

# BookletChart™



## Pamlico Sound – Western Part

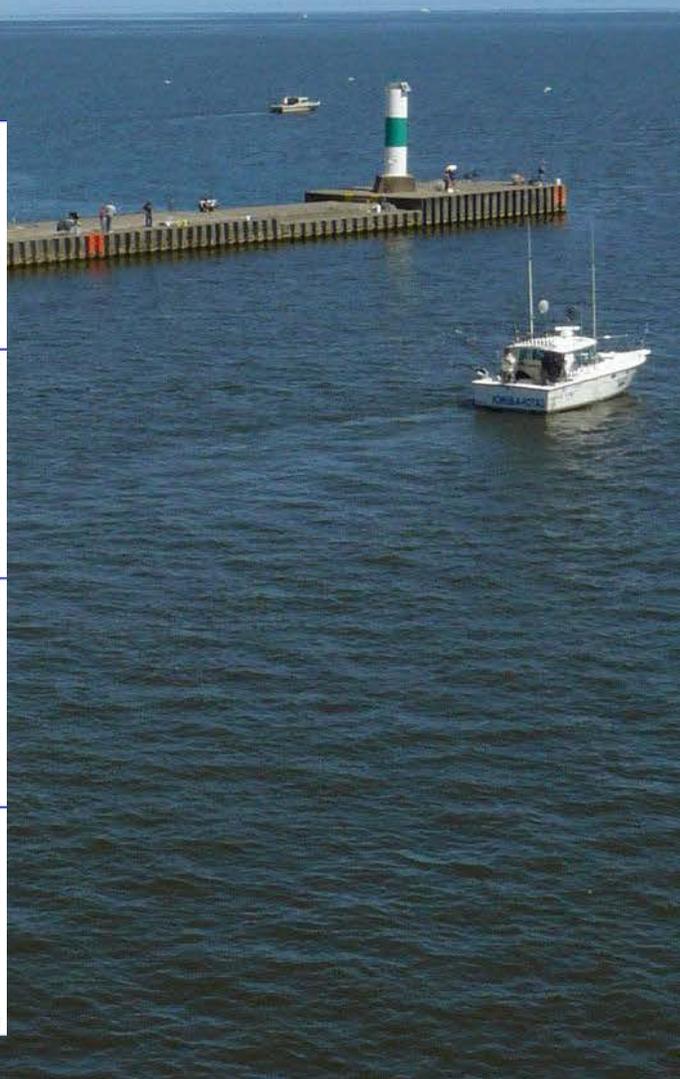
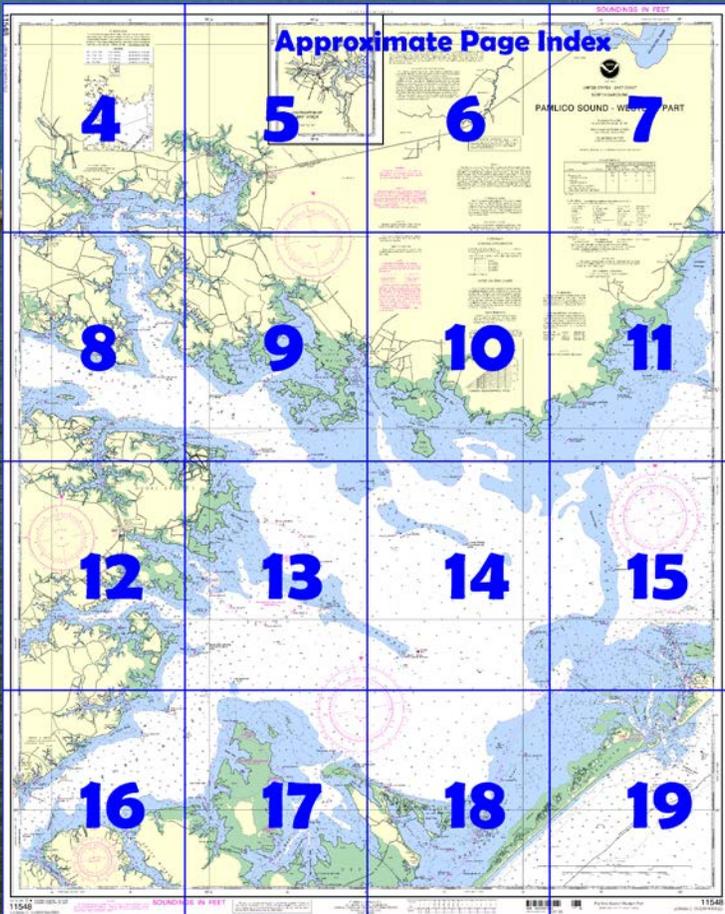
NOAA Chart 11548

*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](http://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.

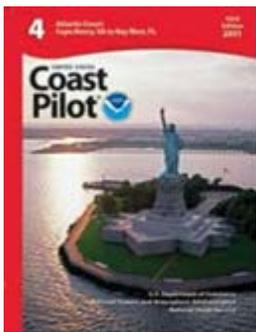
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11548>.



**(Selected Excerpts from Coast Pilot)**  
**Pamlico Sound**, the largest body of water in North Carolina, extends from Roanoke Island to Cedar Island. On the east it is separated from the Atlantic Ocean by a narrow barrier beach extending from Oregon Inlet to the southern end of Portsmouth Island. To the west it is joined by the Pamlico and Neuse Rivers, and to the south by Core Sound. It is about 65 miles long and has a maximum width of about 25 miles. Oregon, Hatteras, and Ocracoke

Inlets pierce the narrow beach, giving access to the ocean, but all are blocked by inside bars with little water over them; they are described in another section. **Cape Hatteras National Seashore** and **Swanquarter**

**National Wildlife Refuge** are Marine Protected Areas (MPA) along Pamlico Sound.

**Caution.**—Numerous fishtraps, stakes, and pound nets have been reported in Pamlico Sound; some may be submerged. Small craft should use caution when operating outside the main channel. Pamlico Sound Light PS (35°25'29"N., 75°50'01"W.), 35 feet above the water, shown from a skeleton tower on a multi-pile structure with a red and white octagonal-shaped daymark, marks a dangerous wreck, reported covered 12 feet.

The northern and western shores of Pamlico Sound are broken by numerous small bays and two large rivers, Pamlico River and Neuse River. General depths in the middle of the sound are 14 to 24 feet, but shoals extend miles from shore in many places. **Bluff Shoal**, northward of Ocracoke Inlet, has 7 to 12 feet over it and extends completely across the sound. It is marked by a light. A dangerous wreck, reported covered 4 feet, is close northward of the light.

In the exposed parts of the sound, strong winds from any direction raise a short, choppy sea uncomfortable to small craft and even dangerous to open boats; but protected anchorage for small craft can be found in the many bays along the northern shore, and along the southern shore in several sloughs which lead to sheltered berths in the lee of shoals.

Middletown Anchorage and the anchorage in the bight formed by the hook of Royal Shoal can be made either day or night, with caution.

**Currents.**—Currents are negligible except in the vicinity of the inlets.

**Bluff Point Shoal Light** (35°19'19"N., 76°07'13"W.), 15 feet above the water, shown from a multi-pile structure with a white and black diamond shaped daymark, marks the end of the shoal making eastward about 1.8 miles from **Bluff Point**. The point, low and marshy, separates **East Bluff Bay** and **West Bluff Bay**, two unimportant bights southwestward of Wysocking Bay. A daybeacon marks the 4-foot shoal 2 miles south-southeastward of Bluff Point. Extending southward from Bluff Point is a large area of shoal water, a tongue of which, called **Bluff Shoal**, extends completely across Pamlico Sound. Depths of Bluff Shoal are 7 to 12 feet. A light is near the middle of the shoal. Close northward of this light is a wreck reported covered 4 feet. A 12-foot slough through the shoal is about 1 mile northward of the light.

**Juniper Bay**, on the north side of Pamlico Sound 4 miles westward of Bluff Point, is about 1.5 miles wide at the entrance, but narrows gradually toward its head, to a narrow, crooked stream 3 miles above the entrance. Shoals extend from both shores. A light marks the shoal extending from the east point at the entrance. The bay has considerable traffic in small craft with drafts less than 5 feet; these make the passage to and from Belhaven by way of Swanquarter Narrows, Swanquarter Bay, and **The Haulover** to Deep Bay.

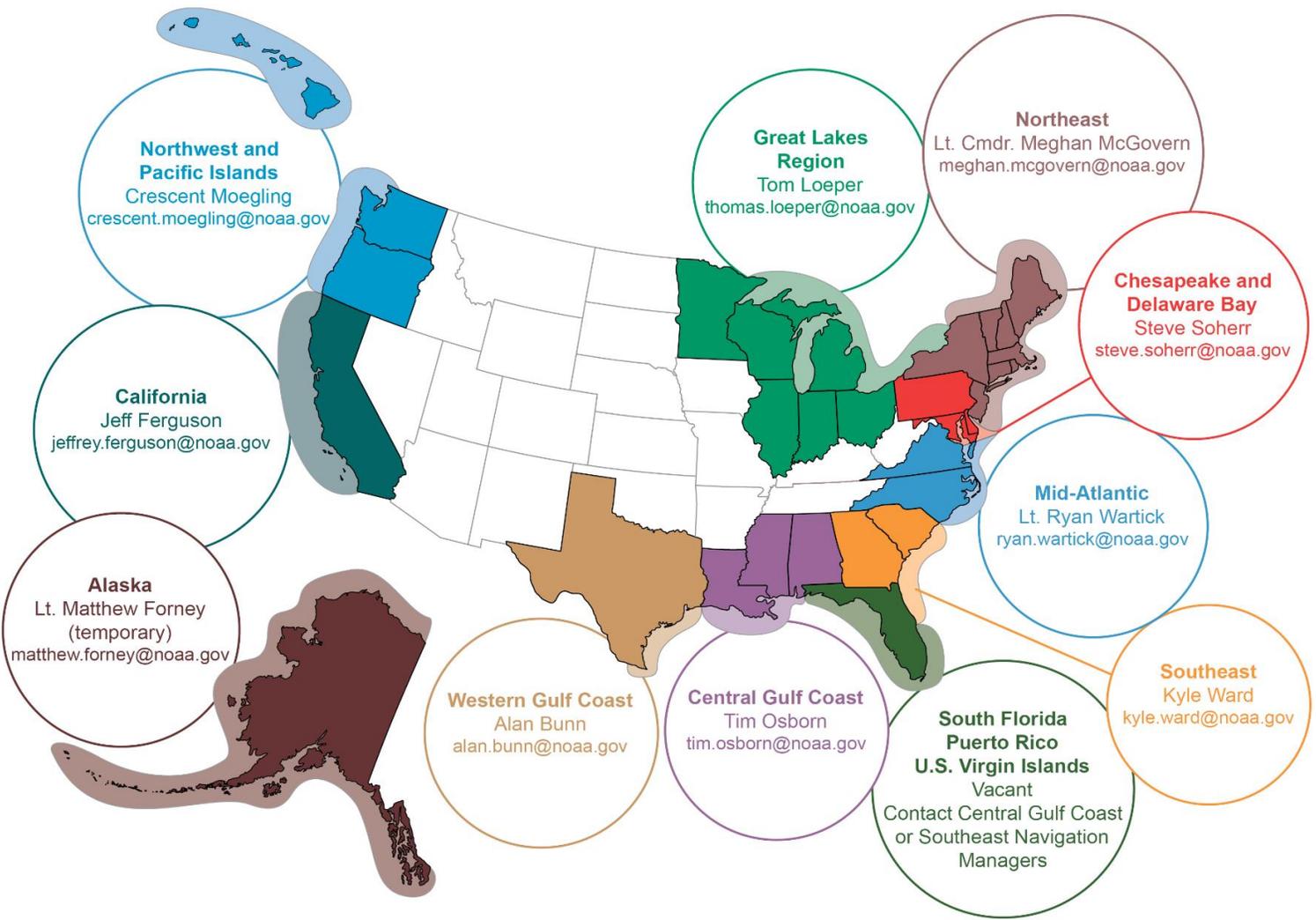
**Great Island**, on the west side of the approach to Juniper Bay, is low and grassy. A light marks the shoal extending southeast from the island. **Swanquarter Narrows**, between Great Island and the mainland to the north, had a reported centerline controlling depth of 5 feet in 1983. A light marks the western entrance to the narrows.

