

BookletChart™



Narragansett Bay – Including Newport Harbor

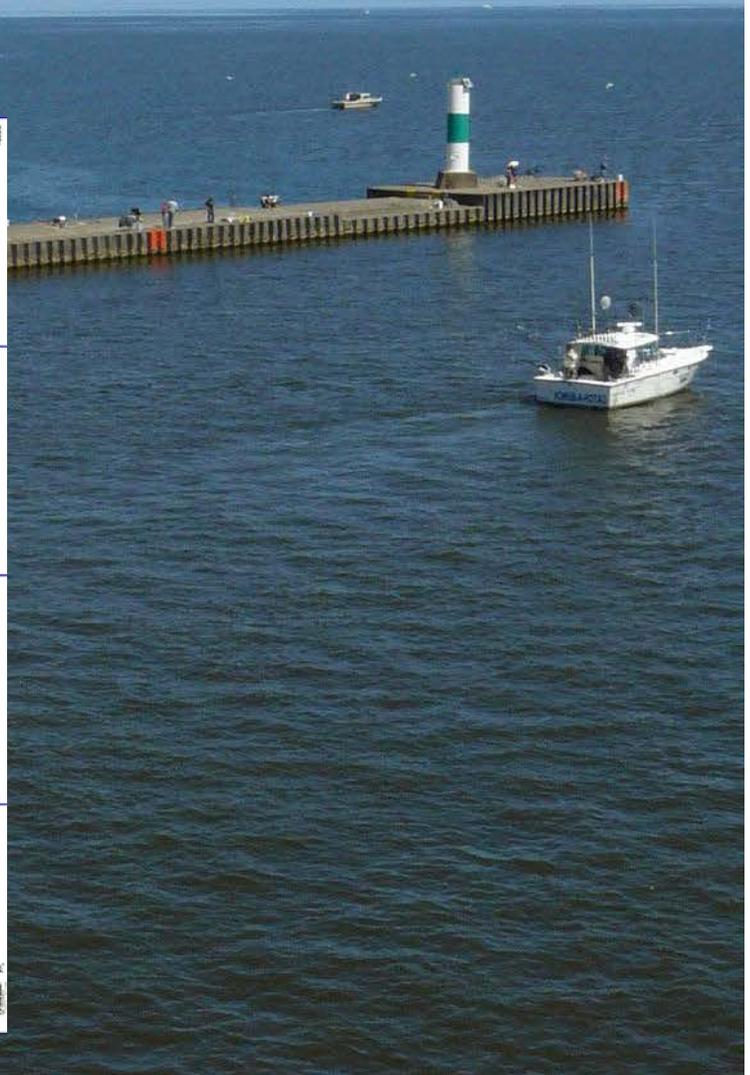
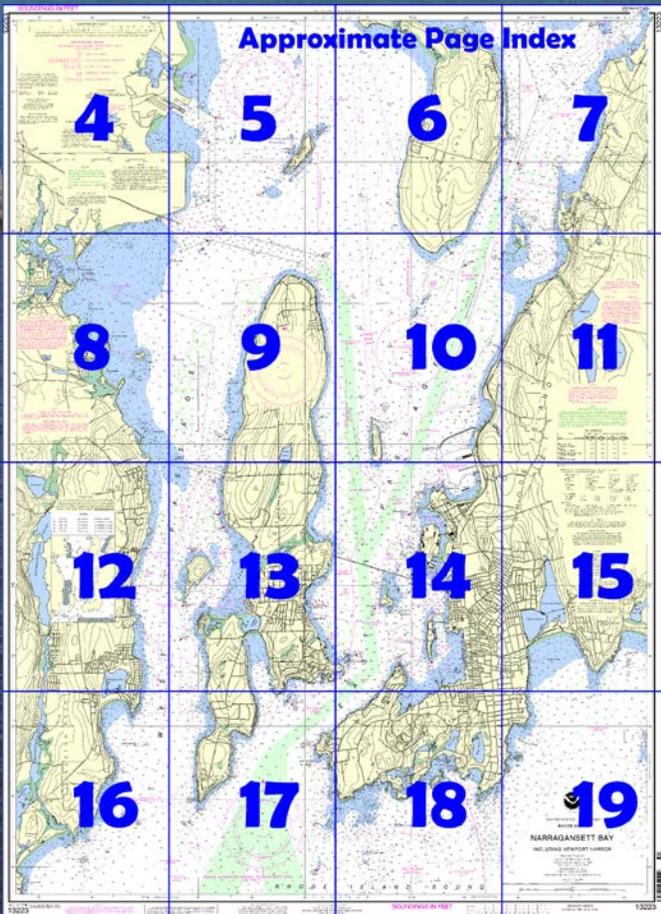
NOAA Chart 13223

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.

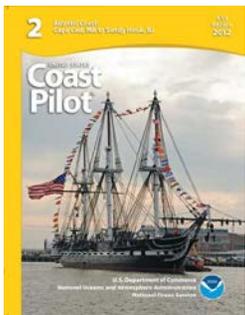
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13223>



(Selected Excerpts from Coast Pilot)

The southern shore of Rhode Island is rocky with numerous offlying rocks and ledges. Numerous prominent residences are on the eastern side of **Newport Neck**, the southwestern part of Rhode Island. A large brick residence with several towers is on the southeastern point of Newport Neck. **Easton Point** is about 1.3 miles eastward of Newport Neck. A stone tower with a short spire at each corner can be seen from offshore,

about 0.7 mile northward of Easton Point. Westward of Easton Point is a bathing beach with a prominent pavilion. Several private landings are northward of **Gooseberry Island**, a small islet south of Newport Neck. Local knowledge is required to proceed to the landings. **East Passage**, the principal passage in Narragansett Bay, extends between Rhode Island on the east and Conanicut and Prudence Islands

on the west. It is the most direct route to Newport, Bristol, Providence, Mount Hope Bay, and Taunton River. The Pell Bridge Newport, a fixed highway suspension bridge locally known as the Newport Bridge, crosses East Passage about 3.6 miles above the entrance, between Jamestown and Newport. Clearances through the 1,500-foot center span are 213 feet at the center, 205 for the mid 1,000 feet, and 194 feet for the remainder of the center span. A racon is at the bridge.

Security Broadcast System, Narragansett Bay.—In conjunction with various maritime interests, the Coast Guard has developed a system of recommended radiotelephone procedures for Narragansett and Mount Hope Bays that is designed to supplement the Vessel Bridge-to-Bridge Radiotelephone Regulations (33 CFR 26) (see chapter 2). These **voluntary** procedures consist of Security calls to be made by vessel masters, pilots, or operators on VHF-FM channel 13 (156.65 MHz) at designated points. The procedures are designed to give notice of unseen vessels, give notice of intended movement, clear channel 13 of traffic unrelated to navigation, give each vessel information on all others in the immediate vicinity, and to do so at little cost and with as little radiotelephone traffic as possible. These recommendations do not relieve a master, pilot, or operator of any requirements of law or regulation. There is no guarantee that every vessel will follow them. Inbound vessels should make Security calls when abeam of Narragansett Bay Entrance Lighted Whistle Buoy NB, when off Castle Hill Light, and when at the south end of Prudence Island (state whether bound for Providence or Fall River). The call at Castle Hill Light alerts outbound vessels so that they can pass East Passage Lighted Bell Buoy 11 close aboard, as during ebb current they tend to be set toward the center of the channel. Vessels bound for Providence should make additional Security calls when off Popasquash Neck and when approaching Bullock Point Light BP. Vessels bound for Fall River should call Brightman Street Bridge when they enter Mount Hope Bay to allow sufficient time for opening of the bridge.

