

# BookletChart™

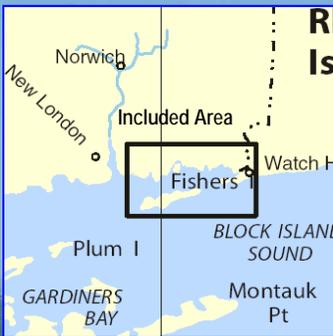


## Fishers Island Sound

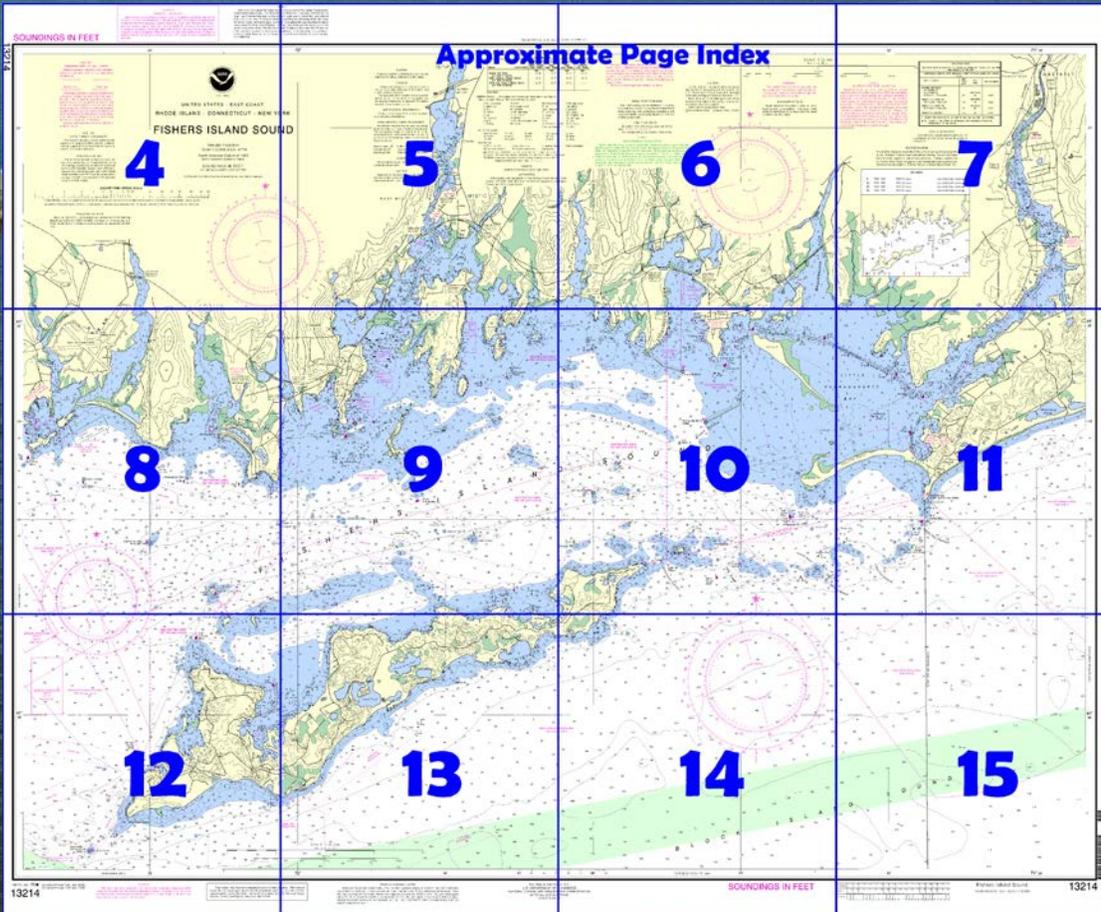
NOAA Chart 13214

*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](http://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.

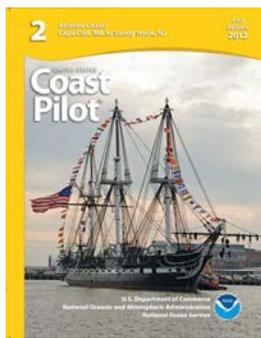
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13214>.



#### (Selected Excerpts from Coast Pilot)

**Watch Hill**, about 17.5 miles west of Point Judith, is a high bare bluff on its easterly side with several large hotels and summer houses.

**Watch Hill Light** (41°18'14"N., 71°51'30"W.), 61 feet above the water, is shown from a square gray granite tower, 45 feet high, attached to a white building with a red roof, on **Watch Hill Point**.

**Gangway Rock**, awash at low water, is part of a boulder reef extending about 0.2 mile

south from Watch Hill Light. A lighted bell buoy marks the south end of the reef. A submerged rock is about 50 yards northward of the buoy.

**Watch Hill Passage** is the principal entrance to Fishers Island Sound from eastward, and the only one used by strangers. It has a least depth of about 17 feet. A spot with 12 feet over it in the passage is marked by a buoy; the best channel is northward of this buoy, giving it a berth of about 150 yards.

**Watch Hill Reef**, on the southwest side of Watch Hill Passage, has rocks that bare and is marked by a gong buoy.

**Sugar Reef Passage**, between Watch Hill Reef and Sugar Reef, has a width of 0.3 mile; the least depths are about 22 feet.

**Sugar Reef**, some 500 to 600 yards in extent, is covered 2 to 12 feet and should be avoided; it is marked by a buoy off its north side.

**Catumb Rocks**, the highest of which are awash, are marked by buoys on the north, southeast, and southwest sides. Rocks covered 1 to 18 feet extend 0.8 mile westward of Catumb Rocks to the buoy that marks the east side of **Lords Passage**. This passage, about 0.3 mile wide, has a least depth of 16 feet.

**Wicopesset Passage**, between Wicopesset Island and East Point, is narrow and is obstructed by a rock in the middle marked by a buoy; it is suitable only for small craft and should not be used by strangers. A bell buoy marks the southern entrance. Extreme caution is recommended when using the passage as the ebb current is apt to set boats on the foul ground.

**Fishers Island** is 6 miles long. **Chocomount**, 136 feet high, is the highest point on the island. **East Point**, at the east end of the island, is marked by several large houses. The former Coast Guard station at East Harbor, about 1 mile from East Point of Fishers Island, is prominent. The radar antenna on **Mount Prospect**, near the west end of the island, south shore, is the most prominent landmark on Fishers Island from seaward. The south side of the island is fringed with foul ground which rises abruptly from depths of 42 to 48 feet, but by giving the shore a berth of 0.5 mile, all dangers will be avoided.

**Race Point Ledge**, partly bare at low water, extends about 0.2 mile southwestward from **Race Point**, the southwest extremity of Fishers Island, and is marked at its end by a buoy. Inside the buoy are boulders with 2 to 9 feet over them. The passage between the buoy and Race Rock Light has very irregular bottom; the least depth is about 18 feet. It is suitable only for small vessels with a comparatively smooth sea.

**Race Rock**, on the northeast side of The Race, is nearly 200 yards in diameter, with a depth of 8 feet. A ridge with a least depth of 28 feet extends about 120 yards SSW of Race Rock. Another ridge, extending in a north-south direction with a least depth of 38 feet is about 320 yards east of Race Rock.

**Race Rock Light** (41°14'37"N., 72°02'50"W.), 67 feet above the water, is shown from a granite tower attached to a dwelling on a granite pier on the rock. A sound signal is sounded at the station. The sound signal is reported at times to be inaudible when a vessel is approaching from eastward and is close southward of Fishers Island.

