

BookletChart™

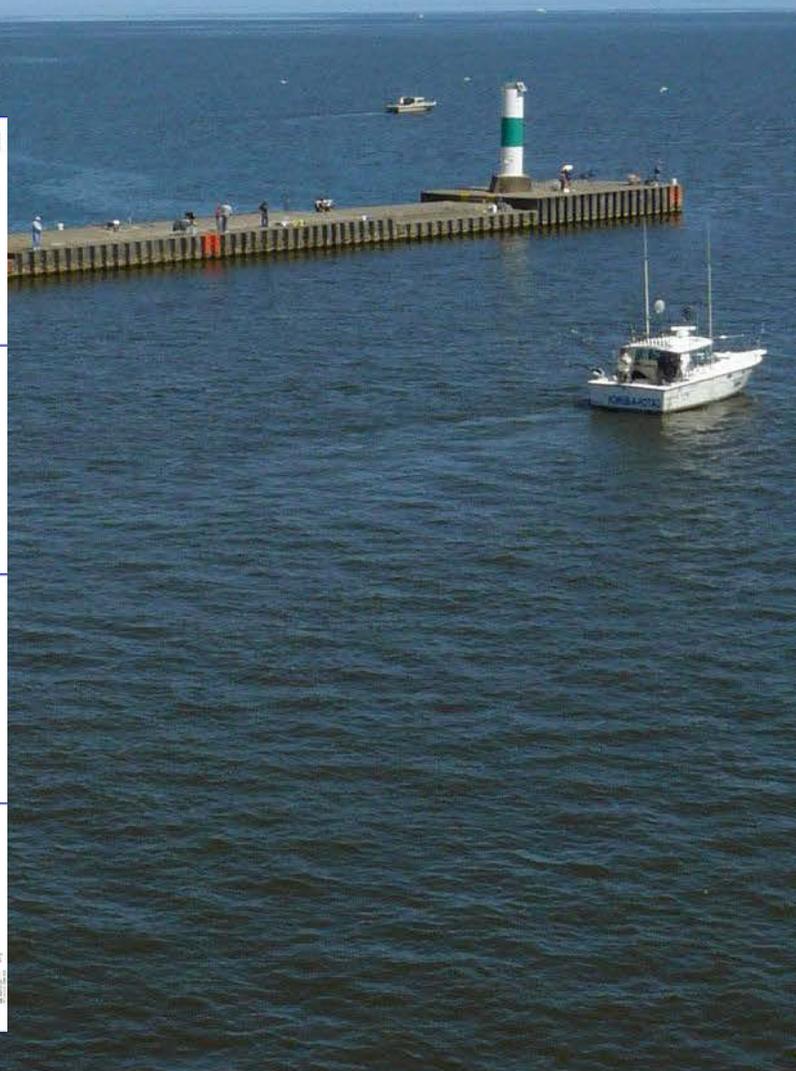
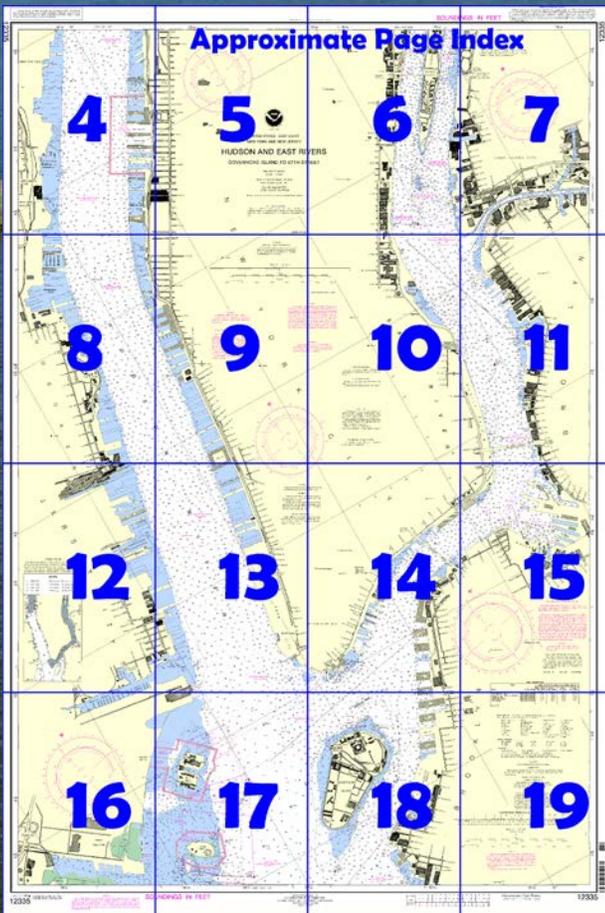


Hudson and East Rivers – Governors Island to 67th Street NOAA Chart 12335

*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.

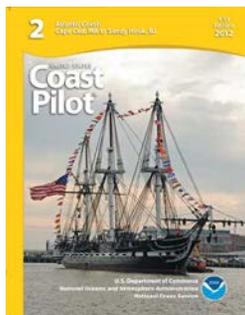
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12335>



(Selected Excerpts from Coast Pilot)

Hudson River, sometimes called **North River** in New York City, has its source in the Adirondack Mountains, about 275 miles along its course from a junction with East River at The Battery, NY, and flows in a general southerly direction into New York Upper Bay. Troy Lock and Dam, 134 miles above The Battery, permits vessels to pass from tidewater to the upper river and the New York State Canal System. The river

water is usually fresh as far south as Poughkeepsie, halfway from Troy Lock and Dam to The Battery.

New York City extends along the eastern bank of Hudson River for a distance of about 14 miles above The Battery. For about 5 miles northward from The Battery, the New York waterfront is an almost

continuous line of wharves and piers, some of which can accommodate the largest transatlantic liners.

Anchorage.—General anchorages begin 5 miles above The Battery and extend upriver for about 10 miles. (See **110.1** and **110.155**, chapter 2, for limits and regulations.)

Dangers.—Numerous fishtraps are planted each spring, usually from about mid-March to mid-May, during the seasonal run of shad to the spawning grounds in the upper Hudson. The charts show the fishtrap areas in the 30-mile stretch beginning about 5 miles above The Battery and extending upriver to Stony Point; Corps of Engineers permits are required for the placing of shad nets and poles in the charted areas. Outer limits of the nets usually are marked by flags during the day and by lights during the night. Caution is advised when navigating a fishtrap area because broken-off poles from previous traps may remain under the surface.

East River is a 14-mile-long tidal strait that connects Long Island Sound with New York Upper Bay and separates the western end of Long Island from the New York mainland. The Sound entrance is between Throgs Neck and Willets Point; the Upper Bay entrance is between The Battery and Governors Island. Hell Gate, about halfway between Throgs Neck and The Battery, is noted for its strong tidal currents. Harlem River extends northward from Hell Gate to the Hudson River. Both sides of the East River, from The Battery to Port Morris, a distance of 9 miles, present an almost continuous line of wharves except where shoals or currents prevent access.

Caution.—Mariners transiting East River in the vicinity of Rikers Island and/or South Brother Island Channel are advised of the following: East River Main Channel Lighted Buoy 5 has been established northeast of Rikers Island in 40°47'47"N., 73°51'59"W. to assure that no vessel penetration of air space exists over that portion of the East River which coincides with the glide path of the northeast-southwest runway of La Guardia Airport. Vessels with mast heights in excess of 125 feet shall pass 100 yards to the north of this buoy so as to avoid interference with the glide path.

Anchorage.—Several **general** and **special anchorages** are in East River. (See **110.1**, **110.60**, and **110.155**, chapter 2, for limits and regulations.)

Roosevelt Island Reef (Welfare Island Reef), with bare islets, rocks awash, and submerged rocks, extends 0.3 mile southwestward from the island. **Belmont Island**, near southwest end of reef, is marked by a light. From abreast the entrance to Newtown Creek, the 35-foot-project main channel of the East River crosses from the west side of the river to the east side. **Poorhouse Flats Lighted Range** (Front Light; 40°43'28"N., 73°57'46"W.), bearing **161°**, is on the Brooklyn side of the river and marks the best water in the crossover.

East River Deepwater Lighted Range (Front Light; 40°41'58"N., 73°59'59"W.), bearing **078°**, is on the Brooklyn side of the river and marks the best water in the 40-foot-project main channel which leads from deep water in New York Upper Bay to the East River. The range line passes about midway between The Battery and Governors Island, 0.5 mile to the southward.

