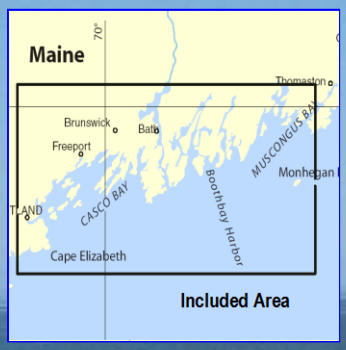
BookletChart™

Monhegan Island to Cape Elizabeth

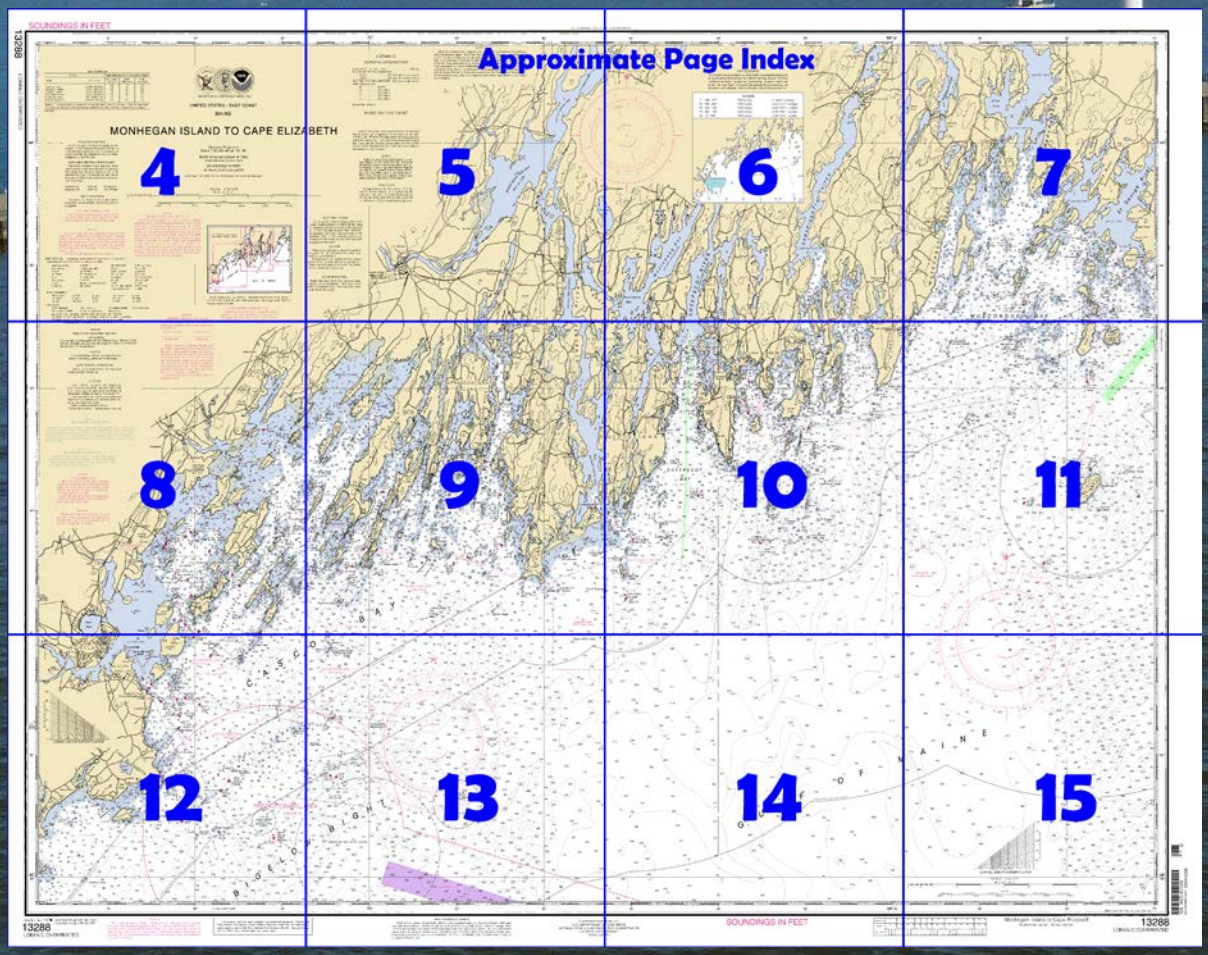
NOAA Chart 13288

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.

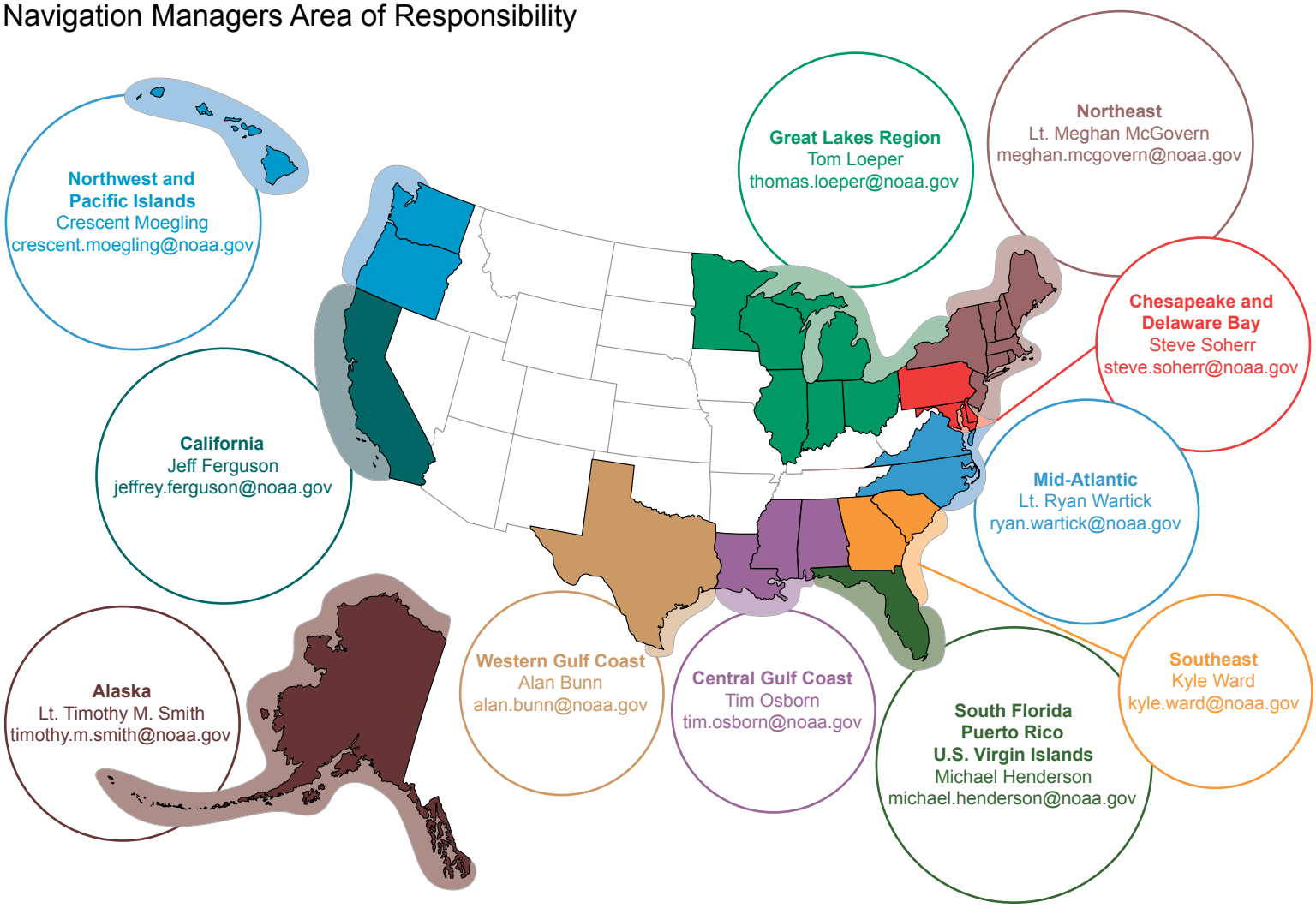
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13288.

