

# BookletChart™



## St. Helena Sound

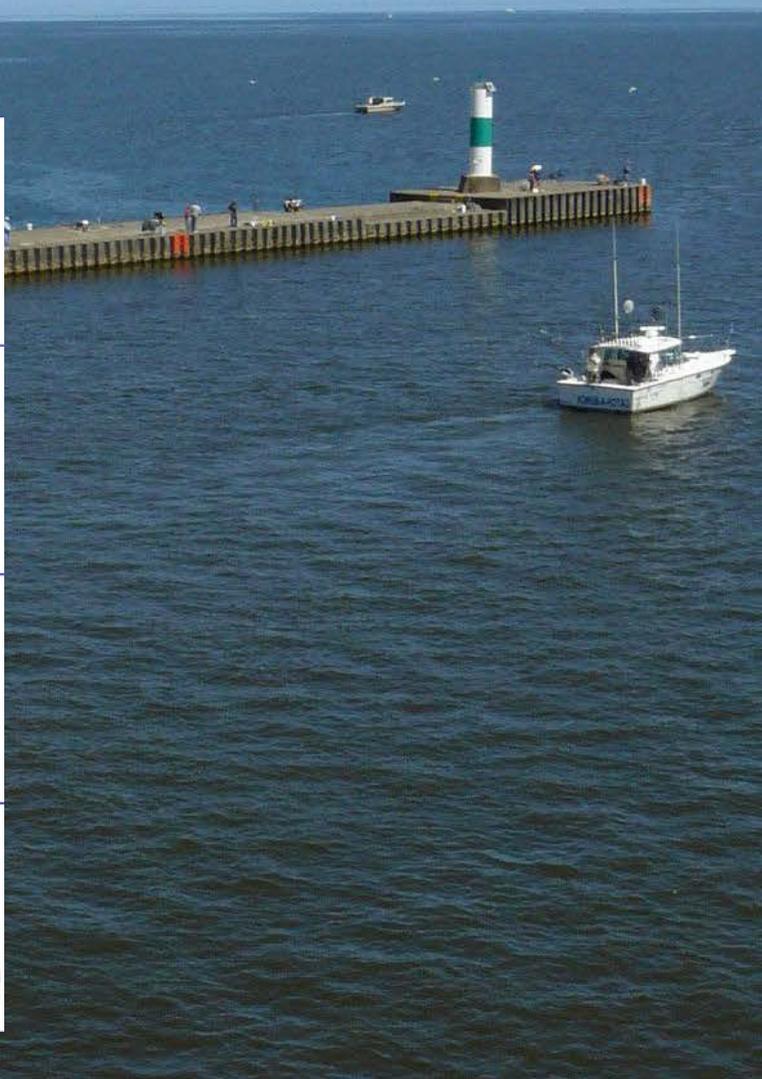
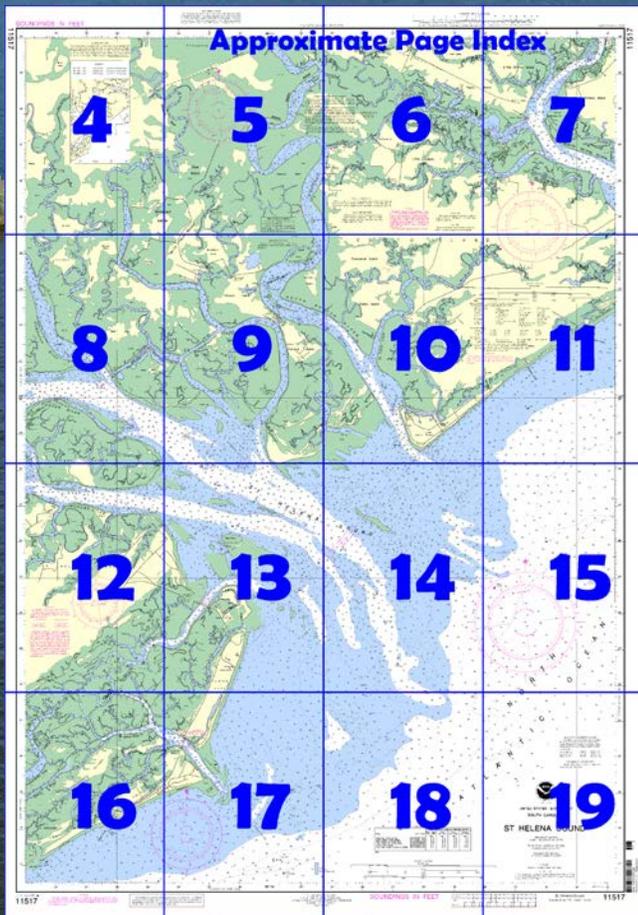
NOAA Chart 11517

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

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

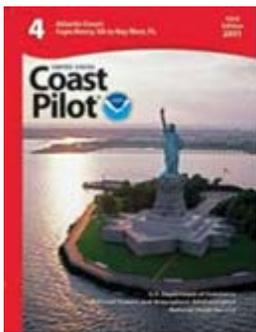
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11517>.



**(Selected Excerpts from Coast Pilot)**

The entrance to **St. Helena Sound** is 7 miles wide between **Bay Point**, the southern extremity of **Edisto Island**, on the northeast and **Hunting Island** on the southwest. The 132-foot Hunting Island Light (32°22'32"N., 80°26'16"W.), and the elevated tank on the northern part of Hunting Island make good landmarks. There are several channels through the shoals which extend about 6 miles seaward from the sound entrance. In 1983, the buoyed channel had a reported

depth of 15 feet; caution is advised. The mean range of tide on the bar and in the entrance to the sound is about 6 feet. In 1973, a survey revealed depths of 1 foot to 14 feet less than those charted across the

entrance to St. Helena Sound. Caution is advised in navigating this area. In 1992, a partially submerged wreck was 2.0 miles northeast of South Edisto River Approach Lighted Buoy A in about 32°26.0'N., 80°16.0'W. Most important of the several navigable rivers emptying into the sound are South Edisto, Ashepoo, Coosaw, Morgan, and Harbor Rivers; the first three are links in the route of the Intracoastal Waterway. The **Ashepoo-Combahee-Edisto (ACE) Basin National Estuarine Research Reserve and National Wildlife Refuge** are Marine Protected Areas (MPA) in the central portion of St. Helena Sound.

**South Edisto River**, which empties into St. Helena Sound immediately westward of Bay Point, is of little commercial importance. The approach to the river is marked by buoys. The river above its junction with **Dawho River**, about 18 miles above Bay Point, is known as **Edisto River**. **Big Bay Creek** is unmarked and empties into the east side of South Edisto River just above Bay Point. A marina about 0.3 mile above the creek entrance on the south side has transient berths, gasoline, diesel fuel, pump-out, water, ice, and supplies. It has been reported that small craft have run aground at night when making Big Bay Creek from the northward by using the street and house lights on **Edisto Beach** as guides; extreme caution is advised.

**Edisto Beach State Park** is about 2 miles northeastward of Bay Point. A marked channel into South Edisto River, about 3 miles southeastward of Bay Point, has depths of 12 to 16 feet over the ocean bar.

An unmarked fish haven is on the northeast side of South Edisto River about 4.5 miles above Bay Point in about 32°32.3'N., 80°23.3'W.

The Intracoastal Waterway leads through South Edisto River from landcuts at **Fenwick Cut** and **Watts Cut**, about 5.3 miles and 11.3 miles above Bay Point, respectively. This section of the river, between Fenwick Cut and Watts Cut, is marked in accordance with Intracoastal Waterway markings. In 1983, the reported controlling depth from Bay Point to the junction with the Intracoastal Waterway at Fenwick Cut was 10 feet, and from Watts Cut to **Willtown Bluff**, about 20 miles above Bay Point, the reported controlling depth was 10 feet.

The river is usually entered from the Intracoastal Waterway; the entrance from the ocean is rarely used.

**Currents.**—Currents at the entrance have a velocity of about 2 knots; predictions may be obtained from the Tidal Current Tables. A draft of about 3 feet can be taken for about 8 miles above Willtown Bluff to **Jacksonboro**.

**Ashepoo River**, about 4.5 miles westward of Bay Point, flows into St. Helena Sound from northward on the west side of **Otter Islands**. A highway bridge over the river, 13 miles above the mouth, has a fixed span with a clearance of 20 feet. The side piers of a former swing bridge adjacent westward of the fixed bridge are used as fishing piers. An overhead power cable just westward of the bridge has a clearance of 63 feet, and another overhead power cable 4 miles above the bridge has a clearance of 84 feet. Mariners are advised to navigate with caution, because depths vary greatly in the river.

**Morgan River** flows into St. Helena Sound from westward. The river is about 8 miles long and at its head connects with Chowan Creek, a tributary of Beaufort River. At the divide, this passage is nearly dry at low water where U.S. Route 21 highway bridge has a 28-foot fixed span with a clearance of 4 feet. The mean range of tide near the head of Morgan River is about 7 feet. **Coffin Creek** is on the south side of Morgan River near the mouth.

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

RCC Miami      Commander  
7th CG District      (305) 415-6800  
Miami, FL

# Table of Selected Chart Notes

Corrected through NM Dec. 22/07  
Corrected through LNM Dec. 11/07

## HEIGHTS

Heights in feet above Mean High Water

## INTRACOASTAL WATERWAY

The project depth is 12 feet from Charleston to Beaufort.  
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

## AIDS TO NAVIGATION

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

Mercator Projection  
Scale 1:40,000 at Lat 32° 28'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Charleston, SC	KHB-29	162.55 MHz
Savannah, GA	KEC-85	162.40 MHz
Beaufort, SC	WXJ-23	162.475 MHz

## RADAR REFLECTORS

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

## CAUTION

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

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

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



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, FL, or at the Office of the District Engineer, Corps of Engineers in Charleston, SC.  
Refer to charted regulation section numbers.

