BookletChart™

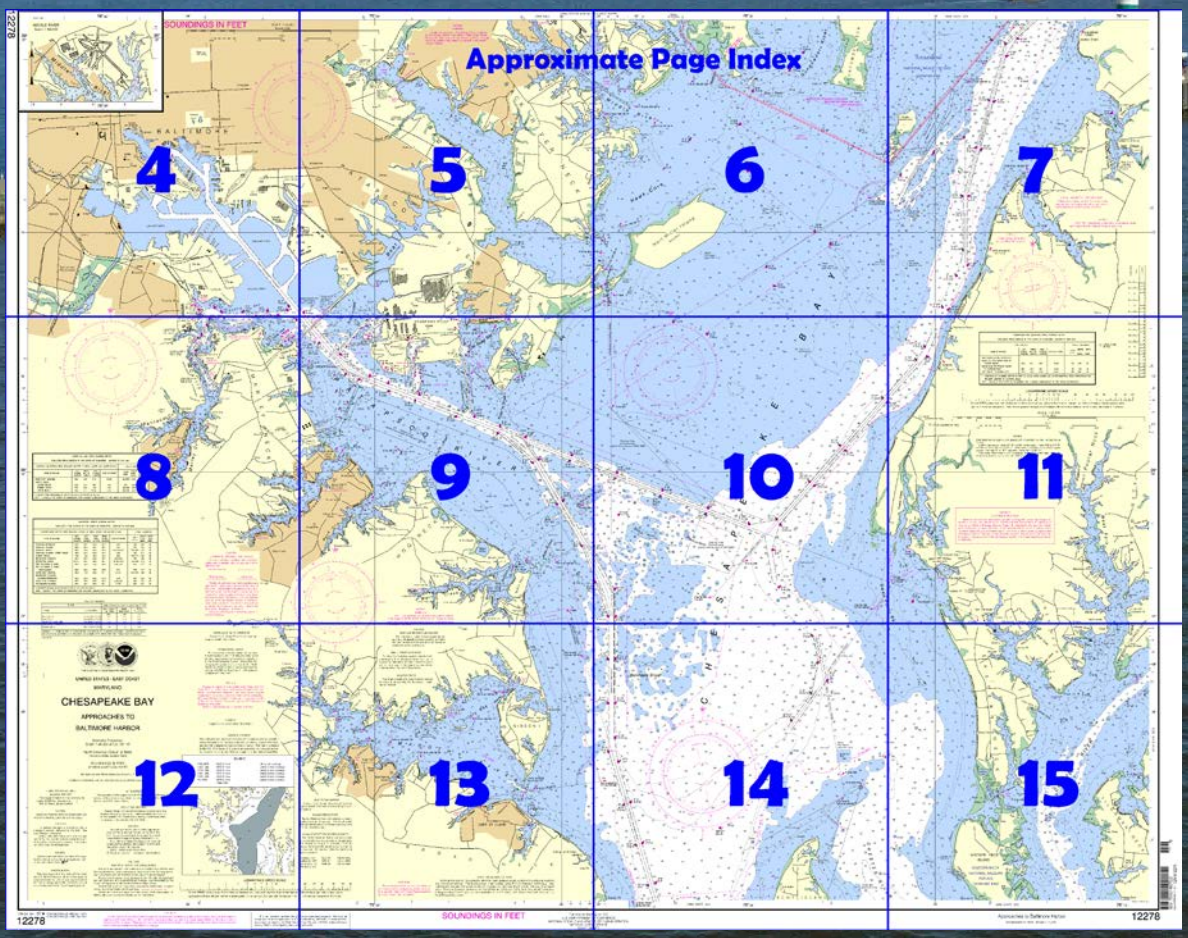
Chesapeake Bay – Approaches to Baltimore Harbor

NOAA Chart 12278

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.

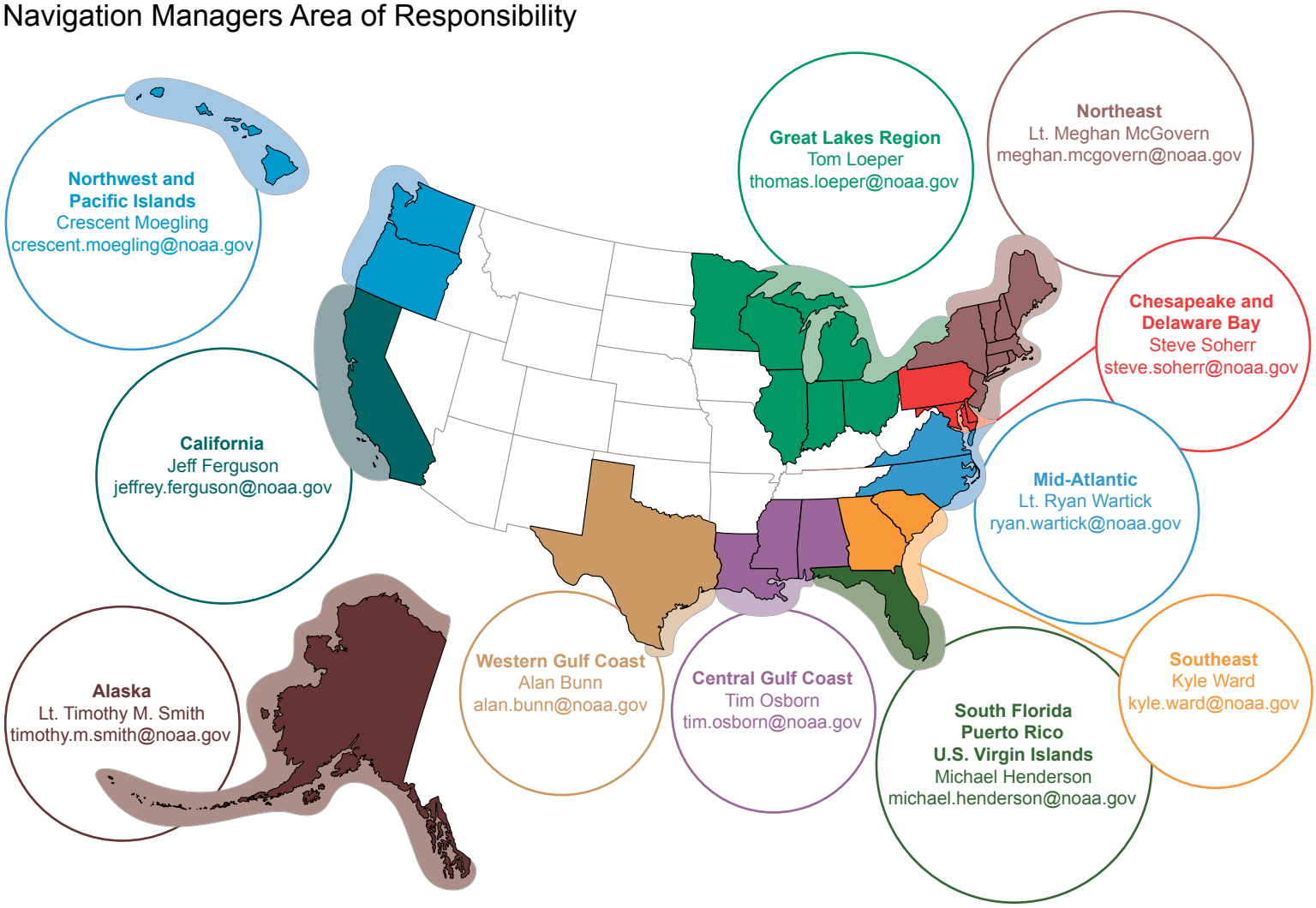
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12278

