

BookletChart™

Erie Harbor

NOAA Chart 14835

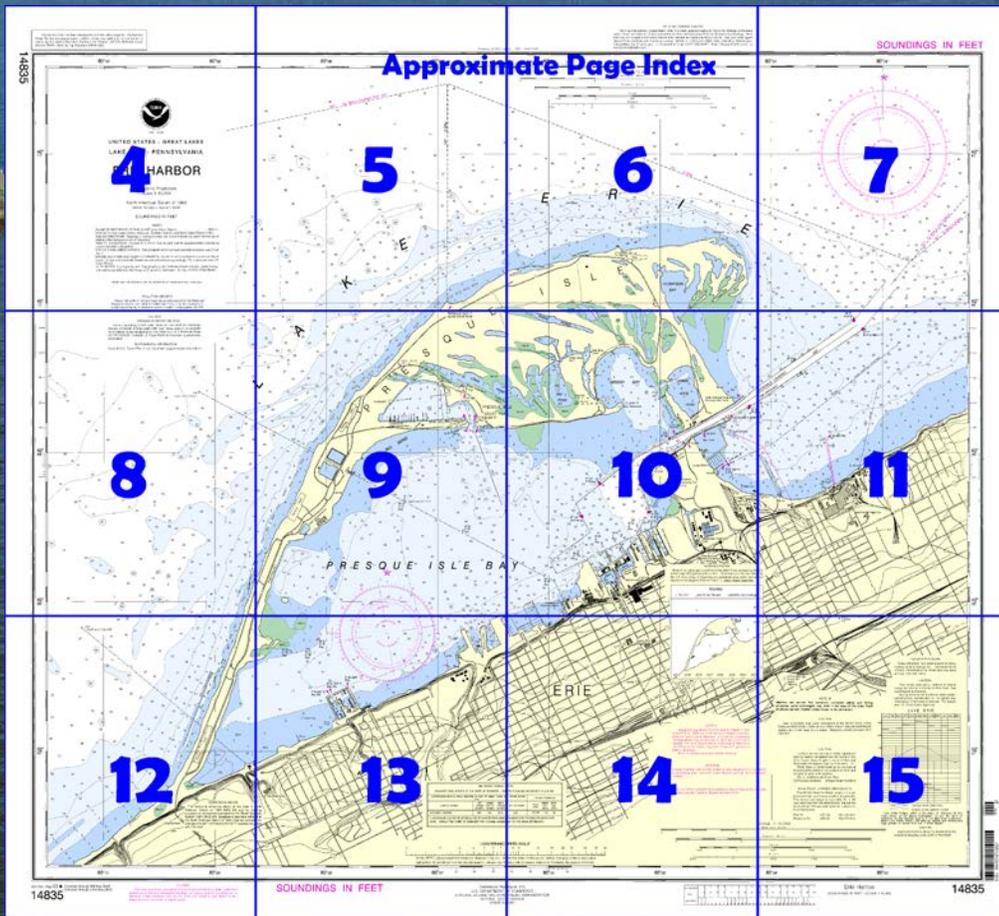


A reduced-scale NOAA nautical chart for small boaters

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.

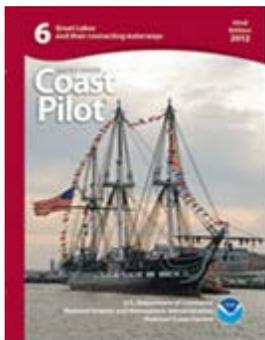
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14835>



(Selected Excerpts from Coast Pilot)
Presque Isle (42°10.4'N., 80°04.8'W.) is an irregularly shaped peninsula forming nearly landlocked Erie Harbor. The peninsula is connected to the mainland by a narrow neck at the W end and broadens as it curves around to the NE and E. The entrance to Erie Harbor is on the S side of the E end of the peninsula. Presque Isle State Park is on the peninsula. **Presque Isle Light** (42°09.9'N., 80°06.9'W.), 73 feet above the water, is shown from a white

square tower with an attached red dwelling on the NW shore of the peninsula. Numerous shore protection structures extend lakeward from

the lakeside of the peninsula. Small-craft operators are cautioned to keep 500 feet offshore in the vicinity of these structures.

Erie Harbor, about 78 miles SW of Buffalo, is in **Presque Isle Bay**, enclosed from the lake by Presque Isle. The bay opens to the E and is about 4.5 miles long and 1.5 miles wide. Erie Harbor, serving the city of **Erie, Pa.**, is in the SE part of the bay.

Erie Harbor Pierhead Light (42°09.4'N., 80°04.3'W.), 42 feet above the water, is shown from a black and white horizontally banded square tower on the outer end of the N entrance pier. A fog signal is at the light.

Misery Bay is an indentation in the S side of Presque Isle N of Erie Harbor Entrance Channel. The bay has depths of 5 to 10 feet except for shoaling along the edges. A rock which bares is on the E side of the bay on the S side of the channel leading to **Horse Shoe Pond**.

Erie Coast Guard Station is on the N side of the entrance channel.

Harbor Regulations are established by the Erie-Western Pennsylvania Port Authority and enforced by the **harbormaster**. A **speed limit** of 3 mph is enforced in the East and West Canal Basins and within 300 feet of the shoreline, and 5 mph elsewhere in the harbor. Copies of the regulations may be obtained from the Port Authority Office, 17 W. Dobins Landing, Erie, PA 16501, telephone (814) 455-7557.

Numerous marinas and boatyards in **Canal Basin** on the S side of Erie Harbor provide transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, and marine supplies. Mobile lifts to 30 tons, fixed lifts to 60 tons, and marine railways to 100 tons are available for hull, engine, and electronic repairs. In 1990, depths of 3 to 12 feet were alongside the gasoline docks.

Anchorage.—Good anchorage is in the center of Presque Isle Bay in depths of 12 to 22 feet, mud bottom. Local regulations prohibit vessels from anchoring in any channel or mooring to channel markers and buoys. Vessels over 100 feet long or over 50 tons are prohibited from anchoring within 500 feet of the city water intake or sewer pipelines. The city water intake extends NW across Presque Isle Bay and is marked by buoys.

Dangers.—An unmarked submerged pier, covered 1 to 2 feet, extends about 2,000 feet from shore 0.8 mile SSE of Erie Harbor Pierhead Light.

