

# BookletChart™



## Grand Traverse Bay to Little Traverse Bay

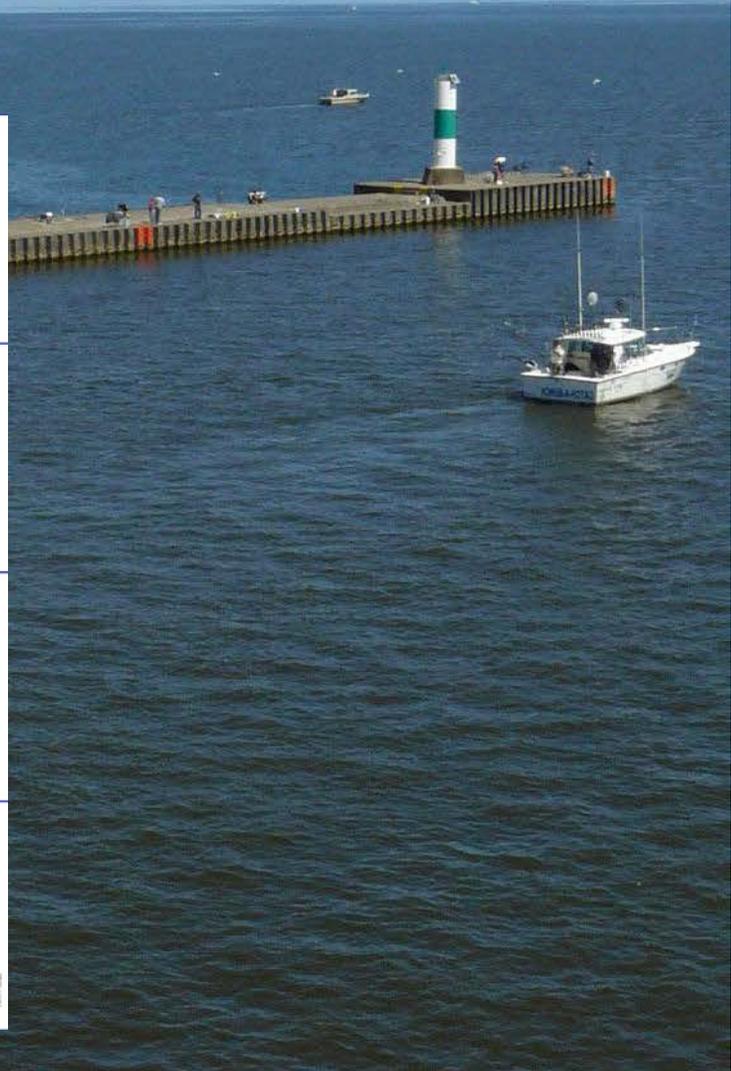
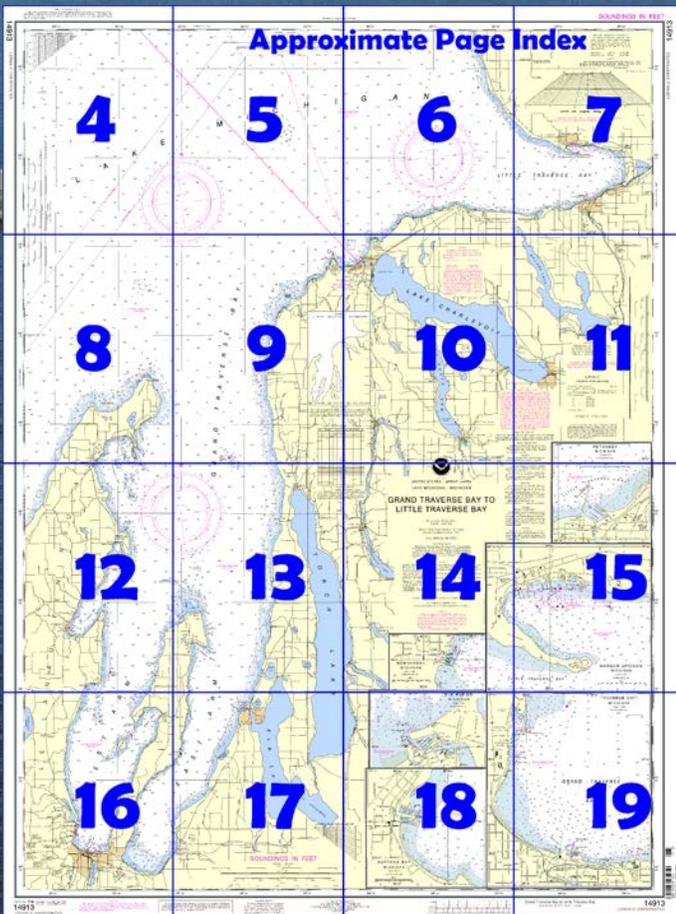
NOAA Chart 14913

*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.

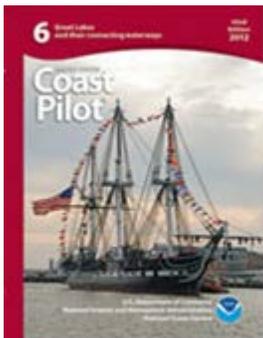
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14913>.



**(Selected Excerpts from Coast Pilot)**  
**Little Traverse Bay** indents the east shore of Lake Michigan between Sevenmile Point and **Big Rock Point** (45°21.7'N., 85°12.1'W.). The bay is about 10 miles wide at the entrance, narrowing to 2 miles wide at its head, 11.5 miles east. The bay, with deep water and good holding ground, provides protection in all but W winds. Shoals extend about 0.5 mile off the northwest shore and the head of the bay, but otherwise the shores are generally

deep-to.

**Harbor Point** is a narrow spit that extends southeast from the north shore of Little Traverse Bay to protect the harbor at Harbor

Springs. **Little Traverse Light** (45°25'10"N., 84°58'39"W.), 72 feet above the water, is shown from a white skeleton tower on the end of the point.

**Harbor Springs, MI**, on the north shore of Little Traverse Bay, is a fine small-craft harbor of refuge affording security in any weather. On the north shore of the harbor, docks extend to 10 to 12 feet of water, with 16 feet at the end of the city dock.

**Harbor regulations.**—**Local harbor regulations** are established by the Harbor Springs City Council and are enforced by the **harbormaster**. A **slow-no wake speed** is enforced within the limits of the harbor. Copies of the regulations may be obtained from the Harbormaster, City of Harbor Springs, 250 East Bay Street, Harbor Springs, MI 49740. A **special anchorage** area, marked by lighted buoys, is on the north side of the harbor. (See **110.1 and 110.82a**, chapter 2, for limits and regulations.)

**Small-craft facilities.**—A municipal marina constructed by the Michigan State Waterways Commission and the city, and private marinas provide transient berths, gasoline, diesel fuel, water, ice, electricity, marine supplies, sewage pump-out, launch ramp, and harbormaster services. The harbormaster monitors VHF-FM channels 16 and 9. Hoists to 50 tons are available for all types of marine repairs. The W terminus of the Inland Route, which connects Crooked Lake, Crooked River, Burt Lake, Indian River, and Mullett Lake to the Cheboygan River and Lake Huron, is about 2.5 miles east of the head of Little Traverse Bay. There is no navigable connection from Lake Michigan to the Inland Route, but an overland portage service is available for trailerable craft to 25 feet and 5,000 pounds. (For complete information see Inland Route, chapter 10.)

**Petoskey, MI**, is on the south side near the head of Little Traverse Bay. A small-craft harbor at Petoskey is protected on the west by a breakwater extending north from shore and marked on the outer end by a light. The breakwater should not be passed close aboard due to large riprap stones along the sides, and end. In 2002, reported depths in the harbor were 9 feet along the outer ends of the municipal piers, thence 7.5 feet in the NE basin and 6.4 feet in the southwest basin. Anchorage ground in the harbor is poor, being stony bottom. A **speed limit** of 8 mph (7 knots) is enforced in the harbor. (See **33 CFR 162.120**, chapter 2, for regulations.)