(Selected Excerpts from Coast Pilot)
Bodkin Creek has depths of 9 feet in the approaches and 7 to 9 feet into its branches. Shoaling to 3 feet is between Daybeacon 9 and Light 11.
Back Creek. A boatyard is in the upper part.
Main Creek is separated from Back Creek by **Spit Neck.** Both branches have depths of 7 to 9 feet almost to their heads.
Graveyard Point. Gasoline, diesel fuel, slips, and some marine supplies.
Rock Creek has depths of 11 feet almost to the head. It is marked.
Wall Cove; centerline depths of 10 feet for most of its length but shoaling to 5 feet near the head. The Maryland Yacht Club piers have depths of 13 feet. Available at Wall Cove and Rock Creek: marine supplies, gasoline, diesel fuel, and water.
Stony Creek has depths of 12 feet. The channel along the west side of the entrance is marked by a light and buoys; the east side is obstructed by rocks. A marina above the bridge has gasoline.
Nabbs Creek has depths of 12 feet almost to the head. A marina near the head has gasoline, diesel fuel, berths, and marine supplies.
Back Cove has depths of 12 feet to a boatyard. Gasoline is available.
Caution.–Large vessels transiting Craighill Channel Upper Range and Brewerton Channel Eastern Extension in the vicinity of Sevenfoot Knoll Light may generate large and dangerous wakes; waves as high as 10 to 12 feet have been reported. Small craft in the area are advised to use extreme caution.
Tides and currents.–Prolonged winds of constant direction may cause substantial variation in the tide. Currents in the harbor are 0.8 knot on the flood and ebb. (See the Tidal Current Tables for daily predictions.) In 1981, strong currents were reported in the vicinity of Fort Carroll and Brewerton Angle on the change of tides.
Pilotage, Baltimore.–Pilotage is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade bound to or from the port of Baltimore. Pilotage is optional for U.S. vessels under enrollment in the coastwise trade who have on board a pilot licensed by the Federal Government for these waters.
The Association of Maryland Pilots has an office in Baltimore (telephone: 410-276-1337, fax 410-276-1364, telex: 87-574 MARPILOTS BALTIMORE, cable address: MARPILOT BALTIMORE). They provide service to any port in Maryland and service between Baltimore and the entrance of the Chesapeake Bay at Cape Henry, VA. The pilot office also monitors VHF-FM channel 11.
The Chesapeake and Interstate Pilots Association offers pilot services to U.S. vessels, engaged in the coastwise trade, and public vessels to or from Baltimore, via the Chesapeake Bay if the vessel is entering from sea at Cape Henry or transiting between any port or place on the Chesapeake Bay and its tributaries. Pilot service is also offered to vessels to or from Baltimore that are transiting the Chesapeake and Delaware Canal. Pilots will meet vessels upon prior arrangement at Cape Henlopen or any port or place on the Delaware Bay and River, at Cape Henry or any port or place on the Chesapeake Bay and its tributaries. Pilots will also provide all pilot services required from the port of departure to the port of arrival. Arrangements for pilots may be made through the ships' agents or the pilot office in Norfolk (telephone, 757-855-2733).
Interport Pilots Agency, Inc. offers pilotage to public vessels and private vessels in the coastal trade operating between Baltimore Harbor and many northeast ports via the Chesapeake and Delaware Canal. The 24 hour telephone number is 732-787-5554 and the e-mail address is: interport@verizon.net. Additional information about Interport Pilots can be obtained at http://www.interportpilots.com.
Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)
Warning.–Small-craft operators in Frog Mortar Creek are advised to use caution in the vicinity of Martin State Airport. Small-craft with masts exceeding 37 feet in height above the waterline create an obstruction to low-flying aircraft. Operators of such vessels transiting Frog Mortar Creek should contact Martin State Airport Control Tower by telephone at 410-238-1008 when visibility is less than 1.0 statute mile so approaching aircraft can be warned. Tower operations are from 0600 to 2200 daily.

