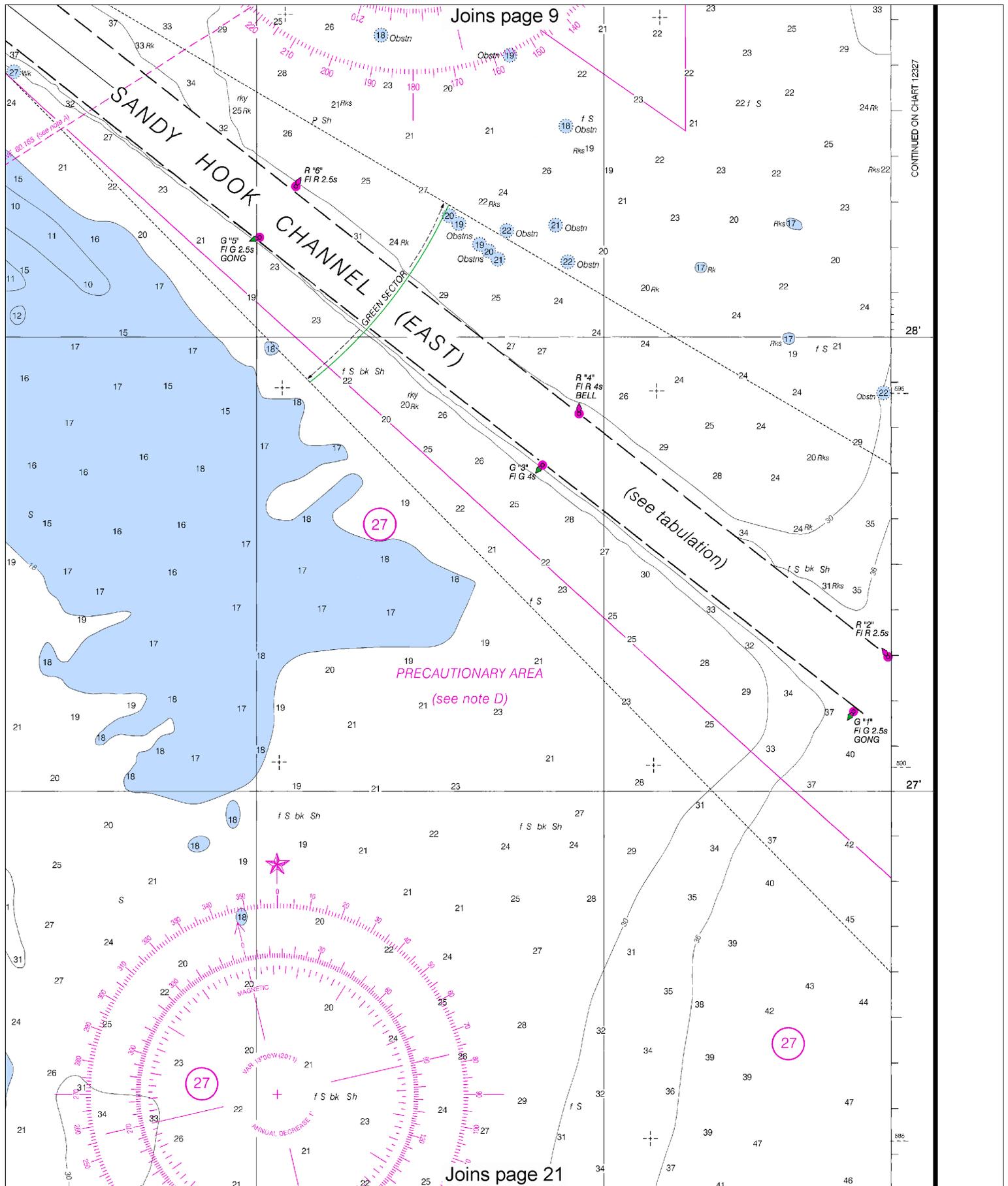
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.





