BookletChart™

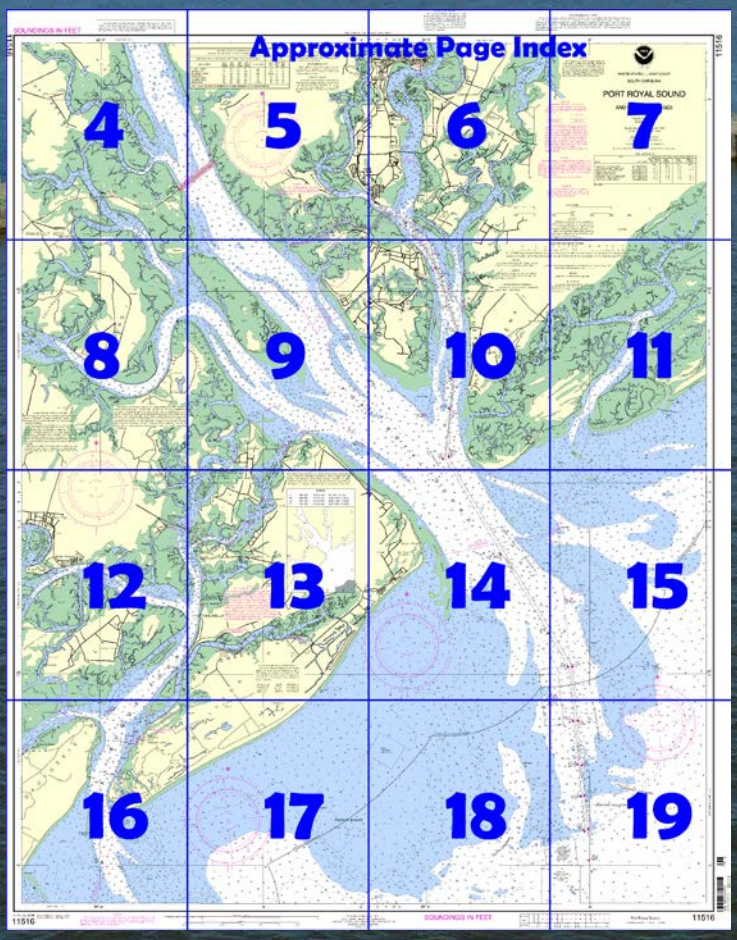
Port Royal Sound and Inland Passages

NOAA Chart 11516

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.

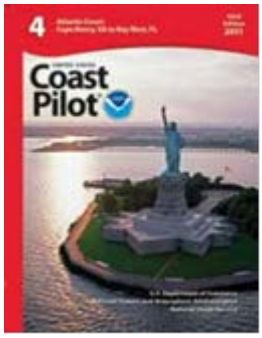
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=11516.

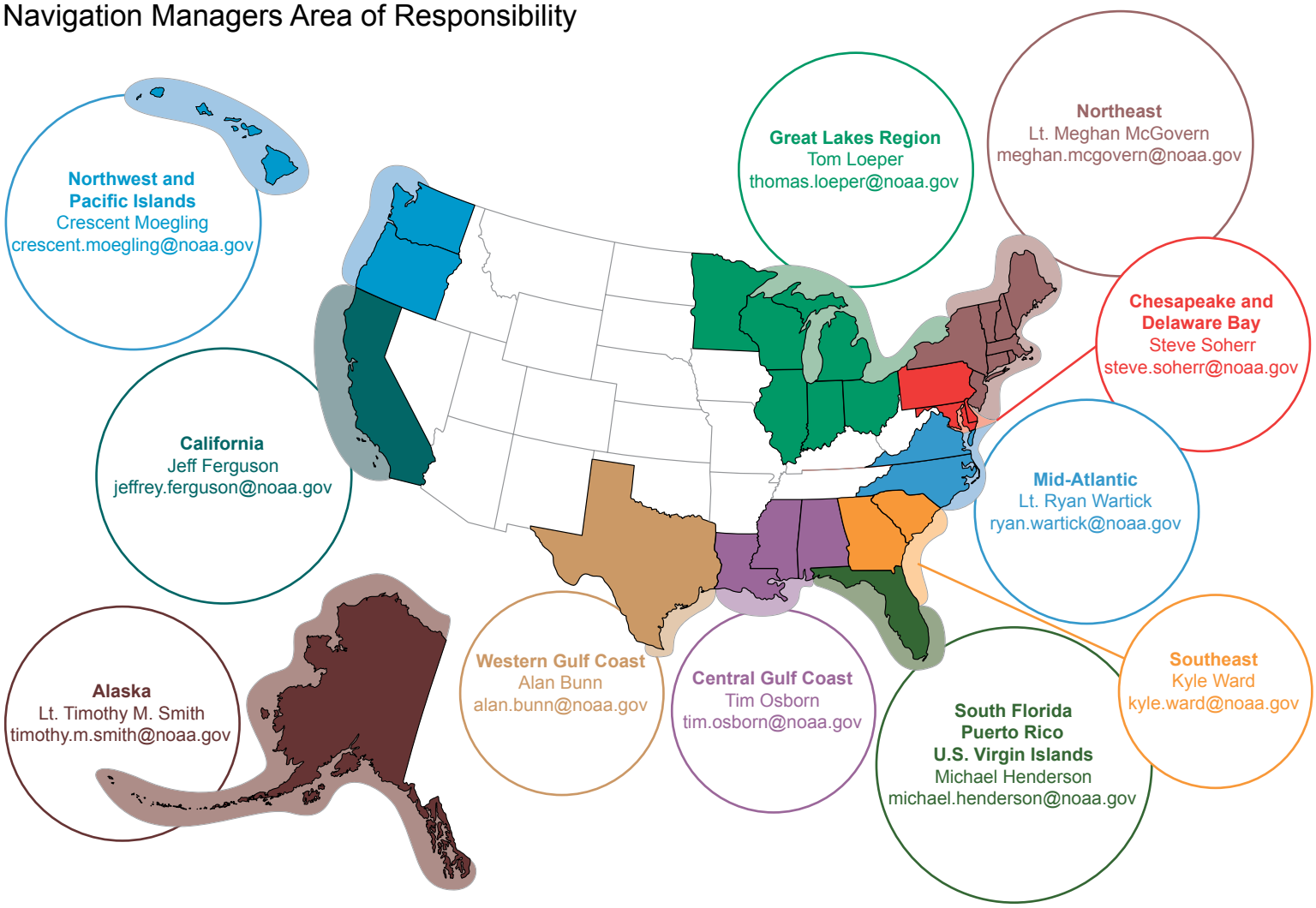


(Selected Excerpts from Coast Pilot)
Morgan River flows into St. Helena Sound from westward. The river is about 8 miles long and at its head connects with Chowan Creek, a tributary of Beaufort River. At the divide, this passage is nearly dry at low water where U.S. Route 21 highway bridge has a 28-foot fixed span with a clearance of 4 feet. The mean range of tide near the head of Morgan River is about 7 feet. **Coffin Creek**, on the south side of Morgan River near the mouth, has a shrimp-packing plant 1.7 miles above the creek mouth. In 1985, the reported controlling depth was 2 feet across the bar at the mouth, thence 8 feet in midchannel to the plant. On **Village Creek**, about 0.8 mile above Coffin Creek, there are two shrimp-packing plants where diesel fuel and supplies may be obtained, in an emergency only. In 1985, using local knowledge, a reported depth of 5 feet was available from the entrance to the shrimp-packing plants 1.5 miles upstream. **Edding Creek** is about 1.5 miles west of Village Creek. In 1983, the reported controlling depth in the creek was 5 feet for a distance of 2.5 miles.
On **Jenkins Creek**, about 2.1 miles westward of Edding Creek, are two shrimp-packing plants on the east side of the creek about 1.5 to 2 miles above the mouth. In 1994-1999, the reported controlling depth was 11 feet to these plants where diesel fuel, water and ice can be obtained in an emergency.
On the south shore of the Morgan River, west of Jenkins Creek, a marina has berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station, launching ramp and wet and dry storage. Hull, engine and electronic repairs can be made; a 50-ton lift is available.
Trenchards Inlet, just northeast of Port Royal Sound, has a bar which extends about 2 miles from shore; the narrow unmarked channel over the bar had a reported controlling depth of 3 feet in 1983. Local knowledge is advised. This inlet is connected at its head by Station Creek, which joins Port Royal Sound to the westward.
Port Royal Sound, one of the largest deepwater harbors on the Atlantic Coast between Cape Henry and Key West, has an entrance about 2 miles wide between **Bay Point** on the northeast and **Hilton Head** on the southwest. It is about 50 miles southwest of Charleston and is the ocean entrance to Port Royal and Beaufort.
Channels.–A Federal project provides for a dredged channel 27 feet deep across the bar and through the sound to Bay Point, thence 24 feet in Beaufort River to a 27-foot turning basin in Battery Creek at Port Royal. (See Notice to Mariners and latest editions of the charts for controlling depths.) **South Channel** to the westward of the dredged channel and **Southeast Channel**, between Martins Industry and St. Michaels Breaker just north of it, are the more important. The dredged channel is well marked by lights, lighted ranges, and buoys. The channel in Beaufort River, from the dredged channel northward to Beaufort, is part of the Intracoastal Waterway and had a reported controlling depth of 12 feet in 1983. (See chart 11518.)
Anchorages.–Port Royal Sound has natural depths of from 26 to 50 feet and is sometimes used as a harbor of refuge in winter. The best anchorage is off the mouth of Beaufort River westward of Bay Point northwest of Lighted Buoy 25. The holding ground on the rocky bottom south of Bay Point is poor. There is also good anchorage in 22 to 26 feet to the eastward of the dredged channel off the mouth of Chowan Creek.
Dangers.–The breaking shoals extending almost 10 miles off Bay Point, eastward of the entrance channel, and for about 8 miles off Hilton Head Island, are the principal dangers. In thick weather, vessels should not approach the entrance too closely before picking up the pilot, especially on the flood, when the current sets directly onto the shoals: **Martins Industry**, the outermost shoal, **St. Michaels Breakers**, just north of it, and the **Great North Breakers**, between it and Bay Point. **Gaskin Banks**, **Fishing Bank**, and **Joiner Bank** are to the westward of the entrance channel. In 1995, a submerged wreck was about 1.5 miles southwest of Port Royal Sound Lighted Whistle Buoy P, in about 32°04'05"N., 80°36'14"W.; and submerged obstructions were about 0.35 mile southward and 1 mile south-southwestward of Lighted Whistle Buoy P., in about 32°04'51"N., 80°34'57"W., and 32°04'18"N., 80°35'31"W., respectively.

