

# BookletChart™



## Approaches to Port Canaveral

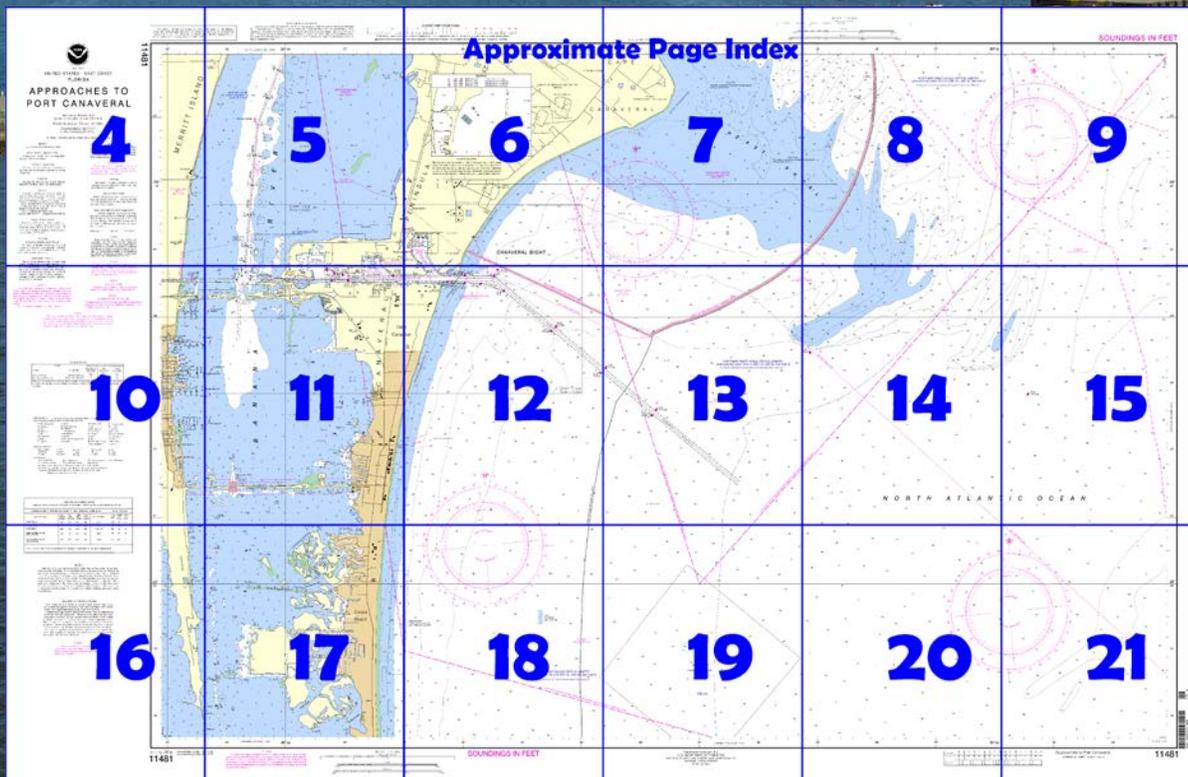
NOAA Chart 11481

*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.

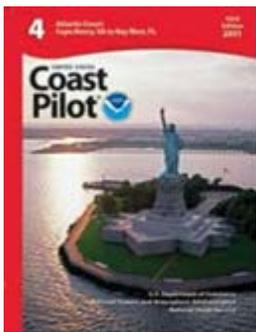
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11481>.



**(Selected Excerpts from Coast Pilot)  
Port Canaveral (Canaveral Harbor)** is 4 miles southwest of Cape Canaveral Light and 150 miles south of the entrance to the St. Johns River. The city of **Cape Canaveral** is just southward of the port. The principal commodities handled in the harbor are petroleum products, cement, asphalt, salt, general cargo, citrus products, and newsprint. Commercial party fishing vessels, cruise ships, and many pleasure crafts operate from the port.

A U.S. Navy project for Port Canaveral provides for an entrance channel 44 feet deep to East Basin, thence 41 feet in East Basin. A Federal project provides for a channel 40 feet deep from East Basin to Middle

Basin, thence 35 feet deep in Middle Basin, thence 31 feet deep from Middle Basin to West Basin, and thence 31 feet in West Basin. The harbor is maintained at or near project depths. (See Notice to Mariners and latest edition of chart for controlling depths.) The entrance to the harbor is protected by jetties. The approach channel is marked by white **310°** lighted range and lighted buoys; the entrance channel between the jetties is marked by a green **270°** lighted range, lights and lighted buoys. The entrance to East Basin is marked by a red **325°30'** lighted range. Canaveral Barge Canal leads westward to Banana River and the Intracoastal Waterway from the western end of the harbor just west of West Basin entrance. (See also chart 11484 and chapter 12.)

**Caution.**—The National Marine Fisheries Service has advised that the sea turtles and manatees which inhabit the Port Canaveral area are considered to be threatened and endangered species. To protect these turtles and manatees, it is requested that excursions from the centerline of the approach and entrance channels be held to a minimum.

**North Atlantic Right Whales.**—Approaches to Port Canaveral lie within designated critical habitat for endangered North Atlantic right whales (See **50 CFR 226.203(c)**, chapter 2). The area is a calving ground from generally November 15 through April 15. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 224.103(c)**, chapter 2 for limits, regulations, and exceptions.) Special precautions may be needed to protect and avoid these animals. (See North Atlantic right whales, indexed as such, chapter 3.)

Small craft should stay clear of large vessels entering, leaving, or maneuvering in the harbor.

**Dangers.**—The Navy pier on the east side of Middle Basin is within a **restricted area**, and East Basin is within a **danger zone**. (See **334.530 and 334.600**, chapter 2, respectively, for limits and regulations.) All areas north of the harbor channel are within defined Security Zones A and B. (See **165.705**, chapter 2, for limits and regulations.)

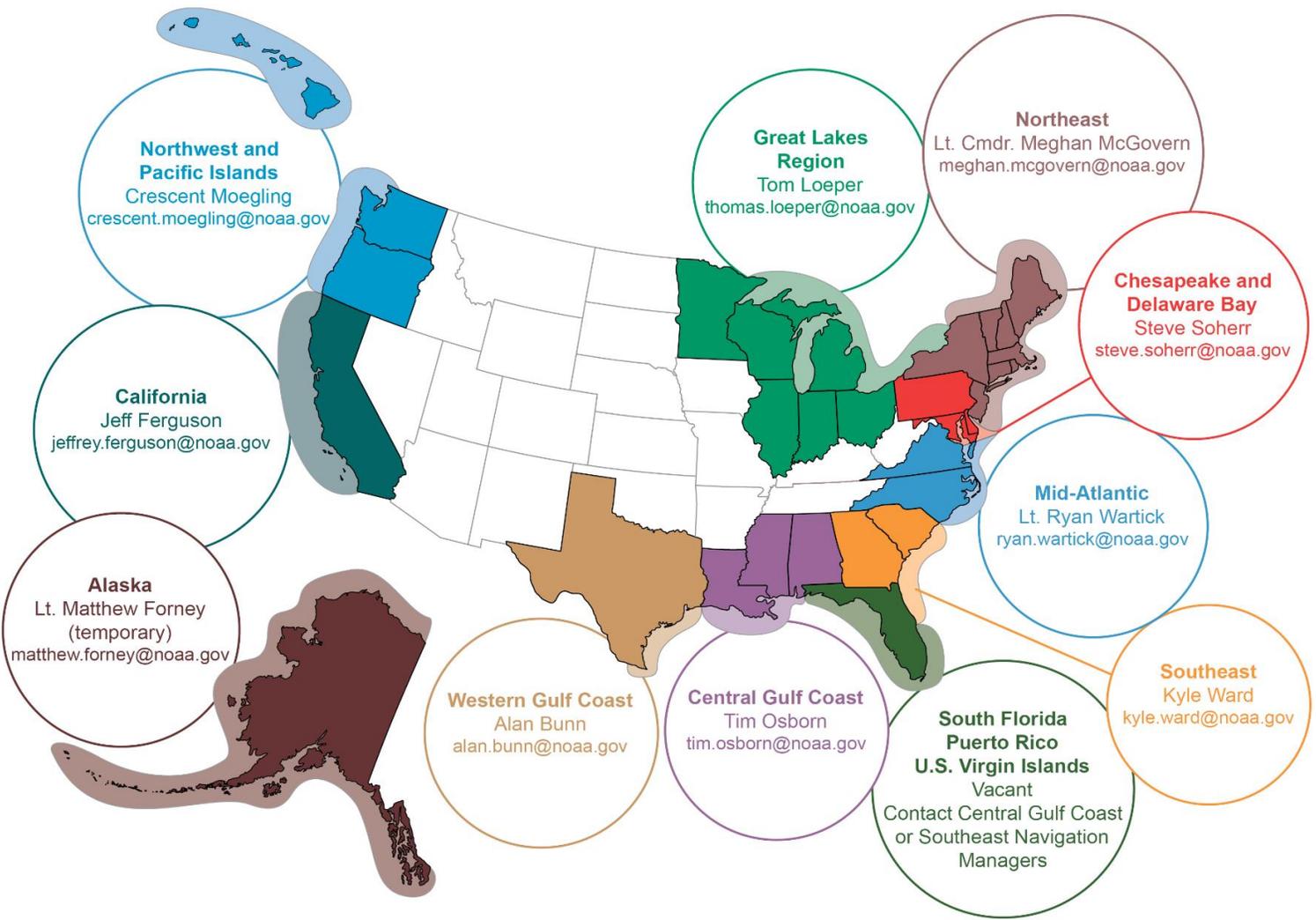
Tropical cyclones are a threat from about June through November. There are roughly four peak periods within this season. A slight maximum occurs in early June while more defined peaks occur in early August, early September and mid-October. The probability of at least one occurrence of gales from a tropical cyclone in 1 year is about 36 percent while the chance of two occurrences drops to 6 percent. Windspeeds of 17 knots or more are most likely from October through April when they occur 3 to 7 percent of the time at Cape Canaveral and 10 to 17 percent of the time at Patrick Air Force Base, about 13 miles south of the port. Thunderstorms are observed on about 70 days annually with a peak of 10 to 15 days per month from June through September. These are most likely during the late afternoon and early evening. Visibility is generally good, outside of showers. However, in December, January, and February, visibility drops below 0.5 mile (0.9 km) on about 2 to 4 days per month; they usually improve by midmorning.

