BookletChart™

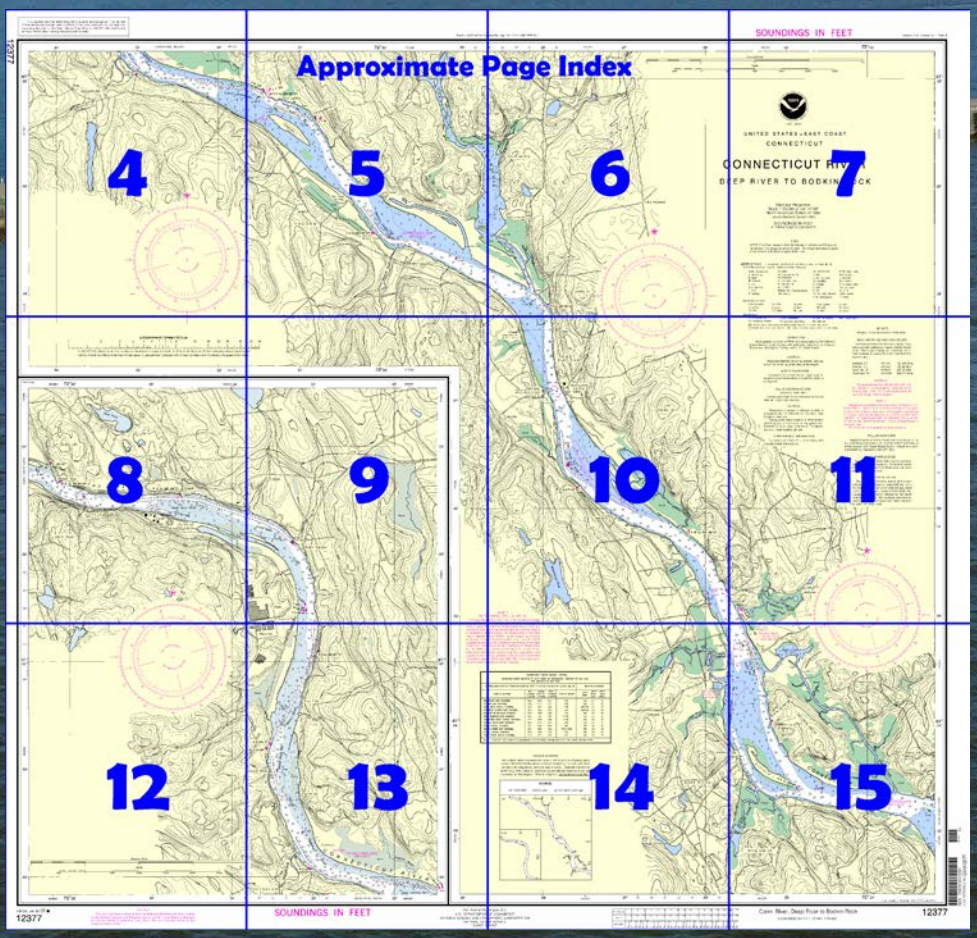
Connecticut River – Deep River to Bodkin Rock

NOAA Chart 12377

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.

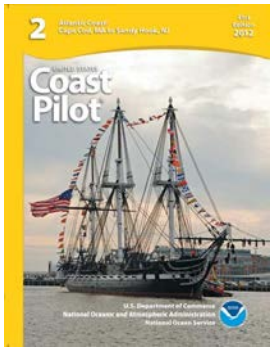
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=12377.

