BookletChart™

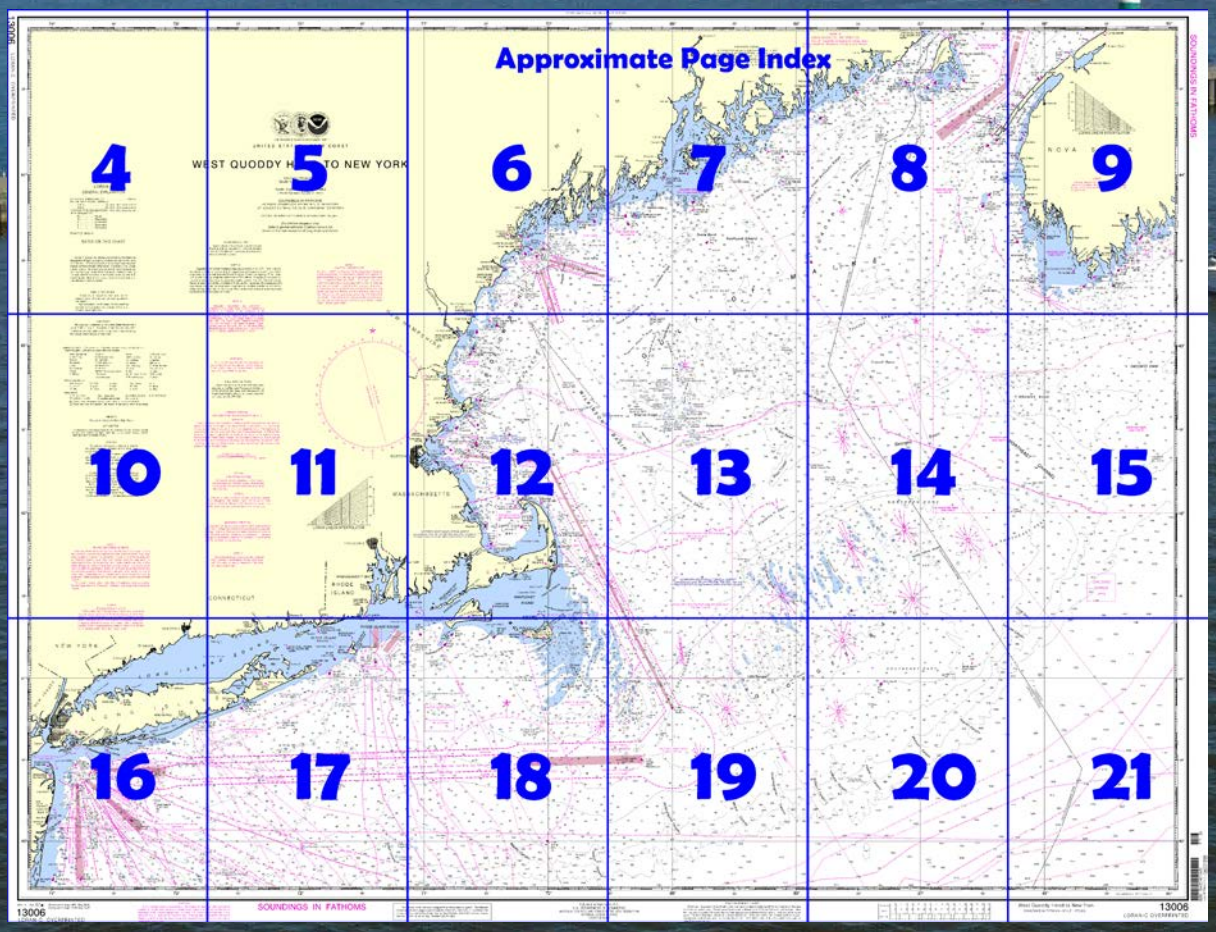
West Quoddy Head to New York

NOAA Chart 13006

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.

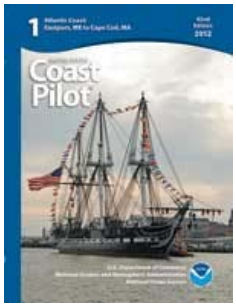
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

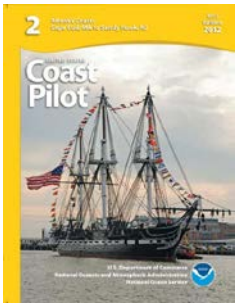
This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

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/coastpilot_w.php?book=1 or http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=2.





(Selected Excerpts from Coast Pilot)
The **Gulf of Maine** is the great indentation of the coast between the Canadian Province of Nova Scotia on the northeast and Massachusetts on the southwest. It includes the Bay of Fundy and Massachusetts Bay as subsidiary features. Because of its changeable weather, frequent fogs, and strong tidal currents, this area has a bad reputation among mariners.
West Quoddy Head, the easternmost point of the United States, is bold and wooded. **West Quoddy Head Light** (44°48'54"N., 66°57'02"W.), 83 feet above the water, is shown from a 49-foot red and white horizontally banded tower on the eastern edge of the headland. A sound signal is at the light. The abandoned Coast Guard lookout tower near the summit of the ridge westward of the light is the most conspicuous landmark in the approach to Quoddy Narrows from seaward.
St. Croix River extends north-northwestward for 8 miles from the southern part of Passamaquoddy Bay, then turns westward between **Devils Head** and **Todds Point**. The channel is deep and comparatively clear as far as the turn, then is narrow and winding, and has a controlling depth of about 16 feet for some 3 miles to **Hills Point** (45°09'53"N., 67°13'33"W.).
The coast between **Petit Manan Point** and **Jericho Bay** is indented by **Frenchman Bay, Blue Hill Bay**, and numerous smaller bays and harbors. Mount Desert Island, between Frenchman and Blue Hill Bays, is mountainous and is the highest land feature on the coast of Maine.
Massachusetts Bay is the body of water lying westward of a line connecting **Cape Ann Light** on **Teacher Island** with **Race Point Light** on the northwestern extremity of **Cape Cod**, about 38 miles south-southeastward. It includes **Boston Harbor**, described in chapter 11, and **Cape Cod Bay**, described in chapter 12. Between Cape Ann Light and Boston Harbor, 24 miles to the southwestward, the principal harbors are **Gloucester, Beverly, Salem, Marblehead**, and **Lynn**, all available to vessels of moderate draft. The coast is rocky and generally bold with numerous detached islands, rocks, and sunken dangers.
Narragansett Bay, opening into the north side of **Rhode Island Sound** 17 miles westward of Buzzards Bay entrance, is the approach to the cities of **Newport, Providence, Fall River**, and **Taunton**, as well as numerous towns and villages. **Rhode Island** (**Aquidneck Island**), the largest island in the bay, forms the eastern shore of the bay proper. The entrance is between **Brenton Point**, the southwestern part of Rhode Island, on the east, and **Point Judith Neck** on the west. The bay is about 18 miles long from the entrance to the mouth of **Providence River**. Navigation of the bay is easy during day or night in clear weather as it is marked by navigational aids. The large **Conanicut Island** and **Prudence Island**, and several smaller islands, divide the bay into two passages.
Block Island Sound is a deep navigable waterway forming the eastern approach to **Long Island Sound, Fishers Island Sound**, and **Gardiners Bay** from the Atlantic Ocean. The sound is a link for waterborne commerce between **Cape Cod** and **Long Island Sound**. It has two entrances from the Atlantic: an eastern entrance from **Rhode Island Sound** between **Block Island** and **Point Judith**, and a southern entrance between Block Island and **Montauk Point**. The sound is connected with Long Island Sound by **The Race** and other passages to the southwestward, and with **Fishers Island Sound** by several passages between rocky reefs from **Watch Hill Point** to **East Point, Fishers Island**.
The approach to **New York Harbor** from seaward is generally along the south coast of **Long Island** or the east coast of New Jersey, although the harbor is easily approached from any direction between east and south. During the approach, the south shore of Long Island will be seen to northward and the low sandy beaches of the New Jersey shore will be observed to westward. The Long Island shore is readily identified by sand hillocks and densely populated beach communities, whereas the New Jersey shore is characterized by long sandy stretches and many summer resort settlements.

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

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

Table of Selected Chart Notes

Corrected through NM Jul. 28/12
Corrected through LNM Jul. 17/12

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.

13006

74° 30' 73° 30'

30'

44°

30'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

WEST QUODDY HEAD TO NE

Mercator Projection
Scale 1:675,000 at Lat. 43°

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

(For offshore navigation only)
Detail in general within the 10 fathom curve is not shown on this chart except for off lying shoals and islands.

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
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
DIA diaphone	m minutes	Q quick	VQ very qui
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistl
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
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(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.

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

HEIGHTS
Heights in feet above Mean High Water.

