

BookletChart™

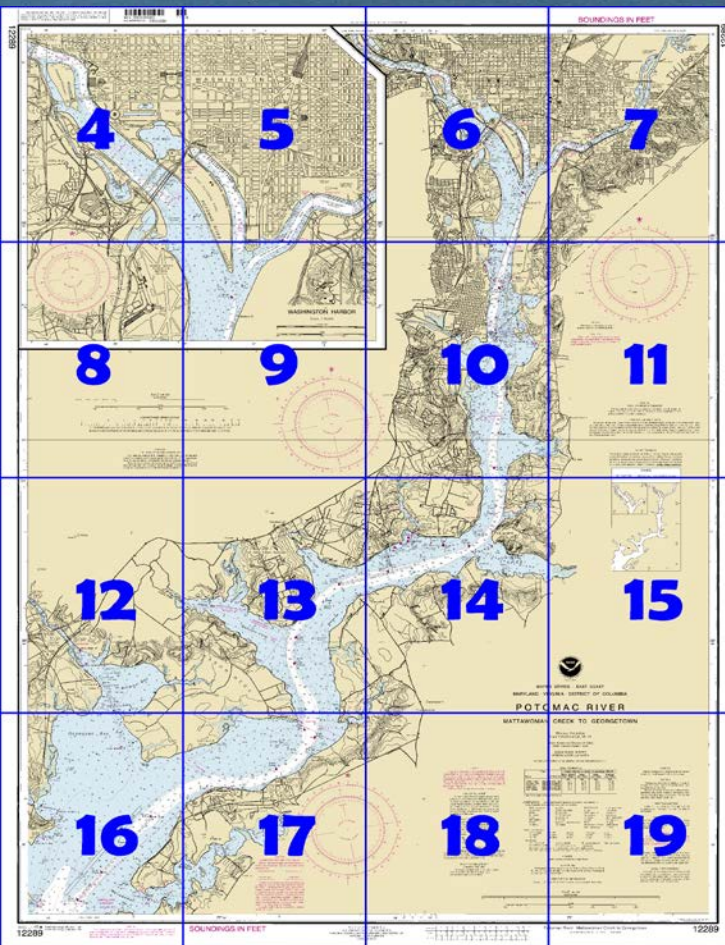


Potomac River – Mattawoman Creek to Georgetown NOAA Chart 12289

*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=12289>



(Selected Excerpts from Coast Pilot)

Channels.—The depth is 24 feet for Potomac River from the mouth to Hains Point; 38 feet or more are available to Ragged Point, 20 miles above the mouth; thence about 18 feet to Hains Point.

Vessels anchor near the channel where the bottom is soft; vessels anchor in Cornfield Harbor or St. Marys River. Near the mouth of the river, small craft can find anchorage in the tributaries.

Neabsco Creek has depths of 4 to 2 feet. Gasoline, berths, water, and marine supplies can be obtained at the facilities above the bridge.

Occoquan River.—A marked channel leads to Occoquan; the depth was 2 feet (6 feet at mid-channel) from the entrance in Occoquan Bay to Light 12. The channel is marked to the first bridge.

Occoquan.—Channel depths off the Occoquan bulkheads are 7 feet in the east half and 5½ feet in the west half of the channel. Small-craft facilities above the first bridge provide gasoline, water, berths, and marine supplies.

Indian Head.—The small-boat basin on the lower side has depths of 4 feet. A fog signal is on an intake house above the wharf. Mariners are advised to use caution in the vicinity of the upper wharf because divers may be training in the area.

Pohick Bay and **Accotink Bay** have depths of 2 to 3 feet for about 0.5 mile from the junction. Pohick Bay is foul with submerged duckblind and fish stakes. Parts of both bays are within the **danger zone** of a Fort Belvoir target range.

Mount Vernon, the home of George Washington, is at Mile 83.2N. The buildings are open to the public daily from 0900 to 1700 during the summer and 0900 to 1600 during the winter. The buoyed channel leading to Mount Vernon wharf had a depth of 6 feet (7 feet midchannel) to the wharf.

The Harbormaster regulates all vessels in the waters of the District of Columbia. The person in charge of any vessel, 26 feet or more long, entering the harbor, shall, if he intends to remain over 24 hours, report without delay and shall report immediately before departing, to the harbormaster at the Harbor Precinct wharf, Maine Avenue and M Street, SW., or to any police officer under his command. Permission to anchor in the District of Columbia must be obtained from the harbormaster. Both the harbormaster and the police boat monitor VHF-FM channel 16; call sign KUF-703.

A dredged channel leads from the Potomac River off Hains Point into the Anacostia River to a basin off Washington Navy Yard, through the 11th and 12th street bridges, and to a turning basin about 2.0 miles above the Hains Point Junction Lighted Buoy (38°51.1'N., 77°01.3'W.); the depths were 10 feet (14 feet at midchannel) to the basin off Washington Navy Yard; 13 feet in the basin except for lesser depths to 5½ feet along the south edge; 10 feet to the turning basin and 5 to 7 feet in the turning basin; 5 to 8 feet above the turning basin to Benning Road Bridge, thence 4 feet were available to the head except for shoaling to 2 feet in the south half of the channel at the bend just below Kenilworth Aquatic Gardens.

Georgetown Channel; the midchannel depth was 12 feet to above Buoy 4; by favoring the west shore 11 feet to 0.4 mile below Arlington Memorial Bridge; 14 feet at midchannel to the Francis Scott Key Bridge at Georgetown. The channel from Key Bridge to Chain Bridge has unpredictable currents and numerous shoals and rocks. This part of the channel is used by small craft with local knowledge.

Anchorage.—Vessels bound up or down the river anchor anywhere near the channel where the bottom is soft; vessels sometimes anchor in Cornfield Harbor or St. Marys River.

Danger zones and restricted area.—The Potomac River and its tributaries are used extensively by the military establishments for testing operations and gunnery practice. (Limits and regulations for these areas are given in **334.230, 334.240, and 334.250**, chapter 2.)

Currents.—The current in Chesapeake Bay off the mouth of Potomac River can be hazardous to smaller vessels and pleasure boats at ebb tide, and when wind and current are opposed, and with northwest winds. These conditions are more pronounced off Smith Point.

Pilotage, Potomac River.—Pilotage is compulsory on the Potomac River for foreign vessels and U.S. vessels under register in the foreign trade.