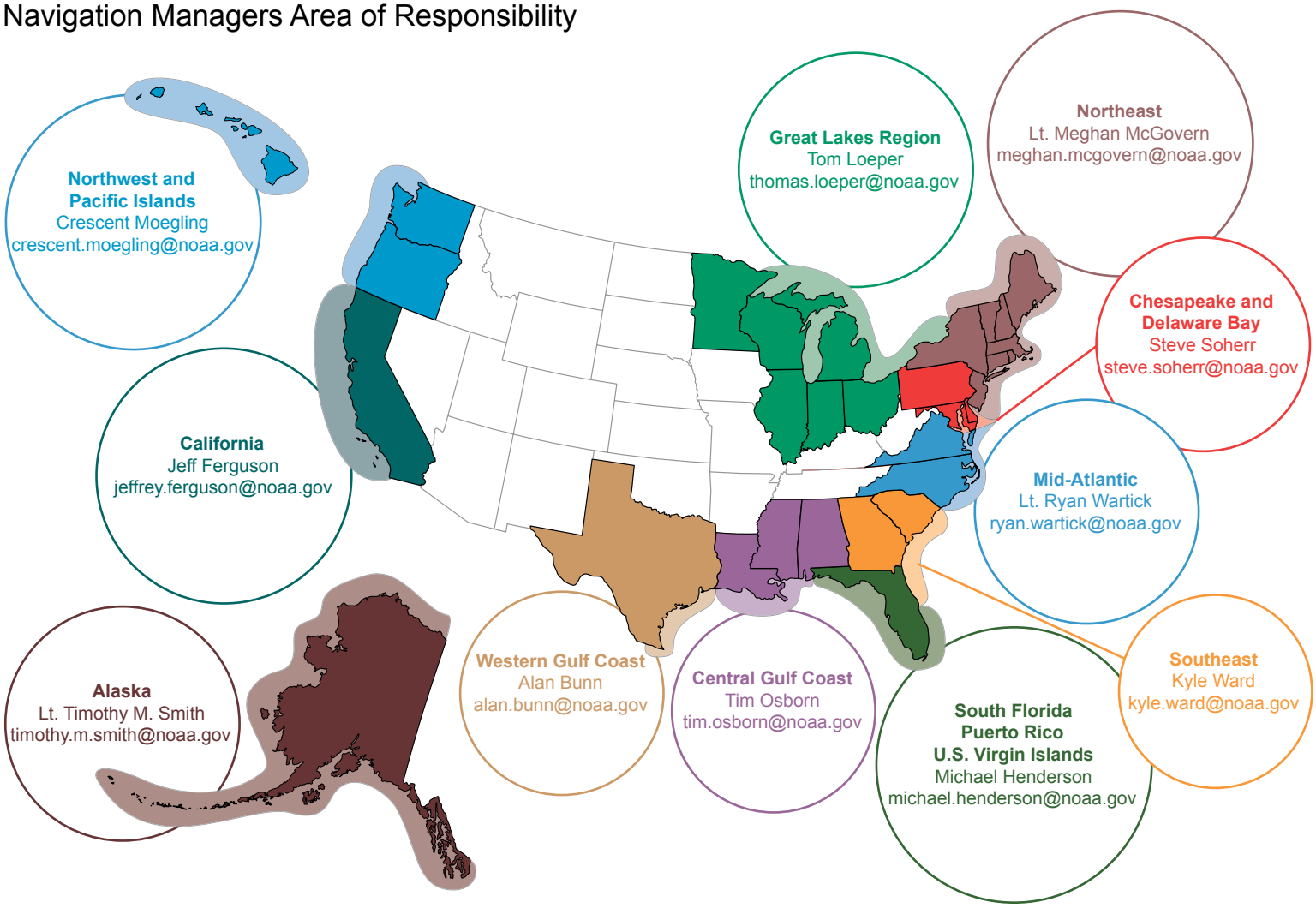


(Selected Excerpts from Coast Pilot)
Connecticut River rises in the extreme northern part of New Hampshire, near the Canadian border, and flows southerly between the States of Vermont and New Hampshire and across Massachusetts and Connecticut to Long Island Sound. It is approximately 375 miles long and is one of the largest and most important rivers in New England. The head of commercial navigation is at Hartford, about 45 miles from the mouth. Waterborne commerce on the river is mostly in petroleum products and chemicals.
The river water is fresh at and above Deep River. Each year after the spring freshets, shoals with least depths of 10 feet are found in places on bars in the upper river; dredging to remove such shoals is begun as soon as the water subsides.
Between the entrance and Middletown the river banks are hard and in some places rocky, but between Middletown and Hartford the river flows through alluvial bottom land, where freshets and ice jams may cause shoaling.
The channel above the jettied entrance channel usually follows the banks on the outside of the curves of the river, except through the dredged cuts across the bars which are marked by navigational aids.
Anchorages.–Secure anchorage can be had eastward or northeastward of Lynde Point Light. Farther up anchorage can be selected in the wider parts of the channel. Special anchorages are at Old Saybrook, Essex, Chester, Lord Island, Eddy Rock Shoal in the vicinity of Connecticut River Light 45, and Mouse Island Bar vicinity. (See **110.1** and **110.55,** chapter 2, for limits and regulations.)
Dangers.–Saybrook Outer Bar, which obstructs the mouth of the Connecticut River, is shifting, with depths of 2 to 12 feet extending nearly 2 miles off the mouth; it is marked off its southeastern end by a lighted bell buoy.
In 1976, obstructions were reported in the channel at the railroad bascule bridge 3 miles above the mouth of the Connecticut River; a least depth of 13 feet is reported in the channel in area 40 to 50 feet from the east abutment of the bridge. Mariners requiring greater depths are advised to avoid this area of the channel during passages.
Bridges.–Several drawbridges and fixed bridges cross Connecticut River between the entrance and Hartford. The distance above the mouth, type, and clearance of each bridge follows: 3 miles, railroad with bascule span, 19 feet; 3.5 miles, Raymond E. Baldwin (IS 95) Bridge, fixed highway, 81 feet; 14.6 miles, State Route 82 highway with swing span at East Haddam, 22 feet; 27.8 miles, railroad with swing span at Middletown, 25 feet; 32.2 miles, Arrigoni Bridge (State Route 66), fixed highway, 89 feet; 41.2 miles, Wm. H. Putnam Bridge (State Route 3), fixed highway near Wethersfield, 80 feet over main channel; 44 miles, **Charter Oak Bridge (U.S. 5/State Route 15),** a fixed highway bridge at Hartford, 69 feet for a width of 215 feet; 44.9 miles, Founders Bridge, fixed highway, 49 feet; 45.2 miles, Bulkeley Bridge (I-84), fixed highway, 39 feet; and 46 miles, fixed railroad, 28 feet. (See **117.1 through 117.59 and 117.205,** chapter 2, for drawbridge regulations.)
Tides.–The time of tide becomes later and the range diminishes in progressing up the river. High water and low water at Hartford occur about 4.5 and 6 hours later, respectively, than at the entrance.
Currents.–At the entrance the currents have considerable velocity at times and always require careful attention, as the tidal current of the sound often sets directly across the direction of the current setting out or in between jetties. This condition is reported to be especially dangerous during the first 3 hours of ebb tide. (Consult the Tidal Current Tables for times and velocities of currents at a number of locations in Connecticut River.)
During the ebb, a strong current runs from the Lyme Landing toward the center of the railroad bridge. Because of river discharge, the ebb current usually will be considerably stronger than the flood. Ebb current velocities of 1 knot or more have been observed under normal conditions on the bars in Connecticut River between Higganum and Hartford; the velocities of the flood currents are much less.

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

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

Navigation Managers Area of Responsibility

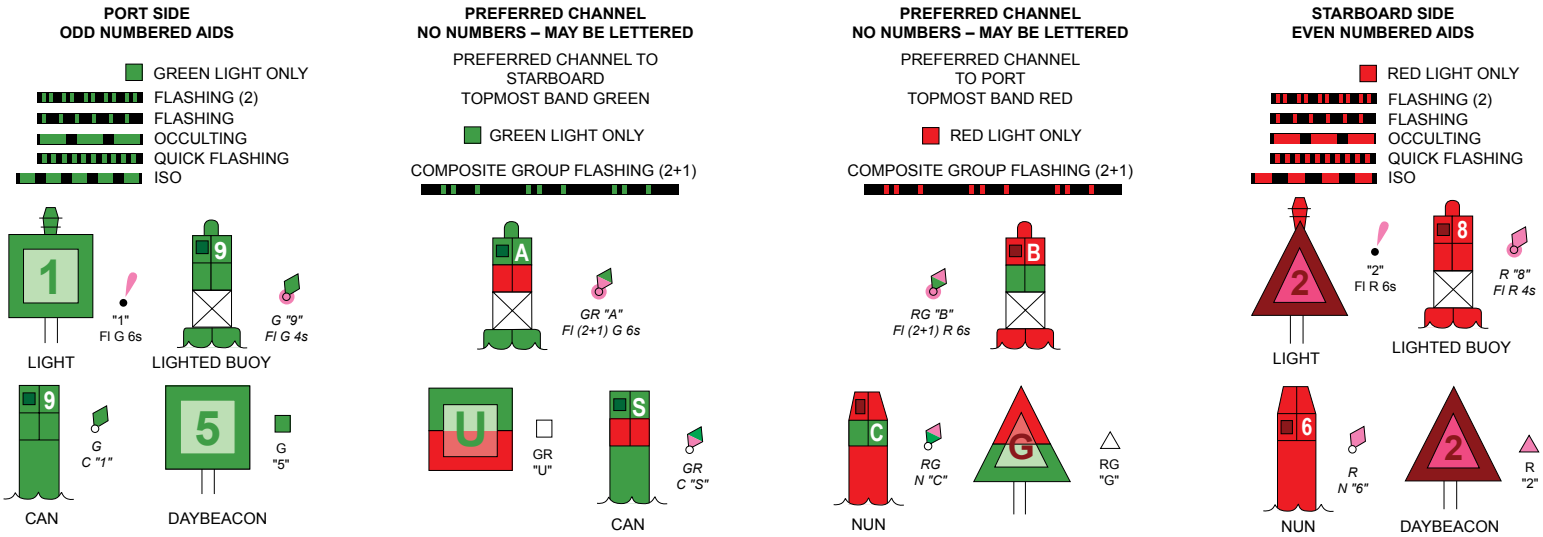


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



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

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

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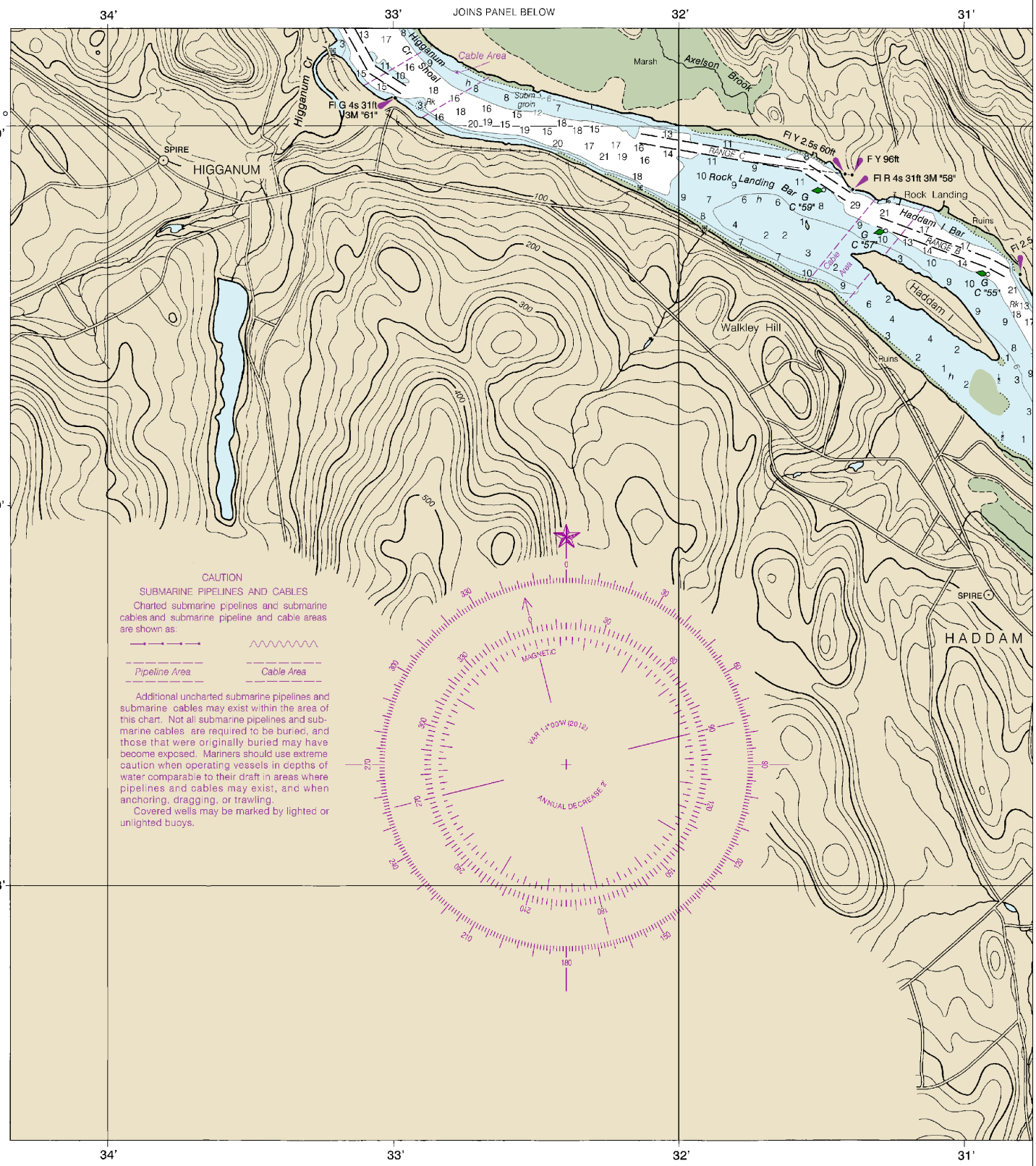


