

# BookletChart™



## Isle Royale

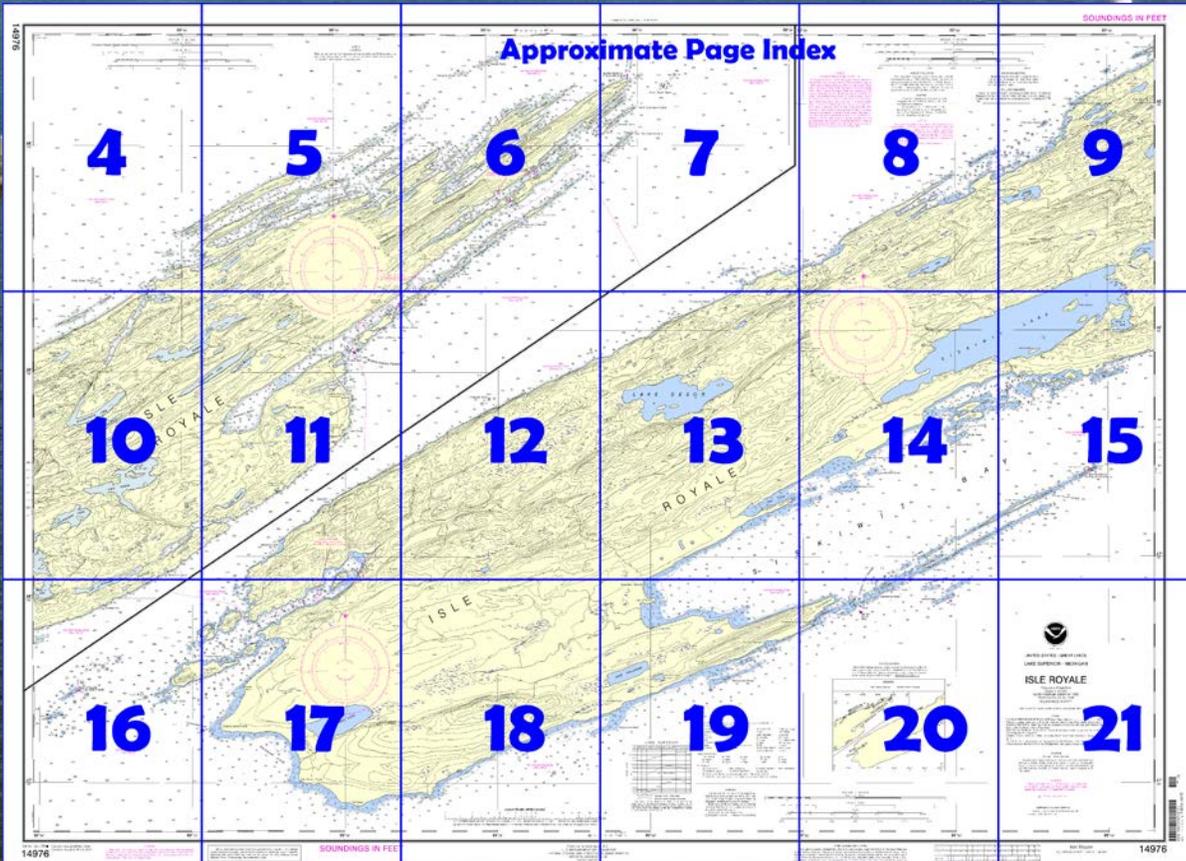
NOAA Chart 14976

*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.

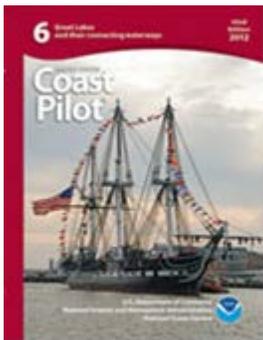
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14976>.



**(Selected Excerpts from Coast Pilot)**

**Isle Royale** is 44 miles long northeast and southwest and has a maximum width near its southwest end of 8.5 miles. The shores of the island have numerous indentations and many detached islets and reefs, almost all with a northeast and southwest trend. Good lees can be found in many bays and channels. Isle Royale and its surrounding islands form **Isle Royale National Park**. The park is retained as much as possible in its natural

state. There are no roads, only trails for hikers. Recreational docks operated by concessions for the National Park Service at Rock Harbor, and at Windigo Ranger Station at Washington

Harbor, offer groceries, gasoline, and water for the convenience of visitors. Small docks, generally in good repair and in sheltered areas, are maintained at the many campsites around the island. Most of them have from 5 to 10 feet at their outer ends. Lights are operated on the docks at Windigo, Rock Harbor, and the Park Service Headquarters dock on Mott Island on the southwest side of Rock Harbor. Complete details regarding the island and its use are available from the Superintendent, Isle Royale National Park, 87 N. Ripley Street, Houghton, MI 49931.

**Caution.**—Designated aircraft landing areas are in Washington Harbor, Rock Harbor, and Tobin Harbor. (See **36 CFR 2.2 and 7.38**, chapter 2, for limits and regulations.)

**Rock of Ages Light** (47°51'59"N., 89°18'53"W.), 130 feet above the water, is shown from a white conical tower on a small islet 3.8 miles west of Cumberland Point, the south-westernmost point of Isle Royale. A reef extends 0.4 mile southwest and 0.1 mile northeast from Rock of Ages. **Fisherman Reef**, 5.5 miles southwest of Rock of Ages Light, has a least depth of 23 feet. Five shoal spots with depths of 7 to 16 feet are from 0.7 to 1.4 miles northeast of the light. Several shoals with depths of 3 to 14 feet are within 1.2 miles S and southwest of the light. The southernmost spot, covered 12 feet, is marked on the west side by a buoy. An 11-foot spot is 0.3 mile southeast of the light.

**Grace Harbor** and **Washington Harbor**, at the southwest end of Isle Royale, have good holding ground and provide protection from all winds except southwest winds in Grace Harbor. Grace Harbor is enclosed on the south by **Cumberland Point** and on the north by a line of islands, of which **Washington Island** is the largest and **Grace Island** the easternmost. The islands separate Grace Harbor from the outer part of Washington Harbor. A rock, covered 2 feet and marked by a buoy, is on the outer edge of the shoals off Cumberland Point. Several shoals and small islands extend west from Washington Island. The outermost are a 2-foot spot 0.7 mile southwest and an 18-foot spot 1.1 miles west-southwest. A narrow 20-foot channel marked by buoys leads between the east end of Washington Island and **Booth Island** north to Washington Harbor. The north side of the outer part of Washington Harbor is enclosed by **Johns Island** and **Thompson Island**. Shoal spots of 3 to 11 feet extend 0.5 mile southwest from Johns Island, the westernmost, and a detached 13-foot shoal is 0.2 mile southeast of the island. The entrance to Washington Harbor is 0.3 mile wide between Washington Island and the shoals southwest of Johns Island. A narrow deep channel leads between Thompson Island and Isle Royale into the harbor. A private daybeacon marks the northeast side of Thompson Island, and a private buoy marks a sunken wreck on the east side of the channel. A small islet and a 3-foot shoal are 0.2 mile north of Grace Island.

The inner part of Washington Harbor extends 3.3 miles into the shoreline of Isle Royale. **Beaver Island** is near the east end of the harbor and may be passed by small craft on either side. A rock awash is off the north shore of the harbor, 0.25 mile west of the southwest end of Beaver Island. A wharf is at Windigo Ranger Station at the head of the harbor. Gasoline, diesel fuel, water, and sewage pump-out facilities are available. A small store is nearby.

**Gull Islands** are 3.5 miles northeast of Passage Island. A shoal covered 2 feet is 0.5 mile south of the islands, and a group of detached rocky spots, covered 7 to 12 feet, is 0.7 to 2.5 miles northwest of the islands.

**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**

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:

○ (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 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.

