

BookletChart™

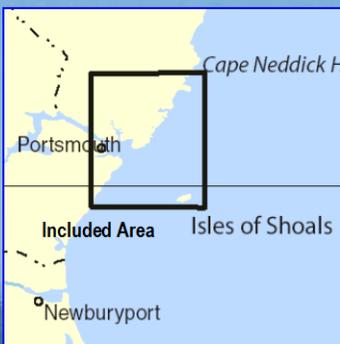
Portsmouth Harbor

NOAA Chart 13283

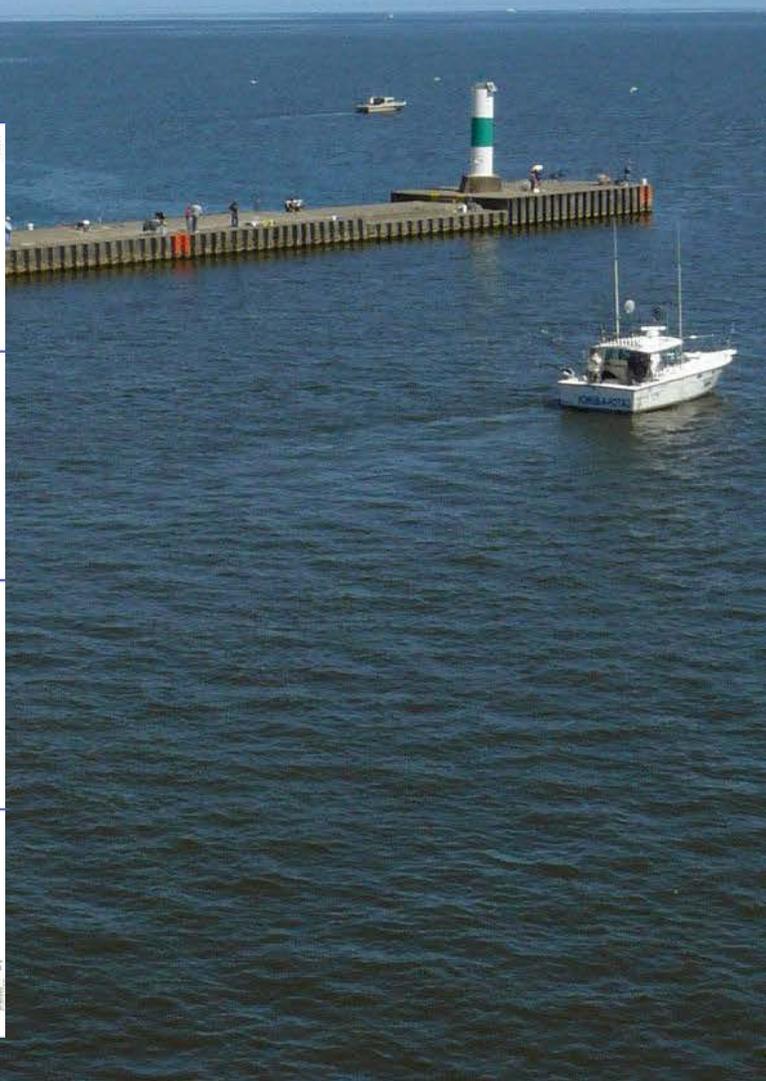
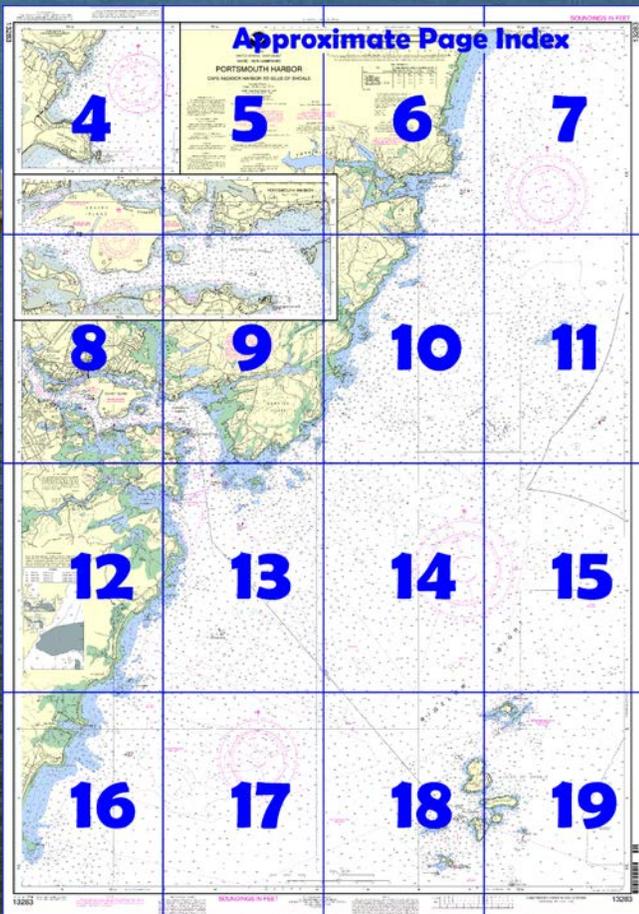


A reduced-scale NOAA nautical chart for small boaters

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.

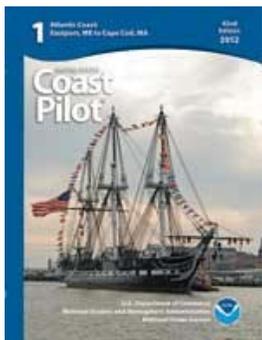
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13283>.



(Selected Excerpts from Coast Pilot)
Weare Point (43°11.2'N., 70°35.9'W.), 2.3 miles southward of Bald Head Cliff, is a headland with several large houses on it. **Cape Neddick Harbor** is a small open bight between Weare Point and **Barn Point** about 1 mile northwestward of Cape Neddick. The entrance is marked, but the dangers inside the entrance are not marked. There is good anchorage in 9 to 30 feet in the middle of the bight, which is protected by the reefs on each side of the

entrance from all but southeasterly weather. Even then there is a hole on the southwestern side where smooth water is found in 7 to 10 feet. The upper and western side is foul, and along with the Cape Neddick

River, which flows into the head, dries out to about 350 yards below the fixed highway bridge. The bridge has a 40-foot fixed span with clearance of 11 feet.

The entrance to the harbor is buoyed and not difficult to enter with the aid of the chart. From a position about 750 yards eastward of Cape Neddick Light, a course of **325°** carries through the entrance to an anchorage in 12 to 27 feet, about 200 yards westward of Weare Point. Use the lead if necessary to avoid getting too far up the harbor into the foul area at the head.

Vessels approaching the harbor from northward or eastward should give the east shore of Weare Point a berth of about 0.3 mile to avoid the reefs.

If York Harbor is crowded, or it is getting late, or a quiet, peaceful mooring for the night is desired, Cape Neddick Harbor is a fair haven.

Cape Neddick, 14 miles southwestward of Cape Porpoise, is a prominent headland jutting out 1 mile from the coastline that terminates in a small rock islet called **Cape Neddick Nubble**.

Cape Neddick Light (43°09'55N., 70°35'28"W.), 88 feet above the water, shown from a 41-foot white conical tower, is on the summit of the nubble; a sound signal is at the light.

York Beach is a large village and much-frequented summer resort in the bights northward and southward of the cape. There are no wharves.

York Harbor, 2.5 miles southwestward of Cape Neddick and 5.5 miles northeastward of Portsmouth Harbor entrance, is the approach to the town and summer resort of **York Harbor** on the north side just inside the entrance of the **York River**, flowing into the harbor from the westward. The harbor is used by many fishing boats and pleasure craft.

Prominent features.—The most important landmark when approaching York Harbor is a large stucco mansion with a red roof and stone terraces on the north side of **Godfreys Cove**, southwest of Seal Head Point. The large homes on the promontory from East Point to **Roaring Rock Point** and a white church spire at **York Village** are also prominent.

Stage Neck is the peninsula 0.3 mile long on the north side of the harbor just inside the entrance. A lighted bell buoy marks the entrance to York Harbor.

Western Point, on the south side of the entrance, is rocky with a few houses, while **East Point** on the north side has many houses built out to its end.

Anchorage.—In 2005-2006, the anchorage basins in the cove between Harris and Bragdon Islands and in the cove off the north side of Bragdon Island had depths of 2.6 to 5.8 feet. There is also limited anchorage off the service wharves at the head of the harbor. Moorings under supervision of the harbormaster extend upriver as far as Sewall Bridge, about 0.8 mile above the wharves.

Dangers.—The approach to the harbor from the fairway bell buoy about 0.6 mile eastward of the entrance is free of dangers, and all shoals close to the channel edge are marked.

In closing the port coming alongshore from either northeastward or southward, give the shore a berth of at least 0.4 mile and make the fairway bell buoy off the entrance. Shoal water extending about 400 yards off East Point is marked by a buoy about 500 yards southeastward of the point.

Stones Rock, about 1.2 miles south of the entrance, is awash and marked by a spindle; a buoy is east of the rocks. An unmarked rock, covered 11 feet, about 850 yards south-southeastward of Western Point breaks if any sea or swell is running and should be given a wide berth.

