

BookletChart™

Passaic and Hackensack Rivers

NOAA Chart 12337

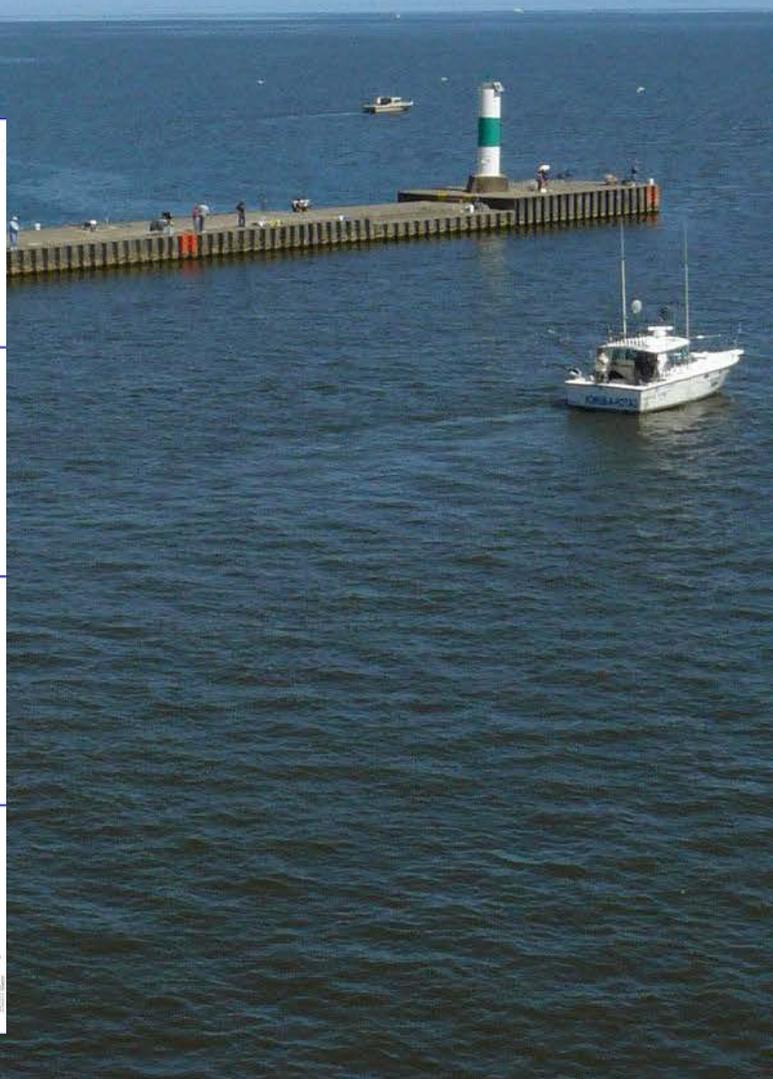
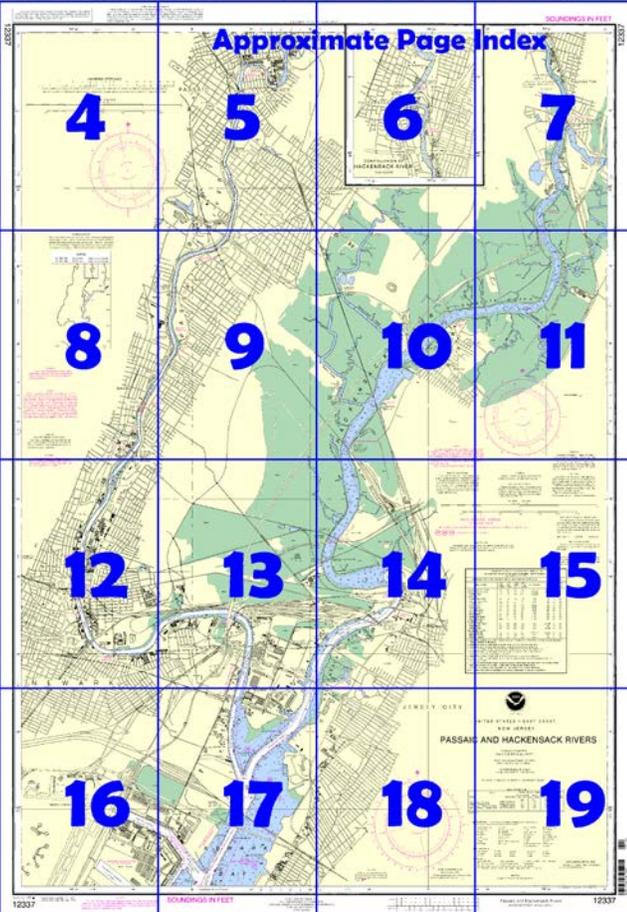


A reduced-scale NOAA nautical chart for small boaters

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.

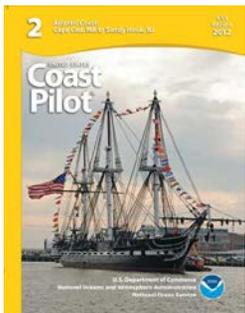
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12337>.



(Selected Excerpts from Coast Pilot)

Newark Bay has a length of about 4 miles from Kill Van Kull to the junction of the two channels leading to Passaic and Hackensack Rivers. The greater part of the bay is very shoal, but a dredged channel leads through the bay to the rivers. The channel is well marked by lights and buoys. Strangers in small vessels should have no difficulty when using the chart as a guide. Deep-draft vessels should employ a pilot.

Channels.—Federal project depth in the main channel to about 0.3 mile north of the branch channel to the Port Elizabeth Marine Terminal is 45 feet, thence 40 feet to Port Newark, thence 35 feet to the junction of

Passaic and Hackensack Rivers. (See Notice to Mariners and latest editions of charts for controlling depths.)

Anchorage.—General and special anchorages are in Newark Bay. (See **110.1**, **110.60 (q)**, **(r)**, and **110.155 (h)**, chapter 2, for limits and regulations.)

Ice.—Ice sometimes closes navigation during a part of January and February.

The **Port Elizabeth Marine Terminal** operated by the Port Authority of New York and New Jersey, is on Newark Bay in Elizabeth, NJ, on the south side of Elizabeth Channel south of Port Newark. The facility is about 8 miles from The Narrows via Kill Van Kull. It is adjacent to the New Jersey Turnpike and Newark Airport in the heart of the New Jersey industrial area, about 25 minutes by highway from Manhattan.

The terminal has 25 deep-draft berths with depths of 32 to 40 feet reported alongside, and deck heights of 12 feet. In 1996, a rock with 36 feet of water over it was reported in about 40°40'26.6"N., 74°7'57.1"W., about 200 yards NNE of Buoy 14.

A large container-handling complex with extensive lift-on/lift-off and roll-on/roll-off systems is at the terminal. Included in this complex are cranes up to 50 tons, mobile straddle carriers with 32-ton capacities, cargo-handling buildings with more than 1-million square feet of storage space, and a large area for open storage. A Class I railroad provides the terminal with direct rail services. Excellent cargo handling and storage facilities are available.

Channels.—Federal project depth in Elizabeth Channel, leading to the terminal from the main channel in Newark Bay, is 45 feet. (See Notice to Mariners and latest editions of charts for controlling depths.)

Port Newark Terminal, operated by the Port Authority of New York and New Jersey, is on the western side of Newark Bay 2.7 miles above the south entrance, northward of the Port Elizabeth Marine Terminal. It is in the heart of the New Jersey industrial area, adjacent to the New Jersey Turnpike and Newark Airport. There are 37 deep-draft berths; reported depths alongside, 32 to 35 feet; deck heights, 11 to 12 feet; many transport and storage areas and excellent cargo handling facilities. A Class I railroad provides the terminal with direct rail service.

Channels.—Federal project depth in Port Newark Channel and Port Newark Pierhead Channel, leading to the terminal from the main channel in Newark Bay, is 40 feet. (See Notice to Mariners and latest editions of charts for controlling depths.)

The New Jersey Turnpike (IS 78) bridge, 0.7 mile above the entrance to Port Newark Terminal, has a fixed span with a clearance of 135 feet. The railroad bridge, 0.2 mile above the New Jersey Turnpike bridge, has a vertical-lift span with a clearance of 35 feet down and 135 feet up. The bridgetender at the railroad bridge monitors VHF-FM channel 13; call sign KS-9968.

A marina on the east side of Newark Bay about 0.9 mile above the New Jersey Turnpike bridge provides berths, gasoline, diesel fuel, water, electricity, ice, storage, marine supplies, and a 25-ton lift; hull and engine repairs can be made.

