BookletChart™

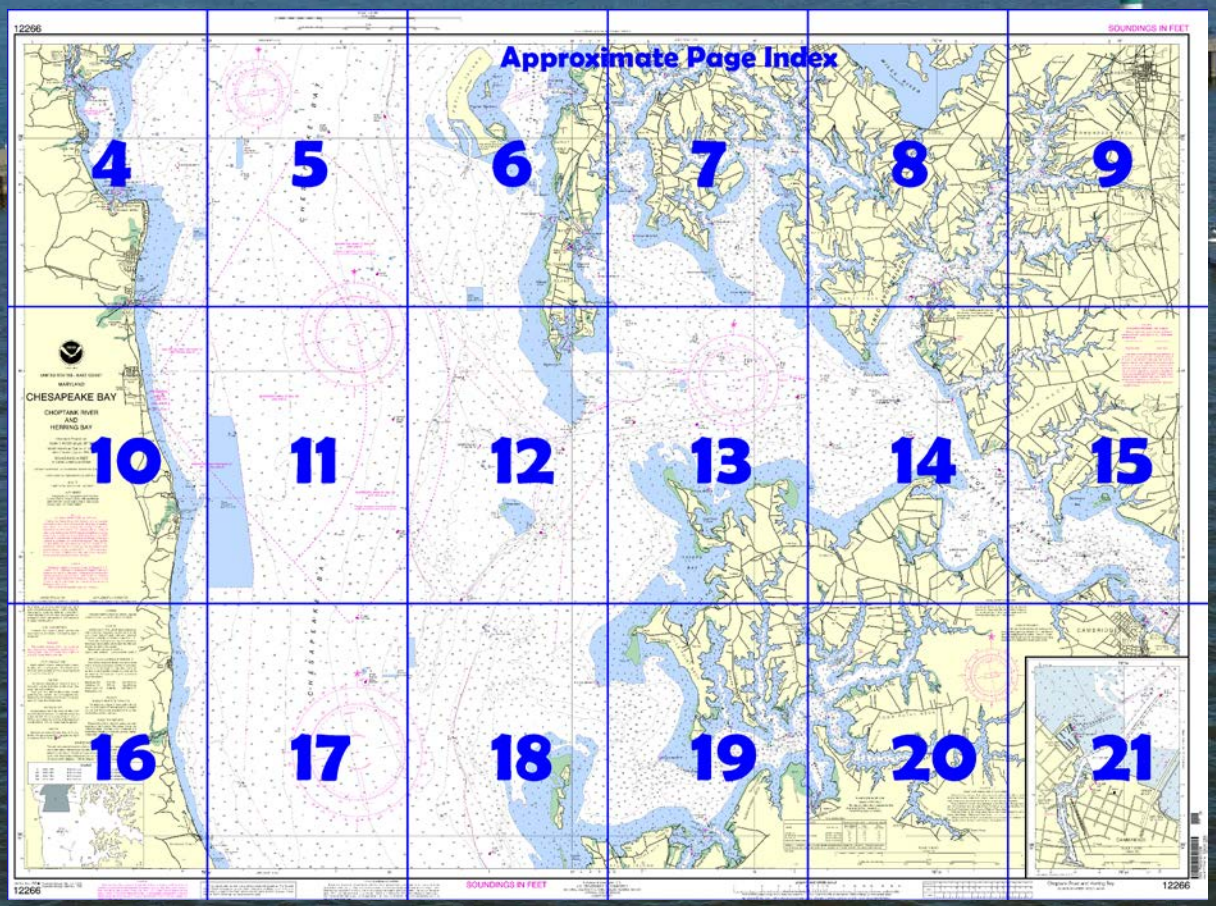
Chesapeake Bay – Choptank River and Herring Bay

NOAA Chart 12266

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.

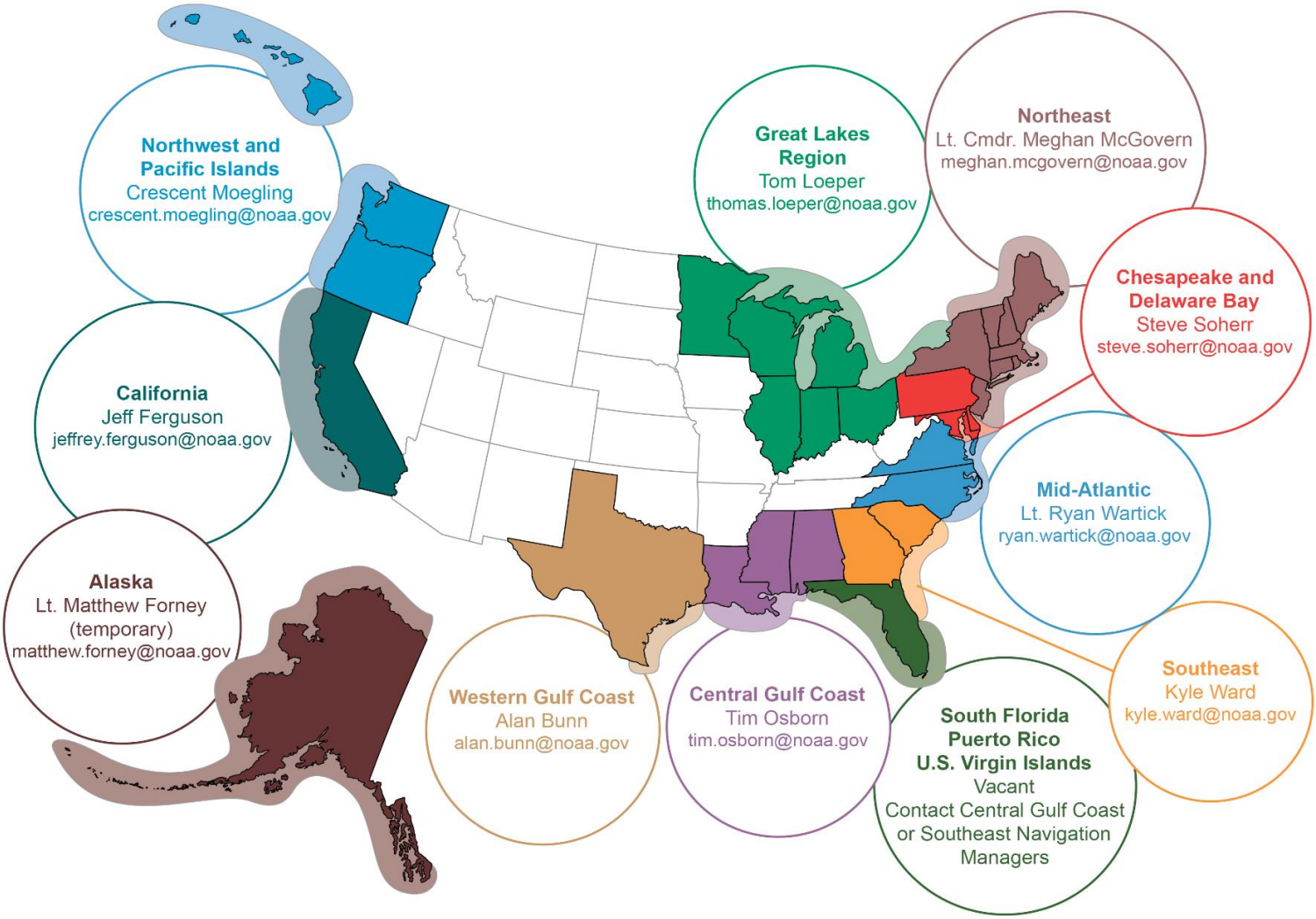
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12266.

(Selected Excerpts from Coast Pilot)
Plum Point Creek (38°36.9'N., 76°30.7'W.) empties into the west side of Chesapeake Bay 15 miles north-northwest of Cove Point. In 1997, depths of 4.5 feet were reported in the entrance to the creek and in the small-boat basin. A marina on the north side of the creek can provide some berths, gasoline, some supplies, and a sewage pump-out station.
Overhead telephone and power cables with a clearance of 52 feet cross the creek 0.1 mile above the mouth.
The **danger zone** of the **Naval Research Laboratory** firing range fans out from a point near **Randle Cliff Beach** (38°38.5'N., 76°31.7'W.), 18 miles northward of Cove Point. (See **334.170,** chapter 2, for limits and regulations.) The laboratory towers are prominent.
Chesapeake Beach (38°41.8'N., 76°32.0'W.) is a resort and fishing center on the western shore of Chesapeake Bay 19.6 miles northward of Cove Point. **Fishing Creek,** on the north side of the resort, is entered by a dredged channel which leads from the bay through jetties to an anchorage basin in the creek. The channel is marked by a lighted range and other aids. In 2011, the controlling depth was 3 feet at midchannel, thence depths of 3 to 4 feet were available in the basin. The fixed highway bridge 0.3 mile above the jetties has a width of 36 feet and a clearance of 10 feet.
Small-craft facilities.–Small-craft facilities, on the south side of the creek at Chesapeake Beach, have gasoline, diesel fuel, a pump-out station, water, ice, berths, and marine supplies. Hull and engine repairs can be made; marine railway, 50 feet; lift, 40 tons.
A group of rocks at about 38°37.0'N., 76°21.8'W., sometimes awash at low tide, is all that remains of **Sharps Island.** Submerged pilings are about 0.2 mile southward of the rocks.
Fish havens with an authorized minimum depth of 15 feet are about 4 miles south-southwestward of Sharps Island.
Little Choptank River joins the eastern side of Chesapeake Bay 6 miles south-southeastward of Sharps Island. Although obstructed by shoals, the river has depths of 11 feet in a crooked channel for 7 miles and the tributaries have depths of 5 feet for considerable distances. The river is marked as far as Fishing Creek, above which it is difficult to carry more than 7 feet without local knowledge. The tributary channels are usually marked by bush stakes, but navigation is difficult without some local information.
Tide and currents.–The current velocity is about 0.3 knot. The river carries some commercial traffic in shellfish and shells.
The entrance to Little Choptank River is between **James Island** on the southwest and **Hills Point** on the northeast. James Island is subject to rapid erosion. Good anchorage is available in depths of 12 to 18 feet in the bight between James Island and **Hooper Point,** which is on the west side of the entrance to Slaughter Creek.
Slaughter Creek (chart 12264), on the south side of Little Choptank River 4 miles above the mouth, has depths of 3.7 feet over the bar, thence 6 feet to the bridge at the village of **Taylors Island,** 2 miles above the entrance. The creek is marked by lights and daybeacons; a daybeacon on the west side of the entrance marks a submerged pile. A marina on the east side of the creek just north of the bridge has gasoline, diesel fuel, some supplies, and berths; a 25-ton mobile hoist is available for repairs.
Brooks Creek, on the north side of Little Choptank River 5 miles above the mouth, has depths of 10 to 4 feet in a narrow channel for 2 miles then depths decrease to 2 feet at the head. The narrow entrance is marked, but local knowledge is required to carry the best water. There are small-craft facilities on the west side of the creek along Hills Point Neck. A marine railway can handle boats up to 40 feet for repairs.
Hudson Creek, on the north side of Little Choptank River 6 miles above the mouth, has depths of 5 feet for 3.2 miles to just below **Hudson,** a village at the head. The entrance is marked, and the upper reaches usually are bush-staked. The wharves at Hudson are in poor condition.
Madison Bay, on the south side of the river opposite Hudson Creek, has depths of 1 to 9 feet. The entrance to the bay is marked by a light. A dredged channel, marked by daybeacons, leads through the upper part of the bay to a turning basin. The east end of the turning basin is connected to an anchorage basin at **Madison**.

