

BookletChart™

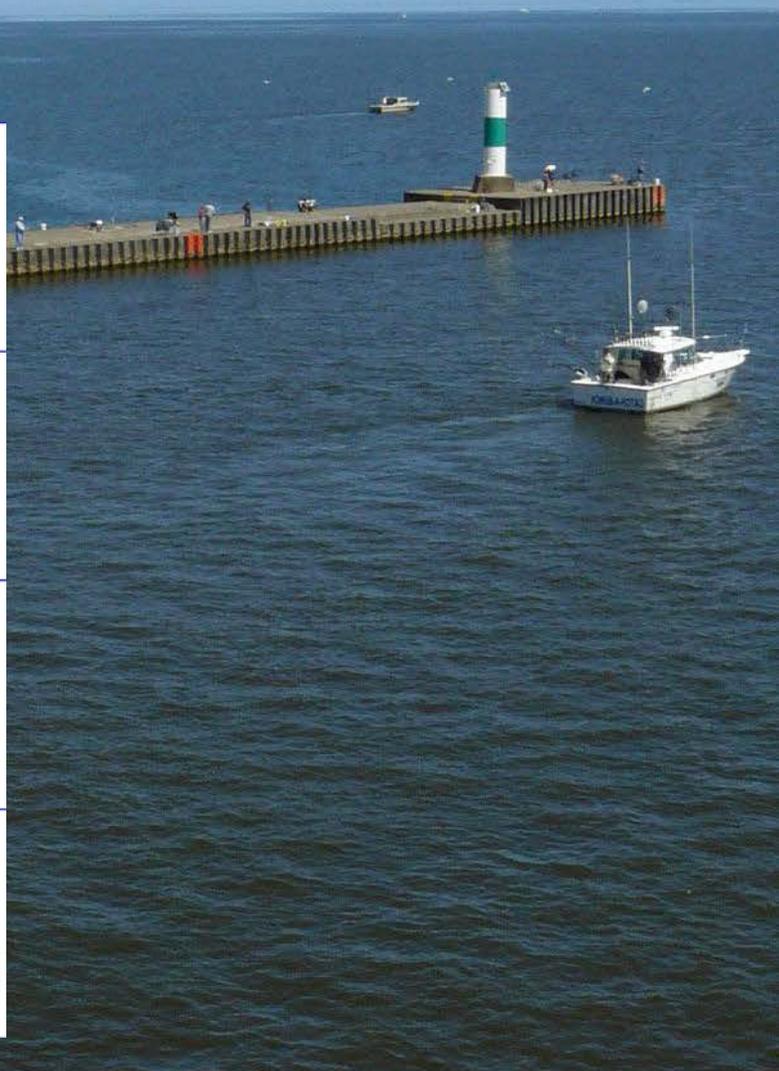
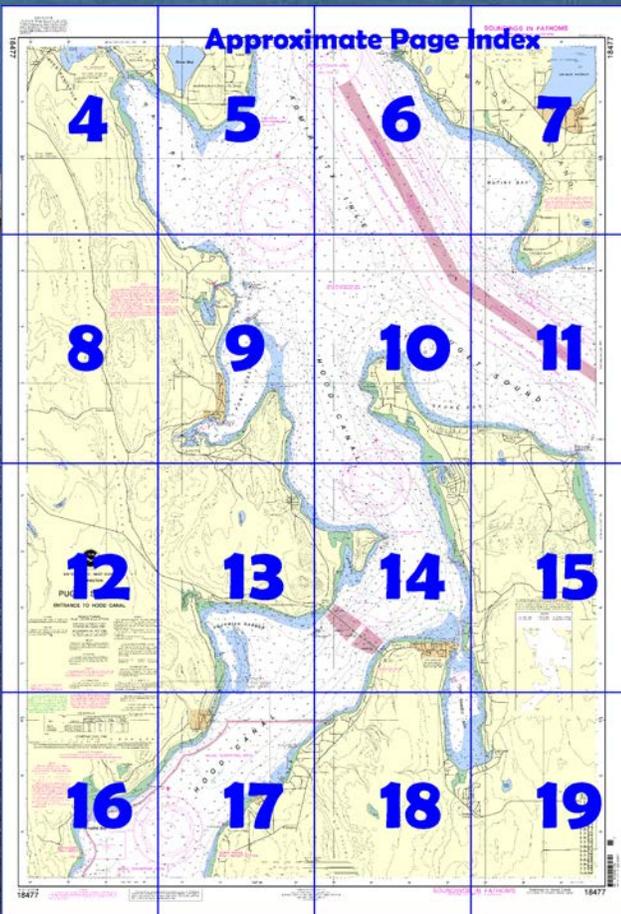
Puget Sound – Entrance to Hood Canal NOAA Chart 18477



*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
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.

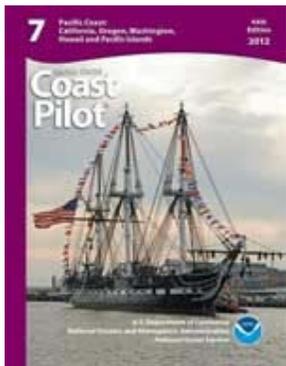
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18477>.



(Selected Excerpts from Coast Pilot)

Admiralty Inlet extends from the Strait of Juan de Fuca to Foulweather Bluff. A **naval restricted area** is at the N entrance of Admiralty Inlet, extending W and NW from Admiralty Head. (See **334.1210**, chapter 2.)

Admiralty Head, 80 feet high, on Whidbey Island, is the E entrance point of Admiralty Inlet and the SE extremity of a succession of light bare bluffs which extend N of Point Partridge.

Admiralty Bay, E of Admiralty Head, is

used only occasionally as an anchorage as it is exposed to SW winds and has a hard bottom and strong currents.

Keystone Harbor (see also chart 18464) is entered through a dredged channel just NE of Admiralty Head. A state ferry landing is at the head of the harbor. This landing is the Whidbey Island terminus of the passenger and automobile ferry that operates to Port Townsend. A breakwater, marked by a light, protects the E side of the entrance. A private light on a concrete pile marks the W side of the entrance.

Bush Point, 8 miles SSE of Admiralty Head, is marked by a light at the end of a low sandspit. The flood current is reported to set strongly toward Bush Point. Tidal Current Charts for this area should be consulted. Several rocks lie 0.2 mile offshore 1.1 miles SE of Bush Point.

Mutiny Bay, between Bush Point and Double Bluff, affords temporary anchorage near the center in 10 to 20 fathoms. Strong tide rips, at times dangerous for small craft, occur off Double Bluff, particularly on the ebb with strong NW winds. There is frequently an eddy in Mutiny Bay; tidal current charts should be consulted.

Foulweather Bluff, on the E side of the entrance to Hood Canal, is one of the most prominent cliffs in Puget Sound.

At times the tide rips N of and around Foulweather Bluff are sufficiently heavy to be dangerous to small craft and to break up log rafts. This is most dangerous when the ebb current from the main body of Puget Sound meets that of Hood Canal off the point, and particularly so with the ebb against a strong N or NW wind.

Klas Rock, 0.2 mile from the W shore and 0.7 mile SSE of **Olele Point**, marks the entrance to Mats Mats Bay to the W and to **Port Ludlow** to the S. It is of small extent and awash at high water. The rock, marked by kelp, is surrounded by deep water with depths up to 100 feet between it and the shore. Klas Rock is marked on the E side by a lighted bell buoy.

Mats Mats Bay, SW of Klas Rock, is a small, nearly landlocked lagoon offering excellent protection from the wind to small craft. A boat ramp and 200 feet of transient moorage are on the SE side of the bay.

The three **Colvos Rocks**, 0.7 mile S of Klas Rock and about 0.3 mile off the W shore, mark the N extremity of the bank covered by 7 to 28 feet which extends in an arc S to **Tala Point**. The NW rock is marked by a light. The SE point of the shoal extending SE from the rocks is also marked by a light. A light is about 200 yards NE of the point.

Snake Rock is 0.4 mile SW of the W Colvos Rock and 300 yards offshore. The entrance to **Port Ludlow**, in the W part of Admiralty Inlet, is just W of Colvos Rocks on the W side at the entrance to Hood Canal. The basin affords good anchorage in 40 to 50 feet, soft bottom.