Vessels outbound from Providence should make Security calls when leaving their dock and when off Popasquash Neck. Vessels outbound from Fall River should make calls when leaving their dock, when approaching Mount Hope Bridge, and when off Gould Island.

Pilotage, Narragansett Bay.—Pilotage is compulsory for foreign vessels and U.S. vessels under register when entering and departing Narragansett Bay and all ports of the waters of the State of Rhode Island.

Federal and State pilots for Narragansett Bay are available from Northeast Marine Pilots, Inc., Newport, RI 02840; <http://www.nemarinepilots.com>; telephone 401-847-9050 (24 hours), 800-274-1216; FAX 401-847-9052; email: dispatch@nemarinepilots.com. Pilots board vessels about 1.5 miles eastward of Narragansett Bay Entrance Lighted Whistle Buoy NB within an area bounded by

- 41°23.6'N., 71°22.4'W.,
- 41°22.6'N., 71°22.0'W.,
- 41°24.2'N., 71°20.0'W.,
- 41°22.6'N., 71°20.6'W.

This pilot boarding area is southward of a line extending from Point Judith to Sakonnet Point. Vessels arriving from sea should approach this boarding station via the Narragansett Bay Traffic Separation Scheme inbound traffic lane.

**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

NOTE B
Numerous mooring buoys are located within the circled area.

Mercator Projection
Scale 1:20,000 at Lat 41°30'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HEIGHTS
Heights in meters above Mean High Water.

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

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.

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.

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.

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

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.

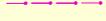
Providence, RI	WXJ-39	162.400 MHz
New London, CT	KHB-47	162.550 MHz

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

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).

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.

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) ○ (Approximate location)

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.

NOTE
The following berths shall be used only when directed by SOPA (Admin) Newport: A1, A3, A4, MF, M11, M12, M16, M21, M22, and L1-L5 incl.
Mooring berths outside of prescribed anchorage areas are shown in dashed lines.

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 0.369" northward and 1.808" eastward to agree with this chart.

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

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.

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.

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

PRECAUTIONARY AREA
Traffic within the Precautionary Area may consist of vessels operating between Narragansett Bay and one of the established traffic lanes. Mariners are advised to exercise extreme care while navigating within this area. Consult U.S. Coast Pilot for additional information.

ANCHORAGE AREAS
Limits and designations of anchorage areas are shown in magenta.
110.46, 110.145 (see note A)

A NAVAL ANCHORAGE

A B B-1 C D E NAVAL AND GENERAL ANCHORAGE

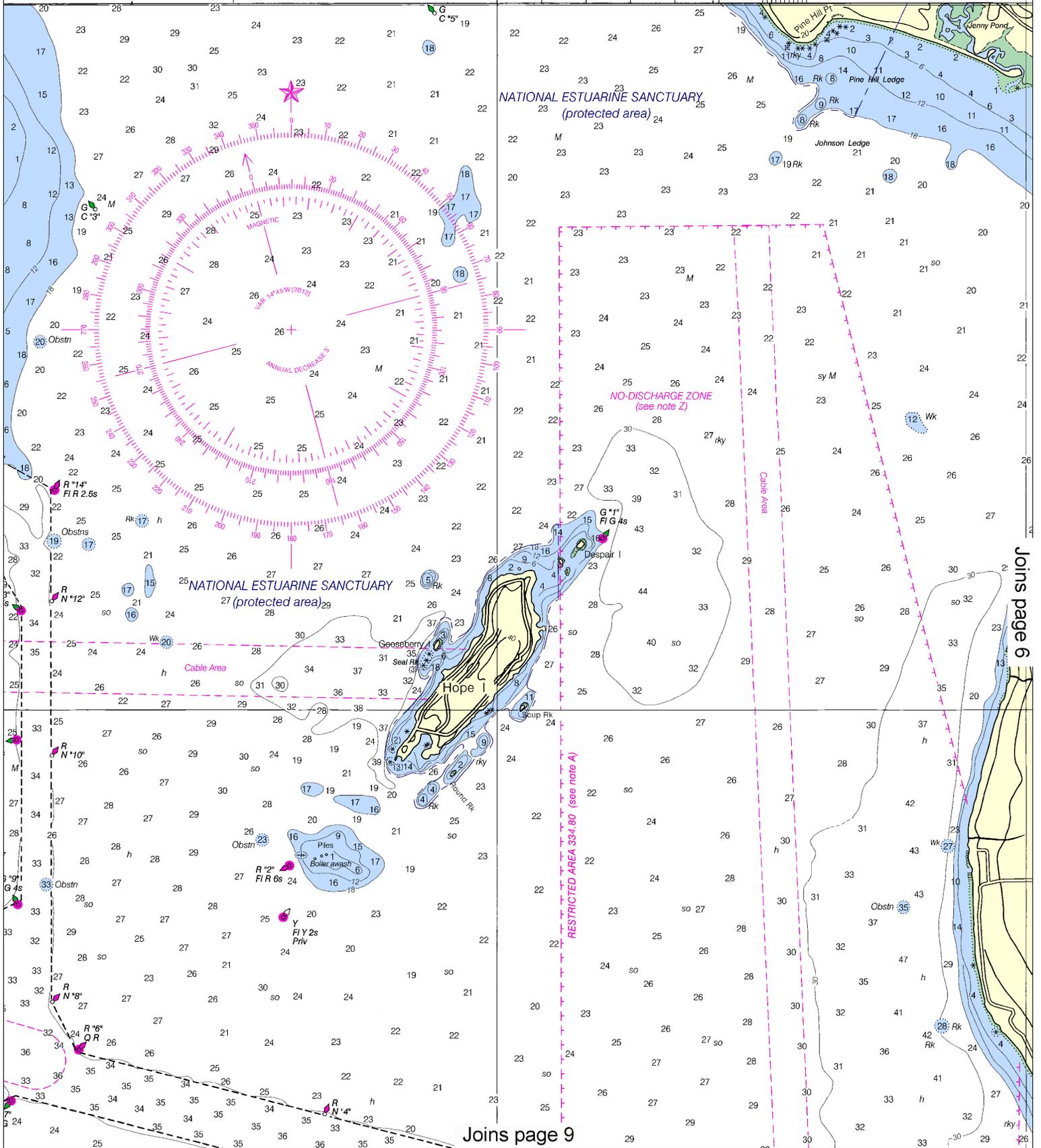
H I J K L M N GENERAL ANCHORAGES

1 2 3 SPECIAL ANCHORAGES

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Wickford	(41°34'N/71°27'W)	4.1	3.9	0.1
Prudence Island, south end.	(41°35'N/71°19'W)	4.1	3.9	0.2
Narragansett Bay				
Newport, Naval Training Station	(41°30'N/71°20'W)	3.9	3.6	0.1
Beavertail Point, Conanicut Island.	(41°27'N/71°24'W)	3.8	3.5	0.2
Narragansett Bay				

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 2012)



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Joins page 9

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.

