

BookletChart™

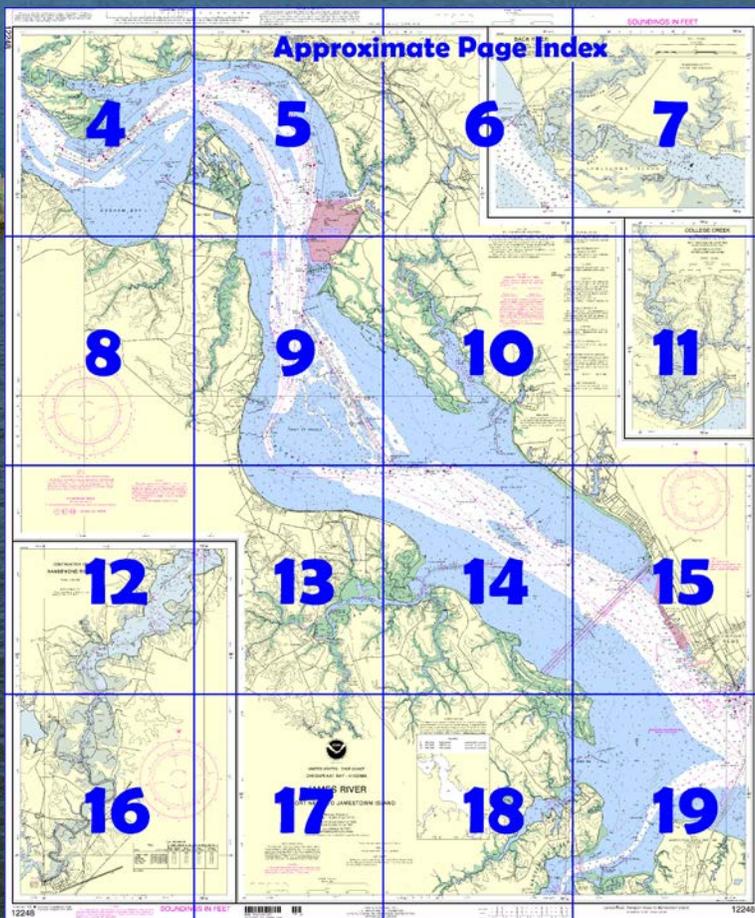


James River – Newport News to Jamestown Island NOAA Chart 12248

*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.

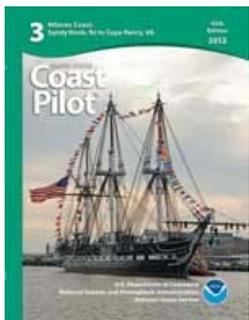
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12248>



(Selected Excerpts from Coast Pilot)

James River. Drafts of vessels above Newport News do not exceed 15 feet. The James River provides depths of 25 feet to the Richmond Deepwater Terminal and in the Terminal Turning Basin; 18 feet to and in the Richmond Harbor Turning Basin; 18 feet to the Lock at Richmond.

The currents in River follow the channel except between Hog Island and Jamestown Island where they set across Goose Hill Flats.

The places for **supplies** above Newport

News are Hopewell and Richmond.

A channel leads to Suffolk; centerline depth 9.8 feet to Daybeacon 26; 8 feet was to Suffolk.

The current is 0.9 knot and follows the direction of the channel. 2.2 miles southwestward of Pig Point, a channel marked by a seasonal light and daybeacons leads southward into **Bennett Creek**; the depth was 5½ feet in the entrance of the creek. The creek has deeper water inside to the highway bridge, which has a clearance of 20 feet. Gasoline is available below the bridge. From Pig Point to Hollidays Point Nansemond River leads between shoals that bare at low water. There are many fish stakes on the shoals near the mouth.

Great Shoal has an oyster bar that bares ½ foot at low water.

The highway bridge at **Hollidays Point** has a clearance of 7 feet.

Western Branch; the depth was 5 feet in the north half and 6 feet in the south half of the channel for 0.7 mile above the mouth; a midchannel depth of 2½ feet to 0.8 mile above the branch entrance; a midchannel depth of 2 feet to the highway bridge **Reids Ferry**. The channel entrance is marked by daybeacons for 700 feet above the Nansemond River. A marina, 0.7 mile from the Nansemond channel, has a pier with a depth of 10 feet. Gasoline and diesel fuel are available.

The bridge at Suffolk has a clearance of 3½ feet.

Batten Bay has depths of 2 to 6 feet. **Ragged Island Creek** is little used.

Chuckatuck Creek has depths of 4 feet in the approach and deeper water inside for 1.7 miles. The channel is marked by lights, buoys, and daybeacons; the channel edges are marked by bush stakes.

A shipyard is at **Crittenden**; berths.

Pagan River; the depths were 7 feet from the entrance to Daybeacon 15, thence 3 feet (4 feet at midchannel) to Smithfield.

Jones Creek; the depth was 5½ feet (6 feet at midchannel); the highway bridge above the mouth has a clearance of 8 feet. A marina and fish pier are at **Rescue**; supplies, fuel, are available. The highway bridge, 2.5 miles above the mouth, has a clearance of 7 feet.

Cypress Creek has depths of 4 feet for 2 miles.

Smithfield. The highway bridge has a clearance of 15 feet. A bridge, with a clearance of 16 feet crosses the river 0.6 mile above the highway at Smithfield.

Deep Creek is an overnight anchorage. A marked channel leads from James River to a turning basin opposite Menchville; the depths were 5 feet (7½ feet at midchannel) from the entrance to the turning basin with 7½ feet in the basin

Dangers.—Numerous stakes, piling, wrecks, and other obstructions are on both sides of the main channel in James River.

Currents.—The currents in James River follow the general direction of the channel, except between Hog Island and Jamestown Island, 25 miles above the mouth, where they set across Goose Hill Flats. In the lower reaches, the velocity of flood is about equal to that of ebb. Near Richmond, the drainage flow predominates and the current seldom, if ever, sets upstream. These normal conditions are subject to change by wind and freshets.

During severe winters some drift **ice** appears, and at times the river freezes over, but navigation to Richmond hardly ever is suspended because the ice is broken up by a tug.

A **restricted area** is at the entrance to the Skiffes Creek channel. (See **334.280**, chapter 2, for limits and regulations.)

A privately marked barge channel with a reported depth of 12 feet in 1978 leads to the Surry Nuclear Power Plant on the west side of James River opposite Skiffes Creek. The nuclear powerplant is operated by the Virginia Electric and Power Co. A 120-foot-high nuclear reactor tower at the station is prominent from all directions on the river.

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

RCC Norfolk

Commander

5th CG District

Norfolk, VA

(575) 398-6231

Table of Selected Chart Notes

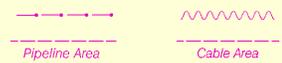
Corrected through NM Jan. 26/08
Corrected through LNM Jan. 22/08

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat. 37°03'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

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.

NANSEMOND RIVER
The project depth is 12 feet to the highway bridge at Suffolk.

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.

DEEP CREEK
From the channel entrance to the harbor the controlling depth was 4 feet, for a width of 100 feet narrowing to 60 feet at the mouth of the harbor, and 5 feet in the harbor.
May 2012

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station 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.

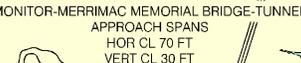
Norfolk, VA	KHB-37	162.55 MHz
-------------	--------	------------

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

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
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)

NOTE C
MONITOR-MERRIMAC MEMORIAL BRIDGE-TUNNEL
APPROACH SPANS
HOR CL 70 FT
VERT CL 30 FT



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.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. 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, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia.
Refer to charted regulation section numbers.

NOTE D
EMERGENCY RESTRICTED AREA
For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7653/7652.

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 0.532" northward and 1.163" eastward to agree with this chart.

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.

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

CAUTION
FISH TRAP AREAS AND STRUCTURES
Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.
Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.
Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: _____
Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

For Symbols and Abbreviations see Chart No. 1

ANCHORAGE AREAS
110.168 (see note A)
Limits and designations of anchorage areas are shown in magenta.



