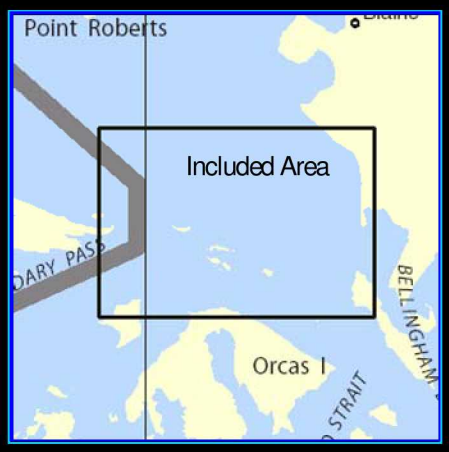
BookletChart™

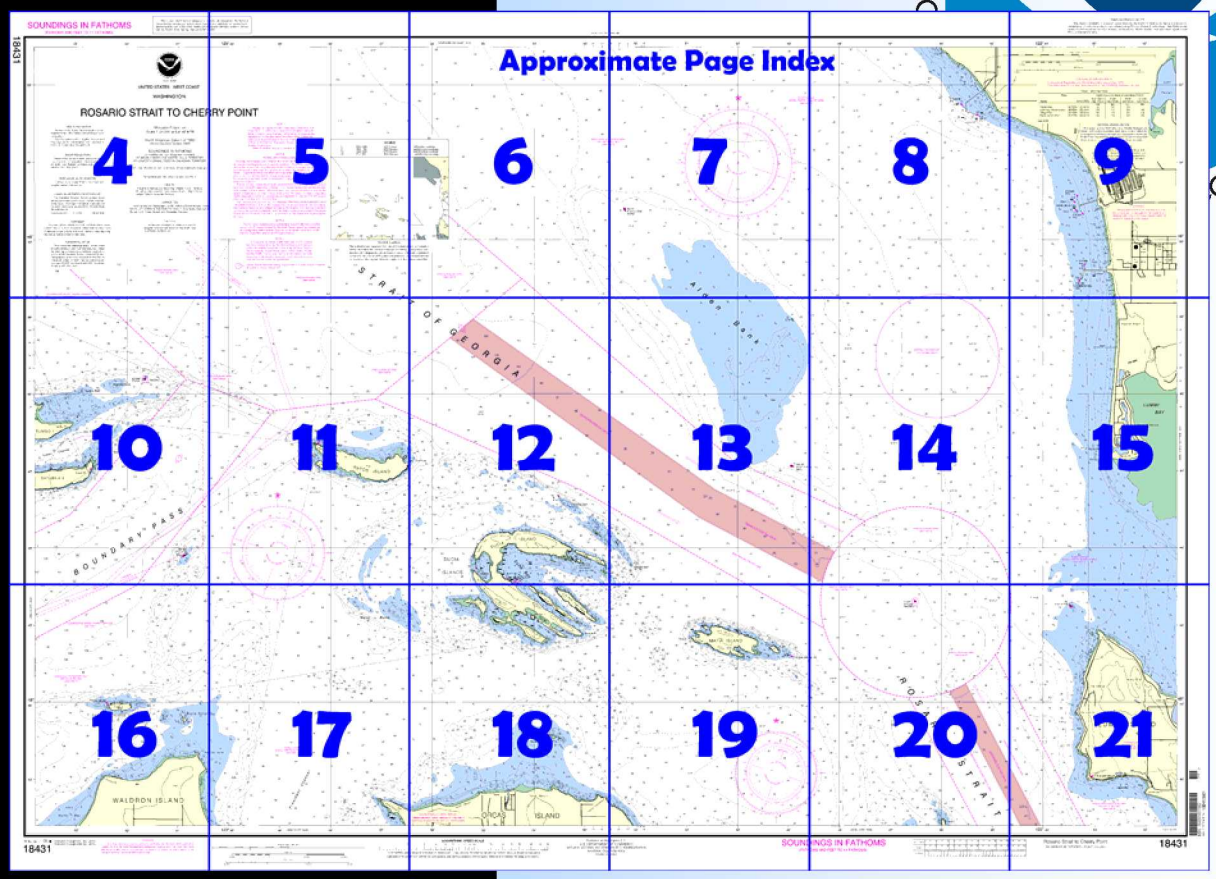
Rosario Strait to Cherry Point

(NOAA Chart 18431)



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™?

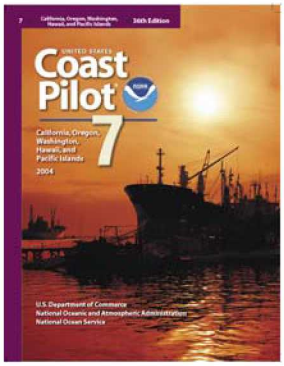
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this 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 7, Chapter 12 excerpts]

(209) **Haro Strait** and **Boundary Pass** form the westernmost of the three main channels leading from the Strait of Juan de Fuca to the SE end of the Strait of Georgia; it is the one most generally used.

(243) **Waldron Island,** 6.5 miles E of Turn Point, is steep and rocky on the E side, but flat with sandy beaches on the N and W sides. On the N and E sides of the island is a high yellow sand bluff, terminating abruptly in **Point Hammond.**

(245) **Bare Island,** small, grassy, and bare of trees, is 0.5 mile NNW of Point Hammond, and **Skipjack Island,** 120 feet high and wooded, is about 1.2 miles NW of Point Hammond.

(247) **Patos Island,** 4.3 miles NNE of Point Hammond, is 60 feet high and wooded except at its W end toward which it gradually decreases in height. **Active Cove,** at the SW extremity of the Island, is reported to be a good anchorage for small vessels with local knowledge. **Patos Island Light** (48°47'20"N., 122°58'17"W.), 52 feet above the water, is shown from a 38-foot white square frame tower on **Alden Point,** the W point of the island; a fog signal is at the light.

(248) **Sucia Islands,** consisting of one large and several smaller islands, are SE of Patos Island and 2.5 miles N of Orcas Island. The large island, 200 feet high and heavily wooded, is horseshoe-shaped; its W side is a series of steep, wooded cliffs. It is a state park. **Echo Bay** indents the E side of the island. In W weather small vessels with local knowledge can find good anchorage in 4 to 5 fathoms near the head of the bay. At the head of **Fossil Bay,** on the S side of **Sucia Island,** there is a State Parks and Recreation Commission small-craft anchorage and float pier; water is available.

(249) Reefs extend about 1.5 miles W of Sucia Islands to **West Bank,** which has a minimum depth of 1¼ fathoms. It is unwise to pass between the bank and the islands.

(304) **President Channel,** between Waldron and Orcas Islands, is about 5 miles long. Depths are generally great, and the passage is free of dangers. The tidal currents have a velocity of 2 to 5 knots, and heavy swirls and tide rips, especially with an adverse wind, are off the N point of Waldron Island and between Waldron and Patos Islands.

(305) **Orcas Island** is wooded and mountainous. **Mount Constitution,** a 2,454-foot peak on the island's E side, is marked by a stone lookout tower and a lighted radio tower. **Turtleback Mountain (Turtle Back Range)** and **Orcas Knob,** conical, and bare on the summit, in the W part of the island, are prominent and easily recognized.

(306) **Point Doughty,** the NW tip of Orcas Island, is bare and terminates in a small knob on its outer end. A resort in the bight, 1.5 miles SSW of Point Doughty, has floats with about 40 berths, gasoline, water, ice, a concrete launching ramp, and some marine supplies. In 1973, a depth of 4 feet was reported at the floats.

(338) **Rosario Strait,** the easternmost of the three main channels leading from the Strait of Juan de Fuca to the Strait of Georgia, is 20 miles long and from 1.5 to 5 miles wide. The water is deep, and the most important dangers are marked. A bank with a least depth of 7 fathoms is located 0.3 mile E of Orcas Island and one mile WSW of Strawberry Island at about 48°33'19.4"N., 122°45'39.6"W.

(373) **Lummi Island,** wooded and about 8 miles long, forms the E side of the N end of Rosario Strait, opposite Orcas Island. The N part is low, but in the S part **Lummi Peak** attains an elevation of over 1,600 feet.

(374) **Lummi Rocks** are off the SW shore of Lummi Island about 3 miles NW of **Carter Point,** the S tip. They are marked by a light.

(375) Shoals extend over 0.5 mile from **Point Migley,** the NW extremity of Lummi Island; the NW edge of the shoals is marked by a lighted buoy. **Village Point** on the NW side of Lummi Island is marked by a light. **Legoe Bay** is an open bight SE of Village Point.

(376) **Clark Island** and **Barnes Island,** and the several adjacent rocks and islets, lie almost in the middle of Rosario Strait, about 2.5 miles NNW of Lawrence Point on Orcas Island. These islands may be passed on either side, giving them a berth of 0.5 mile.

(377) **Matia Island,** a wildlife refuge about 4 miles W of Point Migley, is 120 feet high and wooded. The mooring float of a State marine park is in the small cove on the NW side of the island; water is available. **Puffin Island,** 40 feet high, is about 0.2 mile E of Matia Island. A reef, marked at its SE extremity by a light, extends E from the SE end of Matia Island to a point about 0.2 E of Puffin Island. Mariners should not attempt to pass between the islands.

(378) **Alden Bank,** 3 miles N of Matia Island, within the 10-fathom curve is about 3 miles long in a SE direction. The shoalest part, on which are patches of 2¾ and 3 fathoms, covering a considerable area, is near the SE part of the bank. The bank is marked by a lighted gong buoy off its NW end, a lighted bell buoy off its SE end, and by a buoy on its E edge.

(467) The **Strait of Georgia** extends some 115 miles NW from its S end, in the vicinity of Alden Bank, and is bordered on the W by Vancouver Island, B.C., and on the E by the mainland of Canada. General depths are great and in many places exceed 200 fathoms.

Table of Selected Chart Notes

Corrected through NM Apr. 23/05
Corrected through LNM Apr. 26/05

NOTE C
CAUTION
MOORING CABLE
Mooring cable is suspended above water line. Mariners should use extreme caution when transiting the area.

For Symbols and Abbreviations see Chart No. 1

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.

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).

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

CANADIAN WEATHER RADIO BROADCAST
The Canadian Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Vancouver, B.C.	CFA-240	162.40 MHz

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.

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 0.616" southward and 4.644" westward to agree with this chart.

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.

LOCAL MAGNETIC DISTURBANCE
Differences from normal variation of more than 2° have been observed in the vicinity of Point Doughty.

