# BookletChart™

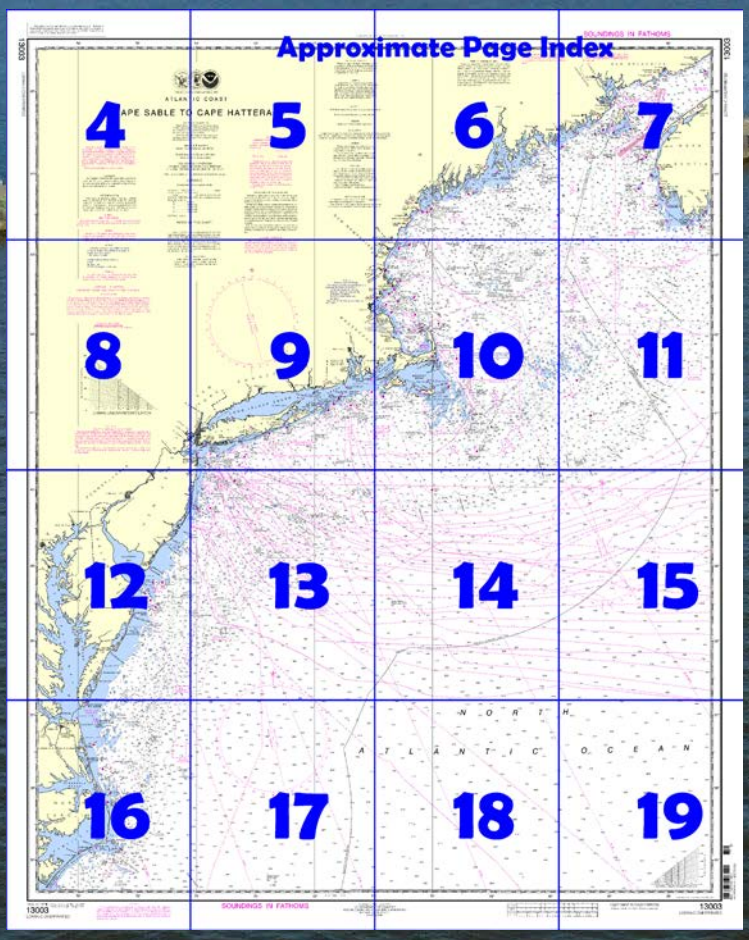
## Cape Sable to Cape Hatteras

**NOAA Chart 13003**

### *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.

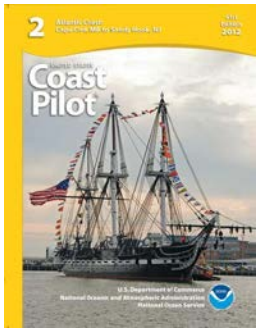
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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/coastpilot_w.php?book=2.



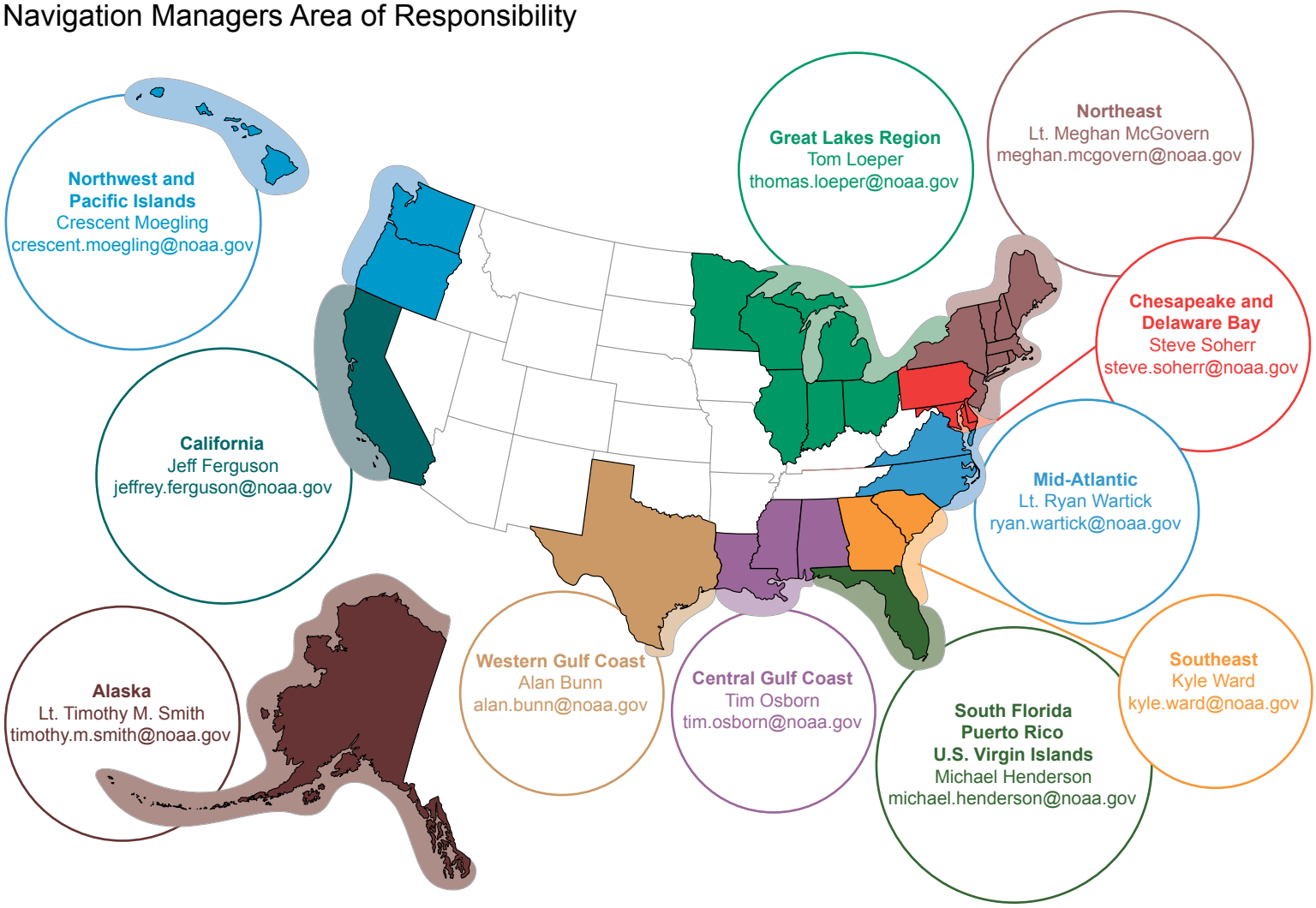

**(Selected Excerpts from Coast Pilot)**
The coasts of **Maine**, **New Hampshire**, and part of **Massachusetts** lie between **West Quoddy Head** in Maine and **Provincetown** in Massachusetts. Most of the Maine coast is irregular, rocky, and bold with numerous islands, bays, rivers, and coves. There are numerous fishing villages and towns along the Maine coast which are frequented by tourists during the summer months. The primary deep-draft ports in Maine are at **Eastport**, **Searsport** and **Portland**. The more densely populated coasts of New Hampshire and Massachusetts have numerous sandy beaches and fewer of the islands, bays, and coves which characterize the Maine coast. Major ports are at **Portsmouth**, NH and **Boston**, MA.

The **Gulf of Maine** is the great indentation of the coast between the Canadian Province of Nova Scotia on the northeast and Massachusetts on the southwest. It includes the **Bay of Fundy** and **Massachusetts Bay** as subsidiary features. Because of its changeable weather, frequent fogs, and strong tidal currents, this area has a bad reputation among mariners.
The Atlantic coast from **Cape Cod** to **Sandy Hook** embraces part of the coast of Massachusetts and all of the coasts of **Rhode Island**, **Connecticut**, and **New York**. To the mariner this area presents problems of unusual difficulty because of the off-lying shoals, strong and variable currents, large amounts of fog, and turbulence of wind and sea in the great storms that so frequently sweep it. Additionally, the mariner is faced with the great volume of waterborne traffic that moves through the area to and from the Port of New York.
**Anchorages.–**There are numerous anchorages in **Nantucket** and **Vineyard Sounds**, **Buzzards**, **Narragansett**, and **Gardiners Bays**, and **Long Island Sound**, where vessels with good ground tackle can ride out any gale. Between Cape Cod and Sandy Hook, the more important harbors, either commercially or as harbors of refuge, are **New Bedford**, **Newport**, **Providence**, **New London**, **New Haven**, and **Bridgeport** on the mainland, **Greenport** and **Port Jefferson** on **Long Island, City Island, New York,** and vast **New York Harbor**. (See **Part 110**, chapter 2, for limits and regulations.)
**Dangers.–**The most important dangers confronting the navigator when approaching the area are the great banks and shoals in the eastern approach. The remainder of the isolated dangers throughout the area and in the approaches to the harbors are marked and charted.
Between **New York Bay** and **Delaware Bay** is the **New Jersey** coast with its many resorts, its inlets, and its Intracoastal Waterway. Delaware Bay is the approach to **Wilmington**, **Chester**, **Philadelphia**, **Camden**, and **Trenton**; below Wilmington is the **Delaware River** entrance to the **Chesapeake and Delaware Canal**, the deep inside link between **Chesapeake and Delaware Bays**. The **Delaware-Maryland-Virginia** coast has relatively few resorts; the numerous inlets are backed by a shallow inside passage.
**Anchorages.–**The only protected anchorage for deep-draft vessels between New York Bay and Chesapeake Bay is outside the channel limits in Delaware Bay according to draft. **Absecon Inlet**, **Cape May Inlet**, and some of the others can accommodate light-draft vessels such as trawlers and small yachts, but not medium or deep drafts. Small local craft often seek shelter inside the shallower inlets, but entrance is difficult in heavy weather, and the unimproved inlets are often difficult even in good weather, particularly for strangers.
**Dangers.–**The principal dangers along this coast are the outlying sand shoals, the fogs, and the doubtful direction and velocity of the currents after heavy gales. Depths of 7.5 fathoms are found as far as 20 miles from shore. There are many wrecks along this coast, but most of them have been blasted off or cleared to safe navigational depths; the others are marked by obstruction buoys.
Gales from northeast to southeast cause heavy breakers on the beaches and outlying shoals; the sea breaks in 4 to 5 fathoms of water, and shoals of that depth or less usually are marked during easterly gales. The bars across the inlets are then impassable and are defined by breakers even in comparatively smooth water with a light swell. The heaviest surf on the beach is on a rising tide near high-water springs; the least surf is encountered on a falling tide near low water.