**Small-craft facilities.**—The municipal marina constructed by the city and the Michigan State Waterways Commission on the southeast side of the harbor provides transient berths, gasoline, diesel fuel, water, electricity, sewage pump-out, launching ramp, and harbormaster services. The harbormaster monitors VHF-FM channels 16 and 9.

From Big Rock Point, the shore trends southwest for about 4 miles to Charlevoix. Deep water is about 0.4 mile offshore in this stretch.

**Channels.**—A dredged entrance channel leads southeast from Lake Michigan between parallel piers through the lower portion of Pine River to Round Lake, the harbor proper of Charlevoix. The outer ends of the piers are marked by lights. The light on the south pier has a fog signal that is operated by keying the microphone five times on VHF-FM channel 79. From the east end of Round Lake, a dredged channel leads southeast through the upper portion of Pine River to Lake Charlevoix, entered about 1 mile distant from the Lake Michigan shoreline. Mooring to the Government piers or revetments is prohibited.

**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

### 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.

### 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.

### 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)

### 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.

### 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

#### 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.

#### 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.

Gaylord, MI	WWF-70	162.50 MHz
Traverse City, MI	KIH-22	162.40 MHz

### ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Grand Traverse Bay Power Squadron, District 9, United States Power Squadrons, in continually providing essential information for revising 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 Detroit, Michigan. Refer to charted regulation section numbers.

### NOTE Z

#### NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). This chart falls entirely within the limits of 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. Commercial vessel sewage shall include graywater. 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/).

## LORAN-C

### GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz  
 PULSE REPETITION INTERVAL ..... 8970  
 8970 ..... 89,700 Microseconds  
 STATION TYPE DESIGNATORS: (Not individual station letter designators).  
 M ..... Master  
 W ..... Secondary  
 X ..... Secondary  
 Y ..... Secondary  
 Z ..... Secondary

EXAMPLE: 8970-Y

### RATES ON THIS CHART

8970-W 8970-Y

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

### 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.

### 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 0.029' northward and 0.207' westward to agree with this chart.

### 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.

### NOTE D

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

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

PLANE OF REFERENCE OF THIS CHART (Low Water Datum)..... 577.5 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

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.

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

PRINT-ON-DEMAND CHARTS

This chart is available in a version 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.

14913

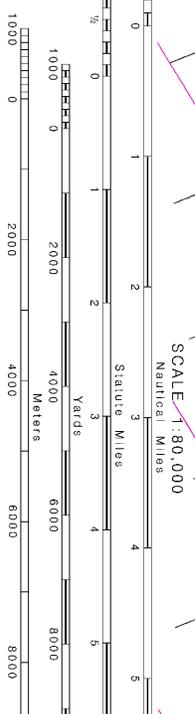
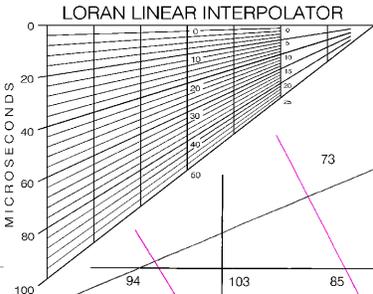
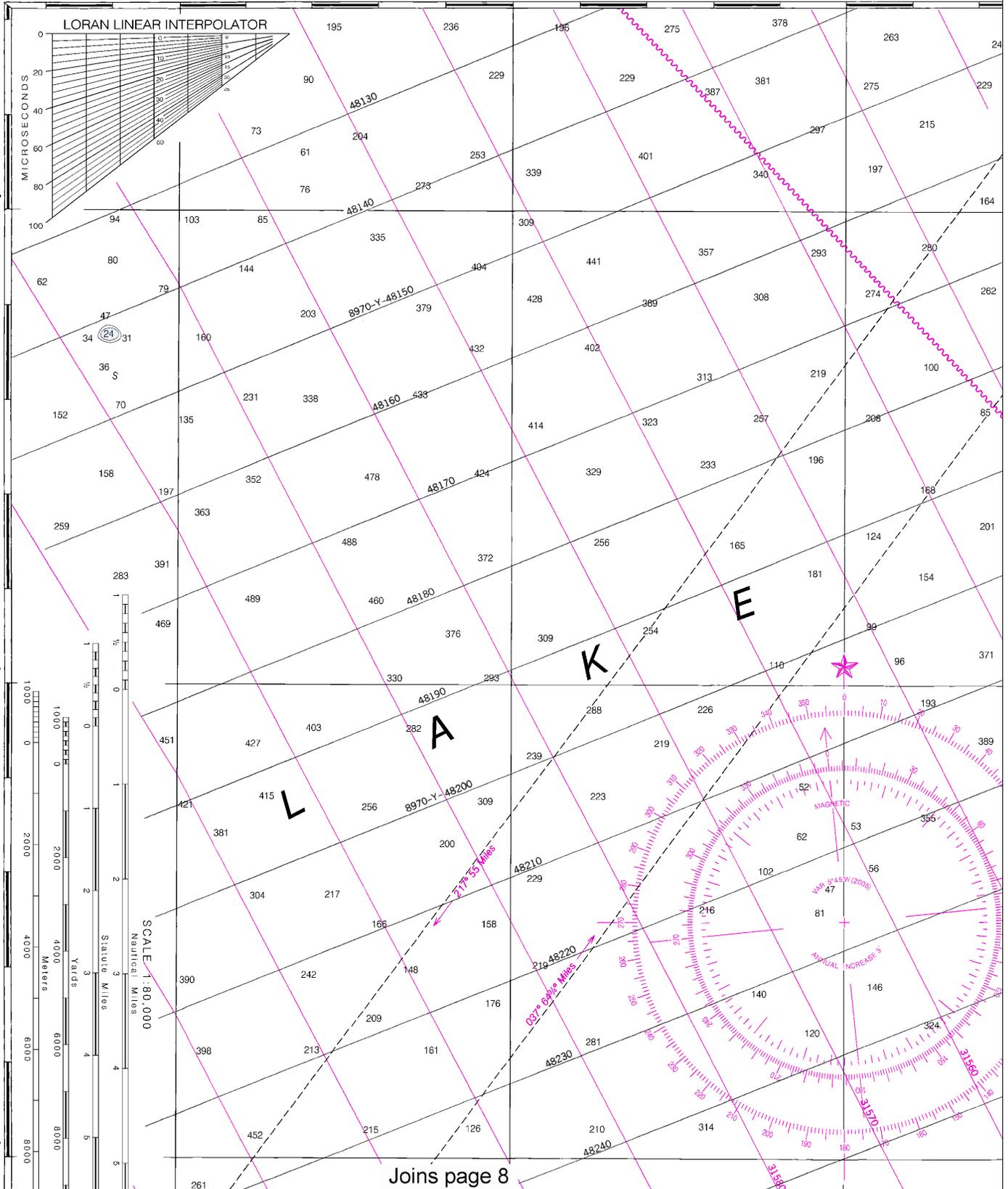
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85°40'

85°35'

85°30'