KAPP 2158

72°36' 35' 34' 33'

Joins page 8

4

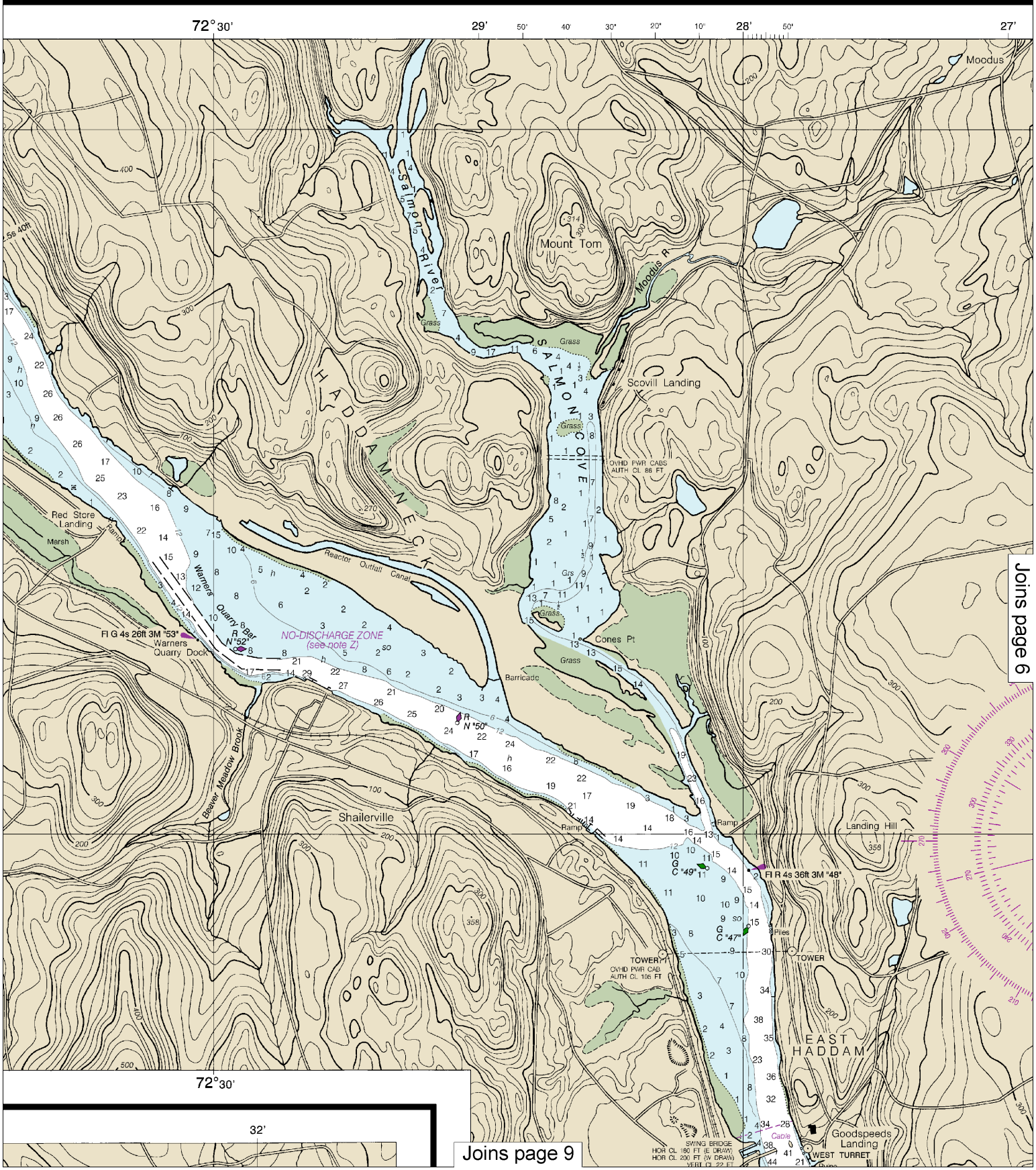
Note: Chart grid lines are aligned with true north.

