BookletChart™

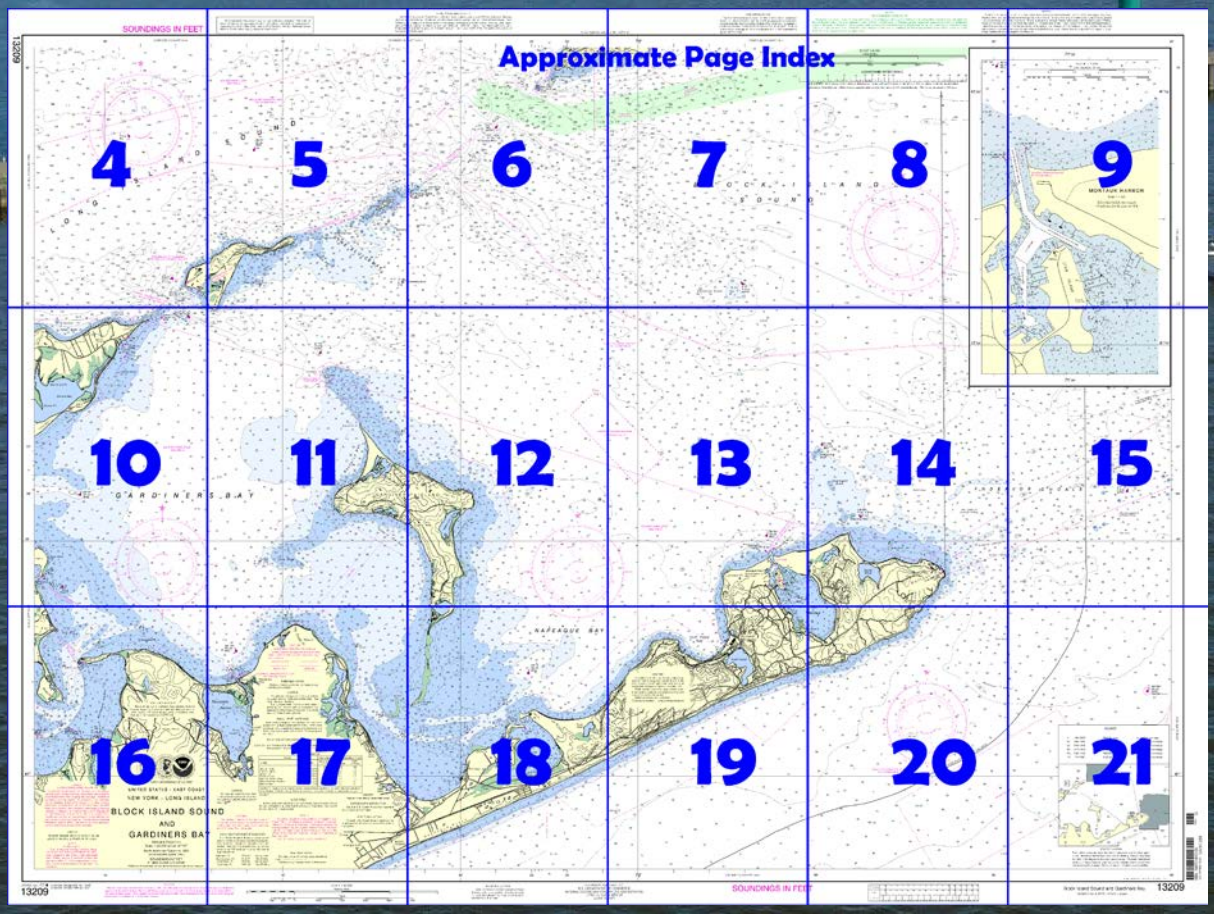
Block Island Sound and Gardiners Bay

NOAA Chart 13209

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.

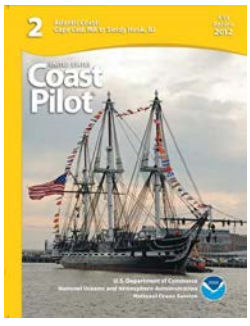
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=13209



(Selected Excerpts from Coast Pilot)
The Race, the main entrance to Long Island Sound from eastward, extends between Fishers Island and Little Gull Island, between which is a width of about 3.5 miles. The only dangers are Valiant Rock, nearly in the middle, and Little Gull Island with its reefs.
Cerberus Shoal, 6 miles southeast of Race Rock Light, is about 0.4 mile in diameter, with a least depth of 19 feet on a small rocky patch near its north end. The seas break on this shoal during heavy swells. It is marked by a lighted gong buoy. Near the shoal, tide rips are unusually strong.
Montauk Point, the easterly extremity of Long Island, is a high sandy bluff, on the summit of which is the light. The land is grass covered, with a height of 165 feet at **Prospect Hill**, 2 miles westward of the point. The south side of the point is bold, the 10-fathom curve is about 0.5 mile from shore; depths of 24 feet and less extend 0.8 mile off the northeast side of the point.
Montauk Shoal, about 2.5 miles south-southeastward of the light, has least depths of 30 feet. **Great Eastern Rock**, 1.5 miles east-northeast of the light, has a least depth of 25 feet. **Phelps Ledge**, just northerly of Great Eastern Rock, is covered by 24 feet. **Endeavor Shoals**, about 2.3 miles northeast of the light, are covered by 19 to 24 feet on a narrow ridge about 0.4 mile long. A lighted gong buoy is off the eastern end of the ridge.
Montauk Harbor, in the northern part of **Lake Montauk**, is entered through a dredged channel on the northern shore about 3 miles west of Montauk Point. The entrance is protected by jetties, each of which is marked by a light, and the west jetty has a fog signal.
Montauk, at the southeast end of the bay, is the terminus of the Long Island Railroad. Depth of 10 feet reported alongside the commercial pier on the east side of the bay. There are no public piers available.
Montauk Point.–Vessels drawing up to 20 feet can avoid the dangers eastward and northeastward of Montauk Point in smooth weather by giving the point a berth of over 1 mile and avoiding Great Eastern Rock.
Napeague Bay, 8 miles westward of Montauk Point, is shallow in the western and southwestern part **Promised Land Channel**, the buoyed passage southward of Gardiners and Cartwright Islands, has a least centerline depth of about 14 feet; however, the depth is continually changing due to the shifting shoals.
Napeague Harbor, a small-craft refuge in the southwest part of Napeague Bay, can be entered through privately dredged channels northward and southward of **Hicks Island**. In June 1981, the reported controlling depths were 4 feet in the northerly and southerly entrances. Depths in the central part of the harbor range from 1½ to 7 feet; the chart is the best guide.
Promised Land is a former fishing village on the southwest side of Napeague Bay. A depth of about 4 feet can be carried to the landing at the yacht club, 1.3 miles westward of Promised Land.
Gardiners Island, 11 miles westward of Montauk Point, is partly wooded and has an elevation of 130 feet near its middle. **Island** is narrow, low, and sandy, and extends 1 mile in a southerly direction off the south tip of Gardiners Island. Its size and shape are subject to considerable change by storms.
The bight between the southern part of Gardiners Island and Crow Shoal is **Cherry Harbor**. It has depths of 24 to 27 feet with mud bottom and affords shelter from northeasterly winds
Gardiners Point, a low spit, is at the northerly end of a very shoal bar which extends 1.5 miles north-northwestward from Gardiners Island.
Gardiners Bay is at the western end of Block Island Sound from which it is separated by Gardiners Island. The bay is an excellent anchorage easily entered day or night.
Plum Island, about 2 miles westward of Great Gull Island, is 2.5 miles long, hilly, and bare of trees except near the southwest end, and has several large buildings, a prominent tank and flagpole, and is marked on its western point by Plum Gut Light. The island is a Government reservation and closed to the public.
The tidal currents throughout Block Island Sound have considerable velocity; the greatest velocities occur in the vicinity of The Race and in the entrances between Montauk Point, Block Island, and Point Judith. Soundings alone cannot be depended upon to locate the position; the shoaling is generally abrupt in approaching the shores or dangers.

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

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

Table of Selected Chart Notes

Corrected through NM Aug. 27/11
Corrected through LNM Aug. 23/11

Mercator Projection
Scale 1:40,000 at Lat. 41° 07'

North American Datum of 1983
(World geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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.

