

# BookletChart™

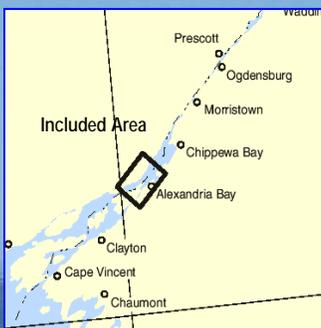


## St. Lawrence River – Ironsides Island, NY, to Bingham Island, Ont.

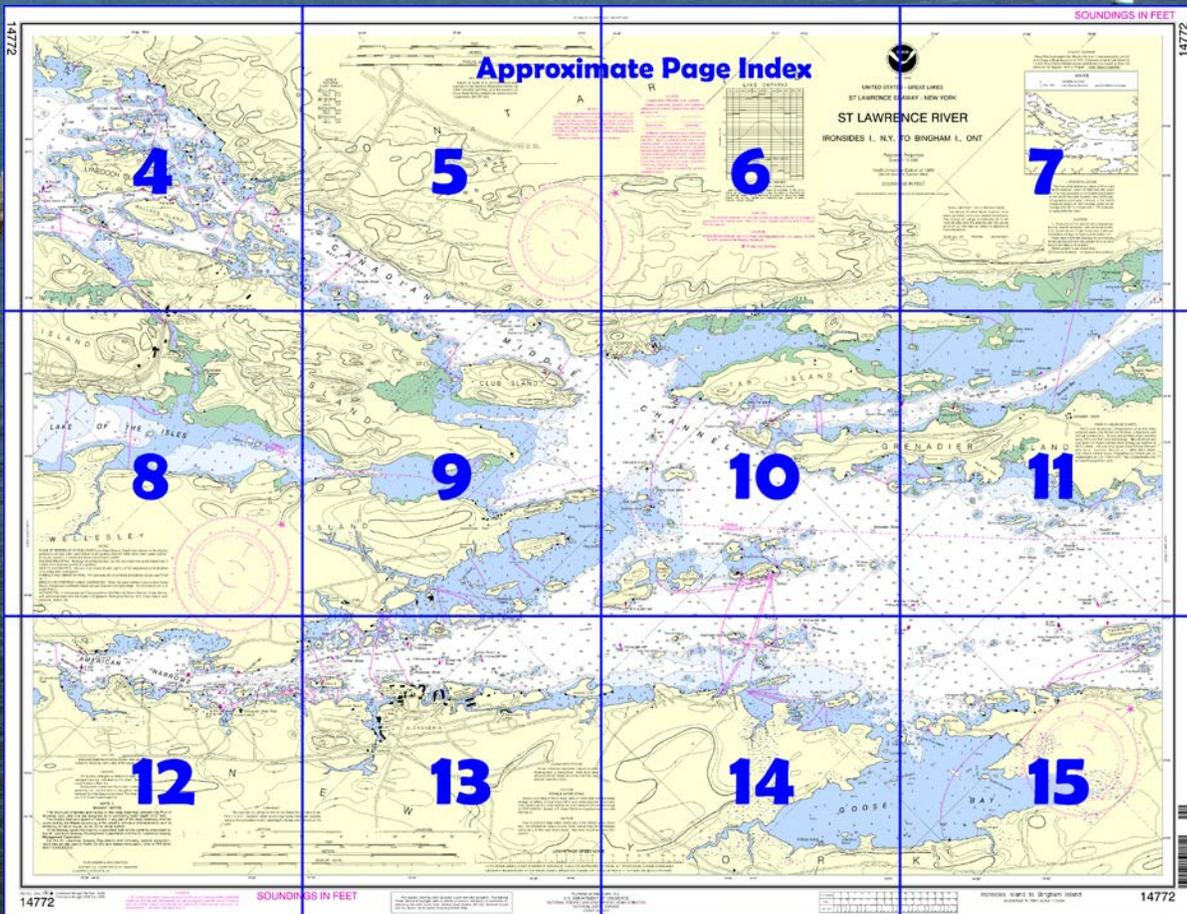
NOAA Chart 14772

*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.

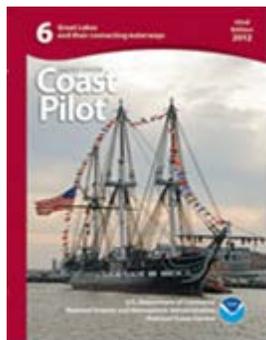
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14772>



#### (Selected Excerpts from Coast Pilot)

From Lone Brother Island, the vessel route continues southwest, between **Ironsides Shoal** on the northwest and **Ironsides Island** and **Inner Ironsides Shoal** on the southeast, thence southeast of **Whiskey Island Shoal** off the mouth of Goose Bay. **Goose Bay** is on the southeast side of the St. Lawrence River, southeast of Whiskey Island Shoal and the upper end of Grenadier Island. The bay is very shallow and has a mud bottom with rocks.

**Canadian Middle Channel** branches west from the main vessel course at Ironsides Island and leads through the Thousand Islands on the Canadian side of the International boundary, thence between Wolfe Island and

Howe Island and into Lake Ontario in the vicinity of Kingston, ON. The channel is marked by lights and buoys.

**Speed limit.**—There is a speed limit of 9.5 knots (10.9 mph) over the ground for all vessels over 40 feet (12.2 m) in length in the Canadian Middle Channel and adjacent waters.

Above Ironsides Island, Canadian Middle Channel leads past the southwest end of Grenadier Island, thence through **Raft Narrows** along the mainland. The main channel through the narrows is crossed by a fixed highway bridge with a clearance of 120 feet. Above the narrows, the channel divides around Wood Island, along the north side upbound and the south side downbound. Thence the channel leads between **Wallace Island** and **Ash Island**, southwest past **The Navy Islands**, and through the south part of **The Lake Fleet Islands** to a point north of **The Punts**, thence south of **Leek Island** and into the deep wide water between Wolfe and Howe Islands.

The following is extracted (partial) from the **Canadian Sailing Directions CEN 301, St. Lawrence River, Chapter 5**. It is to be noted that the units of miles are nautical miles.

**Rockport** is a resort community on the Canadian mainland 0.4 mile west of Tar Island light.

At the east end of Ivy Lea is an L-shaped Public **wharf** known as Ivy Lea Township Dock; the outer face is 35 m (115 ft) long with an elevation of 1.5 m (5 ft) and a depth of 0.7 m (2 ft). There is a launching **ramp** next to the Public wharf.

From Whiskey Island Shoal, the main vessel route leads southwest between the **Summerland Group** on the northwest and the **Excelsior Group** on the southeast. **Deer Island**, close southwest of the Summerland Group, is marked on the southeast side by a light. Above Deer Island, the vessel route passes the lower end of **Wellesley Island** and leads southeast of the **Manhattan Group, Frontenac Shoal**, and **Pullman Shoal** and northwest of **Sunken Rock Island, Sunken Rock Shoal**, and **Cherry Island**.

**Westminster Park, NY**, is a summer resort at the lower end of Wellesley Island. The wharves at the village are in ruins and submerged.

**Alexandria Bay, NY**, is a summer resort village on the southeast side of the river opposite the lower end of Wellesley Island. Wharves at the village are easily approached from the river. **Broadway Shoal**, in the approach to the village, has a depth of 13 feet (4 meters) and is marked by a buoy.

**Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

**Quarantine** is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

**Alexandria Bay Coast Guard Station** is on the southeast side of Wellesley Island about 1,000 feet west of Cherry Island.

Alexandria Bay is a **customs port of entry**.

**American Narrows (Upper Narrows)** separates Wellesley Island from the U.S. mainland for about 6 statute miles (5.2 nm) from Cherry Island southwest to the upper end of Wellesley Island. The channel through the narrows is generally deep, has a least width of 450 feet (137 meters), and is well marked by lights and buoys. The channel is bordered throughout its length by small islands and shoals.

