

BookletChart™

Corpus Christi Harbor

NOAA Chart 11311

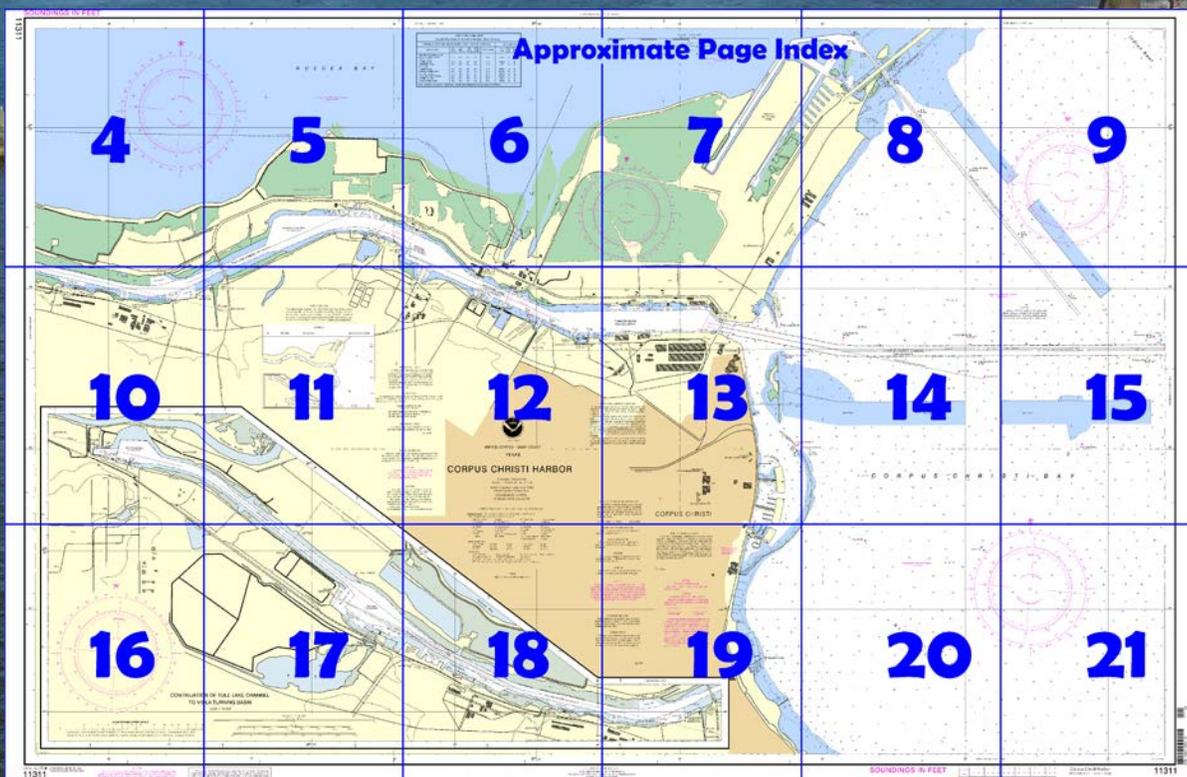


A reduced-scale NOAA nautical chart for small boaters

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.

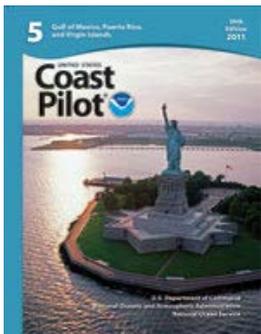
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11311>



[Selected Excerpts from Coast Pilot]

Christi Channel extends from Aransas Pass to Corpus Christi on the W side of Corpus Christi Bay. For about 4 miles, at the E end, it extends through Turtle Cove between Harbor Island on the N and Mustang Island on the S; thence across Corpus Christi Bay to Corpus Christi. The channel is straight except for a 15° bend at about its midway point just S of Ingleside Cove. The Federal project depth is 45 feet to the Viola Turning Basin, 32.5 miles from the outer bar.

A barge assembly basin, on the S side of Corpus Christi Channel, is entered through two channels about 7 and 8 miles W of Port Aransas. In 1970, depths of 14 feet were available.

A **marine safety office** is in Corpus Christi. **Corpus Christi Coast Guard Air Station** is at the Naval Air Station, Corpus Christi.

Port of Corpus Christi is on the W side of Corpus Christi Bay 20 miles from the outer end of the jetties at Aransas Pass. The port limits include all of Nueces County, Tex. Corpus Christi Main Harbor includes all of the waterfront facilities along the Industrial Canal, Tule Lake Channel, and Viola Channel, including the turning basins from Corpus Christi Turning Basin to Viola Turning Basin. Harbor Island, Port Aransas, Port Ingleside, and La Quinta are included in the port area.

(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. The bay is about 15 miles long in an E and W direction and 11 miles wide at its widest part. About the E end of the bay the depths are 8 to 11 feet, and most of the rest of the bay has depths of 12 to 13 feet.

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. **Rincon Canal** marked by daybeacons and an unlighted **320°** range, leads NW from Corpus Christi Bay to the Rincon Industrial Park complex at the SE end of Nueces Bay inside Rincon Point. The channel connects with a series of spur channels which front the E side of the complex and lead into it. In July 2001, the controlling depth was 12.0 feet in the channel; thence in 1982, a reported depth of 12 feet was in the connecting channels. The Industrial Park, in various stages of construction, will serve as a shallow-draft commerce terminal. A fixed highway bridge crosses the main channel and has a clearance of 50 feet. The poles of a former power cable extend across the entrance to Nueces Bay below the causeway, and the piling of a former railroad bridge remain, except for removed sections at both ends.

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.

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. The principal industries are in seafood processing, agriculture, livestock, meat packing and freezing, petroleum products, petrochemical and industrial chemicals, natural gas, manufacture of plastics, steel products, aluminum, zinc, machinery, oil field equipment, paper products, agricultural fertilizers, cement, gypsum products, textiles, and the shipment of wheat, cotton, corn, barley, sorghum, dry bulk materials, and general cargo.

The city has several hospitals, a large municipal auditorium, a large boat harbor, and a Coast Guard air station.

A **special anchorage area** is in the area S of the municipal marina. (See **110.1 and 110.75**, chapter 2, for limits and regulations.)

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

RCC New Orleans Commander
8th CG District (504) 589-6225
New Orleans, LA

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

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

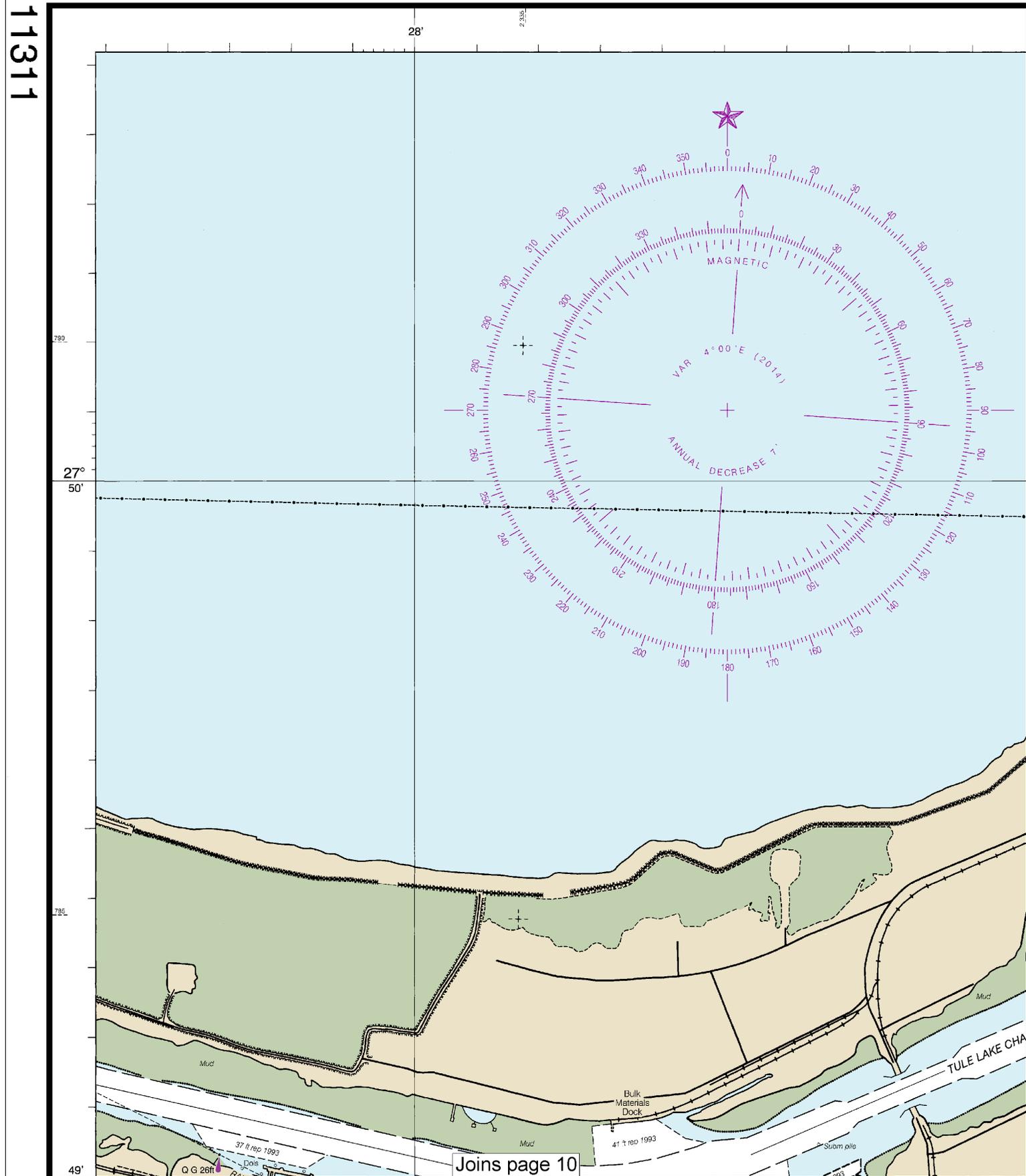
on navigable waters except Western Rivers



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>

SOUNDINGS IN FEET

11311



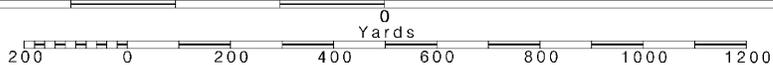
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.



