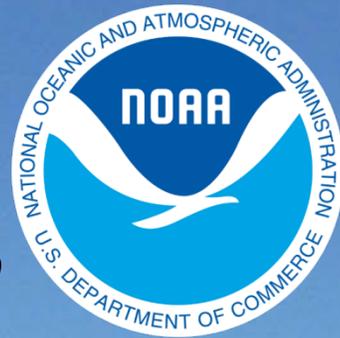


# BookletChart™

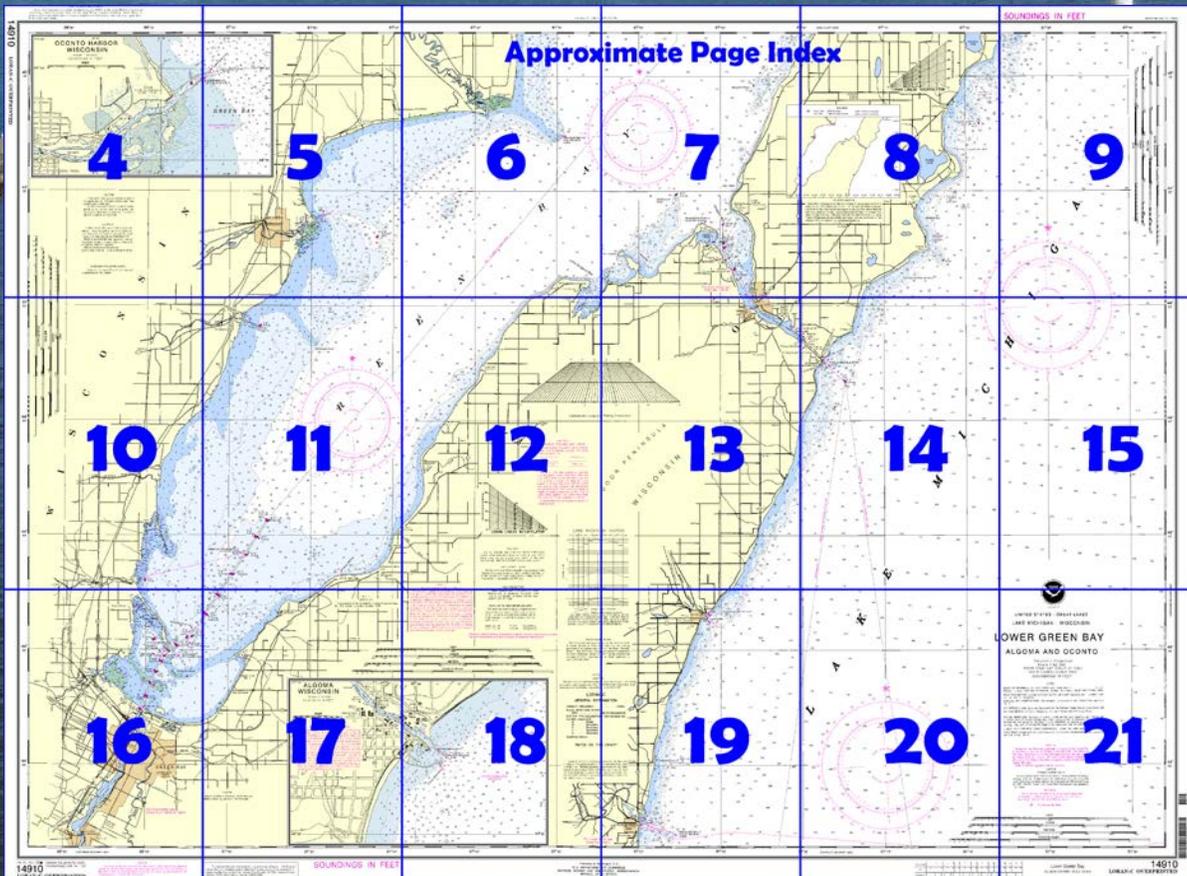
## Lower Green Bay – Algoma and Oconto NOAA Chart 14910



*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](http://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.

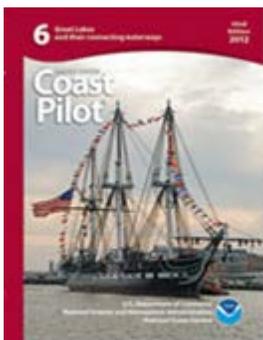
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14910>.



**(Selected Excerpts from Coast Pilot)**

**Kewaunee, WI**, is a town and small-craft harbor at the mouth of **Kewaunee River**, about 102 miles north of Milwaukee Harbor and 25 miles south of the entrance to the Sturgeon Bay Ship Canal.

**Kewaunee Pierhead Light** (44°27'27"N., 87°29'34"W.), 45 feet above the water, is shown from a square tower on the outer end of the pier on the south side of the harbor entrance. A sound signal at the light is operated by keying the microphone

five times on VHF-FM channel 83A.

**Channels.**—A dredged entrance channel leads from deep water in Lake Michigan northwest to an outer harbor basin protected by a breakwater

on the northeast side and a pier on the south side. The outer ends of the breakwater and pier are marked by lights. From the outer basin, the channel leads between piers at the mouth of Kewaunee River to a turning basin inside the mouth, thence north inside the shoreline to the north harbor basin. The outer end of the pier on the north side of the river mouth is marked by a light. A Federal project provides for a depth of 20 feet throughout the entire project. (See Notice to Mariners and latest edition of charts for controlling depths.)

The outer basin is not adapted for anchorage, but reduces wave action in the inner harbor. Mooring to the breakwater or piers is prohibited. Mariners are cautioned against navigating outside channel limits in the vicinity of structures protected by stone riprap.

Above the turning basin, the Kewaunee River is navigable for about 6.5 miles by craft drawing not more than 4 feet.

**Caution.**—Kewaunee Shoal and a shoal with a least depth of 15 feet that extends 0.5 mile E from the outer end of the breakwater should be avoided in approaching the harbor.

**Bridges.**—A fixed bridge with a clearance of 16 feet crosses Kewaunee River about 0.4 mile above the mouth. Overhead power cables, 0.3 and 0.5 mile above the mouth have clearances of 46 and 28 feet, respectively.

Local harbor regulations have been established by the city of Kewaunee and are enforced by the **harbormaster**, usually found at the city launch ramps, and by the police department. A **speed limit** of 5 mph (4.3 knots) is enforced in the harbor. Copies of regulations can be had from the City Clerk, 413 Milwaukee Street, Kewaunee, WI 54216.

**Small-craft facilities.**—A municipal marina is about 0.1 mile upstream from the turning basin. Transient berths, electricity, gasoline, sewage pump-out, water, ice, and launching ramp located close west of the facility are available. Another marina, on the north side of the N harbor basin, provides transient berths, electricity, gasoline, diesel fuel, sewage pump-out, water, ice, launching ramp, hull and engine repair, marine supplies, and a 35-ton lift.

From Kewaunee north for 11 miles to Algoma the shore is low bluffs decreasing in height at the north end of the reach. Shoals extend about 0.8 mile offshore. Boulders covered 11 to 12 feet are near the outer edge of the bank just north of Kewaunee. Detached 11- and 12-foot spots are from 0.2 to 0.5 mile south of the entrance to Algoma harbor.

**Algoma, WI**, is a town and small-craft harbor at the mouth of the **Ahnapee River**, about 112 miles north of Milwaukee Harbor and 14 miles south-southwest of the entrance to the Sturgeon Bay Ship Canal. The harbor is used mainly by local fish tugs and recreational craft.

**Prominent features.**—Two black stacks are 0.9 mile northwest of the entrance and a gray spire is 0.4 mile north of the entrance.

**Algoma Light** (44°36'25"N., 87°25'45"W.), 48 feet above the water, is shown from a cylindrical tower on the outer end of the pier on the north side of the entrance channel. A sound signal at the light is activated by keying the microphone five times on VHF-FM channel 79.

**Channels.**—A dredged entrance channel leads from deep water in Lake Michigan between a north pier with a detached outer section and a south breakwater to an outer harbor basin, thence through the mouth of Ahnapee River upstream for 0.2 mile to the Second Street bridge. (See Notices to Mariners and the latest edition of the chart for controlling depths.) The outer ends of the breakwater, the detached pier and the main outer sections are marked by lights. The river channel bottom is rock and should be navigated with caution.

**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

### 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

#### 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.

### CAUTION

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

### 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

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 Imagery and Mapping 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)

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 E

#### GREEN BAY

The project is 26 feet to Light 25; thence 24 feet to Green Bay. For controlling depths use chart 14918.

### 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).

### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

### CAUTION

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.

### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and 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 0.017" southward and 0.356" westward to agree with this chart.

### NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Green Bay, WI	KIG-65	162.55 MHz
Sister Bay, WI	WXN-69	162.425 MHz

### 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.

### NOTE D

#### CAUTION

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.

