BookletChart™

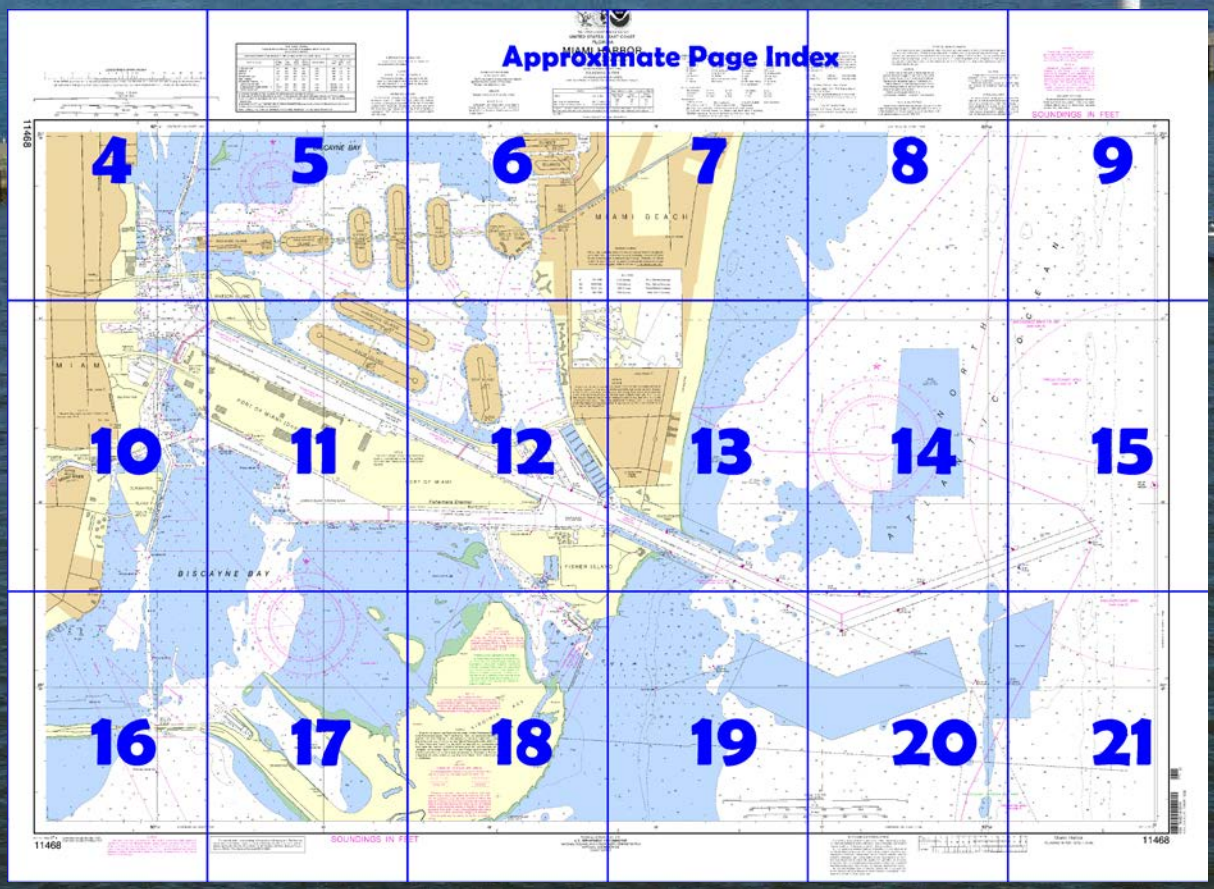
Miami Harbor

NOAA Chart 11468

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.

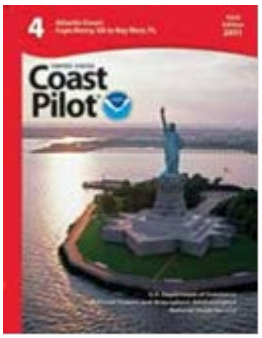
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=11468



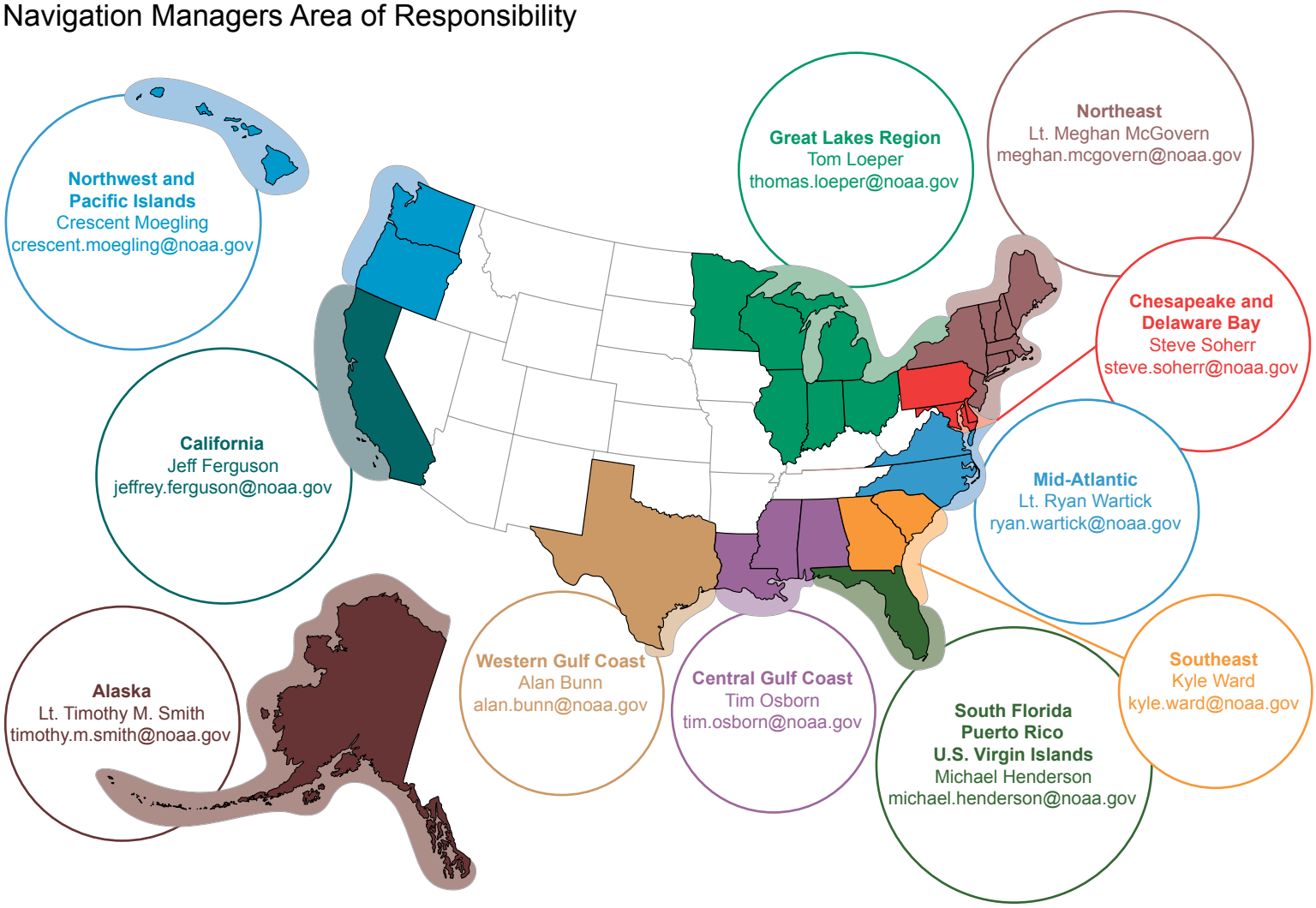
(Selected Excerpts from Coast Pilot)
Miami Harbor is a deepwater port on the east coast of Florida under the jurisdiction of the Metropolitan Dade County Seaport Department. It is principally a consumer port, but considerable foreign commerce passes through, and it is of great importance as a cruise port. Two unmarked jetties protect the harbor entrance, known as **Government Cut.**
Miami covers most of the west shore of Biscayne Bay north of Key Biscayne. A large number of small boats that fish and cruise along the Florida Keys operate out of the port.

