

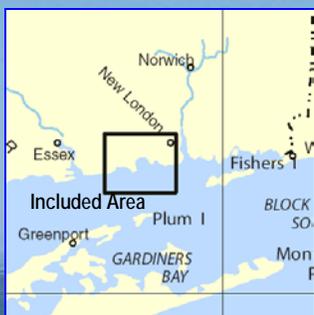
BookletChart™

North Shore of Long Island Sound – Niantic Bay and Vicinity

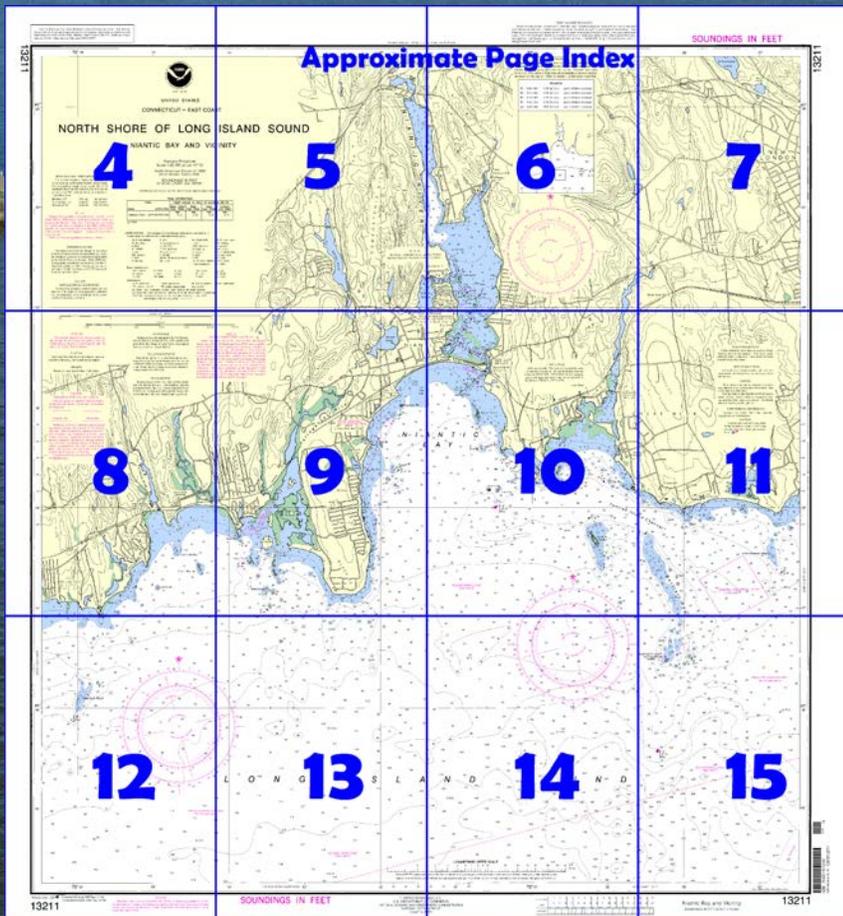
NOAA Chart 13211

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.

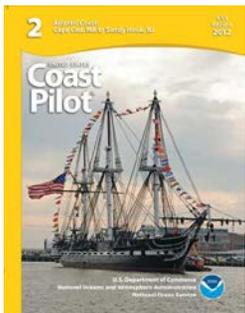
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13211>.



(Selected Excerpts from Coast Pilot)
Bartlett Reef Light (41°16'28"N., 72°08'14"W.), shown from a skeleton tower with a red and white diamond-shaped dayboard, is 3.3 miles southwest of New London Ledge Light and marks the south end of **Bartlett Reef**. A sound signal is at the light. The reef, 1.3 miles long in a north-south direction and about 0.3 mile wide, is covered 2 to 18 feet and has rocks awash near its northern end. The north end of the reef is

marked by a buoy. A lighted bell buoy and an unlighted buoy are 0.9 mile southward and 0.3 mile eastward of the light, respectively. A **general anchorage** is 0.8 mile northeastward of Bartlett Reef Light. (See **110.1** and **110.147 (a) (4)**, and **(b)**, chapter 2, for limits and regs.)

Twotree Island, small and bare, about 1.4 miles northwestward of Bartlett Reef Light, is surrounded by shoals. A buoy marks rocks awash that extend off the northern end of the island.

Twotree Island Channel leads northward of Bartlett Reef and Twotree Island. With an adverse current in the sound, this channel is used to some extent by light tows and sailboats with a leading wind in the daytime, as the tidal currents turn about 1 hour earlier along the north shore than in the middle of the sound. About 0.3 mile southwestward of **Seaside**, the tidal currents have a velocity of 1.2 knots, and ebb 1.6 knots. Flood sets westerly and the ebb easterly. The channel is buoyed, but strangers are advised to use it with caution and should never attempt to beat through.

From **Goshen Point** (41°18.0'N., 72°06.8'W.) westward, there are scattered boulders which extend offshore as much as 0.2 mile in places. **Jordan Cove**, 1.5 miles west of Goshen Point, is foul in its northerly half, and the southerly part is obstructed by **Flat Rock**, bare at low water and marked by a buoy, and **High Rock**, which shows at high water and is marked by a buoy.

Millstone Point, on the east side at the entrance of Niantic Bay, is occupied by the buildings of the Millstone Nuclear Power Station. A 389-foot red and white stack at the station and a radio tower on the point are the most conspicuous landmarks in the area. A cove with depths of 2 to 17 feet is on the west side of the point. A rock with 1 foot over it lies 60 feet off the mouth of the cove. The station maintains channel markers and a range for occasional barge traffic. A dredged area for the power station's water intakes is 0.2 mile northwest of the cove.

White Rock is an islet on the east side of the entrance to Niantic Bay 0.5 mile westward of Millstone Point. **Little Rock**, two rocks partly bare at low water, is 150 yards east of White Rock. Rocks with a least depth of 8 feet extend 0.25 mile northwest from Millstone Point. A rock, covered 11 feet, is about 300 yards south-southeast of White Rock and is marked by a lighted bell buoy.

Niantic Bay, 4.5 miles westward of New London Harbor, is a good anchorage sheltered from easterly, northerly, and westerly winds. It is a harbor of refuge in northerly gales and can be used by small vessels and tows. The general depth of the bay is about 19 feet; the water shoals gradually northward. The entrance is 1.5 miles wide, and the dangers are marked by buoys or show above water.

Niantic and **Crescent Beach** are summer resorts with railroad communication at the north end and northwest side of the bay. The Niantic Bay Yacht Club basin at Crescent Beach is protected on the south, east, and partially on the north side by a U-shaped breakwater; a private seasonal light is near the outer end of the breakwater.

A **special anchorage** is on the west side of Niantic Bay off Crescent Beach. (See **110.1** and **110.53**, chapter 2, for limits and regulations.)

Niantic River empties into the northeast end of Niantic Bay and is entered through a dredged channel that leads from the bay, thence through a narrow passage at the entrance, and thence to a point about 300 yards northward of the entrance to Smith Cove. In 2004-2006, the controlling depths were 4.6 feet (7.9 feet at midchannel) to the highway bascule bridge about 0.4 mile above the channel entrance, thence 5.4 feet at midchannel to the head of the channel. The channel is marked by daybeacons and seasonal buoys.