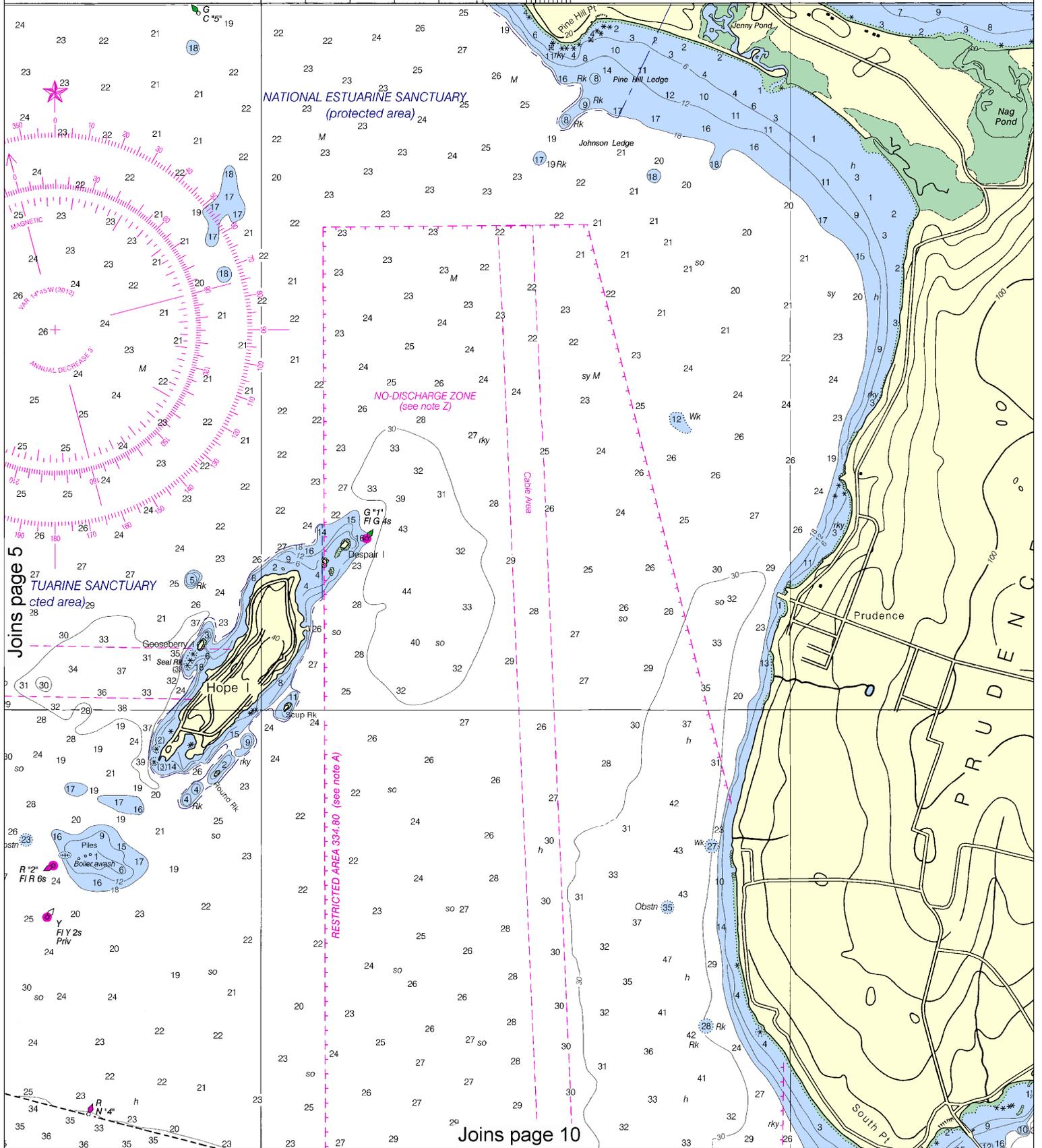


JOINS CHART 13224

22'

21'

71°20'



Joins page 5
TUARINE SANCTUARY
cted area)

Joins page 10



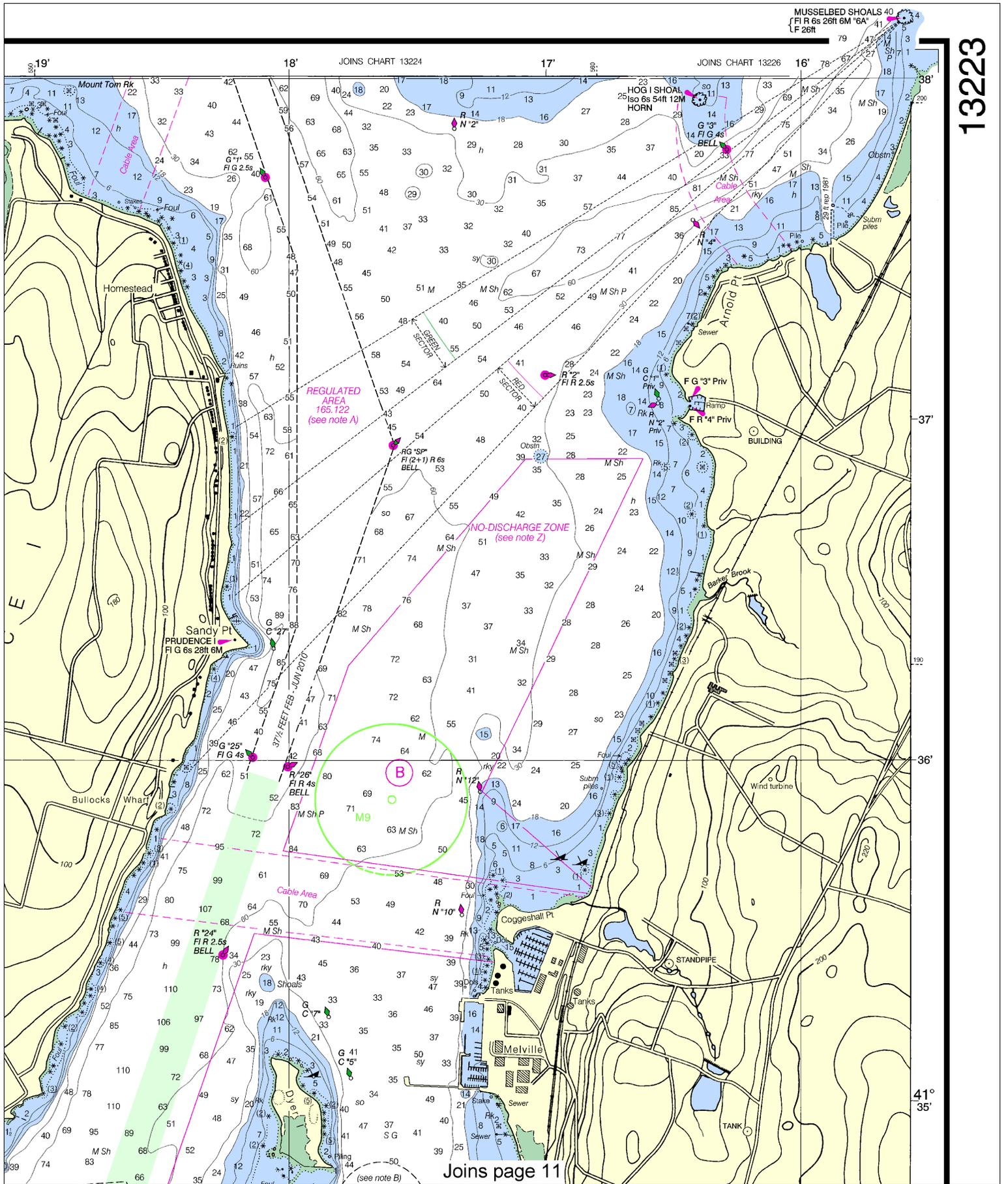
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000