(Selected Excerpts from Coast Pilot)
Muscongus Bay, between the Georges Islands on the east and Pemaquid Neck on the west, forms the approach to Meduncook and Medomak Rivers and Muscongus Sound, the villages of Friendship, Round Pond, and Medomak, and the town of Waldoboro. The bay is frequented by small pleasure and fishing craft. It is obstructed by numerous islands and ledges and much foul ground. Many of the dangers are marked by buoys.
Franklin Island Light (43°53'32"N., 69°22'29"W.), 57 feet above the water shown from a white tower on the northwestern side of **Franklin Island,** is the principal aid to the approach and passage through the bay.
Access to the eastern side of the bay, between Allen Island and Franklin Island, is obstructed by an area of islands and mostly unmarked shoals and ledges. The area, about 3 miles long north and south and 2 miles east and west, is bounded on the west by **South Ledge,** an unmarked ledge covered 13 feet; **Egg Rock South Ledge,** covered 7 feet; **Eastern Egg Rock,** 23 feet high and bare and marked on its north side by a daybeacon; **Egg Rock North Ledge,** marked on its southeast side by a buoy; **Hough Ledge; Little Franklin Ledge;** and Franklin Island. Its eastern side is bounded by **Shark Island;** unmarked **Little Egg Rock Shoals; Little Egg Rock,** 28 feet high; **Seal Ledges,** marked on their north end by a buoy; and **The Kegs,** marked by a daybeacon. On the north end is **Gangway Ledge,** an unmarked bare rock and ledge area.
Three deep, natural, mostly unmarked channels, narrow in places, lead in a northerly and northeasterly direction past or through the area, and into the St. George River. The eastern channel leads west of Georges Islands. The western channel leads westward of the area of islands, shoals, and ledges near the center of Muscongus Bay, and westward of Eastern Egg Rock and Franklin Island. **Old Hump Channel** leads through the center of the area.
A buoyed channel marked for a westerly crossing, known as **Davis Strait Passage,** is used mostly by small craft proceeding between Pemaquid Point and Port Clyde or Penobscot Bay, via Muscle Ridge Channel. From a fairway bell buoy off its western entrance between Eastern Egg Rock and Egg Rock North Ledge, this passage crosses Old Hump Channel, then passes between **Old Hump Ledge** and Seal Ledges; thence through Davis Strait; thence northeastward past Gig Rock; thence between Old Horse Ledge and The Sisters; thence southward of Hupper Island and northward of Allen Ledge to the entrance to Port Clyde. Craft proceeding farther eastward continue on, passing southward of Marshall Ledge; thence between Gunning Rocks and Mosquito Ledge; and thence southeastward around Mosquito Island and Barter Shoal before rounding up to the northeastward for Muscle Ridge Channel.
A group of islands in the middle of the bay, extending 3 miles southwestward from Friendship Long Island, separates the approaches of the St. George and Meduncook Rivers from the Medomak River. This group includes **Crane Island, Harbor Island, Hall Island, Black Island, Otter Island, Cranberry Island,** and **Morse Island.** Surrounding and interspersed between these islands are numerous rocks and ledges. **Harbor Island Rock**, **Black Island Ledge**, **Otter Island Ledge** and **Beyer Ship Ledge** are all unmarked. **Morse Ledge** is marked by a daybeacon. The passages between these islands and ledges are mostly shoal, foul, and unmarked, and of interest only to local craft.
Casco Bay is a very extensive area between Cape Small and Cape Elizabeth, a distance of 17.8 miles. Between these two capes the bay extends up into the land an average distance of about 12 miles. The number of islands in Casco Bay is 136, and many are fertile and under cultivation; and nearly all are inhabited. Nearly every large island extends northeast and southwest, which is the general course of the bay and of all rivers and coves contained within its limits.
The mean range of tide in the bay is about 9 feet. Daily predictions for Portland are given in the Tide Tables. The velocity of the tidal current at strength is about 1 knot in the entrance to Portland Harbor and in Hussey and Broad Sounds. In the open waters of the bay it is generally 0.5 knot or less. Current predictions for a number of locations may be obtained from the Tidal Current Tables.

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

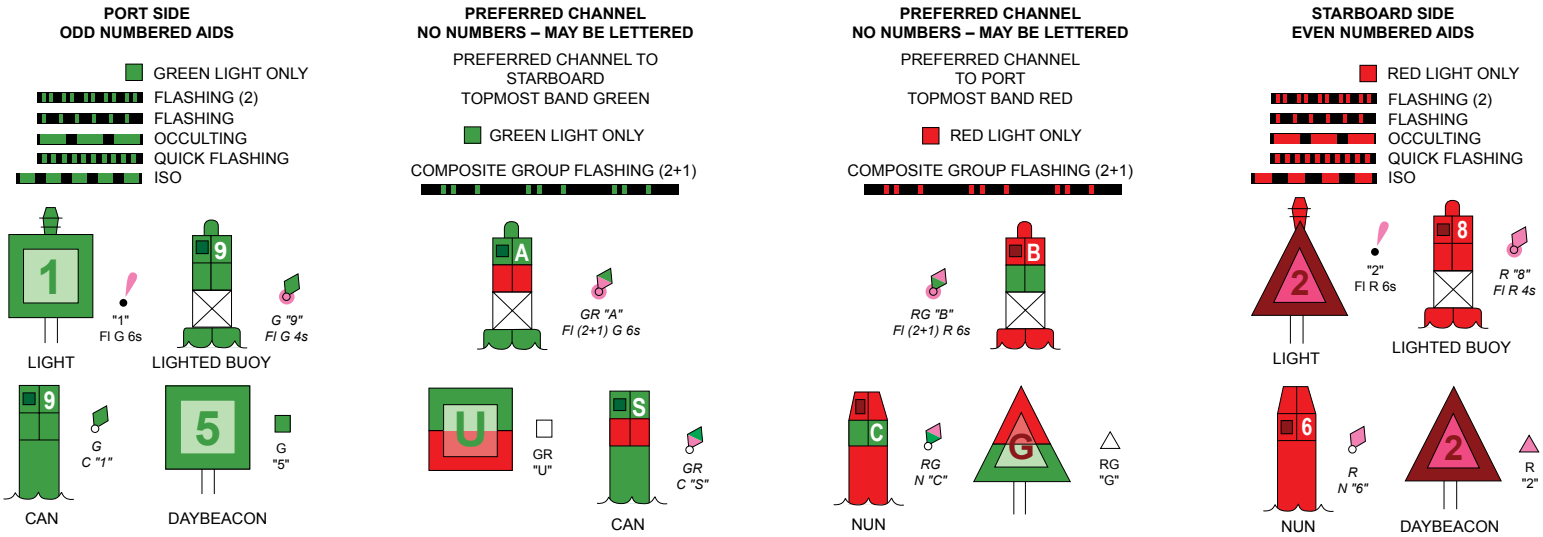


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*

15' 10' 05'

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Monhegan Island	(43°46'N/69°19'W)	9.6	9.1	0.3
Muscongus Harbor	(43°58'N/69°27'W)	9.8	9.3	0.3
Boothbay Harbor	(43°51'N/69°38'W)	9.6	9.1	0.3
Bath, Kennebec River	(43°55'N/69°49'W)	6.9	6.6	0.2
Small Point Harbor	(43°44'N/69°51'W)	9.5	9.1	0.3
Portland, Casco Bay	(43°40'N/70°15'W)	9.9	9.5	0.3

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jan 2016)

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE

MONHEGAN ISLAND TO CAPE ELIZAB

44°

Mercator Projection
Scale 1:80,000 at Lat. 43° 48'

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.

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.

Portland, ME	KDO-95	162.550 MHz
Dresden, ME	WXM-60	162.475 MHz

SCALE 1:80,000

Nautical Miles

1 ½ 0 1 2 3 4 5 6

Yards

1000 0 2000 4000 6000 8000 10000

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

NOTE A

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

Refer to charted regulation section numbers.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or 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/.