Miami Beach Coast Guard Base is north of the main ship channel near the east end of the MacArthur Causeway. Miami Beach City Yacht Harbor is on Meloy Channel at the southwestern end of Miami Beach. Radar targets in the approaches to Miami Harbor are poor, except for the land and jetty. Heavy small-craft traffic in the vicinity of the sea and entrance buoys may make visual or radar identification of these buoys difficult. In making a night approach, the many lights on Miami Beach may make identification of navigational aids difficult.
A Federal project provides a 44-foot channel from the sea buoy to inside Government Cut, then 42 feet to the Fisher Island Turning Basin and to the end of container berth in Fishermans Channel. Miami Main Channel on the north side of the Port of Miami has a depth of 36 feet to Main Turning basin with the same depth which is off the northwest corner of Dodge Island. The Lummus Island Turning Basin off Lummus Island as of 1997 had a depth of about 25 feet. The Federal project extends 1,200 feet to the west of the Lummus Island Basin and as of 1997 had a depth of 25 feet. The channels and turning basins are maintained at or near project depths. Mariners are advised that abrupt shoaling may be encountered along the northerly and southerly edges of the dredged channel.
Dangers.–Shoals extend about a mile offshore northward of the entrance, and vessels approaching from the northward should keep at least 1.5 miles offshore until within 4 miles of the entrance and then haul out for the sea buoy. A fish haven with 17 feet over it is about 3.5 miles NE of Miami Harbor entrance in about 25°48'34"N., 80°05'26"W. The outer reefs, for about 10 miles south of the entrance, are unmarked except for the northerly red sector in Fowey Rocks Light, and vessels approaching from that direction should stay outside this sector until well up before closing the sea buoy.
Currents.–Strong tidal currents run in the entrance between the jetties; the current velocity being about 2 to 4 knots. A northerly wind causes a considerable southerly set across the ends of the jetties. Vessels are advised to favor the southerly side of the entrance channel during southerly winds, as a pronounced northerly set may be experienced. The Biscayne Bay Pilots report variances between predicted and actual currents. Cross-channel current variations in Government Cut are particularly difficult to negotiate. Caution should be exercised when entering Government Cut from the sea during flood tide with northeasterly winds; a strong turning torque occurs when the bow is just inside the north jetty. A similar but less serious situation occurs when leaving the port during ebb tide. Horizontal current gradients which may make maneuvering difficult occur in the turning basin north of Fisher Island.
Daily predictions for Miami Harbor entrance are given in the Tidal Current Tables.
Pilotage, Miami - Pilotage is compulsory for all foreign vessels and U.S. vessels under register in the foreign trade with a draft of 7 feet or more. Pilotage is optional for coastwise vessels which have on board a pilot licensed by the Federal Government.
Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

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

RCC Miami	Commander 7th CG District Miami, FL	(305) 415-6800

Navigation Managers Area of Responsibility

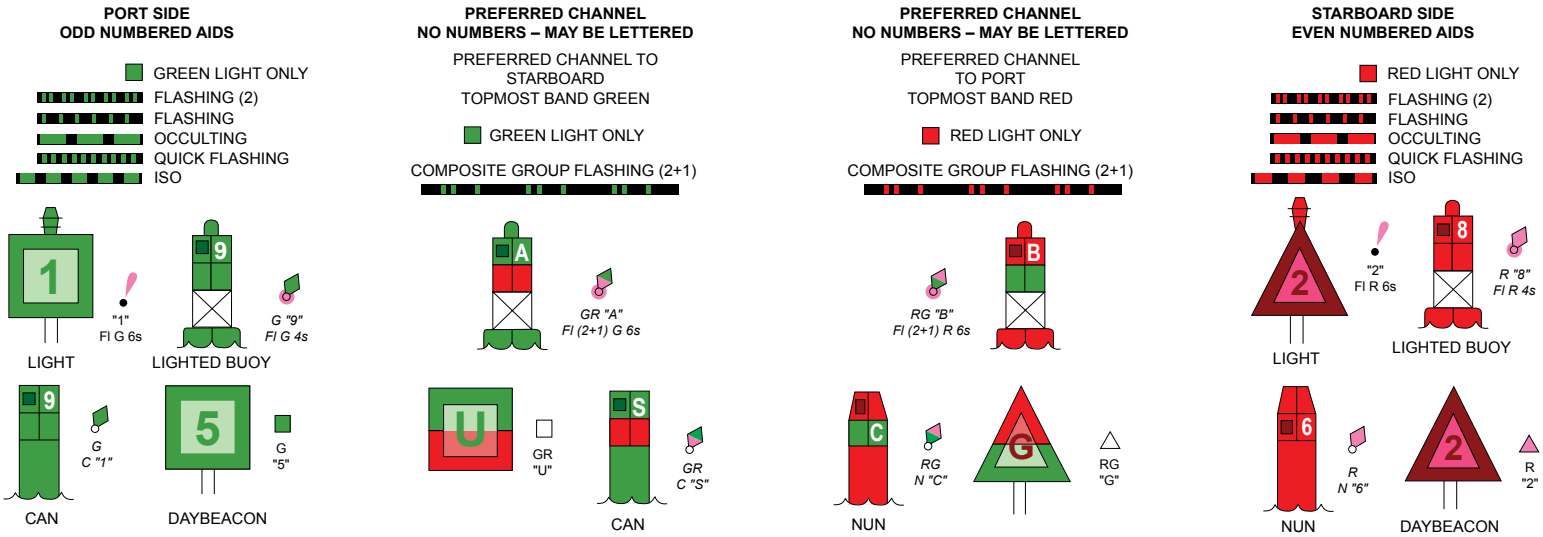


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*

MIAMI HARBOR CHANNEL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2007 AND SURVEYS TO AUG 2013

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIM	
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGT (NAUT MILES)
OUTER BAR CUT	40.3	45.0	44.3	42.1	9-10	500	1.65
WIDENER A	44.9	44.6	44.0	40.5	9-10	0-600	0.55
BAR CUT	44.5	44.4	41.8	37.0	9-10	500	0.73
GOVERNMENT CUT	41.0	41.0	40.0	40.0C	9-10; 8-13	500	1.0
MAIN CHANNEL	31.0	36.0	33.0	33.0	8-13	400	2.00
FISHERMANS CHANNEL	38.3D	42.6	41.6	41.8E	9-10	400-750	0.95
LUMMUS ISLAND TURNING BASIN	41.4F	41.1G	40.5	39.9H	9-10	400-2000	0.60
DODGE ISLAND CUT B	31.9	32.5I	32.0	30.9	9-10	400-900	0.70

A. WIDENER LOCATED AT THE JUNCTION OF OUTER BAR CUT AND BAR CUT REACH.
B. TURNING BASIN AT END OF DODGE ISLAND CUT IS NOT A CORPS OF ENGINEERS PROJECT. CONSULT PORT OF MIAMI FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION (305)371-7678
C. SHOALING TO 13 FT BETWEEN 25°45'59" N 80°08'17" W AND 25°46'00" N 80°08'22" W. SHOALING EXTENDS 100 FT INTO CHANNE
D. EXCEPT FOR A 40 FT WRECK LOCATED BY AN NOS SURVEY AT 25°46'53.7" N, 080°09'01.2" W.
E. EXCEPT FOR TWO 40 FT OBSTRUCTIONS LOCATED BY AN NOS SURVEY AT 25°45'57.8" N, 080°09'30.8" W & 25°45'57.9" N, 080°0
F. SHOALING TO 10 FT AT THE WESTERN EDGE OF THE BASIN.
G. SHOALING TO 22 FT AT THE WESTERN EDGE OF THE BASIN.
H. EXCEPT FOR A 37 FT OBSTRUCTION LOCATED BY AN NOS SURVEY AT 25°46'07.1" N, 080°09'58.3" W.
I. EXCEPT FOR A 28 FT OBSTRUCTION LOCATED BY AN NOS SURVEY AT 25°46'22.3" N, 080°10'46.0" W.