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

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

## 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 0.675" northward and 0.631" eastward to agree with this chart.

## 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.

## 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.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-9802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## 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.

TIDAL INFORMATION					
PLACE		Height referred to datum of soundings (MLLW)			
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	
Pine Landing, S. Edisto River	(32°36'N/080°23'W)	6.8	6.5	6.2	0.2
Steamboat Creek Landing	(32°36'N/080°17'W)	6.6	6.2	6.0	0.2
Edisto Beach, Edisto Island	(32°30'N/080°18'W)	6.3	6.0	6.0	0.2
Otter Island, St. Helena Sound	(32°28'N/080°25'W)	6.6	6.2	6.2	0.2
Harbor River Ridge	(32°24'N/080°27'W)	6.7	6.3	6.3	0.2
Fripp Inlet, Hunting Island Bridge	(32°20'N/080°28'W)	6.7	6.3	6.3	0.2

Dashee (- - -) 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>. (Nov 2007)

## 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	Is 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:

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

### Miscellaneous:

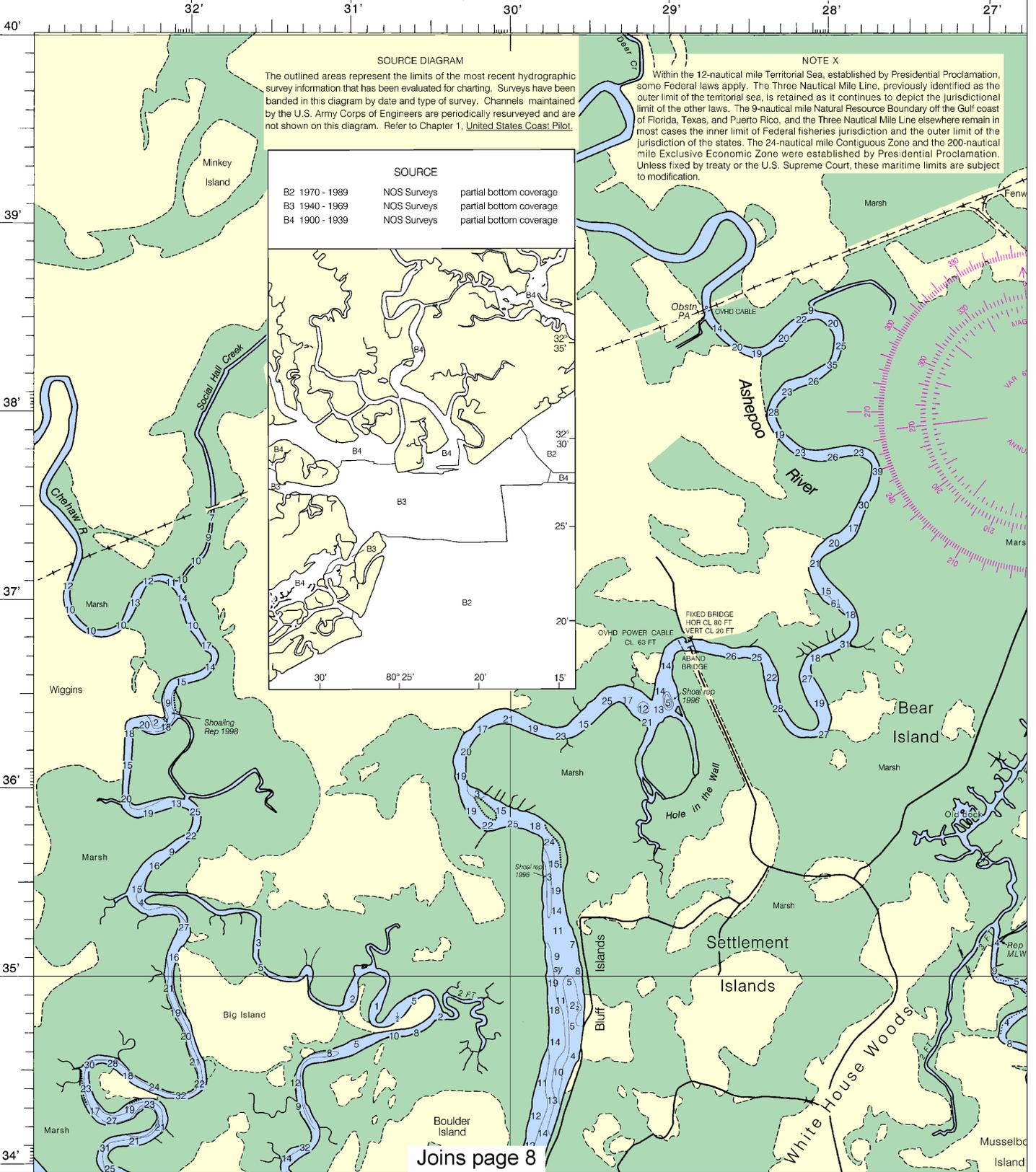
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(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.

The horizontal reference datum of this chart is the North American Datum of 1983 (NAD 83), which for charting purposes is referred to the World Geodetic System 1984 (WGS 84) datum. The datum is on average 0.675' northward and 0.631' east of the datum of 1983 (NAD 83).

# SOUNDINGS IN FEET

11517



Joins page 8

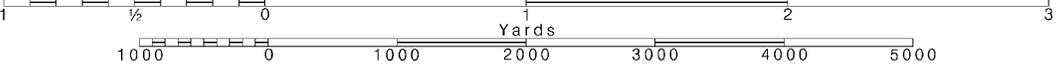
# 4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

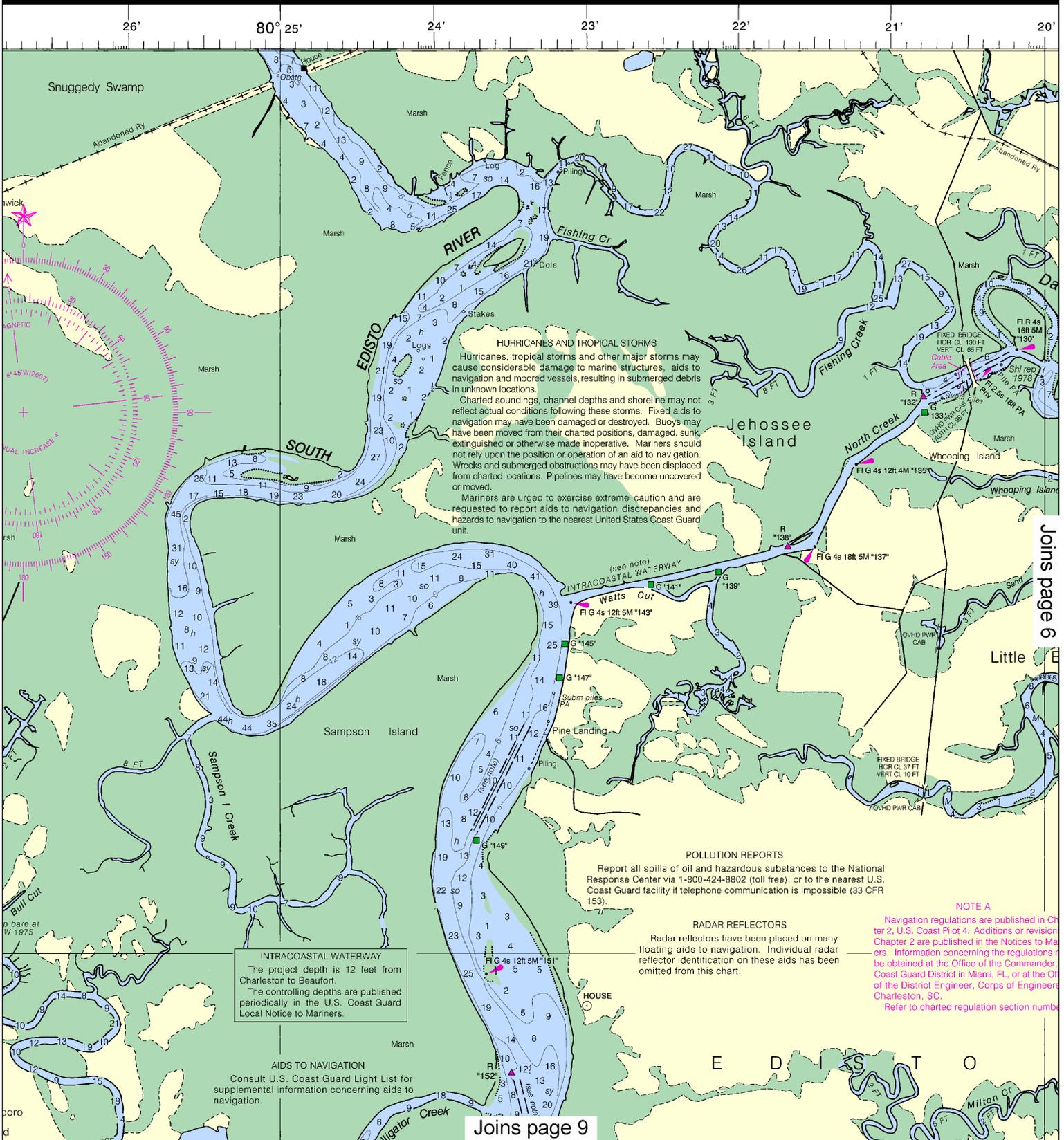
See Note on page 5.



DATUM  
 This chart is North American Datum  
 1983. It is considered equivalent  
 to the datum used in Chart No. 1  
 (BS 84). Geographic positions  
 shown on this chart of 1927  
 must be corrected an  
 amount to agree with this chart.

