

BookletChart™



Intracoastal Waterway – Stover Point to Port Brownsville

NOAA Chart 11302

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

Approximate Page Index					
4	5	6	7	8	9
10	11	12	13	14	15
16	17	18	19	20	21
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**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.

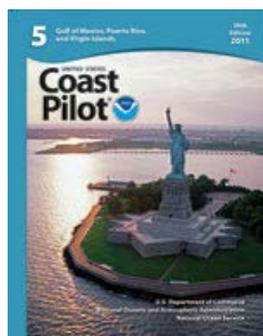
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11302>



[Selected Excerpts from Coast Pilot]

From San Luis Pass to the entrance to Matagorda Bay at Pass Cavallo, the coast trends for 80 miles in a general SW by W direction. From Pass Cavallo it curves gently SW for 100 miles to latitude 27°N., where the trend is S; thence it curves gently a little E of S for 58 miles to the mouth of the Rio Grande. Throughout its distance the coast encloses a chain of shallow lagoons. These are separated from the Gulf by long, narrow islands and peninsulas which are generally low and sandy, with few natural distinguishing marks. Some of the bays and lagoons may be entered from the Gulf through dredged

passes protected by jetties, and others through small passes partly obscured by bars with little depth on them.

Vessels should approach Brazos Santiago Pass through the Brazos Santiago Pass Safety Fairway or the Coastwise Safety Fairway. (See 166.100 through 166.200, chapter 2.)

Anchorage.—Vessels should anchor in the Brazos Santiago Pass Fairway Anchorages on either side of the safety fairway. (See 166.100 through 166.200, chapter 2.)

Directly off the entrance to Brazos Santiago Pass, the bottom is soft and affords fair anchorage with good holding ground; farther N and S the bottom is harder. After entering the pass, ships must proceed to the wharves. Once inside Brazos Santiago Pass, there is no satisfactory anchorage for deep-draft vessels.

Currents.—Tidal currents of 6 knots were reported in the vicinity of Brazos Santiago Pass and Port Isabel which may cause strong cross currents on the Intracoastal Waterway at about Mile 665.1W, especially with a flood tide and strong SE winds. Caution is advised for large vessels transiting between Port Isabel and Long Island.

Dangers.—An unmarked dangerous wreck is 4.5 miles N of Brazos Santiago Pass Entrance Lighted Whistle Buoy BS, and a fish haven is 1.3 miles N of the buoy.

Brownsville is a **customs port of entry**.

A **speed limit** of 8 knots in Brownsville Ship Channel and 4 knots in the turning basin is enforced.

Port Isabel.—A **speed limit** of 4 knots in the harbor and 8 knots in the ship channel is enforced.

Port Isabel, about 2.5 miles W from Brazos Santiago Pass, is an important point for the shipping of petroleum products by barge and the receipt of barge shipments of sand and gravel. It has a large shrimp boat fleet, and the town is widely patronized as a resort for sport fishing and recreation.

A narrow dredged channel leads NW from the Intracoastal Waterway close SW of the pontoon bridge and leads around the N side of a small island marked at each end by a daybeacon. The channel connects with **Port Isabel Side Channel**, another dredged channel that extends W from the Intracoastal Waterway about 0.3 mile SW of the pontoon bridge and leads N to connect with side channels used principally by fishing vessels. In April 1999, the controlling depth was 10.0 feet in the channel around the island and in the Port Isabel Side Channel.

The deep-draft Port Isabel Channel departs the Laguna Madre Channel about 2.8 miles above the jetties and leads N for 1.2 miles to the turning basin at Port Isabel. A Federal project provides 42 feet through Laguna Madre Channel and 36 feet through Port Isabel Channel and turning basin.

A causeway crossing the Intracoastal Waterway between Port Isabel and Padre Island has a fixed span with a clearance of 73 feet. The fixed span of the former causeway crossing the S end of Laguna Madre between Long Island and Padre Island has been removed; a 38-foot navigation opening remains.

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

RCC New Orleans Commander
8th CG District (504) 589-6225
New Orleans, LA

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

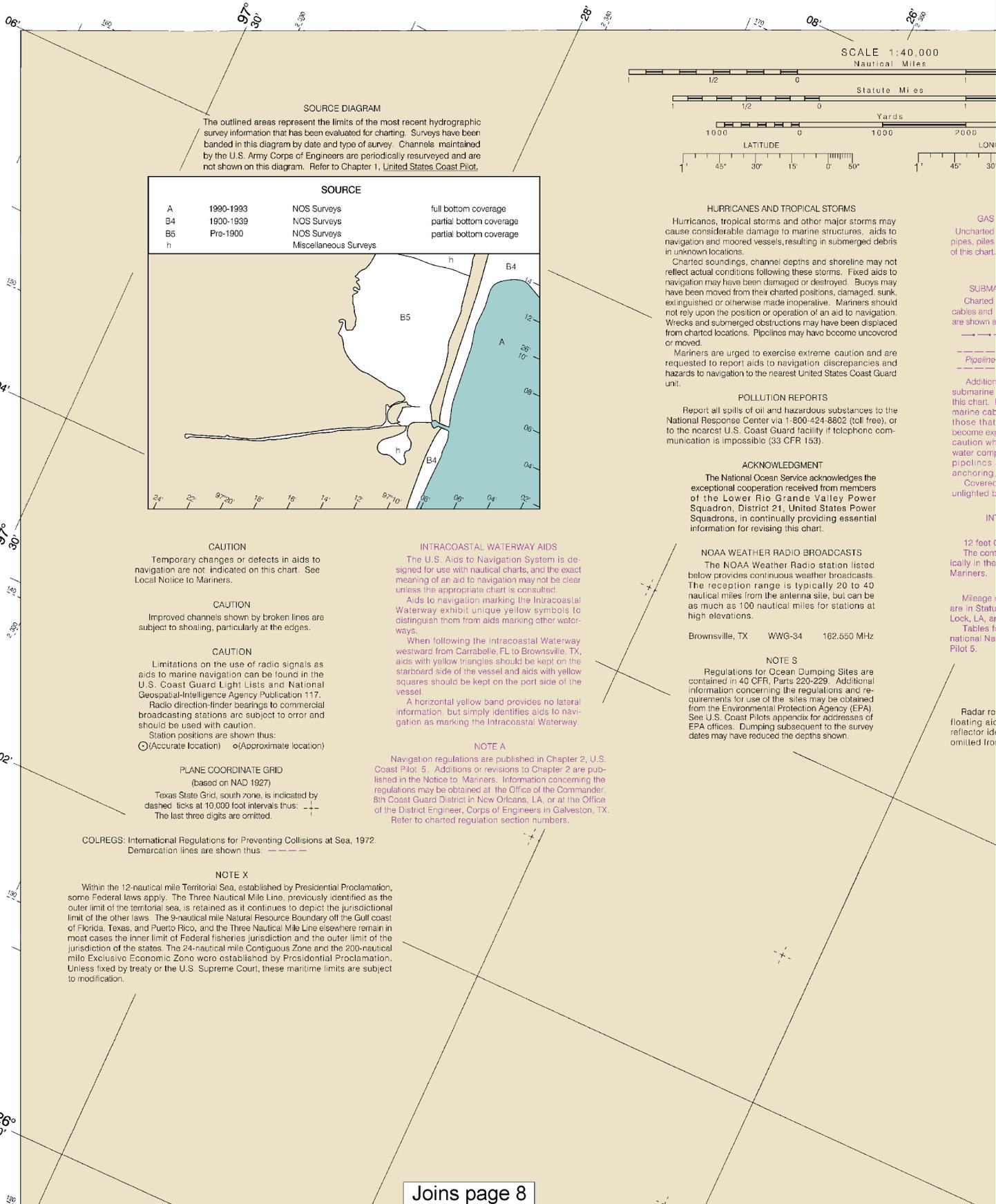
To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>



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.