**Swanquarter Bay**, northwestward of Great Island, is about 2 miles wide at the mouth, but narrows gradually toward its head 4 miles above. Oyster beds are numerous in the bay. A water tank, painted orange, near the northwest end of town in about 35°24.5'N., 76°19.9'W., is reported prominent from the bay.

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

RCC Miami      Commander  
7th CG District      (305) 415-6800  
Miami, FL

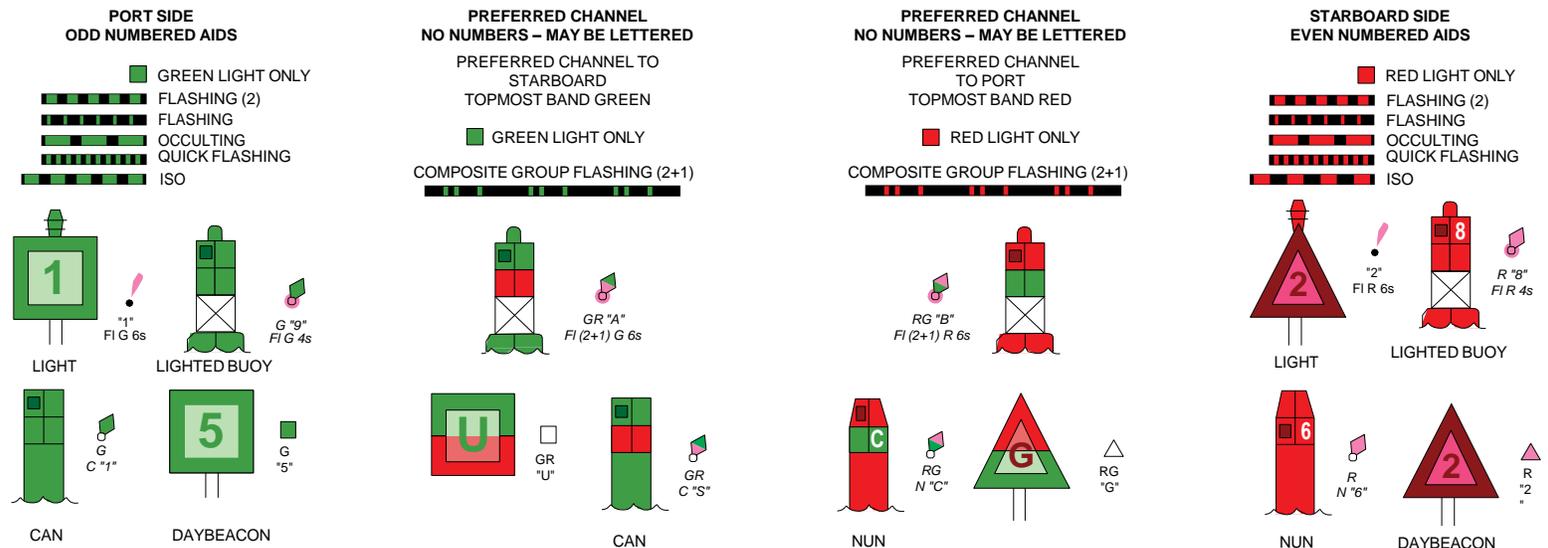
# Navigation Managers Area of Responsibility



To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).  
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://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>

40'

35'

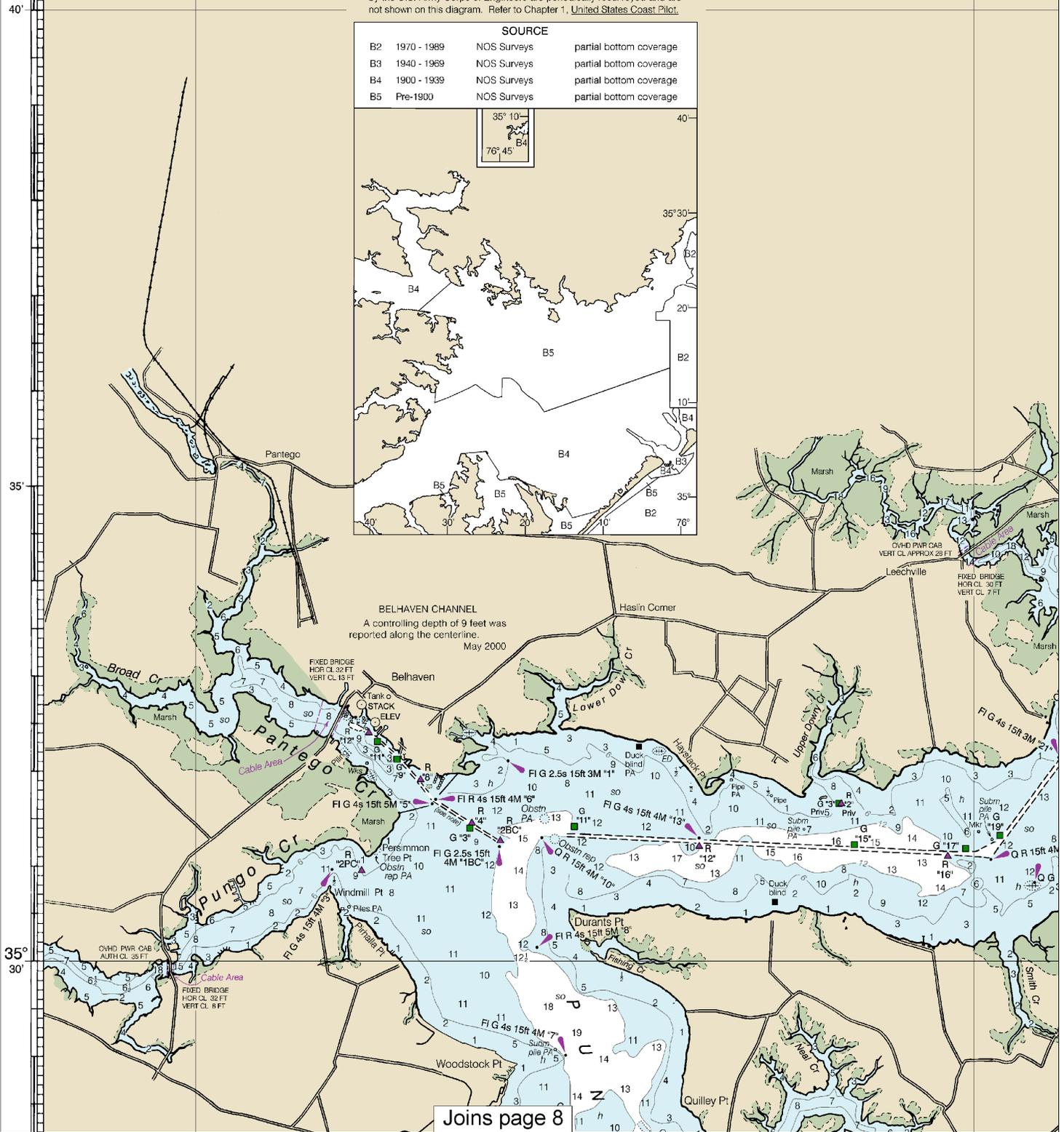
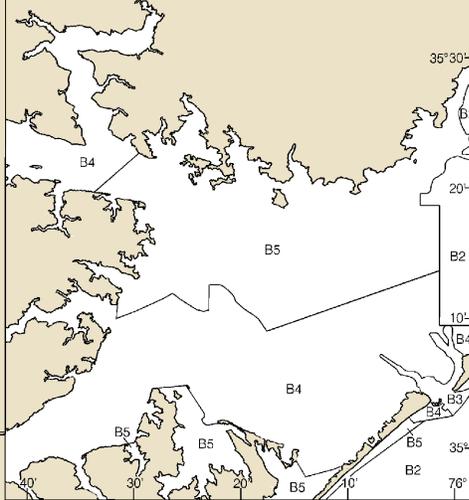
76° 30'

