

# BookletChart™

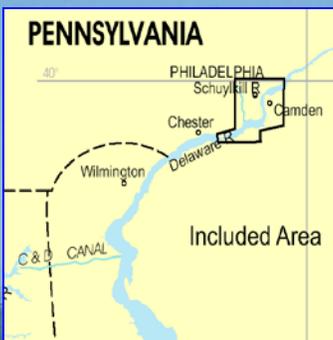
## Philadelphia and Camden Waterfronts

NOAA Chart 12313

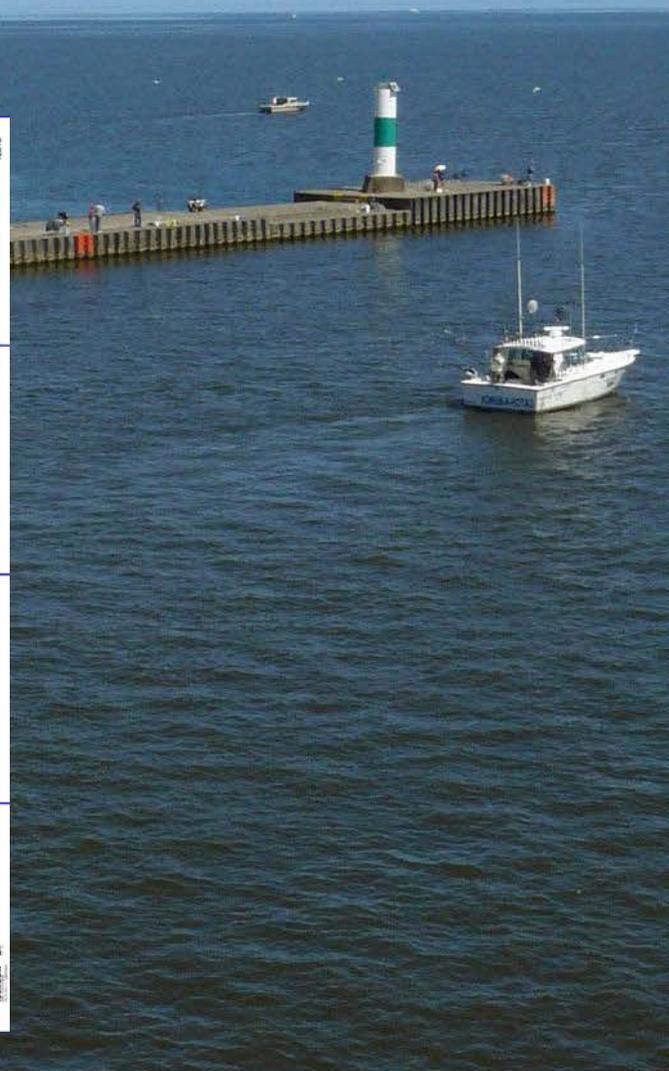
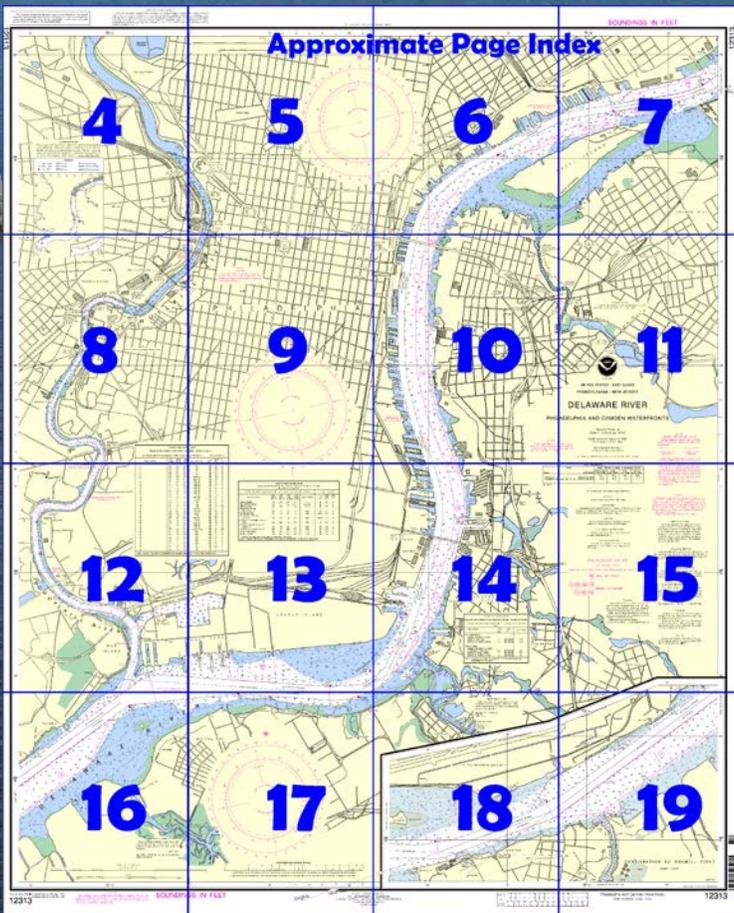


*A reduced-scale NOAA nautical chart for small boaters*

*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.

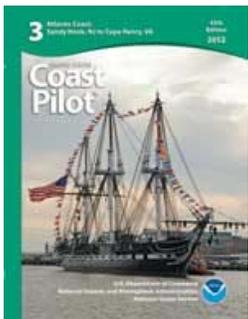
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12313>



**(Selected Excerpts from Coast Pilot)**

A Federal project provides for a channel 40 feet deep from the sea through the main channel in Delaware Bay and River to the Philadelphia Naval Shipyard, thence 40 feet on the west side and 37 feet on the east side through Philadelphia Harbor to Allegheny Avenue; thence 40 feet to the U.S. Steel basin opposite Newbold Island; thence 25 feet to the Trenton Marine Terminal.

In the Philadelphia-Trenton section of the river, masters are requested to limit speed when passing wharves and piers to avoid damage by suction or wave wash to property or persons. **Whitman Bridge** connecting Philadelphia with Gloucester City has a clearance of 139 feet under the full width of the main span. **Benjamin Franklin Bridge**, 0.3 mile above Chestnut Street, has a clearance of 135

feet for the middle 800 feet of the span and 128 feet under the rest of the span.

The wind direction for the summer is from the southwest, while northwesterly winds prevail during the winter. The annual prevailing direction is from the west-southwest. Destructive velocities are comparatively rare and occur mostly in gusts during summer thunderstorms. Only rarely have hurricanes in the vicinity caused widespread damage, then primarily through flooding.

Flood stages in the Schuylkill River normally occur twice a year. Flood stages seldom last over 12 hours and occur after excessive falls of precipitation during summer thunderstorms. Flood stages in the Delaware River are caused by abnormally high tides due to the water "backing up" under the strong south or southeast winds.

**Schuylkill River** is navigable for 7.3 miles to **Fairmount Dam**, Fairmount and is an important outlet for a part of the commerce of Philadelphia. The Federal project provides for a channel 33 feet deep to Passyunk Avenue bridge, thence 26 feet deep to Gibson Point, thence 22 feet deep to University Avenue bridge. Above that point most of the wharves have depths of about 12 feet at their faces.

A light marks the outer end of a sunken jetty on the east side of the entrance to Schuylkill River and a fog signal is on the west side. A **021°30'** lighted range marks the entrance, and buoys mark the channel within the river as far as the railroad bridge.

Schuylkill River is crossed by six bridges; Interstate 95 at Girard Point and the George C. Platt Memorial highway (Penrose Avenue) bridges, 0.6 mile and 1.3 miles, respectively, above the mouth, have clearances of 135 feet. The highway bridge 4.8 miles above the entrance has a clearance of 50 feet. The others, all drawbridges, have a minimum clearance of 15 feet. The bridgetender of the railroad swing bridge, 4.3 miles above the mouth, monitors VHF-FM channel 13; call sign XKS-238. Above the University Avenue bridge, the limiting clearance of the fixed bridges is 16 feet. The railroad bridge, 5.6 miles above the mouth, has a swing span with a clearance of 26 feet.

