

# BookletChart™



## Platte Bay to Leland

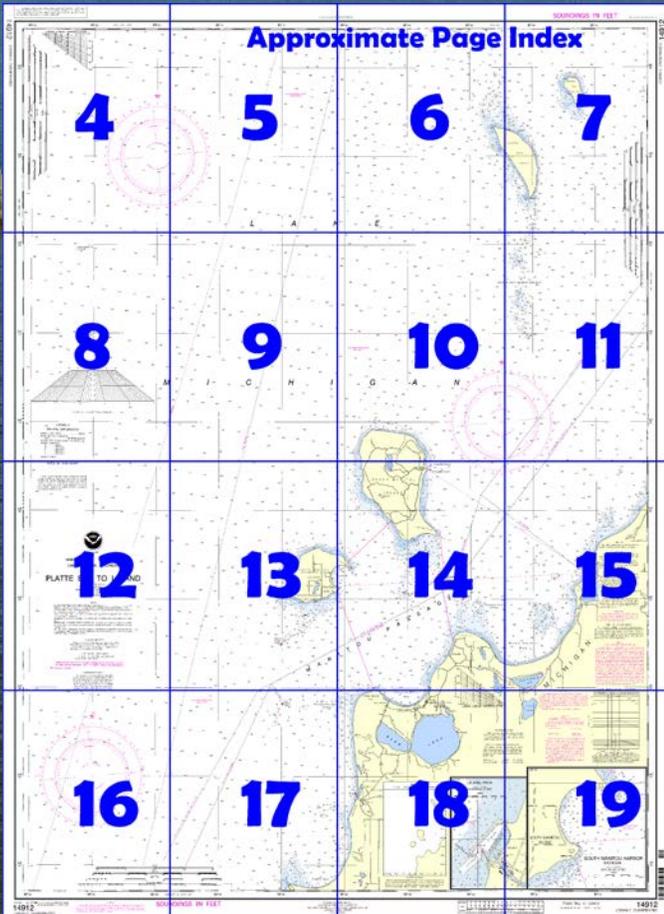
NOAA Chart 14912

*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.

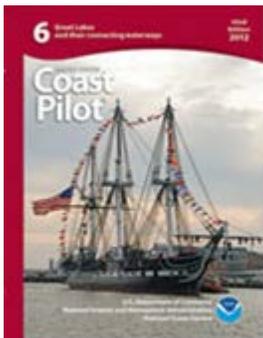
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14912>.



**(Selected Excerpts from Coast Pilot)**

**North Fox Island**, 10 miles southwest of Beaver Island, is wooded. Shoals extend no more than 0.3 mile offshore except on the S and west sides where depths of 5 to 13 feet reach 1 mile from shore.

**(South Fox Island**, 4 miles southwest of North Fox Island, is hilly on the west side and lower and wooded on the east side. An abandoned lighthouse is on the south end of the island. The east and west sides of the island are fairly deep-to, except for

a 13-foot spot that reaches 0.8 mile off the west shore. A shoal bank and detached 18- to 21-foot spots reach 2.4 miles N from the island. A detached 21-foot spot is 3.3 miles north of the island. Shoals extend 0.8

mile around the S point of the island.

**Caution.**—Currents with velocities up to 2 mph are of frequent occurrence around North and South Fox Islands. Mariners should exercise caution while navigating in the area.

**South Fox Island Shoals** is an extensive bank reaching 9 miles South from South Fox Island. A lighted buoy marks the south end of the bank. The bank has general depths of 15 to 30 feet with some shoaler spots. Two 9-foot spots are 4.2 and 7 miles south of South Fox Island, and an 11-foot spot is 6.4 miles south of the island. Buoys 4.2 and 6.2 miles south of the island mark a deepwater passage through the shoals. The bottom in the vicinity of the shoals is rocky, and deep-draft vessels should exercise caution in thick weather.

**Lighthouse Point** (45°12.6'N., 85°32.7'W.), the N point of the Leelanau Peninsula, is marked by Grand Traverse Light. Between Lighthouse Point and **Cathead Point**, 3.6 miles southwest, **Cathead Bay** affords shelter in S winds. The bay is shoal however, with two rocky ledges that extend 0.9 mile from shore. Approaching Cathead Point from W, a clump of trees on the point gives it the appearance of an island.

From Cathead Point southwest for 14.5 miles to **Carp River Point**, the shore is generally bluff and hilly. Shoals extend generally less than 0.8 mile from shore, except for detached 7- and 8-foot spots 1.2 miles offshore 5 miles northeast of Carp River Point. Leland, MI, is 1.2 miles northeast of Carp River Point.

**Leland, MI**, is a village and small-craft harbor at the mouth of Leland River about 32 miles southwest of Charlevoix. Local fish tugs and recreational craft are the principal users of the harbor.

**Channels.**—The harbor is protected on the north and northwest by a detached breakwater and on the southwest by a pier extending lakeward from the south side of the mouth of Leland River. The outer end of the pier and the southwest end of the breakwater are marked by lights. An anchorage area inside the breakwater is approached from the southwest through a dredged channel between the breakwater and pier. A dredged channel leads from the south end of the anchorage to the mouth of the river, and a marina basin, maintained by private interests, is on the east side of the anchorage. (See Notice to Mariners and the latest edition of the chart for controlling depths.)

**Leland River** is a narrow crooked stream about 0.8 mile long which connects Lake Leelanau to Lake Michigan. A dam crosses the river about 400 feet above the mouth. The Main Street bridge 250 feet above the dam has a vertical clearance of about 4 feet. From this bridge to Lake Leelanau, the river is navigable by shallow-draft vessels.

**Lake Leelanau** is 16 miles long and as much as 1.8 miles wide. The upper and lower ends of the lake have good depths, but in the constriction near the middle of the lake at the village of Lake Leelanau, available depths are only 3 feet. A fixed highway bridge with a clearance of about 15 feet crosses the lake at the village.

**Small-craft facilities.**—A public dock constructed by the Michigan State Waterways Commission in Leland harbor provides transient berths, gasoline, diesel fuel, water, electricity, sewage pump-out, launching ramp, and harbormaster services. The harbormaster monitors VHF-FM channels 16 and 9.

**Ferry.**—Mail and ferry service is available between Leland and North and South Manitou Islands from April through December with regular service. Irregular service is available from January through March depending on ice conditions. The terminal is on the east side of the Leland River mouth.

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

RCC Cleveland

Commander

9th CG District

Cleveland, OH

(216) 902-6117

# 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

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

### 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 0.002' southward and 0.319' westward to agree with 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

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 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:  
 (O) (Accurate location)    (o) (Approximate location)

### 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.

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.

### 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.

|                   |        |             |
|-------------------|--------|-------------|
| Sister Bay, WI    | WXN-69 | 162.425 MHz |
| Traverse City, MI | KIH-22 | 162.400 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 Z

#### NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). 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/vessel\\_sewage/vsdnozone.html](http://www.epa.gov/owow/oceans/vessel_sewage/vsdnozone.html).

## LORAN-C

### GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.

PULSE REPETITION INTERVAL  
 8970 ..... 89,700 Microseconds

STATION TYPE DESIGNATORS: (Not individual station 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 others should not be used with this chart. The lines of position shown have been adjusted based on survey data. 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 inshore waters.

### 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.

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

### NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum)..... 577ft

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

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 Imagery and Mapping Agency.

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.

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.

