

# BookletChart™

## Cleveland Harbor

NOAA Chart 14839

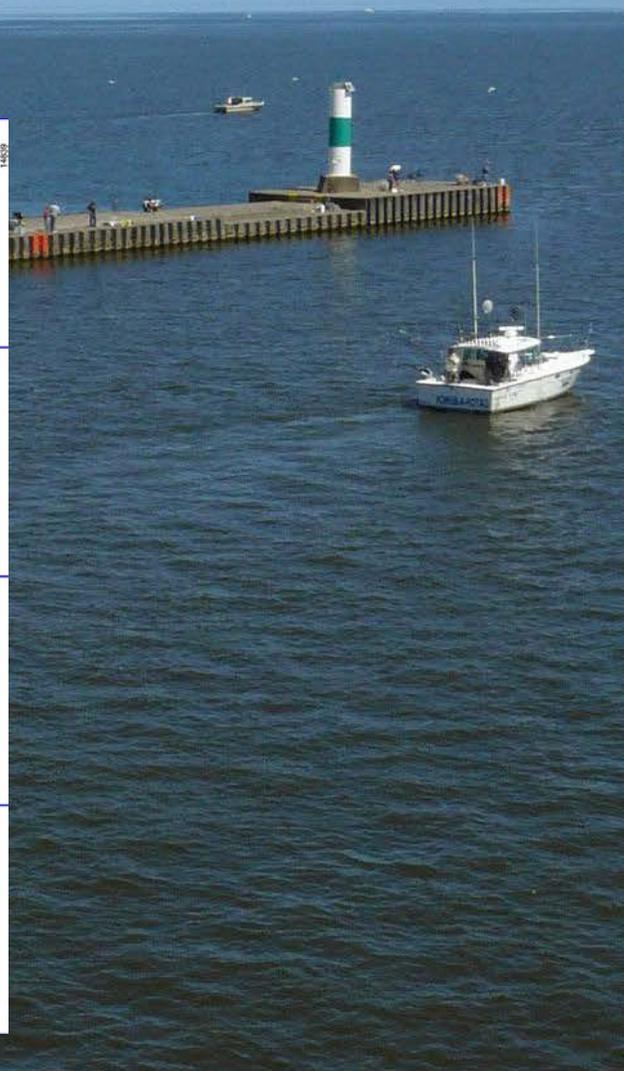
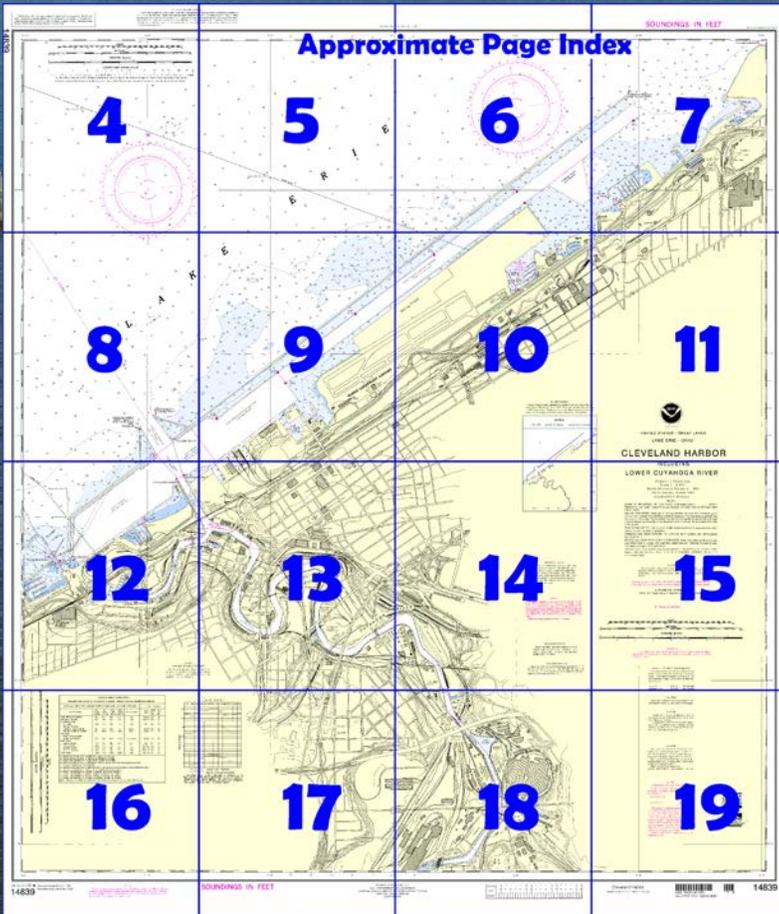


*A reduced-scale NOAA nautical chart for small boaters*

*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.

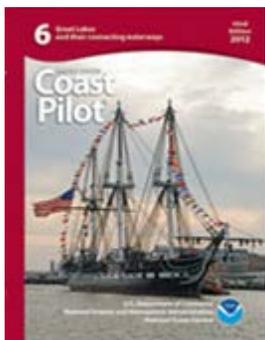
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14839>



**(Selected Excerpts from Coast Pilot)**  
**Cleveland Harbor**, about 175 miles SW of Buffalo and 95 miles E of Toledo, consists of an outer harbor formed by breakwaters and an inner harbor made up of the **Cuyahoga River**, and the **Old River** which was the original outflow channel of the Cuyahoga River. The city of **Cleveland, Ohio**, is one of the major industrial centers on Lake Erie.

The major commodities handled at the port are iron, steel, and aluminum products; limestone, iron ore, sand, stone, salt, and other minerals; petroleum products and other liquid bulk cargo; and general and

containerized cargo in the foreign trade.

Vessels calling at Cleveland Harbor may obtain information on river traffic by contacting the Great Lakes Towing Co. dispatcher on VHF-FM channels 16 or 10, or by radiotelephone through a land station, telephone, 800-321-3663.

The most prominent objects when approaching Cleveland Harbor are the Municipal Stadium 0.7 mile E of the mouth of the Cuyahoga River, the Federal Office Building and the Erieview Plaza Tower about 1.1 miles E of the mouth, the Terminal Tower 1 mile SE of the mouth, and the lighted "W" sign 3.3 miles W of the mouth on the lakefront.

Federal regulations specify a **speed limit** of 6 mph in the harbor except in the outer harbor where the speed limit is 10 mph. (See **33 CFR 162.160 and 207.570**, chapter 2, for regulations.) However, the city of Cleveland has adopted a lesser **speed limit** of no wake, 4 mph in the Cuyahoga River and Old River. During fog or when a blue light or flag is shown from any pier, wharf, bridge or other place where person or property may be endangered, a **speed limit** of 2 mph is enforced. Local harbor regulations are established by the city of Cleveland and enforced by the **harbormaster** who can be contacted at Water Control Laboratory, New West Pier, Whiskey Island, c/o Water Control Laboratory, 1201 Lakeside Avenue, Cleveland, Ohio 44114.