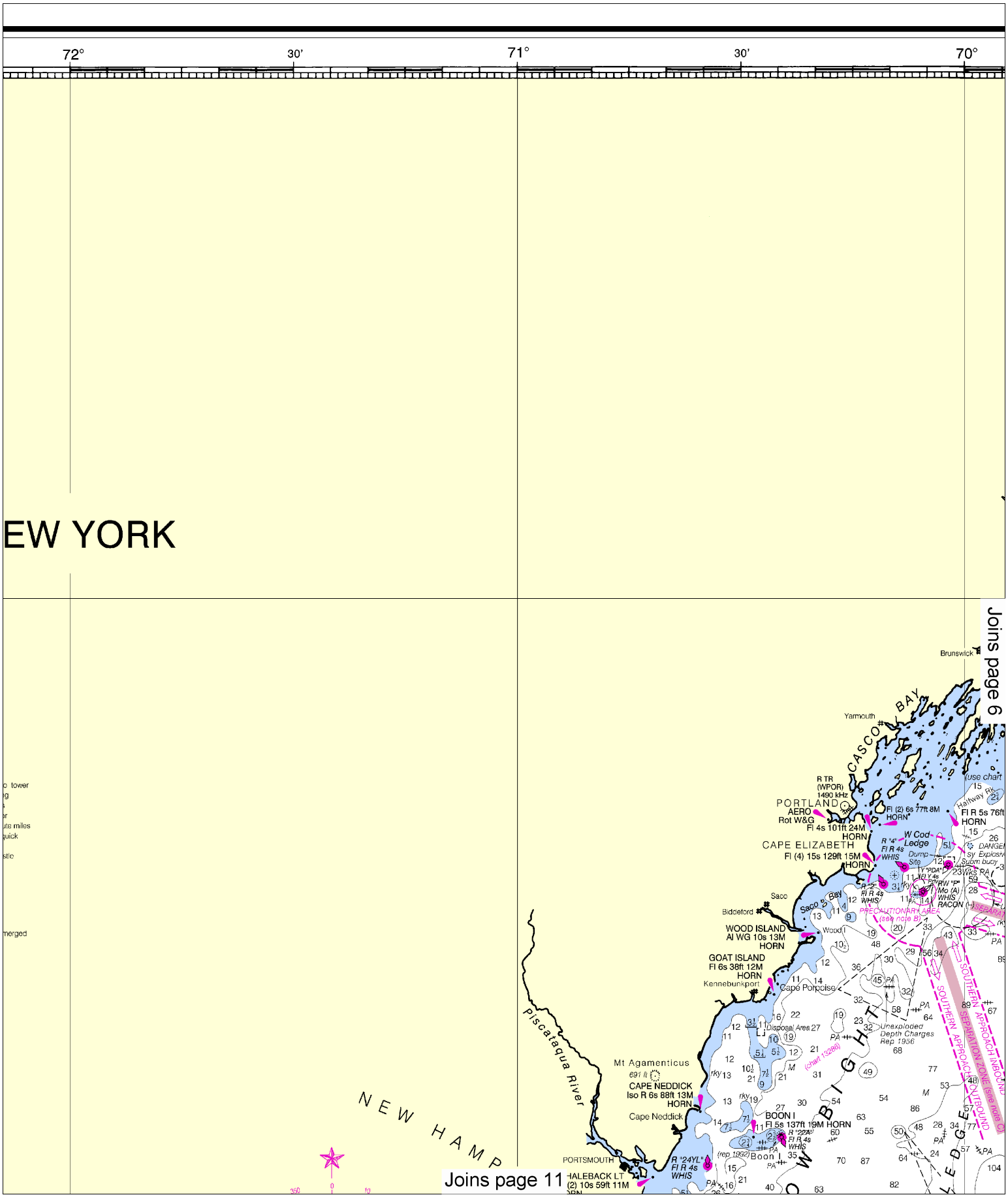
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the U.S. Coast Guard, British Admiralty and Canadian charts.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilots 1, 2, & 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

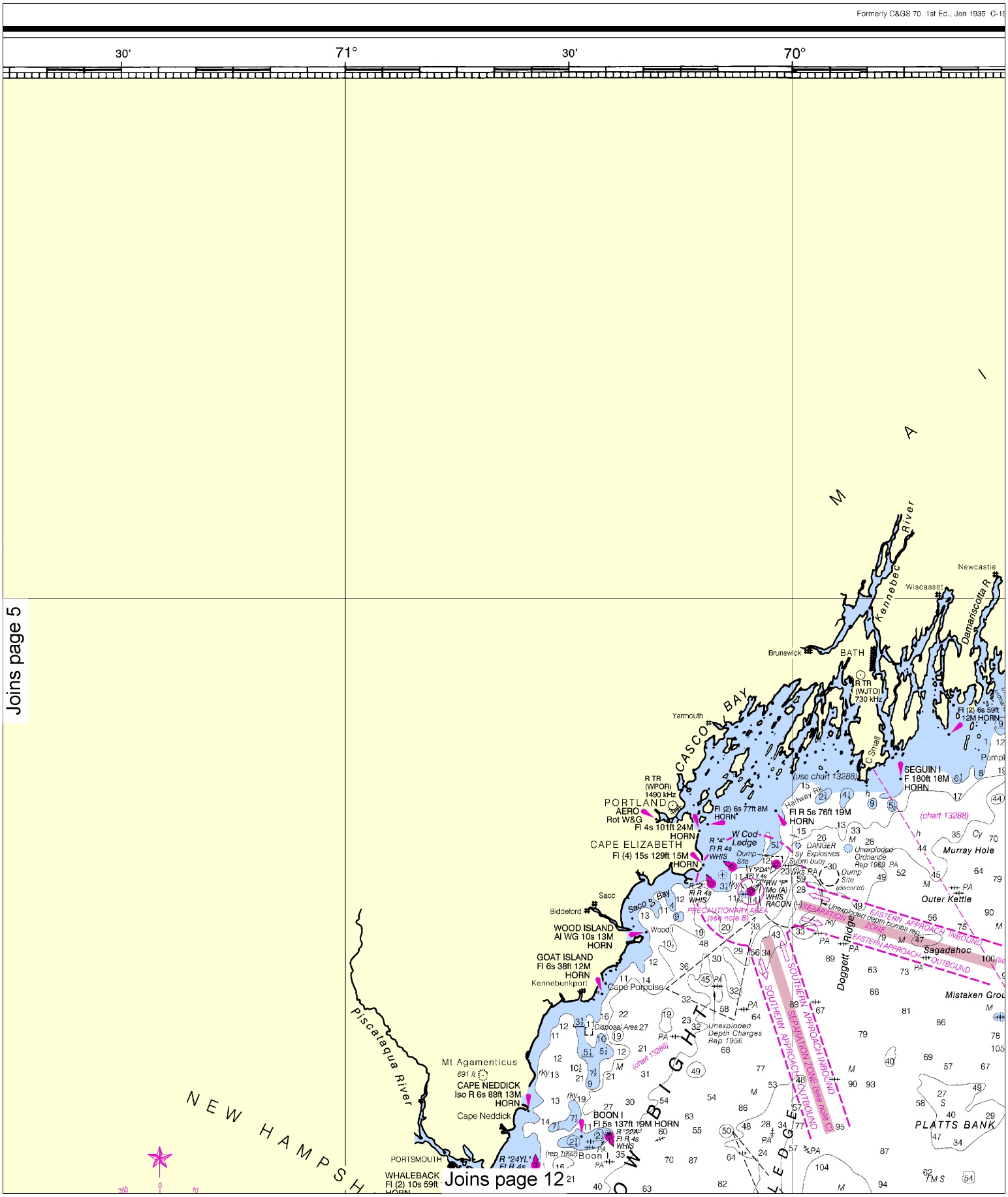
Joins page 10

4

Note: Chart grid lines are aligned with true north.

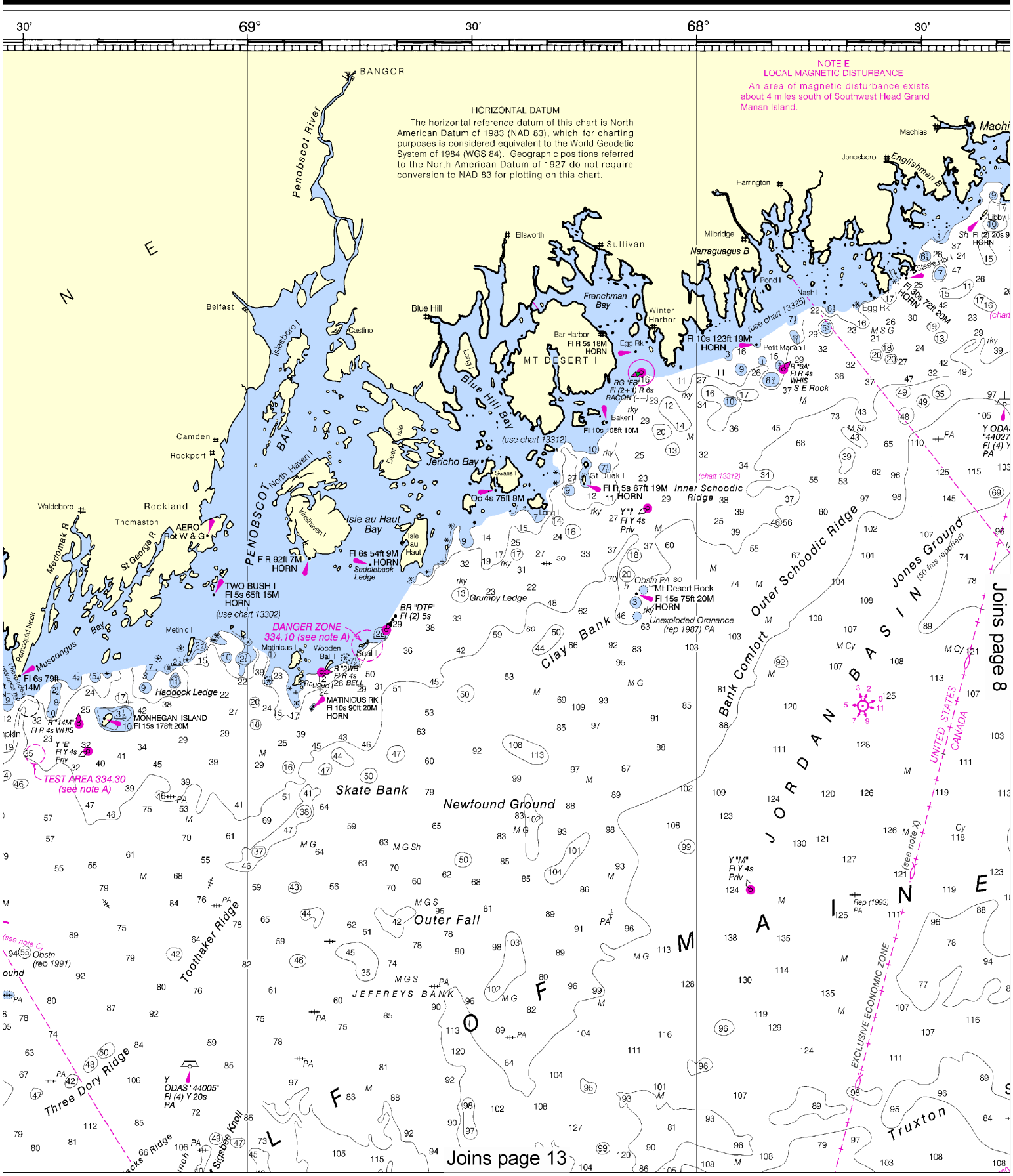


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:900000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