**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.

**HORIZONTAL DATUM**

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

**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).

**SOURCE DIAGRAM**

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

**POLLUTION REPORTS**

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

**CAUTION**

**POTABLE WATER INTAKE**

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

**NOTE B**

**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.

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

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

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

**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.

**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

**Bottom characteristics:**

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

**Miscellaneous:**

AUIH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

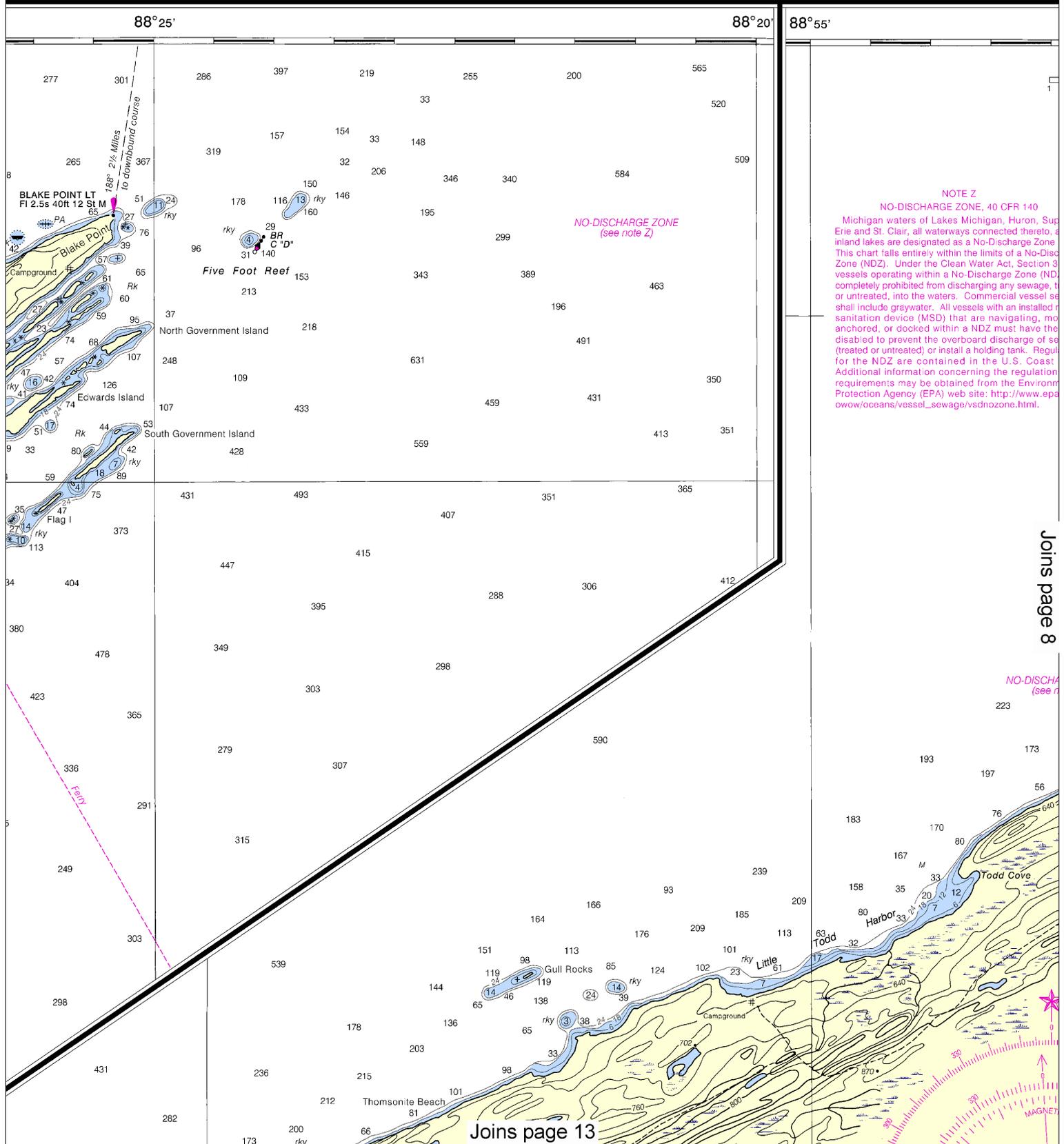
⚓ Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.









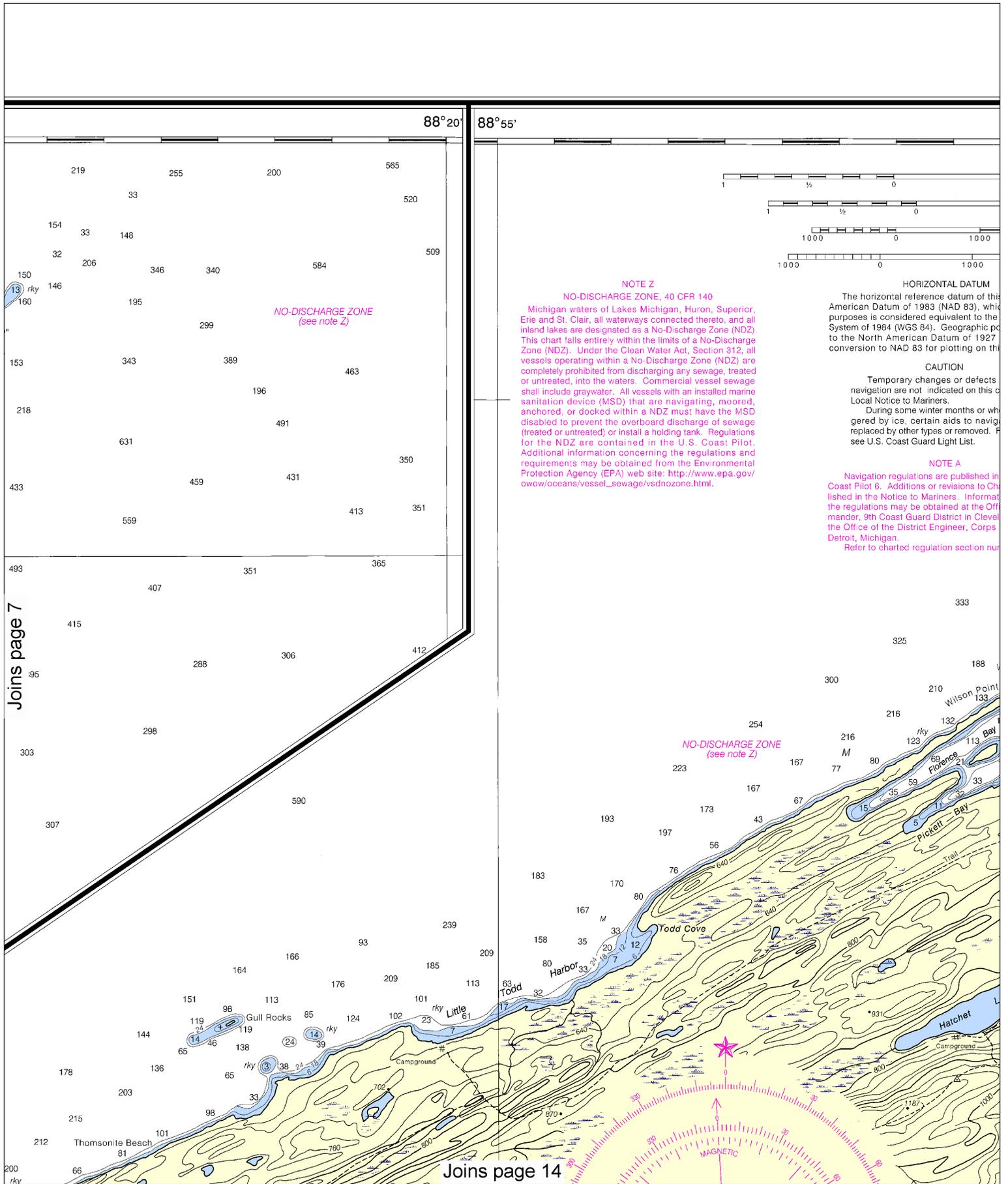
**NOTE Z**  
**NO-DISCHARGE ZONE, 40 CFR 140**  
 Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 303, vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, toilet or untreated, into the waters. Commercial vessels shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, motored, anchored, or docked within a NDZ must have the device disabled or 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 Guard's Additional information concerning the regulation requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/oceans/vessel\\_sewage/vsdnozone.html](http://www.epa.gov/oceans/vessel_sewage/vsdnozone.html).