The lower entrance to the narrows is marked by a **218°** leading light at the village of Point Vivian, about 1 statute mile (0.9 nm) southwest of Cherry Island.

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

RCC Cleveland      Commander  
9th CG District      (216) 902-6117  
Cleveland, OH

# Table of Selected Chart Notes

## Pump-out facilities

**NOTE E**  
**THOUSAND ISLAND BRIDGES**  
 (A) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (B) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (C) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (D) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (E) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (F) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (G) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (H) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (I) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (J) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (K) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (L) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (M) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (N) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (O) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (P) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (Q) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (R) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (S) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (T) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (U) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (V) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (W) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (X) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (Y) FIXED BRIDGE 130 FT VENT. CL. 134 FT  
 (Z) FIXED BRIDGE 130 FT VENT. CL. 134 FT

### CAUTION

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

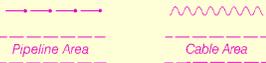
### RADAR REFLECTORS

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

#### 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

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.

### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-9802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

### 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)

### 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.

Watertown, NY    WXN-68    162.475 MHz  
 340

### 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 0.162" northward and 1.173" eastward to agree with this chart.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. 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, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.  
 Refer to charted regulation section numbers.

### CAUTION

#### POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

### CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

### SOURCE DIAGRAM

Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently 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.

### CAUTION

**SPEED REGULATIONS.** See U.S. Rules and Regulations for U.S. waters, 33 CFR Part 401, carried in the Seaway Handbook.

### 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.

**PLANE OF REFERENCE OF THIS CHART (Low Water Datum).** Depths are referred to the sloping surface of the river when Lake Ontario is at elevation 243.3 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

**SAILING DIRECTIONS.** Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

**BRIDGE AND OVERHEAD CABLE CLEARANCES.** When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

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

**SYMBOLS AND ABBREVIATIONS.** For complete list of symbols and abbreviations see Chart No. 1.

**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 Canadian authorities.

### NOTE C

#### SEAWAY NOTES

The improved channels and canals in the deep waterway between the Port of Montreal and Lake Erie are designed for a controlling water depth of 27 feet.

The loaded draft and speed of vessels in any part of the deep waterway shall be controlled by the Master according to the vessel's individual characteristics, and its tendency to list or squat, so as not to strike bottom.

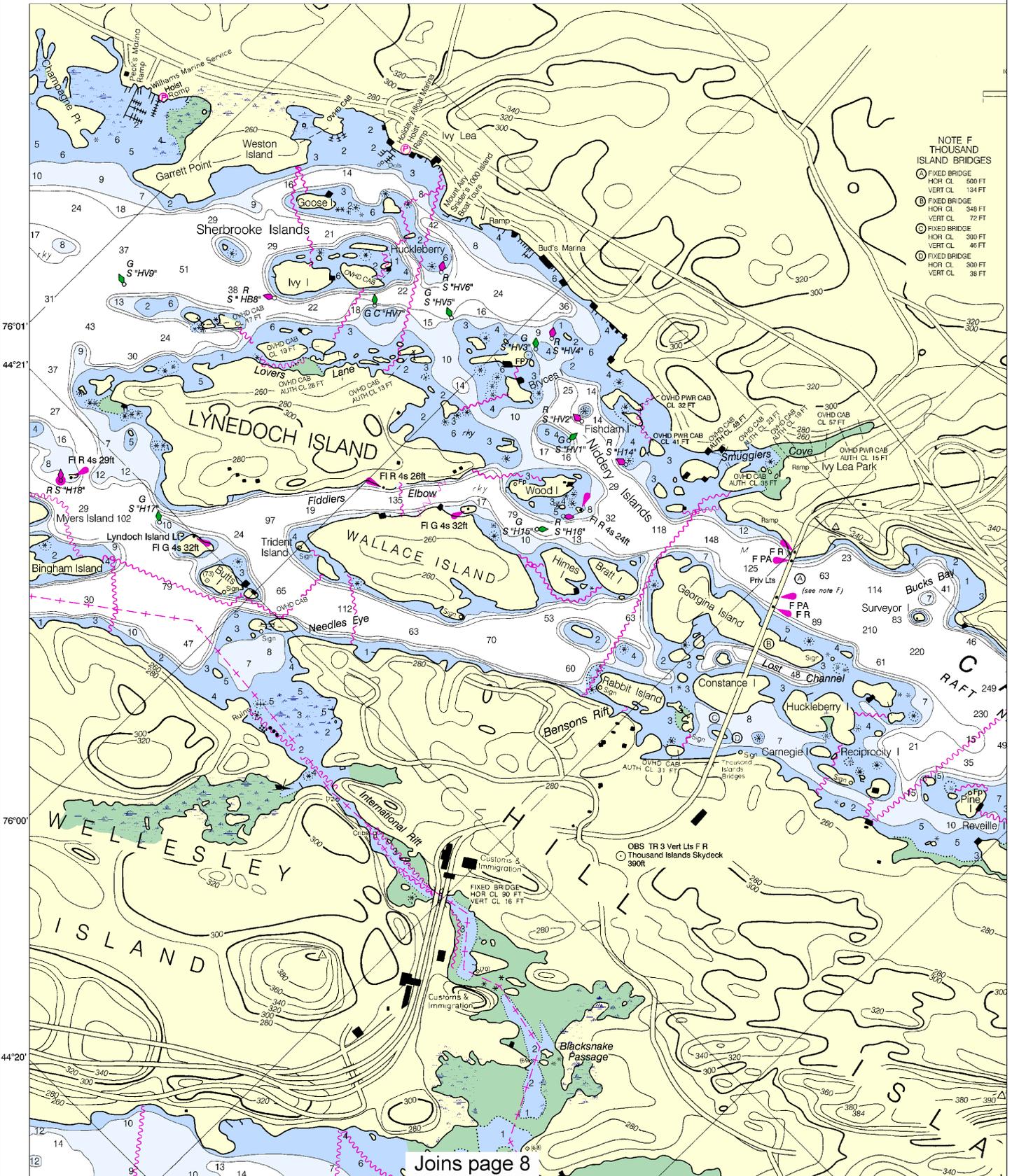
In the Seaway canals the maximum permitted draft will be currently prescribed by the St. Lawrence Seaway Development Corporation and the St. Lawrence Seaway Management Corporation.

For the St. Lawrence Seaway Regulations and Circulars, special equipment, radio frequencies used in Traffic Control and related information, refer to THE SEAWAY HANDBOOK.

14772

44°22' 76°01'

76°00'



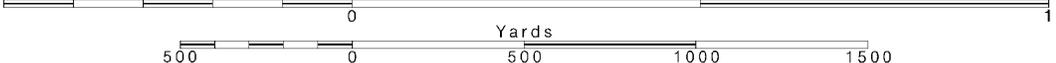
- NOTE F  
THOUSAND ISLAND BRIDGES
- (A) FIXED BRIDGE  
HOR CL 500 FT  
VERT CL 134 FT
  - (B) FIXED BRIDGE  
HOR CL 348 FT  
VERT CL 72 FT
  - (C) FIXED BRIDGE  
HOR CL 300 FT  
VERT CL 46 FT
  - (D) FIXED BRIDGE  
HOR CL 300 FT  
VERT CL 38 FT

Joins page 8

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.



4

Note: Chart grid lines are aligned with true north.