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

B2	1970 - 1989	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

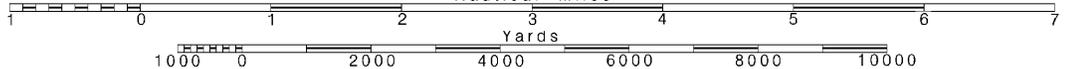


Joins page 8

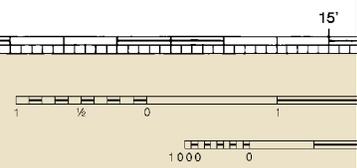
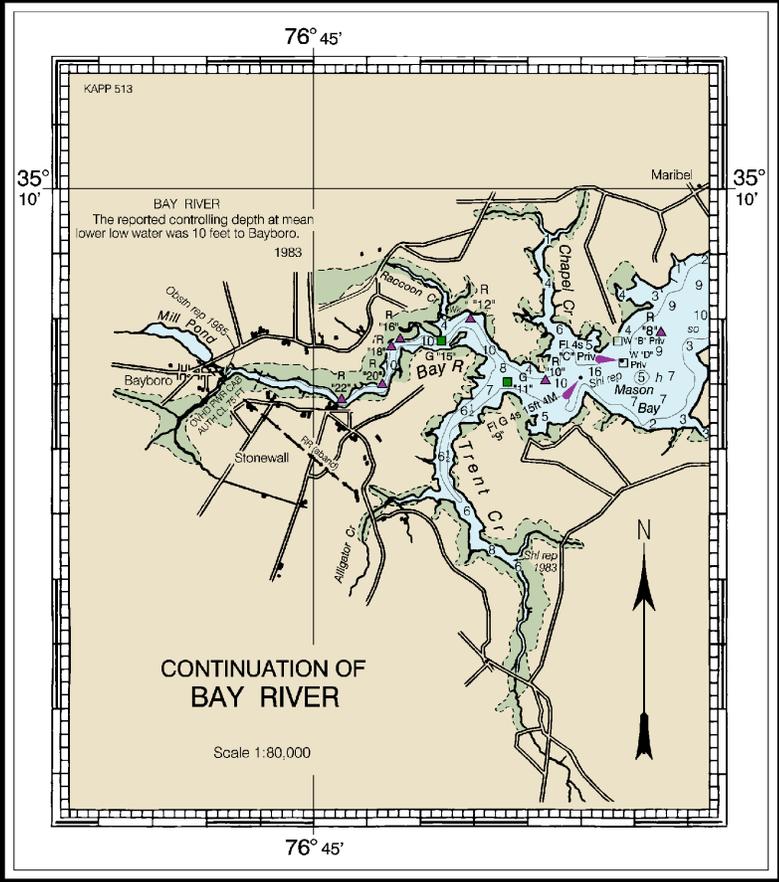
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

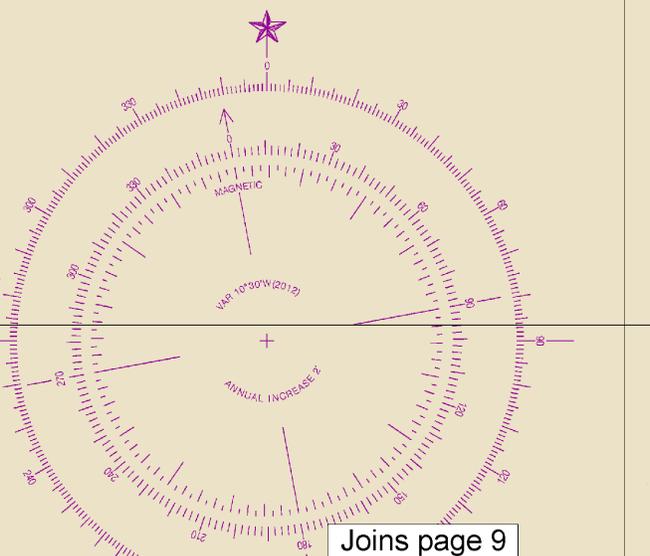
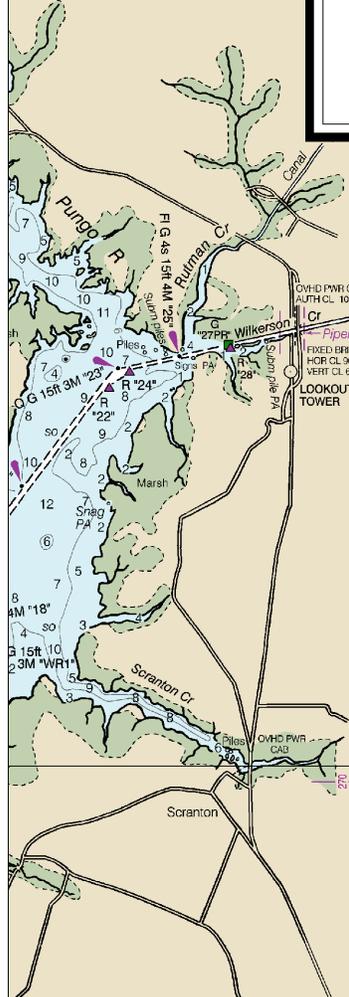
See Note on page 5.



Note: Chart grid lines are aligned with true north.



**HURRICANES AND TROPICAL STORMS**  
Hurricanes, tropical storms and other major storms cause considerable damage to marine structures, aids to navigation vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not be conditions following these storms. Fixed aids to navigation may be damaged or destroyed. Buoys may have been moved from positions, damaged, sunk, extinguished or otherwise made unusable. Mariners should not rely upon the position or operation of navigation. Wrecks and submerged obstructions may have been moved from charted locations. Pipelines may have become uncovered. Mariners are urged to exercise extreme caution and are to report aids to navigation discrepancies and hazards to the nearest United States Coast Guard unit.



**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.

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. 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 Wilmington, North Carolina. Refer to charted regulation section numbers.

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

**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.

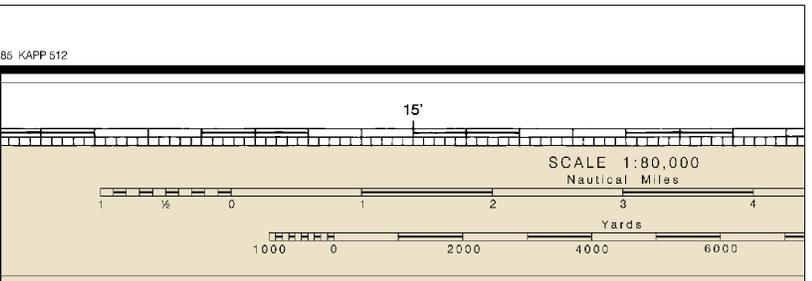
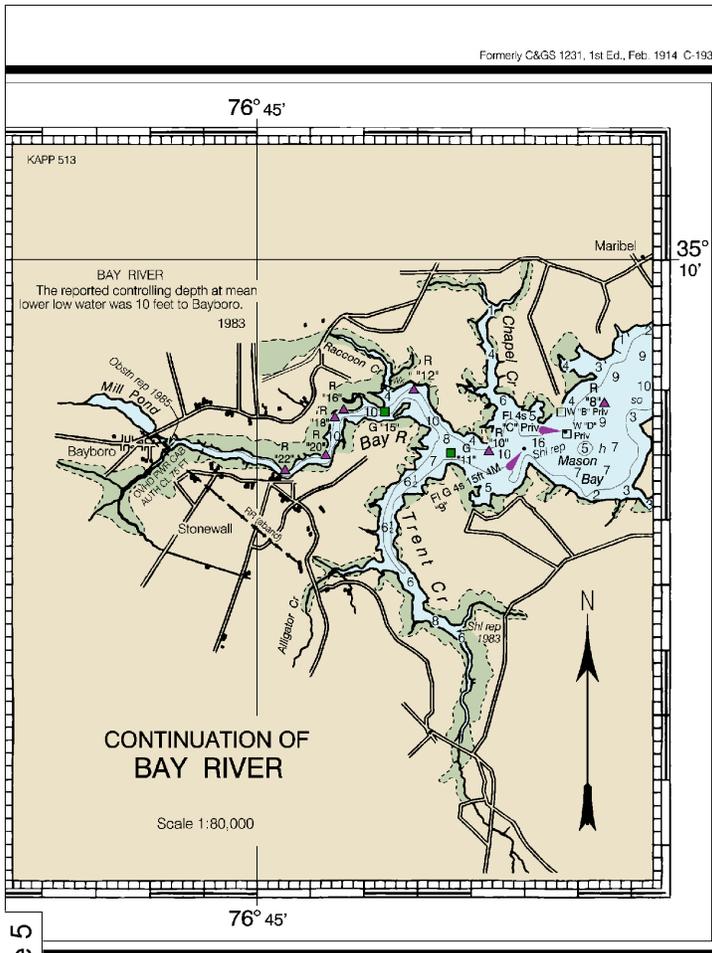
**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown on this chart.

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



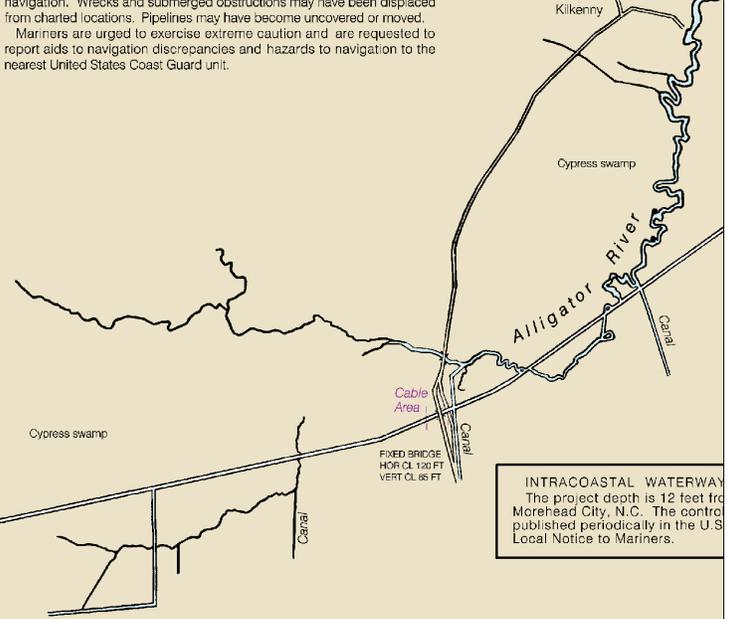


**HURRICANES AND TROPICAL STORMS**

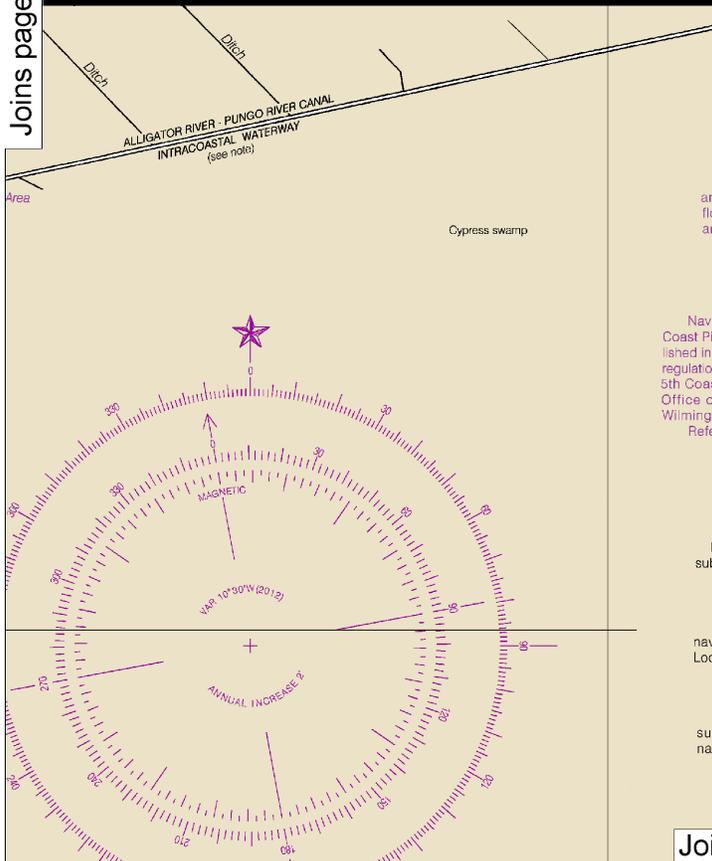
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

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.