Fishers Island Sound extends between the mainland of Connecticut and Fishers Island, and forms one of the entrances into Long Island Sound that is used to some extent by light tows and other vessels up to 14-foot draft. The sound has numerous shoals and lobster trap buoys, and the entire area is exceedingly treacherous, characterized by boulder patches that rise abruptly from deep water. Vessels should follow the deeper channels between the shoals and proceed with caution if obliged to cross shoal areas.

### 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](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).  
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



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

# SOUNDINGS IN FEET

13214

02'

**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.

**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.

**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 0.356" northward and 1.737" eastward to agree with this chart.

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

**RADAR REFLECTORS**  
 Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST  
 RHODE ISLAND - CONNECTICUT - NEW YORK

## FISHERS ISLAND SOUND

Mercator Projection  
 Scale 1:20,000 at Lat. 41°18'

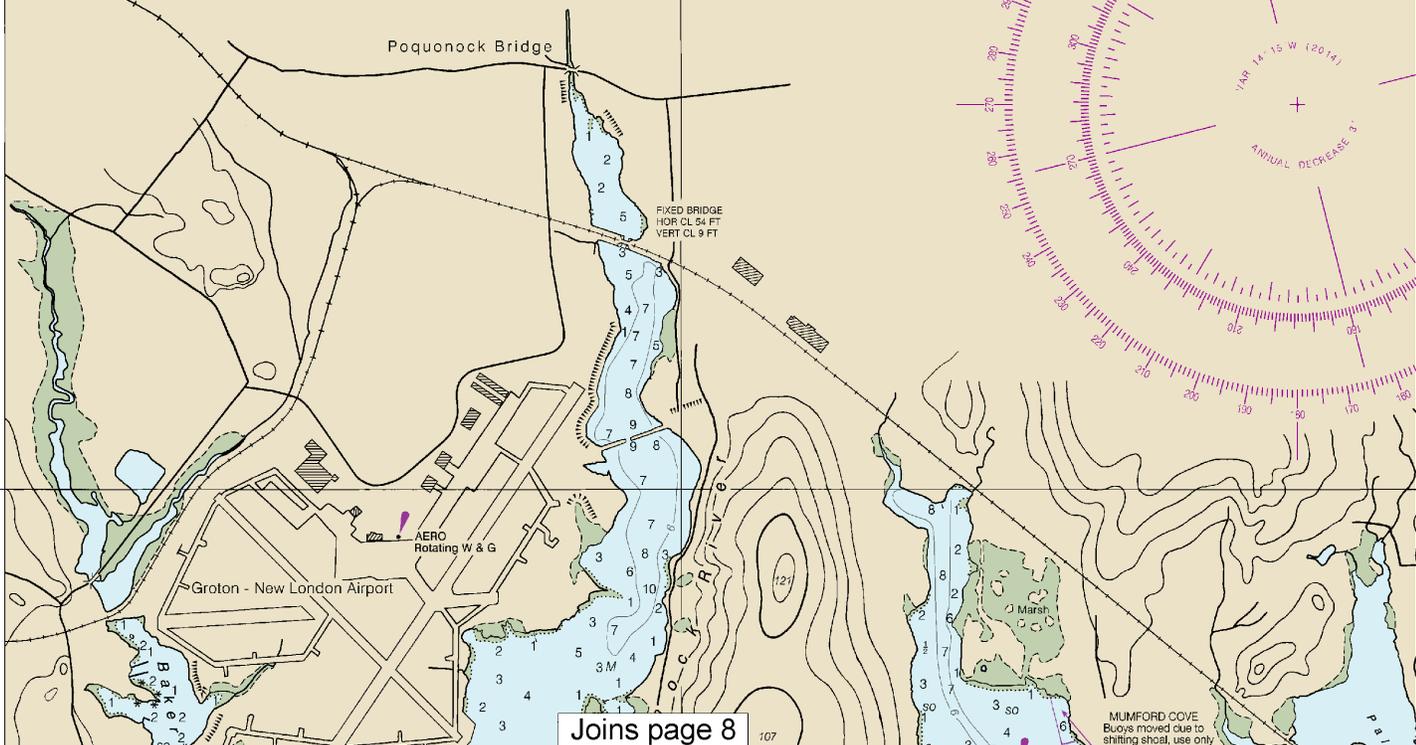
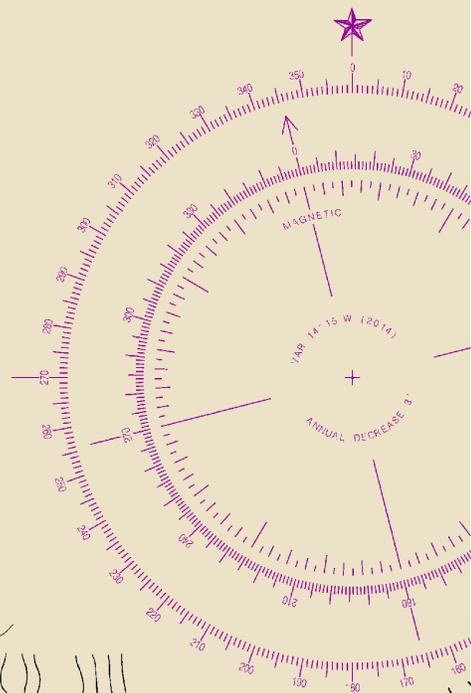
North American Datum of 1983  
 (World Geodetic System 1984)

**SOUNDINGS IN FEET**  
 AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

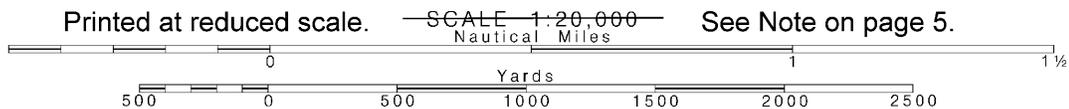
22'

41°  
 20'



4

Note: Chart grid lines are aligned with true north.



See Note on page 5.

72° 58' 57' 50' 40' 30' 20'

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

CAUTION

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

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.

SUPPLEMENTAL INFORMATION

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

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.

New London, CT KHB-47 162.550 MHz
Providence, RI WXJ-39 162.400 MHz
Riverhead, NY WXM-80 162.475 MHz

NOTE B

These waterways are marked with numerous uncharted private aids.

CAUTION

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

TIDAL INFORMATION table with columns: PLACE, NAME, (LAT/LONG), Height referred to datum of sound, Mean Higher High Water, Mean High Water. Includes Watch Hill Point, West Harbor, Silver Eel Pond.

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov (Jan 2014)