Joins page 9

CONTINUED ON CHART 12327

Joins page 21

# NEW YORK LOWER BAY

## SOUTHERN PART

Mercator Projection  
Scale 1:15,000 at Lat. 40°28'

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

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

### HEIGHTS

Heights in feet above Mean High Water.

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

### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

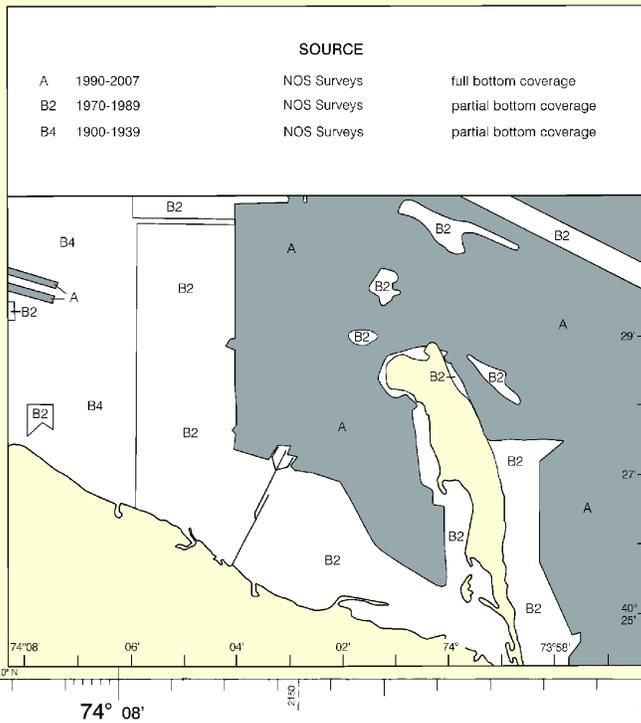
### TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Atlantic Highlands	(40°25'N/74°02'W)	feet 5.2	feet 4.9	feet 0.2
Sandy Hook	(40°28'N/74°01'W)	feet 5.2	feet 4.9	feet 0.2

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.



### SOURCE

Symbol	Date	Survey Type	Coverage
A	1990-2007	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

### PLANE COORDINATE GRID (based on NAD 1927)

The New Jersey State Grid is indicated by ticks at 5,000 foot intervals shown thus: -+-. The last three digits are omitted.

### 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.

### ACKNOWLEDGEMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the United States Power Squadron, District 4, in continually providing essential information for revising this chart.

Also acknowledged is assistance provided by the Maritime Authority for the Port of New York/New Jersey.

### 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 0.388' northward and 1.502' eastward to agree with this chart.

### 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.

### 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.

New York, NY KWO-35 162.550 MHz

### ANCHORAGE AREAS 110.155 (see note A)

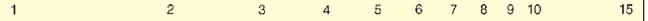
Limits and assigned numbers of anchorage areas are shown in magenta.



GENERAL ANCHORAGES

ANCHORAGE FOR EXPLOSIVES

### LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles

11th Ed., Oct. /11 ■ Corrected through NM Oct. 22/11  
Corrected through LNM Oct. 11/11

# 12401

### 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](http://nauticalcharts.noaa.gov).

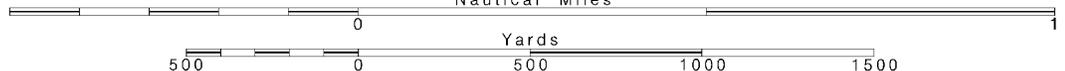
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, and improving this chart to the Chief, Marine Chart Division (NOS), Silver Spring, Maryland 20910-3282.