**League Island** at the junction of Delaware and Schuylkill Rivers is the site of the **Philadelphia Naval Shipyard. Reserve Basin**, in the northwest part of the reservation, is used to store vessels of the reserve fleet.

**Towage.**—A large fleet of tugs up to 3,300 hp is available at Philadelphia, day and night, for any type service required. As a general rule, tugs are not required for vessels moving between Philadelphia and the sea; most vessels traverse this distance under their own power.

**Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

**Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) Vessels subject to boarding for quarantine inspection are required to anchor off Marcus Hook boarding station. (See **110.1 and 110.157(a)(8), and (b)**, chapter 2, for quarantine anchorage regulations and limits.)

Philadelphia is a **customs port of entry**.

**Coast Guard.**—A **Marine Safety Office** is in Philadelphia. (See appendix for address.)

**Harbor regulations.**—Local rules and regulations are enforced by the Navigation Commission for the Delaware River (Pennsylvania). The authority of the Commission extends from the Pennsylvania-Delaware boundary line on the south to the head of the navigable waters of Delaware River on the north. Copies of the regulations may be obtained from the Navigation Commission for the Delaware River (Pennsylvania), 1400 W. Spring Garden Street, Philadelphia, Pa. 19130.

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

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

# 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](http://nauticalcharts.noaa.gov/service/navmanagers)

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>

12313



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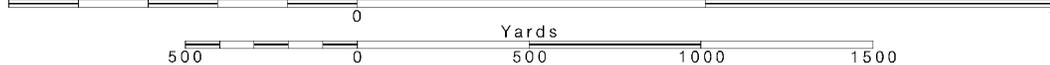
4

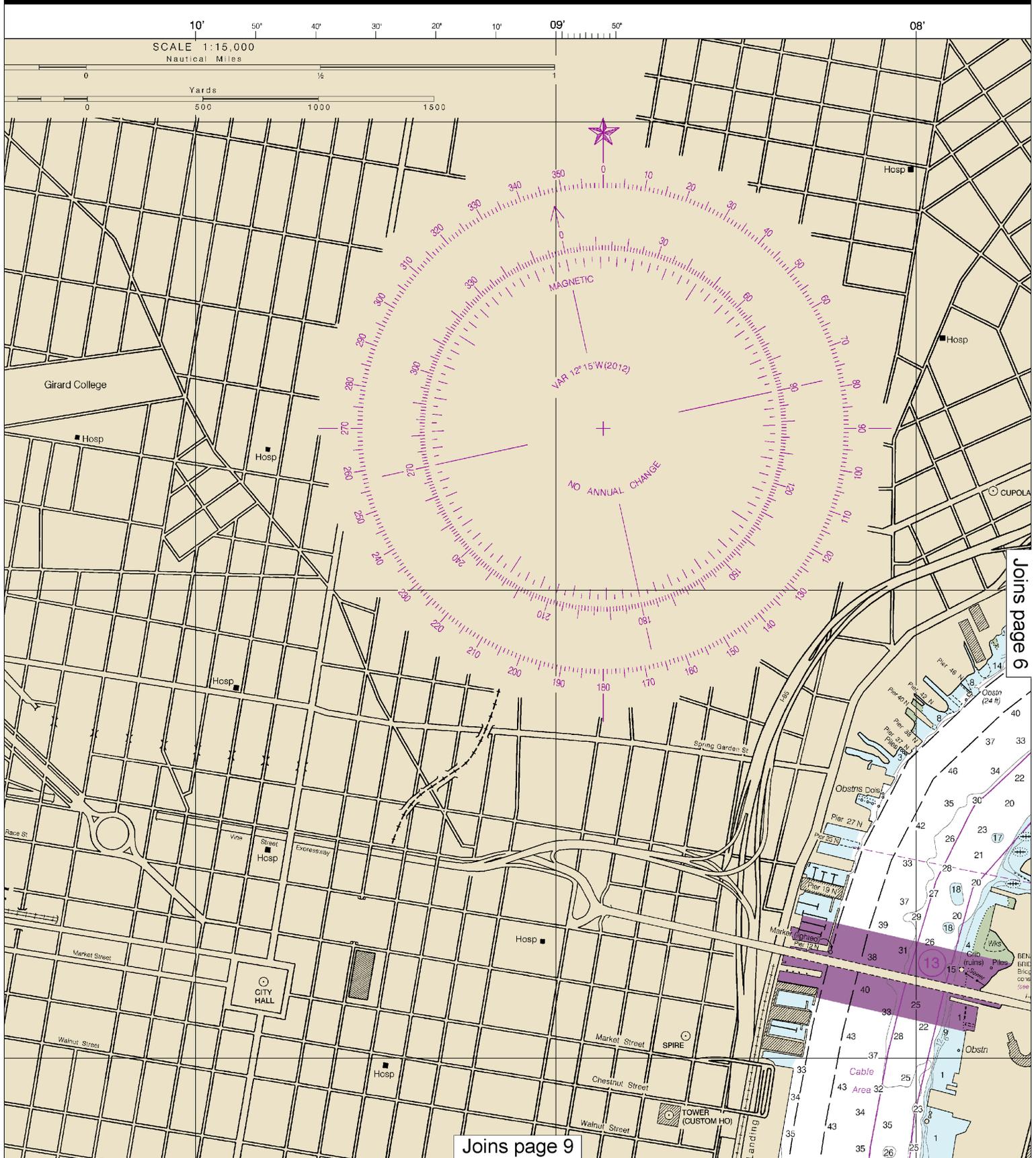
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

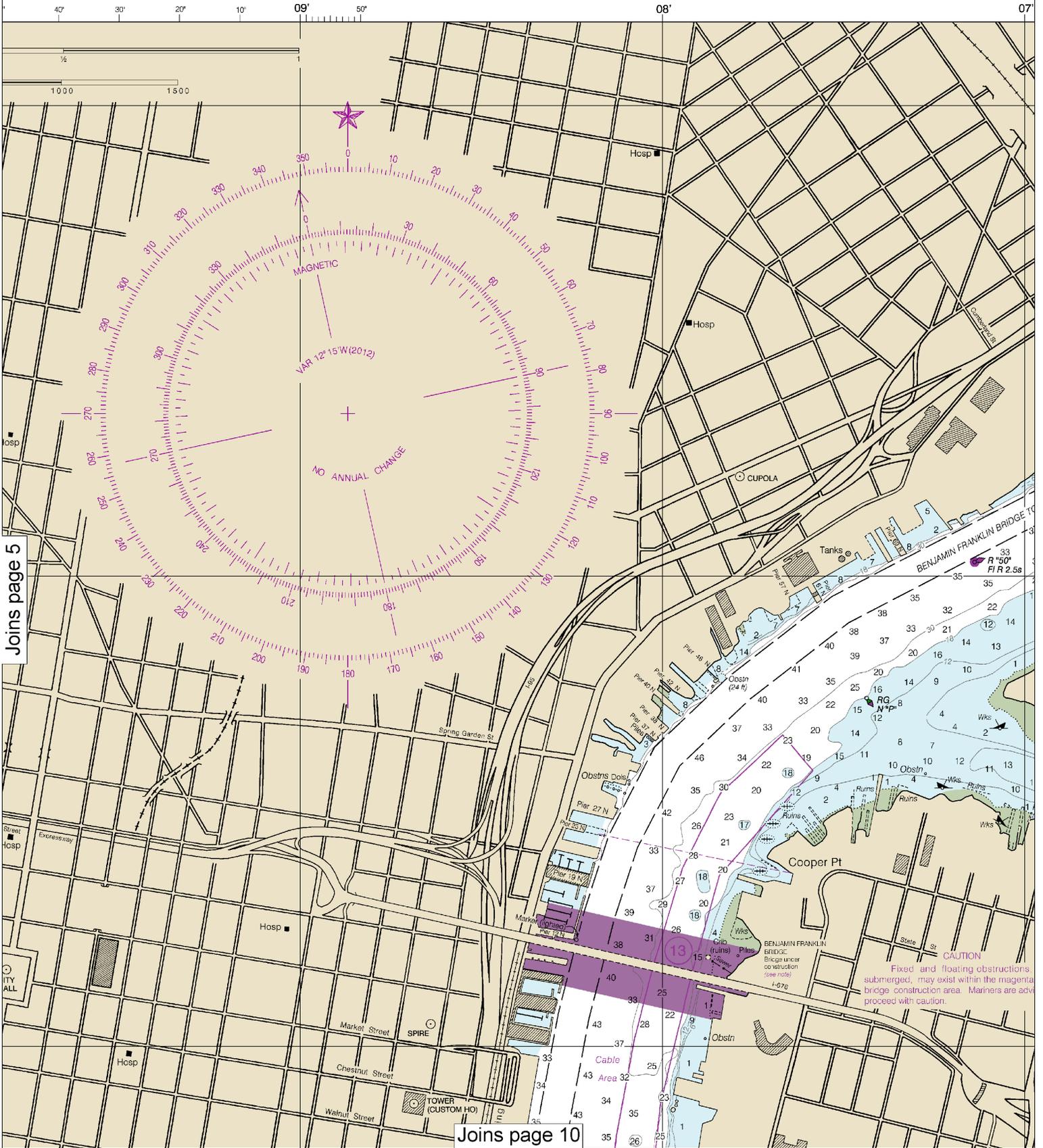
SCALE 1:15,000  
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Joins page 5

