BookletChart™

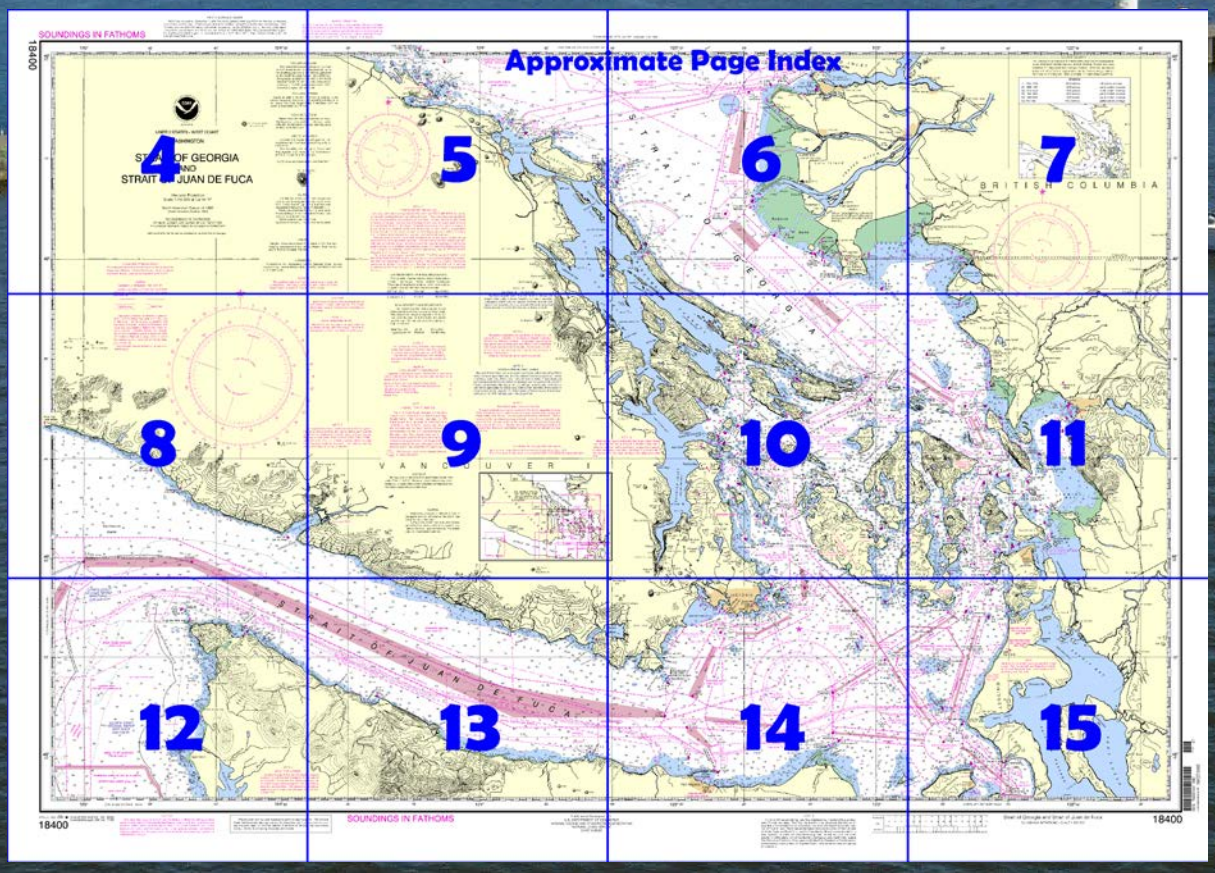
Strait of Georgia and Strait of Juan de Fuca

NOAA Chart 18400

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.

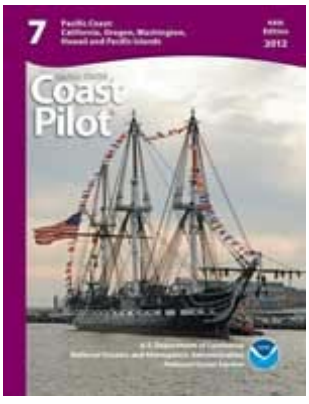
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=18400.