LAKE MONTAUK HARBOR CHANNEL DEPTHS

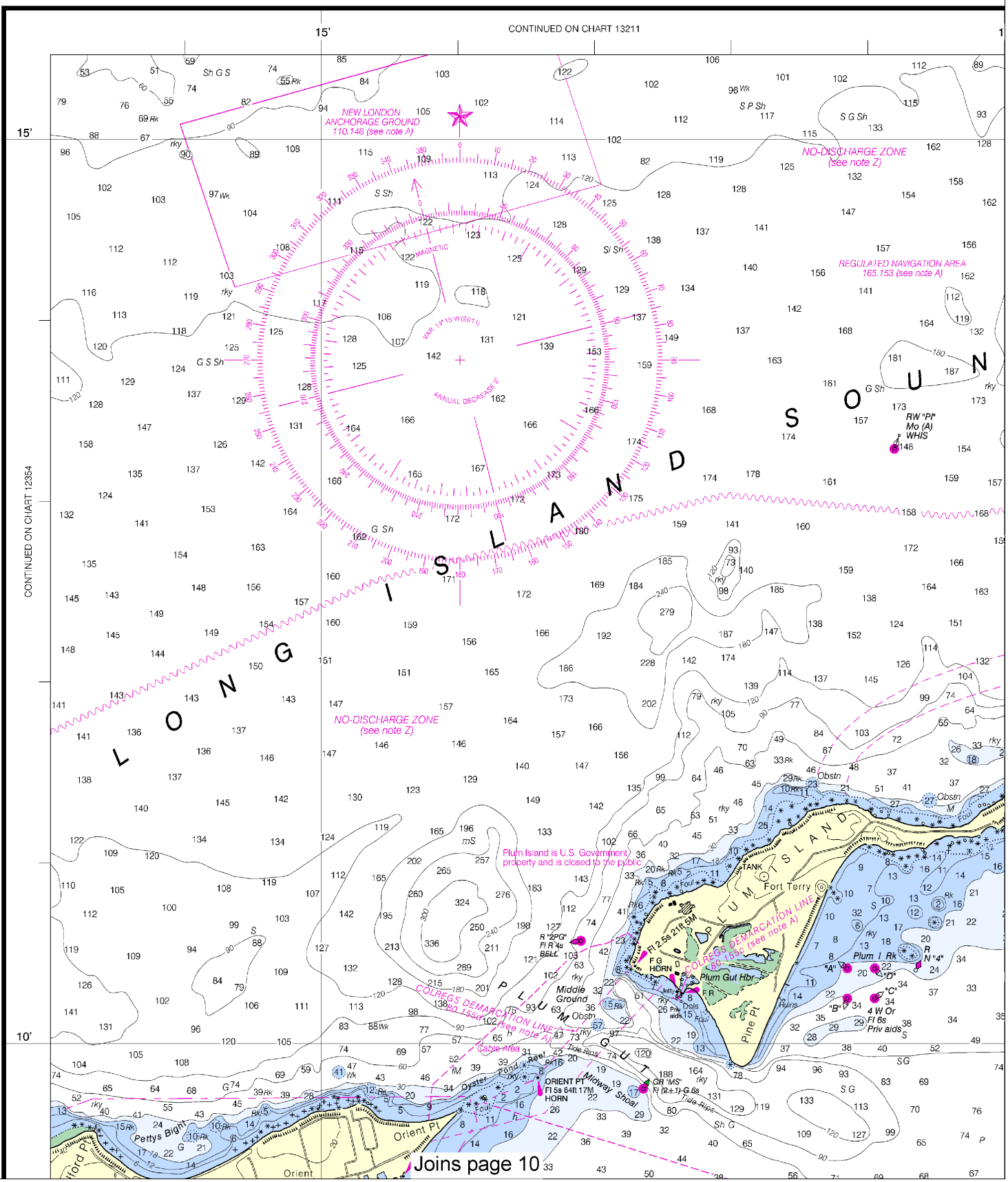
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
REACH A: CHANNEL	12.0	11.7	11.8	2-12	150	0.55	12

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
REACH B: BOAT BASIN	9.2	9.9	9.6	10.2	2-12	400	0.15	10

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

SOUNDINGS IN FEET



Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

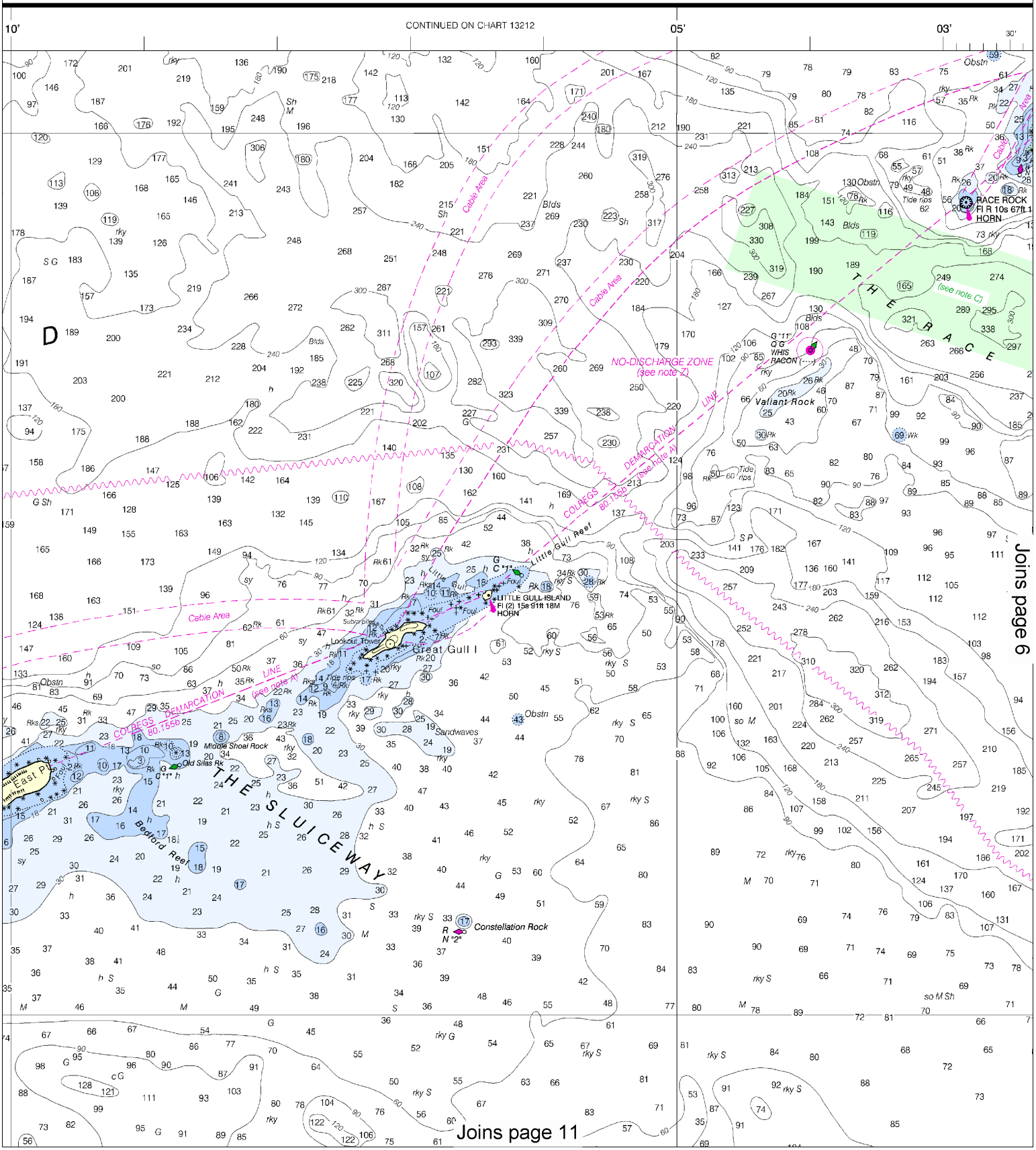
See Note on page 5.

Note: Chart grid lines are aligned with true north.