Caution.—Eelgrass is found in most of the waters described in this chapter. Eelgrass nets are often placed at the entrances to canals and are sometimes difficult to see.

South shore inlets and bays are prone to extreme shoaling and depths as low as 1 to 2 feet at low tide. The location of marked channels is subject to change in order to mark best water.

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

RCC Boston Commander
1st CG District (617) 223-8555
Boston, MA

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

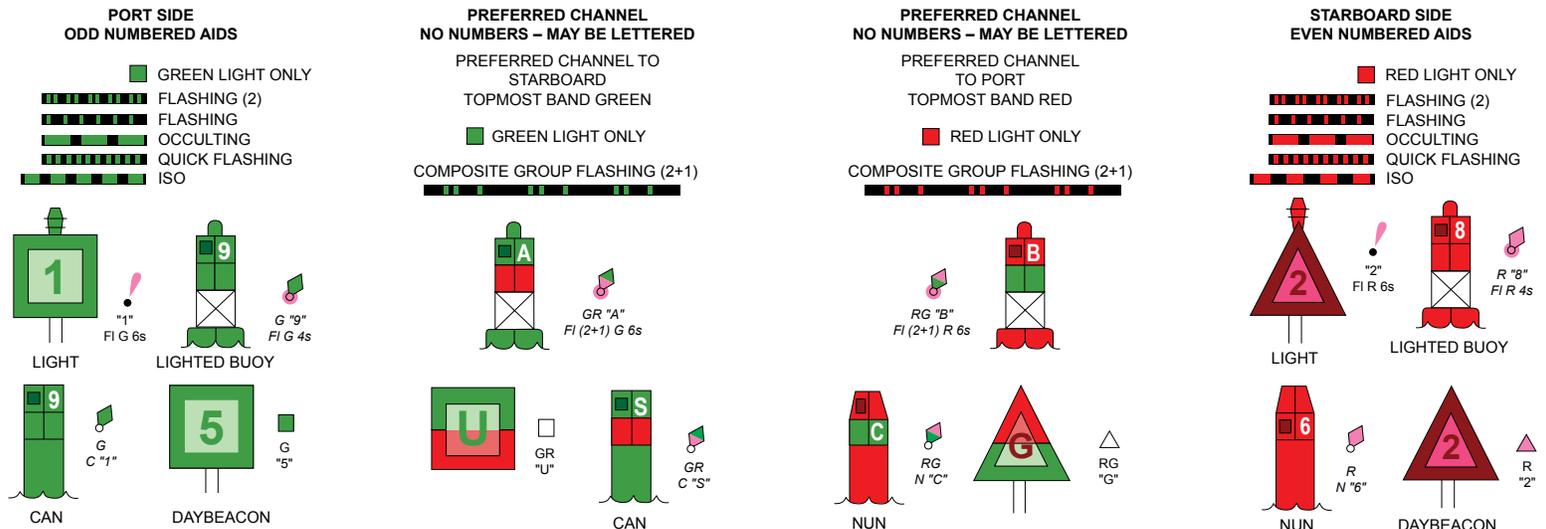
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

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

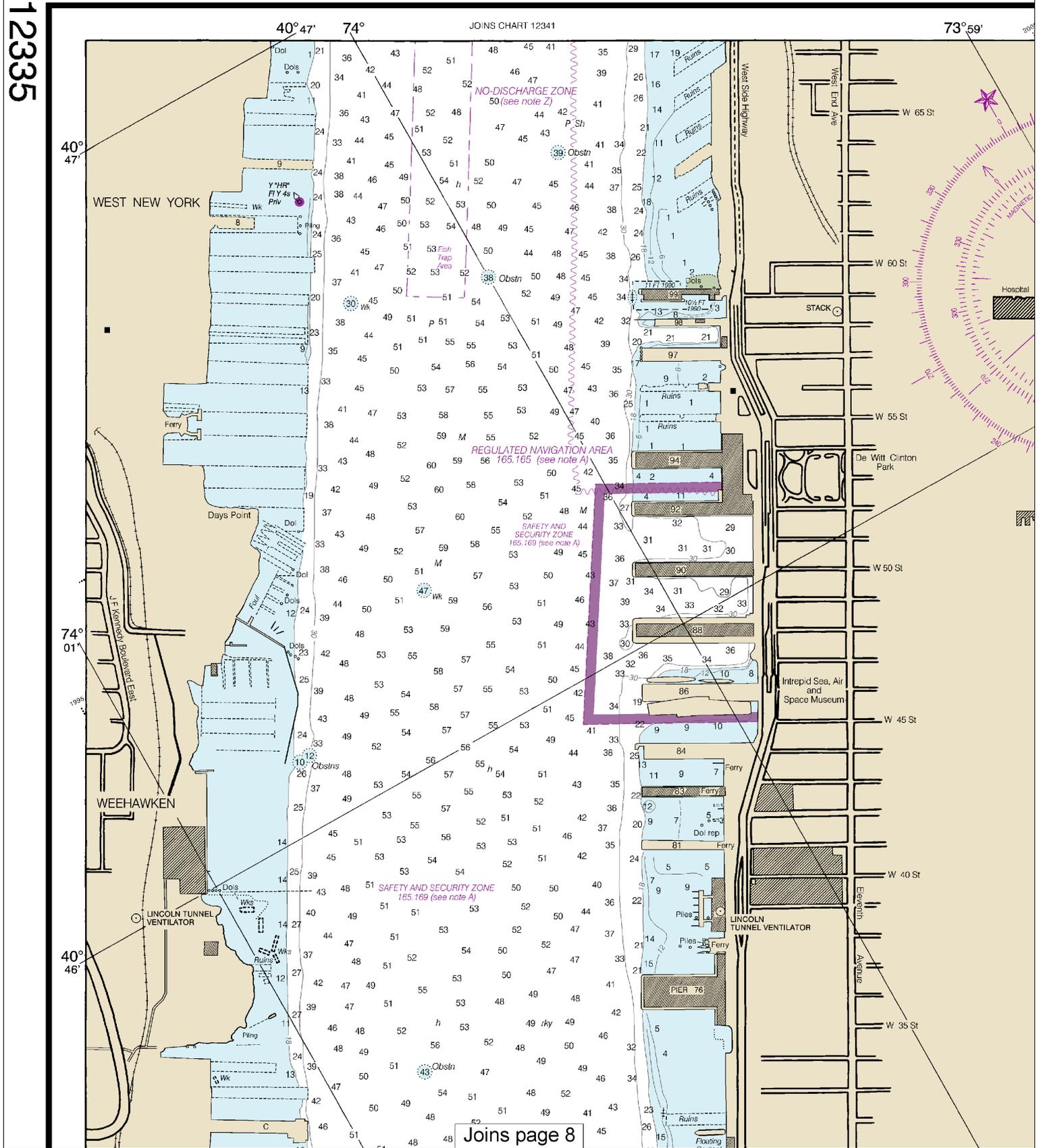
on navigable waters except Western Rivers