14912

LORAN-C OVERPRINTED

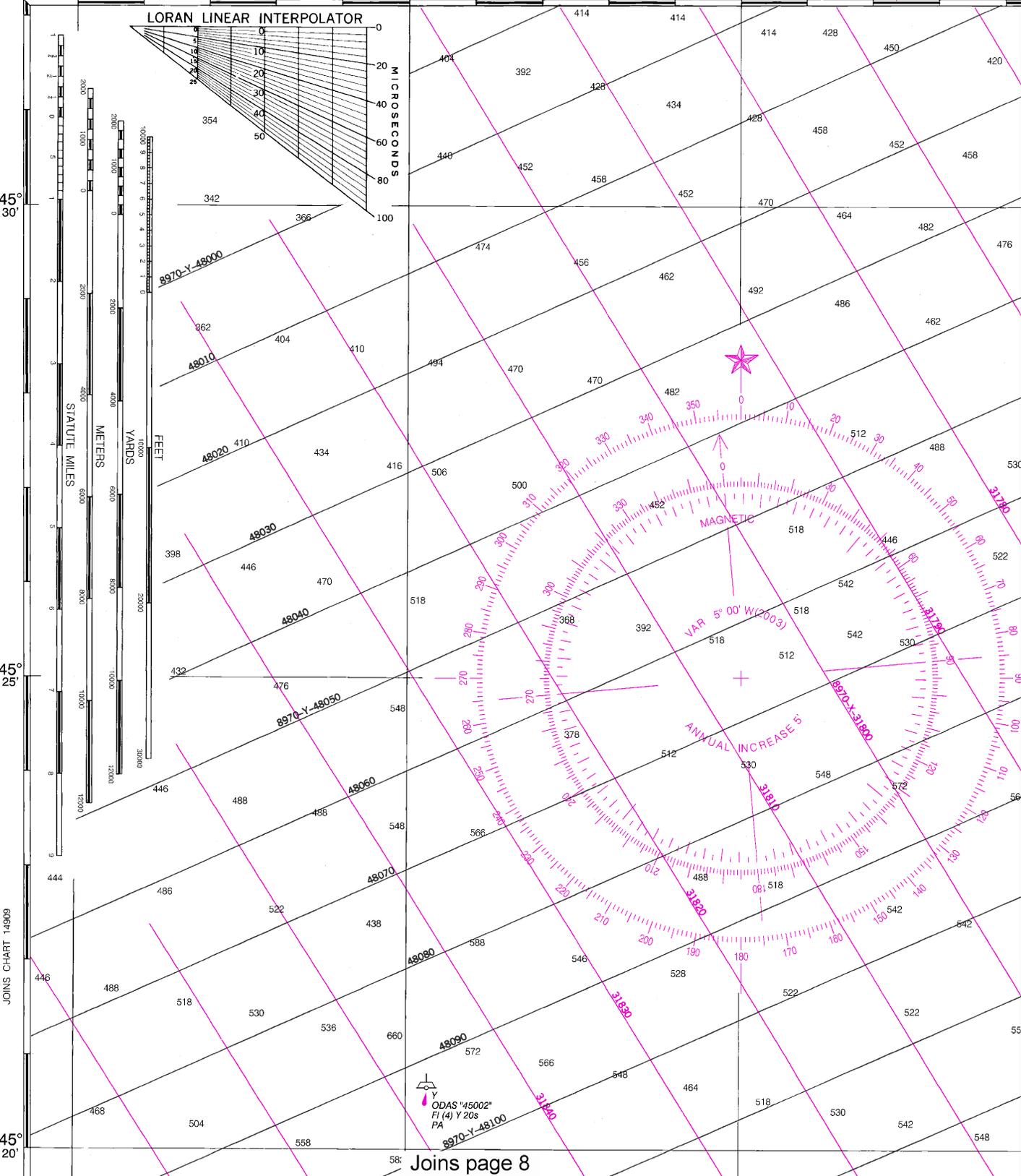
86°30'

86°25'

JOINS CHART 14908

86°20'

LORAN LINEAR INTERPOLATOR

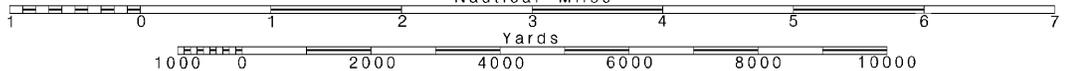


Joins page 8

Printed at reduced scale.

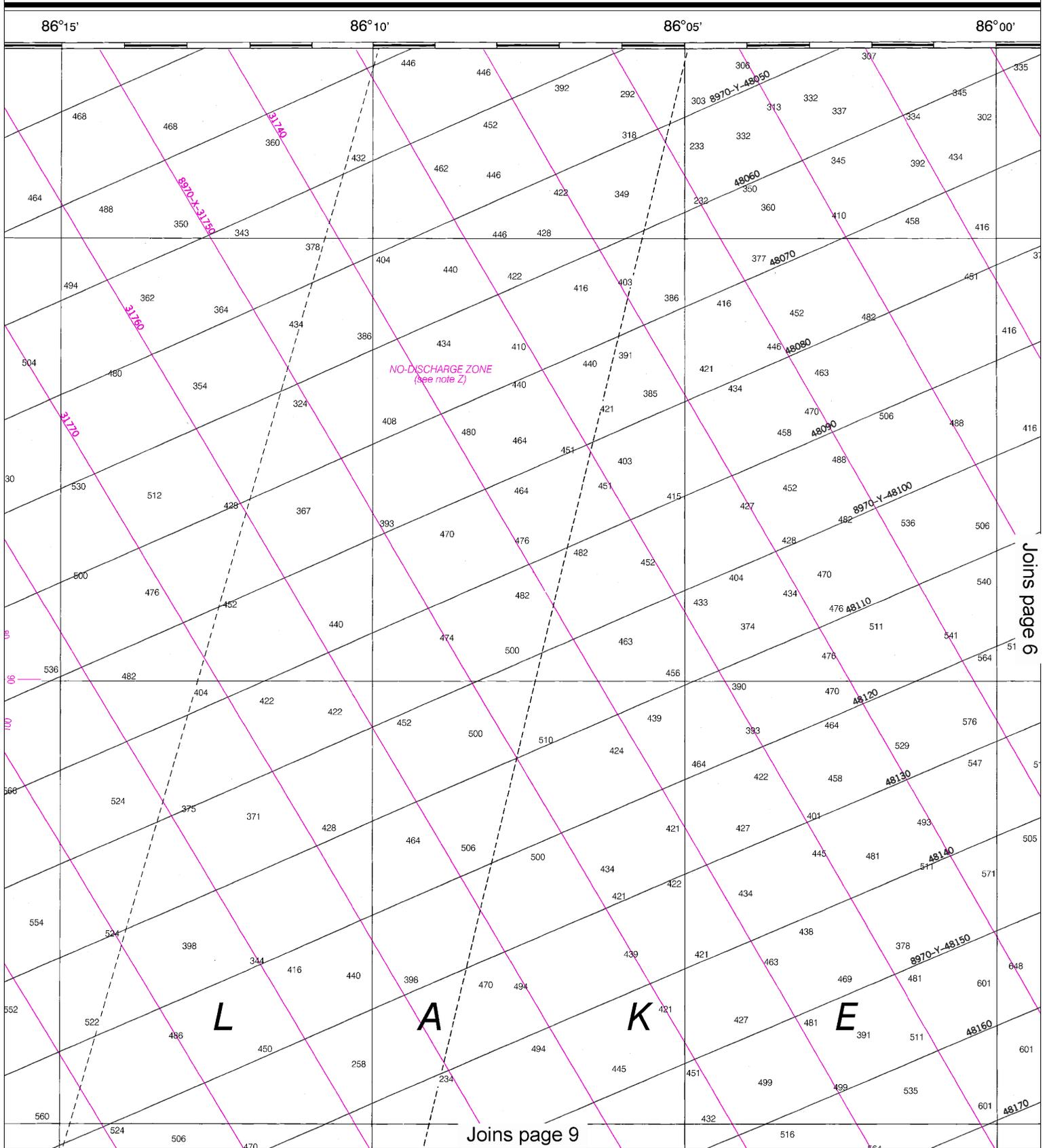
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Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

