

BookletChart™



Kennebec and Sheepscot River Entrances

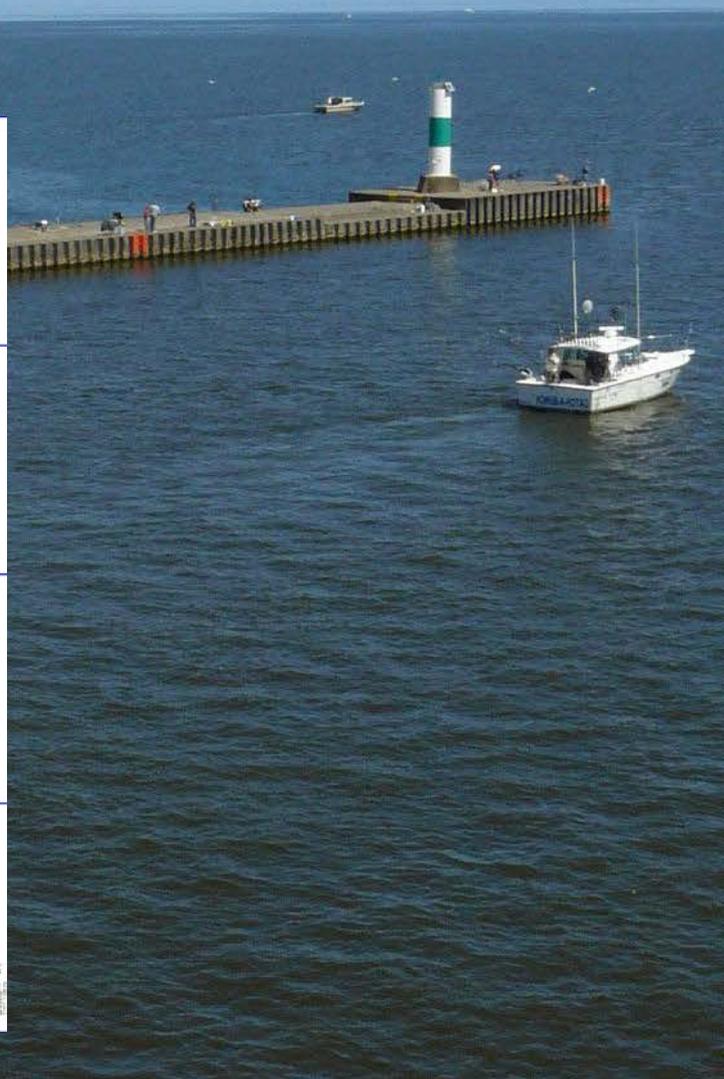
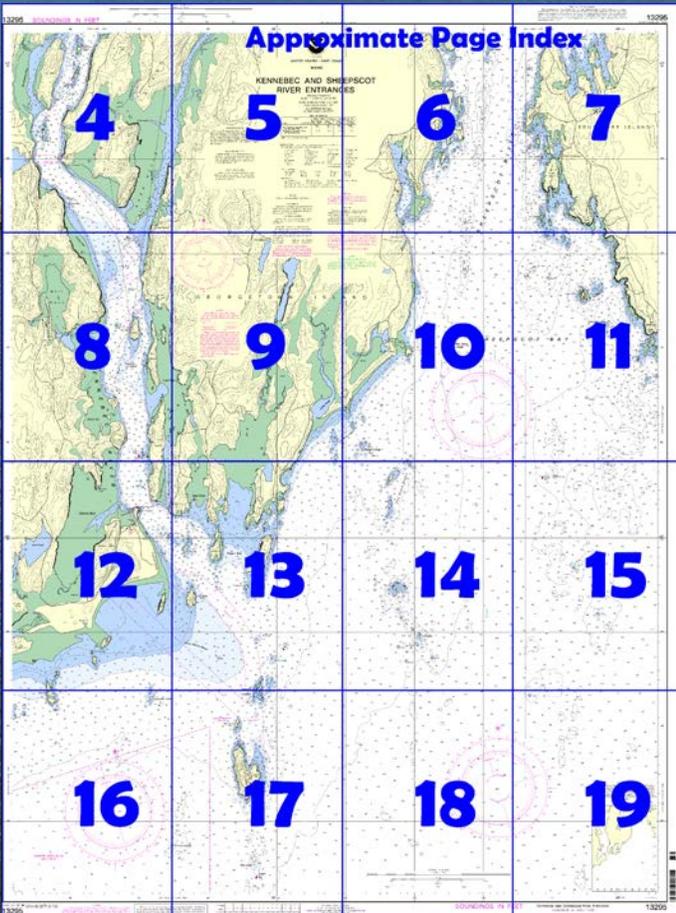
NOAA Chart 13295

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.

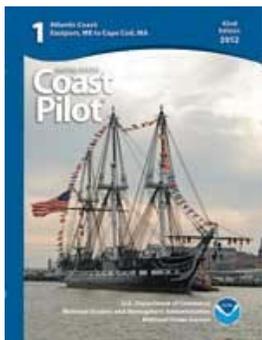
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13295>.



(Selected Excerpts from Coast Pilot)

Tom Rock, 2.4 miles northeastward of Seguin Light (43°42.5'N., 69°45.5'W.), awash at low water and marked by a buoy on the southwest side, is the outermost danger in the entrance to Sheepscoot River. **The Sisters**, 0.5 mile northward of Tom Rock and 1.5 miles from the northwestern shore at the entrance to Sheepscoot River, are a number of small, bare rocks on an extensive ledge area. A buoy is 0.2 mile northwestward of the ledges.

The Black Rocks, 1 mile from the northwestern side of the entrance to Sheepscoot Bay, are three groups of bare and covered rocks and ledges that extend over a distance of about 0.7 mile. The highest bare rock in

the middle of the group is 15 feet high. The southern part of the ledge is reported to uncover just after the start of the ebb and should be given a wide berth. The islet on the northern group is 10 feet high.

The channel between The Black Rocks and the buoy marking **Sloop Ledge**, 0.4 mile northwestward, which is covered 5 feet, should be used with caution. The area between the buoy and the northern shore is very broken and should not be crossed because of **Little River Ledges**, which are awash in places.

Griffith Head, white and rocky, is on the west side of the entrance to Sheepscoot River, about 5 miles northward of Seguin Island Light. **Outer Head**, a bare rocky islet, is 200 yards eastward. A buoy, 0.4 mile east of the islet, marks **Griffith Head Ledge**, which is covered 4 feet. Unmarked shoals, cleared to 35 and 25 feet, are on the western side of the main channel 0.8 mile and 1.3 miles northward of Griffith Head Ledge. Griffith Head and a considerable amount of the surrounding area are included in **Reid State Park**. There are swimming beaches, bath houses, showers, restrooms, and a snack bar. There are no landings. A dam and highway bridge cross the mouth of the creek at the head of the cove on the north side of the head. The cove is foul.

Lower Mark Island, on the eastern side just inside the entrance to Sheepscoot Bay, is 12 feet high, wooded, and a good landmark. A ledge which uncovers 4 feet extends 400 yards eastward of the island. Broken ground with 19- and 23-foot spots extends about 0.6 mile northwestward of the island. The 23-foot spot is marked by a gong buoy. Unmarked **Cranberry Ledge**, covered 10 feet, is 0.4 mile southeastward of Lower Mark Island.

Cat Ledges and **Dry Ledge** are a group of islets and ledges extending 0.5 to 1 mile northward of Lower Mark Island. Dry Ledge, the northwesterly end, is 4 feet high, and the southeasterly end of Cat Ledges uncovers 3 feet.

Harmon Harbor is a long, narrow cove making northward on the western side of the river about 1.5 miles above Griffith Head. It has good anchorage, except during southerly gales, in 24 to 36 feet, but has a very narrow entrance between a bare ledge near the west shore and a dangerous reef, awash at low water, extending 275 yards southwestward from **Wood Island**, on the eastern side of the entrance, south of **Dry Point**. A buoy marks the southwest end of the reef. There are no public landings in the harbor.

Five Islands Harbor, a narrow passage between Five Islands and the western shore north of Dry Point, forms a secure harbor for small craft, with depths of 18 to 30 feet. The main entrance is northward of **Malden Island**, the largest wooded island, which is 30 feet high. A colony of summer homes is on the island, and a private float landing is on its northwestern side. Malden Island is connected to the island close westward of it by a bridge. A rock awash, north of Malden Island in the harbor entrance, is marked by a buoy.

Boats also can enter the harbor from the northwestward, following the western shore and passing inside of all islands and shoals. **Crow Island Ledge**, extending west from Crow Island at the northern entrance, is marked by a daybeacon. Northwestward of the daybeacon, an unmarked ledge makes out from the Georgetown Island shore. Care should be taken to avoid it by favoring the Crow Island side of the channel slightly and passing close westward of the daybeacon. The southern entrance, nearly blocked by rocks and ledges that uncover about 4 feet, should not be used without local knowledge. There is also a clear channel from the eastward south of Malden Island.