afe navigation. The National additions, or comments for (N/CS2), National Ocean

PRINT-ON-DEMAND CHARTS

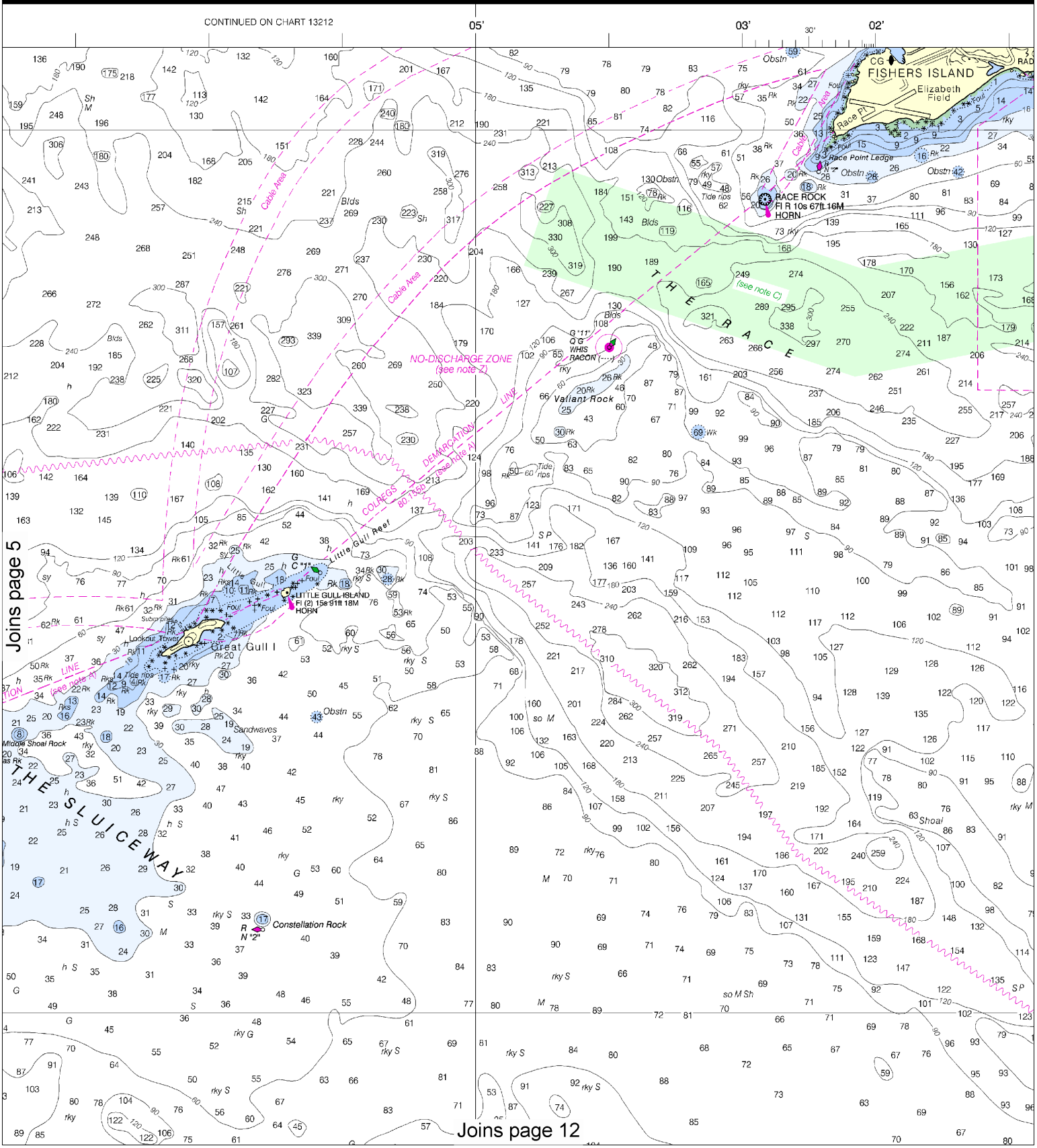
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about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



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.

Formerly C&GS 362, 1st Ed., J

CONTINUED ON CHART 13212



Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Note: Chart grid lines are aligned with true north.

July 1951 KAPP 2149

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considred 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 0.355" northward and 1.728" eastward to agree with this chart.

RECOMM

Recommended vessel routes for deep draft vessels (includin Bay and Buzzards Bay. While not mandatory, deep draft comme routes at the master's discretion. Other vessels, while not exclu monitor VHF channel 16 or 13 for information concerning deep dr Pilot Volume 2, Chapter 5, 6 or 7 as appropriate.

72°

55'

CONTINUED ON CHART 13214

SCALE 1:40,000

Nautical Miles

Yards

LOGARITHMIC

To find SPEED, place one point of dividers on distance run (in any uni right point on 60 and left point will then indicate speed in units per hour. E

B L O C K I S L A N D

S O U N D

Cerberus Shoal

G "9" Fl G 4s GONG

Kelp

Cable Area (Hydrophones)

Subm tripod °

M Sh P

Sh c S

c S Sh

G Sh S

sy Cy

Sh S

M S

Obstn

Mt Prospect

Tank

Marina Pr

Joins page 8

Joins page 13

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0213 1/8/2013,
NGA Weekly Notice to Mariners: 0413 1/26/2013,
Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and 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 0.355" northward and 1.728" eastward to agree with this chart.

RECOMMENDED VESSEL ROUTE

Recommended vessel routes for deep draft vessels (including tugs and barges) entering and departing Rhode Bay and Buzzards Bay. While not mandatory, deep draft commercial vessels (including tugs and barges) are reque routes at the master's discretion. Other vessels, while not excluded from these routes, should exercise caution in monitor VHF channel 16 or 13 for information concerning deep draft vessels (including tugs and barges) transiting th Pilot Volume 2, Chapter 5, 6 or 7 as appropriate.

CONTINUED ON CHART 13214

55'

SCALE 1:40,000

Nautical Miles

1 0 1 2

Yards

1000 500 0 1000 2000 3000 4000

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing 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

Cable Area (Hydrophones)

Subm tripod

M Sh P

h rky

sy Cy

MS

Sh S

Sh c S

c S Sh

G Sh S

S Sh

B L O C K I S L A N D

S O U N D

Cerberus Shoal

19 rky

Kelp

G "9"

Fl G 4s

GONG

MAGNETIC

VAR 14°15'W(2017)

ANNUAL DECREASE 3'

Joins page 7

Joins page 14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

de Island Sound, Narragansett
uested to follow the designated
n and around these areas and
these routes. See U.S. Coast

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

50' 45'

71° 56'

41°05'

15'

10'

SCALE 1:7,500
0.5 Nautical Miles
Yards

KAPP 2148
RW "M"
Mo (A)
BELL

COLREGS DEMARCATION LINE
80.155i (see note A)

Fl G 4s 33ft 4M "1"

Fl R 2.5s 36ft 5M "2"

Reach A (see tabulation)

Reach B (see tabulation)

W Bn

G C "1"

G C "3"

CG

CUPOLA

STAR ISLAND

Priv aids

Ramp

Montauk Yacht Club

G C "5"

R N "6"

R N "8"

G C "7"

G C "3"

G C "1"

S Grs Sh

S Sh

S Sh G

S 12

M Grs

Grs

Wk

Tide Rips

G S

LAKE MONTAUK HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
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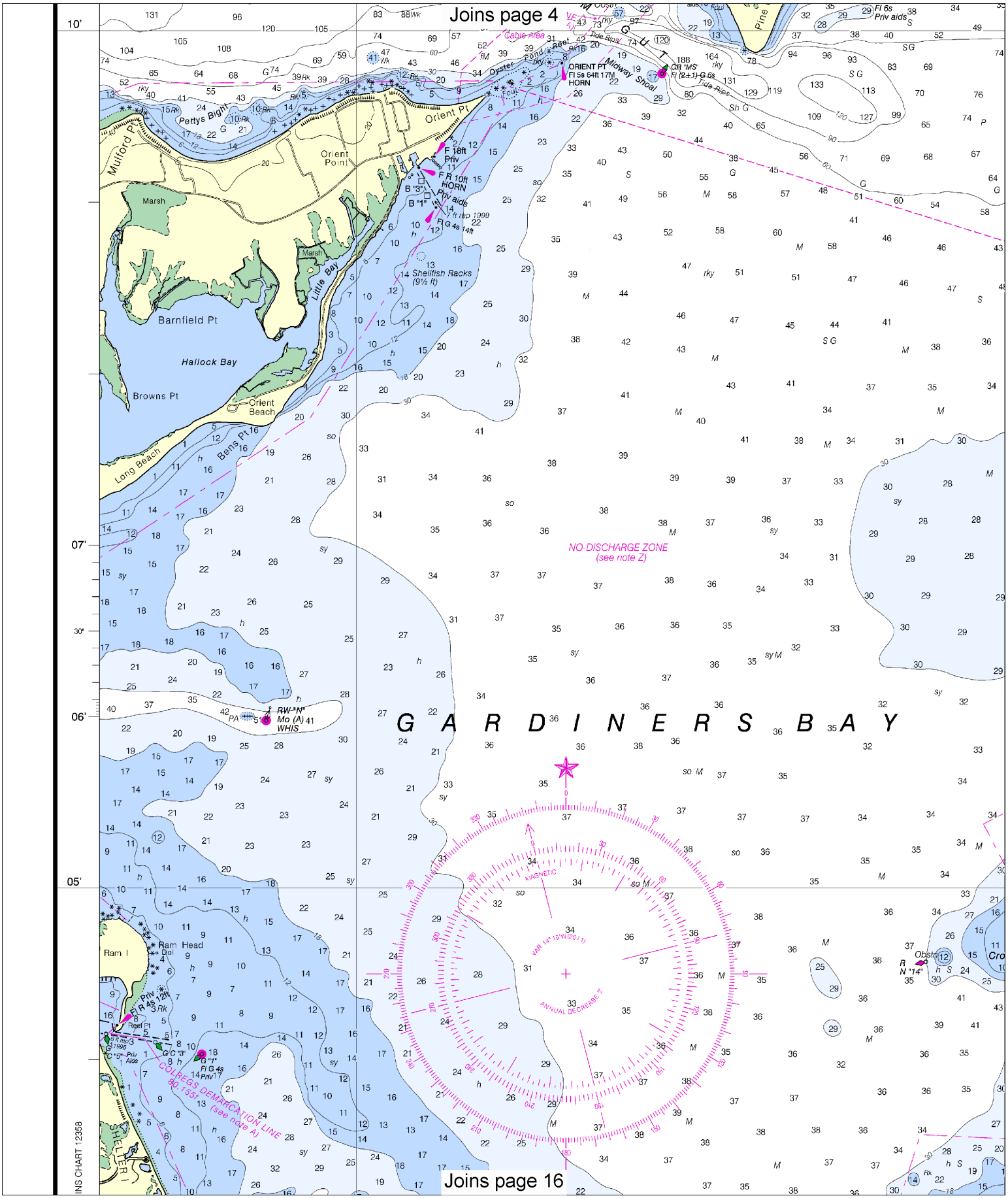
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
REACH B: BOAT BASIN	9.2	9.9	9.6	10.2	2-12	400	0.15	10