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>

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

123335



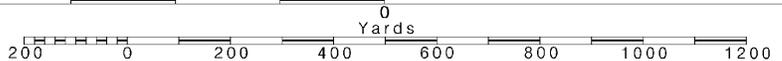
Joins page 8

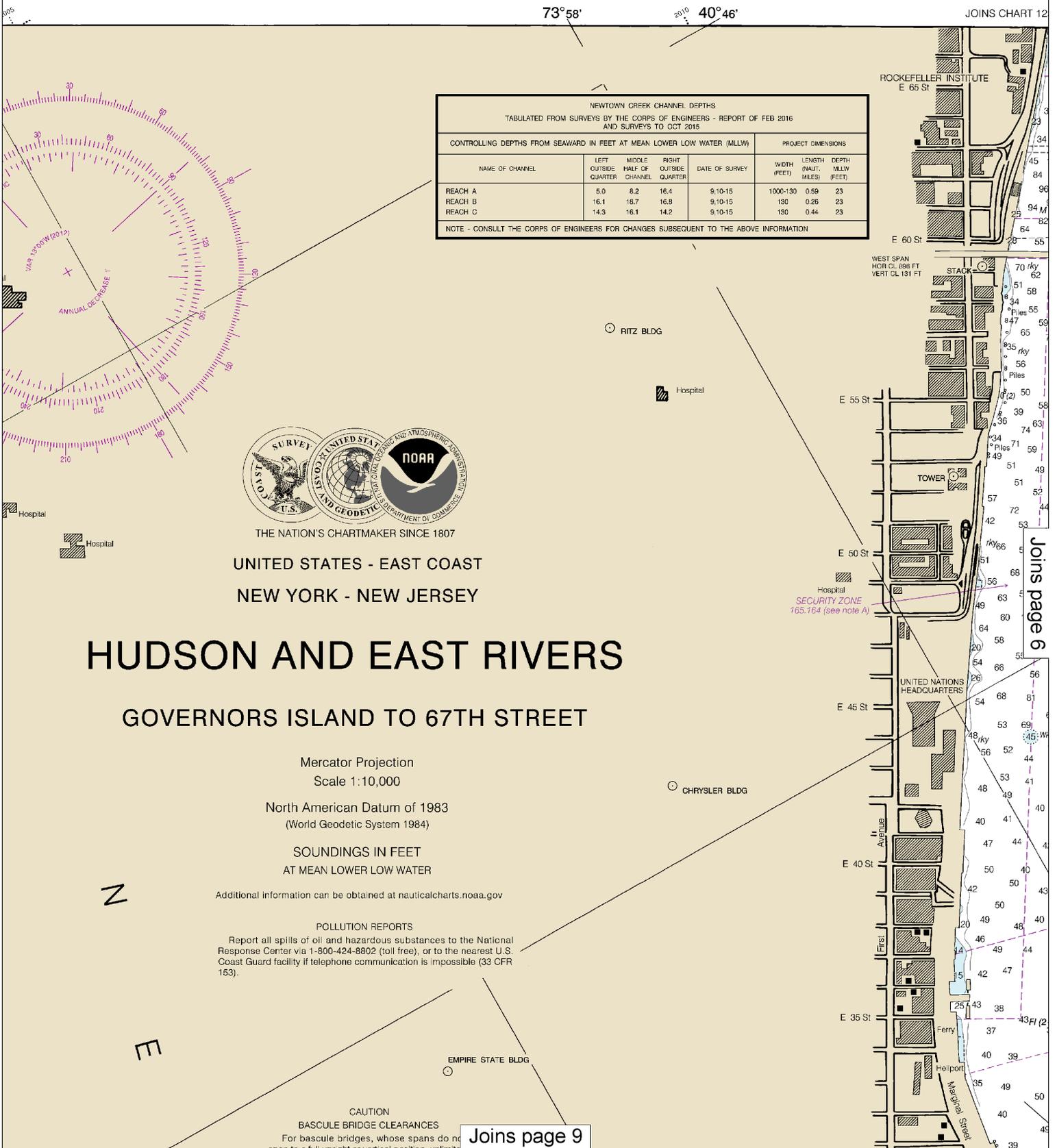
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.





Joins page 9

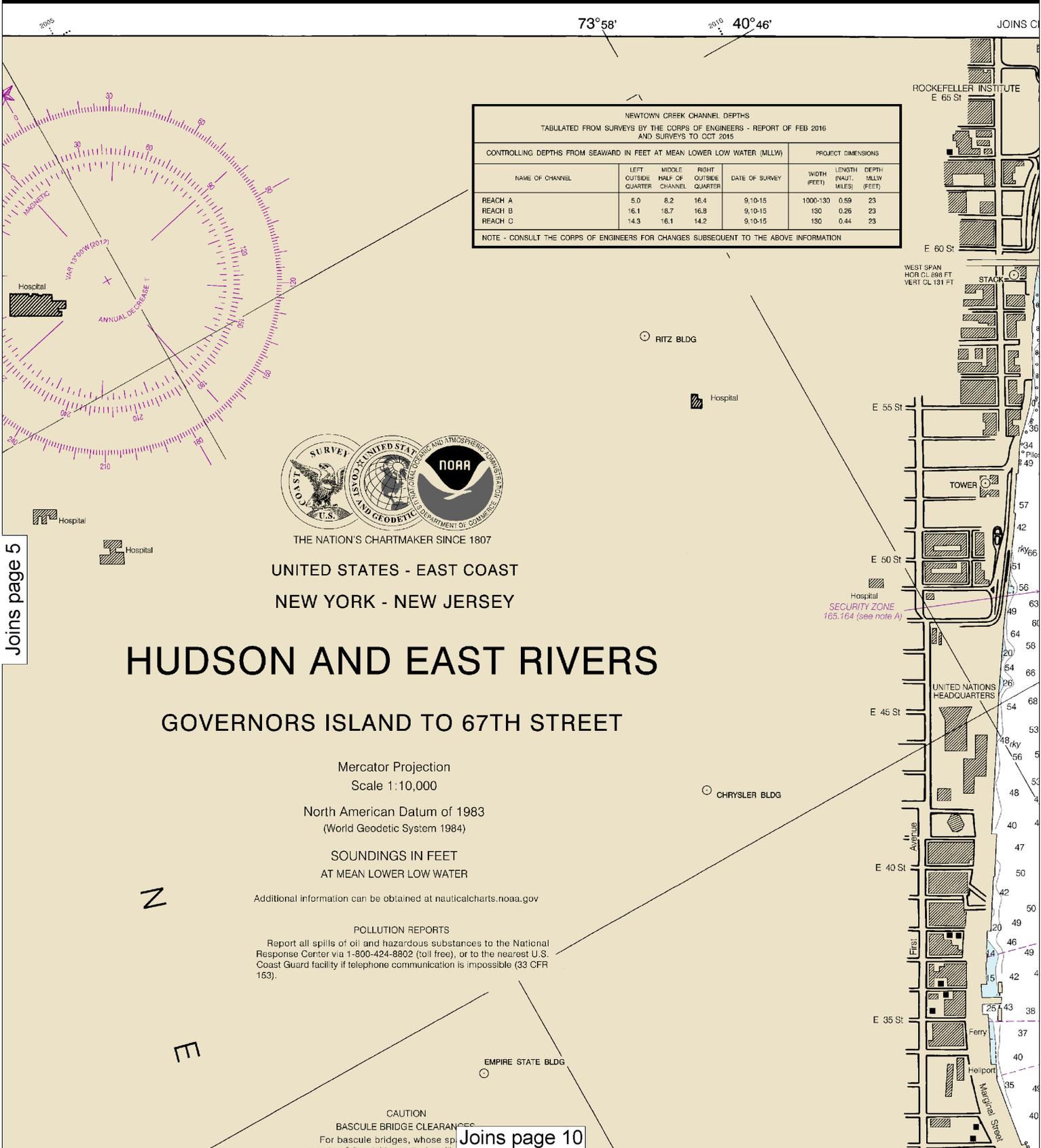
Joins page 6



THE NATION'S CHARTMAKER SINCE 1807



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



NEWTOWN CREEK CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB 2016
AND SURVEYS TO OCT 2015

| NAME OF CHANNEL | CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | DATE OF SURVEY | PROJECT DIMENSIONS | | |
|-----------------|--|------------------------|-----------------------|----------------|--------------------|----------------------|--------------|
| | LEFT OUTSIDE QUARTER | MIDDLE HALF OF CHANNEL | RIGHT OUTSIDE QUARTER | | WIDTH (FEET) | LENGTH (NAUT. MILES) | DEPTH (FEET) |
| REACH A | 5.0 | 8.2 | 16.4 | 9,10-15 | 1000-130 | 0.59 | 23 |
| REACH B | 16.1 | 18.7 | 16.9 | 9,10-15 | 130 | 0.26 | 23 |
| REACH C | 14.3 | 16.1 | 14.2 | 9,10-15 | 150 | 0.44 | 23 |

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



THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - EAST COAST
NEW YORK - NEW JERSEY

HUDSON AND EAST RIVERS

GOVERNORS ISLAND TO 67TH STREET

Mercator Projection
 Scale 1:10,000

North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov

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 are not fully raised at all times, consult the chart notes.