Burner Point, marked by a light, is on the N side of the entrance to the inner portion of the bay. A **speed limit** of 5 knots is enforced southerly of a line extending due east from Burner Point to the east shore. At the town of **Port Ludlow**, a series of exposed piles are on the NW side of the inner bay. Several private small-craft floats are in the bay.

A marina, on the N side of the bay and just W of Burner Point, has berths for nearly 300 craft; electricity, gasoline, diesel fuel, water, ice, pumpout facilities and some marine supplies are available.

The Twins are two islands at the extreme SW end of Port Ludlow. The small bay S of The Twins is sometimes used as an anchorage for small craft in rough weather.

Norwegian Point, low and rounding, is about 0.2 mile NW of Hansville. A conspicuous privately owned lighthouse, built from plans of the original lighthouse at Mukilteo, is about 1 mile W of Hansville.

Point No Point, on the W shore of the sound SE of Foulweather Bluff, is a low sandspit. **Point No Point Light** (47°54'44"N., 122°31'37"W.) is shown from a 20-foot white octagonal tower; fog signal is at the station.

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

RCC Seattle

Commander

13th CG District

(206) 220-7001

Seattle, WA

Table of Selected Chart Notes

PORT GAMBLE BAY
The controlling depth in the entrance channel was 23 feet July 1986.

NOTE B
Submerged mooring cables are located in this area.

For Symbols and Abbreviations see Chart No. 1

LOCAL MAGNETIC DISTURBANCE
Differences of more than 2° from the normal variation have been observed in Hood Canal at Point Hannon.

Mercator Projection
Scale 1:25,000 at Lat 47°53'N
North American Datum of 1983 (World Geodetic System 1984)
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

The tidal current vectors shown on this chart (in green) represent the average maximum speeds of flood and ebb currents and the direction of flow. The speeds are represented by the numbers shown, and the directions by the orientation of the vector arrows. The maximum speeds will vary through time. For exact predictions, consult the Tidal Current Tables, Pacific Coast of North America.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

HEIGHTS
Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

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

PORT TOWNSEND CANAL
162.235 (see note A)
Project depth, 15 ft; width, 75 ft
Controlling depths - Sept 1995
Northeastern outside quarter 13.5 ft
Middle half 13.7 ft
Southwestern outside quarter 13.5 ft

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

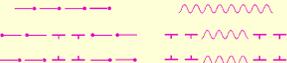
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

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 Seattle, Wash., or at the Office of the District Engineer, Corps of Engineers in Seattle, Wash. Refer to charted regulation section numbers.

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

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.

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.
Puget Sound, WA WWG-24 162.425 MHz
Seattle, WA KHB-60 162.55 MHz

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas

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.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.666' southward and 4.561' westward to agree with this chart.

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).

NOTE H
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. 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. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

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

CAUTION
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 National Imagery and Mapping Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

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.

COLREGS, 80.1395 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE C
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 Juan De Fuca and 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 US Coast Pilot.

North America.

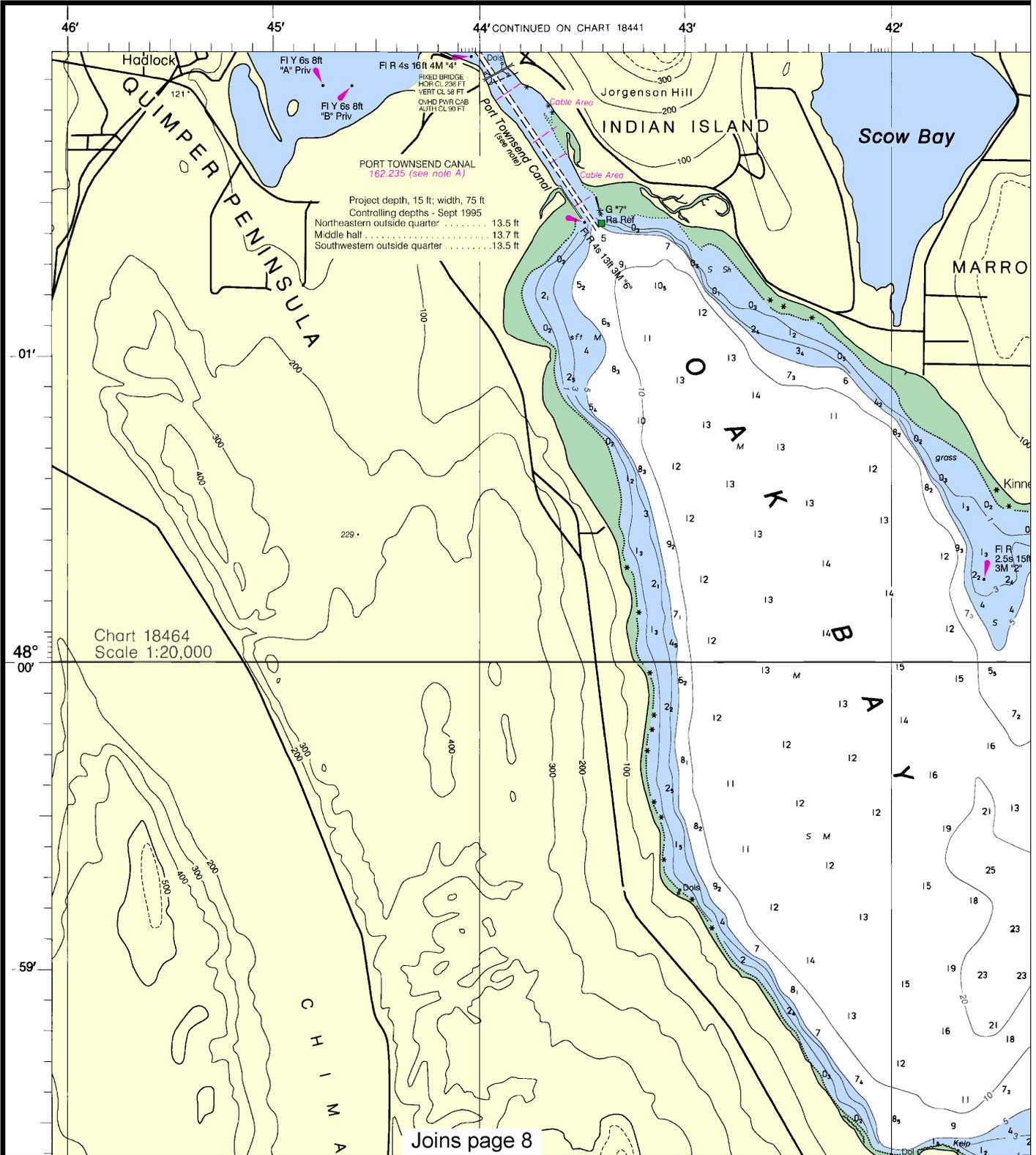
TIDAL INFORMATION					
Name	Place (Lat/Long)	Heights referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Oak Bay	(48°01'N/122°43'W)	9.4	8.6	2.6	-4.5
Port Ludlow	(47°55'N/122°41'W)	9.9	9.1	2.7	-5.0
Port Gamble	(47°51'N/122°35'W)	10.3	9.4	2.7	-5.0

(501)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.666" southward and 4.561" westward to agree with this chart.

