BookletChart™

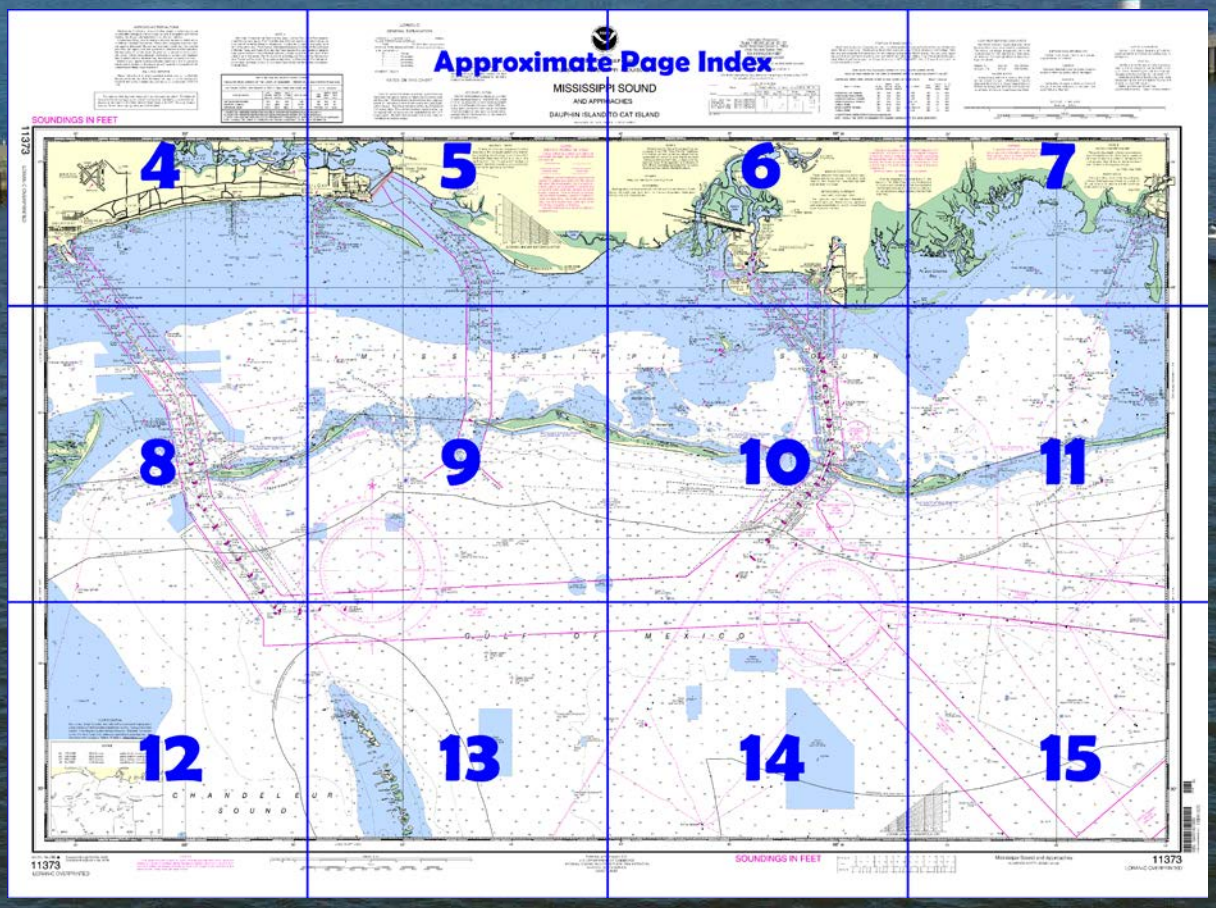
Mississippi Sound and Approaches – Dauphin Island to Cat Island

NOAA Chart 11373

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.

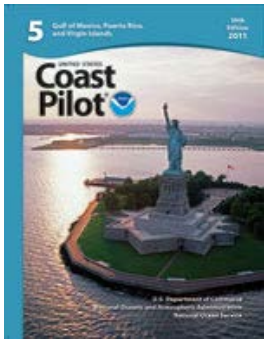
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=11373



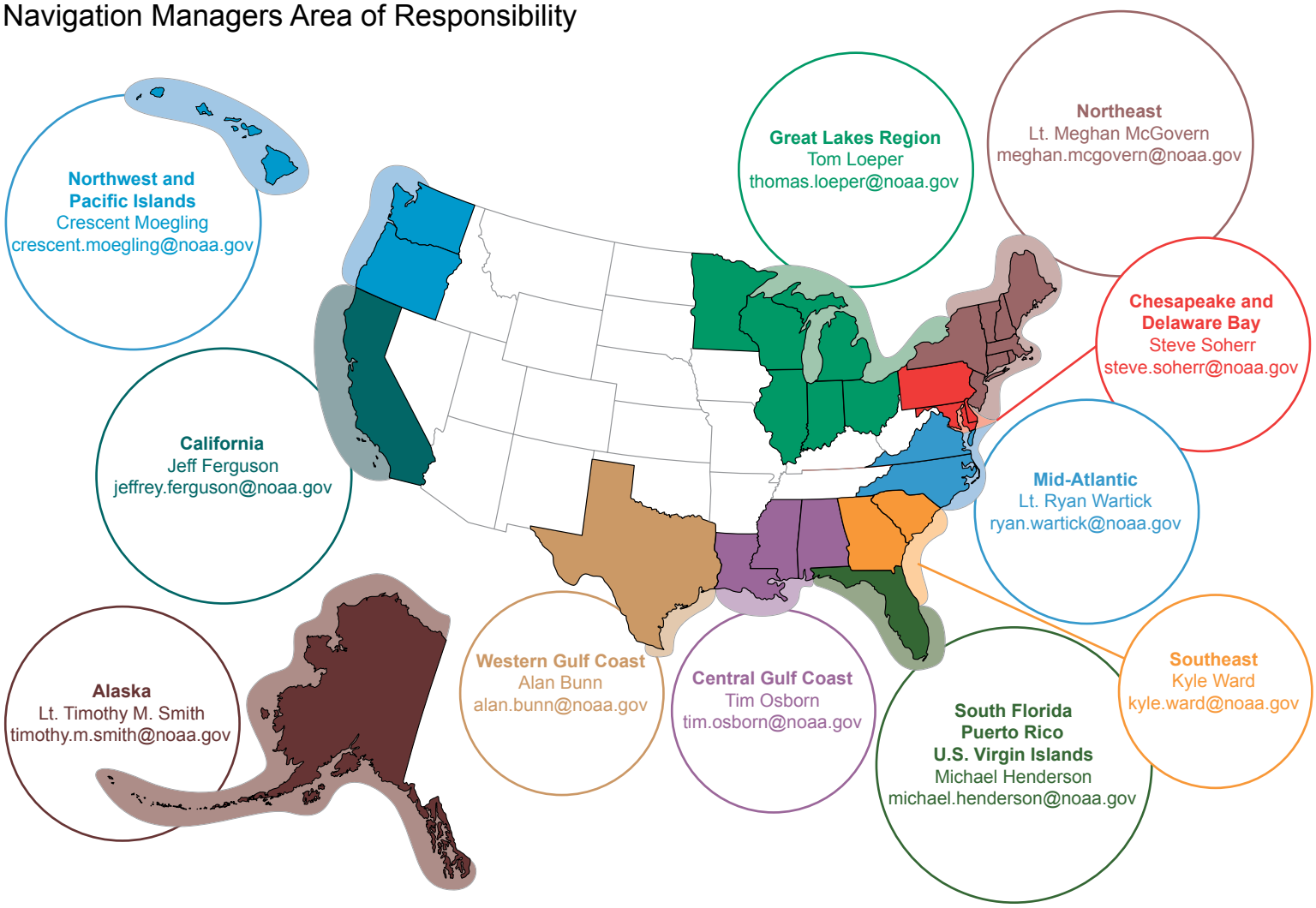
[Coast Pilot 5, Chapter 9 excerpts]
Mississippi Sound extends 70 miles W of Mobile Bay between a chain of narrow, low, sand islands and the mainland, providing a sheltered route for the Intracoastal Waterway from Mobile to New Orleans. Natural depths of 12 to 18 feet are found throughout the sound, and a channel 12 feet deep has been dredged where necessary from Mobile Bay to New Orleans. Ship, Horn, and Petit Bois Islands are part of **Gulf Islands National Seashore** and subject to the rules and regulations of the National Park Service. **Petit Bois Island National Wildlife Refuge,** Petit Bois Island and **Horn Island National Wildlife Refuge** are within the National Seashore.