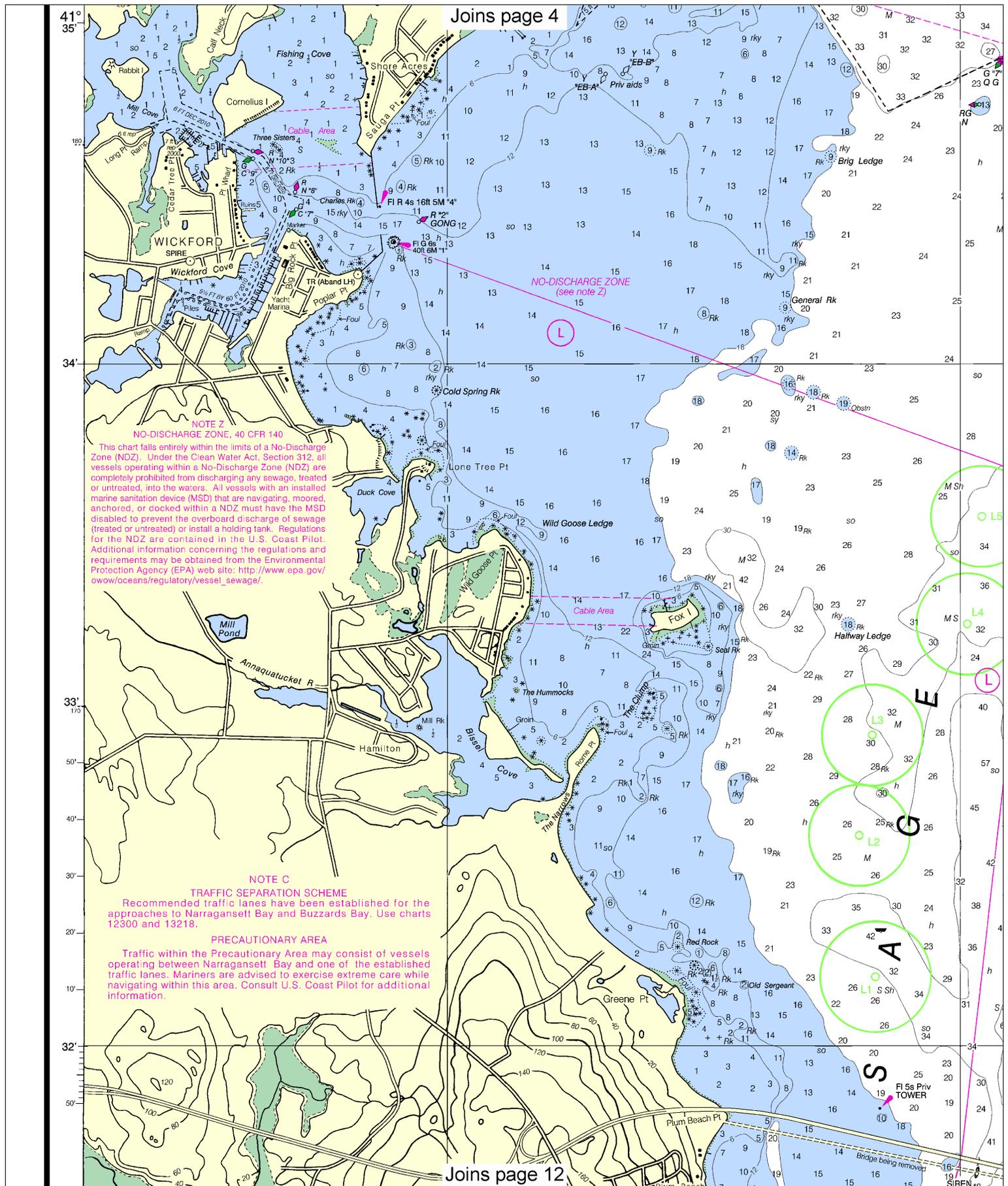
See Note on page 5.





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.



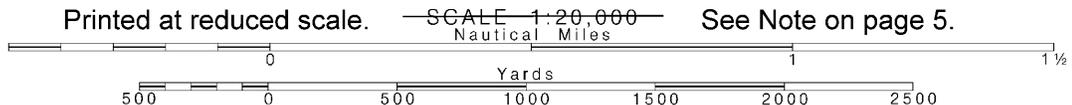


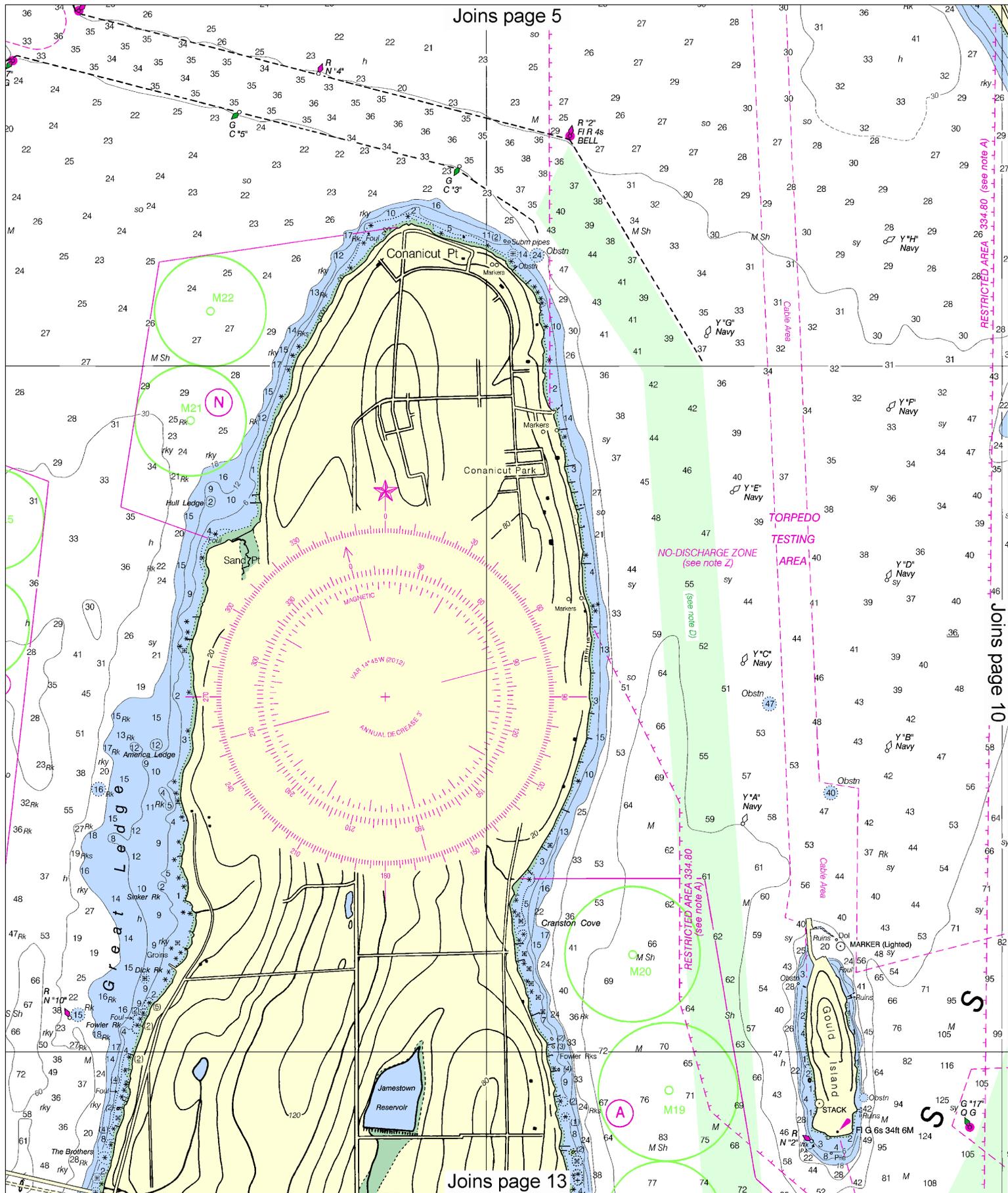
Joins page 4

Joins page 12



Note: Chart grid lines are aligned with true north.