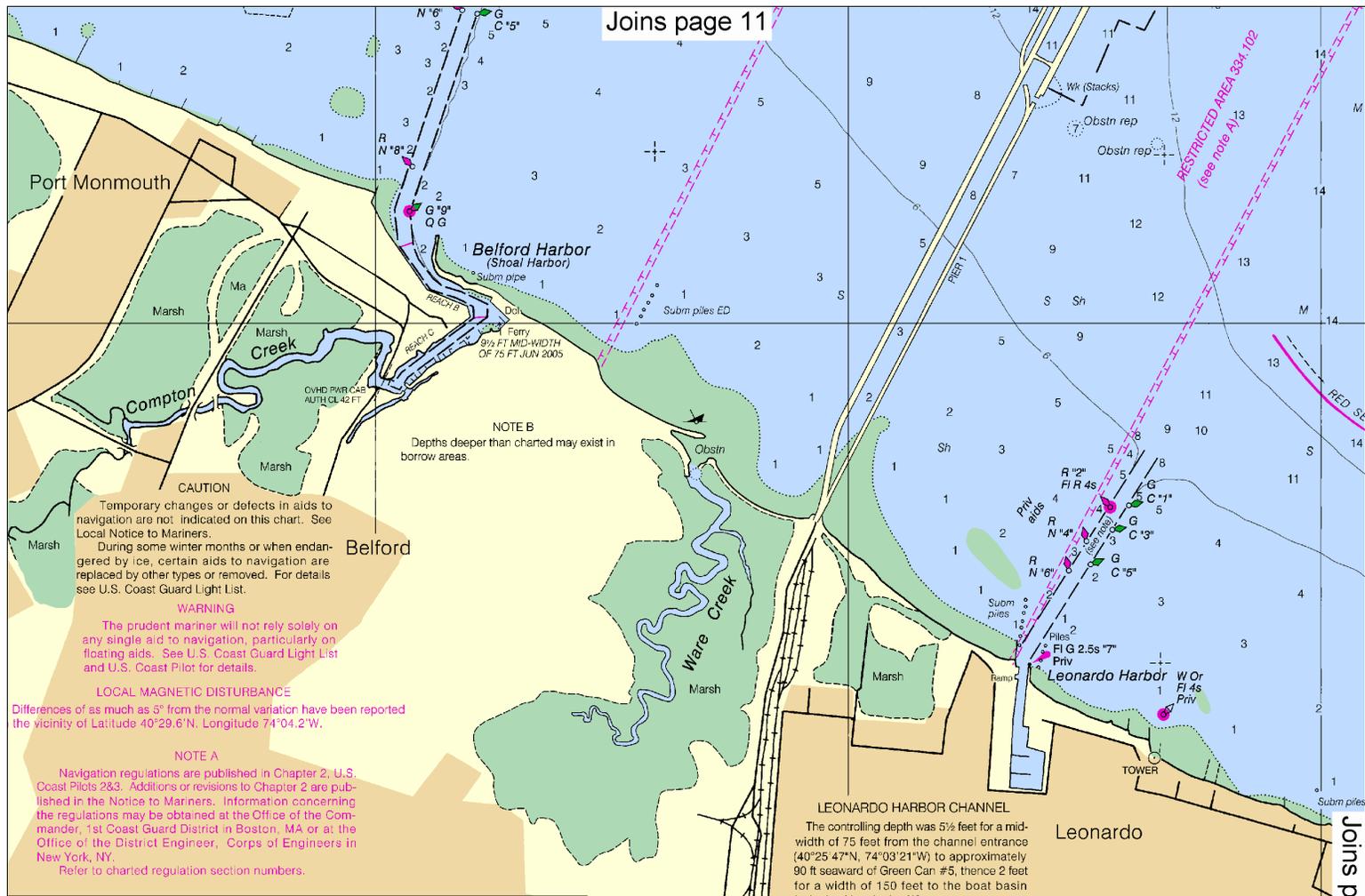
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.





RESTRICTED AREA 334.102  
(see note A)

LOWER BAY, CHAPEL HILL AND RARITAN BAY CHANNEL DEPTHS  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2012  
AND SURVEYS TO APR 2012

