

BookletChart™

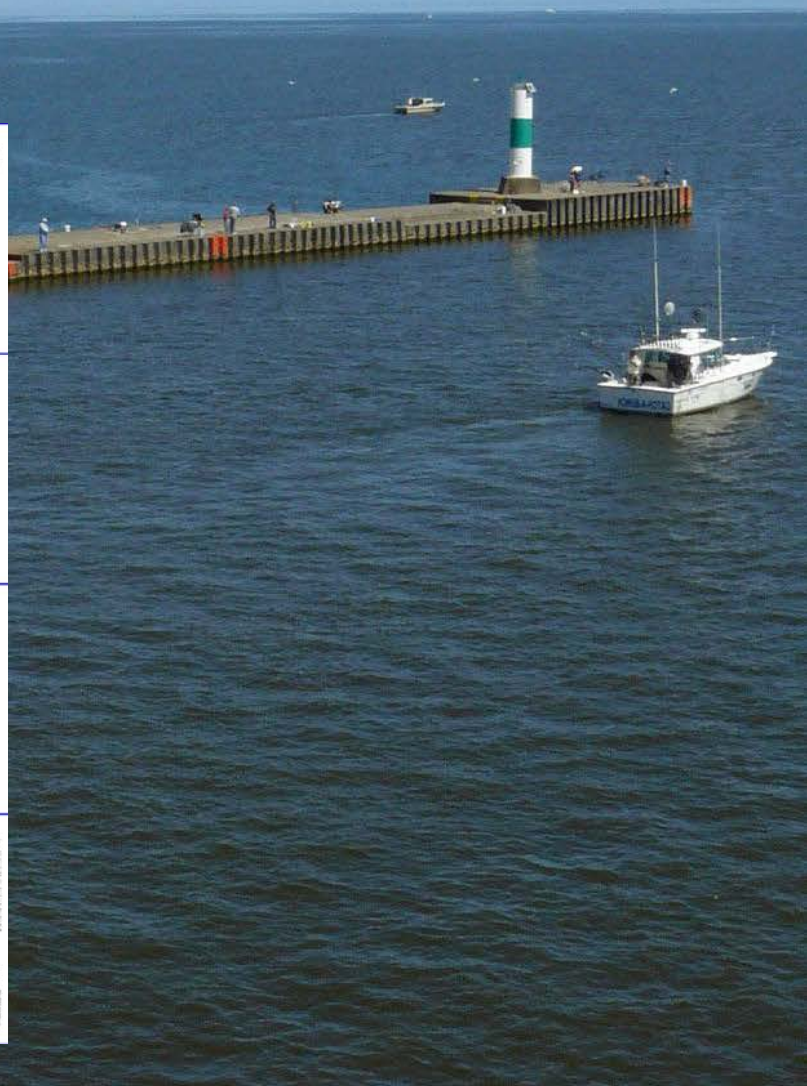
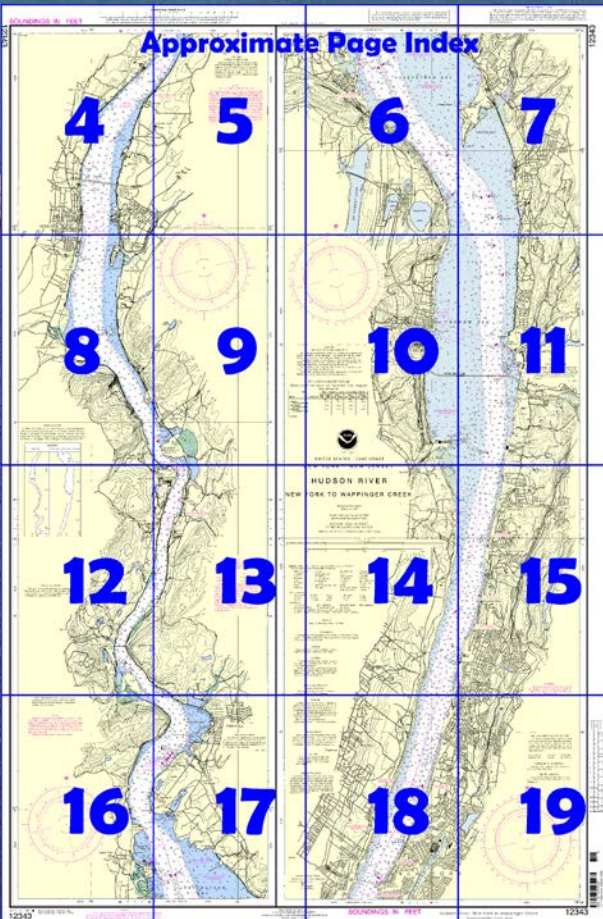


Hudson River – New York to Wappinger Creek NOAA Chart 12343

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.

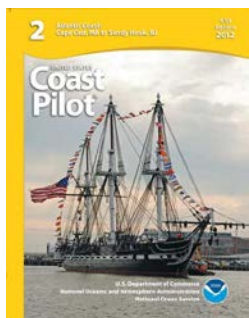
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12343>.



(Selected Excerpts from Coast Pilot)
Hudson River, sometimes called **North River** in New York City, has its source in the Adirondack Mountains, about 275 miles along its course from a junction with East River at The Battery, NY, and flows in a general southerly direction into New York Upper Bay. Troy Lock and Dam, 134 miles above The Battery, permits vessels to pass from tidewater to the upper river and the New York State Canal System. The river

water is usually fresh as far south as Poughkeepsie, halfway from Troy Lock and Dam to The Battery.

New York City extends along the eastern bank of Hudson River for a distance of about 14 miles above The Battery. For about 5 miles

northward from The Battery, the New York waterfront is an almost continuous line of wharves and piers, some of which can accommodate the largest transatlantic liners.

On the opposite side of Hudson River from New York City are Jersey City, Hoboken, Weehawken, West New York, Guttenberg, Edgewater, Fort Lee and Englewood Cliffs. The shoreline from Jersey City to Edgewater is lined with ruined piers and piling fields. Mariners must check with local authorities and property owners for approval prior to mooring.

Channels.—The lower Hudson River has depths of 43 feet or more in midchannel from deep water in Upper New York Bay off Ellis Island to the upper limit of New York City's major wharves at 59th Street, about 5.3 miles above the entrance. Above this point, the Federal project depth is 32 feet to Albany. (See Notice to Mariners and latest editions of charts for controlling depths.)

Seasonal buoyage.—The lighted buoys marking the Hudson River channel are replaced during the winter by smaller lighted ice buoys or unlighted buoys.

Bridges.—The bridges over Hudson River from New York to Albany have either fixed or suspension spans.

The limiting bridge clearance over the lower Hudson River is 139 feet, at the Tappan Zee Bridge (IS 87/287). The middle Hudson River has a limiting bridge clearance of 134 feet at the Mid-Hudson Bridge (US Route 44) at Poughkeepsie. The upper Hudson River has a limiting bridge clearance of 135 feet at the Castleton-on-Hudson Bridge (New York State Thruway/IS 90 E-W). The least clearance of the overhead cables is 145 feet.

Anchorage.—General anchorages begin 5 miles above The Battery and extend upriver for about 10 miles. (See **110.1** and **110.155**, chapter 2, for limits and regulations.)

Vessels proceeding from New York to Albany occasionally anchor overnight in the vicinity of Kingston, 79 miles above The Battery and 47 miles below Albany, to await daylight hours for passing through the constricted part of the river.

A buoyed anchorage, 400 feet wide and 2,400 feet long, is on the east side of the channel just above Stuyvesant (42°23'22"N., 73°46'53"W.), about 15 miles below Albany.

Dangers.—Numerous fishtraps are planted each spring, usually from about mid-March to mid-May, during the seasonal run of shad to the spawning grounds in the upper Hudson. The charts show the fishtrap areas in the 30-mile stretch beginning about 5 miles above The Battery and extending upriver to Stony Point; Corps of Engineers permits are required for the placing of shad nets and poles in the charted areas. Outer limits of the nets usually are marked by flags during the day and by lights during the night. Caution is advised when navigating a fishtrap area because broken-off poles from previous traps may remain under the surface.

Navigation of the river is easy as far north as Kingston, but above Kingston it is more difficult because of the numerous steep-to shoals and middle grounds. In general tows are apt to follow the shoreline which is most favorable as regards wind and current; with a strong northwest wind, tows will follow the west shore regardless of the direction in which they are traveling.

Regulated Navigation Area.—The Coast Guard established a regulated navigation area on the navigable waters of the Hudson River south of the Troy Locks, effective during certain ice conditions. (See **33 CFR 165.165**, chapter 2, for limits and regulations.)

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

RCC Boston Commander
1st CG District (617) 223-8555
Boston, MA

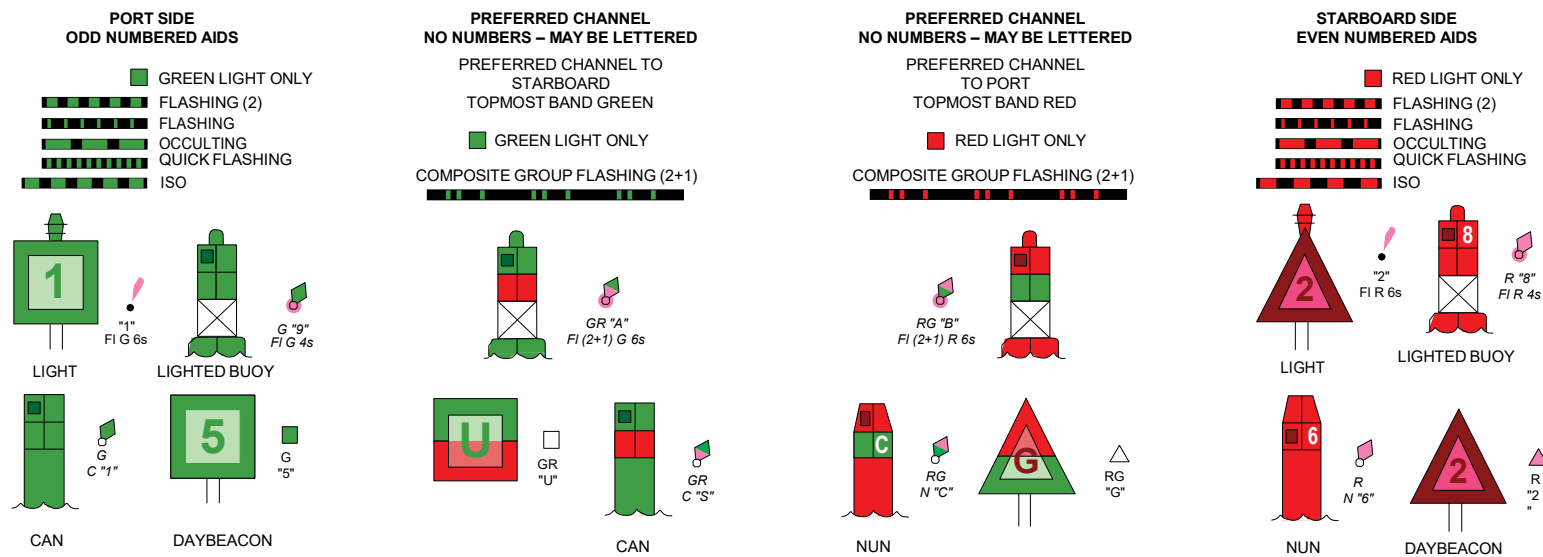
Navigation Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

