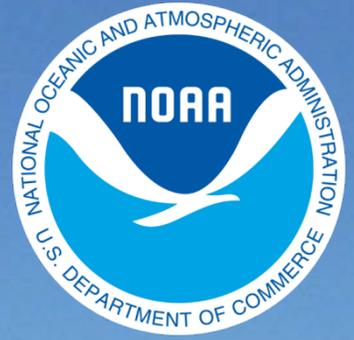


# BookletChart™

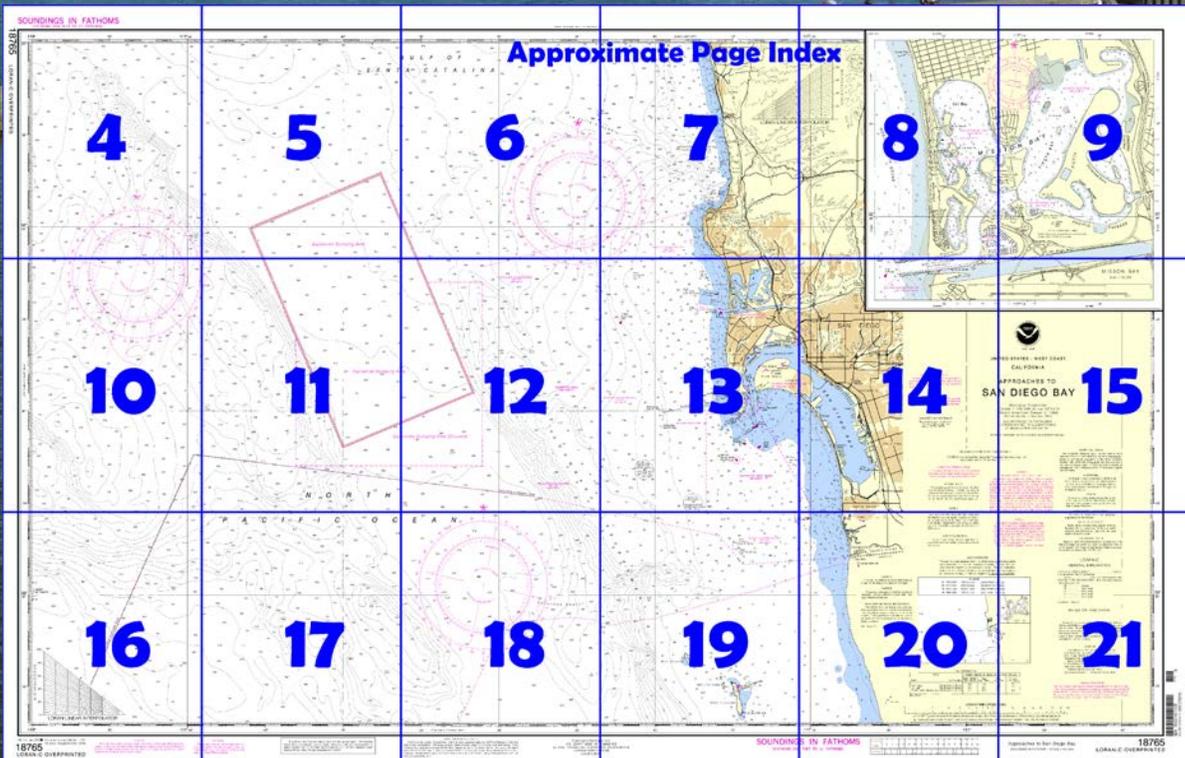


## Approaches to San Diego Bay NOAA Chart 18765

*A reduced-scale NOAA nautical chart for small boaters  
When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

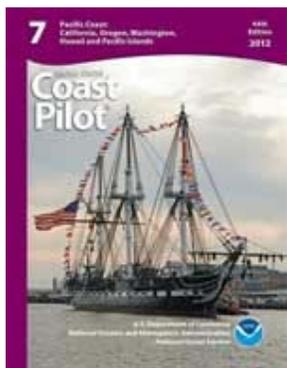
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18765>.



**(Selected Excerpts from Coast Pilot)  
Los Coronados (Coronado Islands)** are four bare, rocky islands, extending 4.5 miles in a NW direction, 7 miles offshore in Mexican waters, and 15 miles S of Point Loma. These islands are prominent in clear weather, and the passage E of them is commonly used by vessels. Depths in the vicinity are irregular, and in thick weather or at night, caution must be observed.

A light is shown from a white cylindrical tower on the S end of the S island; it is obscured from certain directions by the N islands. Another light is shown from a white square masonry tower near the N end of the S island.

The boundary between the United States and Mexico is marked by a 14-foot white marble obelisk on a pedestal 41 feet above the water near the edge of a low table bluff. The visible marker is 200 yards from the beach and 10 miles 142° from Point Loma Light. A large circular concrete arena is conspicuous just S of the marker. A stone mound, 365 feet above the water and 1 mile E of the obelisk, marks another point on the boundary line.

When making the approach to San Diego, useful radar targets are San Clemente Island, Los Coronados, the pleasure piers at Imperial Beach and Ocean Beach, the jetties of Mission Bay, Point Loma, Ballast Point. When entering the harbor, the buoys marking the channel and Ballast Point are easily identified targets, thence Shelter Island, the radar reflector on North Island, and the various piers on either side of the channel; thence Harbor Island, the Coast Guard station pier, B Street Pier, and the Tenth Avenue Marine Terminal.

**Mission Bay**, entered between two jetties 5.5 miles N of Point Loma, is a recreational small-craft harbor administered by the city of San Diego. Lights mark the entrance to the bay as well as a sound signal on the outer end of the N jetty. The mariner radio activated sound signal is initiated by keying the microphone five times on VHF-FM channel 79A. Sound signals are sounded from the fishing pier. A dredged channel leads from deep water in the Pacific Ocean to the highway bridge about 1.3 miles above the entrance. **Quivira Basin** and **Mariners Basin**, on the E and W sides of the channel, respectively, are entered about 1 mile above the entrance.

**No-Discharge Zone.**—The State of California, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in Mission Bay. It encompasses the entire bay (see NOAA chart 18765 for the zone limits).

Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see Chapter 2).

**Anchorage.**—**Special anchorages** are along the W side of Mission Bay in **San Juan Cove**, **Santa Barbara Cove**, **Bonita Cove**, **Mariners Basin**, and **Quivira Basin**. (See **110.1** and **110.91**, chapter 2, for limits/regulations.) **Pacific Beach**, 8 miles N of Point Loma, has a pleasure pier extending about 260 yards from the beach. The pier was partially destroyed in the winter of 1984, and submerged piles are reported within 90 yards of the seaward end; caution is advised.

A 2-mile rounding rocky point, 9 miles N of Point Loma, is the first high land N of San Diego Bay. The point is a spur from 822-foot **Soledad Mountain**. The S end of this headland is called **False Point**, and the N end is **Point La Jolla**. In the vicinity of Point La Jolla, rock cliffs with caves rise abruptly from the water.

**Scripps Institution of Oceanography**, one of the leading institutions in research in oceanography and marine biology, has extensive facilities N of Point Loma. Scripps maintains a long pier for observation purposes. Just N of Scripps Institution the bluffs rise to a height of 300 feet, then decrease gradually for the next 5 miles to heights of 20 to 80 feet.

A **000°–180° measured nautical mile** has been established 13.5 miles N of Point Loma; each range is marked by two steel towers.

The coast from Del Mar N for 31 miles to San Mateo Point is a low, flat tableland with abrupt cliffs 60 to 130 feet high and with broad beaches.

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

RCC Alameda      Commander  
11<sup>th</sup> CG District      (510) 437-3700  
Alameda, CA

