

# BookletChart™

## Cape Canaveral to Key West

NOAA Chart 11460

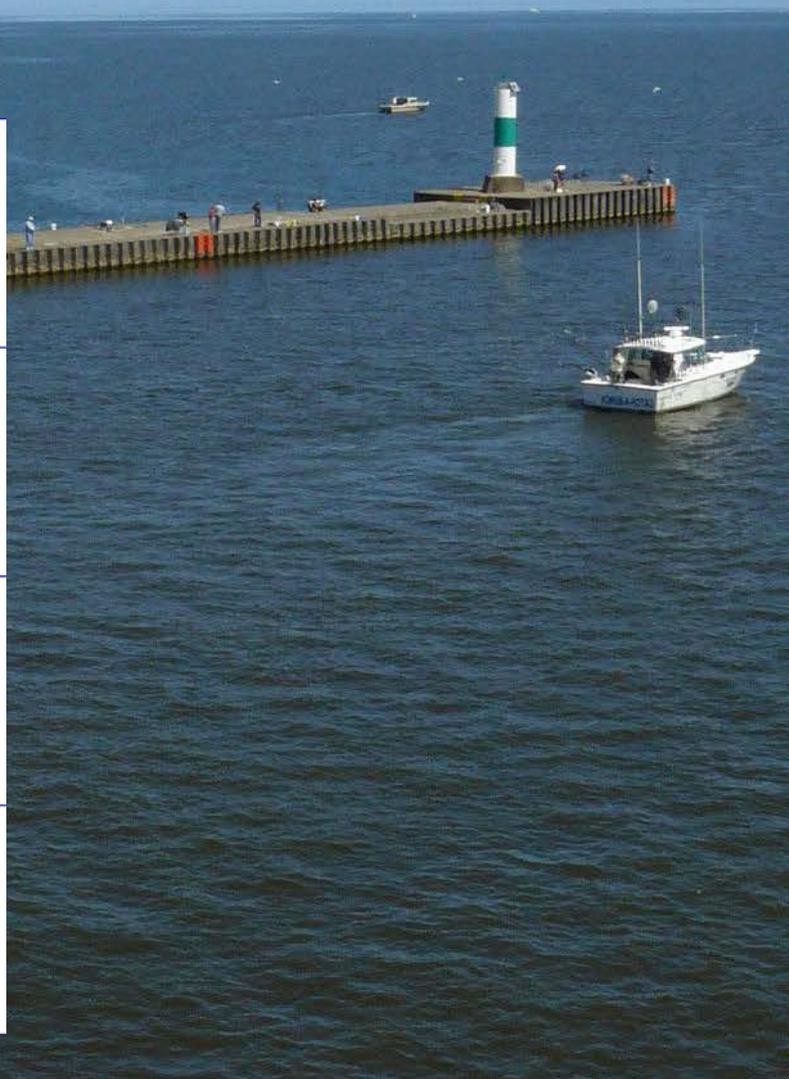
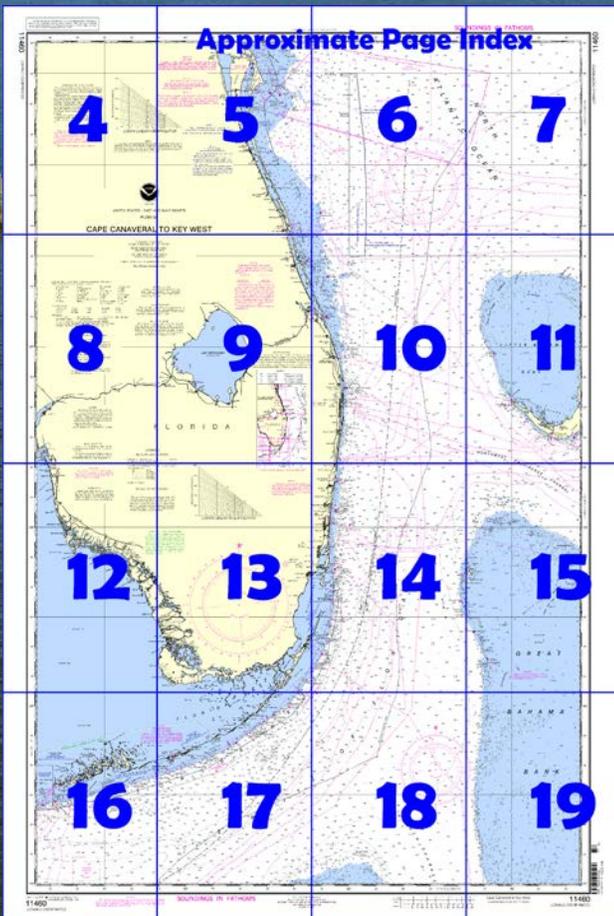


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

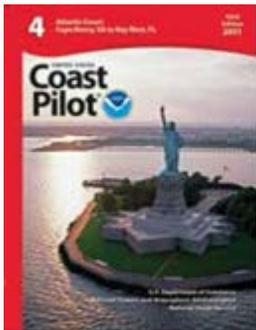
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11460>.



**(Selected Excerpts from Coast Pilot)**

From Cape Canaveral to Fort Pierce Inlet, the coast trends generally south-southeastward for 62 miles and is broken only by Sebastian Inlet. The inlet is a narrow dredged channel, not distinguishable from any distance offshore except by the highway bridge across the inlet and by the sand spoil bank on the north side which is bare and a little higher than other sand dunes in the vicinity. This section of the coast is formed almost entirely by a low,

narrow strip of sand, covered with vegetation, which lies at a distance of 1 to 2 miles from the mainland, from which it is separated by the shallow waters of Banana and Indian Rivers, a part of the Intracoastal

Waterway. In the background the heavy woods on the mainland may be seen. Shoals extend 10 miles offshore with a least depth of 23 feet about 2.5 miles north-northwestward of Bethel Shoal Lighted Buoy 10, which is about 47 miles south-southeastward of Cape Canaveral Light. A coral habitat area of particular concern (HAPC) is centered about 22 miles, 055° from the entrance to Fort Pierce Inlet.

From Fort Pierce Inlet to Lake Worth Inlet, the coast trends generally south-southeastward for 43 miles and is broken by St. Lucie and Jupiter Inlets. This section of the coast is formed by a low, narrow strip of sand, covered with vegetation, and separated from the mainland by the shallow waters of Indian River and by the Intracoastal Waterway connection between the Indian River and Lake Worth. From seaward the coast shows a line of sand dunes partly covered with grass and scrub palmetto. In the background the heavy woods on the mainland may be seen. Buildings show prominently from seaward.

From Lake Worth Inlet the general trend of the coast is south for 60 miles to the Miami Harbor entrance. The coastline is broken by Port Everglades, several unimportant inlets, Bakers Haulover Inlet, and the entrance to Miami Harbor. It is formed almost entirely by a low sand beach covered with grass and scrub palmetto, back of which it is wooded. Conspicuous from seaward are the buildings and piers at Palm Beach, Hillsboro Inlet Entrance Light, and the large buildings and tanks along the beach from Palm Beach southward, especially at Fort Lauderdale, Hollywood, Miami Beach, and Miami.

This section of the coast is also fairly bold, and the 20-fathom curve runs parallel to the beach at a distance of about 2 miles until in the vicinity of the Miami Harbor entrance where the curve of shore becomes south-southwestward and the 20-fathom curve is about 4 miles offshore.

The Florida Keys consist of a remarkable chain of low islands, beginning with Virginia Key and extending in a circular sweep to Loggerhead Key, a distance of about 192 miles. For some 100 miles of that distance they skirt the southeast coast of the Florida Peninsula, from which they are separated by shallow bodies of water known as Biscayne Bay, Card Sound, Barnes Sound, Blackwater Sound, and Florida Bay. Biscayne Bay has depths of 9 to 10 feet for most of its length, and the other bodies of water are shallow, containing small keys and shoals, and of no commercial importance except as a cruising ground for small boats. Westward of Florida Bay the Florida Keys separate the Straits of Florida from the Gulf of Mexico.