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

RCC Boston

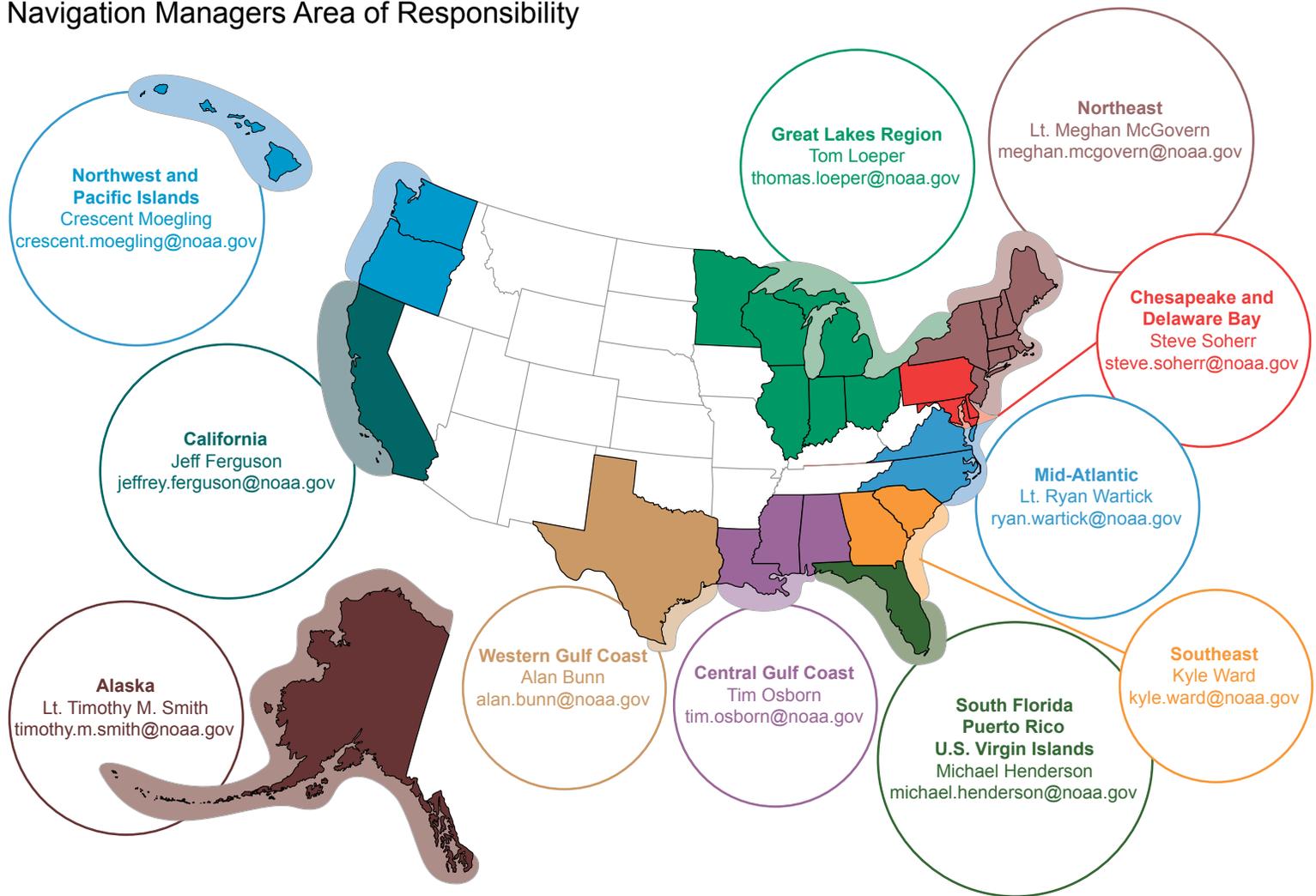
Commander

1st CG District

Boston, MA

(617) 223-8555

Navigation Managers Area of Responsibility



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

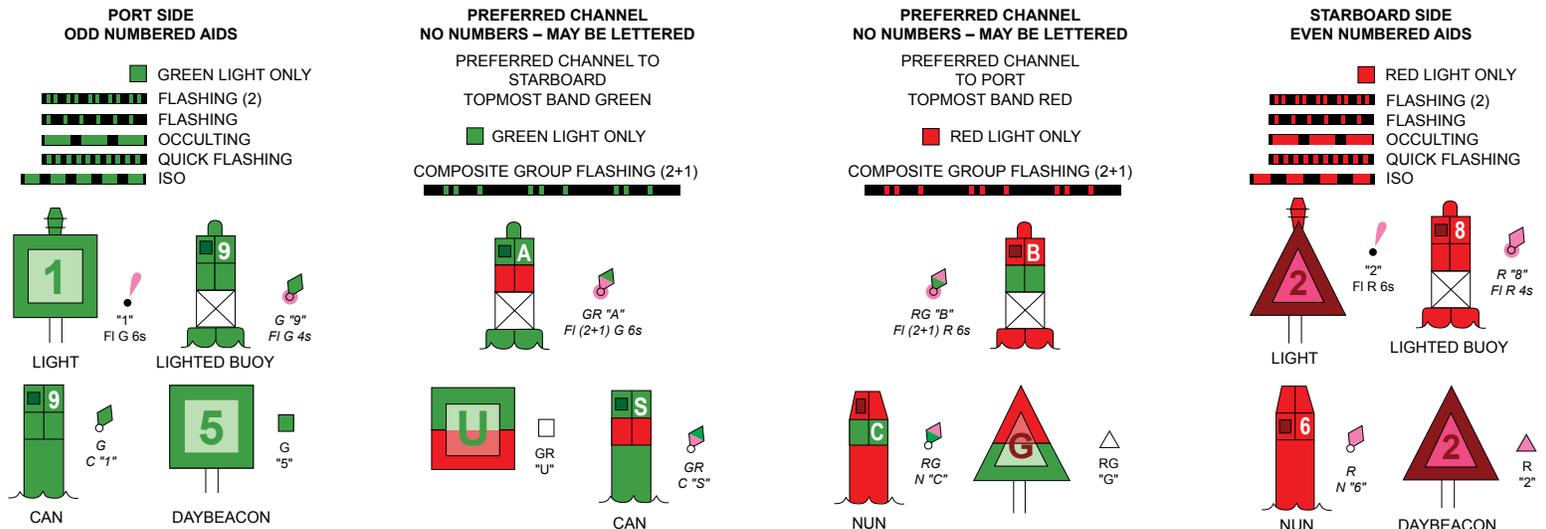
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

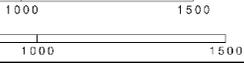
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

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>



46'

69° 45'

44'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE

KENNEBEC AND SHEEPSCOT RIVER ENTRANCES

Mercator Projection
 Scale 1:15,000 at Lat. 43°46'
 North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Fort Popham, Kennebec River	(43°45'N/69°47'W)	9.1	8.7	0.3
Phippsburg, Kennebec River	(43°49'N/69°49'W)	8.7	8.3	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>. (Feb 2013)

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

- 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 moose code | R TR red or tower |
| Al alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | iso isochase | 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 m crowwave tower | R red | W white |
| F flashing | Mkr marker | Ra Ra radar reflector | WHIS whistric |
| | | R Bn radiobeacon | Y yellow |
- Bottom characteristics:
- | | | | | |
|---------------|----------|---------|-------------|-----------|
| Bcls boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Gr grass | M mud | S sand | sy stony |
- Miscellaneous:
- | | | | |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized | Obstr obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |
- Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS
 Heights in feet above Mean High Water.

AUTHORITIES
 Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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

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.

Dresden, ME WZ
 Portland, ME KD

Joins page 9

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.

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.

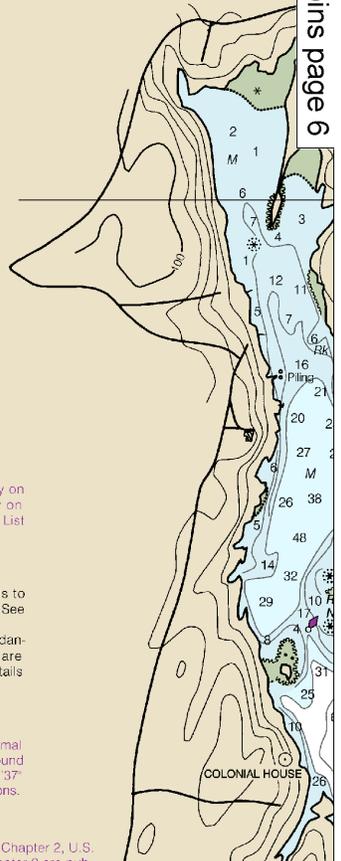
LOCAL MAGNETIC DISTURBANCE
 Differences of as much as 8° from the normal variation have been observed in an area around Ellingwood Rock, Lat. 43°43'02" - Long. 69°45'37" for approximately 1 nautical mile in all directions.

NOTE A
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the U.S. Coast Pilot 1.

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 0.302' northward and 1.836' eastward to agree with this chart.

POLLUTION REPORTS
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-9802 (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.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



69° 45'

44'

43'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE

KENNEBEC AND SHEEPSCOT RIVER ENTRANCES

Mercator Projection
Scale 1:15,000 at Lat. 43°46'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Fort Popham, Kennebec River	(43°45'N/69°47'W)	9.1	8.7	0.3
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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://dsssrndcurrents.noaa.gov/>. (Feb 2013)

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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 moose code	R TR red or tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isochase	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 m crowwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:			
Bld boulders	Co coral	gy gray	Cys cysters
bk broken	G gravel	h hard	sh shells
Cy clay	Gr grass	M mud	S sand
Miscellaneous:			
AUTH authorized	Obsn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep repaired	
Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

AIDS TO NAVIGATION

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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.

Dresden, ME	WZM-60	162.475 MHz
Portland, ME	KNO-95	162.550 MHz

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.