Black Point, on the west side at the entrance to Niantic Bay, is flat with bluffs at the water and is occupied by many summer cottages. Broken ground extends 0.6 mile south of the southwest side of the point.

**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

SMITH COVE
Aids are privately maintained. The controlling depth in the entrance to Smith Cove is 5 feet. Rep 1999

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 1:20,000 at Lat. 41° 18'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

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

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).

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.

FISHING AND HUNTING STRUCTURES
Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

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.

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.

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

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 0.346" northward and 1.723" eastward to agree with this chart.

NOTE B
Numerous unlighted buoys are not charted because they are frequently shifted in position.

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.

Meriden, CT	WXJ-42	162.400 MHz
New London, CT	KHB-47	162.550 MHz
Riverhead, NY	WXM-80	162.475 MHz

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
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

NIANTIC RIVER
The controlling depths were 4½ feet for a width of 100 feet from the channel entrance 41°19'10"N, 72°10'53"W, to the highway bascule bridge, thence 5½ feet for a mid-width of 50 feet to 41°20'30"N, 72°11'02"W.
Feb 2006

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. 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 or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

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.

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Millstone Point	(41°18'N/72°10'W)	feet 3.2	feet 2.9	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/>. (Feb 2011)

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.

13211



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
CONNECTICUT

NORTH SHORE OF LONG ISLAND SOUND

NIANTIC BAY AND VICINITY

CAUTION
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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.

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.

Mercator Projection
Scale 1:20,000 at Lat. 41° 18'

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.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Millstone Point	(41°18'N/72°10'W)	3.2 feet	2.9 feet	0.2 feet

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>. (Feb 2011)

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
AJ alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is 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

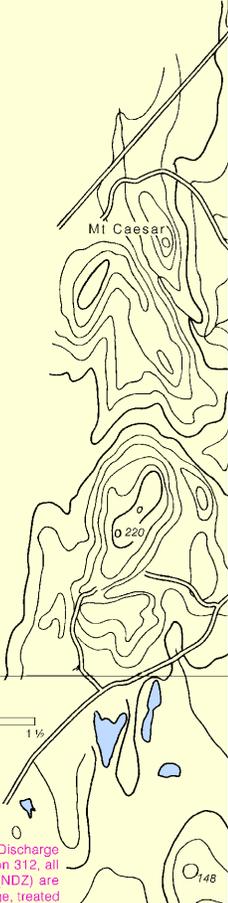
Bottom characteristics:

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:

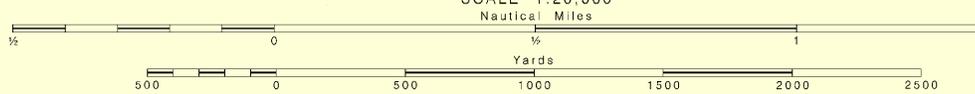
AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) 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.



SCALE 1:20,000

Nautical Miles



Yards

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.

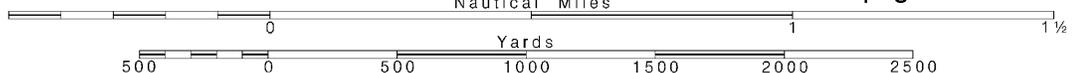
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Join page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:20,000 Nautical Miles See Note on page 5.

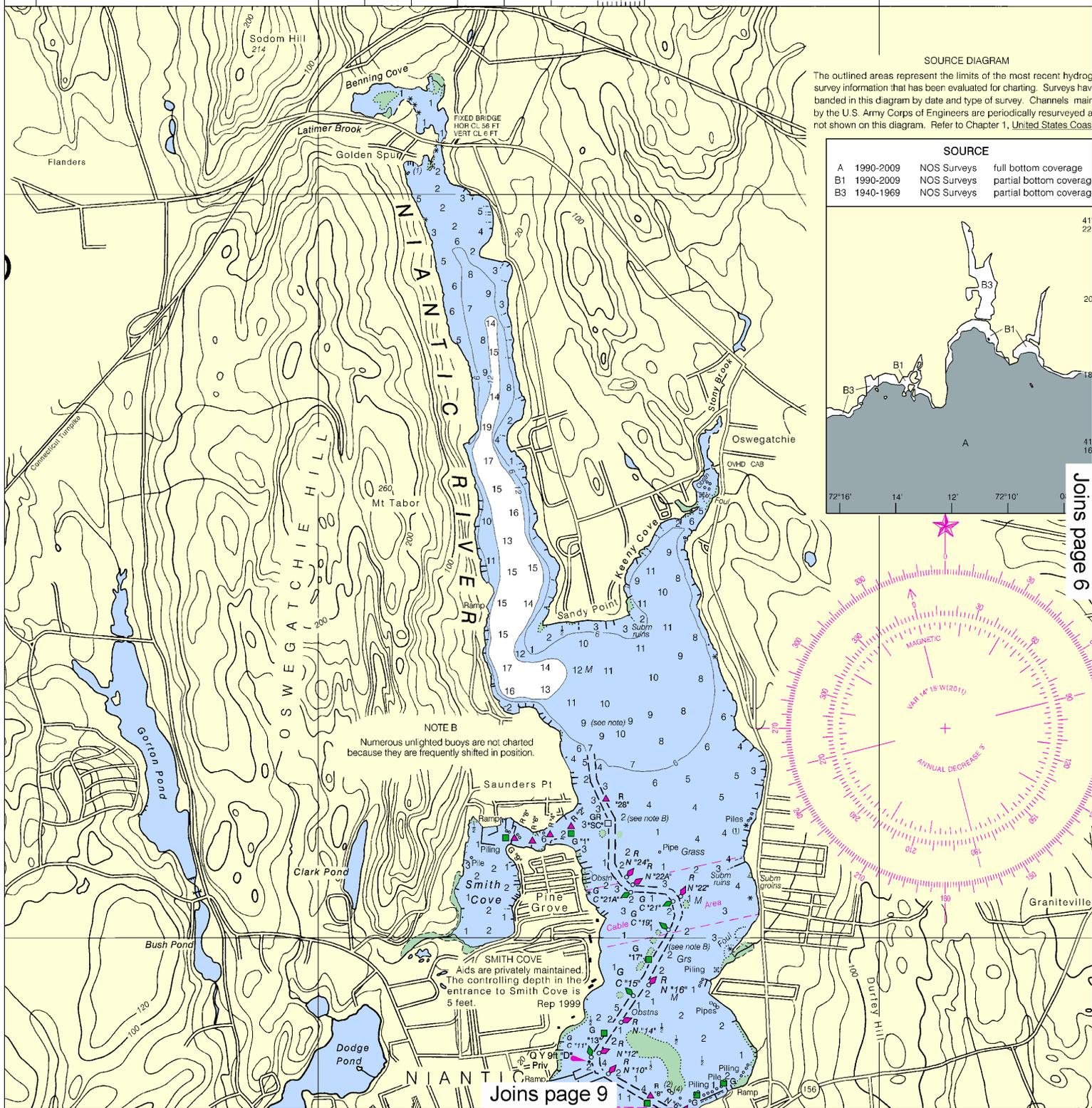


Yards

NOAA and its partner, OceanGrafix, offer this chart updated and critical corrections. Charts are printed when ordered using Editions are available 2-8 weeks before their release as tradition about Print-on-Demand charts or contact NOAA at <http://ocsd.noaa.gov> or contact OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>

