BookletChart™

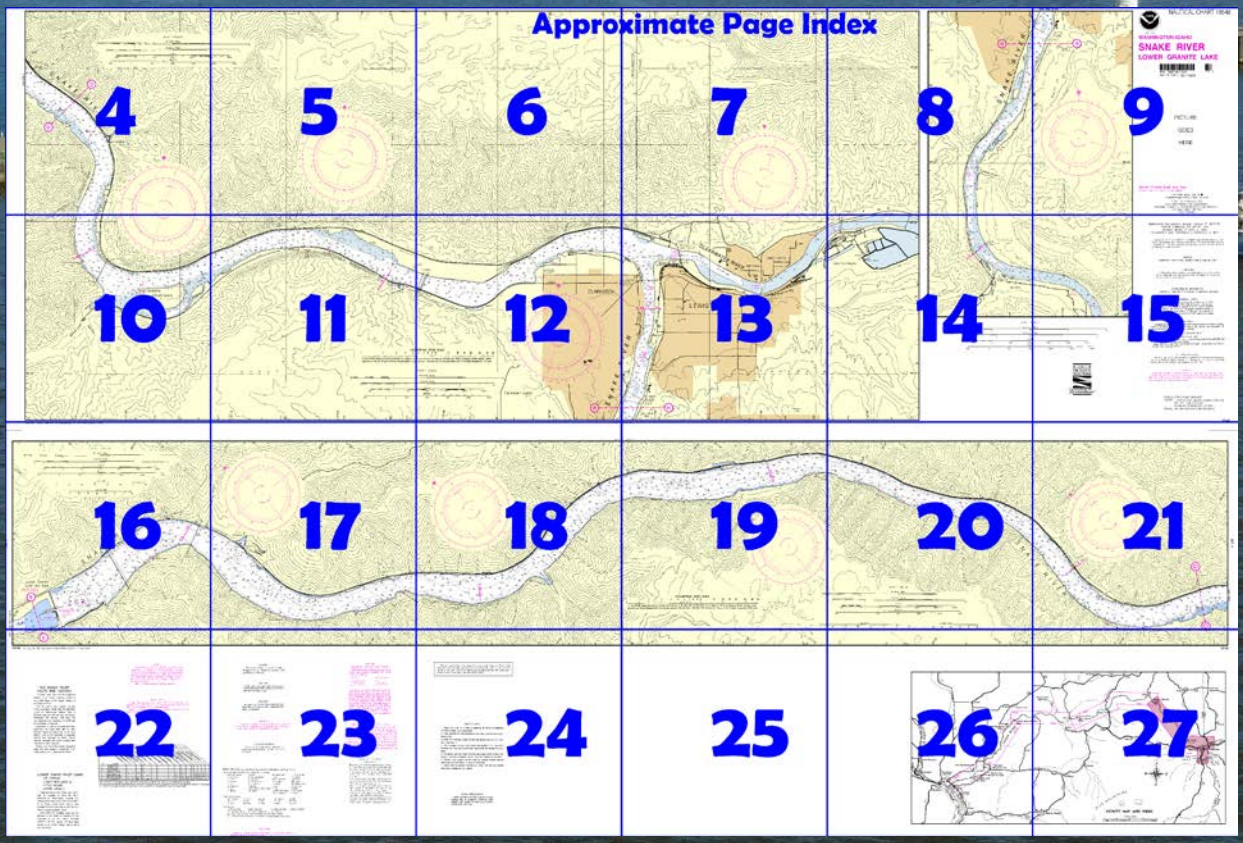
Snake River – Lower Granite Lake

NOAA Chart 18548

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.

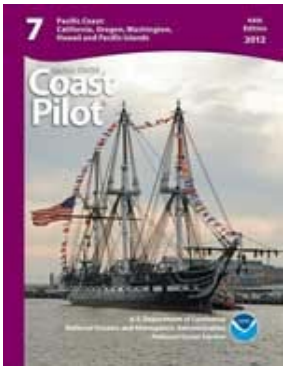
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=18548.



(Selected Excerpts from Coast Pilot)
Snake River, 283 (325.2) miles above the mouth of Columbia River, rises in Yellowstone National Park, from which it winds S past the Grand Tetons, and thence for some 868 miles to its junction with the Columbia at Pasco, WA.
From that junction for 119 (137) miles to Lewiston, ID there are few small-craft facilities. (See small-craft facilities tabulation on charts 18545, 18546, 18547, and 18548 for supplies and services available.) There are several marinas along the river at **Clarkston**, WA and **Lewiston**, ID where berths, gasoline, diesel fuel, water, ice, and marine supplies may be obtained.

The Ports of Clarkston and Lewiston at the confluence of the Snake and Clarkford Rivers are the primary ports along the Snake River and serve the inland communities of Washington, Idaho, and Oregon. Barge loading facilities and grain terminals are available at both ports.
Near its mouth, at the village of **Burbank**, Snake River is crossed by the Burlington Northern Railroad lift bridge with a clearance of 14 feet down and 60 feet up. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KQ- 9047. About 0.6 (0.7) mile above the railroad bridge, there are dual spans of a fixed highway bridge with a least clearance of 61 feet. Numerous overhead cables with a reported minimum clearance of 43 feet cross Snake River between the fixed highway bridge and Ice Harbor Lock and Dam.
East Pasco, on the N side of Snake River 1 mile above the mouth, has privately owned facilities for receipt and shipment of petroleum products and liquid fertilizer. Burbank, on the S side of the river has two grain facilities owned by the Port of Walla Walla and operated by private companies. From East Pasco to Lewiston there are several facilities used for shipment of grain and wood chips. Other facilities along the river specialize in the receipt and shipment of logs, general cargo, petroleum products, anhydrous ammonia, and liquid fertilizer.
Ice Harbor Lock and Dam, 8.4 (9.7) miles above the mouth of the Snake River, has a single lift lock with a vertical lift of about 100 feet. A **restricted area** is above and below the dam; the area is marked by buoys above the dam. (See **207.718**, chapter 2, for information concerning use, administration, and navigation of Ice Harbor Lock and Dam.) **Lake Sacajawea**, the lake formed by the waters behind Ice Harbor Dam, provides depths at slack water of 10 feet or more for a distance of 27.8 (32) miles to Lower Monumental Dam.
Lower Monumental Lock and Dam, 27.6 (31.8) miles above Ice Harbor Dam and about 36 (41.5) miles above the mouth of the Snake River, has a single lift lock with a vertical lift of about 100 feet. A **restricted area** is above and below the dam; the area is marked by buoys above the dam. (See **207.718**, chapter 2, for information concerning use, administration, and navigation of Lower Monumental Lock and Dam.)
The Snake River between Lower Monumental Dam and Little Goose Dam, 25 (28.8) miles above Lower Monumental Dam, is crossed by three fixed bridges with a least clearance of 52 feet; overhead power cables crossing the river between the two dams have a clearance of 90 feet.
Little Goose Lock and Dam, about 25 (28.8) miles above Lower Monumental Dam and about 61.1 (70.3) miles above the mouth of the Snake River, has a single lift lock with a vertical lift of about 98 feet. A **restricted area** is above and below the dam; the area is marked by buoys above the dam. (See **207.718,** chptr 2, for information concerning use, administration, and navigation of Little Goose Lock and Dam.)
Lake Bryan, the pool formed by Little Goose Dam is crossed by a fixed highway bridge with a clearance of 60 feet about 10.7 (12.3) miles above the dam; overhead power cables with a least clearance of 75 feet cross the lake between Little Goose Dam and Lower Granite Dam.
Lower Granite Lock and Dam, about 31.5 (36.8) miles above Little Goose Dam and about 93.4 (107.5) miles above the mouth of the Snake River, has a single lift navigation lock 675 feet long and 86 feet wide. The dam, completed in 1975, permits navigation to **Lewiston**, Idaho, 120 (138) miles above the mouth of the Snake River. A **restricted area** is above and below the dam; the area is marked by buoys above the dam. (See **207.718,** chapter 2, for information concerning use, administration, and navigation of Lower Granite Lock and Dam.)

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

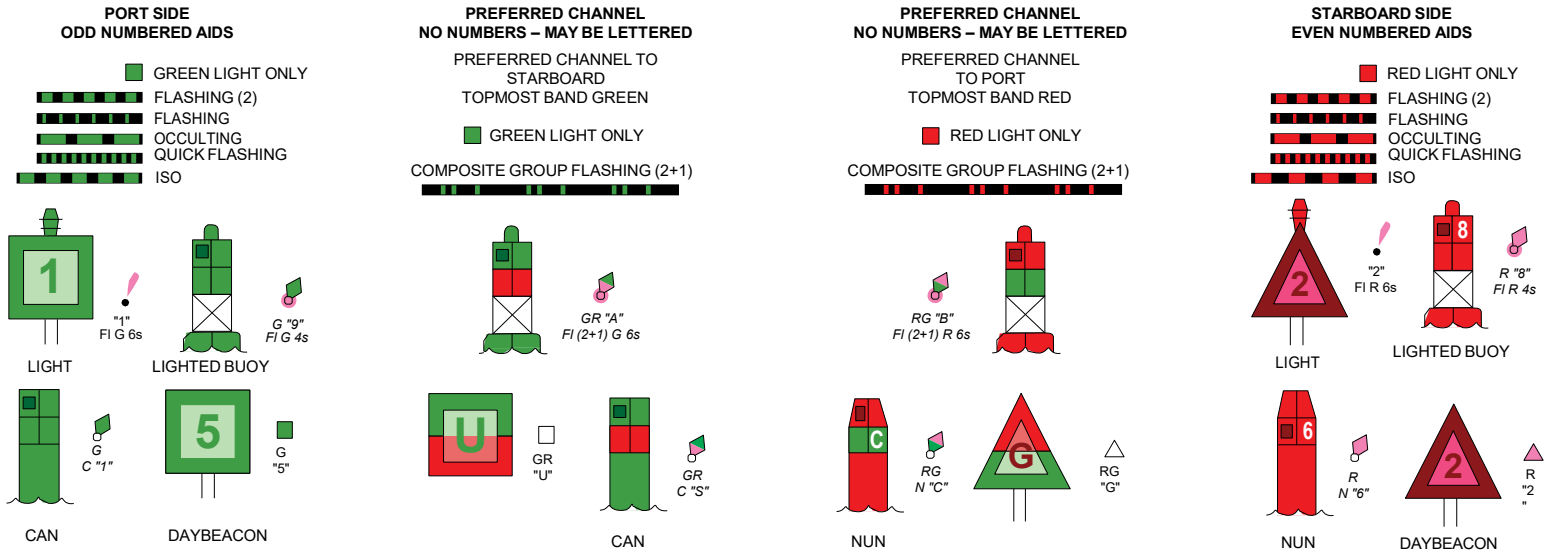
RCC Seattle	Commander 13th CG District Seattle, WA	(206) 220-7001

Navigation Manager Regions

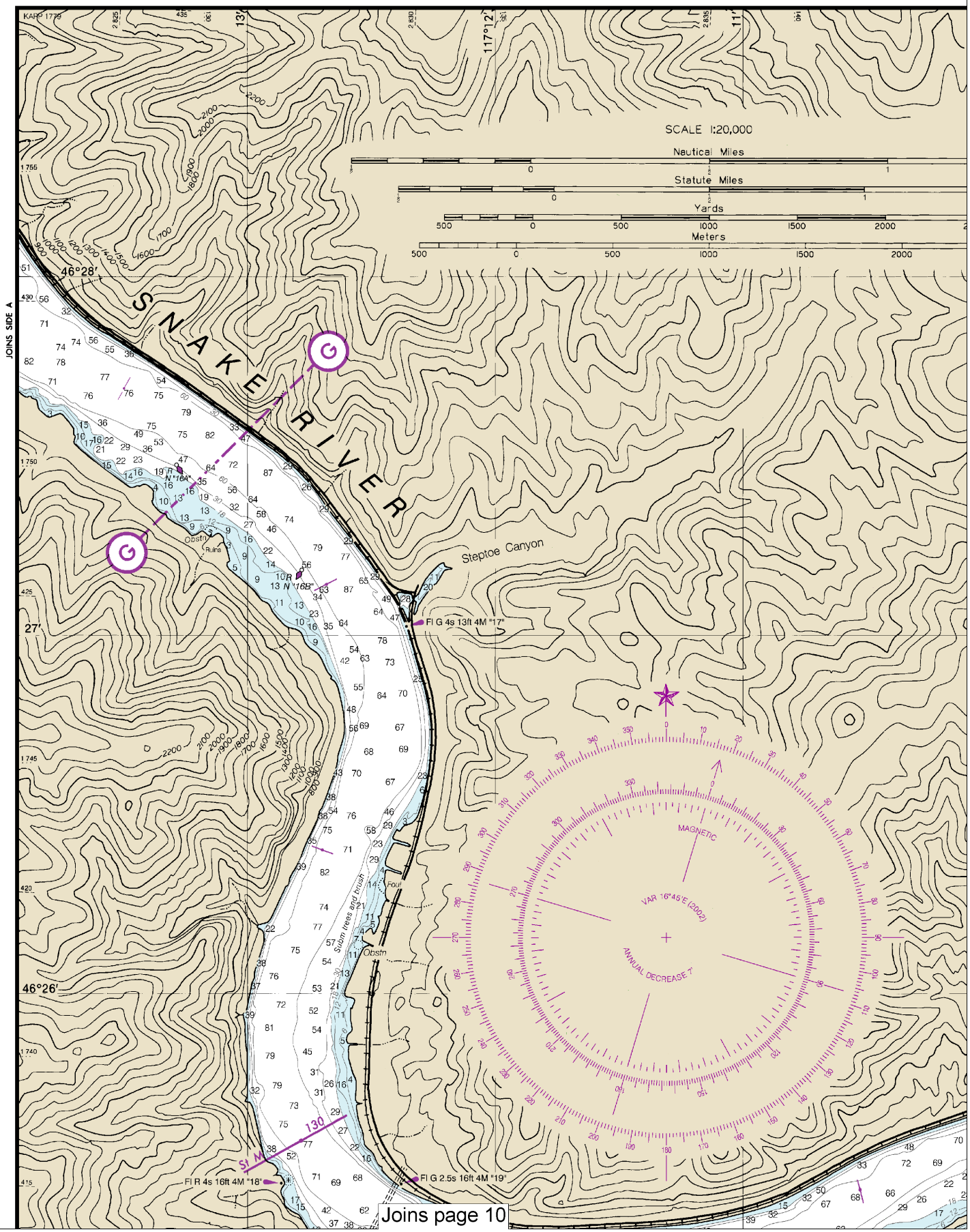
To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