A channel leads from deep water in Mississippi Sound through **Bayou La Batre** to a turning basin 0.5 mile below Route 188 bridge at the town of **Bayou La Batre,** thence to the bridge. The depths were 17.4 feet in the entrance channel to the mouth of the bayou; thence 15.6 feet (17.0 feet at midchannel) to the turning basin, thence 16.5 to 17.6 feet in the turning basin, thence 11.6 feet (12.9 feet at midchannel) to the bridge. The channel is marked by lights and daybeacons. Route 188 bridge has clearances of 6½ feet down and 73 feet up.
There are small-craft facilities on Bayou La Batre; most are along the E side.
Shipping Safety Fairways.–Vessels should approach Horn Island Pass and Pascagoula Harbor through the prescribed Safety Fairways. (See **166.100 through 166.200**, chapter 2.)
Caution.–Petit Bois Island and Horn Island are poor radar targets when approaching Pascagoula Harbor from seaward. Caution should be exercised when making landfall at night and during poor visibility.
Dangers.–Shoal water up to 30 feet extends about 2 miles SW of the W end of Petit Bois Island to about 0.25 mile SE of Horn Island Pass Channel Buoy 10 (30°11'45"N., 88°31'21"W.). Spoil banks are on the W side of Pascagoula Channel and on both sides of Bayou Casotte Channel. Strangers should not enter the channel before the pilot boards, especially light vessels during periods of strong winds and adverse weather.
In April 1992, a 30-foot shoal was reported 0.4 mile SSE of the entrance to Horn Island Pass Channel in about 30°09'29"N., 88°33'09"W.
Speed limit.–No oceangoing vessel shall proceed in excess of 5 m.p.h. in Pascagoula River or Bayou Casotte.
Overhead power cables 1.5 miles and 2.6 miles above the mouth of the river have clearances of 68 feet and 80 feet, respectively.
Shipping Safety Fairways.–Vessels bound for Biloxi via Dog Keys Pass should approach the pass through the Biloxi Safety Fairway. (See **166.100 through 166.200**, chapter 2.)
Dangers.–A visible wreck was reported about 1.5 miles SE of Biloxi Channel Light 2, in 30°20.2'N., 88°53.6'W.
Anchorages.–Large vessels can anchor outside the sound anywhere W of a line between Hewes Point and Ship Island Lights and have rather smooth water. Deep-draft vessels generally anchor within a 2-mile radius of Gulfport Ship Channel Lighted Whistle GP in depths of 36 feet.
Ship Island Harbor, N of Ship Island, is one of the best natural harbors on the Gulf Coast and is easily accessible at all times for vessels with drafts up to 20 feet, but there is swinging room for only one large vessel. Depths in the harbor range from about 20 to 30 feet with a soft bottom.
Dangers.–Ship Island was cut into two parts by Hurricane Camille in August 1969. The water between the existing parts is shoal with depths of 2 to 5 feet.
The shoal off the W end of Ship Island at **West Point** is moving W and is unmarked. Mariners should use caution if passing between the shoal and the edge of Gulfport entrance channel.
Speed limit.–The maximum speed for oceangoing vessels shall not exceed 10 knots through the channel between Ship Island Bar and the entrance to the Gulfport Harbor, and shall not exceed 5 m.p.h. while passing any wharf, dock, or moored craft.

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

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

Navigation Managers Area of Responsibility

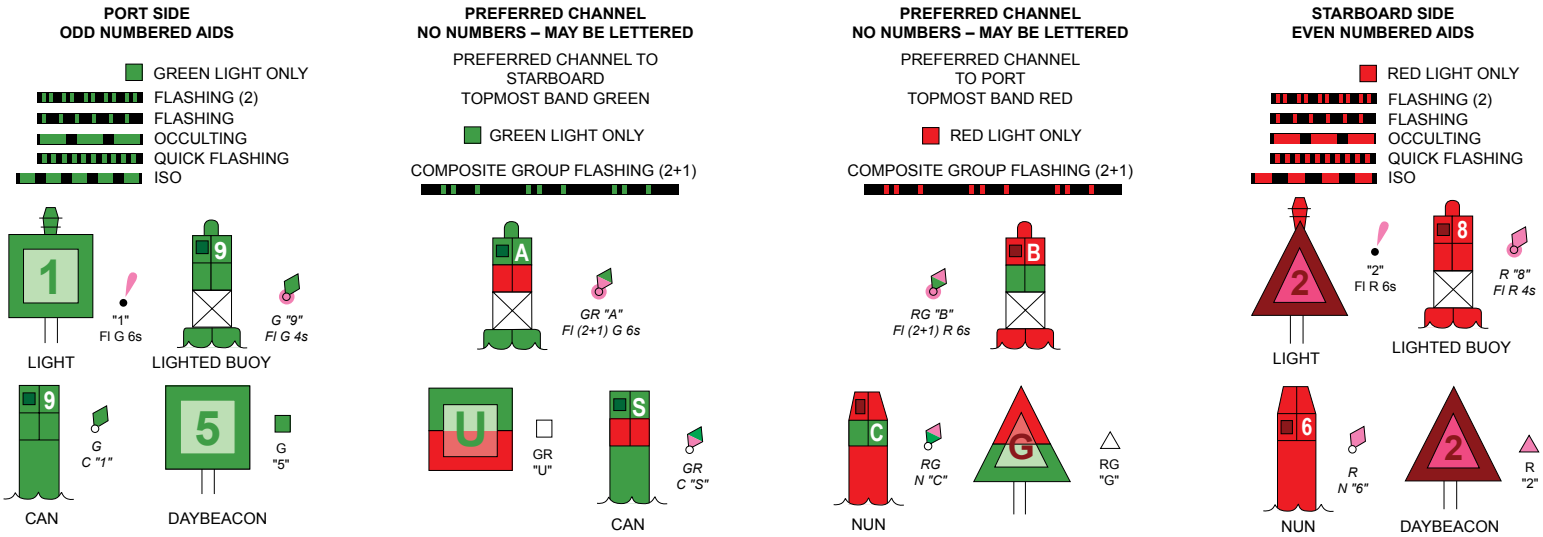


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*

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 telephone communication is impossible (33 CFR 153).

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

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential P
some Federal laws apply. The Three Nautical Mile Line, previously ider
outer limit of the territorial sea, is retained as it continues to depict the j
limit of the other laws. The 9-nautical mile Natural Resource Boundary off t
of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewh
most cases the inner limit of Federal fisheries jurisdiction and the oute
jurisdiction of the states. The 24-nautical mile Contiguous Zone and the
mile Exclusive Economic Zone were established by Presidential Pr
Unless fixed by treaty or the U.S. Supreme Court, these maritime limits
to modification.

