

BookletChart™

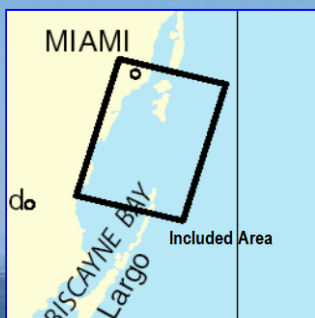


Intracoastal Waterway – Miami to Elliott Key

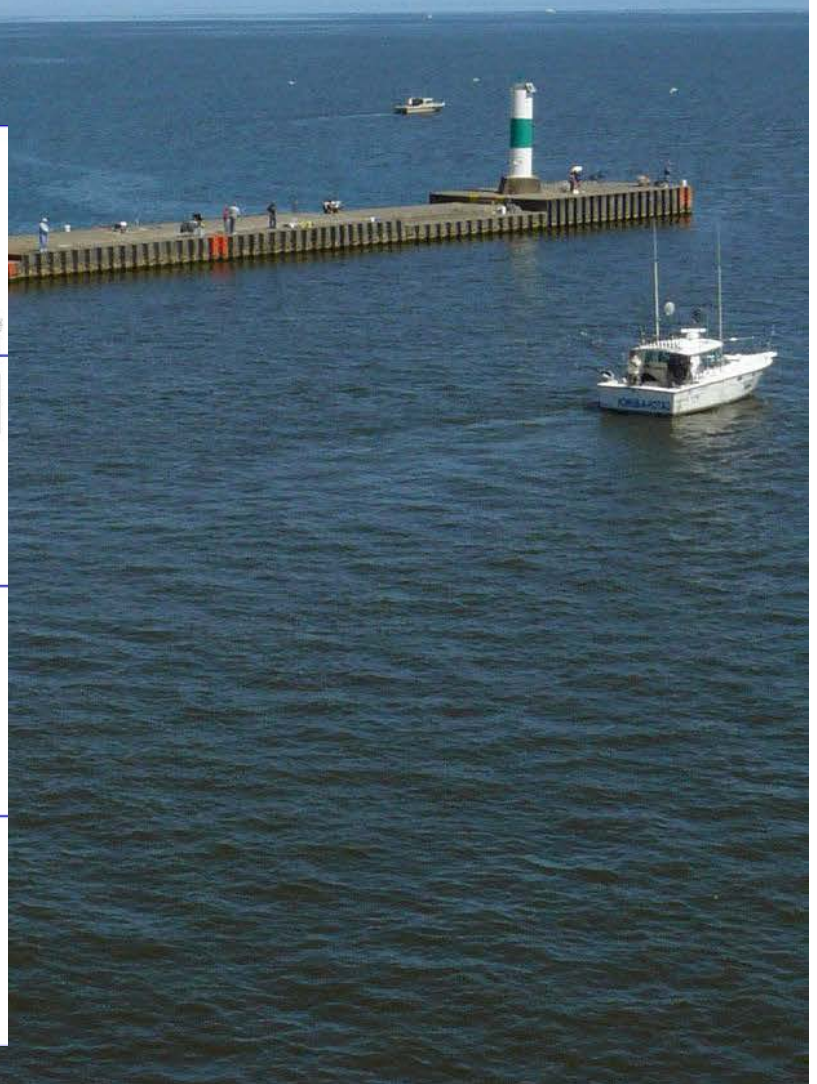
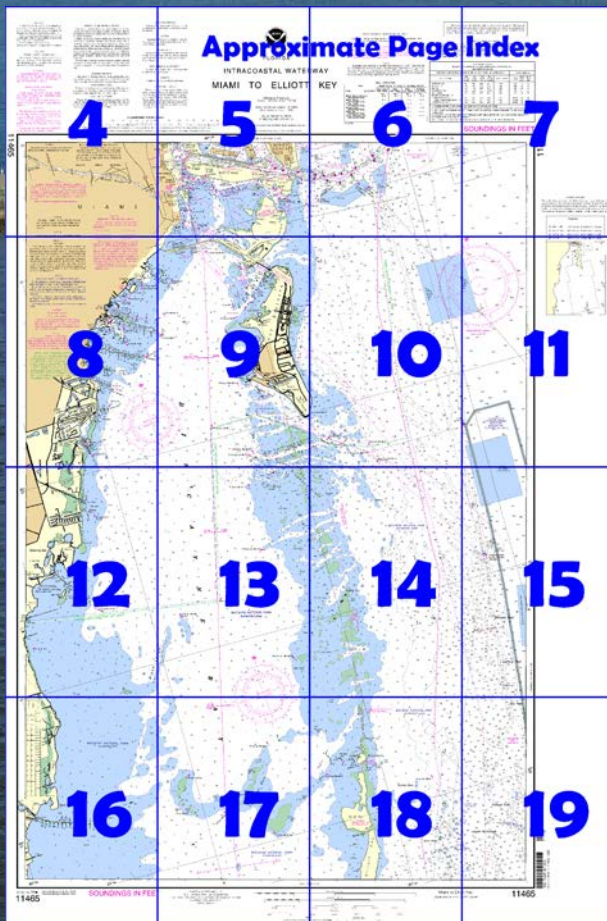
NOAA Chart 11465

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=11465>.



(Selected Excerpts from Coast Pilot)

Norris Cut is a shallow inlet just south of the Main Channel to Miami Harbor between Fisher Island and **Virginia Key**. A prominent stack and tanks are near the center of Virginia Key.

Key Biscayne is connected to the mainland by a bridge-causeway which crosses Bear Cut, Virginia Key, and Biscayne Bay. The highway bridge over Bear Cut has a 48-foot fixed span with a clearance of 16 feet. A shoal, reported bare at mean high water,

extends about 0.6 mile in a north-south direction about 0.2 mile off the eastern shore of Key Biscayne. An abandoned lighthouse is on **Cape Florida**, the southern point of Key Biscayne.

Biscayne Channel leads through the shoals south of Cape Florida into Biscayne Bay. It is partially dredged, but the channel has shoaled. The channel is marked by lights and daybeacons. Craft whose draft is close to the limiting depth of the channel should exercise extreme caution in navigating it. Several channels leading through the shoals between Biscayne Channel and Key Biscayne are used by local boats.

Cape Florida Anchorage, with depths of 12 to 20 feet, is about 300 yards westward of the south end of Cape Florida with the lighthouse tower bearing northward of 069°. This is a poor anchorage with southerly winds.

Miami South Channel is a dredged cut leading from Biscayne Bay, westward of Virginia Key, to the Miami waterfront. One branch of it leads into the Miami River, and the other leads directly to the basin off **Bay Front Park**. The Intracoastal Waterway southward to Key West passes through Miami South Channel. Clearance of the Rickenbacker Causeway bridge is given in chapter 12.

Fowey Rocks Light (25°35'26"N., 80°05'48"W.), 110 feet above the water, is shown from a brown, octagonal, pyramidal skeleton tower on pile foundation enclosing a white dwelling and stair cylinder; a racon is at the light. A fish haven, covered 65 feet, is about 2.1 miles north-northeastward of the light in about 25°37'24"N., 80°04'54"W.

Bowles Bank Anchorage, 6.5 miles south-southwestward of Fowey Rocks Light (25°35'26"N., 80°05'48"W.), is fair in all but southerly winds. It has depths of 14 to 16 feet and soft bottom in places, and lies about 0.5 mile north of the light of Bache Shoal and eastward of the north end of **Elliott Key**.

Legare Anchorage, 7 miles southward of Fowey Rocks Light, lies between the reefs westward of **Triumph Reef**. The bottom is mostly hard, but there are some soft spots on which vessels may anchor. The entrances are not marked, and the anchorage is not generally used.

Caesar Creek Bank Anchorage, 12 miles south-southwestward of Fowey Rocks Light, is fair in all but southerly winds. It lies on the west side of Hawk Channel between **Margot Fish Shoal** and **Caesar Creek Bank**, with depths of 10 to 12 feet, soft bottom.

Excellent anchorage for small craft will be found in **Caesar Creek**, just north of Caesar Creek Bank. The entrance is marked by a light, and private daybeacons mark the channel. There was a reported depth of 6 feet through the entrance channel in 1983.

There is also a secure anchorage between **Adams Key**, **Meigs Key**, and **Elliott Key**. In 1983, it was reported that with local knowledge a draft of 4 feet could be carried into Biscayne Bay through a privately marked channel which leads north along the west side of Adams Key.

Pacific Reef, 13.4 miles southward of Fowey Rocks Light, is marked by **Pacific Reef Light** (25°22'16"N., 80°08'31"W.), 44 feet above the water and shown from a black skeleton tower on piles. A channel, marked by daybeacons, leads from the ocean 0.6 mile southward of Pacific Reef Light to Caesar Creek; the reported controlling depth was 8 feet in 1983.

