

BookletChart™

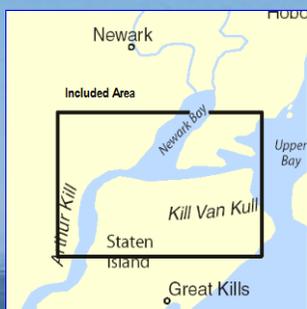


Kill Van Kull and Northern Part of Arthur Kill

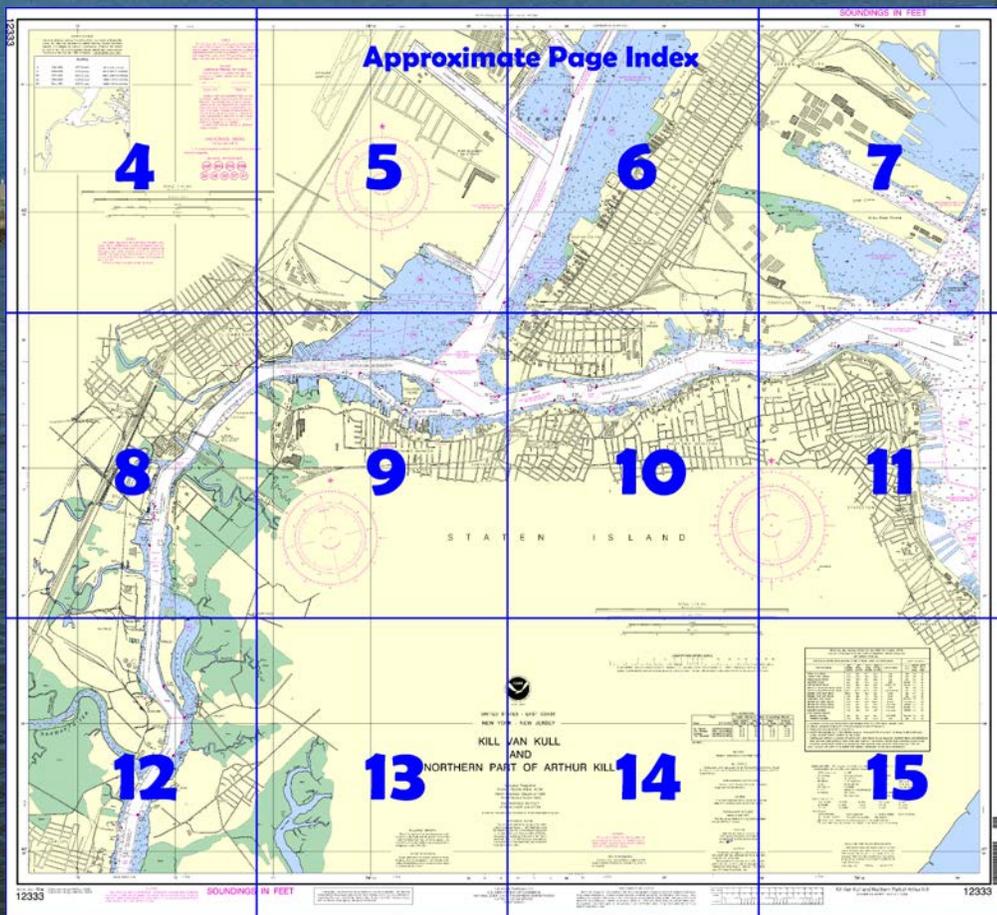
NOAA Chart 12333

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.

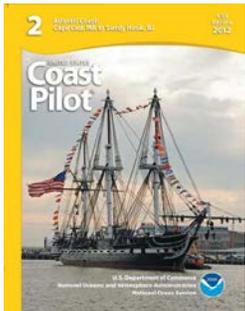
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12333>



(Selected Excerpts from Coast Pilot)

Arthur Kill is the narrow body of water separating Staten Island from New Jersey. The cities of Perth Amboy, Tottenville, Elizabeth, many large factories, and oil refineries and storage facilities are on its shores. Northern Arthur Kill and Kill Van Kull are the major channels for bulk, containerized, and petroleum cargo in New York Harbor.
Federal project depth in Arthur Kill is 35 feet.

Numerous sunken and visible wrecks are adjacent to both sides of the channel in Arthur Kill; caution is advised.
A liquefied petroleum gas (LPG) facility is on the west side of Arthur Kill south of **Morses Creek**. A moving **safety zone** has been established

around loaded LPG vessels transiting between Scotland Lighted Horn Buoy S at the entrance to Sandy Hook Channel and the LPG facility. The mean range of tide in Arthur Kill is about 5 feet. Throughout Arthur Kill the flood sets from Raritan Bay to Newark Bay and the ebb in reverse direction. Velocities of current vary from about 1 to 1.5 knots. In October 1991, tidal currents in Arthur Kill were reported to deviate significantly from official predictions published by the National Ocean Service. Mariners should exercise caution and discretion in the use of published tidal current predictions.

Rahway River enters Arthur Kill from westward, about 7.2 miles above Ward Point, and extends westward for about 4.5 miles to the town of **Rahway**. It is used only by small craft. In May 1981, a reported depth of 5 feet could be taken to Lamberts Wharf about 2.1 miles above the mouth and about 0.5 mile above the New Jersey Turnpike bridge. Name or location, type of span, distance above mouth, and clearances of the bridges over Rahway River are as follows: East Rahway, bascule, 1.7 miles, 6 feet; Linden and Carteret, fixed, 1.8 miles, 36 feet; Lawrence Street, fixed, 3.8 miles, 6 feet; U.S. Route 1/9, fixed, 3.9 miles, 23 feet; Milton Avenue, fixed 42-foot span, 4.2 miles, 4 feet; Monroe Avenue, fixed 30-foot span, 4.4 miles, 7 feet.