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

| | | |
|---|---|---|
| RCC Boston | Commander<br>1st CG District<br>Boston, MA | (617) 223-8555 |

# 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*.

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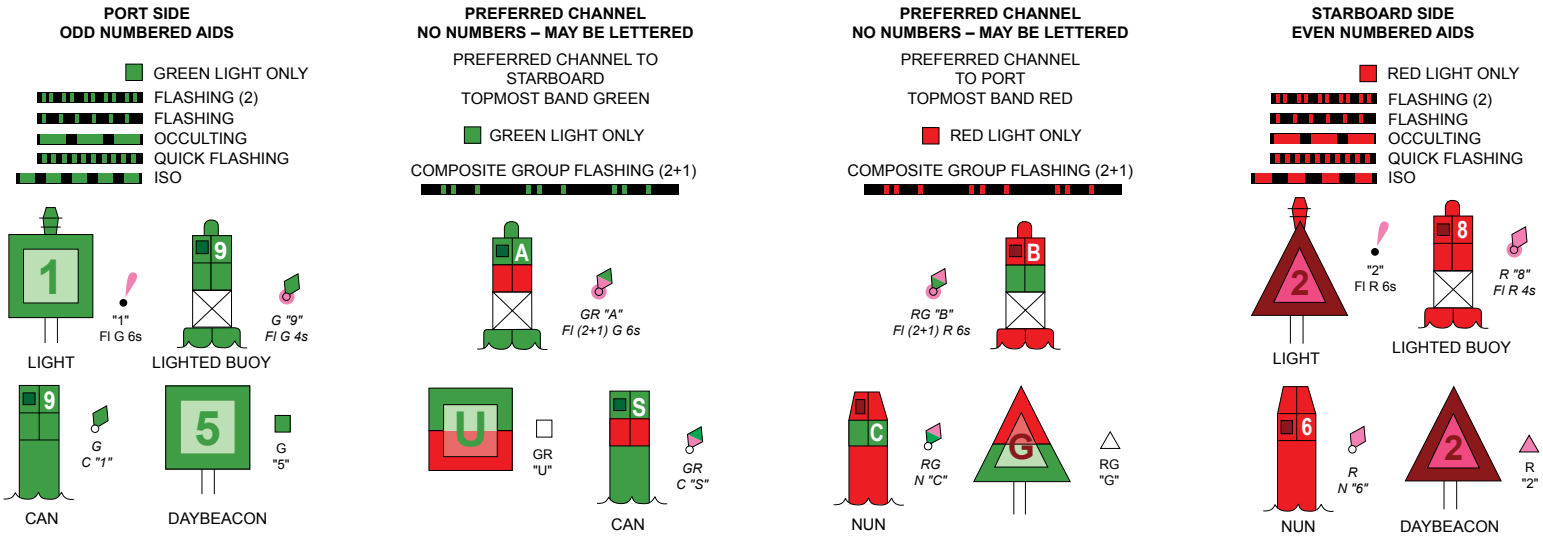
# Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers




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

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

13003

76° 75° 74°

45° 44° 43°

THE NATION'S CHARTMAKER SINCE 1807

ATLANTIC COAST

# CAPE SABLE TO CAPE HA

*For offshore navigation only*

*Detail within the 10 fathom curve is not shown on this chart except on off lying shoals and where the 10 fathom curve extends beyond the limits of the 1:80,000 scale series of charts.*

*Use the 1:80,000 scale series charts and Canadian charts for near-shore navigation within the 10 fathom curve.*

Mercator Projection
Scale 1:1,200,000 at Lat. 40°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Compiled principally from larger scale charts issued by the National Ocean Service, Coast Survey, supplemented by information from charts of the National Geospatial-Intelligence Agency and Canada, and additional data from the U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1

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

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.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilots 1, 2, 3 and 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, 1st Coast Guard District in Boston, Mass. or the 5th Coast Guard District in Portsmouth, VA or at the Offices of the District Engineer, Corps of Engineers in Concord, Mass., New York, NY., Philadelphia, PA., Norfolk, VA., or Wilmington NC.

Refer to charted regulation section numbers.

COPYRIGHT
No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

NOTE C
AREA TO BE AVOIDED
All vessels carrying cargoes of oil or hazardous materials and all other vessels of more than 1,000 gross tons should avoid the area (MSC IMO XLIII/18).

NOTE D
Trawlers or other vessels should exercise caution while dragging the ocean floor within a 6.7 mile radius of Isles of Shoals Light since it is known that JATO racks and associated debris exist in the area.

NOTE E
Anchoring, fishing, or diving within the boundary of the Monitor National Marine Sanctuary is prohibited without a permit.
For information write:

Monitor National Marine Sanctuary
NOAA
Building 1519
Fort Eustis, Virginia, 23604-5544

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.

CURRENT DIAGRAM
GEORGES BANK AND NANT

Joins page 8



Note: Chart grid lines are aligned with true north.

Formerly C&GS 1000, 1st Ed., Apr. 1900 C-1943-587 KAPP 2156

73° 72° 71° 70°

# TTERAS

## 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.

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

## MAGNETIC VARIATION

Magnetic variation curves are for 2015 derived from 2015 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

## 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).

## 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.

## LIGHTS

Only the principal lights along the outer coast are shown.

## 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)

## AIDS TO NAVIGATION

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

See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

## NOTE I
### AREA TO BE AVOIDED

In order to significantly reduce the risk of ship strikes to the highly endangered North Atlantic Right Whale, ships of 300 gross tons and above should avoid the area between the period of April 1st through July 31st. Reference IMO Sn/Circ. 272.

Where the boundary of the Area to Be Avoided (ATBA) is co-linear with the boundary of the Traffic Separation Scheme or the boundary of the Mandatory Ship Reporting Area, it has been offset slightly for clarity.

## NOTE G
(Protected area 15 CFR 922)

The following activities are prohibited within Stellwagen Bank Marine Sanctuary:

- Certain discharging or dumping
- Industrial exploring or developing
- Drilling and dredging
- Removing historical artifacts
- Lightering

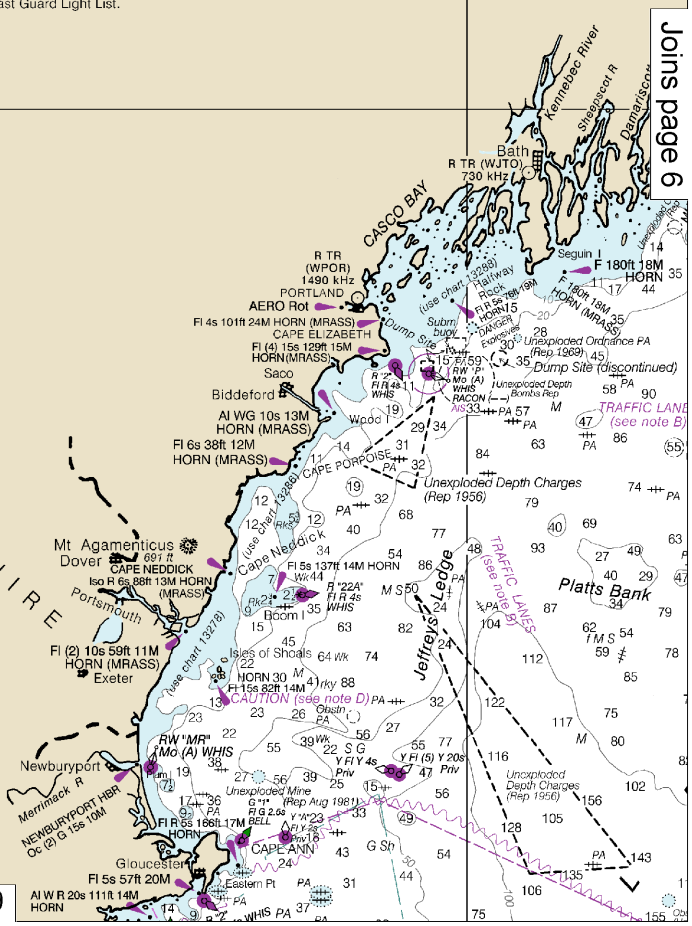
Refer to 15 CFR 922 for details of Sanctuary regulations.

## MARINER ACTIVATED SOUND SIGNALS

Sound signals labeled with (MRASS) require user activation. See USCG Light List.