# Navigation Managers Area of Responsibility



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

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

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

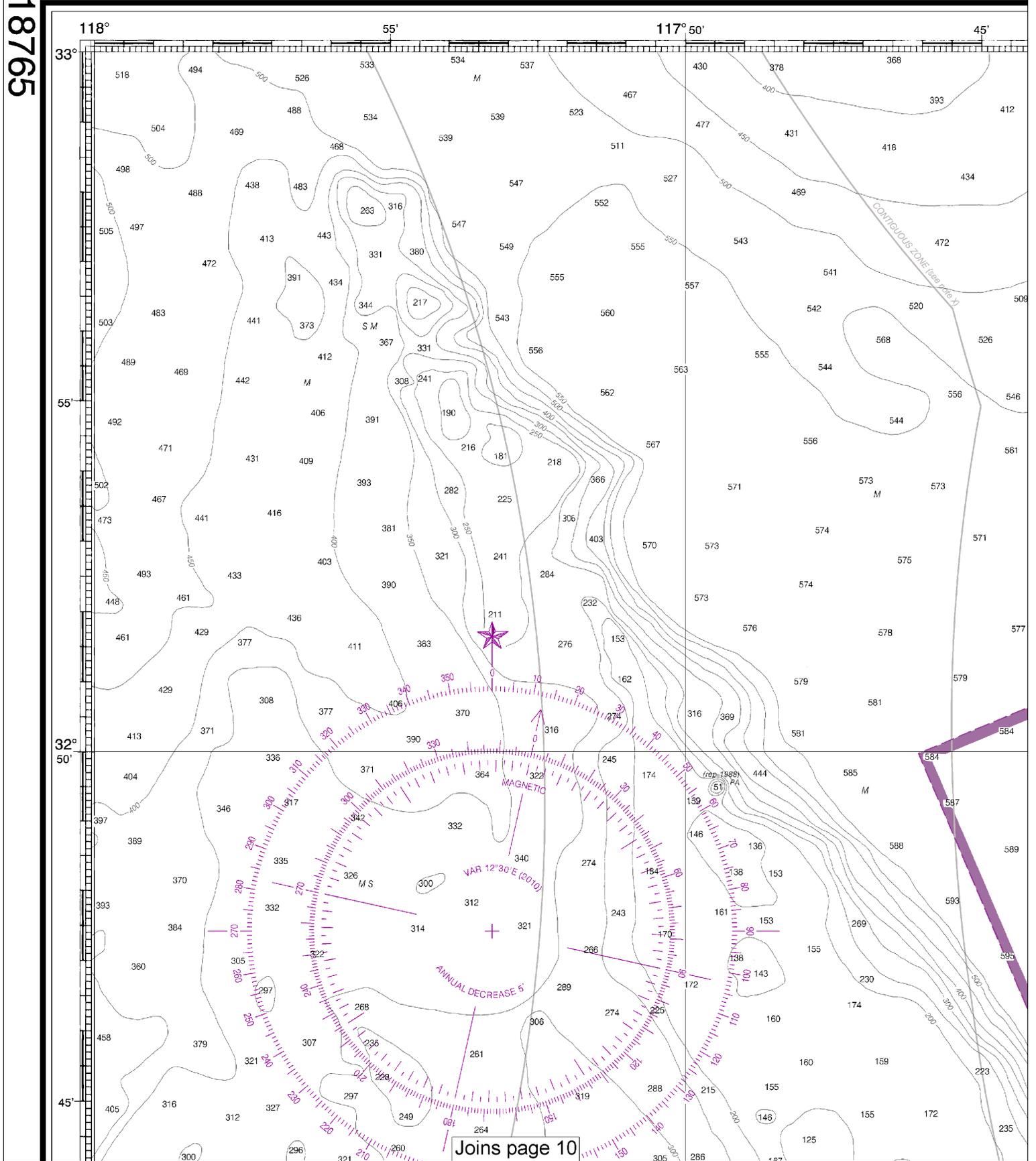


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

18765



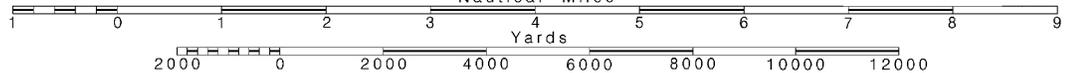
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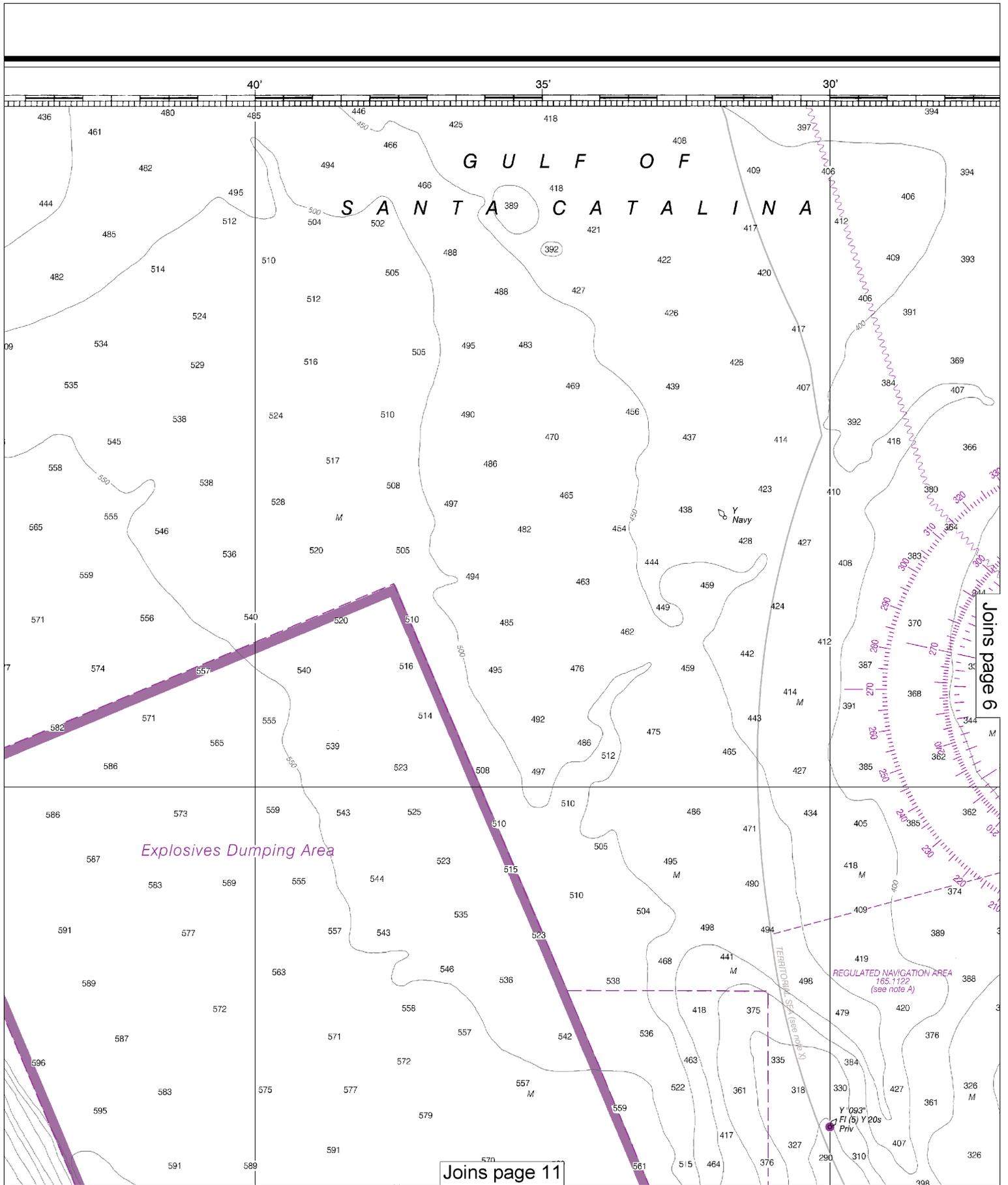
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000  
Nautical Miles

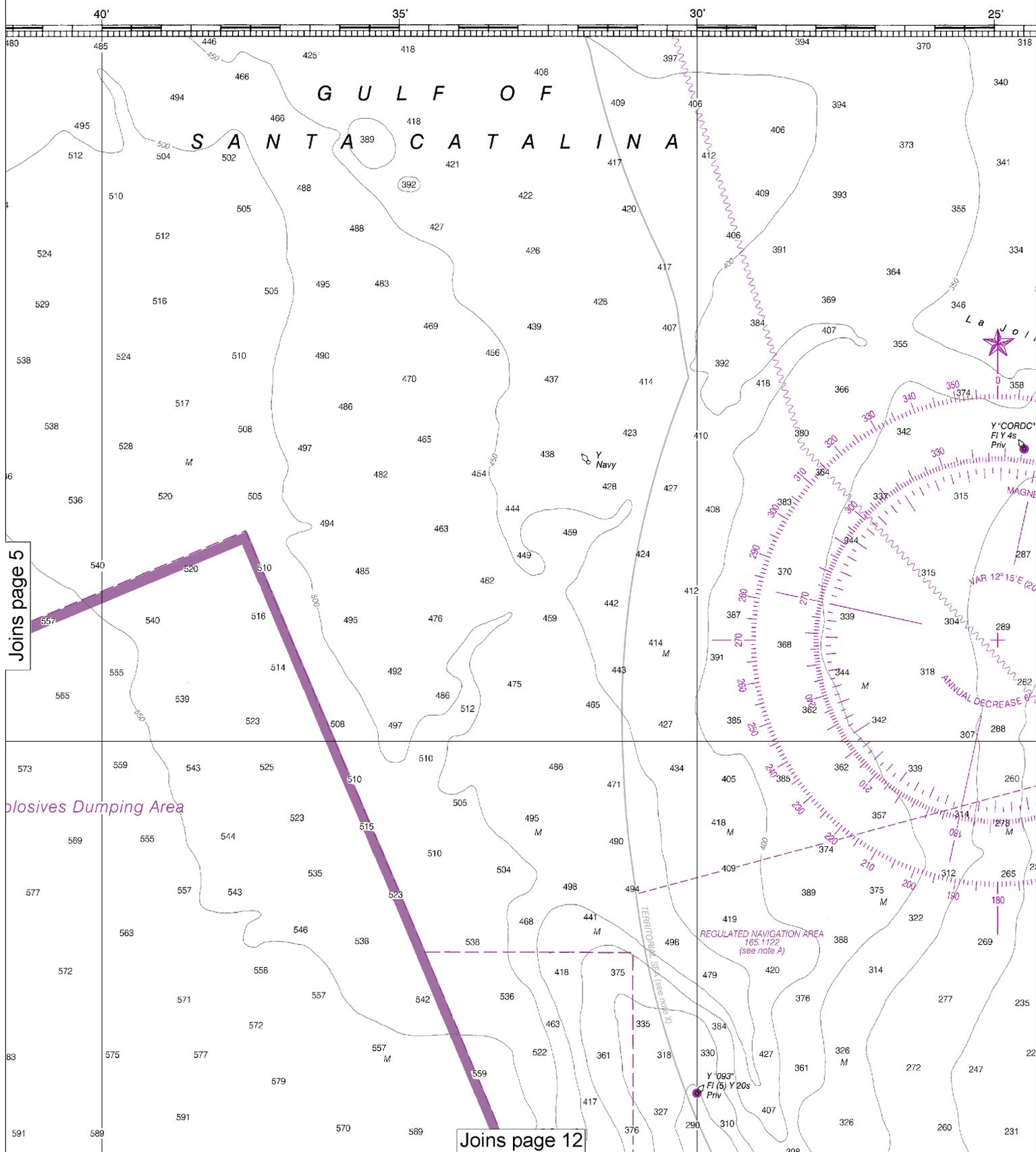
See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:133333. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.



