

BookletChart™



Providence River and Head of Narragansett Bay

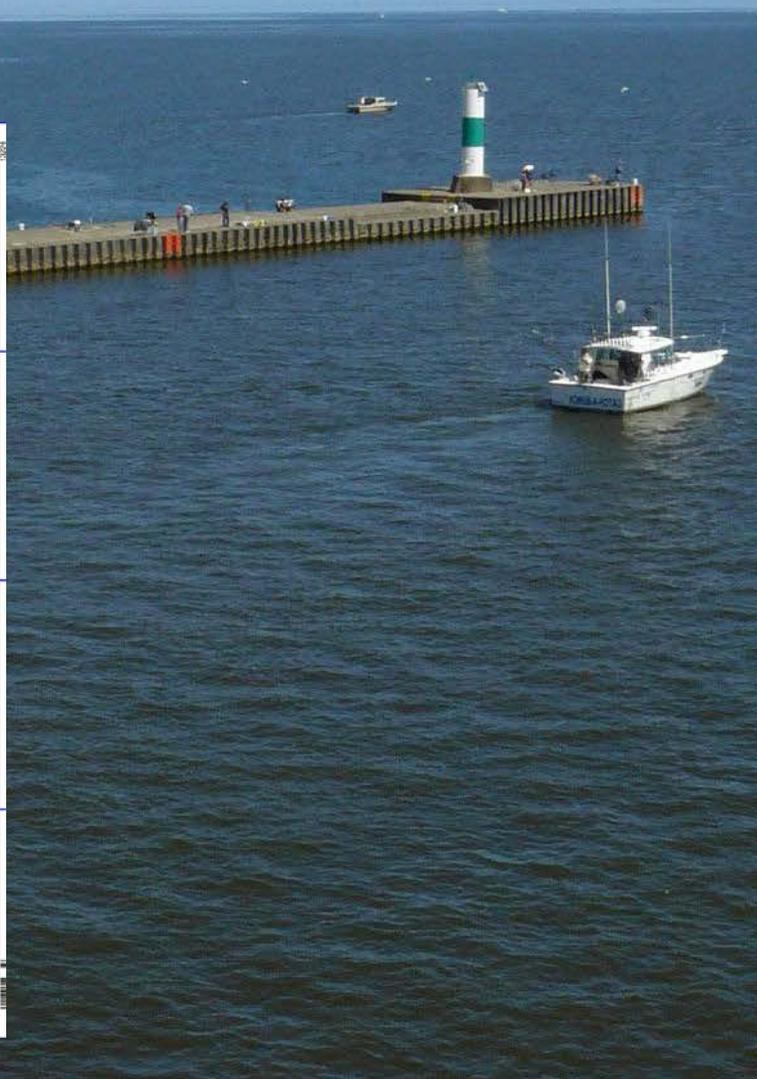
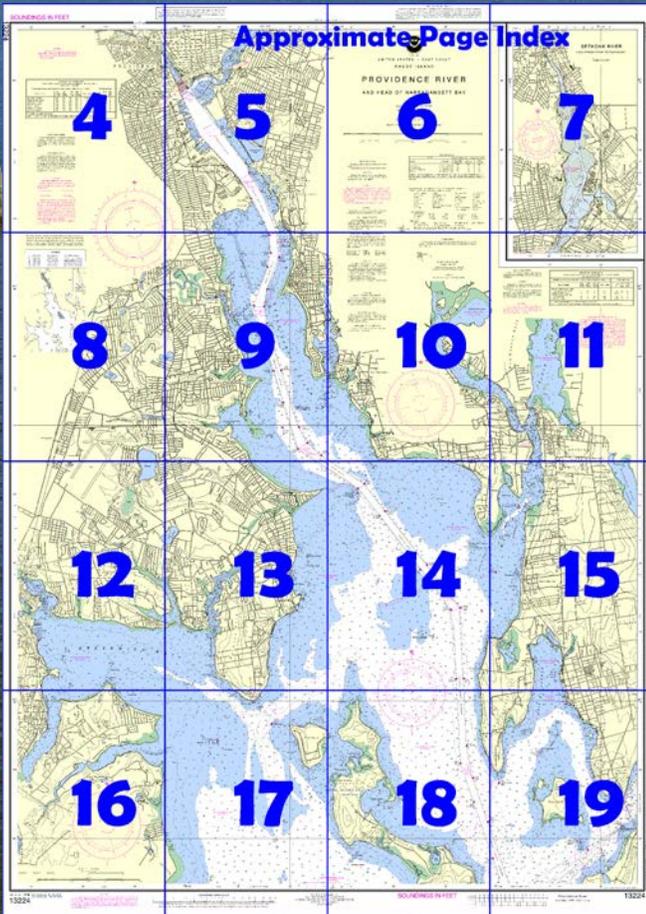
NOAA Chart 13224

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.

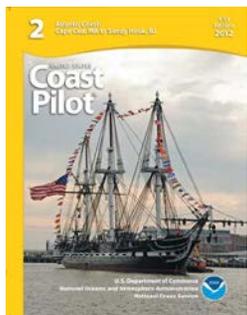
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13224>



(Selected Excerpts from Coast Pilot) Pilotage, Narragansett Bay and Other Rhode Island Waters.

Pilotage is compulsory for foreign vessels and U.S. vessels under register when entering and departing Narragansett Bay and all ports of the waters of the State of Rhode Island.

Federal and State pilots for Narragansett Bay are available from Northeast Marine Pilots, Inc., Newport, RI 02840;

<http://www.nemarinepilots.com>; telephone

401-847-9050 (24 hours), 800-274-1216, FAX 401-847-9052; email: dispatch@nemarinepilots.com.

Hog Island, about 1 mile north of Arnold Point, lies in the entrance to Bristol Harbor, dividing the waters into two channels. The island has a rolling wooded terrain on which are a few houses and cottages. Shoal water surrounds the island extending as much as 0.4 mile southward

and 0.8 mile northward. The shoal area is marked by lights and buoys. About 0.6 mile E-NE of Hog Island Shoal Light is **Musselbed Shoals**, marked on the outer end by a light. From the light structure a directional light is shown to mark the channel to Mount Hope Bay.

Hog Island is in the middle of the entrance to Bristol Harbor. A natural channel with depths of 19 to 25 feet extends on each side of the island. Excellent anchorage may be found in the harbor abreast the town in depths of 15 to 17 feet, soft bottom. A **general anchorage** is in Bristol Harbor.

Usher Rocks, about 0.7 mile northeastward of Popasquash Point, are bare at low water. A buoy is eastward of the rocks and on the western side of the western passage to the harbor.

From the bay, the channel to Warren passes between numerous shoals and rocks and is crooked and winding, but well marked. A depth of about 9 feet is in the channel to the lower wharves at Warren, and the same depth is in Barrington River to the fixed highway bridge about 0.5 mile above the entrance.

Vessels approaching the river must take care to avoid **Rumstick Shoal**, which extends nearly 0.6 mile south of **Rumstick Point**, the southernmost point of **Rumstick Neck** and the western entrance point of the river. The shoal has depths of 2 to 12 feet and is marked by buoys.

Rumstick Rock, 6 feet high, and **Rumstick Ledge**, with rocks that uncover 1 to 5 feet, are on the westerly side of the shoal.

The **tidal current** off the town of Warren has a velocity of about 1 knot. Strong currents may be encountered in Barrington River.

Dangers.—Numerous rocks and ledges border Providence River Channel on either side. Navigational aids mark the shoal areas off **Bullock Point**, about 1.5 miles above the mouth; off **Sabin Point**, about 3 miles above the Mouth; off **Pomham Rocks**, about 3.5 miles above the mouth; off **Fuller Rock**, about 5 miles above the mouth and **Green Jacket Shoal**, east of Fox Point about 7.4 miles above the mouth.