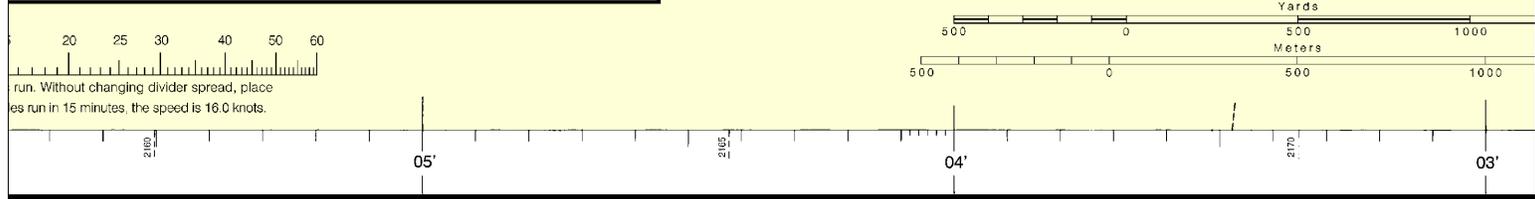
NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
LOWER BAY:								
AMBROSE CHANNEL	39.9	45.9	45.8	41.7	4-03	2000	9.2	45
SANDY HOOK CHANNEL (EAST)	34.4	39.2	39.3	32.3	7-8-11	800-2150	4.5	35
SANDY HOOK CHANNEL (BAYSIDE)	16.5A	34.1	37.6	31.0	7-8-11; 1-12	800	2.3	35
TERMINAL CHANNEL (NAVY)	45.0	45.0	45.0	45.0	9-09	400-1050	0.8	B45
TURNING BASIN (NAVY)	45.0	45.0	45.0	45.0	9-09	400-2300	0.6	B45
CHAPEL HILL:								
SOUTH CHANNEL (C)	29.0	29.3	28.9	20.5	2-3-12	1000	2.6	30
RARITAN BAY:								
EAST REACH	32.5	38.6	37.7	32.8	4-12	600-800	3.9	35
WEST REACH	31.3	40.3	40.3	31.0	4-12	600	2.4	35

SEVERE SHOALING HAVING A MINIMUM DEPTH OF +1.2 FEET EXISTS IN THE ENTIRE WIDTH OF THE LEFT OUTSIDE QUARTER OF THE CHANNEL FROM APPROXIMATELY 40°28'54.8"N 74°00'22.5"W TO 40°28'56"N 74°00'15.9"W  
PROJECT DEPTHS IN THE TERMINAL CHANNEL AND TURNING BASIN ARE 45 FEET, EXCEPT AROUND PIERS 2 AND 3 WHERE THE PROJECT DEPTH IS 35 FEET. DEPTHS SHOALER THAN PROJECT DEPTHS ARE CHARTED IN CHANNELS.  
SPORADIC SHOAL OBSTRUCTIONS EXIST WITHIN THE CHANNEL BUT ARE NOT CHARTED. CONSULT CORPS OF ENGINEERS FOR LOCATION OF OBSTRUCTIONS.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SHOAL HARBOR AND COMPTON CREEK CHANNEL DEPTHS  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2009