NOTE I
A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Tofino Traffic, Seattle Traffic, Vancouver Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.

NATIONAL WILDLIFE REFUGE
The areas labeled NWR (National Wildlife Refuge) are closed to the public to protect breeding colonies of seabirds, endangered and threatened species, and marine mammals. Boaters are requested to stay at least 200 yards away from these islands to avoid disturbance to these animals.

HEIGHTS
Heights in feet above Mean High Water in U.S. Territory. Heights expressed in feet above Higher High-Water. Larger Tides in Canadian Territory.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. 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, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.
Refer to charted regulation section numbers.

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No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

Mercator Projection
Scale 1:25,000 at Lat 48°47'N

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

NOTE H
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in U.S. waters covered by this chart. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

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 Canadian Surveys.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels 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.

NOTE B
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Georgia waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.
Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and/or Chapter 2 of the U.S. Coast Pilot.
For information governing the VESSEL TRAFFIC MANAGEMENT AND INFORMATION SYSTEM for the coastal waters of southern British Columbia, see National Geospatial-Intelligence Agency Publication 154, Sailing Directions (enroute) for British Columbia, and the Sailing Directions British Columbia Coast (South Portion) Volume 1, published by the Canadian Hydrographic Service.

COLREGS, 80.1390 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

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 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.

TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Cherry Point	(48°52'N / 122°46'W)	9.2	8.3	2.6	-----
Echo Bay, Sucia Islands	(48°45'N / 122°54'W)	8.6	7.8	2.6	-4.5
Village Point	(48°43'N / 122°43'W)	8.6	7.8	2.6	-5.0
Patos Island Wharf	(48°47'N / 122°58'W)	8.6	7.9	2.6	-4.5

(Apr 2005)

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.

18431

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

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03' 02' 01' 123° 00' 59'

52' 51' 48° 50' 49' 50' 40'

UNITED STATES - WEST COAST

WASHINGTON

ROSARIO STRAIT TO CHERRY POINT

AIDS TO NAVIGATION

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RADAR REFLECTORS

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

For Symbols and Abbreviations see Chart No. 1

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Heights in feet above Mean High Water in U.S. Territory.
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NOTE I

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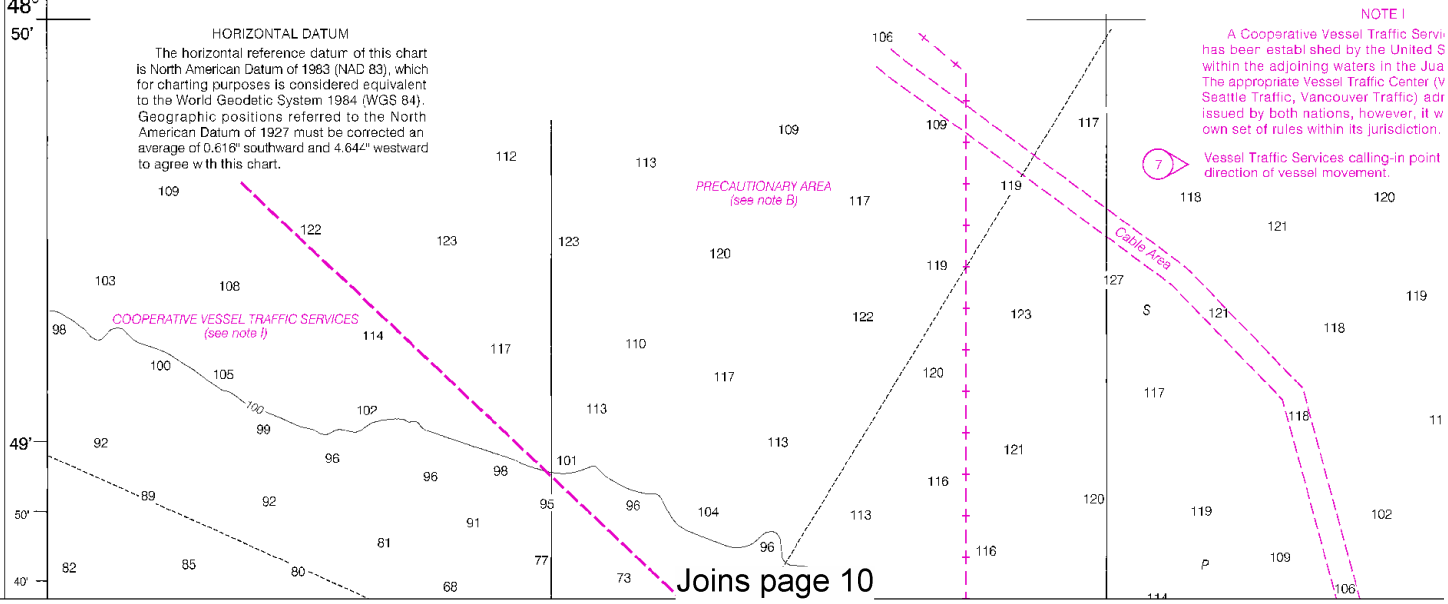
issued by both nations, however, it w
own set of rules within its jurisdiction.

7 Vessel Traffic Services calling-in point
direction of vessel movement.



4

North

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
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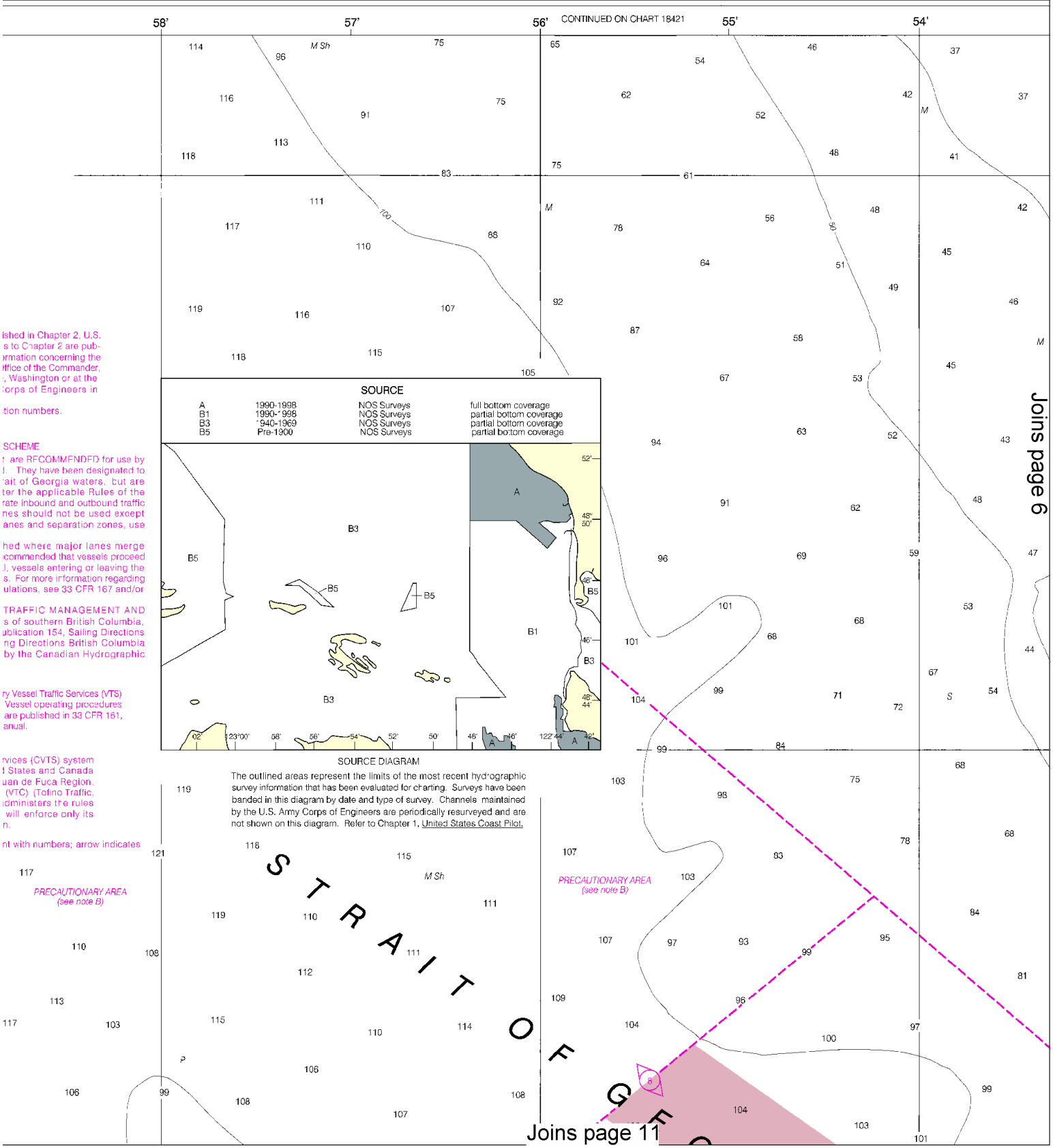
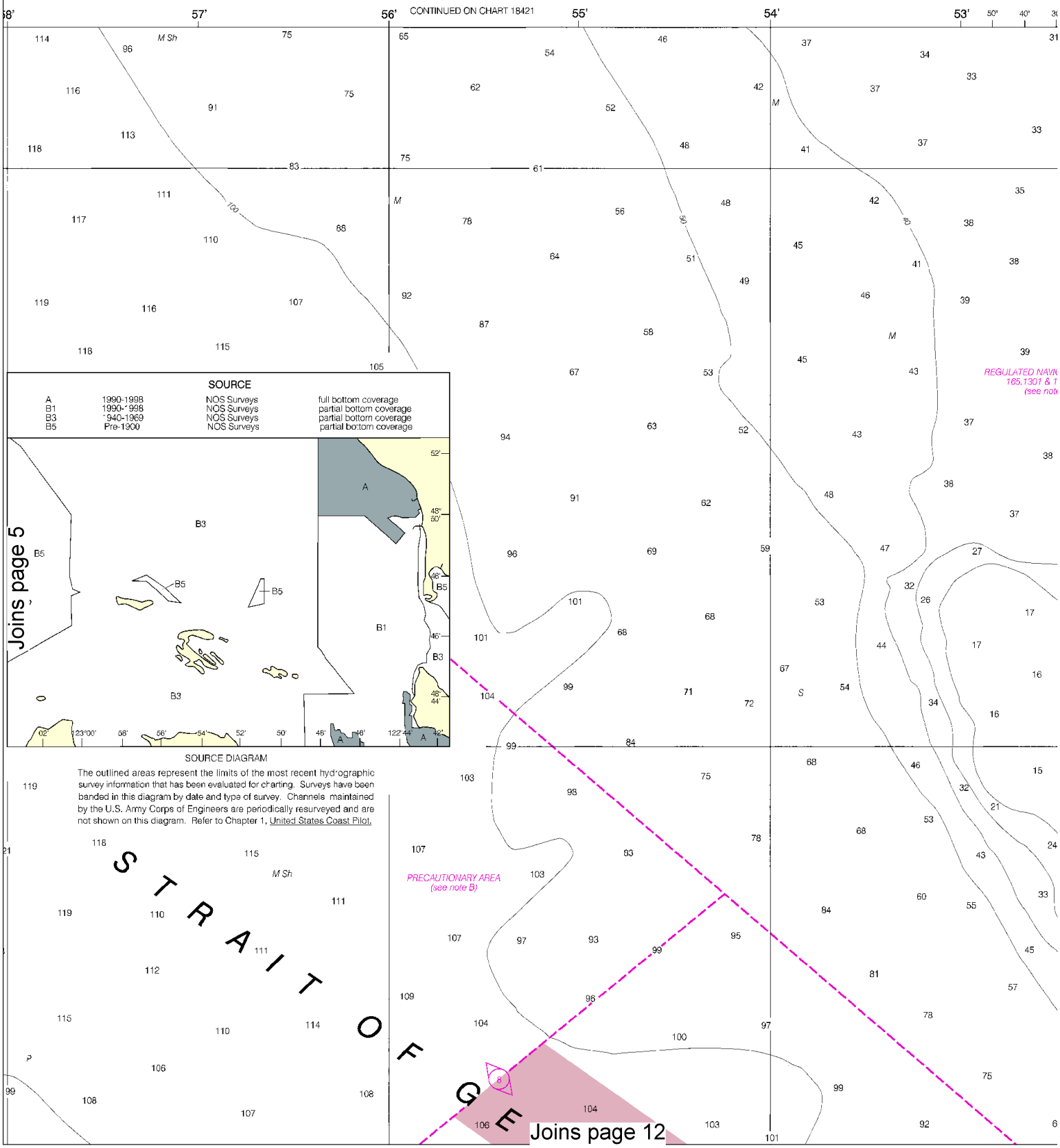
Yards
1000 0 1000 2000



