

# BookletChart™

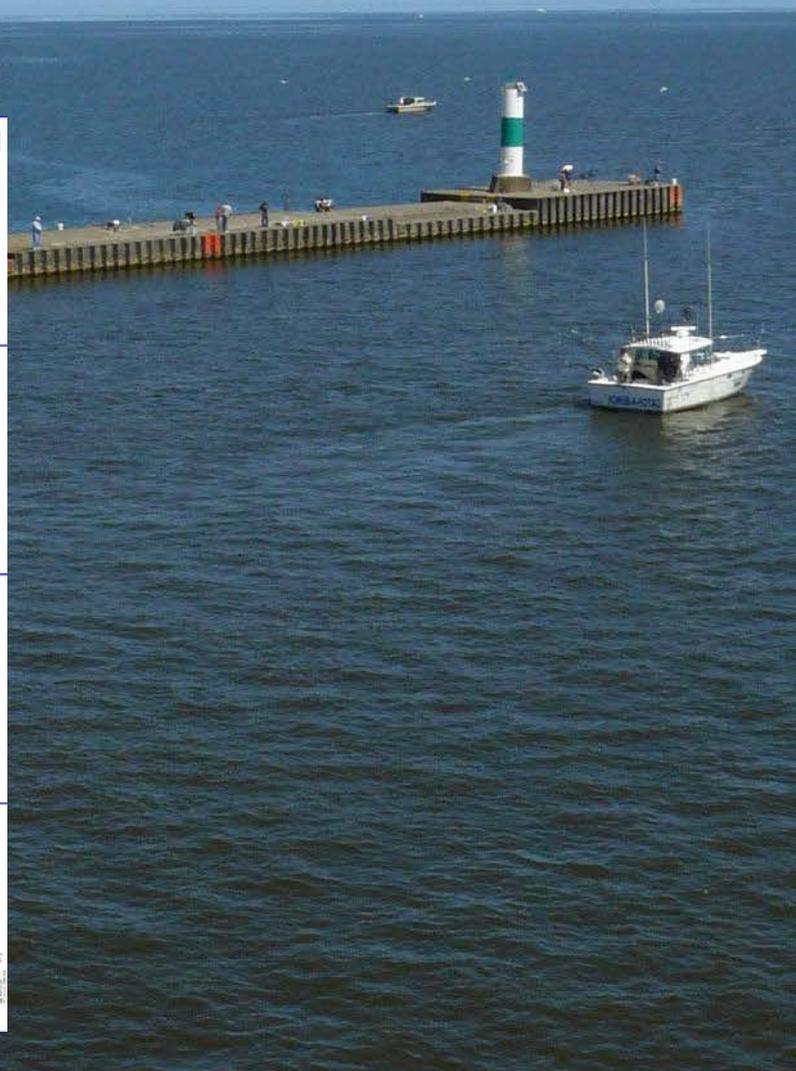
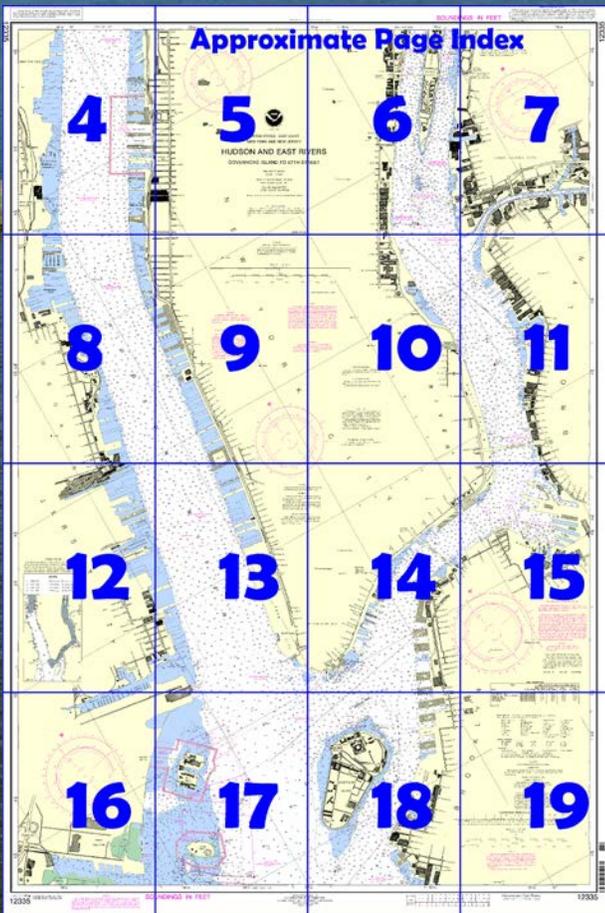


## Hudson and East Rivers – Governors Island to 67<sup>th</sup> Street NOAA Chart 12335

*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.

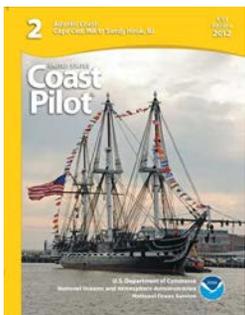
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=12335>



**(Selected Excerpts from Coast Pilot)**  
**Hudson River**, sometimes called **North River** in New York City, has its source in the Adirondack Mountains, about 275 miles along its course from a junction with East River at The Battery, NY, and flows in a general southerly direction into New York Upper Bay. Troy Lock and Dam, 134 miles above The Battery, permits vessels to pass from tidewater to the upper river and the New York State Canal System. The river

water is usually fresh as far south as Poughkeepsie, halfway from Troy Lock and Dam to The Battery.

New York City extends along the eastern bank of Hudson River for a distance of about 14 miles above The Battery. For about 5 miles northward from The Battery, the New York waterfront is an almost

continuous line of wharves and piers, some of which can accommodate the largest transatlantic liners.

**Anchorage.**—General anchorages begin 5 miles above The Battery and extend upriver for about 10 miles. (See **110.1** and **110.155**, chapter 2, for limits and regulations.)