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

RCC Norfolk Commander
5th CG District (575) 398-6231
Norfolk, VA

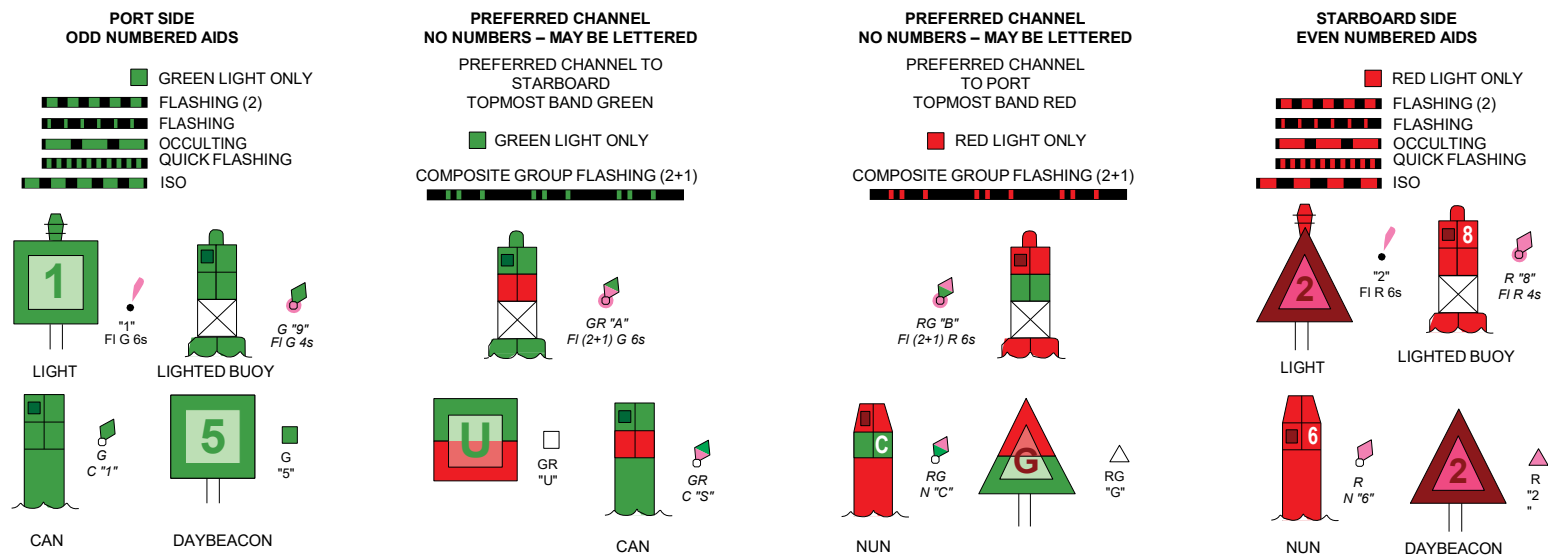
Navigation Manager Regions



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

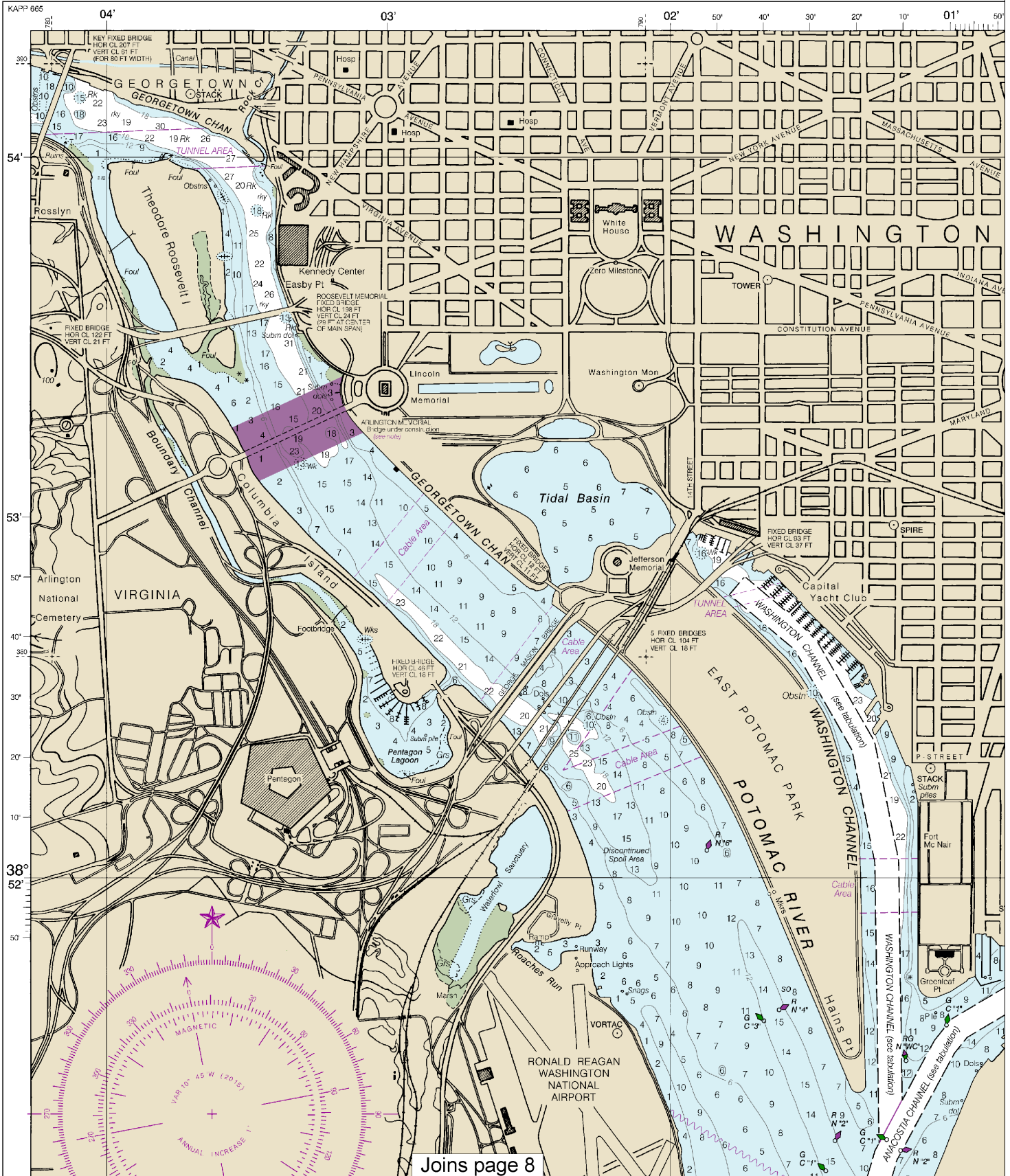
on navigable waters except Western Rivers



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>

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

12289



Joins page 8

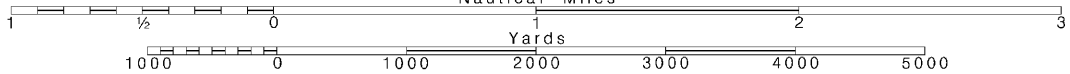
4

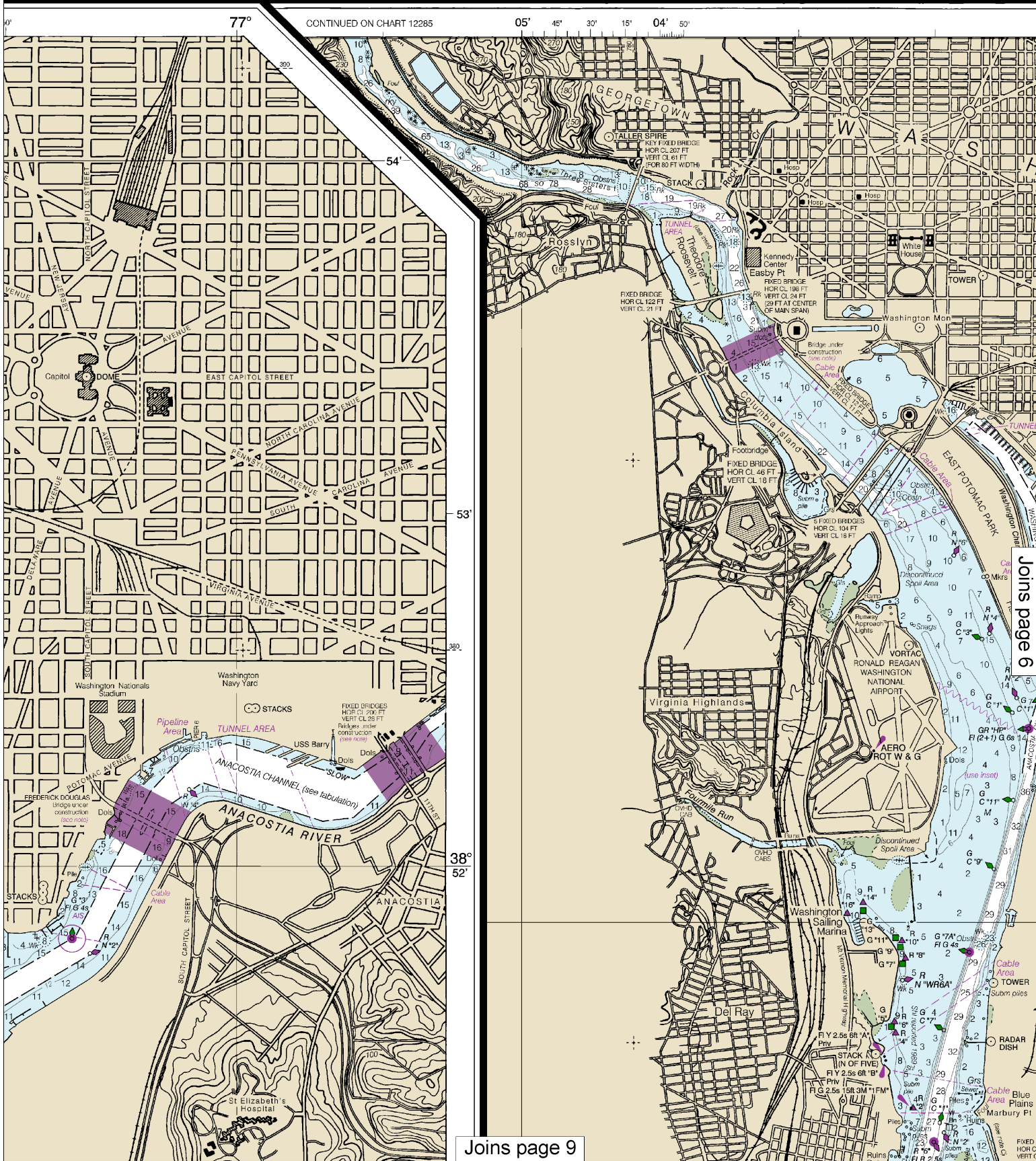
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