The keys are mostly of coral formation, low, and generally covered with dense mangrove growth, though some are wooded with pine, and on a few are groves of coconut trees. Most of the keys that are connected by U.S. Highway 1 to Key West are inhabited. Key West is the most important of the keys. Florida Keys National Marine Sanctuary, a Marine Protected Area (MPA), surrounds the keys from Biscayne Bay to Dry Tortugas.

The openings under the viaduct and bridges are indicated on the charts. Drawbridges are over Channel Five, Jewfish Creek, and Moser Channel. Overhead power cables run parallel to U.S. Highway 1 from Tavernier to Big Coppitt Key. All clearances are greater than those of the adjacent fixed bridges. Cables are submerged at the movable spans of drawbridges. Small craft with local knowledge use these channels to go from the Straits of Florida to Florida Bay and the Gulf of Mexico. Strangers should not attempt passage without a pilot or guide.

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

RCC Miami      Commander  
7th CG District      (305) 415-6800  
Miami, FL

# 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](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

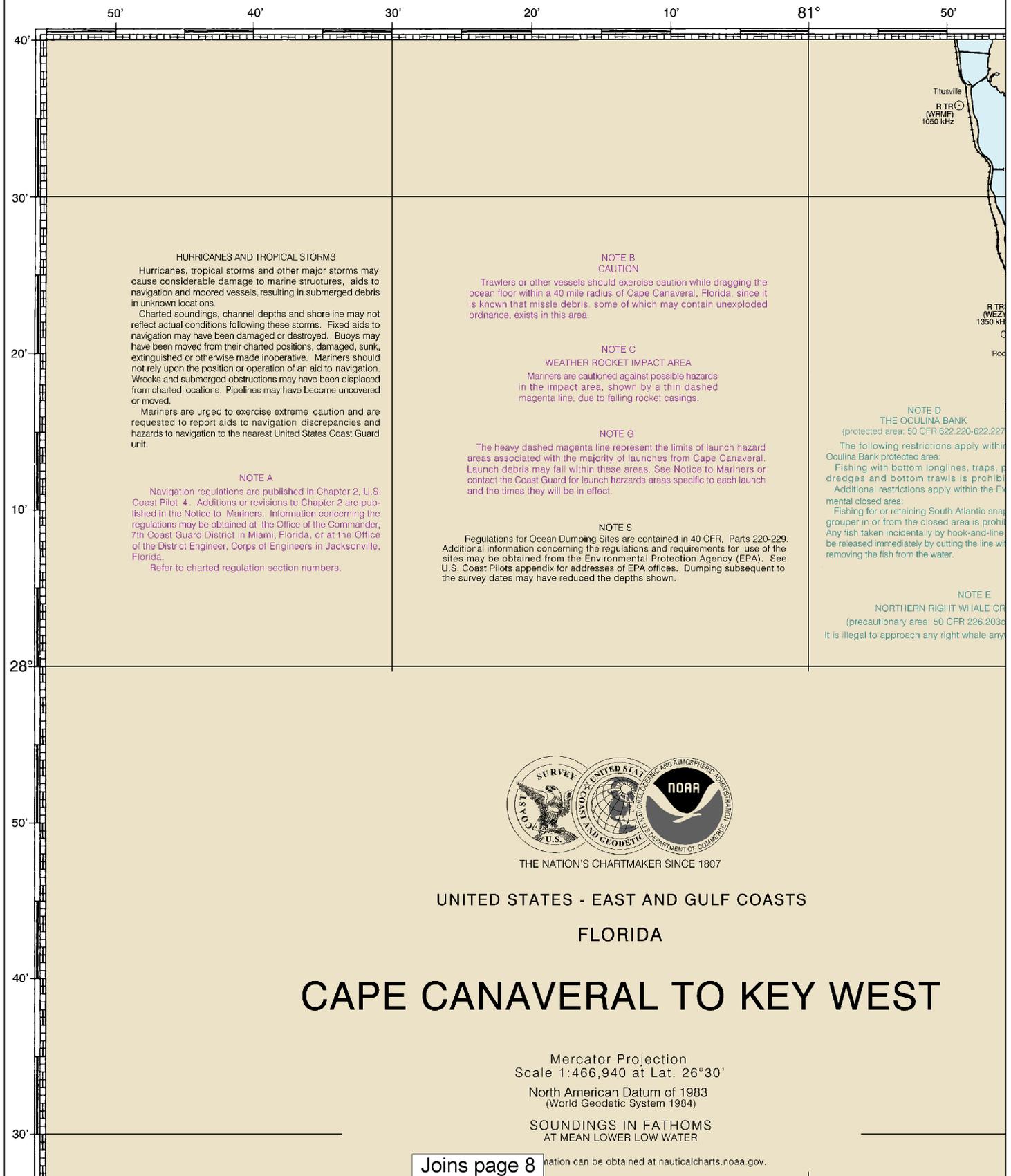
## Lateral System As Seen Entering From Seaward

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>

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**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.

**NOTE A**

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. 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, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

**NOTE B  
CAUTION**

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 40 mile radius of Cape Canaveral, Florida, since it is known that missile debris, some of which may contain unexploded ordnance, exists in this area.

**NOTE C  
WEATHER ROCKET IMPACT AREA**

Mariners are cautioned against possible hazards in the impact area, shown by a thin dashed magenta line, due to falling rocket casings.

**NOTE G**

The heavy dashed magenta line represent the limits of launch hazard areas associated with the majority of launches from Cape Canaveral. Launch debris may fall within these areas. See Notice to Mariners or contact the Coast Guard for launch hazards areas specific to each launch and the times they will be in effect.

**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.

**NOTE D  
THE OCULINA BANK**  
(protected area: 50 CFR 622.220-622.227)

The following restrictions apply within the Oculina Bank protected area:

- Fishing with bottom longlines, traps, dredges and bottom trawls is prohibited.
- Additional restrictions apply within the Experimental closed area:
- Fishing for or retaining South Atlantic snappers or groupers in or from the closed area is prohibited.
- Any fish taken incidentally by hook-and-line must be released immediately by cutting the line without removing the fish from the water.

**NOTE E  
NORTHERN RIGHT WHALE CR**  
(precautionary area: 50 CFR 226.203c)

It is illegal to approach any right whale any



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST AND GULF COASTS  
FLORIDA

# CAPE CANAVERAL TO KEY WEST

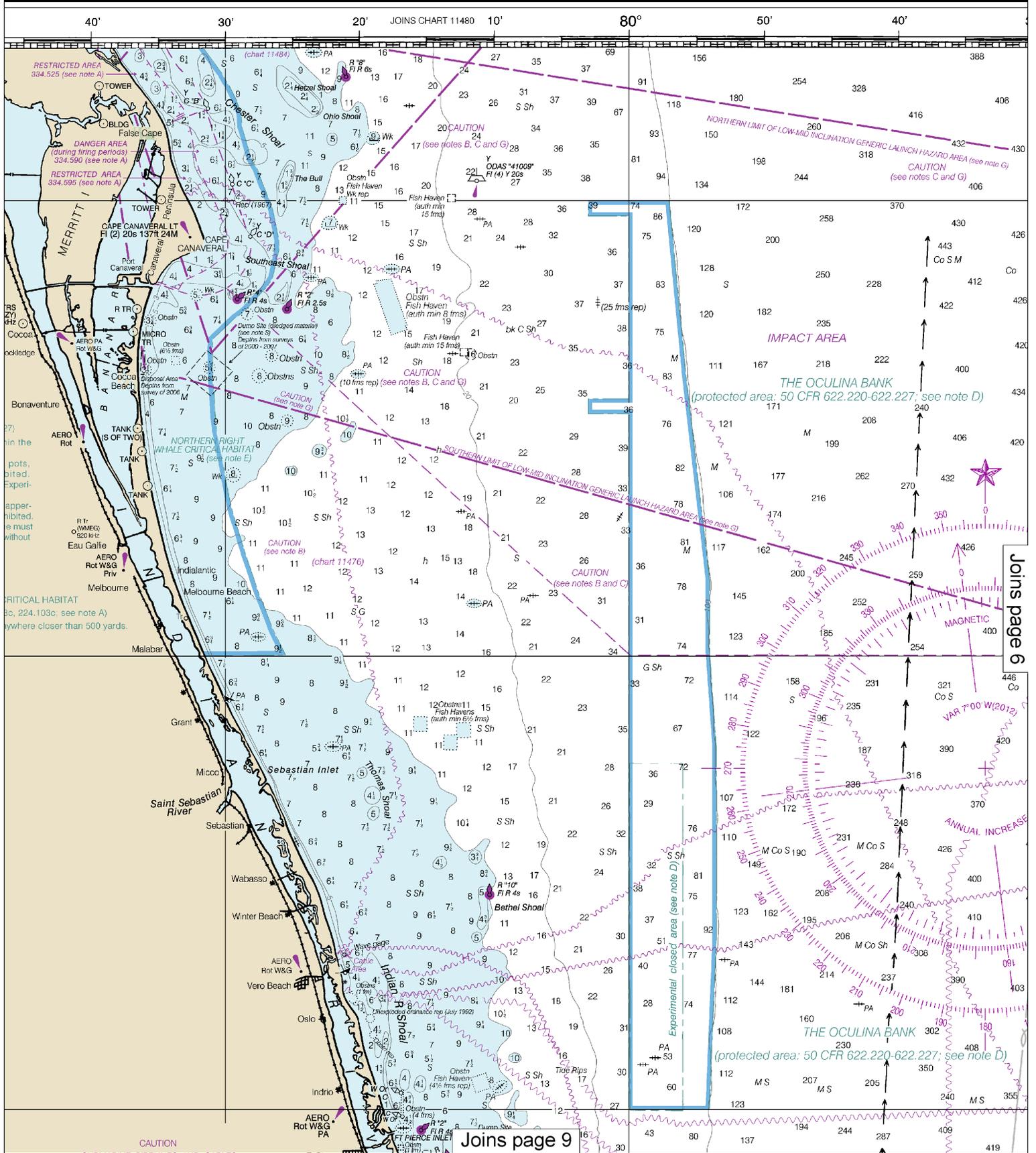
Mercator Projection  
Scale 1:466,940 at Lat. 26°30'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