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

RCC Norfolk	Commander 5th CG District Norfolk, VA	(575) 398-6231

Navigation Managers Area of Responsibility

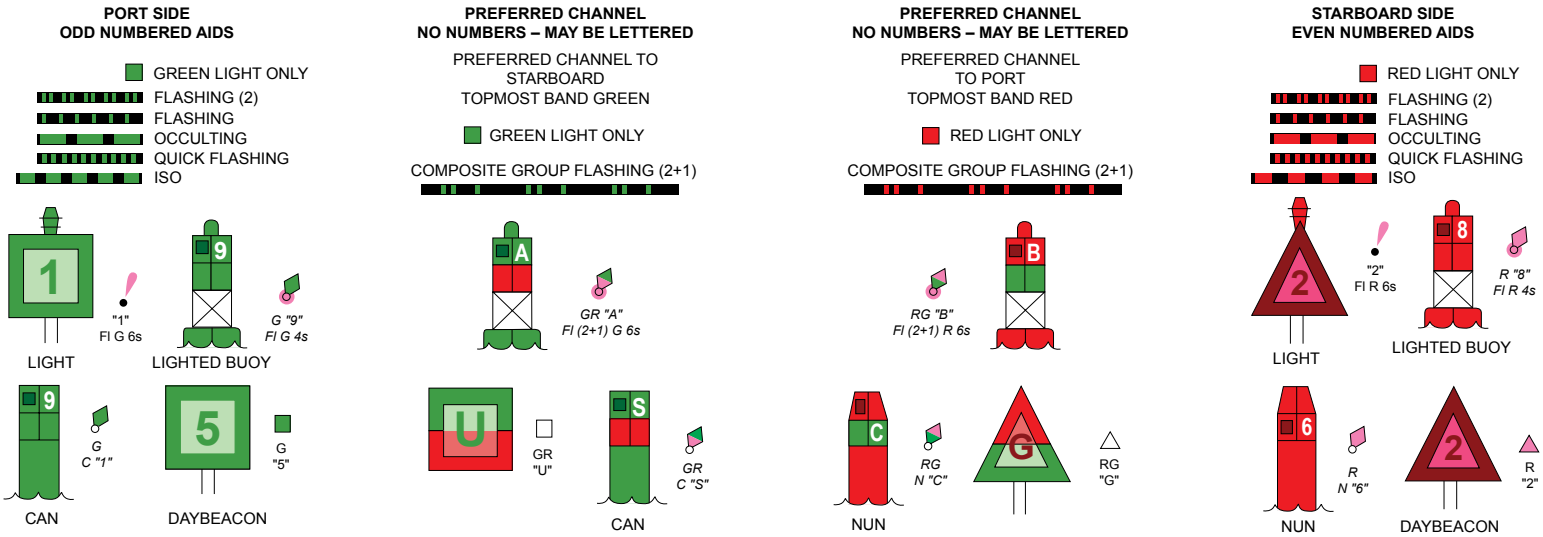


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*

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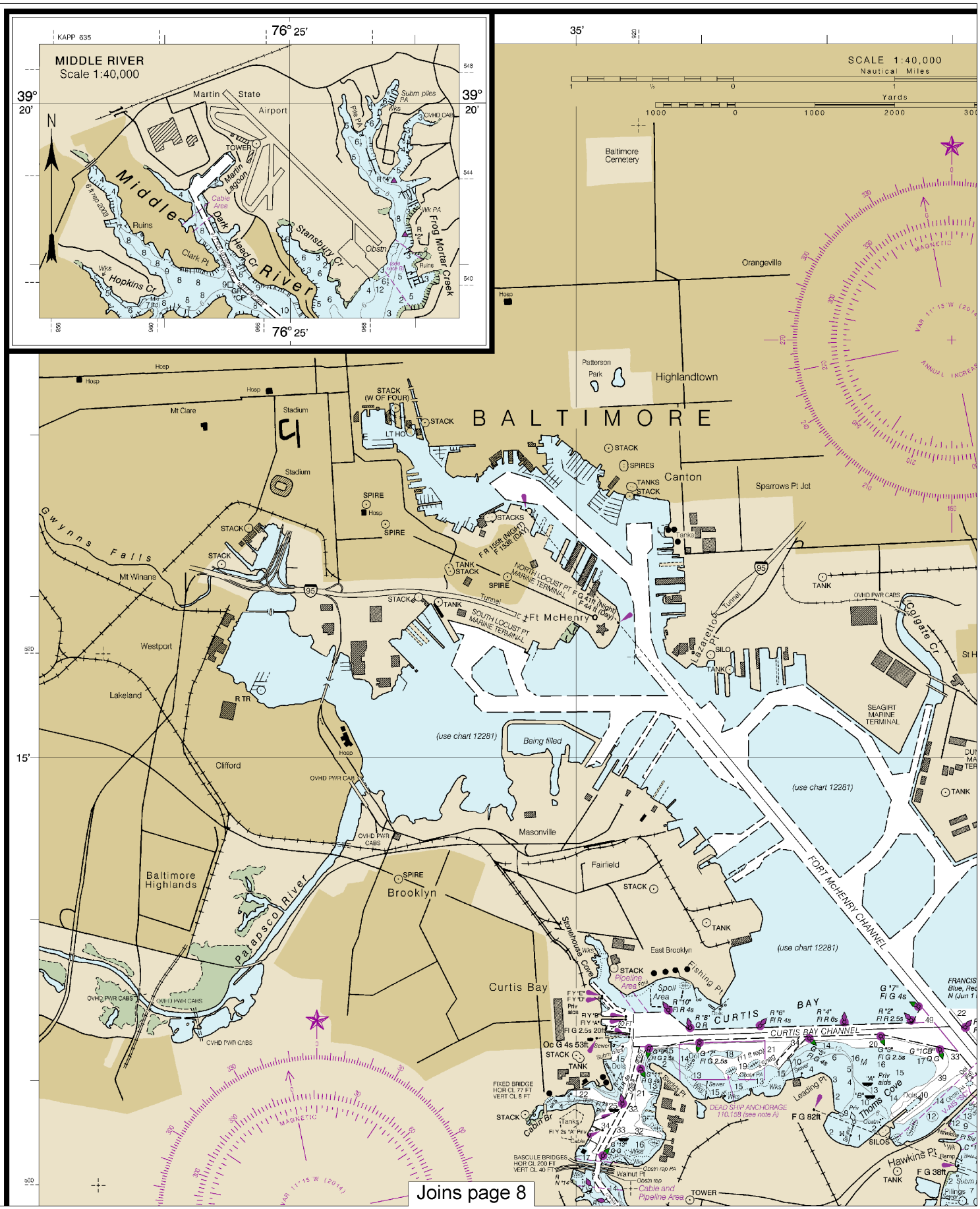


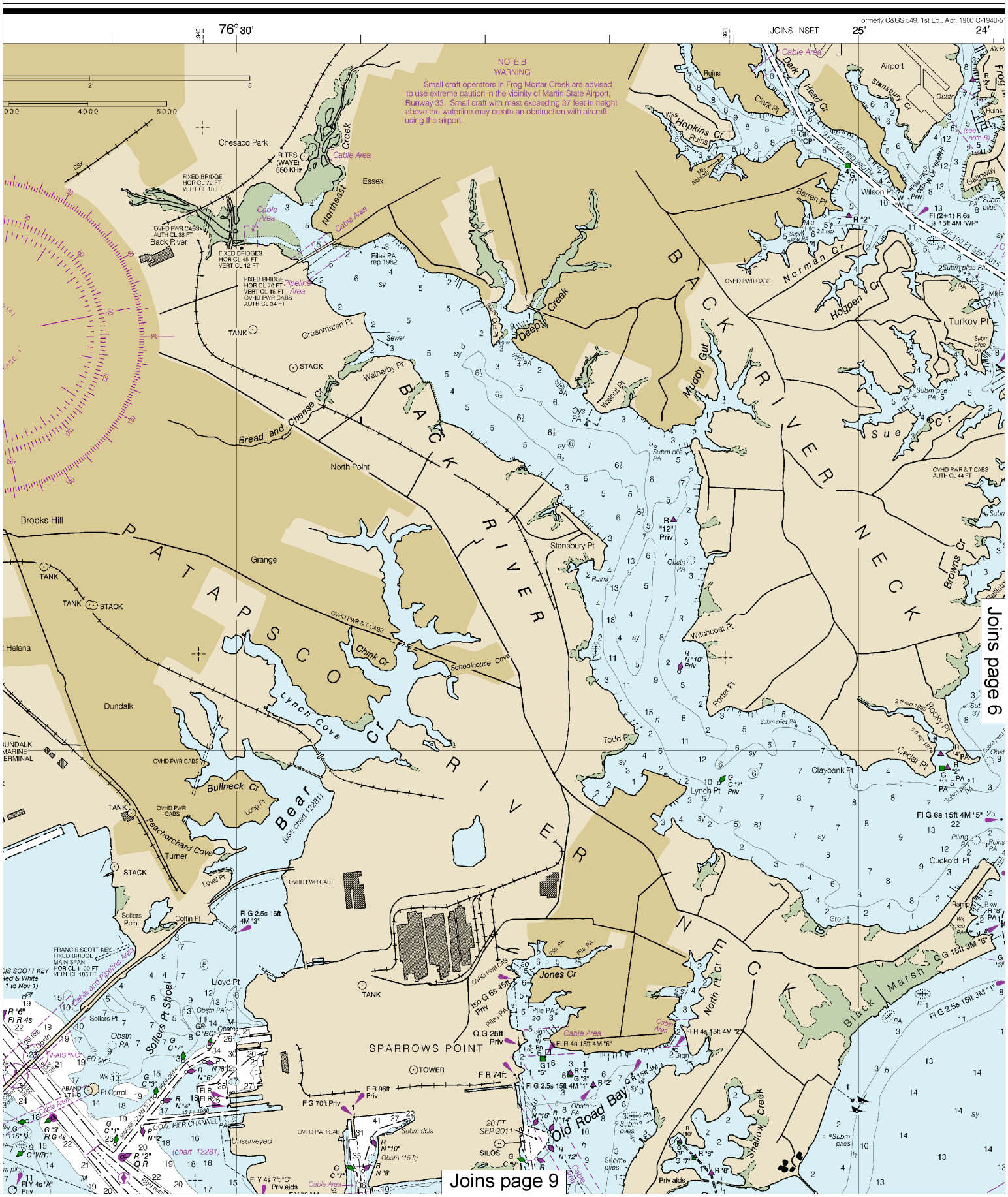
4

Note: Chart grid lines are aligned with true north.

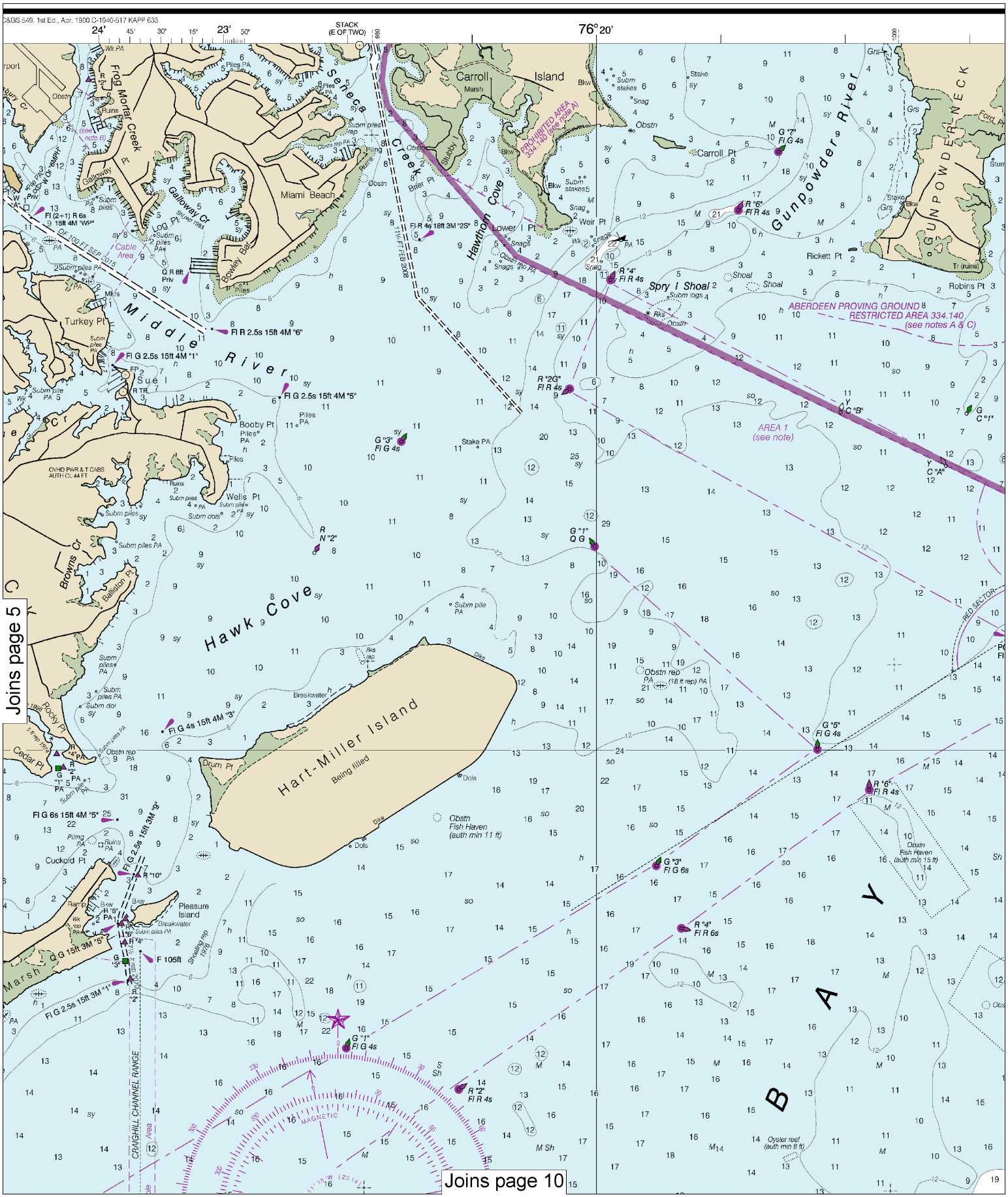
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57142. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