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

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

Navigation Managers Area of Responsibility

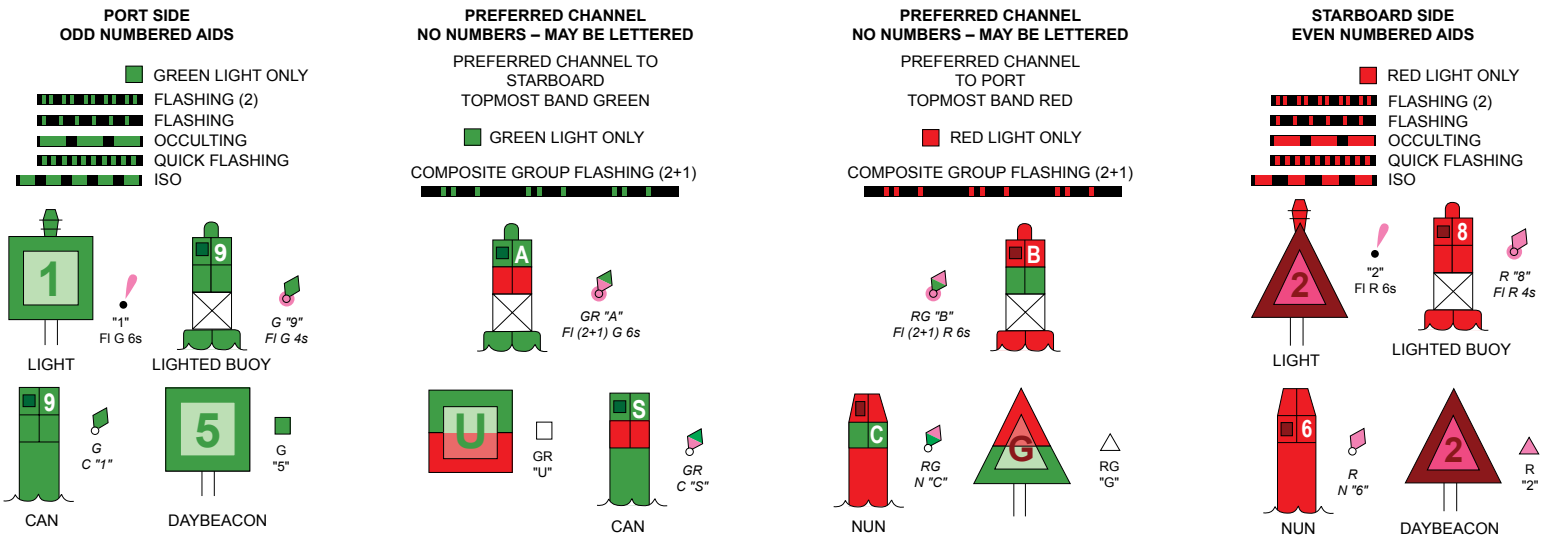


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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

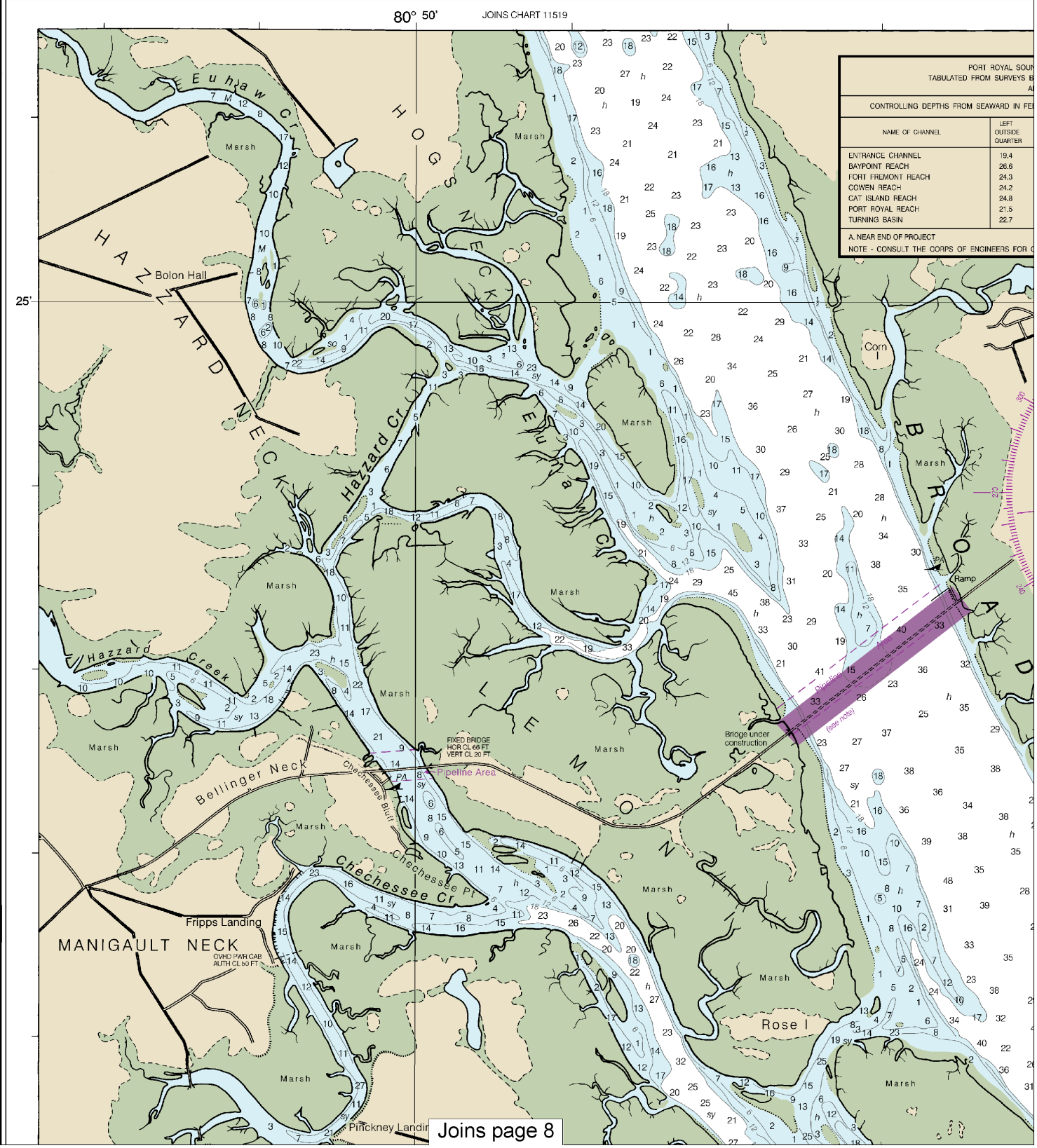


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

SOUNDINGS IN FEET

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

11516



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

HORIZONTAL DATU

The horizontal reference datu
is North American Datum of 1983 (
for charting purposes is conside
to the World Geodetic System 19
Geographic positions referred
American Datum of 1927 must b
average of 0.725" northward and (
to agree with this chart.