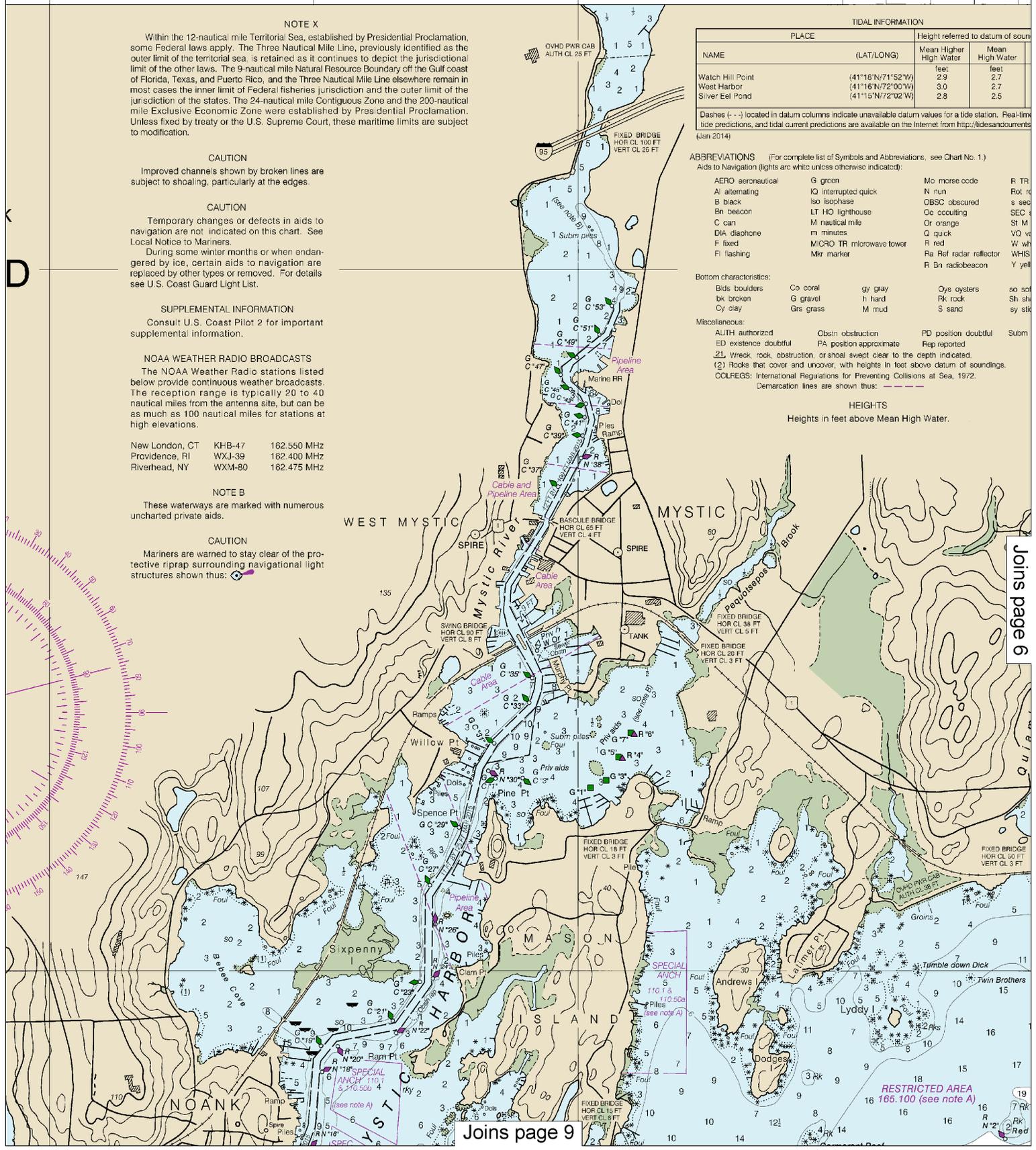
ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1)

- Aids to Navigation (lights are white unless otherwise indicated): AERO aeronautical, Al alternating, B black, Bn beacon, C can, DIA diaphone, F fixed, Fl flashing, G green, IQ interrupted quick, iso isophase, LT HO lighthouse, M nautical mile, m minutes, MICRO TR microwave tower, Mkr marker, Mo Morse code, N nun, OBSO obscured, Oc occulting, O orange, Q quick, R Ref radar reflector, R Bn radiobeacon, R TR Rot. rd, s sec, SEC-4, ST M, VO V, W wh, WHIS, Y yell.

- Bottom characteristics: Bds boulders, bk broken, Cy clay, Co coral, G gravel, Grs grass, gy gray, h hard, M mud, Oys oysters, Rk rock, S sand, so soft, Sh sh, sy str.

- Miscellaneous: AUTH authorized, ED existence doubtful, 2L Wreck rock obstruction, (2) Rocks that cover and uncover, COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

HEIGHTS Heights in feet above Mean High Water.



Joins page 9

Joins page 6

RESTRICTED AREA 16 165.100 (see note A)

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.





**INFORMATION**

LONG	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
N/71°52'W	2.9	2.7	0.1
N/72°00'W	3.0	2.7	0.2
N/72°02'W	2.8	2.5	0.2

available datum values for a tide station. Real-time water levels available on the Internet from <http://tidesandcurrents.noaa.gov>.

**Abbreviations, see Chart No. 1.)**

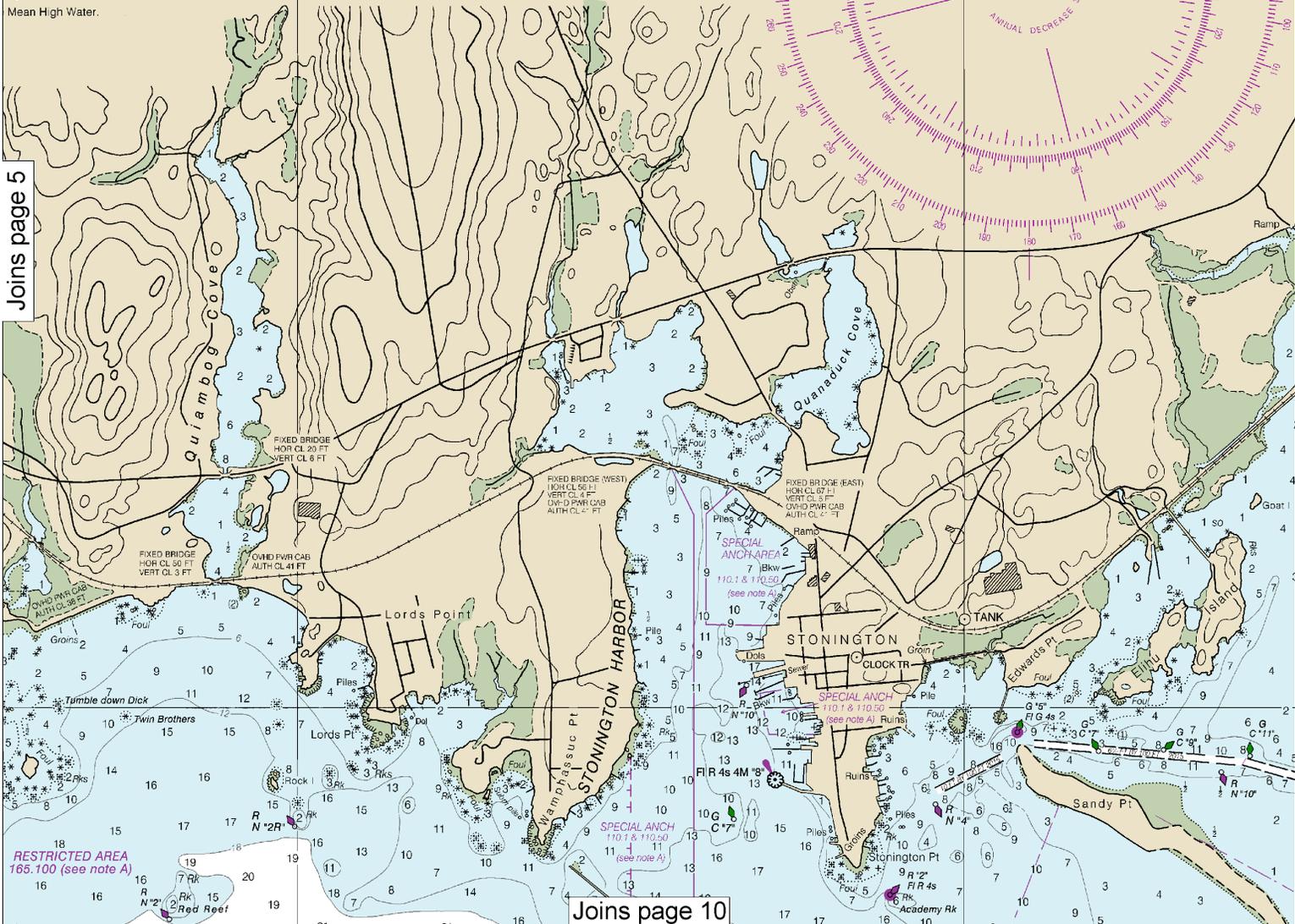
Mo	morse code	R TR	radio tower
N	run	Rot	rotating
OBSC	observed	s	seconds
Oc	occuting	SEC	sector
Or	orange	St M	statute miles
Q	quick	VQ	very quick
R	red	W	white
Ra	Ref	WHIS	whistle
R Bn	radiobeacon	Y	yellow

gray	Oys	oysters	so	soft
hard	Rk	rock	Sh	shells
mud	S	sand	sy	sticky

n	PD	position doubtful	Subm	submerged
aximate	Rep	reported		
near		to the depth indicated		
ites		in feet above datum of soundings.		
ning		Collisions at Sea, 1972.		