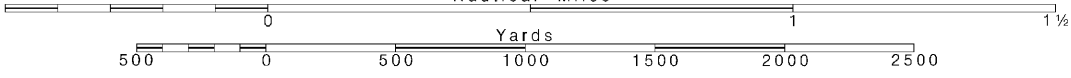
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.
These volumes are available online at *http://www.navcen.uscg.gov*

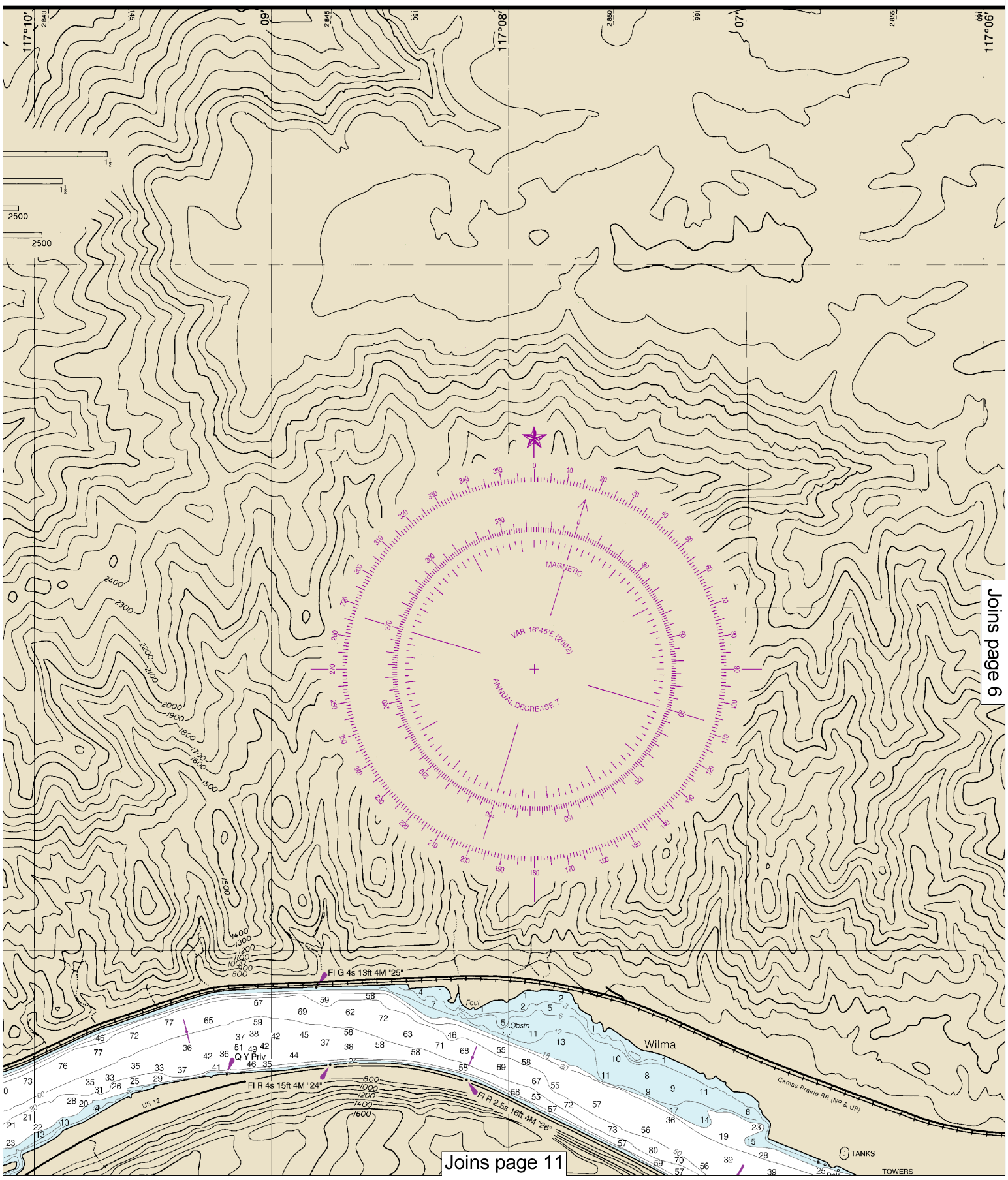


4

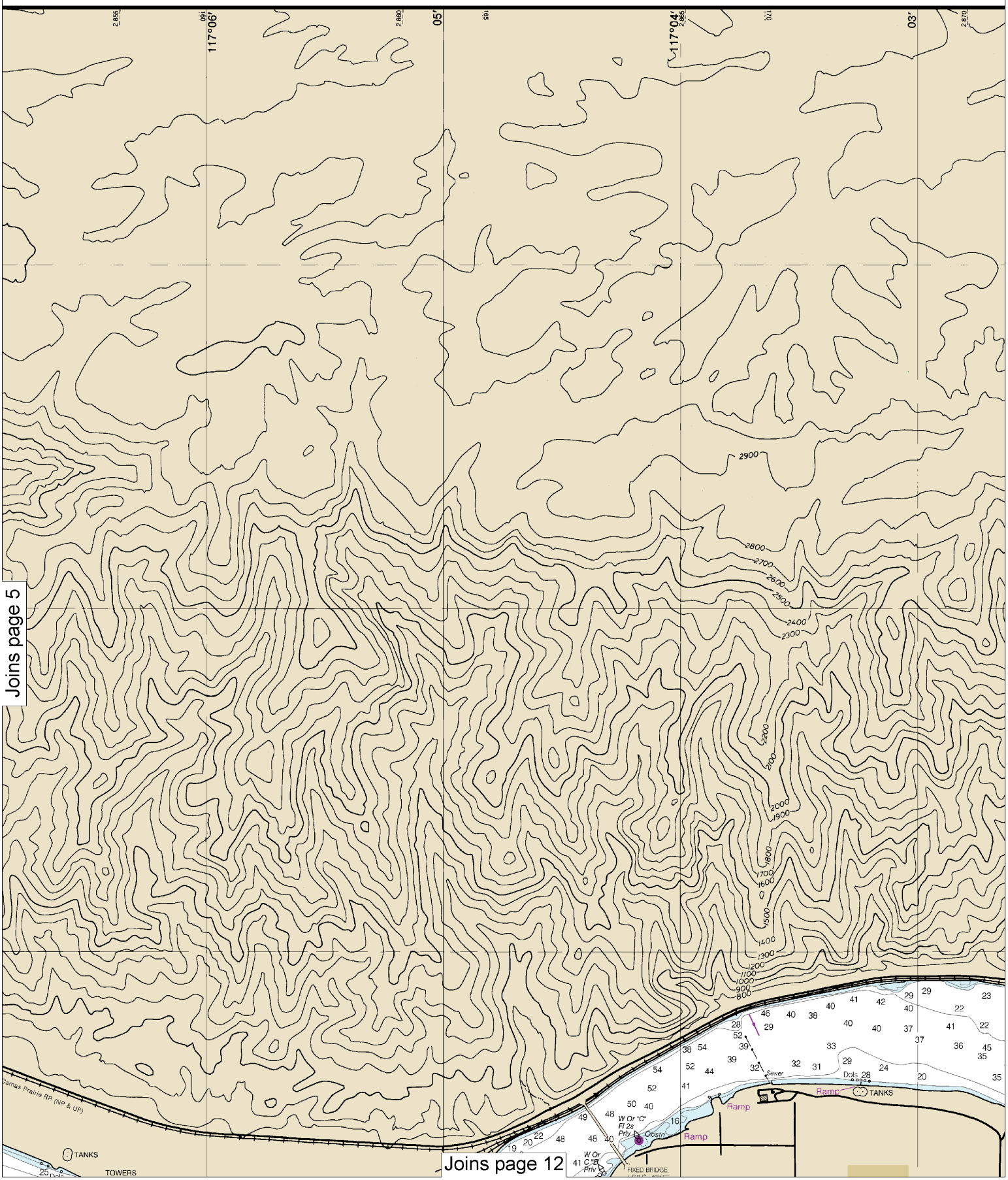
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.





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.



6

Note: Chart grid lines are aligned with true north.

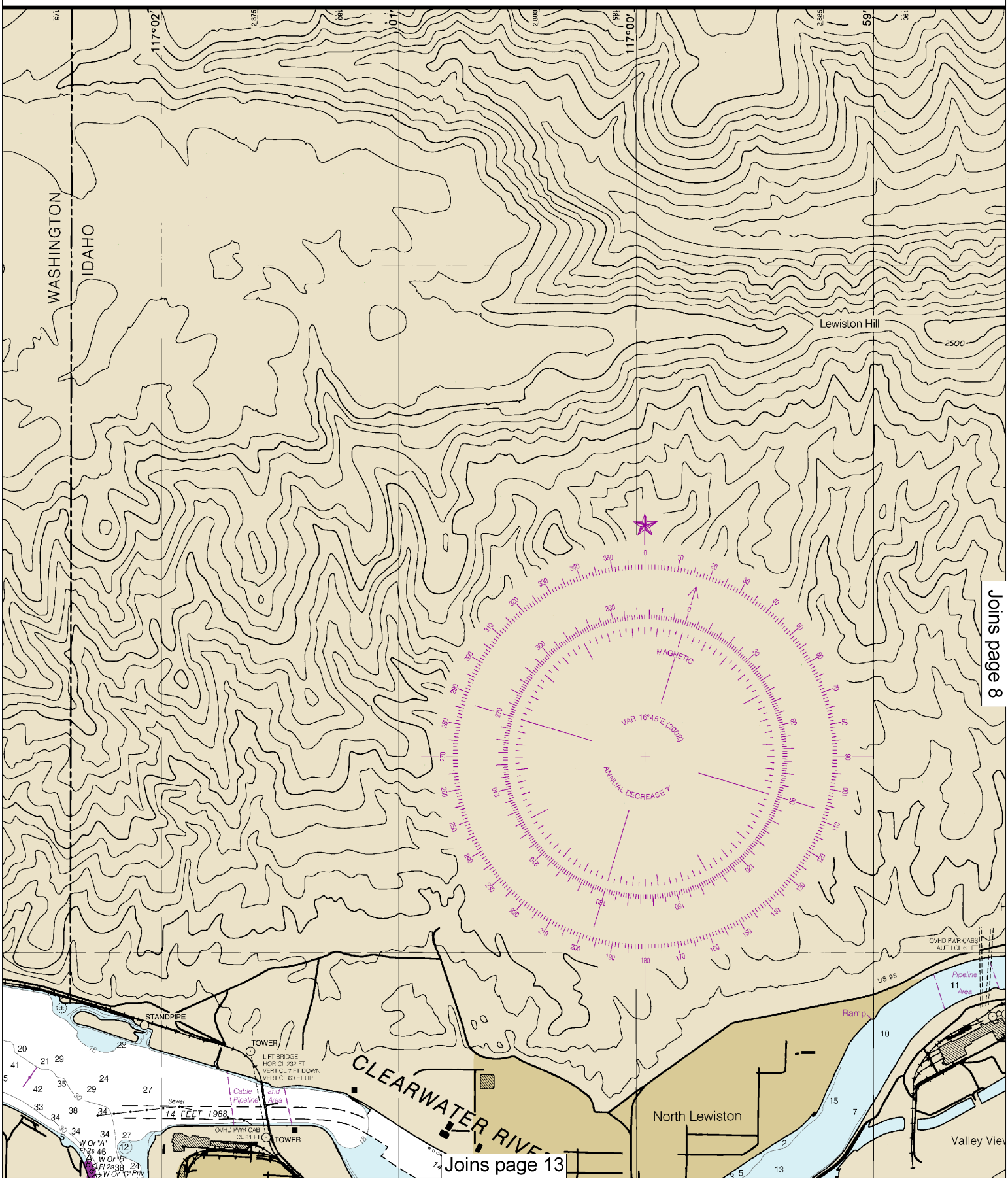
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500

