

BookletChart™



Sodus Bay

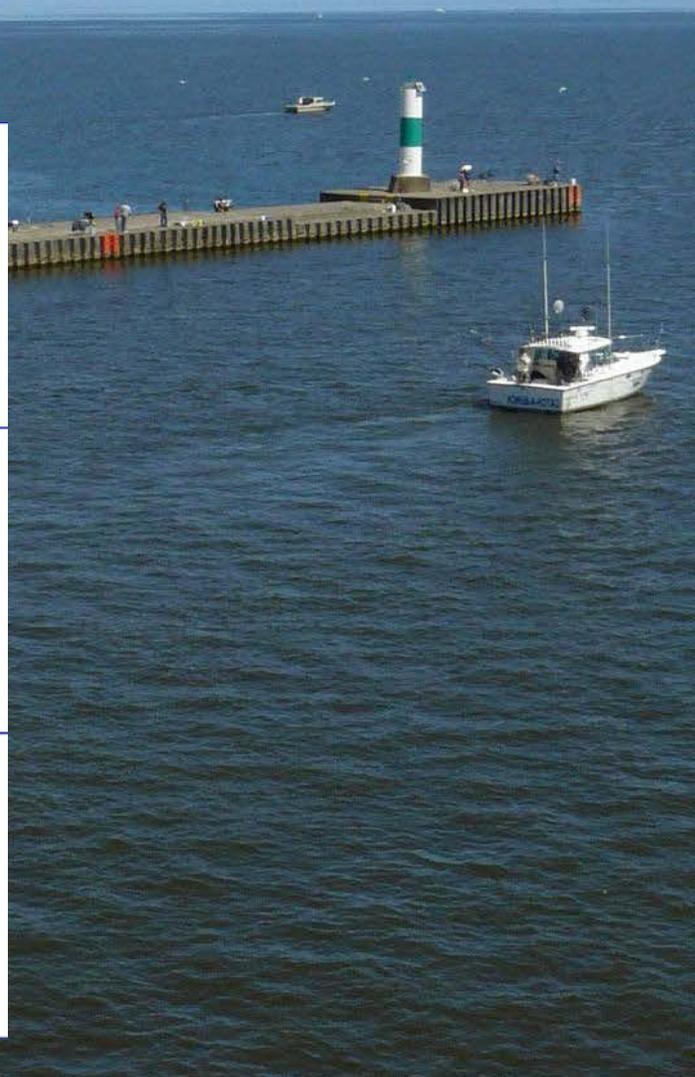
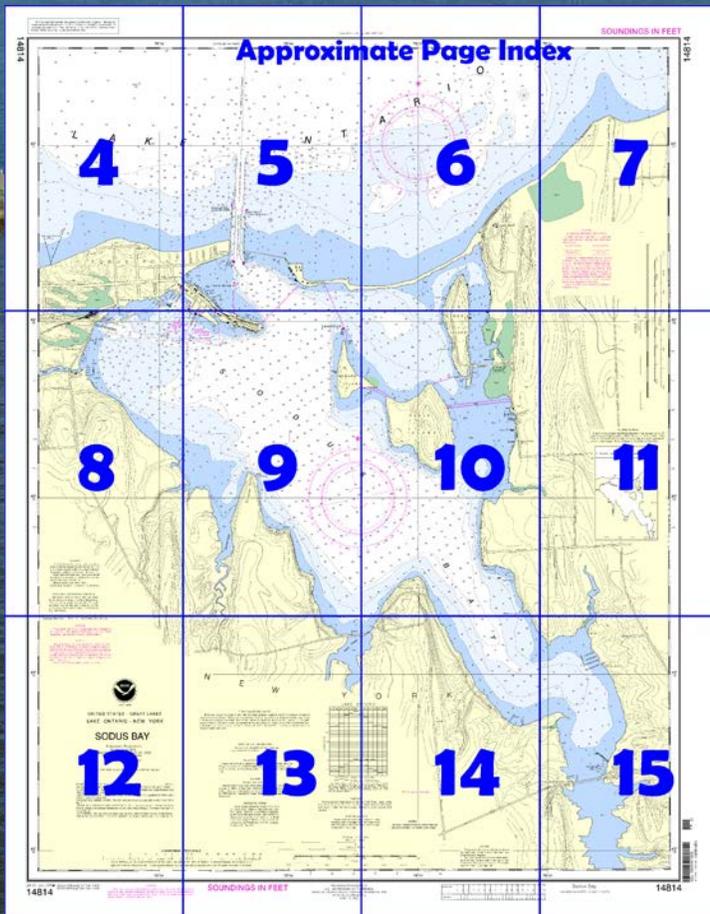
NOAA Chart 14814

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.

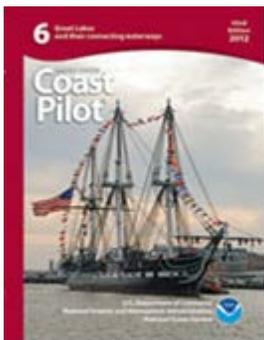
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14814>



(Selected Excerpts from Coast Pilot)

Sodus Bay, also known as **Great Sodus Bay**, is 27 miles southwest of Oswego. The shores of the bay are bold, and the depths are from 18 to 48 feet, generally to within 0.2 to 0.4 mile of the shore. The southeast arm of the bay has depths of 9 to 15 feet to within 0.1 mile of the shore.

Sand Point, a low sandspit, extends about 0.6 mile east-southeast from the northwest side of the bay just inside the entrance. The small bight on the north side

of Sand Point has depths of 1 to 4 feet, but the water at the extremity of the point deepens rapidly to 30 feet and more.

Newark Island, Eagle Island, and LeRoy Island are in the shallow northeast part of the bay. The first two are deep-to on the west or bay side.

Sodus Outer Light (43°16'36"N., 76°58'30"W.), 51 feet above the water, is shown from a tower on the north end of the west entrance pier. An unmarked dumping ground with a least reported depth of 35 feet is about 2 miles northeast of the entrance to Sodus Bay.

Channels.—A dredged channel extends from deep water in Lake Ontario between parallel piers to the bay. The inner end of the east pier extends laterally eastward to Charles Point to enclose the bay. The outer ends of the piers are marked by lights, and the entrance channel is marked by lighted buoys and a light. In 2010, the dredged channel had a controlling depth of 9 feet.