Formerly C&GS 571, 1st. Ed., July 1898 C-1898-24 KAPP 223

45' 42' 45' 30' 15' 41' 50' 80° 40'

UND AND BEAUFORT RIVER CHANNEL DEPTHS
BY THE CORPS OF ENGINEERS - REPORT OF AUG 2013
AND SURVEYS TO AUG 2013

FEET AT MEAN LOWER LOW WATER (MLLW)			PROJECT DIMENSIONS		
MIDDLE HALF	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
16.1	14.2	8-13	500	5.2	27
22.9	28.4	8-13	500	7.3	27
25.4	24.5	8-13	300-500	3.2	24
24.0	23.9	8-13	300	2.1	24
24.7	23.1	8-13	300	1.6	24
21.7	22.7	8-13	300	1.2	24
12.4A	25.9	8-13	600	0.2	27

CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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).

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.

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Hilton Head Power Squadron, District 26, United States Power Squadrons, in continually providing essential information for revising this chart.

BURTON
R TR 265 FT (WBEU) 960 kHz
BEAUFORT
SPIRE
OVHD PWR CAB
SSHR
Fl R 4s 16ft 5M "240"
Fl G 4s 12ft 5M "241"
Fl R 4s 12ft 5M "242"
SWING BRIDGE HOR CL 90 FT VERT CL 30 FT
Whitehall Pt
Spanish Pt
Surfaced Ramp
Burkmeyer Beach
Marina
Post
FIXED BRIDGES HOR CL 110 FT VERT CL 65 FT
Hospital
Cable Area
Pipeline Area
Battery Cr
FIXED BRIDGE HOR CL 60 FT VERT CL 45 FT
SWING BRIDGE HOR CL 104 FT VERT CL 12 FT
PORT ROYAL
TANK
Marsh
CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.
Jericho Cr
Archer Creek
FIXED BRIDGE HOR CL 34 FT VERT CL 16 FT
STACK
RESTRICTED AREA 334.480 (see note A)
Horse Island
Ribbon Cr
Rep bare at MLLW
Less than 2 ft rep 1984
Cat Island
Cat Island Creek
Spoil Area
Joins page 6
Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

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 0.725" northward and 0.615" eastward to agree with this chart.

Formerly C&GS 571, 1st. Ed., July 1898 C-1898-24 KAPP 223

Printed at reduced scale.

SCALE 1:40,000

Nautical Miles: 1 ½ 0 1 2 3

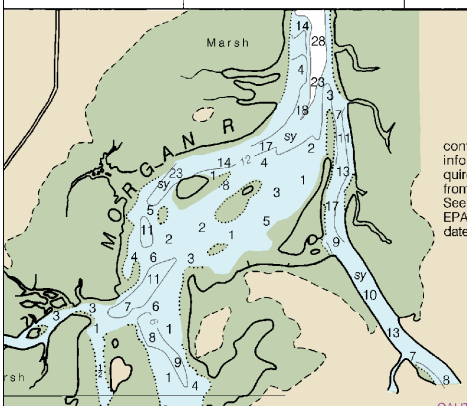
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Note: Chart grid lines are aligned with true north.

35'

25'



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.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES — EAST COAST

SOUTH CAROLINA

PORT ROYAL SOUND

AND INLAND PASSAGES

Polyconic Projection
Scale 1:40,000

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.

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.

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 Charleston, SC or Savannah GA.

Refer to charted regulation section numbers.

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

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Beaufort, Beaufort River	(32°26'N/80°40'W)	8.0	7.6	0.2
Battery Creek, (4 mi. above Entr)	(32°25'N/80°42'W)	8.2	7.8	0.2
Colleton River, Entrance	(32°19'N/80°47'W)	7.8	7.5	0.2
Capers Island, Tranchards Inlet	(32°16'N/80°35'W)	7.0	6.6	0.2
Port Royal Plantation, Hilton Head	(32°13'N/80°40'W)	6.8	6.3	0.2
Broad Creek, Hilton Head Island	(32°11'N/80°45'W)	8.1	7.7	0.2
Haig Point, Daufuskie Island	(32°09'N/80°50'W)	7.6	7.3	0.2
Braddock Point, Hilton Head Island	(32°07'N/80°50'W)	7.3	7.0	0.2

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.

(Nov 2013)

Capers Cr

Nautical Miles
½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

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

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) o(Approximate location)

⊙ STACK

CAUTION

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

AUTHORITIES

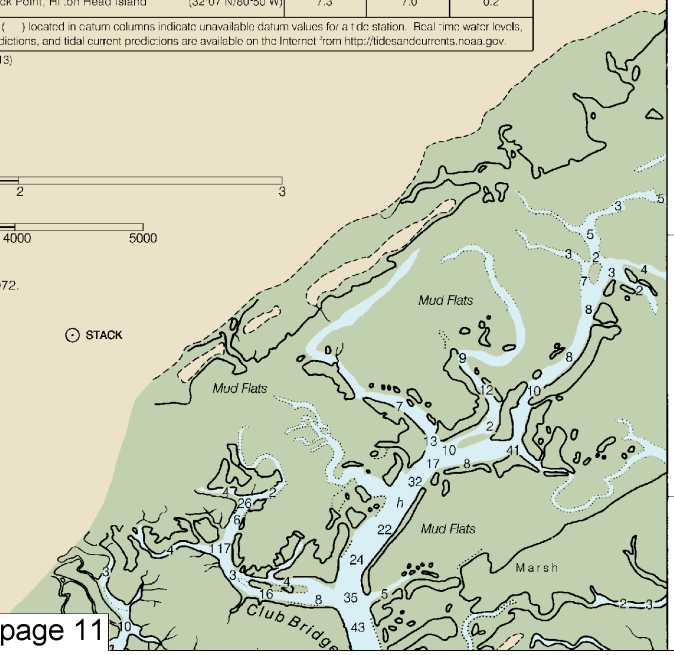
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important

CAUTION

Improved channels shown by broken lines are



Joins page 11

32nd Ed., Dec. 2013. Last Correction: 11/2/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

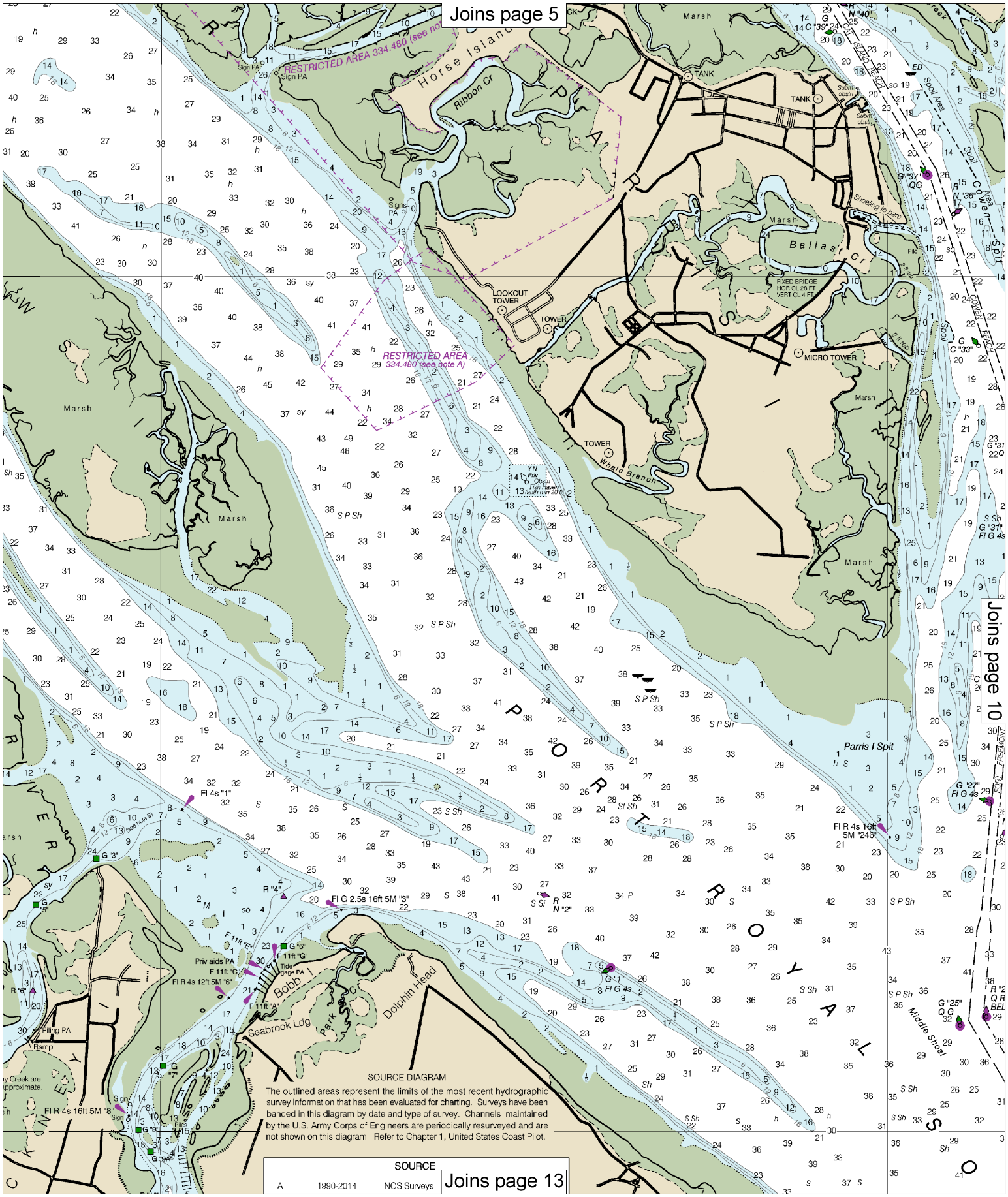
Note: Chart grid lines are aligned with true north.