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NO-DISCHARGE ZONE (see note Z)

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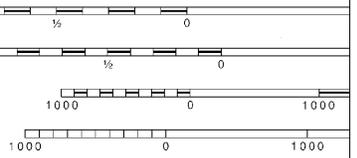




Joins page 7

Joins page 14

**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).



**HORIZONTAL DATUM**  
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**CAUTION**  
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**NOTE A**  
 Navigation regulations are published in the U.S. Coast Pilot. Additions or revisions to the regulations may be obtained at the Office of the District Engineer, Corps of Engineers, Detroit, Michigan. Refer to charted regulation section number.

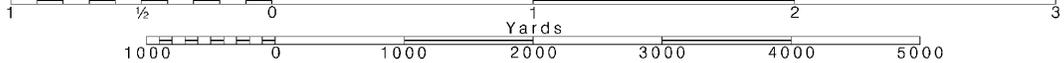


Note: Chart grid lines are aligned with true north.

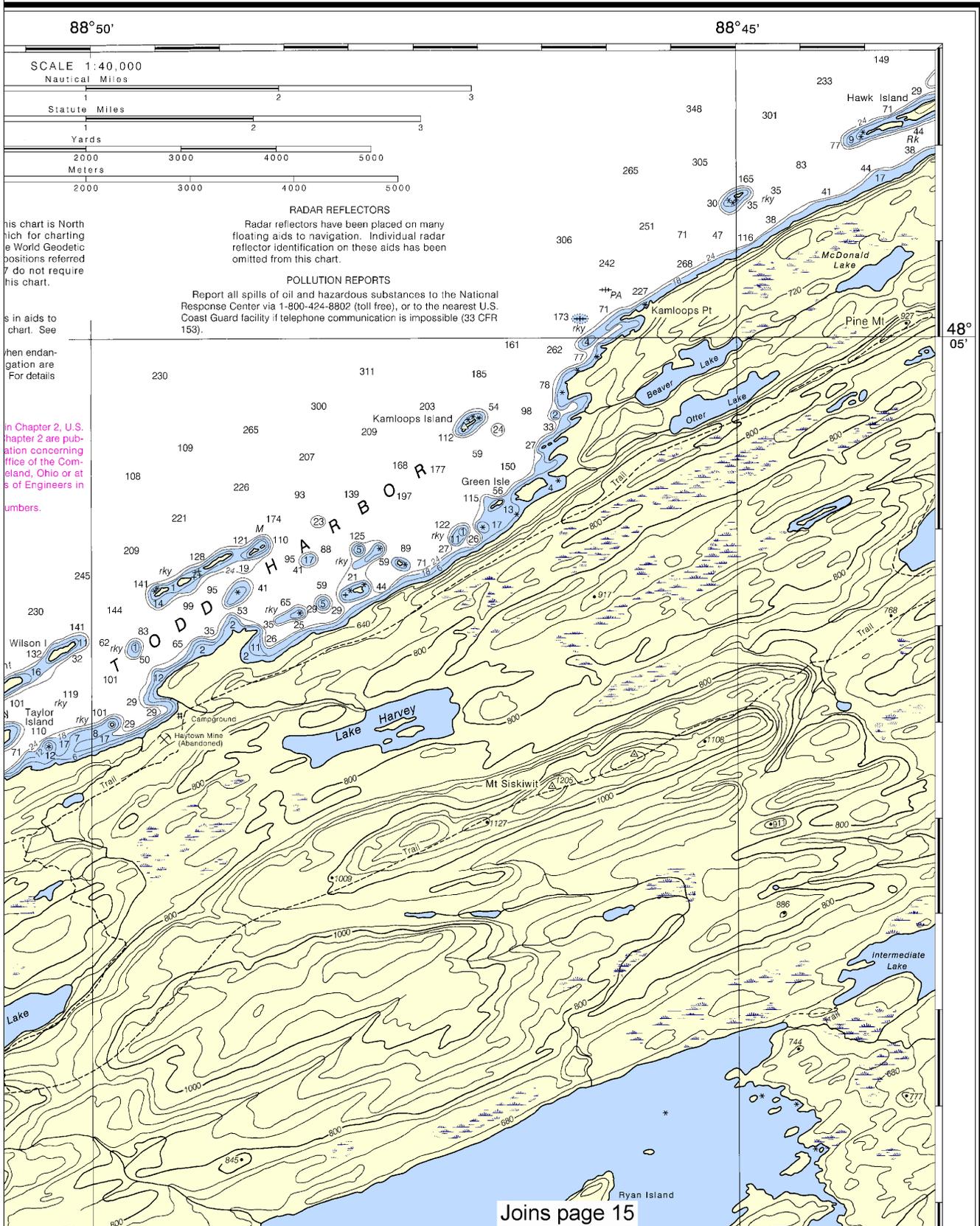
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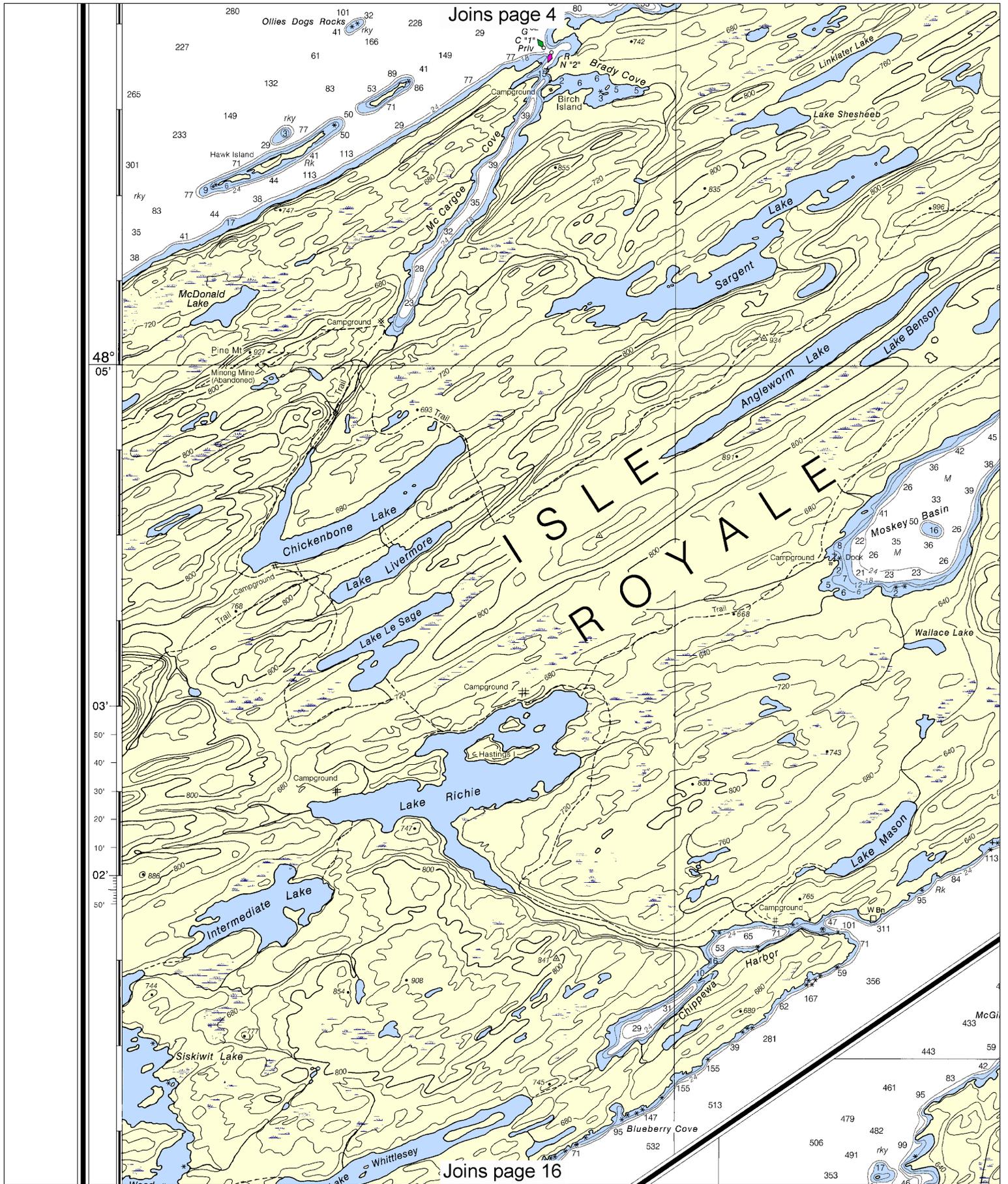
SCALE 1:40,000  
 Nautical Miles

See Note on page 5.