**TS**  
Mean High Water.

Joins page 5



**RESTRICTED AREA**  
165.100 (see note A)

Joins page 10

**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 Concord, MA.  
Refer to charted regulation section numbers.

**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.

**SMALL CRAFT WARNINGS**  
Small craft warnings will be displayed from sunrise to sunset from Suffolk County Marine Police Patrol Boats underway in the coastal and navigable inland waters of Suffolk County Long Island New York. For boating season only.

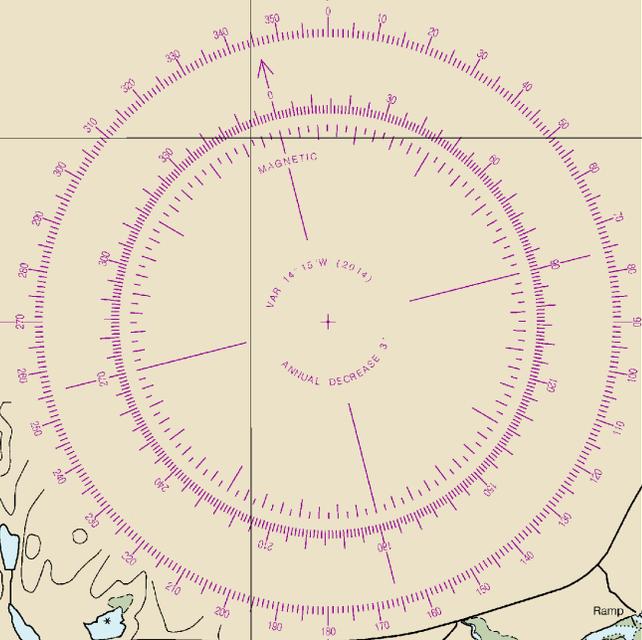
**NOTE C**  
**RECOMMENDED VESSEL ROUTE**  
Recommended vessel routes for deep draft vessels (including tugs and barges) entering and departing Rhode Island Sound, Narragansett Bay and Buzzards Bay. While not mandatory, deep draft commercial vessels (including tugs and barges) are requested to follow the designated routes at the master's discretion. Other vessels, while not excluded from these routes, should exercise caution in and around these areas and monitor VHF channel 16 or 13 for information concerning deep draft vessels (including tugs and barges) transiting these routes. See U.S. Coast Pilot Volume 2, Chapter 5, 6 or 7 as appropriate.

**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**  
Naut



**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly of floating aids. See U.S. Coast Guard Light Lists and U.S. Coast Pilot for details.



Note: Chart grid lines are aligned with true north.



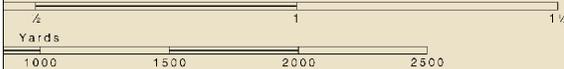
See Note on page 5.

52'

71° 50'

E 1:20,000

Vertical Miles



on  
List

**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/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

PAWCATUCK RIVER			
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2012 AND SURVEYS TO DEC 2009			
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			
NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
CHANNEL ENTRANCE AT RHODES PT TO A POINT IN 41°20'29.5"N, 71°49'54.8"W.	8.7	MID-WIDTH 50	11,12-09
THENCE TO A POINT IN 41°21'41.2"N, 71°50'17.3"W.	7.8	MID-WIDTH 50	11,12-09
THENCE TO A POINT IN 41°22'13.8"N, 71°49'54.5"W.	4.8	MID-WIDTH 50	11,12-09
THENCE TO WESTERLY	A6.6	40	11,12-09

A. EXCEPT FOR SHOALING TO 3.5 FEET IN THE LAST 210 FEET OF CHANNEL.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

**FISH TRAP AREAS**

Boundary lines of fish trap areas are shown thus: \_\_\_\_\_  
Submerged piling may exist in these areas.

**AIDS TO NAVIGATION**

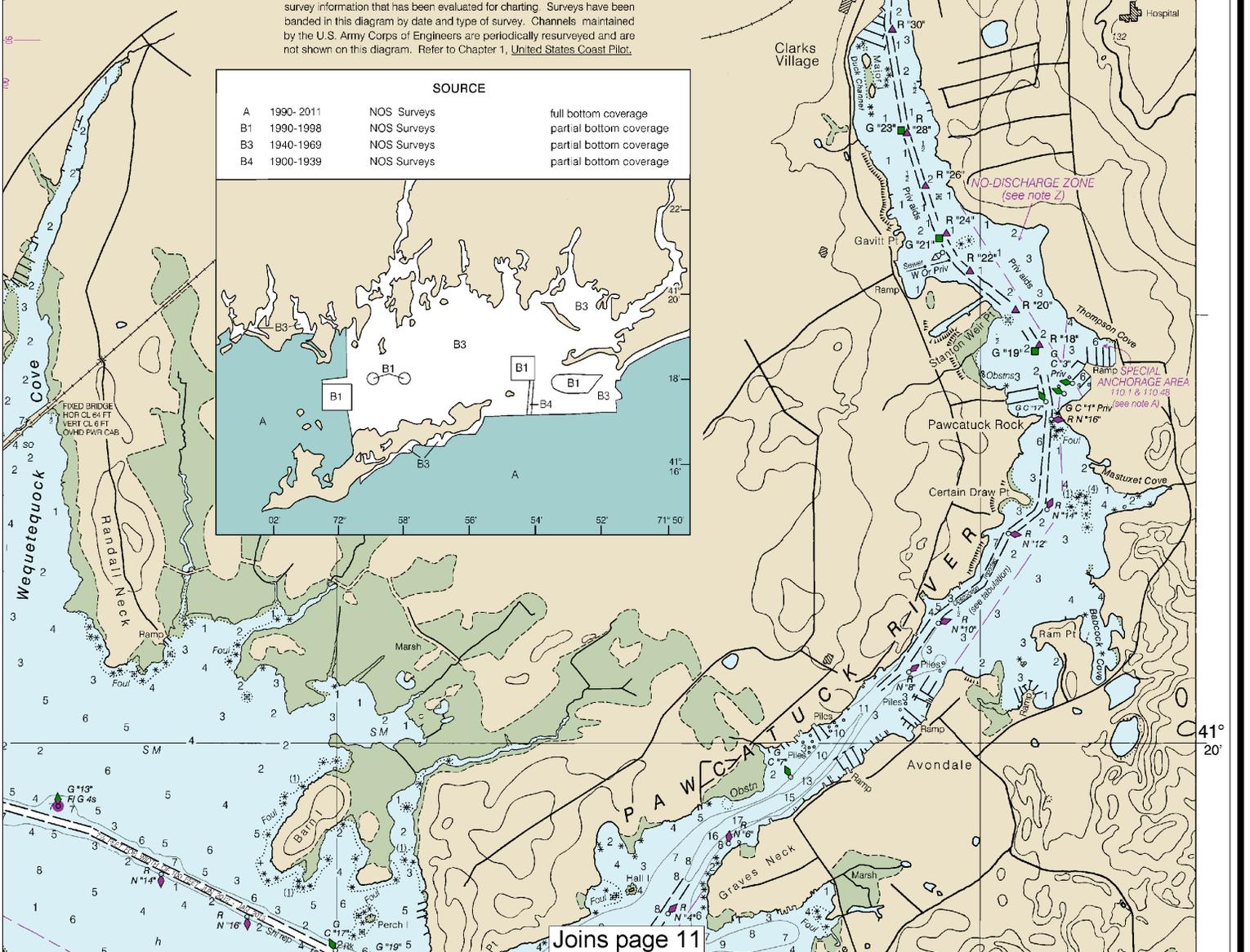
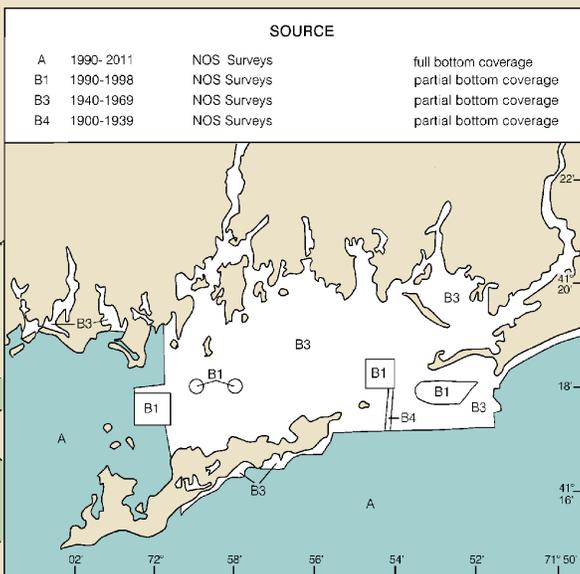
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**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**