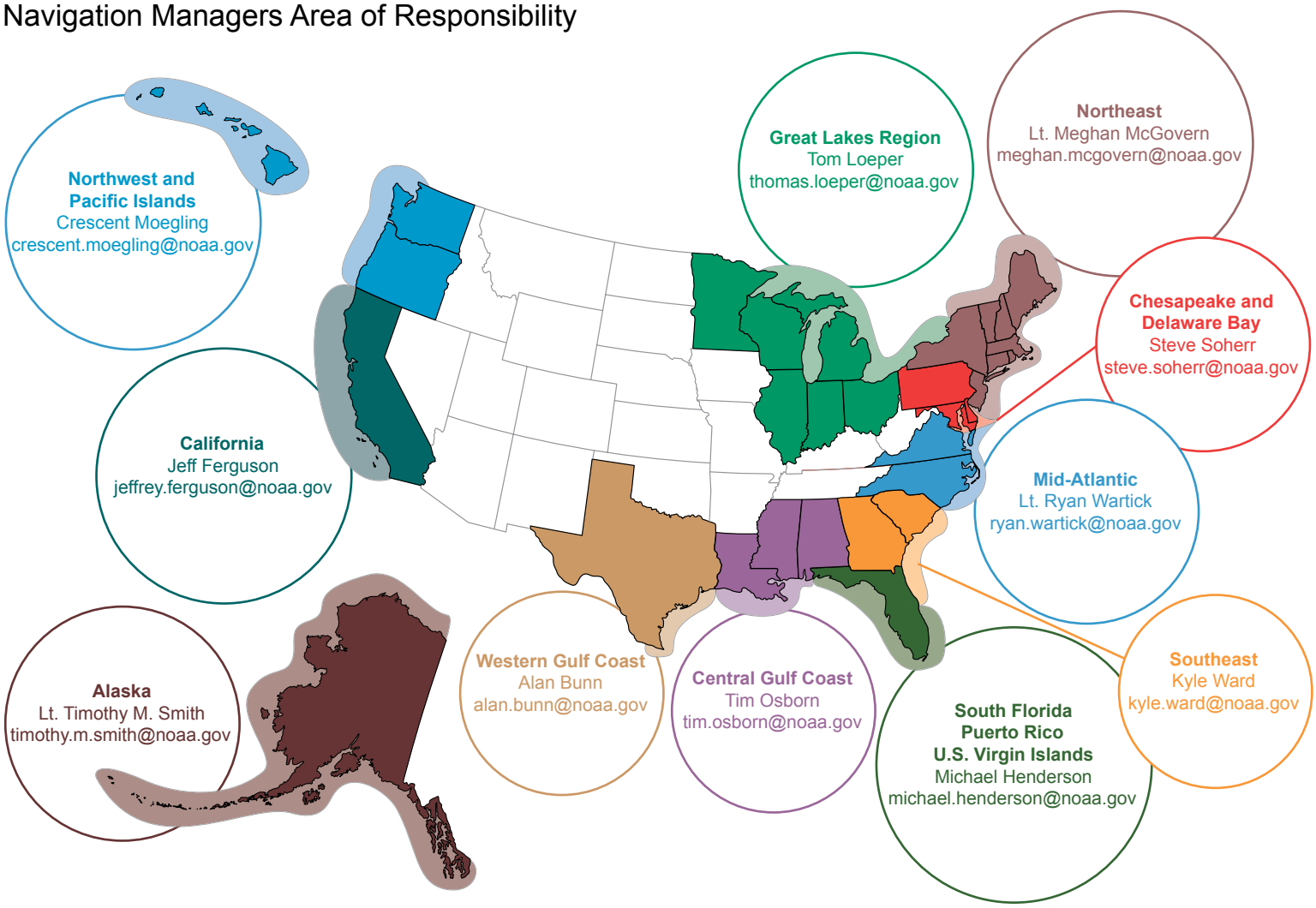


(Selected Excerpts from Coast Pilot)
Strait of Juan de Fuca separates the S shore of Vancouver Island, Canada, from the N coast of the State of Washington. The entrance to the strait lies between parallels 48°23'N., and 48°36'N., on the meridian of 124°45'W. This important body of water is the connecting channel between the ocean and the interisland passages extending S to Puget Sound and N to the inland waters of British Columbia and southeastern Alaska.
At its entrance and for 50 miles E to Race Rocks, the strait is about 11 miles wide and then widens to about 16 miles for 30 miles E to Whidbey Island, its E boundary. The waters as a rule are deep until near the shore with few outlying dangers, most of which are in the E part.
The navigation of these waters is relatively simple in clear weather. The aids to navigation are numerous. In thick weather, because of strong and irregular currents, extreme caution and vigilance must be exercised. Strangers should take a pilot.
The **Strait of Georgia** extends some 115 miles NW from its S end, in the vicinity of Alden Bank, and is bordered on the W by Vancouver Island, B.C., and on the E by the mainland of Canada. General depths are great and in many places exceed 200 fathoms.
Vessels bound to the Strait of Georgia from Puget Sound should give the SW shore, between Boundary and Active Passes, a berth of at least 2 miles because it is fringed with dangers. Point Roberts, on the N shore, affords an excellent landmark.
A **Cooperative Vessel Traffic Service (CVTS)** has been established in the Strait of Juan de Fuca region, based on an agreement between the United States and Canada. Operated by the U.S. Coast Guard and the Canadian Coast Guard, the system is intended to enhance safe and expeditious vessel movement, and to minimize risk of pollution to the marine environment; the system is **mandatory.** The appropriate Vessel Traffic Center (VTC) (Tofino Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction. The CVTS Exchange lines delineating the sector boundaries and frequency change lines between Vessel Traffic Center management authorities are published below and in the VTS User's Manual. Useful information for operating in the CVTS area is available via http://www.uscg.mil/d13/cvts.
Caution.–Since logging is one of the main industries of the region, free-floating logs and submerged deadheads or sinkers are a constant source of danger in the Strait of Juan de Fuca and Puget Sound. The danger is increased during freshets, after storms, and unusually high tides. **Deadheads** or **sinkers** are logs which have become adrift from rafts or booms, have become waterlogged, and float in a vertical position with one end just awash, rising and falling with the tide.
Currents, Cape Flattery to Race Rocks.–The currents may attain velocities of 2 to 4 knots, varying with the range of tide, and are influenced by strong winds. E of Race Rocks, in the wider portion of the strait, the velocity is considerably less. At Race Rocks and Discovery Island the velocity may be 6 knots or more.
The **flood current** entering the Strait of Juan de Fuca sets with considerable velocity over Duncan and Duntze Rocks, but, instead of running in the direction of the channel, it has a continued set toward the Vancouver Island shore, is experienced as far as Race Rocks. The flood current velocity is greater on the N shore of the strait than on the S.
The **ebb current** is felt most along the S shore of the strait, and between New Dungeness Light and Crescent Bay there is a decided set S and W, especially during large tides. With the wind and swell against the current, a short choppy sea is raised near the entrance to the strait.
Pilotage, Strait of Juan de Fuca and Puget Sound.–Pilotage is compulsory for all foreign vessels and U.S. vessels engaged in foreign trade. Pilotage is optional for U.S. vessels engaged in the coastwise trade with a federally licensed pilot on board.
A Canadian Armed Forces **firing** and **practice exercise area** is established in the vicinity of Sheringham Point and San Simon Point about 8 miles to the W.

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

RCC Seattle	Commander 13th CG District Seattle, WA	(206) 220-7001

Navigation Managers Area of Responsibility

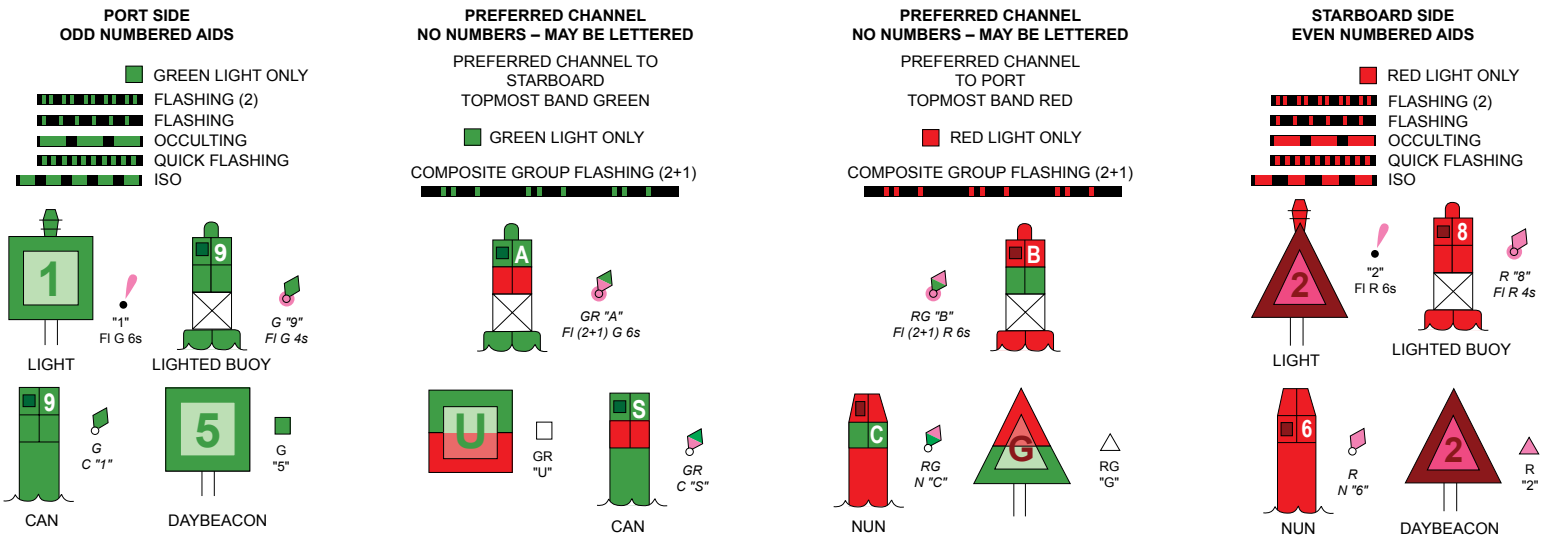


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*

18400

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 7 or 8, Chapter 3 for details.

125° 50' 40' 124°30'

49° 20'

10'

49°

50'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

WASHINGTON

STRAIT OF GEORGIA
AND
STRAIT OF JUAN DE FUCA

Mercator Projection
Scale 1:200,000 at Lat 48°12'

North American Datum of 1983
(World Geodetic System 1984)

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

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

Mt Arrowsmith prominent

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 0.648" southward and 4.641" westward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to th National Response Center via 1-800-424-8802 (toll free), to the nearest U.S. Coast Guard facility if telephone com munication 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.

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.

For Symbols and Abbreviations see Chart No. 1

Mt Moriarty 5186

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

HEIGHTS

Heights in feet above Mean High Water in U.S. Territory Heights expressed in feet above Higher High-Water Larger Tides in Canadian Territory.

AUTHORITIES

Hydrography and topography by the National Ocean Se Coast Survey, with additional data from the Canadian Charts U. S. Coast Guard.

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.

NO CAU

Naval vessels may be in this area - proceed w information consult Co to Mariners.

NOT NAVAL OPER

Mariners should use c be maneuvering within information, consult Loc

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale National Ocean Service and Canadian charts are shown thereon and are not repeated on this chart.

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.