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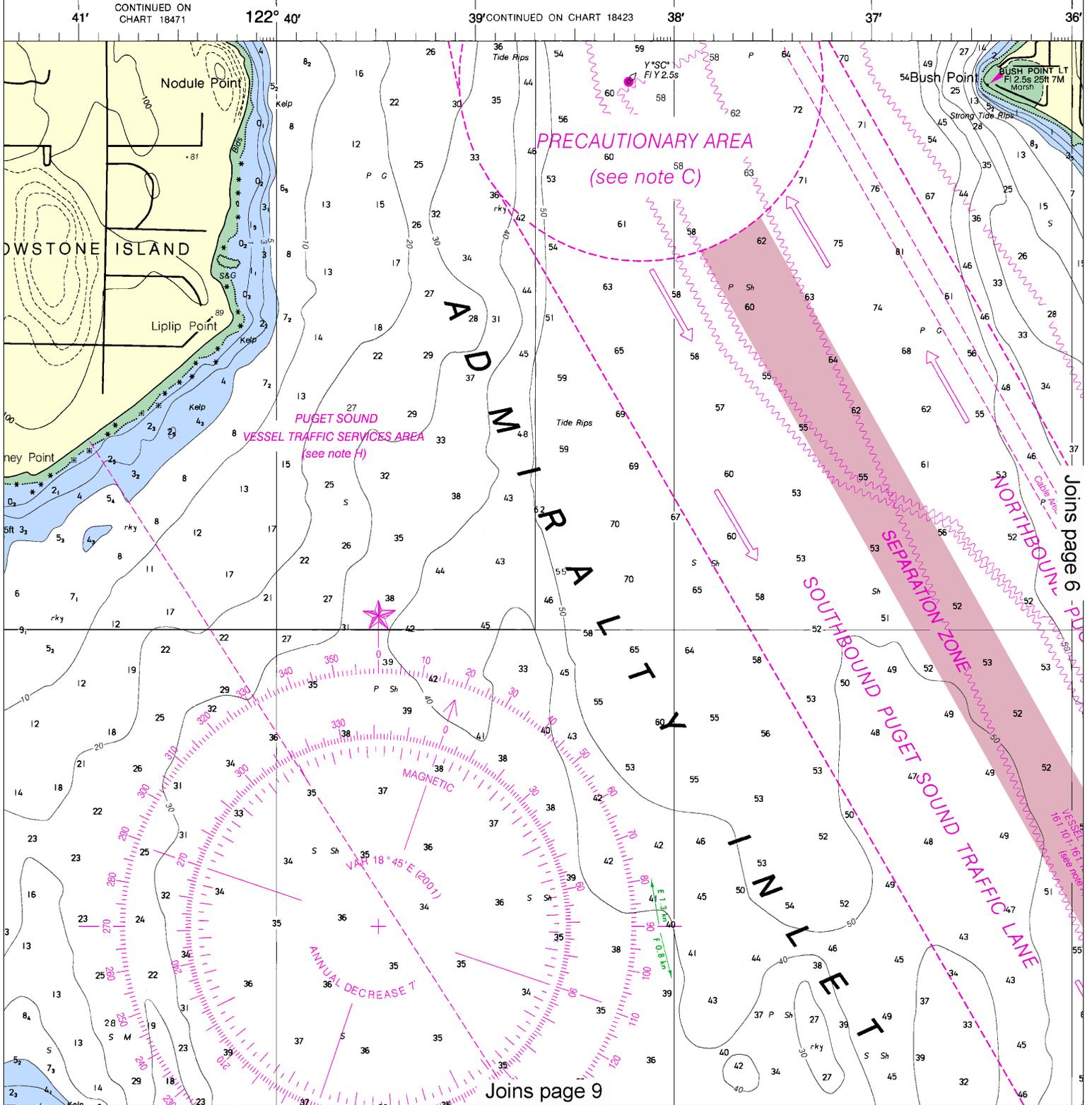


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Note: Chart grid lines are aligned with true north.

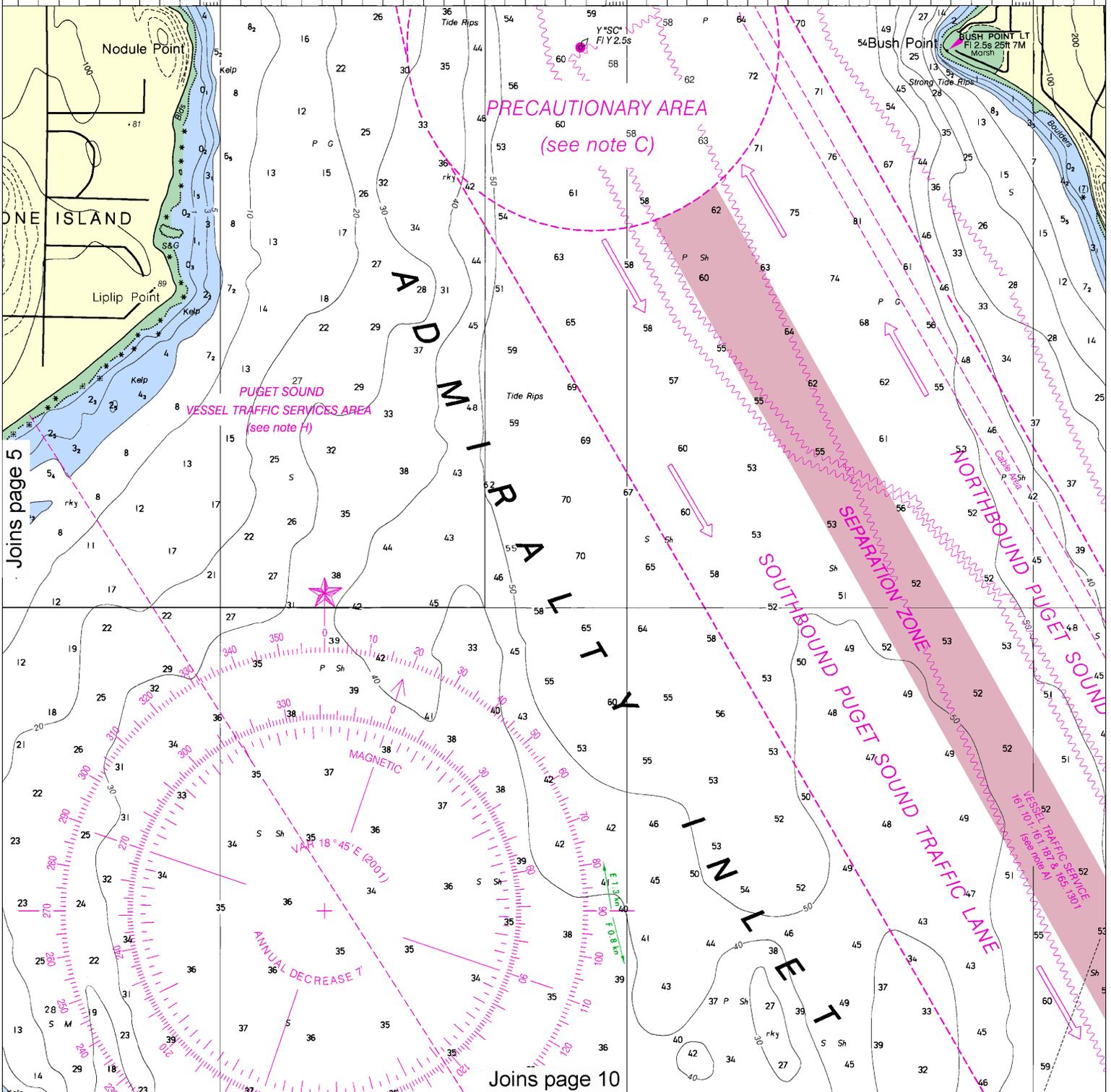
Printed at reduced scale. SCALE 1:25,000 See Note on page 5.





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.

41' CONTINUED ON CHART 18471 122° 40' 39' CONTINUED ON CHART 18423 38' 37' 36'



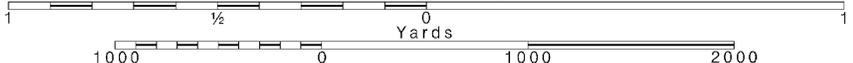
Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.