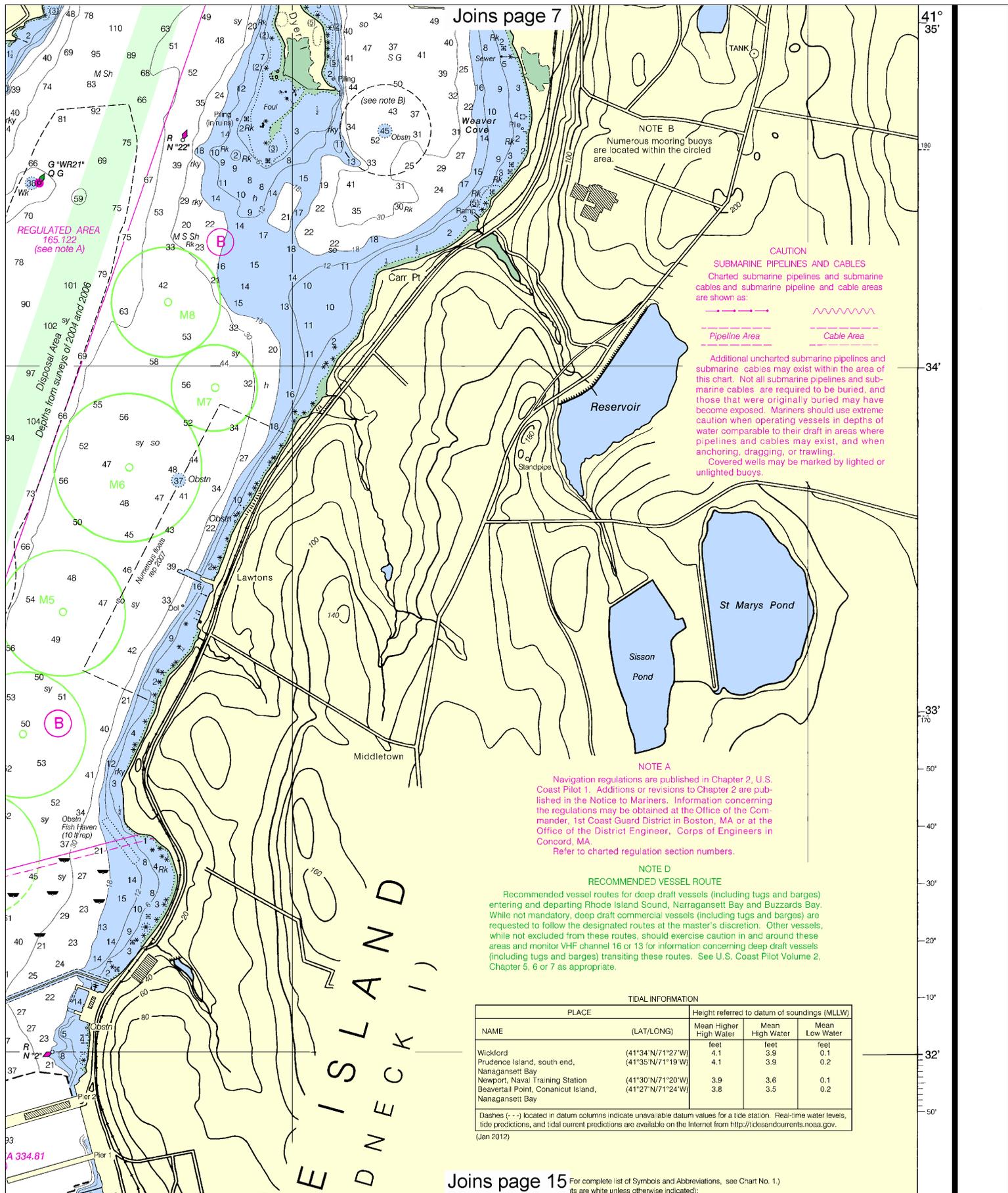
RESTRICTED AREA 334.80 (see note A)

TORPEDO TESTING AREA

NO-DISCHARGE ZONE (see note Z)

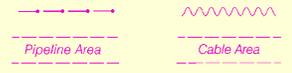
RESTRICTED AREA 334.80 (see note A)





NOTE B
 Numerous mooring buoys are located within the circled area.

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.

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

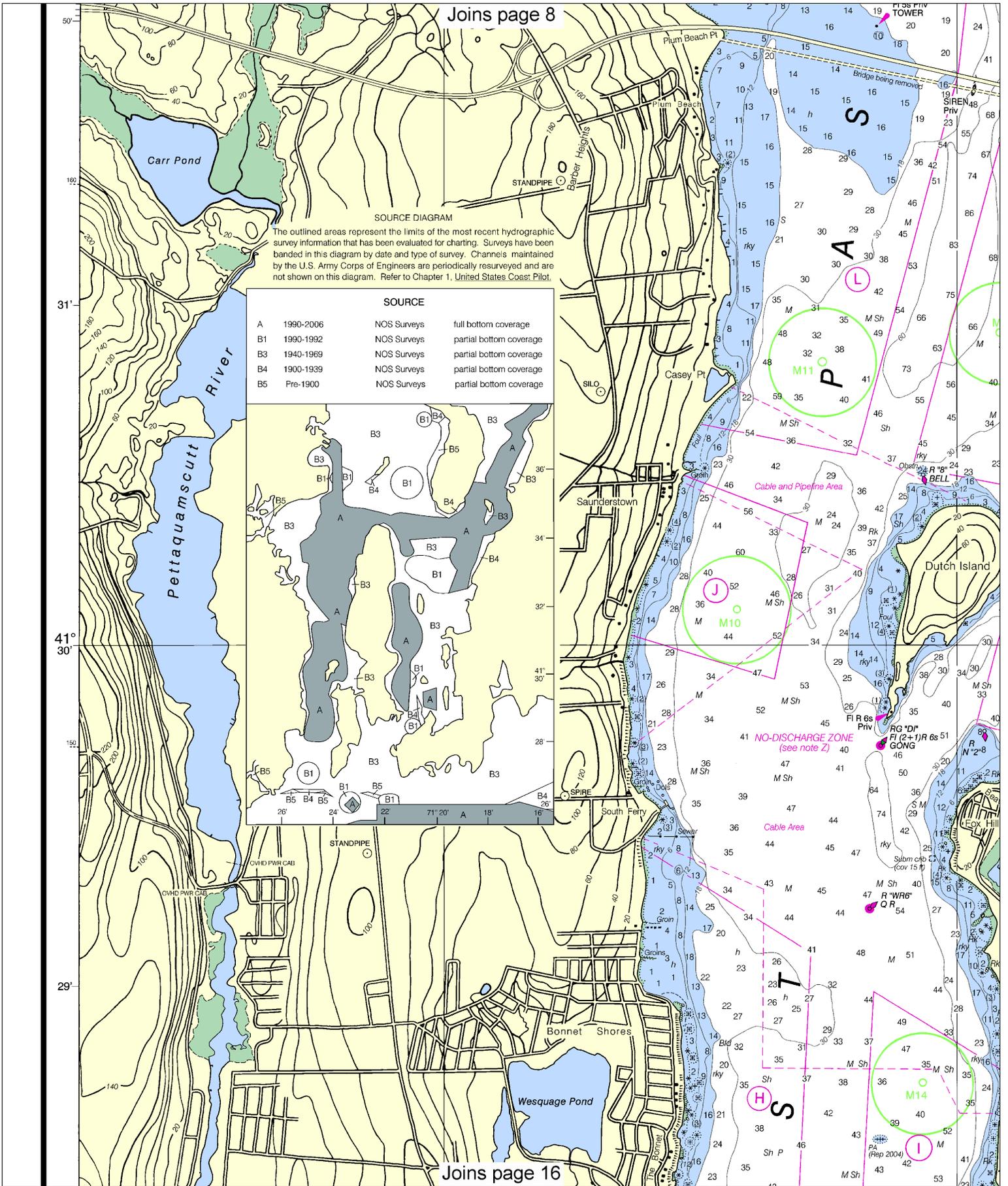
NOTE D
RECOMMENDED VESSEL ROUTE

Recommended vessel routes for deep draft vessels (including tugs and barges) entering and departing Rhode Island Sound, Narragansett Bay and Buzzards Bay. While not mandatory, deep draft commercial vessels (including tugs and barges) are requested to follow the designated routes at the master's discretion. Other vessels, while not excluded from these routes, should exercise caution in and around these areas and monitor VHF channel 16 or 13 for information concerning deep draft vessels (including tugs and barges) transiting these routes. See U.S. Coast Pilot Volume 2, Chapter 5, 6 or 7 as appropriate.

