

BookletChart™

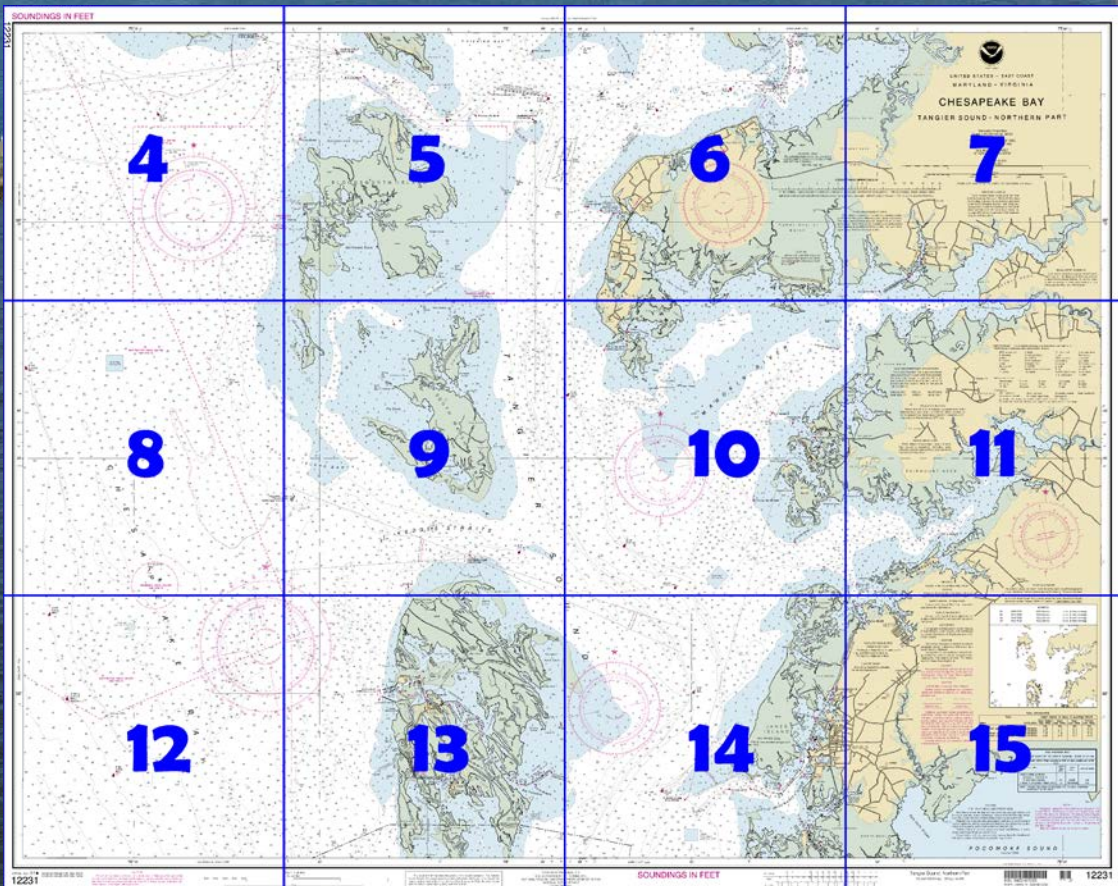


Chesapeake Bay – Tangier Sound, Northern Part NOAA Chart 12231

*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=12231>.



(Selected Excerpts from Coast Pilot)

Smith Island consists of a large group of marshy islands separated by narrow thorofares; travel from place to place is mostly by boat. **Tylerton, Ewell, and Rhodes Point** are small villages along the interior channels; crabbing, oystering, and fishing are the principal industries. Gasoline and diesel fuel are available at Ewell and only diesel fuel at Rhodes Point; some supplies can be obtained at the villages. The island

has telephone and motorboat communication with Crisfield. A marine railway at Rhodes Point can haul out boats up to 40 feet for hull repairs. A well-marked 5-mile channel with several dredged sections extends from Tangier Sound through **Big Thorofare** to Ewell, thence

northwestward in **Levering Creek** and again through Big Thorofare to Chesapeake Bay. In 1992-2010, the midchannel controlling depth was 3.4 feet from Tangier Sound to Tyler Ditch; thence in 2010, a midchannel controlling depth of 7 feet to Ewell, thence 7 feet from Ewell to Light 9; thence in 2008-2010, a midchannel controlling depth of 1.8 feet to Chesapeake Bay.

A marked channel leads southward from Big Thorofare through **Tyler Ditch** to Tylerton, about 1.7 miles above the entrance. In 2010, the controlling depth was 6 feet in the dredged section, thence natural depths of about 4 feet to Tylerton.

Another marked dredged channel from Tylerton to Rhodes Point, in 2010, had a controlling depth of 5.5 feet. Local fishermen in shallow-draft boats sometimes approach Tylerton from southward at high water, leaving the main channel in Tangier Sound 7 miles north of Tangier Sound Light and following the deeper water northward into Tyler Creek. The depth in the southern approach is about 4 feet.

Sheep Pen Gut is the approach to Rhodes Point from the west. A dredged channel marked by daybeacons leads from Chesapeake Bay through the gut. In 1995-2010, the controlling depth was 1.5 feet. Several other thorofares, with depths less than 3 feet, lead westward from the interior of Smith Island to Chesapeake Bay. Navigation of these channels requires local knowledge.

Kedges Straits, between Smith Island on the south and uninhabited **South Marsh Island** on the north, is used by vessels bound from northward in Chesapeake Bay to points southward of Manokin River in Tangier Sound. The inner approach to the straits is about 16 miles north of Tangier Sound Light. A depth of 10 feet can be carried through the marked straits.

Holland Island Bar Light (38°04'07"N., 76°05'45"W.), 37 feet above the water, is shown from a white square house with a black and white diamond-shaped daymark on piles in depths of 9 feet on the north side of the bay approach to Kedges Straits; a seasonal sound signal is at the light, which is 6.3 miles due east of a point on the bay ship channel 72.6 miles above the Virginia Capes.

Solomons Lump Light (38°02'53"N., 76°00'54"W.) is shown from a white octagonal dwelling, with a square tower, on a brown cylindrical base, in depths of 7 feet on the Smith Island side of Kedges Straits.

Easterly winds raise the water and northwesterly winds lower it sometimes as much as 2 feet below the normal level. In severe winters, floating ice makes navigation of the straits dangerous.

Holland Straits, on the north side of Kedges Straits between South Marsh Island on the south and **Bloodsworth Island** and other smaller uninhabited low marshy islands on the north, is generally shallow and should not be used without local knowledge. Sandbars obstruct the Chesapeake Bay side and patches of eel grass uncover in the Tangier Sound entrance on the lower tides. Bloodsworth Island is within a **danger zone** for naval firing and bombing. A **prohibited area**, within the danger zone and with a radius of 0.5 mile, is close off the western side of the island. (See **334.190**, chapter 2, for limits and regulations of the danger zone and prohibited area.)

Hooper Strait, between Bloodsworth Island on the south and Hooper Islands and Bishops Head on the north, is the most northerly direct passage from Chesapeake Bay into Tangier Sound and is used by vessels bound from northward in the bay to tributaries at the north end of the sound. The inner approach to the strait is 27 miles north of Tangier Sound Light.

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

RCC Norfolk

Commander

5th CG District

Norfolk, VA

(575) 398-6231

Table of Selected Chart Notes

FLATCAP BASIN
Channel is marked by privately maintained daybeacons.

OLD HOUSE COVE
Channel was reported dredged to 5 feet 1979.