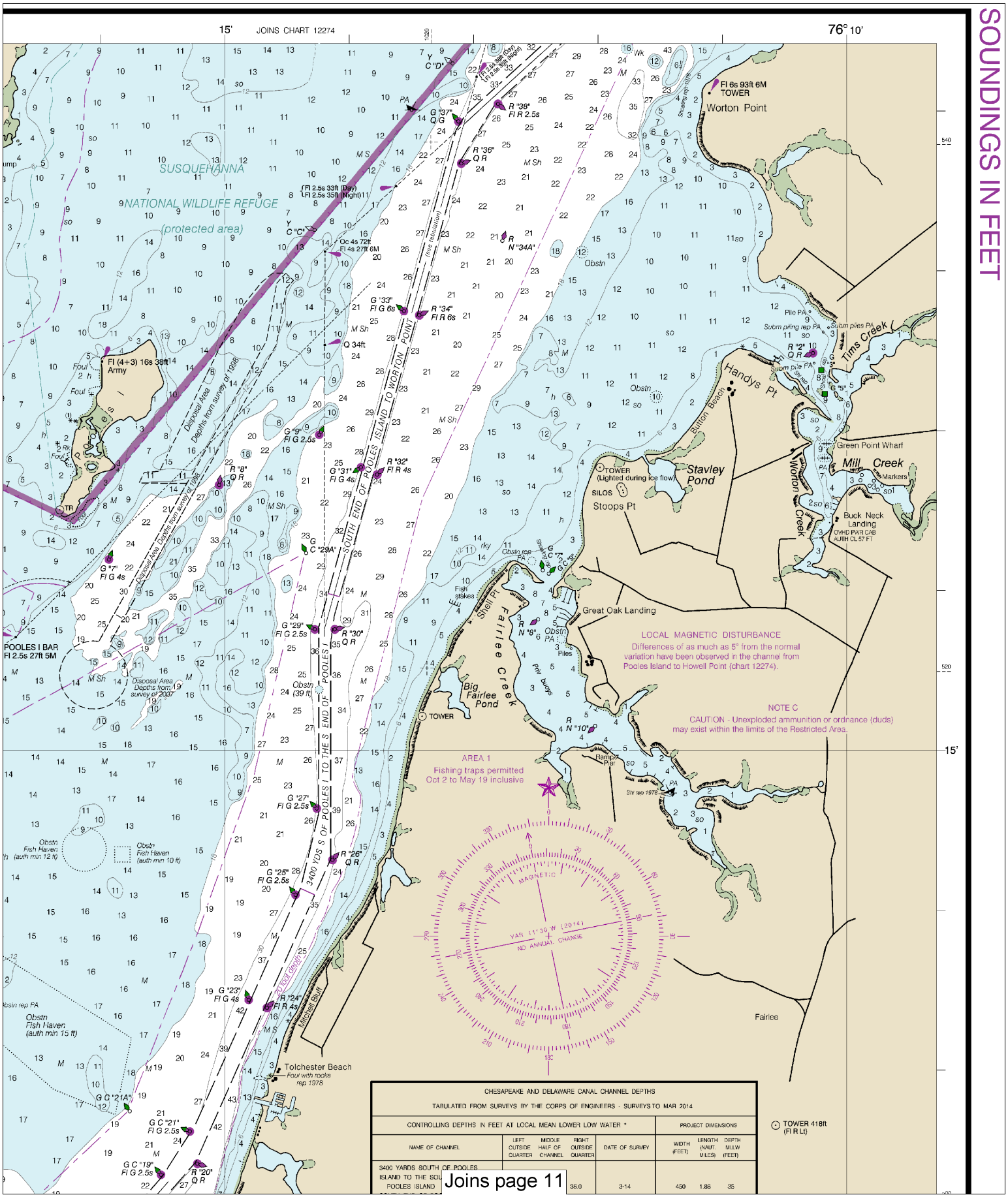
6

Note: Chart grid lines are aligned with true north.