The Halvorsen Boiler and Engineering Company maintains portable equipment for making repairs to vessels at their berths and a machine shop capable of producing shafts 16 feet by 14 inches. G and W Industries, Inc. has a berth on the S side of the river above the Carter Road bridge with a 60-ton crane and floating cranes to 35 tons. They produce shafts up to 12 feet by 36 inches. The above repair companies are on the Cuyahoga River and provide all types of above- the-waterline repairs to vessels in Cleveland harbor.

Great Lakes Towing Company's facility is in Old River and has a 250-ton floating drydock, a heavy lift crane, and complete machinery facilities for above and below-waterline repairs of all types.

Several marinas on the lakefront provide transient berths, gasoline, diesel fuel, water, ice, electricity, launching ramps, and sewage pump-out. Vessels calling at Cleveland Harbor may obtain information on river traffic by contacting the Great Lakes Towing Co. dispatcher on VHF-FM channels 16 or 10, or by radiotelephone through a land station, telephone, 800-321-3663.

**Dangers.**—During flood stages of the Cuyahoga River, debris may be encountered in the river and in the outer harbor.

**Safety zones** have been established in the vicinity of river bends along Cuyahoga and Old Rivers. Mooring, standing or anchoring is prohibited in these areas. (See **33 CFR 165.1 through 165.7, 165.20 through 165.23, and 165.903**, chapter 2, for limits and regulations.)

Heavy small pleasure-craft traffic during the boating season is in Old River and on the Cuyahoga River as far upstream as just below the Conrail Bridge at mile 2.42.

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

**Quarantine** is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

**Harbor Regulations.**—Federal regulations specify a **speed limit** of 6 mph (5.2 knots) in the harbor except in the outer harbor where the speed limit is 10 mph (8.7 knots). (See **33 CFR 162.160 and 207.570**, chapter 2, for regulations.) However, the city of Cleveland has adopted a lesser **speed limit** of no wake, 4 mph (3.5 knots) in the Cuyahoga River and Old River.

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

RCC Cleveland

Commander

9th CG District

(216) 902-6117

Cleveland, OH

**2**

# 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>

14839

81°44'

81°43'

SCALE 1:10,000

Nautical Miles

Statute Miles

Yards

Meters

Depth over crib 29 ft

327° 21.51 Miles

Joins page 8

E

K

A

Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.

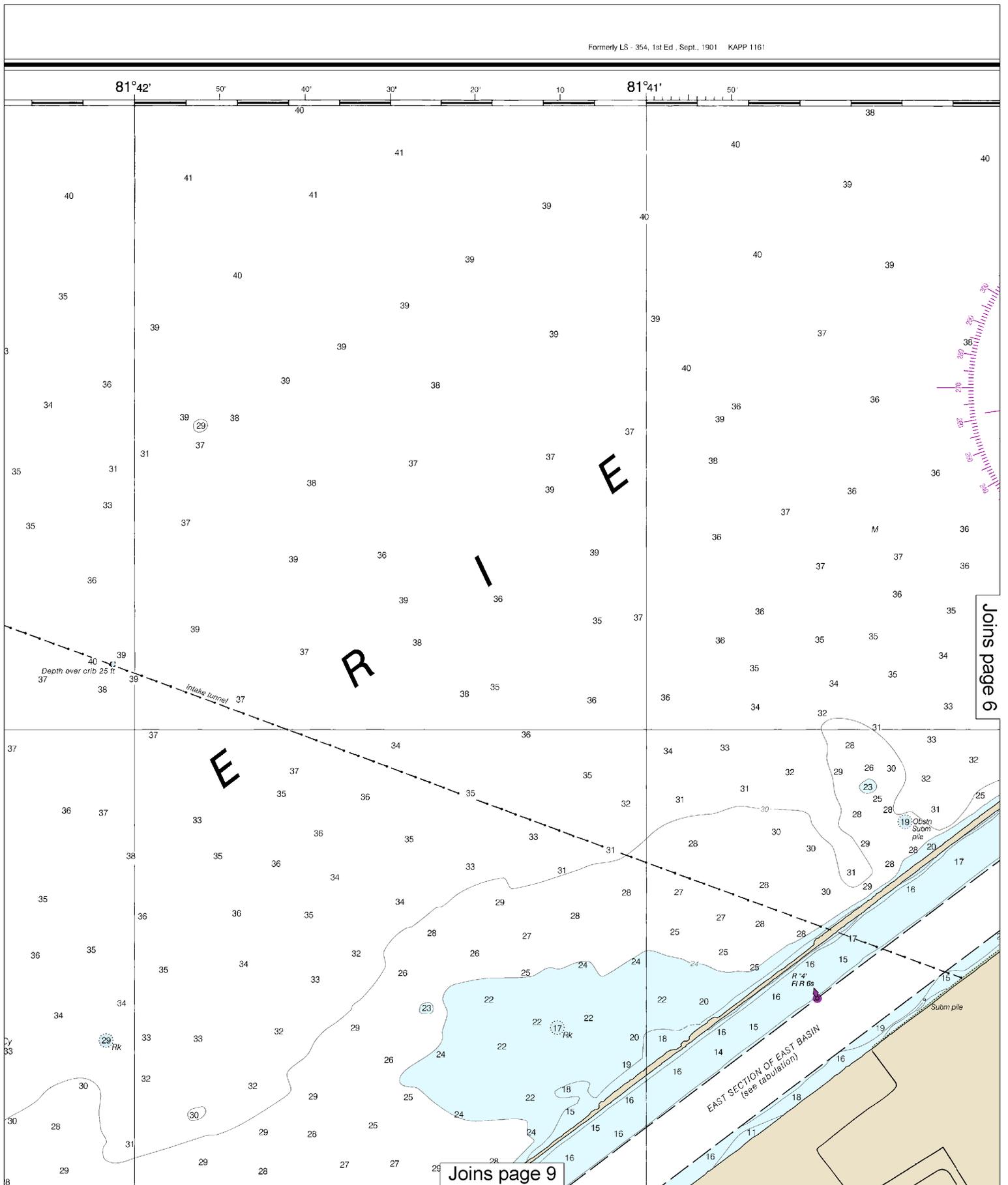
Nautical Miles

Yards

4

Note: Chart grid lines are aligned with true north.