Lateral System As Seen Entering From Seaward

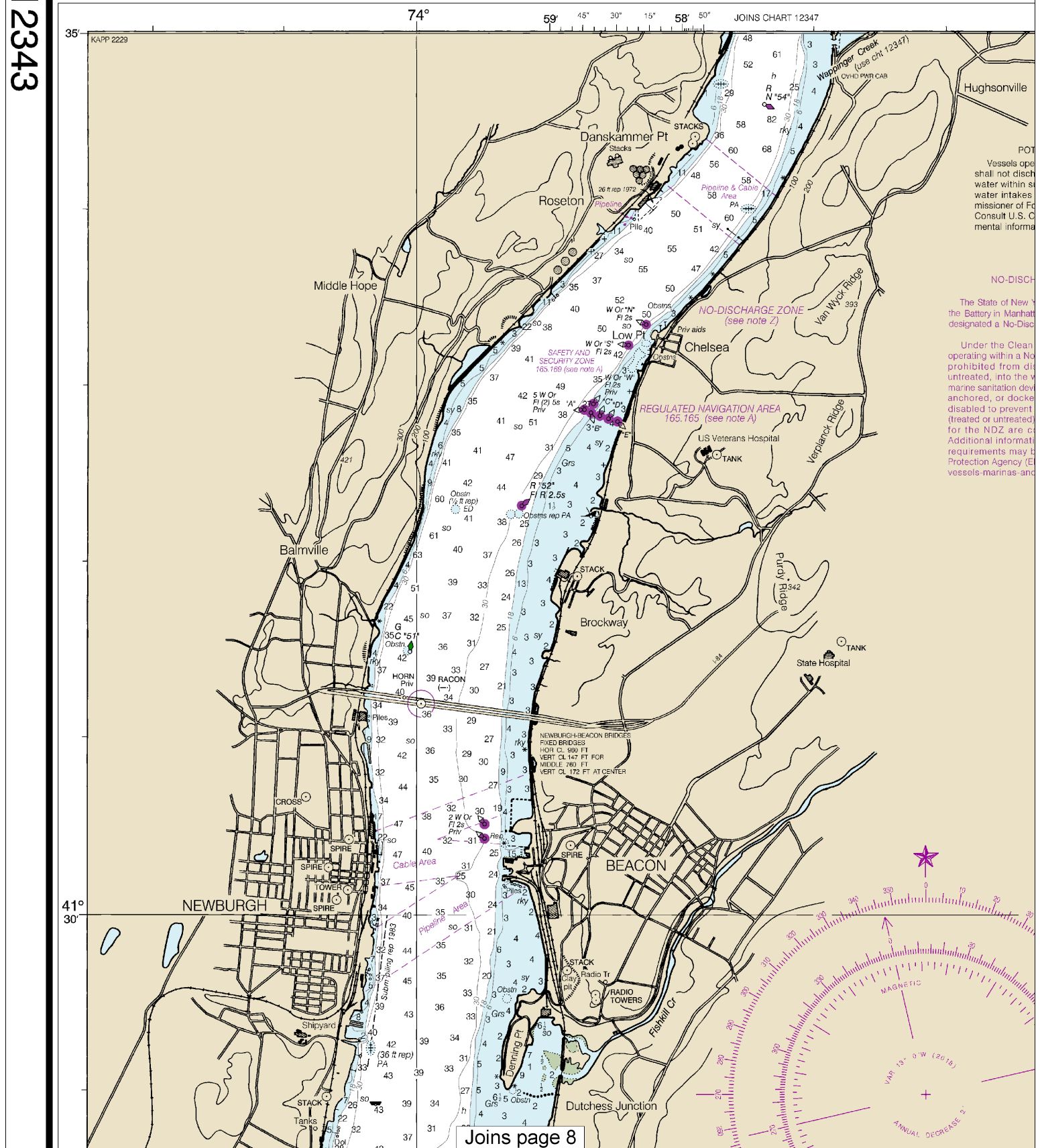
on navigable waters except Western Rivers



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 FEET

12343



POT
Vessels operating within a No-Discard Zone shall not discharge water within 500 feet of water intakes, mission of Federal Command U.S. Environmental Informa

NO-DISCH

The State of New York prohibits from discharging untreated, into the water, marine sanitation device, anchored, or docked disabled to prevent treated or untreated for the NDZ are of Additional information requirements may be Protection Agency (E vessels marinas and

Under the Clean Water Act, vessels operating within a No-Discard Zone shall not discharge untreated, into the water, marine sanitation device, anchored, or docked disabled to prevent treated or untreated for the NDZ are of Additional information requirements may be Protection Agency (E vessels marinas and

Joins page 8

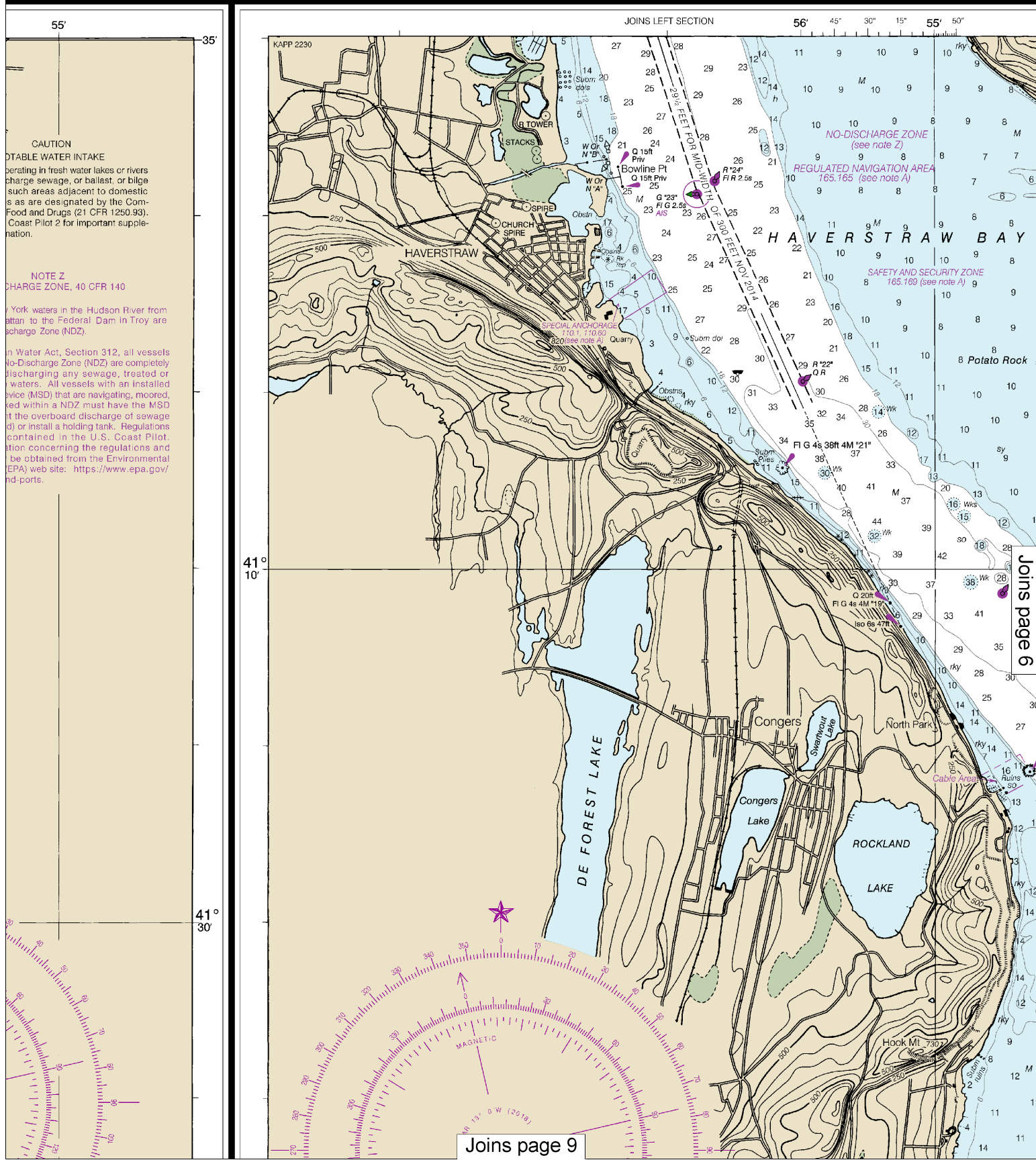
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