SOURCE			
A	1990-1993	NOS Surveys	full bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage
h		Miscellaneous Surveys	



HURRICANES AND TROPICAL STORMS
 Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
 Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
 Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

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 telephonic communication is impossible (33 CFR 153).

ACKNOWLEDGMENT
 The National Ocean Service acknowledges the exceptional cooperation received from members of the Lower Rio Grande Valley Power Squadron, District 21, United States Power Squadrons, in continually providing essential information for revising this chart.

NOAA WEATHER RADIO BROADCASTS
 The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
 Brownsville, TX WWG-34 162.650 MHz

NOTE S
 Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

INTRACOASTAL WATERWAY AIDS
 The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
 Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
 When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.
 A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

NOTE A
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. 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, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

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

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

CAUTION
 Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
 Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
 Station positions are shown thus:
 (O) (Accurate location) (o) (Approximate location)

PLANE COORDINATE GRID
 (based on NAD 1927)
 Texas State Grid, south zone, is indicated by dashed ticks at 10,000 foot intervals thus: ---+---
 The last three digits are omitted.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
 Demarcation lines are shown thus: - - - - -

NOTE X
 Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

GAS
 Uncharted pipes, piles of this chart.

SUBM
 Charred cables and are shown as

Pipeline

Addition submarine this chart. Marine cables those that become exposed water compartments, anchoring. Covered unlighted buoys.

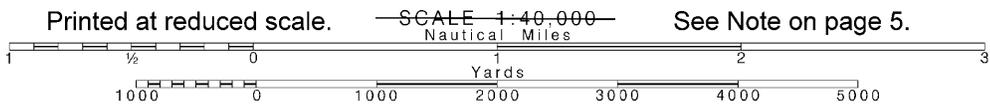
INT
 12 feet depth. The contour is locally in the Mariners.

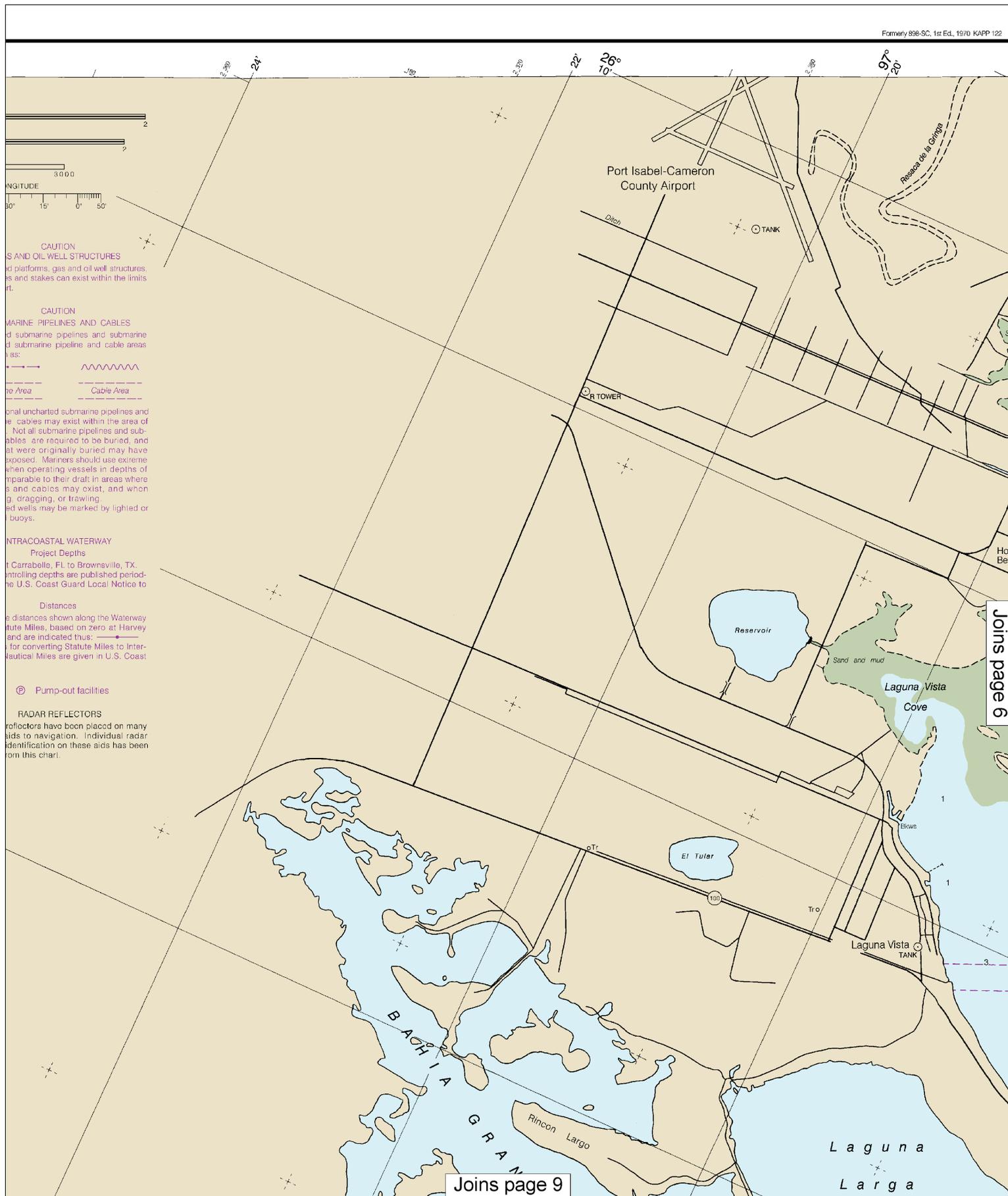
Mileage are in Statute Lock, LA, at Tables for national Nautical Pilot 5.

Radar floating aid reflector identified omitted from

Joins page 8

Note: Chart grid lines are aligned with true north.