The **Goethals Bridge**, 10 miles above Ward Point, has a fixed span with a clearance of 137 feet over Arthur Kill just southward of Elizabethport. The railroad bridge, 200 yards above Goethals Bridge, has a vertical lift span with a clearance of 31 feet down and 135 feet up. The bridgetender at the railroad bridge monitors VHF-FM channel 13; call sign KXS-237.

Elizabethport, about 11 miles above Ward Point, is the eastern part of the city of **Elizabeth**. It is at the northern end of Arthur Kill at its junction with Newark Bay.

Elizabeth River enters Arthur Kill from westward at Elizabethport. The overhead power cable just above the entrance has a clearance of 59 feet. South Front Street Bridge, just above the mouth of the river, has a bascule span with a clearance of 3 feet; South First Street Bridge, 0.5 mile above the mouth has a bascule span with a clearance of 5 feet; and Elizabethport railroad bridge, 0.8 mile above the mouth, has a bascule span with a clearance of 14 feet. The bridges above the railroad bridge have a least clearance of 3 feet.

Kill Van Kull separates the southern shore of the city of Bayonne from Staten Island and connects the Upper Bay of New York Harbor with Newark Bay and Arthur Kill. Kill Van Kull is a major channel for petroleum and bulk cargo in New York Harbor, and has extensive through traffic and large factories on its shores.

Physical Oceanographic Real-Time System (P.O.R.T.S.) is an information acquisition and dissemination technology developed by National Ocean Service, NOAA. The Port of New York and New Jersey Physical Oceanographic Real-Time System can be contacted via telephone 866-217-6787 or the Internet at: <http://www.ops.nos.noaa.gov>.

Caution.—Numerous sunken and visible wrecks are adjacent to both sides of the channel in Arthur Kill; caution is advised.

A liquefied petroleum gas (LPG) facility is on the west side of Arthur Kill immediately south of **Morses Creek**. A moving **safety zone** has been established around loaded LPG vessels transiting between Scotland Lighted Whistle Buoy S at the entrance to Sandy Hook Channel and the LPG facility. (See **165.1 through 165.7, 165.20 through 165.25, and 165.160**, chapter 2, for limits and regulations.)

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

RCC Boston Commander
1st CG District (617) 223-8555
Boston, MA

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



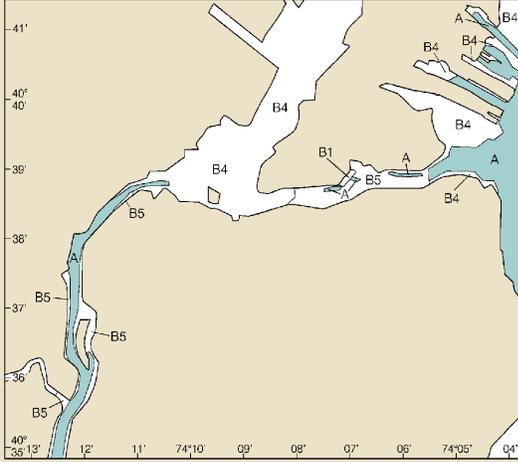
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

13' 12' 11' 2 130 000

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	1990-2007	NOS Surveys	full bottom coverage
B1	1990	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre - 1900	NOS Surveys	partial bottom coverage



NOTE B

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

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.

ANCHORAGE AREAS

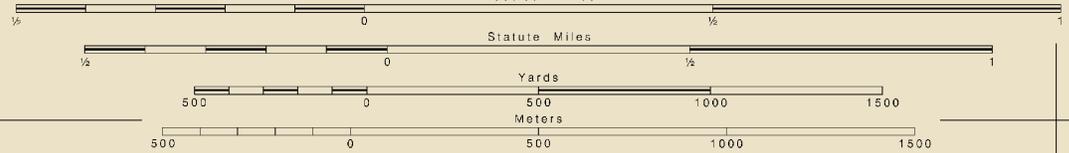
110.155 (see note A)

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

GENERAL ANCHORAGES



SCALE 1:15,000
Nautical Miles



NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. 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, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, NY. Refer to charted regulation section numbers.