4



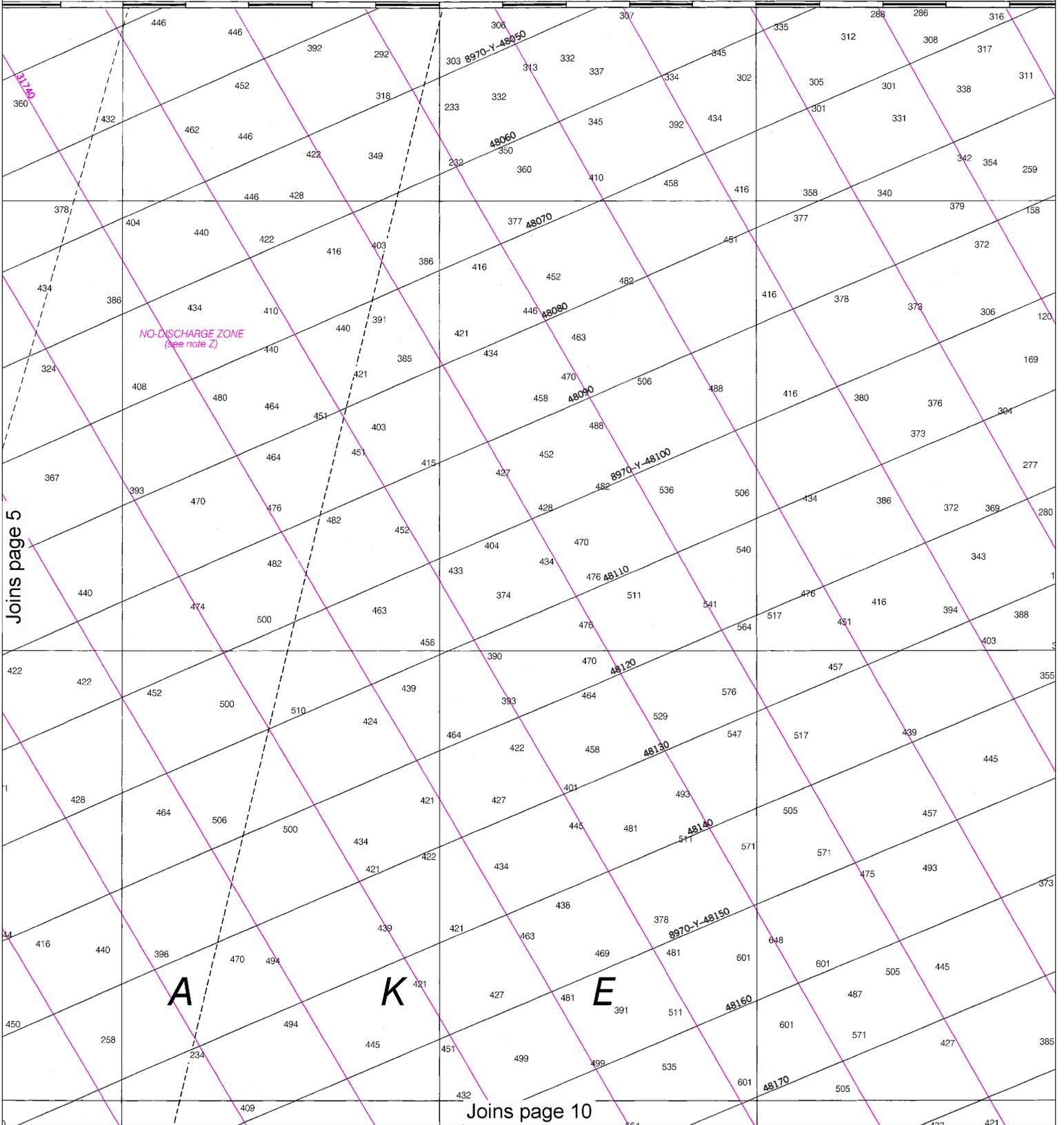
This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:106667. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



86°10'

86°05'

86°00'



Joins page 5

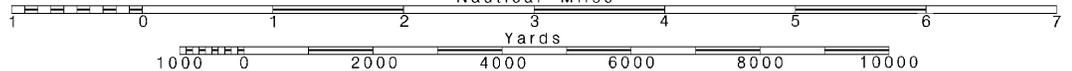
Joins page 10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

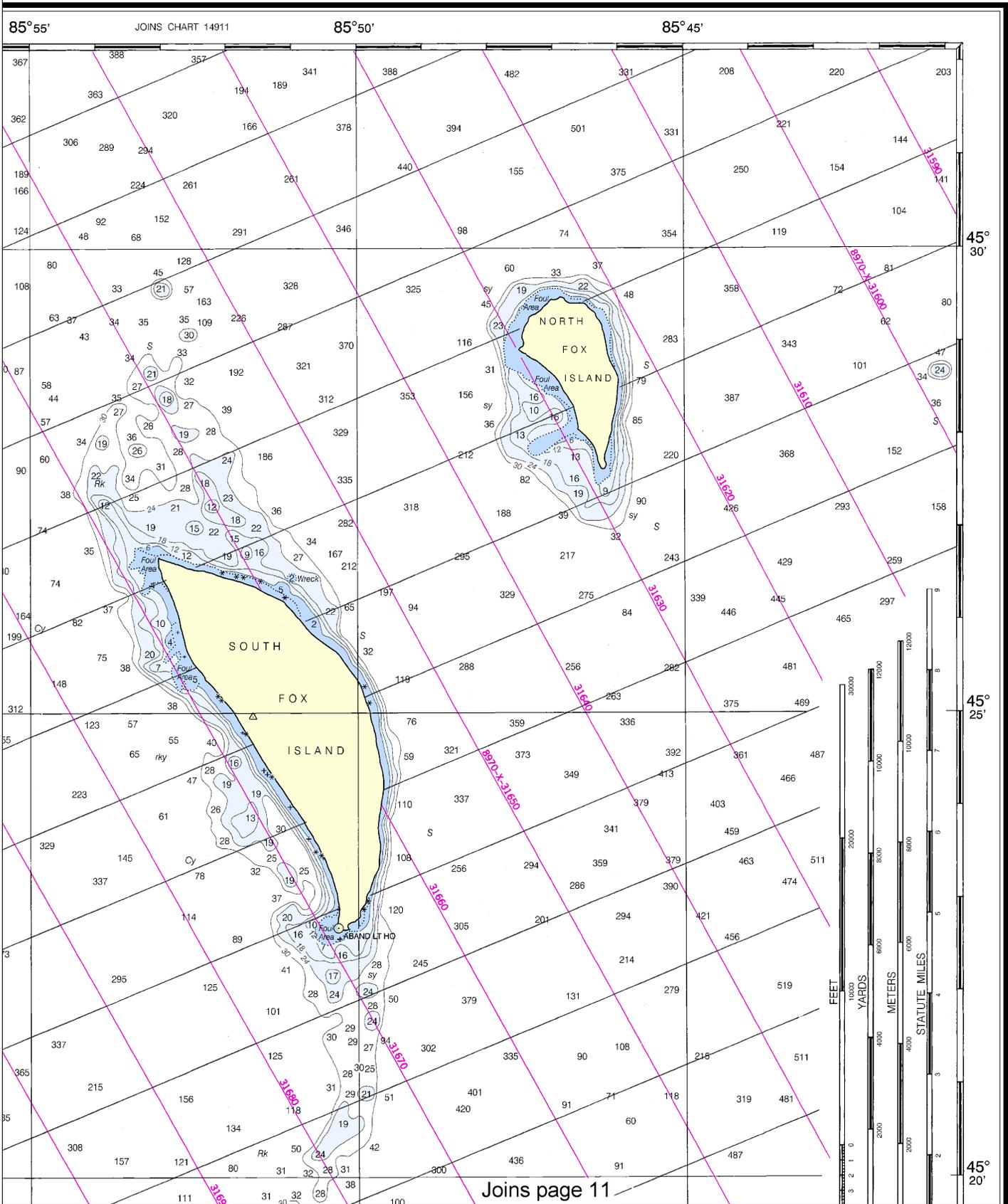
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Nautical Miles

See Note on page 5.



