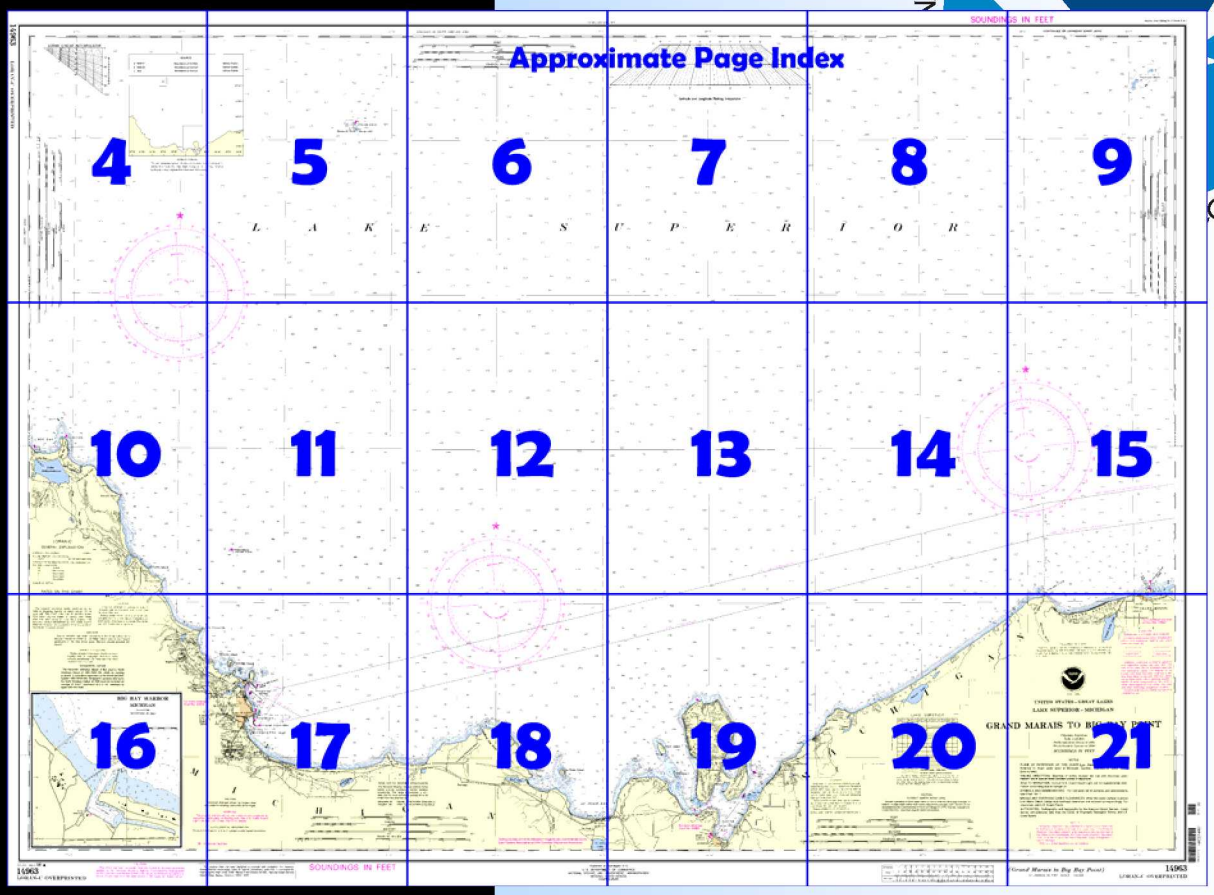
BookletChart™

Grand Marais to Big Bay Point

(NOAA Chart 14963)

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 all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

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™?

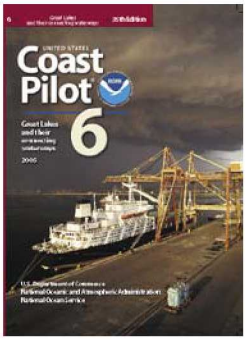
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this 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.



[Coast Pilot 6, Chapter 13 excerpts]

(81) From Grand Marais, the shore extends WSW for 7 miles, thence NW for 1.7 miles to Au Sable Point. **Grand Sable,** a steep bluff with elevations of 400 feet above the lake, extends from 1 mile W of Grand Marais to within 1 mile of Au Sable Point. Shoals extend 0.2 to 0.4 mile offshore in this stretch.

(82) **Au Sable Light** (46°40.3'N., 86°08.4'W.), 100 feet above the water, is shown from a white conical tower, red dwelling attached, on **Au Sable Point.**

(86) From Au Sable Point, the shore extends SW for 17.5 miles to **Grand Portal Point.** The shore for most of this reach is bluff with high points up to 100 feet above the lake close to shore. About 4 miles NE of Grand Portal Point, the shore changes to sheer exposed cliffs over 100 feet high. Except for 23- and 24-foot shoals about 0.5 mile offshore 3 and 4 miles NE of Grand Portal Point, respectively, no outlying obstructions are along this stretch.

(87) From Grand Portal Point, the shore trends SW for 9.7 miles to **Sand Point.** The cliffs of Pictured Rocks extend along the first 8 miles of this stretch. **Sail Rock** and **Miners Castle Point,** 1 and 6 miles SW of Grand Portal Point, respectively, are prominent. S of Pictured Rocks, a high wooded bluff continues close to shore past Sand Point. Shoals extend about 0.3 mile offshore in this stretch. About 2.2 miles SW of Miners Castle Point, a shoal with a least depth of ½ foot makes out from shore and extends SW to a point 0.3 mile NW of Sand Point. The shoal is marked by a lighted bell buoy.

(88) **Grand Island**. **Grand Island Light** (46°33.7'N., 86°40.9'W.), 190 feet above the water, is shown from a white post on the NW point of the island. Shoals extend about 0.5 mile off the two points at the N end of the island, and a shoal with depths of 2 to 6 feet extends 0.5 mile S and SW from the S point of the island.

(89) The **Thumb,** the SE part of Grand Island, is high and roughly oval in shape, about 3 miles long and 1 mile wide. The Thumb is connected to the SE side of Grand Island by a low narrow neck of land, with bays formed on either side between the Thumb and the island. **Trout Bay** is N of the neck, and **Murray Bay** is S. An abandoned lighthouse is on the SE side of the Thumb.

(99) From Powell Point, on the W side of the entrance to South Bay, the shore trends SW for 1.5 miles, thence NW for 3 miles to **Fivemile Point,** and thence W for 2.5 miles to **Au Train Point. Bay Furnace** is the bight formed W of Powell Point. From a width of 0.2 mile in Bay Furnace, the shoal border increases to a width of 1.2 miles NE of Fivemile Point. **Williams Island** is near the outer edge of the shoals NE of Fivemile Point. **Wood Island,** surrounded by shoals, is 2 miles N of Fivemile Point. A deep passage, obstructed by several detached 20- to 24-foot spots, leads between Wood and Williams Islands. Shoals extend 0.9 mile N of Au Train Point, and a detached shoal with a least depth of 10 feet is 1.3 miles N of the point.

(102) **Shelter Bay** is the bight between Au Train Island and the mainland shore 2.1 miles W. A 17-foot shoal is in the middle of the bay, 0.9 mile W of Au Train Island. The W shore of the bay is bluff and has deep water within 0.2 to 0.6 mile.

(105) **Marquette Harbor**, also known as **Marquette Lower Harbor,** is on the NW side of Marquette Bay, about 35 miles W of Grand Island Harbor, the nearest safe harbor to the E. The town of **Marquette, Mich.,** fronts on the harbor and is a base for commercial fishermen. Coal and caustic soda are received in the harbor.

(114) **Marquette Coast Guard Station** is on the NE side of the harbor basin at the inner end of the breakwater.

(120) **Presque Isle Harbor Breakwater Light** (46°34.5'N., 87°22.5'W.), 56 feet above the water, is shown from a white cylindrical tower on a white octagonal building on the outer end of the breakwater that encloses the harbor; a fog signal is at the light.

(124) A small-craft basin developed by the Michigan State Waterways Commission is NE of the merchandise dock. In 1978, the basin had reported depths of 5 to 6 feet. Transient berths, gasoline, diesel fuel, water, electricity, sewage pump-out facilities, launching ramps, and harbormaster services are available. The harbormaster monitors VHF-FM channels 16 and 9.

(126) From Presque Isle Point NW for about 22 miles to Big Bay Point, the shore is generally bold. **Little Presque Isle (Granite Point)** is about 5.9 miles NW of Presque Isle Point.

(128) **Granite Island** is a small steep island surrounded by deep water 5.6 miles ENE of Thoneys Point. A light on the island is a guide to vessels approaching Marquette Harbor from the N or W.

(131) **Big Bay Point** (46°50.6'N., 87°41.0'W.), marked by a light, is 22 miles NW of Presque Isle Point. A shoal with a depth of 9 feet at the outer end extends 1.1 miles N from the point. A buoy marks the N end of the shoal. **Big Bay** is a deep bight enclosed by Big Bay Point on the E and **Salmon Trout Point** on the W. The S and W shores have deep water within 0.3 mile.

Table of Selected Chart Notes

Ⓟ Pump-out facilities

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.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See 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.

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

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense 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)

CAUTION

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

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.

Marquette, Mi.	KIG-66	162.55 MHz (Chan.WX-1)
Houghton, Mi.	WXK-73	162.40 MHz (Chan.WX-2)

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.

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 0.527″ southward and 0.776′ westward to agree with this chart.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Charted hydrography may originate from these and prior surveys.

SUPPLEMENTAL INFORMATION

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 6 for details.

POLLUTION REPORTS

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

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

This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

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

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–Y

The Loran-C correction tables published by the Defense 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 ¼ nautical mile accuracy criteria established by U.S. Coast Guard. Mariners, however, are cautioned not to rely solely on the lattices in inshore waters.

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.

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.