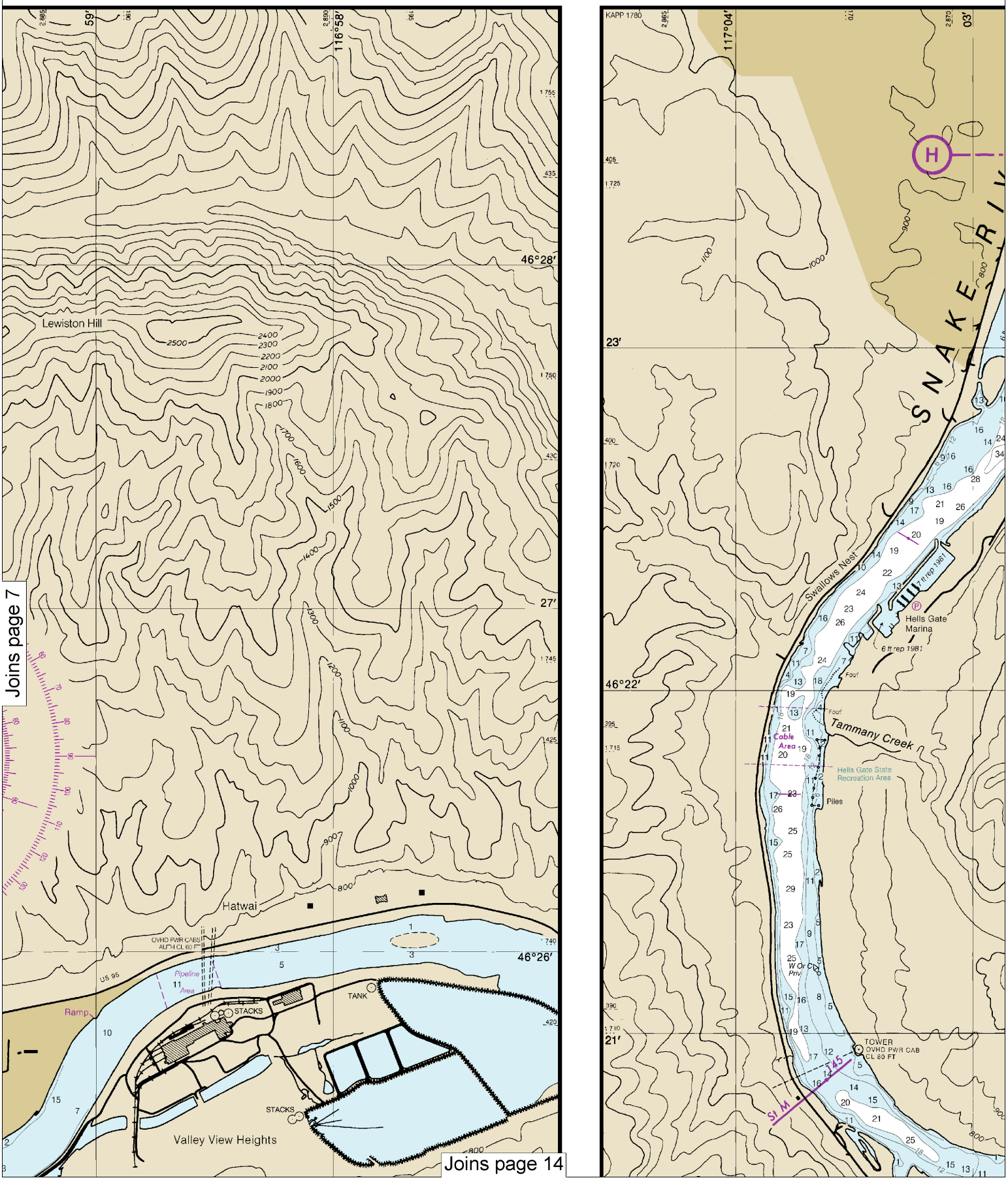


Joins page 8

Joins page 13

This is the Last Edition of this chart. It will be canceled on Jul 2, 2024

5th Ed., Dec. 2002. Last Correction: 1/2/2024. Cleared through:
LNM: 1224 (3/19/2024), NM: 1324 (3/30/2024), CHS: 0224 (2/23/2024)



8

Note: Chart grid lines are aligned with true north.

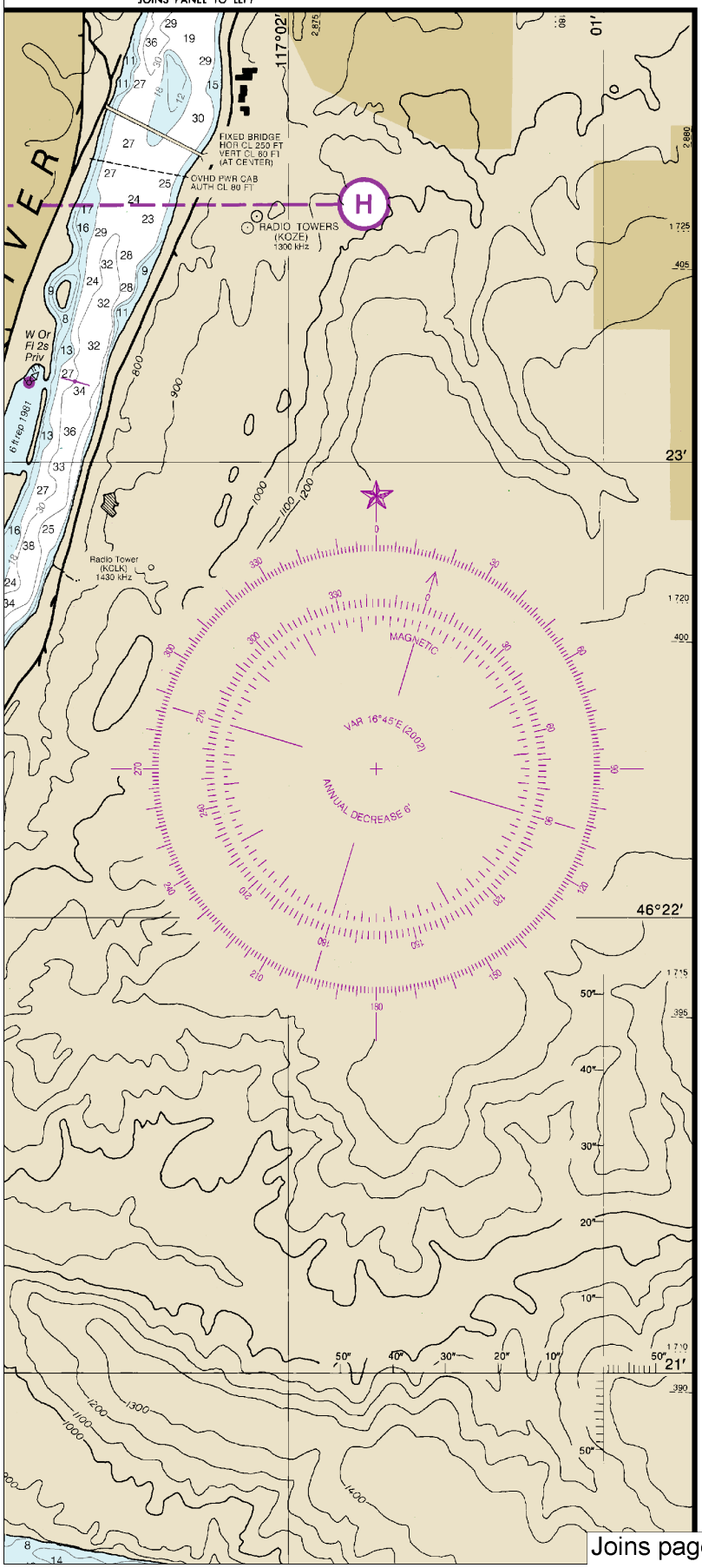
Printed at reduced scale. ~~SCALE 1:20,000~~

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

See Note on page 5.

JOINS PANEL TO LEFT



Joins page 15

NAUTICAL CHART 18548

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

WASHINGTON-IDAHO

SNAKE RIVER

LOWER GRANITE LAKE

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

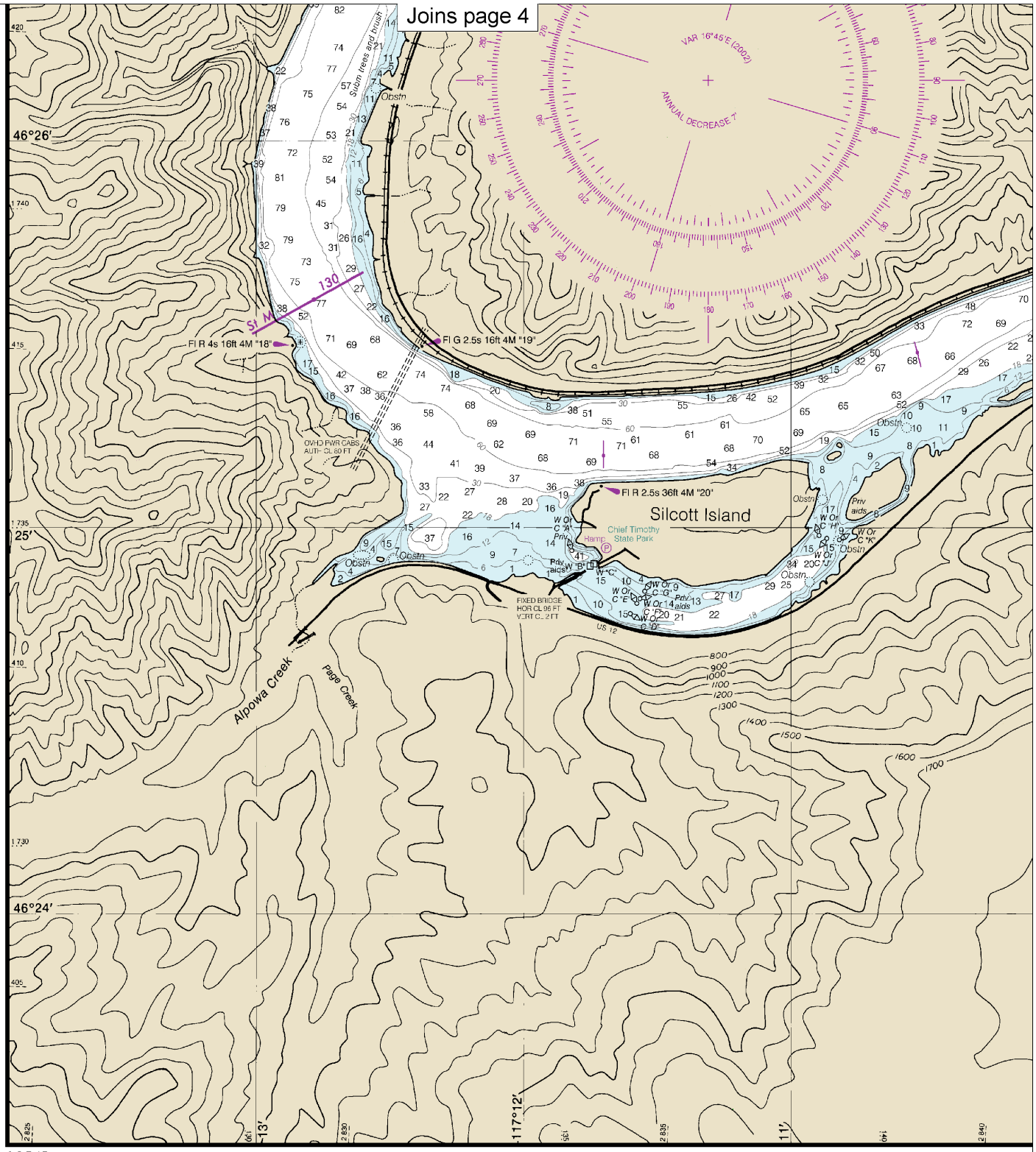
MERCATOR PROJECTION SCALE 1:20,000 AT 46°25′30″
NORTH AMERICAN DATUM OF 1983
(WORLD GEODETIC SYSTEM 1984)
SOUNDINGS AND OVERHEAD CLEARANCE IN FEET

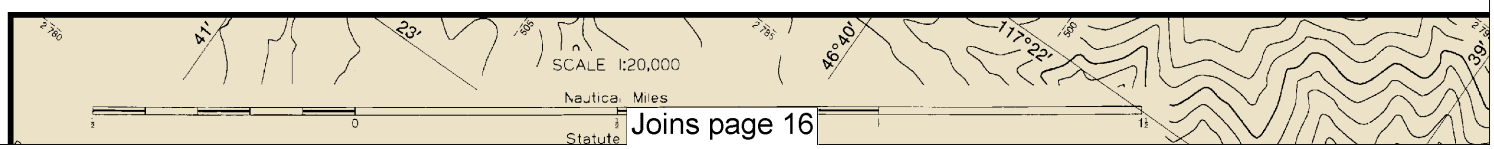
Soundings and vertical clearances of bridges and overhead cables in Lower Granite Lake are referred to normal pool elevation of 738 feet above mean sea level. Soundings in Lake Bryan west of Lower Granite Lock and Dam are referred to 635 feet above mean sea level.

HEIGHTS

Heights are in feet. Contour elevations refer to mean sea level.