**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



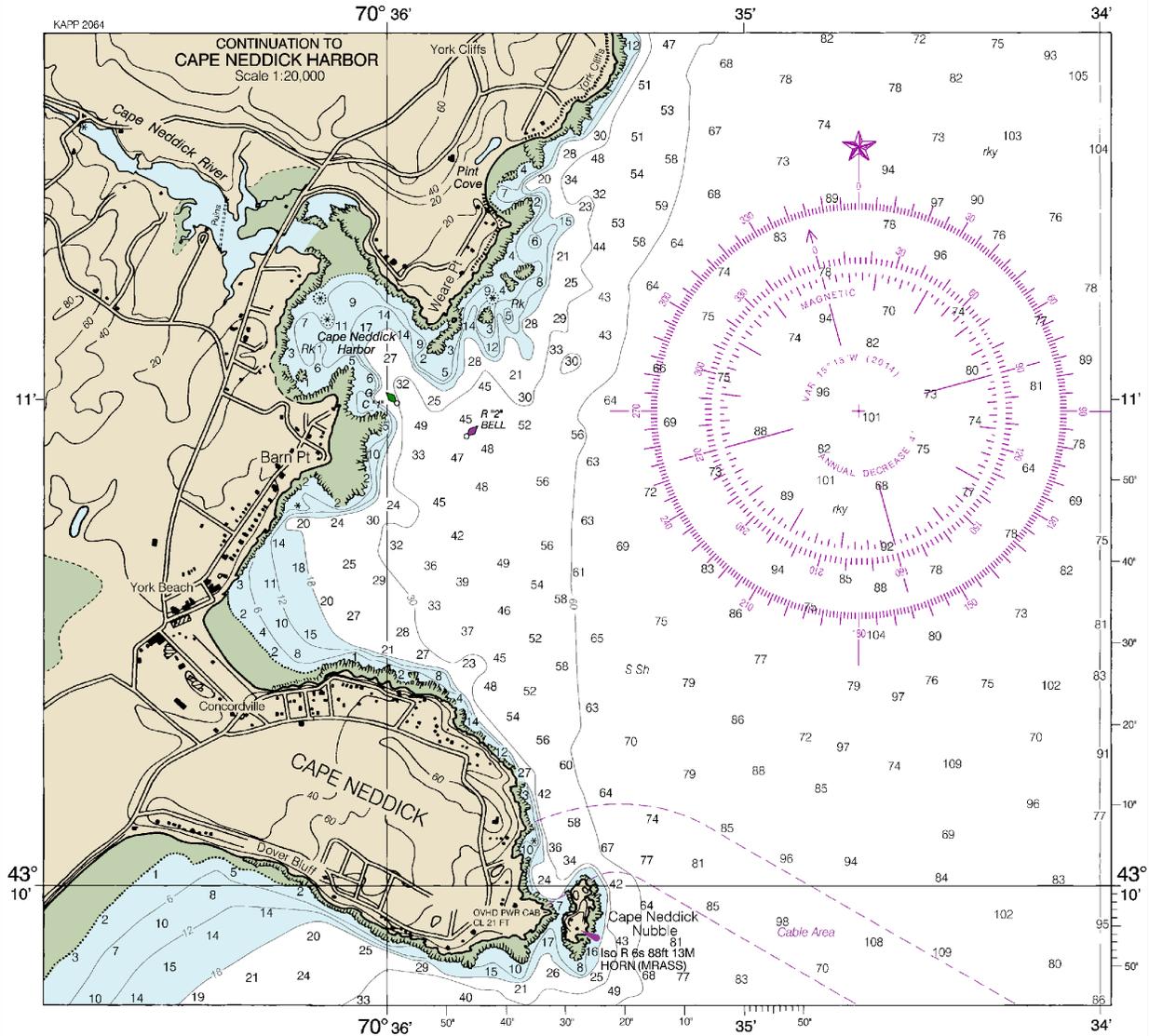
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

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).

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

13283

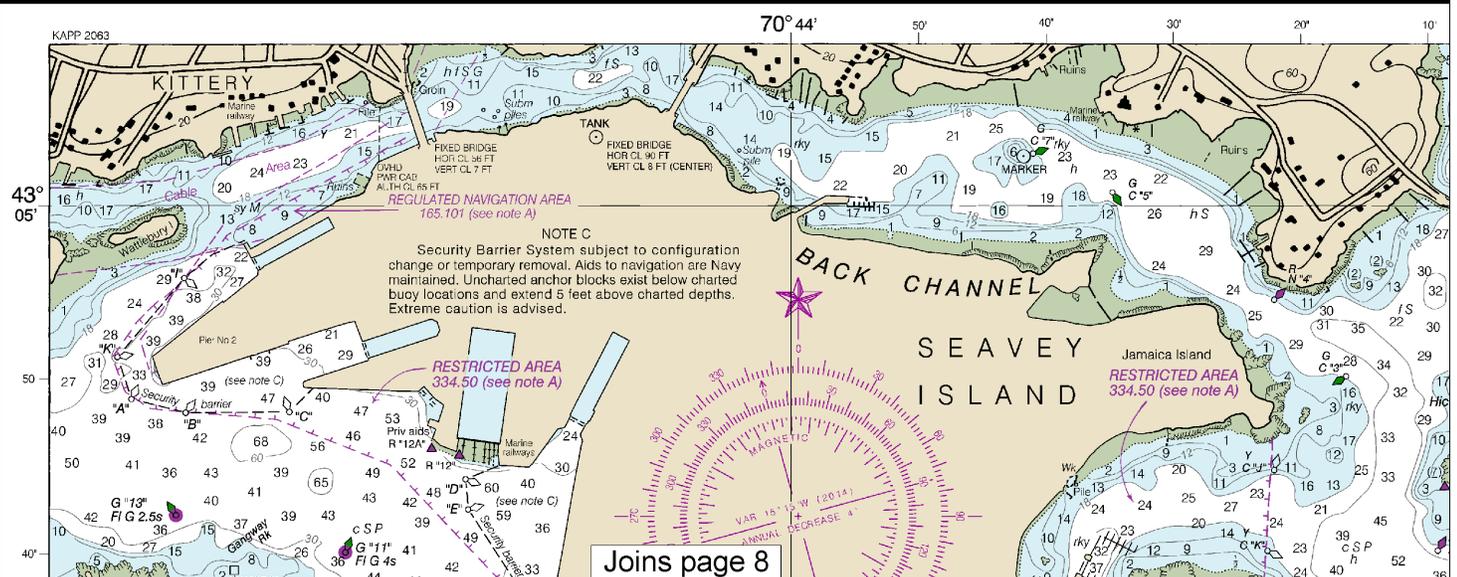


HORIZONTAL
The horizontal reference is North American Datum of 1927 for charting purposes is based on the World Geodetic System 1983. Geographic positions refer to the North American Datum of 1927. An average of 0.326' northward to agree with this chart.

SUPPLEMENTAL
Consult U.S. Coast Guard publications for supplemental information.

CAUTION
Improved channels shown subject to shoaling, particularly in winter.

CAUTION
Temporary changes in navigation are not indicated. Local Notice to Mariners. During some winter months, certain aids replaced by other types or see U.S. Coast Guard Light List.



Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



70° 42' 41' 50' 40' 30' 20' 10' 40' 50' 39' CONTINUED ON CHART 13286



THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - EAST COAST
MAINE - NEW HAMPSHIRE

PORTSMOUTH HARBOR

CAPE NEDDICK HARBOR TO ISLES OF SHOALS

Mercator Projection
Scale 1:20,000 at Lat. 43° 04'

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.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. 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 Concord, MA.

Refer to charted regulation section numbers.

⊕ Pump-out facilities

For Symbols and Abbreviations see Chart No. 1

AL DATUM

The datum of this chart of 1983 (NAD 83), which is considered equivalent to the datum of the 1984 (WGS 84), referred to the North Pole and is 1.819' eastward

COLREGS

Refer to Pilot 1 for important information.

BOUNDARIES

Boundaries shown by broken lines are particularly at the edges.

CHANGES

Changes or defects in aids to navigation are noted on this chart. See the Notice to Mariners for details. For details see the Light List.

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

AUTHORITIES

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

AIDS TO NAVIGATION

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

NOTE B

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 6.7 mile radius of Isles of Shoals. Light since it is known that JATO racks and associated debris exist in the area.

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.

HEIGHTS

Heights in feet above Mean High Water.

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.

SCALE 1:20,000

Nautical Miles



TIDAL INFORMATION

| NAME | (LAT/LONG) | Mean High |
|---------------------------------|-------------------|-----------|
| York Harbor | (43°08'N/70°38'W) | 9 |
| Portsmouth | (43°05'N/70°45'W) | 8 |
| Cosport Harbor, Isles of Shoals | (42°59'N/70°37'W) | 9 |

Dashes (- -) located in datum columns indicate unavailable datum values. Tide predictions, and tidal current predictions are available on the Internet (Sep 2014)

NOAA WEATHER RADIO BROADCASTS

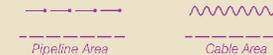
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 30 nautical miles from the antenna site, but can be as much as 100 nautical miles for station high elevations.

| | | |
|------------------|---------|-------------|
| Portland, ME | KDO-95 | 162.550 MHz |
| Boston, MA | KHB-35 | 162.475 MHz |
| Concord, NH | WXJ-40 | 162.400 MHz |
| Essex Marine, MA | WNG-574 | 162.425 MHz |
| Stratham, NH | KZZ-40 | 162.450 MHz |

CAUTION

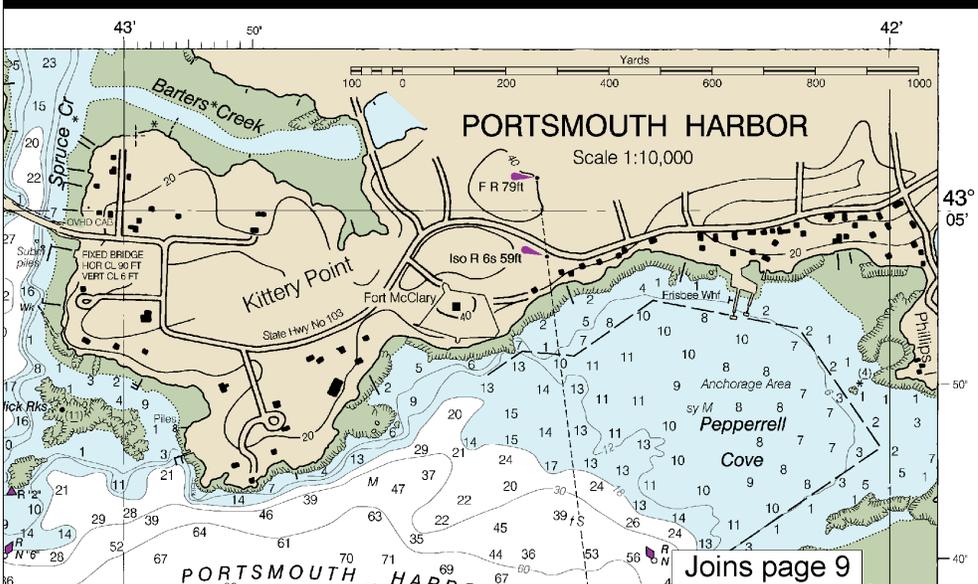
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



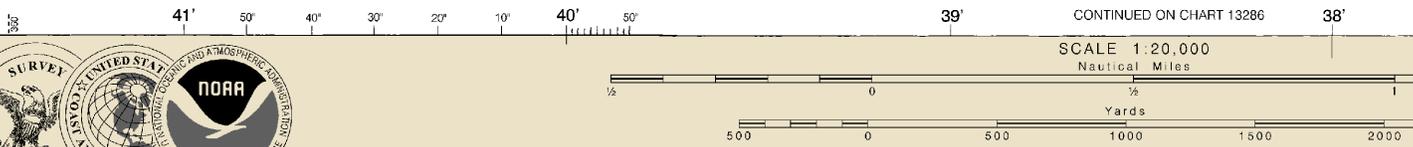
Additional uncharted submarine pipelines and submarine cables may exist within the area shown on this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may become exposed. Mariners should exercise caution when operating vessels in areas where pipelines and cables may exist. Anchoring, dragging, or trawling may damage pipelines and cables. Covered wells may be marked by unlighted buoys.