200 0 200 400 600 800 1000 1200



Joins page 6

Joins page 9

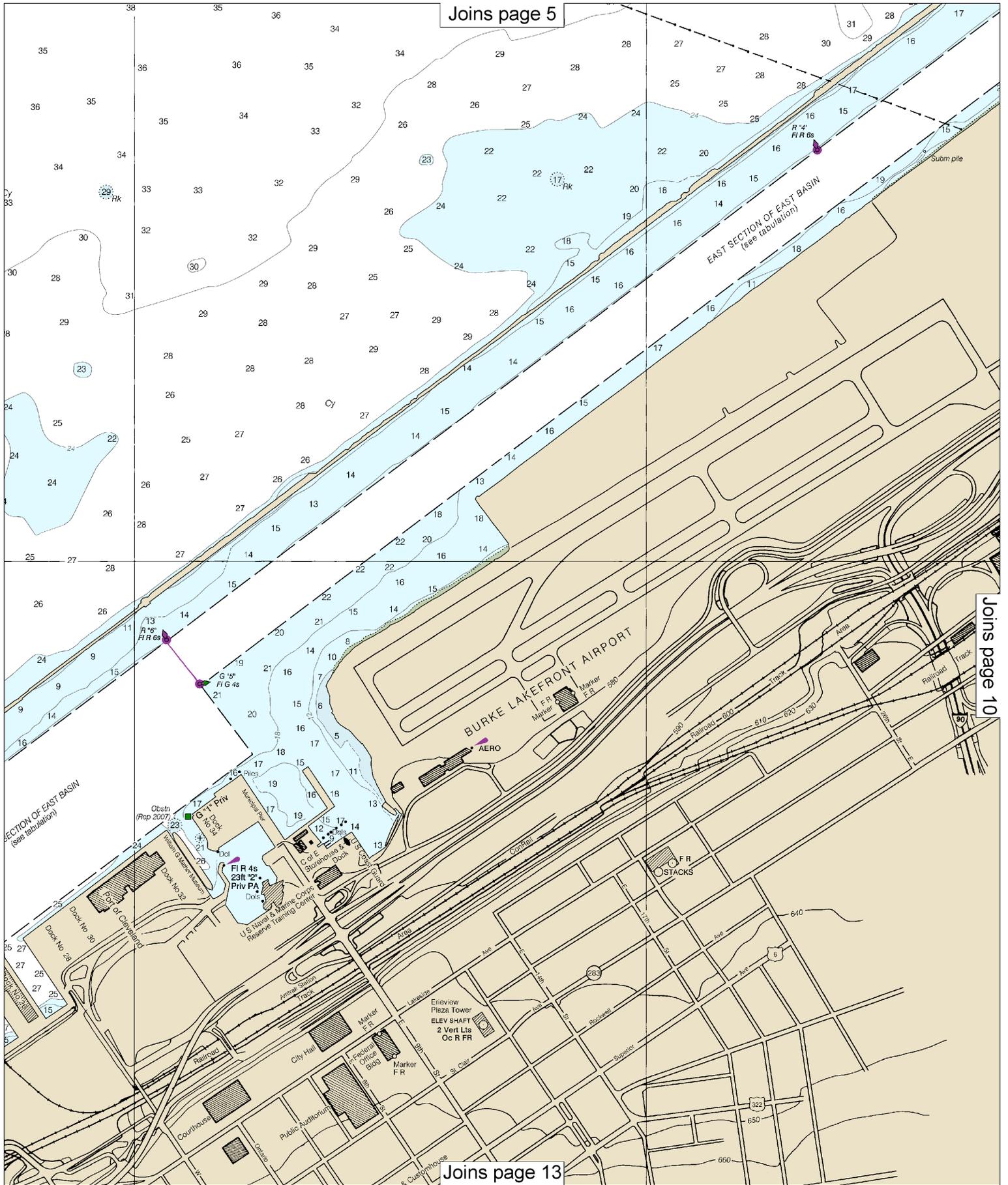
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

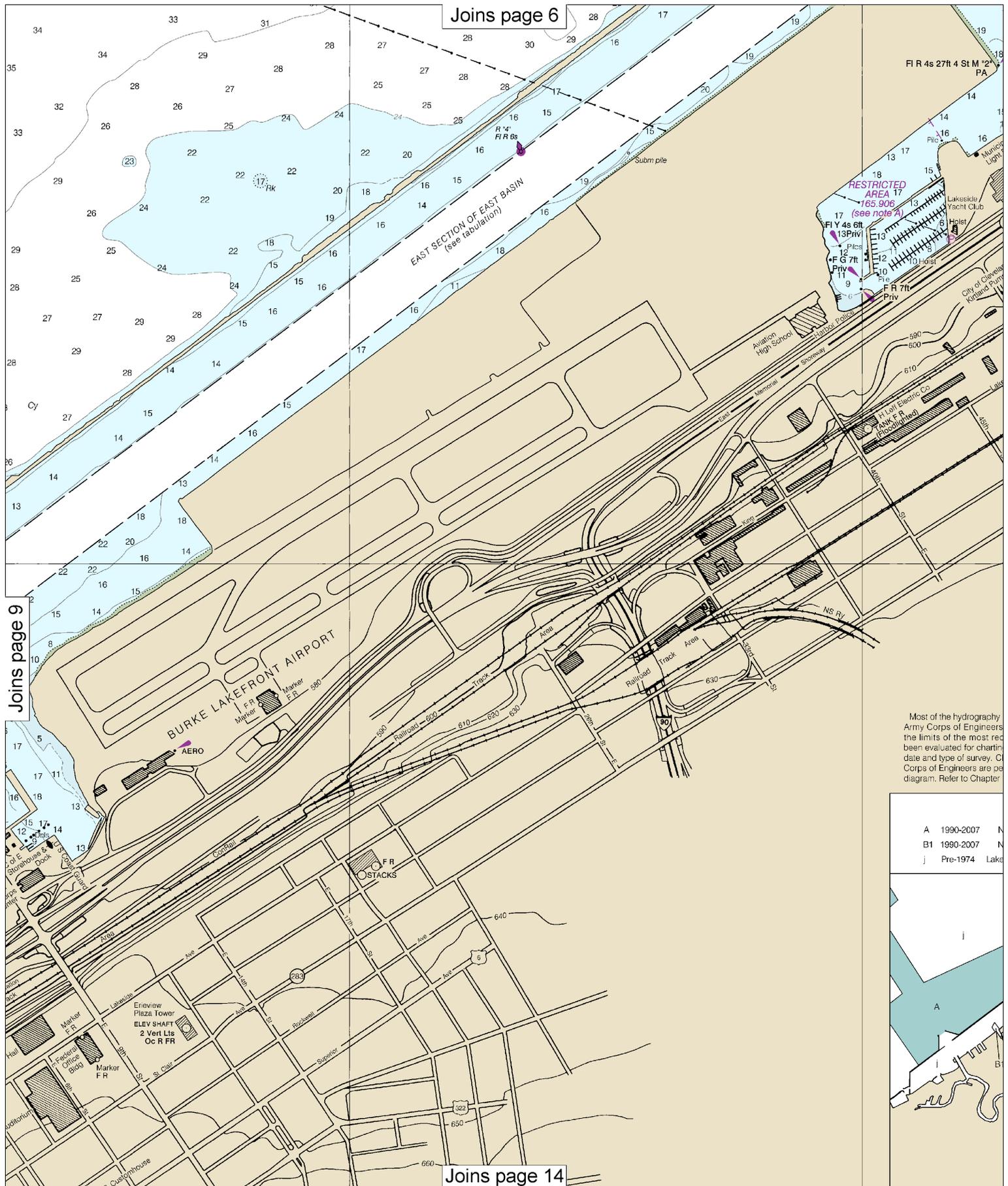






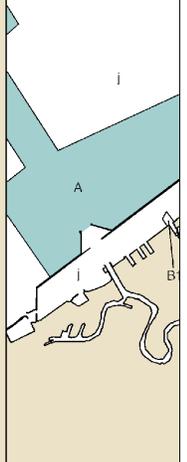






Most of the hydrography the limits of the most recent date and type of survey. C of Engineers are per diagram. Refer to Chapter