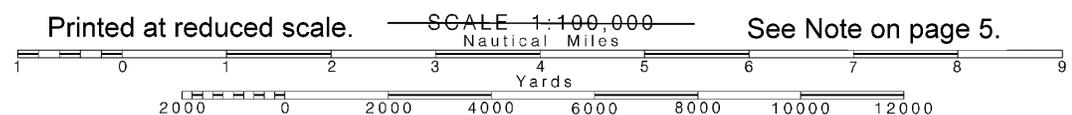


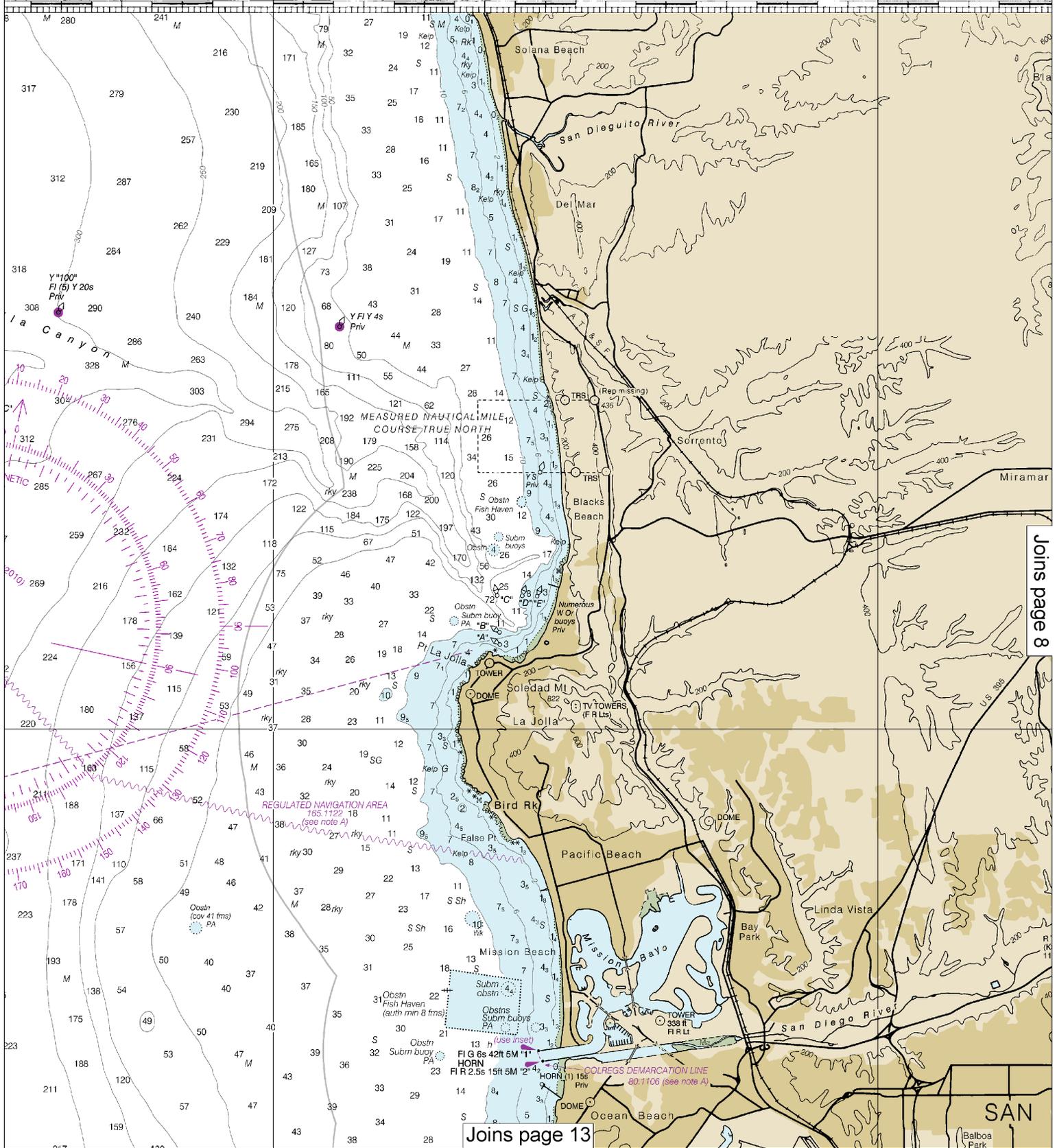
Joins page 5

Joins page 12



Note: Chart grid lines are aligned with true north.