GULFPORT HARBOR CHANNELS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

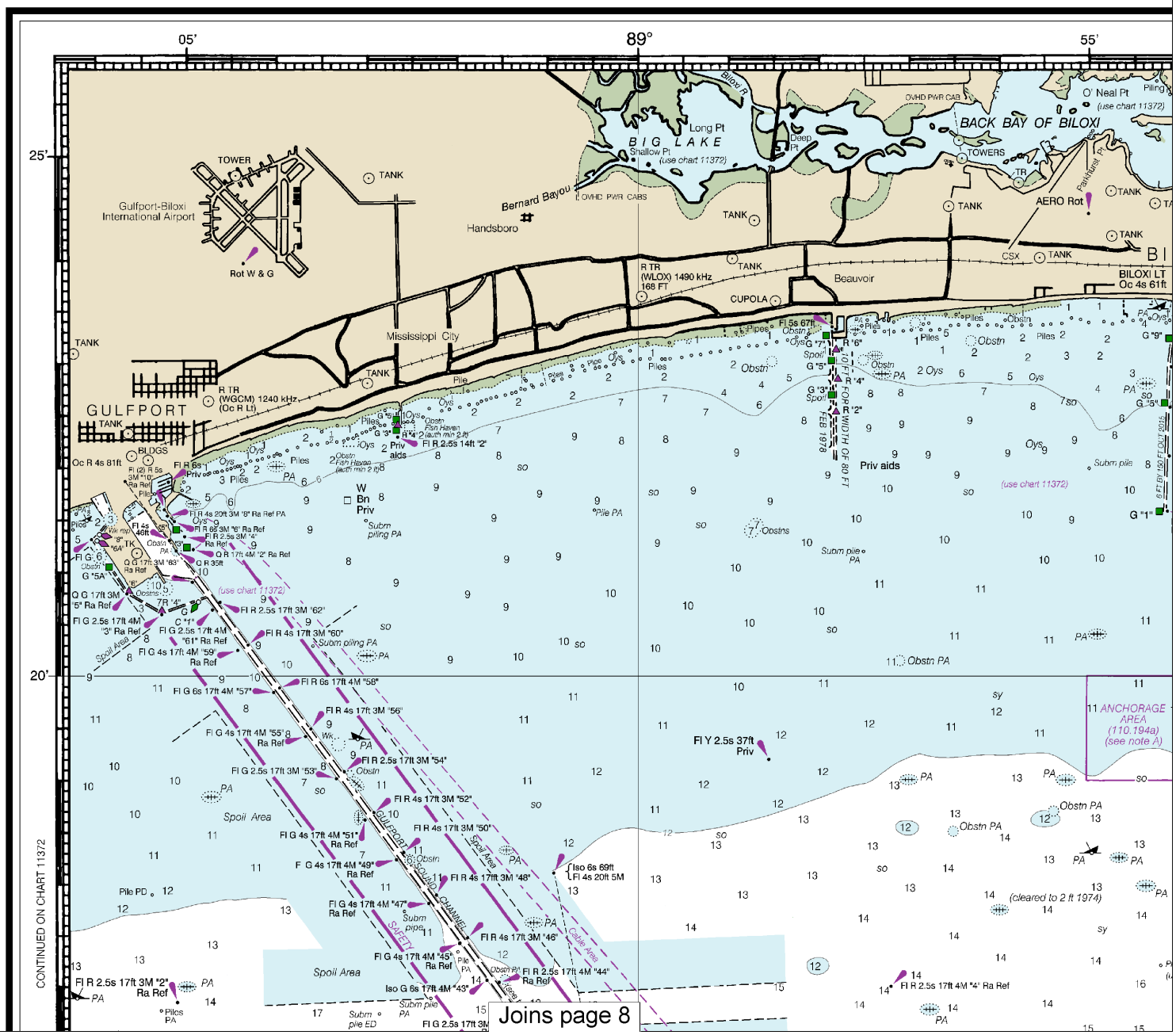
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	
GULFPORT BAR CHANNEL (A)	35.7	35.3	34.6	3-16	
GULFPORT SOUND CHANNEL (A)	28.1	30.8	28.9	3-16	
ANCHORAGE BASIN (B)	30.4	30.6	32.0	5-16	1

A. SHOALING EXISTS IN BEND WIDENING AREA.
B. SHOALING TO 27.4 FT EXISTS WITHIN 50 FEET OF FAR NORTH END OF PROJECT.

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

SOUNDINGS IN FEET

11373



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

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Proclamation.
ts are subject

T OF MAY 2016

PROJECT DIMENSIONS		
WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
400	10.04	38
300	10.63	36
1110-1220	0.93	32-36

INFORMATION

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION
BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

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 0.815" northward and 0.188" westward to agree with this chart.

THE NATION'S CHART

UNITED STATES

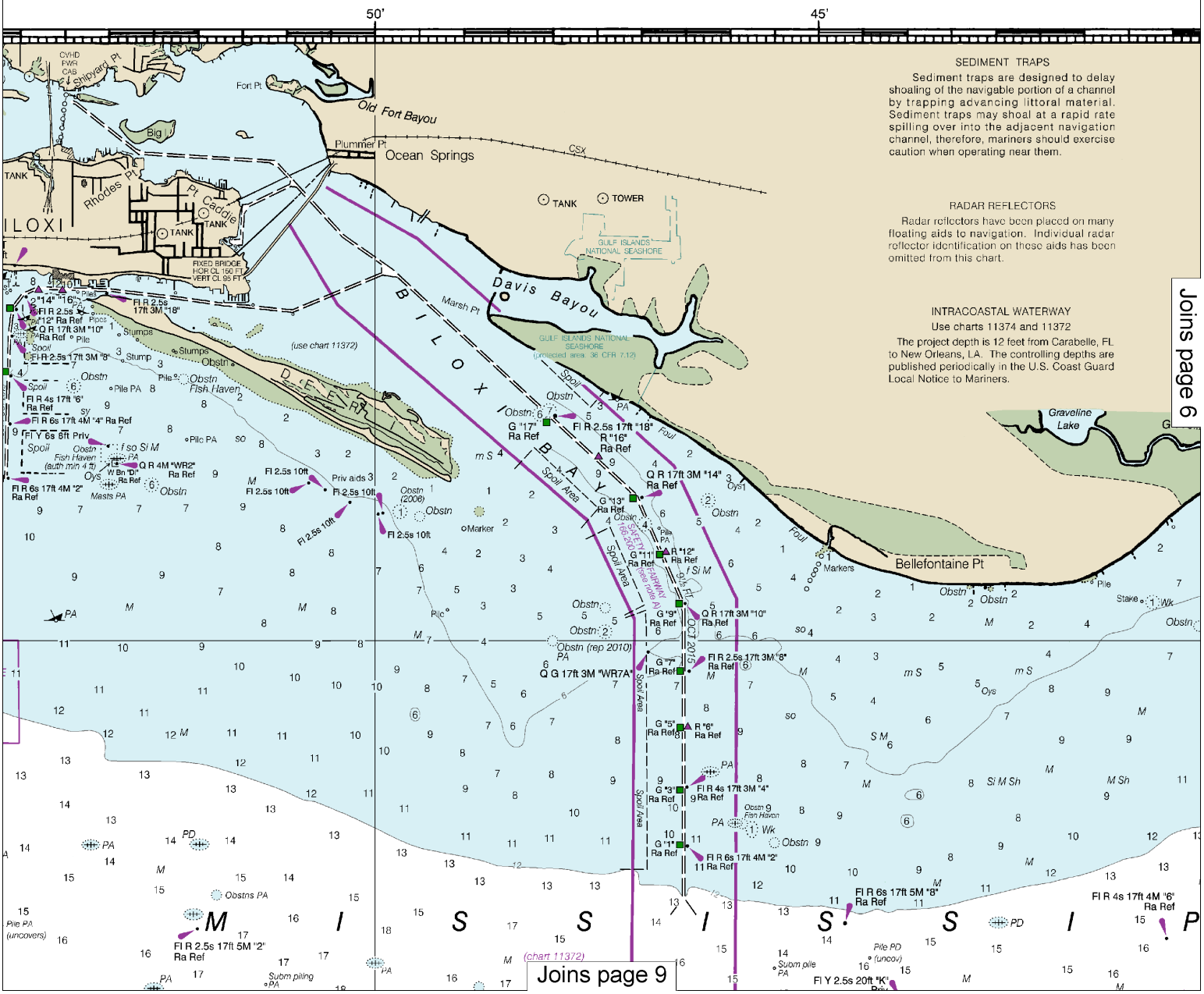
ALABAMA - MISSIS

MISSISSIP

AND APPR

DAUPHIN ISLAND

Formerly C&GS 1267, 1st Ed., Fe



SEDIMENT TRAPS

Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near them.

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.

INTRACOASTAL WATERWAY

Use charts 11374 and 11372

The project depth is 12 feet from Carabelle, FL to New Orleans, LA. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

HARTMAKER SINCE 1807

TES - GULF COAST

SISSIPPI - LOUISIANA

PPI SOUND

PROACHES

ND TO CAT ISLAND

Ed., Feb. 1920 V-1920-201 KAPP 52

Mercator Projection
Scale 1:80,000 at Lat. 30° 10'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

For Symbols and Abbreviations see Chart No. 1

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

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Pascagoula Point, Mississippi Sound	(30°20'N/088°32'W)	1.5	1.4	0.1
Biloxi, Biloxi Bay	(30°23'N/088°51.4'W)	1.8	1.7	0.1

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.