Joins page 8

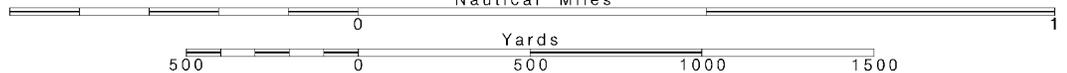
ELIZABETHPORT
CHURCH DOME
E SPIRE

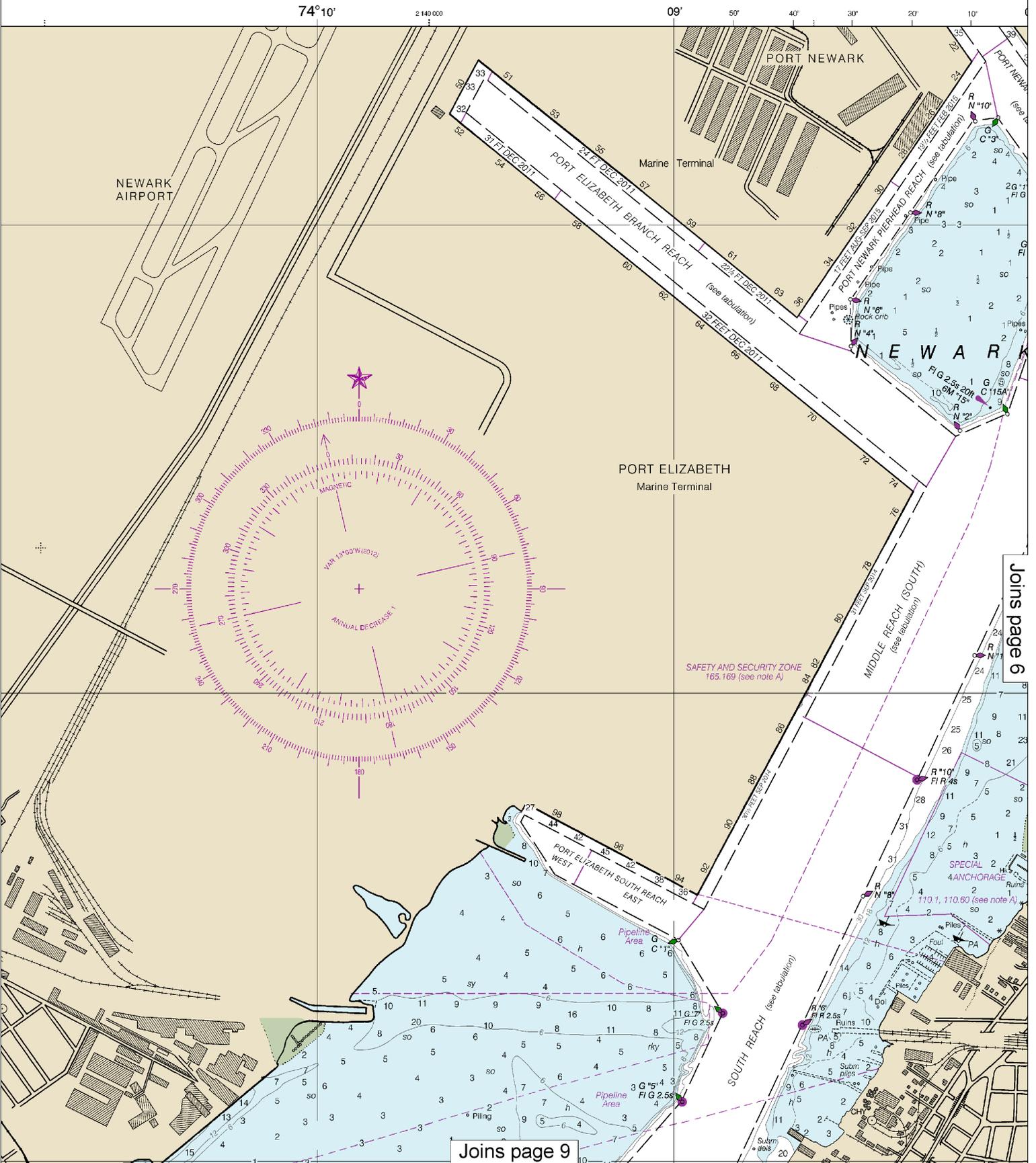
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

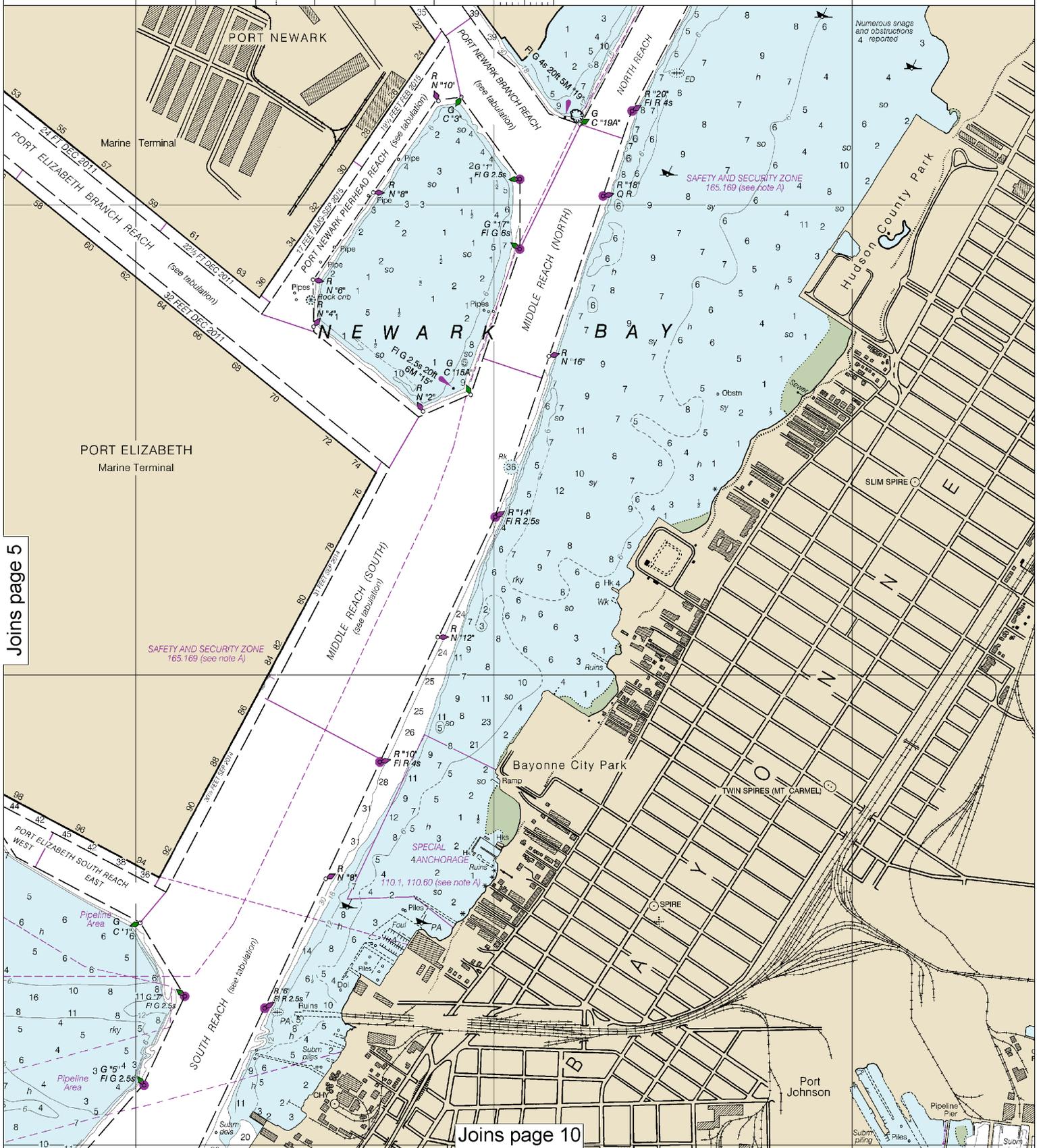
See Note on page 5.