GENERAL ANCHORAGE

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
Newport News	(36°58'N/76°26'W)		2.9	2.7	0.1
Menchville	(37°05'N/76°32'W)		2.9	2.7	0.1
Burwell Bay	(37°03'N/76°40'W)		2.8	2.6	0.1

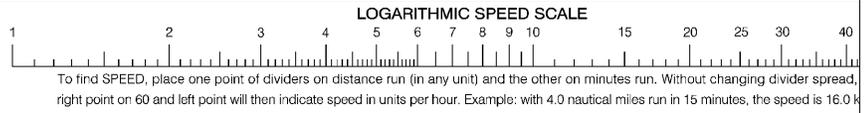
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Dec 2007)

JAMES RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2011

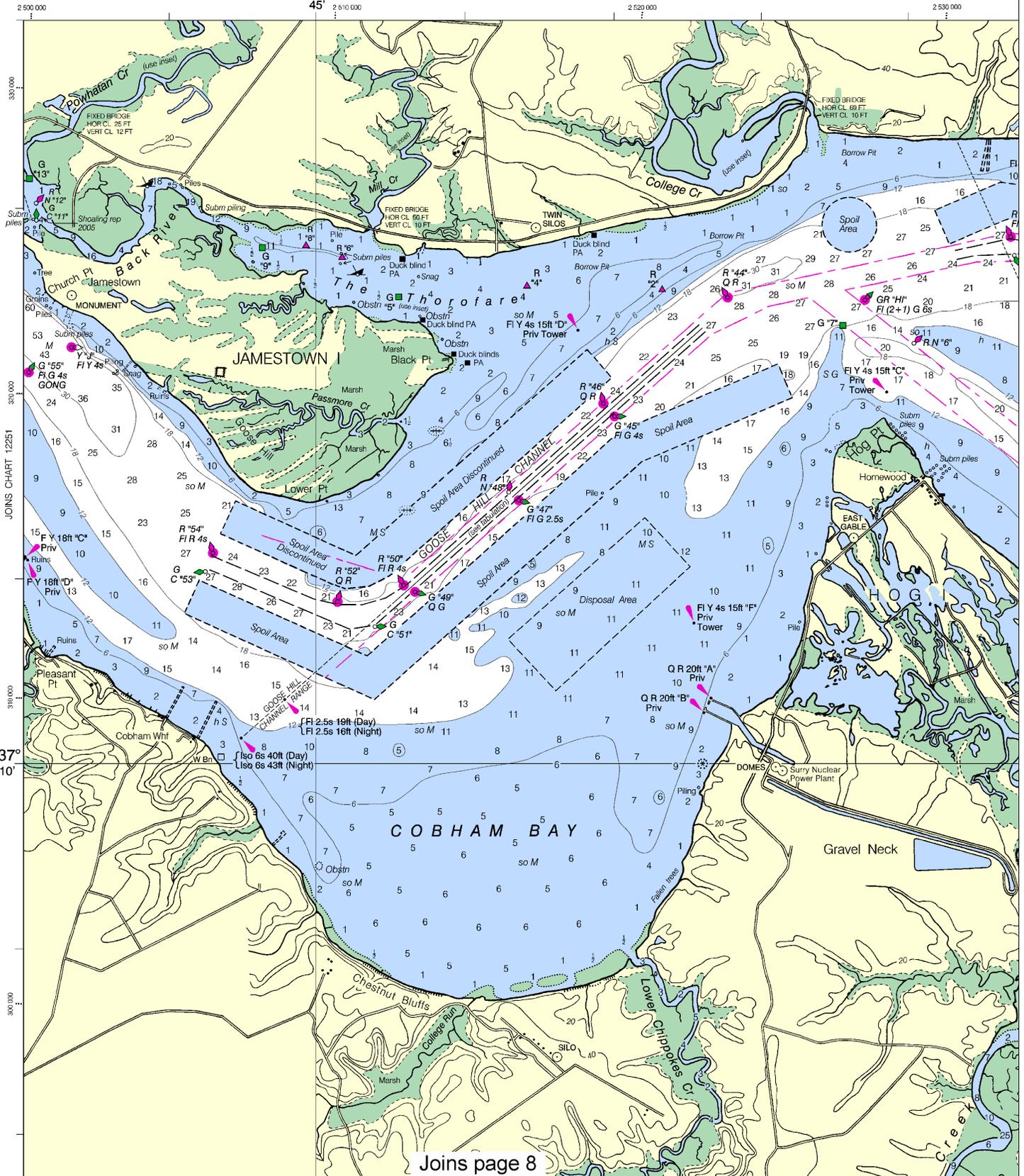
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
ROCKLANDING SHOAL CHANNEL	24.5	25.6	20.4	1-07	300	6.8	35A
TRIBELL SHOAL CHANNEL	24.5	25.2	26.1	7-11	300	5.0	35A
GOOSE HILL CHANNEL	24.8	25.7	23.7	8-11	300-450	5.7	35A

A. CHANNEL MAINTAINED TO 25 FEET.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



12248



Joins page 8

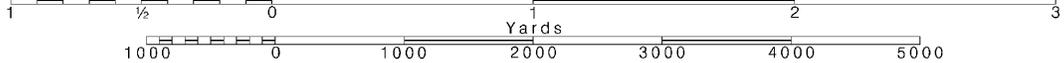
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

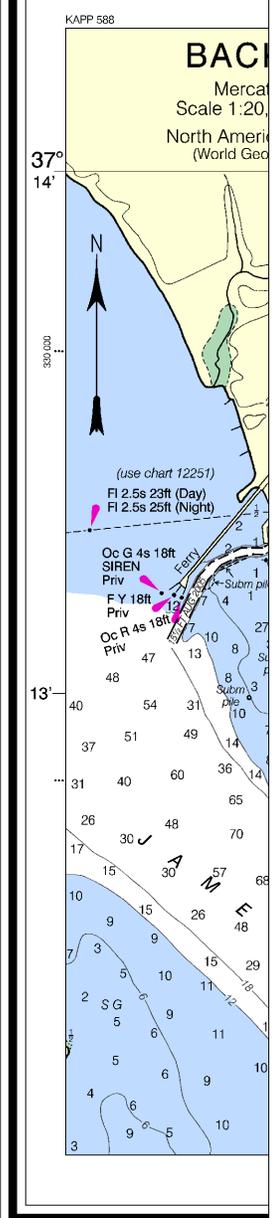
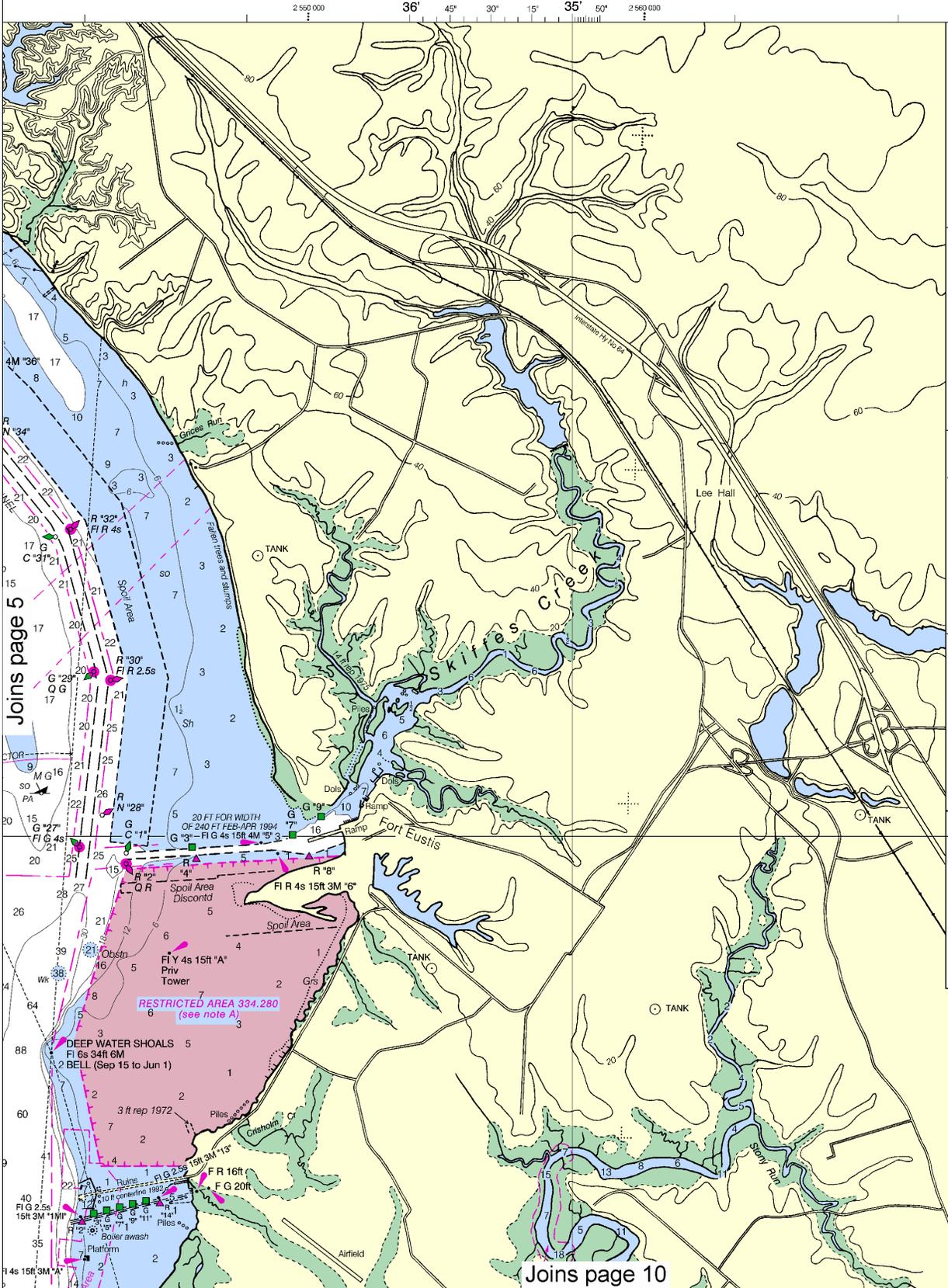
SCALE 1:40,000
Nautical Miles