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

SCALE 1:12,000

Nautical Miles

½ 0 ½

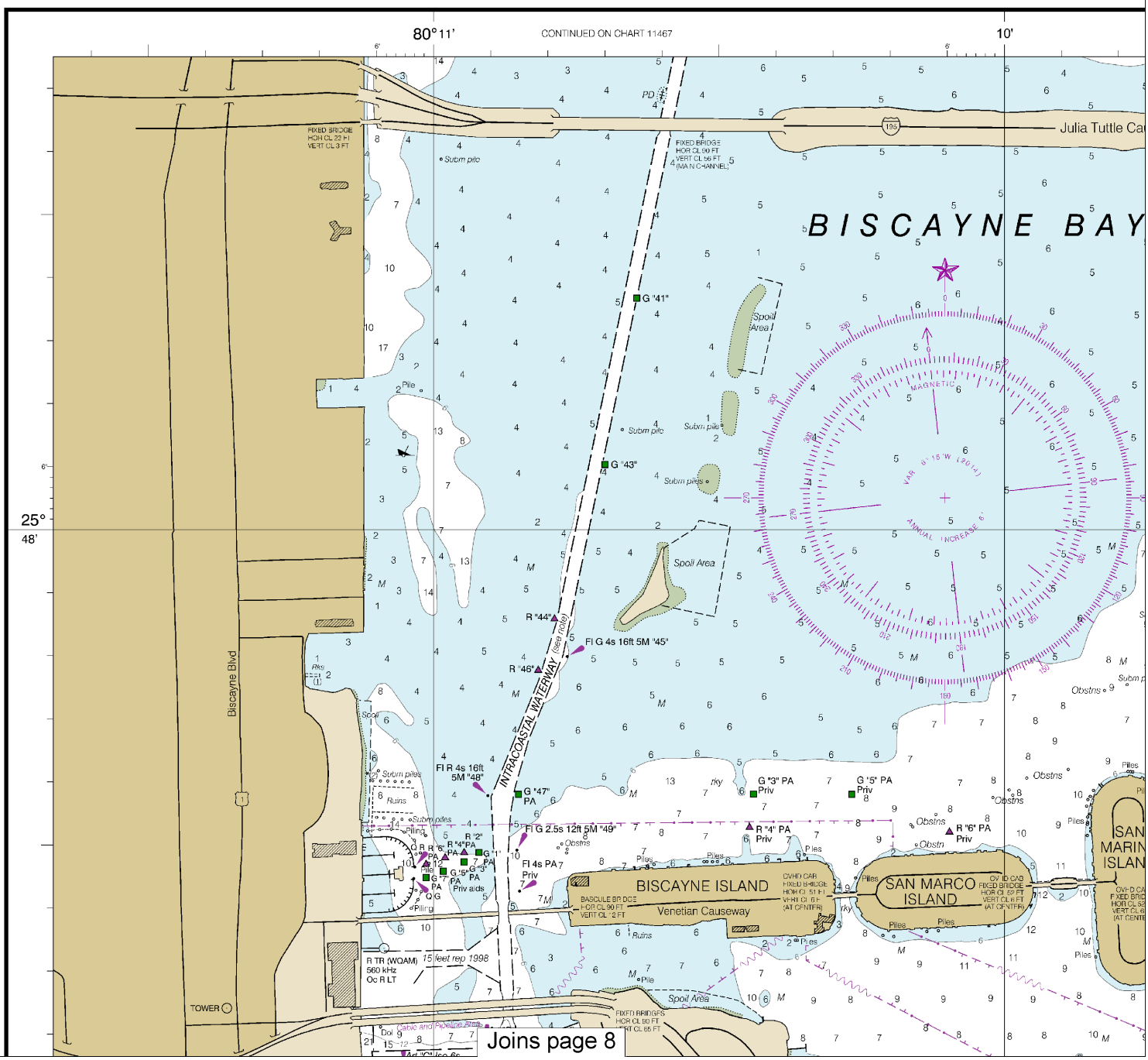
Yards

500 0 500 1000

Meters

500 0 500 1000

11468



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

DIMENSIONS	
LENGTH (FEET)	DEPTH MLLW (FEET)
35	44
35	44
73	44
7	42
00	36
35	42
80	42
70	34

MMI

ANNEL

0°09'34.0" W.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

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 1.356" northward and 0.830" eastward to agree with this chart.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

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

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Miami Miamarina, Biscayne Bay	(25°47'N/080°11'W)	2.4	2.3	0.1
Miami Harbor Entrance, Ocean Pier	(25°46'N/080°08'W)	2.7	2.6	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Dec 2013)

THE NATION'S CHARTM

UNITED STATES -

FLORI

MIAMI H

Mercator Pro

Scale 1:12,000 at L

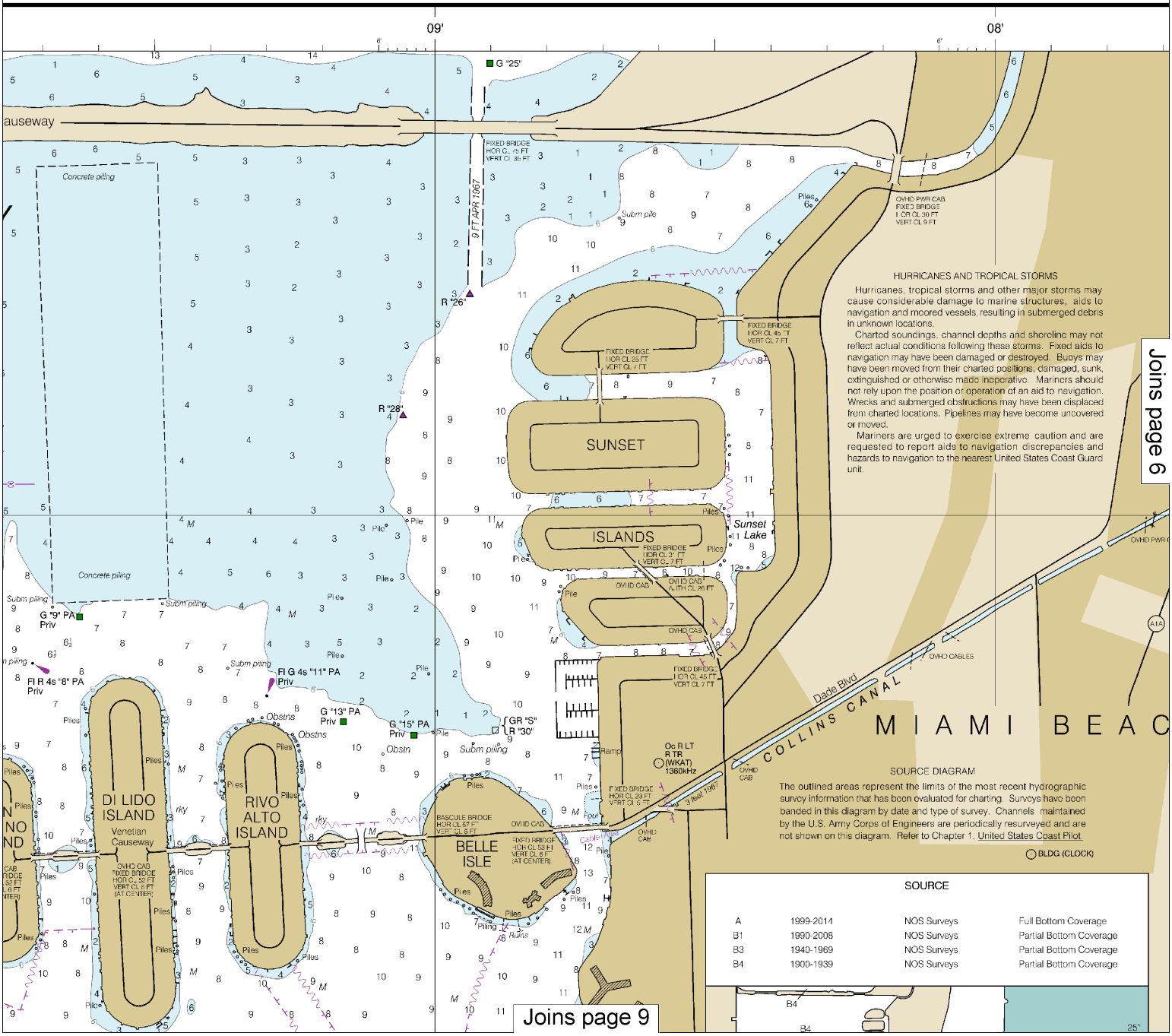
North American D

(World Geodetic S

SOUNDINGS

AT MEAN LOWER L

Formerly C&GS 547, 1st Ed., N



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:14285. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

ON'S CHARTMAKER SINCE 1807

STATES - EAST COAST

FLORIDA

MI HARBOR

Mercator Projection
1:12,000 at Latitude 25°46'
American Datum of 1983
orld Geodetic System 1984)
OUNDINGS IN FEET
MEAN LOWER LOW WATER

C&GS 547, 1st Ed., Mar. 1936 KAPP 309

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Sucm submerged
ED existence doubtful	PA position approximate	Rep reported	

21. Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — —

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.

