

BookletChart™



Mount Hope Bay

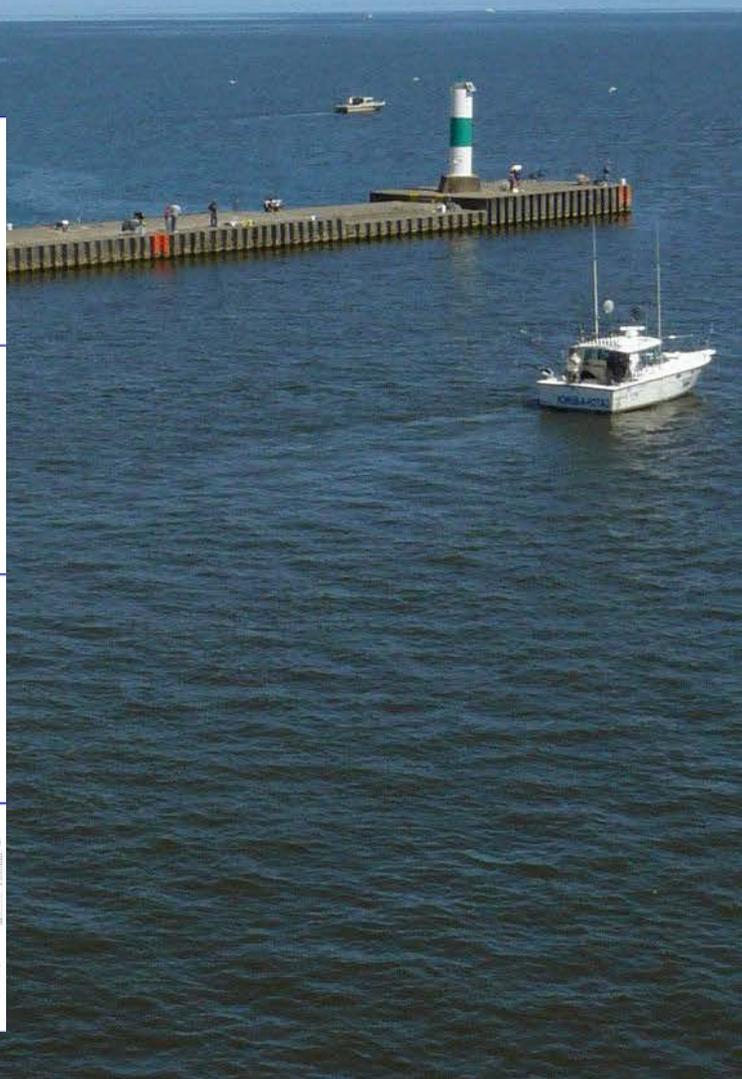
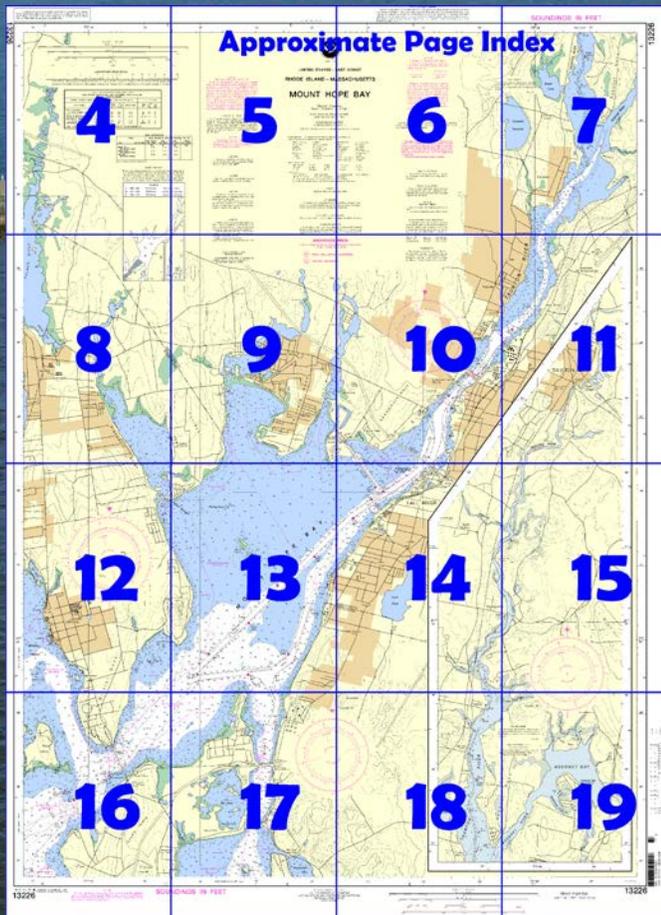
NOAA Chart 13226

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.

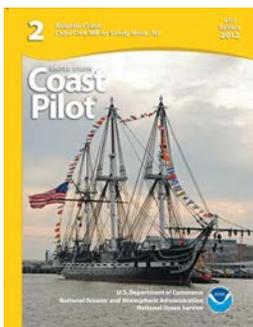
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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/coastpilot_w.php?book=2.



(Selected Excerpts from Coast Pilot)

Mount Hope Bay, in the northeastern part of Narragansett Bay, is the approach to the city of Fall River and **Taunton River**. There are two approaches to the bay. The approach from the Sakonnet River, previously discussed, is little used. The approach from East Passage is well marked, and with care 34 feet can be carried in the channel into the bay.

Fall River, on the eastern shore of the mouth of Taunton River and head of Mount

Hope Bay, is an important manufacturing center as well as distribution point of petroleum products. Principal products handled through the port are petroleum products, latex, shellac, cotton, and some lumber.

Somerset, about 5.3 miles, and **Dighton**, about 7.5 miles above the Fall River, are towns on the west side of Taunton River. **Taunton**, a manufacturing city, is at the head of navigation about 12.5 miles above Fall River.

Mount Hope Bridge crosses the entrance to Mount Hope Bay between **Bristol Point** and Rhode Island. The bridge has two lighted towers which are visible for many miles in clear weather and a racon. It is a high-level suspension highway bridge with a clearance of 135 feet.

Mount Hope is a prominent hill on the western side of the bay 2 miles northeastward of the suspension bridge. The eastern and western slopes are wooded. **Spar Island** is a small, low island near the center of Mount Hope Bay.

Borden Flats, the shoal area northward of the channel in Fall River Harbor, is marked by a light equipped with a sound signal.

Three shallow streams that empty into the northern part of Mount Hope Bay are entered only by local small craft. **Kickamuit River**, the westerly one, has a narrow buoyed entrance through which the currents have considerable velocity. The buoyed channel has a depth of about 6 feet.

Cole River, the middle of the three, is buoyed on the east side of the entrance. **South Swansea**, on the west shore of **Gardners Neck**, has a boatyard with a 25-ton mobile hoist and a marine railway that can handle craft up to 50 feet for hull, engine, and electronic repairs or storage. Berths, electricity, gasoline, diesel fuel, water, ice, and marine supplies are available. In 1981, a reported depth of 6 feet could be carried to the boatyard. A ramp is on the western side of the bay, approximately 0.7 mile south of the entrance to Kickamuit River.

A highway bridge, about 1.5 miles above the entrance, has a 41-foot fixed span with a clearance of 7 feet.

Lee River, the easterly stream, is navigable to a fixed bridge about 1.2 miles above the entrance. A shoal in midchannel just north of the narrow opening through the fill, 0.8 mile above **Brayton Point**, has a depth of 1 foot.