Joins page 6



Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - EAST COAST
MAINE - NEW HAMPSHIRE

SCALE 1:20,000
 Nautical Miles

SMOOTH HARBOR

CK HARBOR TO ISLES OF SHOALS

Mercator Projection
 Scale 1:20,000 at Lat. 43° 04'

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.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. 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 Concord, MA.
 Refer to charted regulation section numbers.

⊕ Pump-out facilities

For Symbols and Abbreviations see Chart No. 1

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

AUTHORITIES

Depth and topography by the National Ocean Service, Coast and Geodetic Survey. Additional data from the Corps of Engineers, and U.S. Army Corps of Engineers.

AIDS TO NAVIGATION

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

NOTE B

Trawlers or other vessels should exercise caution when dragging the ocean floor within a 6.7 mile radius of Isles of Shoals Light since it is known that JATO racks and associated debris exist in the area.

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.

HEIGHTS

Heights in feet above Mean High Water.

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.

TIDAL INFORMATION

| NAME | (LAT/LONG) | Height referred to datum of soundings (MLLW) | | |
|---------------------------------|-------------------|--|-----------------|----------------|
| | | Mean High Water | Mean High Water | Mean Low Water |
| York Harbor | (43°08'N/70°38'W) | 9.3 feet | 8.9 feet | 0.3 feet |
| Portsmouth | (43°05'N/70°45'W) | 8.5 | 8.1 | 0.3 |
| Cosport Harbor, Isles of Shoals | (42°59'N/70°37'W) | 9.2 | 8.8 | 0.3 |

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> (Sep 2014)

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.

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| Stratham, NH | KZZ-40 | 162.450 MHz |

CAUTION

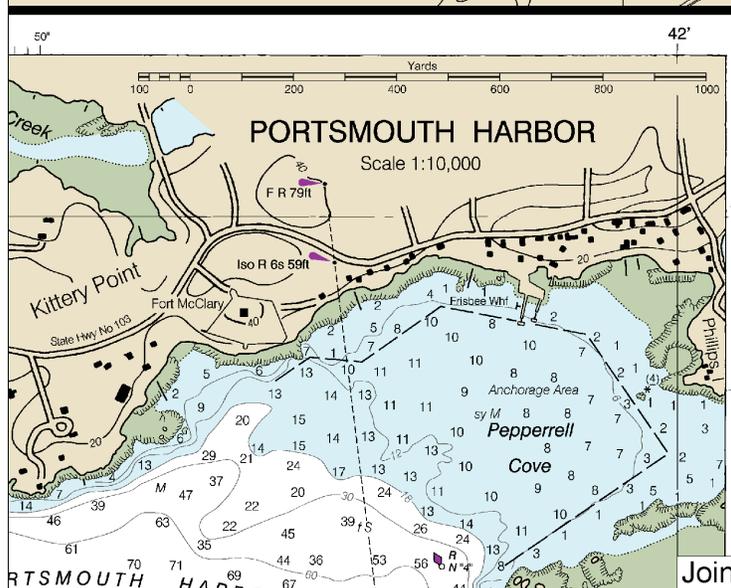
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



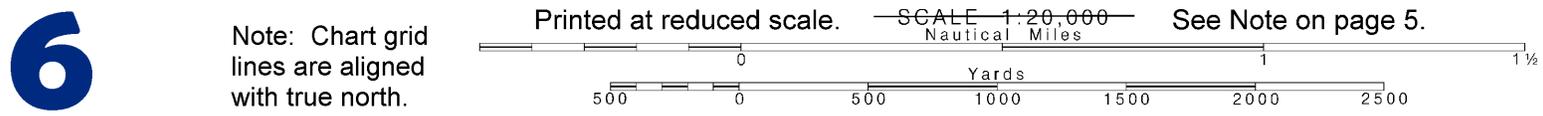
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels 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 5



PORTSMOUTH HARBOR

Joins page 10



Printed at reduced scale.

SCALE 1:20,000
 Nautical Miles

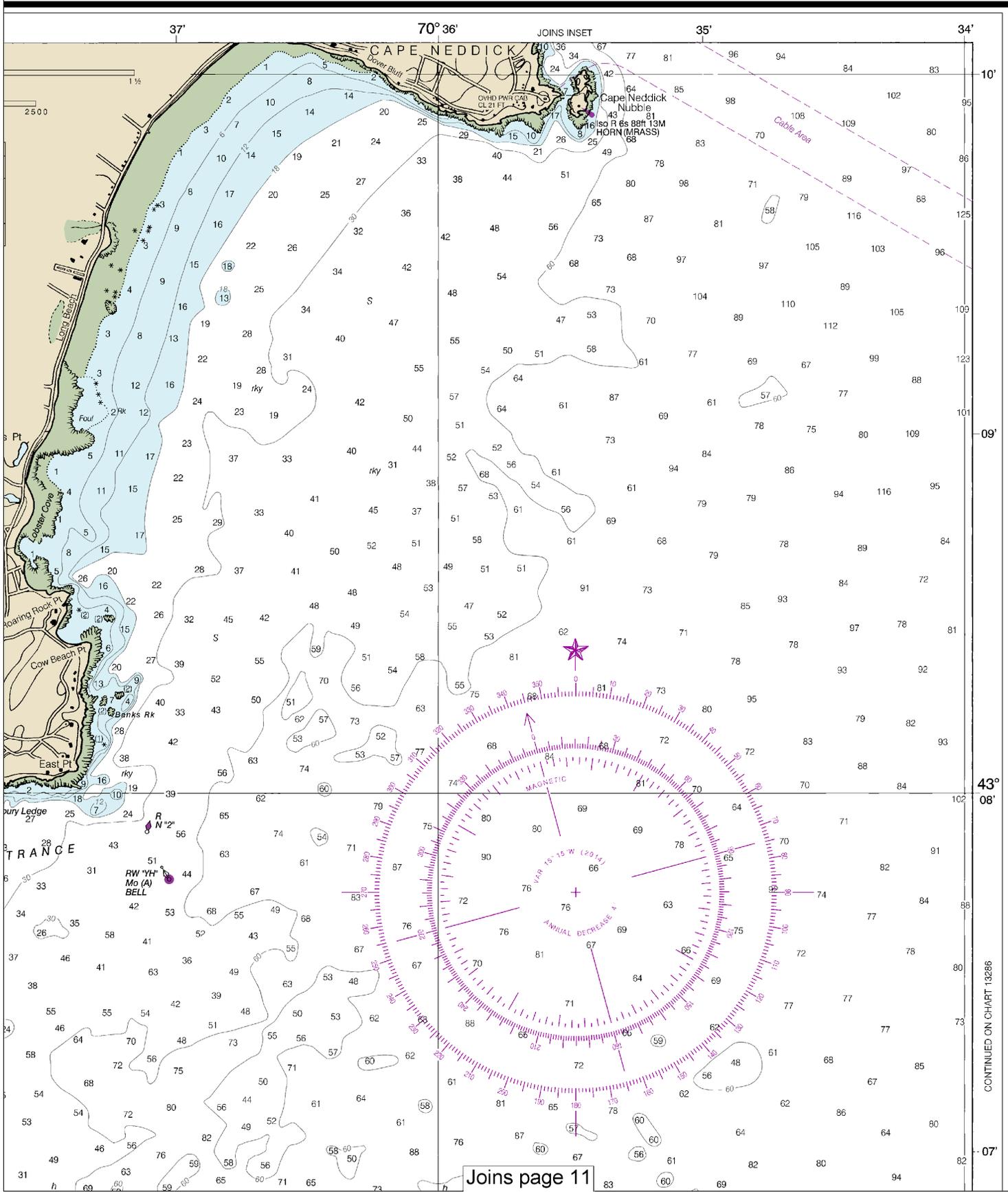
See Note on page 5.



Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FEET

13283

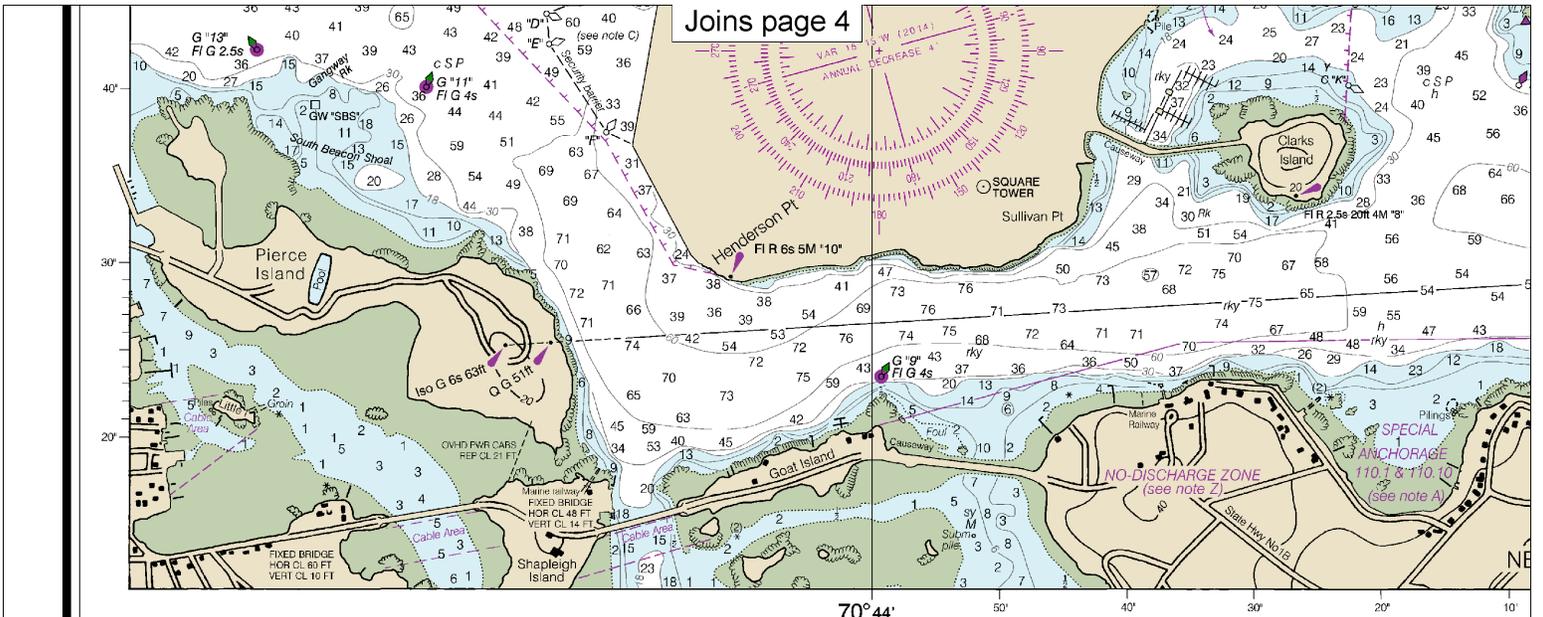


Joins page 11

CONTINUED ON CHART 13286

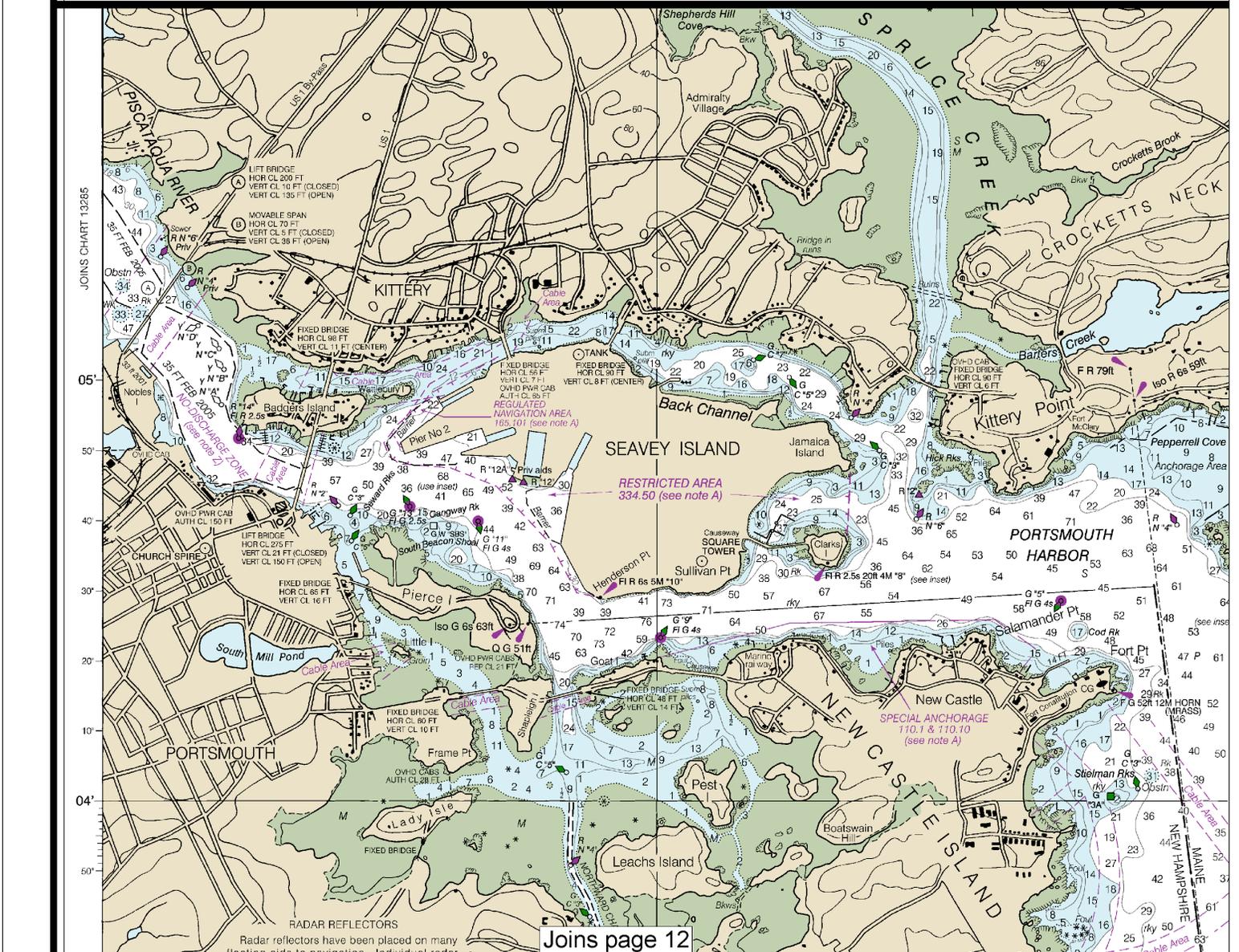
23rd Ed., Dec. 2014. Last Correction: 12/14/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)





Joins page 4

70° 44'



Joins page 12



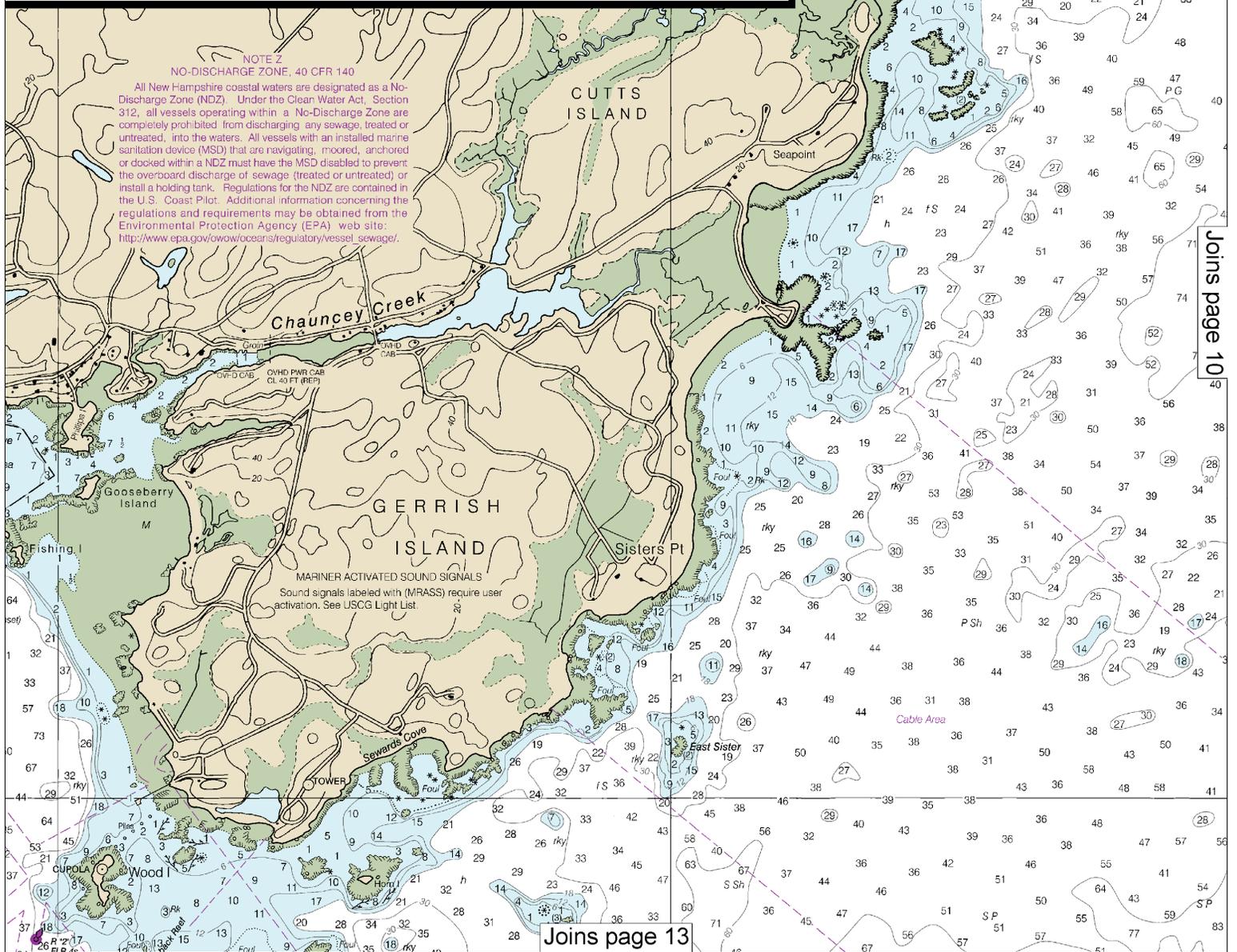
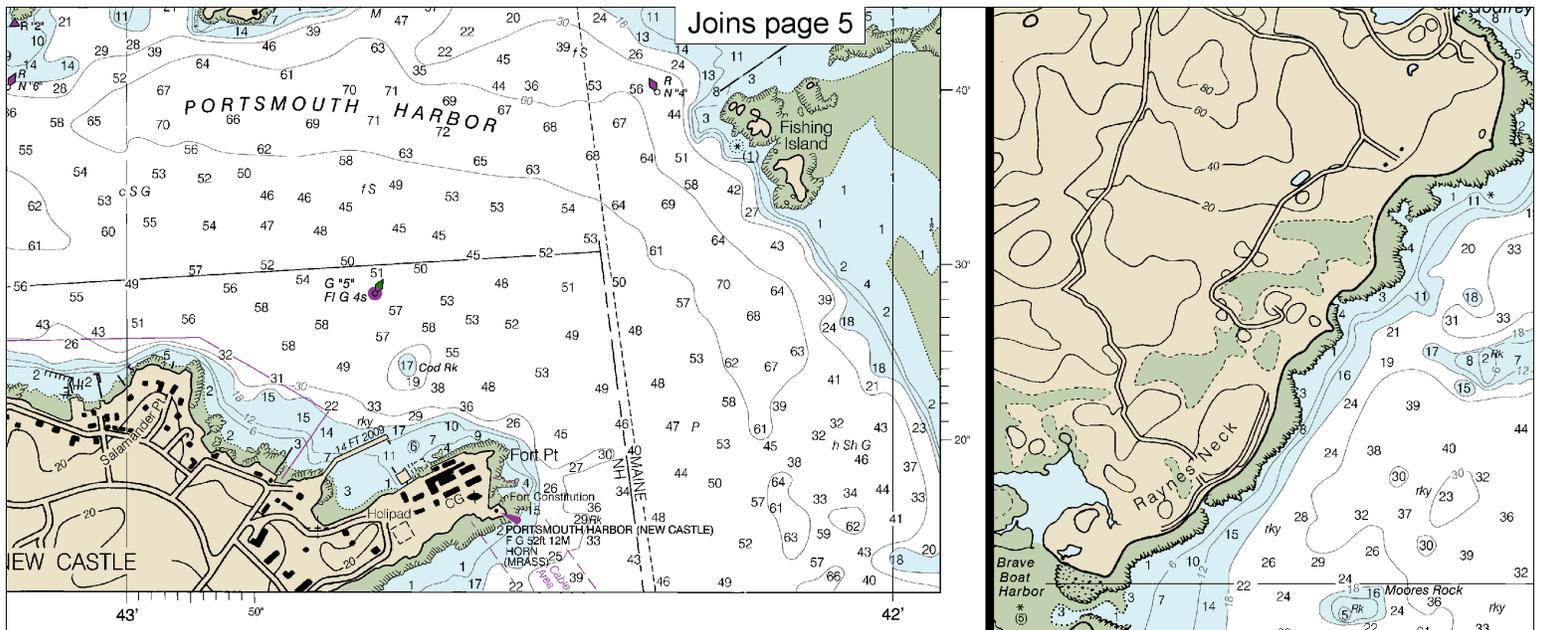
Note: Chart grid lines are aligned with true north.