Miami, FL	KHB-34	162.550 MHz
Princeton, FL	WNG-663	162.425 MHz

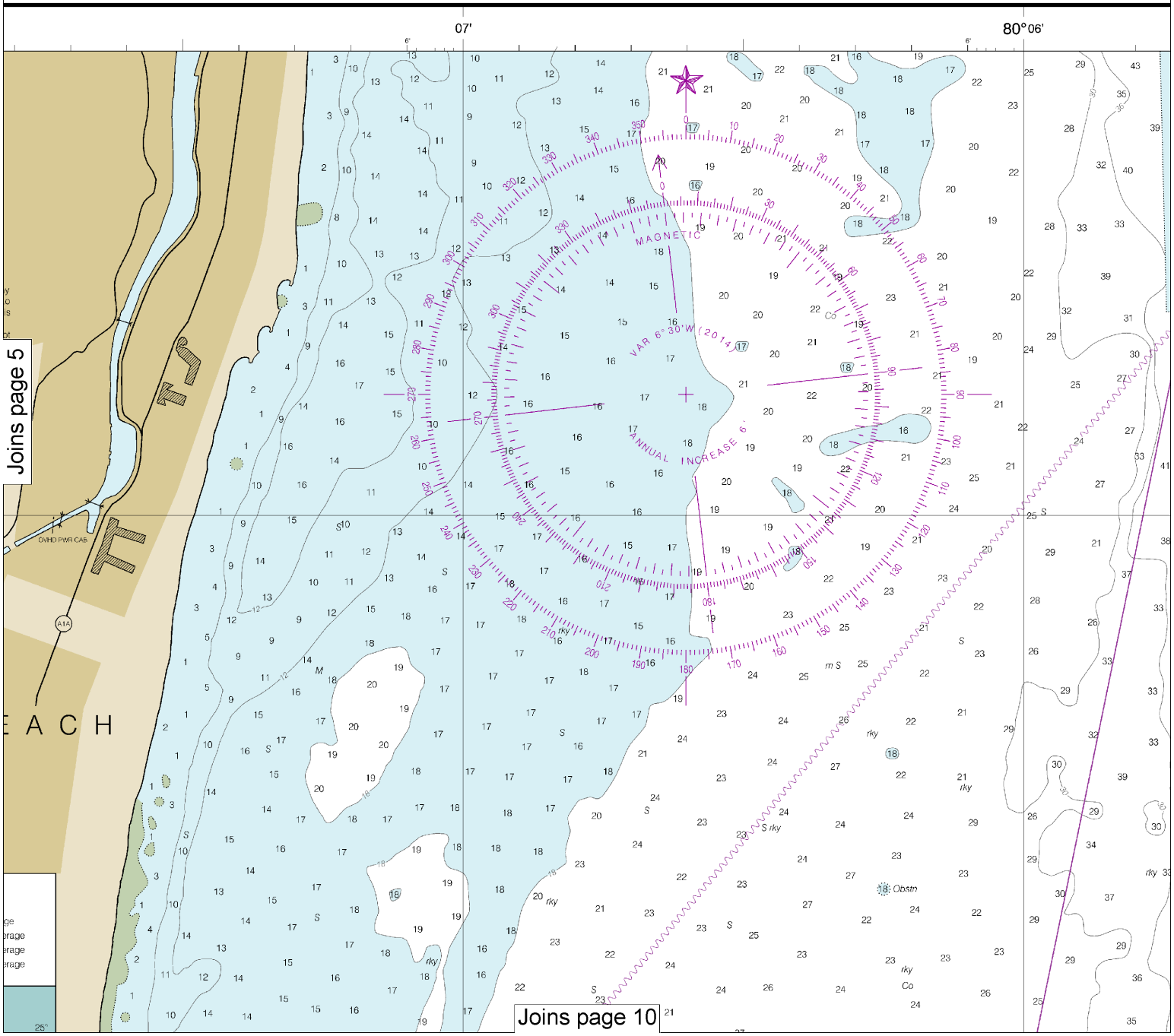
INTRACOASTAL WATERWAY

The project depth from Port Everglades to Miami, FL, is 10 feet.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

AIDS TO NAVIGATION

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



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

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)

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.

ARTICULATED AIDS

An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled "*Art*".

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.

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.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. 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, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