Formerly C&GS 214, 1st Ed., July 1925 D-1951-789 KAPP 2146

13° 12° 50' 40' 30' 20' 10' 11° 50' 72° 10'

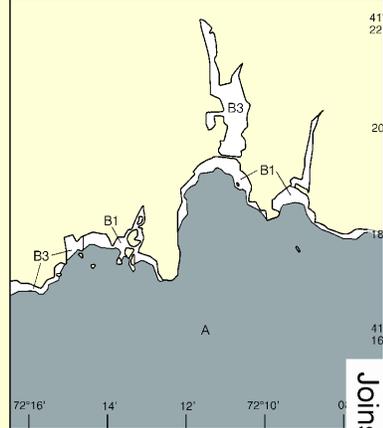


SOURCE DIAGRAM

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SOURCE

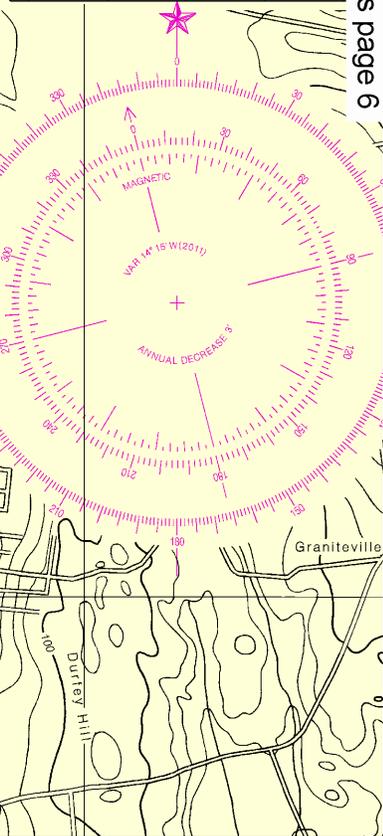
A	1990-2009	NOS Surveys	full bottom coverage
B1	1990-2009	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage



NOTE B
Numerous unlighted buoys are not charted because they are frequently shifted in position.

SMITH COVE
Aids are privately maintained. The controlling depth in the entrance to Smith Cove is 5 feet. Rep 1999

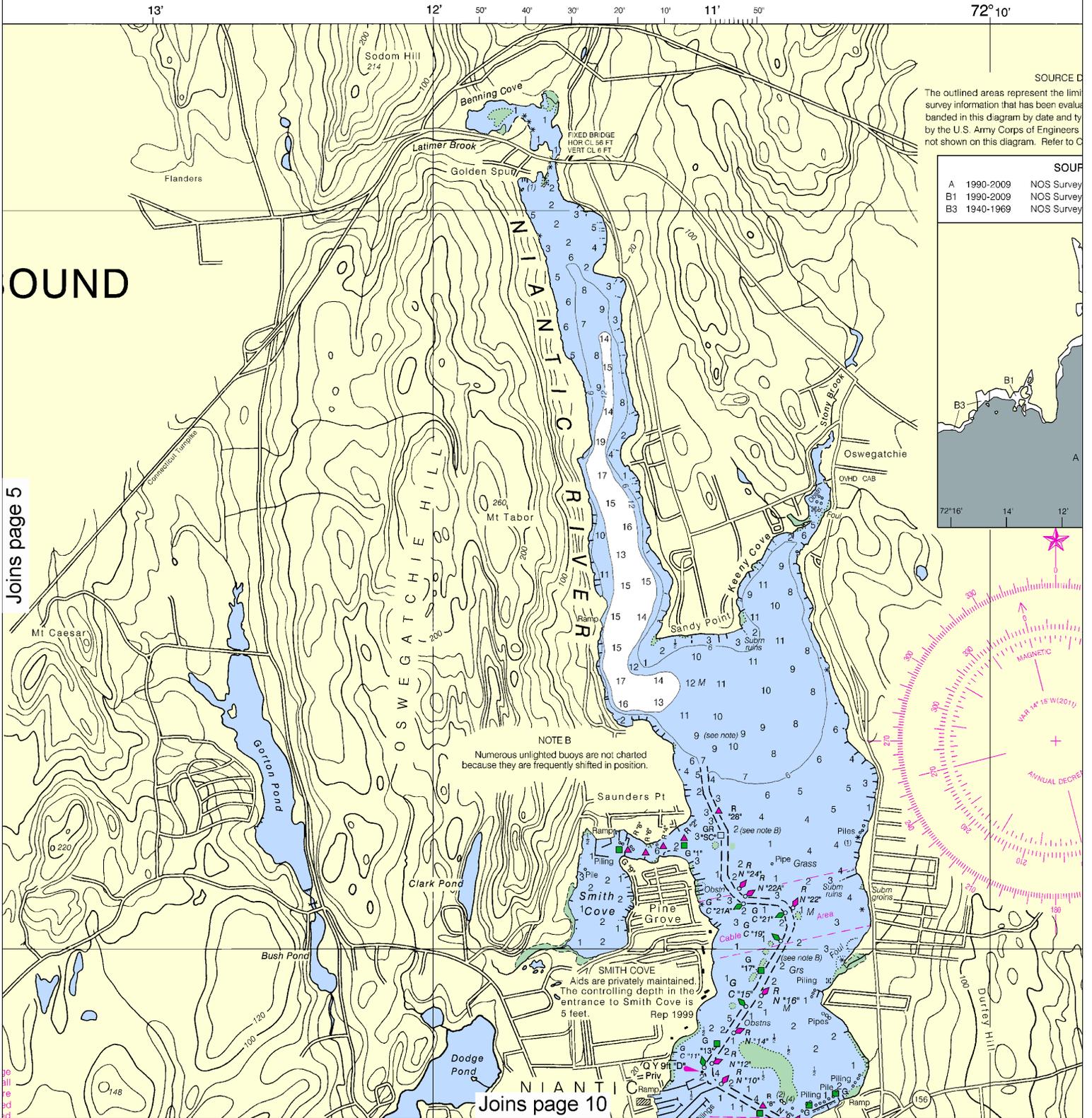
Joins page 9



Joins page 6

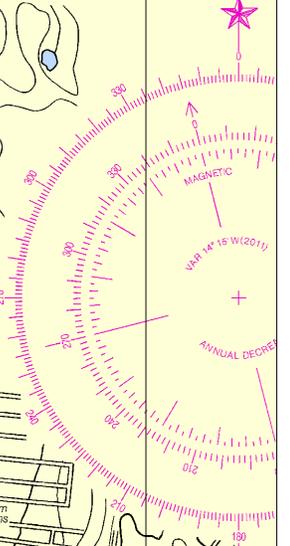
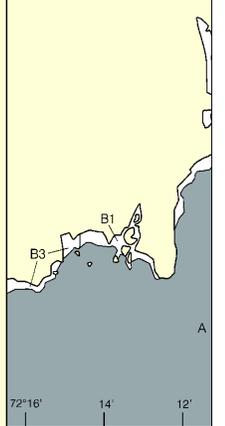
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





SOURCE D
The outlined areas represent the limit information that has been evaluated in this diagram by date and by the U.S. Army Corps of Engineers not shown on this diagram. Refer to C

SOURCE	
A	1990-2009 NOS Survey
B1	1990-2009 NOS Survey
B3	1940-1969 NOS Survey



Joins page 5

Joins page 10

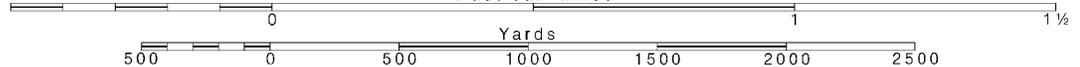
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



PRINT-ON-DEMAND CHARTS

fix, offer this chart updated weekly by NOAA for Notices to Mariners printed when ordered using Print-on-Demand technology. New more their release as traditional NOAA charts. Ask your chart agent contact NOAA at <http://ocsddata.nod.noaa.gov/idrs/inquiry.aspx>, or <http://www.oceangrafix.com>.