Joins page 8 [information can be obtained at nauticalcharts.noaa.gov.](http://www.nauticalcharts.noaa.gov)

4

Note: Chart grid lines are aligned with true north.



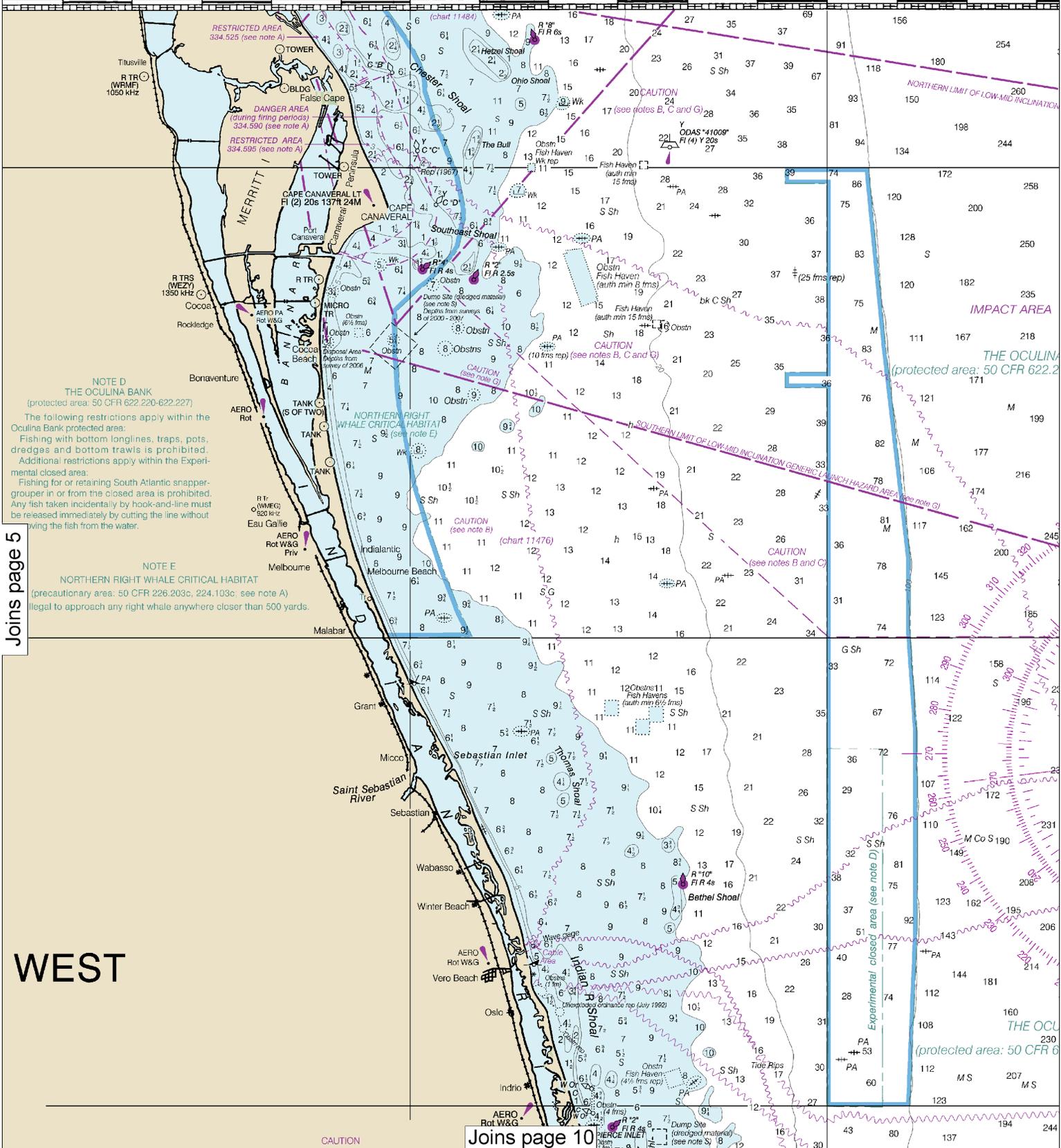
Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:622586. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.



50' 40' 30' 20' JOINS CHART 11460 10' 80' 50'



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WEST

Joins page 10

**NOTE D**  
**THE OCULINA BANK**  
 (protected area: 50 CFR 622.220-622.227)  
 The following restrictions apply within the Oculina Bank protected area:  
 Fishing with bottom longlines, traps, pots, dredges and bottom trawls is prohibited.  
 Additional restrictions apply within the Experimental closed area:  
 Fishing for or retaining South Atlantic snapper-grouper in or from the closed area is prohibited.  
 Any fish taken incidentally by hook-and-line must be released immediately by cutting the line without killing the fish from the water.