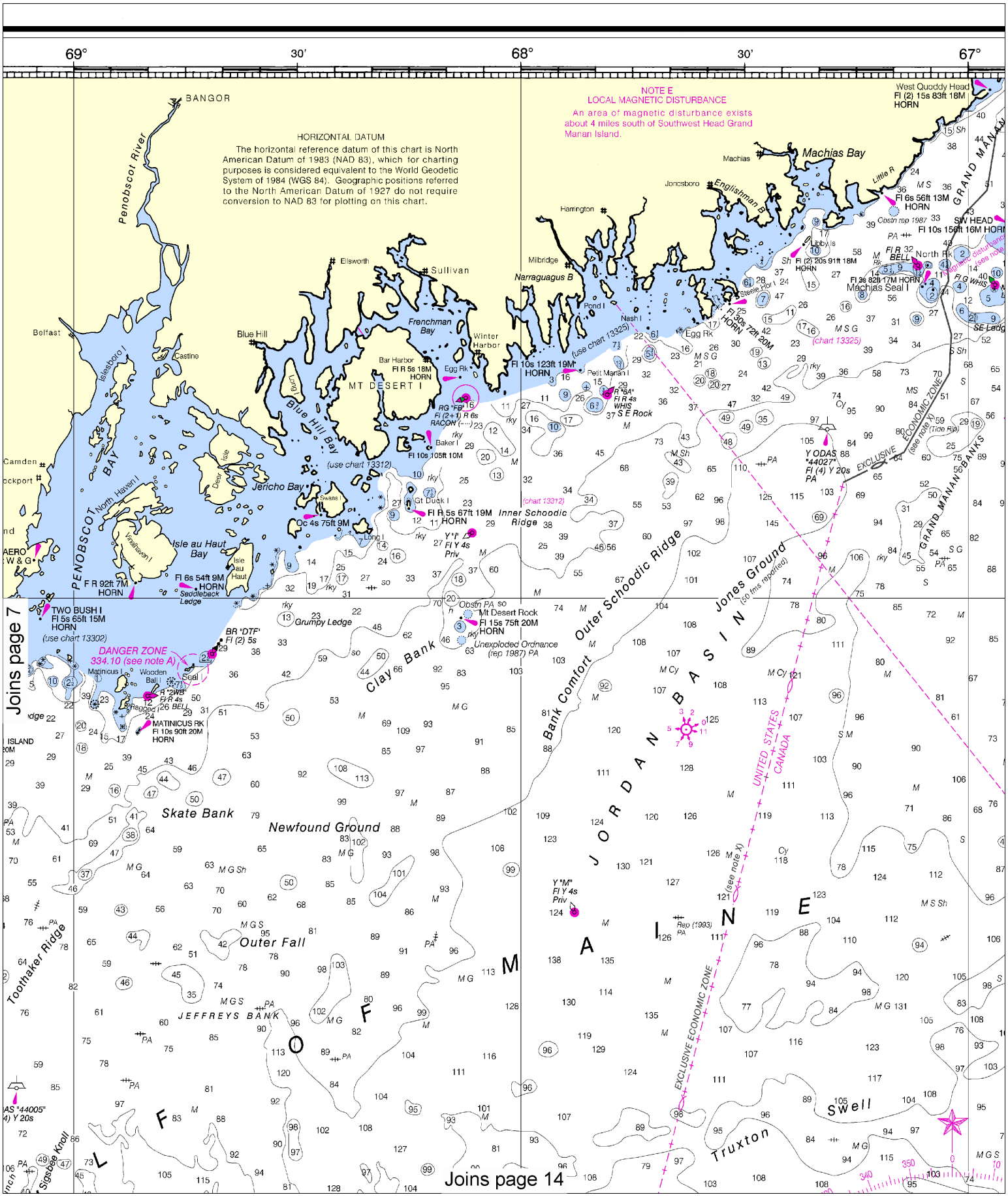


6

Note: Chart grid lines are aligned with true north.



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0513 1/29/2013,
NGA Weekly Notice to Mariners: 0613 2/9/2013,
Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.



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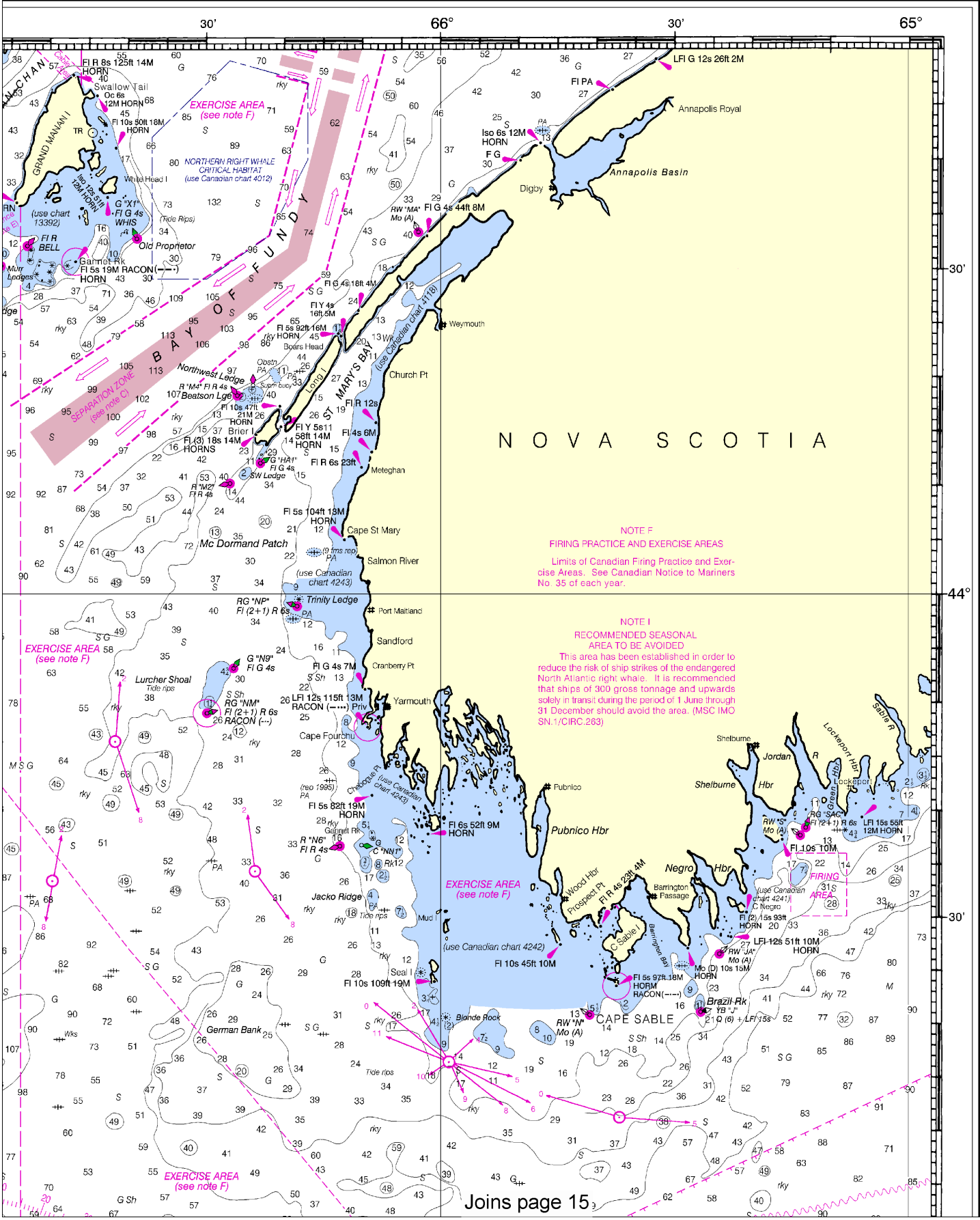
Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS



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

43°

COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown. The U.S. Food and Drug Administration and the National Marine Fisheries Service advise all commercial and recreational fishermen to avoid harvesting fish and shellfish from the vicinity of the industrial waste site due to the undetermined location of numerous toxic waste and low level radioactive waste containers.

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.

30'

AIDS TO NAVIGATION

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

See Canadian List of Lights, Buoys, and Fog Signals for information not included in the U.S. Coast Guard Light List.