A	1990-2007	N
B1	1990-2007	N
j	Pre-1974	Lake

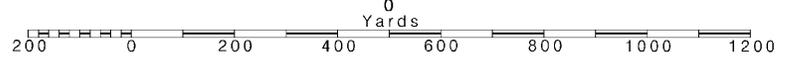


**10**

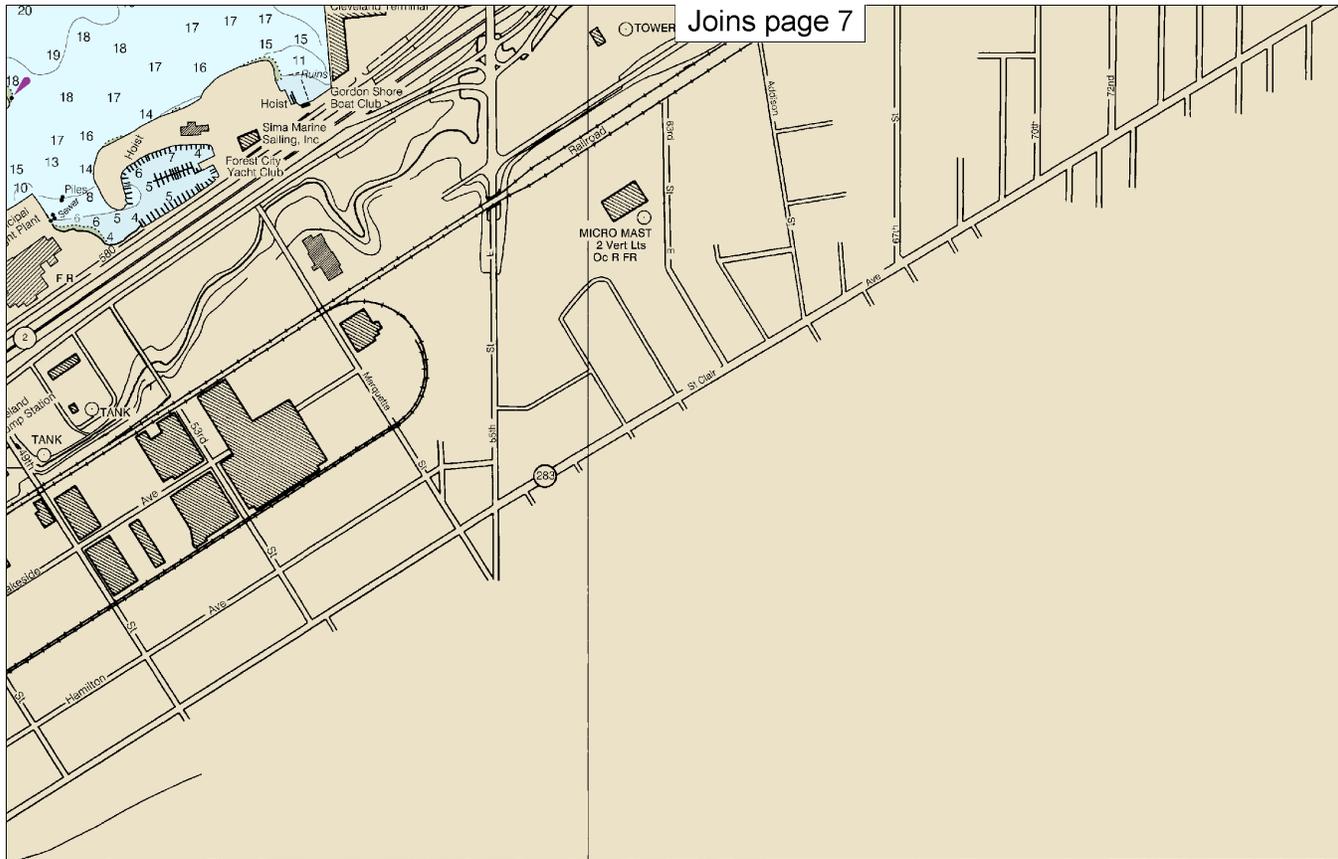
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



Joins page 7



41° 31'

50'

40'

30'

20'

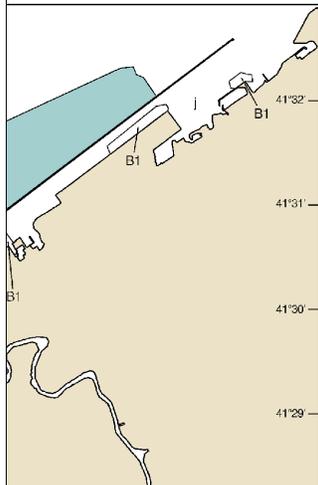
10'

SOURCE DIAGRAM

Identified by the letter 'I' was surveyed by the U.S. Coast and Geodetic Survey prior to 1974. Other outlined areas represent recent hydrographic survey information that has been added. Surveys have been banded in this diagram by the following: Channels currently maintained by the U.S. Army and periodically resurveyed and are not shown on this chart. U.S. Coast Pilot.

SOURCE

- NOS Surveys full bottom coverage
- NOS Surveys partial bottom coverage
- Coast and Geodetic Survey Surveys partial bottom coverage