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

Nautical Miles: 0 1 1½

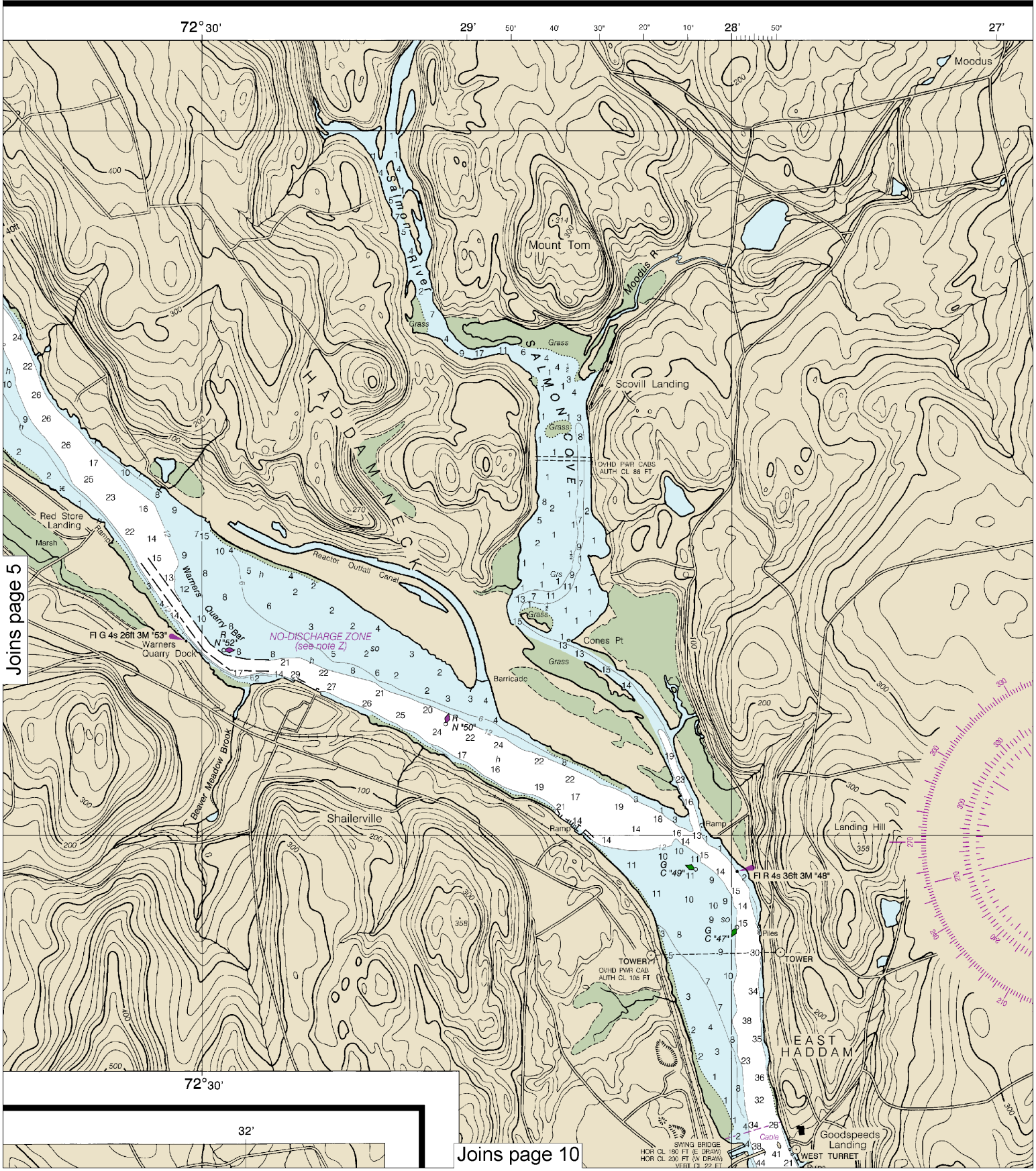
Yards: 500 0 500 1000 1500 2000 2500

Formerly C&GS 266, 1st Combined Ed., Aug. 1954 C-1947-689 KAPP 2157



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.

Formerly C&GS 266, 1st Combined Ed., Aug. 1954 C-1947-689 KAPP 2157



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 1 ½

Yards

500 0 500 1000 1500 2000 2500

26' 25' 72°24'

SCALE 1:20,000

Nautical Miles

½ 0 ½ 1 1½

Yards

500 0 500 1000 1500 2000 2500

41° 30'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

CONNECTICUT

CONNECTICUT RIVER

DEEP RIVER TO BODKIN ROCK

29'

Mercator Projection
Scale 1:20,000 at Lat. 41°28'

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.

Little Haddam

MAGNETIC

VAR 14°00'W (2012)

ANNUAL DECREASE 6'

28'

TIDES

NOTE: The Mean range of the tide between Hadlyme and Higganum during low river stages is about 2½ feet. The range becomes progressively smaller with higher stages of the river.

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

Aids to Navigation (lights are white unless otherwise indicated):

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

Bottom 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

Miscellaneous:

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

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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.

AIDS TO NAVIGATION

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

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.

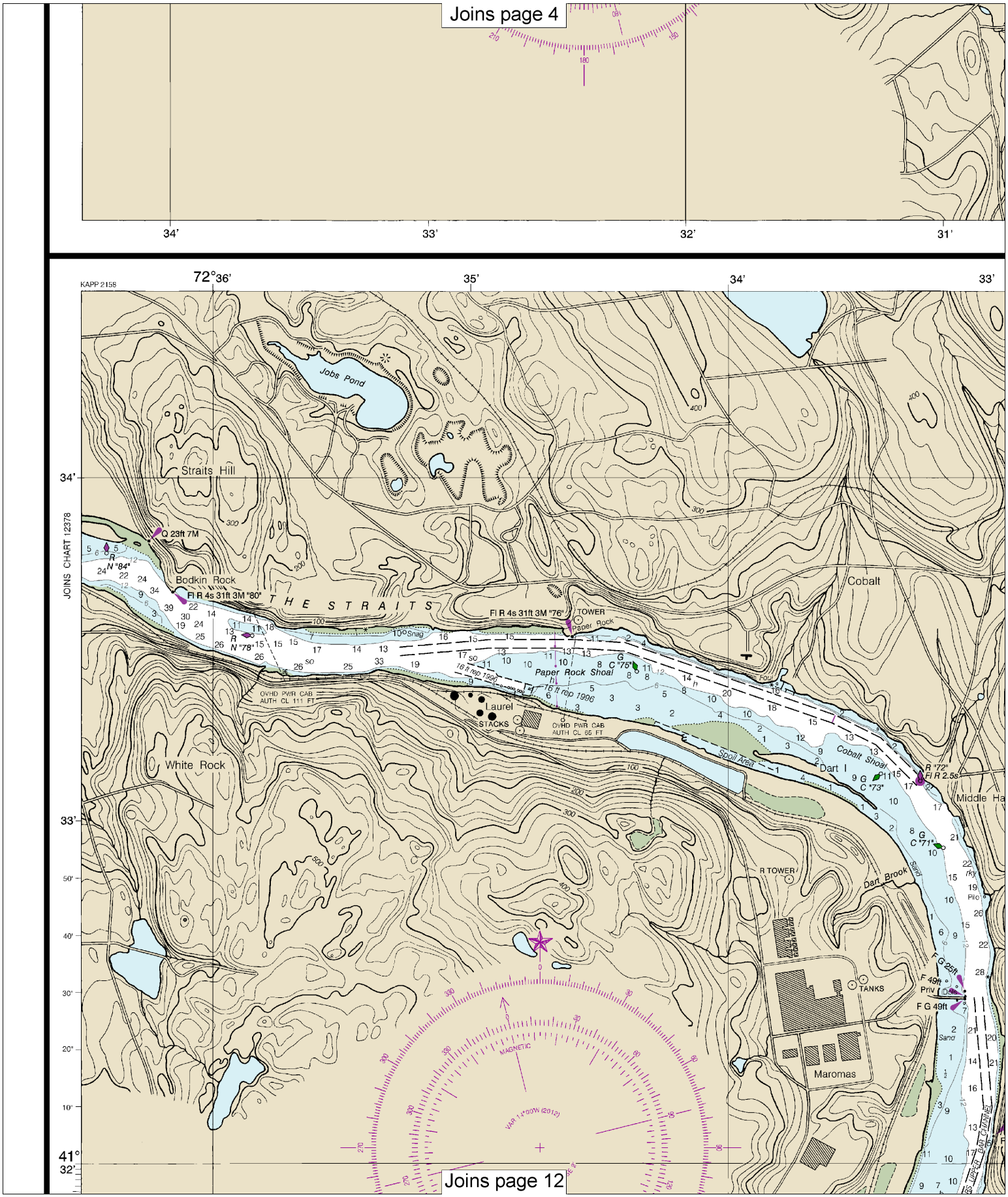
Hartford, CT	WXJ-41	162.475 MHz
Meriden, CT	WXJ-42	162.400 MHz
New London, CT	KHB-47	162.550 MHz
Riverhead, NY	WXM-80	162.475 MHz

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.

Joins page 11

Last Correction: 4/8/2015. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)



8

Note: Chart grid lines are aligned with true north.