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
Wickford		(41°34'N/71°27'W)	4.1	3.9	0.1
Prudence Island, south end.		(41°35'N/71°19'W)	4.1	3.9	0.2
Narragansett Bay					
Newport, Naval Training Station		(41°30'N/71°20'W)	3.9	3.6	0.1
Beverly Point, Conanicut Island.		(41°27'N/71°24'W)	3.8	3.5	0.2
Narragansett Bay					

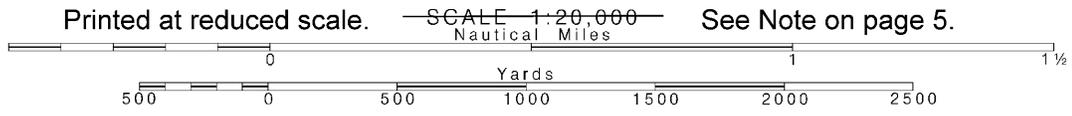
Dashes (--) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jan 2012)



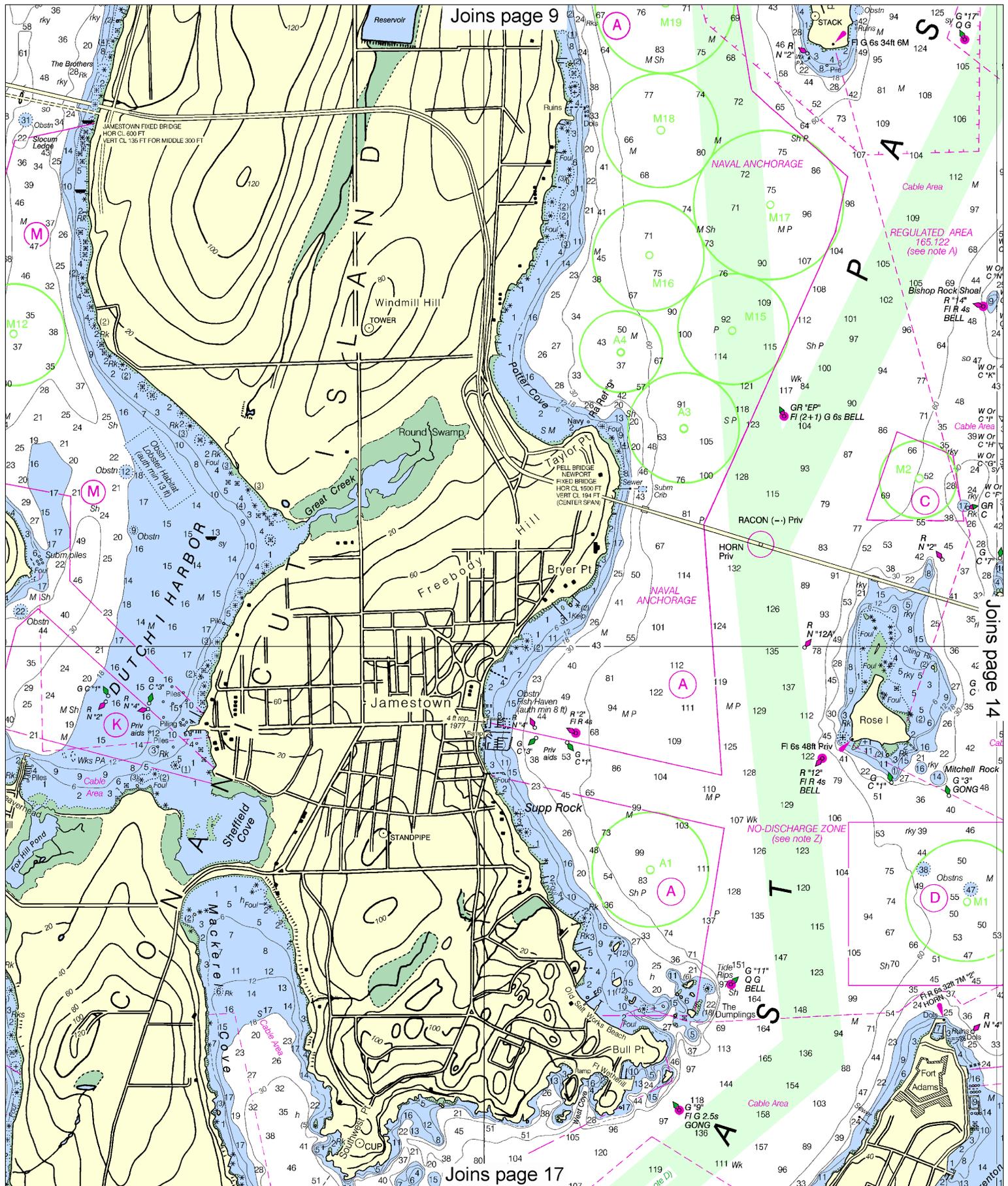
SOURCE DIAGRAM
 The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
A	1990-2006	NOS Surveys full bottom coverage
B1	1990-1992	NOS Surveys partial bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage
B5	Pre-1900	NOS Surveys partial bottom coverage

Note: Chart grid lines are aligned with true north.



See Note on page 5.



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Some 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 2012)

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	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	VO 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	

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

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.

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 0.369' northward and 1.808' eastward to agree with this chart.

