

BookletChart™

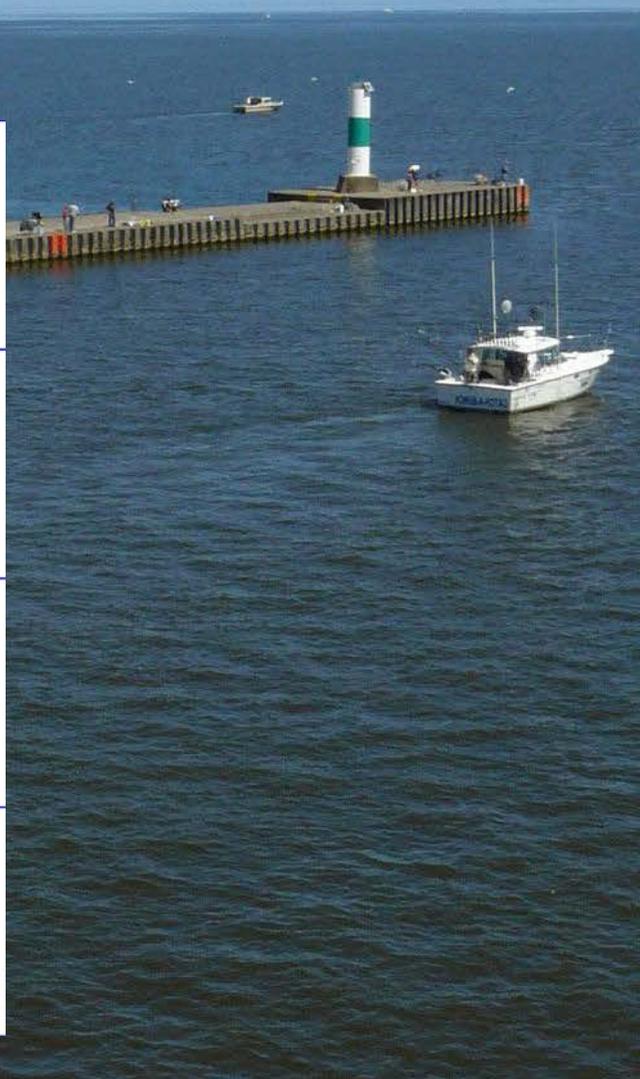
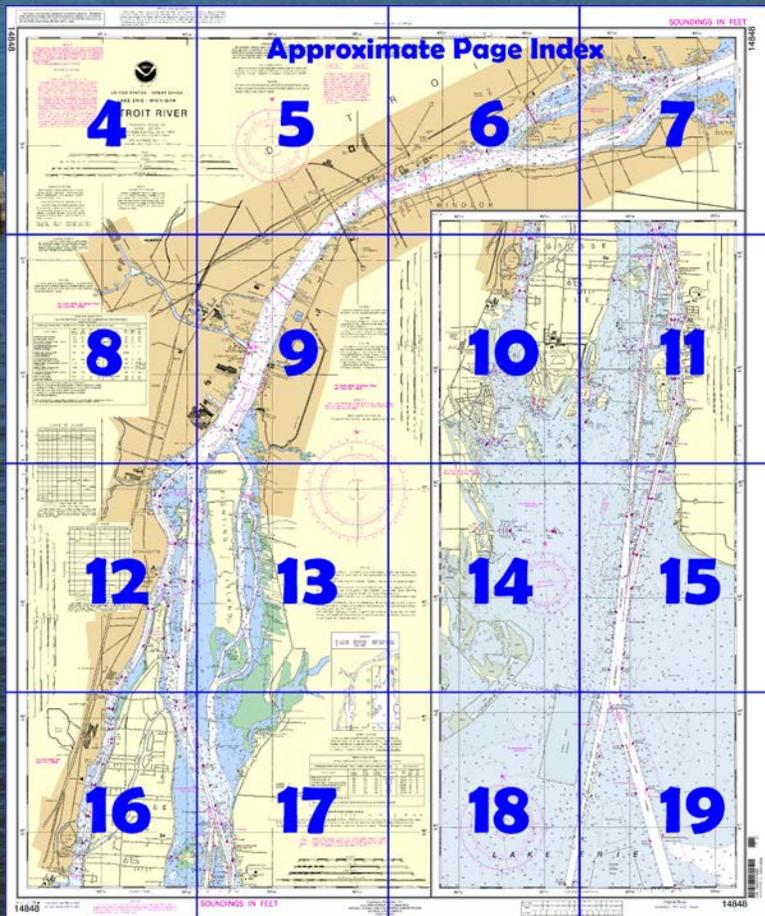
Detroit River NOAA Chart 14848



*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.

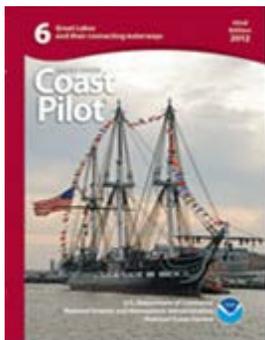
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14848>



(Selected Excerpts from Coast Pilot)

Detroit River Light (42°00.0'N., 83°08.5'W.), 55 feet above the water, is shown from a white conical tower, upper part black, on a hexagonal pier in the entrance to the Detroit River E of Pointe Mouillee. A fog signal and racon are at the light.

The **Detroit River** flows S from Lake St. Clair and empties into the NW end of Lake Erie.

East Outer Channel and West Outer

Channel, dredged and well marked, lead northward through the shallows at the upper end of Lake Erie to the mouth of the Detroit River.

Immediately N of Detroit River Light, the channels merge to form lower Livingstone Channel. In June 1999, East Outer Channel had a controlling depth of 24 feet (28 feet at midchannel). In 1987, West Outer Channel had a controlling depth of 16 feet for a midwidth of 700 feet.

The channel is well marked with lights and buoys. **Ballards Reef Channel Light 77D** (42°08.5'N., 83°07.5'W.) marks the W side of the downbound turn into the entrance to Livingstone Channel at its junction with Ballards Reef Channel. Because of the strong E set of the current at the junction of Livingstone and Ballards Reef Channels, mariners are advised to favor the W side, if draft permits.

Amherstburg, Ont., is a town on the E side of the Detroit River, opposite Bois Blanc Island.

W of the lower end of the revetments in Livingstone Channel, a small-craft channel marked by buoys leads from the open part of the lower Detroit River between **Sugar Island** and **Meso Island**, along the Grosse Ile shore, and thence W of **Stony Island**. In the narrow part of this channel between Stony Island and Grosse Ile, a line of submerged bridge abutments, with least depths of ½ foot, crosses the channel, and submerged cables follow the same path just to the S and N of the abutments. A buoy marks the W side of the westernmost abutment, and in 1977, the best water was inside the buoy within 150 to 200 feet of the Grosse Ile shore. The W abutment is about 280 feet from shore. of **Celeron Island** and connects with Trenton Channel at Gibraltar. The least depth in this channel is about 8 feet.

Fighting Island Channel extends from the upper end of Ballards Reef Channel, about 2 miles below the head of Grosse Ile, along the W side of Fighting Island to the natural deep water N of Fighting Island. A Federal project provides for a depth of 28.5 feet in Fighting Island Channel. (See Notice to Mariners and latest edition of charts for controlling depths.)

Fighting Island, Ont., on the E side of Fighting Island Channel off the Ontario mainland, is about 4 miles long and about 0.5 mile wide. The entire island is either marsh or waste bed fill from various concerns that pump manufacturing residue to the island as waste. Low bluffs are on the W side of the island. A shoal, with a depth of 18 feet at its outer end marked by a lighted buoy, extends 0.5 mile N from the upper end of the island.

Water level information for the Gibraltar area may be obtained by contacting Detroit Coast Guard Group on VHF-FM channel 16. The same information is given at the beginning of the scheduled radio broadcast notice to mariners.

Because of current effects, mariners are advised to exercise caution when turning from Hackett Reach into Amherstburg Reach. Canadian regulations specify a **speed limit** of 10 knots in Livingstone Channel for vessels of 500 gross tons and over.

Caution.—Extra care is necessary when anchoring in Amherstburg Channel between its upper end and the south end of Bois Blanc Island; the current may cause an anchor to drag and overturn rocks which then become obstructions.

A submerged water intake north of the front structure of the Fort Malden range extends 300 feet (91.4 m) into the river.

Regulations.—A **speed limit** of 4 mph is enforced in River Rouge and Short Cut Canal 21. (See **33 CFR 162.130 through 162.140**, chapter 2, for navigation regulations.)

Detroit is a **customs port of entry**.