See Note on page 5.



rafix, offer this chart updated weekly by NOAA for Notices to Mariners are printed when ordered using Print-on-Demand technology. New before their release as traditional NOAA charts. Ask your chart agent or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or

Formerly C&GS 529, 1st Ed. Jan. 1912 G-1952-795 KAPP 585



CAUTION FISH TRAP AREAS AND Mariners are warned that numerous fishing structures, some submerged, may be present. Such structures are not charted unless known to be hazardous to navigation. Regulations to assure clear passage through natural channels, and to established limits of fish trap areas have been established by the Corps of Engineers in the Code of Federal Regulations. Definite limits of fish trap areas have been established, and those limits are shown thus: Where definite limits have not been established, fishing structures is restricted only by the following:

CAUTION SUBMARINE PIPELINES: Charted submarine pipelines, cables and submarine pipelines are shown as:

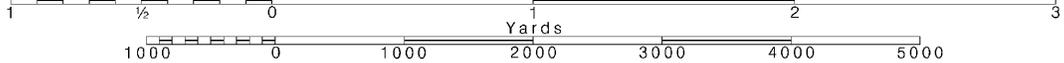


Note: Chart grid lines are aligned with true north.

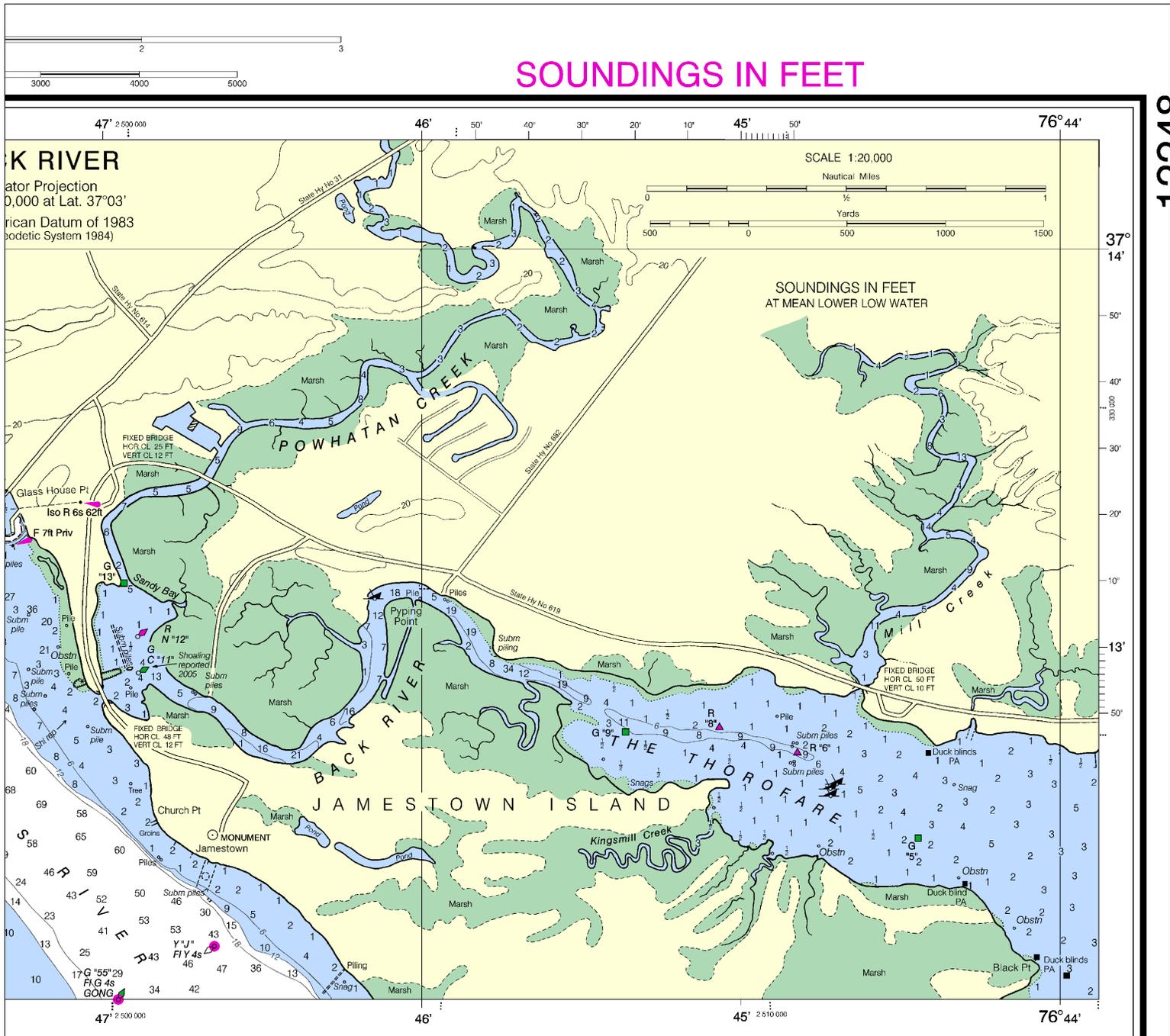
Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET



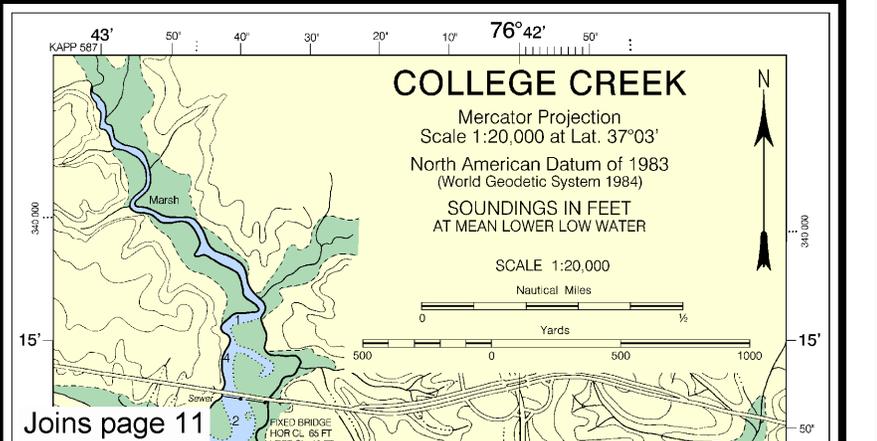
UNCHARTED STRUCTURES
 Uncharted duck blinds and fish trap areas may exist in the fish trap areas. Known to be permanent. Obstructions to and through dredged and soundings, are prescribed by the International Regulations. Obstructions have been established in some areas. When prescribed, the location of the obstructions is indicated by the regulations.