**Pilotage, Port Canaveral.**—A State pilot is compulsory for all foreign flag vessels and all U.S. vessels under registry with a draft of 7 feet or greater. Certain U.S. vessels under enrollment are required to carry a federal pilot. A state pilot is required for all vessels over 500 gross tons docking or undocking at Canaveral Port Authority docks, unless specifically exempted by the Port Director. Pilotage for U.S. and foreign naval vessels is provided in accordance with an agreement between the U.S. Navy and the Canaveral Pilots Association.

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

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

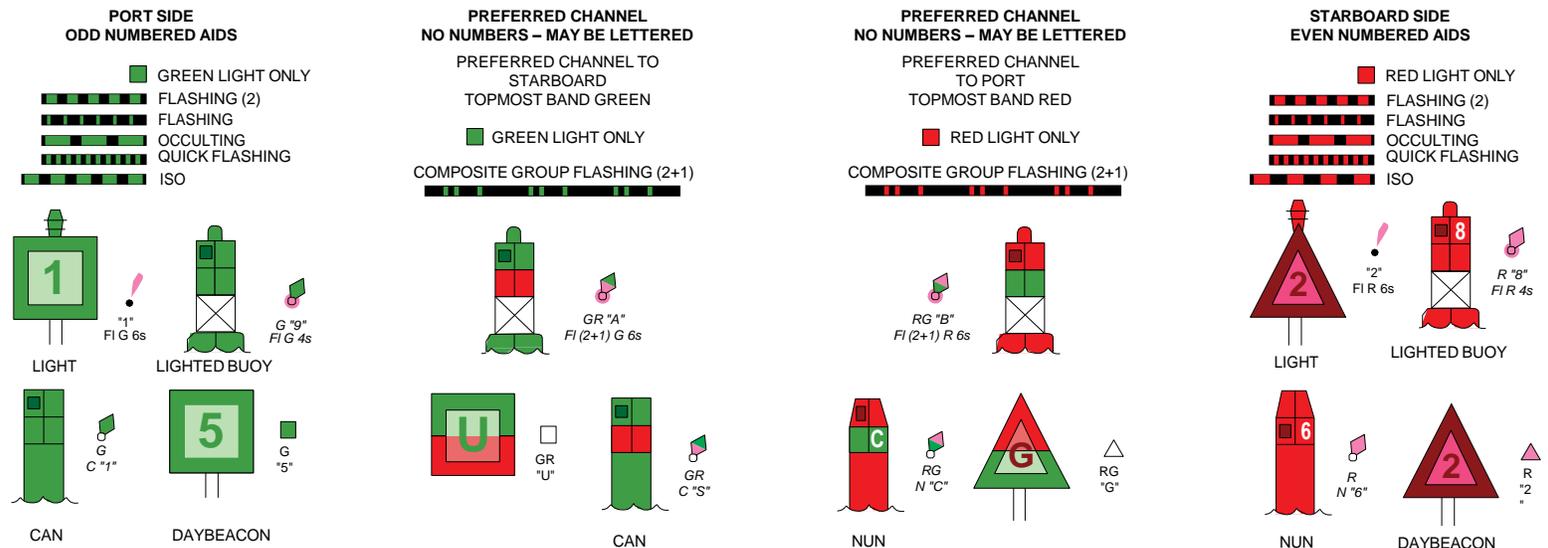
# Navigation Managers Area of Responsibility



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>

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



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST  
FLORIDA

# APPROACHES TO PORT CANAVERAL

Mercator Projection  
Scale 1:25,000 at Lat. 28°25'N

North American Datum of 1983

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

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
A alternating	IQ interrupted quick	N nun	Rol rotating
B black	Iso isophase	ORSC obscured	s seconds
Bn beacon	LT HC lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	ST M statute miles
DIA telephone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

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

Miscellaneous:

AUTH authorized	Ostrn 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 foot above datum of soundings.  
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: ---

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Port Canaveral	(28°26'N/80°34'W)	feet 3.8	feet 3.7	feet 0.2
Port Canaveral Entrance	(28°25'N/80°36'W)	feet 4.2	feet 3.8	feet 0.2

Dashes (- -) locate in datum columns indicate unavailable datum value for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.  
(Aug 2014)

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

AIDS TO NAVIGATION

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

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

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

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.

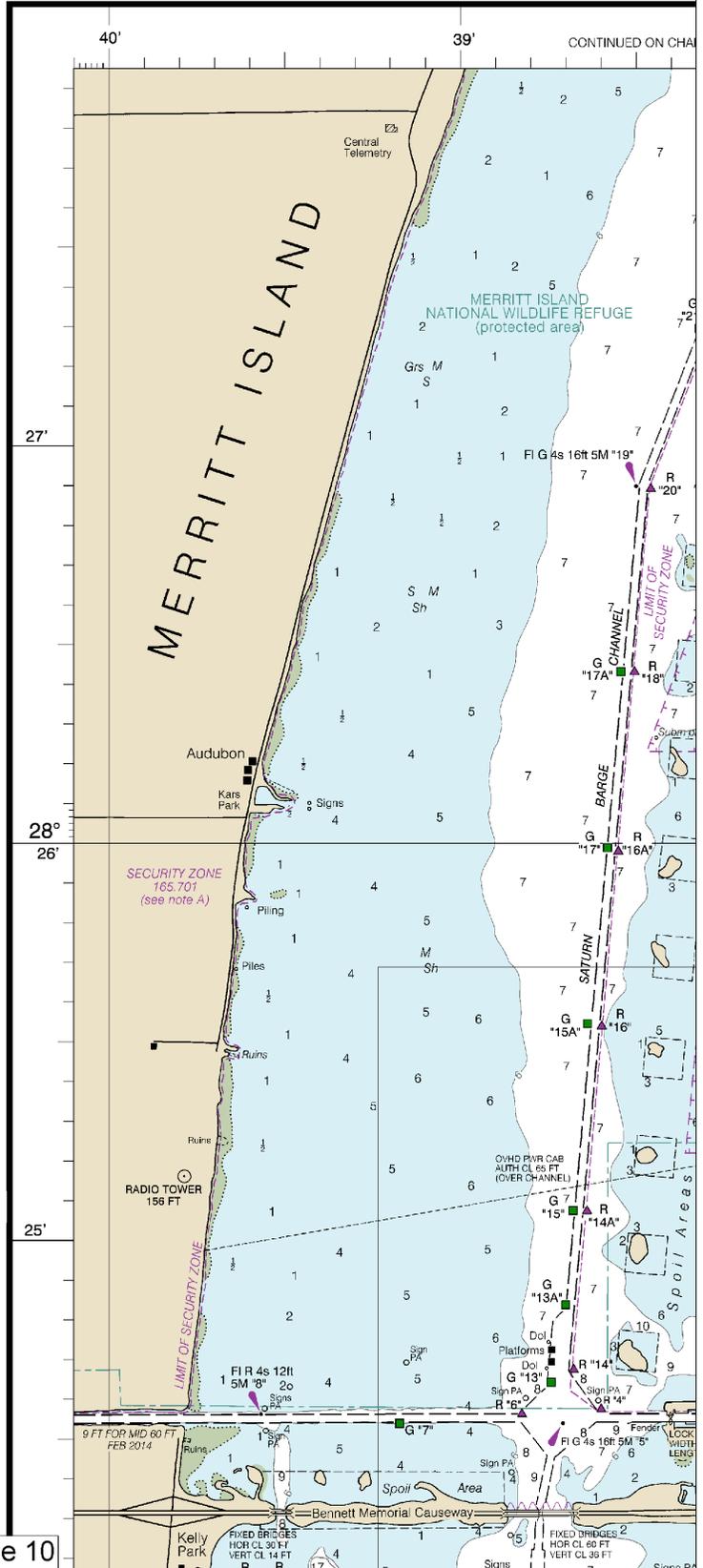
CAUTION

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

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.