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

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

CAUTION

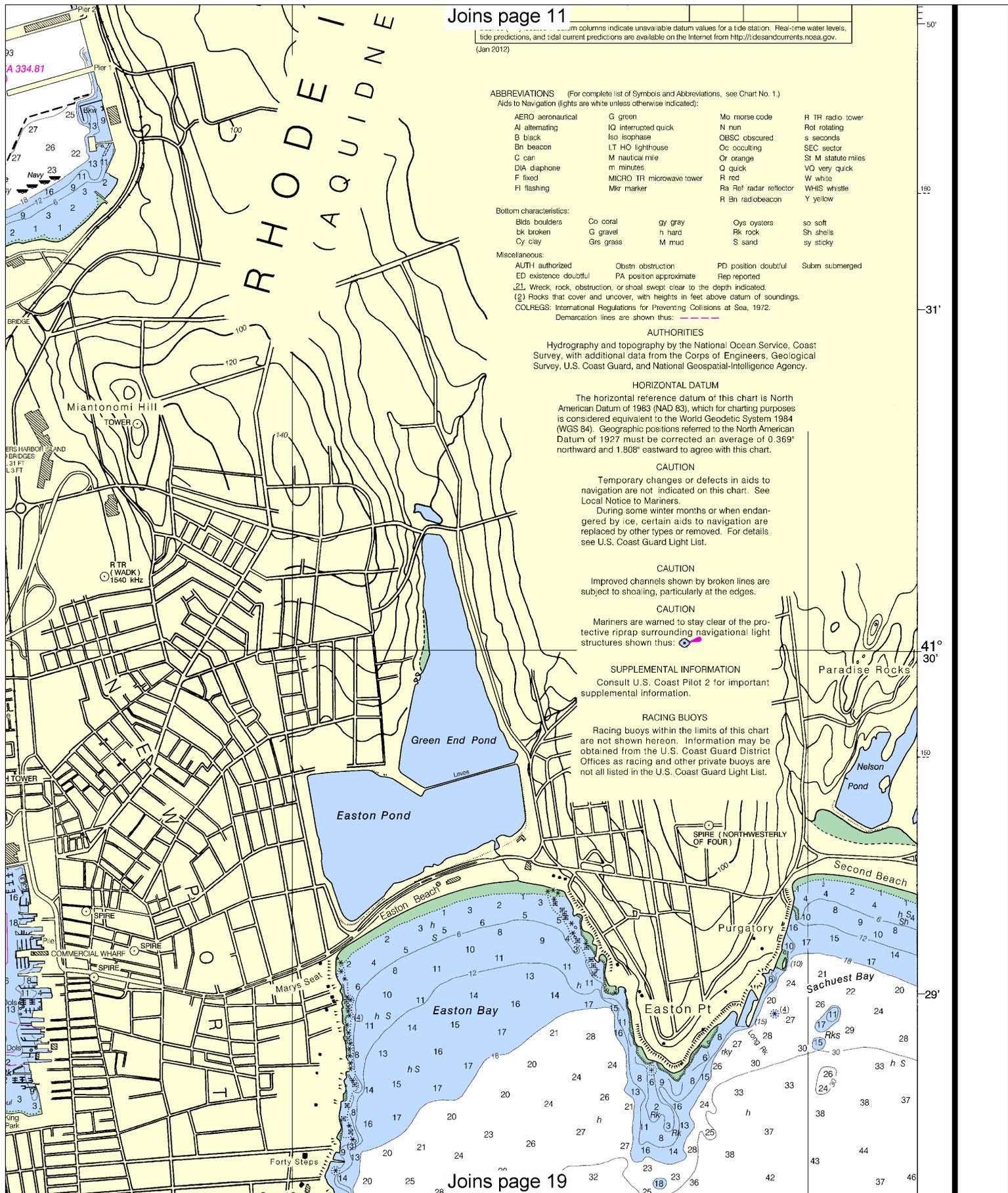
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

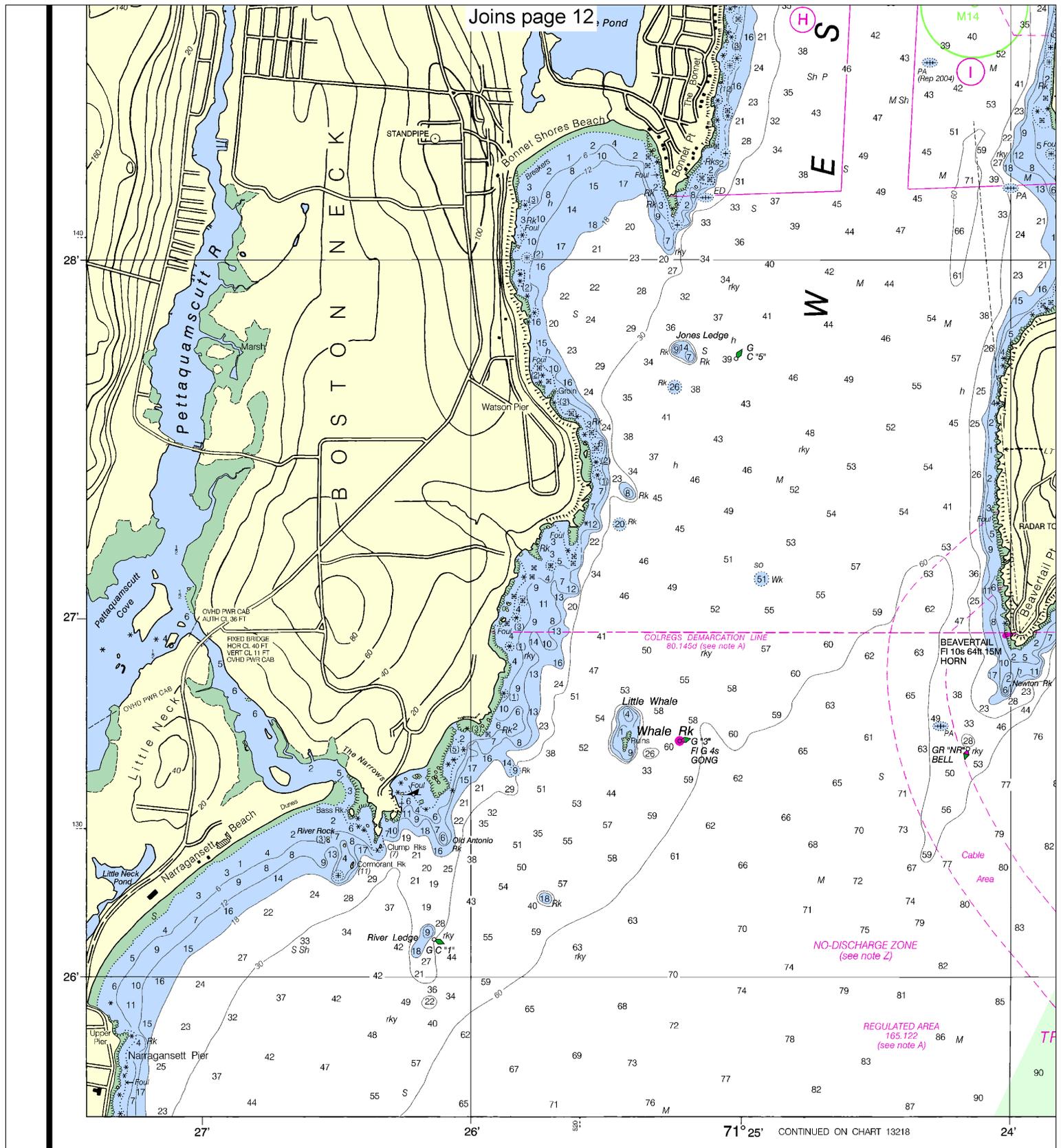
SUPPLEMENTAL INFORMATION

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

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.





Joins page 12, Pond

42nd Ed., Feb. /12 ■ Corrected through NM Feb. 18/12
 Corrected through LNM Feb. 07/12

13223

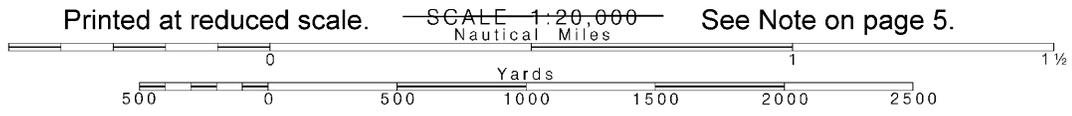
CAUTION

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

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions improving this chart to the Chief, Marine Chart Division (N/CSD) Service, NOAA, Silver Spring, Maryland 20910-3282.

