

# BookletChart™



## Camden, Rockport and Rockland Harbors

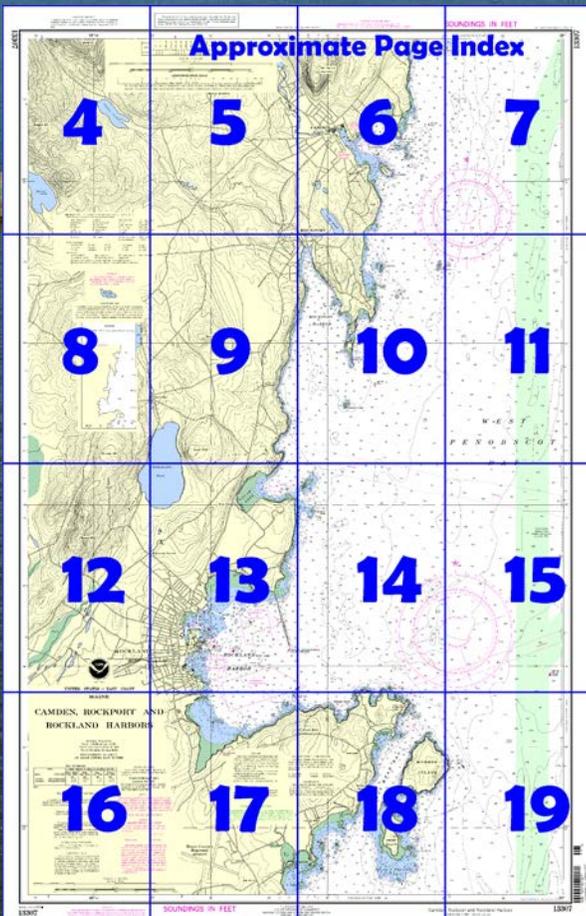
NOAA Chart 13307

*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.

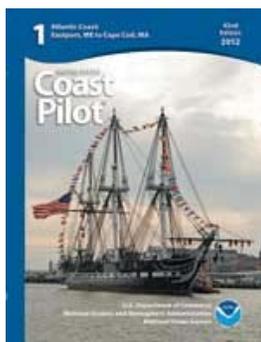
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13307>.



### (Selected Excerpts from Coast Pilot)

**Owls Head Bay** is between Sheep and Monroe Islands, about 6.5 miles north-northeastward of Two Bush Island on the east and the mainland on the west. The bay is a continuation of Muscle Ridge Channel northward of Fisherman Island Passage. The channel through Owls Head Bay is very narrow on the western side of Sheep Island between Sheep Island Bar and **Hendrickson Point**, where the width is only 85 yards between the 5-fathom

curves, and the depth 38 feet. It is marked by two buoys. Vessels caught by fog can anchor in the middle of the bay abreast Monroe Island in depths of 42 to 69 feet.

Small vessels can anchor in the entrance to **Owls Head Harbor**, on the west side of the bay, between **Dodge Point** and the bare ledge 0.2 mile southwestward, in depths of 9 to 24 feet. Anchorage in depths of about 6 feet is available inside, in about the middle of the harbor. A lobster pound and wharf and a fish and lobster wharf with 7 feet reported alongside are on the western shore. Gasoline, diesel fuel, and fishing supplies are available at the southerly wharf; the town float landing is at the end of this wharf. Ice, provisions, and some supplies can be obtained at a general store in the village of **Owls Head**. There is a good firm beach where small boats may be launched from trailers at any stage of tide.

**Owls Head** is a prominent headland at the northeast entrance to Owls Head Bay and on the south side of the entrance to Rockland Harbor. **Owls Head Light** (44°05'32"N., 69°02'38"W.), 100 feet above the water, is shown from a white tower on the headland; a sound signal is at the light. The light is obscured from 324° to 354° by Monroe Island.

**Emery Island** is a small islet 0.8 mile west of the southerly end of, and on the opposite side of the channel from, Sheep Island. A rock 350 yards eastward of Emery Island is awash at low water; a daybeacon marks the rock. **Dodge Point Ledge**, eastward of Dodge Point, uncovers about 5 feet and is marked by a daybeacon. **Owls Head Ledge**, southeastward of Owls Head and awash at low water, is marked by a buoy.

In West Penobscot Bay, eastward of Monroe Island, the tidal current has velocities up to 0.6 knot at strength. See the Tidal Current Tables.

**Rockland Harbor**, one of the harbors in Penobscot Bay, is on the west shore of West Penobscot Bay between Owls Head on the south and **Jameson Point**, 2.1 miles northwestward, on the north. The harbor offers anchorage for large vessels, but is somewhat exposed to easterly winds. Northeasterly winds raise a heavy sea in the southwestern part of the harbor, but shelter may be found behind the breakwater. The breakwater extends 0.7 mile southward from Jameson

**Rockland**, a city on the western shore of the harbor, has some trade in fish and petroleum products. Mail, freight, automobile, and passenger ferries leave the Rockland Port Terminal in **Lermond Cove** several times daily for North Haven and Vinalhaven.

There are banks, hotels, motels, restaurants, a general hospital, library, shops, churches, and schools in Rockland. The city has many small metal, textile, and woodworking industries, and seafood processing and fruit packing plants. Several seasonal coastal cruising schooners operate out of Rockland, as well as from Rockport and Camden.

**Prominent features.**—The most prominent objects in approaching Rockland Harbor are the radio tower of station WRKD, located on Benner Hill about 2 miles westward of the harbor, the radio tower (44°06.3'N., 69°06.4'W.) and signal mast at **Rockland Coast Guard Station** on **Crockett Point** (44°06.3'N., 69°06.3'W.). The light on Owls Head and the light at the end of the breakwater are also conspicuous.

**Channels.**—A federal project provides for an approach channel and three branch channels, each with a turning basin. In 2008, the controlling depth in the entrance channel was 17.6 feet, thence 12.1 feet in the southwestern channel and 14 feet in the basin; 10 feet in the channel leading north to Crockett Point; 13 feet in the northern channel with depths of 14 feet available in the northern basin, thence 11 feet in the western channel and turning basin. All channels are buoyed.

**Anchorage.**—Two general anchorages, one in the northern part of the harbor and the other in the southern part, and a small-craft anchorage in the western part are available in Rockland Harbor. (See **110.1**, **110.4**, and **110.132**, 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](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).

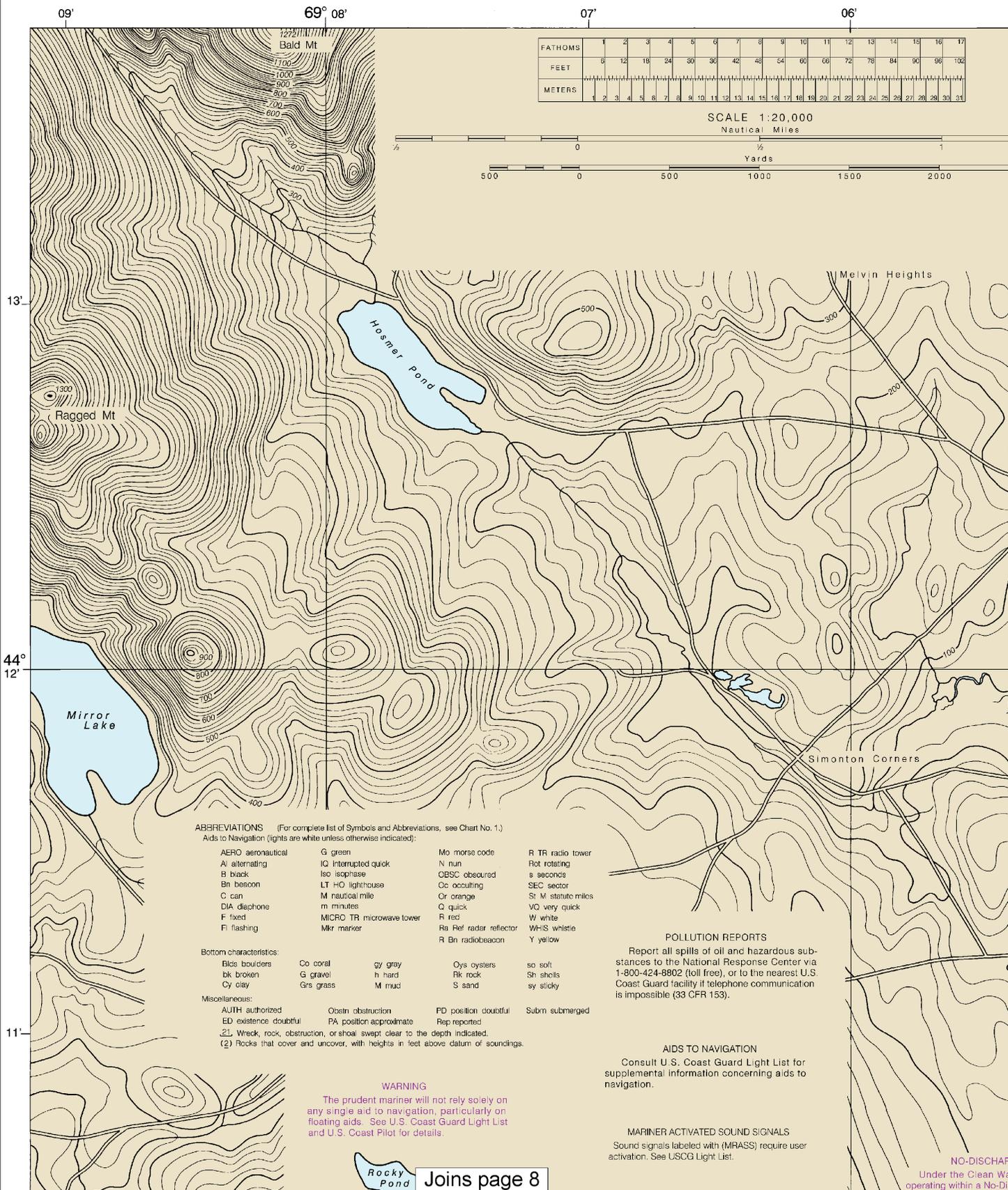
## Lateral System As Seen Entering From Seaward