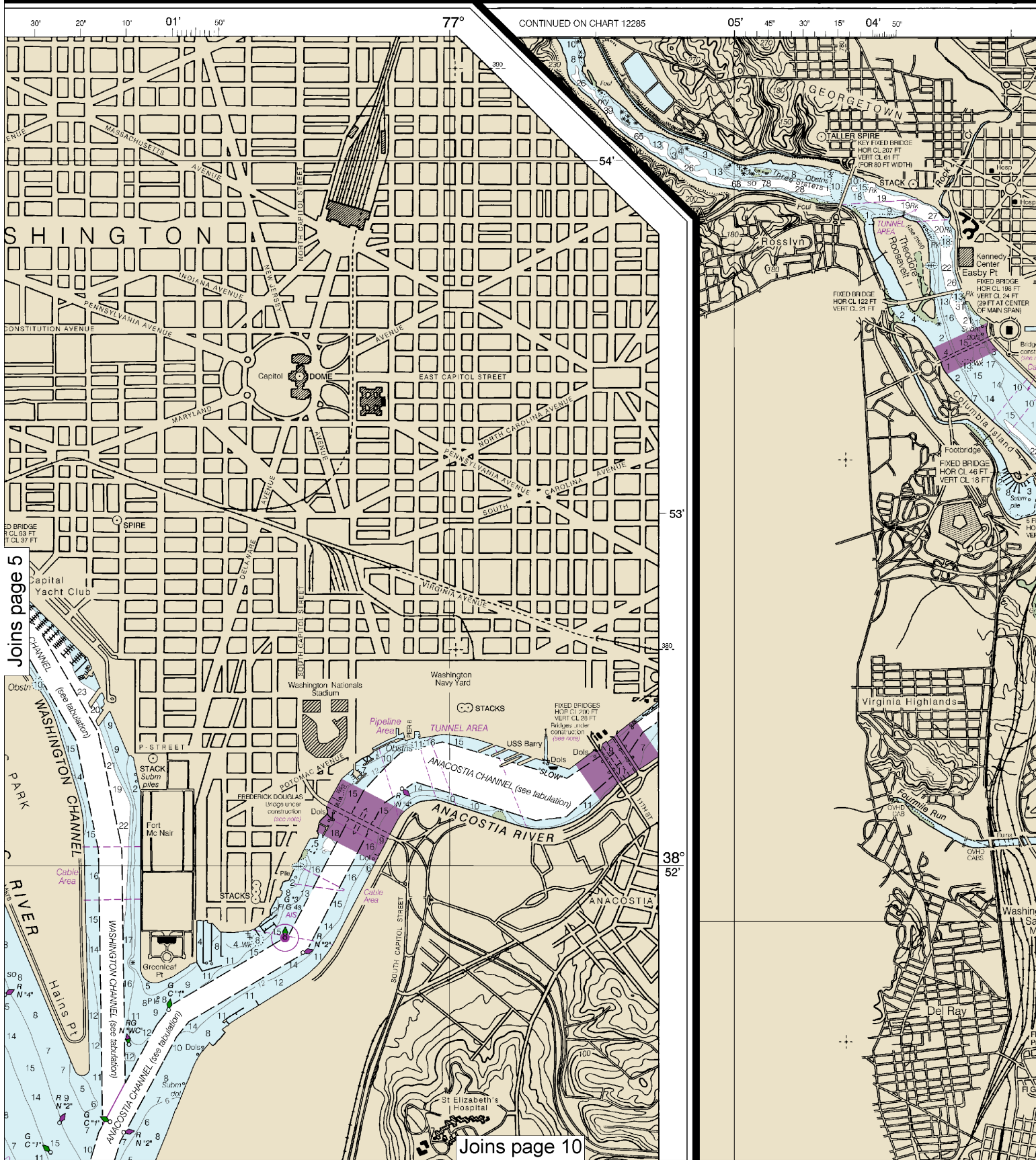
See Note on page 5.





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.



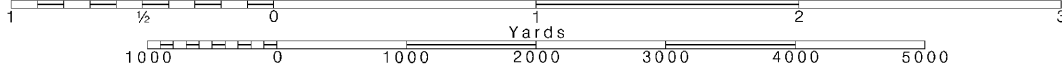


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

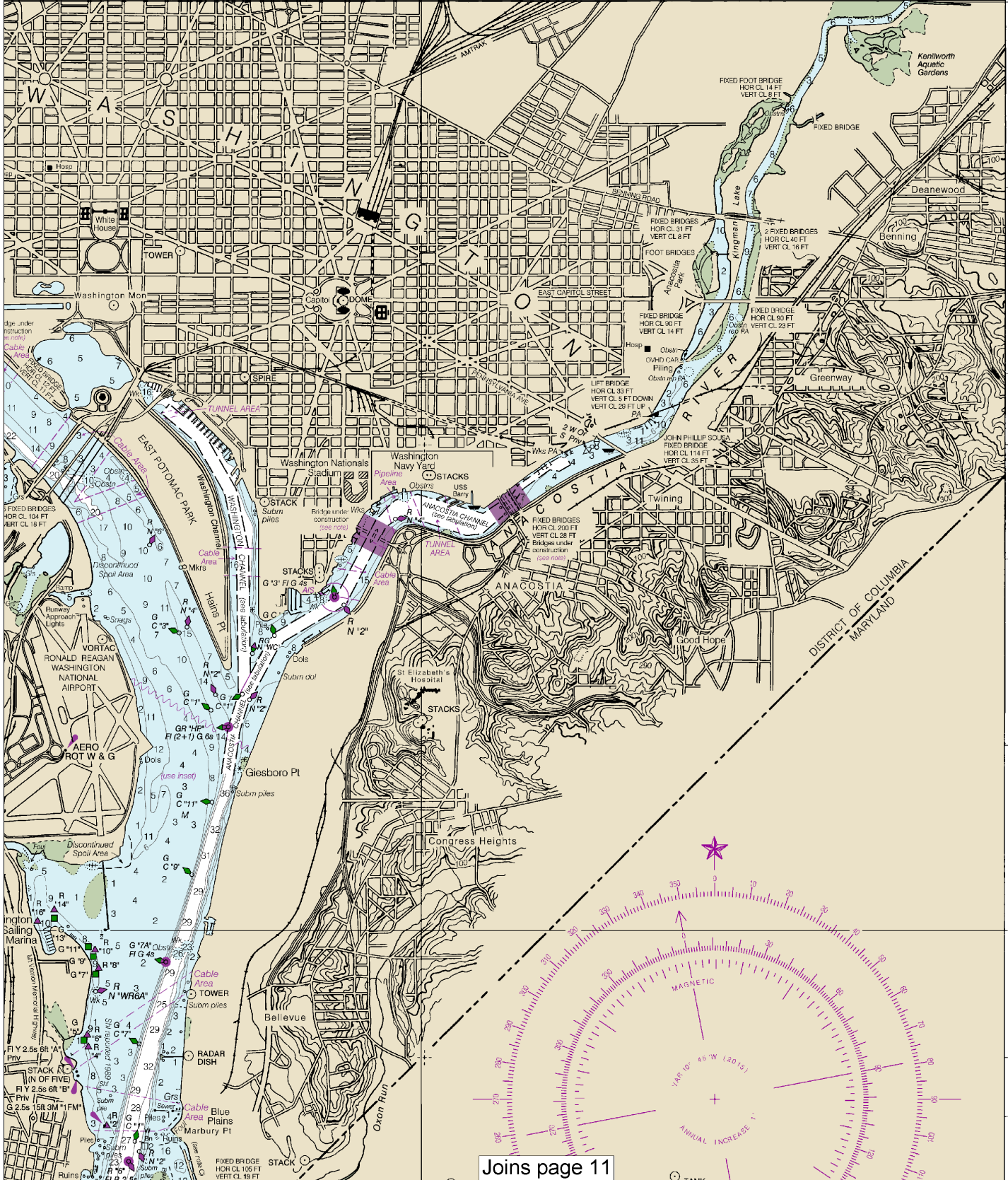
See Note on page 5.



77°

CONTINUED ON CHART 12285

55'



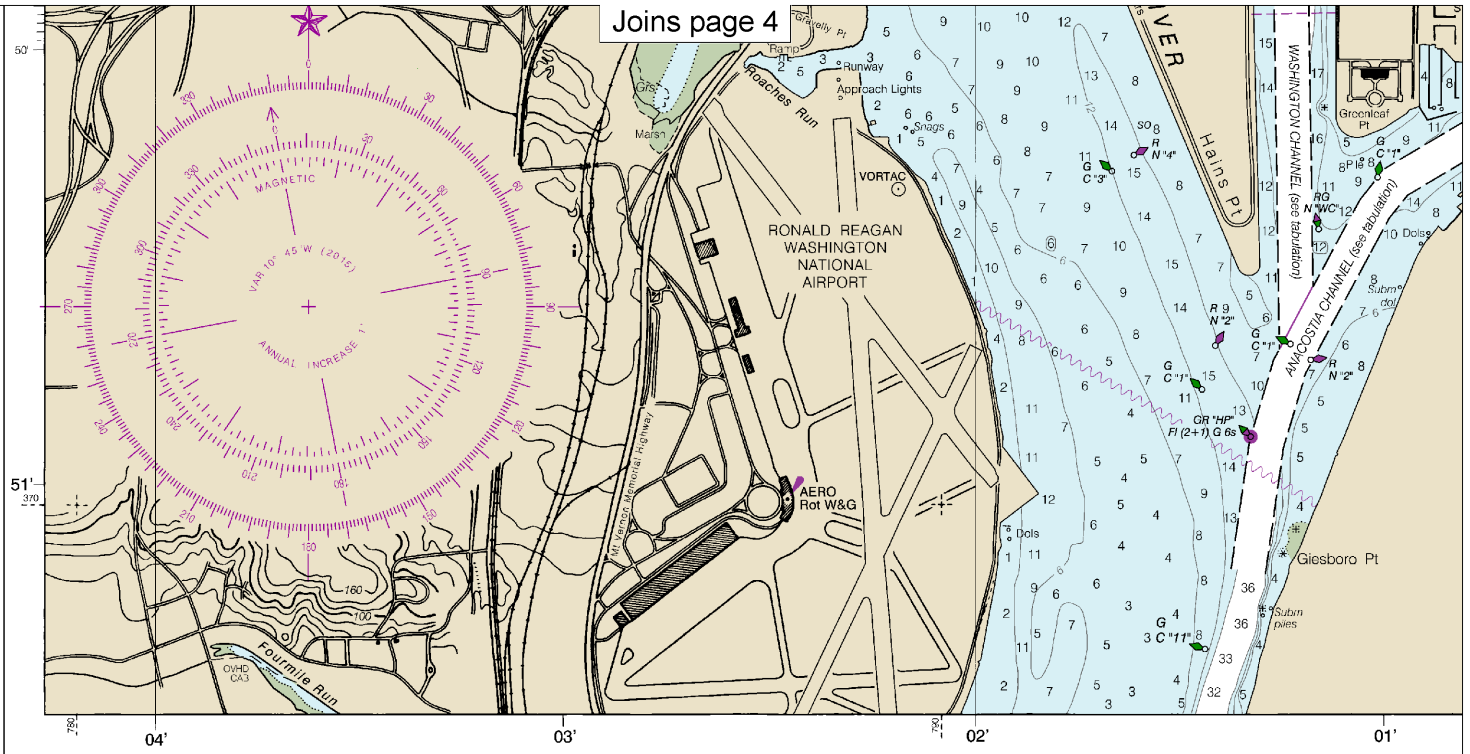
Joins page 11

38° 50'