Formerly C&GS 793, 1st Ed., Sept. 1937 C-1937-455 KAPP 221

1  
 To find SF  
 right point



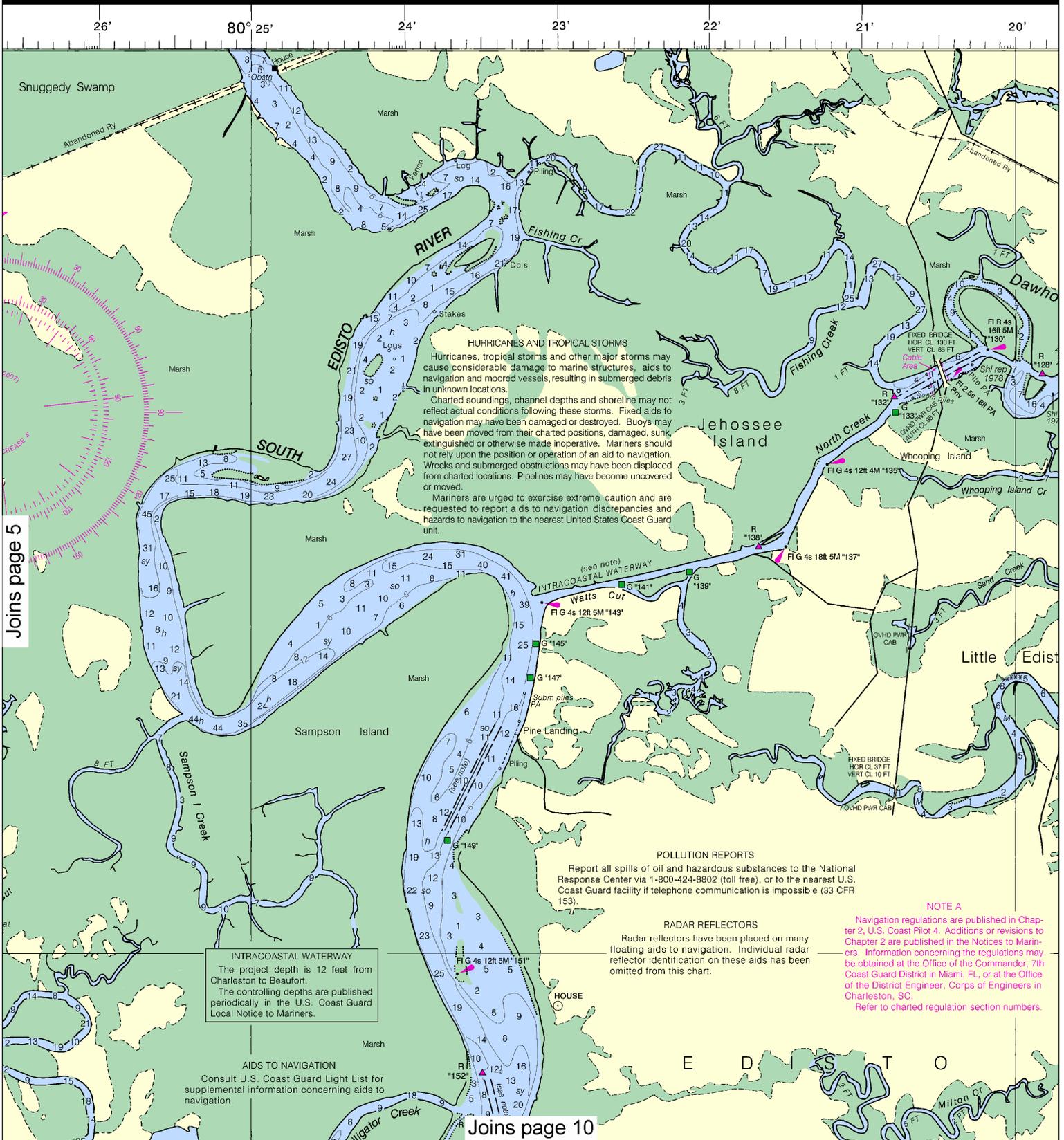
This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:53333. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.



is North American Datum  
s considered equivalent  
Geographic positions  
27 must be corrected an  
to agree with this chart.

Formerly C&GS 793, 1st Ed., Sept. 1937 C-1937-455 KAPP 221

To find SPEED,  
right point on 60



6

Note: Chart grid lines are aligned with true north.

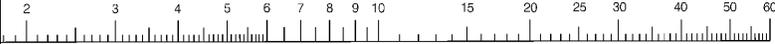
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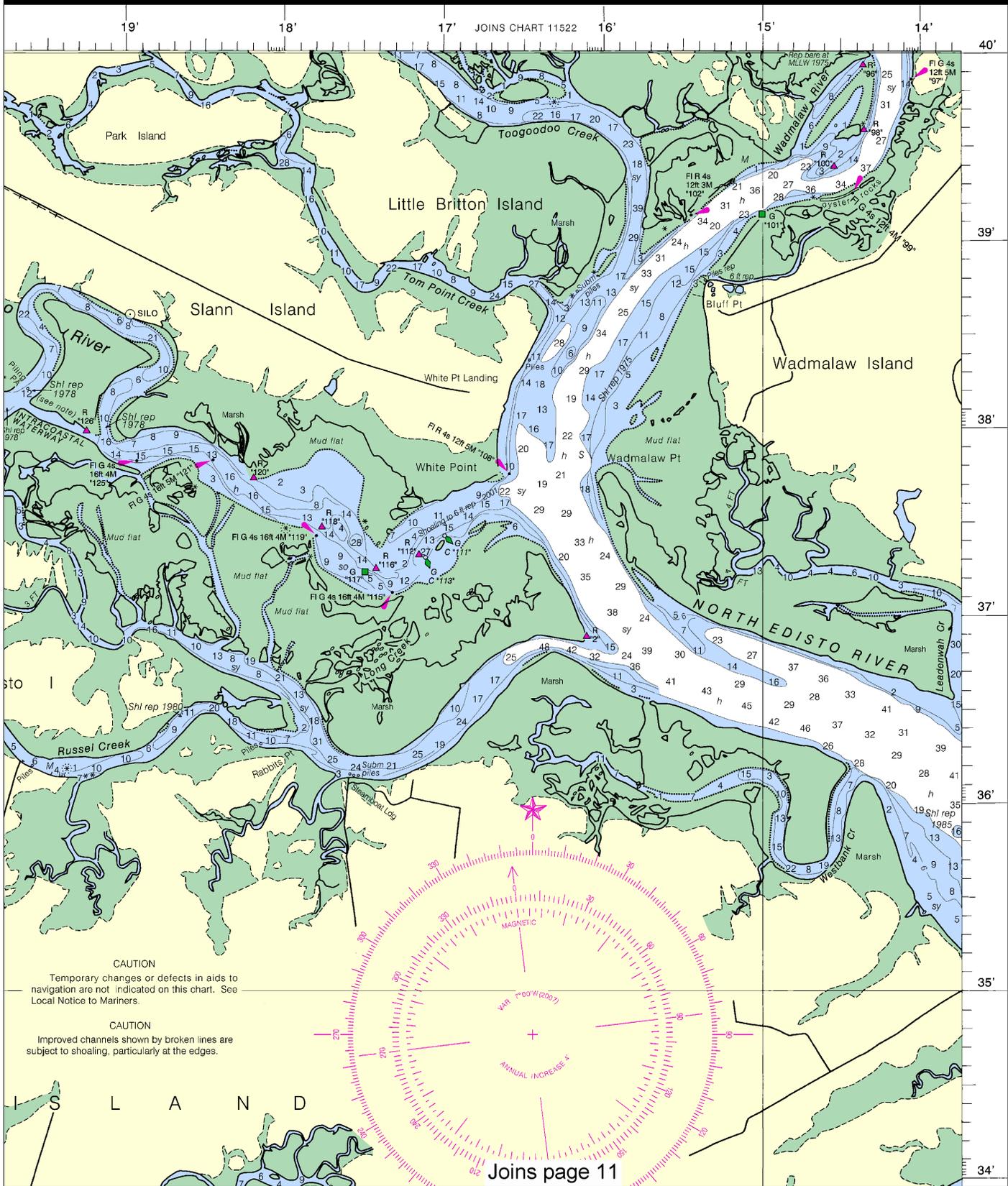
See Note on page 5.



LOGARITHMIC SPEED SCALE



place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the spread is 16.0 knots