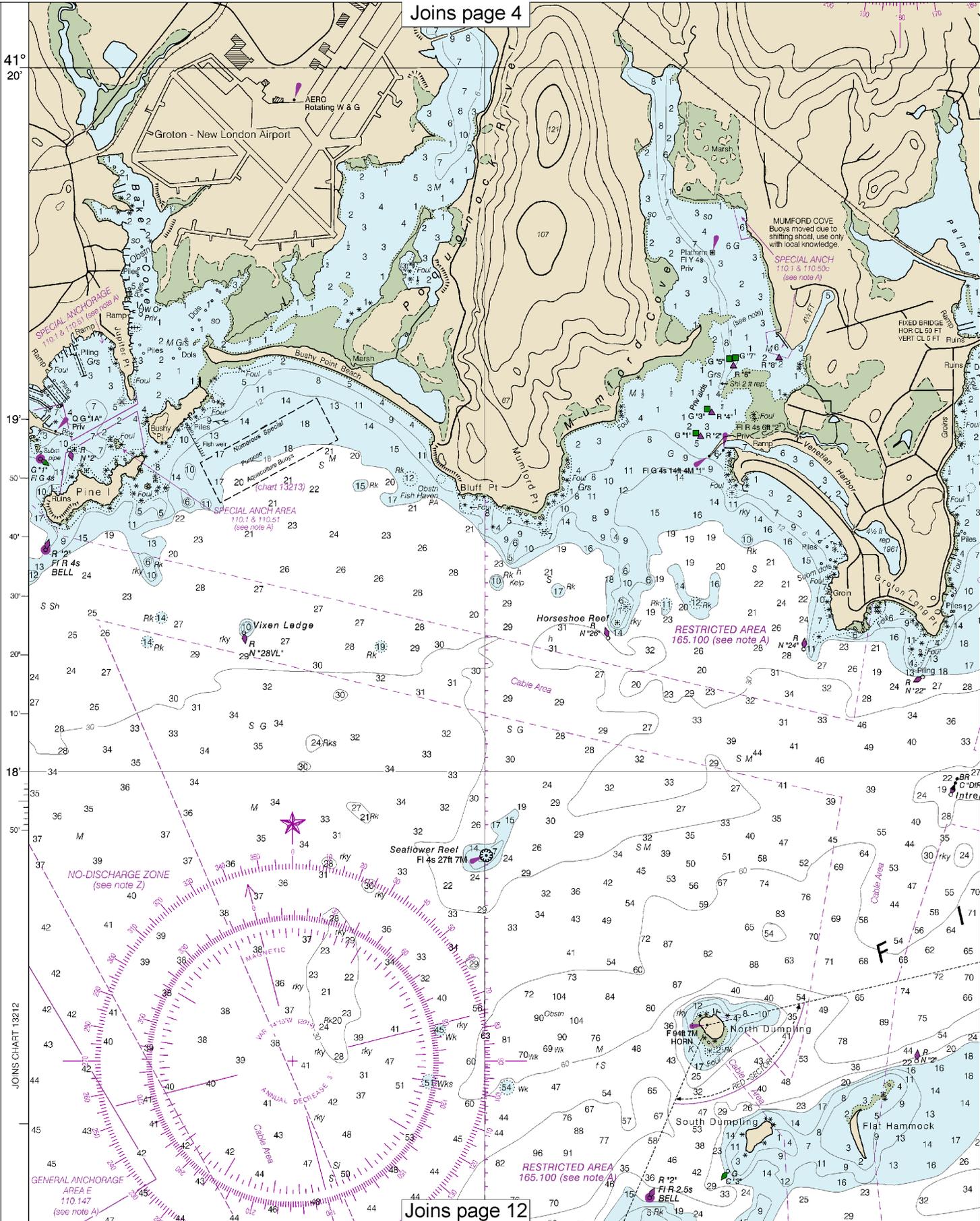
A	1990-2011	NOS Surveys	full bottom coverage
B1	1990-1998	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



Joins page 11

30th Ed., Feb. 2014. Last Correction: 6/2/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

41° 20'  
19'  
40'  
30'  
20'  
10'  
18'  
50  
37  
42  
43  
44  
45  
46  
47



Note: Chart grid lines are aligned with true north.