Joins page 10

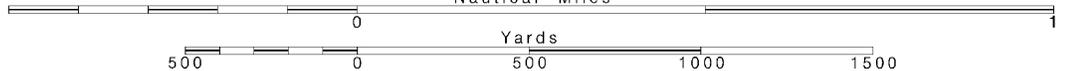


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

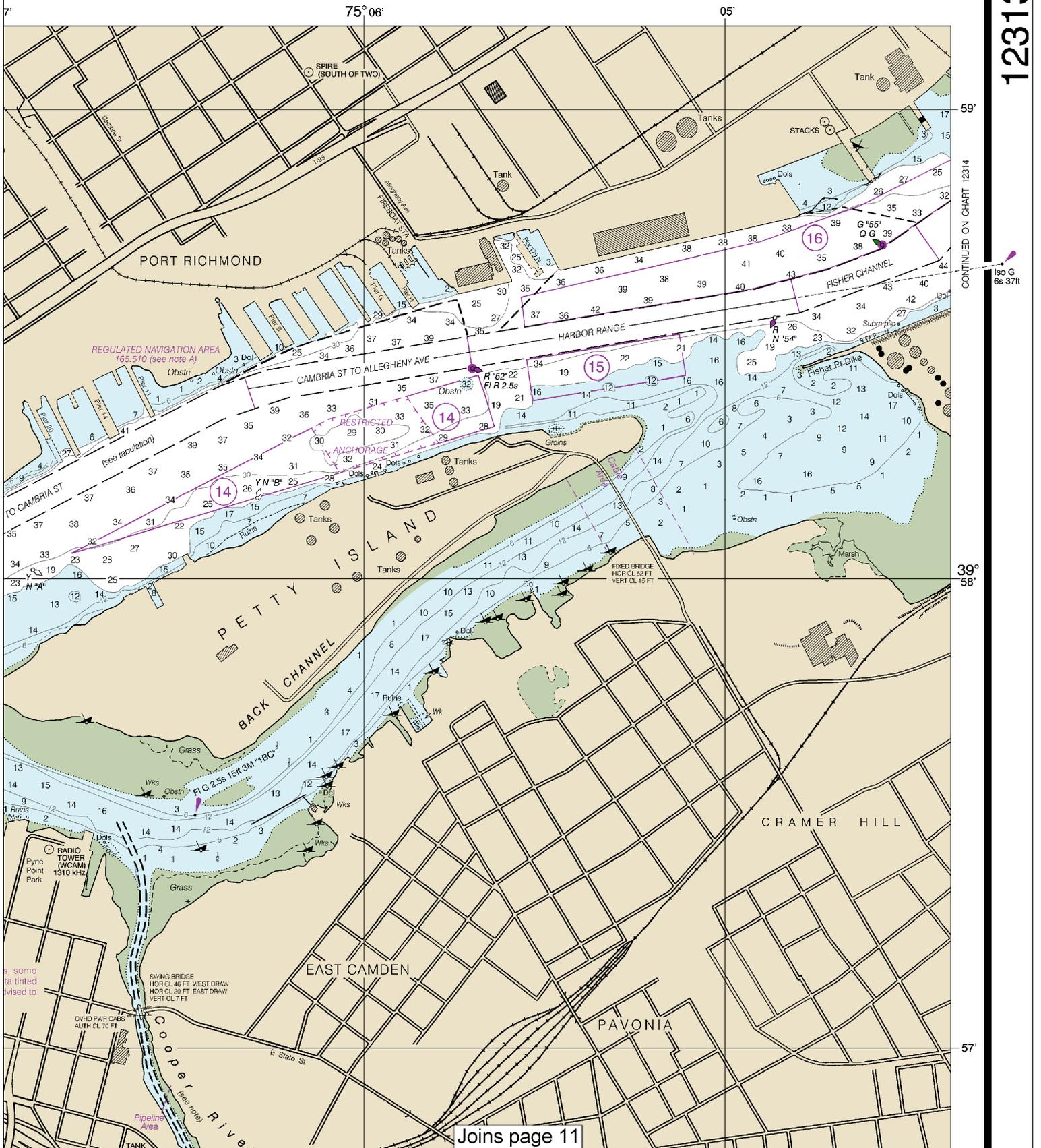
SCALE 1:15,000  
Nautical Miles

See Note on page 5.