CAUTION

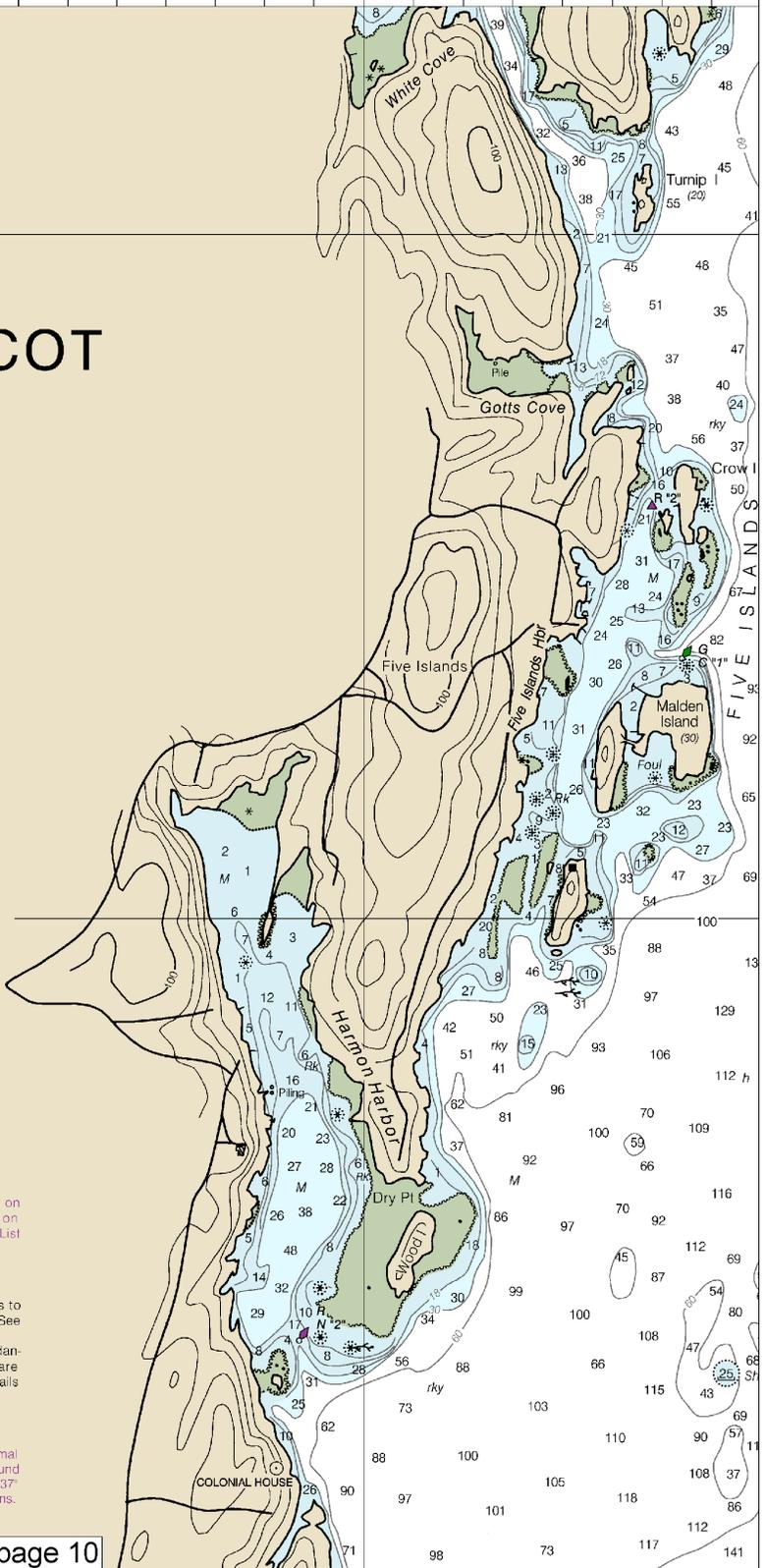
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LOCAL MAGNETIC DISTURBANCE

Differences of as much as 8° from the normal variation have been observed in an area around Ellingwood Rock, Lat. 43°43'02" - Long. 69°45'37" for approximately 1 nautical mile in all directions.

NOTE

Navigation regulations are contained in the U.S. Coast Pilot. Additions or changes are indicated by a star.



Joins page 5

Joins page 10

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.

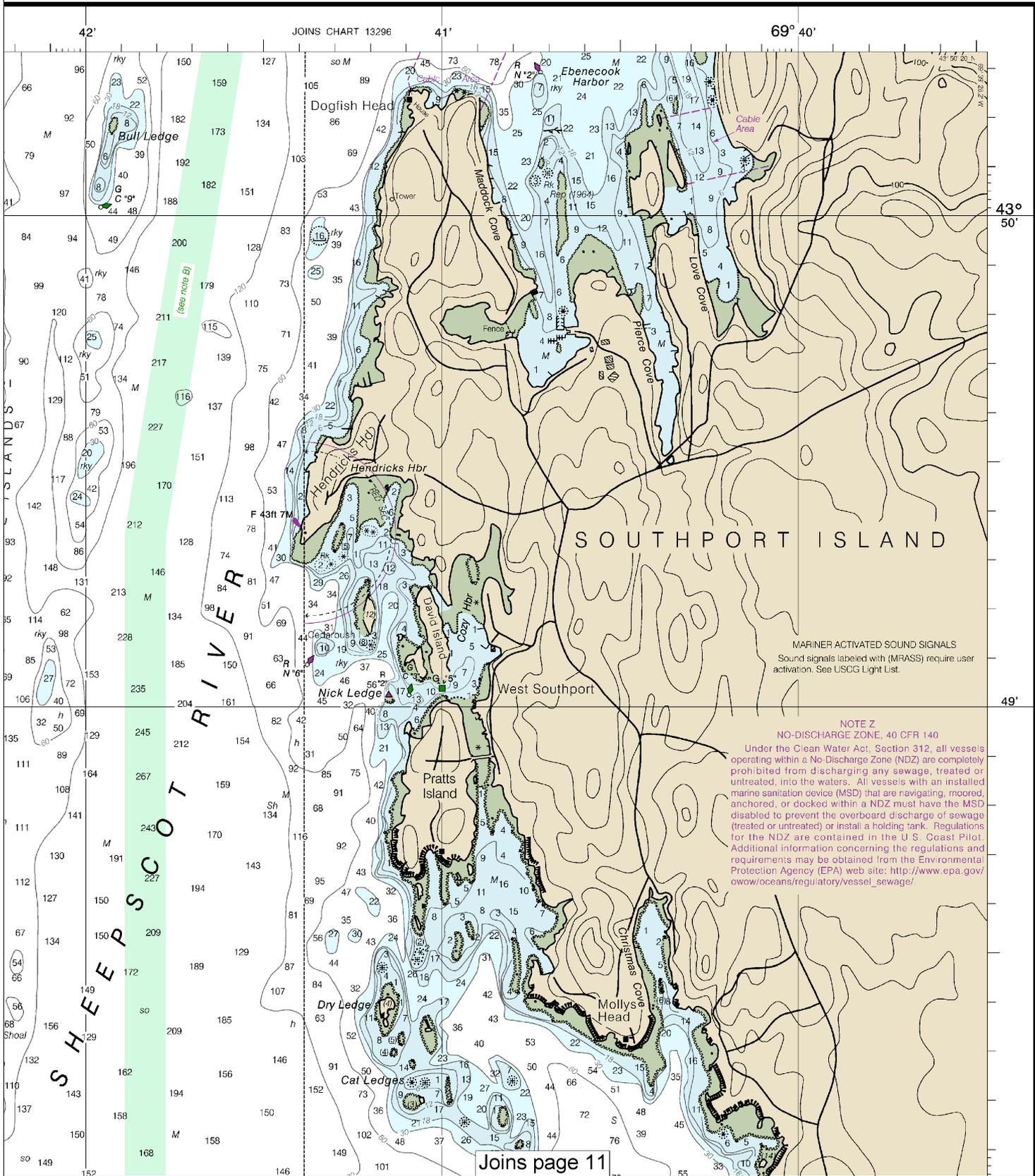


Note: Chart grid lines are aligned with true north.