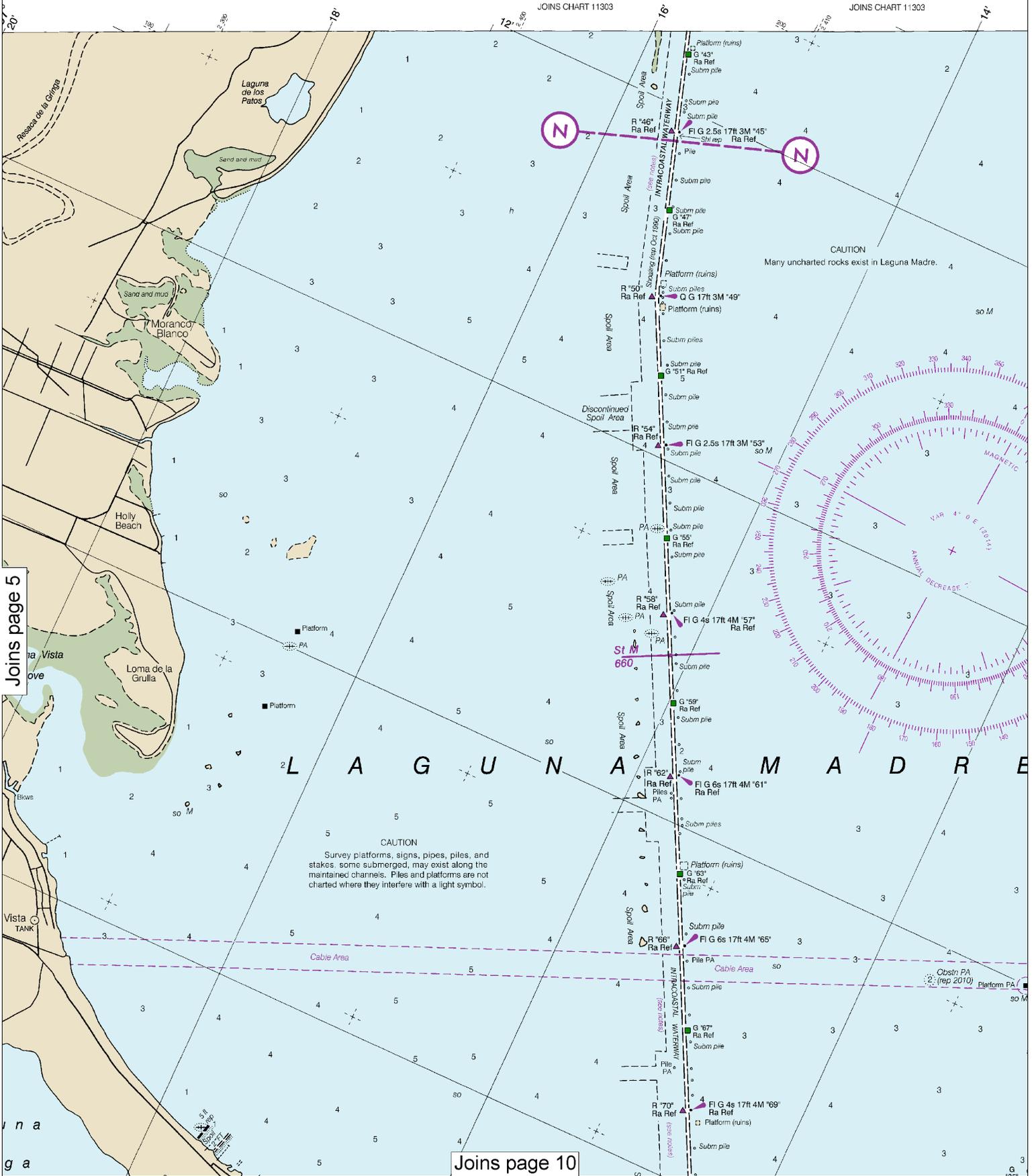


Joins page 6

Joins page 9

This BookletChart was reduced to 70% of the original chart scale.
 The new scale is 1:57142. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.





Joins page 5

Joins page 10



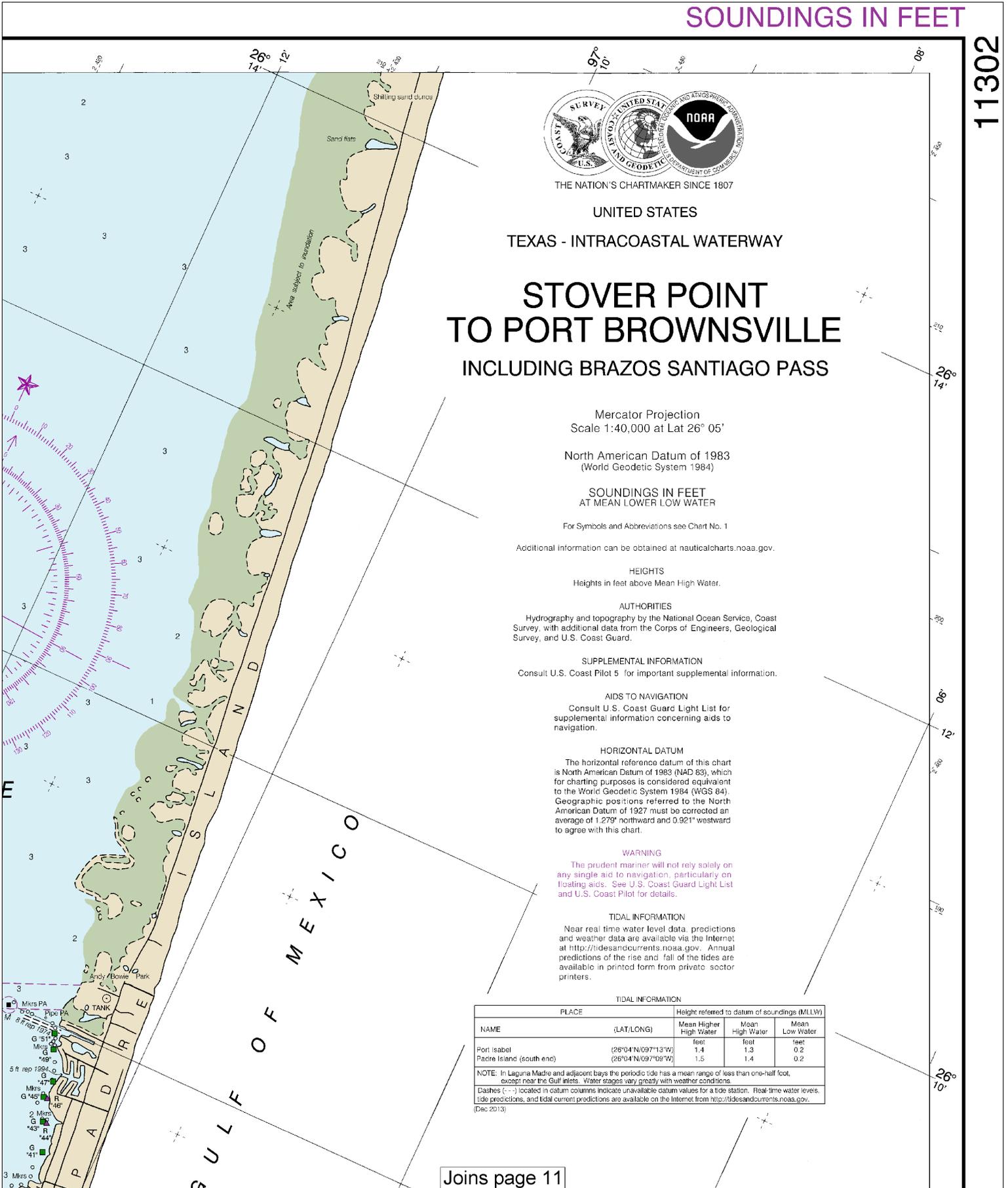
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
TEXAS - INTRACOASTAL WATERWAY

