

BookletChart™

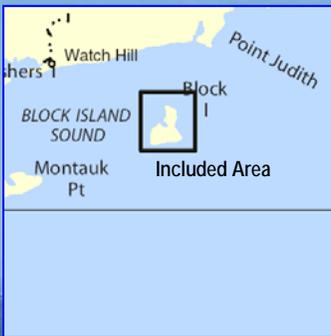


Block Island

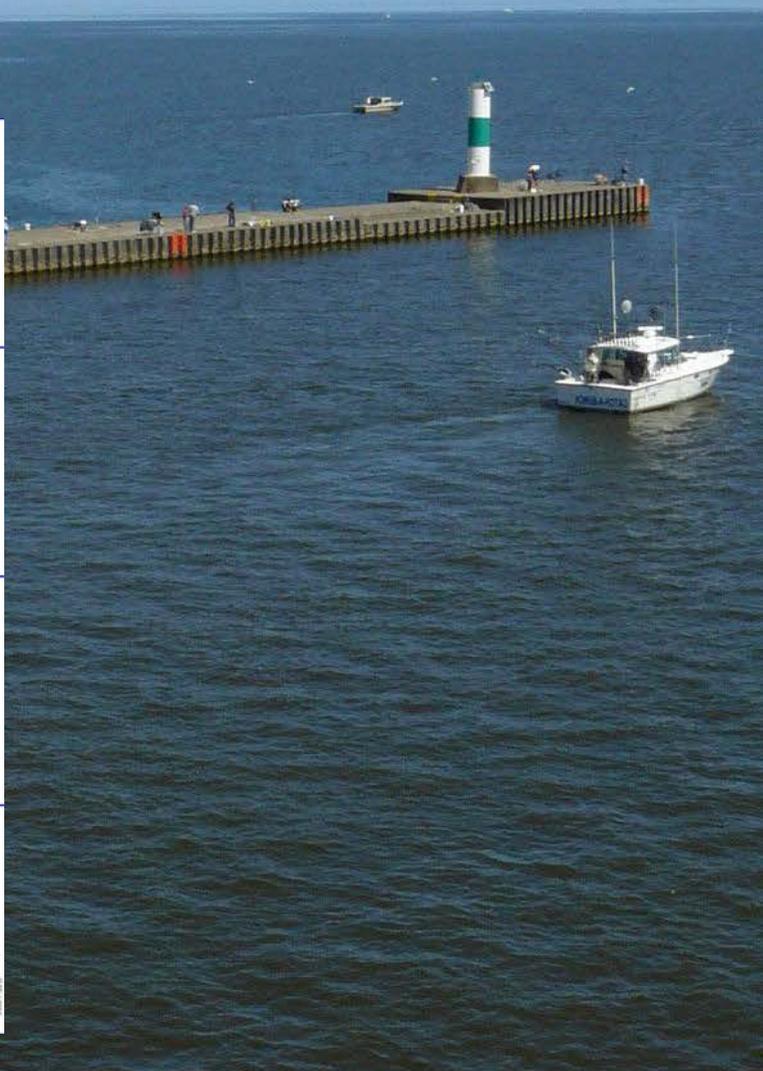
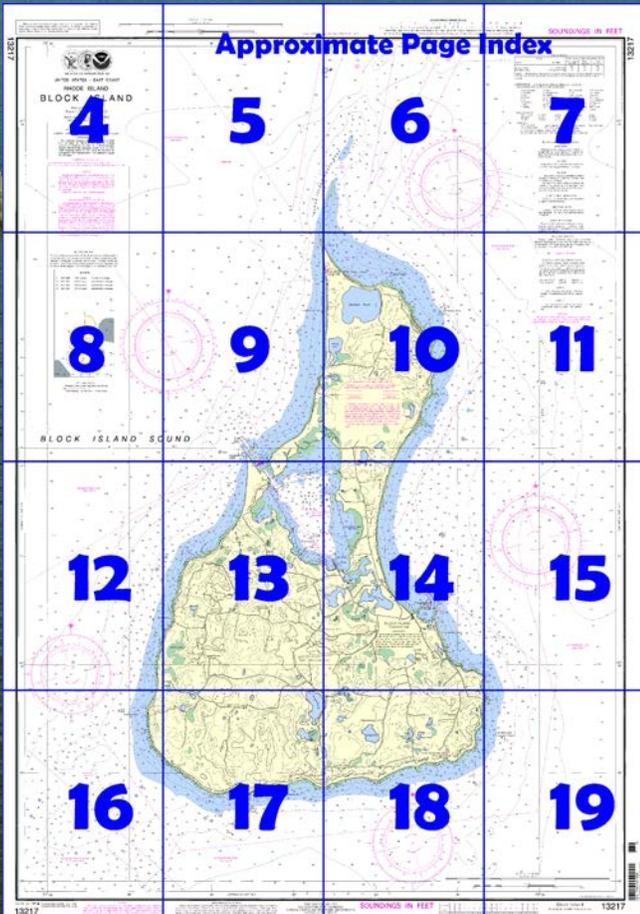
NOAA Chart 13217

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.

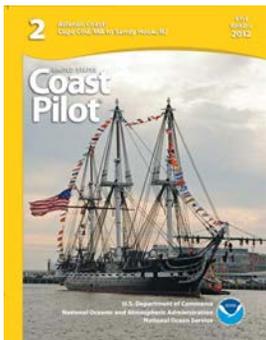
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13217>.



(Selected Excerpts from Coast Pilot)

Block Island, 5 miles long, is hilly with elevations up to about 200 feet. The shore of the island is fringed in most places by boulders and should be given a berth of over 0.5 mile even by small craft; the shoaling is generally abrupt in approaching the island.

Weather, Block Island and vicinity.—Block Island, formed by glaciers, consists of nearly 7,000 acres (2,830 hectares) and lies in the Atlantic Ocean about 12 miles east-

northeast of Long Island and about the same distance south of Charlestown, RI. Hence, the climate is typically maritime, but under conditions of extreme cold or heat the effect is felt on the island as well

as on the mainland. Temperatures of -10°F (-23.3°C, February 1992) and 95°F (35°C, August 1948) have been recorded.

Summers are usually dry. Rainfall for any one month ranges from a trace to 11.51 inches (292 mm). November is the wettest averaging 4.08 inches (104 mm) and June is the driest averaging 2.46 inches (64 mm). The warmest month is July with an average high of 76.5°F (24.7°C) and an average low of 63.7°F (17.6°C). The coolest months are January and February. Each average 32°F (0°C). The island is too small to build up cumulonimbus clouds, and local thunderstorms do not occur. Fog occurs on one out of four days in the early summer, when the ocean is relatively cold and foggy days average about 22 each year.

Winters are distinguished for their comparative mildness; maximums average 36°F to 42°F (2.2°C to 5.6°C) and minimums average 26°F (-3.3°C) in January and February. Since the surface winds are usually easterly when snow begins it soon changes to rain or melts rapidly after it piles up. The ocean temperatures are always somewhat above freezing and not far off shore are relatively high.

The ocean has a dampening effect on hot winds in summer and an accelerating effect on cold winds from the mainland in the winter. Katabatic winds from Narragansett Bay and Long Island reach as high as 35 knots when anticyclonic conditions prevail on the mainland in winter. The wind velocity averages 15 knots for the year, but the mean is 17 knots in the winter, when gales are frequent. In the early fall most of the tropical storms moving up the coast affect the island to some extent. Since 1871 and 1996, 13 storms have come within 25 miles of Block Island. In August 1991, the center of Hurricane Bob passed about ten miles to the west of the island with 85-knot winds.

Communications.—A ferry operates daily from Galilee to Great Salt Pond or Old Harbor, carrying mail, passengers, freight, and vehicles. There is summer ferry service from Old Harbor to Providence, via Newport, and to New London. The island has telephone service to the mainland.

Block Island Southeast Light (41°09'10"N., 71°33'04"W.), 67 feet above the water, is shown from a red-brick octagonal, pyramidal tower attached to a dwelling to **Mohegan Bluffs** on the southeast point of the island. The wreck of the large tanker SS LIGHTBURNE is southeast of the light at 41°08'57"N., 71°32'52"W.

Block Island North Light (41°13'39"N., 71°34'33"W.), 58 feet above the water, is shown from a brown tower on a gray granite dwelling on Sandy Point at the north end of the island. At **Clay Head**, on the northeast side of Block Island, is a lone white house on top of the bluff.

Old Harbor, frequently used as a harbor of refuge, is an artificial harbor formed by two breakwaters on the east side of Block Island, 1.4 miles northward of Block Island Southeast Light. A Federal project provides for a channel 15 feet deep entering the harbor and leading to a basin with a project depth of 15 feet; the inner harbor anchorage area also has a project depth of 15 feet. (See Notice to Mariners and latest editions of the charts for controlling depths.) The harbor is occupied by pleasure craft during the summer. The eastern part of the inner harbor is left clear for the passage of the ferry to the wharf. The basin in the southeast corner of the inner harbor is usually occupied by fishing boats and local craft which tie up along the sides. Gasoline, diesel fuel, and berths are available.