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

RCC Norfolk	Commander 5th CG District Norfolk, VA	(575) 398-6231

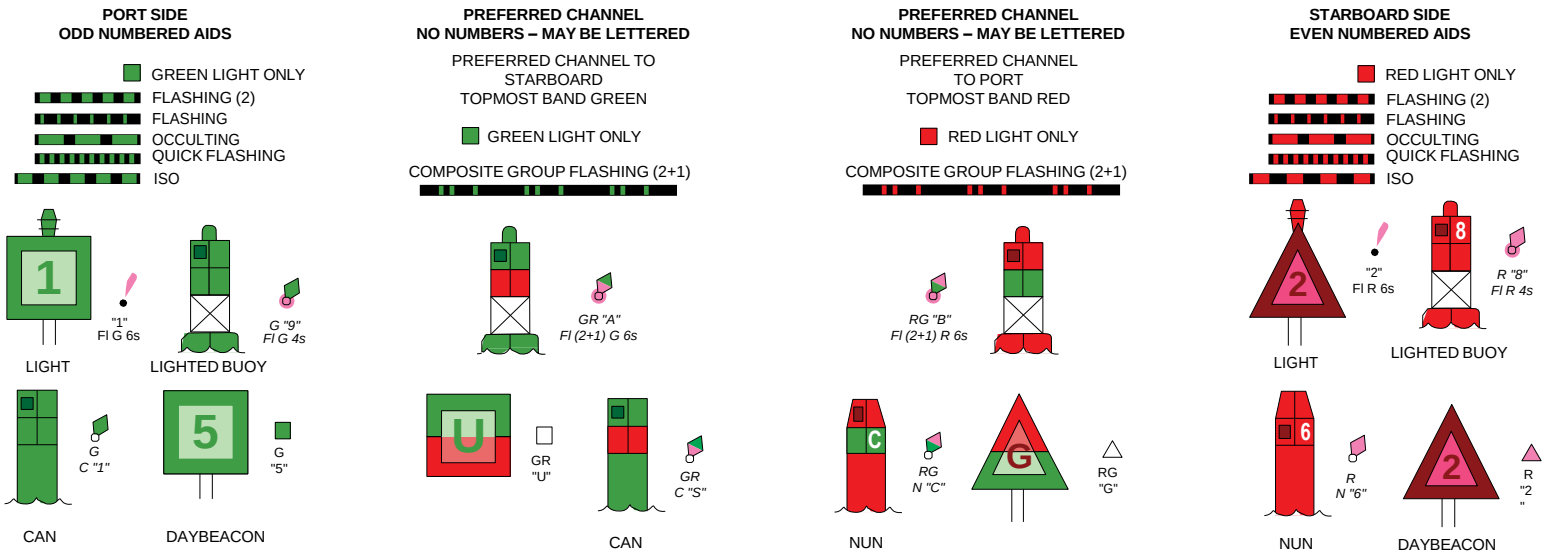
Navigation Managers Area of Responsibility



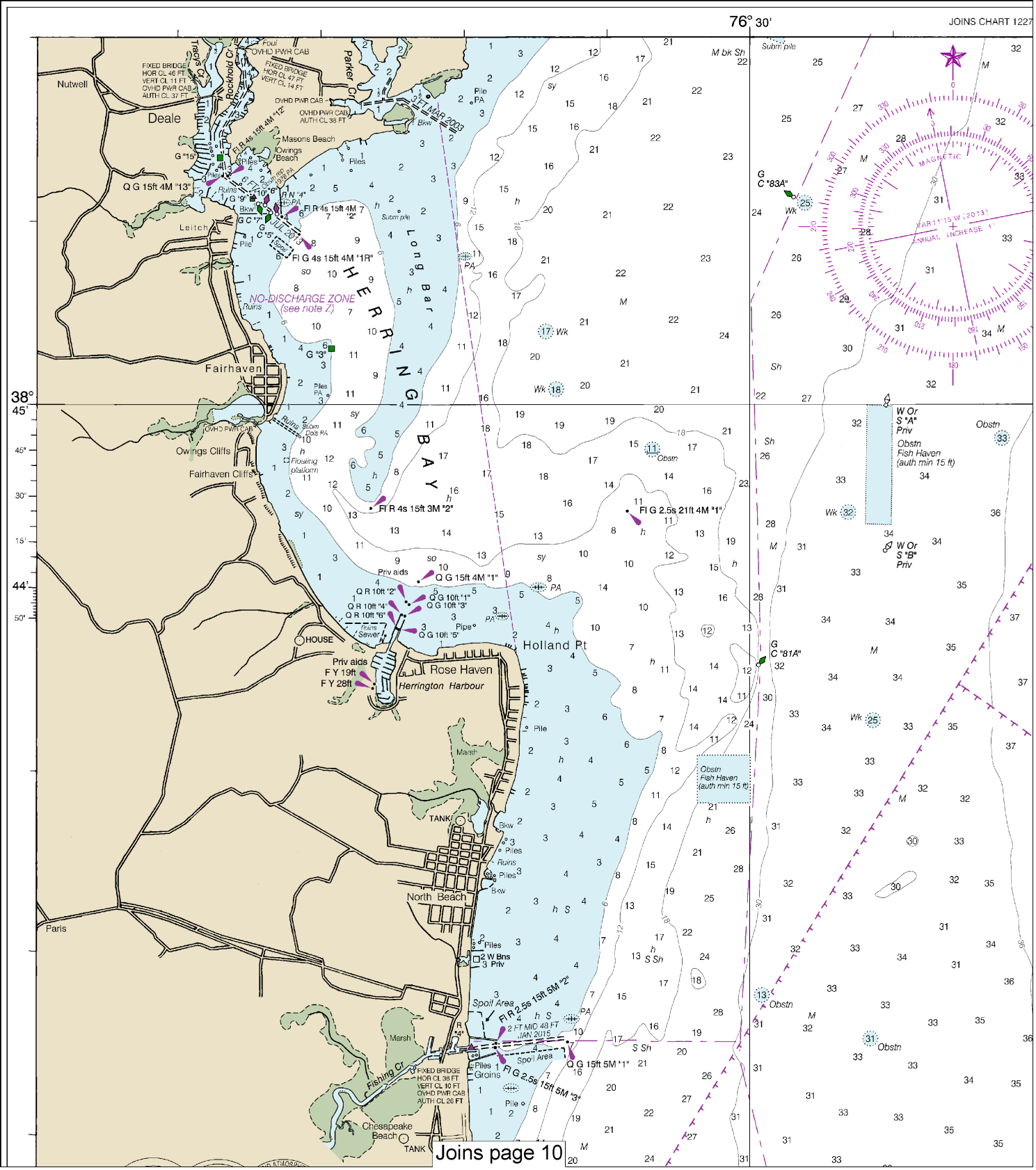
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

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*



4

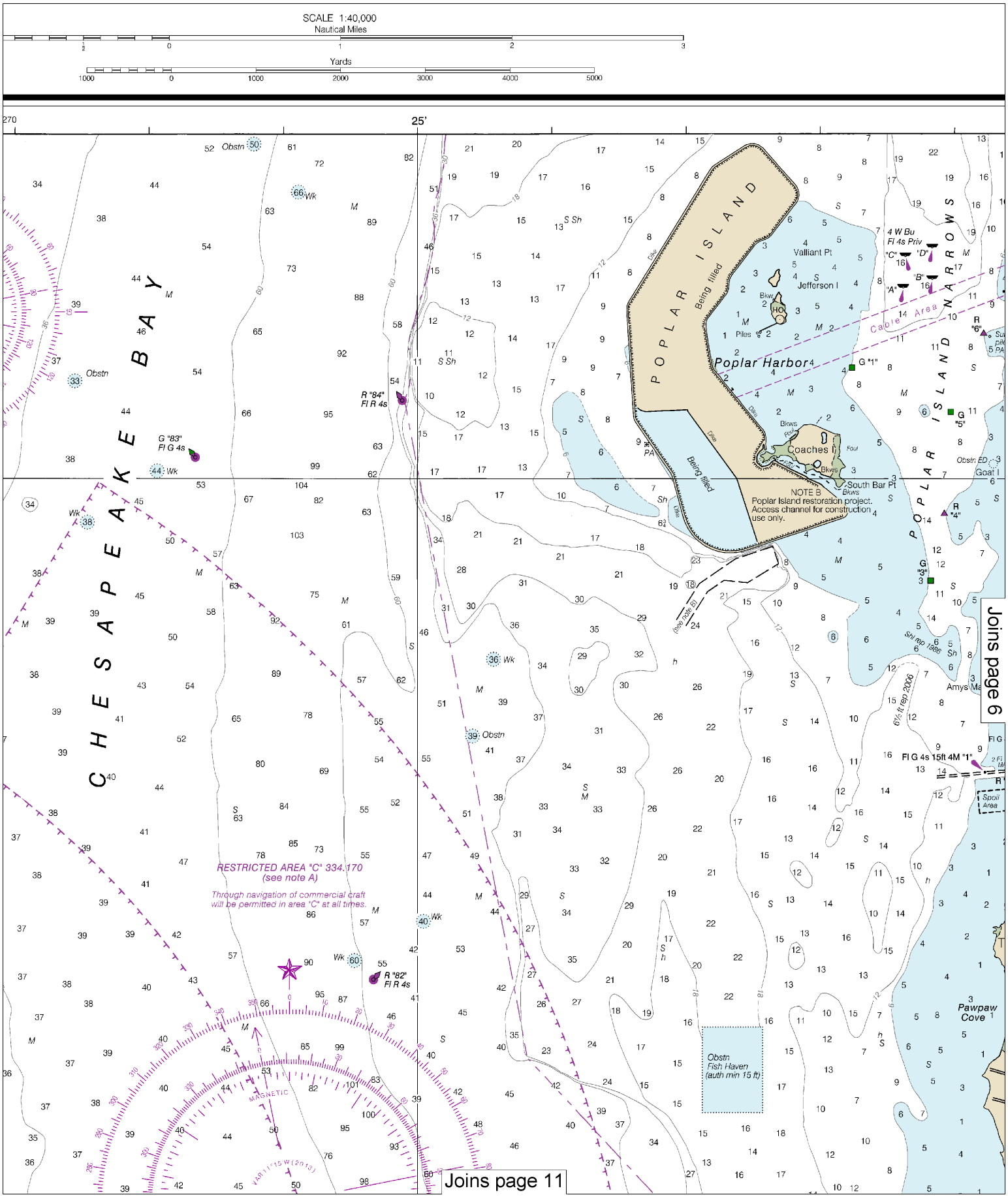
Note: Chart grid lines are aligned with true north.