Paehena Cone 2295 2100 2785 2835 2810 Poett Heights 2040 1920 Range 2840 2760 2250

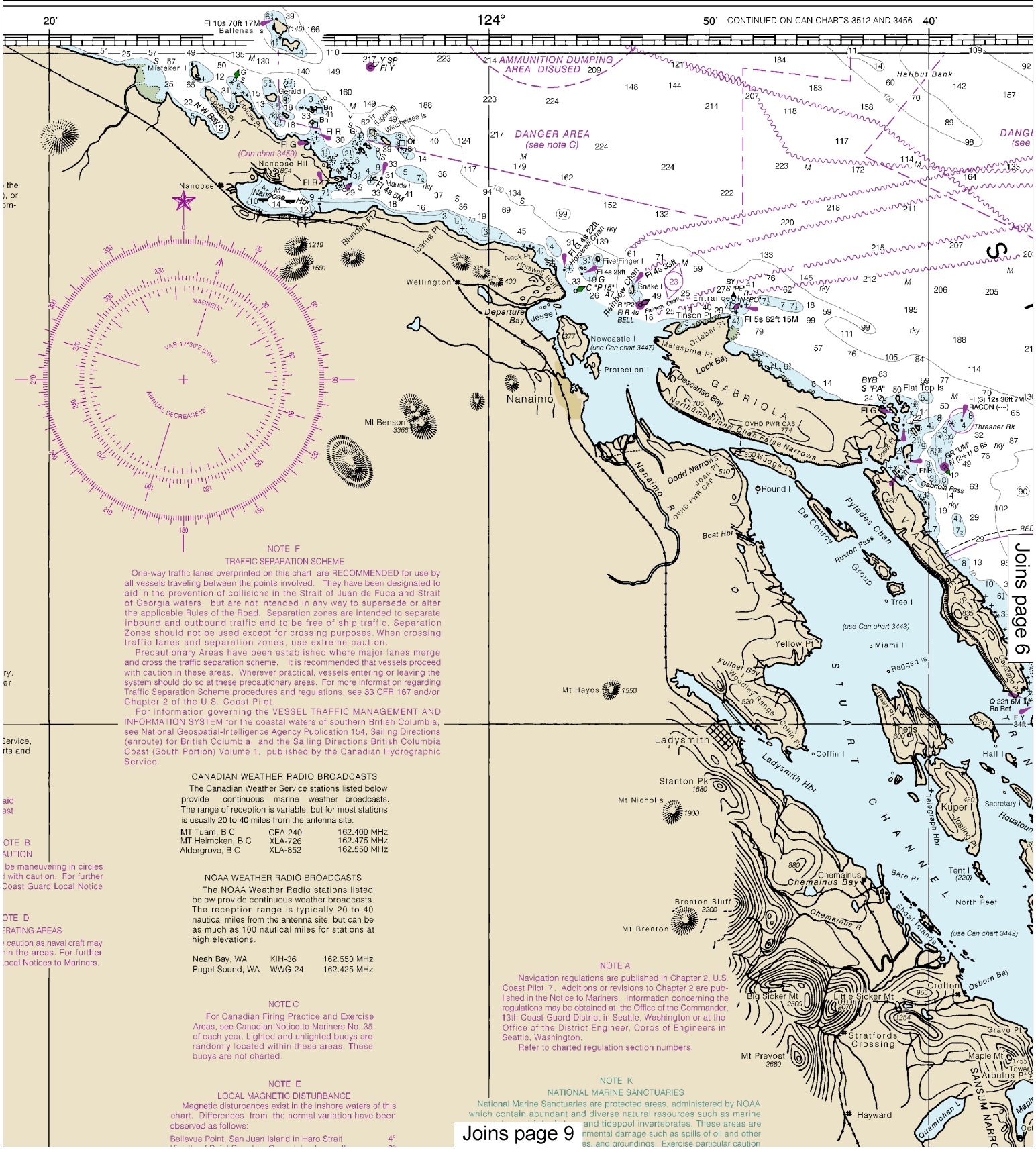
MAGNETIC

VAR 17°30'E (2012)

Joins page 8

4

Note: Chart grid lines are aligned with true north.



NOTE F

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Juan de Fuca and Strait of Georgia waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and/or Chapter 2 of the U.S. Coast Pilot.

For information governing the VESSEL TRAFFIC MANAGEMENT AND INFORMATION SYSTEM for the coastal waters of southern British Columbia, see National Geospatial-Intelligence Agency Publication 154, Sailing Directions (enroute) for British Columbia, and the Sailing Directions British Columbia Coast (South Portion) Volume 1, published by the Canadian Hydrographic Service.

CANADIAN WEATHER RADIO BROADCASTS

The Canadian Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

MT Tuam, B C	CFA-240	162.400 MHz
MT Helmcken, B C	XLA-726	162.475 MHz
Aldergrove, B C	XLA-852	162.550 MHz

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.

Neah Bay, WA	KIH-36	162.550 MHz
Puget Sound, WA	WWG-24	162.425 MHz

NOTE C

For Canadian Firing Practice and Exercise Areas, see Canadian Notice to Mariners No. 35 of each year. Lighted and unlighted buoys are randomly located within these areas. These buoys are not charted.

NOTE E

LOCAL MAGNETIC DISTURBANCE

Magnetic disturbances exist in the inshore waters of this chart. Differences from the normal variation have been observed as follows:

Bellevue Point, San Juan Island in Haro Strait 4°

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. 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, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

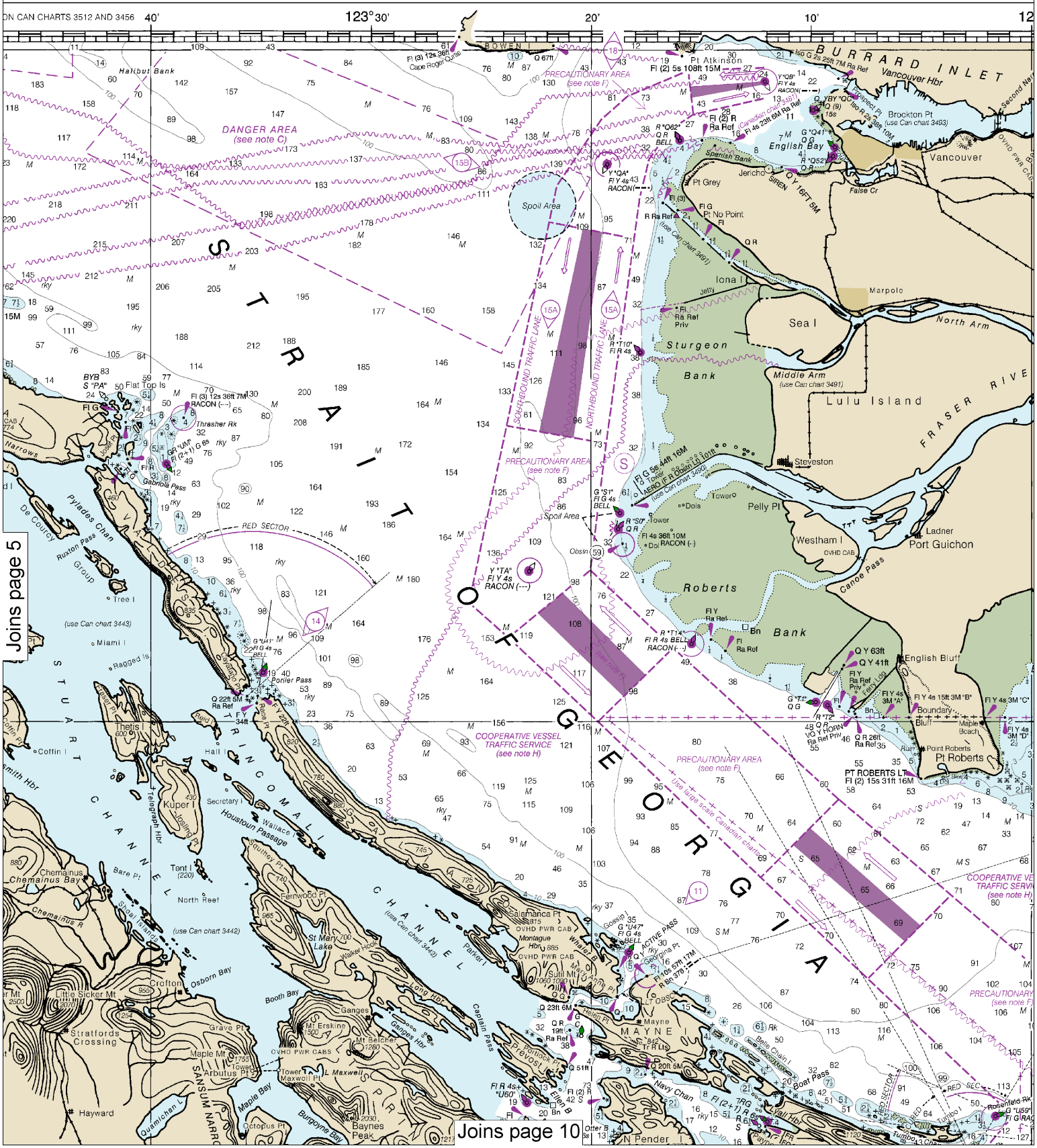
Refer to charted regulation section numbers.