SOUNDINGS IN FEET

13211

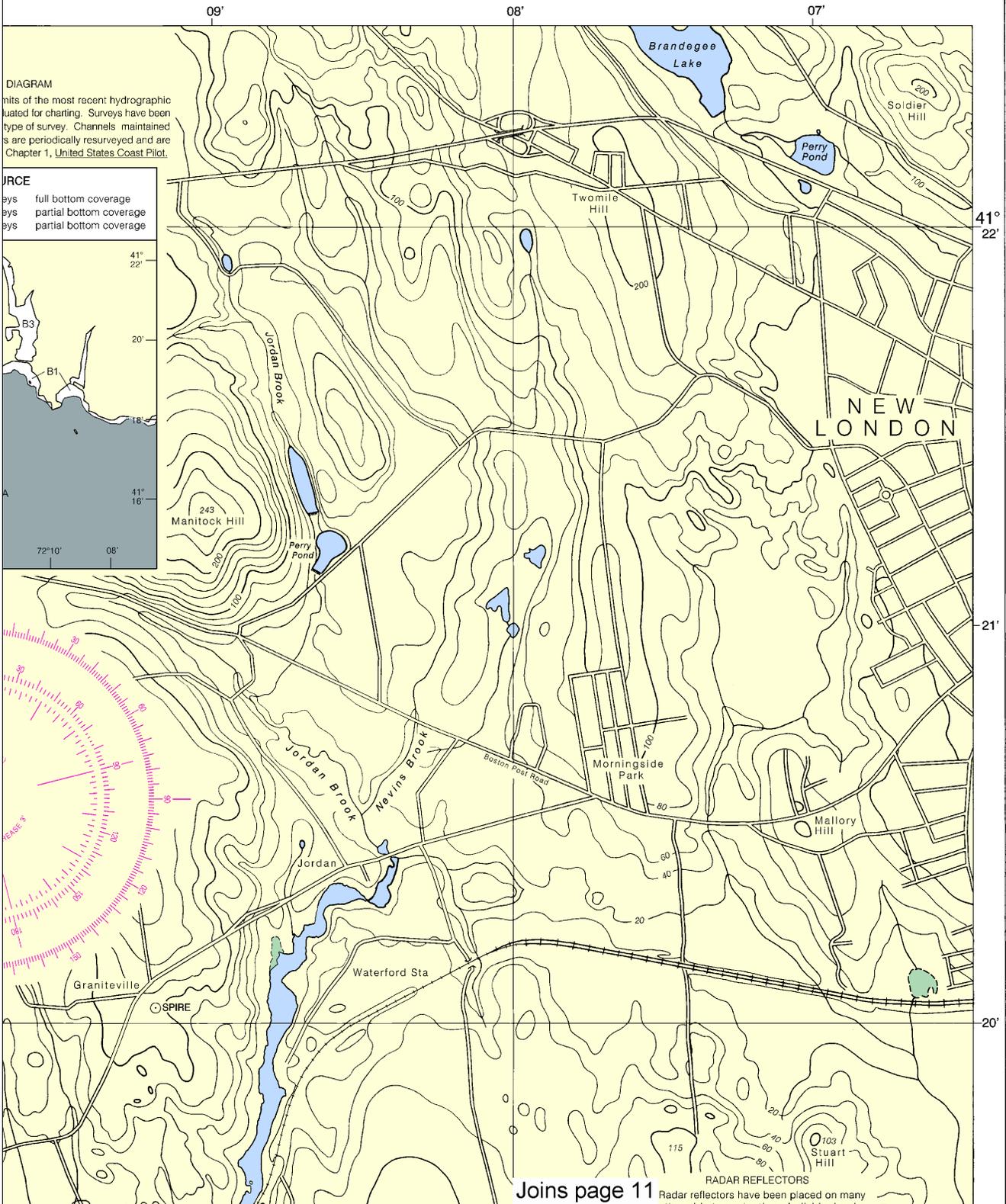
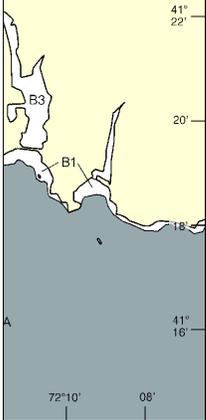


DIAGRAM
 bits of the most recent hydrographic
 luated for charting. Surveys have been
 type of survey. Channels maintained
 s are periodically resurveyed and are
 Chapter 1, United States Coast Pilot.

JRCE
 ys full bottom coverage
 ys partial bottom coverage
 ys partial bottom coverage



Joins page 11 Radar reflectors have been placed on many

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: 1012 10/26/2012.



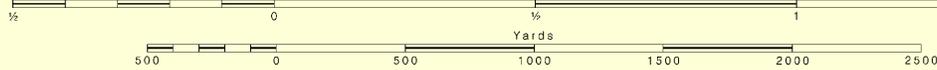
open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

Joins page 4

heights in feet above datum of soundings.

20'

SCALE 1:20,000
Nautical Miles



WARNING

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CAUTION

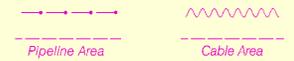
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HEIGHTS

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CAUTION

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19'

50'

40'

30'

20'

10'

18'

50'

17'

14

10

12

14

16

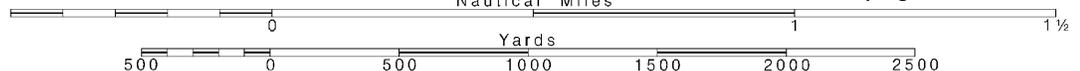
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Joins page 12