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

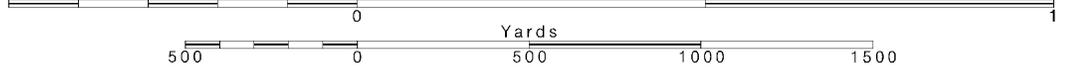


Note: Chart grid lines are aligned with true north.

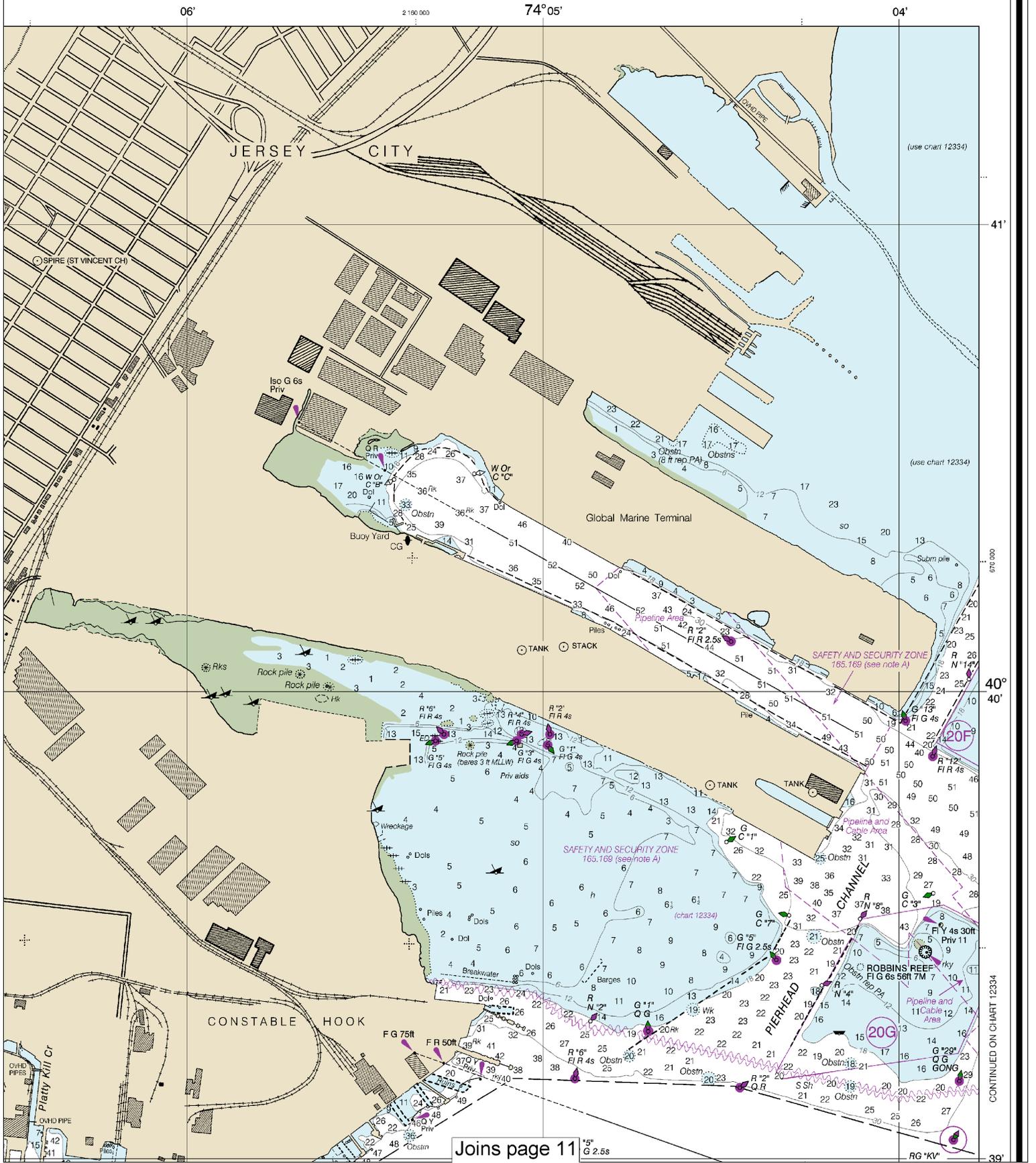
Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