# SOUNDINGS IN FEET

Nautical Chart Catalog No. 4, Panel B, C

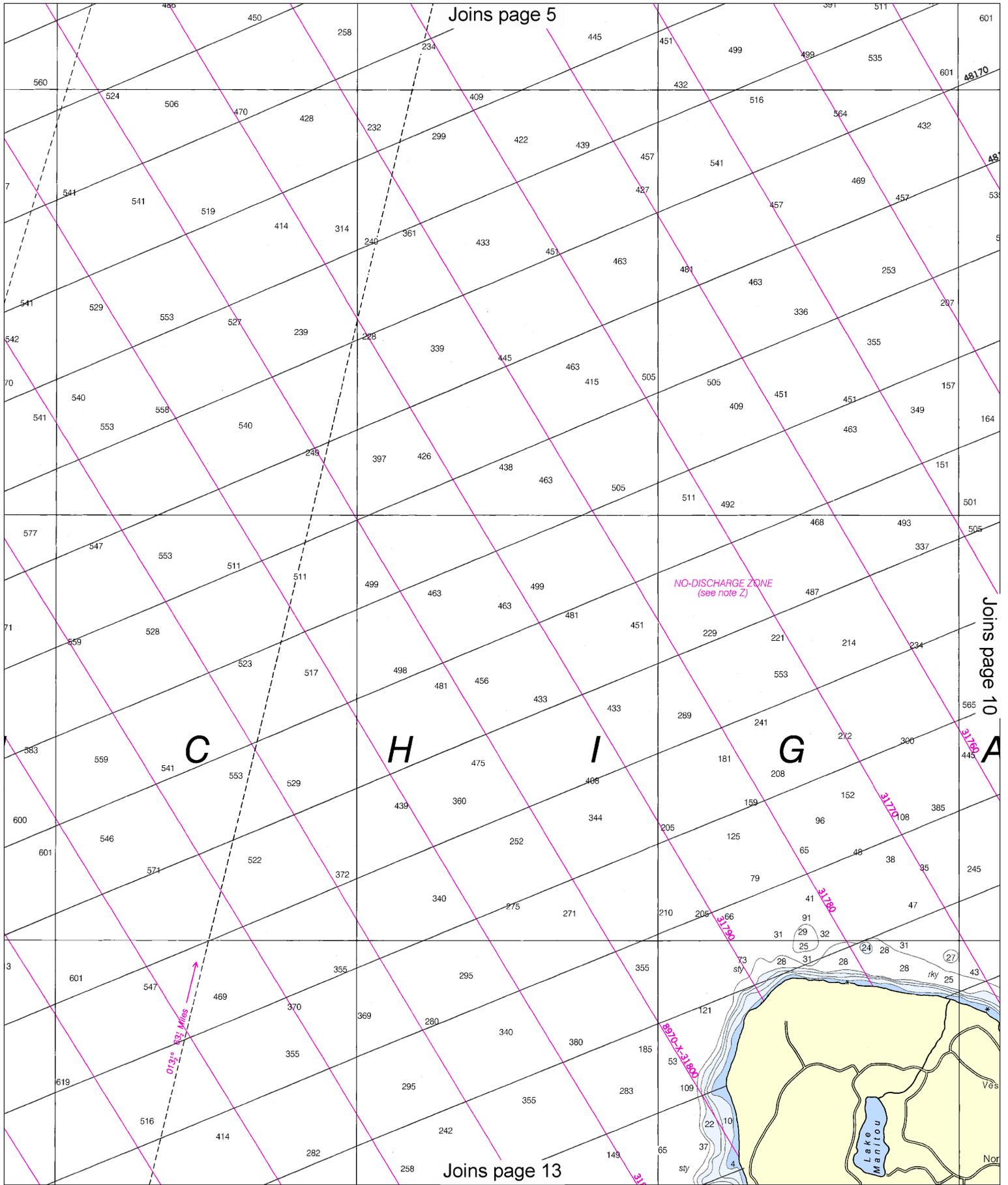


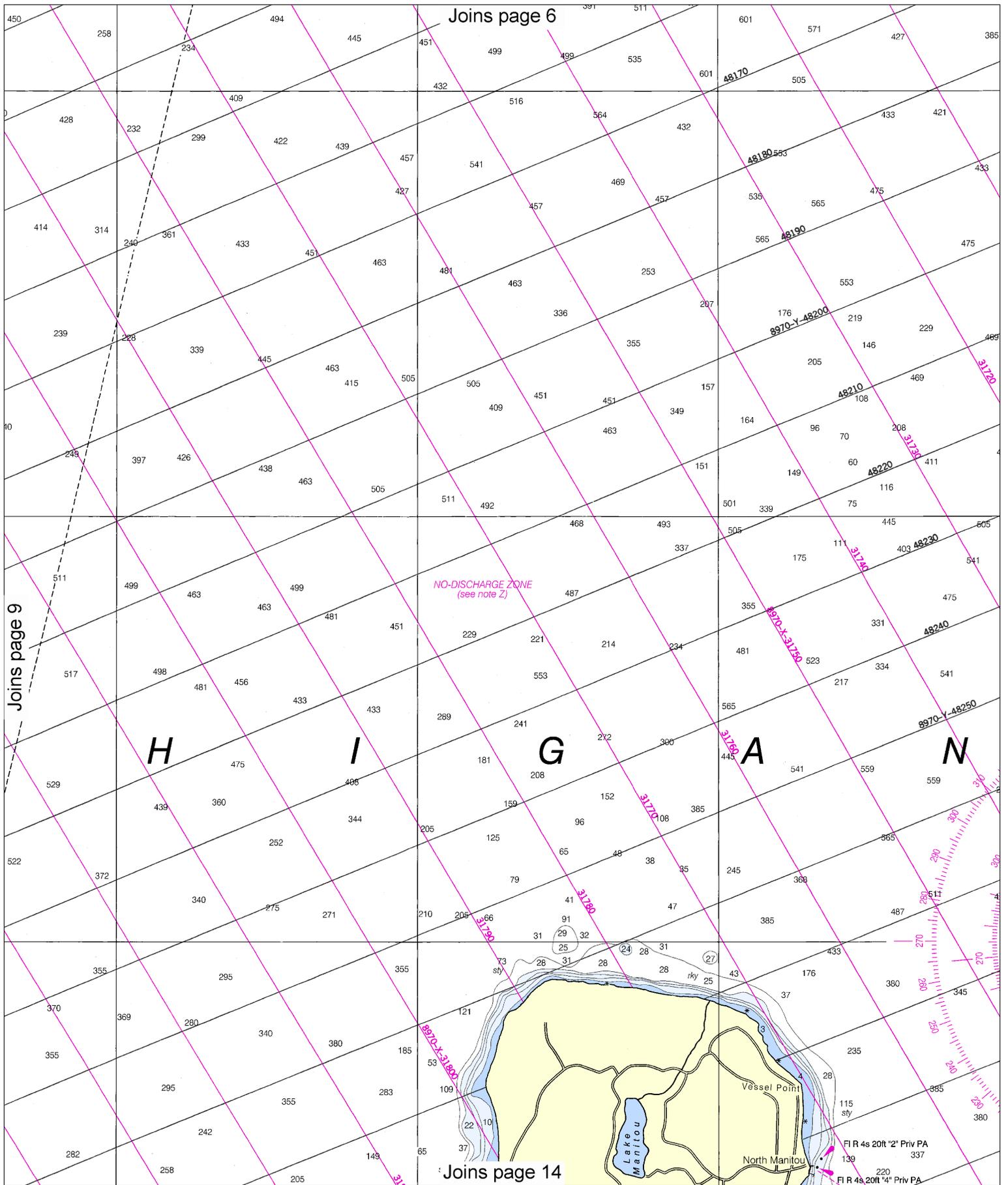
LORAN-C OVERPRINTED 14912

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012,  
NGA Weekly Notice to Mariners: 4812 12/1/2012,  
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.