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

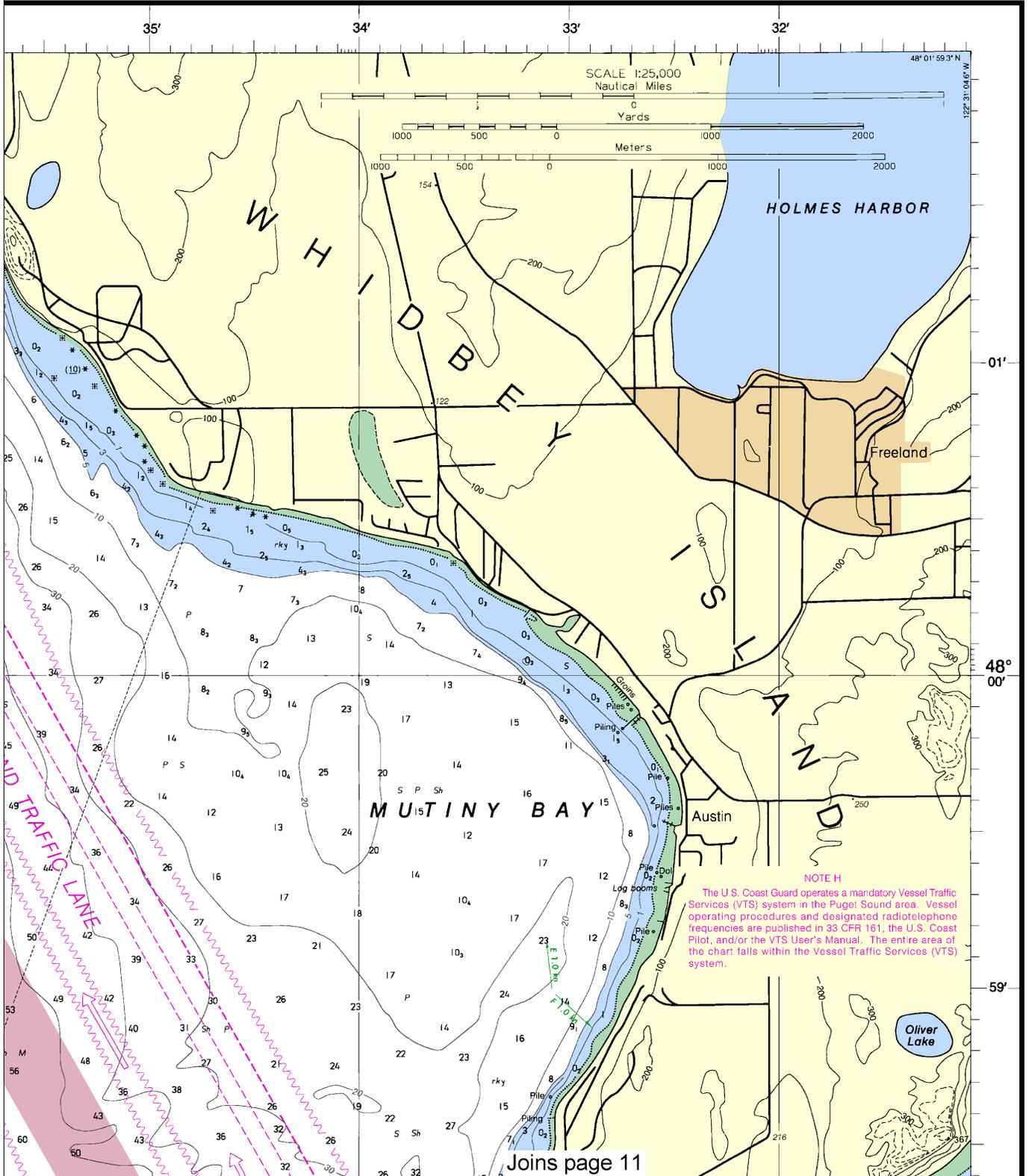


SOUNDINGS IN FATHOMS

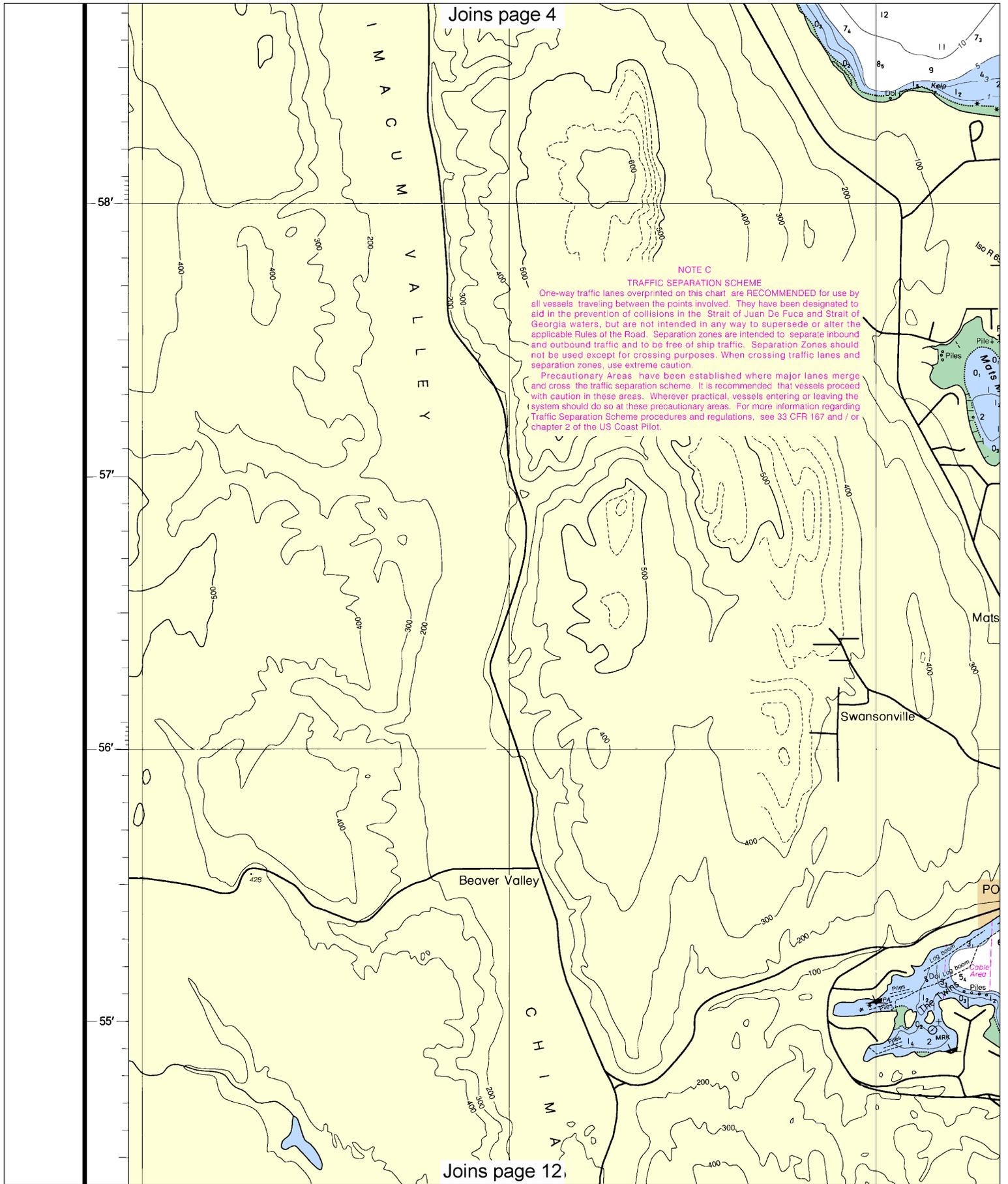
(FATHOMS AND FEET TO 11 FATHOMS)

Nautical Chart Catalog No. 2, Panel G

18477



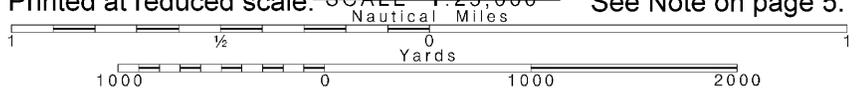
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 5012 12/11/2012,
NGA Weekly Notice to Mariners: 5212 12/29/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.