Quarantine is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

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

RCC Cleveland

Commander

9th CG District

Cleveland, OH

(216) 902-6117

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>

14848

83°10'

83°08'

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. 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, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

Ⓢ Pump-out facilities

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as 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. Commercial vessel sewage shall include graywater. 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/.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES
LAKE ERIE - MICHIGAN

DETROIT RIVER

Polyconic Projection
Scale 1:30,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

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

SCALE 1:30,000
Nautical Miles



Report all spills of Response Center via Coast Guard facility (153).

42° 20'

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.

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.

Adrian, MI	WNG-647	162.450 MHz
Detroit, MI	KEC-63	162.550 MHz
Sandusky, OH	KHB-97	162.400 MHz
Toledo, OH	WXL-51	162.550 MHz

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Grosse Ile Power Squadron, District 9, United States Power Squadrons, in continually providing essential information for revising this chart.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

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 0.139' northward and 0.275' eastward to agree with this chart.

42° 18'

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

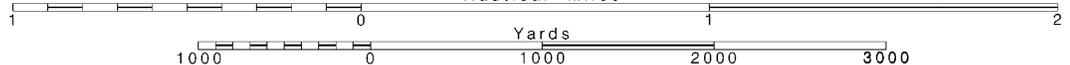
For more detail of River Rouge see Chart No. 14854

Joins page 8

Printed at reduced scale.

SCALE 1:30,000
Nautical Miles

See Note on page 5.



4

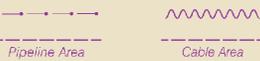
Note: Chart grid lines are aligned with true north.

83°06'

83°04'

83°02' 45' 30' 15' 01' 50'

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.

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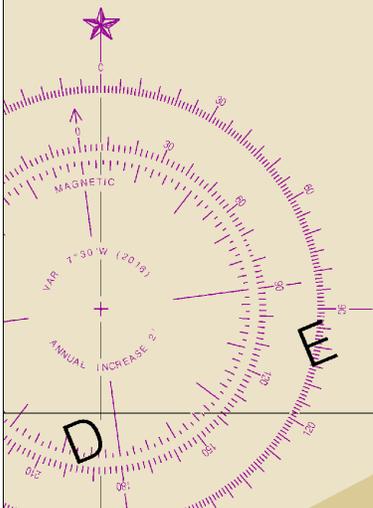
No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

CAUTION

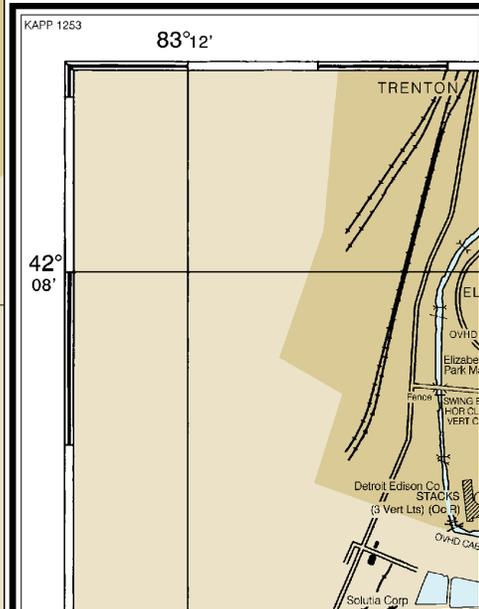
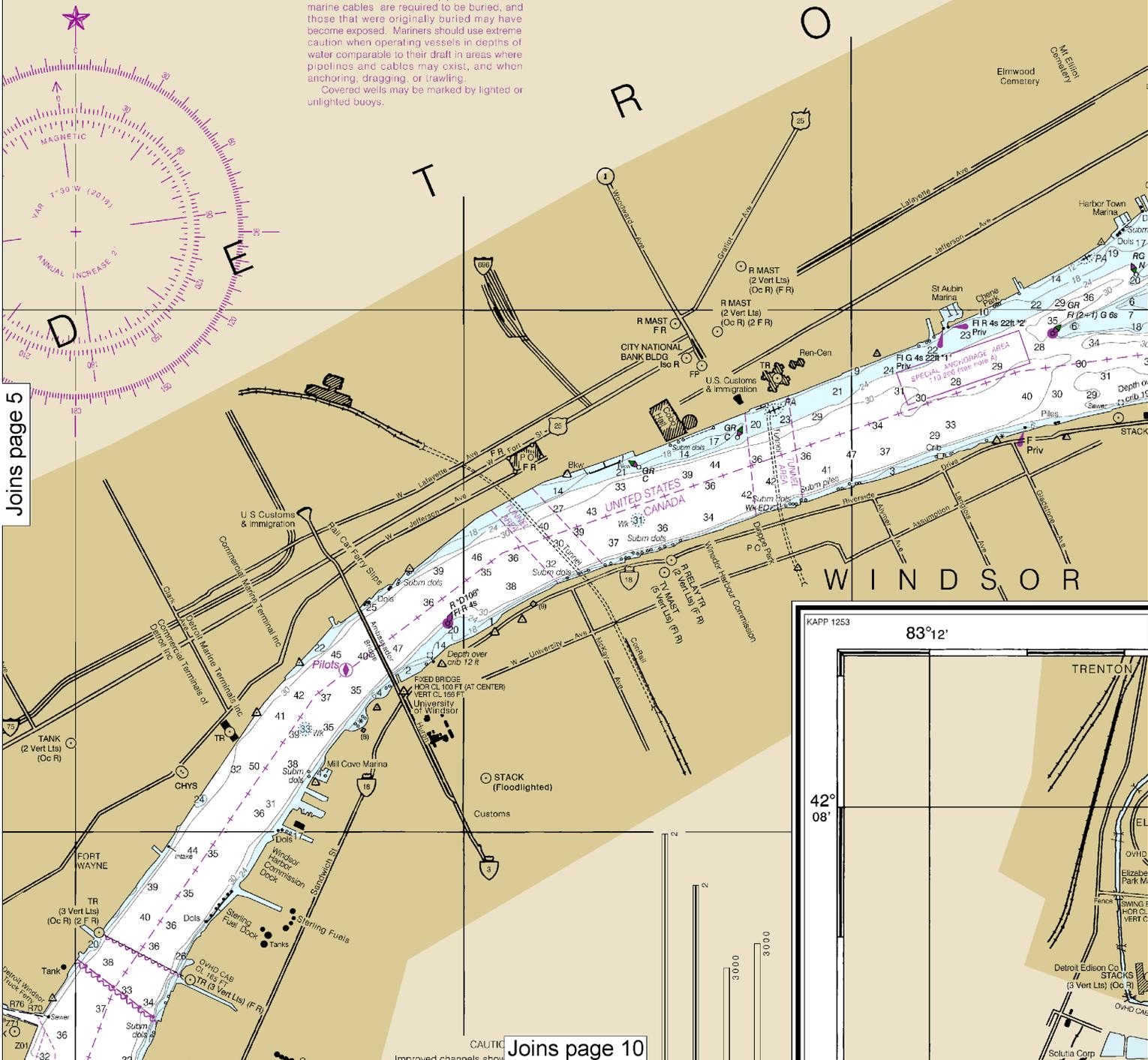
Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

POLLUTION REPORTS

Oil and hazardous substances to the National 1-800-424-8802 (toll free), or to the nearest U.S. telephone communication is impossible (33 CFR)



Joins page 5

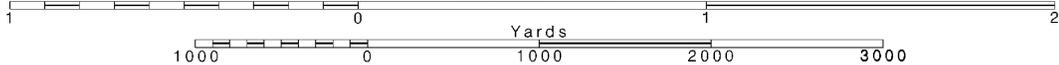


Joins page 10

Printed at reduced scale.

SCALE 1:30,000 Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

Adrian, MI	WNG-647	162.450 MHz
Detroit, MI	KEC-63	162.550 MHz
Sandusky, OH	KHB-97	162.400 MHz
Toledo, OH	WXL-51	162.550 MHz

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CAUTION

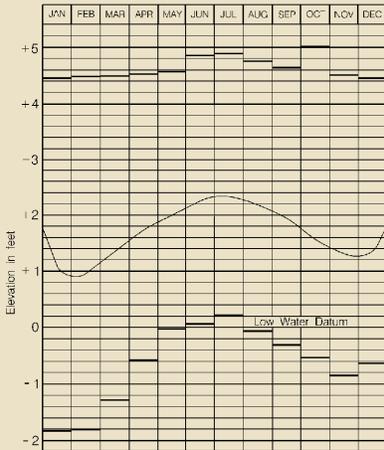
Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

For more detail of River Rouge see Chart No. 14854

NOTE B

The channel legend reflects the Corps of Engineers project depth. For further information on the most recent channel depths, direct inquiries to the Office of the District Engineer, Corps of Engineers, Detroit, Michigan and the Canadian Coast Guard.

