

BookletChart™

Mississippi River to Galveston

NOAA Chart 11340

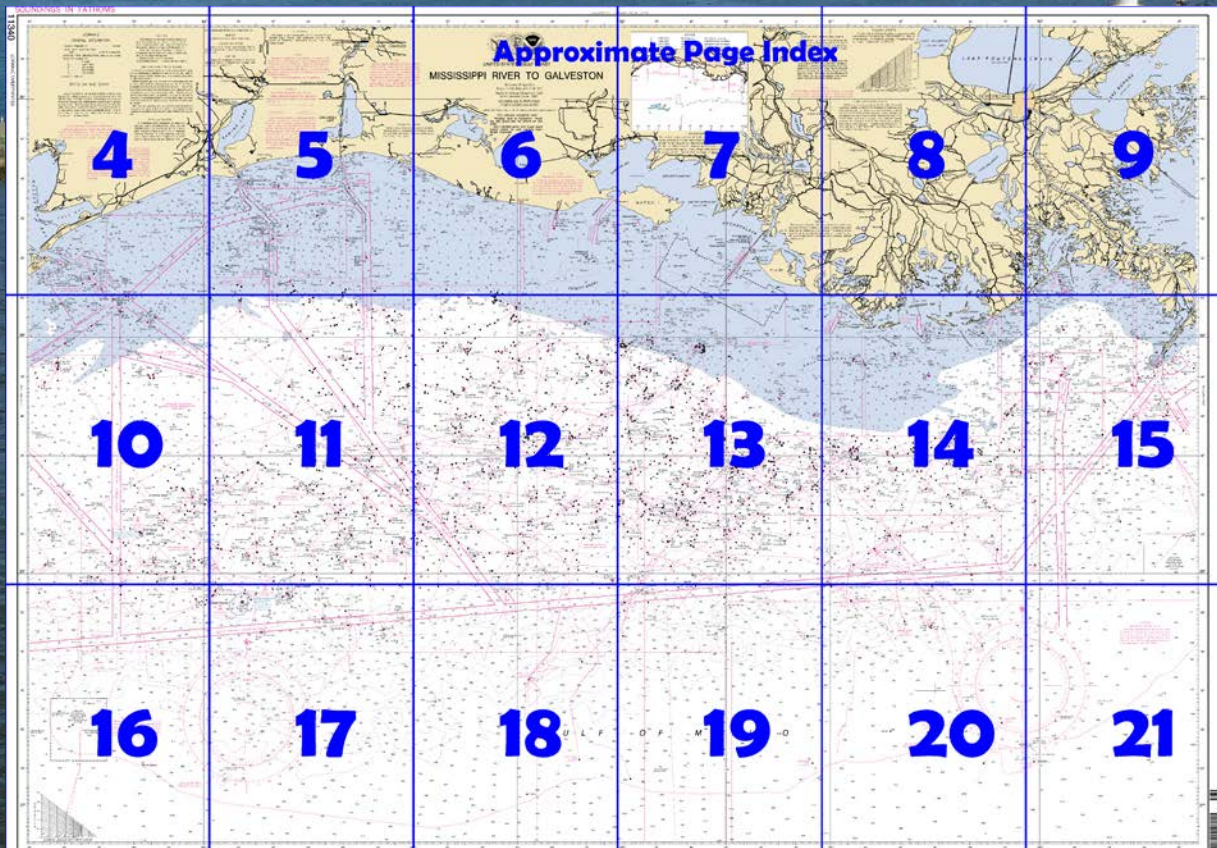


A reduced-scale NOAA nautical chart for small boaters

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.

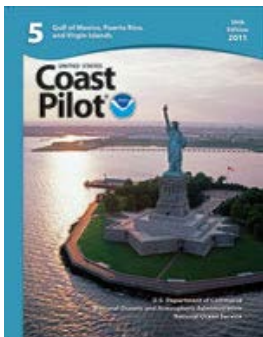
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11340>



[Selected Excerpts from Coast Pilot]
Southwest Pass Entrance Light (28°54'18"N., 89°25'42"W.) is shown from a tower on a white dwelling on piles near the end of the E jetty. A racon and a fog signal are at the light. **Southwest Pass East Jetty End Light 4** (chart 11361) is shown from a red skeleton tower on piles with a red triangular daymark. A lighted buoy (Sea Buoy) is 1.6 miles S of the E jetty. **South Pass Light** (29°00'54"N., 89°10'00"W.) is shown from a skeleton tower painted white

below the gallery and black above. The light is located on the W side of the pass about 2.2 miles from the outer end of the jetties. A sound signal is at South Pass West Jetty Light, near the outer end of the W jetty

at the mouth of the pass.

Anchorage.—Vessels should anchor in the South Pass Anchorage, NE of South Pass Light. (See 166.100 through 166.200, chapter 2.)

Shipping Safety Fairways.—Vessels should approach the Mississippi River Gulf Outlet Canal, Southwest Pass and South Pass (Mississippi River) through the prescribed Safety Fairways. (See 166.100 through 166.200, chapter 2.)

Caution.—The Coast Guard advises that because of constantly changing river stages mariners should carefully review and validate mast height data and air draft to assure adequate clearance under the bridges and overhead cables on the Lower Mississippi River. It is recommended that maximum vessel height be determined for various drafts and trim of the vessel and be kept readily available on the bridge of the vessel. Bridge clearance data for river stages can be obtained from the Coast Guard.

Anchorage.—Vessels should anchor in Southwest Pass Anchorage SE of the entrance to Southwest Pass, South Pass Anchorage NE of the entrance to South Pass, or in the Mississippi River Gulf Outlet Canal Fairway Anchorages E and N of Mississippi River Gulf Outlet Lighted Bell Buoy 2. (See 166.100 through 166.200, chapter 2.)

In heavy weather craft in the vicinity of South Pass seek refuge in the pass. Vessels may anchor off South Pass and Southwest Pass as appropriate, weather permitting.

There are numerous designated anchorages on both sides of the river below New Orleans, and temporary anchorages may be prescribed by the Commander, Eighth Coast Guard District and published in the Local Notice to Mariners. (See 110.1 and 110.195, chapter 2, for anchorage limits and regulations.)

Caution.—The Coast Guard advises that during high water conditions mariners should give anchored vessels a particularly wide berth. Fast river currents may cause anchored vessels to swing in wide arcs. Under these conditions, it is important that the mariner be aware of the location of anchor chains.

Dangers.—An area bounded by latitude 28°20'N., to latitude 28°30'N., between longitude 88°50'W., and longitude 89°00'W., has been established as a dumping ground for ammunition and explosives. A shoal with depths of 8 to 15 feet extends along the W side of the approach channel to Southwest Pass for about a mile beyond the end of the W jetty. The position of this shoal and its depths are rather constant except for changes during and after high river stages in the spring. A shoal with depths of 2 to 17 feet extends along the W side of the entrance to South Pass. Vessels should not close the passes before the pilot boards.

Calcasieu Lake, at the head of Calcasieu Pass, 6 miles from the Gulf, is 15 miles long, 3 to 5 miles wide, and 5 to 7 feet deep. The controlling depth off the entrance at the S end was reported to be 6 feet in July 1982. The controlling depth at West Pass, at the N end, was about 3 feet, but the lake bottom is so soft that slightly greater drafts can drag through. A row of piles marks the W side of the channel across the lake. Along the S end of the lake is an old revetment, partly submerged, extending about 1.5 miles E. The shore areas on the S and W sides of the lake are part of the **Sabine National Wildlife Refuge**.

Galveston Bay is a large irregularly shaped shallow body of water on the coast of Texas, about 285 miles W from Southwest Pass and 690 miles NW from Dry Tortugas. The bay is about 30 miles long in a general NNE and SSW direction, about 17 miles wide at its widest part, and has general depths of 7 to 9 feet.

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

RCC New Orleans

Commander
8th CG District (504) 589-6225
New Orleans, LA

Table of Selected Chart Notes

Corrected through NM May 05/12
Corrected through LNM May 01/12

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:458,596 at Lat 28° 52'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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

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


For Symbols and Abbreviations see Chart No. 1

CAUTION
Gas and Oil Well Structures
Platforms, gas and oil well structures, some of which are submerged and capped, and submarine pipelines and cables are charted only where offshore of the indicated chart limits of the 1:80,000 scale series charts and Loop Deepwater Port chart 11359.

NOTE E
The Gulf Gateway Deepwater Port at 28°06'16.20" N, 093°03'07.20" W is surrounded by three concentric circles. The first is a Safety Zone that has a 500 meter radius. The second is a mandatory No Anchoring Area that has a 1500 meter radius and the third is an Area to be Avoided that has a 2000 meter radius. The Safety Zone has been promulgated, via an Interim Rule published on May 11, 2005. Reference IMO SN/Circ.240.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
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.

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

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. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION
Gas and Oil Well Structures
Platforms, gas and oil well structures, some of which are submerged and capped, and submarine pipelines and cables are charted only where offshore of the indicated chart limits of the 1:80,000 scale series charts and Loop Deepwater Port chart 11359.

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.

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)

CAUTION
Gas and Oil Well Structures
Platforms, gas and oil well structures, some of which are submerged and capped, and submarine pipelines and cables are charted only where offshore of the indicated chart limits of the 1:80,000 scale series charts and Loop Deepwater Port chart 11359.

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

NOTE D
The hydrography within the heavy dashed black line was surveyed by NOS in 2005. A shoaling condition has been observed in relation to prior surveys. The density of this most recent survey data is inadequate to rule out the possibility of shallower depths or undetected submerged features in these areas.

NOTE C
CAUTION
Unexploded ordnance is known to exist in this area. Ordnance removed from the ocean floor should be reported to the U.S. Coast Guard immediately for disposal instructions.

NOTE I
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Lower Mississippi River. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate advance vessel traffic management within the VTS area.

NOTE H
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Houston, Galveston, and Texas City waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161; Chapter 2 U.S. Coast Pilot; and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. "Houston Traffic" is a full service VTS, providing a continuous Information Service; Traffic Organization Services as requisite; and Navigation Assistance Service upon request.

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).

NOTE B
GALVESTON TRAFFIC SEPARATION SCHEME
A pilot boarding area is located near the center of the inshore precautionary area. Due to heavy vessel traffic, mariners are advised not to anchor or linger in this precautionary area except to pick up or disembark a pilot.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. 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, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX and New Orleans, LA. Refer to charted regulation section numbers.