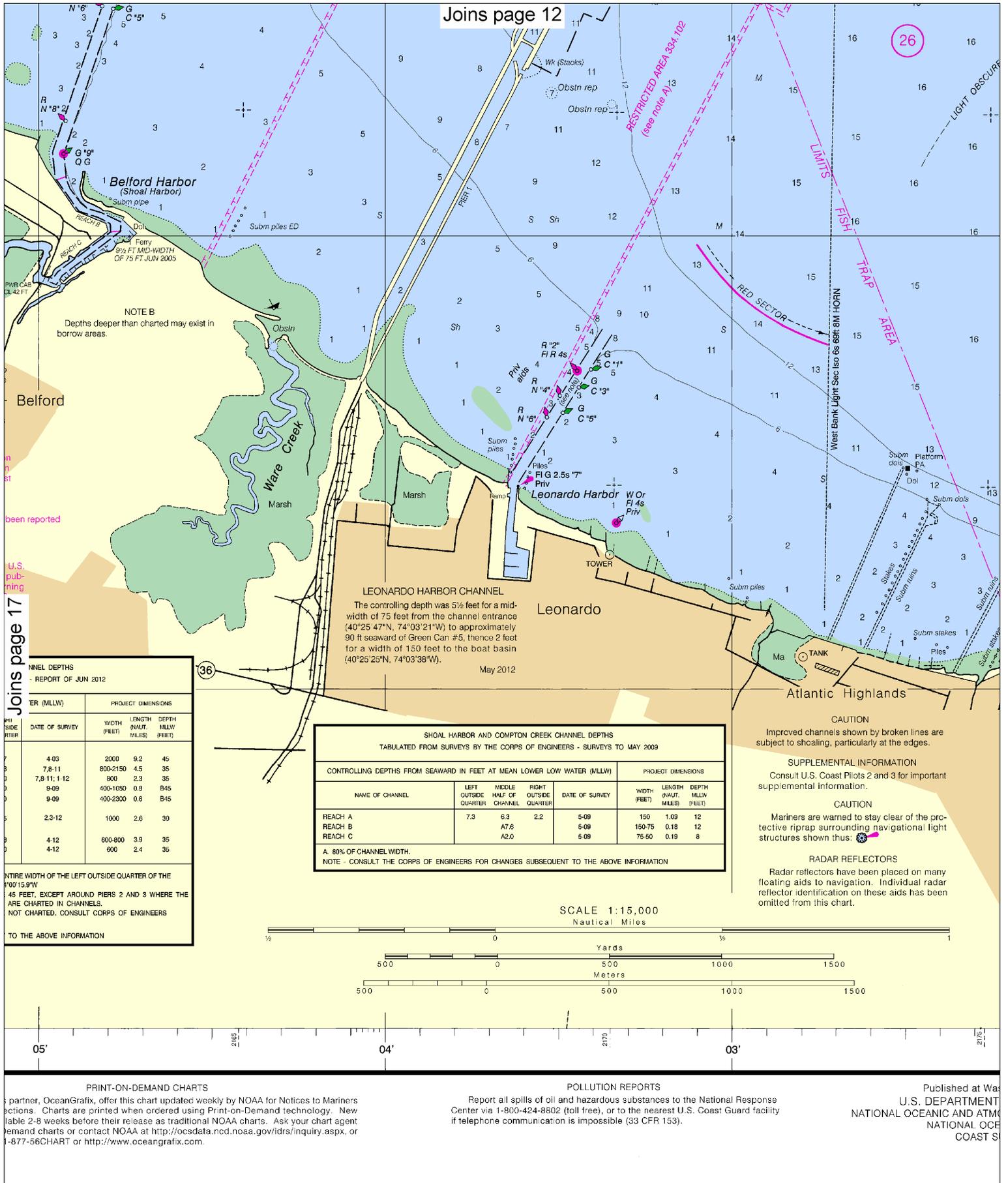
NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER			WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
REACH A	7.3	6.3	2.2		5-09	150	1.09	12
REACH B		A7.6			5-09	150-75	0.18	12
REACH C		A2.0			5-09	75-50	0.19	8

A. 80% OF CHANNEL WIDTH.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



**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://ocedata.noc.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