11517

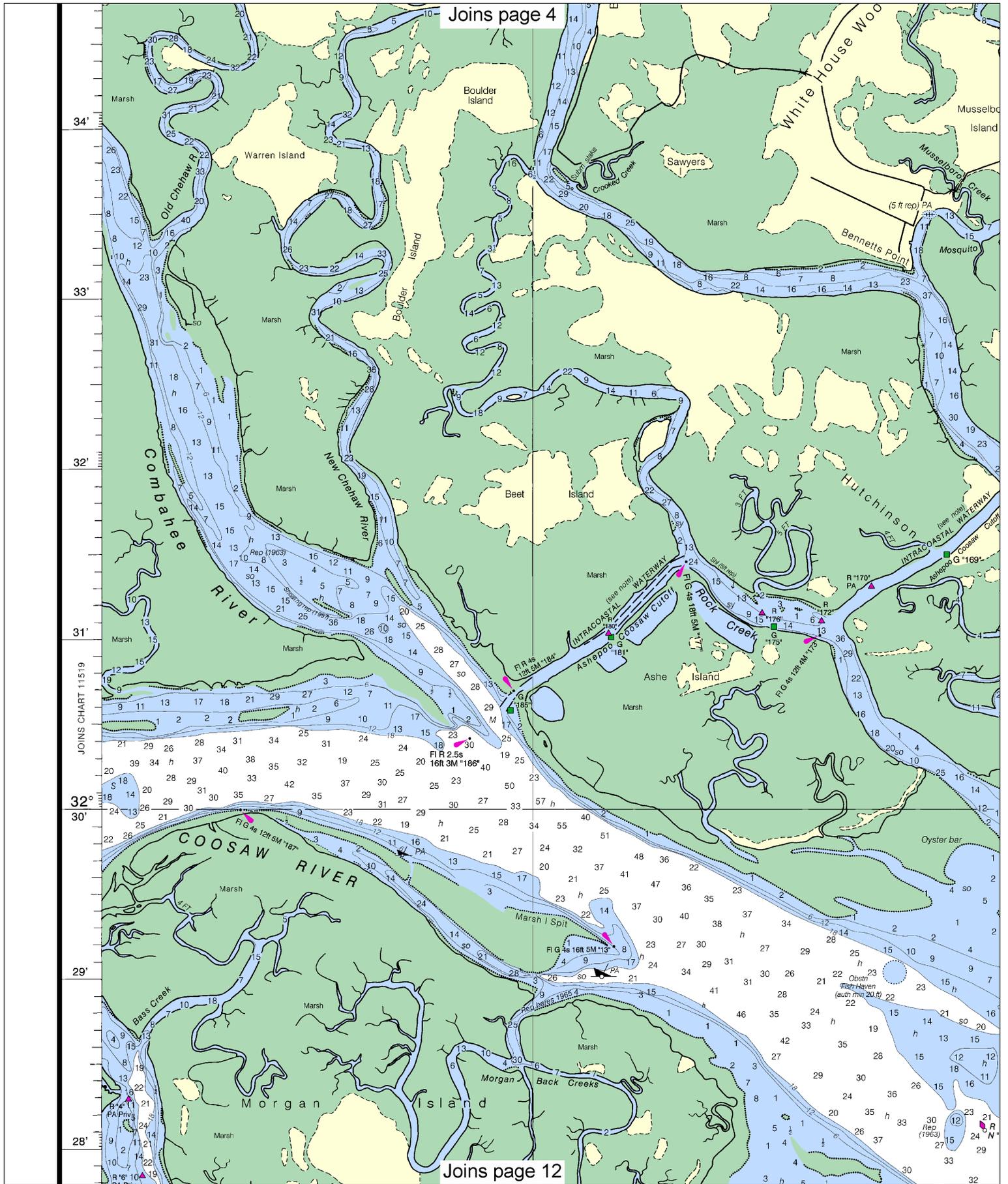
CAUTION  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0513 1/29/2013, NGA Weekly Notice to Mariners: 0513 2/2/2013, Canadian Coast Guard Notice to Mariners: n/a.





Joins page 4

Joins page 12

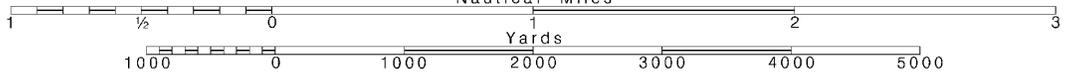


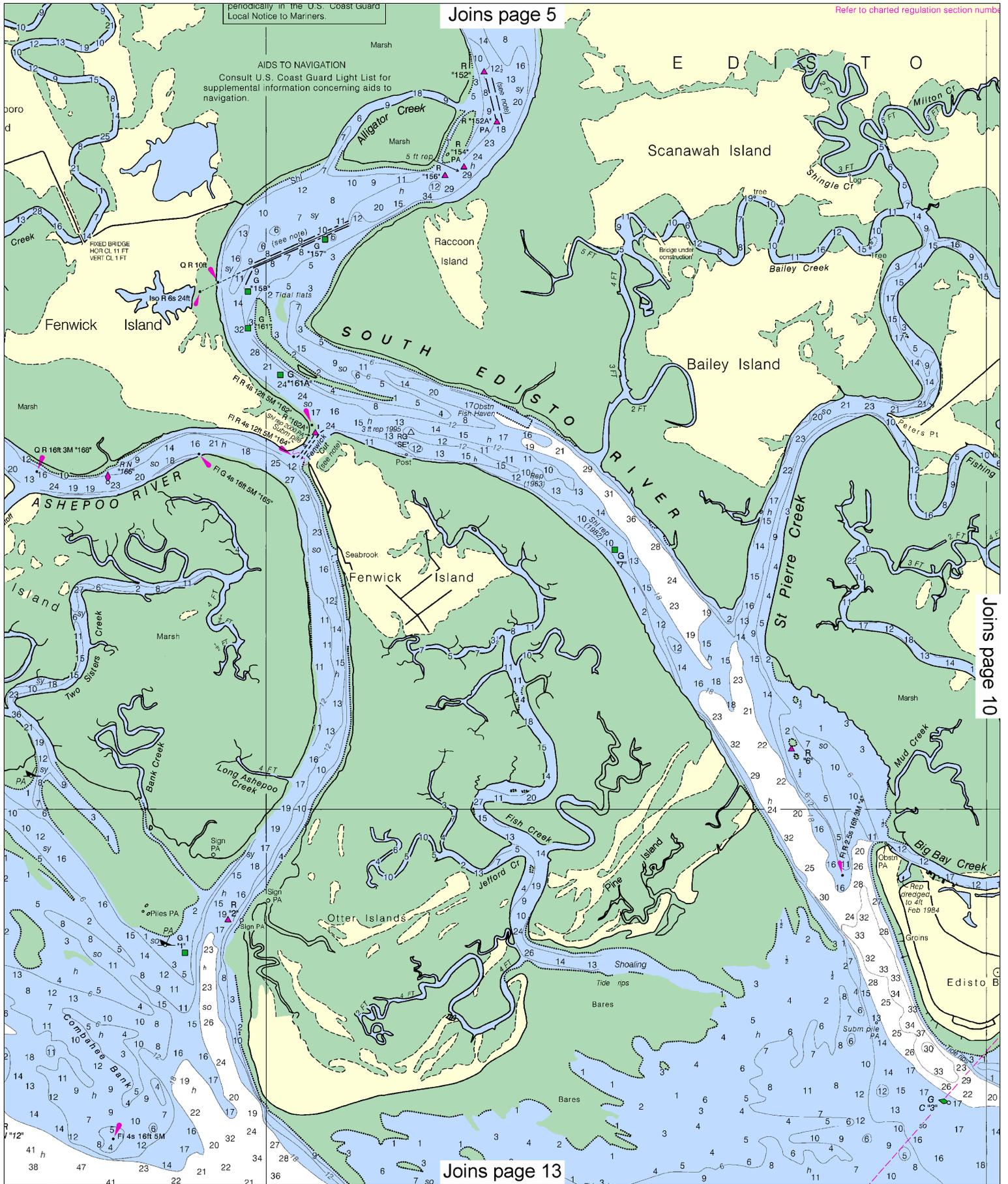
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





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

E D I S T O

Scanawah Island

Fenwick Island

SOUTH EDISTO RIVER

Bailey Island

ASHEPOOS RIVER

Fenwick Island

EDISTO RIVER

St Pierre Creek

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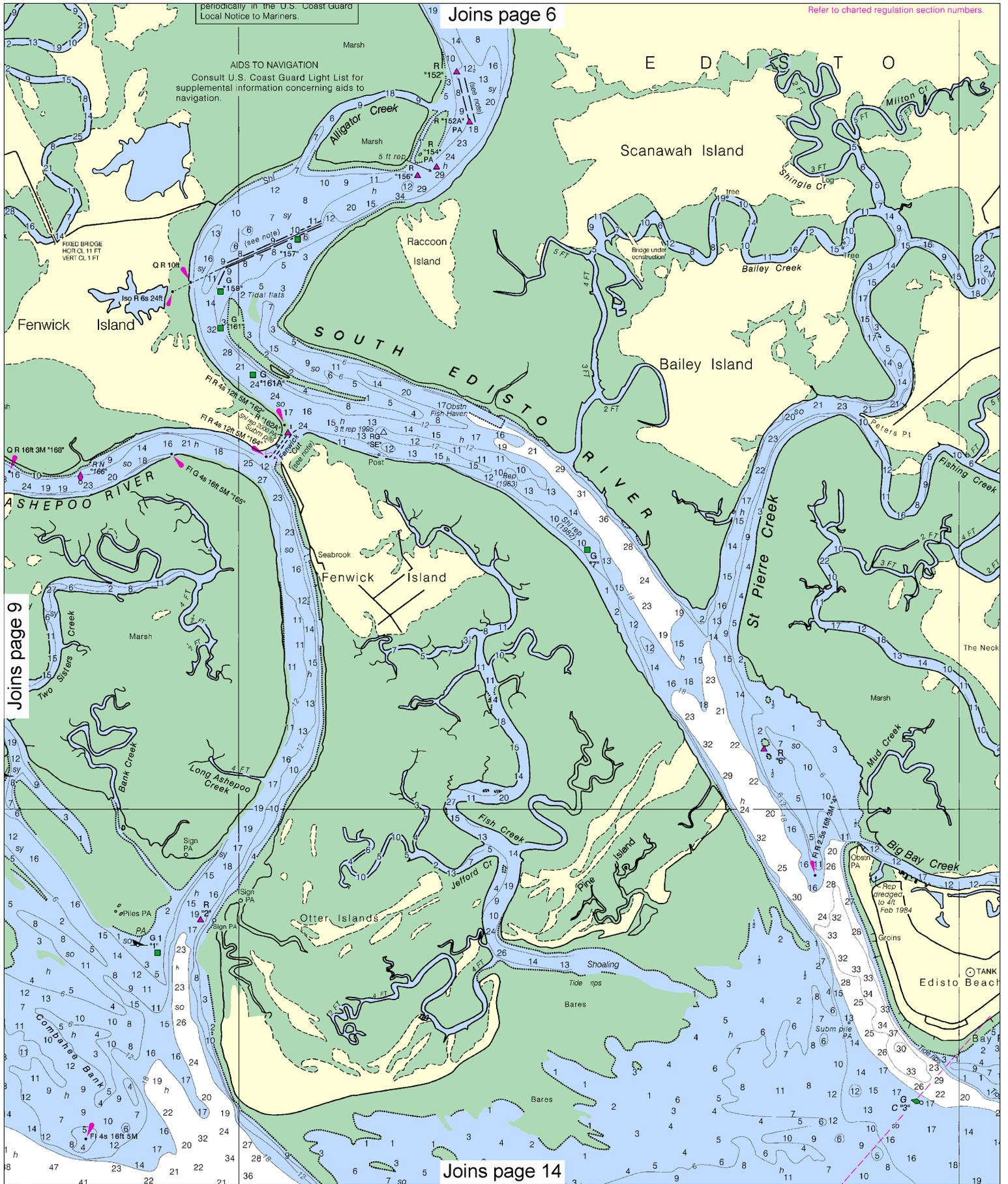
Otter Islands

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periodically in the U.S. Coast Guard Local Notice to Mariners.