Joins page 5

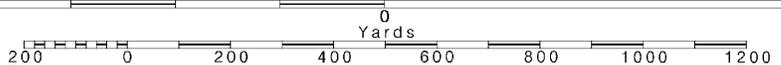
Joins page 10



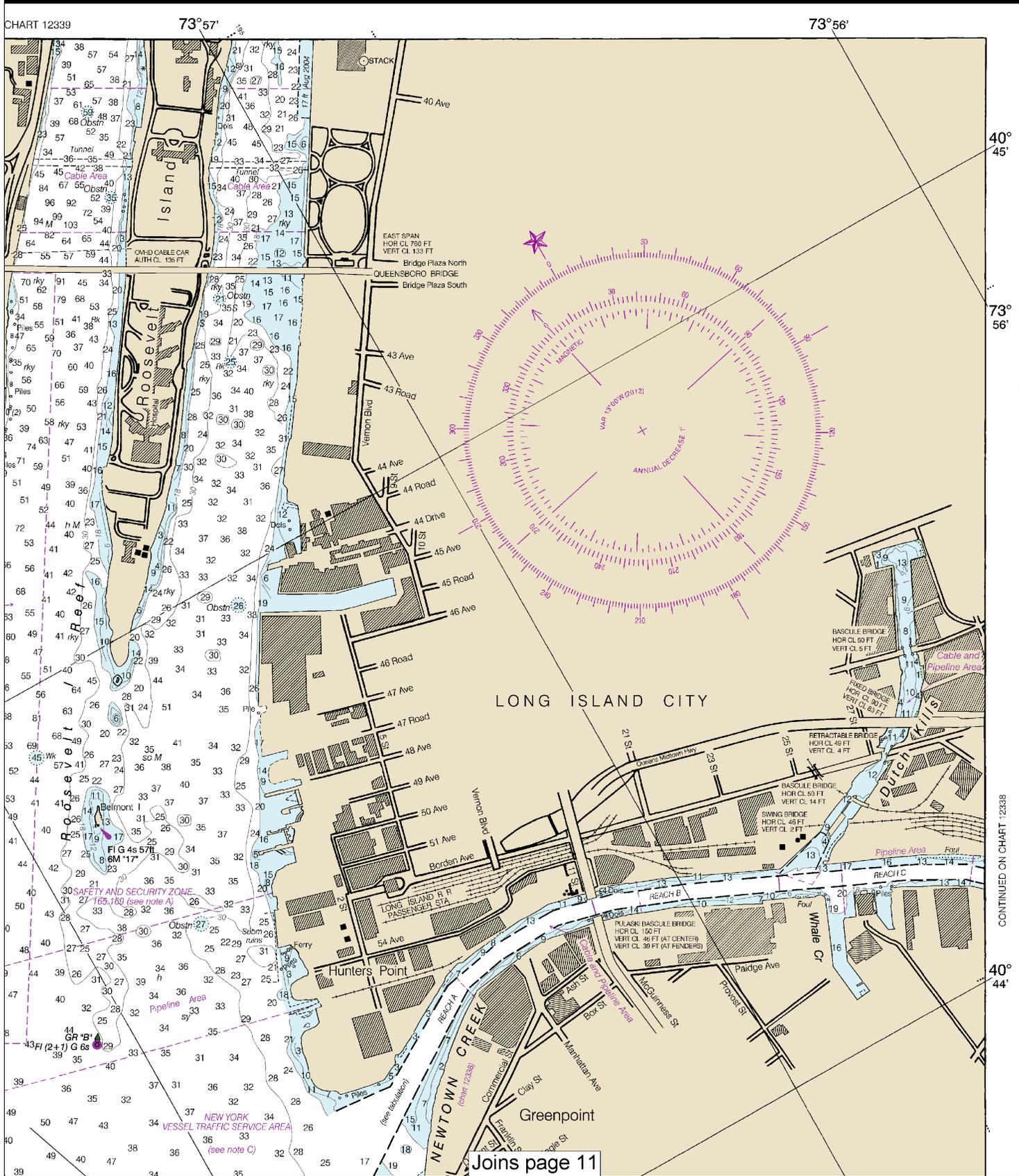
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —
 Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET

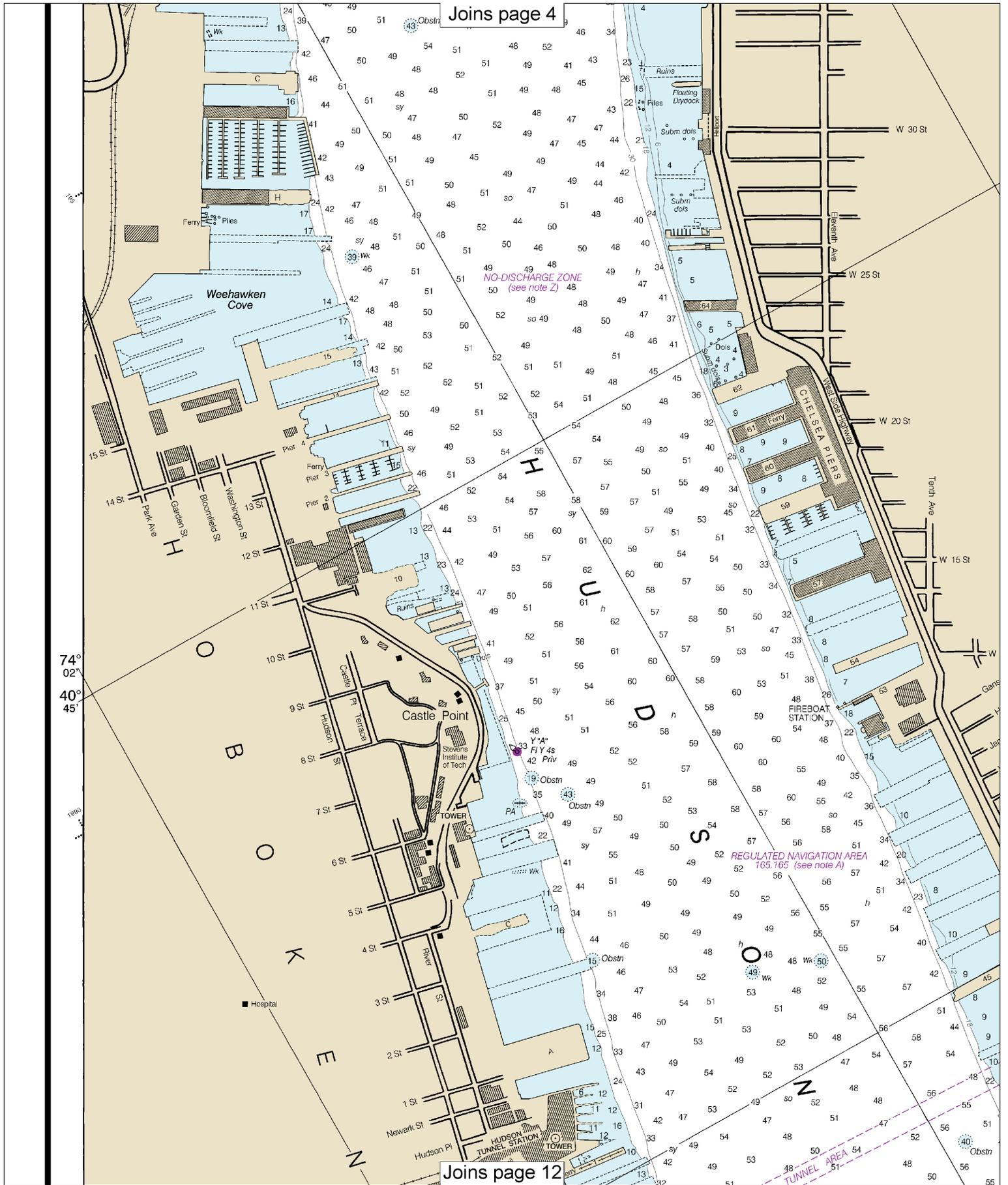


12335

CONTINUED ON CHART 12338

45th Ed., Mar. 2012. Last Correction: 12/13/2016. Cleared through:
 LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)





Note: Chart grid lines are aligned with true north.

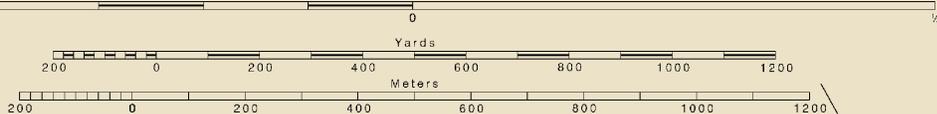
Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.



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.

SCALE 1:10,000
Nautical Miles



METROPOLITAN LIFE TOWER

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.

NOTE C
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

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.

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

FISH TRAP AREAS
Boundary lines of fish trap areas are shown thus:
Submerged piling may exist in these areas.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important supplemental information.