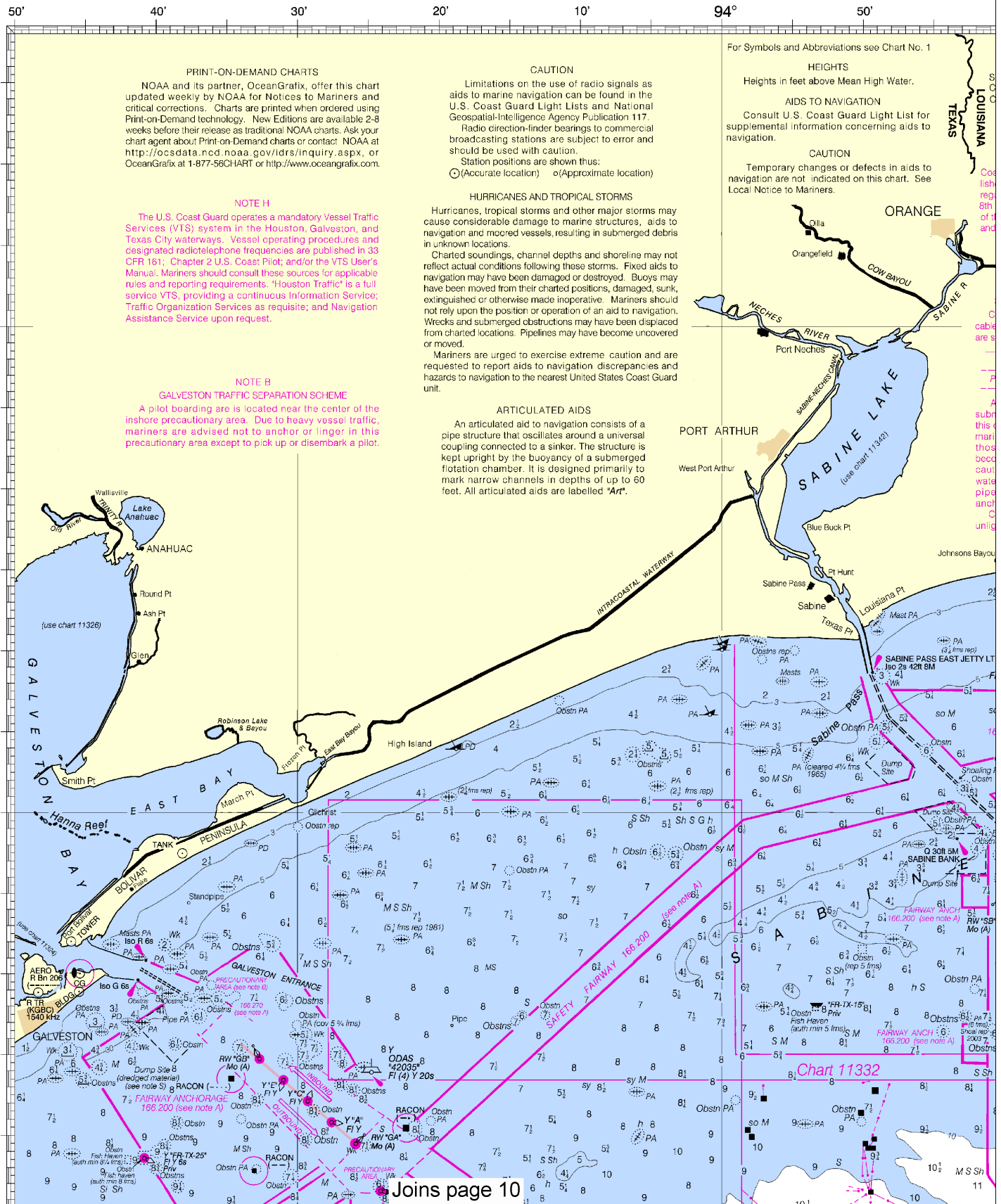
HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

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. Consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, United States Coast Pilot.

SOUNDINGS IN FATHOMS

11340



4

Note: Chart grid lines are aligned with true north.

40' 30' 20' 10' 93° 50' 40' 30'

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

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. 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, U.S. Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX and New Orleans, LA.
Refer to charted regulation section numbers.

INTRACOASTAL WATERWAY

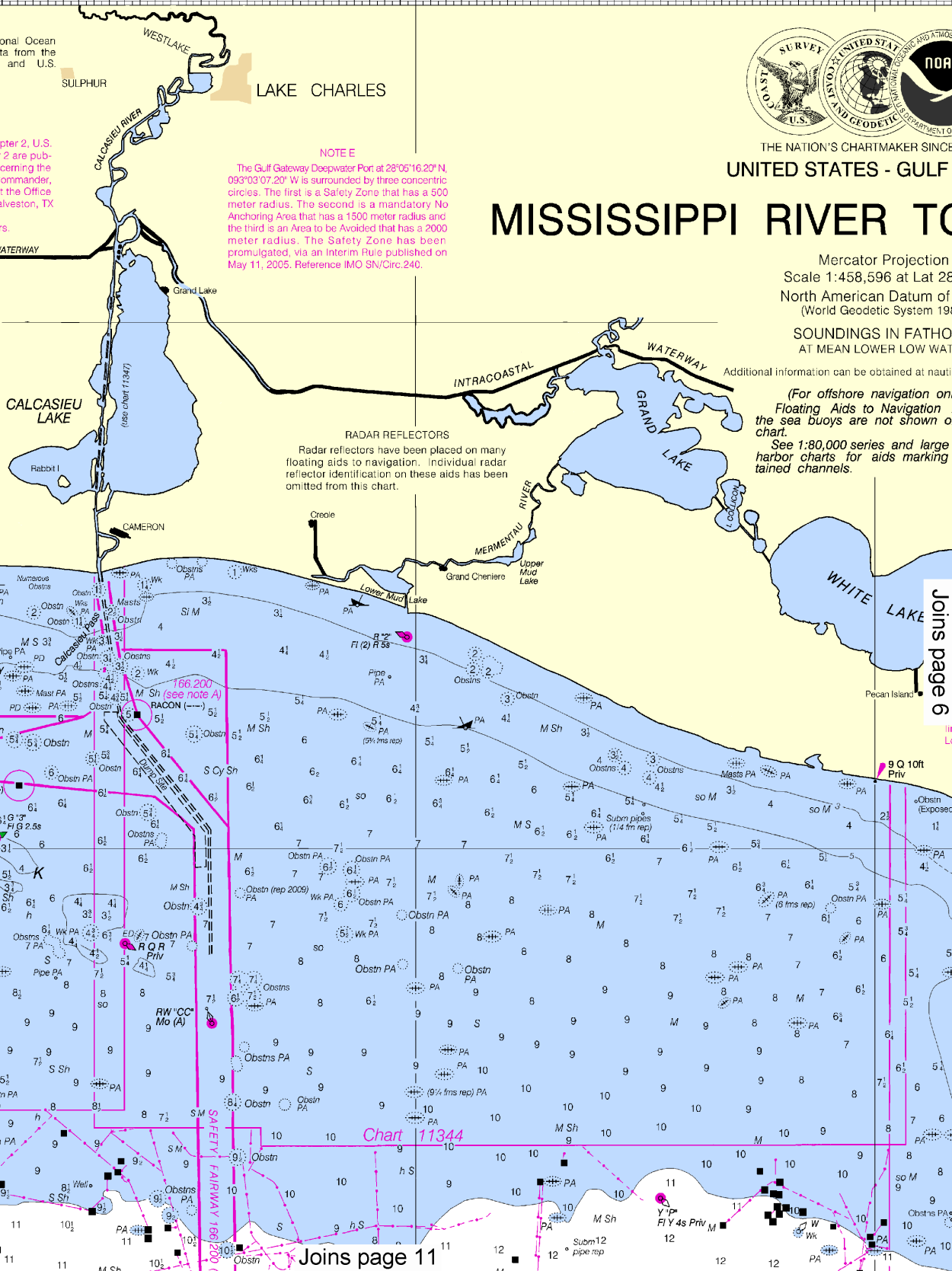
CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas 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.



NOTE E
The Gulf Gateway Deepwater Port at 28°05'16.20" N, 093°03'07.20" W is surrounded by three concentric circles. The first is a Safety Zone that has a 500 meter radius. The second is a mandatory No Anchoring Area that has a 1500 meter radius and the third is an Area to be Avoided that has a 2000 meter radius. The Safety Zone has been promulgated, via an Interim Rule published on May 11, 2005. Reference IMO SN/Circ.240.

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.



THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - GULF OF MEXICO

MISSISSIPPI RIVER TO

Mercator Projection
Scale 1:458,596 at Lat 28°05'16.20" N
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nautical chart agencies.

(For offshore navigation on the Gulf of Mexico, see the Gulf of Mexico charts.)

(For offshore navigation on the Gulf of Mexico, see the Gulf of Mexico charts.)

See 1:80,000 series and large harbor charts for aids marking maintained channels.