Potter Cove, on the northeast side of **Prudence Island**, is a small nearly landlocked harbor. Buoys mark the entrance channel off **Gull Point**. The north and south ends of Prudence Island are a State park. **Ohio Ledge**, about 2.5 miles northward of Potter Cove, has a least depth of 8 feet and is marked on its southeast side by a bell buoy.

Warren River, emptying into the head of Narragansett Bay westward of Bristol Neck, is the approach to the towns of **Warren** and **Barrington**, and **Barrington River**, which joins Warren River at Warren. A church spire in Warren is prominent.

A State regulatory buoy, about 0.9 mile above the mouth of Warren River, marks a **"Slow no wake" zone**.

An excellent anchorage may be found at the mouth of the Warren River about 0.2 mile from the eastern shore in depths of 14 to 15 feet, soft bottom. There is not room for anchorage in the river for any but small craft. Abreast the lower end of Warren the channel is about 0.1 mile wide, with depths of 13 to 17 feet in midchannel, and small vessels can anchor temporarily at this point.

Providence is at the head of navigation on the Providence River, about 7 miles above the entrance, at the junction of the Providence and Seekonk Rivers. The port area includes both sides of the upper navigable channel of the river.

Occupessatuxet Cove, on the west side of the river north of Conimicut Point, is a shallow bight south of **Gaspee Point**. The cove is frequented only by small craft with local knowledge.

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

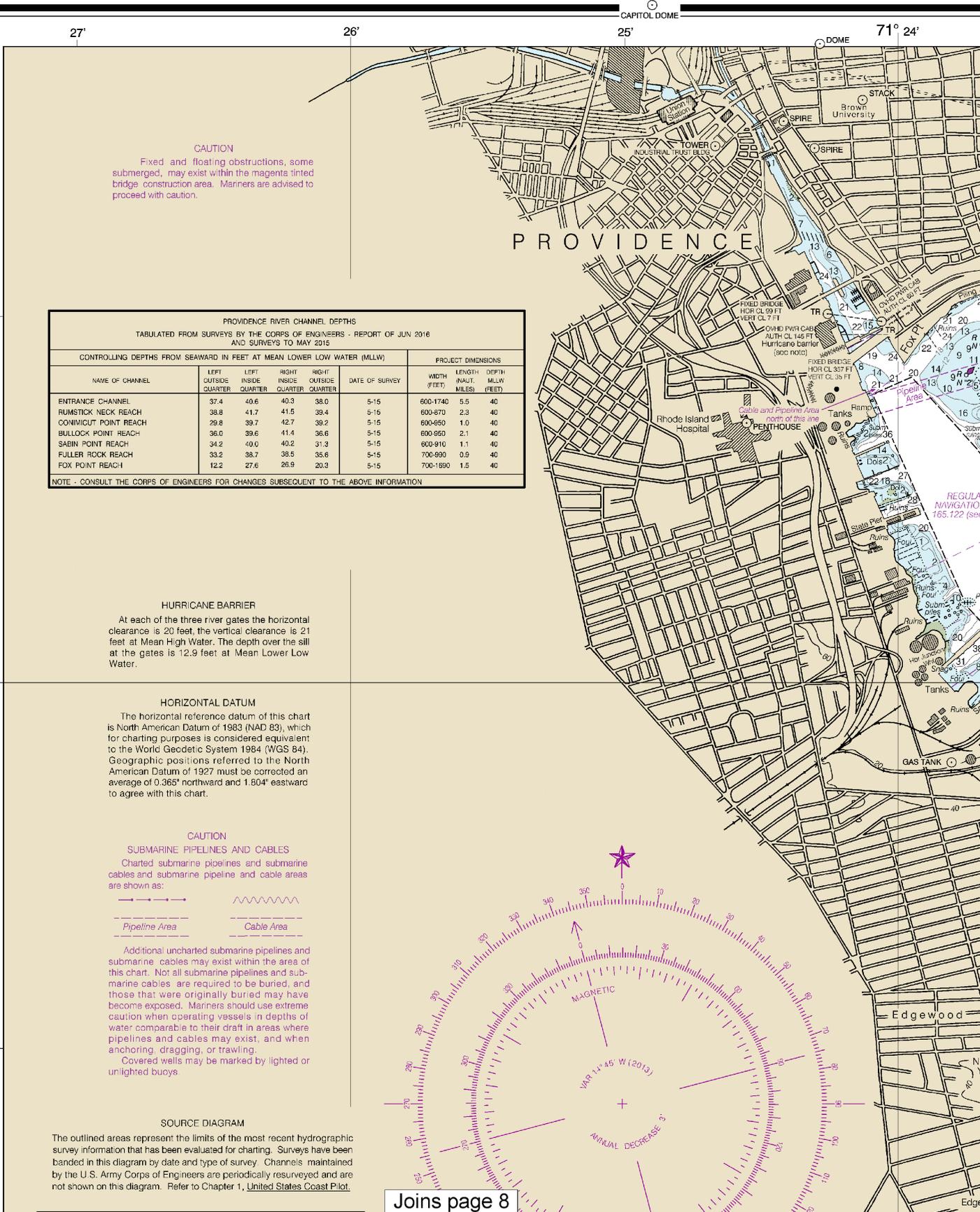


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

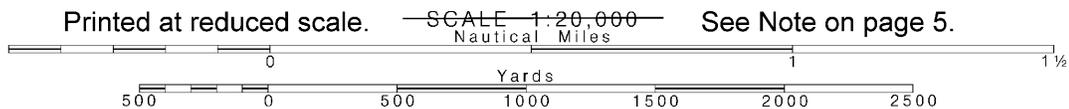
NOAA encourages users to submit inquiries, discuss about this chart at <http://www.nauticalcharts.noaa.gov/>