COLREGS 50.105 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

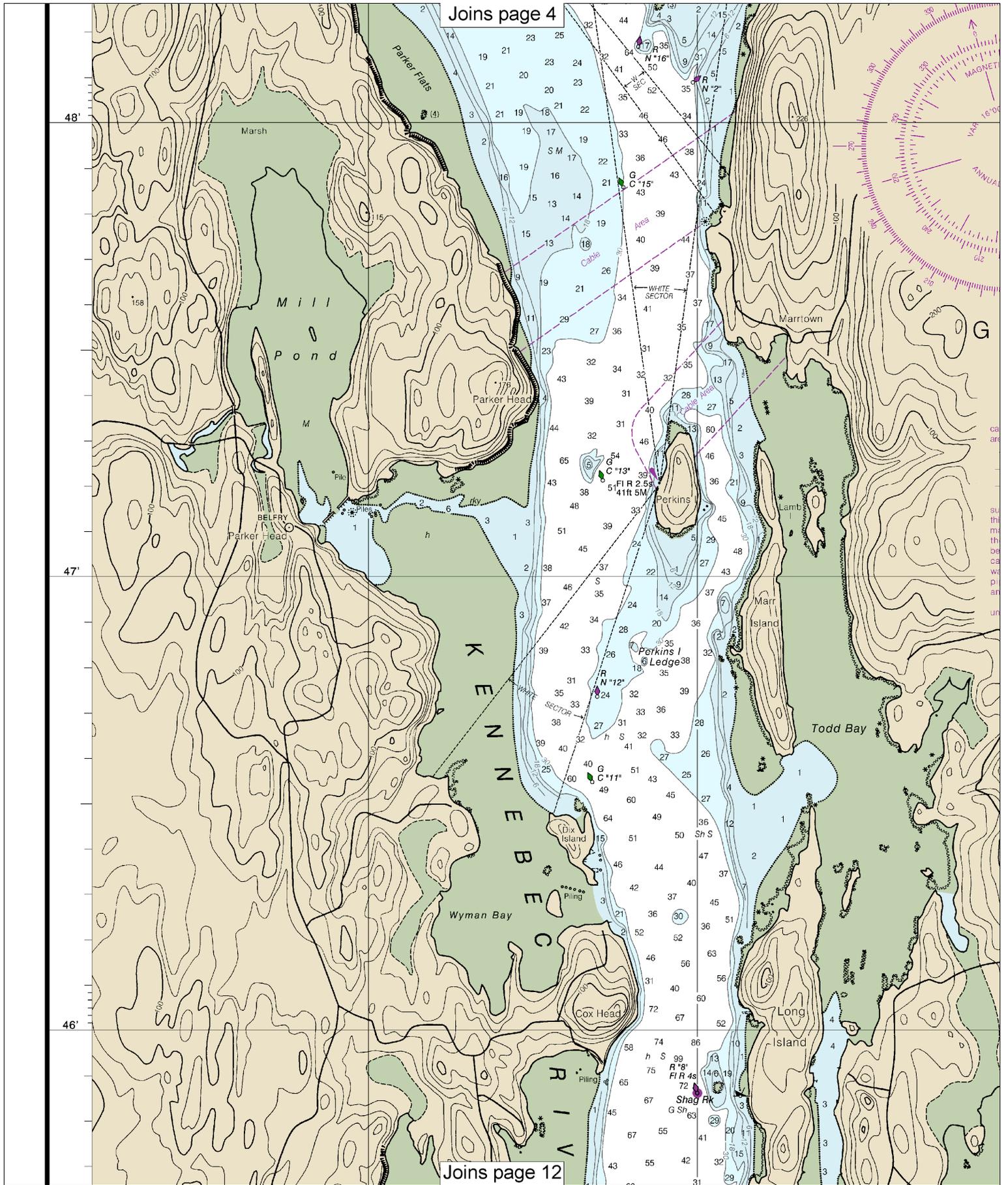
SOUNDINGS IN FEET

13295

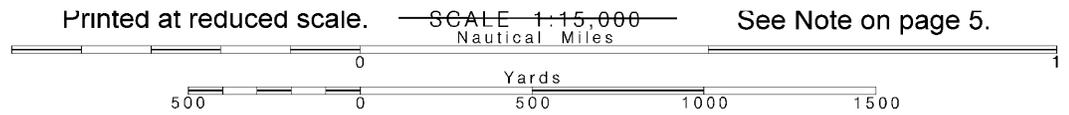


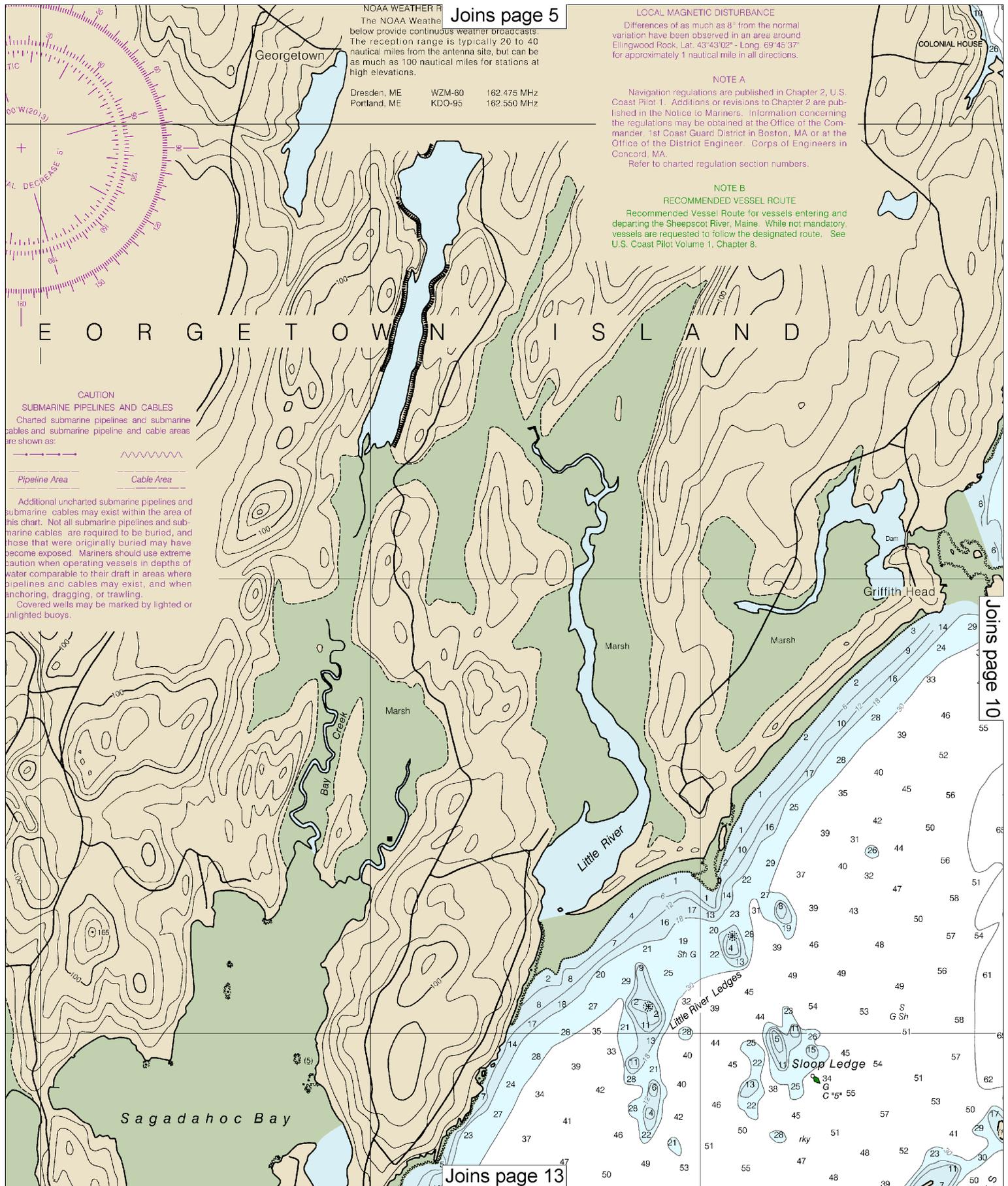
12th Ed., May 2013. Last Correction: 6/7/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

7



Note: Chart grid lines are aligned with true north.





Joins page 5

NOAA WEATHER R
 The NOAA Weather R 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.

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Portland, ME	KDO-95	162.550 MHz

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NOTE A
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 Refer to charted regulation section numbers.

**NOTE B
 RECOMMENDED VESSEL ROUTE**
 Recommended Vessel Route for vessels entering and departing the Sheepscot River, Maine. While not mandatory, vessels are requested to follow the designated route. See U.S. Coast Pilot Volume 1, Chapter 8.

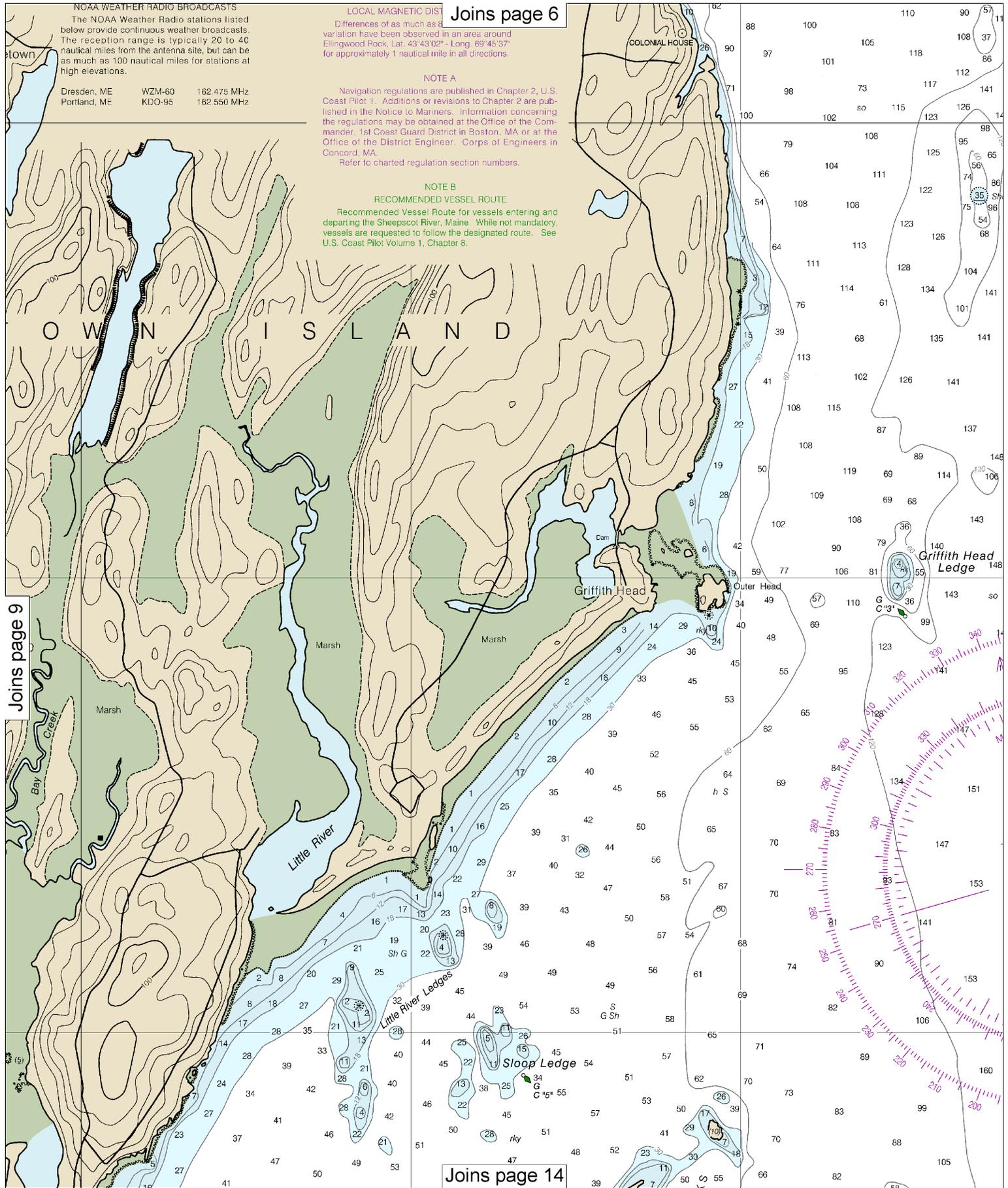
**CAUTION
 SUBMARINE PIPELINES AND CABLES**
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

— 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.