Joins page 6

Chart 11341

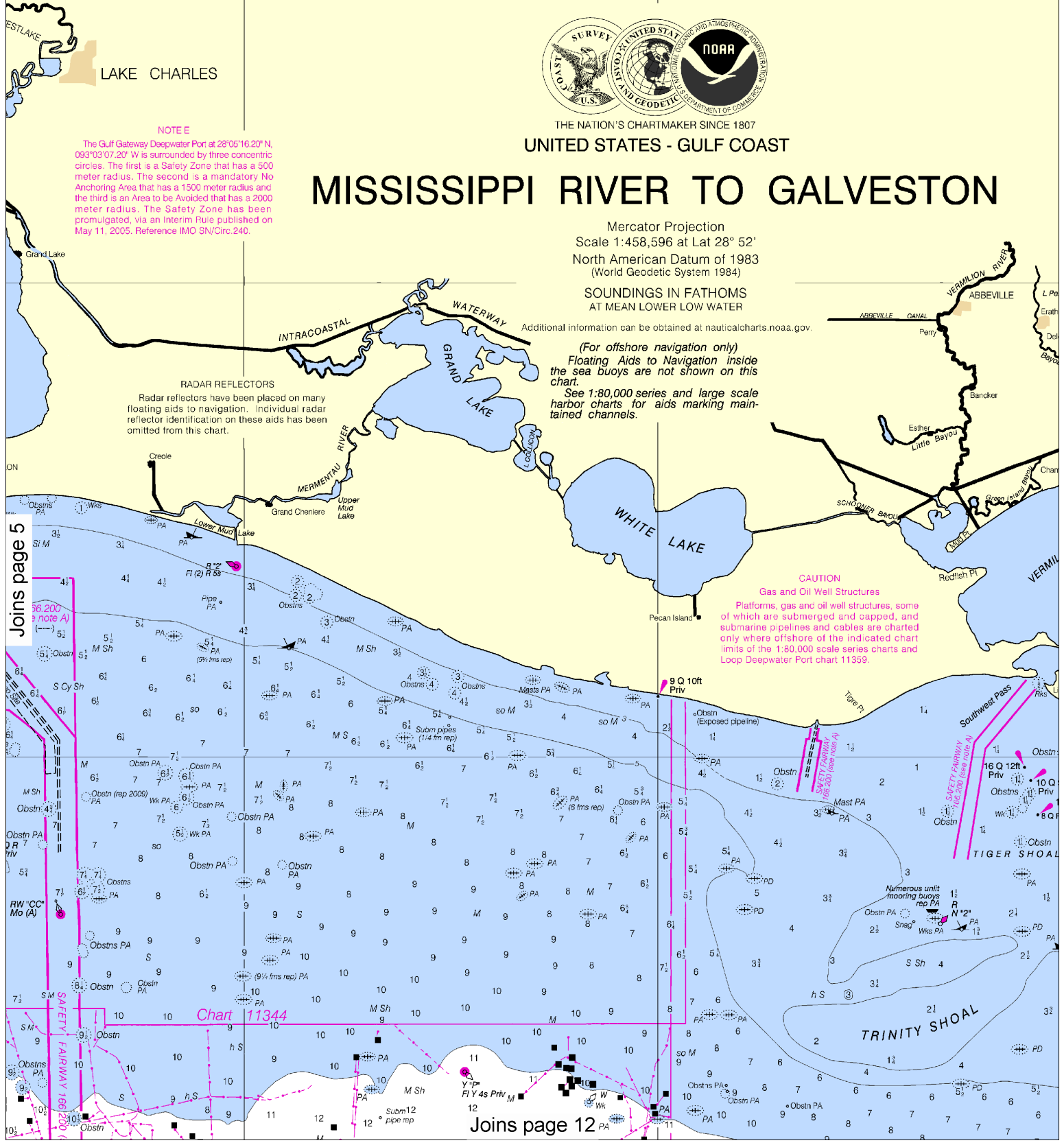
Chart 11344

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:611461. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



10' 93° 50' 40' 30' 20' 10'



LAKE CHARLES

NOTE E

The Gulf Gateway Deepwater Port at 28°05'16.20" N, 093°03'07.20" W is surrounded by three concentric circles. The first is a Safety Zone that has a 500 meter radius. The second is a mandatory No Anchoring Area that has a 1500 meter radius and the third is an Area to be Avoided that has a 2000 meter radius. The Safety Zone has been promulgated, via an Interim Rule published on May 11, 2005. Reference IMO SN/Circ.240.



THE NATION'S CHARTMAKER SINCE 1807
 UNITED STATES - GULF COAST

MISSISSIPPI RIVER TO GALVESTON

Mercator Projection
 Scale 1:458,596 at Lat 28° 52'
 North American Datum of 1983
 (World Geodetic System 1984)
 SOUNDINGS IN FATHOMS
 AT MEAN LOWER LOW WATER

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

(For offshore navigation only)
 Floating Aids to Navigation inside the sea buoys are not shown on this chart.
 See 1:80,000 series and large scale harbor charts for aids marking maintained channels.

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.

CAUTION
 Gas and Oil Well Structures
 Platforms, gas and oil well structures, some of which are submerged and capped, and submarine pipelines and cables are charted only where offshore of the indicated chart limits of the 1:80,000 scale series charts and Loop Deepwater Port chart 11359.

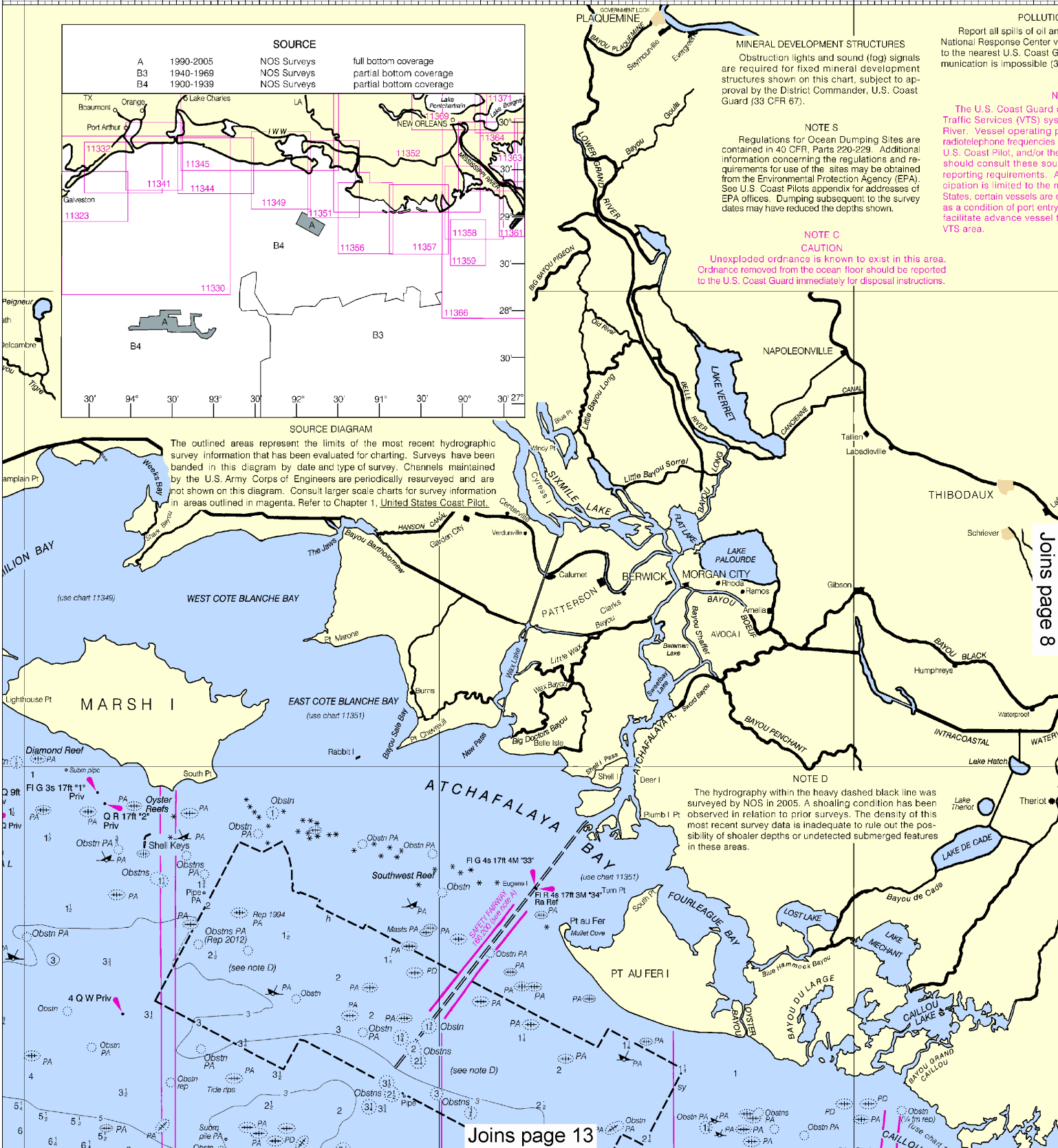
Joins page 5

Joins page 12

6

Note: Chart grid lines are aligned with true north.

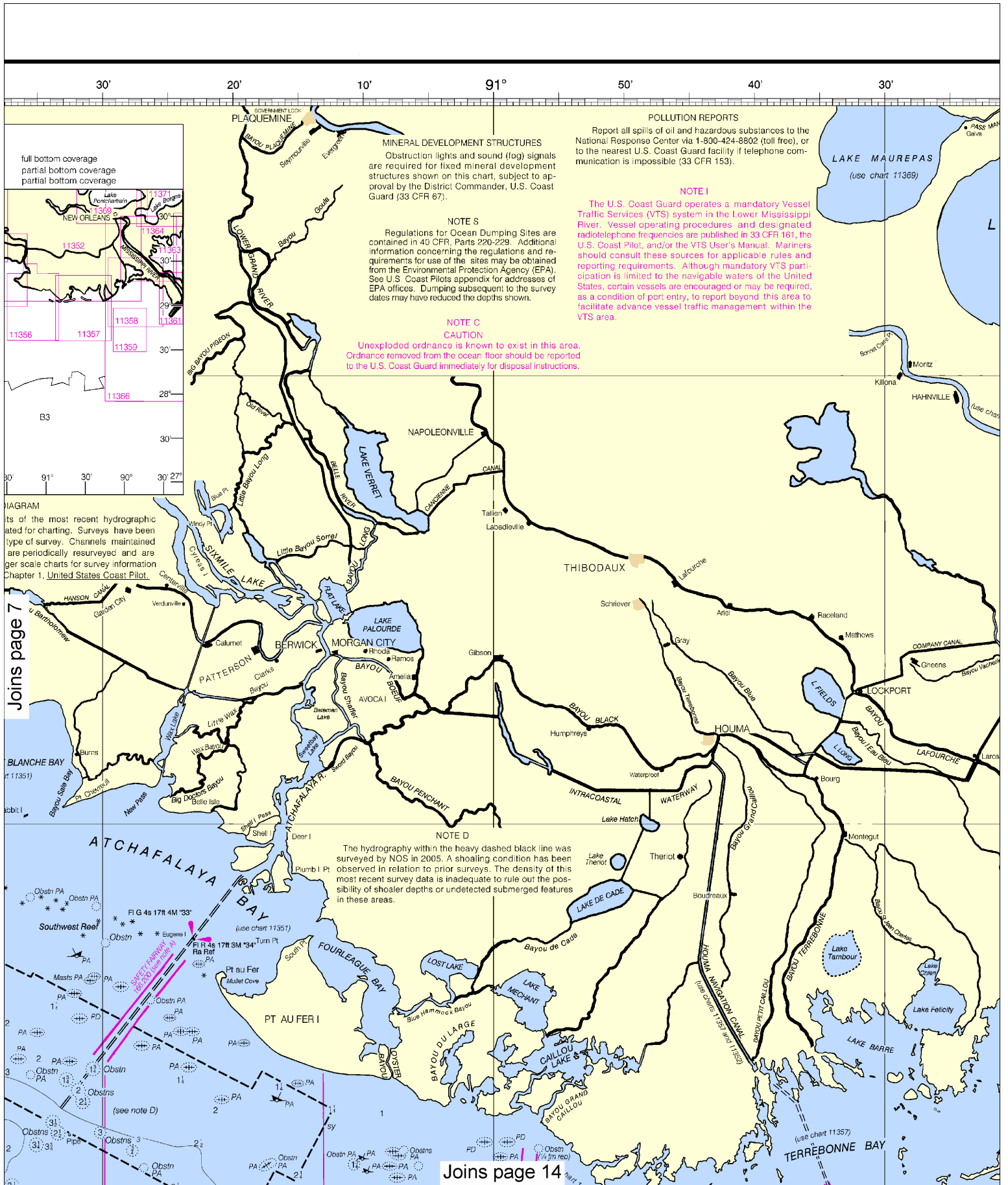
92° 50' 40' 30' 20' 10' 91° 50'