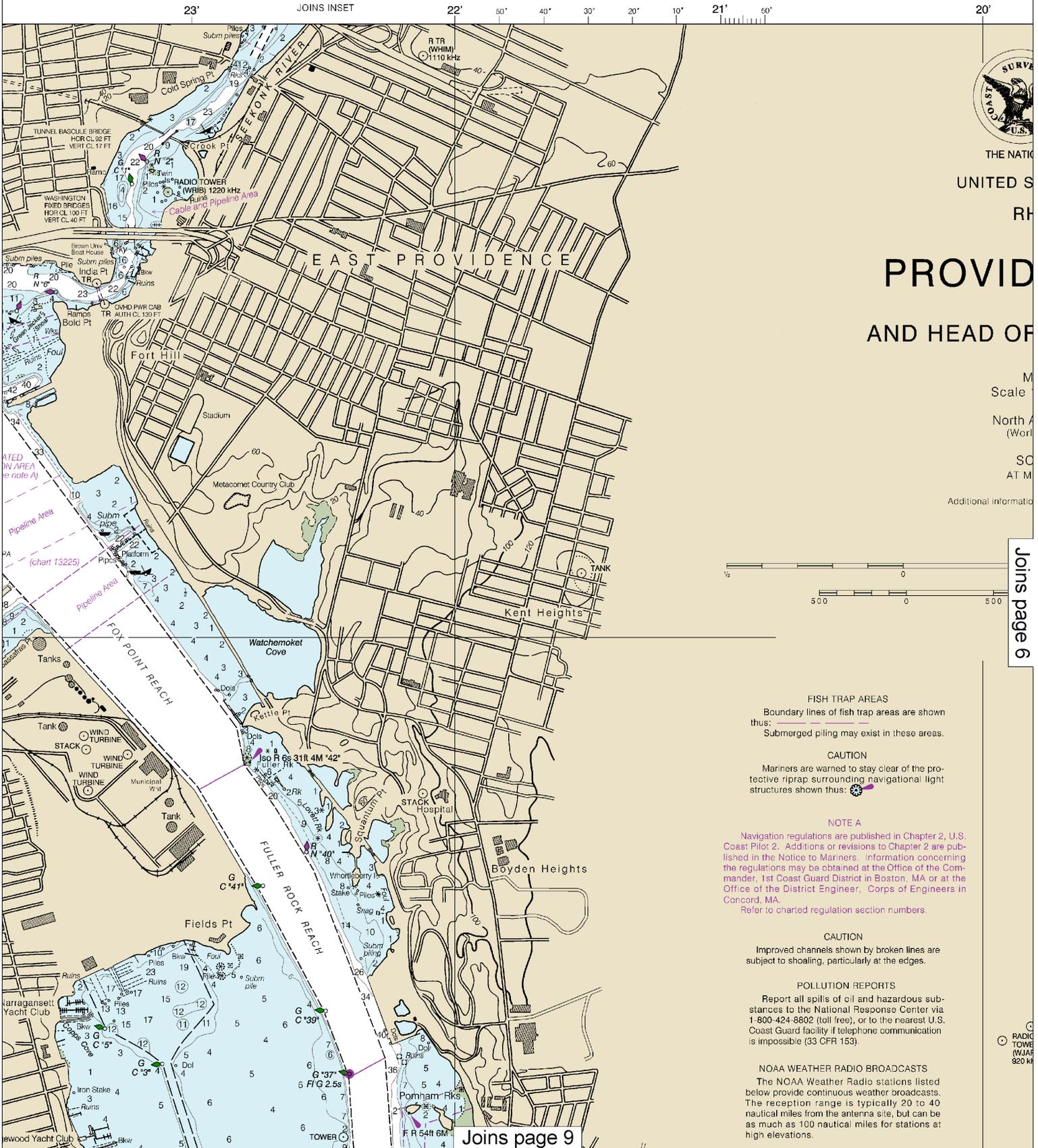
13224



4

Note: Chart grid lines are aligned with true north.





THE NATIONAL
UNITED STATES
COAST GUARD

PROVIDENCE AND HEAD OF

M
Scale
North Arrow
(World)
SOUNDING
AT M
Additional information



Joins page 6

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

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

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.

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).

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.

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 INSET

22'

50"

40"

30"

20"

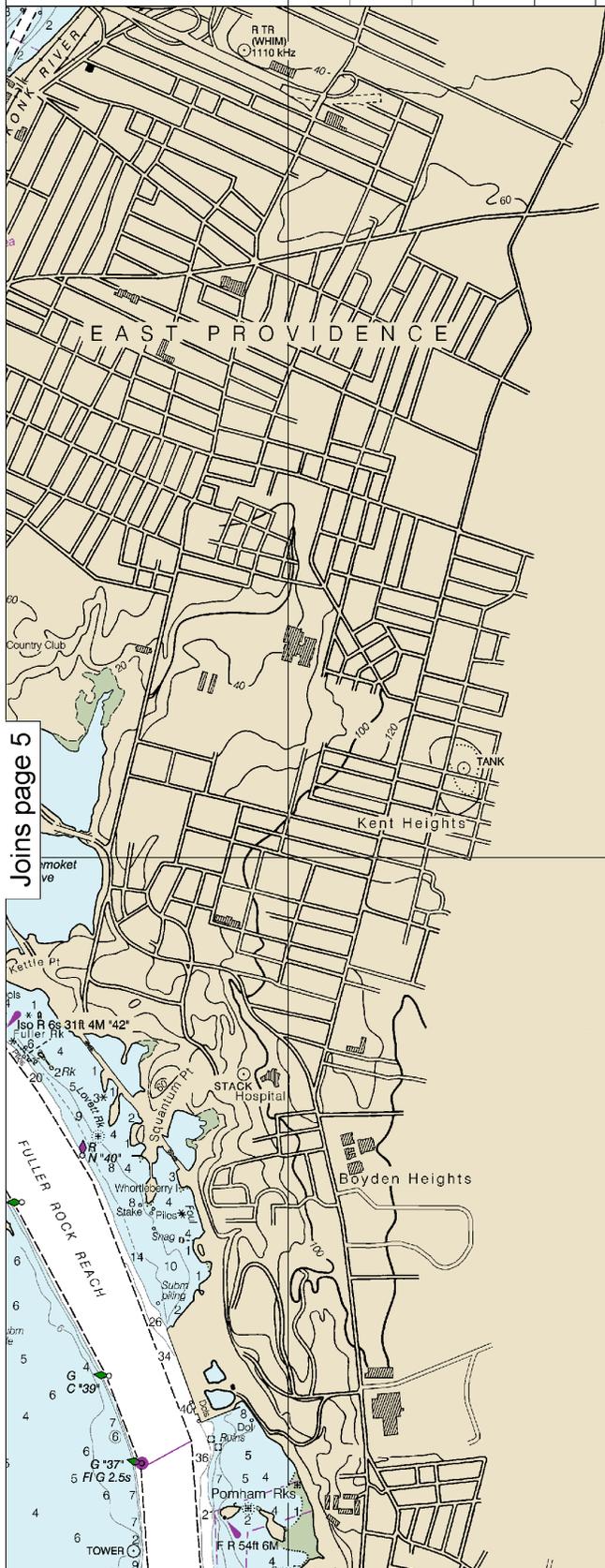
10"

21'

50"

20'

19'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

RHODE ISLAND

PROVIDENCE RIVER AND HEAD OF NARRAGANSETT BAY

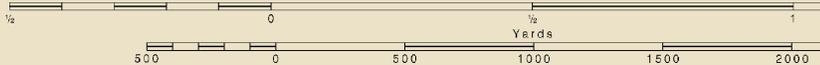
Mercator Projection
Scale 1:20,000 at Lat. 41° 44'

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

SCALE 1:20,000
Nautical Miles



Joins page 5

Joins page 10

FISH TRAP AREAS
Boundary lines of fish trap areas are shown thus: .
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NOAA WEATHER RADIO BROADCASTS
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TIDAL INFORMATION

PLACE	(LAT/LONG)
Bristol Ferry	(41°38'N/71°15'W)
East Greenwich	(41°40'N/71°27'W)
Providence, State Pier	(41°48'N/71°24'W)

Dashes (---) located in datum column indicate unavailable datum tide predictions, and tidal current predictions are available on the (Feb 2013)

ABBREVIATIONS (For complete list of Symbols and Abbreviations to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green
Al alternating	IQ interrupted quick
B black	Is isophase
Bn beacon	LT HO lighthouse
C can	M nautical mile
DIA diaphone	m minutes
F fixed	MICRO TR microwave tower
Fl flashing	Mkr marker

Bottom characteristics:

Blks boulders	Co coral	gy gray
bk broken	G gravel	h hard
Cy clay	Grs grass	M mud

Miscellaneous:
 AUTH authorized Ostrn obstruction
 ED existence doubtful PA position approximate
 Wrack, rock, obstruction, or shoal swept clear to the
 (2) Rocks that cover and uncover, with heights in feet

RADIO TOWERS 423 ft (TWAR) 920 kHz

AUTHORITIES
Hydrography and topography by the Nautical Survey, with additional data from the U.S. Coast Guard.