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.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) o(Approximate location)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 1, 2, & 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, 1st Coast Guard District in Boston, MA, and 5th Coast Guard District in Portsmouth, VA, or at the Office of the District Engineer, Corps of Engineers in Concord, MA, or the office of the District Engineer, Corps of Engineers in New York, NY.

Refer to charted regulation section numbers.

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.

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).

CURRENT DIAGRAM

GEORGES BANK AND NANTUCKET SHOALS

Explanation

Hourly directions and velocities of tidal currents at twenty-two stations are shown by arrows. The length of the arrow from the center of the circle represents the average velocity on a scale of one inch equals two knots. The figures at the arrow heads are the hours after the time of maximum flood at Pollock Rip Channel, the daily predicted times of which are given in the National Ocean Service Atlantic Coast Current Tables. The velocities plotted should be increased by 20 percent when the moon is full or new and decreased by 20 percent when the moon is in first or third quarters. For effect of wind on tidal currents, see Current Tables, Atlantic Coast.

SCALE OF VELOCITIES

1 0 1 2 KNOTS

NOTE D

AREA TO BE AVOIDED

All vessels carrying cargoes of oil or hazardous materials and all other vessels of more than 1,000 gross tons should avoid the area (MSC IMO XLIII/18).

NOTE G

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 6.7 mile radius of Isles of Shoals Light since it is known that JATO racks and associated debris exist in the area.

42°

NOTE C

TRAFFIC SEPARATION SCHEMES

One-way traffic lanes overprinted on this chart are recommended for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to Portland Harbor and New York Harbor and the approach to Narragansett Bay, Buzzards Bay and Boston Harbor and for routing traffic through the Bay of Fundy but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.

The recommended route in the Bay of Fundy has been established by the Department of Transport, Canada. See large scale Canadian charts.

NOTE B

PRECAUTIONARY AREAS

Traffic within the Precautionary Areas may consist of vessels operating between Portland, Boston, or New York Harbors, or Buzzards Bay, and one of the established traffic lanes. Mariners are advised to exercise extreme care when navigating within these areas. The normal pilot cruising area located within the precautionary area for New York Harbor is not shown on this chart. See chart 12326.

MAGNETIC VARIATION

Magnetic variation curves are for 2012 derived from 2010 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

NOTE H

Recommended routing to reduce the likelihood of ship strikes of endangered whales are in effect within this area, but are not depicted on this chart. See larger scale charts.

NOTE J

AREA TO BE AVOIDED

In order to significantly reduce the risk of ship strikes to the highly endangered North Atlantic Right Whale, ships of 300 gross tons and above should avoid the area between the period of April 1st through July 31st. Reference IMO Sn/Circ. 272.

Where the boundary of the Area to Be Avoided (ATBA) is co-linear with the boundary of the Traffic Separation Scheme or the boundary of the Mandatory Ship Reporting Area, it has been offset slightly for clarity.

30'

CONNECTICUT

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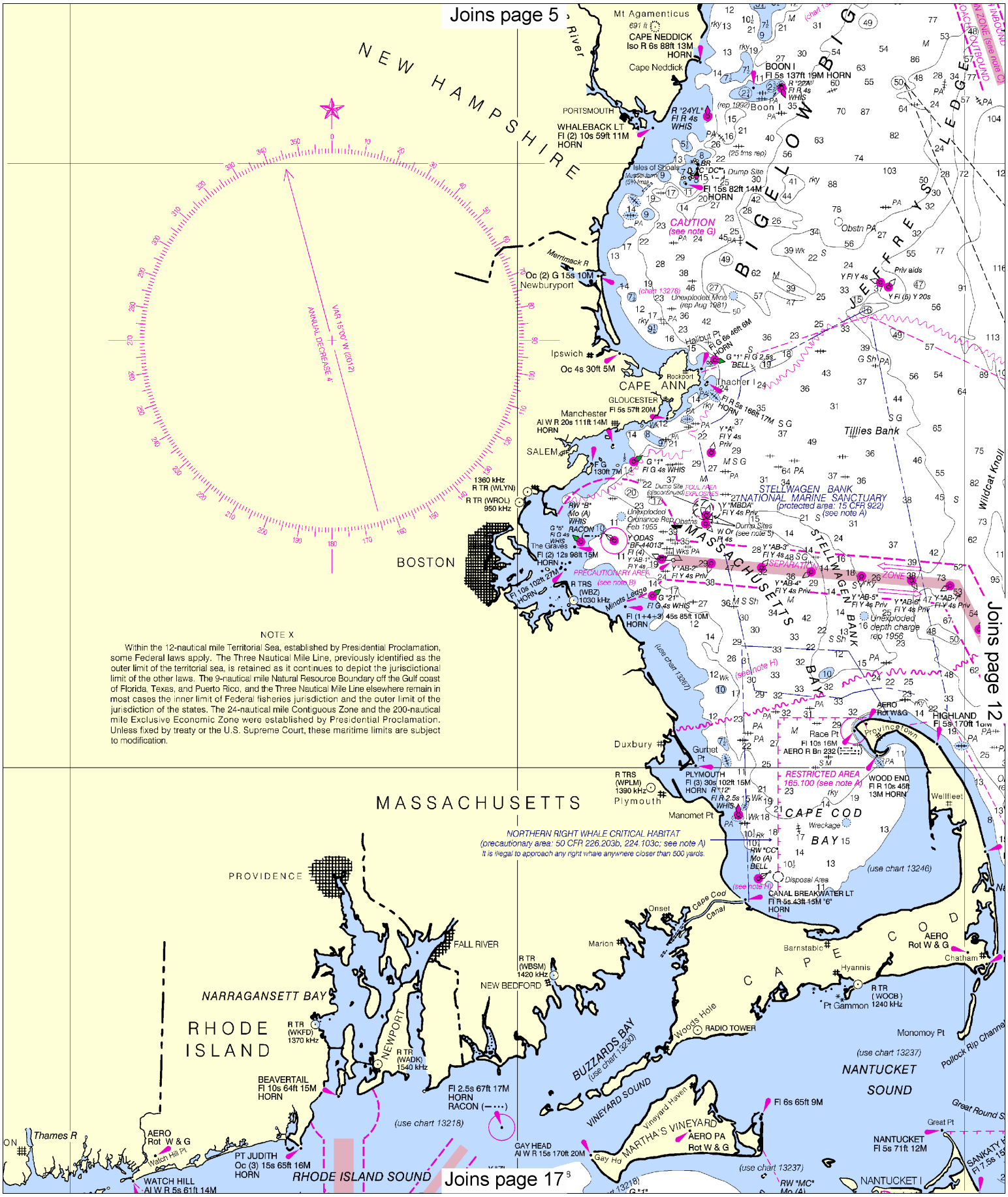
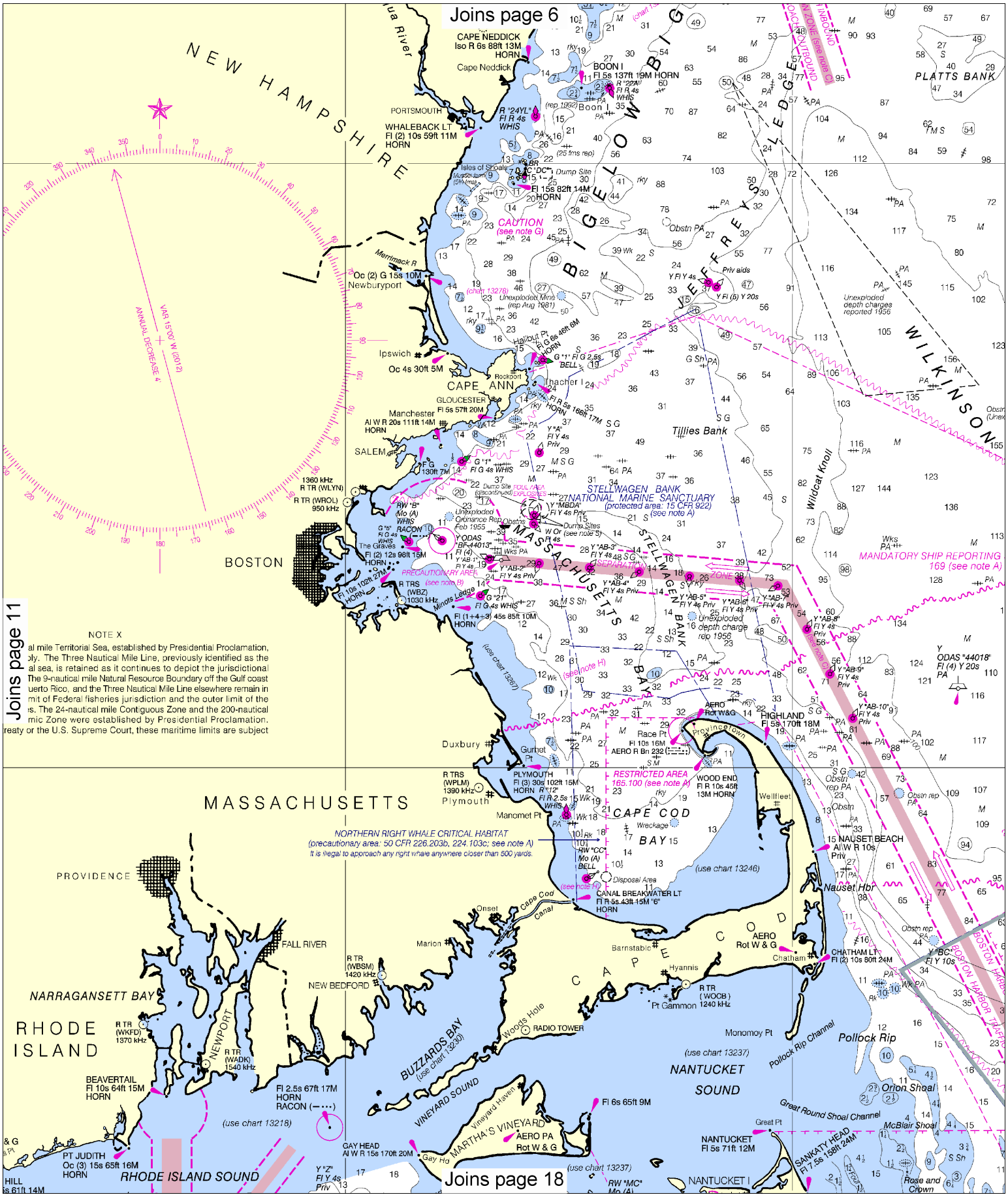
Note: Chart grid lines are aligned with true north.