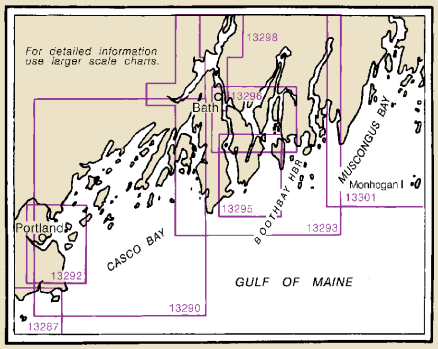


Chart 13288 is for use offshore. Navigational aids are not all shown on this chart in harbors and inside passages. Use large scale charts in navigating such areas.

55'

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

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

NOTE E
RECOMMENDED TWO WAY ROUTES

CAUTION
SUBMARINE PIPELINES AND CABLES

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

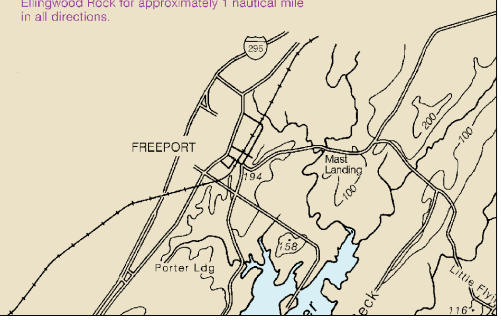
Pipeline Area — Cable Area

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.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 8° from the normal variation have been observed in an area around Ellingwood Rock for approximately 1 nautical mile in all directions.



Joins page 8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

70° 55' 50'

BETH

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

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.

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) o(Approximate location)

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

MARINER ACTIVATED SOUND SIGNALS

ound signals labeled with (MRASS) require r activation. See USCG Light List.

HORIZONTAL DATUM

The horizontal reference datum of this chart lorth American Datum of 1983 (NAD 83), which charting purposes is considered equivalent he World Geodetic System 1984 (WGS 84). ographic positions referred to the North erican Datum of 1927 must be corrected an erage of 0.289" northward and 1.825" eastward agree with this chart.

CAUTION

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

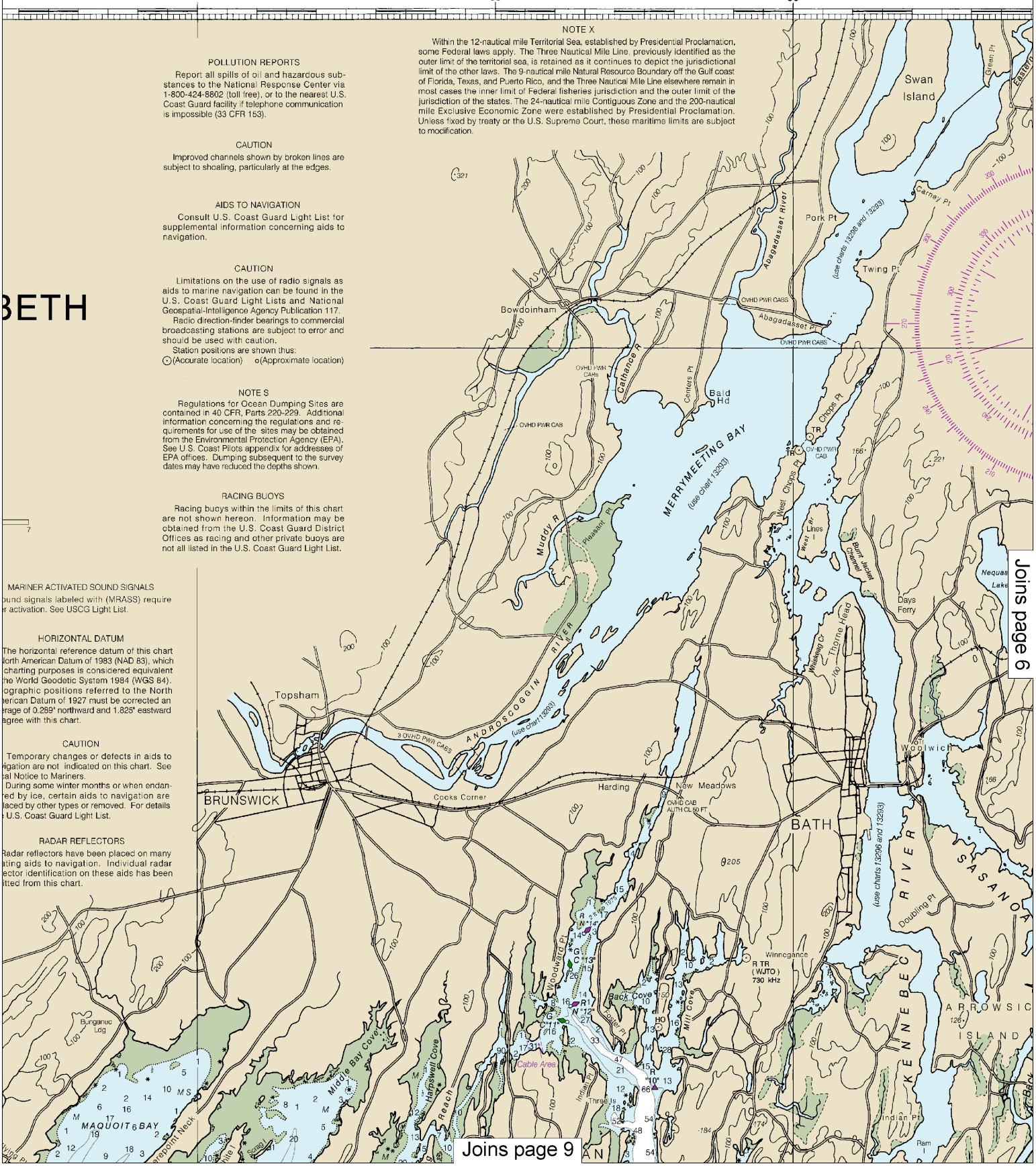
During some winter months or when endanred by ice, certain aids to navigation are laced by other types or removed. For details U.S. Coast Guard Light List.