Anchorage.—Fall River Harbor has no designated anchorages. Vessels may anchor on either side of the dredged approach channel in the outer harbor or at any locality in Mount Hope Bay where depth and bottom are suitable; the chart is the best guide.

Caution.—The fender protection on the southeast side of the Brightman Street bridge has been destroyed, and the Captain of the Port, Providence, has ordered that outbound barges in excess of 1,000 gross tons pass through the bridge only on the flood tide.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.) Fall River is a **customs port of entry**.

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) Fall River has several hospitals.

The Coast Guard **vessel documentation** office at New Bedford, MA, serves Fall River. (See Appendix A for address.)

The **harbormaster** can be contacted through Fall River City Hall.

The **speed limit** is 5 knots in the channel off the piers and wharves.

Supplies.—Provisions, marine supplies, gasoline, and water can be obtained in Fall River. Water is available at most of the berths.

**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

Corrected through NM Jan. 15/11
Corrected through LNM Jan. 4/11

CAUTION

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

TAUNTON RIVER

The controlling depth at Mean Lower Low Water was reported to be 6½ feet to Peters Point. Local knowledge is required while navigating to Taunton.

May 2001

Mercator Projection
Scale 1:20,000 at Lat. 41°42'

North American Datum of 1983
(World Geodetic System 1984)

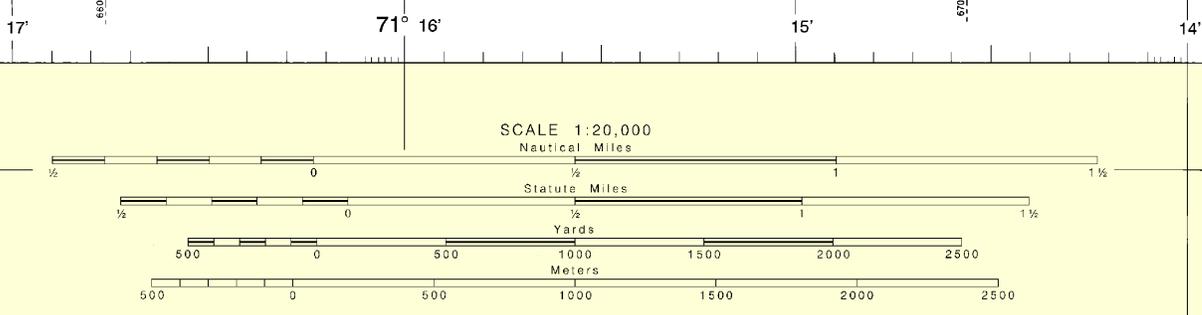
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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 0.369" northward and 1.837" eastward to agree with this chart.

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.

13226



MOUNT HOPE BAY - FALL RIVER HARBOR CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2005
AND SURVEYS TO JUN 2004

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 (NAUT. MILES)	DEPTH (FEET)
BUOY 2 (41°39'48"N, 71°13'45"W) TO FIRST TURN THENCE TO BUOY 15	30.6	36.3	34.3	32.4	4,6-04	400	2.68	35
THENCE TO BRIGHTMAN ST. BRIDGE	30.4A	36.1A	34.4	33.7	4,6-04	400	1.32	35
BRIGHTMAN ST. BRIDGE TO TURNING BASIN	22.6	24.6	33.1	34.2	4,6-04	1000-160	1.11	35
TURNING BASIN	37.3	37.3	36.6	37.4	4,6-04	400	.82	35
	22.7	26.1	35.3	36.1	4,6-04	400-1100	.27	35

A. 35 FT SUBMERGED BUOY REPORTED AT LOCATION 41°41'59.8" N - 71°10'41.8" W
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Bristol Ferry	(41°38'N/71°15'W)	feet	feet	feet
Fall River	(41°44'N/71°08'W)	4.5	4.2	0.2
		4.9	4.6	0.2

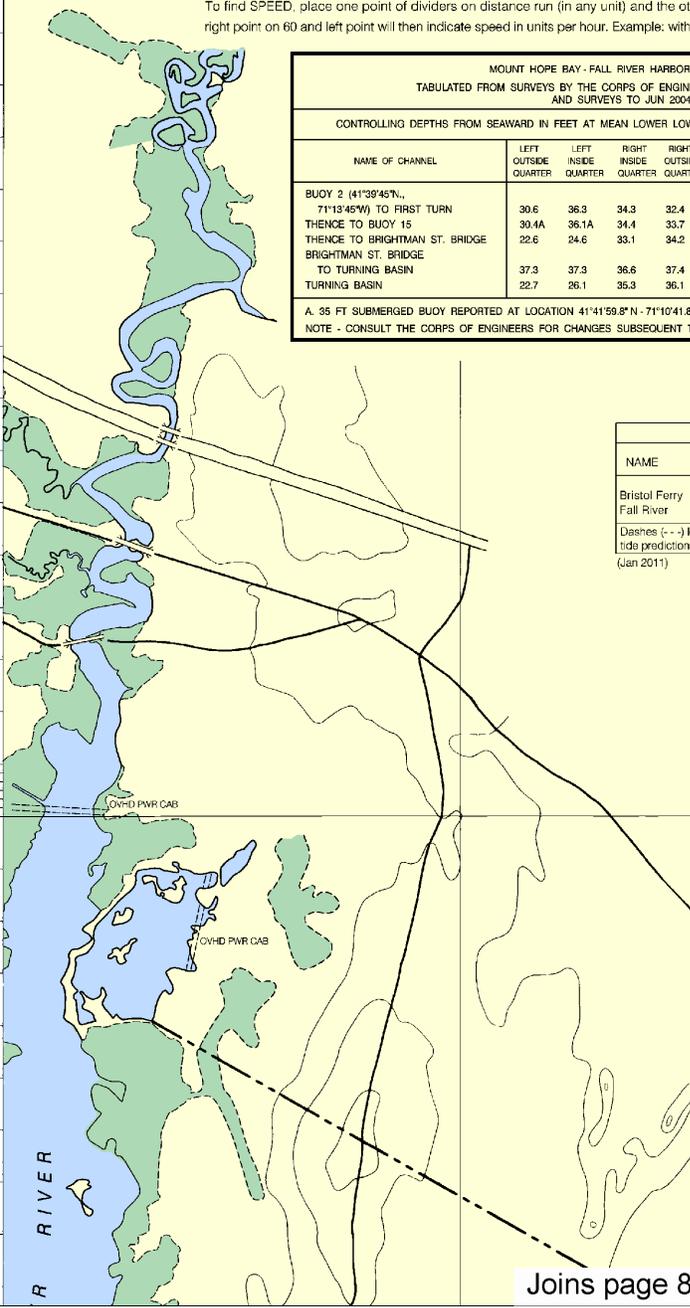
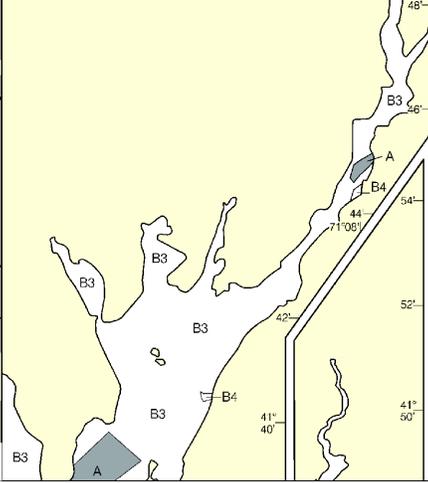
Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jan 2011)

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.