LAKE ST. CLAIR

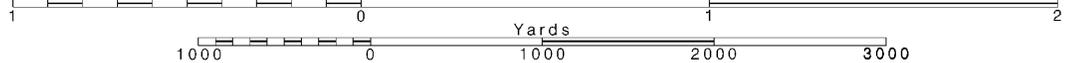


Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

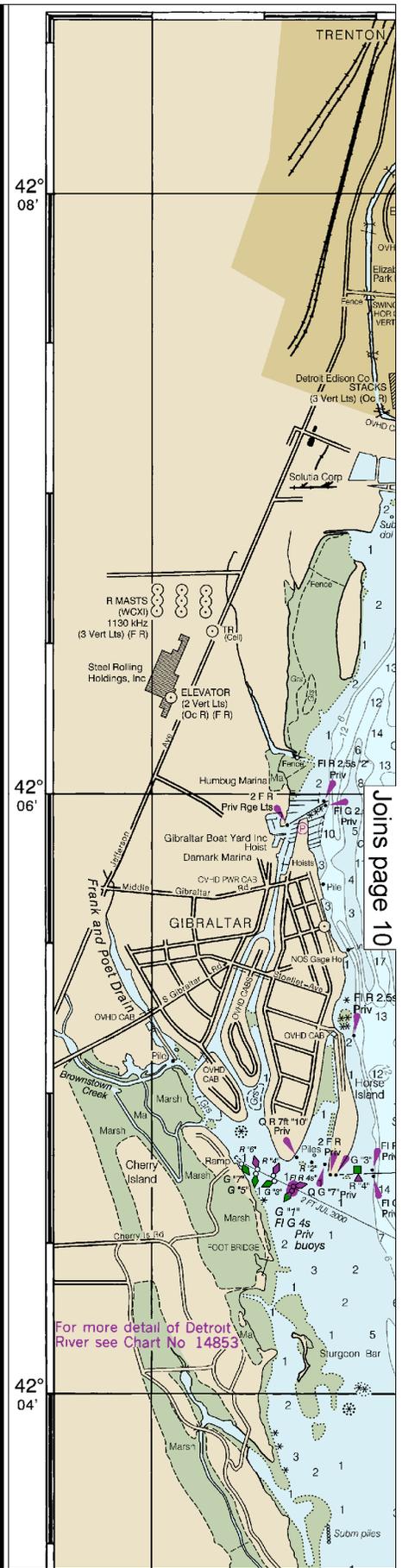
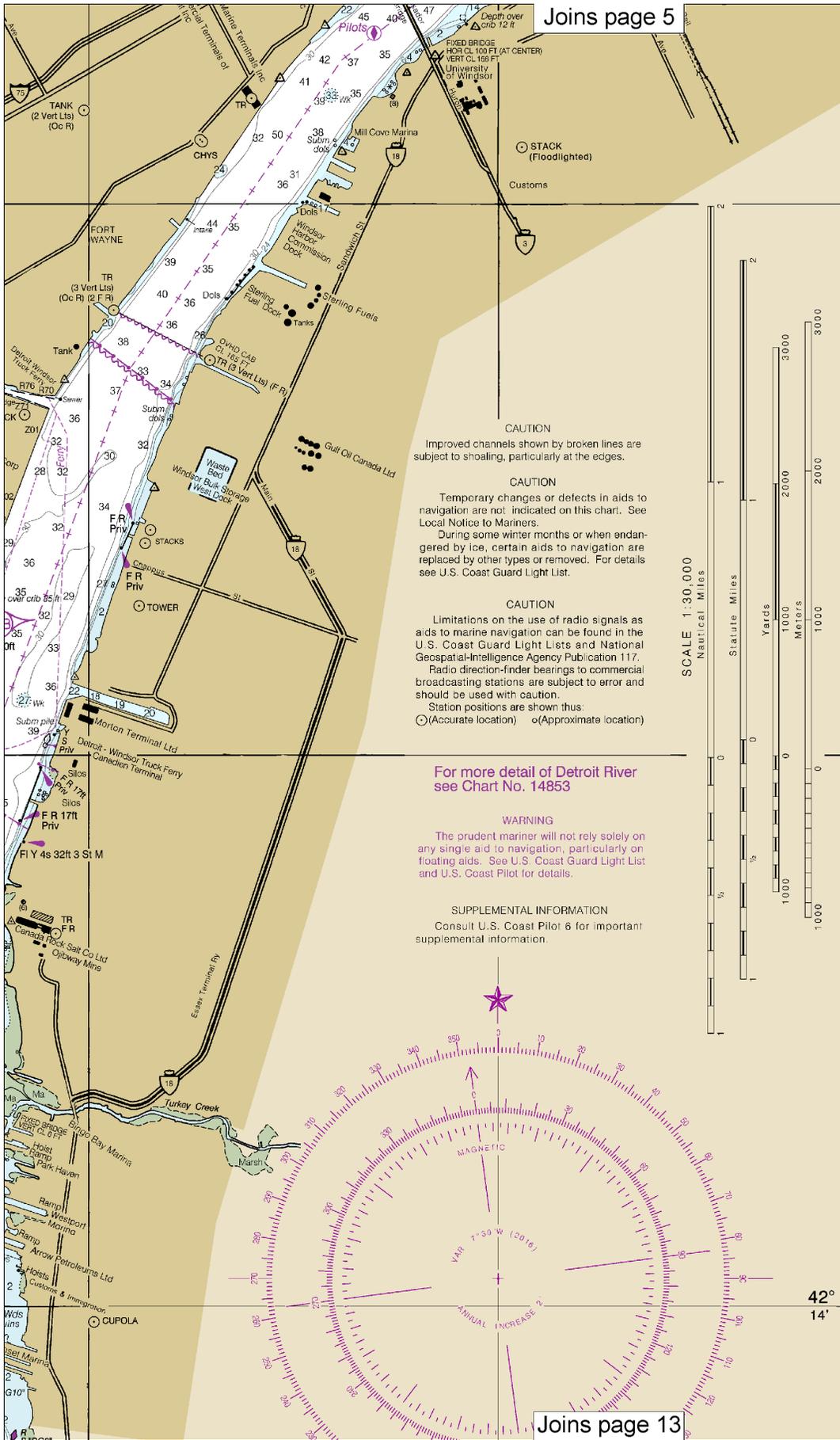
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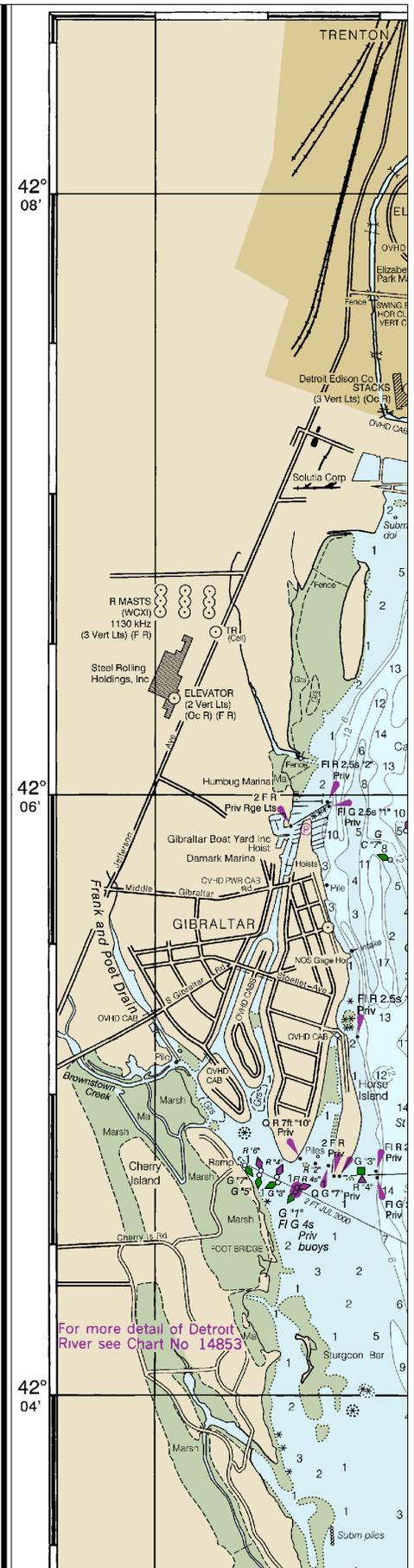
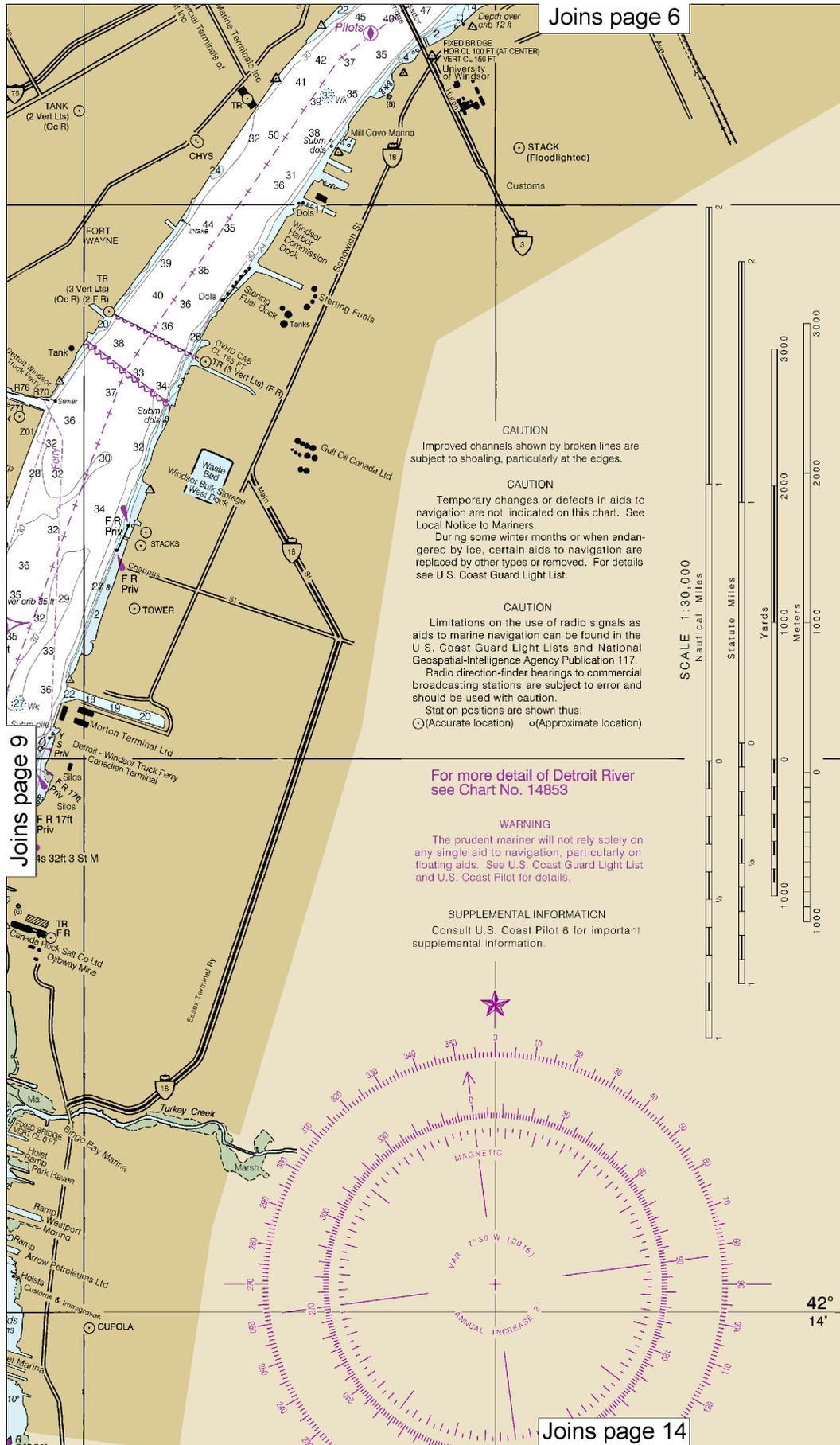
SCALE 1:30,000
Nautical Miles