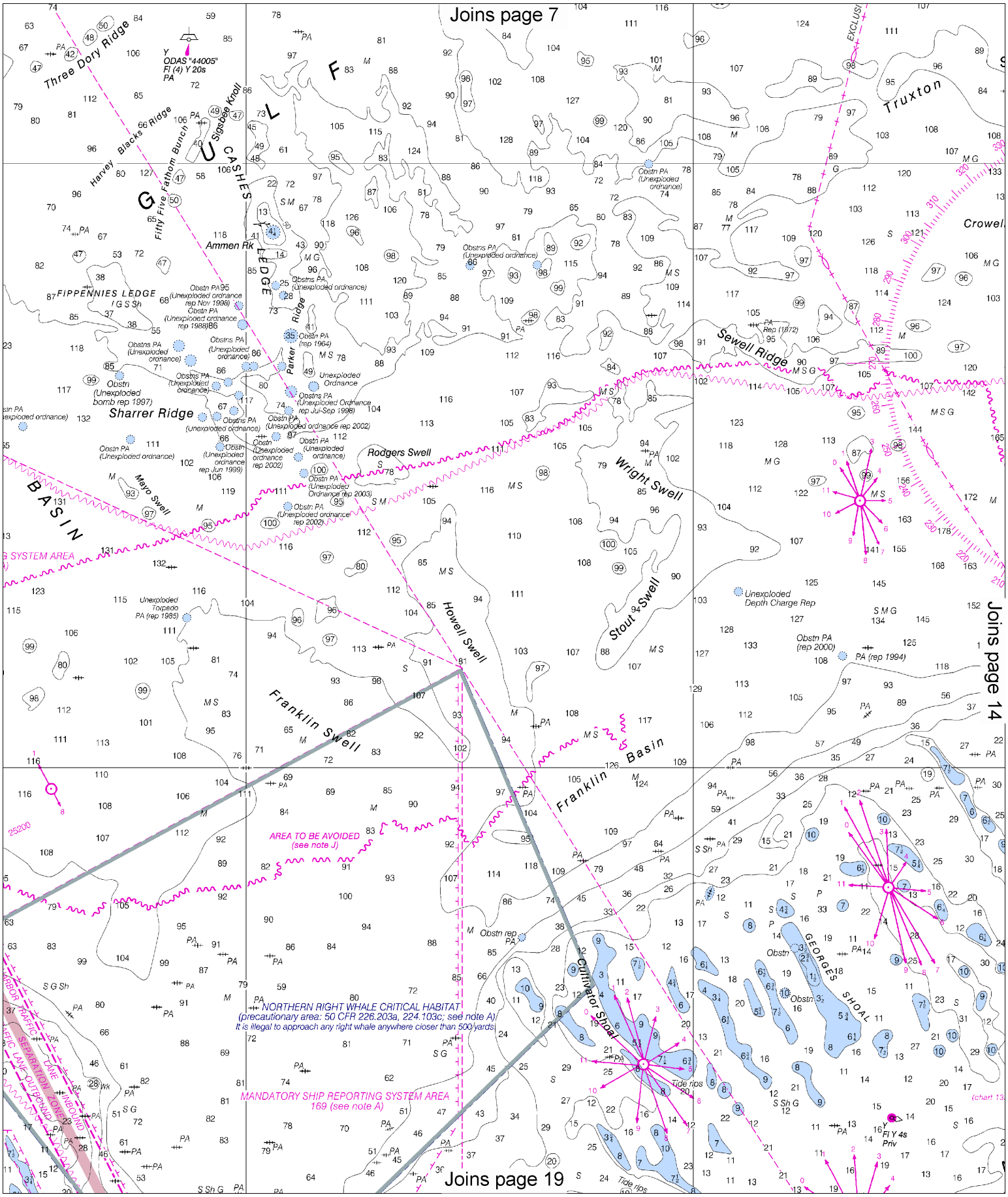


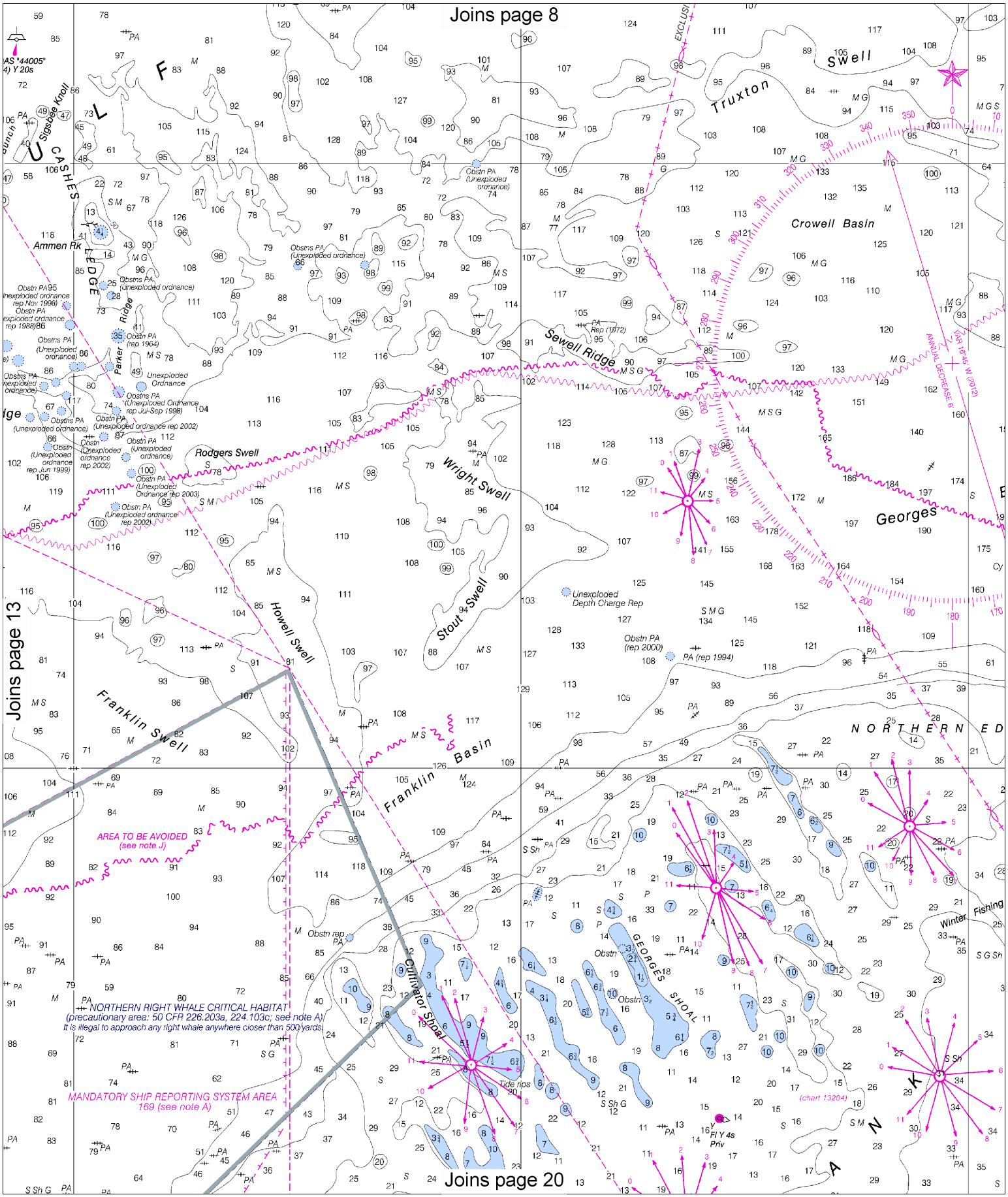
NOTE X

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.