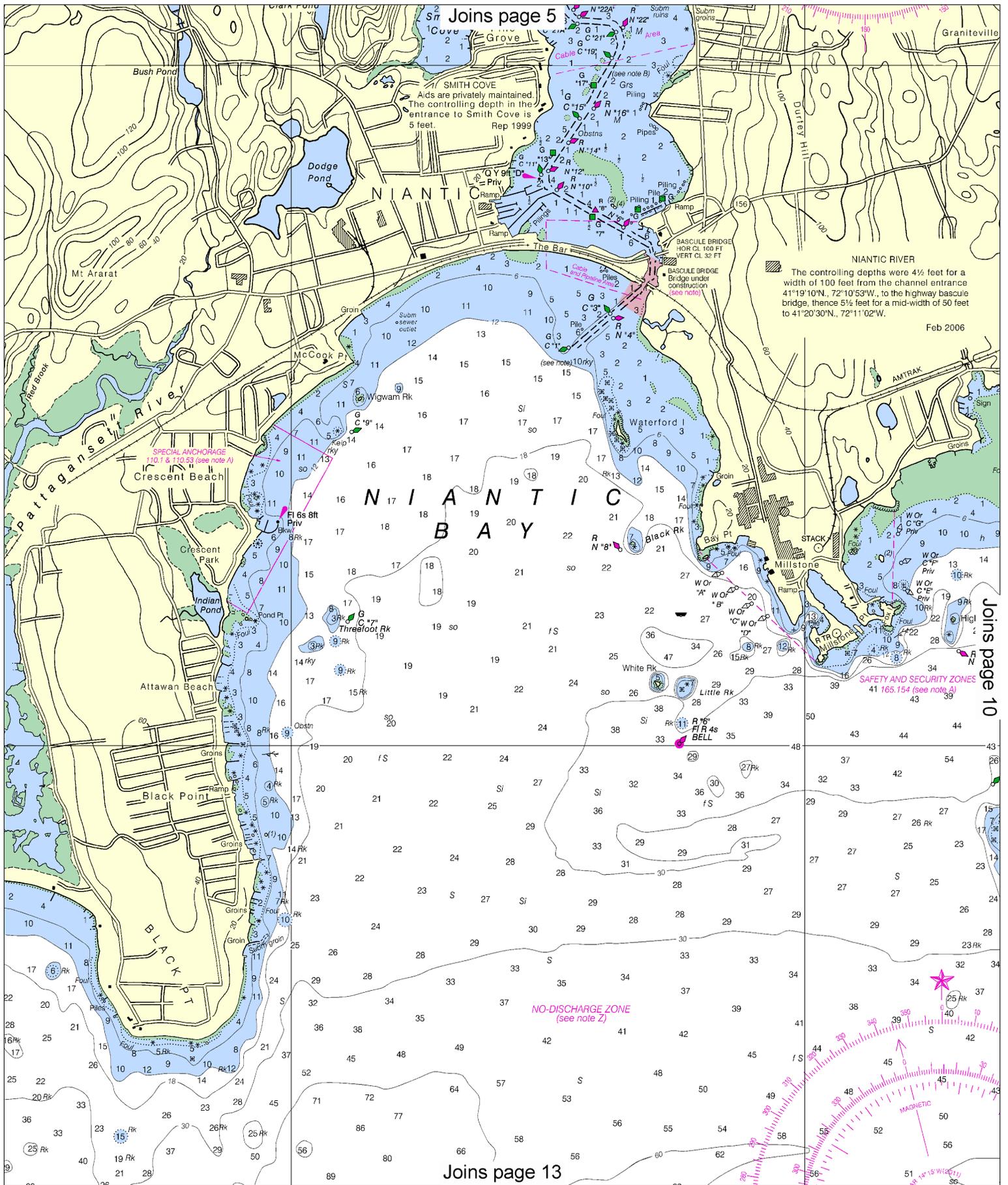
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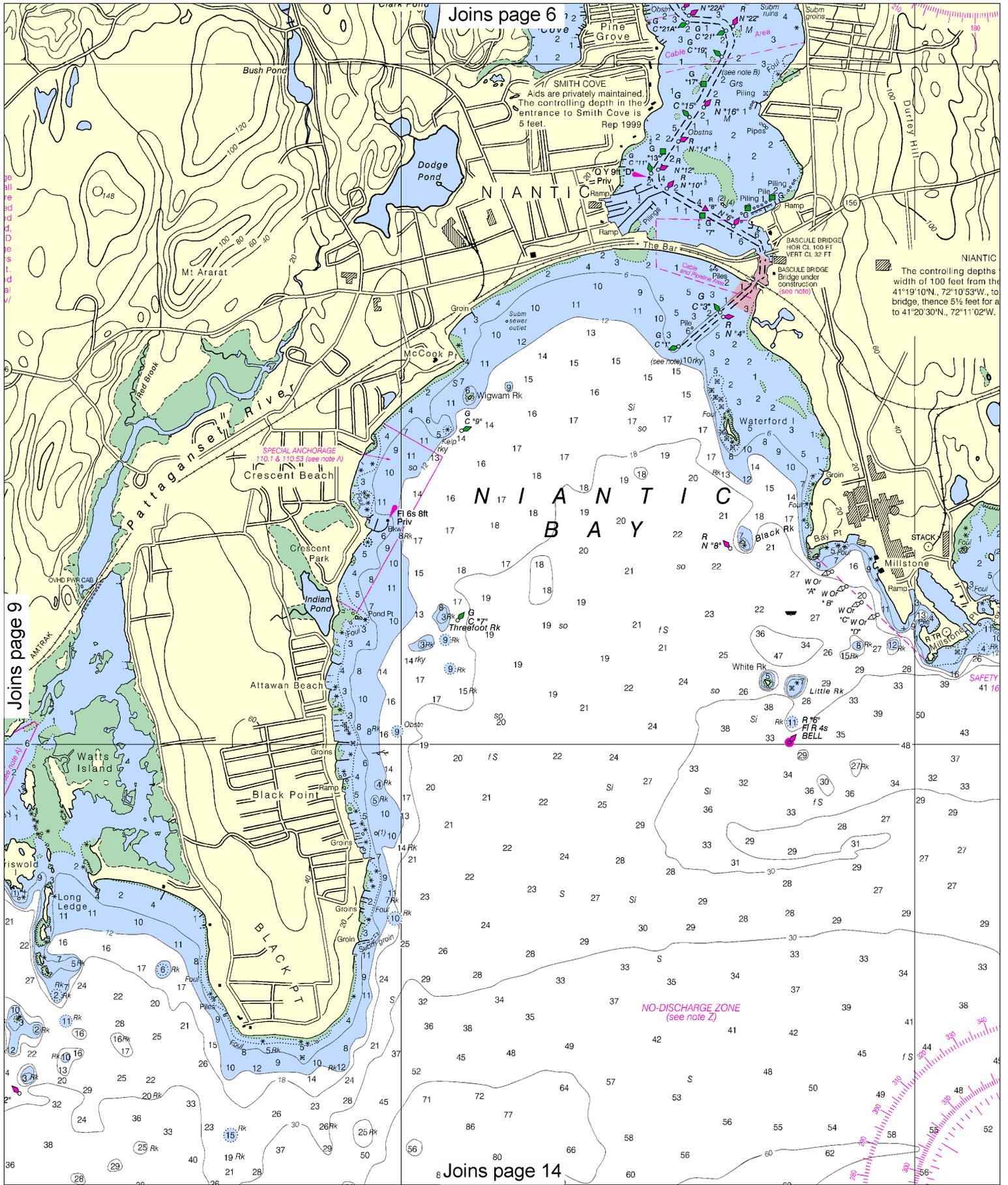
SCALE 1:20,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.