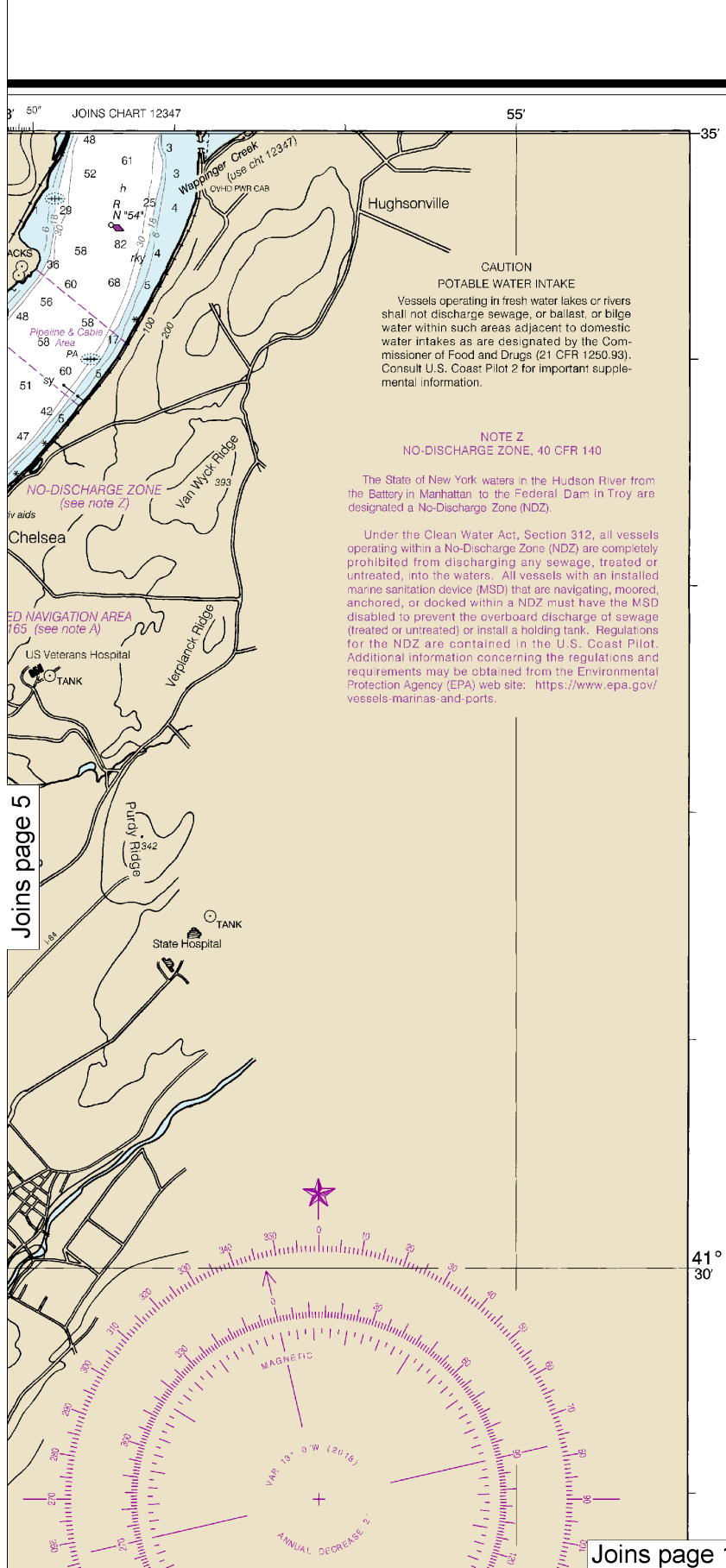


Joins page 9

Joins page 6

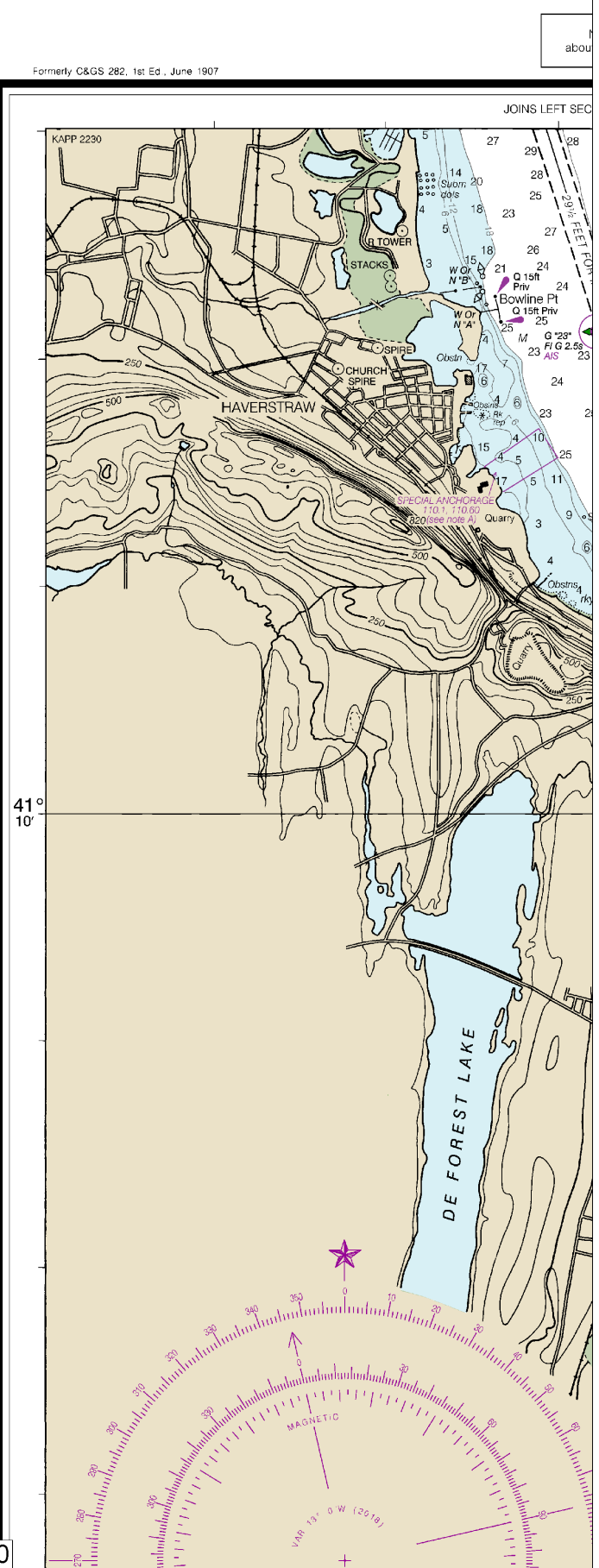
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





Joins page 5

Joins page 10

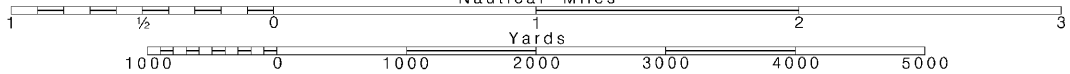


Note: Chart grid lines are aligned with true north.

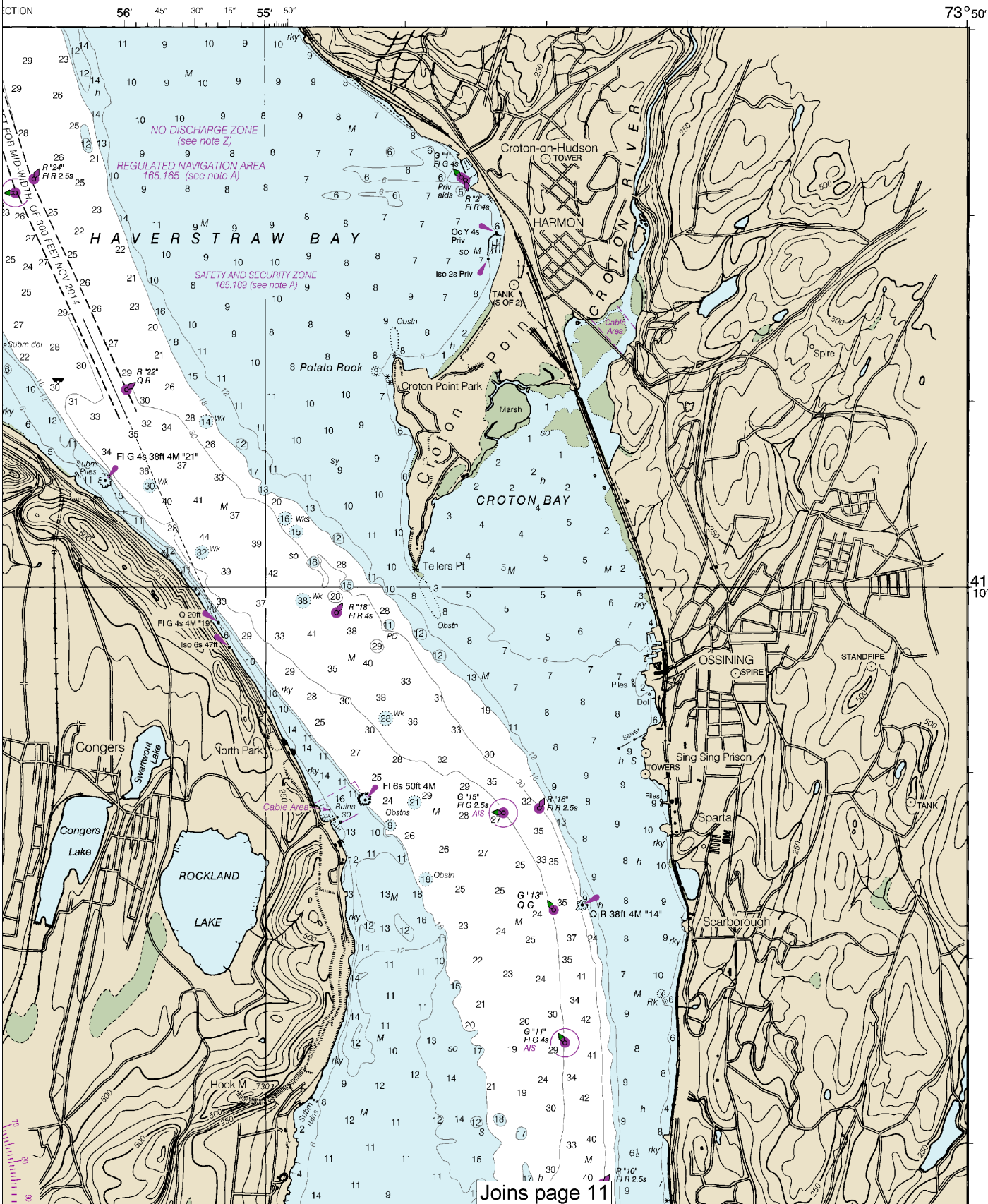
Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.



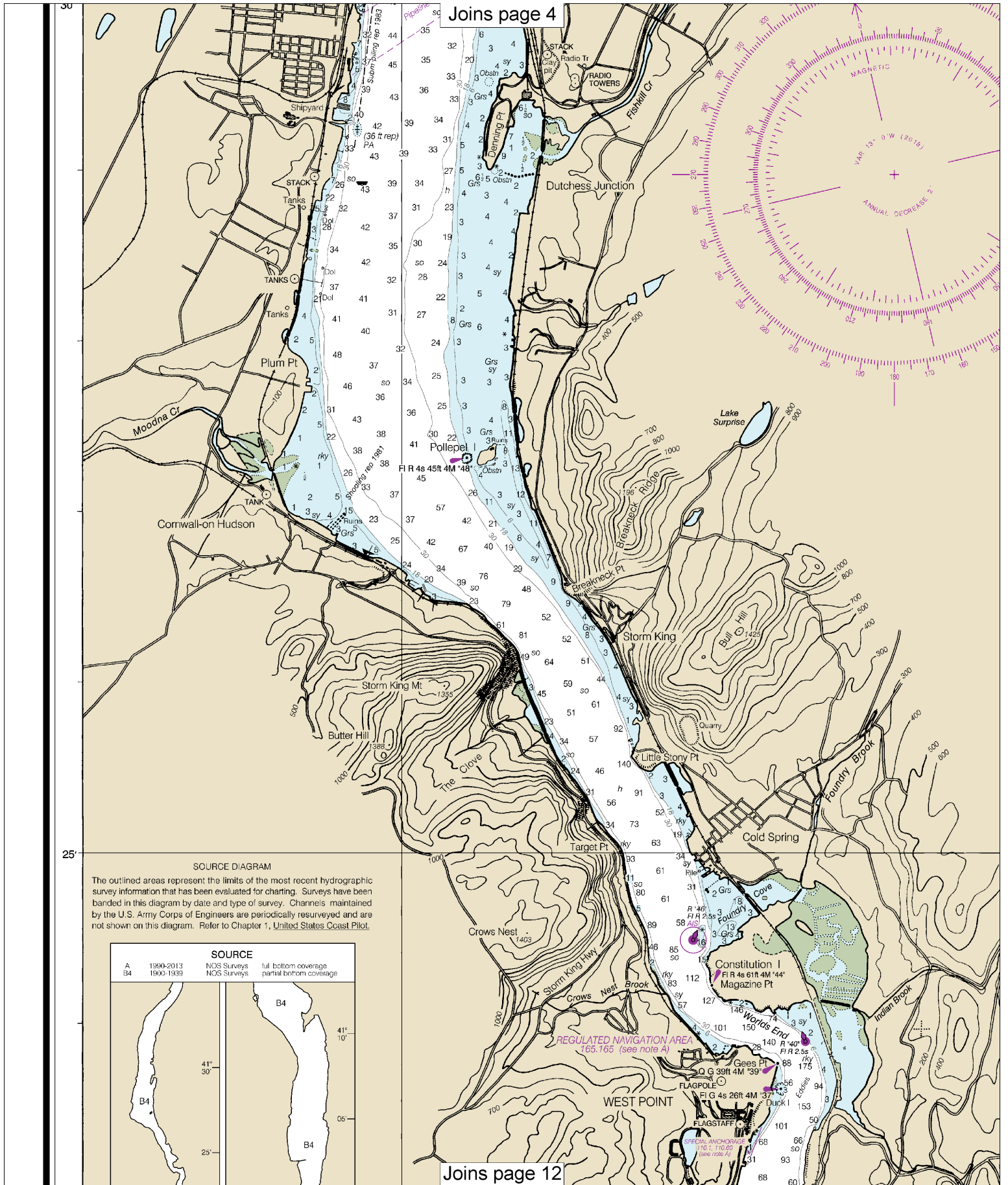
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.