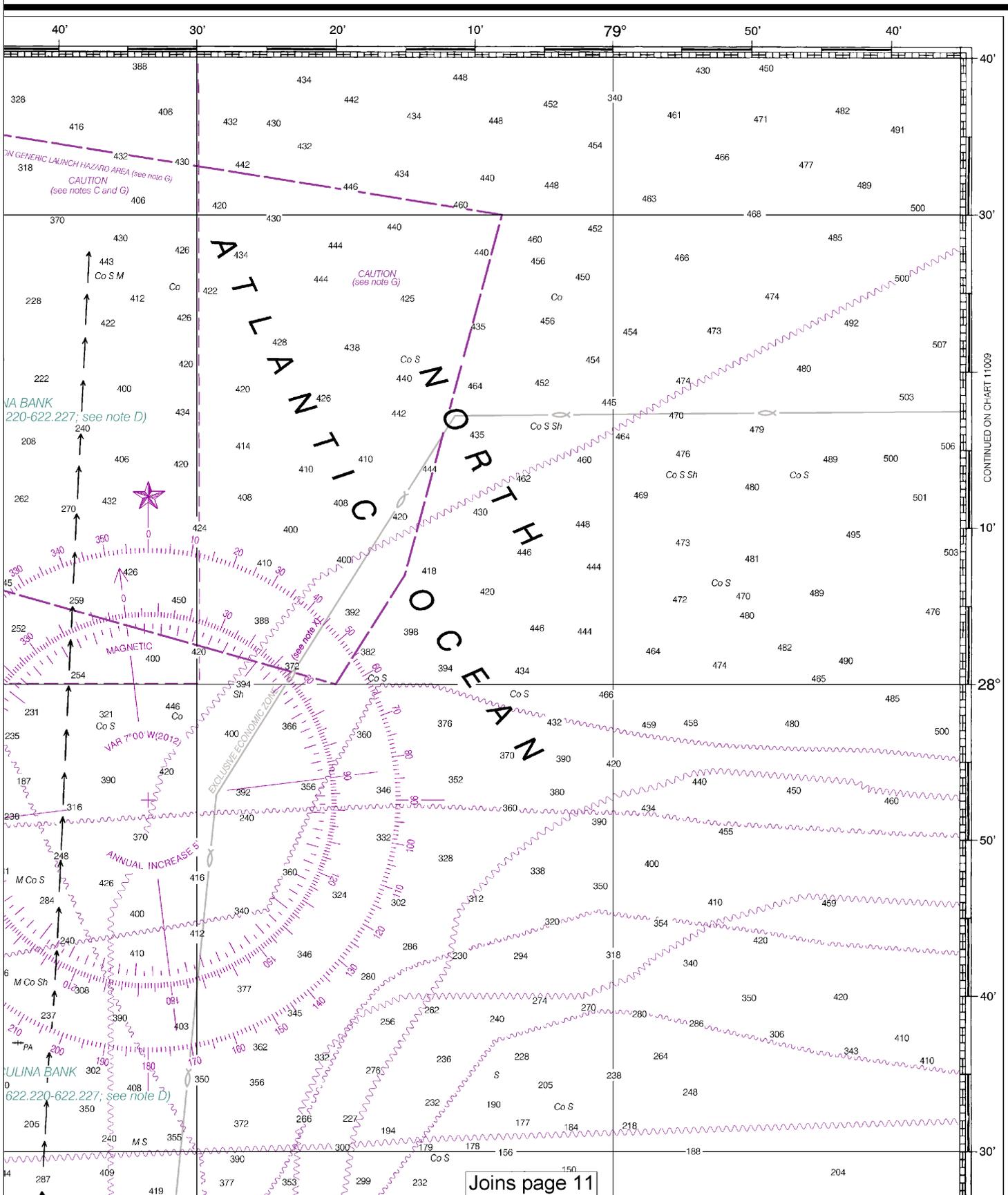
**NOTE E**  
**NORTHERN RIGHT WHALE CRITICAL HABITAT**  
 (precautionary area: 50 CFR 226.203c, 224.103c; see note A)  
 Illegal to approach any right whale anywhere closer than 500 yards.



Note: Chart grid lines are aligned with true north.

# SOUNDINGS IN FATHOMS

11460



43rd Ed., Jul. 2012. Last Correction: 12/5/2016. Cleared through:  
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)



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

(For offshore navigation only)

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

AERO aeronautical	G green	Mo morse code	R TR radio tower
AJ alternating	IG interrupted quick	N nun	Roi rotating
B black	iso isophase	OSCS obscured	s seconds
Bn beacon	LT LHO light-house	Oc occulting	SEC sector
C can	M nautical mile	Or orange	SI M static mics
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
FI flashing	Mkr marker	Ra Rfl radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

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

Miscellaneous:

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

⚓ Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.  
 COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

**HEIGHTS**  
Heights in feet above Mean High Water.

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the National Geospatial-Intelligence Agency and the U.S. Coast Guard.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 4 for important supplemental information.

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

**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)

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

See National Geospatial-Intelligence Agency Lists of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

**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.

**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.

**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).

**HORIZONTAL DATUM**

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

LAKE OKEECHOBEE  
(use chart 11428)

F L O R I D A



Note: Chart grid lines are aligned with true north.

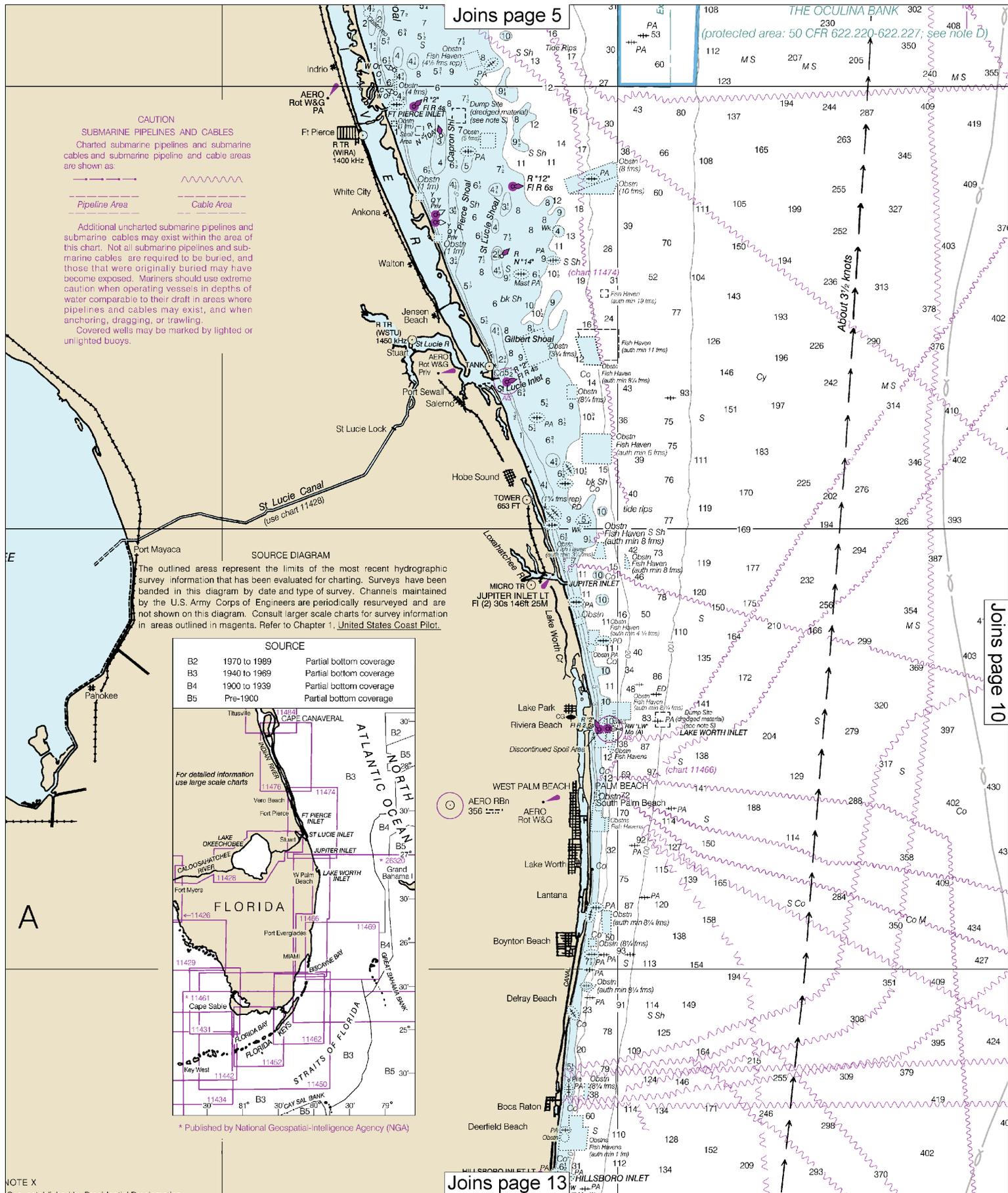
Joins page 5

THE OCULINA BANK  
(protected area: 50 CFR 622.220-622.227; see note D)

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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.

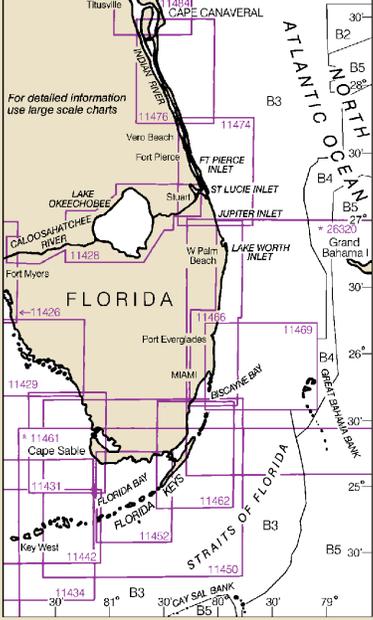


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**SOURCE DIAGRAM**  
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown in this diagram. Consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, *United States Coast Pilot*.