Joins page 6

Refer to charted regulation section numbers.



Joins page 9

Joins page 14

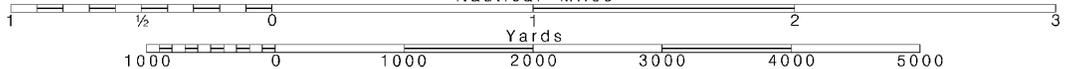
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

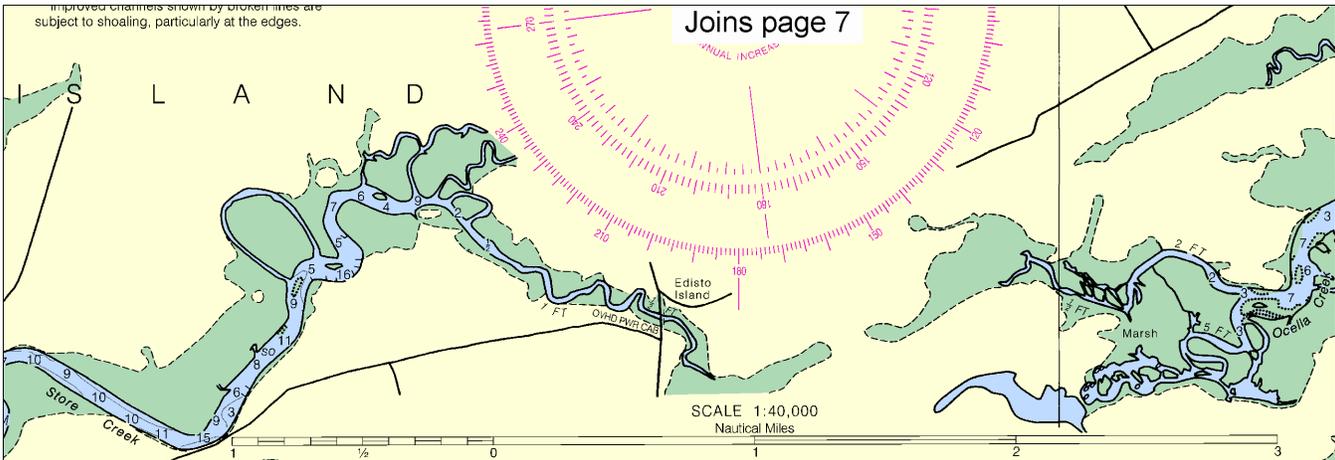
SCALE 1:40,000  
Nautical Miles

See Note on page 5.

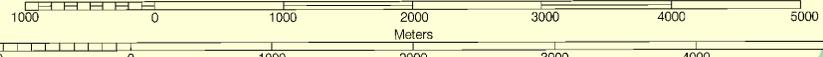


Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Joins page 7



SCALE 1:40,000  
Nautical Miles



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                | VO very quick      |
| F fixed           | MICRO TR microwave tower | R red                  | W white            |
| Fl flashing       | Mkr marker               | Ra Ref radar reflector | WHIS whistle       |
|                   |                          | R Bn radiceacon        | Y yellow           |

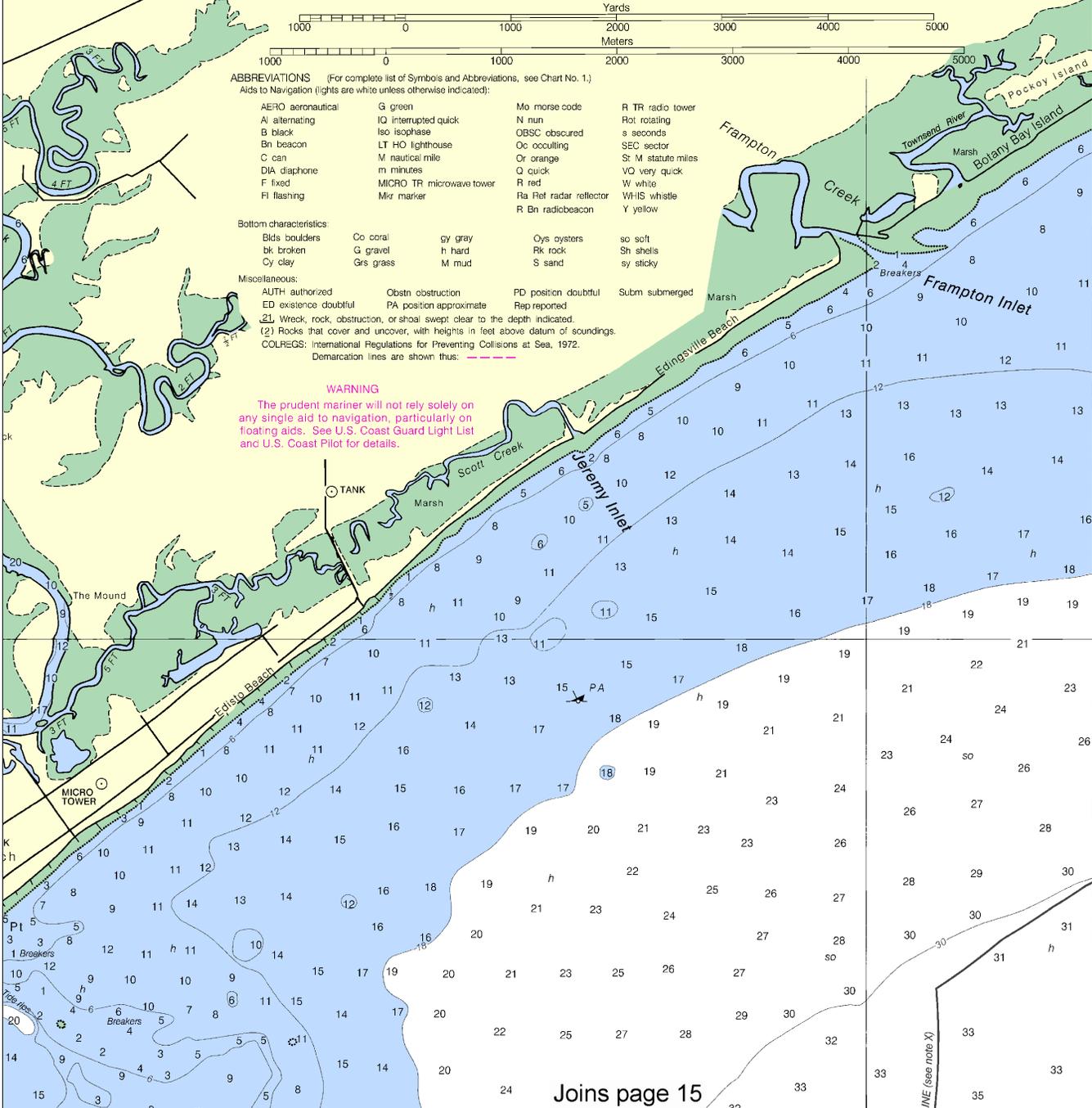
Bottom characteristics:

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

Miscellaneous:

- |                       |                         |                      |                |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized       | Obstn obstruction       | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported         |                |
- Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.  
 COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
 Demarcation lines are shown thus: ---