Joins page 5



**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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**AIDS TO NAVIGATION**

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

**CAUTION**

**SUBMARINE PIPELINES AND CABLES**

Shoals and submarine pipelines and cable areas

Joins page 10

**NOTE X**

Within the 12-nautical mile Territorial Sea, establish some Federal laws apply. The Three Nautical Mile outer limit of the territorial sea, is retained as it confers the right of innocent passage. The 9-nautical mile Natural Resource Outer Limit of Florida, Texas, and Puerto Rico, and the Three Nautical Mile inner limit of Federal fisheries jurisdiction of the states. The 24-nautical mile Continental Shelf Outer Limit of Florida, Texas, and Puerto Rico were established by treaty or the U.S. Supreme Court, and are subject to modification.

**HORIZONTAL DATUM**

The horizontal reference datum for this chart is the American Datum of 1983 (NAD 83). For purposes of this chart, NAD 83 is considered equivalent to the North American Datum of 1983 (NAD 83). Geographical coordinates are given in terms of the North American Datum of 1983. An average of 0.602" northward adjustment is required to agree with this chart.

**POLLUTION REPORTING**

Report all spills of oil and hazardous materials to the nearest U.S. Coast Guard Facility. If communication is impossible (33 CFR 15.04-10).

**RADAR REFLECTORS**

Radar reflectors have been placed on floating aids to navigation. In order to identify these reflectors on these aids, they are omitted from this chart.

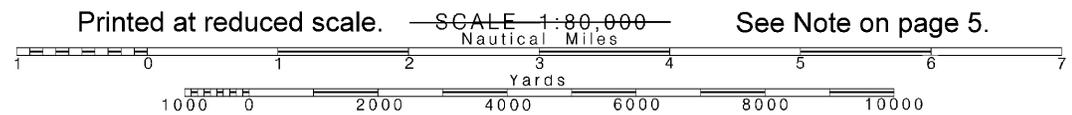
**NOTE C**

Numerous fish traps and stakes have been placed in the area of this chart; some may be hazardous to navigation. Mariners should use caution when operating in this area.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.



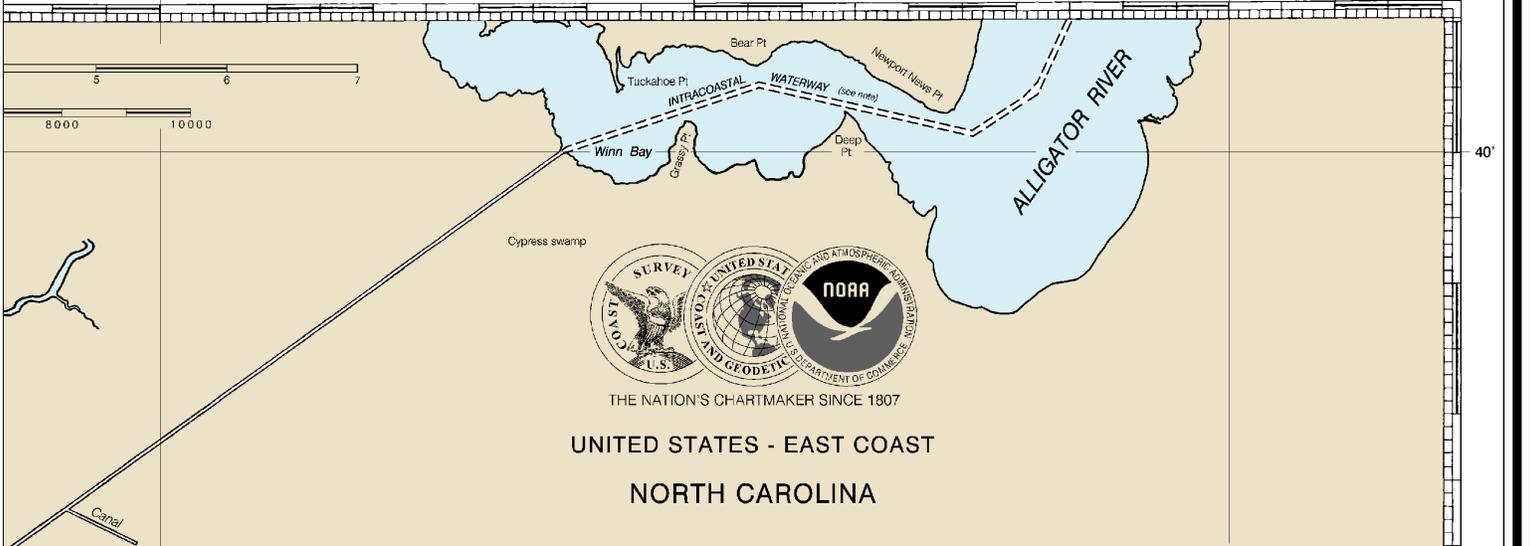
See Note on page 5.

10'

05'

CONTINUED ON CHART 11553

76°



THE NATION'S CHARTMAKER SINCE 1807  
 UNITED STATES - EAST COAST  
 NORTH CAROLINA

# PAMLICO SOUND - WESTERN PART

Mercator Projection  
 Scale 1:80,000 at Lat. 35° 20'

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](http://nauticalcharts.noaa.gov).

AY (Chart 11553) from Norfolk, Va. to rolling depths are S. Coast Guard

lished by Presidential Proclamation. le Line, previously identified as the continues to depict the jurisdictional Resource Boundary of the Gulf coast Nautical Mile Line elsewhere remain in jurisdiction and the outer limit of the contiguous Zone and the 200-nautical ed by Presidential Proclamation. t, these maritime limits are subject

ATUM  
 m of this chart is North 3), which for charting t to the World Geodetic aphic positions referred 1927 must be corrected and 1.277" eastward to

ORTS  
 dous substances to the >424-8802 (toll free), or cility if telephone com- 53).

ORS  
 placed on many Individual radar e aids has been

have been reported in be submerged. Small ating outside the main

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
Ocracoke Inlet	(35°04' N/76°01' W)	2.2	2.0	0.1
Ocracoke	(35°07' N/75°59' W)	1.2	1.1	0.1

NOTE: In Pamlico Sound, except the inlets, the periodic tide has a mean range less than one - half foot.  
 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>. (Jul 2012)

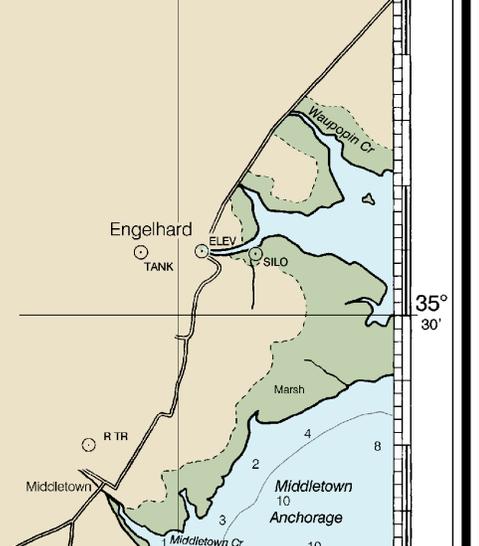
ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