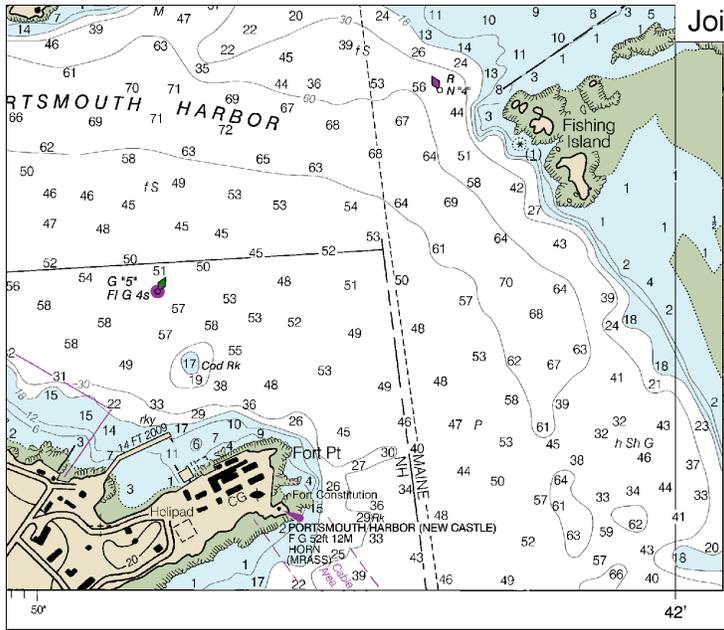
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SCALE 1:20,000
Nautical Miles

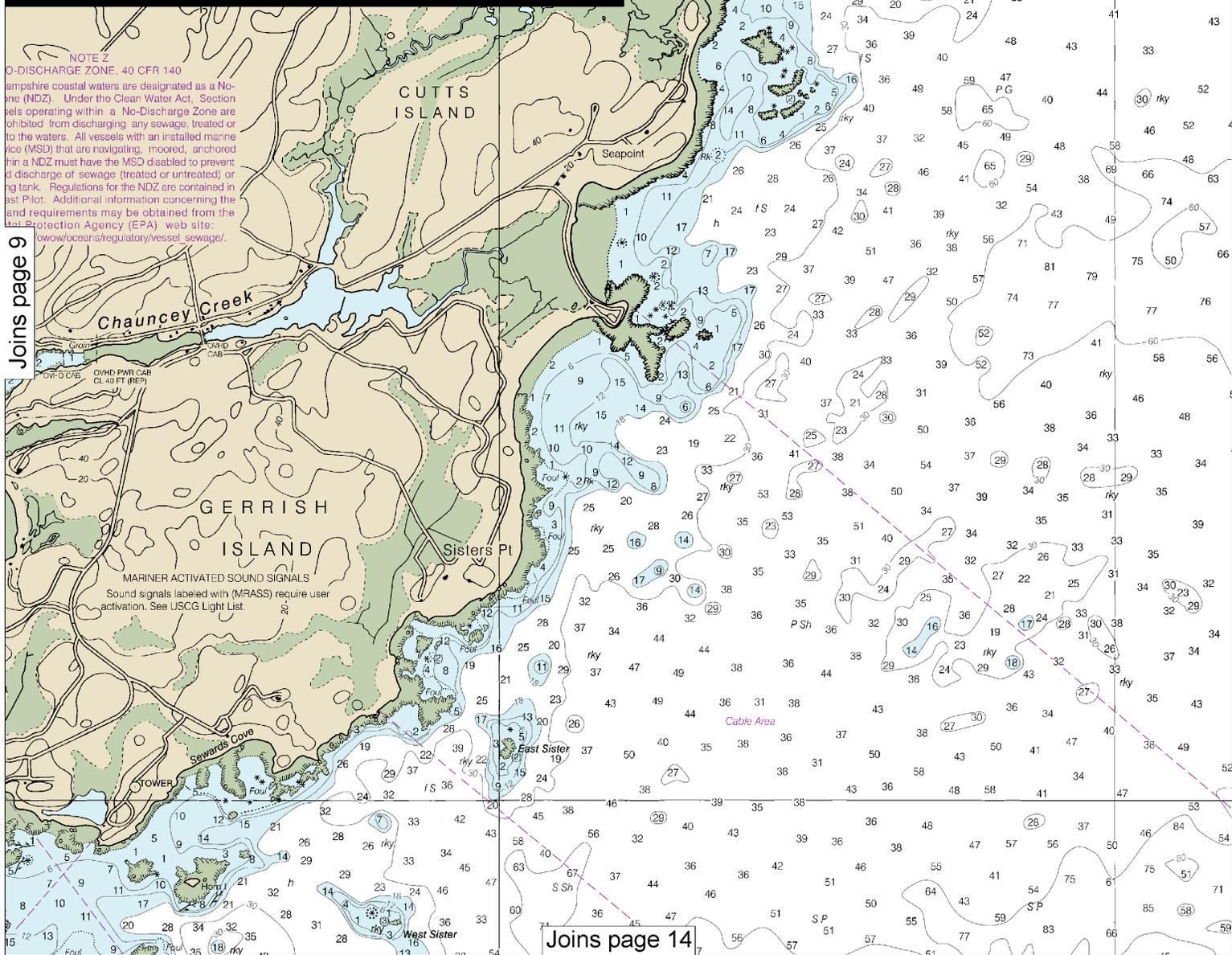
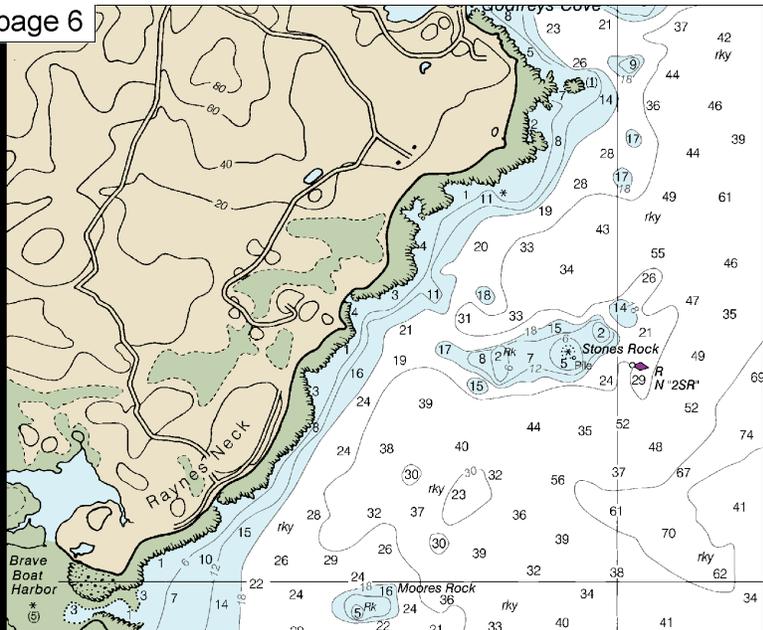
See Note on page 5.







Joins page 6



Joins page 9

Joins page 14

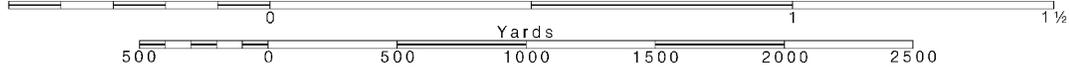
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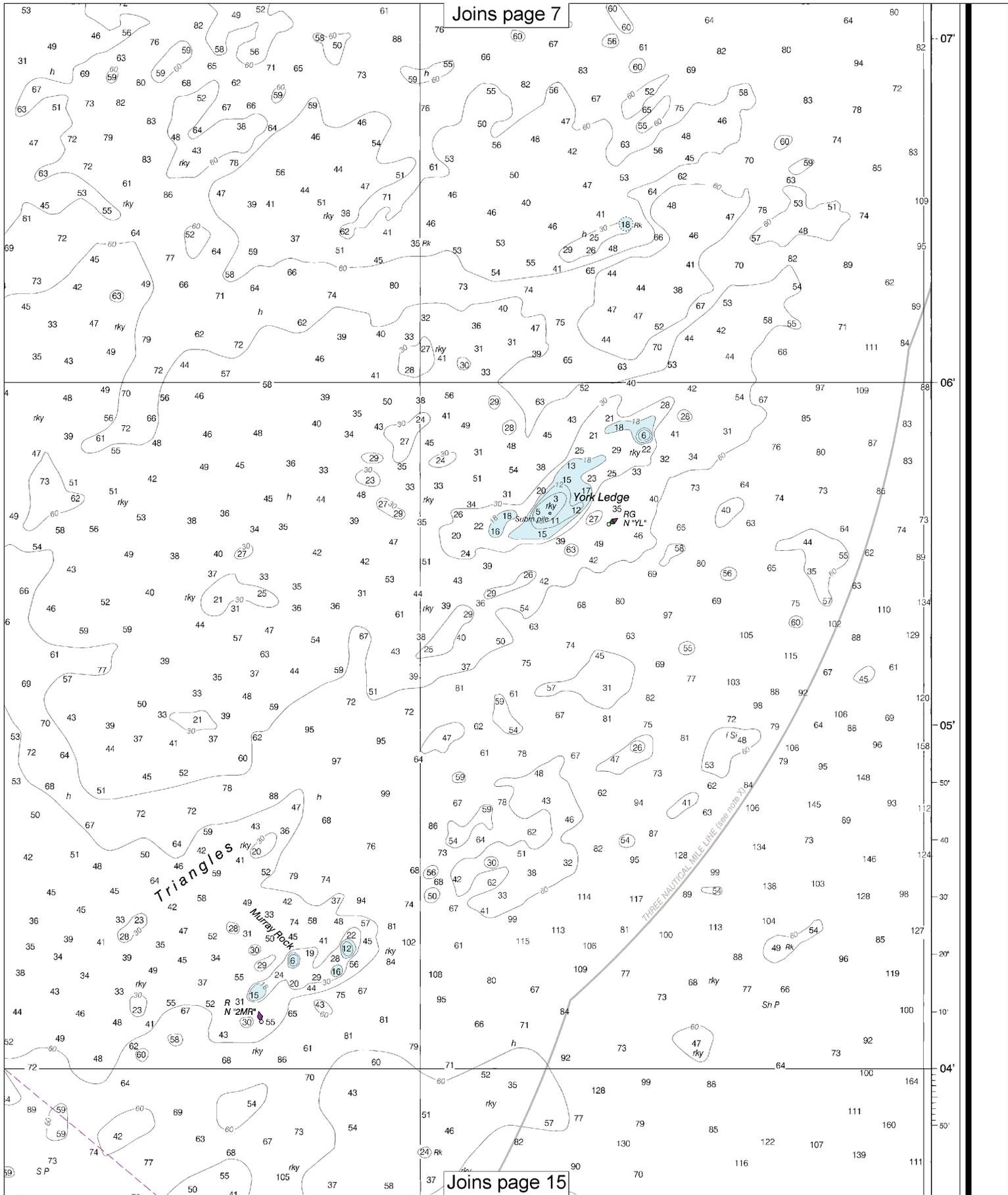
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





