

BookletChart™

Winyah Bay

NOAA Chart 11532

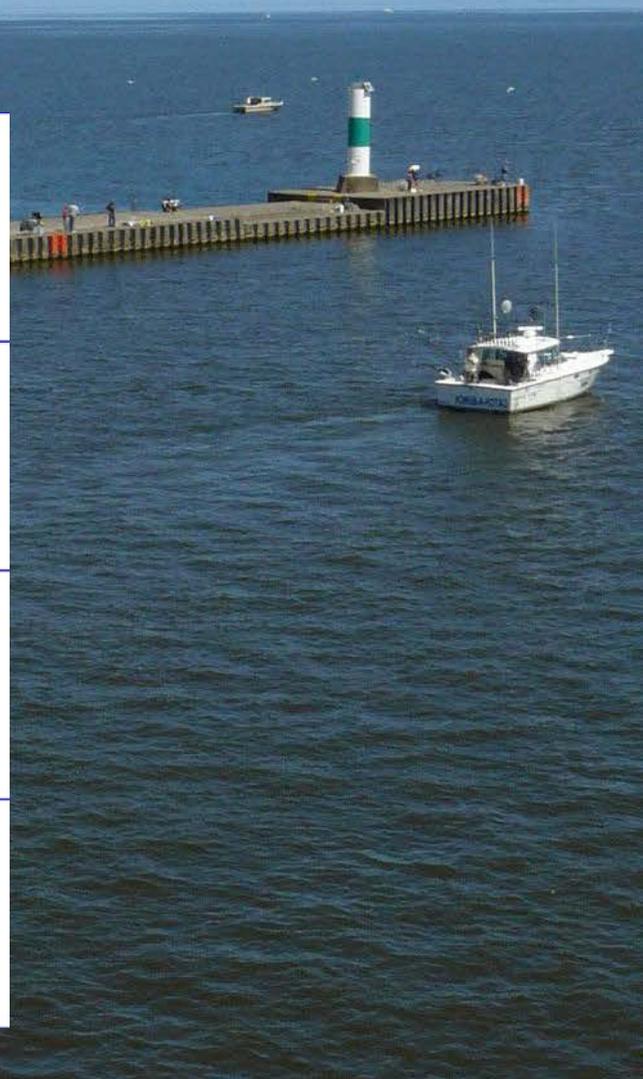
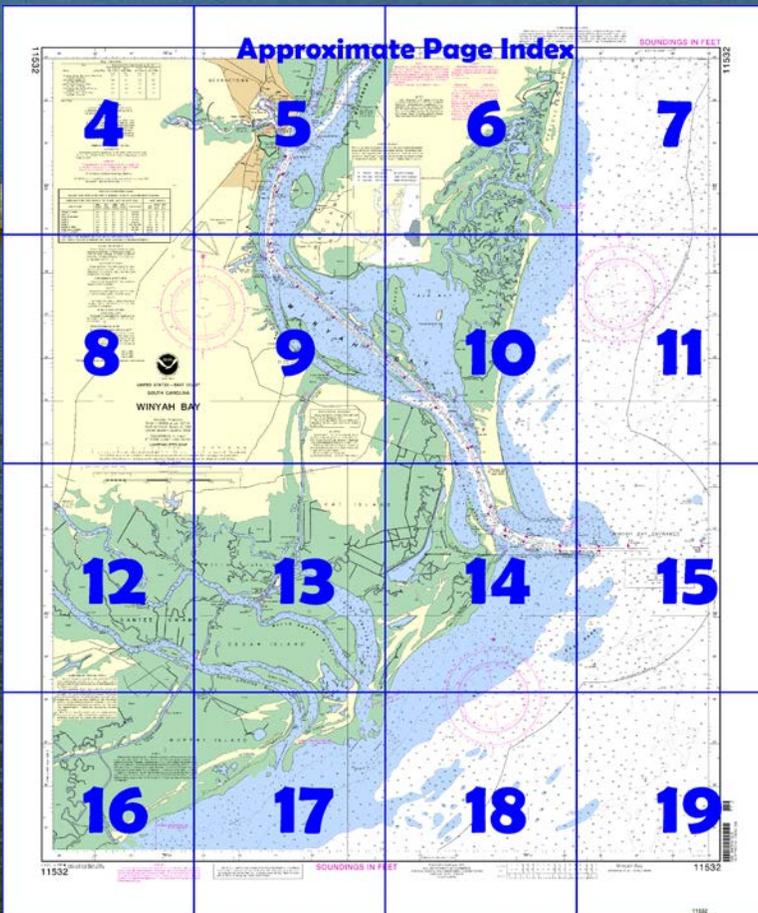


A reduced-scale NOAA nautical chart for small boaters

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.

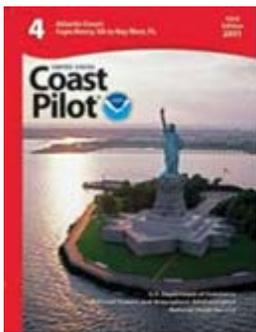
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11532>.



(Selected Excerpts from Coast Pilot)

North Inlet, about 14 miles southward of Murrells Inlet and 6 miles northward of Georgetown Light, connects with Winyah Bay by way of both **Town Creek** and **Jones Creek**. Some local fishermen use the inlet, but strangers should not. In 2010, the controlling depth over the bar was 3.3 feet. The inlet and the creeks are unmarked. There is little water on the Winyah Bay side, and navigation is restricted to shallow-draft craft. In 1983, Jones Creek was found to

bare in places, and numerous oyster bars were reported.

Winyah Bay is the first harbor southward of Cape Fear River, a distance of 70 miles, that is navigable for vessels drawing up to 18 feet. It is

entered between **North Island** and **South Island**. The entrance is protected by jetties. The entrance is not safe for small craft except in favorable weather. Heavy tide rips prevail near the ends of the jetties, and heavy seas run in moderate weather. The south jetty is visible only at low water.

Georgetown, 14 miles above the entrance to Winyah Bay, is on the north bank about 1.5 miles above the entrance to Sampit River. It is 392 miles south of Norfolk and 247 miles north of Jacksonville by coastwise routes. It has schools, banks, motels, markets, restaurants, a hospital, and many landmarks of historical interest.

Georgetown Light (33°13'21"N., 79°11'06"W.), 85 feet above the water, is shown from a white cylindrical tower on the north side of Winyah Bay entrance. Four 400-foot stacks, at a generating plant west of Winyah Bay and about 4 miles southwestward of Georgetown, have prominent strobe lights at the tops. There are few other prominent objects in the vicinity, and the land is low on both sides of the entrance.

Channels.—Federal project depth is 27 feet from the sea to South Island Bend; thence 27 feet to Range C; thence 27 feet to Range D; thence the project provides for a depth of 27 feet to the turning basin off the three deepwater terminals on Sampit River

Anchorage.—There are no anchorages in Winyah Bay or Sampit River for deep-draft vessels. The recommended anchorage, as reported by the local pilots, is 0.5 mile northeast of the sea buoy (Winyah Bay Lighted Whistle Buoy WB) in about 6 fathoms, sand and mud bottom.

Dangers.—The principal dangers in the approach to Winyah Bay are: **East Bank**, covered 6 feet and marked by a buoy, about 2 miles south of the end of the south jetty; an unmarked shoal, with a least depth of 14 feet, about 4 miles southward of East Bank; **Hector Wreck**, cleared to a depth of 9 feet and marked by a lighted bell buoy, about 12 miles southward of the sea buoy (Winyah Bay Lighted Whistle Buoy WB); a wreck, with 19 feet over it and marked by a lighted bell buoy, about 13 miles southeastward of the sea buoy; a fish haven marked by private buoys about 5 miles northeast of the sea buoy; and obstructions, reported covered 26 feet, 300 yards northward of the sea buoy. Vessels approaching the entrance at night should remain in the vicinity of the sea buoy until the pilot boards. Some vessels, mistaking Winyah Bay Range B Lights for Range A Lights, have approached the entrance too closely at night and only with difficulty have cleared the outer end of the south jetty. Mariners are advised to familiarize themselves with the characteristics of these ranges before making the approach.