Joins page 8

Joins page 13

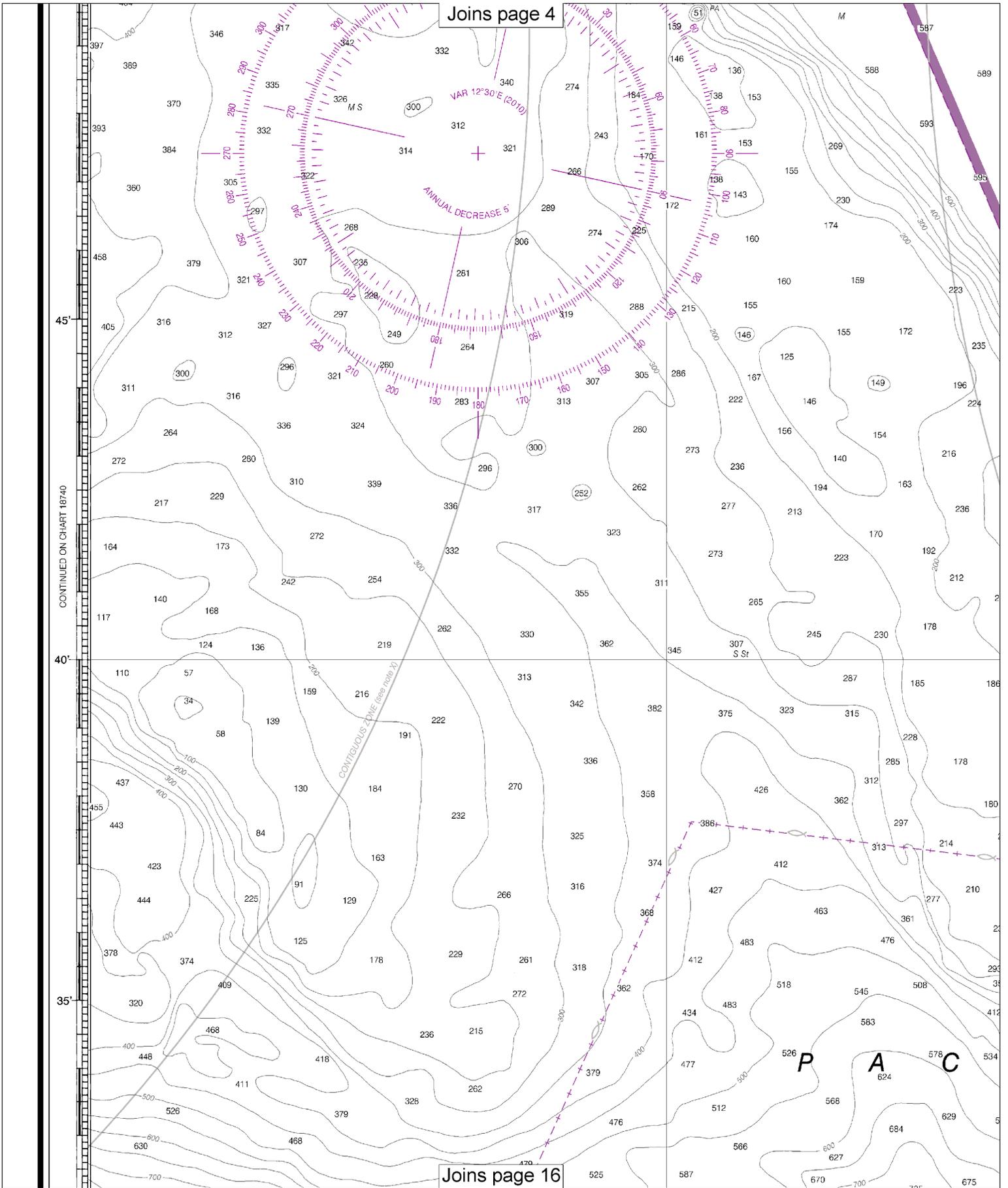






Joins page 15

Joins page 4



Joins page 16

10

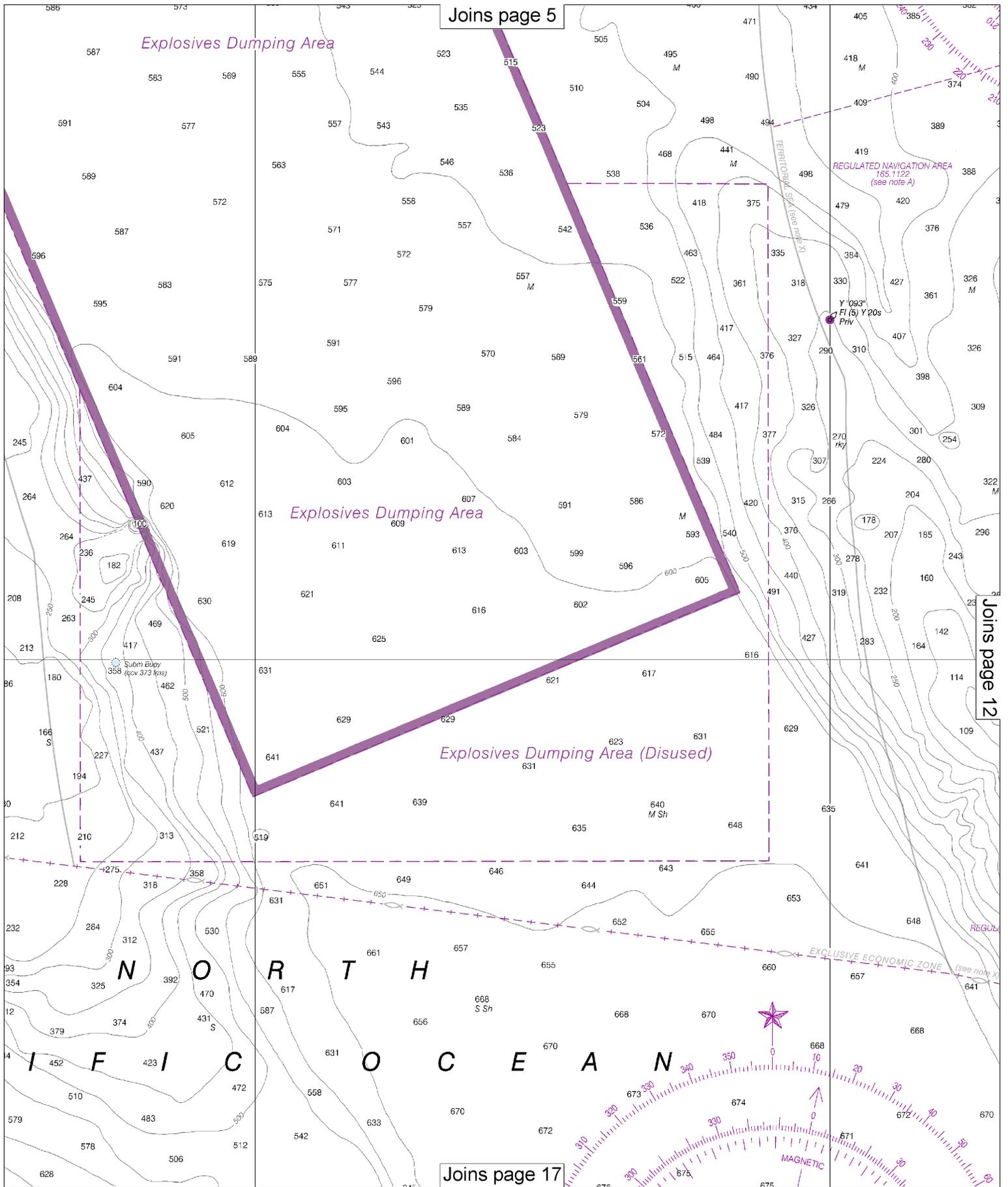
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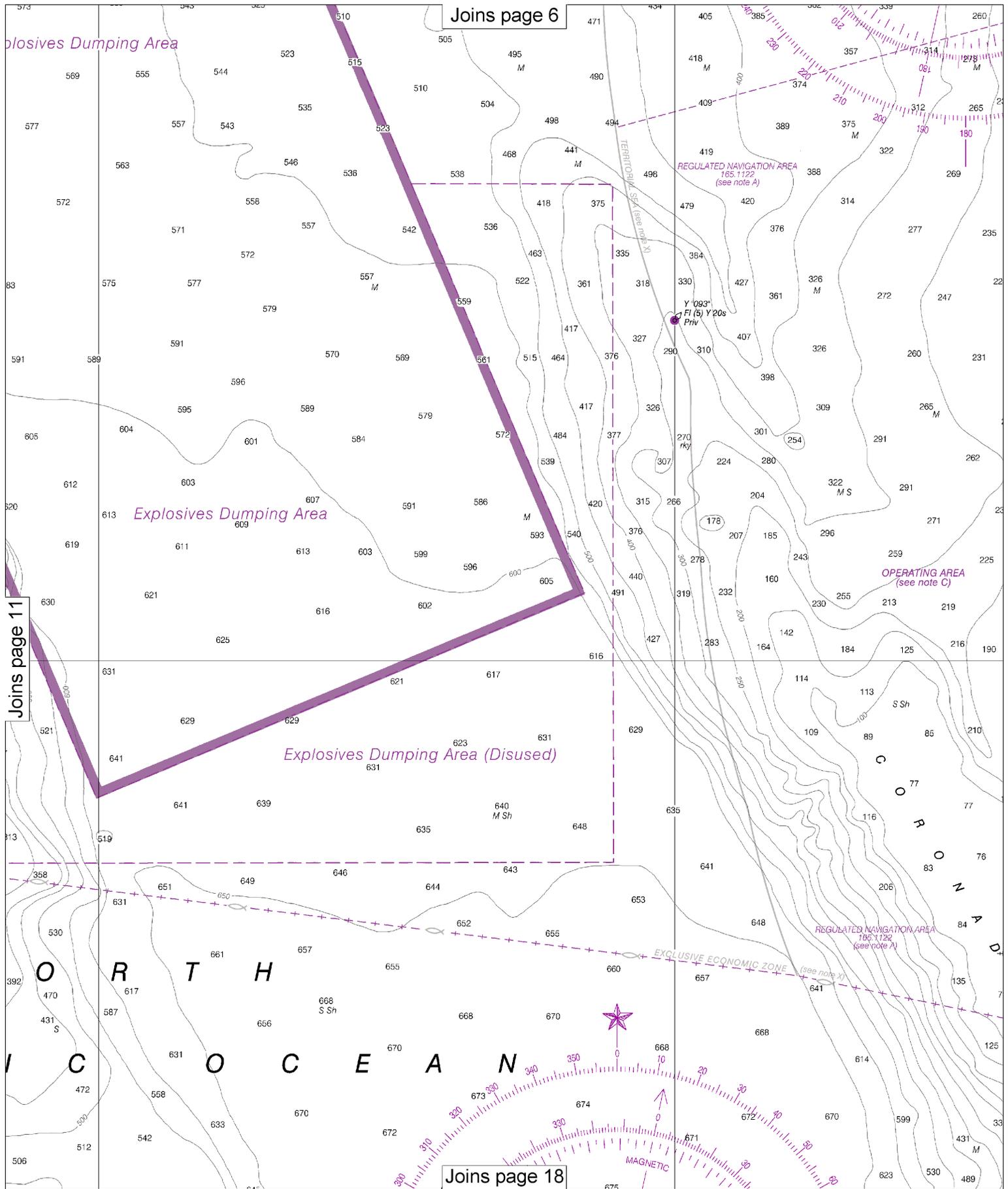
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SCALE 1:100,000

See Note on page 5.

