

BookletChart™

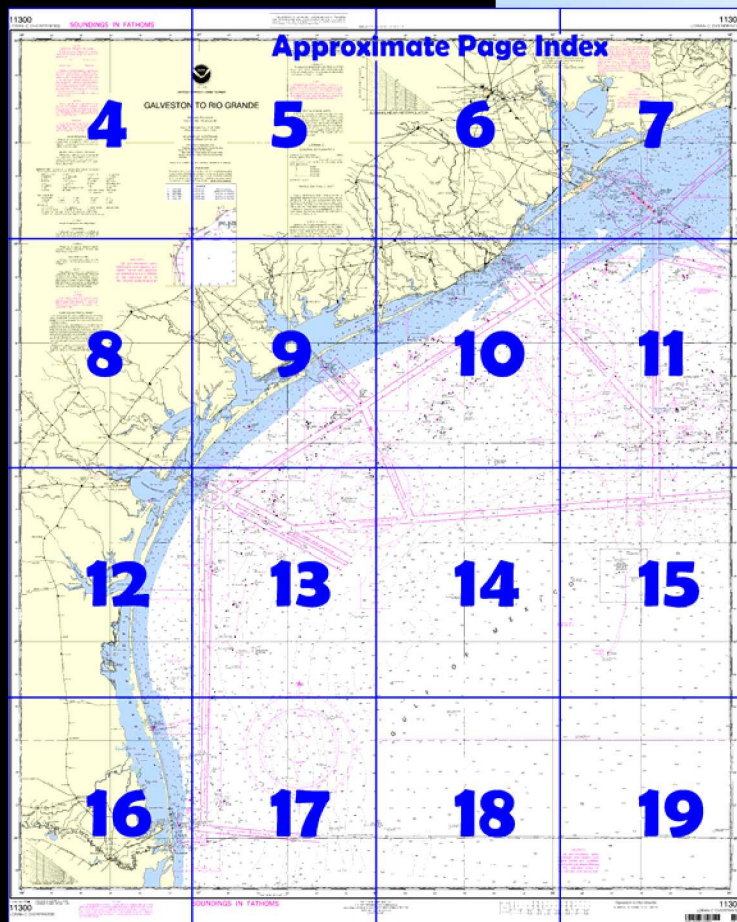
Galveston to Rio Grande

(NOAA Chart 11300)



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 all Notices to Mariners
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

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™?

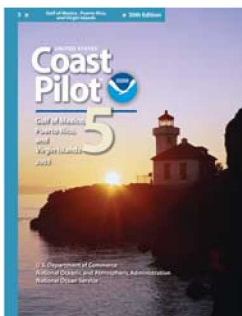
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this 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.



[Coast Pilot 5, Chapter 10 & 11 excerpts]

(175) **Galveston Bay** is a large irregularly shaped shallow body of water on the coast of Texas, about 285 miles W from Southwest Pass and 690 miles NW from Dry Tortugas. About midway of its length it is nearly divided into parts by **Red Fish Bar**, a chain of small islets and shoals, through which the Houston Ship Channel has been dredged. North of Red Fish Bar the bay is known as the

Upper Bay and S as the Lower Bay. The NE end of the upper bay is Trinity Bay.

(177) **Galveston Entrance**, the approach to Galveston Bay, lies between two converging stone-rubble jetties about 4 miles long and 1.3 miles apart at the outer ends.

(178) **Bolivar Roads** is the large deepwater area between the jetties extending W between Bolivar Peninsula on the N and Pelican Island and

Galveston Island on the S. On the S and W it connects with the ship channels to Galveston, Texas City, and Houston. The Intracoastal Waterway crosses its NW side.

(179) **Galveston** occupies the entire width of the E end of **Galveston Island**. The wharves are built along Galveston Channel on the N side of the city, and the S side fronts upon the Gulf from which the city is protected by a concrete seawall 17 feet high.

(275) **East Bay** is a large and shallow bay extending E about 16 miles from the S end of Galveston Bay and lying N of Bolivar Peninsula. The depths in the bay range from 2 to 7 feet.

(306) **Bayport** is a deepwater port and industrial complex operated by the Port of Houston Authority.

(321) **Houston Ship Channel** extends from Galveston Harbor across Galveston Bay and through parts of San Jacinto River and Buffalo Bayou to the city of Houston, a distance of 44 miles.

(387) **Houston**, the largest city in Texas, is at the head of Houston Ship Channel 22 miles above Galveston Bay and 44 miles from Galveston Entrance to the Gulf. The city is the principal distribution point for Texas and one of the main distribution points for the W and SW United States.

(3) From San Luis Pass to the entrance to Matagorda Bay at Pass Cavallo, the coast trends for 80 miles in a general SW by W direction. From Pass Cavallo it curves gently SW for 100 miles to latitude 27°N., where the trend is S; thence it curves gently a little E of S for 58 miles to the mouth of the Rio Grande. Throughout its whole distance the coast encloses a chain of shallow bays or lagoons, some of considerable size.

These are separated from the Gulf by long, narrow islands and peninsulas which are generally low and sandy, with few natural distinguishing marks. Some of the bays and lagoons may be entered from the Gulf through dredged passes protected by jetties, and others through small passes partly obscured by bars with little depth on them.

(16) **Freeport Harbor**, lying 40 miles SW of Galveston entrance, is the harbor for the town of **Freeport**. The area is known locally as Brazosport. The principal industry is the Dow Chemical Corporation which operates two large plants.

(104) **Port Lavaca** is a city on the W shore of Lavaca Bay in a fishing, farming, and industrial area.

(128) **St. Charles Bay** is the site of considerable hunting and sport fishing, but commercial fishing is prohibited.

(131) **Copano Bay**, a NW extension of Aransas Bay, is used principally as a center for hunting and sport fishing.

(136) **Aransas River**, emptying into the NW end of Copano Bay, is shallow and navigable only for small craft of 1 foot or less.

(248) **Port Aransas** is a small commercial fishing and resort town on the N end of **Mustang Island** at the inner end of Aransas Pass.

(260) **Corpus Christi Bay** is a large body of water, roughly elliptical in shape, lying to the W of Mustang Island and connected with Aransas Pass by the Corpus Christi Channel.

(269) **Nueces Bay** has depths of only 1 to 2 feet, and is of little importance; it is a tributary of Corpus Christi Bay, partially separated from it by sandspits. **Indian Point** and **Rincon Point**, the NE and SW entrance points, respectively, to Nueces Bay, are connected by U.S. Route 181 highway causeway.

(271) **Corpus Christi Harbor**, on the N side of Corpus Christi, consists of inland basins connected by an industrial canal. The basins and connecting canal are landlocked and well protected.

(272) **Corpus Christi**, on the W side of Corpus Christi Bay and 18 miles from Aransas Pass, is the most important city commercially on the Texas coast SW of Galveston.

(281) **Laguna Madre** is a shallow body of water extending S from Corpus Christi Bay for a distance of 100 miles. Depths range from zero to 9 feet with reefs and mudflats throughout. The Intracoastal Waterway traverses Laguna Madre from Corpus Christi Bay to Port Isabel, Tex.

Padre Island, a low, barren, storm-swept strip of sand beach, separates Laguna Madre from the Gulf. Most of the Island is part of the **Padre Island National Seashore** and subject to the rules and regulations of the U.S. Department of Interior's National Park Service.

Table of Selected Chart Notes

HEIGHTS
 Heights in feet above Mean High Water.

Corrected through NM Mar. 22/08
 Corrected through LNM Mar. 11/08

NOTE C
GALVESTON TRAFFIC SEPARATION SCHEME

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

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 S

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

AUTHORITIES

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

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

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

AIDS TO NAVIGATION

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

MINERAL DEVELOPMENT STRUCTURES

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

NOTE D
CAUTION

Unexploded ordnance is known to exist in this area. Ordnance removed from the ocean floor should be reported to the U.S. Coast Guard immediately for disposal instructions. See annual NM 1 (39).

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 B

These are parallel shipping safety fairways and not a traffic separation scheme. However, in the interest of vessel traffic safety use of the northeast lane for inbound (298° true) traffic and the southwest lane for outbound (118° true) traffic is recommended.

CAUTION

Gas and Oil Well Structures

Platforms, gas and oil well structures, some of which are submerged and capped, and submarine pipelines and cables are charted only where offshore of the indicated chart limits of the 1:80,000 scale series charts.

Mercator Projection
 Scale 1:460,732 at Lat 28°00'

North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

(For offshore navigation only)

Floating Aids to Navigation inside the sea buoys are not shown on this chart.