STOVER POINT TO PORT BROWNSVILLE INCLUDING BRAZOS SANTIAGO PASS

Mercator Projection
Scale 1:40,000 at Lat 26° 05'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

HEIGHTS
Heights in feet above Mean High Water.

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.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

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

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 1.279" northward and 0.921" westward to agree with this chart.

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.

TIDAL INFORMATION
Near real time water level data, predictions and weather data are available via the Internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

NAME	PLACE (LAT/LONG)	TIDAL INFORMATION		
		Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Port Isabel	(26°04'N/097°13'W)	feet 1.4	feet 1.3	feet 0.2
Padre Island (south end)	(26°04'N/097°08'W)	feet 1.5	feet 1.4	feet 0.2

NOTE: In Laguna Madre and adjacent bays the periodic tide has a mean range of less than one-half foot, except near the Gulf inlets. Water stages vary greatly with weather conditions.
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Dec 2013)

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Last Correction: 11/21/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4416 (10/29/2016)

should be used with caution.
 Station positions are shown thus:
 ○ (Accurate location) ◊ (Approximate location)

Joins page 4

EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

mooring and
 reflector id
 omitted fro

PLANE COORDINATE GRID
 (based on NAD 1927)

Texas State Grid, south zone, is indicated by
 dashed ticks at 10,000 foot intervals thus: ---+---
 The last three digits are omitted.

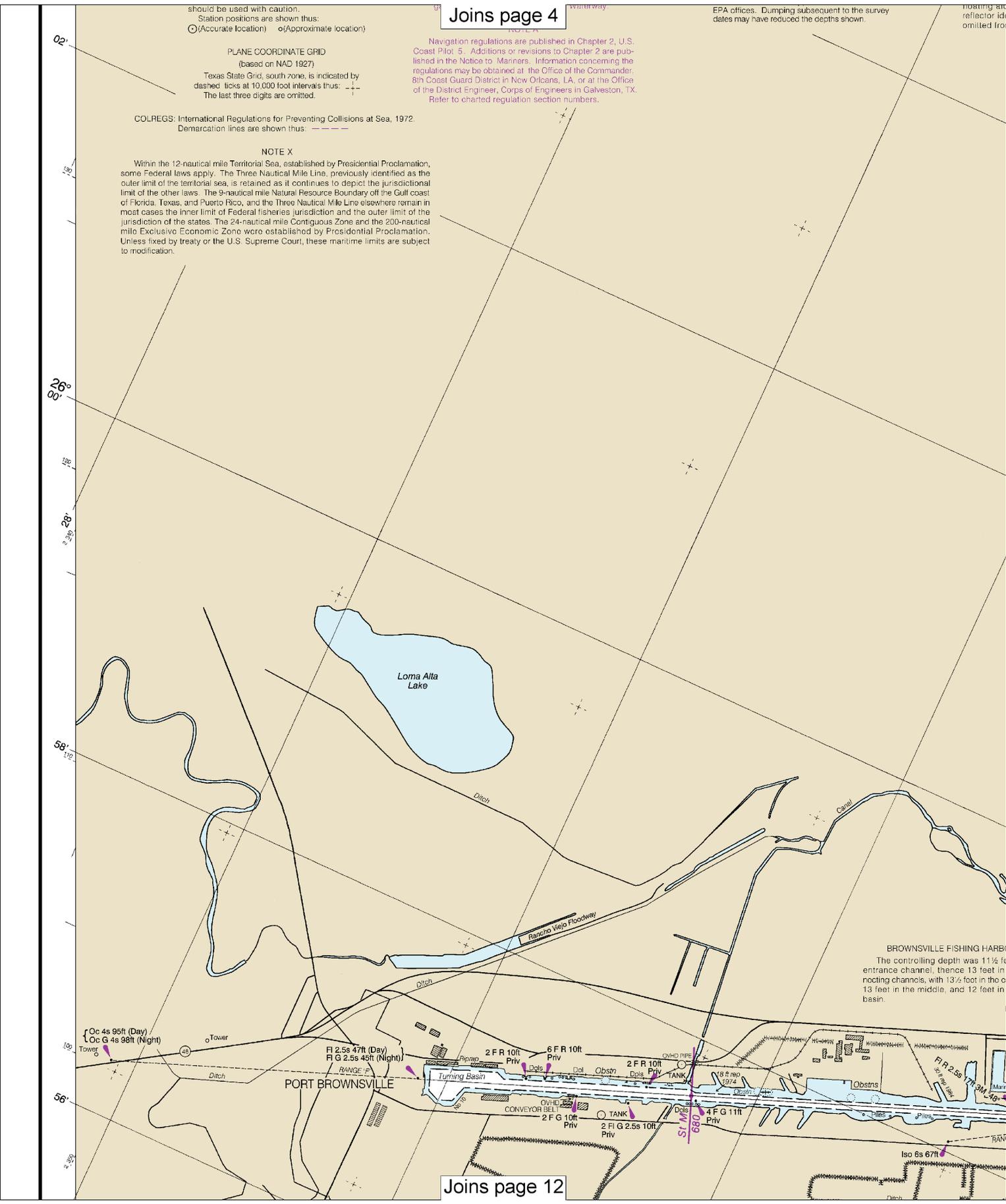
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
 Demarcation lines are shown thus: - - - - -

NOTE X

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02'
 18'
 26'
 34'
 42'
 50'
 58'
 06'
 14'
 22'
 30'
 38'
 46'
 54'
 02'
 10'
 18'
 26'
 34'
 42'
 50'
 58'

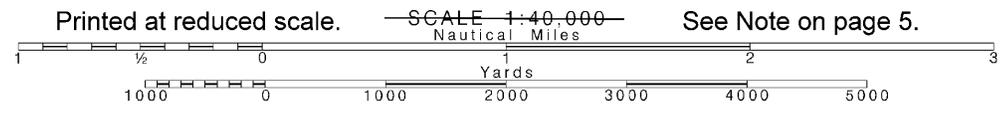


Joins page 12

BROWNSVILLE FISHING HARBOR
 The controlling depth was 11 1/2 feet in entrance channel, thence 13 feet in loading channels, with 13 1/2 feet in the middle, and 12 feet in basin.