# SOUNDINGS IN FEET





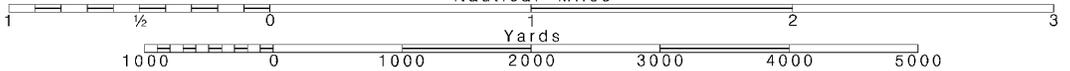
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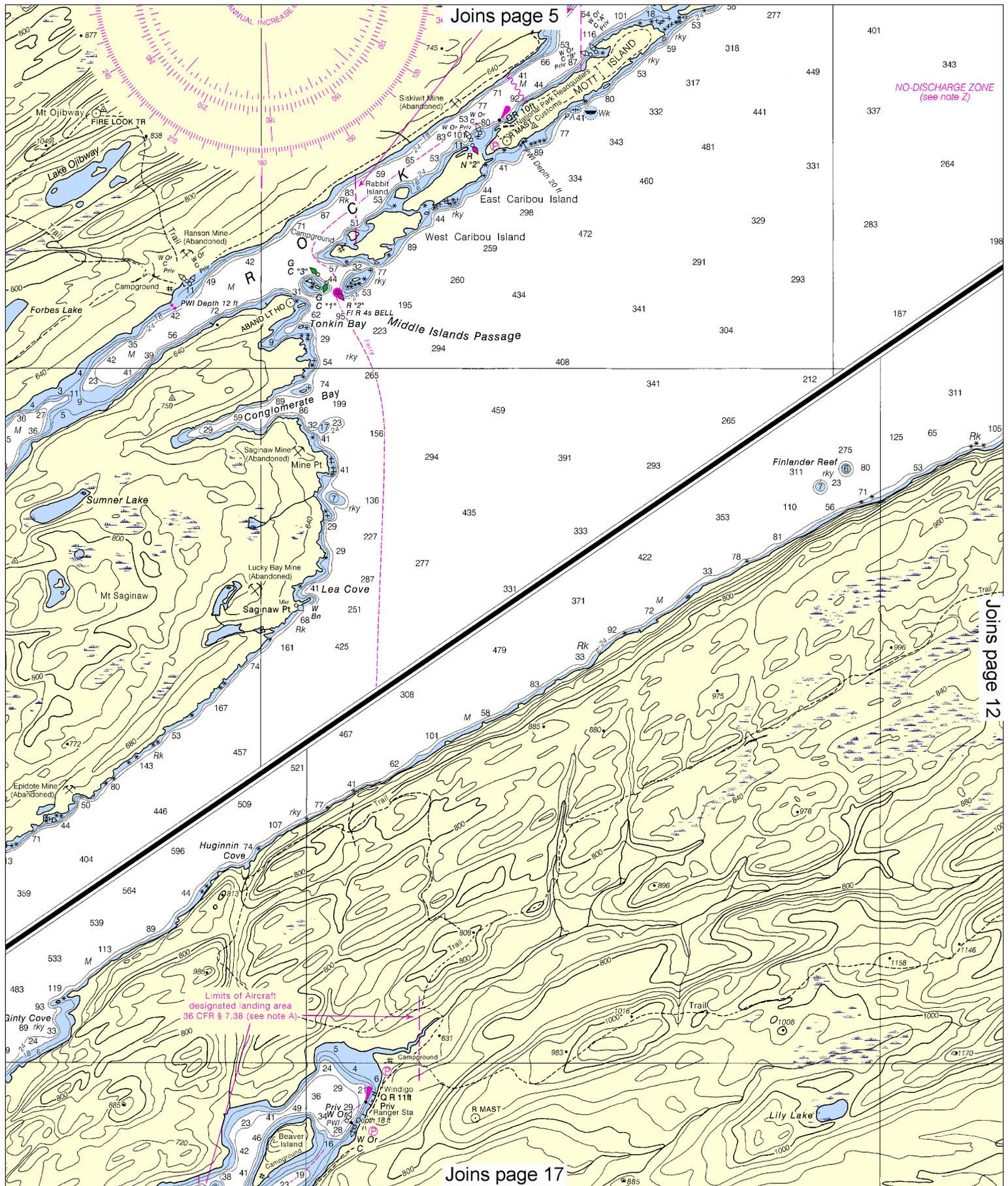
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





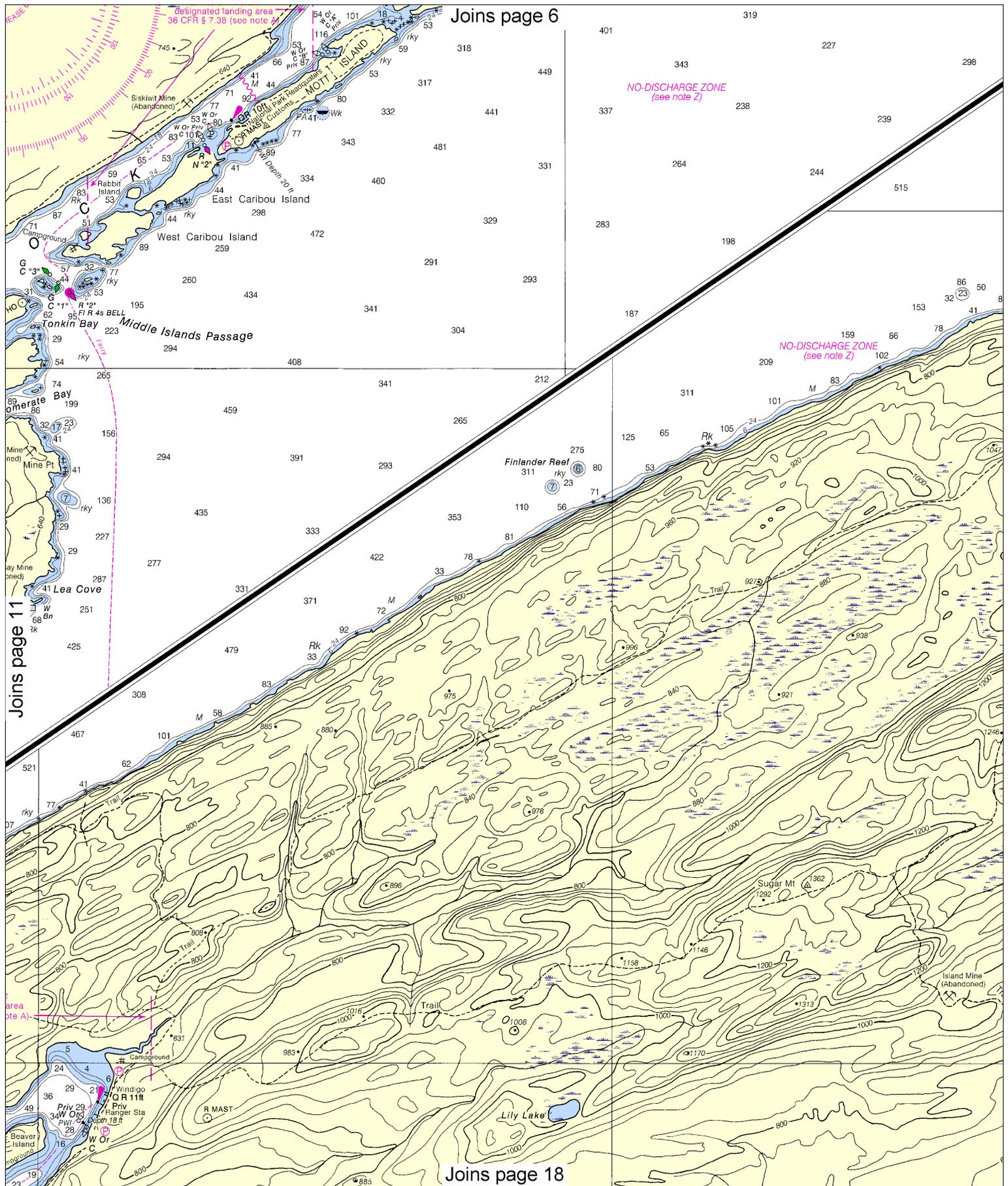
Joins page 5

NO-DISCHARGE ZONE  
(see note Z)