The east breakwater extends about 300 yards northward of the entrance of the inner harbor, and is marked at its end by a light and sound signal. A bell buoy is 0.55 mile northward of the breakwater. A light marks the end of the breakwater on the west side at the entrance.

**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

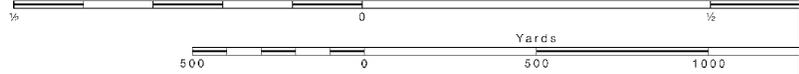
Corrected through NM Mar. 12/11
Corrected through LNM Mar. 1/11

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.366" northward and 1.785" eastward to agree with this chart.

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/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SCALE 1:15,000
Nautical Miles



13217

71° 38' 37' 36'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

BLOCK ISLAND

Mercator Projection
Scale 1:15,000 at Lat. 41°12'

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.

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.366" northward and 1.785" eastward to agree with this chart.

COLREGS, 80.150 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

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/.

NOTE D

High speed ferries operate between Point Judith and Block Island. Mariners are cautioned that these craft move very rapidly and may transit waterways at angles to the normal direction of traffic. Ferries may deviate from published routes.

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

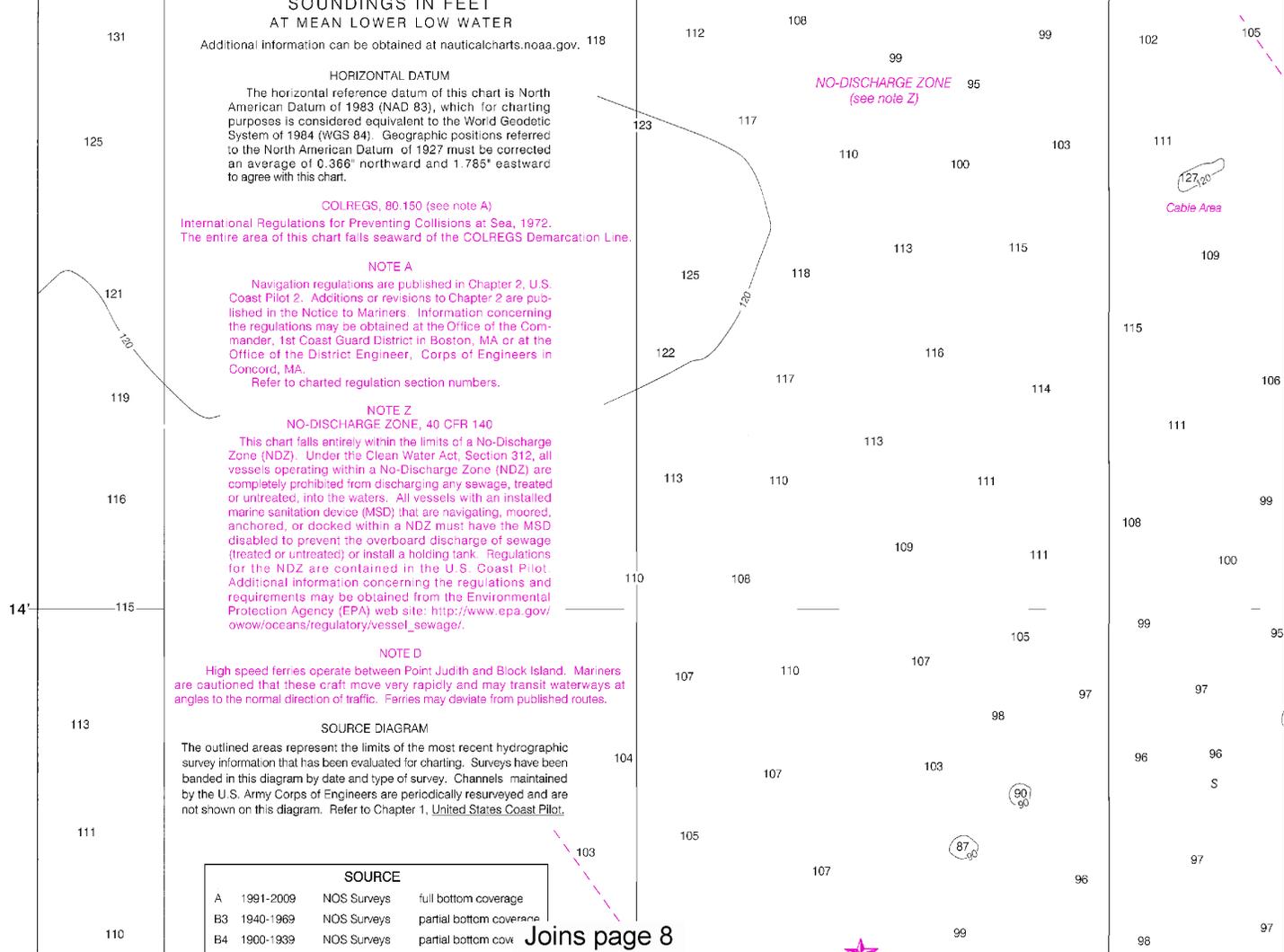
A	1991-2009	NOS Surveys	full bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

BLOCK ISLAND CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2012 AND SURVEYS TO JUN 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUTICAL MILES)
	LEFT QUARTER	MIDDLE HALF OF CHANNEL	RIGHT QUARTER			
OLD HARBOR						
ENTRANCE TO BUOY 7	A15.0	15.0	B15.0	6-12	170-140	0.2
BUOY 7 TO END OF CHANNEL	C15.0	D12.6	E14.1	6-12	140	0.1
ANCHORAGE BASIN		F13.6	G11.2	6-12	7.8	ACRES
GREAT SALT POND ENTRANCE						
BUOY 2 TO BUOY 8	13.3	11.8	H9.7	6-12	150	0.2
BUOY 8 TO BUOY 10	15.5	10.9	-0.1	6-12	150	0.2

A. EXCEPT FOR SHOALING TO 14.1 FEET WITHIN 5 FEET OF EAST CHANNEL LIMIT.
B. EXCEPT FOR SHOALING TO 13.9 FEET WITHIN 10 FEET OF WEST CHANNEL LIMIT.
C. EXCEPT FOR SHOALING TO 9.4 FEET WITHIN 10 FEET OF EAST AND SOUTH CHANNEL LIMITS.
D. EXCEPT FOR SHOALING TO 10.1 FEET WITHIN 10 FEET OF THE END OF THE CHANNEL.
E. EXCEPT FOR SHOALING TO 5.3 FEET WITHIN 5 FEET OF THE END OF THE CHANNEL.
F. EXCEPT FOR SHOALING TO 4.9 FEET WITHIN 40 FEET OF ANCHORAGE LIMITS; ENCROACHMENT BY FERRY PILES AND TWO DOLPHINS AT FERRY LANDING.
G. EXCEPT FOR SHOALING TO 7.5 FEET WITHIN 20 FEET OF EASTERN BASIN LIMITS.
H. EXCEPT FOR SHOALING TO 7.7 FEET ALONG CHANNEL LIMIT BEGINNING 200 FEET SEAWARD OF BUOY 7.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.

41° 15'



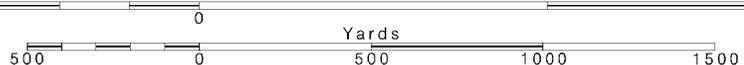
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