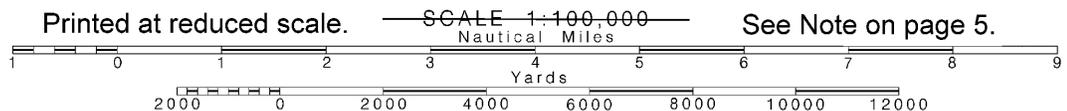


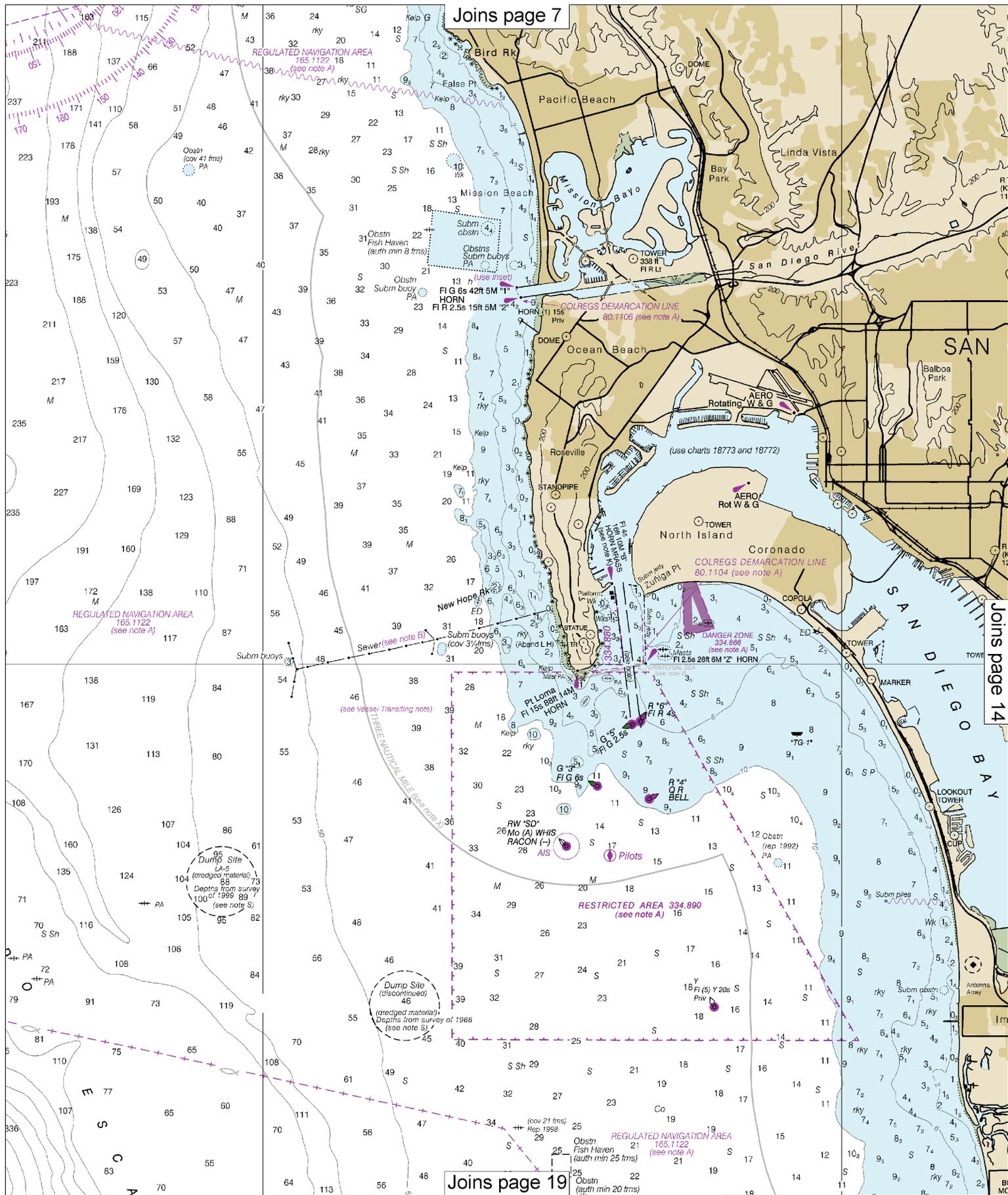


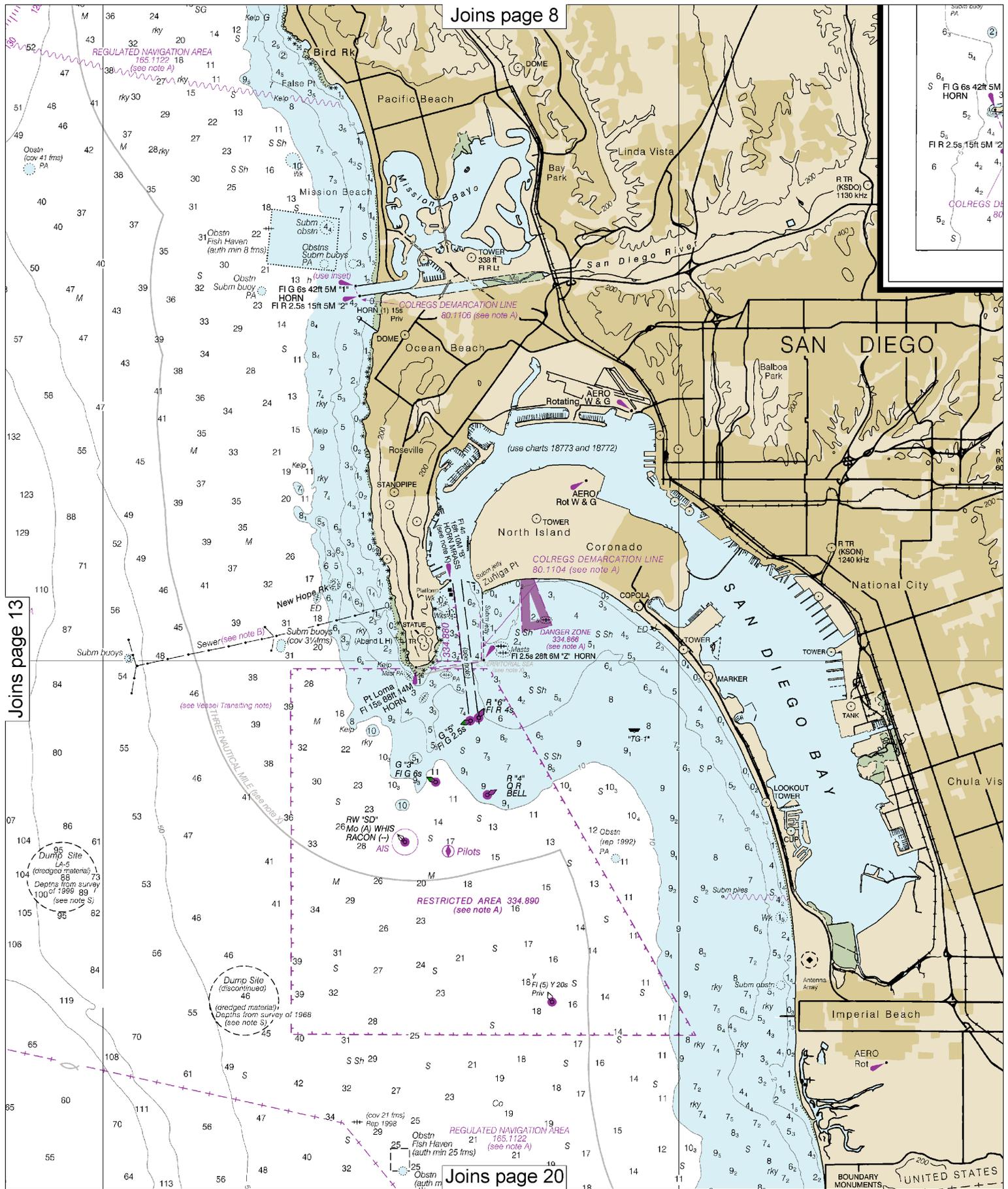


**12**

Note: Chart grid lines are aligned with true north.