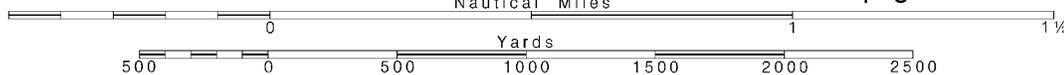


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



71° 18'

KAPP 2133

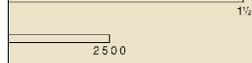
23' 50' 40' 30' 20' 10' 71° 22' 50'

SEEKONK RIVER

COLD SPRING POINT TO PAWTUCKET

Scale 1:20,000

R
AY



ION

Height referred to datum of soundings (MLLW)		
Mean High High Water	Mean High Water	Mean Low Water
feet	feet	feet
4.5	4.2	0.2
4.5	4.2	0.2
4.8	4.6	0.2

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

- ations, see Chart No. 1.)
- Mo morse code
 - N nun
 - OBSC obscured
 - Oc occulting
 - Or orange
 - Q quick
 - R red
 - Ra Ref radar reflector
 - R Bn radiobeacon
 - R TR radio tower
 - Rot rotating
 - s seconds
 - SEC sector
 - St M statute miles
 - VQ very quick
 - W white
 - WHIS whistle
 - Y yellow

- Oys oysters
- Rk rock
- S sand
- so soft
- Sh shells
- st sticky
- PD position doubtful
- Rep reported
- the depth indicated.
- at above datum of soundings.
- Subm submerged

ES
National Ocean Service, Coast
Corps of Engineers, and U.S.

49°

41° 52'

48°

51°

47°

50°

41°

52'

51°

50°

40°

30°

50°

50°

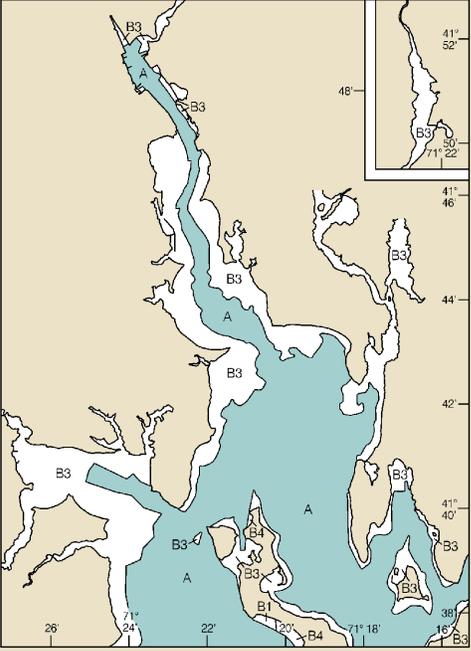
Joins page 11



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.

Joins page 4

SOURCE		
A	1990-2009	NOS Surveys full bottom coverage
B1	1990-1991	NOS Surveys partial bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage

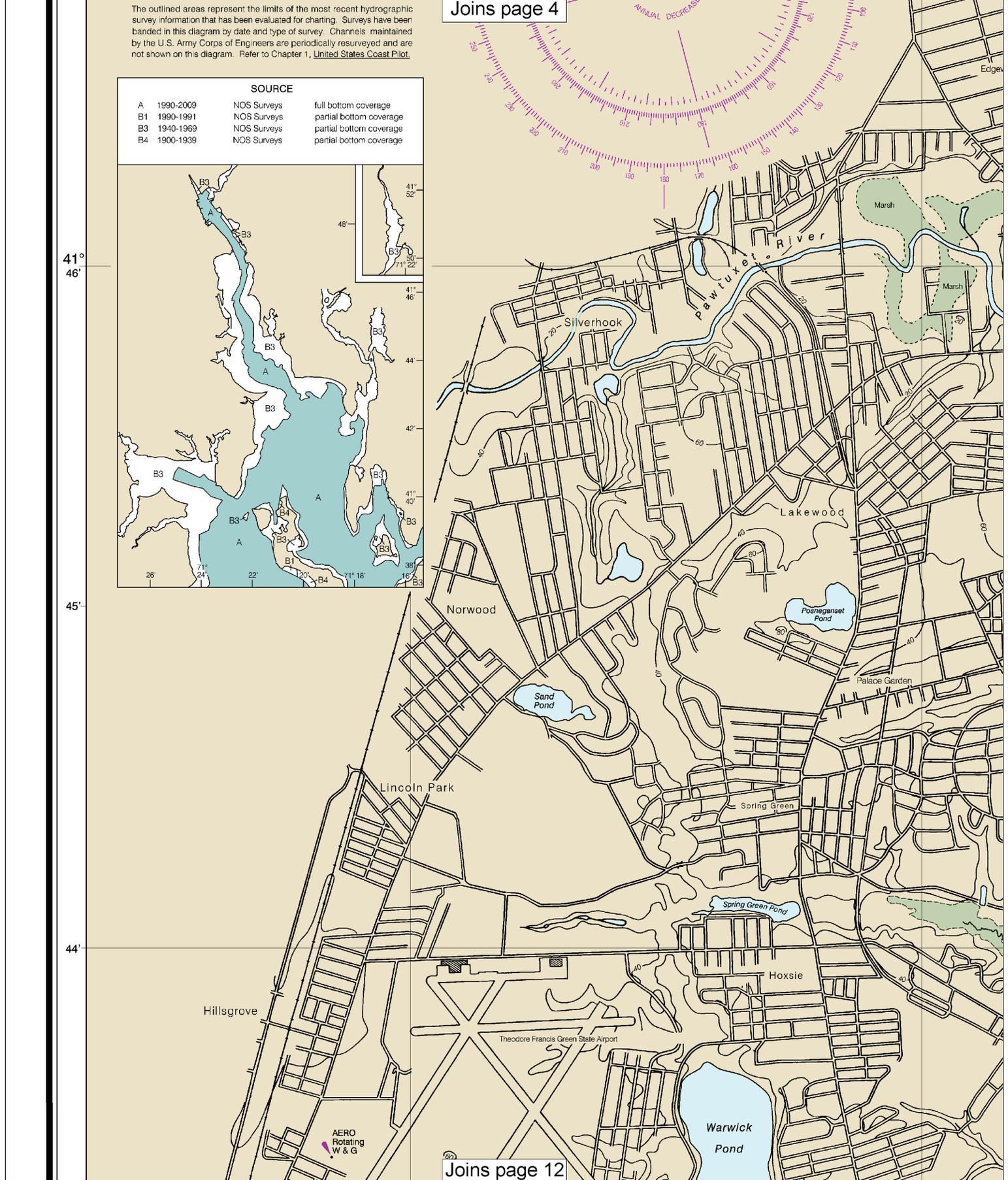


41°
46'

45'

44'