11481

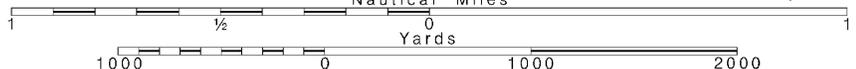


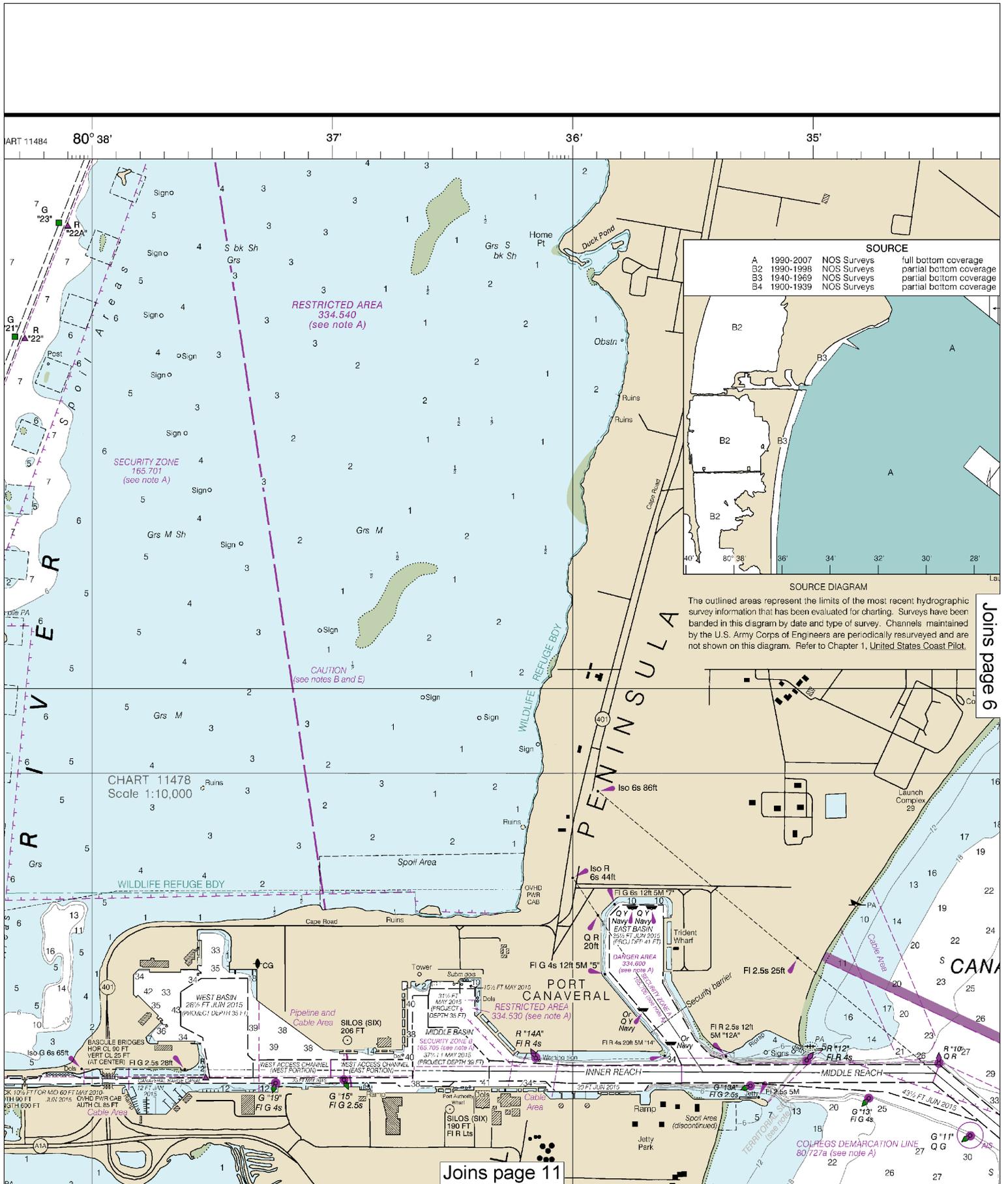
Joins page 10

4

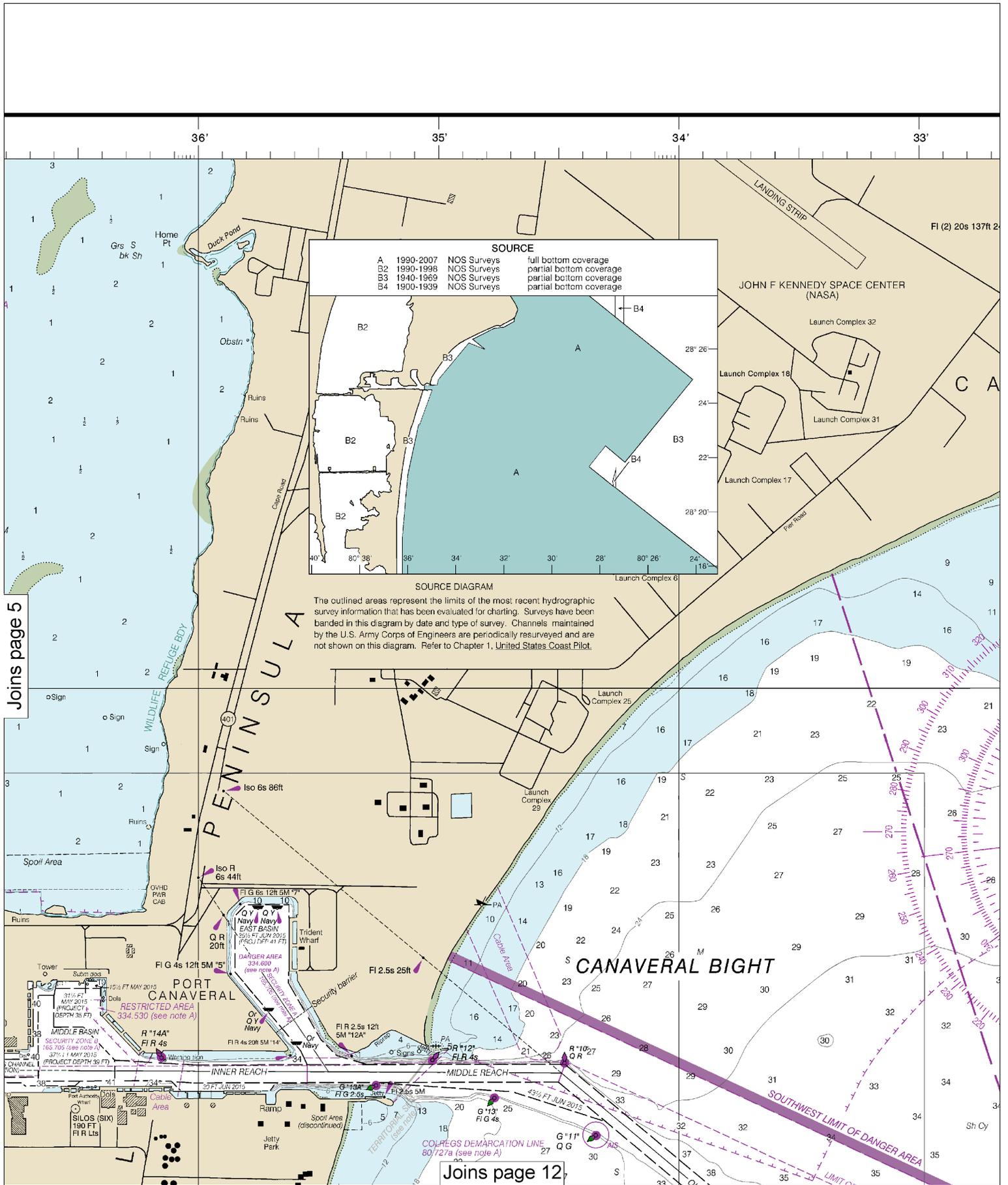
Note: Chart grid lines are aligned with true north.

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



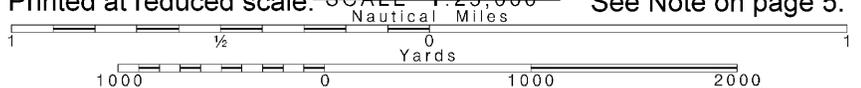


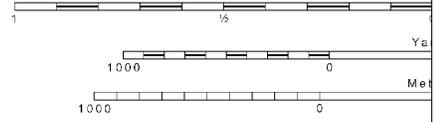
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:33333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



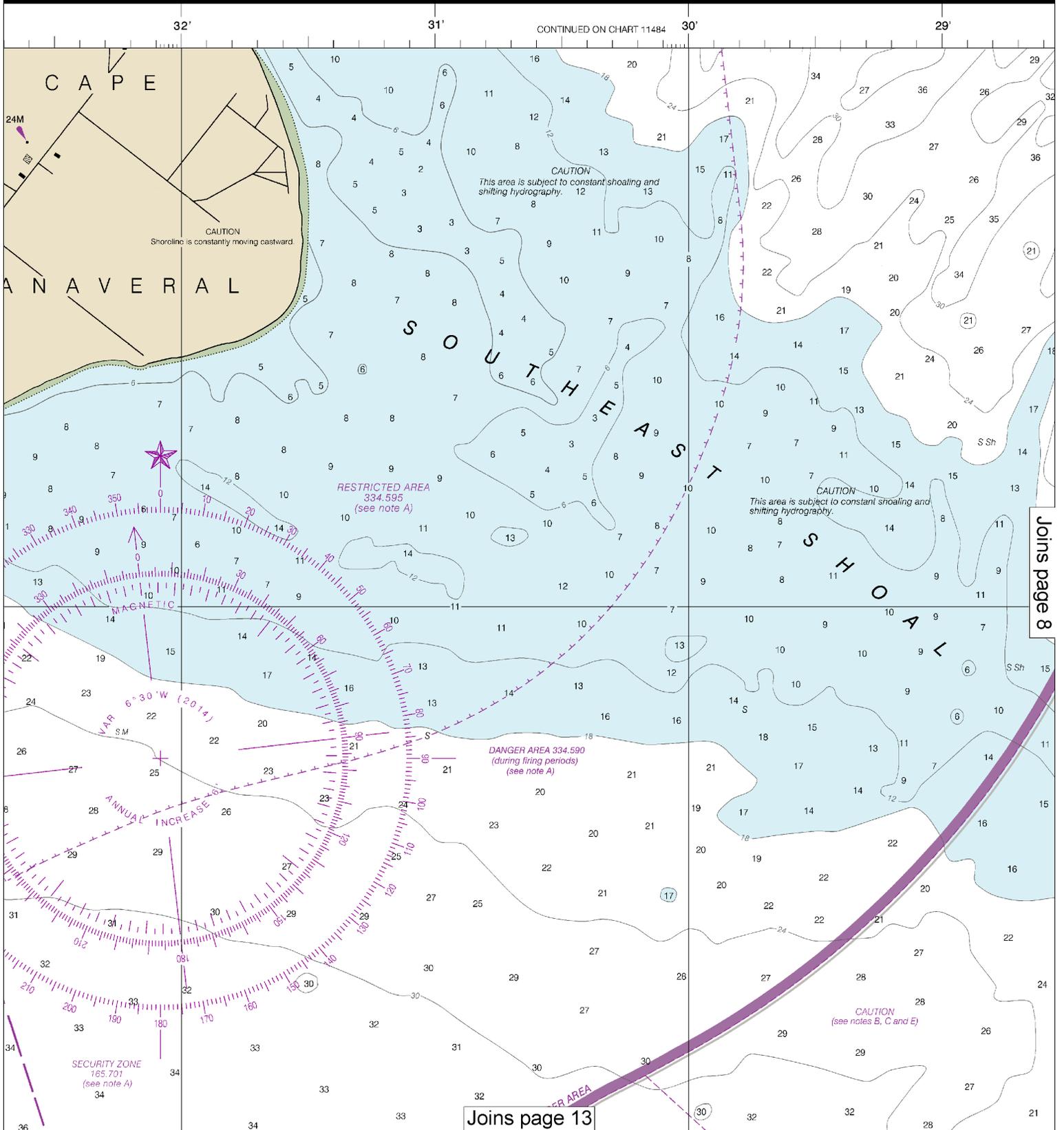
Note: Chart grid lines are aligned with true north.