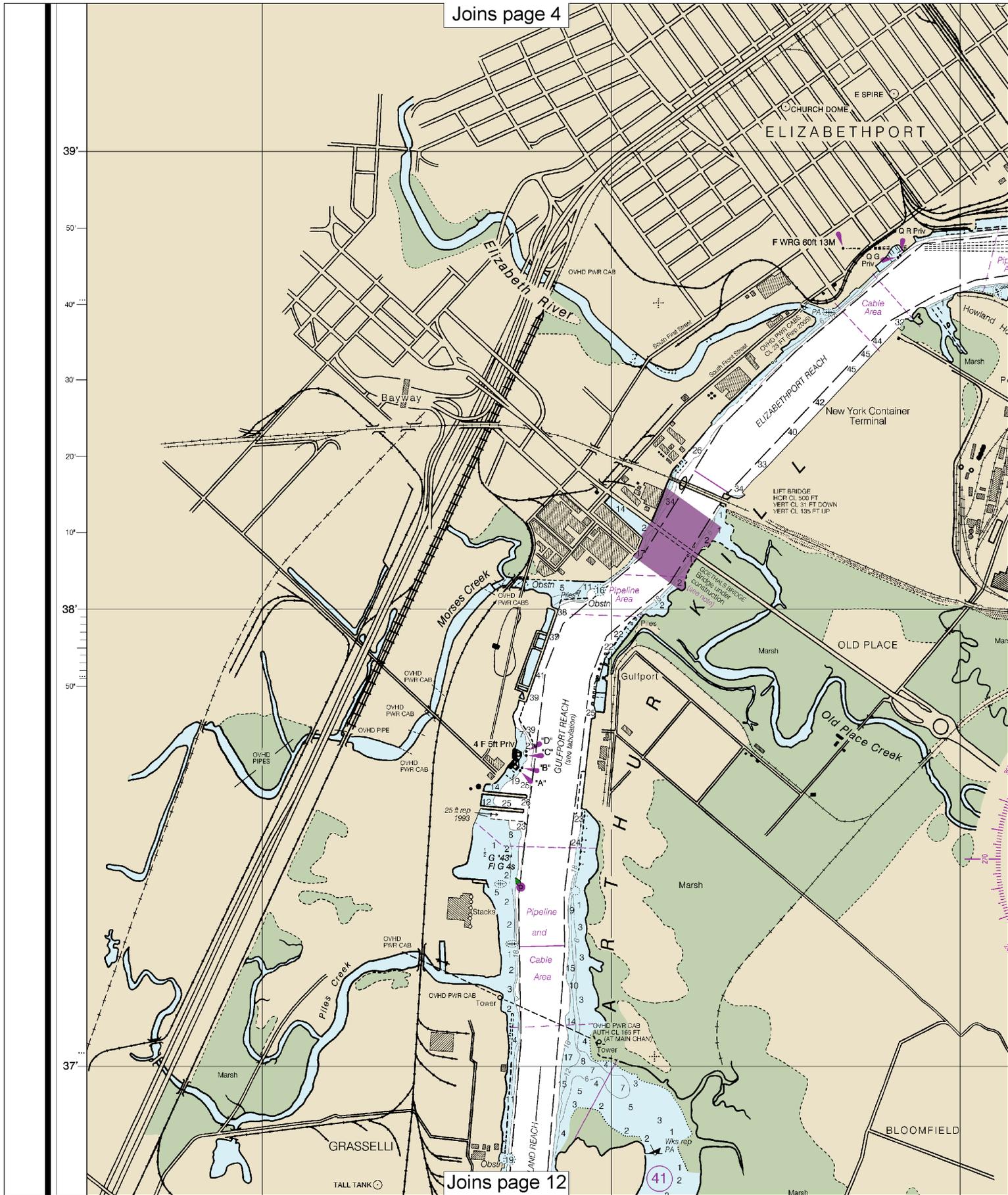
SOUNDINGS IN FEET



Joins page 11 ^{5"}G 2.5s

37th Ed., Dec. 2012. Last Correction: 11/30/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)





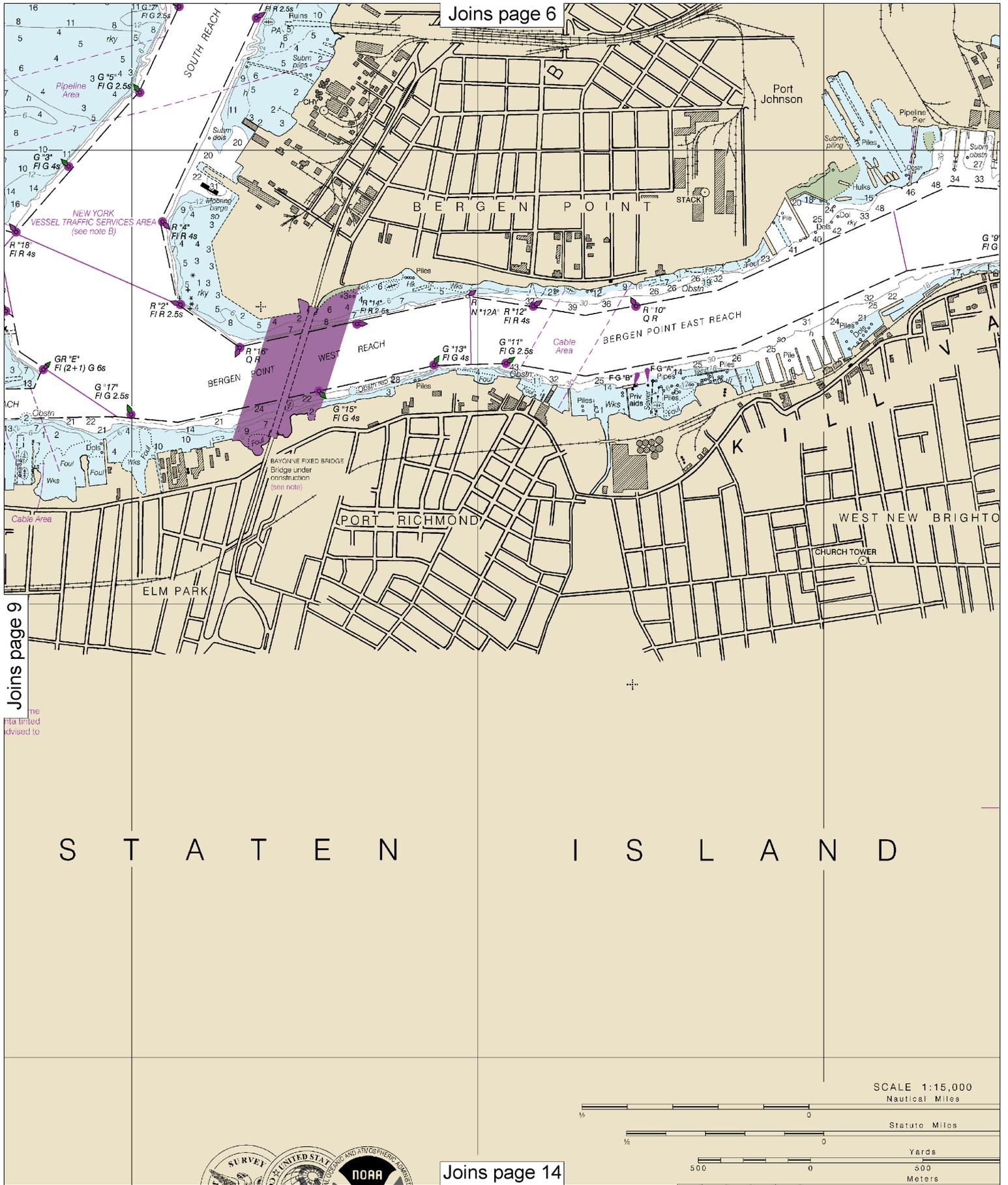
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