Wharves.—The piers and wharves of Erie Harbor are along the south side of Presque Isle Bay. Only the deep-draft facilities are described. (For a complete description of the port facilities, refer to Port Series No. 42, published and sold by the U.S. Army Corps of Engineers. See Appendix A for address.) The alongside depths for the facilities described are reported depths. (For information on the latest depths, contact the operator.) All the facilities described have highway and rail connections. Water and electrical shore-power connections are available at some of the piers and wharves.

General cargo at the port is usually handled by ship's tackle; special handling equipment, if available, is mentioned in the description of the particular facility. Cranes to 300 tons are available at the Erie International Marine Terminal.

Supplies.—By special arrangement, local dealers make tank truck deliveries of bunker fuel to vessels at the berths. Diesel fuel, marine supplies, and provisions are available at Erie.

Small-craft facilities.—Numerous marinas and boatyards in **Canal Basin** on the south side of Erie Harbor provide transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, and marine supplies. Vertical boat lifts to 40 tons and a 40-ton marine railway are available for hull, engine, and electronic repairs.

**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

Corrected through NM Oct. 13/12
Corrected through LNM Oct. 02/12

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

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
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.

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.

Erie, PA	KEC-58	162 400 MHz
Meadville, PA	KZZ-32	162 475 MHz

Polyconic Projection
Scale 1:15,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

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)

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 1902 must be corrected an average of 0.287' northward and 0.571' 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 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 Detroit, Michigan.
Refer to charted regulation section numbers.

CAUTION
POTABLE WATER INTAKE (PWI)
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 1250.83). 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 "I" 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.

NOTE D
Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

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.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

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

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.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum)..... 569.2 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

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.

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

ERIE HARBOR CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT TO MAY 2011 AND SURVEYS TO MAY 2011								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (FEET)	DEPTH MLLW (FEET)
ENTRANCE CHANNEL A	22.9	23.4	22.9	19.0	4-5-11	500-220	10400(a)	29
ENTRANCE CHANNEL B	26.8	27.1	27.3	25.3	4-5-11	250-300	1500	28
NORTHEAST INNER HARBOR	18.2	23.9	24.3	22.8	4-5-11	2200	2200	28
SOUTHEAST INNER HARBOR	22.0	24.1	23.3	23.3	4-5-11	800	1200	27
MIDDLE INNER HARBOR	17.6	19.1	19.5	19.3	4-5-11	2400	1500	21
WEST INNER HARBOR	15.3	15.6	16.3	16.8	4-5-11	900-550	2000	18

(a) - LENGTH VARIES DEPENDING ON THE LOCATION OF THE 29 FOOT CONTOUR IN LAKE ERIE.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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.

14835

80°10'

80°09'

80°08'

42°11'

42°10'

50'

40'

30'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES LAKE ERIE - PENNSYLVANIA

ERIE HARBOR

Polyconic Projection
Scale 1:15,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....569.2 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.

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

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

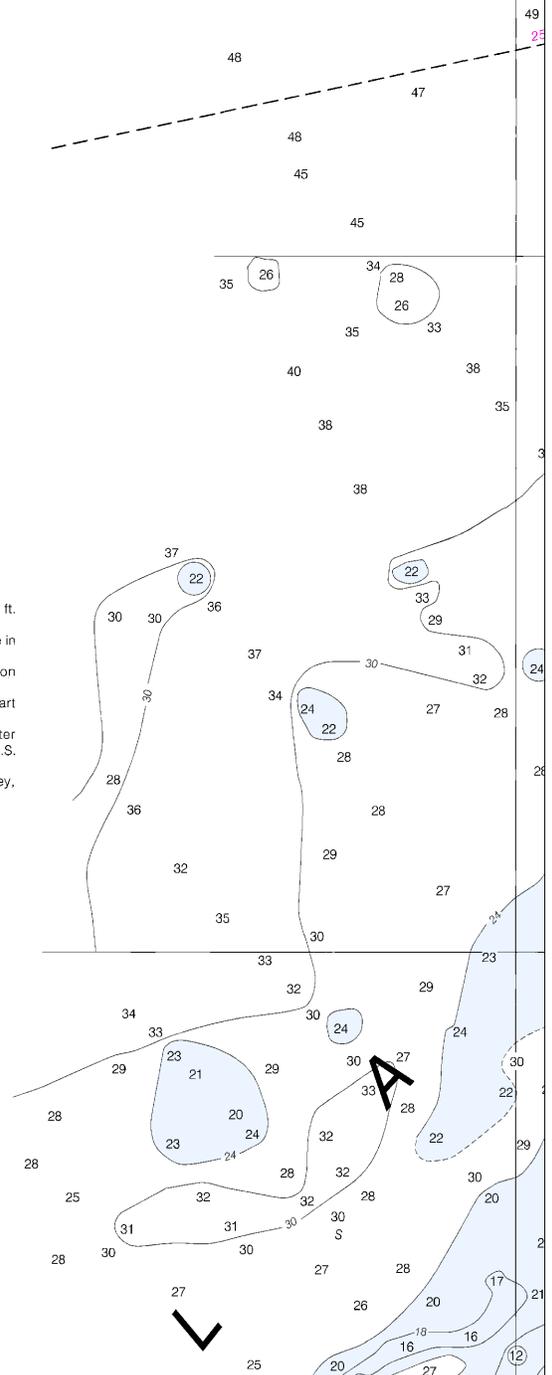
POTABLE WATER INTAKE (PWI)

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.

SUPPLEMENTAL INFORMATION

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

Joins page 8



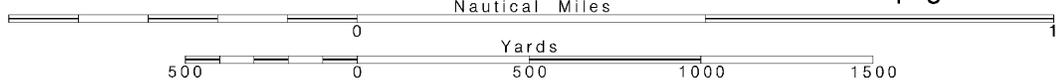
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Note: Chart grid lines are aligned with true north.