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.

PLANE COORDINATE GRID
 (based on NAD 1927)
 The Virginia State Grid (South Zone) is indicated by dotted ticks at 10,000 foot intervals.

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

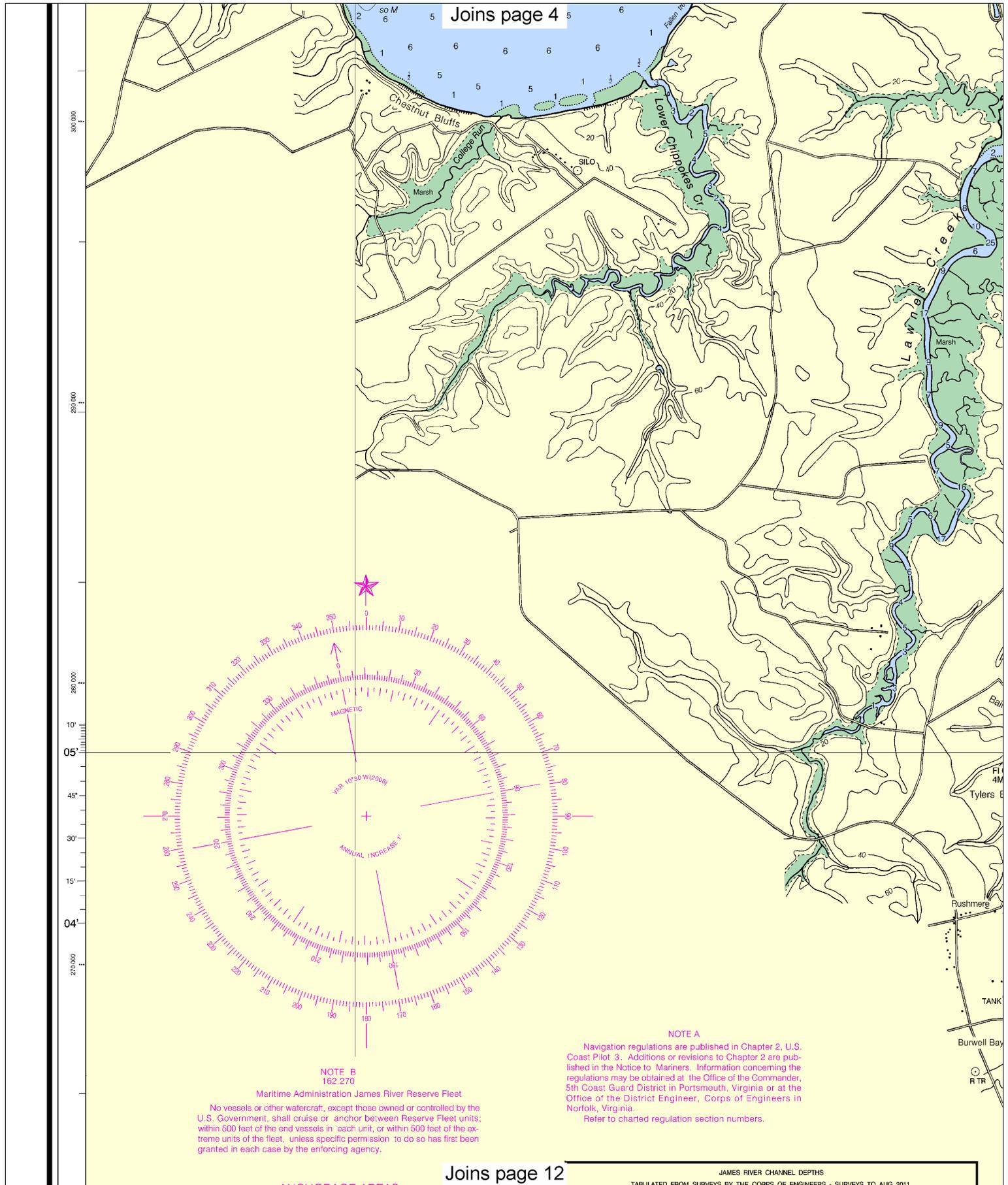
AERO ROTATING W & G
 Limitations on the use of radio signals as aids to marine navigation can be found in the



Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0113 1/1/2013, NGA Weekly Notice to Mariners: 0113 1/5/2013, Canadian Coast Guard Notice to Mariners: n/a.





JAMES RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2011

NOTE B
162.270
Maritime Administration James River Reserve Fleet

No vessels or other watercraft, except those owned or controlled by the U.S. Government, shall cruise or anchor between Reserve Fleet units; within 500 feet of the end vessels in each unit, or within 500 feet of the extreme units of the fleet, unless specific permission to do so has first been granted in each case by the enforcing agency.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. 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, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia.

Refer to charted regulation section numbers.



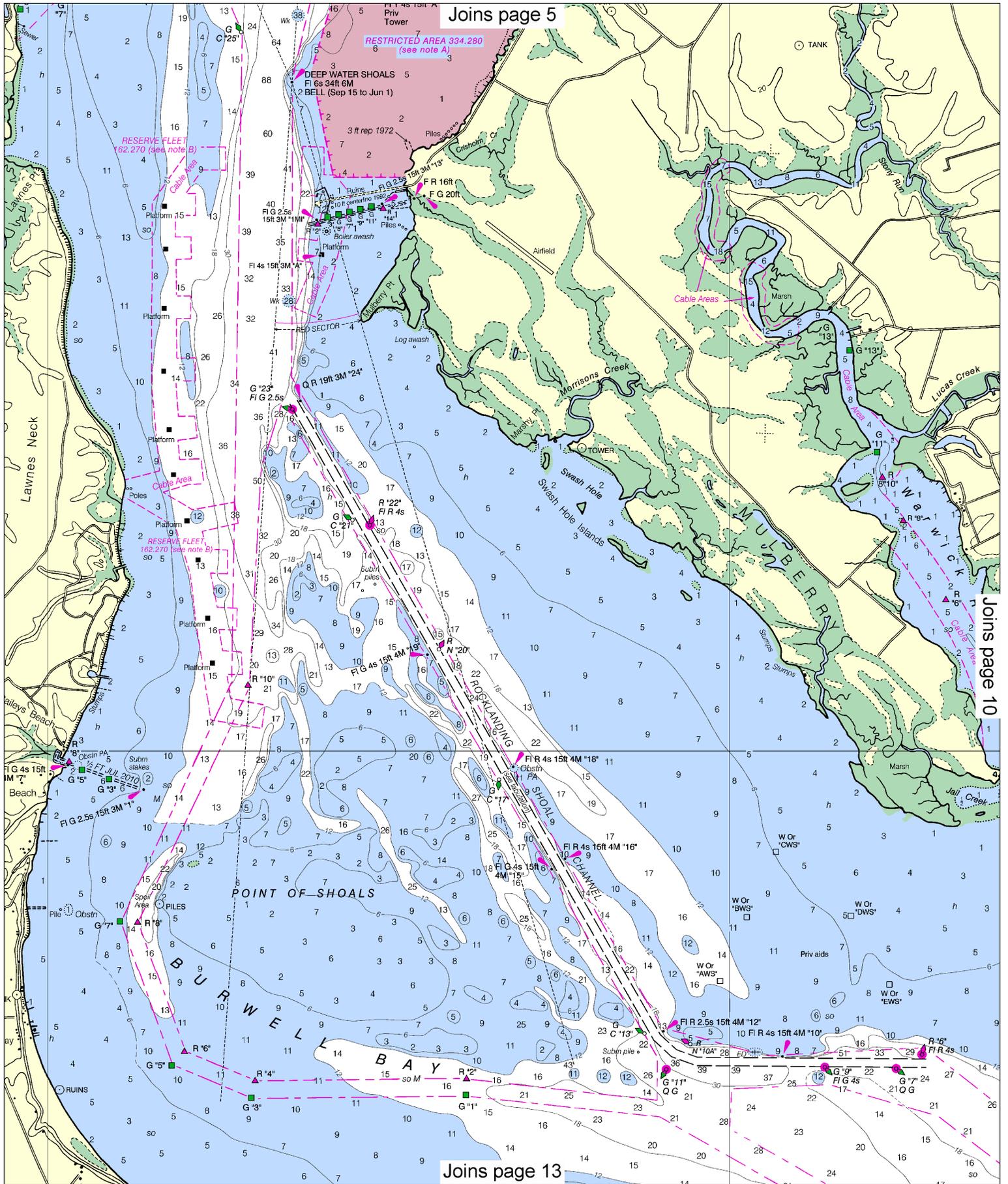
Note: Chart grid lines are aligned with true north.