Joins page 8

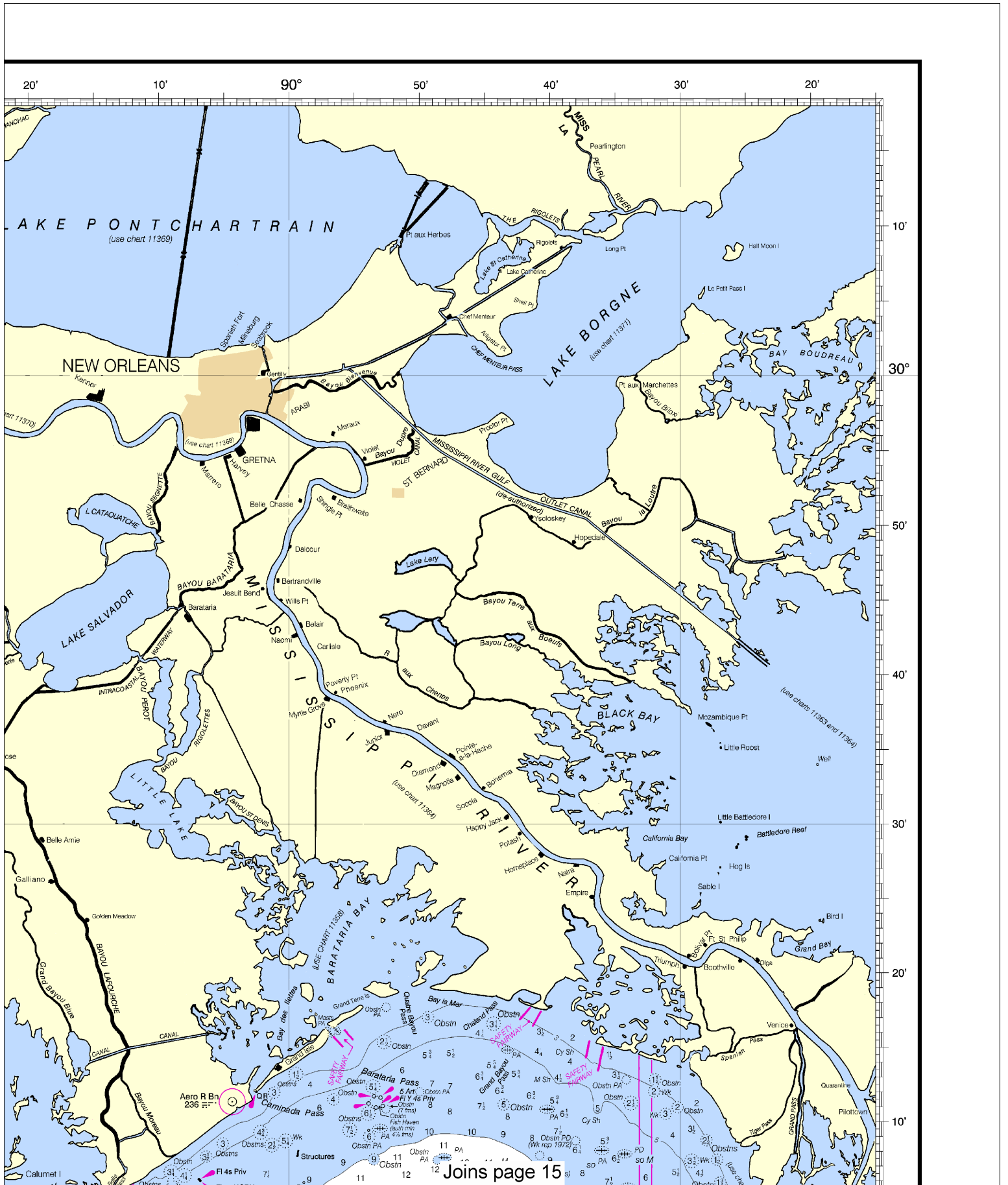
Joins page 13

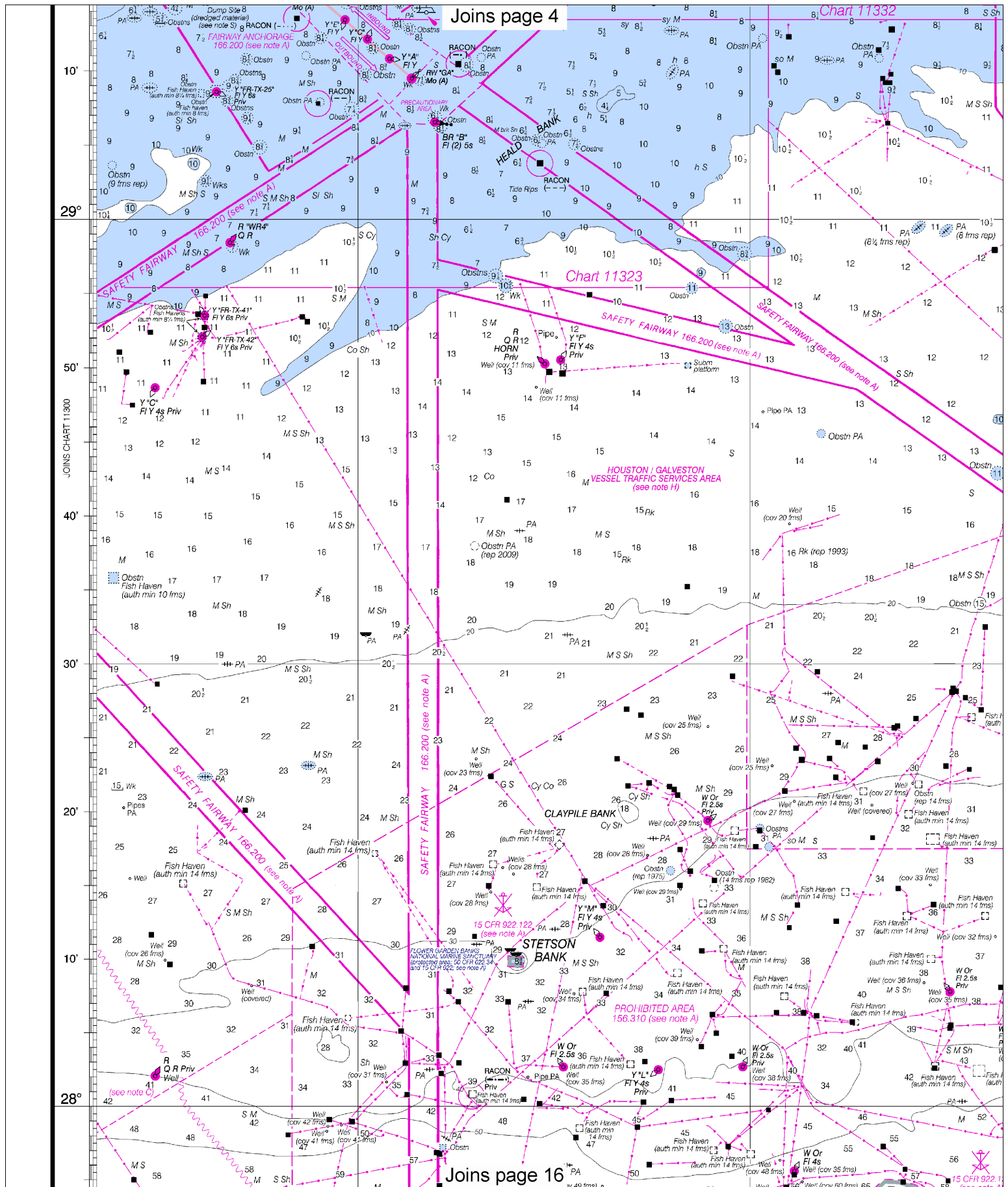
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8

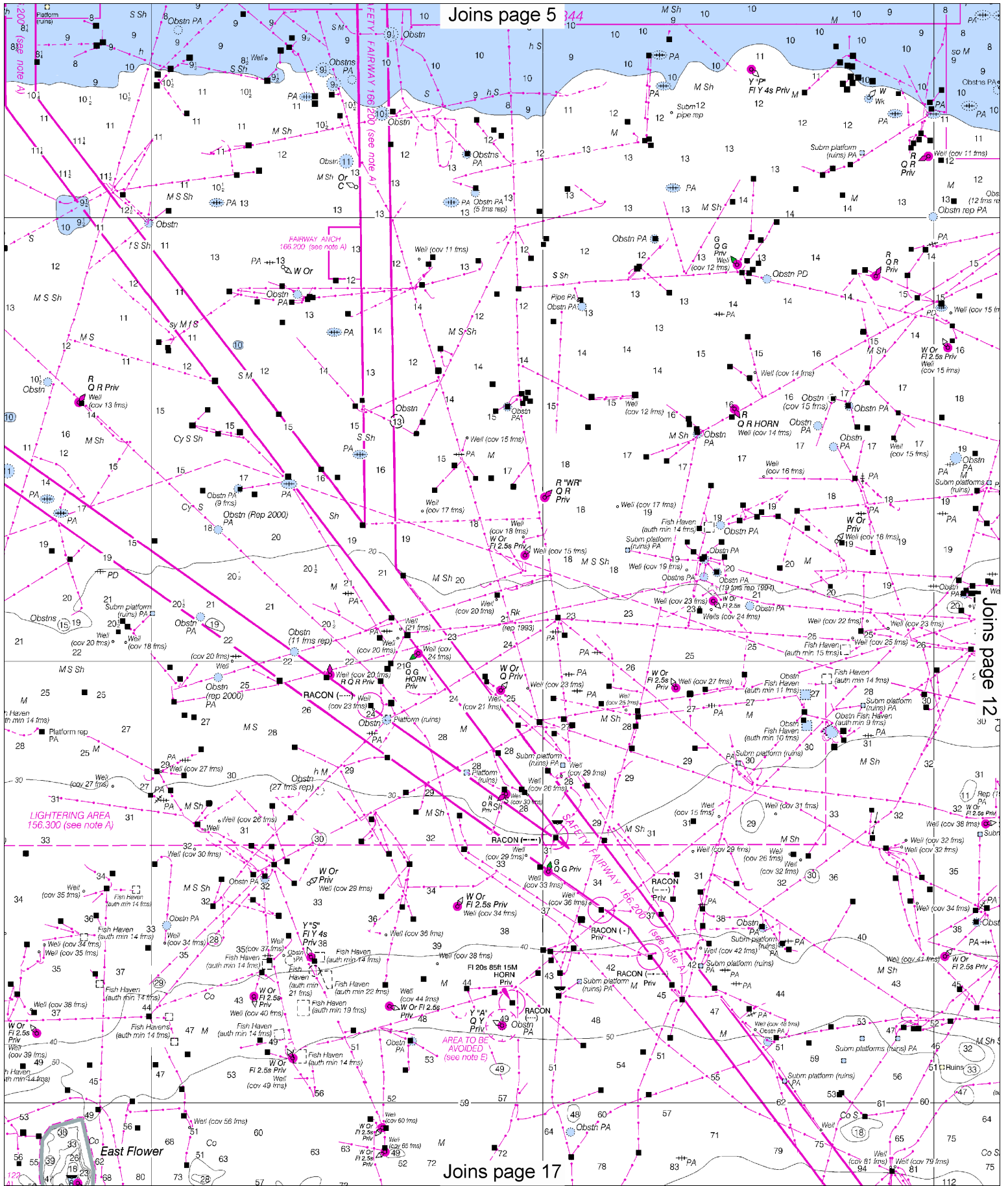
Note: Chart grid lines are aligned with true north.