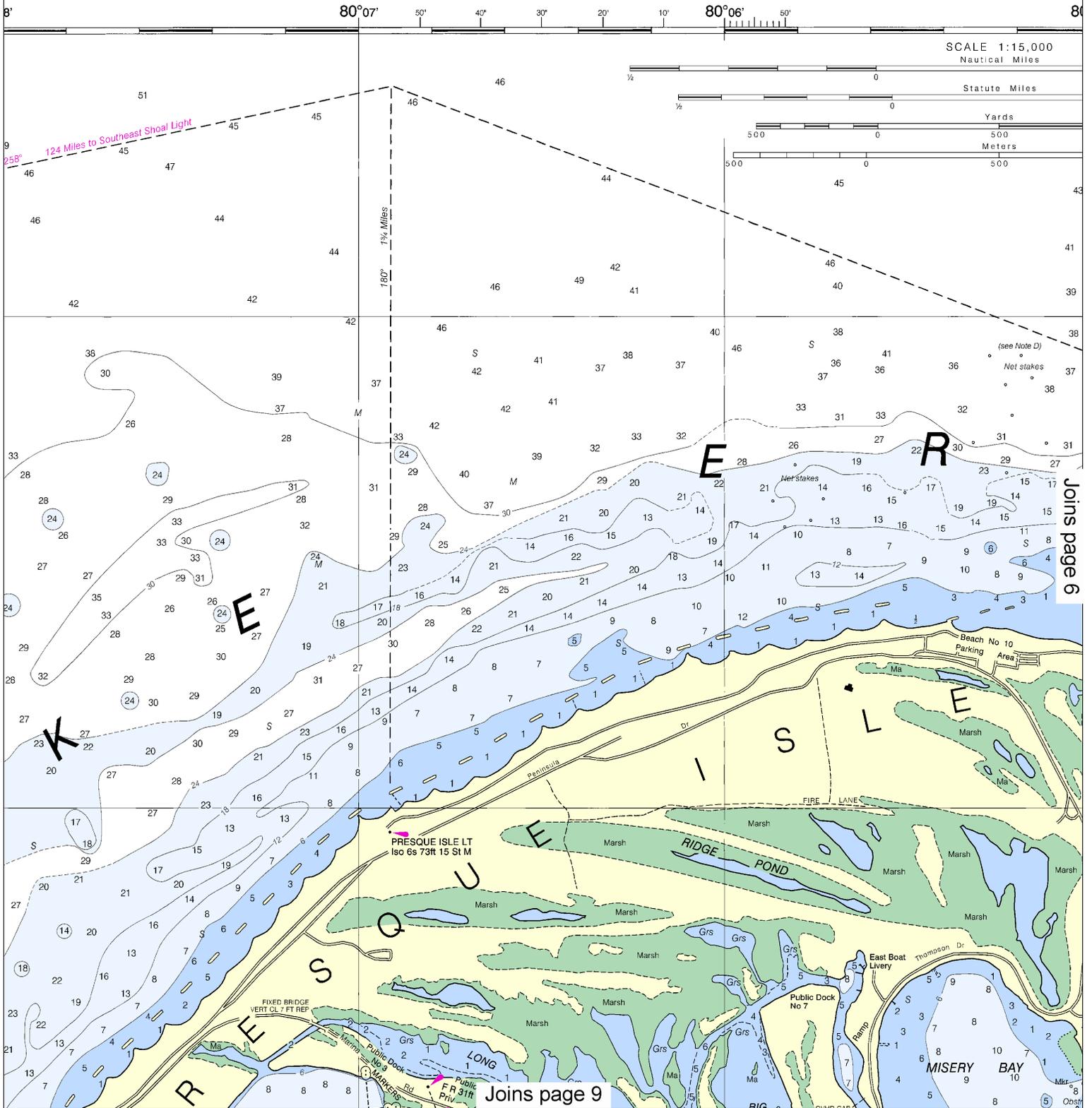
Printed at reduced scale.

SCALE 1:15,000

See Note on page 5.



Formerly LS 332, 1st Ed., 1875 KAPP 1158



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Formerly LS 332, 1st Ed., 1875 KAPP 1158

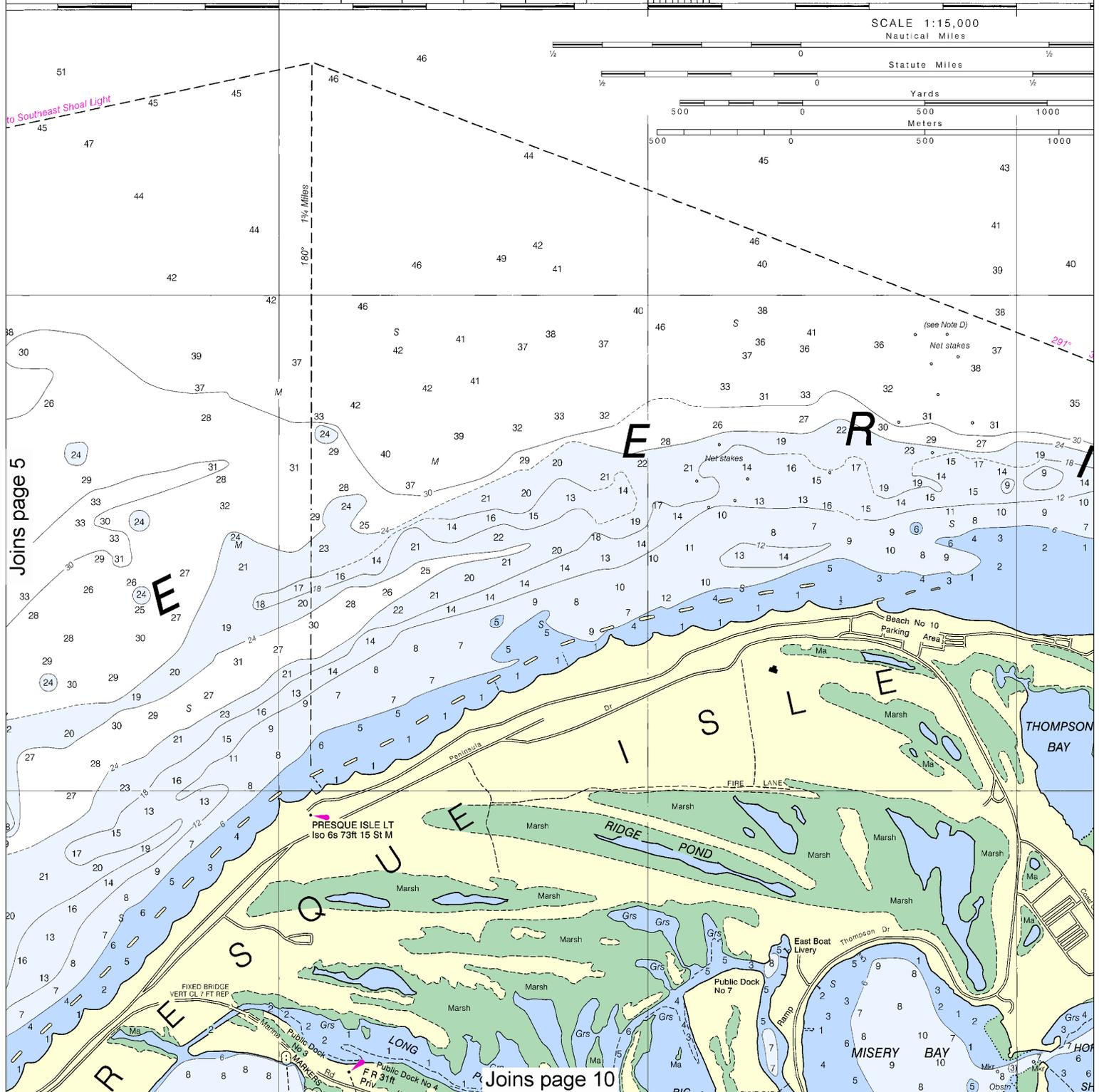
80°07' 50' 40' 30' 20' 10' 80°06' 50' 80°05'