SOURCE

A	1990 - 2002	NOS Surveys	full bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage



This chart is in the National Distress Zone (NDZ) and vessels operating in this zone must be equipped with a VHF radio and a distress signal. This chart is for the National Ocean Service (NOS) and is not to be used for any other purpose. The chart is for the National Ocean Service (NOS) and is not to be used for any other purpose. The chart is for the National Ocean Service (NOS) and is not to be used for any other purpose.

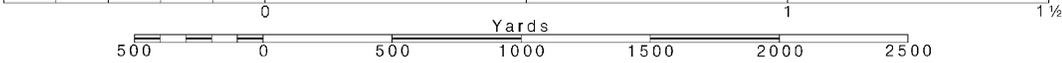
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



1st Ed., Nov. 1986 KAPP 2129

13' 12' 11' 10'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
RHODE ISLAND - MASSACHUSETTS
MOUNT HOPE BAY

Mercator Projection
Scale 1:20,000 at Lat. 41°42'

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.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IO interrupted quick	N nun	Rot rotating
B black	IsO isophase	OBSC obscured	s seconds
Bn beacon	LT LC lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
D/A diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobacon	Y yellow

Bottom characteristics:

Bids boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Sh shells	st sticky
Cy clay	Grs grass	M mud	S sand	

Miscellaneous:

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

- (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
- (2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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, U.S. Coast Guard, and Department of the Navy.

SUPPLEMENTAL INFORMATION

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

ANCHORAGE AREAS

Limits and designations of anchorage areas are shown in color.
110.46, 110.145 (see note A)

(B) NAVAL AND GENERAL ANCHORAGE

(O) Joins page 9

PLANE COORDINATE GRID
(based on NAD 1927)

Massachusetts State Grid is indicated by red ticks at 10,000 ft intervals thus: --- the last three digits are omitted.

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



Additional uncharted submarine cables may exist with this chart. Not all submarine pipeline cables are required to those that were originally but become exposed. Mariners should caution when operating vessel water comparable to their draft pipelines and cables may exist anchoring, dragging, or trawling. Covered wells may be marked with unlighted buoys.

CAUTION
BASCULE BRIDGE CLEARANCE
For bascule bridges, whose spans do not vertical position, unlimited vertical clearance entire charted horizontal clearance.

NOTE
Navigation regulations are in Coast Pilot 2. Additions or revisions listed in the Notice to Mariners the regulations may be obtained from the 1st Coast Guard District Office of the District Engineer, Concord, MA.
Refer to charted regulations.

AIDS TO NAVIGATION

Consult U.S. Coast Guard supplemental information concerning navigation.

RADAR REFLECTORS

Radar reflectors have been placed on floating aids to navigation. In reflector identification on these aids, reflectors omitted from this chart.

CAUTION

Fixed and floating obstructions submerged, may exist within the bridge construction area. Mariner should proceed with caution.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio broadcasts below provide continuous weather information. The reception range is typically 25 nautical miles from the antenna as much as 100 nautical miles from high elevations.

Hyannis, MA	KEC-73
Boston, MA	KHB-35
Providence, RI	WXJ-39

RACING BUOYS

Racing buoys within the limit are not shown hereon. Information obtained from the U.S. Coast Guard Offices as racing and other buoys not all listed in the U.S. Coast Pilot.

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA and critical corrections. Charts are printed when ordered using Print-on-Demand Editions are available 2-8 weeks before their release as traditional NOAA charts about Print-on-Demand charts or contact NOAA at http://ocsddata.nod.noaa.gov. OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.

1st Ed., Nov. 1986 KAPP 2129

13' 12' 11' 10'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

RHODE ISLAND - MASSACHUSETTS

MOUNT HOPE BAY

Mercator Projection
Scale 1:20,000 at Lat. 41°42'

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.

NOTE Z
NO DISCHARGE ZONE, 40 CFR 140
Within the limits of a No-Discharge Zone (NDZ) under the Clean Water Act, Section 312, all vessels discharging any sewage, treated or untreated, are prohibited. All vessels with an installed pump-out station (MSD) that are navigating, moored, or anchored within a NDZ must have the MSD pump-out station installed and used to receive all overboard discharge of sewage. Regulations are contained in the U.S. Coast Pilot, Volume 1, concerning the regulations and can be obtained from the Environmental Protection Agency web site: http://www.epa.gov/vessel_sewage/.

HORIZONTAL DATUM
Reference datum of this chart is the North American Datum of 1983 (NAD 83), which is considered equivalent to the World Geodetic System 1984 (WGS 84). Sounding elevations referred to the North American Datum of 1927 must be corrected an easterly 1.837" eastward from this chart.

Joining page 5
This chart will not rely solely on information, particularly on the Coast Guard Light List for details.

CAUTION
To stay clear of the projecting navigational light.

CAUTION
Aids shown by broken lines are particularly at the edges.

CAUTION
Ranges or defects in aids to navigation are indicated on this chart. See the Light List for details.

CAUTION
The use of radio signals as aids to navigation can be found in the Light Lists and National Ocean Service Publication 117. Under bearings to commercial vessels are subject to error and should be used with caution. Aids are shown thus:
(M) (Approximate location)

COORDINATE GRID
Based on NAD 1927
State Grid is indicated by 0,000 ft intervals thus: ---
Digits are omitted.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
A/ alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSC obscured	S seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	OR orange	St M statute miles
D/A diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

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

Miscellaneous:

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

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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, U.S. Coast Guard, and Department of the Navy.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important supplemental 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).

ANCHORAGE AREAS

Limits and designations of anchorage areas are shown in color.
110.46, 110.145 (see note A)

- B NAVAL AND GENERAL ANCHORAGE
- O GENERAL

Joining page 10

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.

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

NOTE A
Navigation regulations are published in Chapter 2 of the U.S. Coast Pilot. 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 the Office of the District Engineer, Corps of Engineers in Concord, MA. Refer to charted regulation section numbers.

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

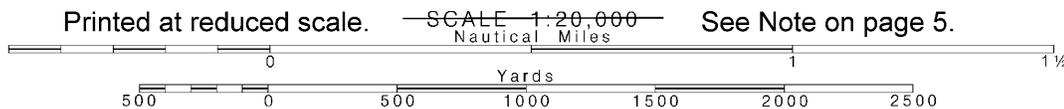
NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Hyannis, MA	KEC-73	162.550 MHz
Boston, MA	KHB-35	162.475 MHz
Providence, RI	WXJ-39	162.400 MHz

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.