**SOURCE**

B2	1970 to 1989	Partial bottom coverage
B3	1940 to 1969	Partial bottom coverage
B4	1900 to 1939	Partial bottom coverage
B5	Pre-1900	Partial bottom coverage



\* Published by National Geospatial-Intelligence Agency (NGA)

NOTE X  
See, established by Presidential Proclamation

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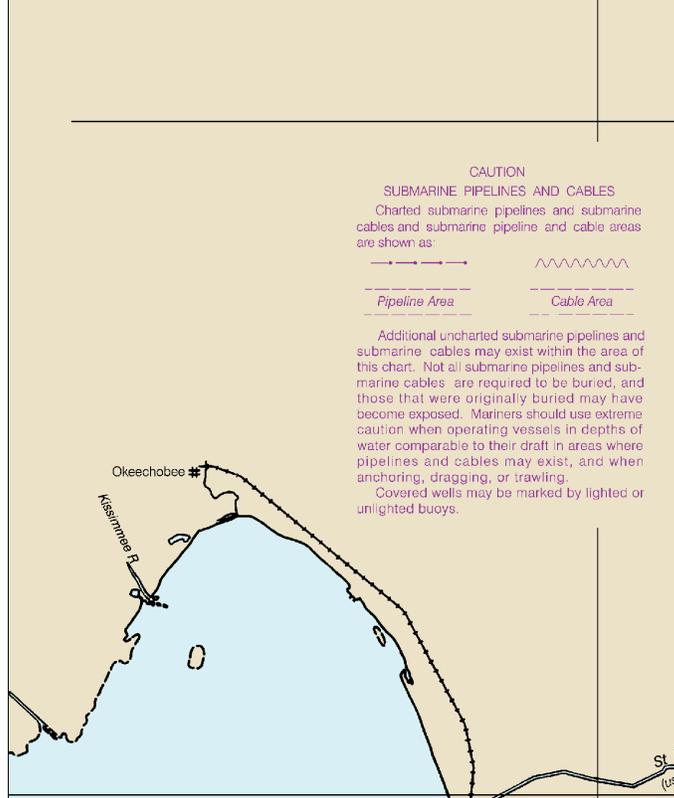
Joins page 6

THE OCEAN (protected area: 50 CFR 620.108)

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
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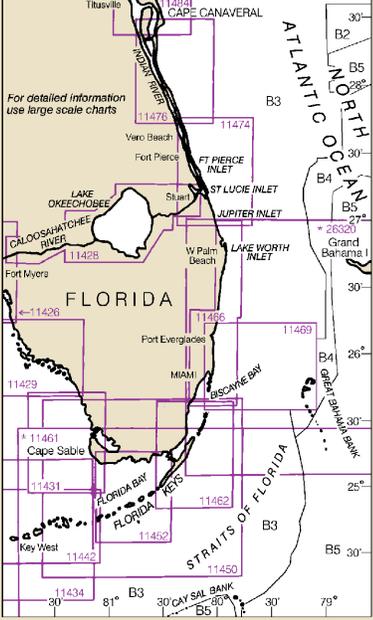
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\* Published by National Geospatial-Intelligence Agency (NGA)

Joins page 9

FLORIDA

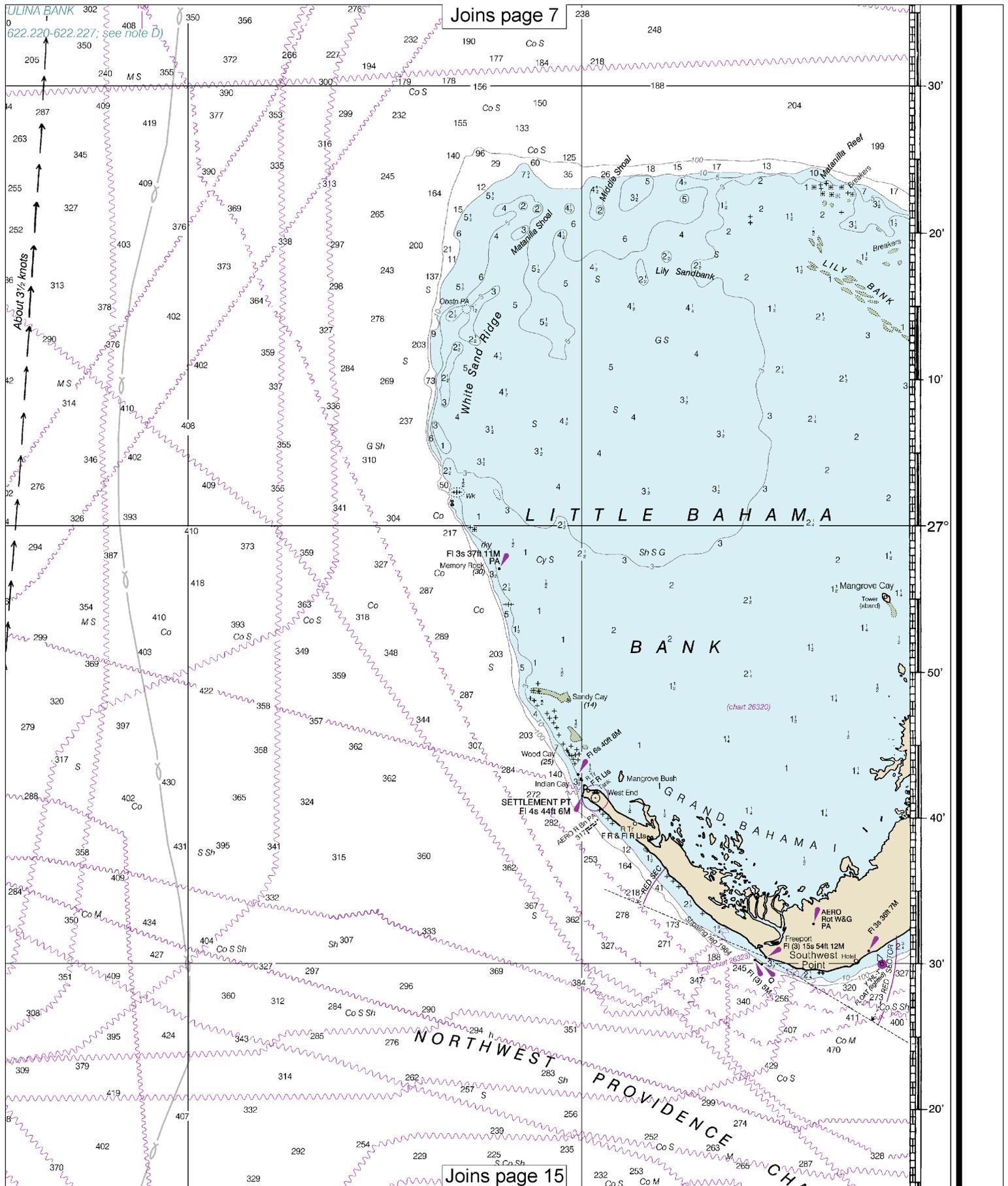
NOTE X

Within the 12 nautical mile Territorial Sea, established by Presidential Proclamation