**Dangers.**—Numerous fishtraps are planted each spring, usually from about mid-March to mid-May, during the seasonal run of shad to the spawning grounds in the upper Hudson. The charts show the fishtrap areas in the 30-mile stretch beginning about 5 miles above The Battery and extending upriver to Stony Point; Corps of Engineers permits are required for the placing of shad nets and poles in the charted areas. Outer limits of the nets usually are marked by flags during the day and by lights during the night. Caution is advised when navigating a fishtrap area because broken-off poles from previous traps may remain under the surface.

**East River** is a 14-mile-long tidal strait that connects Long Island Sound with New York Upper Bay and separates the western end of Long Island from the New York mainland. The Sound entrance is between Throgs Neck and Willets Point; the Upper Bay entrance is between The Battery and Governors Island. Hell Gate, about halfway between Throgs Neck and The Battery, is noted for its strong tidal currents. Harlem River extends northward from Hell Gate to the Hudson River. Both sides of the East River, from The Battery to Port Morris, a distance of 9 miles, present an almost continuous line of wharves except where shoals or currents prevent access.

**Caution.**—Mariners transiting East River in the vicinity of Rikers Island and/or South Brother Island Channel are advised of the following: East River Main Channel Lighted Buoy 5 has been established northeast of Rikers Island in 40°47'47"N., 73°51'59"W. to assure that no vessel penetration of air space exists over that portion of the East River which coincides with the glide path of the northeast-southwest runway of La Guardia Airport. Vessels with mast heights in excess of 125 feet shall pass 100 yards to the north of this buoy so as to avoid interference with the glide path.

**Anchorage.**—Several **general** and **special anchorages** are in East River. (See **110.1**, **110.60**, and **110.155**, chapter 2, for limits and regulations.) **Roosevelt Island Reef (Welfare Island Reef)**, with bare islets, rocks awash, and submerged rocks, extends 0.3 mile southwestward from the island. **Belmont Island**, near southwest end of reef, is marked by a light. From abreast the entrance to Newtown Creek, the 35-foot-project main channel of the East River crosses from the west side of the river to the east side. **Poorhouse Flats Lighted Range** (Front Light; 40°43'28"N., 73°57'46"W.), bearing **161°**, is on the Brooklyn side of the river and marks the best water in the crossover.

**East River Deepwater Lighted Range** (Front Light; 40°41'58"N., 73°59'59"W.), bearing **078°**, is on the Brooklyn side of the river and marks the best water in the 40-foot-project main channel which leads from deep water in New York Upper Bay to the East River. The range line passes about midway between The Battery and Governors Island, 0.5 mile to the southward.

**Caution.**—Eelgrass is found in most of the waters described in this chapter. Eelgrass nets are often placed at the entrances to canals and are sometimes difficult to see. South shore inlets and bays are prone to extreme shoaling and depths as low as 1 to 2 feet at low tide. The location of marked channels is subject to change in order to mark best water.

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

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

# Table of Selected Chart Notes

## CAUTION

### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

## 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.

Mercator Projection

Scale 1:10,000

North American Datum of 1983

(World Geodetic System 1984)

SOUNDINGS IN FEET

AT MEAN LOWER LOW WATER





73°58' 2010 40°46'

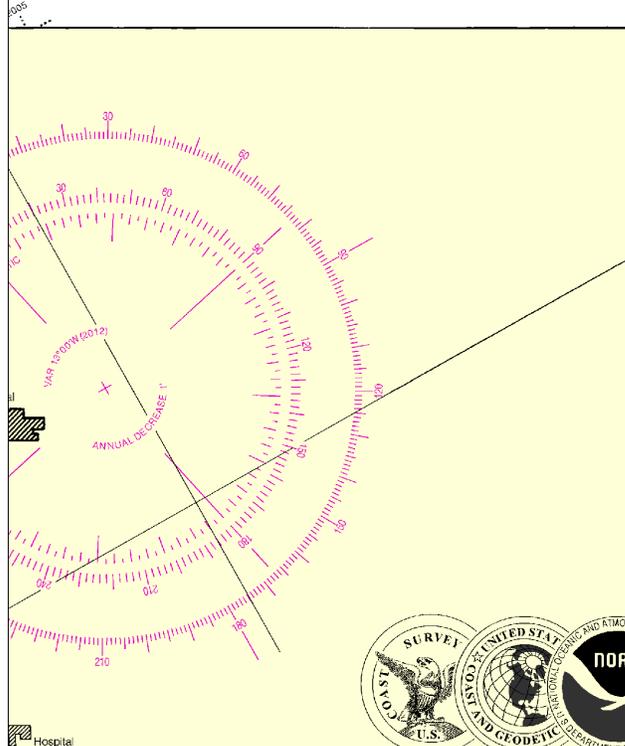
NEWTOWN CREEK CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2009 AND SURVEYS TO APR 2009							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (MLLW) (FEET)
<b>CHANNEL REACH</b>							
A	4.9	8.2	13.4	4-09	1300-900	0.54	23
B	16.3	19.0	15.1	4-09	130	0.25	23
C	13.6	15.4	11.9	4-09	130	0.42	23
L	6.9	3.6	3.0	4-09	100-315	0.07	20

REACH A. SHOALING EXISTS ACROSS THE ENTIRE WIDTH OF THE CHANNEL, THROUGHOUT THIS ENTIRE REACH, EXCEPT FOR APPROXIMATELY THE FIRST 300 FEET OF THIS REACH AND A NARROW STRIP AT THE MIDDLE OF THE CHANNEL AT THE PULASKI BRIDGE.

REACH B. SHOALING EXISTS ACROSS THE ENTIRE WIDTH OF THE CHANNEL, THROUGHOUT THIS ENTIRE REACH, EXCEPT FOR A NARROW STRIP IN THE MIDDLE OF THE CHANNEL AT THE PULASKI BRIDGE.