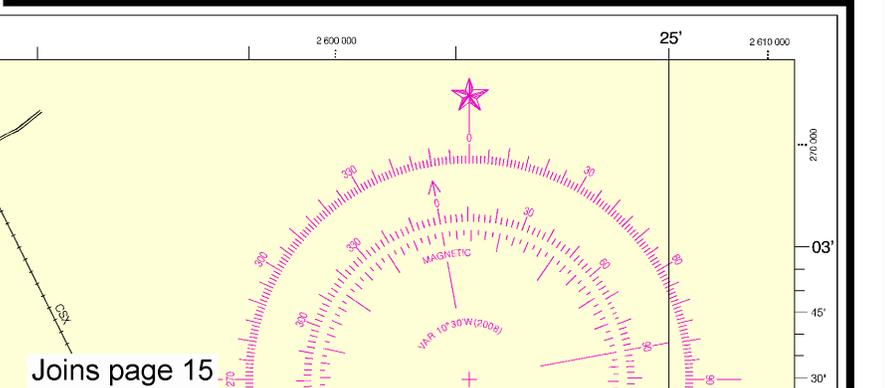
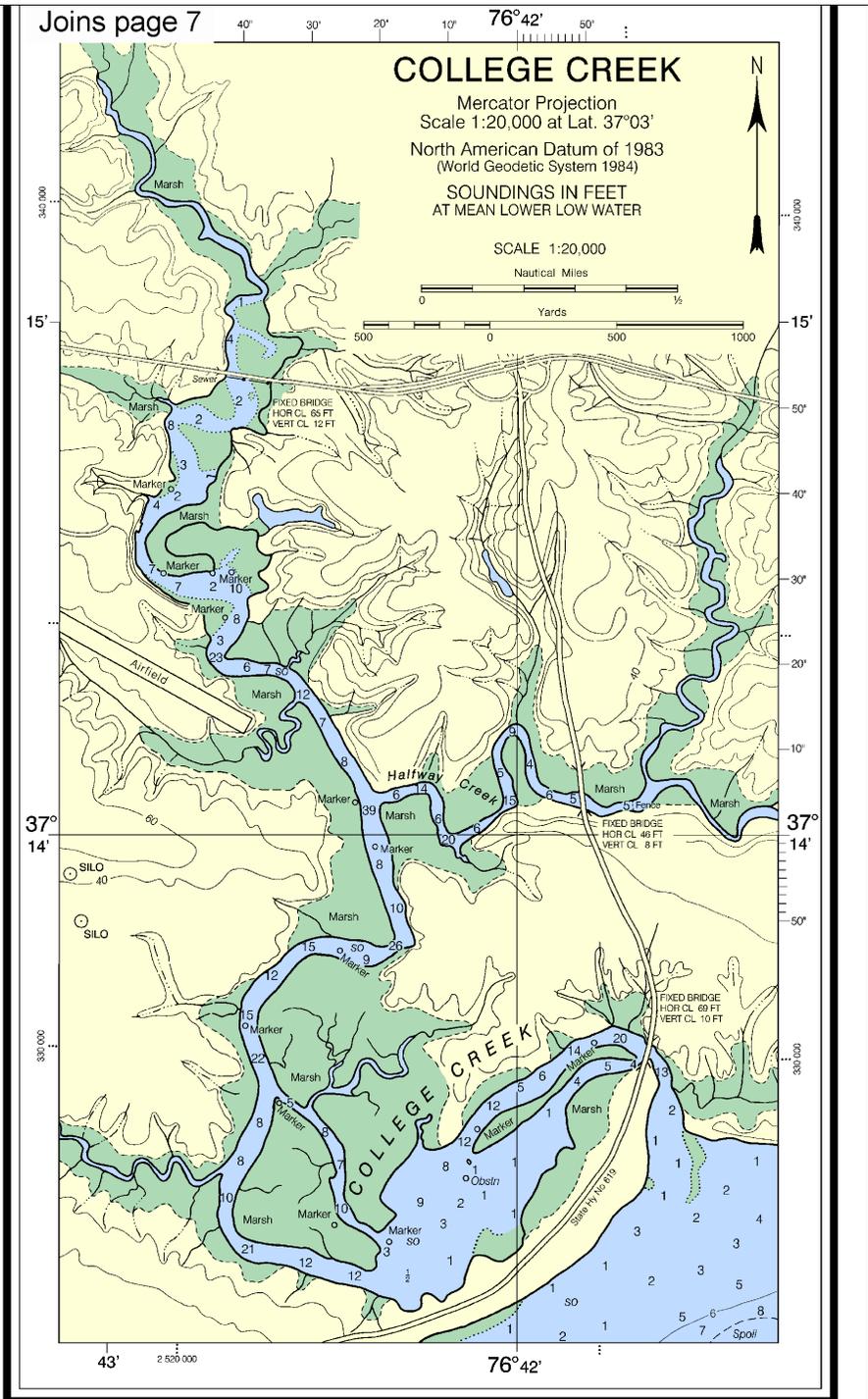
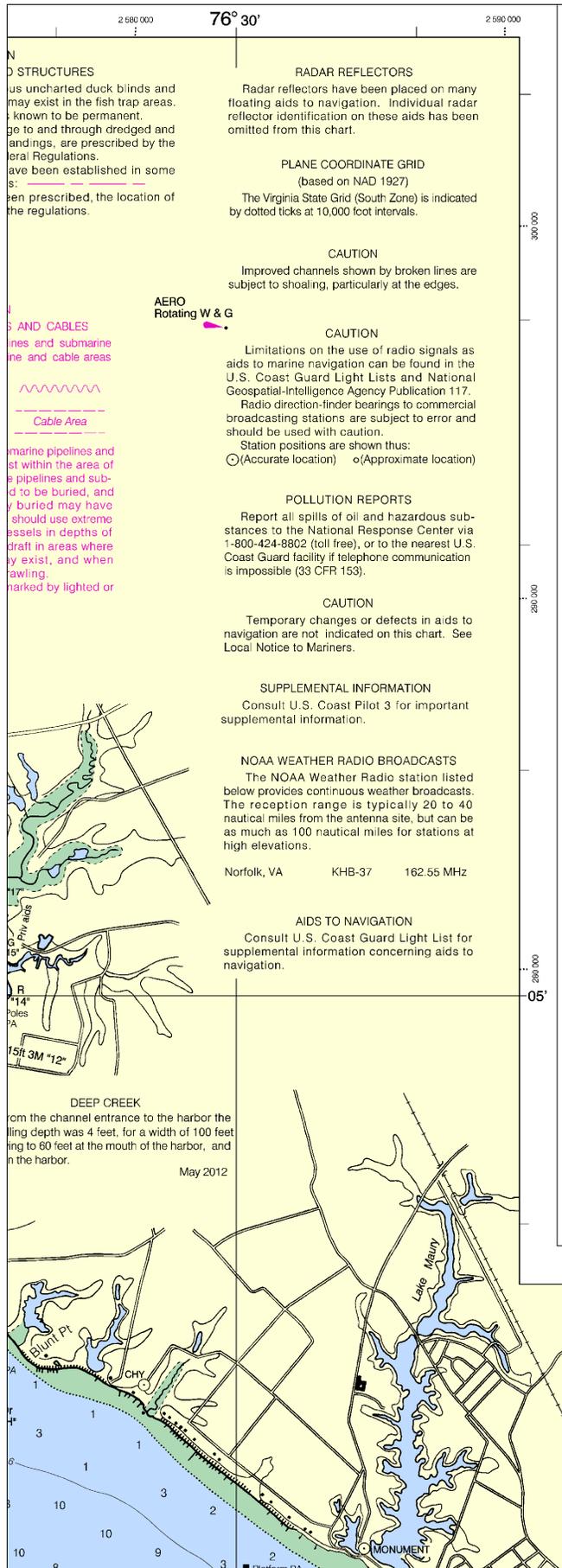
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. 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, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia.
Refer to charted regulation section numbers.