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

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

POLLUTION REPORTS

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

NOTE H

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

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz
 PULSE REPETITION INTERVAL
 7980 79,800 Microseconds
 STATION TYPE DESIGNATORS: (Not individual station letter designators).

M Master
 W Secondary
 X Secondary
 Y Secondary
 Z Secondary

EXAMPLE: 7980-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the 1/2 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

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

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

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.

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

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

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bcls boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

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

⚓ 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.

11300

LORAN-C OVERPRINTED

SOUNDINGS IN FATHOMS



CAUTION
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 Covered wells may be marked by lighted or unlighted buoys.

NOTE B
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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.

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

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

HEIGHTS
 Heights in feet above Mean High Water.

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

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

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

NOTE S
 Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

GALVESTON TO RIO GRANDE

Mercator Projection
 Scale 1:460,732 at Lat 28°00'

North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FATHOMS
 AT MEAN LOWER LOW WATER

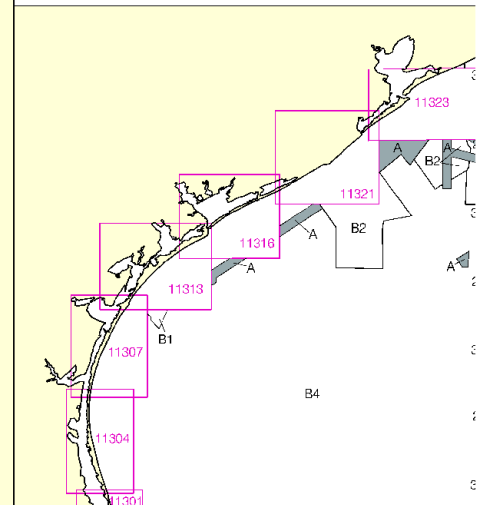
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SOURCE		
A	1990-2005	NOS Surveys
B1	1990-2005	NOS Surveys
B2	1970-1989	NOS Surveys
B3	1940-1969	NOS Surveys
B4	1900-1939	NOS Surveys



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Formerly C&GS 1117, 1st Ed., Mar. '919 C-1919-192, KAPP 178

40' 30' 20' 10' 96° 50' 40'

POLLUTION REPORTS

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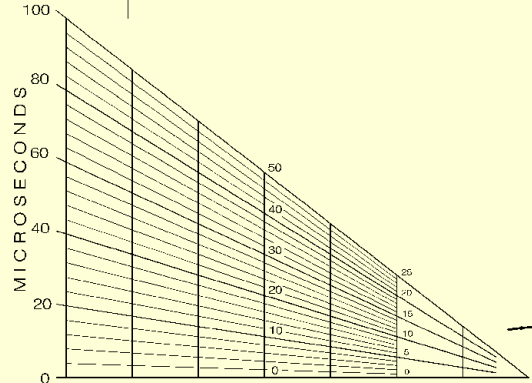
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LORAN LINEAR INTERPOLATOR

RANDE

**LORAN-C
GENERAL EXPLANATION**

LORAN-C FREQUENCY.....100kHz
 PULSE REPETITION INTERVAL
 7980.....79,800 Microseconds
 STATION TYPE DESIGNATORS: (Not individual station letter designators).
 M.....Master
 W.....Secondary
 X.....Secondary
 Y.....Secondary
 Z.....Secondary

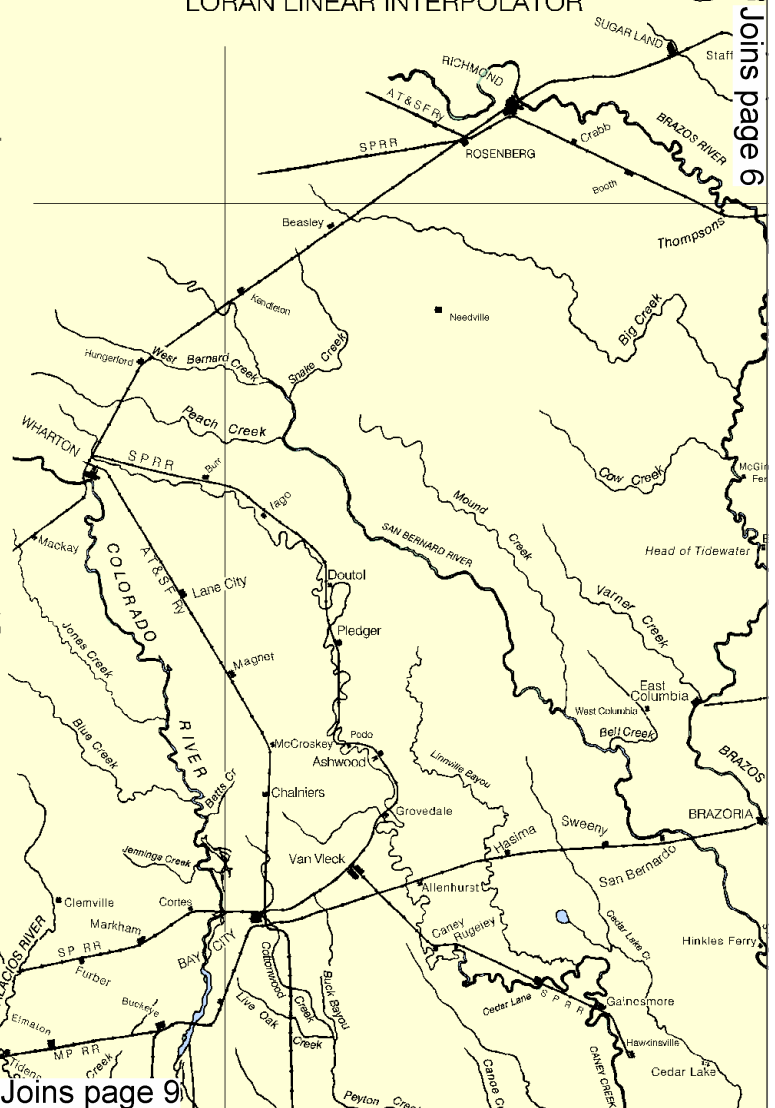
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RATES ON THIS CHART

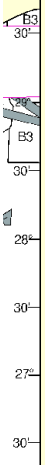
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HORIZONTAL DATUM

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range
range
range
range



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:614309. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

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Formerly C&GS 1117, 1st Ed., Mar. '919 C-1919-192, KAPP 178

20' 10' 96° 50' 40' 30' 20'

POLLUTION REPORTS

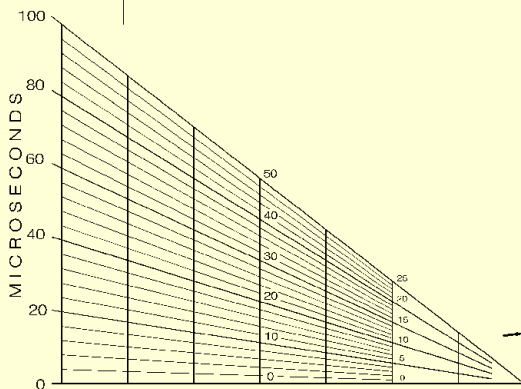
port all spills of oil and hazardous substances to the Response Center via 1-800-424-8802 (toll free), or nearest U.S. Coast Guard facility if telephone comon is impossible (33 CFR 153).

COPYRIGHT

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NOTE A

igation regulations are published in Chapter 2, U.S. lot 5. Additions or revisions to Chapter 2 are pub- lished in the Notice to Mariners. Information concern- ing the same may be obtained at the Office of the Com- mander, 1st Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX, or to charted regulation section numbers.