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

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

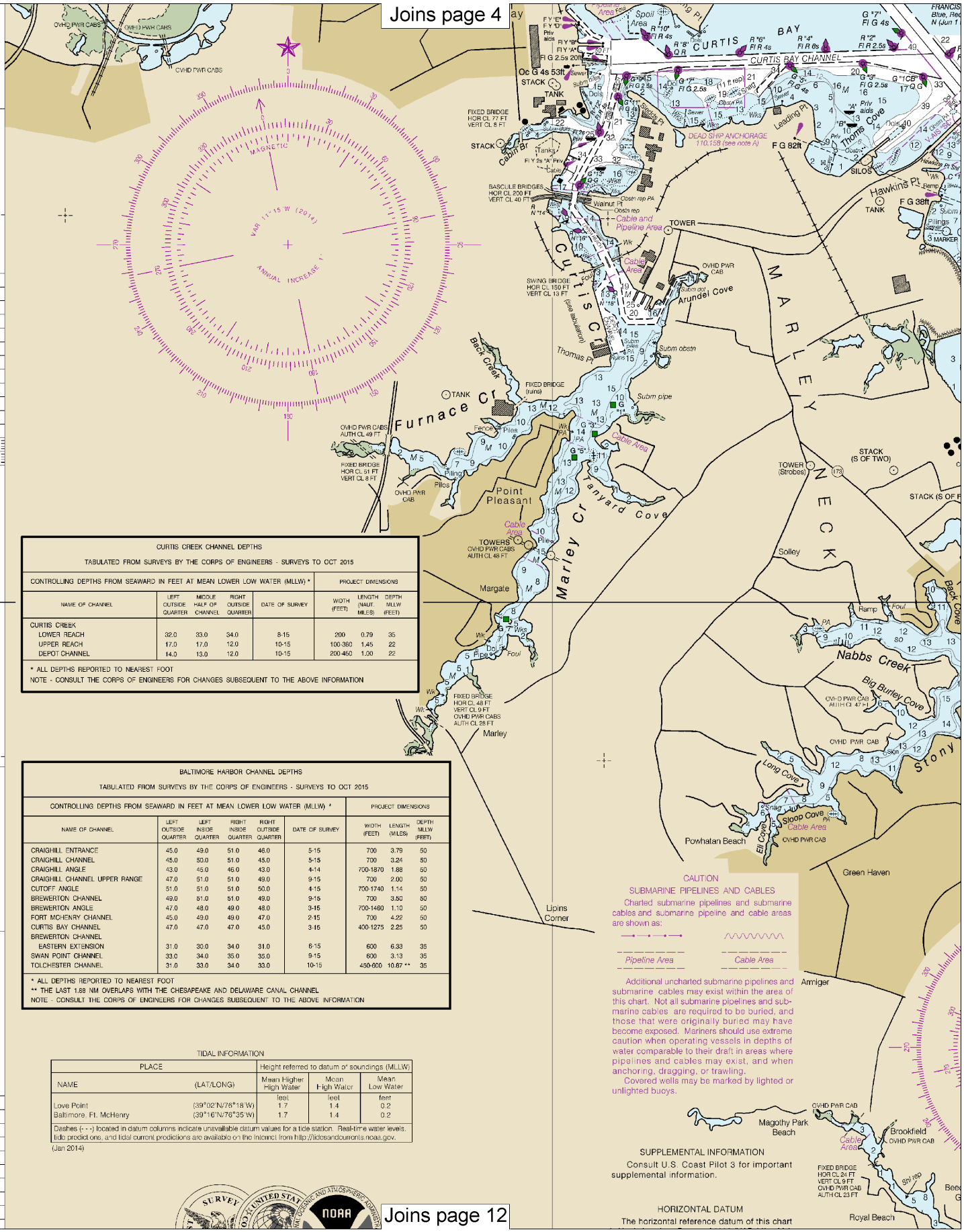


CHESAPEAKE AND DELAWARE CANAL CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAR 2014

CONTROLLING DEPTHS IN FEET AT LOCAL MEAN LOWER LOW WATER *					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
3400 YARDS SOUTH OF POOLES ISLAND TO THE SOU POOLES ISLAND			36.0	3-14	450	1.88	35

Joins page 4



Joins page 12

CURTIS CREEK CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) *					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
CURTIS CREEK							
LOWER REACH	32.0	33.0	34.0	8-15	200	0.79	35
UPPER REACH	17.0	17.0	12.0	10-15	100-360	1.45	22
DEPOT CHANNEL	14.0	13.0	12.0	10-15	200-450	1.00	22

* ALL DEPTHS REPORTED TO NEAREST FOOT

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

BALTIMORE HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 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 MLLW (FEET)
CRAIGHILL ENTRANCE	45.0	49.0	51.0	46.0	5-15	700	3.79	50
CRAIGHILL CHANNEL	45.0	50.0	51.0	45.0	5-15	700	3.24	50
CRAIGHILL ANGLE	43.0	45.0	46.0	43.0	4-14	700-1870	1.88	50
CRAIGHILL CHANNEL UPPER RANGE	47.0	51.0	51.0	49.0	9-15	700	2.00	50
CUTOFF ANGLE	51.0	51.0	51.0	50.0	4-15	700-1740	1.14	50
BREWERTON CHANNEL	49.0	51.0	51.0	49.0	9-15	700	3.50	50
BREWERTON ANGLE	47.0	48.0	49.0	48.0	3-15	700-1460	1.10	50
FORT MCHENRY CHANNEL	45.0	49.0	49.0	47.0	2-15	700	4.22	50
CURTIS BAY CHANNEL	47.0	47.0	47.0	45.0	3-15	400-1275	2.25	50
BREWERTON CHANNEL EASTERN EXTENSION	31.0	30.0	34.0	31.0	6-15	600	6.33	35
SWAN POINT CHANNEL	33.0	34.0	35.0	35.0	9-15	600	3.13	35
TOLCHESTER CHANNEL	31.0	33.0	34.0	33.0	10-15	450-600	10.67 **	35

* ALL DEPTHS REPORTED TO NEAREST FOOT

** THE LAST 1.88 NM OVERLAPS WITH THE CHESAPEAKE AND DELAWARE CANAL CHANNEL

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

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Love Point	(39°02'N/76°18'W)	1.7	1.4	0.2
Baltimore, Ft. McHenry	(39°16'N/76°35'W)	1.7	1.4	0.2

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.

(Jan 2014)

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.

SUPPLEMENTAL INFORMATION

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

HORIZONTAL DATUM

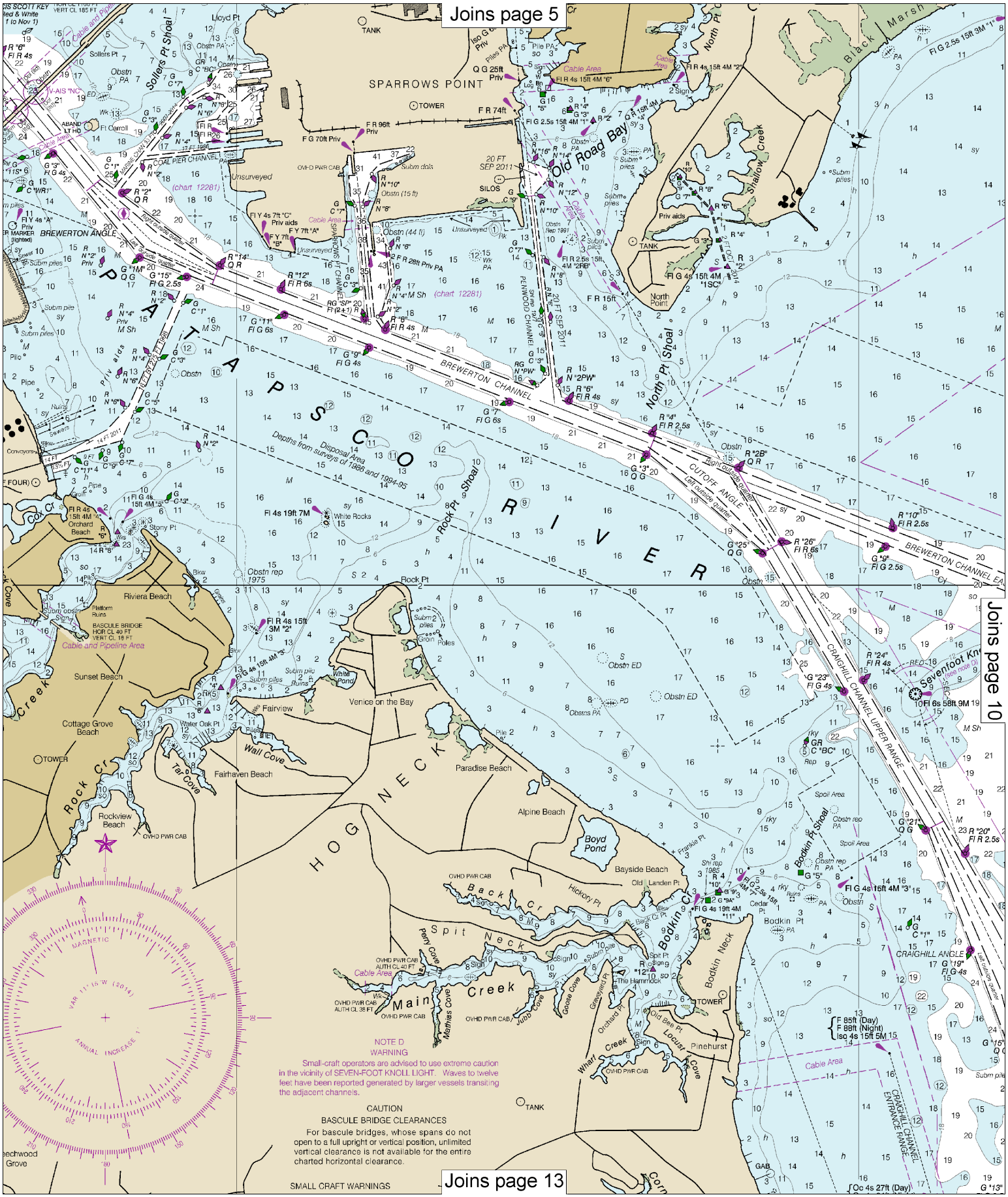
The horizontal reference datum of this chart