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

LAKE ERIE - OHIO

# CLEVELAND HARBOR

## INCLUDING

### LOWER CUYAHOGA RIVER

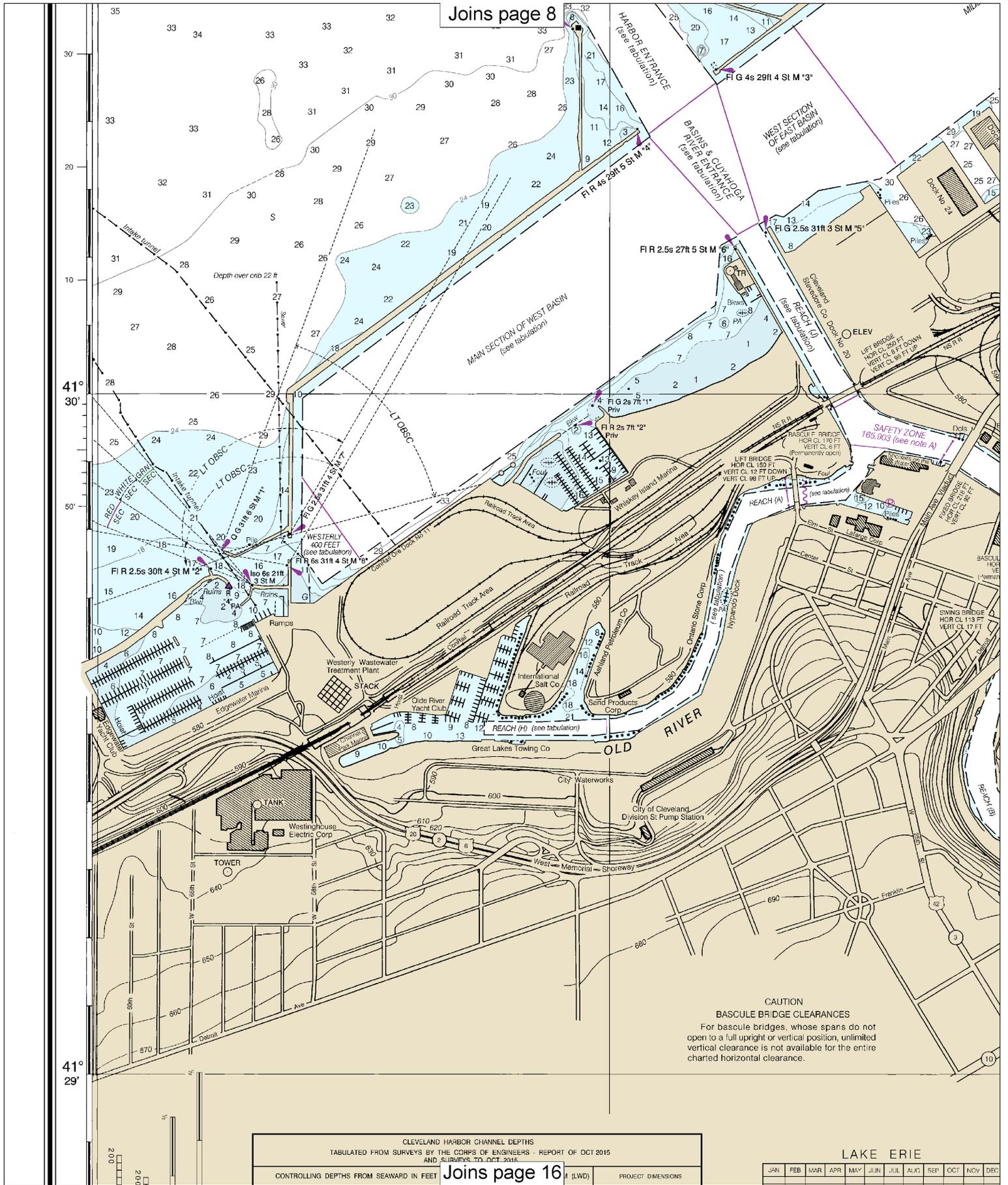
Polyconic Projection  
Scale 1:10,000

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Joins page 15

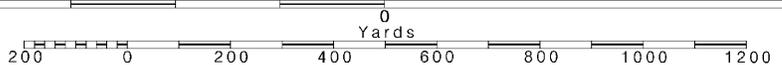


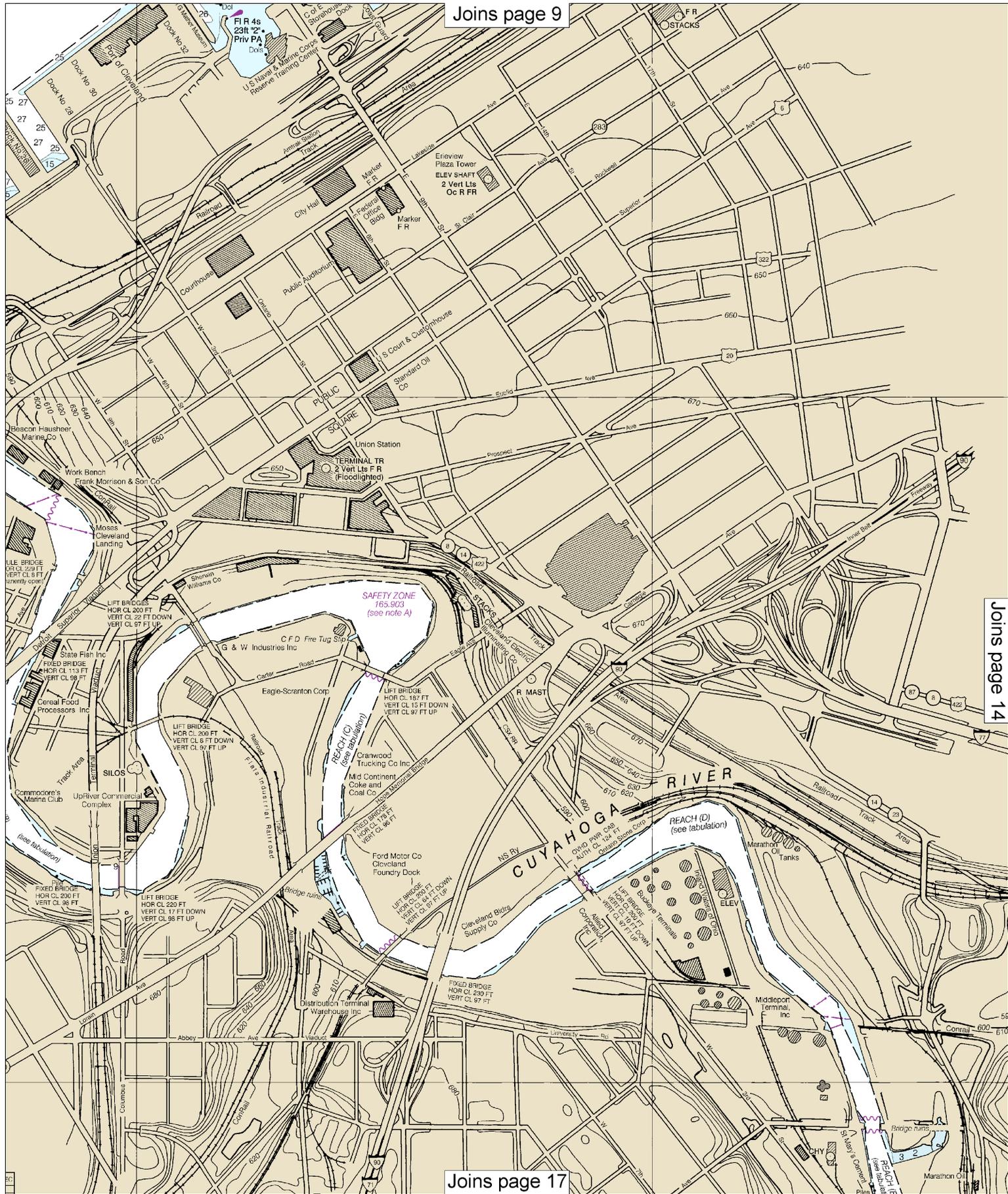
**12**

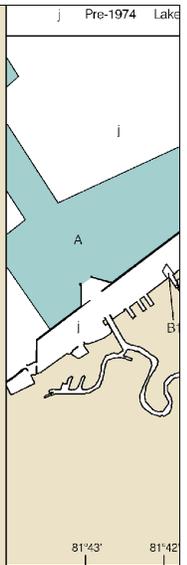
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —  
 Nautical Miles

See Note on page 5.