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>

13307



Rocky Pond Joins page 8

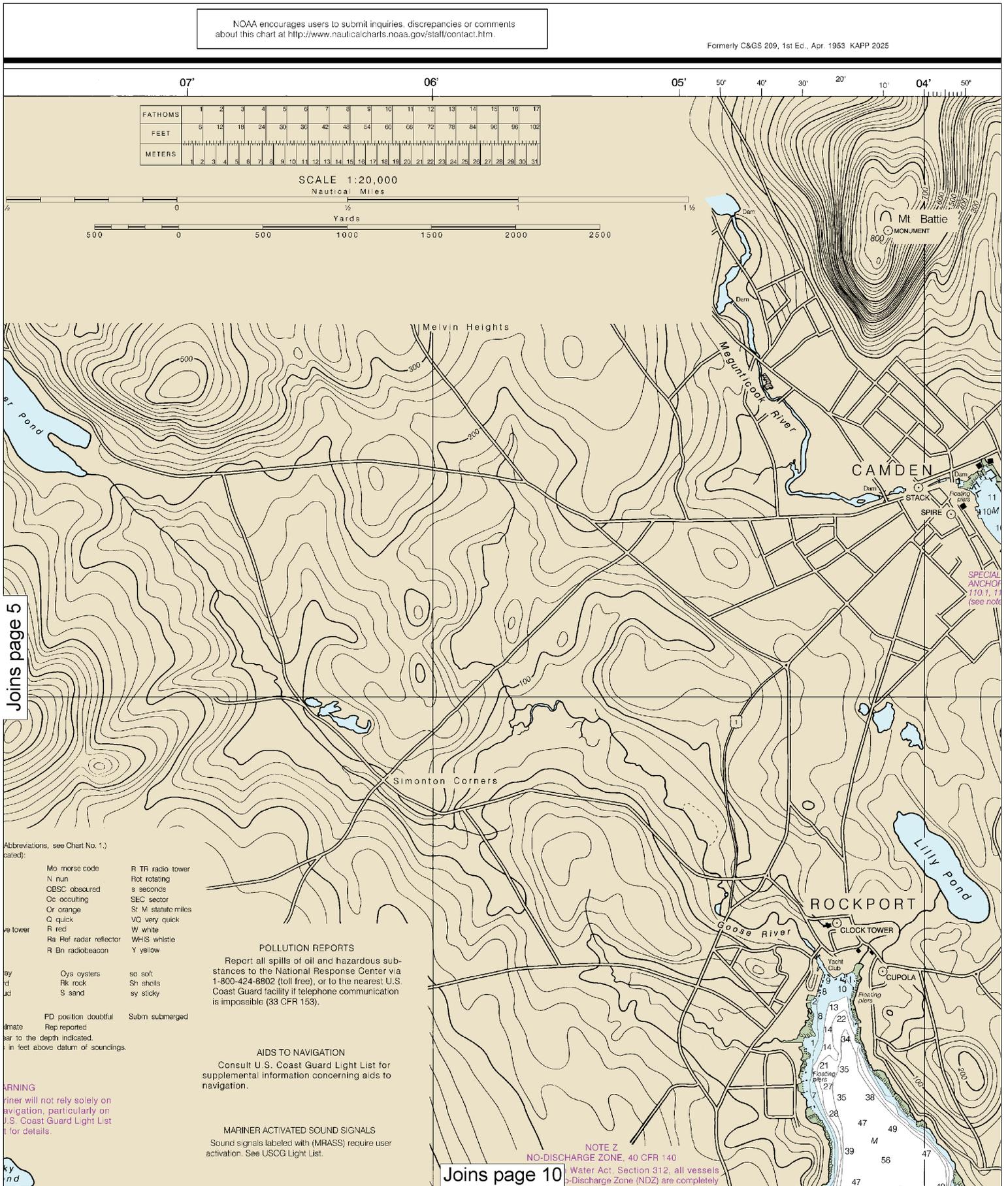
4

Note: Chart grid lines are aligned with true north.



See Note on page 5.





Joins page 5

Abbreviations, see Chart No. 1.)  
(continued):

- |      |                     |        |               |
|------|---------------------|--------|---------------|
| Mo   | morse code          | R TR   | radio tower   |
| N    | nun                 | Rot    | rotating      |
| OBSC | obscured            | s      | seconds       |
| Oc   | occurring           | SEC    | sector        |
| Or   | orange              | St. M. | statute miles |
| Q    | quick               | VQ     | very quick    |
| R    | red                 | W      | white         |
| Ra   | Ref radar reflector | WHIS   | whistle       |
| R Bn | radiobeacon         | Y      | yellow        |

- |     |         |    |        |
|-----|---------|----|--------|
| Oys | oysters | so | soft   |
| Rk  | rock    | Sh | shells |
| S   | sand    | sy | sticky |

- |     |                   |      |           |
|-----|-------------------|------|-----------|
| PD  | position doubtful | Subm | submerged |
| Rep | reported          |      |           |

in feet above datum of soundings.

**WARNING**  
Mariner will not rely solely on navigation, particularly on U.S. Coast Guard Light List for details.

**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).

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**MARINER ACTIVATED SOUND SIGNALS**  
Sound signals labeled with (MRASS) require user activation. See USCG Light List.