Joins page 7
Joins page 14
Joins page 19
Three Dory Ridge
ODAS "44005"
Fl (4) Y 20s
PA
Sigsbee Knoll
Harvey Blacks Ridge
Fifty Five Fathom Bunch
Ammen Rk
FIPPENNIES LEDGE
Parker Ridge
Sharrer Ridge
Mayo Swell
Rodgers Swell
Howell Swell
Franklin Swell
Franklin Basin
Wright Swell
Stout Swell
Sewell Ridge
Truxton
Crowell
Unexploded Depth Charge Rep
Unexploded Torpedo PA (rep 1985)
AREA TO BE AVOIDED
(see note J)
NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203a, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards
MANDATORY SHIP REPORTING SYSTEM AREA
169 (see note A)
Cultivator Shoal
GEORGES SHOAL
Tide rips
Fl Y 4s
Priv



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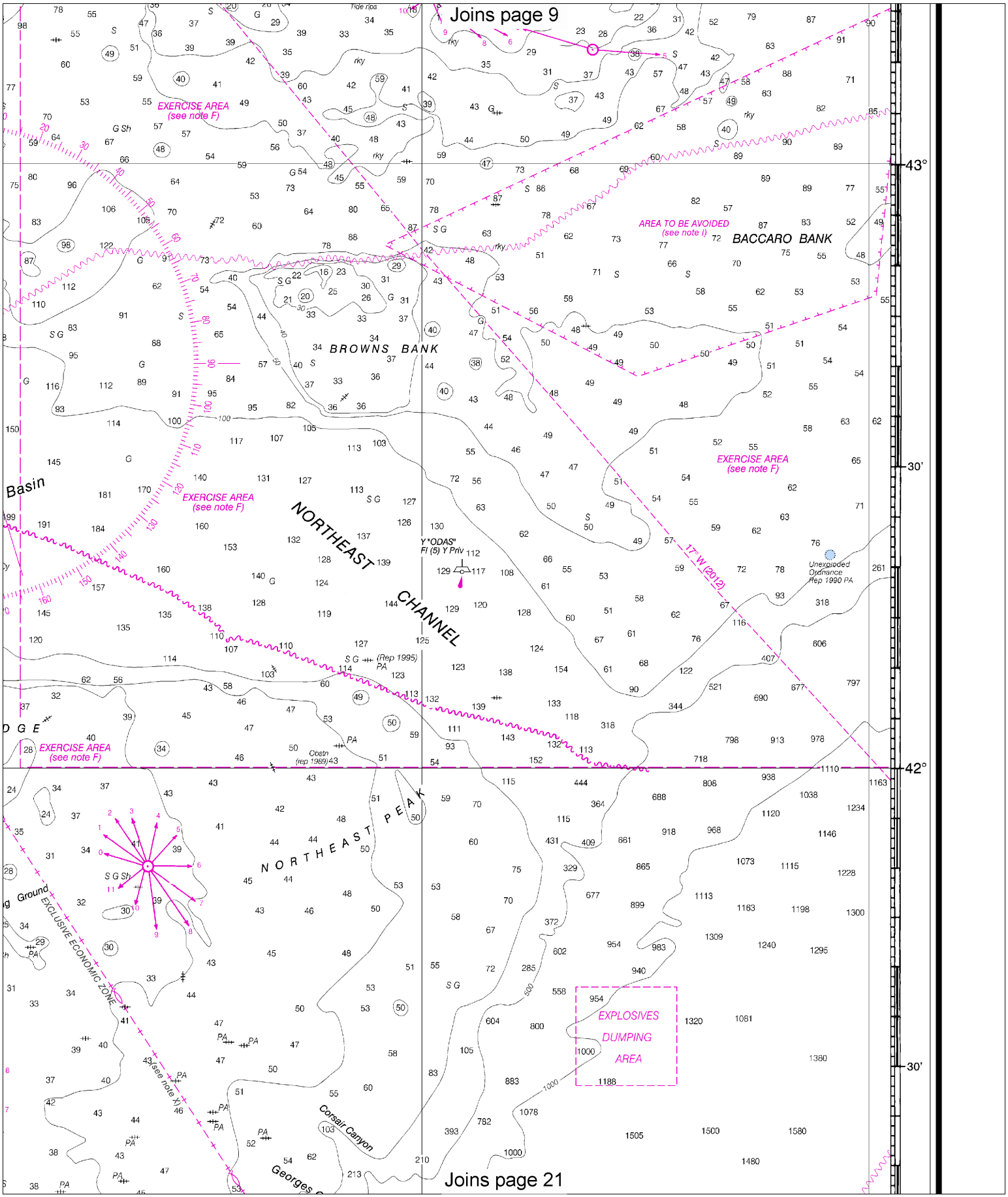
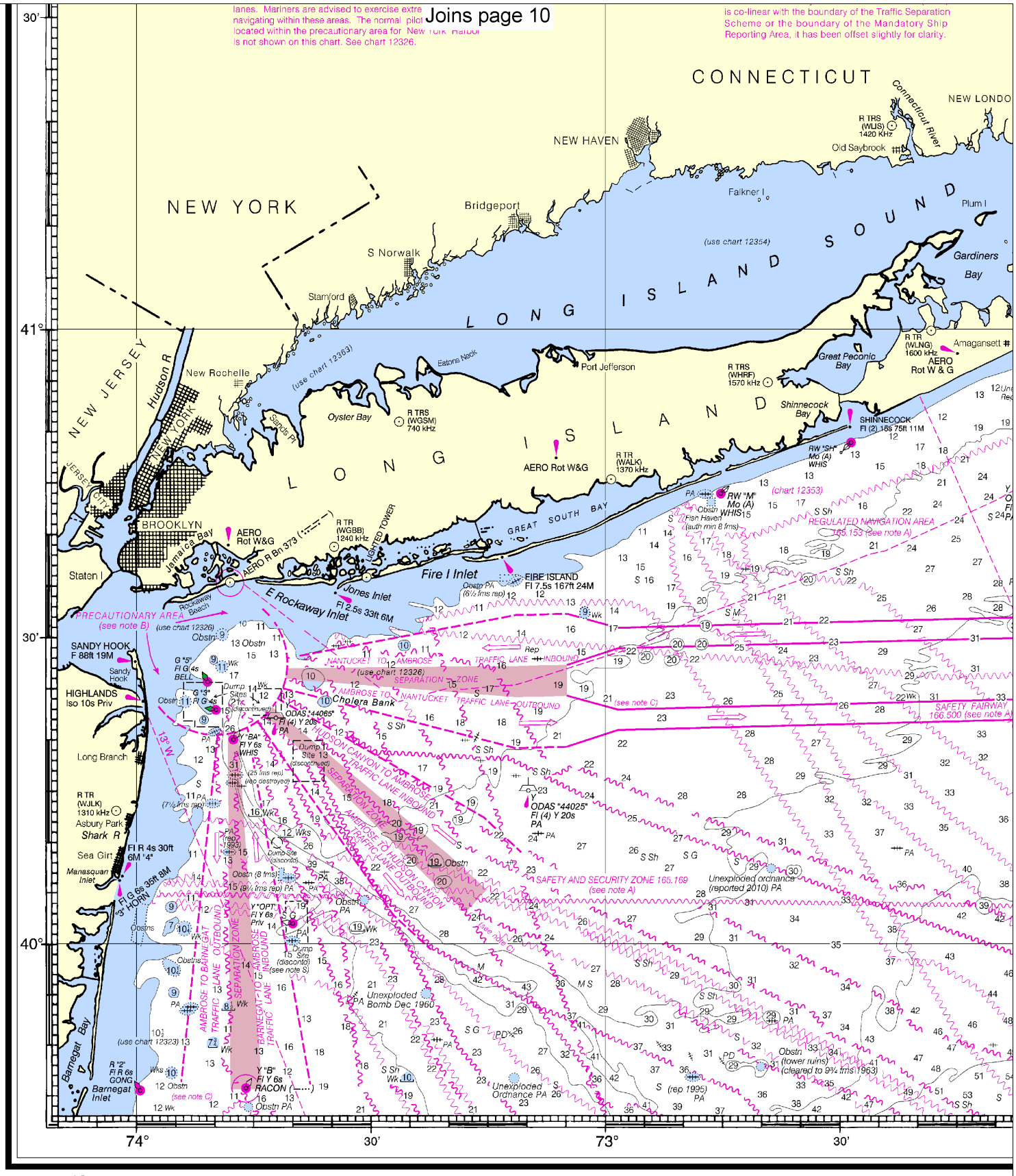

Joins page 9
EXERCISE AREA
(see note F)
AREA TO BE AVOIDED
(see note i)
BACCARO BANK
BROWNS BANK
NORTHEAST CHANNEL
Basin
Y "ODAS"
Fl (5) Y Priv
Unexploded
Ordnance
Rep 1990 PA
17° W (2012)
43°
30'
42°
30'
NORTHEAST PEAK
EXCLUSIVE ECONOMIC ZONE
(see note X)
Corsair Canyon
Georges
EXPLOSIVES
DUMPING
AREA
Joins page 21



36th Ed., Jul./12 ■ Corrected through NM Jul. 28/12
Corrected through LNM Jul. 17/12