Joins page 6

Joins page 9




This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:1600000. Barscales have also been reduced an
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 1000, 1st Ed., Apr. 1900 C-1943-587 KAPP 2156

72° 71° 70° 69°

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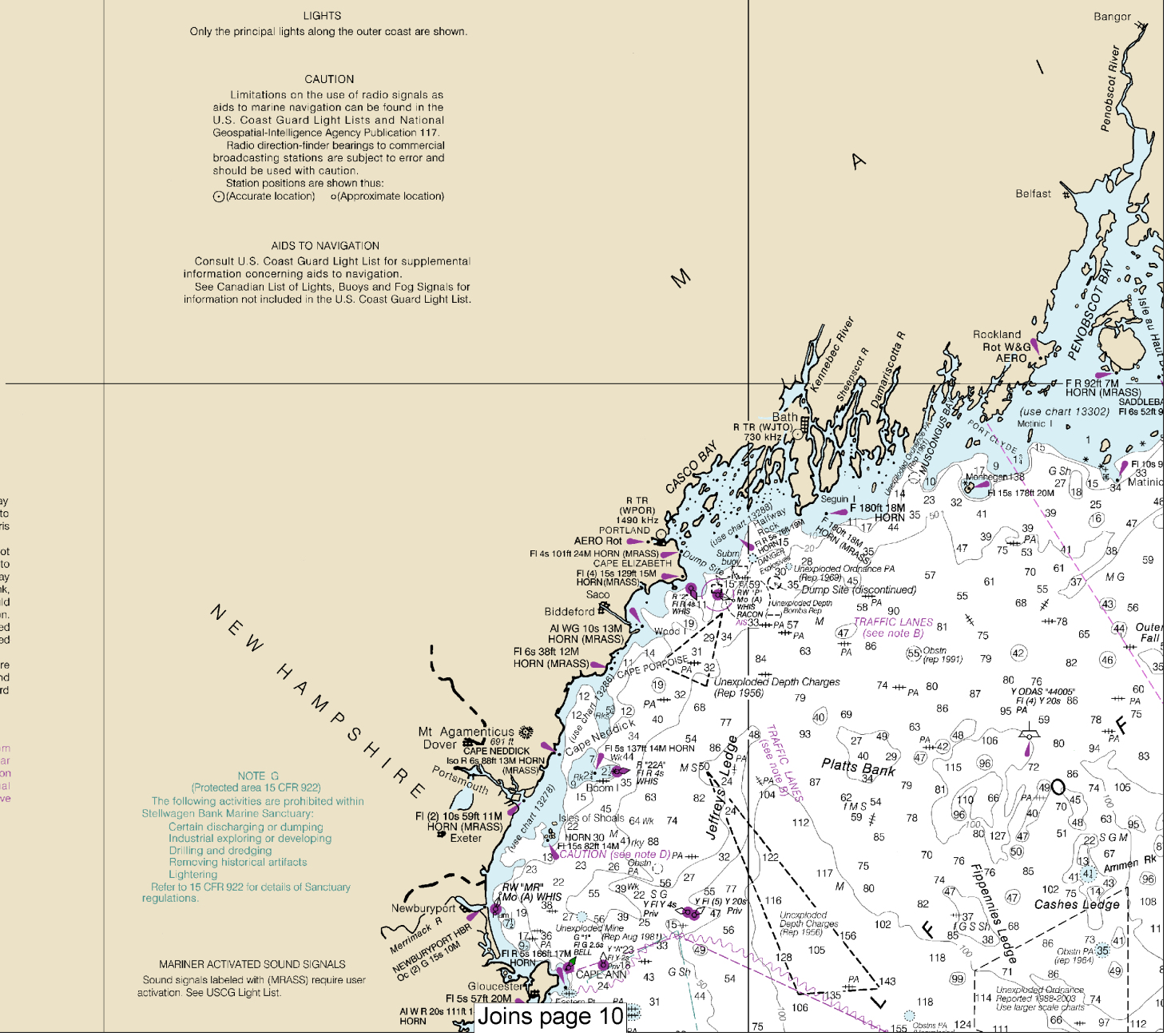


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Joins page 5

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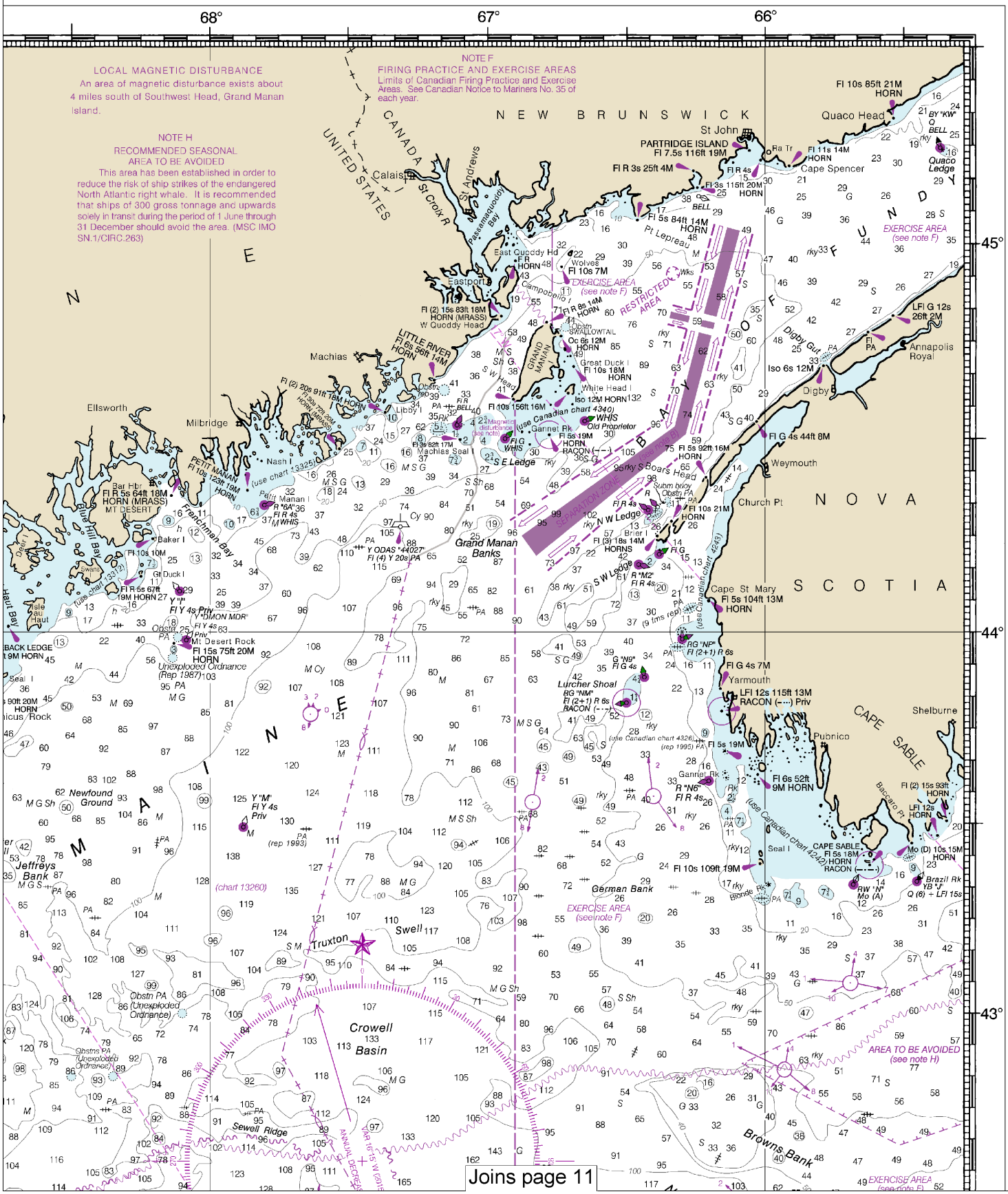
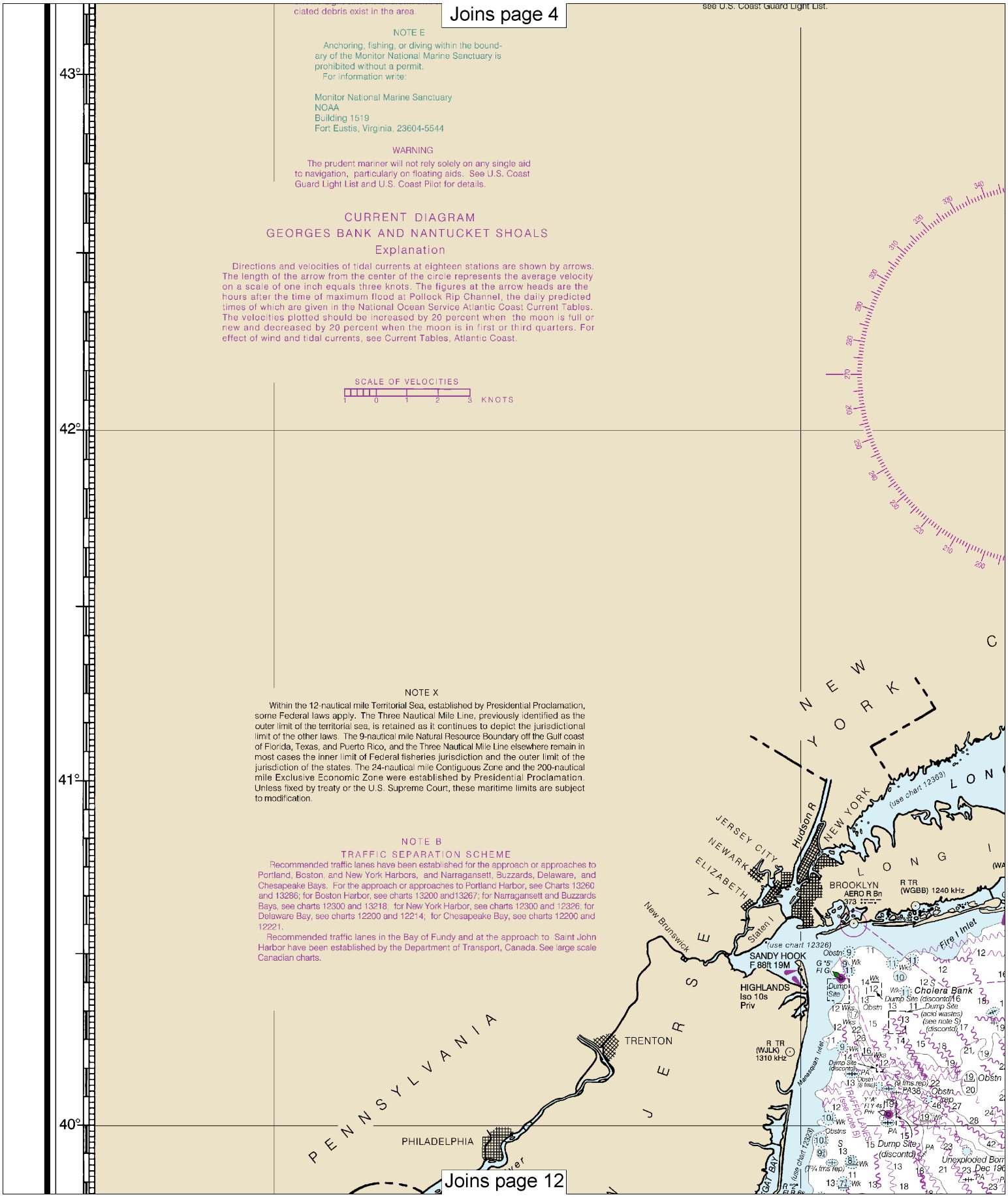
Note: Chart grid lines are aligned with true north.