**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.

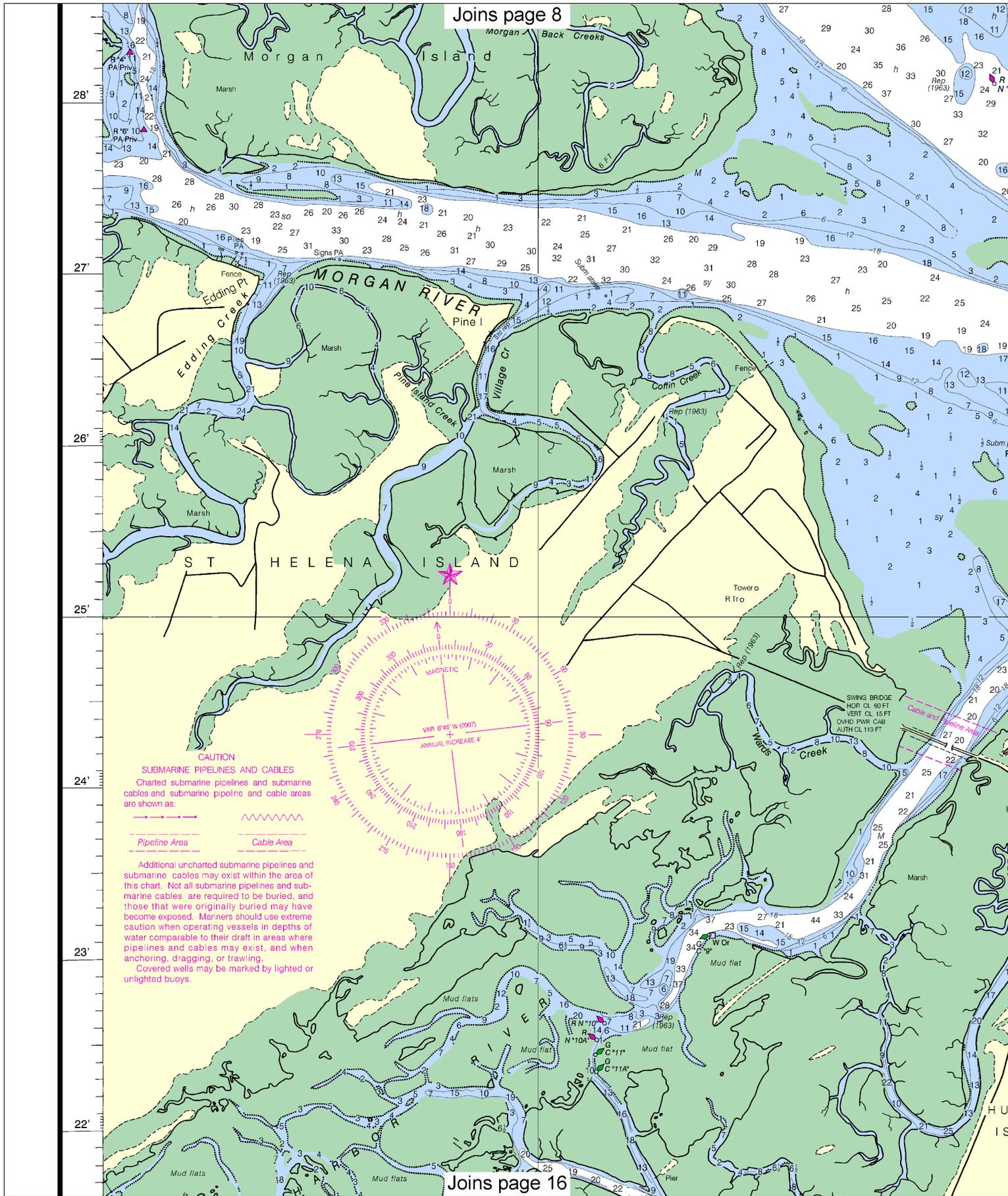


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34'  
33'  
32'  
31'  
32°  
30'  
29'  
28'

JOINS CHART 11522

Joins page 8



Joins page 16

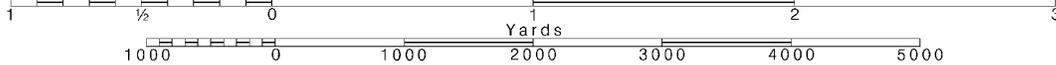
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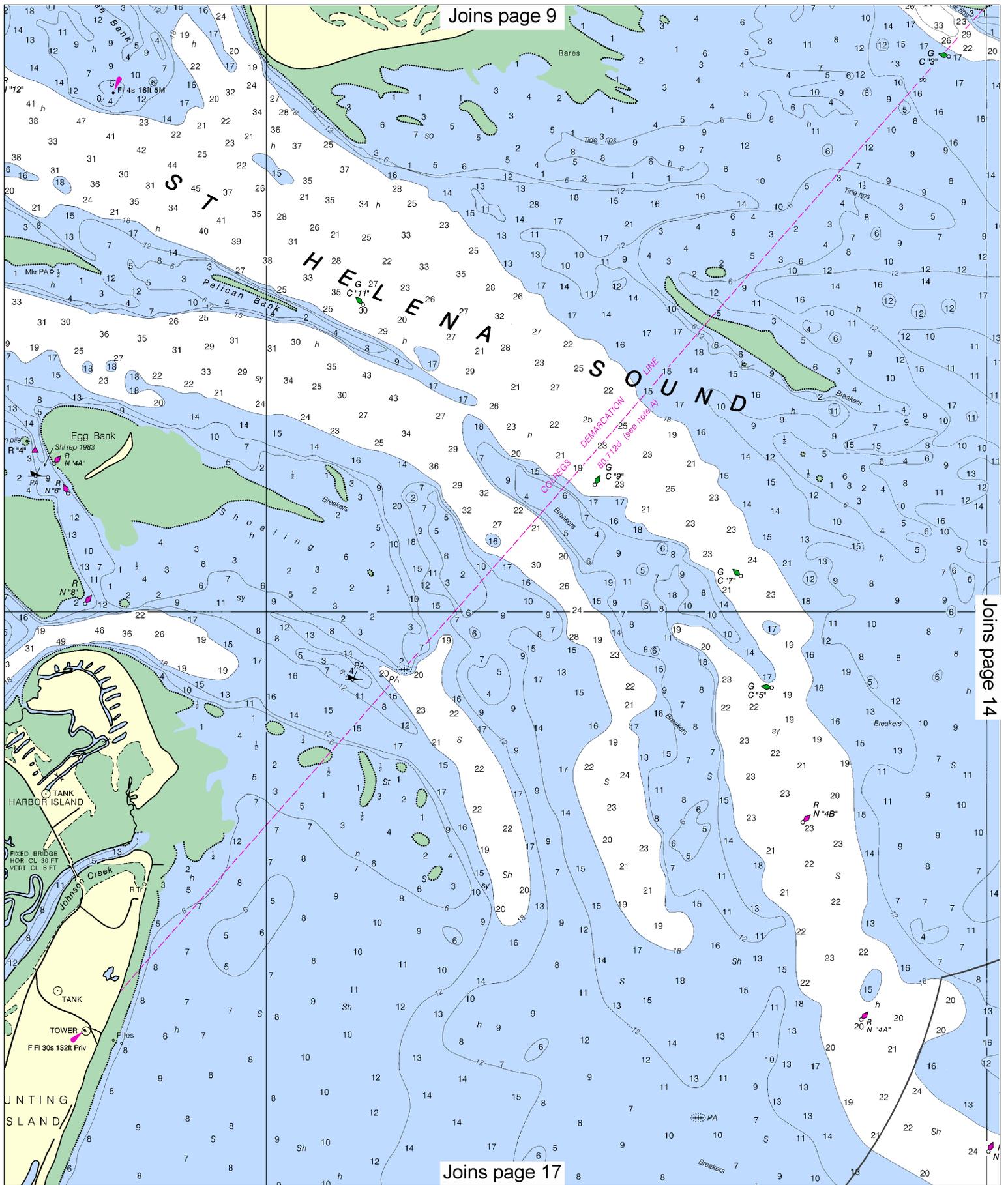
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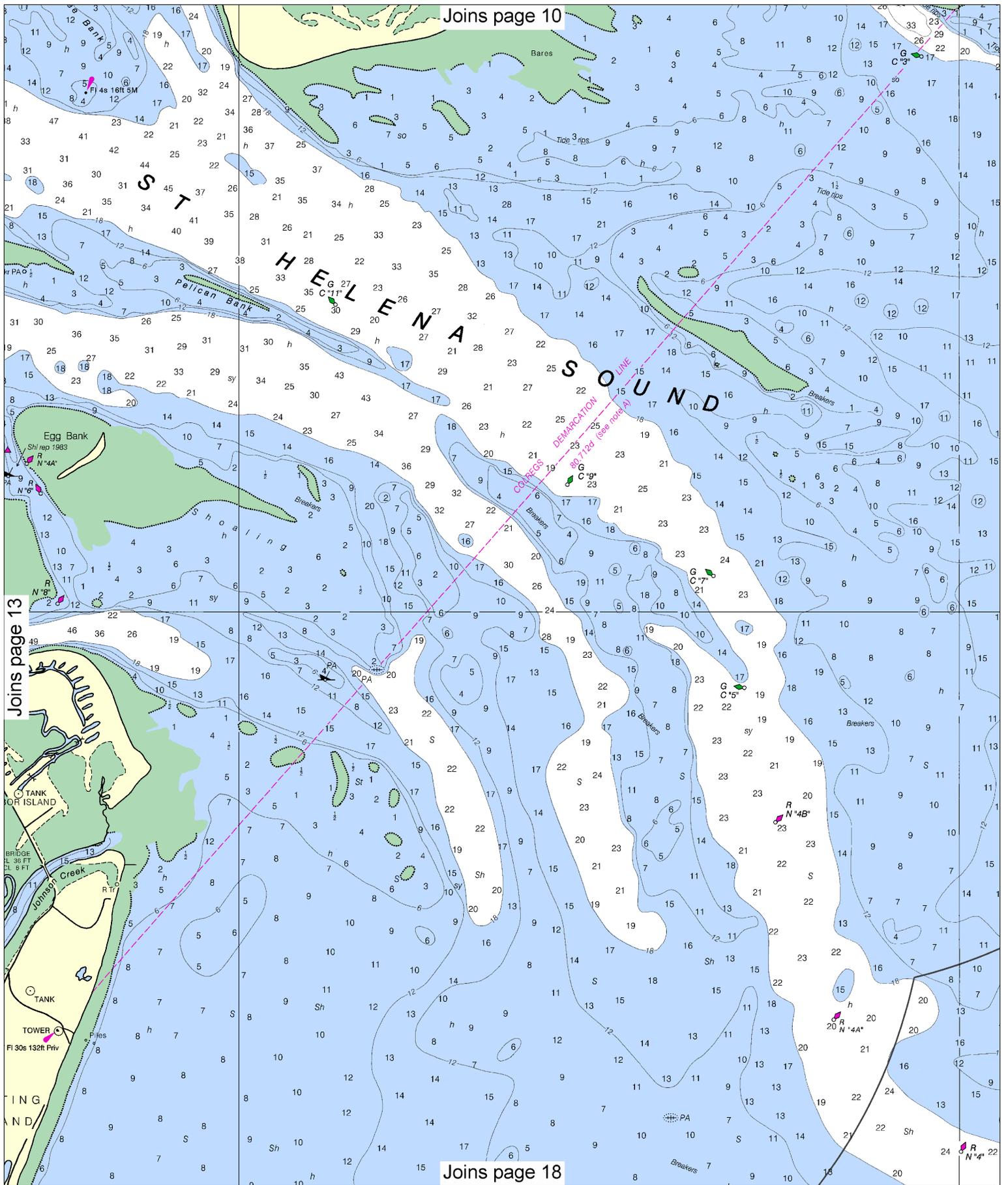
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