# SOUNDINGS IN FEET

12313



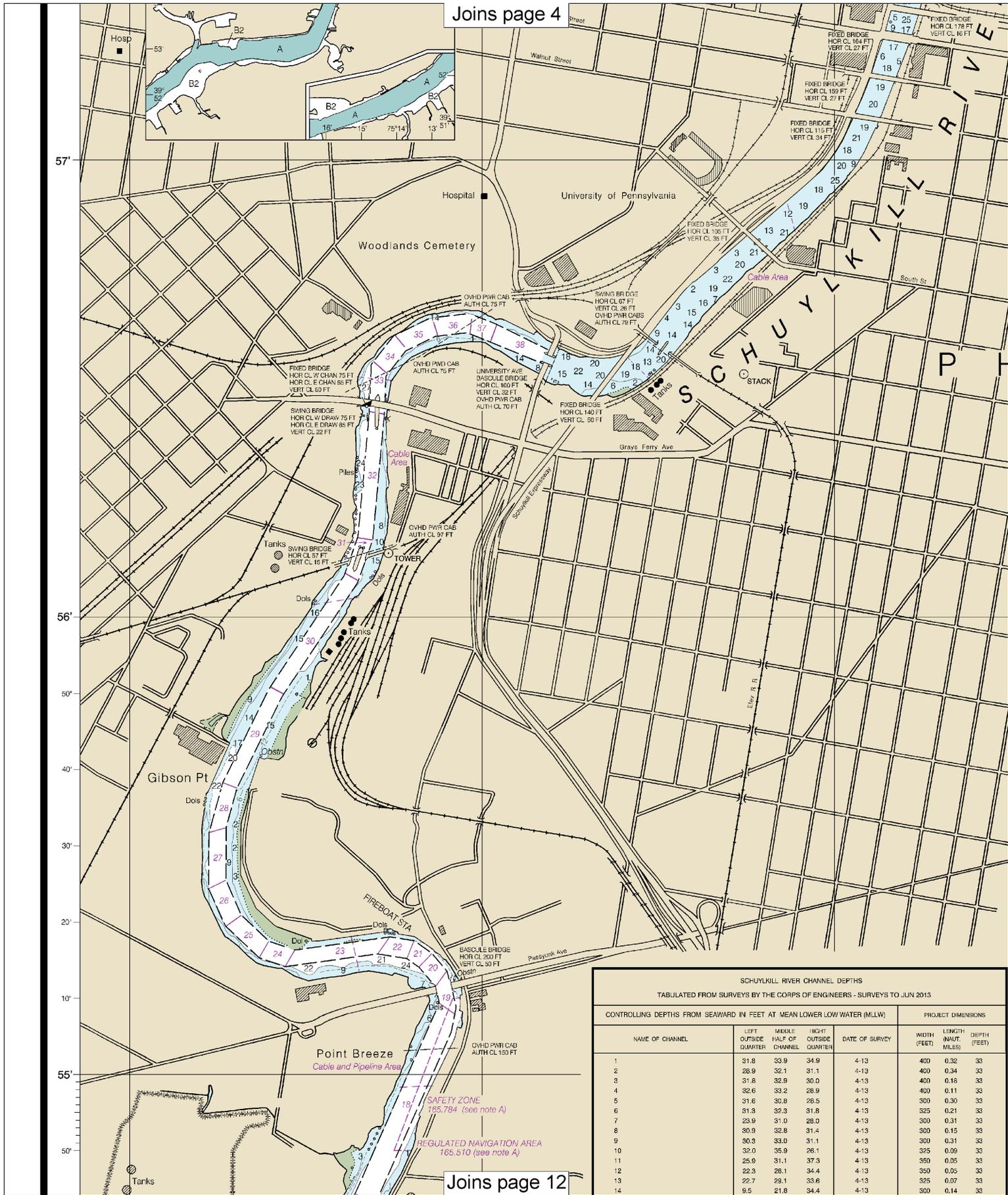
CONTINUED ON CHART 12314

ISO G 6S 37ft

Joins page 11

53rd Ed., Jan. 2012. Last Correction: 8/23/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

7



SCHUYLKILL RIVER CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUN 2013						
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)	DEPTH (FEET)
1	31.8	33.9	34.9	4-13	400	0.32
2	28.9	32.1	31.1	4-13	400	0.34
3	31.8	32.9	30.0	4-13	400	0.15
4	32.6	33.2	28.9	4-13	400	0.11
5	31.6	30.9	28.5	4-13	300	0.30
6	31.3	32.3	31.8	4-13	325	0.21
7	23.9	31.0	28.0	4-13	300	0.31
8	30.9	32.8	31.4	4-13	300	0.15
9	30.3	33.0	31.1	4-13	300	0.31
10	32.0	35.9	26.1	4-13	325	0.09
11	25.9	31.1	37.3	4-13	350	0.05
12	22.3	28.1	34.4	4-13	350	0.05
13	22.7	29.1	33.6	4-13	325	0.07
14	9.5	21.8	34.4	4-13	300	0.14

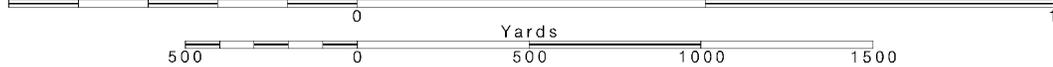


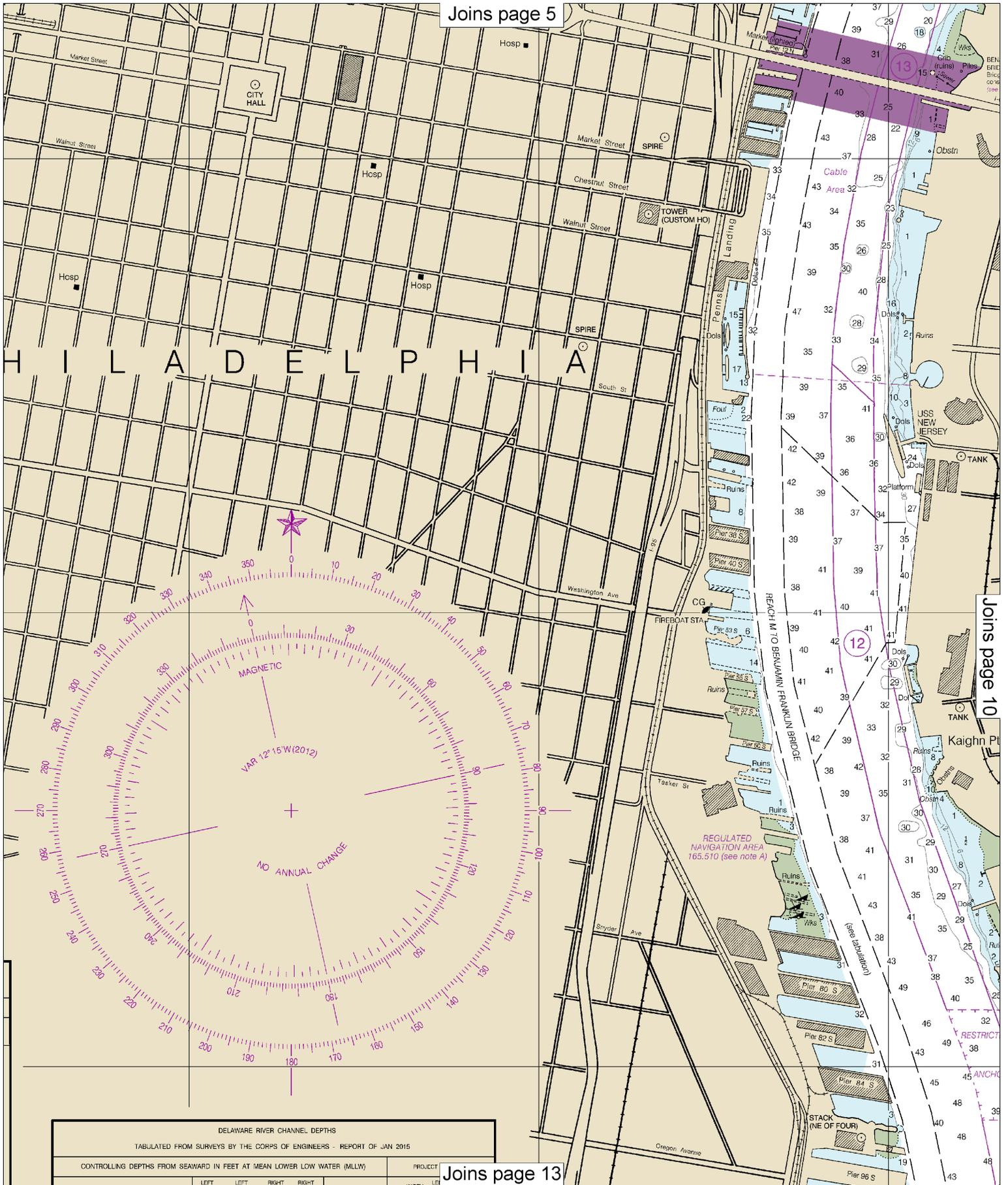
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