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

Joins page 15

JOINS CHART 13215



10

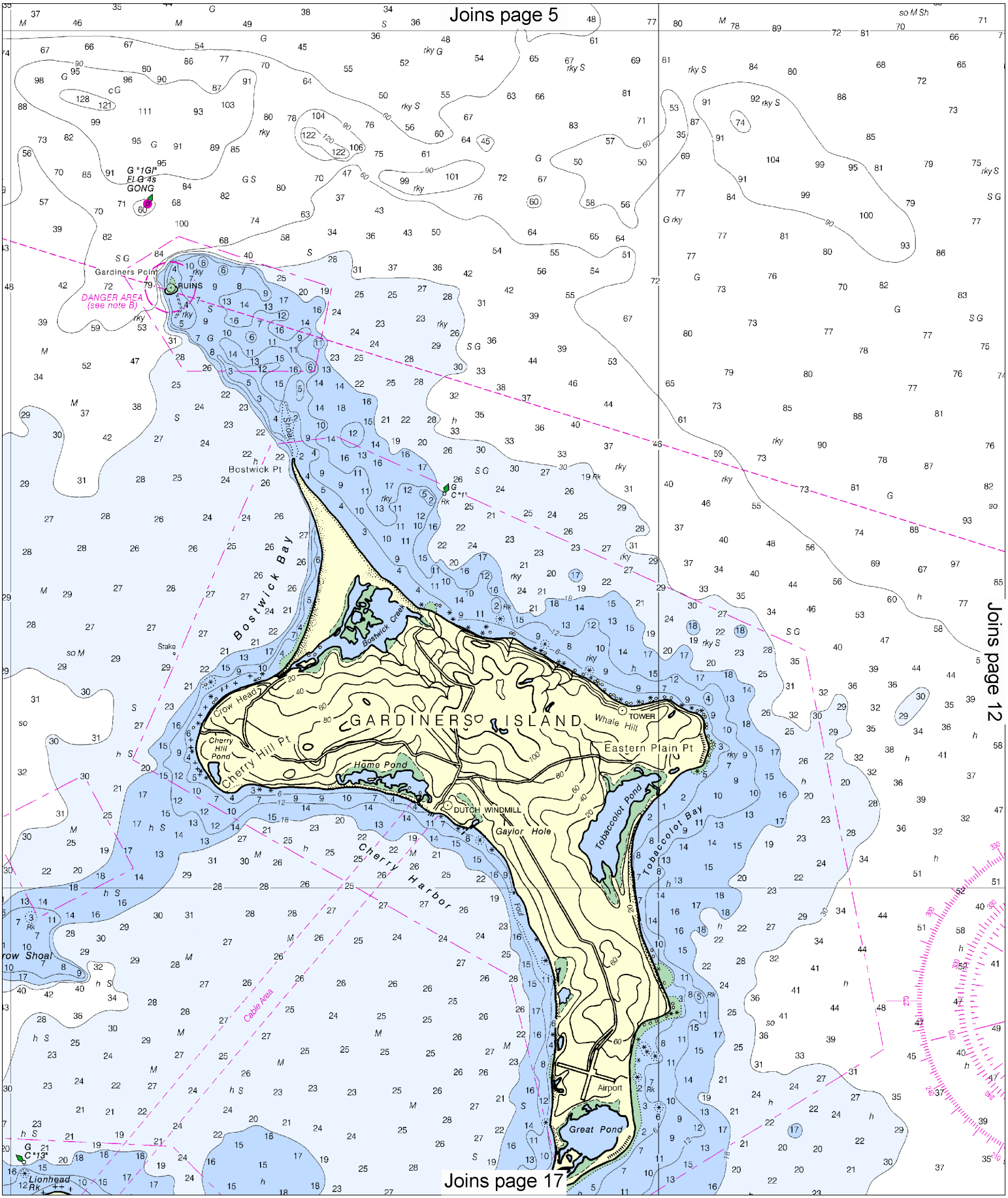
Note: Chart grid lines are aligned with true north.

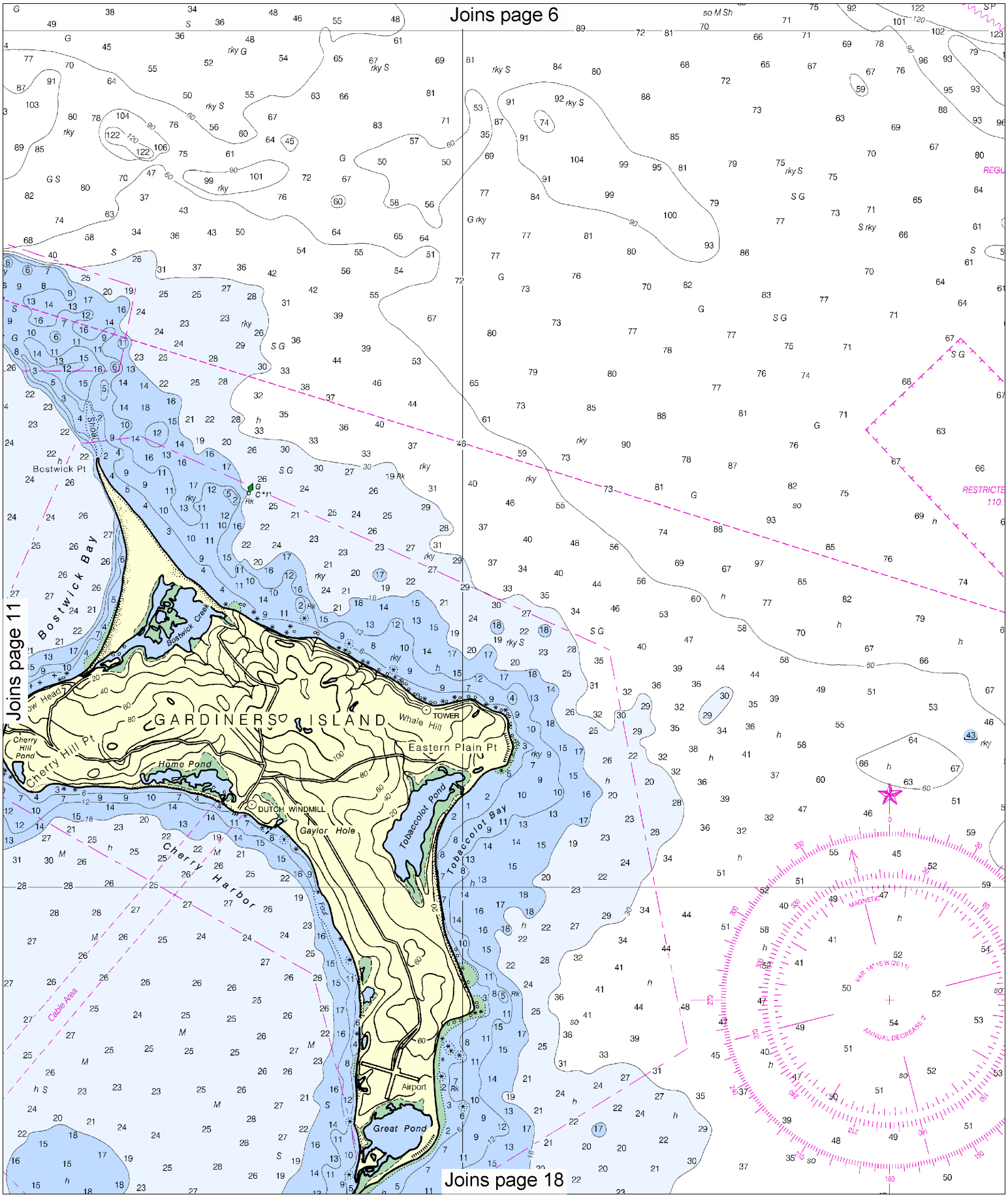
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Joins page 12
Joins page 17
GARDINERS ISLAND
Gardiners Point
RUINS
DANGER AREA
(see note B)
G "1GI"
Fl G 4s
GONG
Bostwick Pt
Bostwick Bay
Bostwick Creek
Crow Head
Cherry Hill Pt
Cherry Hill Pond
Home Pond
Cherry Harbor
Gaylor Hole
DUTCH WINDMILL
TOWER
Whale Hill
Eastern Plain Pt
Tobaccolot Pond
Tobaccolot Bay
Airport
Great Pond
Cable Area
Lionhead Rk
Stake
Shoal