PARTIAL REACH L. SHOALING EXISTS THROUGHOUT THIS ENTIRE REACH OF THE CHANNEL.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



THE NATION'S CHARTMAKER SINCE 1807  
 UNITED STATES - EAST COAST  
 NEW YORK - NEW JERSEY

# HUDSON AND EAST RIVERS

## GOVERNORS ISLAND TO 67TH STREET

Mercator Projection  
 Scale 1:10,000

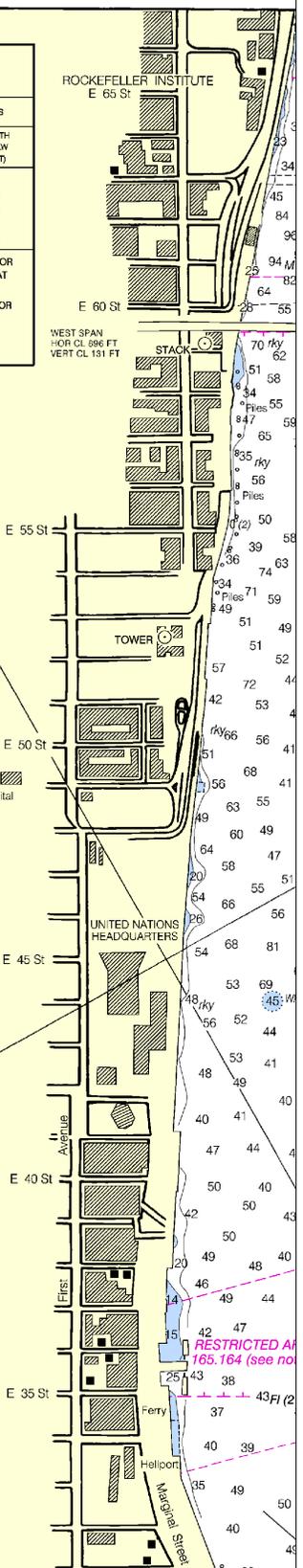
North American Datum of 1983  
 (World Geodetic System 1984)

SOUNDINGS IN FEET  
 AT MEAN LOWER LOW WATER

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

**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**  
 BASCULE BRIDGE CLEARANCES  
 For bascule bridges, whose spans do not



Joins page 5

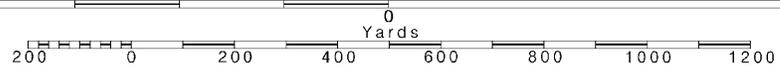
Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

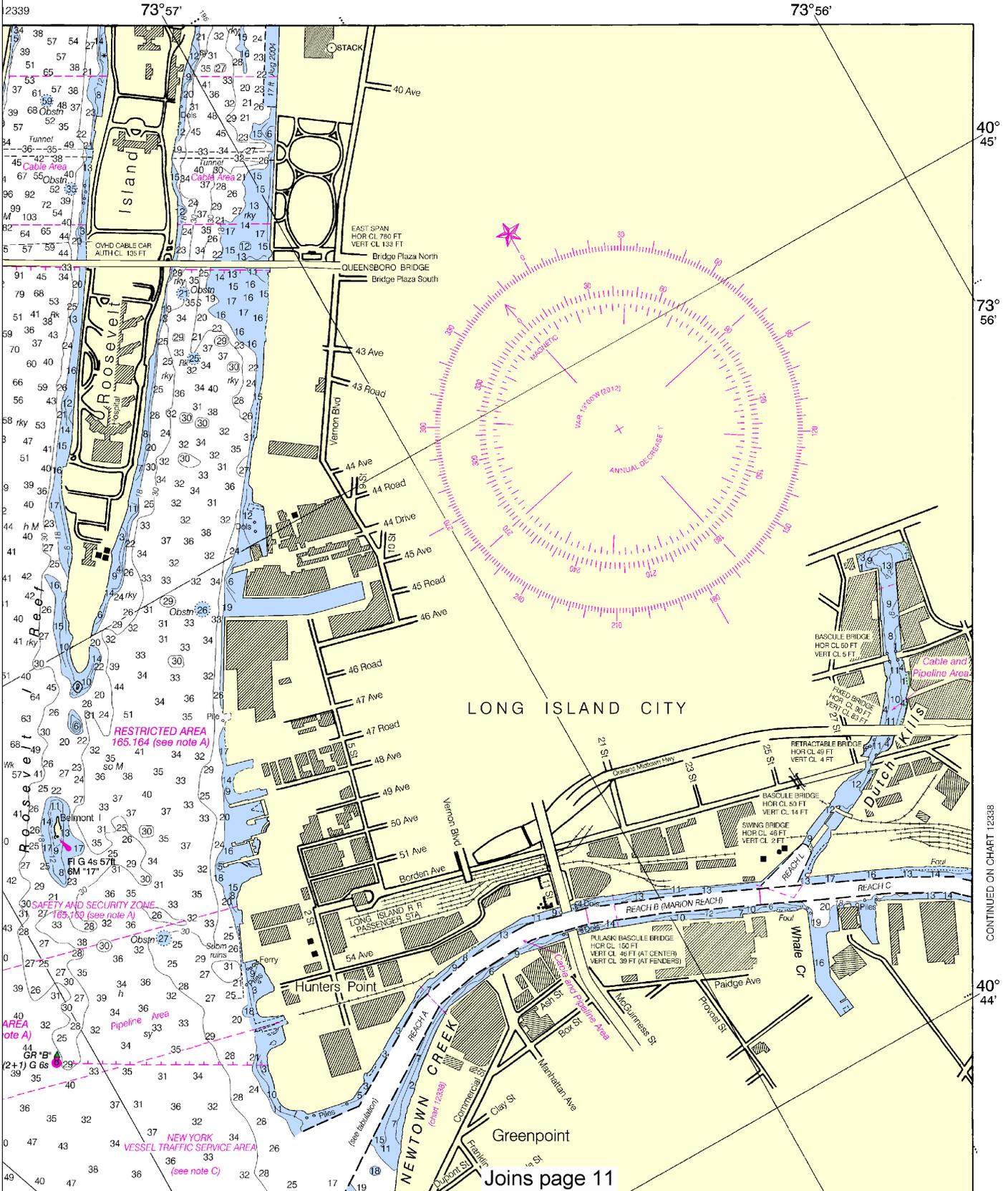
See Note on page 5.