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

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

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

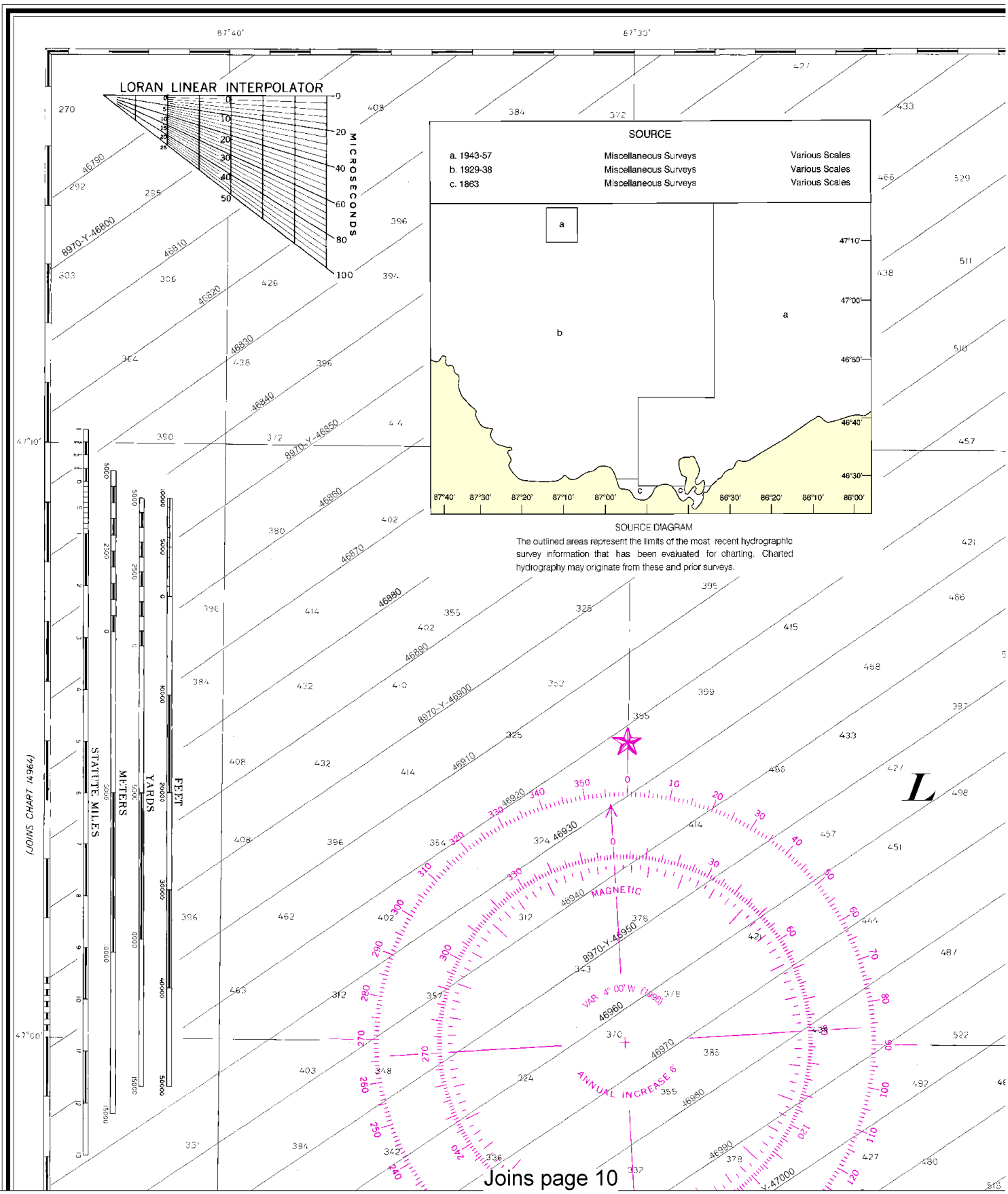
PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 601.1ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum(1985).

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.

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.