12

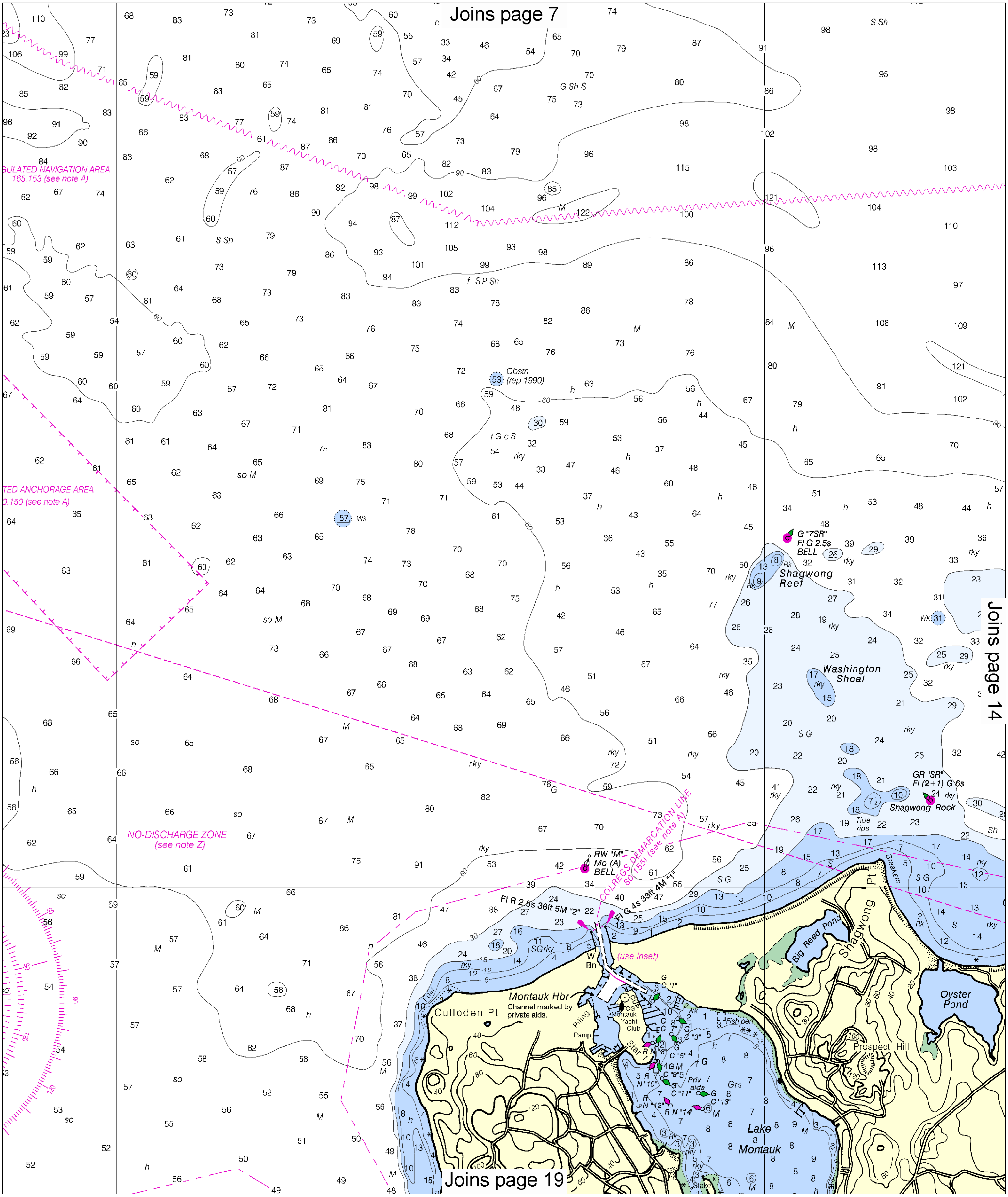
Note: Chart grid lines are aligned with true north.

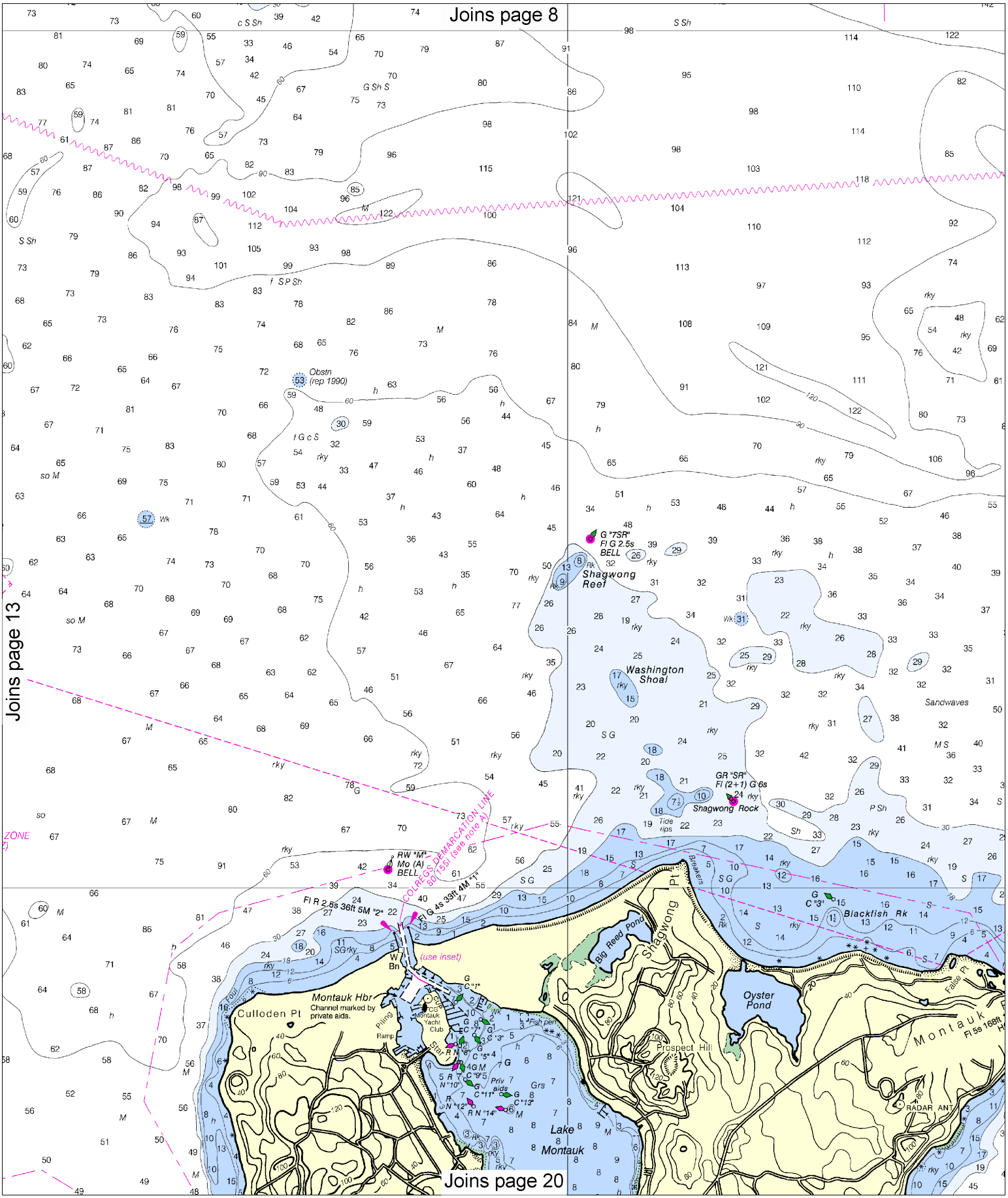
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
Joins page 14
Joins page 19
REGULATED NAVIGATION AREA
165.153 (see note A)
RESTRICTED ANCHORAGE AREA
110.150 (see note A)
NO-DISCHARGE ZONE
(see note Z)
COLREGS DEMARCATION LINE
80.155l (see note A)
Obstn
(rep 1990)
G "7SR"
Fl G 2.5s
BELL
Shagwong
Reef
Washington
Shoal
GR "SR"
Fl (2+1) G 6s
Shagwong Rock
Tide
rips
RW "M"
Mo (A)
BELL
Fl R 2.5s 36ft 5M "2"
Fl G 4s 33ft 4M "1"
(use inset)
Montauk Hbr
Channel marked by
private aids.
Culloden Pt
CG
Montauk
Yacht
Club
Piling
Ramp
Fish pen
Priv
aids
Big Reed Pond
Shagwong Pt
Oyster
Pond
Prospect Hill
Lake
Montauk
Breakers
Stake