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://ocedata.ncd.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

# SOUNDINGS IN FEET

12335



LONG ISLAND CITY

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CONTINUED ON CHART 12338

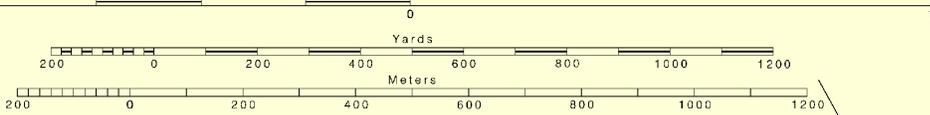
This Booklet Chart has been updated through: Coast Guard Local Notice To Mariners: 5112 12/18/2012, NGA Weekly Notice to Mariners: 5212 12/29/2012, Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.





CAUTION  
BASCULE BRIDGE CLEARANCES  
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

SCALE 1:10,000  
Nautical Miles



METROPOLITAN LIFE TOWER

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, cragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE C

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

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.

AIDS TO NAVIGATION

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

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: Submerged piling may exist in these areas.

SUPPLEMENTAL INFORMATION

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

CAUTION

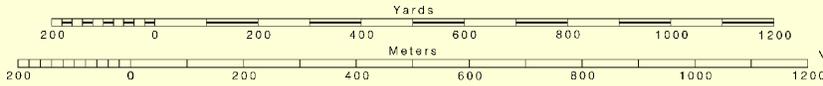
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

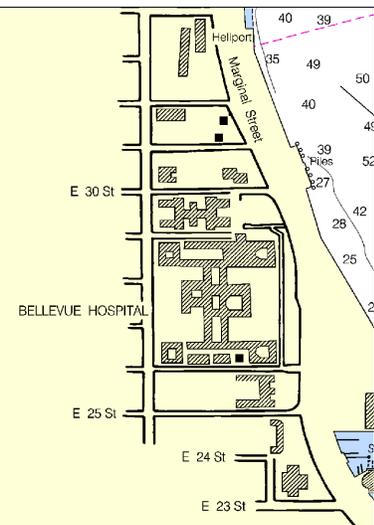
Station positions are shown thus:  
 (Accurate location) (Approximate location)

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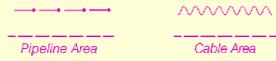
SCALE 1:10,000  
Nautical Miles



METROPOLITAN LIFE TOWER



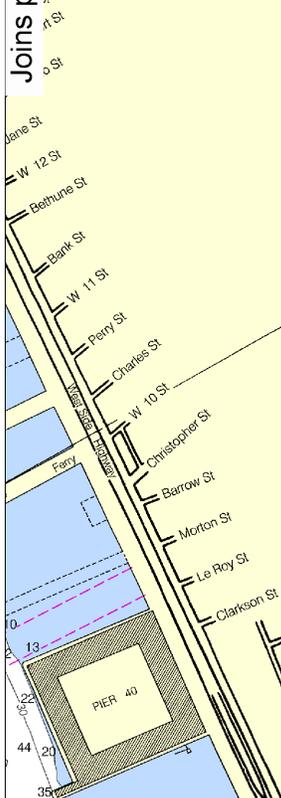
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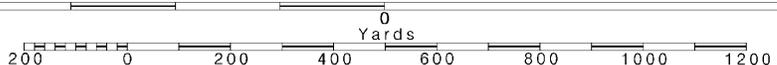
Y  
M  
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N  
H  
R  
A  
T  
K  
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A  
N  
C

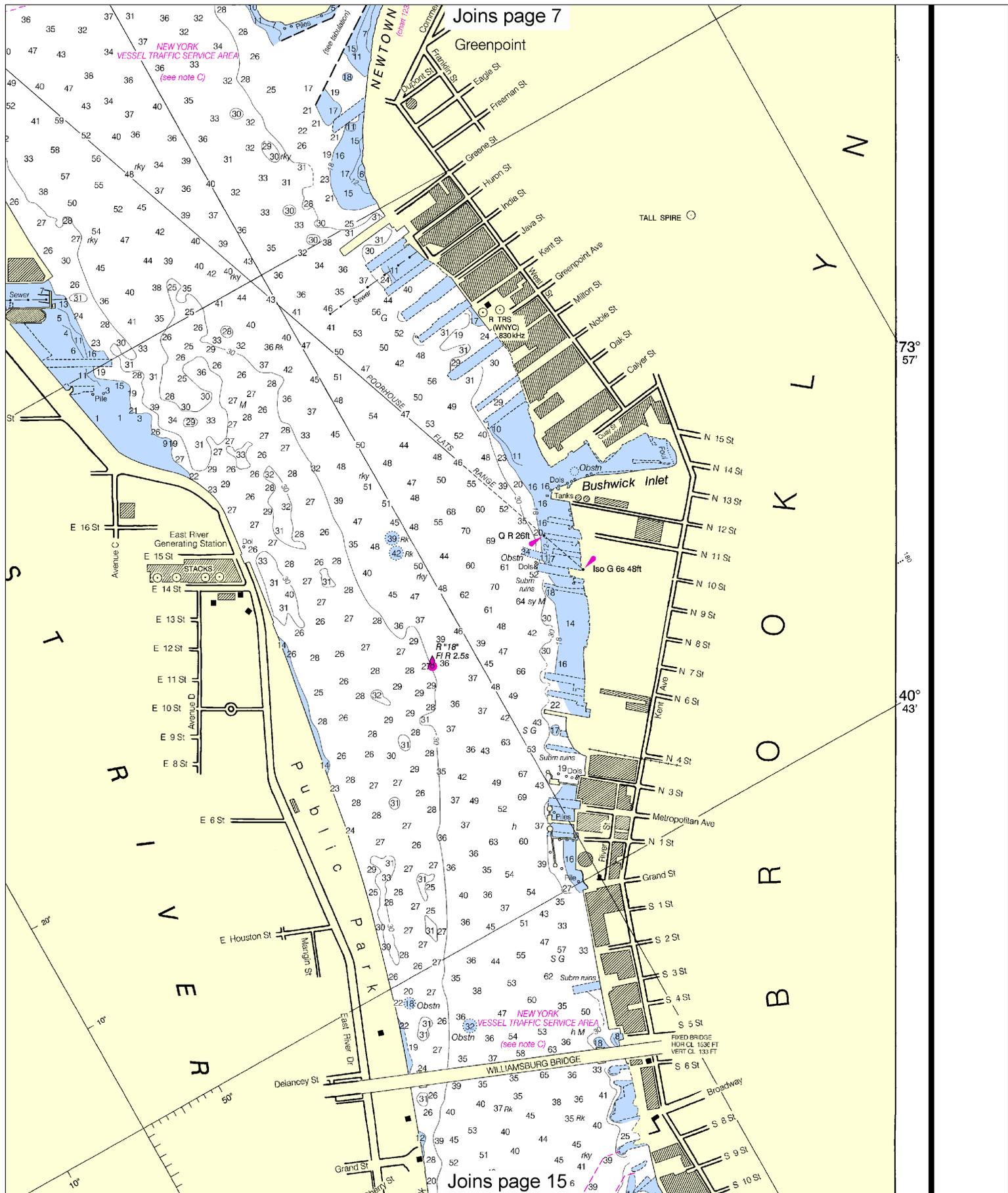
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Greenpoint