LORAN LINEAR INTERPOLATOR

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LORAN-C GENERAL EXPLANATION

- FREQUENCY 100kHz
- PULSATION INTERVAL 79,800 Microseconds
- TIME DESIGNATORS: (Not individual station identifiers)
- Master
- Secondary
- Secondary
- Secondary
- Secondary

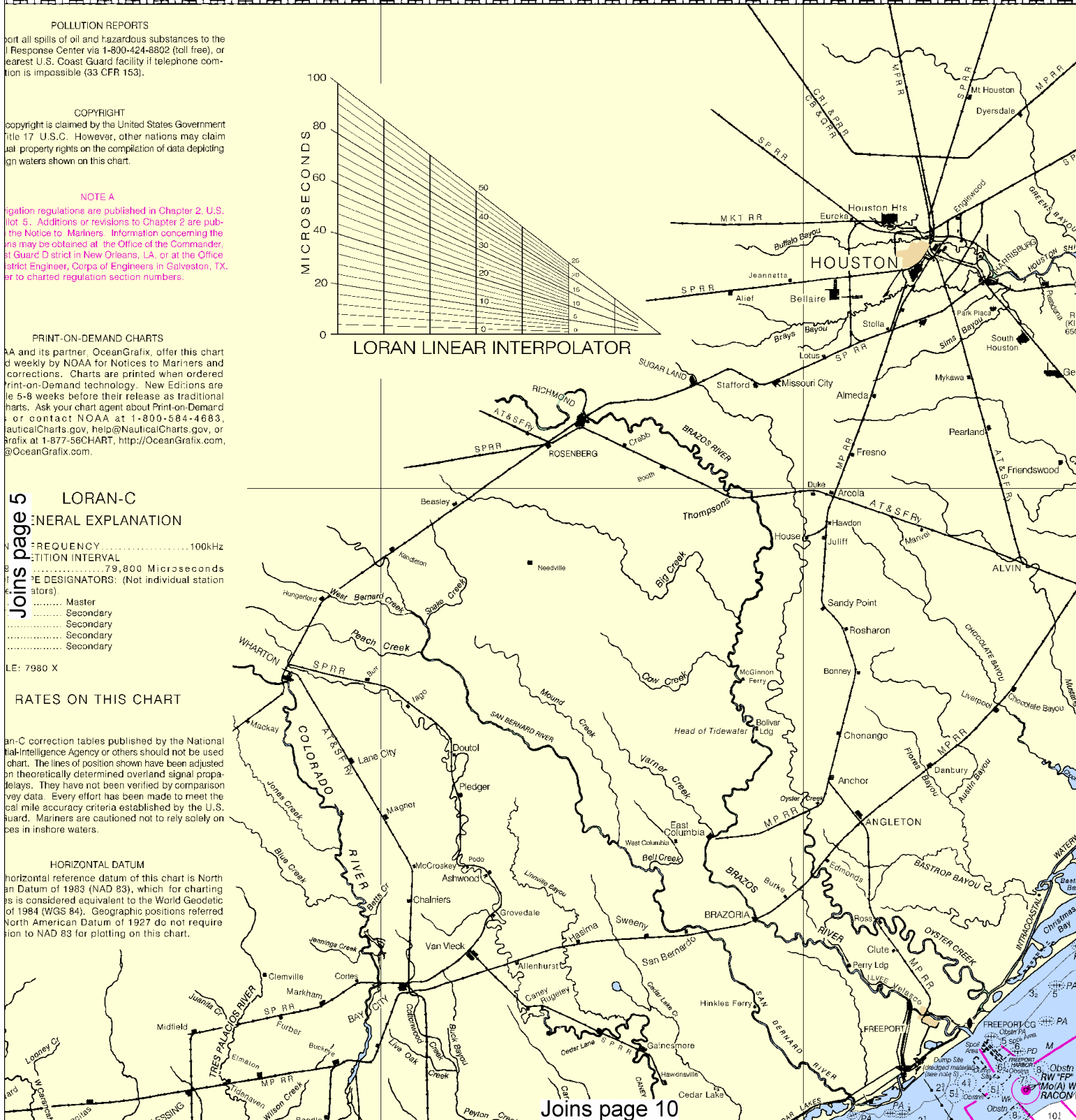
SCALE: 7980 X

RATES ON THIS CHART

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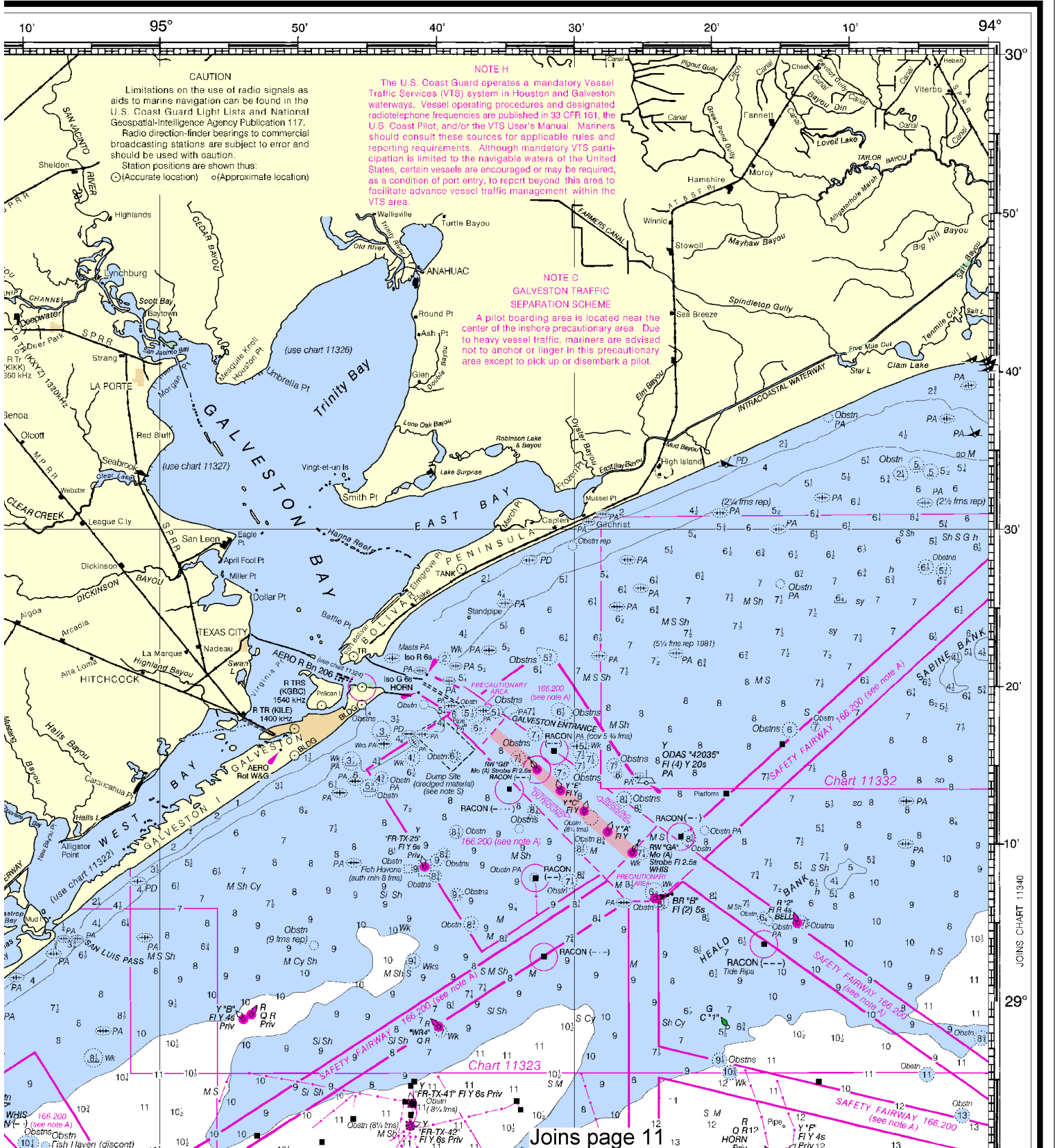
HORIZONTAL DATUM

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This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 4708 11/18/2008,
 NGA Weekly Notice to Mariners: 4708 11/22/2008,
 Canadian Coast Guard Notice to Mariners: n/a .