14963

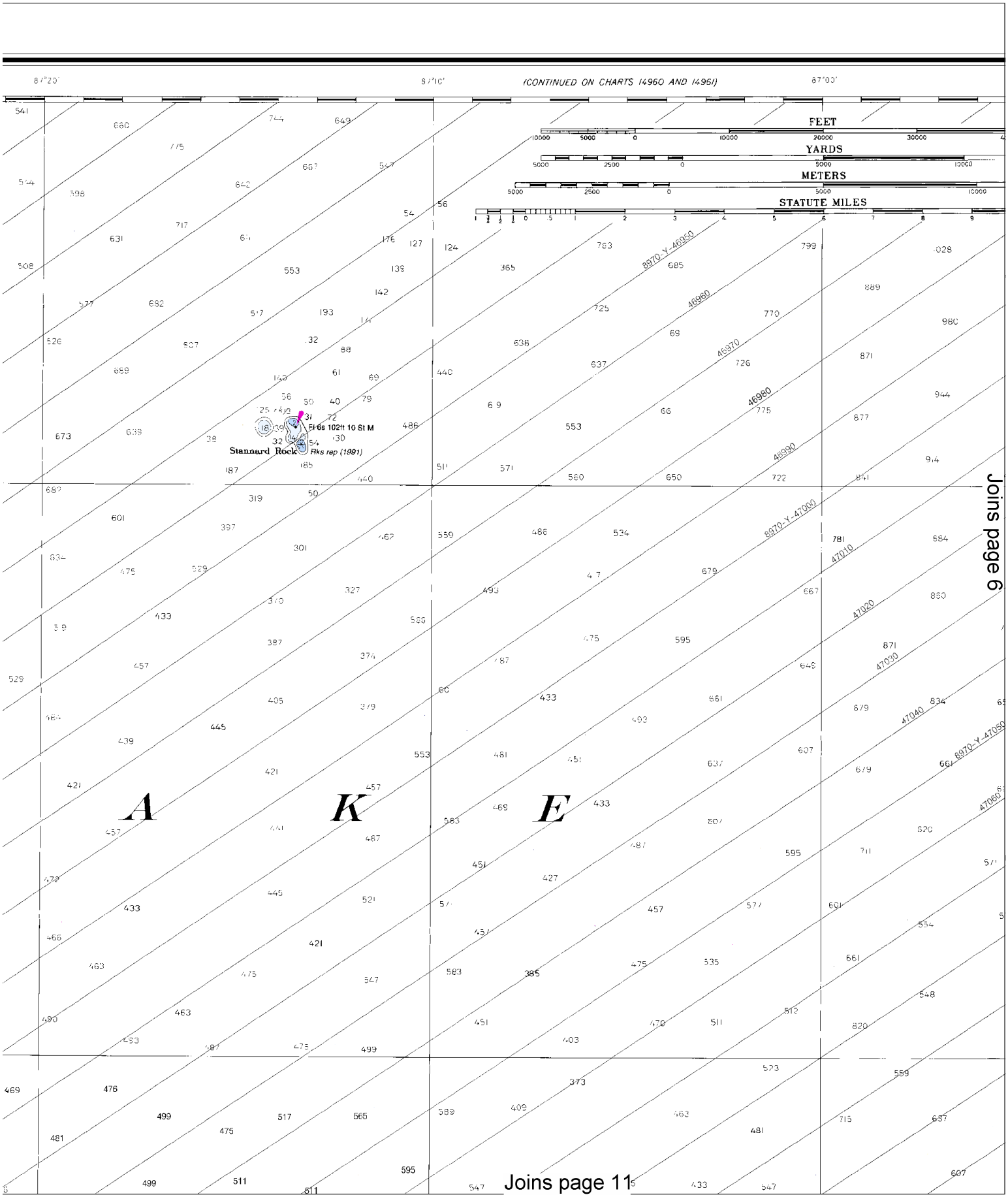
LORAN-C OVERPRINTED



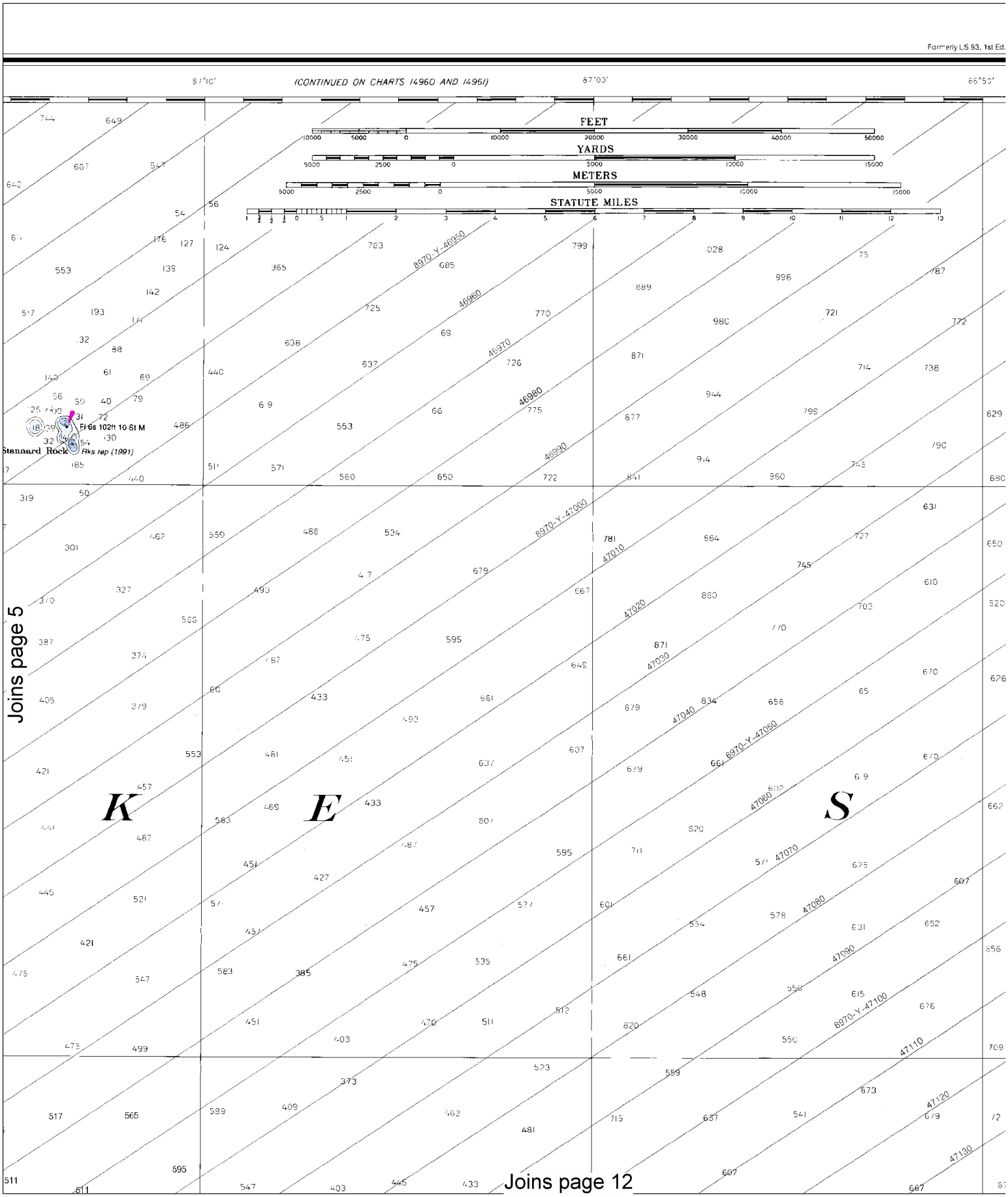
Joins page 10

4

North

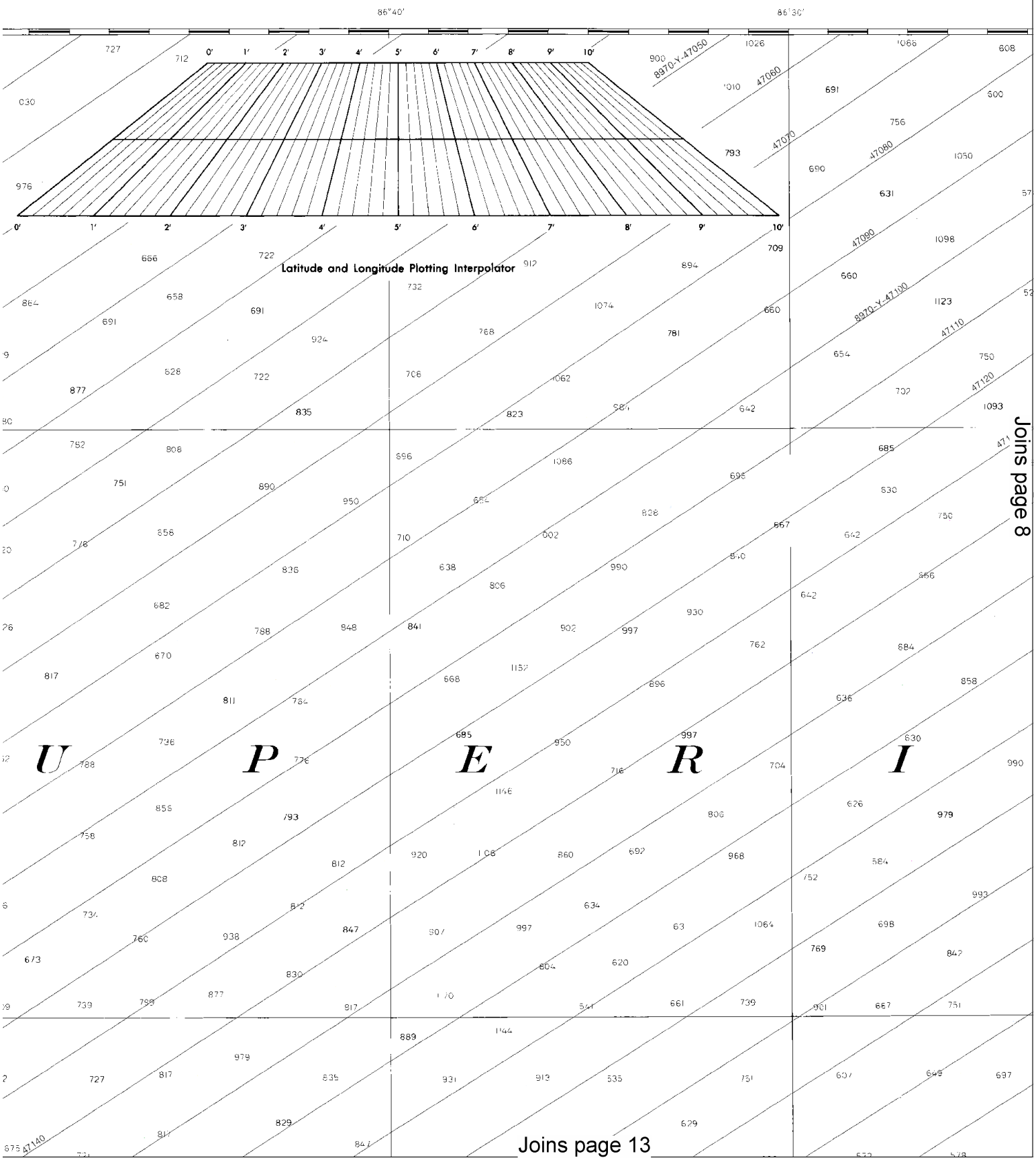


This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:160000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.


Formerly LS 93, 1st Ed.
(CONTINUED ON CHARTS 14960 AND 14961)
FEET
YARDS
METERS
STATUTE MILES
Fl 6s 102ft 10 St M
Stannard Rock
Rks rep (1991)
K
E
S
Joins page 5
Joins page 12