JOINS CHART 14911

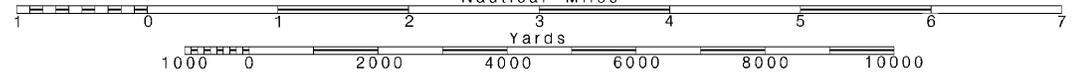


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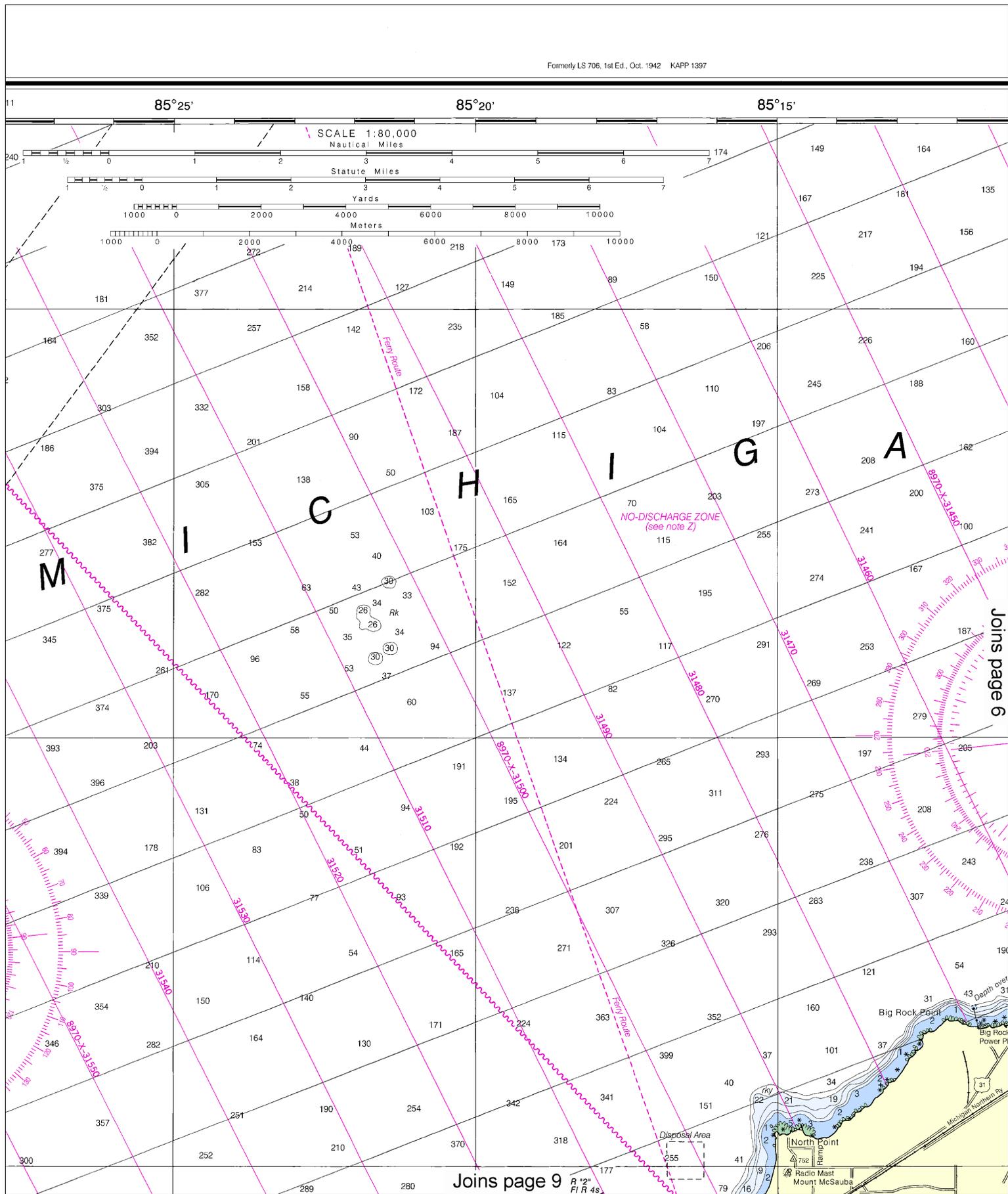
SCALE 1:80,000  
Nautical Miles

See Note on page 5.



4

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:106667. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.





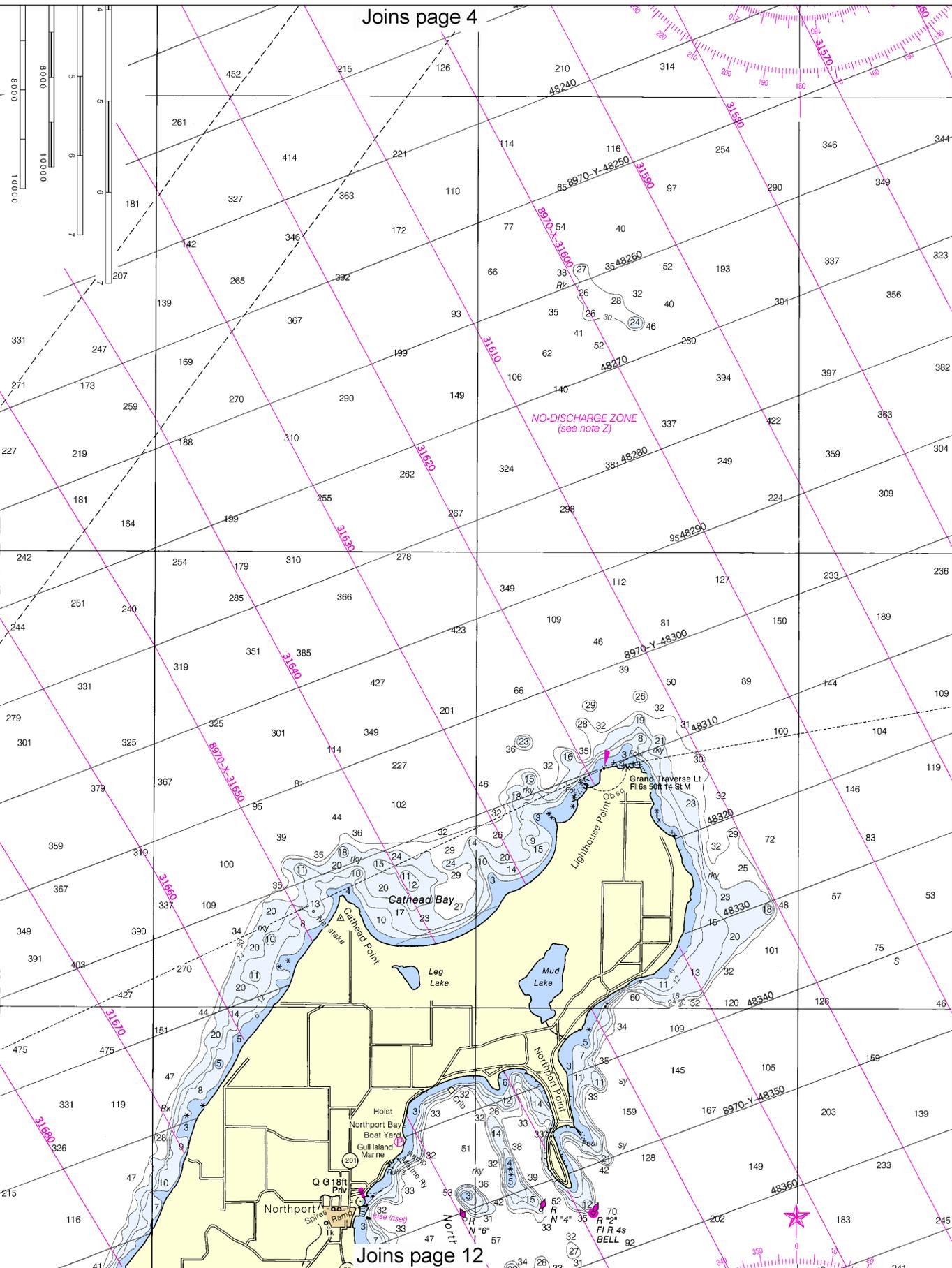


45° 20'

45° 15'

45° 10'