The local pilots report that at high water the north jetty at the entrance to Winyah Bay is partially submerged and only the three rock mounds along the south jetty are visible. At low water, parts of the south jetty just inshore of the outermost mound remain submerged. Extreme caution is advised. The pilots also report that the southwest tip of North Island just inside the jetties is building up and is encroaching southward to near the easterly edge of the channel; caution is advised.

Currents.—The tidal currents are affected by variations in the flow of the tributary rivers. The velocity is greatest between the jetties where the average is between 2 and 3 knots. Tidal ebb currents were reported in the area from 6 to 7 knots, most notable in Range C and South Island Bend; the sets of which are along axis to the channels. The set is alongshore at the entrance close to Lighted Bell Buoy 4. During freshets in the rivers, also with westerly winds, the velocity of the ebb current between the jetties is reported to be very strong at times and the channel buoys between the jetties are nearly towed under

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

RCC Miami

Commander

7th CG District

Miami, FL

(305) 415-6800

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See 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. 33°14'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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 0.601" northward and 0.817" eastward to agree with this chart.

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:

----- Pipeline Area ----- Cable Area -----

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

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
⊙ (Accurate location) ○ (Approximate location)

INTRACOASTAL WATERWAY
The project depth is 12 feet from Cape Fear River, N.C. to Charleston, S.C. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provides 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	162.550 MHz
Myrtle Beach, SC	KEC-95	162.400 MHz
Georgetown, SC	WNG-628	162.500 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.

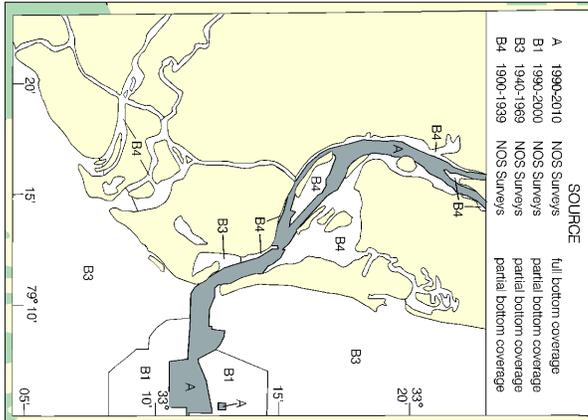
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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.

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

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

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.



TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Clambank Creek, Goat Island, North Inlet	(33°20'N/79°12'W)	5.2	4.9	0.2
Georgetown Lighthouse	(33°13'N/79°11'W)	4.4	4.1	0.2
Minim Creek Entrance, ICWW	(33°12'N/79°17'W)	4.5	4.2	0.2
Georgetown, Sampit River Entrance	(33°22'N/79°17'W)	4.1	3.9	0.1
Cedar Island, North Santee Bay	(33°08'N/79°15'W)	4.7	4.4	0.2

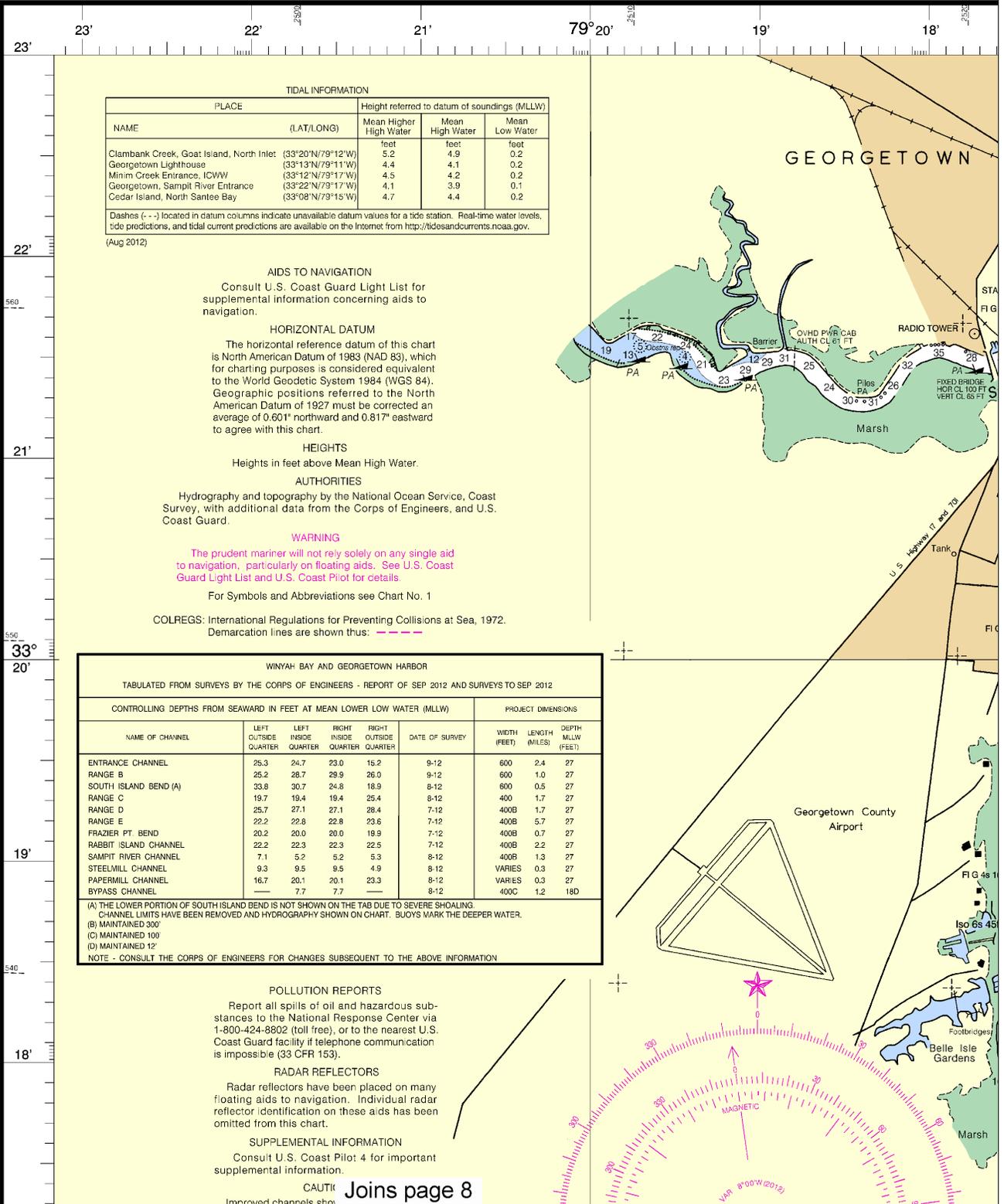
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Aug 2012)

WINYAH BAY AND GEORGETOWN HARBOR
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2012 AND SURVEYS TO SEP 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
ENTRANCE CHANNEL	26.3	24.7	23.0	15.2	9-12	600	2.4	27
RANGE B	25.2	28.7	29.9	26.0	9-12	600	1.0	27
SOUTH ISLAND BEND (A)	33.8	30.7	24.8	18.3	8-12	600	0.5	27
RANGE C	18.7	19.4	19.4	25.4	8-12	400	1.7	27
RANGE D	25.7	27.1	27.1	28.4	7-12	400B	1.7	27
RANGE E	22.2	22.8	22.8	23.6	7-12	400B	5.7	27
FRAZIER PT. BEND	20.2	20.0	20.0	19.9	7-12	400B	0.7	27
RABBIT ISLAND CHANNEL	22.2	22.3	22.3	22.5	7-12	400B	2.2	27
SAMPIT RIVER CHANNEL	7.1	5.2	5.2	5.3	8-12	400F	1.3	27
STEELMILL CHANNEL	9.3	9.5	9.5	4.9	8-12	VARIES	0.3	27
PAPERMILL CHANNEL	16.7	20.1	20.1	23.3	8-12	VARIES	0.3	27
BYPASS CHANNEL	---	7.7	7.7	---	8-12	400C	1.2	18D