See Note on page 5.



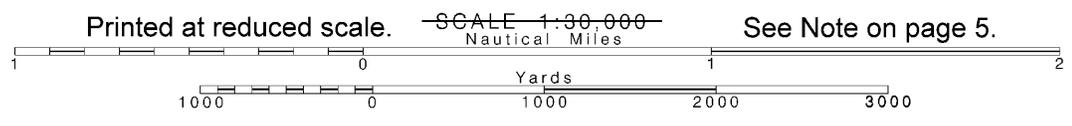
Note: Chart grid lines are aligned with true north.

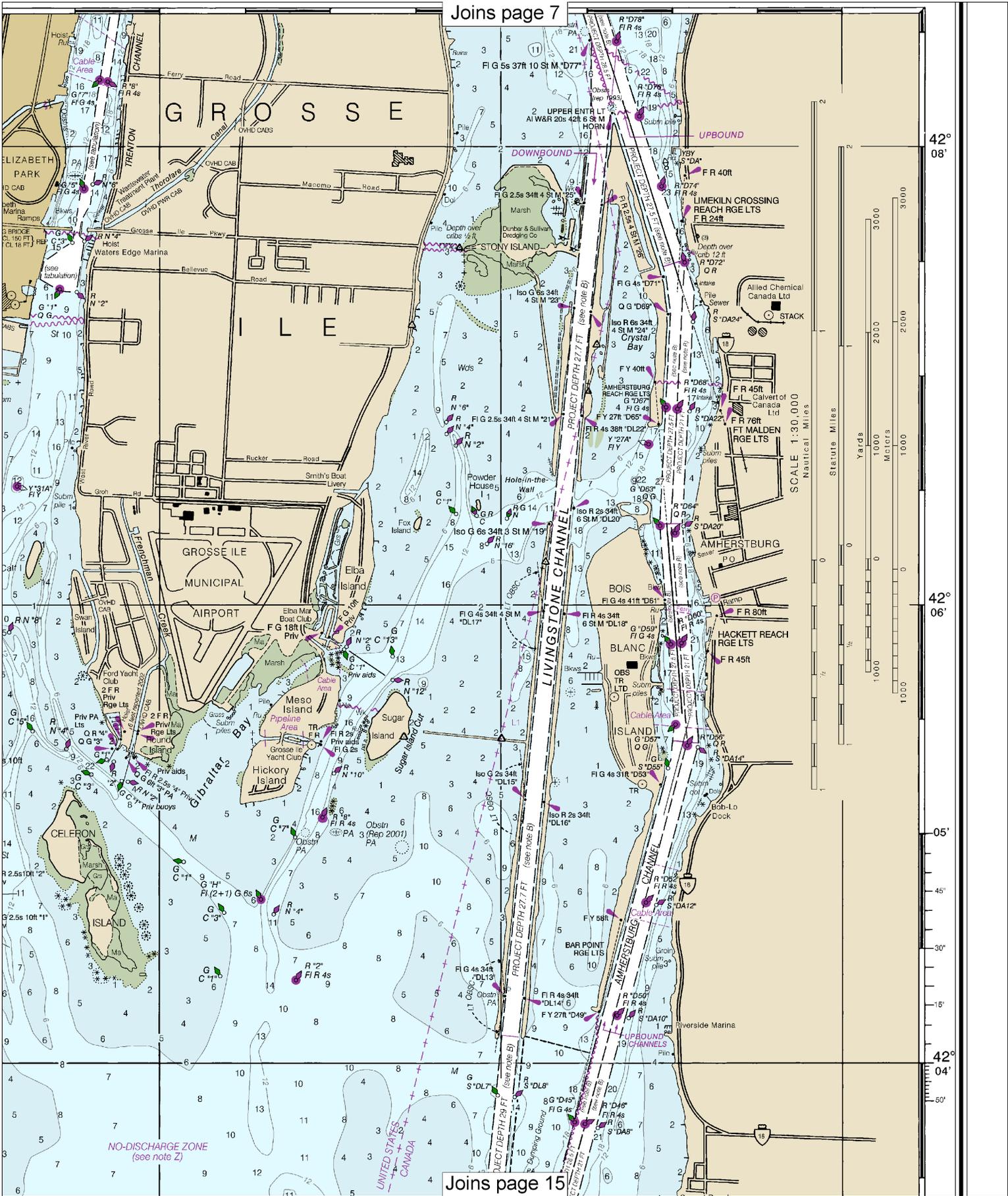


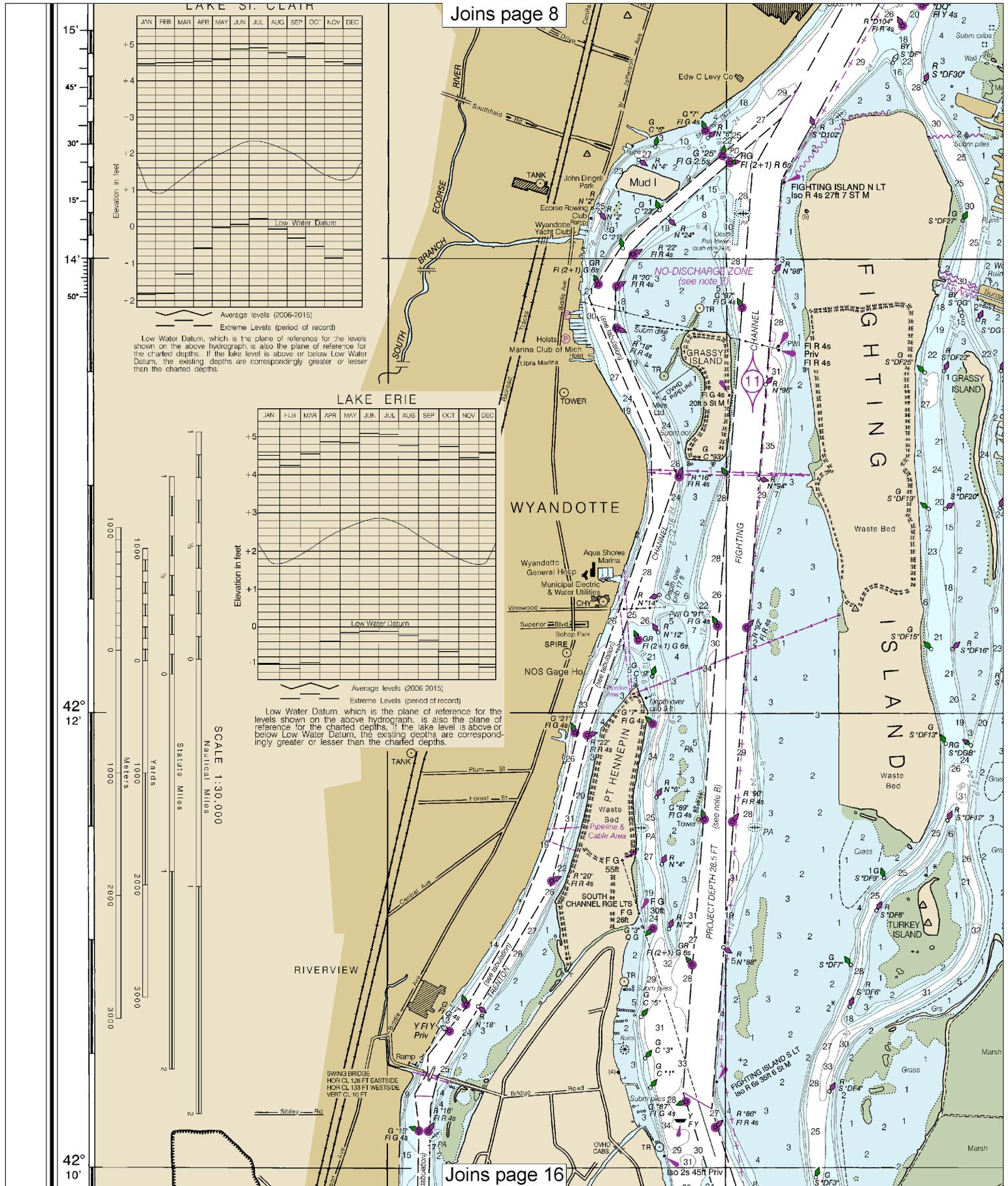


10

Note: Chart grid lines are aligned with true north.







Joins page 8

Joins page 16

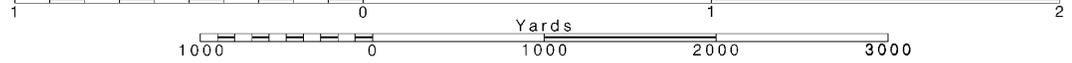
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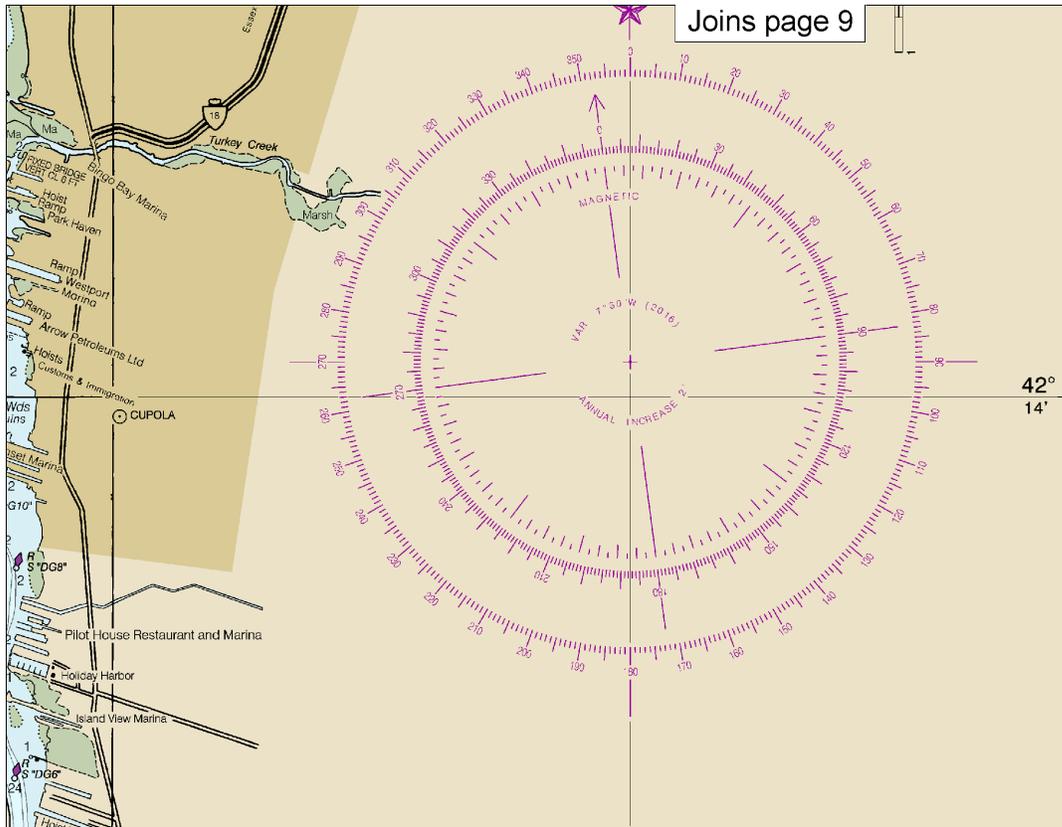
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:30,000

See Note on page 5.



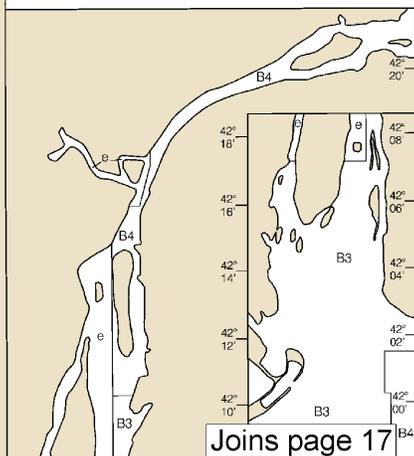