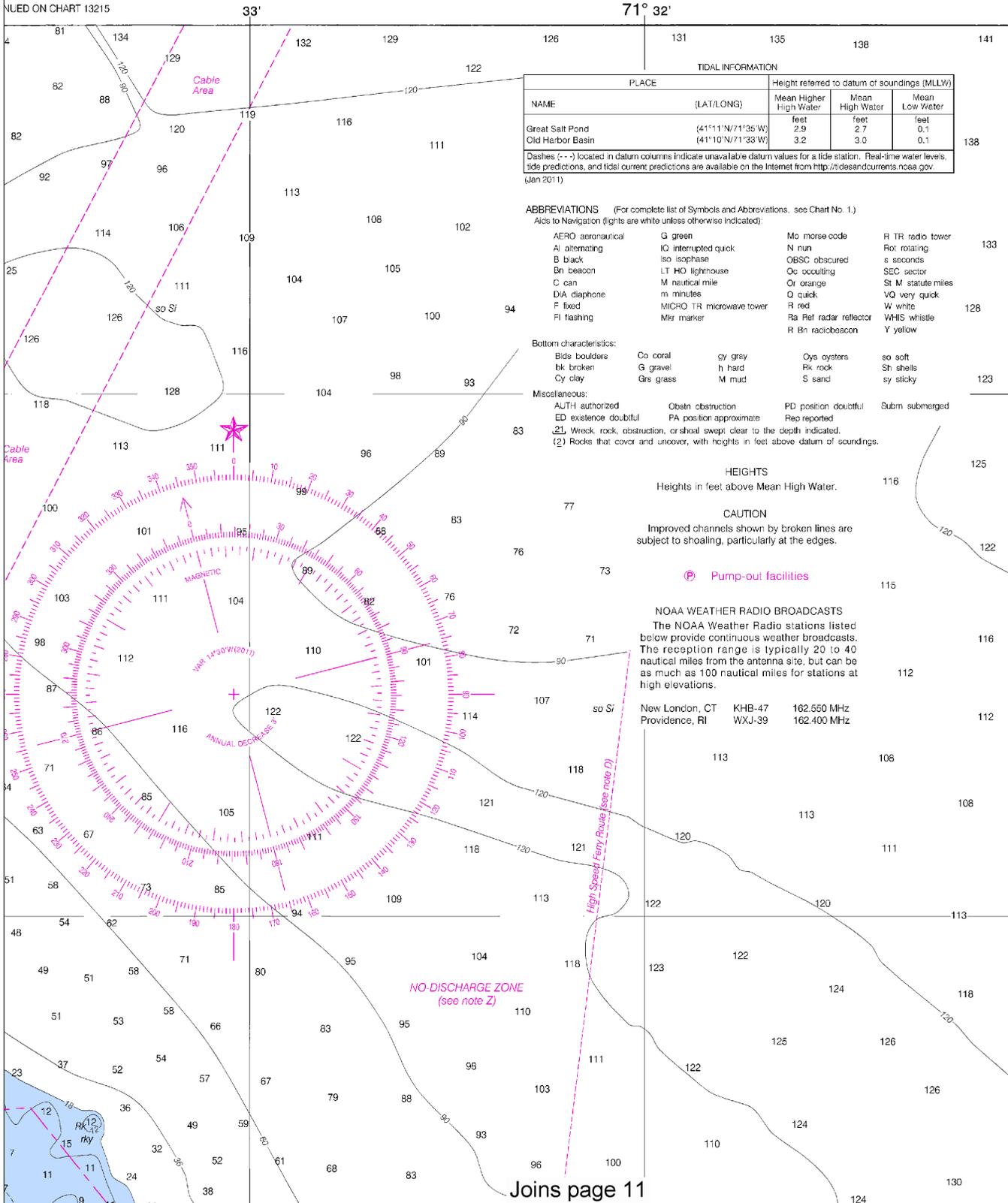
LOGARITHMIC SPEED SCALE



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

SOUNDINGS IN FEET

13217



TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)
NAME (LAT/LONG)	Mean Higher High Water Mean High Water Mean Low Water
Great Salt Pond (41°11'N/71°35'W)	feet 2.9
Old Harbor Basin (41°10'N/71°33'W)	feet 3.2
	Mean High Water feet 2.7
	Mean Low Water feet 0.1

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Jan 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
Al alternating	IO 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
D/A 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:

Bds 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	

⚠ 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.

HEIGHTS
Heights in feet above Mean High Water.

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

Ⓟ Pump-out facilities

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.

New London, CT	KHB-47	162.550 MHz
Providence, RI	WXJ-39	162.400 MHz

Joins page 11

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.



(treated or untreated) or install a holding tank. Regs. for the NDZ are contained in the U.S. Coast Guard's 33 CFR 157.10-157.15. 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/.

Joins page 4

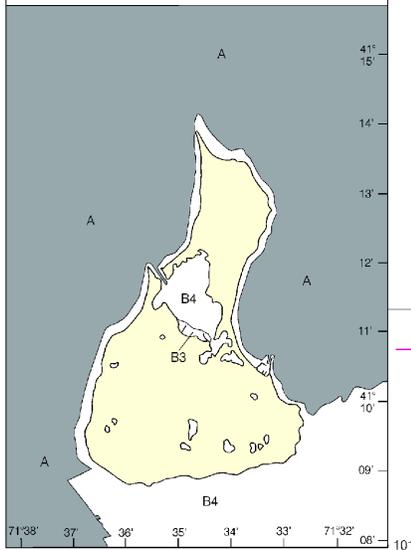
NOTE D

High speed ferries operate between Point Judith and Block Island. Mariners are cautioned that these craft move very rapidly and may transit waterways at angles to the normal direction of traffic. Ferries may deviate from published routes.

SOURCE DIAGRAM

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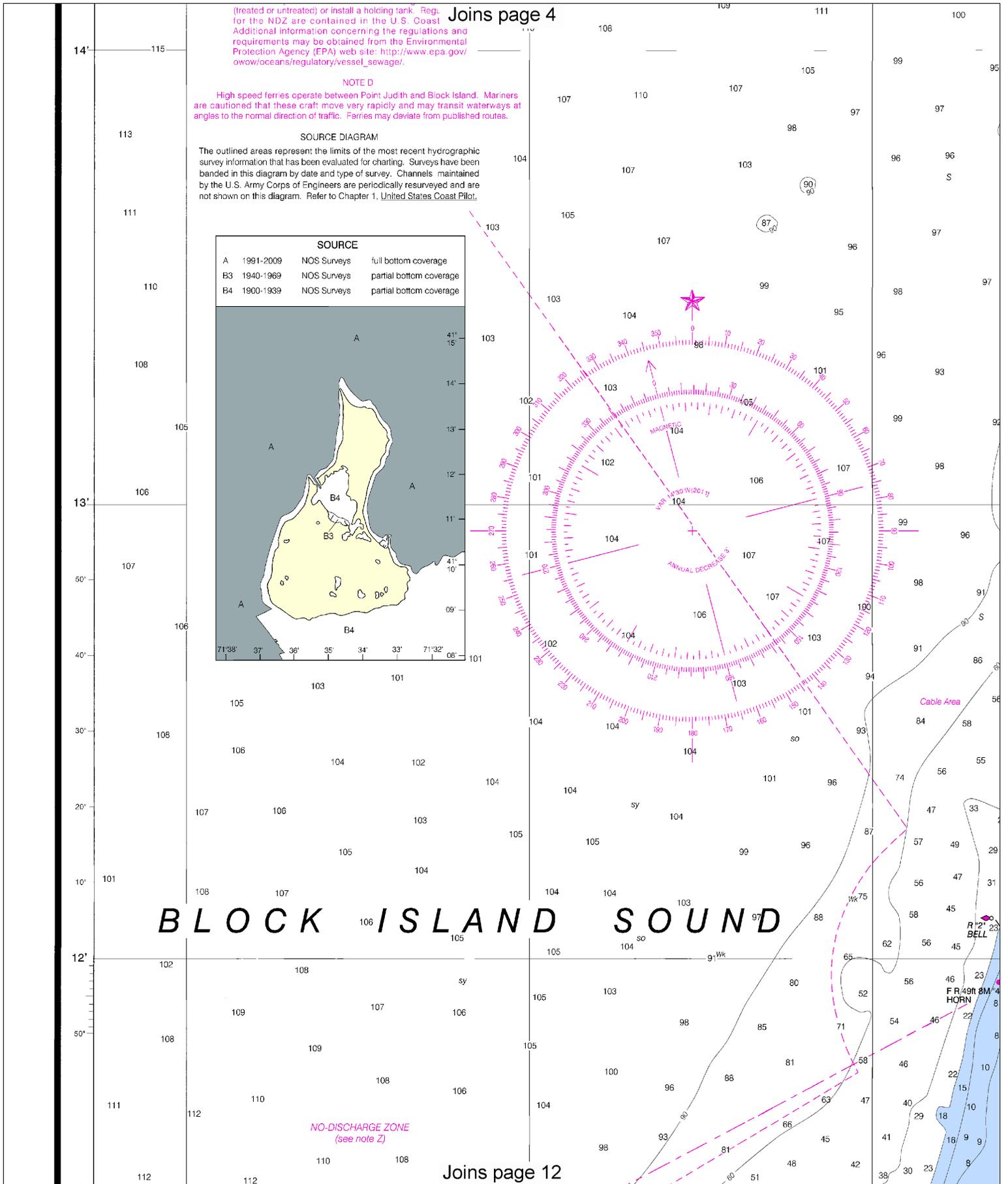
SOURCE		
A	1991-2009	NOS Surveys full bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage



BLOCK ISLAND SOUND

NO-DISCHARGE ZONE
(see note Z)