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





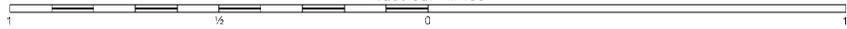
1st Ed., July 1985 KAPP 323



9th Ed., Oct. 2014. Last Correction: 11/15/2016. Cleared through:  
LNM: 0217 (1/10/2017), NM: 0217 (1/14/2017)

SCALE 1:25,000

Nautical Miles



Yards



Meters



31'

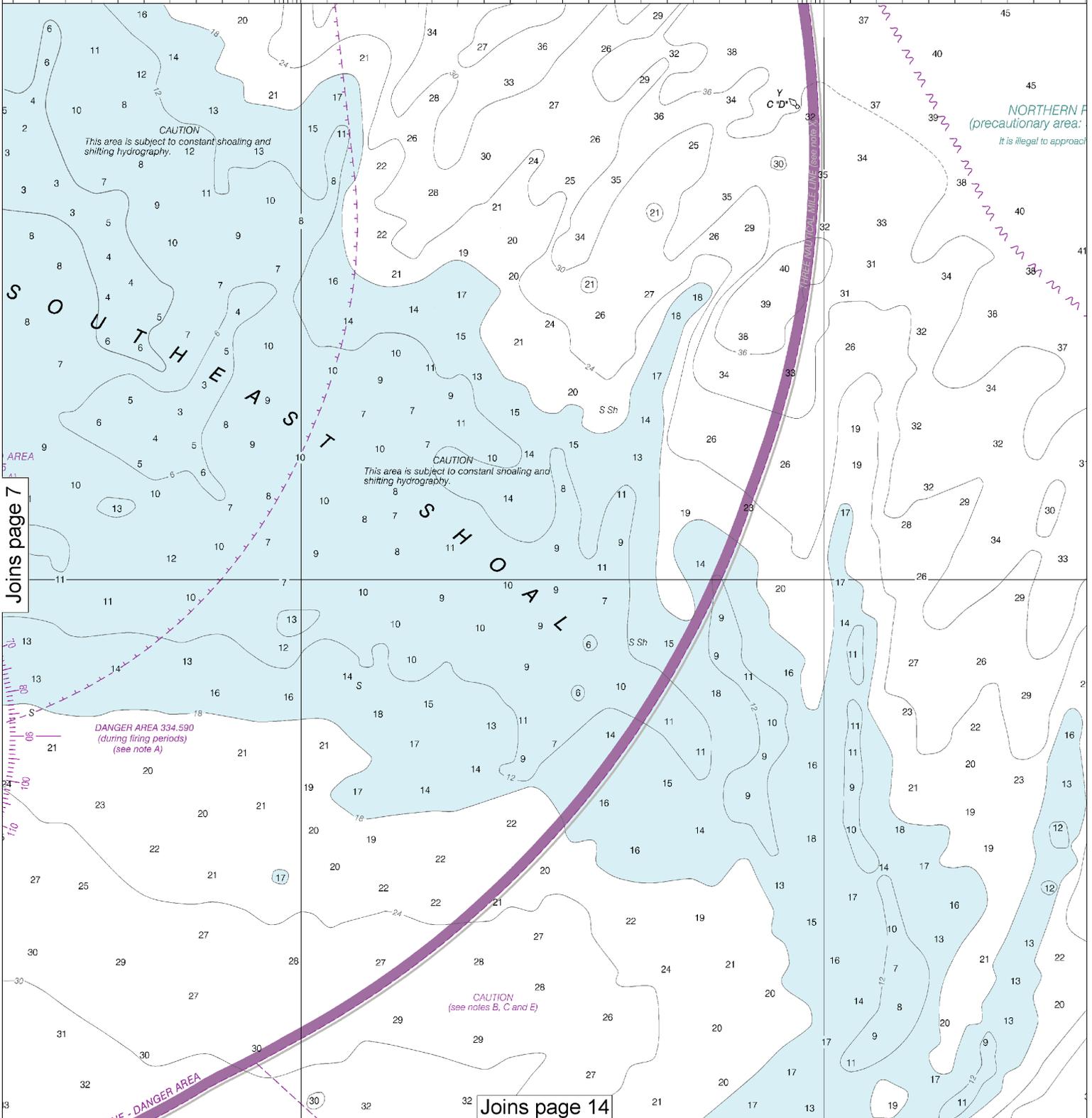
CONTINUED ON CHART 11484

30'

29'

28'

2



NORTHERN P  
(precautionary area:  
It is illegal to approach

CAUTION  
This area is subject to constant shoaling and  
shifting hydrography.

CAUTION  
This area is subject to constant shoaling and  
shifting hydrography.

DANGER AREA 334.590  
(during firing periods)  
(see note A)

CAUTION  
(see notes B, C and E)

Joins page 7

Joins page 14

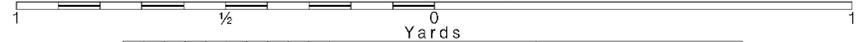


Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale. SCALE 1:25,000

See Note on page 5.

Nautical Miles



Yards





supplemental information.

**AIDS TO NAVIGATION**

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

**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)

**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).

**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 1.017' northward and 0.819' eastward to agree with this chart.

**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, 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 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 E**

The heavy dashed magenta lines 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 hazard areas specific to each launch and the times they will be in effect.

**FISHING AND HUNTING STRUCTURES**

Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

**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**

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

**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 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.

Melbourne, FL    WJX-70    162.550 MHz

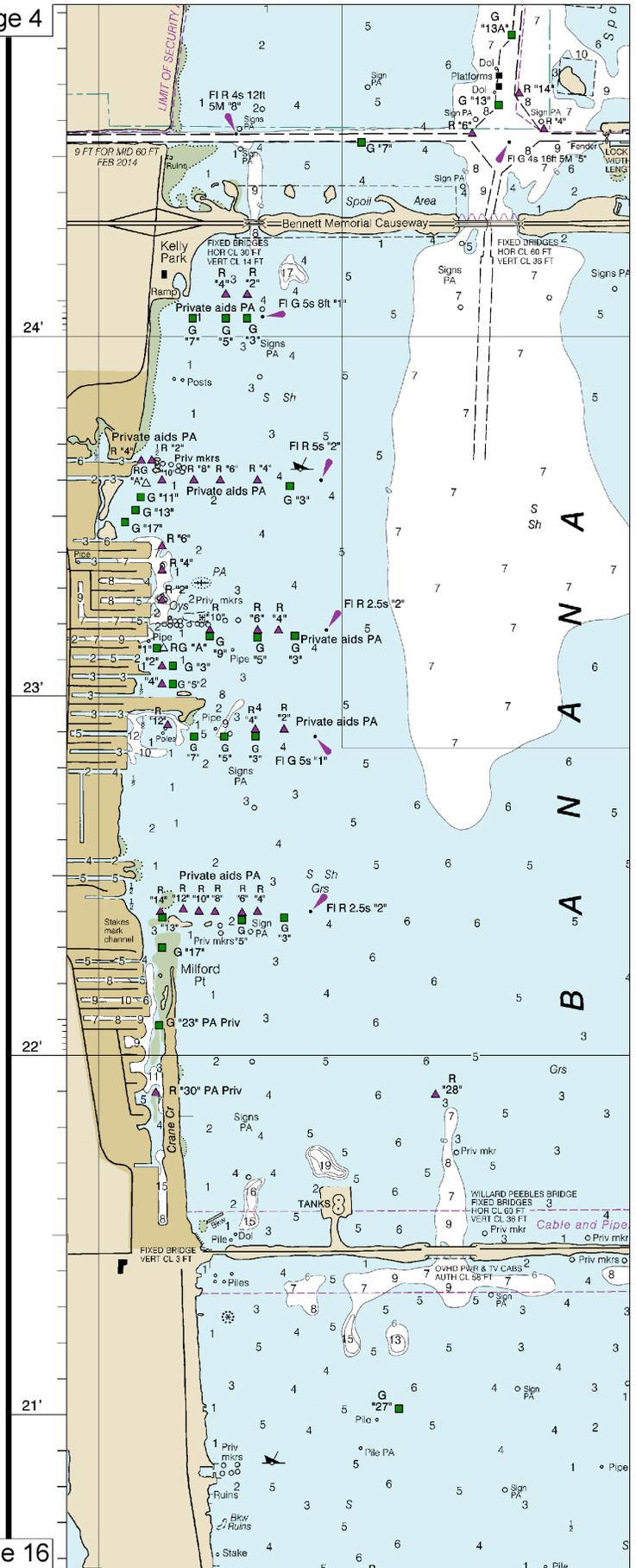
**NOTE S**

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.