27'

26'

CONTINUED ON CHART 11309

NUECES BAY

CORPUS CHRISTI CHANNEL DEPTHS
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS -

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER

NAME OF CHANNEL	LEFT	LEFT	RIGHT	RIGHT
	OUTSIDE QUARTER	INSIDE QUARTER	INSIDE QUARTER	OUTSIDE QUARTER
LA QUINTA CH JCT TO BCN 82	43.0	48.0	48.0	44.0
BCN 82 TO MAIN TURNING BASIN	43.4	48.0	48.3	45.7
CORPUS CHRISTI				
MAIN TURNING BASIN	44.5	46.0	48.0	44.7
INDUSTRIAL CANAL	43.4	44.5	44.0	44.1
AVERY POINT				
TURNING BASIN	41.5	43.0	43.7	41.7
TULE LAKE CHANNEL	44.5	47.0	46.8	46.3
CHEMICAL TURNING BASIN	44.4	46.0	46.0	44.2
TULE LAKE TURNING BASIN	44.4	46.0	46.0	42.1
VIOLA CHANNEL	43.0	45.0	44.0	34.0
VIOLA TURNING BASIN	43.5	47.0	46.3	43.0

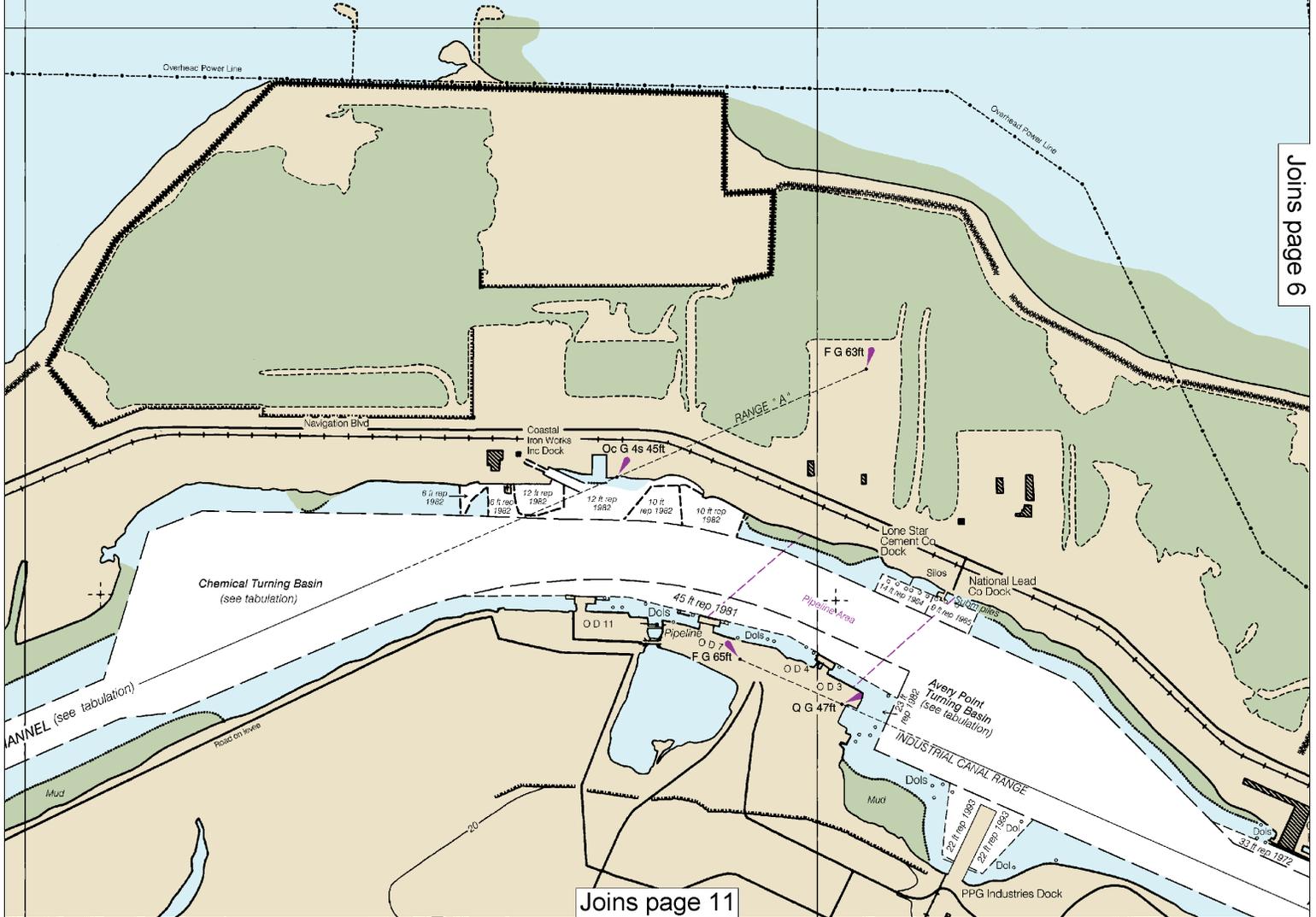
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE

Obstructions
Gas and Oil Well Structures
(see note)

Overhead Power Line

Overhead Power Line

Joins page 6



Joins page 11

This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:13333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

26°

CONTINUED ON CHART 11309

97° 25'

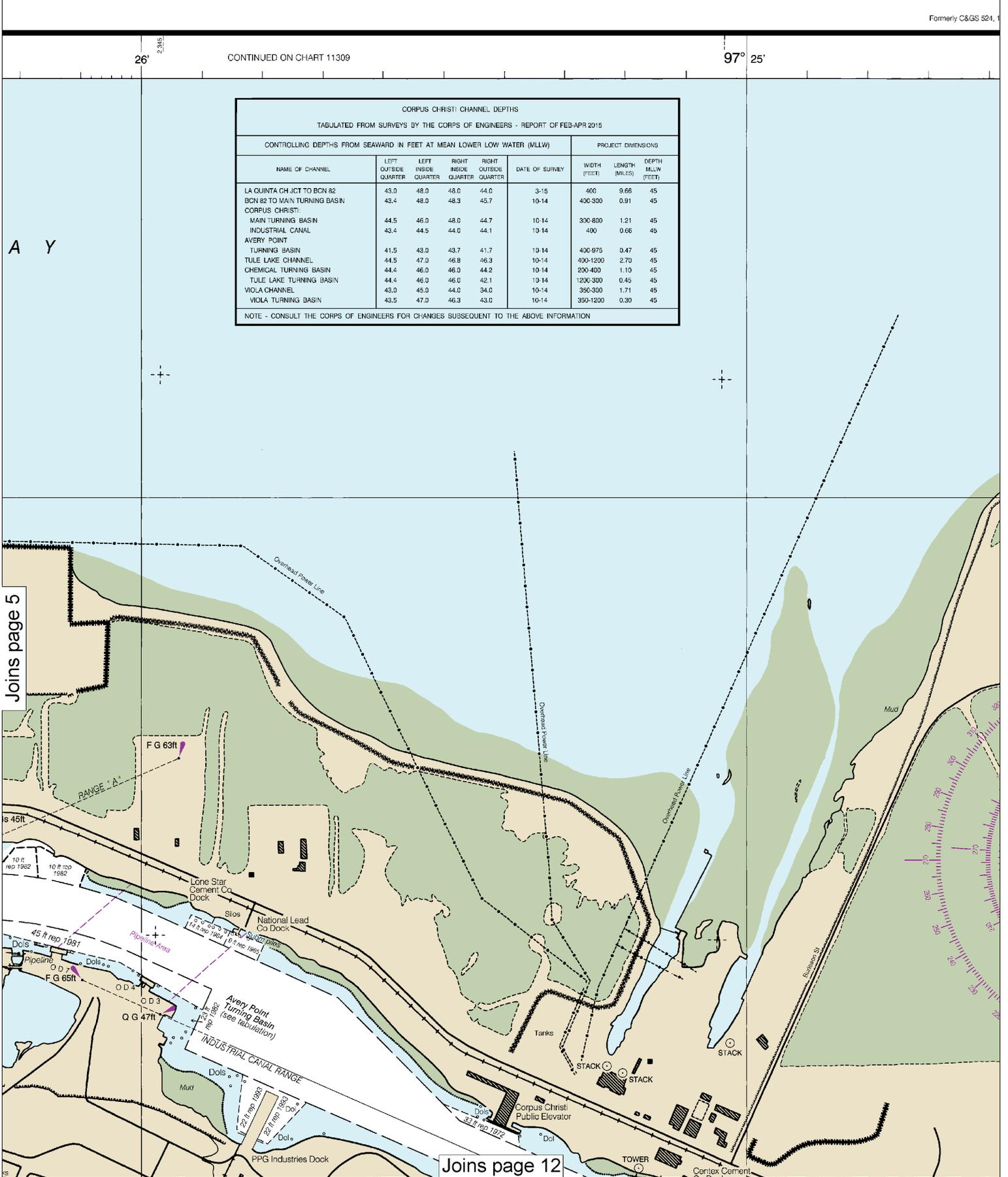
CORPUS CHRISTI CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB-APR 2015								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
LA QUINTA CH JCT TO BCN 82	43.0	48.0	48.0	44.0	3-15	400	0.66	45
BCN 82 TO MAIN TURNING BASIN	43.4	48.0	48.3	45.7	10-14	400-300	0.91	45
CORPUS CHRISTI MAIN TURNING BASIN	44.5	46.0	48.0	44.7	10-14	300-800	1.21	45
INDUSTRIAL CANAL	43.4	44.5	44.0	44.1	10-14	400	0.66	45
EVERY POINT TURNING BASIN	41.5	43.0	43.7	41.7	10-14	400-975	0.47	45
TULE LAKE CHANNEL	44.5	47.0	46.8	46.3	10-14	400-1200	2.70	45
CHEMICAL TURNING BASIN	44.4	46.0	46.0	44.2	10-14	200-400	1.10	45
TULE LAKE TURNING BASIN	44.4	46.0	46.0	42.1	10-14	1200-300	0.45	45
VIOLA CHANNEL	43.0	45.0	44.0	34.0	10-14	350-300	1.71	45
VIOLA TURNING BASIN	43.5	47.0	46.3	43.0	10-14	350-1200	0.30	45

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

A Y

Joins page 5

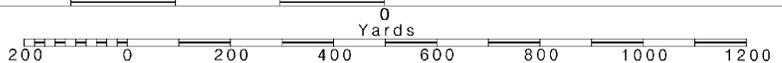
Joins page 12



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

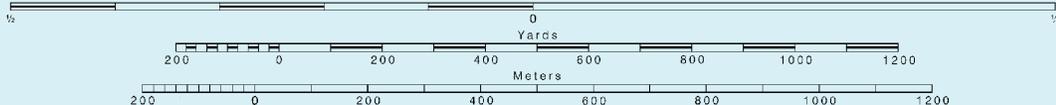
See Note on page 5.