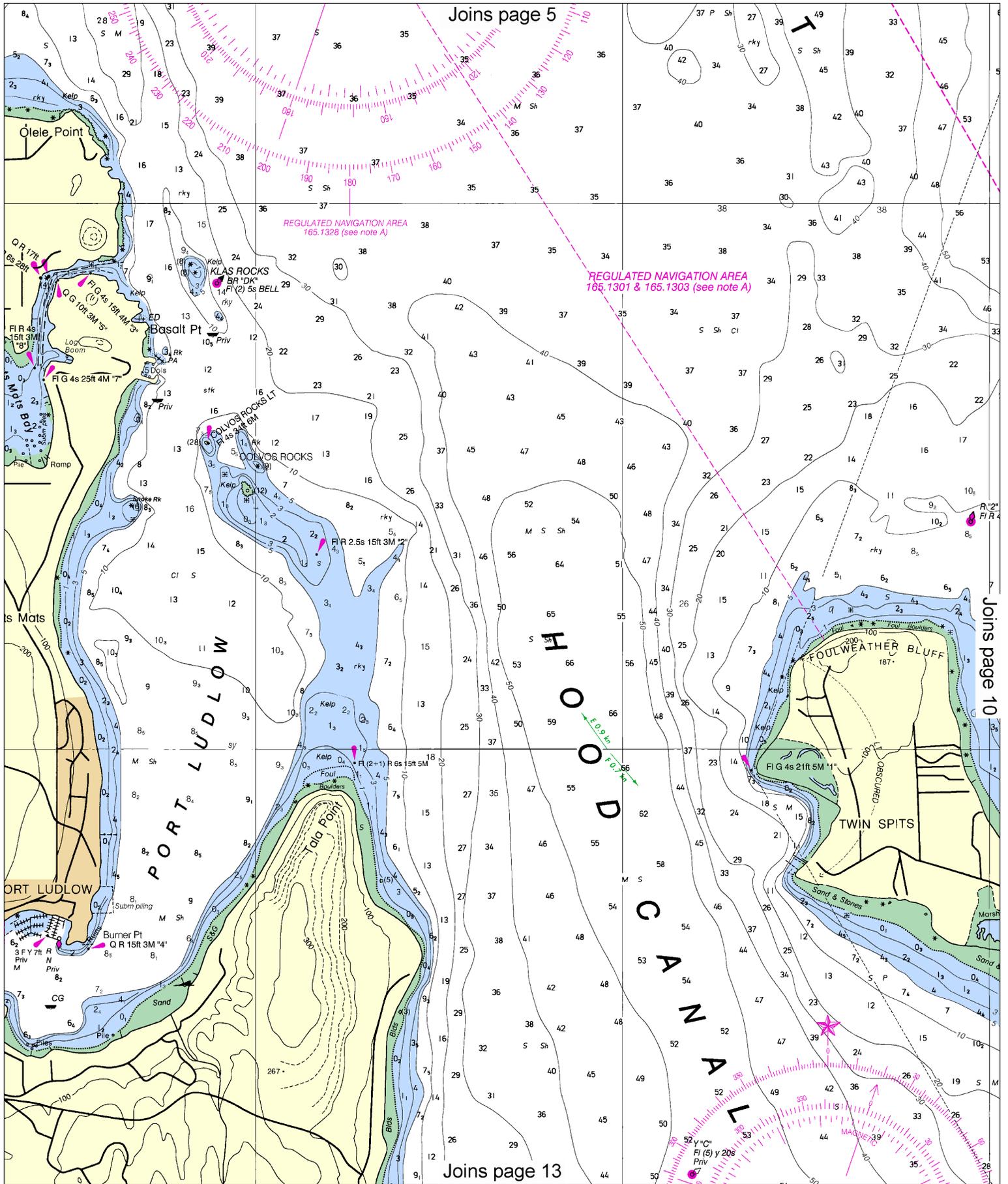


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000

See Note on page 5.