Joins page 12

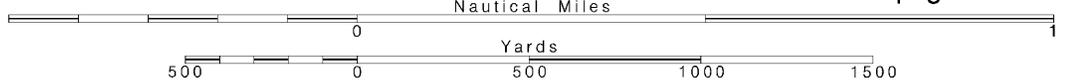


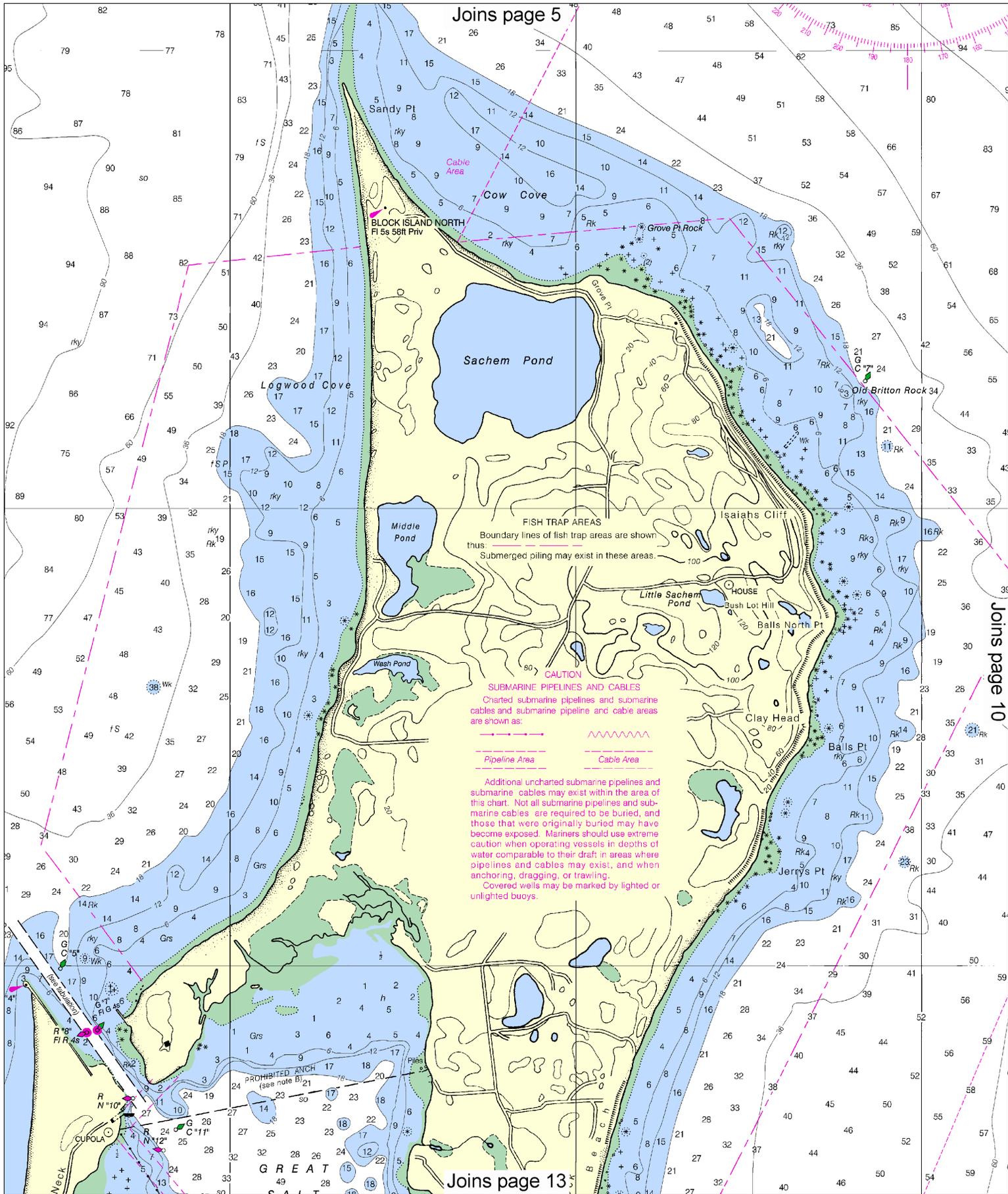
Note: Chart grid lines are aligned with true north.

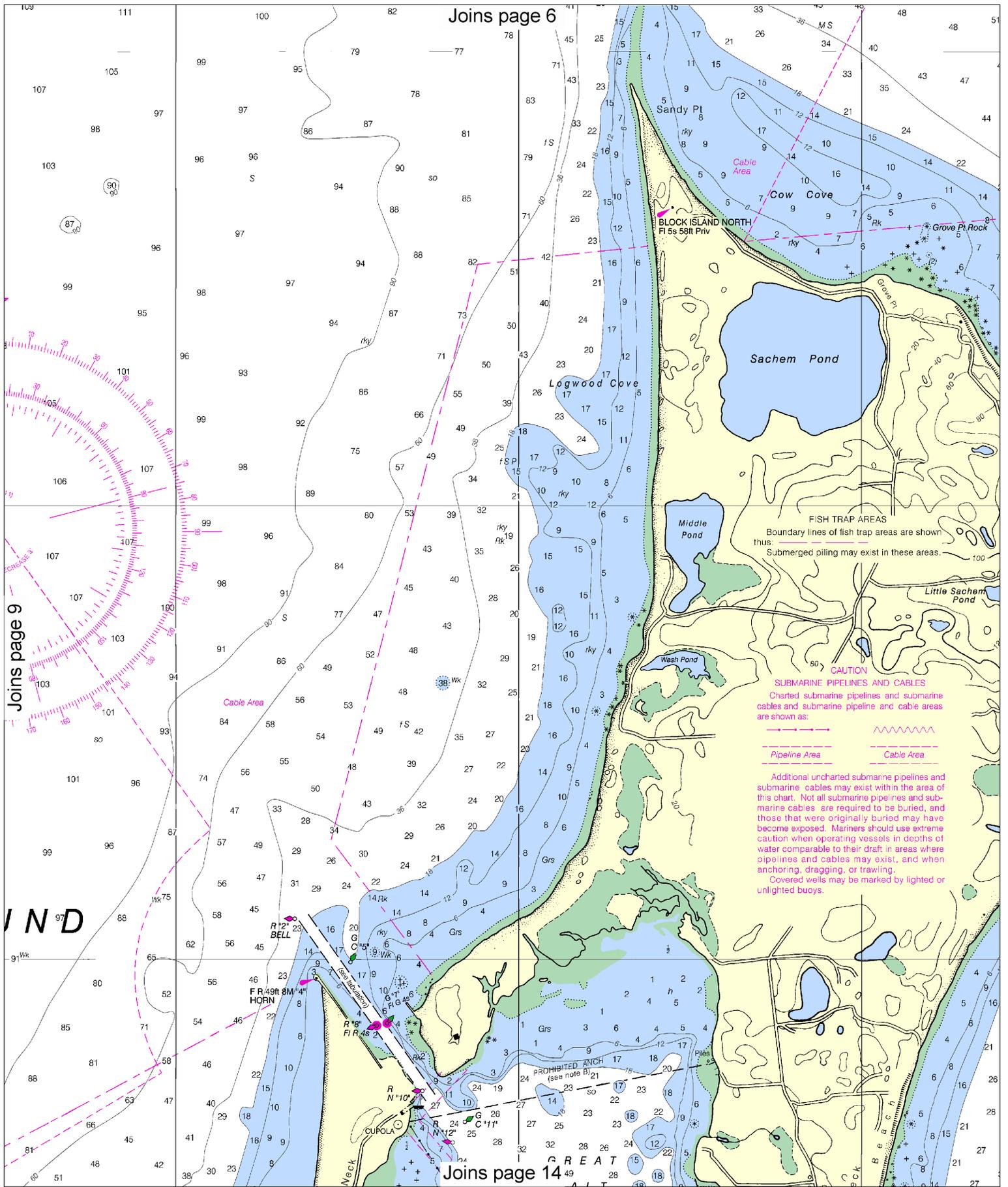
Printed at reduced scale.

SCALE 1:15,000

See Note on page 5.







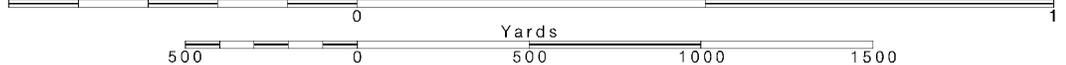
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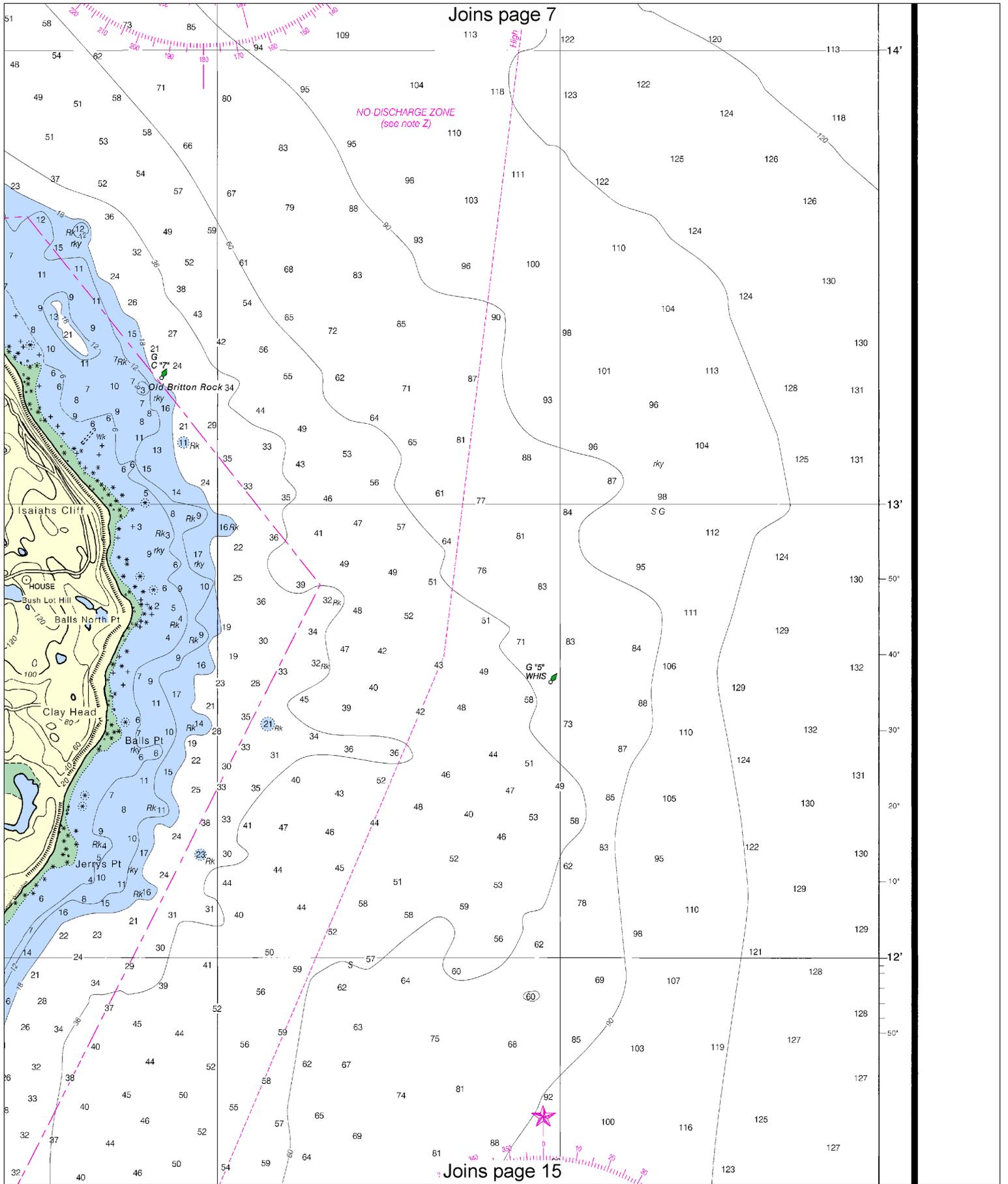
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
 Nautical Miles