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat. 38°05'
North American Datum of 1983
(World Geodetic System of 1984)
**SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER**

SCALE 1:40,000
Nautical Miles

WICOMICO RIVER
The controlling depth was 10 feet for a width of 150 feet to light 23, thence 11 feet for a middle width of 75 feet to Salisbury.
Aug 2007 - Oct 2010

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

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

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

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.

Salisbury, MD KEC-92 162.475 MHz
Heathsville, VA WXM-57 162.400 MHz

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

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.

SMALL CRAFT WARNINGS
During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

For Symbols and Abbreviations see Chart No. 1

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.

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 0.444" northward and 1.232" eastward to agree with this chart.

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

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 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.

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).

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.

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.
Definite limits of fish trap areas have been established in some areas, and those limits are shown thus:
Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
NAME	(LAT/LONG)	feet	feet	feet
Ewell, Smith Island	(38°00'N/76°02'W)	1.8	1.6	0.1
Crisfield	(37°59'N/75°52'W)	2.1	2.0	0.1
Hooper Strait Light	(38°14'N/76°05'W)	1.7	1.6	0.1
Great Shoals Light, Montic Bay	(38°13'N/75°53'W)	2.6	2.4	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>.
(Aug 2011)

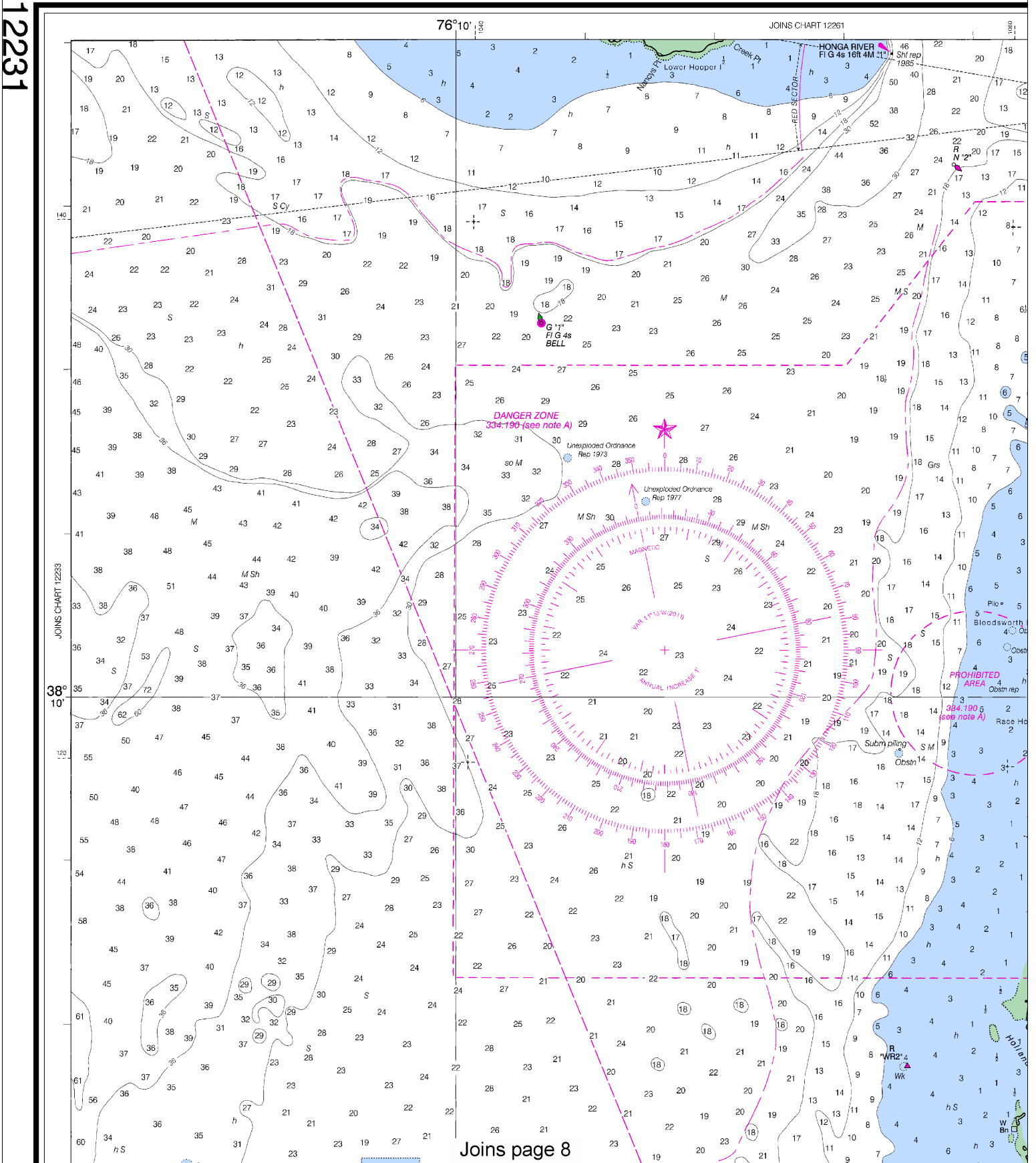
CRISFIELD HARBOR CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2011 AND SURVEYS TO MAR 2011

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT QUARTER	MIDDLE HALF OF CHANNEL	RIGHT QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
CRISFIELD HARBOR							
ENTRANCE TO 37°58'50"N, 75°51'54"W	4.0	9.0	8.0	3-11	425-100	1.85	12
THENCE TO END OF CHANNEL	5.0	5.0	4.0	3-11	100	0.45	12
DAUGHERTY CREEK		A3.6		3-07	60	3.84	7
BRICK HILN CHANNEL	3.2	5.8	4.6	3-07	100	0.49	6