**NOTE Z**  
NO-DISCHARGE ZONE, 40 CFR 140  
Water Act, Section 312, all vessels  
>Discharge Zone (NDZ) are completely

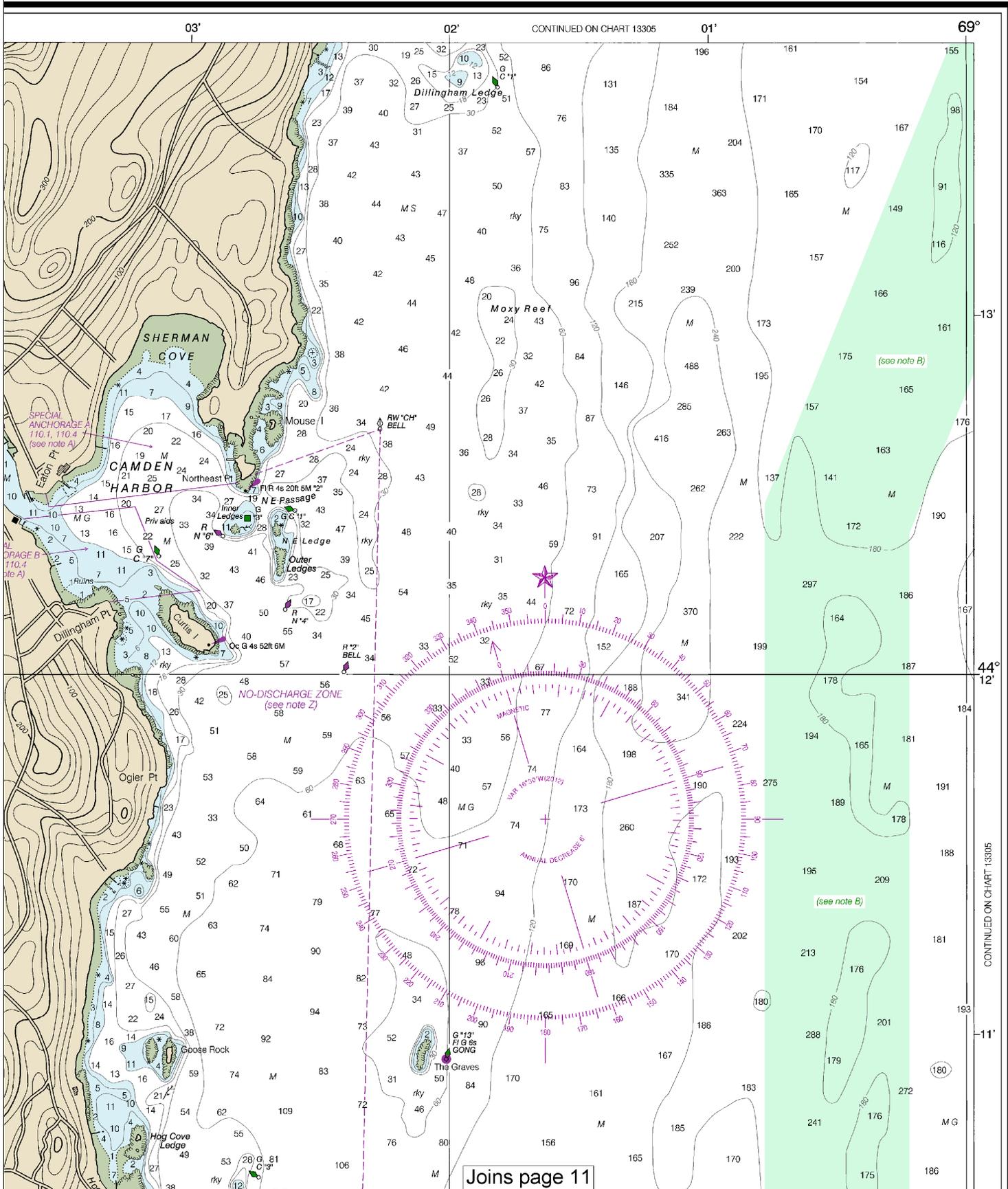
Joins page 10



Note: Chart grid lines are aligned with true north.



See Note on page 5.



Joins page 11

CONTINUED ON CHART 13305

Fl flashing	Mkr marker	Whistle	ow
<b>Bottom characteristics:</b>			
Bls boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs gravel	M mud	S sand
<b>Miscellaneous:</b>			
AUTH authorized	Obstr obstruction	FD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
⊘ 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.			

**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).

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**MARINER ACTIVATED SOUND SIGNALS**  
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**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 1 for important supplemental information.

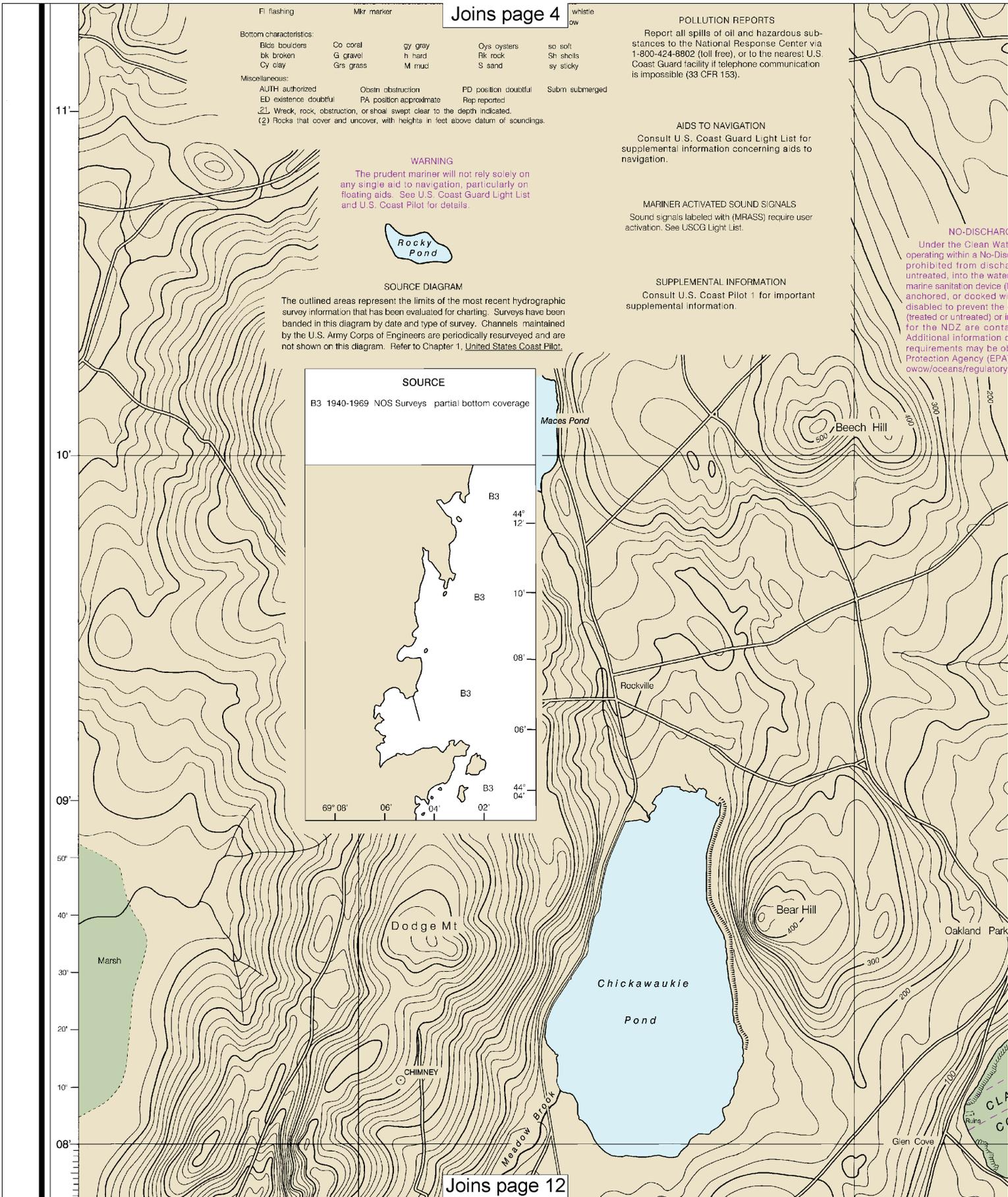
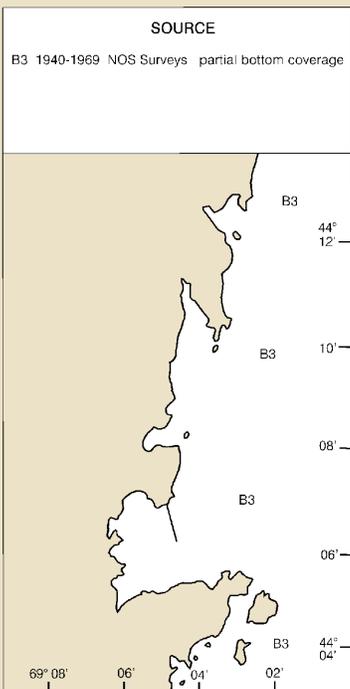
**NO-DISCHARGE**  
Under the Clean Water Act, it is prohibited from discharging untreated, into the water, any oil, garbage, or other debris; any untreated sewage; any paint, varnish, or other petroleum-based product; any chemical, liquid or solid; any material that is flammable, explosive, or otherwise hazardous; any material that is prohibited by the National Pollution Discharge Elimination System (NPDES) permit program; or any material that is prohibited by the National Discharge Zone (NDZ) program. Additional information and requirements may be found in the National Pollution Discharge Elimination System (NPDES) permit program. For more information, visit [www.epa.gov/oceans/regulatory](http://www.epa.gov/oceans/regulatory).

**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.

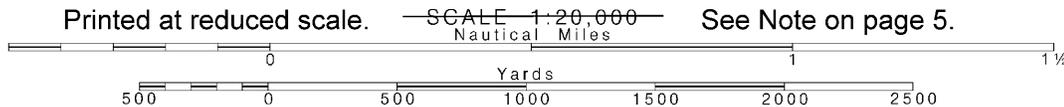


**SOURCE DIAGRAM**

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.