Joins page 10

Joins page 13



Joins page 6

Joins page 14

NOAA WEATHER RADIO BROADCASTS

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Joins page 9

10

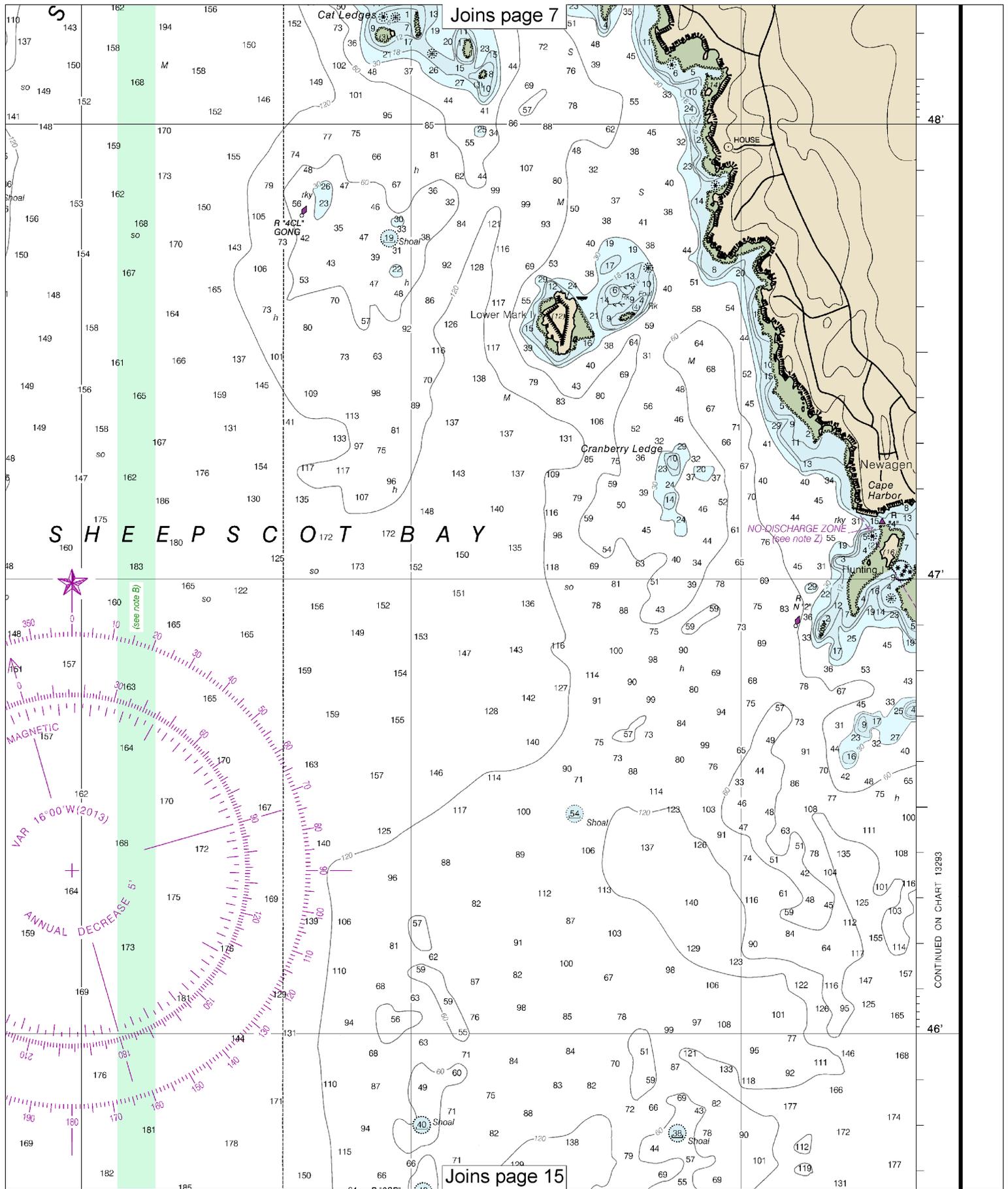
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000

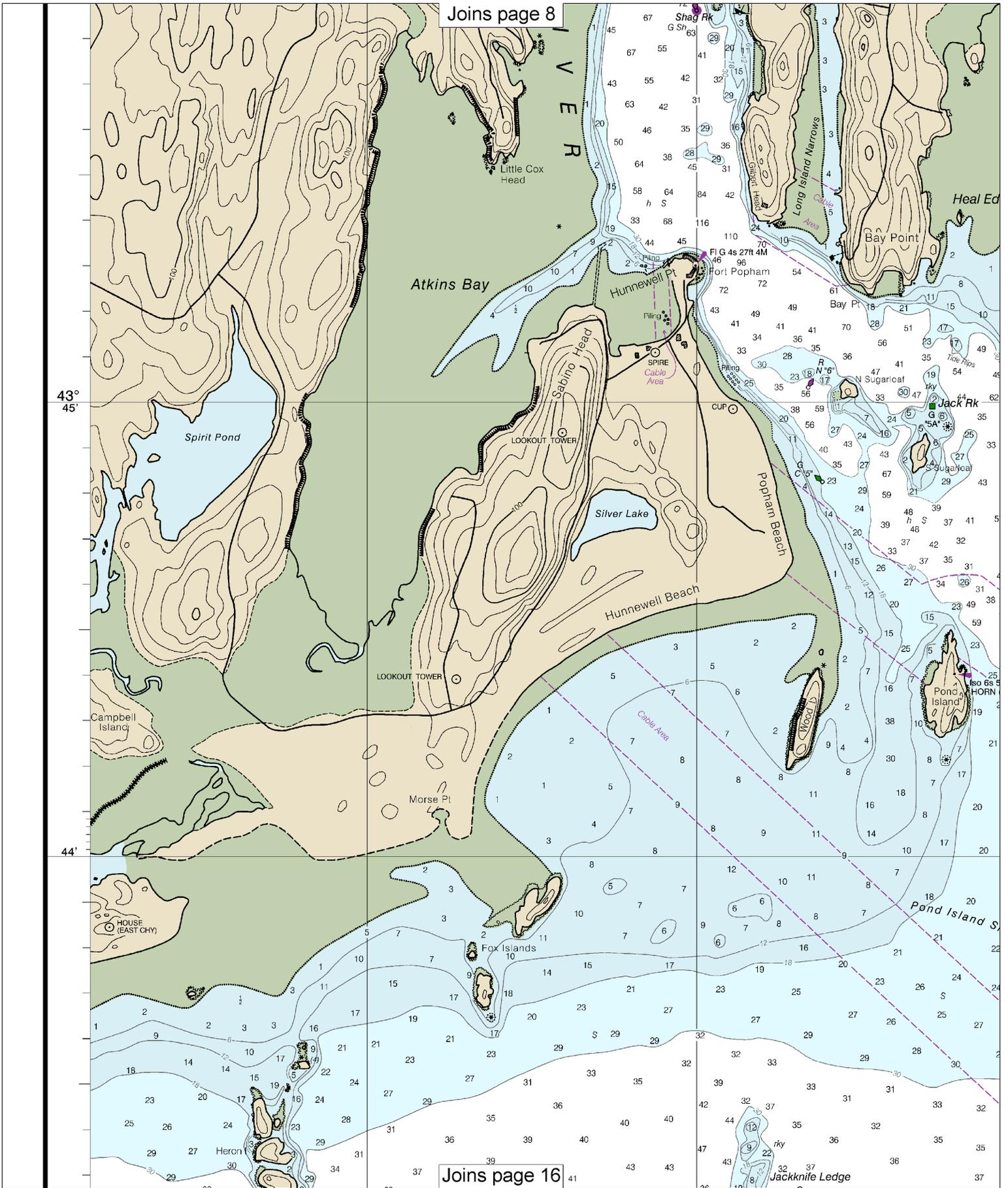
See Note on page 5.