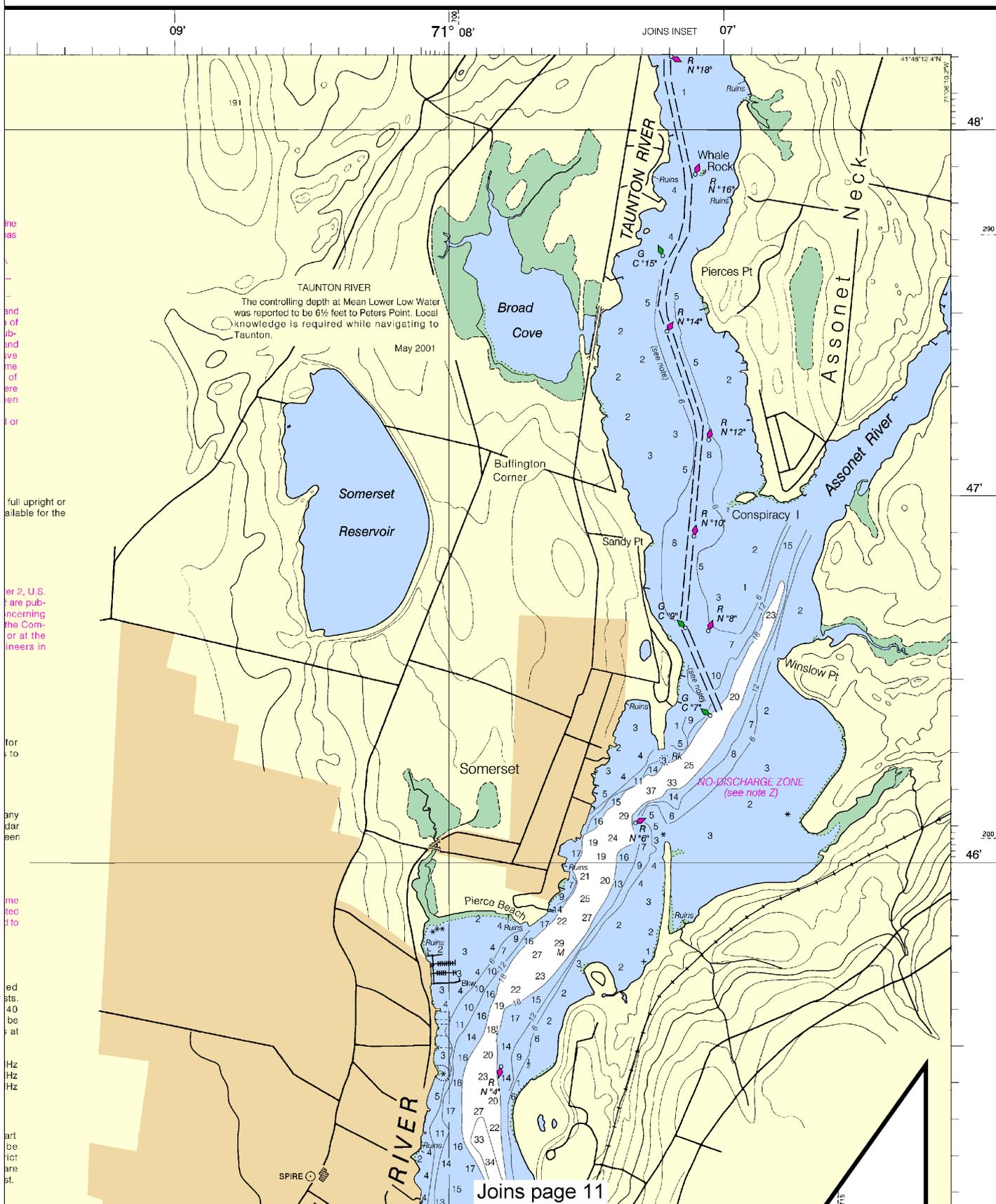
Note: Chart grid lines are aligned with true north.

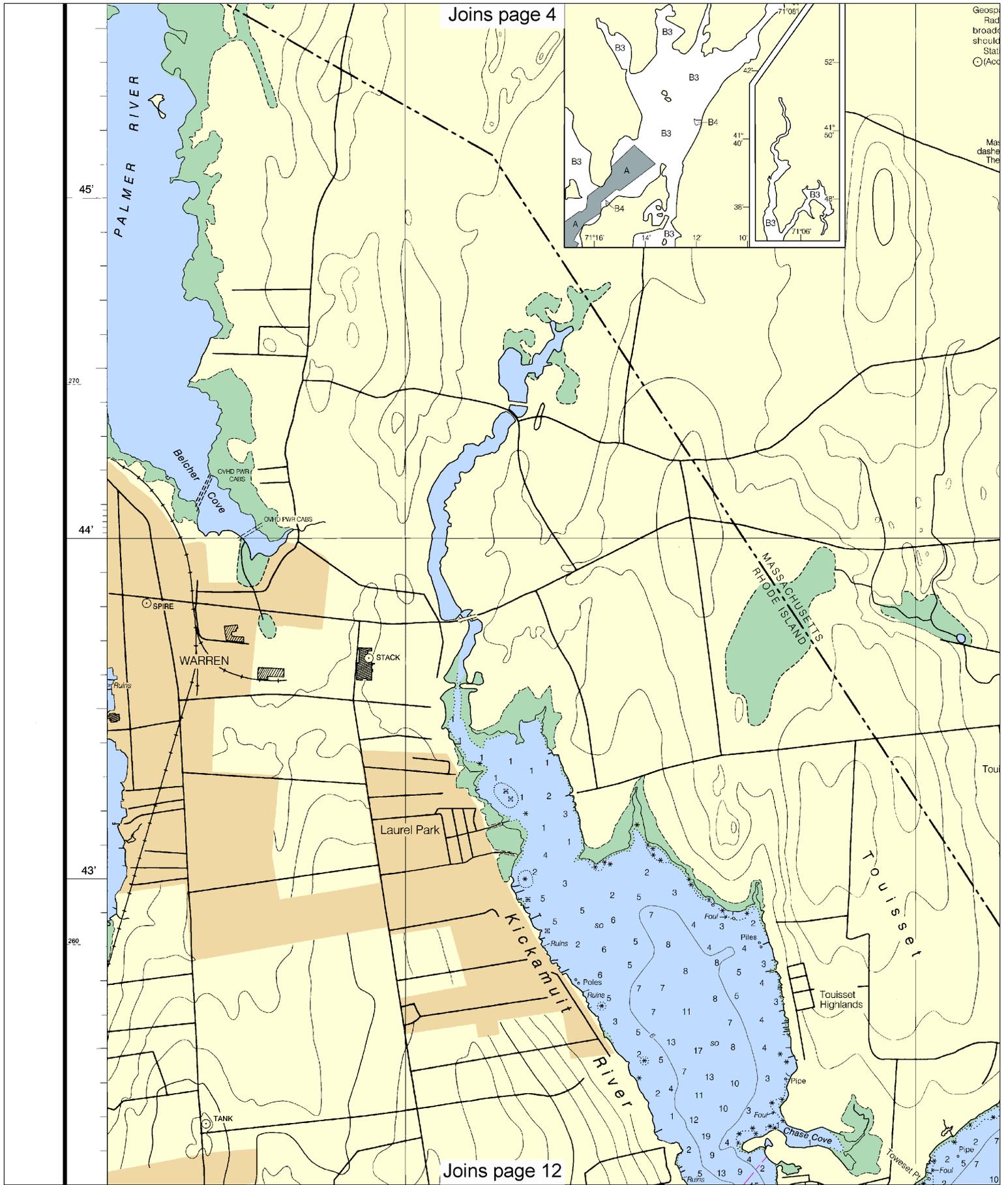


See Note on page 5.

SOUNDINGS IN FEET

13226



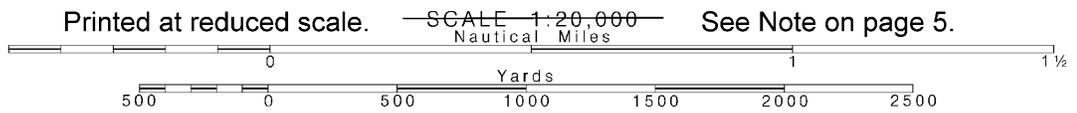


Joins page 4

Joins page 12



Note: Chart grid lines are aligned with true north.