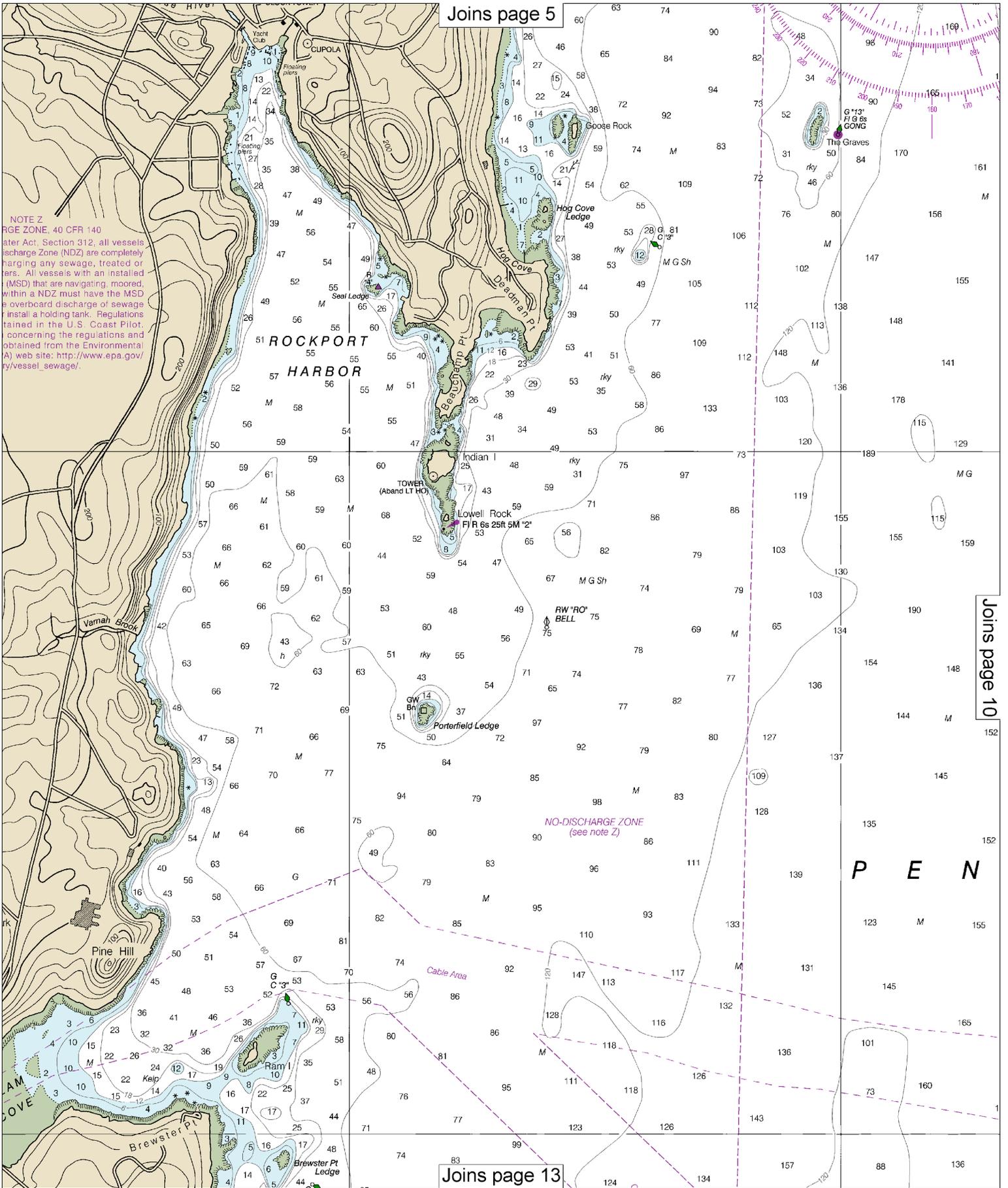
Note: Chart grid lines are aligned with true north.



See Note on page 5.

Joins page 5

NOTE Z  
NO-DISCHARGE ZONE, 40 CFR 140  
Under the Clean Water Act, Section 312, all vessels  
operating in a No-Discharge Zone (NDZ) are completely  
prohibited from discharging any sewage, treated or  
untreated. All vessels with an installed  
sanitary pump-out (MSD) that are navigating in a NDZ  
with a MSD must have the MSD  
operational and use it to receive overboard discharge of sewage.  
Regulations are contained in the U.S. Coast Pilot  
concerning the regulations and  
obtained from the Environmental Protection Agency  
(EPA) web site: [http://www.epa.gov/vessel\\_sewage/](http://www.epa.gov/vessel_sewage/).



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Ra Ref radar reflector  
R Bn radiobeacon  
WHS whistle  
Y yellow

Oys oysters  
Rk rock  
S sand

FD position doubtful  
Rep reported

Subm submerged

in feet above datum of soundings.

**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).

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

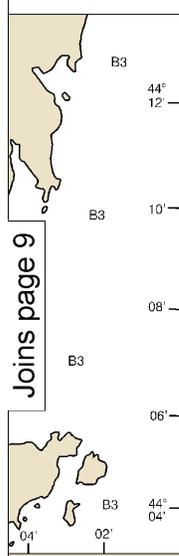
**MARINER ACTIVATED SOUND SIGNALS**  
Sound signals labeled with (MHASS) require user activation. See USCG Light List.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 1 for important supplemental information.

**WARNING**  
Mariner will not rely solely on navigation, particularly on U.S. Coast Guard Light List for details.

**DIAGRAM**  
Charts of the most recent hydrographic nature are used for charting. Surveys have been of type of survey. Channels maintained are periodically resurveyed and are Chapter 1, United States Coast Pilot.

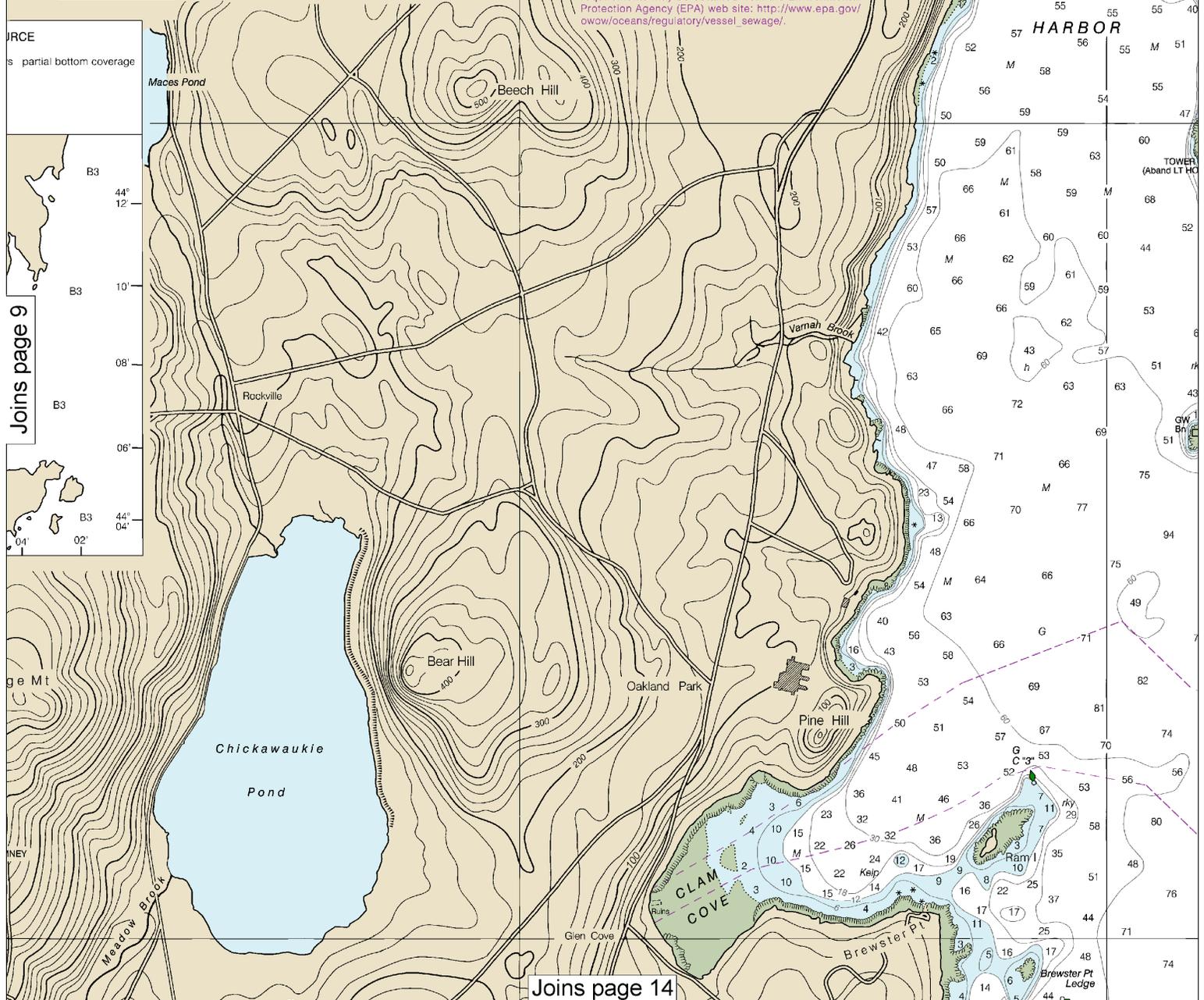
**FORCE**  
partial bottom coverage



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Joins page 6

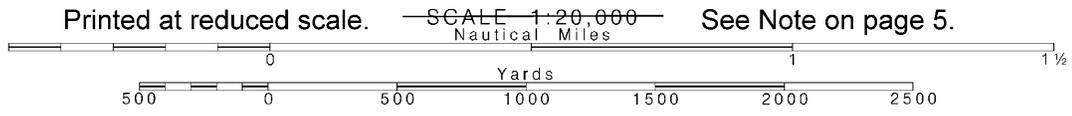
**NOTE Z  
NO-DISCHARGE ZONE, 40 CFR 140**  
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or coxed within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).