Joins page 12

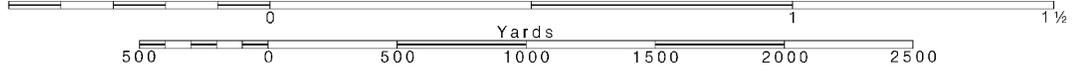


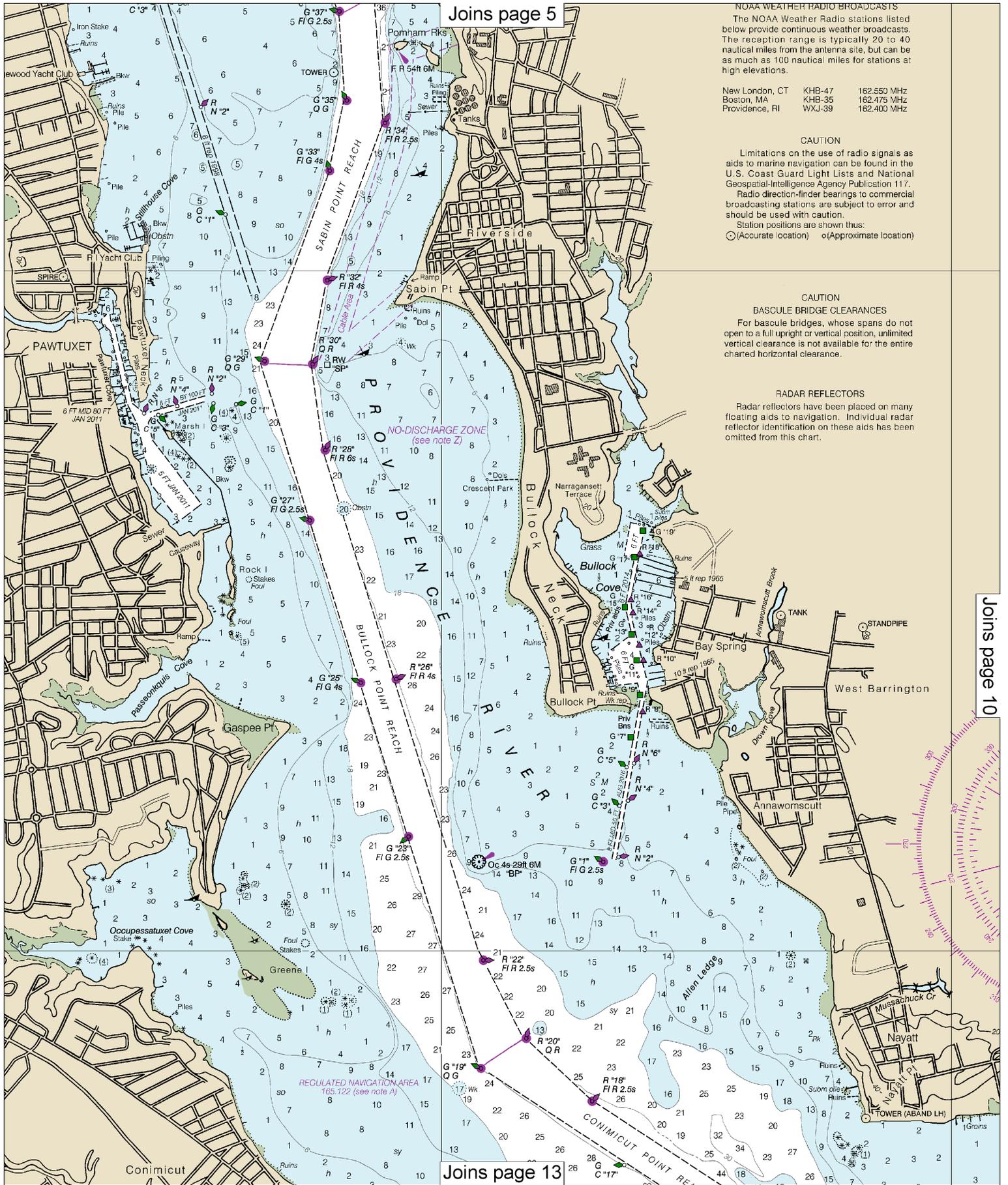
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.





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
Boston, MA	KHB-35	162.475 MHz
Providence, RI	WXJ-39	162.400 MHz

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)

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.

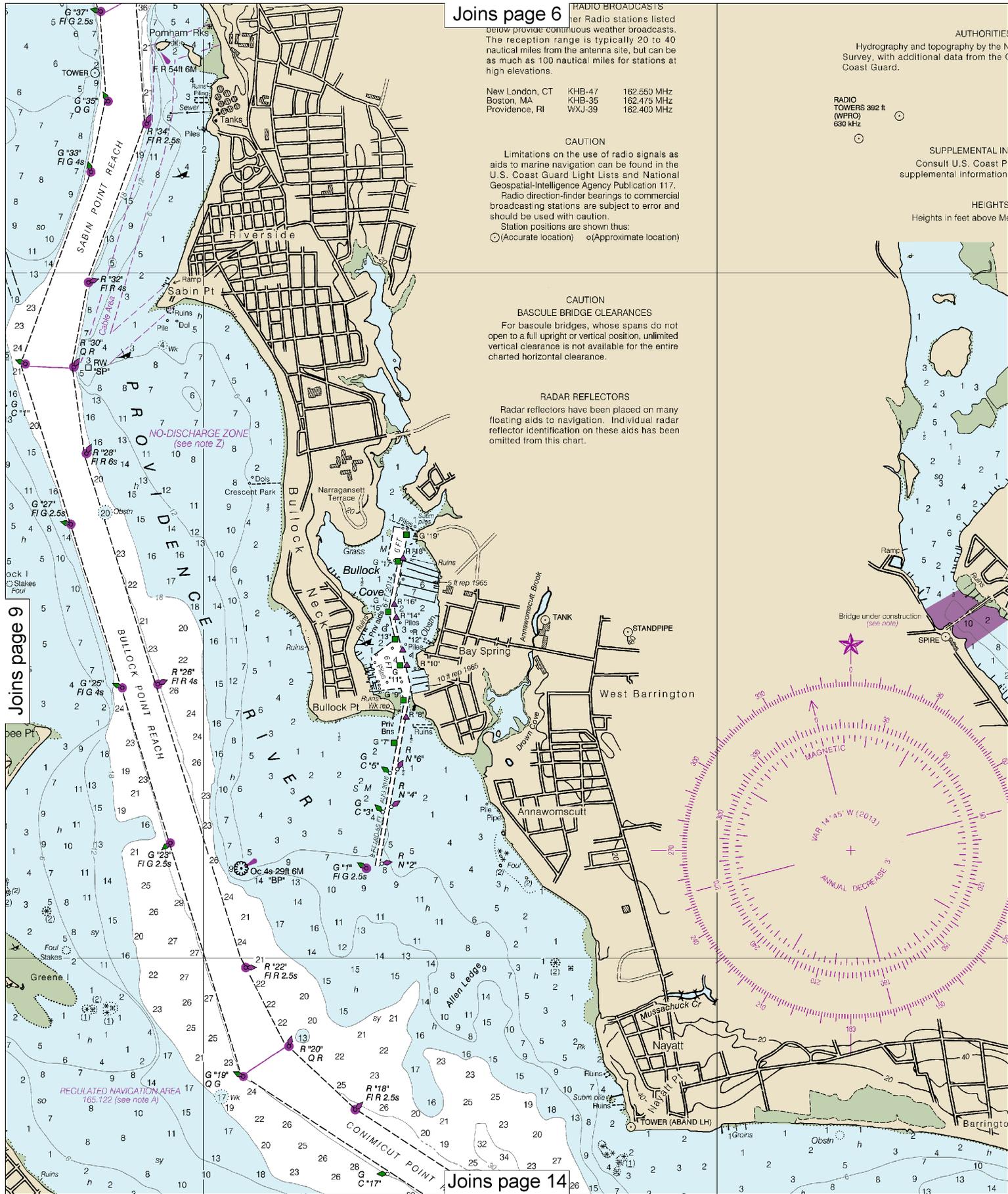
RADAR REFLECTORS

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

Joins page 5

Joins page 13

Joins page 10



Joins page 6

RADIO BROADCASTS

Other 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
Boston, MA	KHB-35	162.475 MHz
Providence, RI	WXJ-39	162.400 MHz

CAUTION

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AUTHORITIES
 Hydrography and topography by the N.S. Hydrographic Survey, with additional data from the U.S. Coast Guard.

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

HEIGHTS
 Heights in feet above Mean High Water

Joins page 9

Joins page 14

10

Note: Chart grid lines are aligned with true north.