NOTES

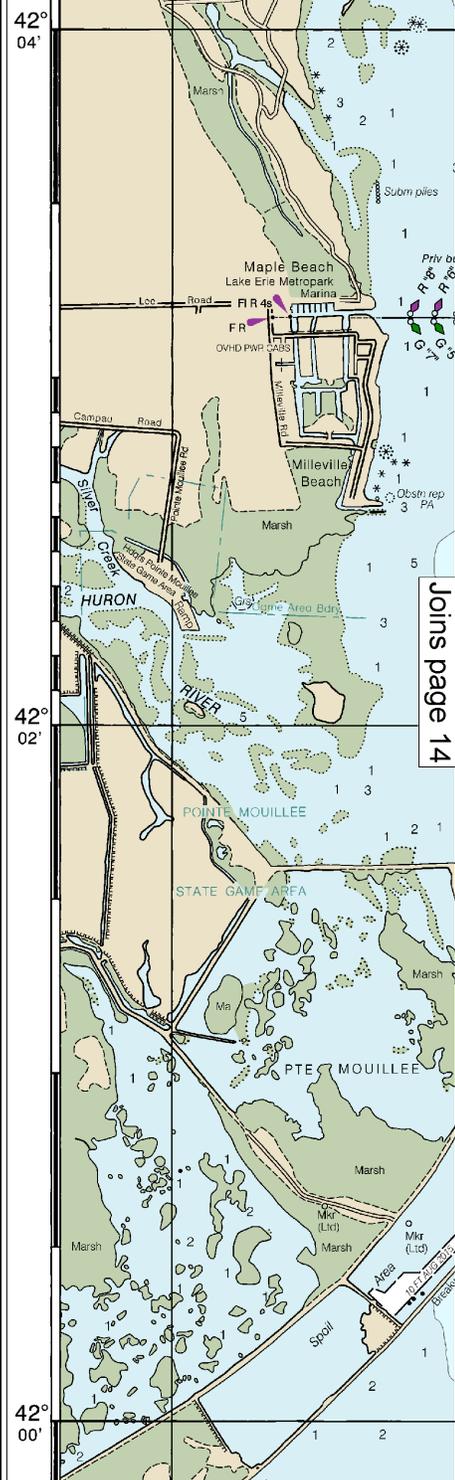
PLANE OF REFERENCE OF THIS CHART (Low Water Datum). Depths are referred to the sloping surface of the river when Lake St. Clair is at elevation 572.3 feet and Lake Erie is at elevation 569.2 feet.
 Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
 AIDS TO NAVIGATION. 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.
 SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.
 BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.
 AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