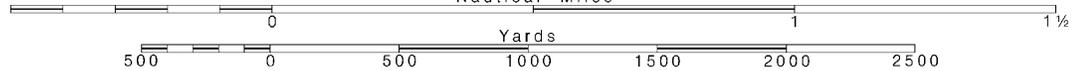
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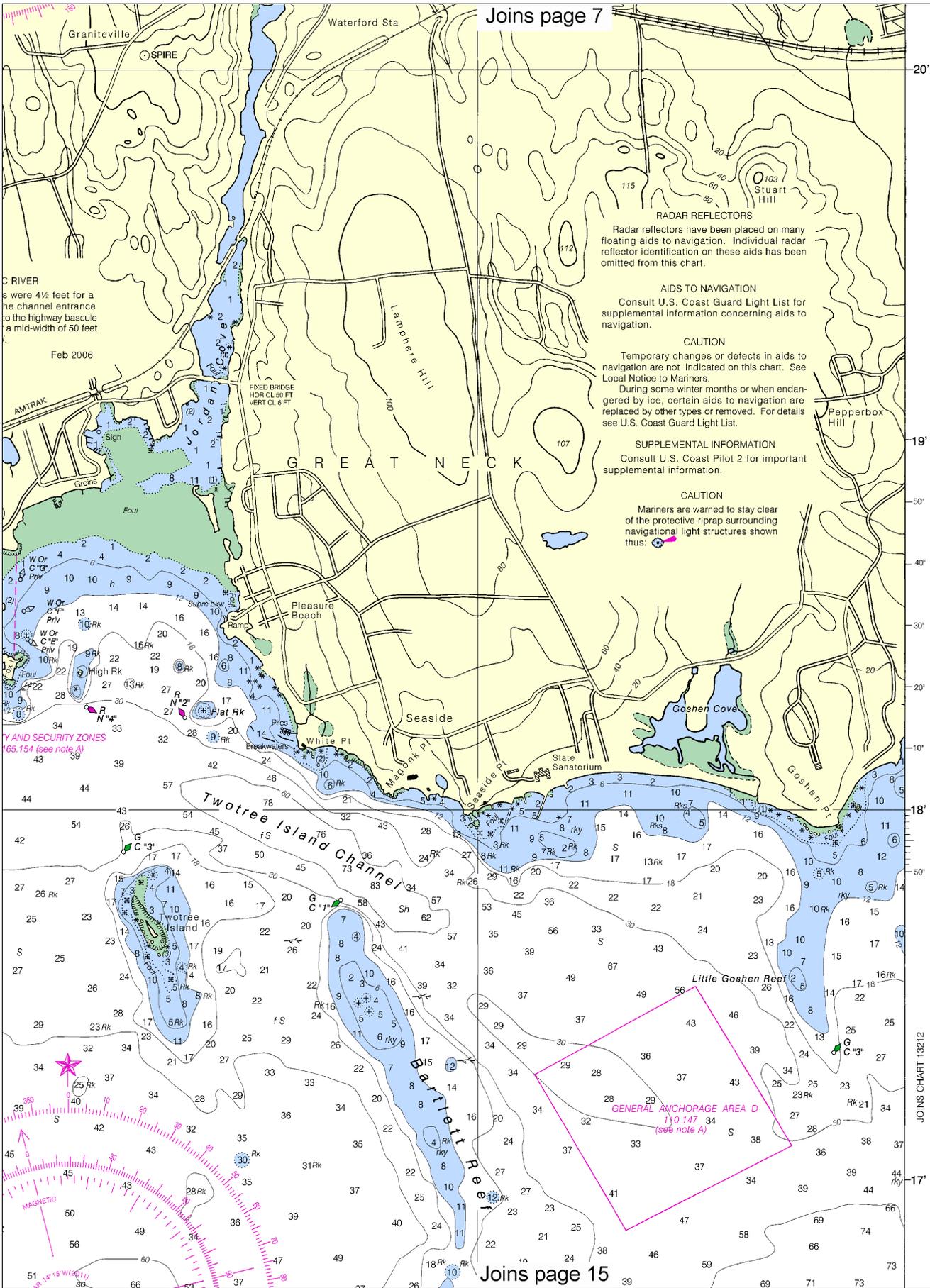
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Nautical Miles

See Note on page 5.





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.

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

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.

SUPPLEMENTAL INFORMATION
 Consult U.S. Coast Pilot 2 for important supplemental information.

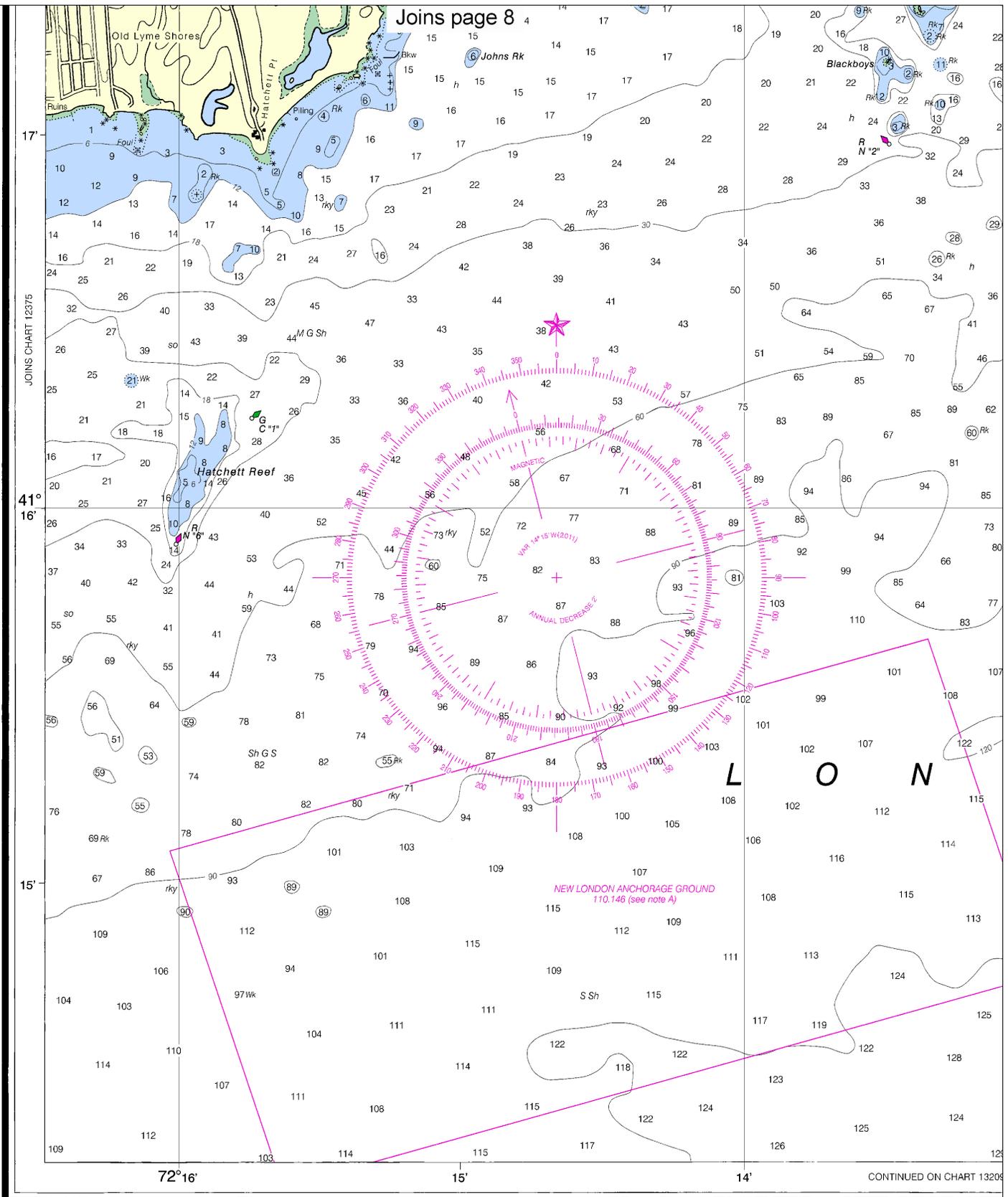
CAUTION
 Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: thus:

C RIVER
 s were 4 1/2 feet for a the channel entrance to the highway bascule a mid-width of 50 feet

Feb 2006

HAZARD AND SECURITY ZONES
 65.154 (see note A)

JOINS CHART 13212



16th Ed., Mar. / 11 ■ Corrected through NM Mar. 12/11
 Corrected through LNM Mar. 1/11

13211

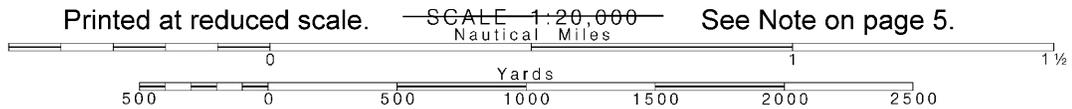
CAUTION

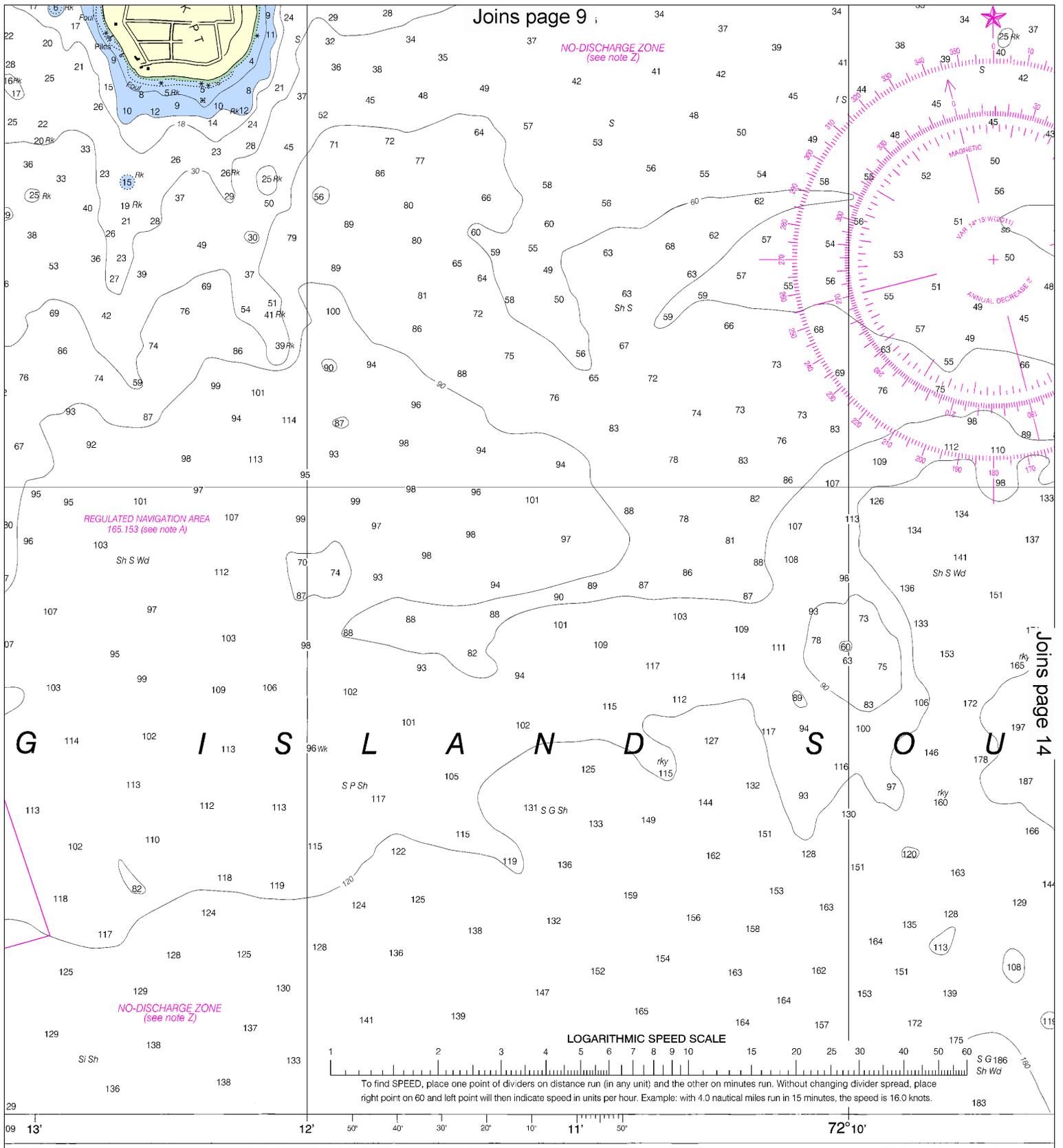
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS

12

Note: Chart grid lines are aligned with true north.