NOTE K

NATIONAL MARINE SANCTUARIES

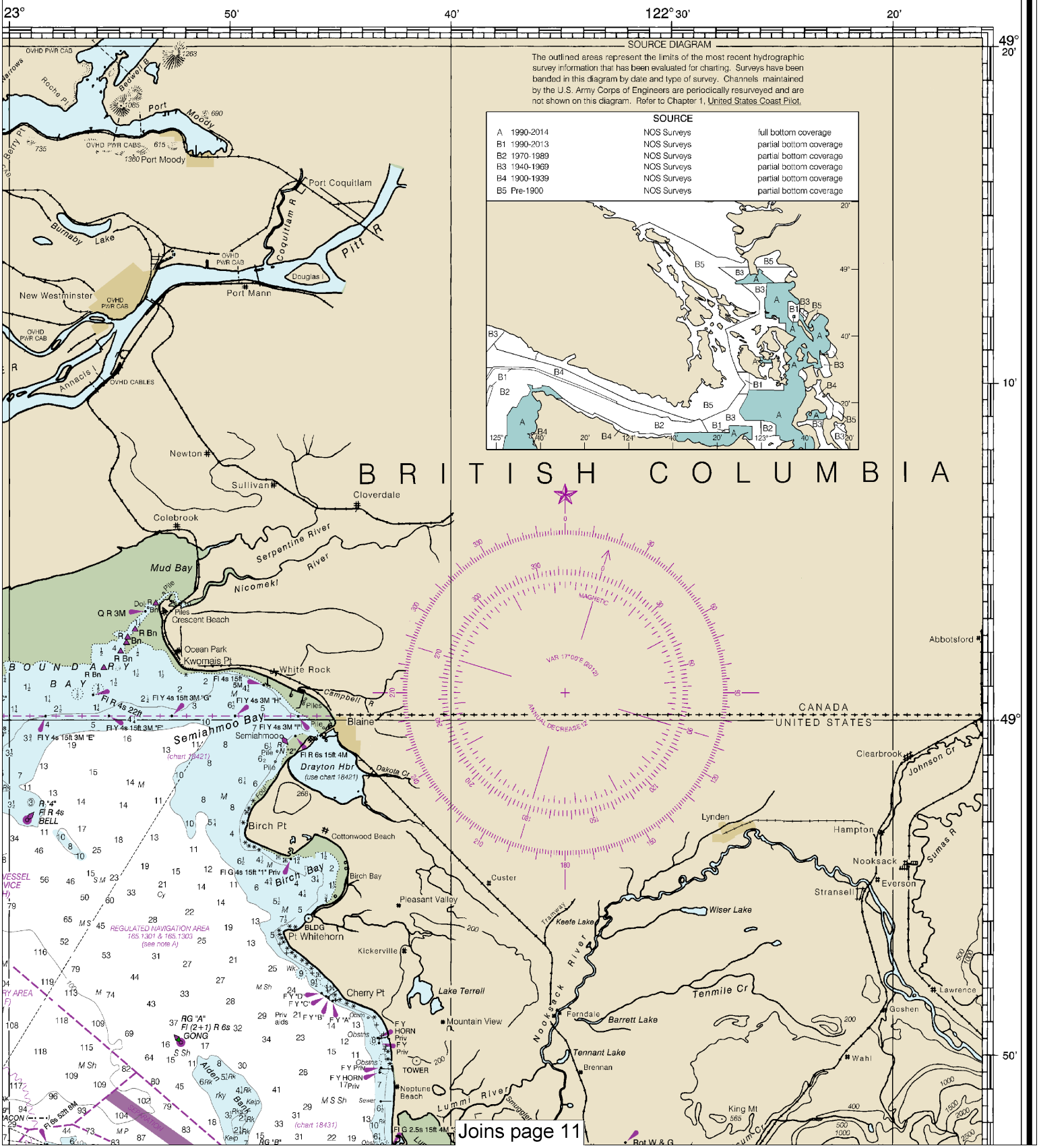
National Marine Sanctuaries are protected areas, administered by NOAA which contain abundant and diverse natural resources such as marine and tidepool invertebrates. These areas are hmental damage such as spills of oil and other es, and groundings. Exercise particular caution

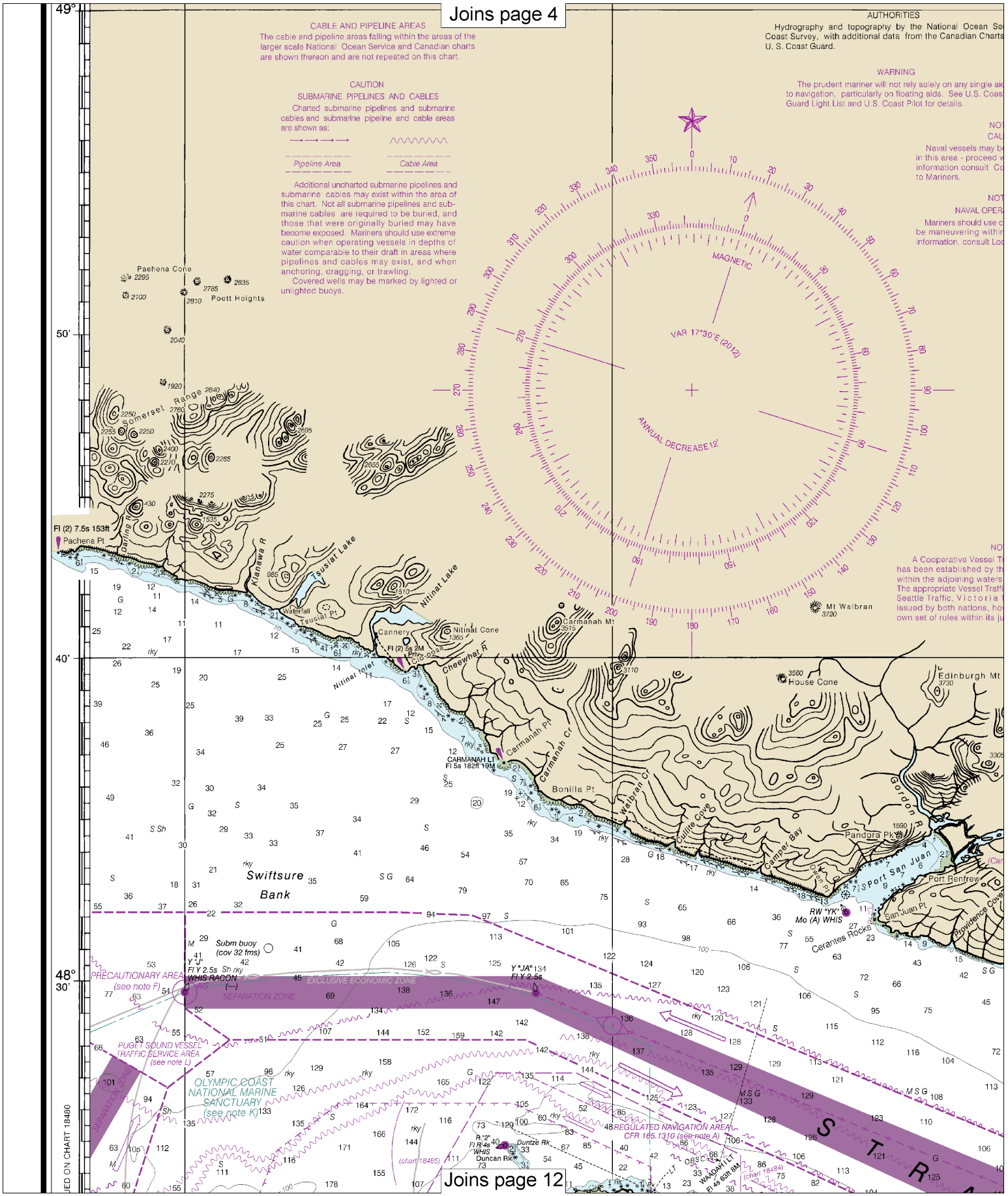
This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:285714. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