Passaic River, which flows into the northwest end of Newark Bay, is used by vessels to **Passaic**, a manufacturing city at the head of navigation 13 miles above the mouth. Above the Wall Street bridge at Passaic the river is obstructed by boulders partly showing above the water for 1.5 miles to the **Dundee Dam**. The city of **Newark** extends along the river for a distance of nearly 5 miles above the mouth.

**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

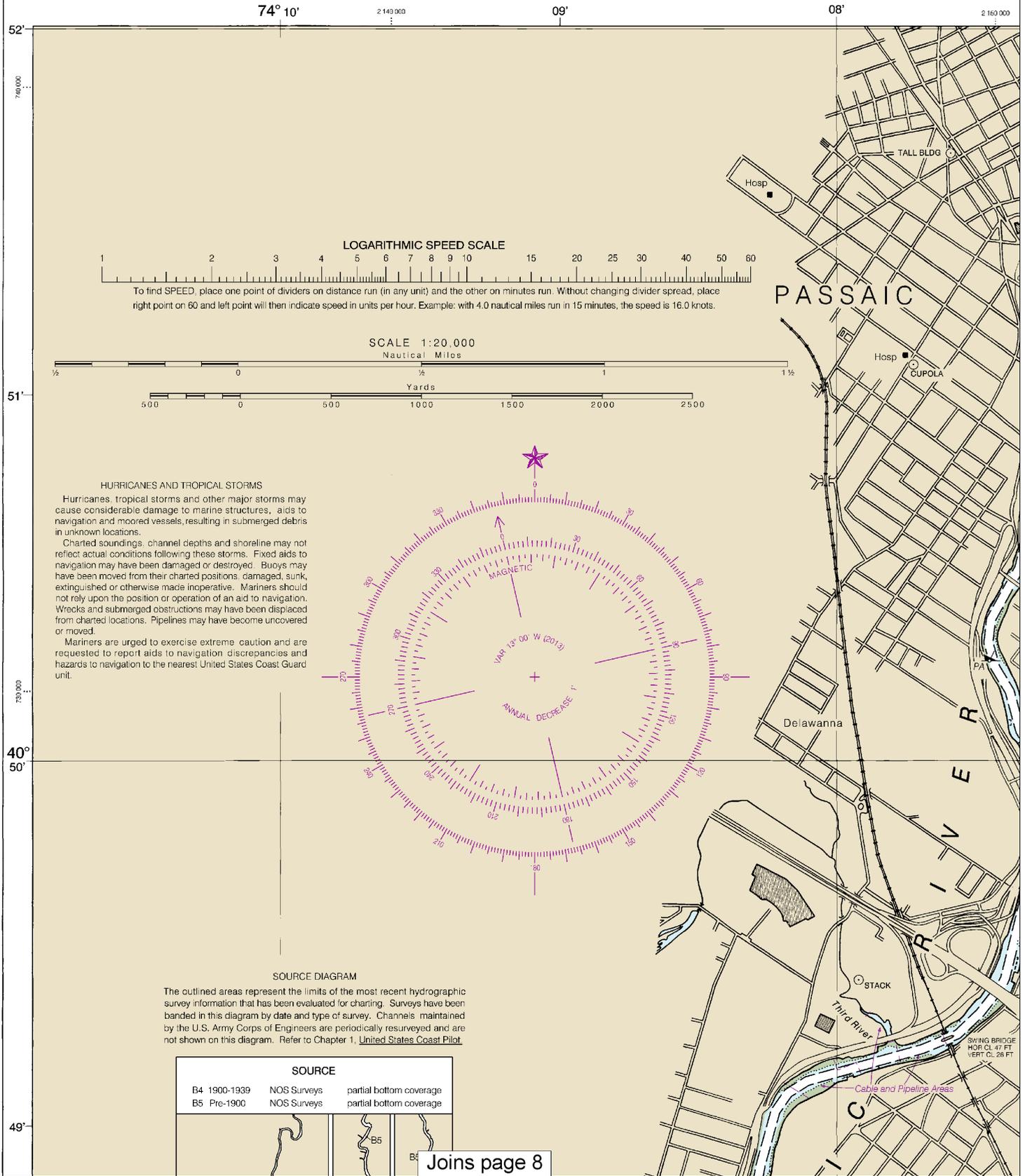
on navigable waters except Western Rivers



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/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

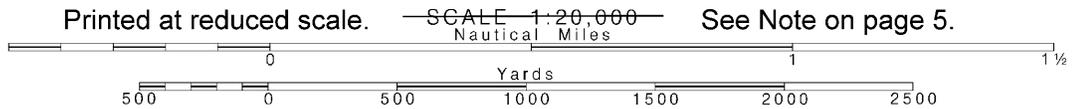
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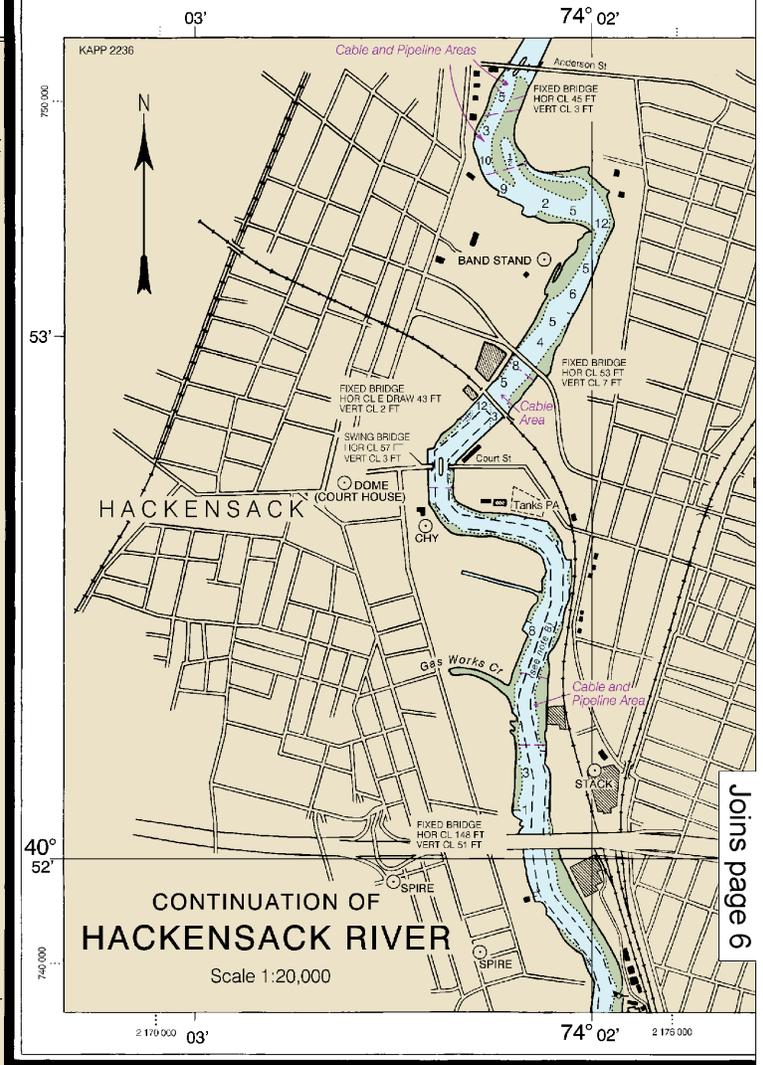
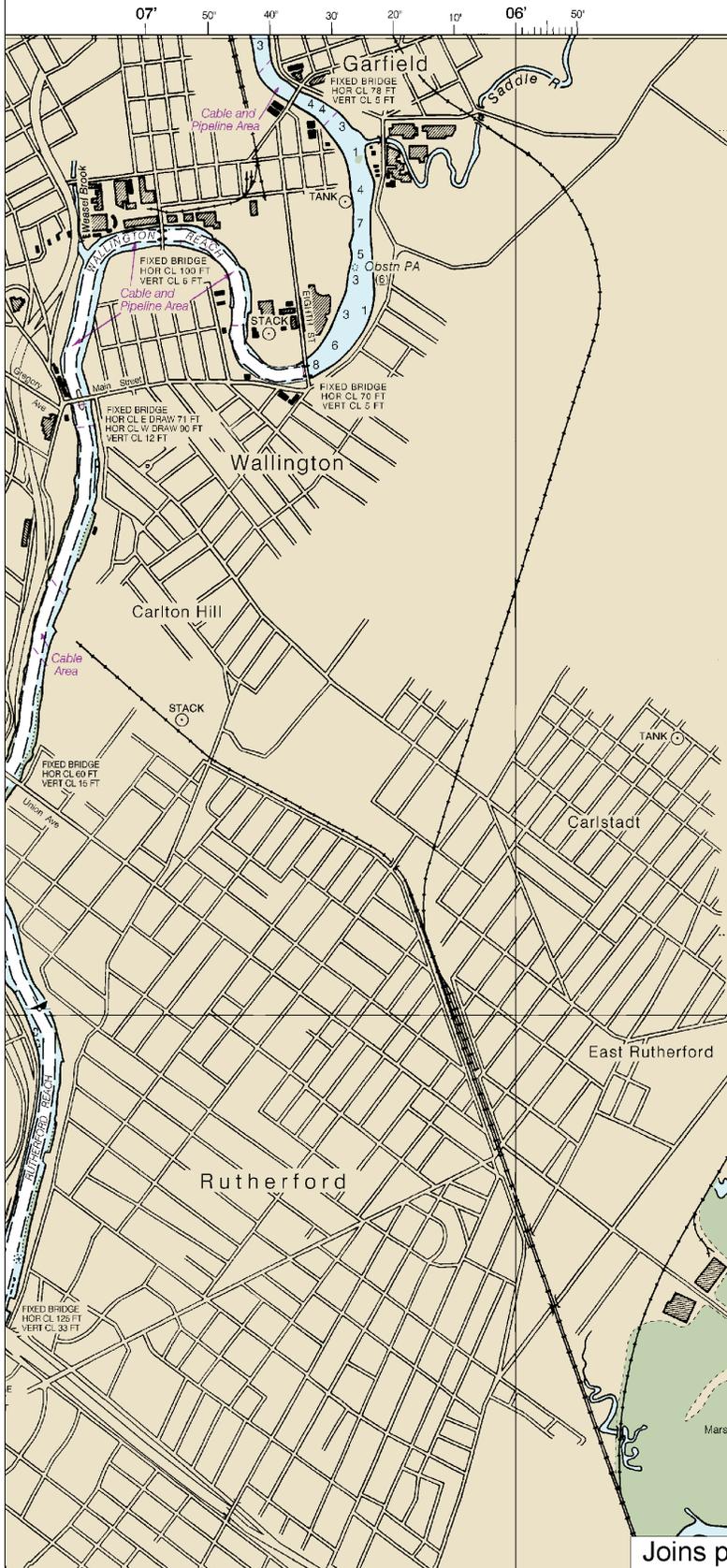