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

Joins page 4

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

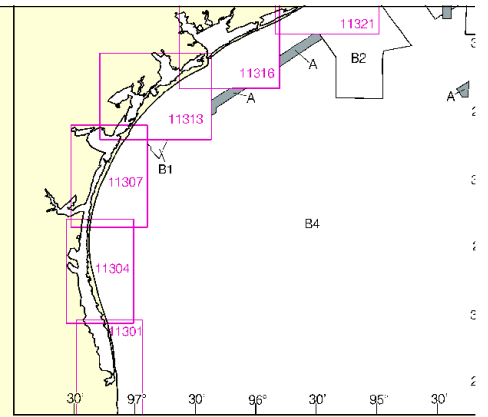
AIDS TO NAVIGATION
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NOTE S
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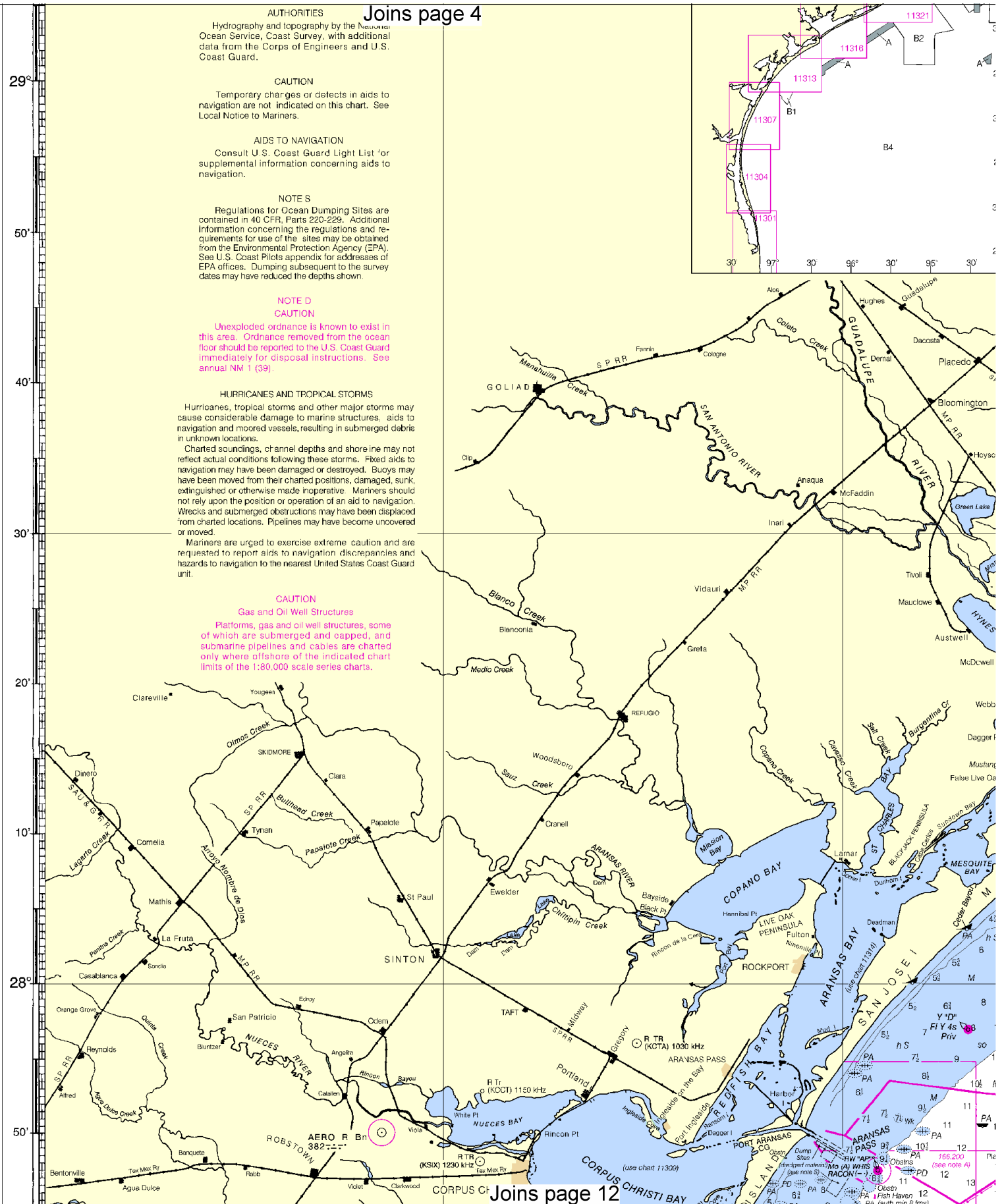
NOTE D CAUTION
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HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted 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.

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



29°
50'
40'
30'
20'
10'
28°
50'