CAUTION

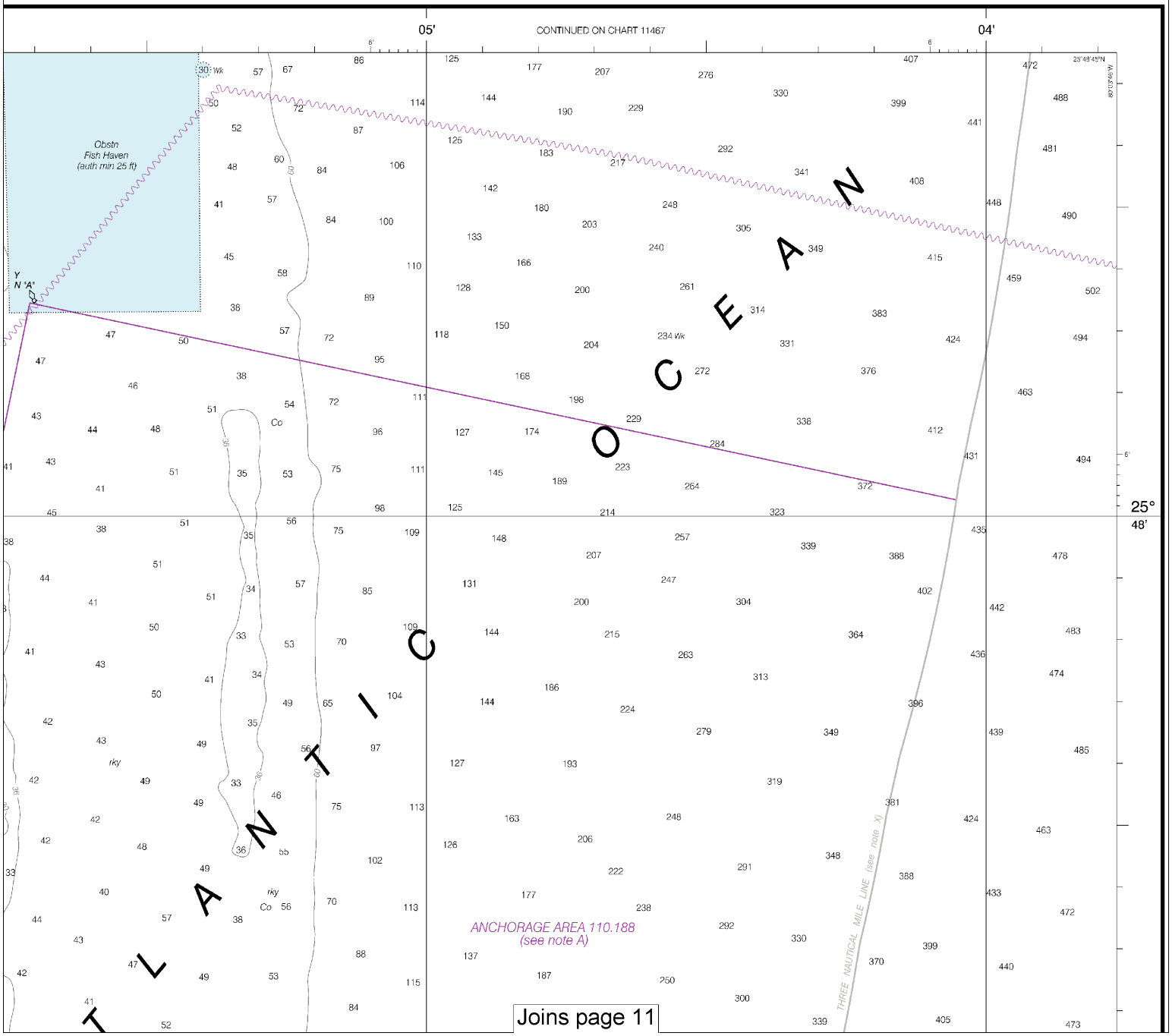
SUBMARINE PIPELINES AND CABLES

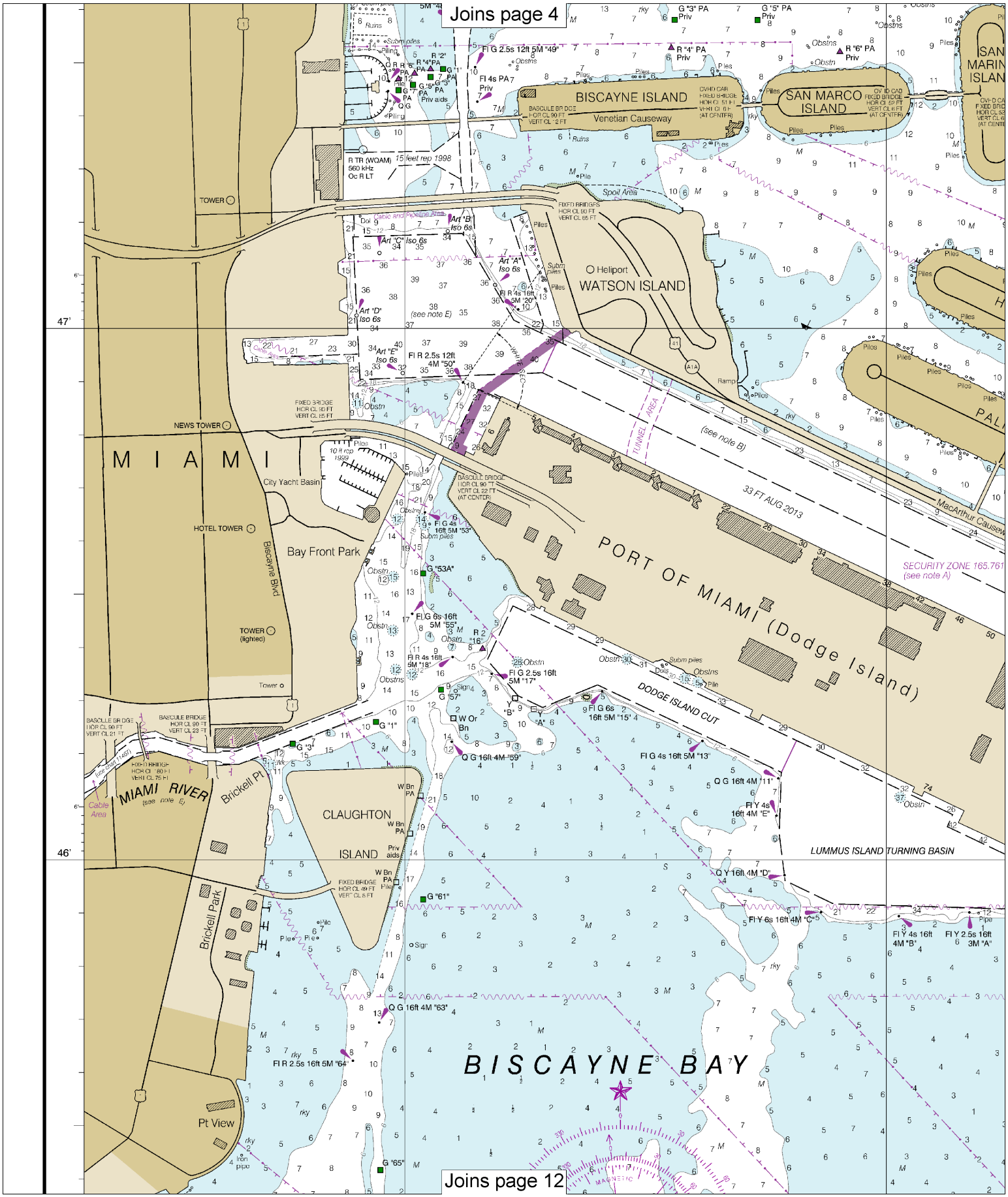
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

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.

SOUNDINGS IN FEET





8

Note: Chart grid lines are aligned with true north.

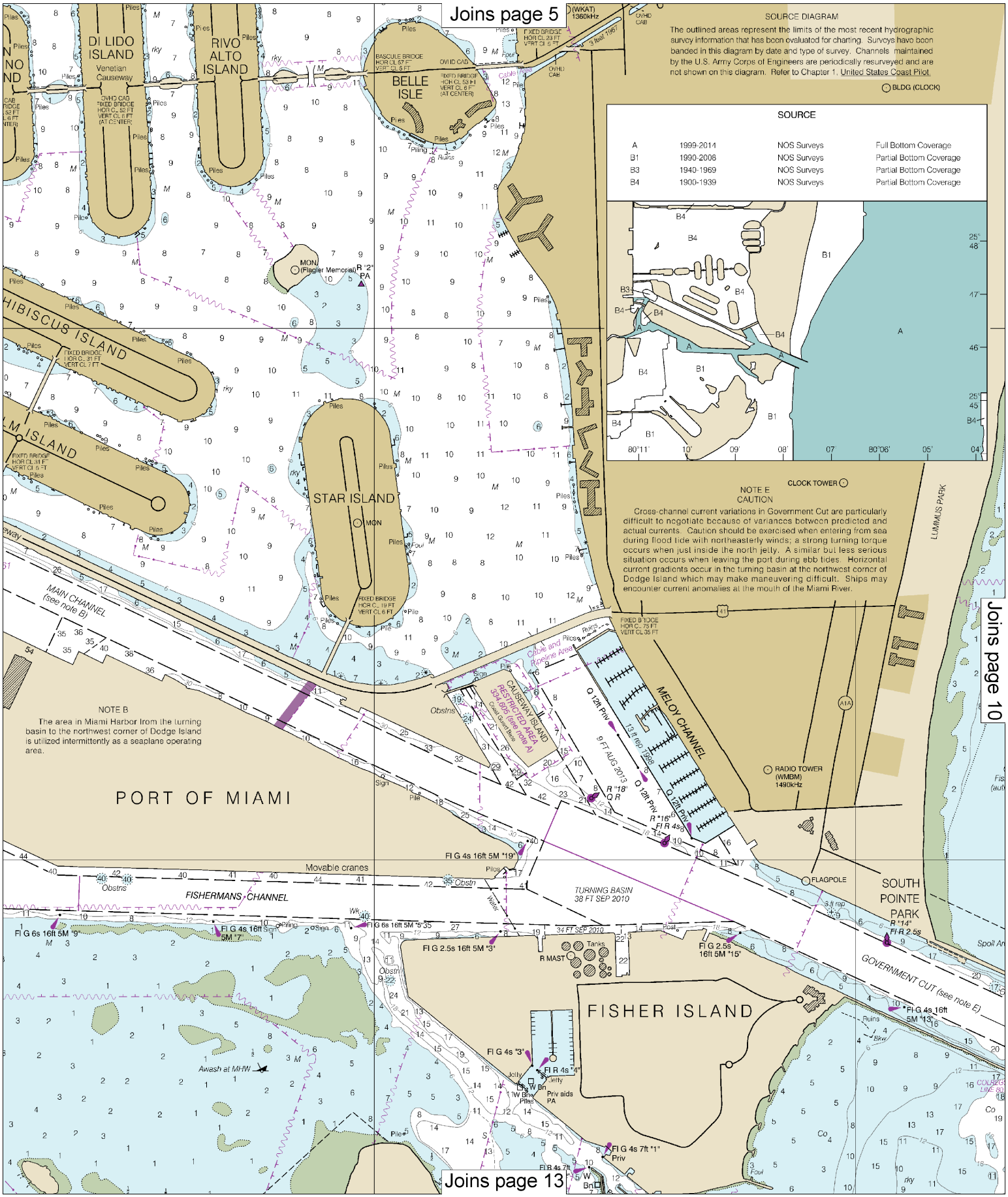
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200