See Note on page 5.



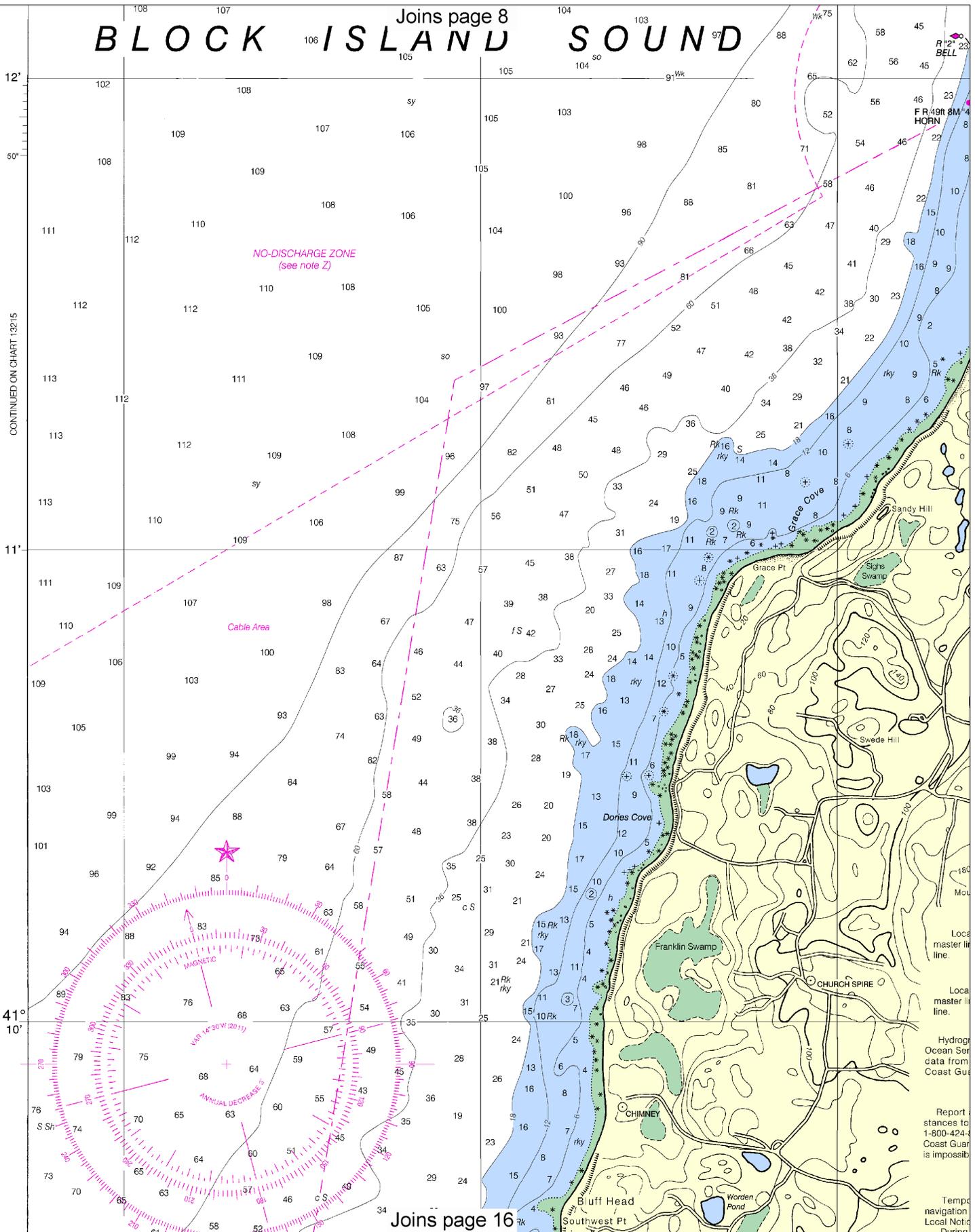


BLOCK ISLAND SOUND

Joins page 8

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CONTINUED ON CHART 13215

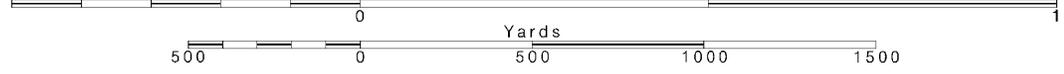


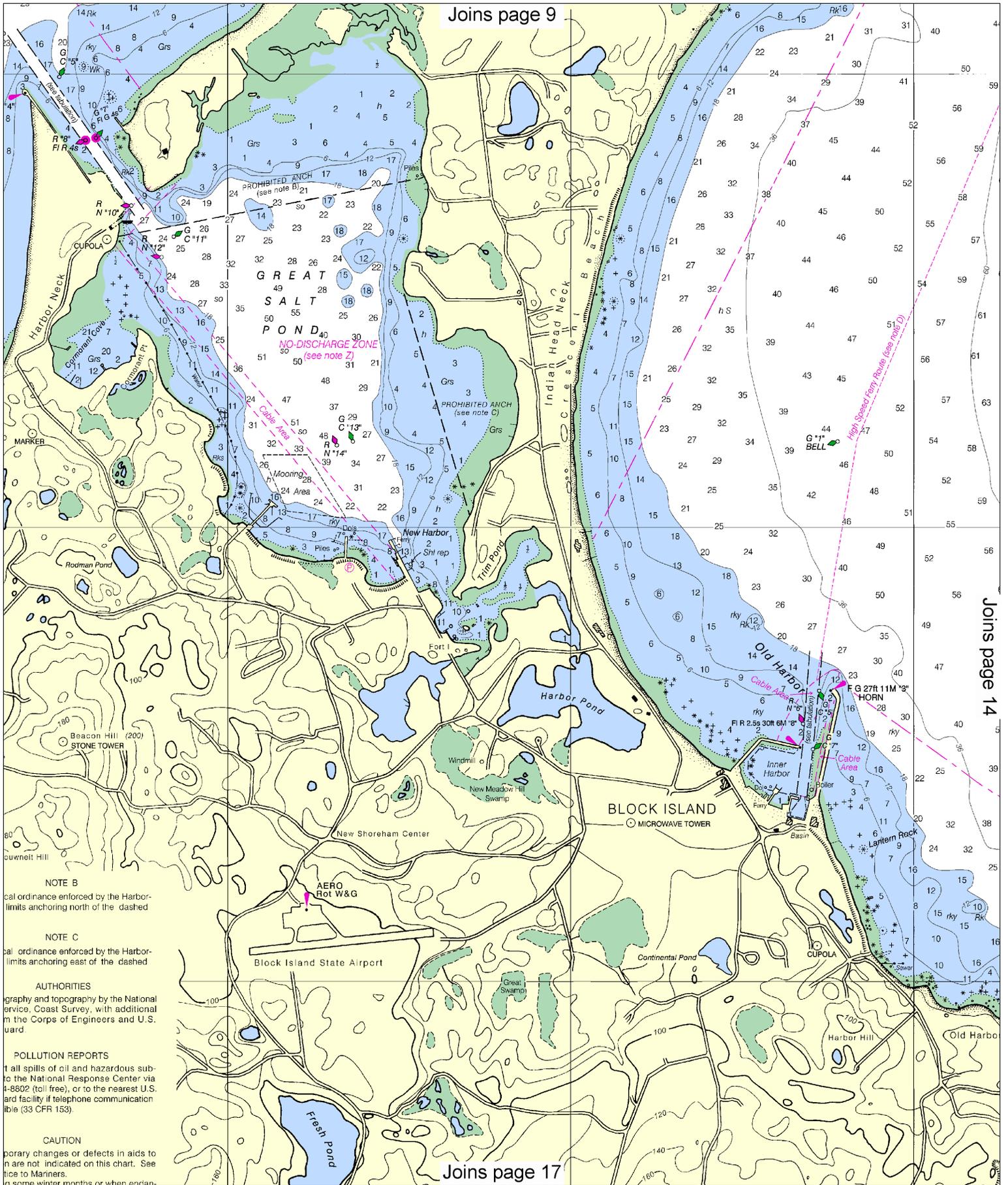
12

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 B
Local ordinance enforced by the Harbor limits anchoring north of the dashed line.