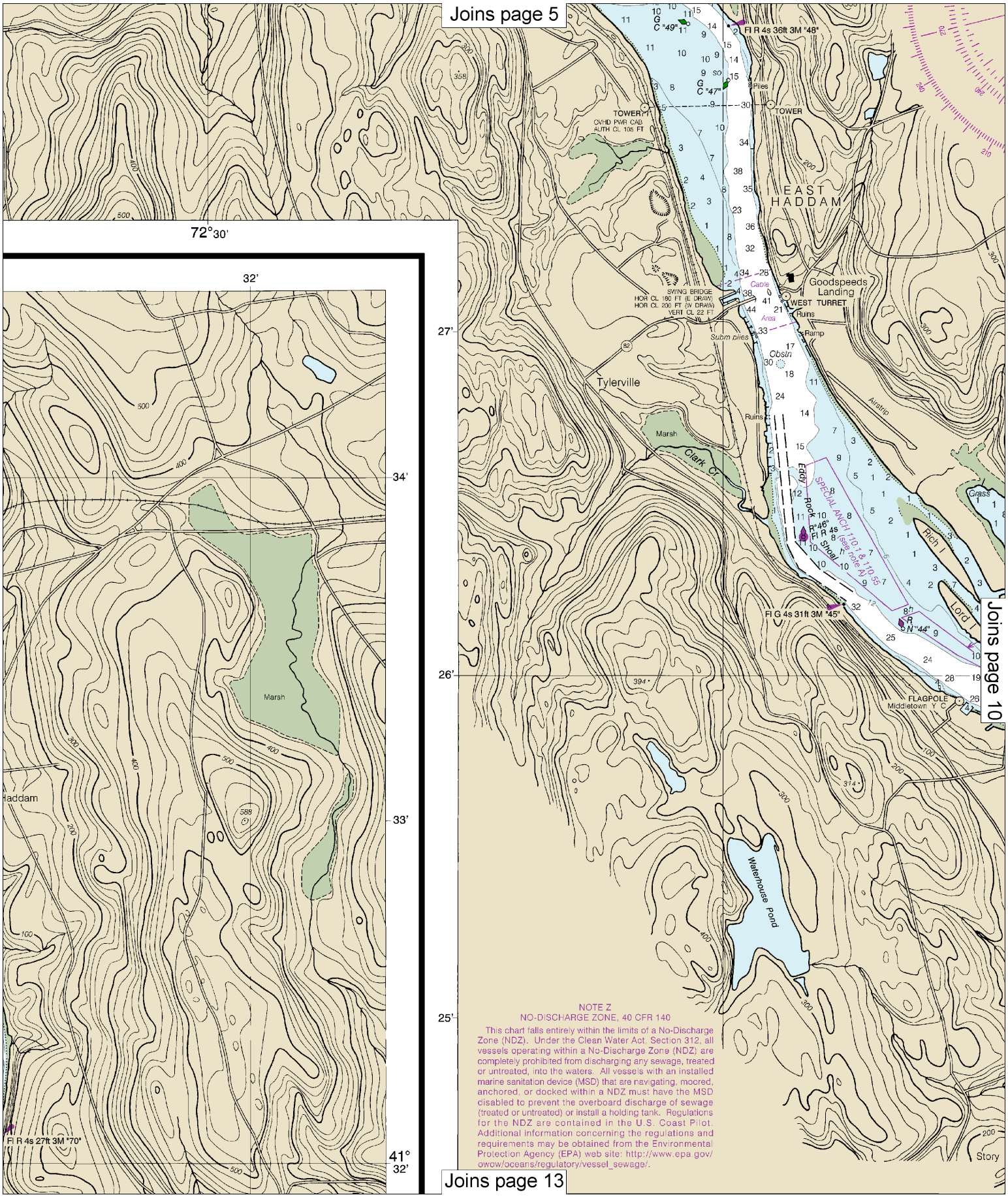
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

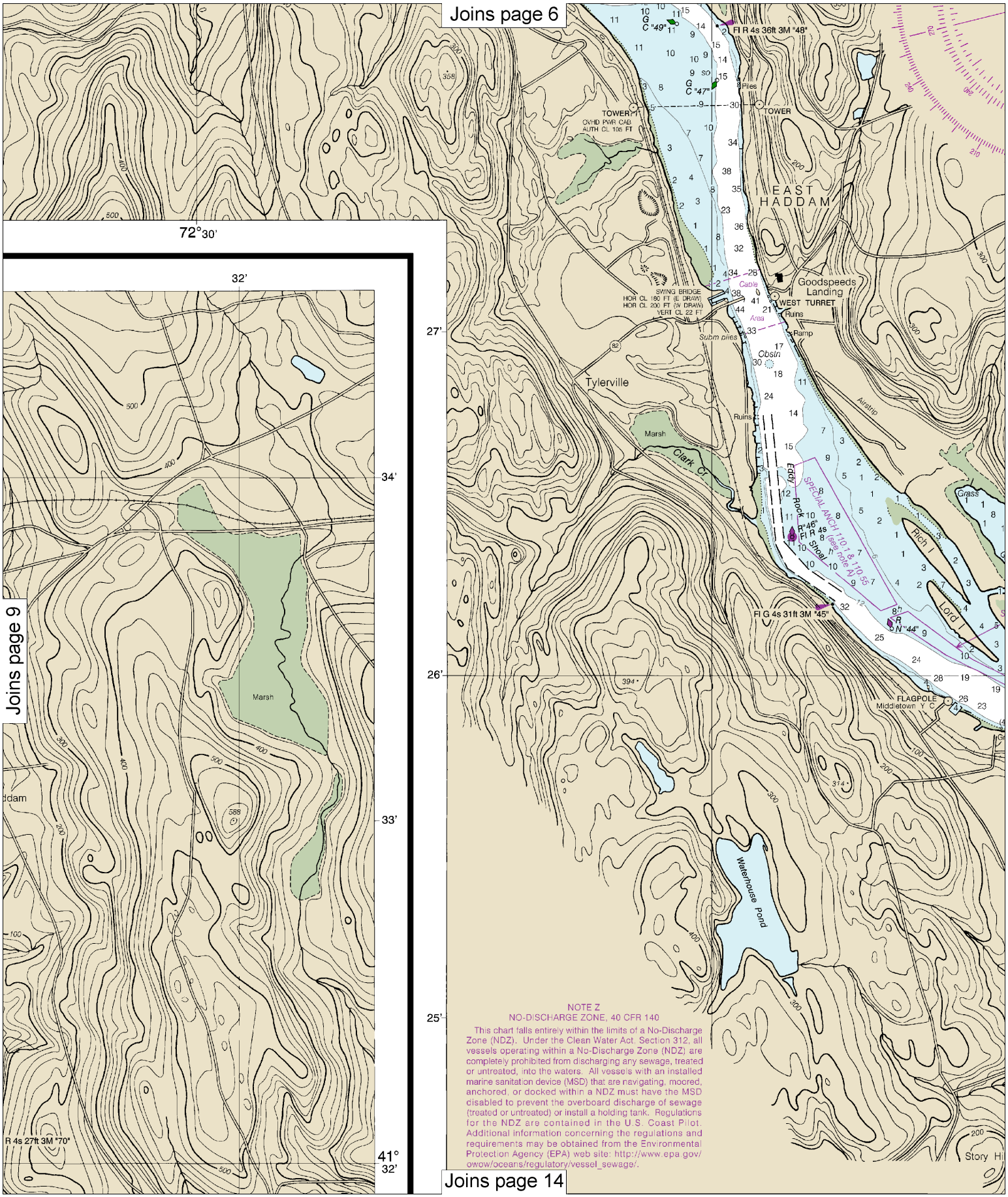
Nautical Miles

0 1 1 ½

Yards

500 0 500 1000 1500 2000 2500


Joins page 5
Joins page 10
Joins page 13
72°30'
32'
27'
34'
26'
33'
25'
41°
32'
Fl R 4s 36ft 3M "48"
TOWER
OVHD PWR CAB
AUTH CL 105 FT
EAST
HADDAM
Goodspeeds
Landing
WEST TURRET
SWING BRIDGE
HOR CL 180 FT (E DRAW)
HOR CL 200 FT (W DRAW)
VERT CL 22 FT
Cable
Area
Subm piles
Ruins
Ramp
Obstn
Tylerville
Marsh
Clark Cr
Airstrip
Eddy Rock Shoal
SPECIAL ANCH 110.1 & 110.55 (see note A)
Fl R 4s
Fl G 4s 31ft 3M "45"
Rich I
Lord I
Grass
FLAGPOLE
Middletown Y C
Waterhouse Pond
Story
Haddam
Fl R 4s 27ft 3M "70"
NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
This chart falls entirely within the limits of a No-Discharge Zone (NDZ). 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 docked 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/.



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 7

Bottom characteristics:

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

Miscellaneous:

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

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
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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

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AIDS TO NAVIGATION

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

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.

SUPPLEMENTAL INFORMATION

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

HEIGHTS

Heights in feet above Mean High Water.