RADAR REFLECTORS

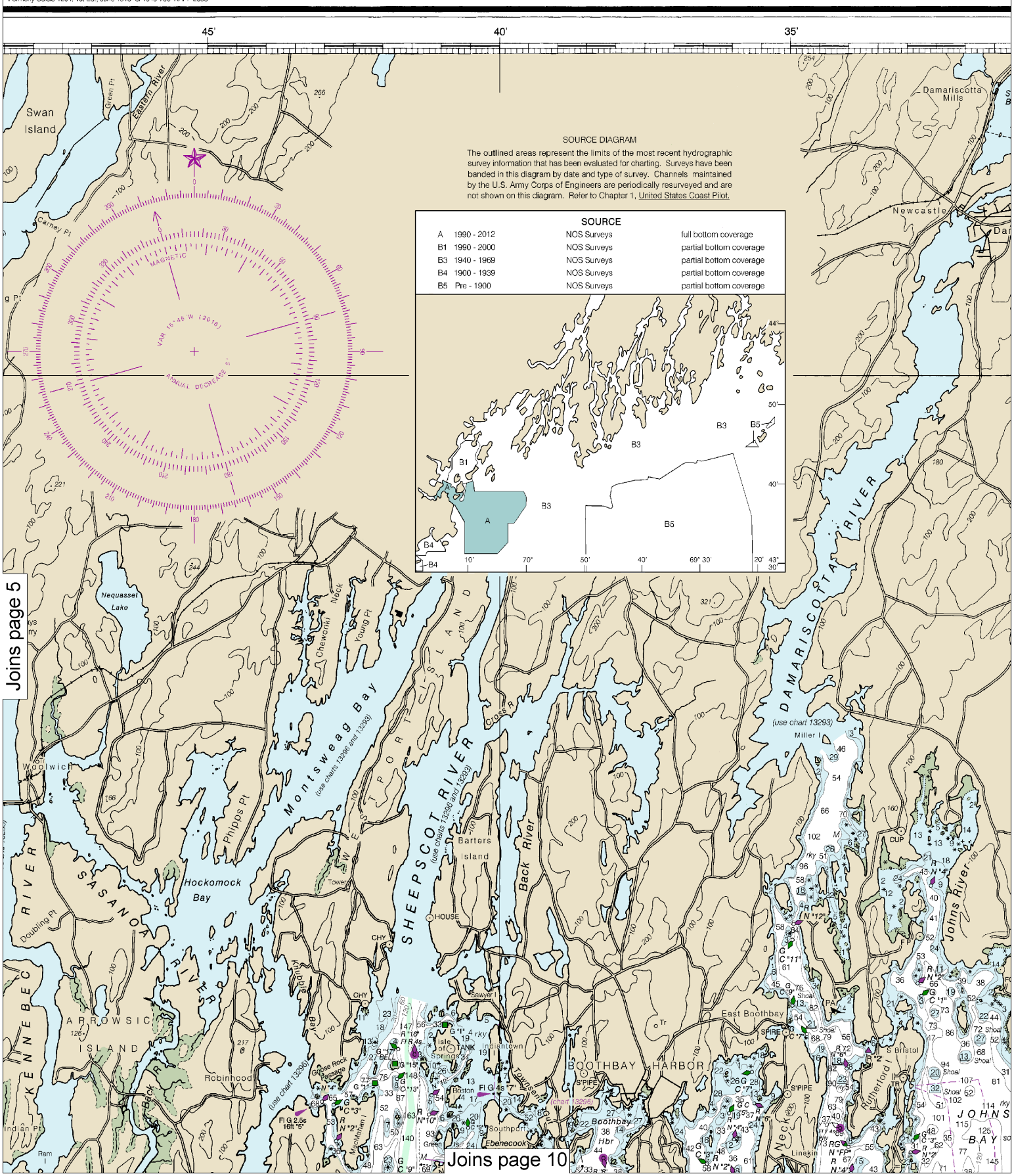
Radar reflectors have been placed on many ating aids to navigation. Individual radar ector identification on these aids has been itted from this chart.

NOTE X

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



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:114285. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

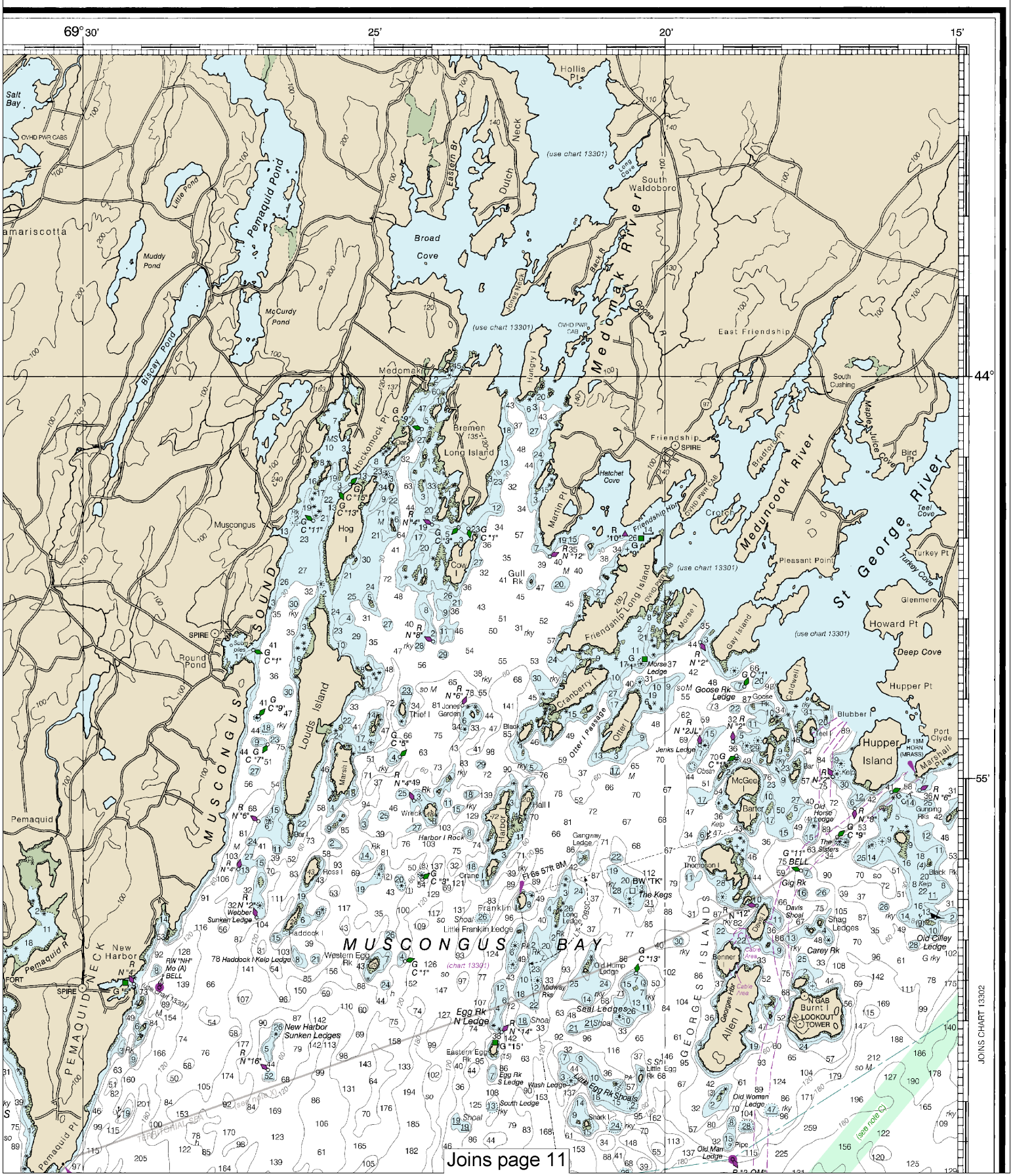
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.



Last Correction: 6/30/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

Joins page 4

Miscellaneous:
AUTH authorized — Obstn obstruction — PD position doubtful — Subm submer
ED existence doubtful — PA position approximate — Rep reported
(21) 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.
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Demarcation lines are shown thus: — — — — —

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

NOTE E
RECOMMENDED TWO WAY ROUTES

Recommended two way routes have been established including deep-water routes for vessels in the approaches to Portland Harbor and Casco Bay, through Hussey Sound to Cousins Island and through Broad Sound to Harpswell, Maine. While not mandatory, deep draft commercial vessels (including tugs and barges) are requested to follow the designated routes at the master's discretion. Other vessels, while not excluded from these routes, should exercise caution in and around these areas and monitor VHF Channel 16 or 13 for information concerning deep draft commercial vessels (including tugs and barges) transiting these routes. See U.S. Coast Pilot Volume 1, Chapter 8.

NOTE C
RECOMMENDED VESSEL ROUTE

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

NOTE D
RECOMMENDED VESSEL ROUTE

Recommended Vessel Route for vessels entering and departing the Sheepscot River, Maine. While not mandatory, vessels are requested to follow the designated route. See U.S. Coast Pilot Volume 1, Chapter 8.

NOTE B
PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Portland Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

Recommended traffic lanes have been established for the approaches to Portland Harbor. See charts 13260 and 13286.

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.