73° 57'

40° 43'

Joins page 15

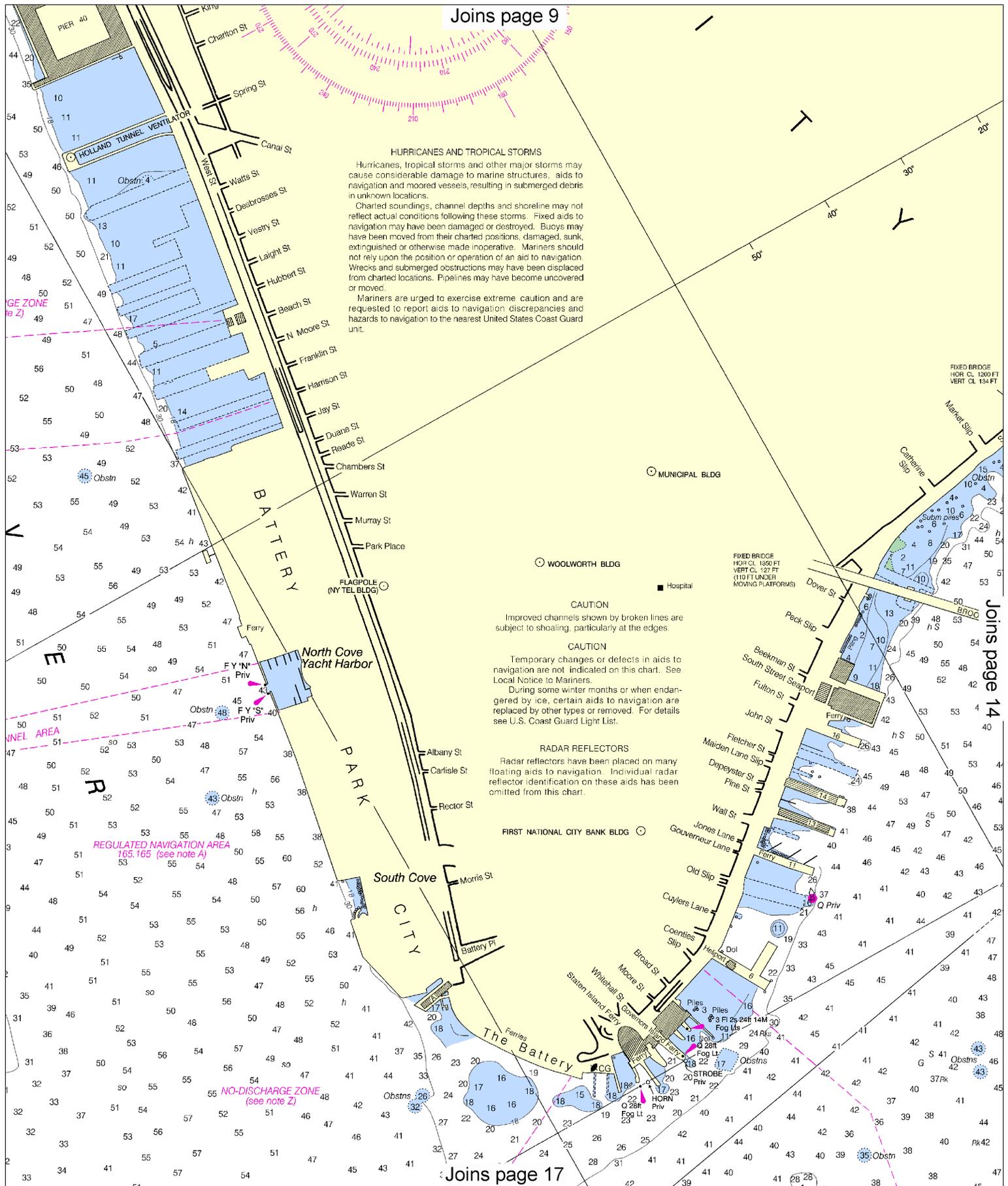


HURRICANES AND TROPICAL STORMS

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.