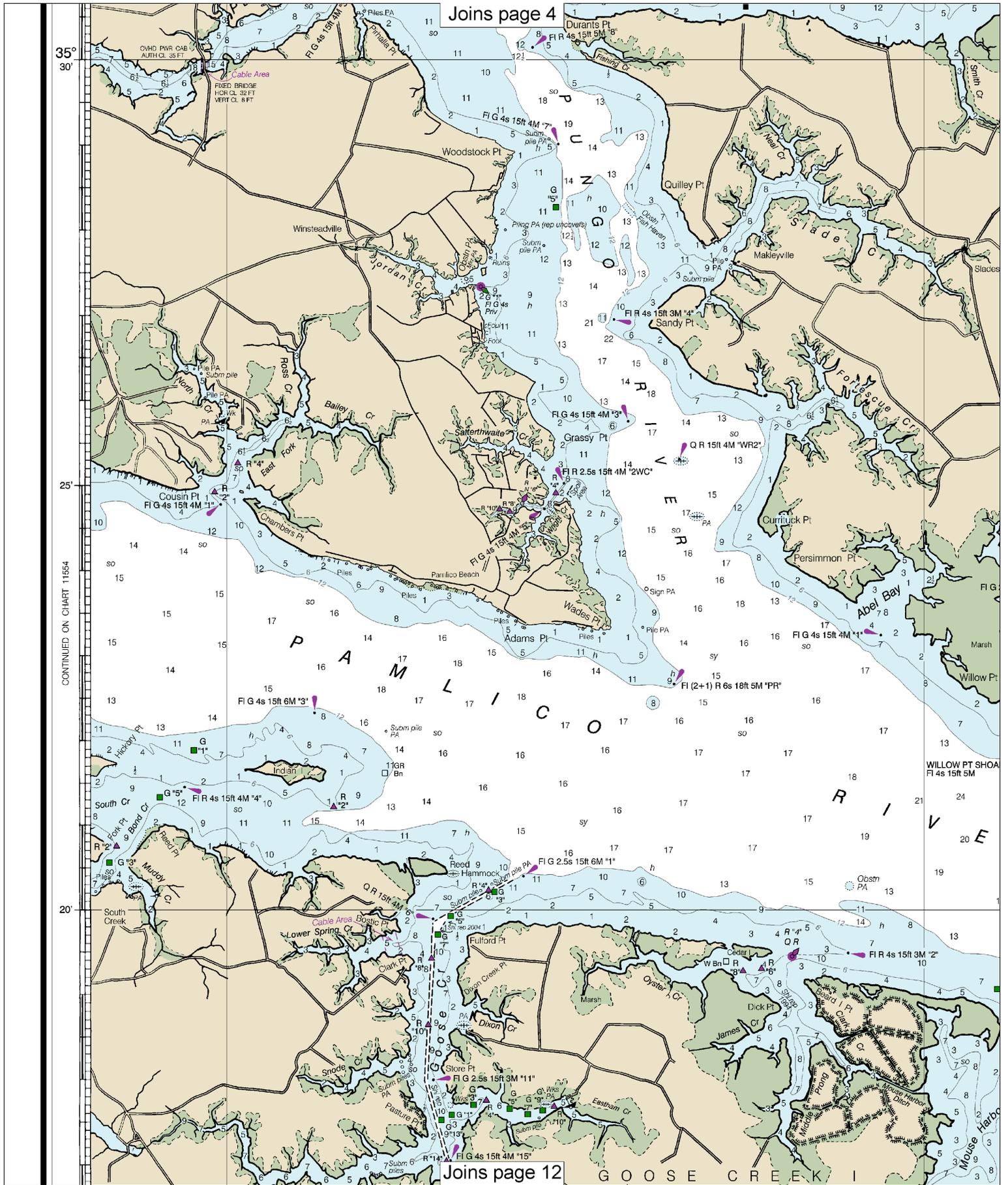
- Aids to Navigation (lights are white unless otherwise indicated):
- AERO aeronautical
  - Al alternating
  - B black
  - Bn beacon
  - C can
  - DIA diaphone
  - F fixed
  - Fl flashing
  - G green
  - IQ interrupted quick
  - iso isophase
  - LT HO lighthouse
  - M nautical mile
  - m minutes
  - MICRO TR microwave tower
  - Mkr marker
  - Mo morse code
  - N nun
  - OBSC obscured
  - Oc occulting
  - Or orange
  - Q quick
  - R red
  - Ra Ref radar reflector
  - R Bn radiobeacon
  - R TR radio tower
  - Rot rotating
  - s seconds
  - SEC sector
  - SM statute miles
  - VQ very quick
  - W white
  - WHIS whistle
  - Y yellow
- Bottom characteristics:
- Blds boulders
  - bk broken
  - Cy clay
  - Co coral
  - G gravel
  - GrS grass
  - gy gray
  - h hard
  - M mud
  - Oys oysters
  - Rk rock
  - S sand
  - so soft
  - Sh shells
  - sy sticky
- Miscellaneous:
- AUTH authorized
  - ED existence doubtful
  - 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.
  - COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
  - Demarcation lines are shown thus: - - - - -
  - Obstn obstruction
  - PA position approximate
  - PD position doubtful
  - Rep reported
  - Subm submerged

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 and Geodetic Survey.

Joins page 11





Joins page 4

Joins page 12

CONTINUED ON CHART 11554

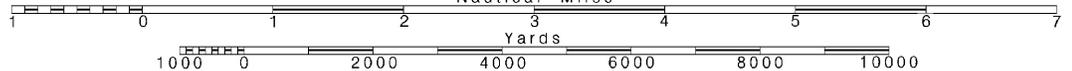


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.



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

CAUTION

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AIDS TO NAVIGATION

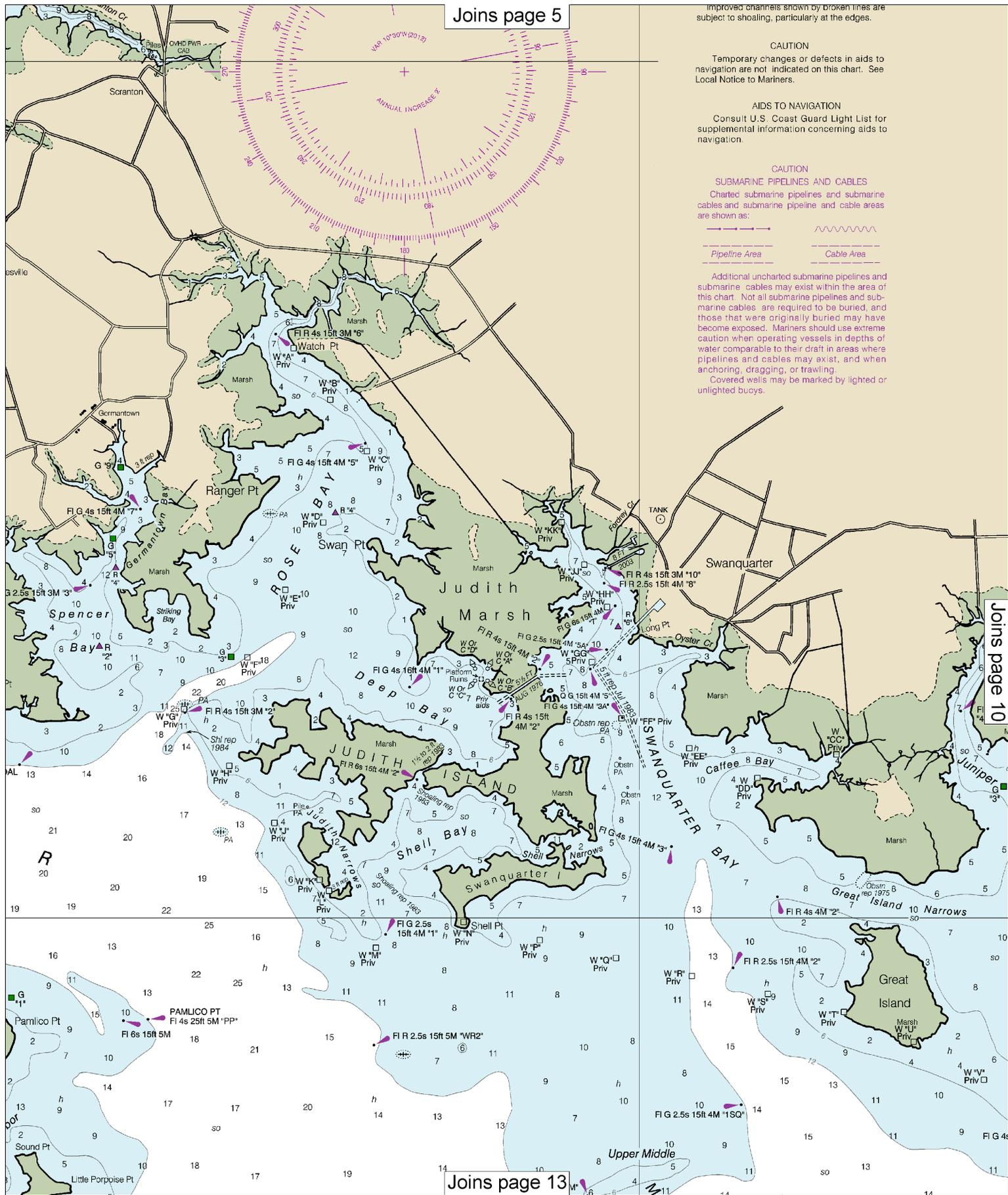
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

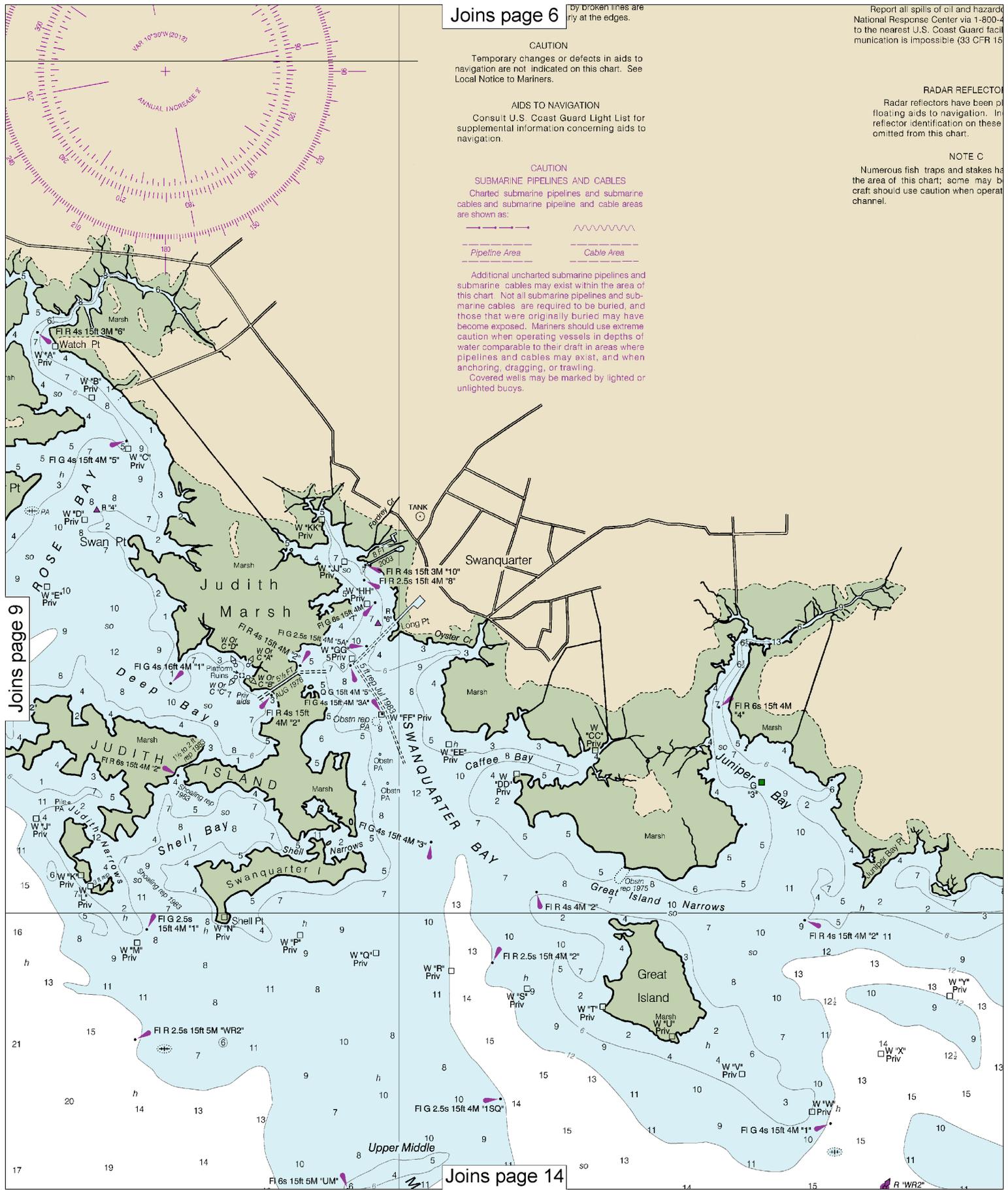
CAUTION

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.