This is the Last Edition of this chart. It will be canceled on Nov 16, 2022
 52nd Ed., Feb. 2020. Last Correction: 8/16/2022. Cleared through:
 LNM: 3022 (7/26/2022), NM: 3522 (8/27/2022)

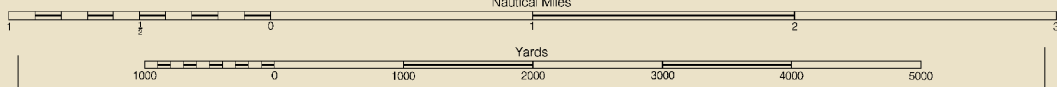


Joins page 4



Joins page 12

SCALE 1:40,000
Nautical Miles



CAUTION
FISH TRAP AREAS AND STRUCTURES
 Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent. Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

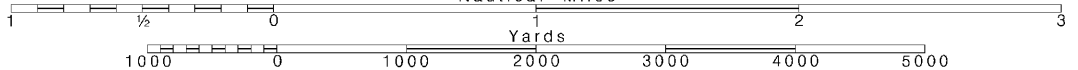


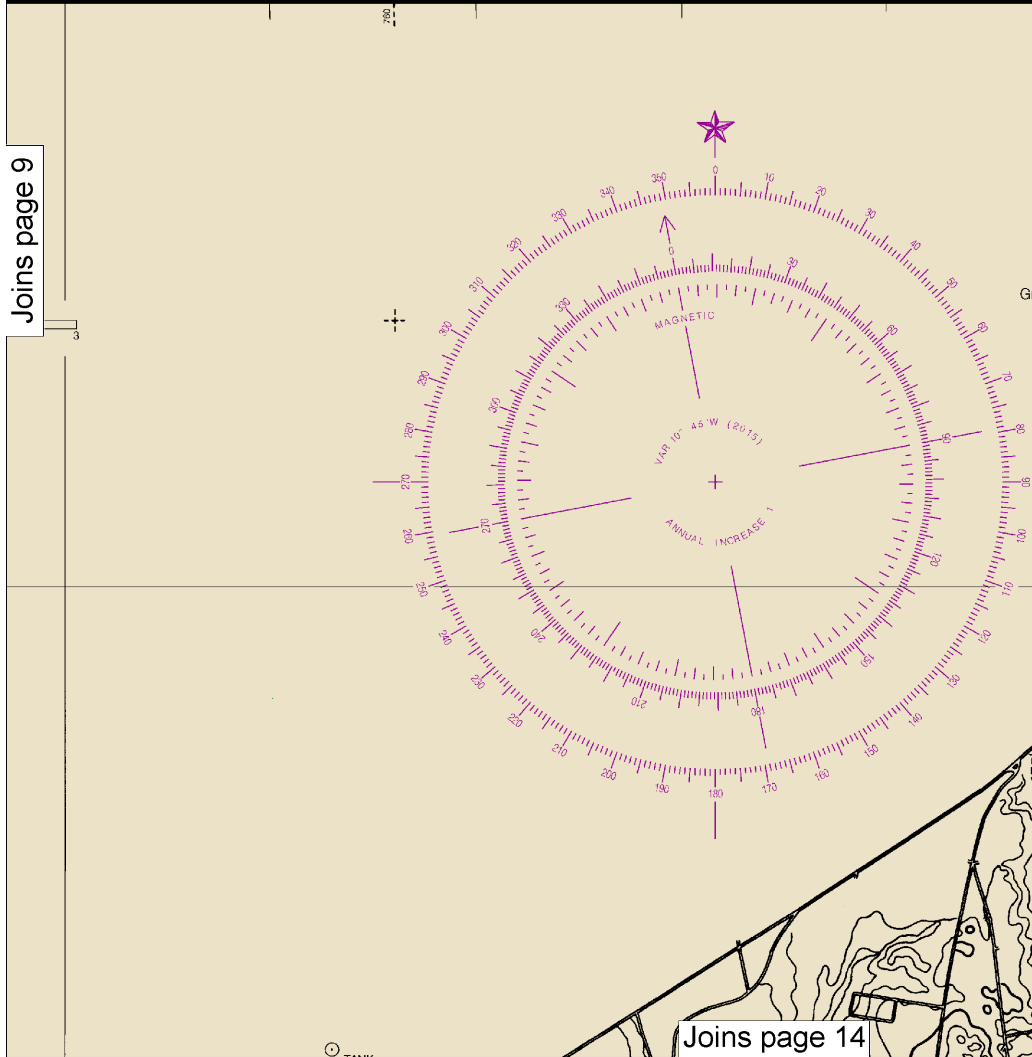
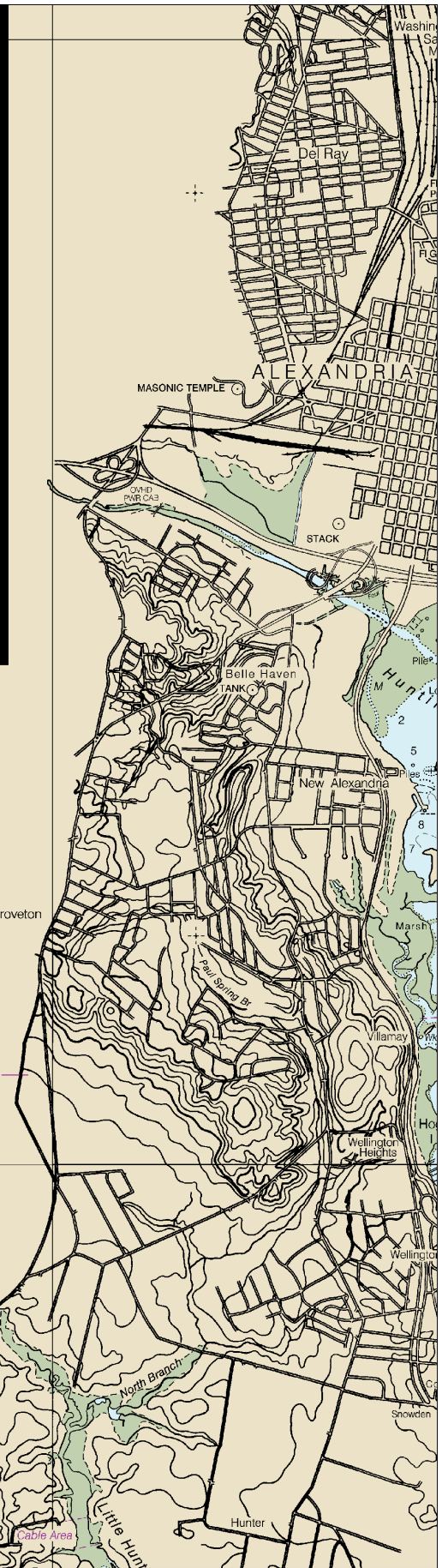
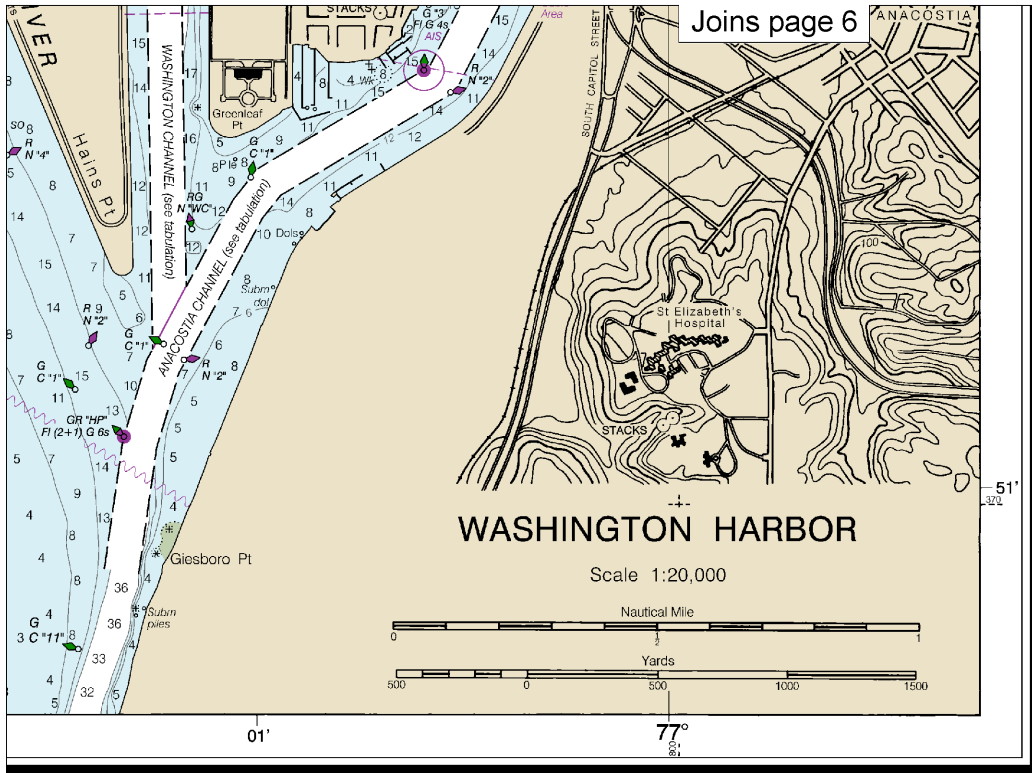
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