Angelfish Creek, 17.5 miles southwestward of Fowey Rocks Light, is used by vessels proceeding to Card Sound and the Intracoastal Waterway. The reported controlling depth through the creek was 5 feet in 1983. The channel is marked by lights and daybeacons. The outer end of the creek offers good protection, but the bottom is rock ledge and the anchor should be buoyed.

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

RCC Miami

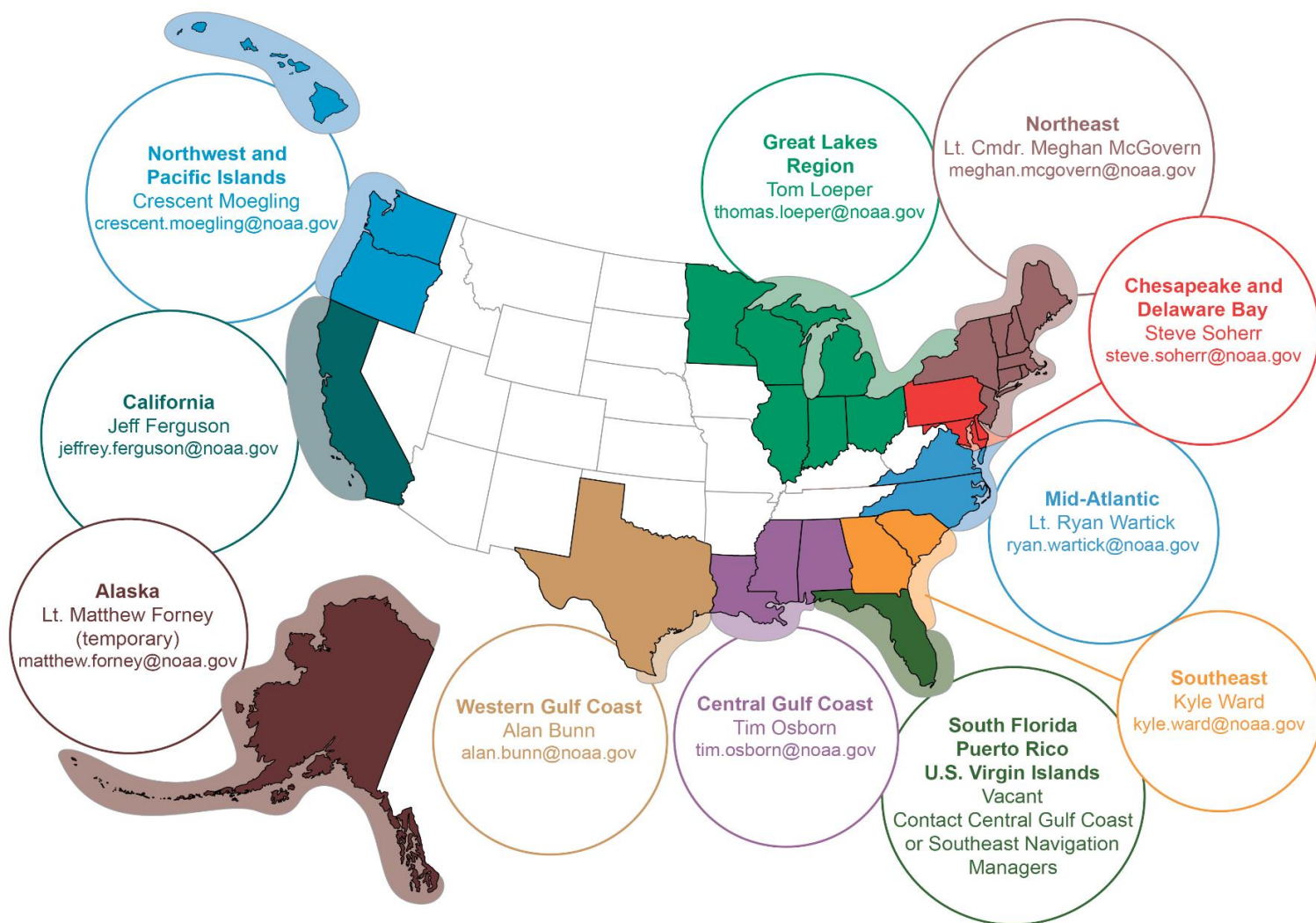
Commander

7th CG District

Miami, FL

(305) 415-6800

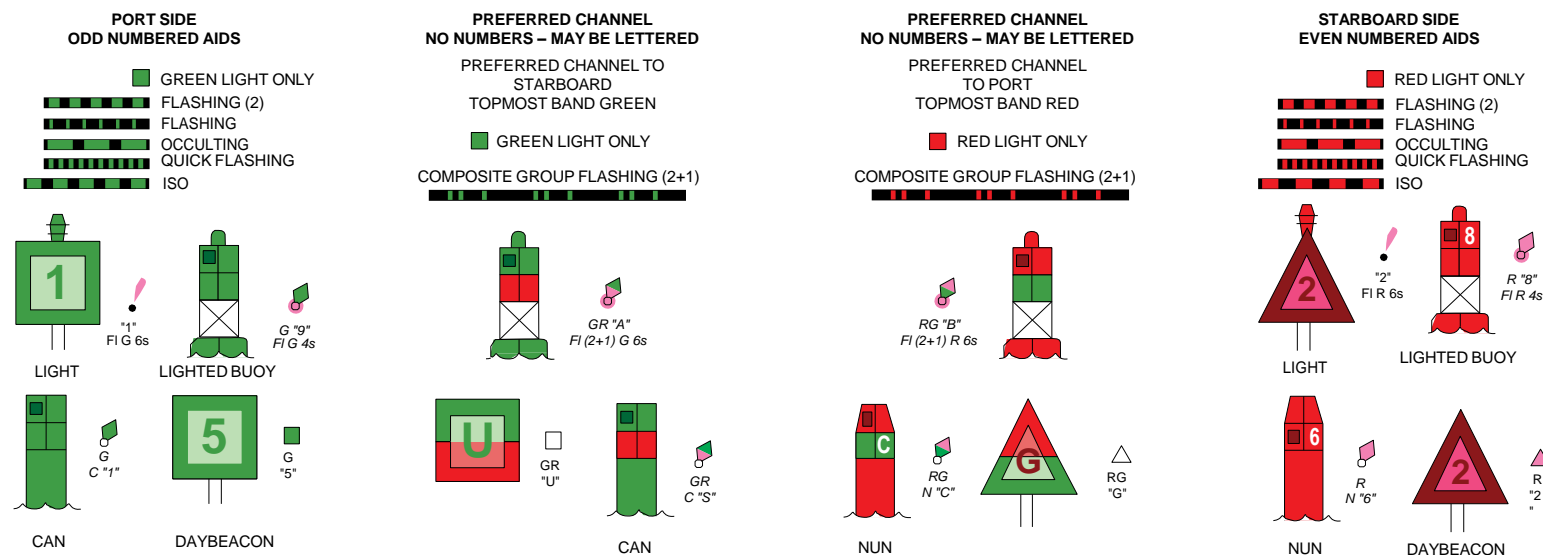
Navigation Managers Area of Responsibility



To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



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

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:
 (Circled A) (Accurate location) (Circled A) (Approximate location)

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.

INTRACOASTAL WATERWAY

Project Depths

12 foot Norfolk, VA to Fort Pierce, FL; 10 foot Fort Pierce, FL to Miami, FL; 7 foot Miami, FL to Cross Bank in Florida Bay.

Consult the U.S. Army Corps of Engineers for controlling depths and U.S. Coast Guard Local Notice to Mariners for other navigation hazards or restrictions.

Uncharted shoals may exist in areas which have not been recently surveyed. Please report shoals and obstructions at:
<http://nauticalcharts.noaa.gov/staff/contact.htm>

Distances

The general location of the Waterway is indicated by a magenta line. Mariners are advised to follow the aids to navigation and avoid charted shoals and obstructions.

Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: ————

One Statute Mile equals 0.87 Nautical Miles. Courses are TRUE and must be CORRECTED for any variation and compass deviation.

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.

CHANNEL MARKERS

Reflectors on daybeacons and buoys along the Intra-coastal Waterway are white or green on the left-hand and red on the right-hand side when proceeding southward.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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.