A. REPORTED DEPTH IS FOR FULL WIDTH OF CHANNEL
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

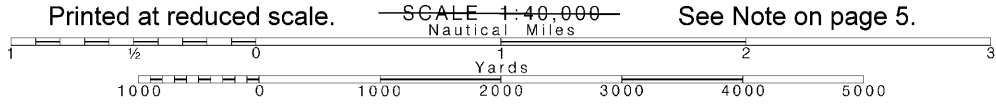
SOUNDINGS IN FEET

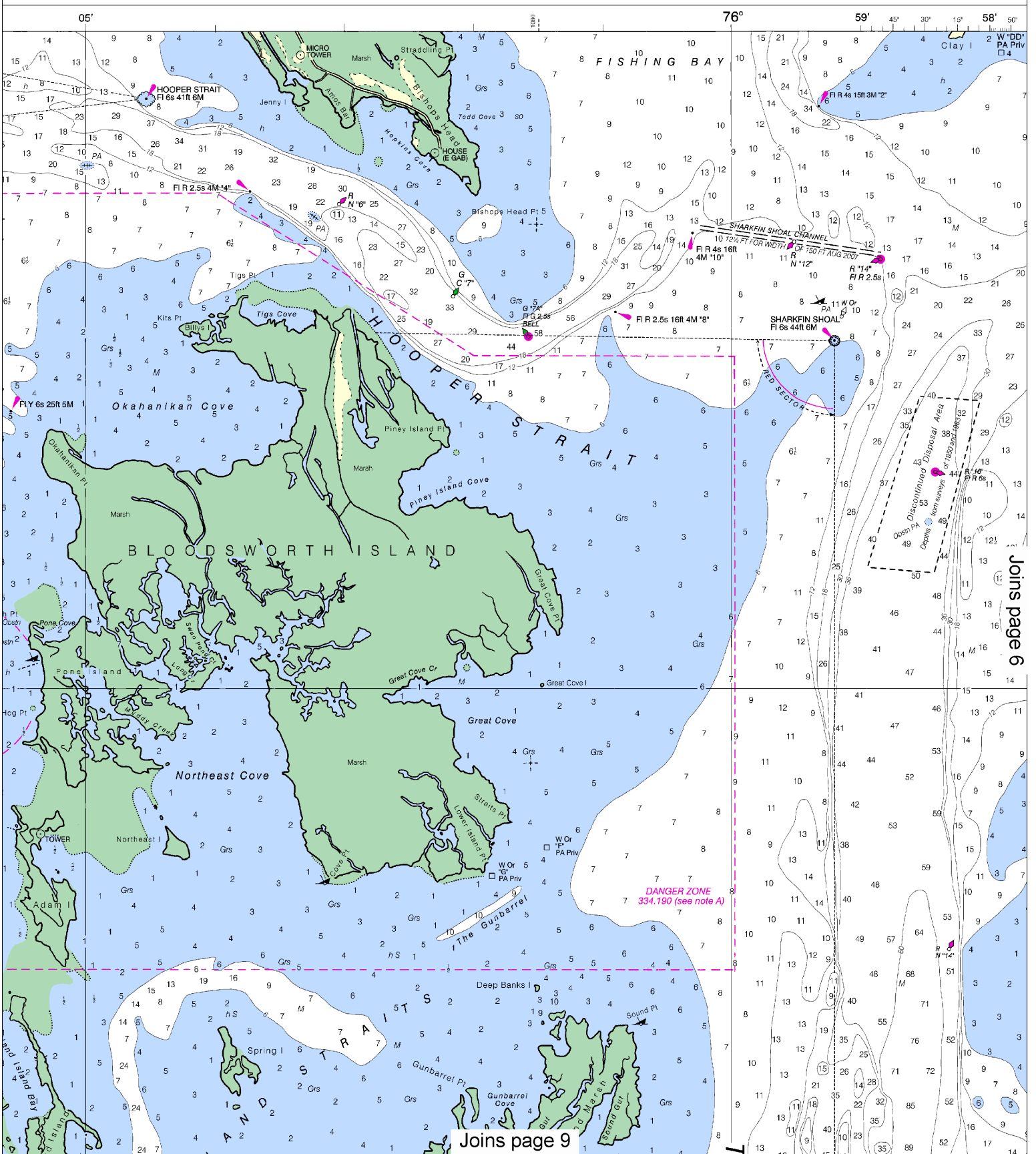
12231



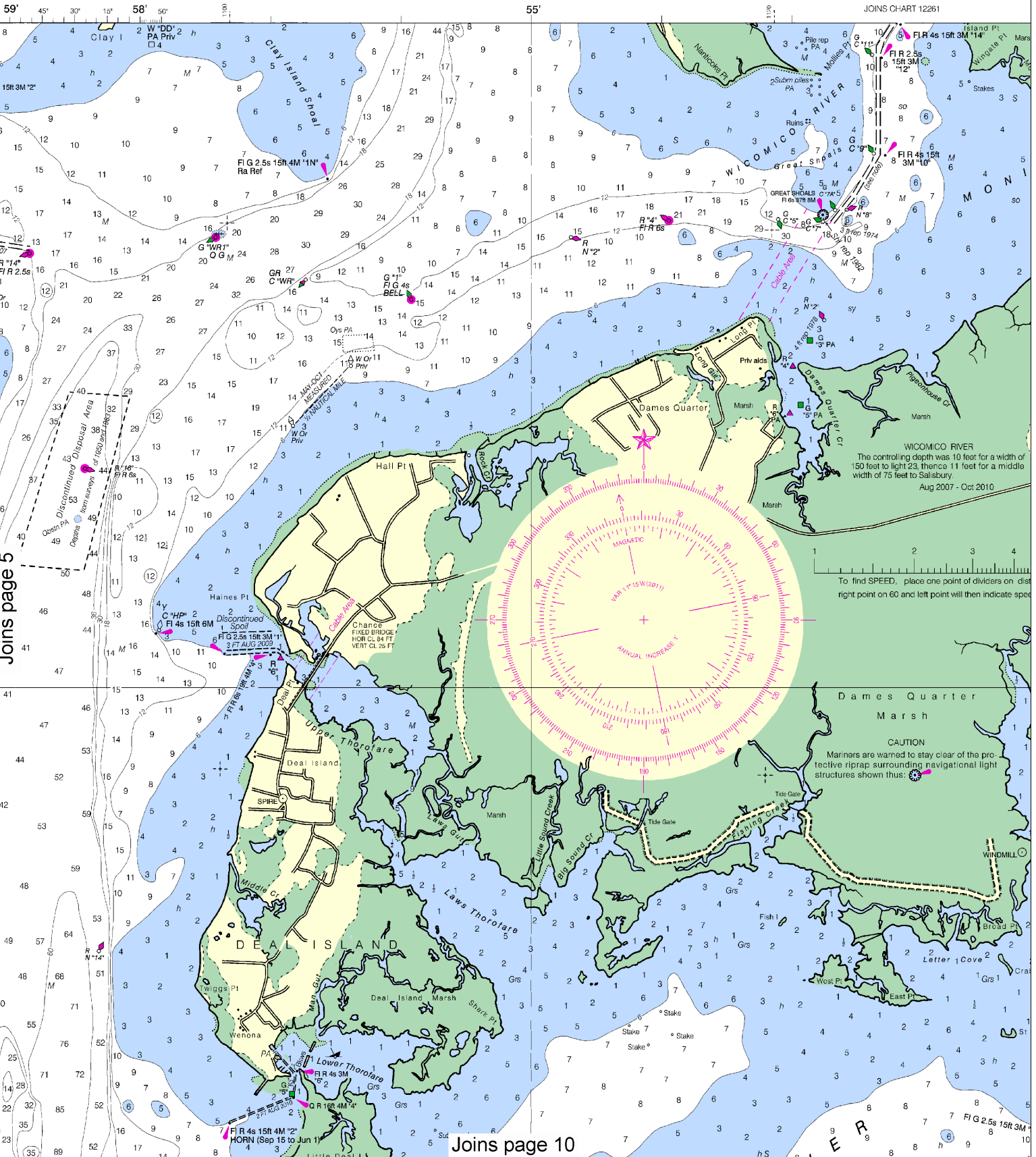
4

Note: Chart grid lines are aligned with true north.





This BookletChart was reduced to 70% of the original chart scale.
 The new scale is 1:57143. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