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SUBMARINE PIPELINES AND CABLES

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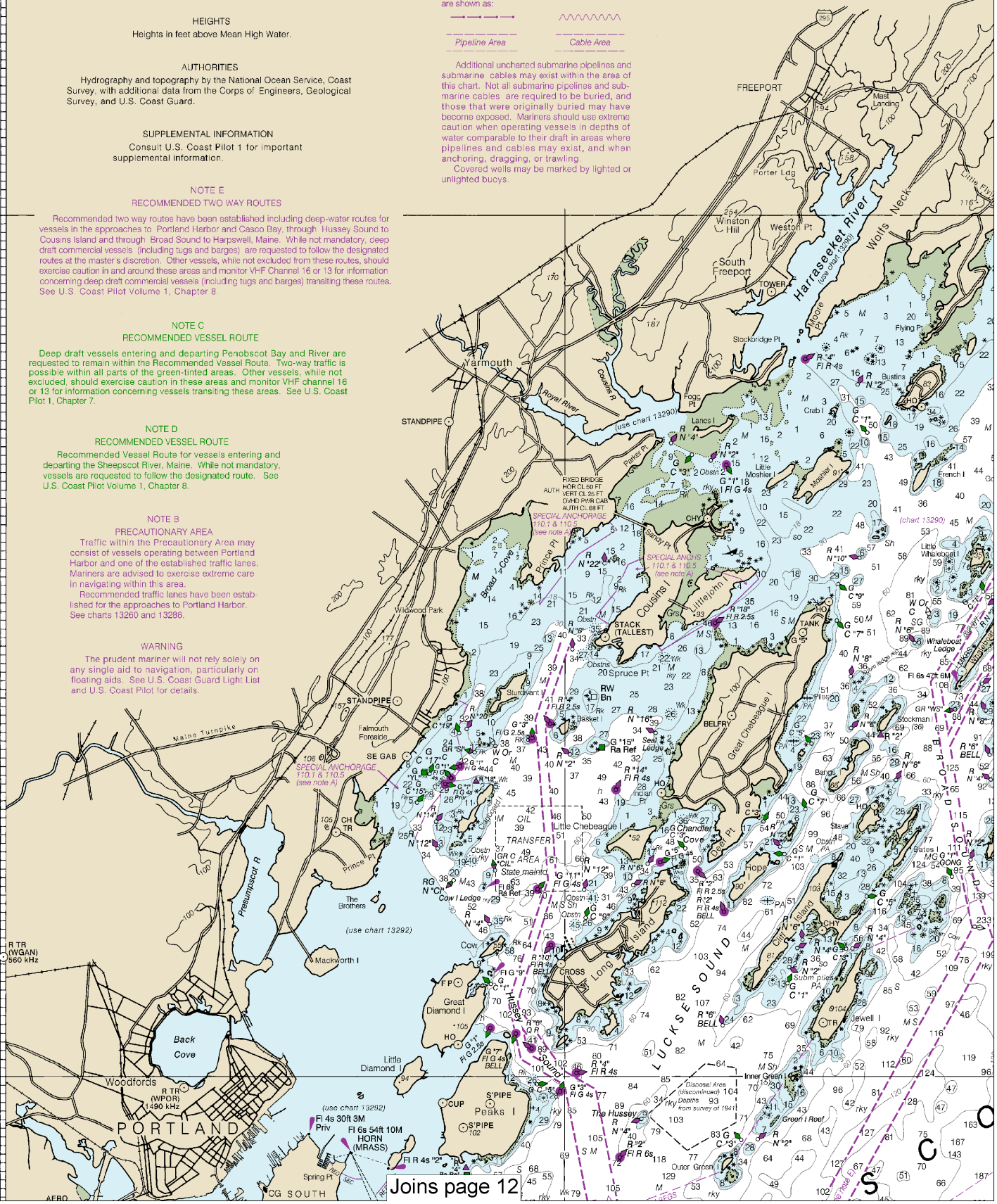


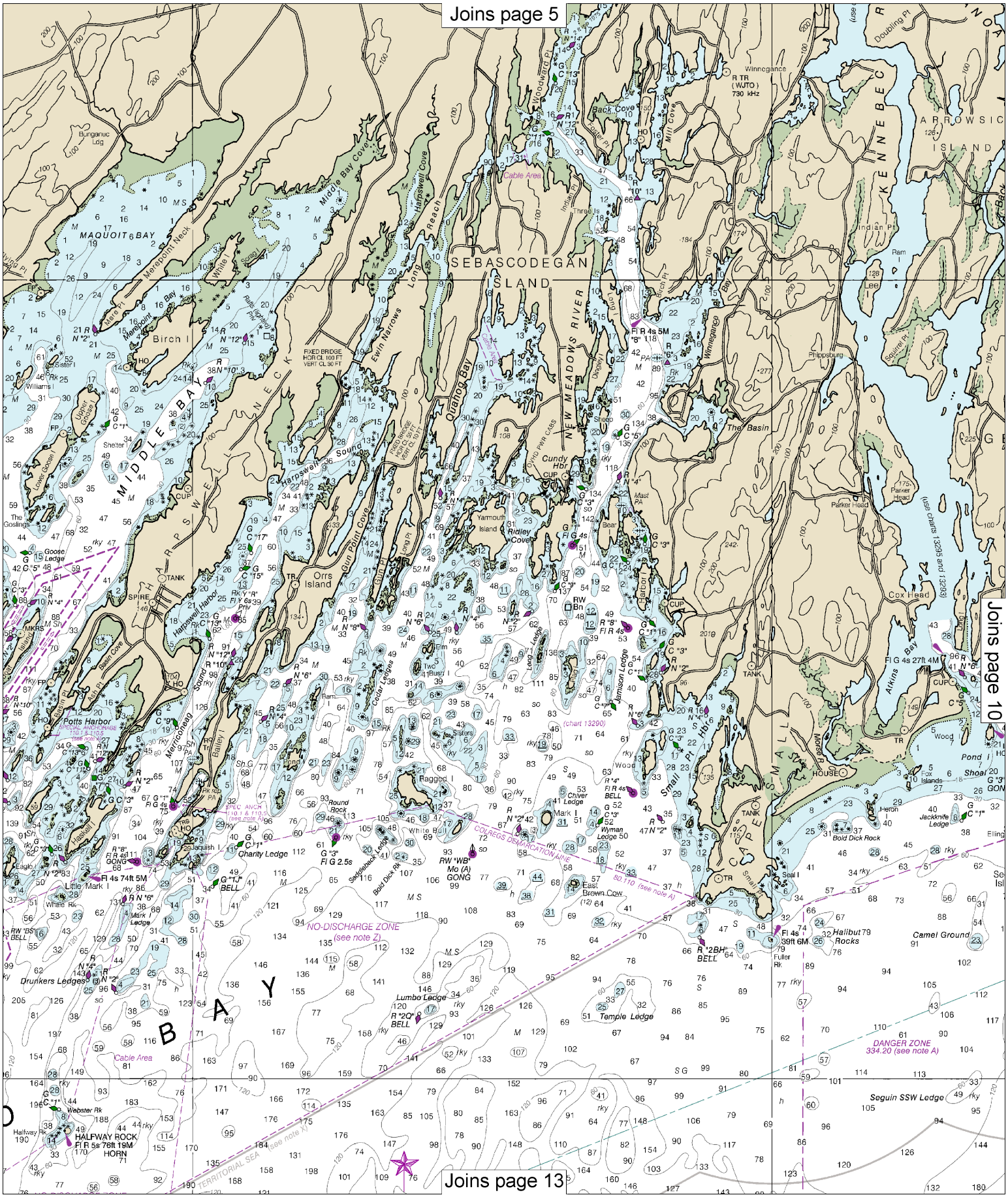
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