AIDS TO NAVIGATION

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

CAUTION

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

AUTHORITIES

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

SUPPLEMENTAL INFORMATION

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

HEIGHTS

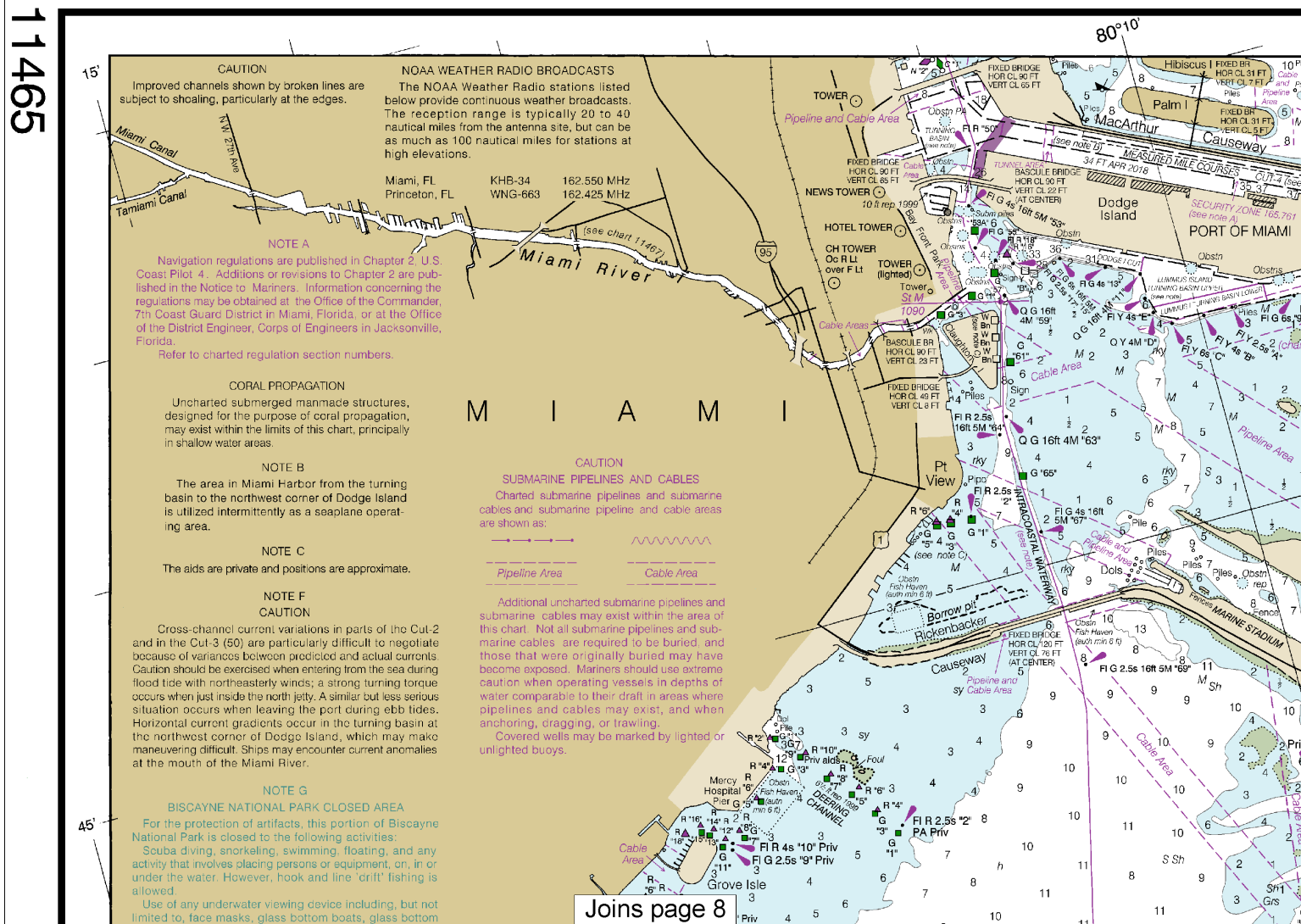
Heights in feet above Mean High Water.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.36" northward and 0.82" eastward to agree with this chart.

INTRA MIAMI

11465



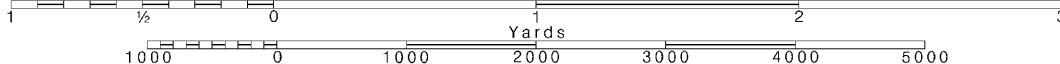
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

For Symbols and Abbreviations see Chart No. 1

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

NOAA encourages users to
about this chart at <http://www.noaa.gov>

FLORIDA

MIAMI BEACH TO ELLIOTT KEY

Mercator Projection
Scale 1:40,000 at Lat. 25°38'

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.

Formerly C&GS 848, 1st Ed., October 1939 C-1939-498 KAPP 310

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.

NOTES

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

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Miami Marina	(25°47'N/080°11'W)	2.4	2.3	0.1
Miami Harbor Entrance	(25°46'N/080°08'W)	2.7	2.6	0.2
Cutler, Biscayne Bay	(25°37'N/080°18'W)	2.1	2.1	0.1
Ragged Keys	(25°32'N/080°10'W)	1.9	1.8	0.1
Elliott Key Harbor	(25°27'N/080°12'W)	1.6	1.6	0.1

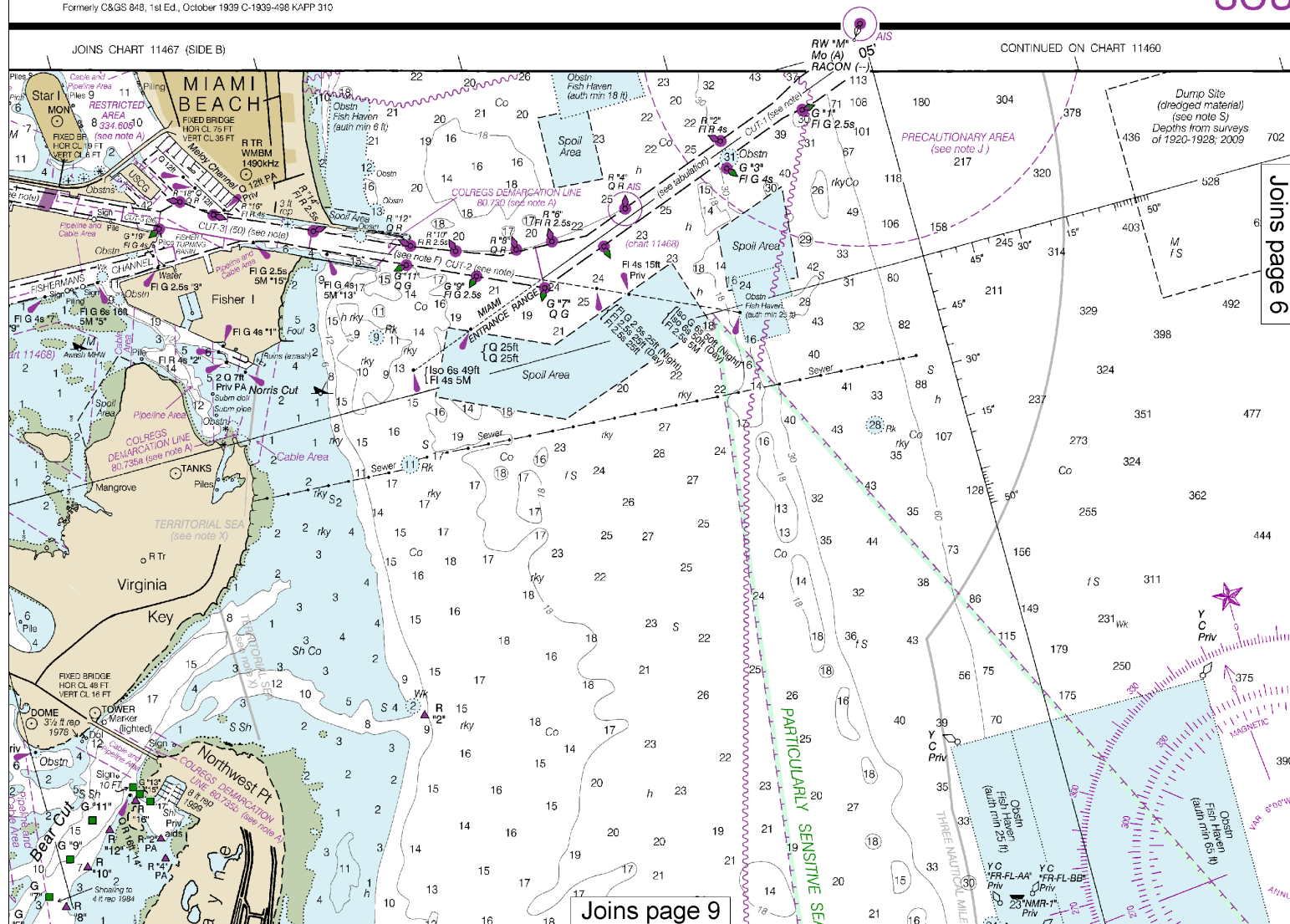
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Mar 2011)

MIAMI HARBOR

NAME OF CUT

CUT - 1
CUT - 2
CUT - 3 (50)
CUT - 3 (36)
CUT - 4
FISHER ISLAND TURN
FISHERMANS CHANNEL
LUMMUS ISLAND TURN
DODGE ISLAND CUT
TURNING BASIN

SOUNDINGS



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.