44°23' 75°59' 44°24' 75°58'

FEET

METERS

STATUTE MILES

**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).

**NOTE A**

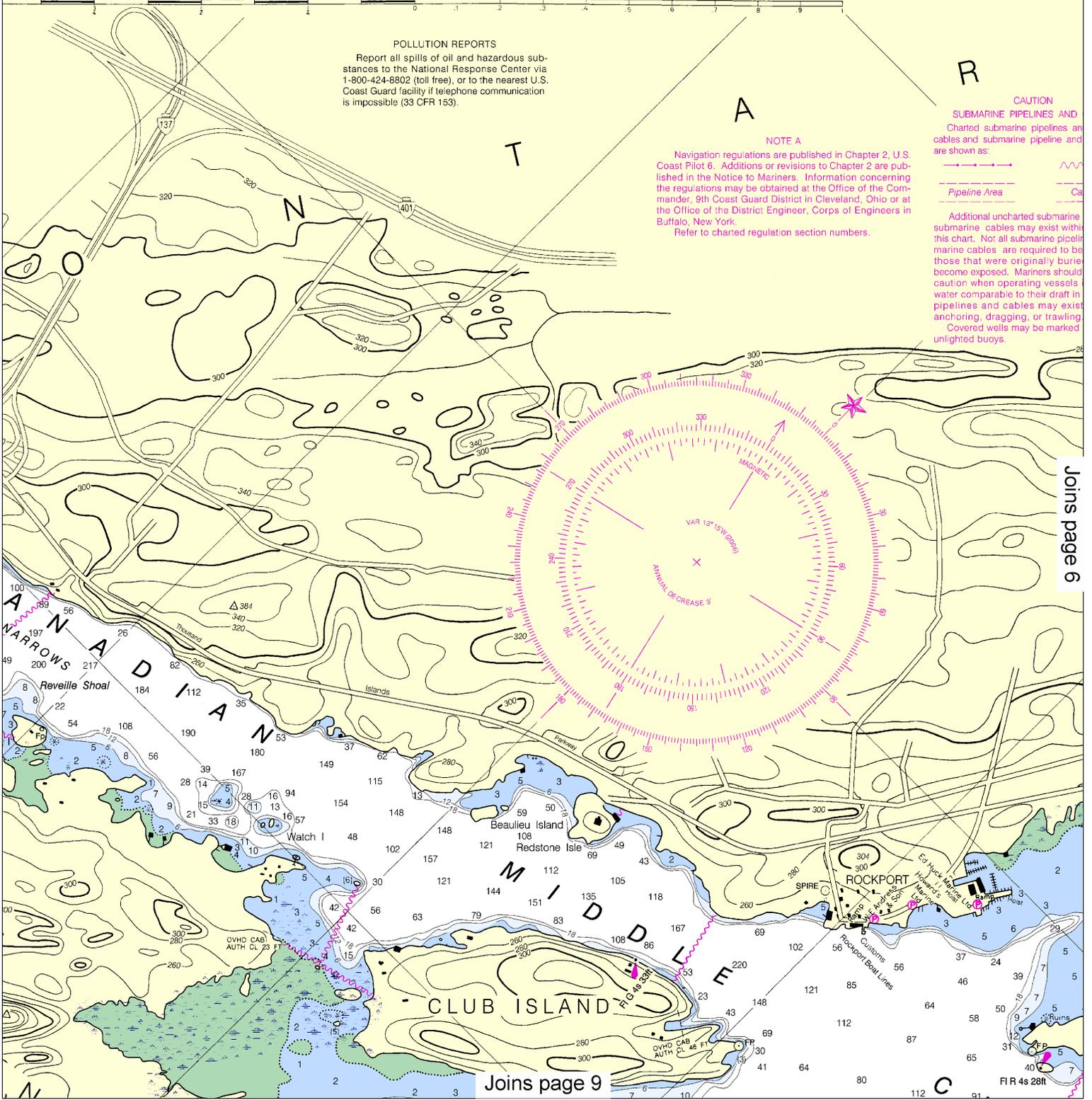
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**CAUTION**  
SUBMARINE PIPELINES AND CABLES  
Charted submarine pipelines and cables and submarine pipeline and cables are shown as:



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

Joins page 6

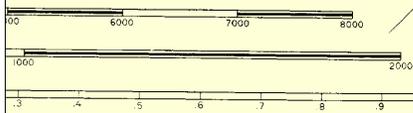


Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



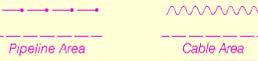
44°24' 75°58' 75°57' 44°25'



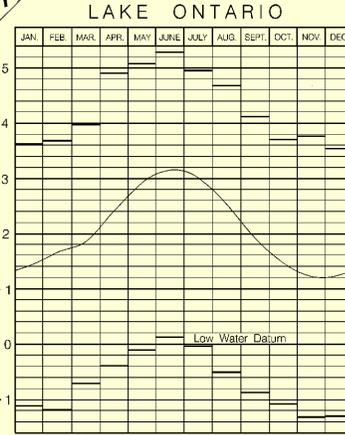
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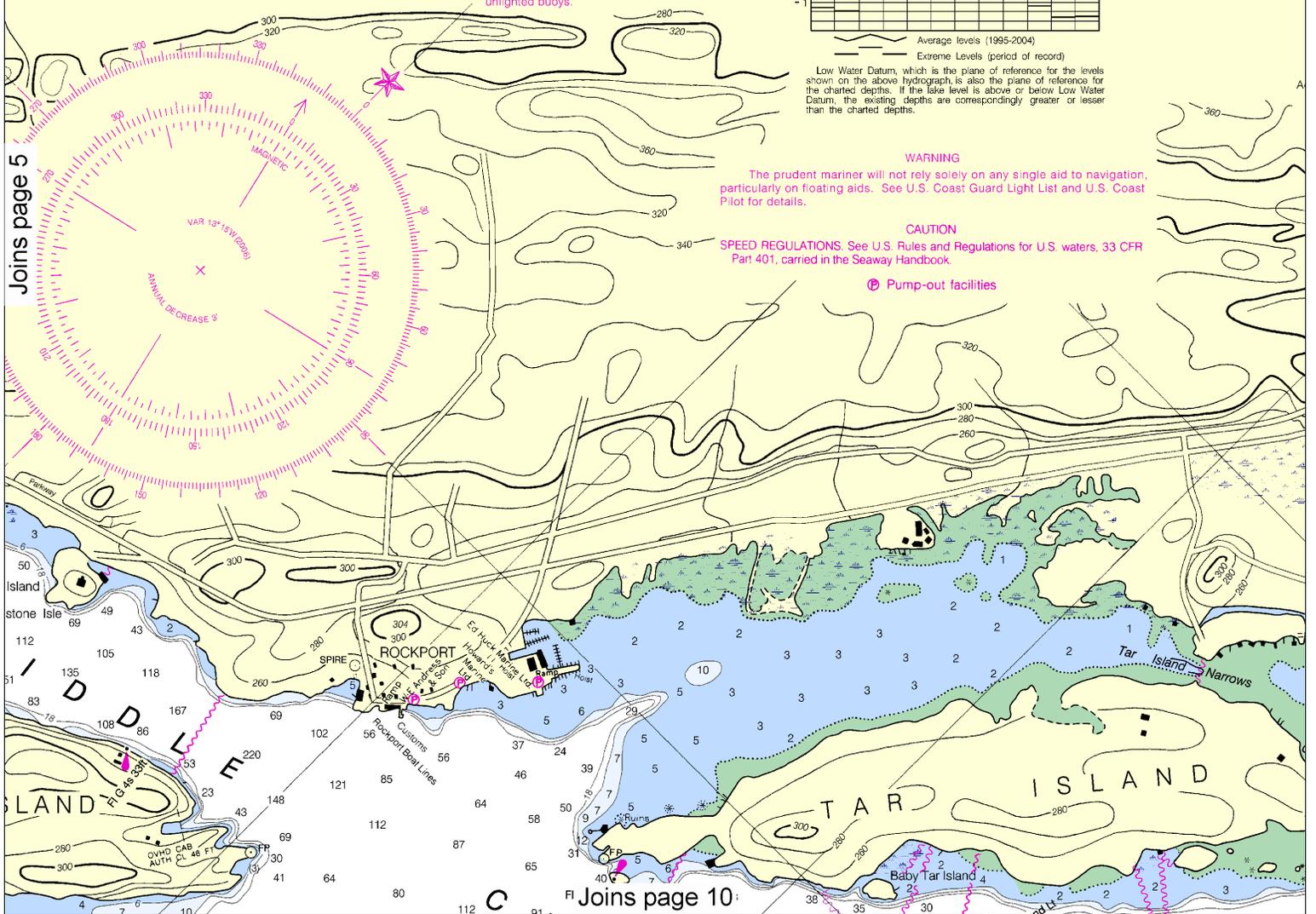
Average levels (1995-2004)  
Extreme Levels (period of record)  
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**WARNING**  
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**CAUTION**  
**SPEED REGULATIONS.** See U.S. Rules and Regulations for U.S. waters, 33 CFR Part 401, carried in the Seaway Handbook.