**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).



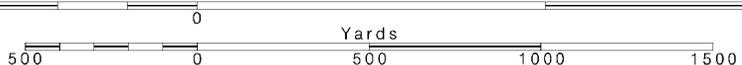
**18**

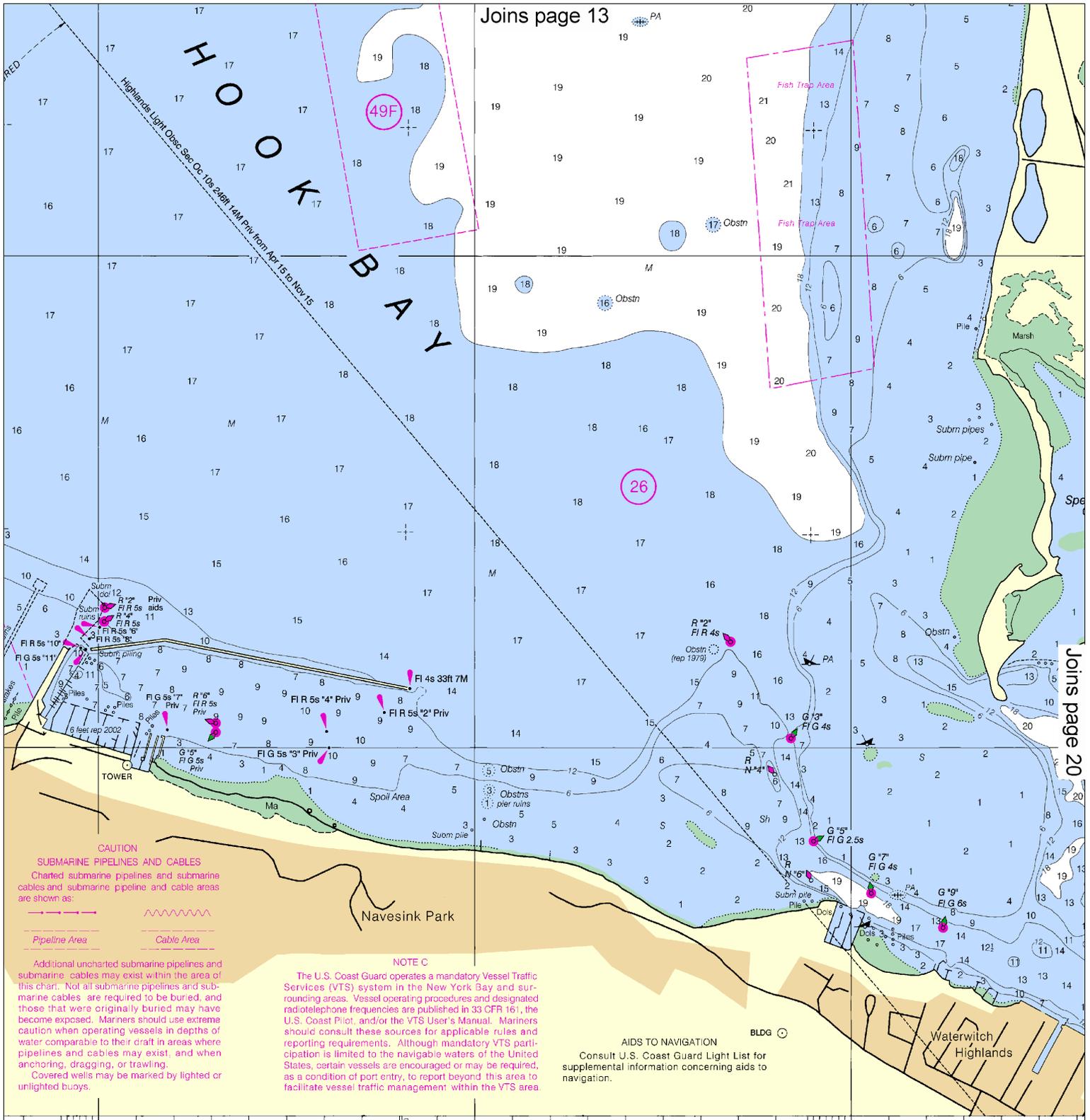
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.