Joins page 8

4

Note: Chart grid lines are aligned with true north.



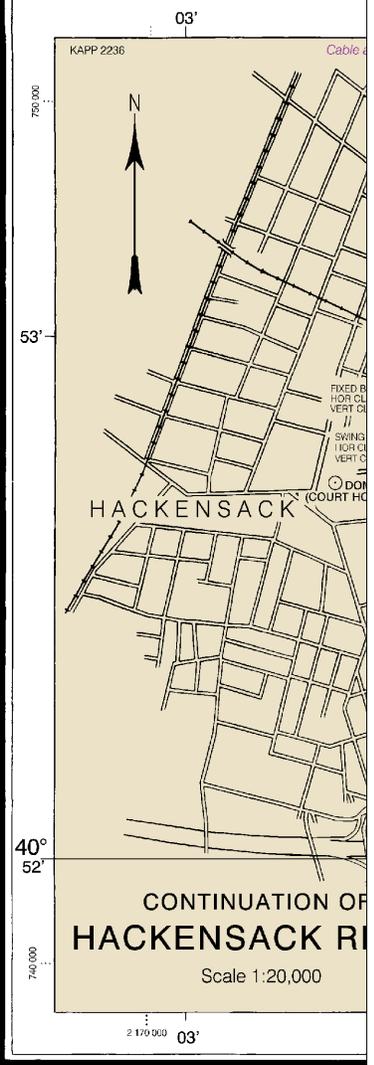
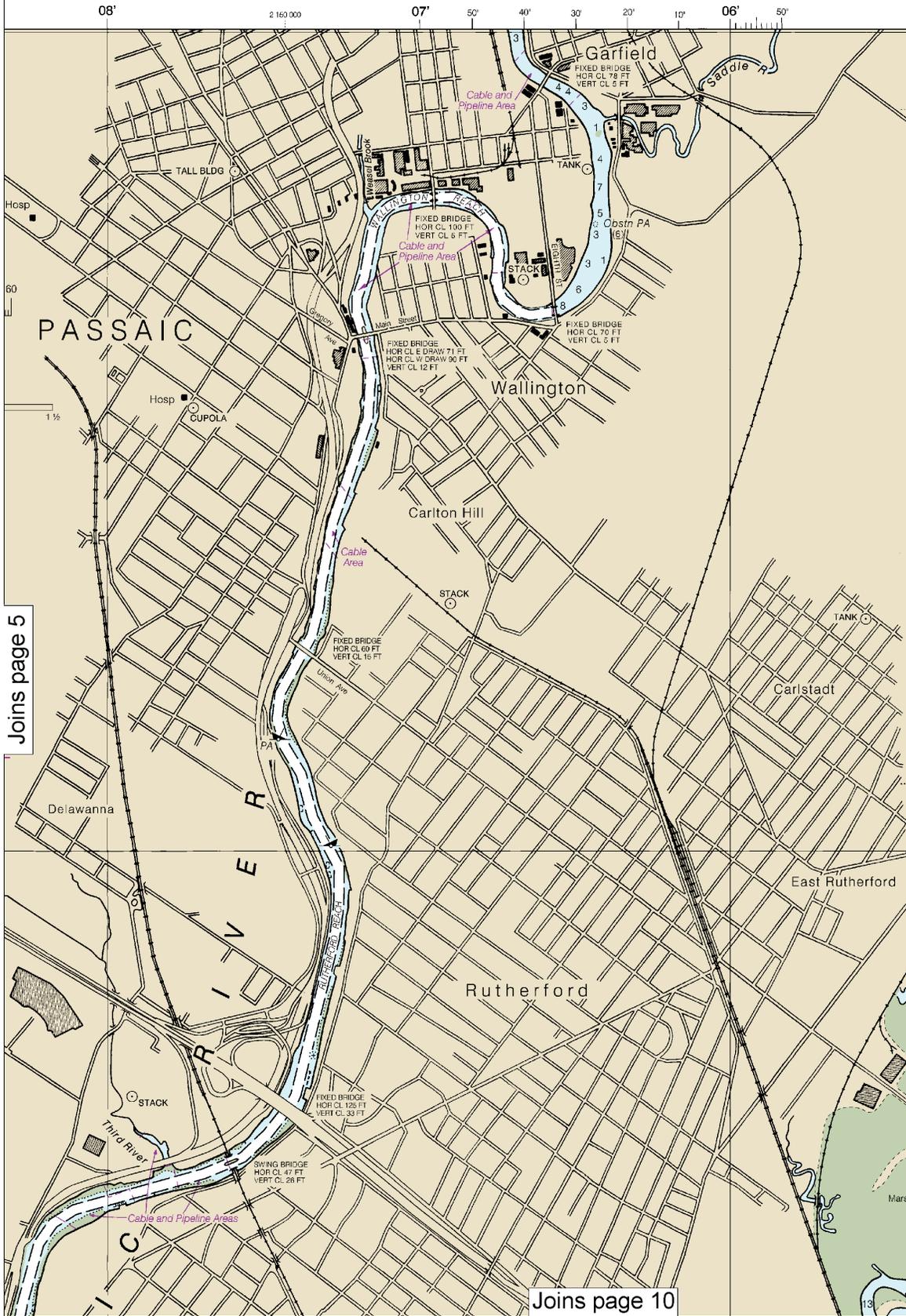


Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





Joins page 5

Joins page 10

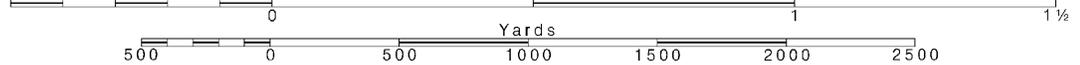


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

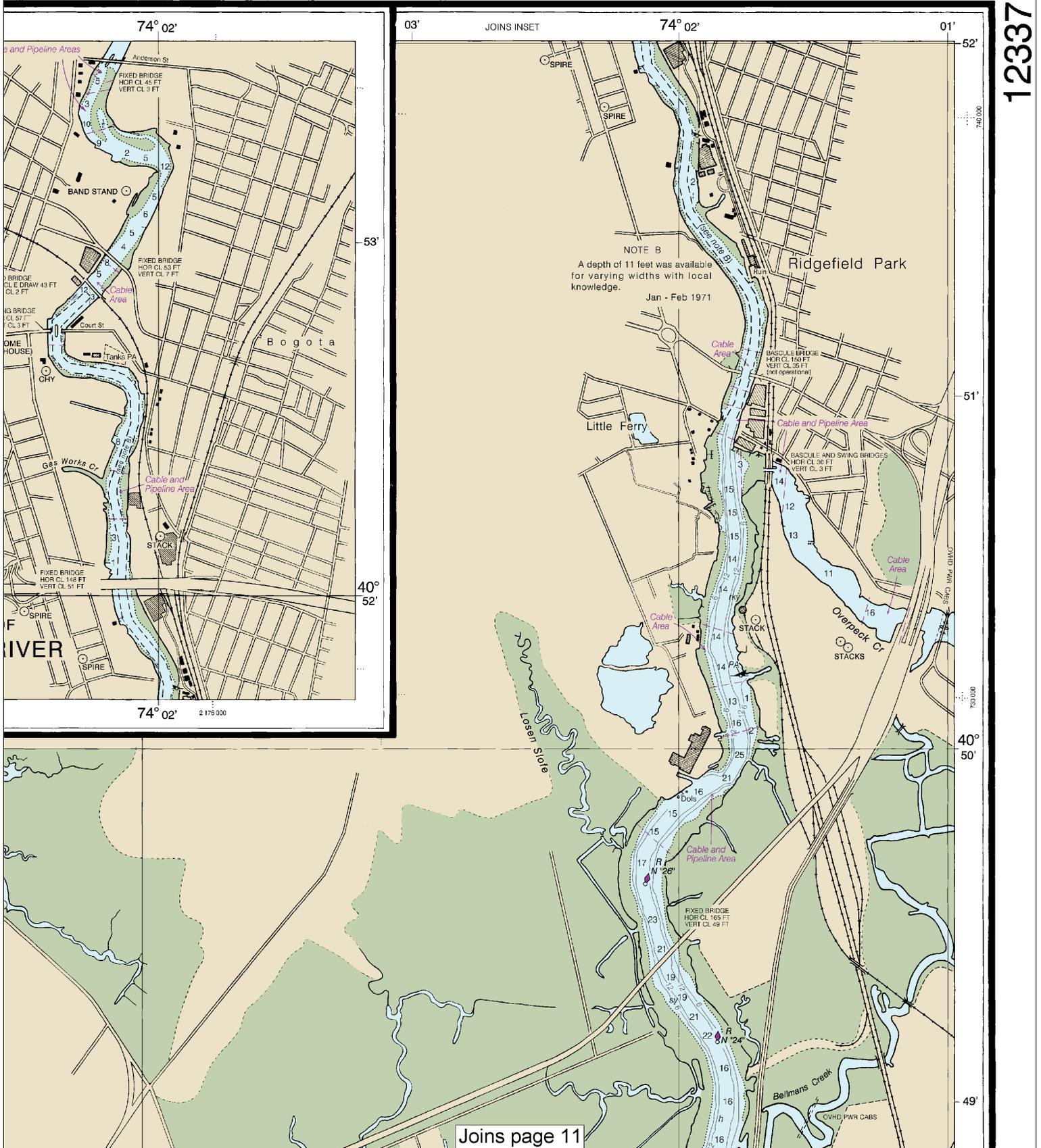
SCALE 1:20,000
Nautical Miles

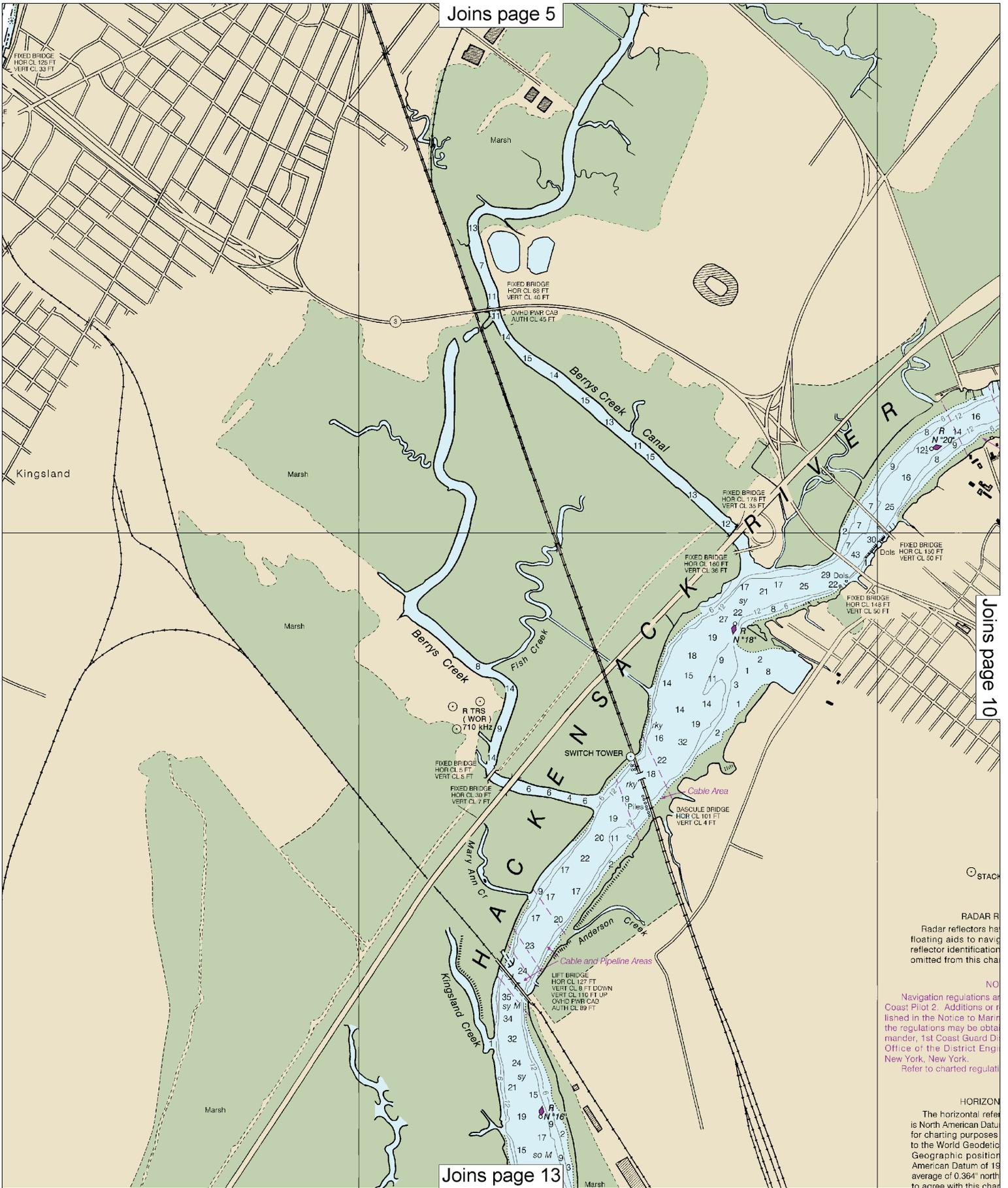
See Note on page 5.