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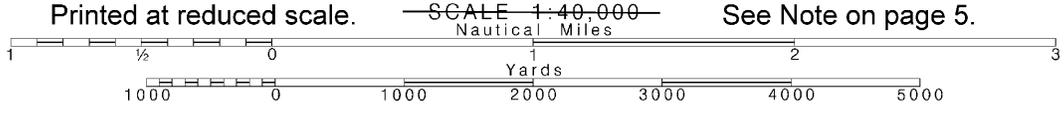
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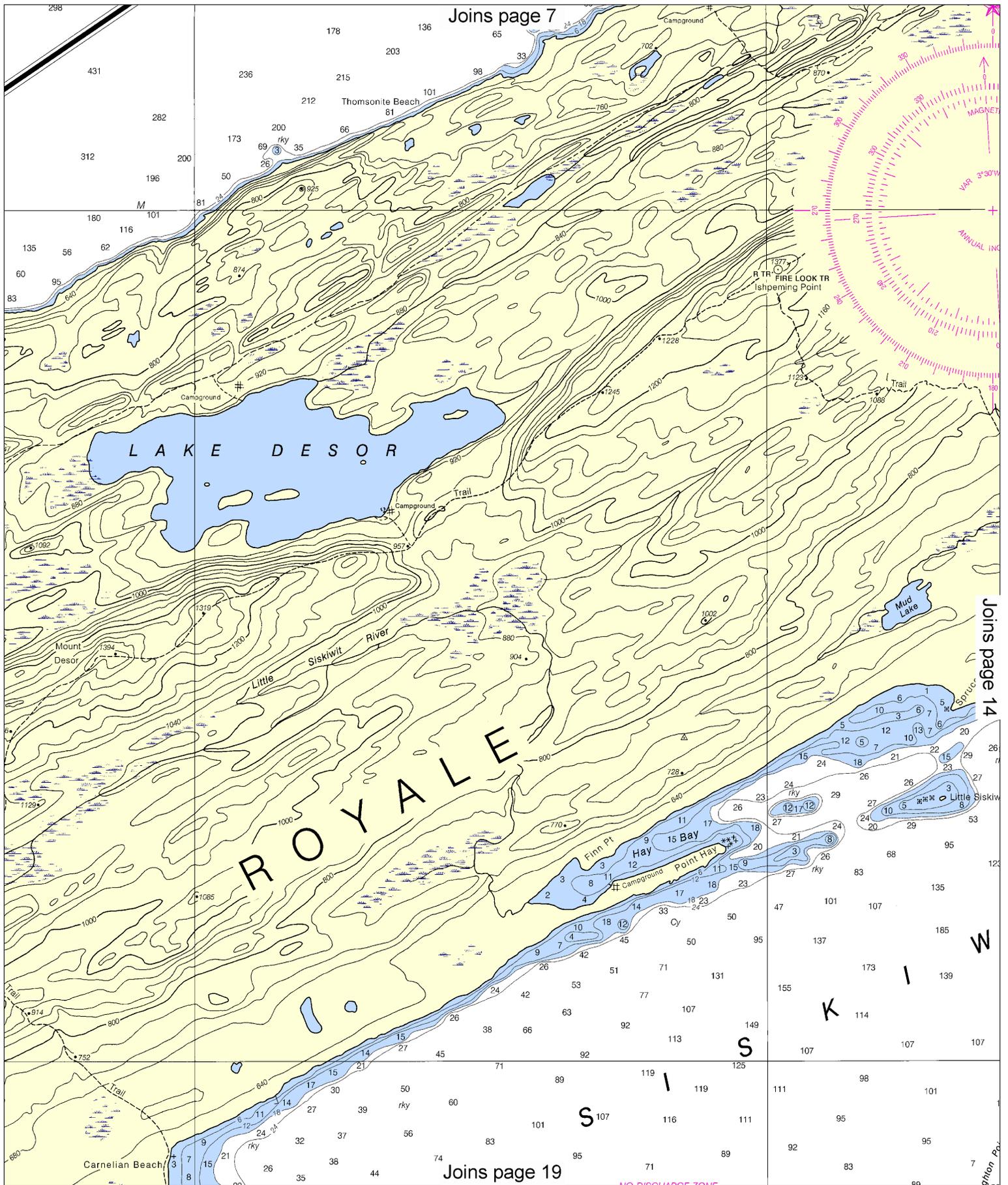
Limits of Aircraft  
designated landing area  
36 CFR § 7.38 (see note A)

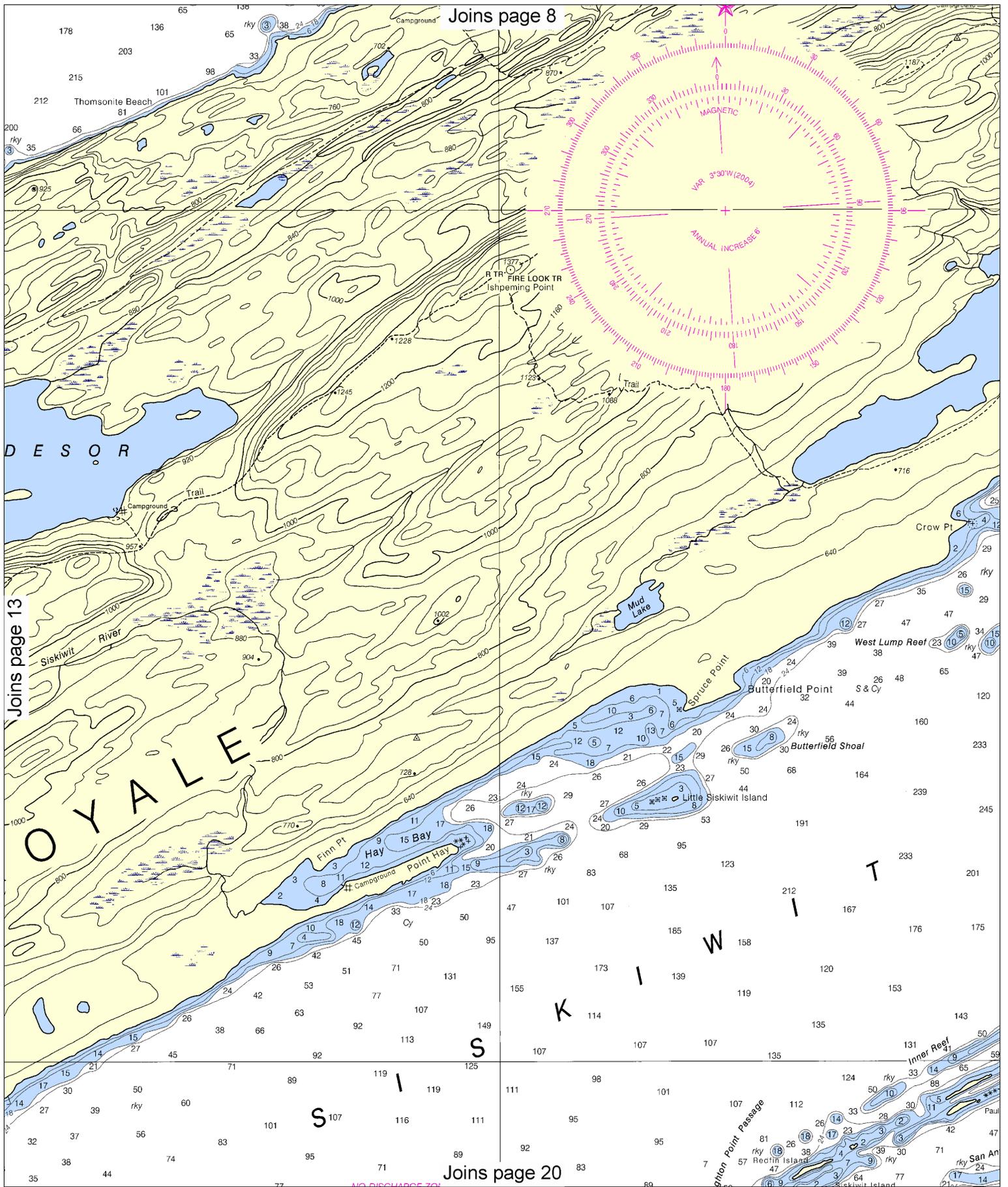


12

Note: Chart grid lines are aligned with true north.