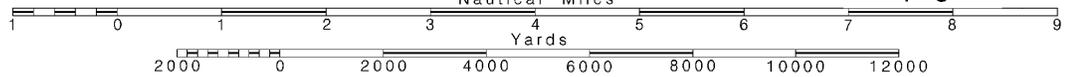
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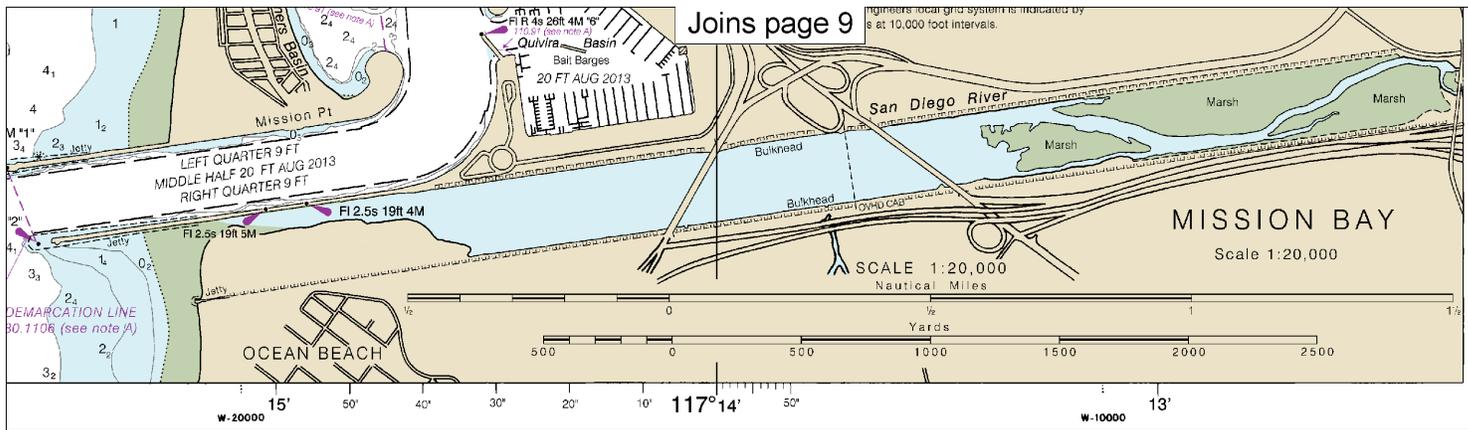
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000  
Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST  
 CALIFORNIA  
 APPROACHES TO  
**SAN DIEGO BAY**

Mercator Projection  
 Scale 1:100,000 at Lat. 32°42'

North American Datum of 1983  
 (World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
 (FATHOMS AND FEET TO ELEVEN FATHOMS)  
 AT MEAN LOWER LOW WATER

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

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
 Demarcation lines are shown thus: - - - - -

**NOTE Z**  
 NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

**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, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.  
 Refer to charted regulation section numbers

**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 0.186" northward and 3.117" westward to agree with this chart.

**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 National Geospatial-Intelligence Agency.

**HEIGHTS**

Elevations of rocks, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

**SUPPLEMENTAL INFORMATION**

Consult U.S. Coast Pilot 7 for important supplemental information.

**RADAR REFLECTORS**

Radar reflectors have been placed on rocks...

**NOTE B**  
 The Point Loma Outfall Pipeline Buoys mark dangerous shoaling along the pipeline which may present a danger to mariners transiting the area.

**SAN DIEGO BAY ENTRANCE**  
 The project depth is 42 feet.  
 For controlling depth see charts 18773, 18772.

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

**NOTE K**  
**MARINER ACTIVATED SOUND SIGNAL (MRASS)**  
 Horn is activated by keying the mic 5 times on VHF-FM Ch 81A - horn will operate for thirty minutes.

**CABLE AND PIPELINE AREAS**  
 The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

**NOTE C**  
**NAVAL OPERATING AREA**  
 Vessels should use caution while transiting this area due to naval test operations which involve frequent maneuvers in the vicinity of and around this location.

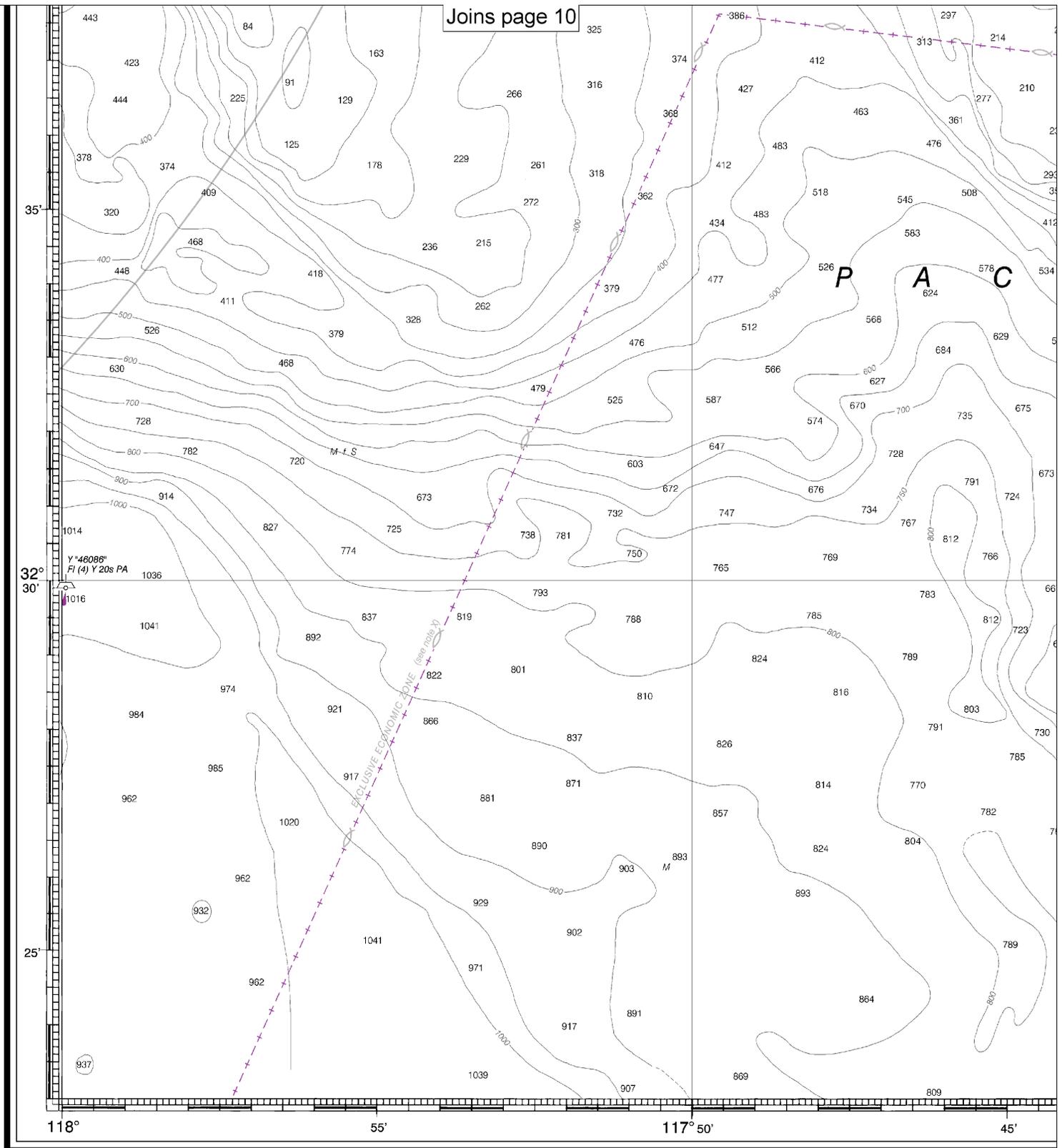
**NOTE S**  
 Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices.

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

**SOURCE DIAGRAM**

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Joins page 10



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

**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.

18765

17th Ed., Nov. 2010. Last Correction: 6/24/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

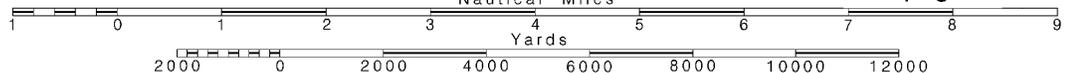
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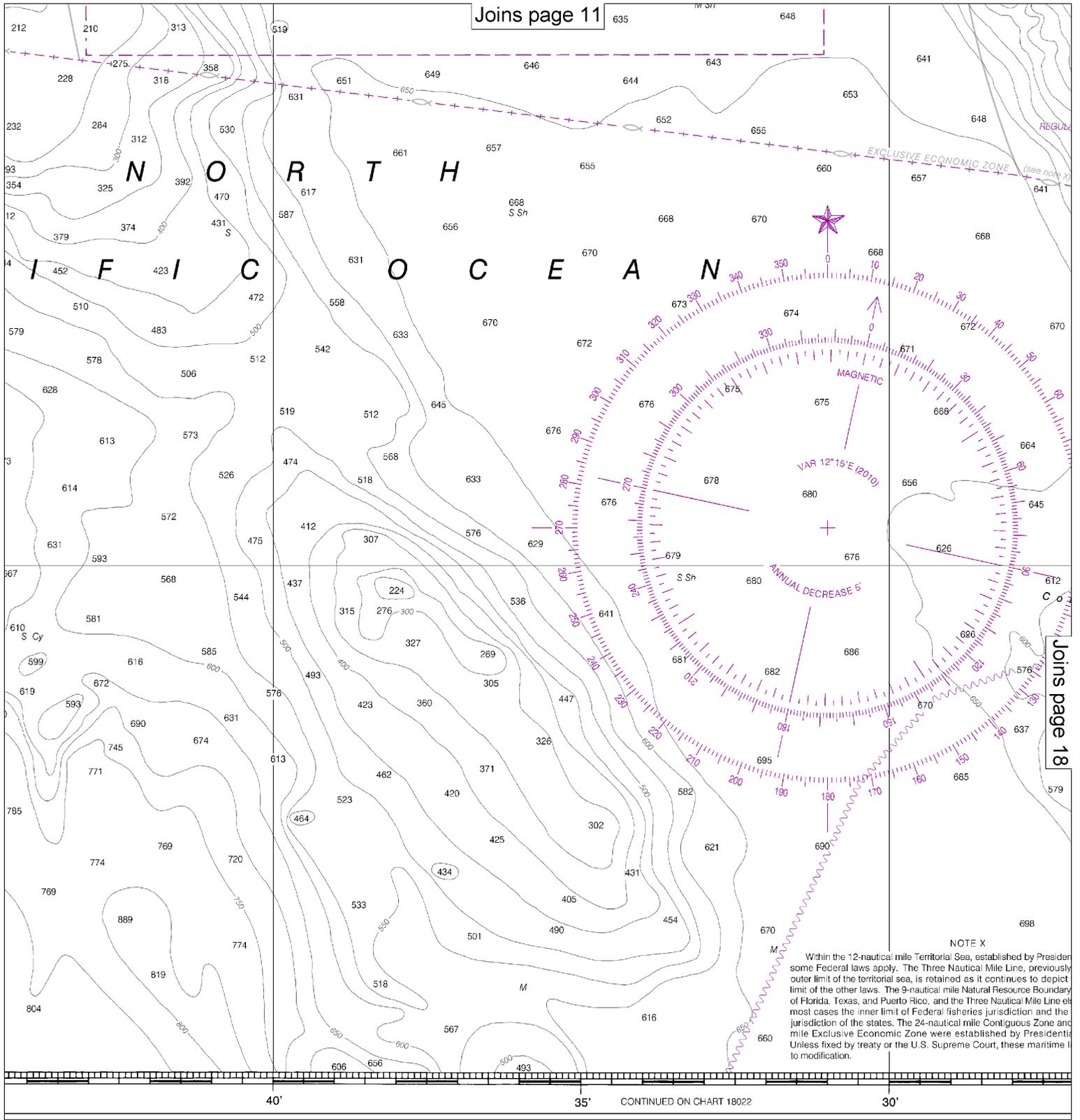
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000  
Nautical Miles