SOUNDINGS IN FEET

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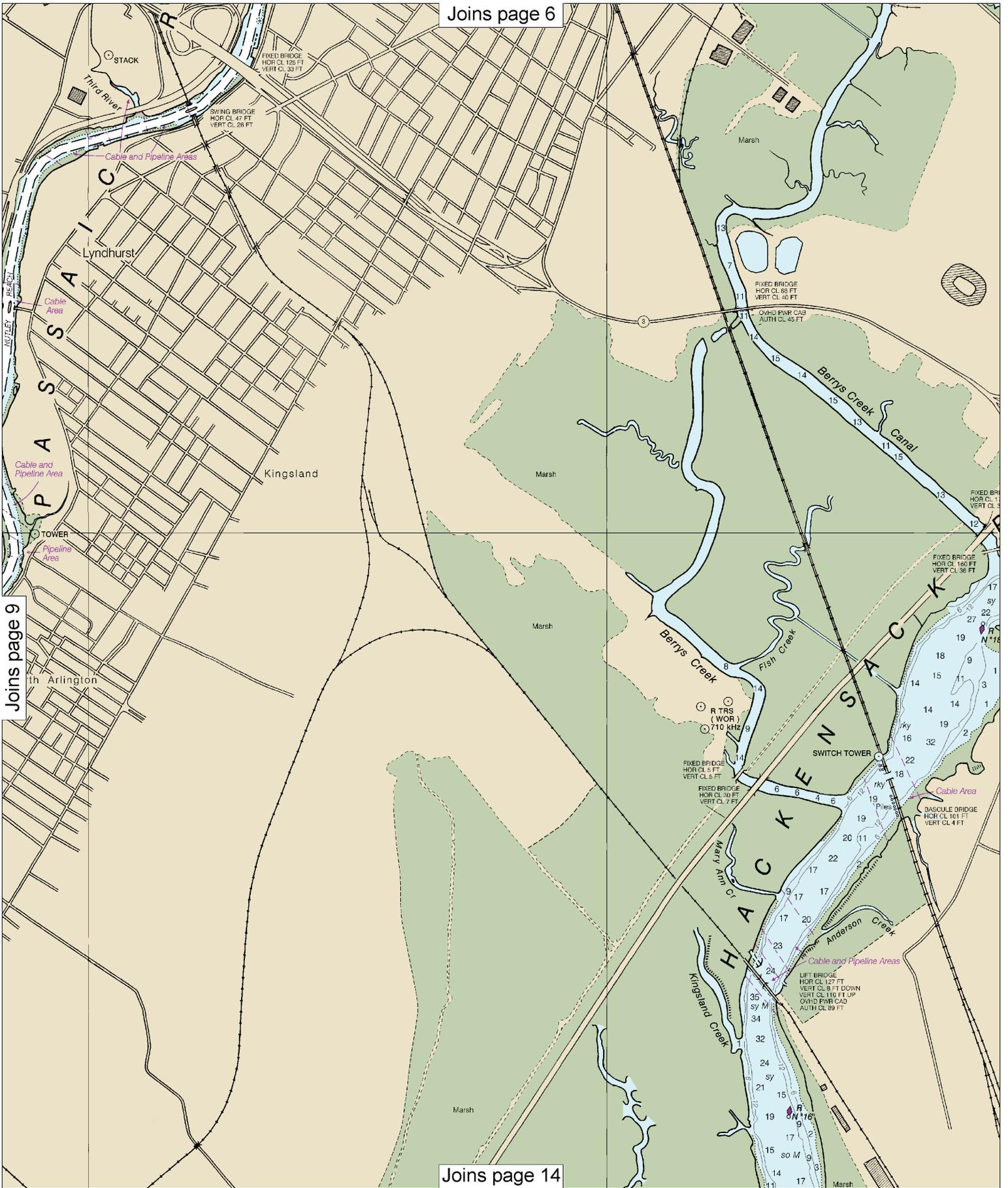
STAC

RADAR R
 Radar reflectors have floating aids to navigation reflector identification omitted from this chart.

NOTICE
 Navigation regulations are published in the Notice to Mariners. Additions or changes to the regulations may be obtained from the District Engineer, Office of the District Engineer, New York, New York. Refer to charted regulations.

HORIZON
 The horizontal reference is North American Datum of 1983. The vertical reference is the World Geodetic System of 1984. The datum is the North American Datum of 1983. The datum is the North American Datum of 1983. The datum is the North American Datum of 1983.

Joins page 6



Joins page 9

Joins page 14

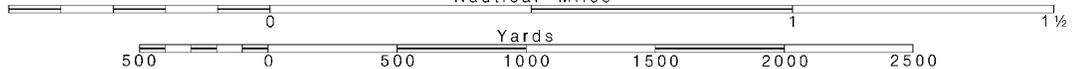
10

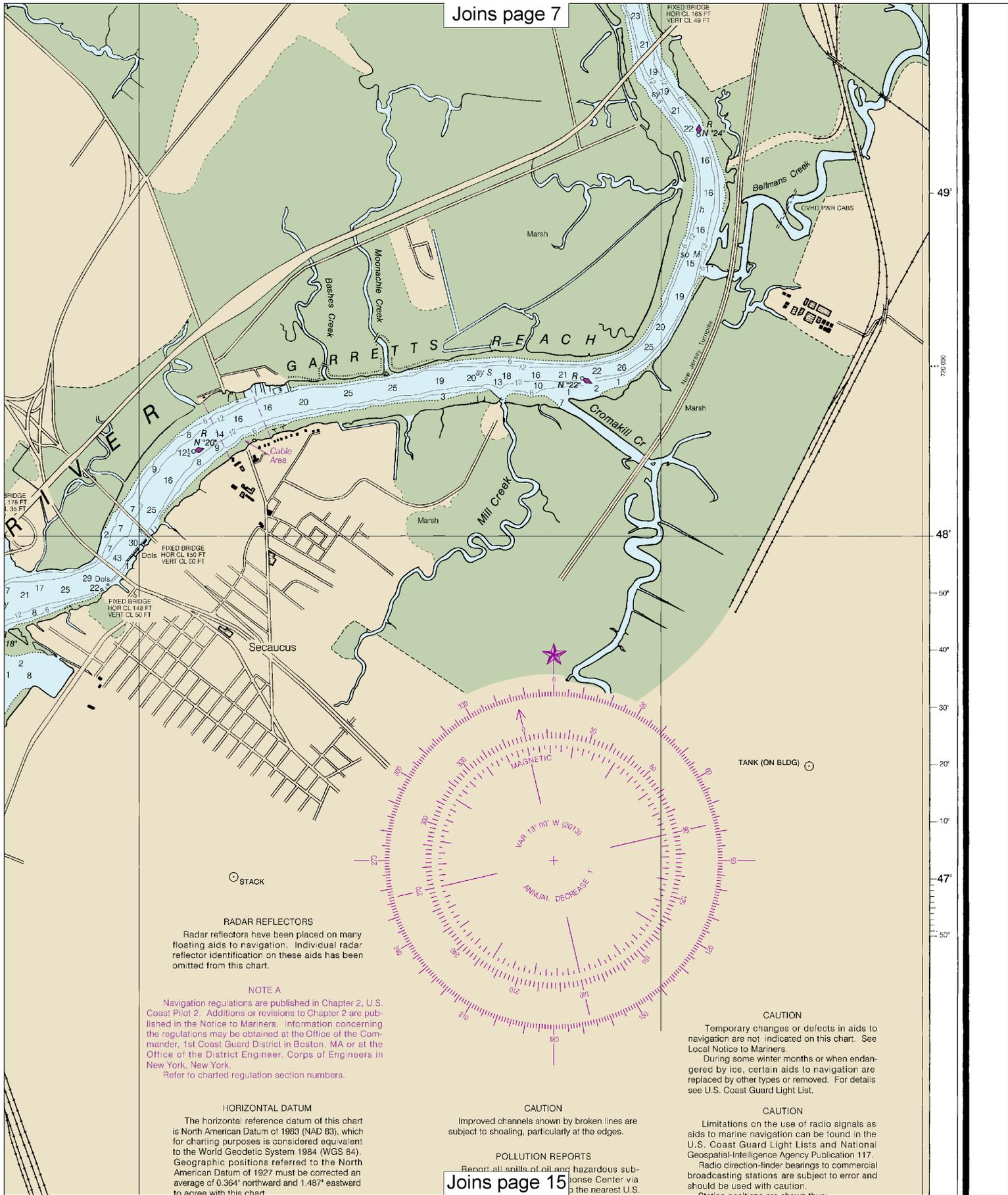
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





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.

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.

Joins page 8



Joins page 16

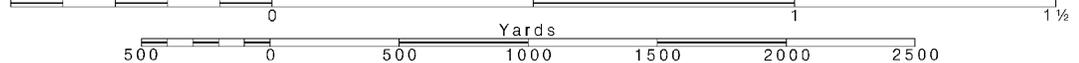
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