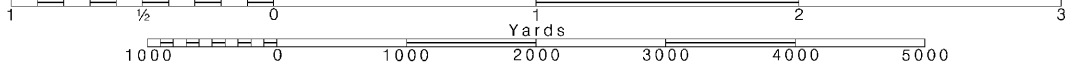
10

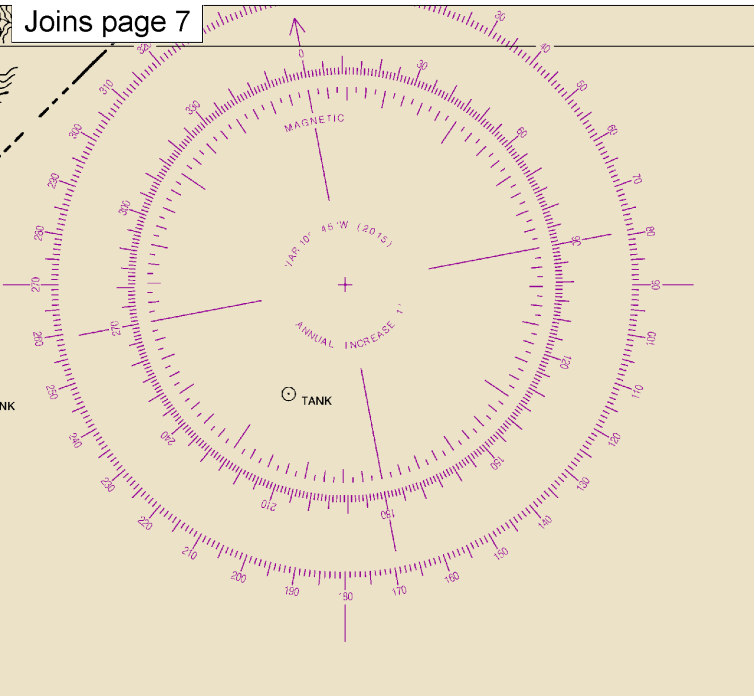
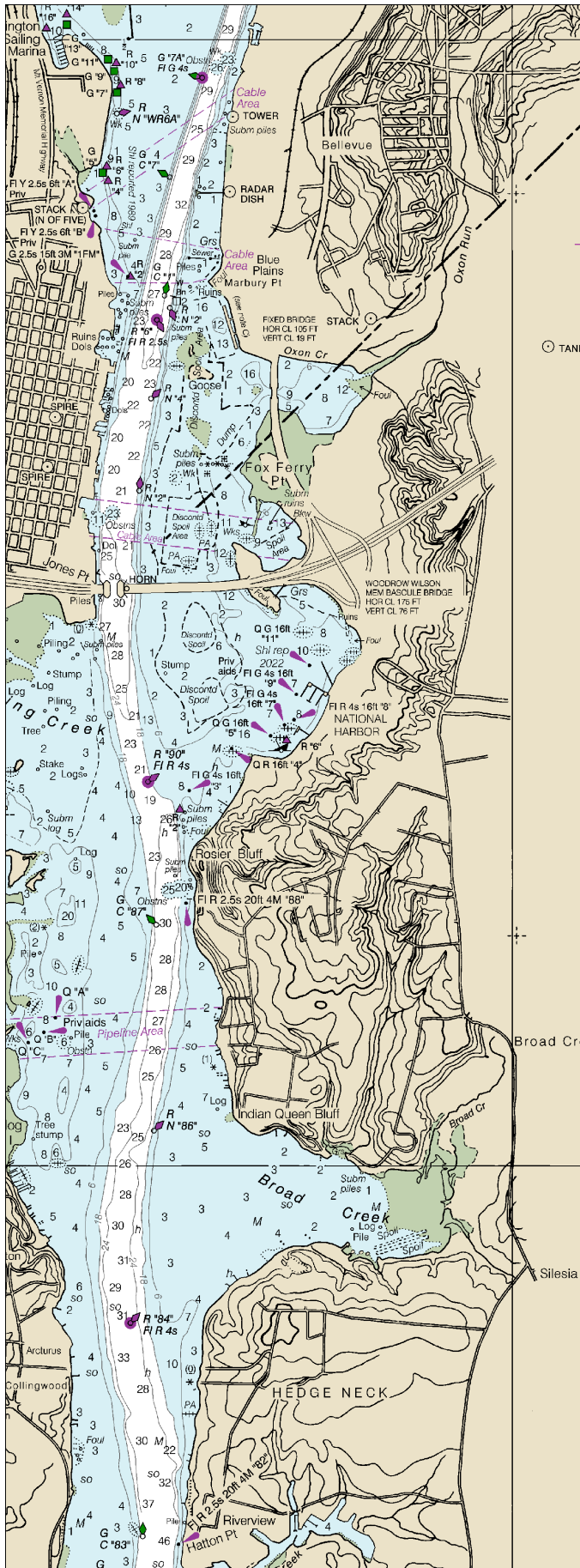
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





ANACOSTIA AND WASHINGTON CHANNEL DEPTHS
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2015
 AND SURVEYS TO OCT 2015

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 (MILES)	DEPTH (FEET)
ANACOSTIA CHANNEL	6.0	4.0	4.0	10-15	400	3.0	24
WASHINGTON CHANNEL	9.0	11.0	11.0	10-15	400	2.0	24

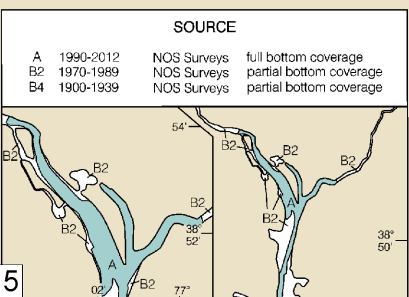
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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.

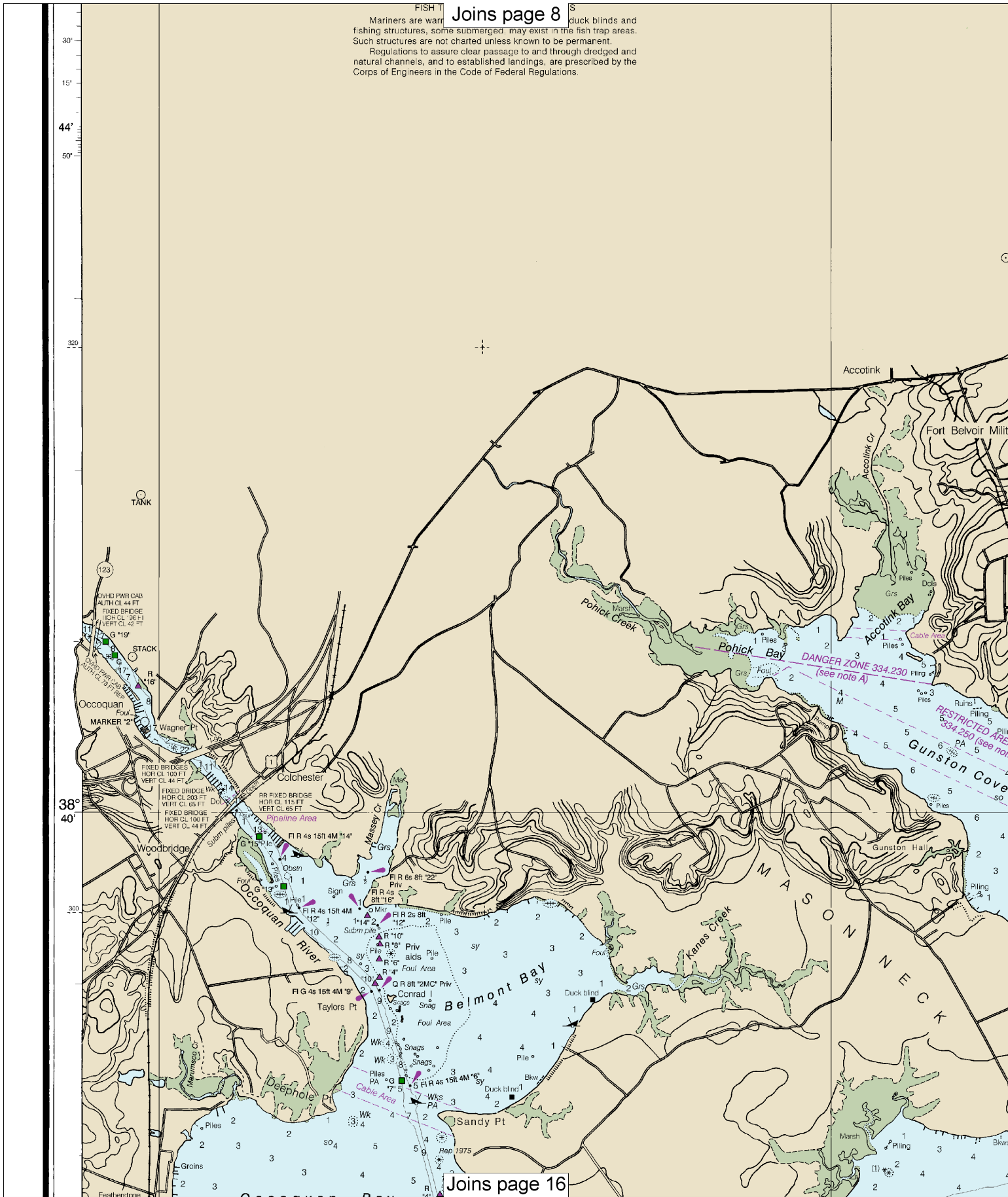
NOTE C
 Numerous private buoys mark channel and basin at Marbury Point.