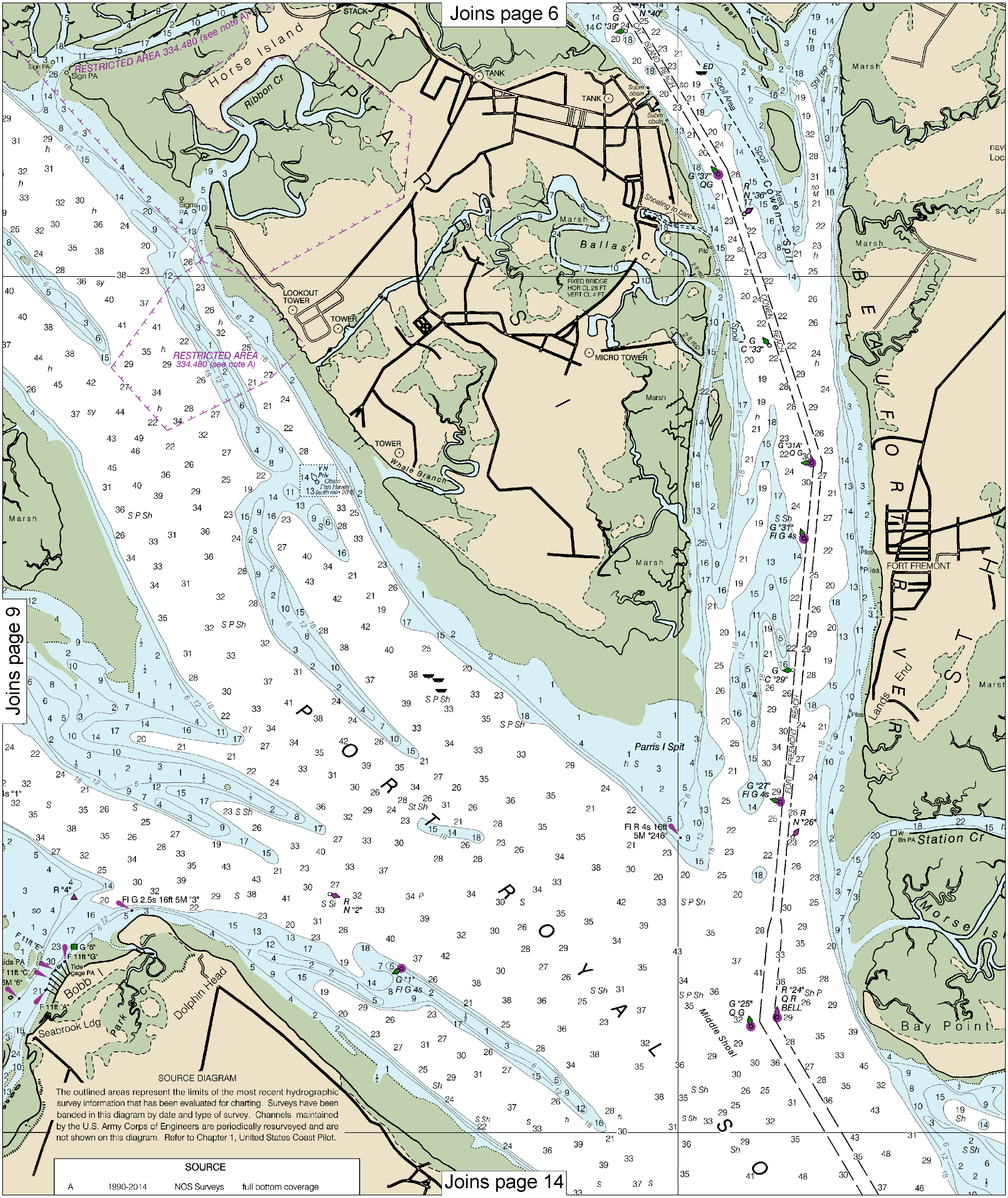
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
RESTRICTED AREA 334.480 (see note A)
Horse Island
Ribbon Cr
Marsh
TANK
TANK
Ballast Cr
FIXED BRIDGE
HOR CL 28 FT
VERT CL 4 FT
LOOKOUT TOWER
TOWER
MICRO TOWER
TOWER
Whale Branch
Marsh
Marsh
Marsh
Marsh
Parris I Spit
Joins page 10
Joins page 13
Bobb
Seabrook Ldg
Park
Dolphin Head
Middle Shoal
Piling PA
Ramp
Priv aids PA
Tide gage PA
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 1990-2014 NOS Surveys



Note: Chart grid lines are aligned with true north.

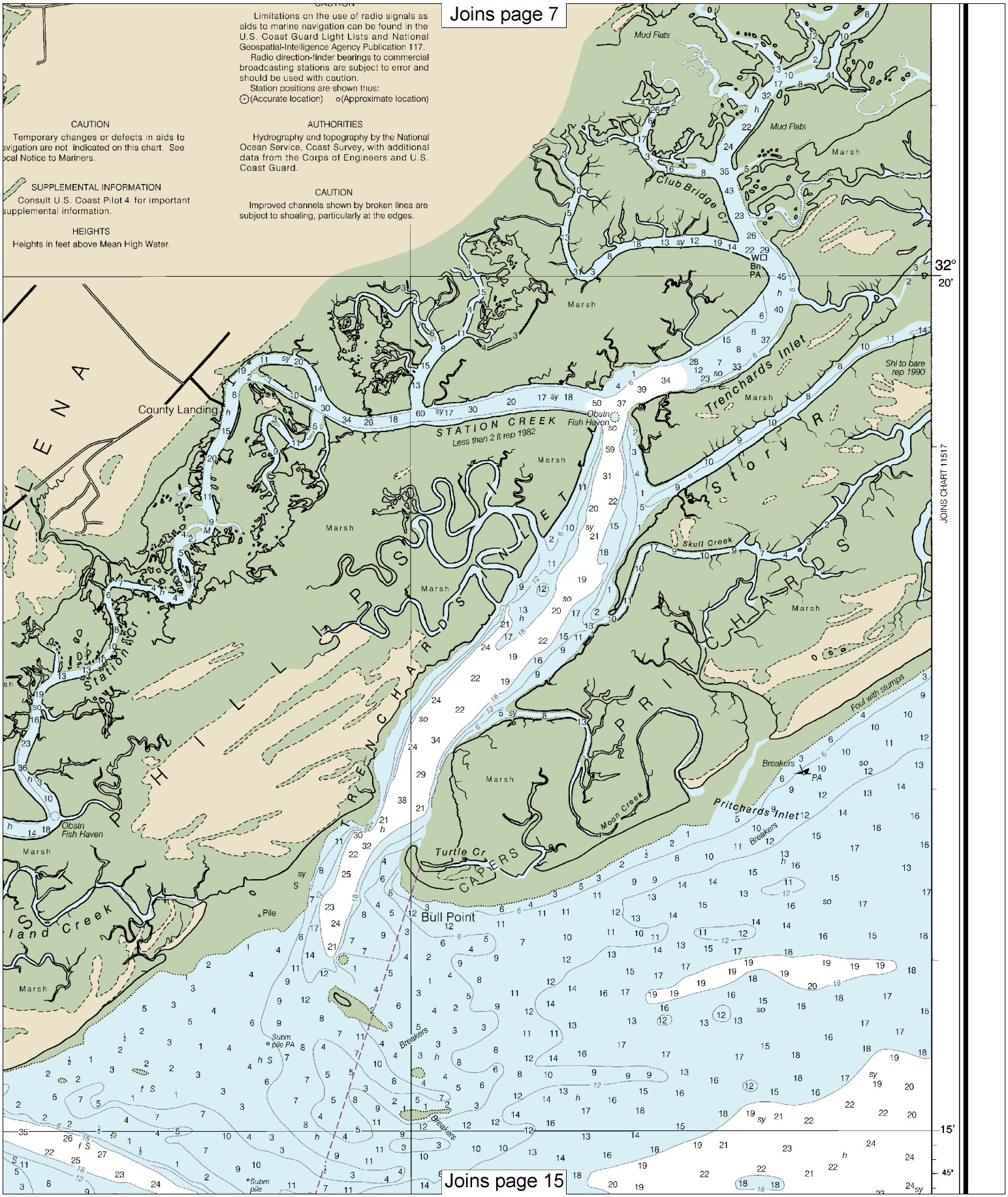
Printed at reduced scale.