Agency Publication 117.
 Under bearings to commercial
 ons are subject to error and
 th caution.
 are shown thus:
 n) (Approximate location)

autical miles from the antenna site, but can be
 as much as 100 nautical miles for stations at
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Hyannis, MA	KEC-73	162,550 MH
Boston, MA	KHB-35	162,475 MH
Providence, RI	WXJ-39	162,400 MH

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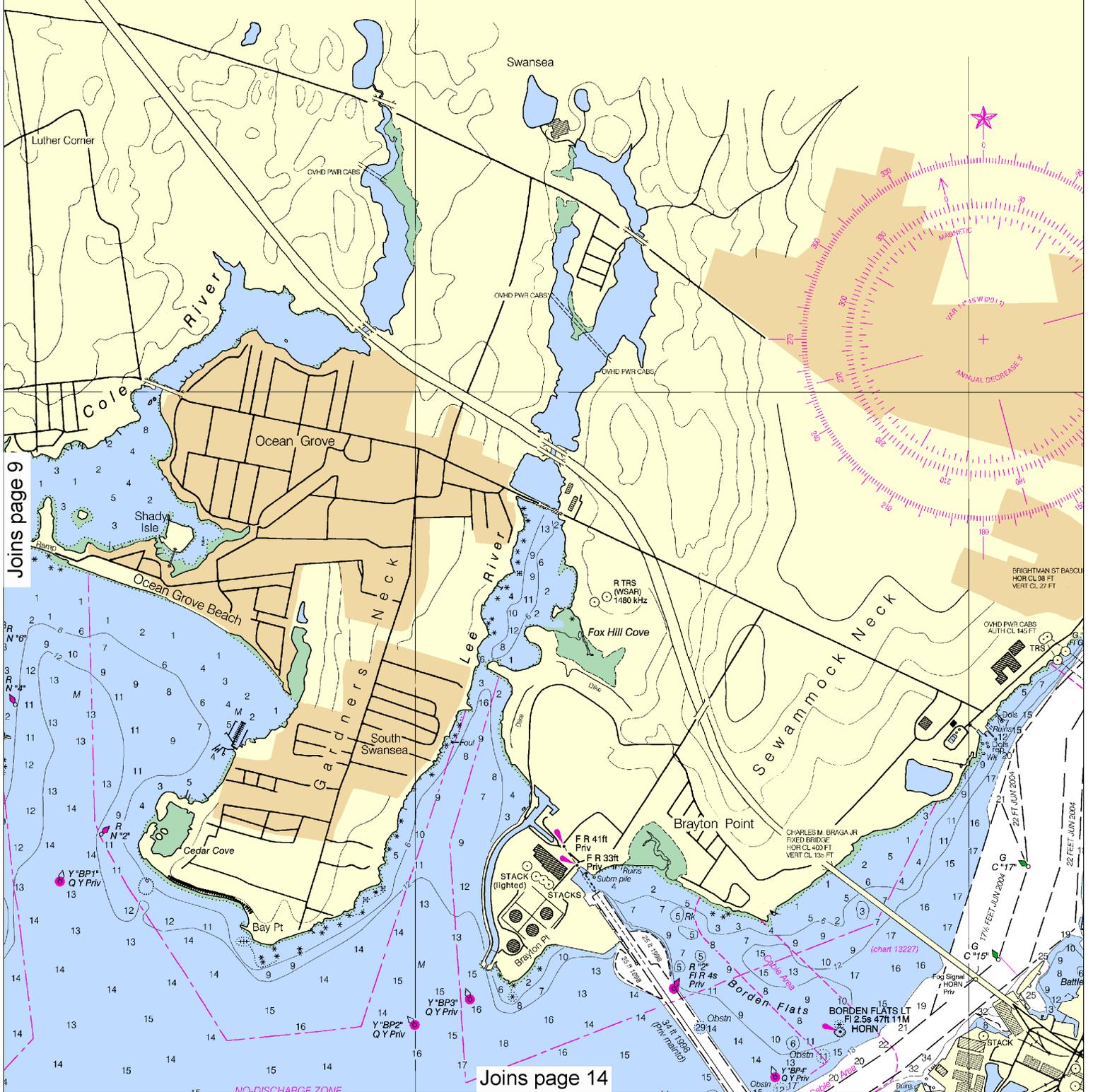
- B NAVAL AND GENERAL ANCHORAGE
- O GENERAL ANCHORAGE

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COORDINATE GRID
 based on NAD 1927)

State Grid is indicated by
 0,000 ft intervals thus: ---
 digits are omitted.



Joins page 9

Joins page 14

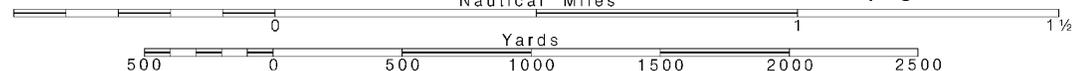


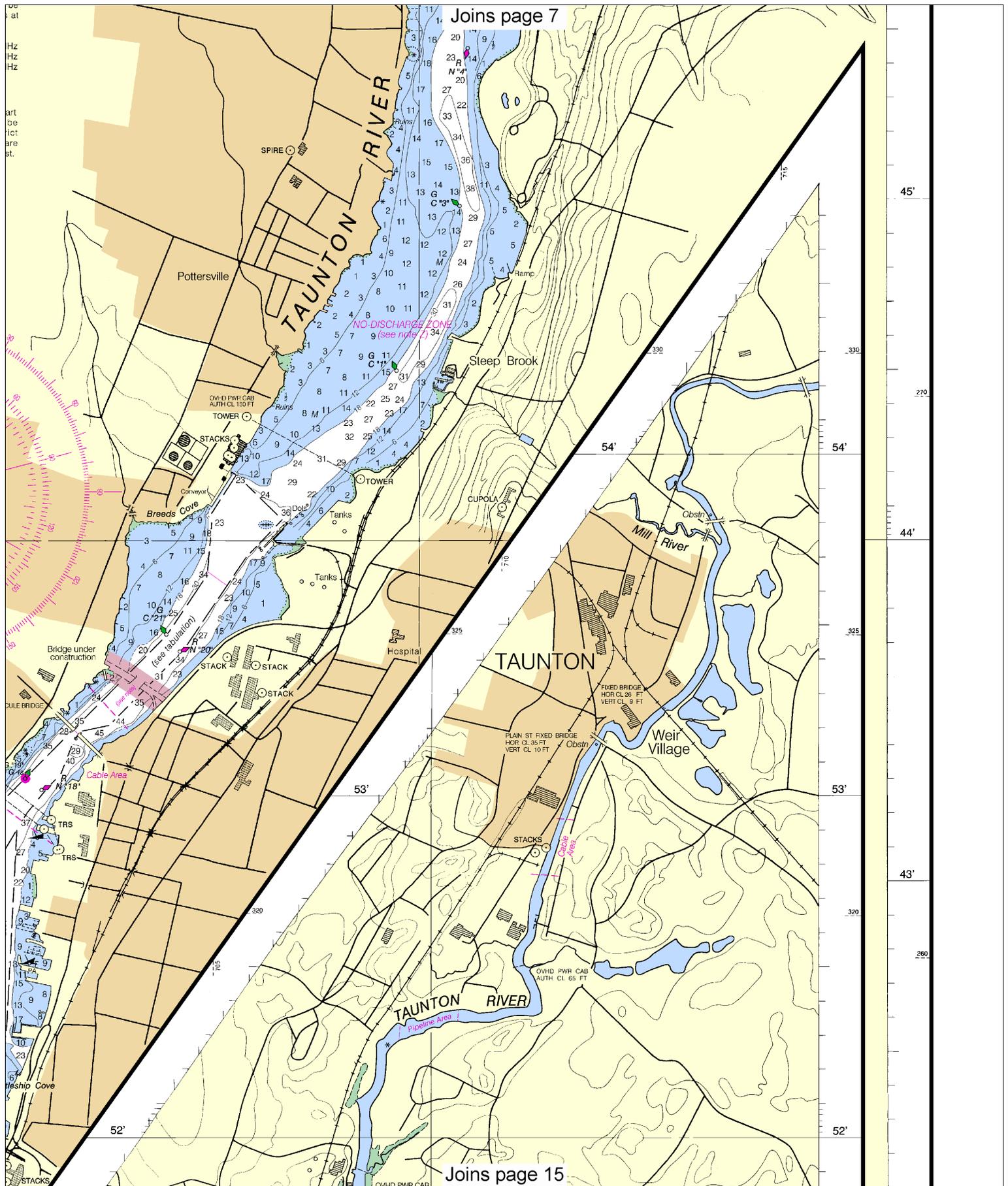
Note: Chart grid
 lines are aligned
 with true north.