Anchorage.—The bay is the most secure anchorage along the New York shore and reported to be congested at times; the holding ground is good with a mud bottom. Special anchorages are in Sodus Bay just south of Sand Point (See 33 CFR 110.86, chapter 2, for limits and regulations.)

Dangers.—Along the shoreline within Sodus Bay are numerous obstructions, including submerged cribs, dock ruins, submerged piles, and several wrecks, which hamper small-craft navigation. Sodus Point is a customs port of entry.

Coast Guard Station.—Sodus Point Coast Guard Station, seasonal, is at the south end of the W breakwall.

Small-craft facilities.—Marinas and boatyards at the village of Sodus Point, NY, on the west side of Sodus Bay, provide transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, launching ramps, a mast-stepping crane, mobile lifts to 50 tons, and hull, engine, and electronic repairs. In 1977, depths of 4 to 20 feet were reported alongside the berths

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

RCC Cleveland Commander
9th CG District (216) 902-6117
Cleveland, OH

Table of Selected Chart Notes

Ⓢ Pump-out facilities

CAUTION

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

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

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.

Polyconic Projection
Scale 1:10,000
North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FEET

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.

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.

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 1902 must be corrected an average of 0.067" northward and 1.154" eastward to agree with this chart.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

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. Commercial vessel sewage shall include graywater. 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/.

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 6 for details.

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.

Rochester, New York	KHA - 53	162.40 MHz (Chan WX - 2)
Syracuse, New York	WHL - 31	162.55 MHz (Chan WX - 2)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. 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, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.

Refer to charted regulation section numbers.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

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).

SOURCE DIAGRAM

Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently 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.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....243.3 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

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.

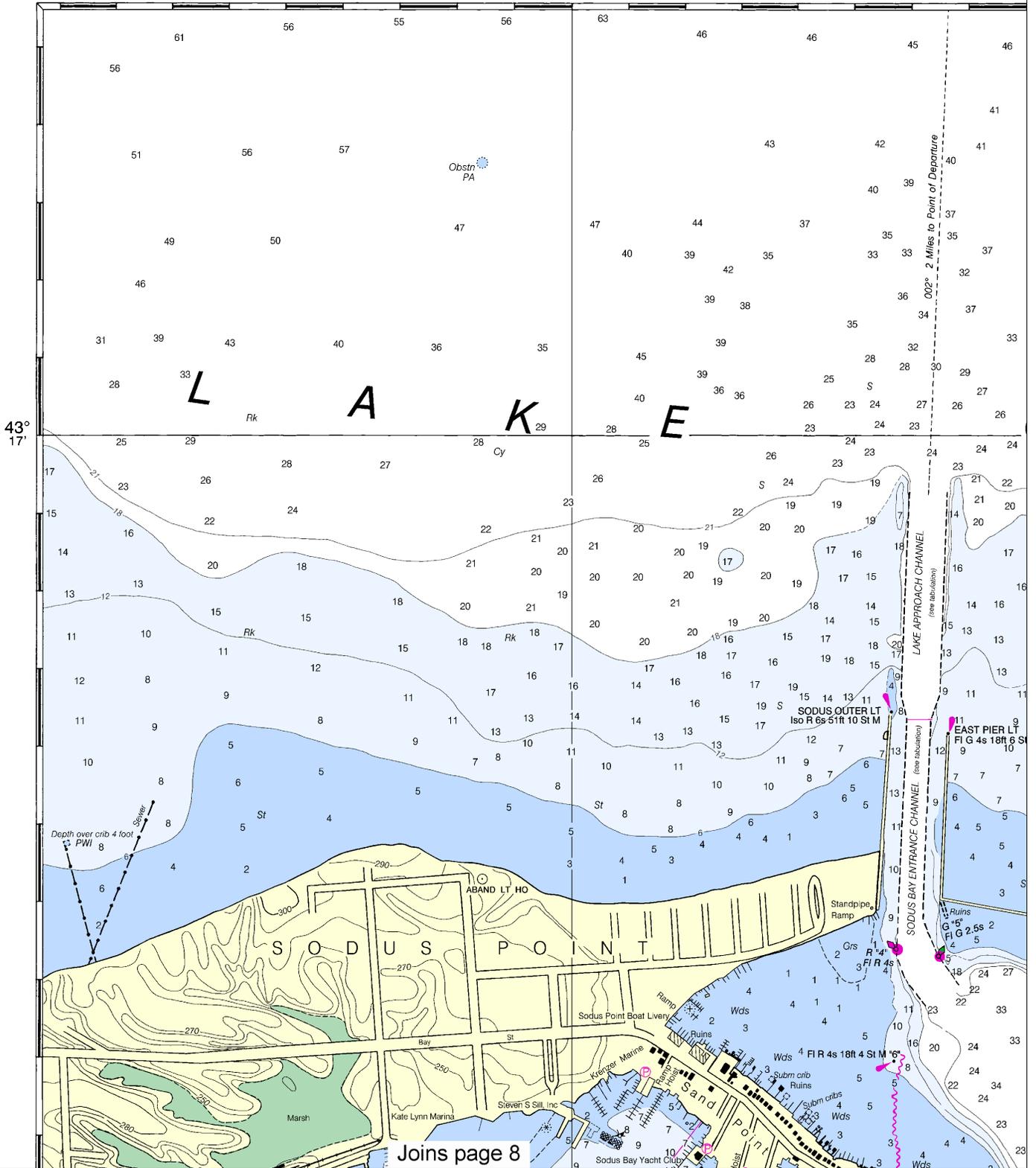
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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.

14814

76°59'