12343

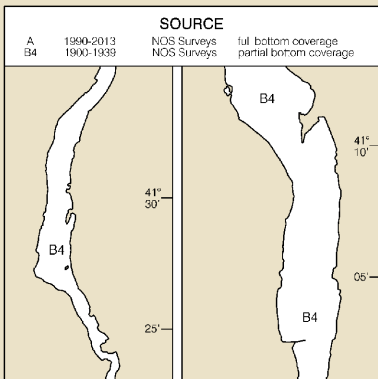
Use ENC charts for the most up to date information. References to other charts may no longer be applicable.
21st Ed., Sep. 2020. Last Correction: 8/8/2022. Cleared through:
LNM: 5122 (12/20/2022), NM: 5322 (12/31/2022), CHS: 1122 (11/25/2022)





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.

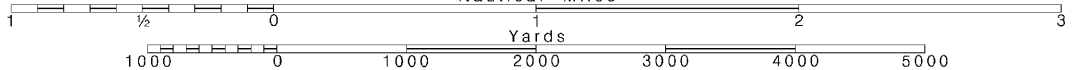


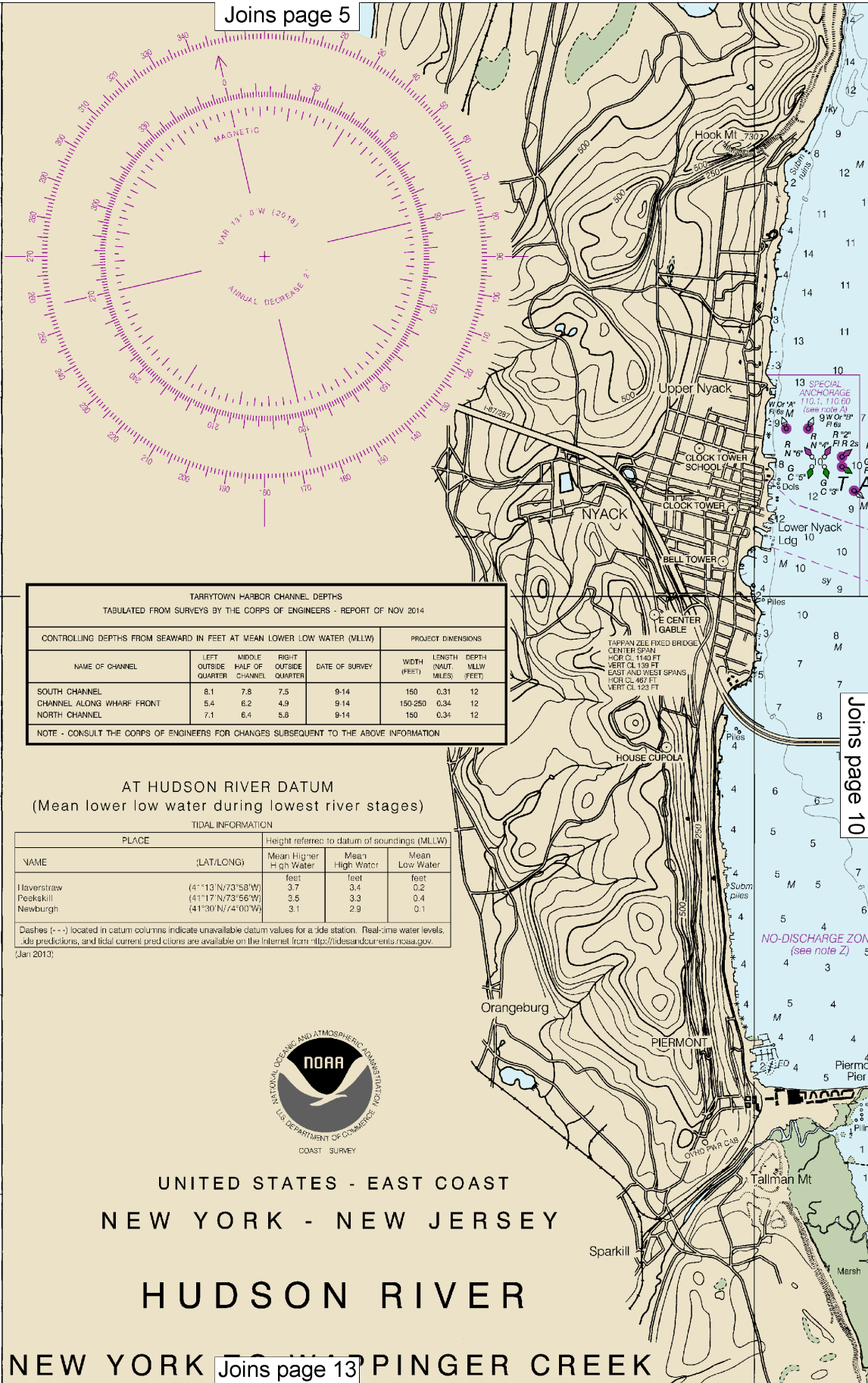
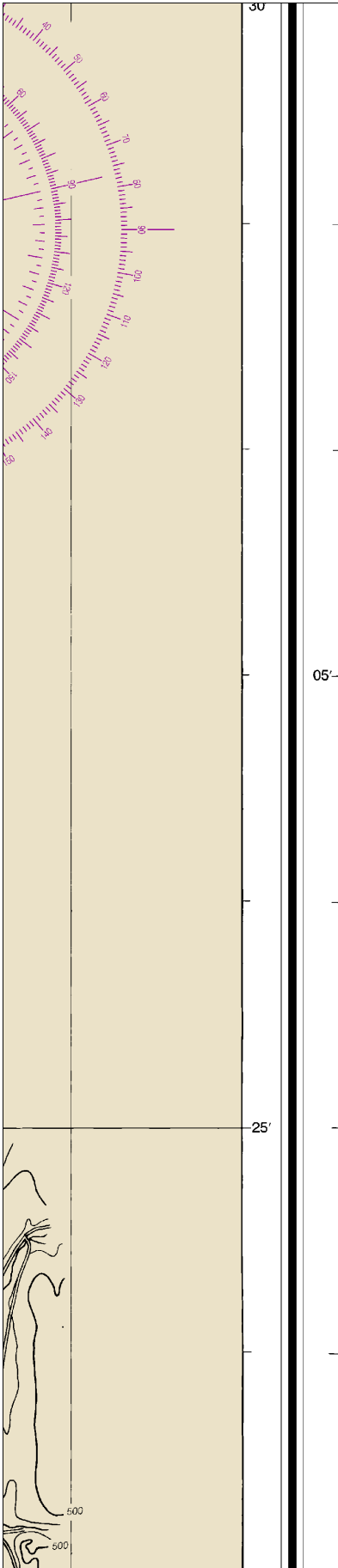
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





TARRYTOWN HARBOR CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2014

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
SOUTH CHANNEL	8.1	7.8	7.5	9-14	150	0.31	12
CHANNEL ALONG WHARF FRONT	5.4	6.2	4.9	9-14	150-250	0.34	12
NORTH CHANNEL	7.1	6.4	5.8	9-14	150	0.34	12

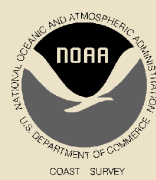
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

AT HUDSON RIVER DATUM
(Mean lower low water during lowest river stages)

TIDAL INFORMATION

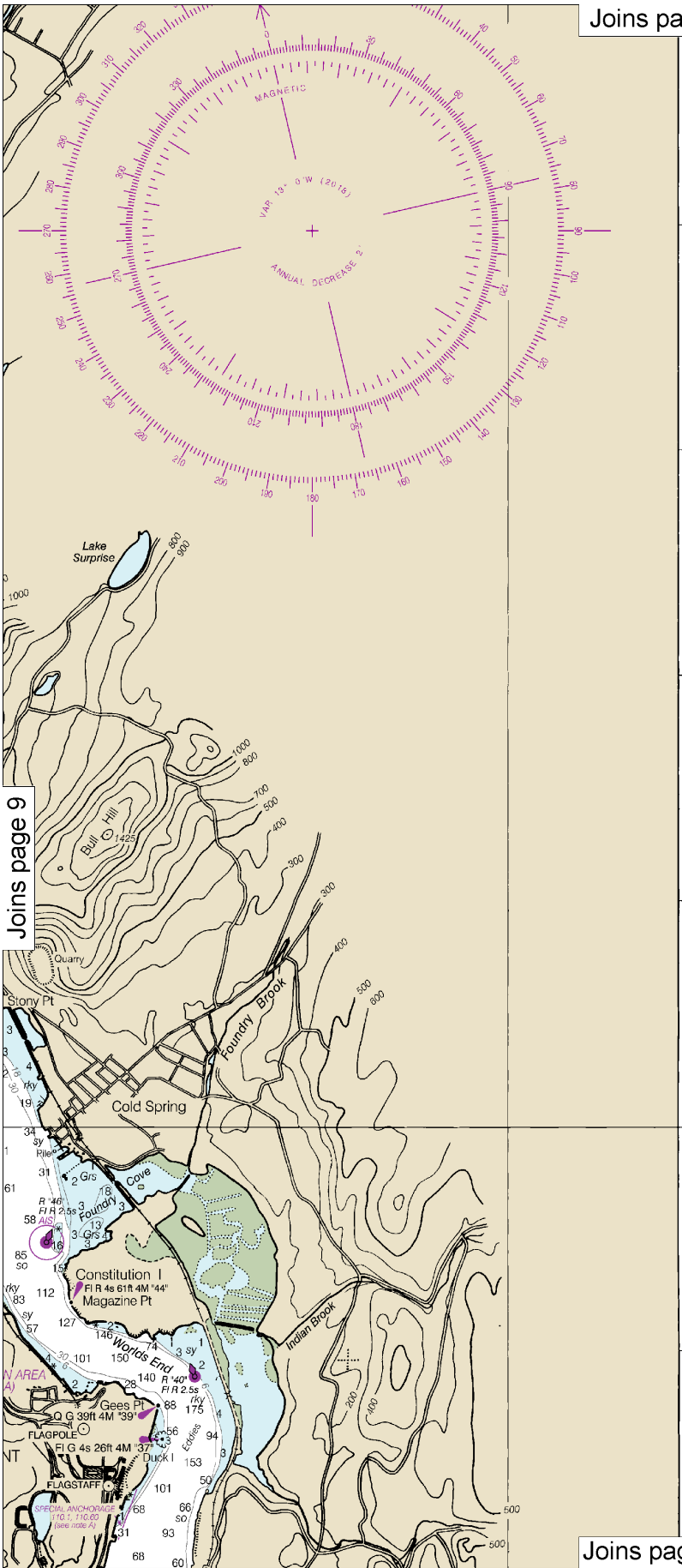
PLACE	LAT/LONG	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Haverstraw	(41°13'N/73°58'W)	feet	feet	feet
Peekskill	(41°17'N/73°56'W)	3.7	3.4	0.2
Newburgh	(41°30'N/74°00'W)	3.5	3.3	0.4
		3.1	2.9	0.1