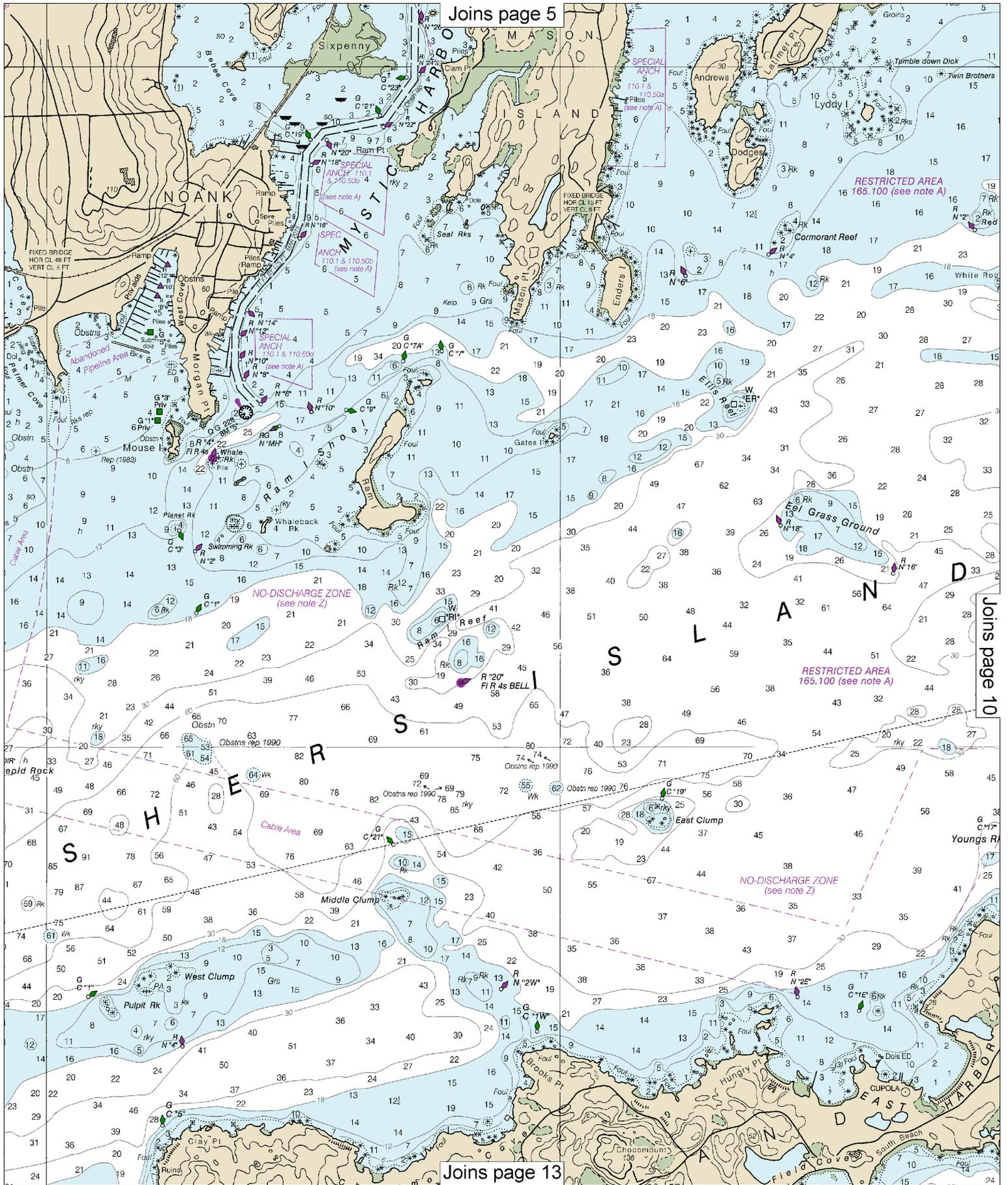
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.

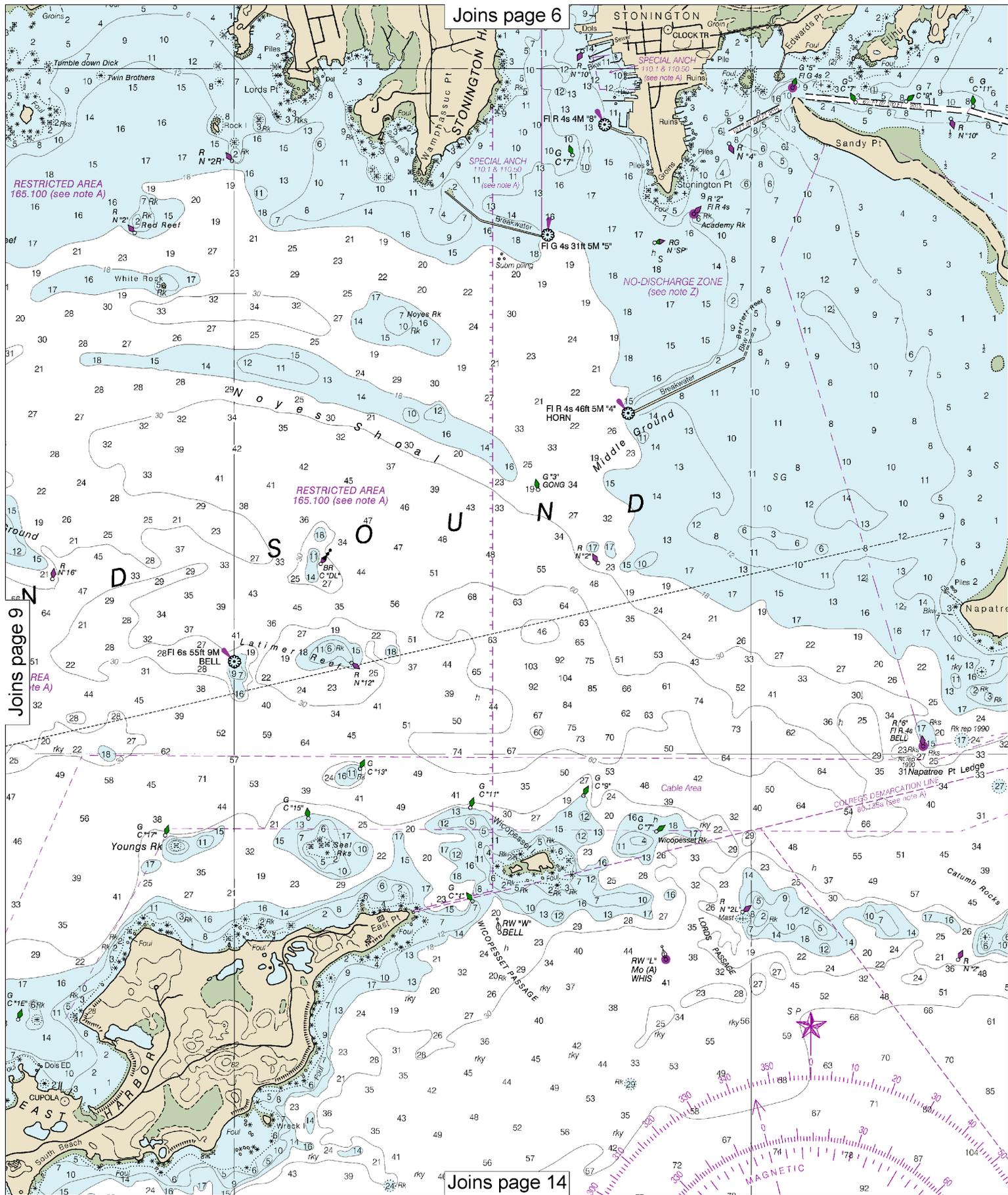


Joins page 5



Joins page 10

Joins page 13



Joins page 6

Joins page 9

Joins page 14

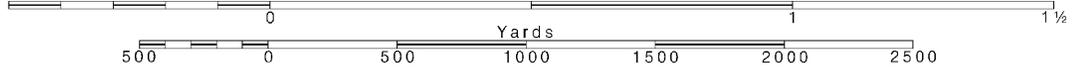
**10**

Note: Chart grid lines are aligned with true north.