RADAR REFLECTORS

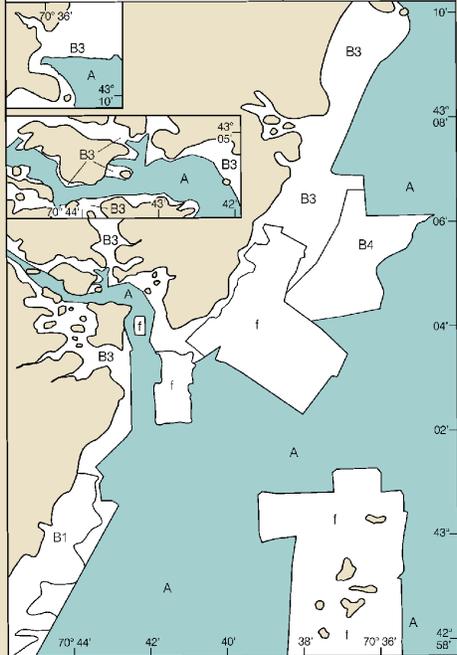
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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 | 1990-2014 | NOS Surveys | full bottom coverage |
| B1 | 1990-2005 | NOS Surveys | partial bottom coverage |
| B3 | 1940-1969 | NOS Surveys | partial bottom coverage |
| B4 | 1900-1939 | NOS Surveys | partial bottom coverage |
| f | | US Government Surveys | |



| PORTSMOUTH HARBOR AND SAGAMORE CREEK CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO DEC 2012 | | | | | |
|--|-------------------------|-------------------|-----------------|----------------------------|-------------------------|
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | | PROJECT DIMENSIONS | |
| NAME OF CHANNEL | DEPTH MLLW (FEET) | DATE OF SURVEY | WIDTH (FEET) | LENGTH (NAUT. MILES) | DEPTH MLLW (FEET) |
| PORTSMOUTH HARBOR | 6.0 | 12-12 | 75 | 0.30 | 6 |
| BACK CHANNEL | 2.0A | 12-12 | | 1.63* | 6 |
| CONFLUENCE AREA | | | | | |
| NORTH-WARD CHANNEL | 4.7 | 12-12 | 75-60 | 0.32 | 6 |
| CONFLUENCE AREA TO BUOY 4 | 6.0 | 12-12 | 60 | 0.15 | 6 |
| BUOY 4 TO END OF CHANNEL | | | | | |
| SAGAMORE CREEK | 3.9 | 12-12 | 60 | 0.16 | 6 |
| CONFLUENCE AREA TO BUOY 16 | 5.0B | 12-12 | 80-60 | 0.30 | 6 |
| BUOY 16 TO BUOY 20 | 4.8C | 12-12 | 80-60 | 0.29 | 6 |
| BUOY 20 TO END OF CHANNEL | 6.0 | 12-12 | | 0.83* | 6 |
| ANCHORAGE | | | | | |

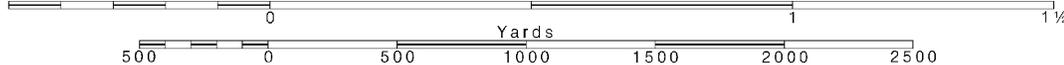
A. SHOALING LOCATED 280 FT WEST OF BUOY 15 IN SOUTHERN HALF PORTION OF CONFLUENCE LIMIT, 6.0 FT AVAILABLE IN THE NORTHERN PORTION.
 B. SHOALING WITHIN 5 FEET ALONG NORTH LIMIT BETWEEN BUOY RN-18 AND RN-20. SIX FEET AVAILABLE ELSEWHERE.
 C. ENCROACHMENT BY FLOATS AND PILES OF WITCH COVE MARINA.
 * AREA IN ACRES.
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE INFORMATION.

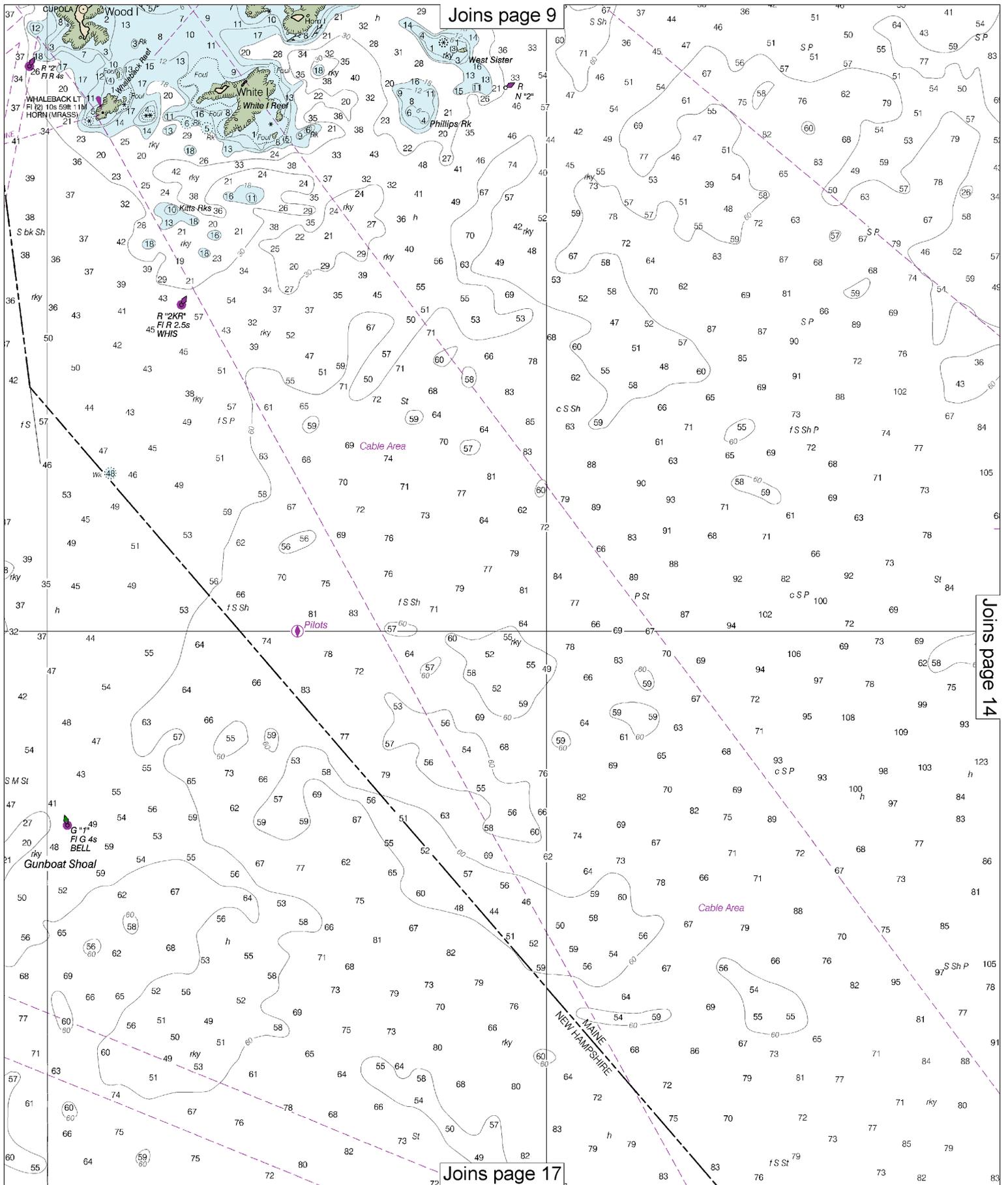
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