### SOURCE DIAGRAM

Most of the hydrography identified by the letter "I" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other 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 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

#### 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.

**LOTRAN-C**  
GENERAL EXPLANATION

LOTRAN-C FREQUENCY ..... 100KHz  
 PULSE REPETITION INTERVAL ..... 89,700 Microseconds  
 STATION TYPE DESIGNATORS: (Not individual station letter designators)  
 M ..... Master  
 W ..... Secondary  
 X ..... Secondary  
 Y ..... Secondary  
 Z ..... Secondary  
 EXAMPLE: 8970-X    8970-Y

**RATES ON THIS CHART**  
8970-X    8970-Y

LOTRAN-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey date. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in insular waters.

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

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

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.

### NOTES

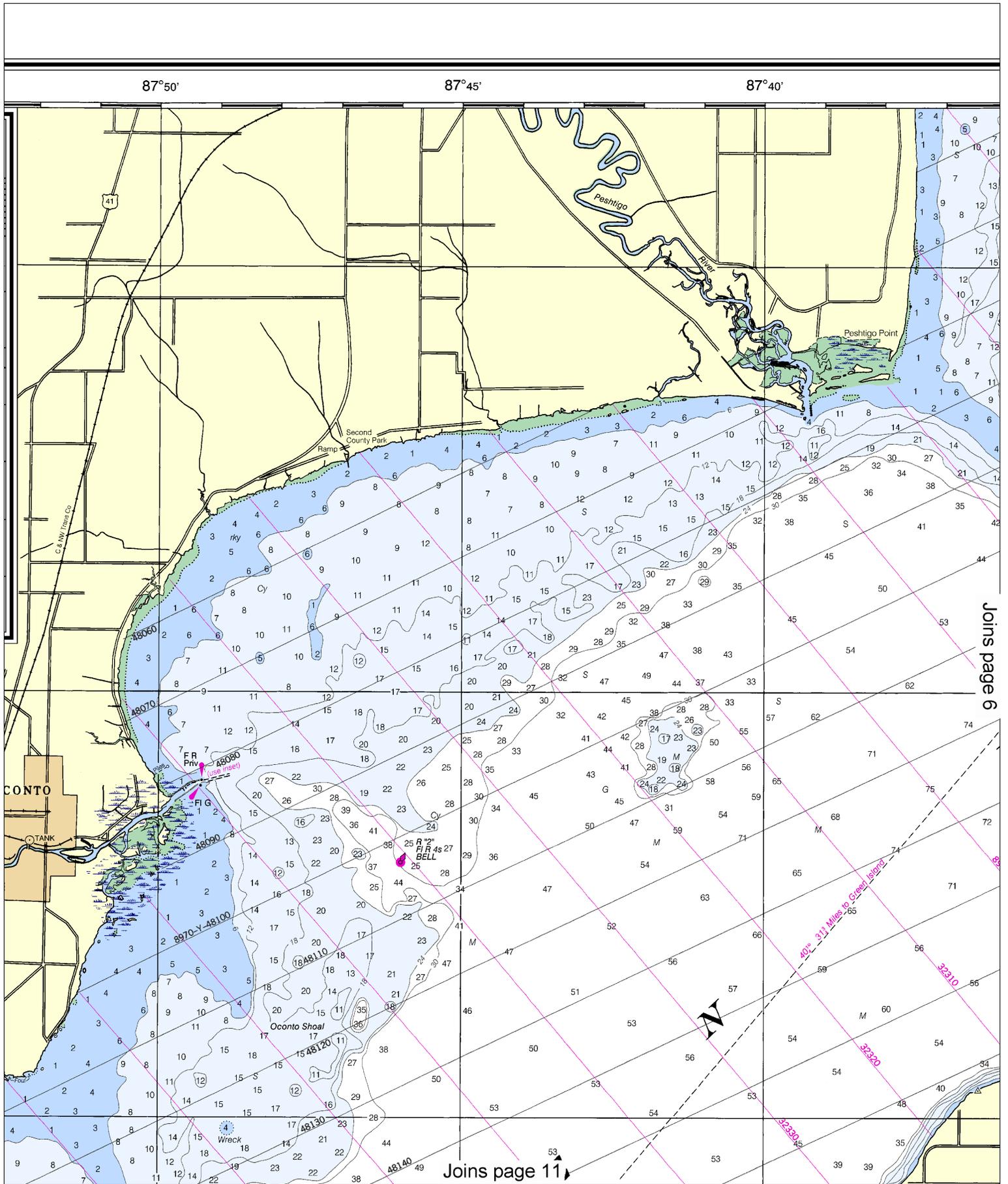
PLANE OF REFERENCE OF THIS CHART (Low Water Datum) . . . . . 577.5 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

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.

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

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles (StM) and nautical miles (NM) between points of departure. The true bearing between any two points on this chart may be determined by connecting the two points with a straight line and measuring the angle of its intersection with the meridian line.





This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:106667. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.

87°45'

87°40'

87°35'



Joins page 5

Joins page 12

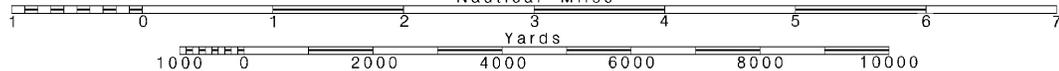
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.

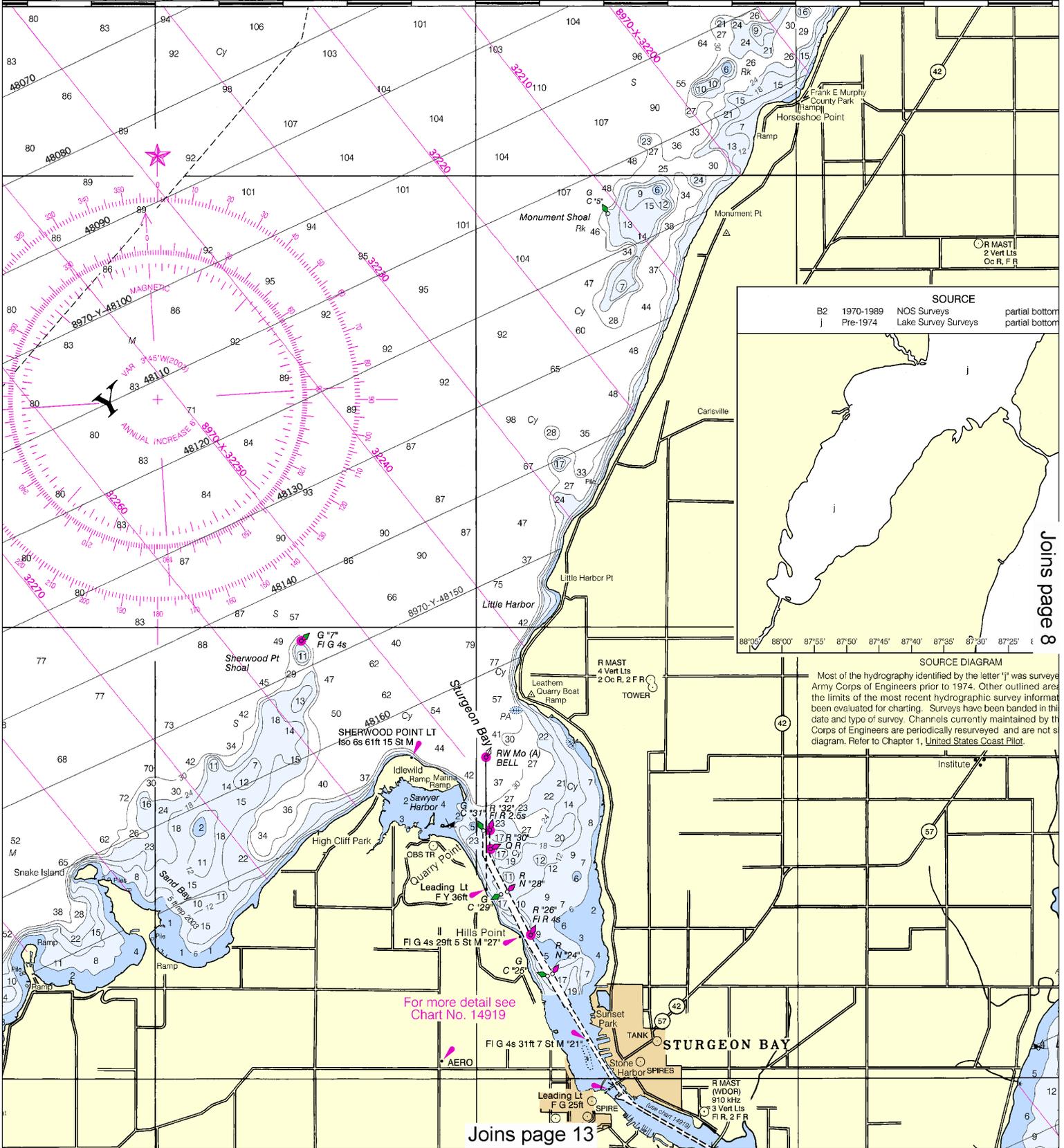


87°30'

87°25'

87°20'

JOINS CHART 14909



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.