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)

Joins page 6

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SCALE 1:10,000
Nautical Miles



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Joins page 14

Joins page 9

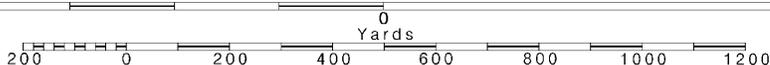
15 St

W 12 St
Ganesvoort St
Horatio St
Jene St
W 12 St
Bethune St
Bank St
W 11 St
Perry St
Charles St
W 10 St
Christopher St
Barrow St
Morton St
Le Roy St
Clarkson St
W Houston St
King St
Charlton St
Spring St

PIER 40

Printed at reduced scale. SCALE 1:10,000
Nautical Miles

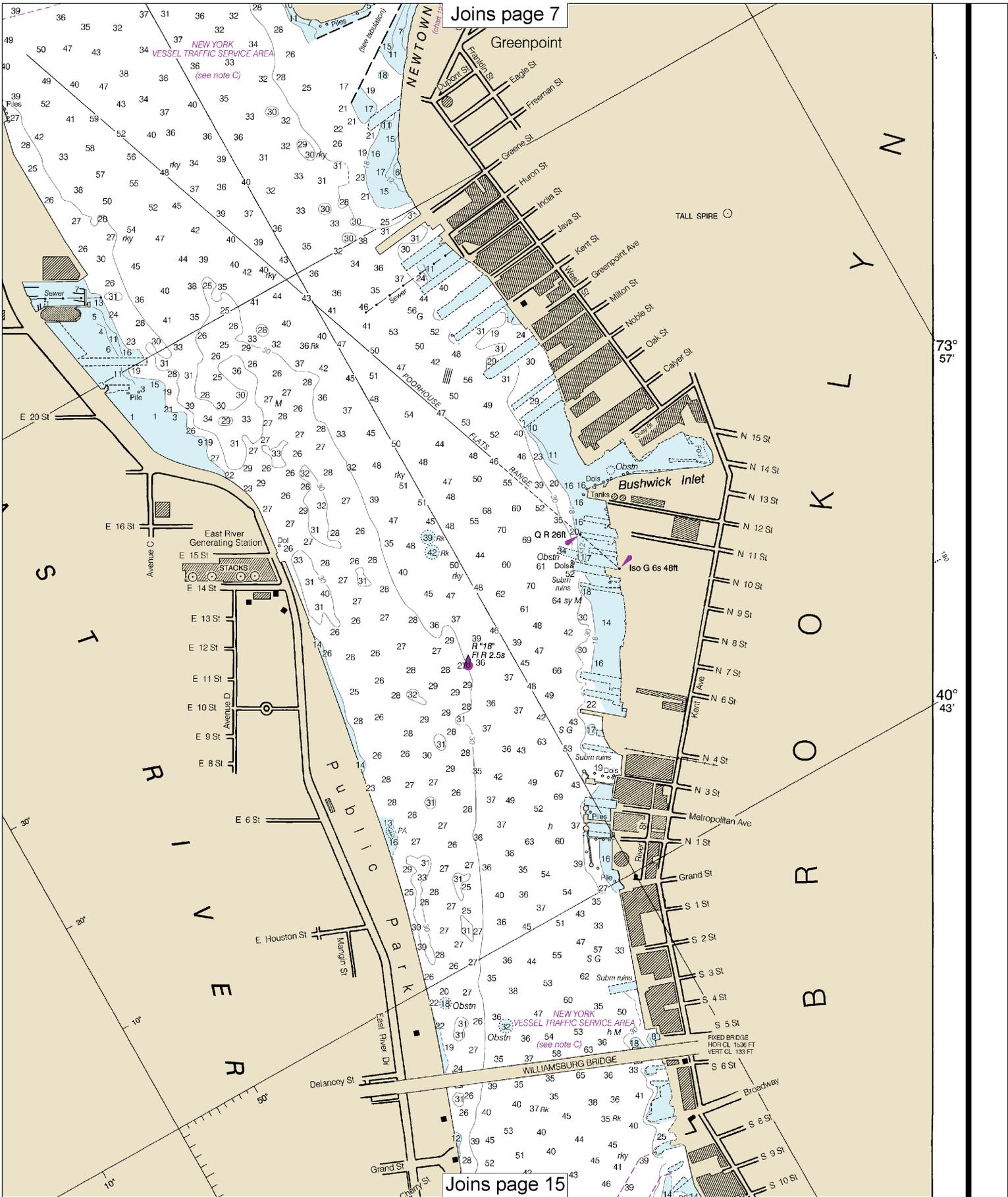
See Note on page 5.



10

Note: Chart grid lines are aligned with true north.

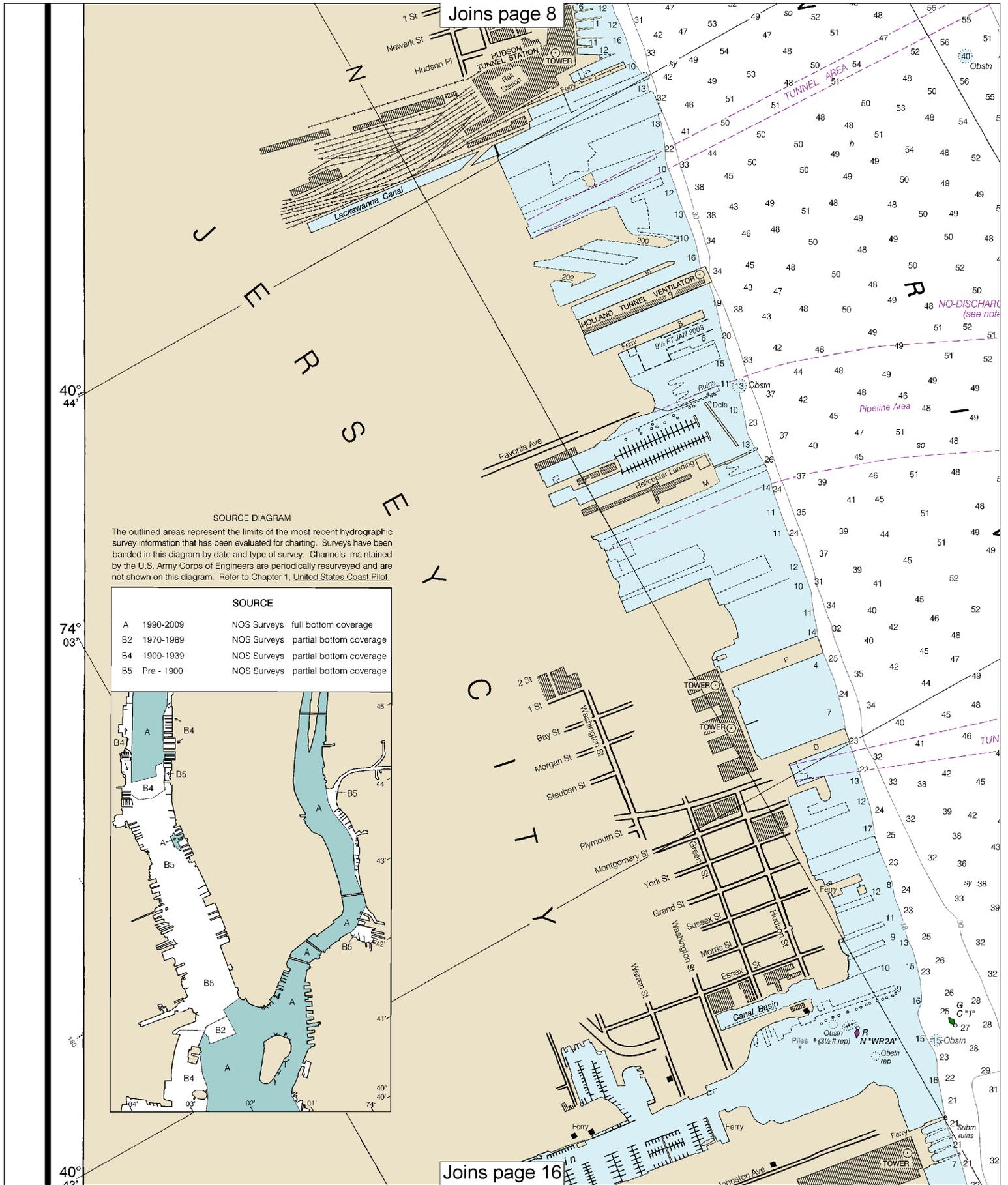
Joins page 7



Joins page 15

73° 57' 40° 43'