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:33333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

CONTINUED ON CHART 18421



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Nautical Miles

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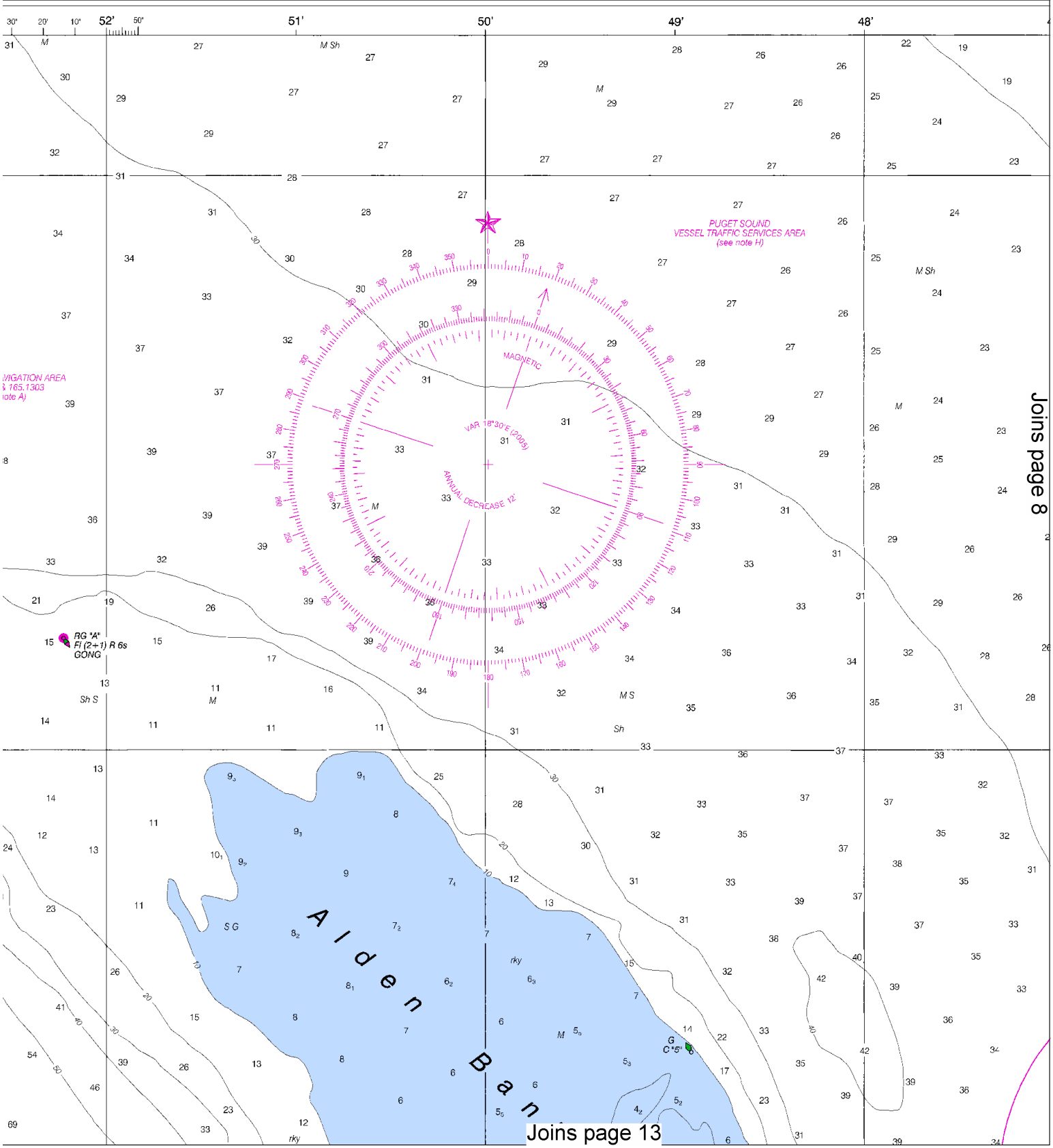
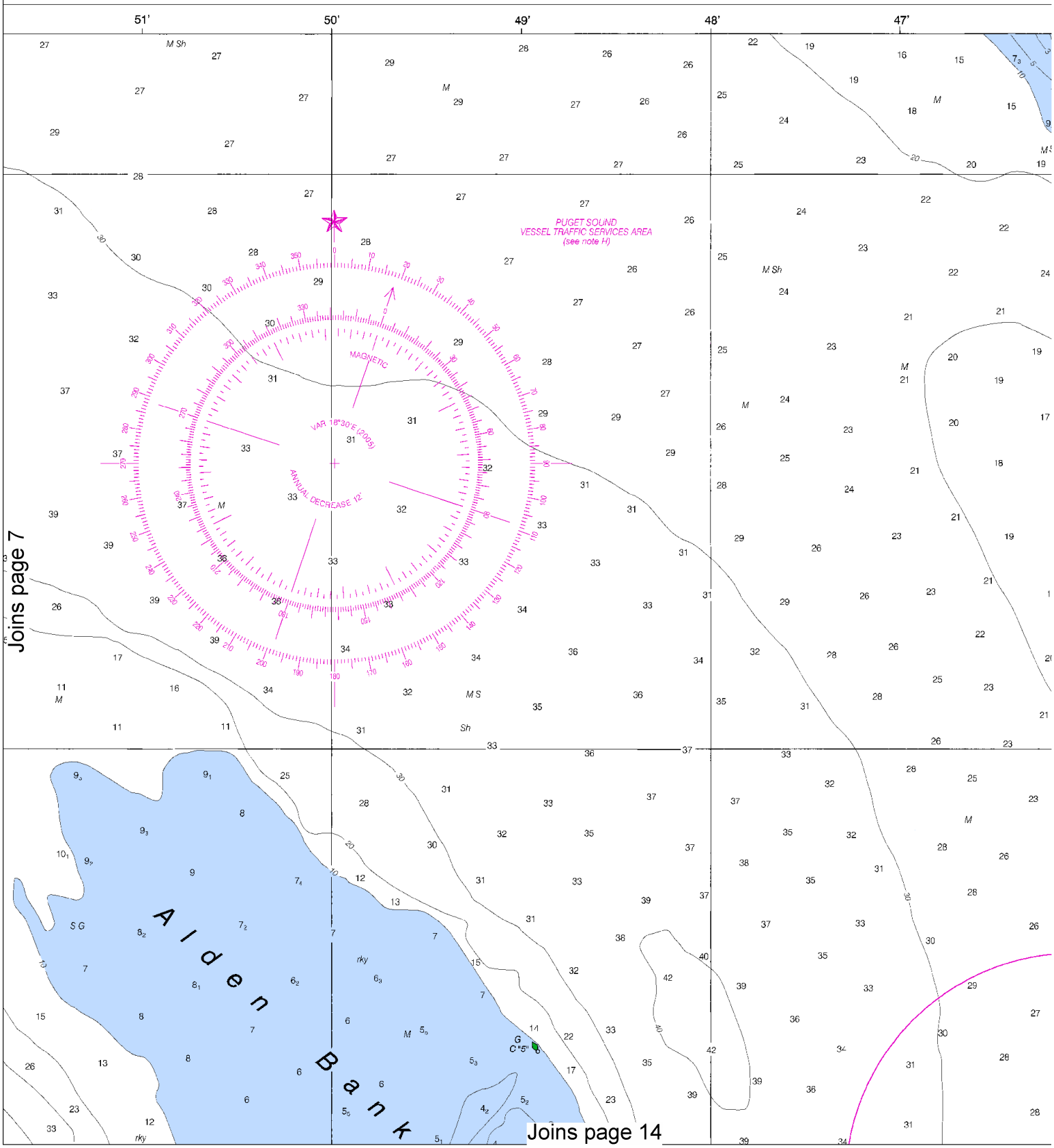
Yards

1000 0 1000 2000



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: n/a .