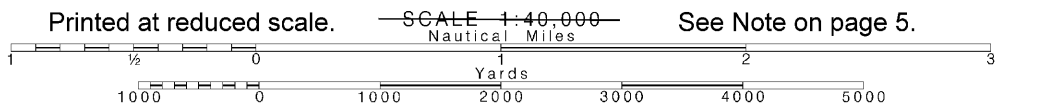


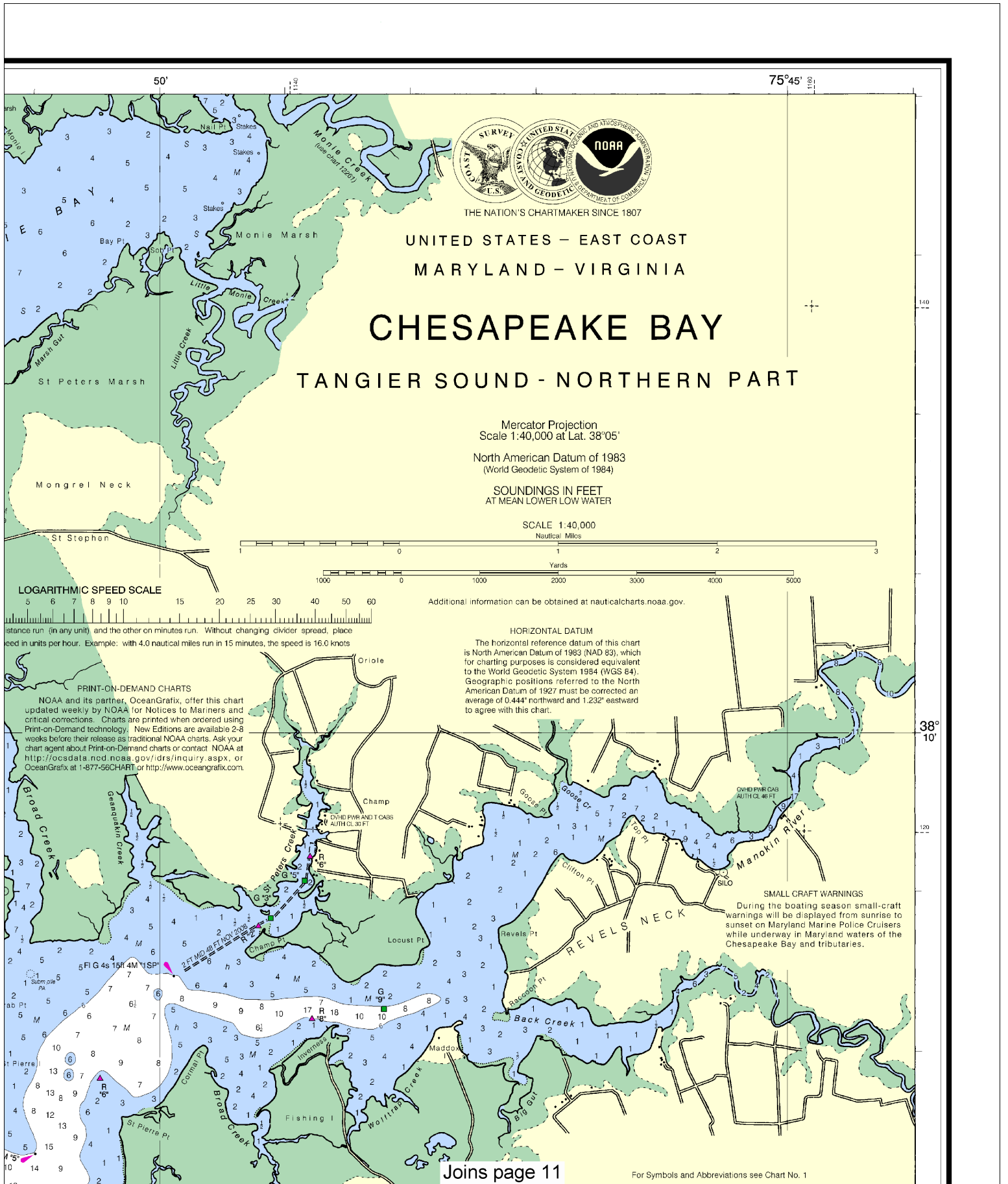
Joins page 5

Joins page 10

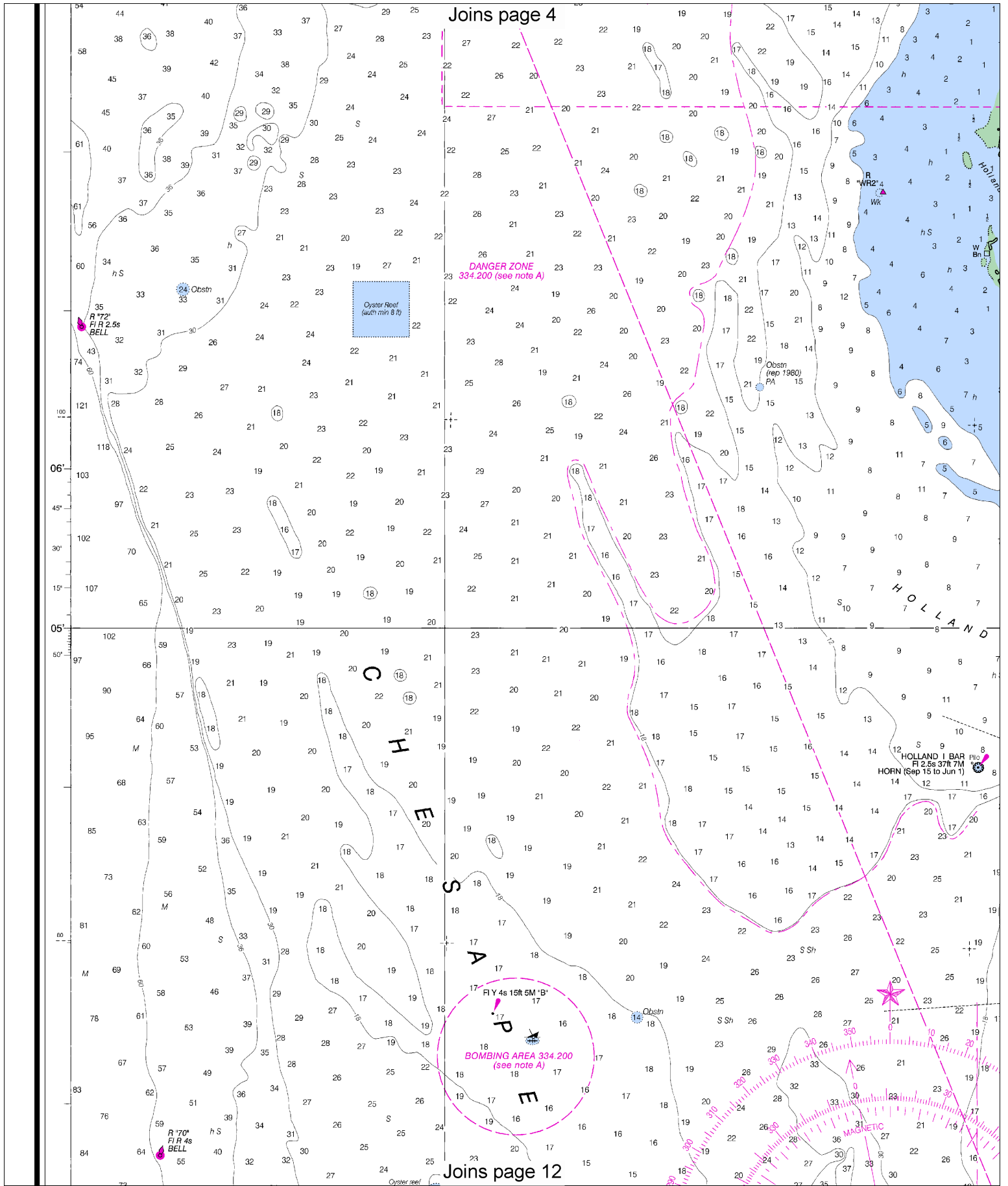


Note: Chart grid lines are aligned with true north.