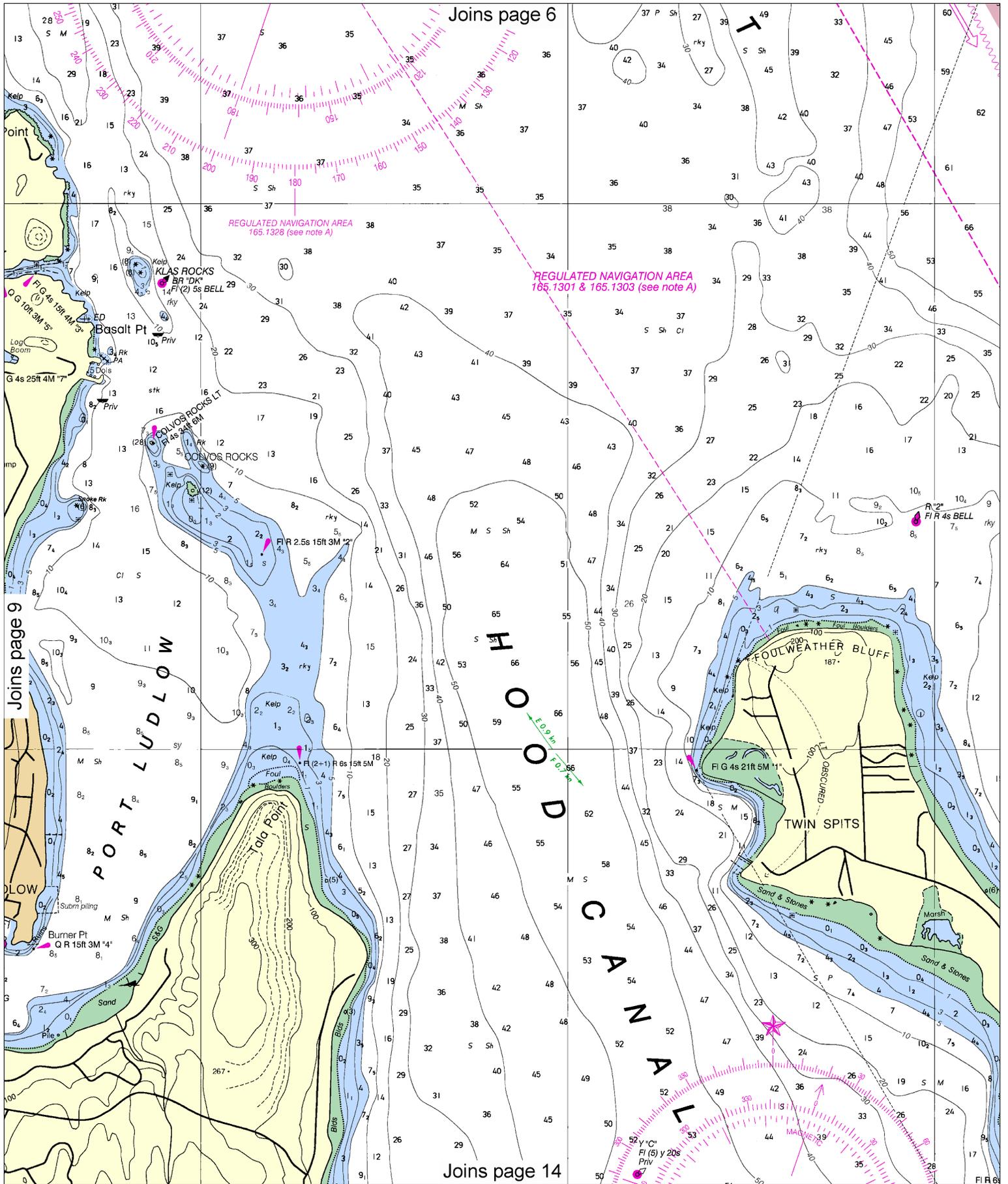




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Joins page 6

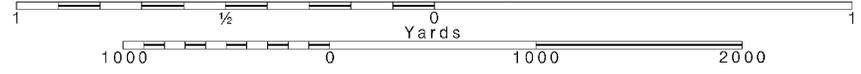
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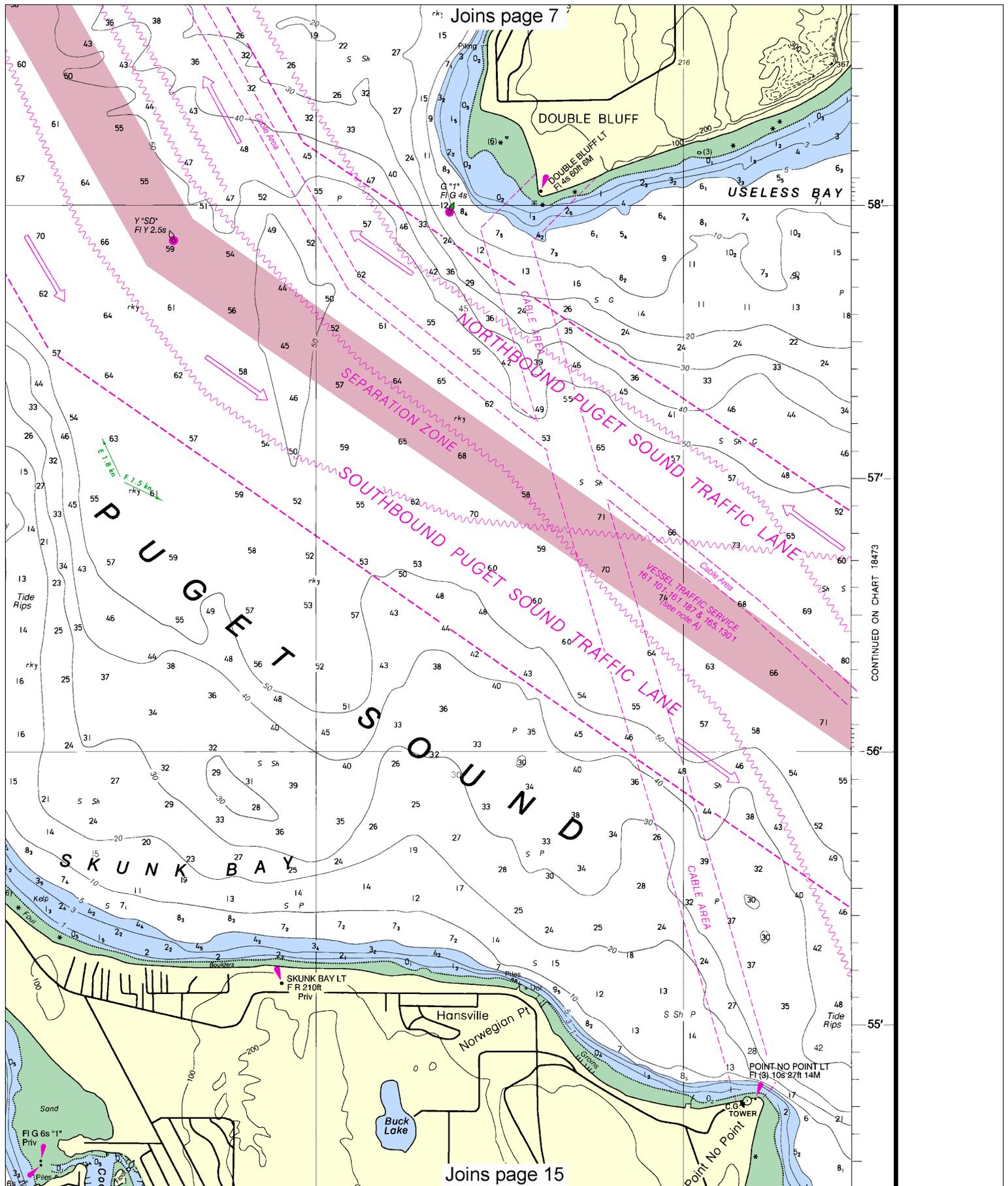
Joins page 14

10

Note: Chart grid lines are aligned with true north.

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



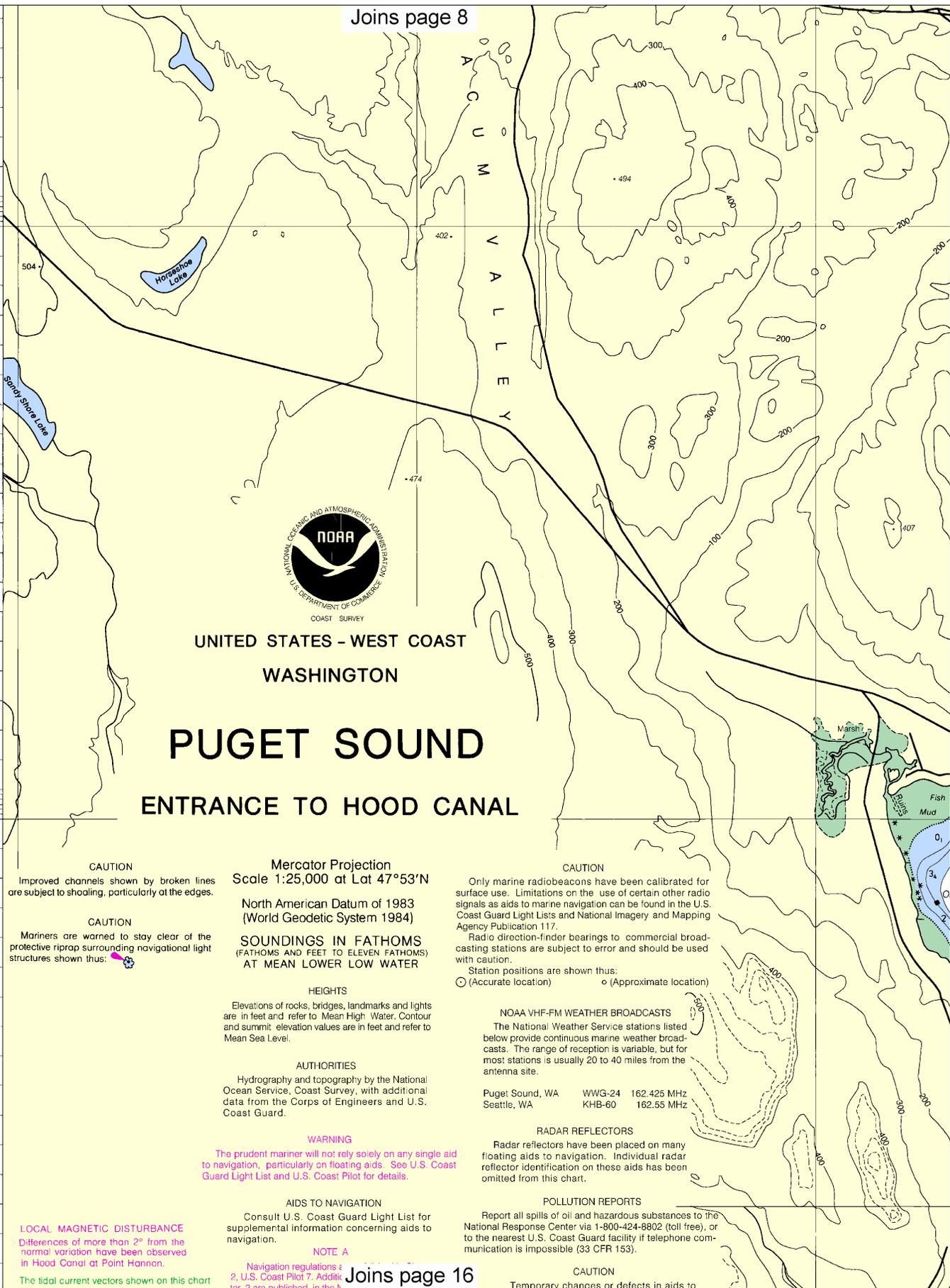


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Joins page 15

CONTINUED ON CHART 18473

54'
53'
52'
51'



UNITED STATES - WEST COAST
WASHINGTON
PUGET SOUND
ENTRANCE TO HOOD CANAL

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

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

Mercator Projection
Scale 1:25,000 at Lat 47°53'N
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

HEIGHTS
Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

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.

AIDS TO NAVIGATION
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NOTE A
Navigation regulations 2, U.S. Coast Pilot 7. Additional regulations 2 are published in the N