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

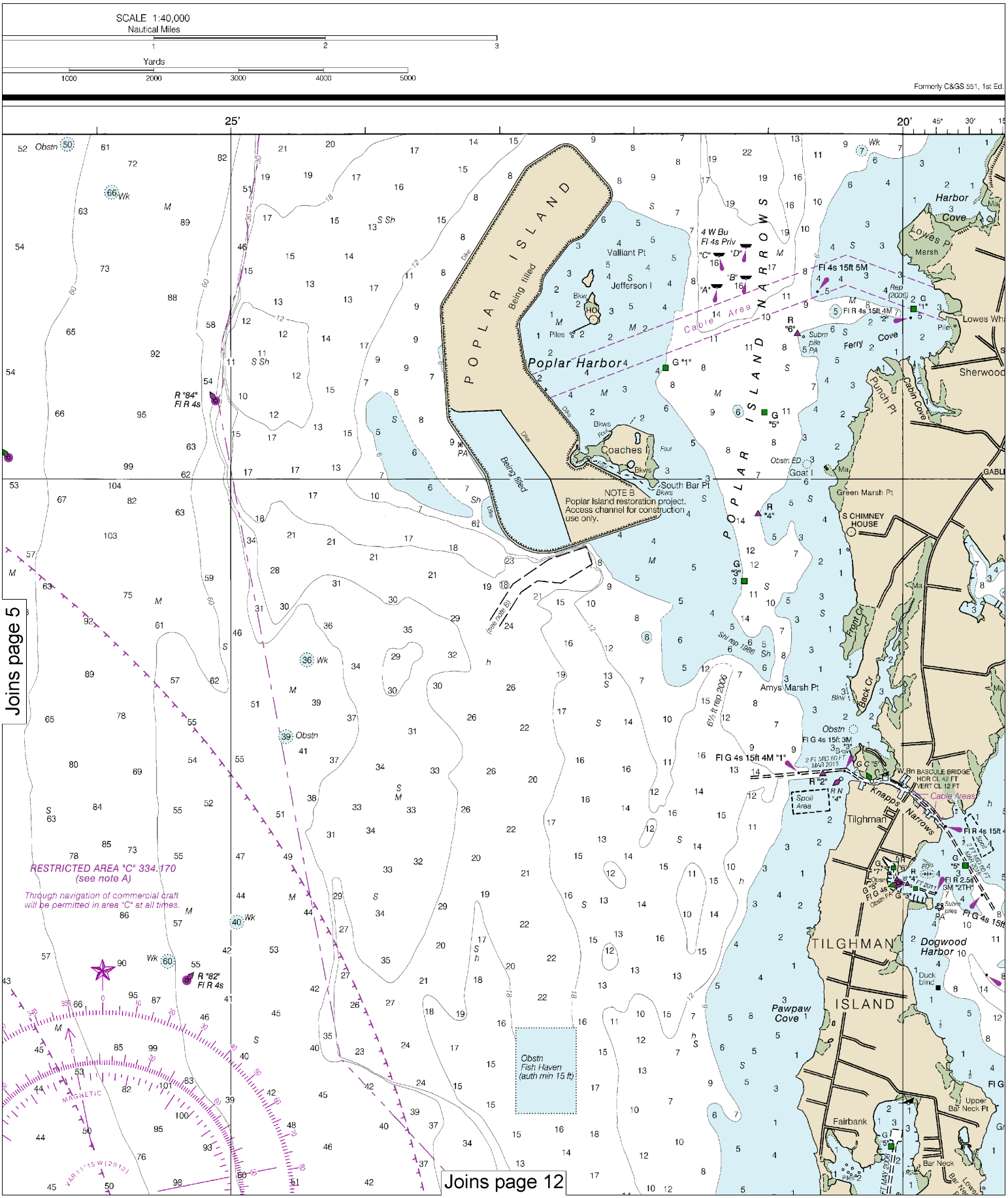
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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.



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

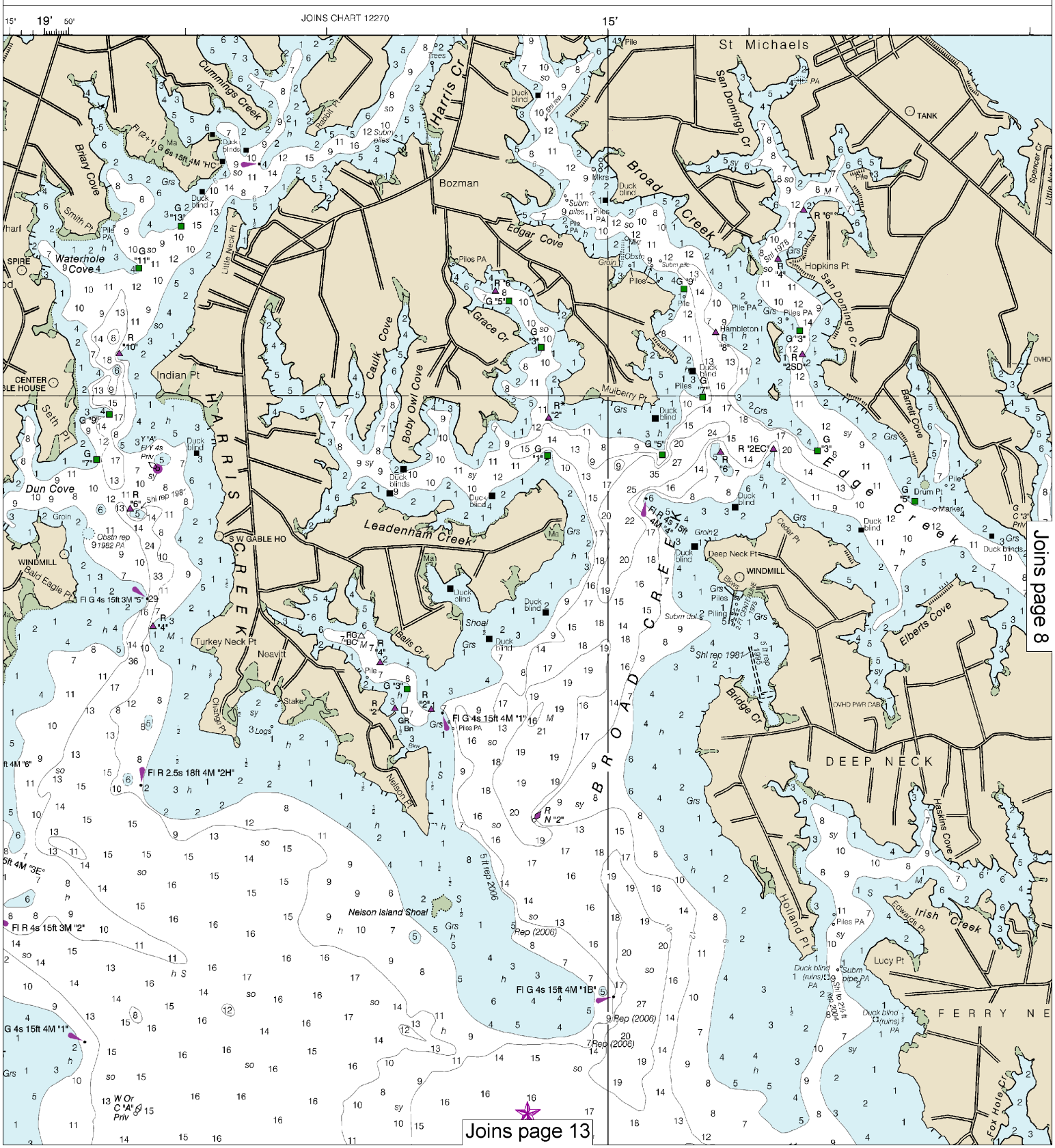
1 ½ 0 1 2 3

Yards

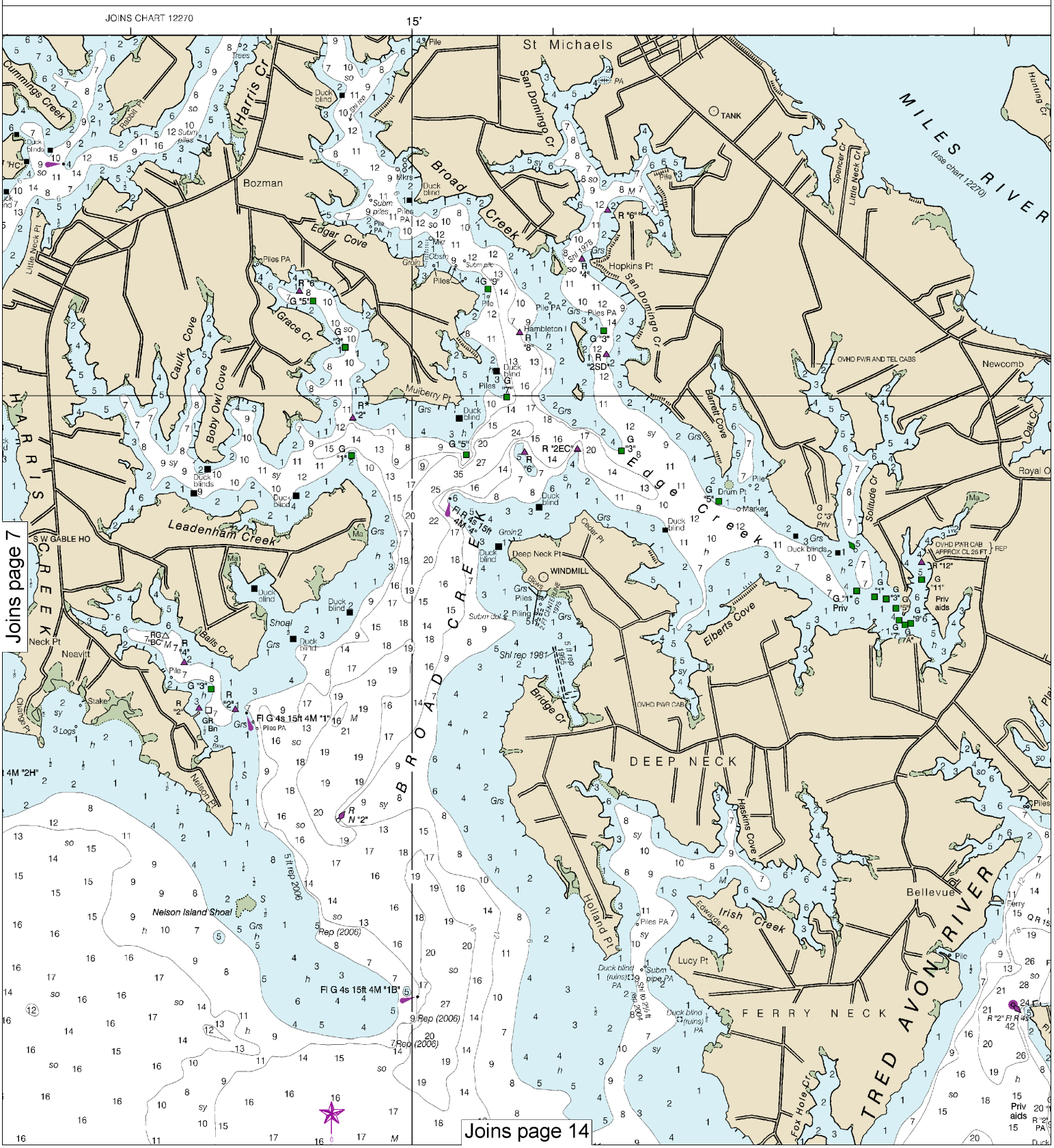
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

d., Feb. 1950 G-1949-747 KAPP 610



32nd Ed., Jan. 2017. Last Correction: 2/10/2017. Cleared through:
LNM: 0617 (2/7/2017), NM: 0717 (2/18/2017)