6

Note: Chart grid lines are aligned with true north.


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 1990-2014 NOS Surveys full bottom coverage
B1 1990-2013 NOS Surveys partial bottom coverage
B2 1970-1989 NOS Surveys partial bottom coverage
B3 1940-1969 NOS Surveys partial bottom coverage
B4 1900-1939 NOS Surveys partial bottom coverage
B5 Pre-1900 NOS Surveys partial bottom coverage
BRITISH COLUMBIA
CANADA
UNITED STATES
Port Moody
Port Coquitlam
Burnaby Lake
Coquitlam R
Pitt R
Port Mann
New Westminster
Annacis I
Newton
Sullivan
Cloverdale
Colebrook
Serpentine River
Nicomekl River
Mud Bay
Crescent Beach
Ocean Park
Kwomais Pt
White Rock
BOUNDARY BAY
Semiahmoo Bay
Blaine
Drayton Hbr
Dakota Cr
Campbell R
Birch Pt
Cottonwood Beach
Birch Bay
Pt Whitehorn
BLDG
Kickerville
Cherry Pt
Lake Terrell
Pleasant Valley
Custer
Mountain View
Neptune Beach
Abbotsford
Clearbrook
Johnson Cr
Lynden
Hampton
Nooksack
Sumas R
Stransell
Everson
Wiser Lake
Keefe Lake
Tramway
Nooksack River
Ferndale
Barrett Lake
Tennant Lake
Brennan
Tenmile Cr
Lawrence
Goshen
Wahl
King Mt
Lummi River
Smugglers
REGULATED NAVIGATION AREA
165.1301 & 165.1303
(see note A)
Joins page 11



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Joins page 5

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NOTE E

LOCAL MAGNETIC DISTURBANCE

Magnetic disturbances exist in the inshore waters of this chart. Differences from the normal variation have been observed as follows:

Bellevue Point, San Juan Island in Haro Strait	4°
Vicinity of Point Doughty, Orcas Island more than	2°
SE point of Guemes Island	14°
Eastern shore of Burrows Bay	4°
March Point	2°

NOTE L

VESSEL TRAFFIC SERVICE

The U. S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) in this area (Call Sign Seattle Traffic). The western boundary for VTS Puget Sound is at 48°23'08" N, 124°43'37" W to 48°23'30" N, 124°44'12" W, thence due west to the territorial sea boundary, thence northward to its intersection with the U. S. /Canada International Boundary Line. The northern boundary for VTS Puget Sound is at 49°00'06" in the Strait of Georgia. Vessel operating procedures and designated radio-telephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

7 VTS Calling-in point; arrow indicates direction of vessel movement.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. 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, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

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National Marine Sanctuaries are protected areas, administered by NOAA which contain abundant and diverse natural resources such as marine mammals, seabirds, fishes, and tidepool invertebrates. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges, and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas to avoid environmental impacts. A full description of Sanctuary regulations may be found in 15 CFR Part 922 and in the Coast Pilot.

NOTE N

RECOMMENDED TWO-WAY ROUTE

The recommended two-way route south of the traffic separation scheme (TSS) formalizes traffic patterns where slower vessels such as tug and barge traffic and fishing vessels pass starboard to starboard. Slower moving traffic transiting eastbound should follow the route established south of the TSS and north of the recommended two-way route line depicted on the chart. Slower moving traffic transiting westbound should follow the route established south of the recommended two-way route line.

COLREGS. 80.1385, 80.1390 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE G

Mariners are cautioned that the Wa... may deviate from the published st... inclement weather, traffic conditions, ... or other emergency conditions. Stand... the waters of the San Juan Islands are... chart.

Joins page 10

V A N C O U V E R I

COPYRIGHT

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

NOTE O

Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

CAUTION

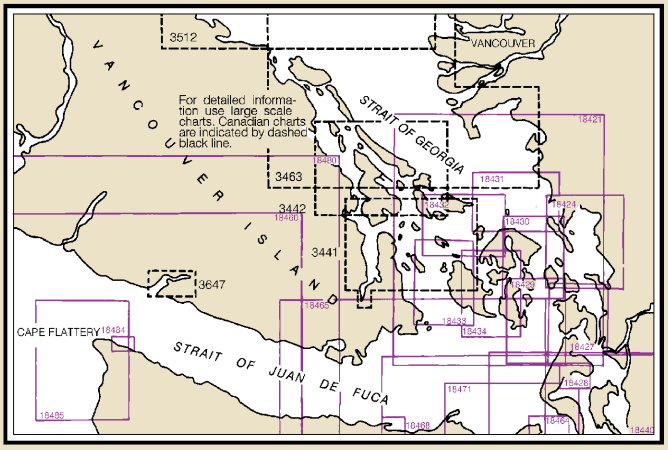
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOTE I