6

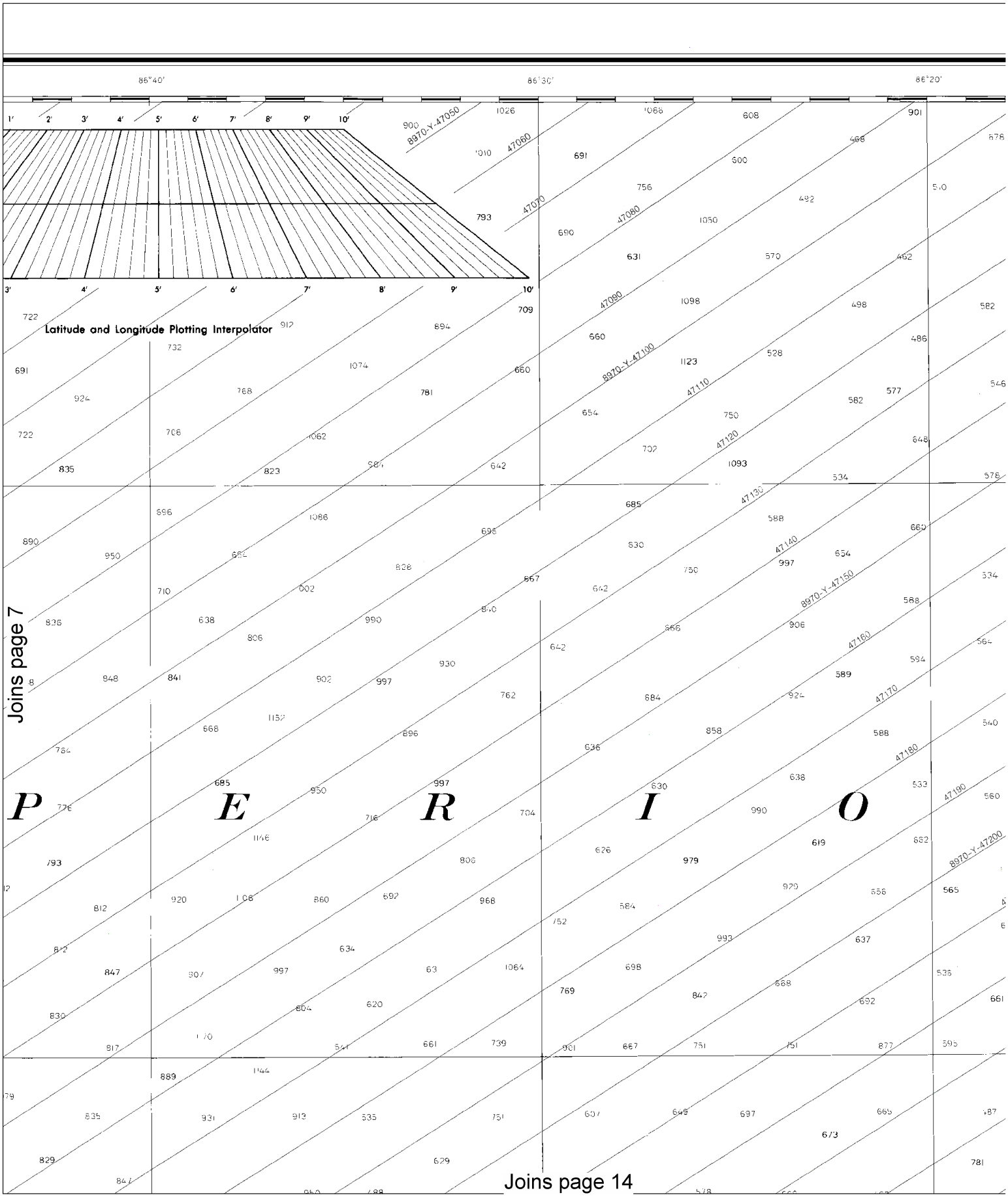
North



Joins page 8

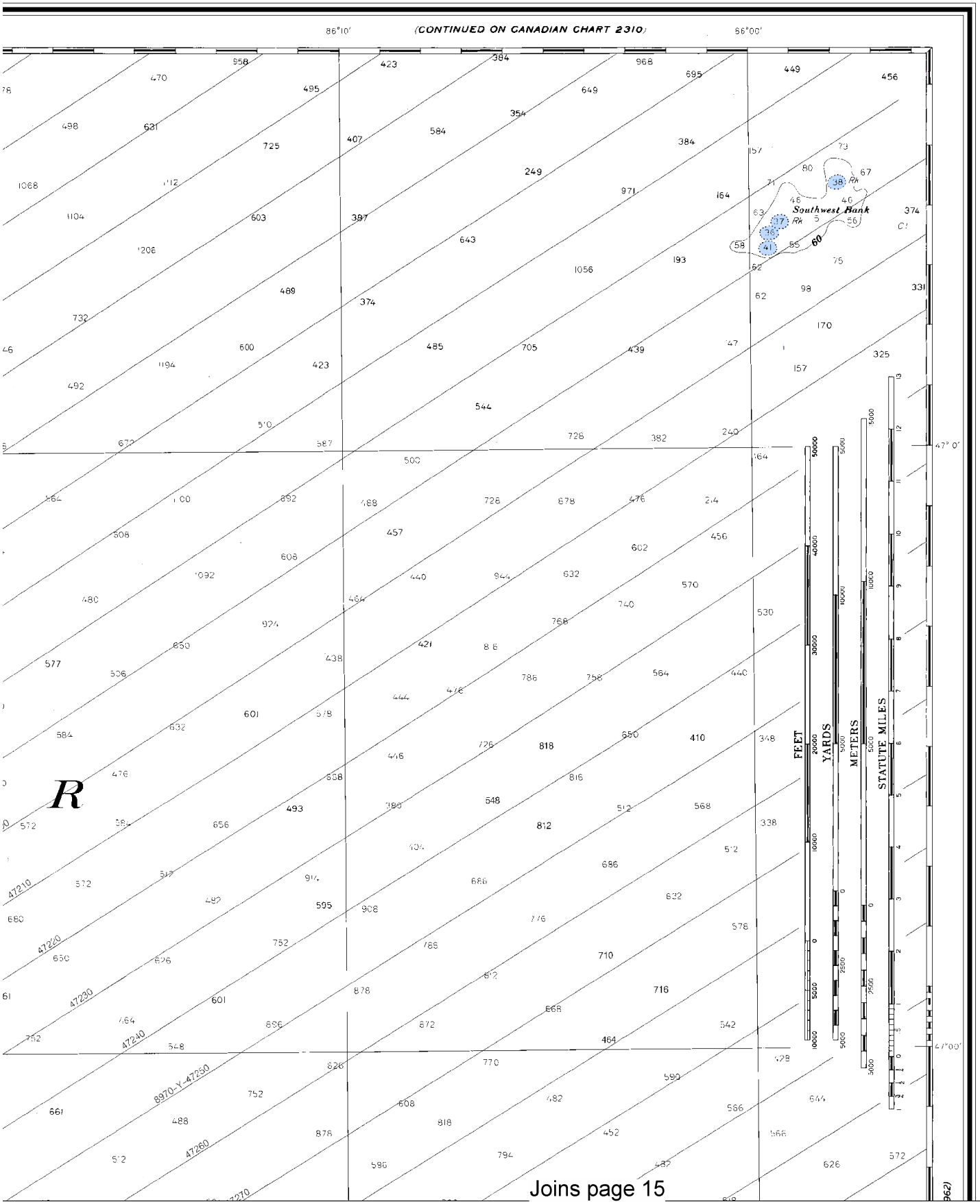
Joins page 13

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.


86°40'
86°30'
86°20'
Latitude and Longitude Plotting Interpolator
8970-Y-47050
8970-Y-47100
8970-Y-47150
8970-Y-47200
47060
47070
47080
47090
47110
47120
47130
47140
47160
47170
47180
47190
P E R I O
Joins page 7
Joins page 14