(A) THE LOWER PORTION OF SOUTH ISLAND BEND IS NOT SHOWN ON THE TAB DUE TO SEVERE SHOALING.
CHANNEL LIMITS HAVE BEEN REMOVED AND HYDROGRAPHY SHOWN ON CHART. BUOYS MARK THE DEEPER WATER.
(B) MAINTAINED 300'
(C) MAINTAINED 100'
(D) MAINTAINED 12'
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

11532



TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean High Water	Mean High Water	Mean Low Water
Clambank Creek, Goat Island, North Inlet	(33°20'N/79°12'W)	feet 5.2	feet 4.9	feet 0.2
Georgetown Lighthouse	(33°13'N/79°11'W)	4.4	4.1	0.2
Minim Creek Entrance, ICWW	(33°12'N/79°17'W)	4.5	4.2	0.2
Georgetown, Sampit River Entrance	(33°22'N/79°17'W)	4.1	3.9	0.1
Cedar Island, North Santee Bay	(33°08'N/79°15'W)	4.7	4.4	0.2

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>. (Aug 2012)

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

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 0.601" northward and 0.817" eastward to agree with this chart.

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, and U.S. Coast Guard.

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.

For Symbols and Abbreviations see Chart No. 1

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

WINYAH BAY AND GEORGETOWN HARBOR

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2012 AND SURVEYS TO SEP 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
ENTRANCE CHANNEL	25.3	24.7	23.0	15.2	9-12	600	2.4	27
RANGE B	25.2	28.7	29.9	26.0	9-12	600	1.0	27
SOUTH ISLAND BEND (A)	33.8	30.7	24.8	18.9	8-12	600	0.5	27
RANGE C	19.7	19.4	19.4	25.4	8-12	400	1.7	27
RANGE D	25.7	27.1	27.1	28.4	7-12	400B	1.7	27
RANGE E	22.2	22.8	22.8	23.6	7-12	400B	5.7	27
FRAZIER PT. BEND	20.2	20.0	20.0	19.9	7-12	400B	0.7	27
RABBIT ISLAND CHANNEL	22.2	22.3	22.3	22.5	7-12	400B	2.2	27
SAMPIT RIVER CHANNEL	7.1	5.2	5.2	5.3	8-12	400R	1.3	27
STEELMILL CHANNEL	9.3	9.5	9.5	4.9	8-12	VARIES	0.3	27
PAPERMILL CHANNEL	16.7	20.1	20.1	23.3	8-12	VARIES	0.3	27
BYPASS CHANNEL	—	7.7	7.7	—	8-12	400C	1.2	18D

(A) THE LOWER PORTION OF SOUTH ISLAND BEND IS NOT SHOWN ON THE TAB DUE TO SEVERE SHOALING.
CHANNEL LIMITS HAVE BEEN REMOVED AND HYDROGRAPHY SHOWN ON CHART. BUOYS MARK THE DEEPER WATER.
(B) MAINTAINED 300'
(C) MAINTAINED 100'
(D) MAINTAINED 12'
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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.

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

CAUTION: Improved channels shown. Joins page 8

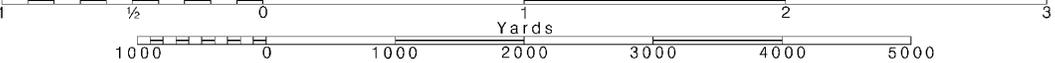
4

Note: Chart grid lines are aligned with true north.

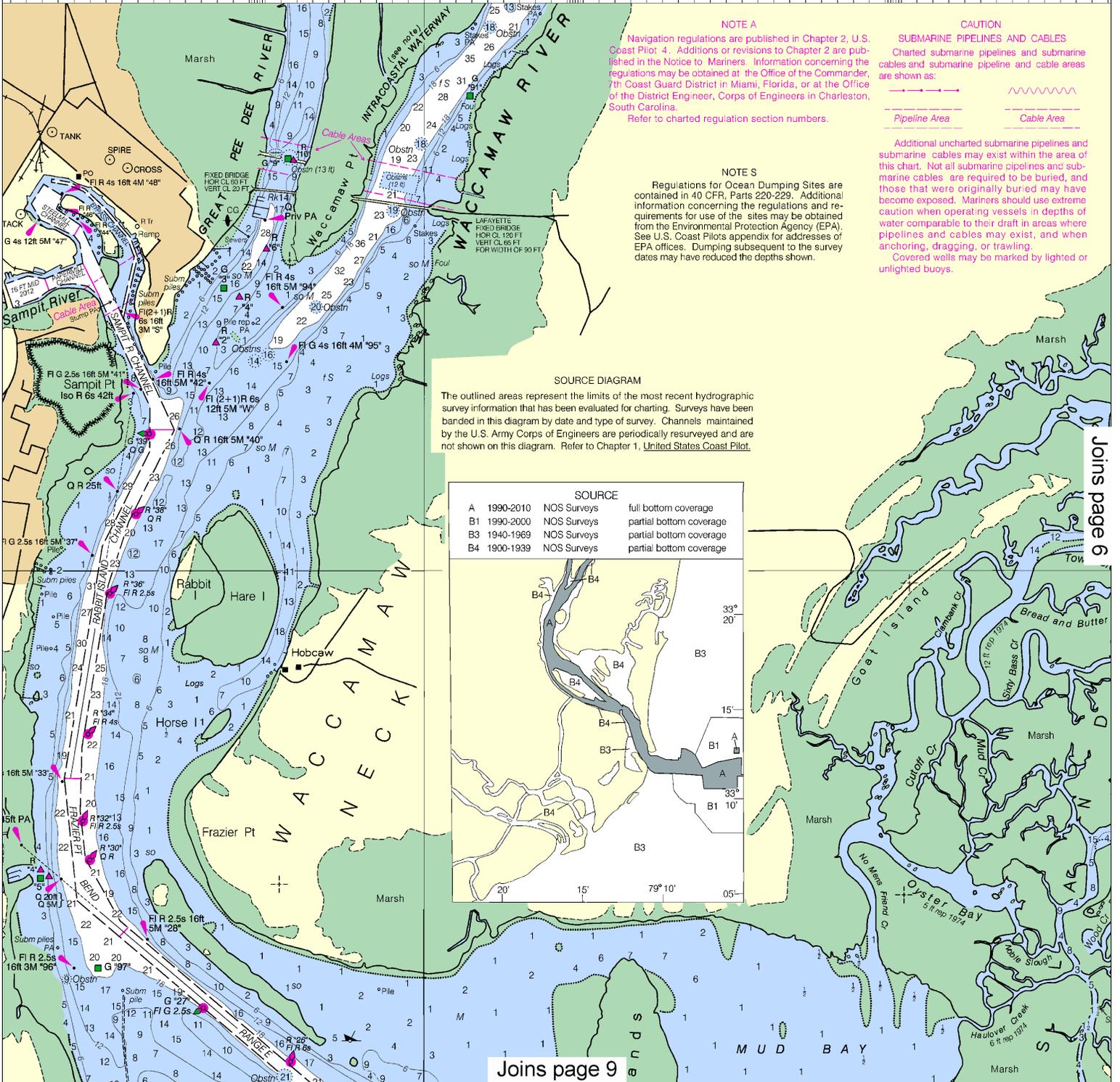
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