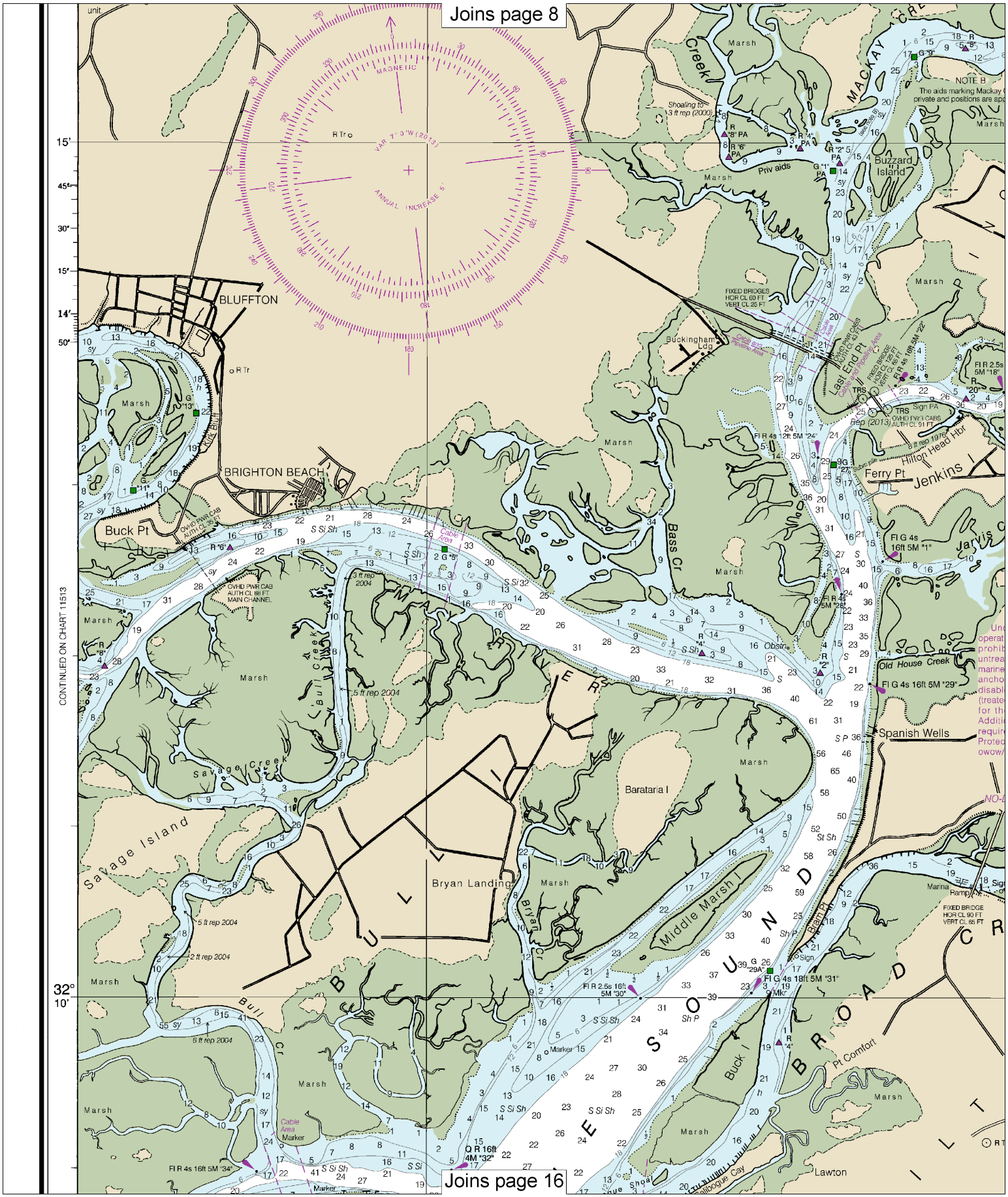
SCALE 1:40,000

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
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) o(Approximate location)
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
HEIGHTS
Heights in feet above Mean High Water.
32° 20'
15'
JOINS CHART 11517
Mud Flats
Marsh
Club Bridge Cr
Trenchards Inlet
Shl to bare rep 1990
County Landing
STATION CREEK
Less than 2 ft rep 1982
Obstn
Fish Haven
Skull Creek
Foul with stumps
Breakers
Pritchards Inlet
Moon Creek
Turtle Cr
Bull Point
Pile
Subm pile PA
Subm pile
Joins page 15
11