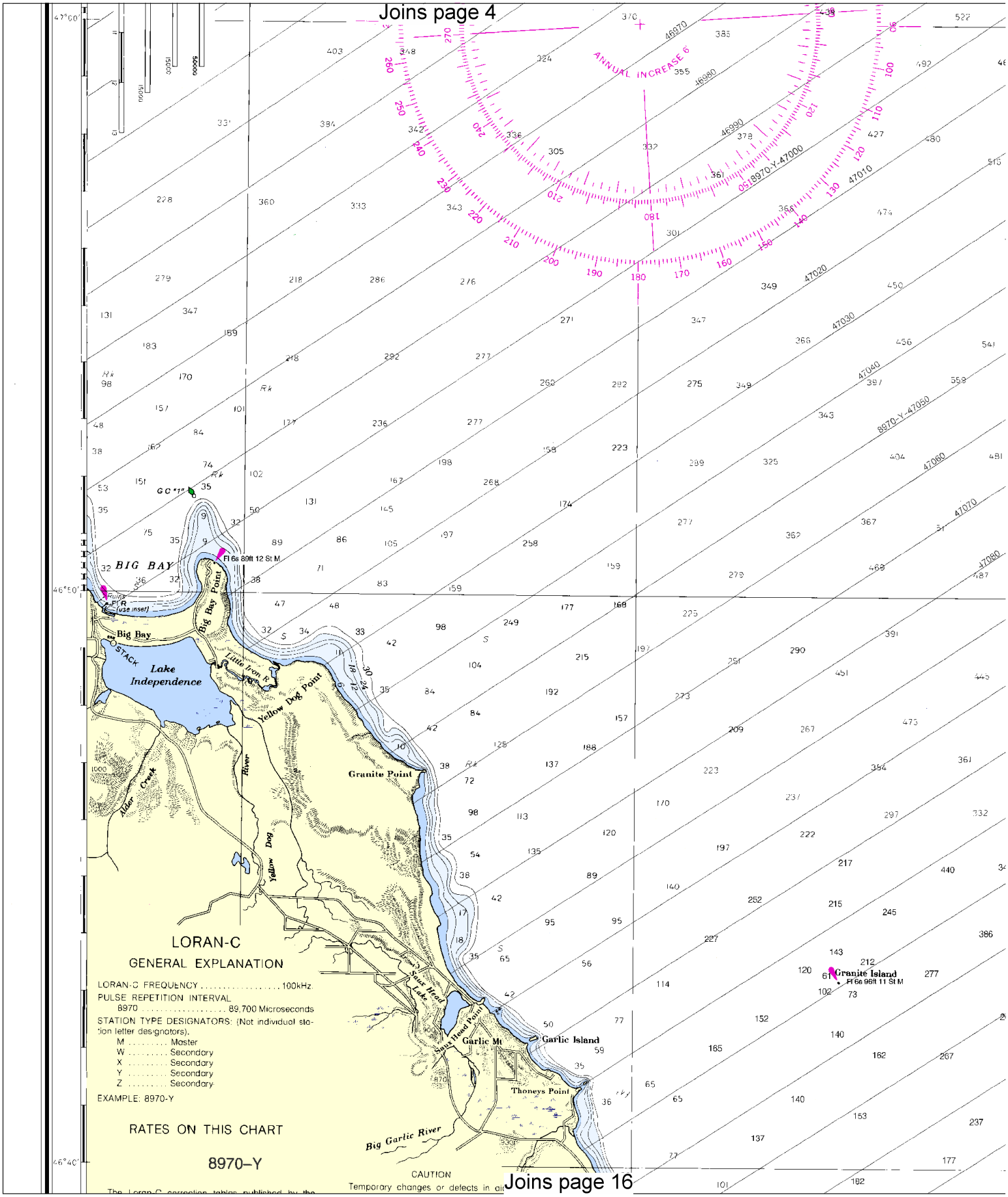
North

SOUNDINGS IN FEET



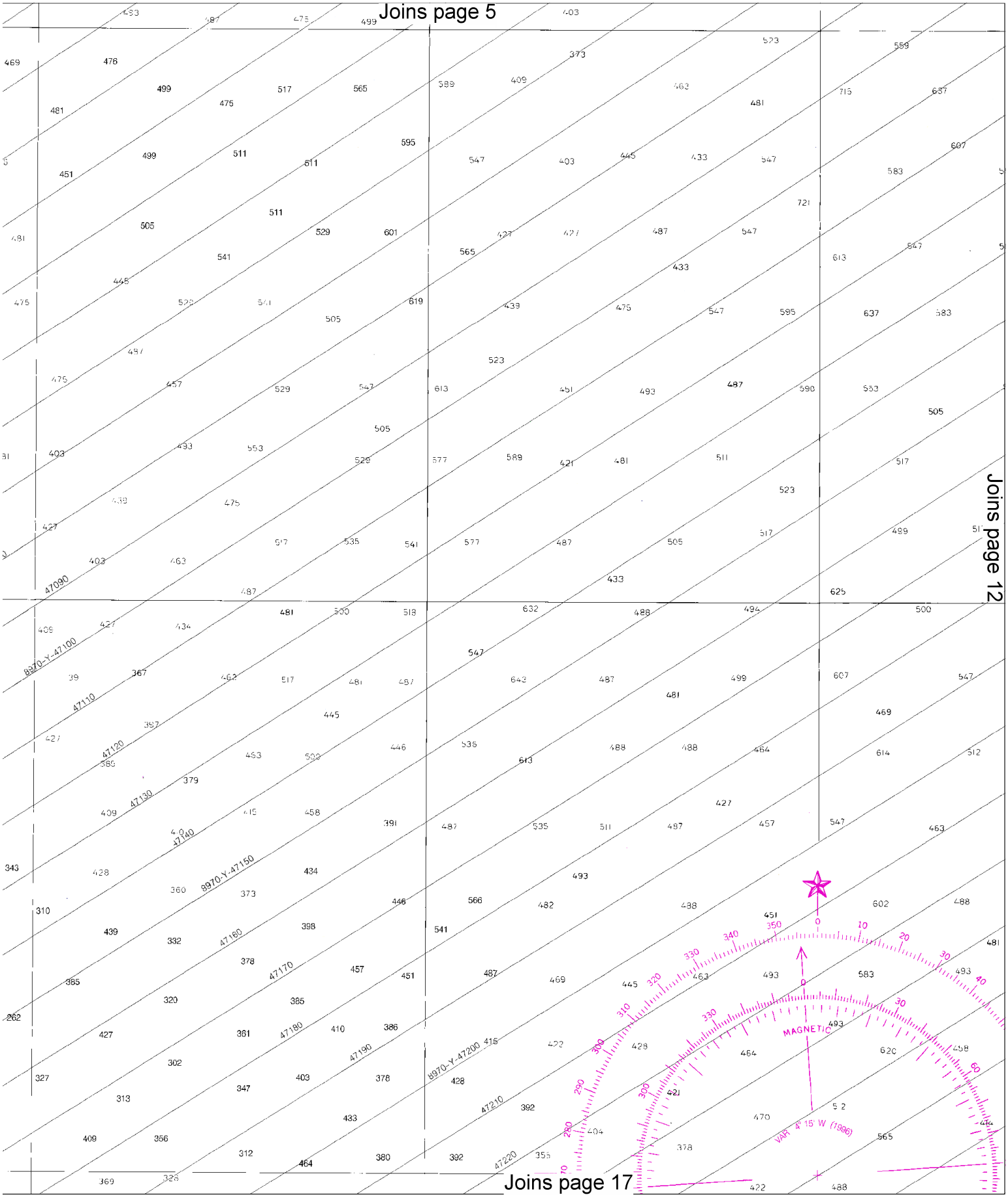
Joins page 15

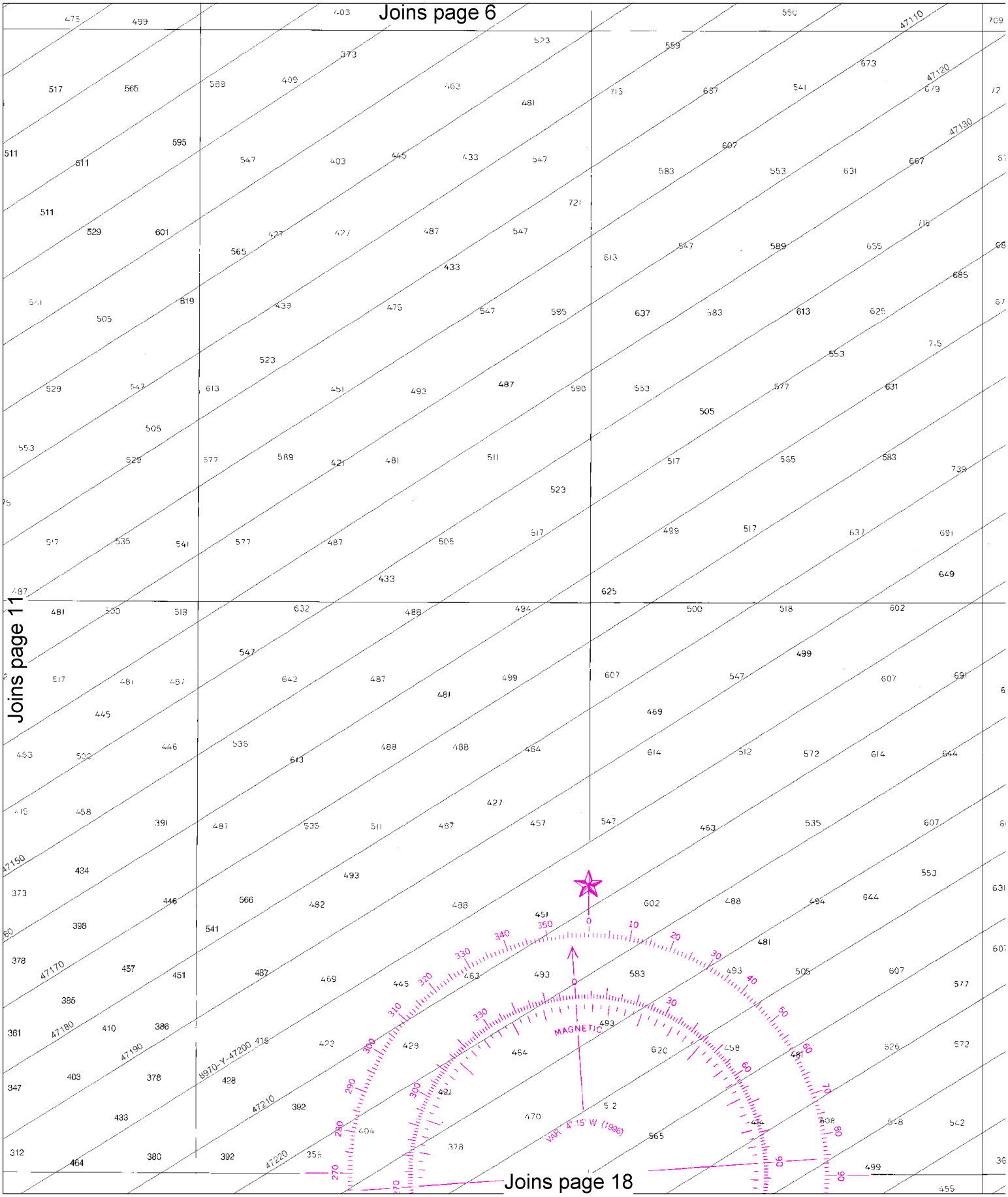
Joins page 4



Joins page 16

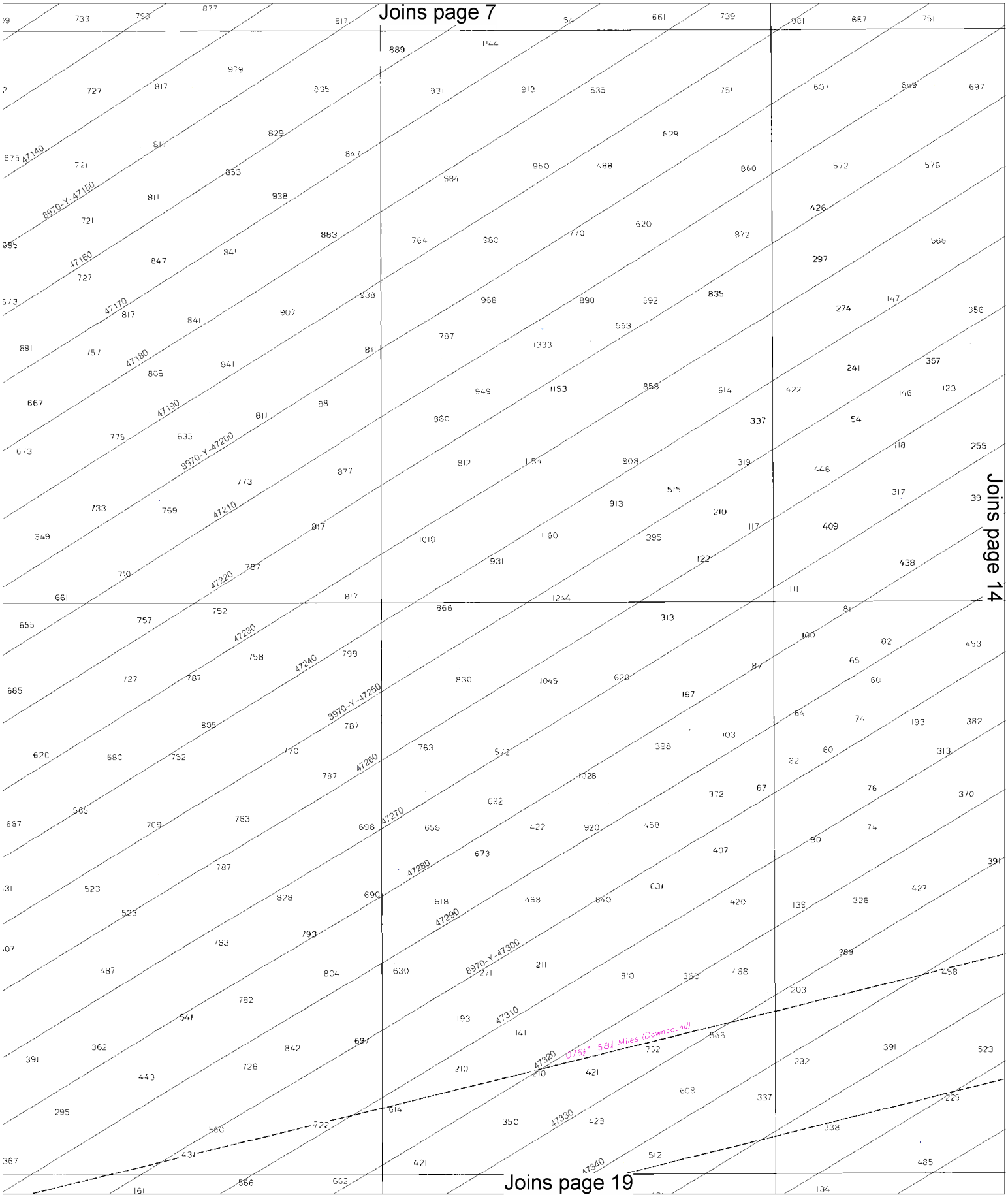
North

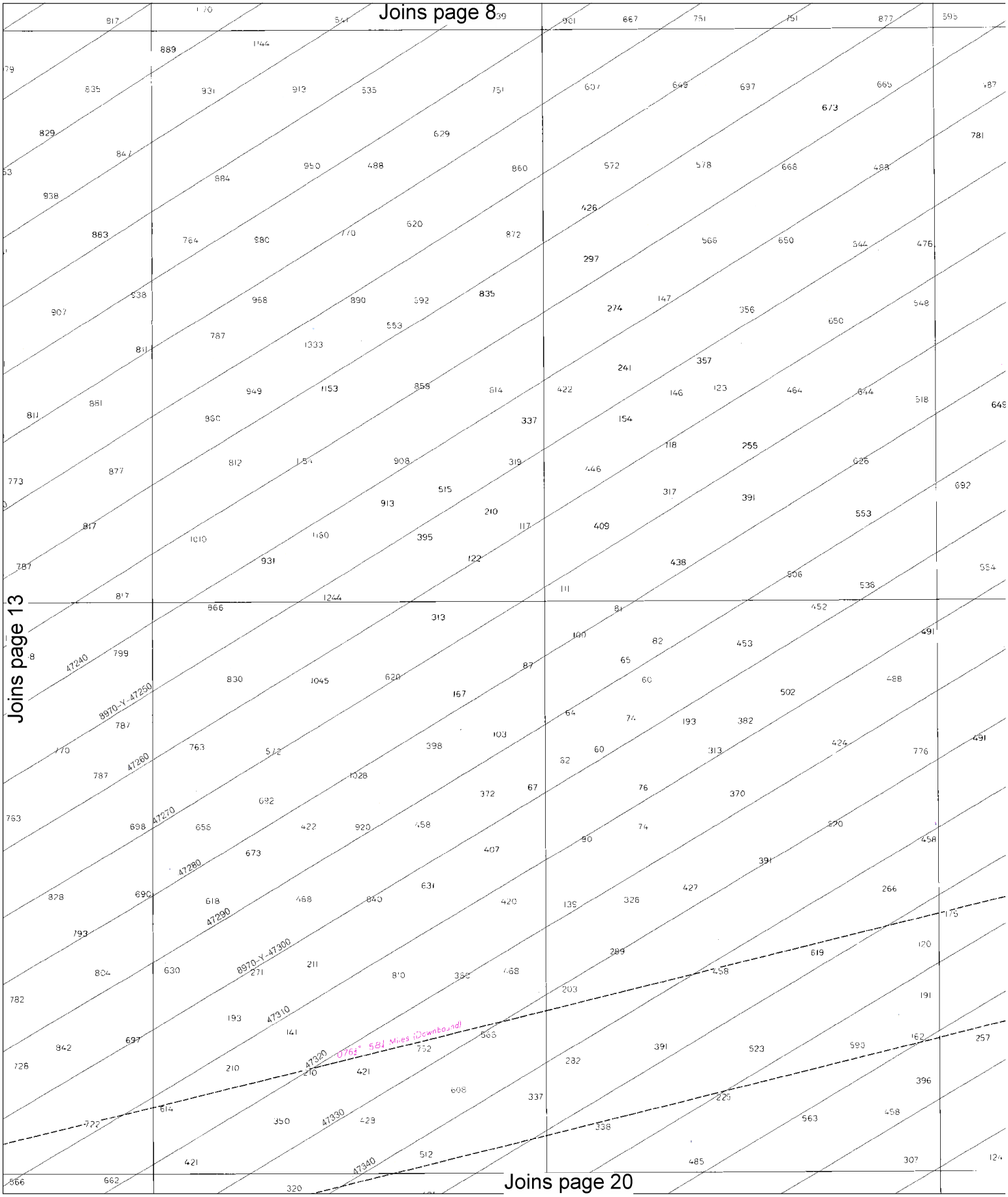

Joins page 5
Joins page 12
Joins page 17
8970-Y-47100
8970-Y-47150
8970-Y-47200
47090
47110
47120
47130
47140
47160
47170
47180
47190
47210
47220
MAGNETIC
VAR. 4° 15' W (1996)