5

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

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

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

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

HEIGHTS
Heights in feet above Mean High Water.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.366" northward and 0.825" eastward to agree with this chart.



THE NATION'S CHARTMAKER SINCE 1807

FLORIDA

INTRACOASTAL WATERWAY MIAMI TO ELLIOTT KEY

Mercator Projection
Scale 1:40,000 at Lat. 25°38'

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.

Formerly C&GS 848, 1st Ed., October 1939 C-1939-498 KAPP 310

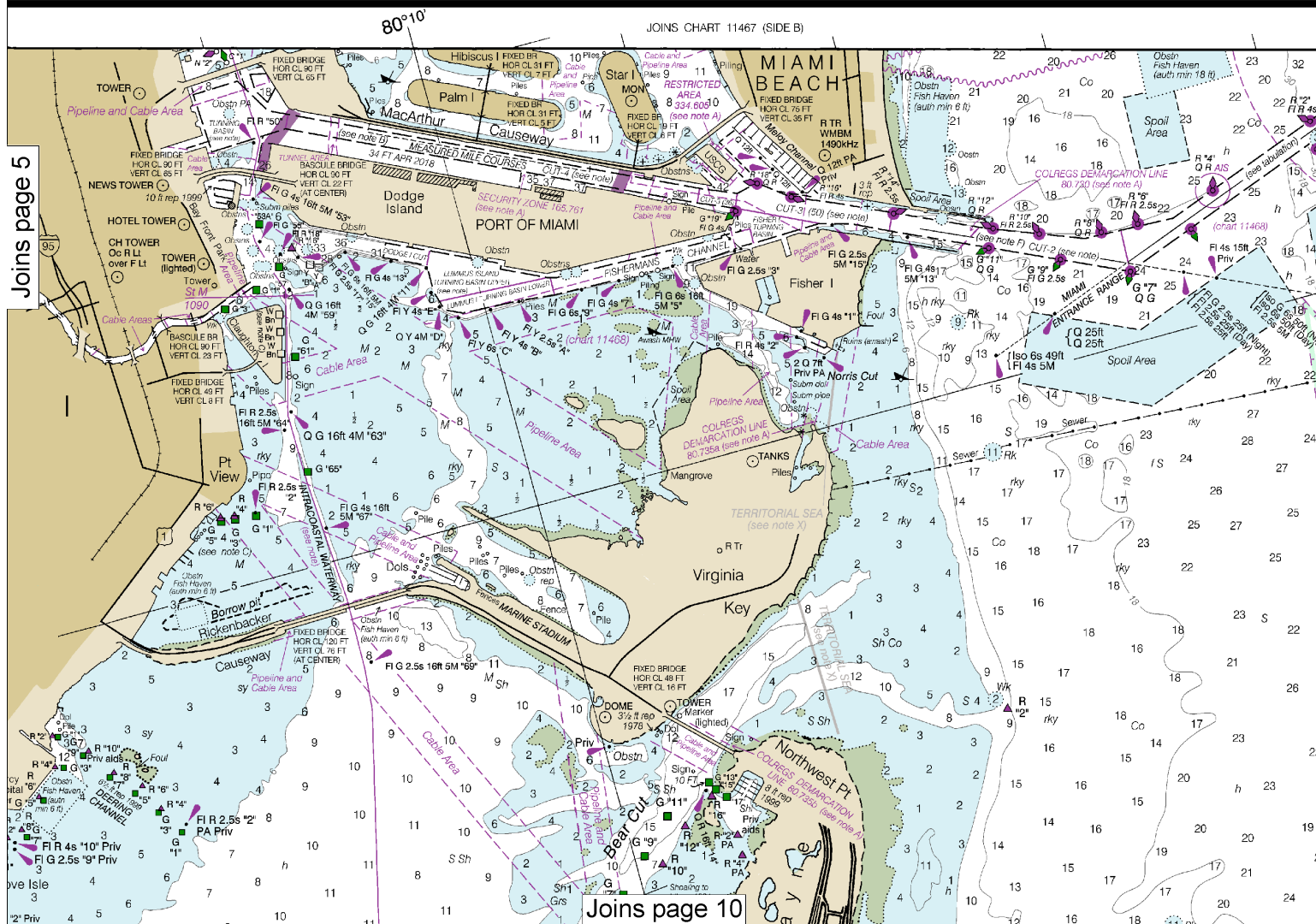
For Symbols and
COLREGS: International Regulations for
Demarcation in

This chart has been corrected weekly by the National Geospatial Mariners (LNM) issued periodic dates shown in the lower left hand Mariners published after the dates nauticalcharts.noaa.gov.

Regulations for Ocean Dumping
Additional information concerning sites may be obtained from the U.S. Coast Pilot's appendix for additional survey dates may have reduced

PLACE	
NAME	
Miami Marina	(25)
Miami Harbor Entrance	(25)
Cutler, Biscayne Bay	(25)
Ragged Keys	(25)
Elliott Key Harbor	(25)

Dashes (- -) located in datum columns indicate tide predictions, and tidal current predictions are (Mar 2011)



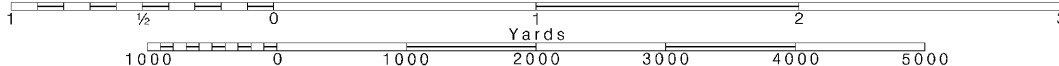
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Regulations for Preventing Collisions at Sea, 1972.
Lines are shown thus: — — — —

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

ated from the Notice to Mariners (NM) published by the National Oceanic and Atmospheric Administration (NOAA) and the Local Notice to Mariners (LNM) published by the U.S. Coast Guard district to the nearest hand corner. Chart updates corrected from Notice to Mariners is shown in the lower left hand corner are available at

Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoaler, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, use NOAA Electronic Navigational Charts. USACE surveys and channel condition reports are available at <http://navigation.usace.army.mil/Survey/Hydro>

NOTE 5

Dumping Sites are contained in 40 CFR, Parts 220-229 covering the regulations and requirements for use of the National Environmental Protection Agency (EPA). See EPA's website for addresses of EPA offices. Dumping subsequent to 1970 is subject to the depths shown.