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> (Jan 2013)



UNITED STATES - EAST COAST
NEW YORK - NEW JERSEY
HUDSON RIVER

NEW YORK PINGER CREEK



Joins page 9



05'

25'

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TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2014

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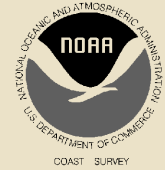
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UNITED STATES - EAST COAST
NEW YORK - NEW JERSEY
HUDSON RIVER
NEW YORK TO WAPPING

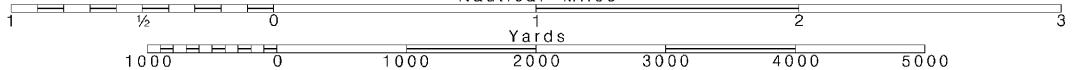


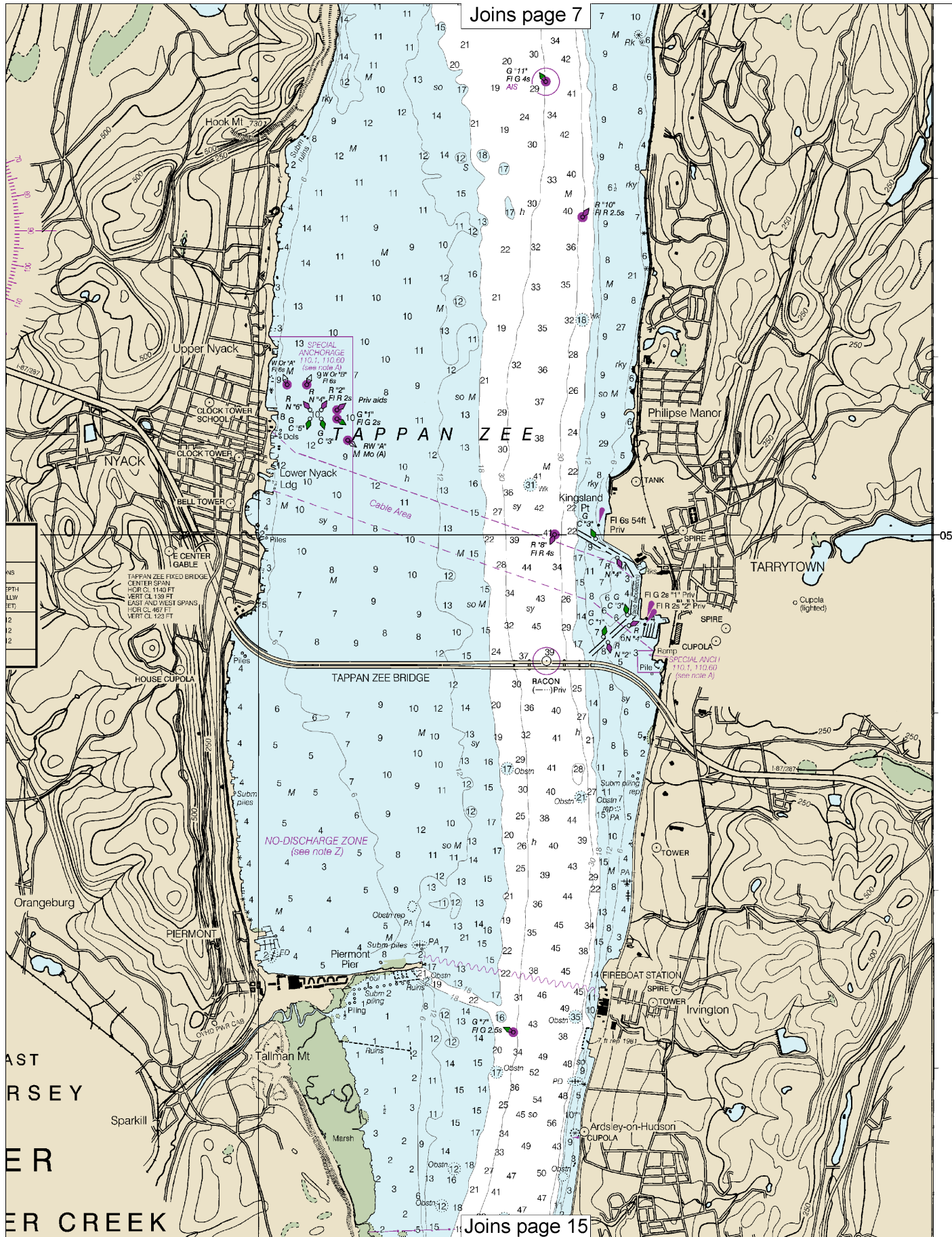
Note: Chart grid lines are aligned with true north.

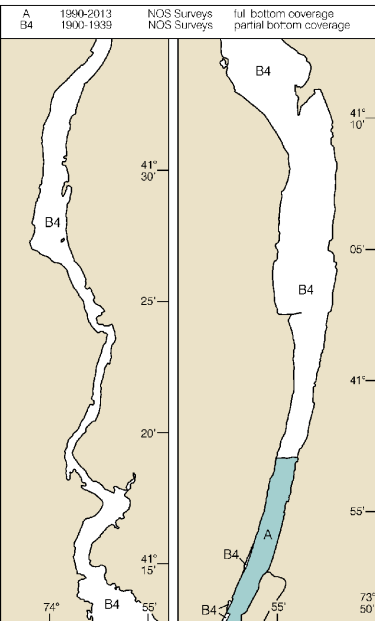
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

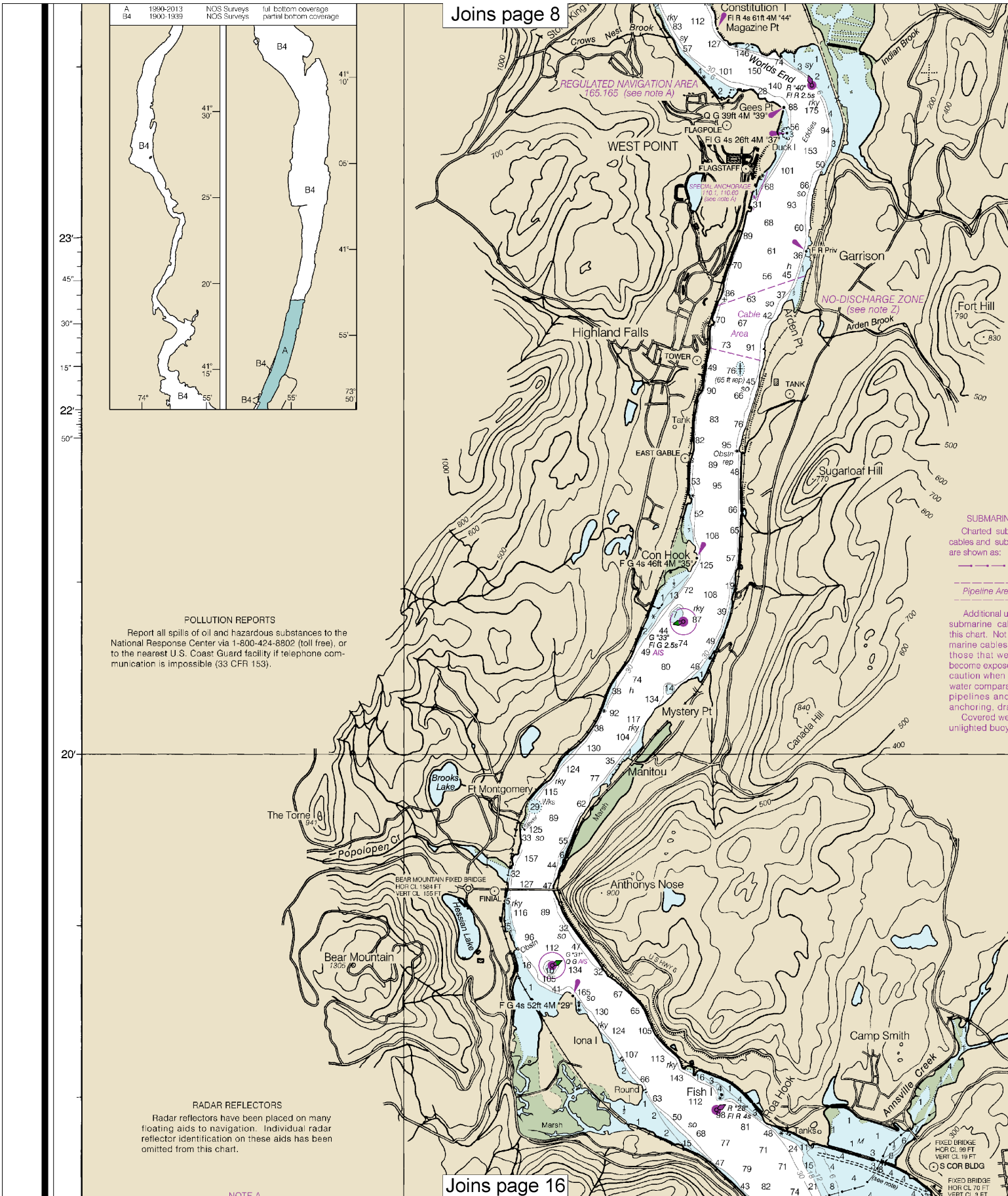
See Note on page 5.







Joins page 8



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).

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.

NOTE A

Joins page 16

SUBMARINE
 Charted submarine cables and structures are shown as:
 — Pipeline Area
 Additional uncharted submarine cables and structures that become exposed when water compares pipelines and anchoring, etc. Covered by unlighted buoy.

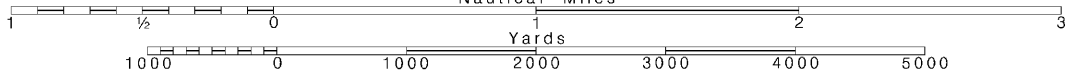
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



UNITED STATES - EAST COAST
NEW YORK - NEW JERSEY

HUDSON RIVER
NEW YORK TO WAPPINGER CREEK

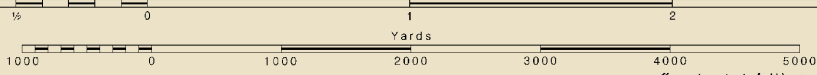
Mercator Projection
Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

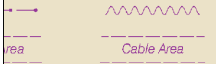
Additional information can be obtained at nauticalcharts.noaa.gov.

SCALE 1:40,000
Nautical Miles

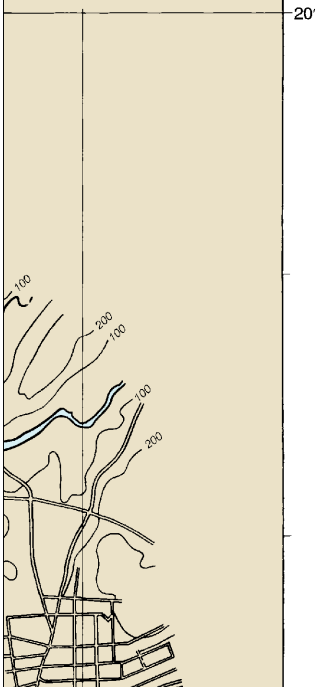


23'
01'
45"
45"
30"
30"
15"
15"
22'
41°
50'

CAUTION
UNCHARTED SUBMARINE PIPELINES AND CABLES
Submarine pipelines and submarine cables may exist within the area of uncharted submarine pipelines and submarine cables. Mariners are required to be buried, and were originally buried may have been used. Mariners should use extreme caution in operating vessels in depths where uncharted cables may exist, and when dragging, or trawling. Uncharted cables may be marked by lighted or buoyed.