Joins page 14

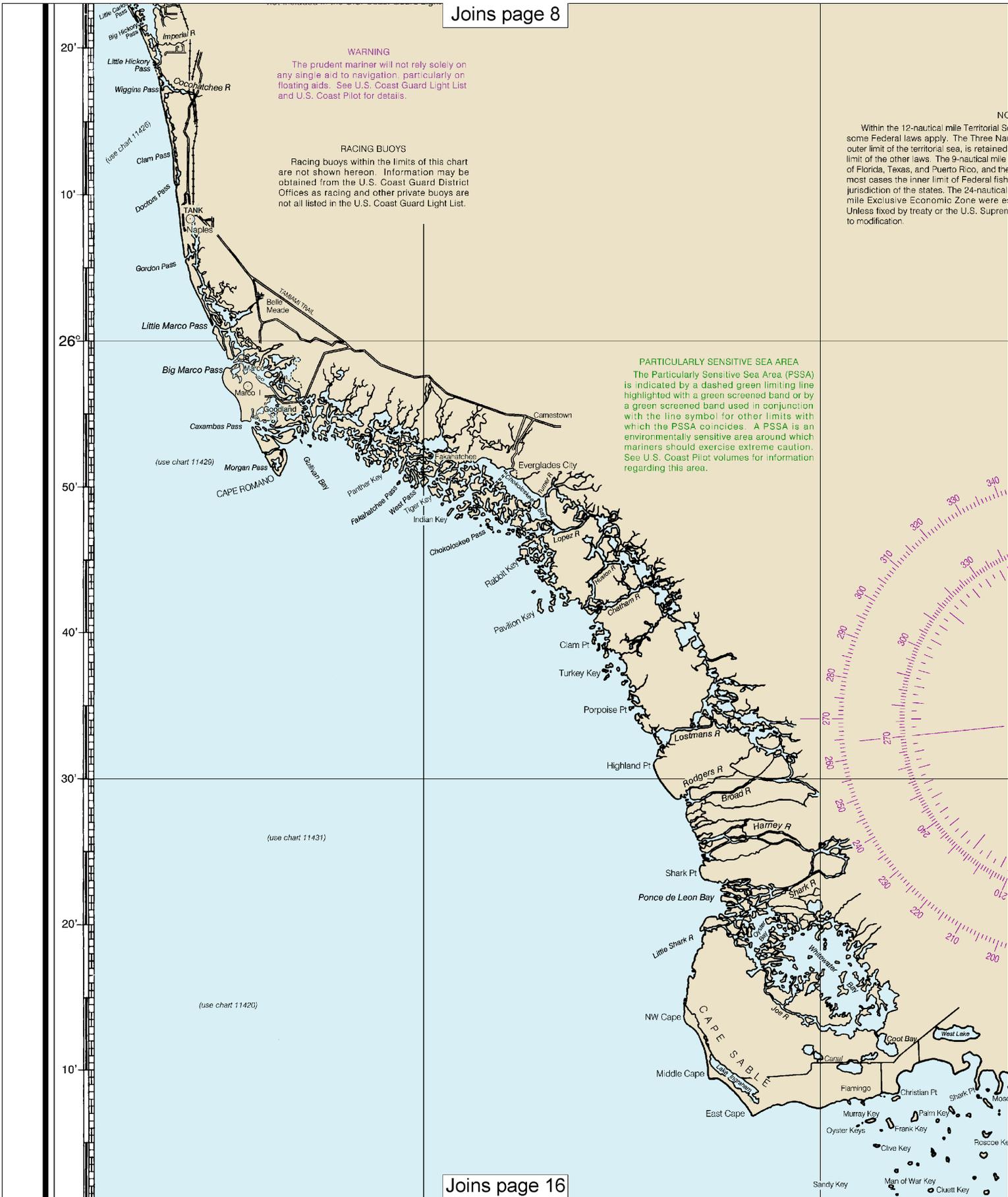
10

Note: Chart grid lines are aligned with true north.



Joins page 7

Joins page 15



**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.

**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.

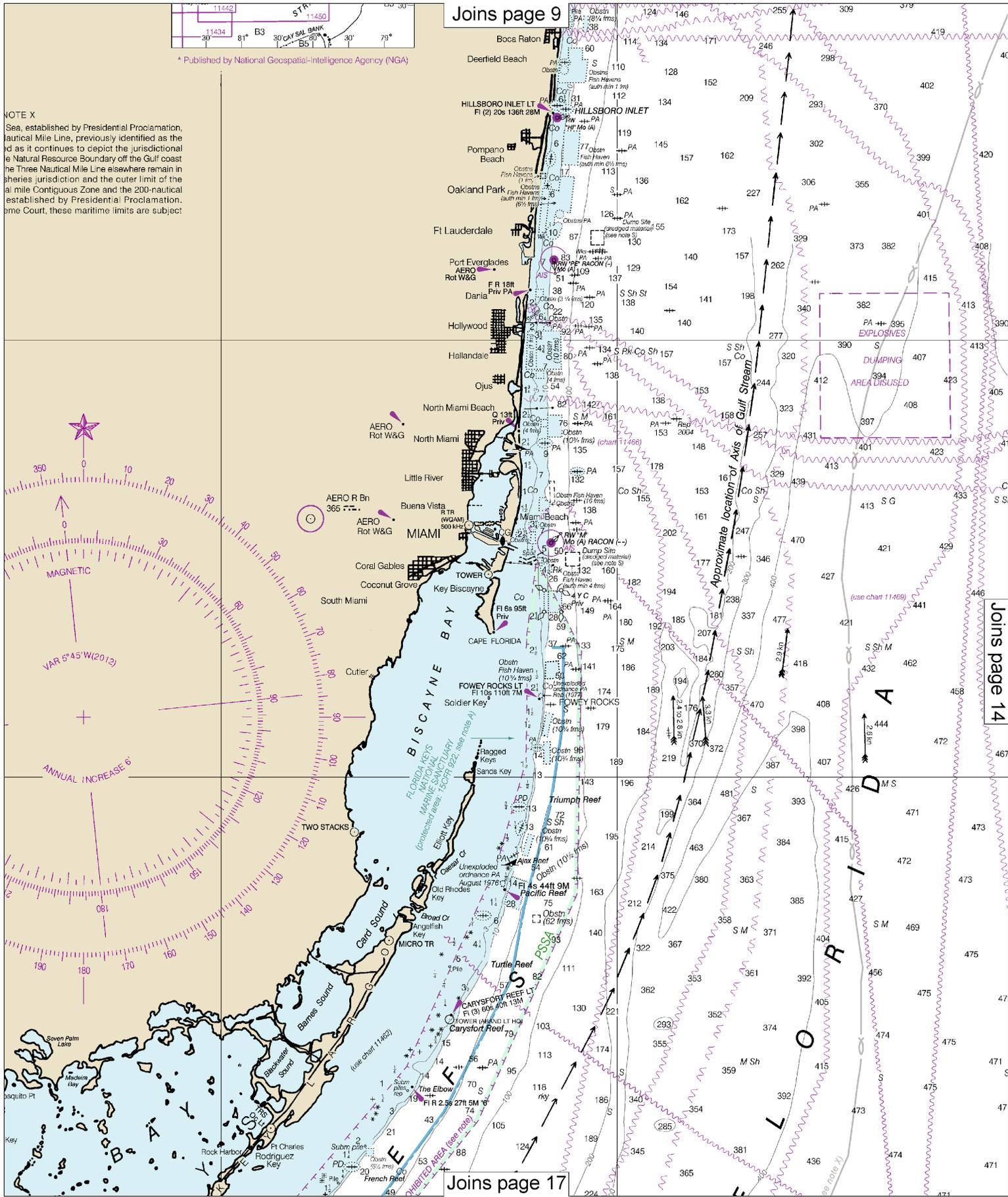
**PARTICULARLY SENSITIVE SEA AREA**  
 The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

NC  
 Within the 12-nautical mile Territorial Sea, some Federal laws apply. The Three National outer limit of the territorial sea, is retained limit of the other laws. The 9-nautical mile of Florida, Texas, and Puerto Rico, and the most cases the inner limit of Federal fish jurisdiction of the states. The 24-nautical mile Exclusive Economic Zone were established. Unless fixed by treaty or the U.S. Supreme Court to modification.