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

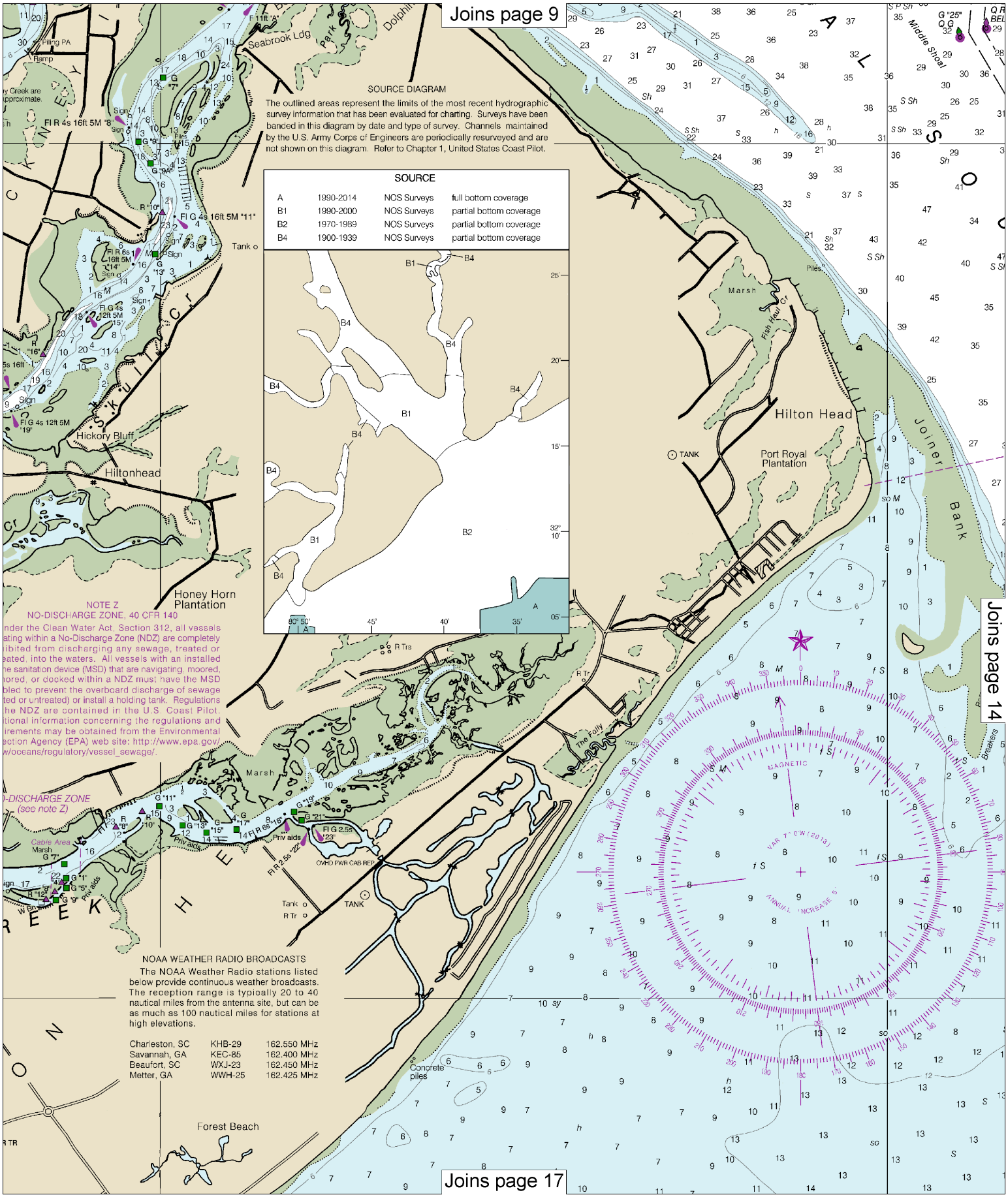
Nautical Miles

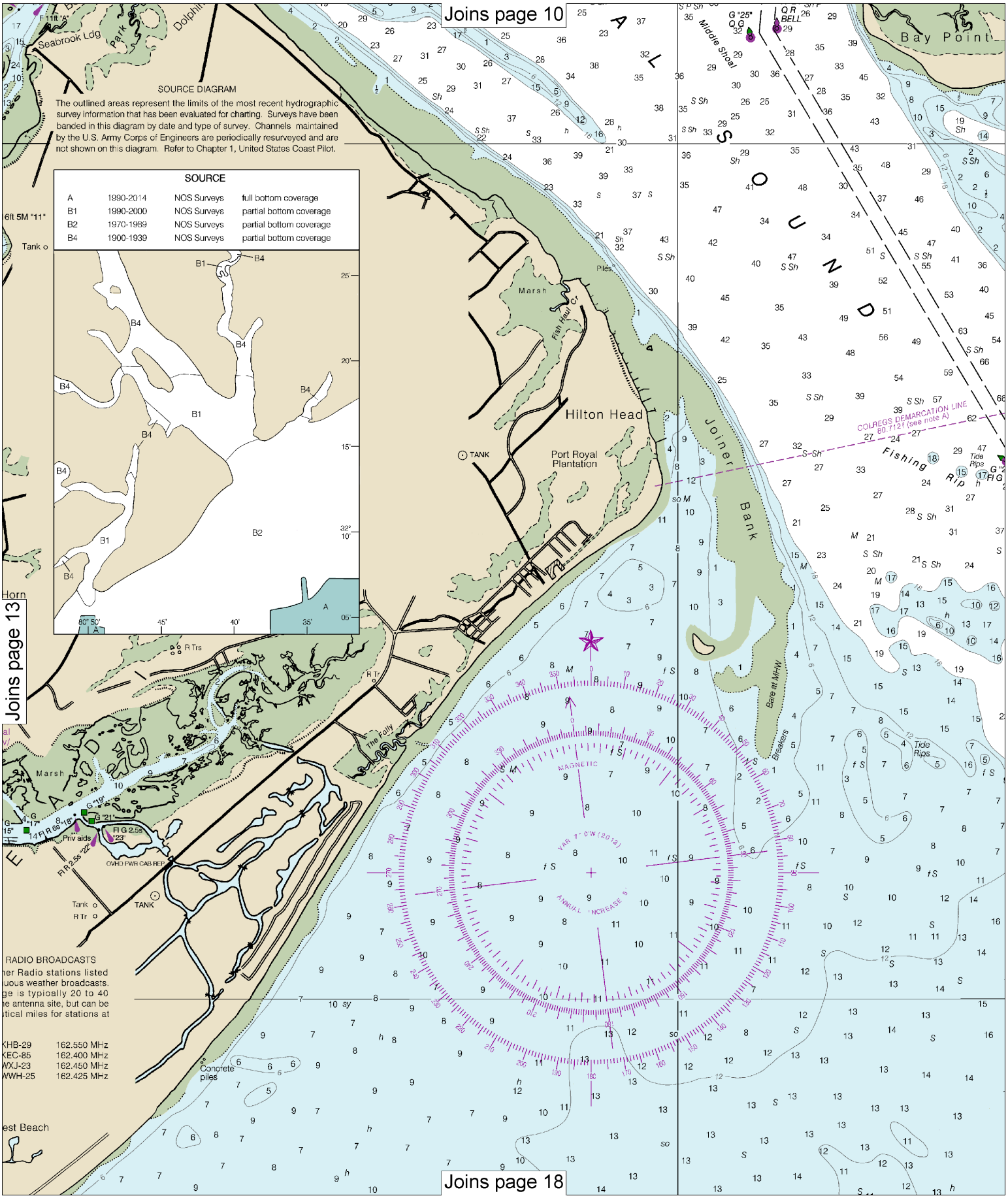
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 9
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 1990-2014 NOS Surveys full bottom coverage
B1 1990-2000 NOS Surveys partial bottom coverage
B2 1970-1989 NOS Surveys partial bottom coverage
B4 1900-1939 NOS Surveys partial bottom coverage
NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD sealed to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.
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.
Charleston, SC KHB-29 162.550 MHz
Savannah, GA KEC-85 162.400 MHz
Beaufort, SC WXJ-23 162.450 MHz
Metter, GA WWH-25 162.425 MHz
Joins page 14
Joins page 17
Hilton Head
Hilton Head Island
Hiltonhead
Hickory Bluff
Honey Horn Plantation
Port Royal Plantation
Joiner Bank
Middle Shoal
Fish Haul Cr
Marsh
Seabrook Ldg
Park
Dolphin
Filing PA
Ramp
Tank
TANK
Piles
Concrete piles
Forest Beach
The Folly
Breakers
OVHD PWR CAB REP
Priv aids
Cable Area
MAGNETIC
VAR 7° 0'W (2013)
ANNUAL INCREASE 5'



14

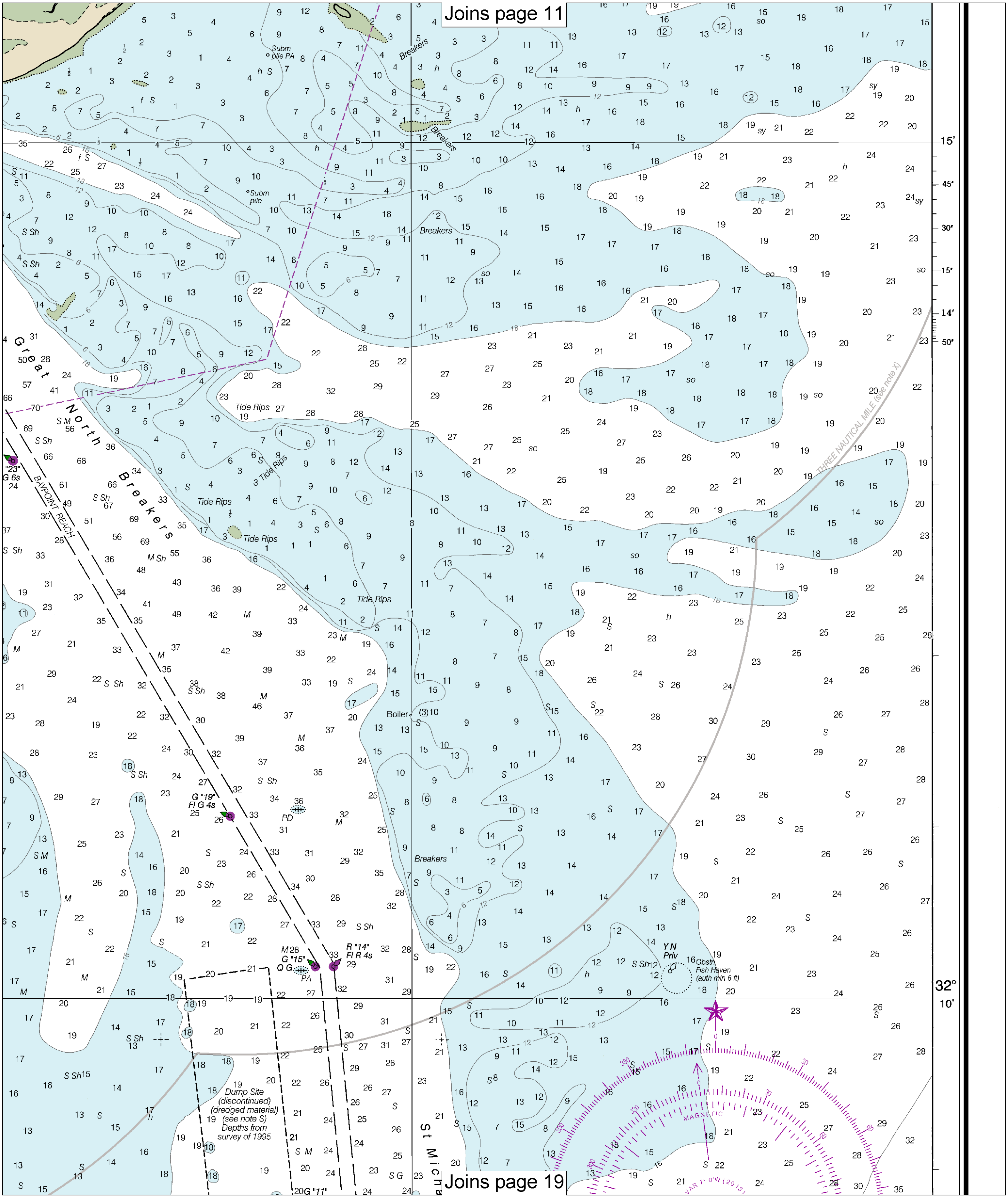
Note: Chart grid lines are aligned with true north.