**NOTE B**

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

Joins page 4



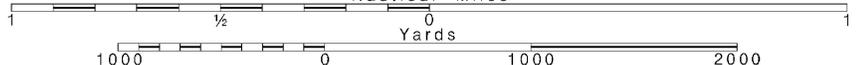
Joins page 16

PORT CANAVERAL CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUN 2015								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
OUTER REACH	43.7	44.1	43.3	42.8	6-15	400	4.7	44-46
MIDDLE REACH	43.9	45.1	44.7	43.8	6-15	400	0.9	46
INNER REACH	42.9	44.1	44.2	41.6	5-15	400	0.7	44
WEST ACCESS CHANNEL (EAST PORTION)	42.3	42.5	42.4	42.2	5-15	400	0.3	43
WEST ACCESS CHANNEL (WEST PORTION)	33.2	34.1	33.5	33.3	5-15	400	0.3	35

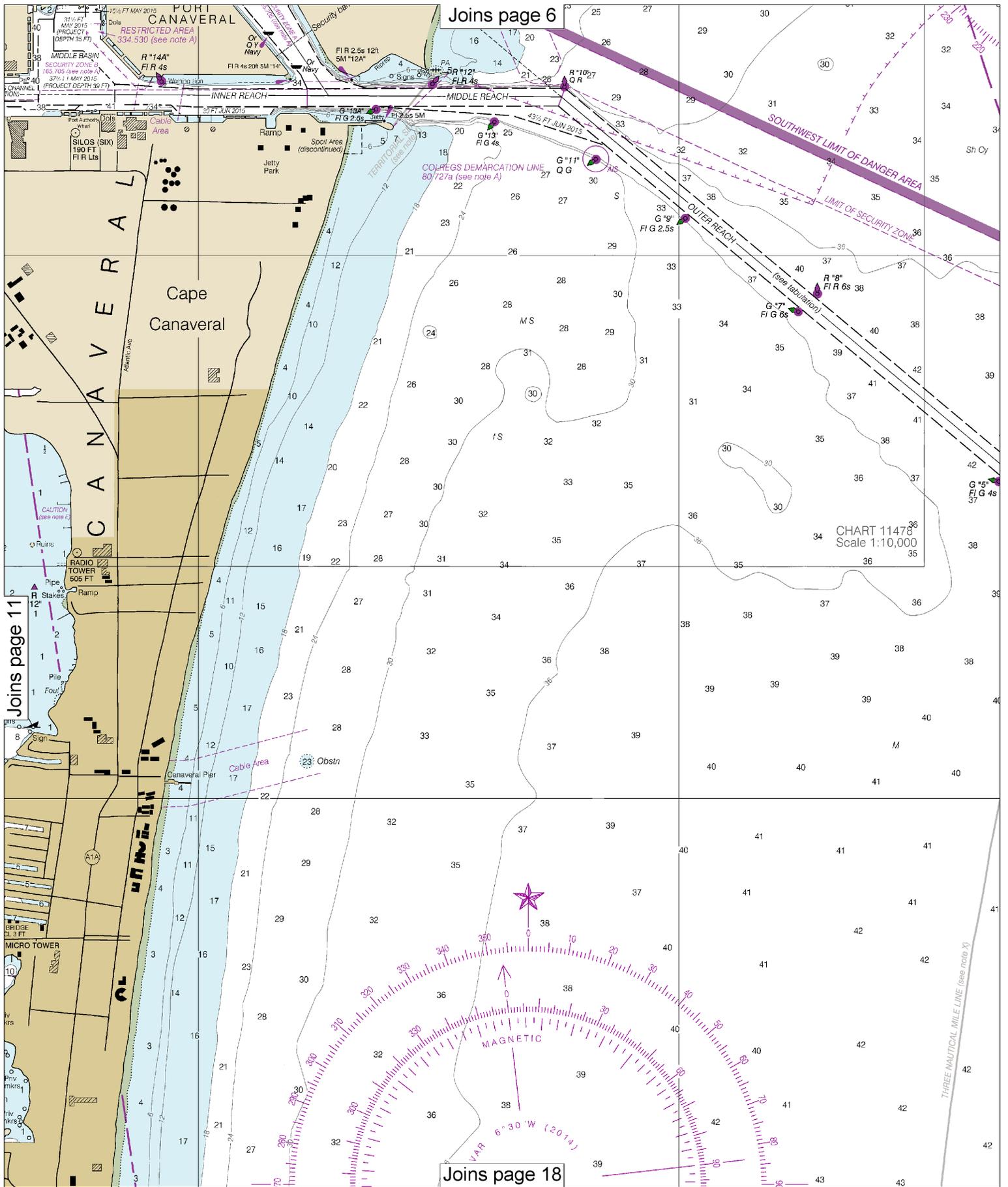


Note: Chart grid lines are aligned with true north.