Pump-out facilities

Joins page 5



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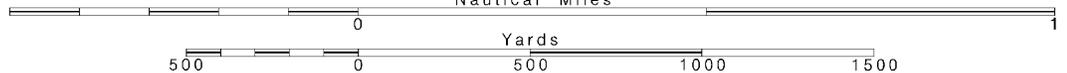
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.





UNITED STATES - GREAT LAKES

LAWRENCE SEAWAY - NEW YORK

# LAWRENCE RIVER

ES I., N.Y. TO BINGHAM I., ONT

Polyconic Projection  
Scale 1:15,000

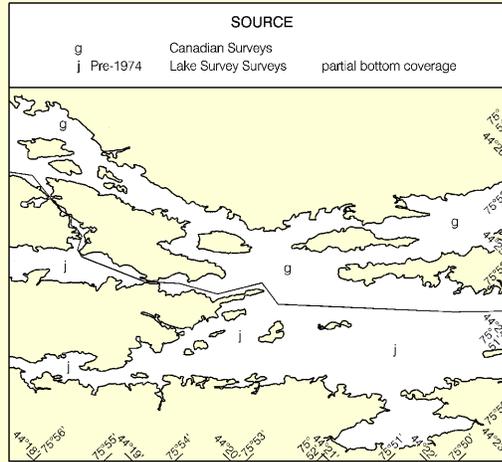
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET

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

SOURCE DIAGRAM

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HORIZONTAL DATUM

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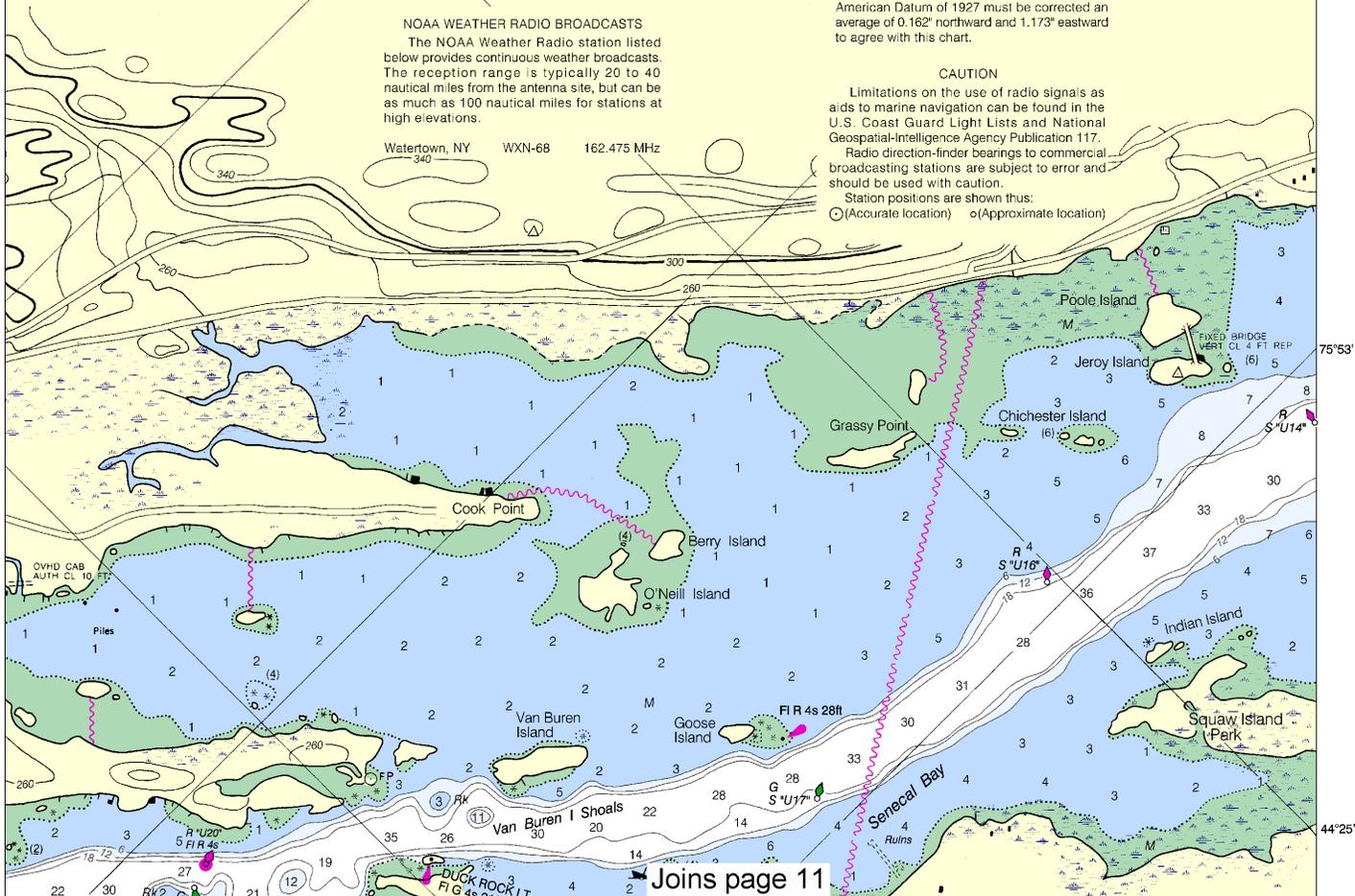
CAUTION

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○ (Accurate location) ◐ (Approximate location)