SCIENTIFIC MOORINGS

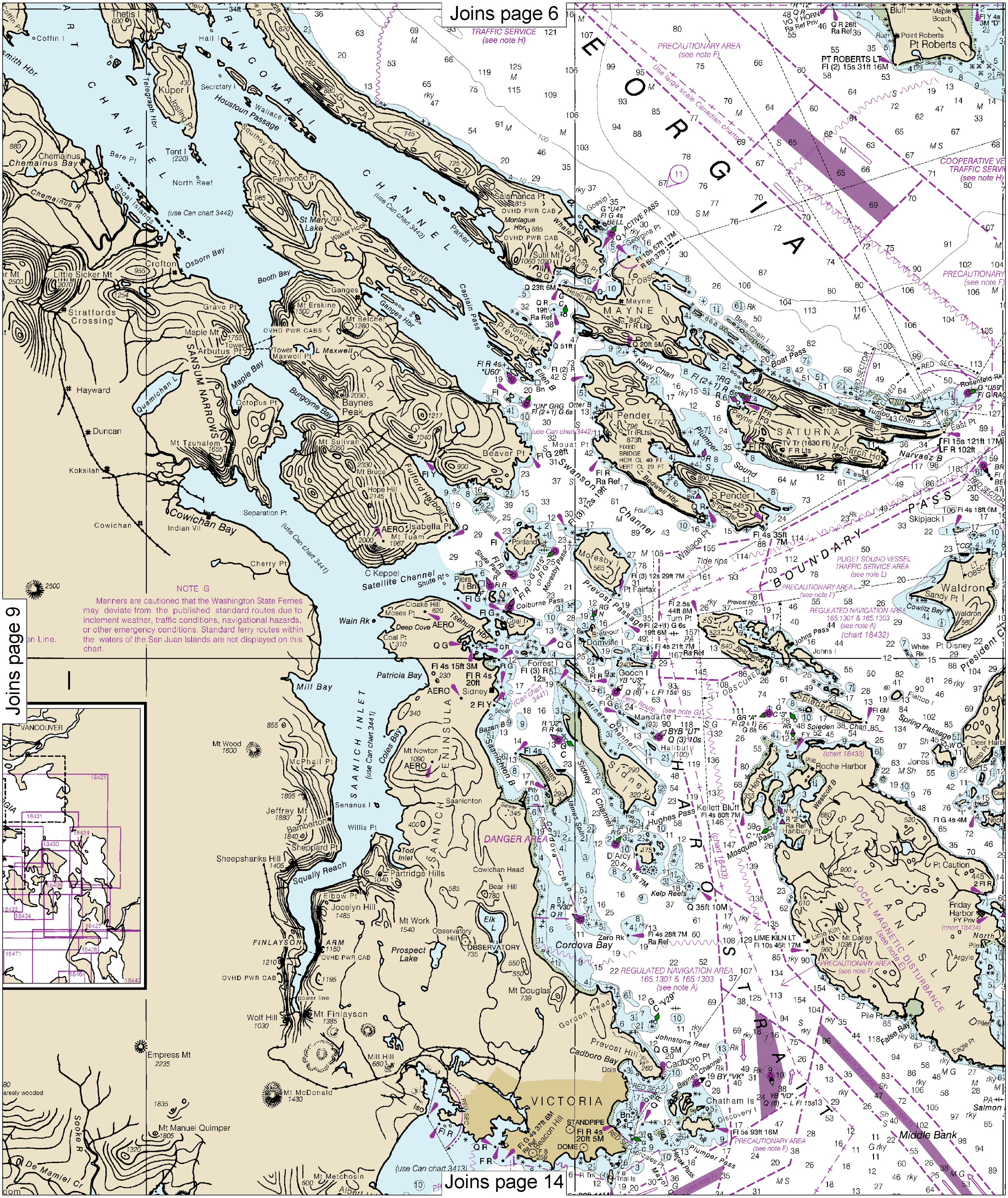
Acoustic sensors, consisting of a concrete anchor and tethered instrument package floating above the anchor, are positioned approximately 0.5 miles apart along the line. Instruments in water less than 82 fathoms deep are within 3 fathoms of the seabed. Instruments in water more than 82 fathoms deep are approximately 82 fathoms below the surface.