Joins page 6

by broken lines are  
dry at the edges.

Report all spills of oil and hazard  
National Response Center via 1-800-4  
to the nearest U.S. Coast Guard fac  
munication is impossible (33 CFR 15

**CAUTION**

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navigation are not indicated on this chart. See  
Local Notice to Mariners.

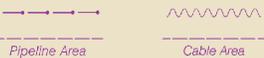
**AIDS TO NAVIGATION**

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

**CAUTION**

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Covered wells may be marked by lighted or  
unlighted buoys.

**RADAR REFLECTOR**

Radar reflectors have been  
floating aids to navigation. In  
reflector identification on these  
omitted from this chart.

**NOTE C**

Numerous fish traps and stakes ha  
the area of this chart; some may b  
craft should use caution when operat  
channel.

Joins page 9

Joins page 14

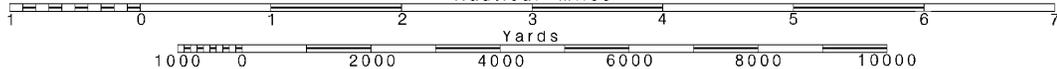
**10**

Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.



ious substances to the  
-424-8802 (toll free), or  
city if telephone com-  
53).

ORS  
placed on many  
Individual radar  
e aids has been

have been reported in  
be submerged. Small  
ating outside the main

Bottom characteristics:

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

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

Beacon Y yellow

AUTHORITIES

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

SUPPLEMENTAL INFORMATION

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

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.

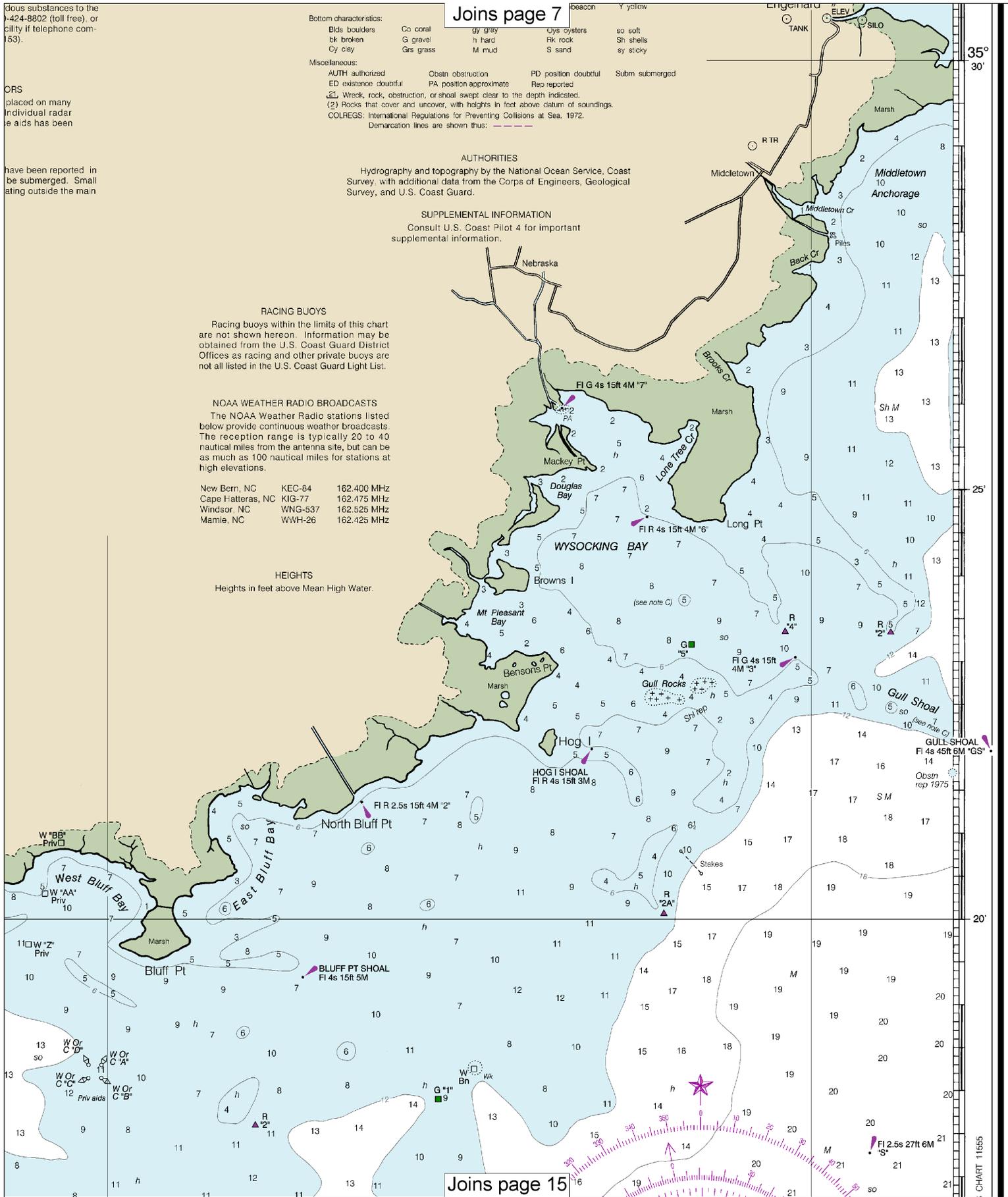
NOAA WEATHER RADIO BROADCASTS

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.

New Bern, NC	KEC-84	162.400 MHz
Cape Hatteras, NC	KIG-77	162.475 MHz
Windsor, NC	WNG-537	162.525 MHz
Mamie, NC	WWH-26	162.425 MHz