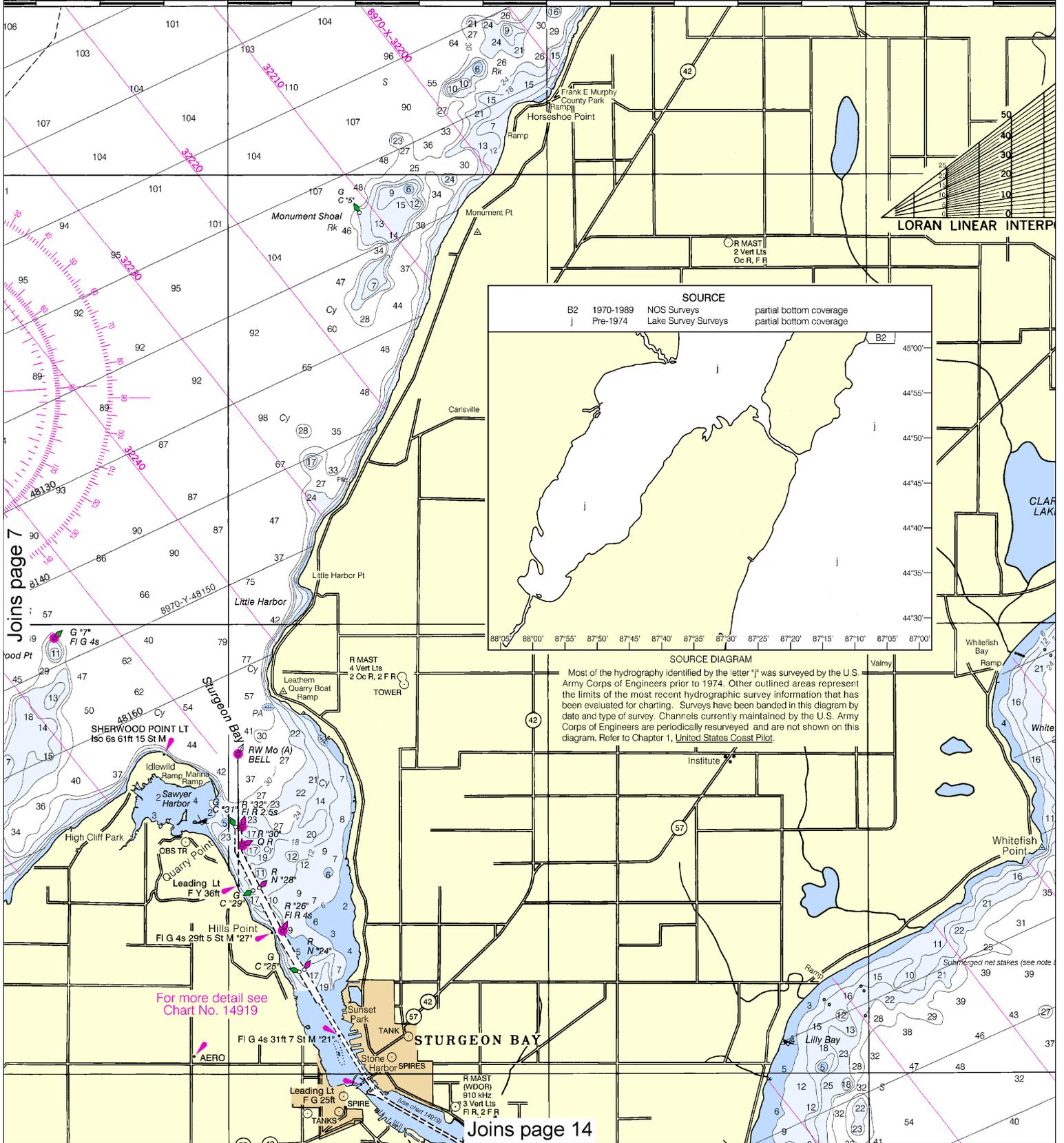


87°25'

87°20'

JOINS CHART 14909

87°15'



Joins page 7

Joins page 14

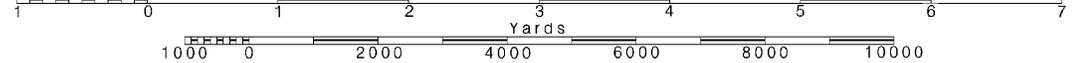
For more detail see Chart No. 14919



Note: Chart grid lines are aligned with true north.

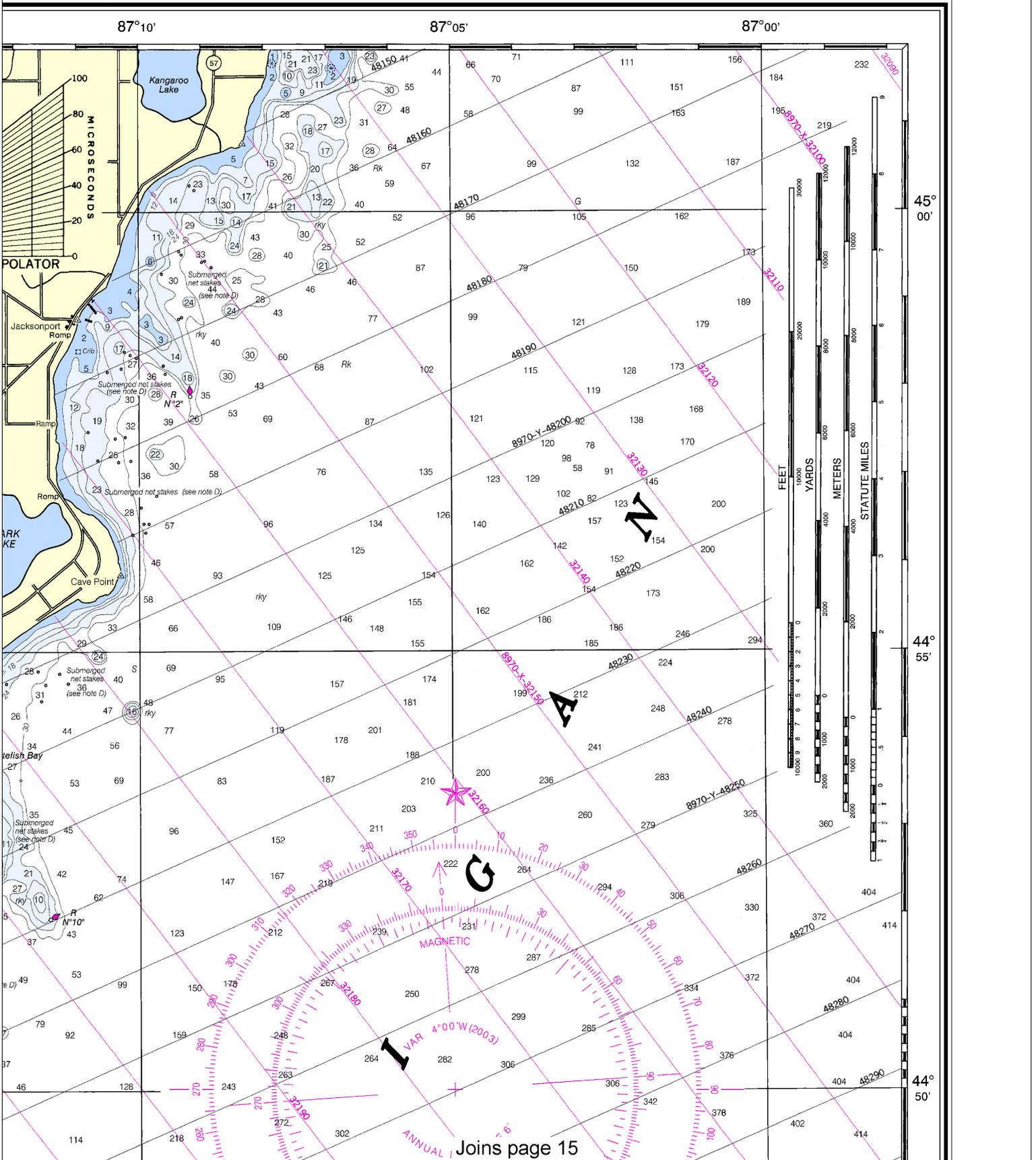
Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.