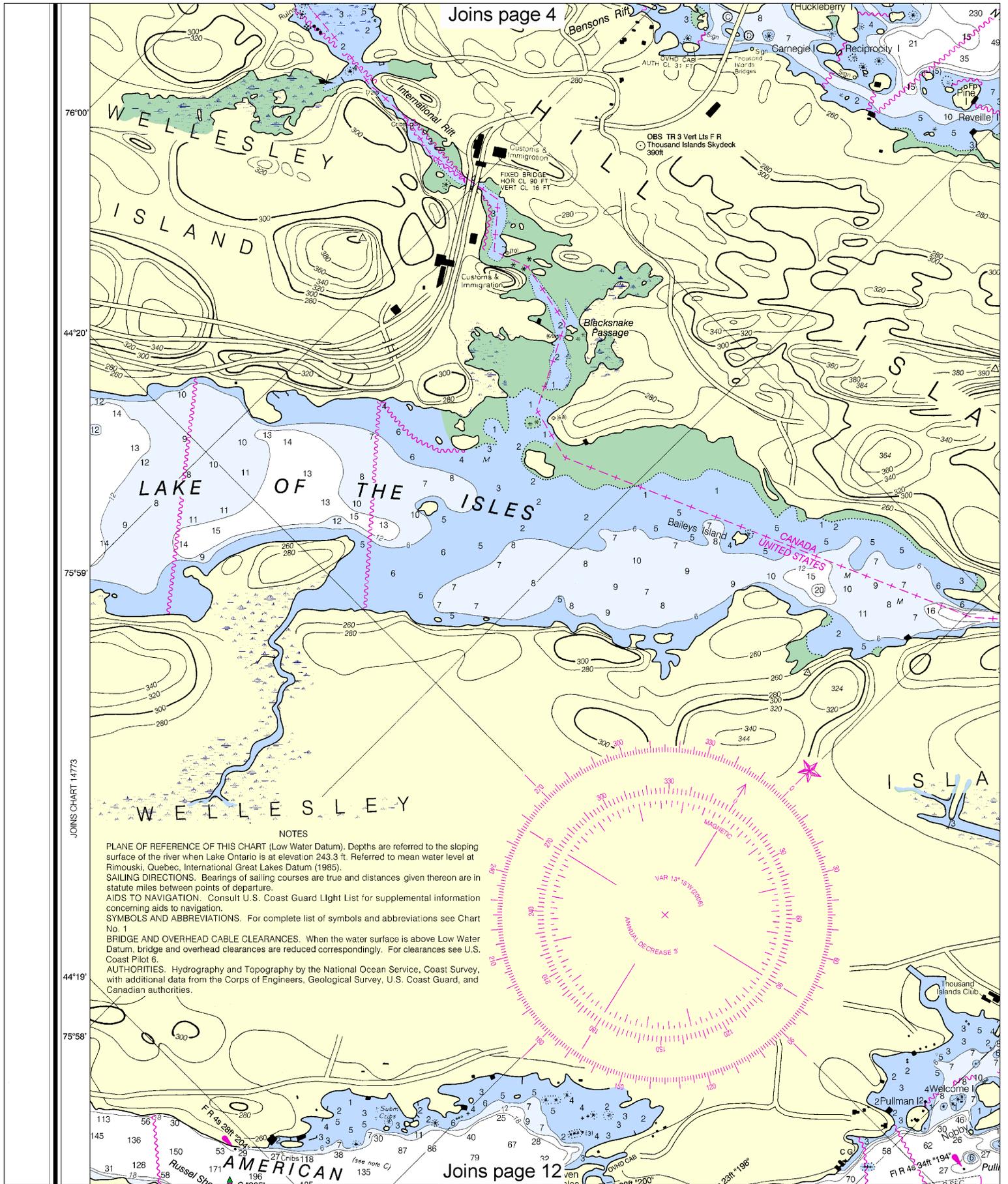
NOAA WEATHER RADIO BROADCASTS

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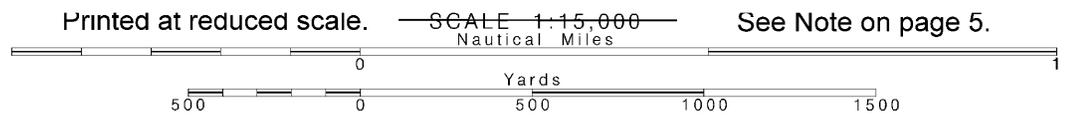
Watertown, NY WXN-68 162.475 MHz

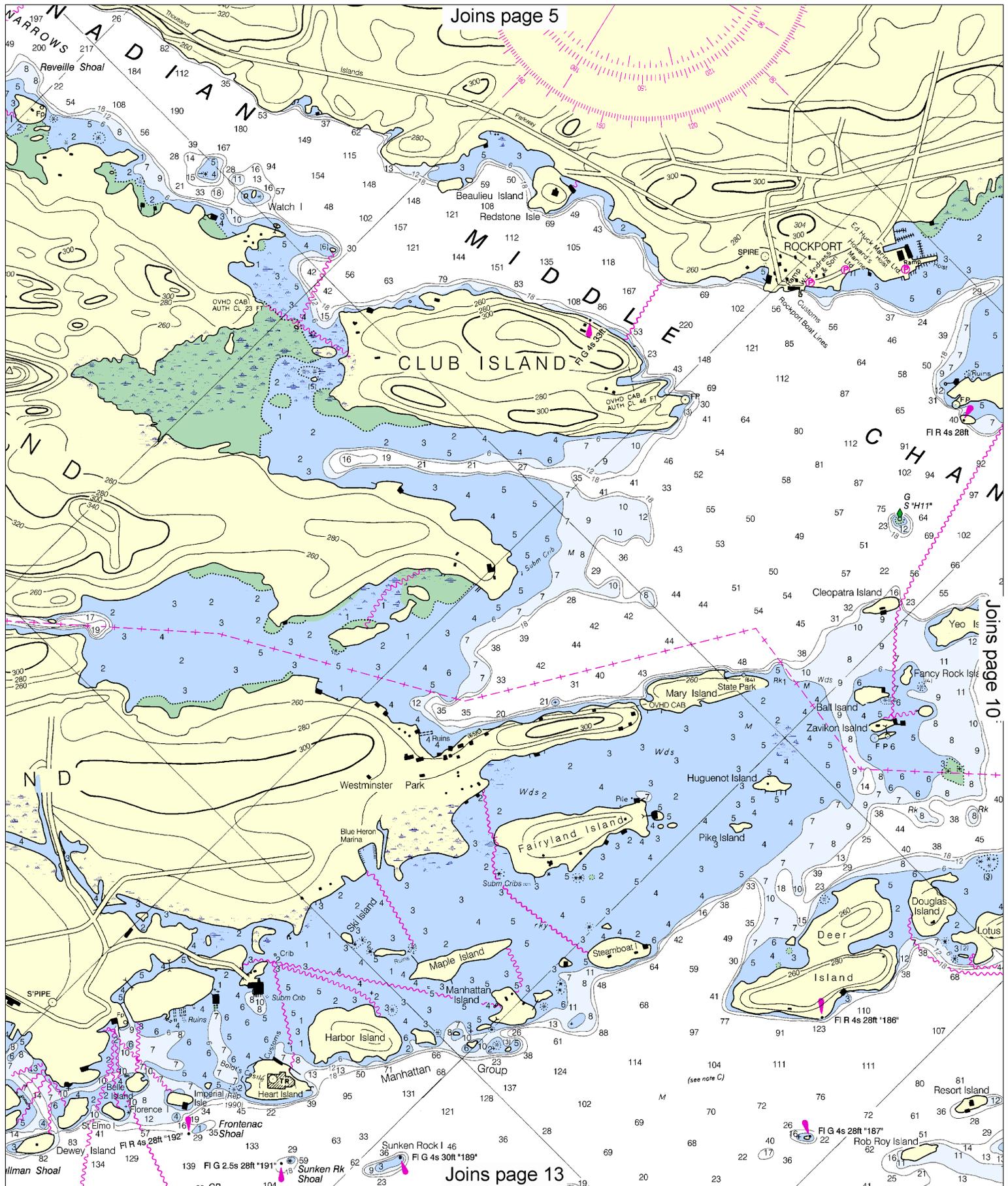


Joins page 11



Note: Chart grid lines are aligned with true north.