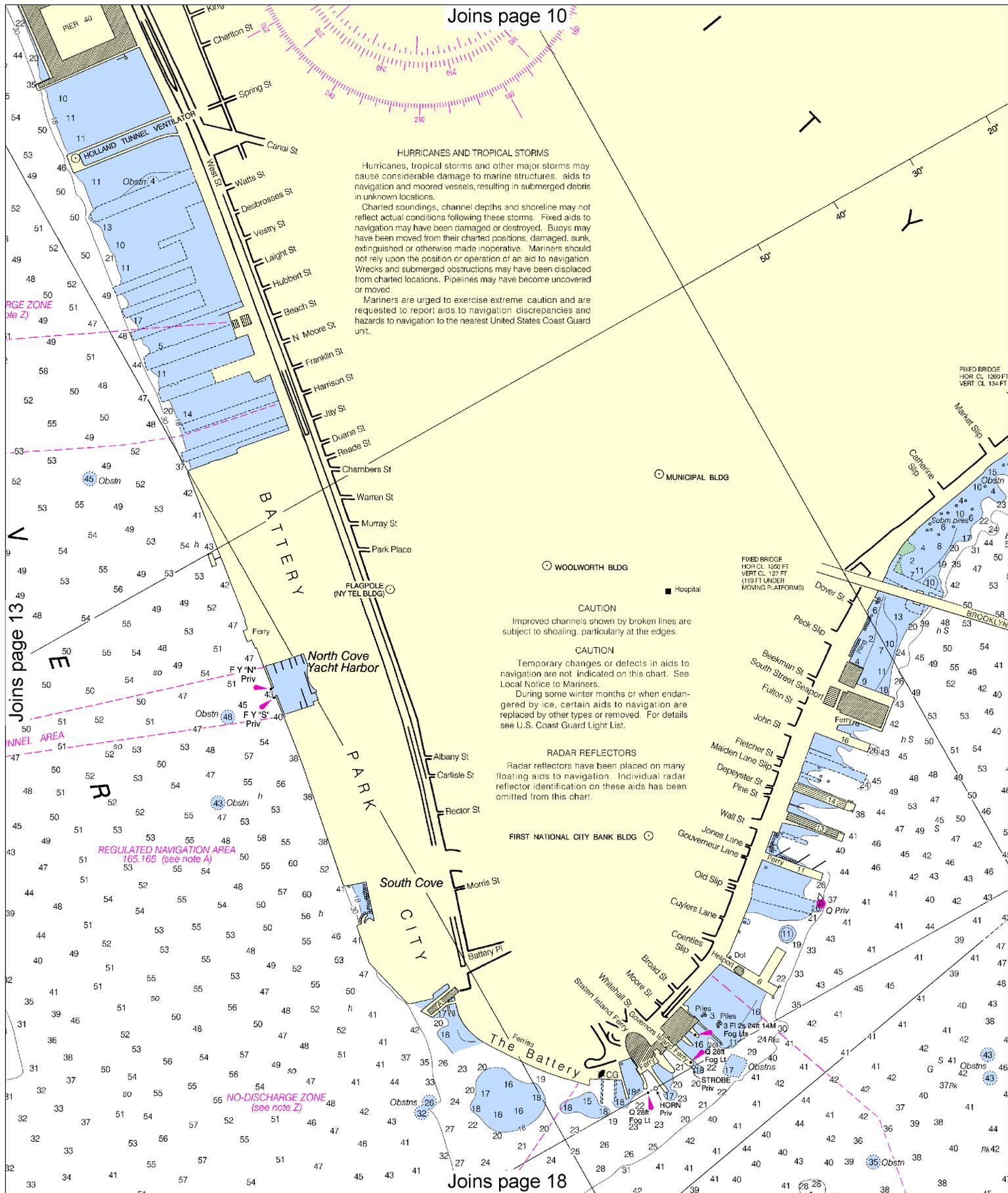


CAUTION Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners. During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

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.