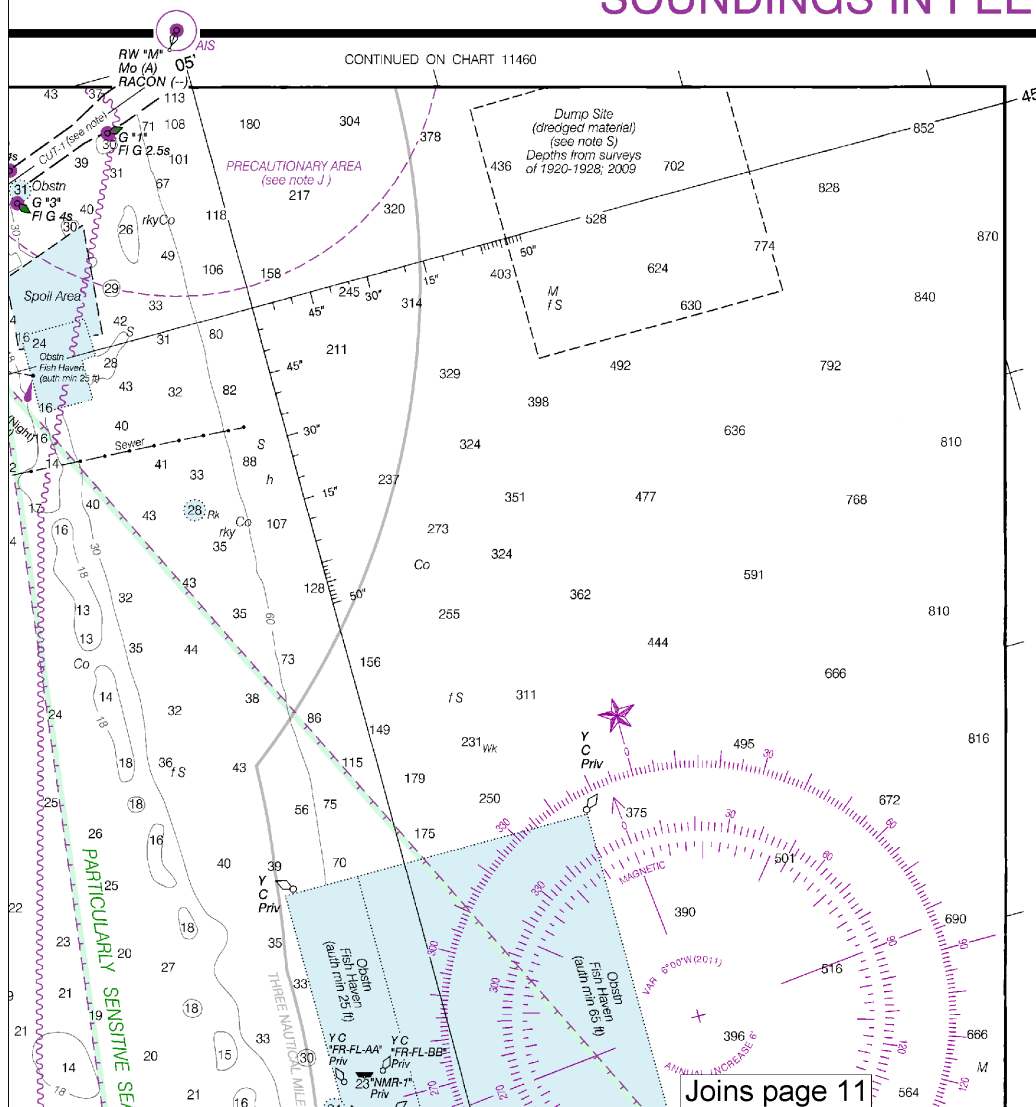
TIDAL INFORMATION

(LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean High Water	Mean High Water	Mean Low Water
	feet	feet	feet
25°47'N/080°11'W)	2.4	2.3	0.1
25°46'N/080°08'W)	2.7	2.6	0.2
25°37'N/080°18'W)	2.1	2.1	0.1
25°32'N/080°10'W)	1.9	1.8	0.1
25°27'N/080°12'W)	1.6	1.6	0.1

ate unavailable datum values for a tide station. Real-time water levels, are available on the Internet from <http://tidesandcurrents.noaa.gov>.

MIAMI HARBOR CHANNEL PROJECT DEPTHS (see note)	
NAME OF CHANNEL	PROJECT DEPTH MLLW (FEET)
CUT - 1	52
CUT - 2	52
CUT - 3 (50)	50
CUT - 3 (36)	36
CUT - 4	36
FISHER ISLAND TURNING BASIN	50
FISHERMANS CHANNEL	50
LUMMUS ISLAND TURNING BASIN LOWER	50
LUMMUS ISLAND TURNING BASIN UPPER	50
DODGE ISLAND CUT	36
TURNING BASIN	34

SOUNDINGS IN FEET

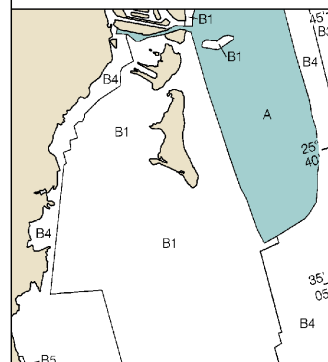


SOURCE DIAGRAM

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

SOURCE

- | | | | |
|----|-------------|-------------|-------------------------|
| A | 1990 - 2008 | NOS Surveys | Full bottom coverage |
| B1 | 1990 - 2008 | NOS Surveys | Partial bottom coverage |
| B3 | 1940 - 1969 | NOS Surveys | Partial bottom coverage |
| B4 | 1900 - 1939 | NOS Surveys | Partial bottom coverage |
| B5 | Pre-1900 | NOS Surveys | Partial bottom coverage |



Joins page 11

Cross-channel current variations in parts of the Cut-2 and in the Cut-3 (50) are particularly difficult to negotiate because of variances between predicted and actual currents. Caution should be exercised when entering from the sea during flood tide with northeasterly winds; a strong turning torque occurs when just inside the north jetty. A similar but less serious situation occurs when leaving the port during ebb tides. Horizontal current gradients occur in the turning basin at the northwest corner of Dodge Island, which may make maneuvering difficult. Ships may encounter current anomalies at the mouth of the Miami River.

BISCAYNE NATIONAL PARK CLOSED AREA
For the protection of artifacts, this portion of Biscayne National Park is closed to the following activities:

Scuba diving, snorkeling, swimming, floating, and any activity that involves placing persons or equipment, on, in or under the water. However, hook and line 'drift' fishing is allowed.

Use of any underwater viewing device including, but not limited to, face masks, glass bottom boats, glass bottom buckets or cameras.

Anchoring any vessel at any time unless an emergency exists.

PROHIBITED AREAS
(Areas to be avoided)

Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

PRECAUTIONARY AREA
A Precautionary Area exists around Miami Lighted Buoy "M". Large commercial ships inbound and outbound of the port will board and disembark pilots within this area and will be severely limited in their ability to maneuver. All vessels are advised to exercise extreme care in navigating within this area.

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

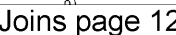
The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other water-

Additional uncharted submarine cables on 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.

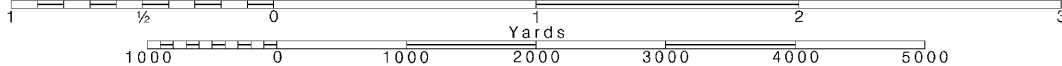
Covered wells may be marked by lighted or unlighted buoys.



— SCALE 1:40,000 —
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.



Joins page 14

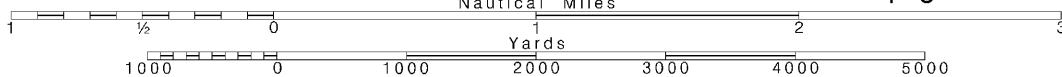
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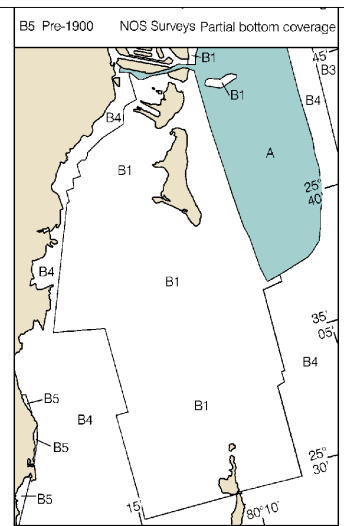
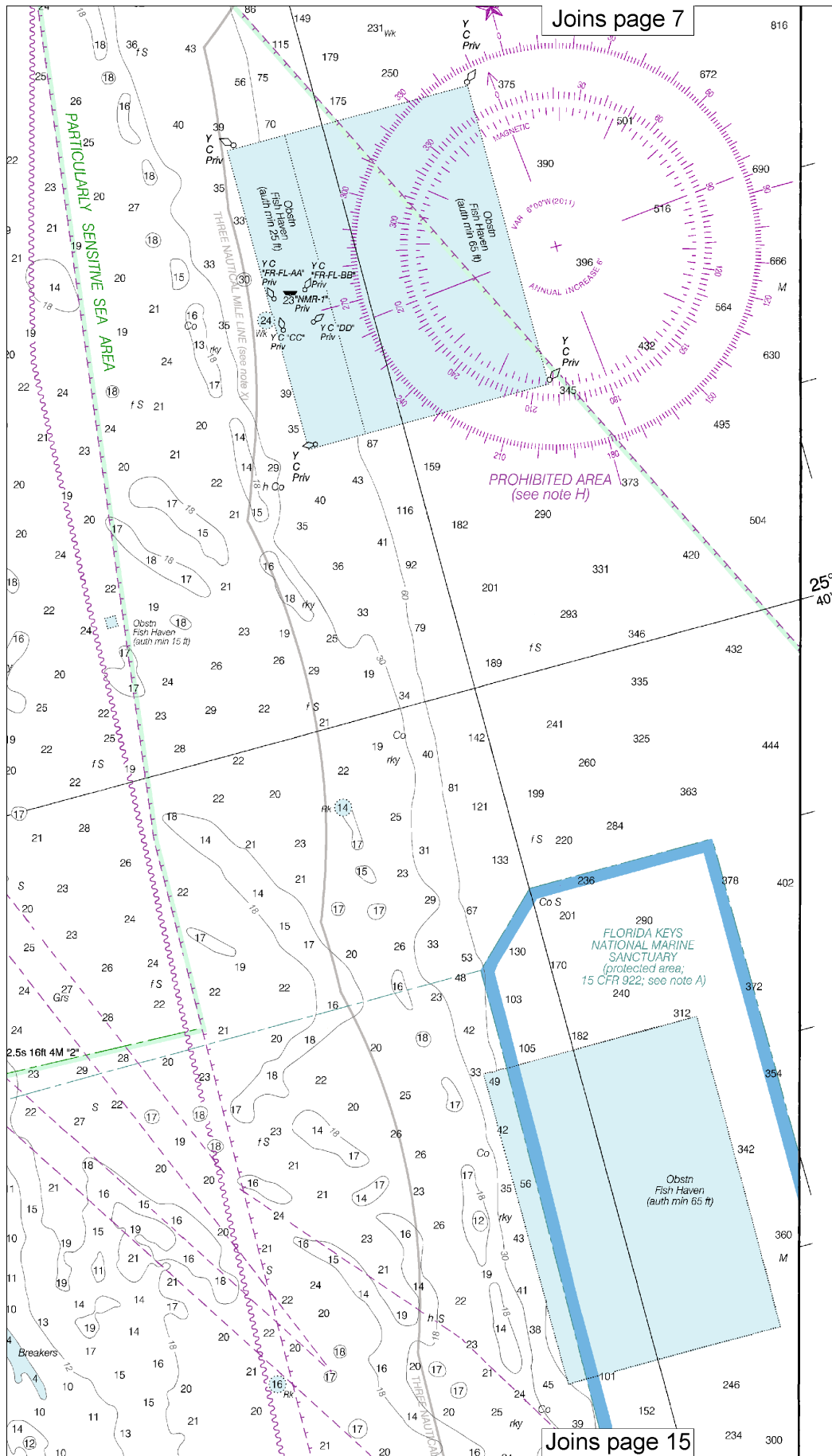
Note: Chart grid Printed at reduced scale. ~~SCALE 1:40,000~~
Nautical Miles See Note on page 5.