CONTINUED ON CHART 14804

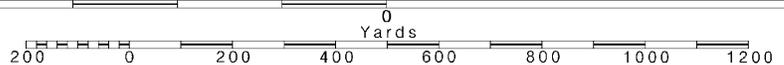


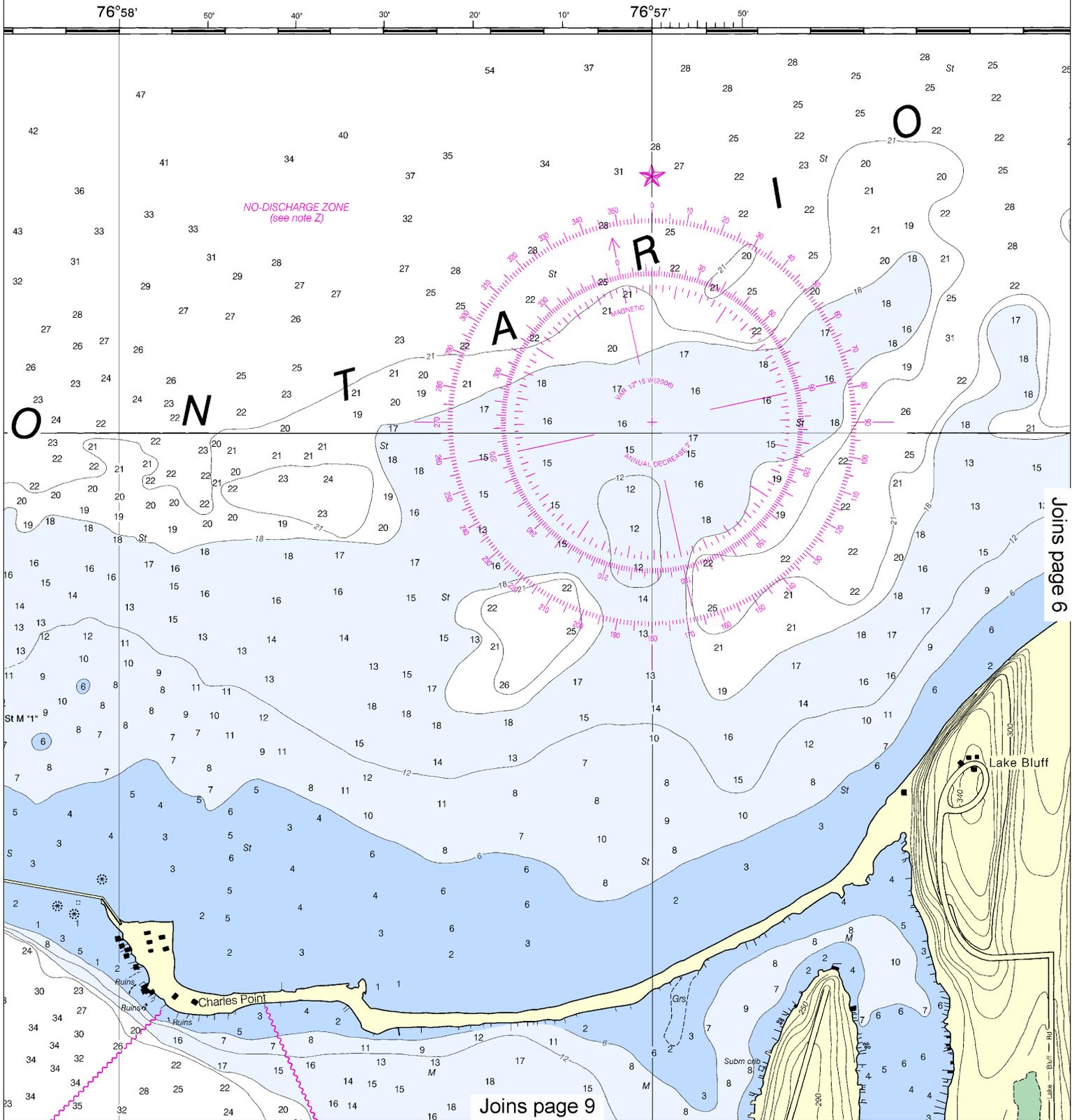
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.





Joins page 6

Joins page 9

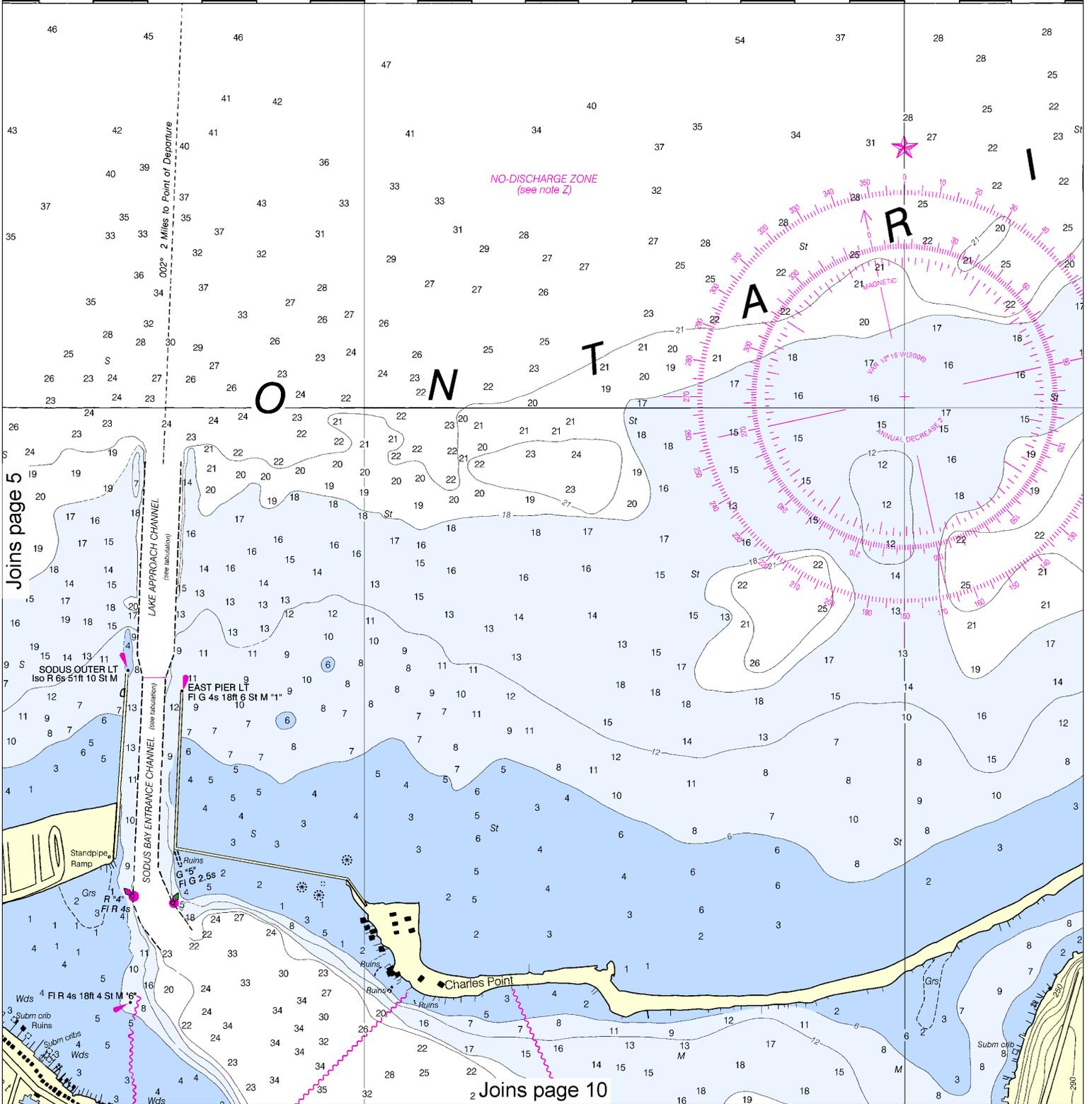
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