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Joins page 9

Joins page 14

S T A T E N I S L A N D

SCALE 1:15,000
Nautical Miles

Statute Miles

Yards

Meters



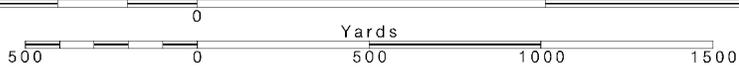
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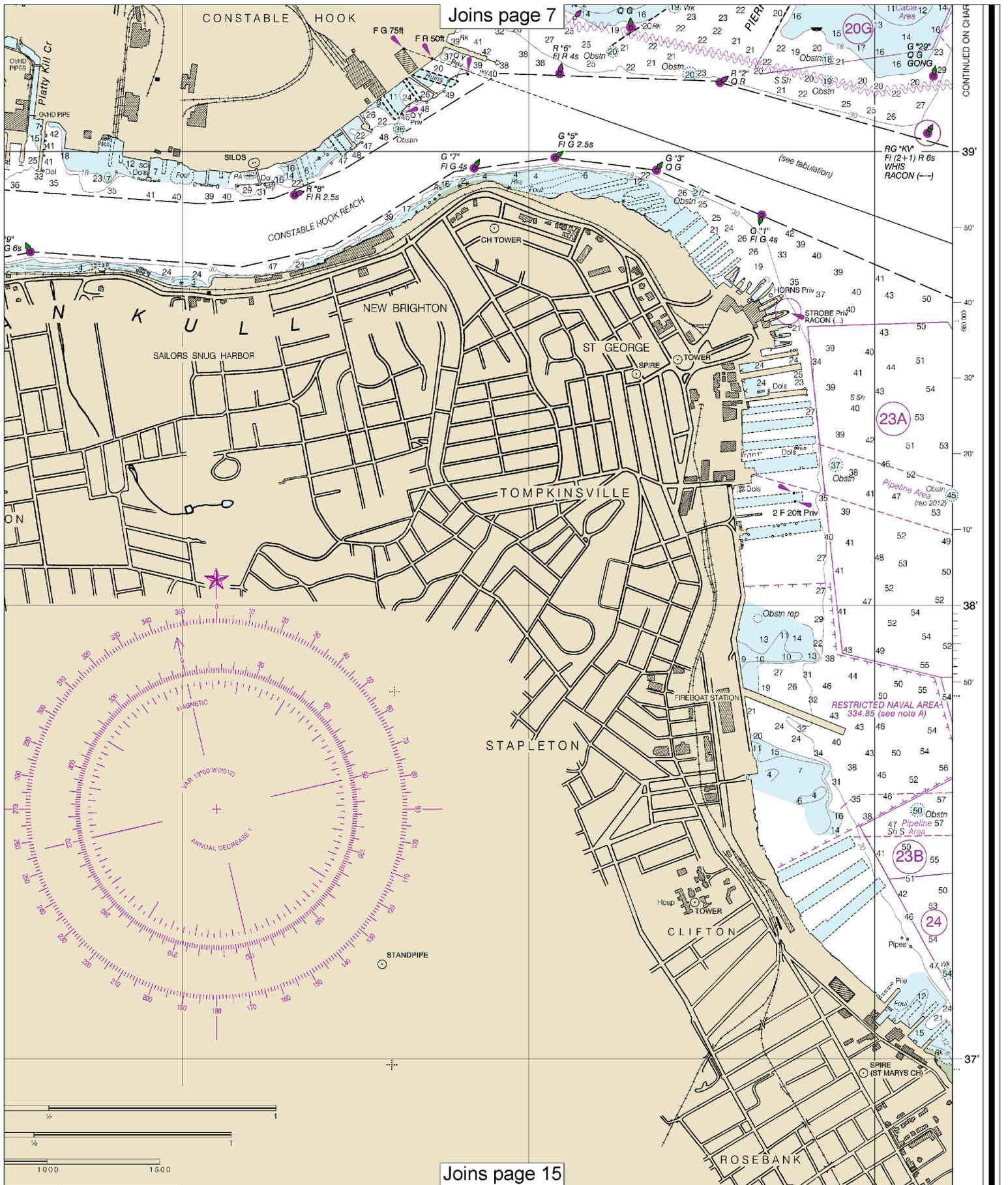
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