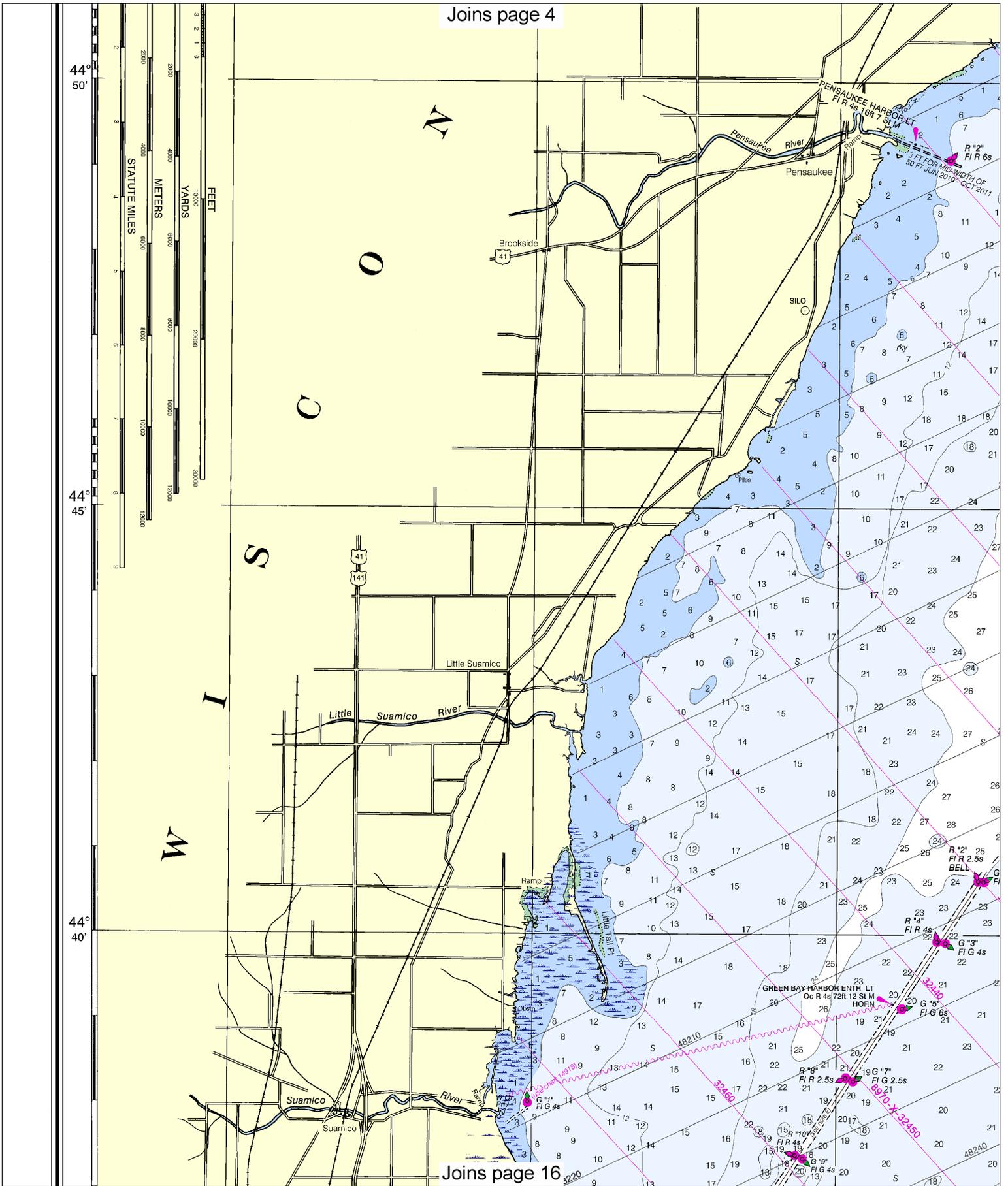


# SOUNDINGS IN FEET

Nautical Chart Catalog No. 4, Panel B



Joins page 4



Joins page 16

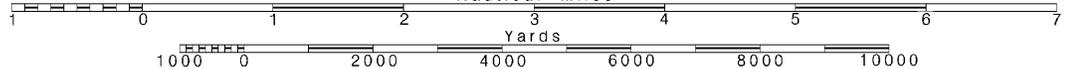
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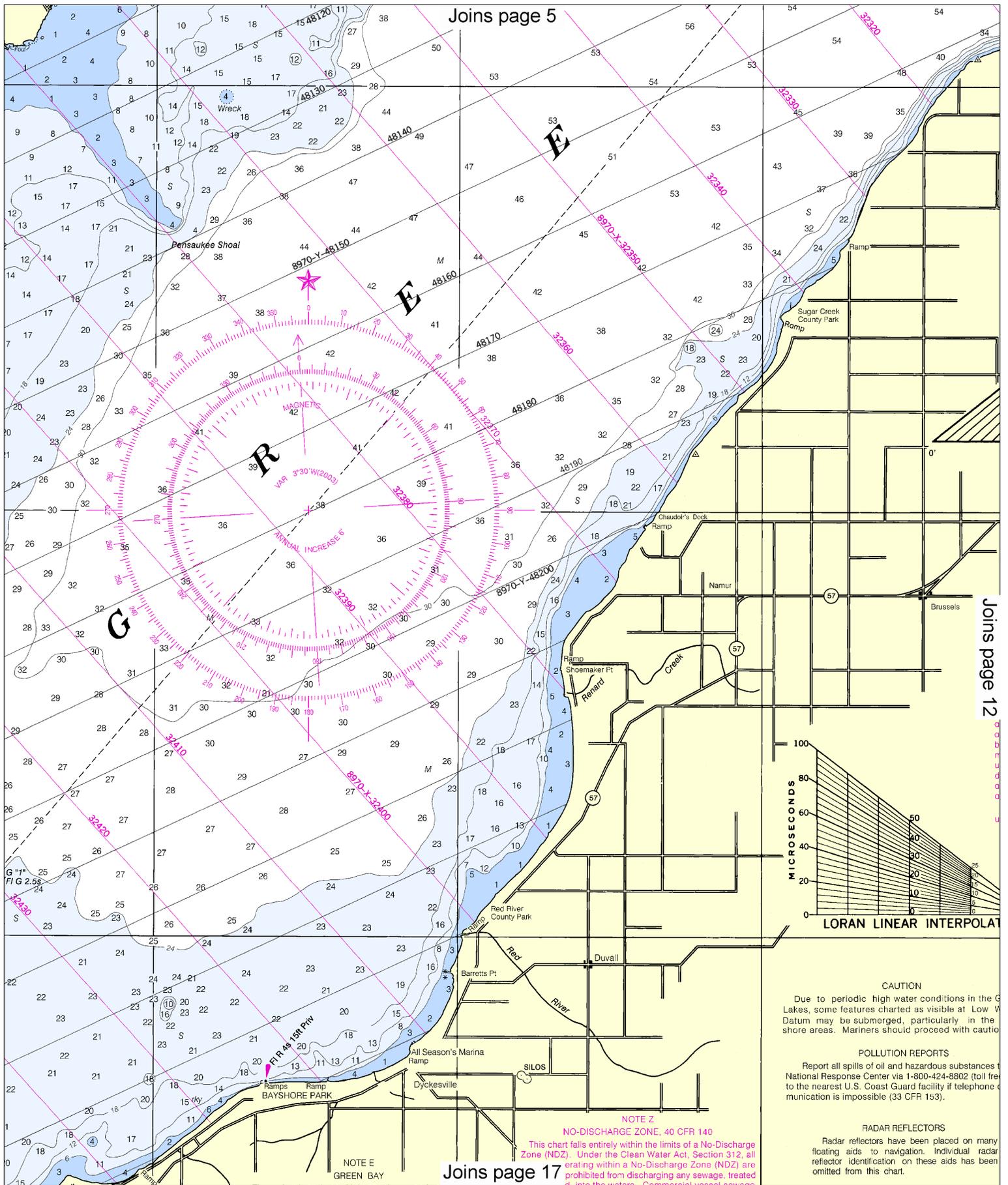
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.