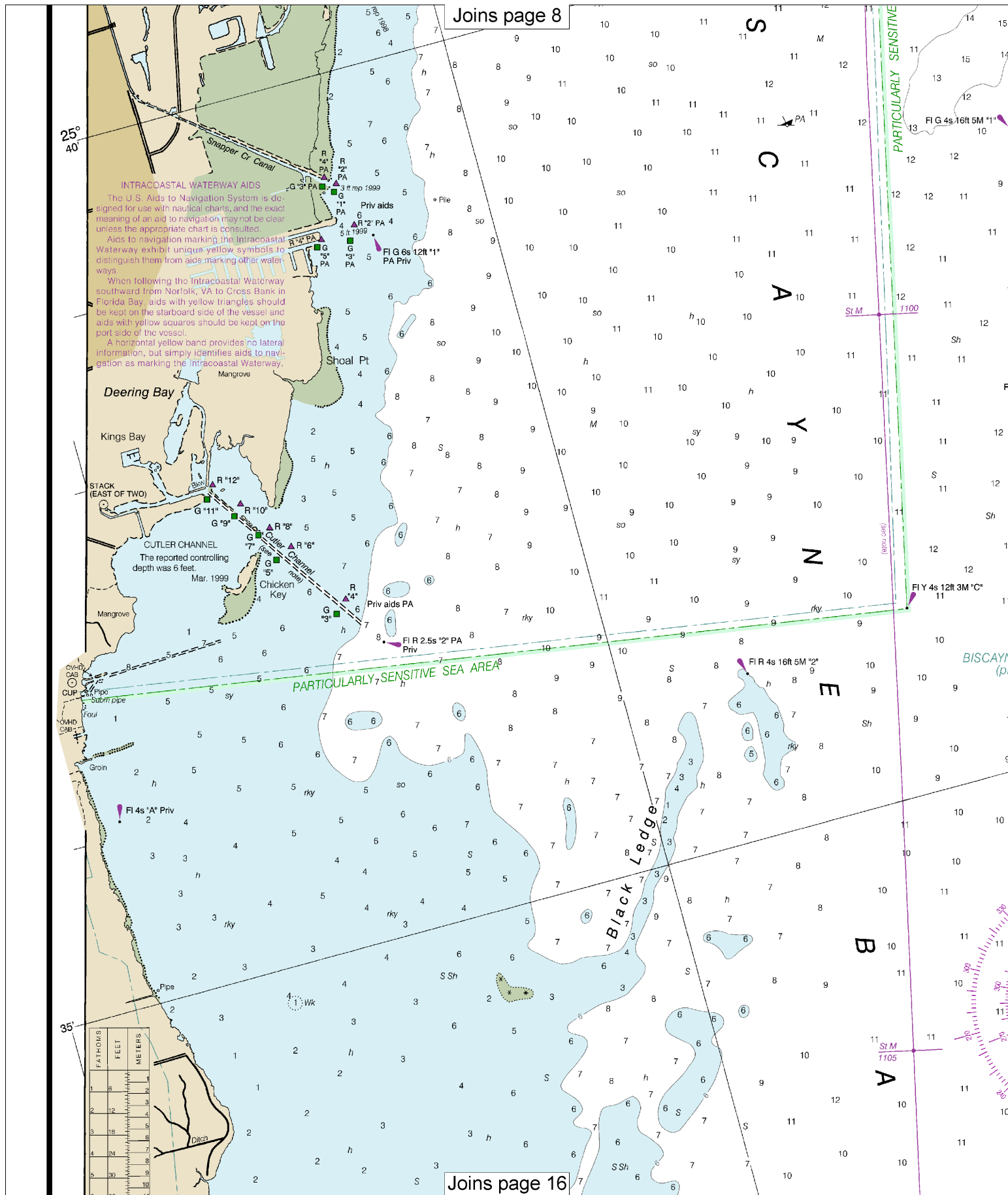
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

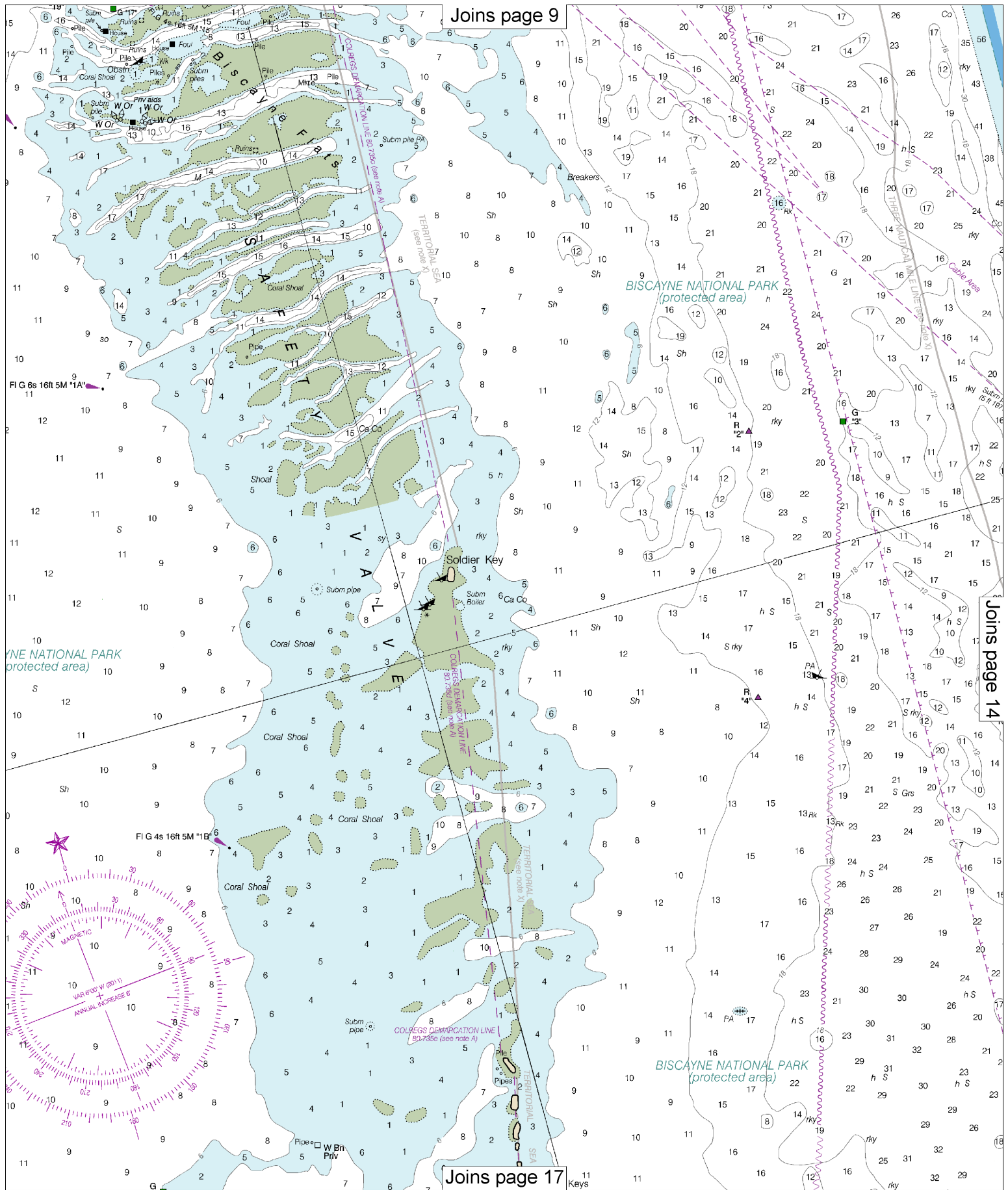
10 Note: Chart grid lines are aligned with true north.