SCALE 1:15,000
Nautical Miles

Statute Miles

Yards

Meters



Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

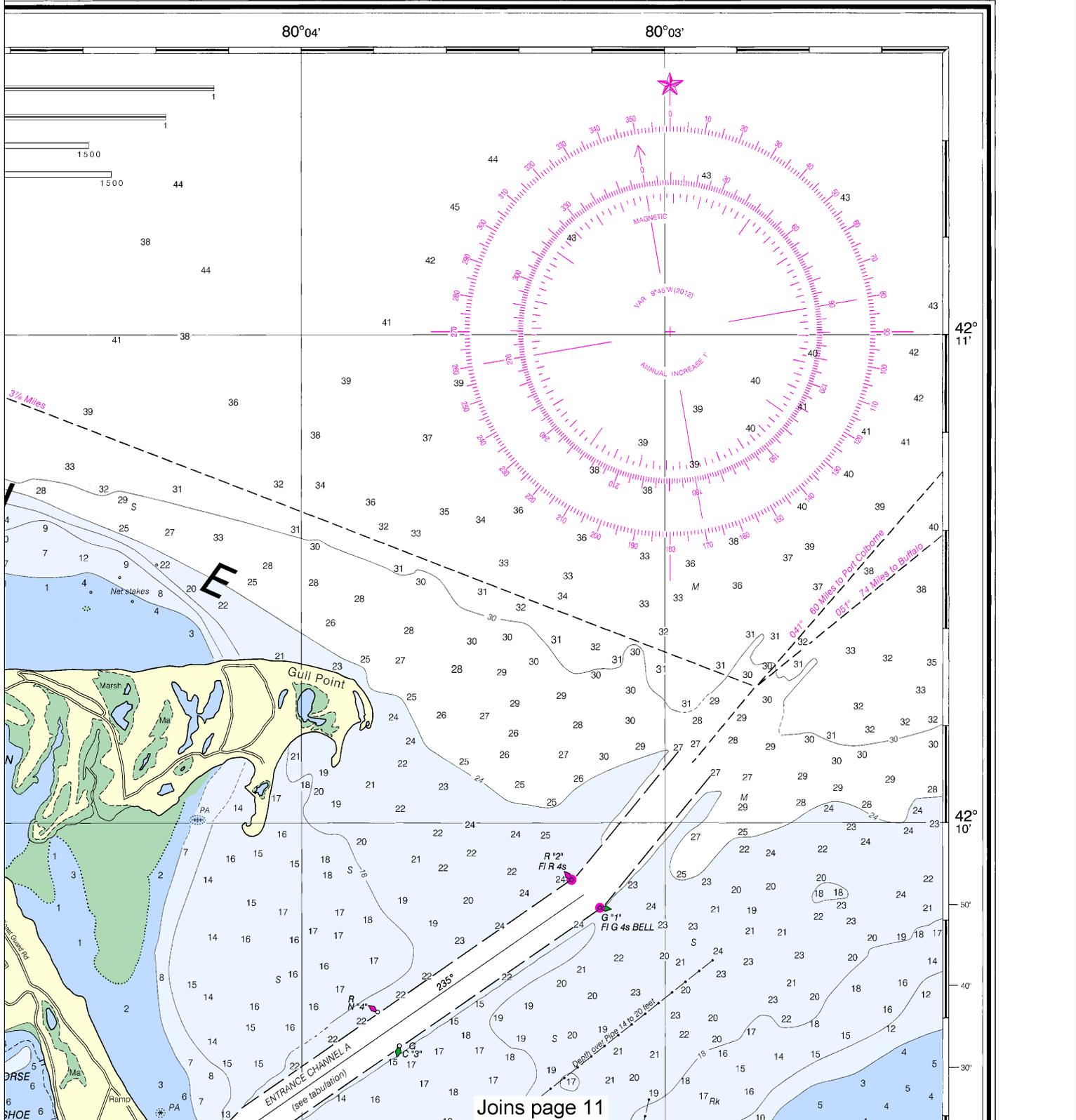
SCALE 1:15,000
Nautical Miles

See Note on page 5.



EMAND CHARTS
 Chart updated weekly by NOAA for Notices to Mariners
 in ordered using Print-on-Demand technology. New
 ease as traditional NOAA charts. Ask your chart agent
 at <http://ocsddata.nod.noaa.gov/idrs/inquiry.aspx>, or
 ceangrafix.com.

SOUNDINGS IN FEET



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
 NGA Weekly Notice to Mariners: 0413 1/26/2013,
 Canadian Coast Guard Notice to Mariners: 0113 1/25/2013.



Joins page 4

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

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SUPPLEMENTAL INFORMATION

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

42° 10'

50'

40'

30'

20'

10'

42° 09'

50'

40'

30'

20'

10'

42° 08'

50'

40'

30'

20'

10'

PWI
Depth over crib 22 ft

PWI
Depth over crib 22 ft

Joins page 12

Printed at reduced scale.