**10**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.

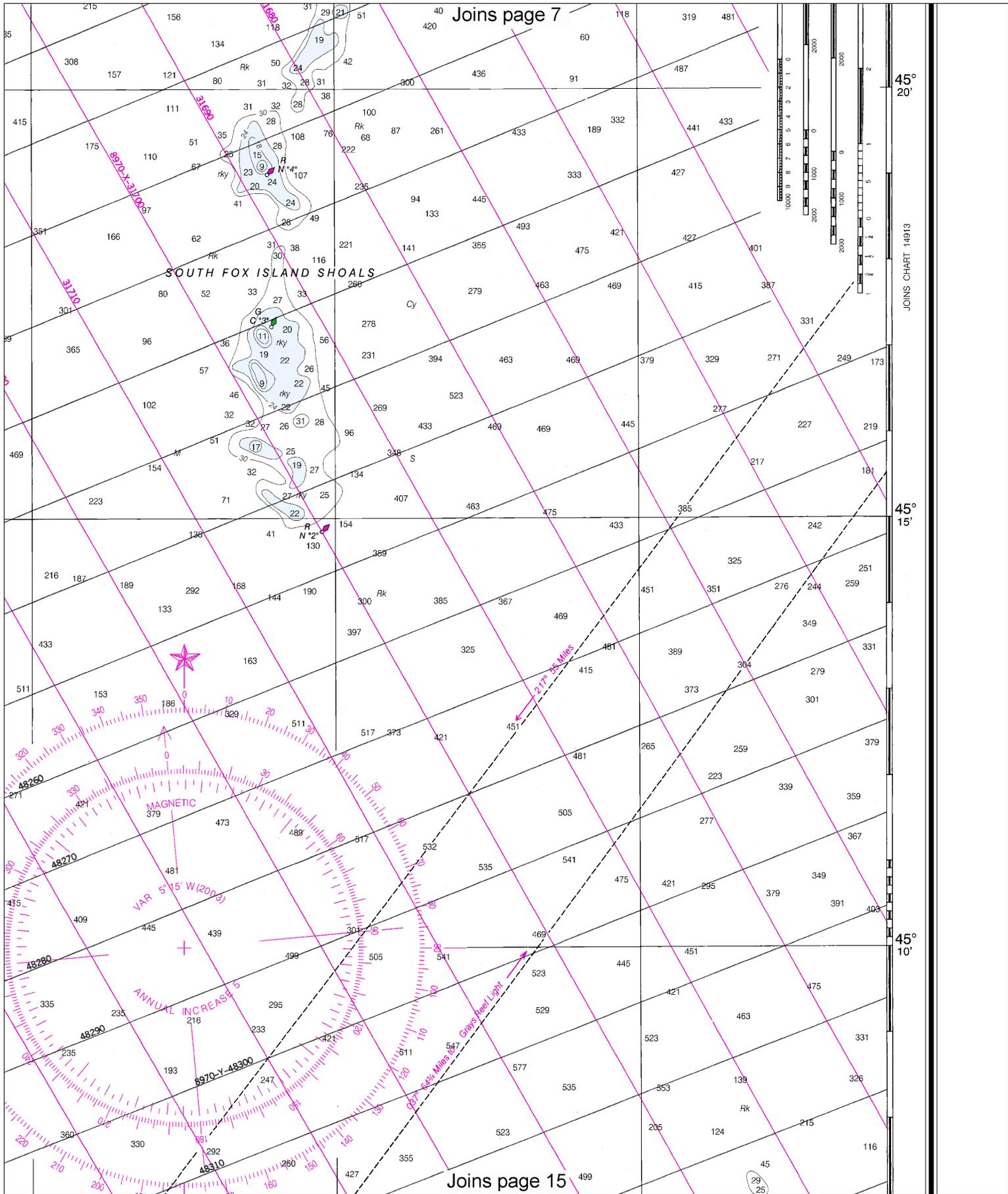


45° 20'

JOINS CHART 14913

45° 15'

45° 10'



Y ..... Secondary  
Z ..... Secondary

EXAMPLE: 8970-Y

RATES ON THIS CHART

8970-X 8970-Y

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Joins page 8



UNITED STATES - GREAT LAKES  
LAKE MICHIGAN - MICHIGAN

PLATTE BAY TO LELAND

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)..... 577ft  
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, U.S. Coast Guard, and National Imagery and Mapping Agency.

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).

SUPPLEMENTAL INFORMATION

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

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.  
Ⓢ Pump-out facilities

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 0.002" southward and 0.319" westward to agree with this chart.

Joins page 16

45° 05'

45° 00'

44° 55'