Joins page 8

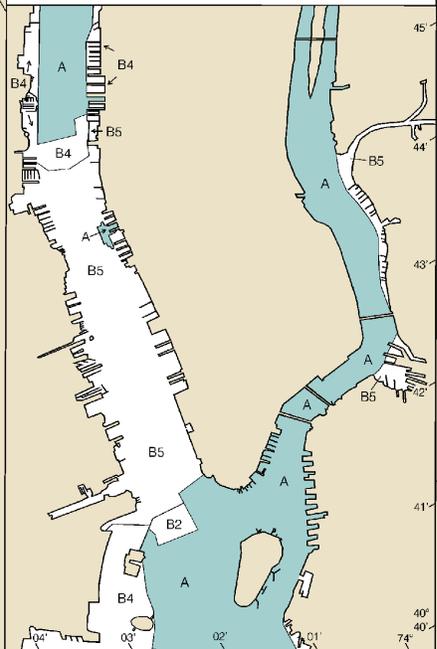


SOURCE DIAGRAM

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 | 1990-2009 | NOS Surveys | full bottom coverage |
| B2 | 1970-1989 | NOS Surveys | partial bottom coverage |
| B4 | 1900-1939 | NOS Surveys | partial bottom coverage |
| B5 | Pre - 1900 | NOS Surveys | partial bottom coverage |



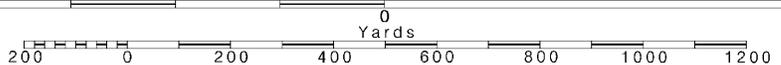
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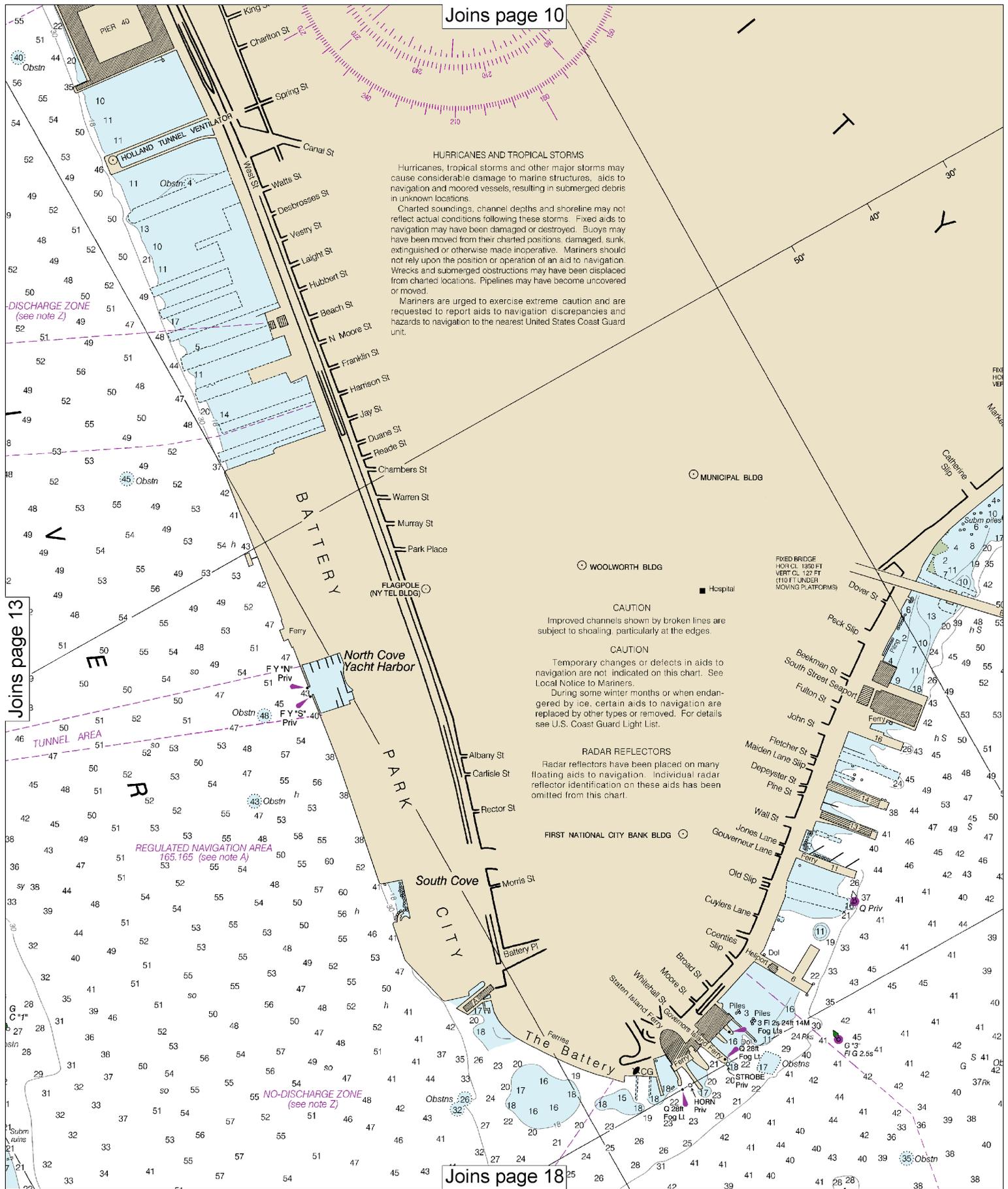
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. —SCALE 1:10,000—
Nautical Miles

See Note on page 5.