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Riverhead, NY	WXM-80	162.475 MHz

WARNING

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NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

POLLUTION REPORTS

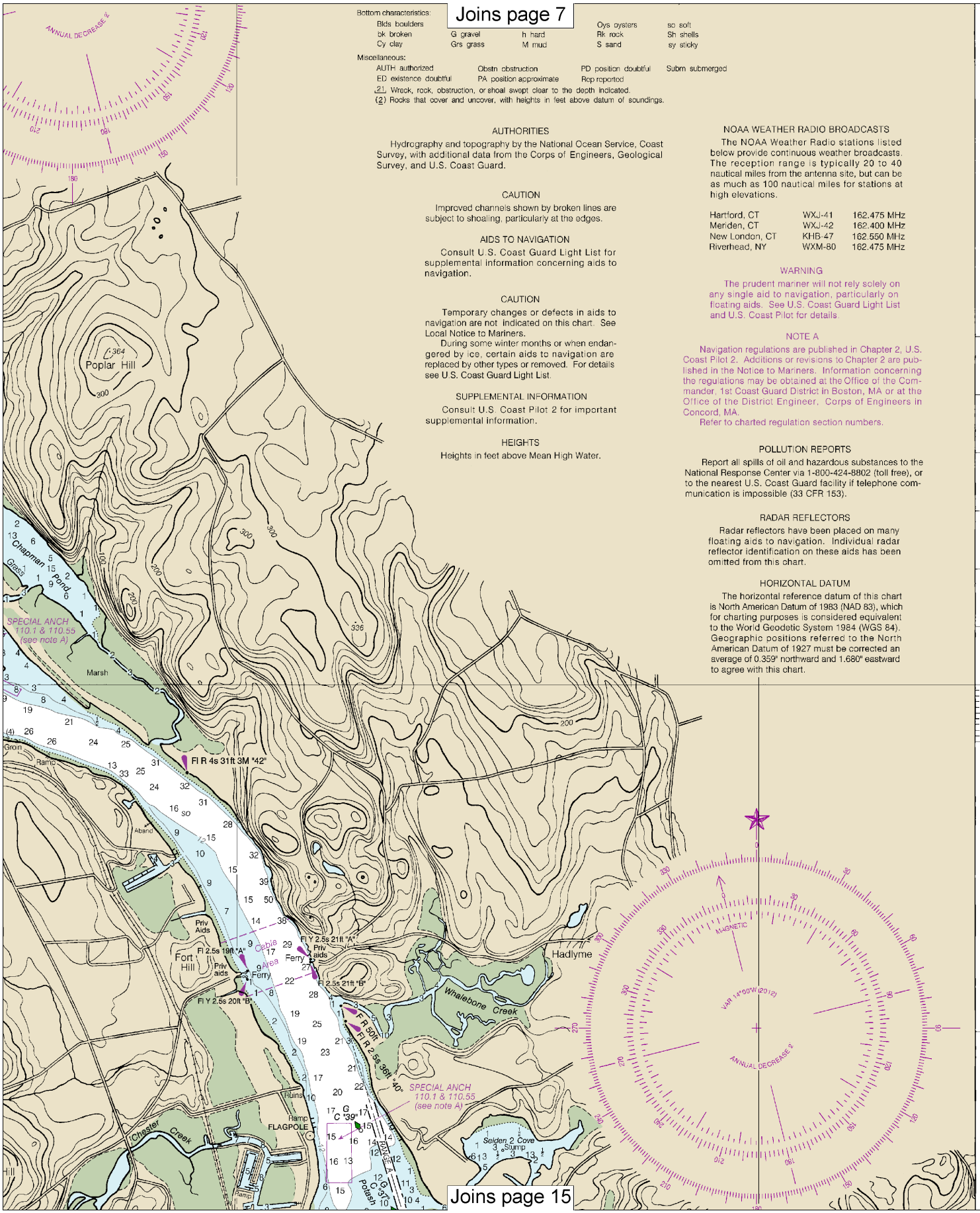
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

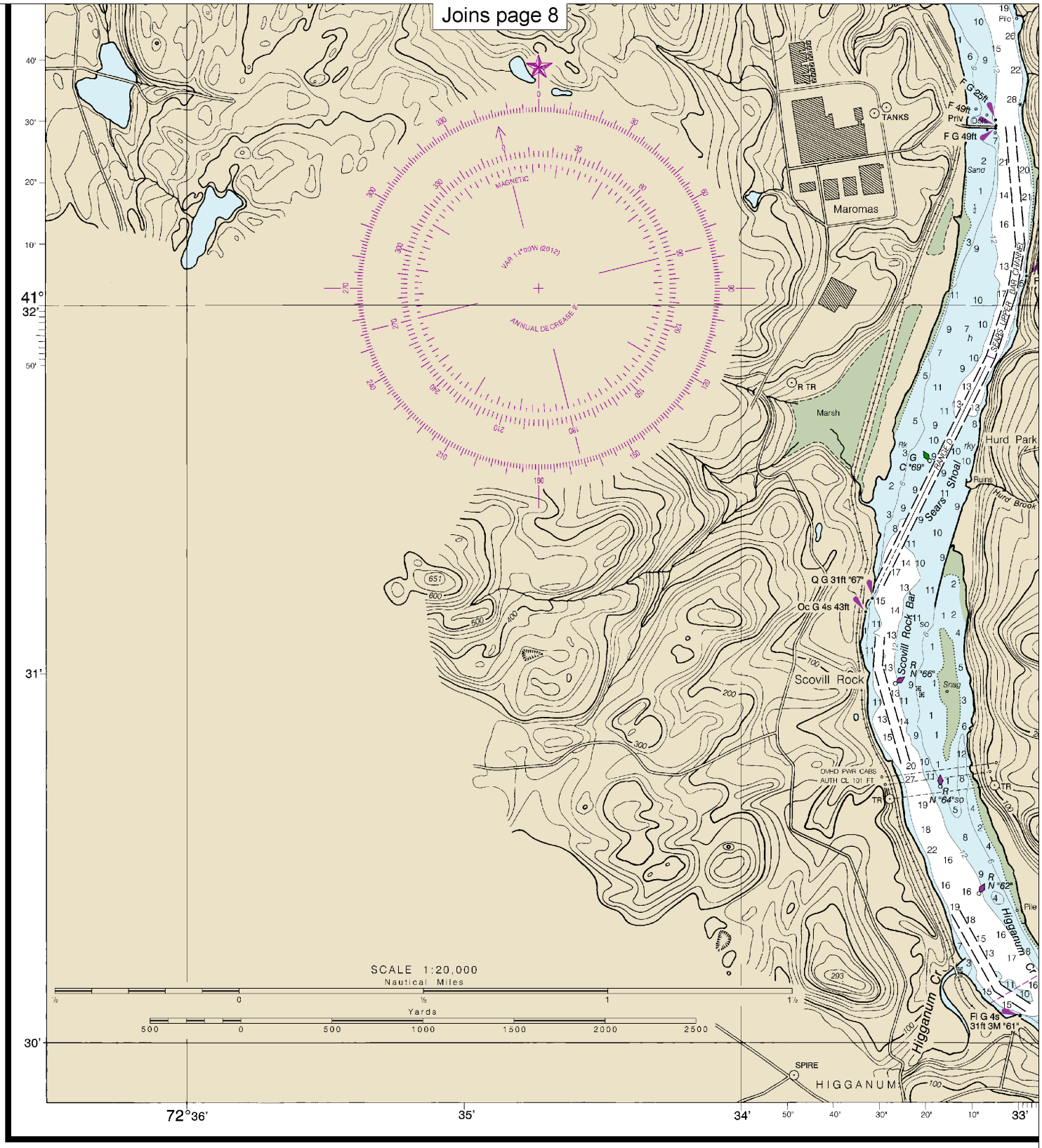
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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 0.359" northward and 1.680" eastward to agree with this chart.



Joins page 15



15th Ed., Sep. 2012

12377

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.