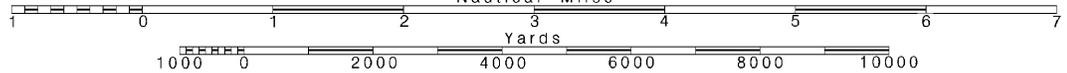
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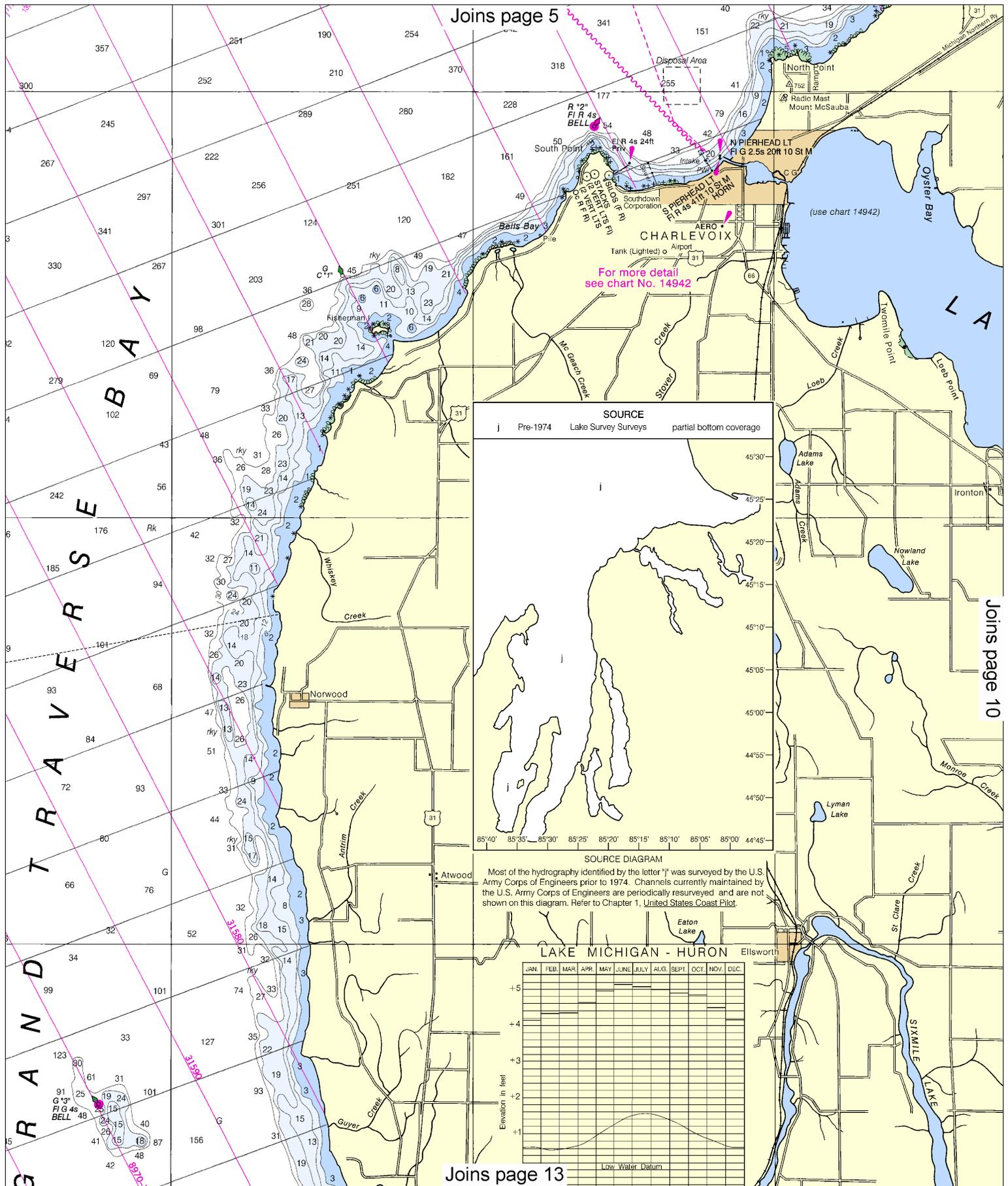
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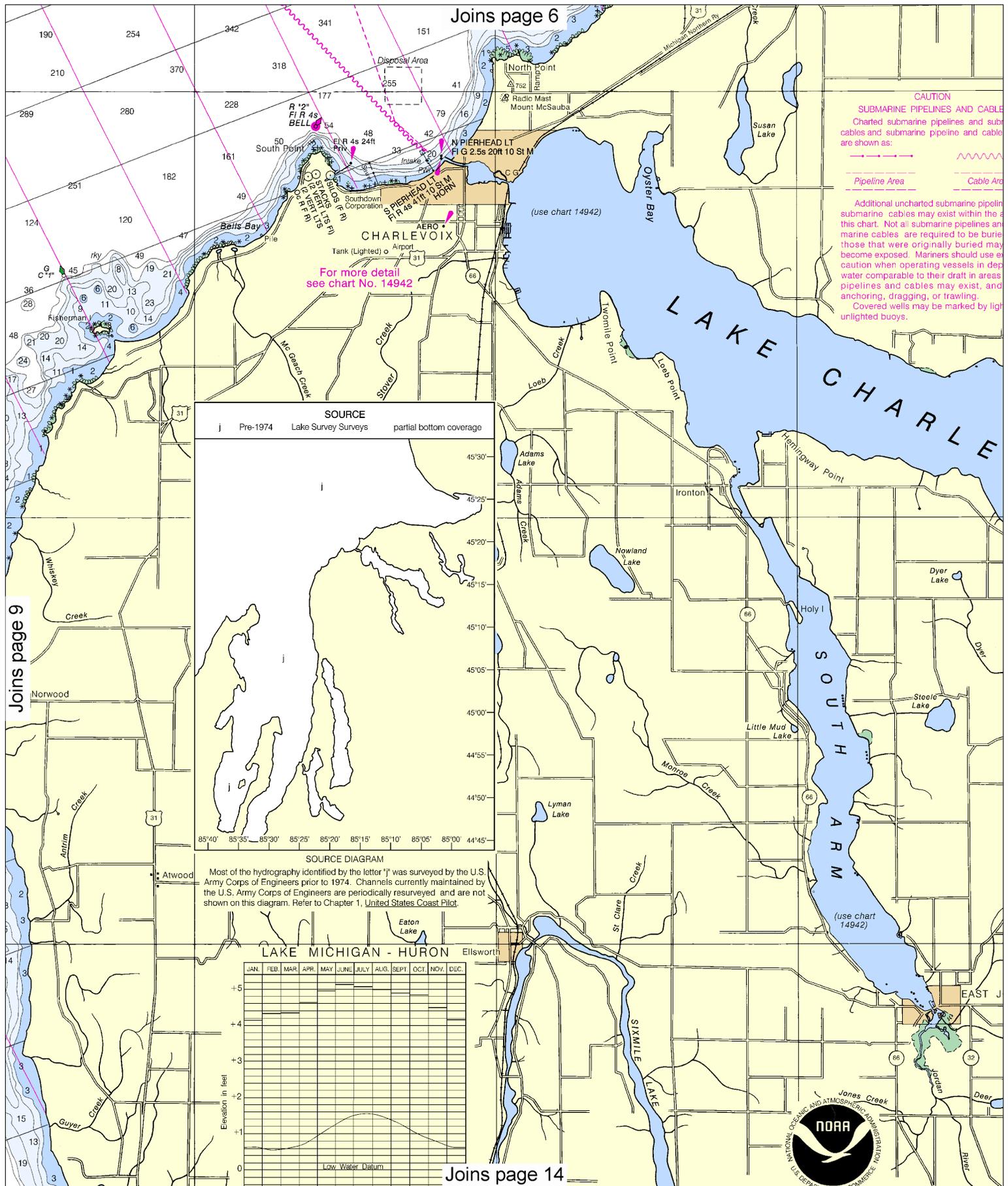
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See Note on page 5.



Note: Chart grid lines are aligned with true north.