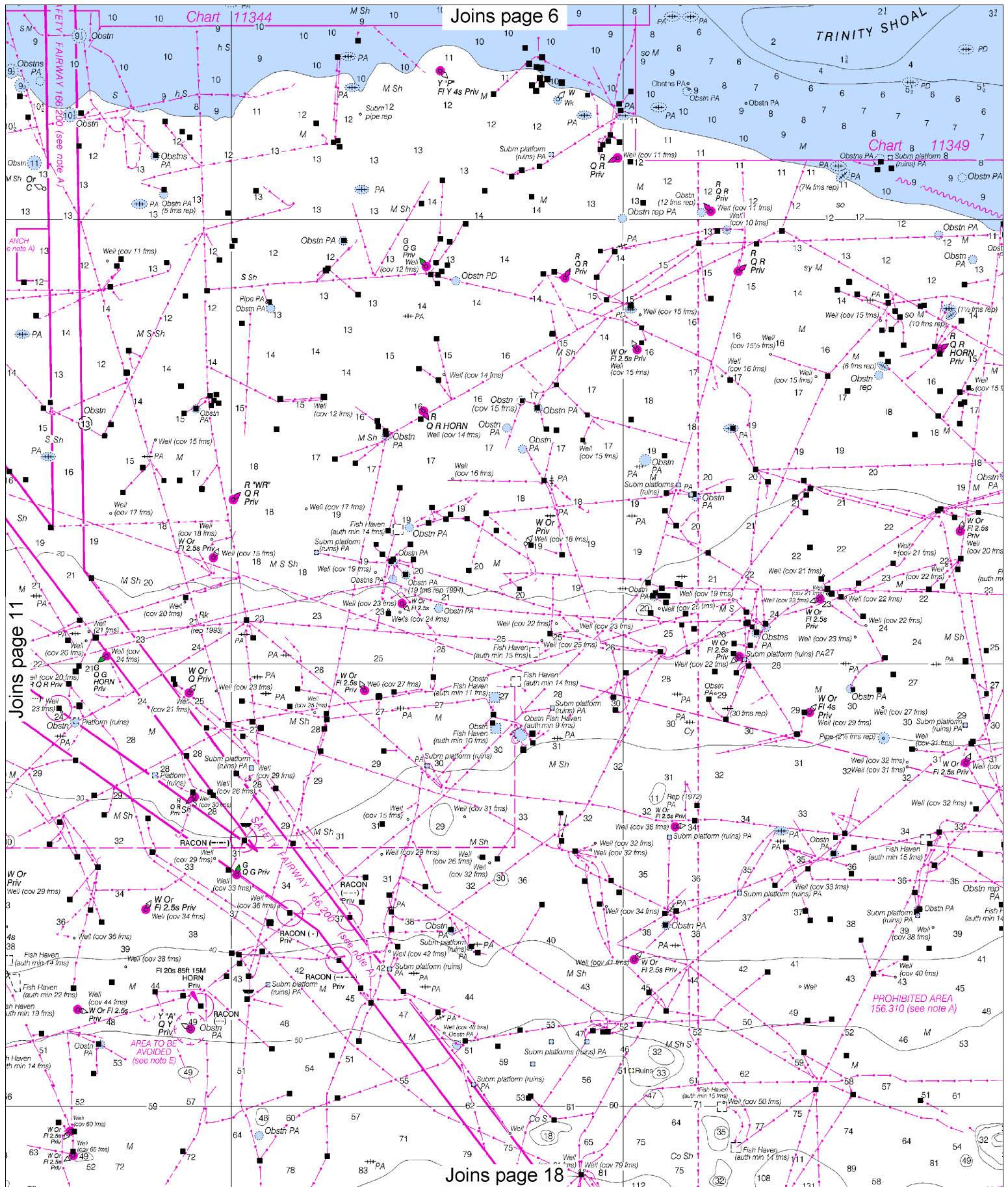




10

Note: Chart grid lines are aligned with true north.





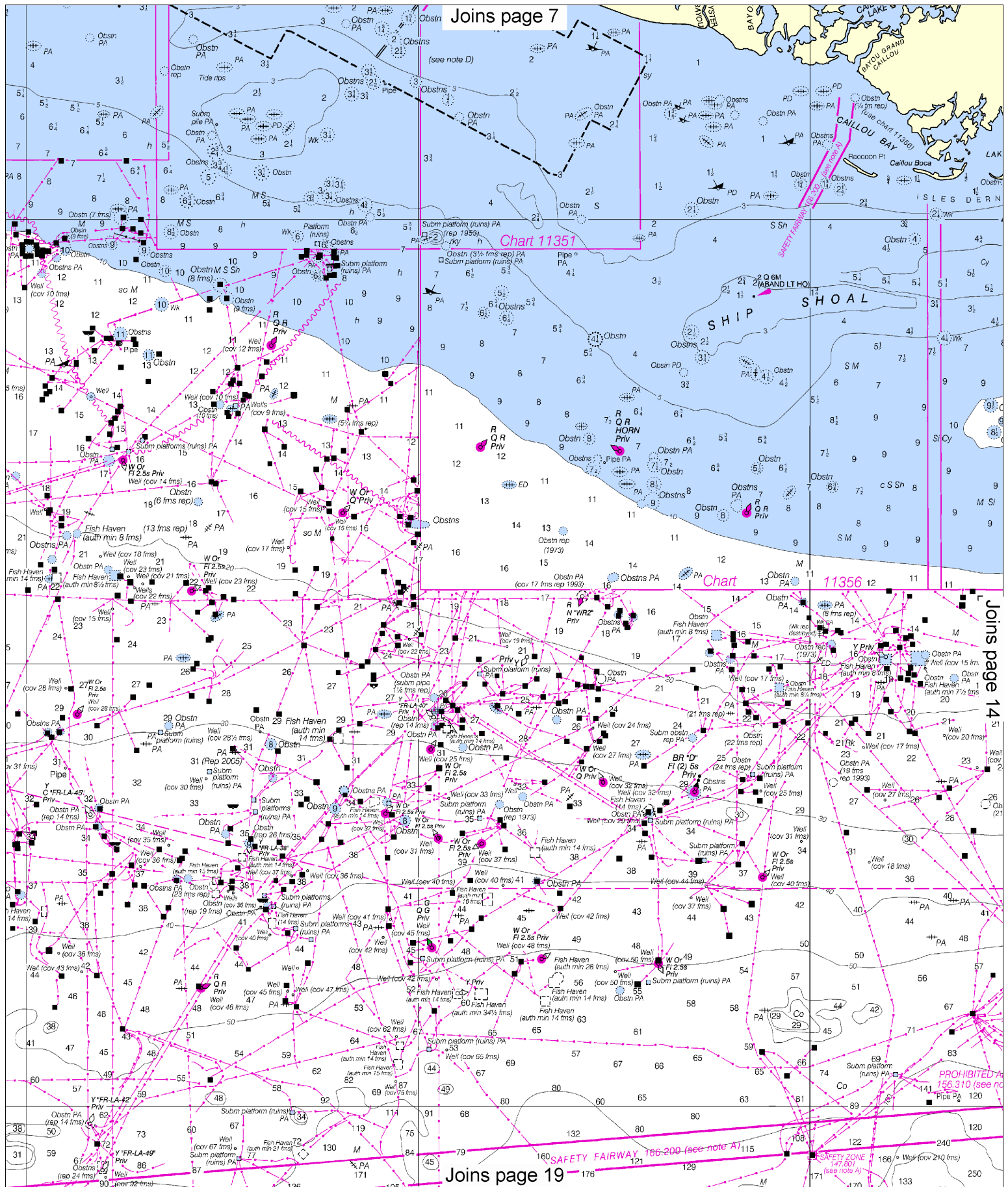
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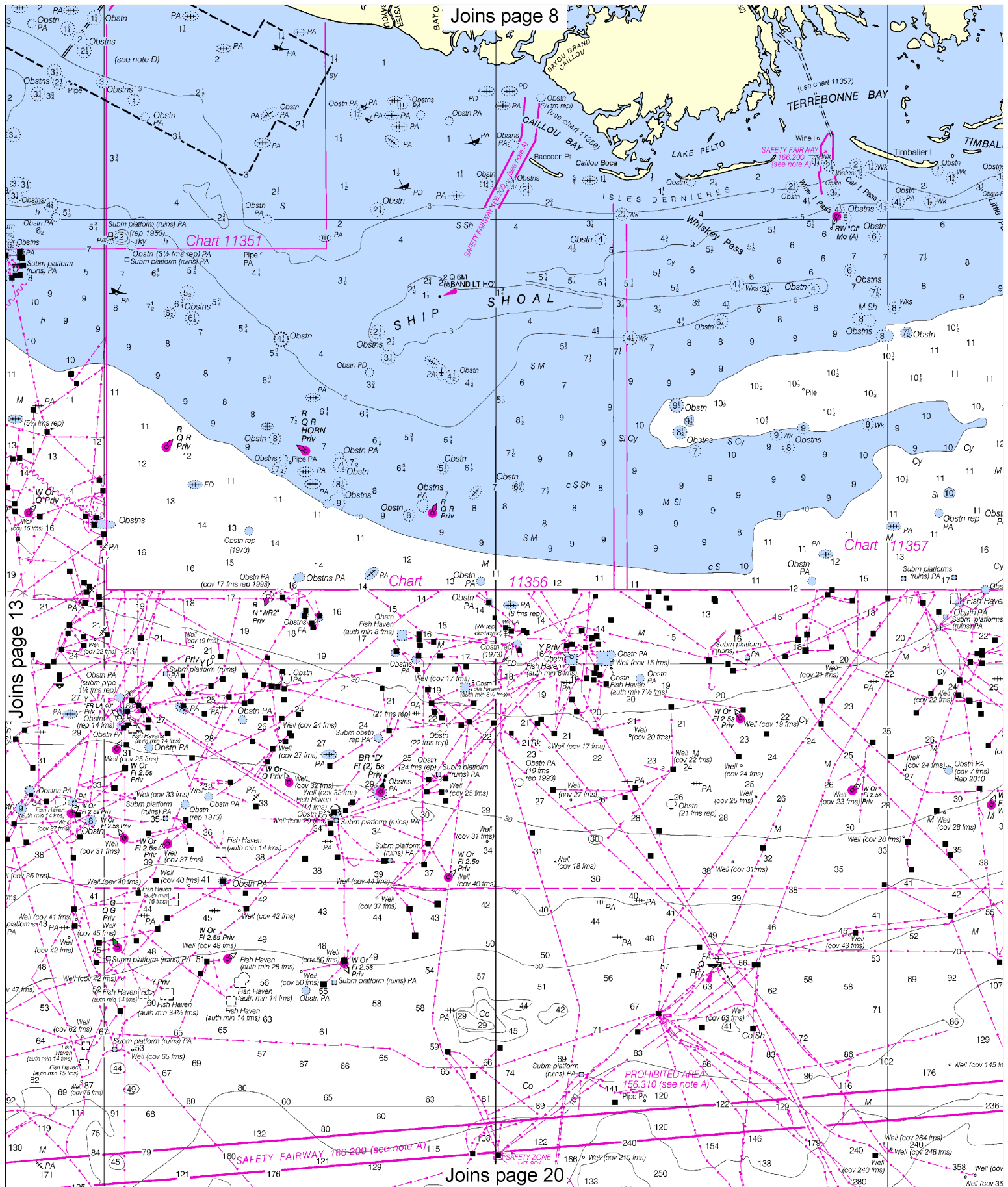
Note: Chart grid lines are aligned with true north.