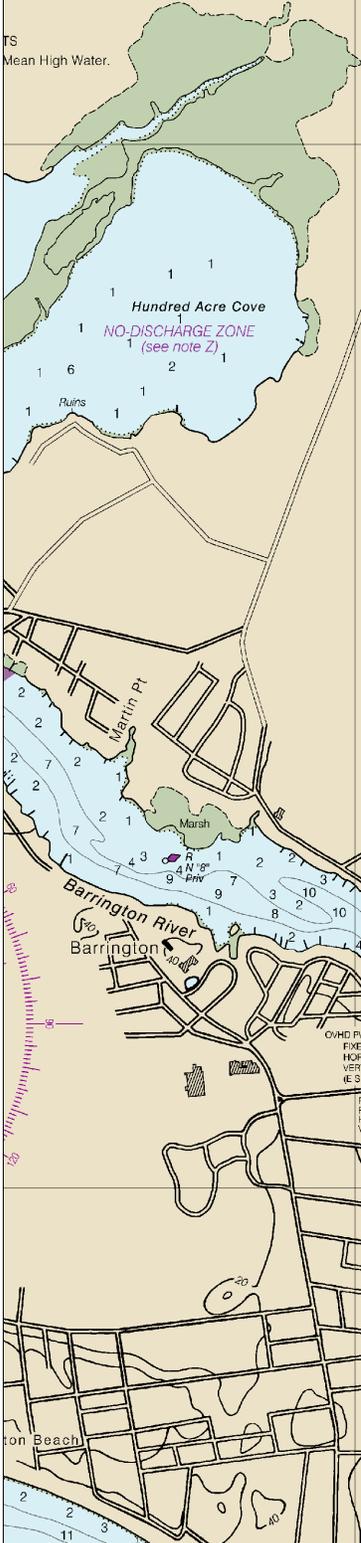


See Note on page 5.

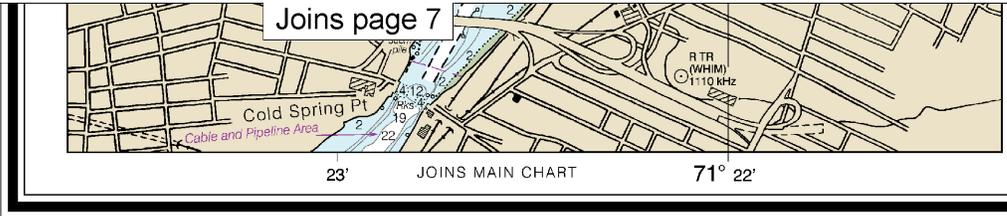
ES
National Ocean Service, Coast
Corps of Engineers, and U.S.

INFORMATION
Pilot 2 for important
n.

TS
Mean High Water.



Joins page 7



23' JOINS MAIN CHART 71° 22'

17' 16'

AIDS TO NAVIGATION

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

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.

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.

SEEKONK RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2013
AND SURVEYS TO AUG 2012

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)
CHANNEL ENTRANCE TO A POINT AT 41°50'30.0"N, 71°22'20.5"W	5.8	7.6	8.9	8-12	150	0.9	16
THENCE TO BISHOP POINT	5.3	7.7	5.0	8-12	150-180	1.1	16
BISHOP POINT TO NORTH END OF STATE PIER	4.1	5.4	4.0	8-12	150	0.7	16
THENCE 370 YARDS	7.7	5.9	6.4	8-12	60-150	0.2	16

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

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of 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/.

MARINER ACTIVATED SOUND SIGNALS

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

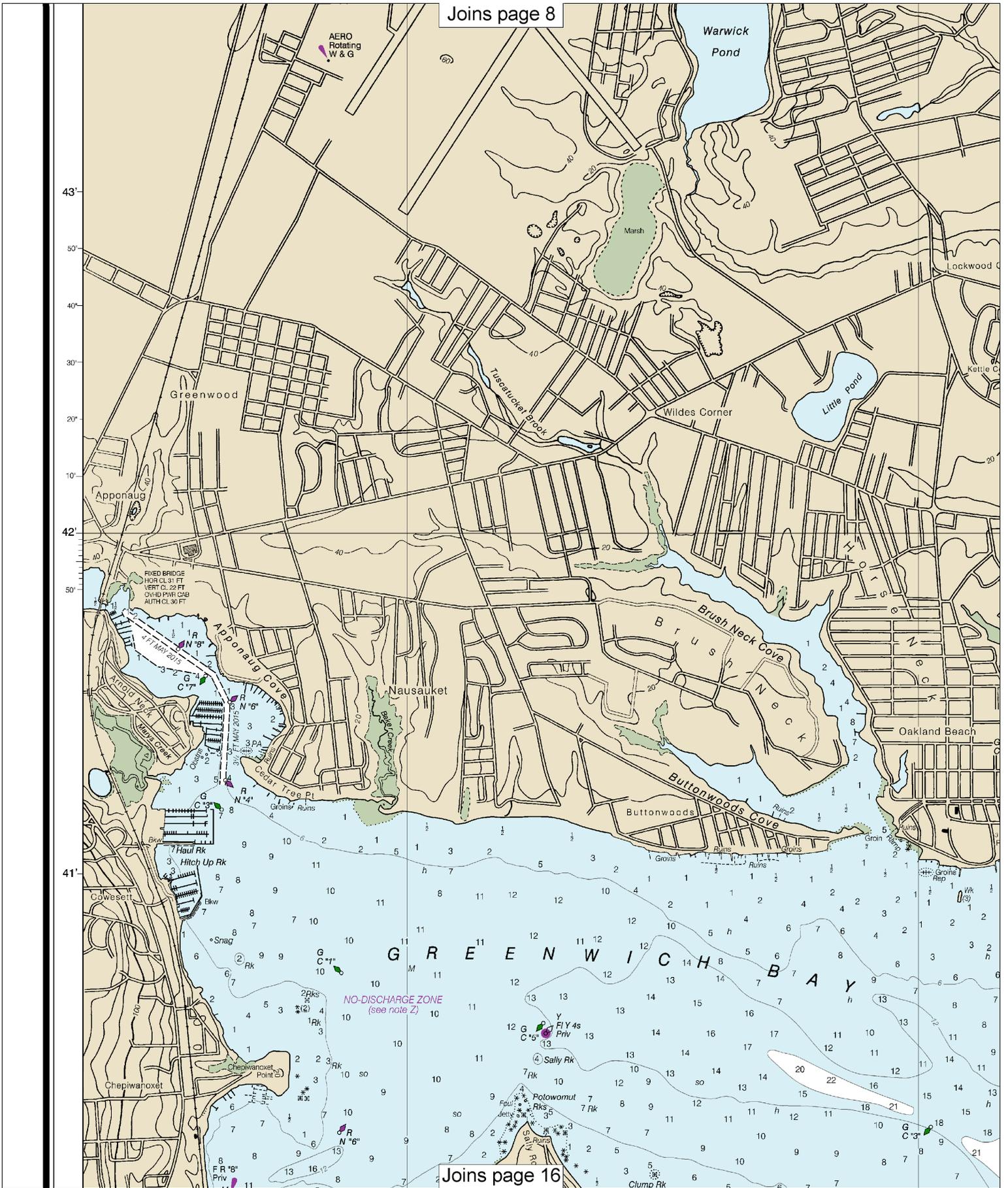
Joins page 15



41° 46'

45'

44'



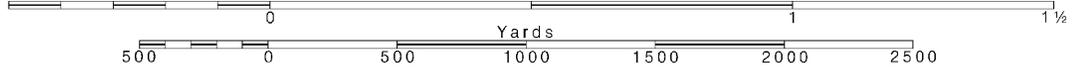
12

Note: Chart grid lines are aligned with true north.