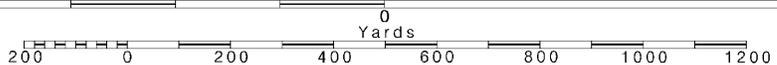


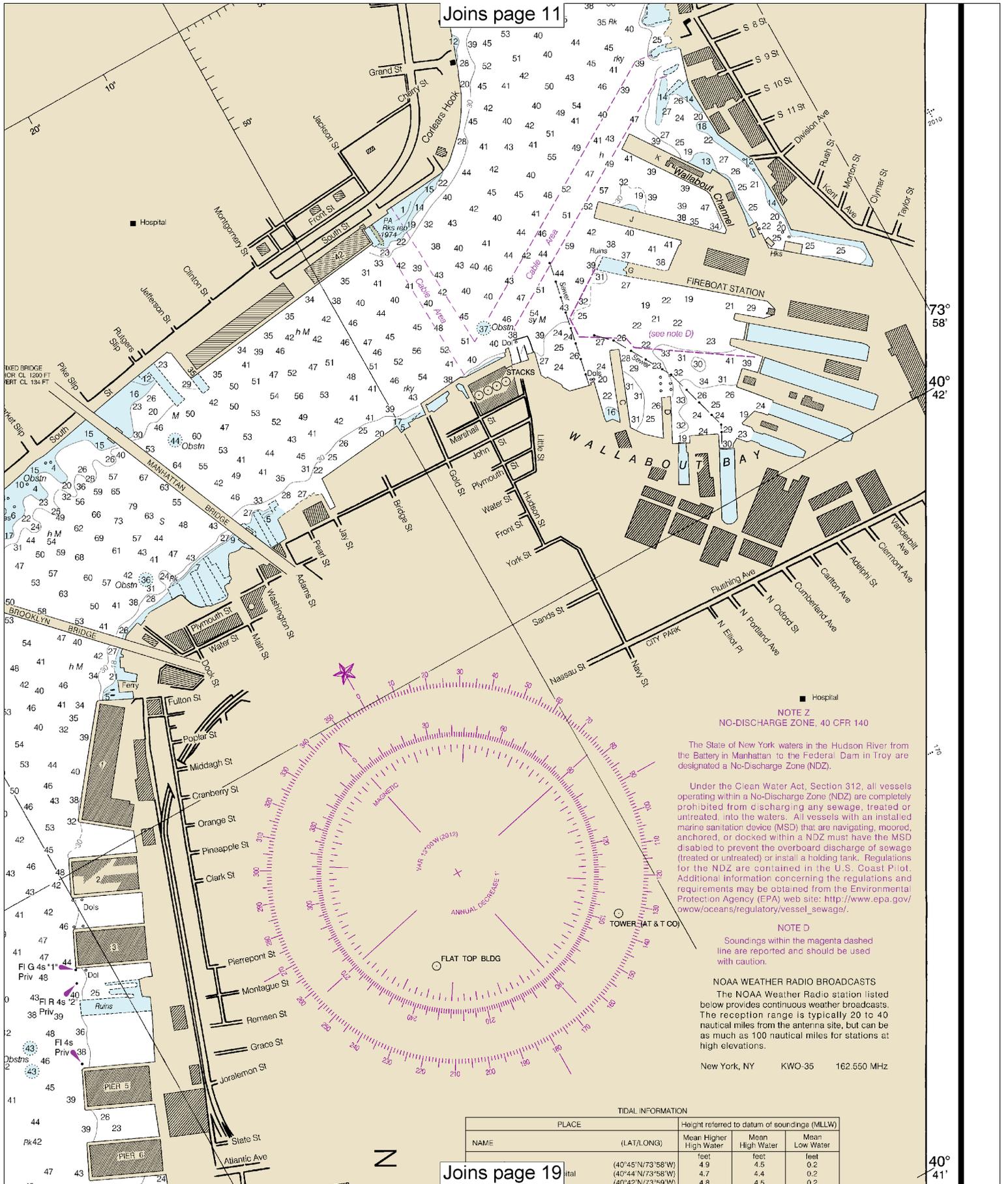


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —
 Nautical Miles

See Note on page 5.





NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

The State of New York waters in the Hudson River from the Battery in Manhattan to the Federal Dam in Troy are designated as a No-Discharge Zone (NDZ).

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 D

Soundings within the magenta dashed line are reported and should be used with caution.

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 high as 100 nautical miles for stations at high elevations.

New York, NY KWO-35 162.550 MHz

TIDAL INFORMATION

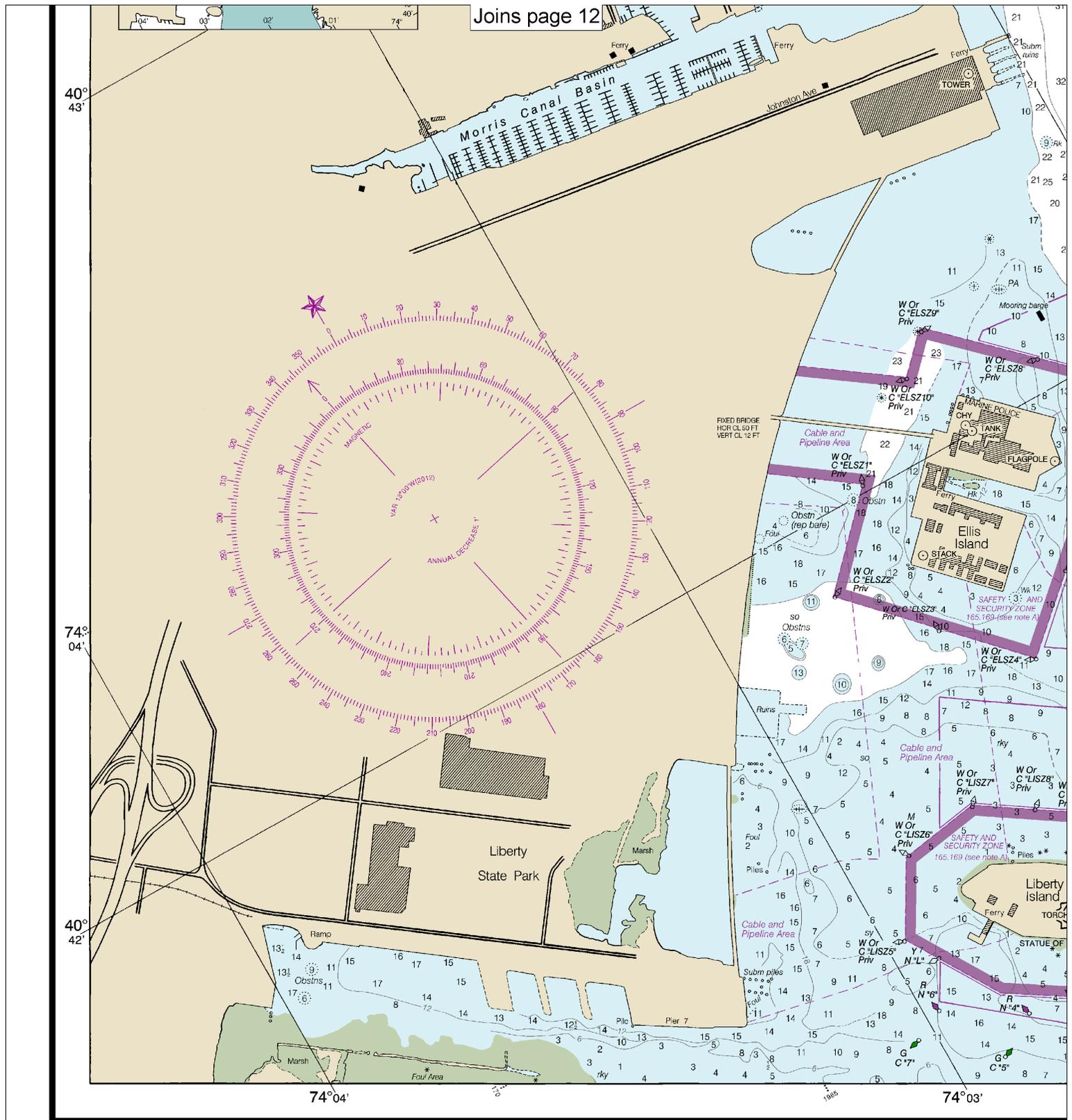
| PLACE | Height referred to datum of soundings (MLLW) | TIDAL INFORMATION | | |
|-------|--|------------------------|-----------------|----------------|
| | | Mean Higher High Water | Mean High Water | Mean Low Water |
| NAME | (LAT./LONG.) | feet | feet | feet |
| ital | (40°45'N/73°58'W) | 4.9 | 4.5 | 0.2 |
| | (40°44'N/73°58'W) | 4.7 | 4.4 | 0.2 |
| | (40°42'N/73°59'W) | 4.8 | 4.5 | 0.2 |

73° 58'

40° 42'

73° 58'

40° 41'



Joins page 12

12335

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.

45th Ed., Mar. 2012. Last Correction: 12/13/2016. Cleared through:
 LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