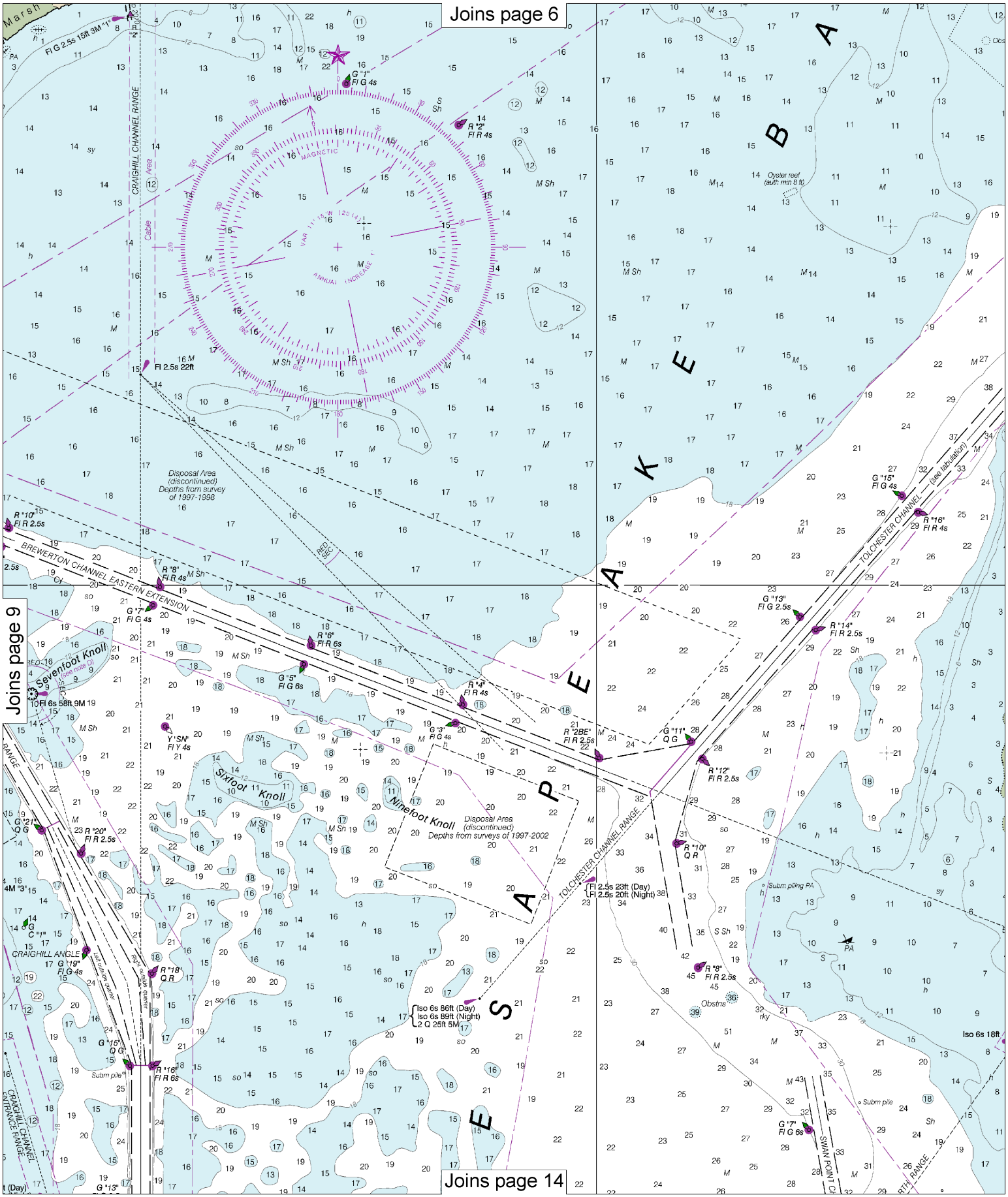
Note: Chart grid lines are aligned with true north.

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

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 5
Joins page 10
Joins page 13
SPARROWS POINT
Old Road Bay
PATAPSCO RIVER
BREWERTON CHANNEL
CUTOFF ANGLE
CRAIGHILL CHANNEL UPPER RANGE
CRAIGHILL ANGLE
HOG NECK
Spit Neck
Main Creek
Rock Cr
Rock Pt Shoal
North Pt Shoal
Bodkin Pt Shoal
Bodkin Neck
Bodkin Cr
Back Cr
Venice on the Bay
Paradise Beach
Alpine Beach
Bayside Beach
Fairhaven Beach
Fairview
Riviera Beach
Sunset Beach
Cottage Grove Beach
Rockview Beach
Orchard Beach
Sevenfoot Knoll
Black Marsh
Shallow Creek
Sollers Pt Shoal
Lloyd Pt
Ft Carroll
Cable Area
Cable and Pipeline Area
Disposal Area
Depths from surveys of 1986 and 1994-95
NOTE D
WARNING
Small-craft operators are advised to use extreme caution in the vicinity of SEVEN-FOOT KNOLL LIGHT. Waves to twelve feet have been reported generated by larger vessels transiting the adjacent channels.
CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.
SMALL CRAFT WARNINGS
MAGNETIC
ANNUAL INCREASE



10

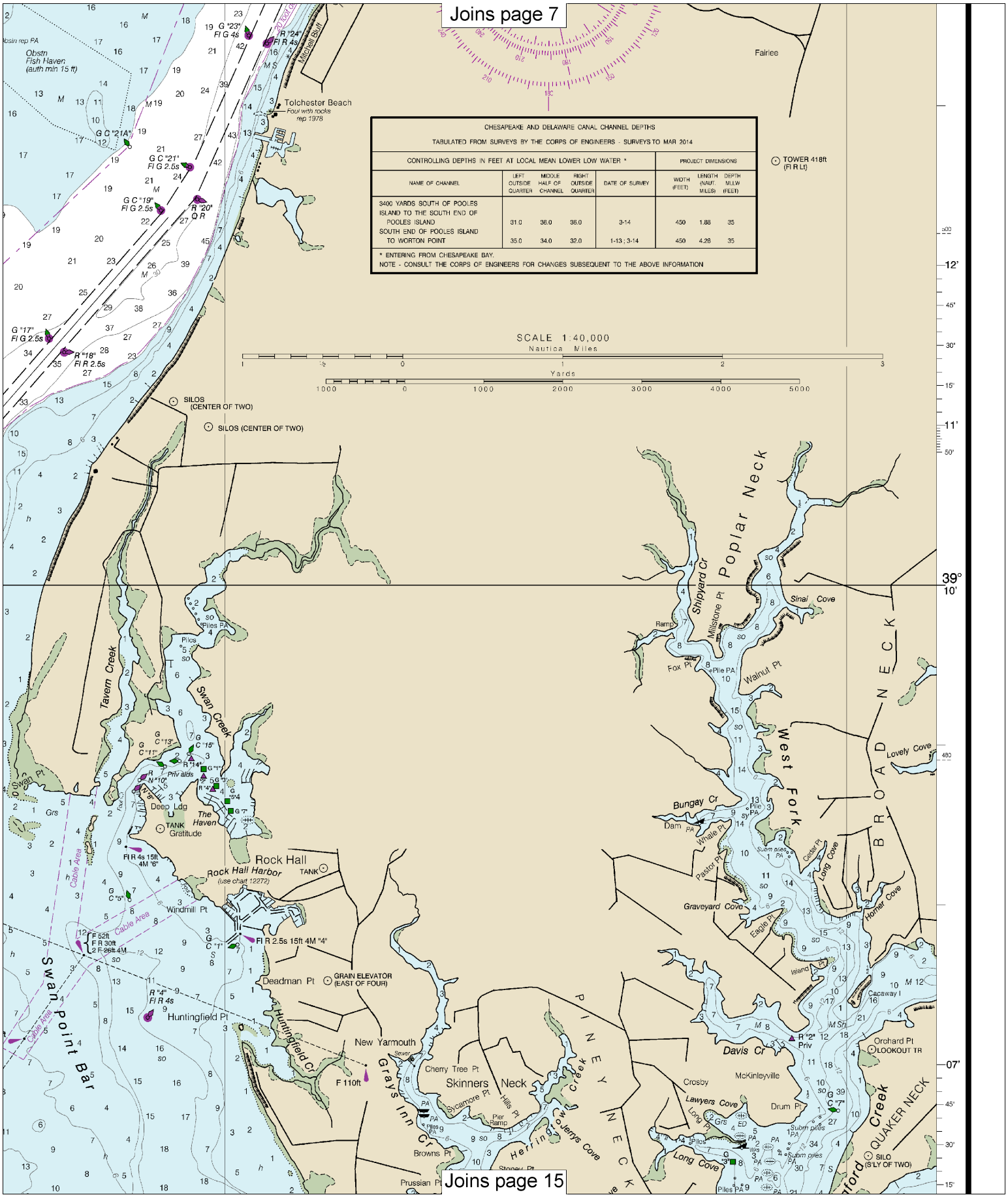
Note: Chart grid lines are aligned with true north.