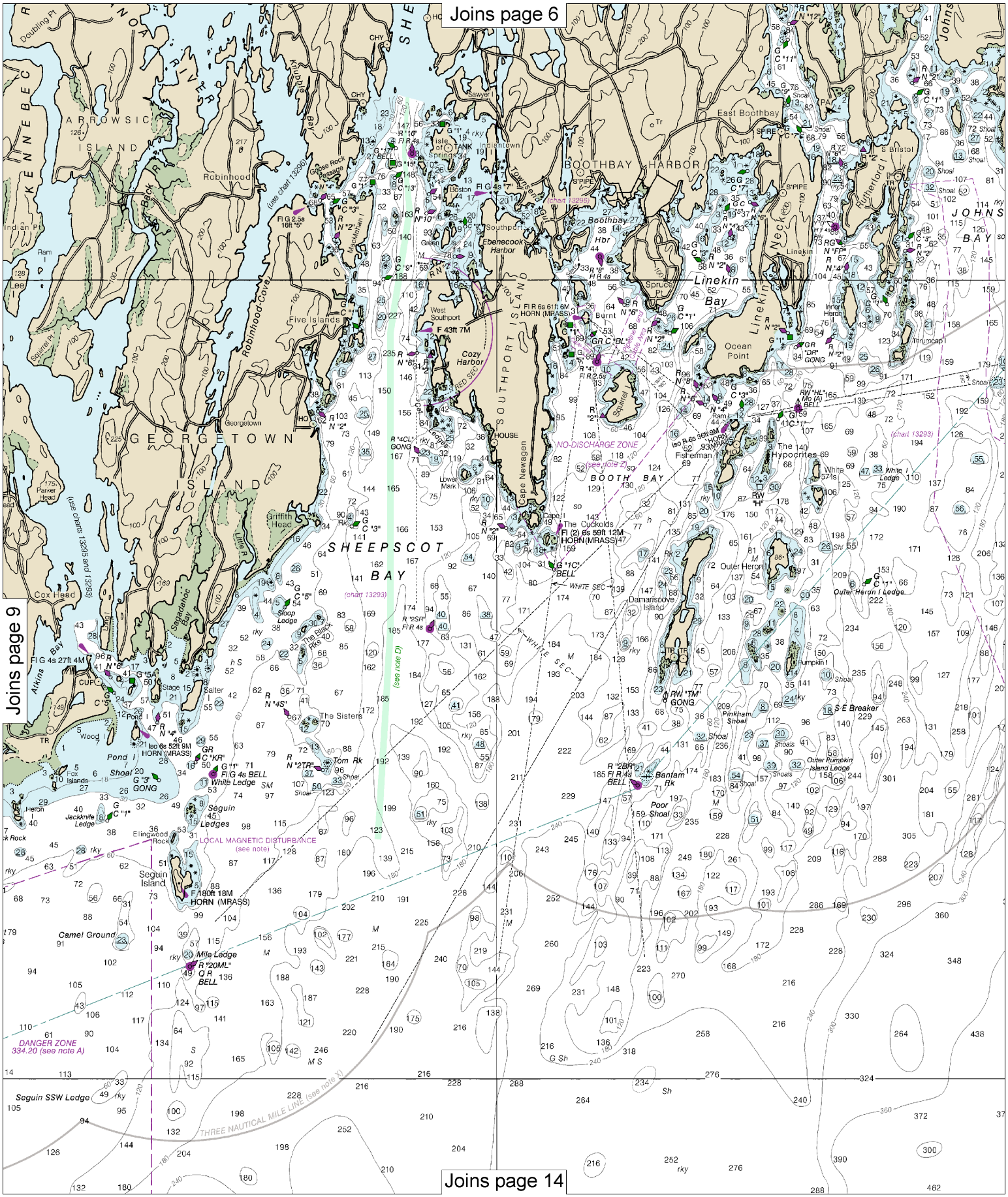
Note: Chart grid lines are aligned with true north.

Joins page 5



Joins page 10

Joins page 13



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

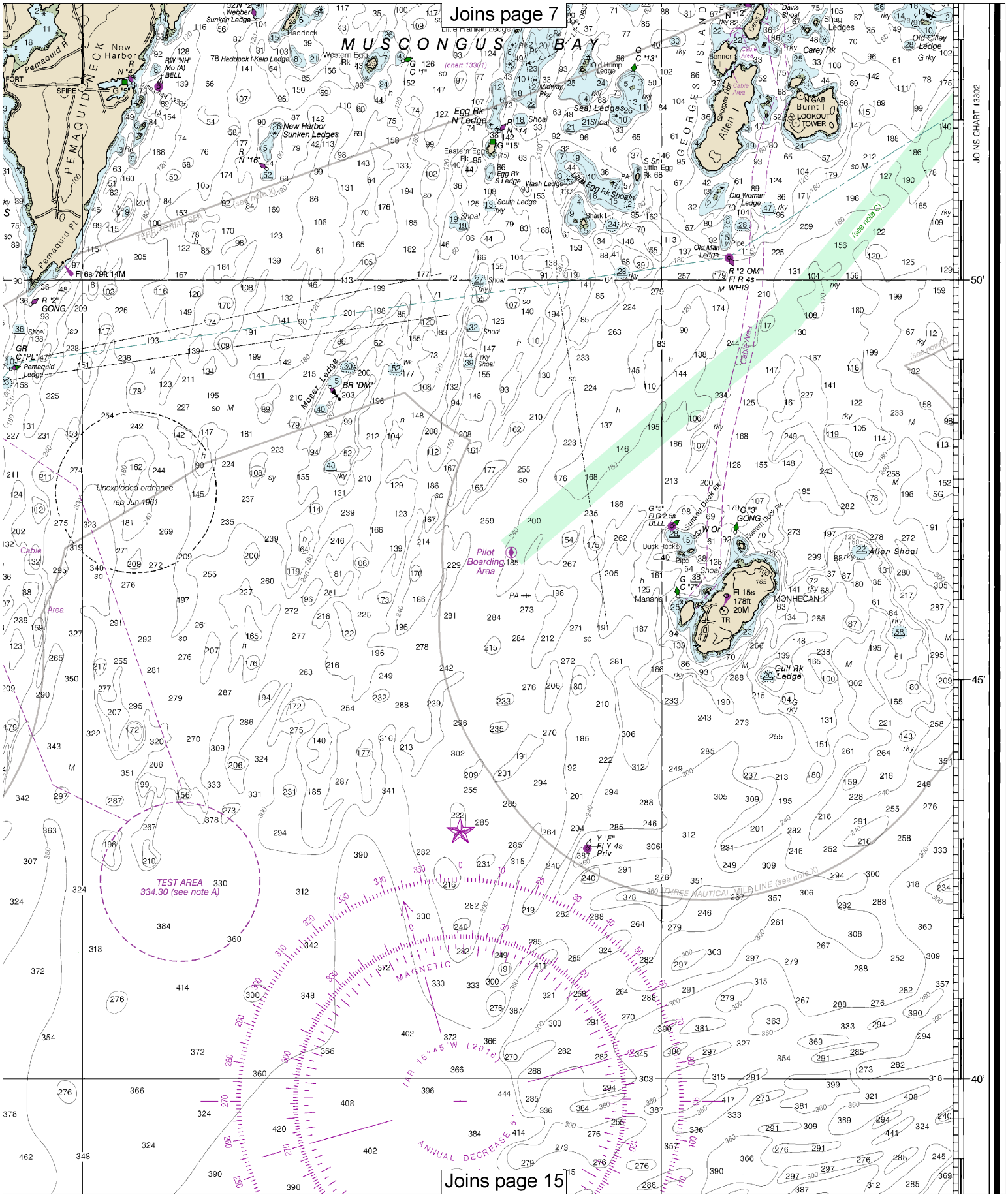
See Note on page 5.