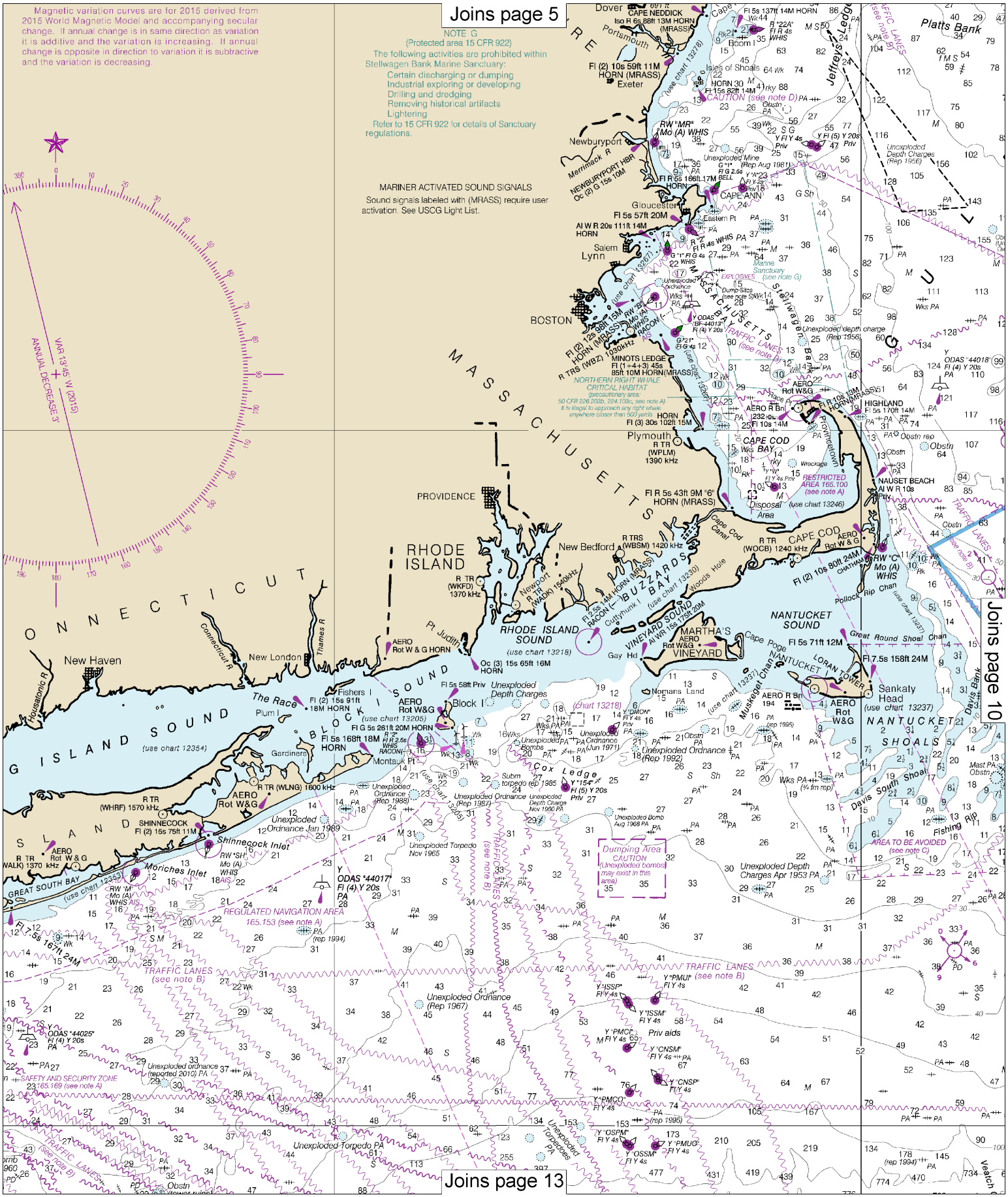



52nd Ed., Oct. 2015. Last Correction: 12/13/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)