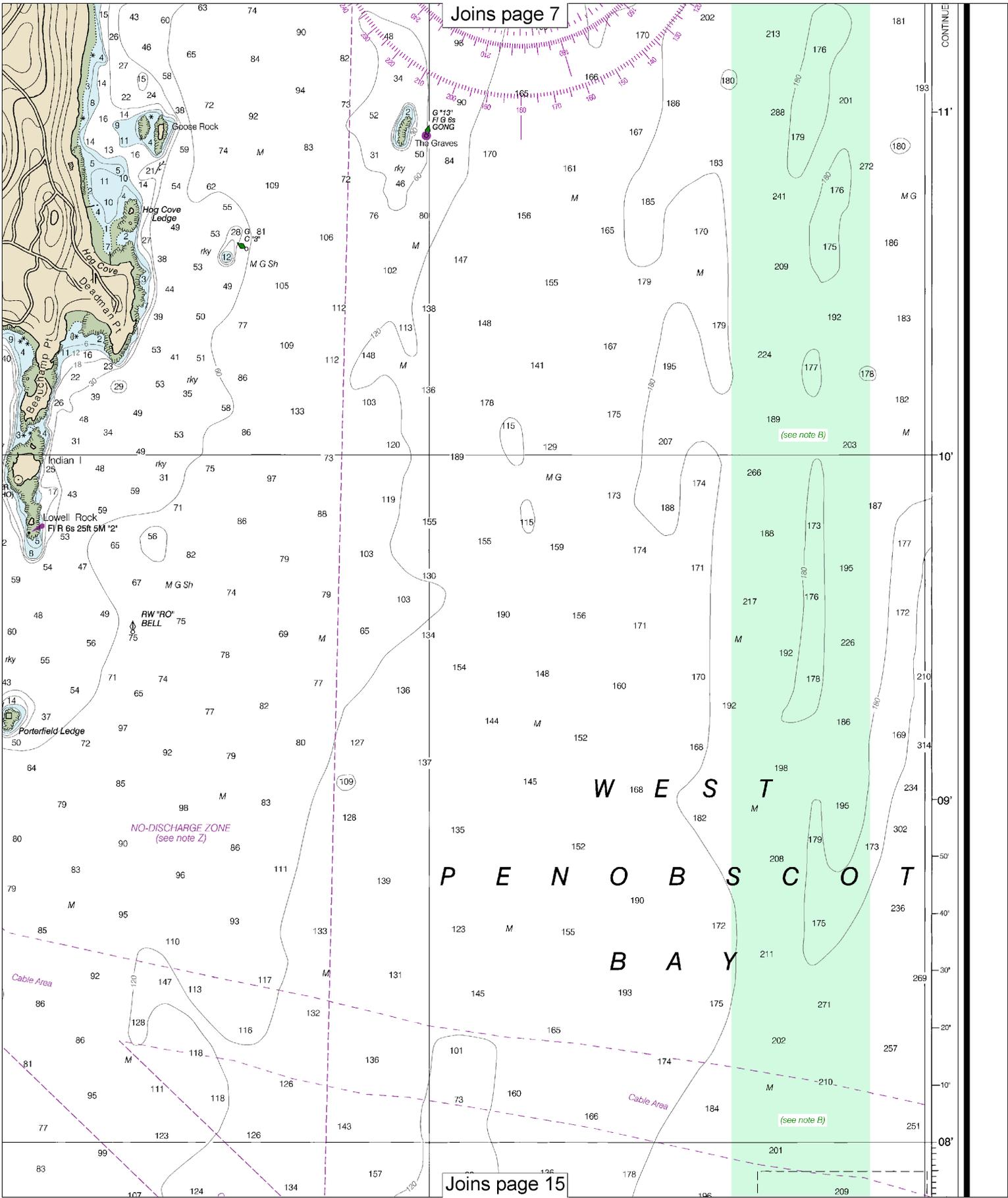
Joins page 14

**10**

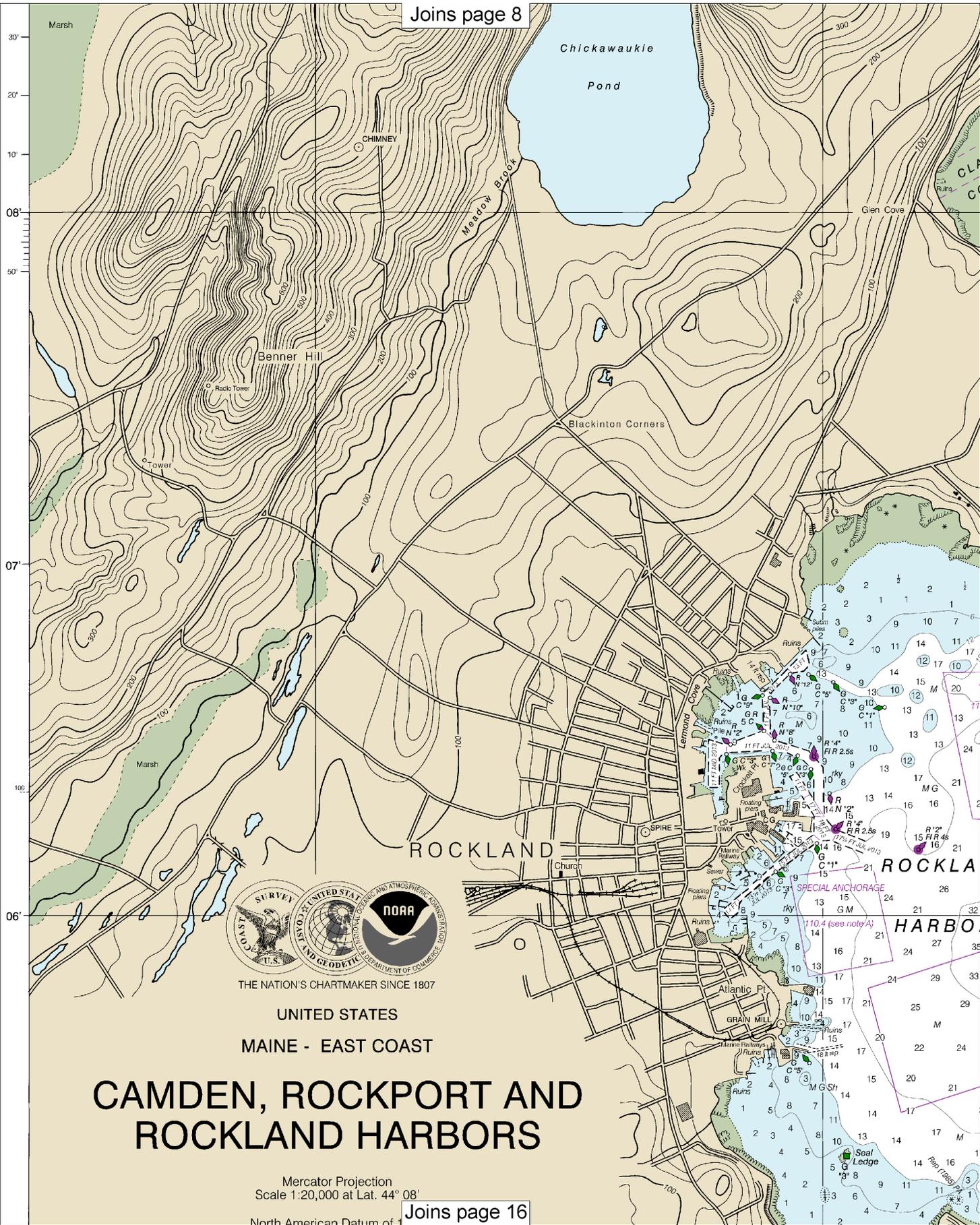
Note: Chart grid lines are aligned with true north.



See Note on page 5.



Joins page 8



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

MAINE - EAST COAST

# CAMDEN, ROCKPORT AND ROCKLAND HARBORS

Mercator Projection  
Scale 1:20,000 at Lat. 44° 08'