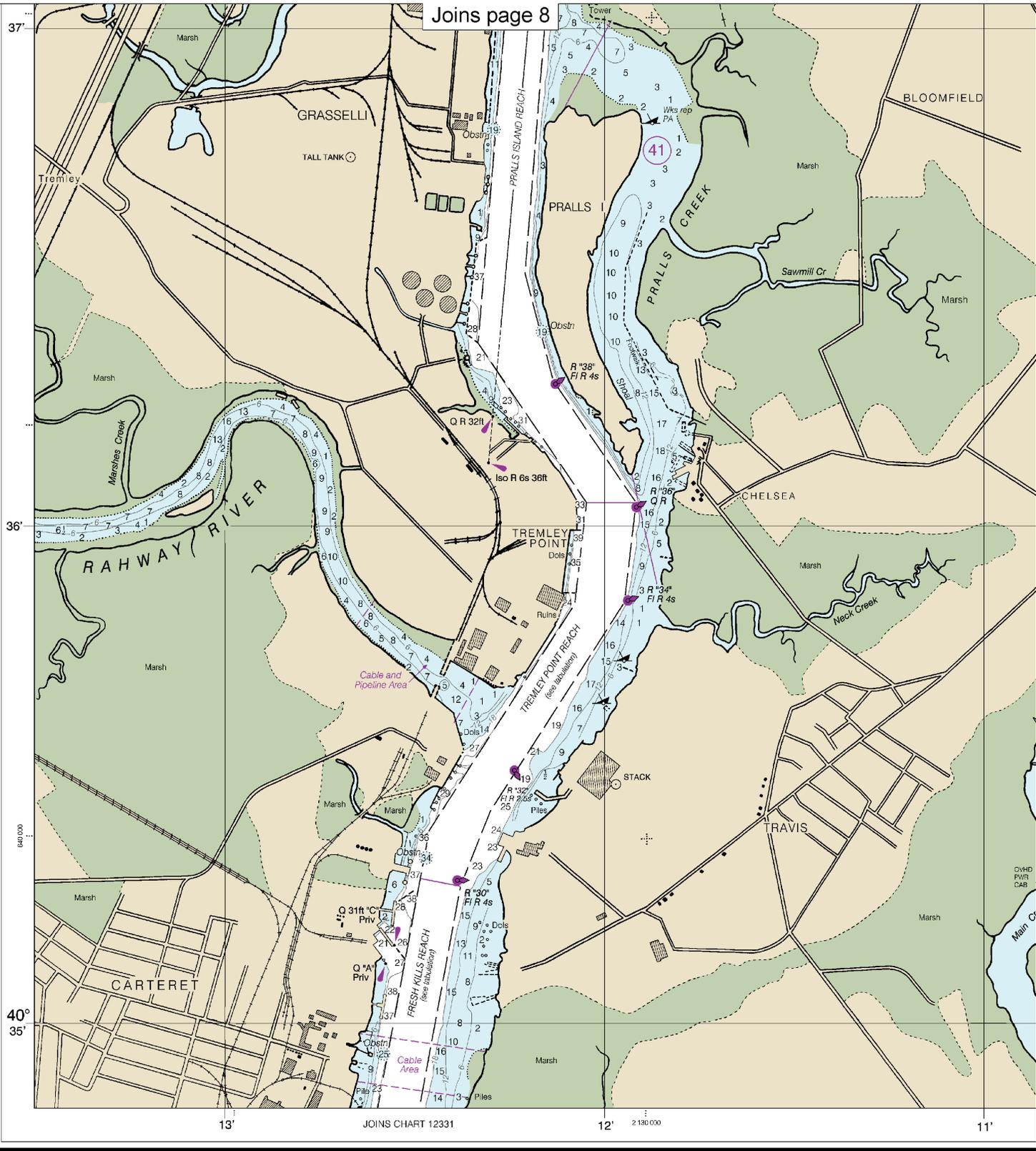
See Note on page 5.





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Joins page 15



12333

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.

37th Ed., Dec. 2012. Last Correction: 11/30/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

SOUNDINGS IN FEET

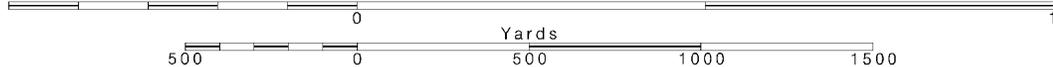
12

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
NEW YORK - NEW JERSEY

KILL VAN KULL AND NORTHERN PART OF ART

Mercator Projection
Scale 1:15,000 at Lat. 40°35'
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

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 0.372' northward and 1.483' eastward to agree with this chart.

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.

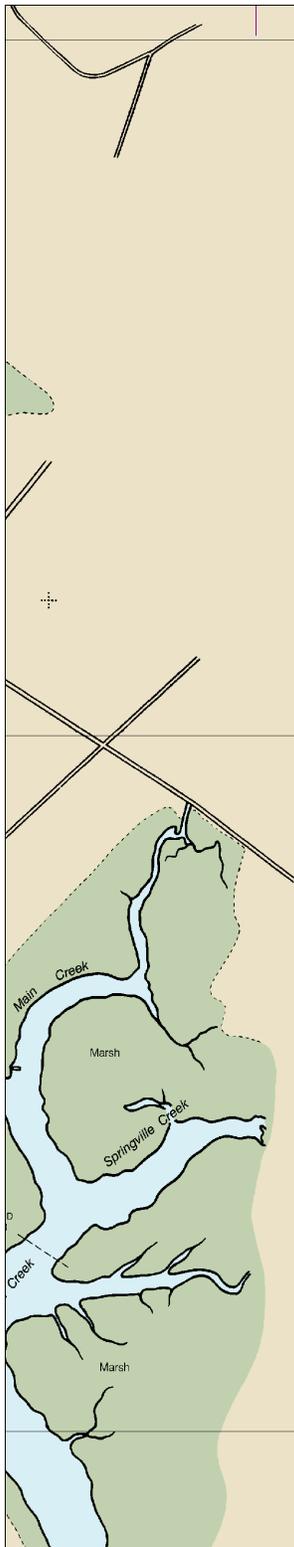
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

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).

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.



74° 10'

2 140 000

09'

50'

40'

30'

20'

10'

ET

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

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

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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
NEW YORK - NEW JERSEY

KILL VAN KULL AND NORTHERN PART OF ARTHUR KILL

Mercator Projection
Scale 1:15,000 at Lat. 40°35'

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.

HORIZONTAL DATUM

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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.

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.