17° JOINS CHART 11534 SIDE B 16° 15° 14° 13° 12° 11°



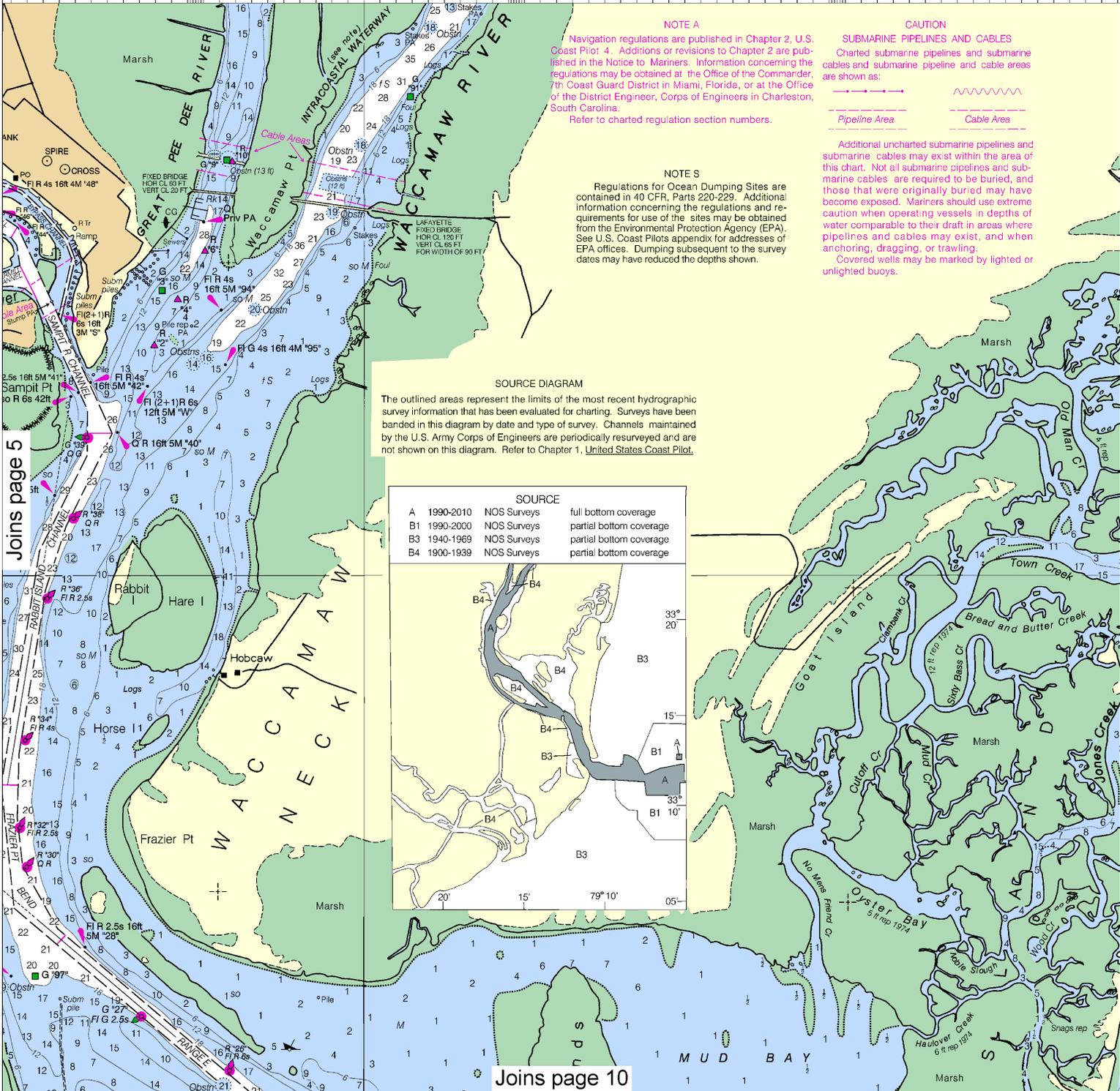
Joins page 6

Joins page 9

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.



17' 16' 15' 14' 13' 12' 11'



Joins page 5

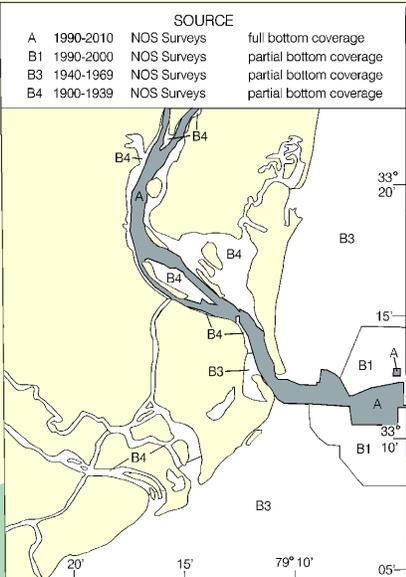
Joins page 10

NOTE A
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. 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, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Charleston, South Carolina.
 Refer to charted regulation section numbers.

CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
 --- Pipeline Area --- Cable Area

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.
 Covered wells may be marked by lighted or unlighted buoys.

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.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.