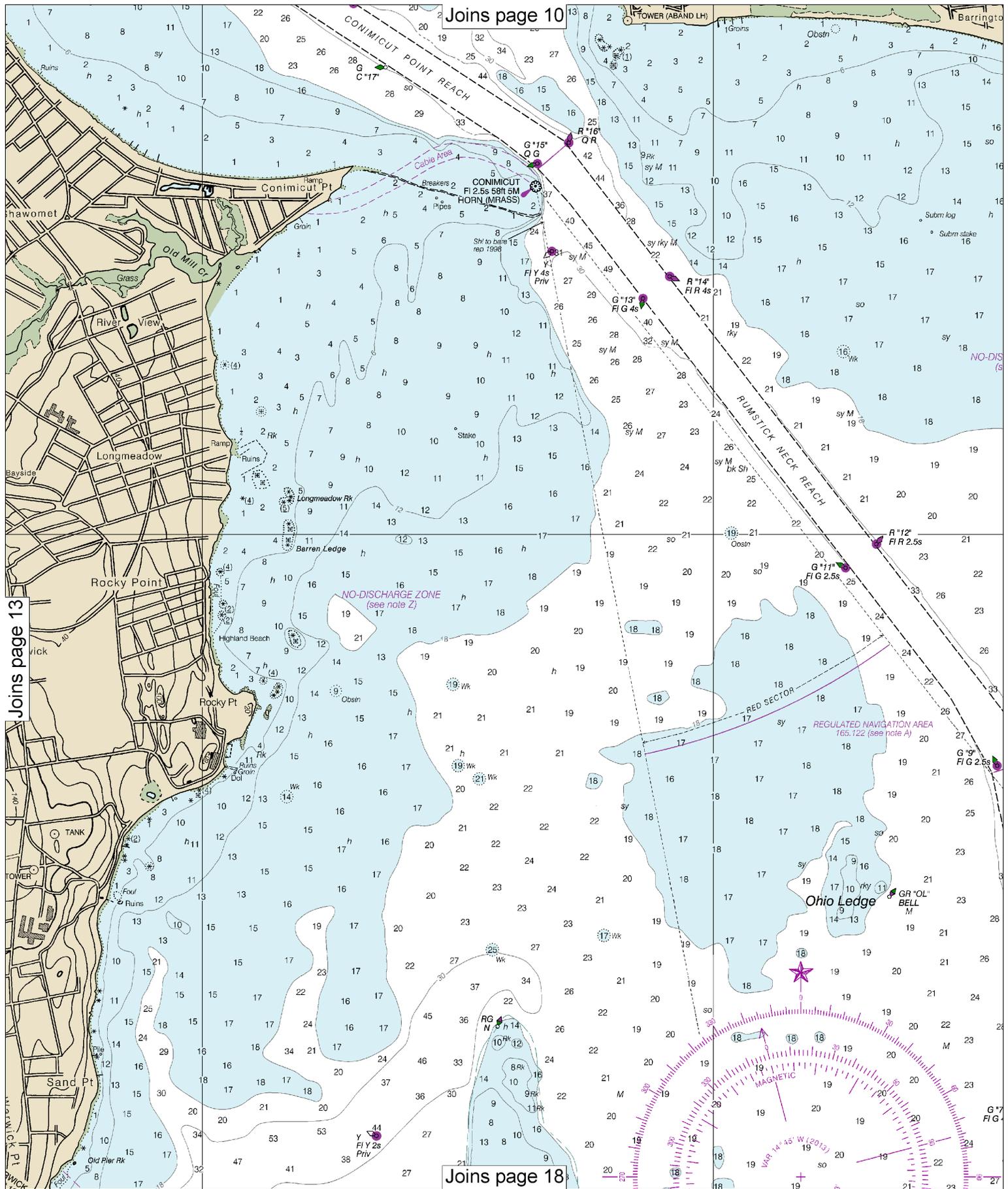
Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.







Joins page 10

Joins page 13

Joins page 18

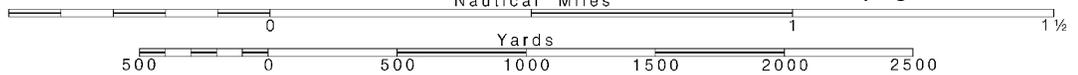
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

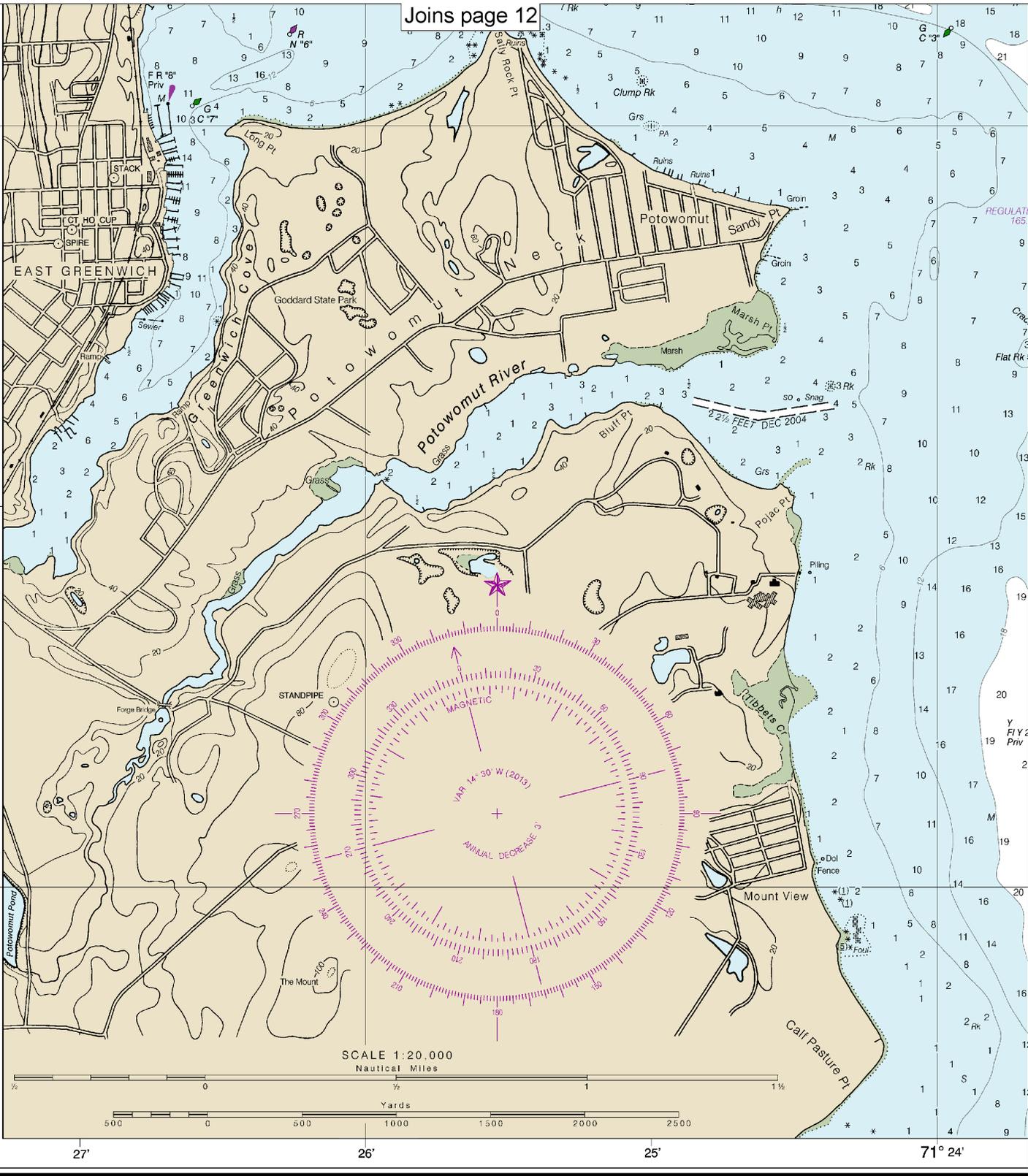


Joins page 12

41° 40'

39°

38°



13224

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.