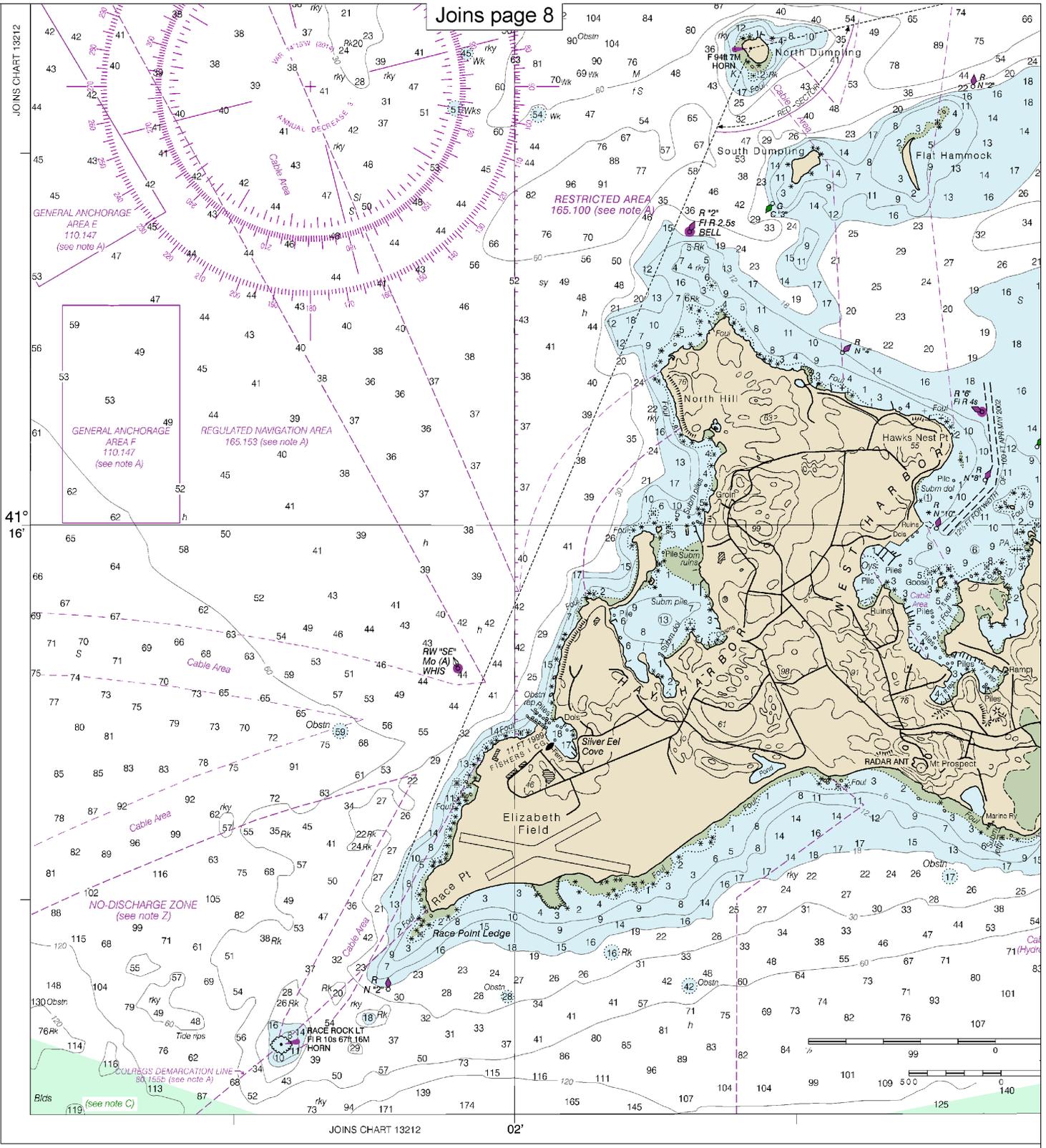
Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.







13214

30th Ed., Feb. 2014. Last Correction: 6/2/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

**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](http://nauticalcharts.noaa.gov).

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

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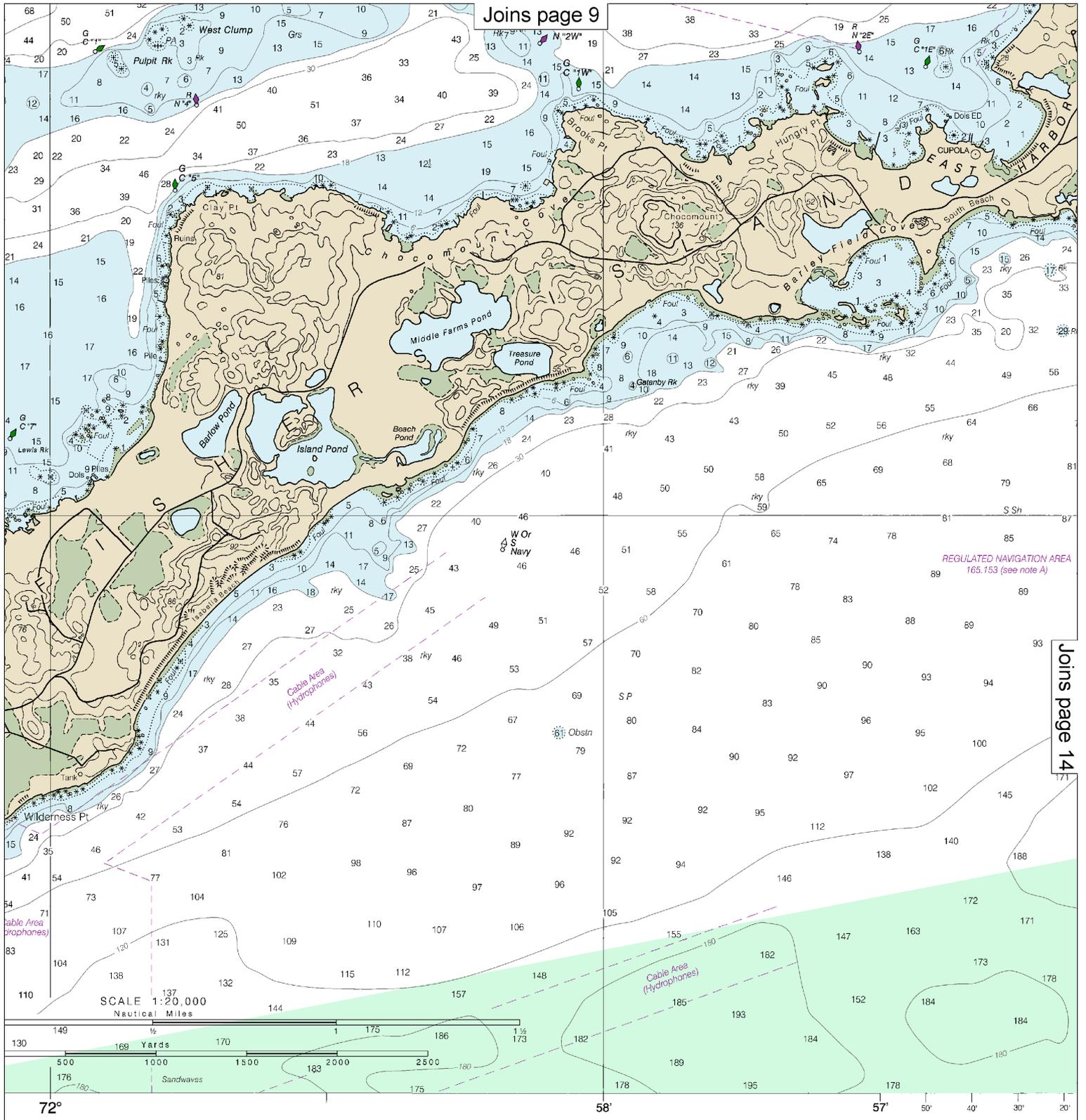
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