NOTE B
162.270

Maritime Administration James River Reserve Fleet

No vessels or other watercraft, except those owned or controlled by the U.S. Government, shall cruise or anchor between Reserve Fleet units; within 500 feet of the end vessels in each unit, or within 500 feet of the extreme units of the fleet, unless specific permission to do so has first been granted in each case by the enforcing agency.

ANCHORAGE AREAS
110.168 (see note A)

Limits and designations of anchorage areas are shown in magenta.

① ①-1 ①-2 GENERAL ANCHORAGE

JAMES RIVER CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2011						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	DEPTH (FEET)
ROCKLANDING SHOAL CHANNEL	24.5	25.6	20.4	1-07	300	6.8 35A
TRIBELL SHOAL CHANNEL	24.5	25.2	26.1	7-11	300	5.0 35A
GOOSE HILL CHANNEL	24.8	25.7	23.7	8-11	300-450	5.7 35A

A. CHANNEL MAINTAINED TO 25 FEET.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CONTINUATION OF
NANSEMOND RIVER

Scale 1:40,000

NANSEMOND RIVER
The project depth is 12 feet to the highway bridge at Suffolk.

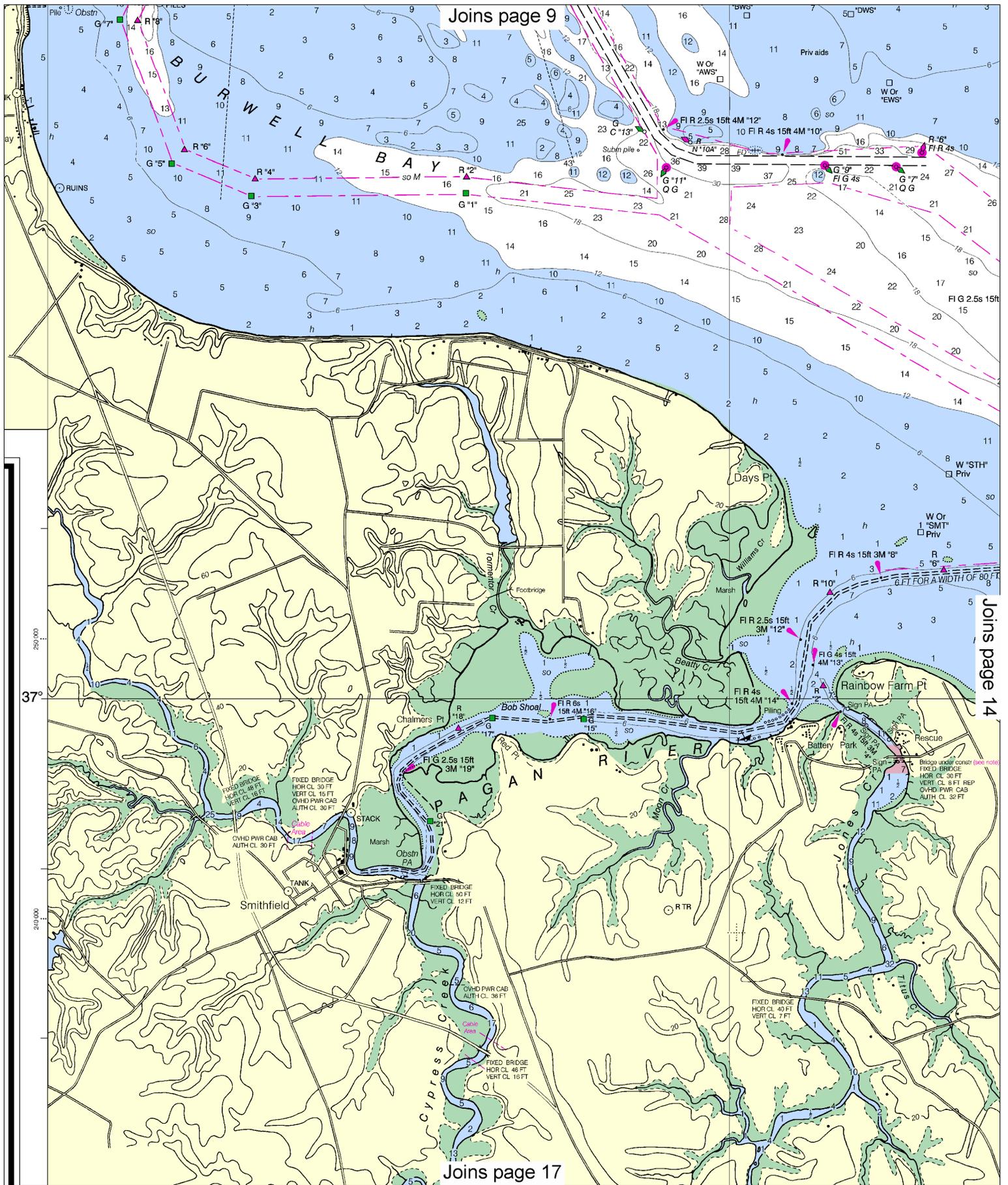
Note: Chart grid lines are aligned with true north.