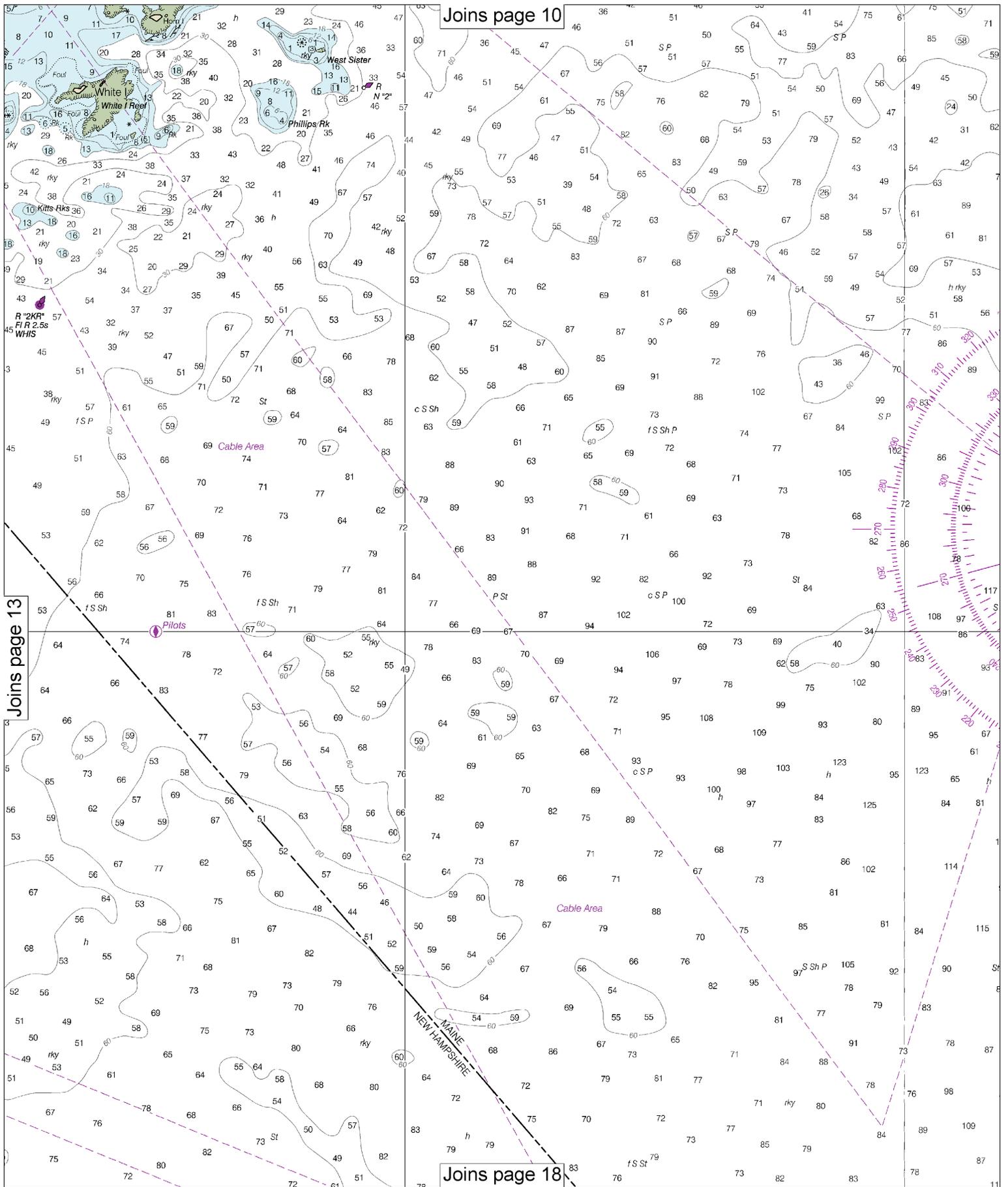




Joins page 9

Joins page 14

Joins page 17



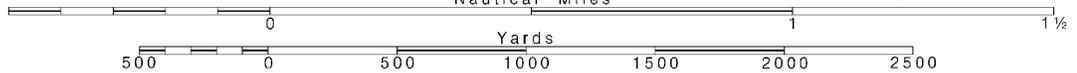
14

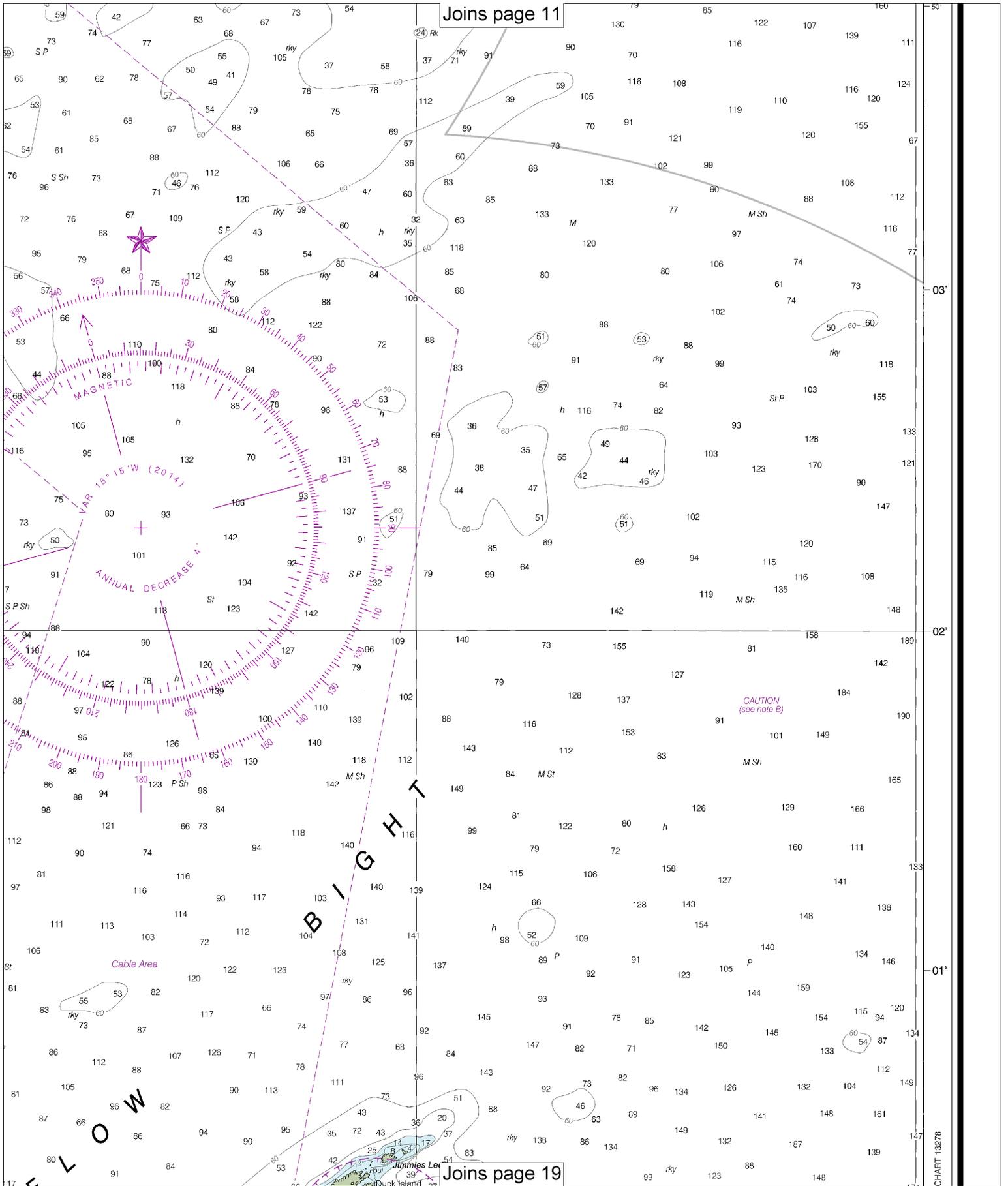
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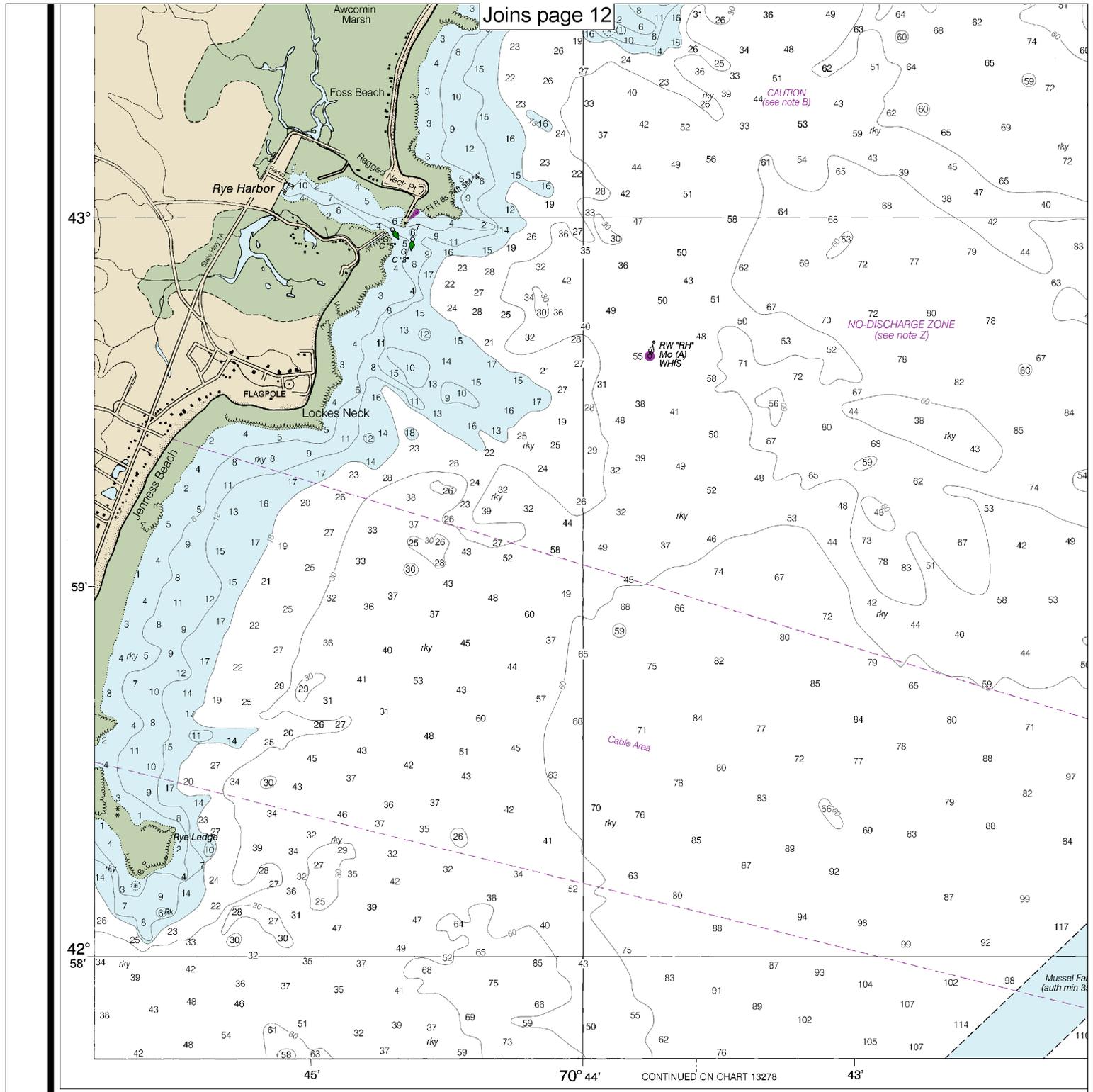
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.