40th Ed., Apr. 2013. Last Correction: 10/18/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

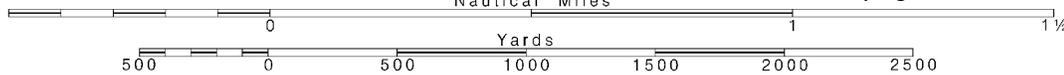
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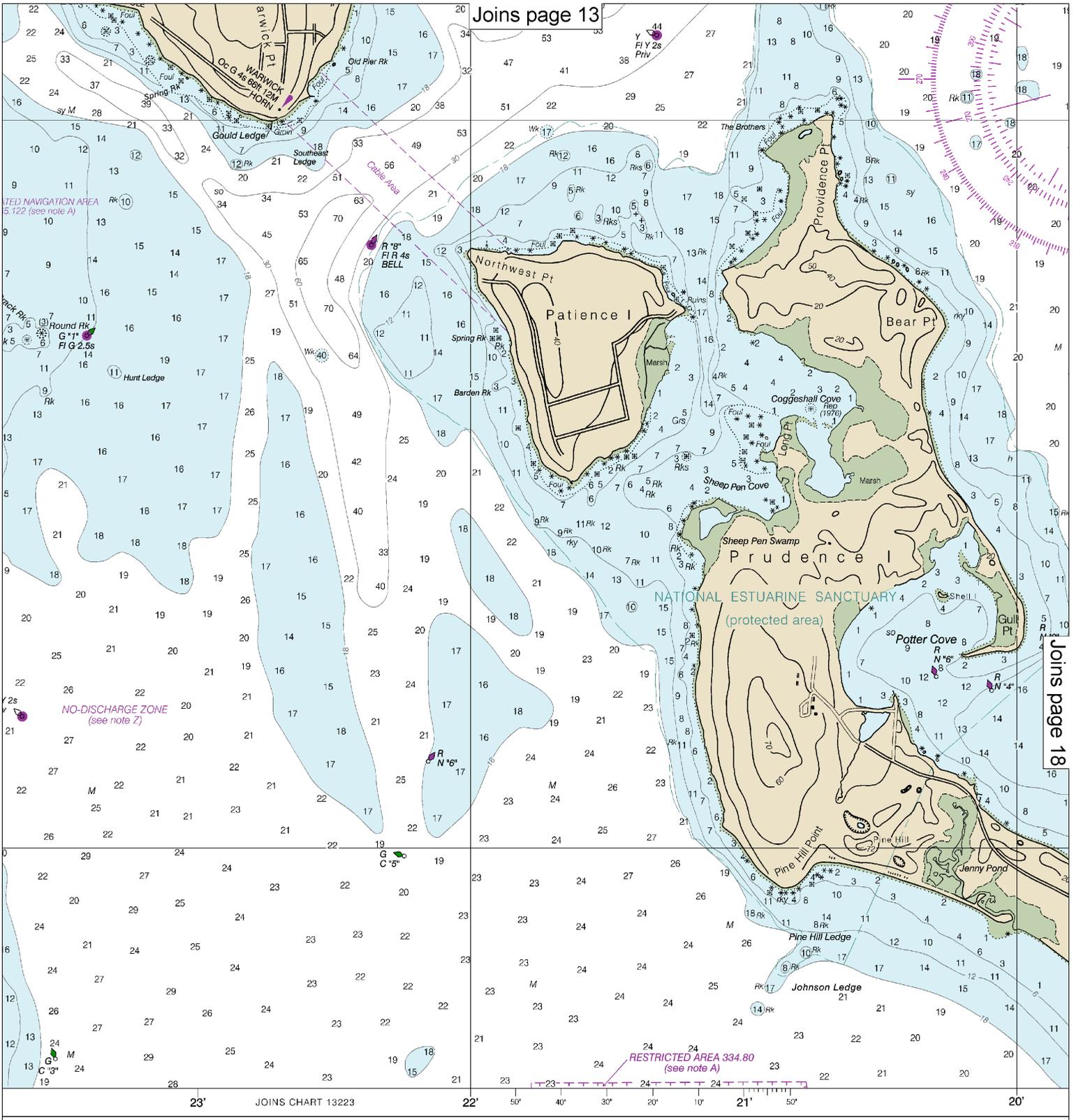
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Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

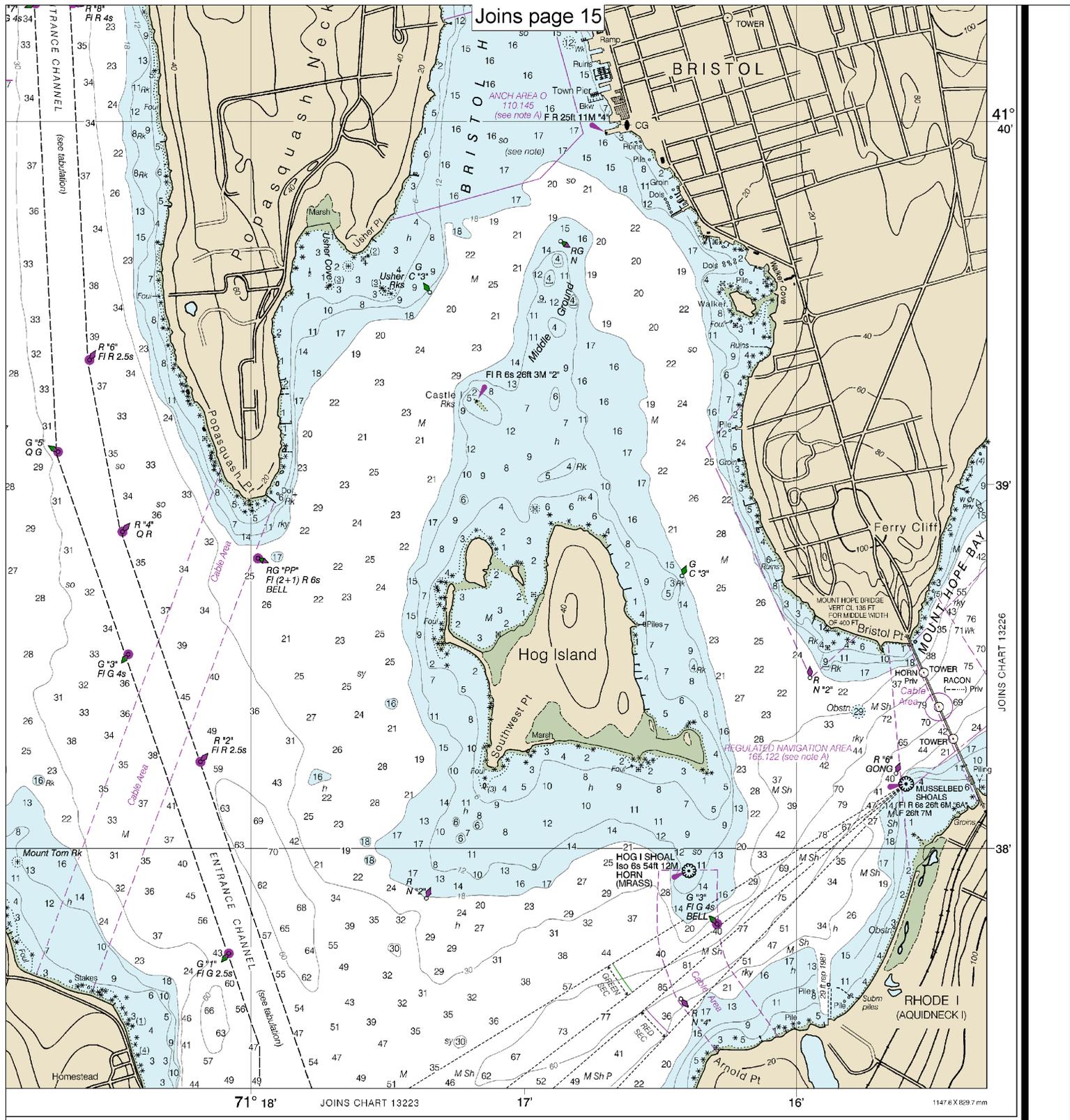
See Note on page 5.





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

SC



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

Providence River
SOUNDINGS IN FEET - SCALE 1:20,000

13224



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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