(see note D)

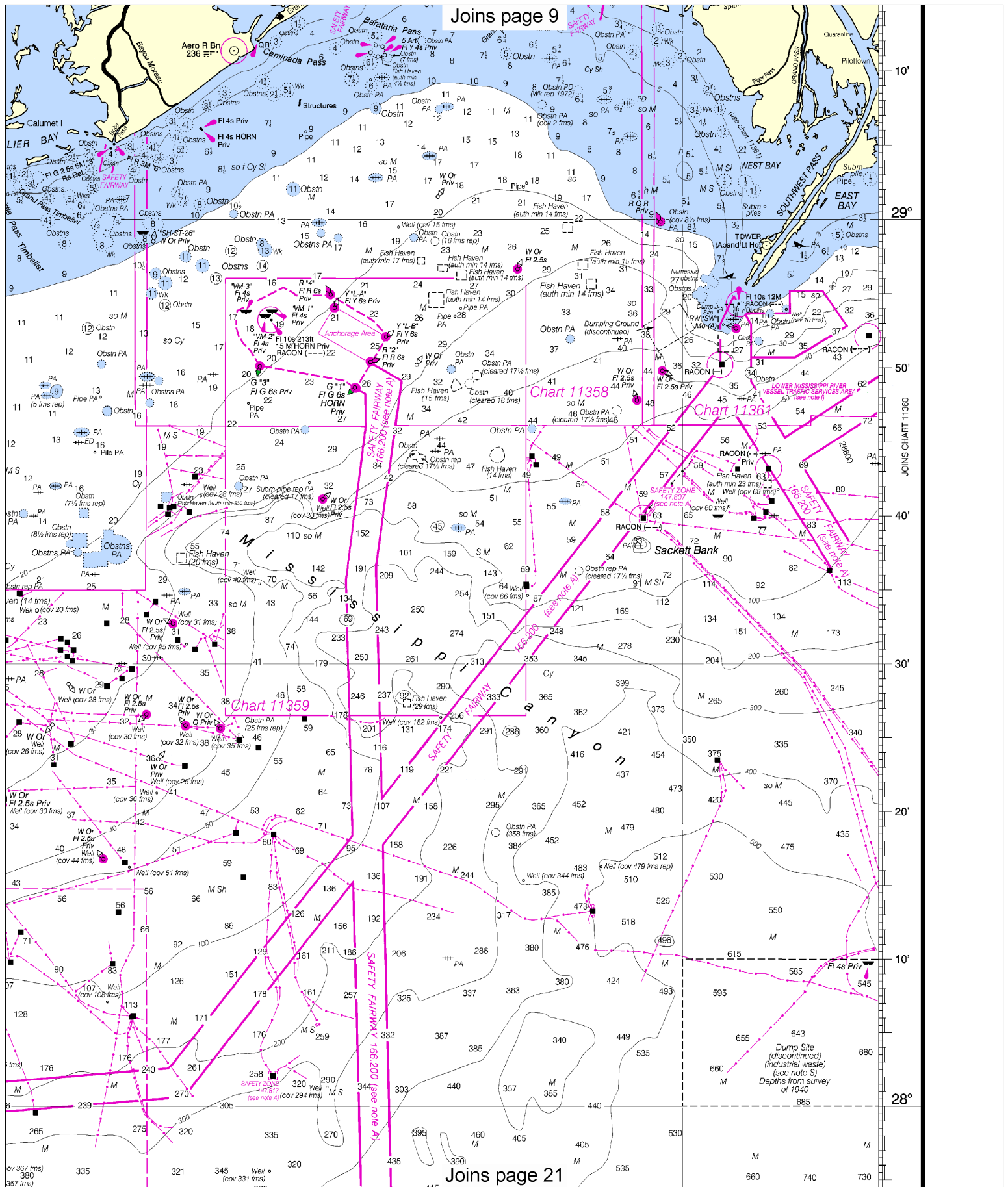
Chart 11351

Chart 11356



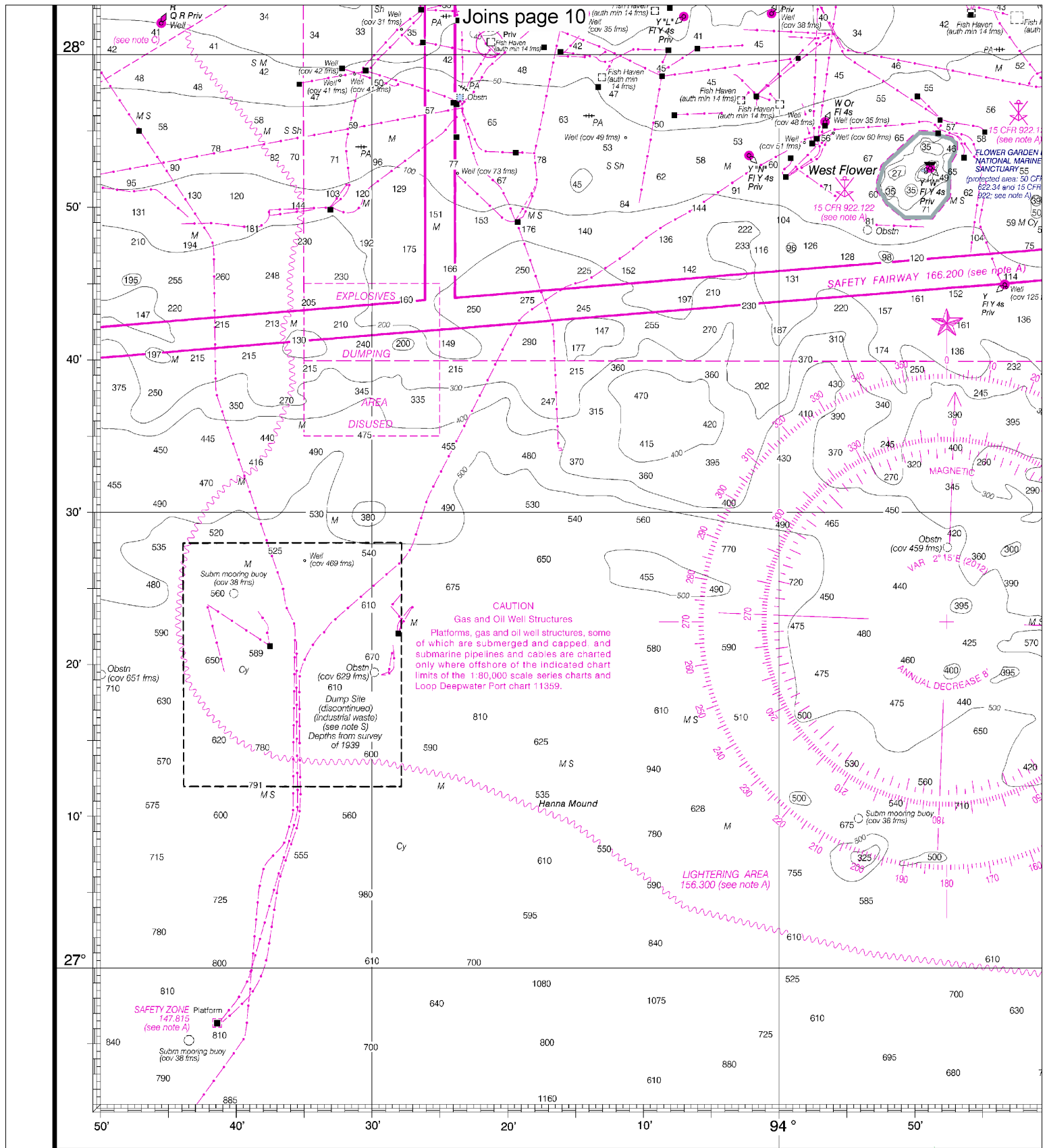


Note: Chart grid lines are aligned with true north.