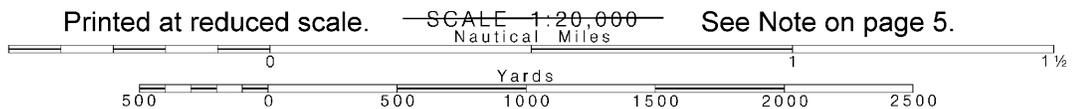
13283

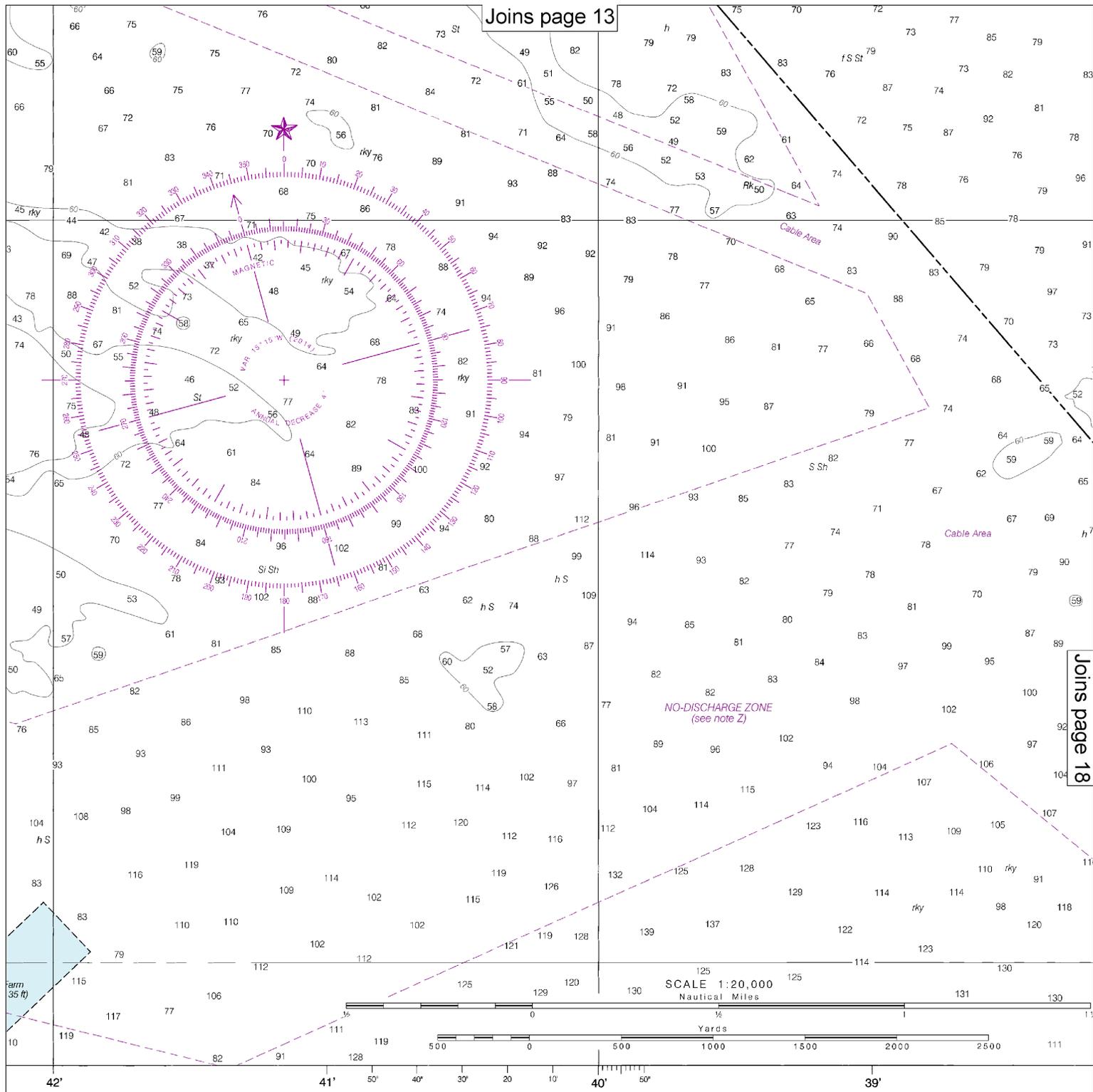
CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

23rd Ed., Dec. 2014. Last Correction: 12/14/2016. Cleared through:
 LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

16

Note: Chart grid lines are aligned with true north.



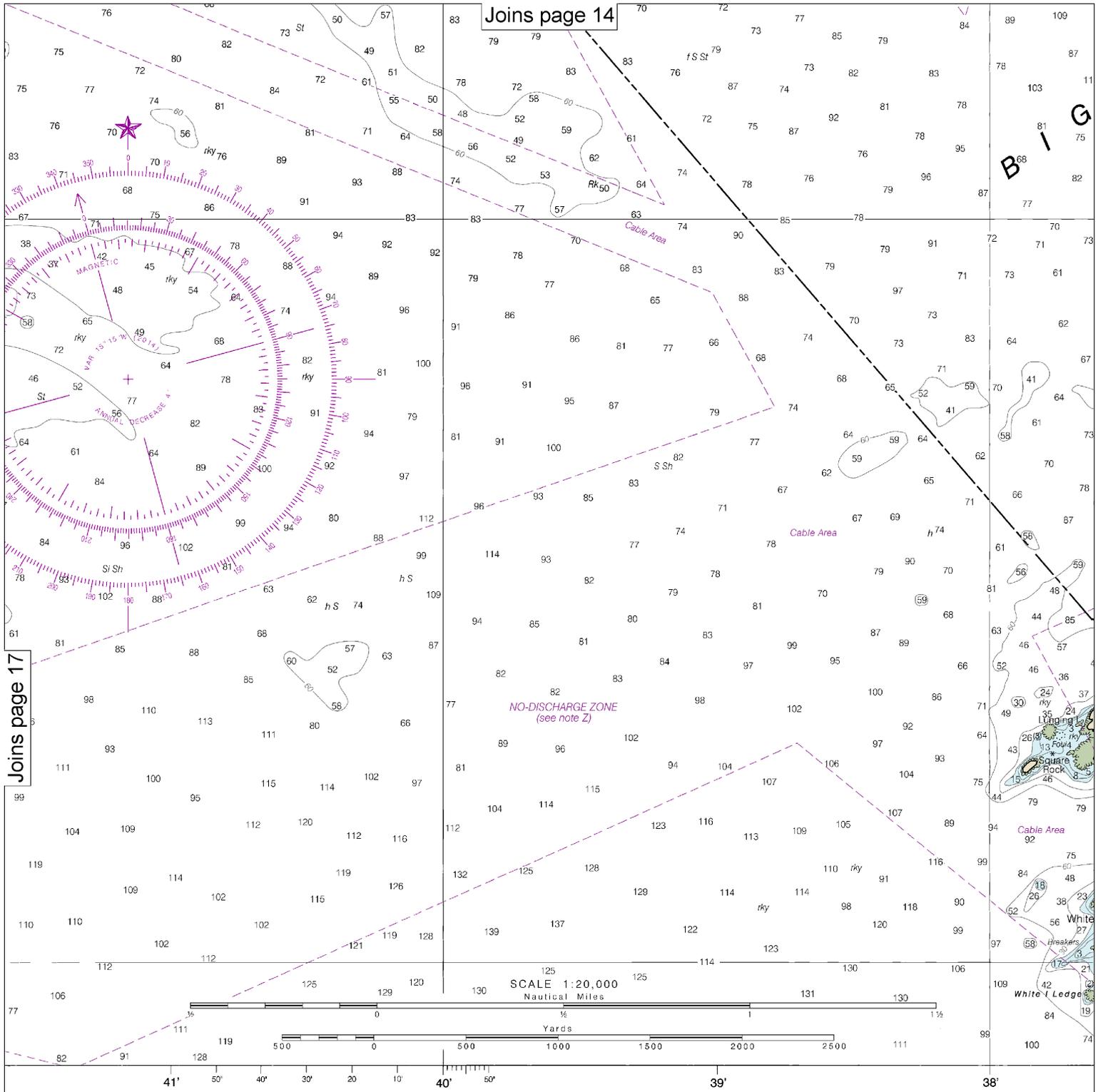


SOUNDINGS IN FEET

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

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the coasts of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere, are the most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.



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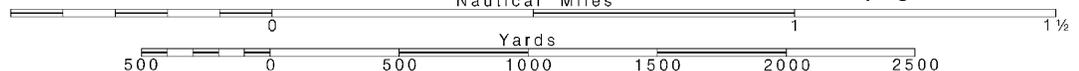
18

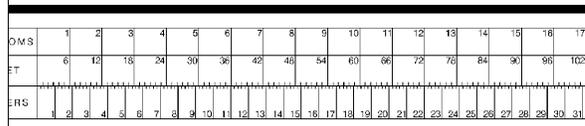
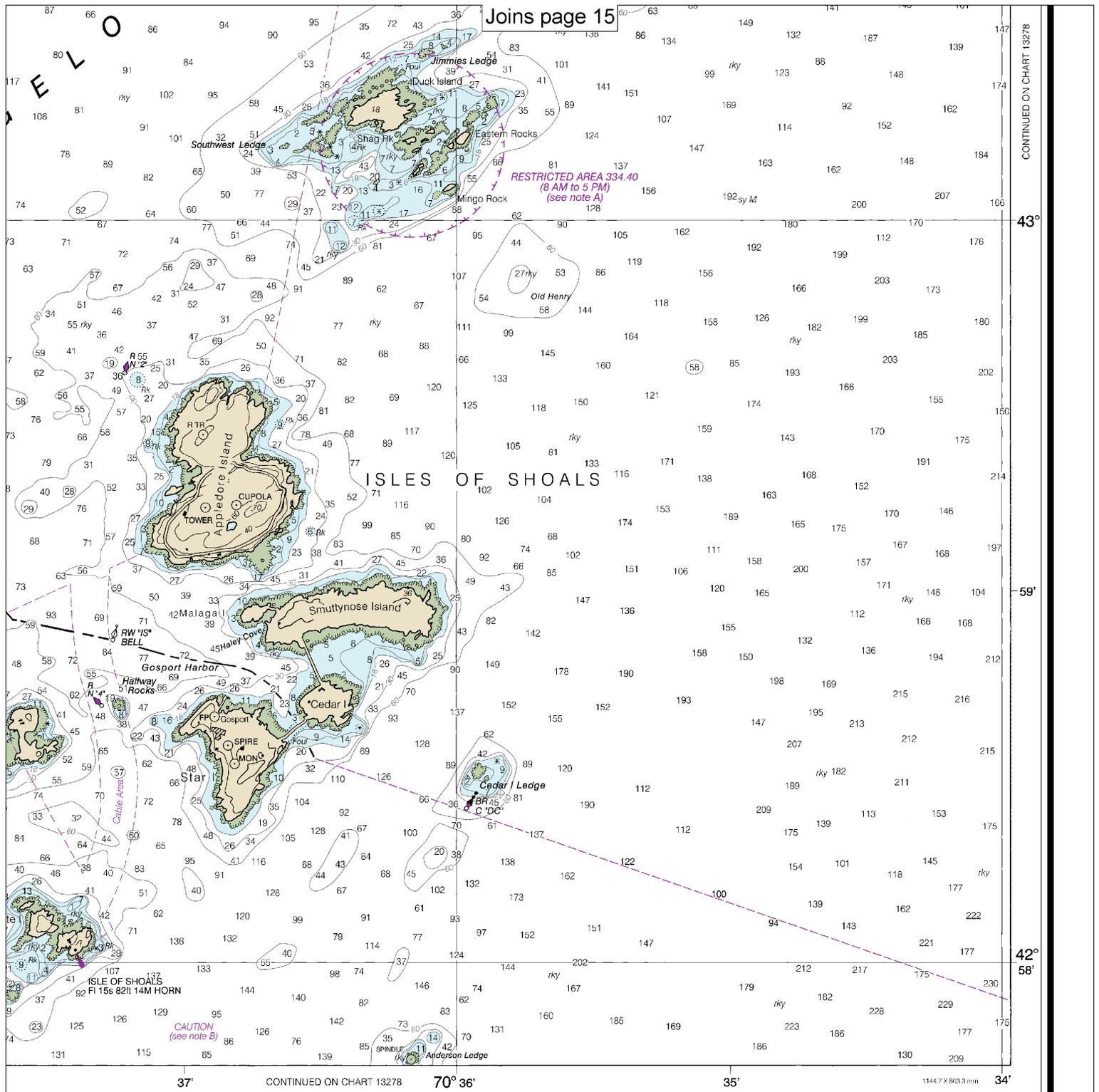
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





Cape Neddick Harbor to Isles of Shoals
SOUNDINGS IN FEET - SCALE 1:20,000

13283



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>



— 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.