SCALE 1:15,000

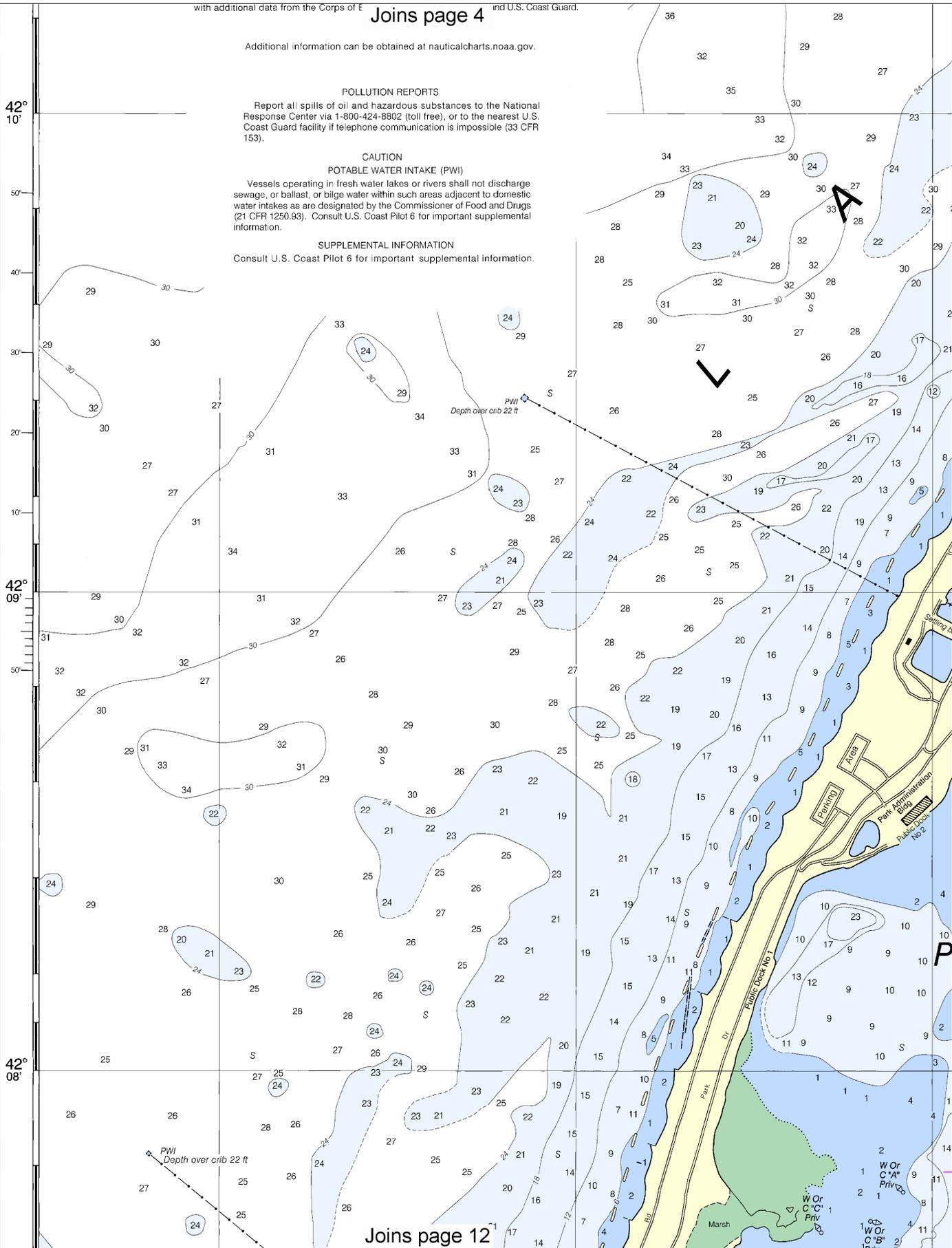
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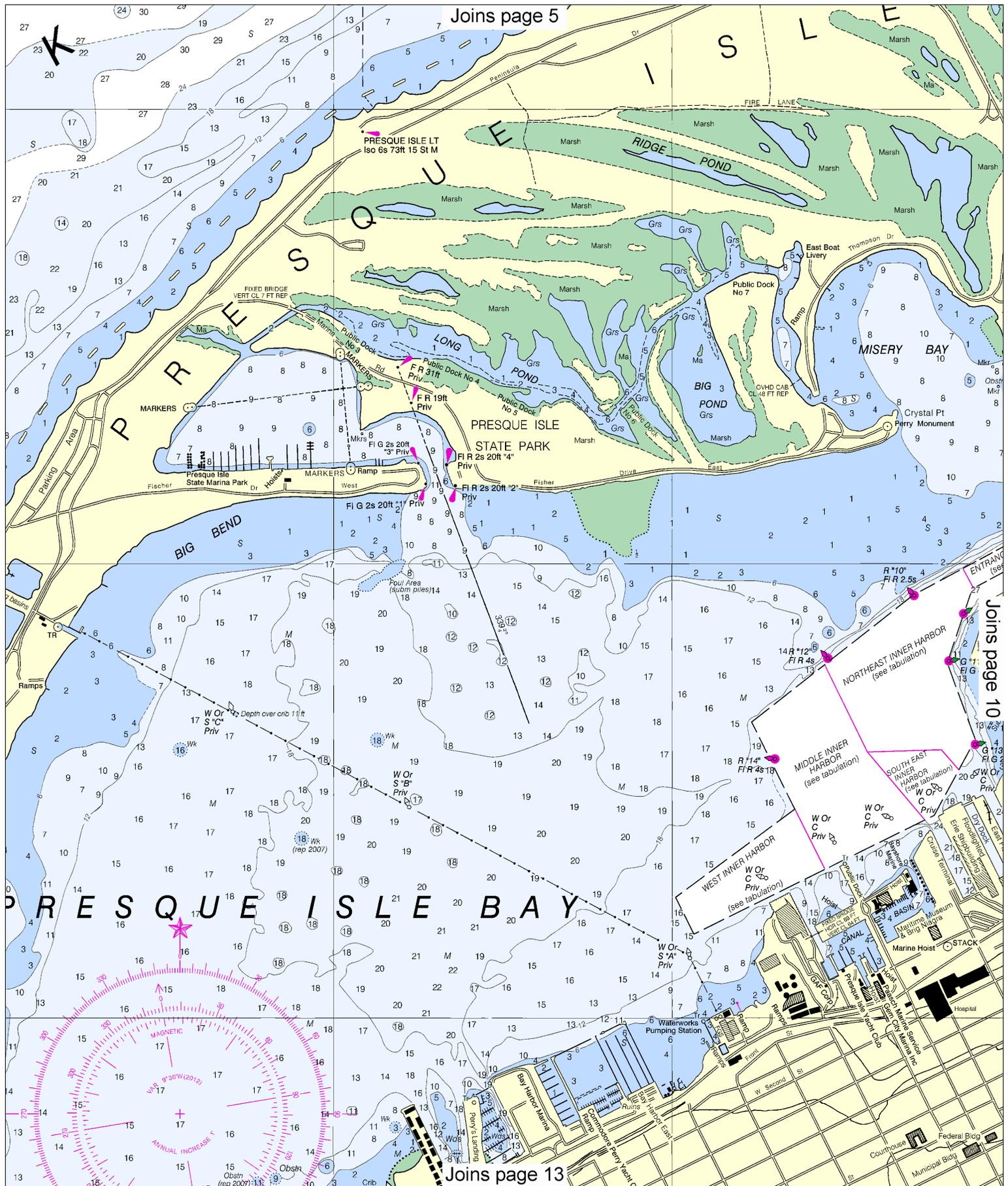
Nautical Miles