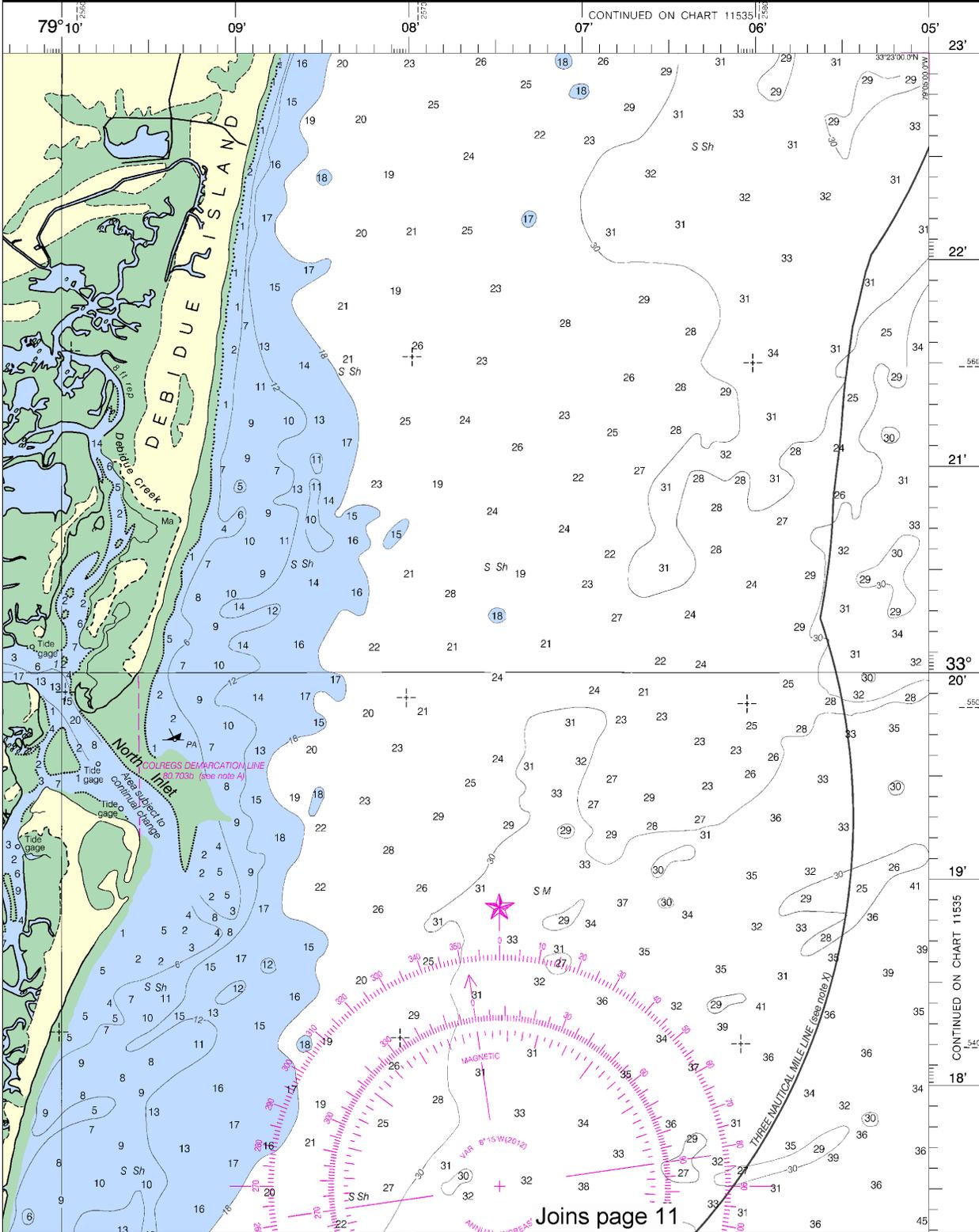


PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.nocd.noaa.gov/drs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