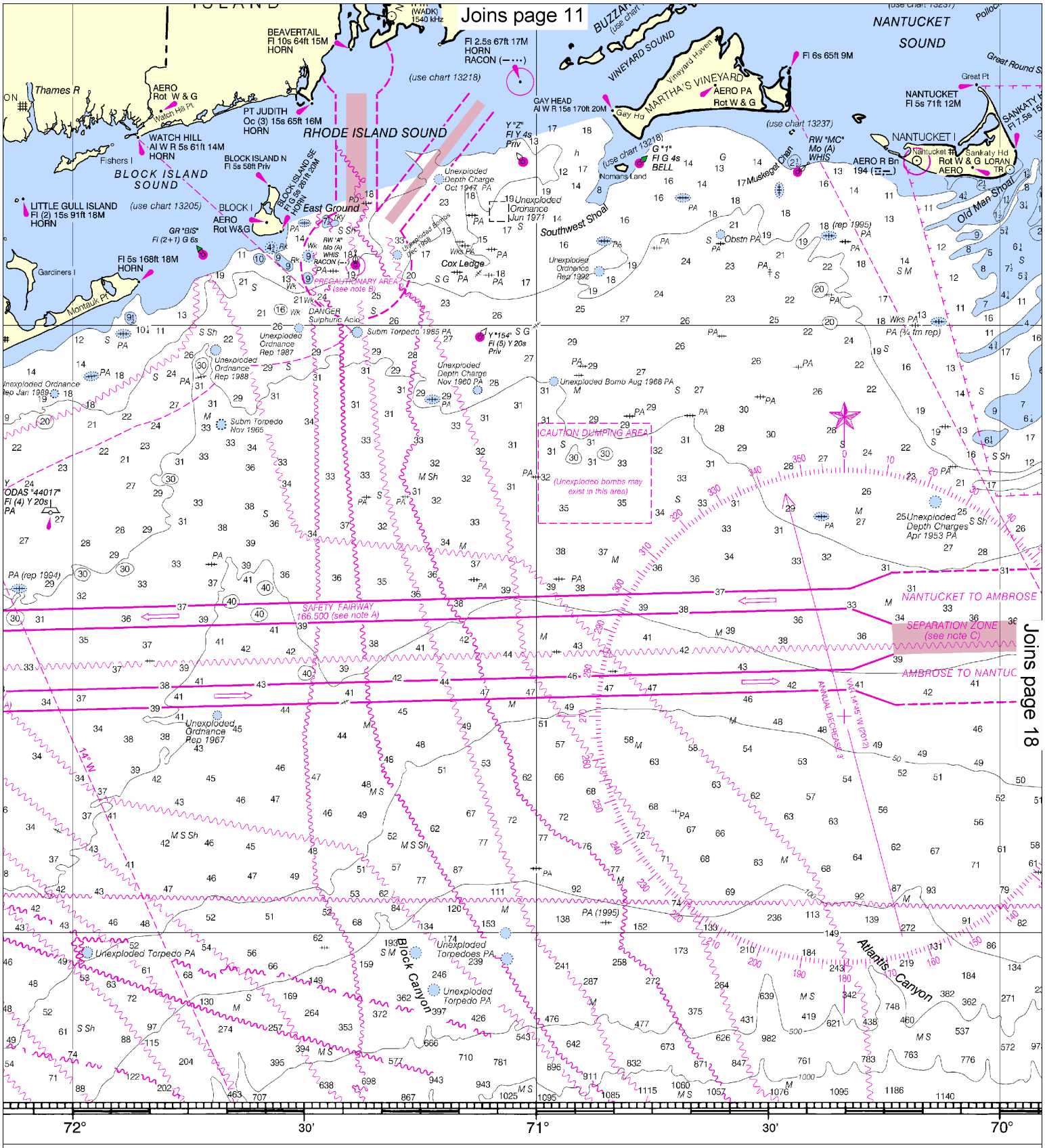
13006

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.

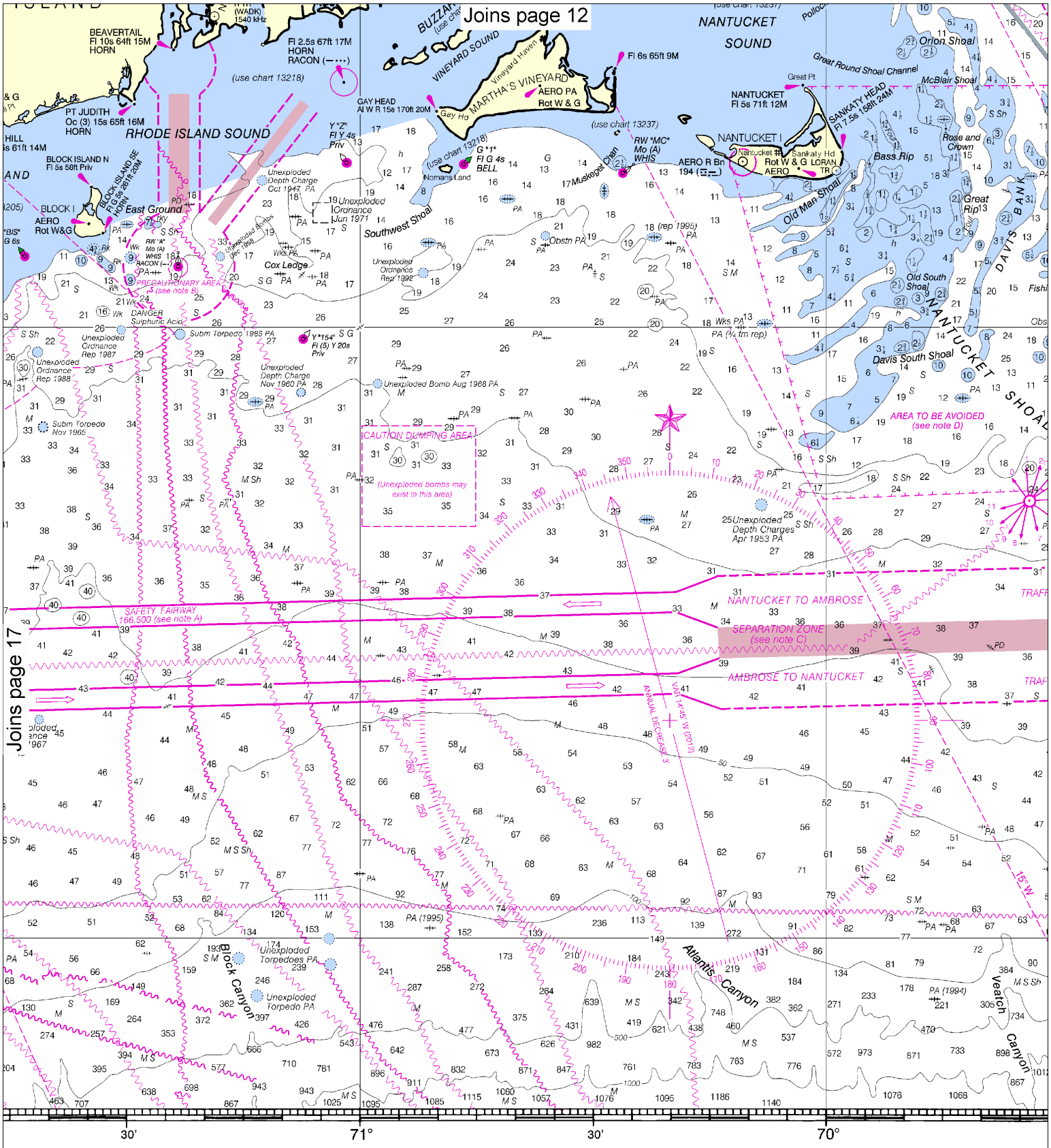
This nautical chart has b
Ocean Service encourages us
improving this chart to the C
Service, NOAA, Silver Spring

Note: Chart grid lines are aligned with true north.



been designed to promote safe navigation. The National
users to submit corrections, additions, or comments for
Chief, Marine Chart Division (N/CS2), National Ocean
ng, Maryland 20910-3282.

SOUNDINGS IN FATHOMS



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SOUNDINGS IN FATHOMS

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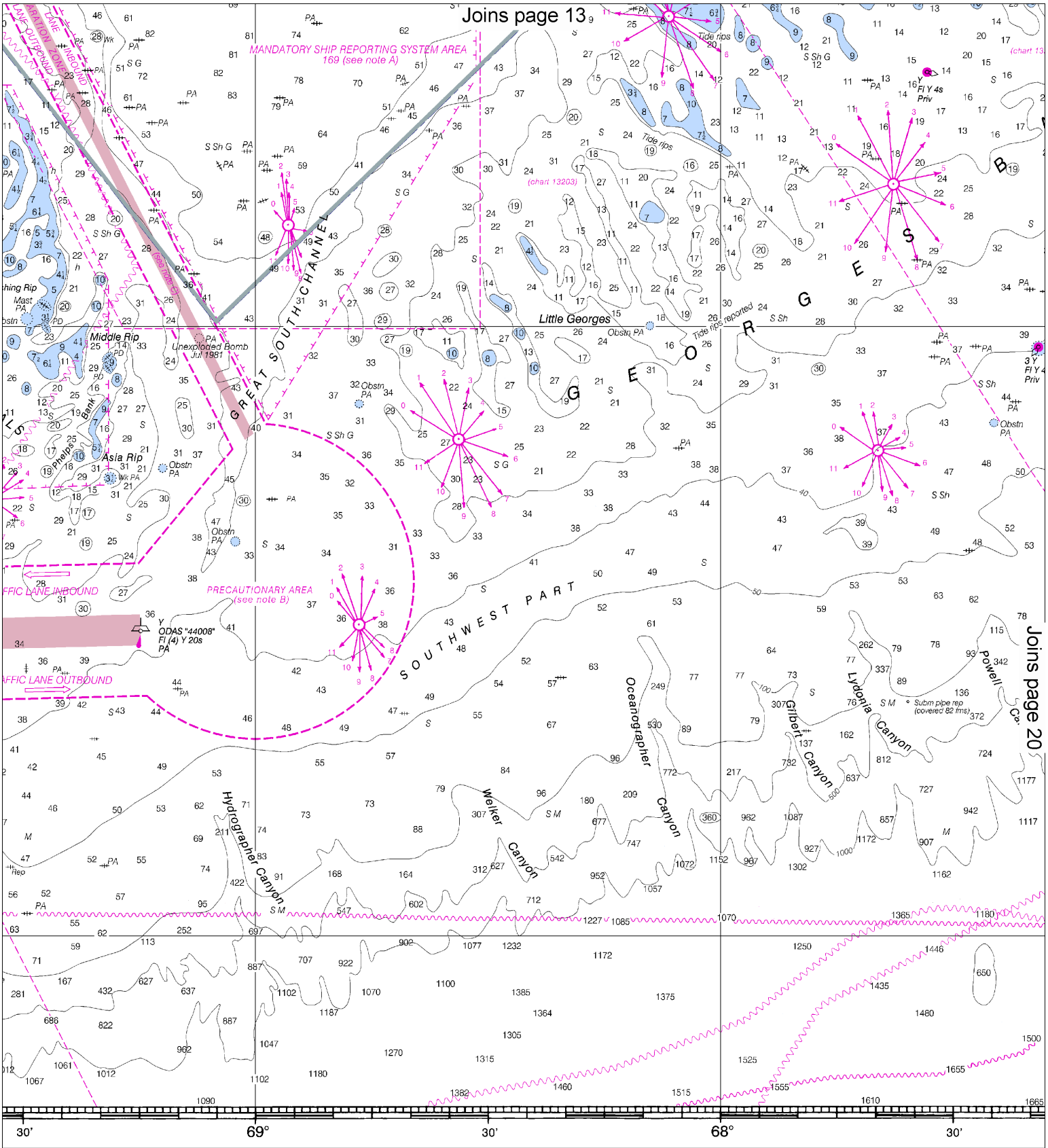
Note: Chart grid lines are aligned with true north.