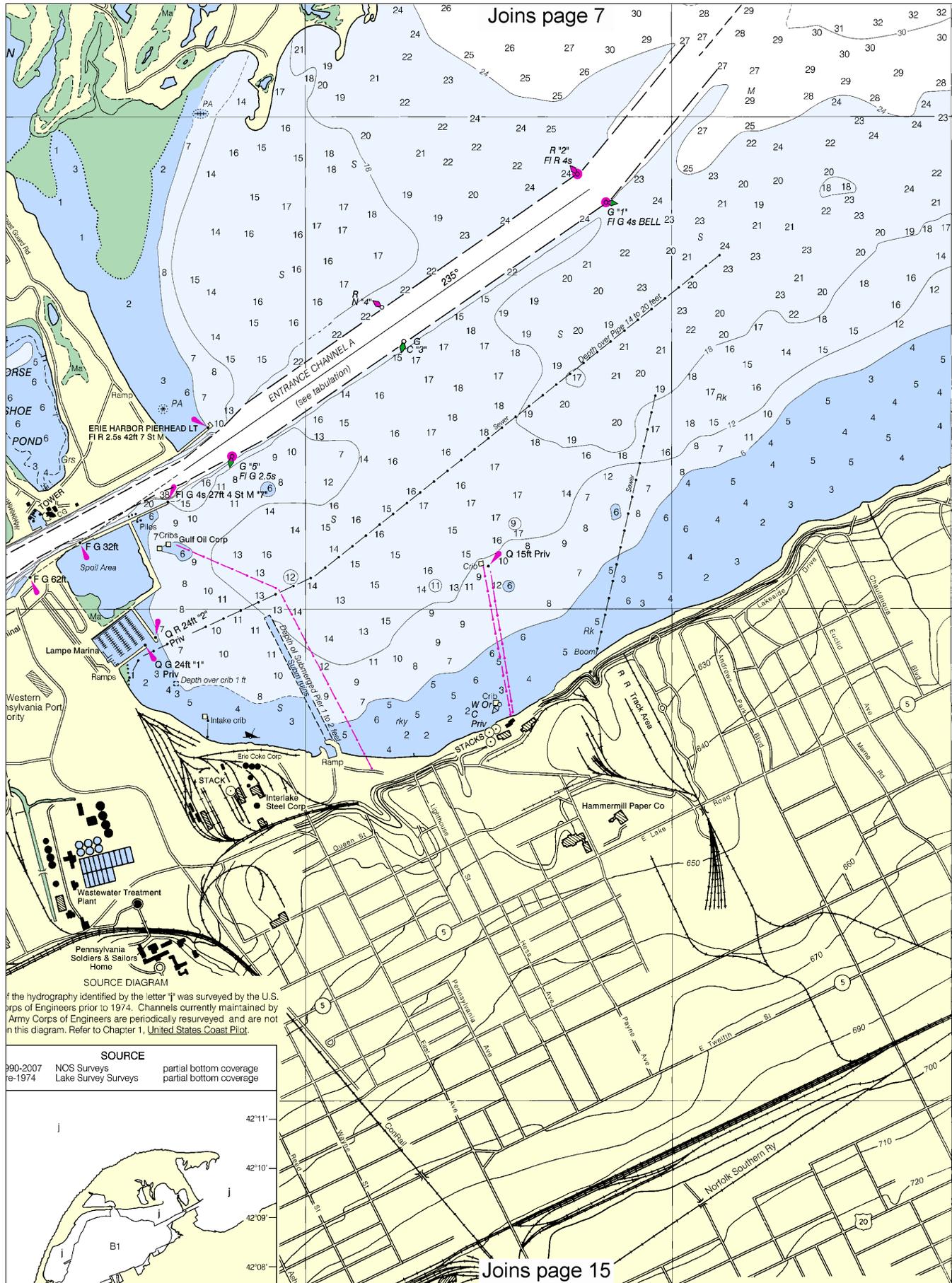
Yards

500 0 500 1000 1500

Note: Chart grid lines are aligned with true north.







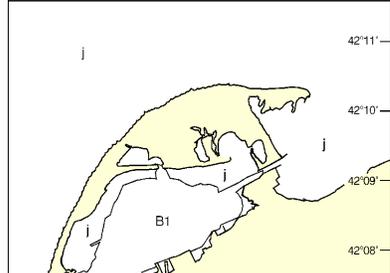
42° 10'

42° 09'

42° 08'