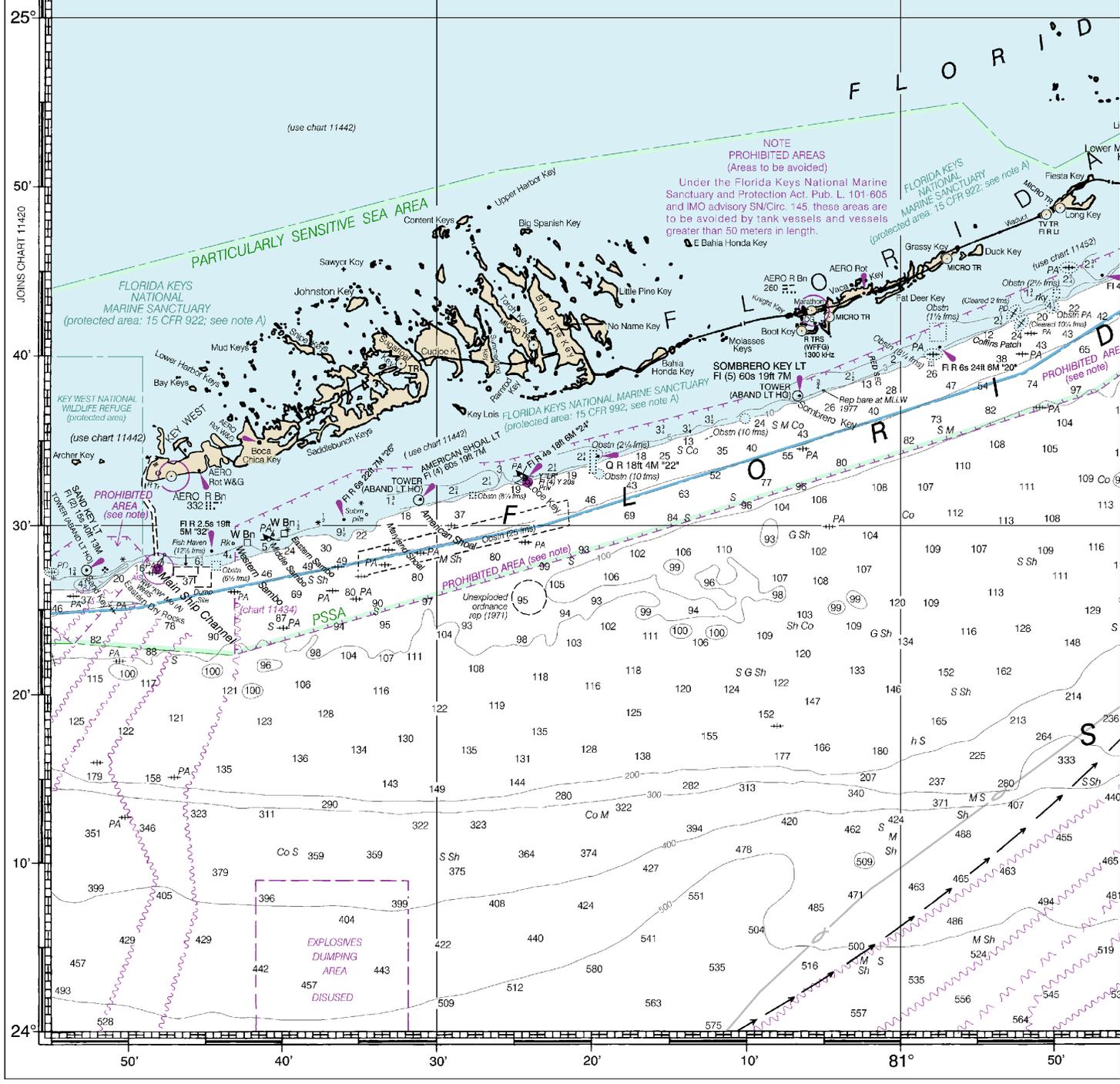
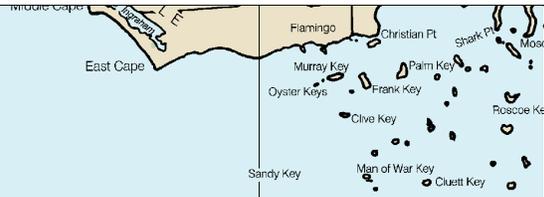
\* Published by National Geospatial-Intelligence Agency (NGA)

NOTE X  
Sea, established by Presidential Proclamation, Nautical Mile Line, previously identified as the 12-mile line, as it continues to depict the jurisdictional boundary of the Natural Resource Boundary of the Gulf coast. The Three Nautical Mile Line elsewhere remain in series jurisdiction and the outer limit of the 12-mile Contiguous Zone and the 200-nautical mile EEZ established by Presidential Proclamation. Some Court, these maritime limits are subject









**NOTE**  
**PROHIBITED AREAS**  
(Areas to be avoided)

Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SN/Circ. 145 these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

• E Bahia Honda Key

**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](http://nauticalcharts.noaa.gov).

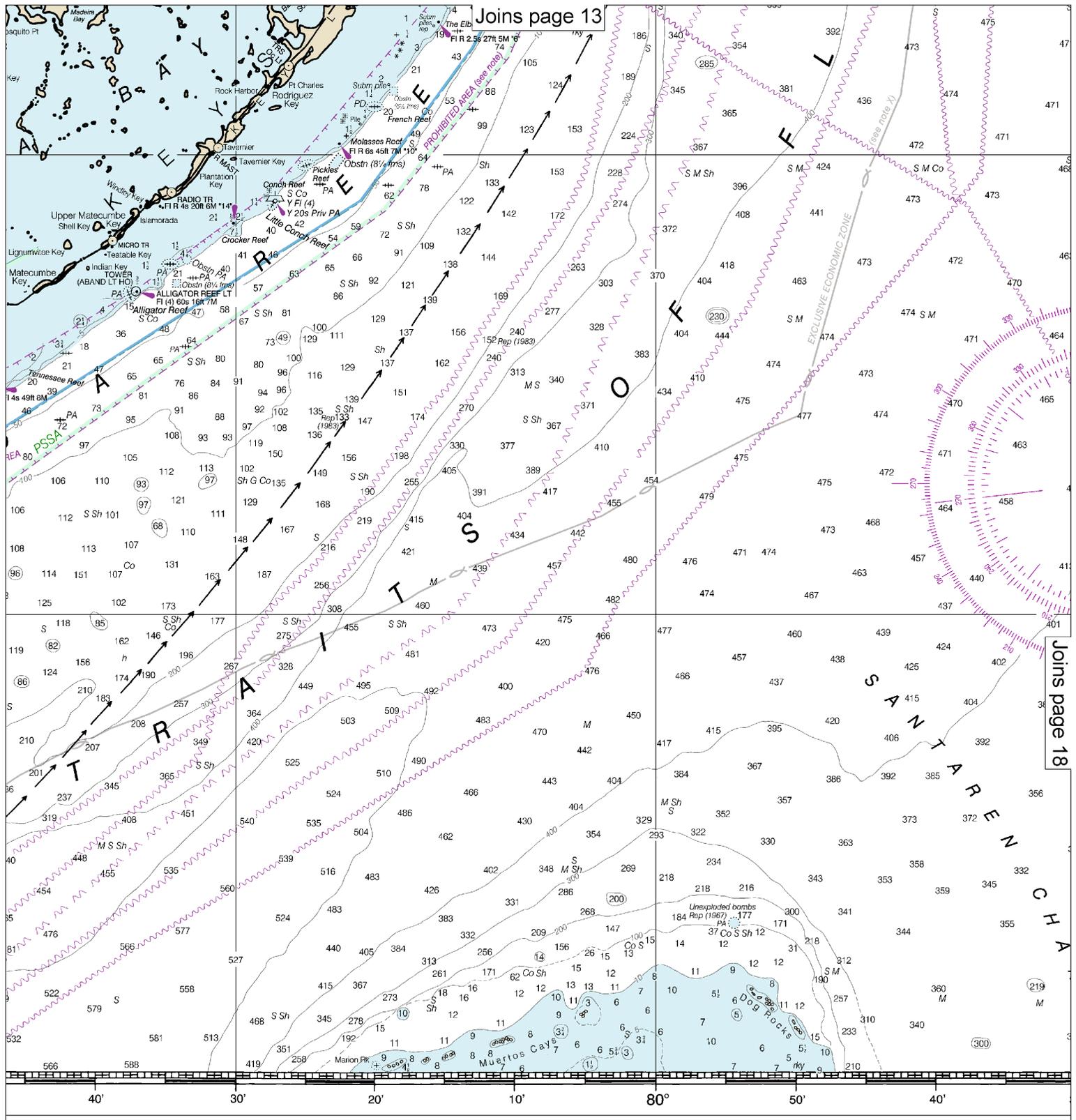
**SOUNDINGS**

11460

43rd Ed., Jul. 2012. Last Correction: 12/5/2016. Cleared through:  
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

16

Note: Chart grid lines are aligned with true north.