CAUTION
 Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

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.



FISH T **Joins page 8** S
 Mariners are warned that duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent. Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.



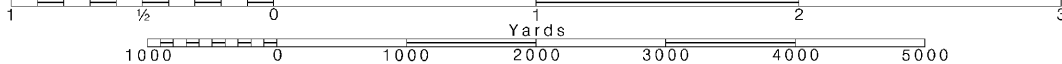
12

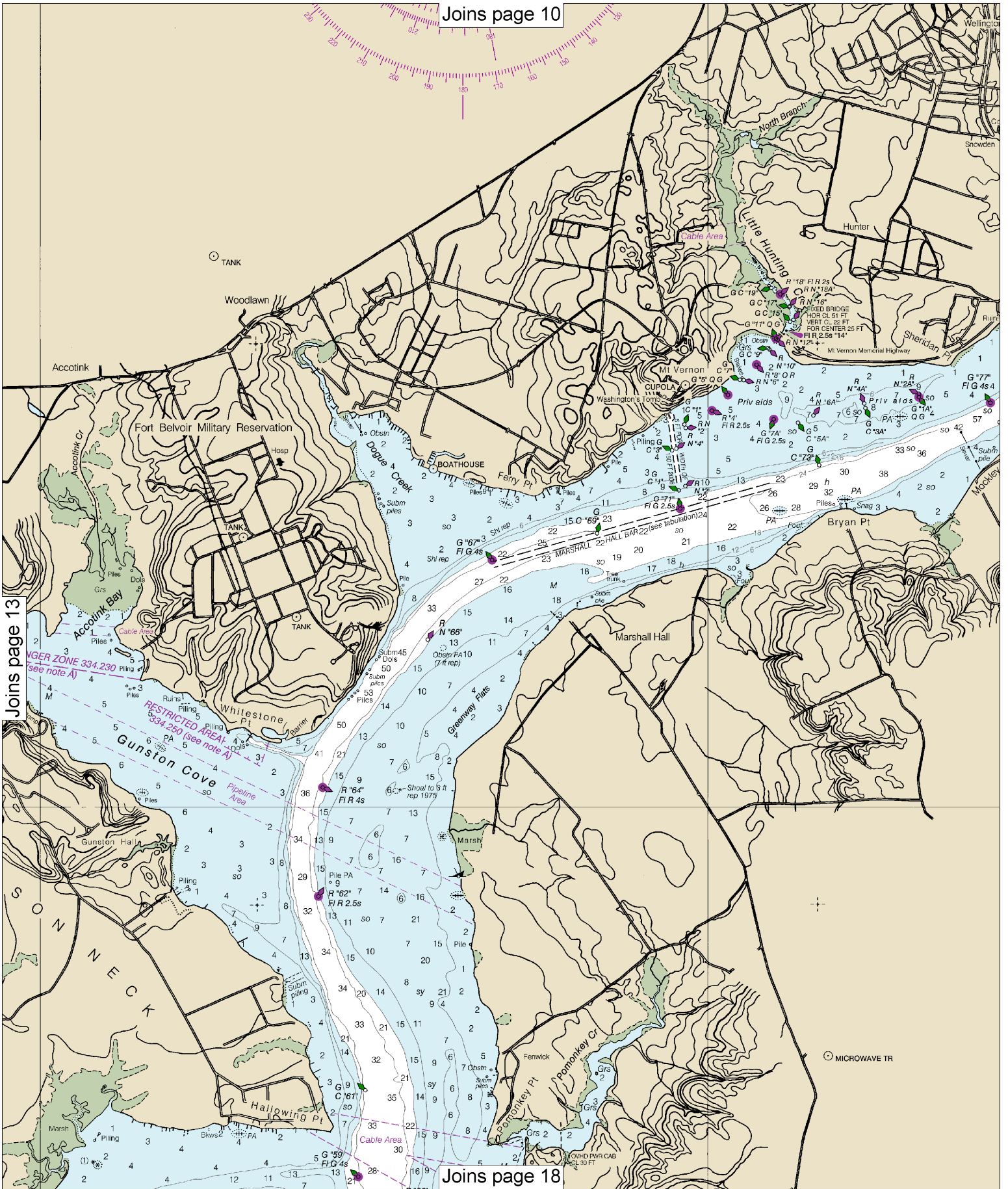
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





Joins page 13

Joins page 18

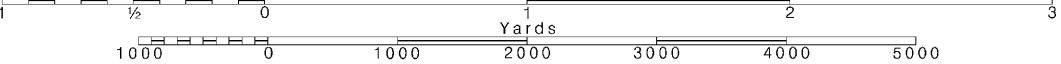
14

Note: Chart grid lines are aligned with true north.

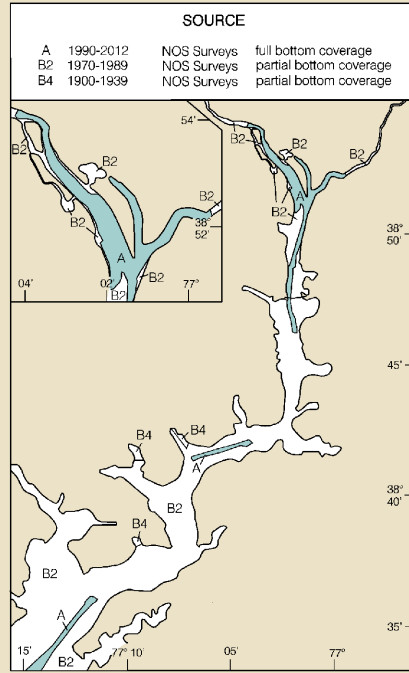
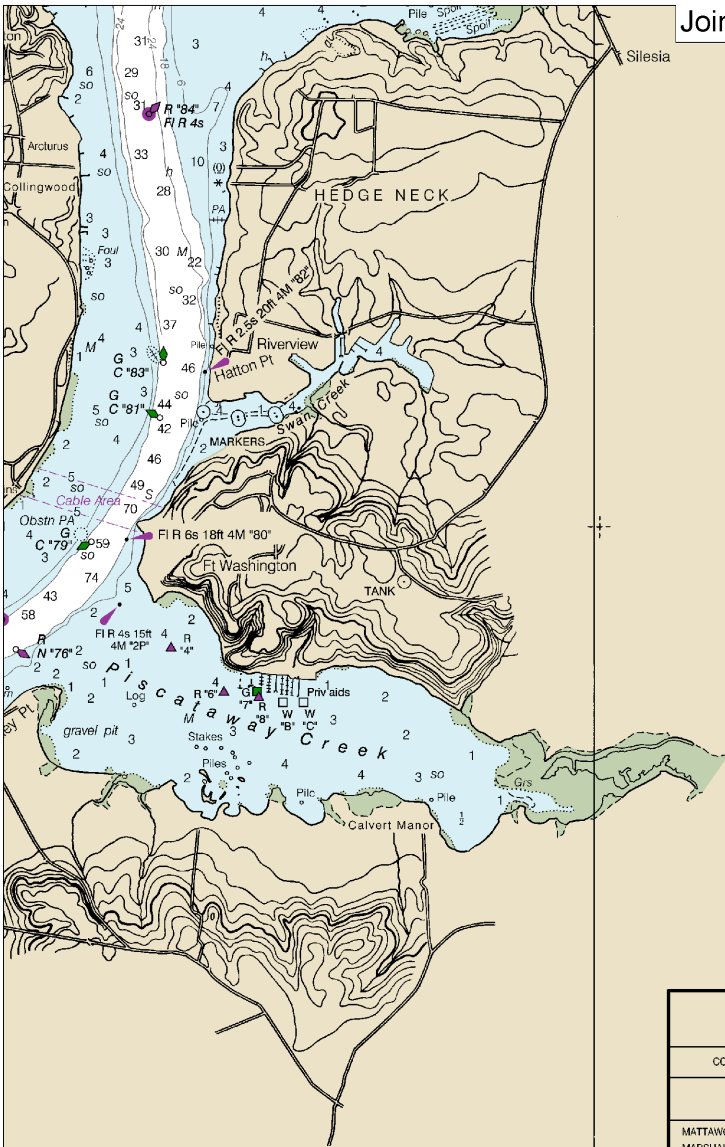
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



lined areas represent the limits of the most recent hydrographic 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.



OYSTER AQUACULTURE
 Oyster bed aquaculture leases may exist within the limits of this chart. Mariners are cautioned that numerous markers may exist and watermen may be active in the area. Caution should be exercised when navigating in or near these areas, not to anchor or ground, in order to avoid damage to the beds. Depths may be shallower than the soundings shown. For more information, contact the local department of natural resources.