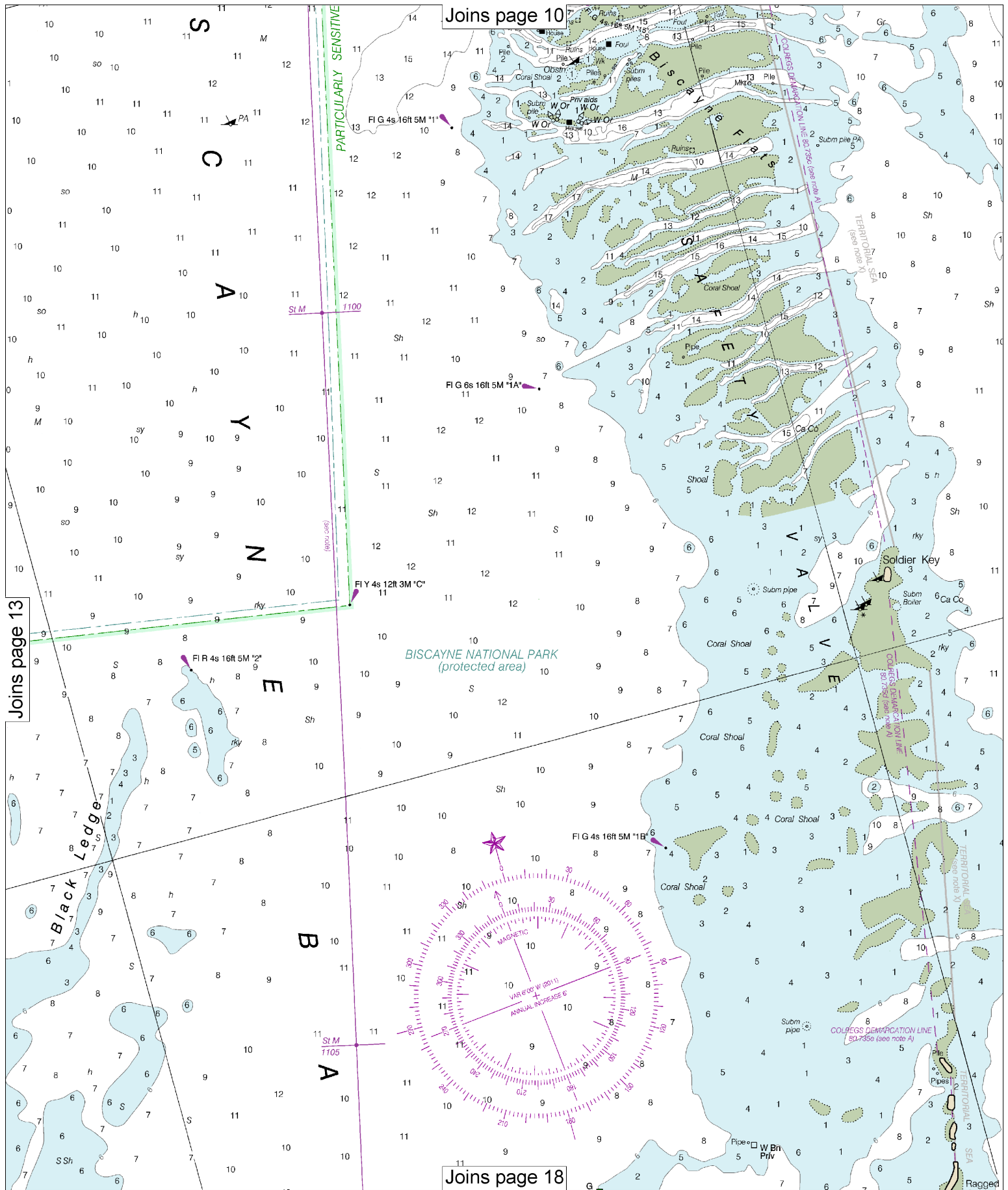
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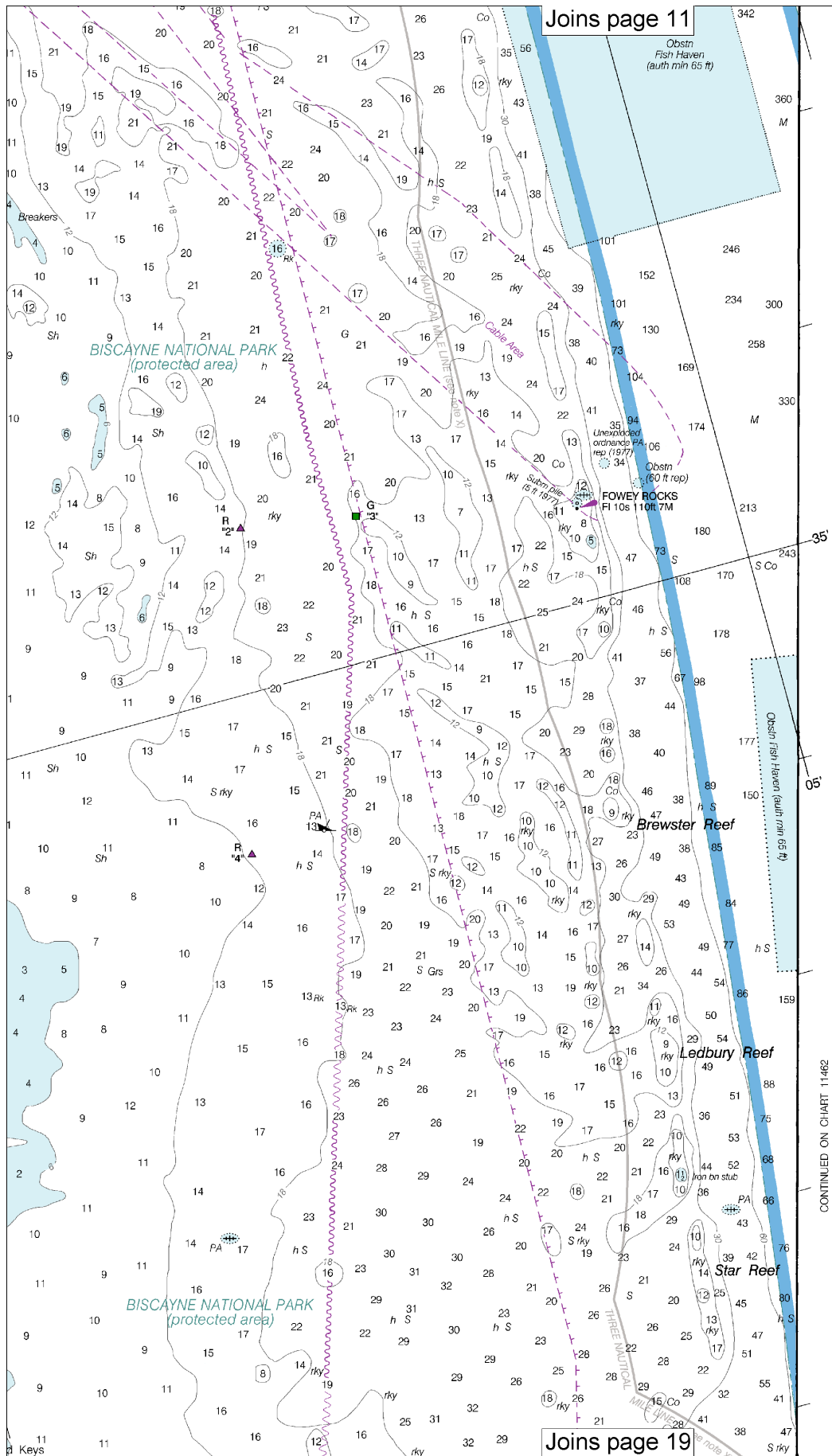