CONTINUED ON CHART 14804

76°58'

76°57'



Joins page 5

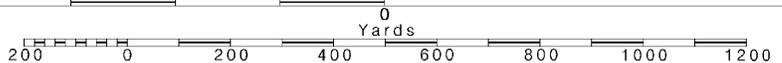
Joins page 10

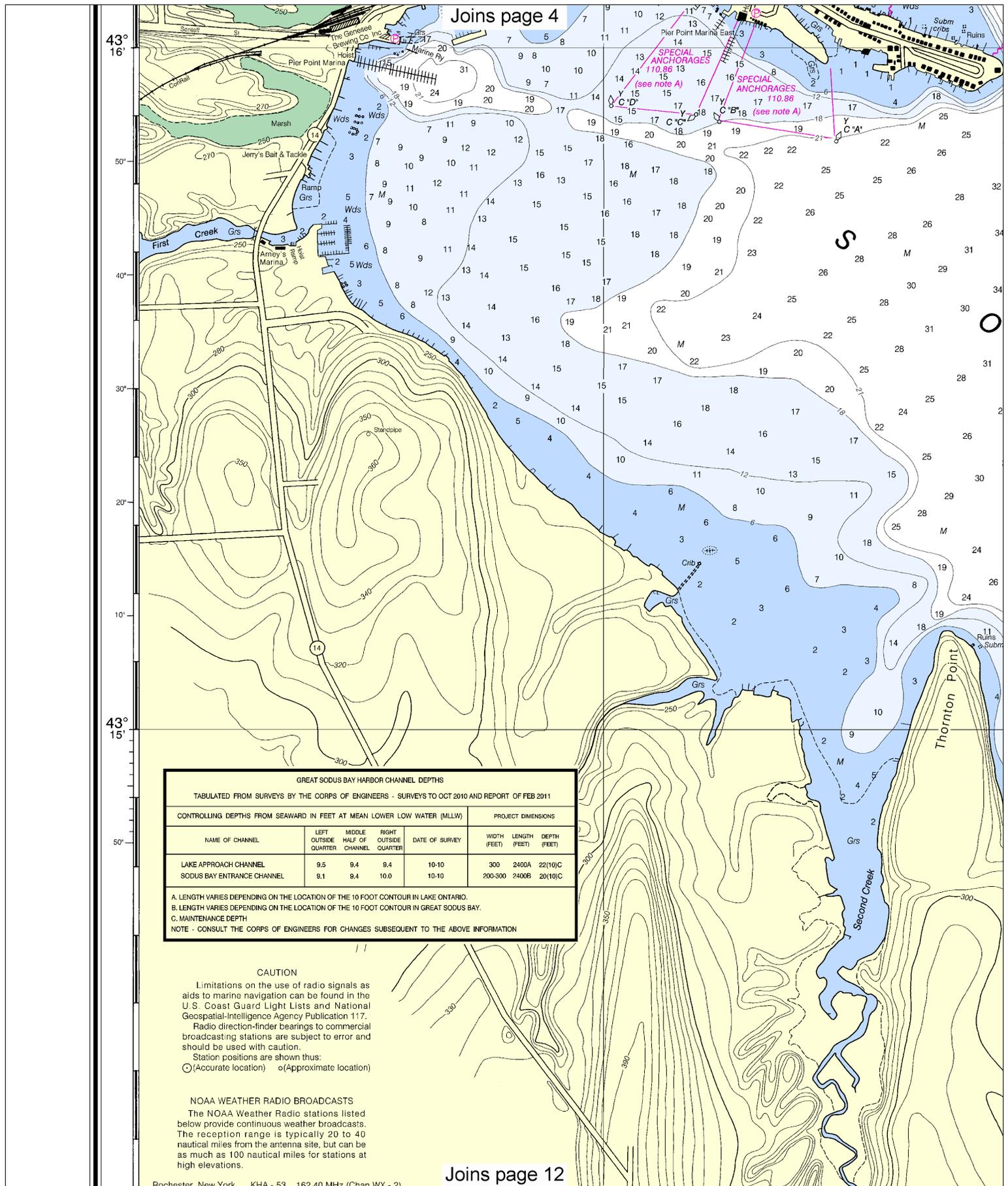


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —
Nautical Miles

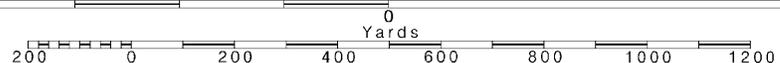
See Note on page 5.