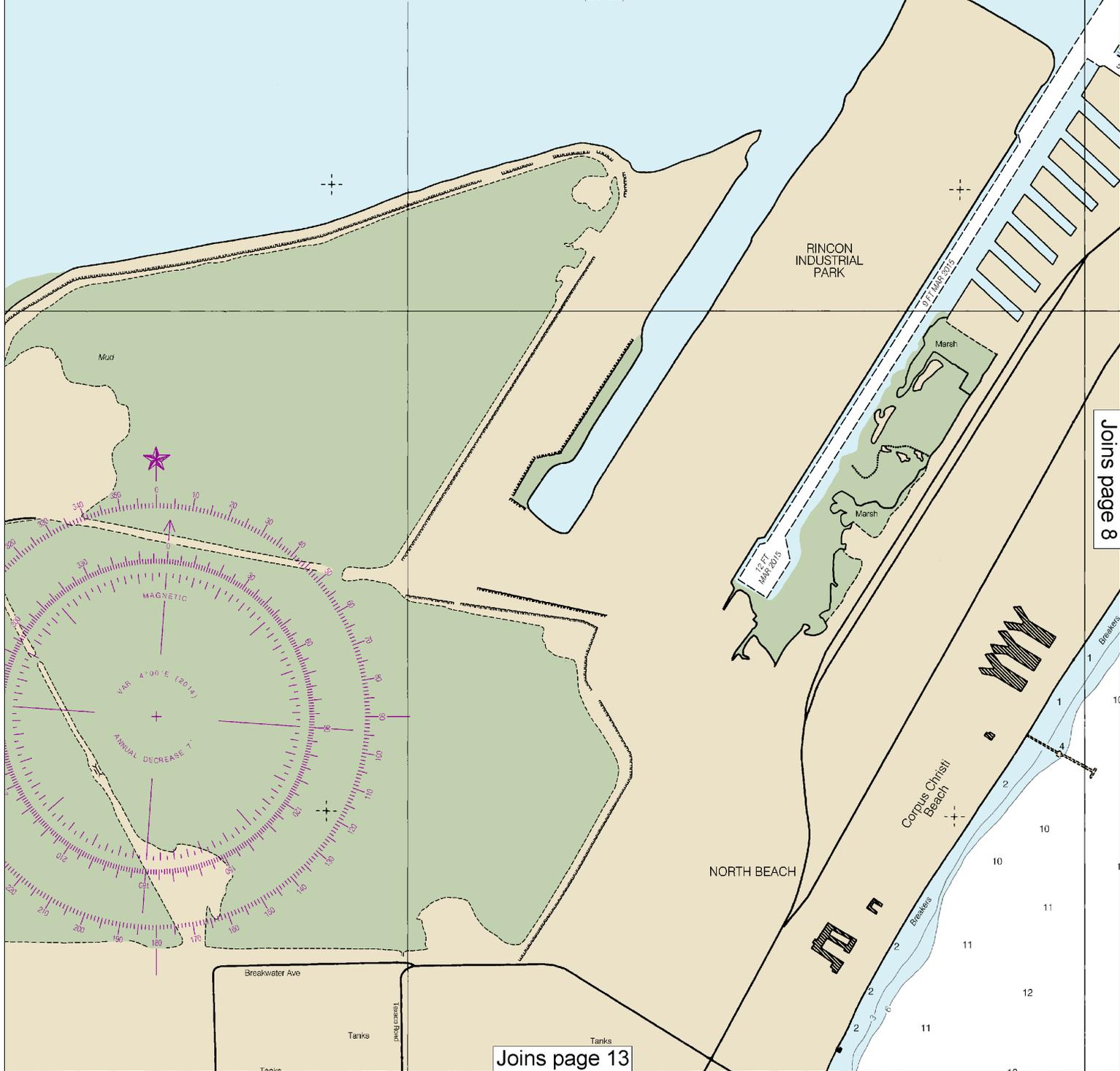
24'

23'

SCALE 1:10,000
Nautical Mile



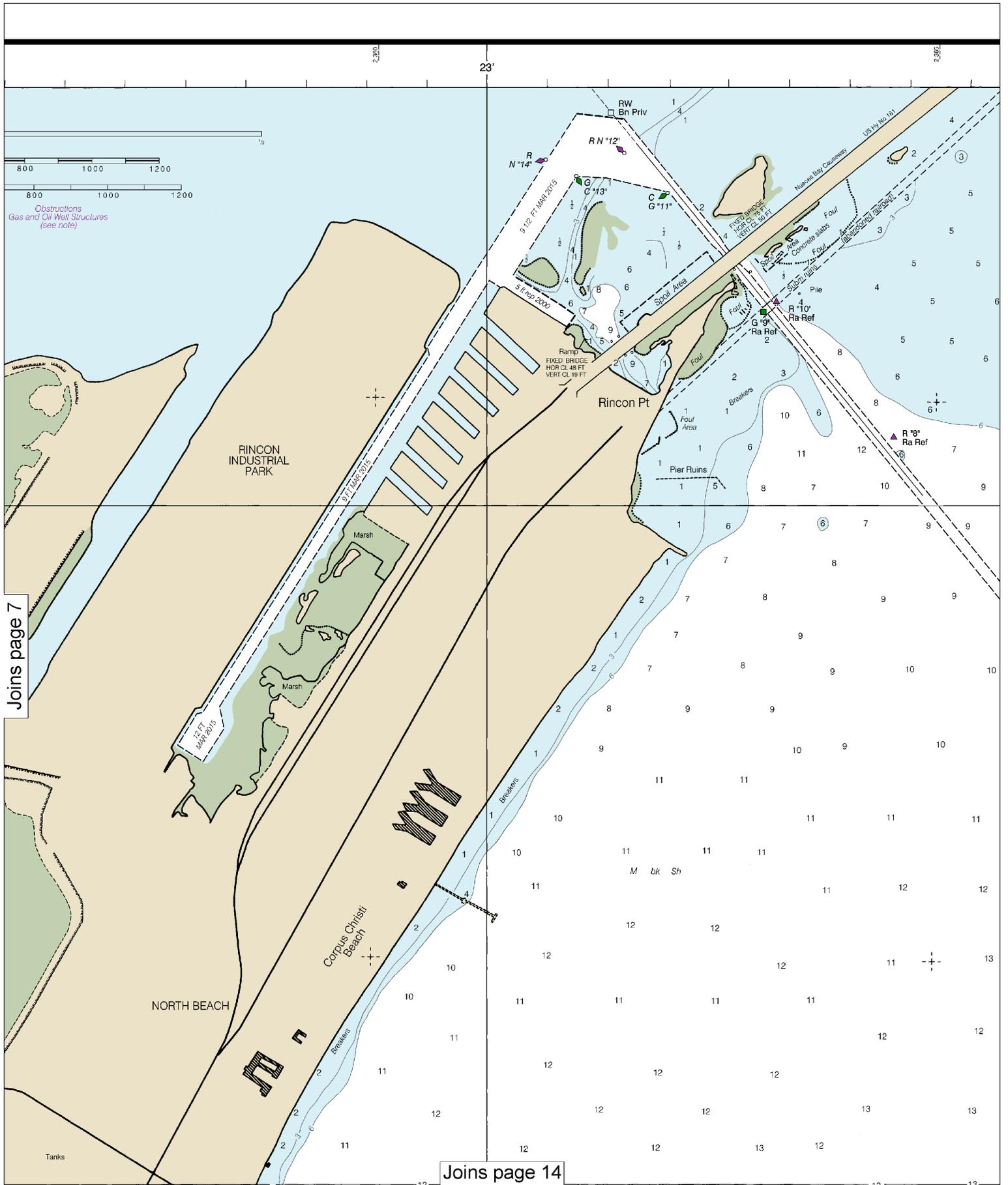
Obstructions
Gas and Oil Well Structures
(see note)



Joins page 8

Joins page 13

Last Correction: 8/28/2015. Cleared through:
LN: 4516 (11/8/2016), NM: 4416 (10/29/2016)



Joins page 7

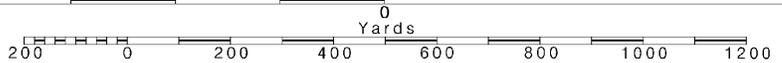
Joins page 14



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



CONTINUED ON CHART 11309

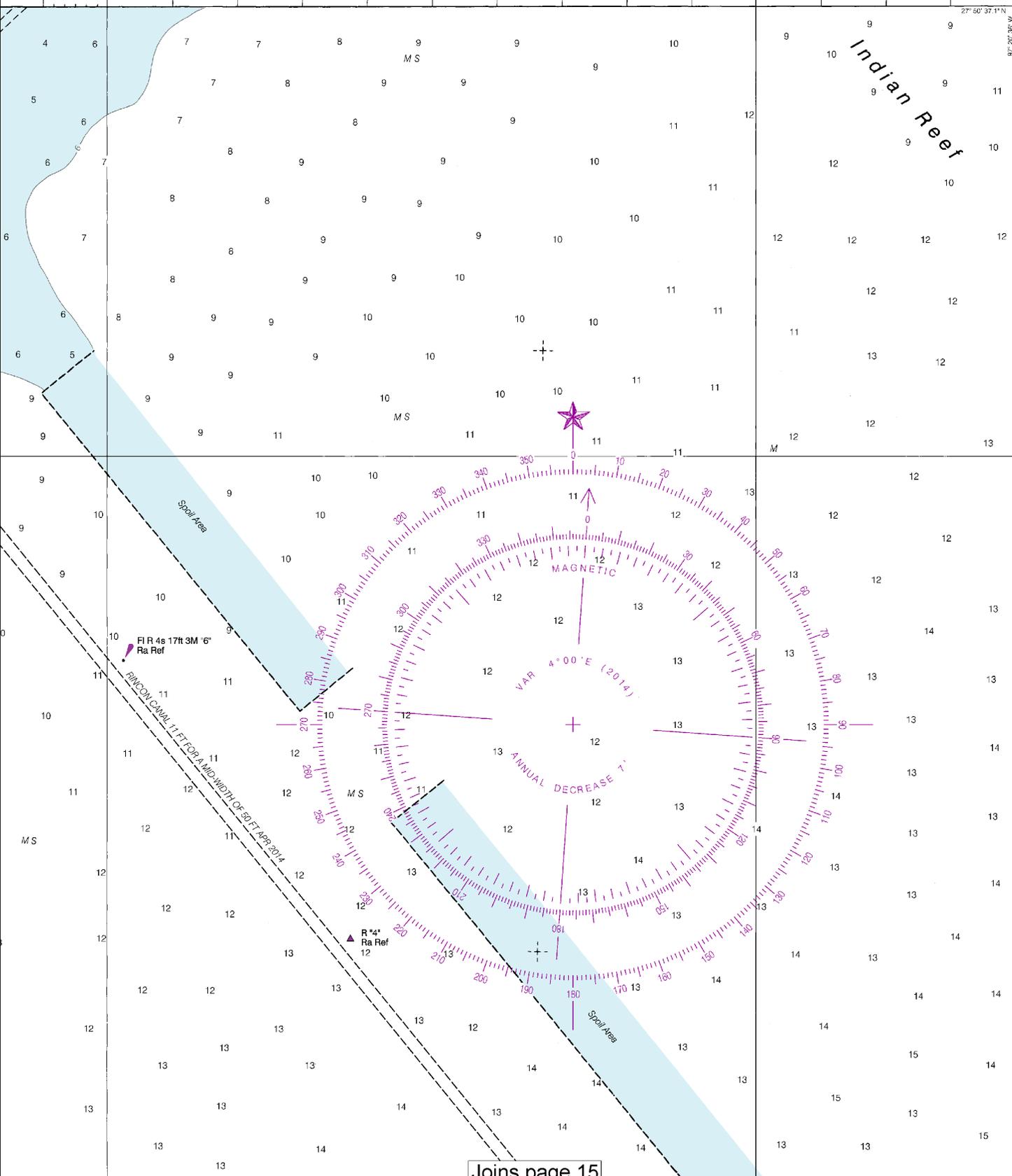
22'