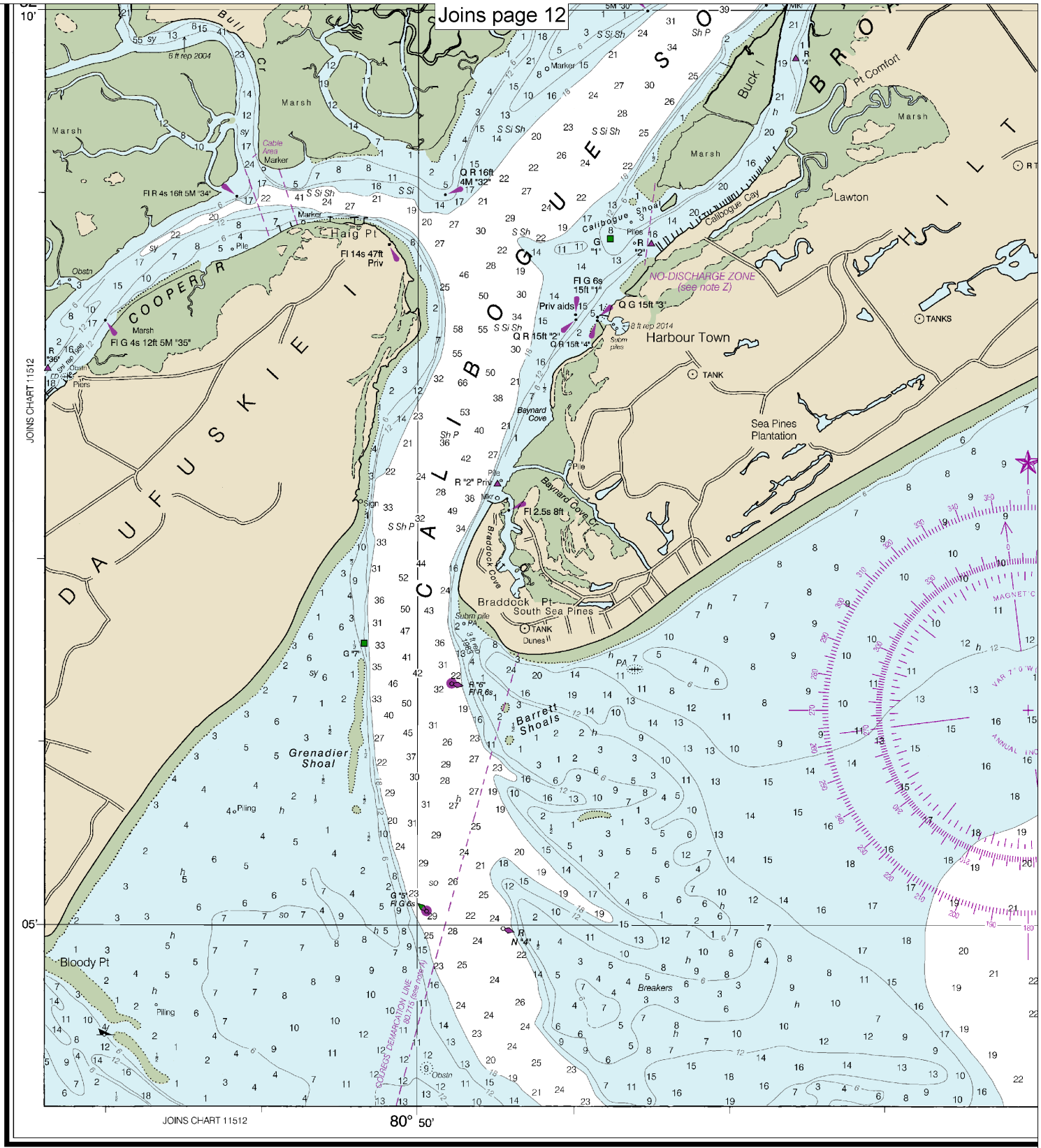
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
Breakers
Subm pile PA
Subm pile
Great North Breakers
BAYPOINT REACH
"23" G 6s
Tide Rips
Boiler
G "19" Fl G 4s
PD
Y N Priv
Obstn Fish Haven (auth min 6 ft)
THREE NAUTICAL MILE (see note X)
M 26 G "15" Q G
PA
R "14" Fl R 4s
Dump Site (discontinued) (dredged material) (see note S) Depths from survey of 1995
G "11"
St Micha
MAGNETIC
15'
45"
30"
15"
14'
50"
32°
10'
Joins page 19



11516

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.

32nd Ed., Dec. 2013. Last Correction: 11/2/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

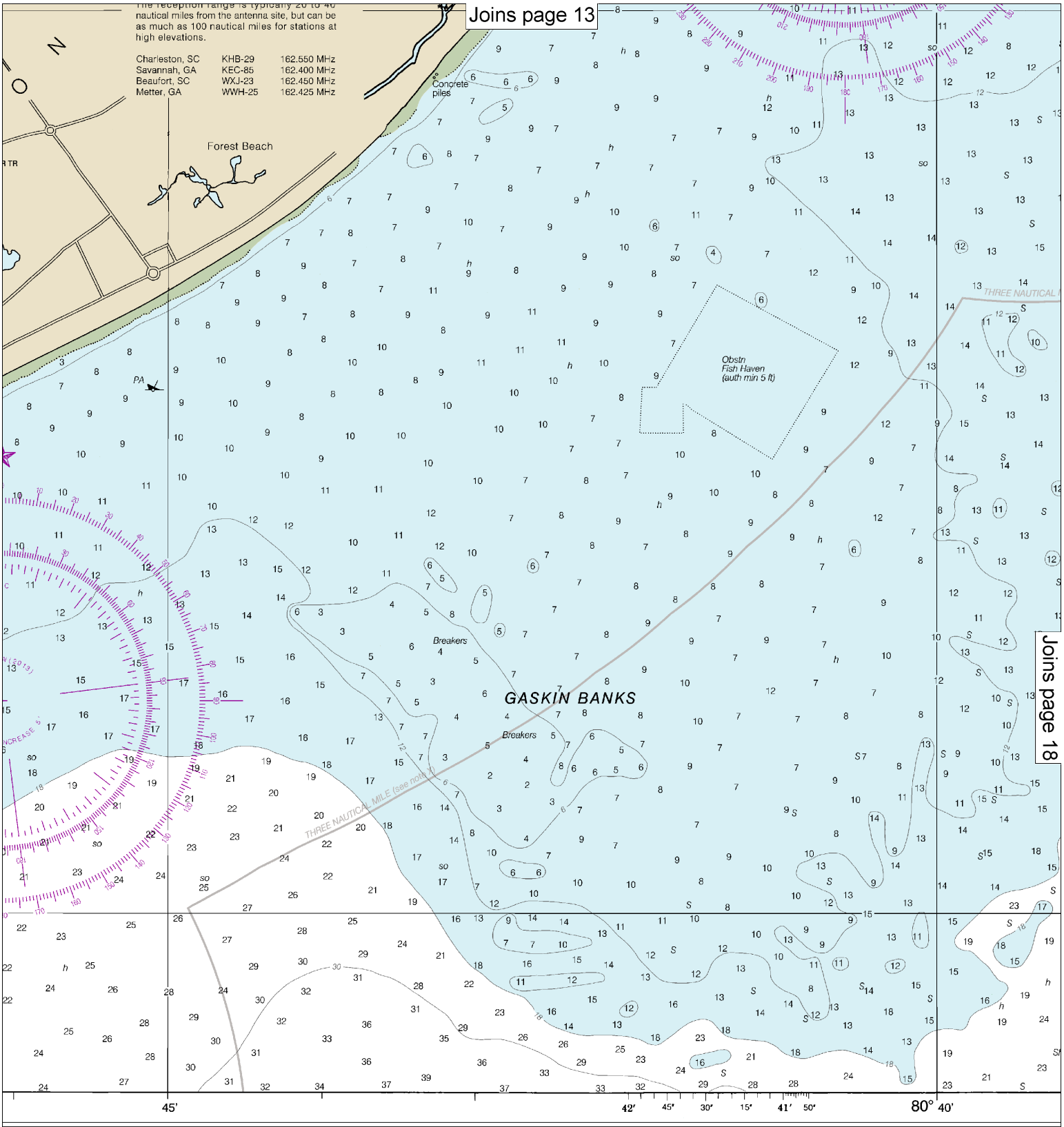
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Nautical Miles
1 2 3
Yards
2000 3000 4000 5000