(Mar 2015)

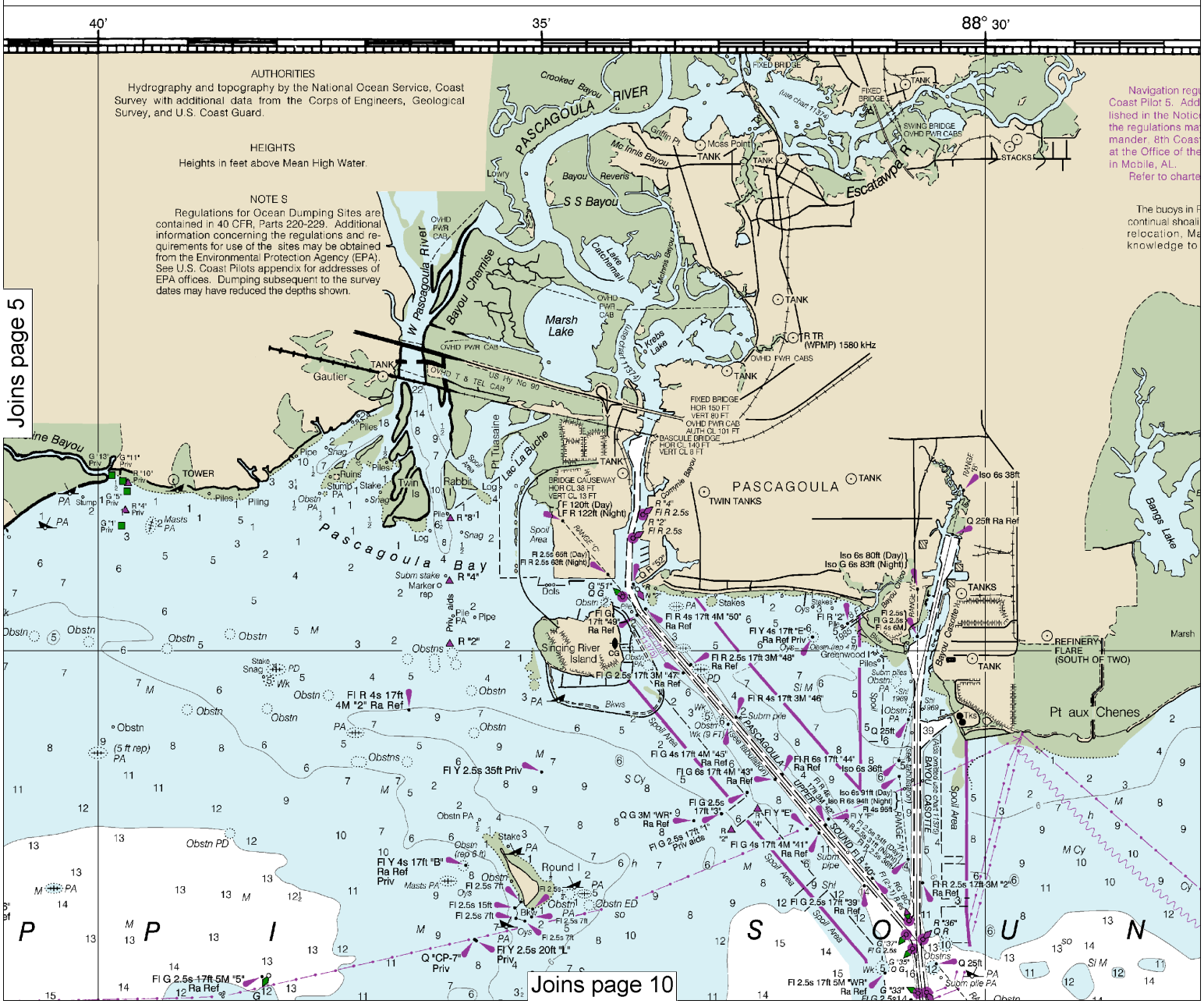
HORN ISLAND PASS PASCAGOULA HARBO
TABULATED FROM SURVEYS BY THE CORPS OF ENGINE

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL
PASCAGOULA BAR CHANNEL	43.9	44.0
HORN ISLAND PASS	40.8	44.0
PASCAGOULA LOWER SOUND	38.4A	42.0
PASCAGOULA UPPER SOUND	32.3	34.4
PASCAGOULA RIVER	36.3C	38.0D
BAYOU CASOTTE	39.2	42.0G

A. SHOALING TO 38.3 IN BEND WIDENING AREA.
B. SHOALING TO 39.3 IN BEND WIDENING AREA.
C. SHOALING TO 21.8 FT WITHIN 200 FEET OF CSX RAILROAD BRID
D. SHOALING TO 23.0 FT WITHIN 200 FEET OF CSX RAILROAD BRID
E. SHOALING TO 23.7 FT WITHIN 200 FEET OF CSX RAILROAD BRID
F. PASCAGOULA RIVER PROJECT WIDTH VARIES AT NORTH END O
G. SHOALING TO 39.8 FT AT FAR NORTH END OF PROJECT.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBS



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

BOR AND BAYOU CASOTTE CHANNEL DEPTHS
NEERS - REPORT OF SEP 2016 AND SURVEYS TO SEP 2016

N LOWER LOW WATER (MLLW)			PROJECT DIMENSIONS		
LE OF EL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
	35.9	5-16	450	6.28	44.0
	42.6	5-16	600	1.4	44.0
	40.6B	5-16	350	4.3	42.0
	32.0	7-16	350	4.63	38.0
D	36.8E	8-16	350F	2.021	38.0
G	35.6	9-16	350	4.57	42.0

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OF TERMINAL C TO CSX RAILROAD.

BSEQUENT TO THE ABOVE INFORMATION

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide 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.

Mobile, AL	KEC-61	162.550 MHz
Gulfport, MS	KIH-21	162.400 MHz

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

SUPPLEMENTAL INFORMATION

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

CAUTION

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

CAUTION

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

AIDS TO NAVIGATION

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

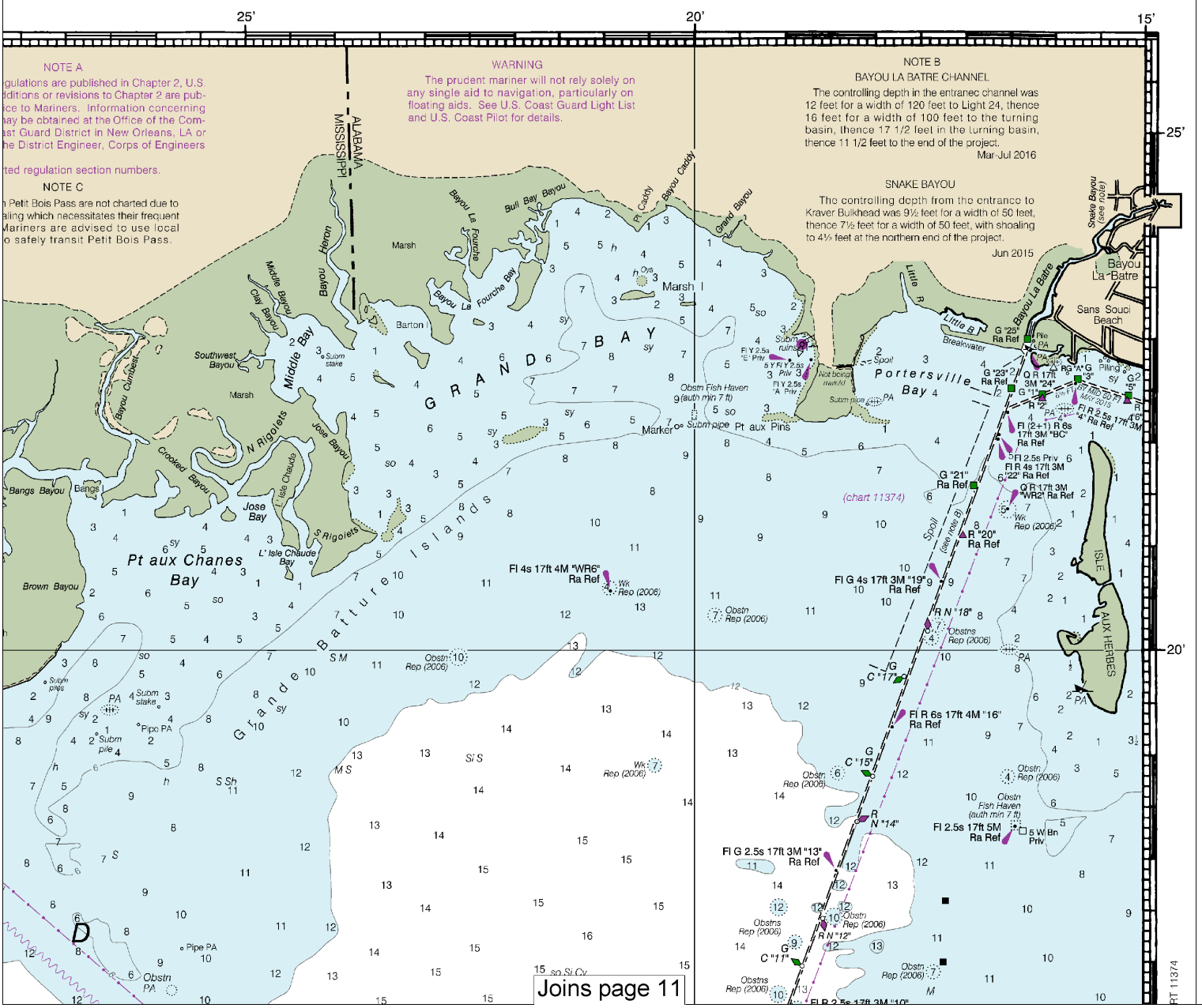
CAUTION

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)