FIRST NATIONAL CITY BANK BLDG

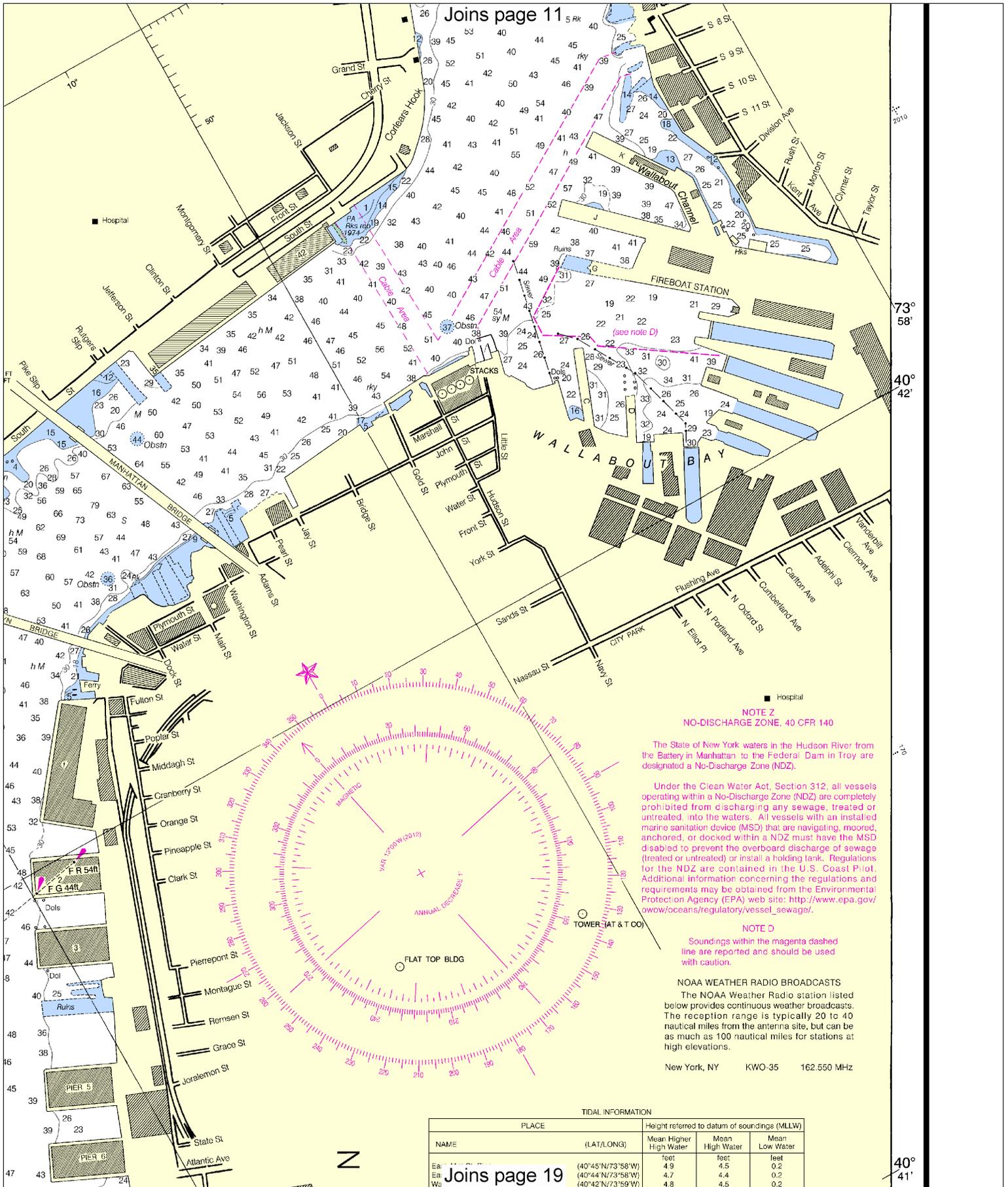


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.





**NOTE Z**  
NO-DISCHARGE ZONE, 40 CFR 140

The State of New York waters in the Hudson River from the Battery in Manhattan to the Federal Dam in Troy are designated as a No-Discharge Zone (NDZ).

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

**NOTE D**  
Soundings within the magenta dashed line are reported and should be used 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.

New York, NY KWO-35 162.550 MHz

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Et	(40°45'N/73°58'W)	4.9	4.5	0.2
Er	(40°44'N/73°58'W)	4.7	4.4	0.2
Wt	(40°42'N/73°59'W)	4.8	4.5	0.2

73° 58' 40° 42'

40° 41'

40° 43'

74° 04'

40° 42'

74° 04'

74° 03'

45th Ed., Mar. /12 ■ Corrected through NM Mar. 10/12  
Corrected through LNM Feb. 28/12  
**12335**

**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).

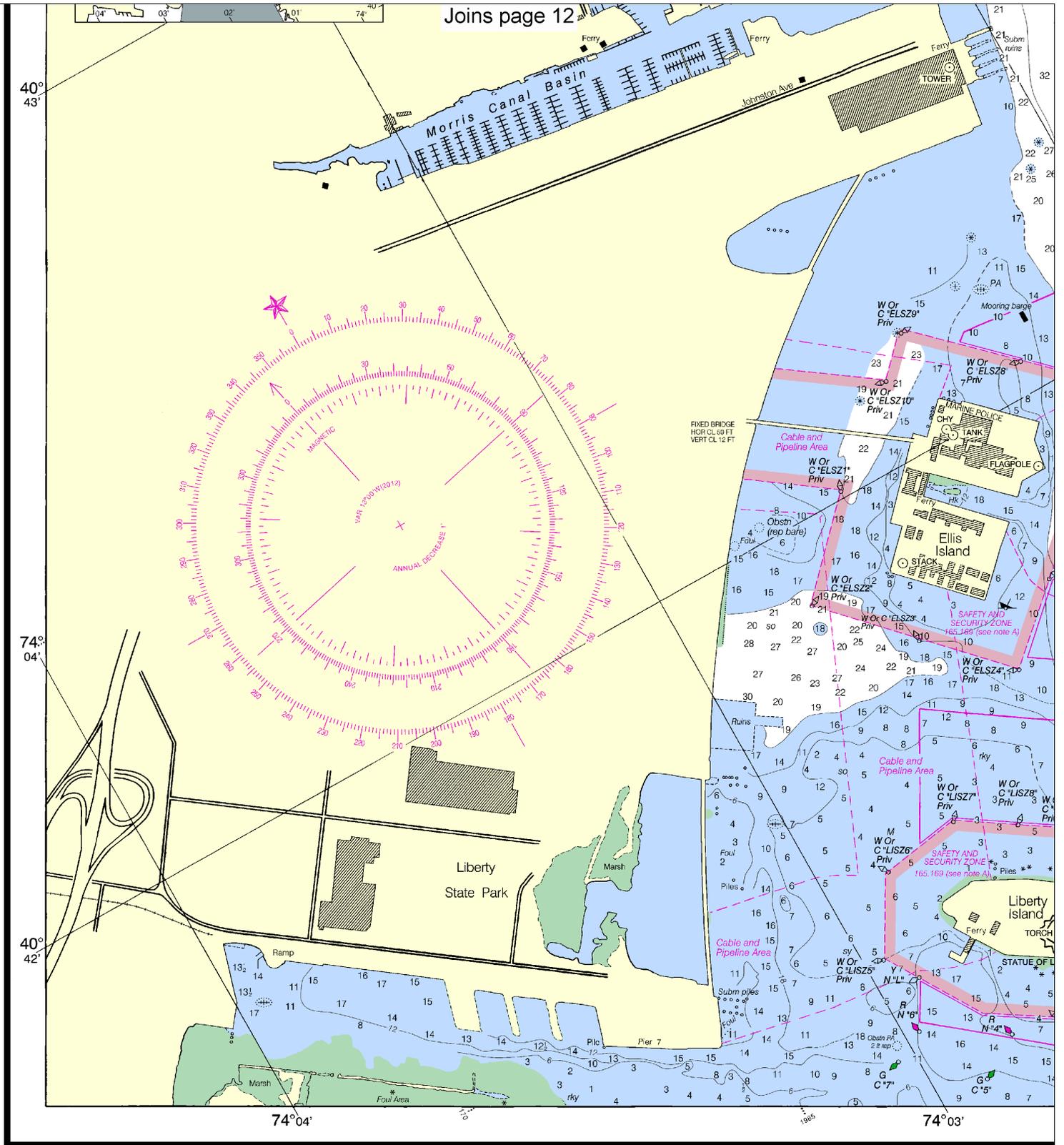
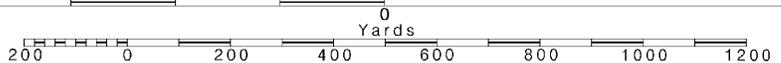
**SOUNDINGS IN FEET**

**16**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —  
Nautical Miles

See Note on page 5.