Note: Chart grid lines are aligned with true north.



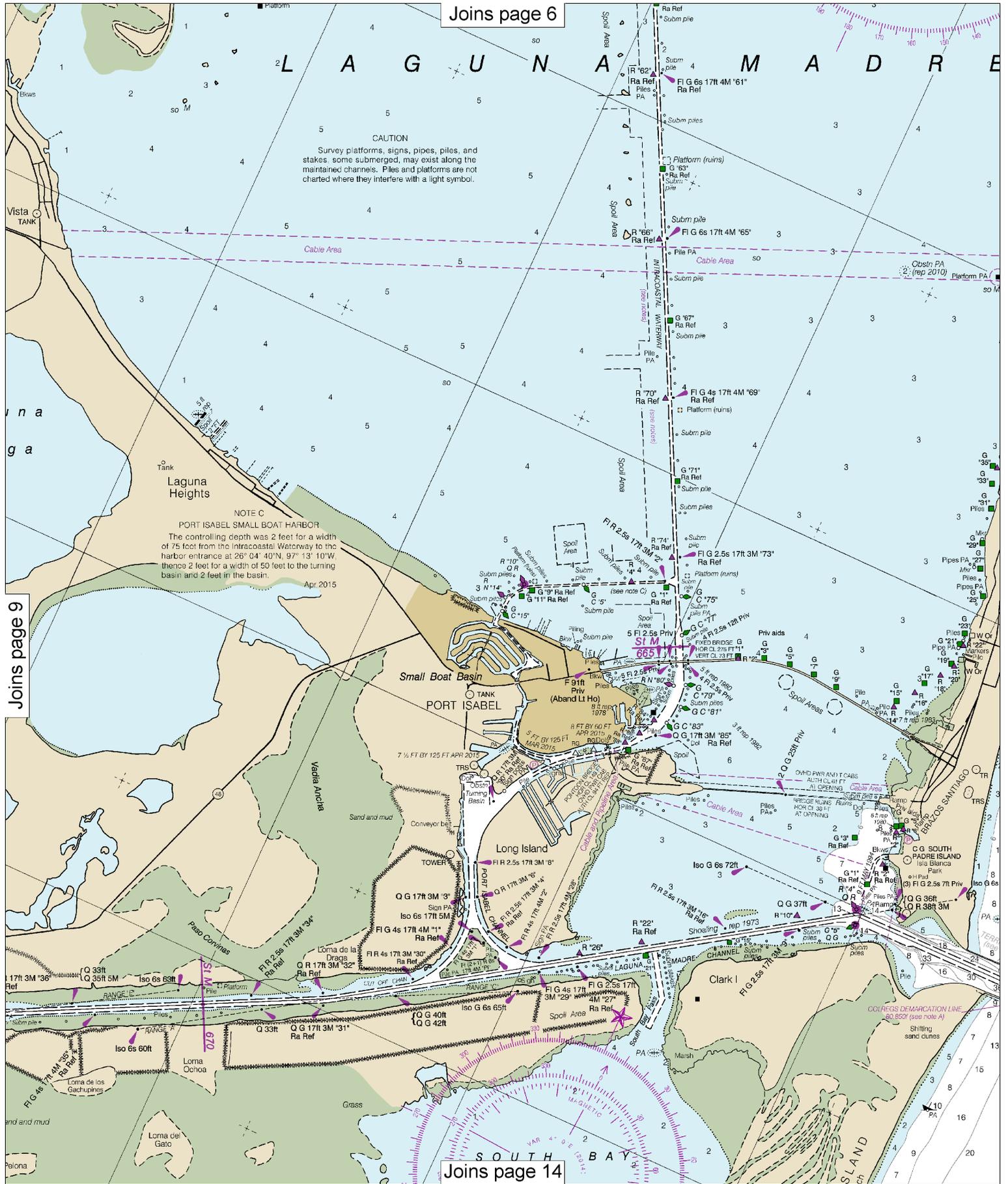
As to navigation, individual radar identification on these aids has been from this chart.

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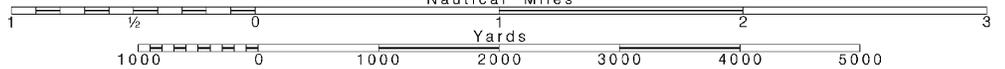
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



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 1.279' northward and 0.921' westward to agree with this chart.

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.