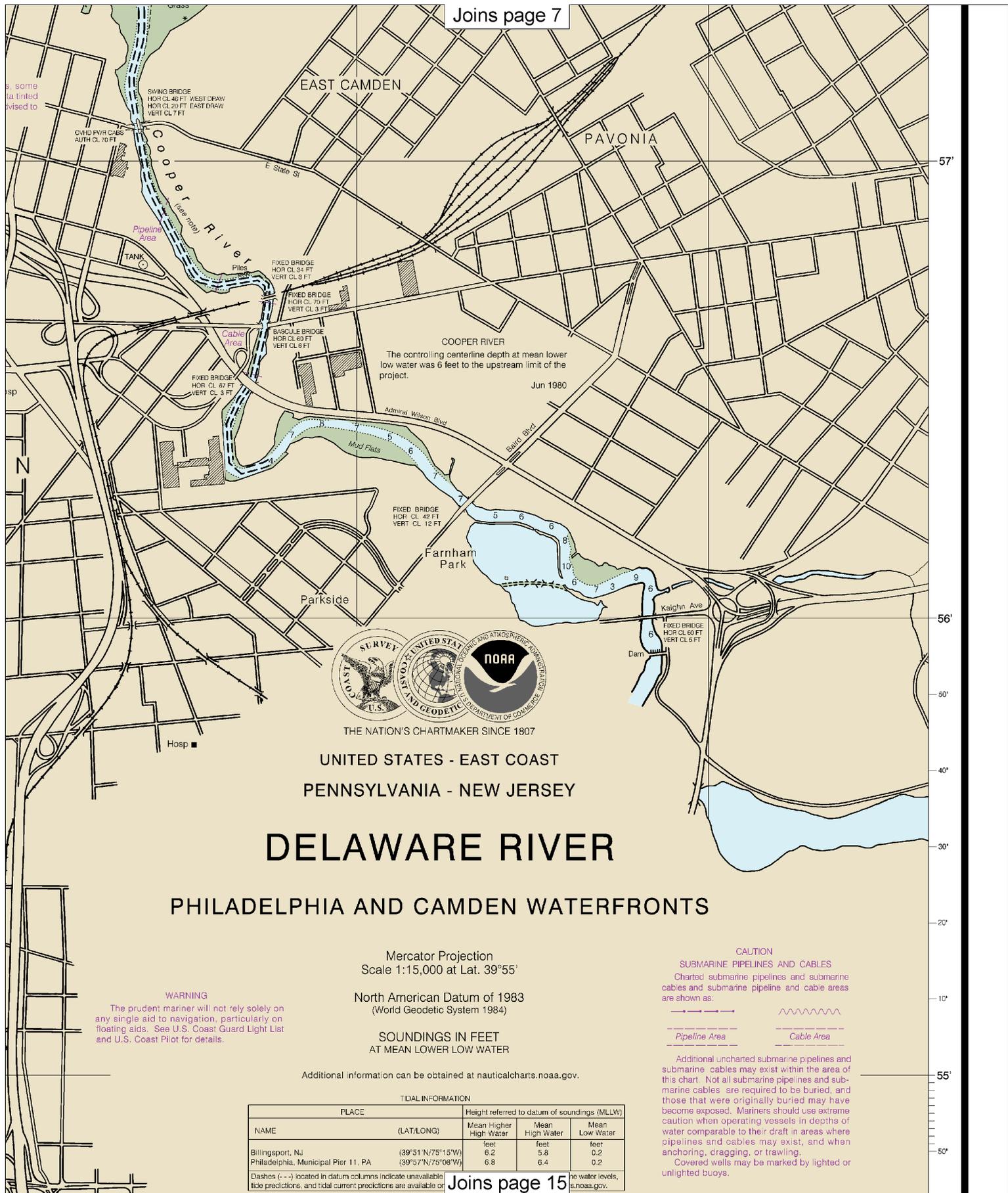
SCALE 1:15,000  
Nautical Miles

See Note on page 5.









THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST  
PENNSYLVANIA - NEW JERSEY

# DELAWARE RIVER

## PHILADELPHIA AND CAMDEN WATERFRONTS

Mercator Projection  
Scale 1:15,000 at Lat. 39°55'

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).

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

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



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.

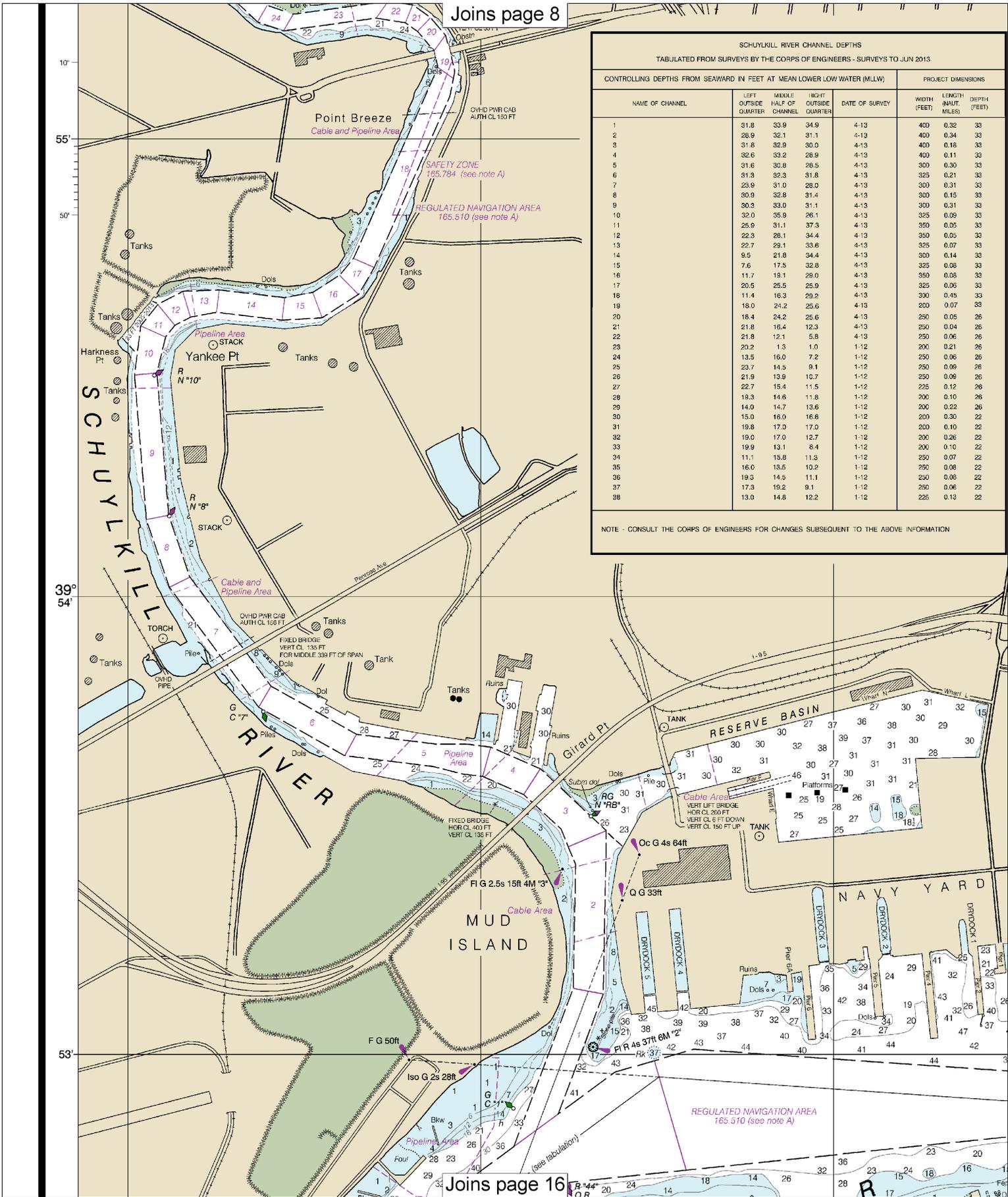
TIDAL INFORMATION

PLACE	NAME	(LAT./LONG.)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
Billingsport, NJ		(39°51'N/75°13'W)	feet	feet	feet
Philadelphia, Municipal Pier 11, PA		(39°57'N/75°08'W)	6.2	5.8	0.2
			6.8	6.4	0.2

57'  
56'  
50'  
40'  
30'  
20'  
10'  
55'  
50'

SCHUYLKILL RIVER CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUN 2013						
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)	DEPTH (FEET)
1	31.8	33.9	34.9	4-13	400	0.32
2	28.9	32.1	31.1	4-13	400	0.34
3	31.8	32.9	30.0	4-13	400	0.18
4	32.6	33.2	28.9	4-13	400	0.11
5	31.6	30.8	28.5	4-13	300	0.30
6	31.8	32.3	31.8	4-13	325	0.21
7	23.9	31.0	28.0	4-13	300	0.31
8	30.9	32.8	31.4	4-13	300	0.15
9	30.3	33.0	31.1	4-13	300	0.31
10	32.0	35.9	26.1	4-13	325	0.09
11	25.9	31.1	37.3	4-13	350	0.05
12	22.3	28.1	34.4	4-13	350	0.05
13	22.7	28.1	33.6	4-13	325	0.07
14	9.5	21.8	34.4	4-13	300	0.14
15	7.6	17.5	32.8	4-13	325	0.08
16	11.7	18.1	28.0	4-13	350	0.08
17	20.5	25.5	25.9	4-13	325	0.06
18	11.4	16.3	29.2	4-13	300	0.45
19	18.0	24.2	25.6	4-13	200	0.07
20	18.4	24.2	25.6	4-13	250	0.05
21	21.8	16.4	12.3	4-13	250	0.04
22	21.8	12.1	5.8	4-13	250	0.06
23	20.2	1.3	1.0	1-12	200	0.21
24	13.5	16.0	7.2	1-12	250	0.06
25	23.7	14.5	9.1	1-12	250	0.09
26	21.9	13.9	10.7	1-12	250	0.09
27	22.7	15.4	11.5	1-12	225	0.12
28	19.3	14.6	11.8	1-12	200	0.10
29	14.0	14.7	13.6	1-12	200	0.22
30	15.0	16.0	16.6	1-12	200	0.30
31	19.8	17.0	17.0	1-12	200	0.10
32	19.0	17.0	12.7	1-12	200	0.26
33	19.9	13.1	8.4	1-12	200	0.10
34	11.1	15.8	11.3	1-12	250	0.07
35	16.0	13.5	10.2	1-12	250	0.08
36	19.3	14.5	11.1	1-12	250	0.08
37	17.3	19.2	9.1	1-12	250	0.06
38	13.0	14.8	12.2	1-12	225	0.13