Joins page 16

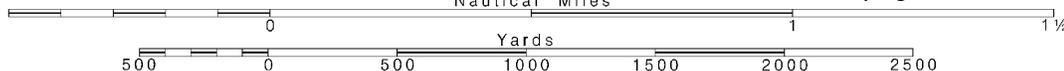
# 12

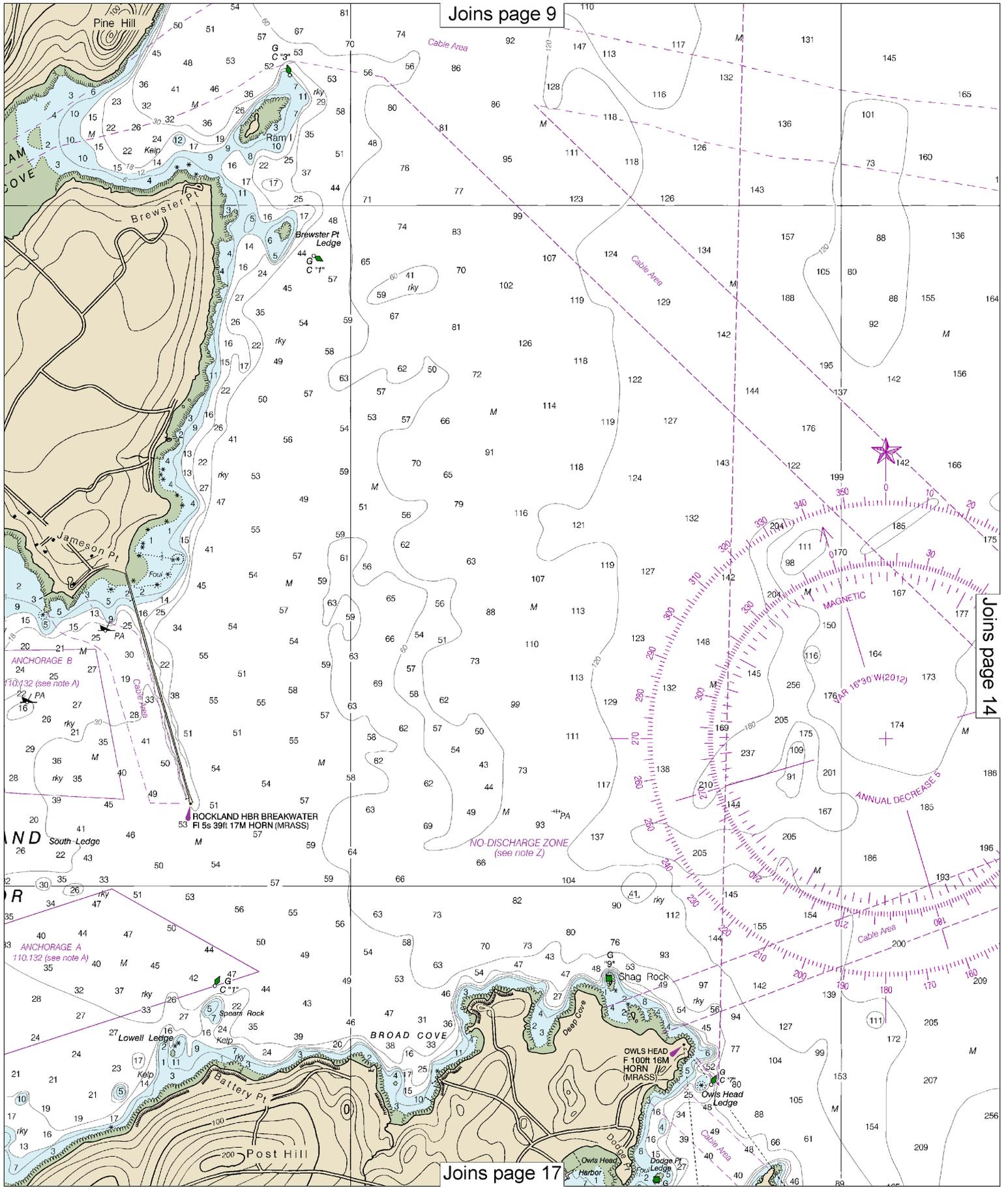
Note: Chart grid lines are aligned with true north.

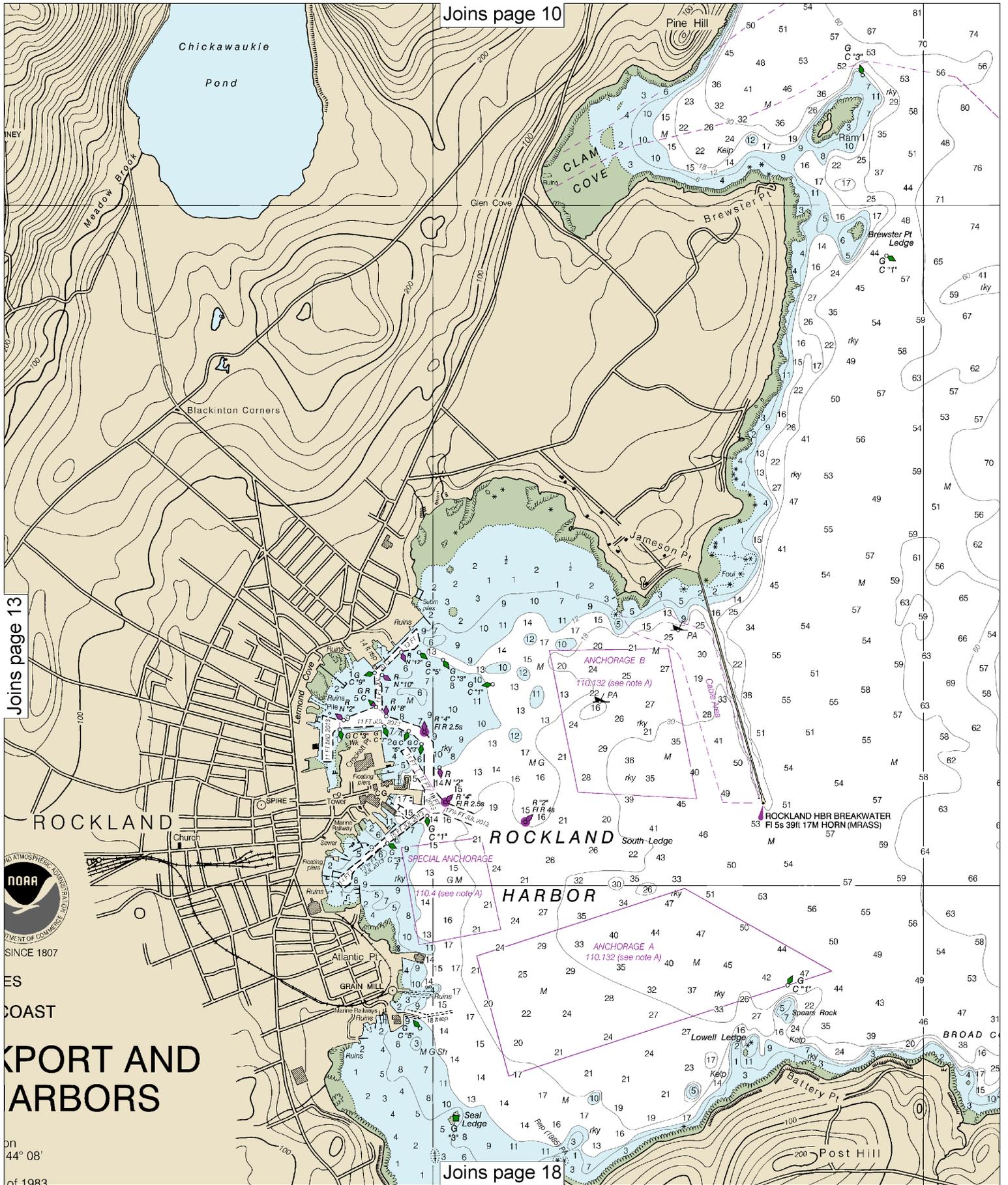
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.