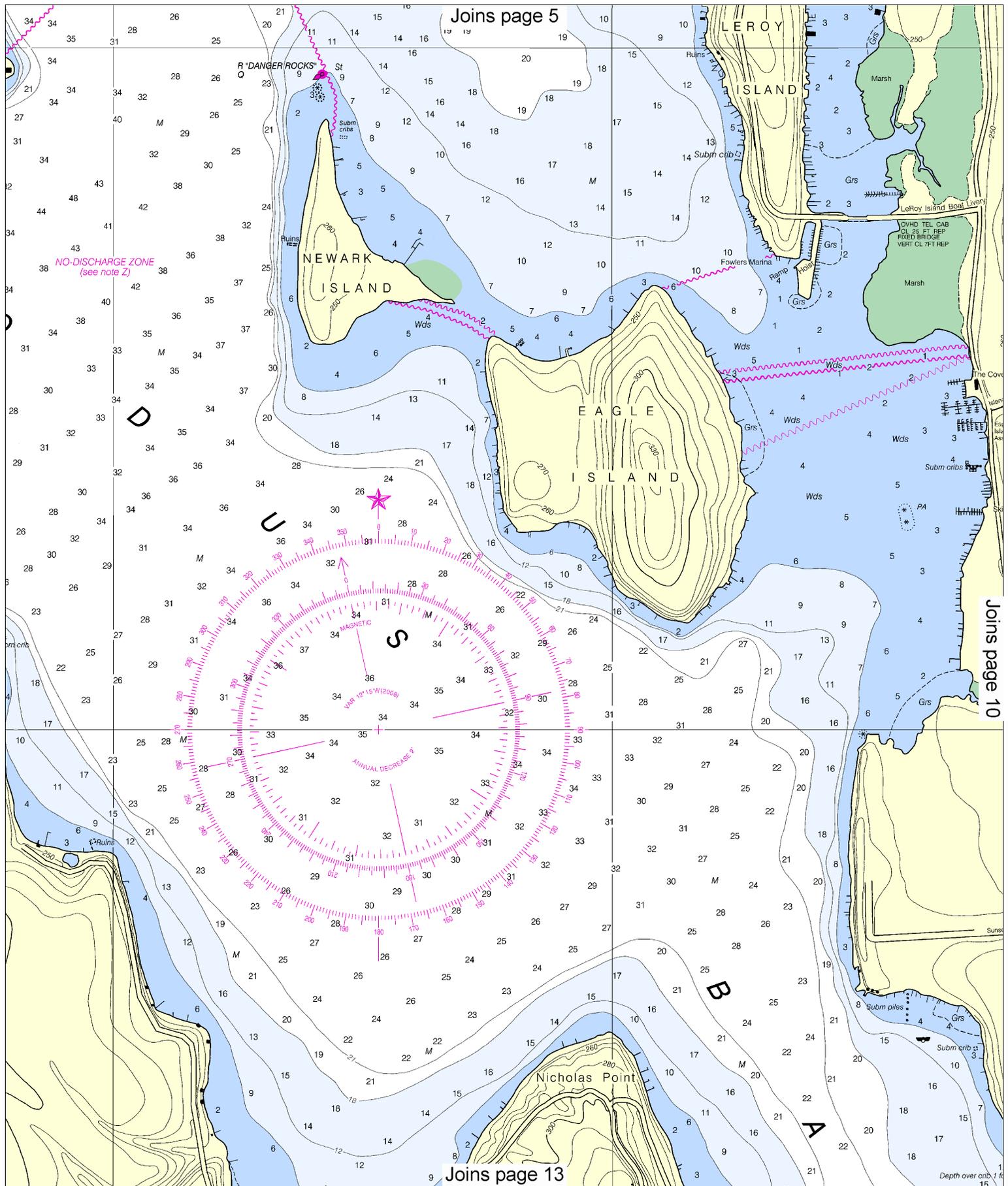




Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 — See Note on page 5.





Joins page 5

Joins page 10

Joins page 13

NO-DISCHARGE ZONE
(see note Z)