AUTHORITIES





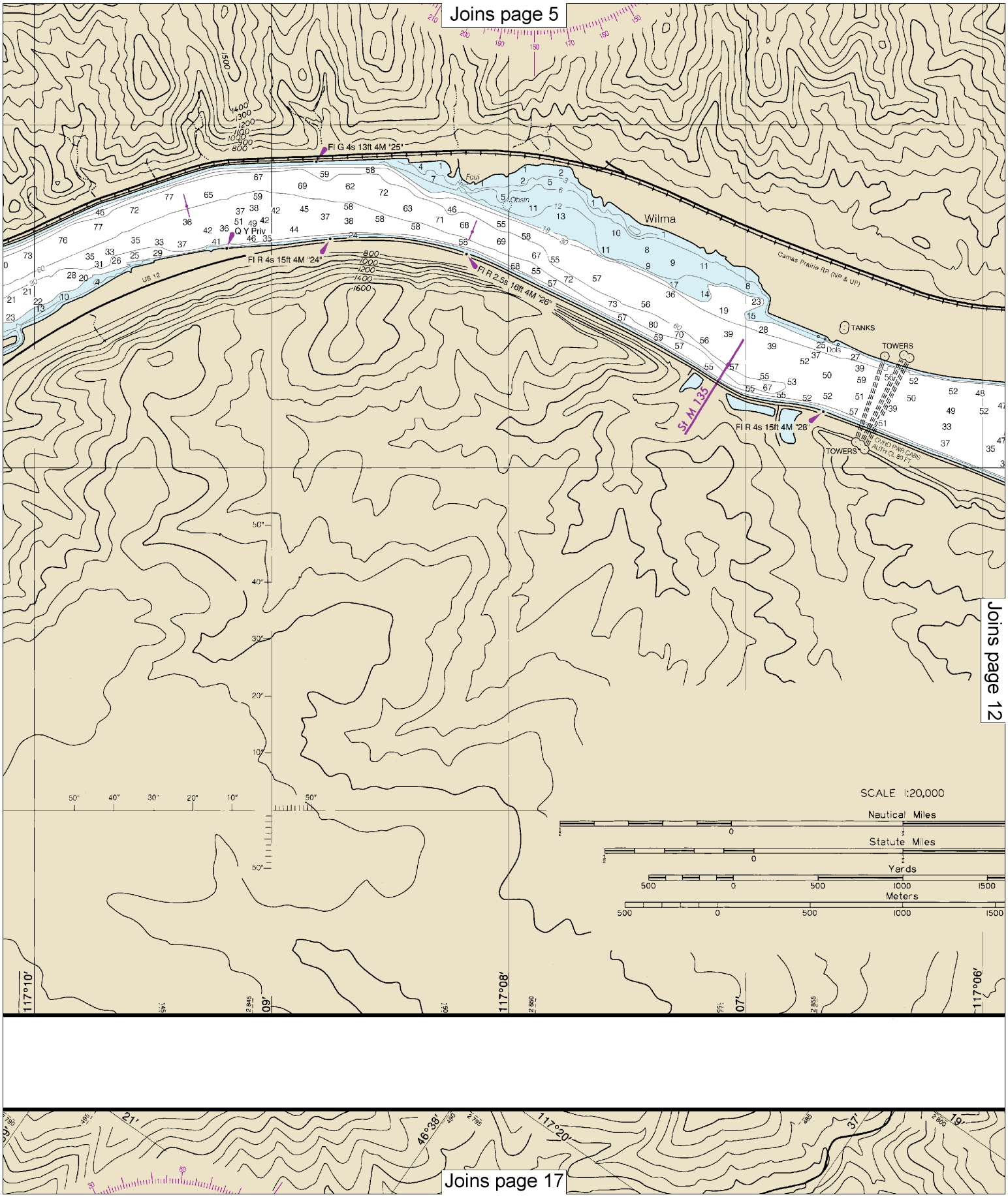
10

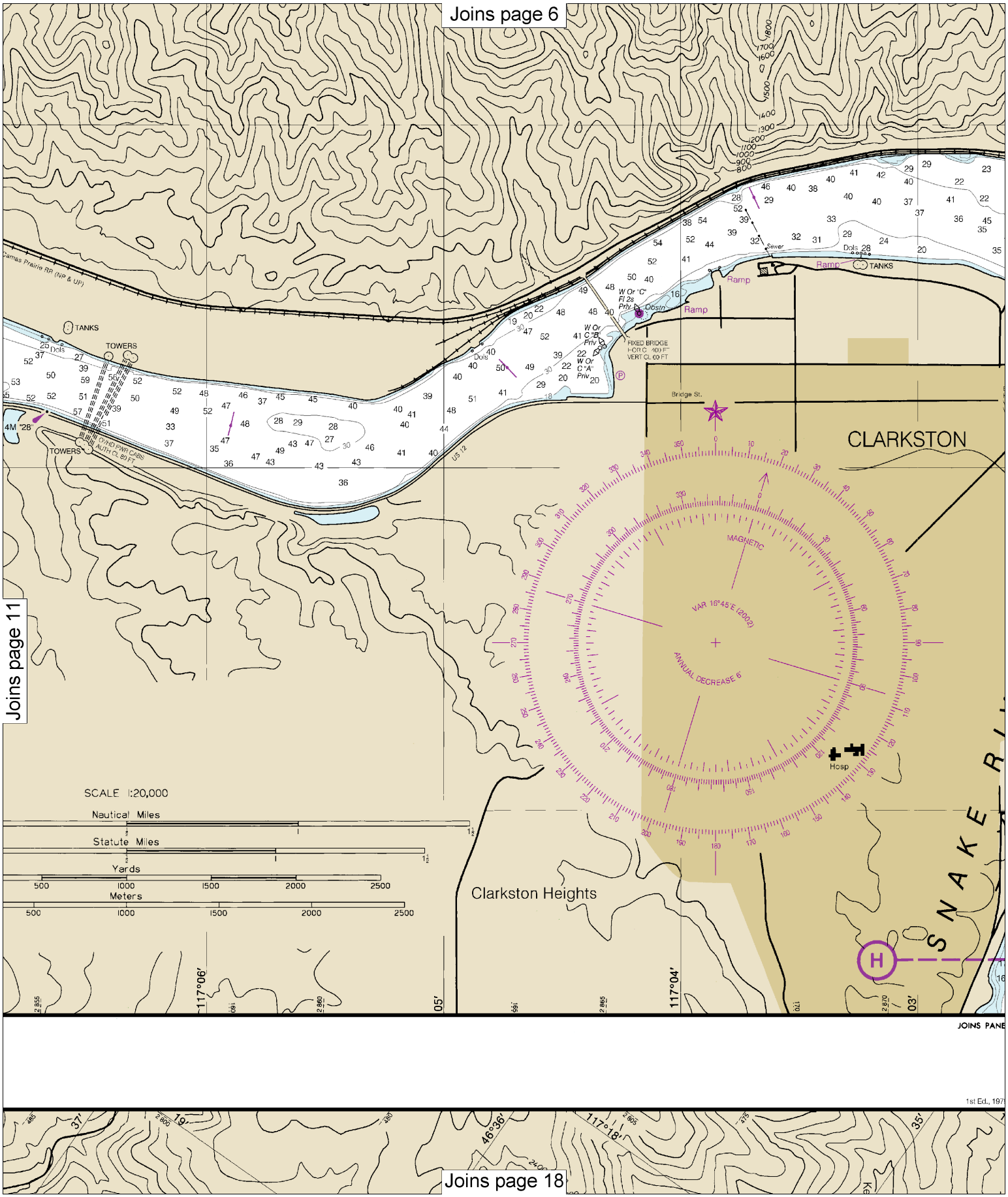
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 5
Fl G 4s 13ft 4M "25"
Fl R 4s 15ft 4M "24"
Fl R 2.5s 16ft 4M "26"
Fl R 4s 15ft 4M "28"
Foul
Obstn
Q Y Priv
Wilma
Camas Prairie RR (NP & UP)
US 12
TANKS
TOWERS
TOWERS
St M 135
Joins page 12
SCALE 1:20,000
Nautical Miles
Statute Miles
Yards
Meters
117°10'
117°08'
117°06'
46°38'
117°20'
Joins page 17

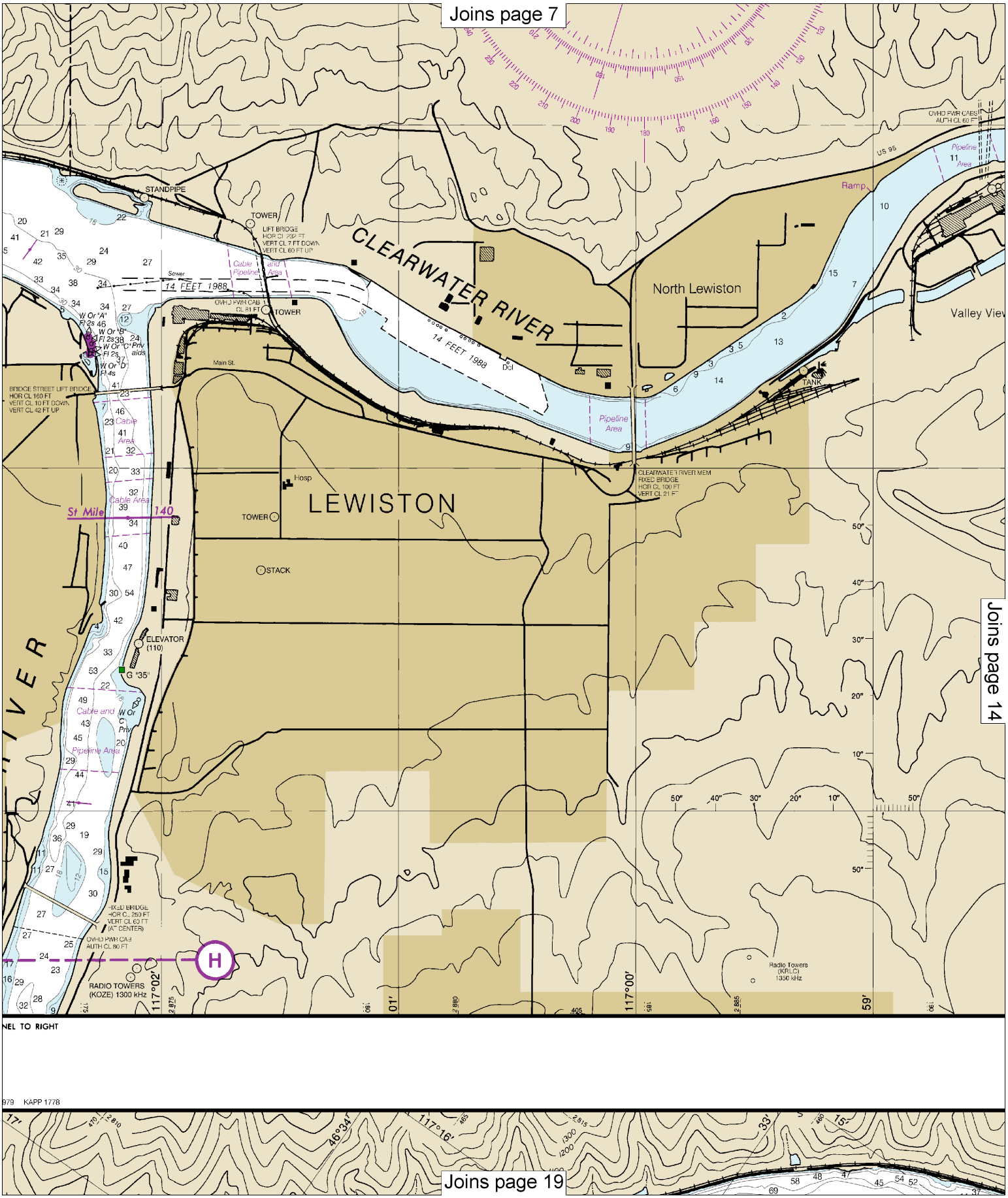


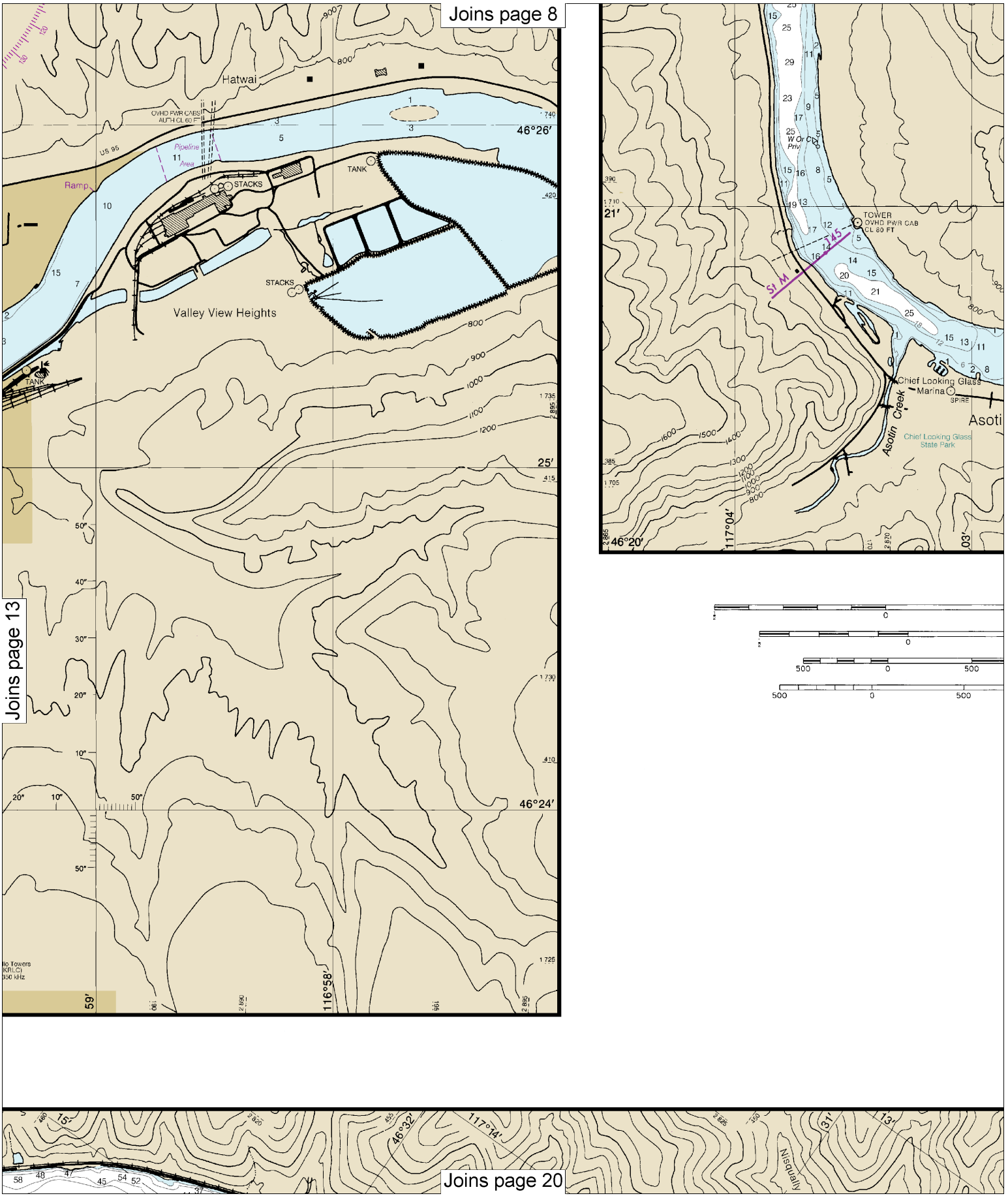
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles 0 1 1 ½

Yards 500 0 500 1000 1500 2000 2500


Joins page 7
Joins page 14
Joins page 19
CLEARWATER RIVER
LEWISTON
North Lewiston
Valley View
STANDPIPE
TOWER
LIFT BRIDGE
HOR CL 232 FT
VERT CL 7 FT DOWN
VERT CL 60 FT UP
OVHD PWR CABS
AUTH CL 60 FT
14 FEET 1988
Cable and Pipeline Area
Pipeline Area
Ramp
US 95
TANK
Main St.
Hosp
STACK
ELEVATOR
(110)
G "35"
BRIDGE STREET LIFT BRIDGE
HOR CL 160 FT
VERT CL 10 FT DOWN
VERT CL 42 FT UP
CLEARWATER RIVER MEM
FIXED BRIDGE
HOR CL 100 FT
VERT CL 21 FT
St Mile 140
FIXED BRIDGE
HOR CL 250 FT
VERT CL 60 FT
(AT CENTER)
OVHD PWR CAB
AUTH CL 80 FT
RADIO TOWERS
(KOZE) 1300 kHz
Radio Towers
(KRLC)
1350 kHz
117°02'
117°00'
NEL TO RIGHT
979 KAPP 1778
117°16'
46°34'