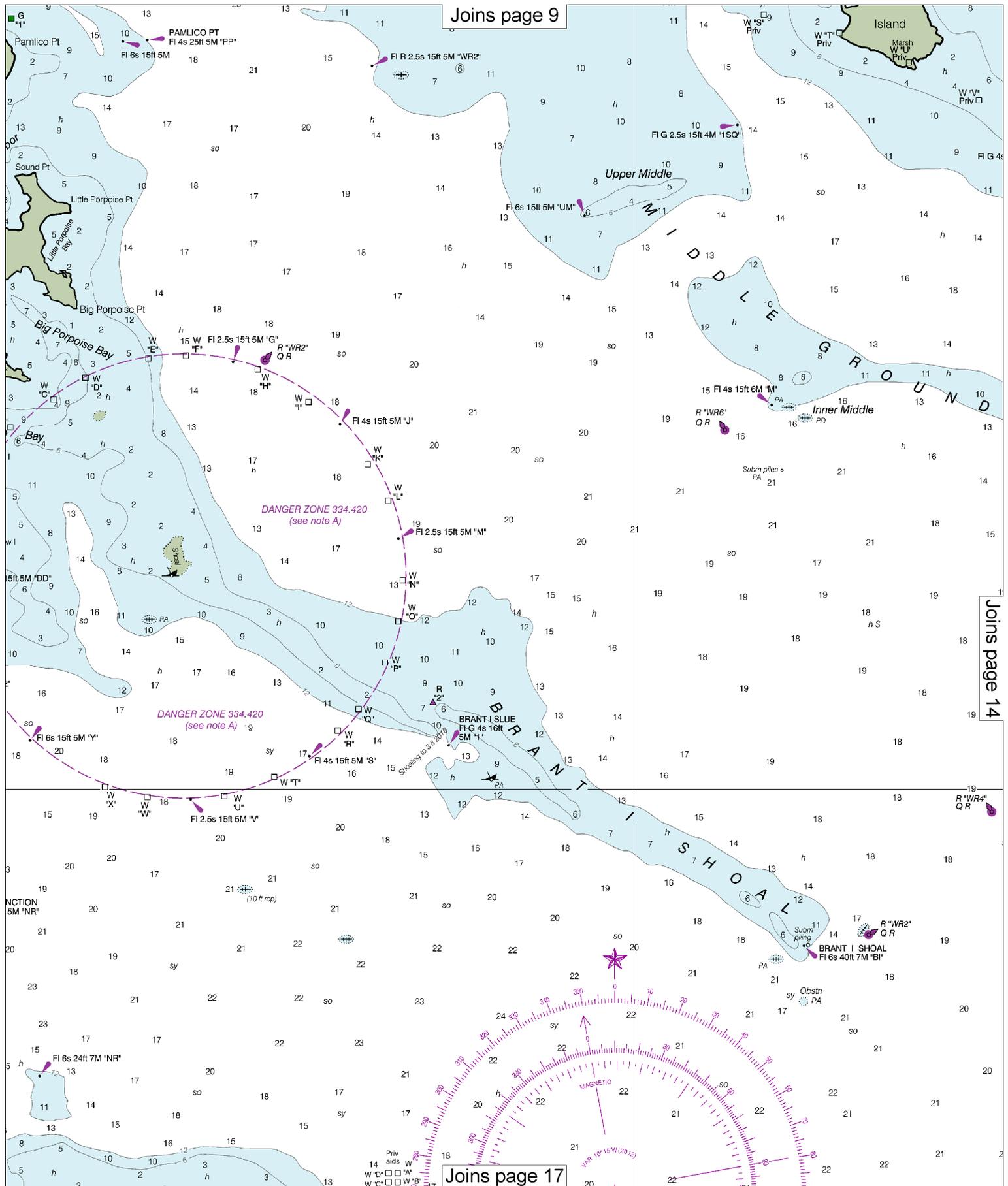
HEIGHTS

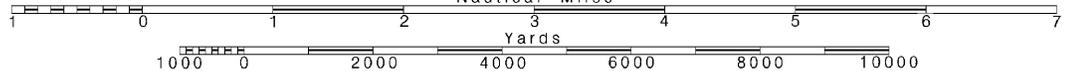
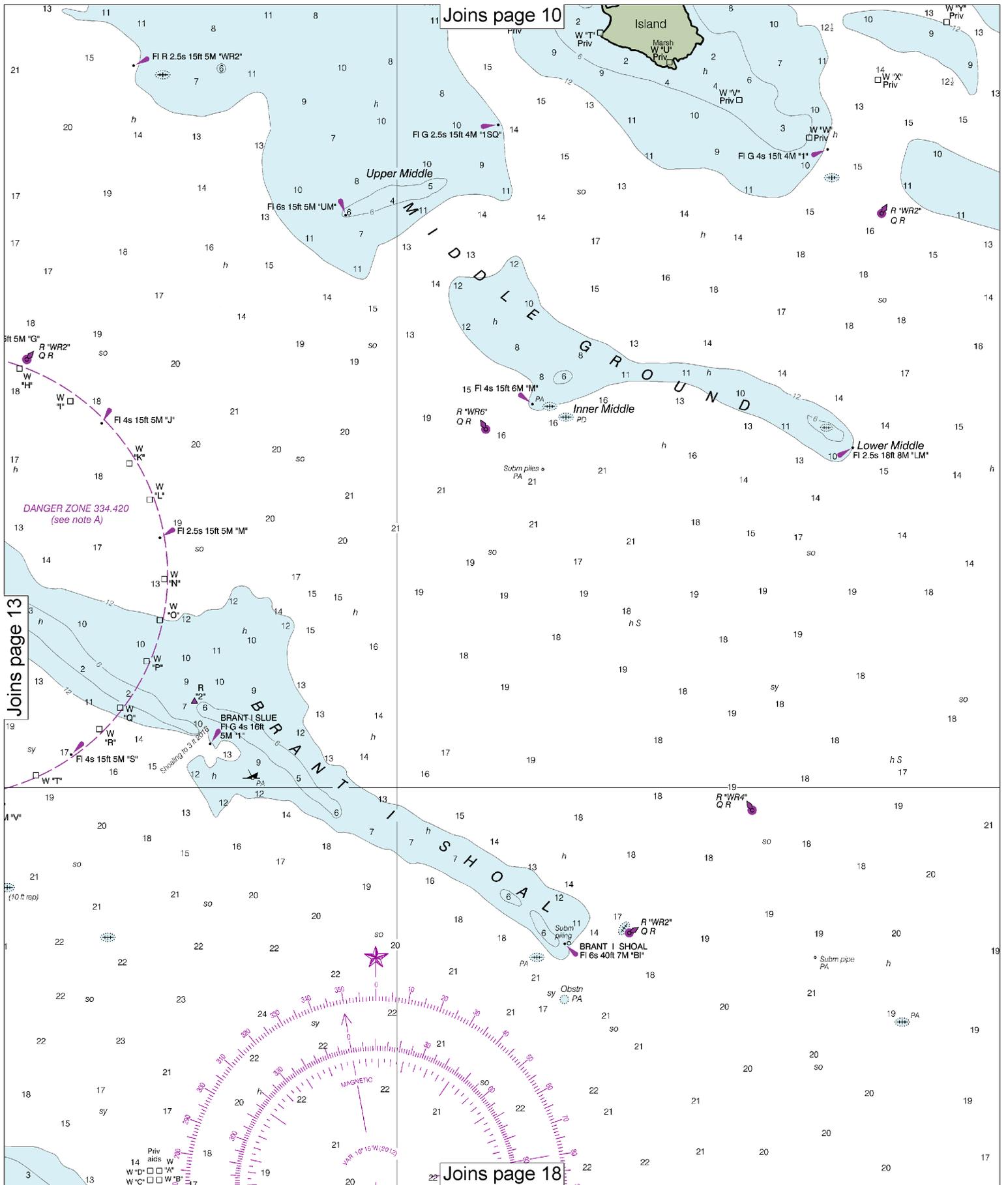
Heights in feet above Mean High Water.



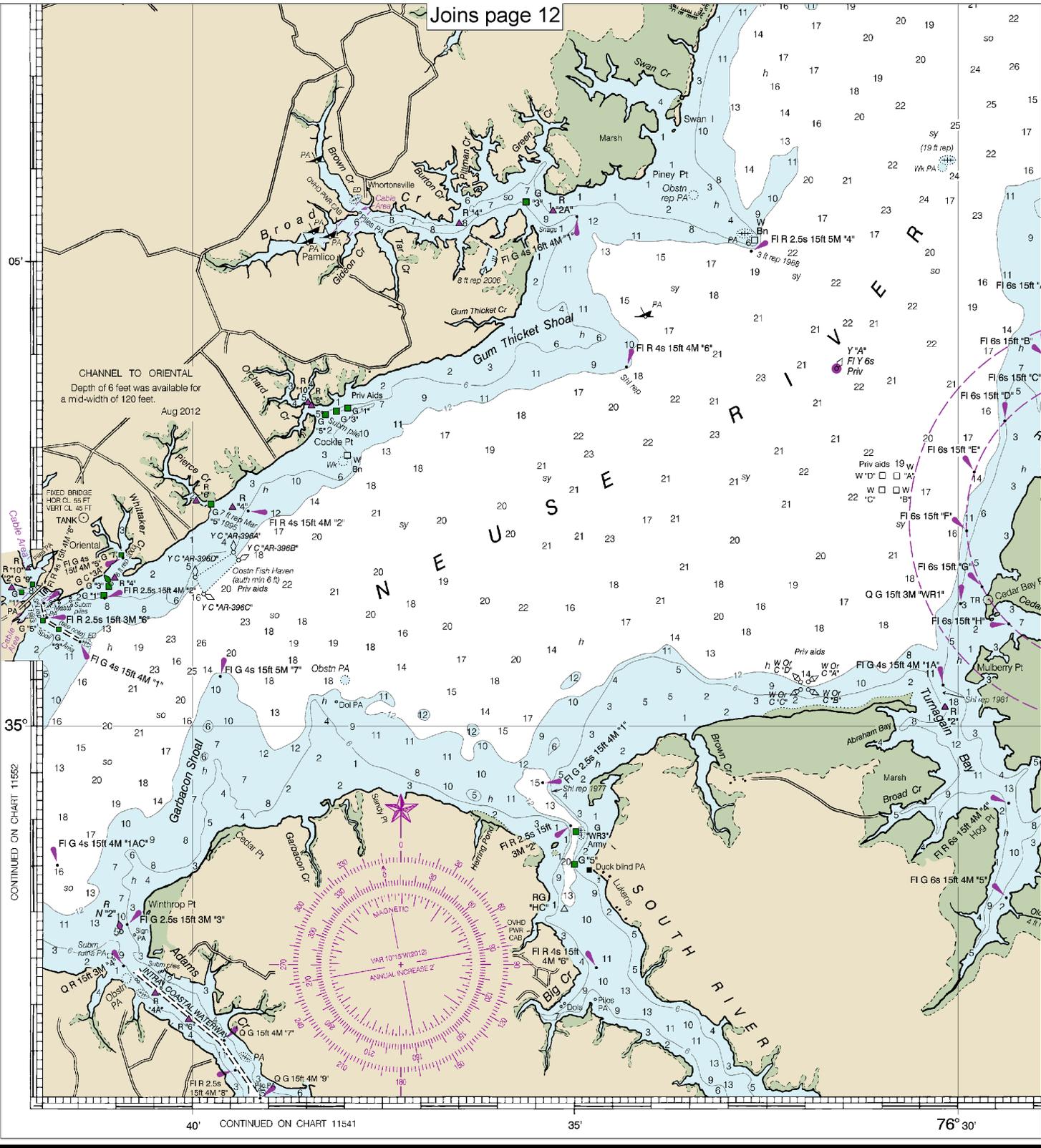
Joins page 15











11548

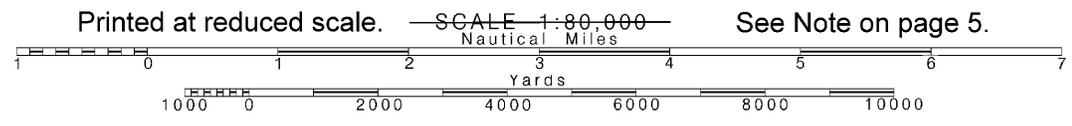
SOUNDINGS IN FEET

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](http://nauticalcharts.noaa.gov).