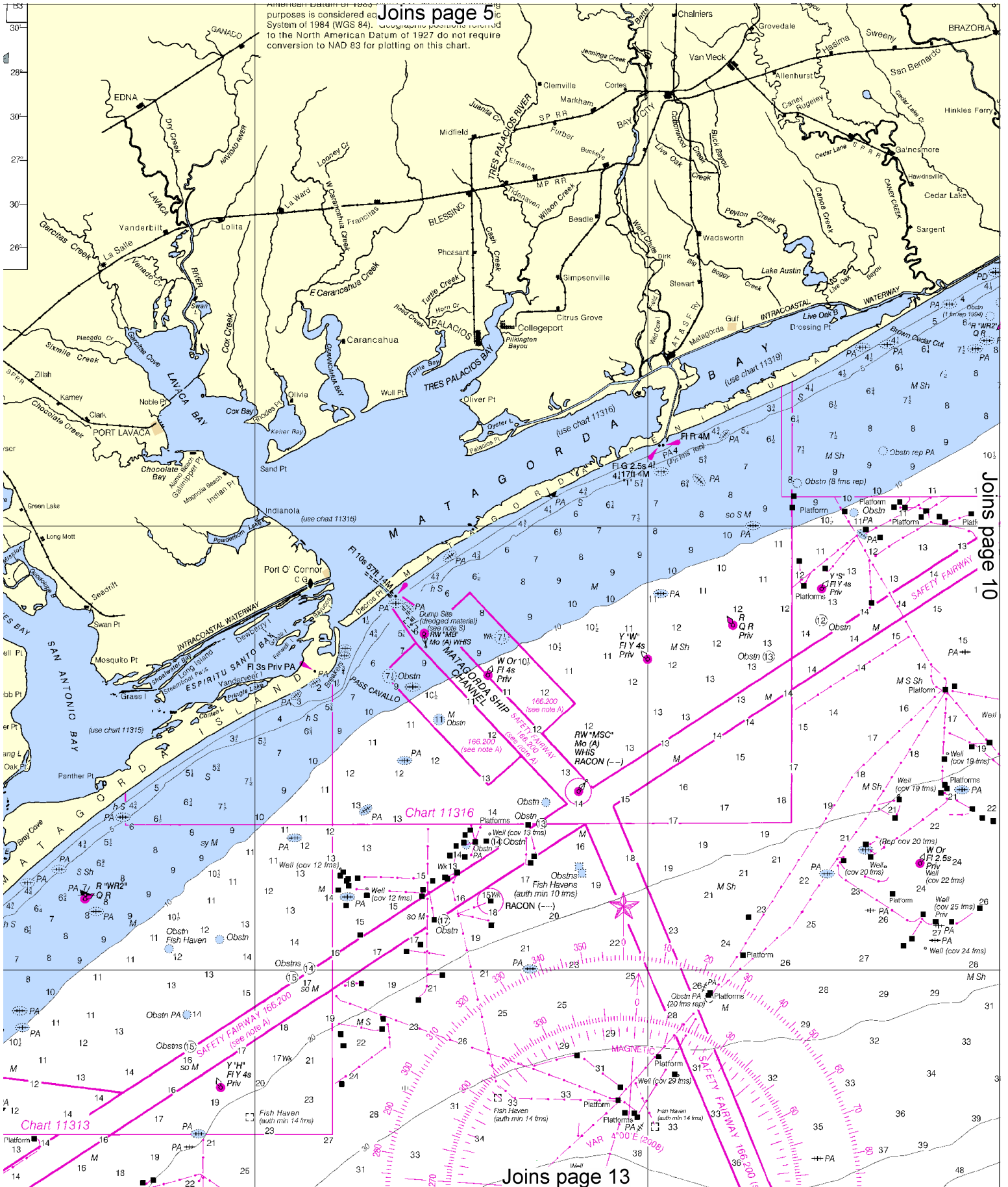


Joins page 12

8

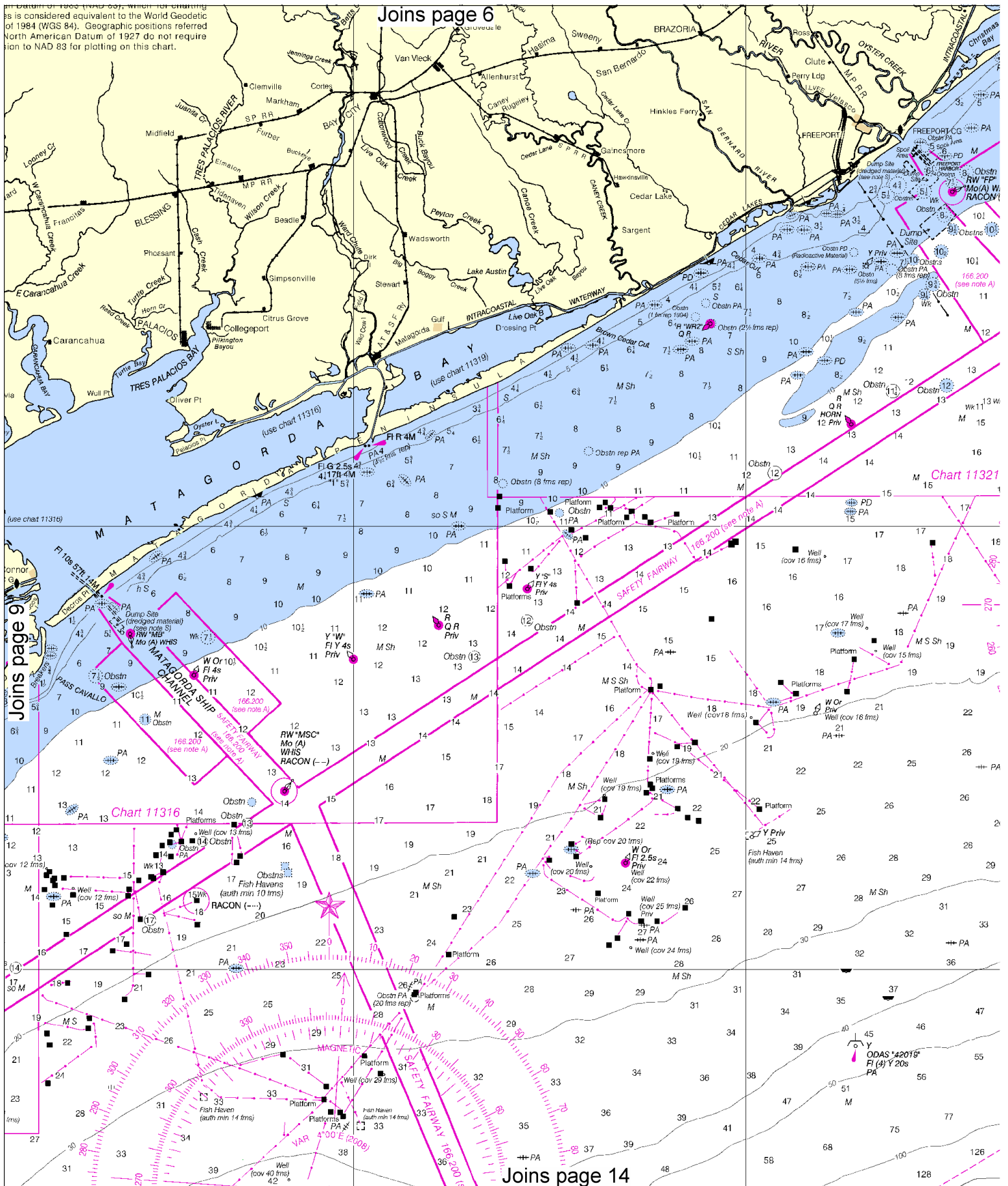


For purposes is considered as the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.