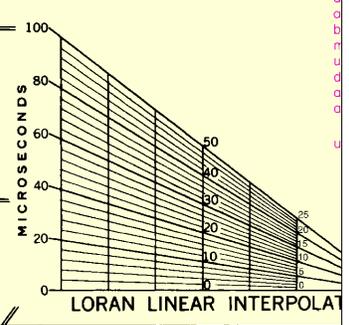




Joins page 5

Joins page 12

Joins page 17



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

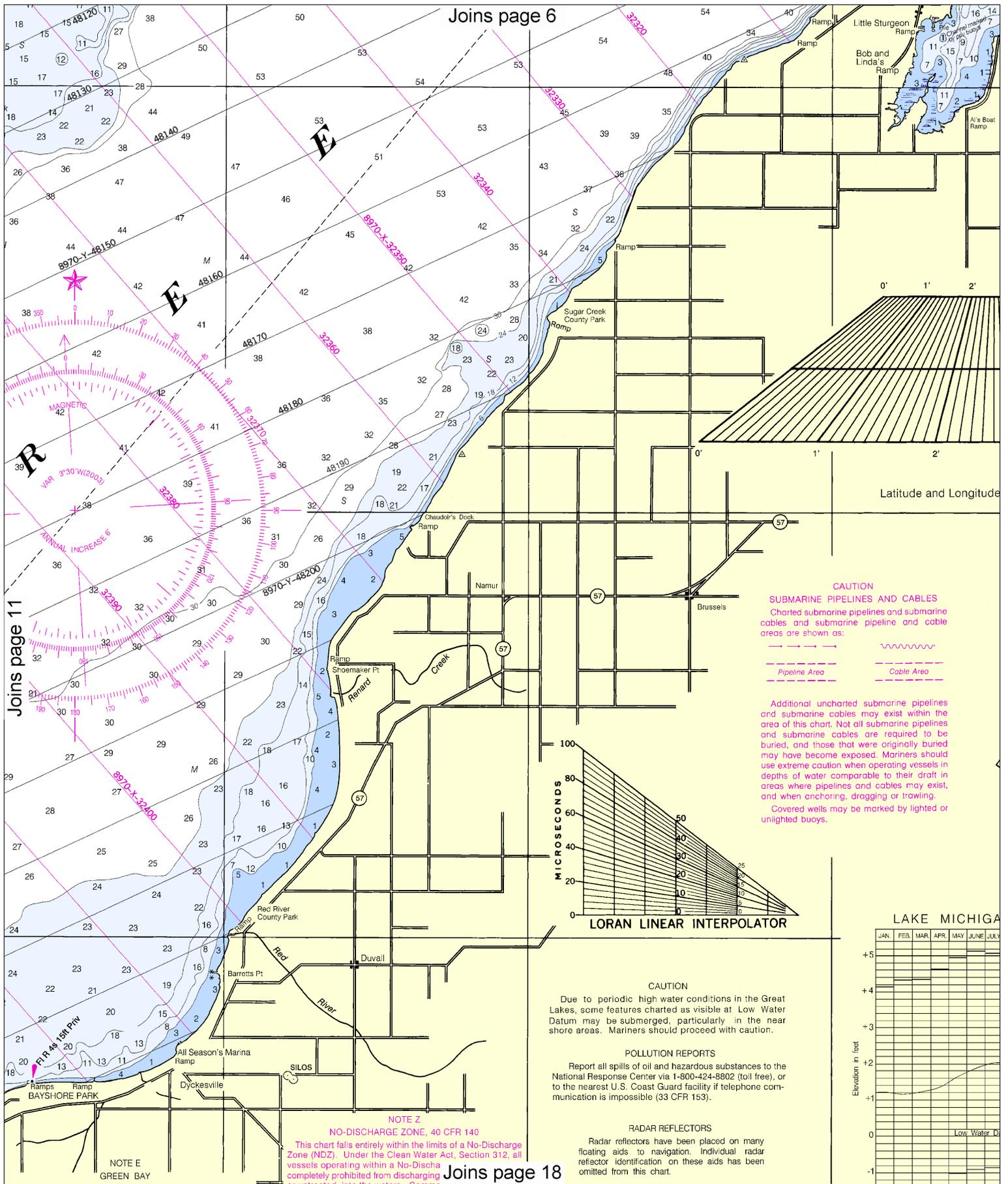
**POLLUTION REPORTS**  
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free) to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**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.

**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 discharges of sewage sludge, oil, grease, paint, solvents, acids, alkalis, toxic chemicals, petroleum-based products, and other pollutants are prohibited from discharging any sewage, treated or untreated, into the water. Commercial vessel sewage

**NOTE E**  
 GREEN BAY



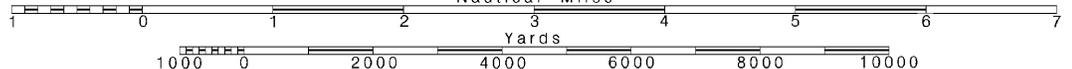
**12**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

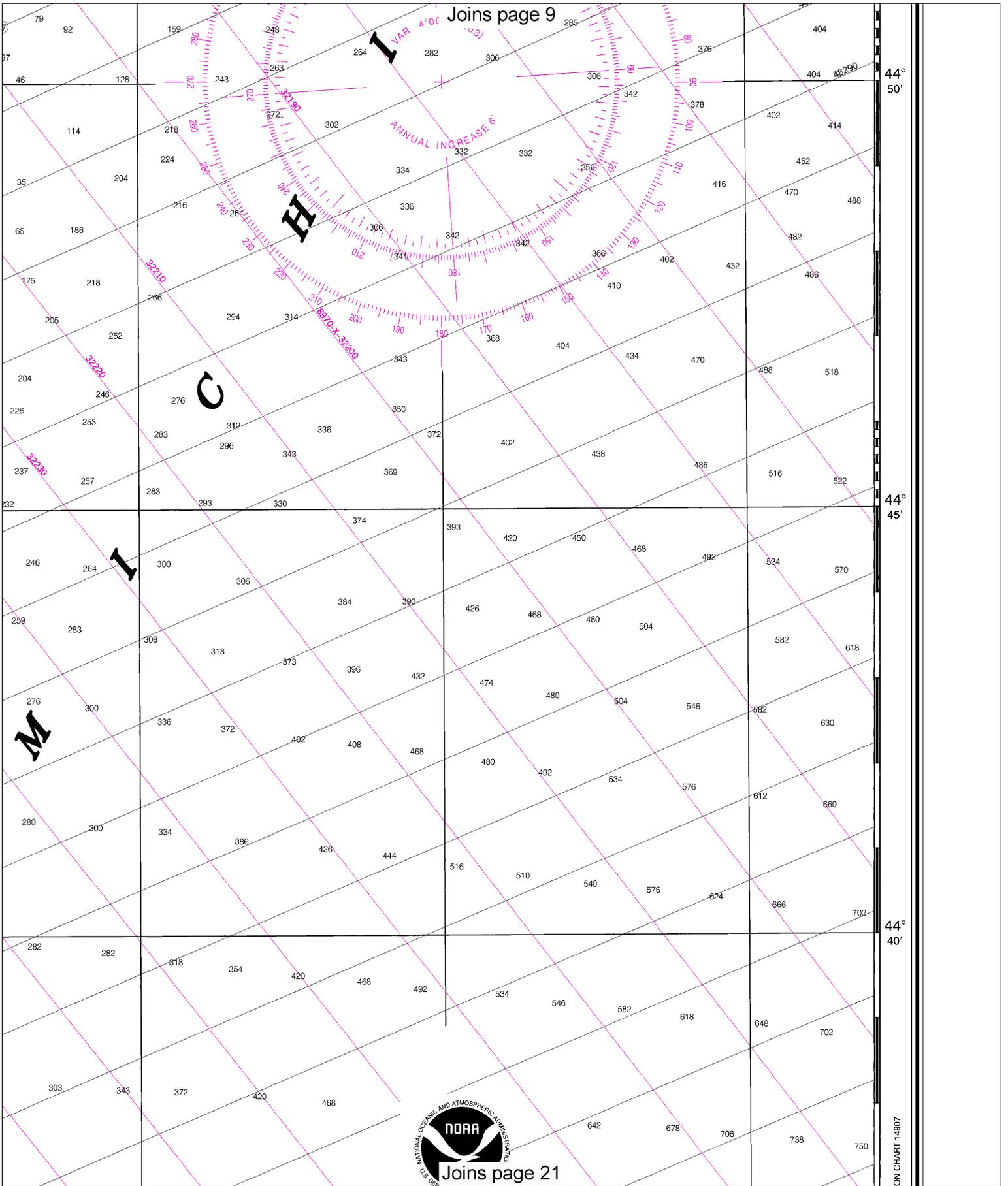
See Note on page 5.