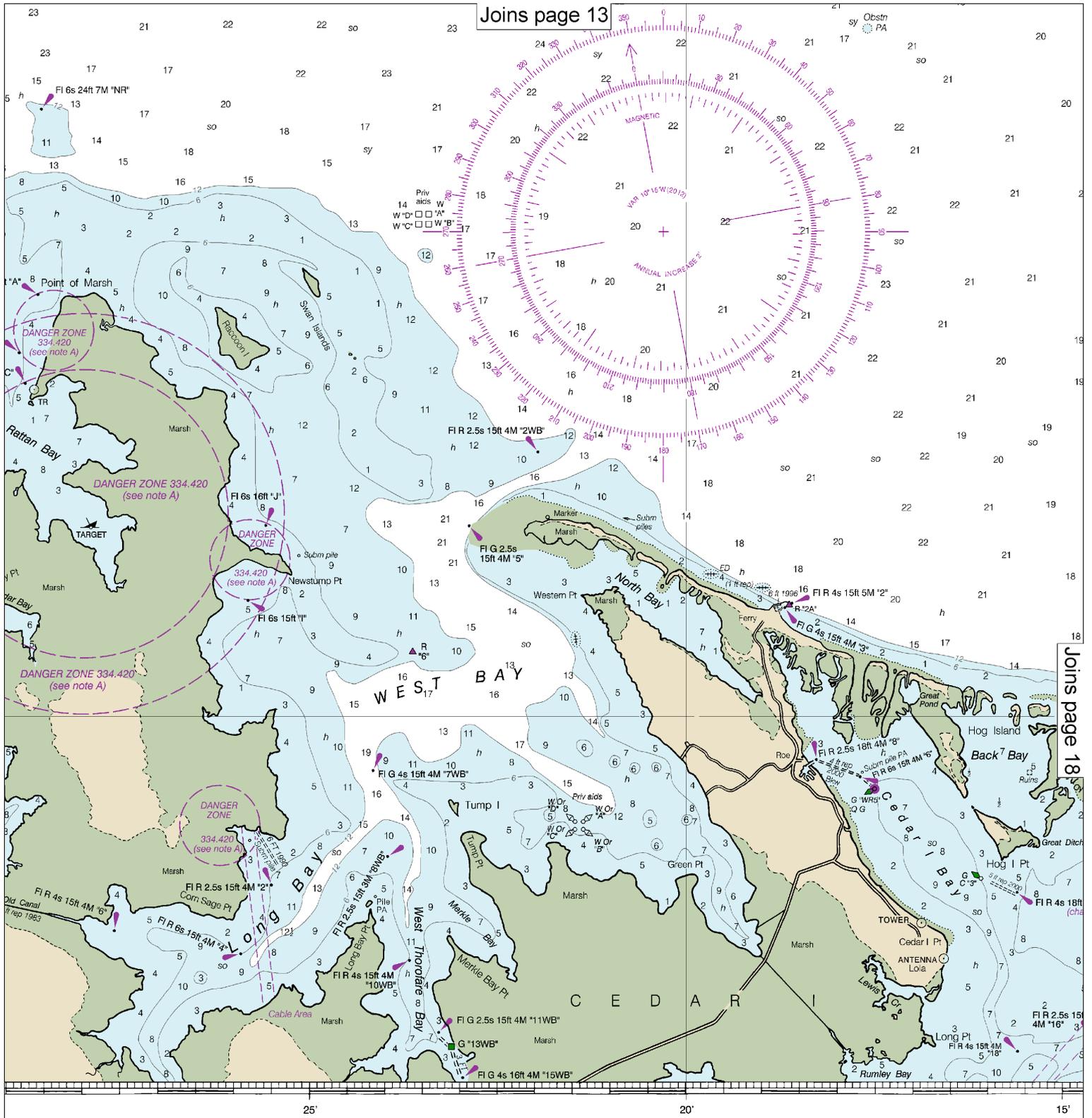
42nd Ed., Jan. 2017. Last Correction: 2/10/2017. Cleared through:  
 LNM: 0617 (2/7/2017), NM: 0717 (2/18/2017)

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Note: Chart grid lines are aligned with true north.



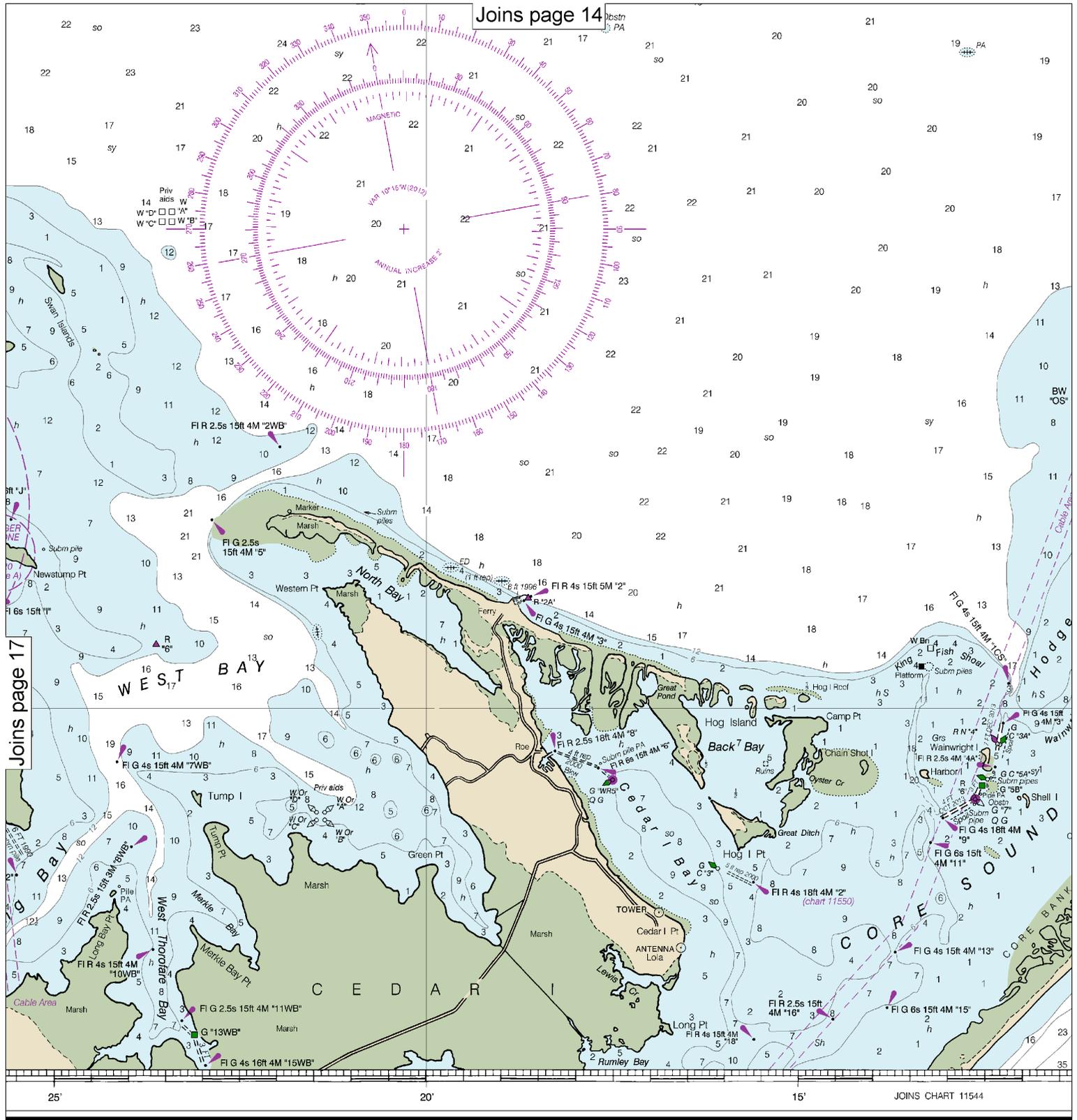
See Note on page 5.



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

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

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



Joins page 17

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 NATIONAL OCEAN SERVICE  
 COAST SURVEY

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

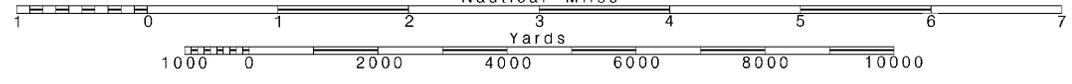
# 18

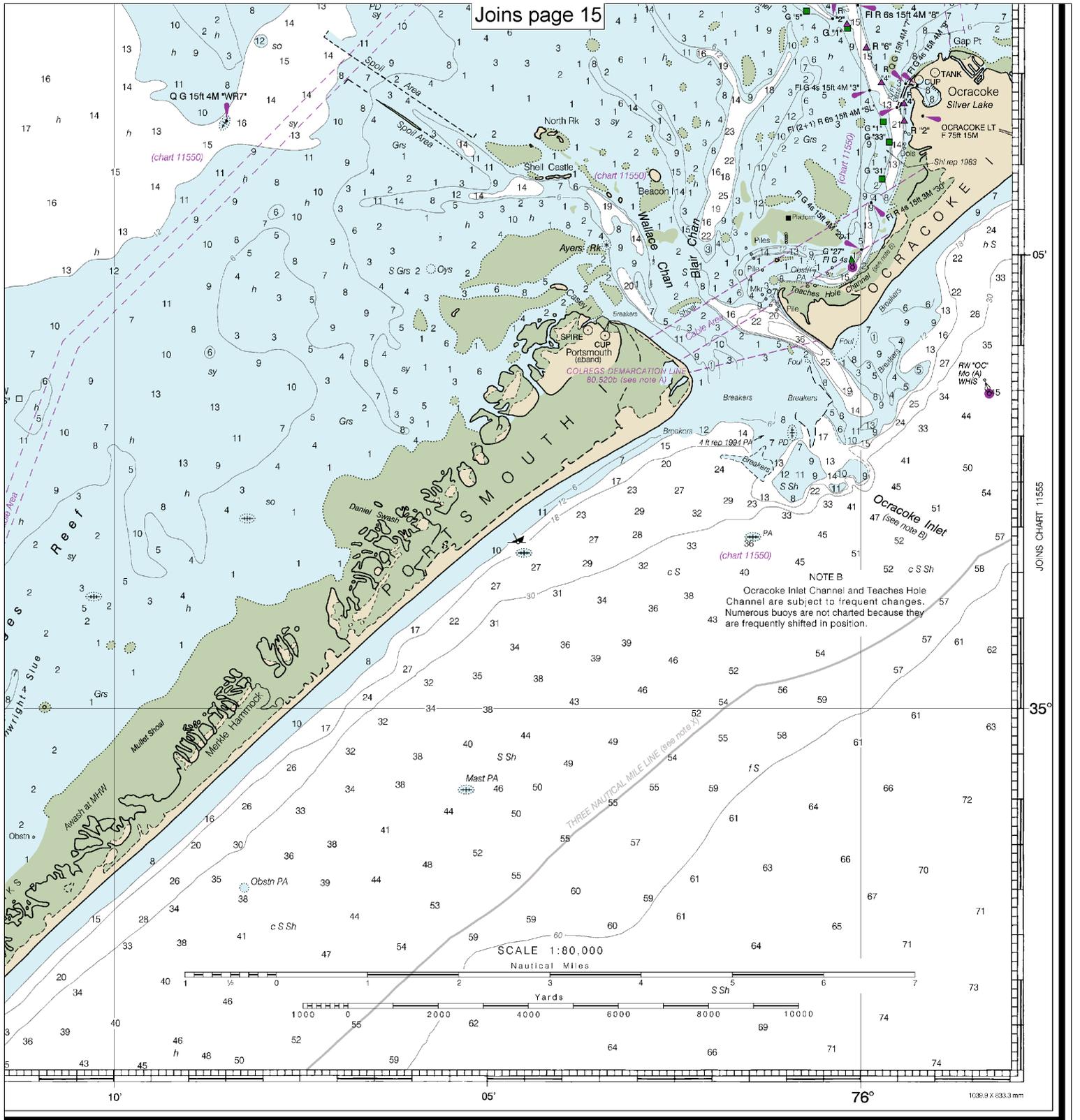
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





Pamlico Sound - Western Part  
SOUNDINGS IN FEET - SCALE 1:80,000

11548



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](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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