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Nautical Miles

1 ½ 0 1

Yards

1000 0 1000 2000

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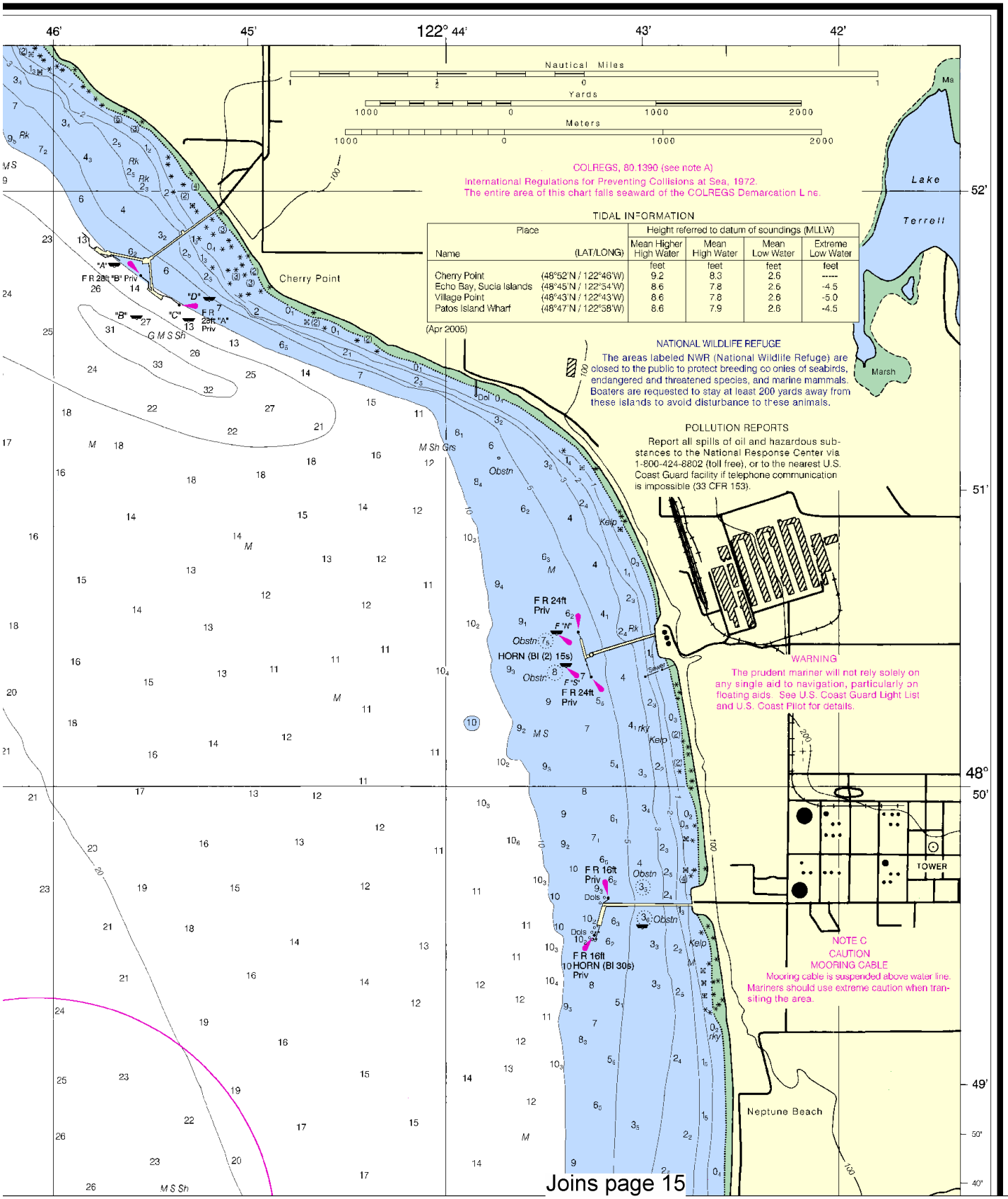

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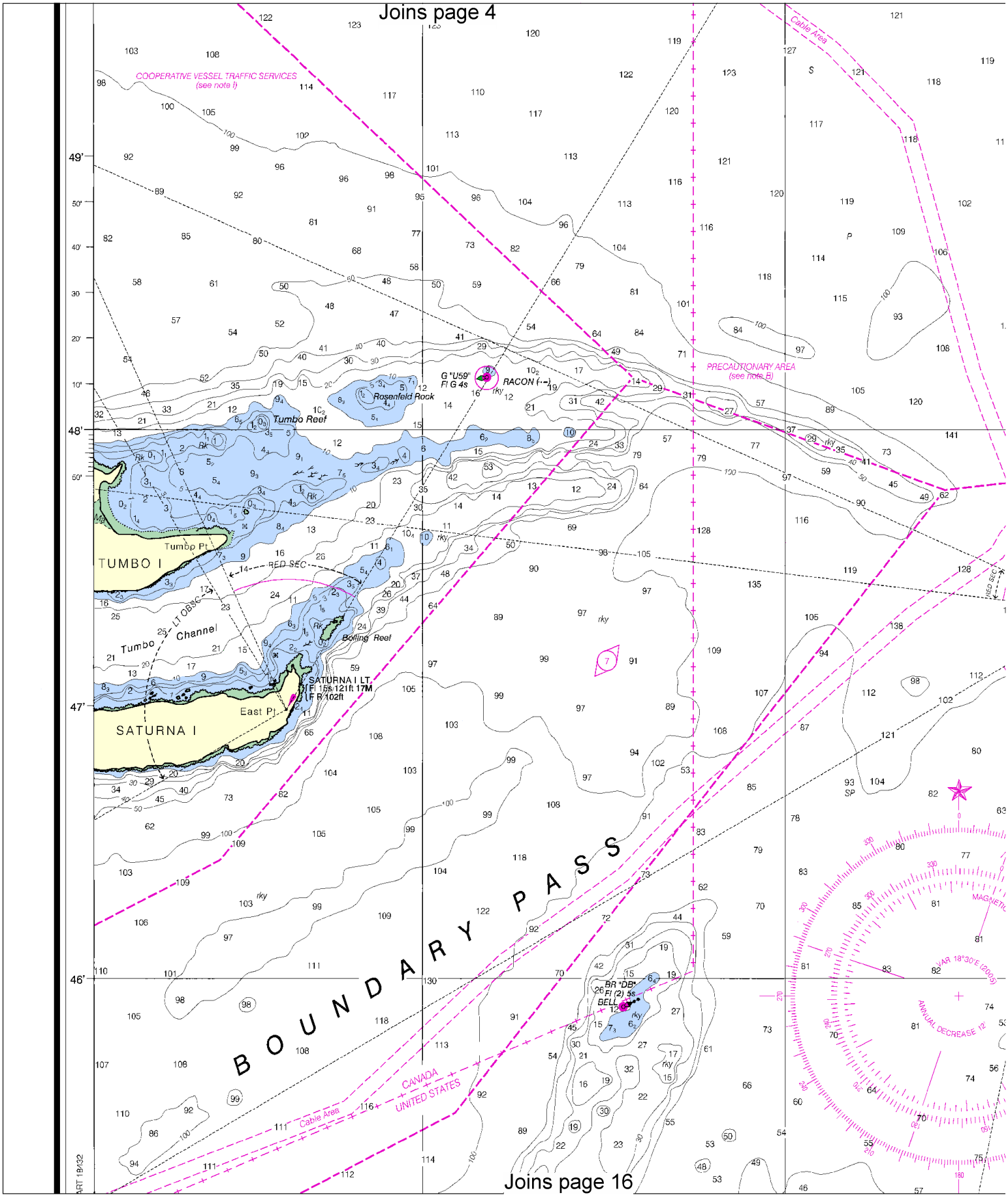