AIDS TO NAVIGATION

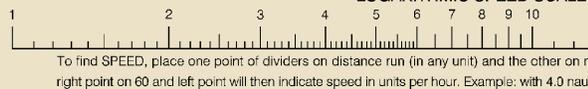
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SCALE 1:15,000

Nautical Miles



LOGARITHMIC SPEED SCALE



NAME
St. George
Fort Newark
Chelsea
Port Elizabeth

Dashes (---) located in datum tide predictions, and tidal current (Nov 2012)

Hydrographic Survey, with Coast Guard

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TS
azardous sub-
se Center via
he nearest U.S
ommunication

RS
aced on many
dividual radar
aids has been

09' 50' 40' 30' 20' 10' 08' 50' 2 150 000 07'

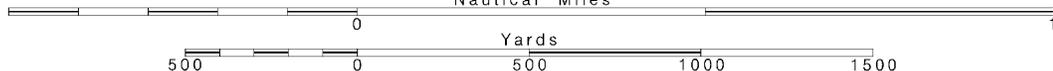
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

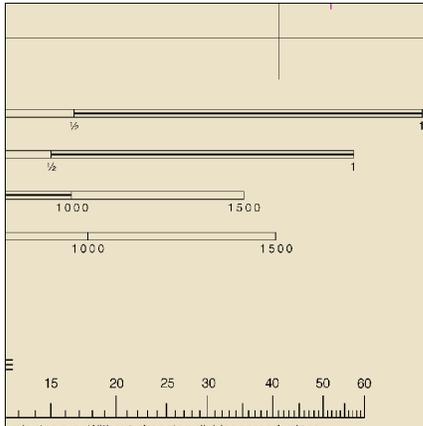
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





minutes run. Without changing divider spread, place
nautical miles run in 15 minutes, the speed is 16.0 knots.

TIDAL INFORMATION			
PLACE	Height referred to datum of soundings (MLLW)		
(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
(40°38'N/74°04'W)	5.0	4.7	0.2
(40°41'N/74°08'W)	5.7	5.3	0.2
(40°38'N/74°12'W)	5.6	5.2	0.2
(40°40'N/74°08'W)	5.6	5.2	0.2

um columns indicate unavailable datum values for a tide station. Real-time water levels, current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
graphy and topography by the National Ocean Service, Coast
In additional data from the Corps of Engineers and U.S.
ard.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important
supplemental information.

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

PLANE COORDINATE GRID
(based on NAD 1927)
The New Jersey State Grid is indicated by dotted
ticks at 5,000 foot intervals.

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

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 endan-
gered by ice, certain aids to navigation are
replaced by other types or removed. For details
see U.S. Coast Guard Light List.

KILL VAN KULL, NEWARK BAY AND ARTHUR KILL CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2016 AND SURVEYS TO MAR 2016						
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 (NAUT. MILES) / DEPTH (MLLW FEET)
KILL VAN KULL (A)						
CONSTABLE HOOK REACH	51.6	52.1	52.2	51.9	3-15	2000-800 2.52 50
BERGEN POINT EAST REACH	50.9	51.8	50.9	50.3	3-15	800-895 0.96 50
BERGEN POINT WEST REACH	51.8	52.0	51.9	51.8	3-15	800-1716 1.09 50
NEWARK BAY						
SOUTH REACH	49.7	50.3	51.0	47.7	2,3-16	1000-2360 1.28 50
MIDDLE REACH (SOUTH)	46.0	45.8	46.3	45.6	2,3-16	1655-810 0.87 50
MIDDLE REACH (NORTH)	37.0	38.5	32.8	28.3	2,3-16	800-665 0.53 40
NORTH REACH	20.3	21.7	18.6	6.5	2,3-16	500-1030 1.37 35
PORT ELIZABETH SOUTH REACH EAST	50.6	50.6	50.7	50.2	3-15	515-500 0.26 50
PORT ELIZABETH SOUTH REACH WEST	45.4	46.0	45.1	45.7	3-15	500-100 0.17 45
PORT ELIZABETH BRANCH REACH	48.9	49.0	49.4	48.2	2,3-16	750-500 1.27 50
PORT NEWARK BRANCH REACH	20.1	32.4	33.6	23.9	2,3-16	1785-400 0.40 40
PORT NEWARK PIERHEAD REACH	39.2	39.9	39.9	39.4	2,3-16	300-750 0.65 40
ARTHUR KILL (A)						
NORTH OF SHOOTERS ISLAND REACH	50.7	51.4	50.8	50.3	12-15;1,2-16	1105-515 1.07 50
ELIZABETHPORT REACH	51.3	50.2	52.0	50.2	12-15;1,2-16	705-500 0.92 50
SOUTH OF SHOOTERS ISLAND REACH	C9.1	C11.8	C18.4	C5.3	11-15	400 0.84 30
ARTHUR KILL (B)						
FRESH KILLS REACH	33.5	35.0	35.0	32.6	12-15;1,2-16	500 1.65 35
TREMLEY POINT REACH	32.6	36.8	35.8	31.7	12-15;1,2-16	500 0.85 35
PRALLS ISLAND REACH	31.3	33.9	36.1	27.1	12-15;1,2-16	500 1.13 35
GULFPORT REACH	33.0	36.0	36.4	29.8	12-15;1,2-16	500-600 1.03 35

A. CONTROLLING DEPTHS ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM UPPER BAY.
B. CONTROLLING DEPTHS ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM LOWER BAY.
C. NUMEROUS WRECKS AND OBSTRUCTIONS WITH MINIMUM DEPTH TO 4 FEET WITHIN CHANNEL LIMITS.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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	VQ very quick
F fixed	MICRO TR microwave tower	R rod	W white
Fl flashing	Mkr marker	Ra Rcf radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds 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

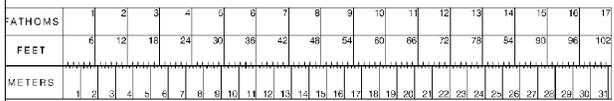
Miscellaneous:

AUTH authorized	Obsn 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.

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.
New York, NY KWO-35 162.550 MHz

06' 2 160 000 74° 05' 04' 814.3 X 915.0 mm



Kill Van Kull and Northern Part of Arthur Kill
SOUNDINGS IN FEET - SCALE 1:15,000

12333



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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