Joins page 10

Joins page 13

Joins page 18



**PORT AND HARBORS**

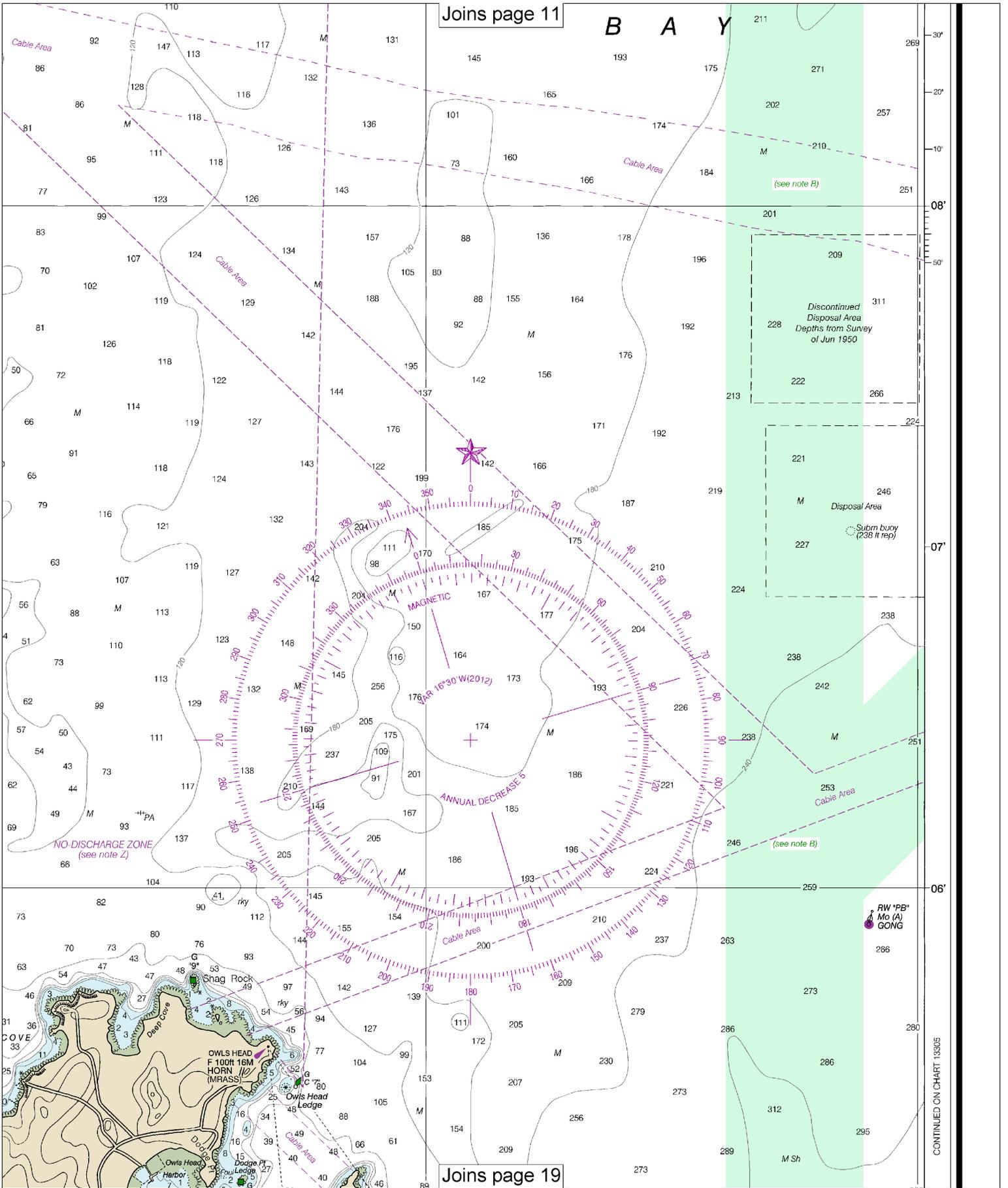
on 44° 08' of 1983

**14**

Note: Chart grid lines are aligned with true north.



B A Y



CONTINUED ON CHART 13305

UNITED STATES  
MAINE - EAST COAST

# CAMDEN, ROCKPORT AND ROCKLAND HARBORS

Mercator Projection  
Scale 1:20,000 at Lat. 44° 08'

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

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Camden	(44°12'N/69°03'W)	feet 10.4	feet 10.0	feet 0.4
Rockland	(44°06'N/69°06'W)	feet 10.6	feet 10.2	feet 0.4

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>. (Jun 2012)

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, Geological Survey, and U.S. Coast Guard.

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.

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 0.292' northward and 1.848' eastward to agree with this chart.

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.

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.

Limitations aids to marine U.S. Coast G Geospatial-Inte Radio direct broadcasting s should be used Station posit (Accurate loc

RA Radar reflect floating aids t reflector identi omitted from t

RECOM

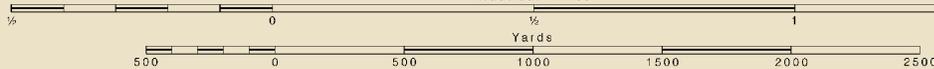
Deep draft vessels entering requested to remain within the possible within all parts of the excluded, should exercise caut or 13 for information concerning Pilot 1, Chapter 7.

Knox County Regional Airport

AERO Rot W & G

Ash

SCALE 1:20,000  
Nautical Miles



09' 69° 08' 07' 06'

11th Ed., Jul. 2012  
**13307**

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**

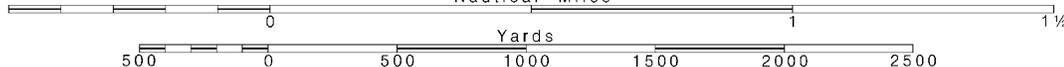
Last Correction: 10/28/2016. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4816 (11/26/2016), CHS: 1016 (10/28/2016)

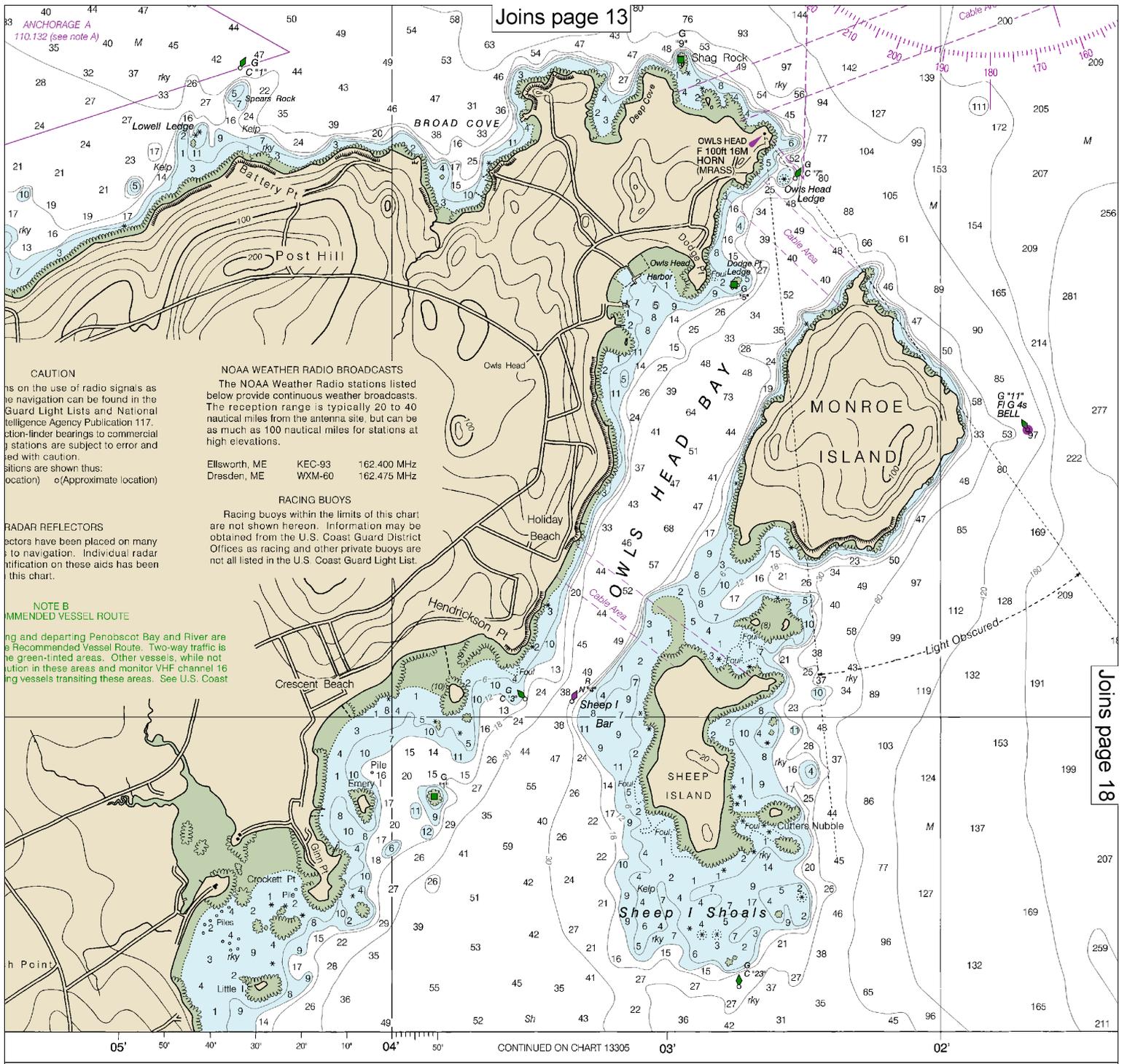
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