Joins page 5
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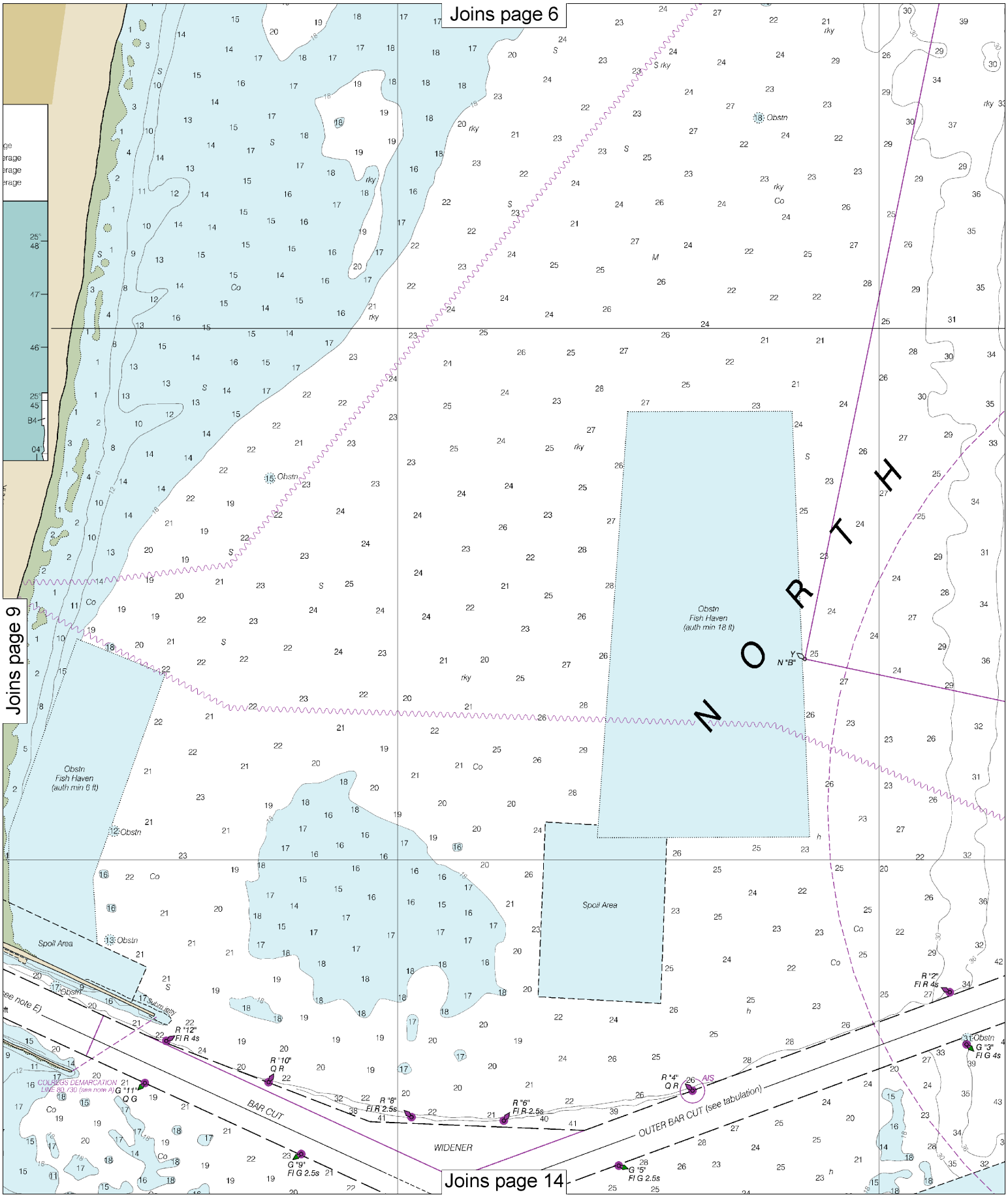
Joins page 13
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.
SOURCE
A 1999-2014 NOS Surveys Full Bottom Coverage
B1 1990-2008 NOS Surveys Partial Bottom Coverage
B3 1940-1969 NOS Surveys Partial Bottom Coverage
B4 1900-1939 NOS Surveys Partial Bottom Coverage
NOTE E
CAUTION
Cross-channel current variations in Government Cut are particularly difficult to negotiate because of variances between predicted and actual currents. Caution should be exercised when entering from sea during flood tide with northeasterly winds; a strong turning torque occurs when just inside the north jetty. A similar but less serious situation occurs when leaving the port during ebb tides. Horizontal current gradients occur in the turning basin at the northwest corner of Dodge Island which may make maneuvering difficult. Ships may encounter current anomalies at the mouth of the Miami River.
NOTE B
The area in Miami Harbor from the turning basin to the northwest corner of Dodge Island is utilized intermittently as a seaplane operating area.
PORT OF MIAMI
DI LIDO ISLAND
RIVO ALTO ISLAND
BELLE ISLE
HIBISCUS ISLAND
STAR ISLAND
FISHER ISLAND
SOUTH POINTE PARK
MAIN CHANNEL (see note B)
FISHERMANS CHANNEL
MELOY CHANNEL
TURNING BASIN 38 FT SEP 2010
GOVERNMENT CUT (see note E)
CAUSEWAY ISLAND RESTRICTED AREA 334.605 (see note A)
Movable cranes
Fl G 4s 16ft 5M "19"
Fl G 6s 16ft 5M "9"
Fl G 4s 16ft 5M "7"
Fl G 6s 16ft 5M "5"
Fl G 2.5s 16ft 5M "3"
Fl G 2.5s 16ft 5M "15"
Fl G 4s 16ft 5M "13"
Fl G 4s "3"
Fl R 4s "4"
Fl G 4s 7ft "1" Priv
Q 12ft Priv
R "18" Q R
R "16" Fl R 4s
R "14" Fl R 2.5s
R MAST
Tanks
FLAGPOLE
RADIO TOWER (WMBM) 1490kHz
CLOCK TOWER
LUMMUS PARK
Awash at MHW
Priv aids PA
MON (Flagler Memorial)
MON
Cable and Pipeline Area
Obstrns
Ruins
Piles
Foul
Sign
Pile
Water
Jetty
Spoil Area
COLLEGE LINE 80
BLDG (CLOCK)



Note: Chart grid lines are aligned with true north.

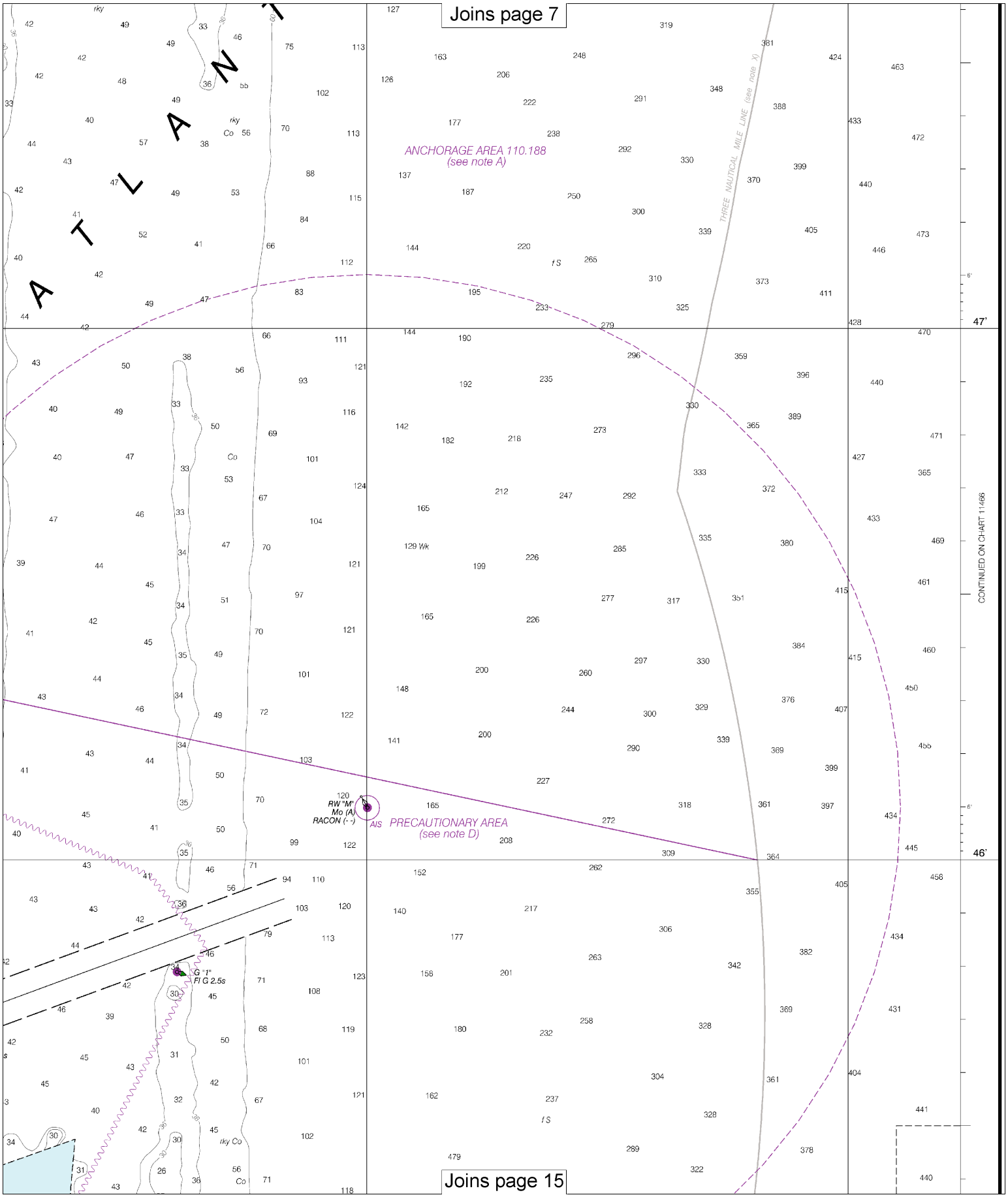
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