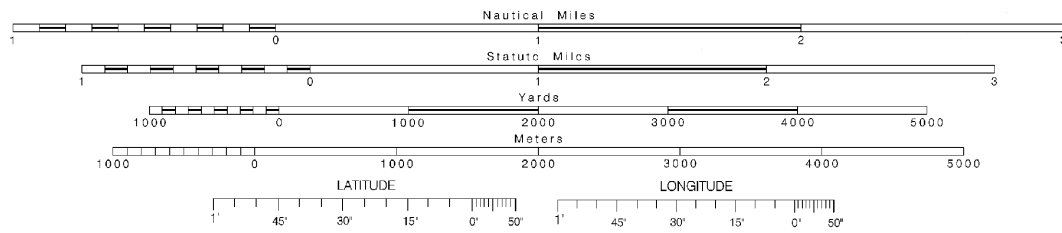
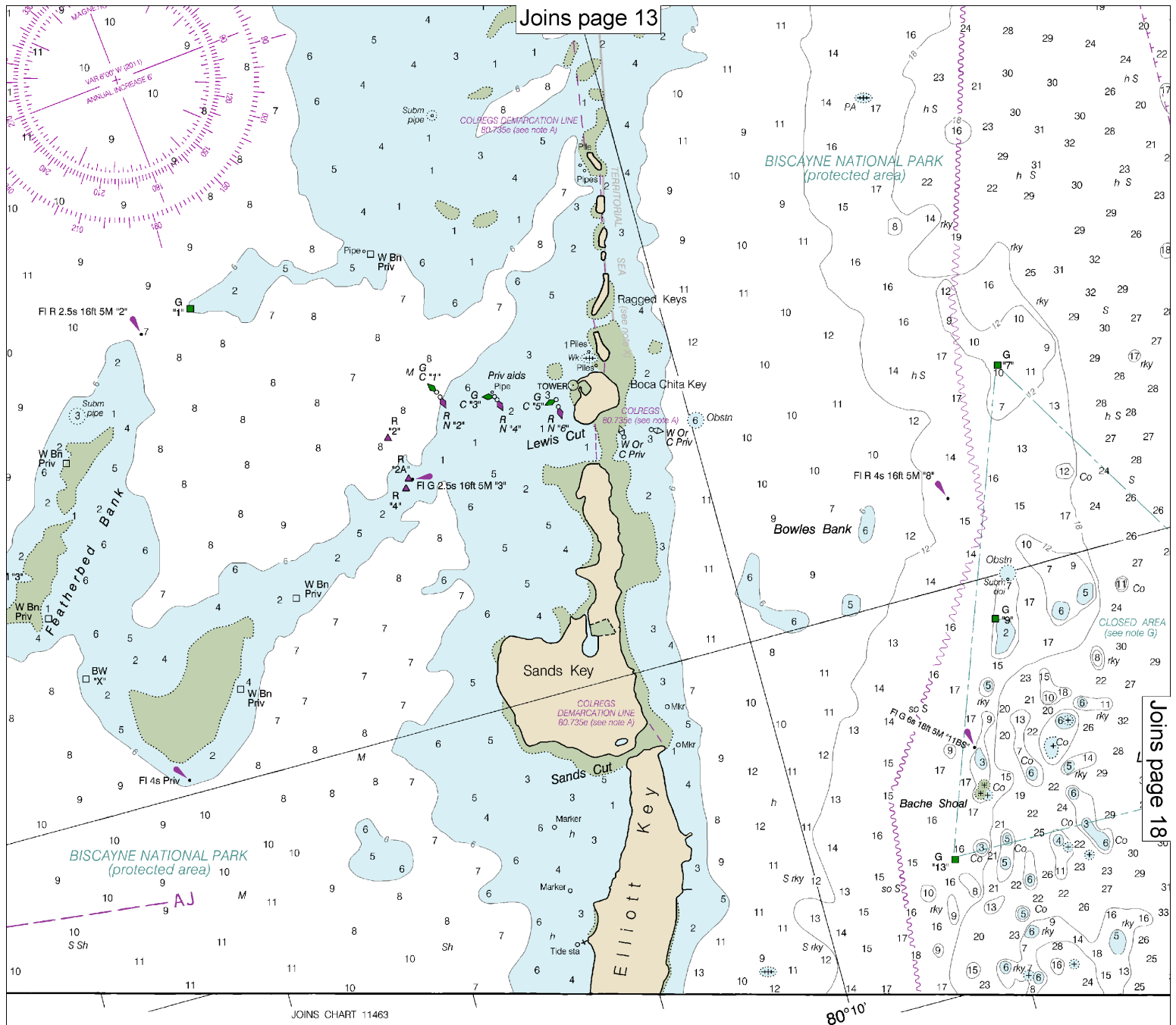




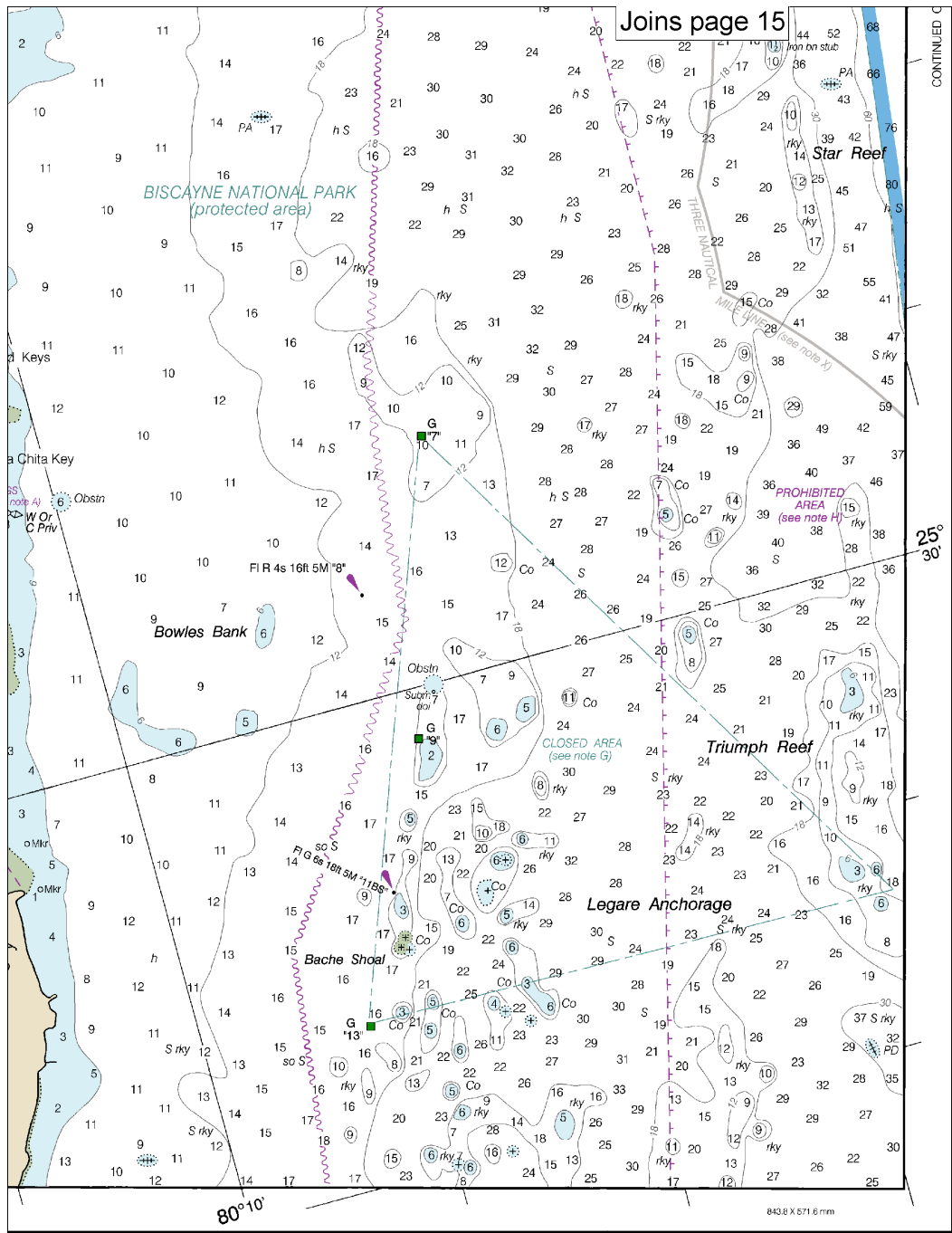








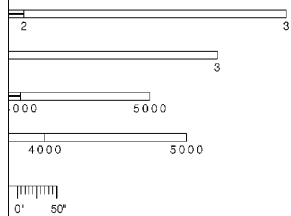
Miami to Elliott Key
SOUNDINGS IN FEET - SCALE 1 : 40,000



Miami to Elliott Key

SOUNDINGS IN FEET - SCALE 1 : 40,000

11465





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



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