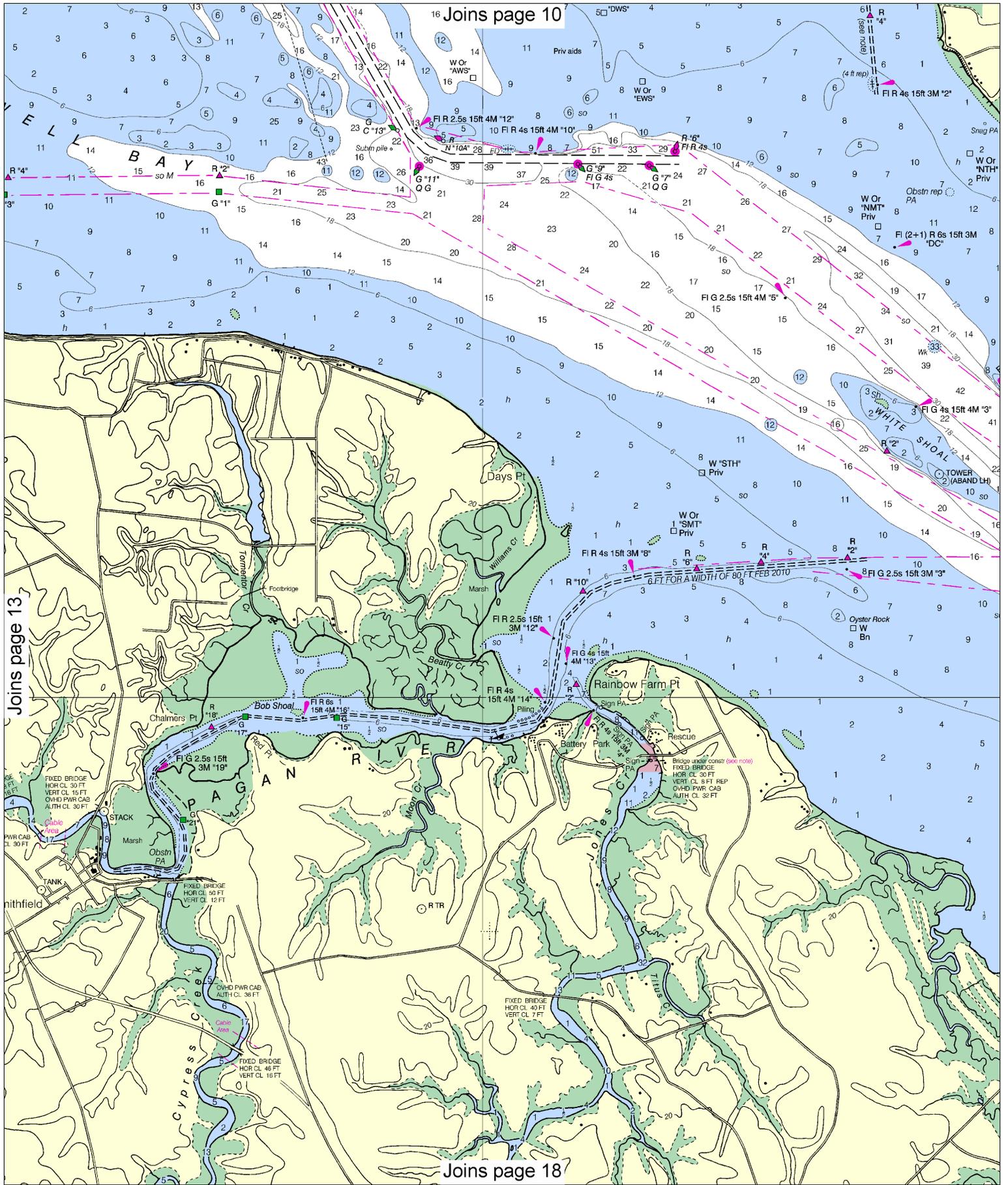
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







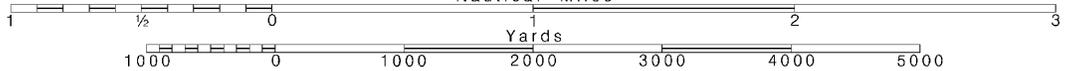
14

Note: Chart grid lines are aligned with true north.

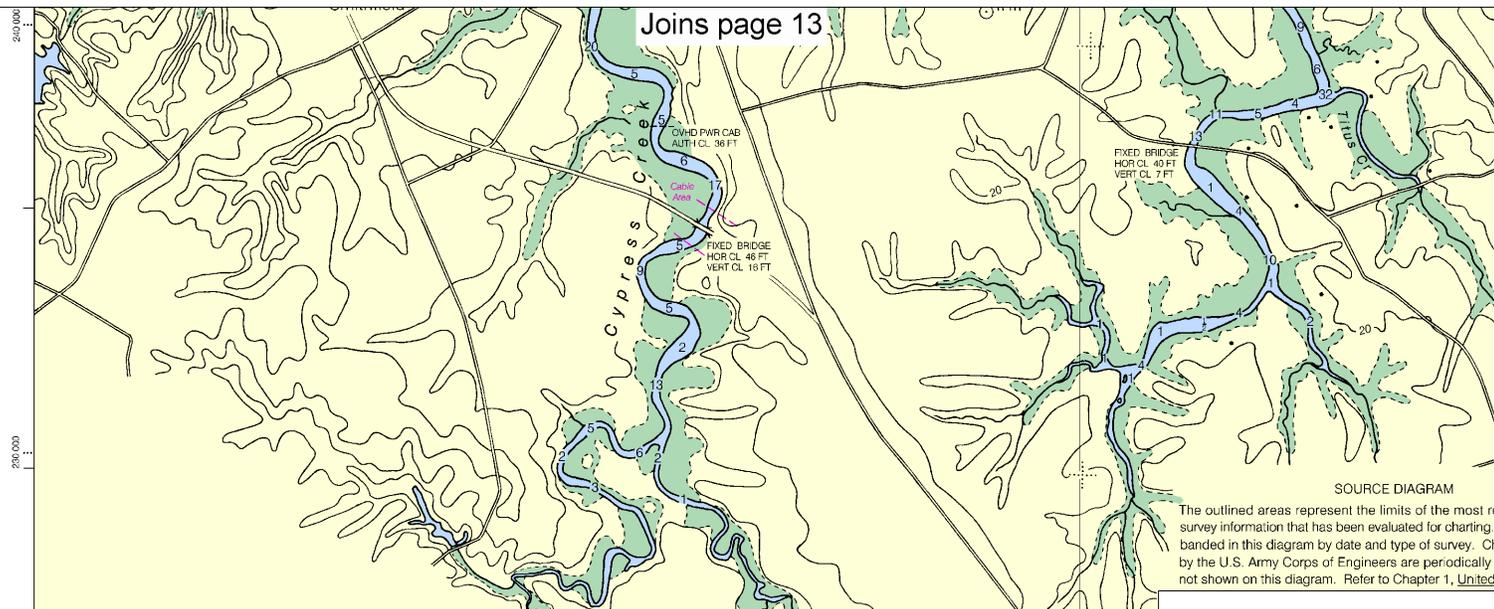
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Joins page 13



SOURCE DIAGRAM

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

SOURCE		
B1	1990-1995	NOS Surveys part
B3	1940-1969	NOS Surveys part
B4	1900-1939	NOS Surveys part



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
CHESAPEAKE BAY - VIRGINIA

JAMES RIVER

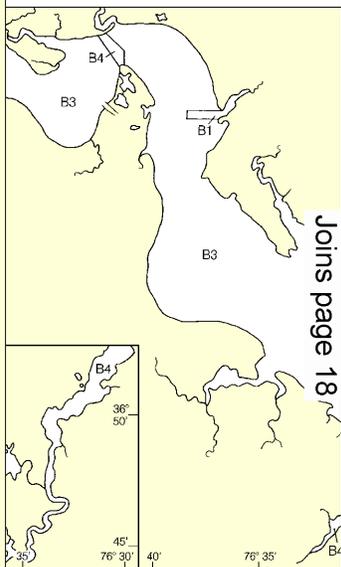
NEWPORT NEWS TO JAMESTOWN ISLAND

Mercator Projection
Scale 1:40,000 at Lat. 37°03'

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.



Joins page 18

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 0.532" northward and 1.183" eastward to agree with 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.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