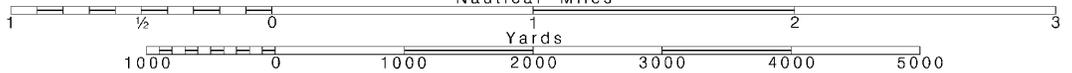
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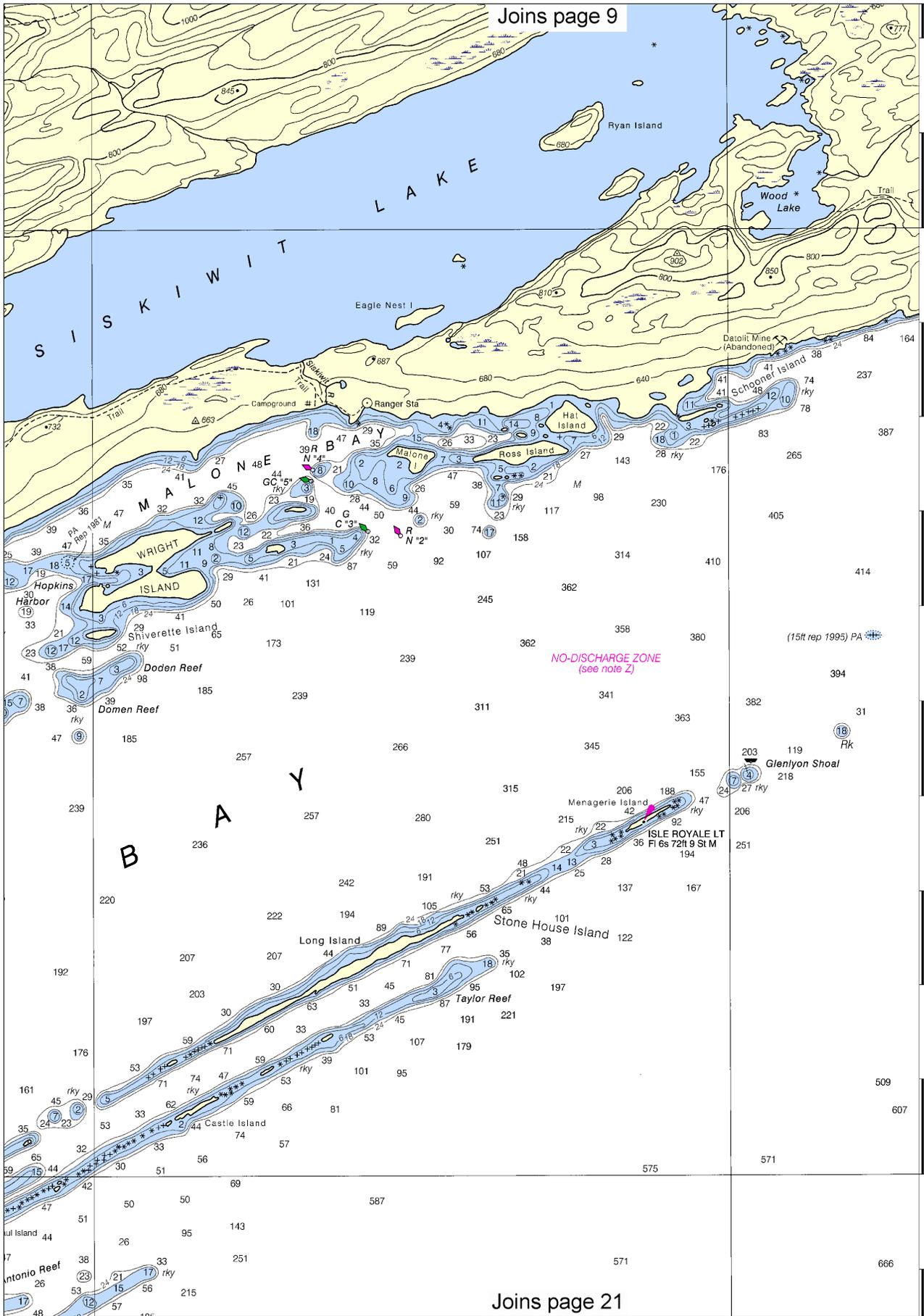
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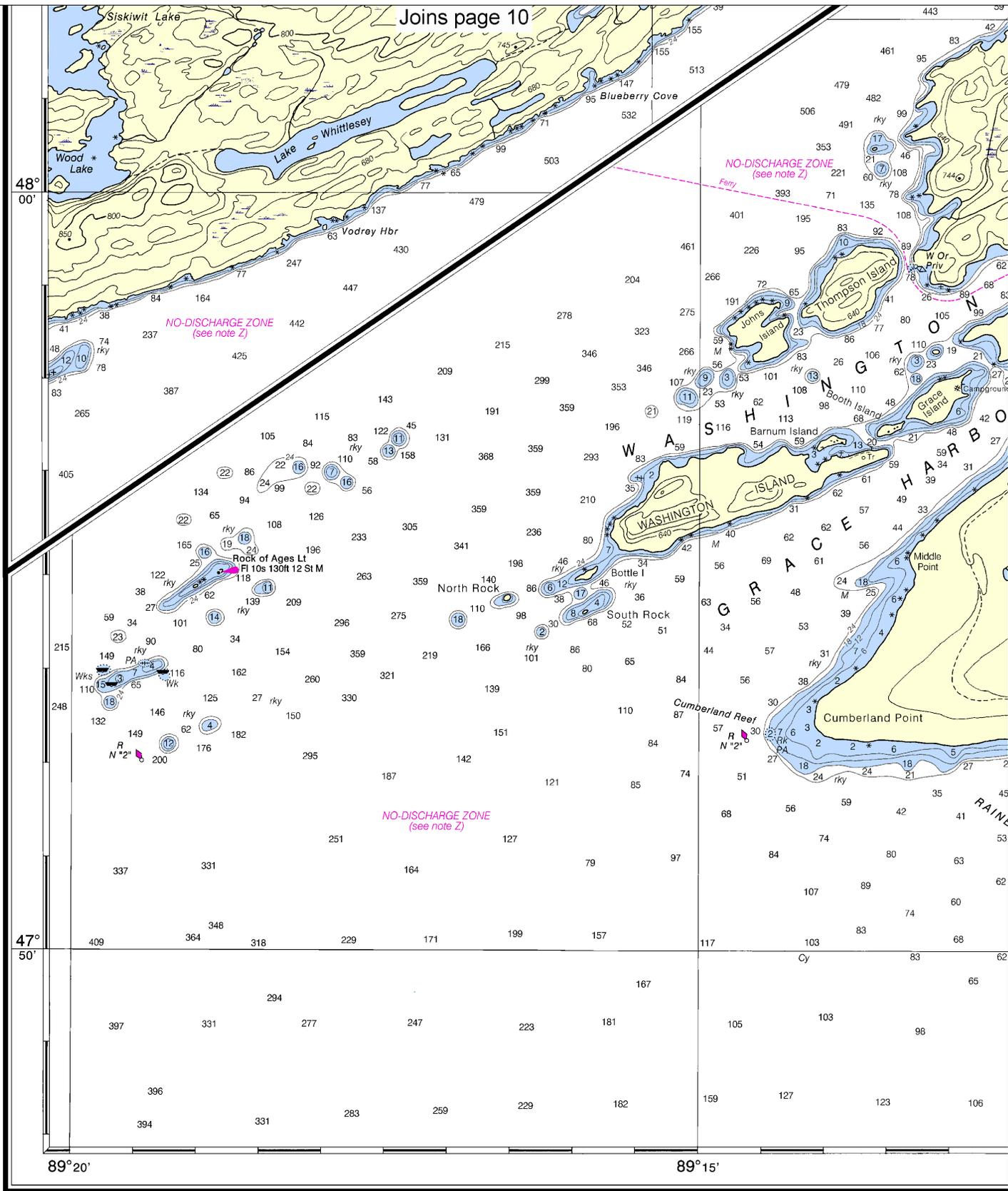
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







18th Ed., Nov./04 ■ Corrected through NM Nov. 6/04  
 Corrected through LNM Oct. 26/04

**14976**

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safety of life at sea. The U.S. Coast Guard and the U.S. Navy encourage users to submit corrections, improving this chart to the Chief, Marine Chart Division Service, NOAA, Silver Spring, Maryland 20910-3282.