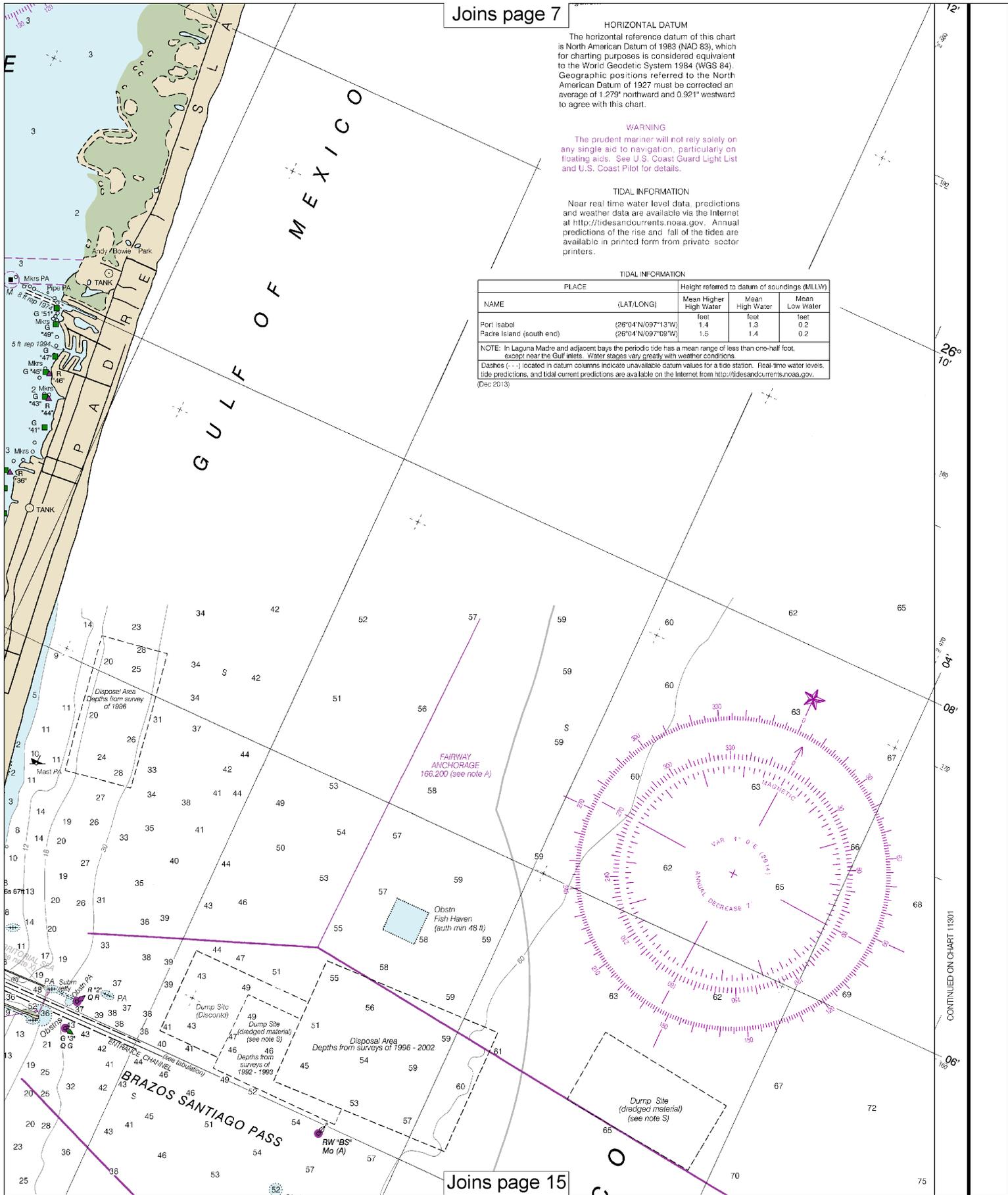
TIDAL INFORMATION

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TIDAL INFORMATION

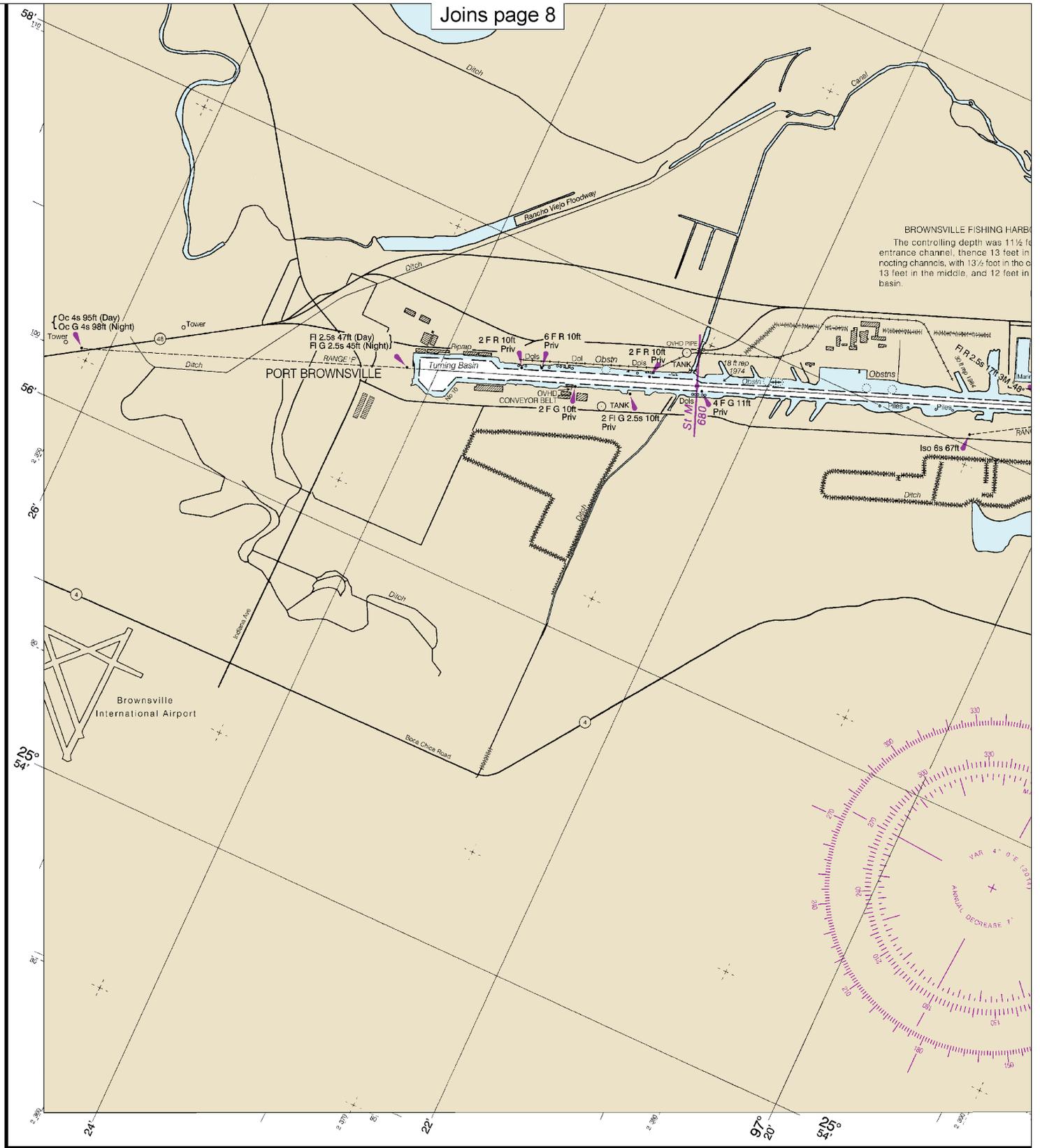
PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water		
		Mean Higher High Water	Mean High Water	Mean Low Water
Port Isabel	(26°04'N/097°13'W)	1.4	1.3	0.2
Padre Island (south end)	(26°04'N/097°08'W)	1.5	1.4	0.2

NOTE: In Laguna Madre and adjacent bays the periodic tide has a mean range of less than one-half foot, except near the Gulf inlets. Water stages vary greatly with weather conditions.
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Dec 2013)



CONTINUED ON CHART 11301

BROWNSVILLE FISHING HARBOR
The controlling depth was 11 1/2 feet in the entrance channel, thence 13 feet in the mooring channels, with 13 1/2 feet in the middle, and 12 feet in the basin.



34th Ed., Jan. 2014
11302

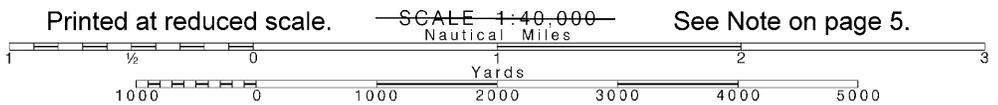
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected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

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.html>.