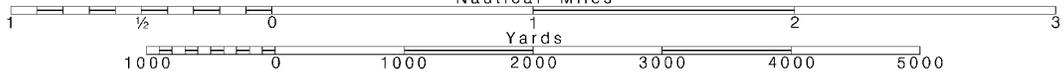


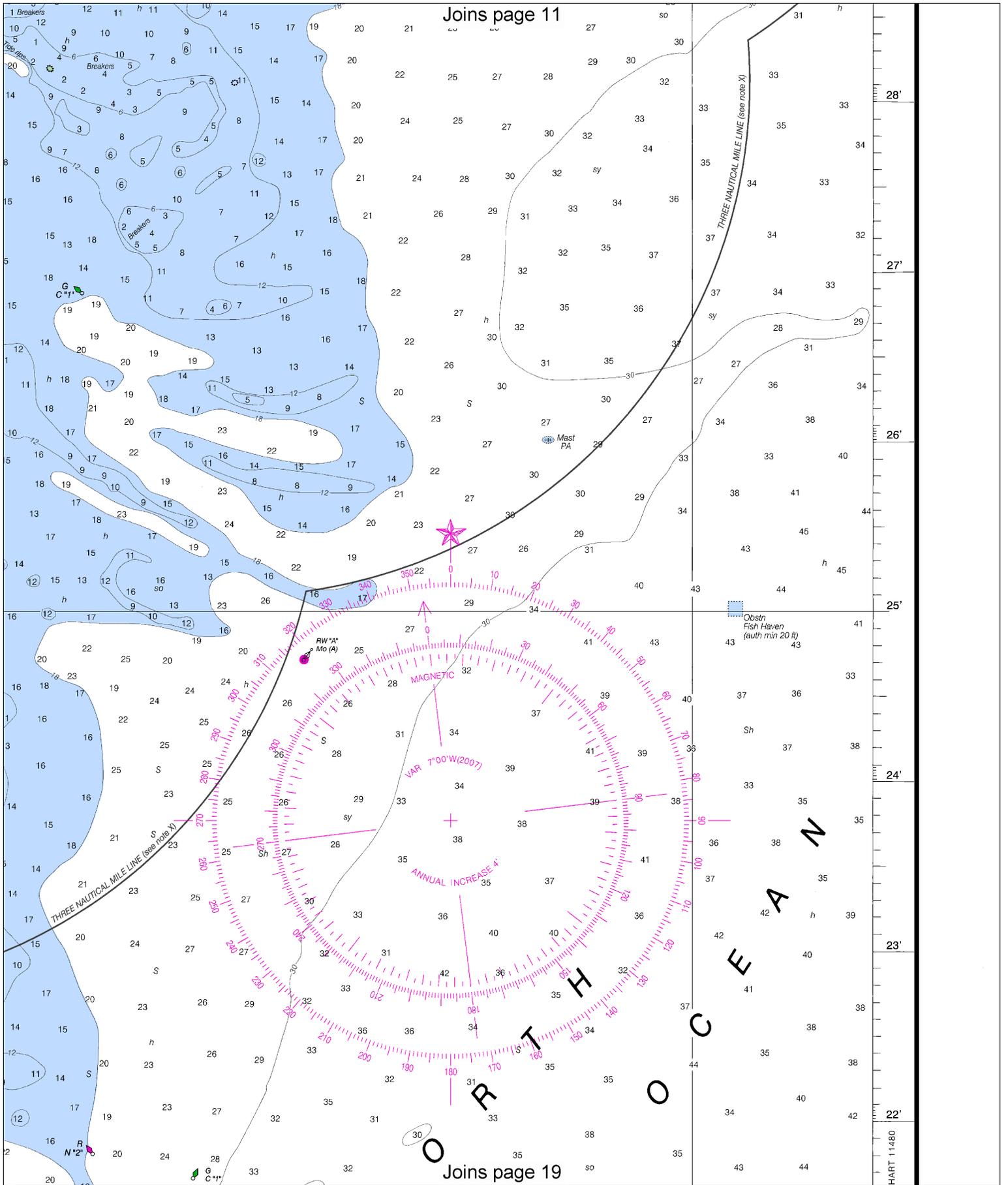
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Printed at reduced scale.

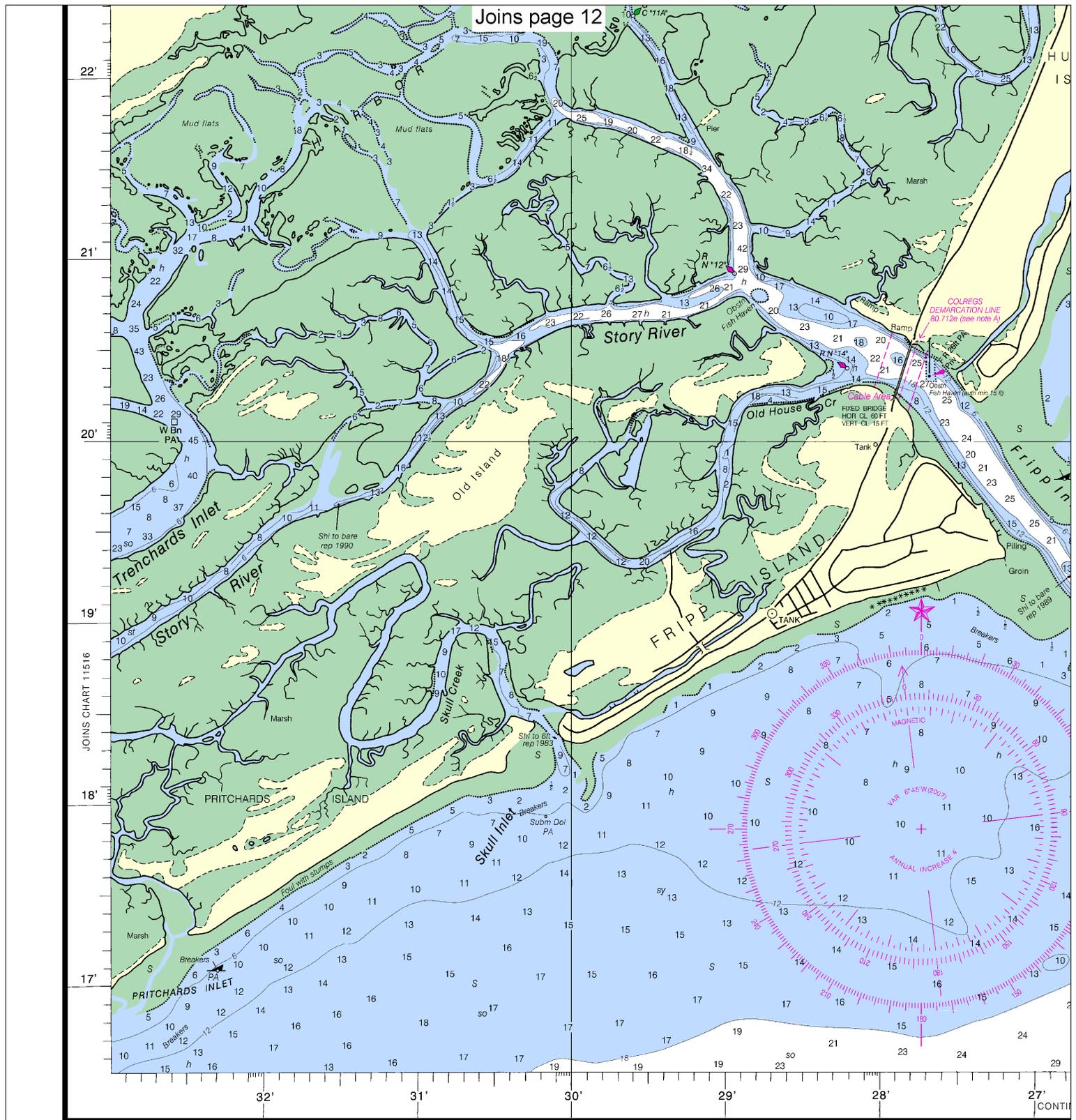
SCALE 1:40,000  
Nautical Miles

See Note on page 5.





HART 11480



18th Ed., Dec. /07 ■ Corrected through NM Dec. 22/07  
 Corrected through LNM Dec. 11/07  
**11517**

**CAUTION**

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

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, or improving this chart to the Chief, Marine Chart Division (N/C52), N Service, NOAA, Silver Spring, Maryland 20910-3282.