SCALE 1:80,000
Nautical Miles
1 ½ 0 1 2 3 4 5 6 7
Yards
1000 0 2000 4000 6000 8000 10000



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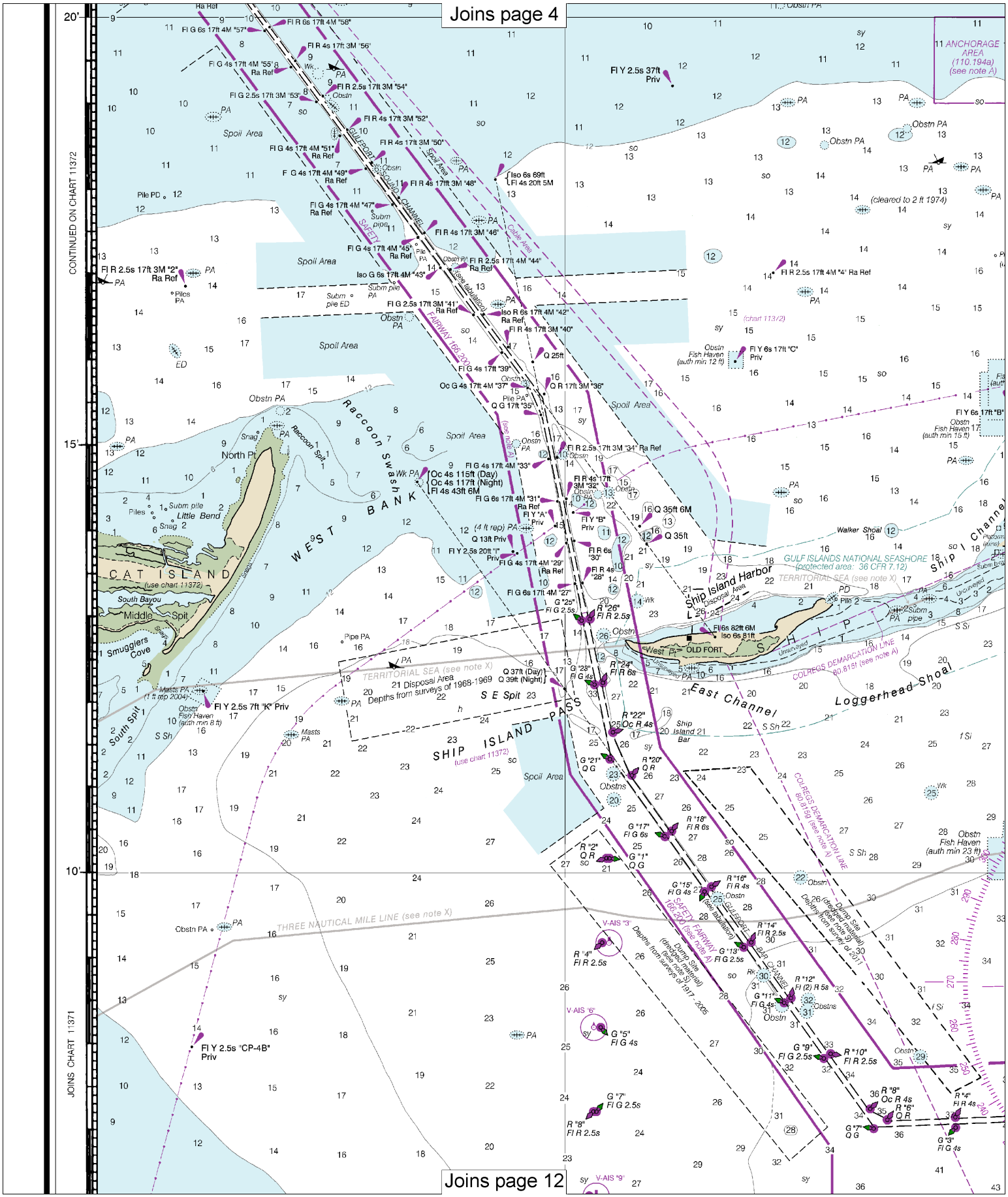