Joins page 9

Joins page 21



Joins page 10

76th Ed., May /12 ■ Corrected through NM May 05/12
 Corrected through LNM May 01/12

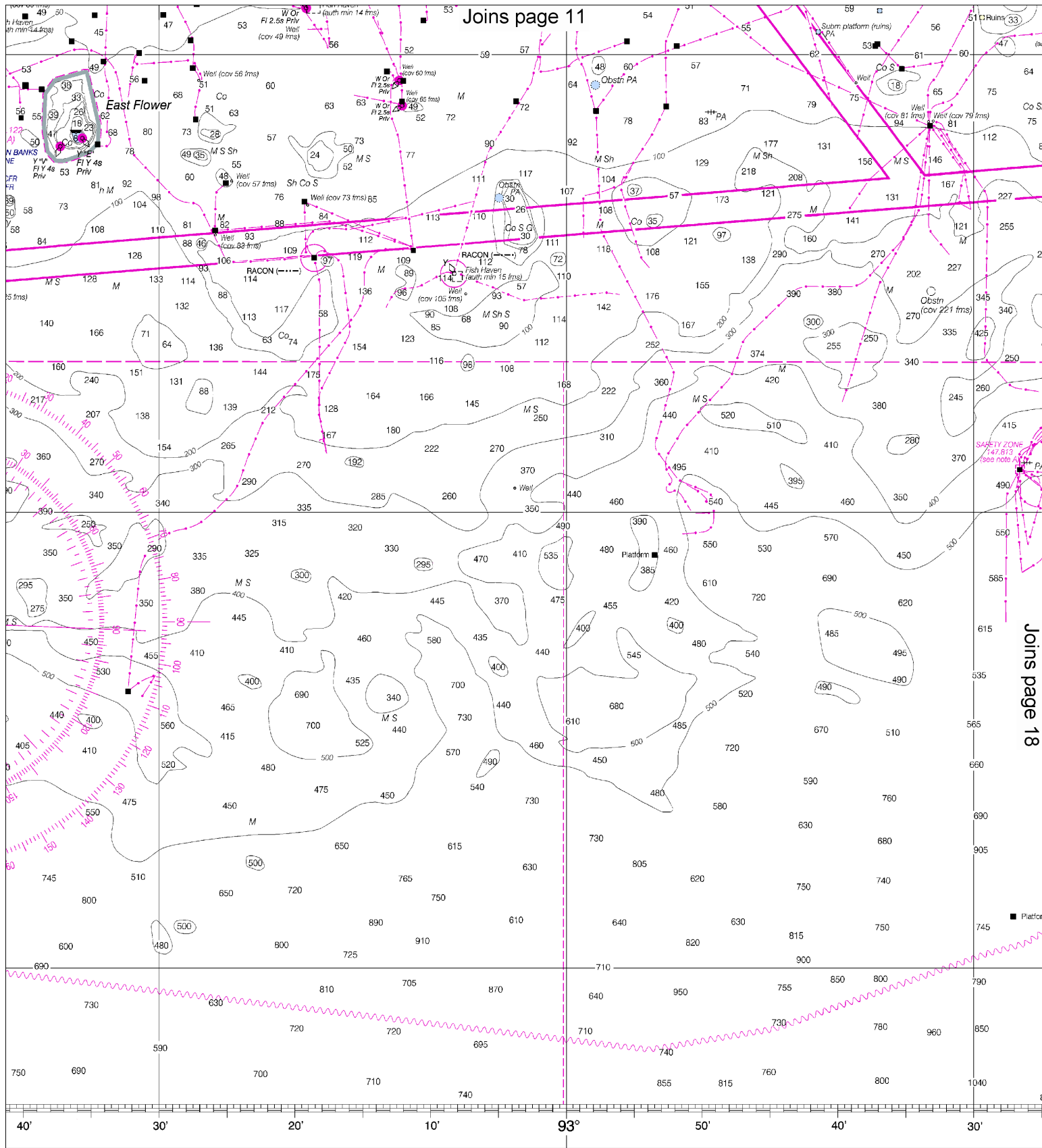
11340

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.

WARNING
 The prudent mariner will use any single aid to navigation or floating aids. See U.S. Coast and U.S. Coast Pilot for data.

16

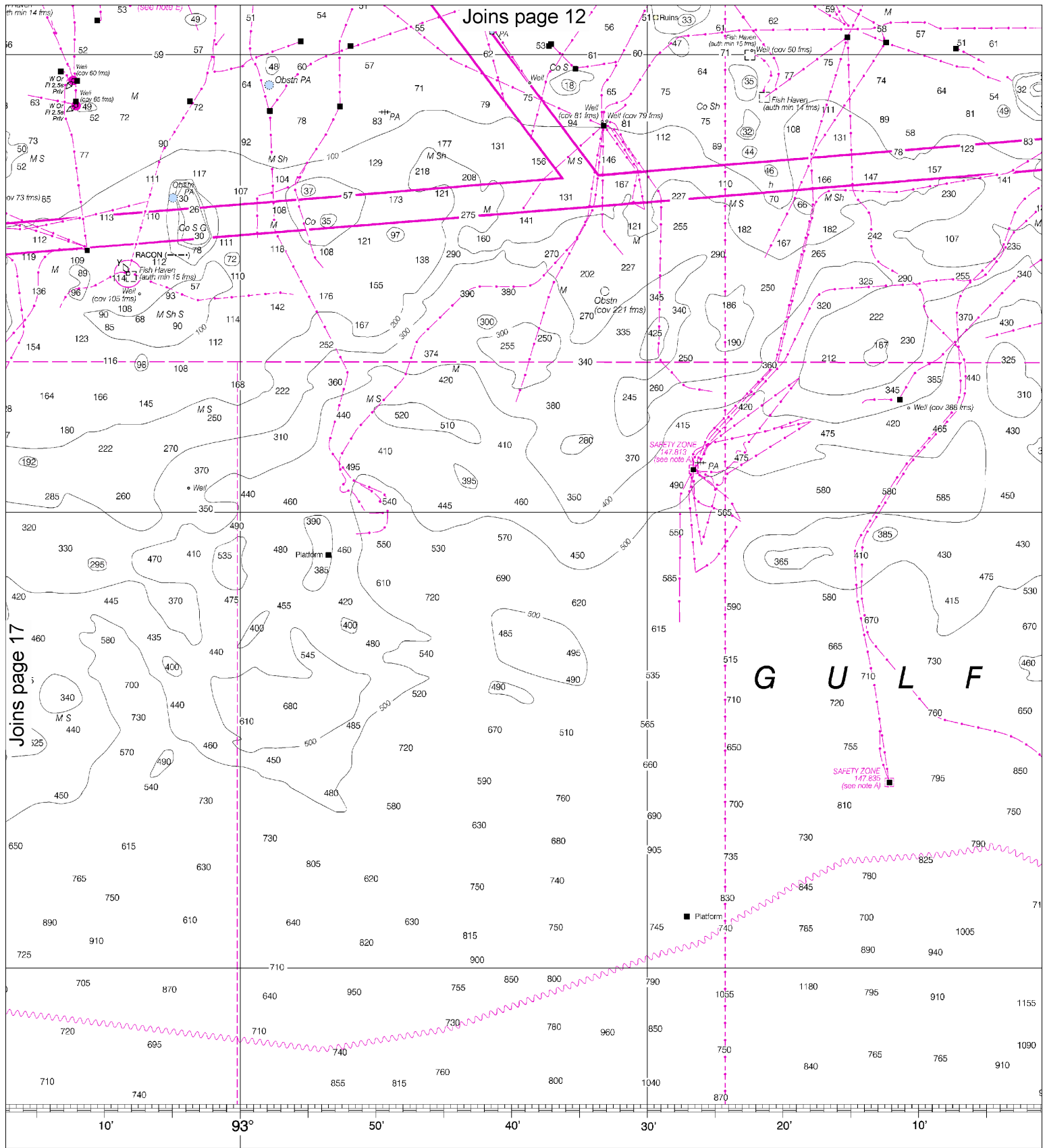
Note: Chart grid lines are aligned with true north.



HORIZONTAL DATUM

Do not rely solely on this chart for charting purposes. The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



Joins page 12

Joins page 17

G U L F

is North American Datum
insidered equivalent to the
graphic positions referred
require conversion to NAD

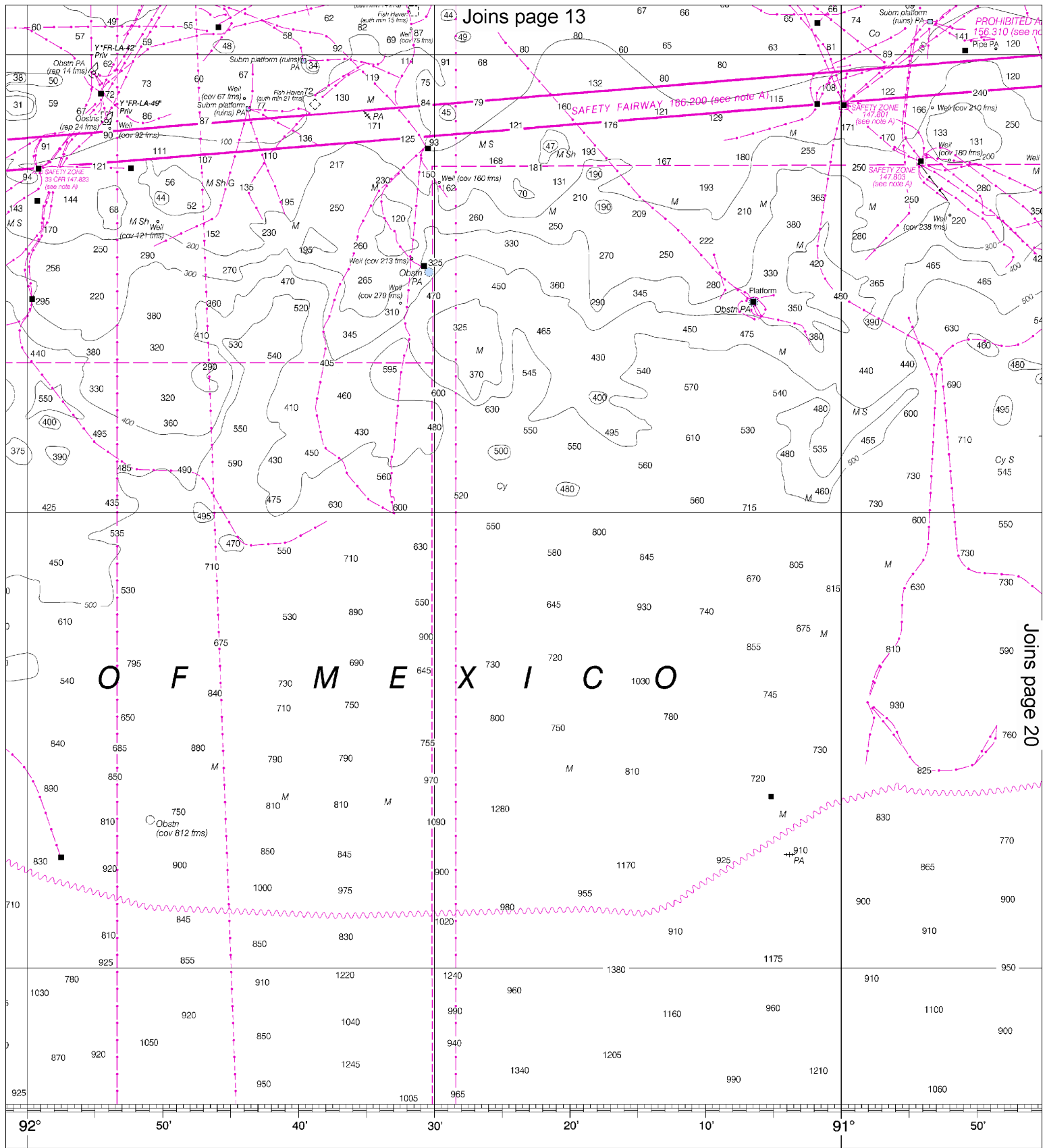
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Published at Wa
U.S. DEPARTMENT
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18

Note: Chart grid lines are aligned with true north.