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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
Ai alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSD obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	SI 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	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) 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.

HEIGHTS
Heights in feet above Mean High Water.

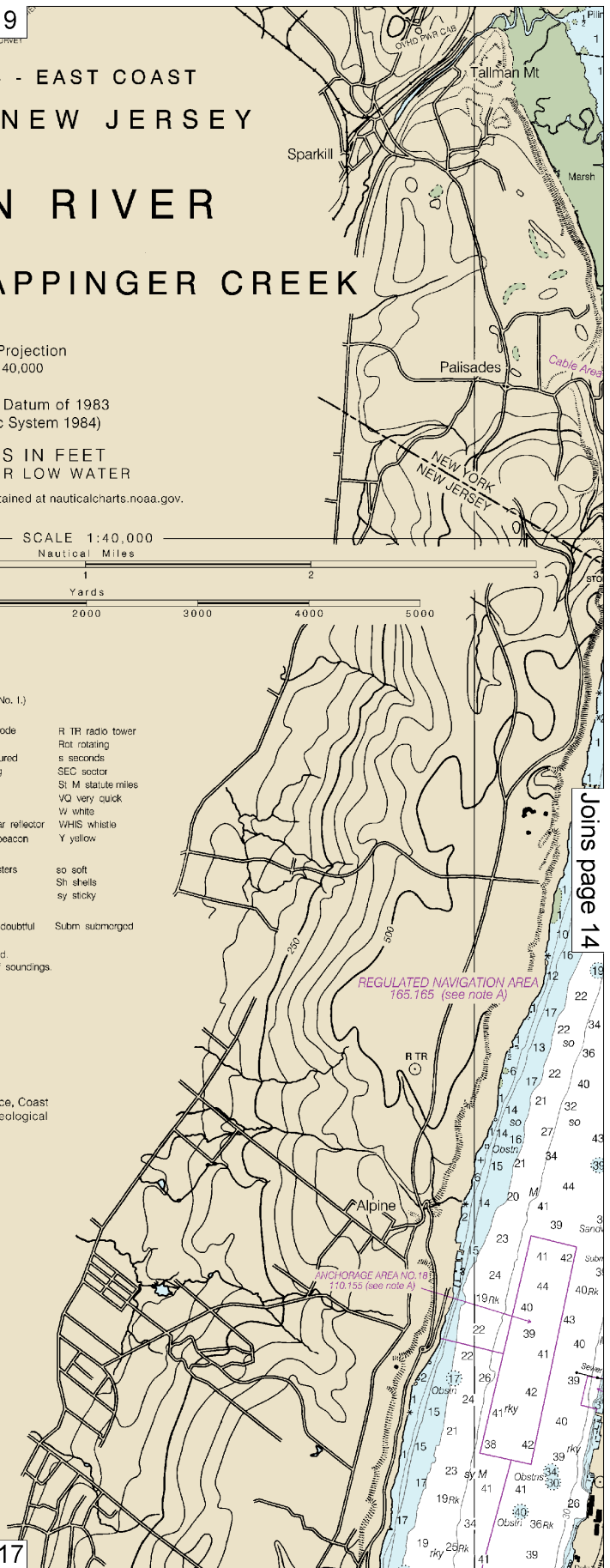
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

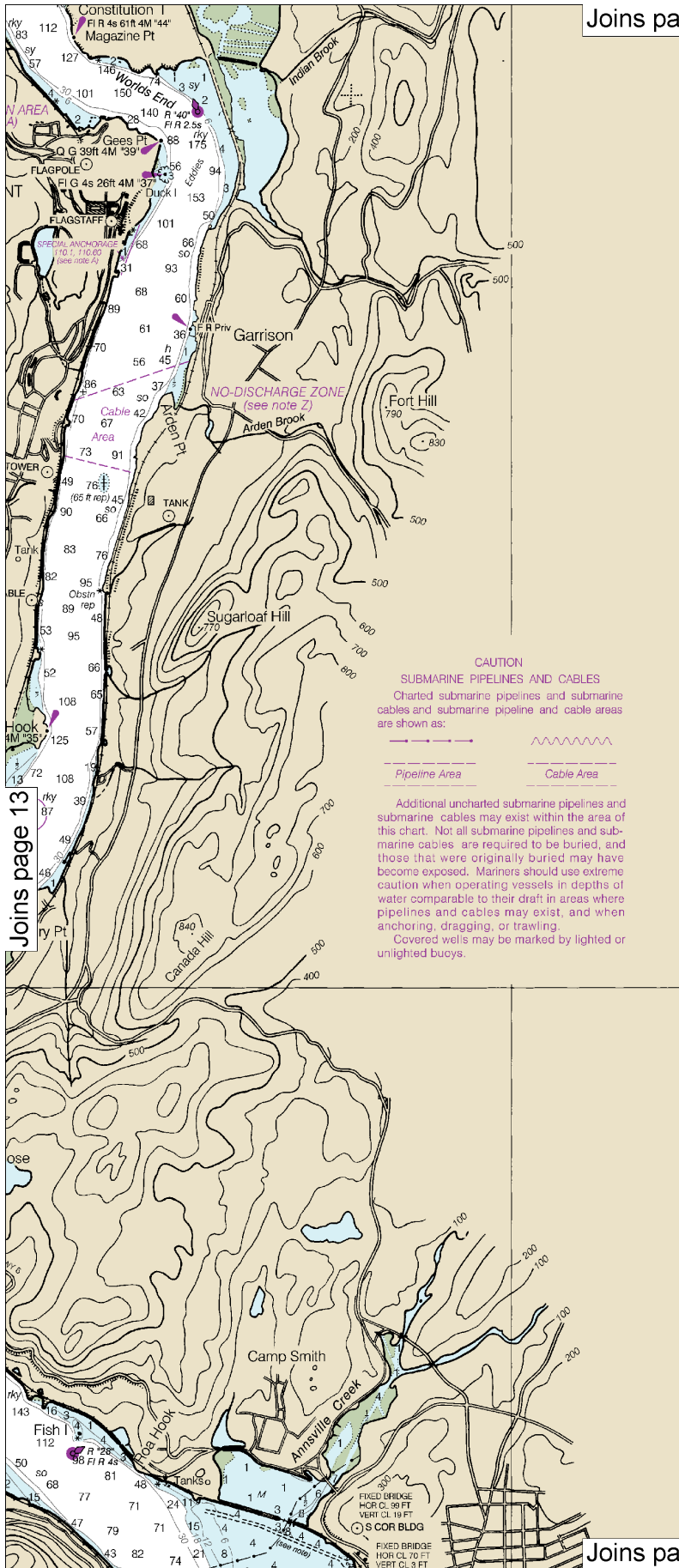
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important supplemental information.

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 broadcasting stations are subject to





DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES - EAST COAST
NEW YORK - NEW JERSEY
HUDSON RIVER
NEW YORK TO WAPPING

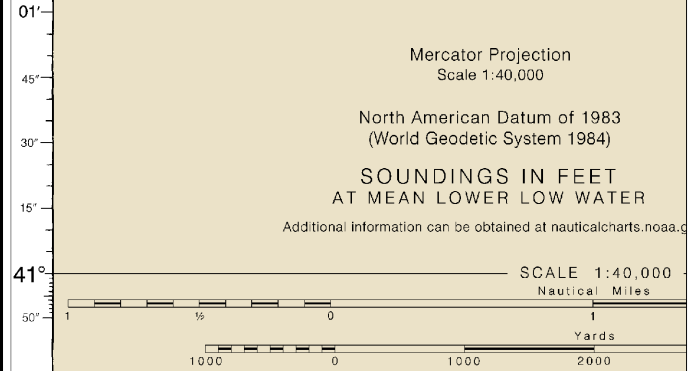
Mercator Projection
Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

**SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER**

Additional information can be obtained at nauticalcharts.noaa.gov

SCALE 1:40,000
Nautical Miles



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	Rct 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 grey	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

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

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(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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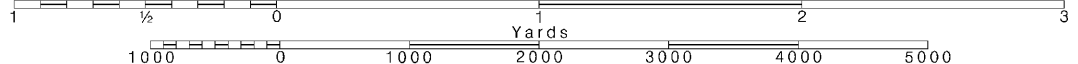
Radio direction-finder bearings to commercial broadcasting stations are subject to error and

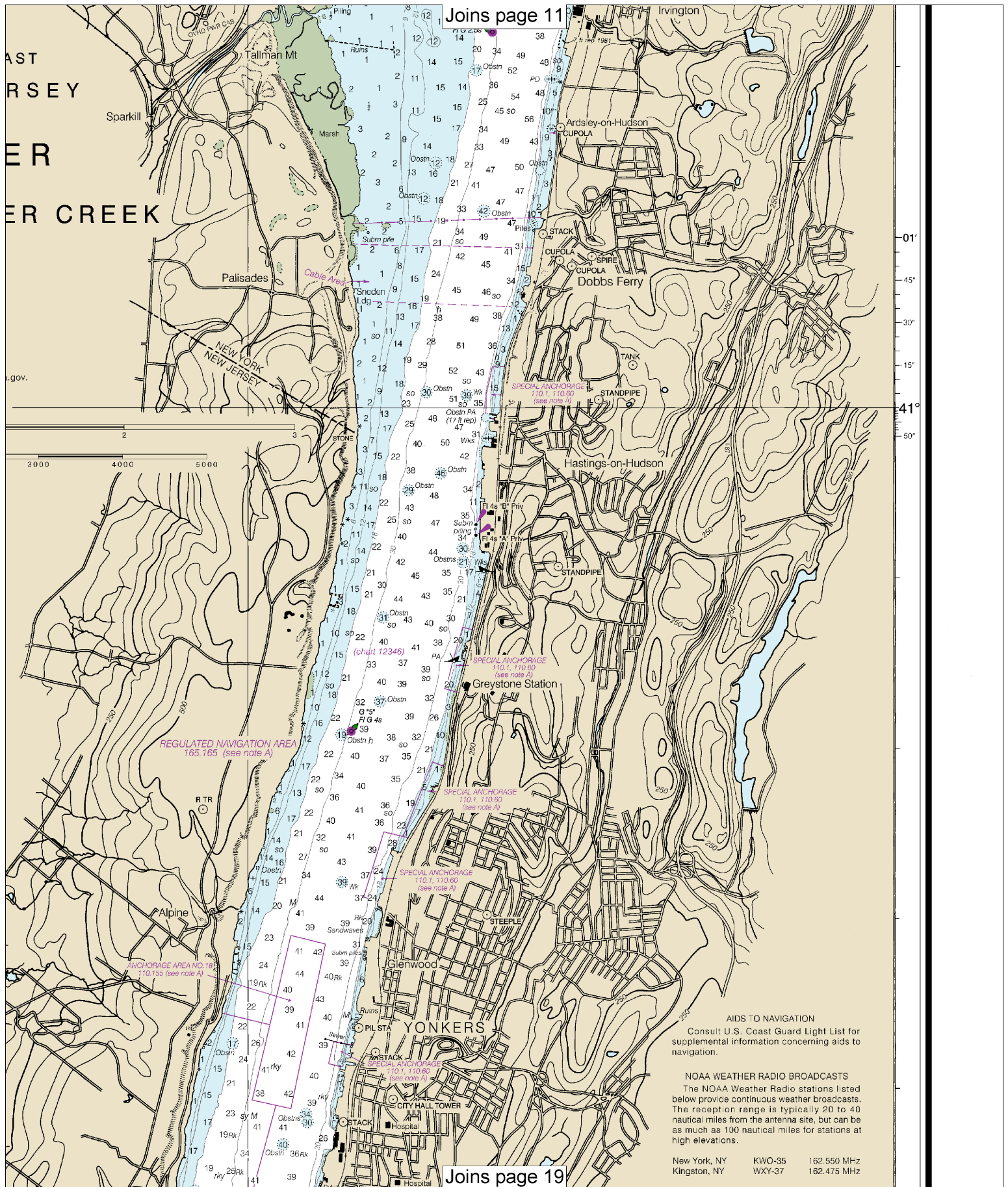
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 11

Joins page 19

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

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.