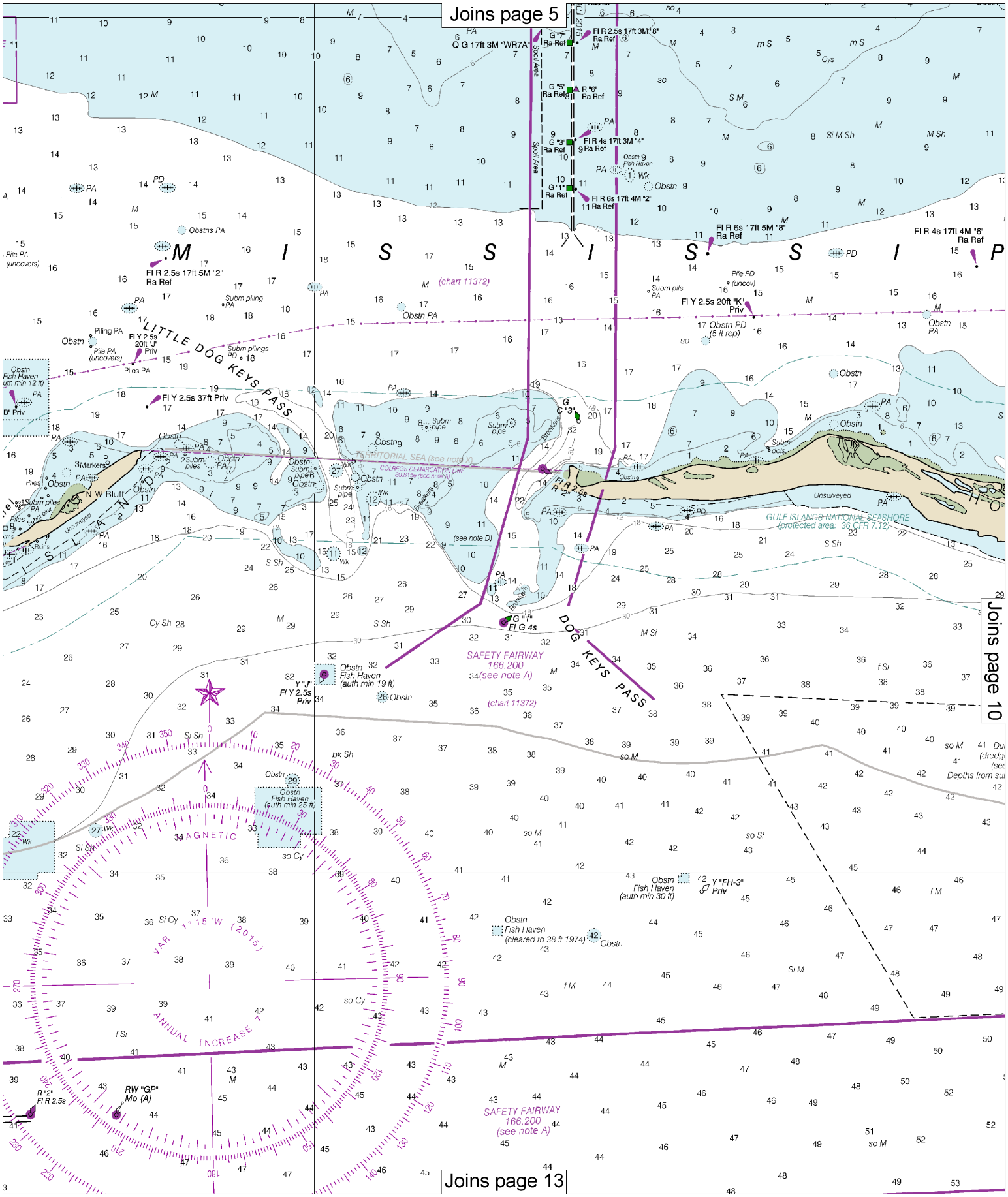
Joins page 12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000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Joins page 10
Joins page 13
M I S S I S S I P
LITTLE DOG KEYS PASS
DOG KEYS PASS
SAFETY FAIRWAY
166.200
(see note A)
(chart 11372)
TERRITORIAL SEA (see note X)
COLREGS DEMARCATION LINE
GULF ISLANDS NATIONAL SEASHORE
(protected area: 36 CFR 7.12)
Q G 17ft 3M "WR7A"
Fl R 2.5s 17ft 3M "8"
Ra Ref
Fl R 4s 17ft 3M "4"
Fl R 6s 17ft 4M "2"
Fl R 6s 17ft 5M "8"
Fl R 4s 17ft 4M "6"
Fl R 2.5s 17ft 5M "2"
Fl Y 2.5s 20ft "K"
Priv
Fl Y 2.5s 20ft "J"
Priv
Fl Y 2.5s 37ft Priv
Fl R 2.5s
R "2"
Fl G 4s
Y "J"
Fl Y 2.5s
Priv
Obstn
Fish Haven
(auth min 19 ft)
Obstn
Fish Haven
(auth min 25 ft)
Obstn
Fish Haven
(auth min 30 ft)
Y "FH-3"
Priv
Obstn
Fish Haven
(cleared to 38 ft 1974)
RW "GP"
Mo (A)
R "2"
Fl R 2.5s
MAGNETIC
VAR 1° 15' W (2015)
ANNUAL INCREASE 7'
Spoil Area
Breakers
Unsurveyed
N W Bluff
Markers
Piles
Subm piles
Subm piling
Subm pipe
Obstn PA
Obstn PD
(5 ft rep)
Pile PD
(uncov)
Pile PA
(uncovers)
Obstns PA
Piling PA
Subm pilings
Subm dots
Cy Sh
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so M
so Si
so Cy
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f Si
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Si M Sh
M Sh
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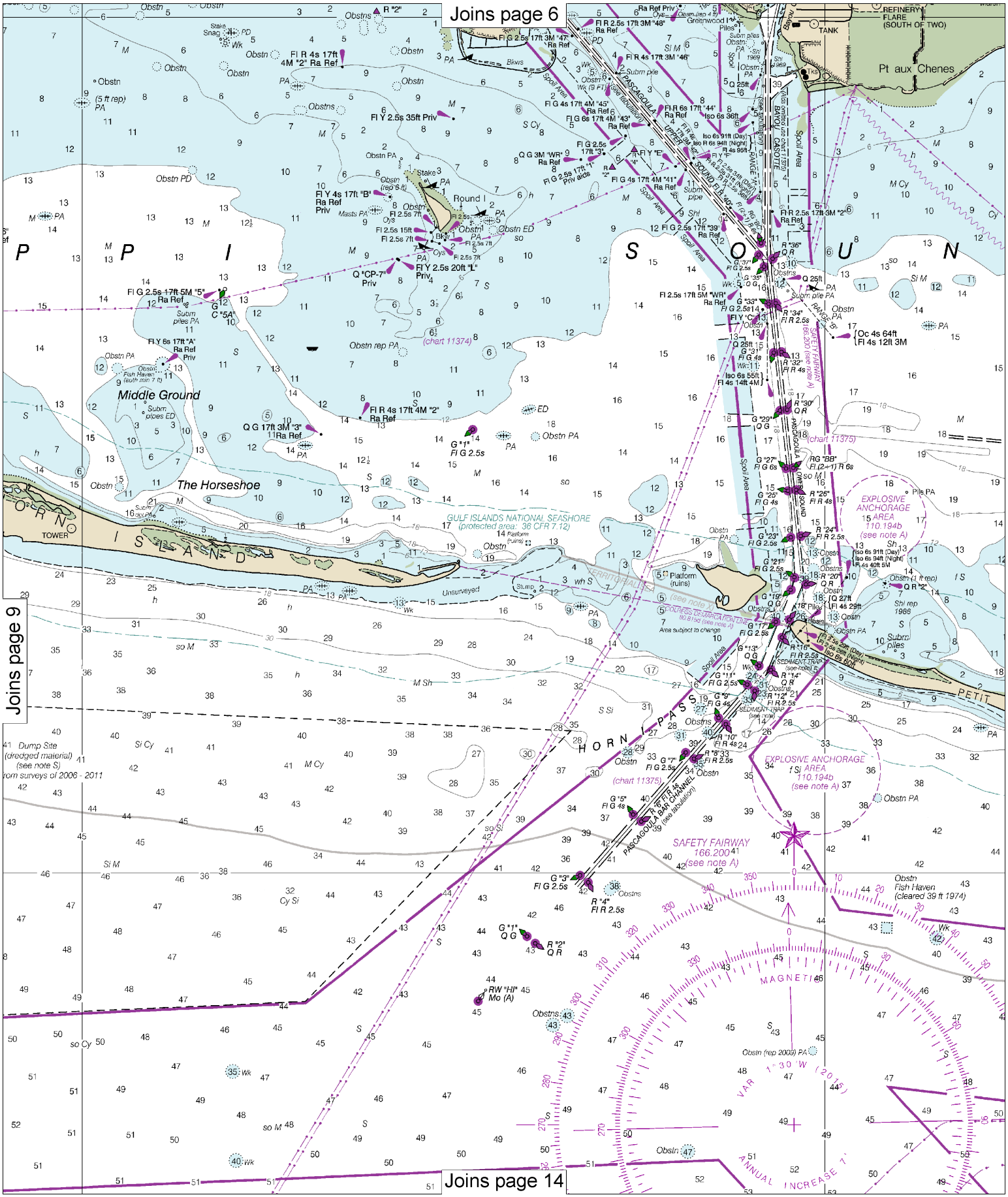
Ruins



10

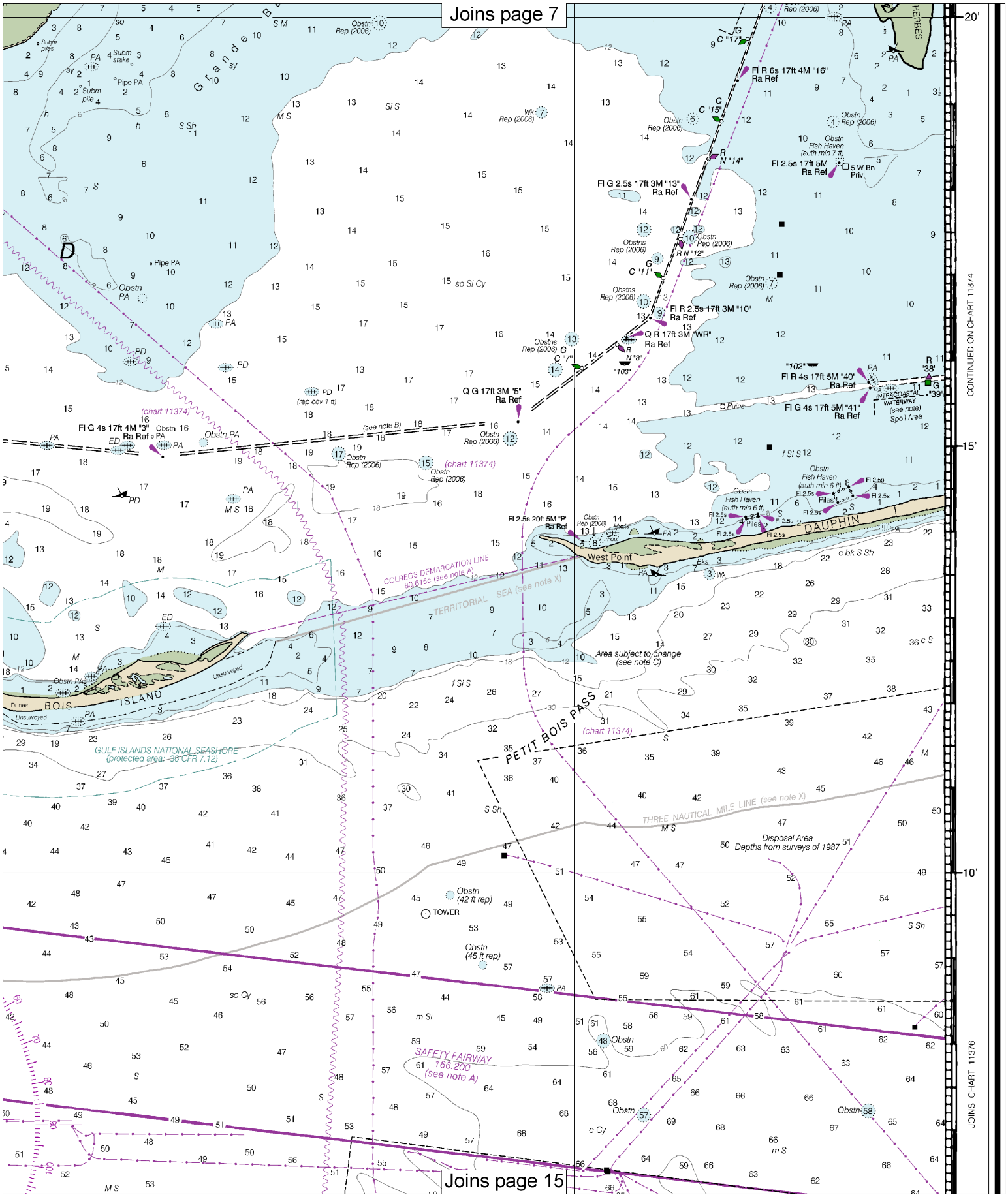
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