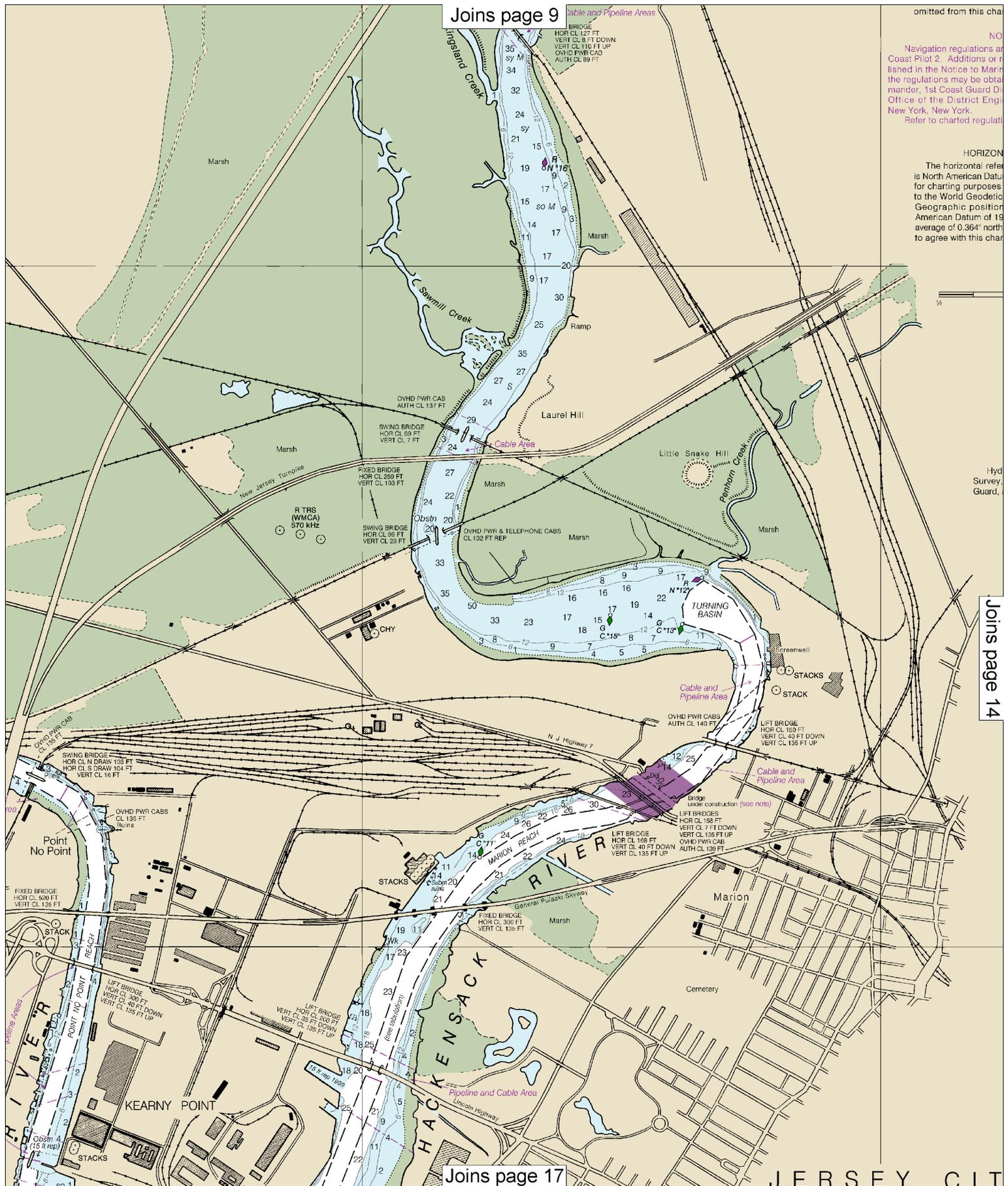


Navigation regulations an
Coast Pilot 2. Additions or r
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the regulations may be obta
manner, 1st Coast Guard D
Office of the District Engi
New York, New York.
Refer to charted regulati

HORIZON

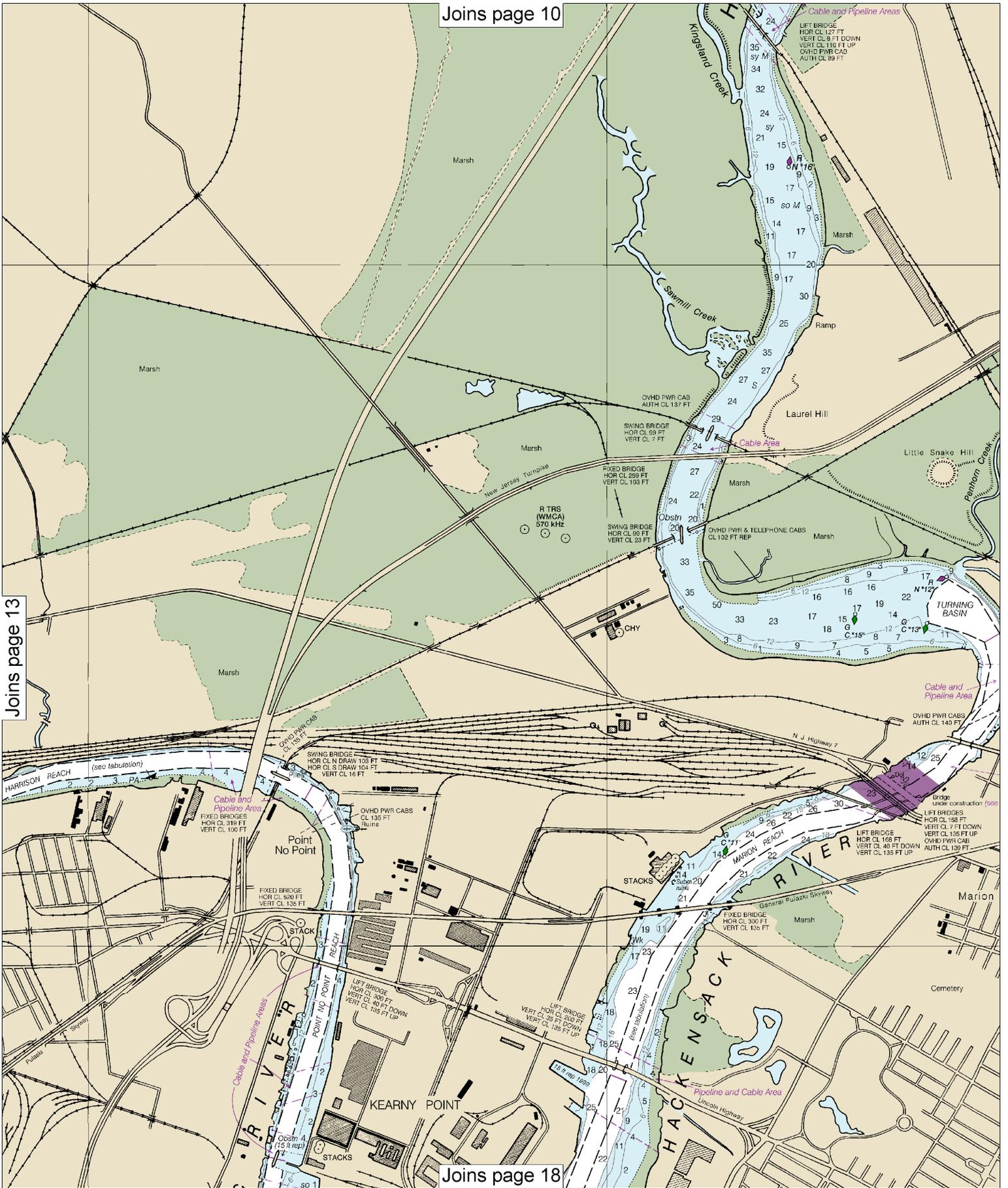
The horizontal refer
is North American Datu
for charting purposes
to the World Geodetic
Geographic position
American Datum of 19
average of 0.364' north
to agree with this char

Hyd
Survey,
Guard,



Joins page 10

Joins page 13



Joins page 18

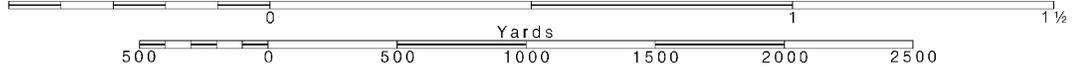
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.



omitted from this chart.

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, New York.
Refer to charted regulation section numbers.

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 0.364" northward and 1.487" eastward to agree with this chart.

CAUTION

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

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).

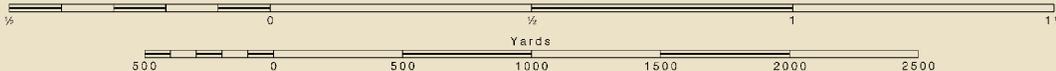
CAUTION

Temporary changes or defects in aids to marine 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.

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)

SCALE 1:20,000
Nautical Miles



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.