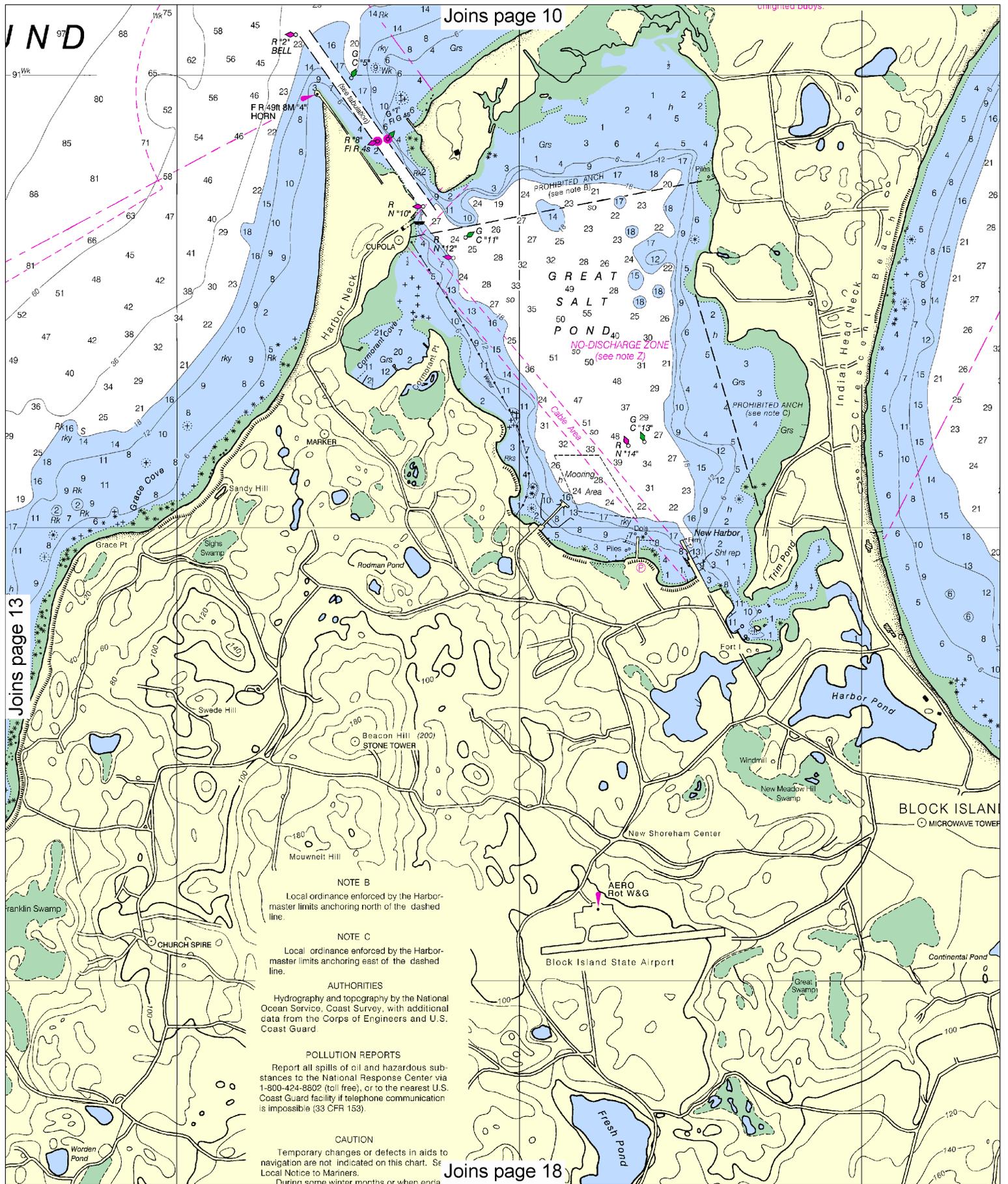
NOTE C
Local ordinance enforced by the Harbor limits anchoring east of the dashed line.

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

POLLUTION REPORTS
In the event of all spills of oil and hazardous substances, report to the National Response Center via 1-800-2 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is available (33 CFR 153).

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notices to Mariners.

(in some winter months or when endangered)

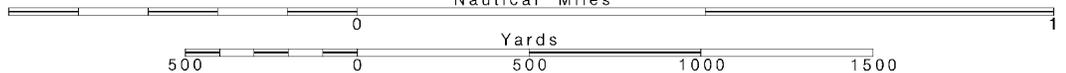


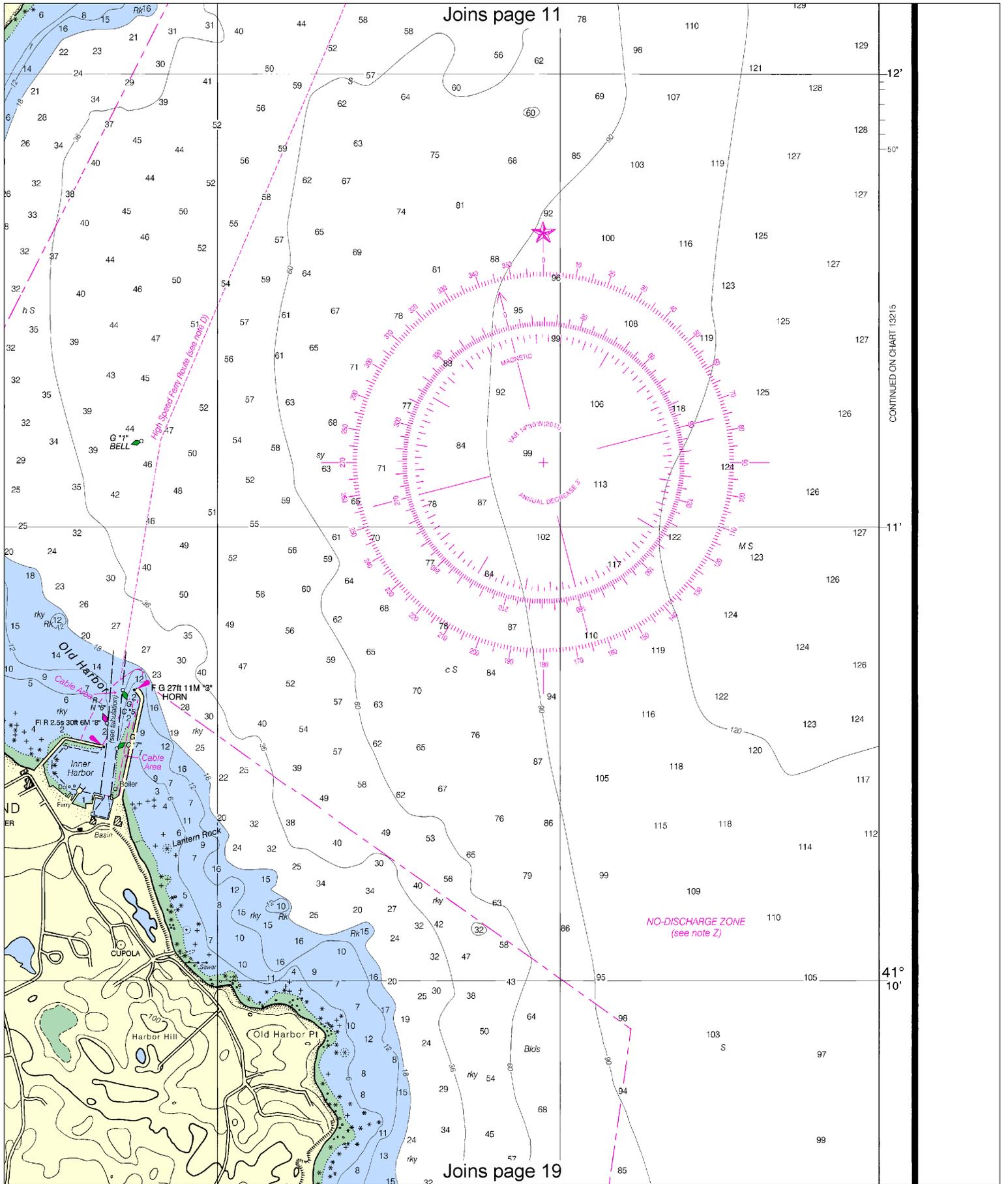
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