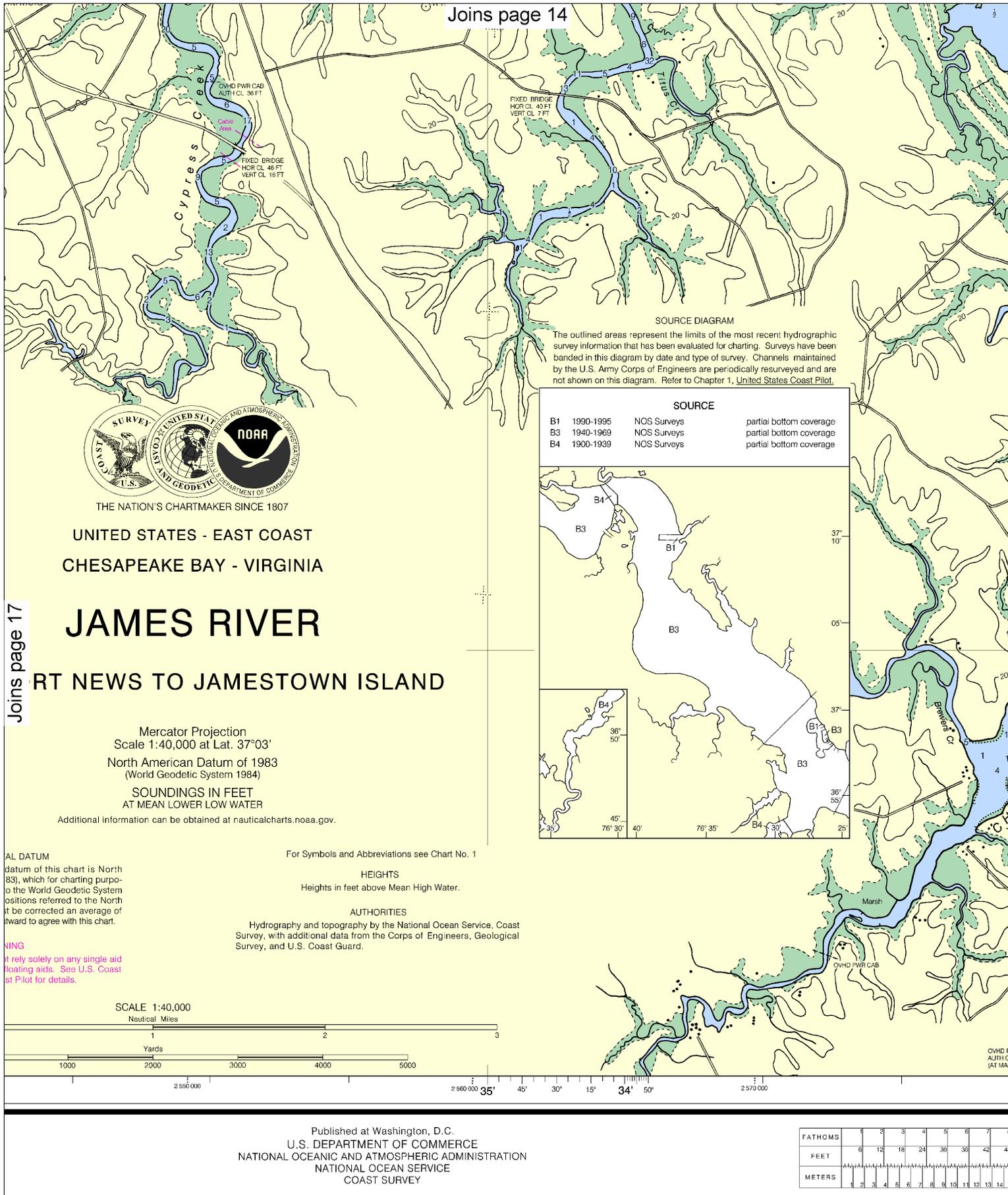
AUTHORITIES

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.

SCALE 1:40,000
Nautical Miles



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



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
CHESAPEAKE BAY - VIRGINIA

JAMES RIVER

PORT NEWS TO JAMESTOWN ISLAND

Mercator Projection
Scale 1:40,000 at Lat. 37°03'
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.

VERTICAL DATUM
Vertical datum of this chart is North American Datum of 1983, which for charting purposes is referred to the North American Datum of 1983. All soundings are corrected to agree with this chart.

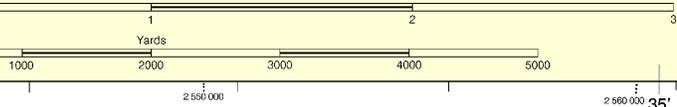
For Symbols and Abbreviations see Chart No. 1

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.

WARNING
Do not rely solely on any single aid to navigation. See U.S. Coast Pilot for details.

SCALE 1:40,000
Nautical Miles



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

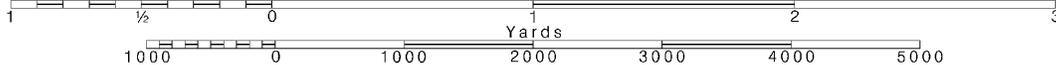
FATHOMS	1	2	3	4	5	6	7	8
FEET	6	12	18	24	30	36	42	48
METERS	1	2	3	4	5	6	7	8

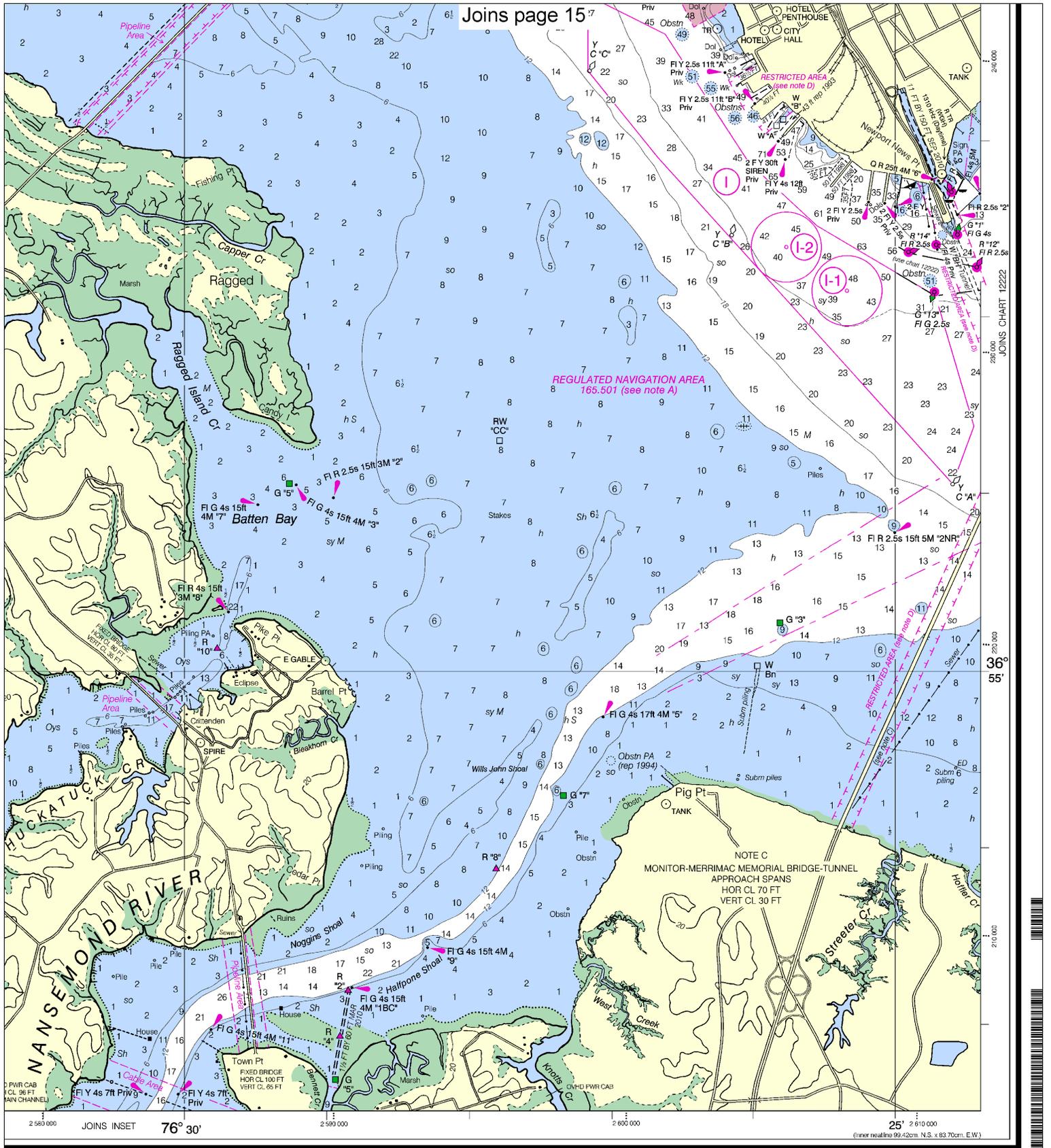
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 15

JOINS CHART 12222

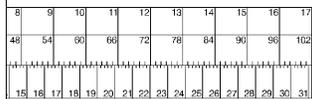
36° 55'

210 000

25'

James River, Newport News to Jamestown Island
SOUNDINGS IN FEET - SCALE 1:40,000

12248



19



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.