8

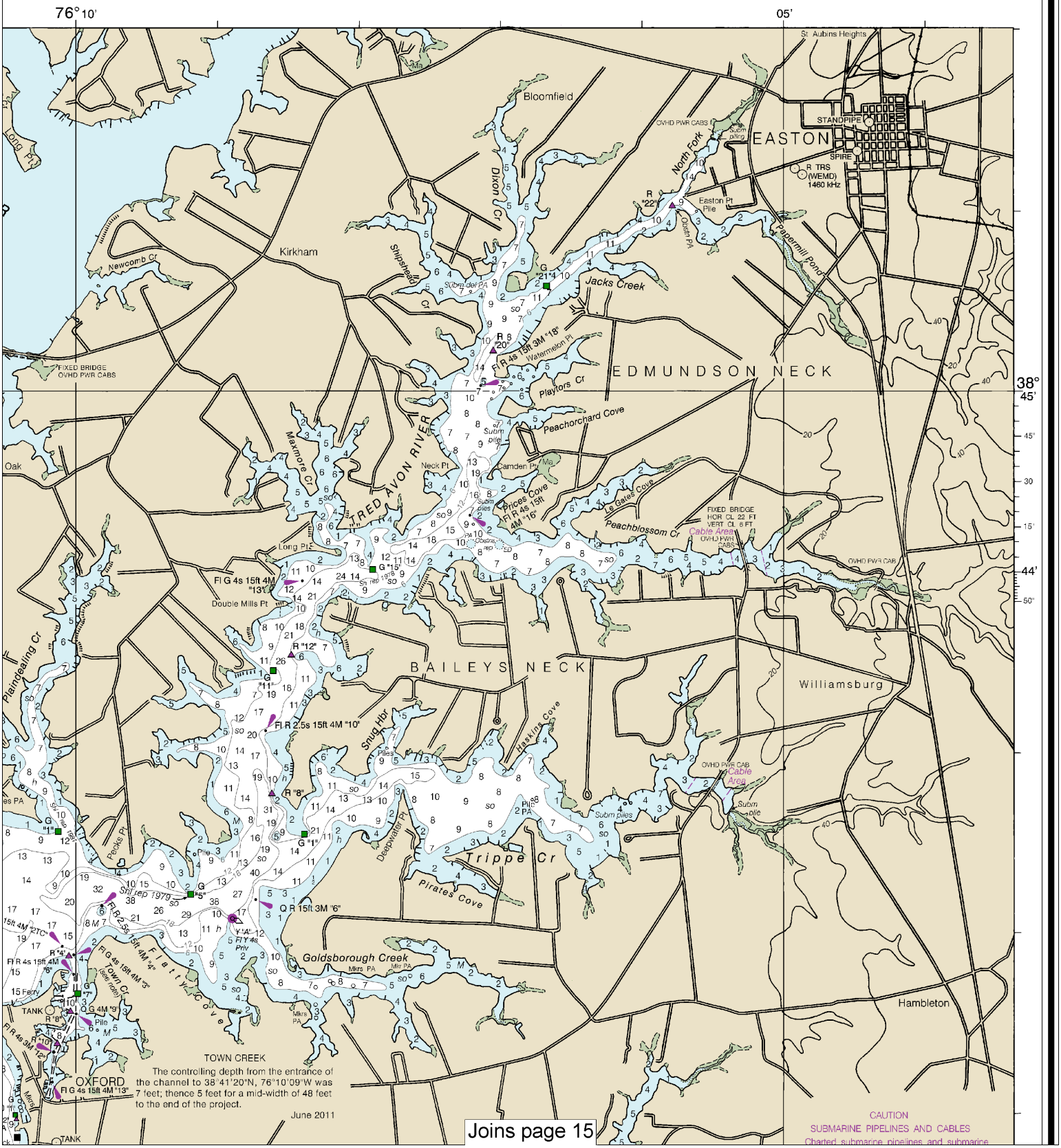
Note: Chart grid lines are aligned with true north.

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

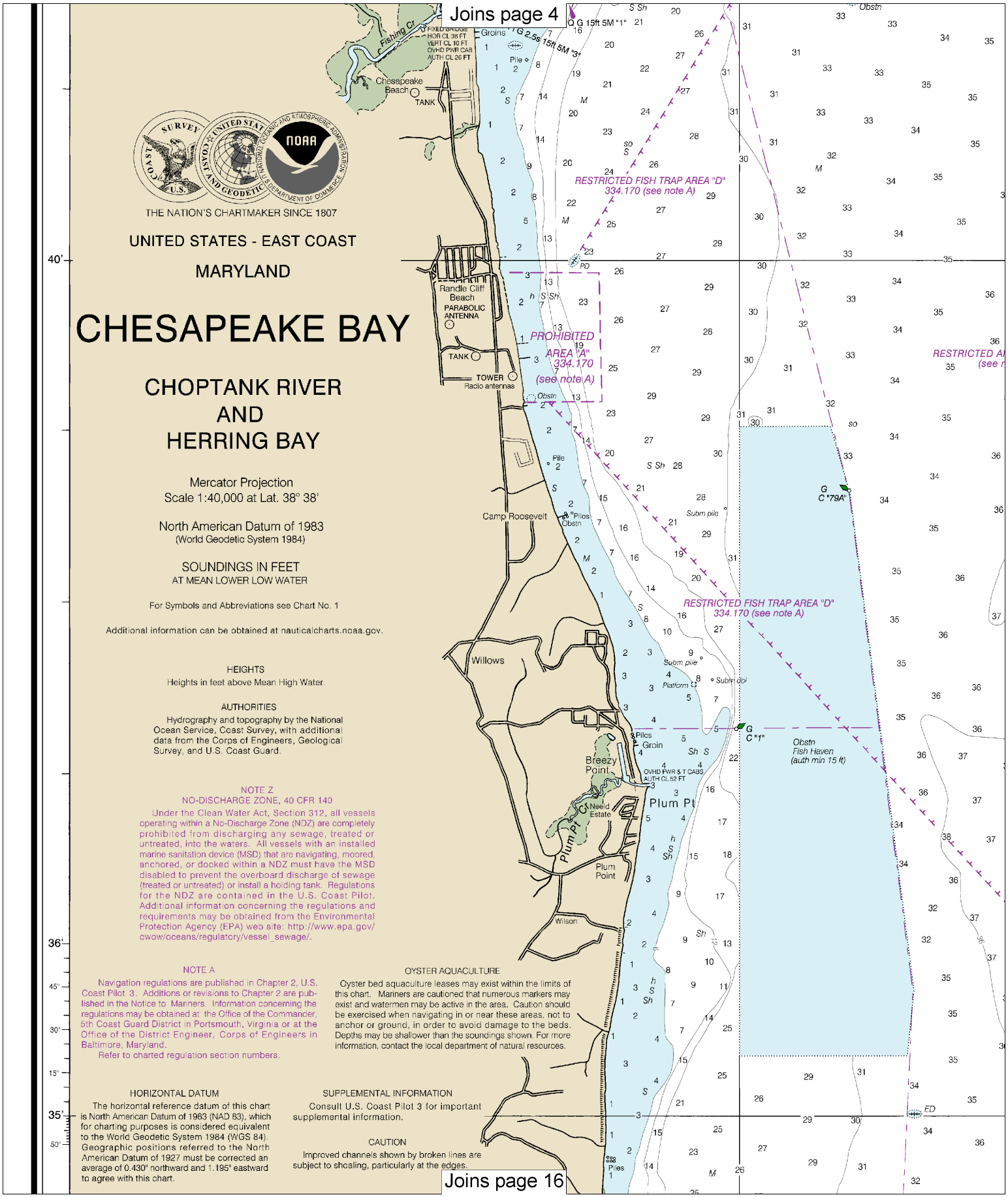
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Joins page 15



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MARYLAND

CHESAPEAKE BAY

CHOPTANK RIVER AND HERRING BAY

Mercator Projection
Scale 1:40,000 at Lat. 38° 38'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

HEIGHTS
Heights in feet above Mean High Water.

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

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 disabled 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/.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. 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, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland.

Refer to charted regulation section numbers.

OYSTER AQUACULTURE

Oyster bed aquaculture leases may exist within the limits of this chart. Mariners are cautioned that numerous markers may exist and watermen may be active in the area. Caution should be exercised when navigating in or near these areas, not to anchor or ground, in order to avoid damage to the beds. Depths may be shallower than the soundings shown. For more information, contact the local department of natural resources.