21'

27° 50' 37.1" N

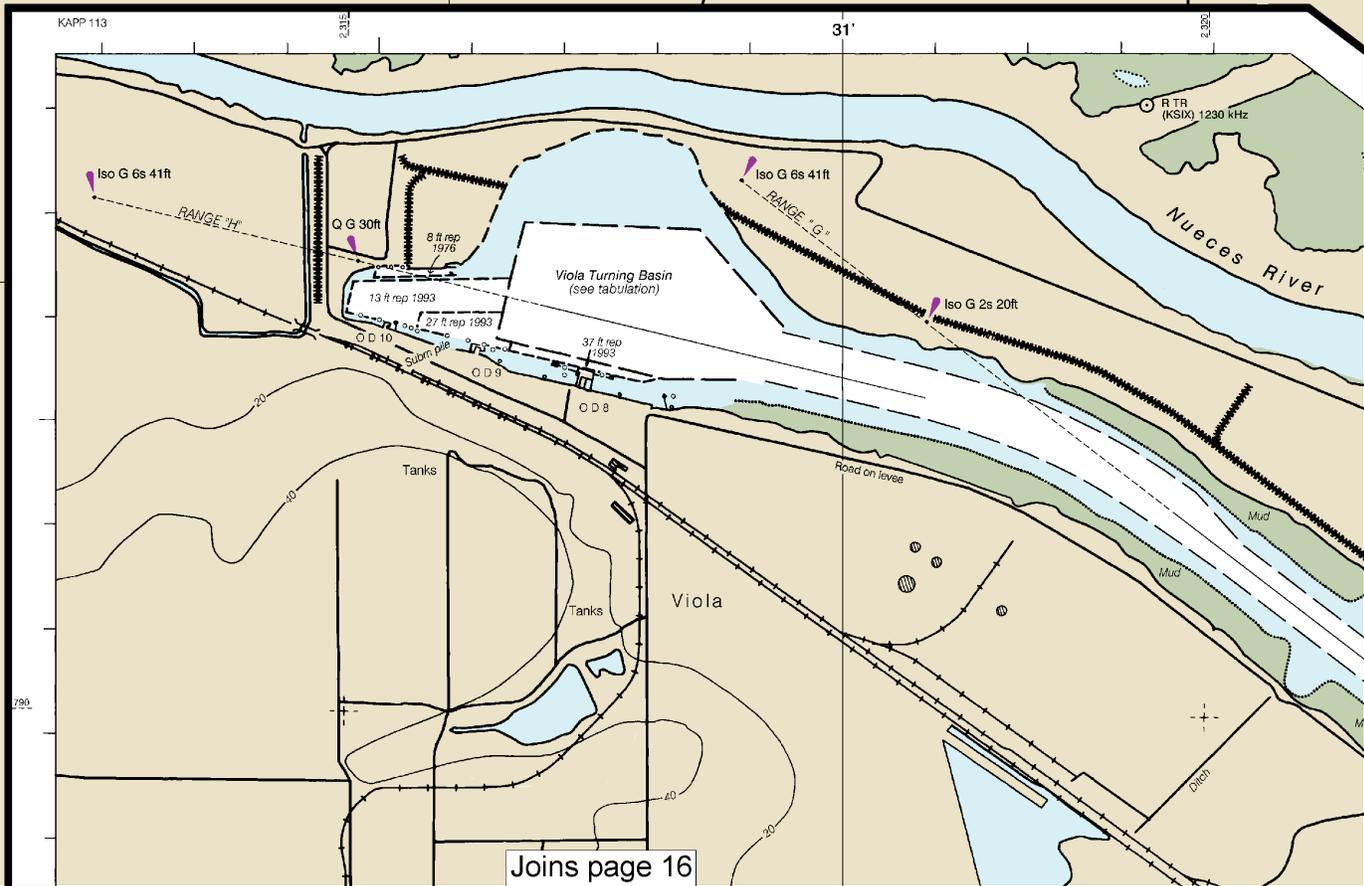
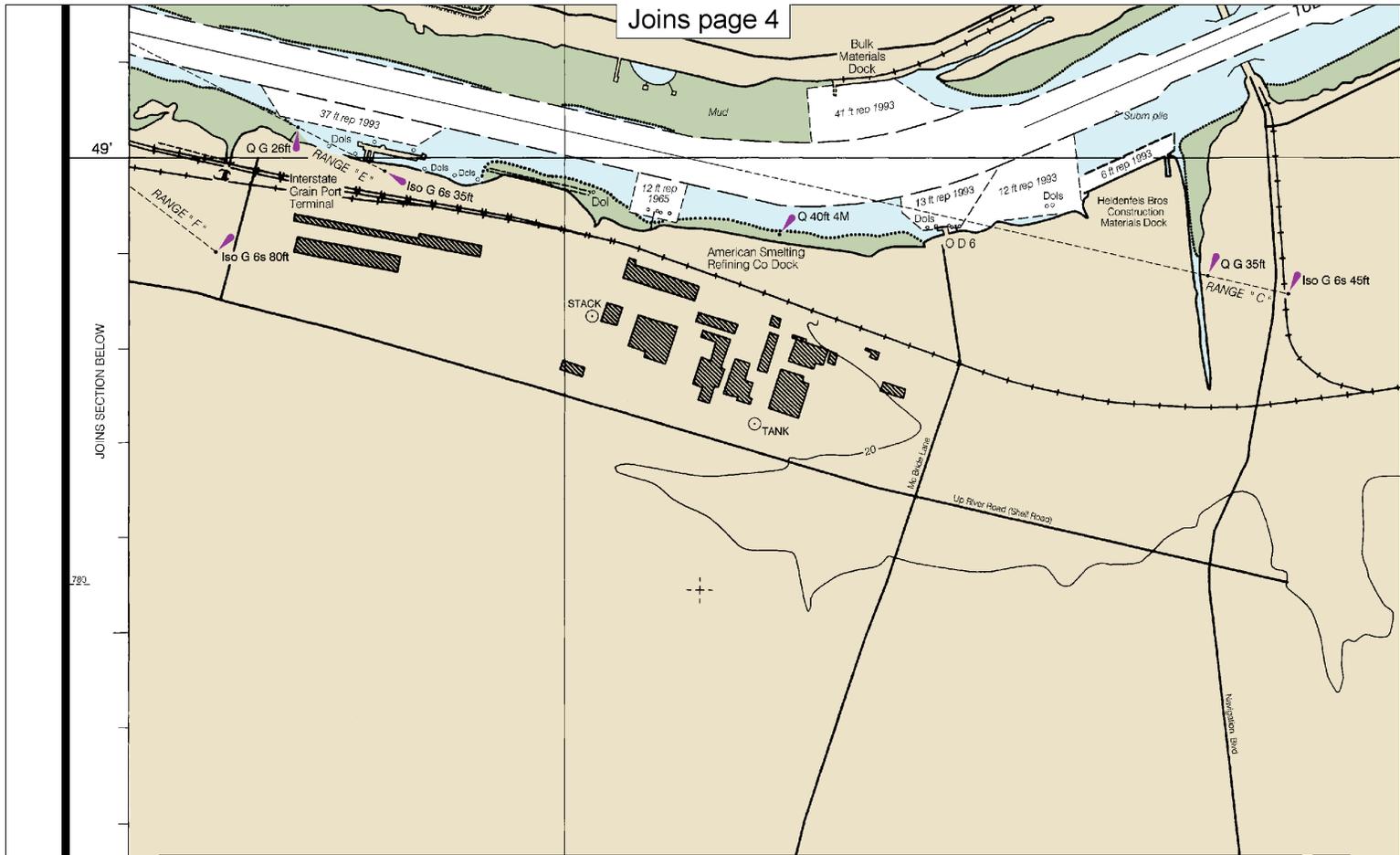
87° 20' 36" W

Indian Reef



Joins page 15

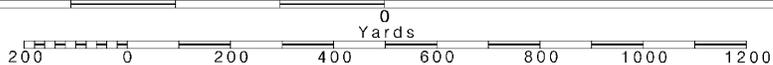
49'