Joins page 13

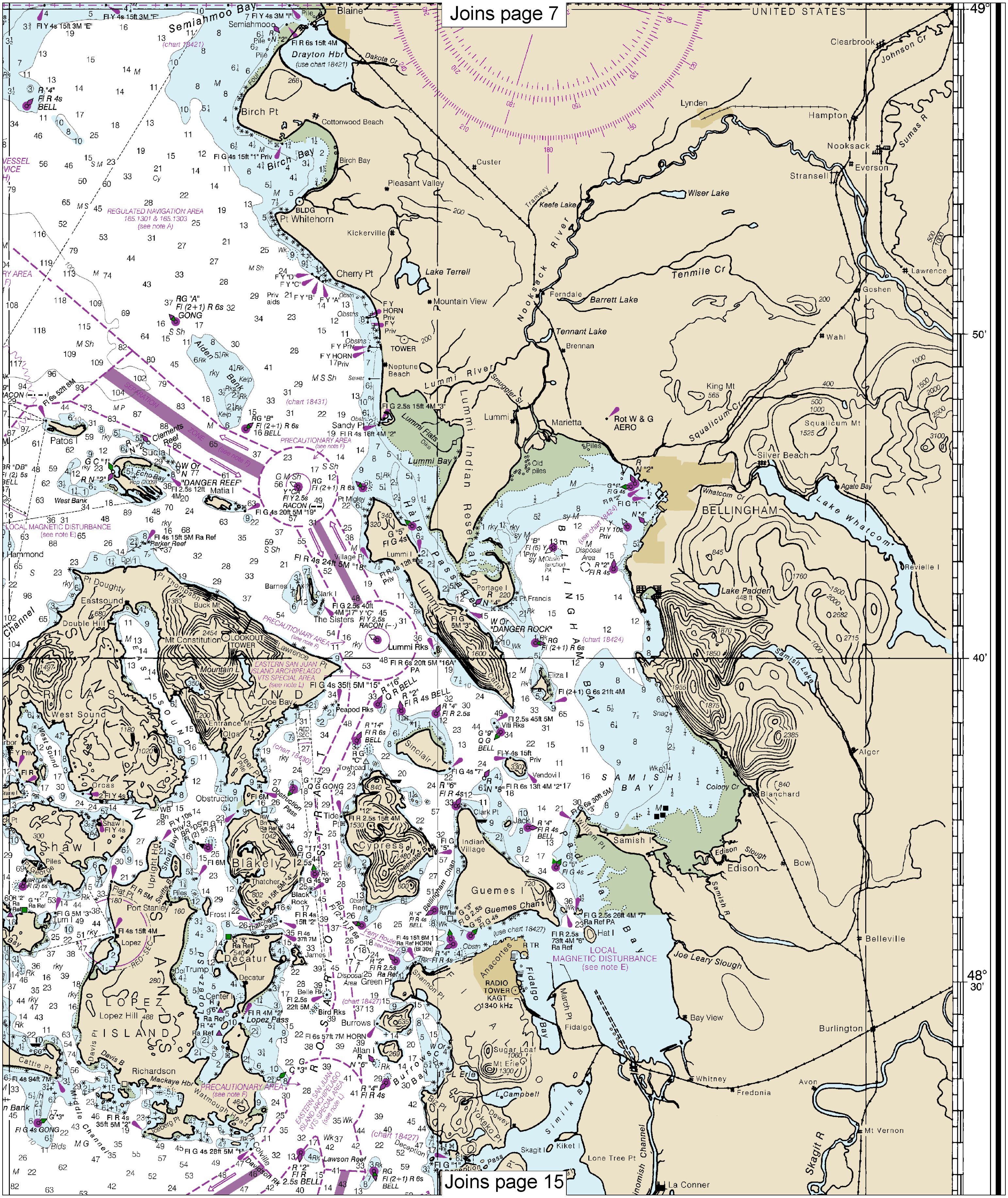
Joins page 6

Joins page 9



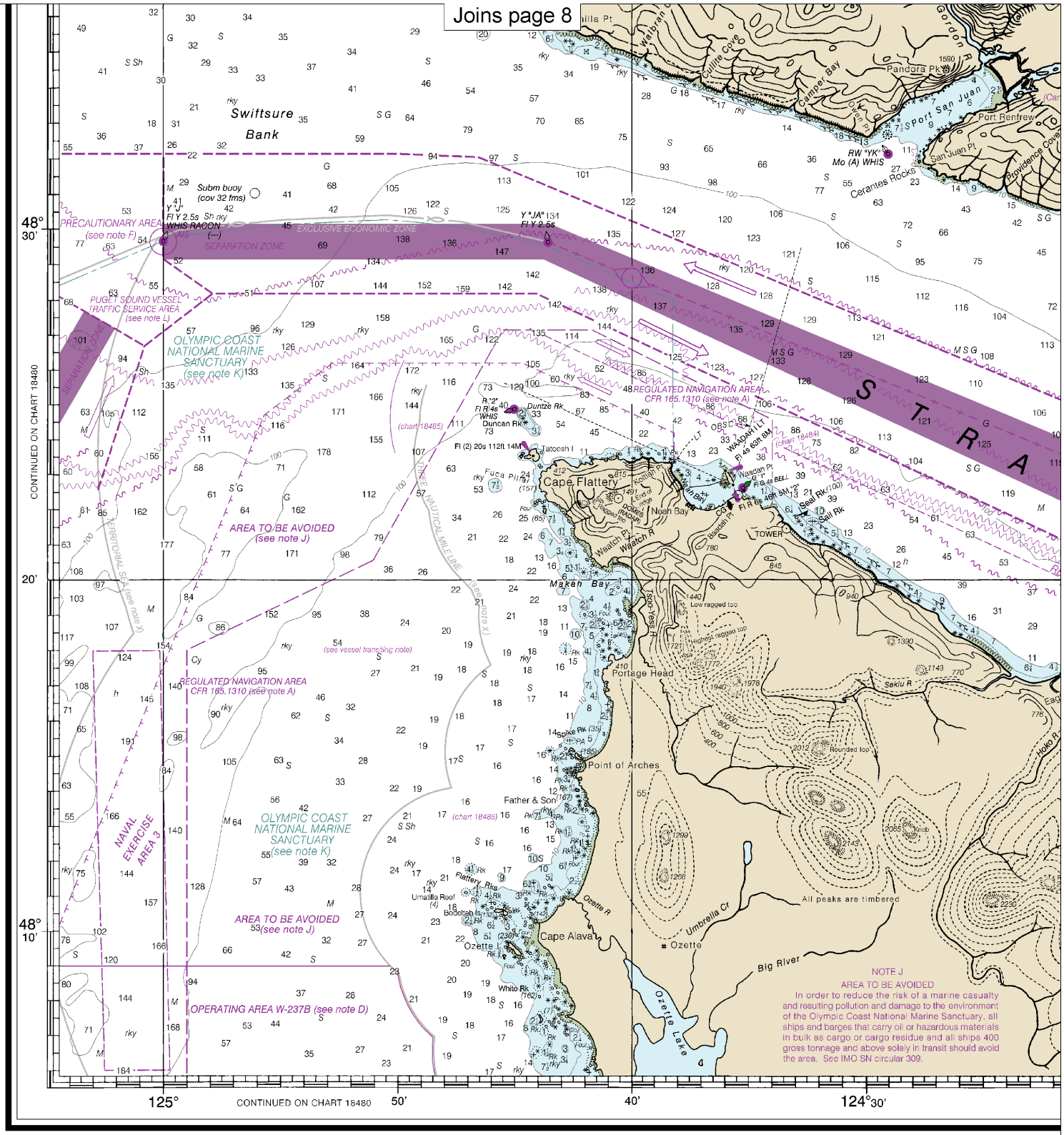
Joins page 14

Note: Chart grid lines are aligned with true north.



Joins page 7

Joins page 15



18400

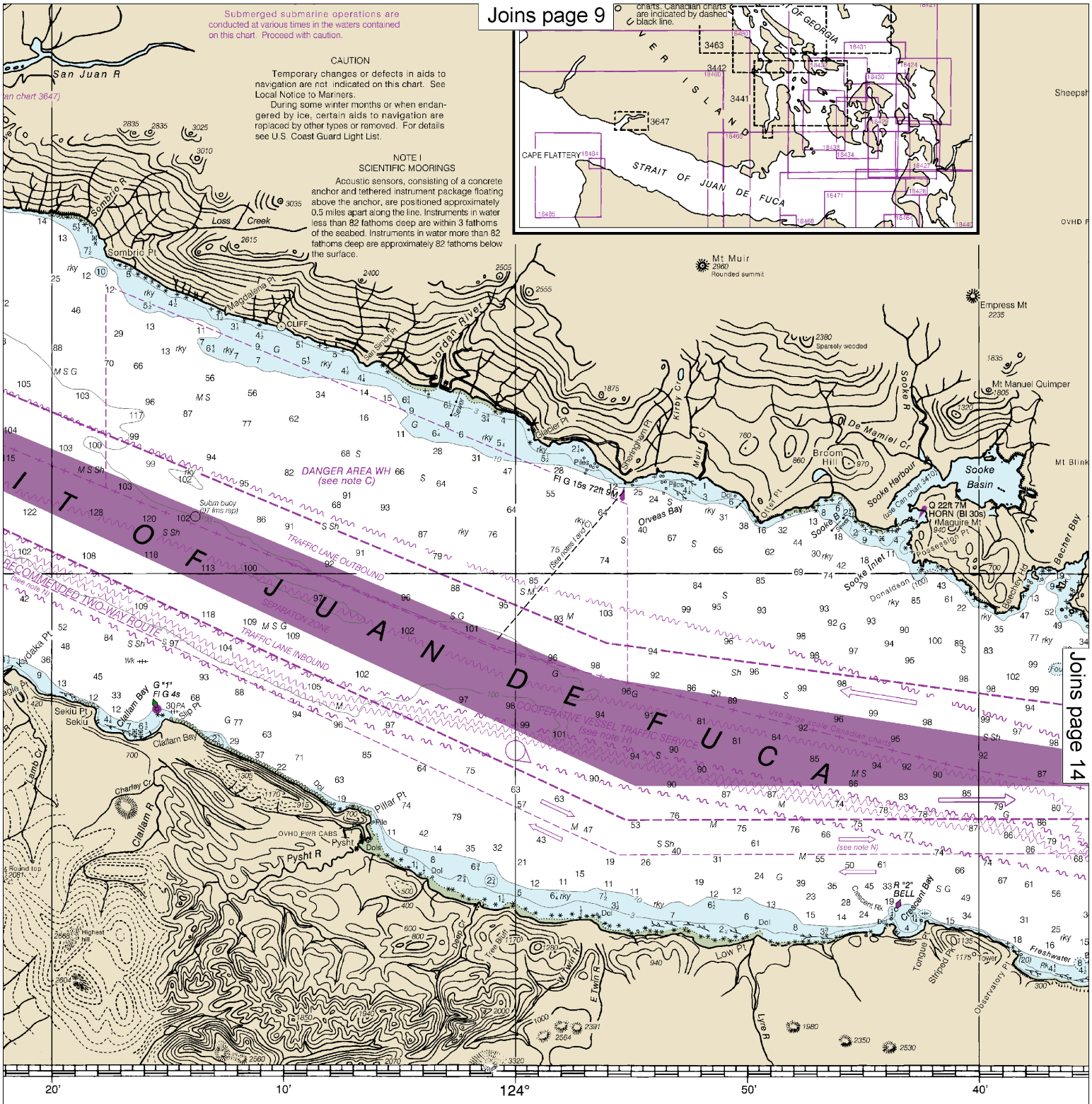
CAUTION

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 or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