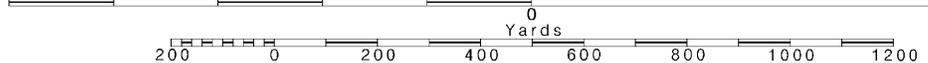
SOUNDINGS IN F

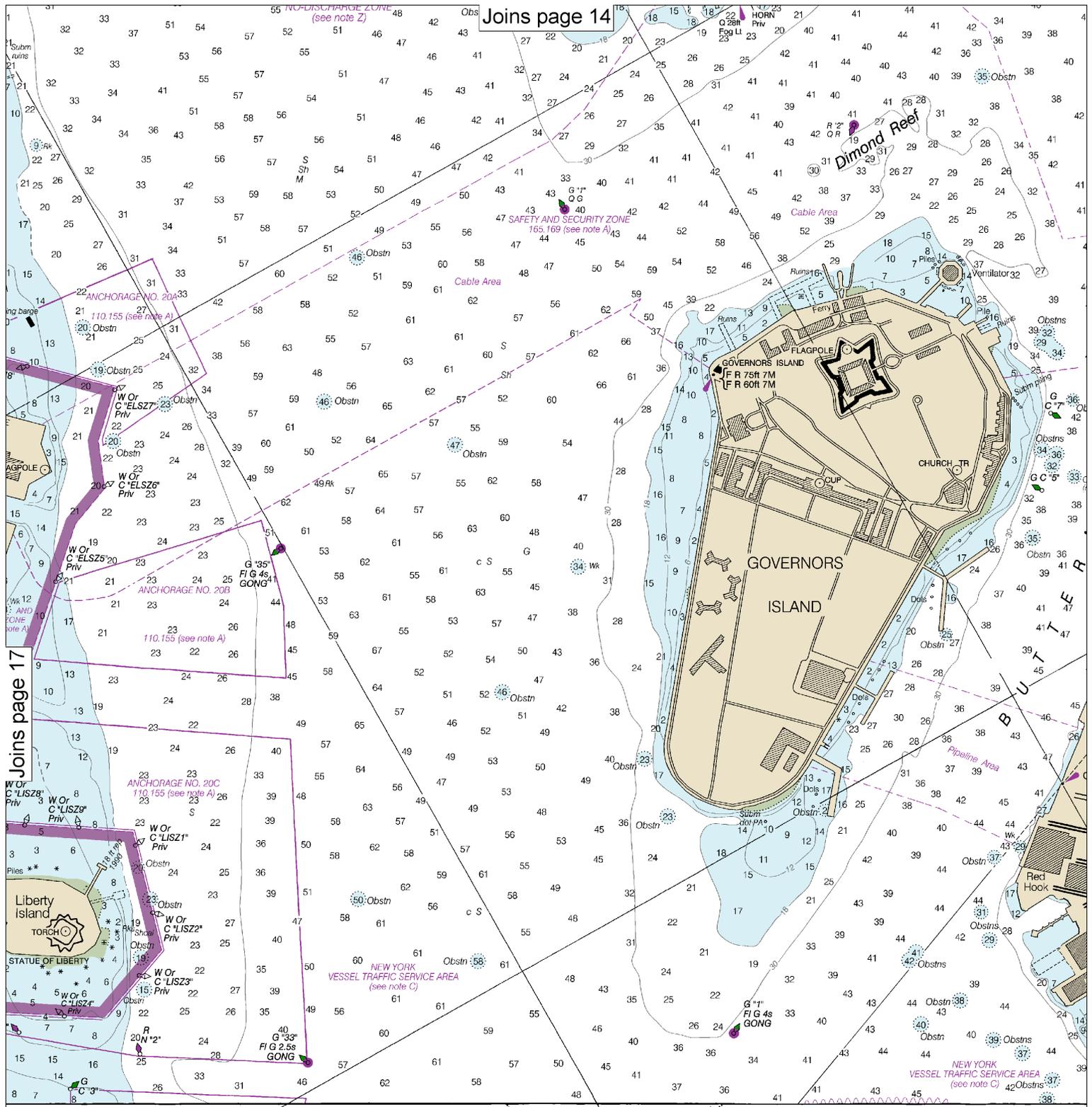
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.





40°41' JOINS CHART 12334

74°02'

18 FEET

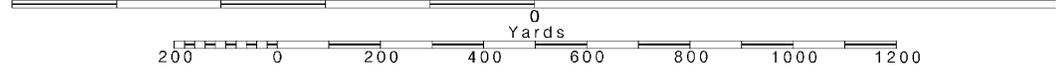
Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000

See Note on page 5.



TIDAL INFORMATION

| NAME | PLACE (LAT/LONG) | Height referred to datum of soundings (MLLW) | | |
|----------------------------------|-------------------|--|-----------------|----------------|
| | | Mean Higher High Water | Mean High Water | Mean Low Water |
| East 41st St. Pier | (40°45'N/73°58'W) | 4.9 | 4.5 | 0.2 |
| East 27th St., Bellevue Hospital | (40°44'N/73°58'W) | 4.7 | 4.4 | 0.2 |
| Wallabout Bay | (40°42'N/73°59'W) | 4.8 | 4.5 | 0.2 |
| Governors Island | (40°42'N/74°01'W) | 4.9 | 4.6 | 0.2 |
| The Battery | (40°42'N/74°01'W) | 5.1 | 4.7 | 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>. (Feb 2012)

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 | Rot rotating |
| B black | Iso isophase | OBSC obscured | s seconds |
| Bn beacon | LT LC lighthouse | Oc occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| DIA diaphone | m minutes | Q quick | VG 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:

| | | | | |
|--------------|----------|---------|-------------|-----------|
| Bds boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Gr grass | M mud | S sand | sy sticky |

Miscellaneous:

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

(1) 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.

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, and U.S. Coast Guard.

PLANE COORDINATE GRID

(based on NAD 1927)
New York State Grid, Long Island Zone, is indicated by dotted ticks at 5,000 foot intervals. The last three digits have been omitted.

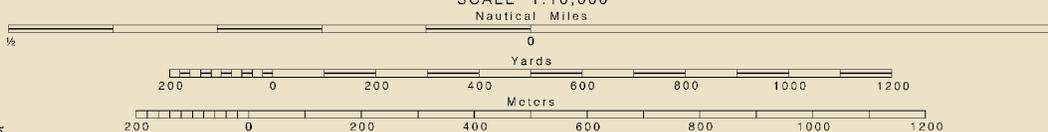
HORIZONTAL DATUM

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 0.389' northward and 1.502' eastward to agree with this chart.

LOGARITHMIC SPEED SCALE



SCALE 1:10,000

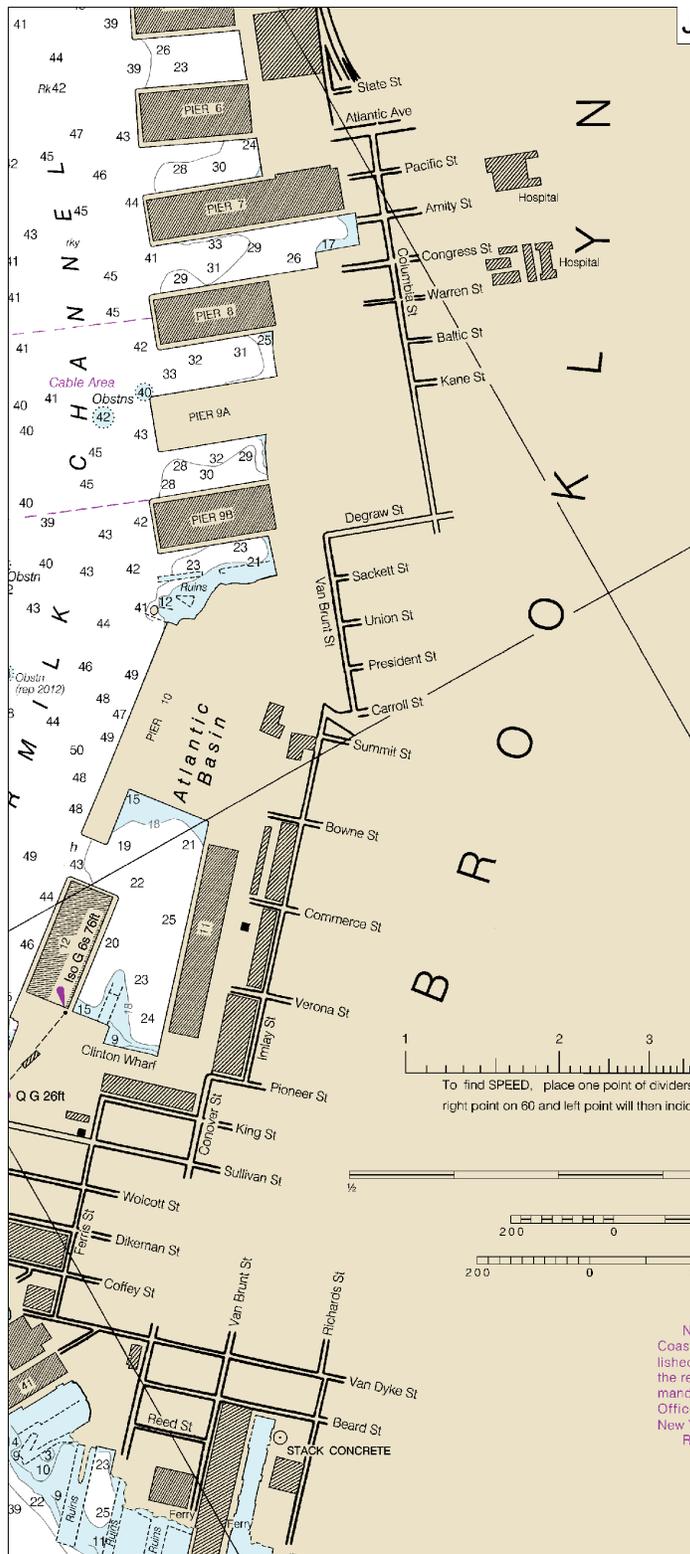


NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. 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, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, NY.

Refer to charted regulation section numbers.

ELEVATOR



| | | | | | | | | | | | | | | | | | |
|---------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 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 |

Hudson and East Rivers
SOUNDINGS IN FEET - SCALE 1:10,000

12335



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
- 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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