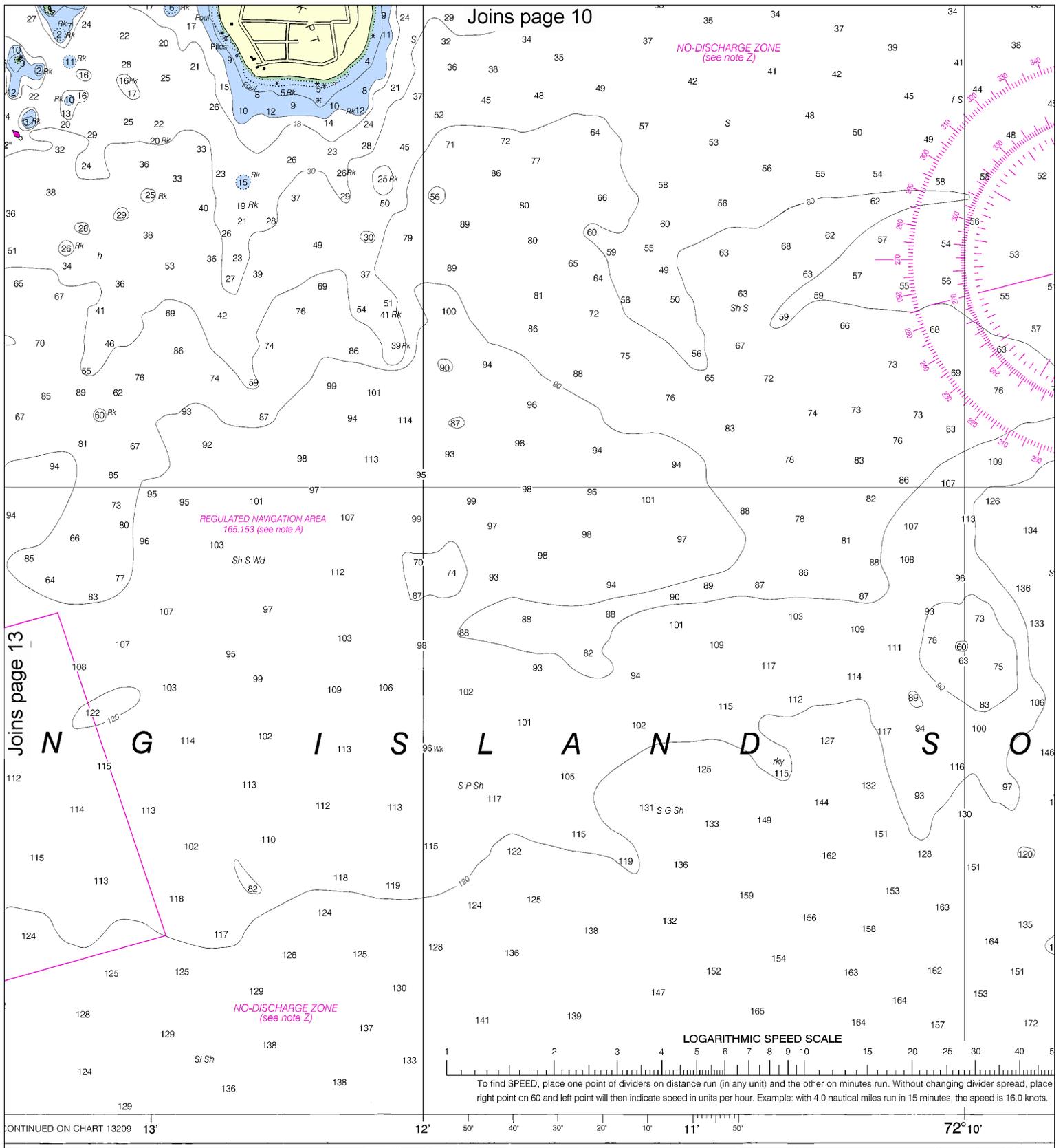




NDINGS IN FEET

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

FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6



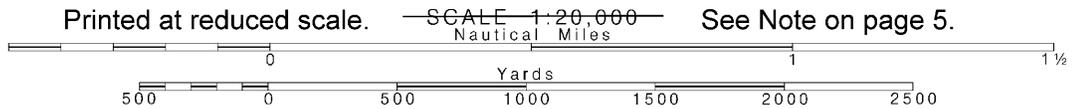
SOUNDINGS IN FEET

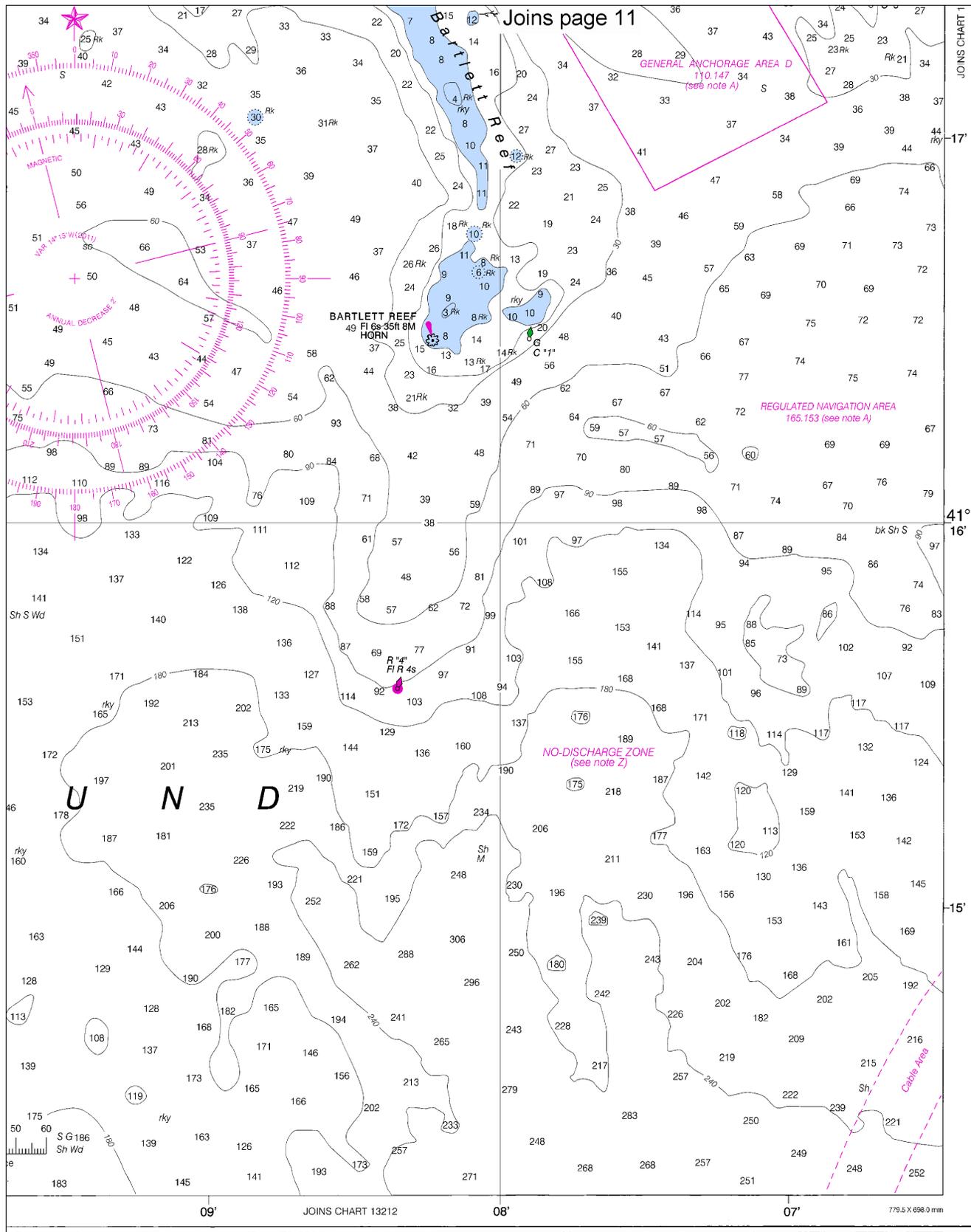
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1
FEET	6
METERS	1 1/2

14

Note: Chart grid lines are aligned with true north.





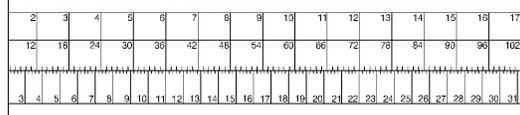
JOINS CHART 13212

17'

41° 16'

15'

09' 08' 07'



Niantic Bay and Vicinity
SOUNDINGS IN FEET - SCALE 1:20,000

13211



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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