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 0.430" northward and 1.195" eastward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

CAUTION

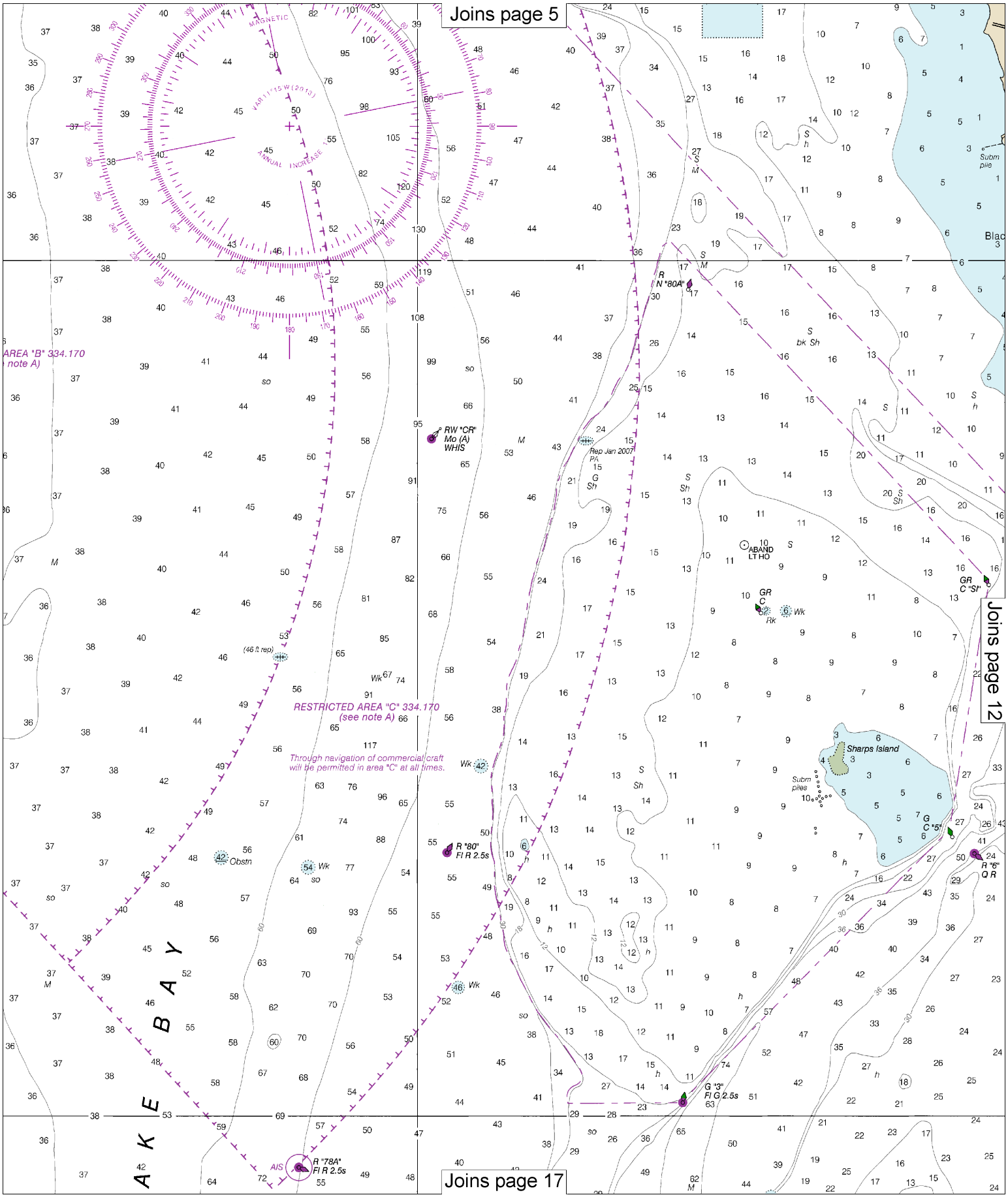
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

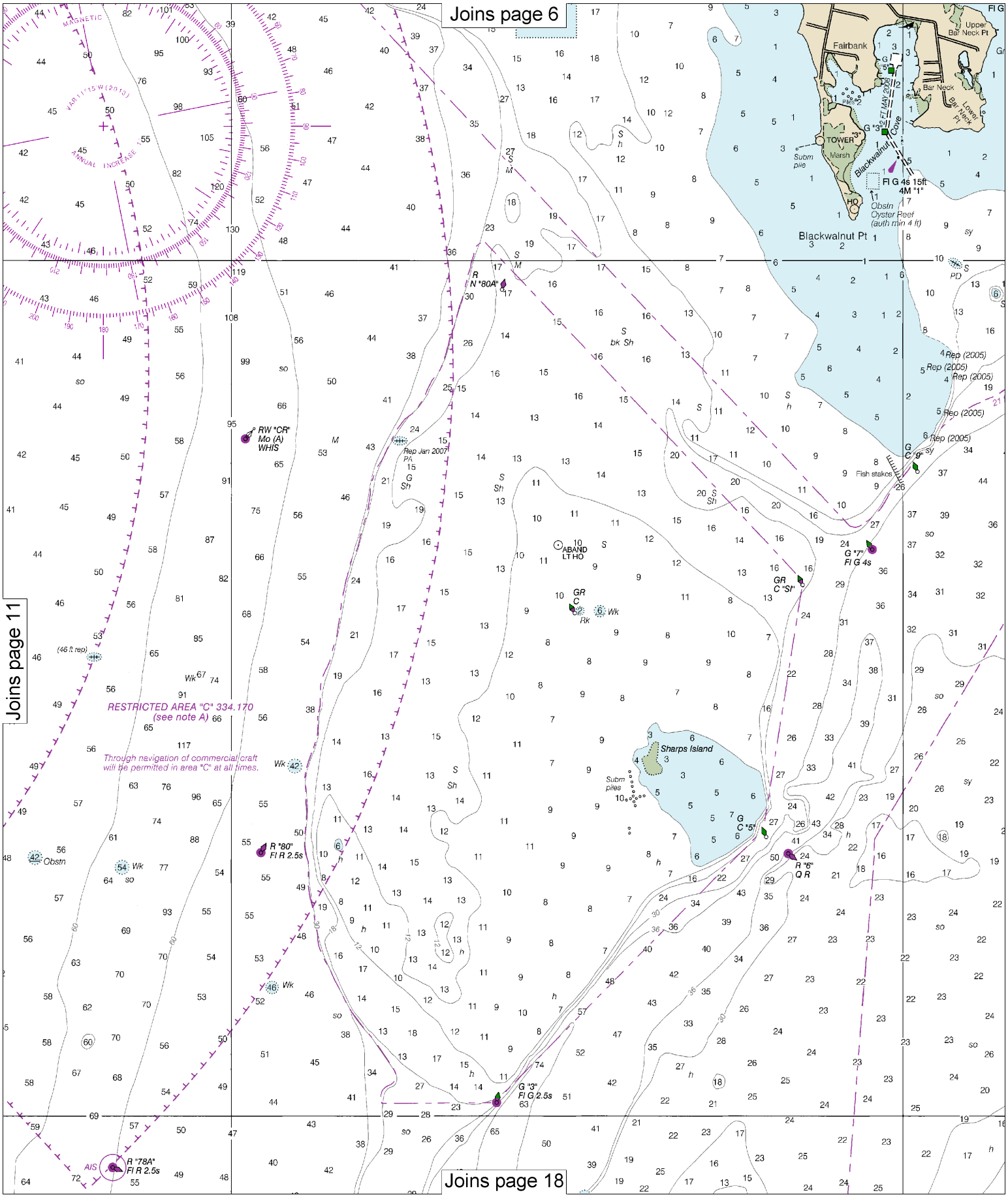
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 5
MAGNETIC
VAR 11°15'W (2012)
ANNUAL INCREASE
AREA "B" 334.170
(see note A)
RW "CR"
Mo (A)
WHIS
Rep Jan 2007
PA
R
N "80A"
ABAND
LT HO
GR
C "S1"
(46 ft rep)
RESTRICTED AREA "C" 334.170
(see note A)
Through navigation of commercial craft
will be permitted in area "C" at all times.
Wk
Obstn
R "80"
Fl R 2.5s
Sharps Island
Subm
piles
G
C "5"
R "5"
Q R
G "3"
Fl G 2.5s
AIS
R "78A"
Fl R 2.5s
LAKE BAY
Joins page 12
Joins page 17



12

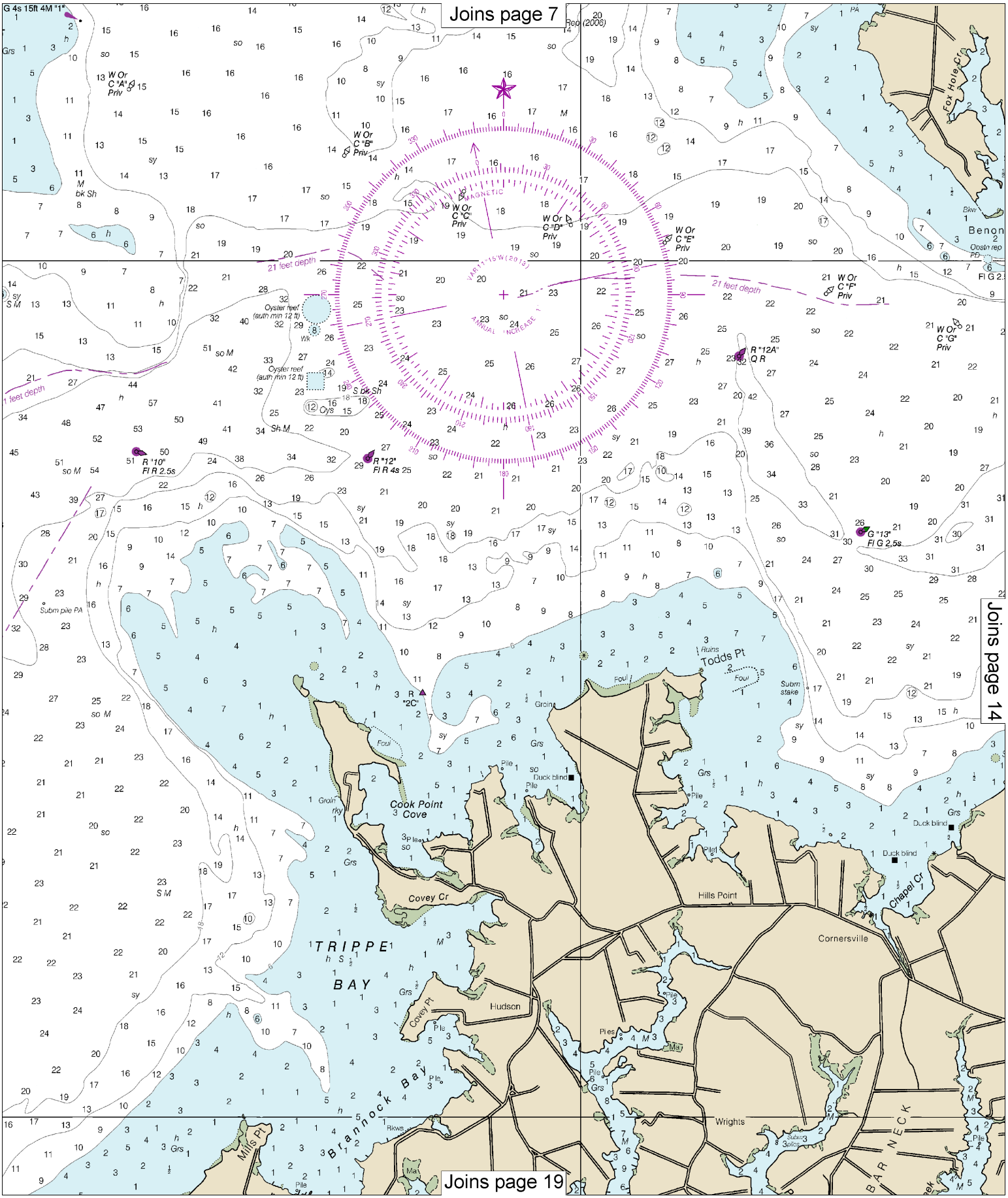
Note: Chart grid lines are aligned with true north.