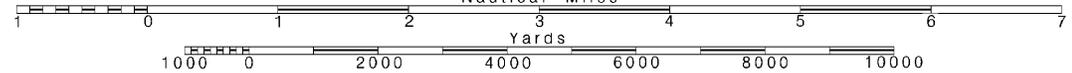
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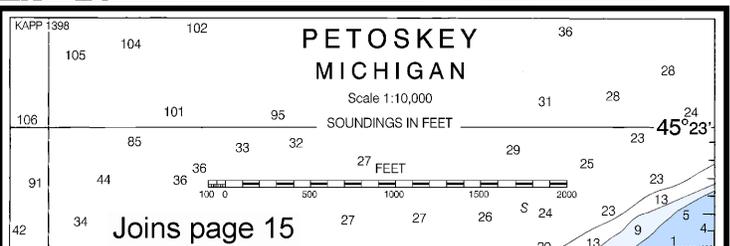
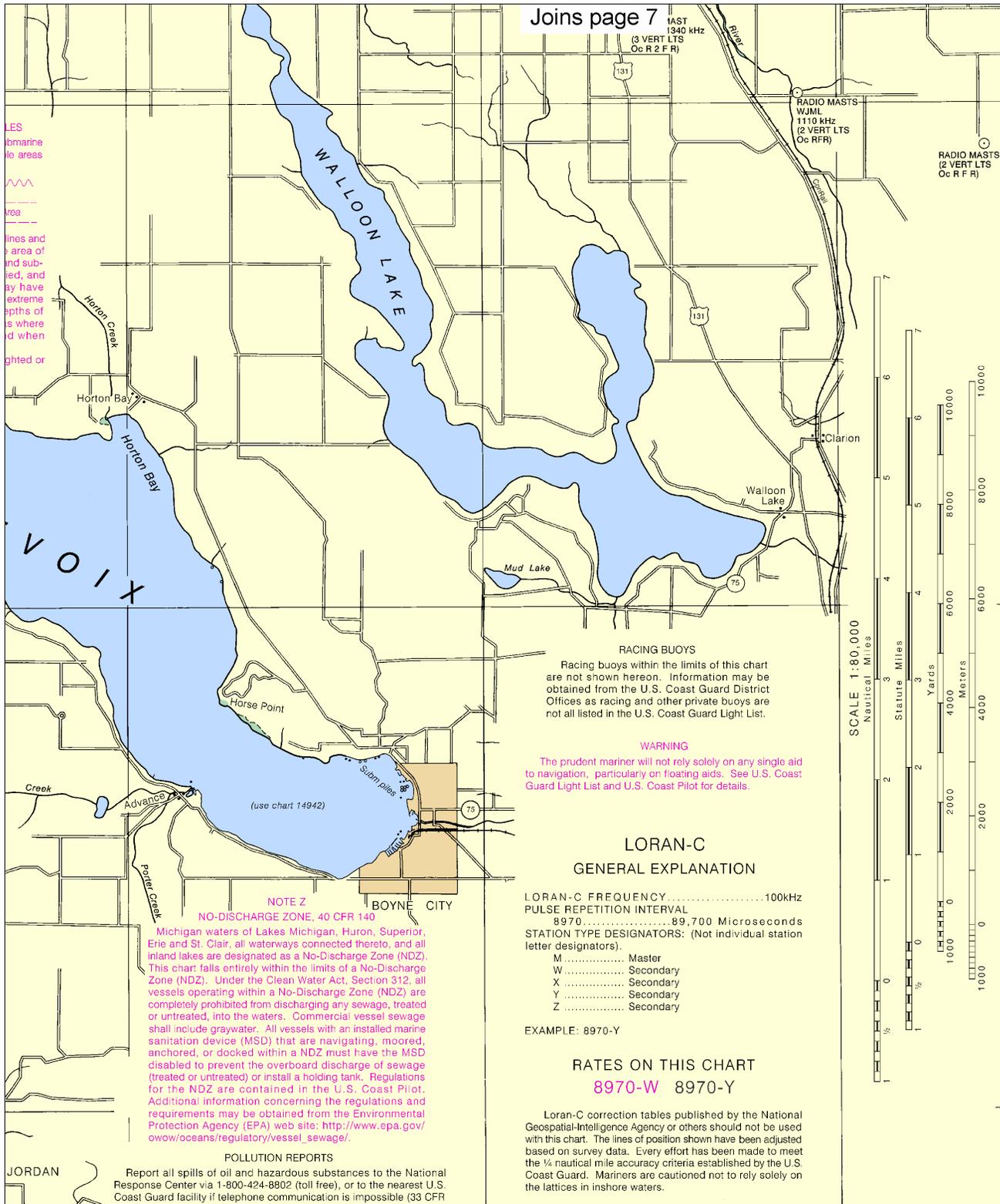
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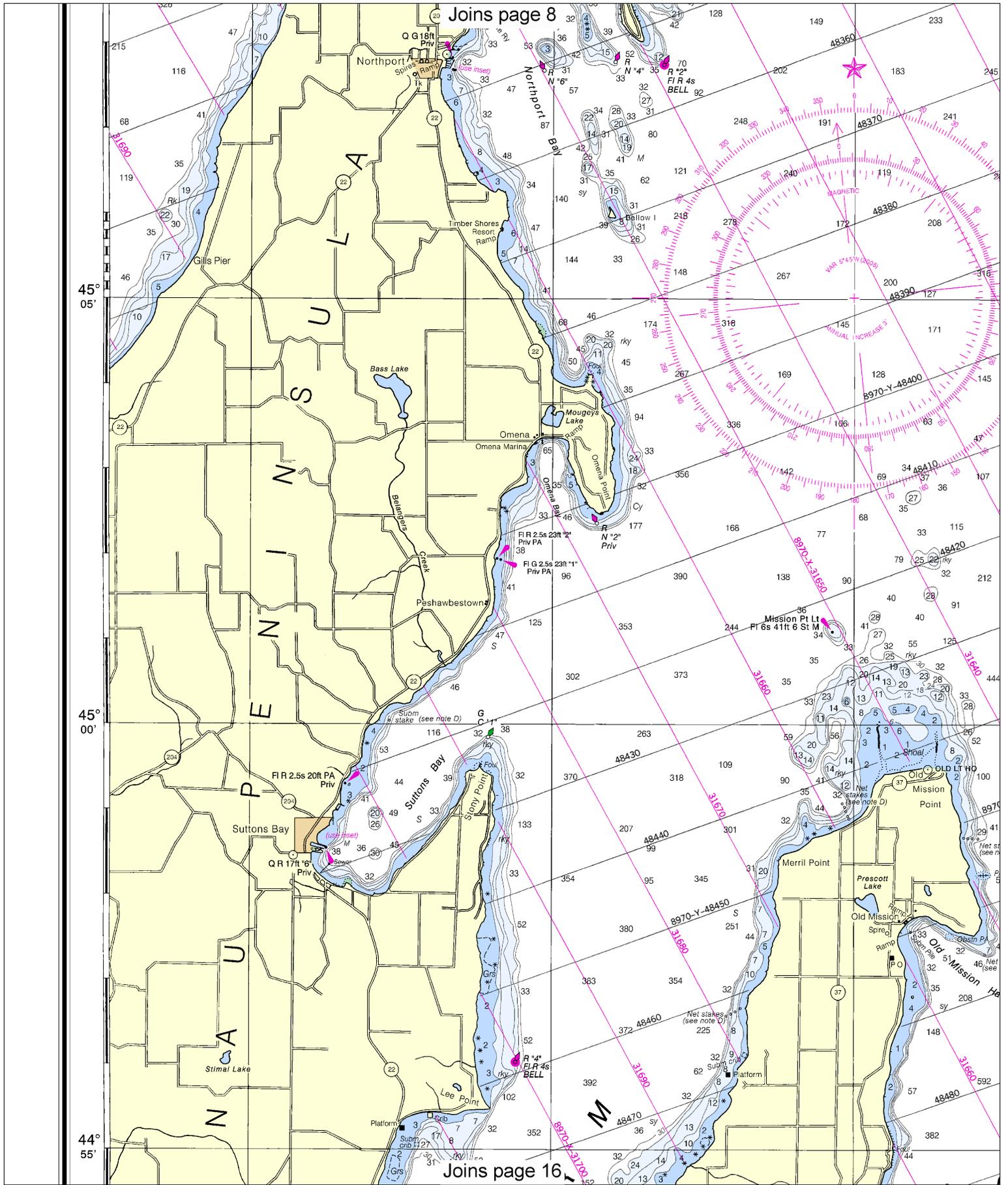
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Nautical Miles

See Note on page 5.