Joins page 13

Joins page 18

HORIZO  
The horizontal re  
is North American Da  
for charting purpos  
to the World Geoce  
Geographic posit  
American Datum of  
average of 0.189' no  
to agree with this ch

Navigation regulatio  
Coast Pilot 6. Additio  
listed in the Notice to M  
the regulations may be d  
mander, 9th Coast Guar  
the Office of the District  
Buffalo, New York.  
Refer to charted reg

MARINER AC  
CLEVELAND HARB  
(MRASS) Horn is 3  
on VHF-FM Ch 83A

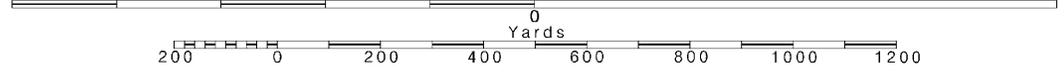
RADA  
Radar reflector  
floating aids to n  
reflector identifi  
omitted from this

POL  
Report all spills of  
National Response Cen  
to the nearest U.S. Co  
munication is imposs

14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 See Note on page 5.



# CLEVELAND HARBOR INCLUDING LOWER CUYAHOGA RIVER

Polyconic Projection  
Scale 1:10,000

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

### NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....569.2 ft.  
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).  
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure. The true bearing between any two points on this chart may be determined by connecting the two points with a straight line and measuring the angle of its intersection with a meridian line at or near the middle of the course.  
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.  
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1  
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.  
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

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

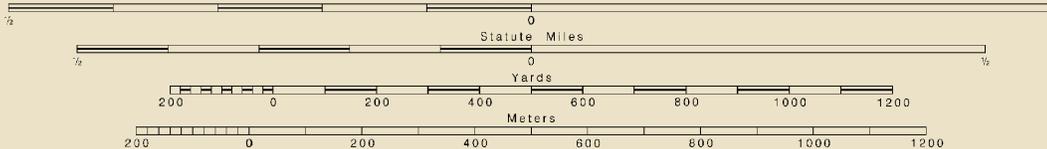
Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

 Pump-out facilities

SCALE 1:10,000  
Nautical Miles



### 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.

### 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.

Akron, OH	KDO-94	162.400 MHz
Cleveland, OH	KHB-59	162.550 MHz
Gratton, OH	WNG-698	162.500 MHz

### 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 Notices to Mariners.

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### HORIZONTAL DATUM

Reference datum of this chart is North American Datum of 1983 (NAD 83), which is considered equivalent to the World Geodetic System 1984 (WGS 84). Positions referred to the North American Datum of 1927 must be corrected northward and 0.536° eastward on this chart.

### NOTE A

Notations are published in Chapter 2, U.S. Coast Pilot 6, or revisions to Chapter 2 are published in the U.S. Coast Pilot 6. Information concerning this chart should be obtained at the Office of the Command District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Cleveland, Ohio.

Regulation section numbers.

### ACTIVATED SOUND SIGNAL

HARBOR MAIN ENTRANCE LIGHT - 5 flashes activated by keying mic 5 times BA.

### RADAR REFLECTORS

Radar reflectors have been placed on many aids to navigation. Individual radar reflector information on these aids has been included on this chart.

### POLLUTION REPORTS

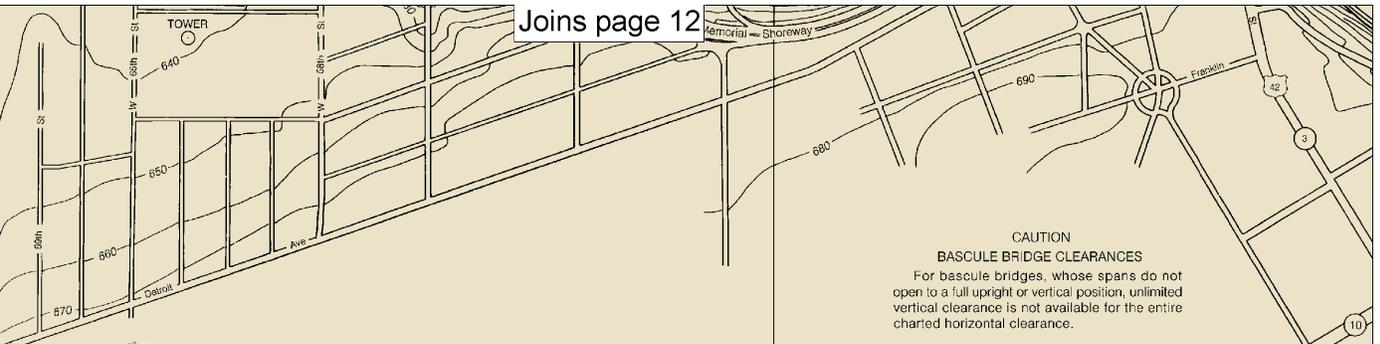
Reports of oil and hazardous substances to the National Pollution Discharge Reporting System (NPDES) should be reported to the Coast Guard facility if telephone contact is not possible (33 CFR 153).

30'  
20'  
10'  
41° 30'  
50'  
41° 29'

**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.

41° 29'

41° 28'



**CLEVELAND HARBOR CHANNEL DEPTHS**  
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2015  
 AND SURVEYS TO OCT 2015

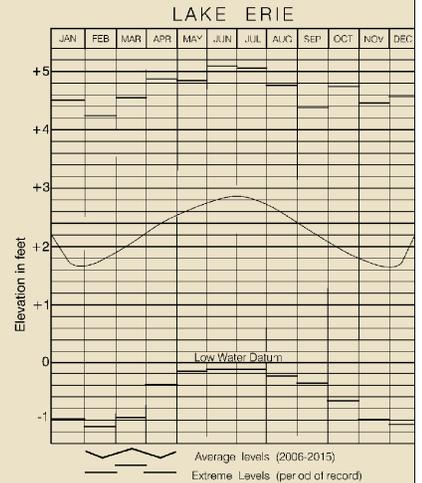
NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (FEET)	DEPTH LWD (FEET)
<b>CLEVELAND HARBOR</b>								
HARBOR ENTRANCE	25.8	28.5	27.1	22.8	9-10-15	600-700	1150	29
BASINS & CUYAHOGA RIVER ENTRANCE	23.4	26.9	27.7	24.8	9-10-15	230-760	1200	28
WEST BASIN								
MAIN SECTION	18.9	22.9	22.2	13.0	9-10-15	800-1590	4400	28
WESTERLY 400 FEET	14.5	13.2	12.3	10.1	9-10-15	330-800	400	26
EAST BASIN								
WEST SECTION (A)	16.9	23.3	26.6	16.7	9-10-15	1560	1300	28
MIDDLE SECTION (A)	12.1	20.5	21.2	18.8	9-10-15	1270-1560	3800	27
EAST SECTION (B)	18.7	22.0	21.9	13.8	9-10-15	500	14600	25
NICHOLSON APPROACH	22.4	22.4	22.2	22.0	9-10-15	400-1600	1300	25