Joins page 9



44° 50'

44° 45'

44° 40'

NO CHART 14907

Joins page 10

44° 35'

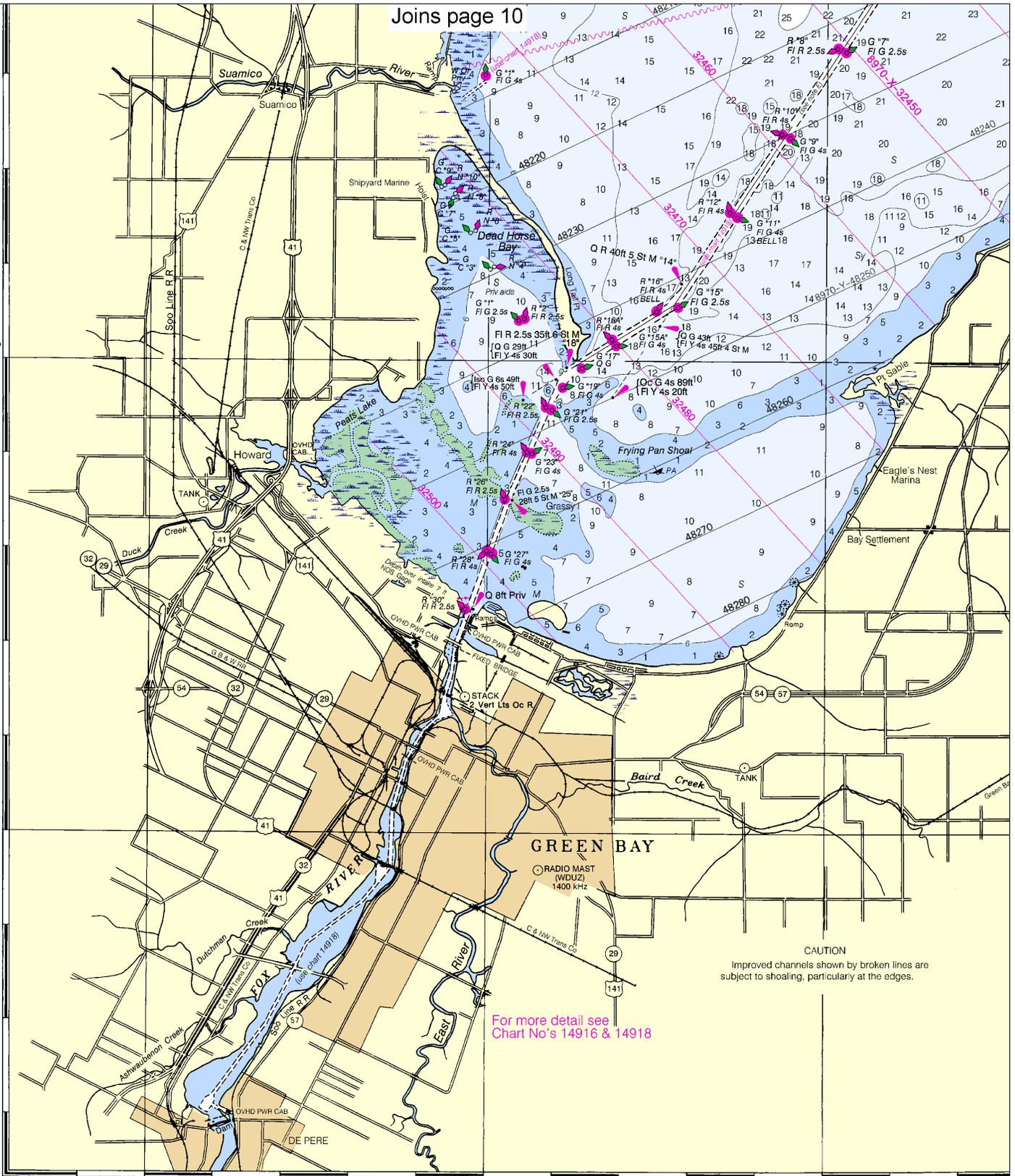
44° 30'

88° 05'

CONTINUED ON CHART 14916

88° 00'

87° 55'



For more detail see Chart No's 14916 & 14918

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

23rd Ed., Feb./03 ■ Corrected through NM Feb. 22/03 Corrected through LNM Dec. 17/02

# 14910 LORAN-C OVERPRINTED

CAUTION This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping 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.

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, adding or deleting information, to the Chief, Marine Chart Division (N/C Service, NOAA, Silver Spring, Maryland 20910-3282).

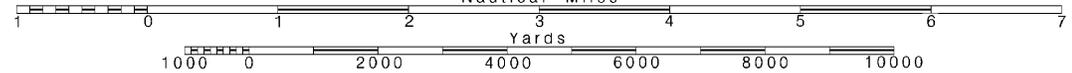
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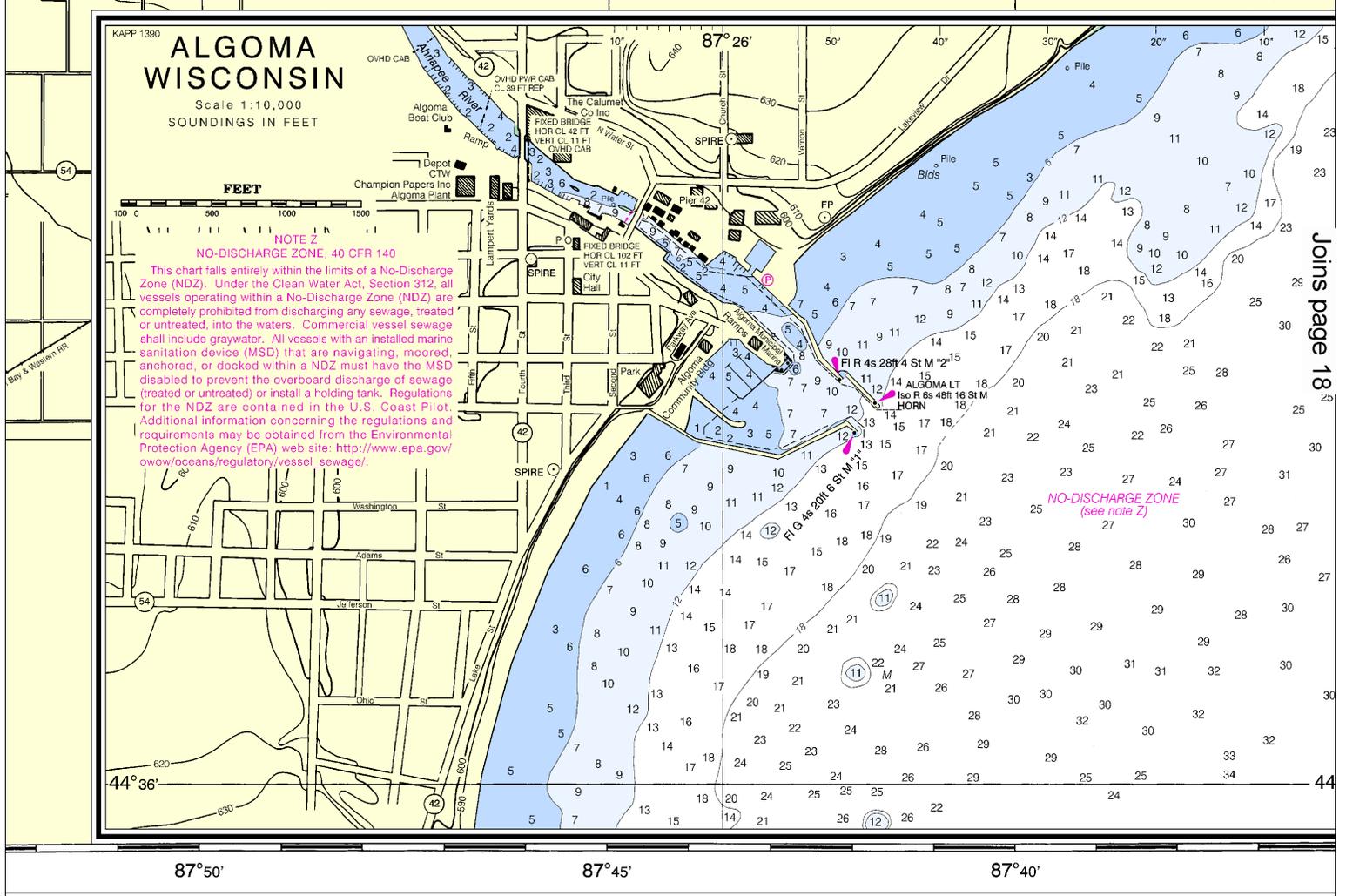
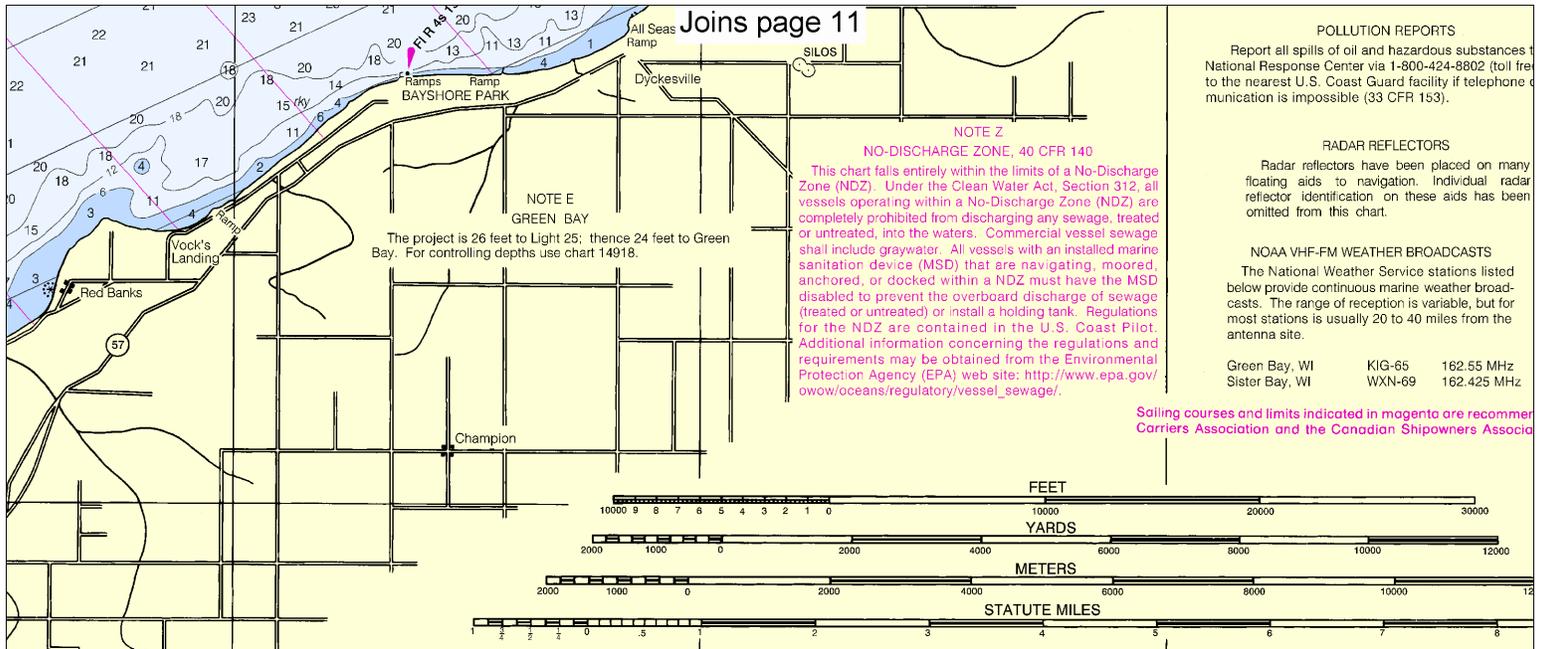
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000 Nautical Miles