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North

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1

Yards

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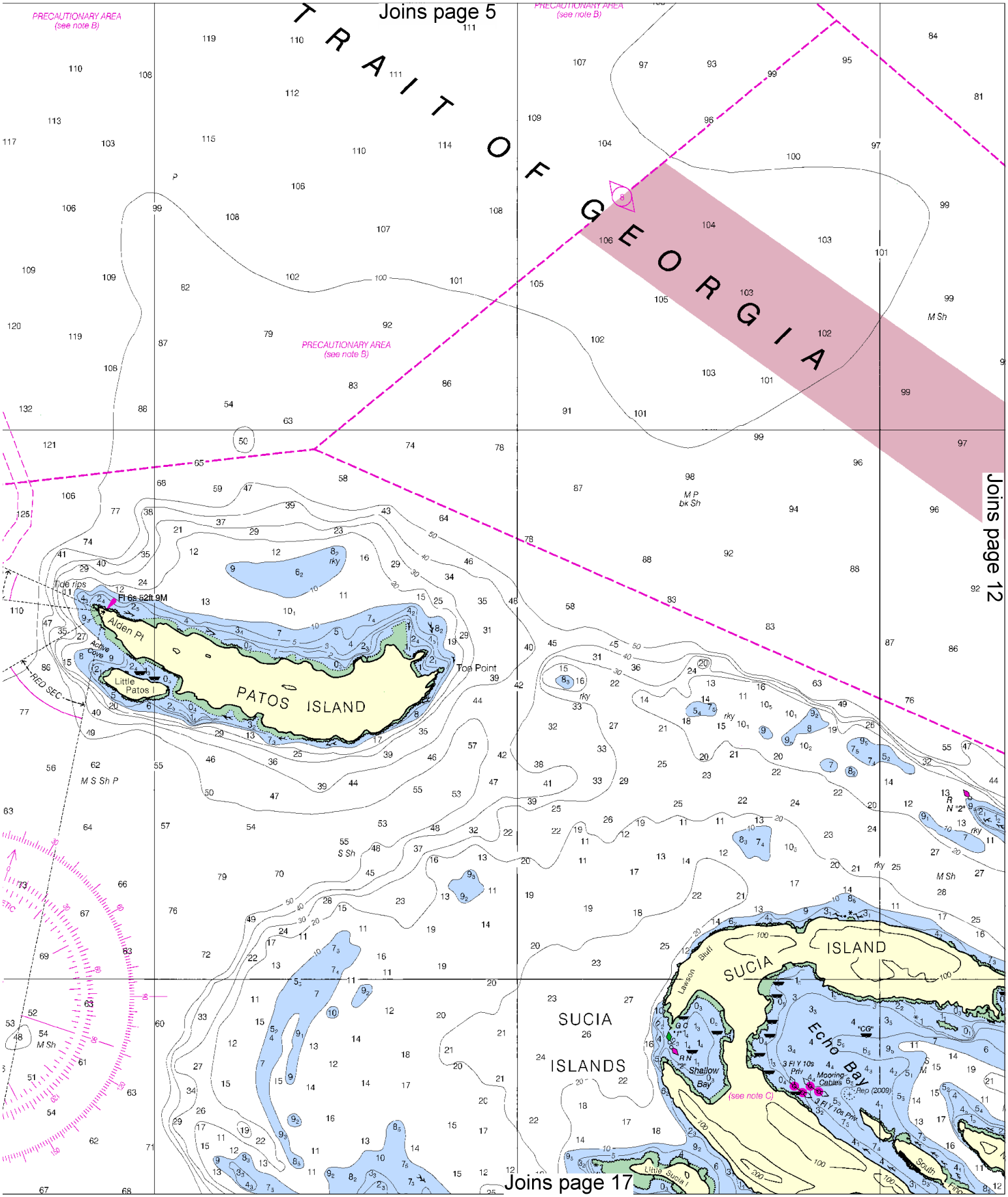
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TRAIT OF GEORGIA
PRECAUTIONARY AREA (see note B)
PRECAUTIONARY AREA (see note B)
PRECAUTIONARY AREA (see note B)
Joins page 12
Tide rips
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Active Cove
Little Patos I
PATOS ISLAND
Toe Point
RED SEC
M S Sh P
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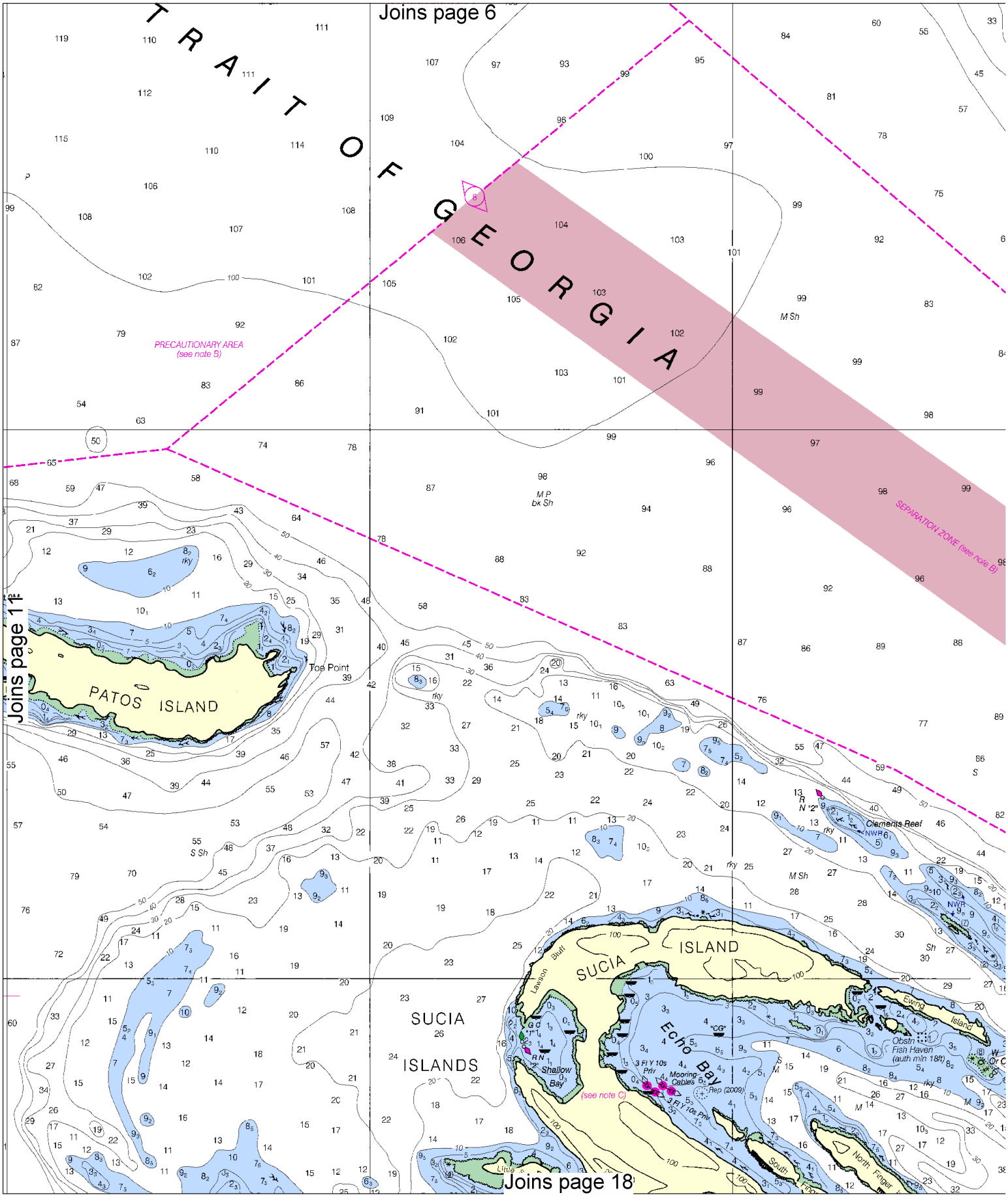
S Sh
M P bk Sh
SUCIA ISLANDS
SUCIA ISLAND
Lawson Bluff
Shallow Bay
Echo Bay
Mooring Cables
(see note C)
Rep (2009)
Little Sucia I
South
Joins page 17



12

North

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1

Yards

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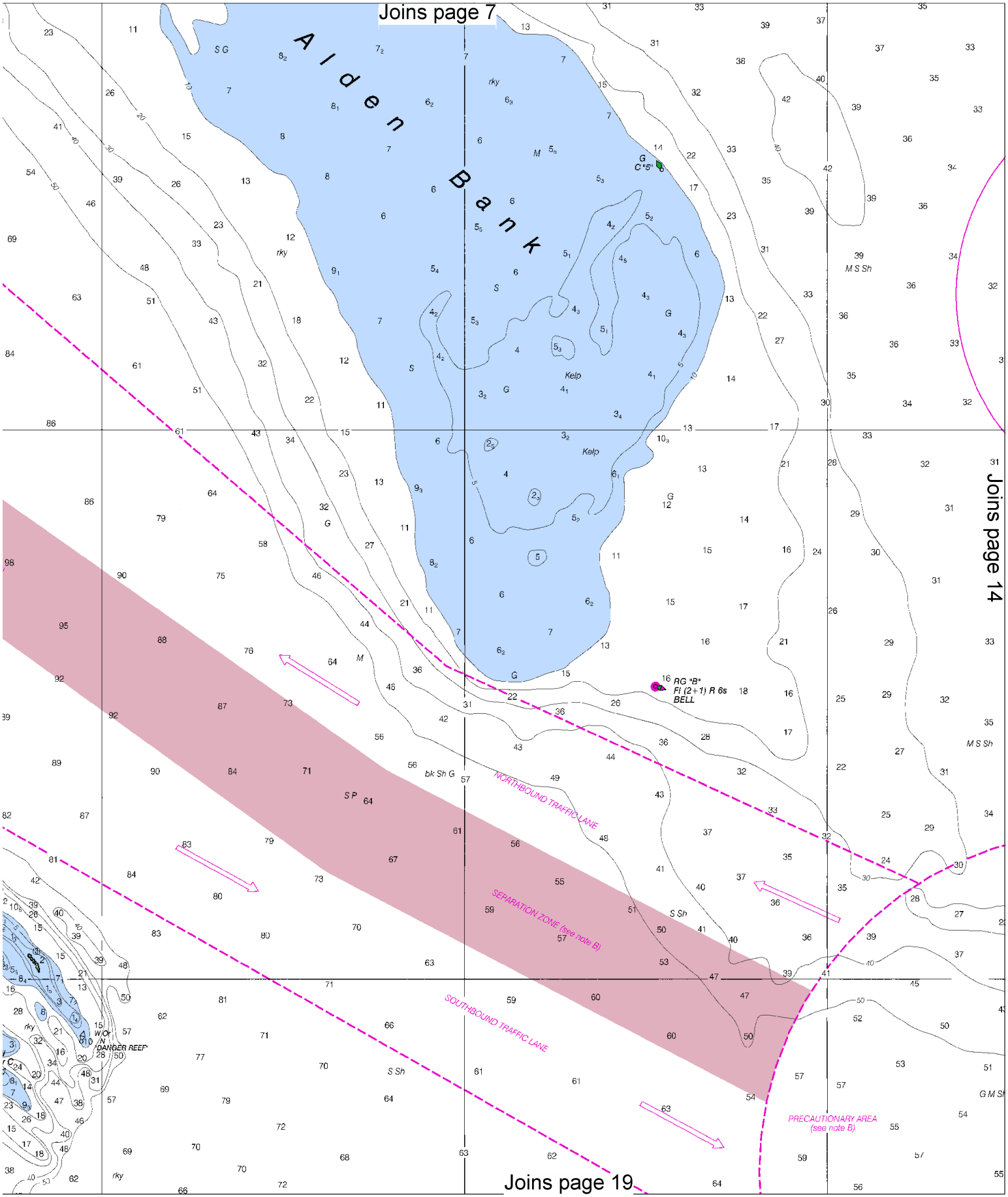
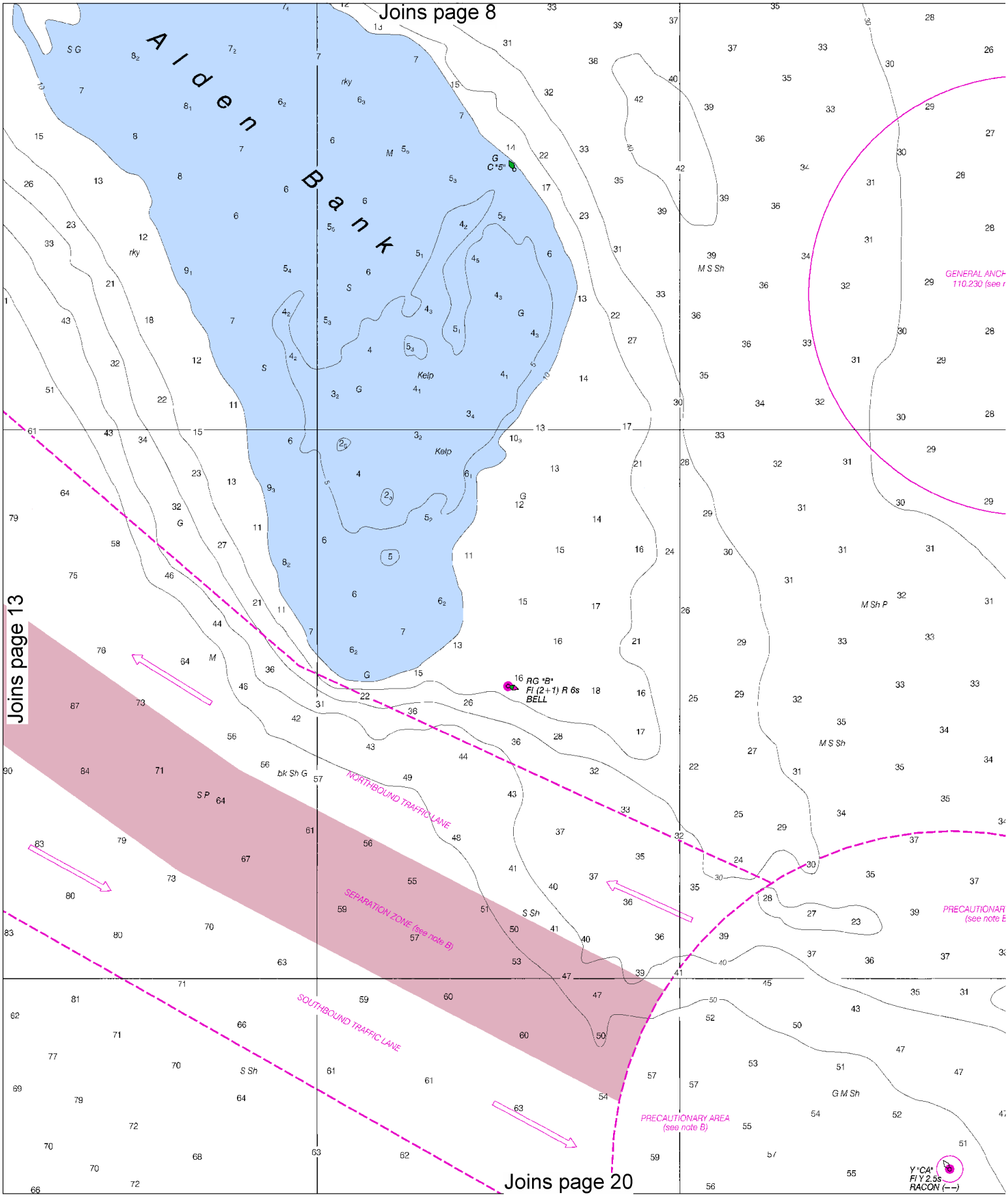