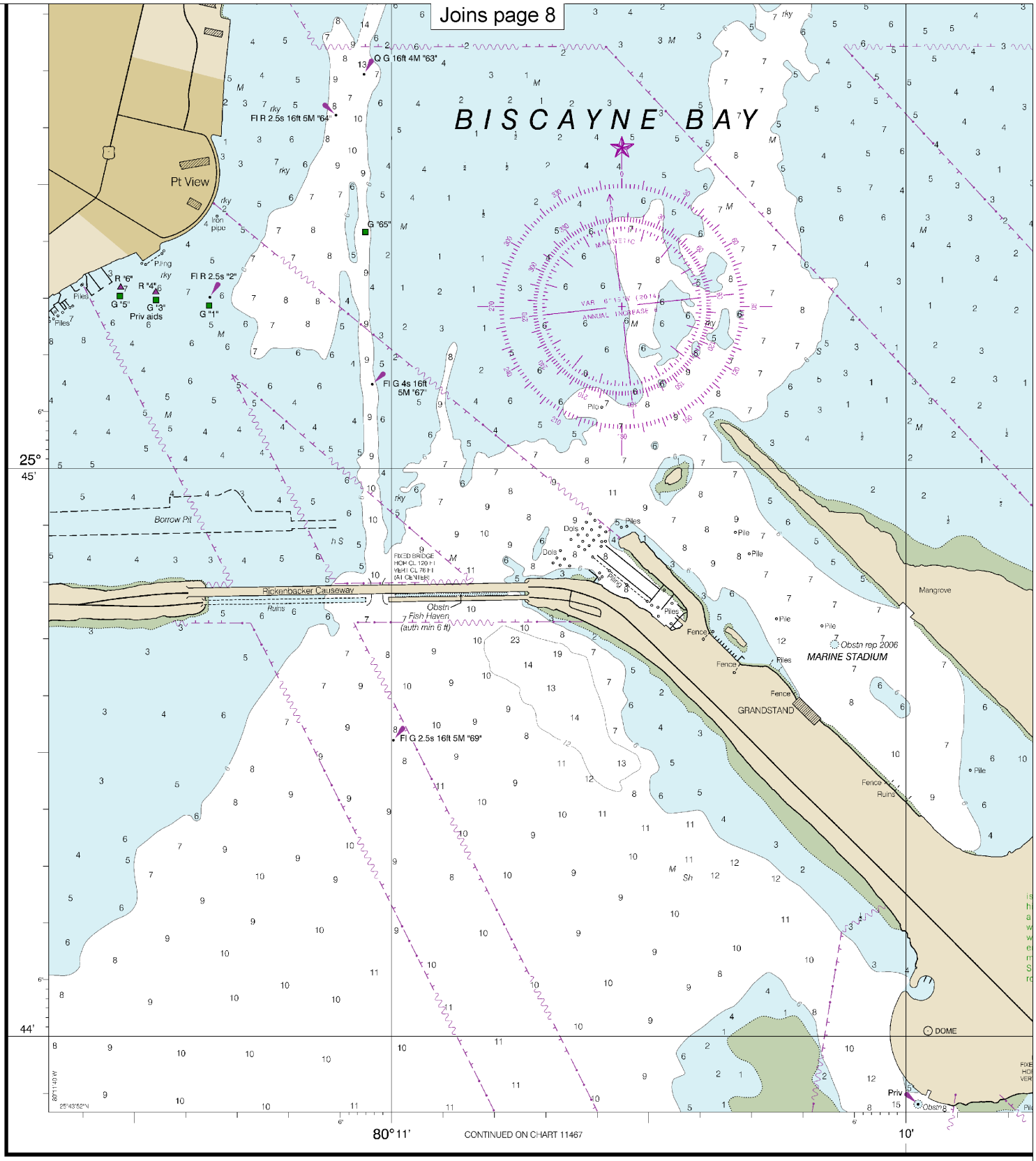
Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200


Joins page 7
ATLANTI
ANCHORAGE AREA 110.188
(see note A)
THREE NAUTICAL MILE LINE (see note X)
47'
46'
RW "M"
Mo (A)
RACON (- -)
AIS
PRECAUTIONARY AREA
(see note D)
G "1"
Fl G 2.5s
CONTINUED ON CHART 11466
Joins page 15



44 th Ed., Mar. 2014

11468

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, discrepa about this chart at http://www.nauticalcharts.noaa.gov/sta

Last Correction: 6/15/2016. Cleared through:
LNM: 2416 (6/14/2016), NM: 2716 (7/2/2016)

Note: Chart grid lines are aligned with true north.

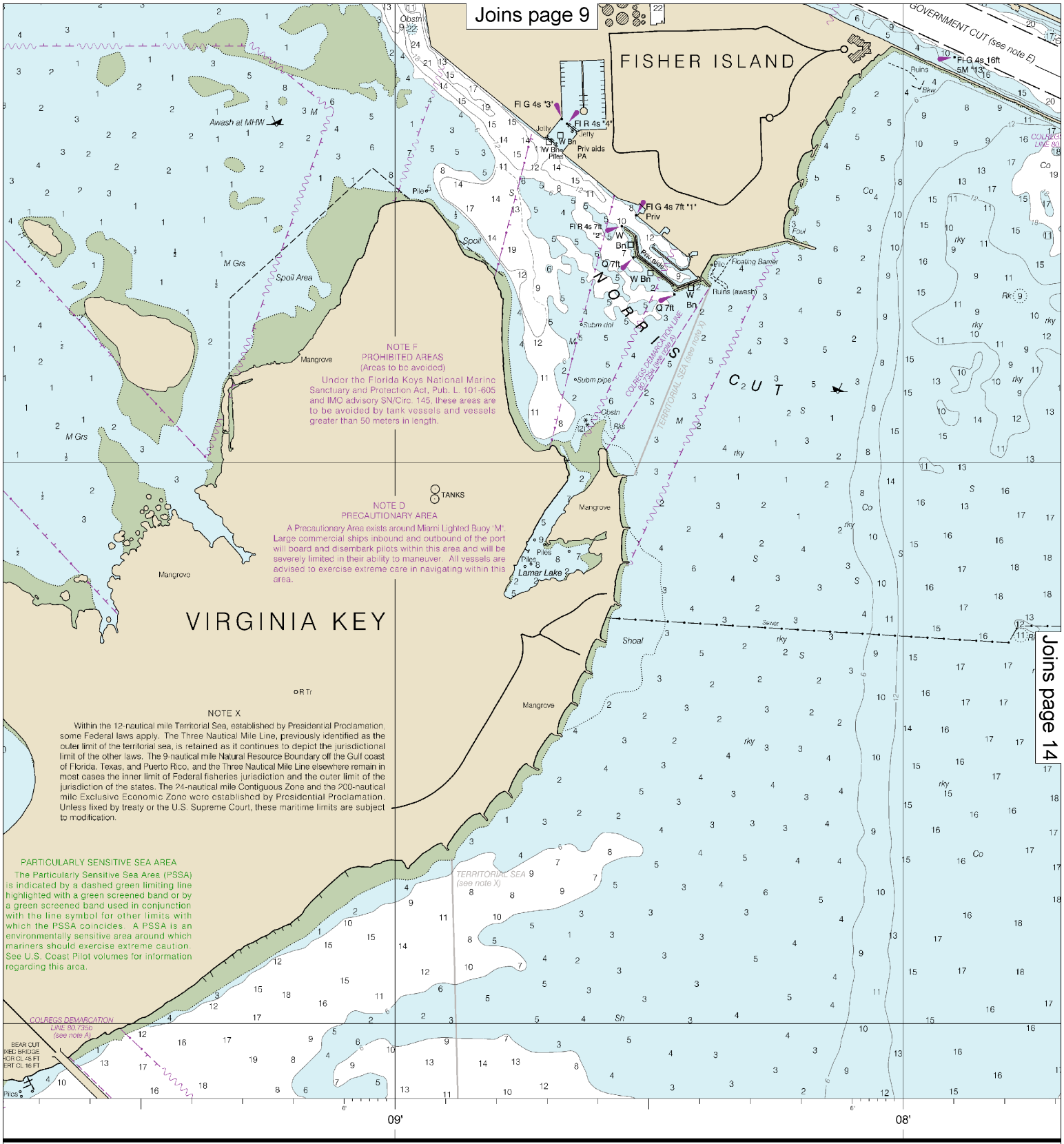
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