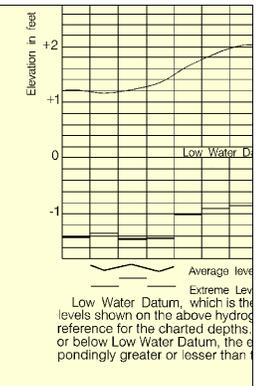
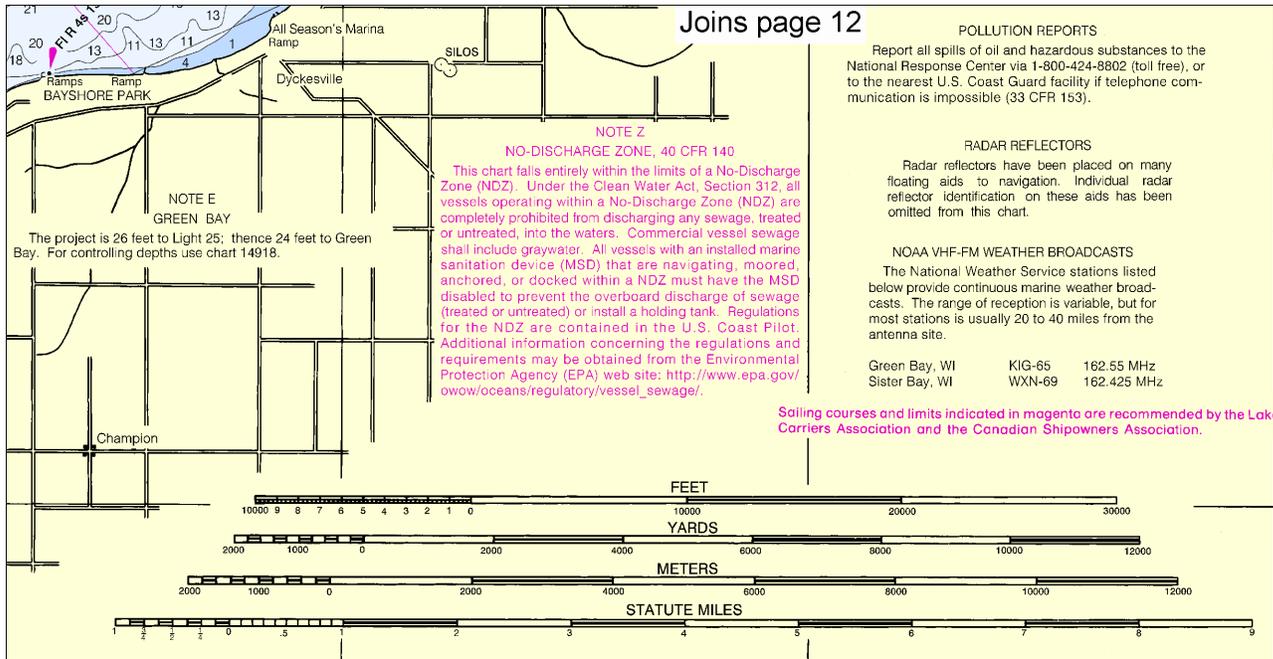
See Note on page 5.





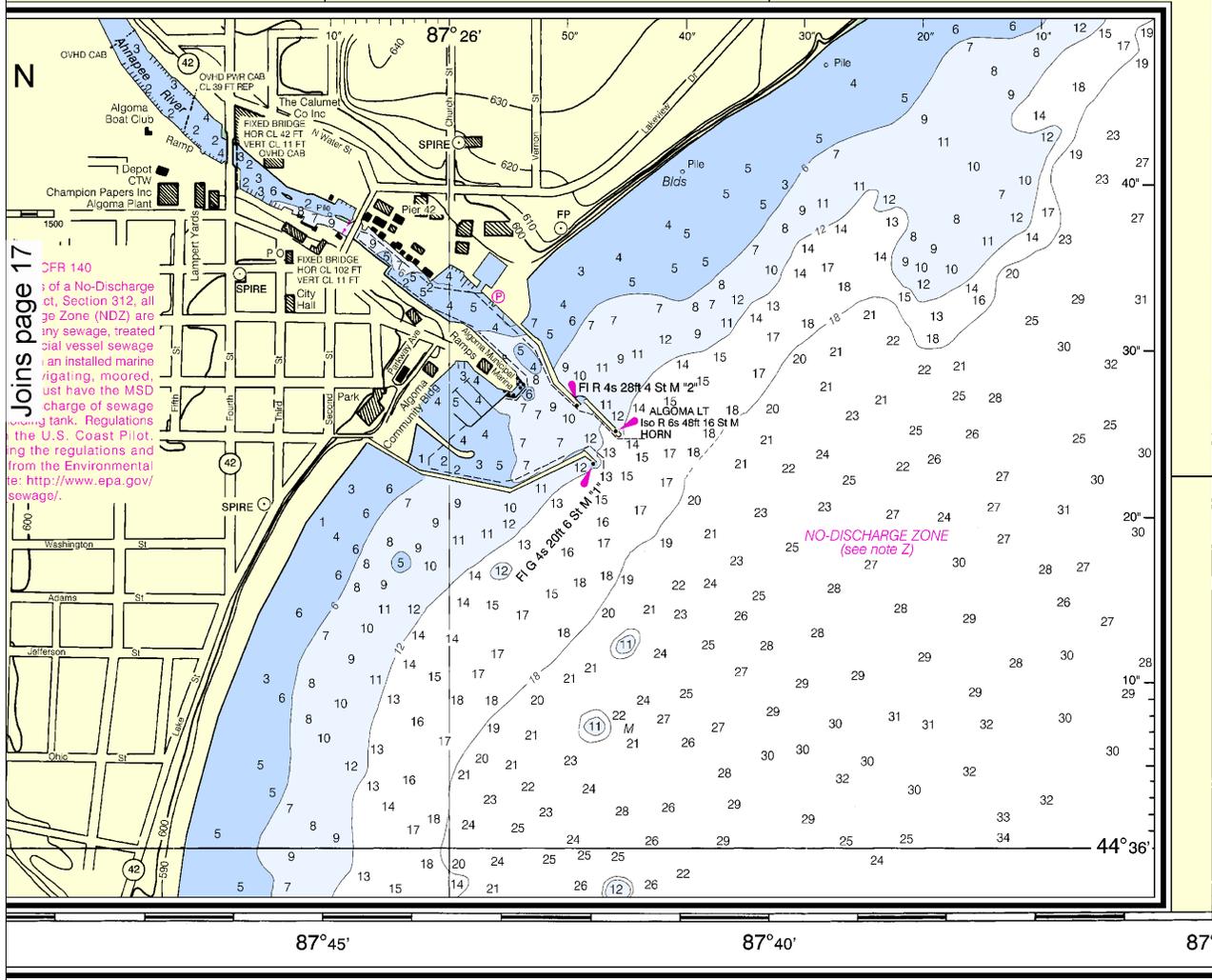
Navigation. The National Ocean Service, or comments for CS2), National Ocean

**SOUNDINGS IN FEET**



**HORIZONTAL DATUM**  
 The horizontal reference datum is the North American Datum of 1983 (NAD 83). For purposes of this chart, the datum is considered equivalent to the World Geodetic System 1984 (WGS 84). Geoidal heights from the North American Datum of 1983 are on the order of 0.017' southward from the datum. This datum agrees with this chart.