Joins page 7
Alden Bank
Kelp
Kelp
RG "B"
Fl (2+1) R 6s
BELL
NORTHBOUND TRAFFIC LANE
SEPARATION ZONE (see note B)
SOUTHBOUND TRAFFIC LANE
PRECAUTIONARY AREA
(see note B)
"DANGER REEF"
Joins page 14
Joins page 19



North

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Nautical Miles

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Yards

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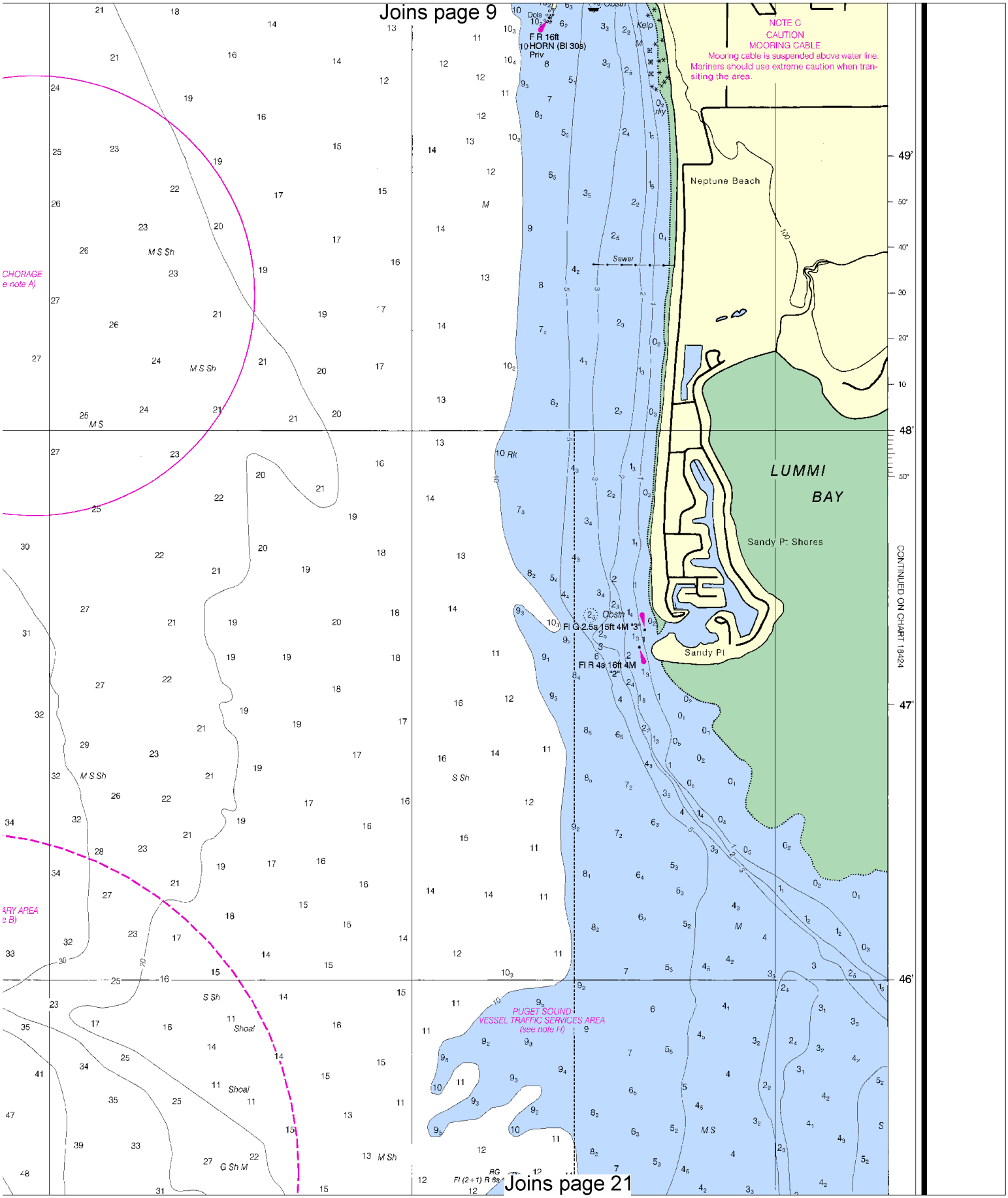
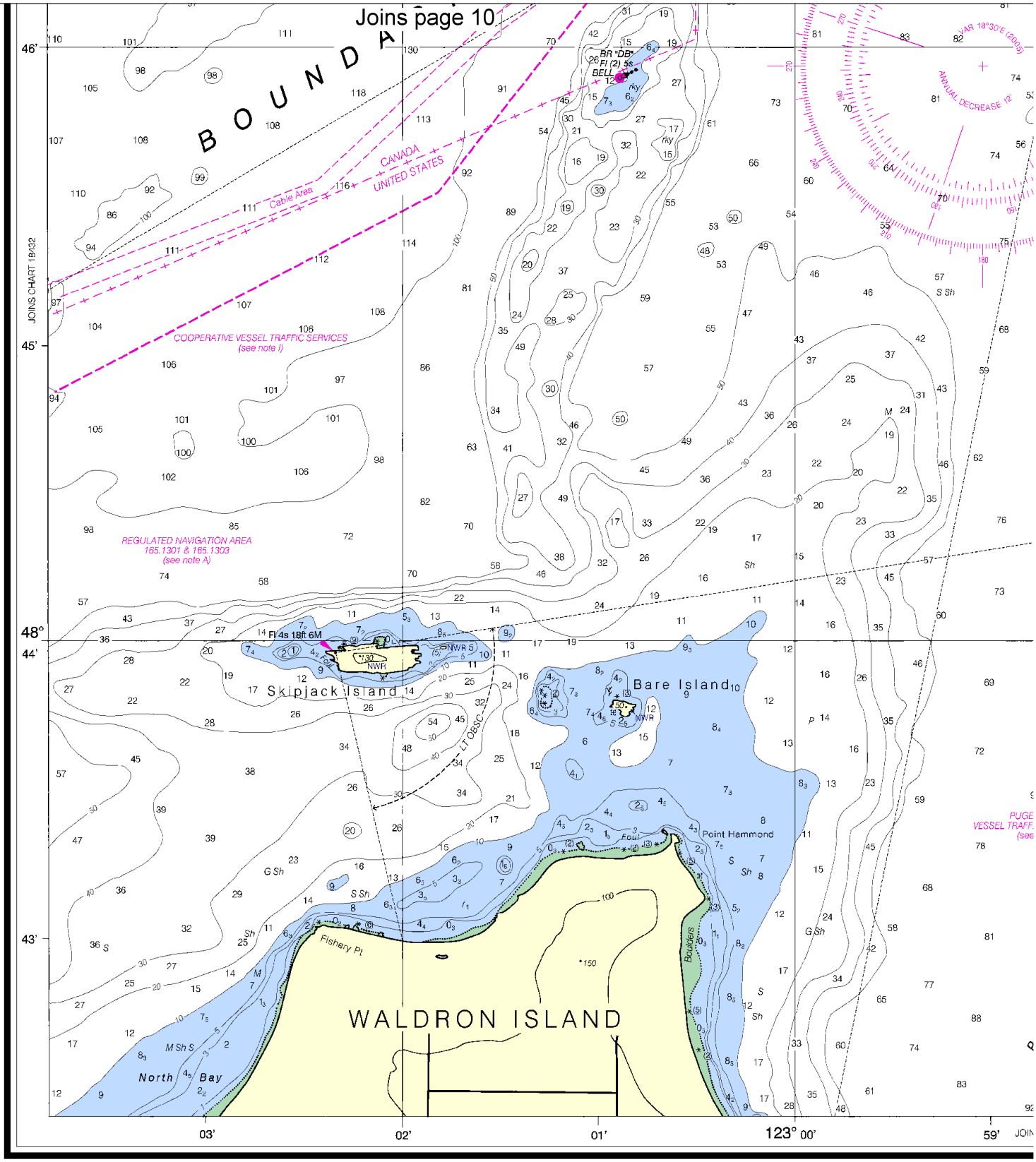

Joins page 9
F R 16ft
HORN (Bl 30s)
Priv
Kelp
NOTE C
CAUTION
MOORING CABLE
Mooring cable is suspended above water line.
Mariners should use extreme caution when transiting the area.
Neptune Beach
Sewer
LUMMI
BAY
Sandy P: Shores
Sandy Pt
Fl G 2.5s 15ft 4M "3"
Fl R 4s 16ft 4M
"2"
CONTINUED ON CHART 18424
PUGET SOUND
VESSEL TRAFFIC SERVICES AREA
(see note H)
Joins page 21



7th Ed., Apr. / 05 ■ Corrected through NM Apr. 23/05
Corrected through LNM Apr. 26/05

18431

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.