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

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 7



CHESAPEAKE AND DELAWARE CANAL CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAR 2014

NAME OF CHANNEL	CONTROLLING DEPTHS IN FEET AT LOCAL MEAN LOWER LOW WATER *			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
3400 YARDS SOUTH OF POOLES ISLAND TO THE SOUTH END OF POOLES ISLAND	31.0	36.0	36.0	3-14	450	1.88	35
SOUTH END OF POOLES ISLAND TO WORTON POINT	35.0	34.0	32.0	1-13 ; 3-14	450	4.26	35

* ENTERING FROM CHESAPEAKE BAY.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Joins page 15

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

Joins page 8

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Love Point	(39°02'N/76°18'W)	1.7	1.4	0.2
Baltimore, Ft. McHenry	(39°16'N/76°35'W)	1.7	1.4	0.2

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.

(Jan 2014)

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MARYLAND

CHESAPEAKE BAY

APPROACHES TO BALTIMORE HARBOR

Mercator Projection
Scale 1:40,000 at Lat. 39°10'

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

PLANE COORDINATE GRID
(based on NAD 1927)

The Maryland State Grid is indicated on this chart at 20,000 foot intervals thus: The last three digits are omitted.

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.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

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

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.

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.

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).

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)

CAUTION
FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

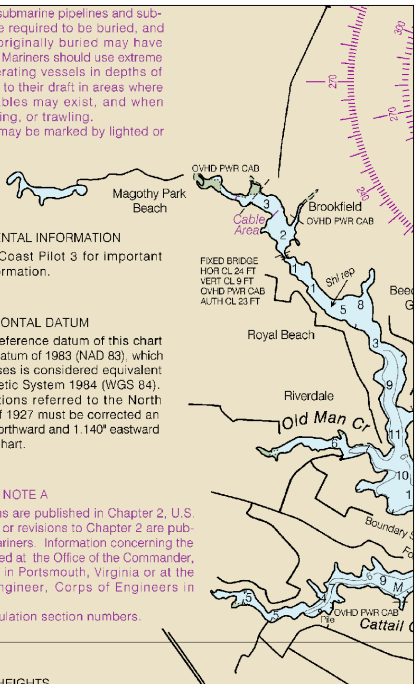
Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus:

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

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.



SUPPLEMENTAL INFORMATION

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

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.392" northward and 1.140" eastward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland.

Refer to charted regulation section numbers.

HEIGHTS

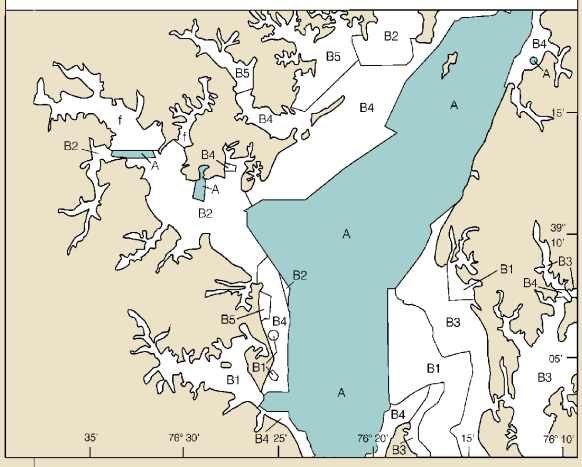
Heights in feet above Mean High Water.

SOURCE DIAGRAM

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

SOURCE

A	1990-2005	NOS Surveys	full bottom coverage
B1	1990-1999	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage
f		Chart 12281	



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 about this chart at http://

12278

79th Ed., May 2014. Last Correction: 12/2/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

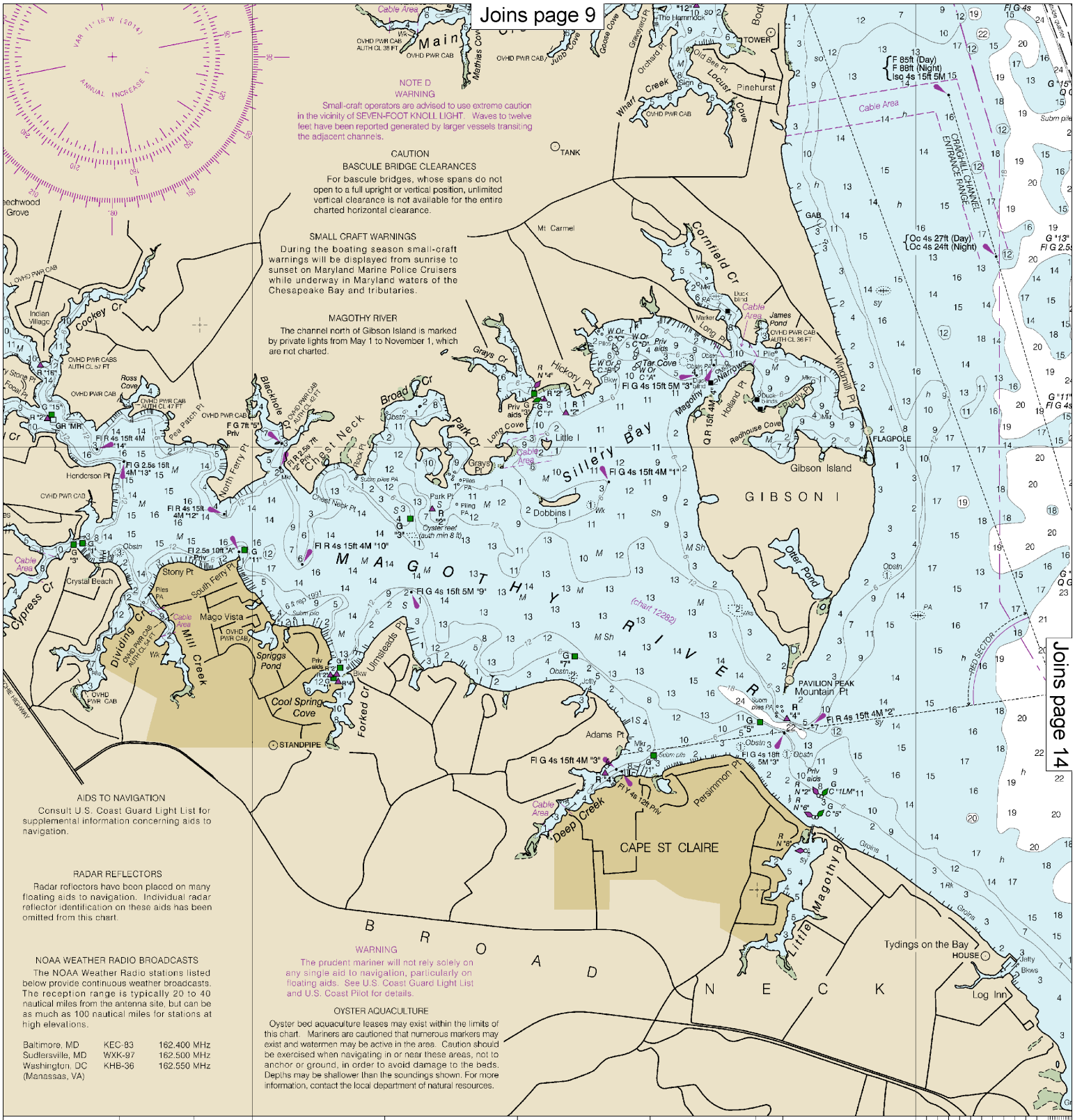
Note: Chart grid lines are aligned with true north.

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

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 9



Joins page 14

s users to submit inquiries, discrepancies or comments
://www.nauticalcharts.noaa.gov/staff/contact.htm.