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

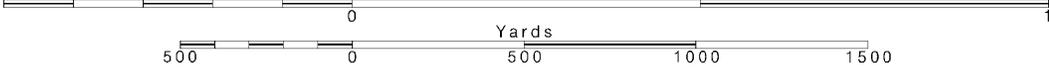


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

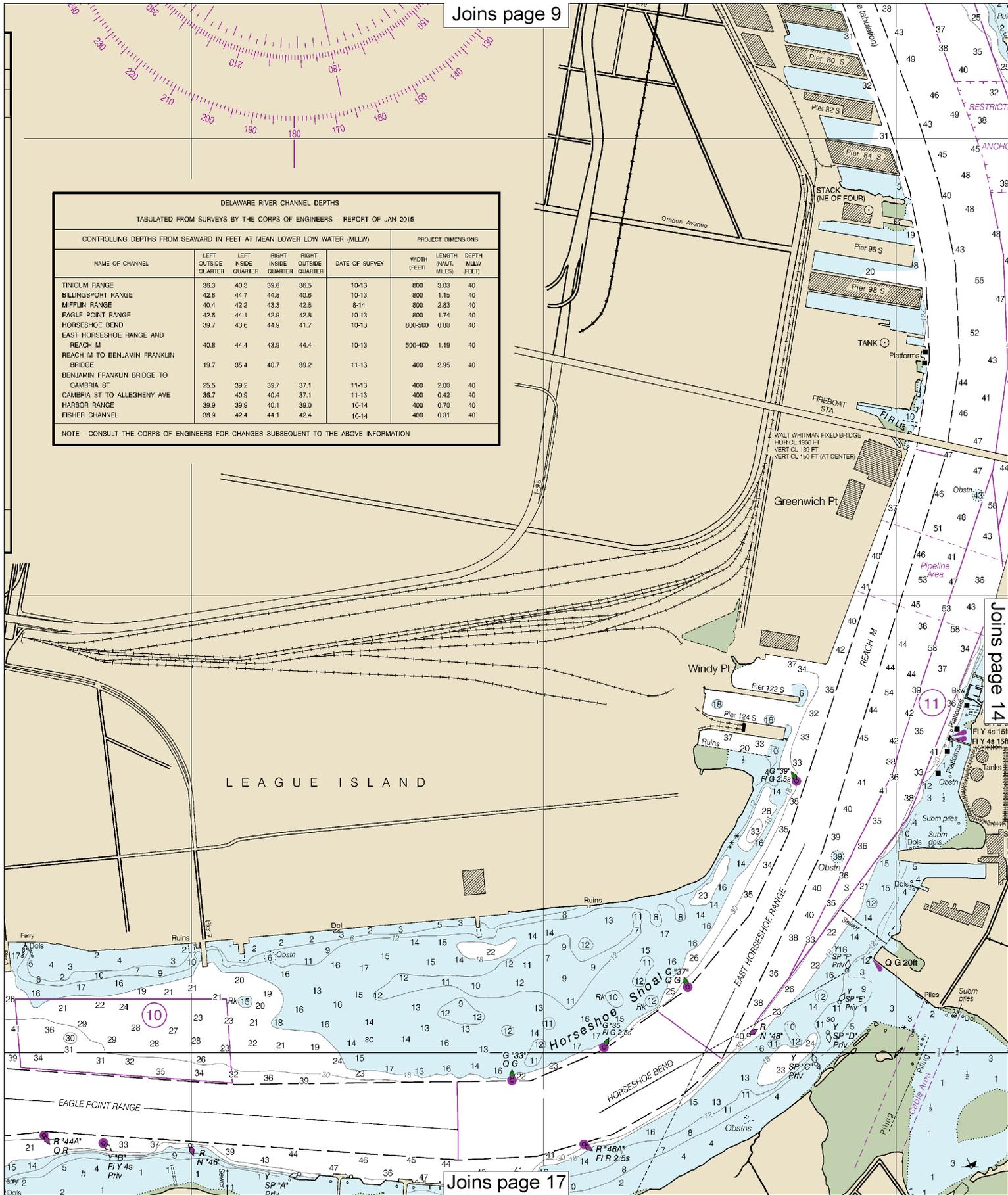
See Note on page 5.



DELAWARE RIVER CHANNEL DEPTHS  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2015

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
TINICUM RANGE	36.3	40.3	39.6	36.5	10-13	800	3.03	40
BILLINGSPOUT RANGE	42.6	44.7	44.9	40.6	10-13	800	1.15	40
MIFFLIN RANGE	40.4	42.2	43.3	42.6	8-14	800	2.83	40
EAGLE POINT RANGE	42.5	44.1	42.9	42.8	10-13	800	1.74	40
HORSESHOE BEND	39.7	43.6	44.9	41.7	10-13	800-500	0.80	40
EAST HORSESHOE RANGE AND REACH M	40.8	44.4	43.9	44.4	10-13	500-400	1.19	40
REACH M TO BENJAMIN FRANKLIN BRIDGE	19.7	35.4	40.7	39.2	11-13	400	2.95	40
BENJAMIN FRANKLIN BRIDGE TO CAMBRIA ST	25.5	39.2	39.7	37.1	11-13	400	2.00	40
CAMBRIA ST TO ALLEGHENY AVE	35.7	40.9	40.4	37.1	11-13	400	0.42	40
HARBOR RANGE	39.9	39.9	40.1	39.0	10-14	400	0.70	40
FISHER CHANNEL	38.9	42.4	44.1	42.4	10-14	400	0.31	40