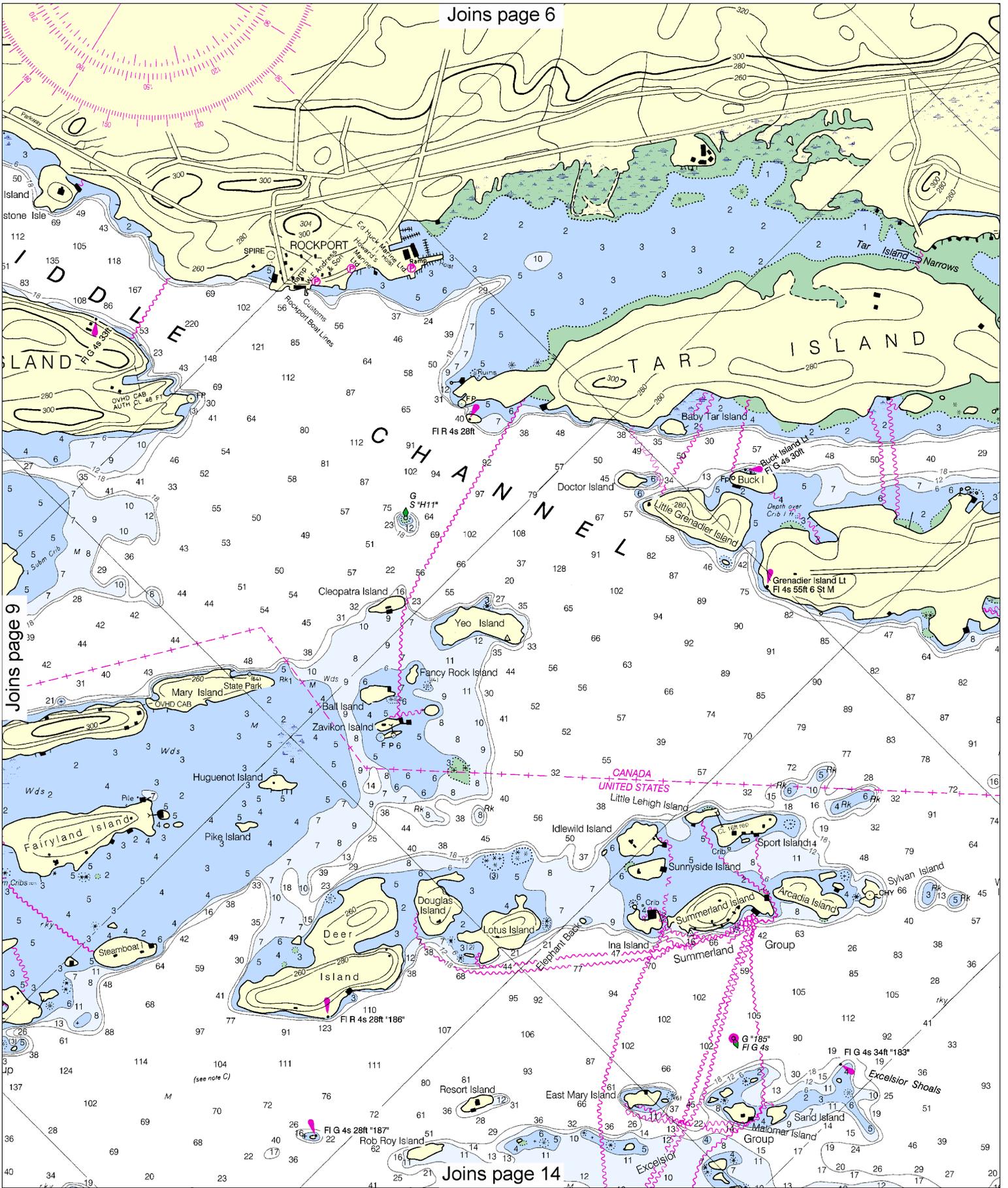




Joins page 5

Joins page 10

Joins page 13



Joins page 9

Joins page 14

10

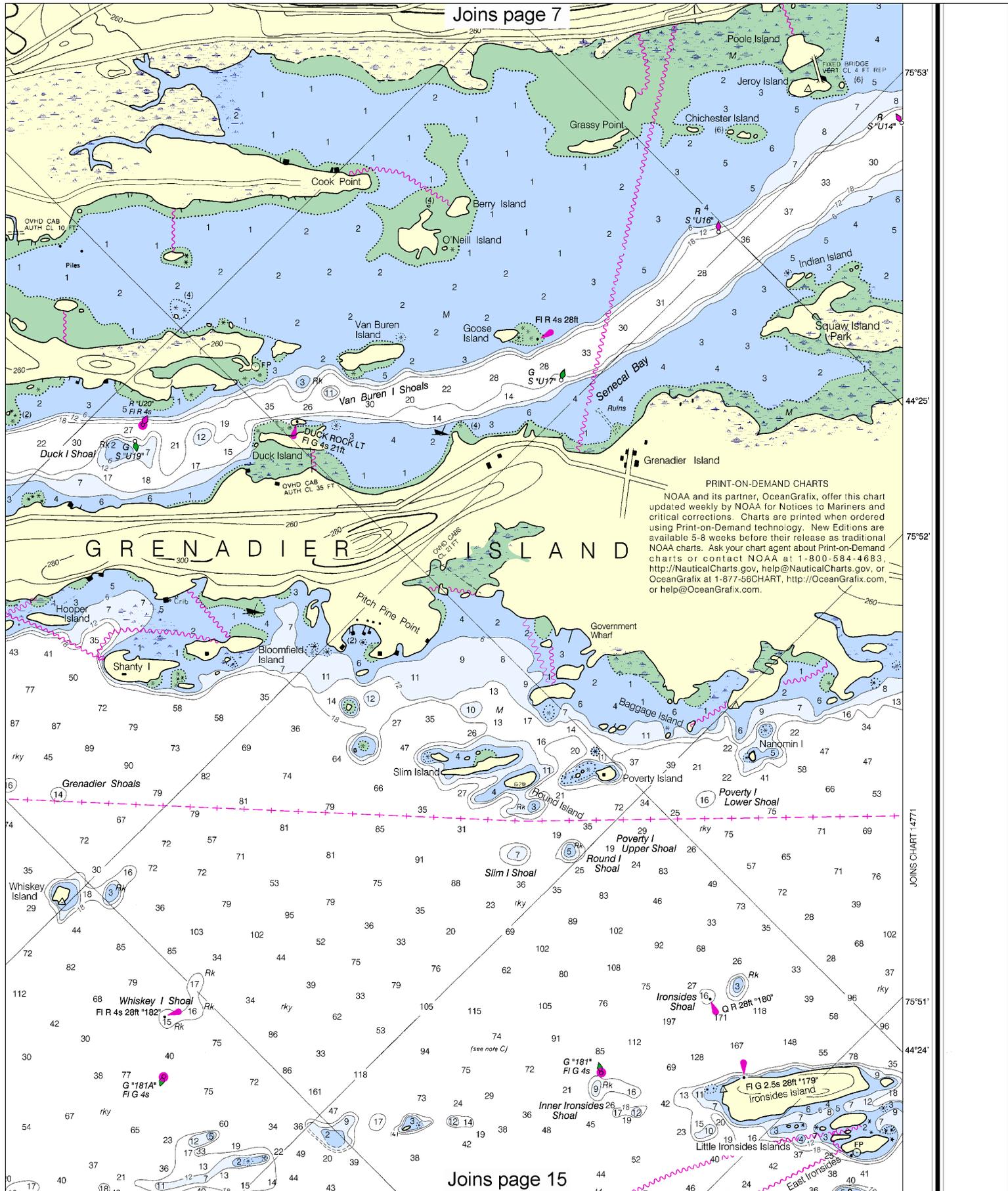
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.





**PRINT-ON-DEMAND CHARTS**  
 NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

JOINS CHART 1471

# WELLESLEY

## NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum). Depths are referred to the sloping surface of the river when Lake Ontario is at elevation 243.3 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

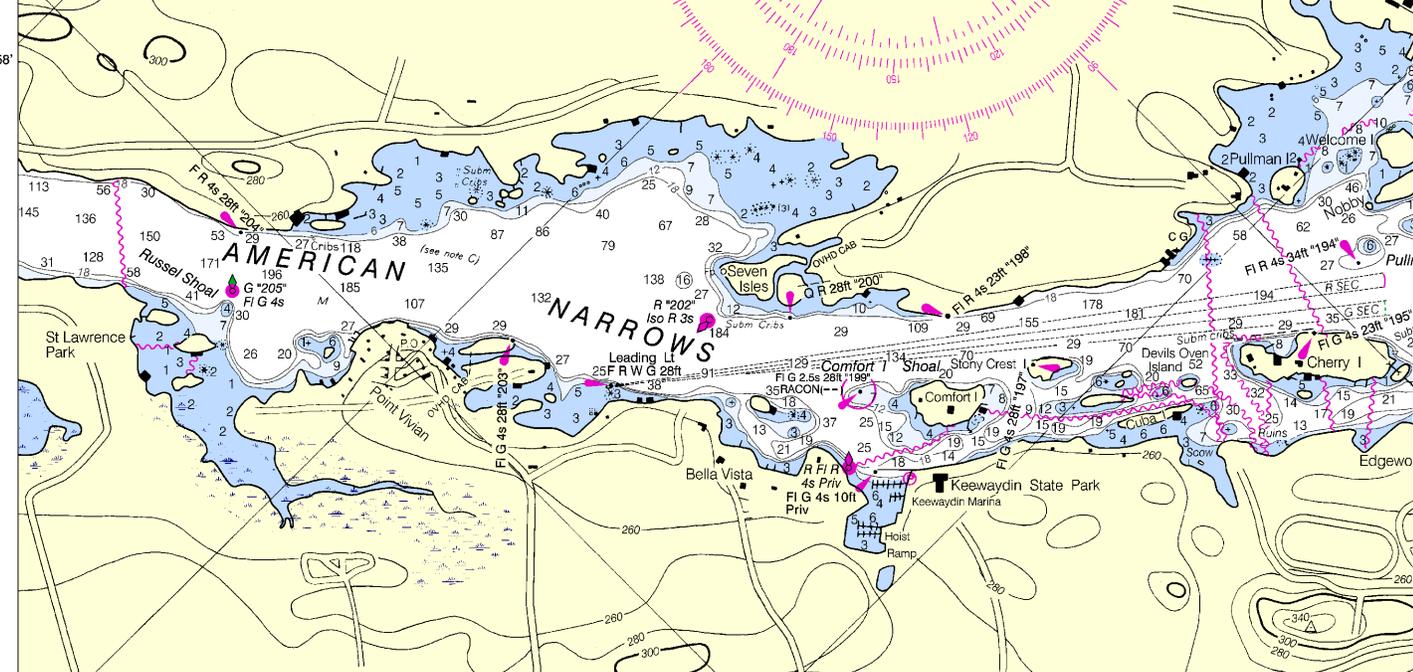
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