14

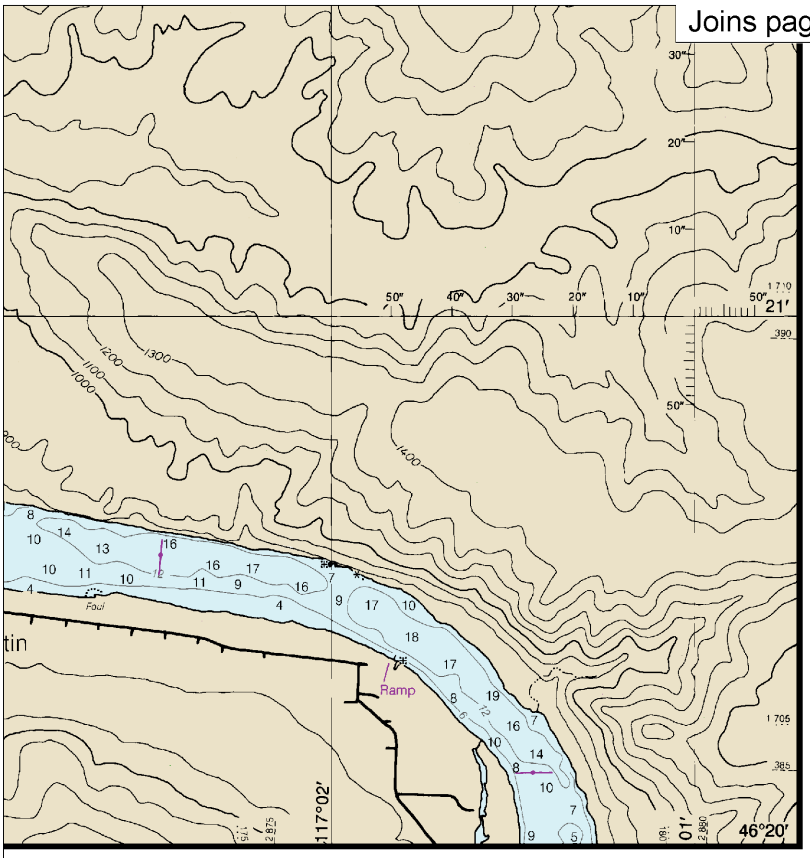
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Joins page 9



SCALE 1:20,000

Nautical Miles

Statute Miles

Yards

Meters

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

MERCATOR PROJECTION SCALE 1:20,000 AT 46°25'30"
NORTH AMERICAN DATUM OF 1983
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HEIGHTS

Heights are in feet. Contour elevations refer to mean sea level.

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.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and 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 .422" southward and 3.58" westward to agree with this chart.

CAUTION

The depths of water on this chart have been determined from conditions existing prior to the filling of the pool. Shoaler depths than charted may exist within the blue tinted areas particularly near the shoreline.

PLANE COORDINATE GRID

(based on NAD 1927)

Washington State Grid, south zone, is indicated by dashed ticks at 5,000 foot intervals. The last three digits are omitted.

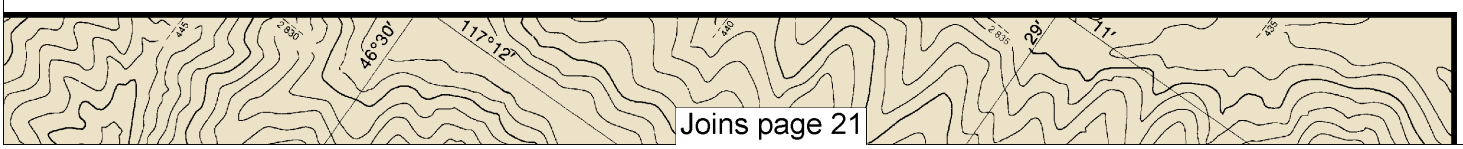
Idaho State Grid, west zone, is indicated by dotted ticks at 5,000 foot intervals. The last three digits are omitted.

POLLUTION REPORTS

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

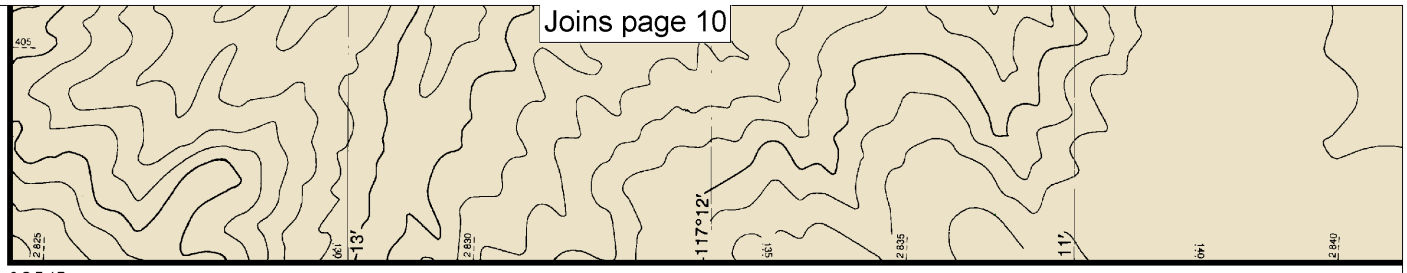
CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping 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.

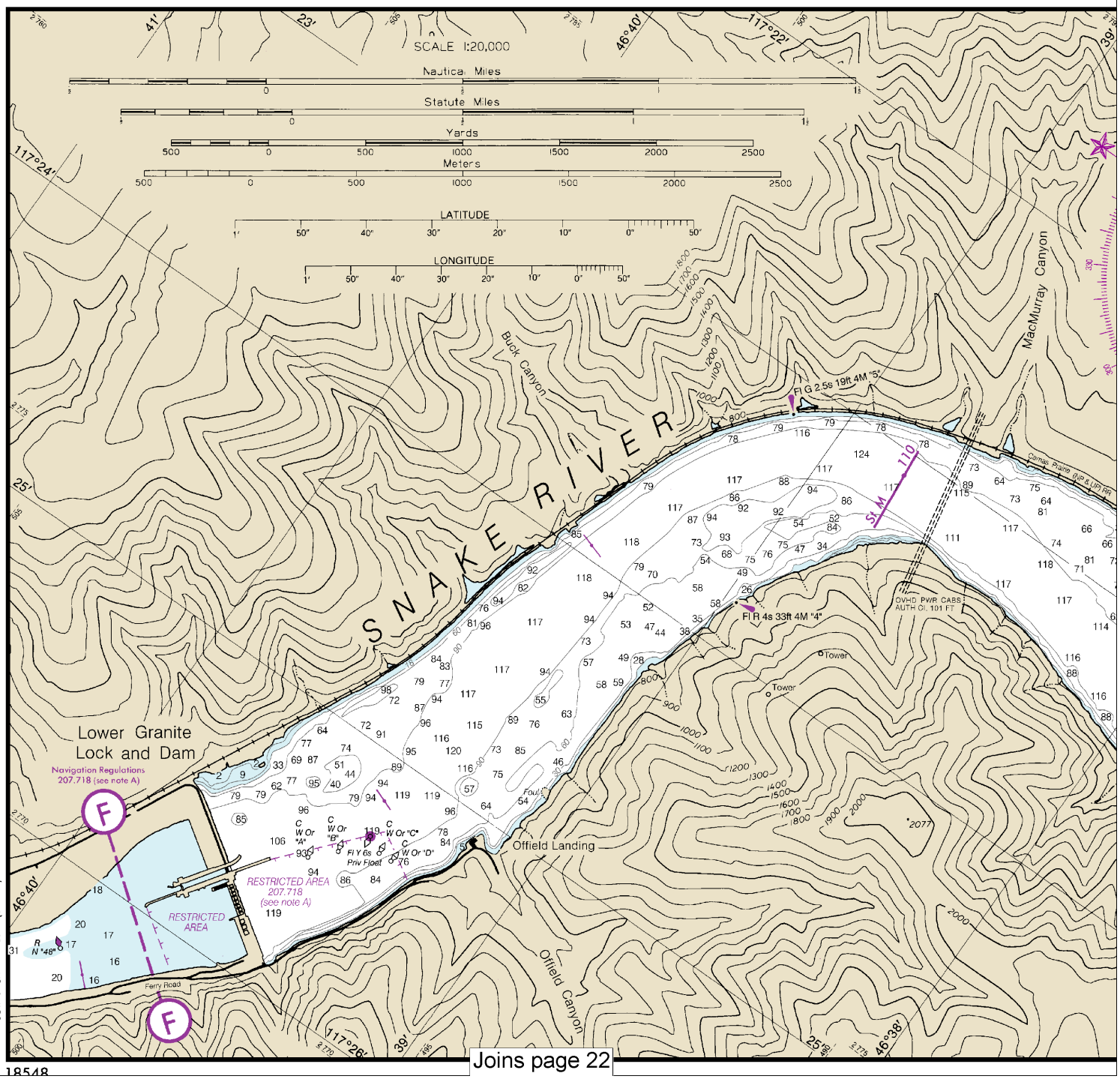


Joins page 21

Joins page 10



18548



SIDE A

JOINS CHART 18547 (SIDE B)

18548

Joins page 22

16

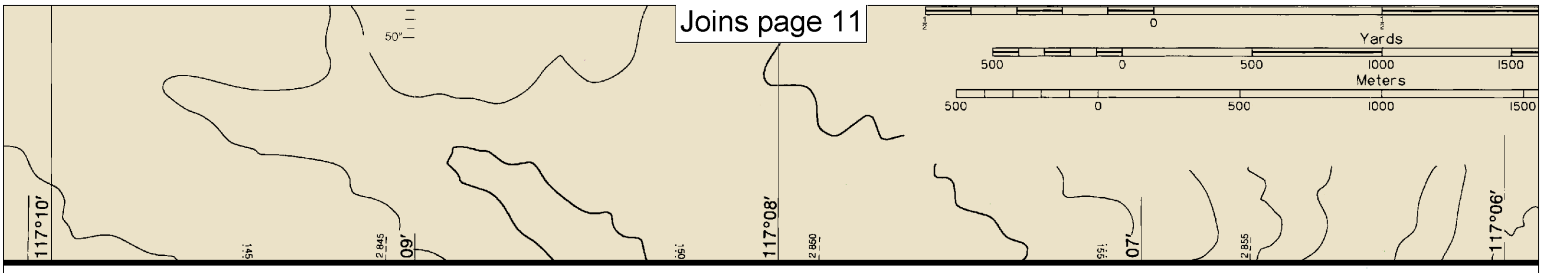
Note: Chart grid lines are aligned with true north.

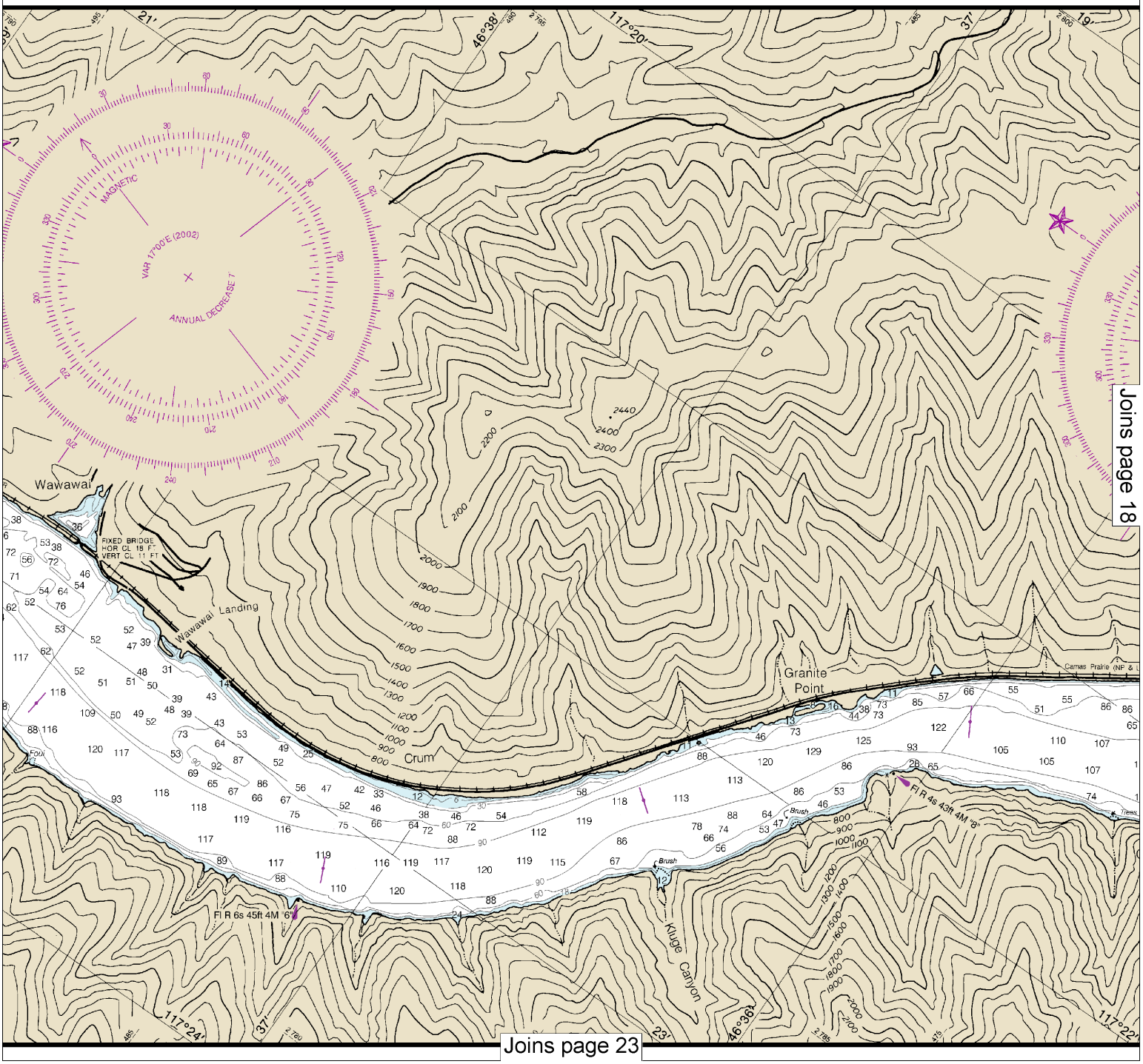
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