SOURCE

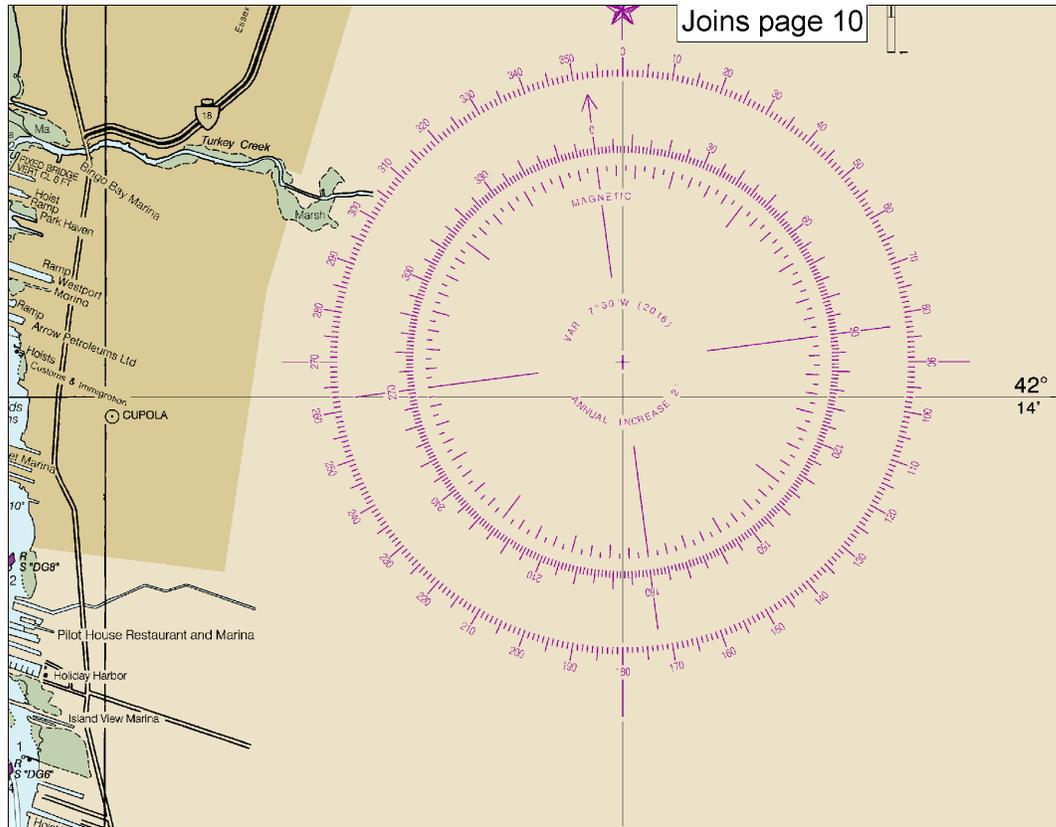
B3 1940-1969 NOS Surveys partial bottom coverage
 B4 1900-1939 NOS Surveys partial bottom coverage
 e Chart 14854



For more detail of Detroit River see Chart No 14853



Joins page 10

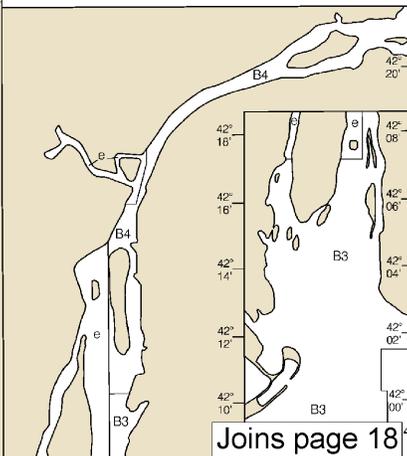


NOTES

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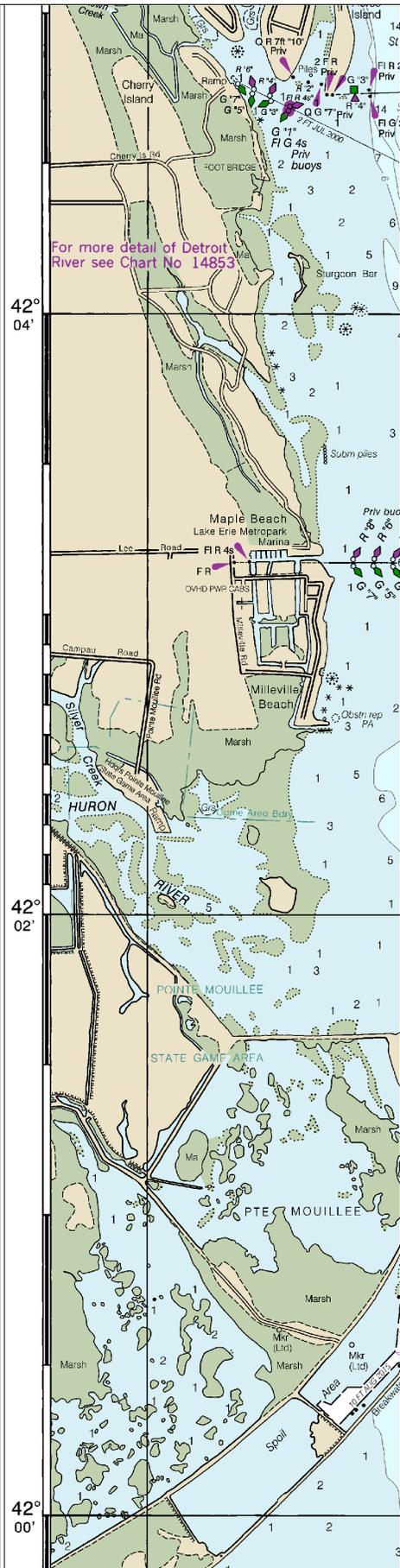
SOURCE

B3 1940-1969 NOS Surveys partial bottom coverage
 B4 1900-1939 NOS Surveys partial bottom coverage
 e Chart 14854



Joins page 18

For more detail of Detroit River see Chart No 14853



Joins page 13



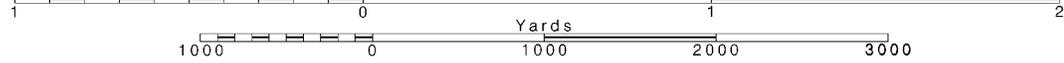
14

Note: Chart grid lines are aligned with true north.