A. TRAFFIC FLOWS IN EAST BASIN FROM WEST TO EAST.  
 B. TRAFFIC FLOWS IN EAST BASIN FROM EAST TO WEST.  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

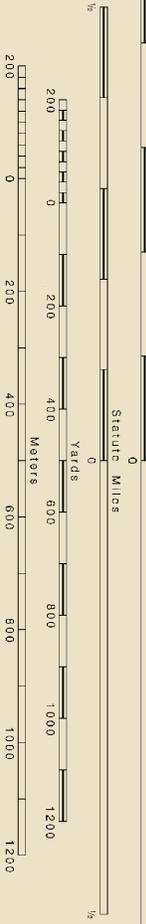
**CUYAHOGA AND OLD RIVERS CHANNEL DEPTHS**  
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2016  
 AND SURVEYS TO APR 2016

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (FEET)	DEPTH LWD (FEET)
<b>CUYAHOGA RIVER</b>							
(J) ENTRANCE TO BRIDGE 1	13.2	19.6	13.5	4-16	230	1700	27
(B) BRIDGE 1 TO BRIDGE 6	5.1	15.5	7.6	4-16	250-300	6300	23
(C) BRIDGE 6 TO BRIDGE 12	5.7	12.9	5.4	4-16	180-790	5500	23
(D) BRIDGE 12 TO BRIDGE 17	5.3	17.1	5.6	4-16	120-400	6400	23
(E) BRIDGE 17 TO END OF TURNING BASIN	10.2	16.4	8.9	4-16	110-250	4000	23
(F) END OF TURNING BASIN TO BRIDGE 23	13.2	16.9	7.2	4-16	110-200	5200	23
(G) UPSTREAM TURNING BASIN	5.3	5.3	5.3	4-16	0-600	1000	18
<b>OLD RIVER</b>							
(A) OLD RIVER	8.7	15.8	7.2	4-16	125-200	5300	27
(H) OLD RIVER UPPER END	9.0	7.5	6.1	4-16	120	710	27

(\*) BRIDGE 17 - OLD LOCATION OF BRIDGE. BRIDGE HAS BEEN REMOVED.  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.



81° 44'

81° 43'

14839

**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**

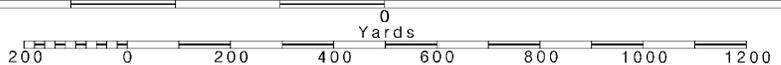
38th Ed., May 2015. Last Correction: 11/18/2016. Cleared through:  
 LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

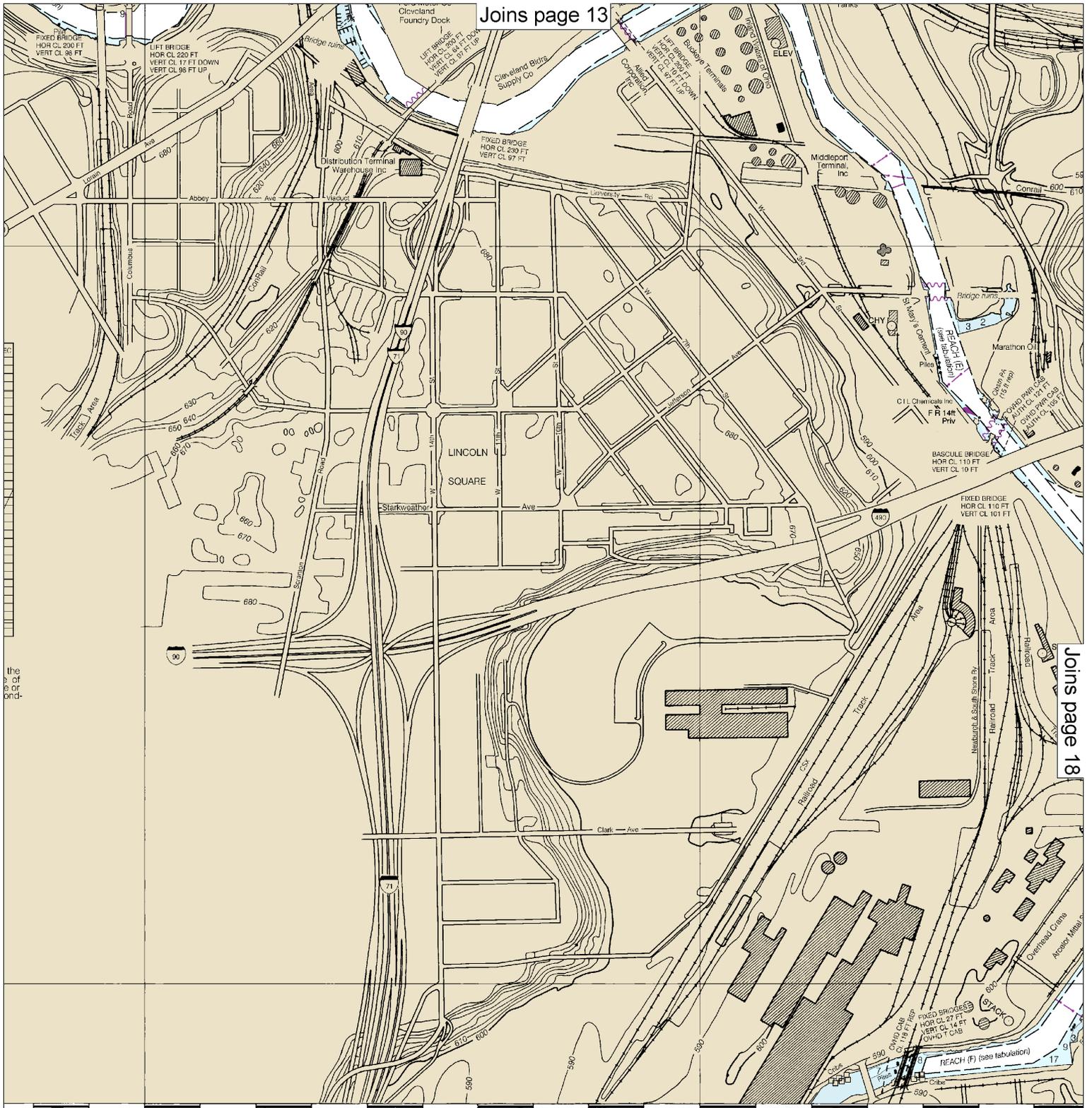
**16**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —  
 Nautical Miles