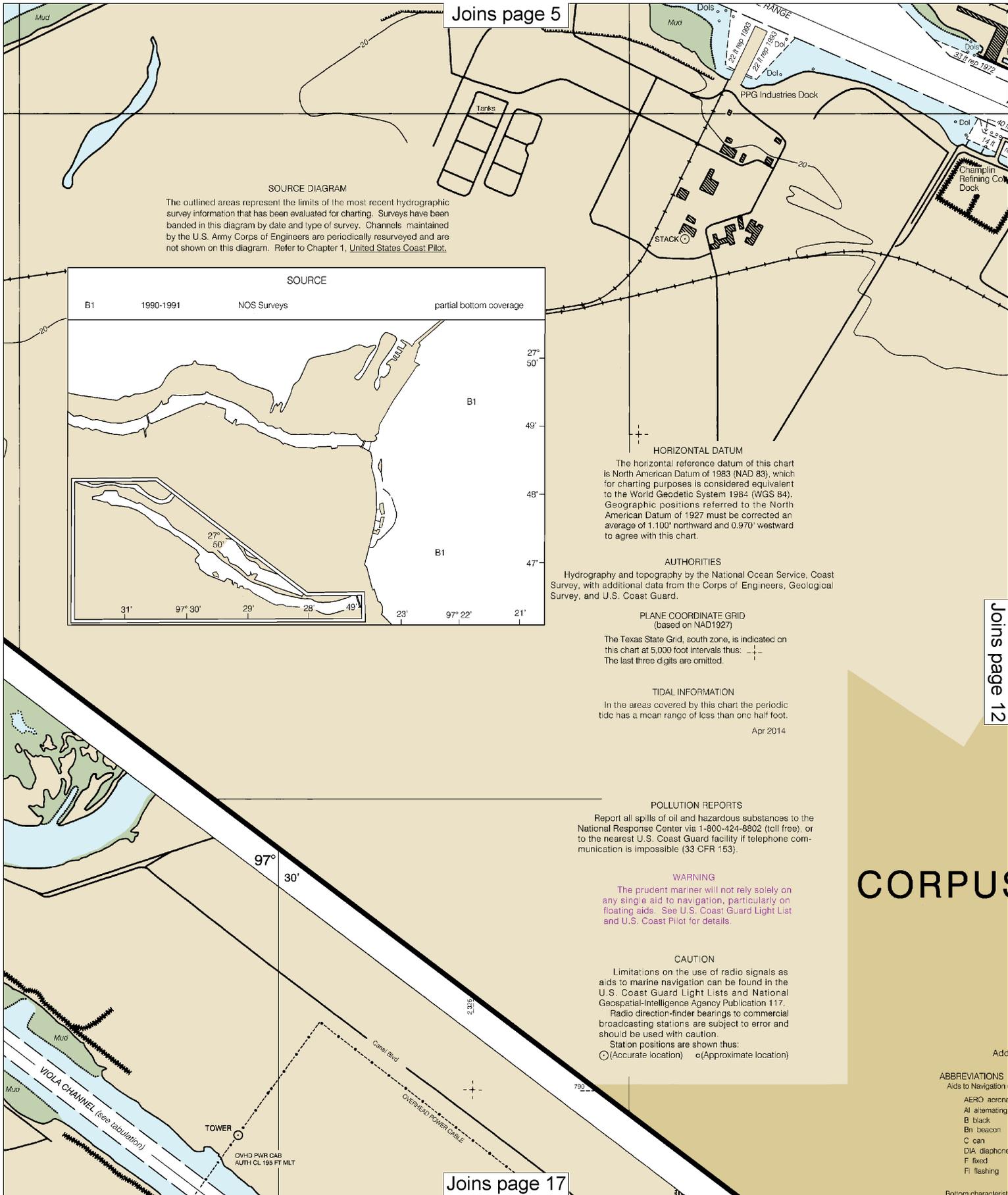


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.

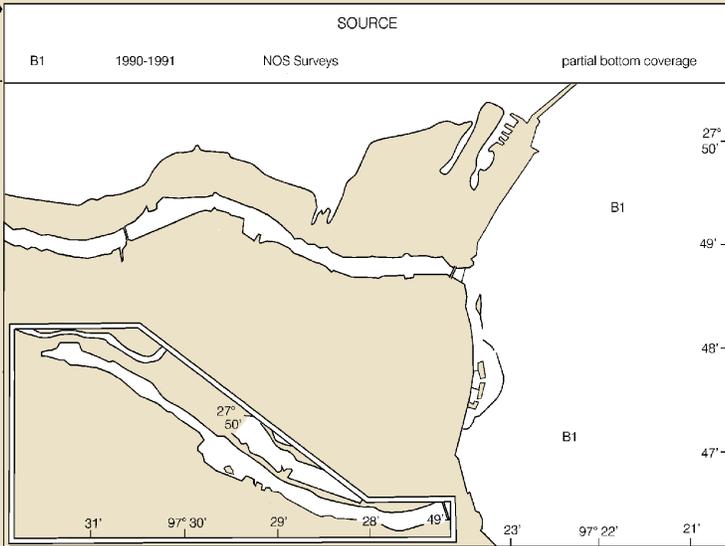




SOURCE DIAGRAM

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



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 1.100' northward and 0.970' westward to agree with this chart.

AUTHORITIES

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

PLANE COORDINATE GRID

The Texas State Grid, south zone, is indicated on this chart at 5,000 foot intervals thus: $\begin{matrix} \text{---} \\ | \\ \text{---} \end{matrix}$. The last three digits are omitted.

TIDAL INFORMATION

In the areas covered by this chart the periodic tide has a mean range of less than one half foot.
Apr 2014

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.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
 ○ (Accurate location) ◦ (Approximate location)

CORPUS

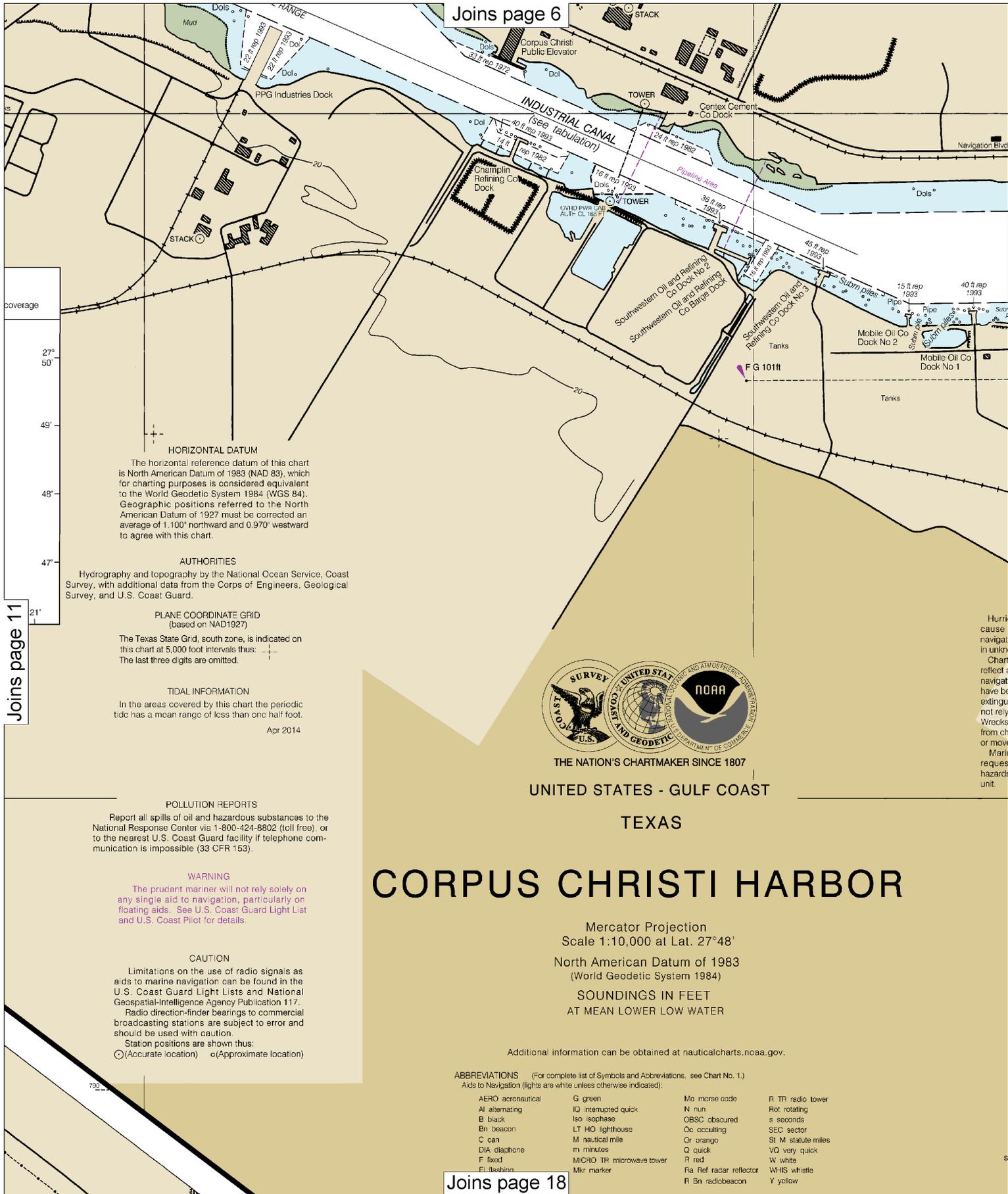
Adc

ABBREVIATIONS:

- Aids to Navigation
- AERO acronym
- AL alternating
- B black
- Bn beacon
- C can
- DIA diaphone
- F fixed
- Fl flashing

Bottom character

Joins page 6



Joins page 11

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 1.100' northward and 0.970' westward to agree with this chart.

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

PLANE COORDINATE GRID
 (based on NAD1927)
 The Texas State Grid, south zone, is indicated on this chart at 5,000 foot intervals thus: . The last three digits are omitted.

TIDAL INFORMATION
 In the areas covered by this chart the periodic tide has a mean range of less than one half foot.
 Apr 2014

POLLUTION REPORTS
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8902 (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.

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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

TEXAS

CORPUS CHRISTI HARBOR

Mercator Projection
 Scale 1:10,000 at Lat. 27°48'
 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.

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

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

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	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	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Rn radiobeacon	Y yellow