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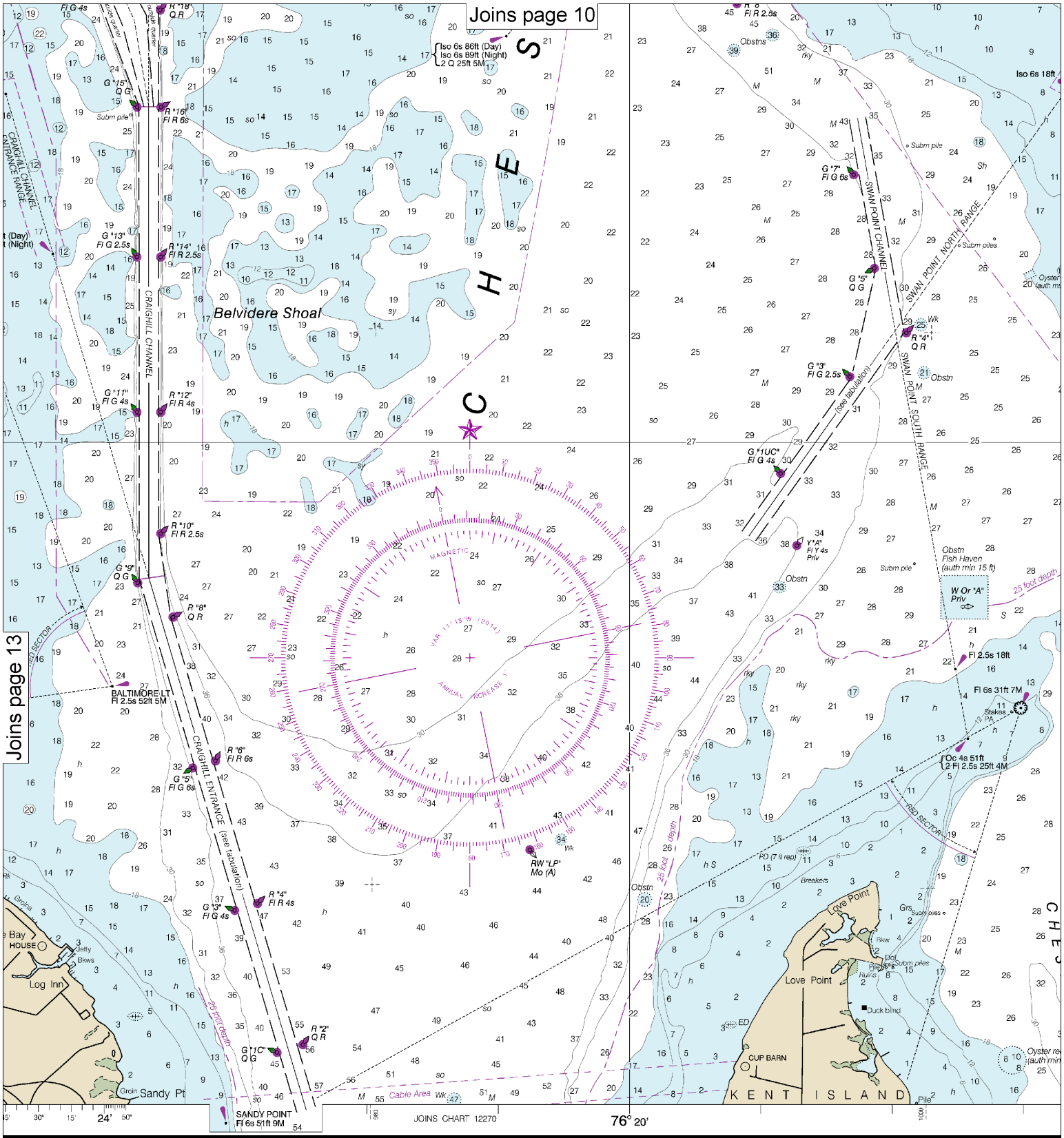
NATIONAL OCEANIC AND ATMOSPHERIC
NATIONAL OCEAN SERVIC
COAST SURVEY



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

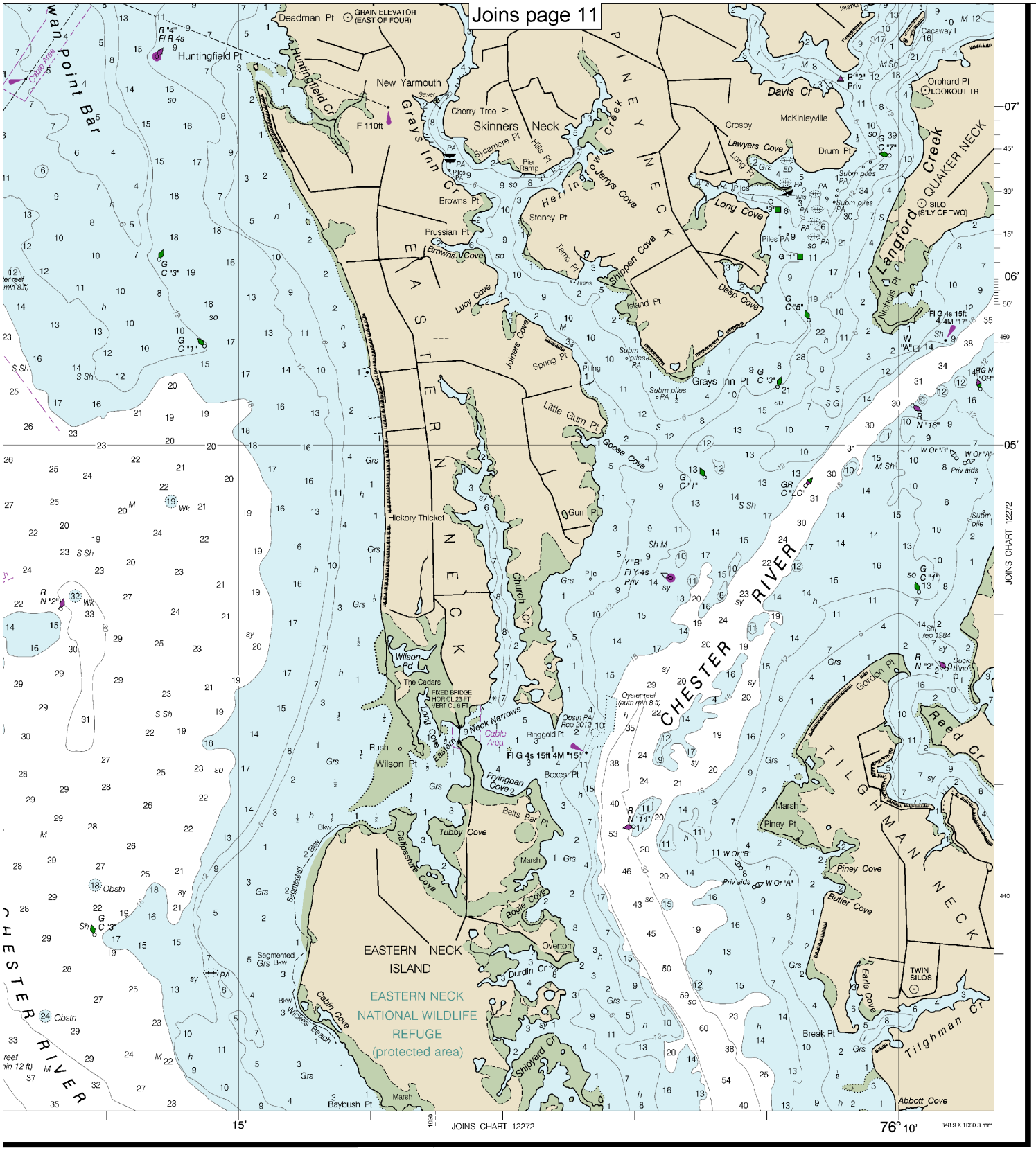
SOUNDINGS IN FEET

Note: Chart grid lines are aligned with true north.

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

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



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 19 20 21 22 23 24 25 26 27 28 29 30 31																

Approaches to Baltimore Harbor

SOUNDINGS IN FEET - SCALE 1:40,000

12278

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican 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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Note on Printing

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.

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