New York, NY KWO-35 162.55 MHz

AIDS TO NAVIGATION

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

AUTHORITIES

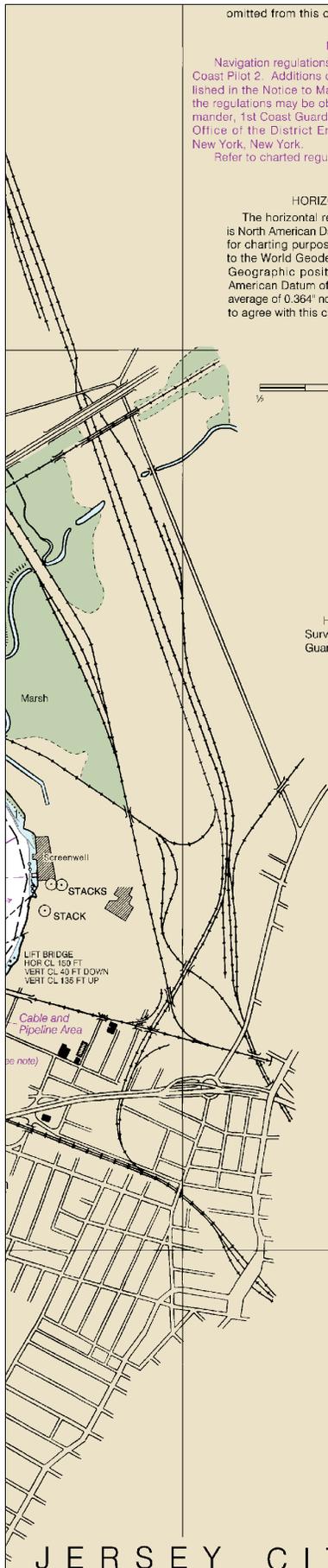
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

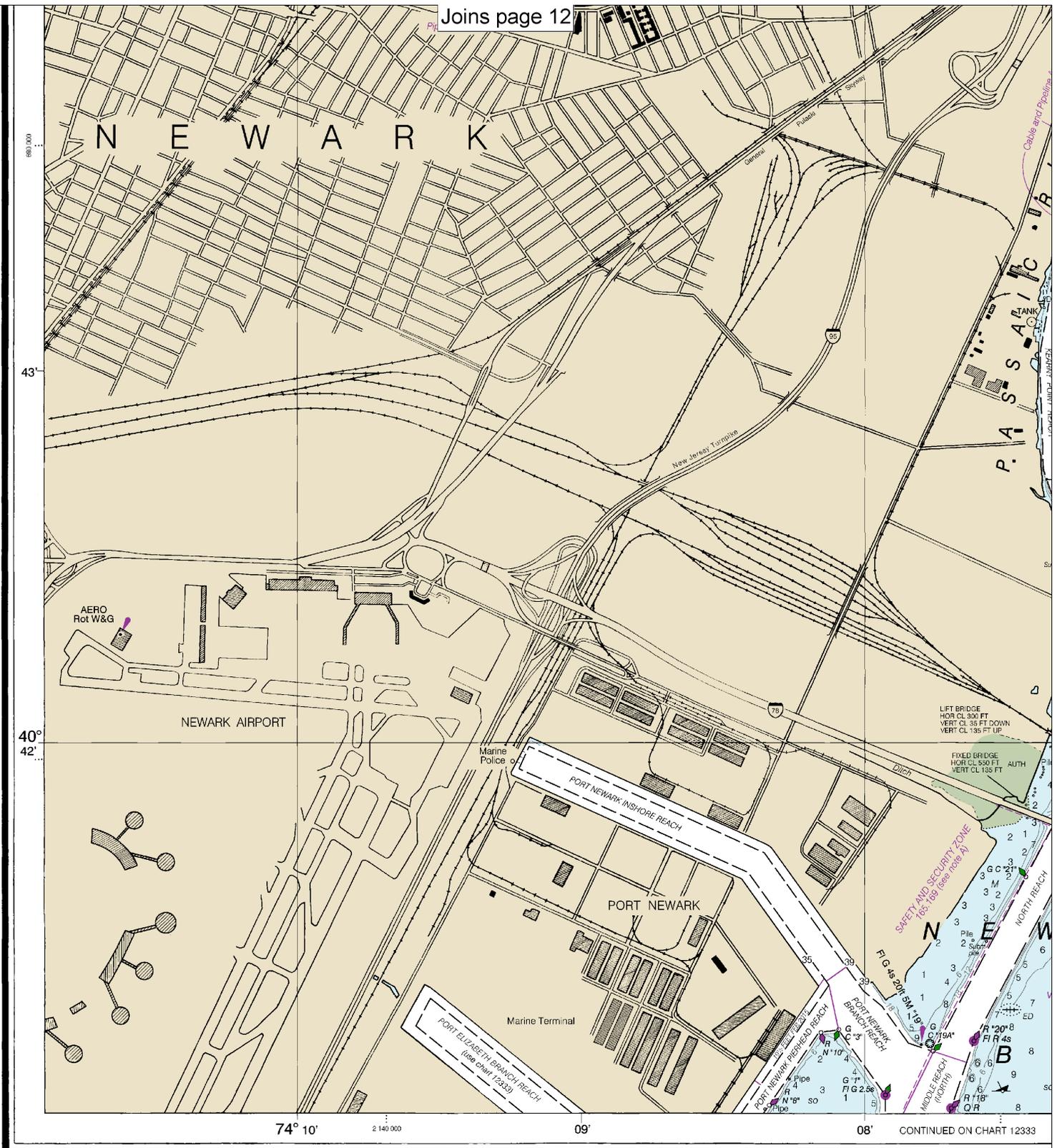
NEWARK BAY CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2016 AND SURVEYS TO MAR 2016						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET) / LENGTH (NAUT. MILES) / DEPTH (FEET)
NEWARK BAY						
MIDDLE REACH (NORTH)	37.0	38.5	32.8	28.3	2-3-16	900-555 / 0.53 / 40
NORTH REACH	20.3	21.7	18.6	8.5	2-3-16	500-1030 / 1.37 / 35
PORT NEWARK BRANCH REACH	20.1	32.4	33.6	23.9	2-3-16	1785-400 / 0.40 / 40
PORT NEWARK IN-SHORE REACH	31.9	30.7	30.2	29.7	2-3-16	400 / 1.06 / 40
PORT NEWARK PIERHEAD REACH	39.2	39.9	39.9	39.4	2-3-16	300-750 / 0.65 / 40

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

PASSAIC AND HACKENSACK RIVERS CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2015 AND SURVEYS TO OCT 2015						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) / DEPTH (FEET)
PASSAIC RIVER						
KEARNY POINT REACH	13.8	13.7	9.5	11-12-13;2-3-14	300	1.00 / 30
POINT NO POINT REACH	0.9	5.5	9.9	11-12-13;2-3-14	300-345	1.13 / 30
HARRISON REACH	+0.4	5.4	0.5	11-12-13;2-3-14	300-390	1.87 / 20
NEWARK REACH	0.5	8.5	2.6	11-12-13;2-3-14	300	1.26 / A20
KEARNY REACH	0.5	9.0	+1.1	11-12-13;2-3-14	300	0.85 / A20
ARLINGTON REACH	2.7	8.6	0.8	11-12-13;2-3-14	200-250	0.89 / 16
BELLEVILLE REACH - PARTIAL	0.2	3.7	8.3	11-12-13;2-3-14	235-205	0.15 / 10
BELLEVILLE REACH - UPPER (C)	2.0	2.3	11.0	1-04	150	1.3 / 10
NUTLEY REACH (C)	7.1	5.9	3.3	1-04	150	1.7 / 10
RUTHERFORD REACH (C)	4.0	7.6	4.2	1-04	150	2.2 / 10
WALLINGTON REACH (C)	+1.6	0.7	+1.2	1-04	150	0.9 / 10
HACKENSACK RIVER						
DROYERS REACH	26.7	28.4	17.8	10-15	300-500	1.55 / B30
MARION REACH	24.5	25.6	18.4	10-15	300-370	1.81 / B32
TURNING BASIN	14.2	14.2	14.2	10-15	IRREGULAR	0.23 / 25

A. REACHES WERE NEVER COMPLETED TO A 20 FOOT DEPTH. PREVIOUS DREDGING WAS TO 16 FEET ONLY.
B. REACHES WERE NEVER COMPLETED TO A 32 FOOT DEPTH. PREVIOUS DREDGING WAS TO 30 FEET ONLY.
C. THE CORPS OF ENGINEERS HAS CONFIRMED THAT THIS REACH IS NOT ACTIVELY MAINTAINED.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION





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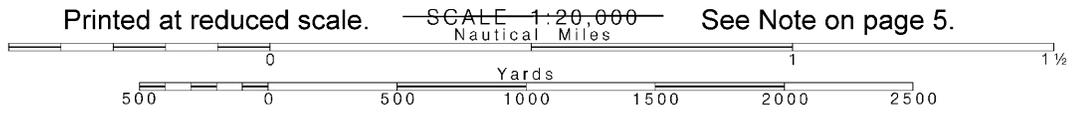
CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected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

SOUNDINGS IN F

24th Ed., Feb. 2013. Last Correction: 11/30/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

16

Note: Chart grid lines are aligned with true north.