CONTINUED ON CHART 13293

Joins page 8



Joins page 16

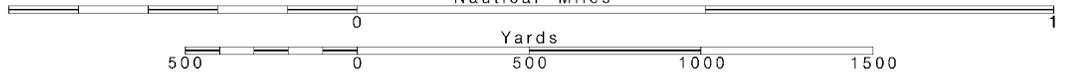
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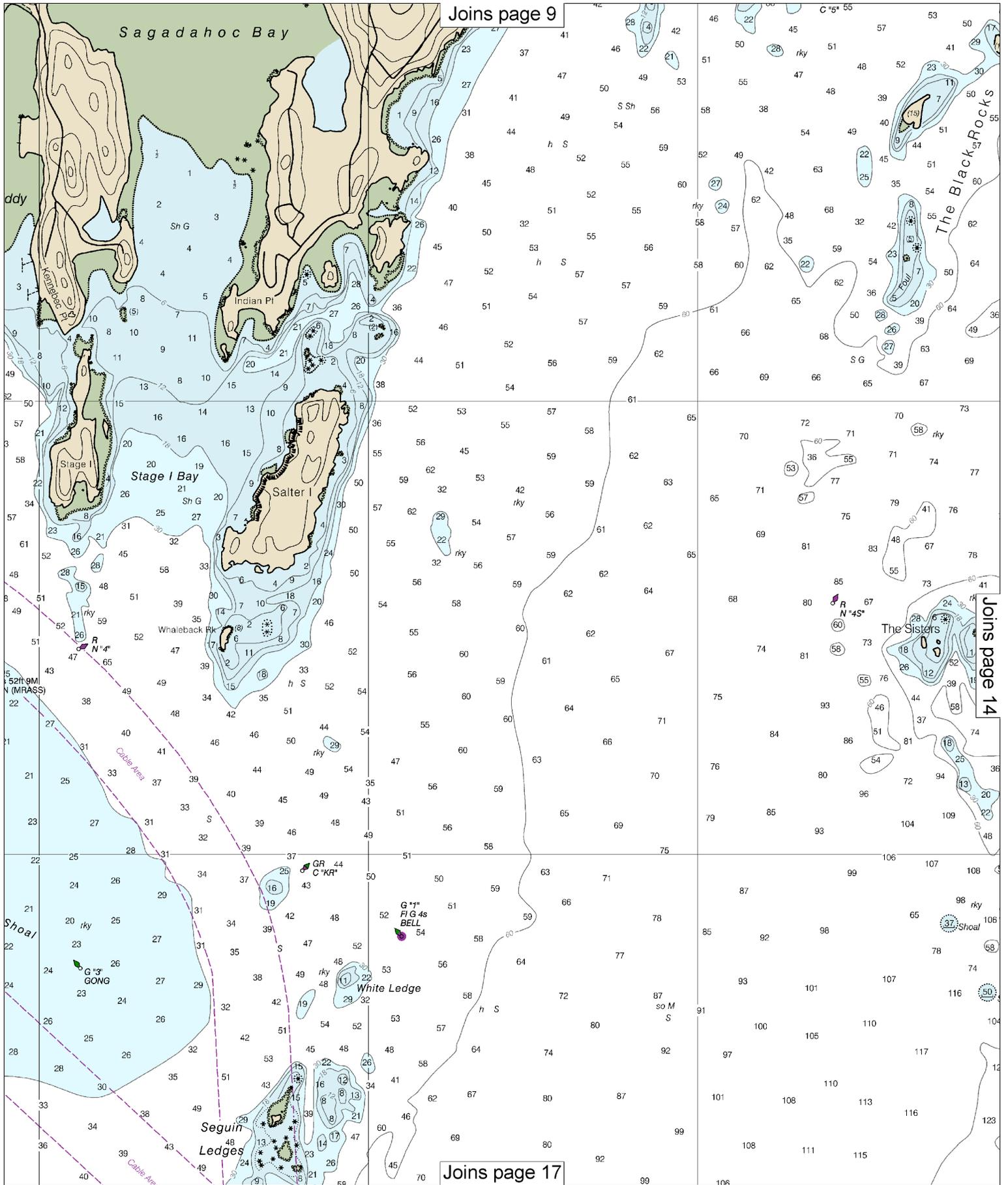
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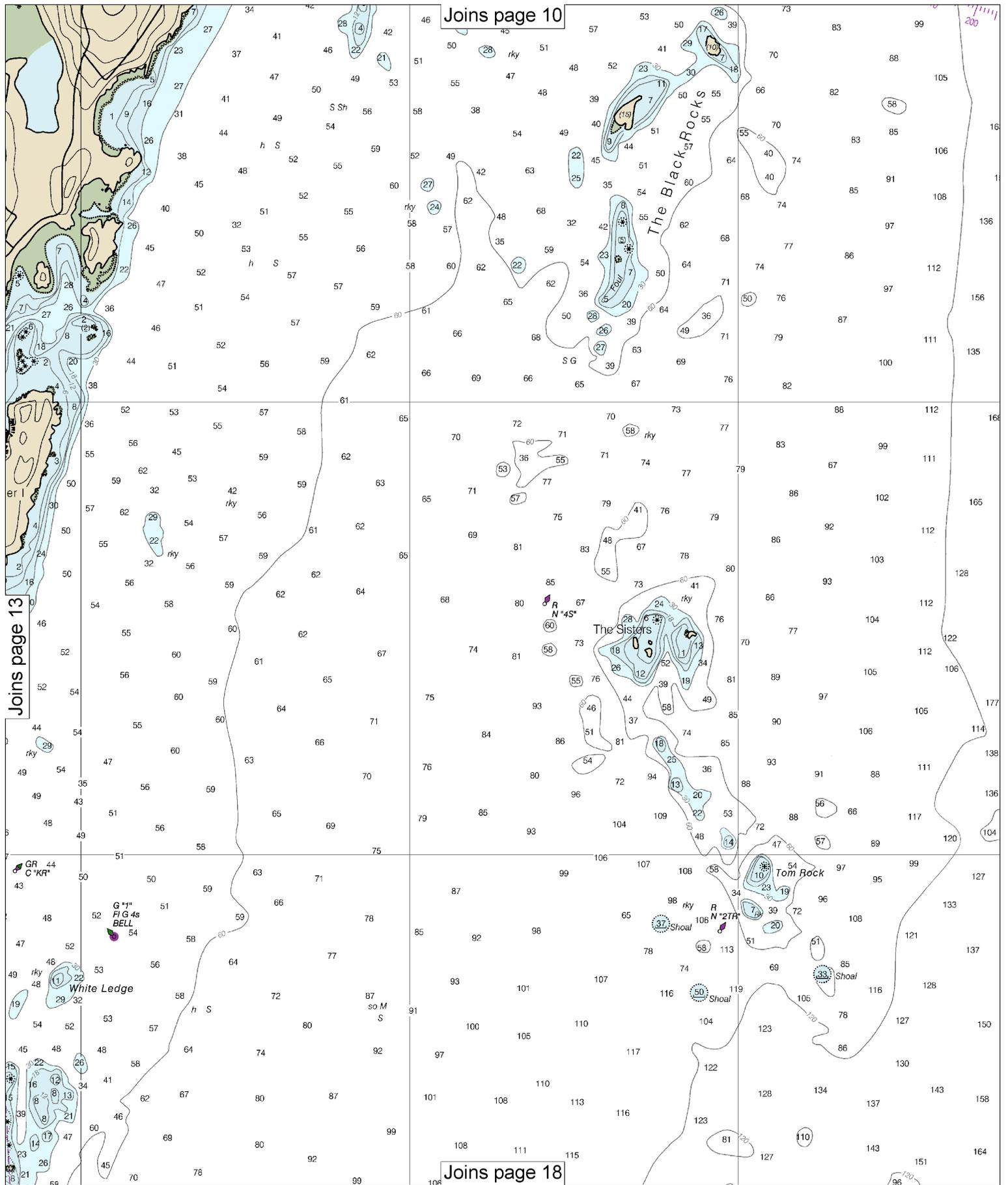
Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