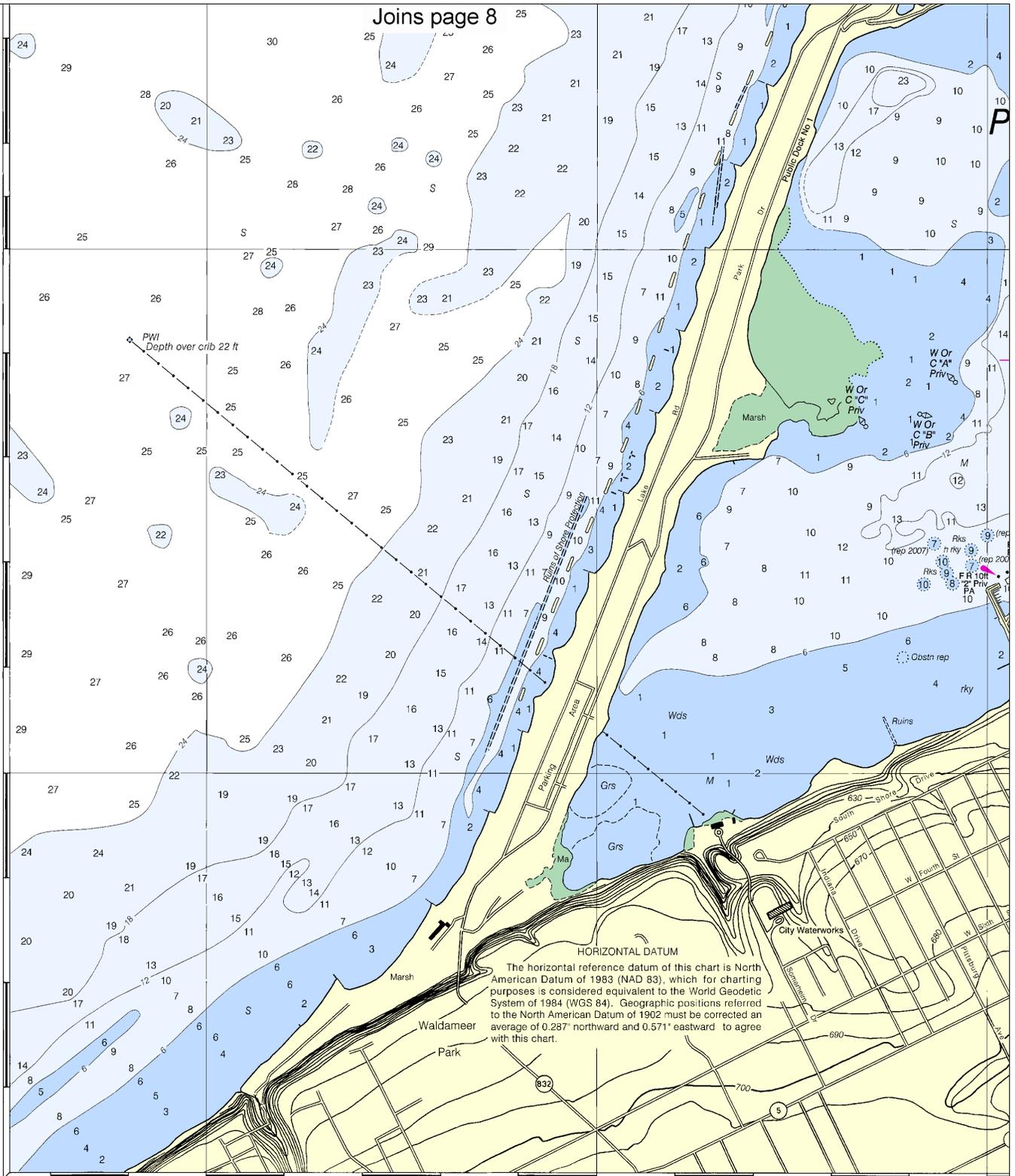
If the hydrography identified by the letter "I" was surveyed by the U.S. Corps of Engineers prior to 1974. Channels currently maintained by Army Corps of Engineers are periodically resurveyed and are not in this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
1990-2007	NOS Surveys	partial bottom coverage
pre-1974	Lake Survey Surveys	partial bottom coverage



42° 08'

42° 07'



80°10'

80°09'

80°08'

33rd Ed., Oct. / 12 ■ Corrected through NM Oct. 13/12
Corrected through LNM Oct. 02/12

14835

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

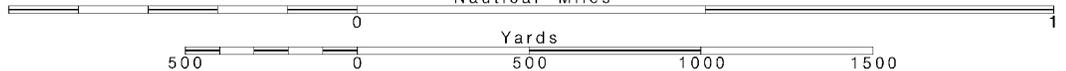
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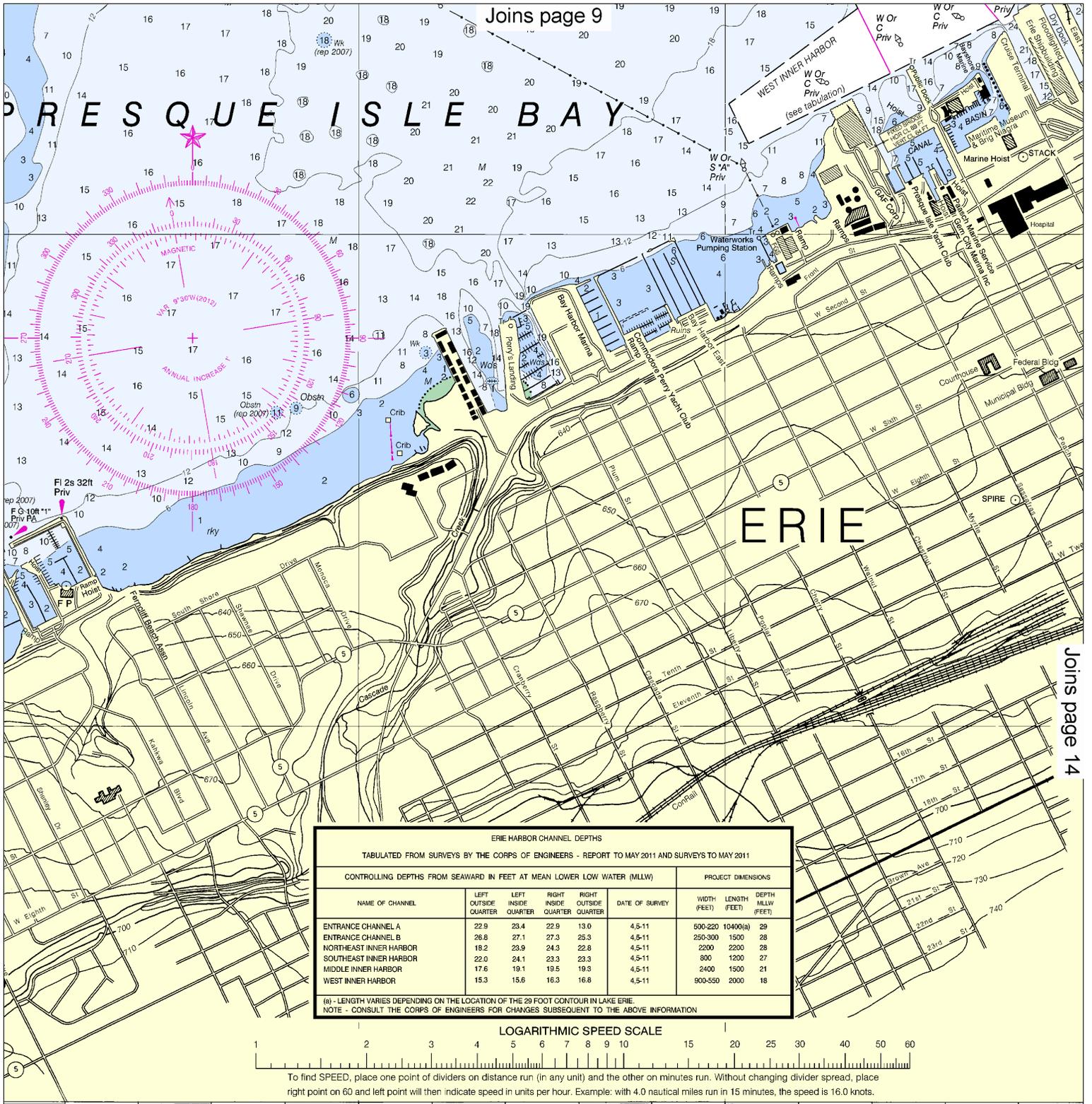
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.