Joins page 18

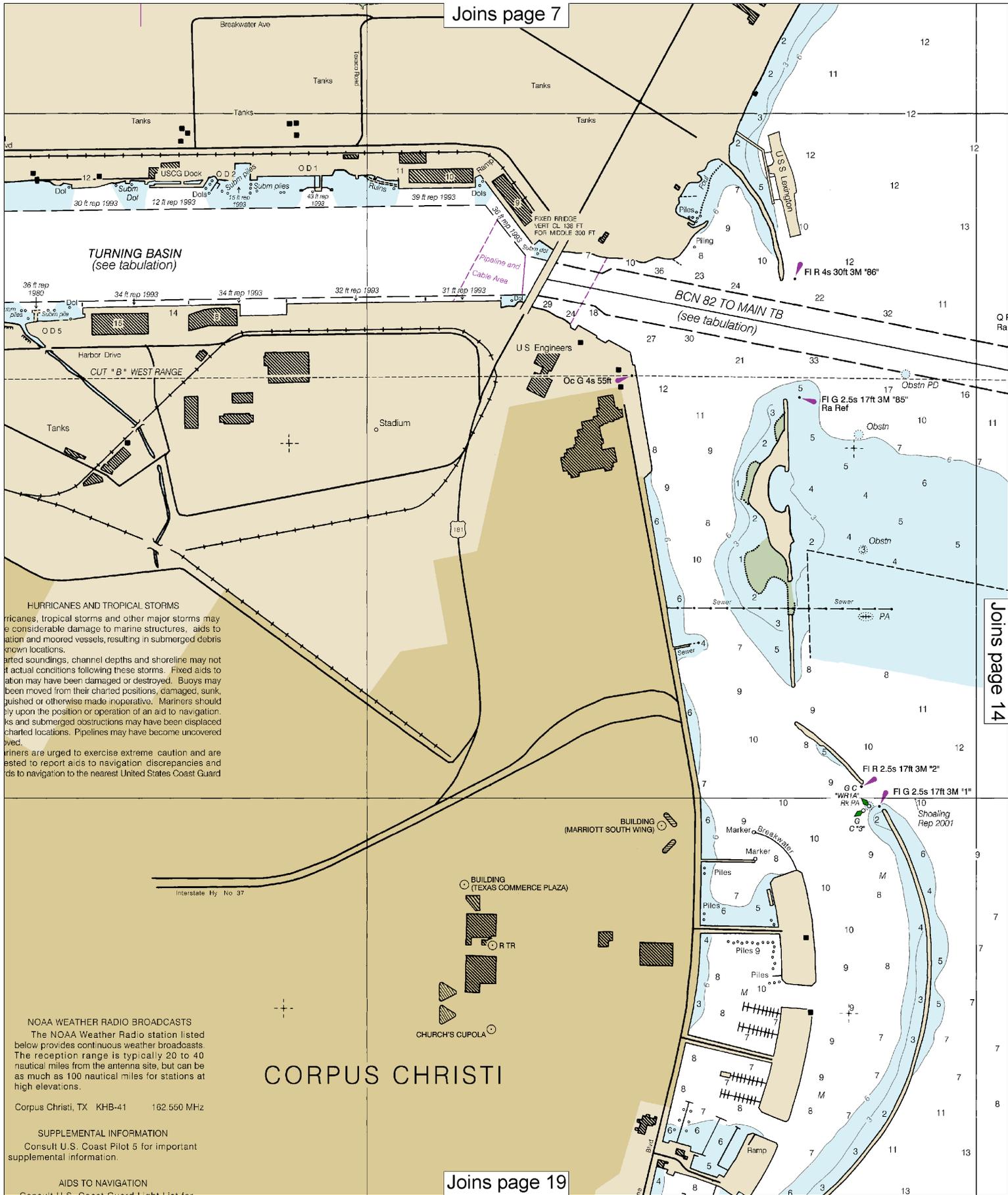
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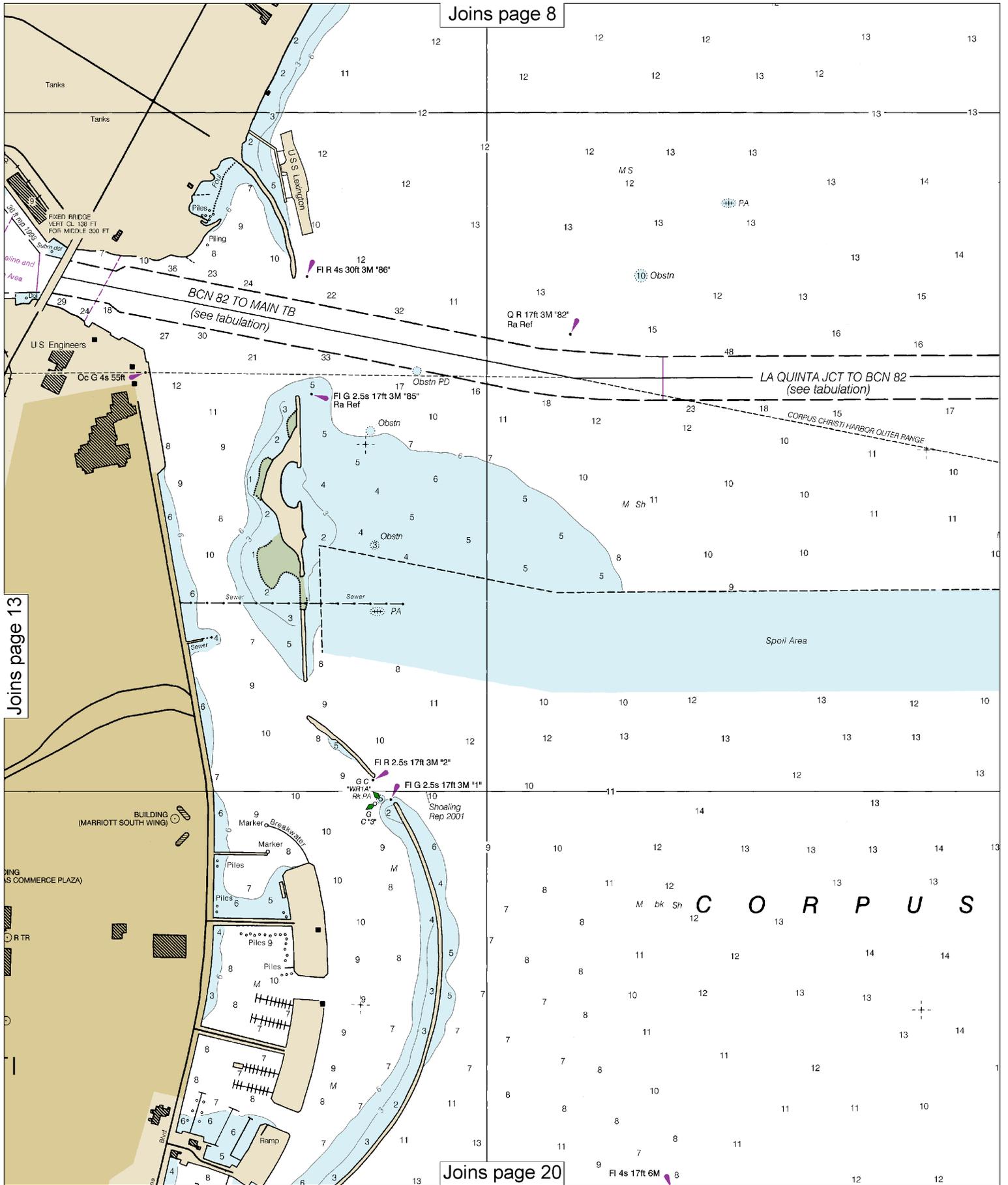
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.





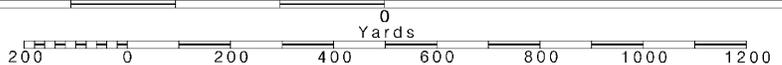


Note: Chart grid lines are aligned with true north.

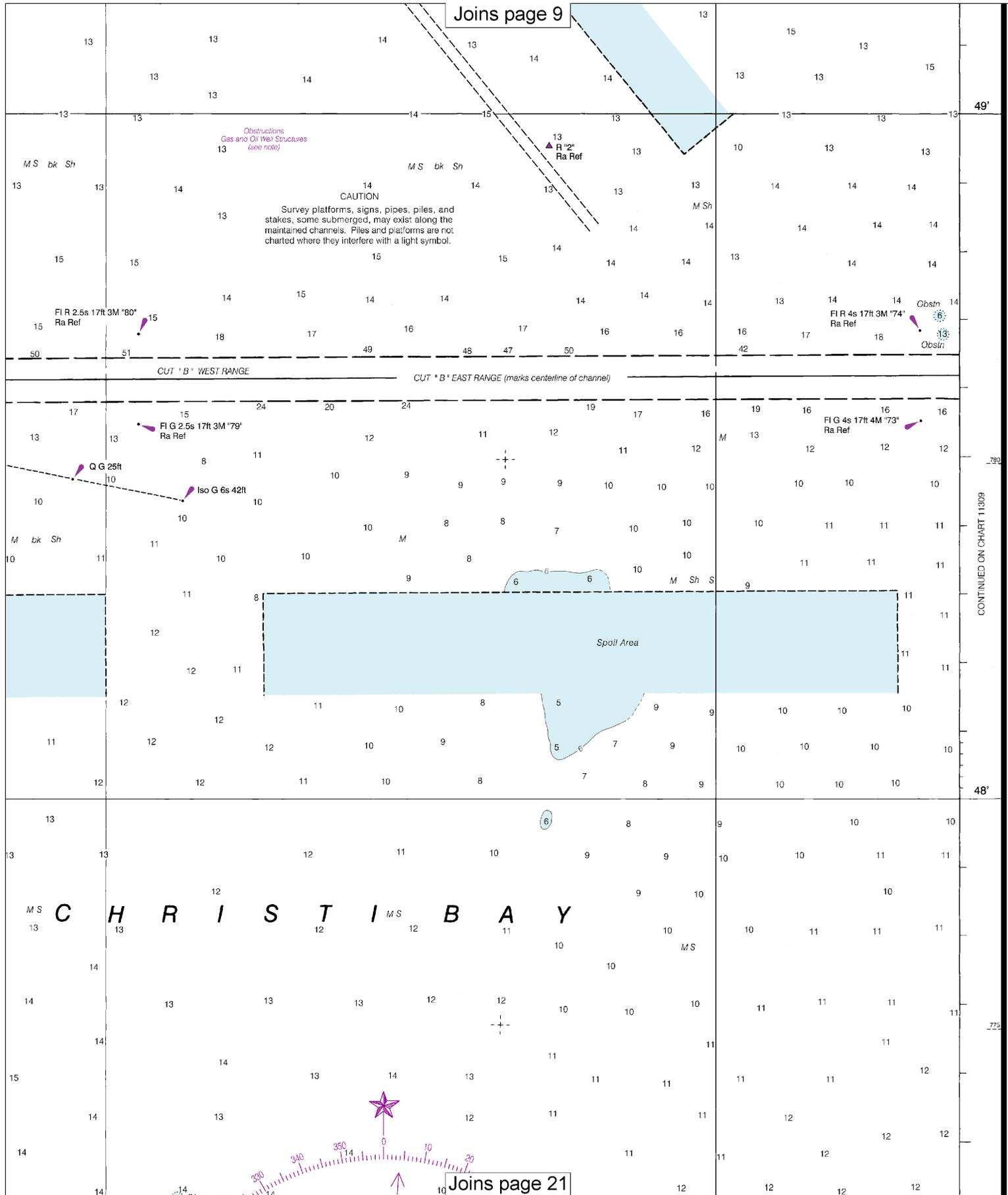
Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.