SOUNDINGS IN FEET

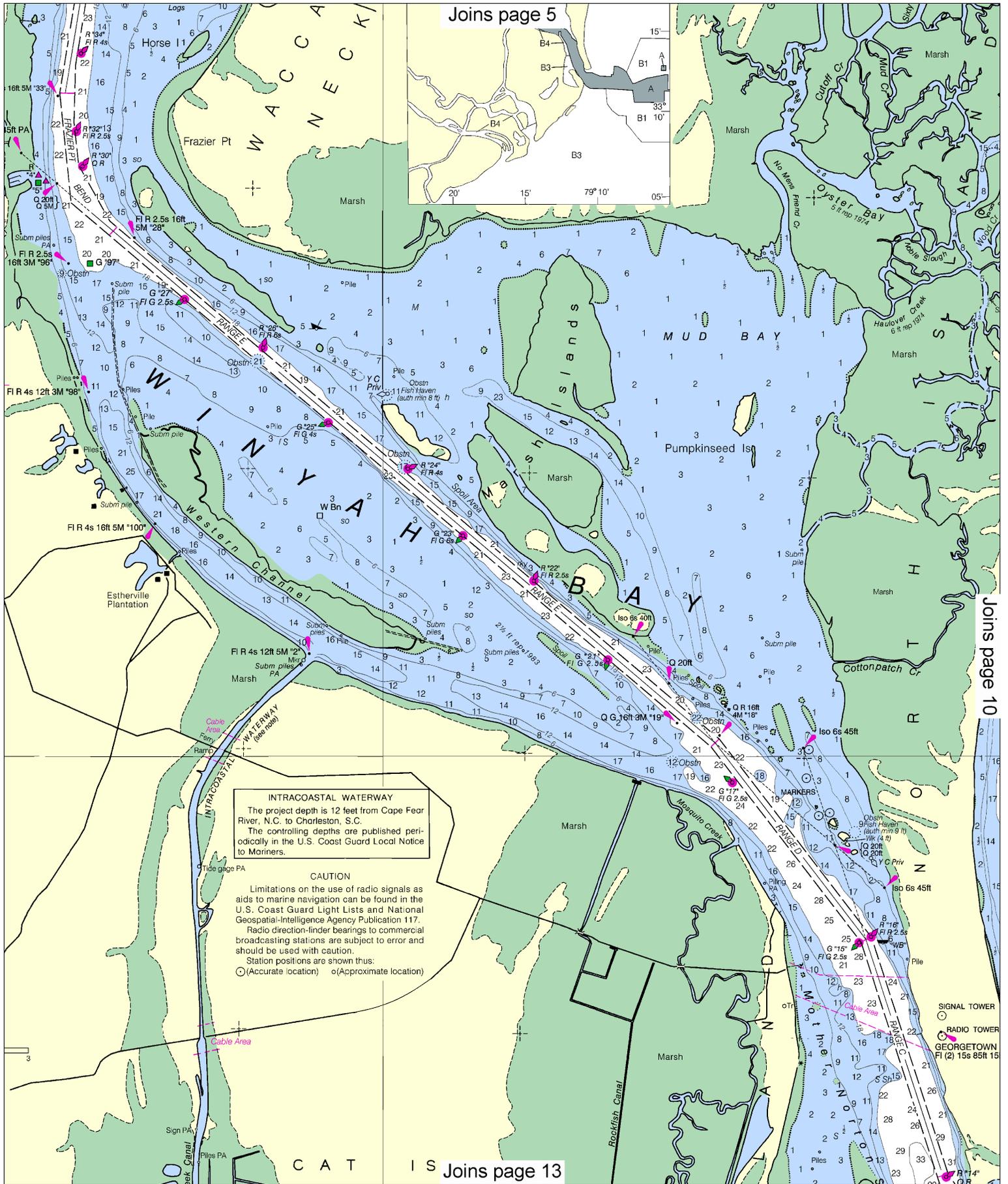
11532

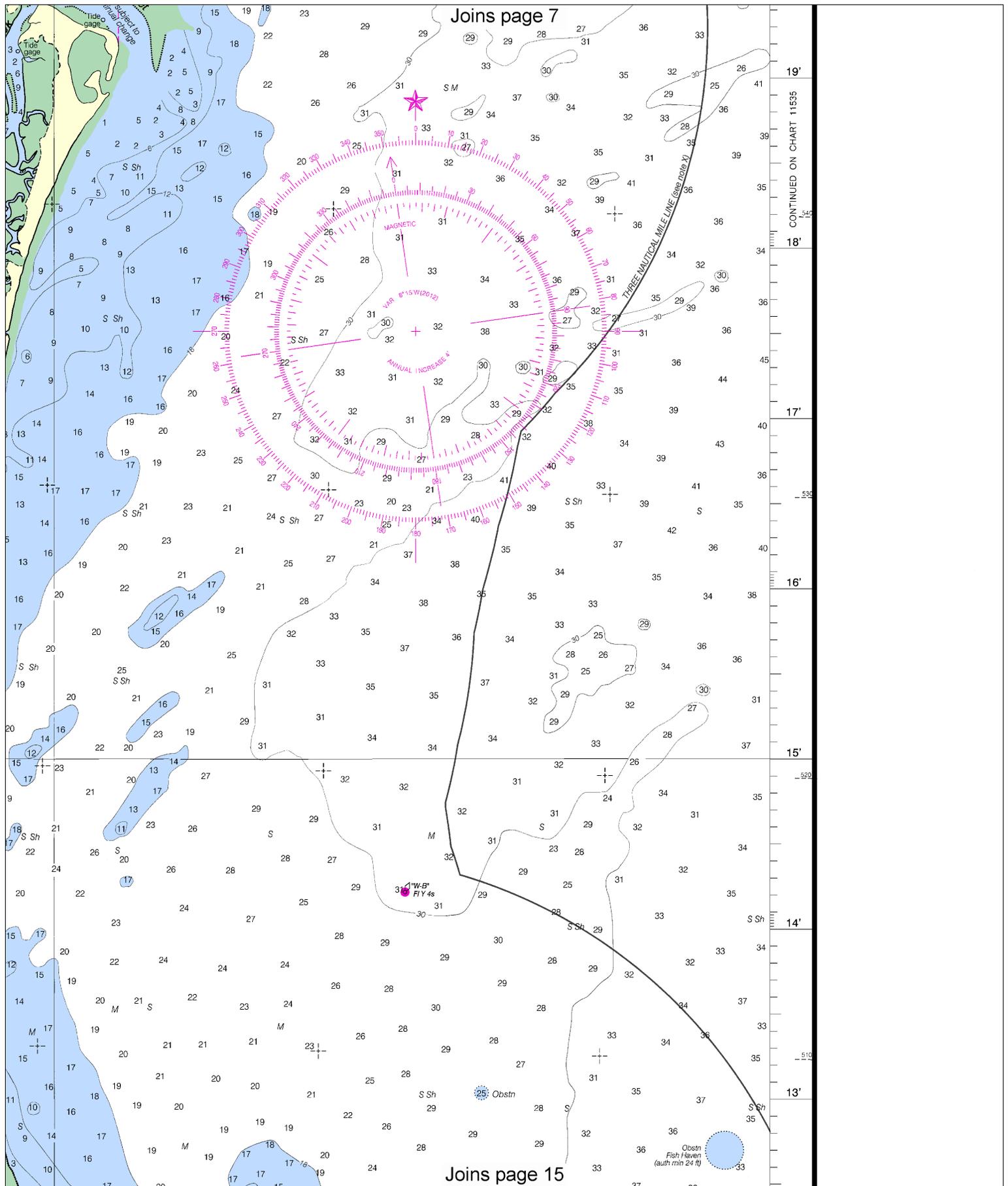


Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4912 12/4/2012, NGA Weekly Notice to Mariners: 4912 12/8/2012, Canadian Coast Guard Notice to Mariners: n/a.

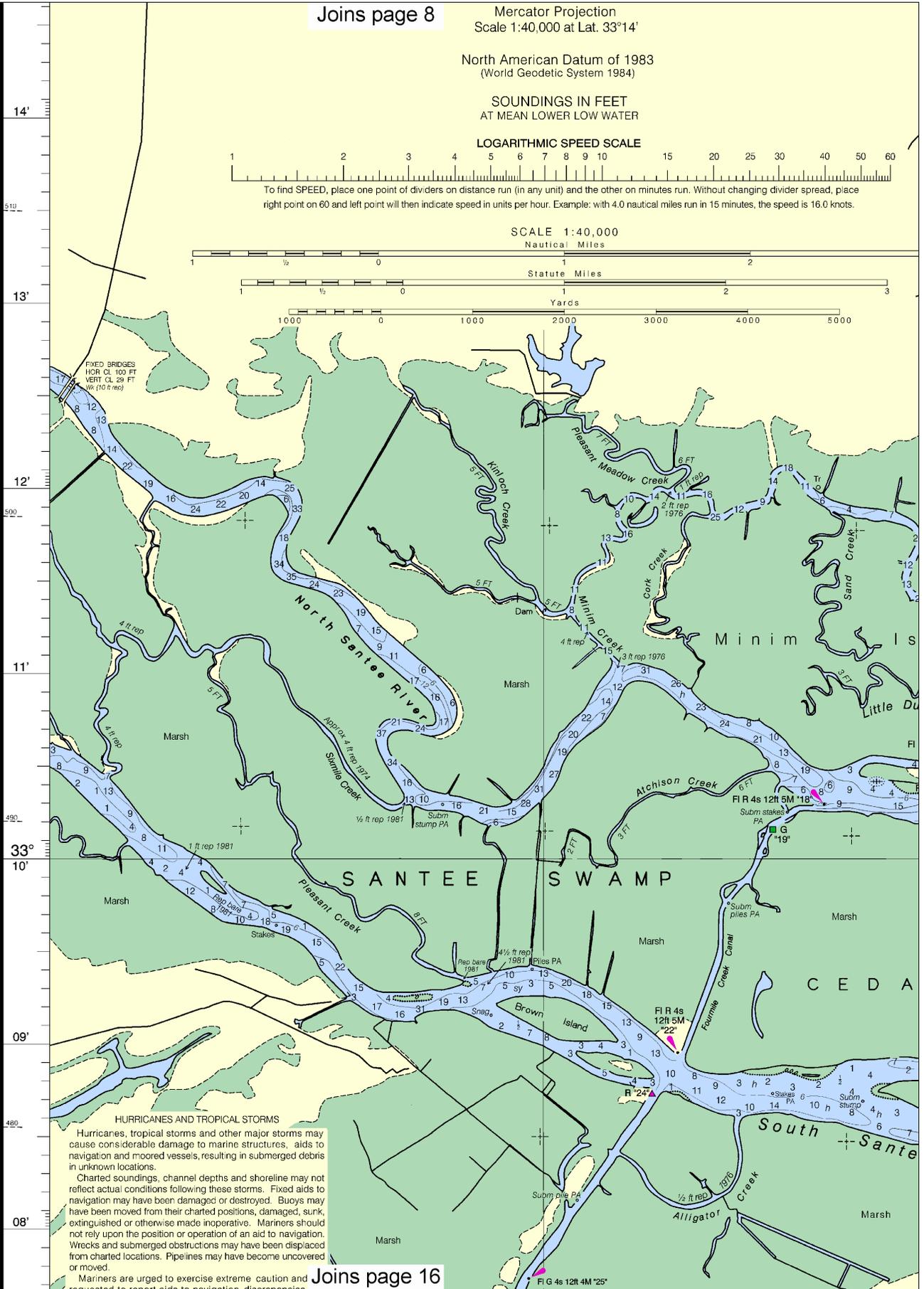
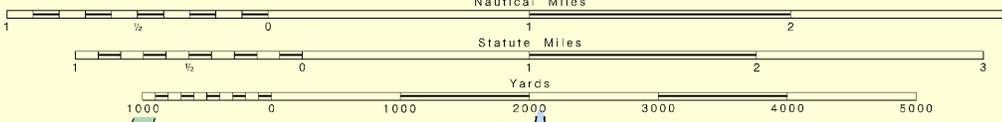