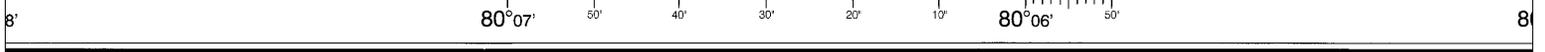
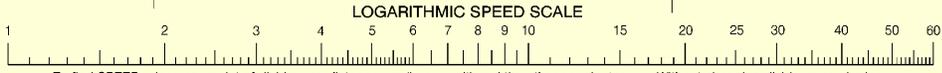




ERIE HARBOR CHANNEL DEPTHS
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT TO MAY 2011 AND SURVEYS TO MAY 2011

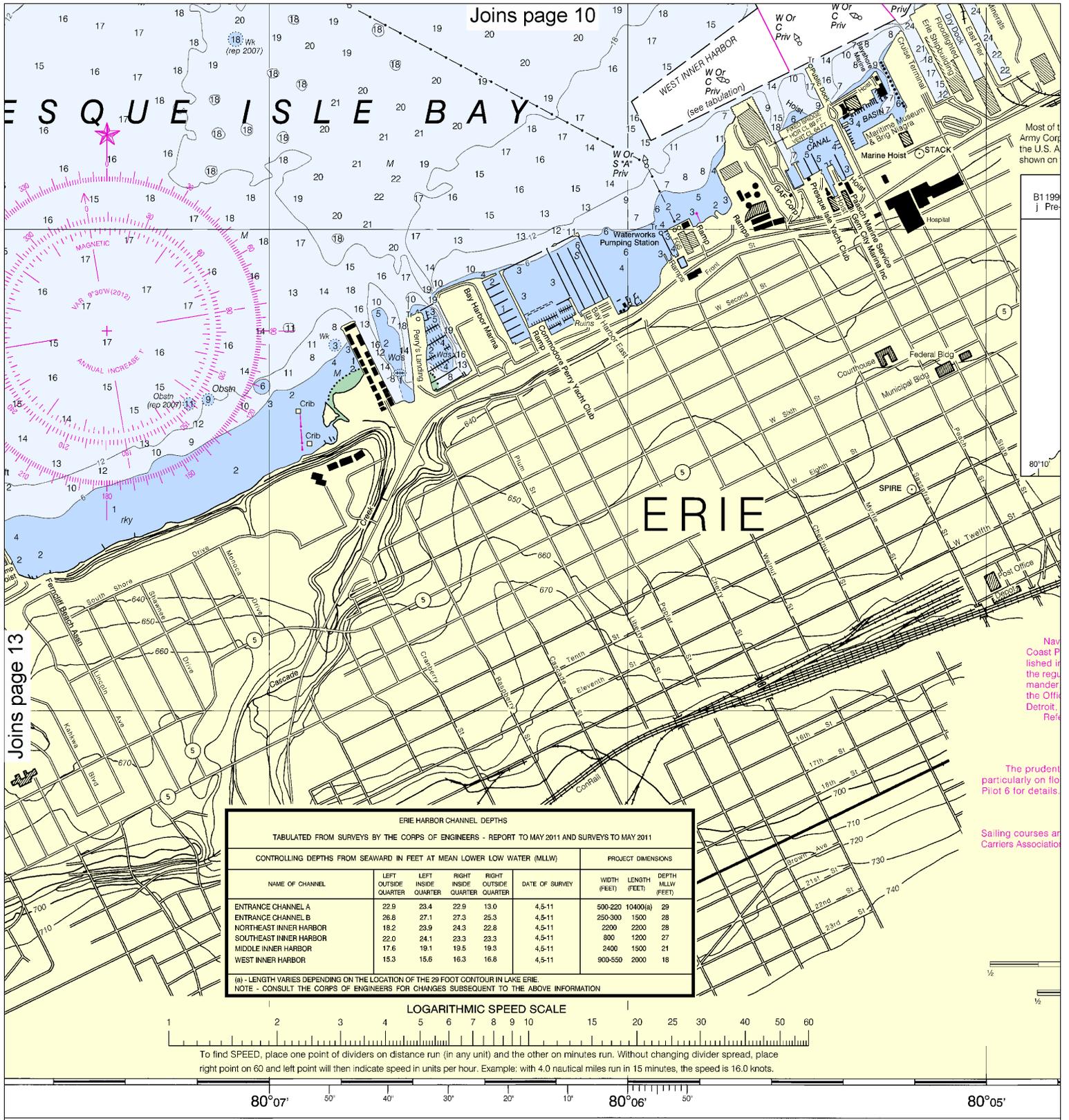
NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (FEET)	DEPTH (FEET)
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 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



S IN FEET

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



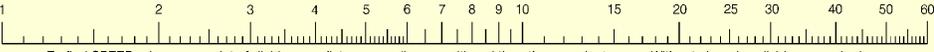
ERIE HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT TO MAY 2011 AND SURVEYS TO MAY 2011

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
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(a) - LENGTH VARIES DEPENDING ON THE LOCATION OF THE 29 FOOT CONTOUR IN LAKE ERIE.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left 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.

80°07' 50' 40' 30' 20' 10' 80°06' 50' 80°05'

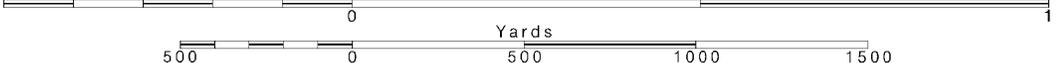
FEET

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

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



14

Note: Chart grid lines are aligned with true north.

B1199
J Pre

Nav
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the regu
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the Offi
Detroit,
Ref

The prudent
particularly on flo
Pilot 6 for details.

Sailing courses an
Carriers Associat



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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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.