8

Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 10
Joins page 13
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Removing historical artifacts
Lightering
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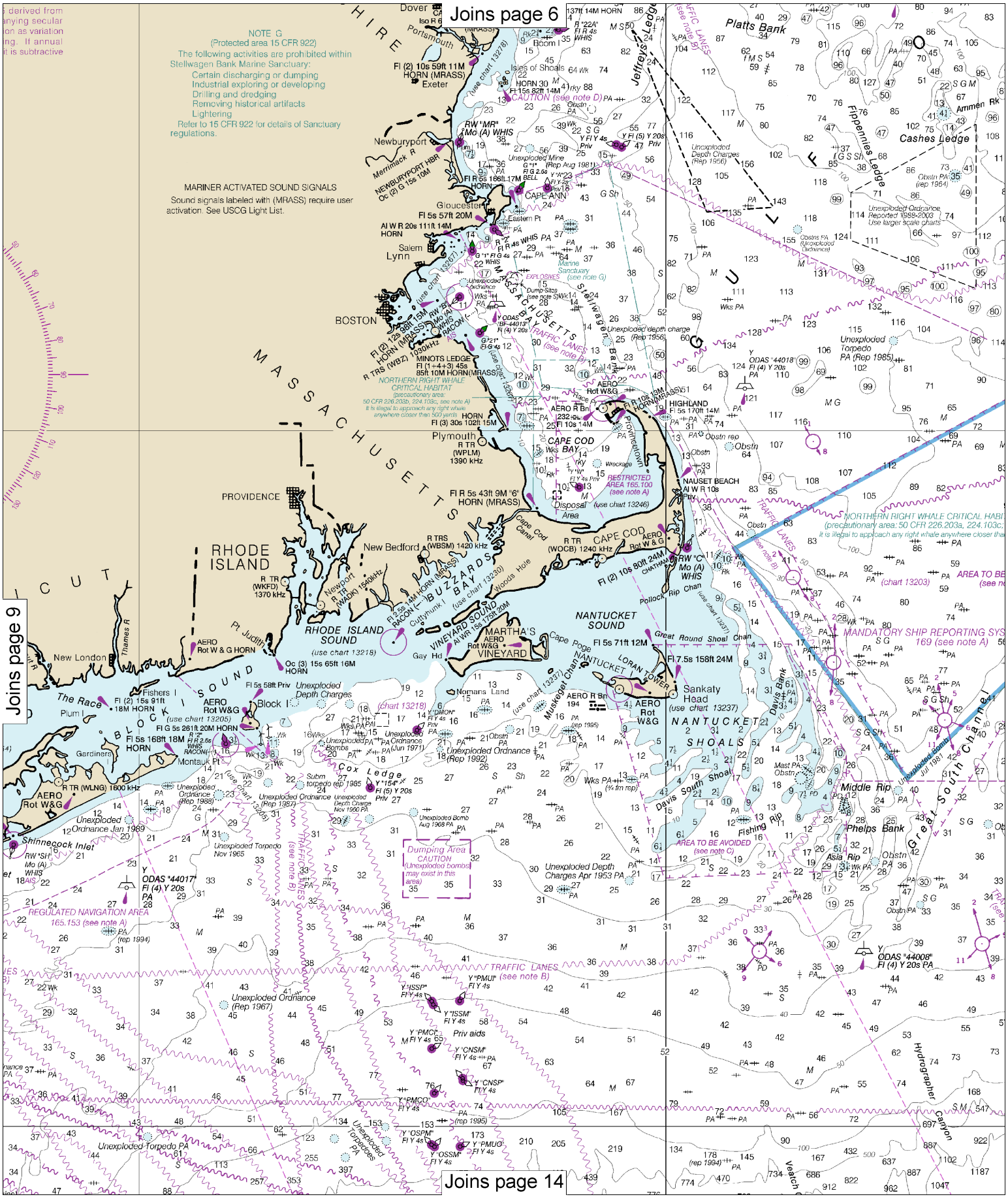
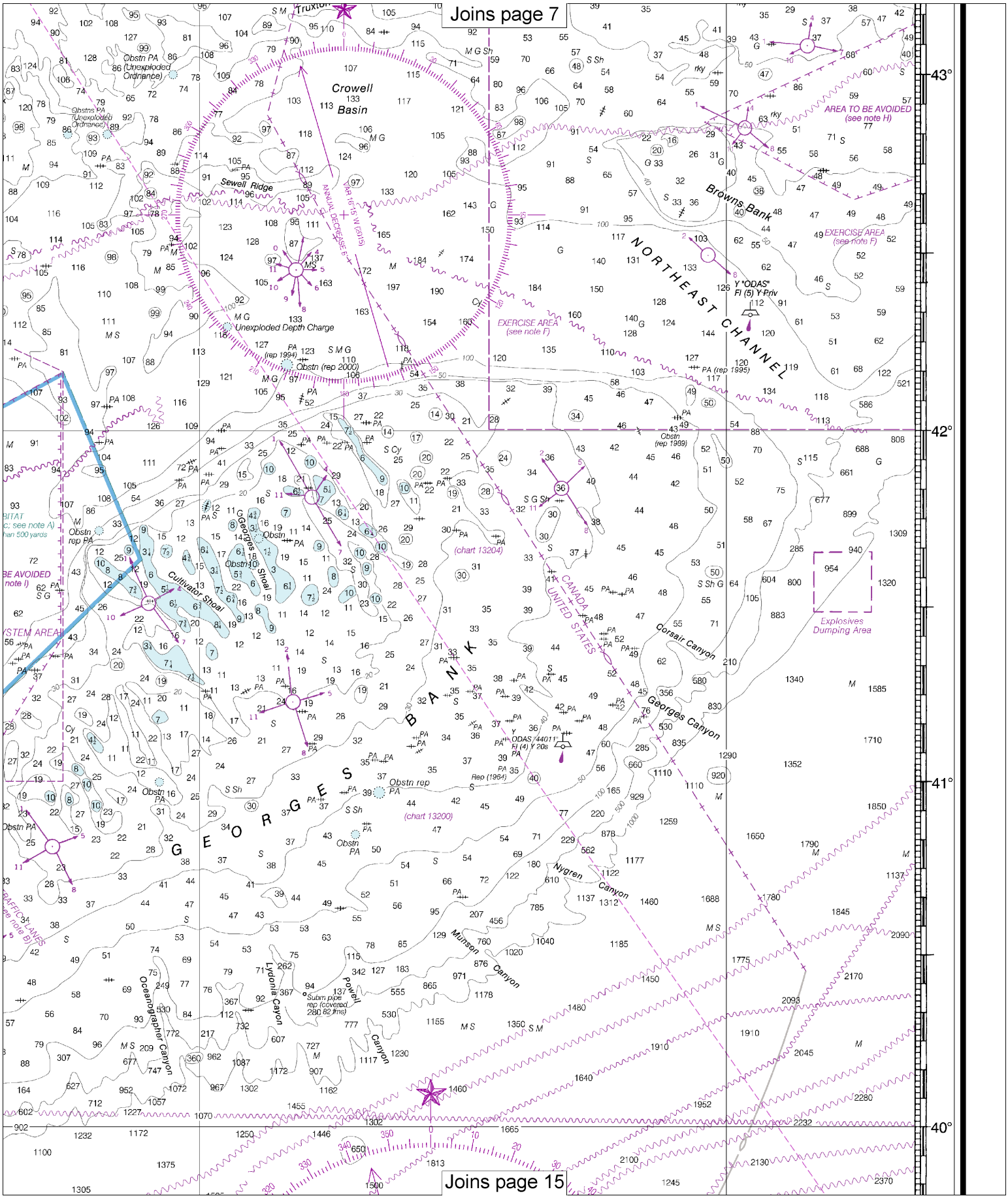
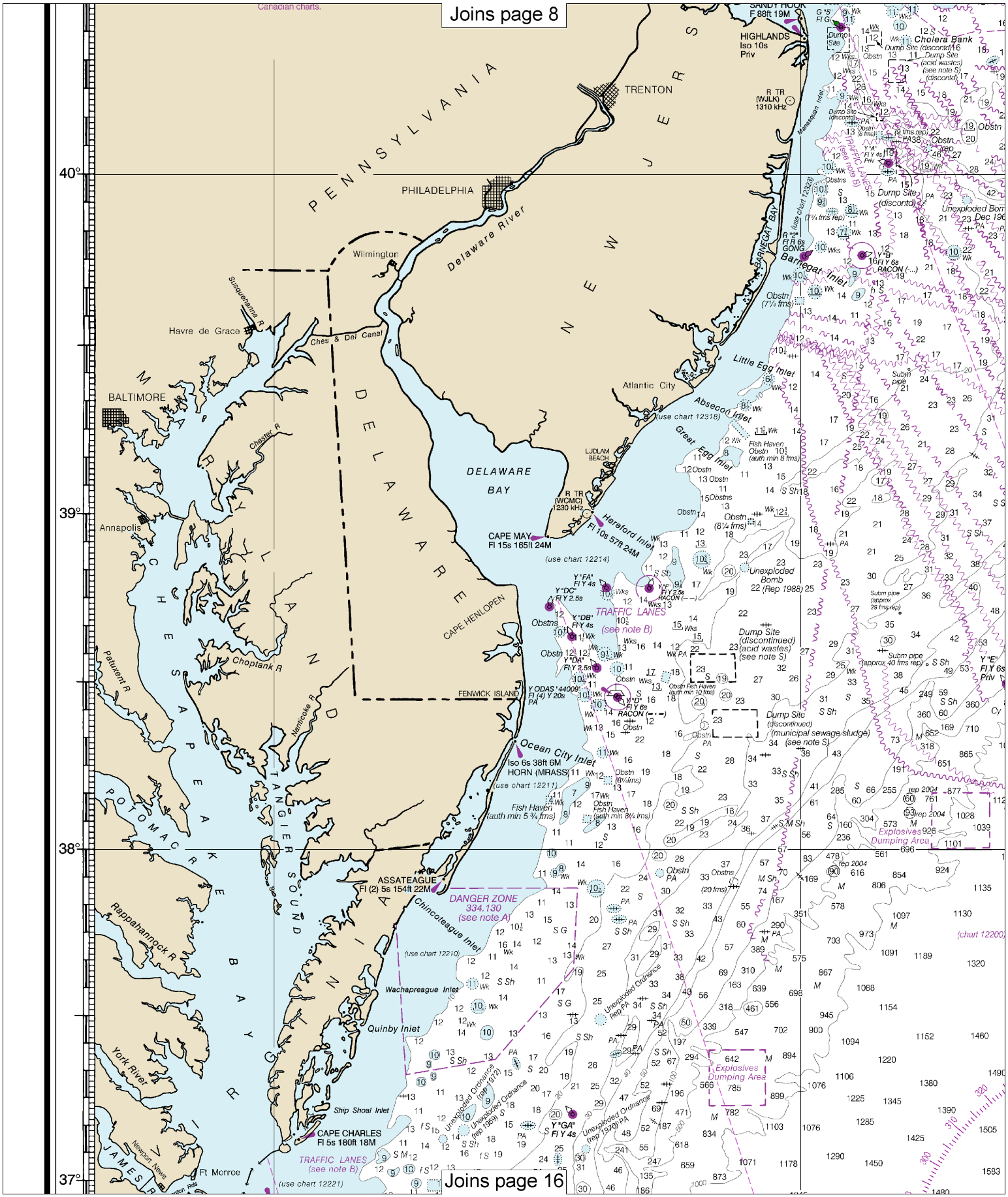
MARINER ACTIVATED SOUND SIGNALS
Sound signals labeled with (MRASS) require user activation. See USCG Light List.
ANNUAL DECREASE 3'
VAR 13°45' W (2015)
MASSACHUSETTS
CONNECTICUT
RHODE ISLAND
BOSTON
PROVIDENCE
Plymouth
Gloucester
Salem
Lynn
Newburyport
Portsmouth
Dover
Exeter
Isles of Shoals
CAPE ANN
CAPE COD
CAPE COD BAY
Provincetown
Platts Bank
Jeffreys Ledge
Stellwagen Bank
MINOTS LEDGE
NORTHERN RIGHT WHALE CRITICAL HABITAT
RESTRICTED AREA 165.100 (see note A)
Disposal Area
NAUSET BEACH
HIGHLAND
New Bedford
Cape Cod Canal
BUZZARDS BAY
Woods Hole
Cuttyhunk I
VINEYARD SOUND
MARTHA'S VINEYARD
Gay Hd
NANTUCKET SOUND
Great Round Shoal Chan
Cape Poge
NANTUCKET
Sankaty Head (use chart 13237)
NANTUCKET SHOALS
Davis South Shoal
Davis Bank
Veatch
Nomans Land
Mattaponsett Chan
RHODE ISLAND SOUND (use chart 13218)
Newport
Ft Judith
Block I
BLOCK ISLAND SOUND
Fishers I
Plum I
The Race
Gardiners
Montauk Pt
Cox Ledge
New London
New Haven
Housatonic R
Connecticut R
Thames R
LONG ISLAND SOUND (use chart 12354)
SHINNECOCK
Shinnecock Inlet
Moriches Inlet
GREAT SOUTH BAY (use chart 12352)
Pollock Rip Chan
Fishing Rip
AREA TO BE AVOIDED (see note C)
Dumping Area CAUTION (Unexploded bombs may exist in this area)
REGULATED NAVIGATION AREA 165.153 (see note A)
TRAFFIC LANES (see note B)
SAFETY AND SECURITY ZONE 165.169 (see note A)
Unexploded Ordnance
Unexploded Depth Charges
Unexploded Torpedo
Priv aids




10

Note: Chart grid lines are aligned with true north.