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



Joins page 10

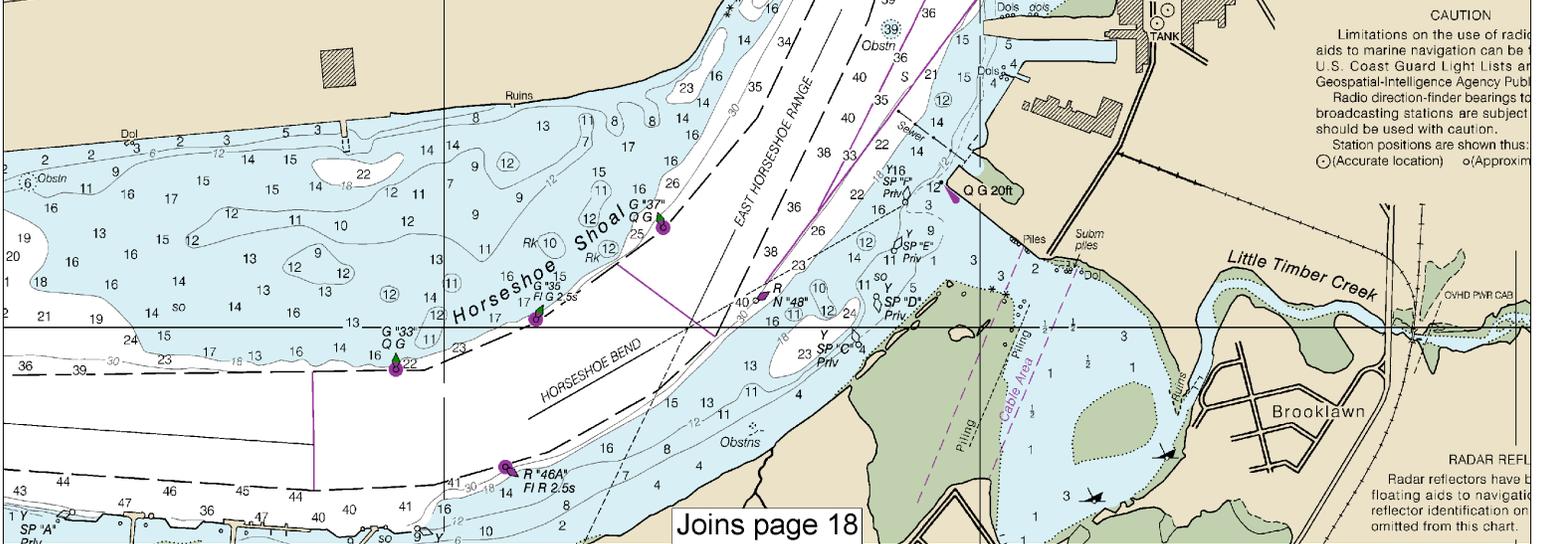
RIVER CHANNEL DEPTHS  
CORPUS OF ENGINEERS - REPORT OF JAN 2015

MEAN LOWER LOW WATER (MLLW)			PROJECT DIMENSIONS		
RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
39.8	36.5	10-13	800	3.03	40
44.8	40.6	10-13	800	1.15	40
43.3	42.8	8-14	800	2.83	40
42.9	42.8	10-13	800	1.74	40
44.9	41.7	10-13	800-500	0.80	40
43.9	44.4	10-13	500-400	1.19	40
40.7	39.2	11-13	400	2.95	40
38.7	37.1	11-13	400	2.00	40
40.4	37.1	11-13	400	0.42	40
40.1	39.0	10-14	400	0.70	40
44.1	42.4	10-14	400	0.31	40

SEE SUBSEQUENT TO THE ABOVE INFORMATION

Joins page 13

AGUE ISLAND



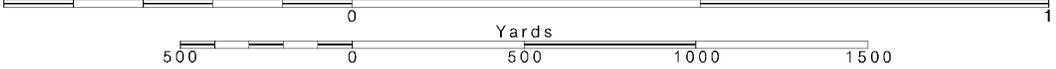
Joins page 18

14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:15,000 Nautical Miles

See Note on page 5.



CAUTION  
 Limitations on the use of radio aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Geospatial-Intelligence Agency Publications.  
 Radio direction-finder bearings to broadcasting stations are subject should be used with caution.  
 Station positions are shown thus:  
 (O) (Accurate location) (o) (Approximate location)

RADAR REFLECTORS  
 Radar reflectors have been placed on floating aids to navigation. Reflector identification numbers are omitted from this chart.

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).

**TIDAL INFORMATION**

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Billingsport, NJ	(39°51'N/75°15'W)	feet 6.2	feet 5.8	feet 0.2
Philadelphia, Municipal Pier 11, PA	(39°57'N/75°08'W)	feet 6.8	feet 6.4	feet 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>. (Dec 2011)

For Symbols and Abbreviations see Chart No. 1

**HEIGHTS**

Heights in feet above Mean High Water.

**AUTHORITIES**

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

**CAUTION**

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

**SUPPLEMENTAL INFORMATION**

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

**AIDS TO NAVIGATION**

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

**ANCHORAGE AREAS**

110.157 (see note A)

Limits and assigned numbers of anchorage areas are shown in magenta.

**GENERAL ANCHORAGES**

- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16

**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.

**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 Philadelphia, Pennsylvania. Refer to charted regulation section numbers.

**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 0.403' northward and 1.350' eastward to agree with this chart.

**POLLUTION REPORTS**

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

**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.

**NOAA WEATHER RADIO BROADCASTS**

The NOAA Weather Radio station listed below provides 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.