Date of 1983 (1983-03), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

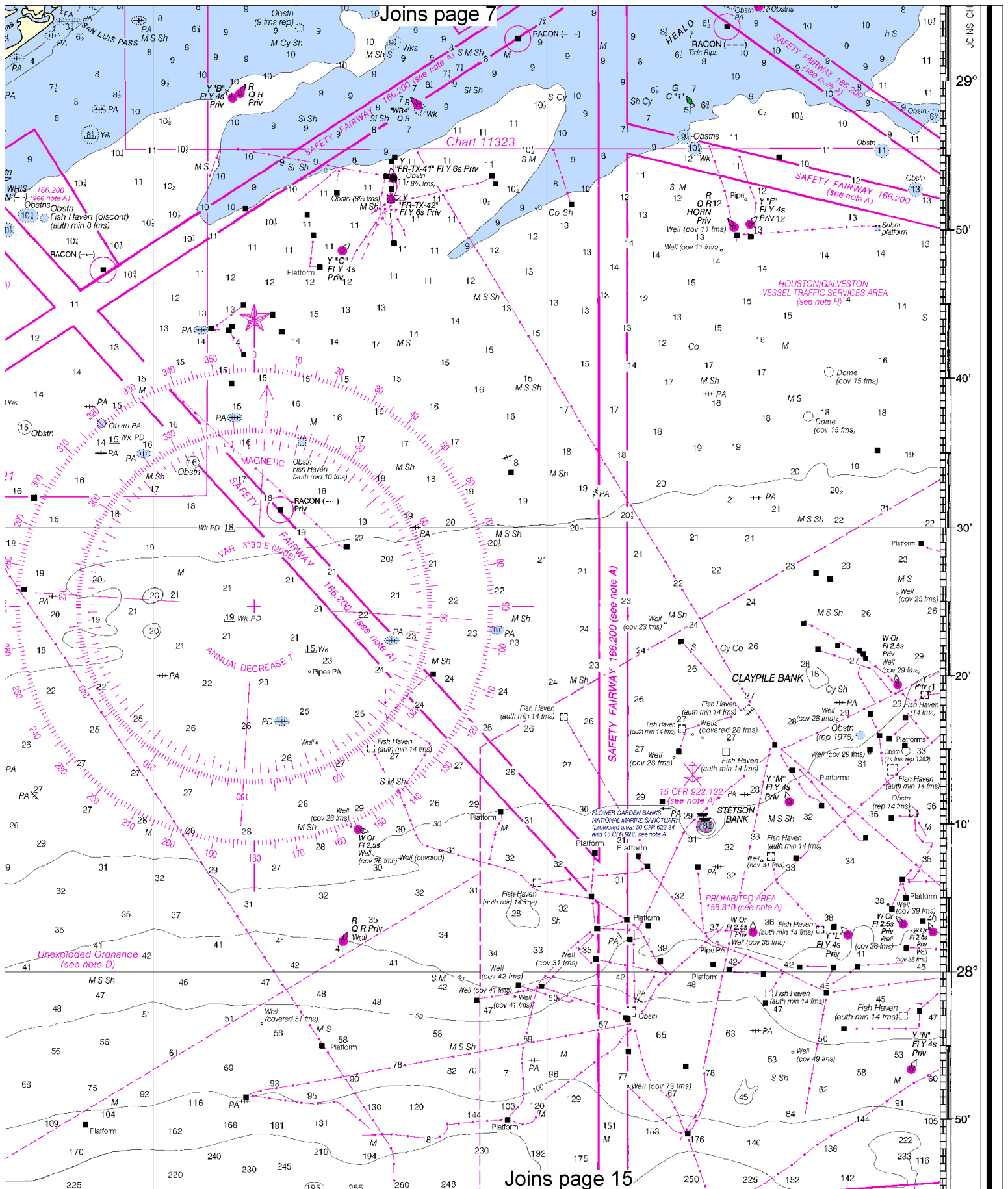
Joins page 6



Joins page 9

Joins page 14



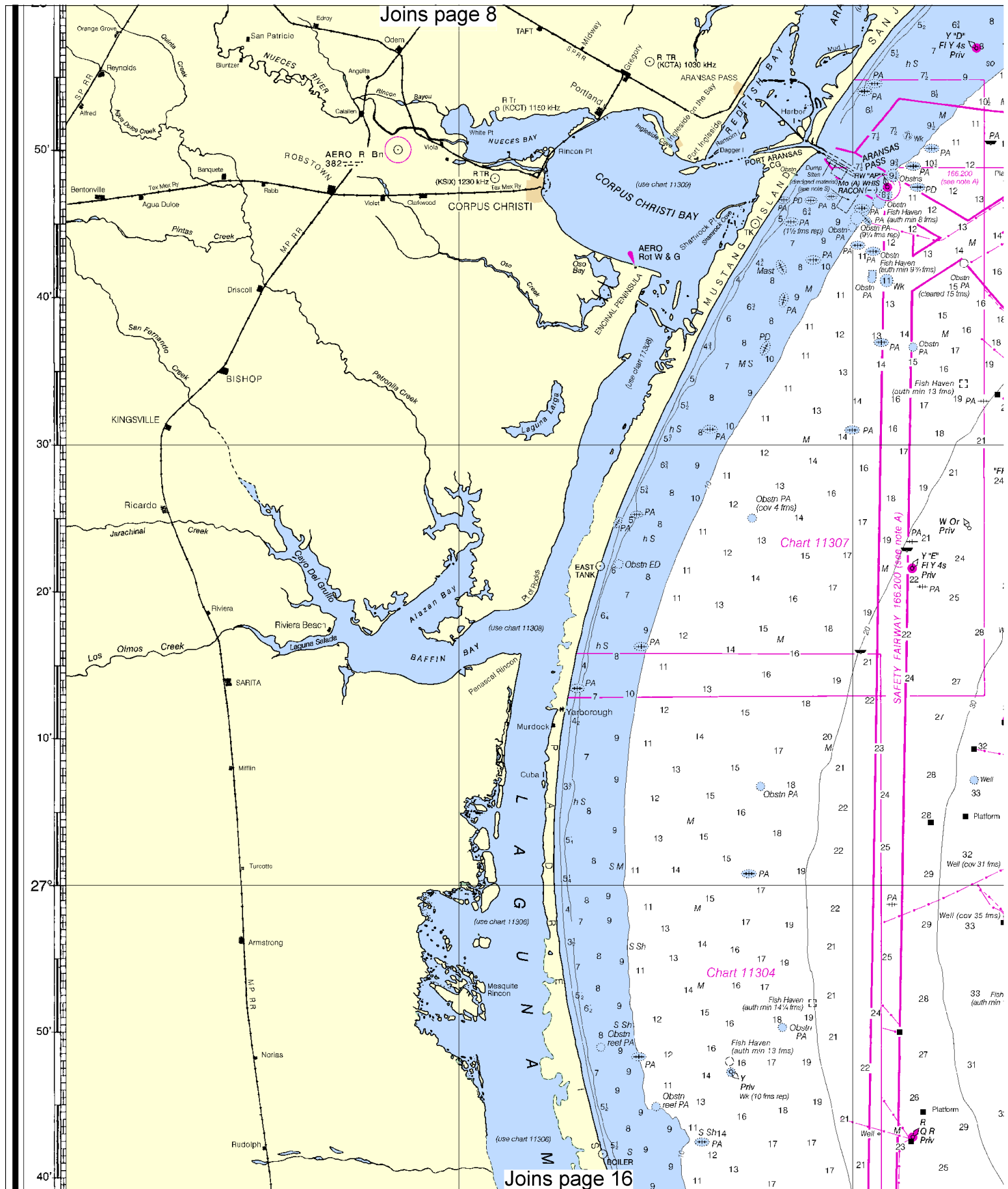


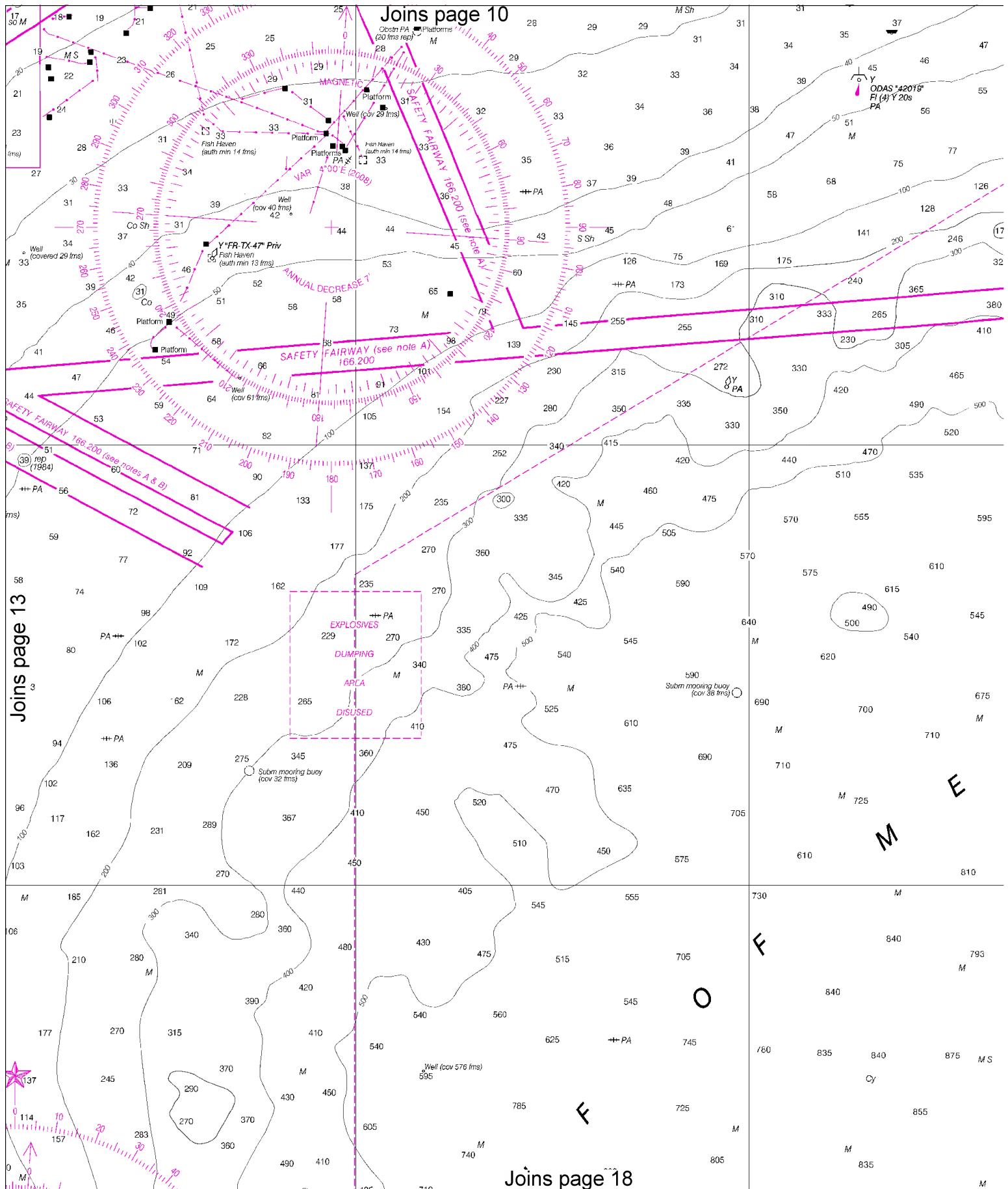
Joins page 7

Chart 11323

29°
50'
40'
30'
20'
10'
28°
50'