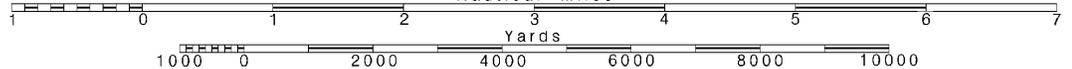
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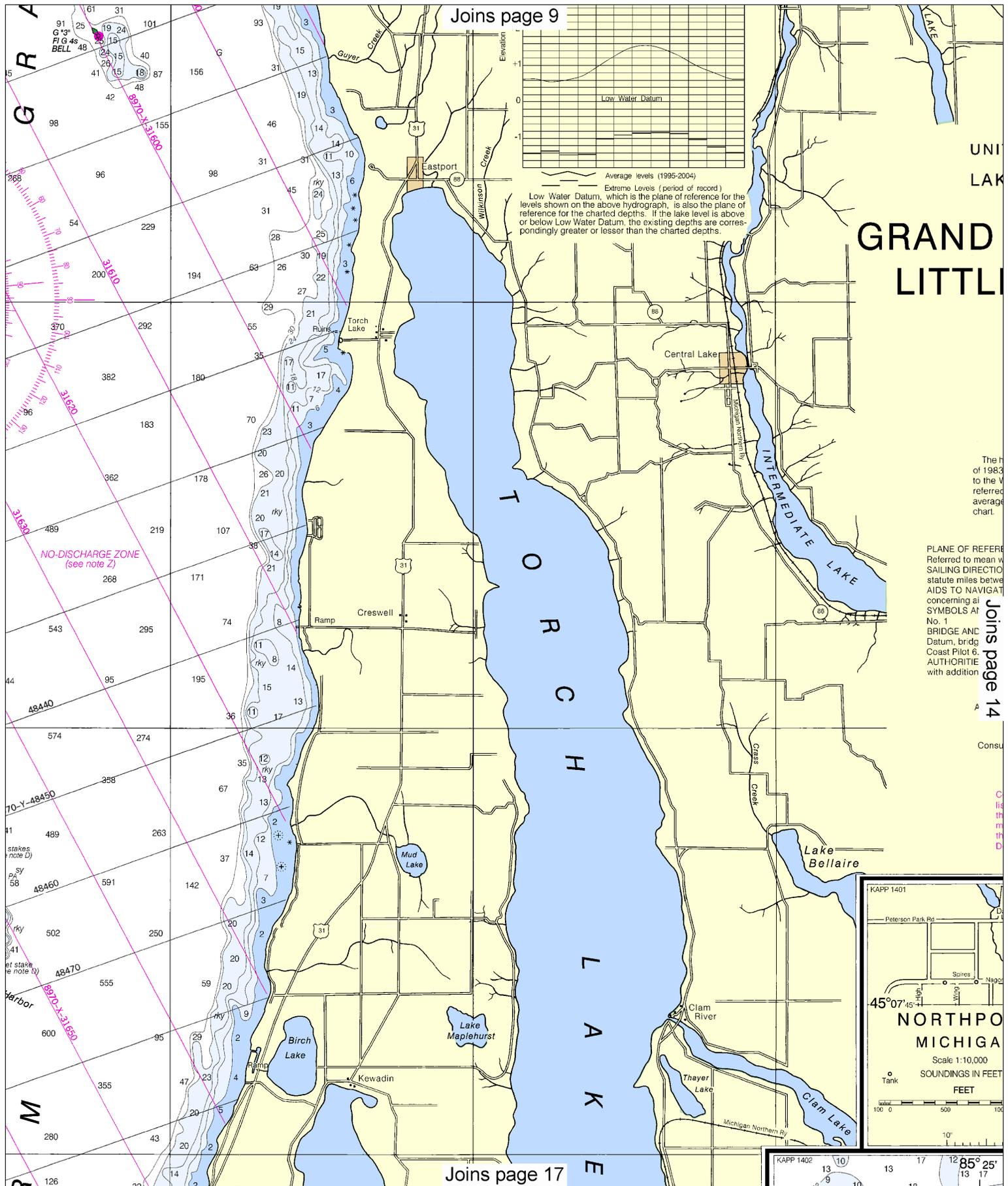
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Nautical Miles

See Note on page 5.





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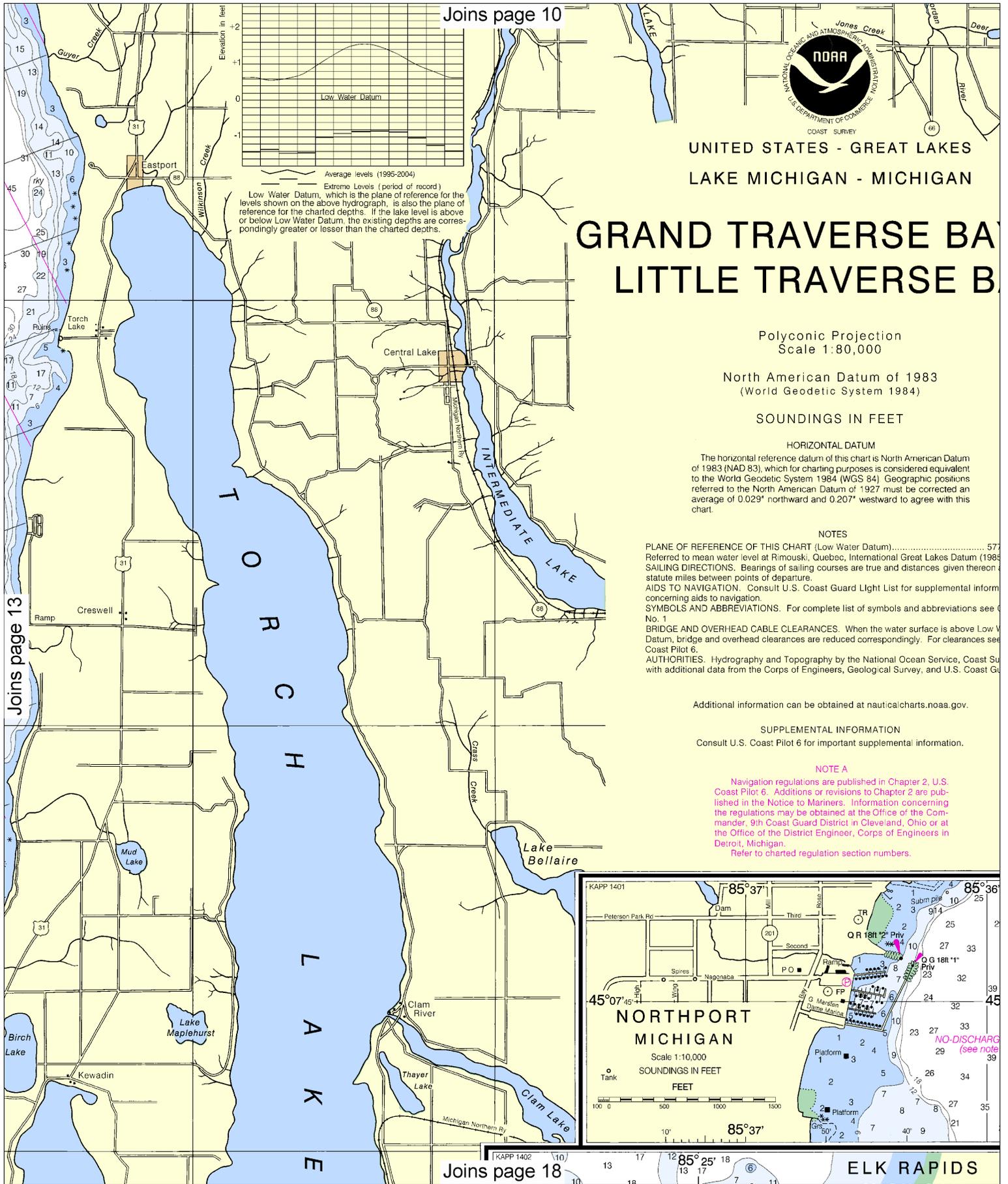
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Joins page 10



UNITED STATES - GREAT LAKES  
LAKE MICHIGAN - MICHIGAN

# GRAND TRAVERSE BAY LITTLE TRAVERSE BAY

Polyconic Projection  
Scale 1:80,000

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET

HORIZONTAL DATUM

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NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum)..... 572  
 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 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 Coast Pilot 6.  
 AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

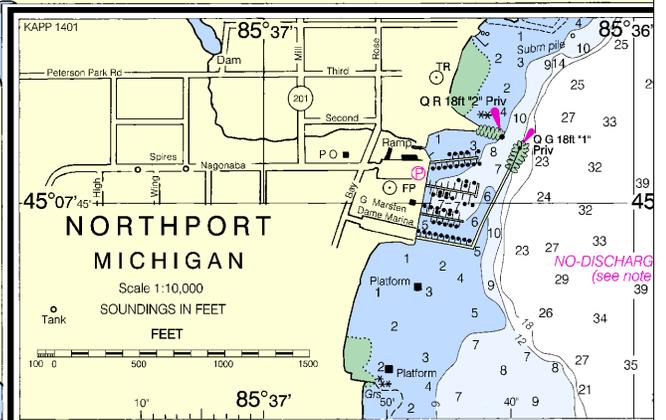
Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

SUPPLEMENTAL INFORMATION

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 Refer to charted regulation section numbers.