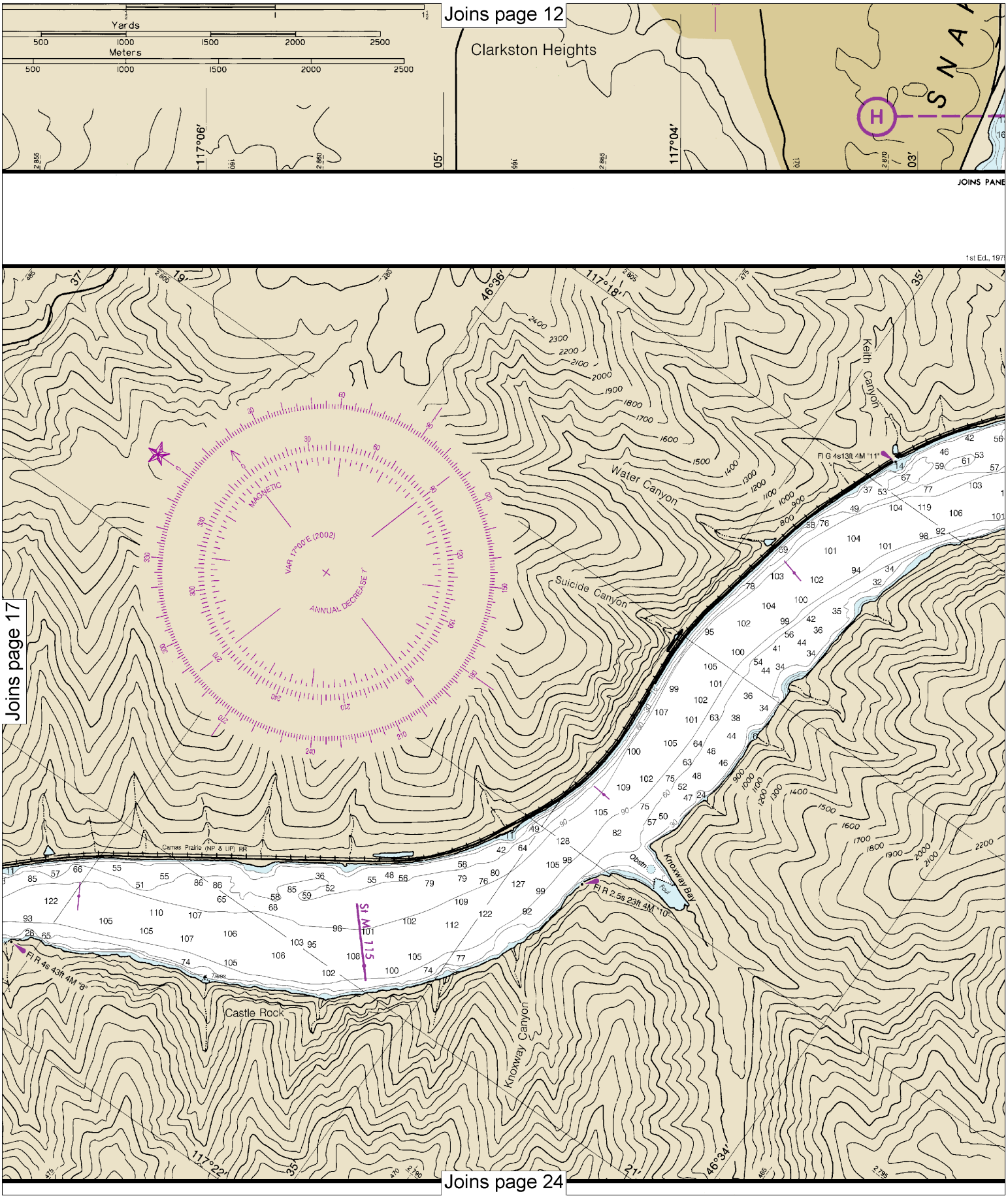
Joins page 11





Joins page 18

Joins page 23



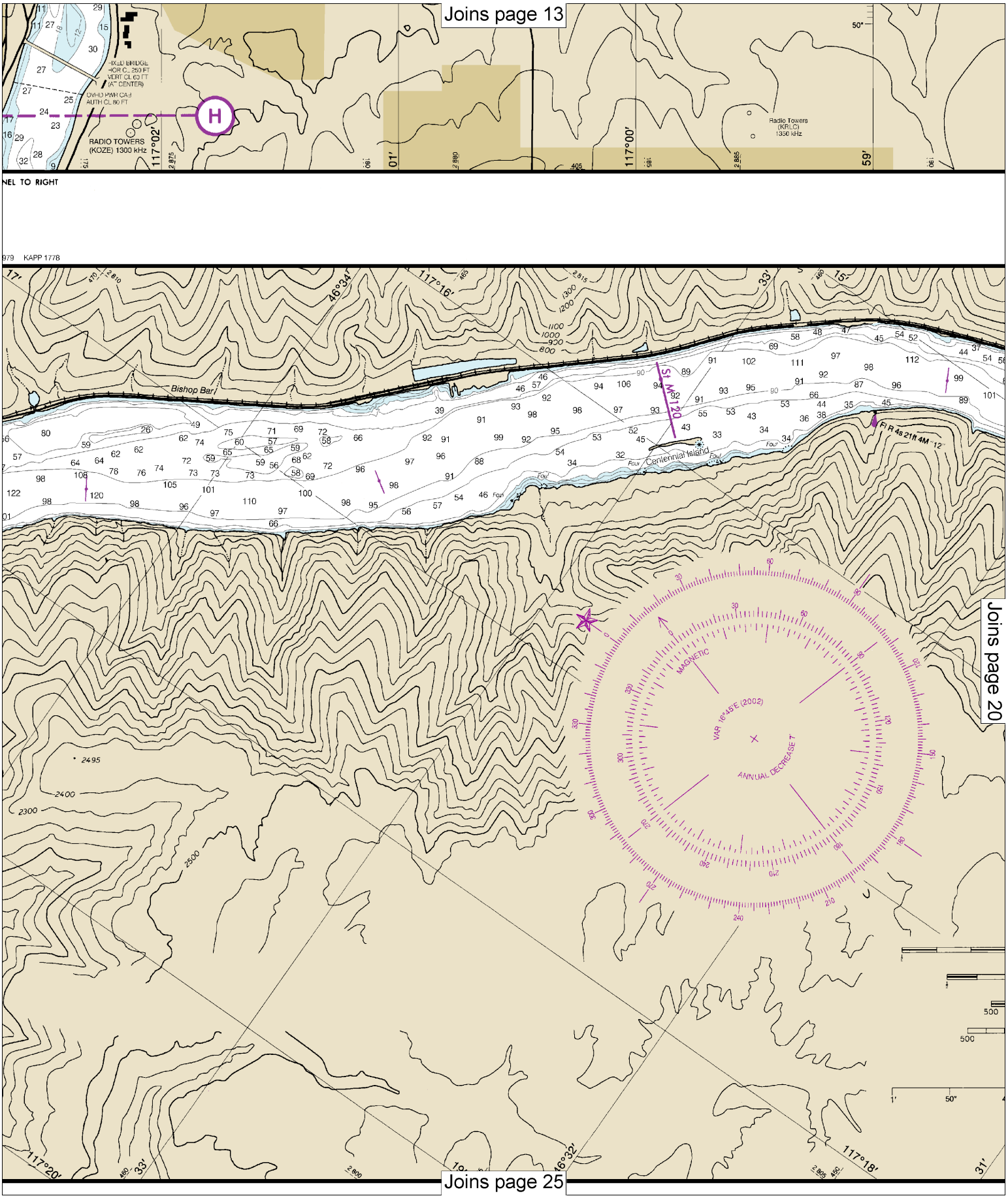
18

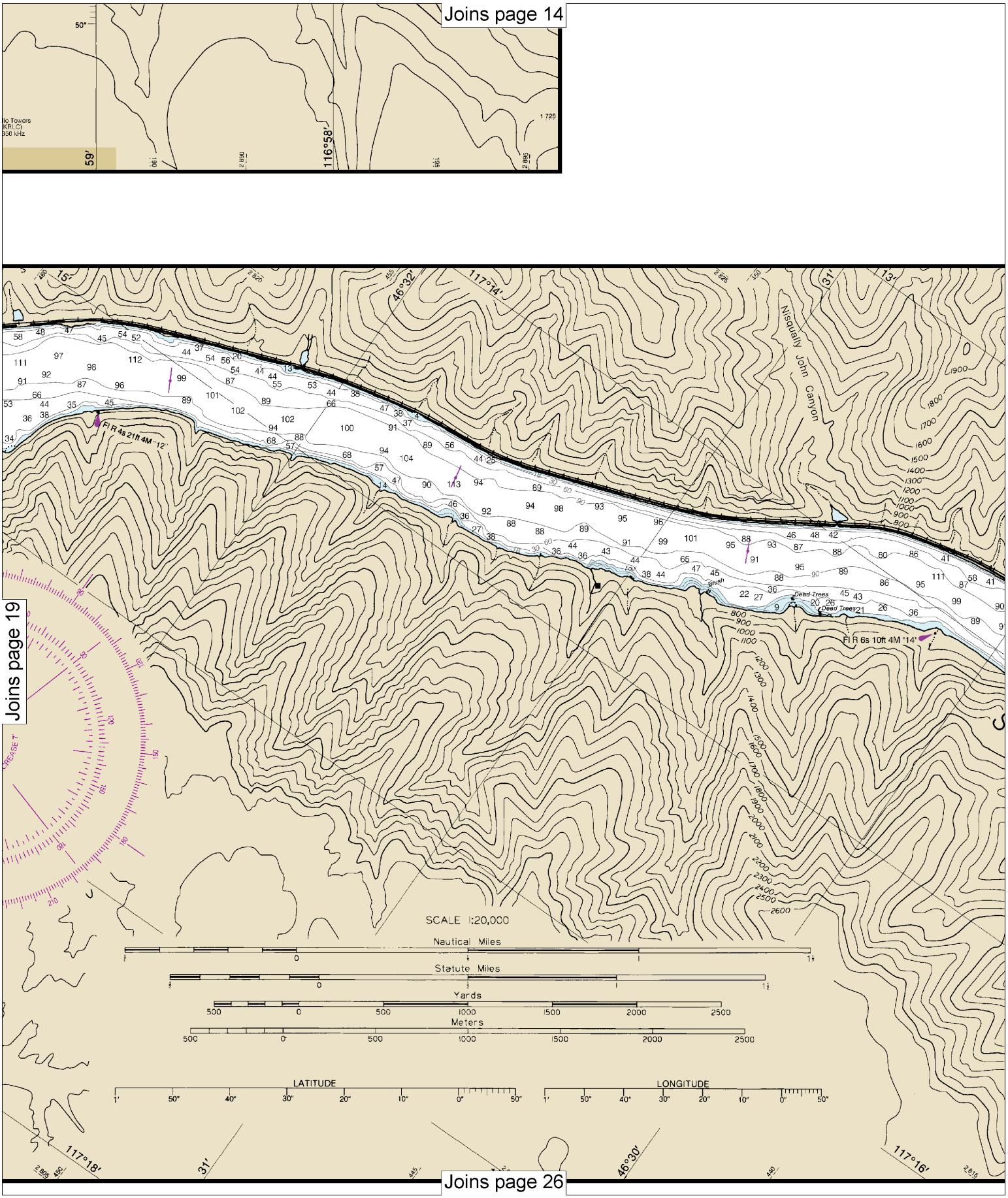
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0
1
1 ½

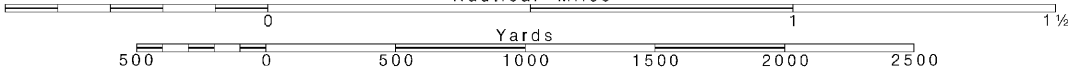
Yards
500
0
500
1000
1500
2000
2500


Joins page 13
RADIO TOWERS
(KOZE) 1300 kHz
Radio Towers
(KRLC)
1350 kHz
117°02'
117°00'
59'
01'
NEL TO RIGHT
979 KAPP 1778
Bishop Bar
St M "2"
Centennial Island
Fl R 4s 21ft 4M
46°34'
117°16'
33'
15'
17'
MAGNETIC
VAR 16°45E (2002)
ANNUAL DECREASE 7
2495
2400
2300
2500
117°20'
117°18'
16°32'
31'
Joins page 20
Joins page 25