Philadelphia, PA KIH-28 162.475 MHz

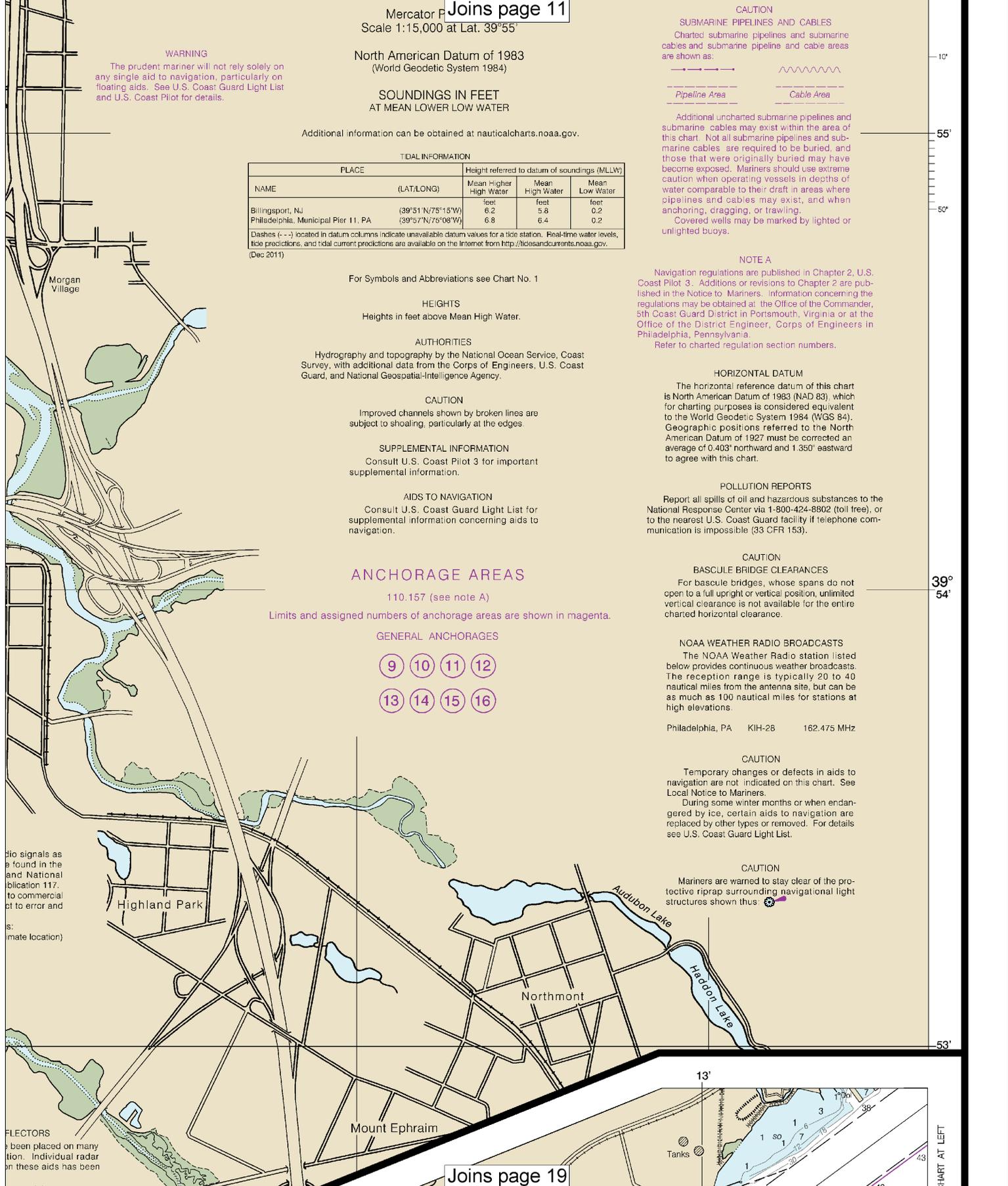
**CAUTION**

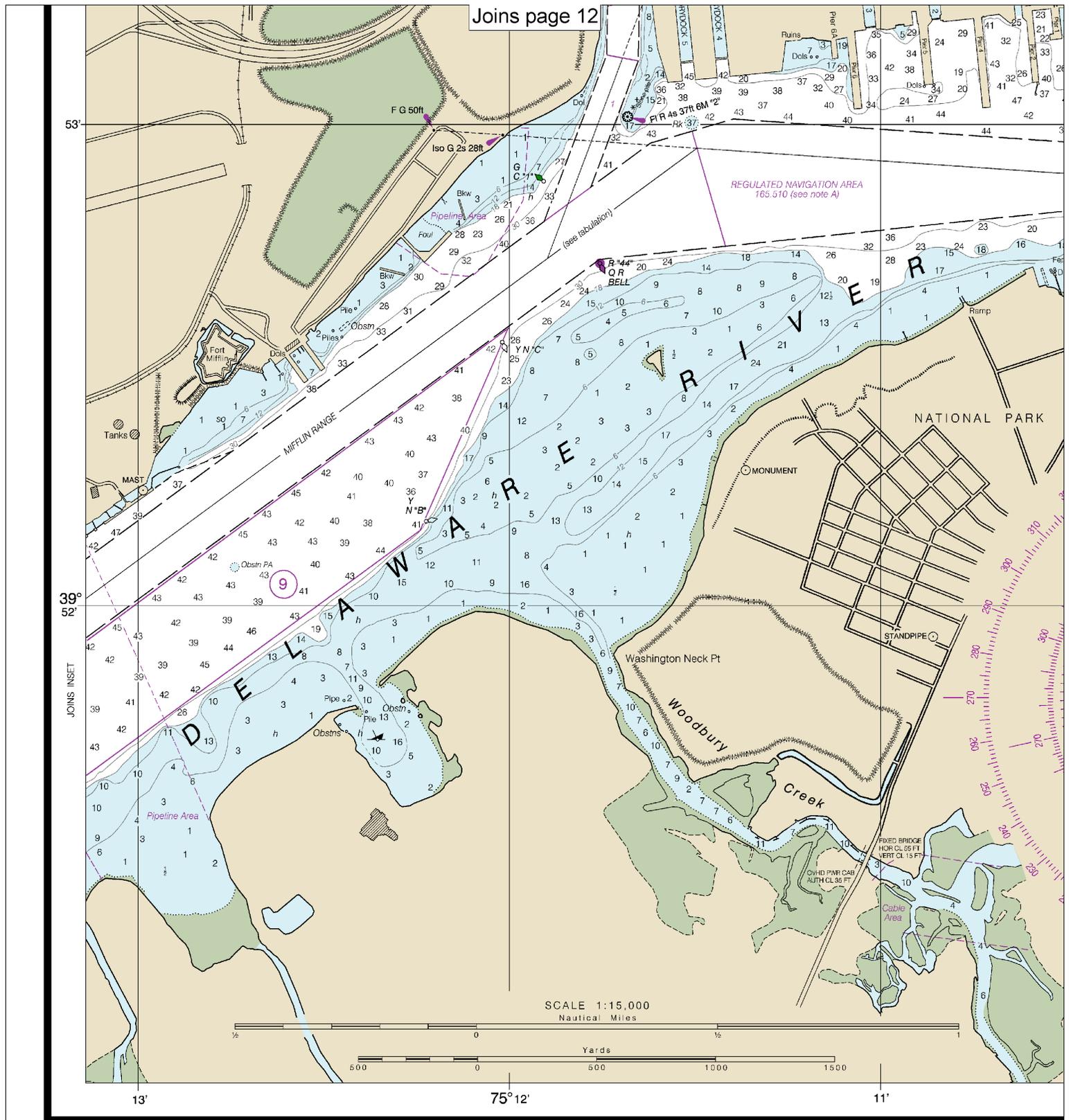
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

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





12313

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).

SOUNDINGS IN FEET

53rd Ed., Jan. 2012. Last Correction: 8/23/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

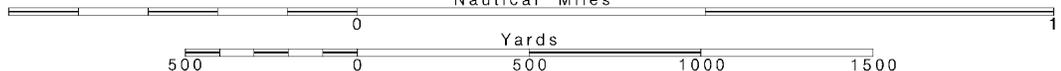
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

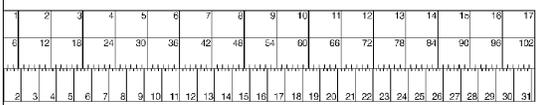
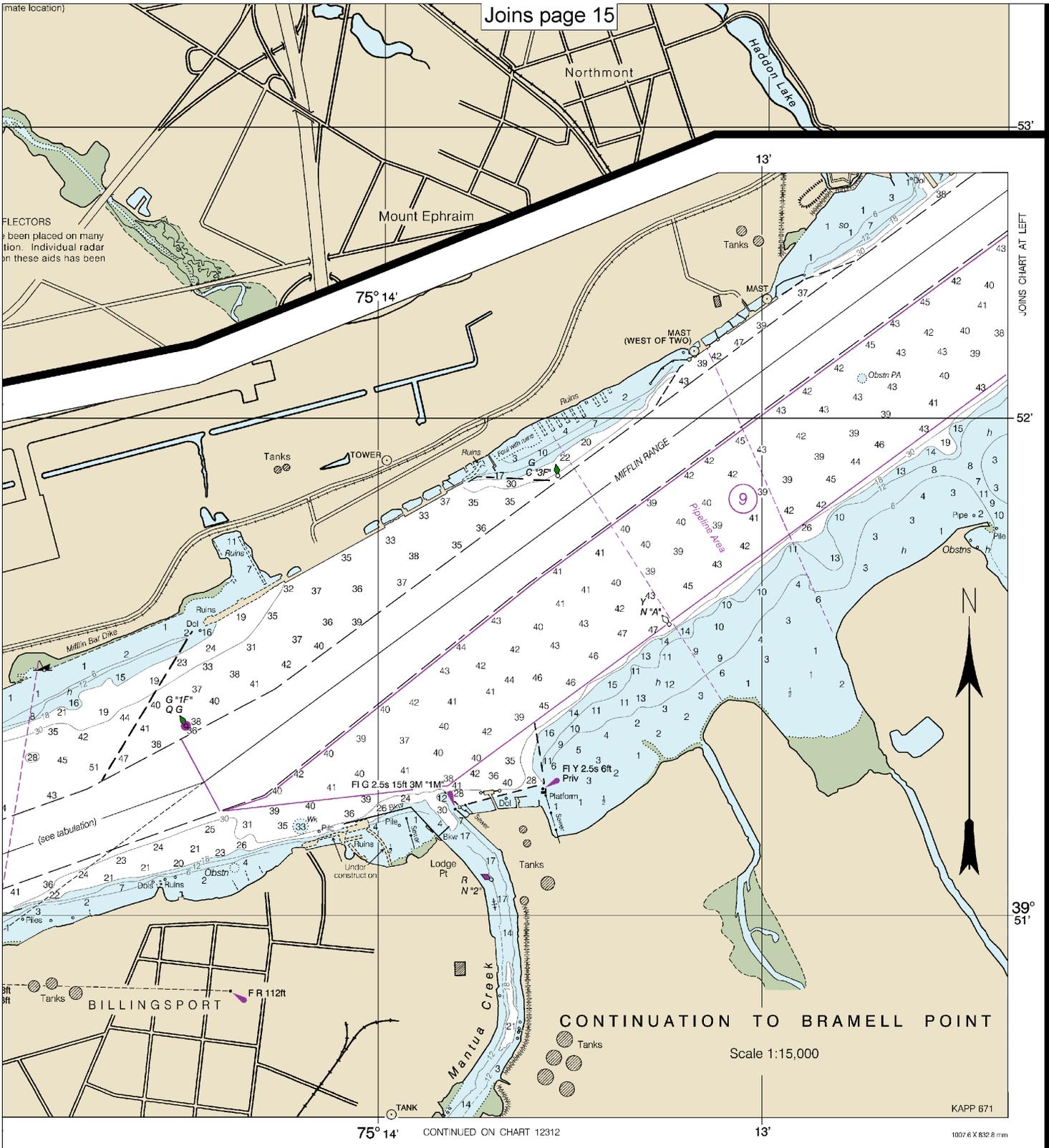
SCALE 1:15,000  
Nautical Miles

See Note on page 5.









Philadelphia and Camden Waterfronts  
SOUNDINGS IN FEET - SCALE 1:15,000

12313



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>



— For the latest news from Coast Survey, follow @NOAAcharts



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.