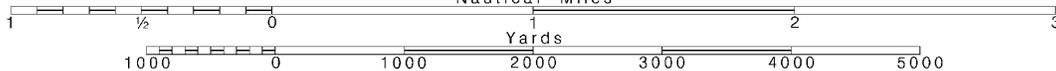
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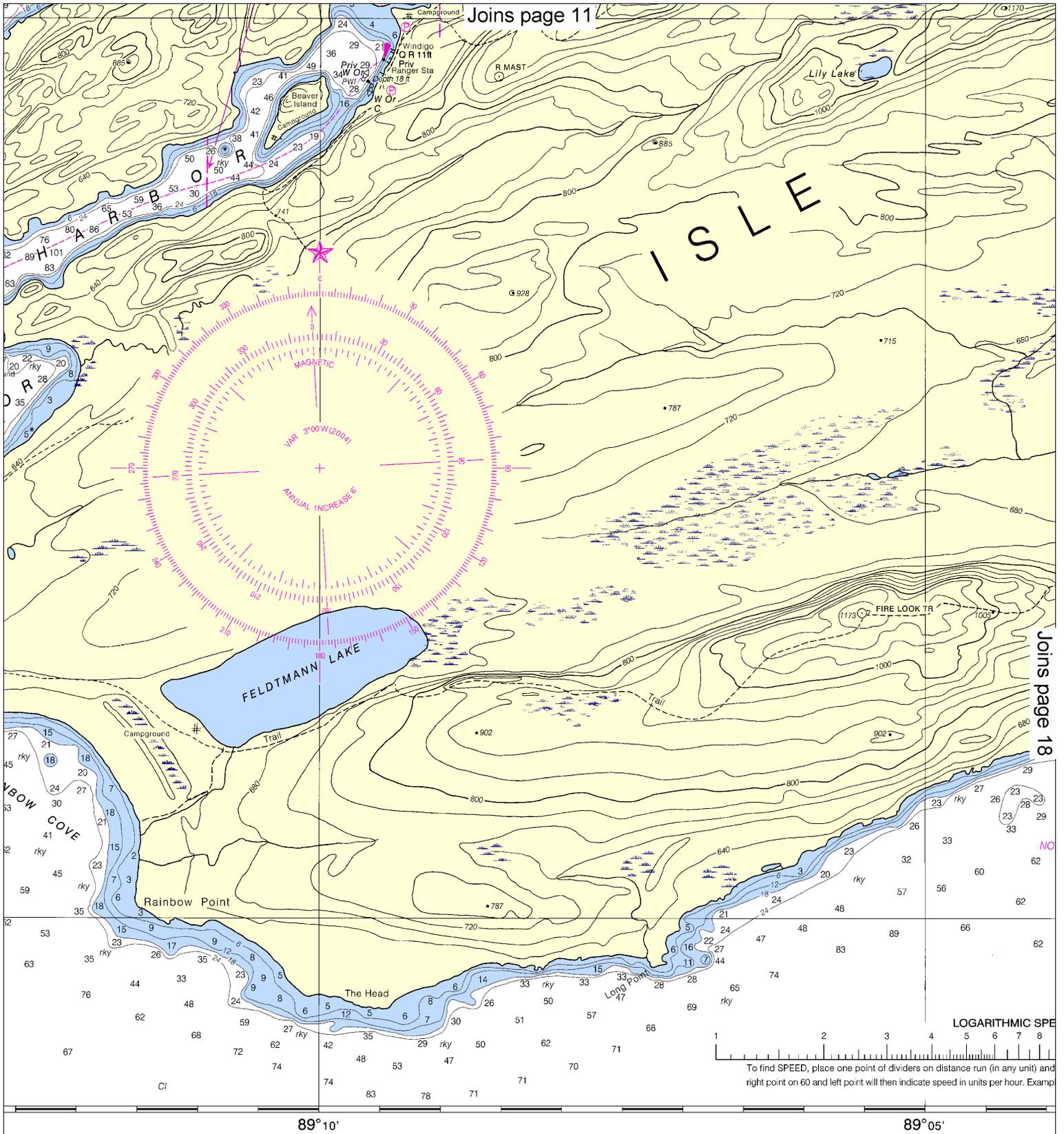
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

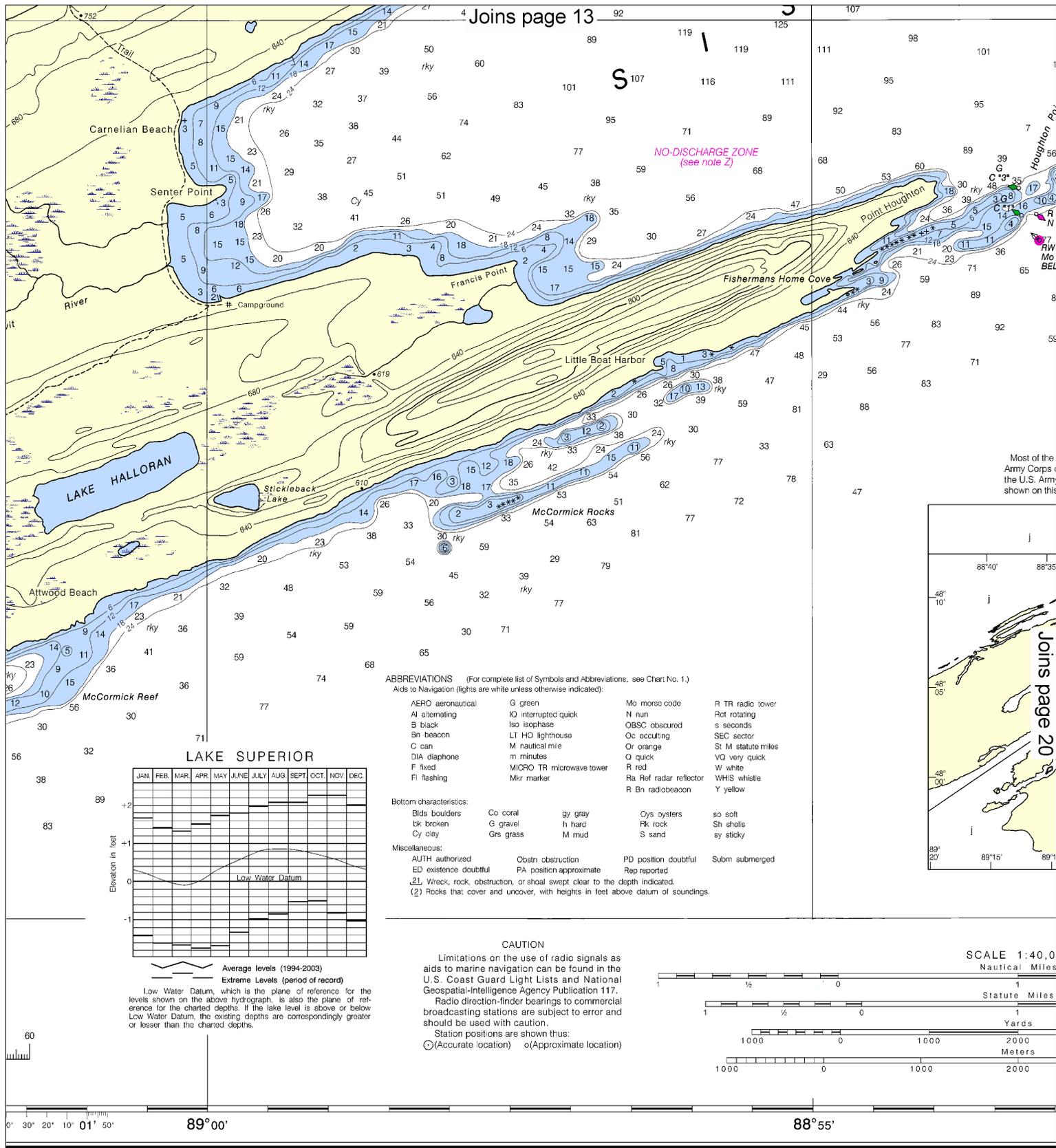




For safe navigation. The National Ocean Service provides this information for informational purposes only. For more information, visit [www.noaa.gov](http://www.noaa.gov).