Printed at reduced scale.

SCALE 1:20,000
 Nautical Miles

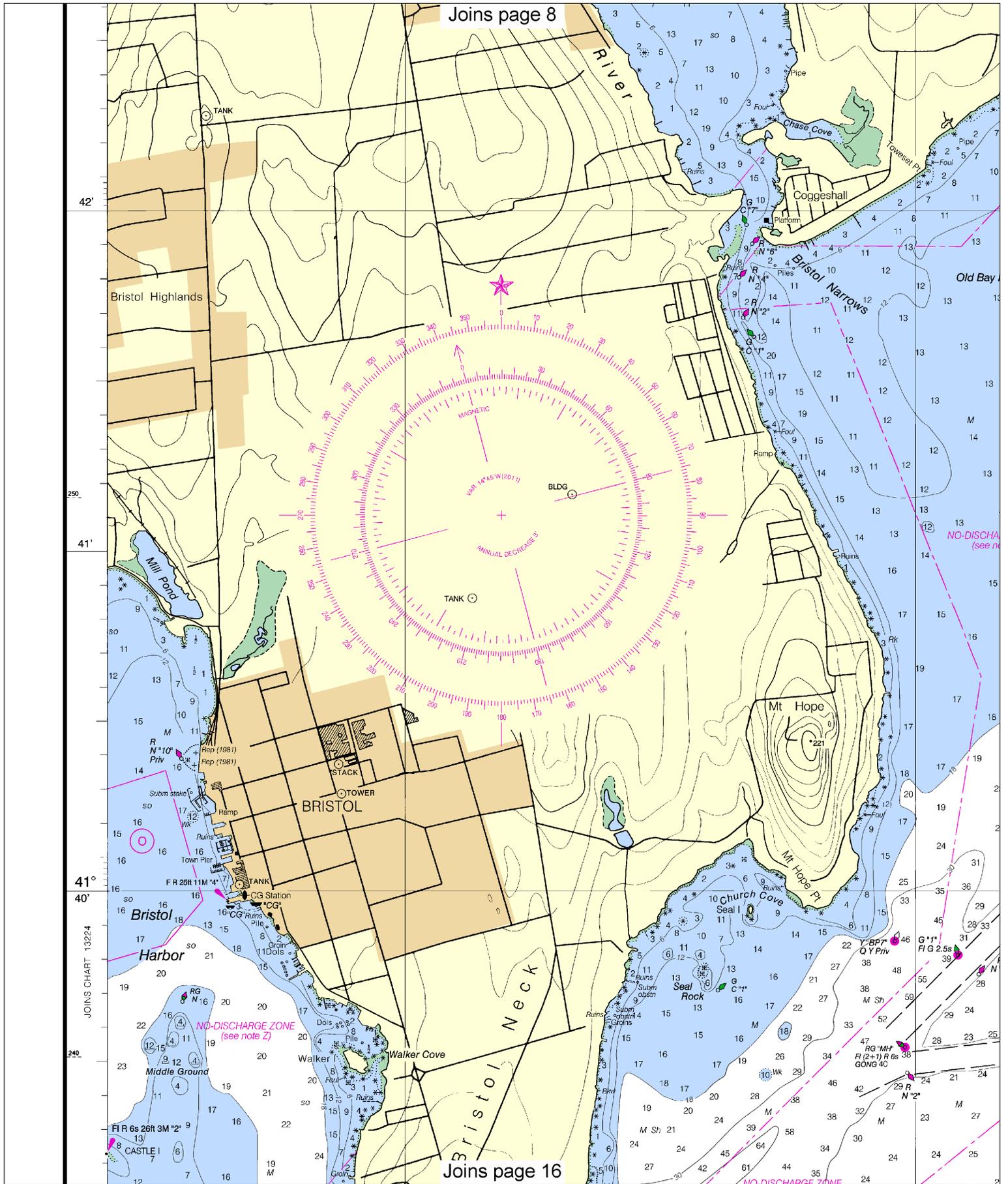
See Note on page 5.