14

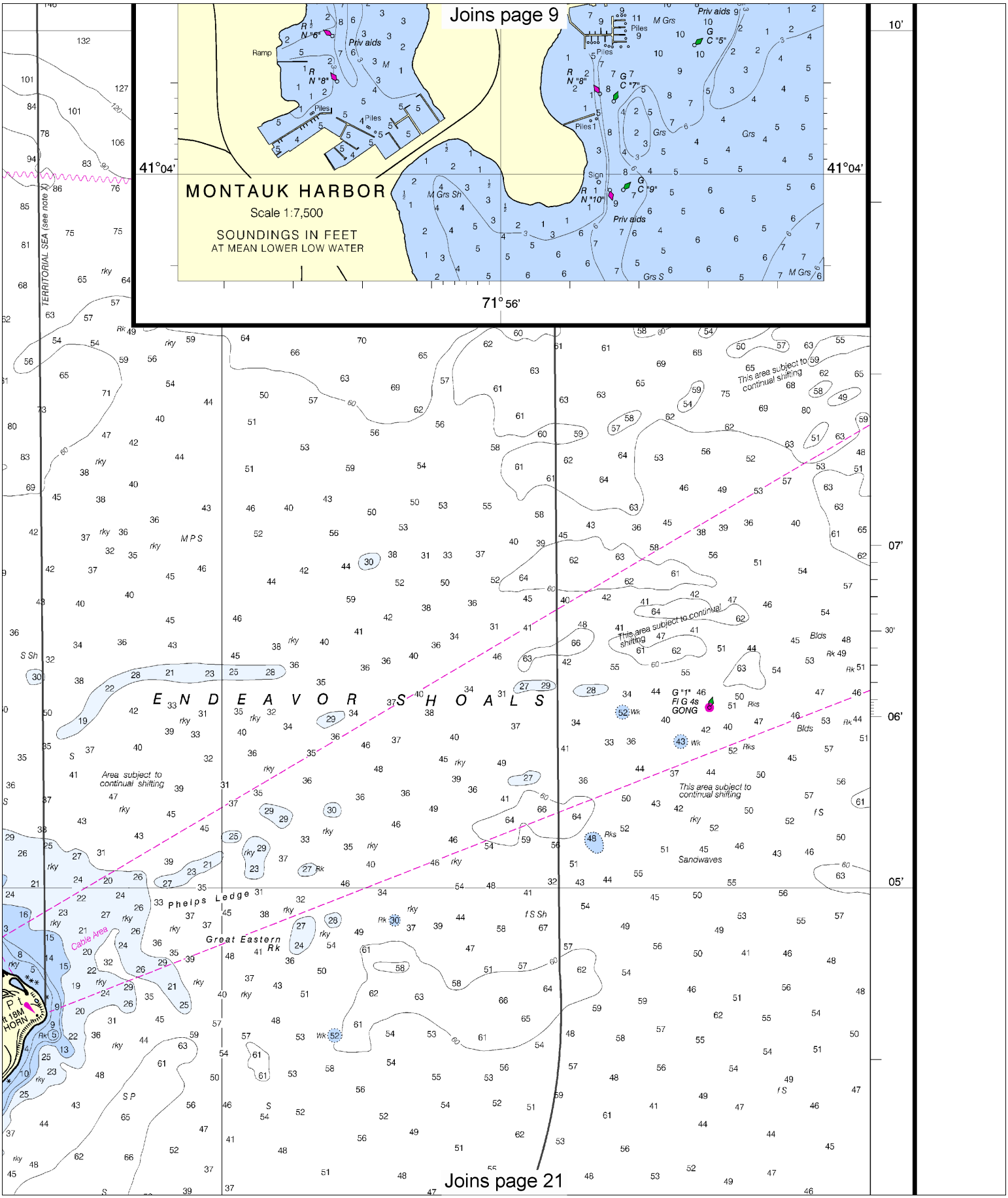
Note: Chart grid lines are aligned with true north.

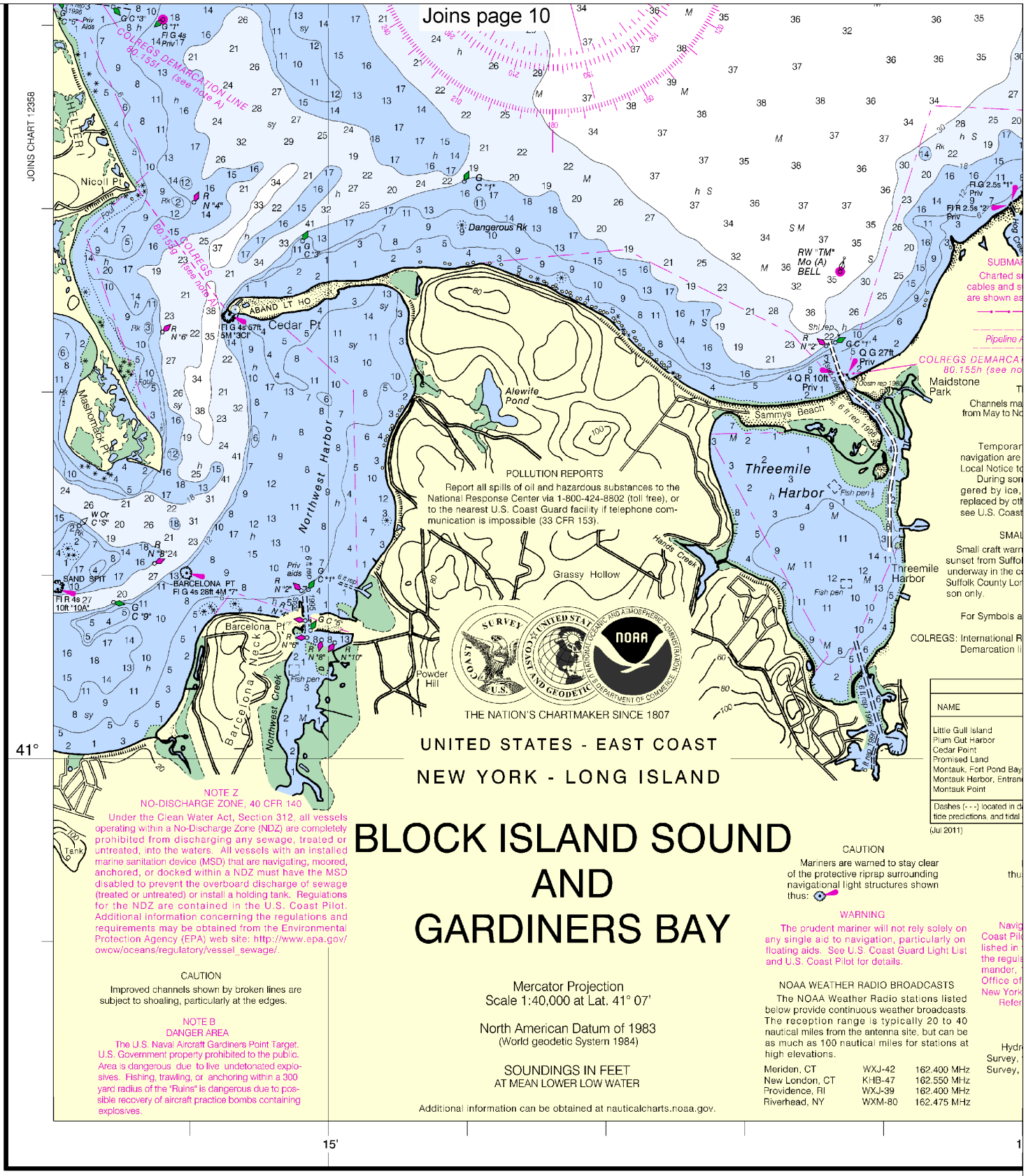
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 9
MONTAUK HARBOR
Scale 1:7,500
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
41°04'
71°56'
10'
07'
06'
05'
30'
ENDEAVOR SHOALS
Phelps Ledge
Great Eastern Rk
Area subject to continual shifting
This area subject to continual shifting
Sandwaves
Cable Area
TERRITORIAL SEA (see note N)
Joins page 21



26th Ed., Aug. / 11 ■ Corrected through NM Aug. 27/11
Corrected through LNM Aug. 23/11

13209

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.