R "DANGER ROCKS"
Q

Subm crits

Subm crits

Fowlers Marina

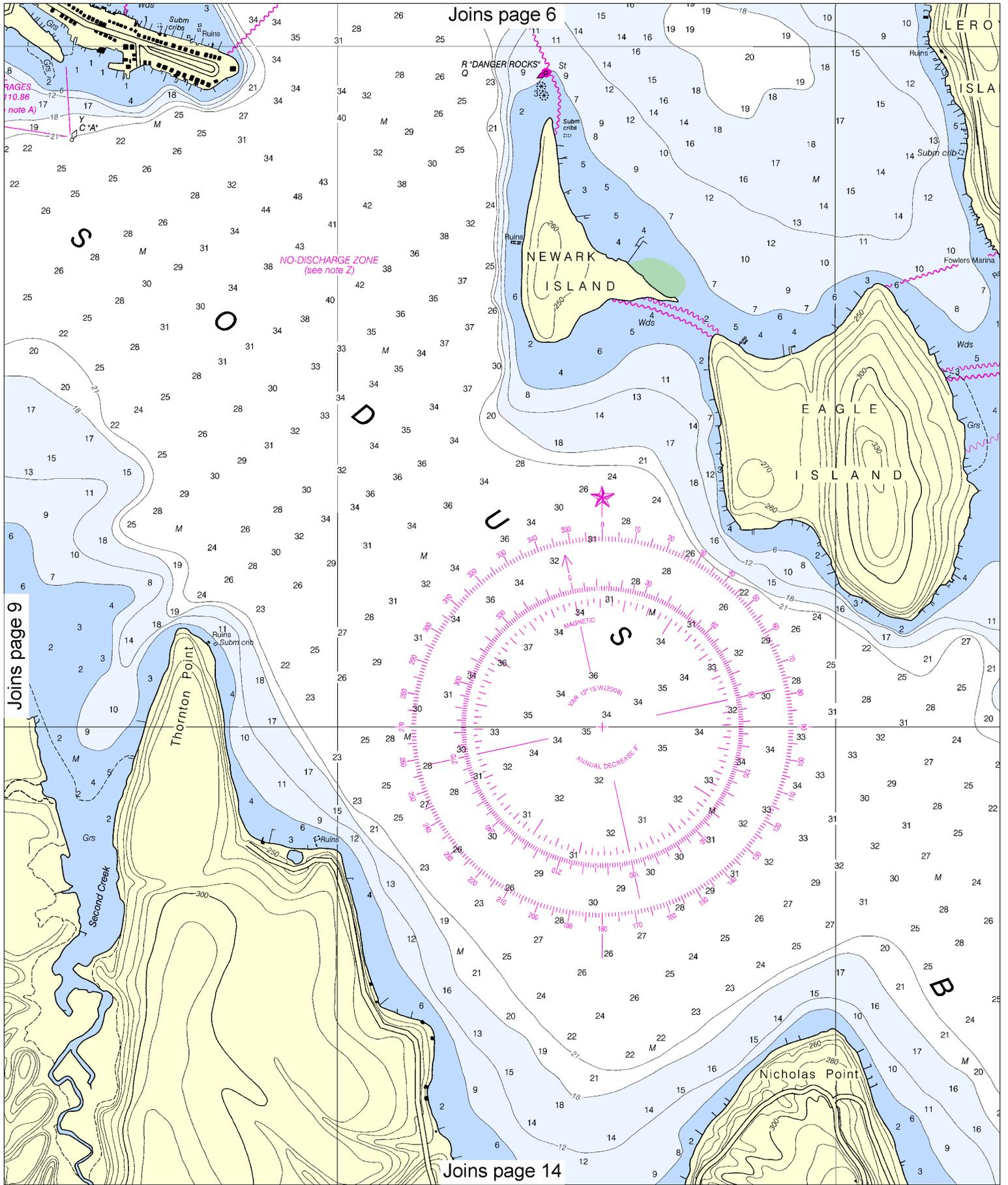
LeRoy Island Boat Livery

OVHD TEL CAB
COL 26 FT REP
FIXED BRIDGE
VERT CL 7-FT REP

Nicholas Point

Depth over crib: 1 ft
15

9

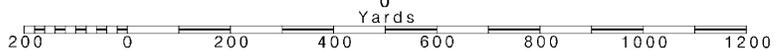


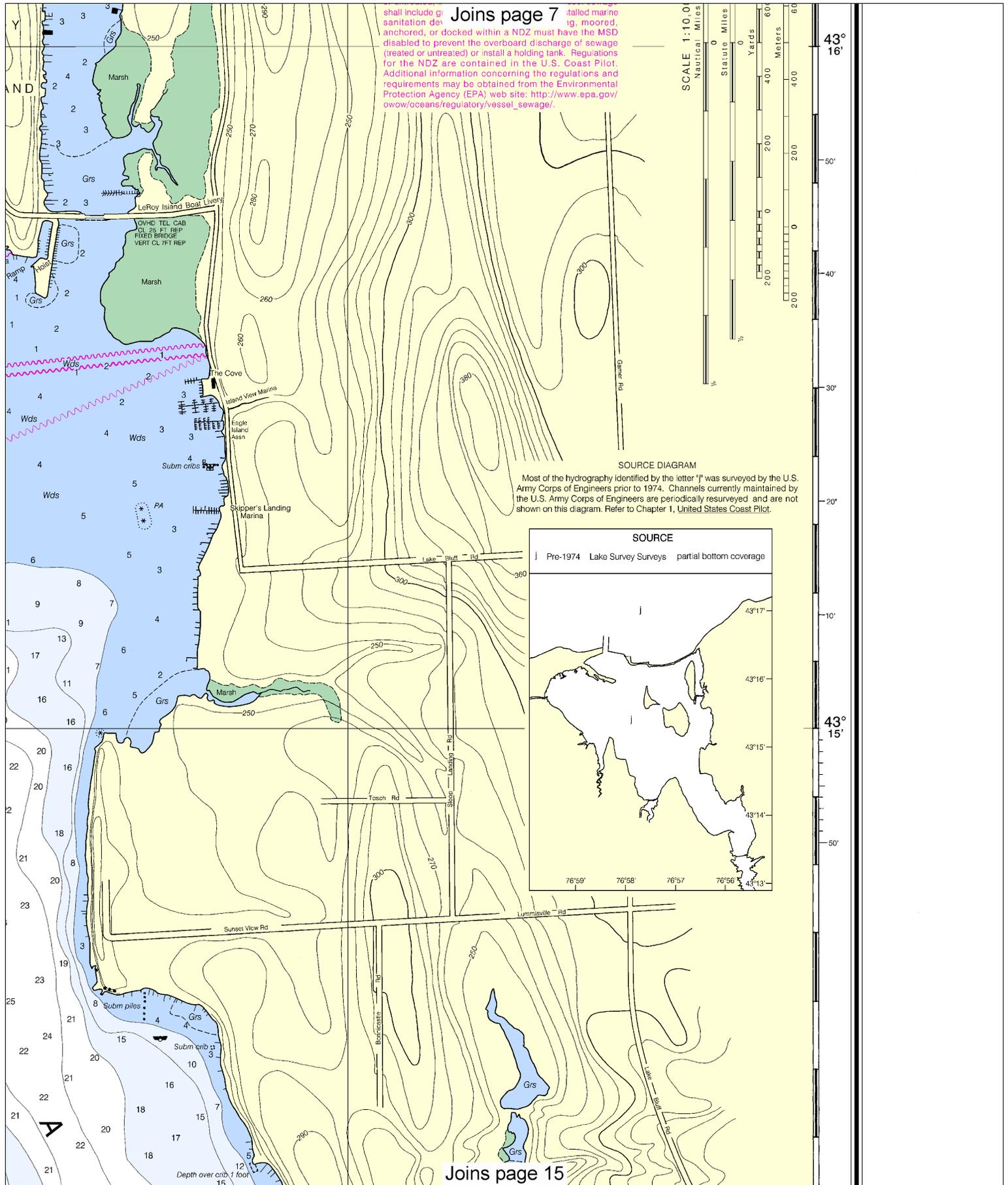
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —
Nautical Miles

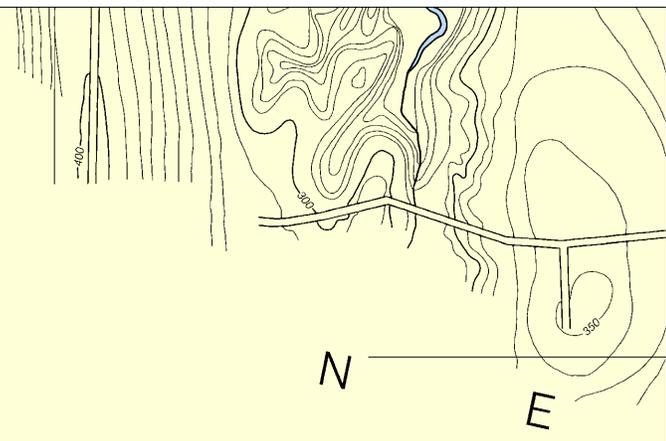
See Note on page 5.





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 6 for details.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. 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, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.
Refer to charted regulation section numbers.



43° 14'



UNITED STATES - GREAT LAKES
LAKE ONTARIO - NEW YORK

SODUS BAY

Polyconic Projection
Scale 1:10,000
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

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

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....243.3 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.
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.

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart update and critical corrections. Charts are printed when ordered. Editions are available 5-8 weeks before their release as they are prepared. For more information about Print-on-Demand charts or contact NOAA at 1-877-help@NauticalCharts.gov, or OceanGrafix at 1-877-help@OceanGrafix.com.

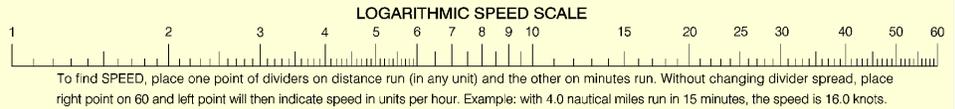
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 6 for supplemental information.