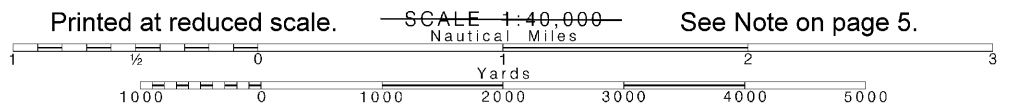


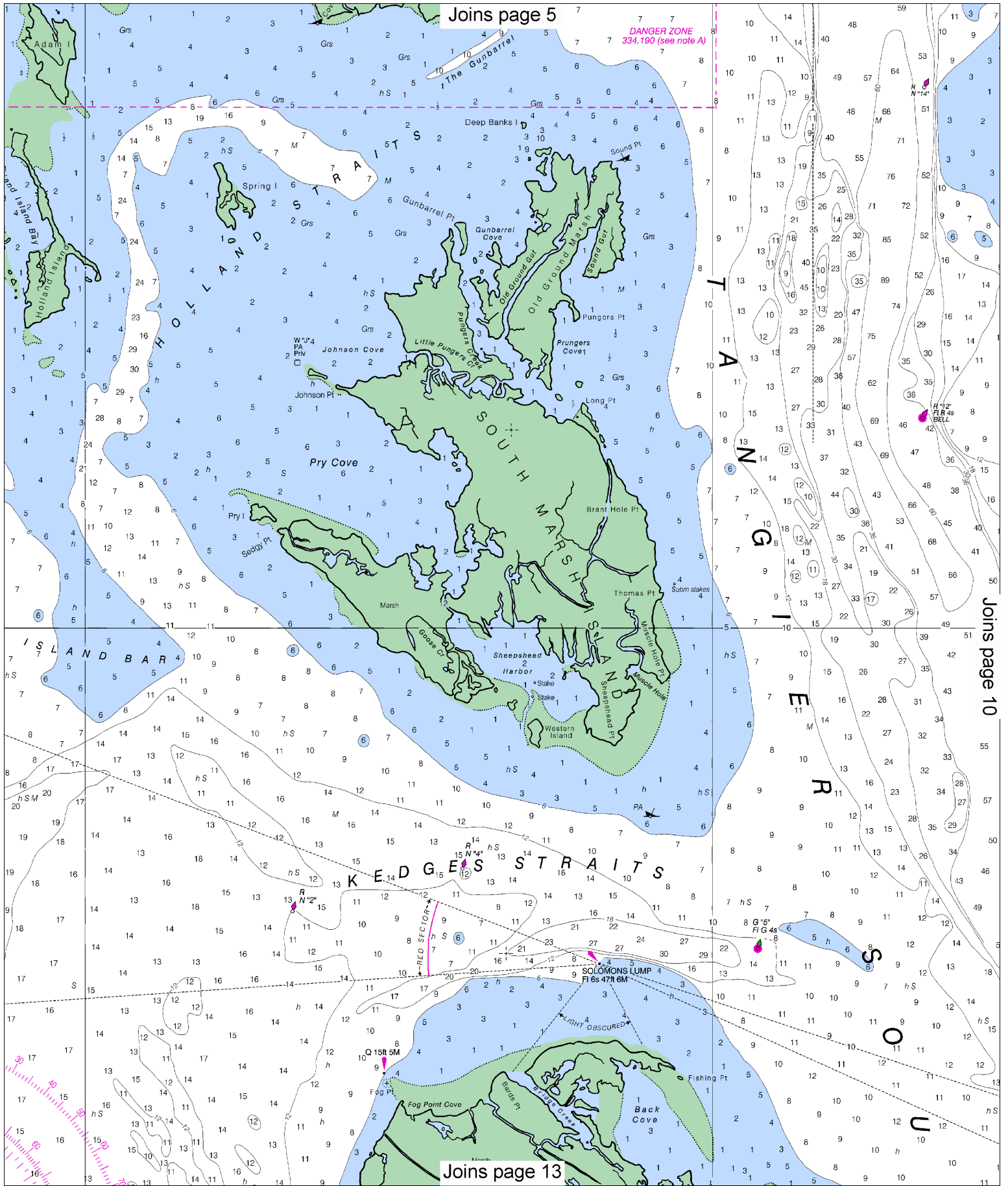


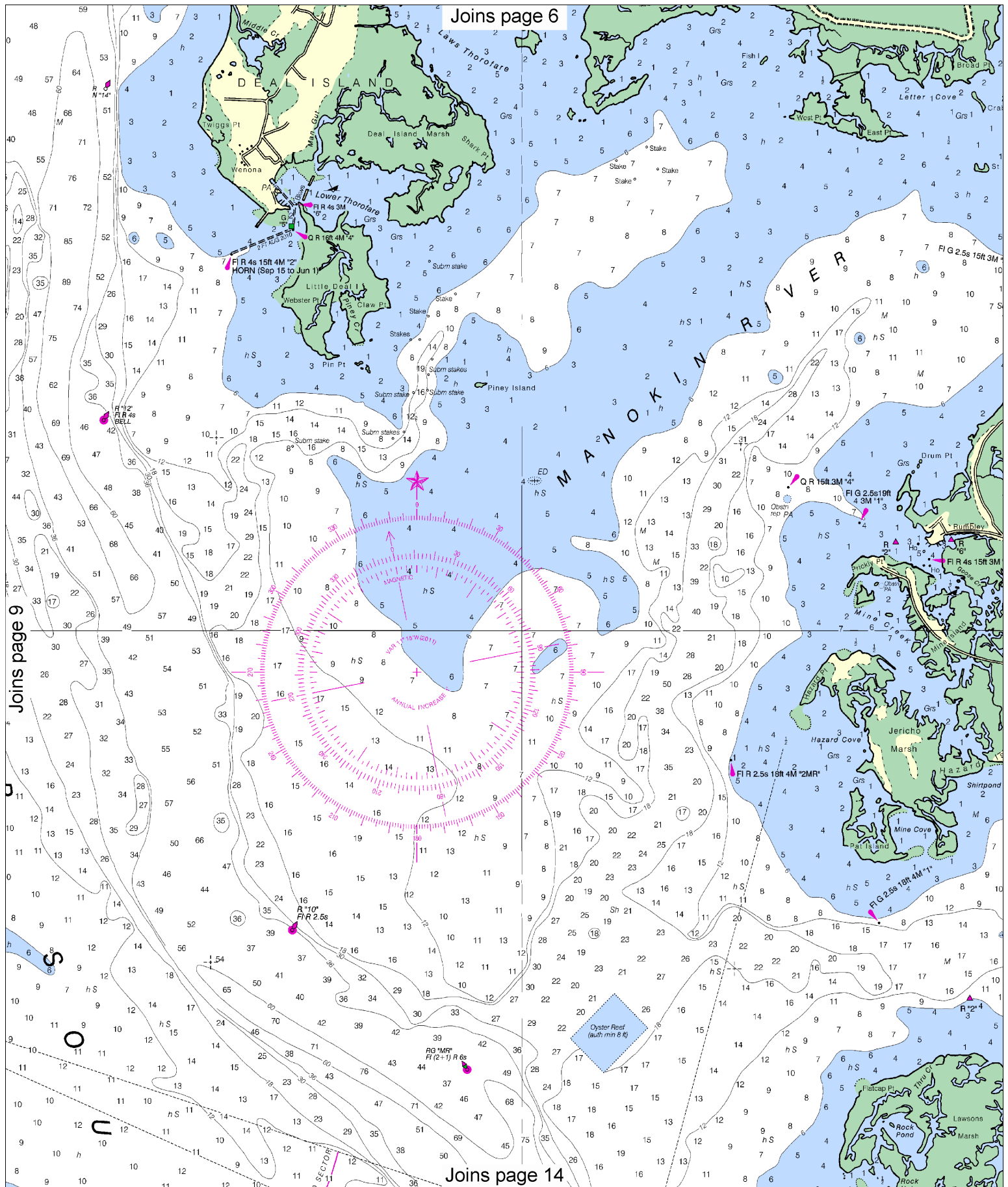
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 1513 4/9/2013,
 NGA Weekly Notice to Mariners: 1513 4/13/2013,
 Canadian Coast Guard Notice to Mariners: n/a.