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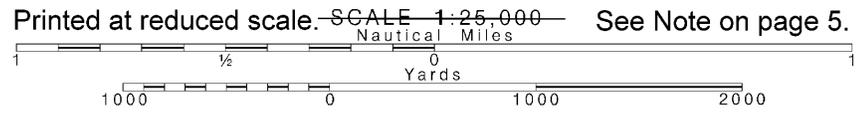
POLLUTION REPORTS
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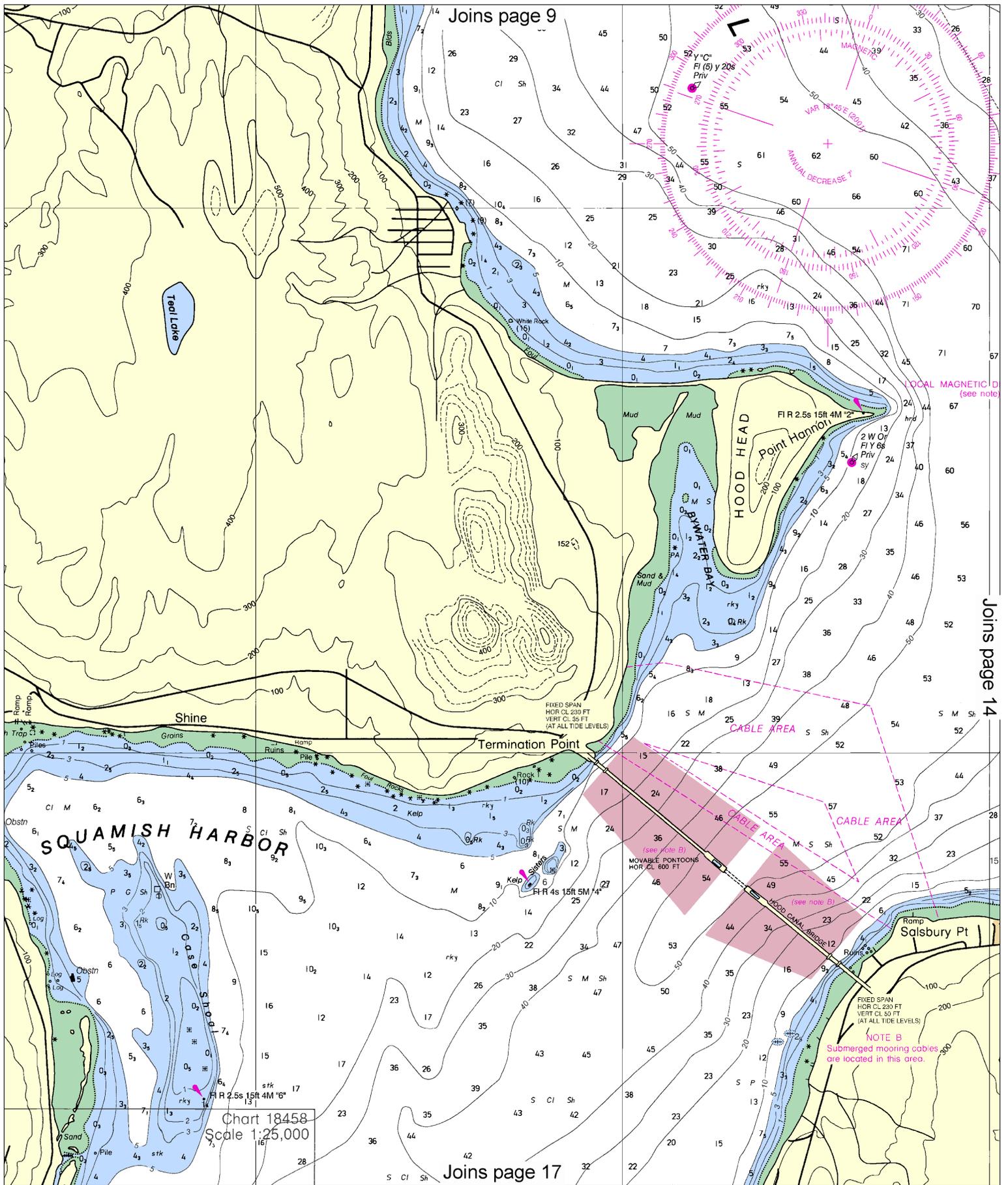
CAUTION
Temporary changes or defects in aids to

LOCAL MAGNETIC DISTURBANCE
Differences of more than 2° from the normal variation have been observed in Hood Canal at Point Hannon.
The tidal current vectors shown on this chart

12

Note: Chart grid lines are aligned with true north.





LOCAL MAGNETIC DISTURBANCE

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AIDS TO NAVIGATION
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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 Seattle, Wash., or at the Office of the District Engineer, Corps of Engineers in Seattle, Wash. Refer to charted regulation section numbers.

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CAUTION

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SUPPLEMENTAL INFORMATION

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

For Symbols and Abbreviations see Chart No. 1

Place	Name (Lat/Long)	Heights referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Oak Bay	(48°01'N/122°43'W)	9.4	8.6	2.6	-4.5
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TIDAL INFORMATION

47° 50'

LOGARITHMIC SPEED SCALE

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

COLREGS, 80.1395 (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

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas

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Covered wells may be marked by lighted or unlighted buoys.

49'

48'

46'

5th Ed., Aug. 25/01
18477

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency 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. 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.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000

See Note on page 5.

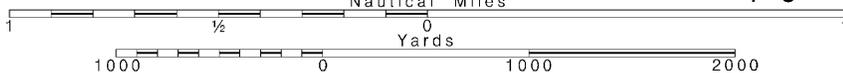
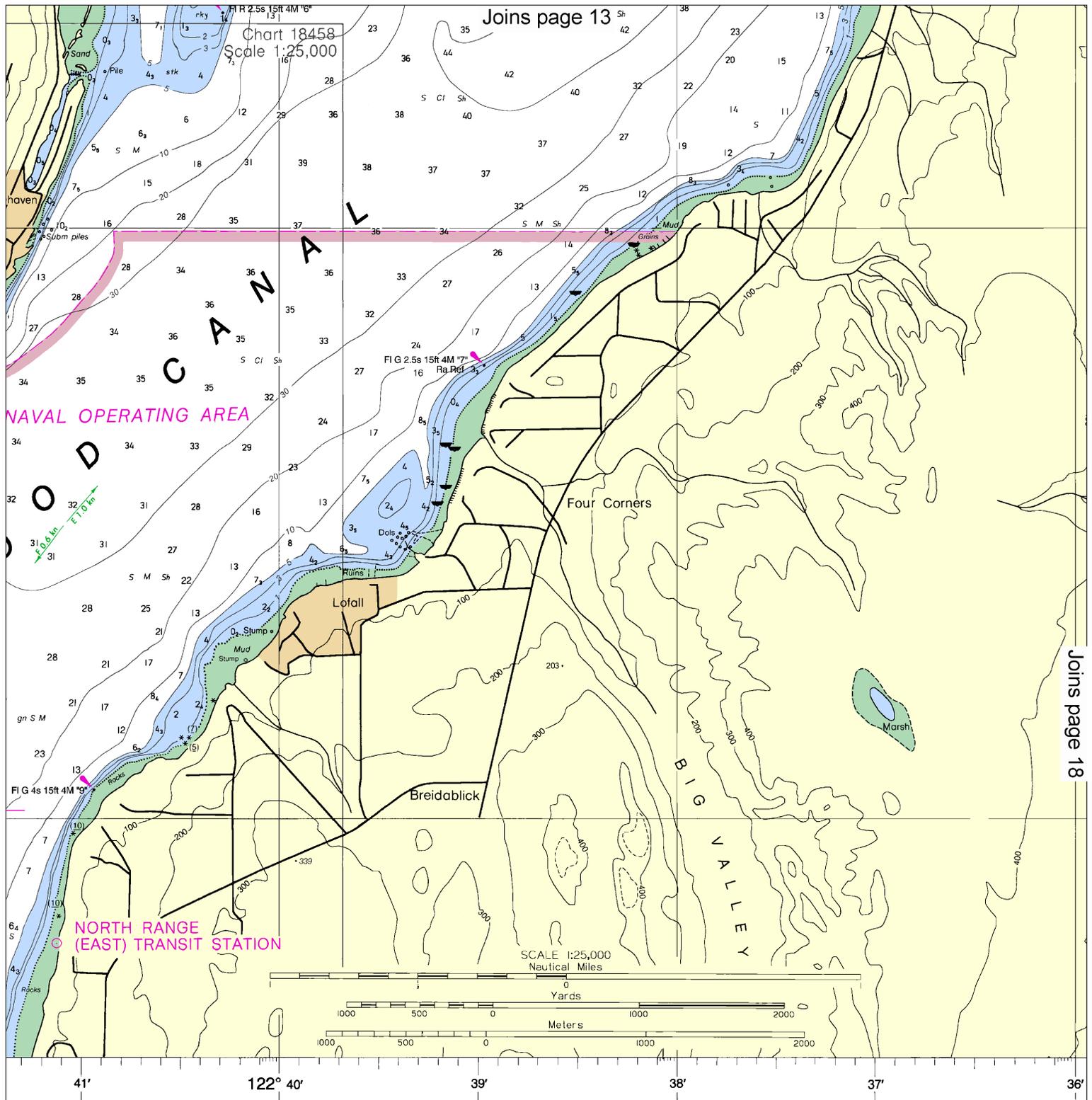