POLLUTION REPORTING
Report all spills of oil and hazardous substances to the National Oil Spill Response Center via 1-800-424-8802 (toll free) or to the nearest Coast Guard facility if telephone communication is not possible (see U.S. Coast Pilot 6, page 153).

CAUTION
POTABLE WATER INTAKE
Vessels operating in fresh water lakes and rivers should be aware of sewage, or ballast, or bilge water within such water intakes as are designated by the Coast Guard (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for information.

HORIZONTAL DATUM
The horizontal reference datum is North American Datum of 1983 for charting purposes is consistent with the World Geodetic System 1984. Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.067' northward and to agree with this chart.

43° 13'



76° 59'

25th Ed., Jan. / 06 ■ Corrected through NM Jan. 14/06
Corrected through LNM Jan. 10/06

14814

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.

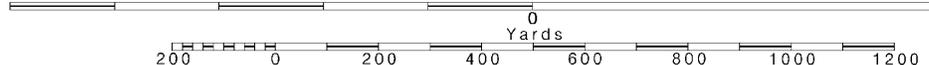
SOUNDINGS IN FEET

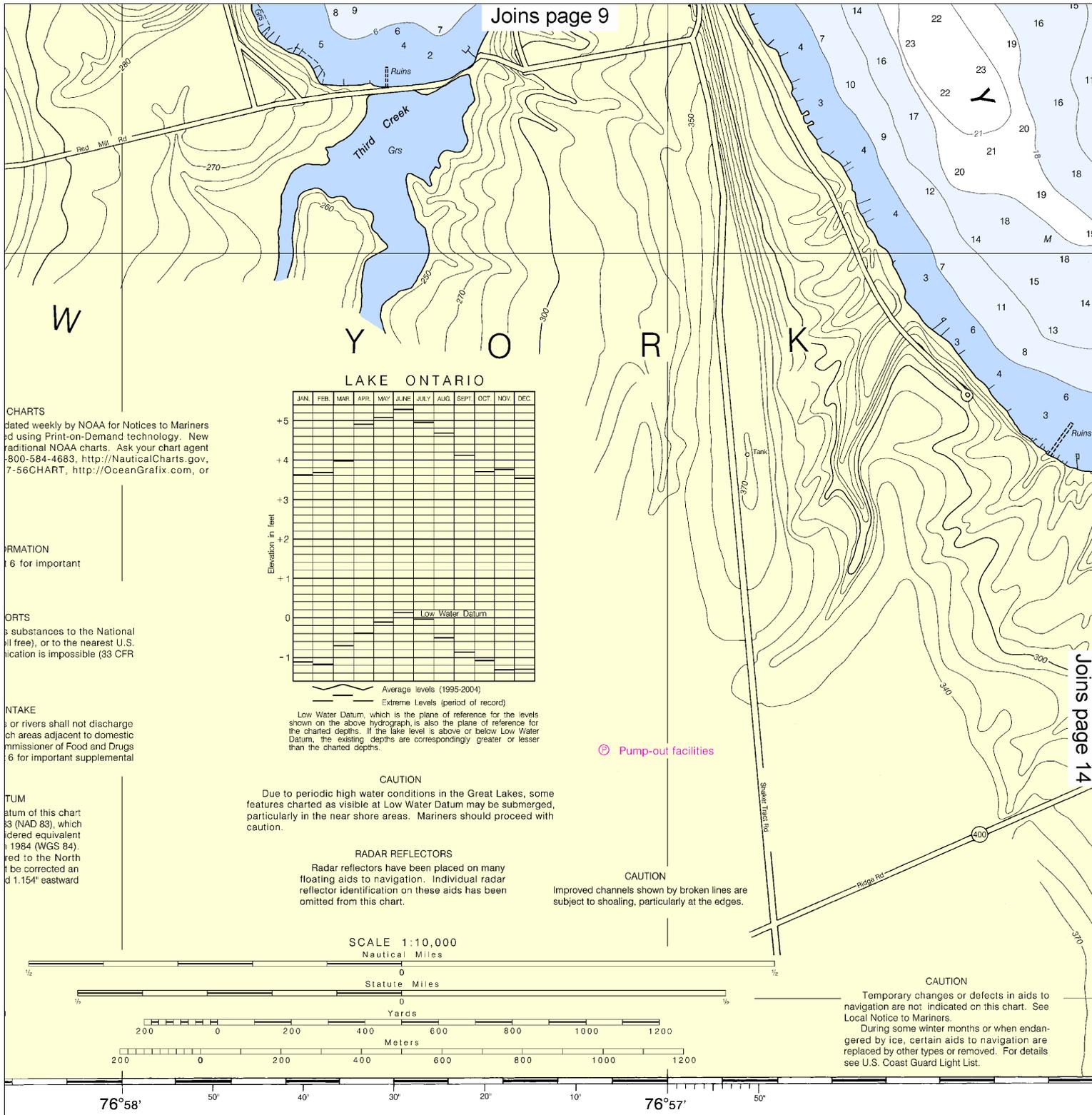
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.





W

LAKE ONTARIO

CHARTS
 Updated weekly by NOAA for Notices to Mariners and using Print-on-Demand technology. New traditional NOAA charts. Ask your chart agent 800-584-4683, <http://NauticalCharts.gov>, 7-56CHART, <http://OceanGrafix.com>, or

FORMATION
6 for important

PORTS
 Substances to the National Oil Spill Response (NOSR), or to the nearest U.S. Coast Guard if notification is impossible (33 CFR 160.103-1)

INTAKE
 Rivers shall not discharge pollutants into the Great Lakes from areas adjacent to domestic water intakes. For more information, contact the U.S. Environmental Protection Agency (EPA) or the U.S. Coast Guard (USCG). For important supplemental information, see 33 CFR 160.103-1.

TUM
 Datum of this chart is based on the datum of the Great Lakes (NAD 83), which is considered equivalent to the datum of the 1984 (WGS 84). The datum is referred to the North Pole and corrected and 1.154" eastward.

	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
+5												
+4												
+3												
+2												
+1												
0												
-1												

Low Water Datum

Average levels (1995-2004)
 Extreme Levels (period of record)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

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

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

SCALE 1:10,000

Nautical Miles

Statute Miles

Yards

Meters

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.