Note: Chart grid lines are aligned with true north.







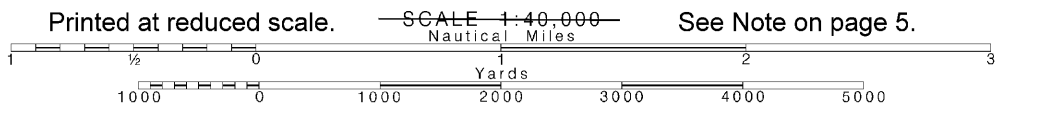
Joins page 9

Joins page 6

Joins page 14

10

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See Note on page 5.

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For Symbols and Abbreviations see Chart No. 1

NOAA WEATHER RADIO BROADCASTS

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RADAR REFLECTORS

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HEIGHTS
Heights in feet above Mean High Water.

CAUTION

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

SUPPLEMENTAL INFORMATION

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

AIDS TO NAVIGATION

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

CAUTION

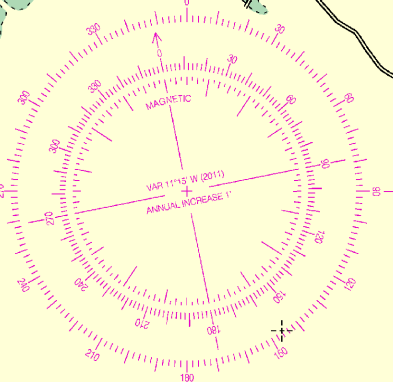
FISH TRAP AREAS AND STRUCTURES

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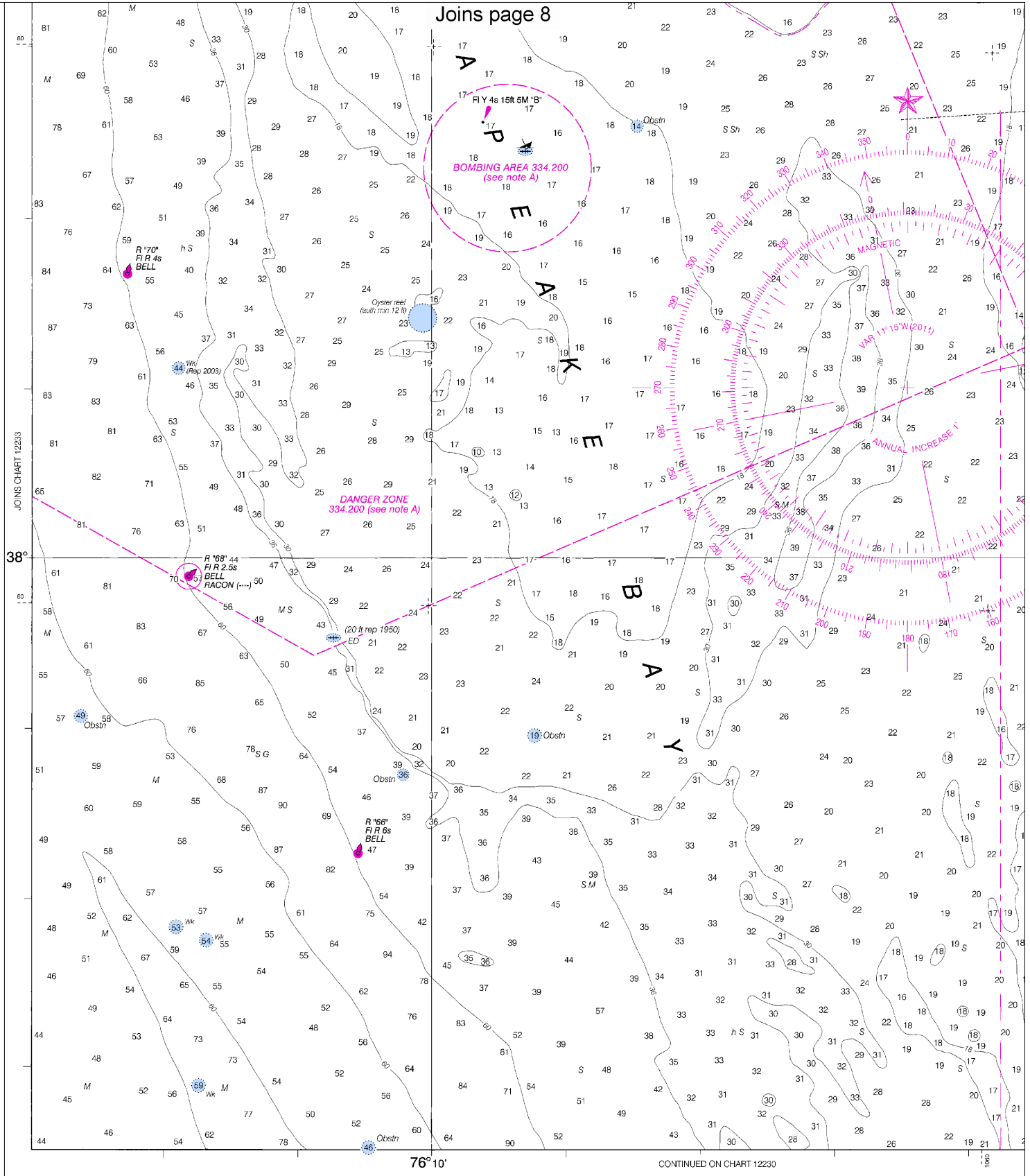
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SOURCE DIAGRAM

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	
E1	1990-2000 NOS Surveys partial bottom coverage
E2	1970-1989 NOS Surveys partial bottom coverage
E3	1940-1969 NOS Surveys partial bottom coverage
E4	1900-1939 NOS Surveys partial bottom coverage



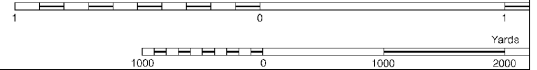
29th Ed., Oct. / 11 ■ Corrected through NM Oct. 1/11
 Corrected through LNM Sep. 20/11

12231

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.