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 Canadian authorities.

44°19'  
75°58'



**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.

### NOTE C SEAWAY NOTES

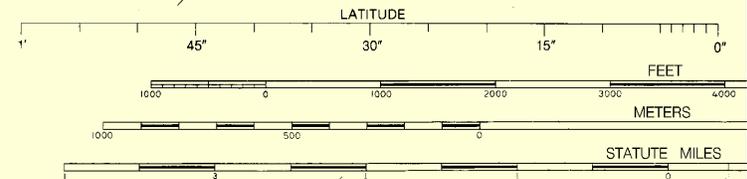
The improved channels and canals in the deep waterway between the Port of Montreal and Lake Erie are designed for a controlling water depth of 27 feet. The loaded draft and speed of vessels in any part of the deep waterway shall be controlled by the Master according to the vessel's individual characteristics, and its tendency to list or squat, so as not to strike bottom.

In the Seaway canals the maximum permitted draft will be currently prescribed by the St. Lawrence Seaway Development Corporation and the St. Lawrence Seaway Management Corporation.

For the St. Lawrence Seaway Regulations and Circulars, special equipment, radio frequencies used in Traffic Control and related information, refer to THE SEAWAY HANDBOOK.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 6 for important supplemental information.

**COPYRIGHT**  
No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.



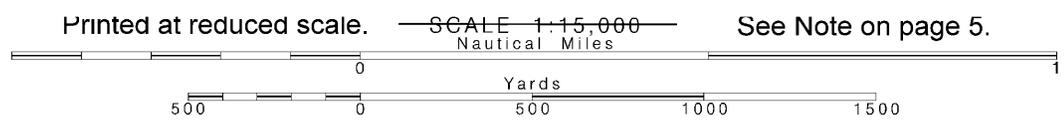
18th Ed., Dec. /05 ■ Corrected through NM Dec. 10/05  
Corrected through LNM Dec. 6/05  
**14772**

**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.

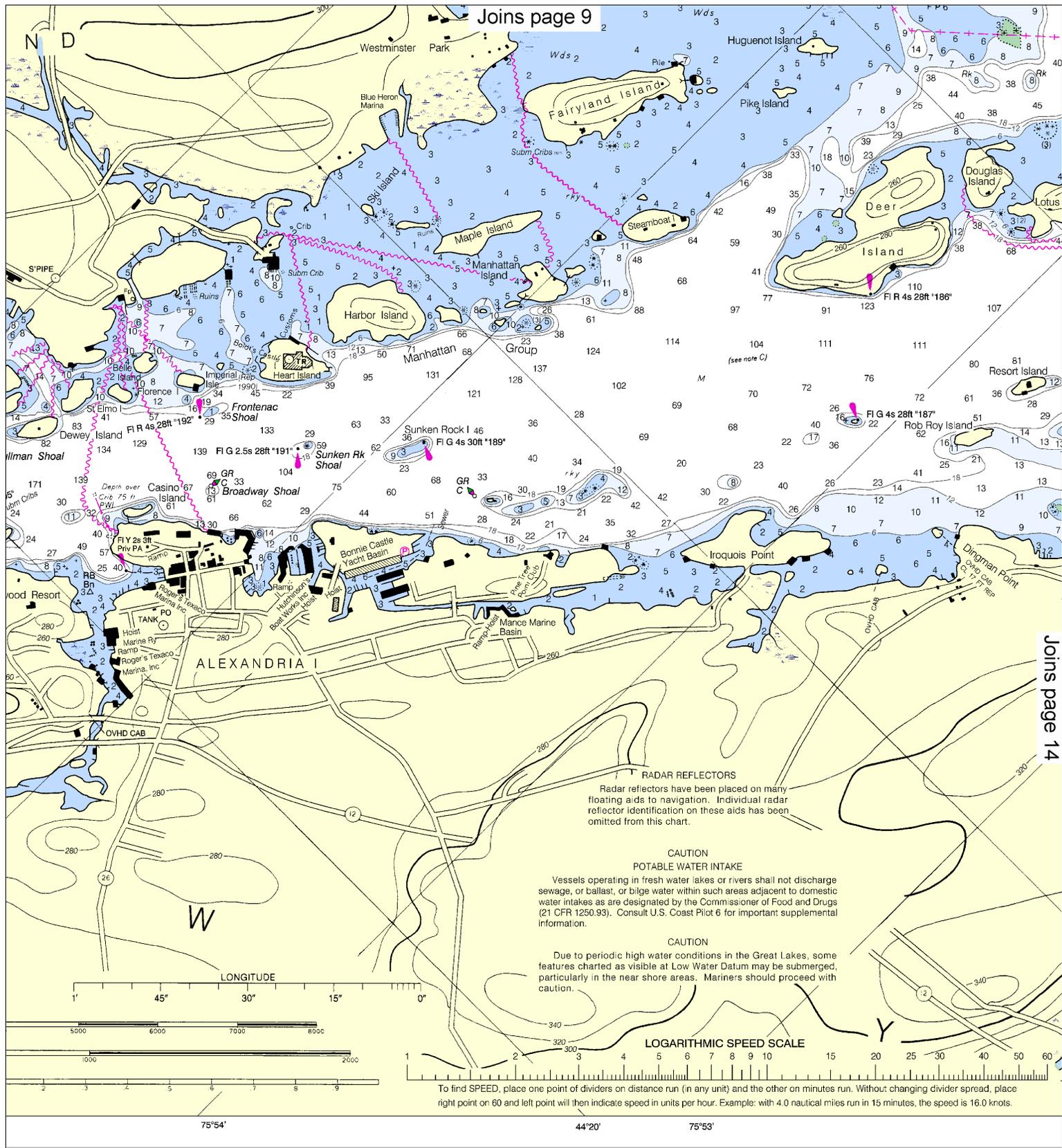
# SOUNDINGS IN FEET

# 12

Note: Chart grid lines are aligned with true north.