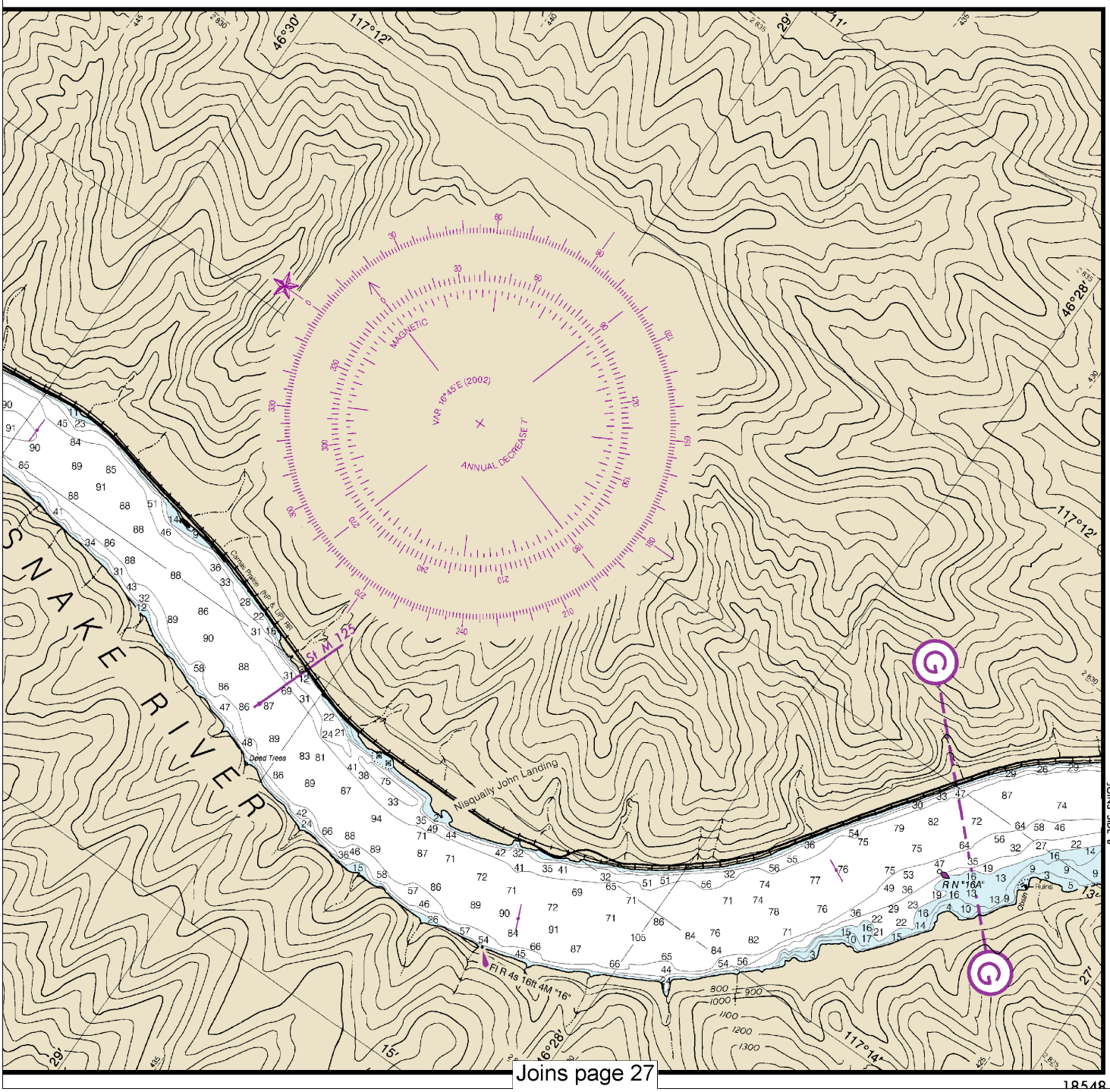


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.



Joins page 15

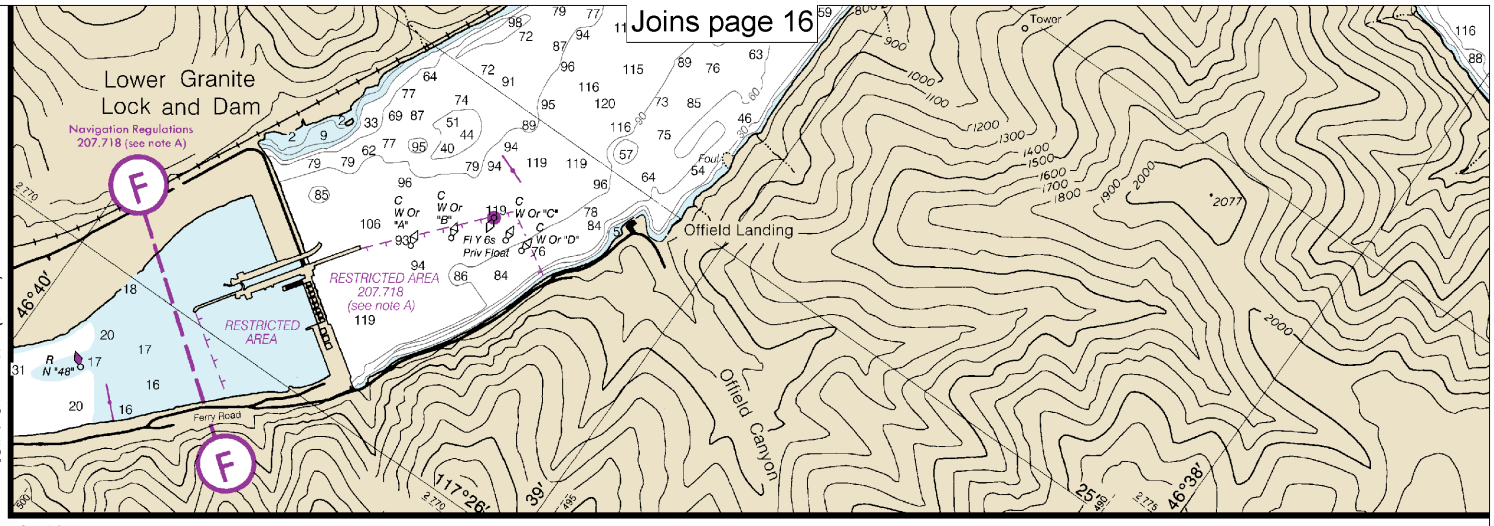


SIDE A

JOINS SIDE B

Joins page 27

18548



THE SNAKE RIVER FACTS AND HISTORY

The Snake River, one of the most important streams in the Pacific northwest section of the United States, is the largest tributary of the Columbia River.

The river rises in high, rugged mountains of the continental divide near the southwest corner of Yellowstone National Park in Wyoming and joins the Columbia near Pasco, Washington after flowing 1,038 miles. The river descends from elevations of 10,000 feet to an elevation of 300 feet.

Discovered in 1805 by the Lewis and Clark expedition, the Snake River with its many turbulent rapids presented one of the most difficult rivers for the Expedition to negotiate. Canoes were damaged by rocks, supplies became saturated and some supplies were lost when a canoe capsized.

Today, near Pasco-Kennewick, Sacajawea State Park and museum is dedicated to the Indian woman who guided the explorers.

LOWER SNAKE RIVER DAMS

ICE HARBOR
LOWER MONUMENTAL
LITTLE GOOSE
LOWER GRANITE

These four Snake River Dams were authorized by Congress to serve the Pacific Northwest as "Multipurpose" projects, providing electric power, slack-water transportation to the Pacific Ocean Ports, and to retain passage for anadromous fish to and from their habitual spawning waters inland.

Many parks and recreation areas are also planned by the Corps of Engineers for the enjoyment of the entire family. Northwest residents and their guests will have ready access to swimming, boating, fishing, skiing and picnicking.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. 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, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

SNAKE RIVER

Mileage distances along the Snake River are in Statute Miles. Distances along the Snake River are from the junction of the Columbia River and are indicated thus: ———

Tables for converting Statute Miles to International Nautical miles are given in Coast Pilot 7.

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.
7. Storm warning display locations and small craft warning signals have been charted for your safetly.

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.

This is the Last Edition of this chart. It will be canceled on Jul 2, 2024

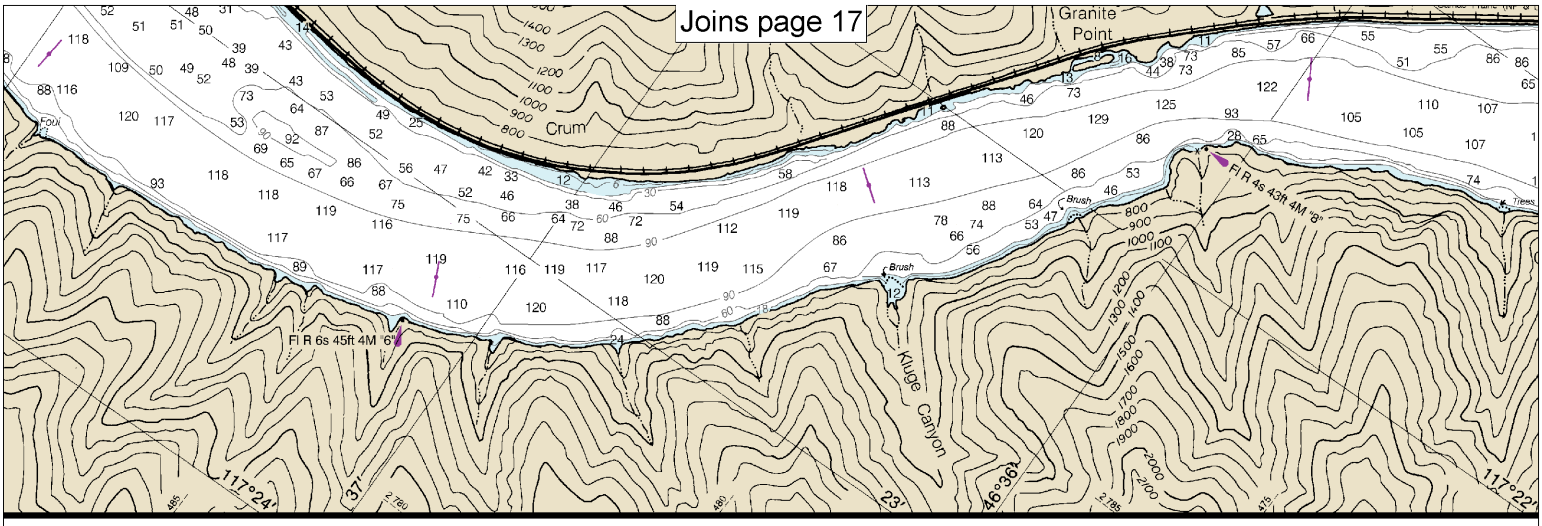
5th Ed., Dec. 2002. Last Correction: 1/2/2024. Cleared through:
LNM: 1224 (3/19/2024), NM: 1324 (3/30/2024), CHS: 0224 (2/23/2024)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500



CAUTION

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

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

CAUTION

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

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.

Ⓟ Pump out facilities

AIDS TO NAVIGATION

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

REVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

om characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

cellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

2₄ 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.

CAUTION

SUBMARINE PIPELINES AND CABLES

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

Pipeline Area *Cable Area*

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.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length, shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels, when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules".

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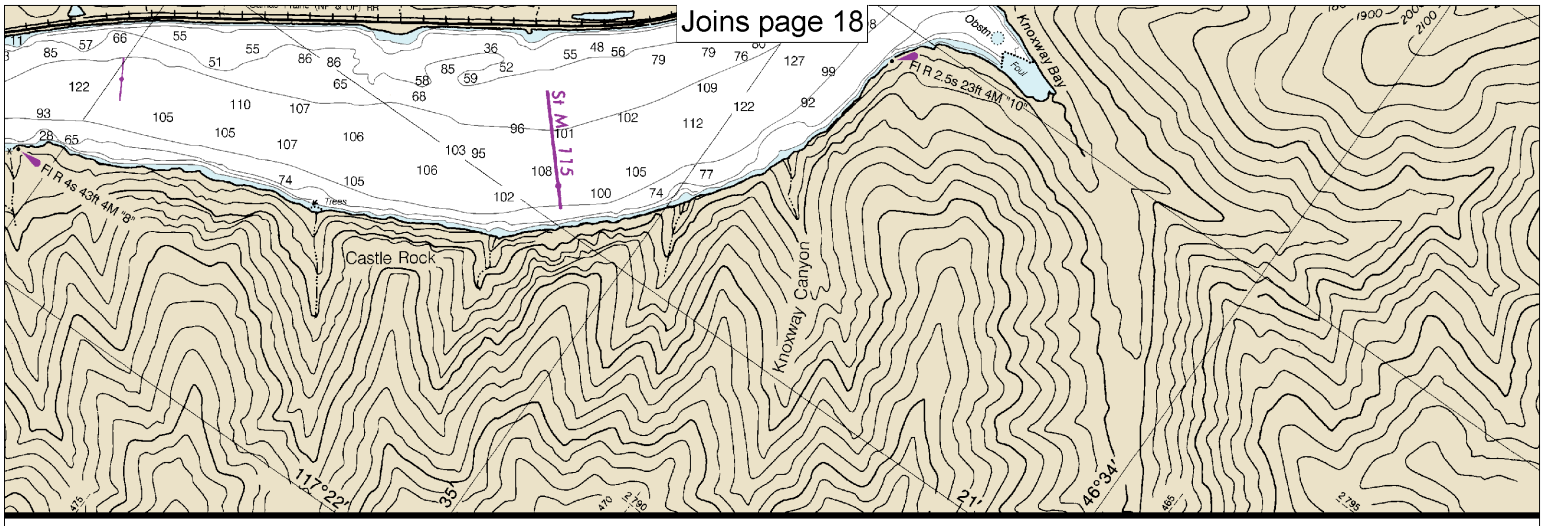
Joins page 24