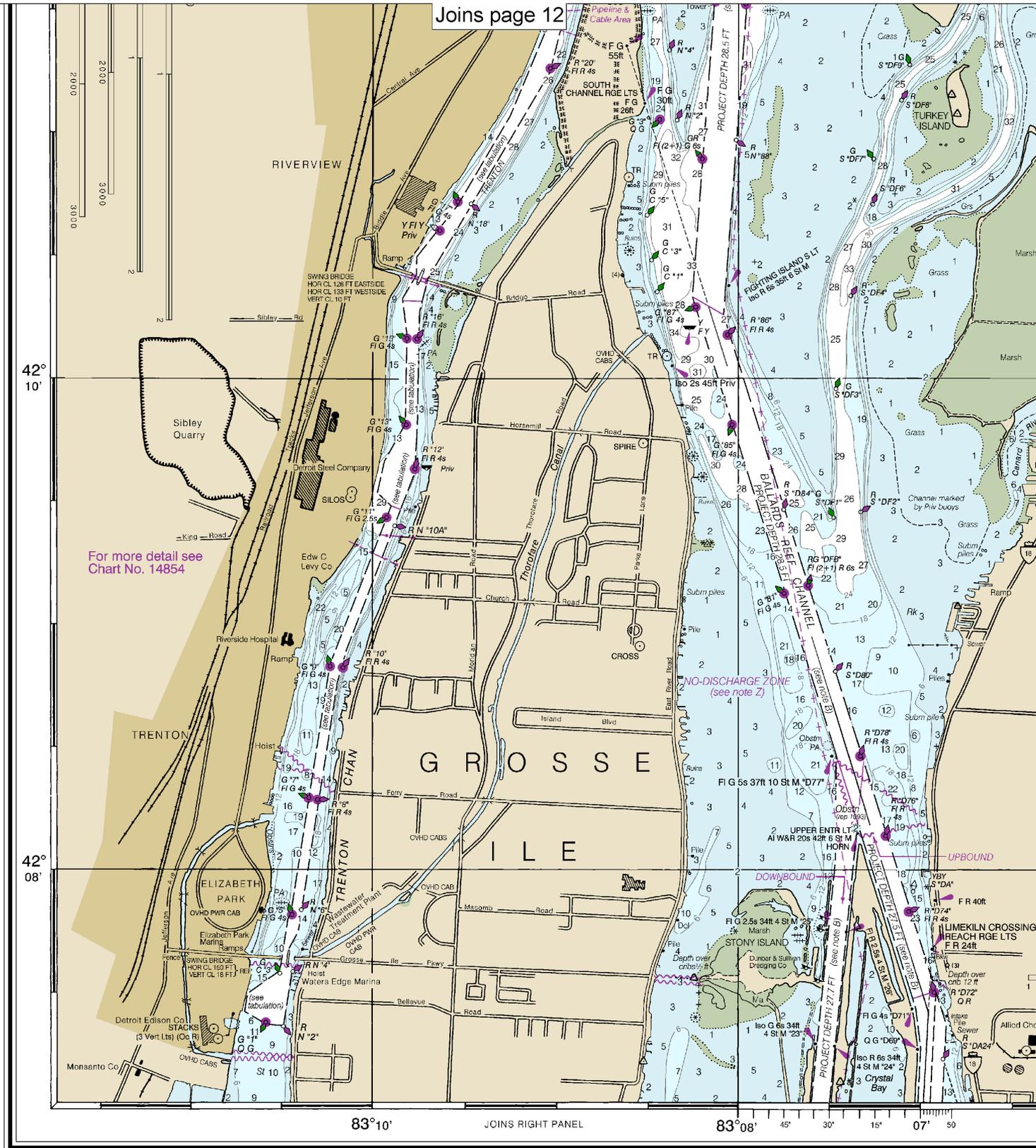
Printed at reduced scale.

SCALE 1:30,000

See Note on page 5.



Joins page 12



For more detail see Chart No. 14854

59th Ed., Aug. 2016

14848

Last Correction: 8/17/2016. Cleared through: LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

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.

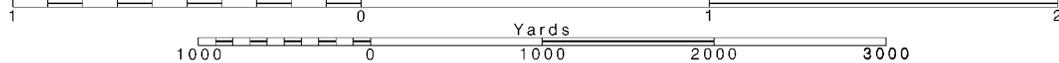
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Note: Chart grid lines are aligned with true north.

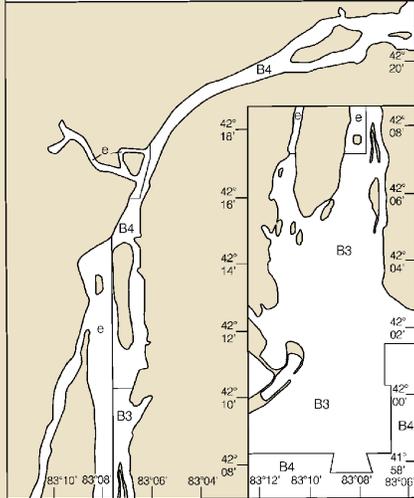
Printed at reduced scale.

SCALE 1:30,000 Nautical Miles

See Note on page 5.



SOURCE
 B3 1940-1969 NOS Surveys partial bottom coverage
 B4 1900-1939 NOS Surveys partial bottom coverage
 e Chart 14854



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.

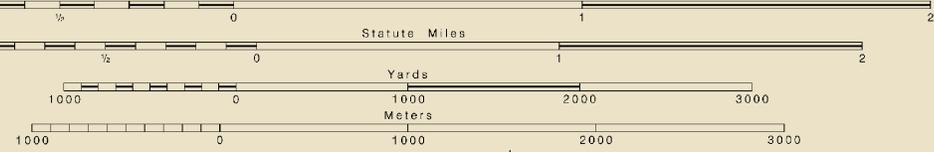
TRENTON CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2015						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) / DEPTH (LWD) (FEET)
ENTRANCE TO LT BY '16'	21.5	26.5	23.5	5-15	306-720	2.17 27
LT BY '16' TO LT BY '20'	26.4	28.4	24.2	5-15	306-680	2.17 27
LT BY '20' TO 800R S. OF GROSSE ILE BRIDGE	24.8	25.1	21.6	5-15	300-520	1.31 27
800R S. OF GROSSE ILE BRIDGE TO LT BY '13'	28.2	27.8	26.1	5-15	309-480	.56 28
LT BY '13' TO END OF TURNING BASIN	27.9	27.3	20.2	5-15	250-800	.38 28
END OF TURNING BASIN TO LT BY '5'	20.3	20.7	20.3	5-15	250-300	1.97 21
LT BY '5' TO END	10.6	18.1	17.2	5-15	140-1000	.51 21

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

R MASTS (4 Vert Lts) (Oc) (3 F R)
 R MASTS (3 Vert Lts) (Oc R) (2 F R)

Vessel Traffic Services calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 6 and the U.S. and Canadian Notice to Mariners.

SCALE 1:30,000
 Nautical Miles

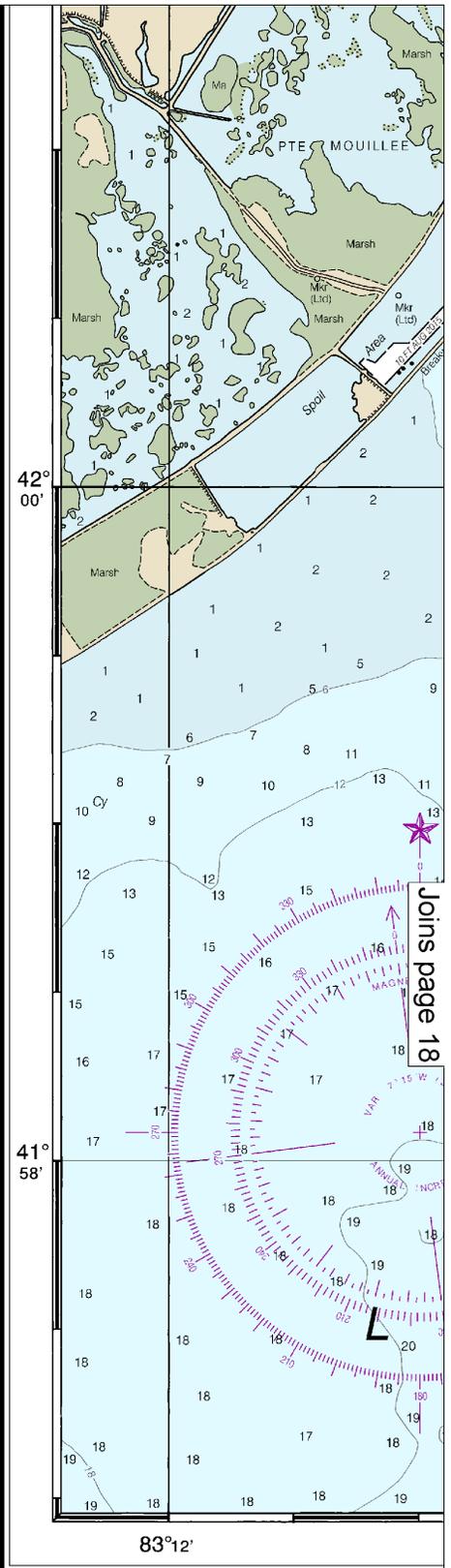


83°06'

83°04'

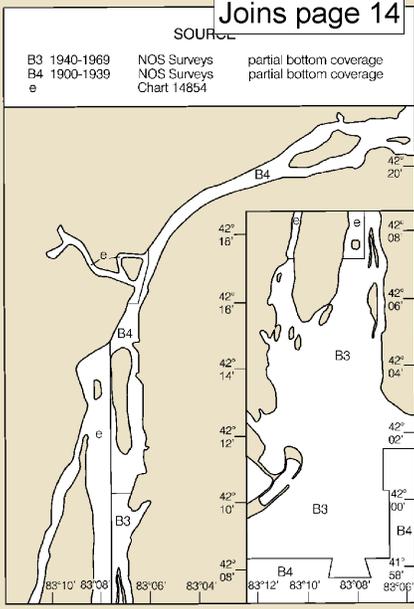
SOUNDINGS IN FEET

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



Joins page 18

83°12'