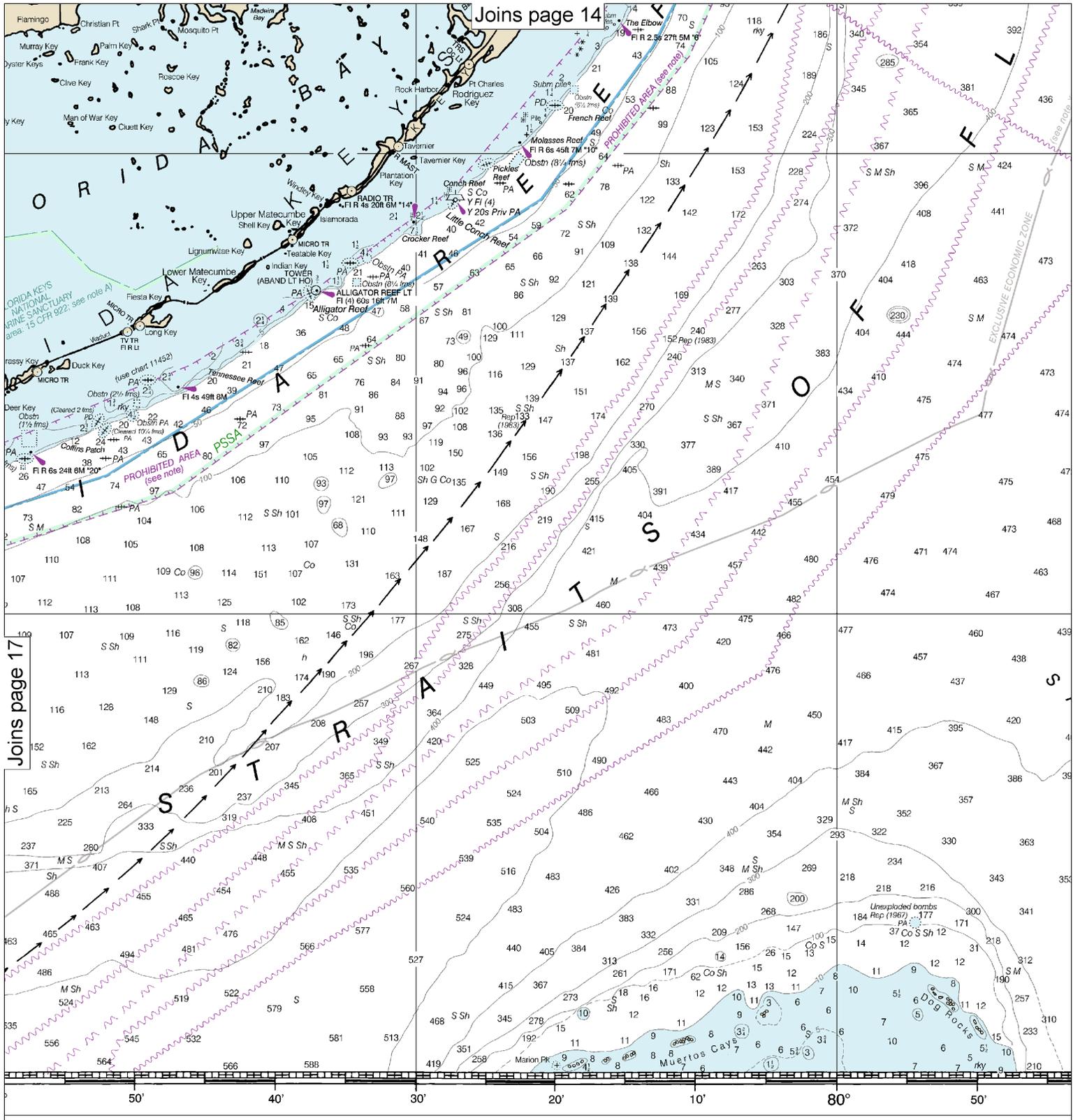
Joins page 13

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DEPTH IN FATHOMS

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

FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6



# SOUNDINGS IN FATHOMS

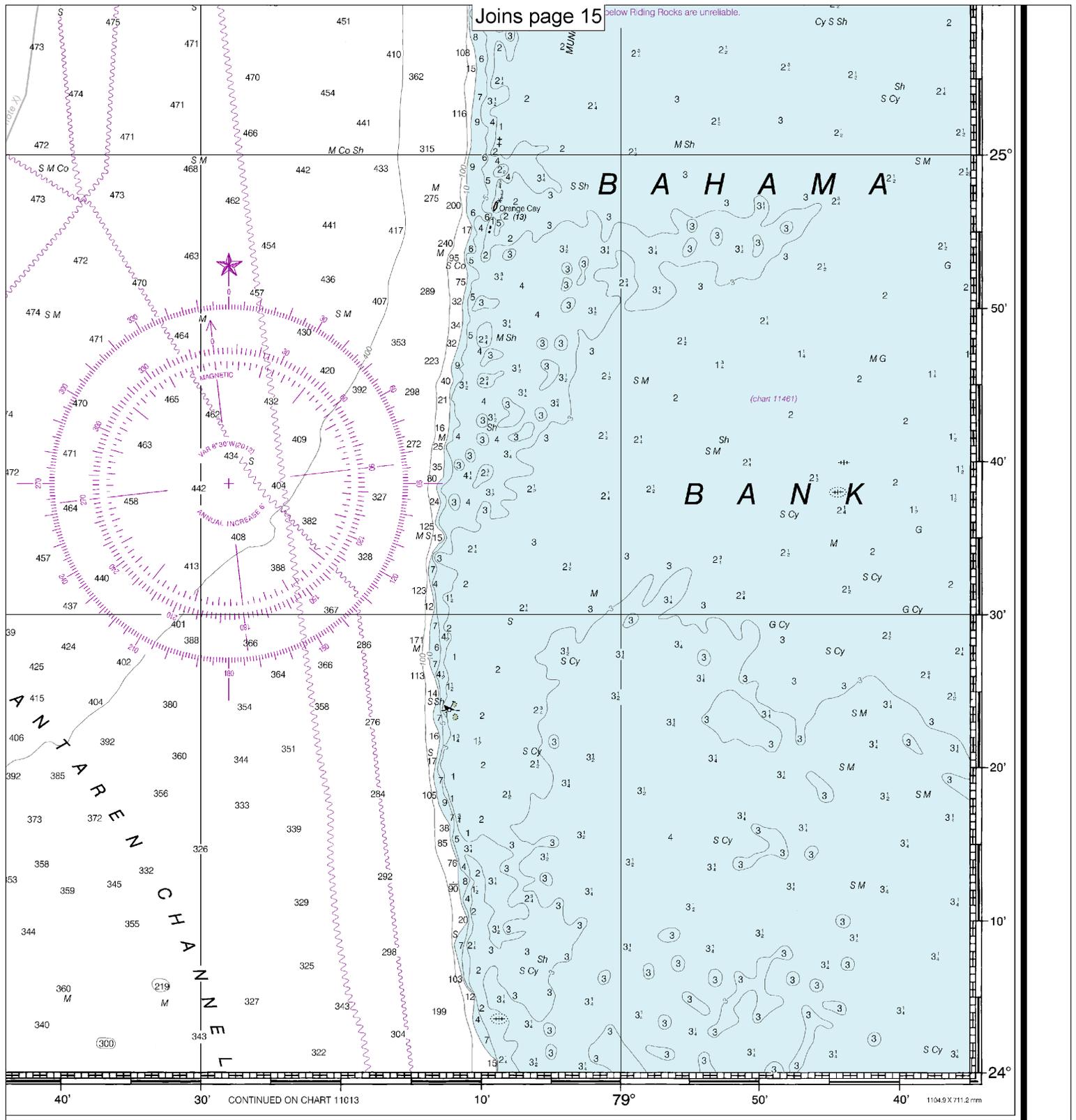
Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

# 18

Note: Chart grid lines are aligned with true north.

Joins page 15

below Riding Rocks are unreliable.



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

Cape Canaveral to Key West  
SOUNDINGS IN FATHOMS - SCALE 1:466,940

11460



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](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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