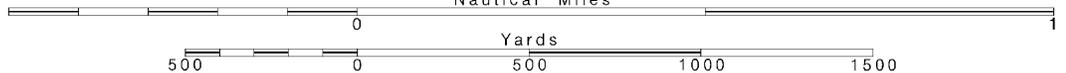


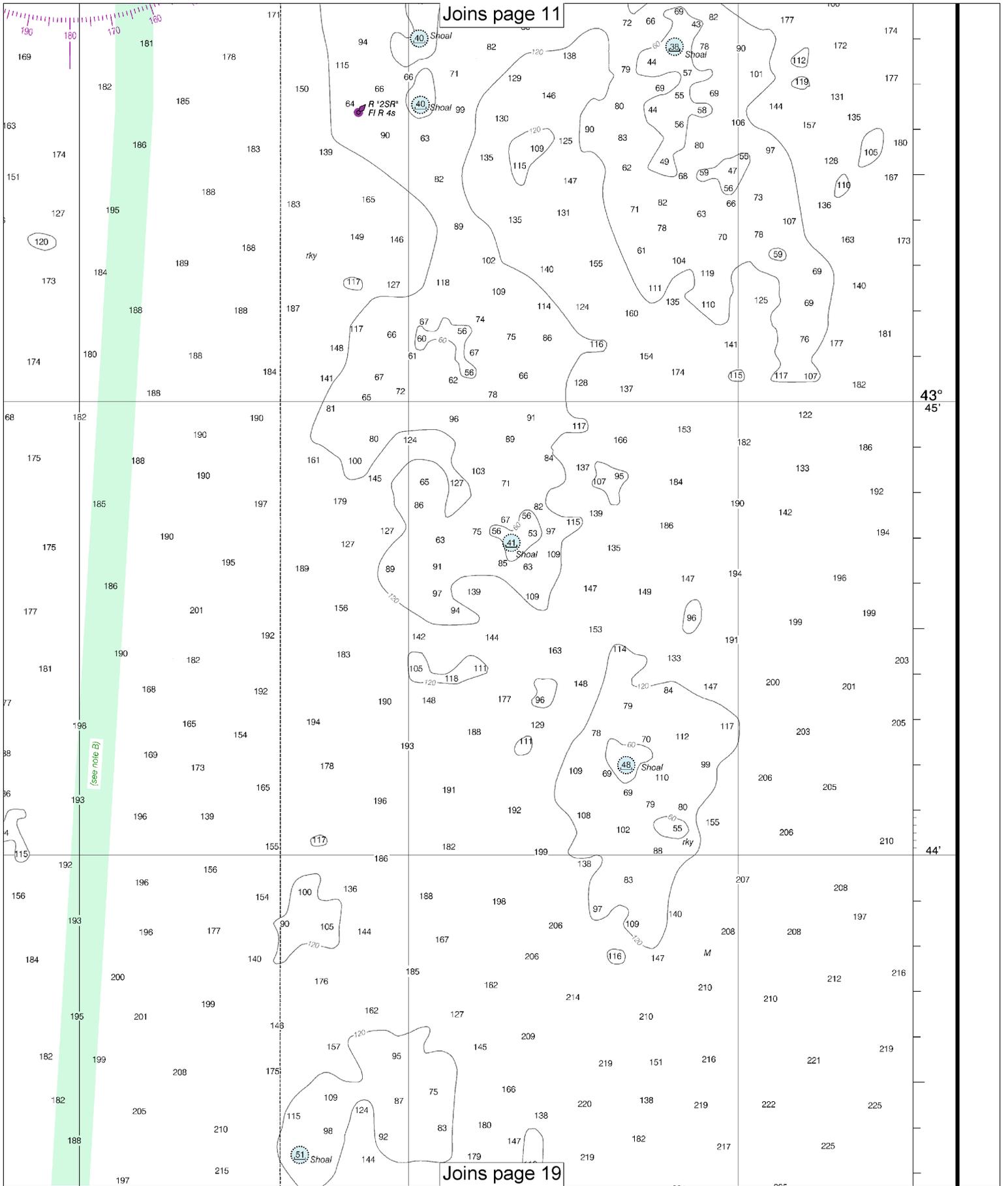
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Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



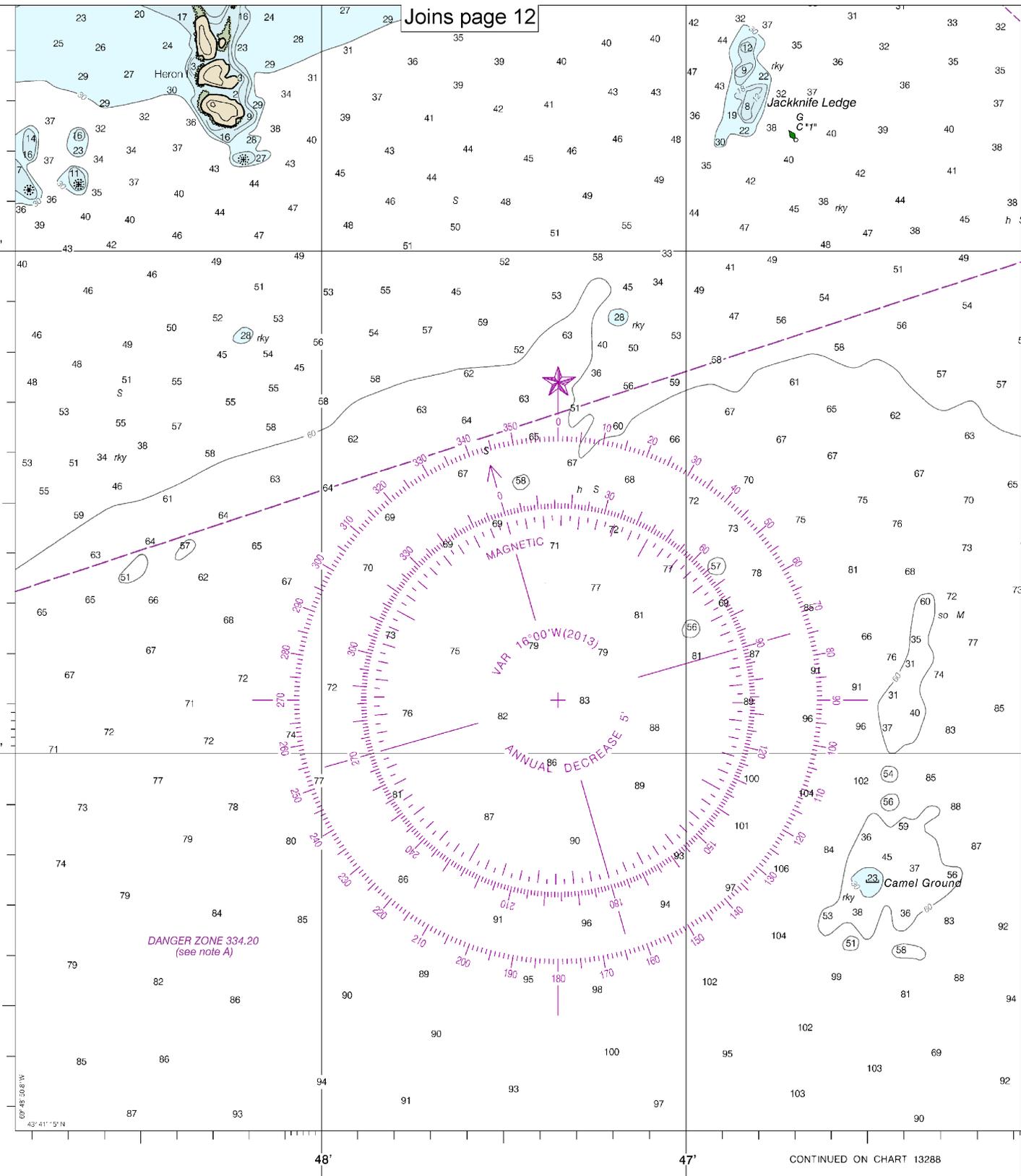


43°
45'

Joins page 12

CONTINUED ON CHART 13293

CONTINUED ON CHART 13288



13295

12th Ed., May 2013. Last Correction: 6/7/2016. 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.

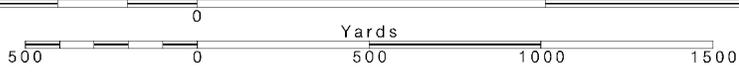
NOAA encourages users to submit inquiries, discrepancies about this chart at <http://www.nauticalcharts.noaa.gov/staff/>

16

Note: Chart grid lines are aligned with true north.

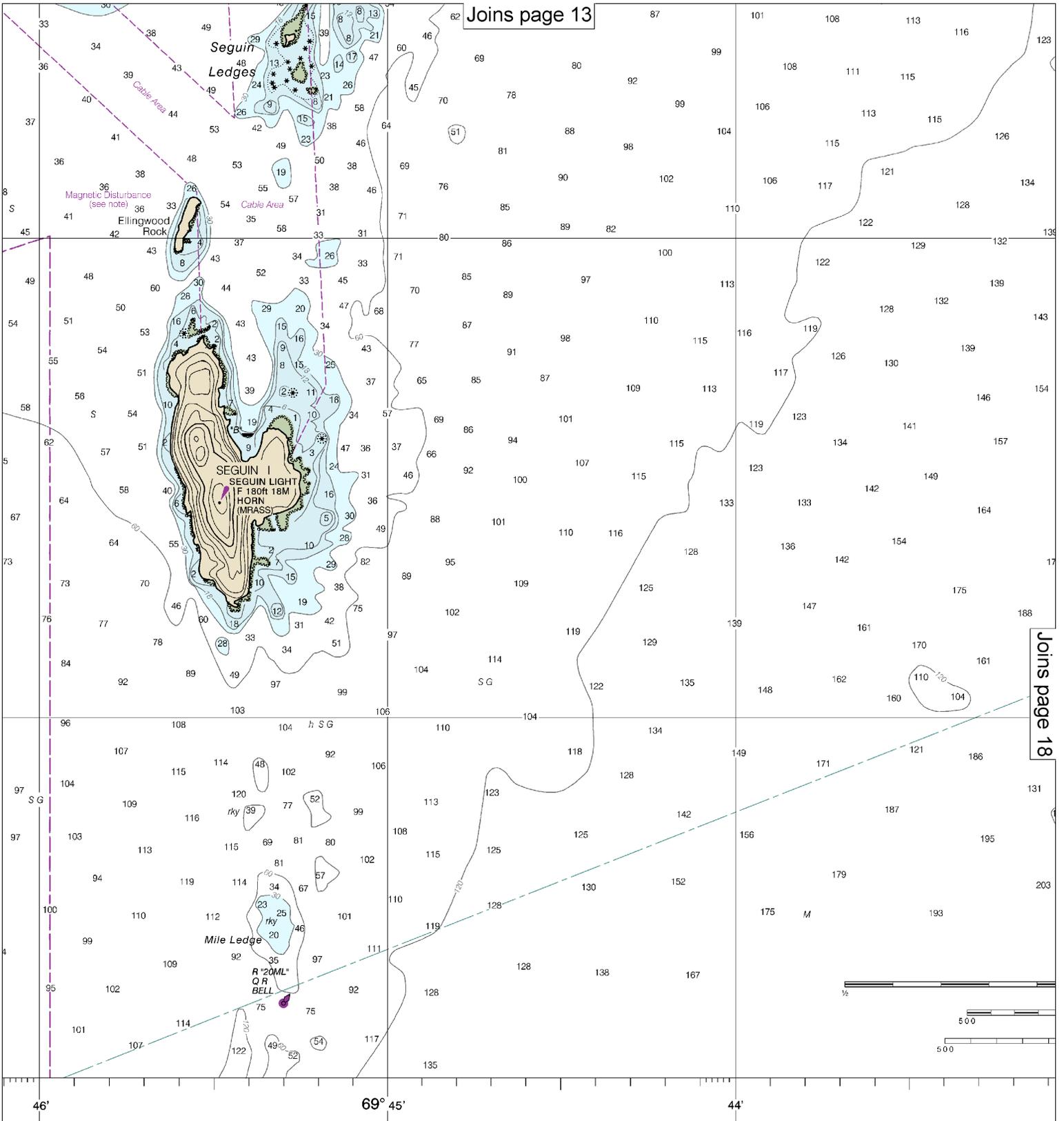
Printed at reduced scale. SCALE 1:15,000
 Nautical Miles

See Note on page 5.