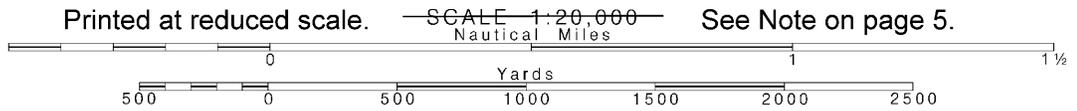
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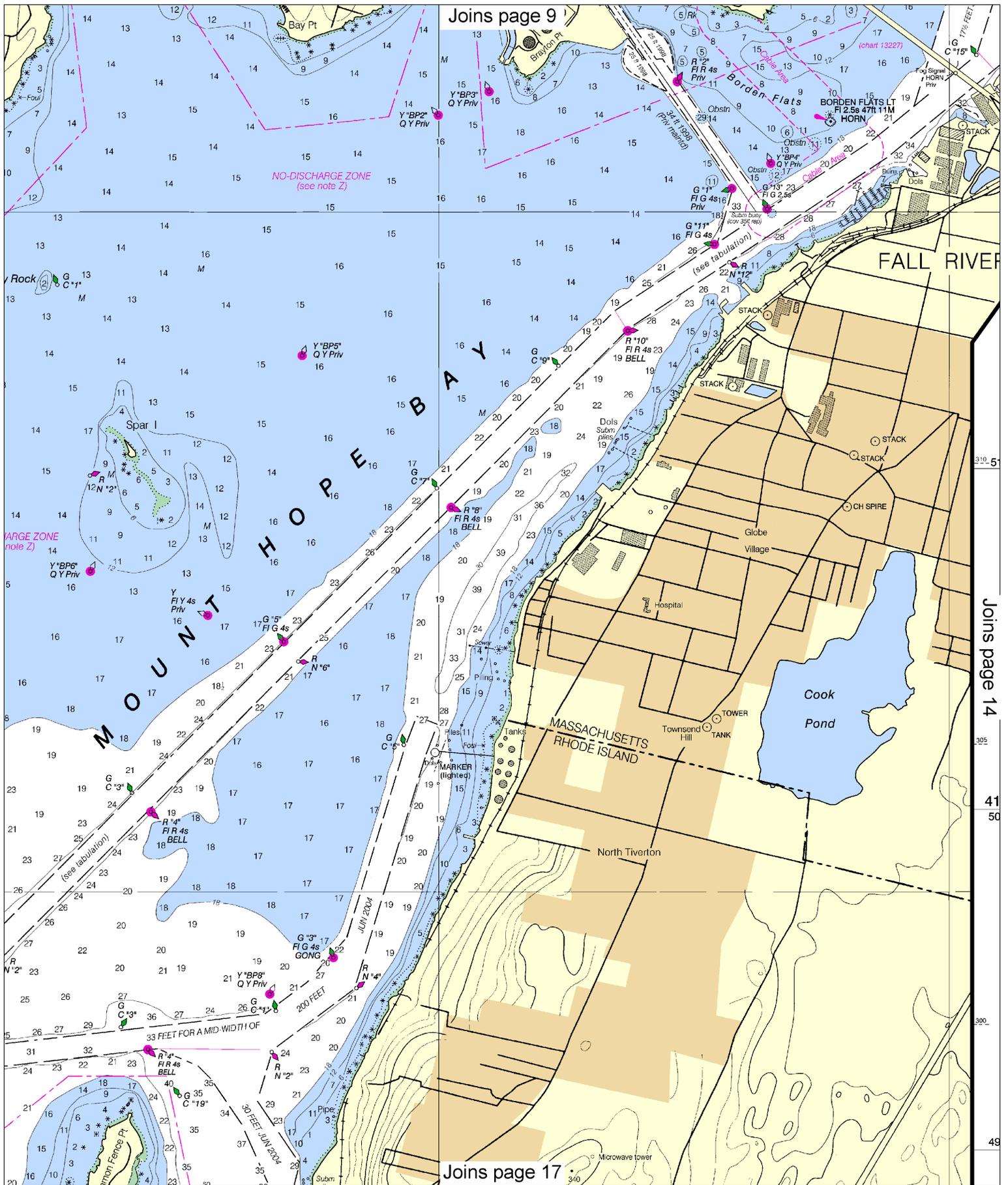
Joins page 15



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Note: Chart grid lines are aligned with true north.