Joins page 7



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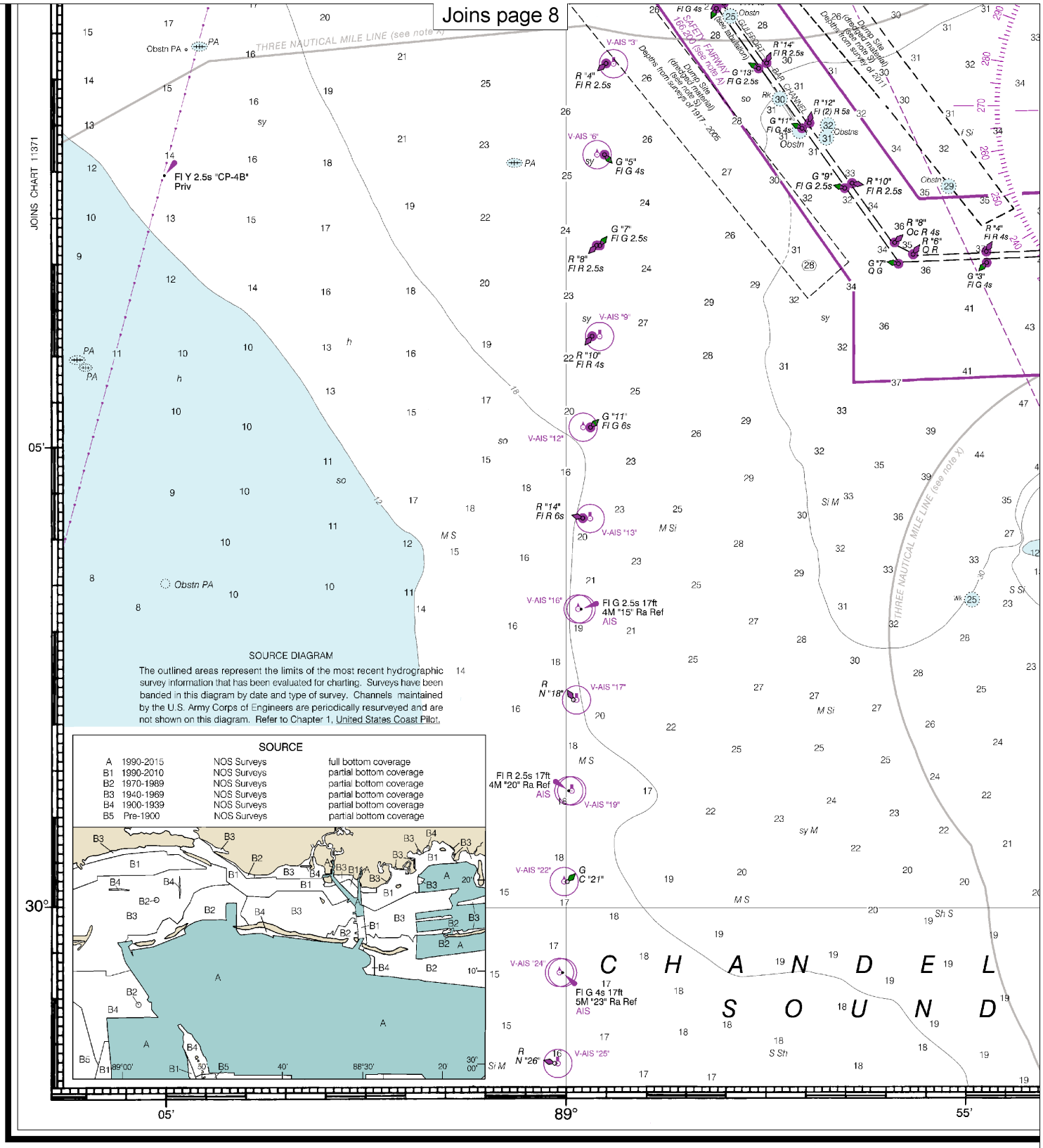


11373

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.

52nd Ed., May 2015. Last Correction: 12/14/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 4816 (11/26/2016)

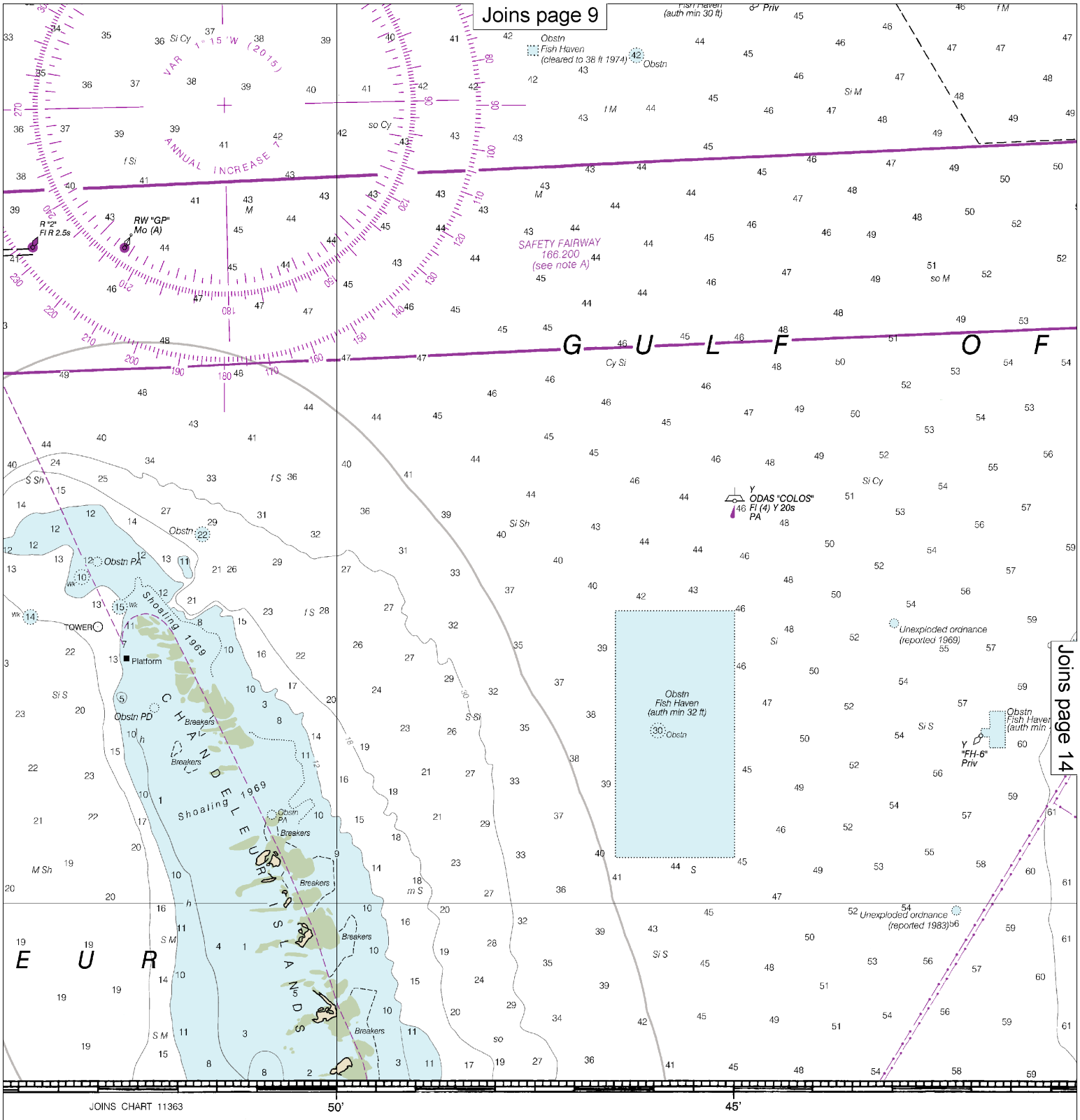
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