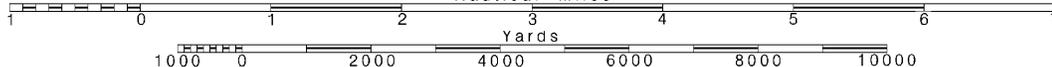
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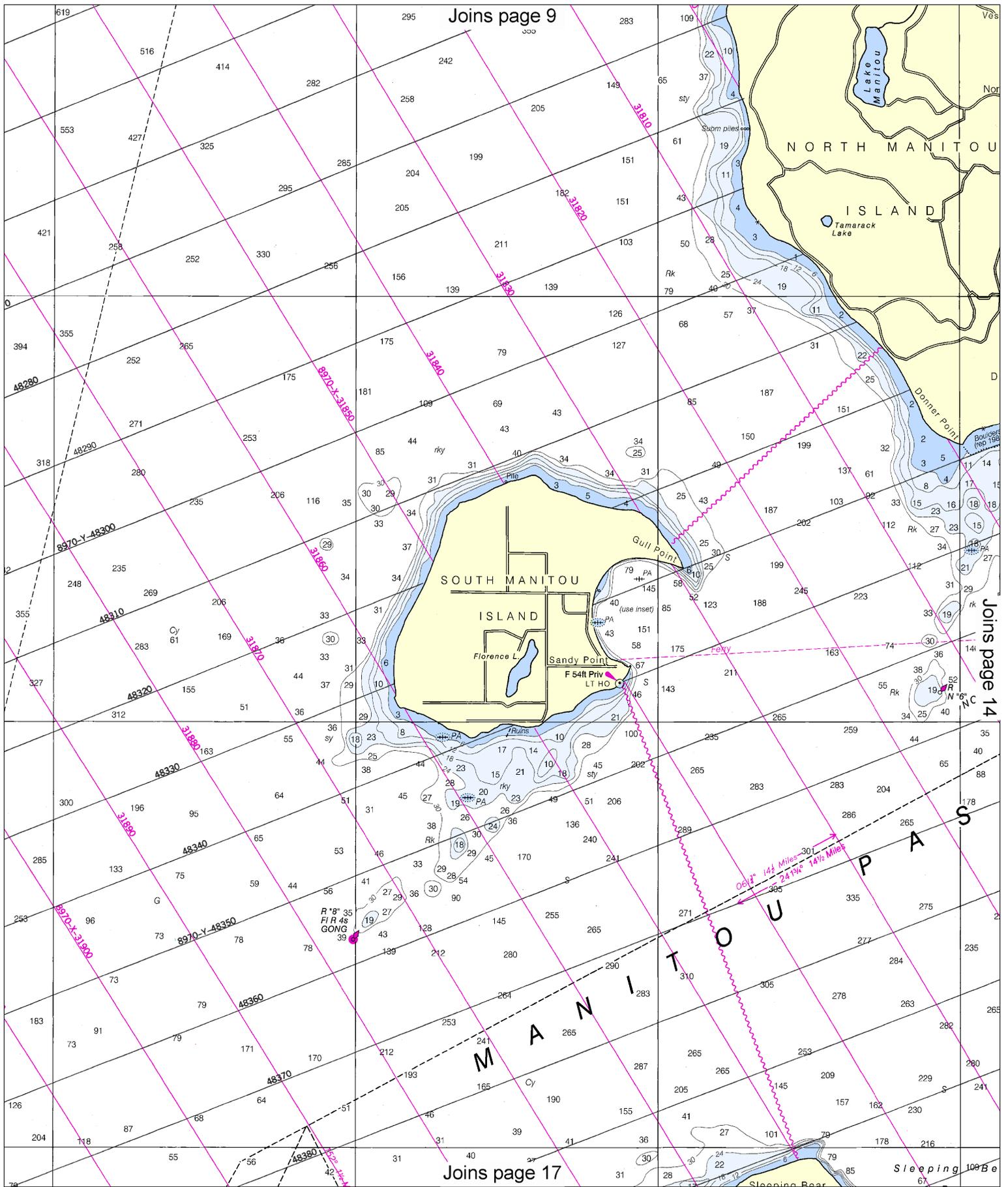
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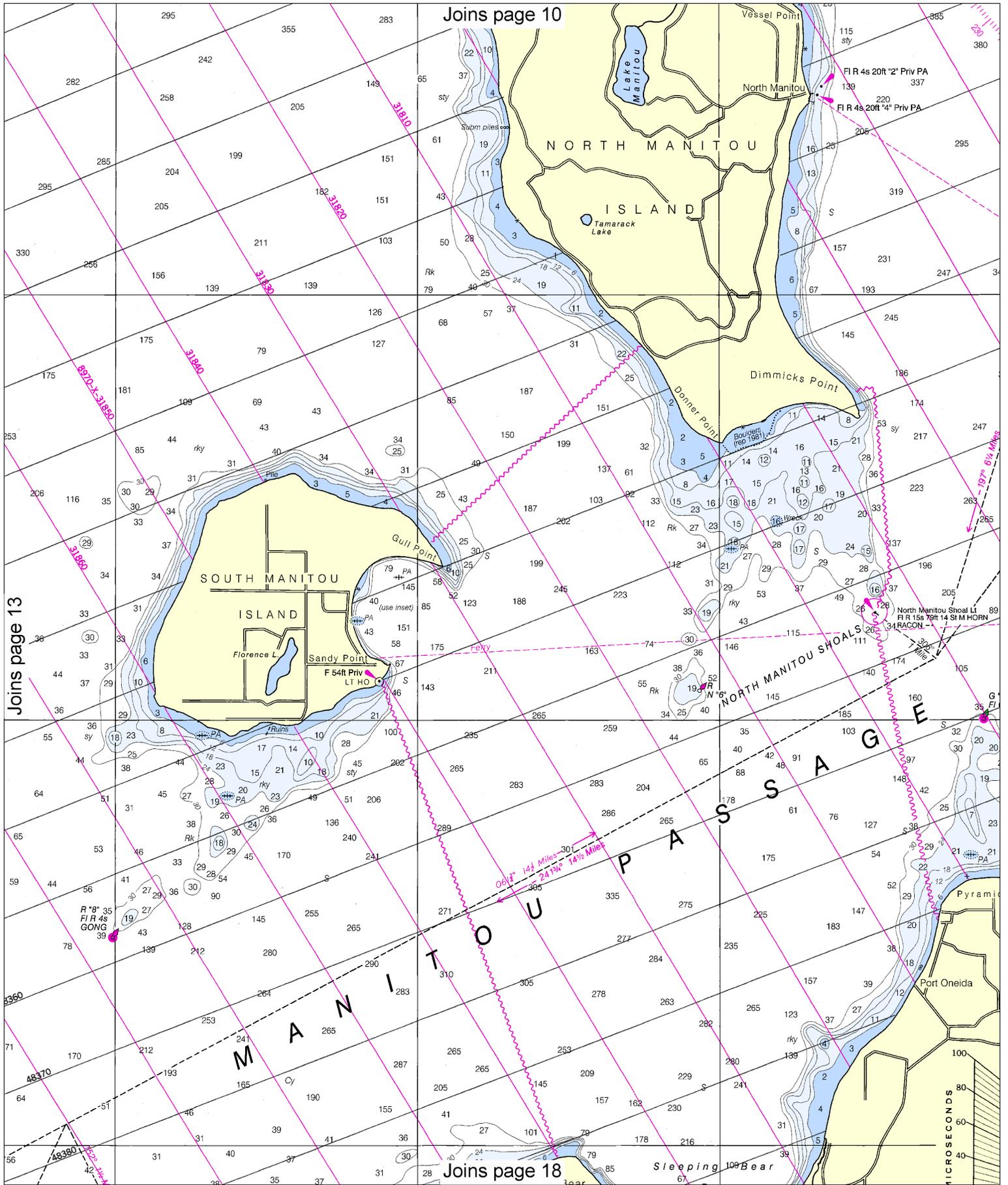
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SCALE 1:80,000  
Nautical Miles

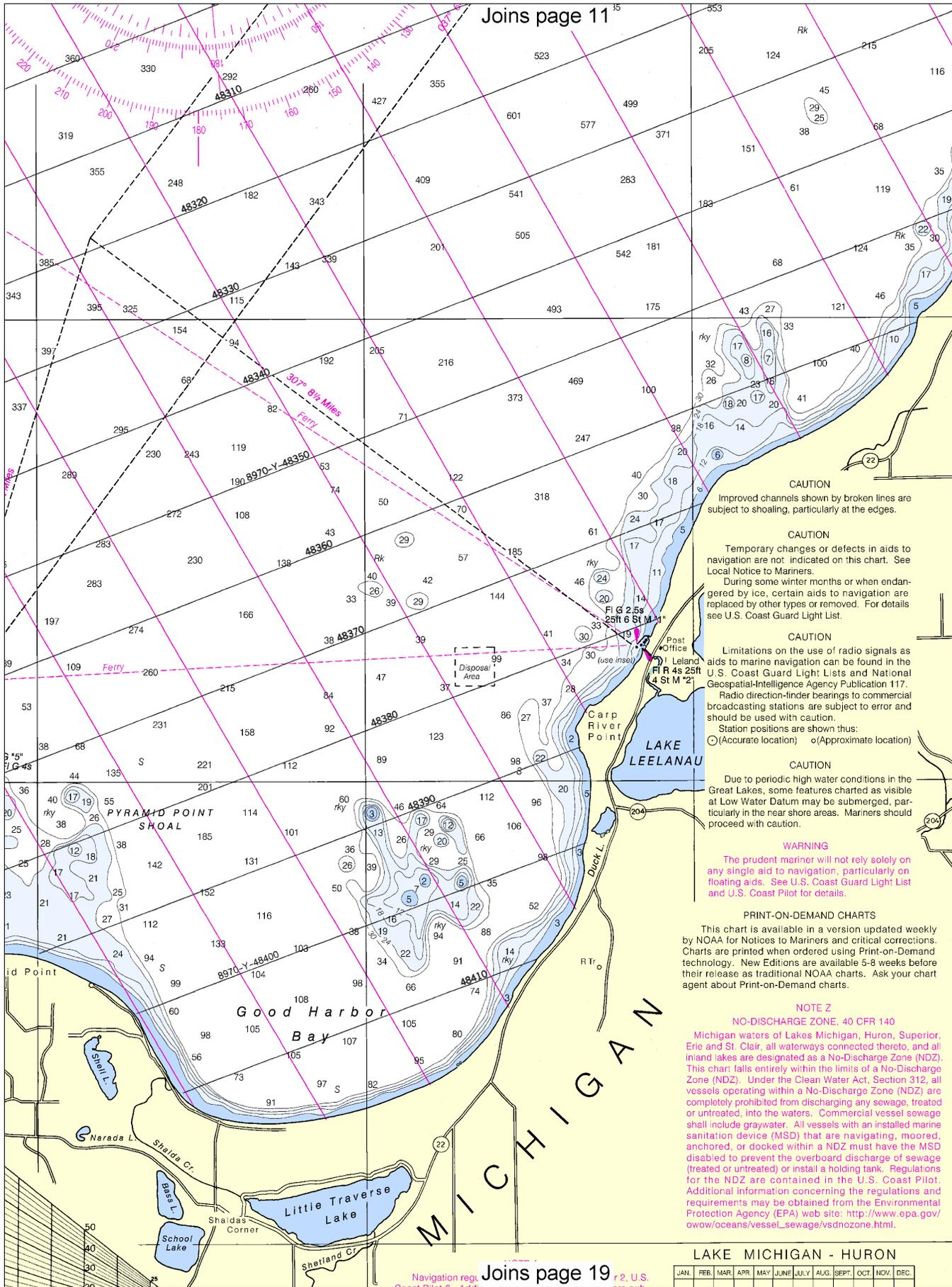
See Note on page 5.