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



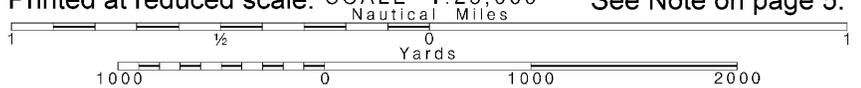


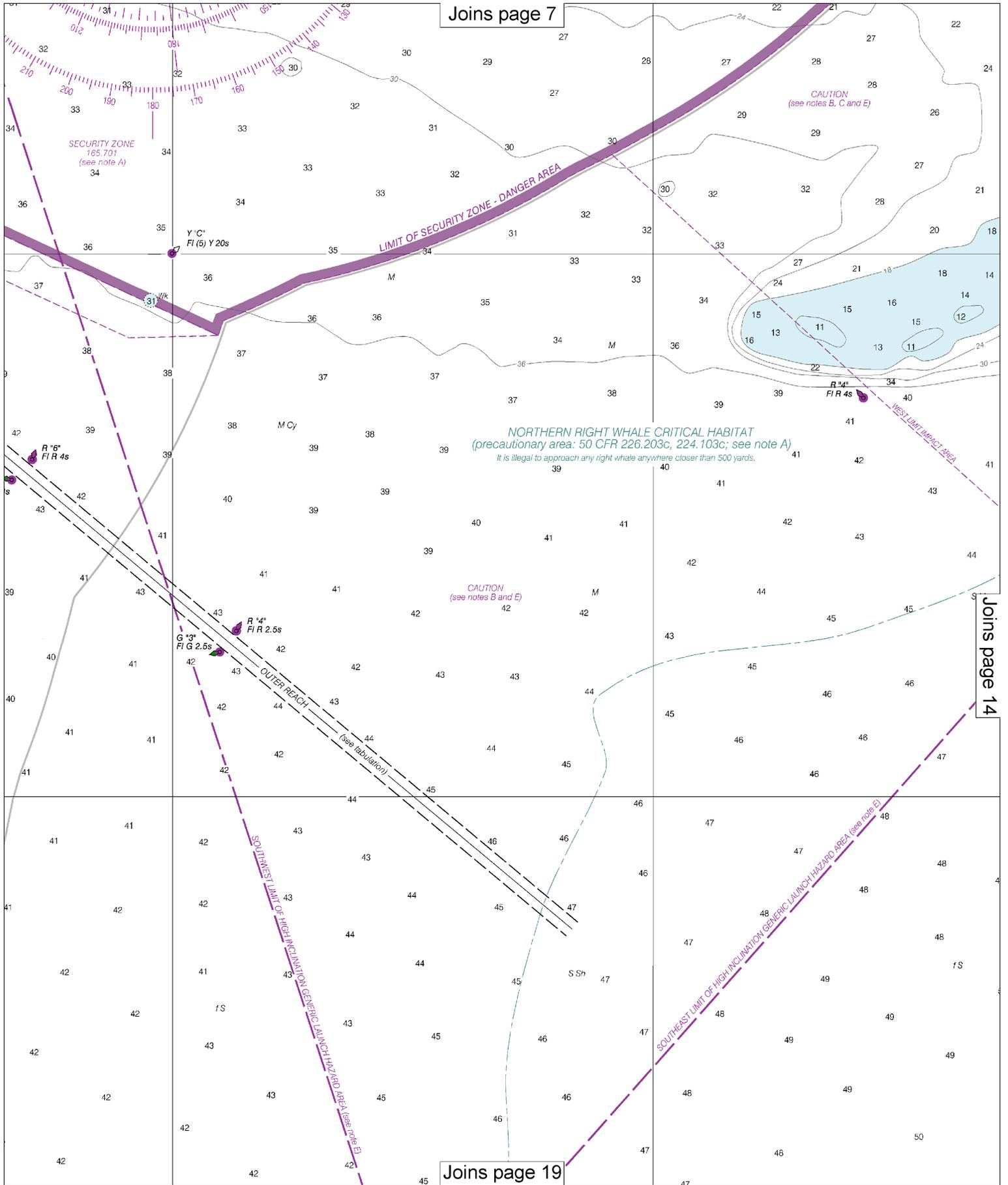


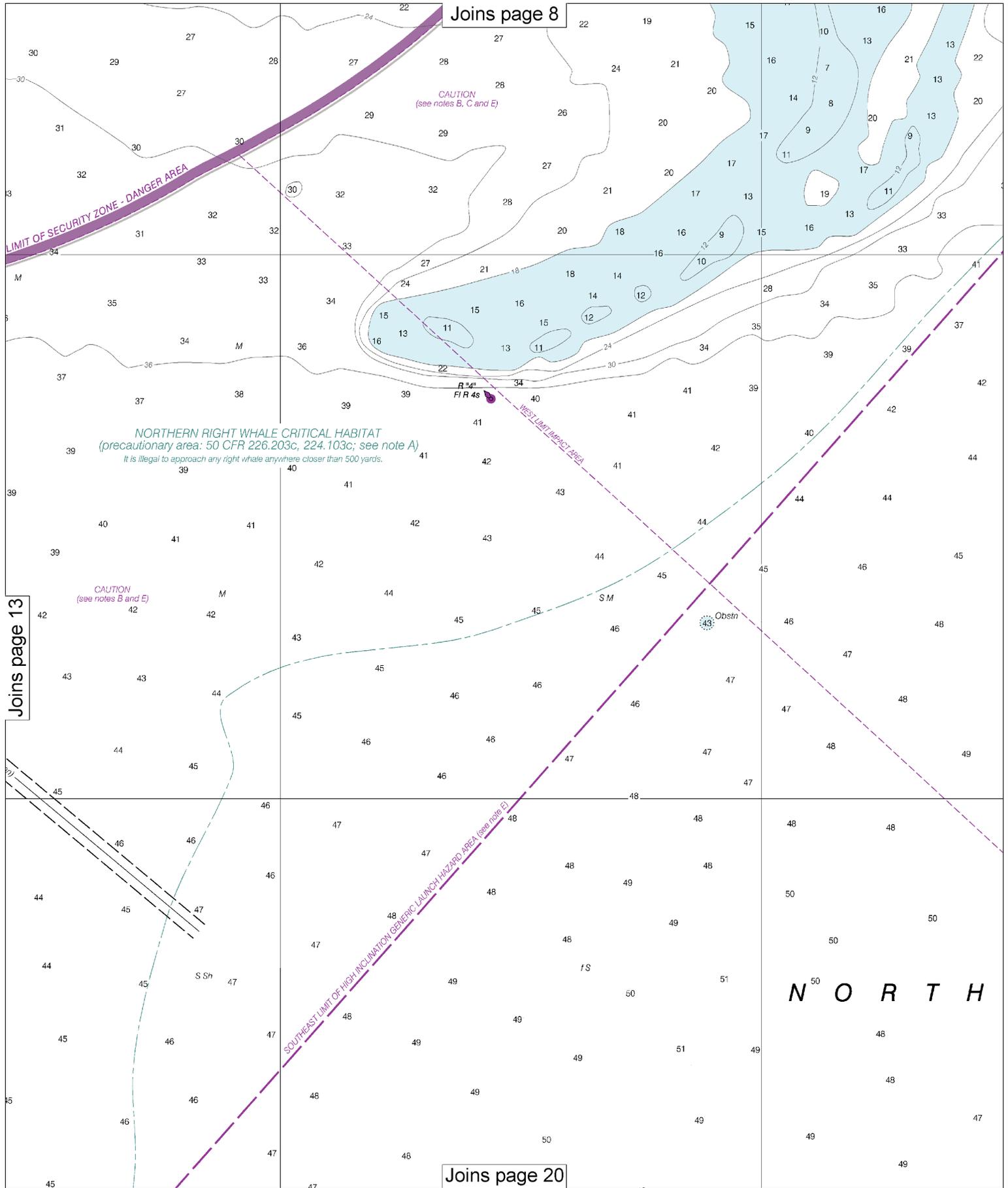
**12**

Note: Chart grid lines are aligned with true north.

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



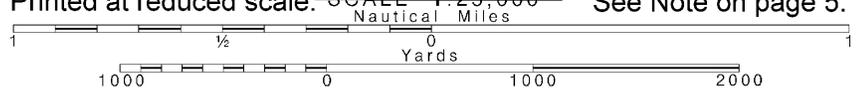




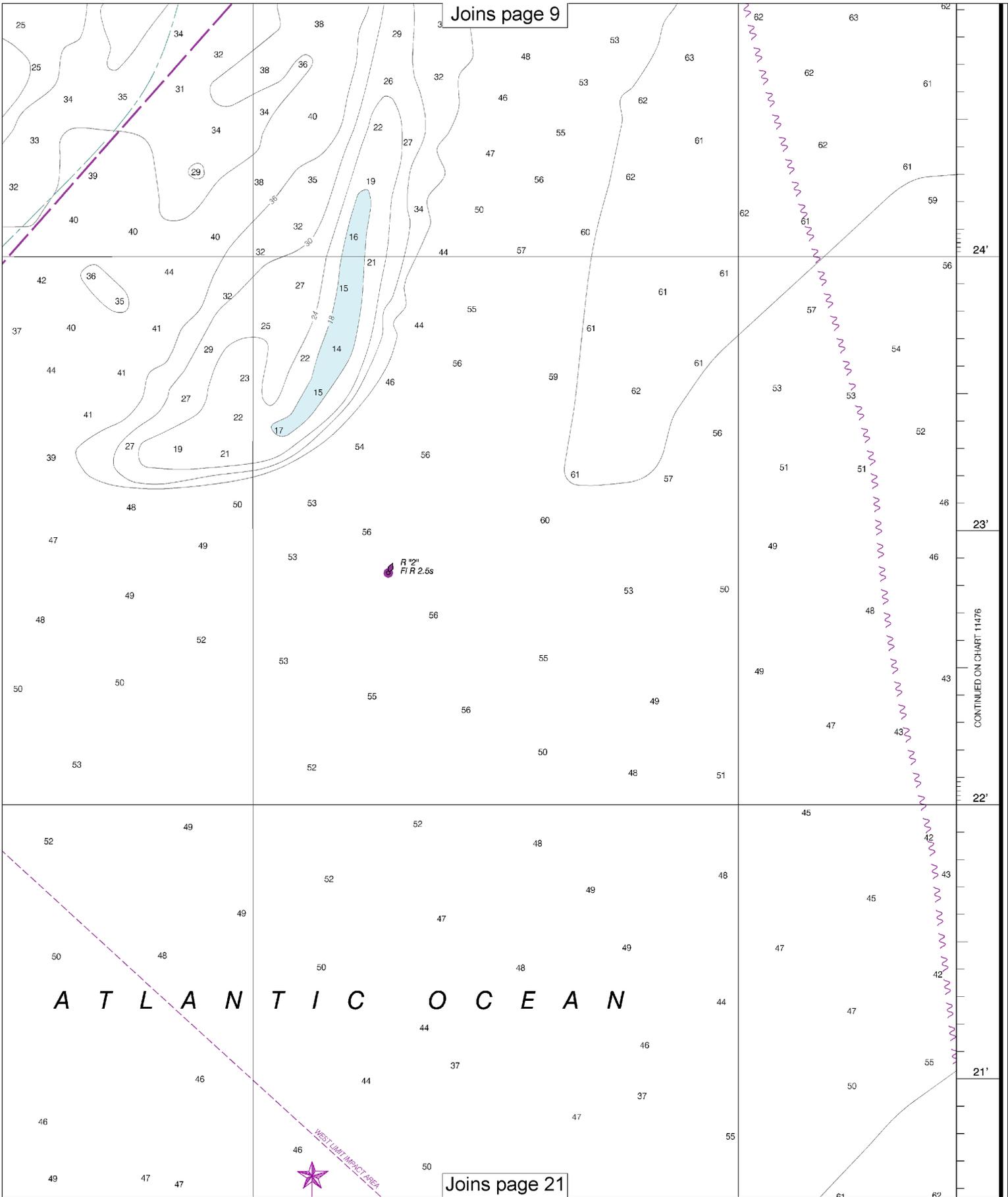
**14**

Note: Chart grid lines are aligned with true north.

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



Joins page 9



Joins page 21

CONTINUED ON CHART 11476

PORT CANAVERAL CHANNEL DEPTHS  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUN 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 (NAUT. MILES)	DEPTH (FEET)
OUTER REACH	43.7	44.1	43.3	42.8	6-15	400	4.7	44-46
MIDDLE REACH	43.9	45.1	44.7	43.8	6-15	400	0.9	46
INNER REACH	42.9	44.1	44.2	41.6	5-15	400	0.7	44
WEST ACCESS CHANNEL (EAST PORTION)	42.3	42.5	42.4	42.2	5-15	400	0.3	43
WEST ACCESS CHANNEL (WEST PORTION)	33.2	34.1	33.5	33.3	5-15	400	0.3	35

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

NOTE X

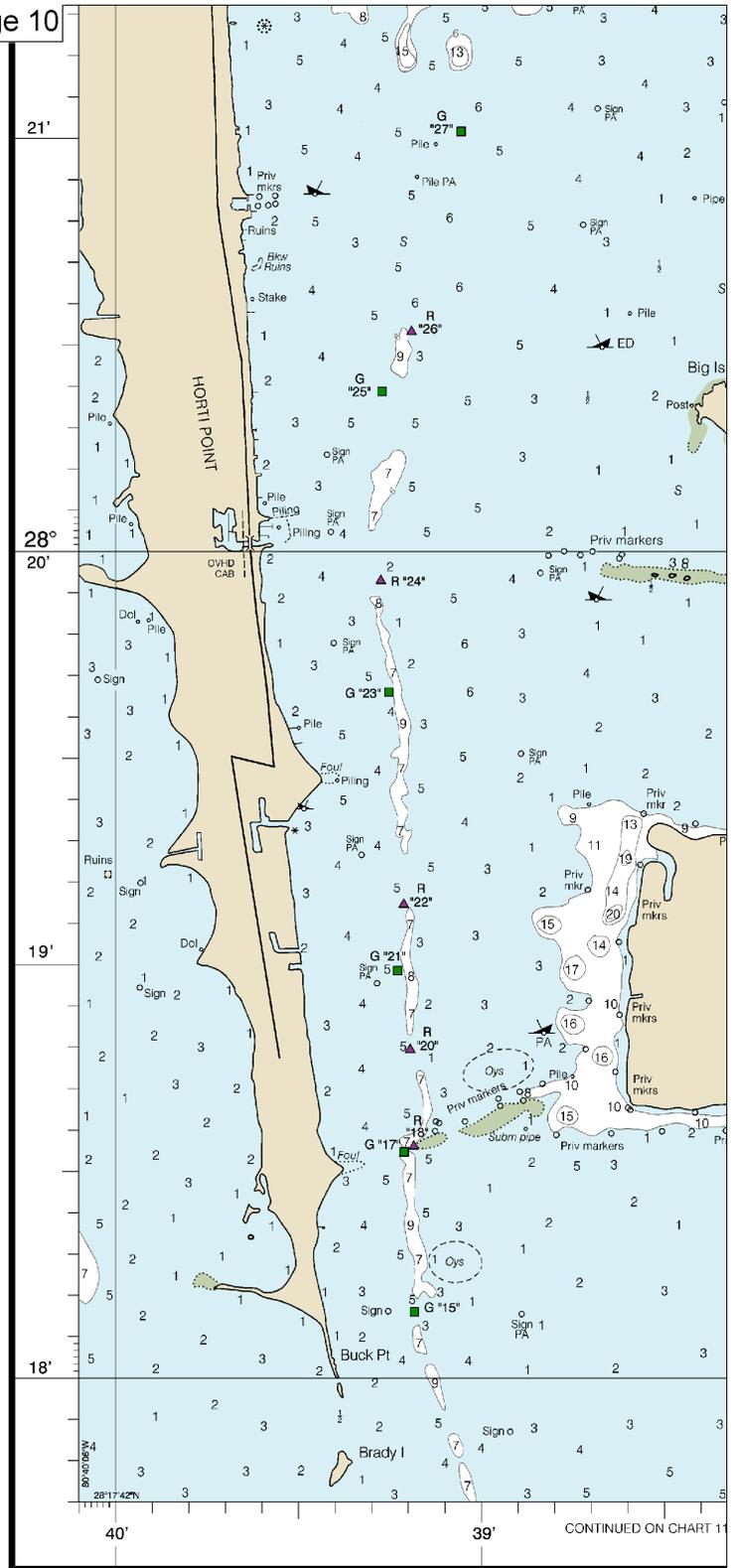
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary of 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.