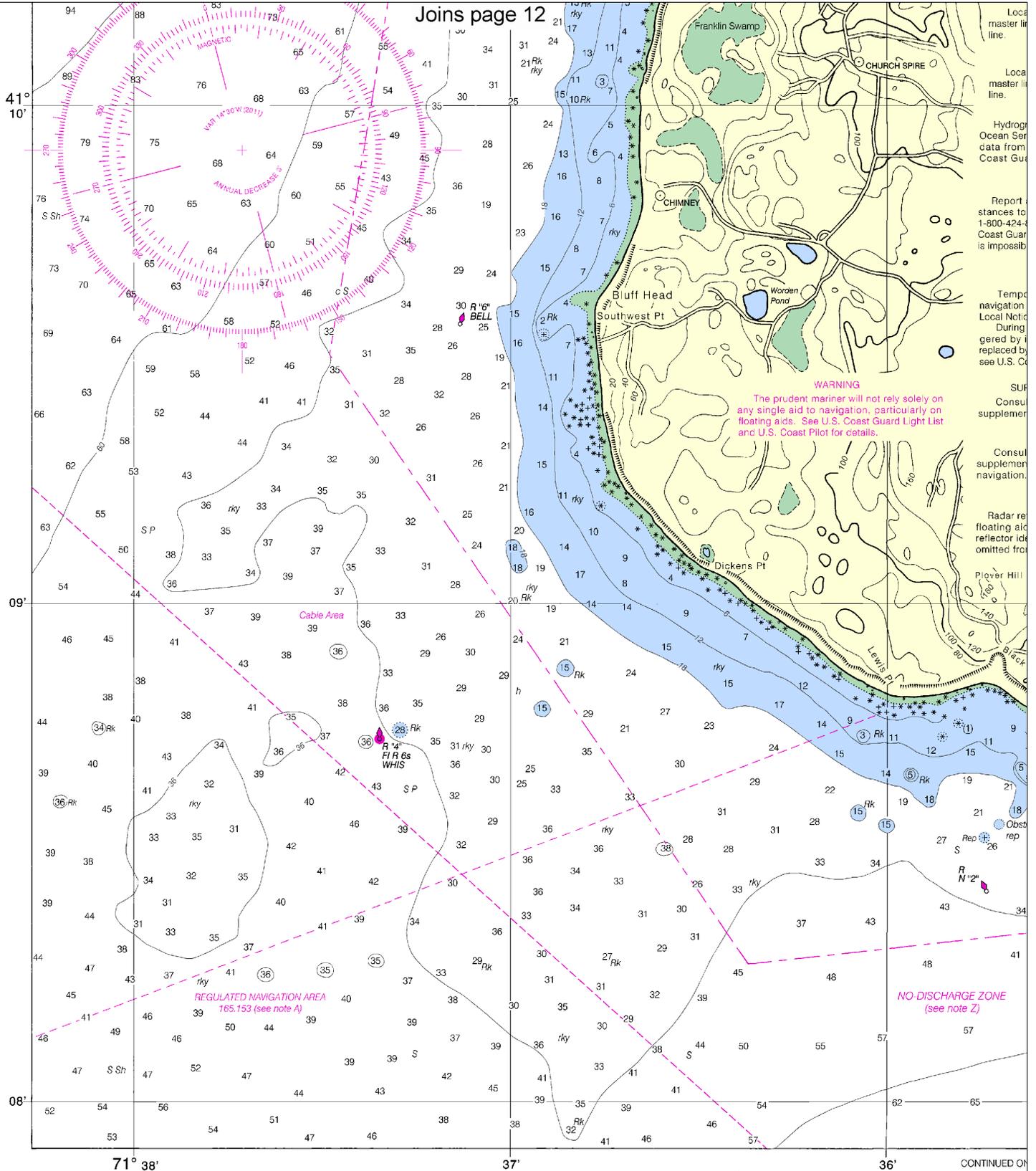
SCALE 1:15,000
Nautical Miles

See Note on page 5.





CONTINUED ON CHART 13215



Local master line.
 Local master line.
 Hydrog Ocean Ser data from Coast Gu
 Report stances to 1-800-424-4 Coast Guard is impossib
 Tempd navigation Local Notic During gered by i replaced by see U.S. Co
 SUP Consu supplement
 Consu supplement navigation.
 Radar re floating aid reflector id omitted fro
 Plover Hill

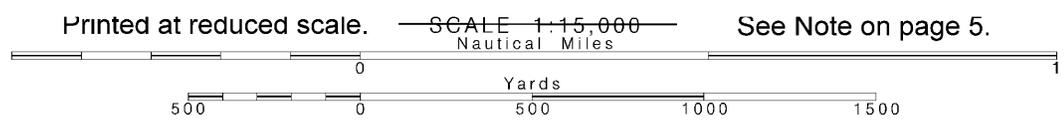
16th Ed., Mar. / 11 ■ Corrected through NM Mar. 12/11
 Corrected through LNM Mar. 1/11
13217

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.

PRINT-ON-DEMAND CHARTS
 NOAA and its partner, OceanGrafix, offer this chart updated view and critical corrections. Charts are printed when ordered using F Editions are available 2-9 weeks before their release as traditional about Print-on-Demand charts or contact NOAA at <http://ocsdta> OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

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Note: Chart grid lines are aligned with true north.



See Note on page 5.

CONTINUED ON

Local ordinance enforced by the Harbor limits anchoring north of the dashed

NOTE C
Local ordinance enforced by the Harbor limits anchoring east of the dashed

AUTHORITIES
Topography and topography by the National Service, Coast Survey, with additional from the Corps of Engineers and U.S. Army.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-853-6842 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is not available (33 CFR 153).

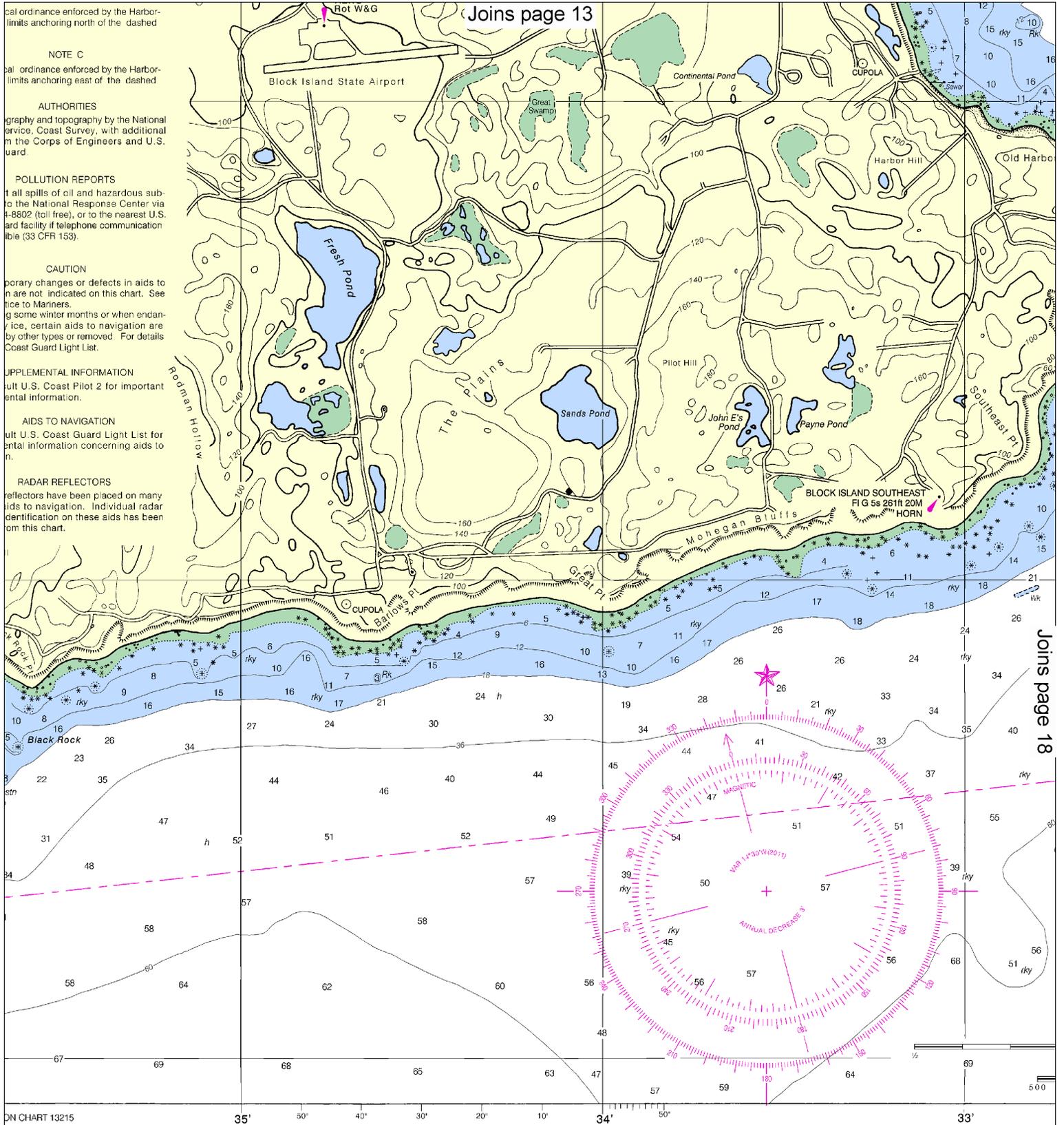
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners. During some winter months or when encumbered by ice, certain aids to navigation are by other types or removed. For details see Coast Guard Light List.