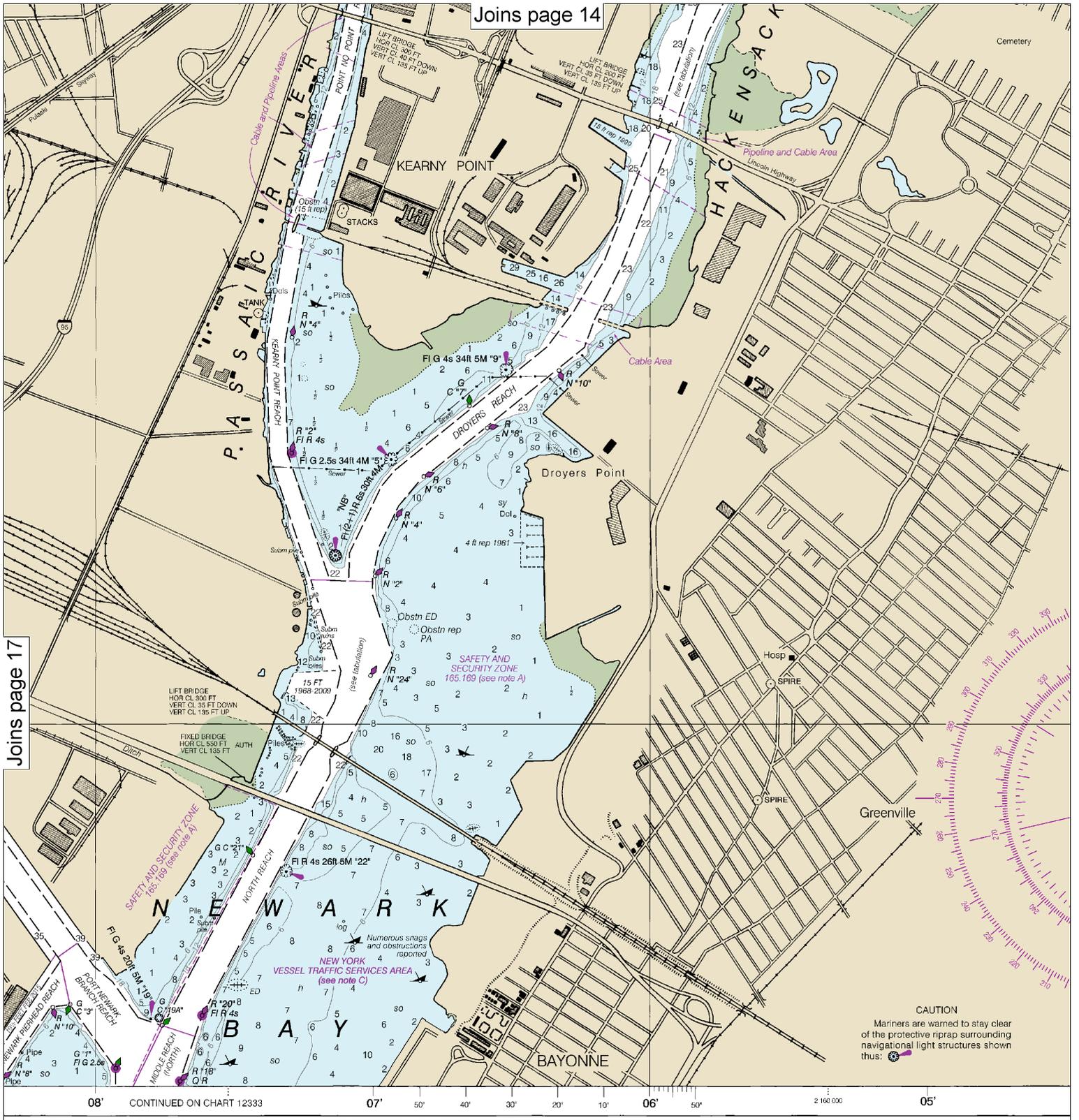




FEET

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

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12
FEET	6	12	18	24	30	36	42	48	54	60	66	72
METERS	1	2	3	4	5	6	7	8	9	10	11	12



SOUNDINGS IN FEET

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

FATHOMS
FEET
METERS

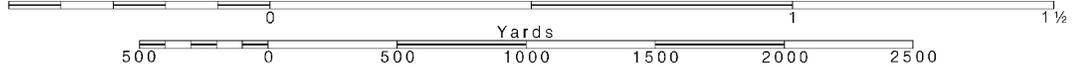
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
 Nautical Miles

See Note on page 5.



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

WALLINGTON REACH (C)			1-04	150	0.9	10
HACKENSACK RIVER			10-15	300-500	1.55	B32
DROYERS REACH			10-15	300-370	1.81	B32
MARION REACH			10-15	IRREGULAR		0.23 25
TURNING BASIN			10-15			

Joins page 15

A. REACHES WERE NEVER COMPLETED TO A 20 FOOT DEPTH. PREVIOUS DREDGING WAS TO 16 FEET ONLY.
 B. REACHES WERE NEVER COMPLETED TO A 32 FOOT DEPTH. PREVIOUS DREDGING WAS TO 30 FEET ONLY.
 C. THE CORPS OF ENGINEERS HAS CONFIRMED THAT THIS REACH IS NOT ACTIVELY MAINTAINED.
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

NEW JERSEY

PASSAIC AND HACKENSACK RIVERS

Mercator Projection

Scale 1:20,000 at Lat. 40°47'

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.

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
	Port Newark Terminal	(40°11' N/74°03' W)	5.7	5.3	0.2
	Newark, Passaic River	(40°44' N/74°10' W)	5.9	5.5	0.2
	Hackensack, Hackensack River	(40°53' N/74°02' W)	6.6	6.3	0.3
	Fas: Rutherford, Passaic River	(40°51' N/74°07' W)	6.5	6.1	0.3

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>.
(Jan 2013)

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 |
| Al alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | Iso isophase | OBSC obscured | s seconds |
| Bn beacon | LT HO lighthouse | Oc occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| DIA diaphone | 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:
- | | | | | |
|--------------|-----------|---------|-------------|-----------|
| Bds boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Grs 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.

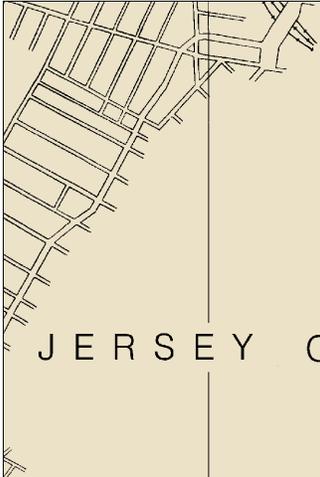
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important supplemental information.

PLANE COORDINATE GRID
(based on NAD 1927)

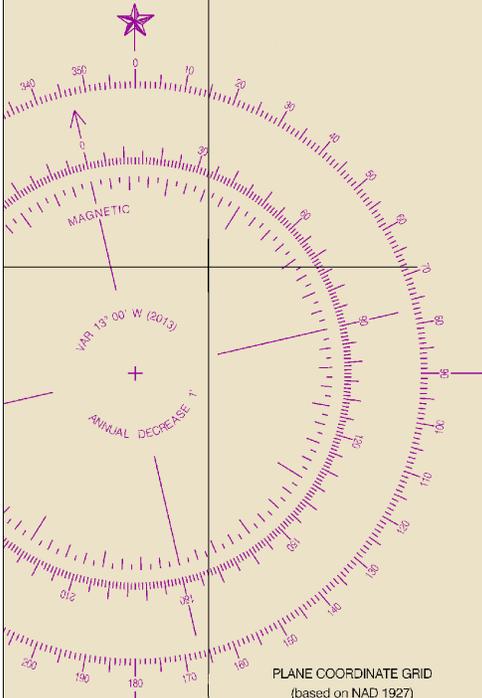
The New Jersey State Grid is indicated on this chart by dotted ticks at 10,000 foot intervals.

HEIGHTS

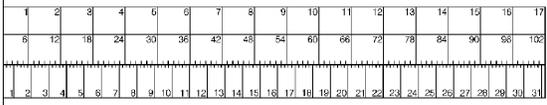
Heights in feet above Mean High Water.



JERSEY CITY



04' 217000 03' 74° 02' 101.8 X 89.9 mm 01'



Passaic and Hackensack Rivers
SOUNDINGS IN FEET - SCALE 1:20,000

12337



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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