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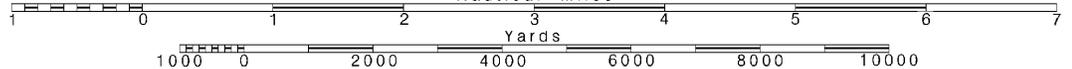
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.



omitted from this chart.

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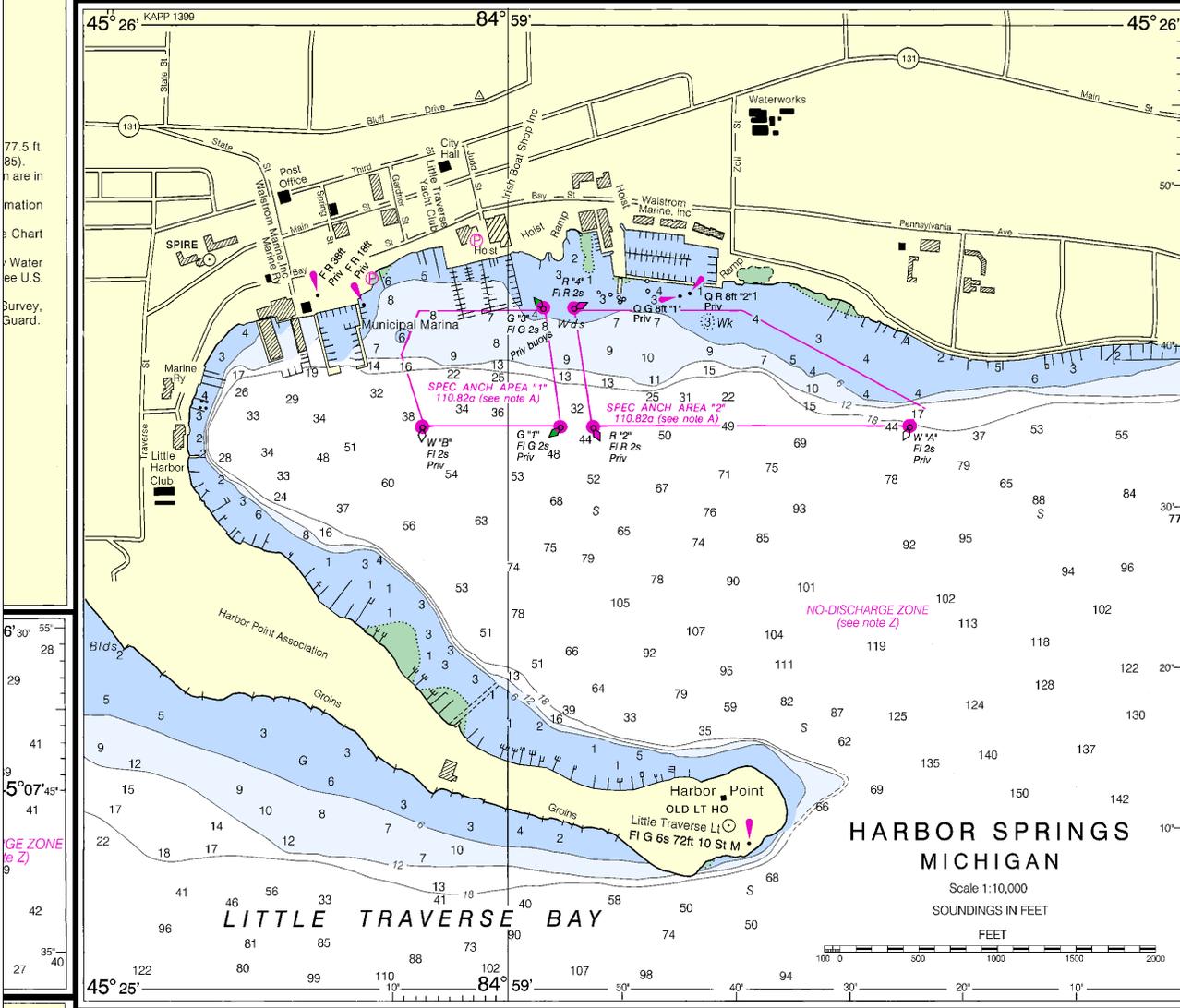
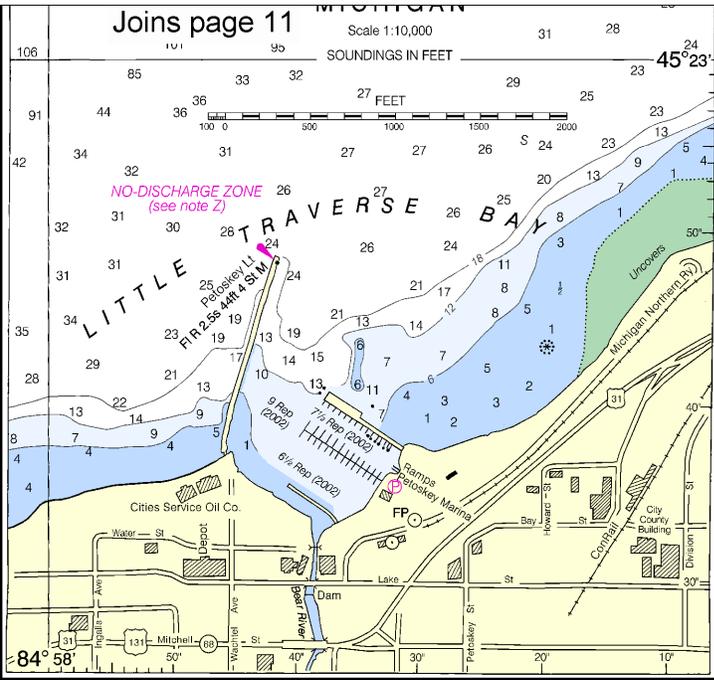
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Station positions are shown thus:  
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Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as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

**CAUTION**  
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omitted from this chart.

Scale 1:10,000

SOUNDINGS IN FEET

FEET

NO-DISCHARGE ZONE (see note Z)