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

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 aids to navigation. Individual radar identification on these aids has been omitted from this chart.

Joins page 13



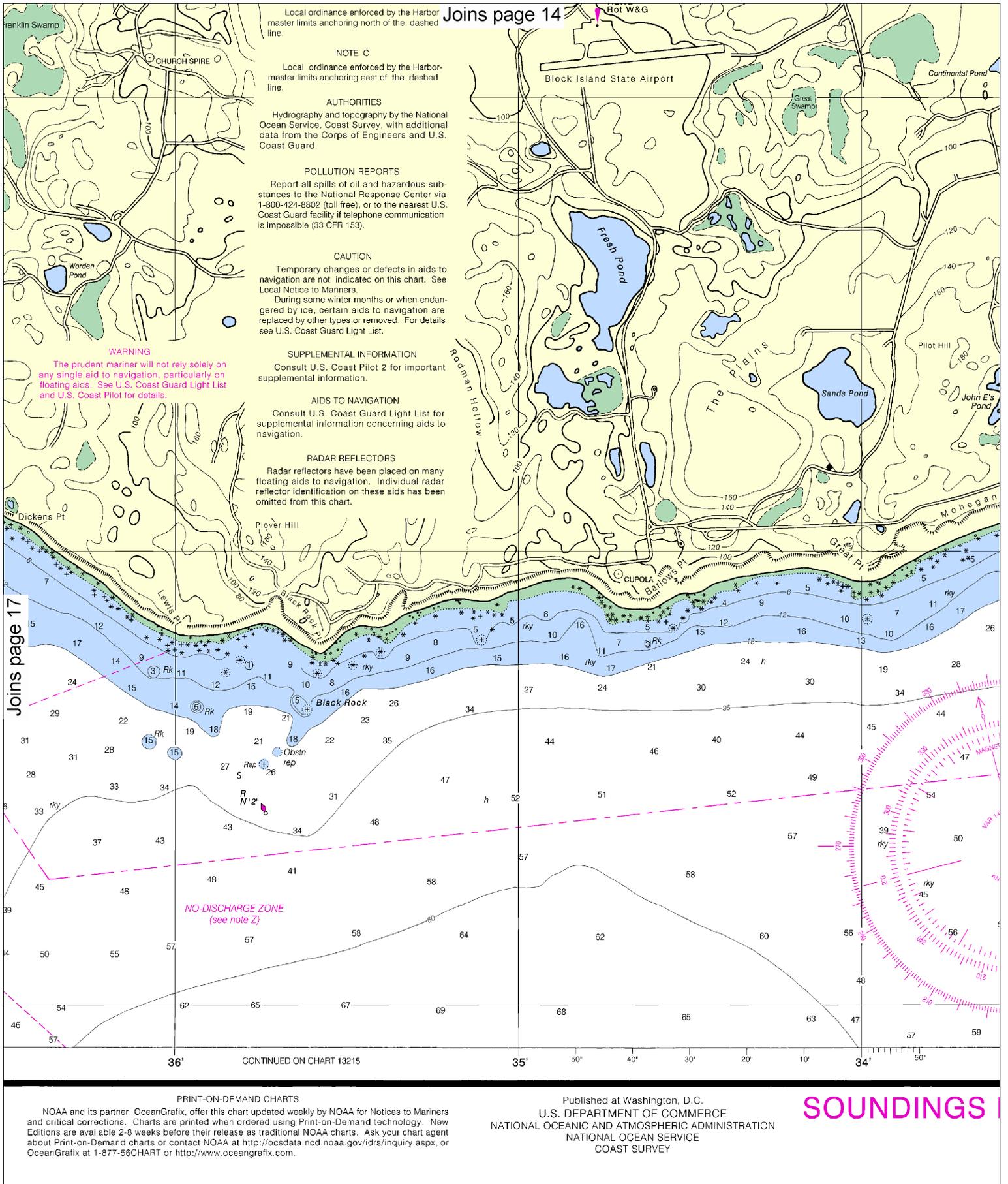
Joins page 18

ON CHART 13215

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

SOUNDINGS IN FEET

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

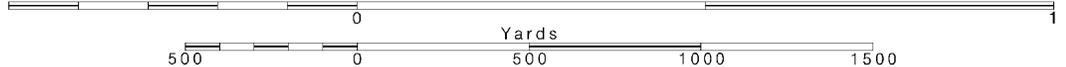


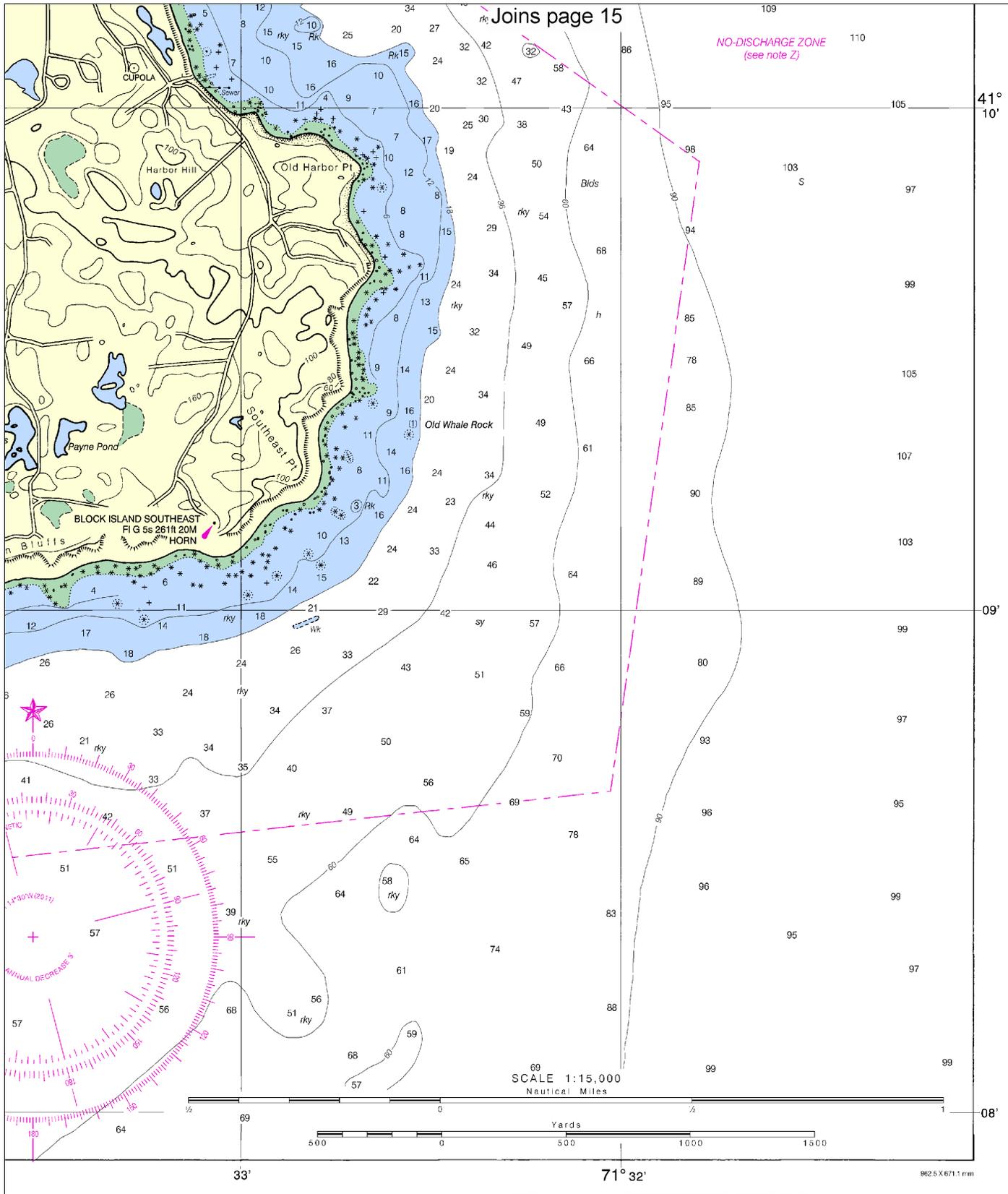
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





IN FEET

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108	114	120
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

Block Island
SOUNDINGS IN FEET - SCALE 1:15,000

13217





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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