Joins page 6
Joins page 11
Joins page 18
47110
47120
47130
47150
47170
47180
47190
47210
47220
8970-Y-47200
MAGNETIC
VAR 4° 15' W (1996)

12

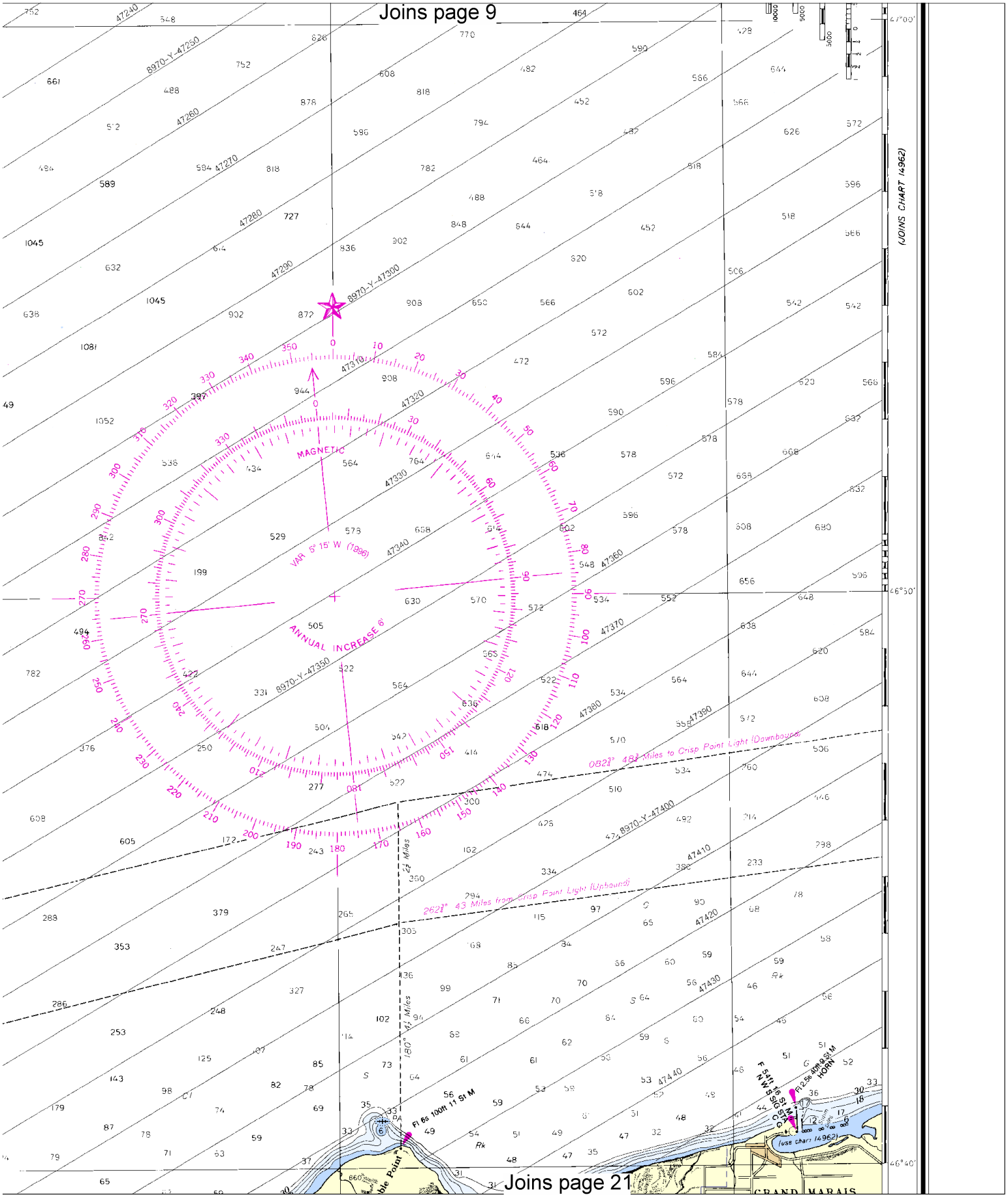
North


Joins page 7
Joins page 14
Joins page 19
8970-Y-47140
8970-Y-47150
8970-Y-47200
8970-Y-47250
8970-Y-47300
47160
47170
47180
47190
47210
47220
47230
47240
47260
47270
47280
47290
47310
47320
47330
47340
0764° 581 Miles (Downbound)


Joins page 8
Joins page 13
Joins page 20
8970-Y-47250
47240
47260
47270
47280
47290
8970-Y-47300
47310
47320
47330
47340
0764° 581 Miles (Downbound)

North

Joins page 9



Joins page 21

Joins page 10

...ion letter designators):
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 8970-Y

RATES ON THIS CHART

8970–Y

The Loran-C correction tables published by the Defense 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 ¼ nautical mile accuracy criteria established by U.S. Coast Guard. Mariners, however, are cautioned not to rely solely on the lattices in inshore waters.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See 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

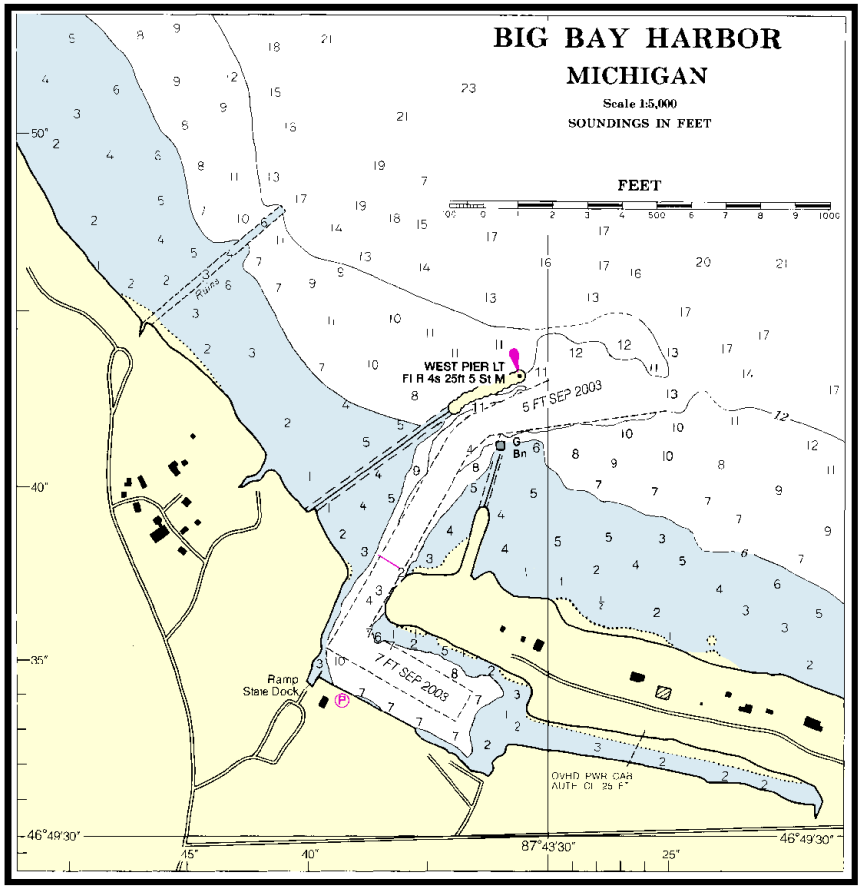
Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

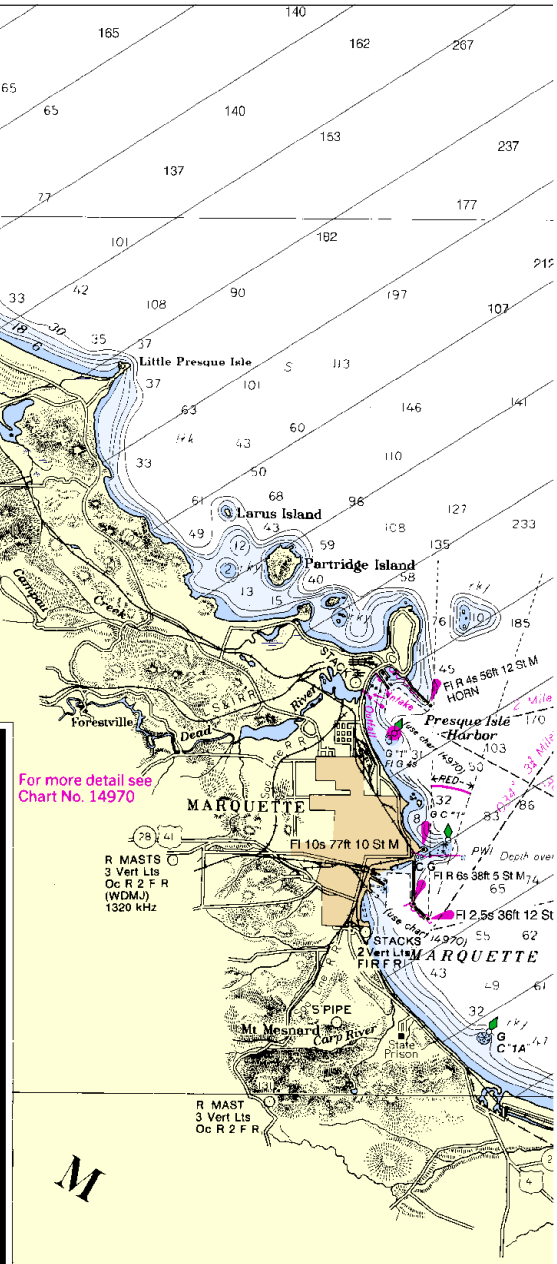
RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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 0.527" southward and 0.776" westward to agree with this chart.