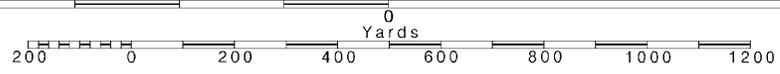
FEET

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

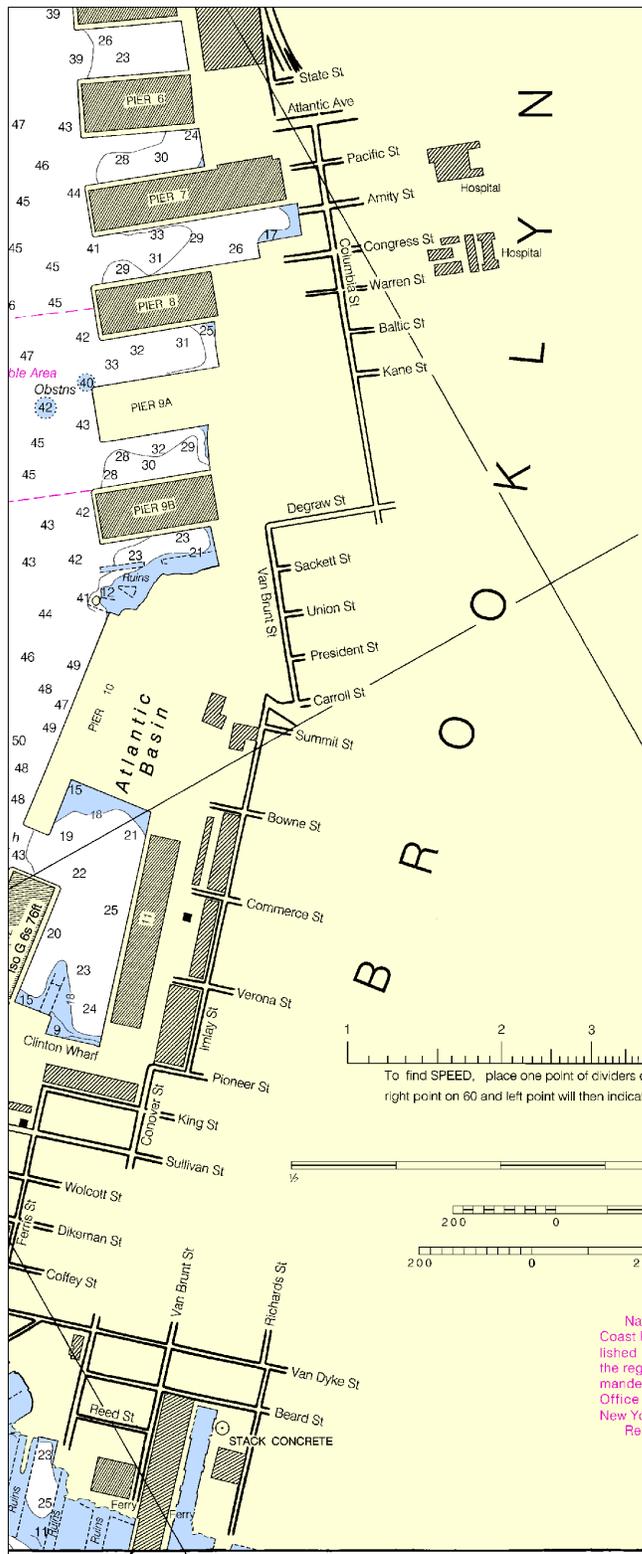
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. —SCALE 1:10,000— See Note on page 5.



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NAME	PLACE (LAT/LONG)	TIDAL INFORMATION		
		Mean Higher High Water	Mean High Water	Mean Low Water
East 41st St. Pier	(40°45'N/73°58'W)	4.9	4.5	0.2
East 27th St., Bellevue Hospital	(40°44'N/73°58'W)	4.7	4.4	0.2
Wallabout Bay	(40°42'N/73°59'W)	4.8	4.5	0.2
Governors Island	(40°42'N/74°01'W)	4.9	4.6	0.2
The Battery	(40°42'N/74°01'W)	5.1	4.7	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>. (Feb 2012)

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

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

- Bottom characteristics:**
- Blds boulders
  - bk broken
  - Cy clay
  - Co coral
  - G gravel
  - Gre grass
  - gy gray
  - h hard
  - M mud
  - Oys oysters
  - so soft
  - Rk rock
  - Sh shells
  - S sand
  - sy sticky

- Miscellaneous:**
- AUTH authorized
  - ED existence doubtful
  - JL Wrack, rock, obstruction, or shoal swept clear to the depth indicated.
  - (2) Rocks that cover and uncover, with heights in feet above datum of soundings.
  - Obstr obstruction
  - PA position approximate
  - PD position doubtful
  - Rep reported
  - Subm submerged

### 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.

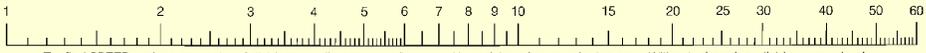
### PLANE COORDINATE GRID

(based on NAD 1927)  
New York State Grid, Long Island Zone, is indicated by dotted ticks at 5,000 foot intervals. The last three digits have been omitted.

### HORIZONTAL DATUM

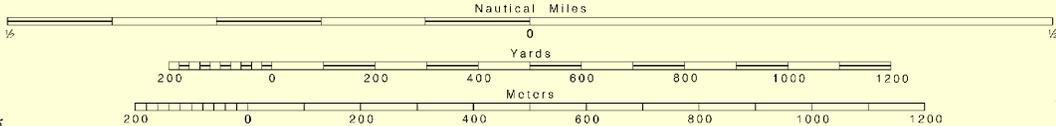
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.369" northward and 1.502" eastward to agree with this chart.

### LOGARITHMIC SPEED SCALE



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

### SCALE 1:10,000



### NOTE A

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

ELEVATOR

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

Hudson and East Rivers  
SOUNDINGS IN FEET - SCALE 1:10,000

12335

40° 41'  
73° 59'





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>



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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.