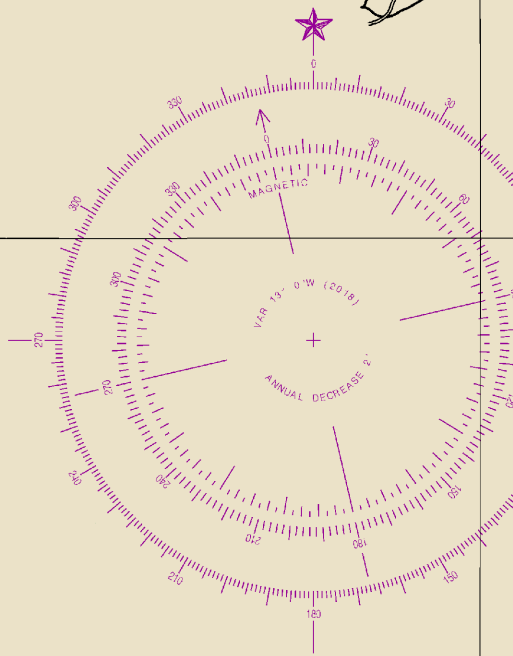
New York, NY	KWO-35	162.550 MHz
Kingston, NY	WXY-37	162.475 MHz

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.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations can be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, New York.
Refer to charted regulation section numbers.



41° 15'

74°

59°

45°

30°

15°

58°

50°

JOINS RIGHT SECTION

610 000

12343

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.

Use ENC charts for the most up to date information. References to other charts may no longer be applicable.

21st Ed., Sep. 2020. Last Correction: 8/8/2022. Cleared through:
LNM: 5122 (12/20/2022), NM: 5322 (12/31/2022), CHS: 1122 (11/25/2022)

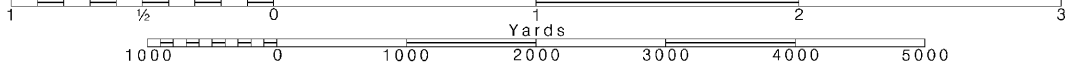
16

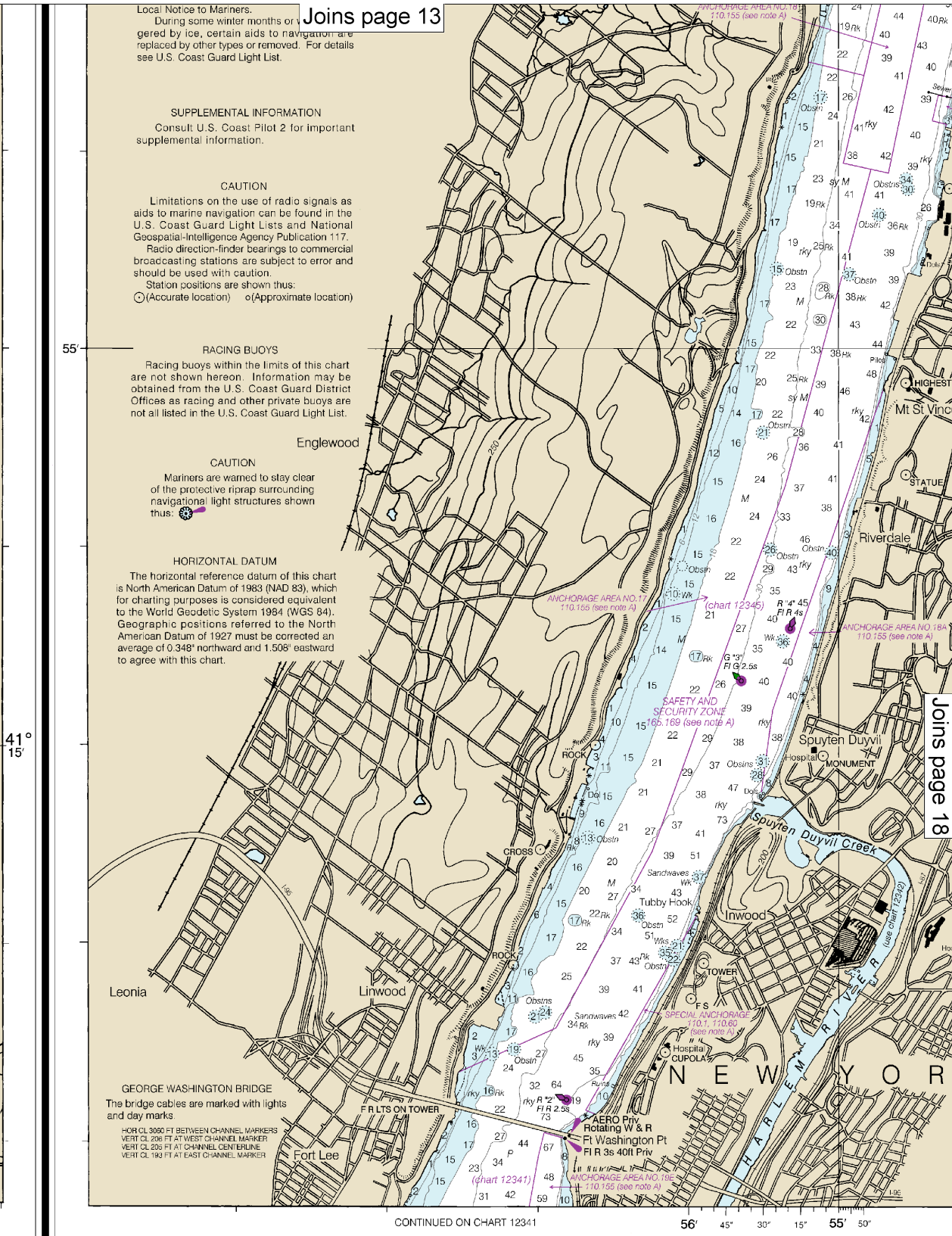
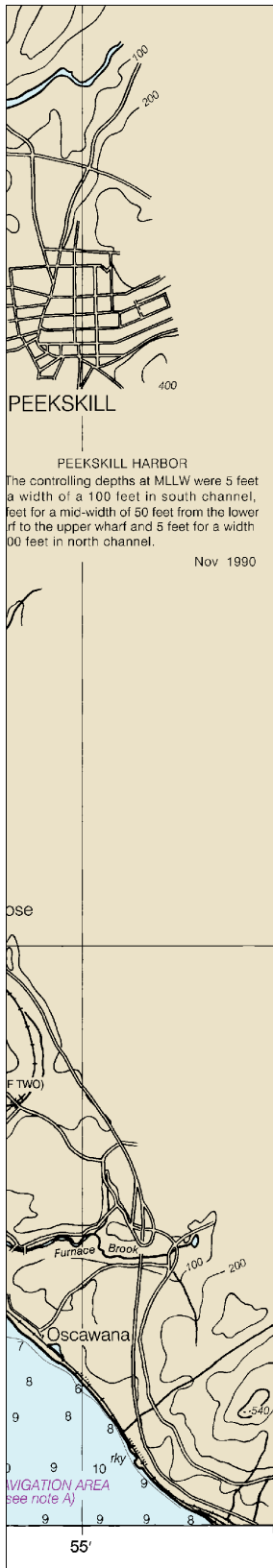
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

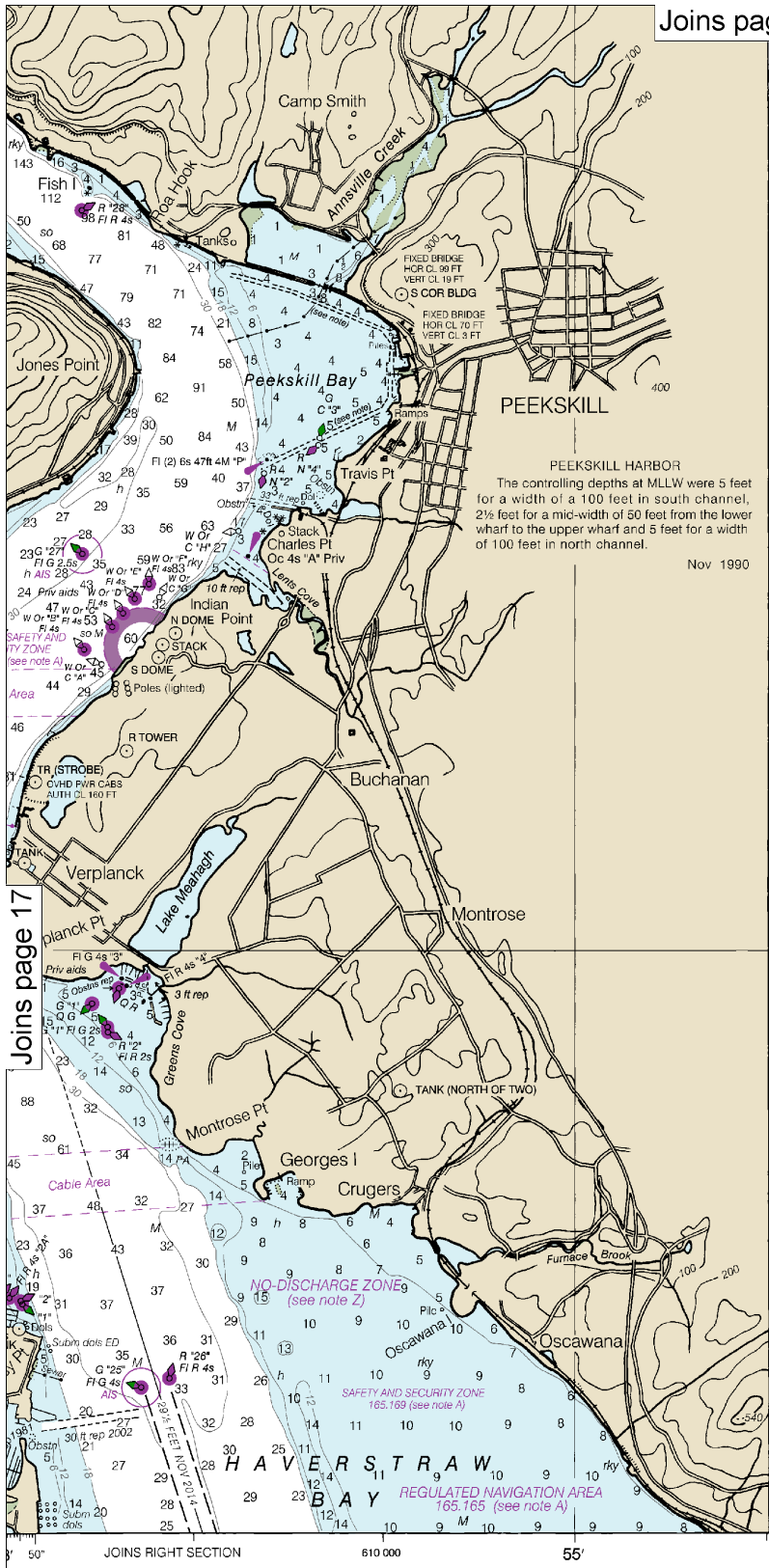




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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

Hudso



Joins page 17

Published weekly by the National Geospatial-Intelligence Agency, U.S. Coast Guard district to the dates shown in this publication after the dates shown in the lower left

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.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important supplemental information.