0

Yards

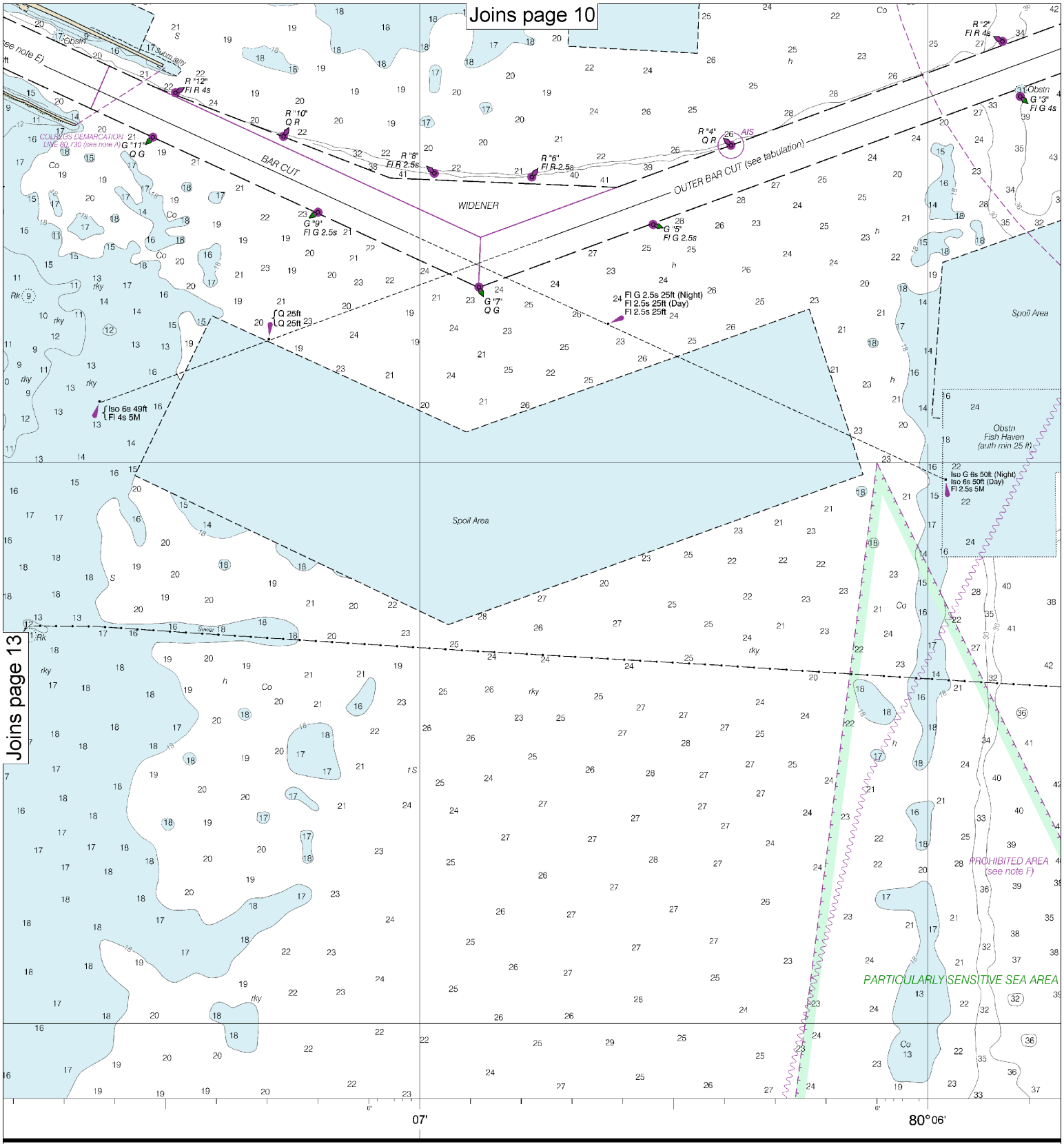
200 0 200 400 600 800 1000 1200



pancies or comments
taff/contact.htm.

SOUNDINGS IN FEET

Published at Wash
U.S. DEPARTMENT O
NATIONAL OCEANIC AND ATMOS
NATIONAL OCEA
COAST SU



lished at Washington, D.C.
PARTMENT OF COMMERCE
C AND ATMOSPHERIC ADMINISTRATION
TIONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.

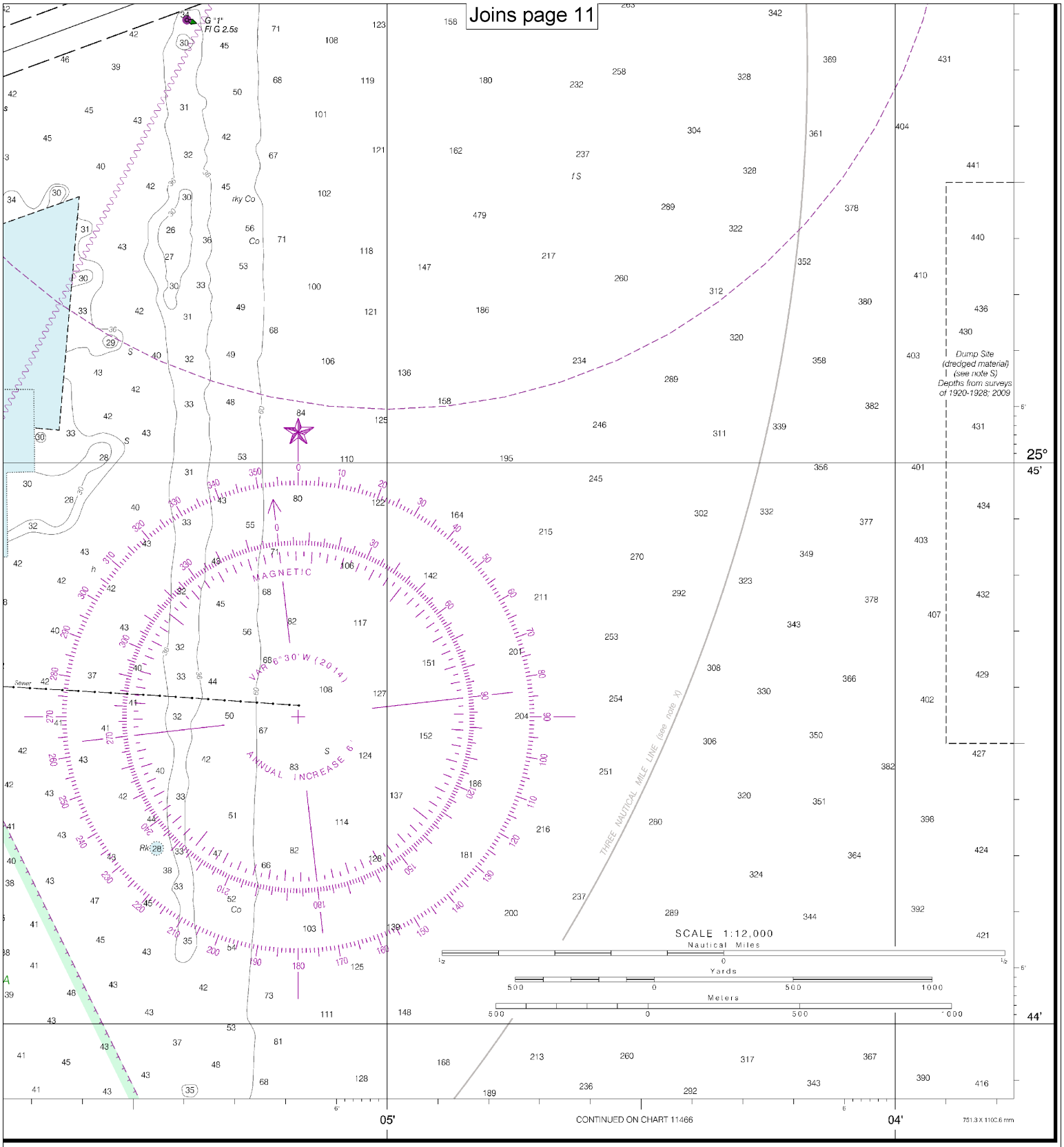
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200



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
	18	19	20	21	22	23	24	25	26	27	28	29	30	31			

Miami Harbor

SOUNDINGS IN FEET - SCALE 1:12,000

11468

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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Note on Printing

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.

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