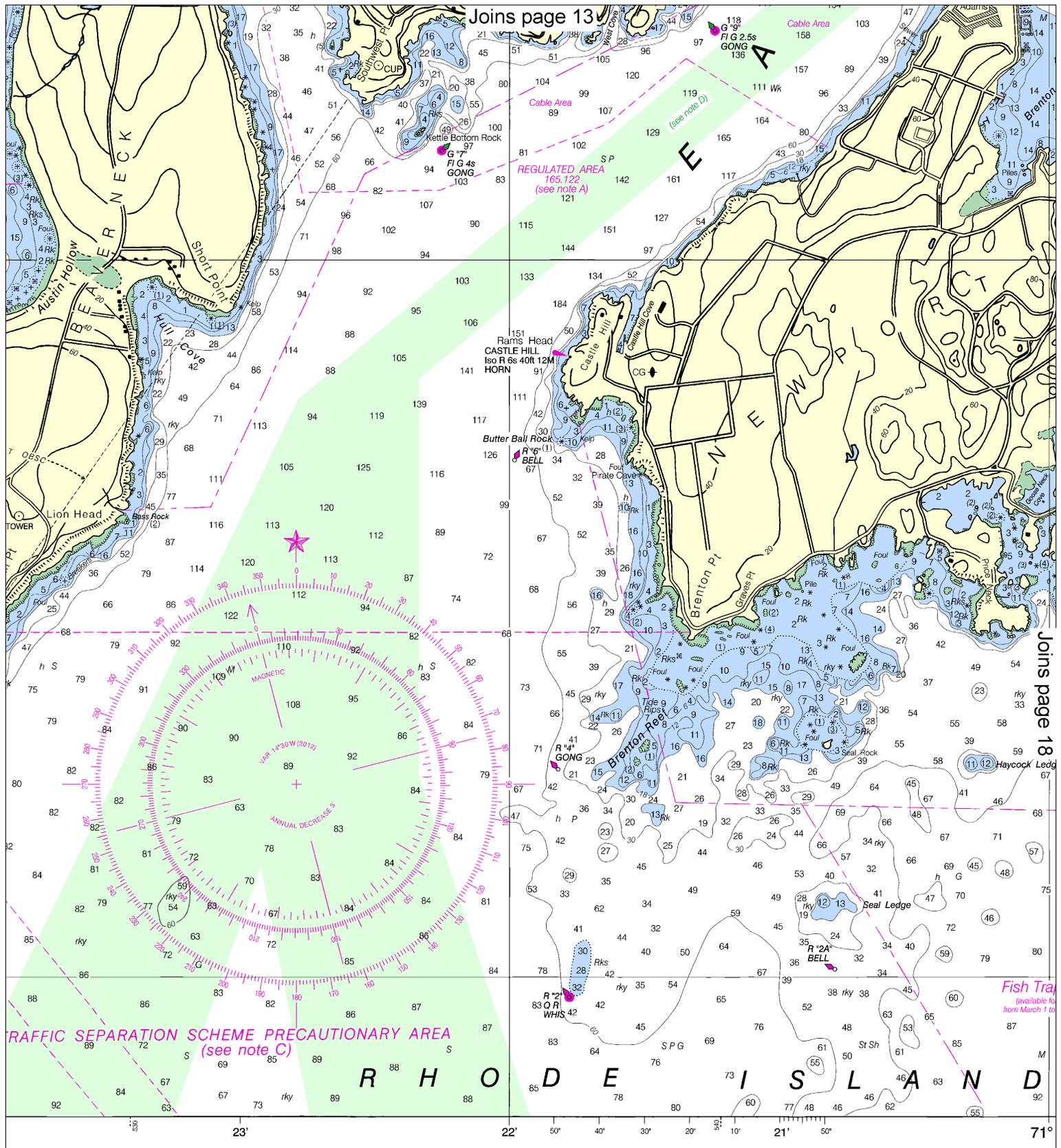
16

Note: Chart grid lines are aligned with true north.



See Note on page 5.

CONTINUED ON CHART 13218



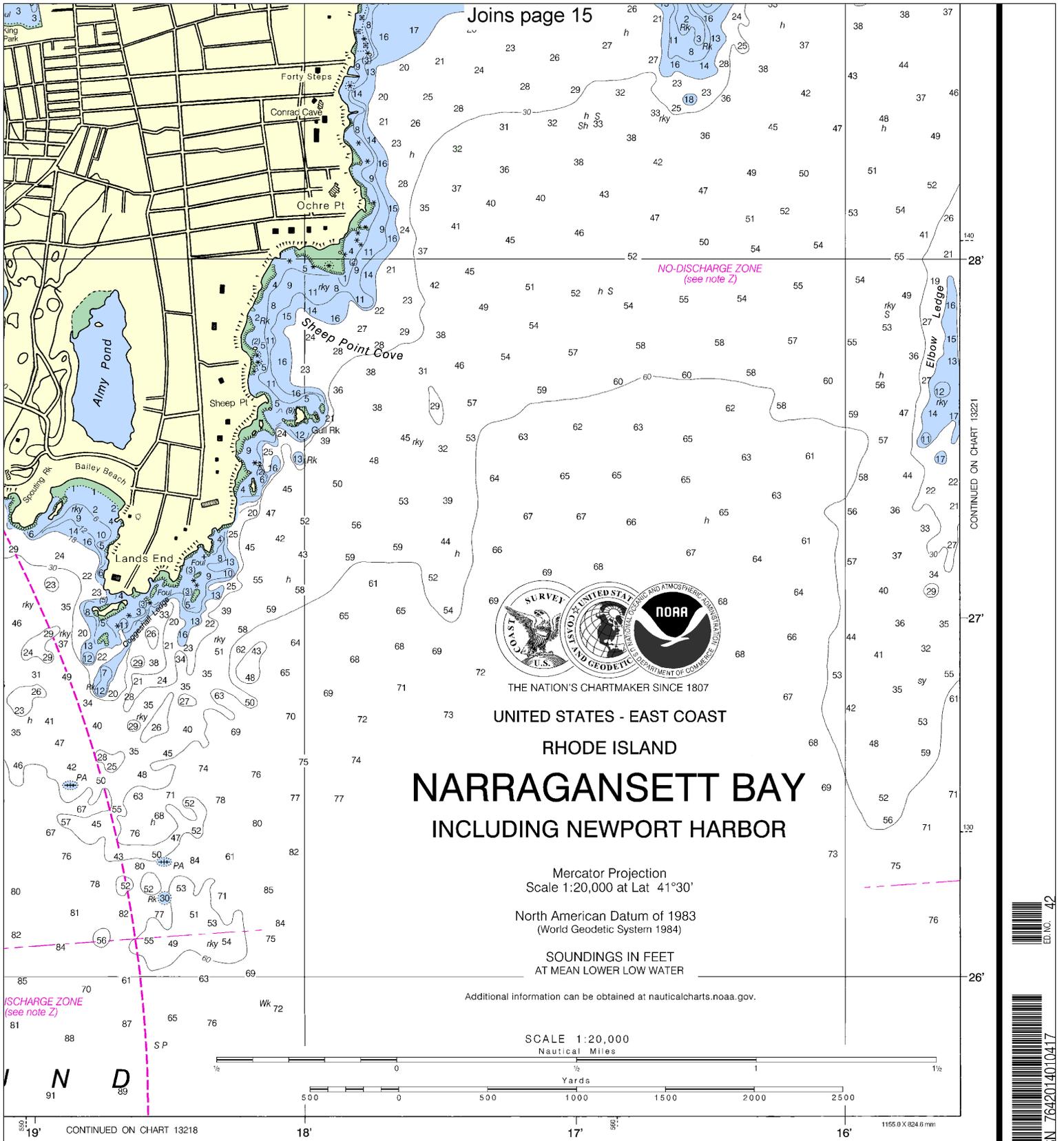
igation. The National
ns, or comments for
S2), National Ocean

PRINT-ON-DEMAND CHARTS
This chart is available in a version 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.

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

SOUND

Joins page 15



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

RHODE ISLAND

NARRAGANSETT BAY INCLUDING NEWPORT HARBOR

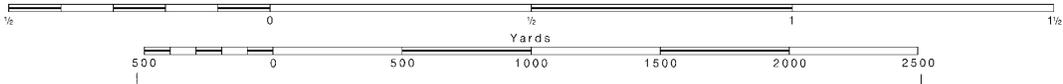
Mercator Projection
Scale 1:20,000 at Lat 41°30'

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.

SCALE 1:20,000
Nautical Miles



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

Newport Harbor
SOUNDINGS IN FEET - SCALE 1:20,000

13223



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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