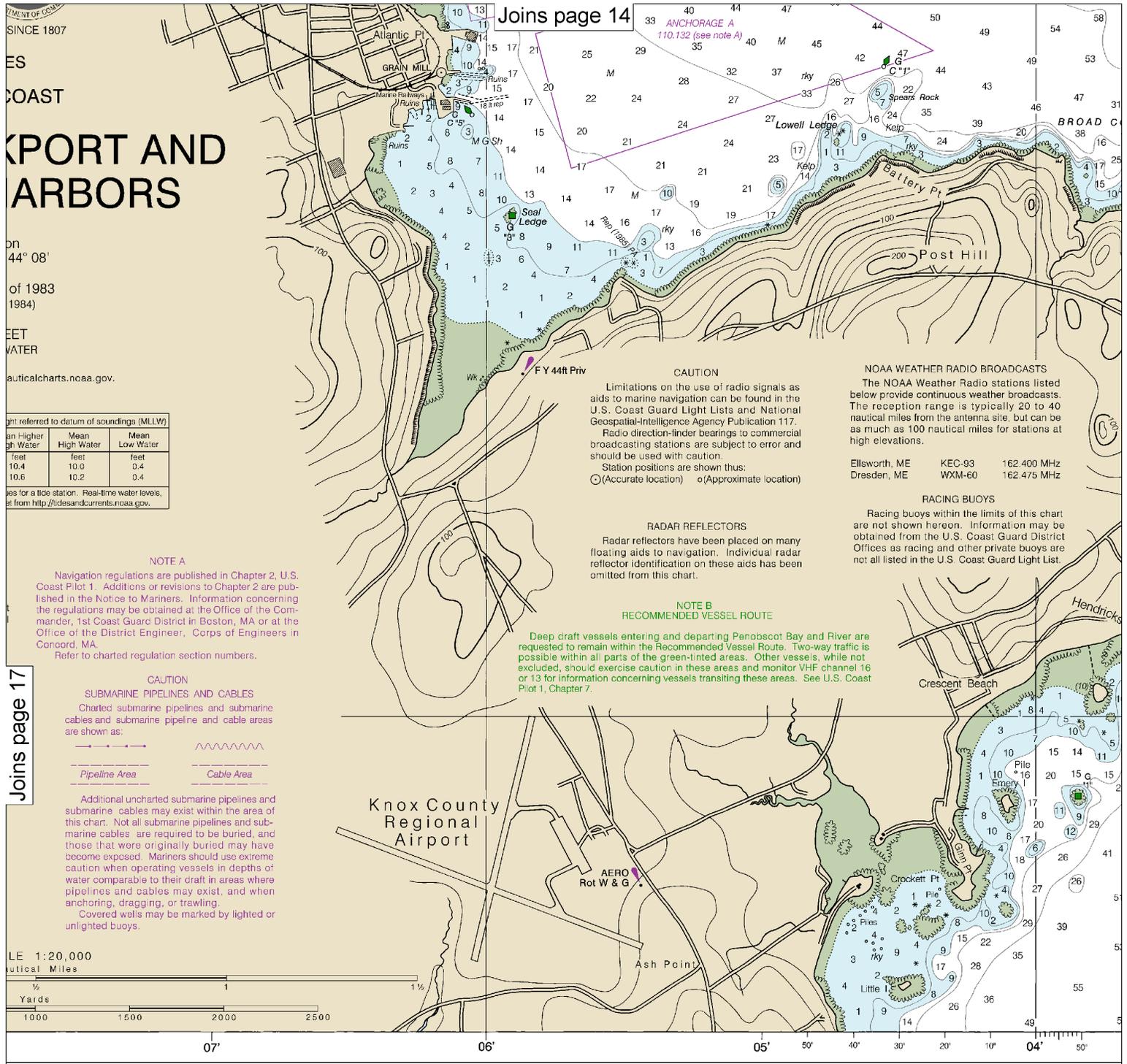
Joins page 13

Joins page 18

FEET

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

Camden, Rockport and Rockport Harbor  
SOUNDINGS IN FEET - SCALE



SINCE 1807  
 ES  
 COAST  
**PORT AND**  
**ARBORS**  
 on  
 44° 08'  
 of 1983  
 (1984)  
 EET  
 WATER  
 nauticalcharts.noaa.gov.

Joins page 14

Chart referred to datum of soundings (MLLW)

Mean High Water	Mean High Water	Mean Low Water
Feet	Feet	Feet
10.4	10.9	0.4
10.6	10.2	0.4

Notes for a tide station. Real-time water levels, etc. from <http://idesandcurrents.noaa.gov>.

**NOTE A**

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**CAUTION**

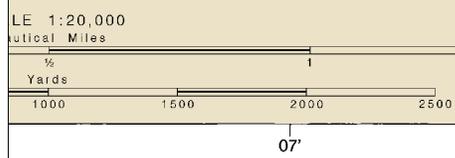
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Pipeline Area  
 Cable Area

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Covered wells may be marked by lighted or unlighted buoys.



**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)

**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.

Ellsworth, ME	KEC-93	162.400 MHz
Dresden, ME	WXM-60	162.475 MHz

**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.

**NOTE B**

**RECOMMENDED VESSEL ROUTE**

Deep draft vessels entering and departing Penobscot Bay and River are requested to remain within the Recommended Vessel Route. Two-way traffic is possible within all parts of the green-limited areas. Other vessels, while not excluded, should exercise caution in these areas and monitor VHF channel 16 or 13 for information concerning vessels transiting these areas. See U.S. Coast Pilot 1, Chapter 7.

**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.

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# SOUNDINGS IN FEET

**CAUTION**

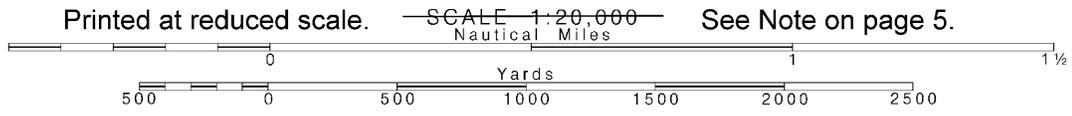
This chart has been corrected from the Notice to Mariners (NM) published by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LN) issued periodically by each U.S. Coast Guard district to the lower left hand corner. Chart updates corrected from Notice to Mariners after the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

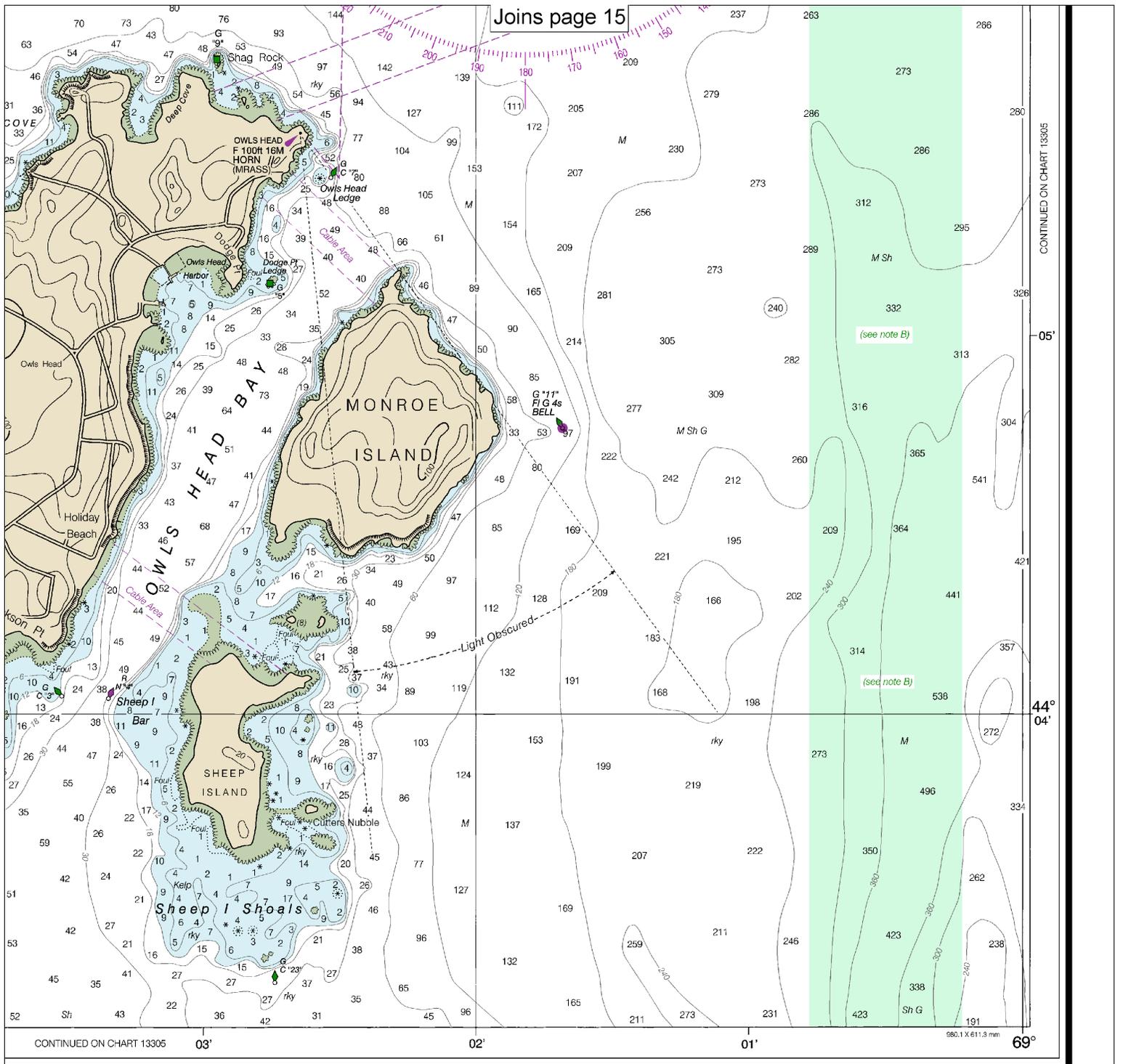
Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

gh:  
 (2016), CHS: 1016 (10/28/2016)

**18**

Note: Chart grid lines are aligned with true north.





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CONTINUED ON CHART 13305

CONTINUED ON CHART 13305

Camden, Rockport and Rockland Harbors  
SOUNDINGS IN FEET - SCALE 1:20,000

13307



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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