## SOUNDINGS IN FEET





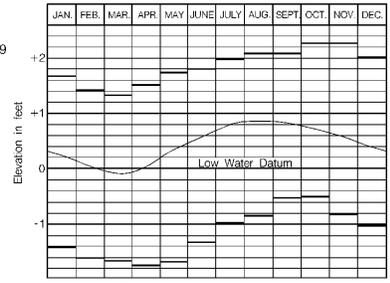
NO-DISCHARGE ZONE  
(see note Z)

Most of the  
Army Corps of  
the U.S. Army  
shown on this

**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

- |                   |                          |                        |                    |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green                  | Mo morse code          | R TR radio tower   |
| Al alternating    | IQ interrupted quick     | N nun                  | Rot rotating       |
| B black           | ISO isophase             | OBSC obscured          | s seconds          |
| Bn beacon         | LT HO lighthouse         | Oc occulting           | SEC sector         |
| C can             | M nautical mile          | Or orange              | St M statute miles |
| DIA diaphone      | m minutes                | Q quick                | VQ very quick      |
| F fixed           | MICRO TR microwave tower | R red                  | W white            |
| Fl flashing       | Mkr marker               | Ra Ref radar reflector | WHIS whistle       |
|                   |                          | R Bn radiobeacon       | Y yellow           |
- Bottom characteristics:
- |               |           |         |             |           |
|---------------|-----------|---------|-------------|-----------|
| Blds boulders | Co coral  | gy gray | Oys oysters | so soft   |
| bk broken     | G gravel  | h hard  | Rk rock     | Sh shells |
| Cy clay       | Grs grass | M mud   | S sand      | sy sticky |
- Miscellaneous:
- |                       |                         |                      |                |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized       | Obstrn obstruction      | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported         |                |
- ①L Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
② Rocks that cover and uncover, with heights in feet above datum of soundings.

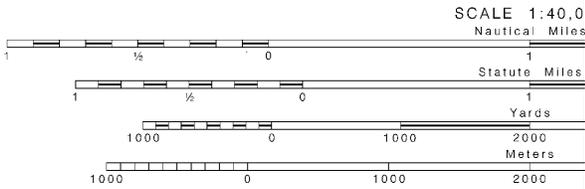
**LAKE SUPERIOR**



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

**CAUTION**

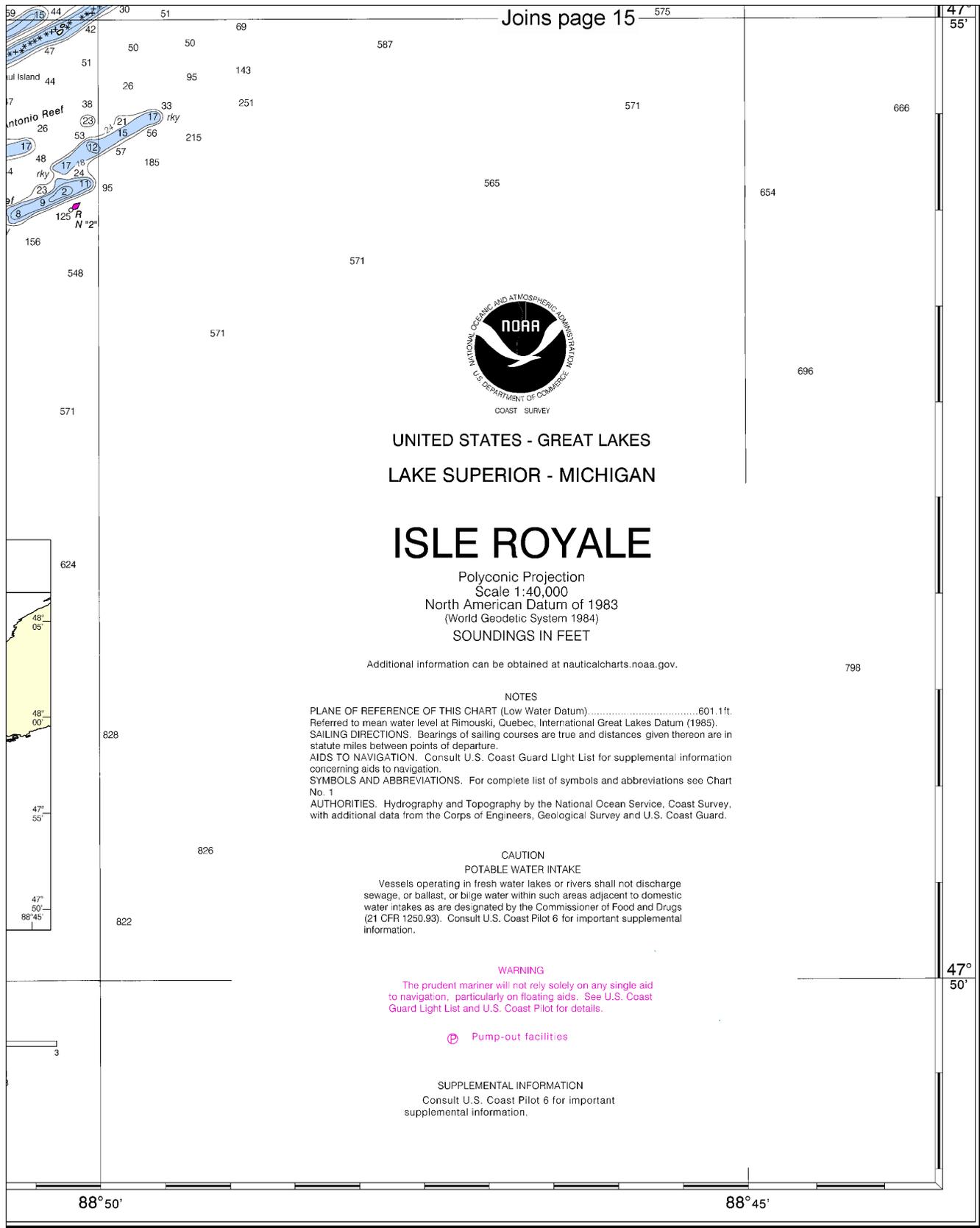
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○ (Accurate location) ◊ (Approximate location)



U.S. DEPARTMENT OF  
COMMERCE  
NATIONAL OCEANIC AND  
ATMOSPHERIC ADMINISTRATION  
WASHINGTON, D.C.

PRINT-ON-DEMAND CHART  
NOAA and its partner, OceanGrafix, offer this chart updated and critical corrections. Charts are printed when ordered using Editions are available 5-8 weeks before their release as tradition about Print-on-Demand charts or contact NOAA at 1-800-58 help@NauticalCharts.gov, or OceanGrafix at 1-877-56C help@OceanGrafix.com.





UNITED STATES - GREAT LAKES  
LAKE SUPERIOR - MICHIGAN

# ISLE ROYALE

Polyconic Projection  
Scale 1:40,000  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FEET

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

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  
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.

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

SUPPLEMENTAL INFORMATION

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



47° 50'

47° 55'

88° 50'

88° 45'

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Isle Royale  
SOUNDINGS IN FEET - SCALE 1:40,000

# 14976





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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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