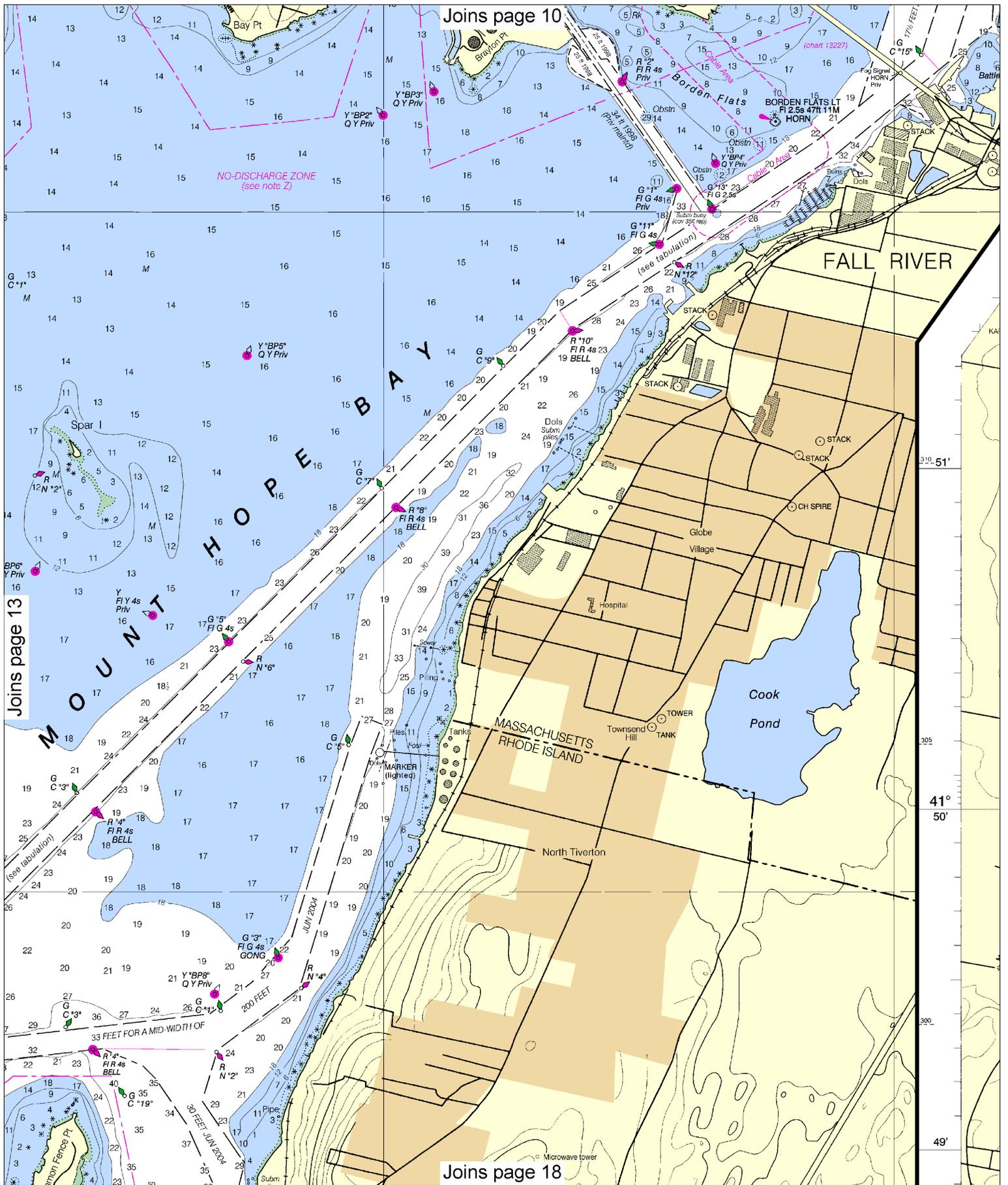




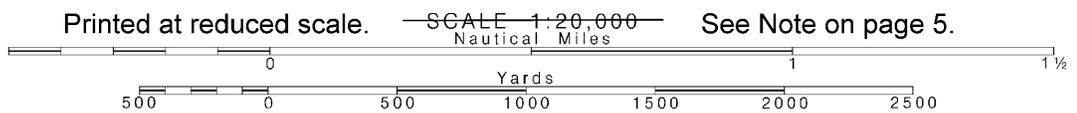
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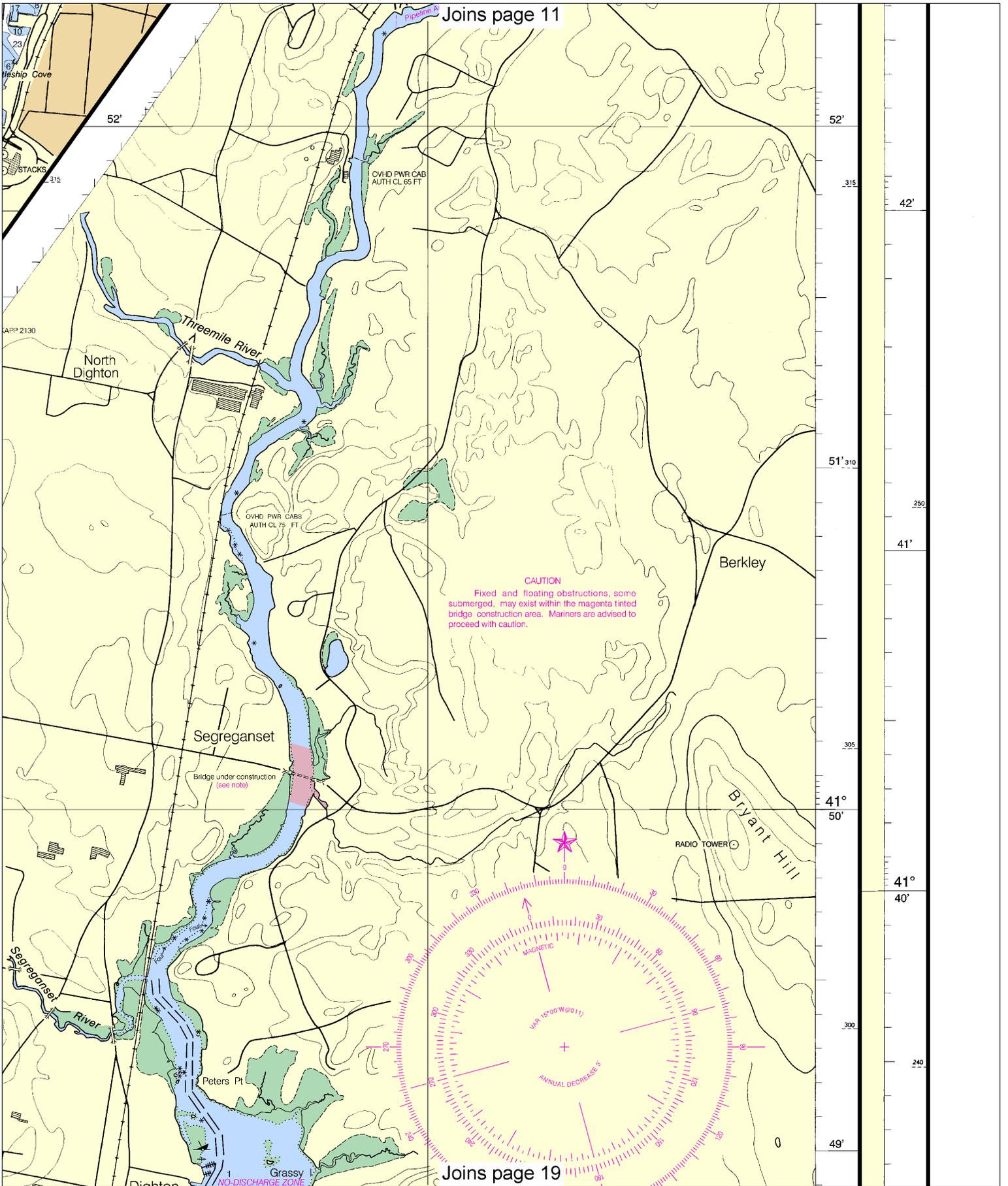
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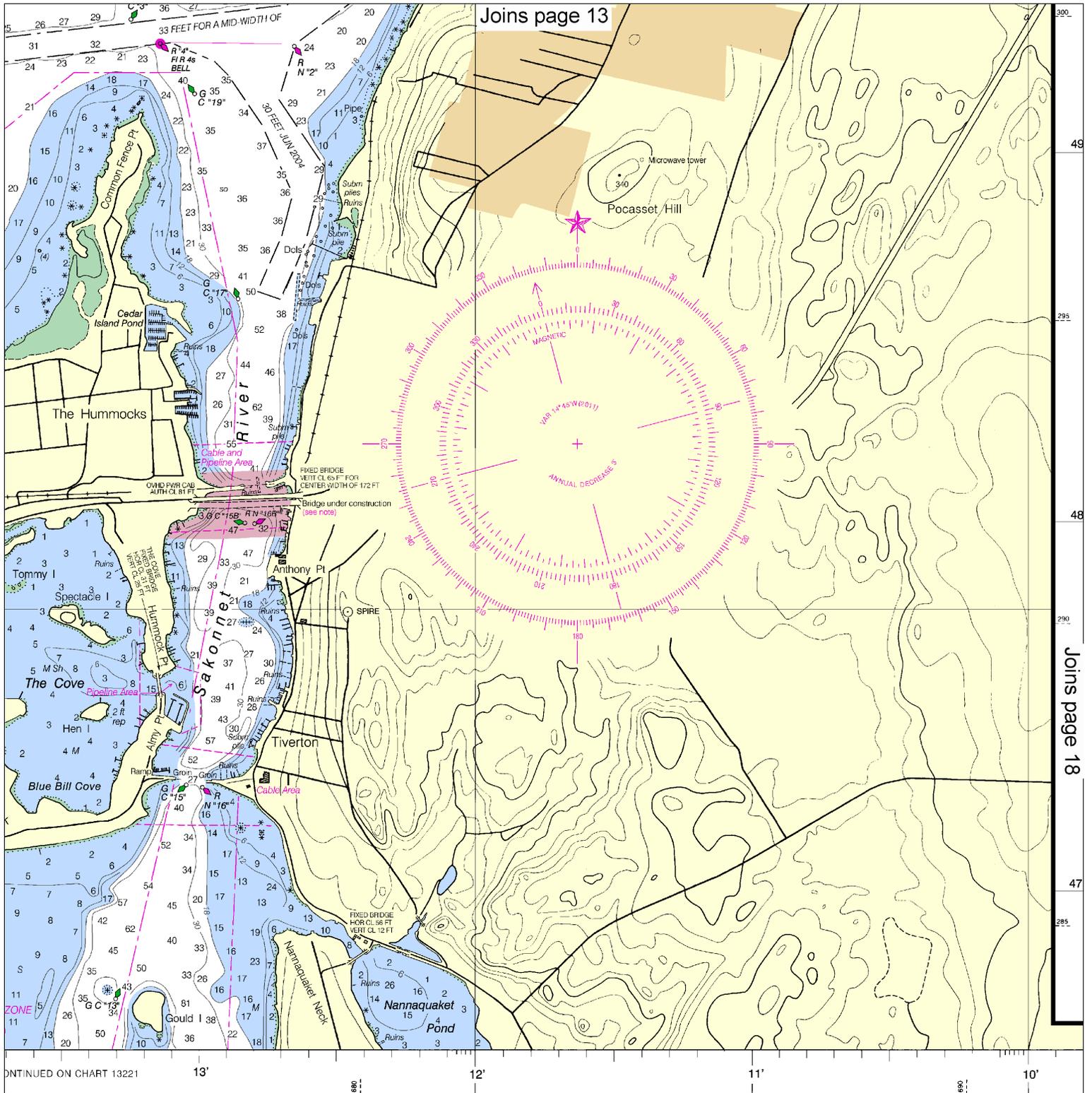
Note: Chart grid lines are aligned with true north.



Joins page 11



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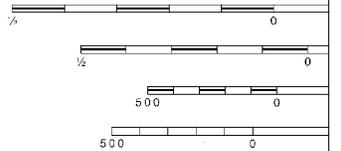
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CONTINUED ON CHART 13221

FEET

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





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>



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