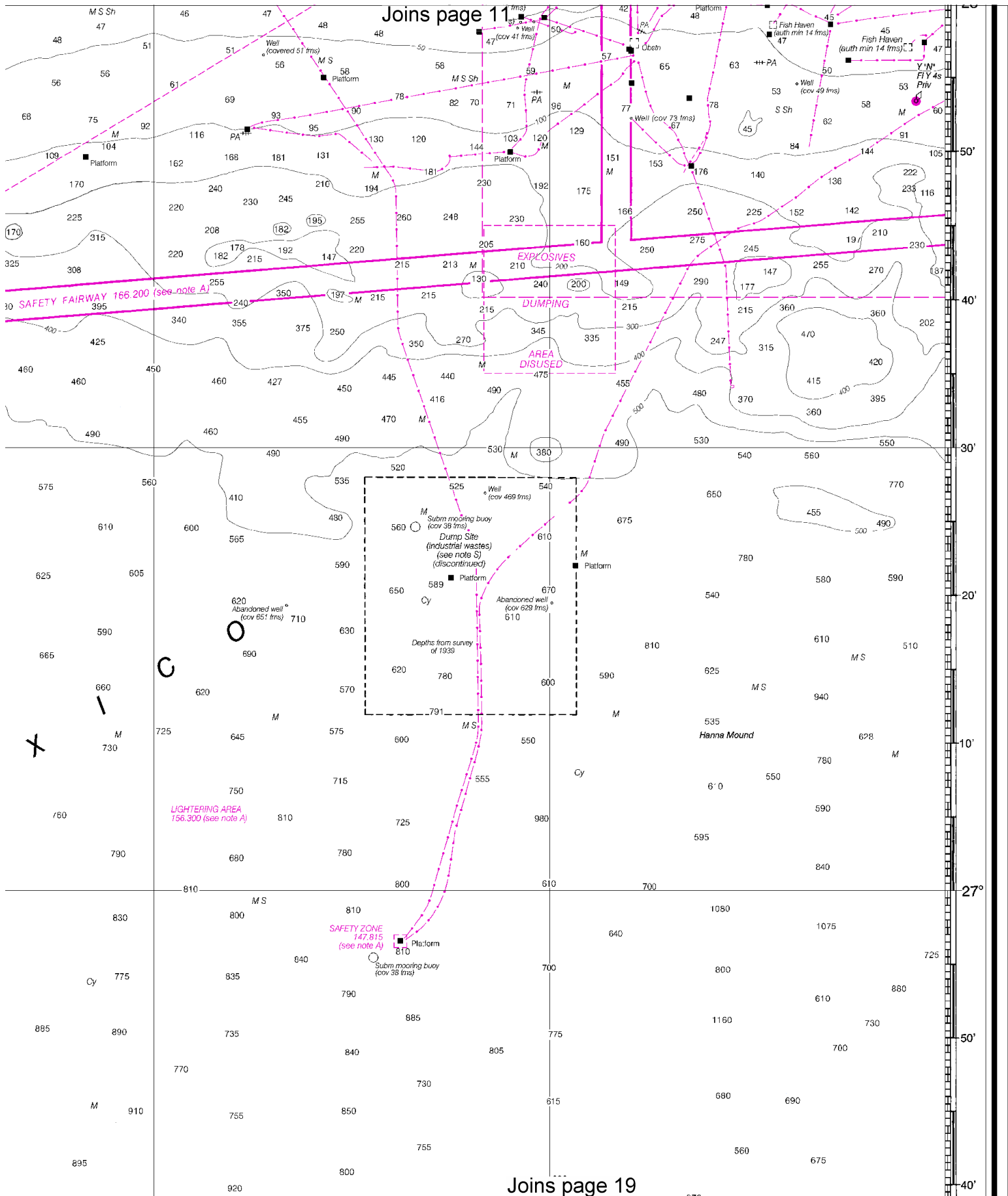
Joins page 15



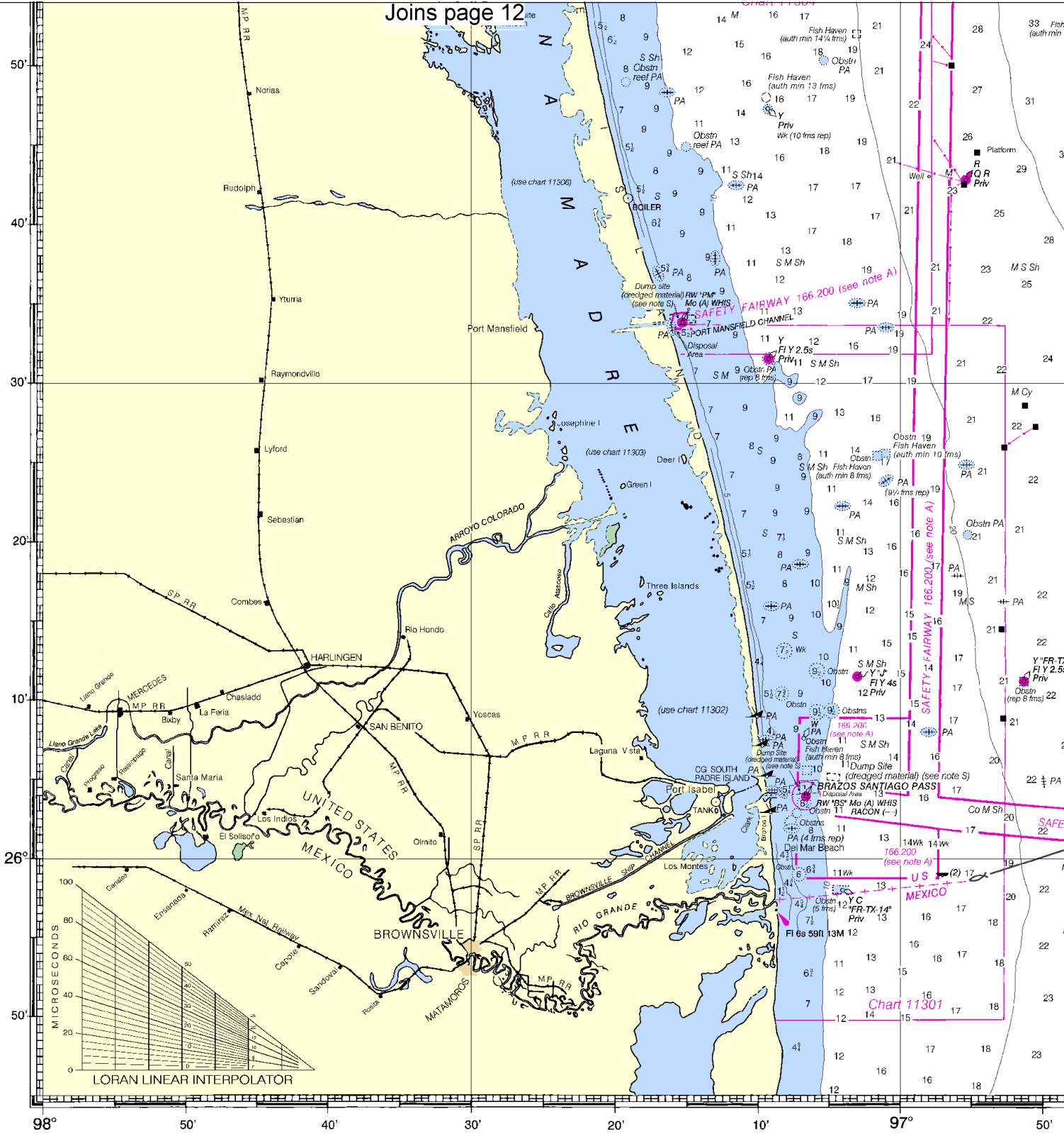


Joins page 13





Joins page 12



42nd Ed., Mar./08 ■ Corrected through NM Mar. 22/08
Corrected through LNM Mar. 11/08

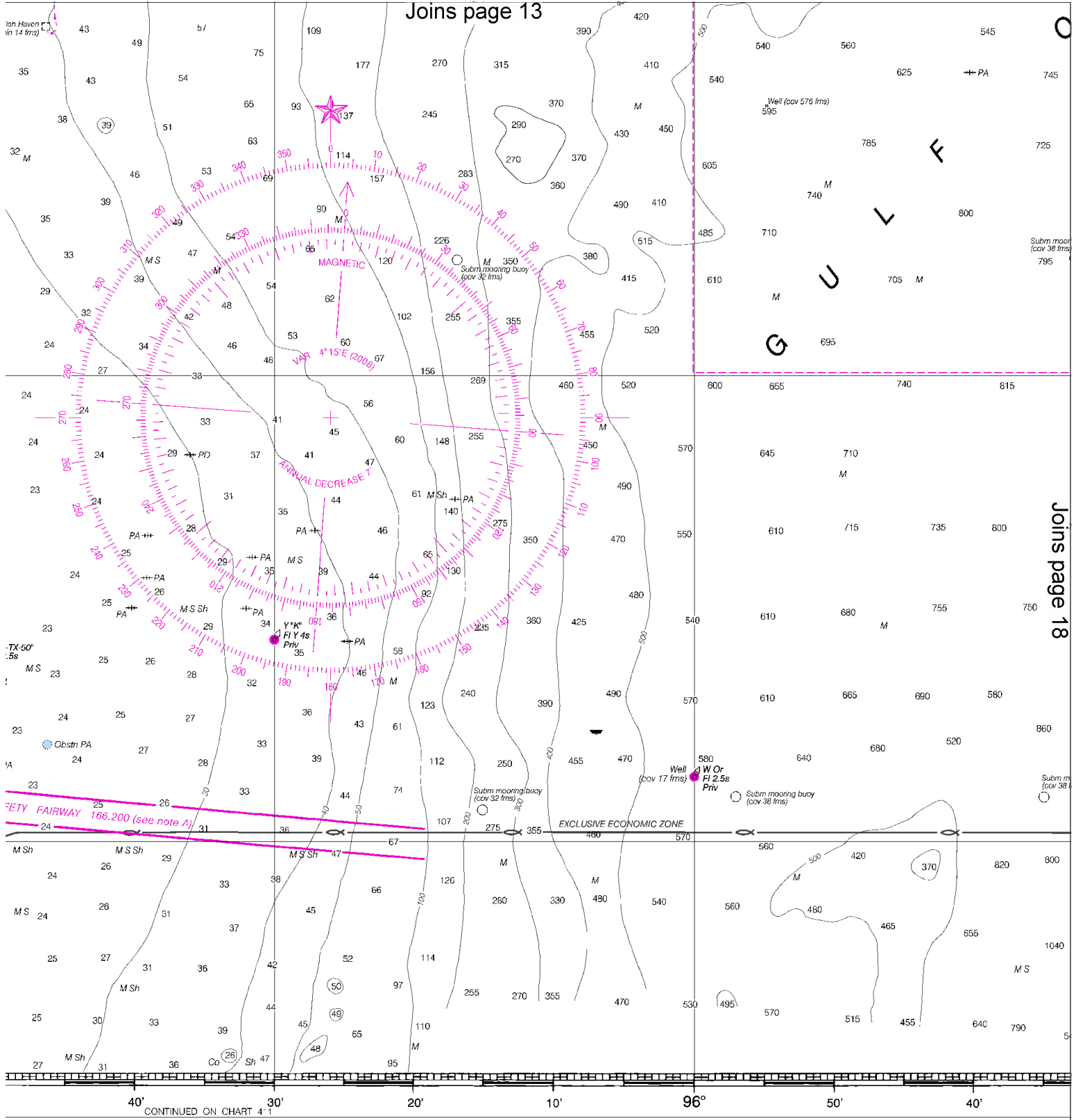
11300
LORAN-C OVERPRINTED

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.