Nautical 1 ½ 0
Yard 1000 0
Meter 1000 0

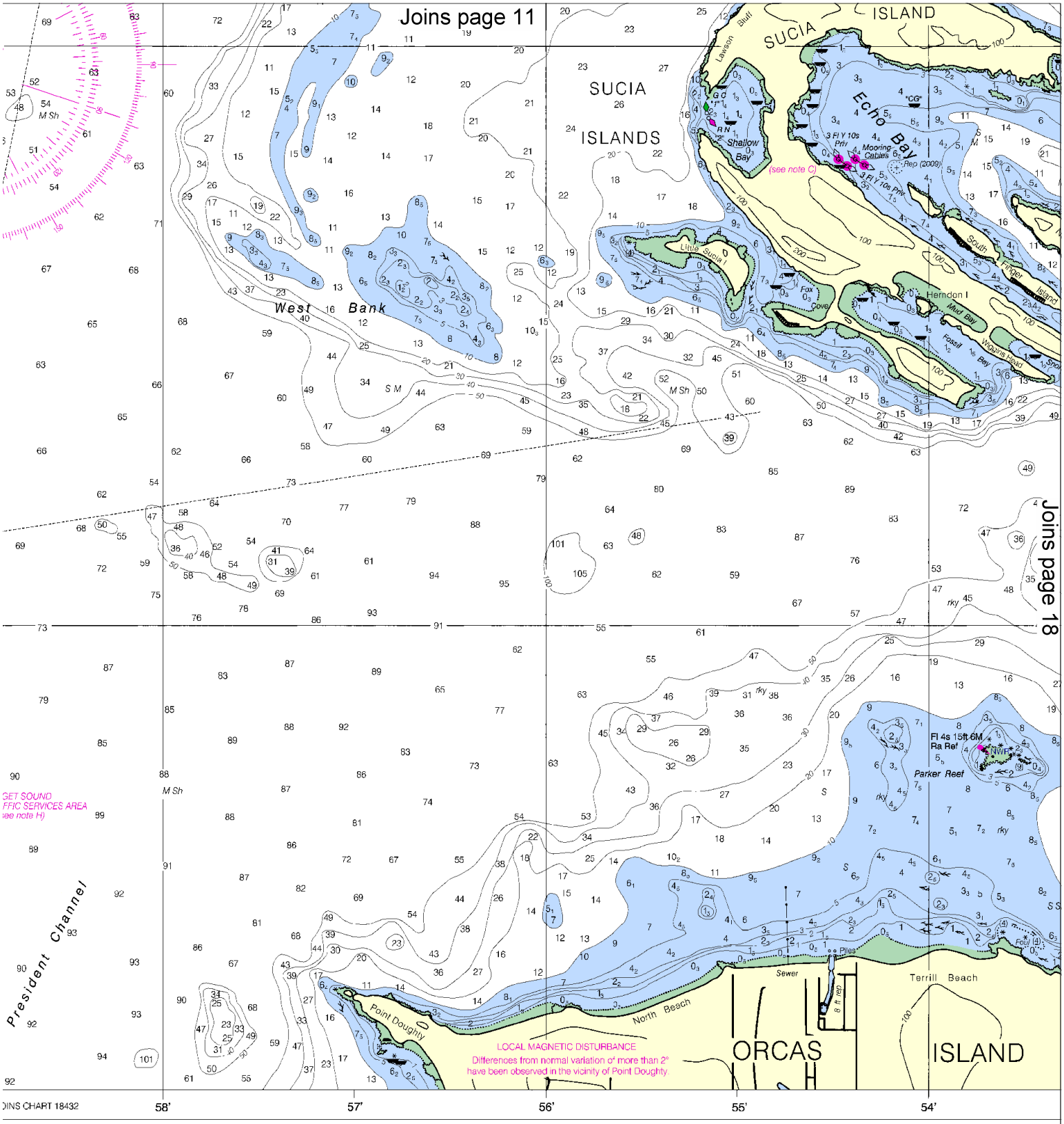
16

North

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles 1 ½ 0 1

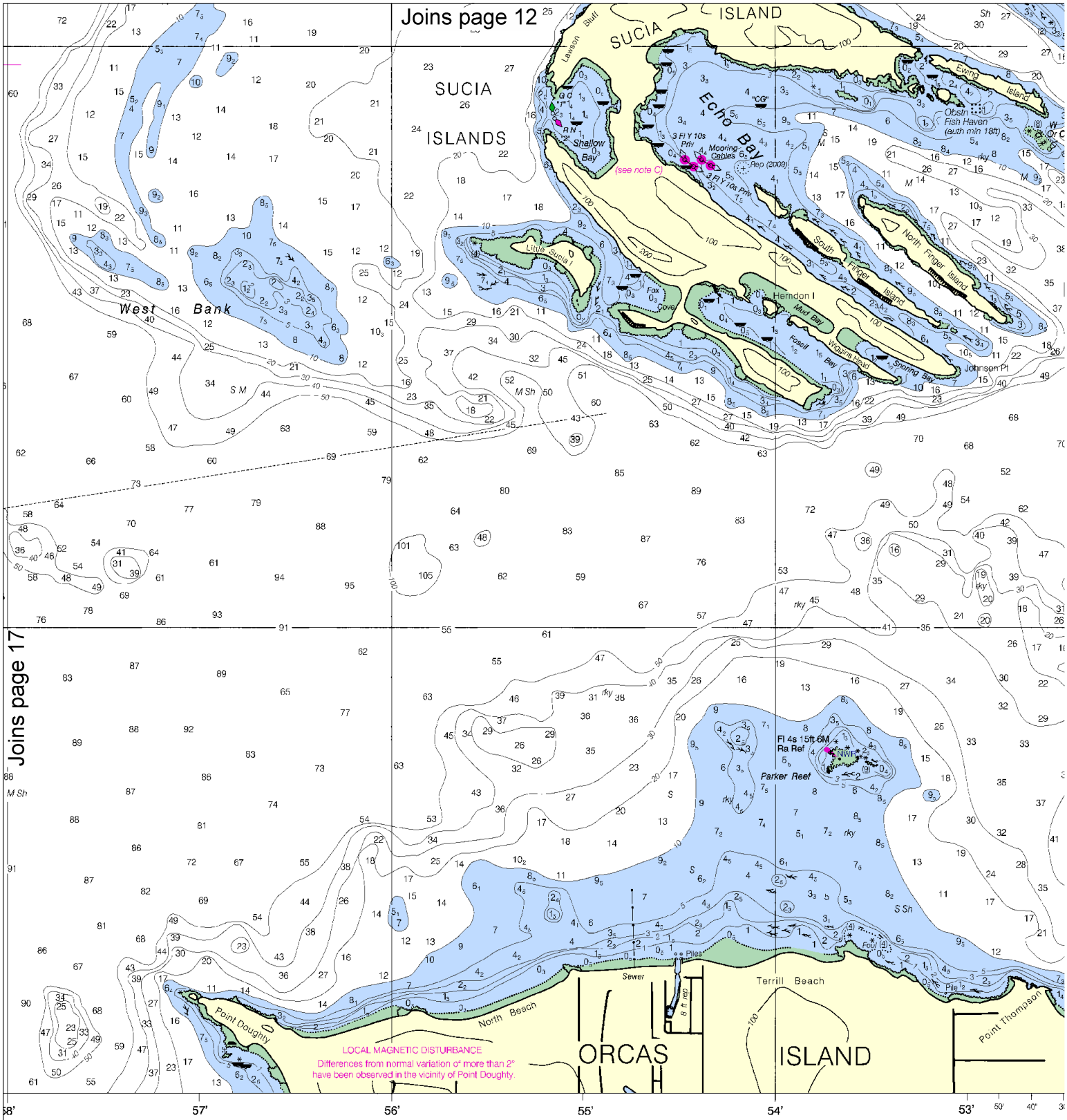
Yards 1000 0 1000 2000



LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

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COAST SUR

North

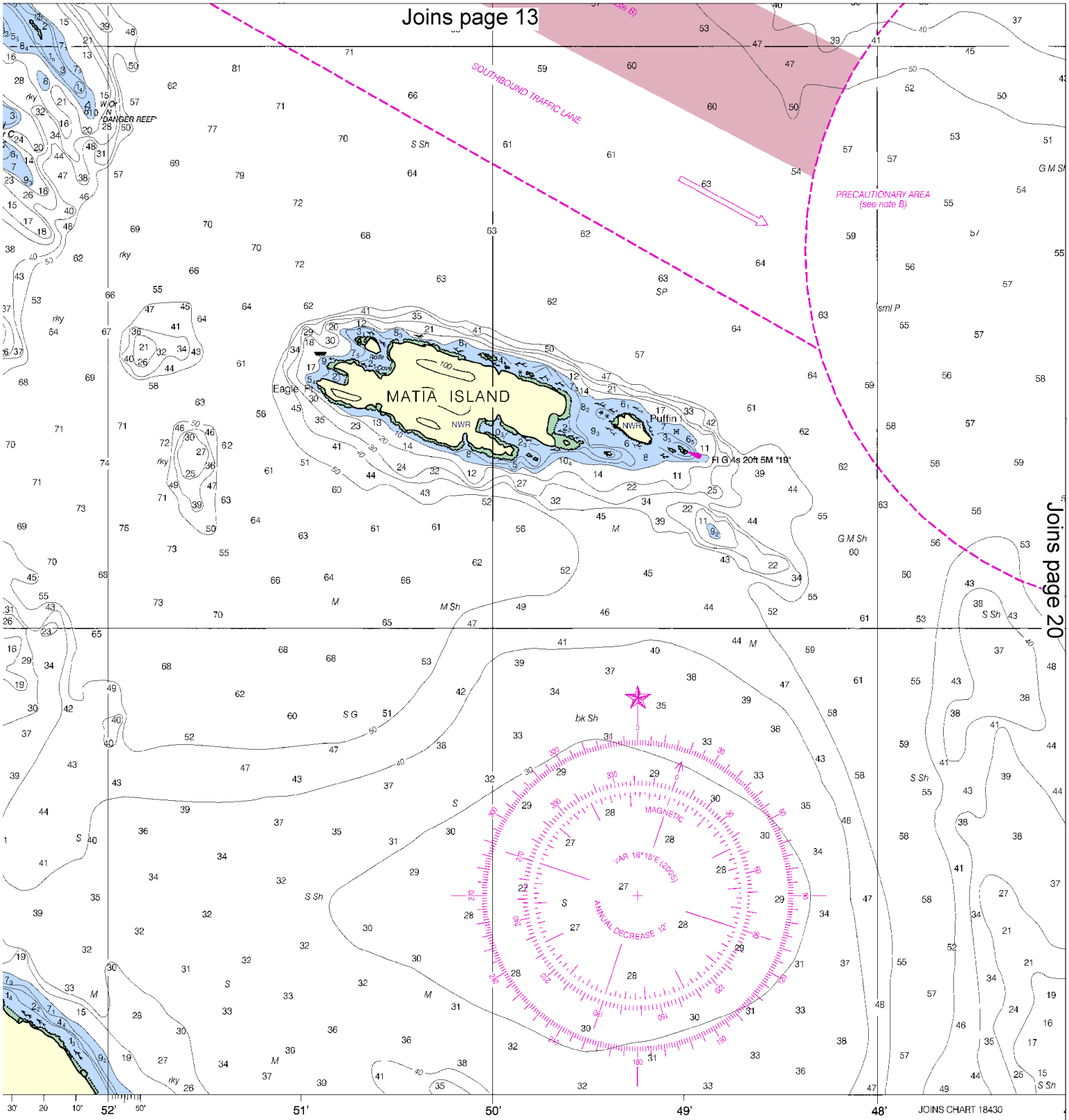
Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1

Yards

1000 0 1000 2000



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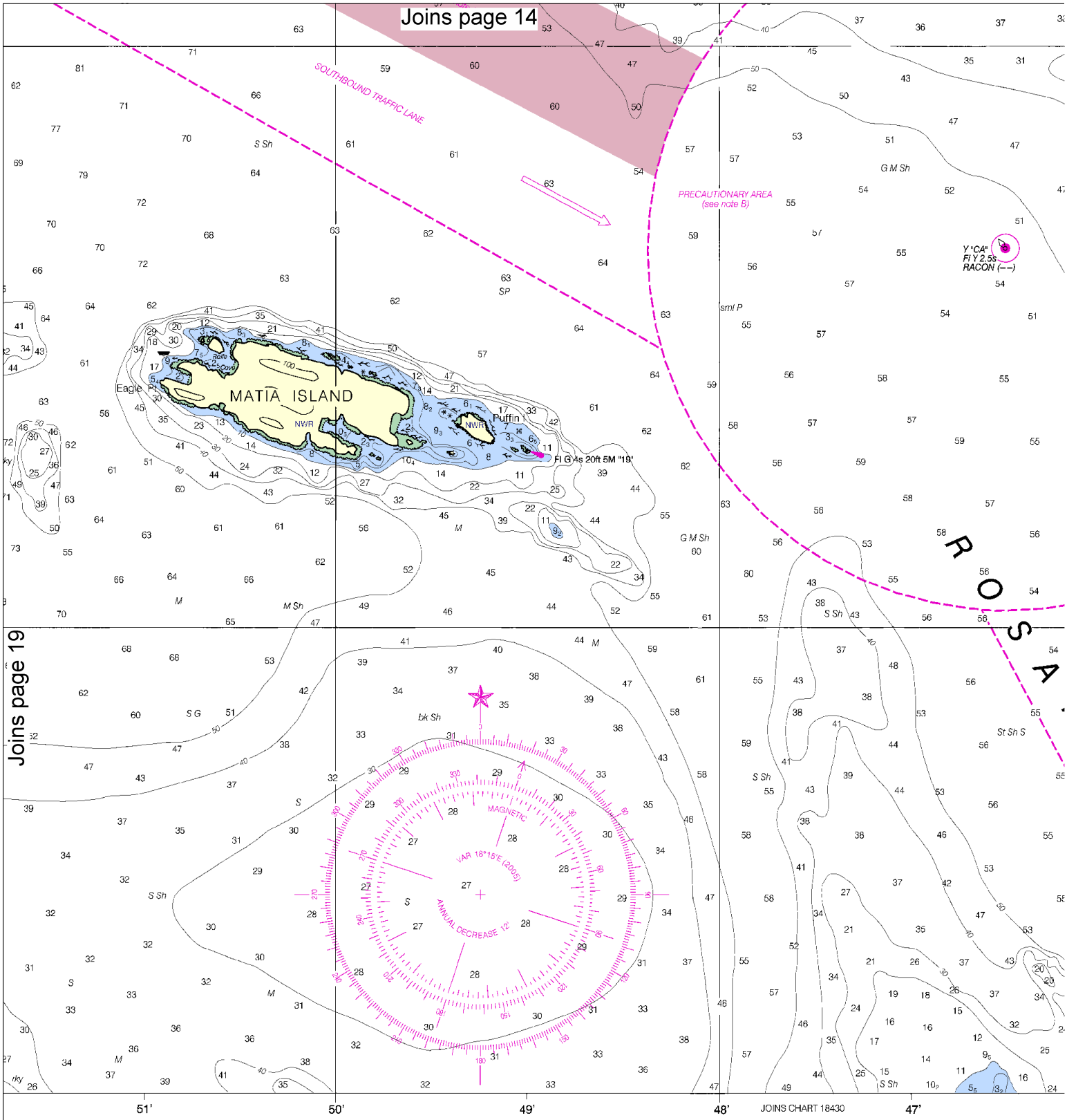
URVEY

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

FATHOMS	1
FEET	6
METERS	1 2

North

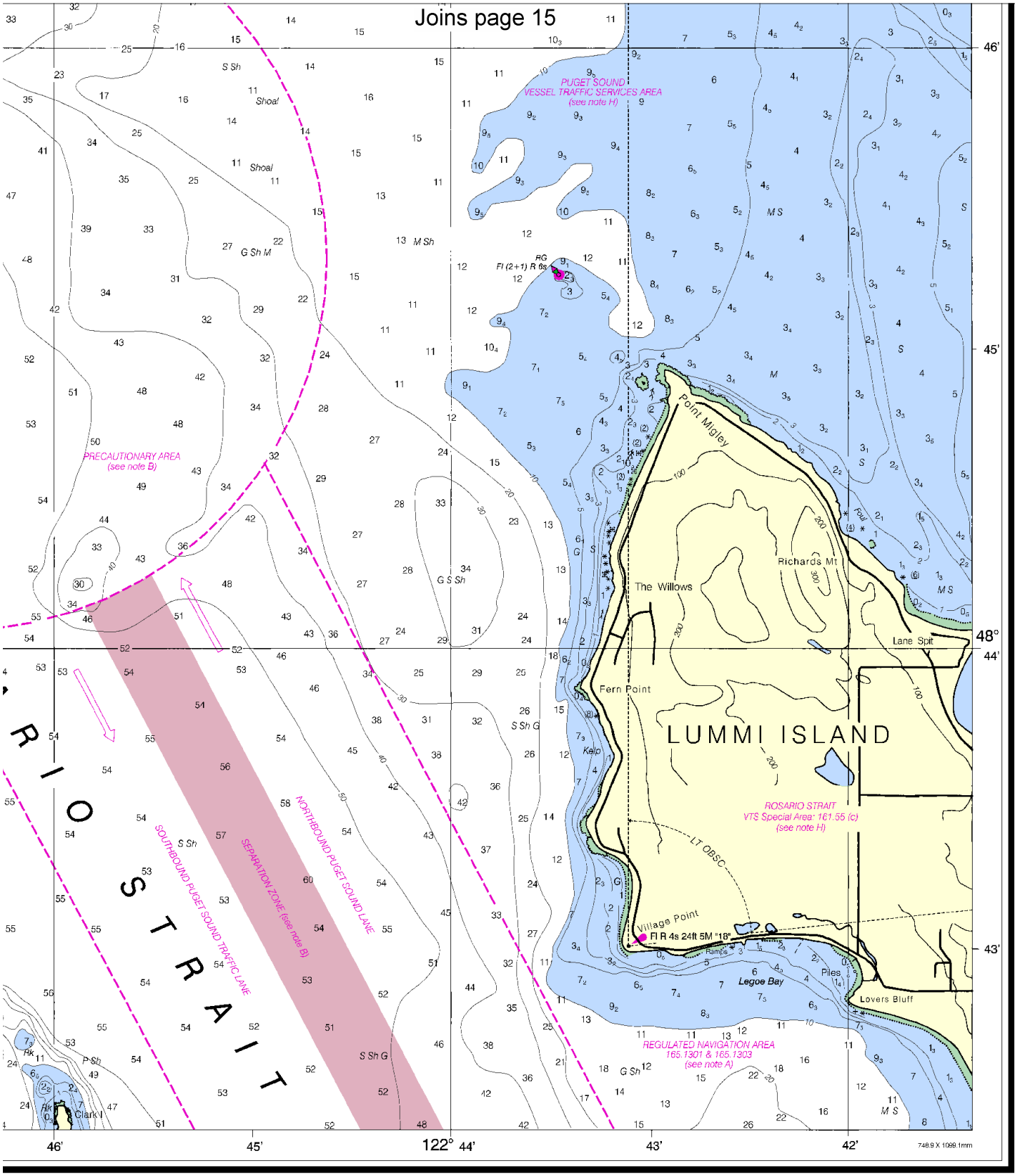
Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1

Yards

1000 0 1000 2000



Rosario Strait to Cherry Point

SOUNDINGS IN FATHOMS - SCALE 1:25,000

18431

NSN 7642014011562 NGA REFERENCE NO. 18BHA18431 ED NO. 7

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 – 206-220-7001
Coast Guard Port Angeles – 360-457-4404
Canadian Coast Guard (RCC) – 250-363-2995
Commercial Vessel Assistance – 1-800-367-8222

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

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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.

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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.