POTOMAC RIVER CHANNEL DEPTHS
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2014
 AND SURVEYS TO JUL 2014

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES) DEPTH (FEET)
MATTAWOMAN BAR	19.0	19.0	20.0	7-14	200	3.0 24
MARSHALL HALL BAR	23.0	23.0	24.0	7-14	200	2.0 24

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

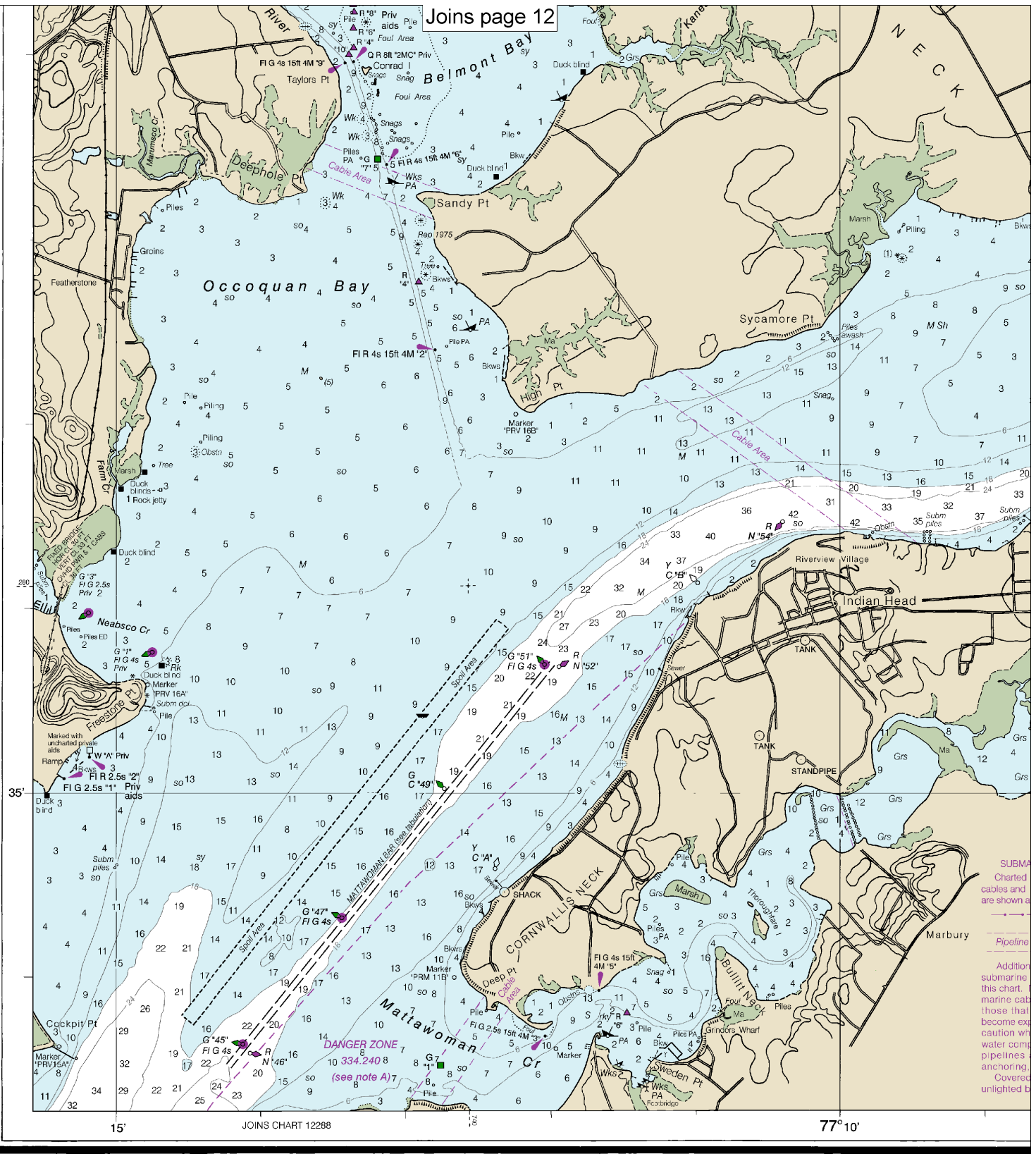


THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
 MARYLAND - VIRGINIA - DISTRICT OF COLUMBIA
POTOMAC RIVER
 MATTAWOMAN CREEK TO GEORGETOWN

30°
15°
44°
50°
38°
40°
38°
40°

Joins page 12



SUBMA
Charted
cables and
are shown as

Pipeline

Addition
submarine
this chart. If
marine cab
those that
become exp
caution wh
water comp
pipelines
anchoring.
Covered
unlighted b

12289

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.

SOUND

This is the Last Edition of this chart. It will be canceled on Nov 16, 2022
52nd Ed., Feb. 2020. Last Correction: 8/16/2022. Cleared through:
LNM: 3022 (7/28/2022), NM: 3522 (8/27/2022)

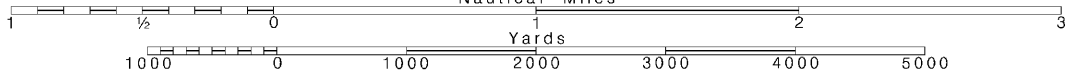
16

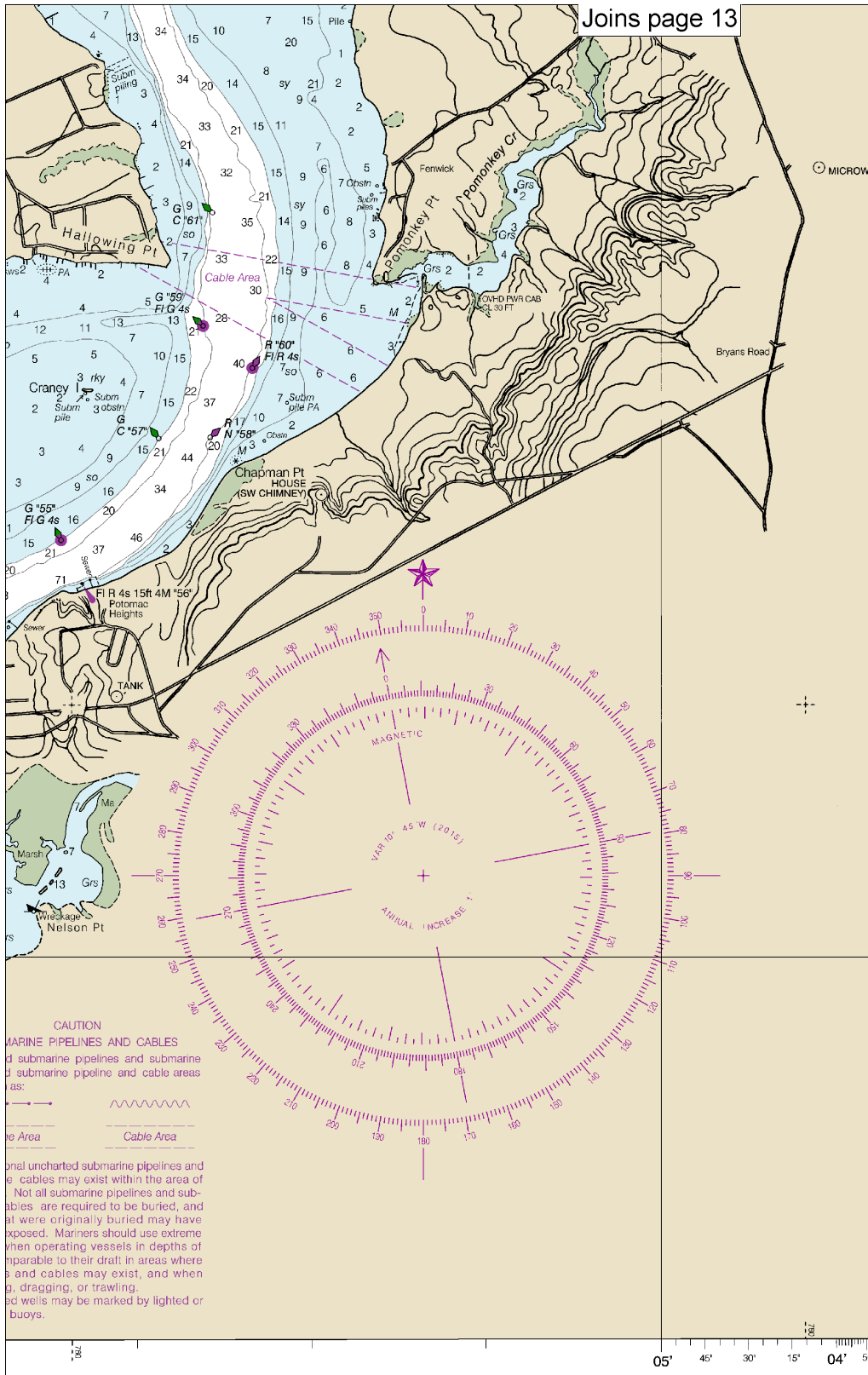
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





NOTE A
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. 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, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland.
 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 0.407' northward and 1.079' eastward to agree with this chart.

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.

Baltimore, MD	KEC-83	162.400 MHz
Washington, DC	KHB-36	162.550 MHz
(Manassas, VA)		

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).