LITTLE TRAVERSE BAY

HARBOR SPRINGS MICHIGAN

Municipal Marina

Harbor Point Association

Little Traverse Lt

Spec Anch Area

Waterworks

Walstrom Marine, Inc

Host Ramp

131

State St

Bluff Drive

City Hall

City of Harbor Springs

1st St

2nd St

3rd St

4th St

5th St

6th St

7th St

8th St

9th St

10th St

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195th St

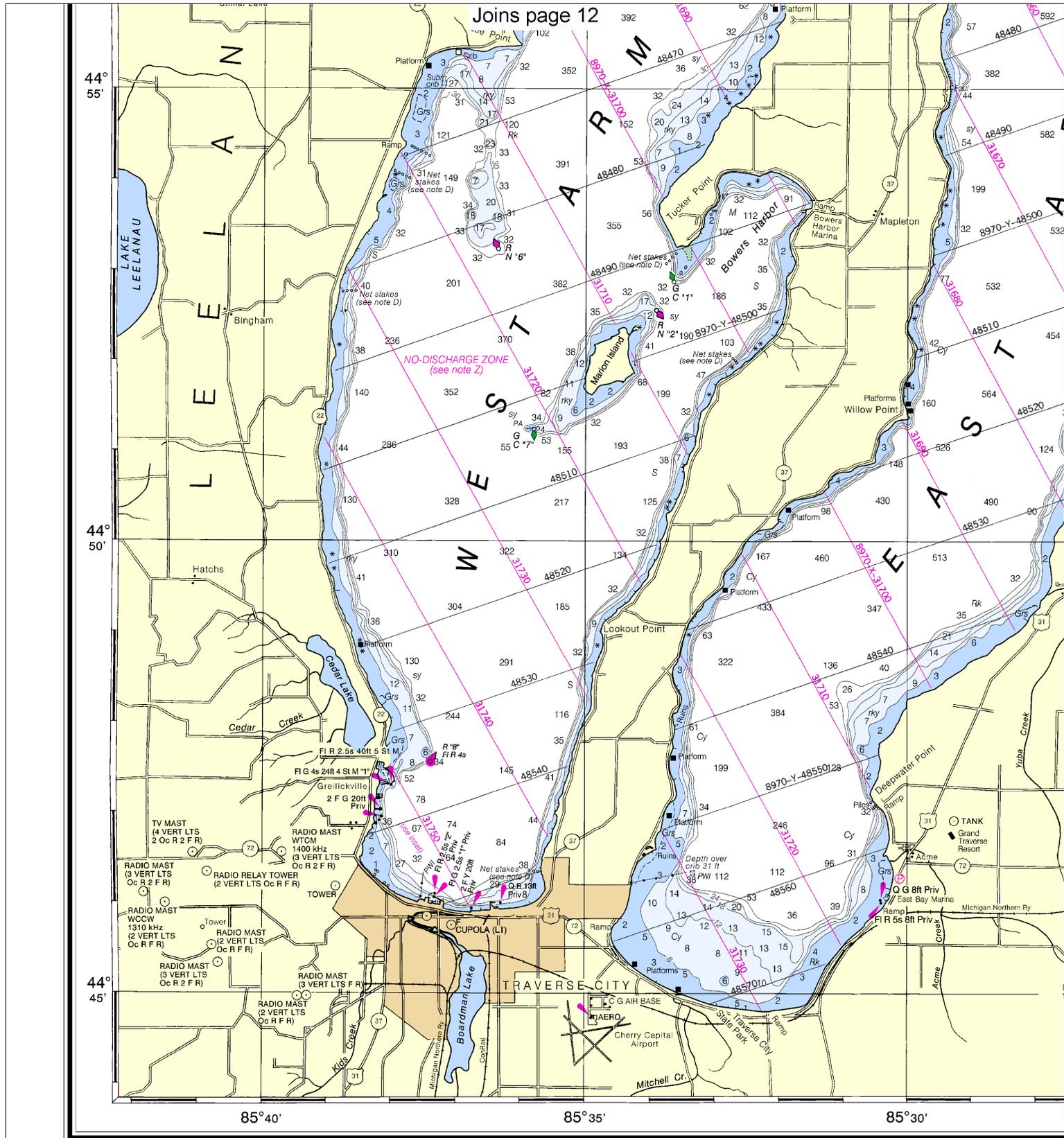
196th St

197th St

198th St

199th St

200th St



Joins page 12

19th Ed., Sep. /05 ■ Corrected through NM Sep. 10/05  
 Corrected through LNM Sep. 6/05

# 14913

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**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.

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, adding to improving this chart to the Chief, Marine Chart Division (N/Service, NOAA, Silver Spring, Maryland 20910-3282.

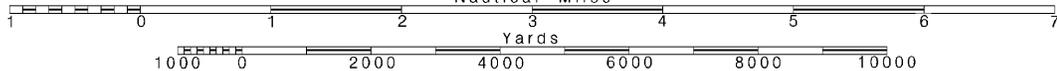
# 16

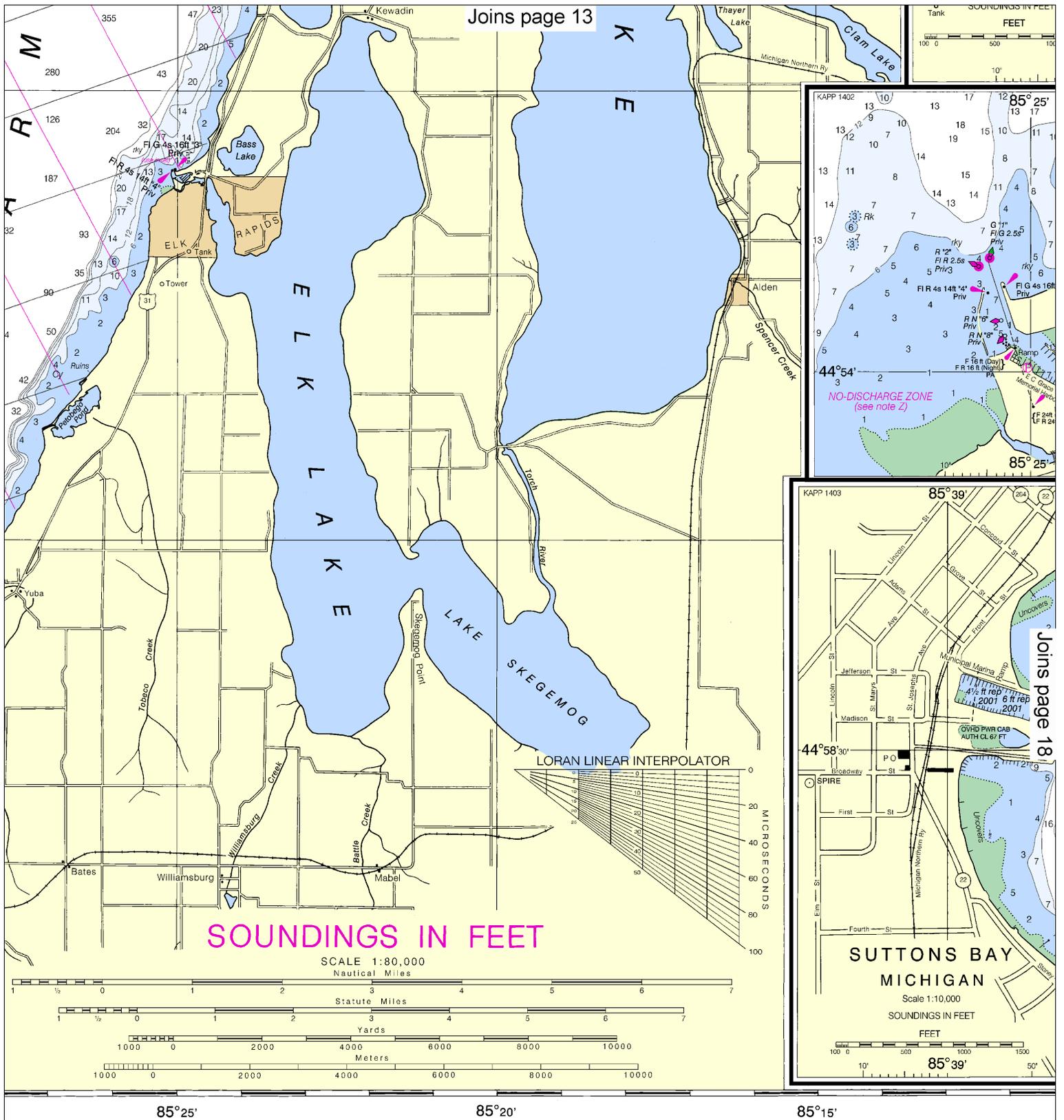
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
 Nautical Miles

See Note on page 5.



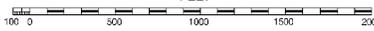


navigation. The National Hydrographic Office, or comments for (NCS2), National Ocean

**ACKNOWLEDGMENT**  
 The National Ocean Service acknowledges the exceptional cooperation received from members of the Grand Traverse Bay Power Squadron, District 9, United States Power Squadrons, in continually providing essential information for revising this chart.

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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY





45° 25'

44° 55'

TRAVERSE CITY MICHIGAN

Scale 1:15,000  
SOUNDINGS IN FEET



44° 54'

44° 47'

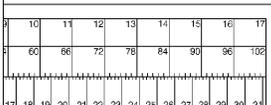
44° 47'

4° 58' 30"

44° 46'

44° 45'

GRAND TRAVERSE BAY



Grand Traverse Bay to Little Traverse Bay  
SOUNDINGS IN FEET - SCALE 1:80,000

14913

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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.