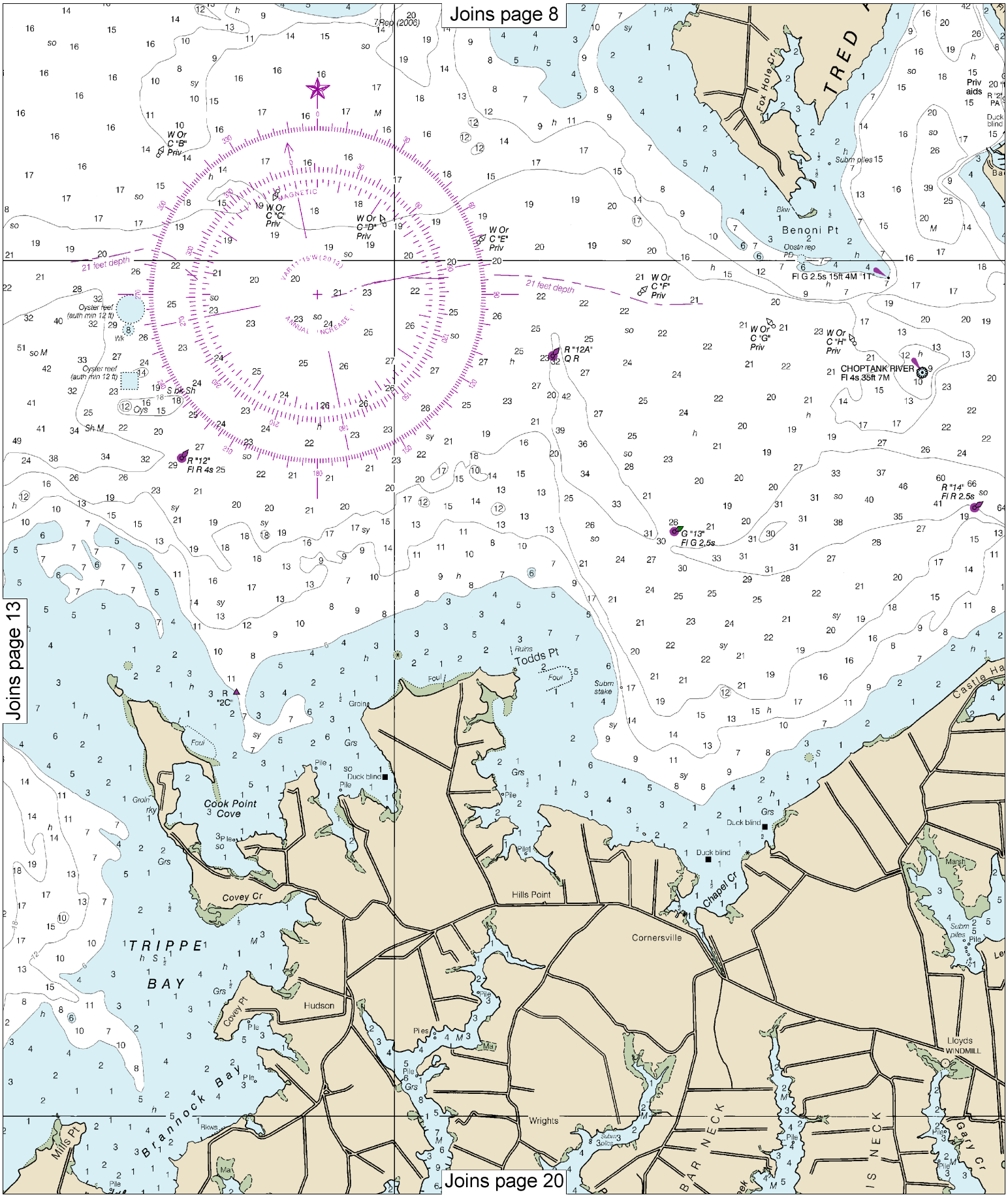
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
Joins page 14
Joins page 19
G 4s 15ft 4M "1"
W Or C "A" Priv
W Or C "B" Priv
W Or C "C" Priv
W Or C "D" Priv
W Or C "E" Priv
W Or C "F" Priv
W Or C "G" Priv
21 feet depth
Oyster reef (auth min 12 ft)
R "10" Fl R 2.5s
R "12" Fl R 4s
R "12A" Q R
G "13" Fl G 2.5s
R "2C"
Subm pile PA
Subm stake
Todds Pt
Cook Point Cove
Covey Cr
Covey Pt
TRIPPE BAY
Brannock Bay
Hudson
Hills Point
Cornersville
Chapel Cr
Duck blind
Wrights
Mills Pt
Fox Hole Cr
Benon
Obstn rep PD
Fl G 2.
MAGNETIC
VAR 11°15'W (2013)
ANNUAL INCREASE



14

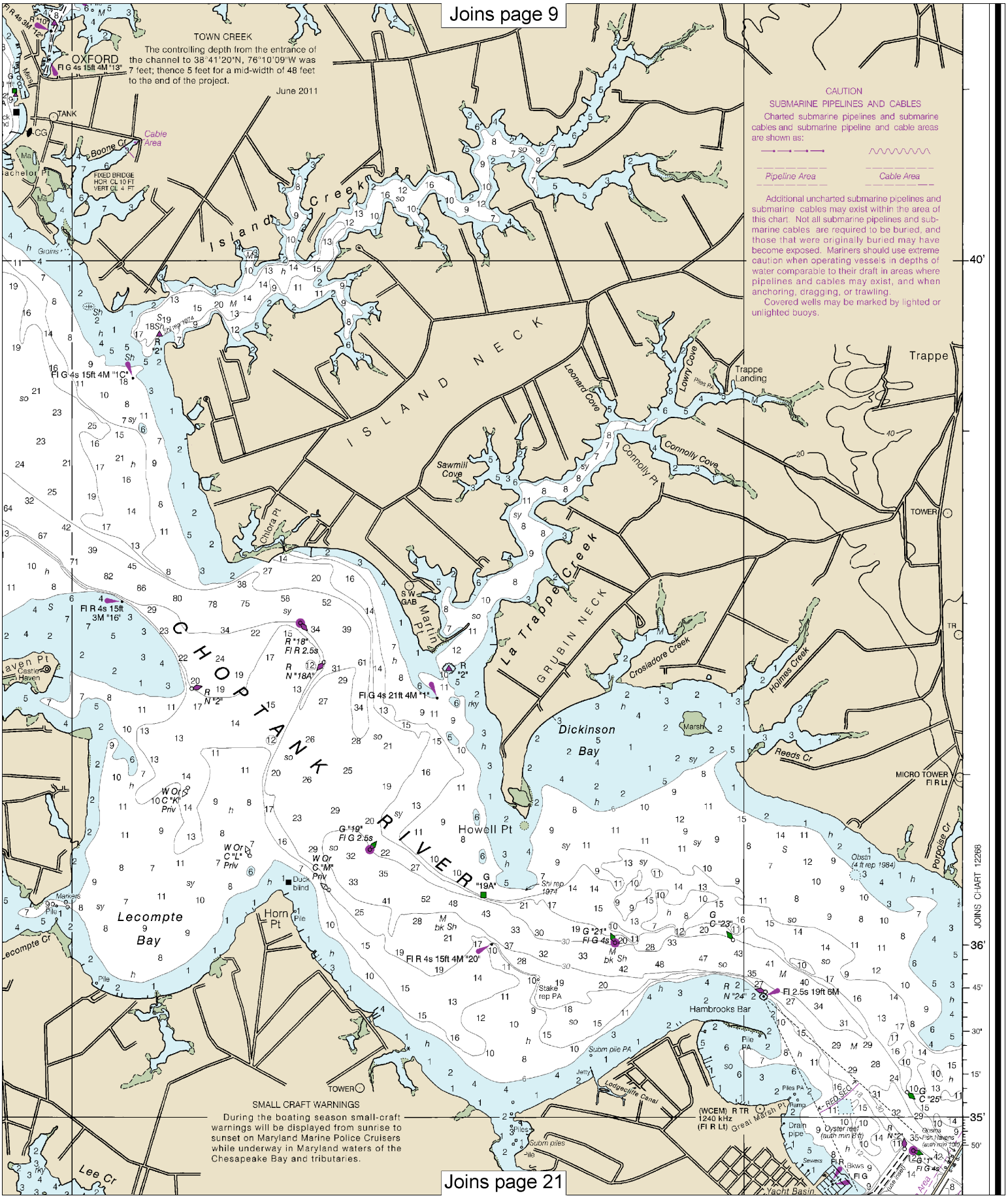
Note: Chart grid lines are aligned with true north.

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 9
TOWN CREEK
The controlling depth from the entrance of the channel to 38°41'20"N, 76°10'09"W was 7 feet; thence 5 feet for a mid-width of 48 feet to the end of the project.
June 2011
OXFORD
Fl G 4s 15ft 4M "13"
TANK
CG
Cable Area
Boone Cr
FIXED BRIDGE
HOR CL 10 FT
VERT CL 4 FT
Island Creek
ISLAND NECK
Fl G 4s 15ft 4M "1C"
Sawmill Cove
Leonard Cove
Lowry Cove
Piles Pt
Trappe Landing
Trappe
Connolly Cove
Connolly Pt
Chlora Pt
TOWER
Martin Pt
SW GAB
La Trappe Creek
GRUBIN NECK
Crosiadore Creek
Holmes Creek
Fl R 4s 15ft 3M "16"
CHOPTANK RIVER
R "18" Fl R 2.5s
Fl G 4s 21ft 4M "1"
Dickinson Bay
Marsh
Reeds Cr
MICRO TOWER Fl R Lt
Howell Pt
G "19" Fl G 2.5s
G "19A"
Porpoise Cr
Obstn (4 ft rep 1984)
Lecompte Bay
Horn Pt
Duck blind
Markers
Pile
Fl R 4s 15ft 4M "20"
G "23"
Fl G 4s
Stake rep PA
Hambrooks Bar
R "24"
Fl 2.5s 19ft 6M
Subm pile PA
Jetty
Ledgecliffe Canal
Piles PA
Ramp
RED SEC
(WCEM) R TR
1240 kHz
(Fl R Lt)
Great Marsh Pt
Drain pipe
Oyster reef (auth min 8 ft)
Grains Fish havens (auth min 7 ft)
Sewers
Bkws
Fl G
Yacht Basin
Area
Lee Cr
SMALL CRAFT WARNINGS
During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.
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.
40'
36'
35'
JOINS CHART 12266
Joins page 21

Joins page 10

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 0.430" northward and 1.195" eastward to agree with this chart.

AIDS TO NAVIGATION

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

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.