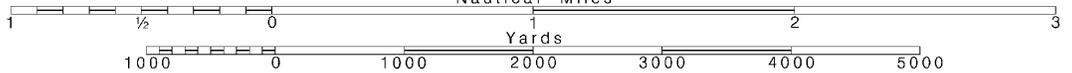


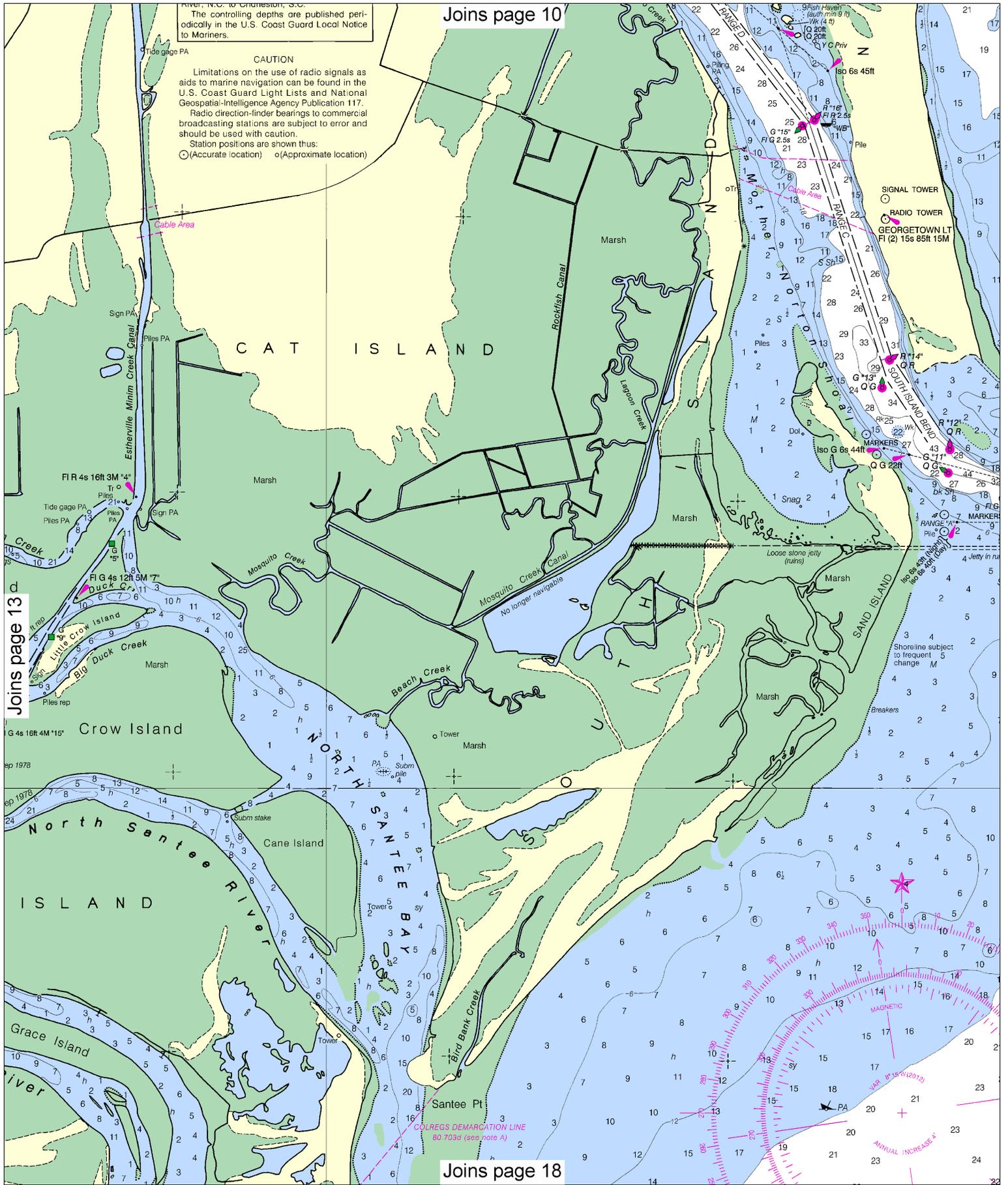
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



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 requested to report aids to navigation discrepancies.

Note: Chart grid lines are aligned with true north.



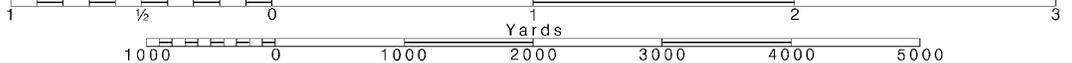


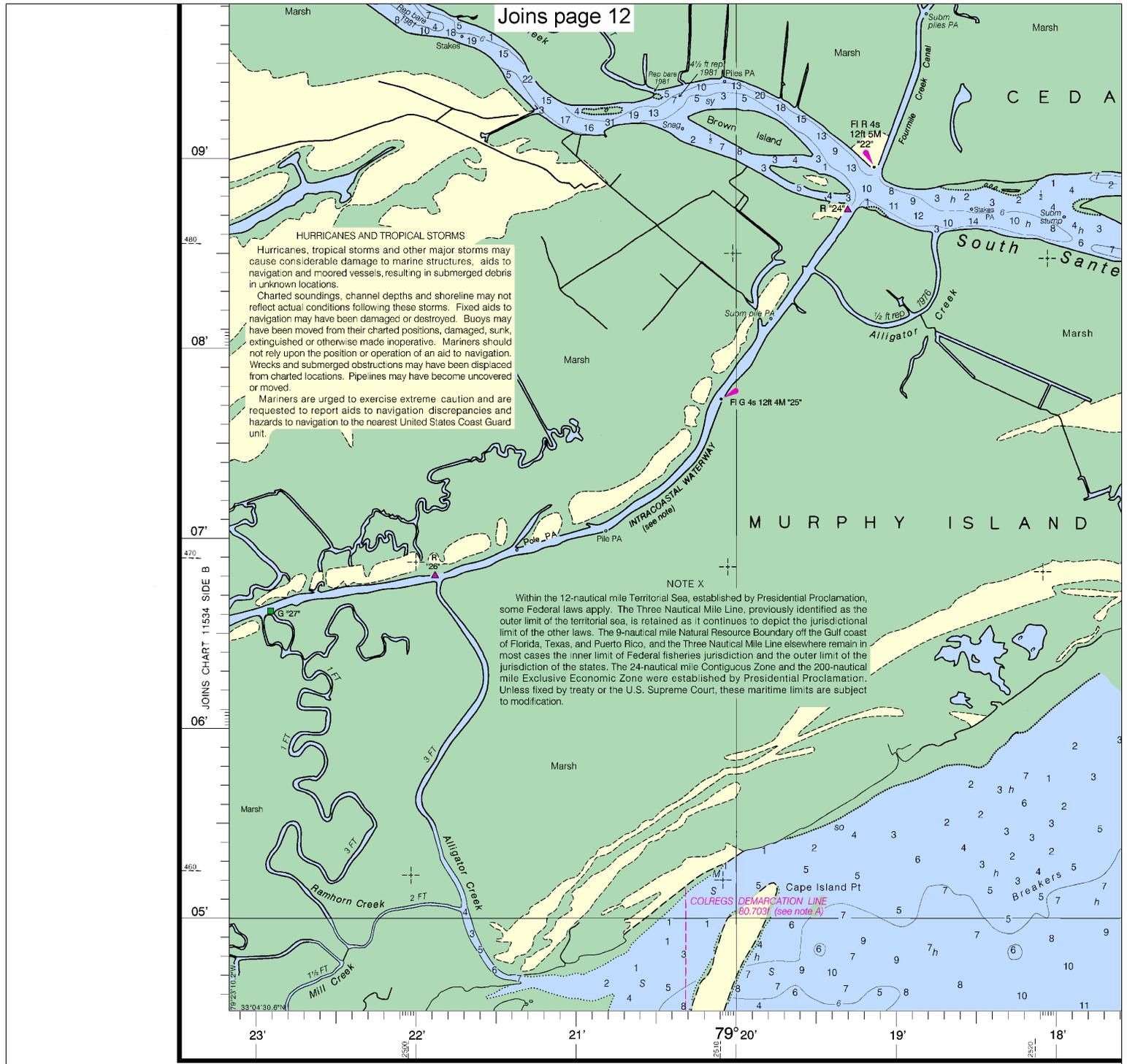
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





22nd Ed., Oct. /12 ■ Corrected through NM Oct. 20/12
 Corrected through LNM Oct. 16/12

11532

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.

This nautical chart has been designed by the U.S. Coast Guard. The U.S. Coast Guard Ocean Service encourages users to submit suggestions for improving this chart to the Chief, Hydrographic Service, NOAA, Silver Spring, Maryland.