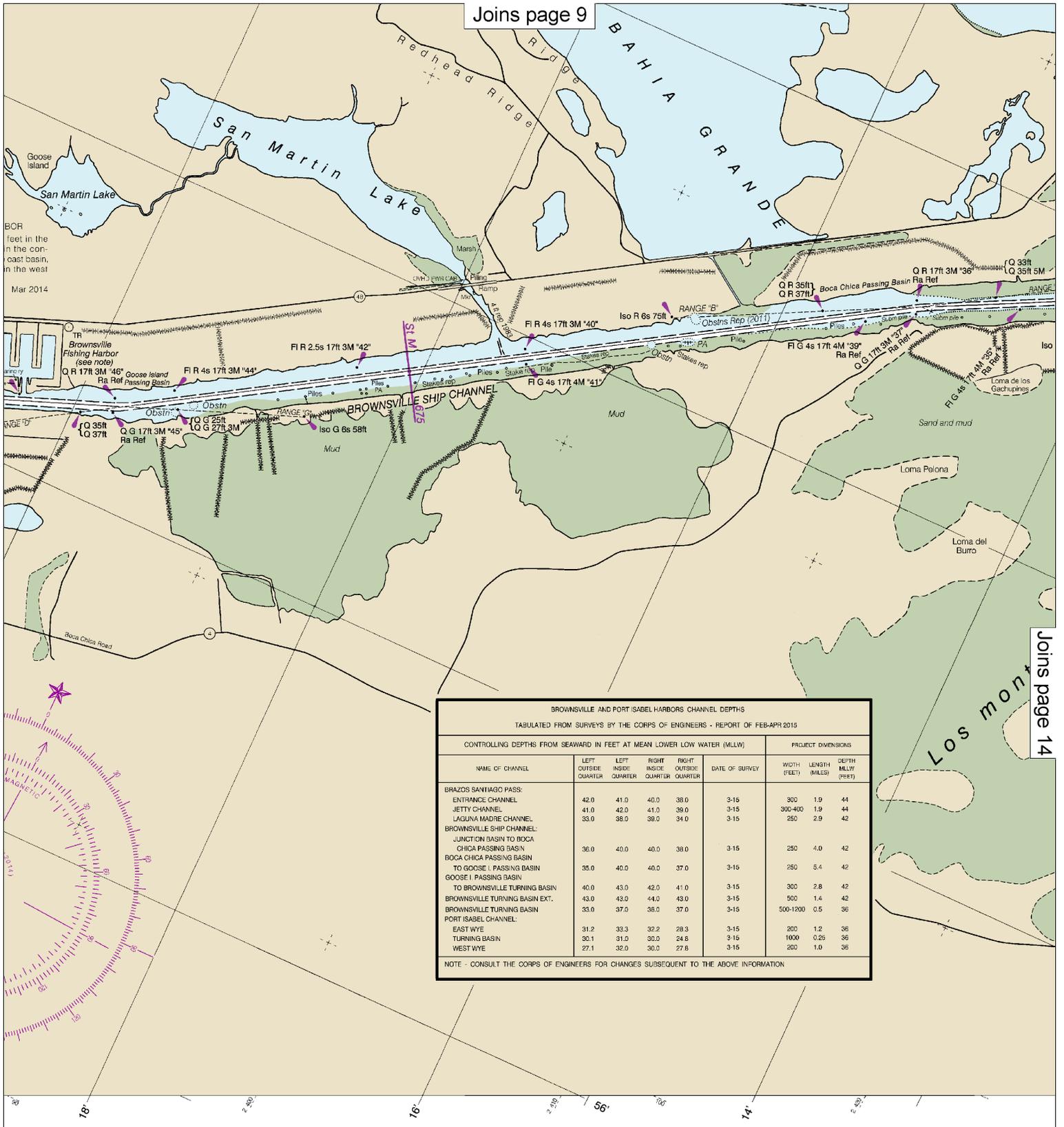
Last Correction: 11/21/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4416 (10/29/2016)

12

Note: Chart grid lines are aligned with true north.



See Note on page 5.



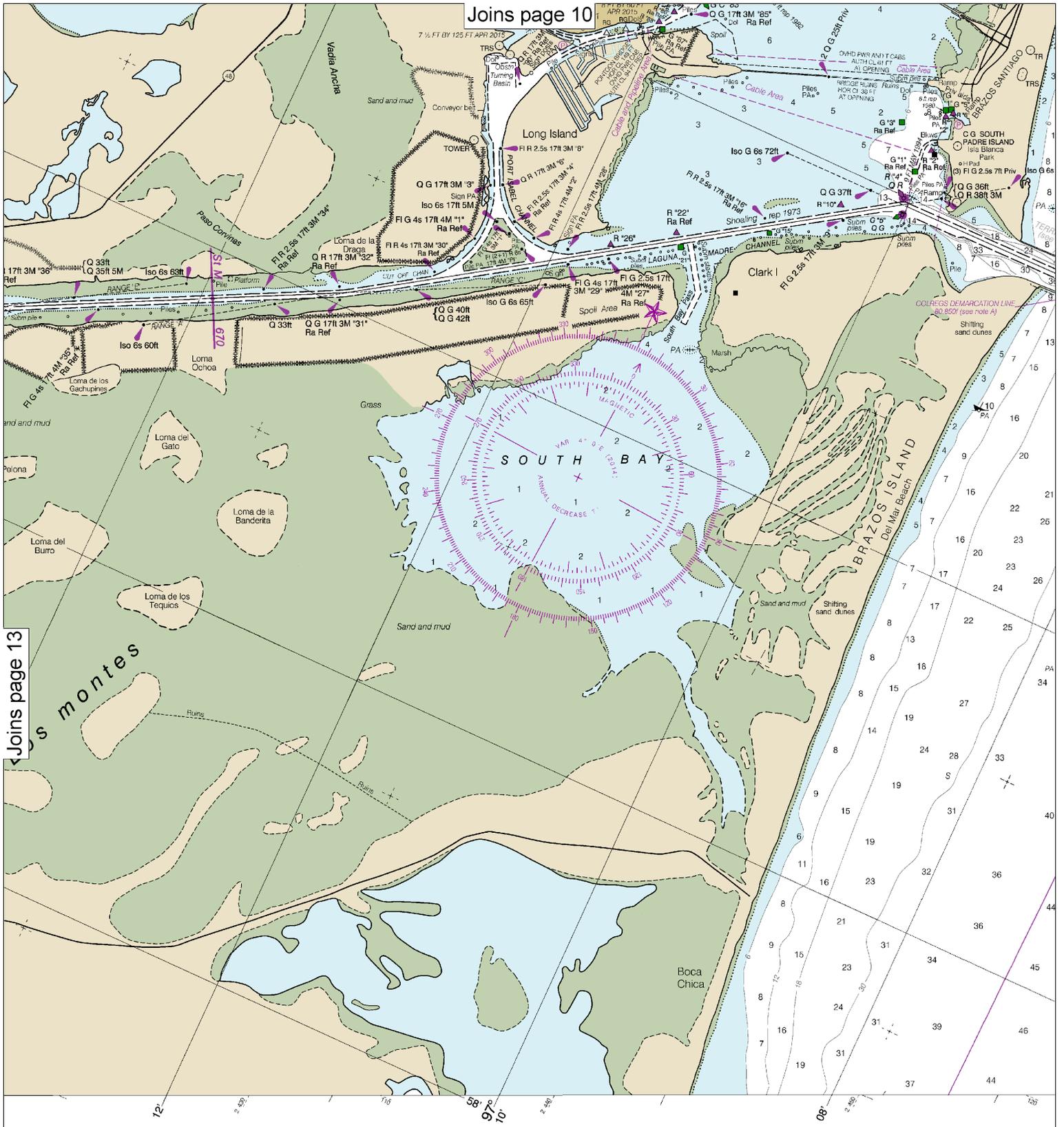
BROWNSVILLE AND PORT ISABEL HARBORS CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB-APR 2015