CAUTION

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

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

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.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

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:
⊙(Accurate location) o(Approximate location)

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.

Baltimore, MD	KEC-83	162.400 MHz
Salisbury, MD	KEC-92	162.475 MHz
Washington, DC (Manassas, VA)	KHB-36	162.550 MHz

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.

POLLUTION REPORTS

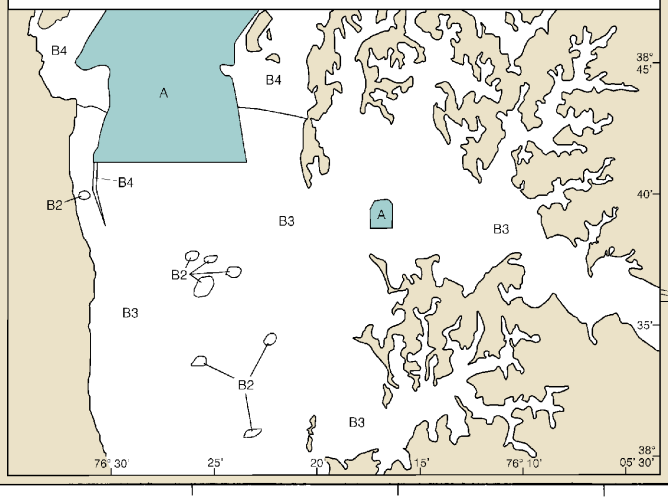
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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	1990-2011	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



12266

CAUTION

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

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

32nd Ed., Jan. 2017. Last Correction: 2/10/2017. Cleared through:
LNM: 0617 (2/7/2017), NM: 0717 (2/18/2017)

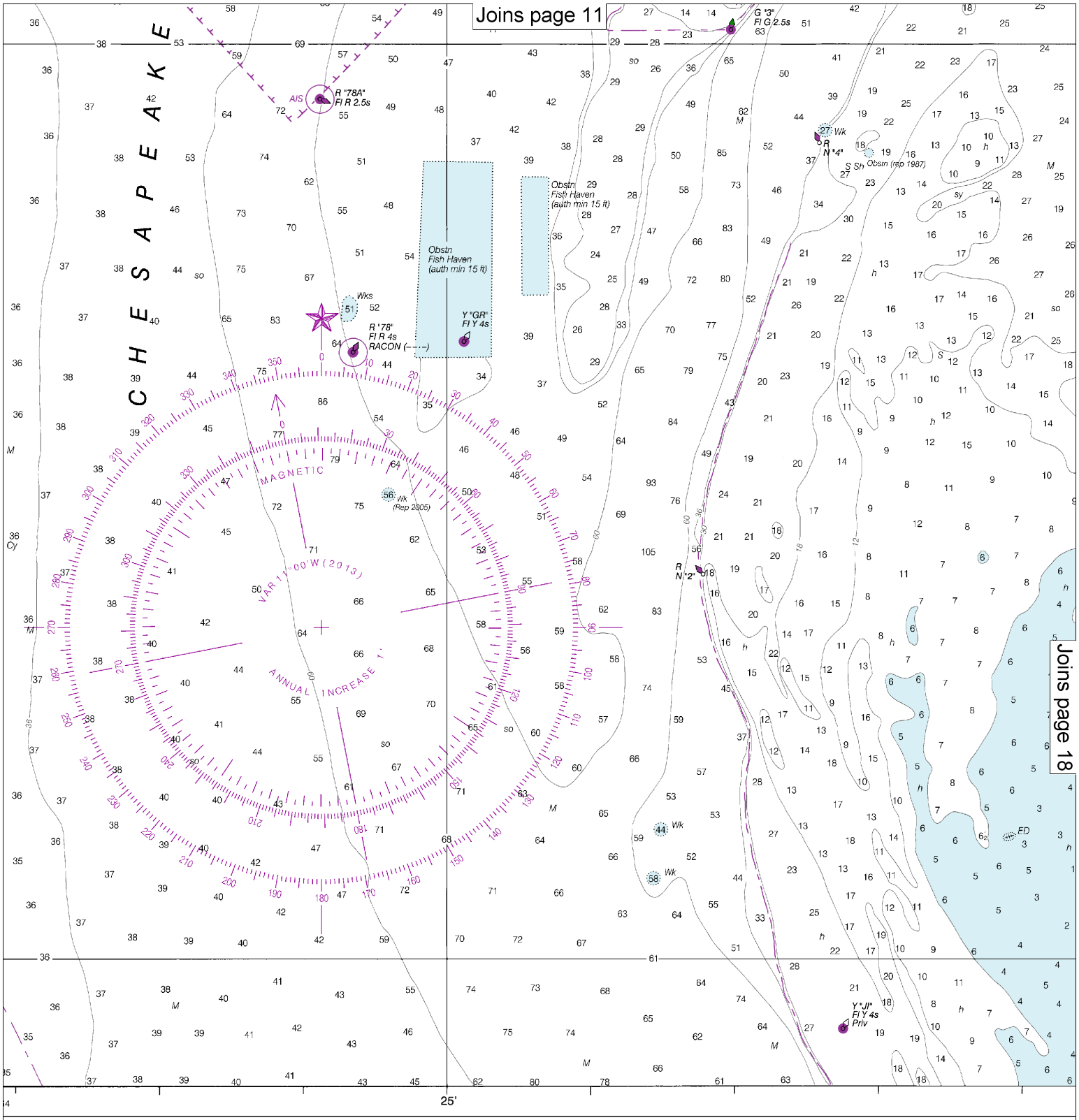
Note: Chart grid lines are aligned with true north.

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

Nautical Miles: 1 ½ 0 1 2 3

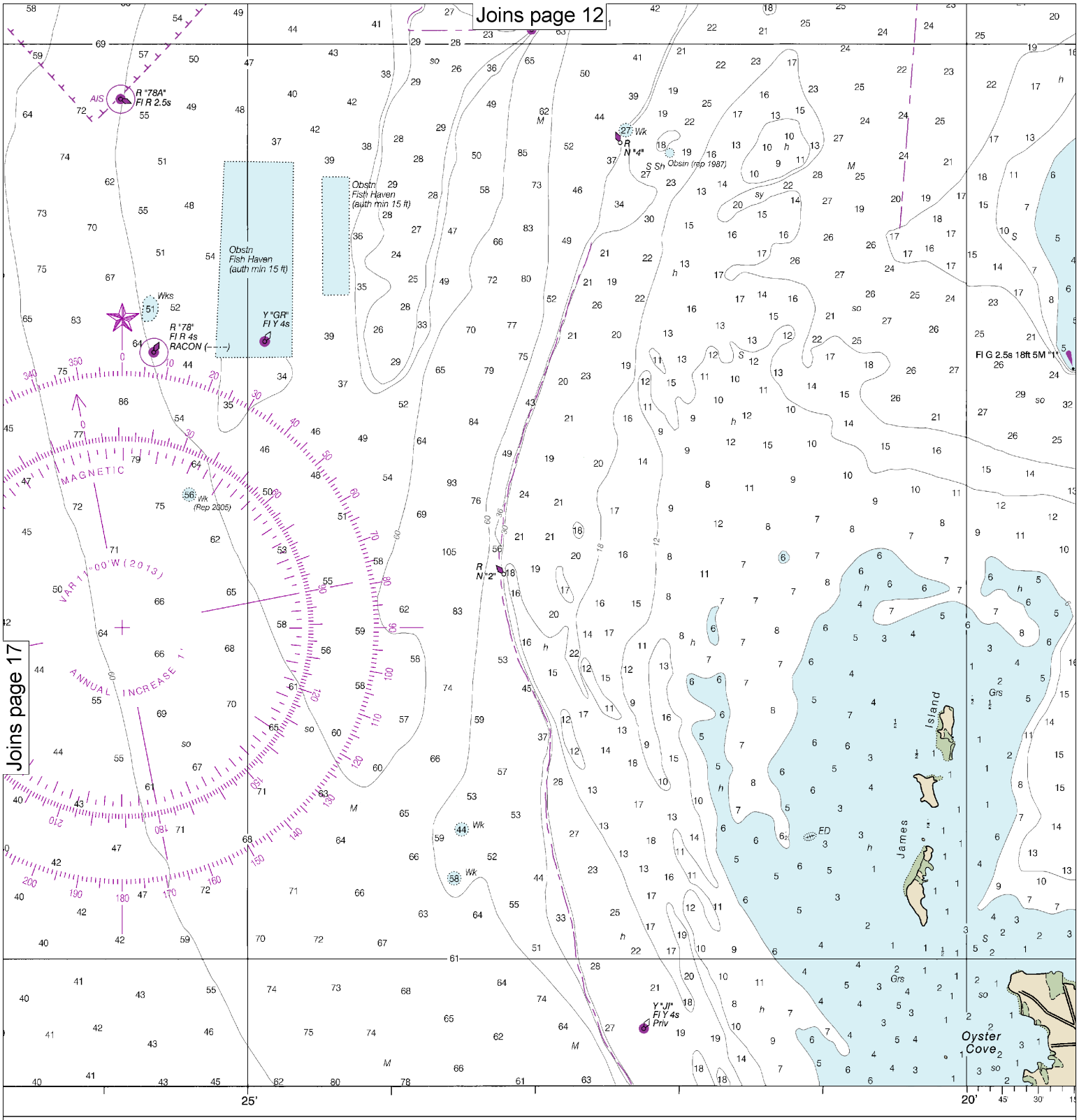
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



or comments
act.htm.

SOUNDINGS IN FEET



SOUNDINGS IN FEET

Published at
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Note: Chart grid lines are aligned with true north.