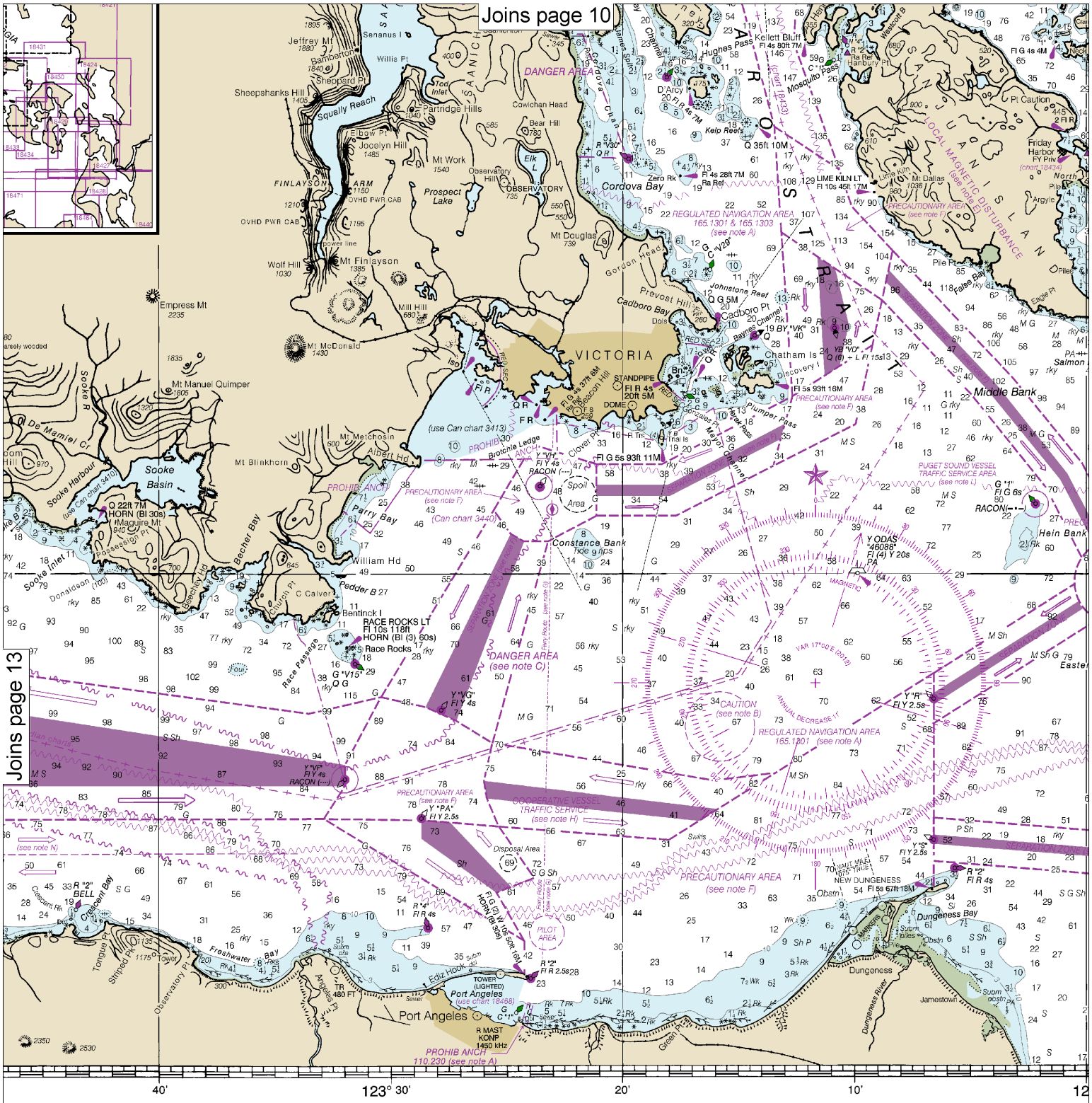
49th Ed., Apr. 2012. Last Correction: 12/9/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

Note: Chart grid lines are aligned with true north.



SOUNDINGS IN FATHOMS

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

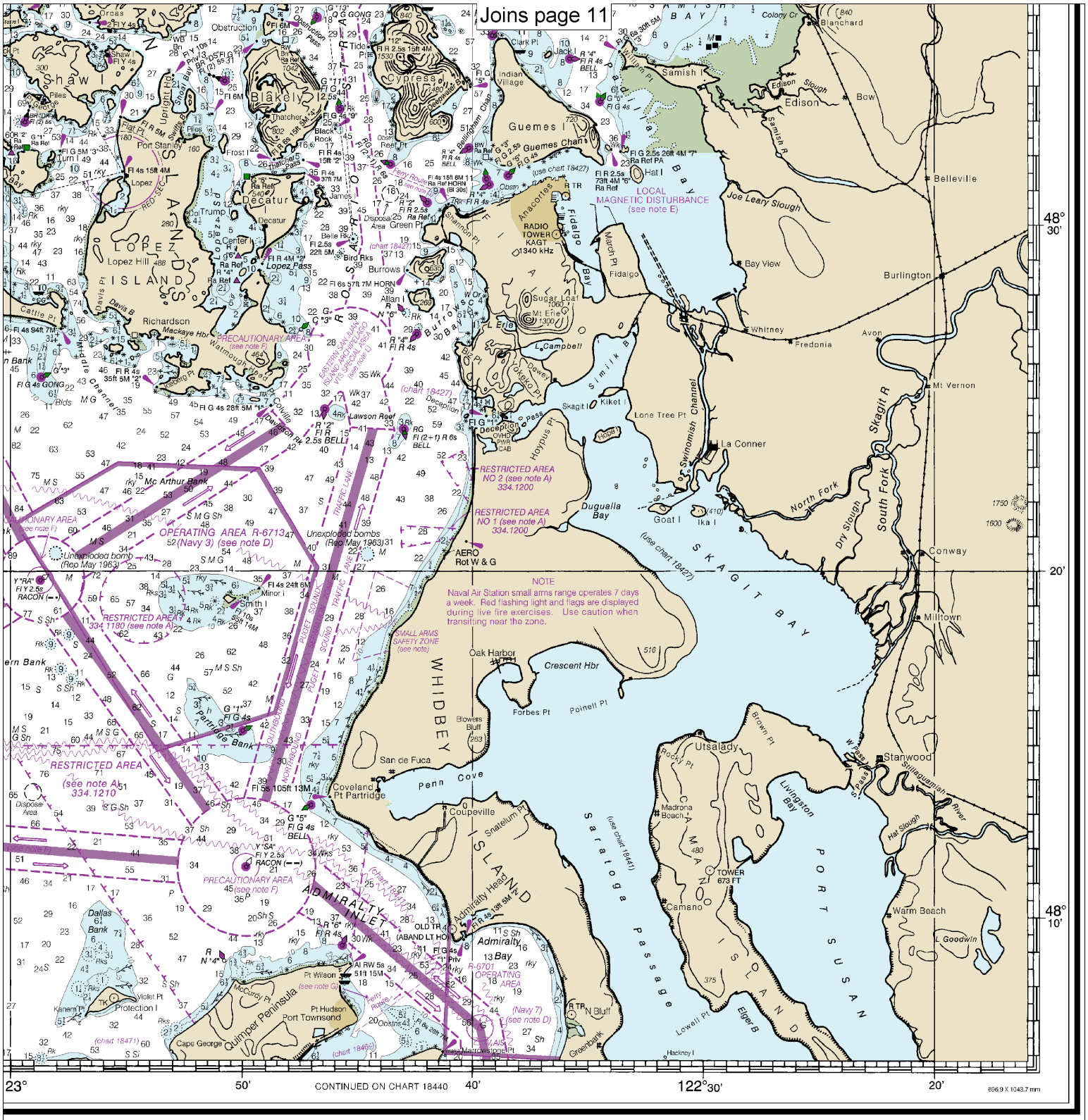


Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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.

Note: Chart grid lines are aligned with true north.


Joins page 11
CONTINUED ON CHART 18440
23°
50'
40'
122°30'
20'
48° 30'
48° 10'
20'
NOTE
Naval Air Station small arms range operates 7 days a week. Red flashing light and flags are displayed during live fire exercises. Use caution when transiting near the zone.
RESTRICTED AREA NO 2 (see note A) 334.1200
RESTRICTED AREA NO 1 (see note A) 334.1200
RESTRICTED AREA (see note A) 334.1180 (see note A)
RESTRICTED AREA (see note A) 334.1210
OPERATING AREA R-6713 52(Navy 3) (see note D)
PRECAUTIONARY AREA (see note F)
LOCAL MAGNETIC DISTURBANCE (see note E)
RADIO TOWER KAGT 1340 kHz
Unexploded bomb (Rep May 1963)
Unexploded bombs (Rep May 1963)
SMALL ARMS SAFETY ZONE (see note)
TRAFFIC LANE
Strait of Georgia and Strait of Juan de Fuca
SOUNDINGS IN FATHOMS - SCALE 1:200,000
18400
FATHOMS
FEET
METERS
15

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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