Last Correction: 4/8/2015. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

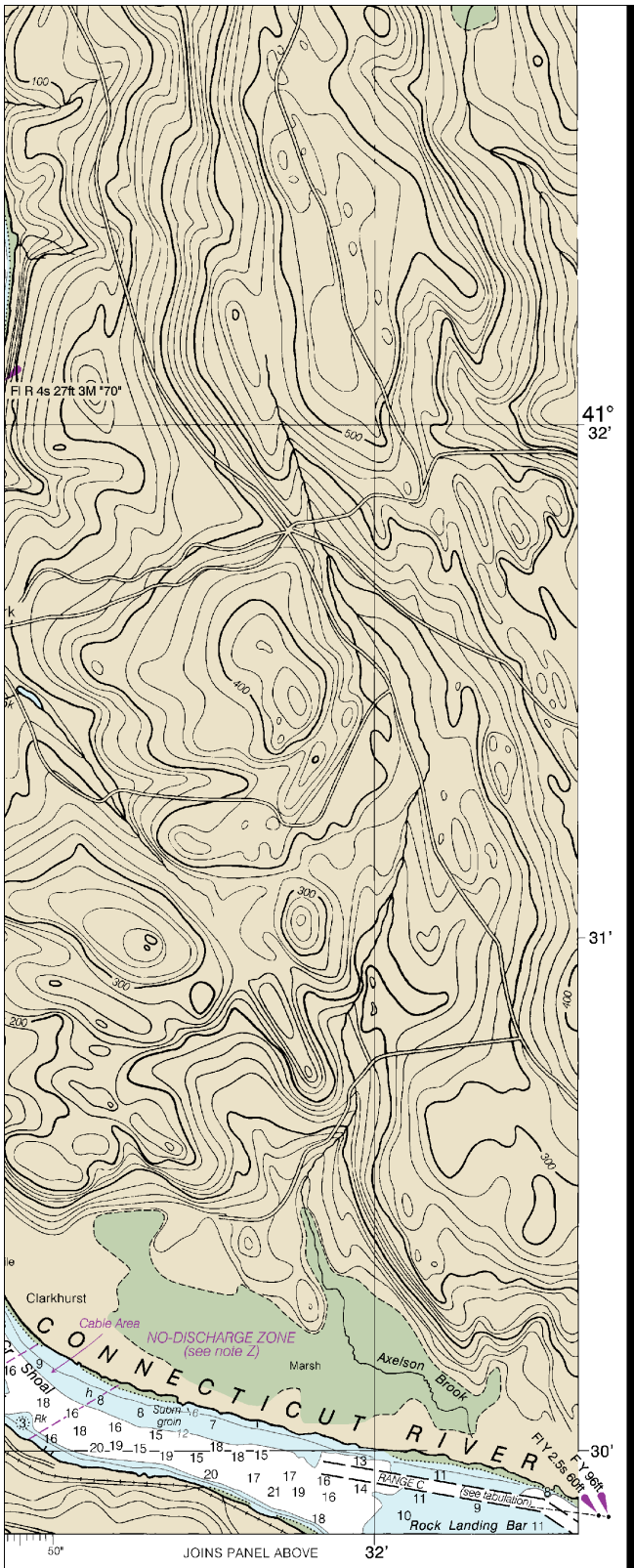
Note: Chart grid lines are aligned with true north.

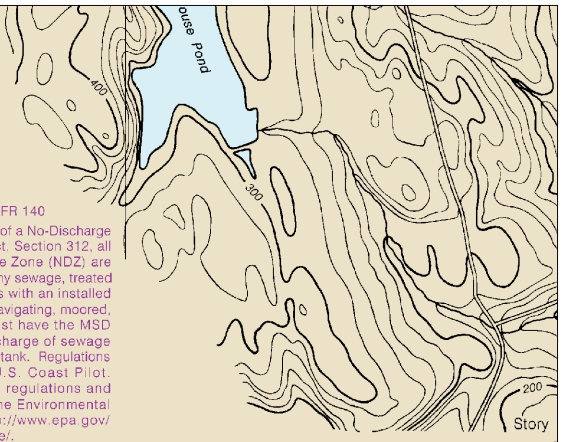
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 1 1½

Yards: 500 0 500 1000 1500 2000 2500

Joins page 9





25'

41° 24'

23'

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). 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 docked 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/.

CONNECTICUT RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2011 AND SURVEYS TO AUG 2010

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BROCKWAY BAR CHANNEL	9.8	10.2	11.3	9-09	150	0.4	15
POTASH BAR CHANNEL	10.7	9.9	9.8	3-10	150	0.4	15
EDDY ROCK SHOAL CHANNEL	7.0	5.7	5.5	6-10	200-150	0.61	15
WARNERS QUARRY BAR CHANNEL	13.7	11.6	A10.2	6-10	200-150	0.5	15
HADDAM ISLAND BAR CHANNEL	13.7	15.0	12.1	7-10	150	0.3	15
ROCK LANDING BAR CHANNEL	8.8	9.8	10.1	7-10	150	0.5	15
HIGGANUM CREEK SHOAL CHANNEL	10.2	9.2	9.4	7-10	150	0.3	15
SCOVILL ROCK BAR CHANNEL	9.9	10.7	11.7	7-10	150	0.4	15
SEARS SHOAL CHANNEL	4.8	8.6	8.1	7-10	150	0.5	15
SEARS UPPER BAR CHANNEL	12.7	13.0	12.9	7-10	150	0.5	15
COBALT SHOAL CHANNEL	15.0	15.0	5.7	8-10	150	0.9	15
PAPER ROCK SHOAL CHANNEL	11.9	11.8	12.0	8-10	150	0.5	15

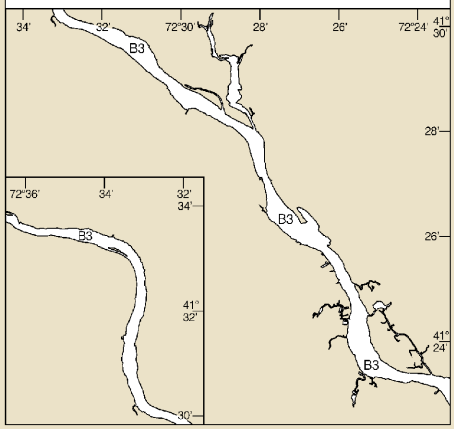
A - EXCEPT FOR SHOALING TO 9.9 FEET TO WITHIN 15 FEET OF LIMIT.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B3 1940-1969 NOS Surveys partial bottom coverage



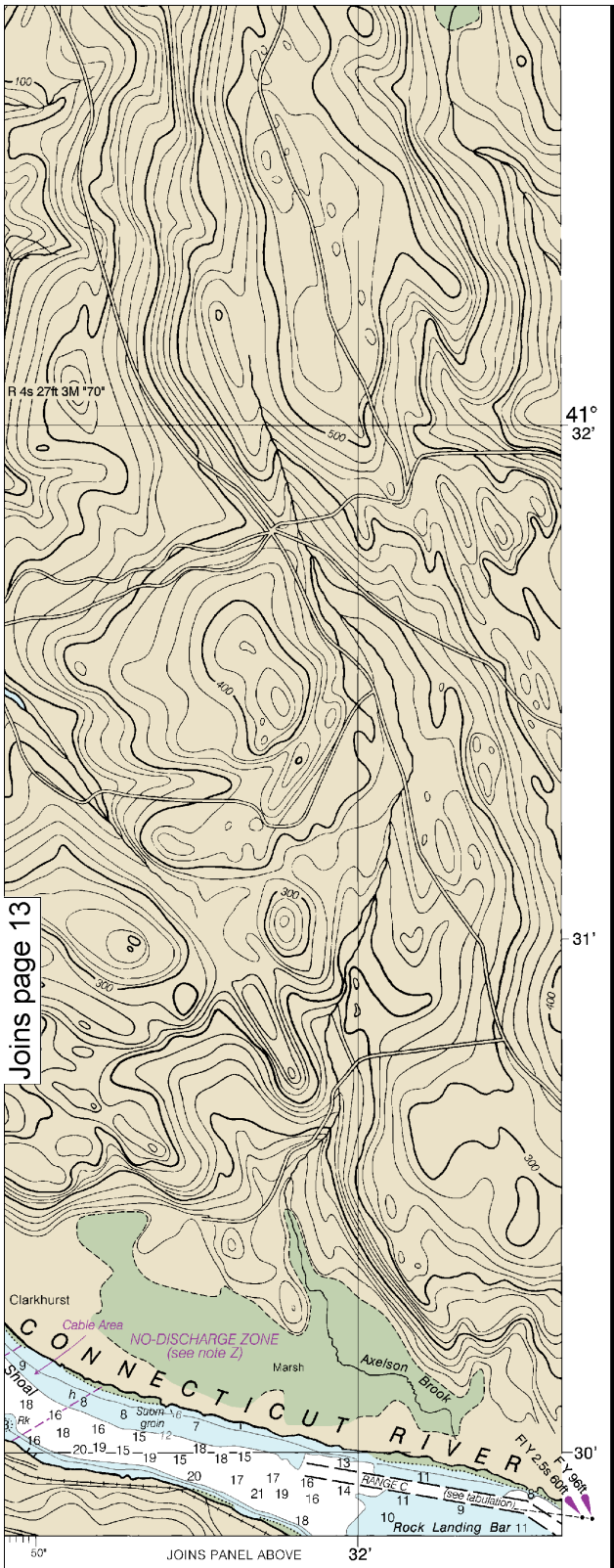
Joins page 14

29' 28' 27'