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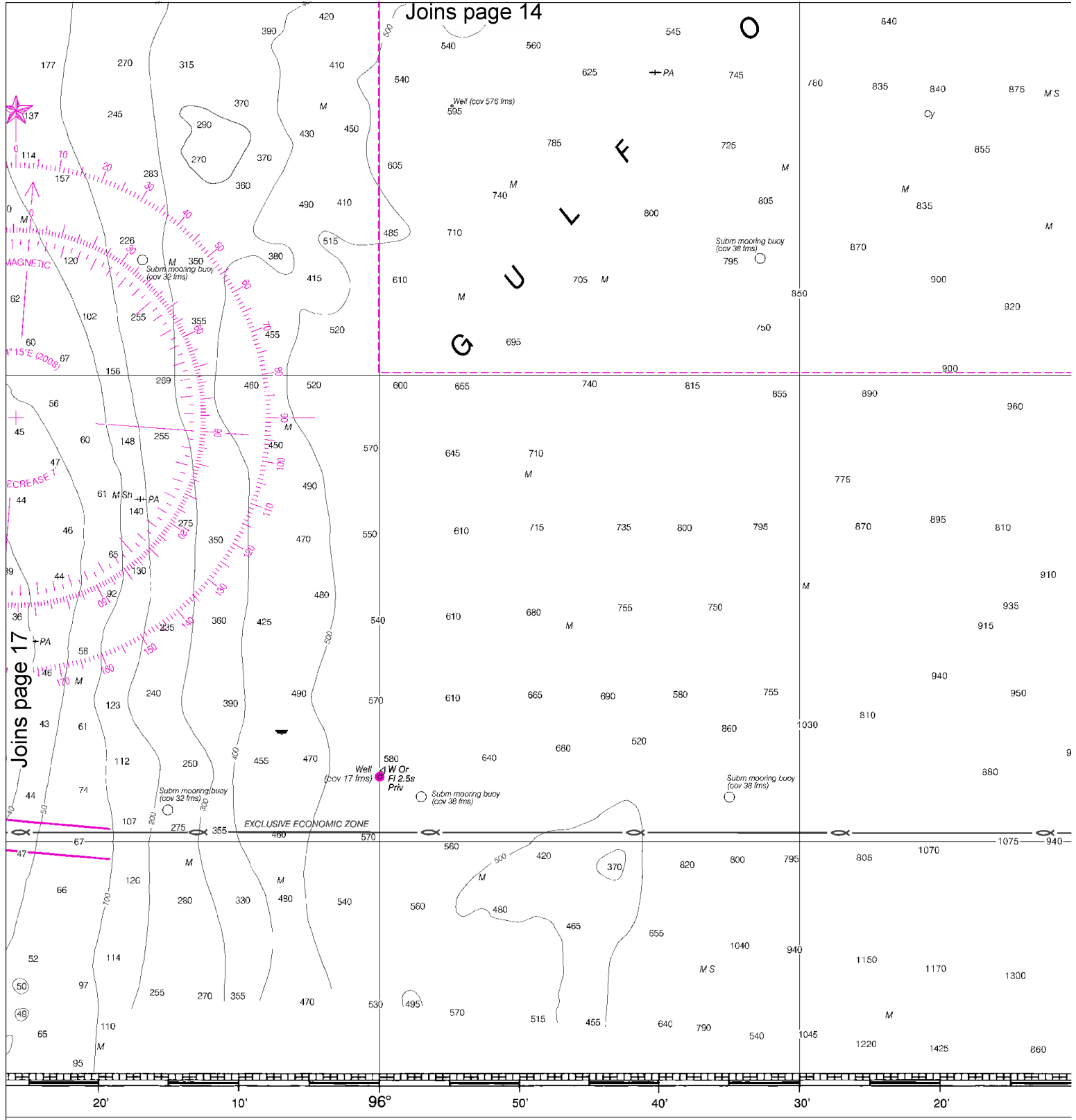




SOUNDINGS IN FATHOMS

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 NATIONAL OCEAN SERVICE
 COAST SURVEY

Joins page 14



Joins page 17

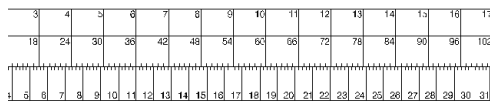
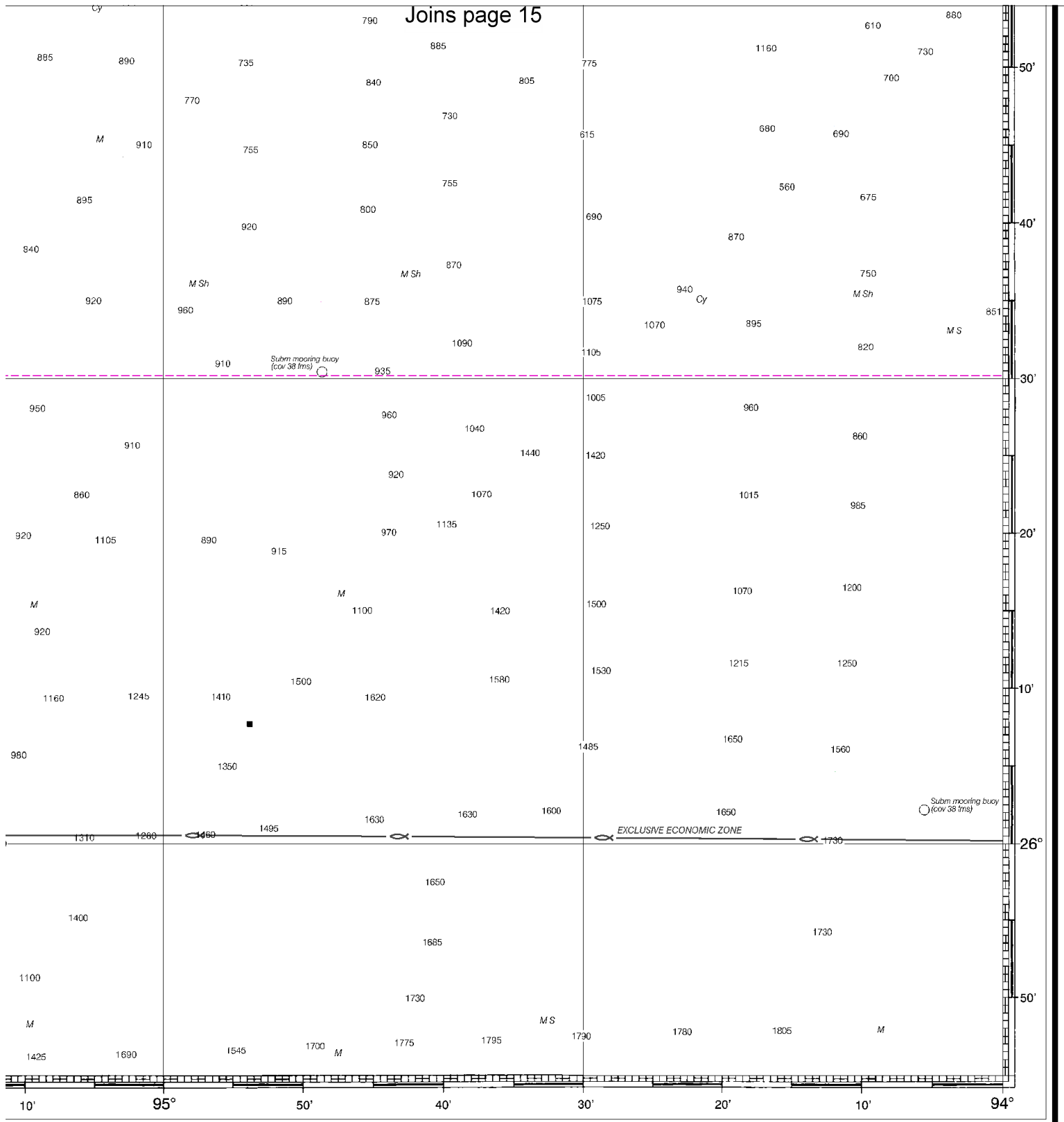
FATHOMS

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

FATHOMS	1	2
FEET	6	12
METERS	1	2

18





Galveston to Rio Grande
SOUNDINGS IN FATHOMS - SCALE 1:460,732

11300

LORAN-C OVERPRINTED



NSA REFERENCE NO. 11ACO11300

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 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group Galveston – 409-766-5620

Coast Guard Group Corpus Christi – 361-939-6393

Texas Park and Wildlife – 361-289-5566

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

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.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.