1 ½ 0 1000

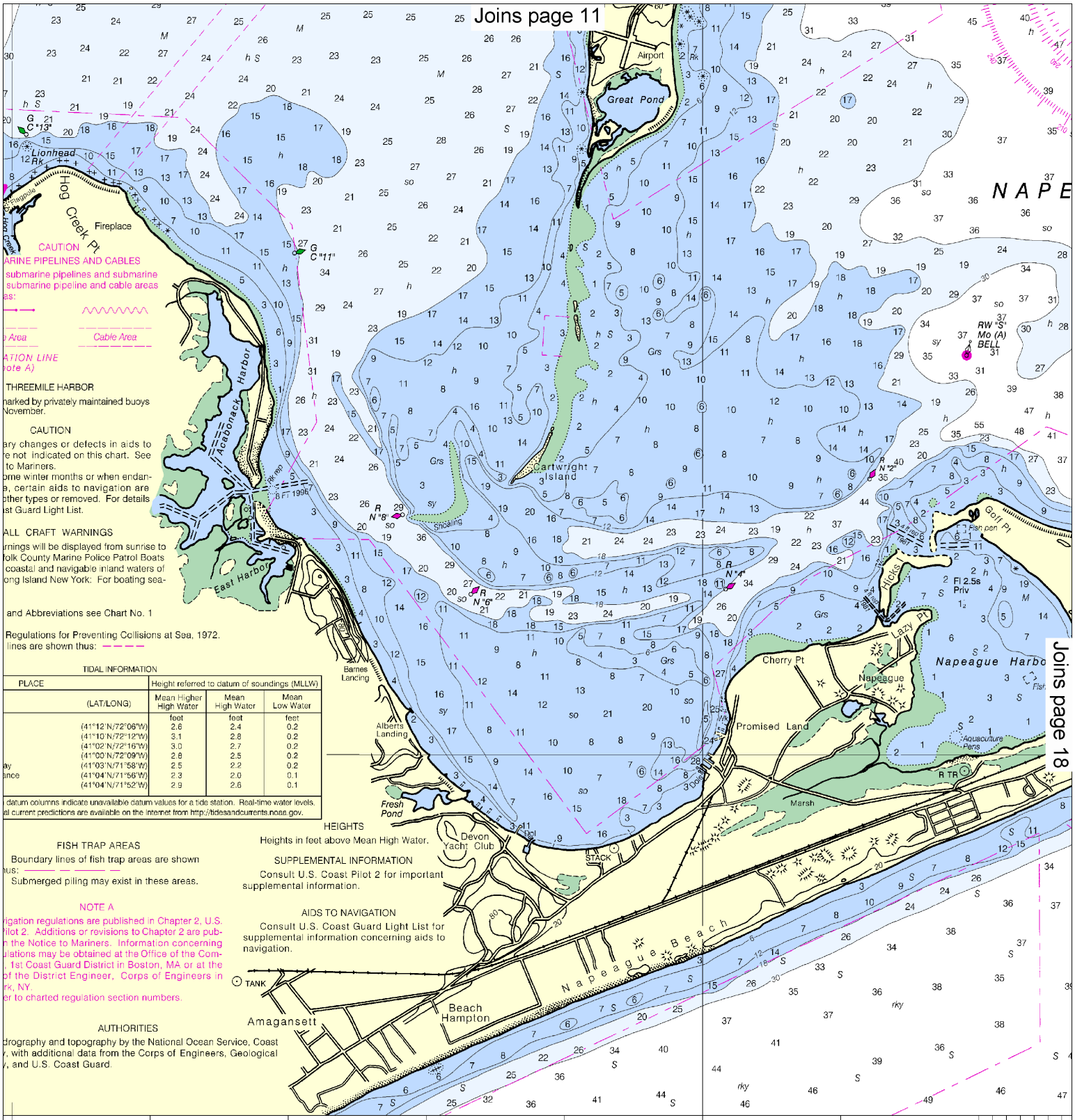
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



CAUTION

ARINE PIPELINES AND CABLES

submarine pipelines and submarine
submarine pipeline and cable areas
as:

Area — Cable Area

ATION LINE
ote A)

THREEMILE HARBOR

narked by privately maintained buoys
November.

CAUTION

ary changes or defects in aids to
e not indicated on this chart. See
to Mariners.
ome winter months or when endan-
e, certain aids to navigation are
ther types or removed. For details
st Guard Light List.

ALL CRAFT WARNINGS

rnings will be displayed from sunrise to
folk County Marine Police Patrol Boats
coastal and navigable inland waters of
ong Island New York: For boating sea-

and Abbreviations see Chart No. 1

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

TIDAL INFORMATION

PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
(41°12'N/72°06'W)	2.6	2.4	0.2
(41°10'N/72°12'W)	3.1	2.8	0.2
(41°02'N/72°16'W)	3.0	2.7	0.2
(41°00'N/72°09'W)	2.8	2.5	0.2
ay (41°03'N/71°58'W)	2.5	2.2	0.2
ance (41°04'N/71°56'W)	2.3	2.0	0.1
(41°04'N/71°52'W)	2.9	2.6	0.1

datum columns indicate unavailable datum values for a tide station. Real-time water levels.
al current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown
us: ———— — ———— —

Submerged piling may exist in these areas.

NOTE A

igation regulations are published in Chapter 2, U.S.
ilot 2. Additions or revisions to Chapter 2 are pub-
n the Notice to Mariners. Information concerning
ulations may be obtained at the Office of the Com-
, 1st Coast Guard District in Boston, MA or at the
of the District Engineer, Corps of Engineers in
rk, NY.
er to charted regulation section numbers.

AUTHORITIES

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

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

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

AIDS TO NAVIGATION

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

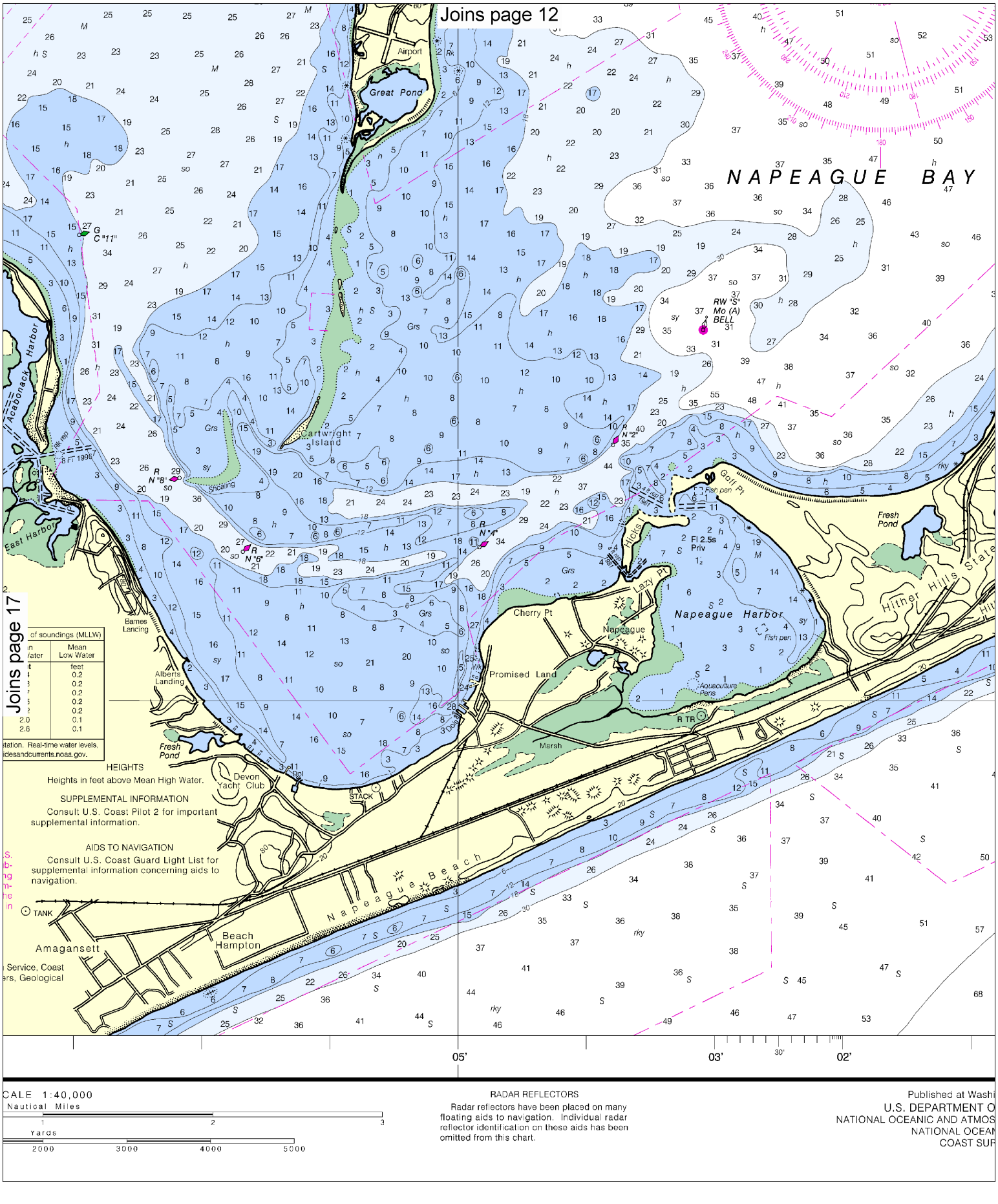
SCALE 1:40,000

Nautical Miles: 0 1 2 3

Yards: 0 1000 2000 3000 4000 5000

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.