SOUNDINGS IN FEET

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

FATHOMS
FEET
METERS



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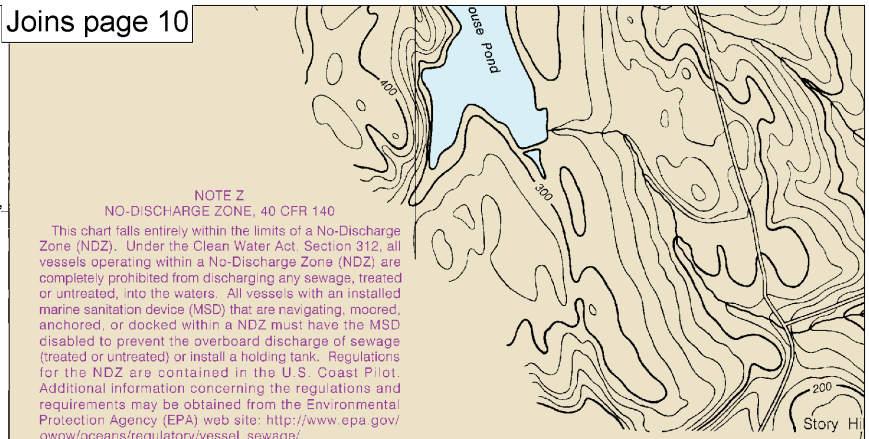

25'

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41° 24'

CONNECTICUT RIVER CHANNEL DEPTHS

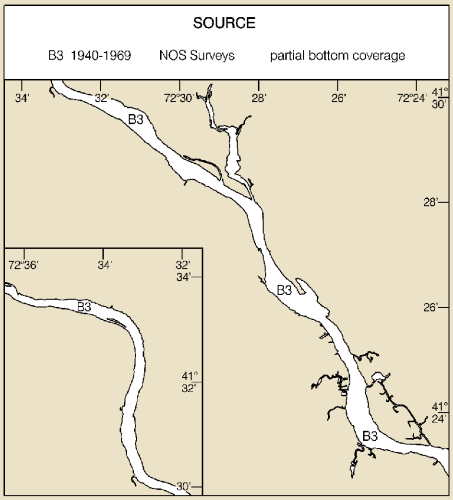
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2011 AND SURVEYS TO AUG 2010

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BROCKWAY BAR CHANNEL	9.8	10.2	11.3	9-09	150	0.4	15
POTASH BAR CHANNEL	10.7	9.9	9.8	3-10	150	0.4	15
EDDY ROCK SHOAL CHANNEL	7.0	5.7	5.5	6-10	200-150	0.61	15
WARNERS QUARRY BAR CHANNEL	13.7	11.6	A10.2	6-10	200-150	0.5	15
HADDAM ISLAND BAR CHANNEL	13.7	15.0	12.1	7-10	150	0.3	15
ROCK LANDING BAR CHANNEL	8.8	9.8	10.1	7-10	150	0.5	15
HIGGANUM CREEK SHOAL CHANNEL	10.2	9.2	9.4	7-10	150	0.3	15
SCOVILL ROCK BAR CHANNEL	9.9	10.7	11.7	7-10	150	0.4	15
SEARS SHOAL CHANNEL	4.8	8.6	8.1	7-10	150	0.5	15
SEARS UPPER BAR CHANNEL	12.7	13.0	12.9	7-10	150	0.5	15
COBALT SHOAL CHANNEL	15.0	15.0	5.7	8-10	150	0.9	15
PAPER ROCK SHOAL CHANNEL	11.9	11.8	12.0	8-10	150	0.5	15

A - EXCEPT FOR SHOALING TO 9.9 FEET TO WITHIN 15 FEET OF LIMIT.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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.



23'

29' 28' 27'

SOUNDINGS IN FEET

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

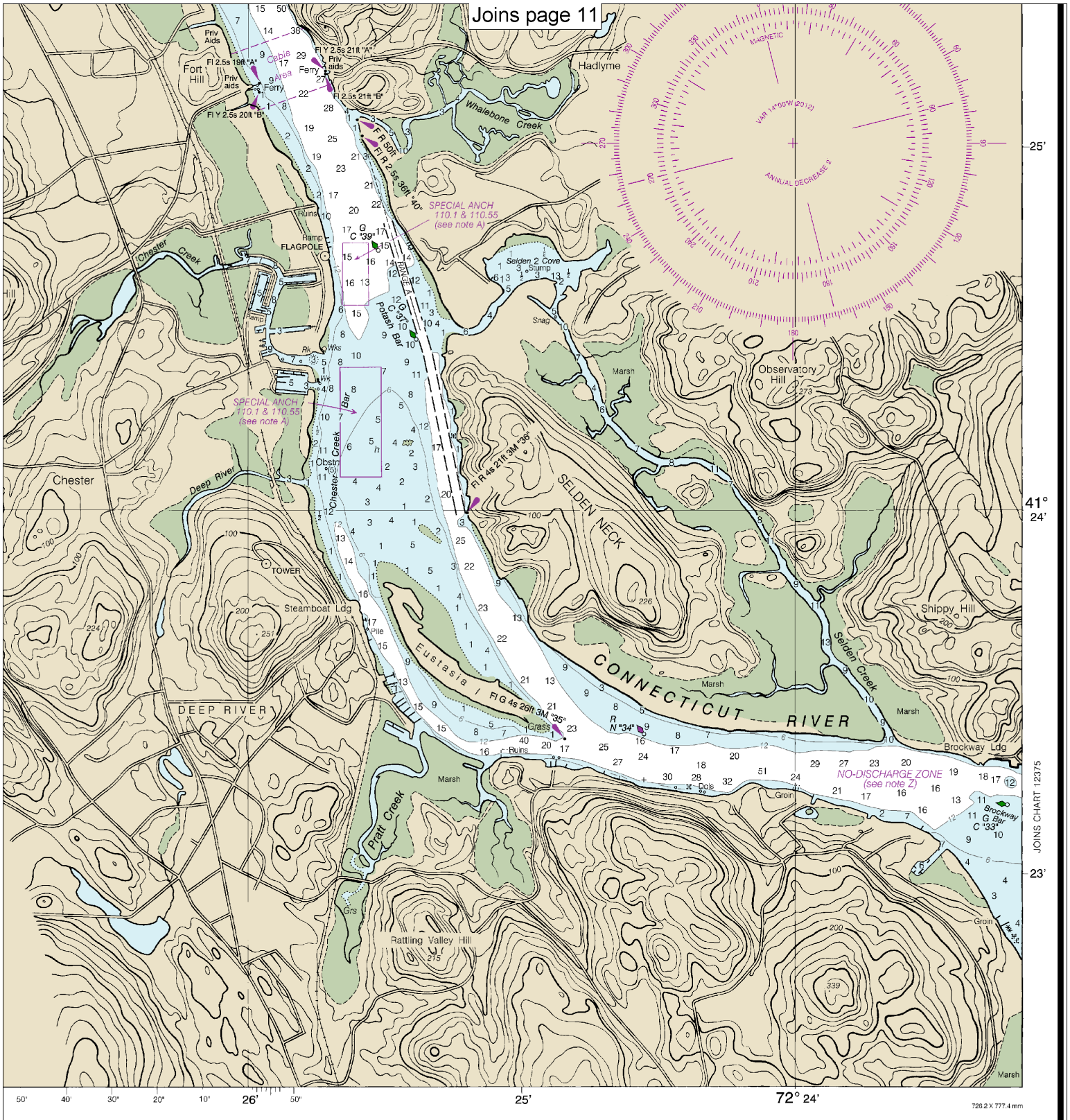
FATHOMS
FEET
METERS

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



Conn. River, Deep River to Bodkin Rock

SOUNDINGS IN FEET - SCALE 1:20,000

12377

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

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican 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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Note on Printing

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.

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