Note: Chart grid lines are aligned with true north.



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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
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○ (Accurate location) ◦ (Approximate location)

**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.

**WARNING**  
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**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 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

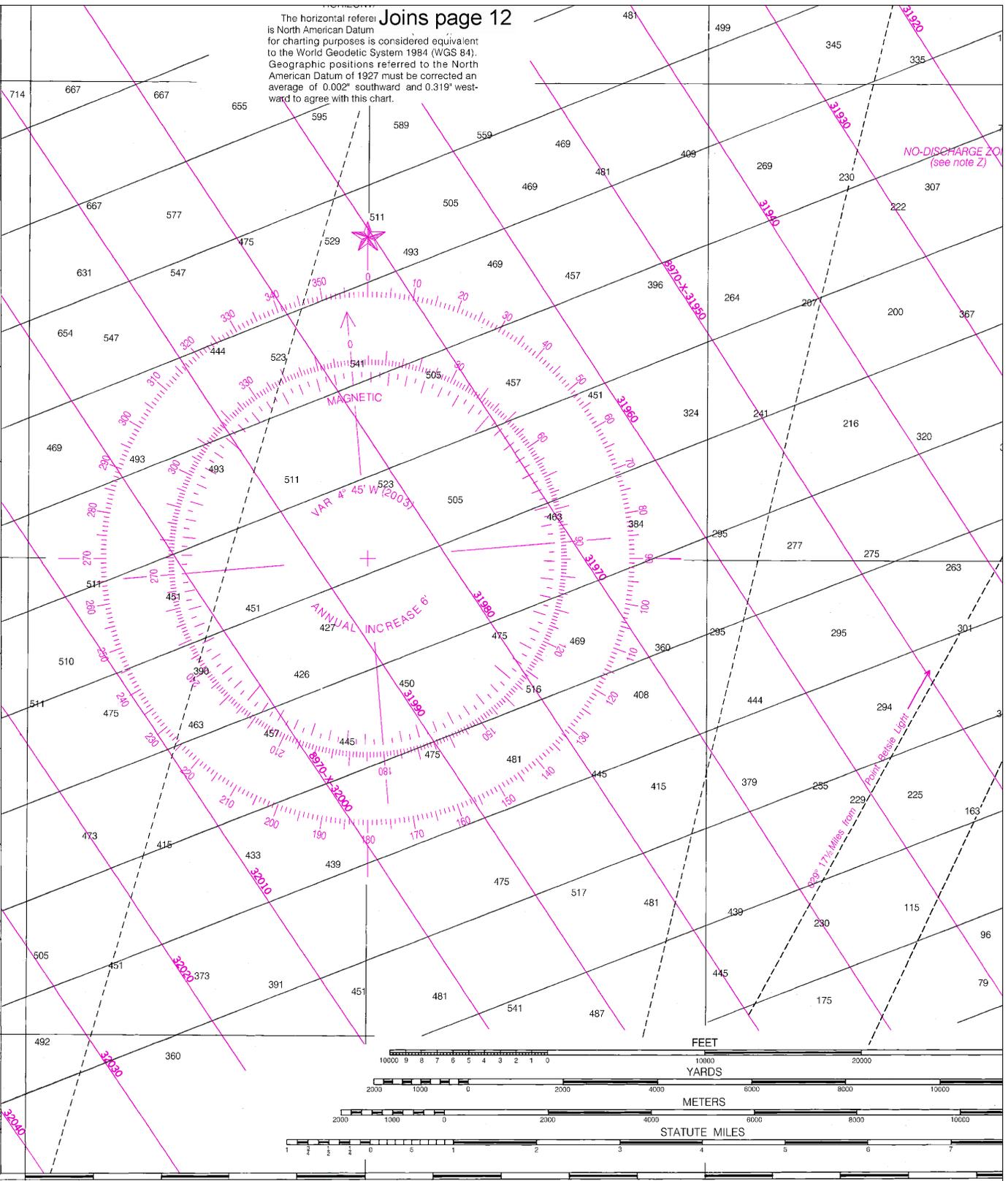
**NOTE Z**  
**NO-DISCHARGE ZONE, 40 CFR 140**  
Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the 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/vessel\\_sewage/vsdnozone.html](http://www.epa.gov/owow/oceans/vessel_sewage/vsdnozone.html).

The horizontal reference is North American Datum 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 0.002" southward and 0.319" westward to agree with this chart.

44° 55'

44° 50'

44° 45'



86° 30'

86° 25'

86° 20'

CONTINUED ON CHART 14907

17th Ed., May/03 ■ Corrected through NM May 24/03  
Corrected through LNM May 6/03