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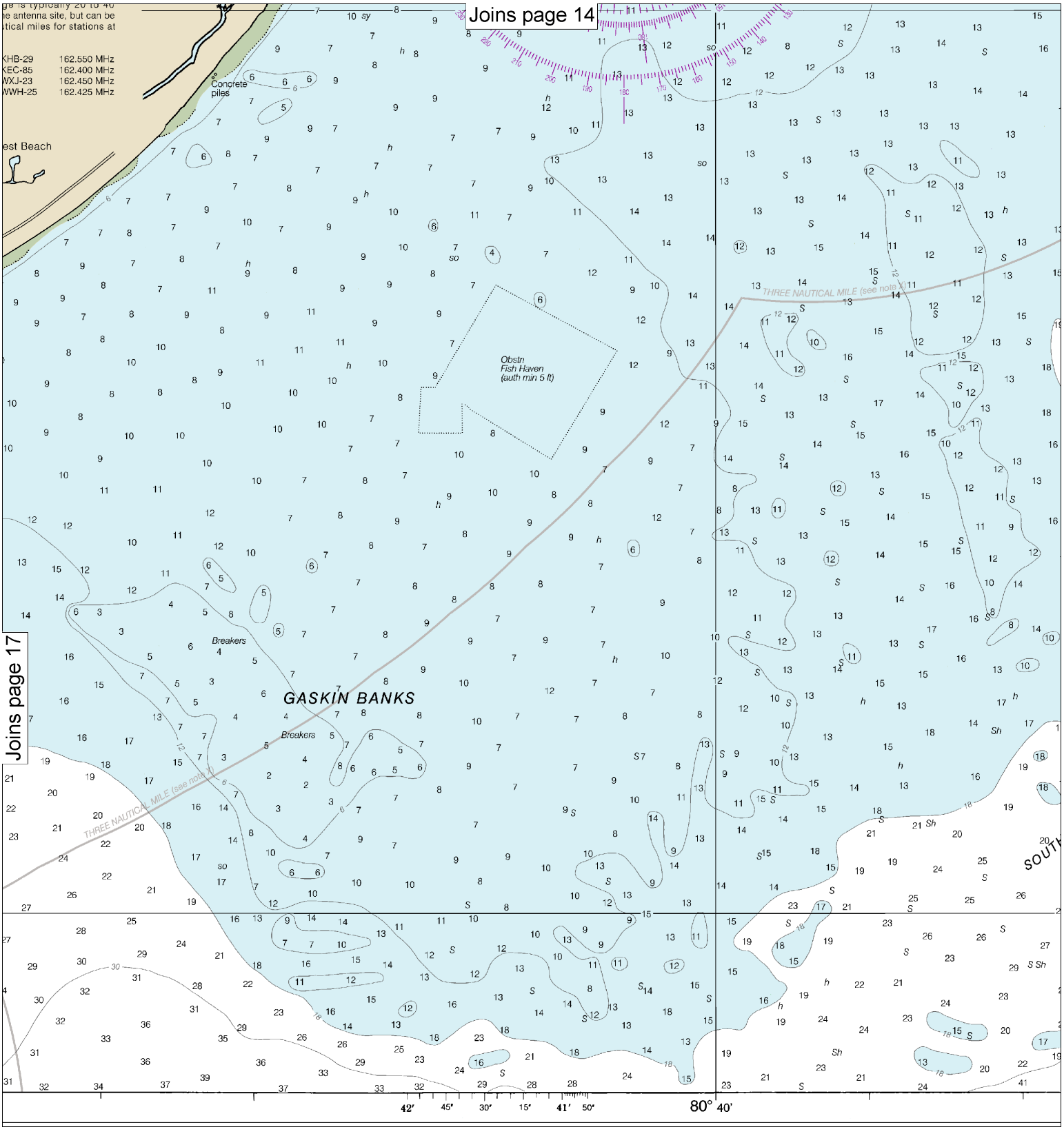
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDIN



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SOUNDINGS IN FEET

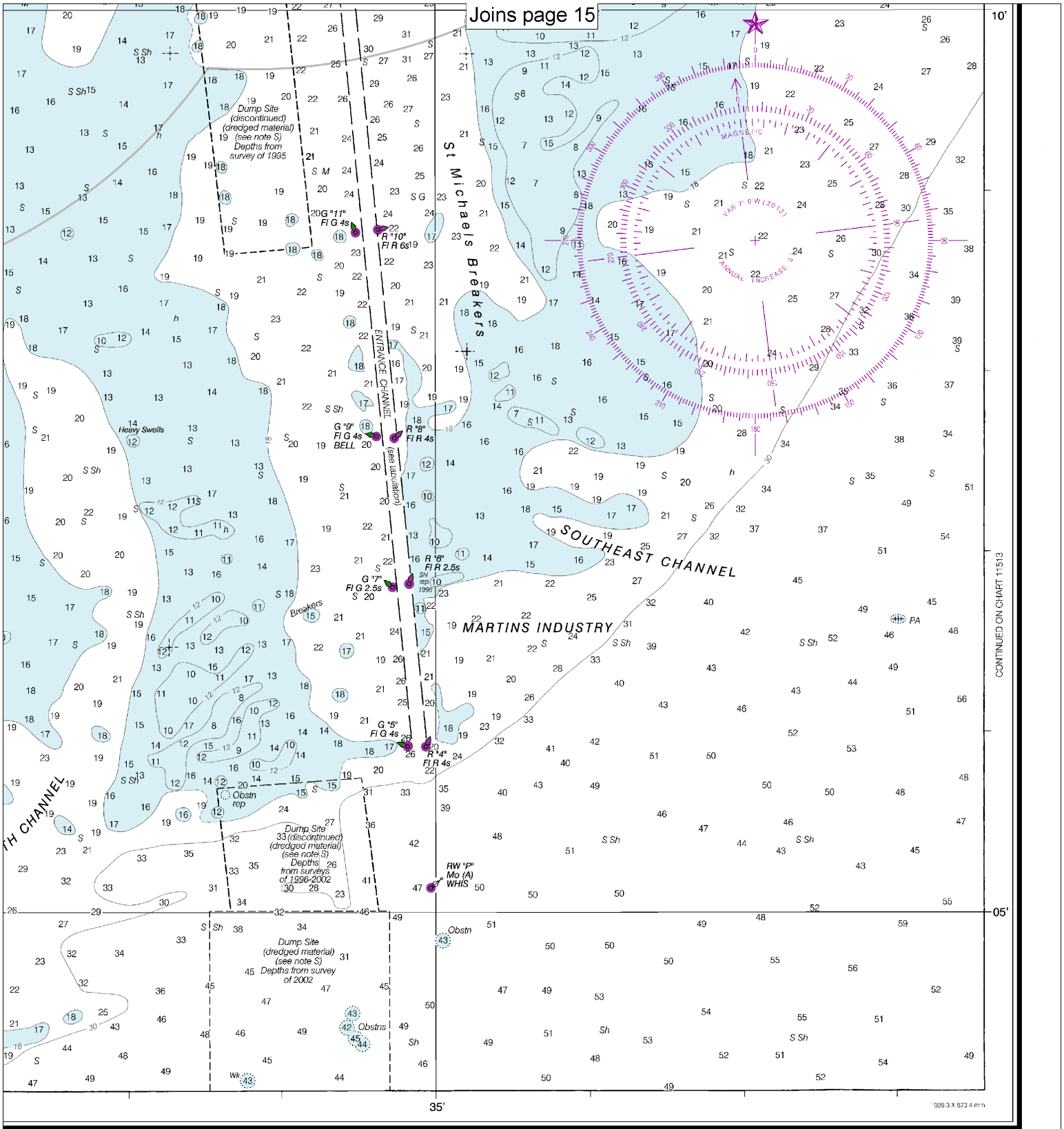
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Port Royal Sound

SOUNDINGS IN FEET - SCALE 1:40,000

11516

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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