For more detail see Chart No. 14970

CAUTION

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

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.

SUPPLEMENTAL INFORMATION

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

Ⓟ Pump-out facilities

20th Ed., Mar 2/96 ■

14963

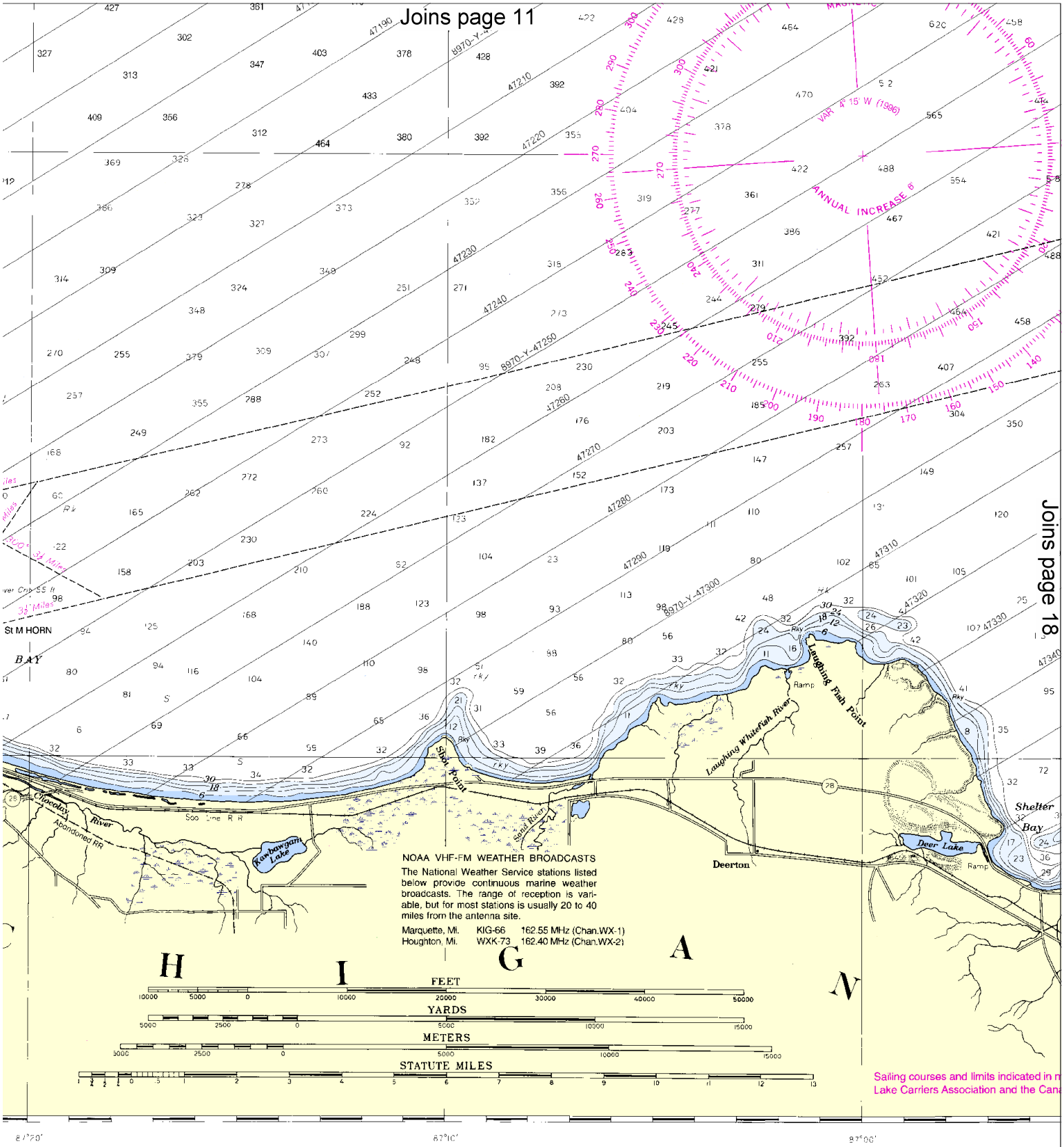
LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, or improving this chart to the Chief, Marine Chart Division (N/CS2), National NOAA, Silver Spring, Maryland 20910 - 3282.