Joins page 7
Joins page 15
Crowell Basin
Sewell Ridge
Browns Bank
NORTHEAST CHANNEL
AREA TO BE AVOIDED (see note H)
EXERCISE AREA (see note F)
Y "ODAS" Fl (5) Y Priv
Unexploded Depth Charge
Obstn (rep 2000)
Obstn (rep 1994)
PA (rep 1995)
Obstn (rep 1989)
(chart 13204)
(chart 13200)
Georges Shoal
Cultivator Shoal
Corsair Canyon
Georges Canyon
Nygren Canyon
Munson Canyon
Powell Canyon
Lydonia Canyon
Oceanographer Canyon
Explosives Dumping Area
CANADA
UNITED STATES
GEORGES BANK
Truxton
43°
42°
41°
40°

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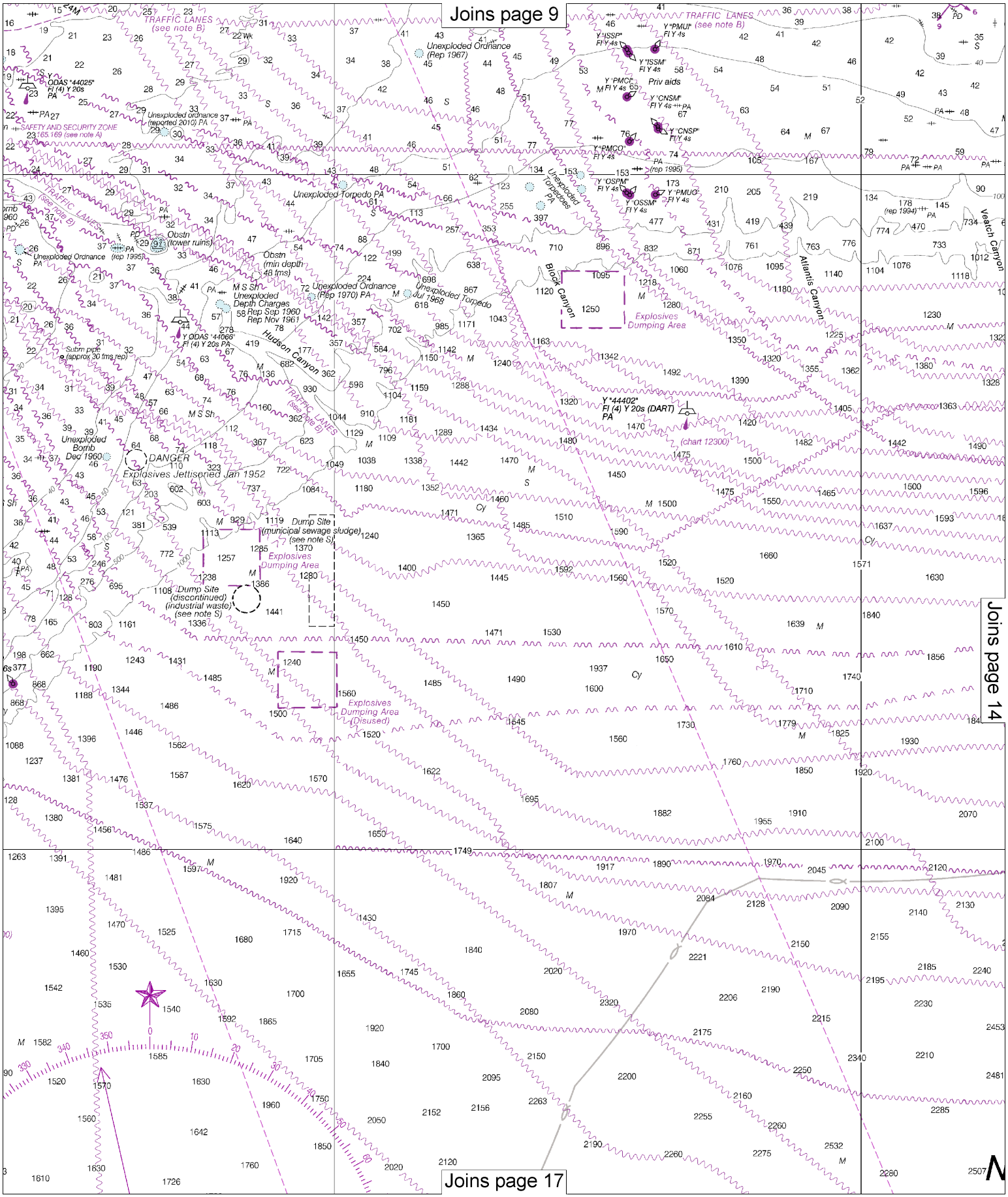
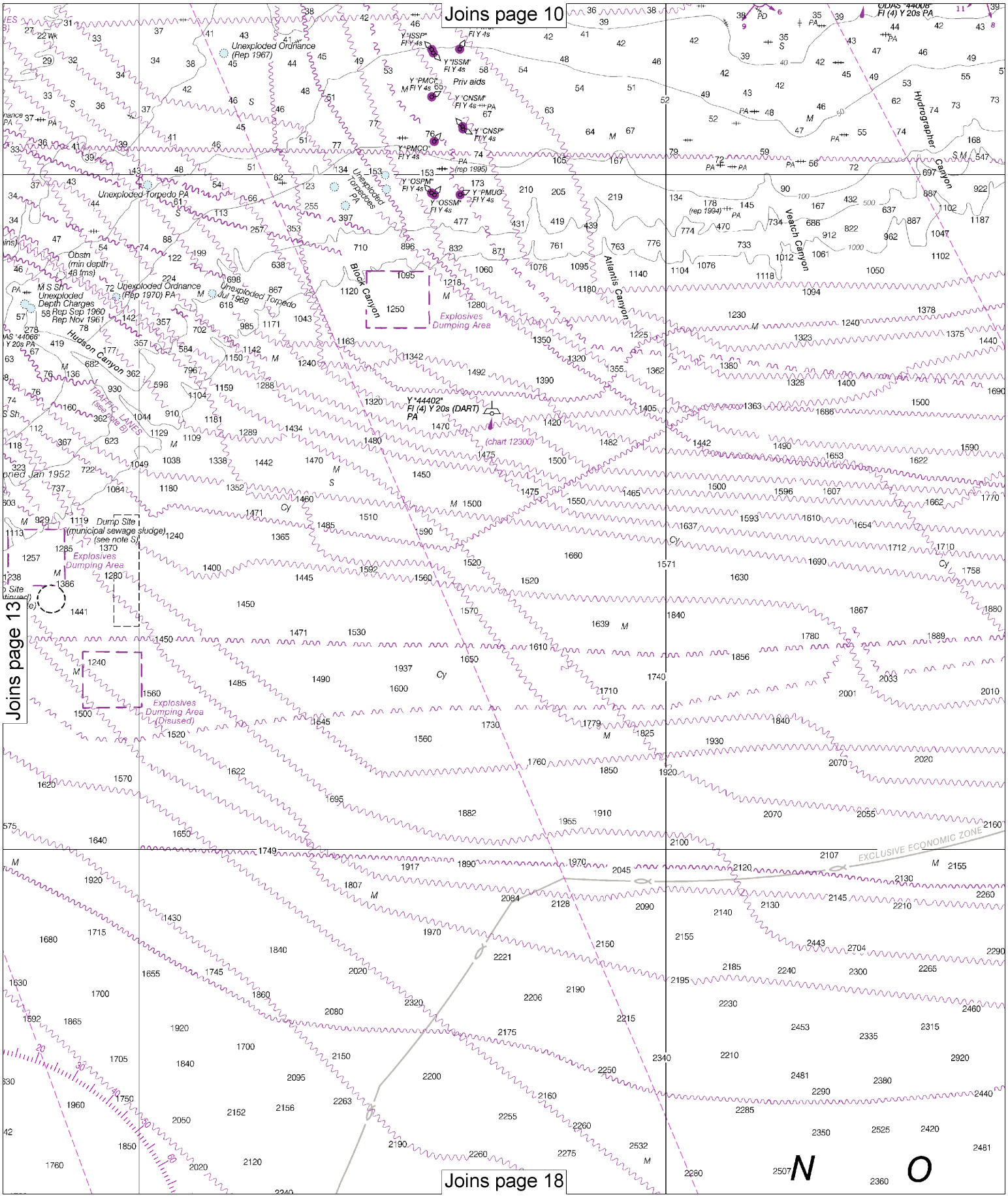
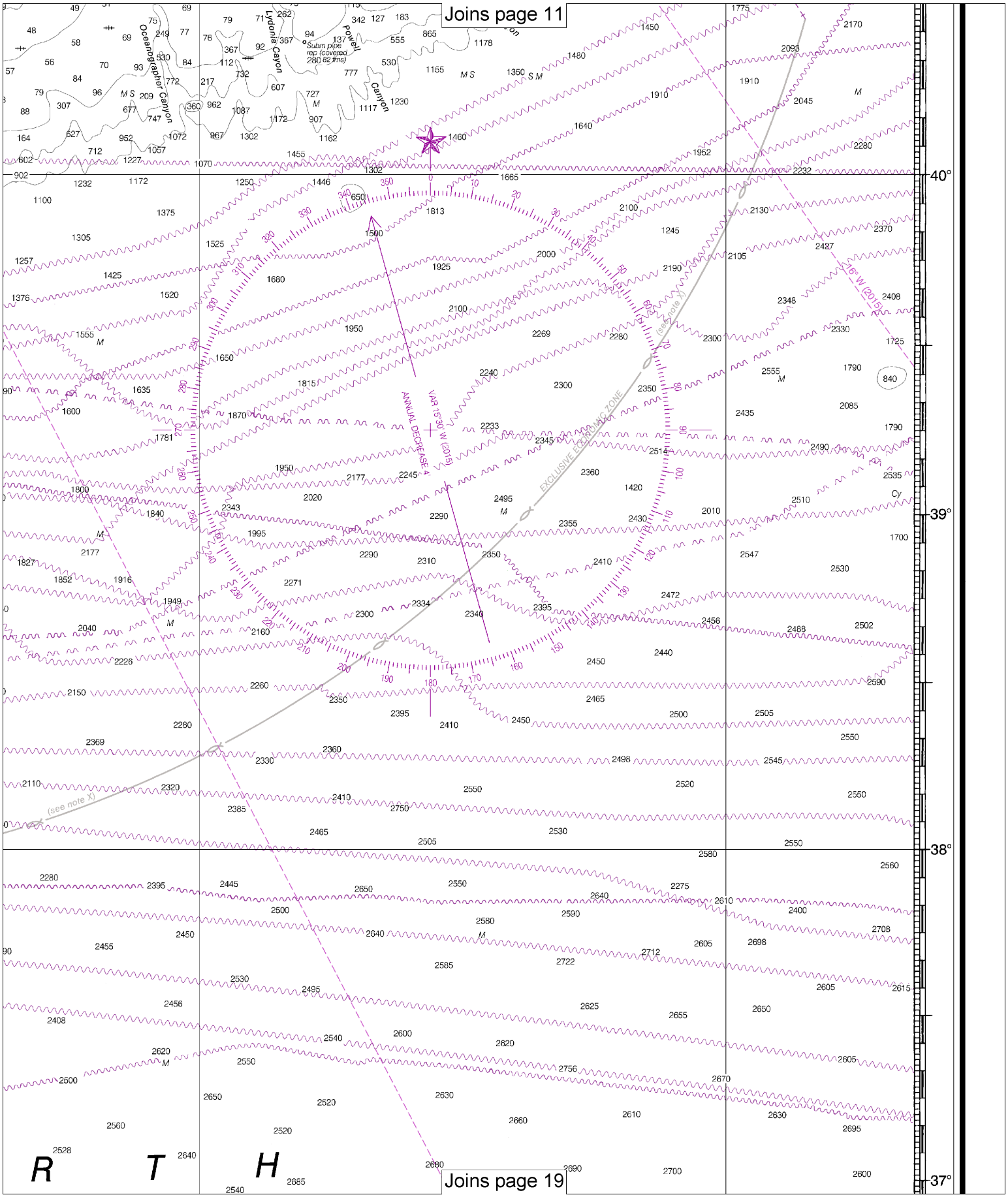
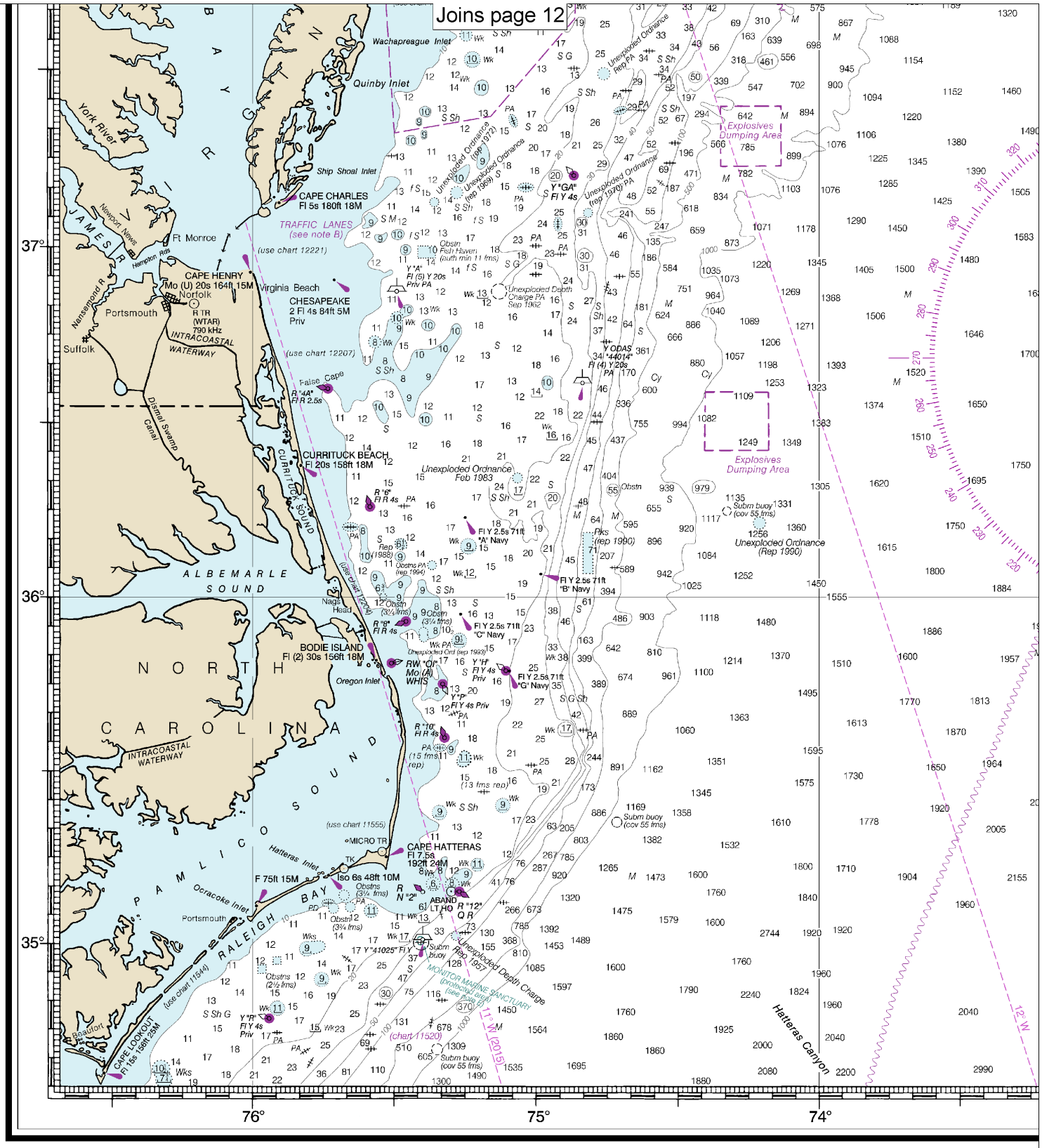