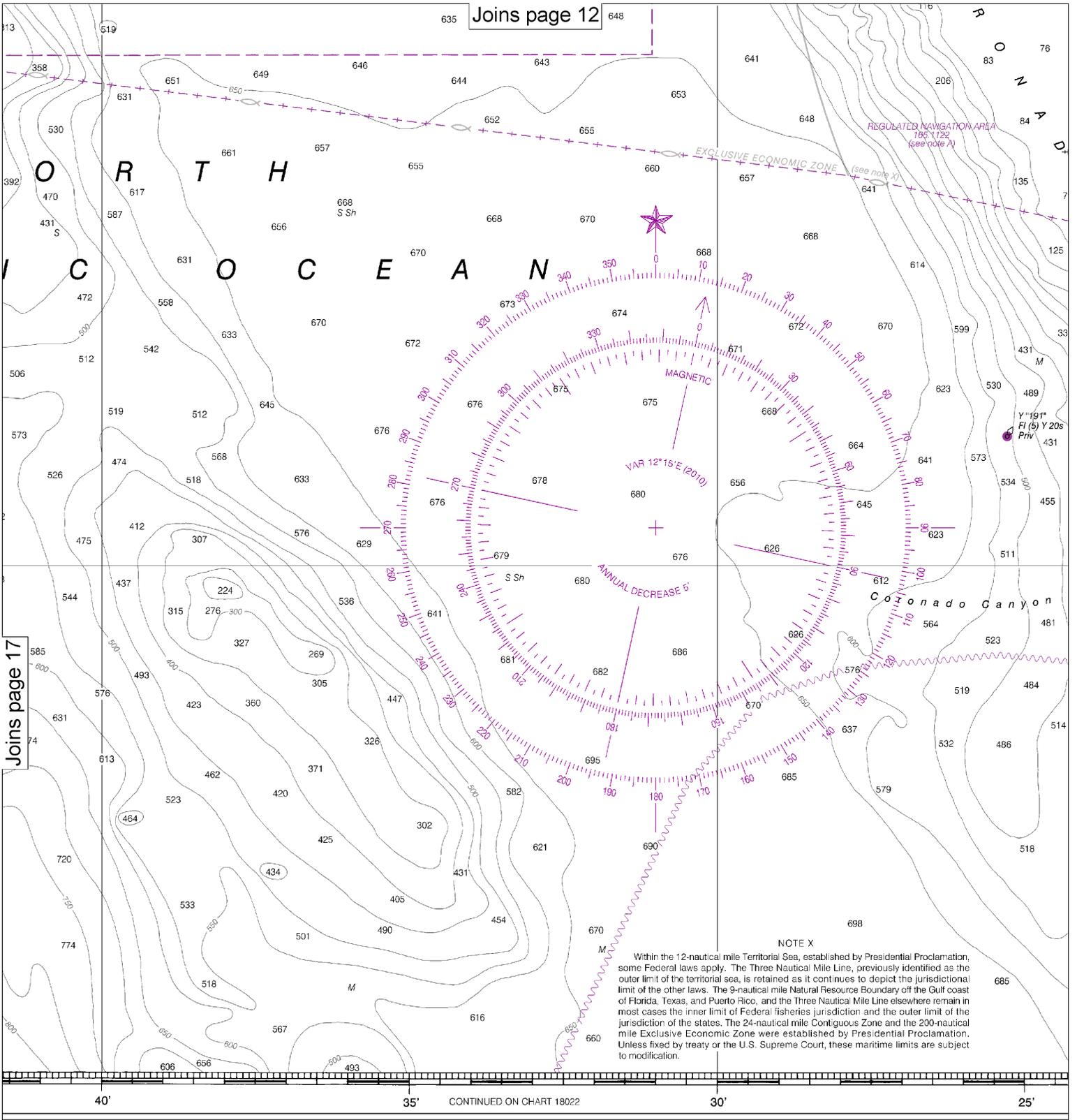
See Note on page 5.





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

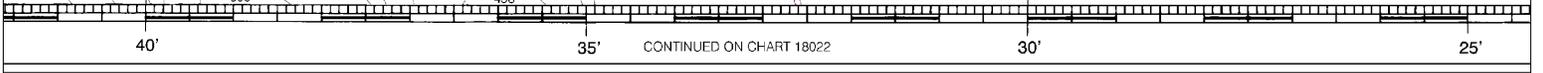
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.



Joins page 17

submit inquiries, discrepancies or comments  
nauticalcharts.noaa.gov/staff/contact.htm.

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 of 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.



Published at  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL CENTER FOR ENVIRONMENTAL OCEANOGRAPHY  
 COAST AND GEODETIC SURVEY

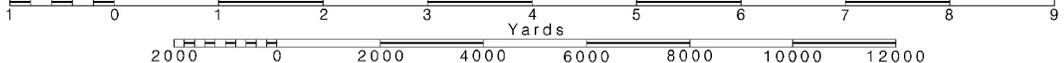
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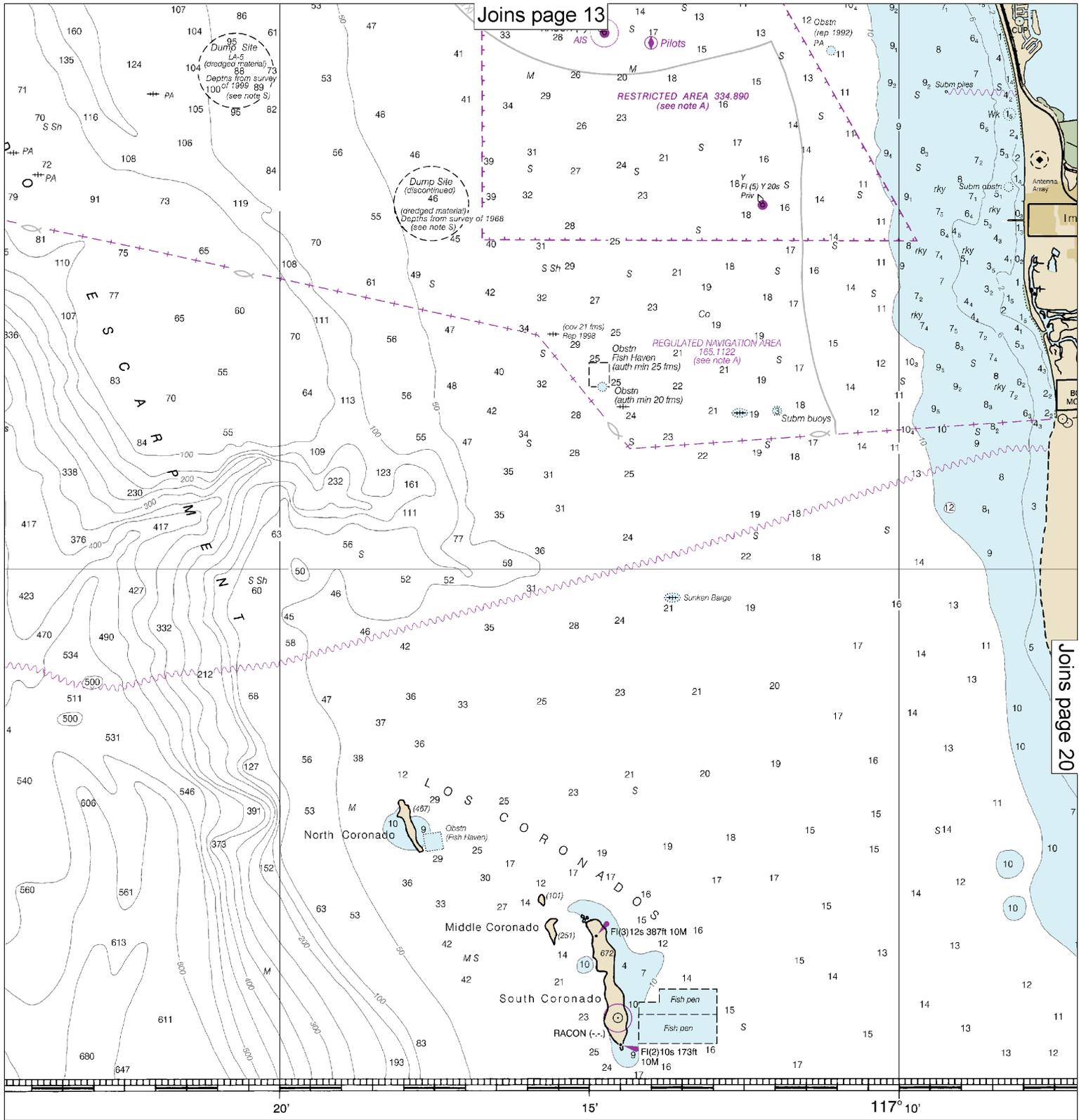
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.