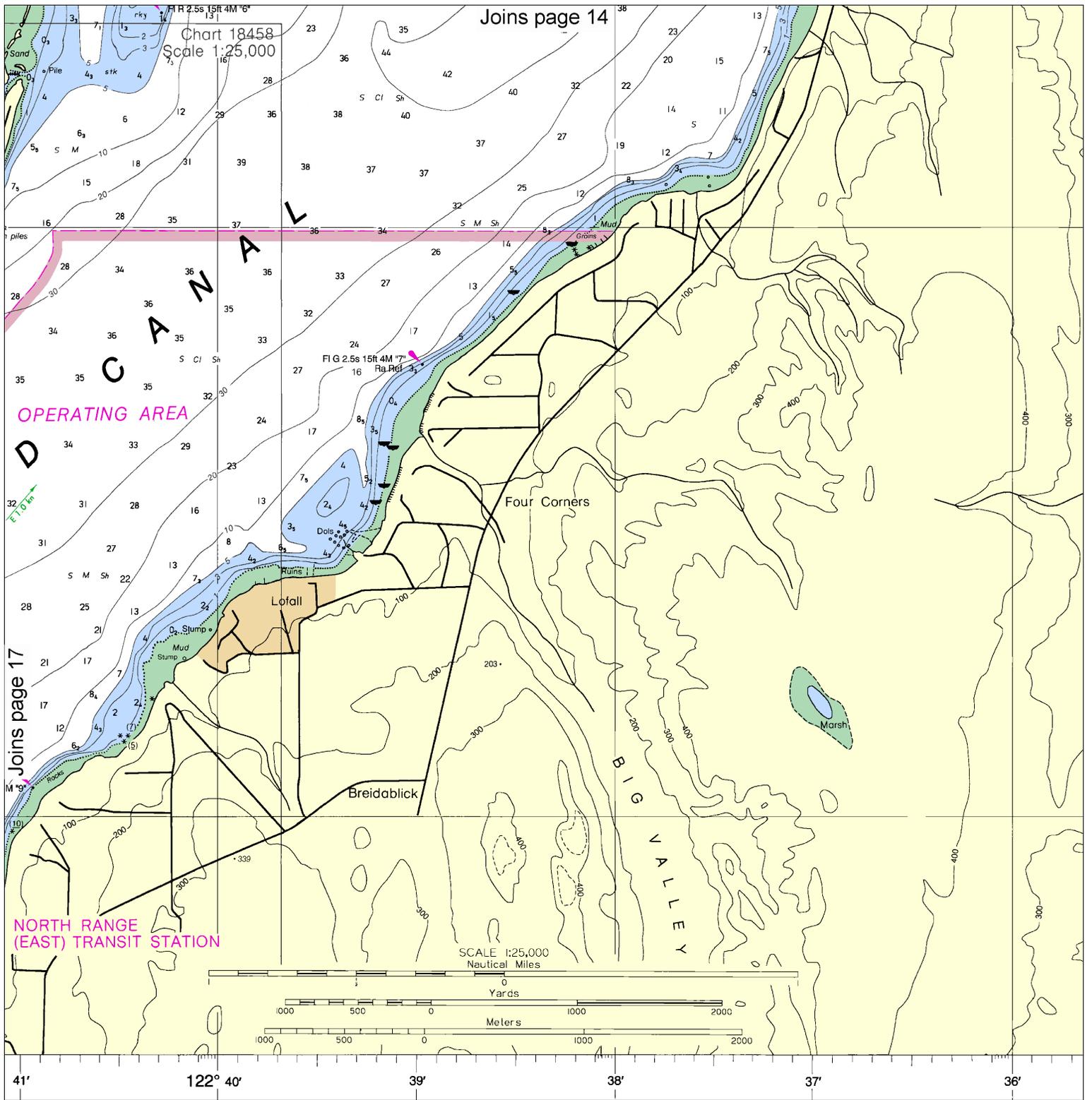
Chart 18458
Scale 1:25,000

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Joins page 18

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

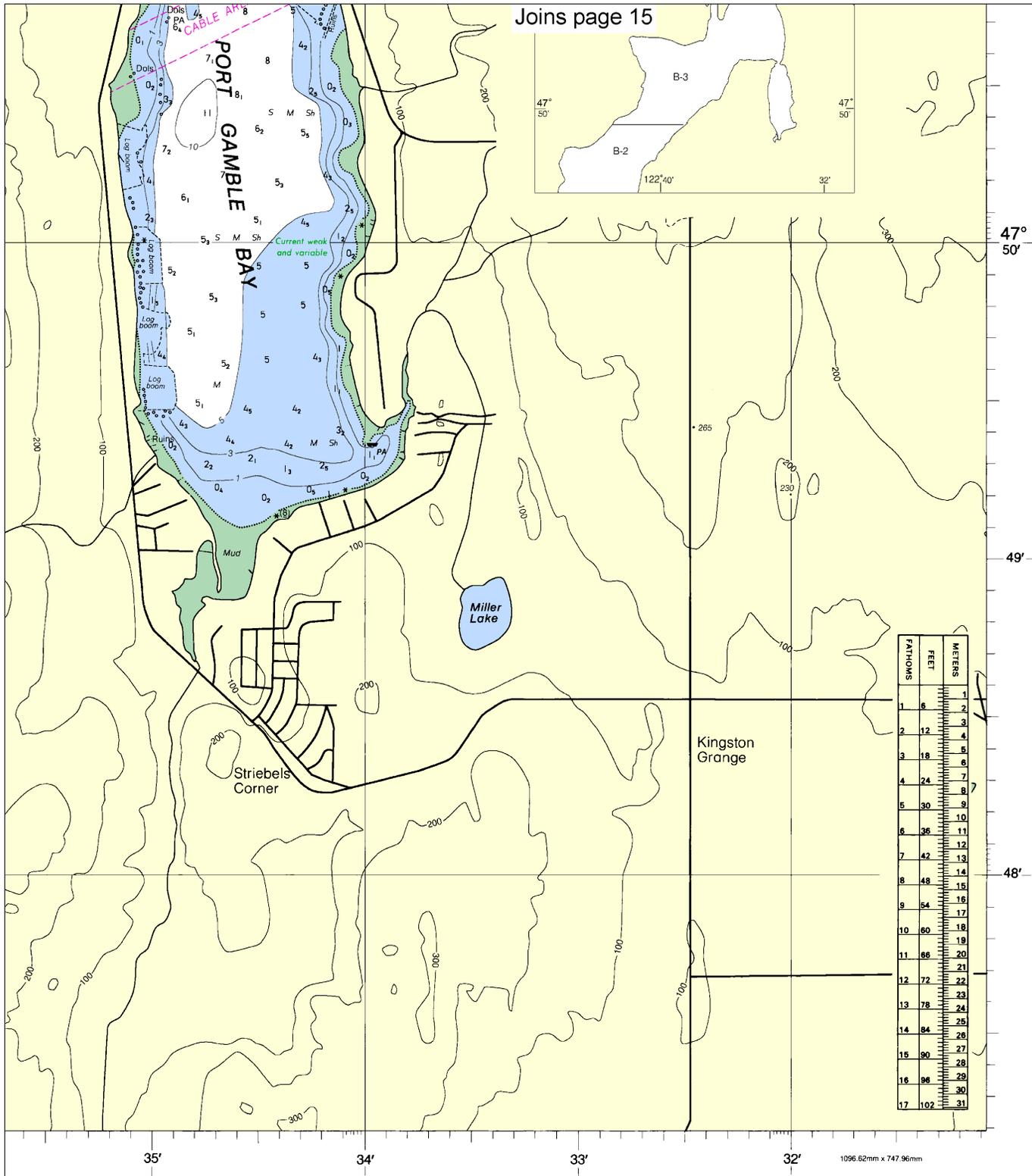
18

Note: Chart grid lines are aligned with true north.

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



Joins page 15



47° 50'

49'

48'

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

ED. NO. 5

NSN 7642014011521
NIMA REFERENCE NO. 18AHA18477

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

Entrance to Hood Canal
SOUNDINGS IN FATHOMS - SCALE 1:25,000

18477



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
- 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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