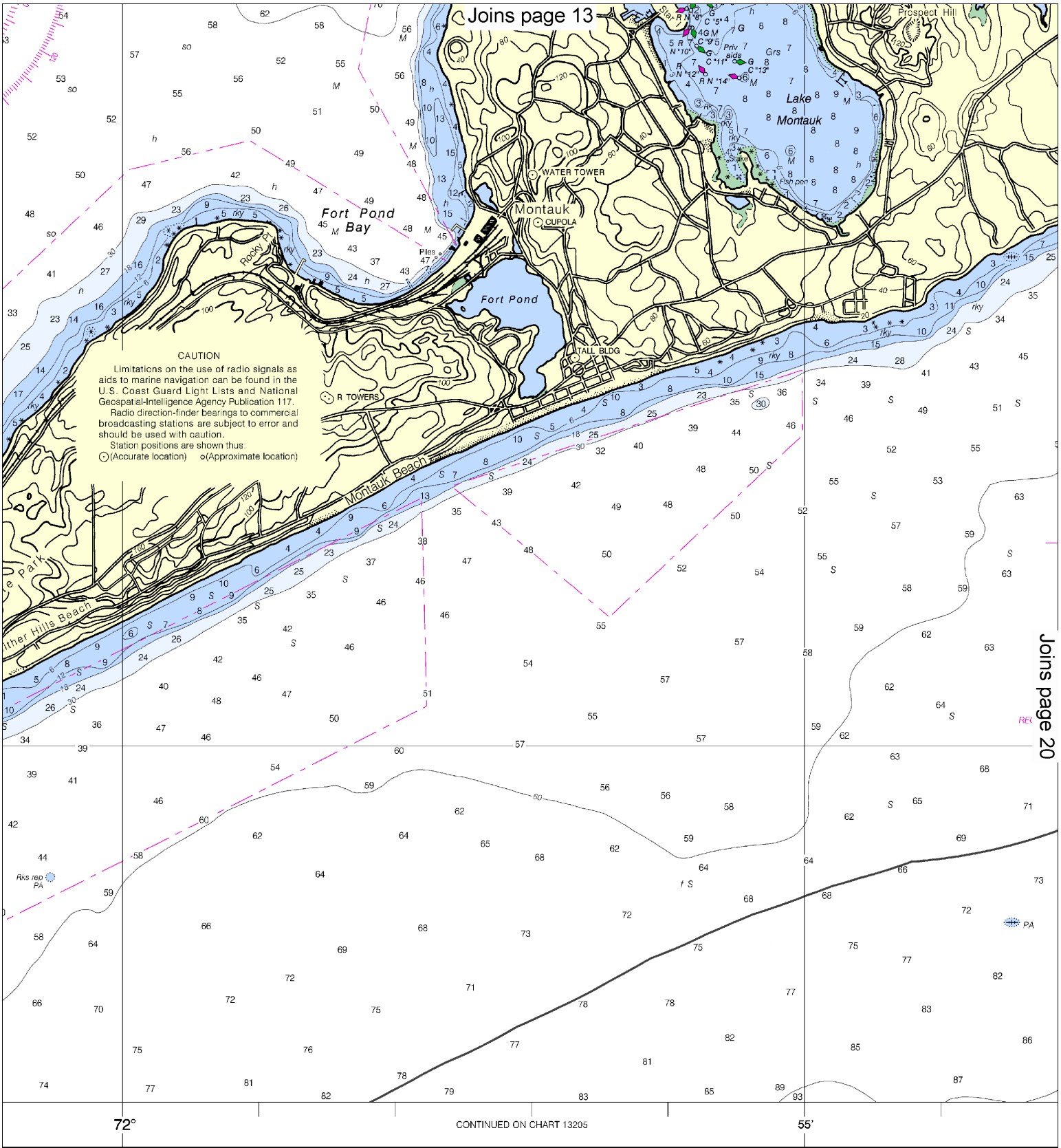
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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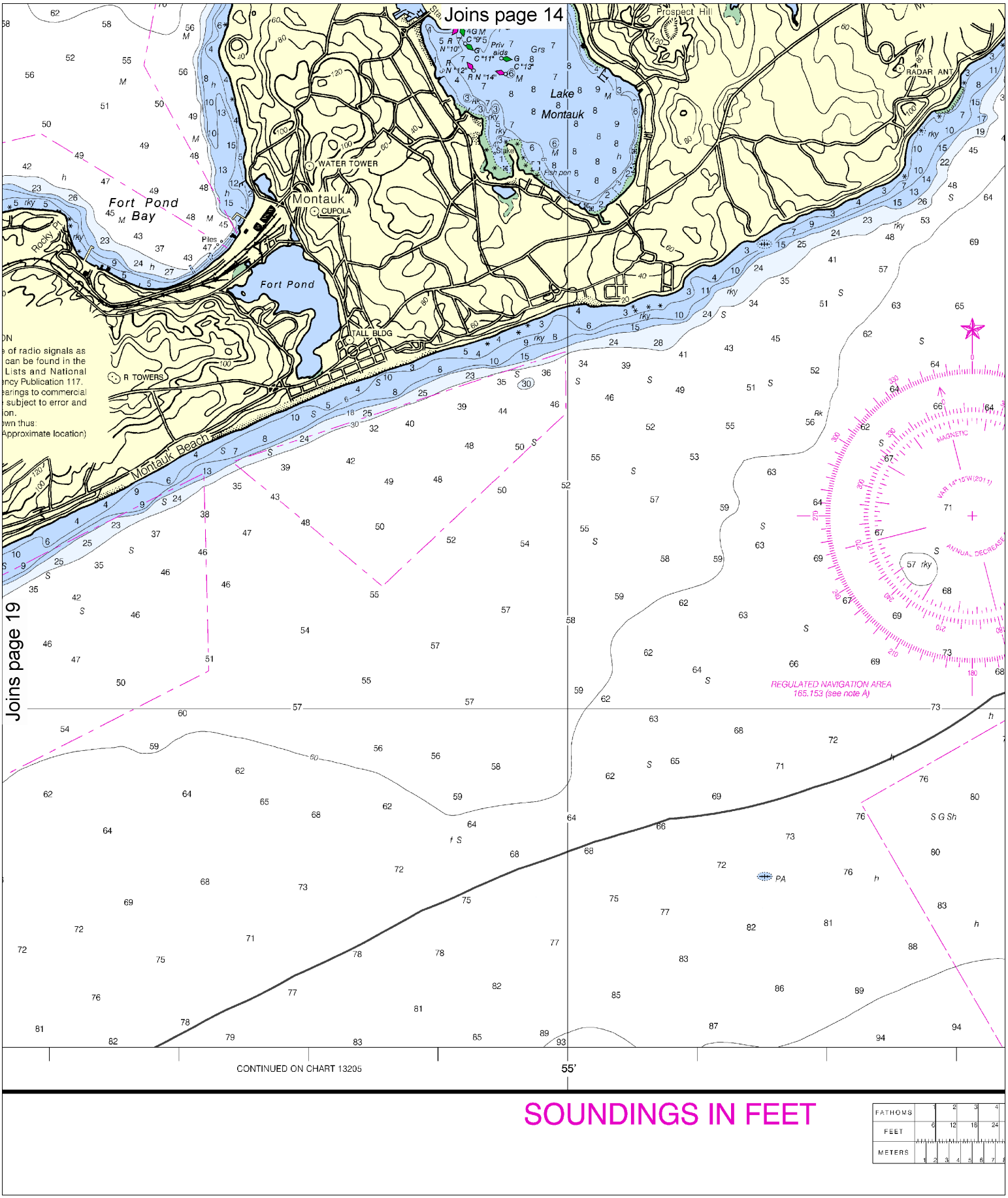
OF COMMERCE
SPHERIC ADMINISTRATION
AN SERVICE
URVEY

SOUNDINGS IN FEET



SOUNDINGS IN FEET

FATHOMS	1	2	3	4	
FEET	6	12	18	24	
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: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 15

Montauk Shoal

Sandwaves

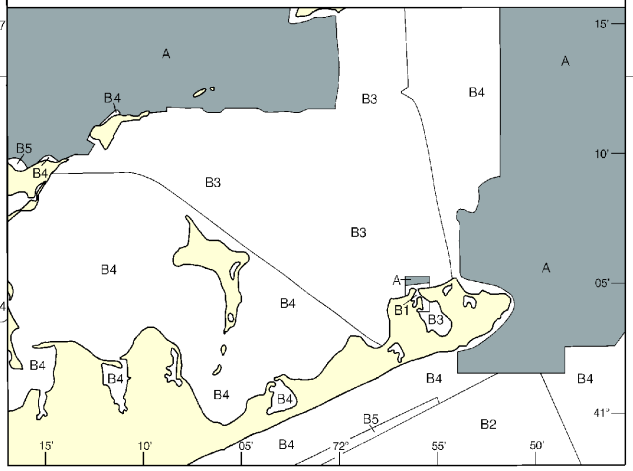
Lobster Pot Area

THREE NAUTICAL MILE LINE (see note X)

JOINS CHART 13215

SOURCE

A	1990-2009	NOS Surveys	full bottom coverage
B1	1990-1990	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



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.

41°

50'

45'

807.2 X 1119.2 mm

ED NO 26

NSN 7642014010409 NGA REFERENCE NO. 13AHA13209

Block Island Sound and Gardiners Bay

SOUNDINGS IN FEET - SCALE 1:40,000

13209

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

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

Distress Call Procedures

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

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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

Quick References

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Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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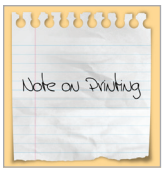

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