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.



11481

This chart has been corrected from the Notice to Marine Agency and the Local Notice to Mariners (LNM) issued on the lower left hand corner. Chart updates corrected from the hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

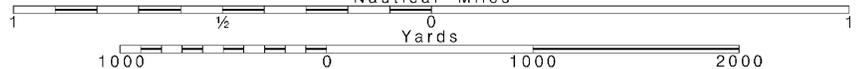
9th Ed., Oct. 2014. Last Correction: 11/15/2016. Cleared through:  
LNM: 0217 (1/10/2017), NM: 0217 (1/14/2017)

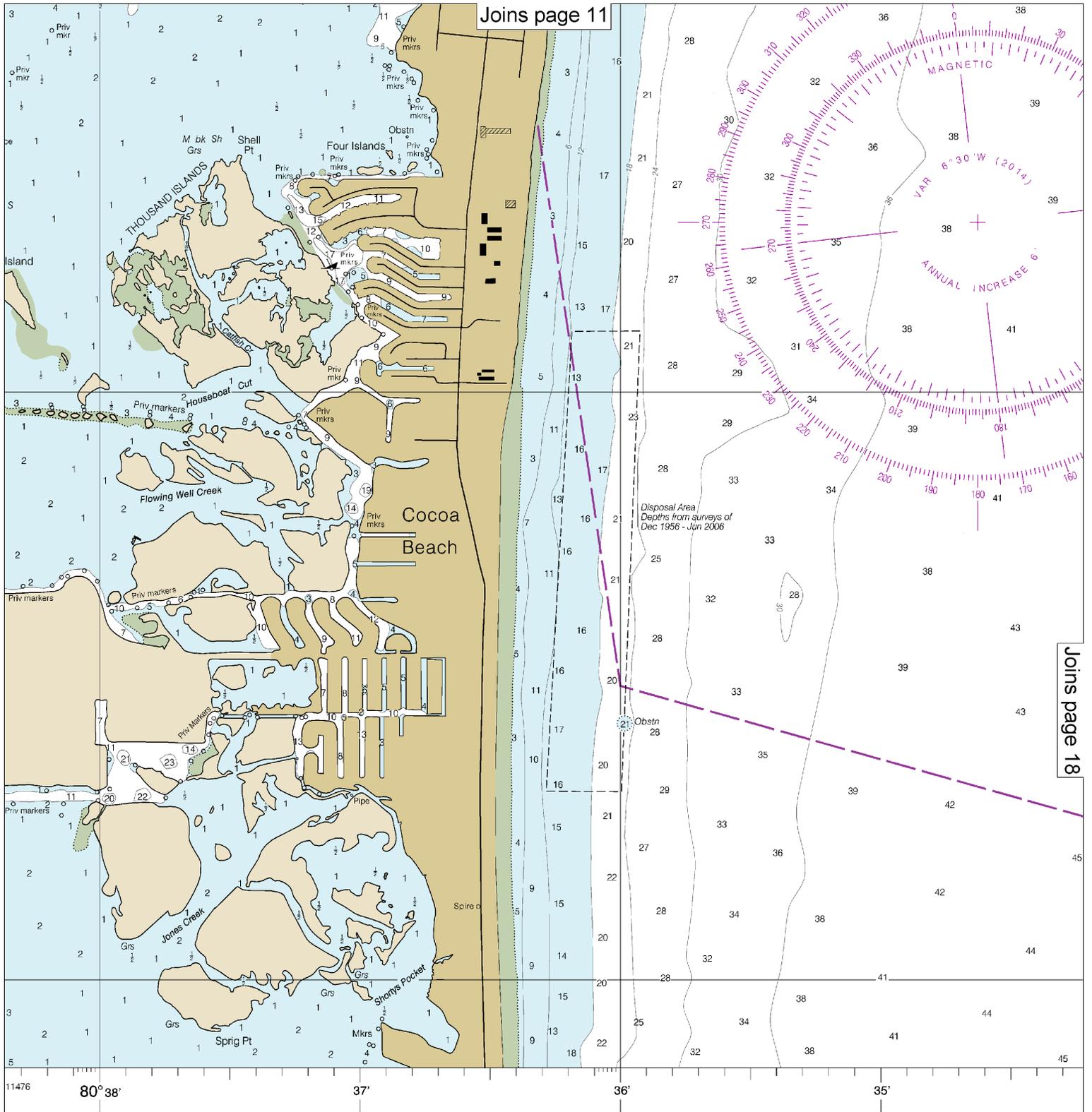
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000

See Note on page 5.

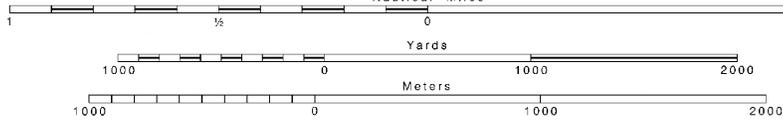


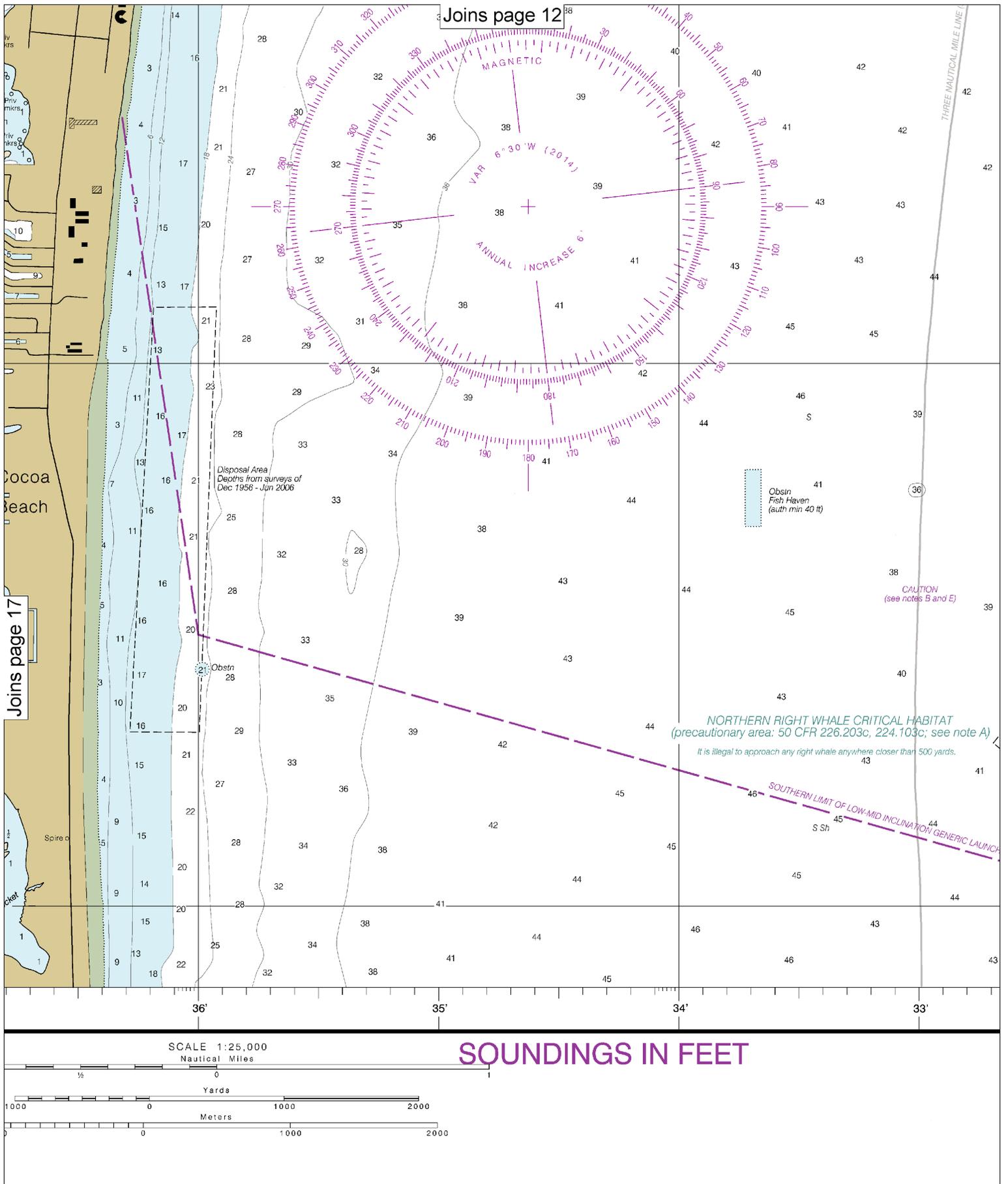


**CAUTION**  
 Sounding numbers (NM) published weekly by the National Geospatial-Intelligence Agency are periodically updated by each U.S. Coast Guard district to the dates shown in the Notice to Mariners published after the dates shown in the lower left