Joins page 9
Joins page 14
Joins page 17
TRAFFIC LANES (see note B)
Unexploded Ordnance (Rep 1967)
Y "PMUI" Fl Y 4s
Y "ISSP" Fl Y 4s
Y "ISSM" Fl Y 4s
Y "PMCI" Fl Y 4s
Priv aids
Y "CNSM" Fl Y 4s
Y "CNSP" Fl Y 4s
Y "PMCO" Fl Y 4s
Y "OSPM" Fl Y 4s
Y "PMUO" Fl Y 4s
Y "OSSM" Fl Y 4s
ODAS "44025" Fl (4) Y 20s PA
SAFETY AND SECURITY ZONE 165.169 (see note A)
Unexploded ordnance (reported 2010) PA
Unexploded Torpedo PA
Unexploded Torpedoes PA
Obstn (tower ruins)
Unexploded Ordnance (rep 1995)
Obstn (min depth 48 fms)
Unexploded Ordnance (Rep 1970) PA
Unexploded Torpedo Jul 1968
M S Sh
Unexploded Depth Charges Rep Sep 1960 Rep Nov 1961
Y ODAS "44066" Fl (4) Y 20s PA
Subm pipe (approx 30 fms rep)
Hudson Canyon
Block Canyon
Atlantis Canyon
Veatch Canyon
Explosives Dumping Area
Y "44402" Fl (4) Y 20s (DART) PA
(chart 12300)
Unexploded Bomb Dec 1960
DANGER Explosives Jettisoned Jan 1952
Dump Site (municipal sewage sludge) (see note S)
Dump Site (discontinued) (industrial waste) (see note S)
Explosives Dumping Area (Disused)




14

Note: Chart grid lines are aligned with true north.


Joins page 11
Joins page 19
Oceanographer Canyon
Lydonia Canyon
Powell Canyon
Subm pipe
ANNUAL DECREASE 4'
VAR 15°30' W (2015)
EXCLUSIVE ECONOMIC ZONE
(see note X)
40°
39°
38°
37°
R T H




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.