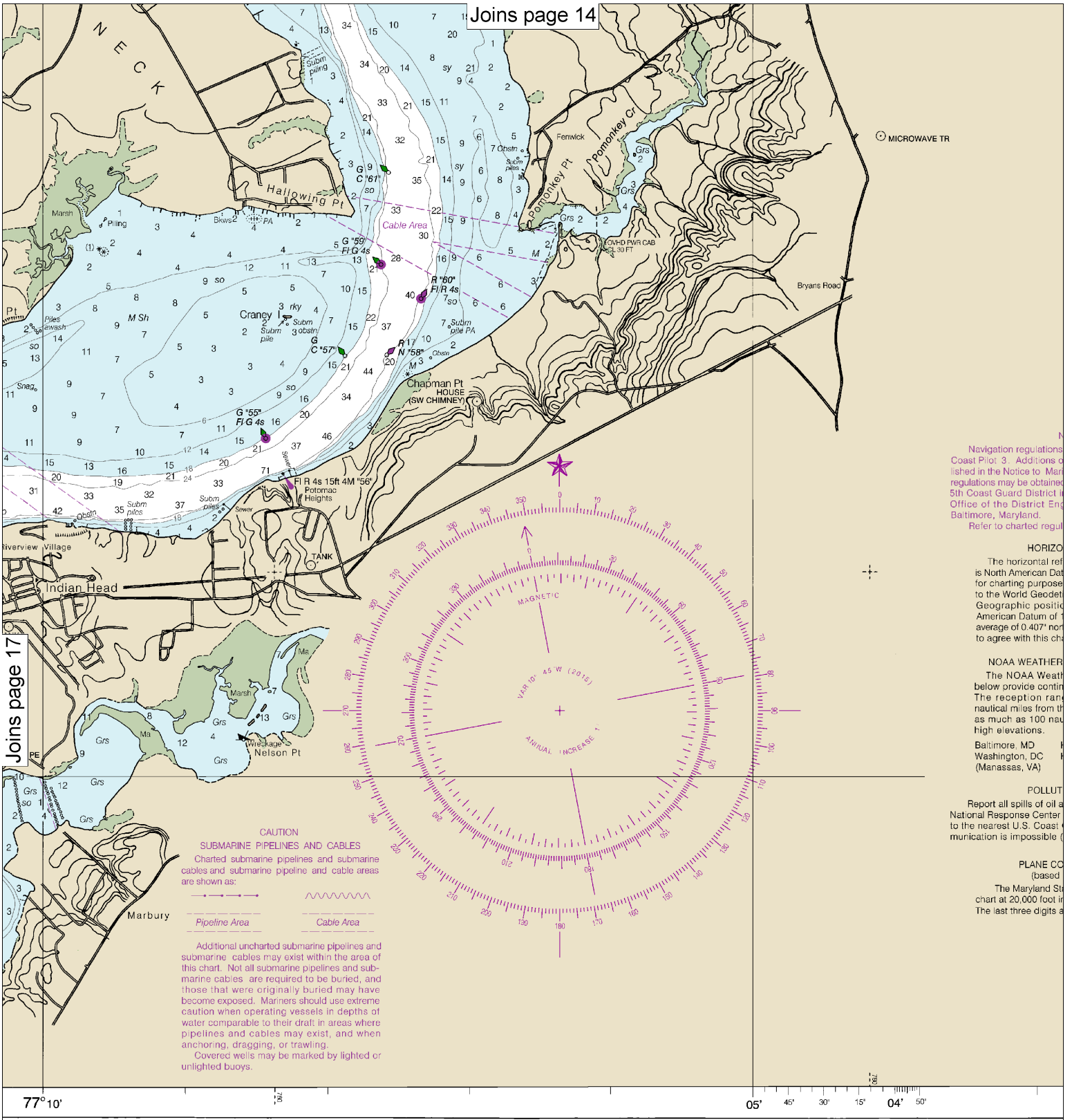
PLANE COORDINATE GRID
 (based on NAD 1927)
 The Maryland State Grid is indicated on this chart at 20,000 foot intervals thus: $\frac{1}{1}$
 The last three digits are omitted.

CAUTION
MARINE PIPELINES AND CABLES
 Submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and 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 dredging, dragging, or trawling. Uncharted wells may be marked by lighted or unlighted buoys.

DEPTHS IN FEET

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

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16





Navigation regulations
Coast Pilot 3. Additions or
deletions to the Notice to Mariners
regulations may be obtained
from the Office of the District Engineer,
5th Coast Guard District, Baltimore, Maryland.
Refer to charted regulations.

HORIZONTAL DATUM
The horizontal reference datum for this chart is North American Datum of 1983. For charting purposes, this datum is referred to as the World Geodetic System 1984 datum. This datum is based on the North American Datum of 1983 datum with an average of 0.407' north to agree with this chart.

NOAA WEATHER SERVICE
The NOAA Weather Service provides continuous weather observations and forecasts for the United States and its territories. The reception range of NOAA weather broadcasts is approximately 100 nautical miles from the station. For more information, contact the NOAA Weather Service, 4200 Reservoir Road, Silver Spring, MD 20910, or (301) 761-2000.

POLLUTION
Report all spills of oil or other pollutants to the nearest U.S. Coast Guard Office. If communication is impossible, report to the National Response Center at (800) 424-8802.

PLANE COORDINATES
(based on the datum)
The Maryland State Plane chart at 20,000 foot scale. The last three digits are rounded.

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

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

FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6

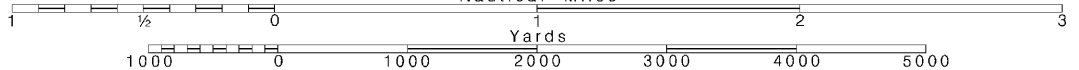
Intelligence
dates shown in
the lower left

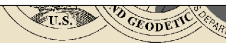
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
MARYLAND - VIRGINIA - DISTRICT OF COLUMBIA

POTOMAC RIVER
MATTAWOMAN CREEK TO GEORGETOWN

Mercator Projection
Scale 1:40,000 at Lat. 38° 44'

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.

NOTE A

Changes are published in Chapter 2, U.S. Coast and Geodetic Survey Notices to Mariners. Information concerning the chart should be obtained from the Office of the Commander, U.S. Coast and Geodetic Survey, in Portsmouth, Virginia or at the Hydrographic Office, Corps of Engineers in Washington, D.C.

VERTICAL DATUM

Reference datum of this chart is Mean Lower Low Water of 1983 (NAD 83), which is considered equivalent to the datum of the World Geodetic System 1984 (WGS 84). Corrections referred to the North American Datum of 1927 must be corrected an amount of 1.079' eastward.

RADIO BROADCASTS

Other Radio stations listed include weather broadcasts. Frequency is typically 20 to 40 kHz above the antenna site, but can be up to 100 miles for stations at sea.

KEC-83 162.400 MHz
KHB-36 162.550 MHz

HAZARDOUS SUBSTANCES

Other hazardous substances to the public are listed in the U.S. Coast Guard Facility by telephone communication (33 CFR 153).

COORDINATE GRID

Grid is based on NAD 1927. State Grid is indicated on this chart. Intervals are as shown. Dashes are omitted.

TIDAL INFORMATION

Table with columns: NAME, PLACE (LAT/LONG), Height referred to datum of soundings (MLLW) - Mean High Water, Mean High Water, Mean Low Water. Rows include Indian Head, Marshal Hall, Alexandria, and Washington.

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. (Jun 2015)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

- Aids to Navigation (lights are white unless otherwise indicated): AERO aeronautical, Al alternating, B black, Bn beacon, C can, DIA diaphone, F fixed, FI flashing, G green, IO interrupted quick, Iso isophase, LI LC lighthouse, M minutes, MICRO TR microwave tower, Mkr marker, Mo Morse code, N nun, OBSC obscured, Oc occulting, Or orange, Q quick, R red, Ra Ref radar reflector, R Bn radiobeacon, R TR radio tower, Rot rotating, s seconds, SEC sector, St M statute miles, VQ very quick, W white, WHIS whistle, Y yellow.

- Bottom characteristics: Bds boulders, bk broken, Cy clay, Co coral, G gravel, Grs grass, gy gray, h hard, M mud, Oys oysters, Rk rock, S sand, so soft, Sh shells, sy sticky.

- Miscellaneous: AUTH authorized, ED existence doubtful, (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, Obstr obstruction, PA position approximate, PD position doubtful, Rep reported, Subm submerged.

HEIGHTS

Heights in feet above Mean High Water.

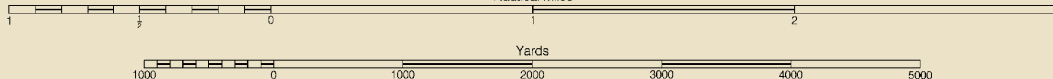
AUTHORITIES

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.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

SCALE 1:40,000
Nautical Miles



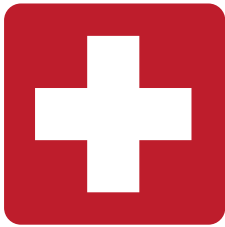
77°

1006.3 X 710.1 mm

Potomac River, Mattawoman Creek to Georgetown
SOUNDINGS IN FEET - SCALE 1:40,000

12289

Coordinate grid table with columns 7-17 and rows 42-52.



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.

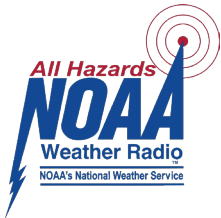
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

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.

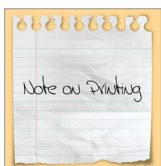
<http://www.nws.noaa.gov/nwr/>

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.