**14912**  
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.

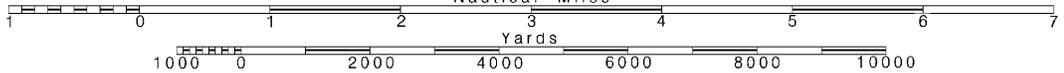
**SOUNDINGS IN FEET**

**16**

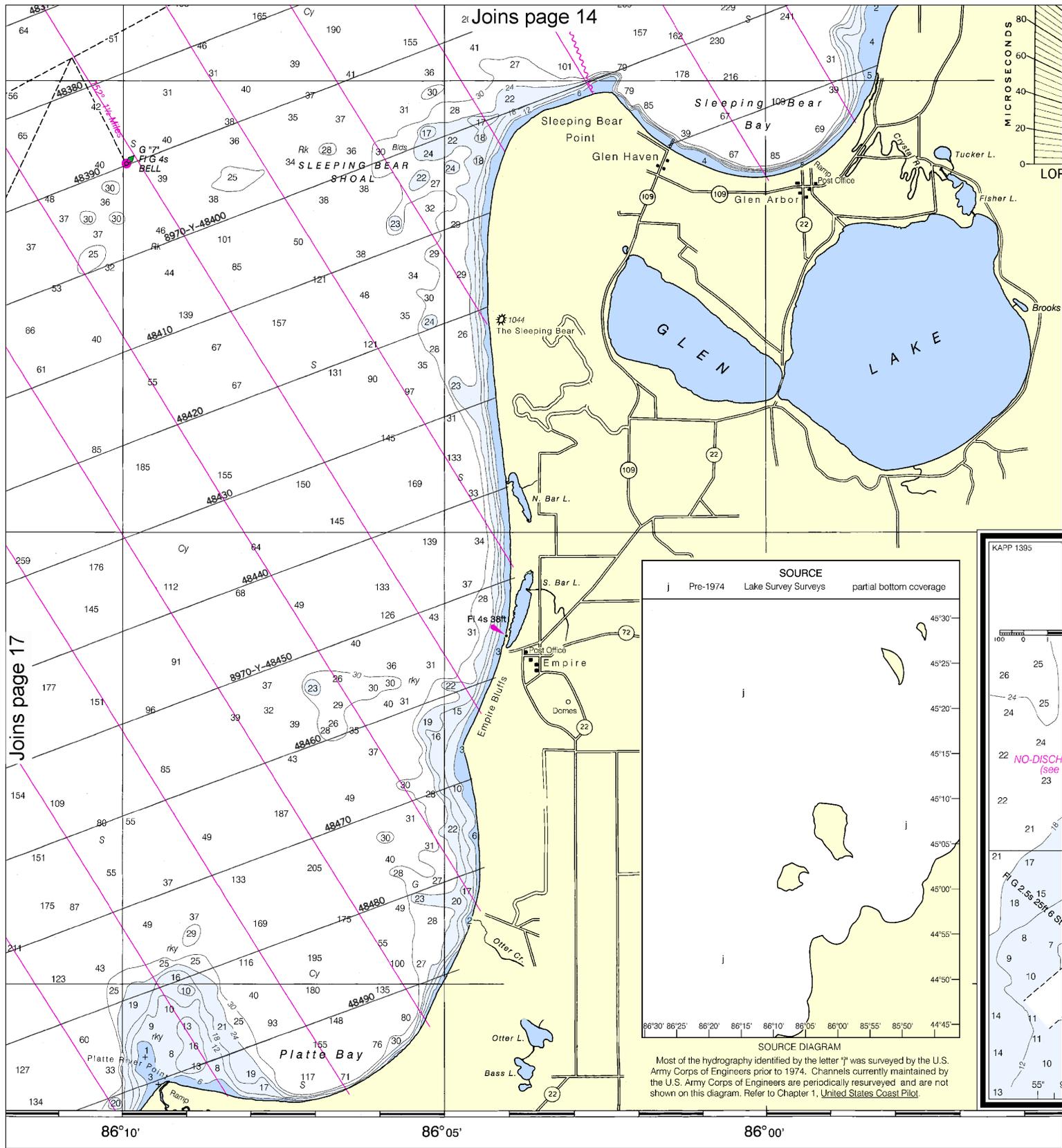
Note: Chart grid lines are aligned with true north.

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

See Note on page 5.

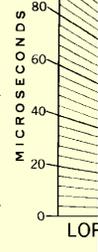






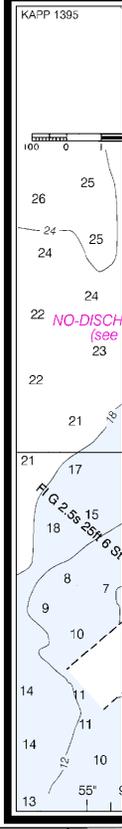
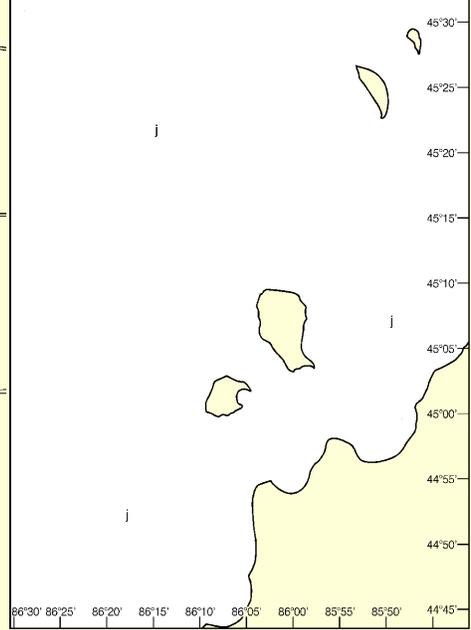
Joins page 17

2 Joins page 14



SOURCE

|   |          |                     |                         |
|---|----------|---------------------|-------------------------|
| j | Pre-1974 | Lake Survey Surveys | partial bottom coverage |
|---|----------|---------------------|-------------------------|

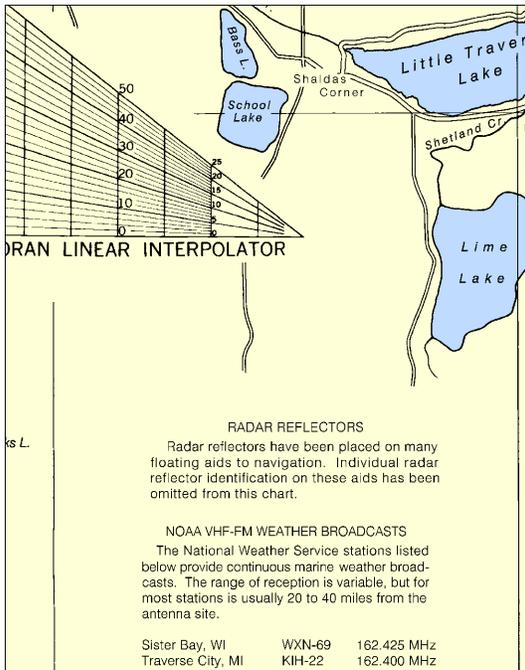


FATHOMS

FEET

METERS

(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/vessel\\_sewage/vsdzone.html](http://www.epa.gov/owow/oceans/vessel_sewage/vsdzone.html).



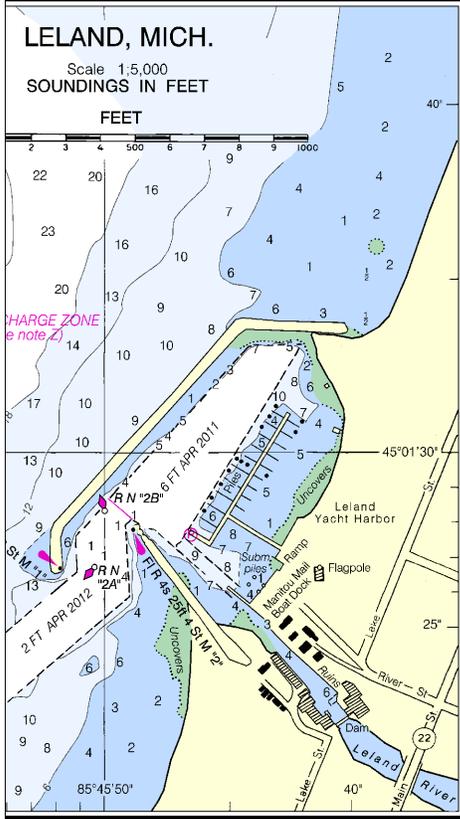
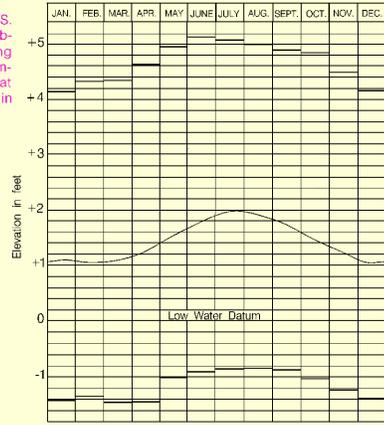
**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.  
Refer to charted regulation section numbers.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

--- Pipeline Area ---      ~~~~~ Cable Area

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.

**LAKE MICHIGAN - HURON**





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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