**NOTE D**  
**CAUTION**  
 Mariners are warned that numerous structures, some submerged, may exist in this area which are not charted unless noted otherwise.



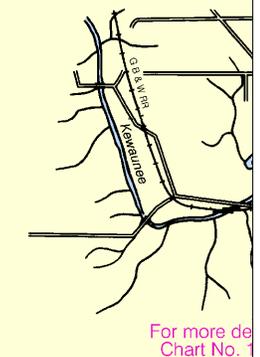
**LORAN-C GENERAL EXPLANATION**

**LORAN-C FREQUENCY** .....  
**PULSE REPETITION INTERVAL** .....  
**STATION TYPE DESIGNATORS** (in letter designators):  
 M ..... Master  
 W ..... Secondary  
 X ..... Secondary  
 Y ..... Secondary  
 Z ..... Secondary

**EXAMPLE: 8970-Y**

**RATES ON THIS CHART**  
**8970-X 8970-Y**

Loran-C correction tables published by the National Imagery and Mapping Agency or other agencies are not shown on this chart. The lines of position shown on this chart are based on survey data. Every effort has been made to maintain the 1/4 nautical mile accuracy criteria required by the U.S. Coast Guard. Mariners are cautioned to use the lattices in inshore waters.

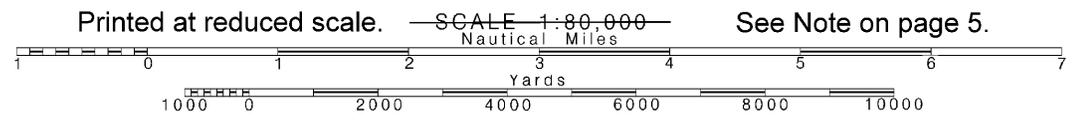


**DEPTH SOUNDINGS IN FEET**

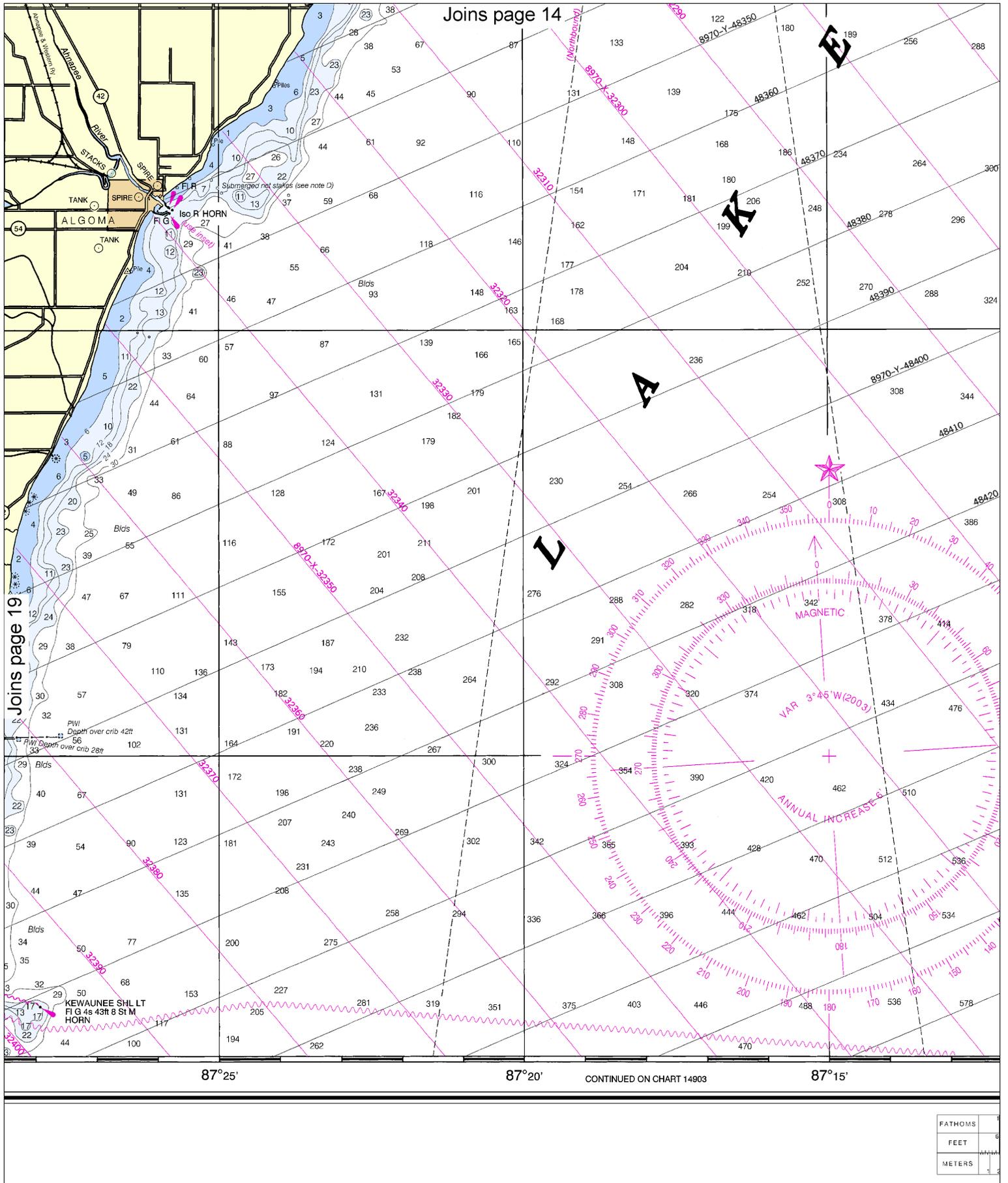
Published at Washington, D.C. by the NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, U.S. DEPARTMENT OF COMMERCE

**18**

Note: Chart grid lines are aligned with true north.







Joins page 19

Joins page 14

87°25'                      87°20'                      CONTINUED ON CHART 14903                      87°15'

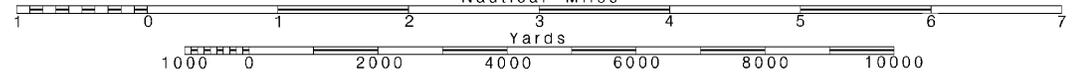
FATHOMS	6
FEET	6
METERS	1.1



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. —SCALE 1:80,000—  
Nautical Miles

See Note on page 5.





UNITED STATES - GREAT LAKES  
LAKE MICHIGAN - WISCONSIN

# LOWER GREEN BAY ALGOMA AND OCONTO

Polyconic Projection  
Scale 1:80,000  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FEET

**NOTES**

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) . . . . . 577.5 ft.  
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

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.

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.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles (St M) and nautical miles (NM) between points of departure. The true bearing between any two points on this chart may be determined by connecting the two points with a straight line and measuring the angle of its intersection with the meridian line.

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.

**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**

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.

**WARNING**

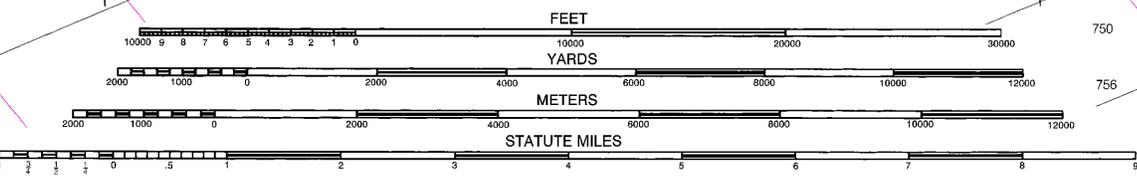
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Ⓟ Pump-out facilities

CONTINUED ON CHART 14907

44° 35'

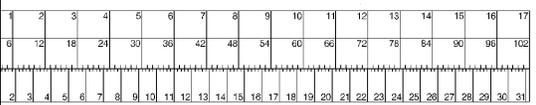
44° 30'



87°10'

87°05'

87°00'



Lower Green Bay  
SOUNDINGS IN FEET - SCALE 1:80,000

# 14910

LORAN-C OVERPRINTED

ED. NO. 23  
NSN 7642014010592  
NIMA REFERENCE NO. 14XC014910



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](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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