Joins page 13

Joins page 20

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

**SOUNDINGS IN FATHOMS**  
 (FATHOMS AND FEET TO 11 FATHOMS)



**MARINER ACTIVATED SOUND SIGNAL (MIRASS)**  
Horn is activated by keying the mic 5 times on VHF-FM Ch 81A - horn will operate for thirty minutes.

COLREGS: International Joins page 15  
Demarcation lines are shown thus:  Lines at Sea, 1972.

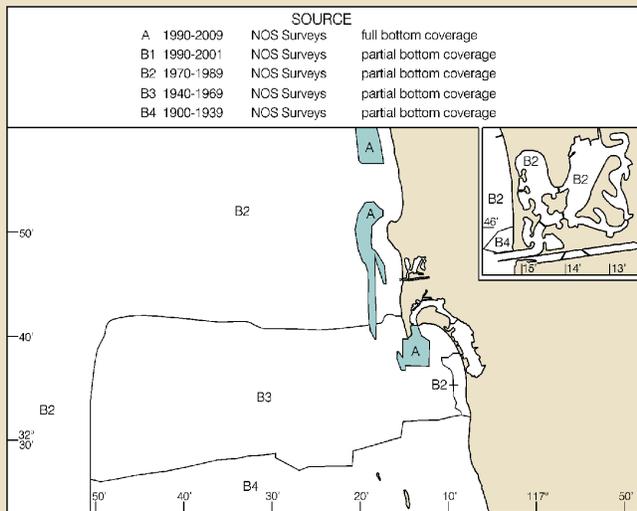
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Vessels should use caution while transiting this area due to naval test operations which involve frequent maneuvers in the vicinity of and around this location.

**NOTE S**  
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices.

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

**SOURCE DIAGRAM**  
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



**TIDAL INFORMATION**

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
San Diego	(32°43'N/117°10'W)	feet	feet	feet
Crown Point, Mission Bay	(32°47'N/117°14'W)	5.7	5.0	0.9
La Jolla	(32°52'N/117°15'W)	5.5	4.8	0.9
		5.3	4.6	0.9

Daanes (---) 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> (Sep 2010)

**NOTE Z**  
**NO-DISCHARGE ZONE, 40 CFR 140**  
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

**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, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.  
Refer to charted regulation section numbers.

**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 0.186' northward and 3.117' westward to agree with this chart.

**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 National Geospatial-Intelligence Agency.

**HEIGHTS**  
Elevations of rocks, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 7 for important supplemental information.

**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.

**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).

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

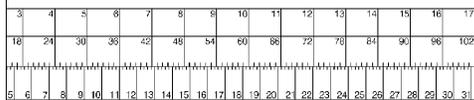
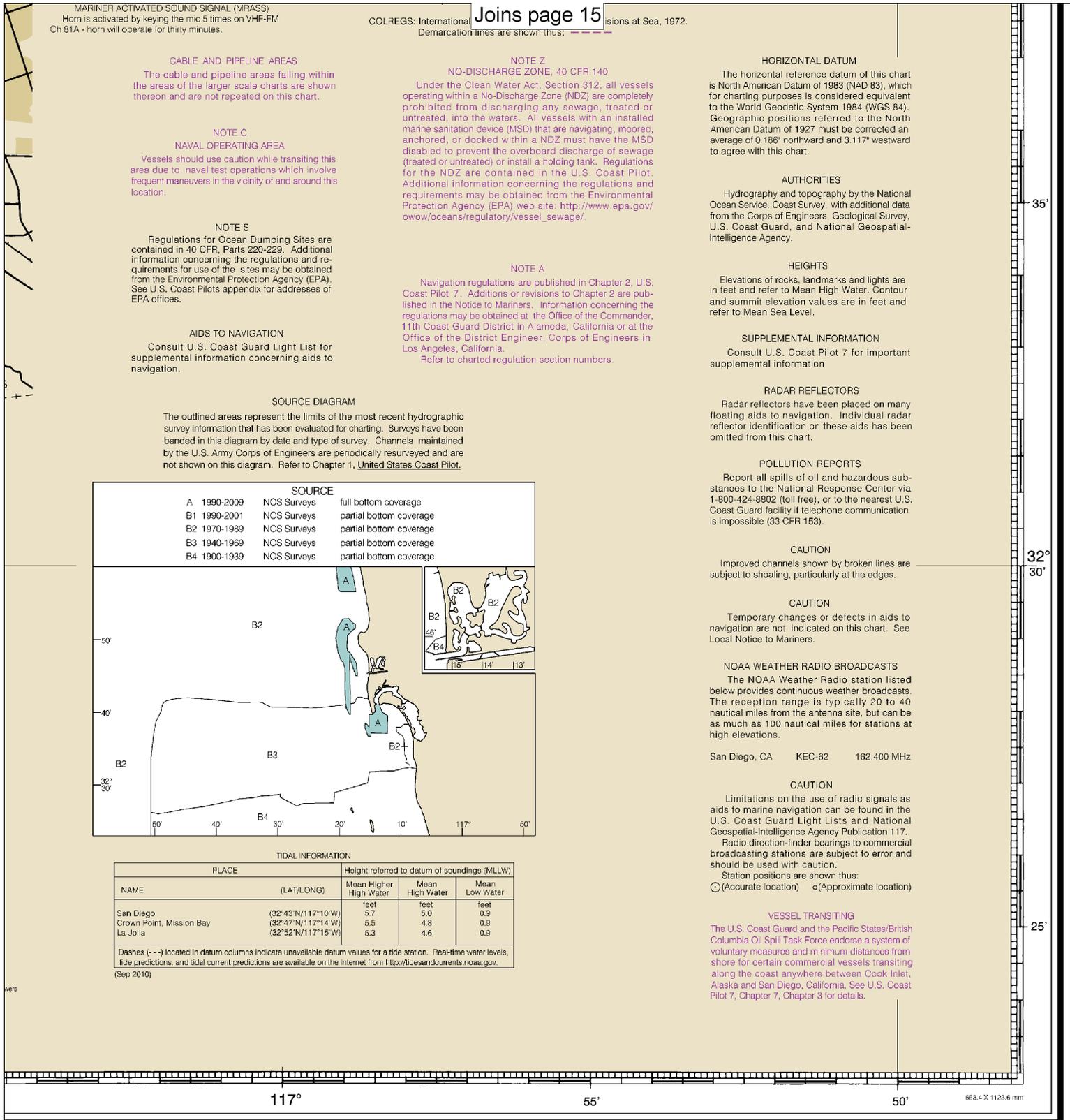
**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio station listed below provides 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.

San Diego, CA KEC-62 162.400 MHz

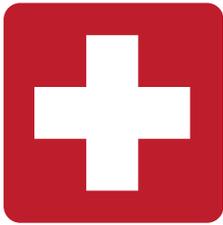
**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
⊙ (Accurate location) ○ (Approximate location)

**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, Chapter 7, Chapter 3 for details.



Approaches to San Diego Bay  
SOUNDINGS IN FATHOMS - SCALE 1:100,000

18765



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

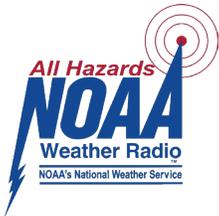
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

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

## Distress Call Procedures

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

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



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

<http://www.nws.noaa.gov/nwr/>

## Quick References

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



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