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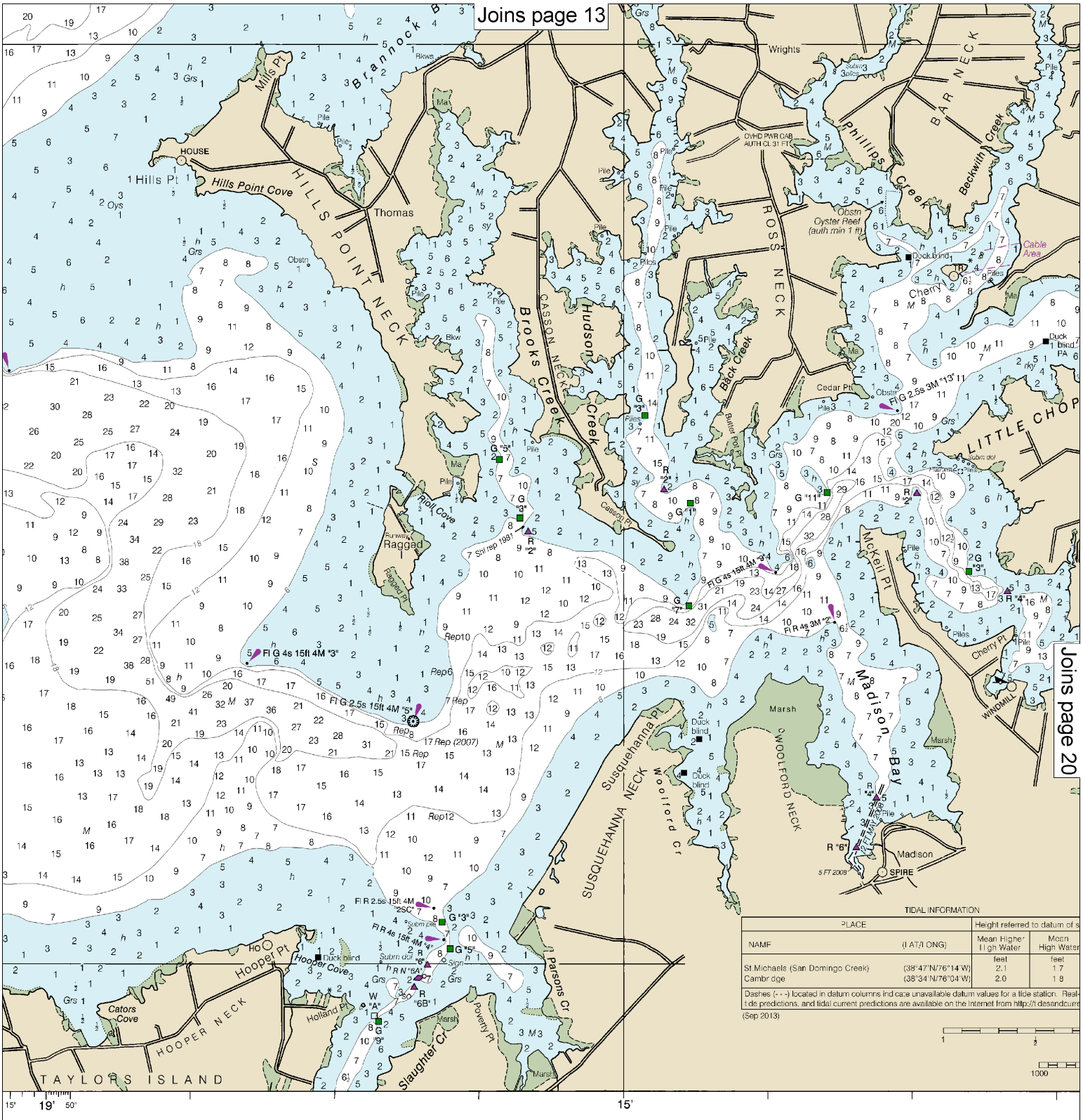
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



TIDAL INFORMATION

PLACE		Height referred to datum of s	
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water
		feet	feet
St Michaels (San Domingo Creek)	(38°47'N/76°14'W)	2.1	1.7
Cambridge	(38°34'N/76°04'W)	2.0	1.8

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time predictions, and tidal current predictions are available on the Internet from http://tidesandcurre

(Sep 2013)

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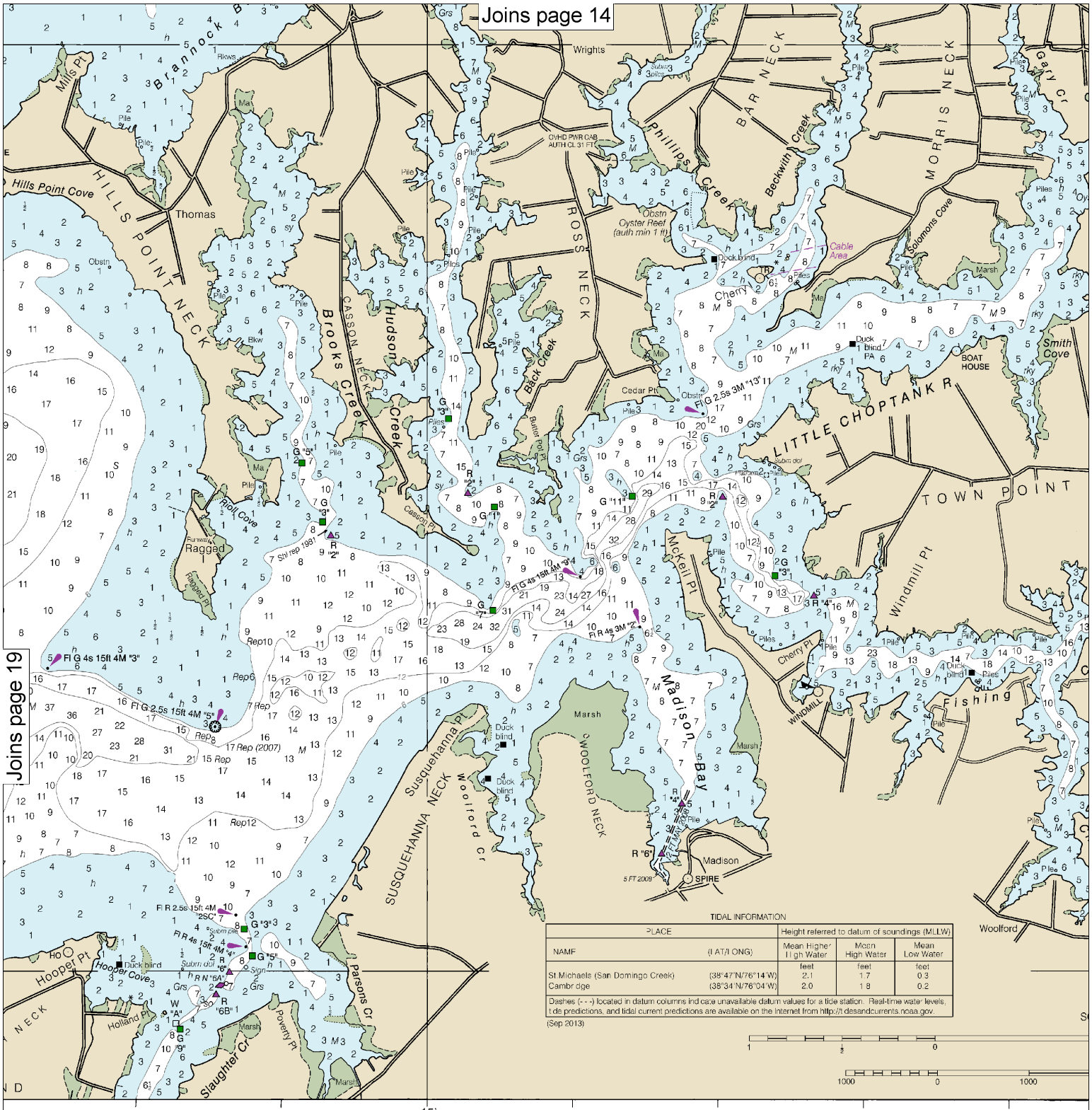
ATMOSPHERIC ADMINISTRATION
OCEAN SERVICE
ST SURVEY



Note: Chart grid lines are aligned with true north.

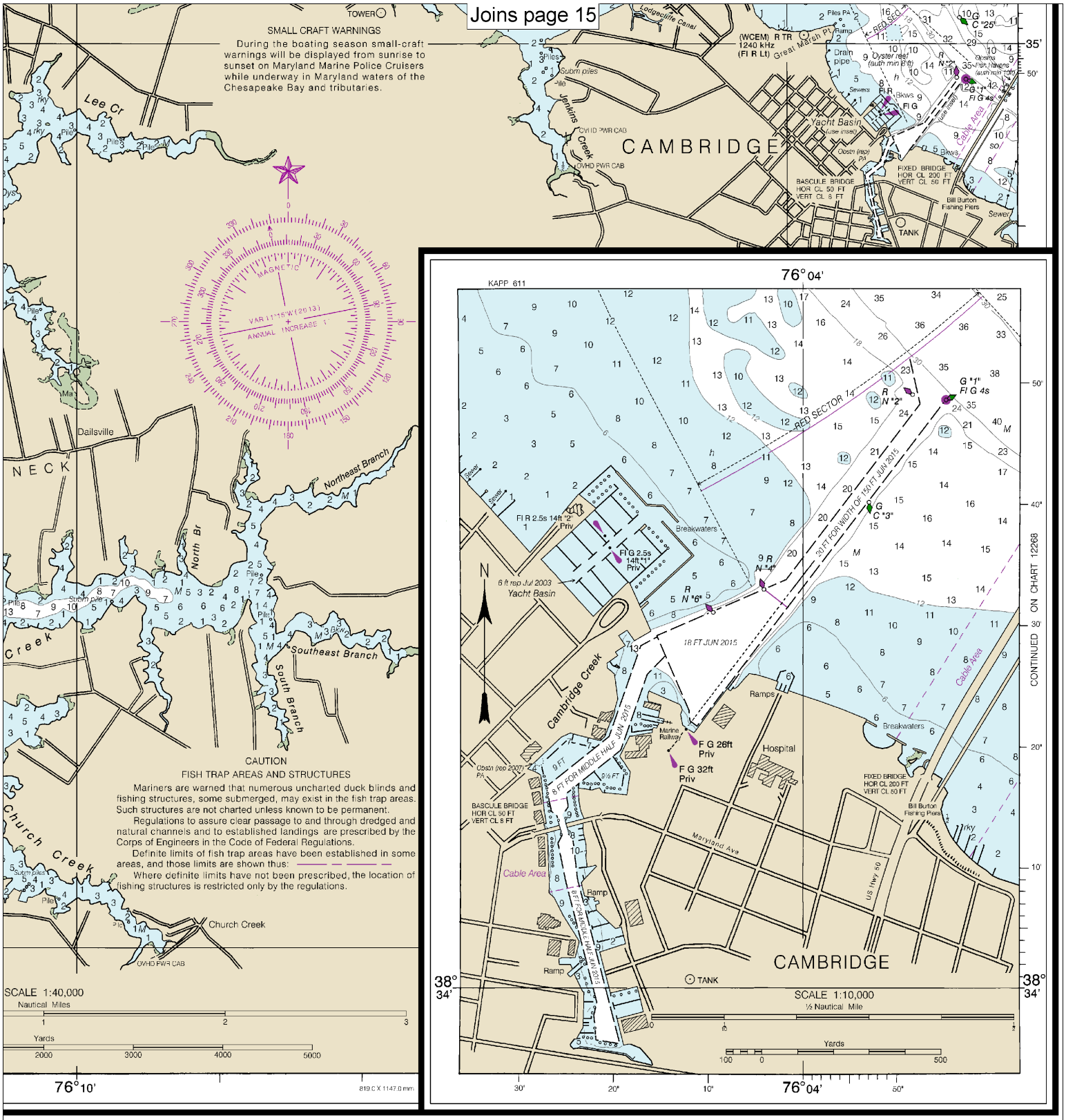
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 15



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

Choptank River and Herring Bay

SOUNDINGS IN FEET - SCALE 1:40,000

12266

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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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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