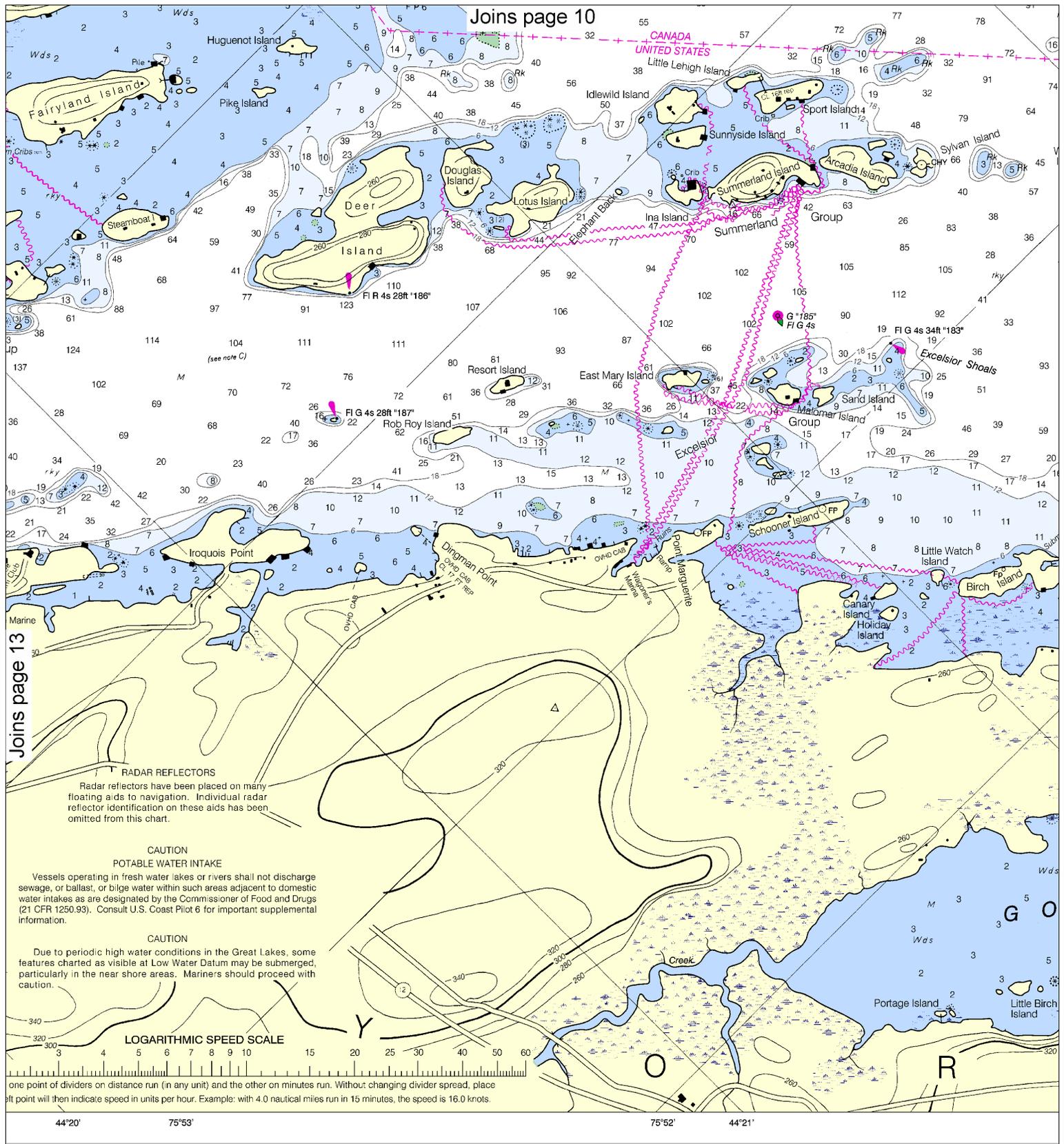
See Note on page 5.



ET

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/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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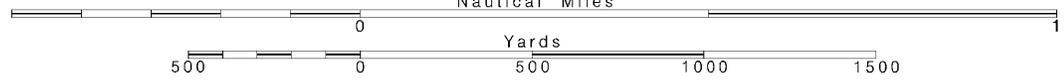
FATHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3

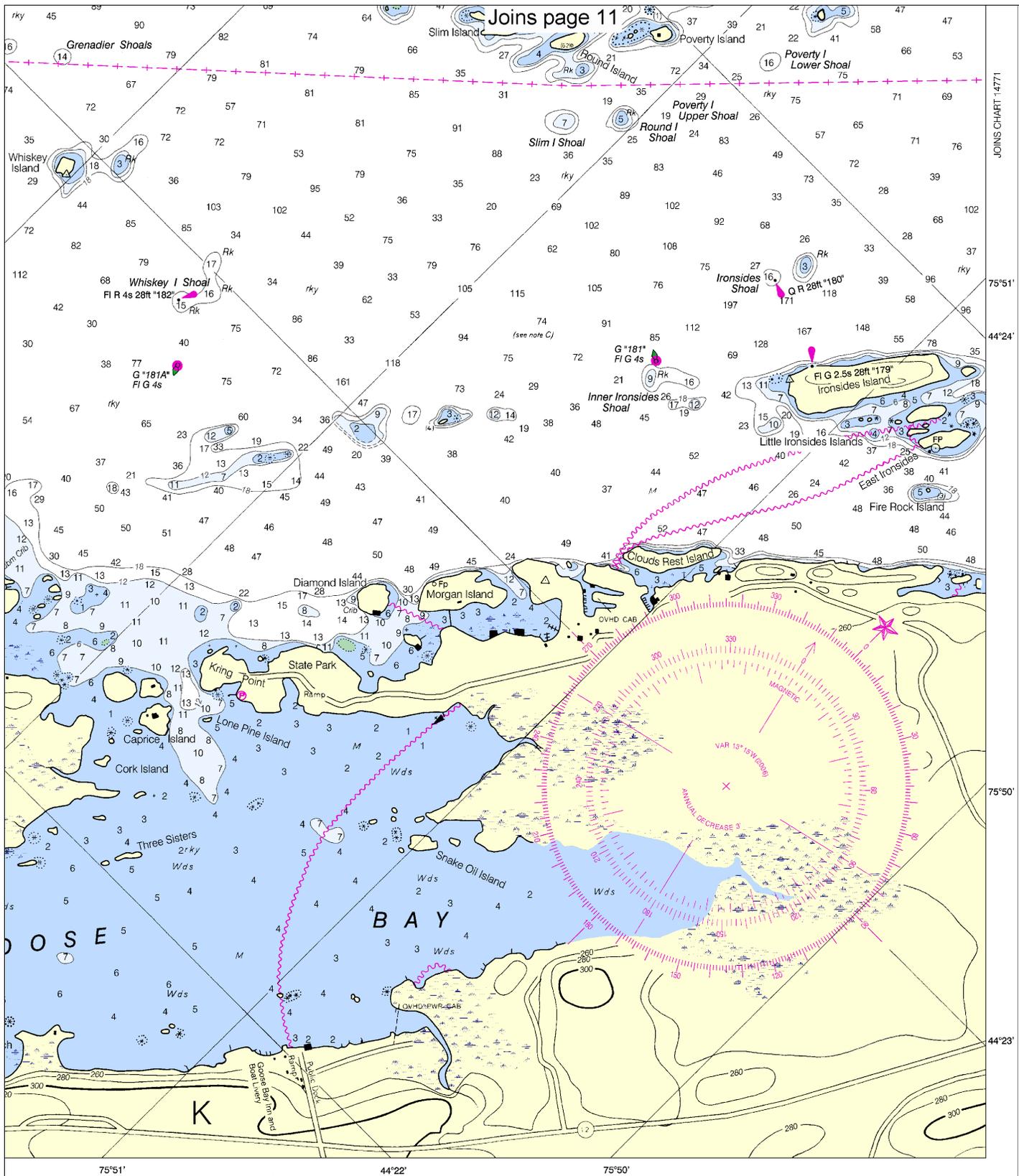
**14**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:15,000 Nautical Miles

See Note on page 5.





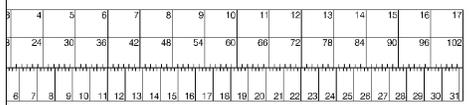
JOINS CHART 14771

Joins page 11

Ironsides Island to Bingham Island

SOUNDINGS IN FEET-SCALE 1:15,000

14772



ED. NO. 18

NSN 7642014010640  
 NGA REFERENCE NO. 14XHA14772



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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