SCALE 1:40
 Nautical Miles



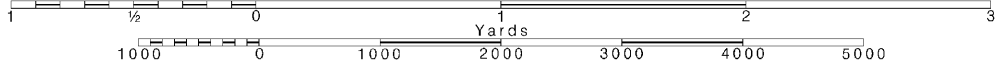
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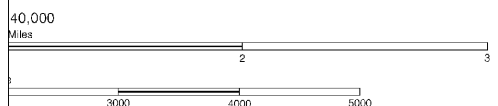
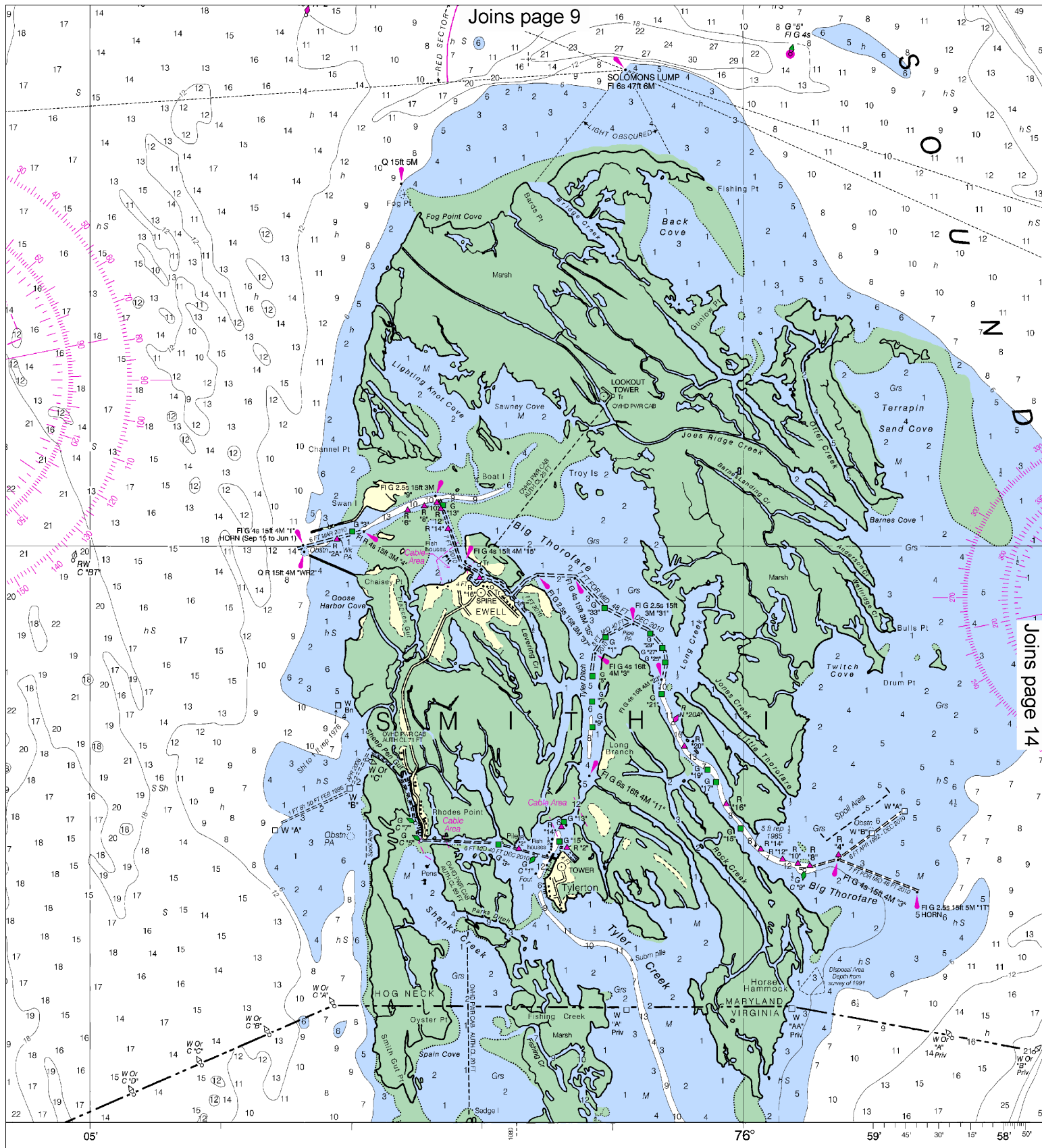
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

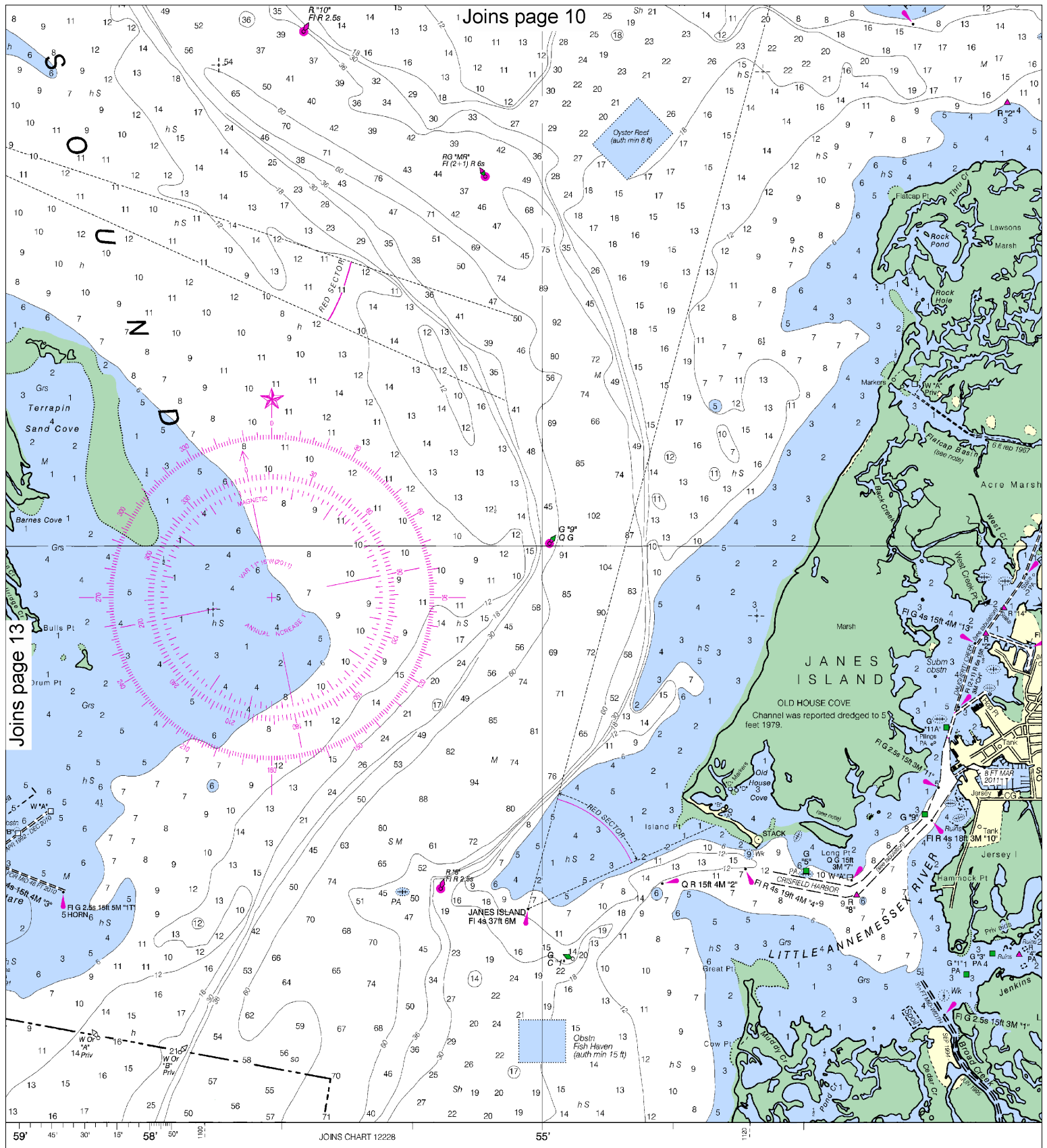
See Note on page 5.