N 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	7	8	9	10	11	12
FEET	6	12	18	24	30	36	42	48	54	60	66	72
METERS	1	2	3	4	5	6	7	8	9	10	11	12

N
E
W
Y
O
R
K

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 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, Hp@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or lp@OceanGrafix.com.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

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).

CAUTION

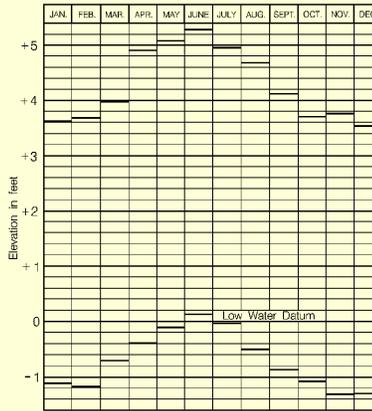
POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

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 1902 must be corrected an average of 0.067" northward and 1.154" eastward to agree with this chart.

LAKE ONTARIO



CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

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.

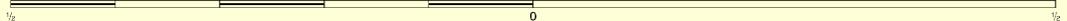
CAUTION

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

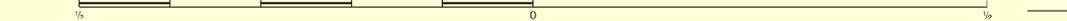
Ⓢ Pump-out facilities

SCALE 1:10,000

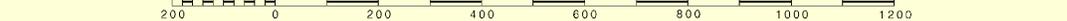
Nautical Miles



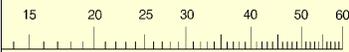
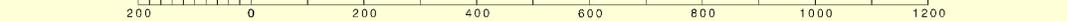
Statute Miles



Yards



Meters



minutes run. Without changing divider spread, place 15 minutes run in 15 minutes, the speed is 16.0 knots.

76°58' 50' 40' 30' 20' 10' 76°57' 50'

SOUNDINGS IN FEET

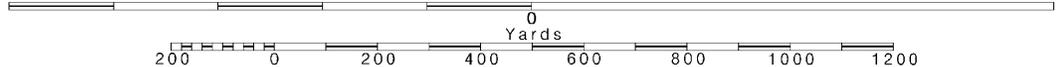
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10
FEET	1	2	3	4	5	6	7	8	9	10
METERS	1	2	3	4	5	6	7	8	9	10

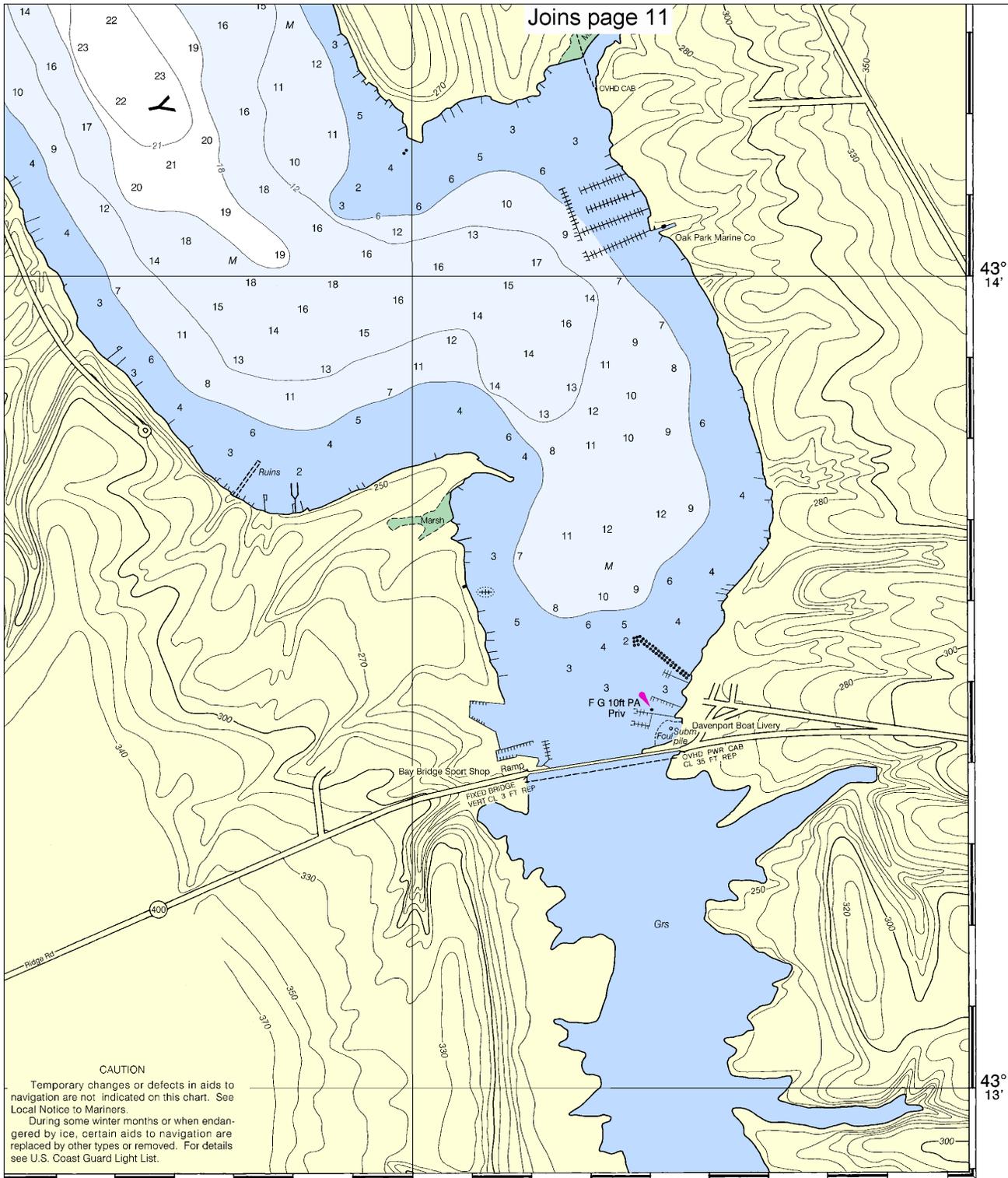
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



Joins page 11

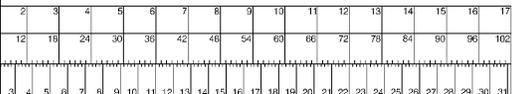


43° 14'

43° 13'

76° 56'

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.



Sodus Bay

SOUNDINGS IN FEET - SCALE 1:10,000

14814



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>



— For the latest news from Coast Survey, follow @nauticalcharts



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.