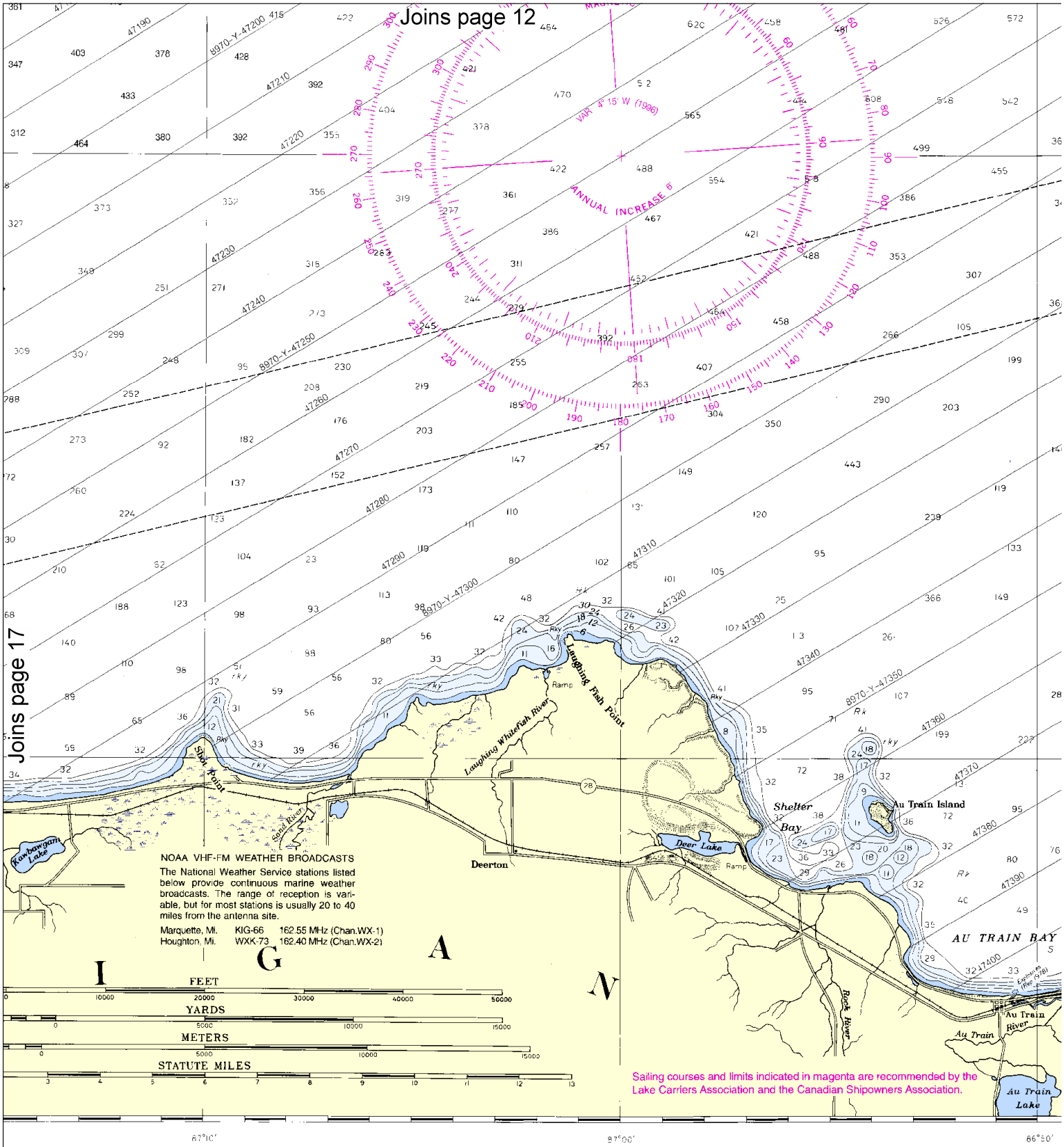
North



SOUNDINGS IN FEET

Joins page 12

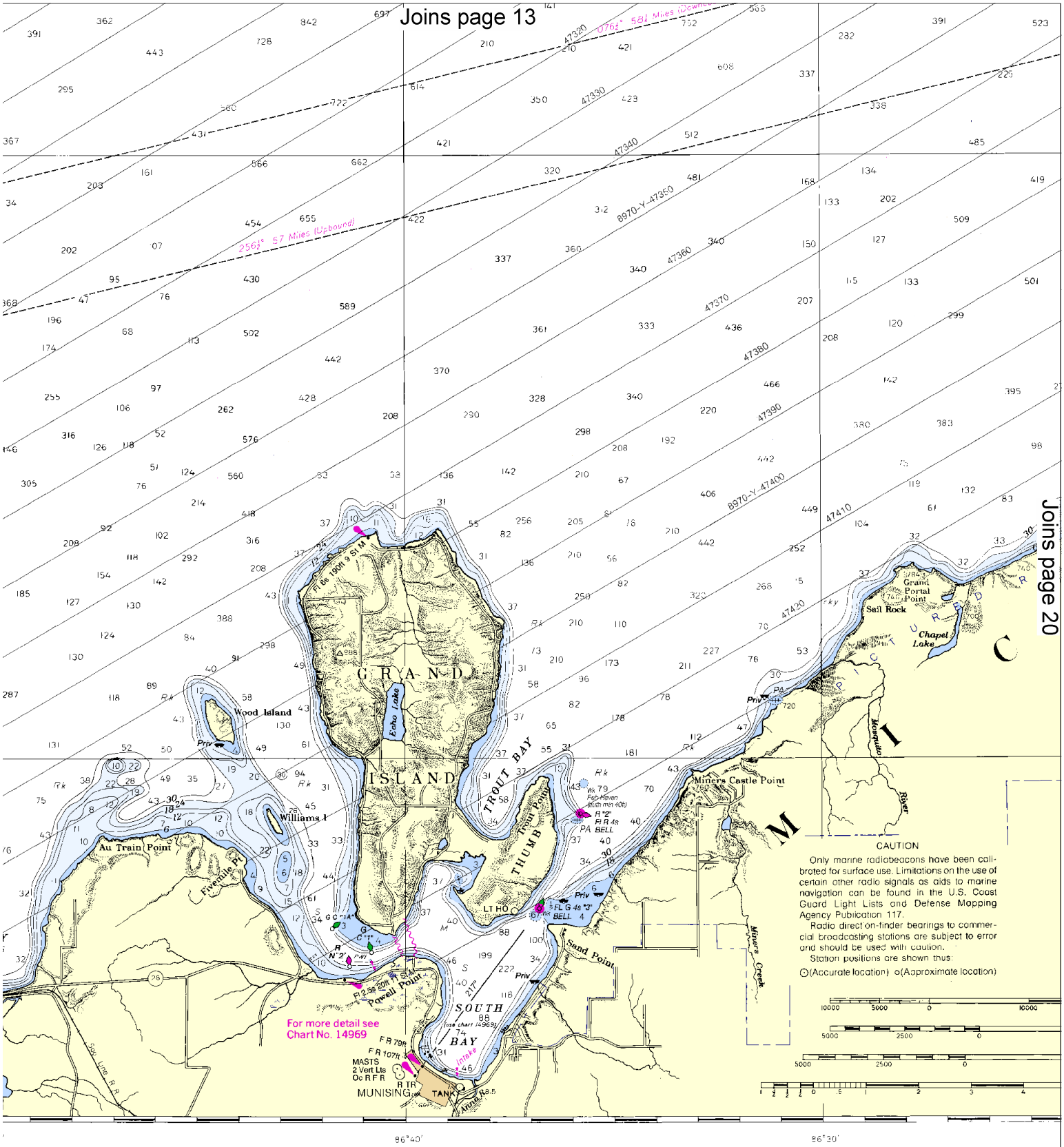
Joins page 17



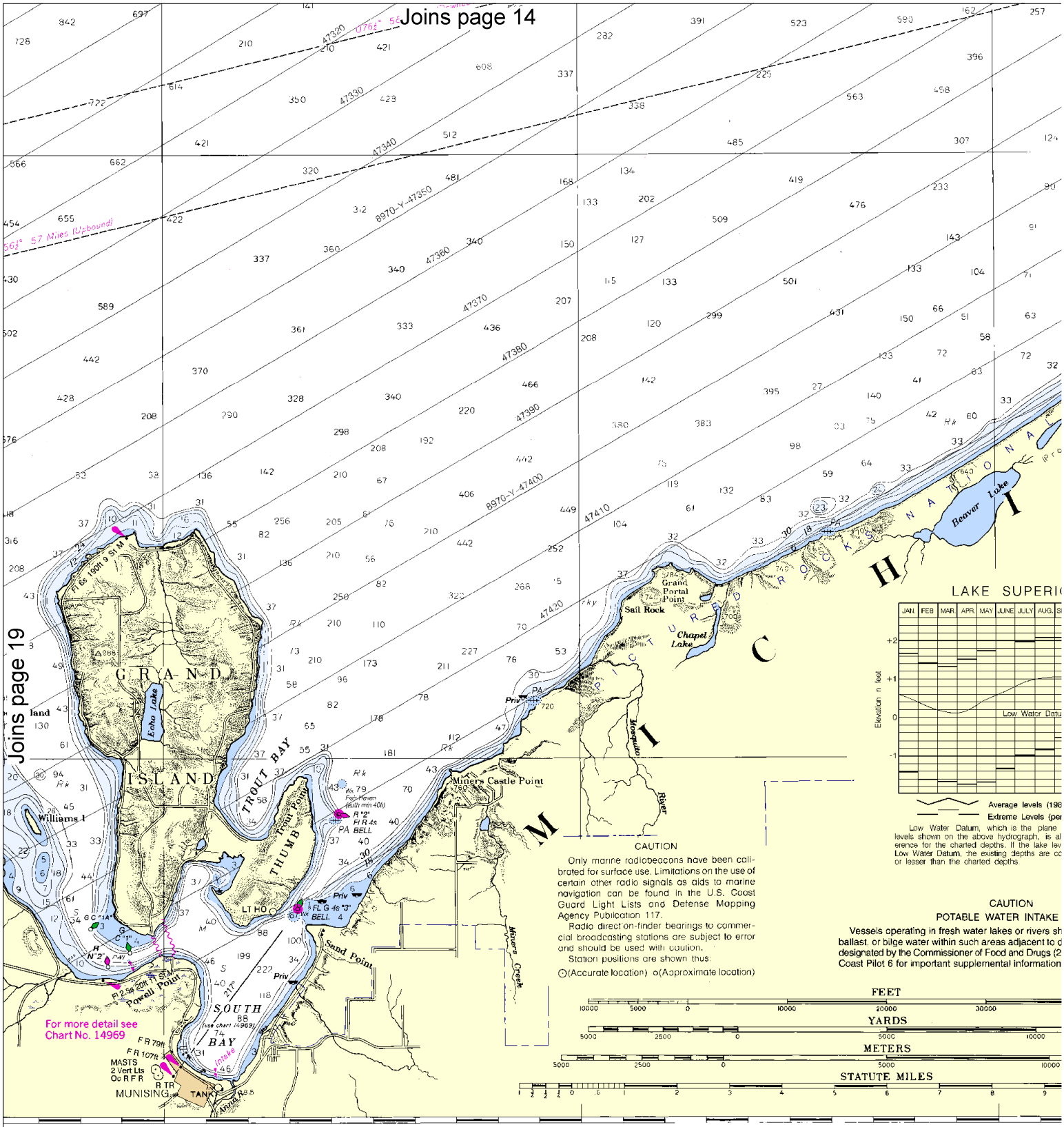
DINGS IN FEET

Published at W
U. S. DEPARTMEN
NATIONAL OCEANIC AND ATI
NATIONAL OC
COAST

North



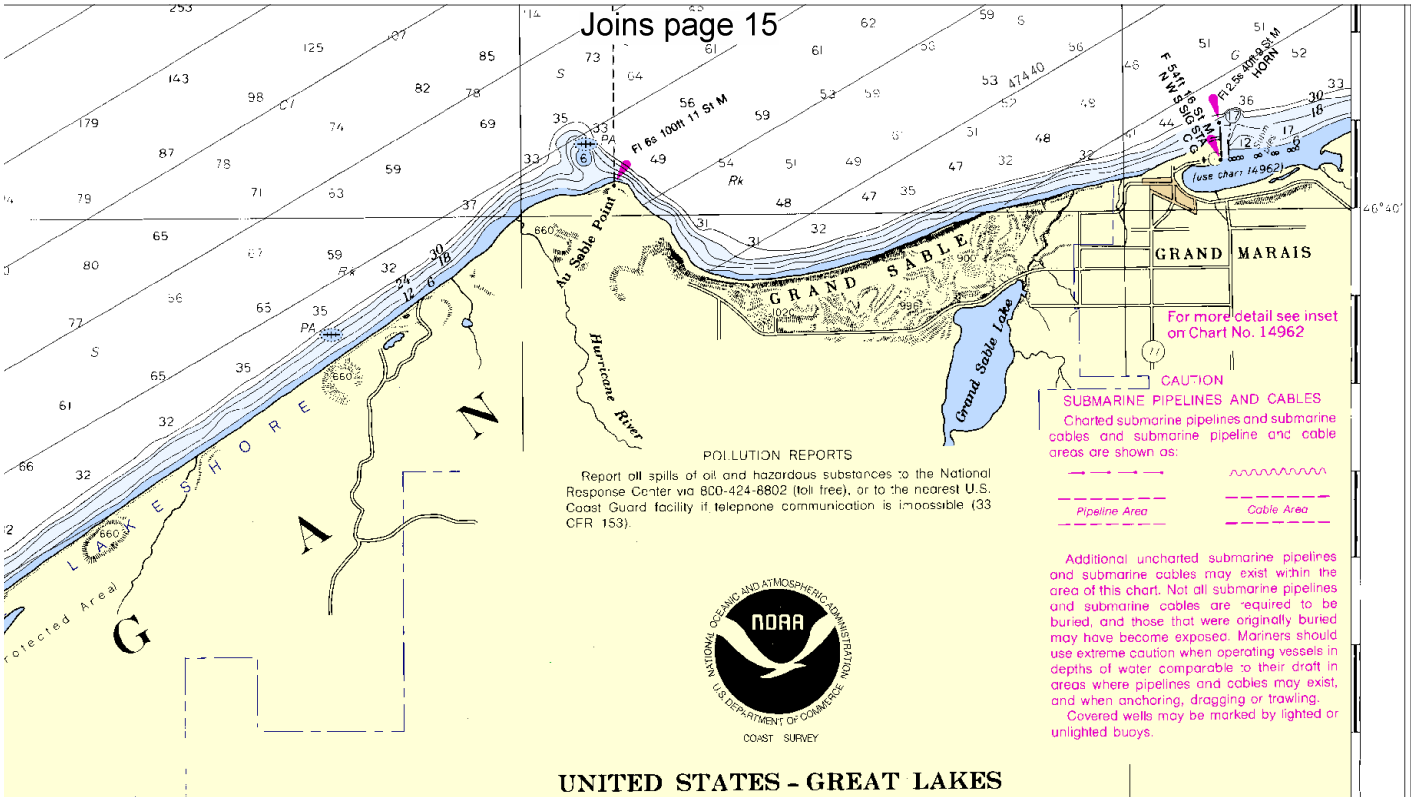
Washington, D. C.
ENT OF COMMERCE
ATMOSPHERIC ADMINISTRATION
OCEAN SERVICE
T SURVEY



FATHOMS	1	2	3	4	5	6	7
FEET	6	12	18	24	30	36	42
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14						

North

Joins page 15



For more detail see inset on Chart No. 14962

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.

POLLUTION REPORTS

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

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES - GREAT LAKES

LAKE SUPERIOR - MICHIGAN

GRAND MARAIS TO BIG BAY POINT

Polyconic Projection
Scale 1:120,000
North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 601.1ft. 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.

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.

ED. NO. 20

DMA STOCK NO. 14XCO14963

(Grand Marais to Big Bay Point)

SOUNDINGS IN FEET - SCALE 1:120,000

14963

LORAN-C OVERPRINTED

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 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (RCC) – 216-902-6117
Coast Guard S & R (Sault Ste Marie) – 906-635-3230

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

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.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.