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

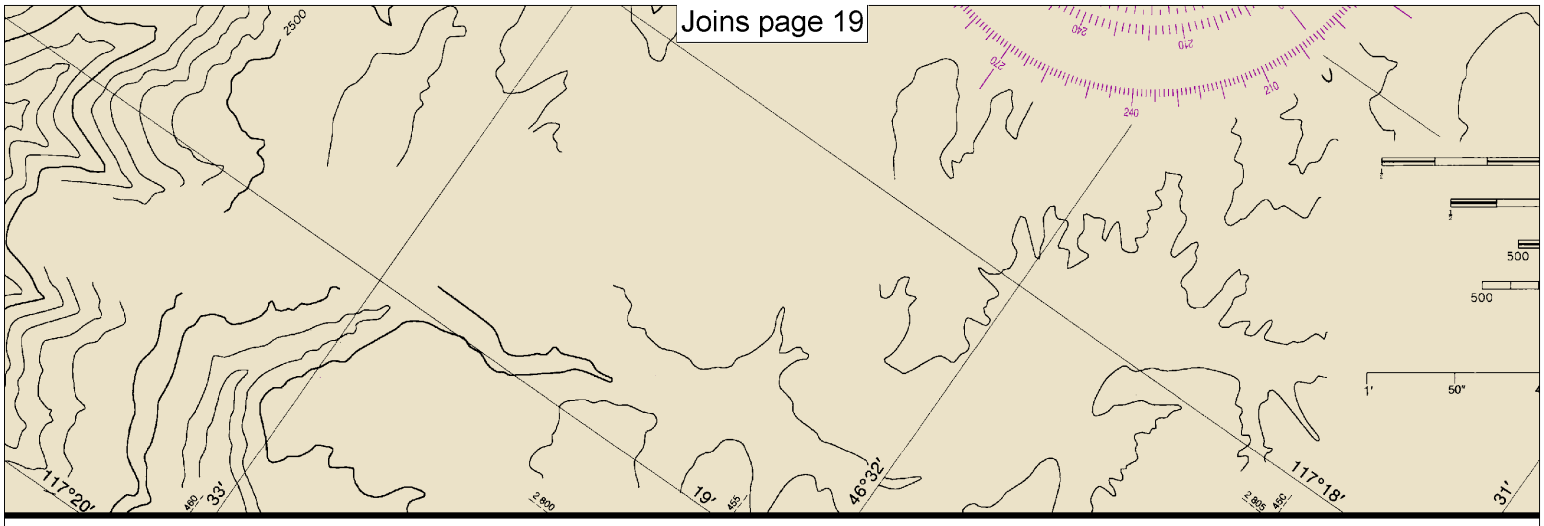
Joins page 23

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

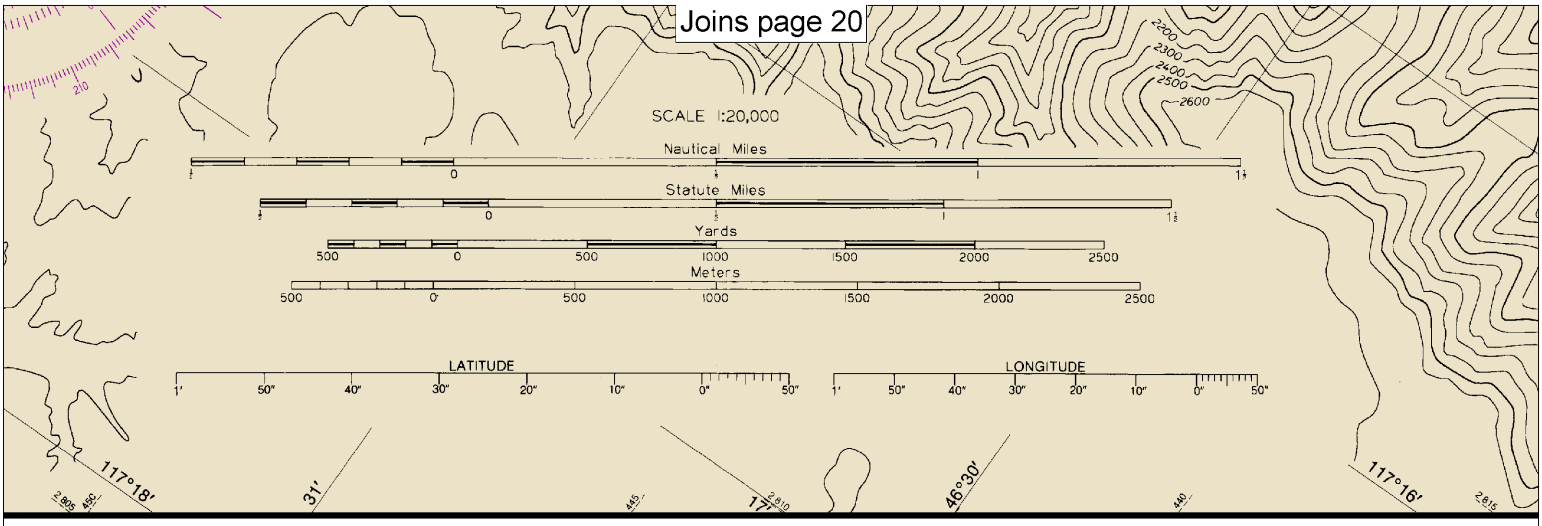
Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500

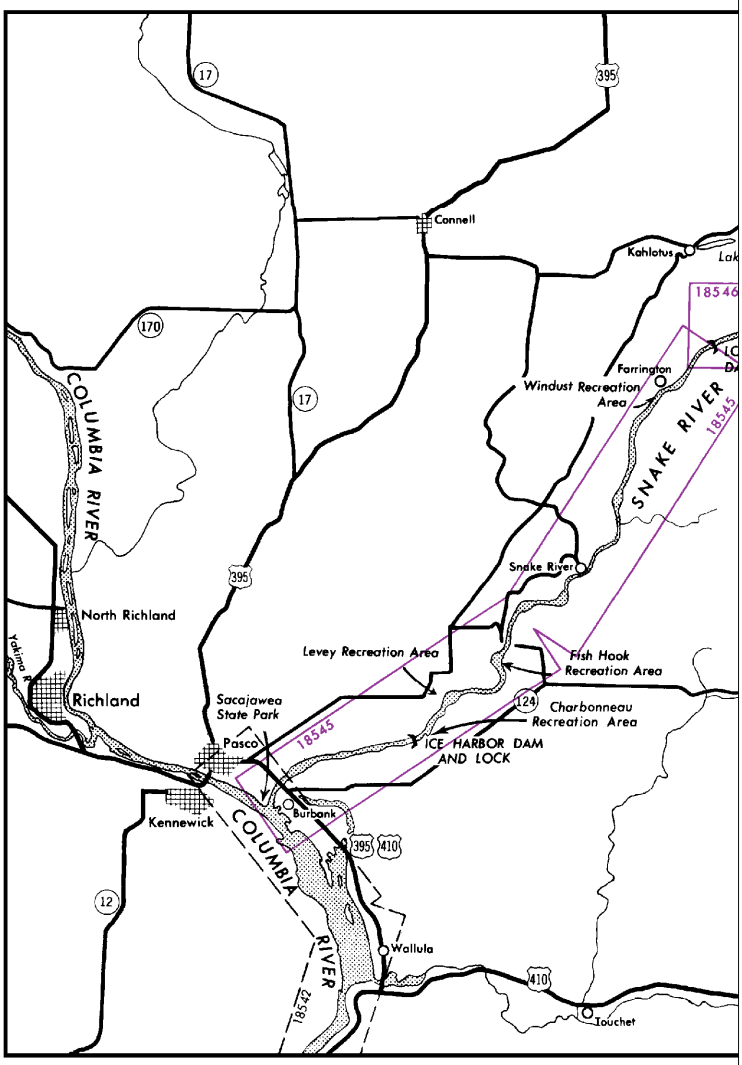


Joins page 26

Joins page 20



Joins page 25



Note: Chart grid lines are aligned with true north.

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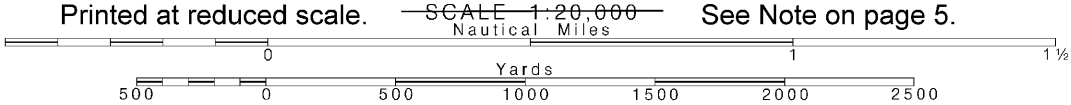
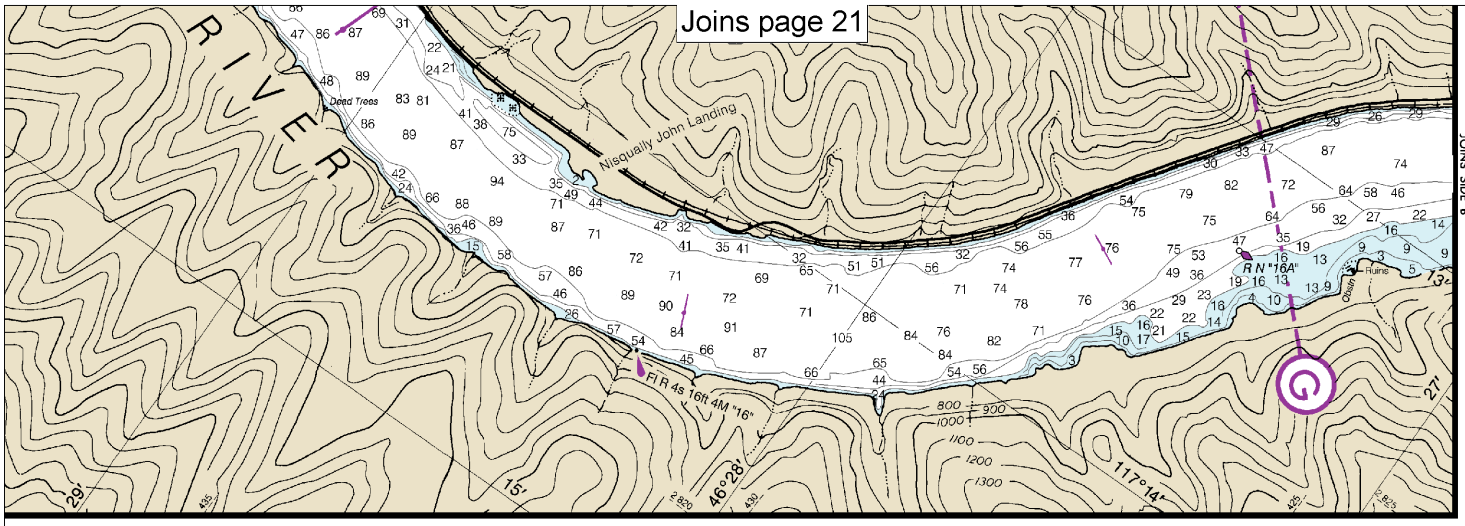
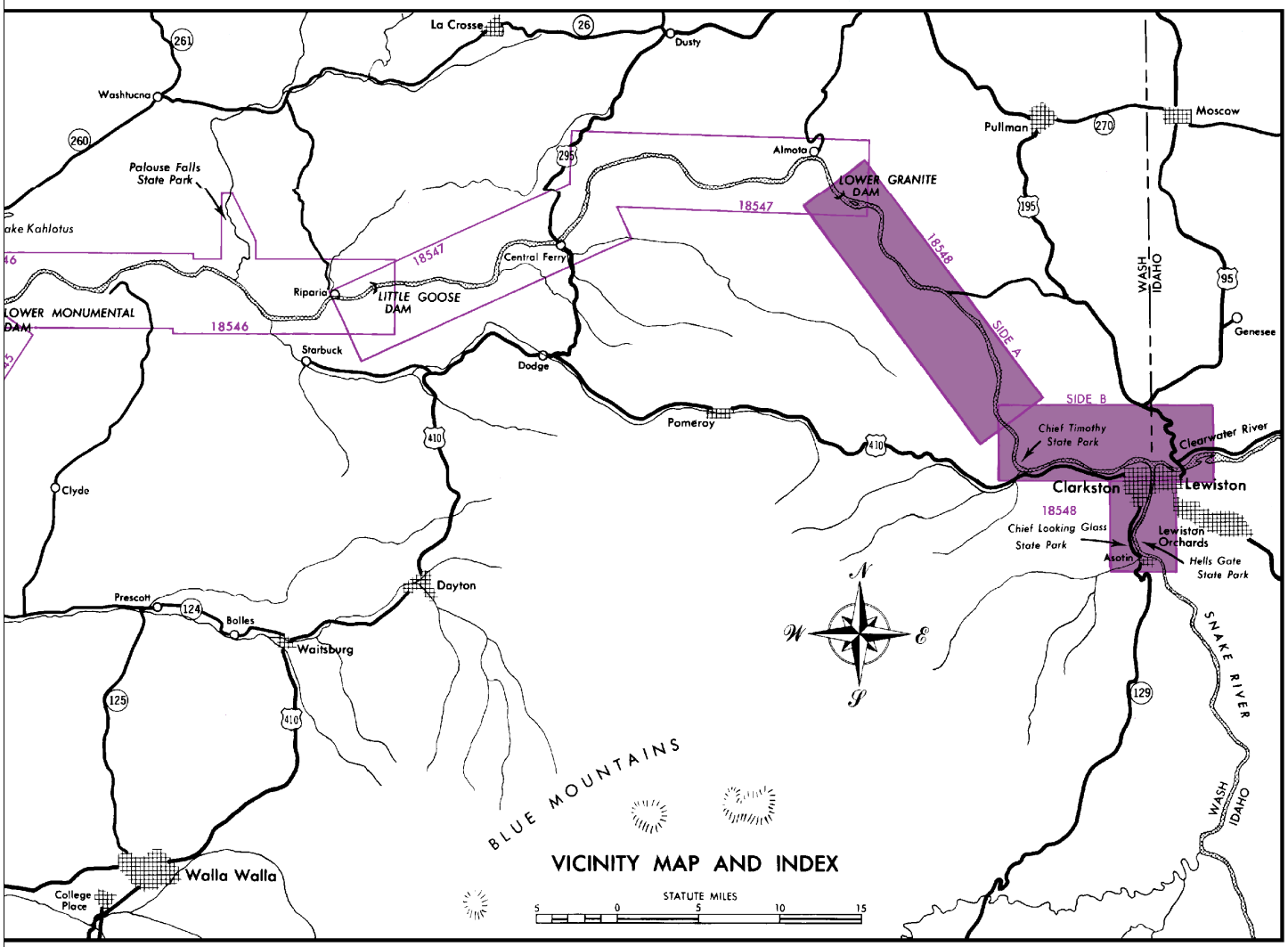



Joins page 21
RIVER
Nisqually John Landing
Dead Trees
Fl R 4s 16ft 4M "16"
46°28'
117°14'
RN "16A"
Ruins
JOINS SIDE B

18548


La Crosse
Dusty
Washtucna
Palouse Falls State Park
Almota
LOWER GRANITE DAM
18547
18548
SIDE A
SIDE B
Pullman
Moscow
WASH
IDAHO
Genesee
Central Ferry
Riparia
LITTLE GOOSE DAM
LOWER MONUMENTAL DAM
18546
Starbuck
Dodge
Pomeroy
Chief Timothy State Park
Clearwater River
Clarkston
Lewiston
Chief Looking Glass State Park
Lewiston Orchards
Asotin
Hells Gate State Park
Clyde
Dayton
Prescott
Bolles
Waitsburg
SNAKE RIVER
BLUE MOUNTAINS
Walla Walla
College Place
VICINITY MAP AND INDEX
STATUTE MILES

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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

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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 Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
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