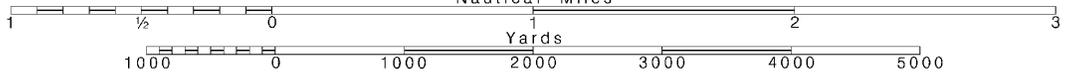
**16**

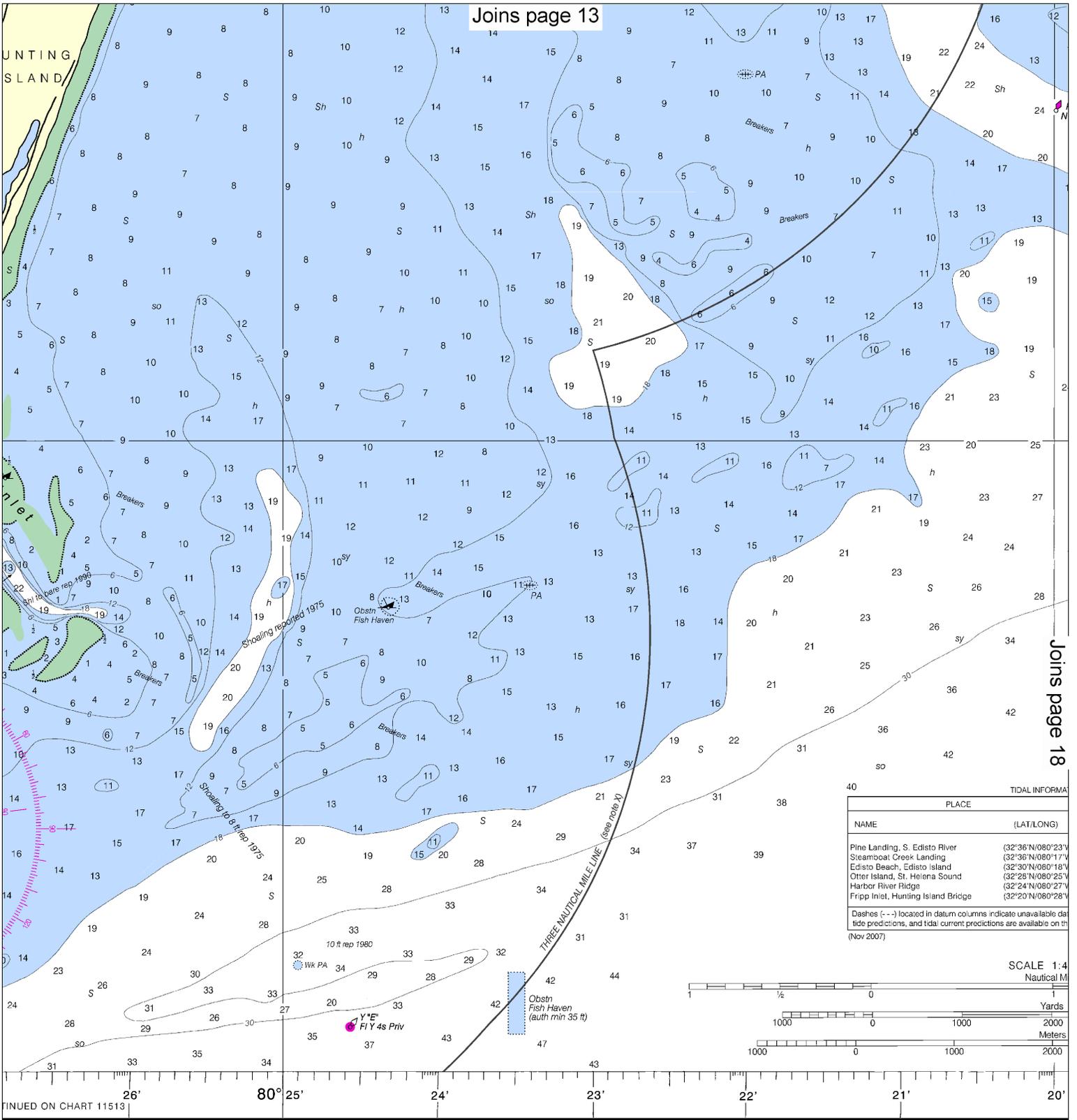
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

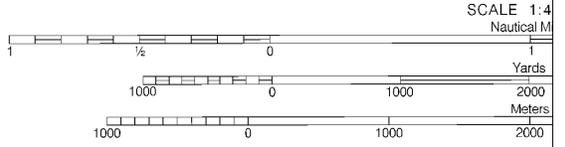




TIDAL INFORMATION

NAME	PLACE	(LAT/LONG)
Pine Landing, S. Edisto River		(32°36'N/080°23'W)
Steamboat Creek Landing		(32°38'N/080°17'W)
Edisto Beach, Edisto Island		(32°30'N/080°18'W)
Otter Island, St. Helena Sound		(32°28'N/080°25'W)
Harbor River Ridge		(32°24'N/080°27'W)
Fripp Inlet, Hunting Island Bridge		(32°20'N/080°28'W)

Dashes (---) located in datum columns indicate unavailable datum predictions, and tidal current predictions are available on the chart (Nov 2007)



CONTINUED ON CHART 11513

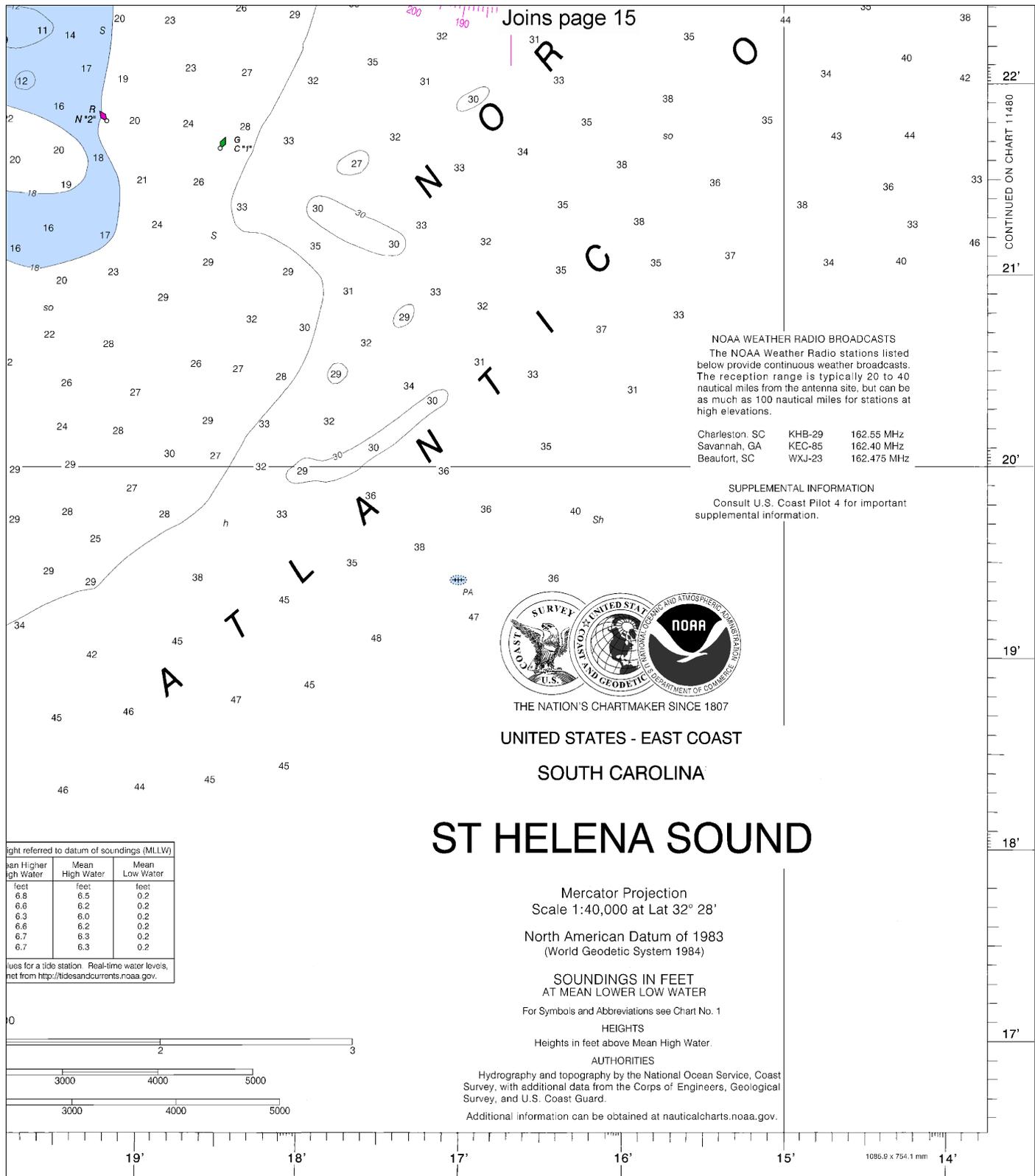
For more information on the National Ocean Service, visit us online at [www.noaa.gov](http://www.noaa.gov) or call 1-800-852-7527.

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

SOUNDINGS IN FEET



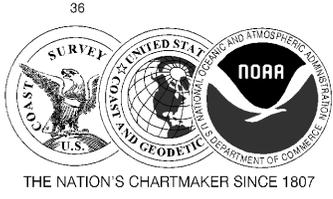
Joins page 15



**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.

Charleston, SC	KHB-29	162.55 MHz
Savannah, GA	KEC-85	162.40 MHz
Beaufort, SC	WXJ-23	162.475 MHz

**SUPPLEMENTAL INFORMATION**  
 Consult U.S. Coast Pilot 4 for important supplemental information.



UNITED STATES - EAST COAST  
 SOUTH CAROLINA

# ST HELENA SOUND

Mercator Projection  
 Scale 1:40,000 at Lat 32° 28'  
 North American Datum of 1983  
 (World Geodetic System 1984)

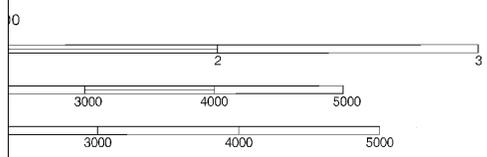
**SOUNDINGS IN FEET**  
 AT MEAN LOWER LOW WATER  
 For Symbols and Abbreviations see Chart No. 1  
**HEIGHTS**  
 Heights in feet above Mean High Water.

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

Height referred to datum of soundings (MLLW)

Mean Higher High Water	Mean High Water	Mean Low Water
feet	feet	feet
6.8	6.5	6.2
6.6	6.2	6.0
6.3	6.0	6.2
6.6	6.2	6.0
6.7	6.3	6.2
6.7	6.3	6.2

Values for a tide station: Real-time water levels, net from <http://tidesandcurrents.noaa.gov>.



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

St Helena Sound  
 SOUNDINGS IN FEET - SCALE 1:40,000

## 11517

CONTINUED ON CHART 11480  
 22'  
 21'  
 20'  
 19'  
 18'  
 17'

ED. NO. 18

NSN 7642014010266  
 NGA REFERENCE NO. 11XHA11517



EMERGENCY INFORMATION

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

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

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

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

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

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

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

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

### Distress Call Procedures

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

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



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

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

### Quick References

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



— For the latest news from Coast Survey, follow @nauticalcharts



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.