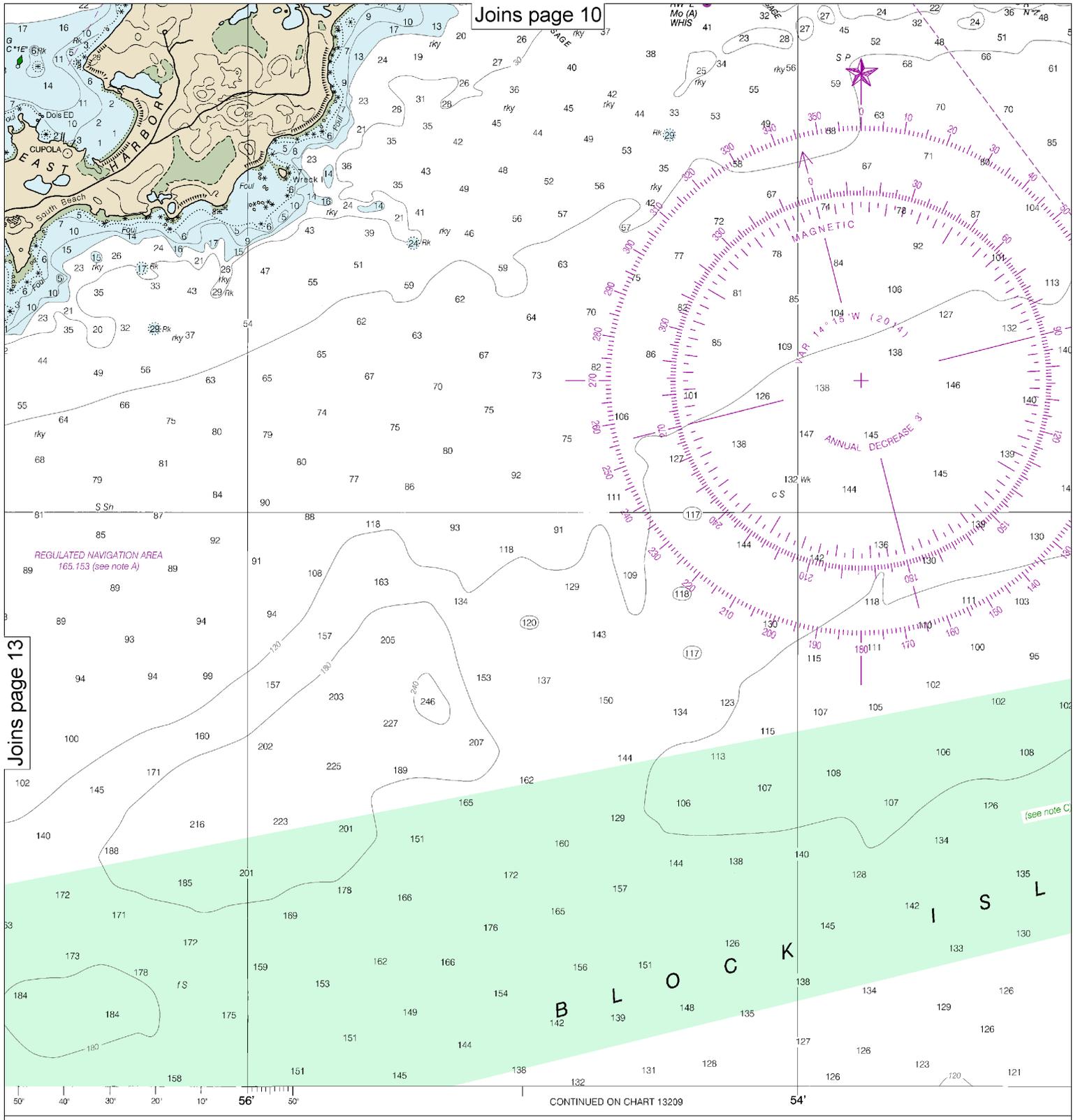
See Note on page 5.





or comments  
fact.htm.

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



Joins page 10

Joins page 13

REGULATED NAVIGATION AREA  
165, 153 (see note A)

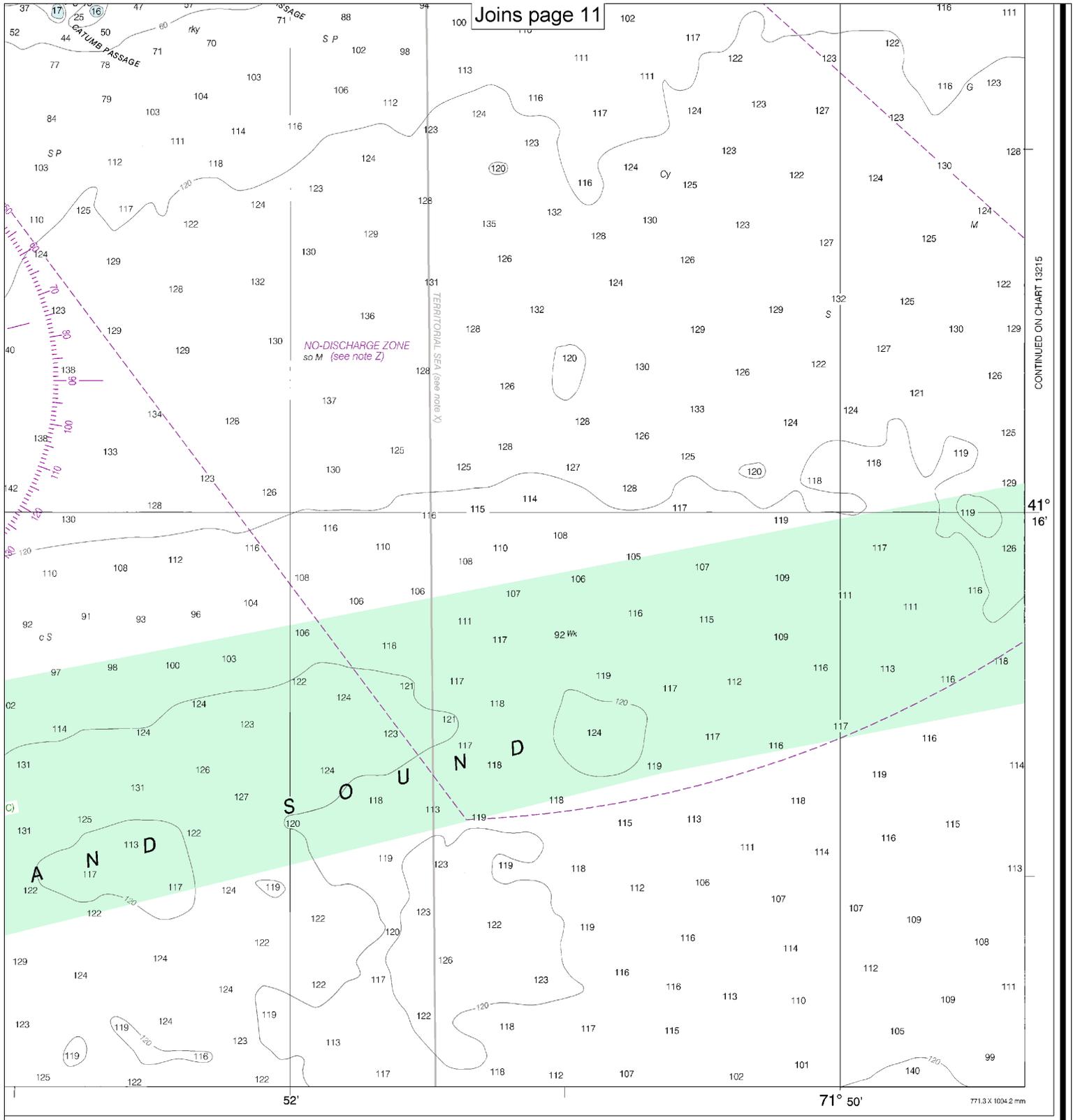
**SOUNDINGS IN FEET**

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

**14**

Note: Chart grid lines are aligned with true north.





CONTINUED ON CHART 13215

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

Fishers Island Sound  
SOUNDINGS IN FEET - SCALE 1:20,000

13214



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](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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