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OSPHERIC ADMINISTRATION
EAN SERVICE
URVEY

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notic
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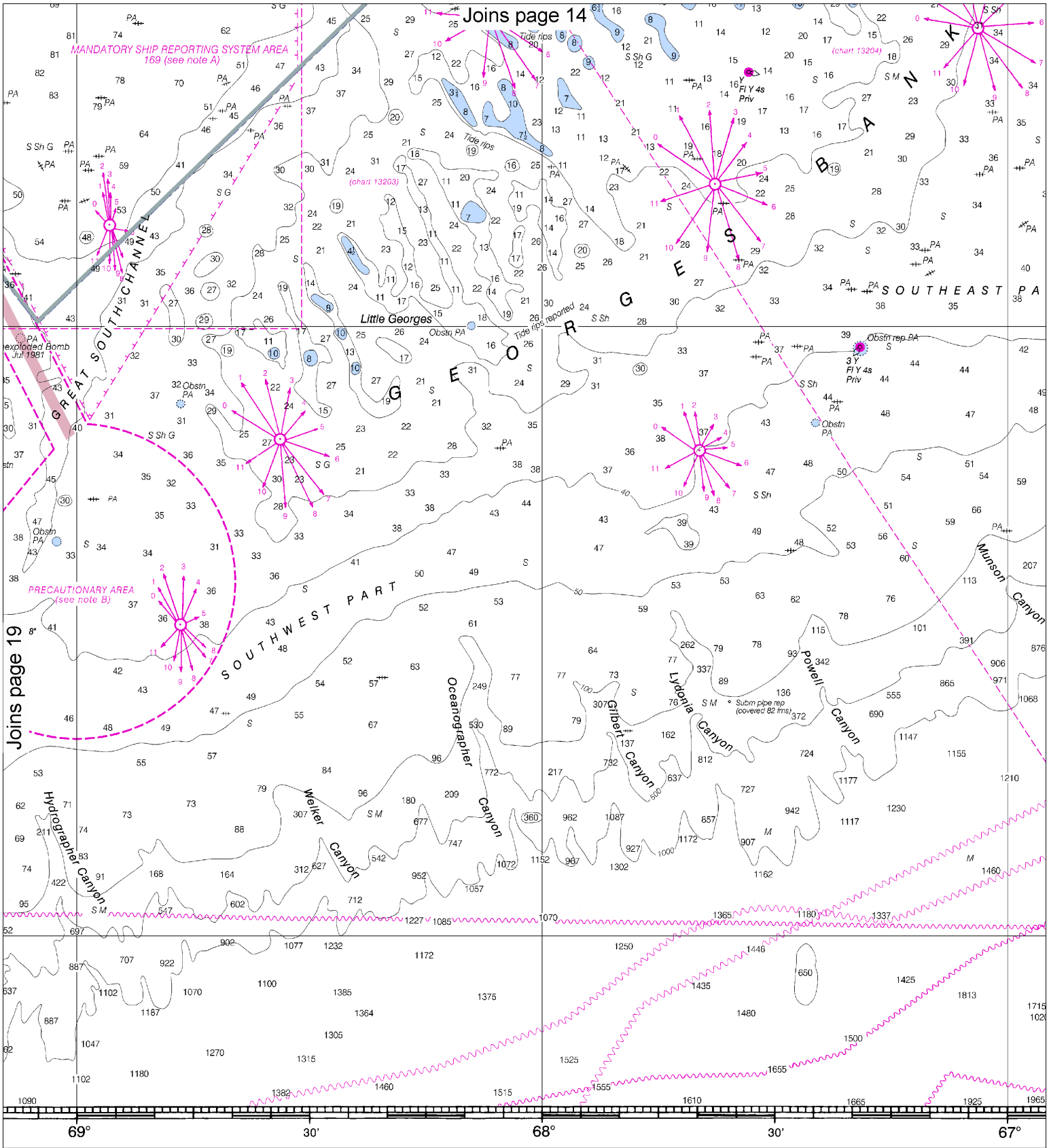
Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask yo
about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/in
OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.

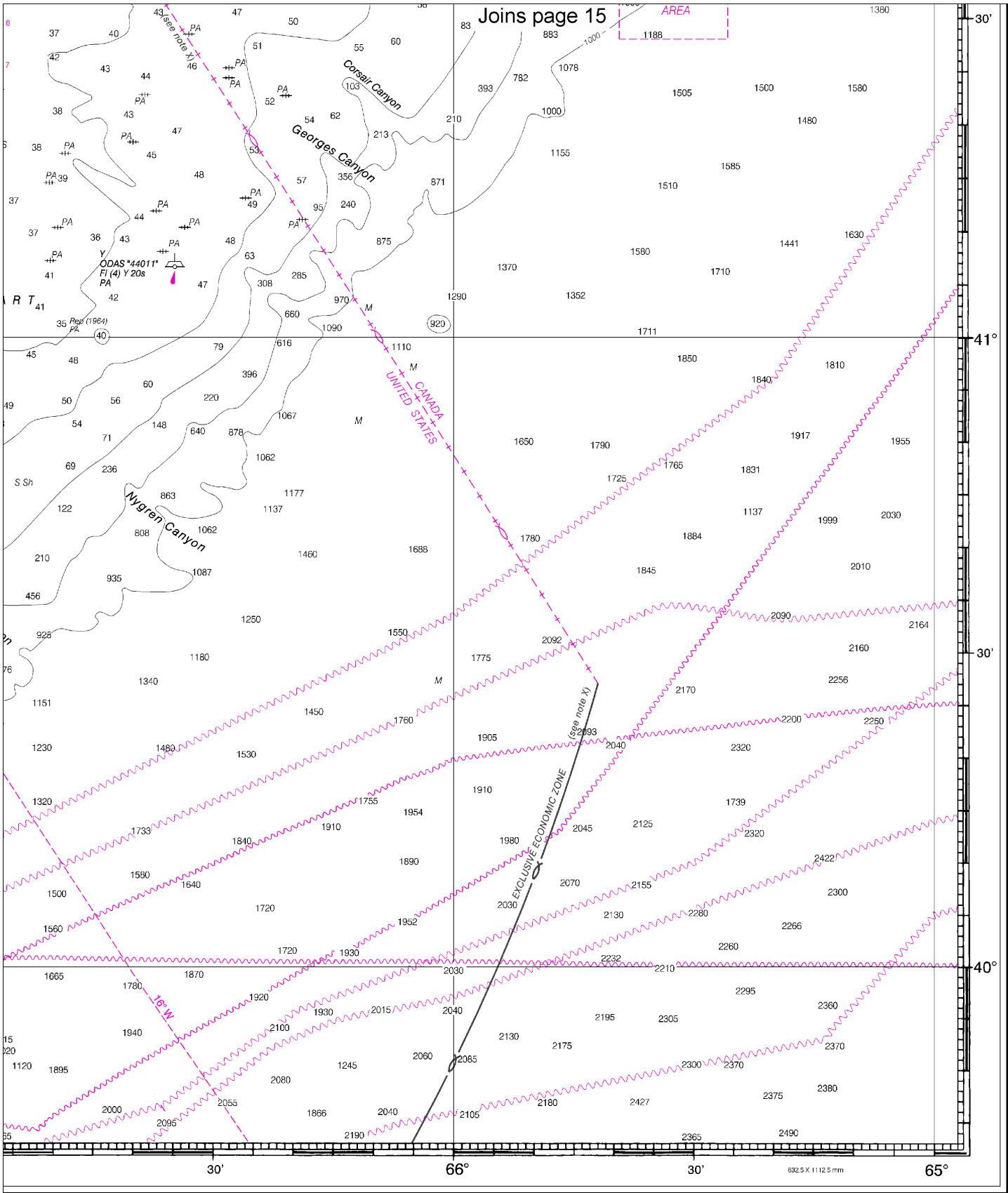


PRINT-ON-DEMAND CHARTS

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://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.

FATHOMS	
FEET	
METERS	

Note: Chart grid lines are aligned with true north.



West Quoddy Head to New York

SOUNDINGS IN FATHOMS - SCALE 1:675,000

13006

ED. NO. 36

NSN 7642014010402

NGA REFERENCE NO. 13ACO13006

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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Note on Printing

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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