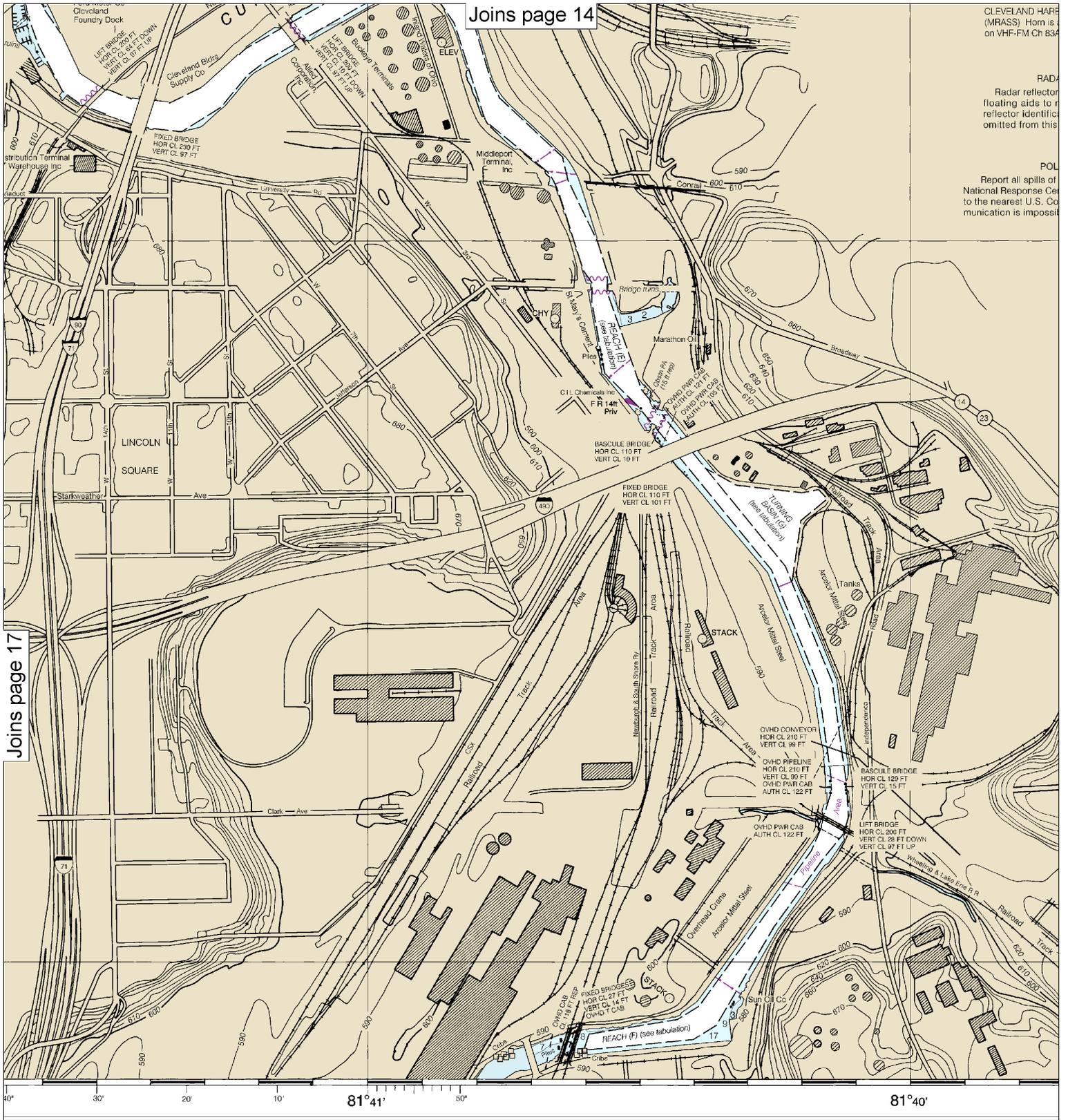
See Note on page 5.





S IN FEET

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

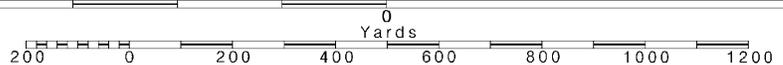


Joins page 17

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

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



18

Note: Chart grid lines are aligned with true north.

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.

RBOR MAIN ENTRANCE LIGHT -  
is activated by keying mic 5 times  
3A.

**RADAR REFLECTORS**

Reflectors have been placed on many  
navigation. Individual radar  
information on these aids has been  
shown on this chart.

**POLLUTION REPORTS**

Report of oil and hazardous substances to the  
coast guard via 1-800-424-8802 (toll free), or  
coast Guard facility if telephone com-  
munication is not possible (33 CFR 153).

**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.

Akron, OH	KDO-94	162.400 MHz
Cleveland, OH	KHB-59	162.550 MHz
Grafton, OH	WNG-698	162.500 MHz

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

**CAUTION**

Limitations on the use of radio signals as  
aids to marine navigation can be found in the  
U.S. Coast Guard Light Lists and National  
Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial  
broadcasting stations are subject to error and  
should be used with caution.

Station positions are shown thus:  
○ (Accurate location) ◊ (Approximate location)

**CAUTION**

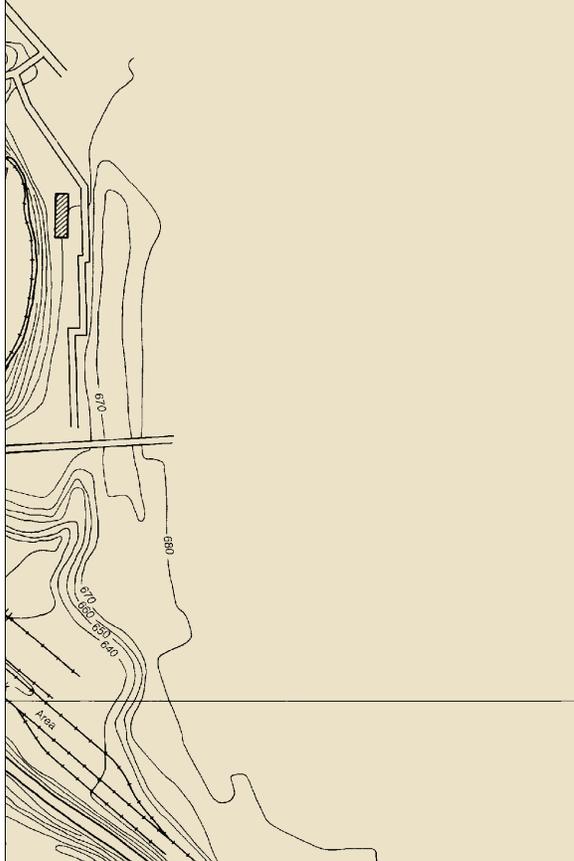
**SUBMARINE PIPELINES AND CABLES**

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 sub-  
marine 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.



41°  
29'

41°  
28'

81°39'

81°38'

940.2 X 640.4 mm

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Cleveland Harbor  
SOUNDINGS IN FEET - SCALE 1:10,000

14839



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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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.