SOURCE DIAGRAM

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TRENTON CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2015						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) / DEPTH (FEET)
ENTRANCE TO LT BY '16'	21.5	26.5	23.5	5-15	300-720	2.17 / 27
LT BY '16' TO LT BY '20'	26.4	28.4	24.2	5-15	300-680	2.17 / 27
LT BY '20' TO 800ft S. OF GROSSE ILE BRIDGE	24.8	25.1	21.6	5-15	300-520	1.31 / 27
800ft S. OF GROSSE ILE BRIDGE TO LT BY '13'	26.2	27.8	26.1	5-15	300-490	.56 / 28
LT BY '13' TO END OF TURNING BASIN	27.9	27.3	20.2	5-15	250-300	.38 / 28
END OF TURNING BASIN TO LT BY '5'	20.3	20.7	20.3	5-15	250-300	1.97 / 21
LT BY '5' TO END	10.8	18.1	17.2	5-15	140-1000	.51 / 21

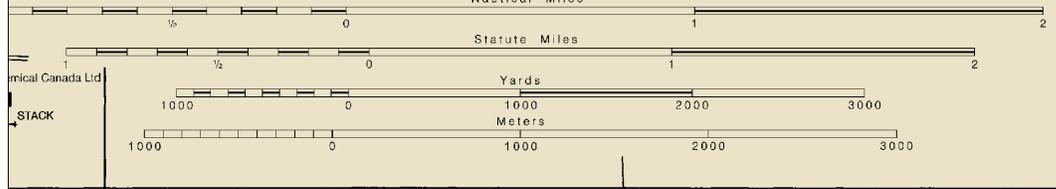
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Joins page 17

R MASTS (4 Vert Lis) (Oc) (3 F R)
 R MASTS (3 Vert Lis) (Oc R) (2 F R)

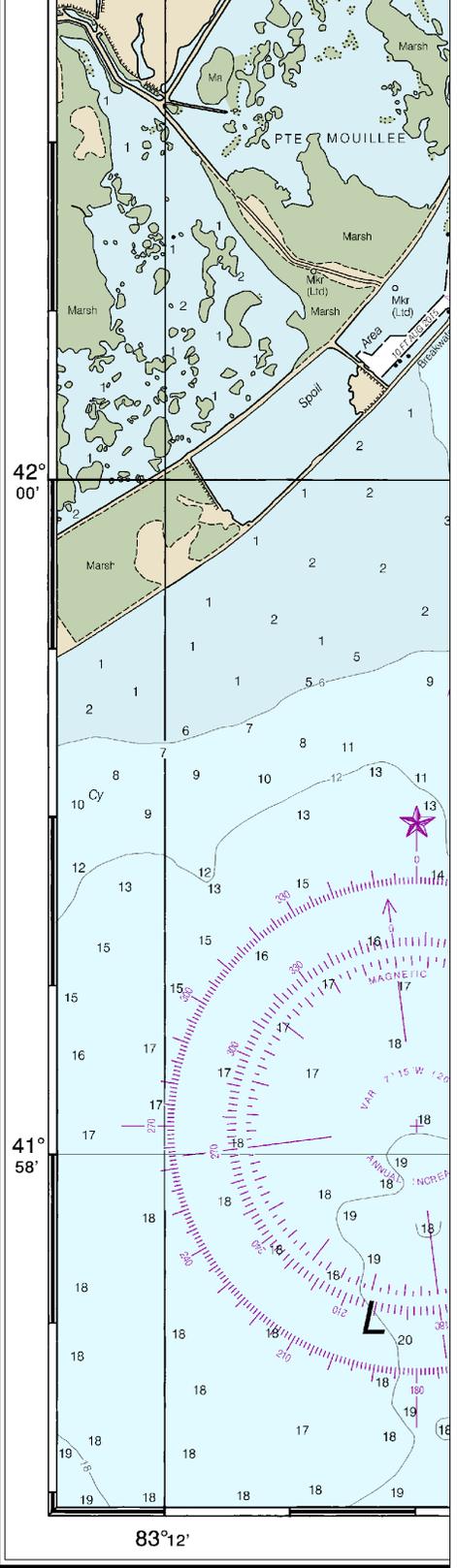
Vessel Traffic Services calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 6 and the U.S. and Canadian Notice to Mariners.

SCALE 1:30,000
Nautical Miles



83°06'

83°04'



SOUNDINGS IN FEET

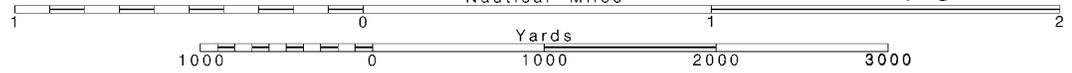
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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

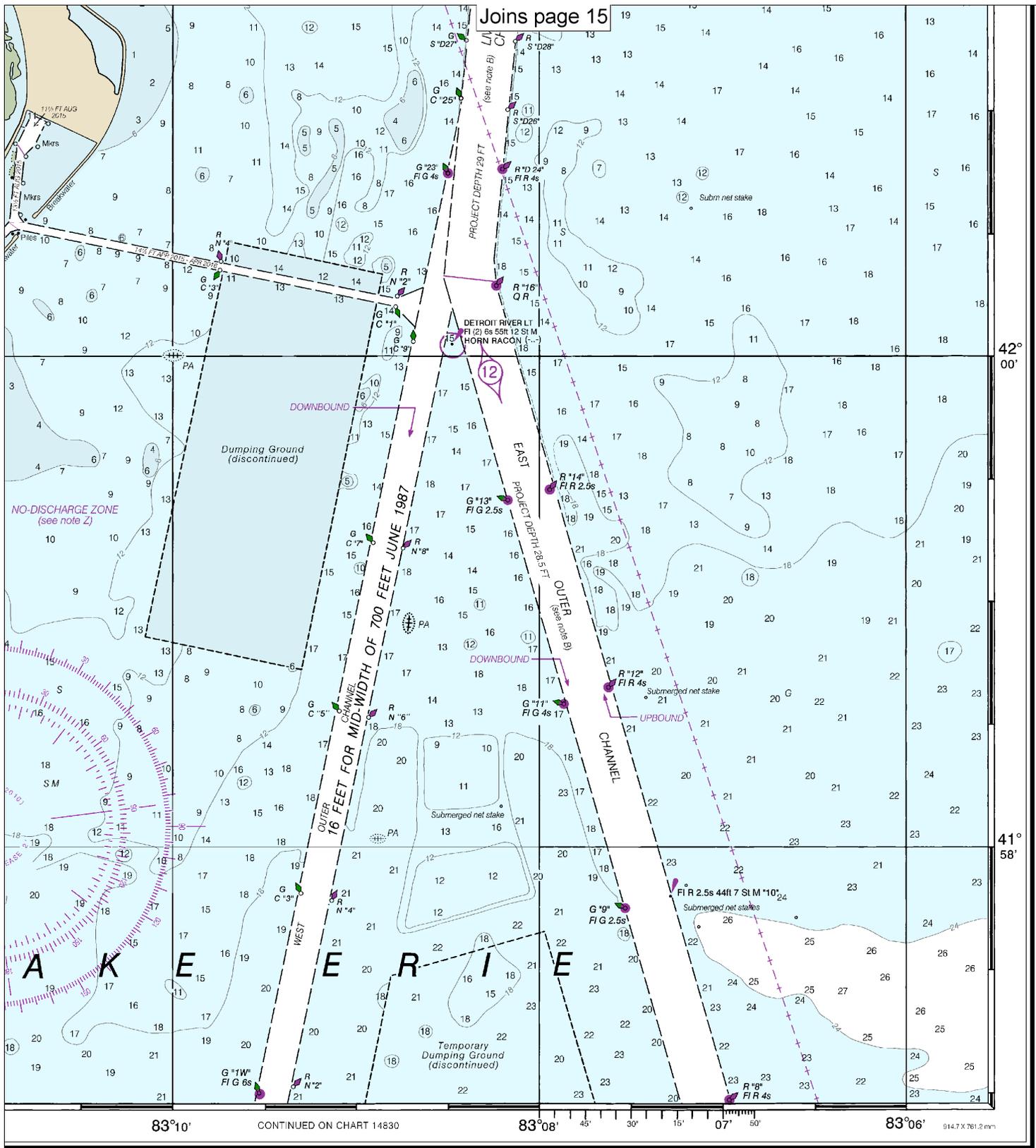
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:30,000
Nautical Miles

See Note on page 5.





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

Detroit River
SOUNDINGS IN FEET - SCALE 1:30,000

14848



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>



— For the latest news from Coast Survey, follow @NOAAcharts



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.