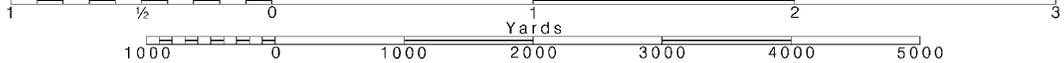
16

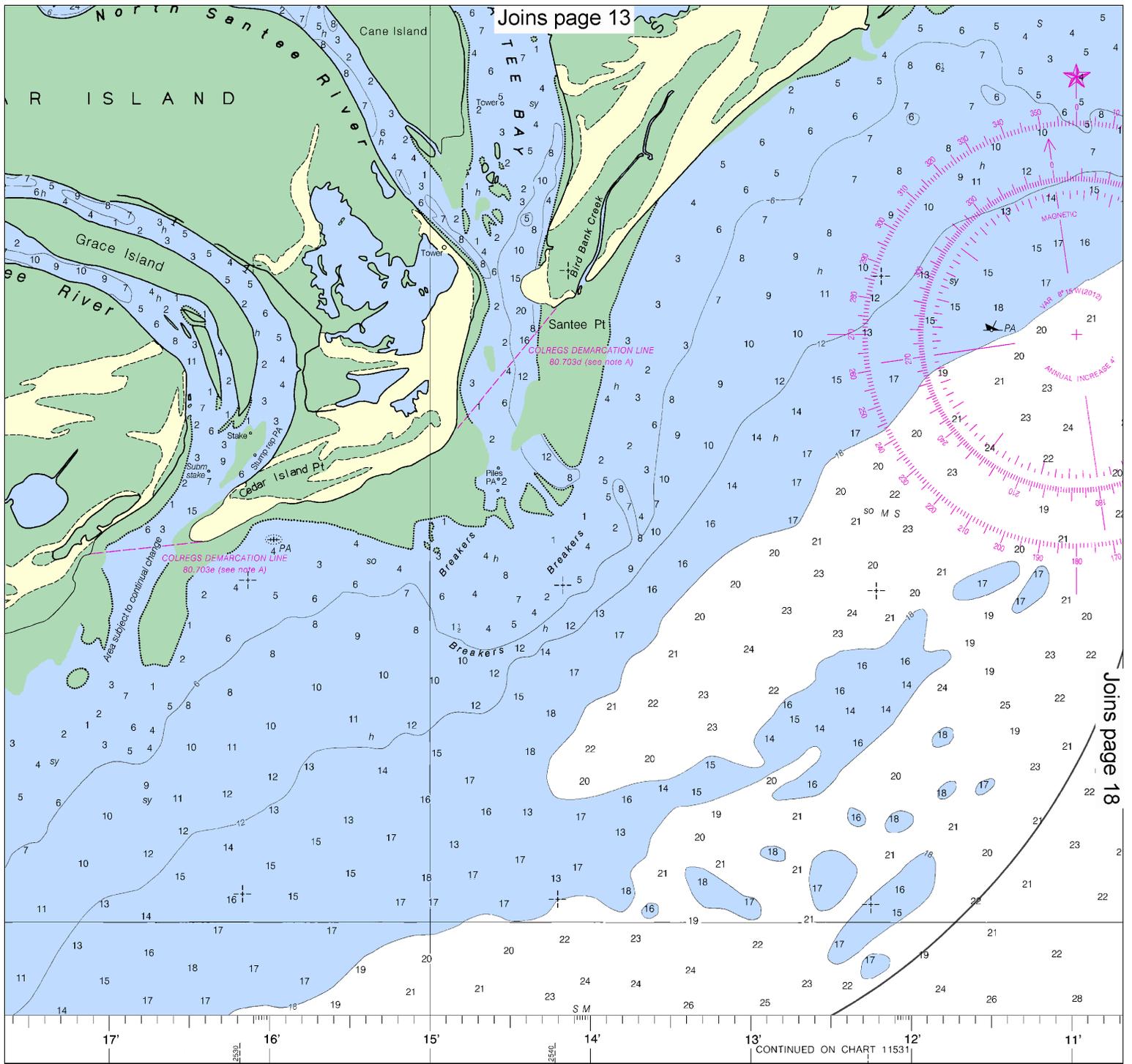
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





Joins page 13

Joins page 18

CONTINUED ON CHART 11531

signed to promote safe navigation. The National submit corrections, additions, or comments for Marine Chart Division (N/CS2), National Ocean and Land 20910-3282.

SOUNDINGS IN FEET

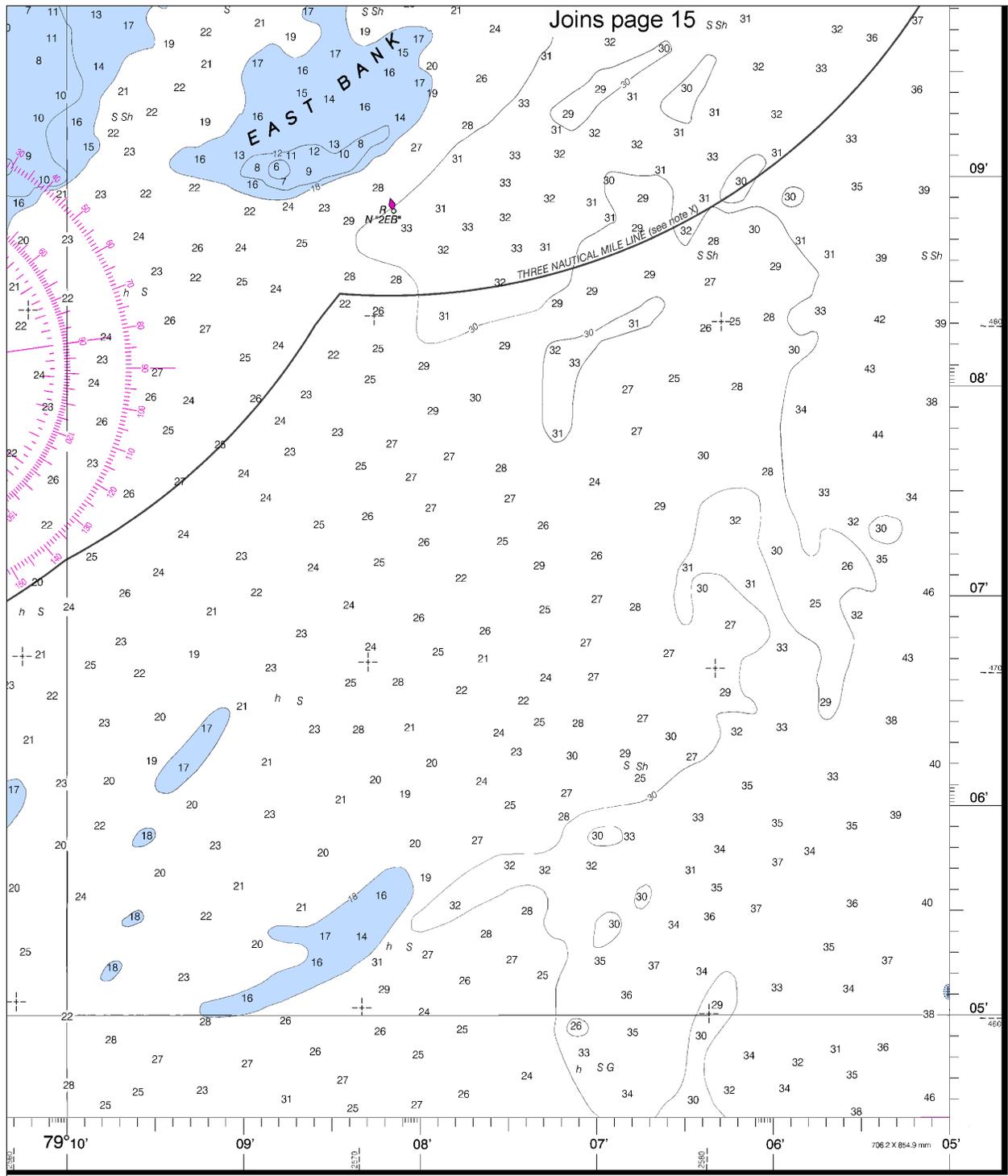
Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOM
FEET
METER

Joins page 15

EAST BANK

THREE NAUTICAL MILE LINE (see note X)



09'

08'

07'

06'

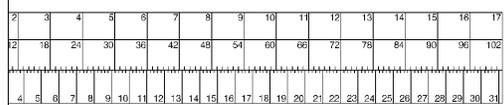
05'

79°10' 09' 08' 07' 06' 05'

ED. NO. 22

NSN 7642014010276

NGA REFERENCE NO. 11XHA11532



Winyah Bay

SOUNDINGS IN FEET - SCALE 1:40,000

11532



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
- 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.