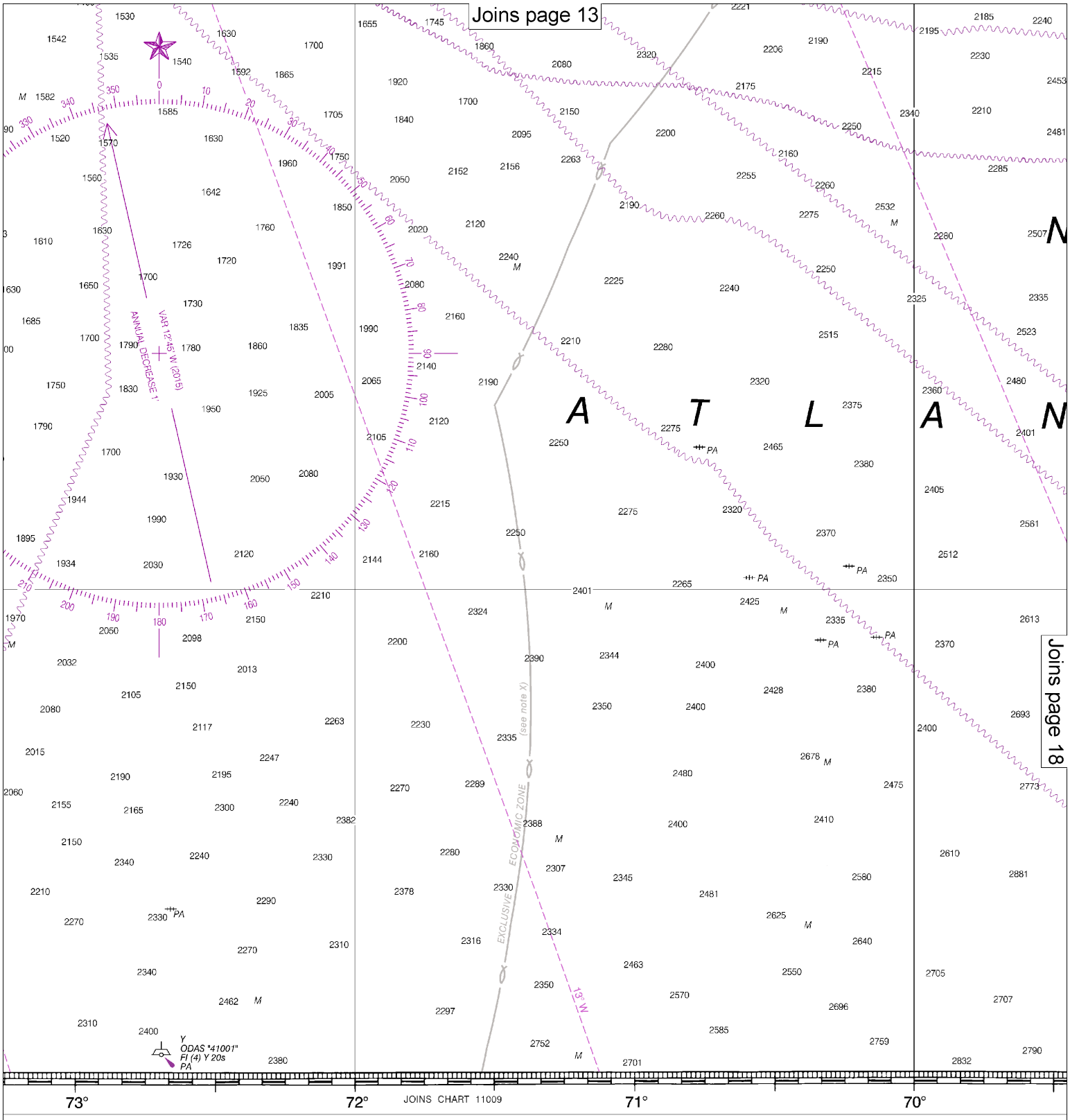
13003

SOUNI

52nd Ed., Oct. 2015. 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.




DINGS IN FATHOMS

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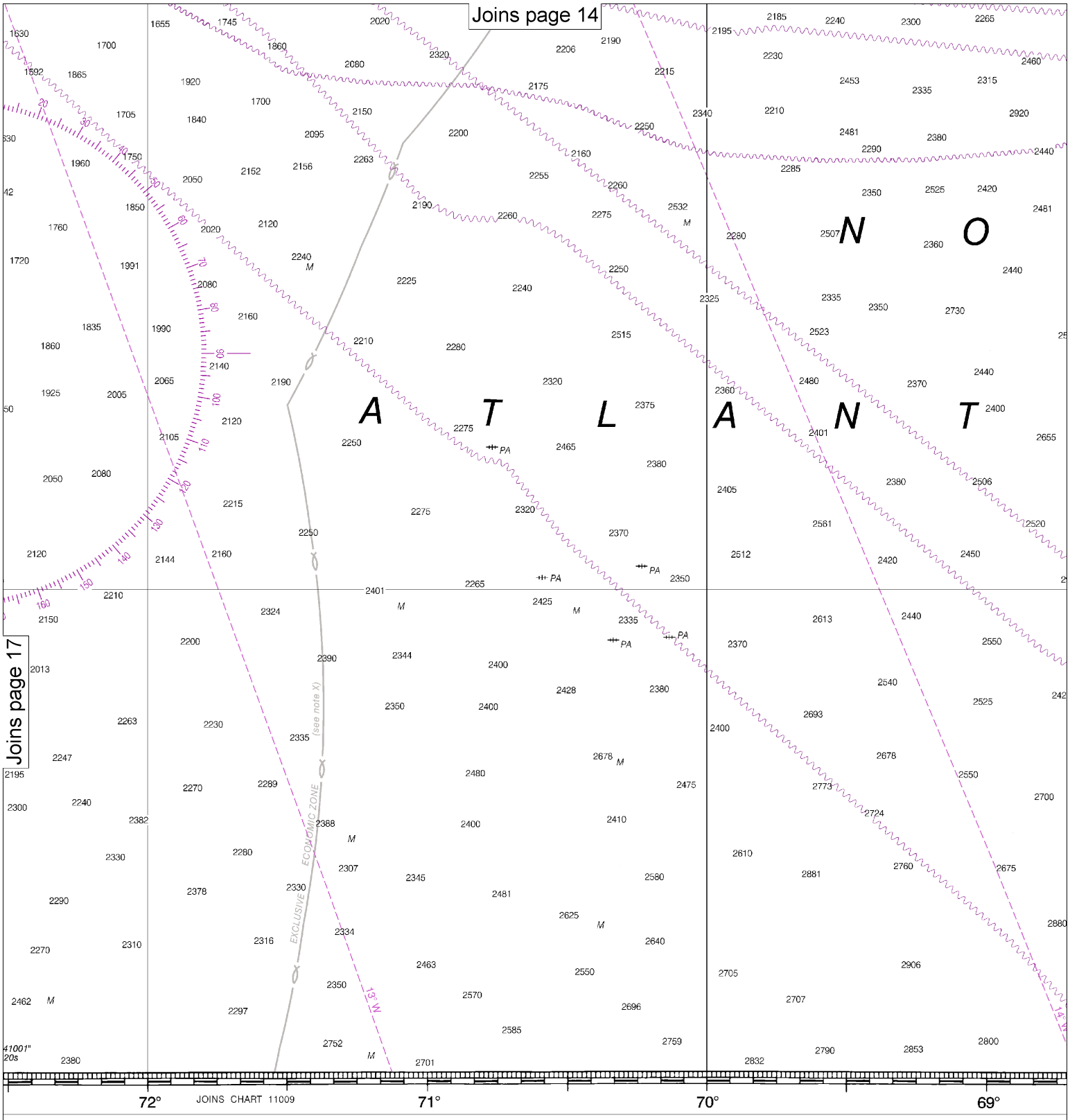
NATIONAL OCEAN SERVICE
COAST SURVEY




ATHOMS

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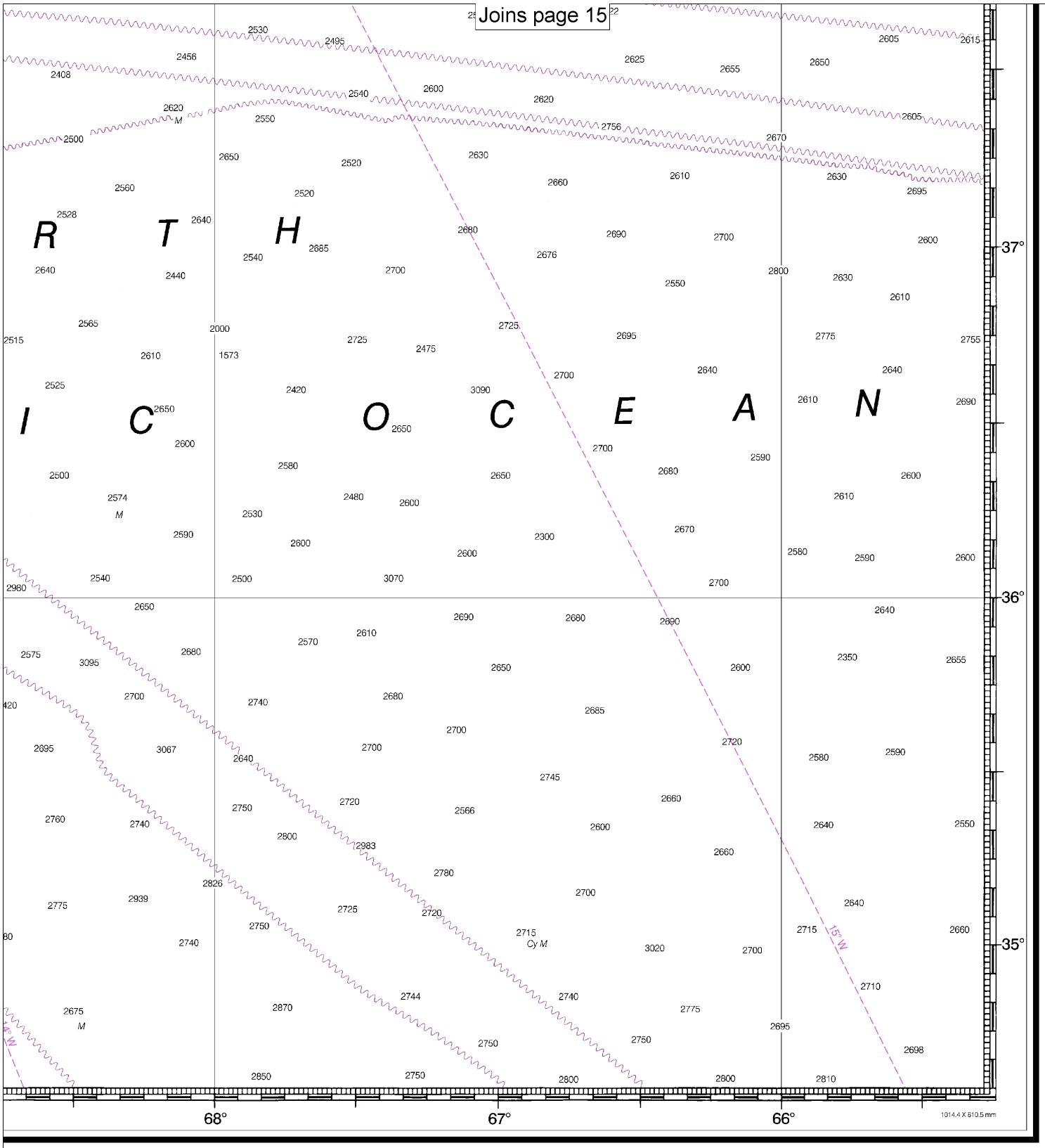
COAST SURVEY



Note: Chart grid lines are aligned with true north.




| FATHOMS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FEET | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 96 | 102 |
| METERS | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 | | | | | | | | | | | | | | | | |

Cape Sable to Cape Hatteras

SOUNDINGS IN FATHOMS - SCALE 1:1,200,000

13003

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/** |
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| Contact Us | — | **http://www.nauticalcharts.noaa.gov/staff/contact.htm** |

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Note on Printing

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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