Joins page 13

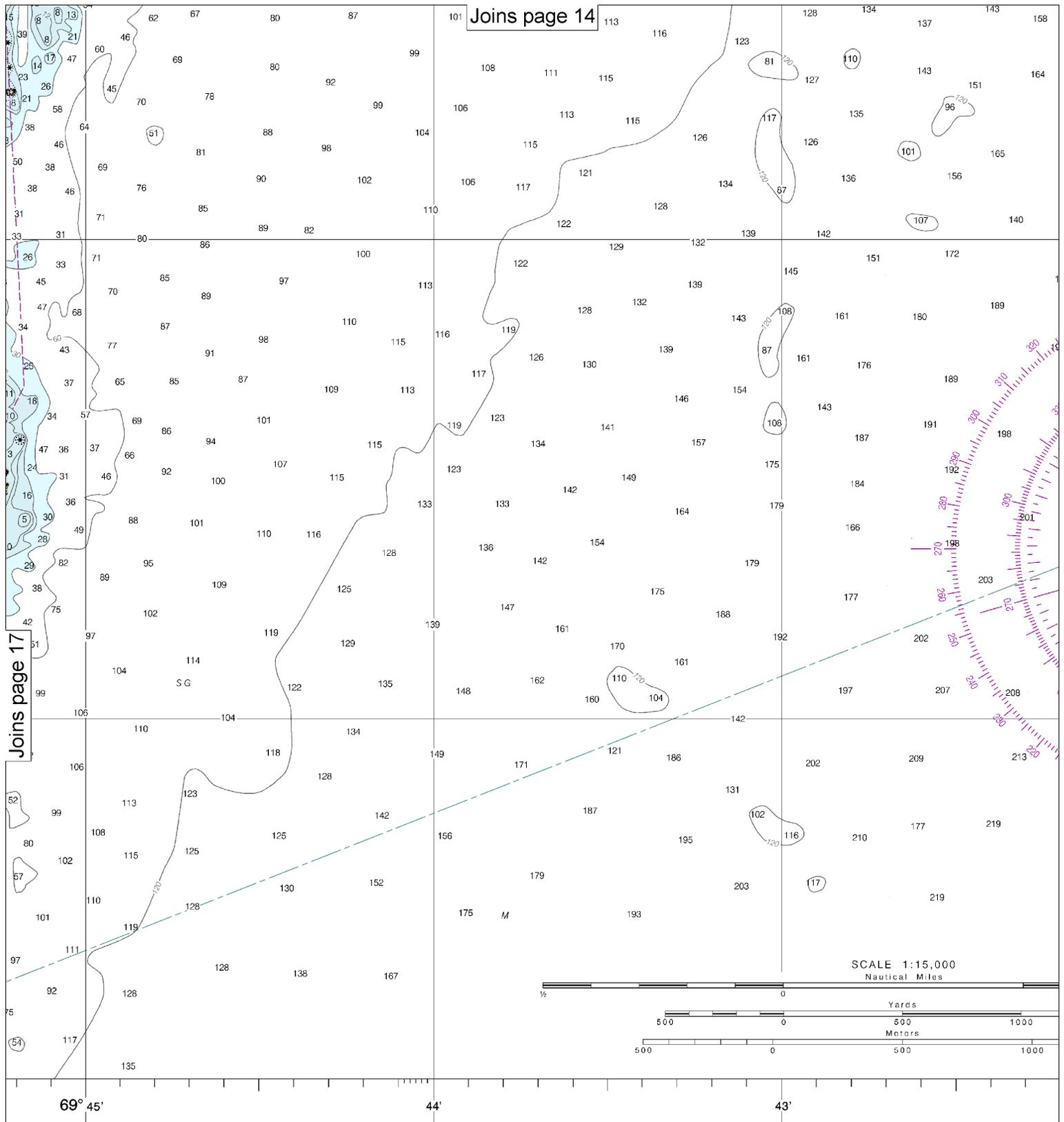
Joins page 18



encies or comments
ff/contact.htm.

SOUNDINGS IN FEET

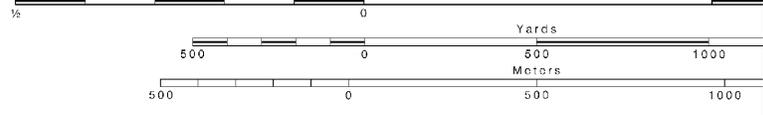
Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



Joins page 14

Joins page 17

SCALE 1:15,000
Nautical Miles



69° 45'

44'

43'

IN FEET

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

FAHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3

18

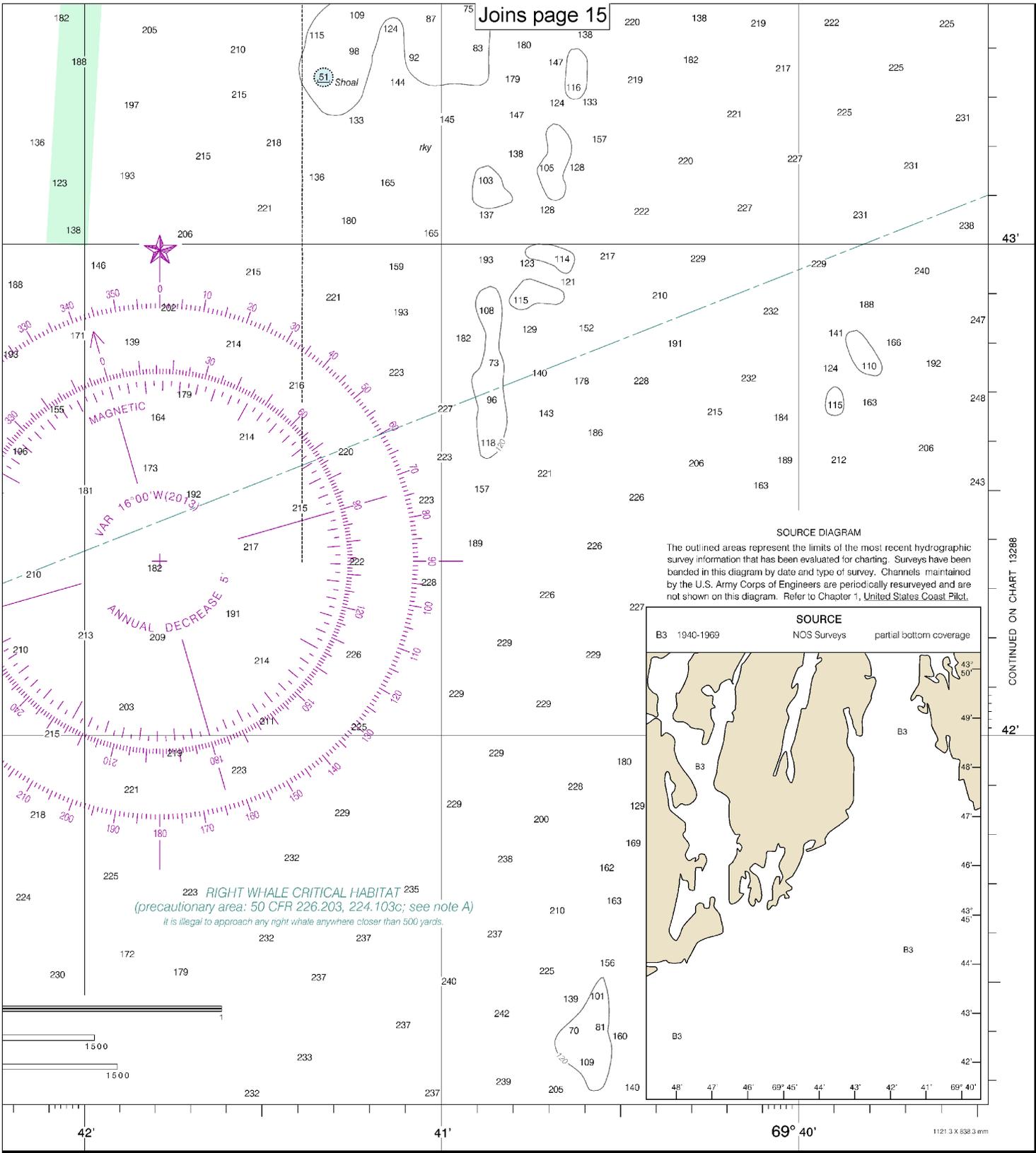
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:15,000
Nautical Miles

See Note on page 5.



Joins page 15



CONTINUED ON CHART 13288

Kennebec and Sheepscot River Entrances

SOUNDINGS IN FEET - SCALE 1:15,000

13295

4	5	6	7	8	9	10	11	12	13	14	15	16	17												
24	30	36	42	48	54	60	66	72	78	84	90	96	102												
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



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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