Joins page 9



Joins page 21

CONTINUED ON CHART 11309

Joins page 10

27° 50'

47'

785

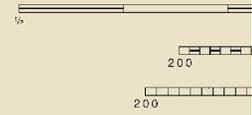
49'

67° 28' 31" W
27° 46' 06.1" N

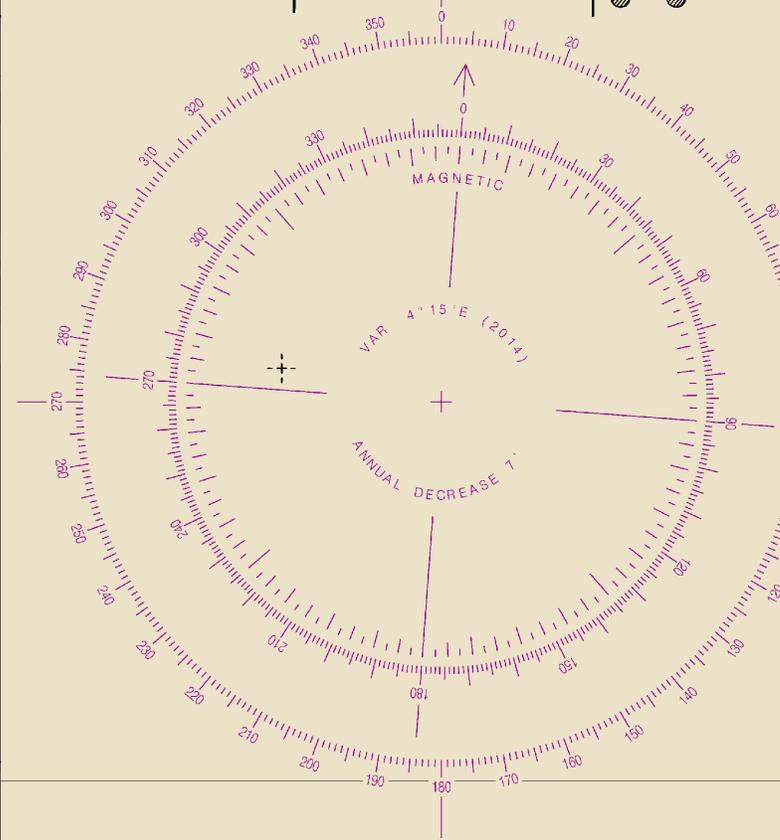
28'

CONTINUATION OF TULE LAKE C TO VIOLA TURNING BASIN

Scale 1: 10,000



- Tanks
- Tanks
- Tanks
- Tanks
- Tanks



25th Ed., May 2014

11311

Last Correction: 8/28/2015. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

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

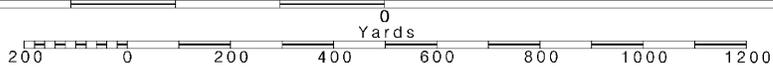
NOAA encourages users to submit inquiries, discrepancies about this chart at <http://www.nauticalcharts.noaa.gov/staff/fo>

16

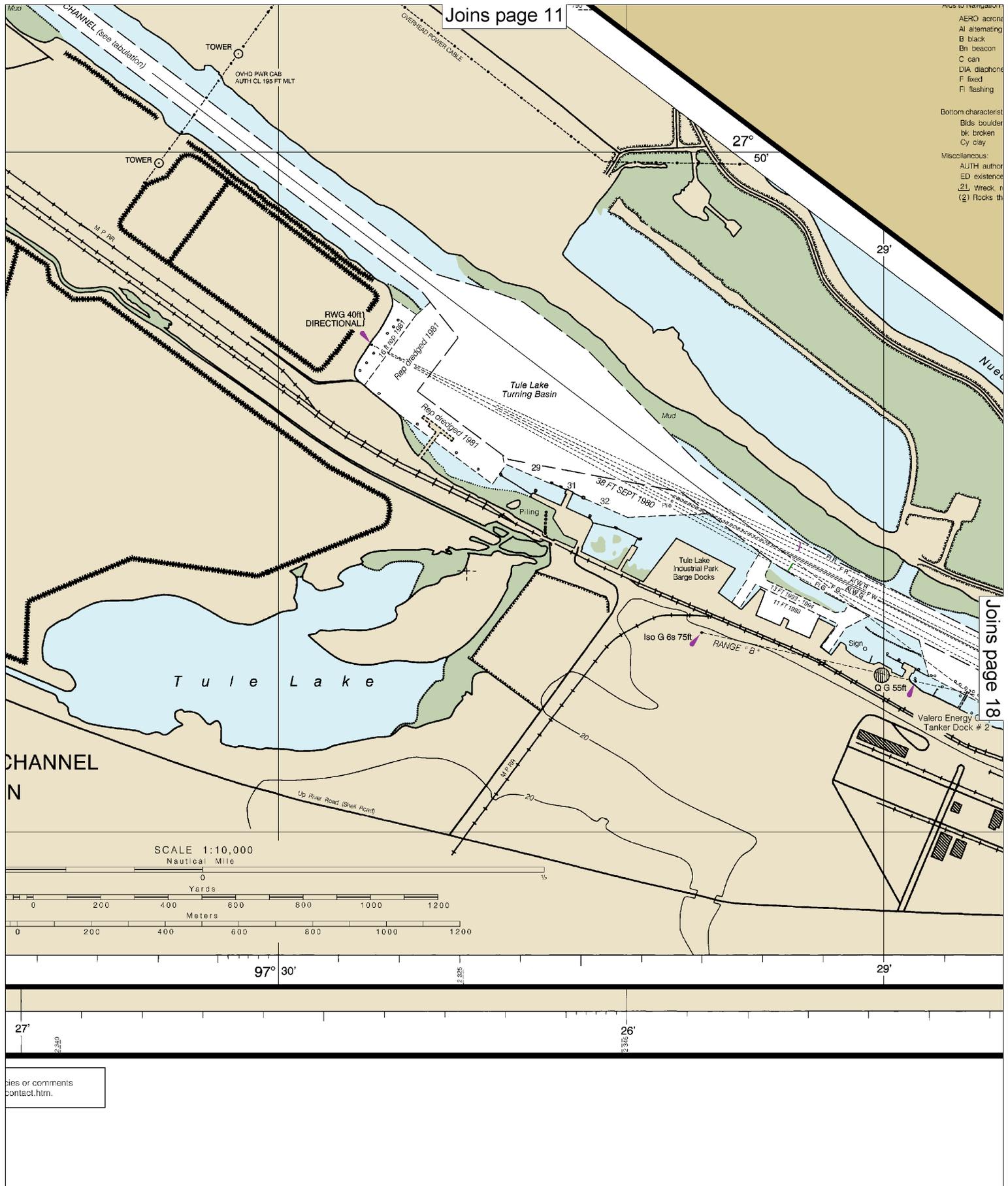
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



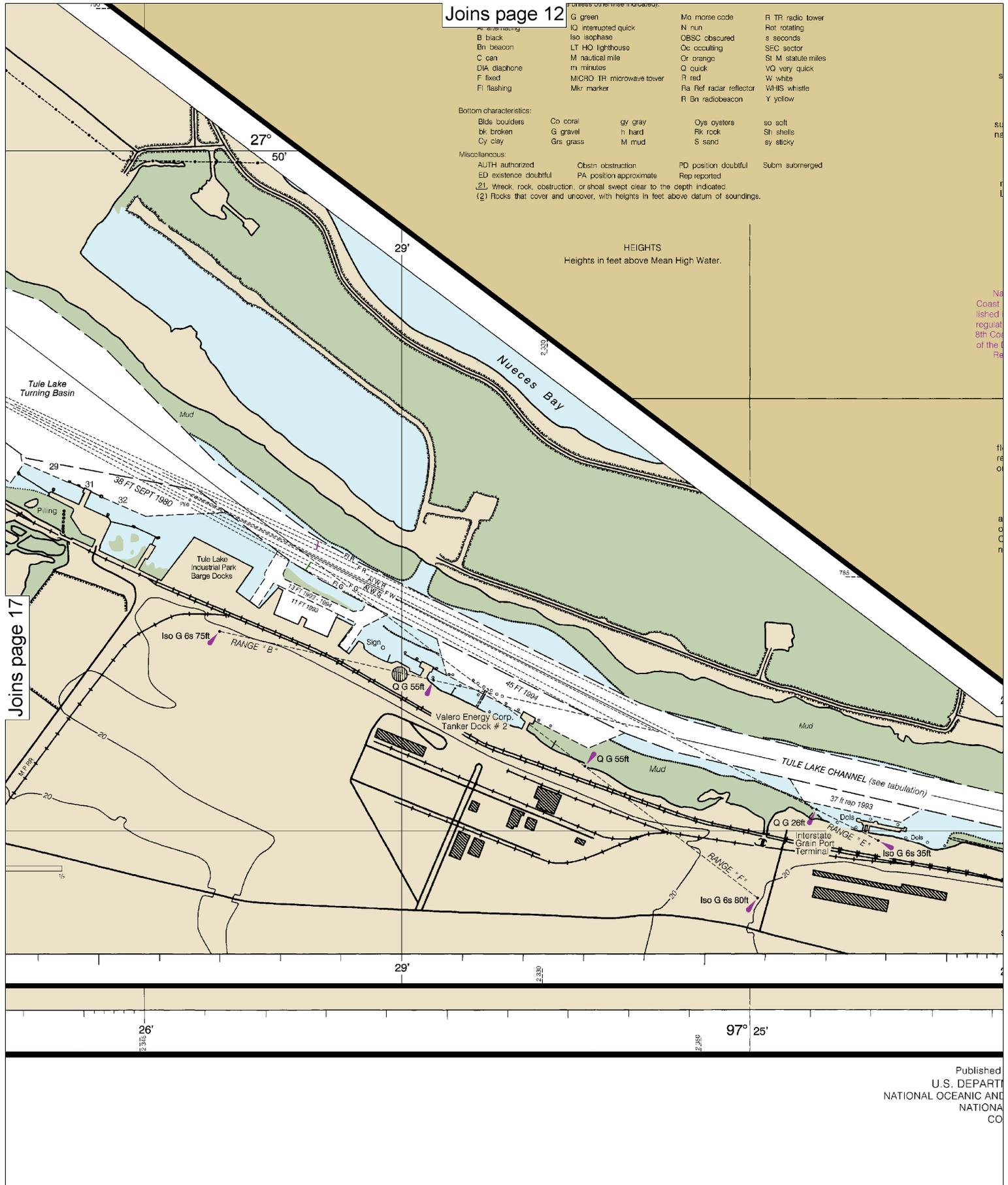
AERO acronym
 Al alternating
 B black
 Bn beacon
 C can
 DIA diaphone
 F fixed
 Fl flashing
 Bottom character
 Blds boulder
 bk broken
 Cy clay
 Miscellaneous:
 AUTH author
 ED existence
 21 Wreck
 (2) Rocks th



ies or comments
contact.htm.

Joins page 12

- | | | | |
|--|---|--|---|
| <ul style="list-style-type: none"> A alternating B black Bn beacon C can DIA diaphone F fixed Fl flashing | <ul style="list-style-type: none"> G green IQ interrupted quick iso isophase LT HO lighthouse M nautical mile m minutes MICRO TR microwave tower Mkr marker | <ul style="list-style-type: none"> Mo morse code N nun OBSC obscured Oc occulting Or orange Q quick R red Ra Ref radar reflector Rn radiobeacon | <ul style="list-style-type: none"> R TR radio tower Rot rotating s seconds SEC sector St M statute miles VO very quick W white WHIS whistle Y yellow |
|--|---|--|---|
- Bottom characteristics:
- | | | | | |
|---------------|-----------|---------|-------------|-----------|
| Blds boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Grs grass | M mud | S sand | sy sticky |
- Miscellaneous:
- | | | | |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized | Obstr obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |
- (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.