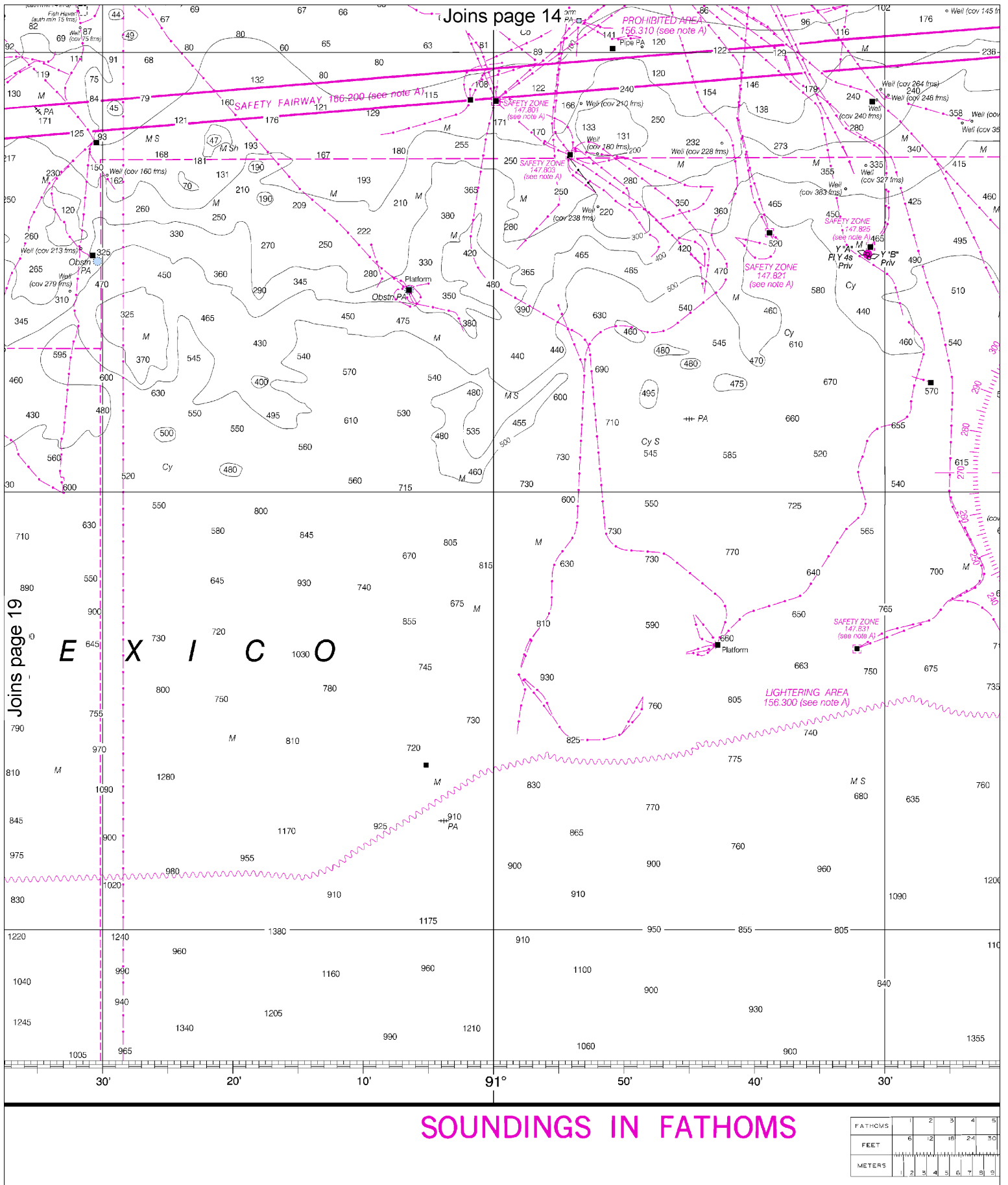
PROHIBITED AREA 156.310 (see note A)



Joins page 20

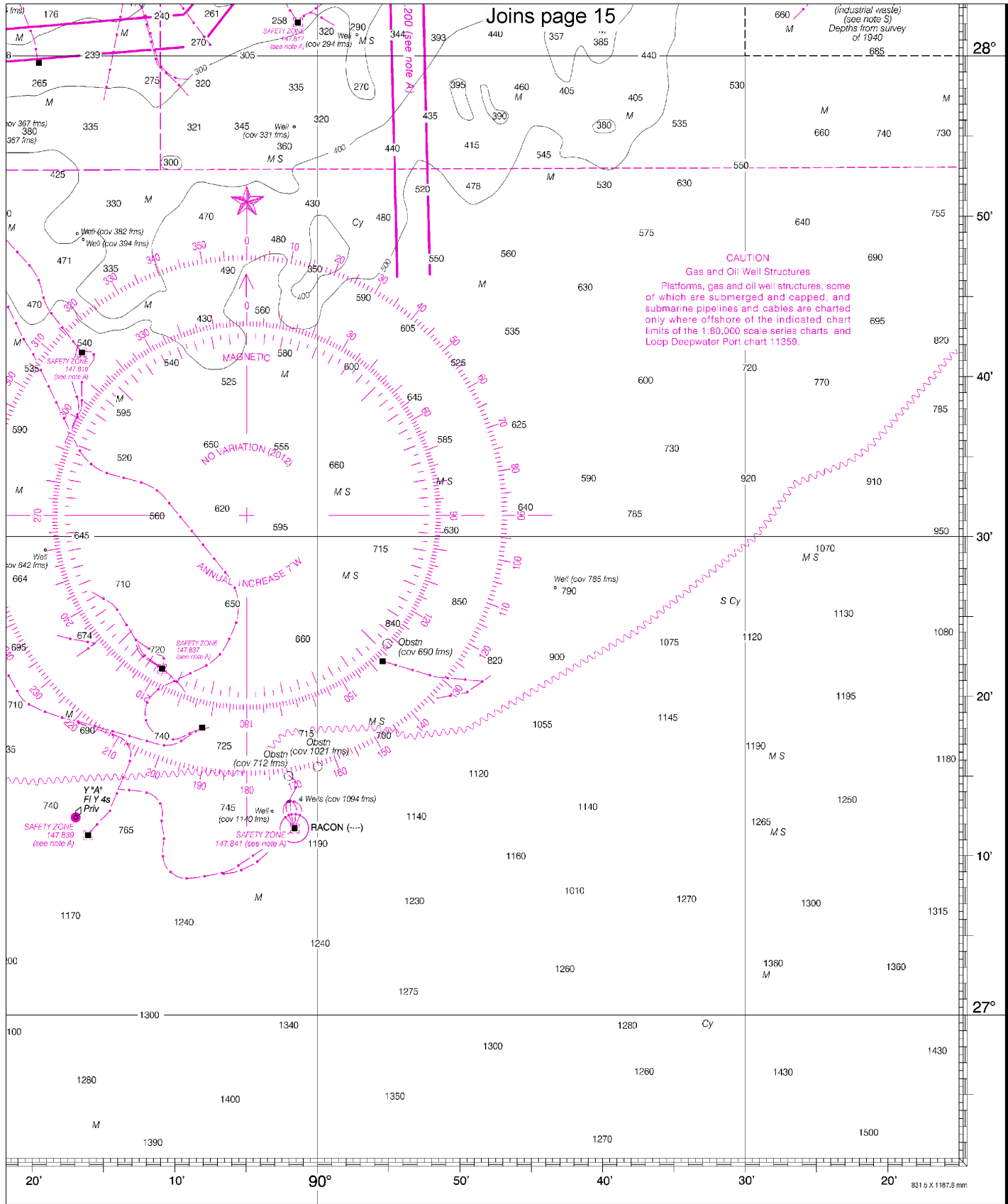
Washington, D.C.
DEPARTMENT OF COMMERCE
NATIONAL OCEANOGRAPHIC AND
ATMOSPHERIC ADMINISTRATION
HYDROGRAPHIC SURVEY SERVICE
Nautical Chart

SOUNDINGS IN FATHOMS



20

Note: Chart grid lines are aligned with true north.



ED. NO. 76

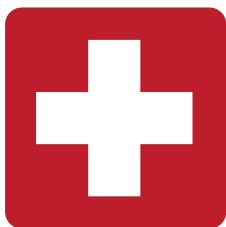
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 NGA REFERENCE NO. 11ACO11340

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0	36	42	48	54	60	66	72	78	84	90	96	102
1	10	11	12	13	14	15	16	17	18	19	20	21
2	22	23	24	25	26	27	28	29	30	31		

Mississippi River to Galveston
 SOUNDINGS IN FATHOMS - SCALE 1:458,596

11340

21



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.

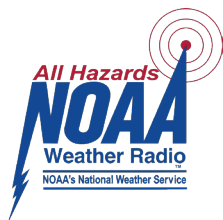
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

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.

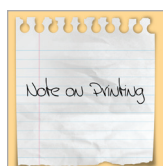
<http://www.nws.noaa.gov/nwr/>

Quick References

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



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