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

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

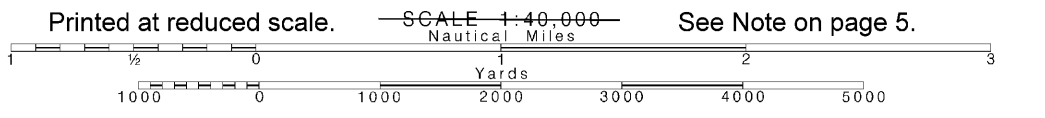


SOUNDINGS IN FEET

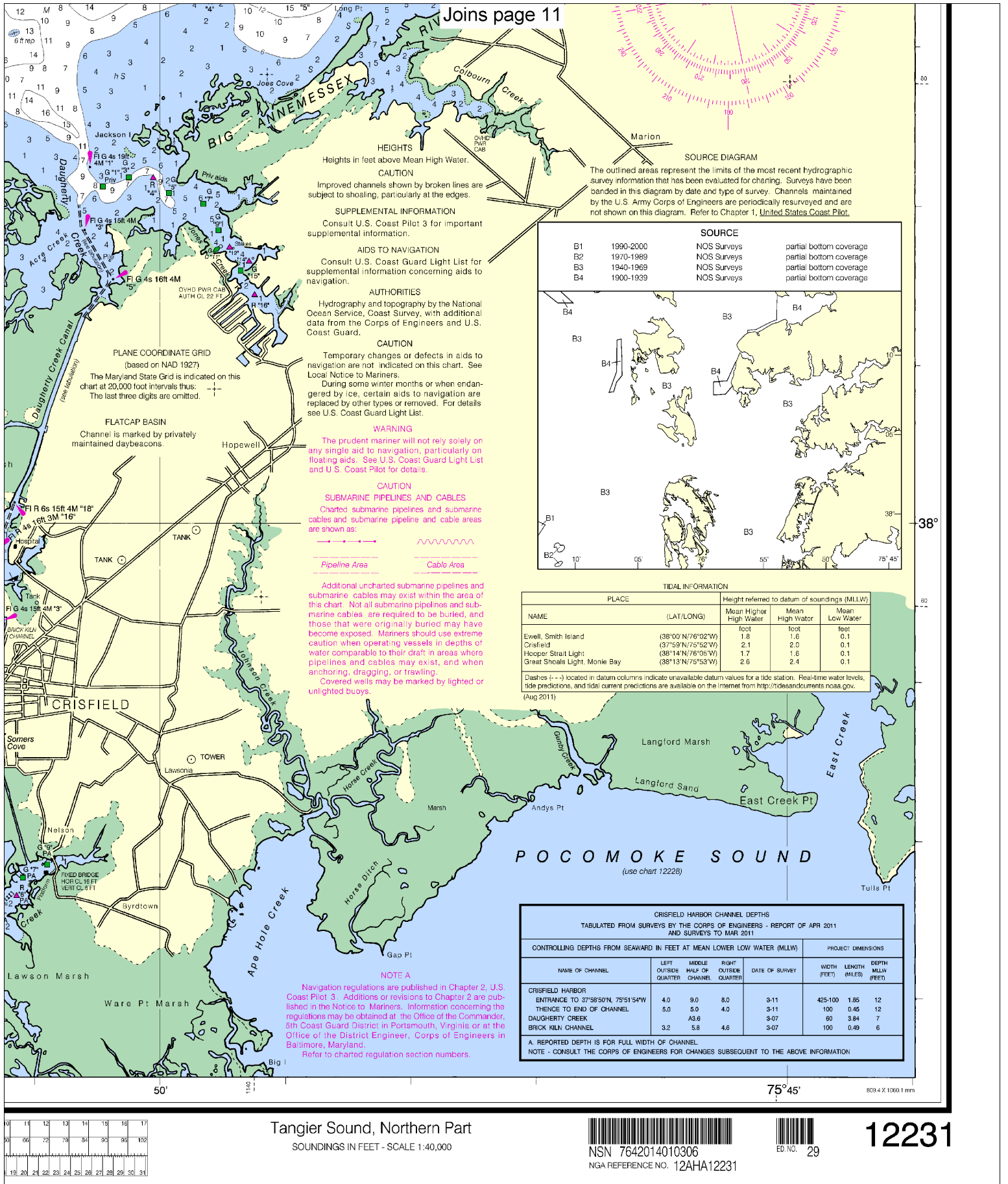
FATHOMS	1	2	3	4	5	6	7	8	9	10
FEET	6	12	18	24	30	36	42	48	54	60
METERS	1	2	3	4	5	6	7	8	9	10

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Note: Chart grid lines are aligned with true north.



See Note on page 5.



HEIGHTS
Heights in feet above Mean High Water.
CAUTION
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SUPPLEMENTAL INFORMATION
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AIDS TO NAVIGATION
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AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

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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.

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

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

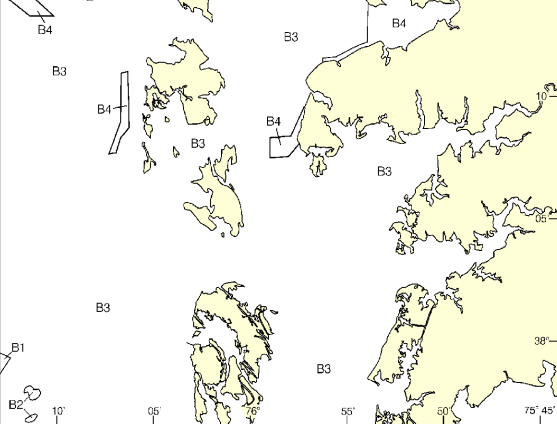
----- Pipeline Area
~~~~~ Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

**NOTE 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.

**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 |           |             |                         |
|--------|-----------|-------------|-------------------------|
| B1     | 1990-2000 | NOS Surveys | partial bottom coverage |
| B2     | 1970-1989 | NOS Surveys | partial bottom coverage |
| B3     | 1940-1969 | NOS Surveys | partial bottom coverage |
| B4     | 1900-1939 | NOS Surveys | partial bottom coverage |



**TIDAL INFORMATION**

| NAME                          | PLACE (LAT/LONG)  | Height referred to datum of soundings (MLLW) |                 |                |
|-------------------------------|-------------------|----------------------------------------------|-----------------|----------------|
|                               |                   | Mean Higher High Water                       | Mean High Water | Mean Low Water |
| Ewell, Smith Island           | (38°00'N/76°02'W) | 1.8                                          | 1.6             | 0.1            |
| Crisfield                     | (37°59'N/75°52'W) | 2.1                                          | 2.0             | 0.1            |
| Hooper Strait Light           | (38°14'N/76°05'W) | 1.7                                          | 1.6             | 0.1            |
| Great Shoals Light, Monie Bay | (38°13'N/75°53'W) | 2.6                                          | 2.4             | 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>. (Aug 2011)

**CRISFIELD HARBOR CHANNEL DEPTHS**  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2011 AND SURVEYS TO MAR 2011

| 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) |
| CRISFIELD HARBOR                   | 4.0                                                                    | 9.0                    | 8.0                   | 3-11           | 425-100            | 1.85           | 12           |
| ENTRANCE TO 37°58'50"N, 75°51'54"W | 5.0                                                                    | 5.0                    | 4.0                   | 3-11           | 100                | 0.45           | 12           |
| THENCE TO END OF CHANNEL           |                                                                        |                        |                       | 3-07           | 80                 | 3.84           | 7            |
| DAUGHTRY CREEK                     | 3.2                                                                    | 5.8                    | 4.6                   | 3-07           | 100                | 0.49           | 6            |

A. REPORTED DEPTH IS FOR FULL WIDTH OF CHANNEL.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.

Tangier Sound, Northern Part  
SOUNDINGS IN FEET - SCALE 1:40,000

NSN 7642014010306  
NGA REFERENCE NO. 12AHA12231

ED. NO. 29

12231



EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

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

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

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

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

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

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

### Distress Call Procedures

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

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



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

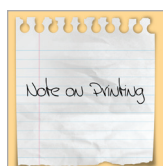
<http://www.nws.noaa.gov/nwr/>

### Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](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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