SCALE 1:25,000  
 Nautical Miles

**SOUNDINGS**

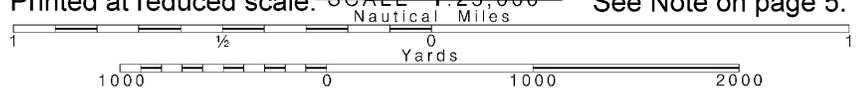


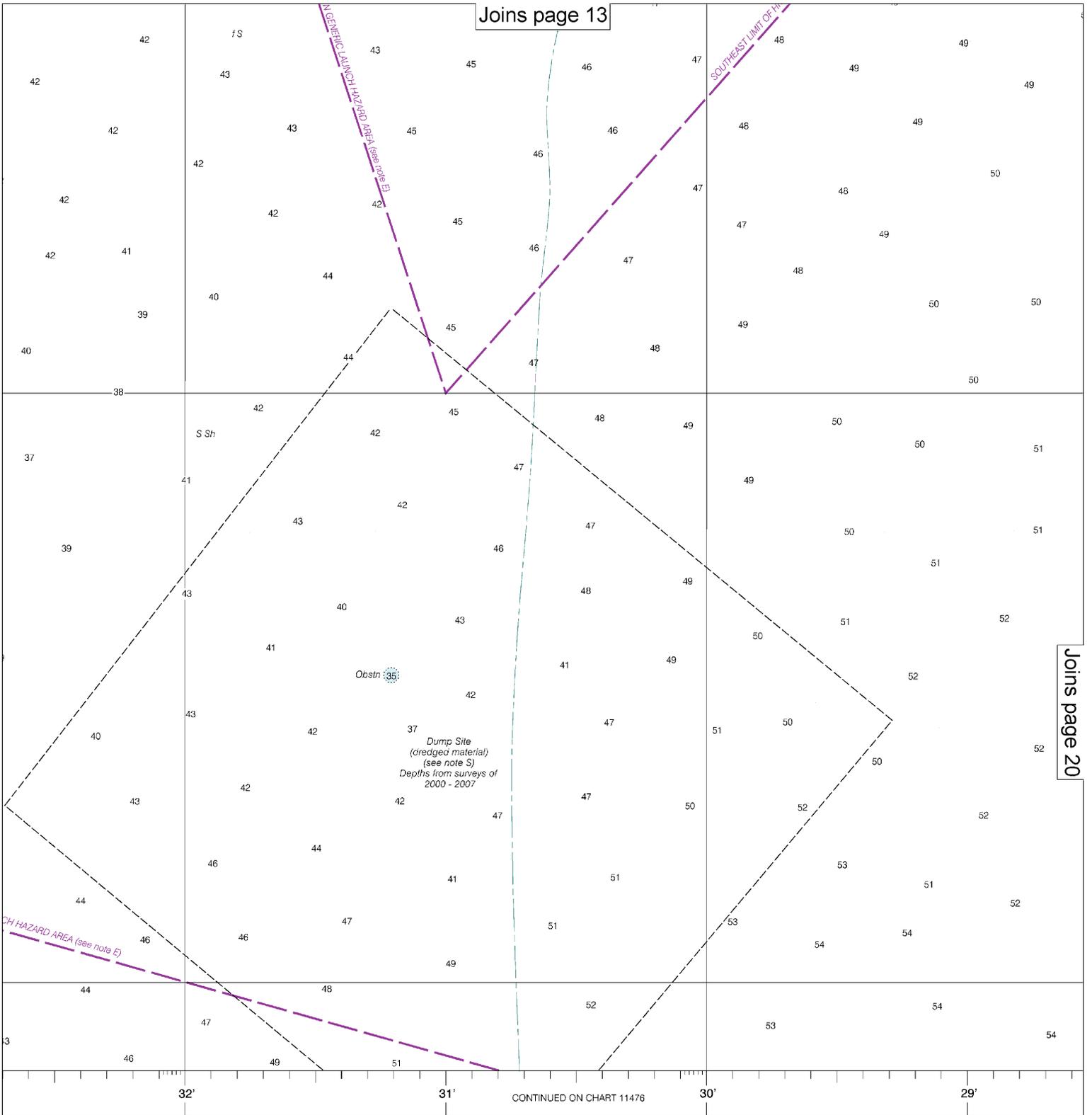


18

Note: Chart grid lines are aligned with true north.

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





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

SOUTHEAST LIMIT OF H...

Joins page 19

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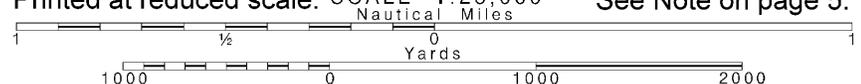
CAUTION  
(see notes B and E)

Obstr: 51  
52 Wk  
52 Wk

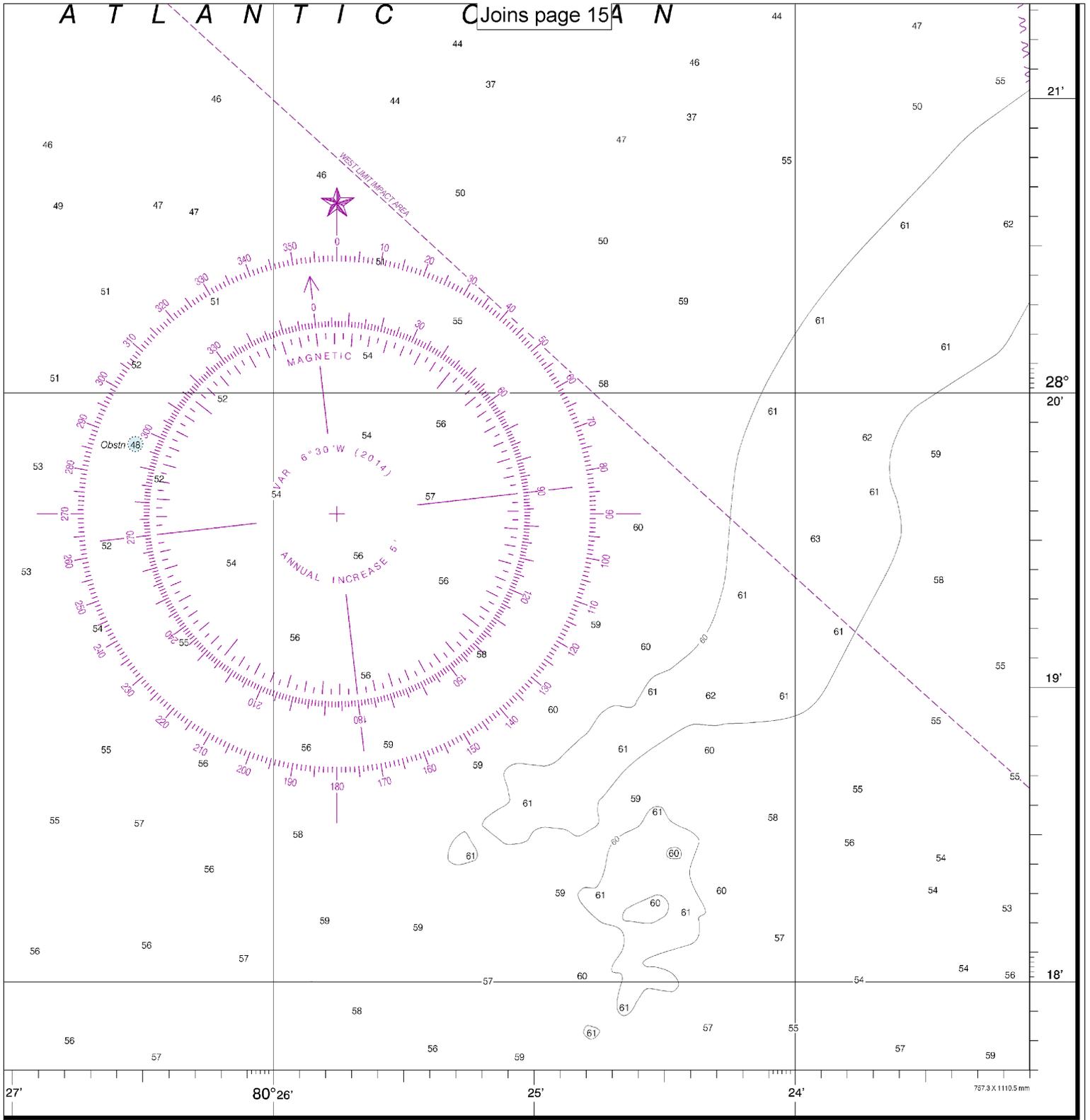
31' CONTINUED ON CHART 11476 30' 29' 28'

hed at Washington, D.C.  
RTMENT OF COMMERCE  
AND ATMOSPHERIC ADMINISTRATION  
DNAL OCEAN SERVICE  
COAST SURVEY

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



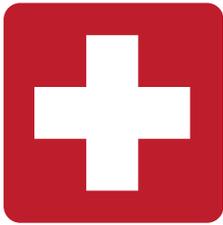
Note: Chart grid lines are aligned with true north.



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

Approaches to Port Canaveral  
SOUNDINGS IN FEET - SCALE 1:25,000

11481



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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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.