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
BRAZOS SANTIAGO PASS:								
ENTRANCE CHANNEL	42.0	41.0	40.0	38.0	3-15	300	1.9	44
JETTY CHANNEL	41.0	42.0	41.0	39.0	3-15	300-400	1.9	44
LAGUNA MADRE CHANNEL	33.0	38.0	38.0	34.0	3-15	250	2.9	42
BROWNSVILLE SHIP CHANNEL:								
JUNCTION BASIN TO BOCA CHICA PASSING BASIN	36.0	40.0	40.0	38.0	3-15	250	4.0	42
BOCA CHICA PASSING BASIN								
TO GOOSE I. PASSING BASIN	35.0	40.0	40.0	37.0	3-15	280	5.4	42
GOOSE I. PASSING BASIN								
TO BROWNSVILLE TURNING BASIN	40.0	43.0	42.0	41.0	3-15	300	2.8	42
BROWNSVILLE TURNING BASIN EXT.	43.0	43.0	44.0	43.0	3-15	500	1.4	42
BROWNSVILLE TURNING BASIN	33.0	37.0	38.0	37.0	3-15	500-1200	0.5	36
PORT ISABEL CHANNEL:								
EAST WYE	31.2	33.3	32.2	28.3	3-15	200	1.2	36
TURNING BASIN	30.1	31.0	30.0	24.8	3-15	1000	0.25	36
WEST WYE	27.1	32.0	30.0	27.8	3-15	200	1.0	36

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

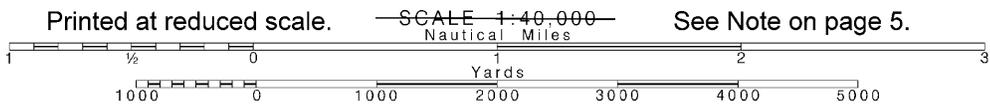
SOUNDINGS IN FEET

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



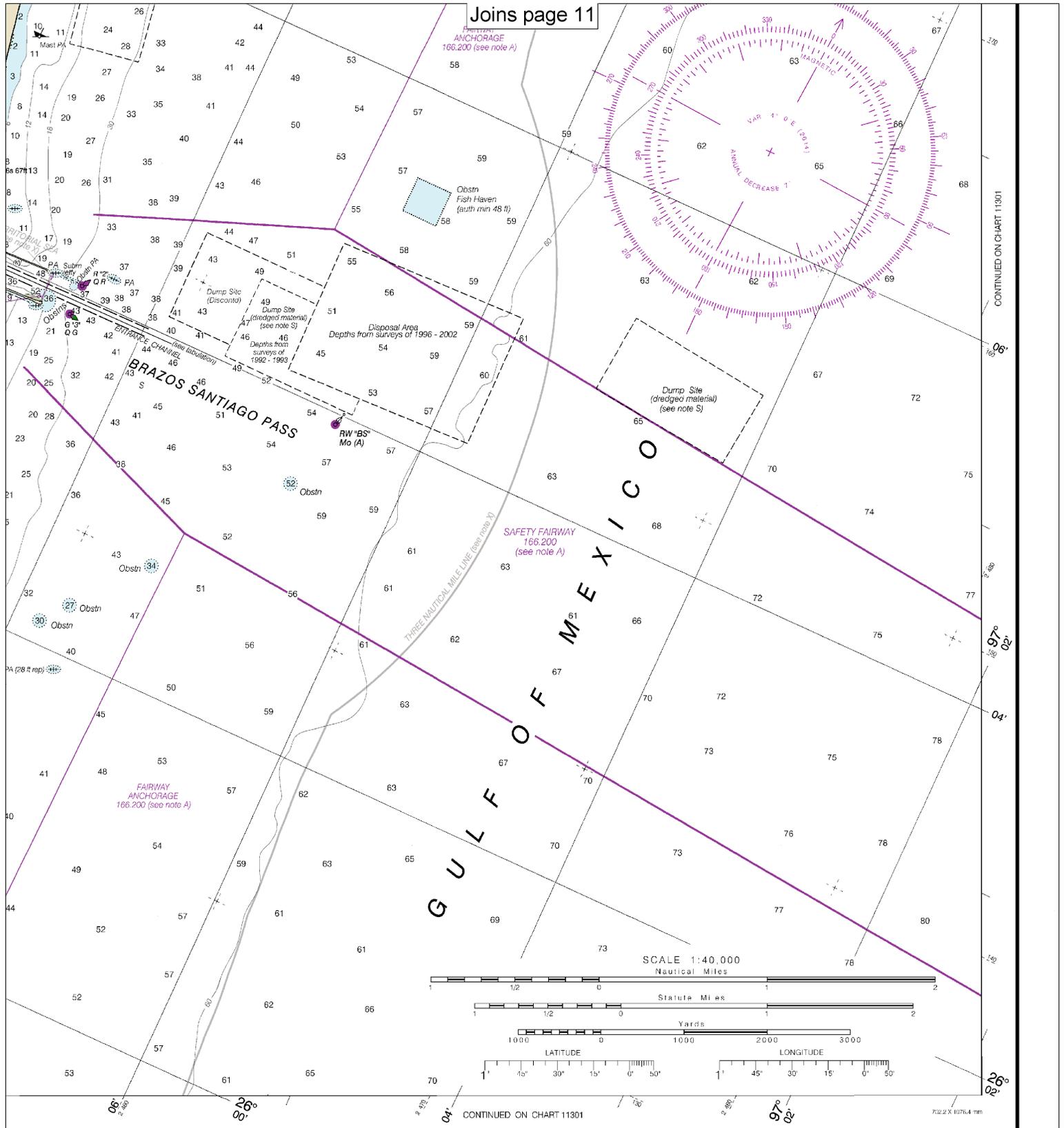
Published at Washington, D.C.
 DEPARTMENT OF COMMERCE
 NAUTIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

Note: Chart grid lines are aligned with true north.



See Note on page 5.

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FAHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Stover Point To Port Brownsville
SOUNDINGS IN FEET - SCALE 1:40,000

11302



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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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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