Yards

Joins page 9



Joins page 14

Nautical Miles
1 2 3 4 5 6 7
Yards
0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

Published at W
U.S. DEPARTMEN
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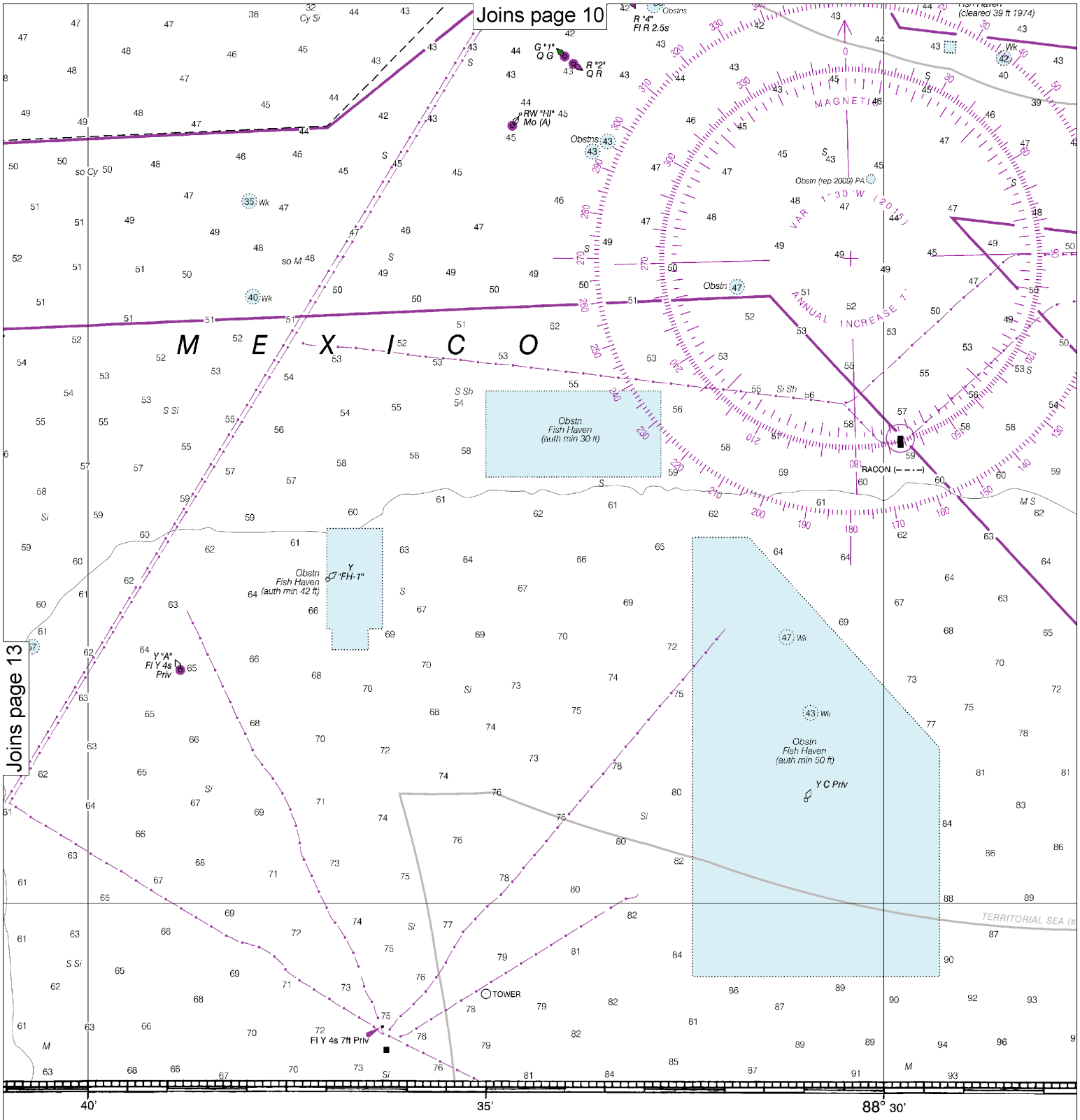
NATIONAL O
COAST



d at Washington, D.C.
TMENT OF COMMERCE
ND ATMOSPHERIC ADMINISTRATION
AL OCEAN SERVICE
OAST SURVEY

SOUNDINGS IN FEET

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

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

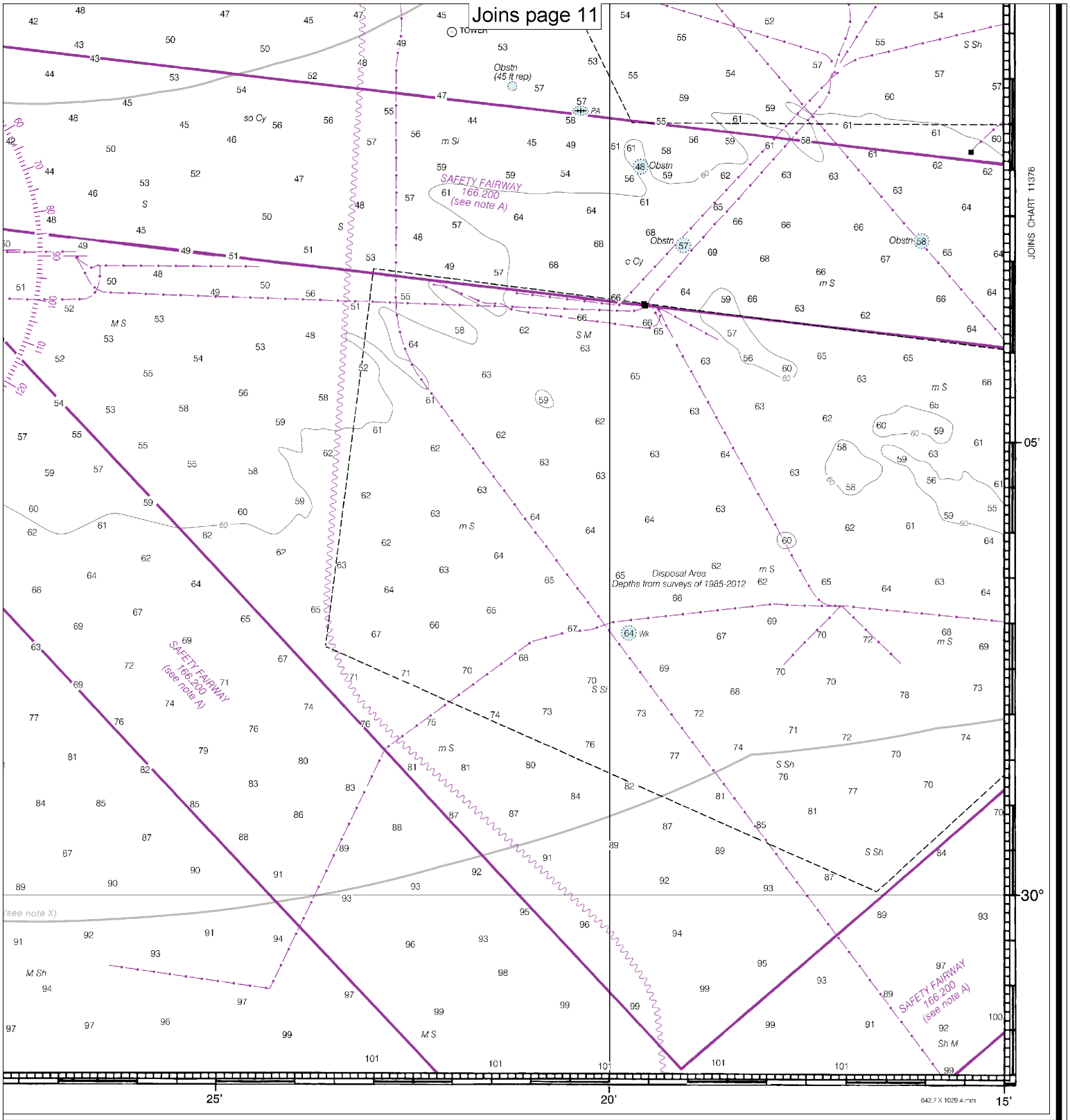
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.



Mississippi Sound and Approaches

SOUNDINGS IN FEET - SCALE 1:80,000

11373

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican 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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Note on Printing

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.

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