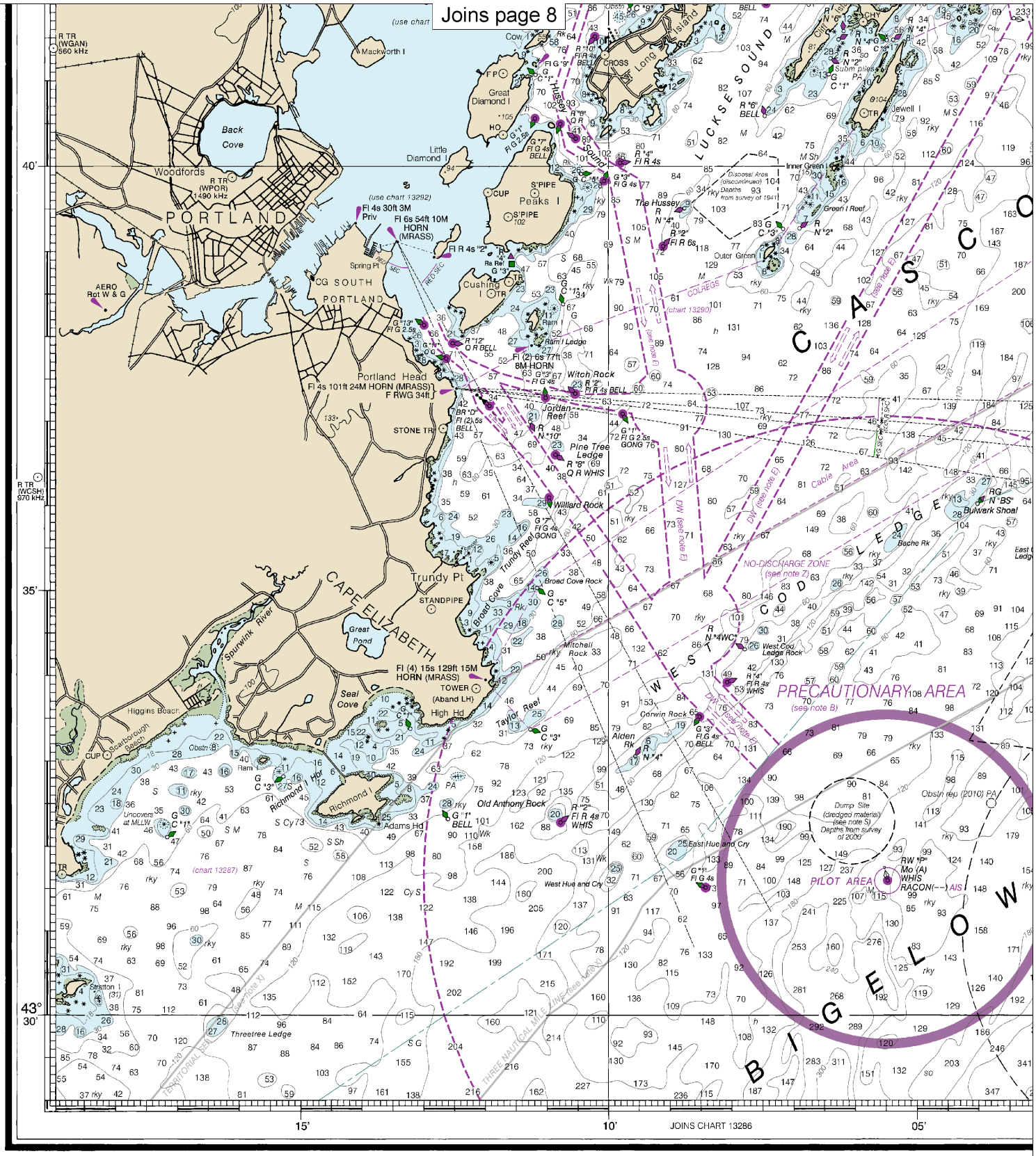
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 7
MUSCONGUS BAY
PEMAQUID NECK
New Harbor
Pemaquid R
Pemaquid Pt
FORT
SPIRE
Sunken Ledge
Webber
Haddock
Haddock Ledge
Kelp Ledge
Western Egg Rk
Egg Rk N Ledge
New Harbor Sunken Ledges
Eastern Egg Rk
Egg Rk S Ledge
Wash Ledge
South Ledge
Little Egg Rk Shoals
Little Egg Rk
S Shl
Seal Ledges
Midway Rks
Old Hump Ledge
Shag Ledges
Davis Shoal
Old Cilley Ledge
Carey Rk
Benner
Allen I
GEORGES ISLAND
Old Woman Ledge
Old Man Ledge
Shark I
Moser Ledge
Pemaquid Ledge
Unexploded ordnance
rep Jun 1961
Pilot Boarding Area
Sunken Duck Rk
Eastern Duck Rk
Duck Rocks
Manana I
MONHEGAN I
Allen Shoal
Gull Rk Ledge
TEST AREA
334.30 (see note A)
THREE NAUTICAL MILE LINE (see note X)
MAGNETIC
VAR 15° 45' W (2016)
ANNUAL DECREASE 5'
JOINS CHART 13302
50'
45'
40'
Joins page 15



44th Ed., Feb. 2016

13288

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.

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

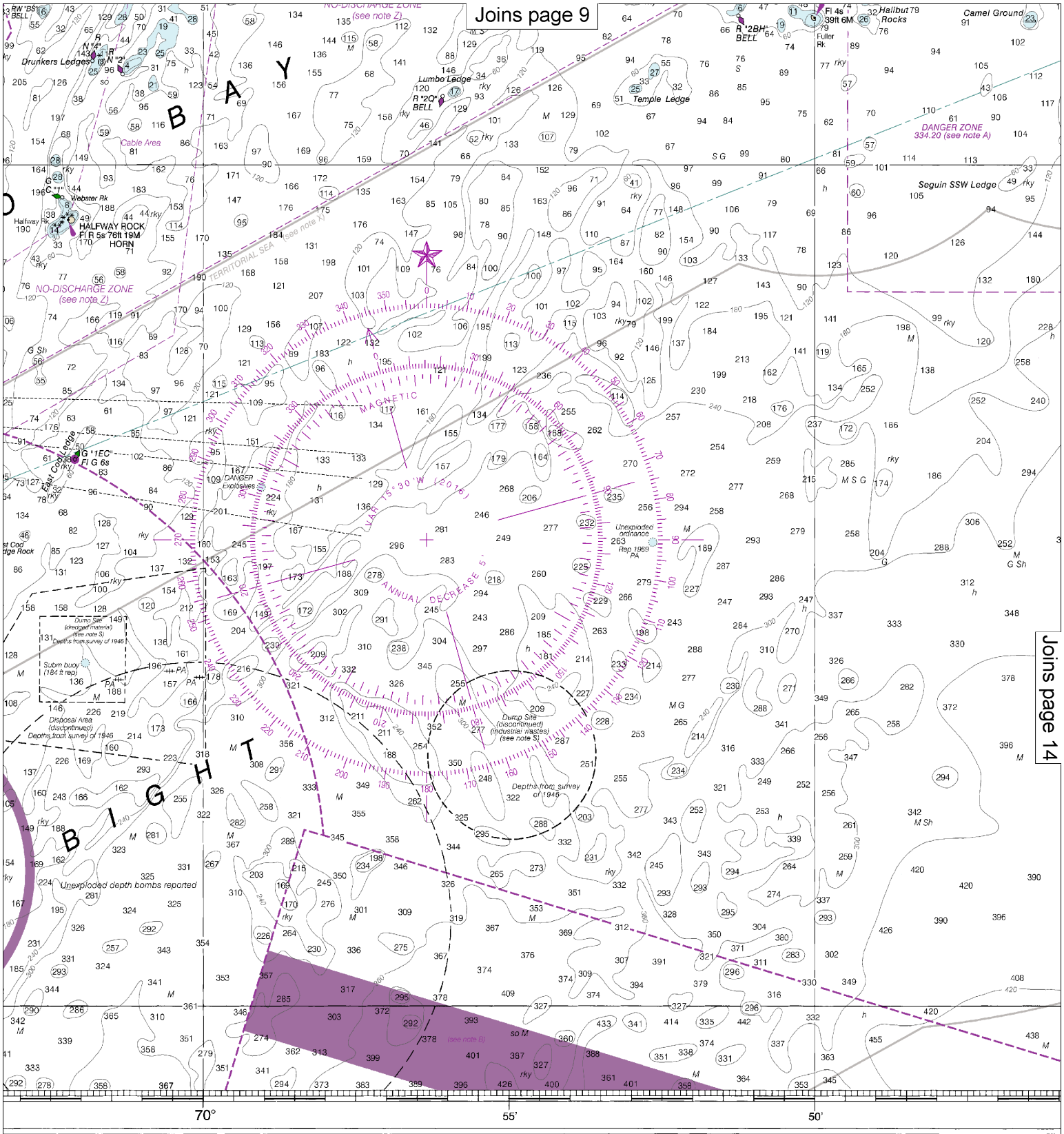
Last Correction: 6/30/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000