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)

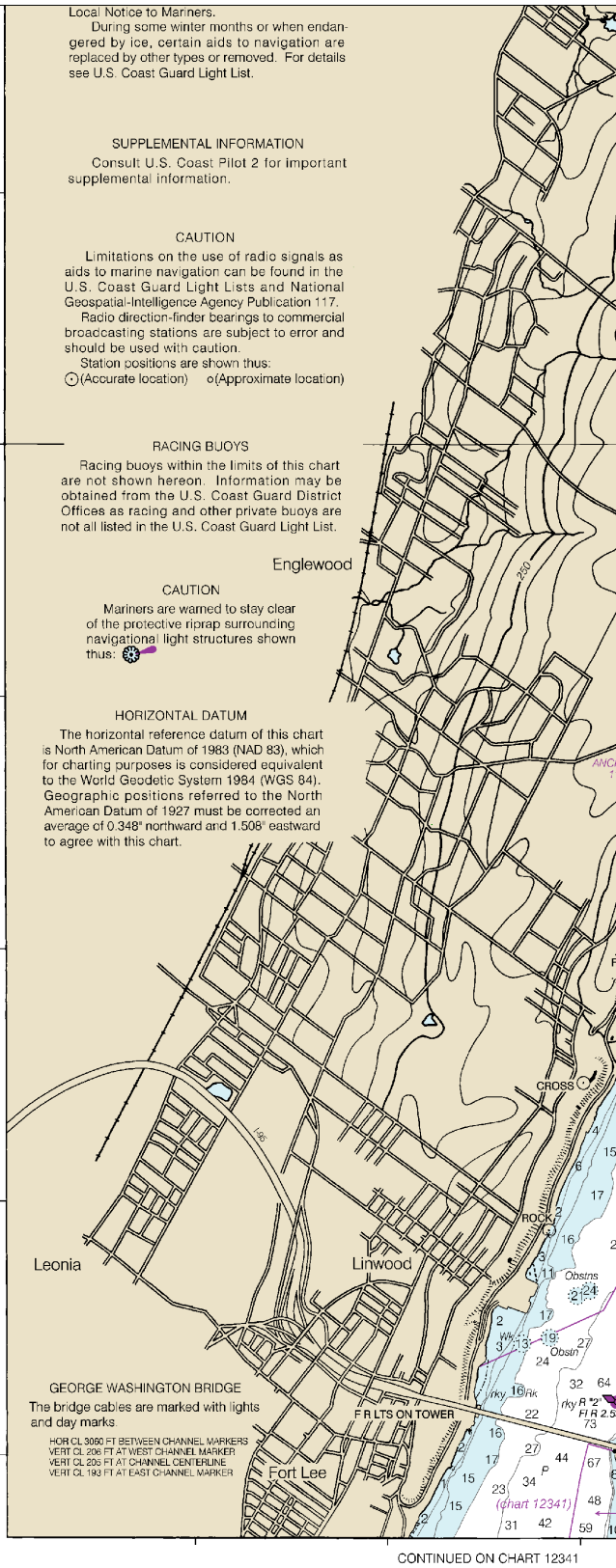
RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: [Symbol]

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 0.348" northward and 1.508" eastward to agree with this chart.

55'

41° 15'



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NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDING

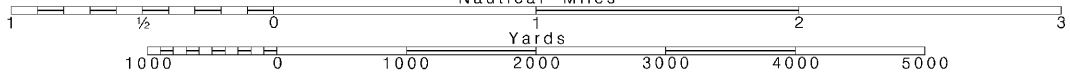
18

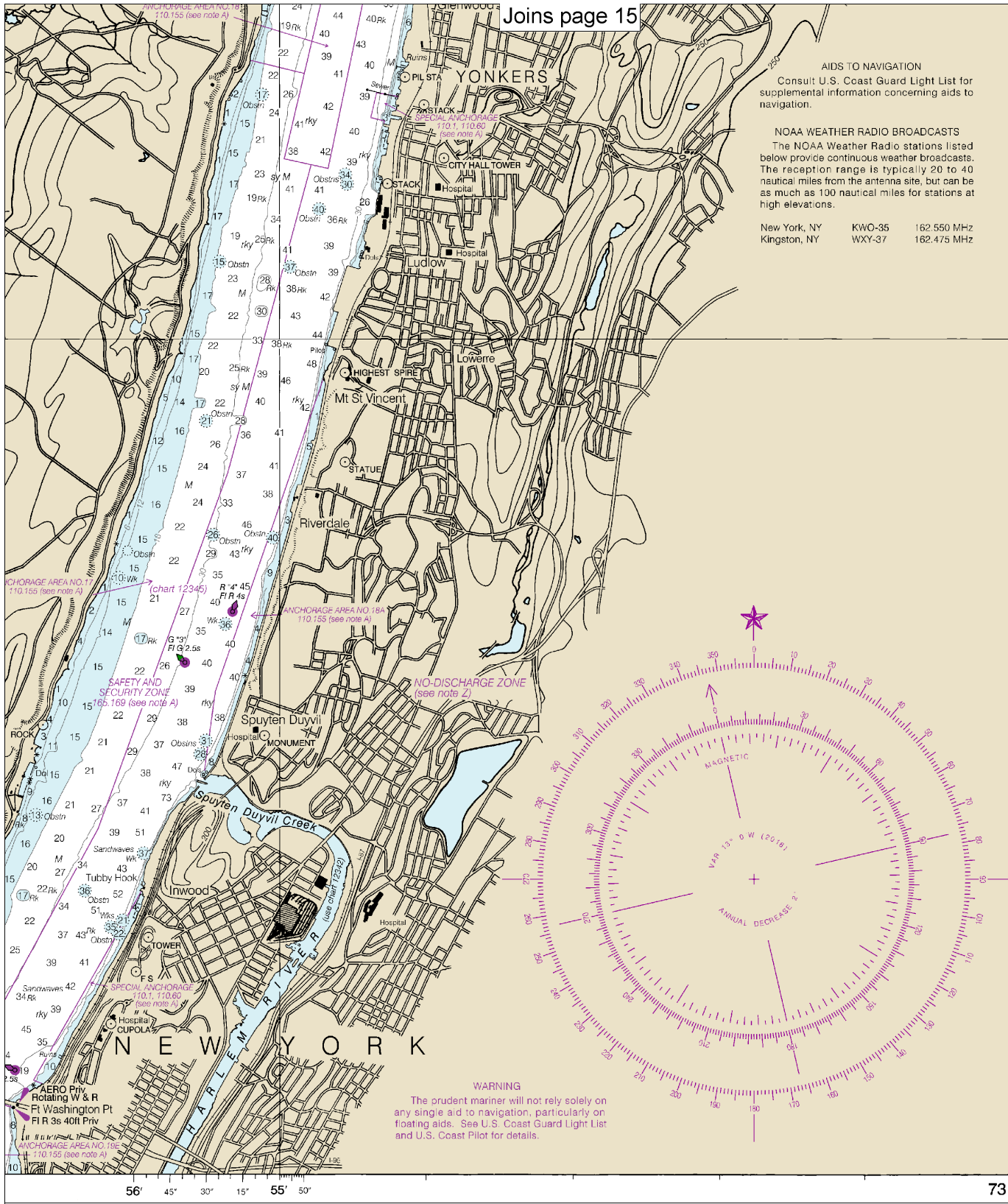
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



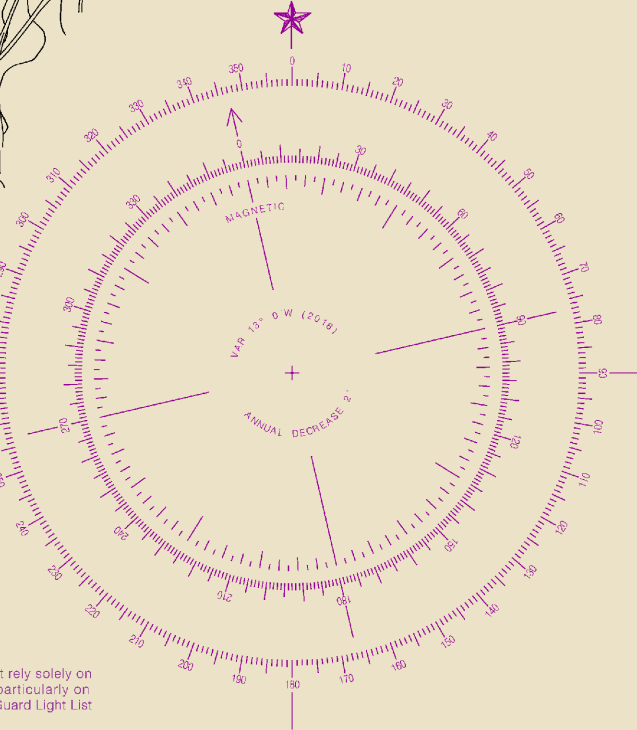


AIDS TO NAVIGATION
 Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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.

New York, NY KWO-35 162.550 MHz
 Kingston, NY WXY-37 162.475 MHz

FATHOMS	FEET	METERS
1	6	1.1
2	12	2.1
3	18	3.3
4	24	4.4
5	30	5.5
6	36	6.6
7	42	7.7
8	48	8.8
9	54	9.9
10	60	11.0
11	66	12.1
12	72	13.2
13	78	14.3
14	84	15.4
15	90	16.5
16	96	17.6
17	102	18.7



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.

SOUNDINGS IN FEET

Hudson River, New York to Wappinger Creek

12343

SOUNDINGS IN FEET - SCALE 1:40,000



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

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

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

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

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

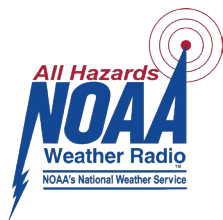
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

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

Distress Call Procedures

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

HAVE ALL PERSONS PUT ON LIFE JACKETS!



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

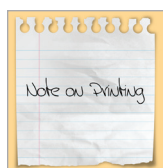
<http://www.nws.noaa.gov/nwr/>

Quick References

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



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



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.