Joins page 17

National Coast and Geodetic Survey, 8th Edition of the Tule Lake Channel

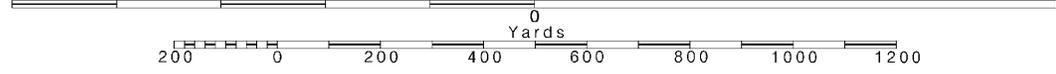
Published
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL CENTER FOR GEOSPATIAL INFORMATION

18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000

See Note on page 5.



high elevations.

Corpus Christi, TX KHB-41 162.550 MHz

Joins page 13

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

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.

CAUTION

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

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, 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.

CAUTION
Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

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.

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.

RACING BUOYS

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

TOWER

TANK

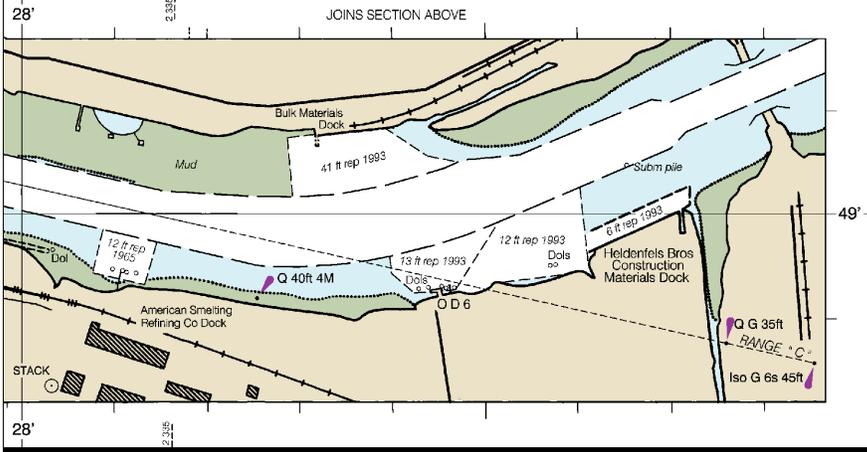
SPIRE

Hospital

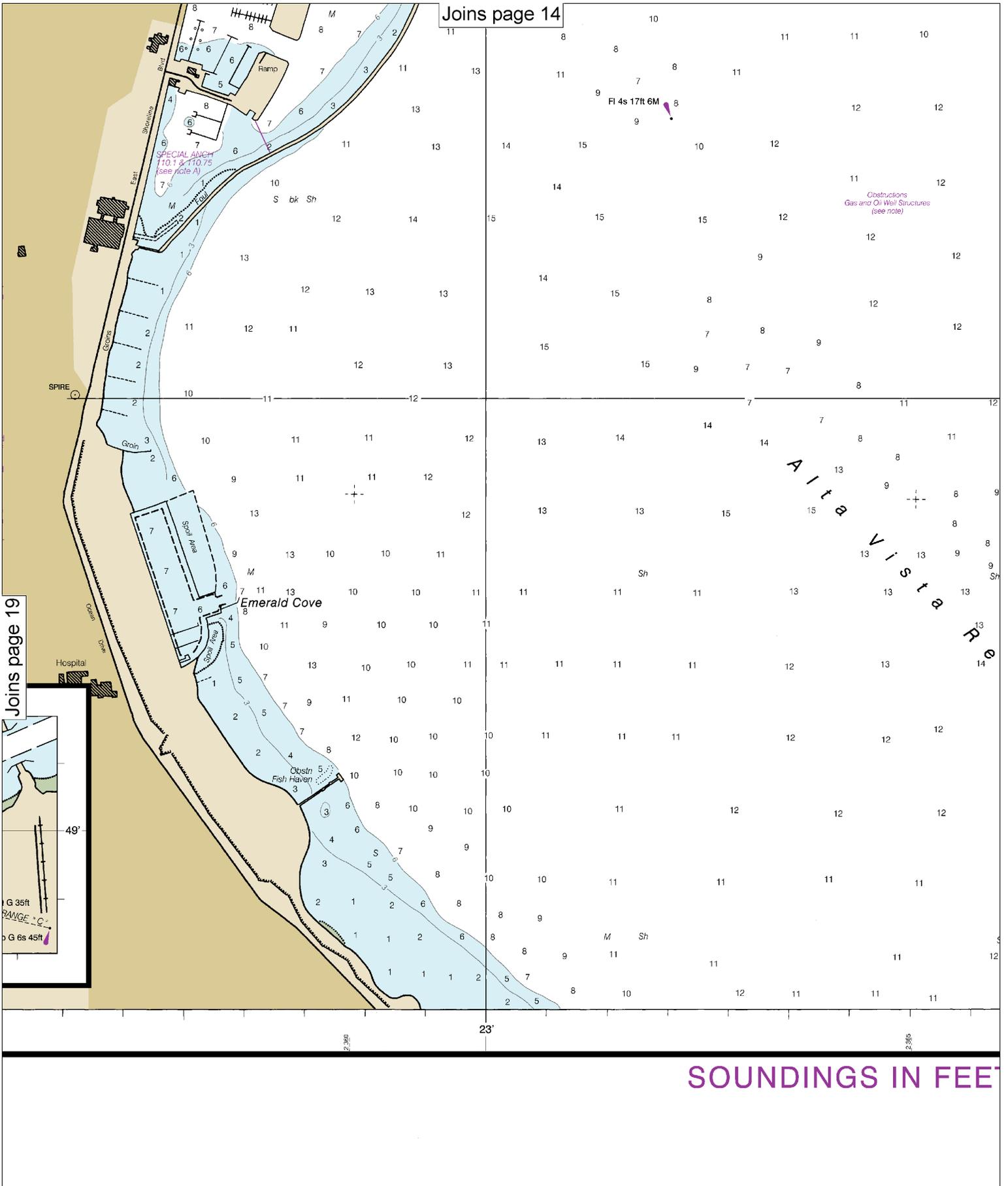
Emerald Cove

Joins page 20

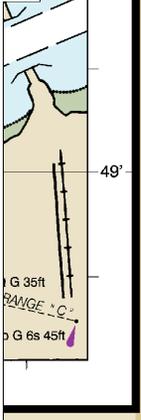
JOINS SECTION ABOVE



U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Joins page 19

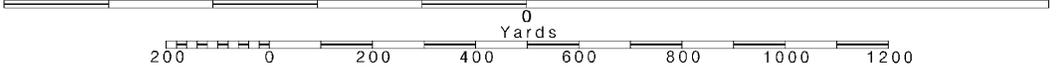


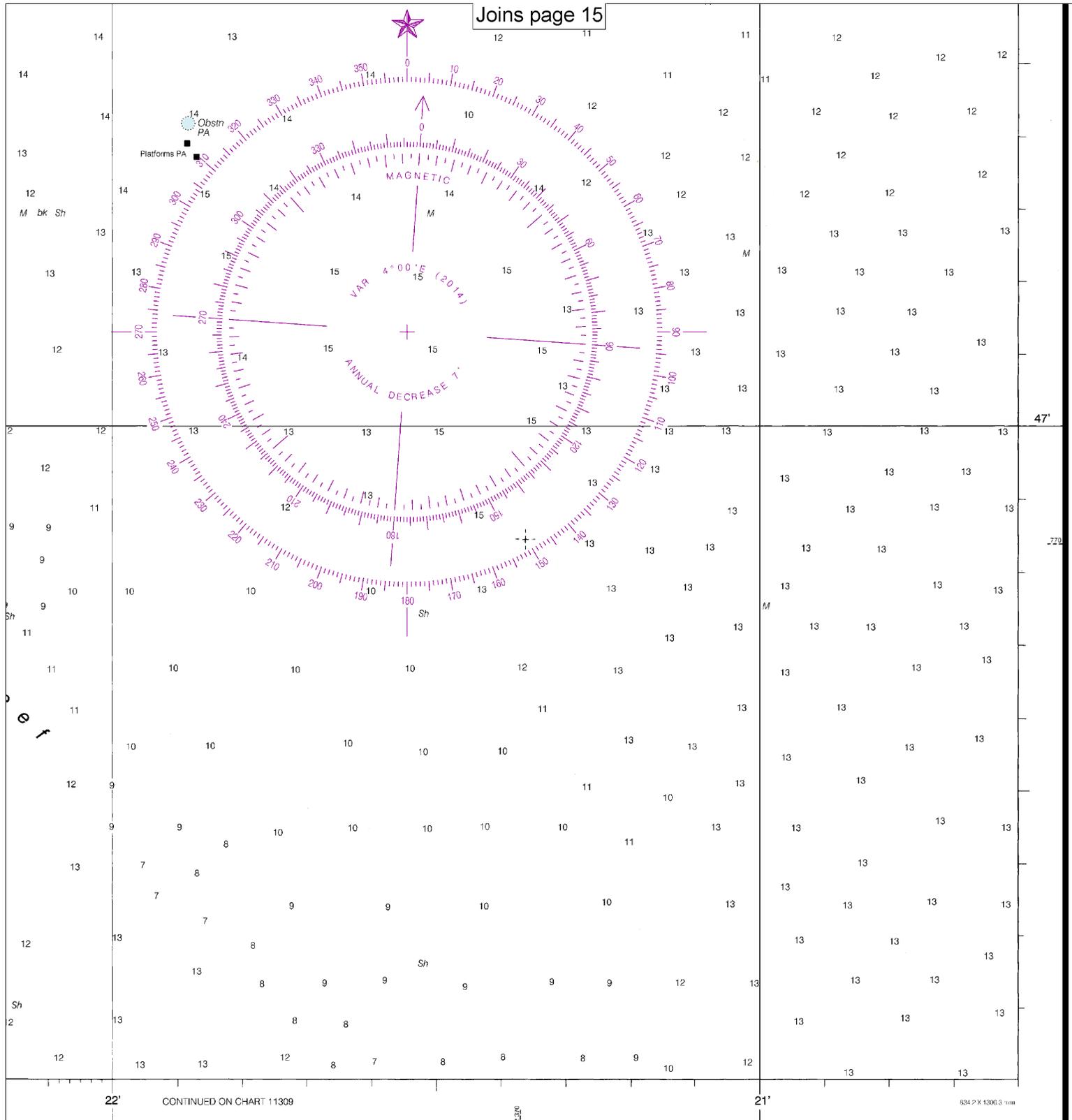
SOUNDINGS IN FEET

20

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 See Note on page 5.





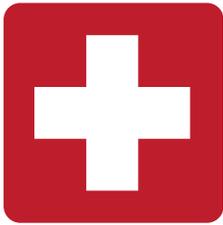
T

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Corpus Christi Harbor
SOUNDINGS IN FEET - SCALE 1:10,000

11311





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