**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.

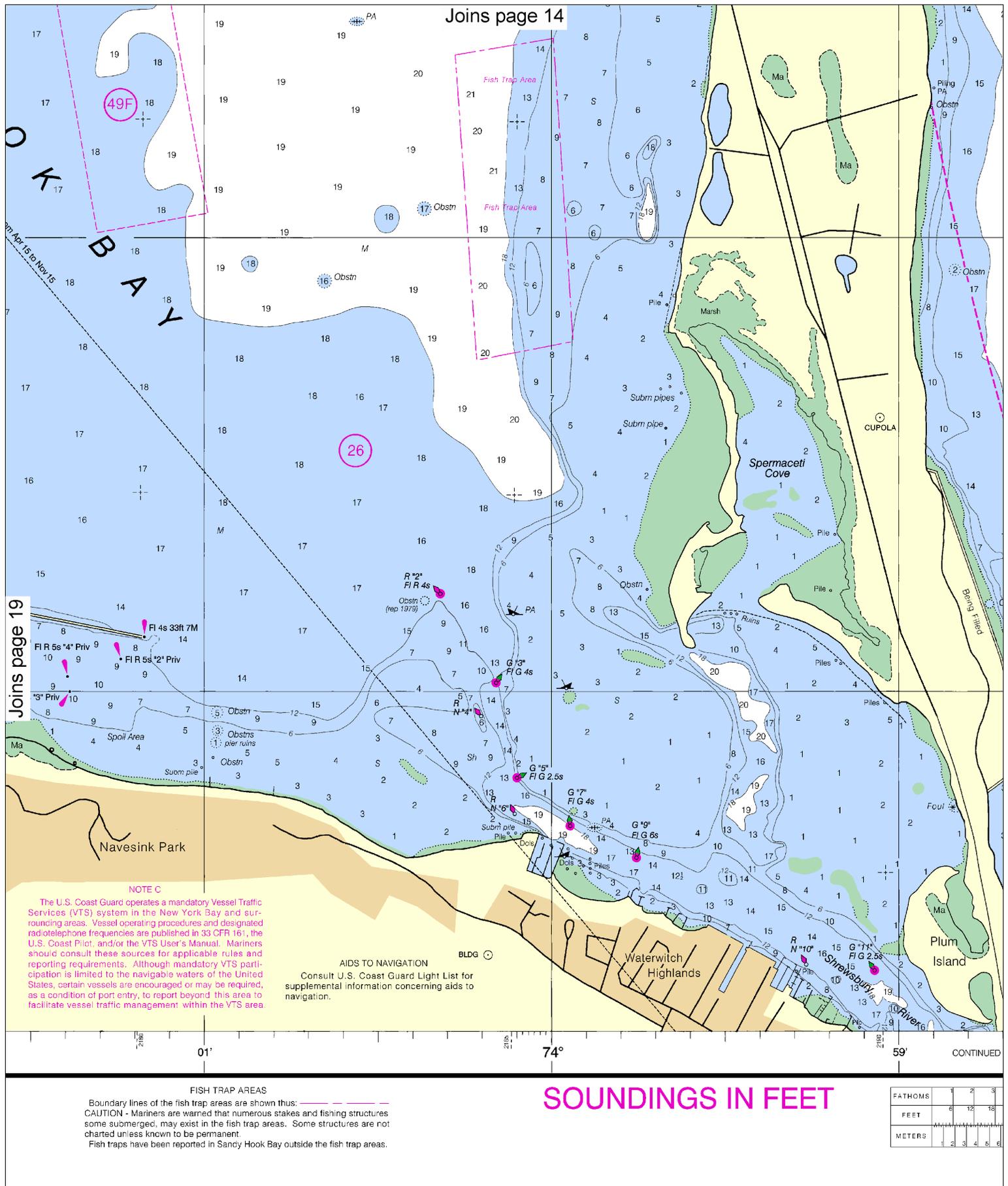
**NOTE C**  
 The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

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

Washington, D.C.  
 DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 COAST AND GEODETIC SURVEY

**FISH TRAP AREAS**  
 Boundary lines of the fish trap areas are shown thus: ———  
 CAUTION - Mariners are warned that numerous stakes and fishing structures, some submerged, may exist in the fish trap areas. Some structures are not charted unless known to be permanent.  
 Fish traps have been reported in Sandy Hook Bay outside the fish trap areas.

**SOUNDINGS IN FATHOMS**

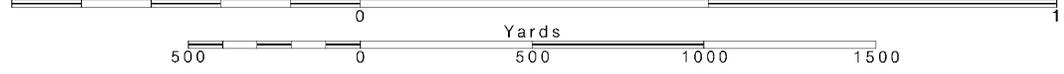


**20**

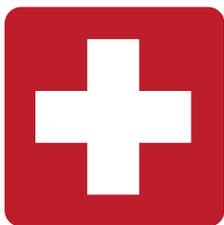
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:15,000 Nautical Miles

See Note on page 5.







EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

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

### Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

### Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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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.