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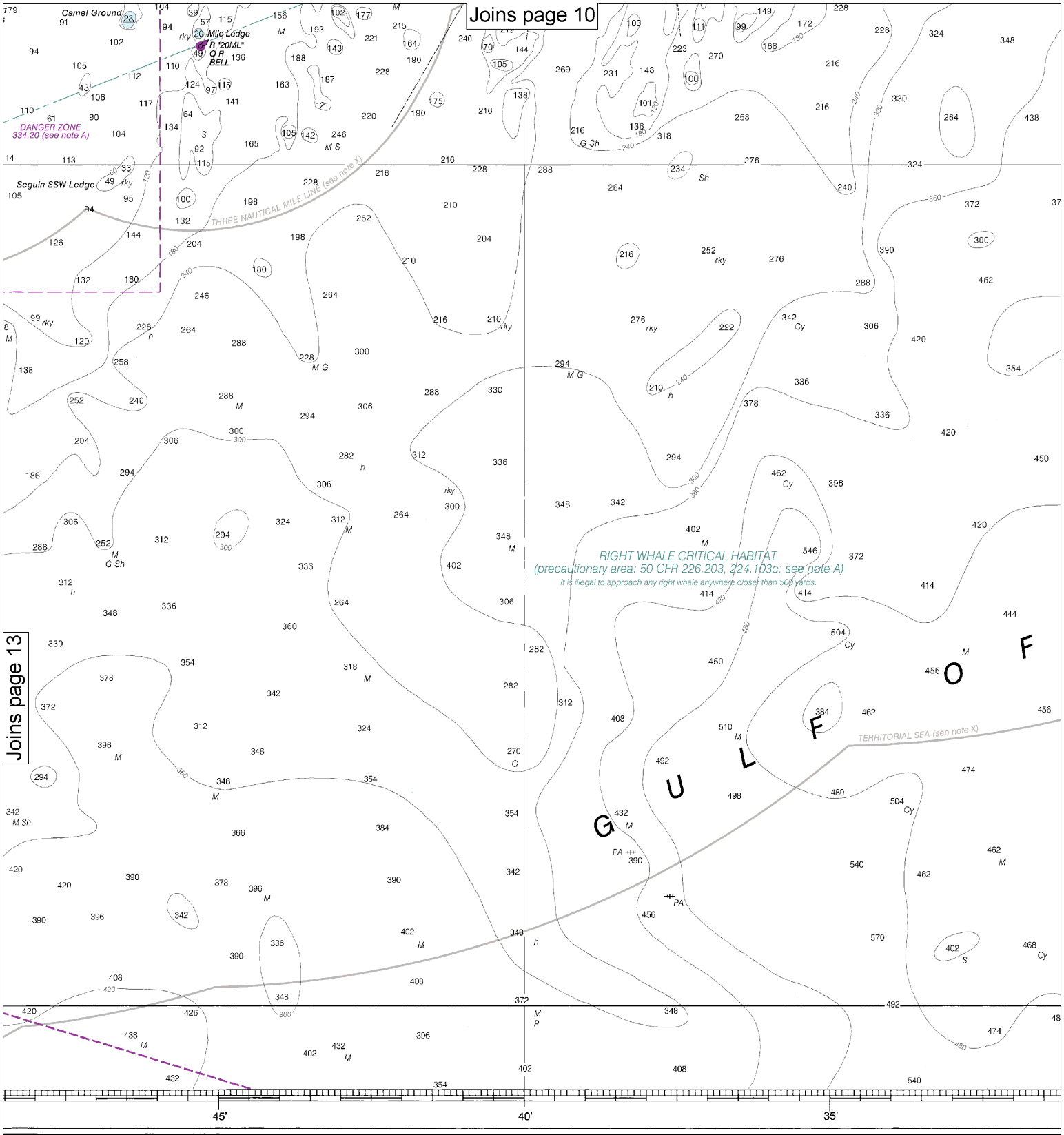
NATIONAL OCEAN SERVI
COAST SURVEY



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AL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

Note: Chart grid lines are aligned with true north.

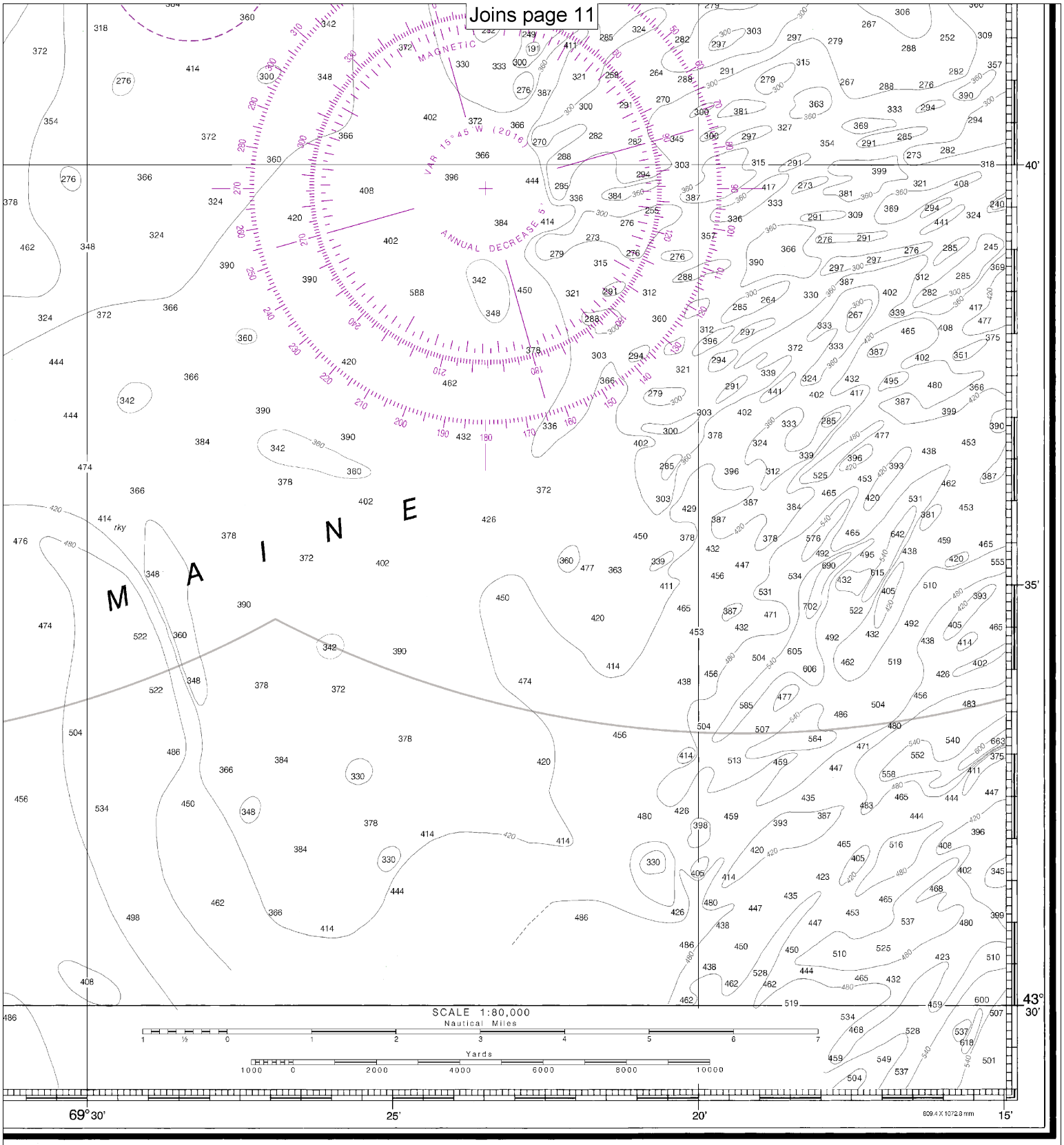
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000



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	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Monhegan Island to Cape Elizabeth

SOUNDINGS IN FEET - SCALE 1:80,000

13288

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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