BookletChart™

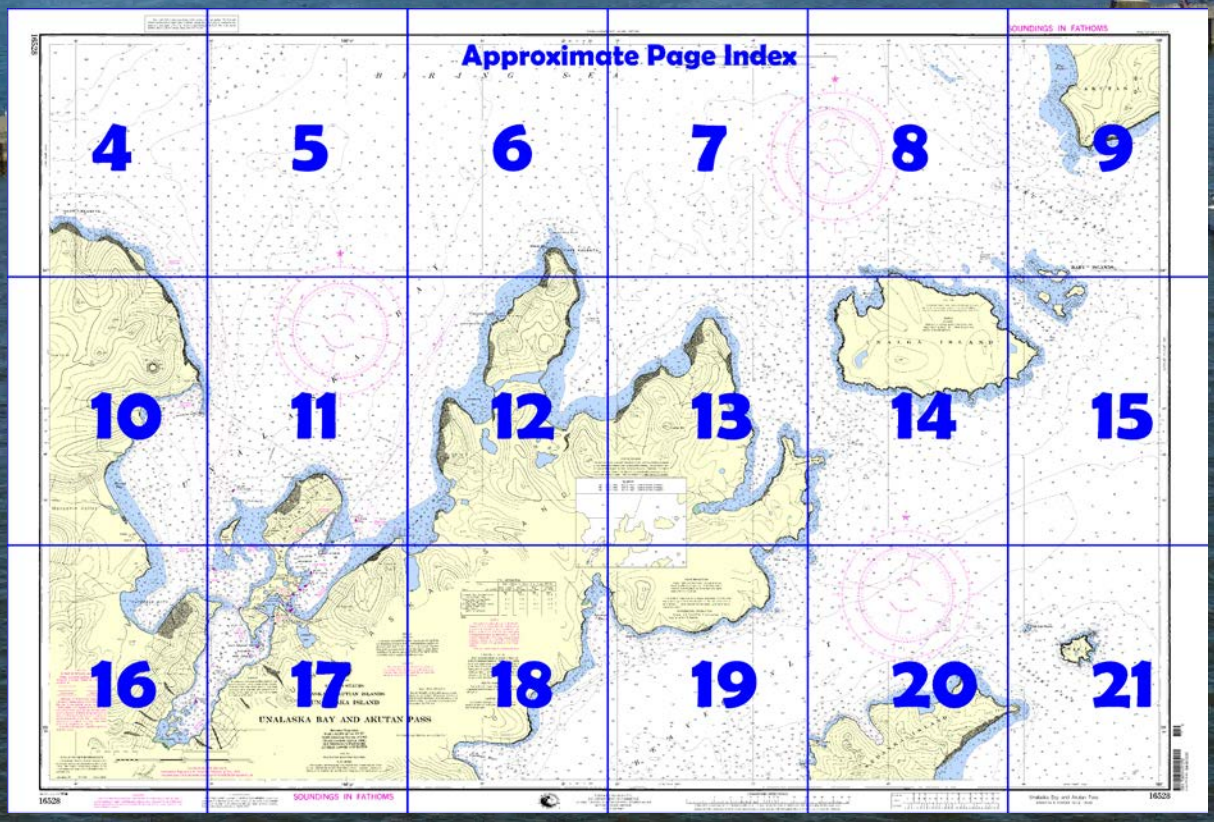
Unalaska Bay and Akutan Pass

NOAA Chart 16528

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

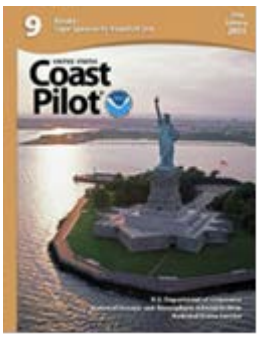
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16528.



(Selected Excerpts from Coast Pilot)
Akutan Pass and Unalga Pass, on either side of Unalga Island, are ship passages, secondary to Unimak Pass, for entering the Bering Sea from the Pacific through the E part of the Aleutian Chain. Akutan Pass is 2.5 miles wide in its narrowest part between the Baby Islands on the SW and Triplet Rocks off Cape Morgan. The depths in the pass are very irregular, but no hidden dangers have been found. Depths less than 10 fathoms extend about 0.4 mile S from Triplet Rocks, and the tide rips there are intensified, appearing as breakers. Small craft should avoid them. A narrow, crescent-shaped shoal with a least depth of 7 fathoms is 3.5 miles NW from Cape Morgan. The shoal can be detected by the swirls and tide rips marking it. Akutan Pass is wider than Unalaga Pass, but the currents and tide rips are similar. However, the current is felt over a much greater distance, so that with an adverse current it has been found that better time can be made by using Unalaga Pass. On the larger tides, the flood creates such heavy tide rips N of Unalaga Island, even in calm weather, that it is advisable to be prepared to take seas aboard. Tide rips 15 feet high have been observed. In approaching both Akutan Pass and Baby Pass, fewer rips will be encountered if courses are directed for the area SE of the Akutan Pass, in the daytime and with clear weather and a fair current, furnishes a convenient route for vessels bound to or from Unalaska Bay. From E it is recommended that courses be steered to make land in the vicinity of Tigalda Island and Avatanak Island; then follow the S side of these islands until the course is shaped from Rootok Island to Cape Morgan. A midchannel course through the pass is recommended. Remarks on currents in Akutan Pass will be found in the first part of this chapter. (See the Tidal Current Tables for predictions for Akutan Pass.)
Baby Islands, a group of six low islands in Akutan Pass and N of the E end of Unalga Island, have numerous rocks among them. The islands are all tundra covered. On the W island is a large rookery and the ground is very pitted over almost the entire top. The SE island is used as a fox ranch. When seen apart from Unalga Island, the Baby Islands are prominent although they tend to blend together to appear as one island. Numerous submerged rocks, covered 1½ fathoms, in 54°00'13"N., 166°06'05"W., are about 1.0 mile NW of the NW island. Mariners should use extreme caution in this area.
(Strong currents sweep among the Baby Islands. The S end of the passage between the two SE islands is blocked by a reef bare at low water, forming a small protected bay, but strong currents make it a rather uncomfortable anchorage for small boats.
Baby Pass, about 0.8 mile wide, separates Unalga Island from the Baby Islands. Ledges along the shore restrict the navigable width, but depths up to 20 fathoms will be found in midchannel. Less water and numerous rocks, described previously, are found at the N end of the pass. A 3½-fathom depth in 54°00'06"N., 166°07'16"W., is at the NW end of the pass and about 0.65 mile from shore.
On the Unalga shore of Baby Pass is a shallow cove in which small boats may get fair protection from S and W weather; however, a rock awash at low water is a little S of the middle of the cove. Off the N point of the cove is a group of bare rocks that extend into Baby Pass. The outer rock, 12 feet high, is 300 yards from the point. Foul ground extends 400 yards into Baby Pass from the 0.8 mile stretch of shore W of the cove.
Very heavy tide rips occur to the NW of the Baby Islands on the flood, and extend a considerable distance to the SE on the ebb. (See remarks on tide rips in Akutan Pass.) The flood and ebb current velocity is about 4 and 5 knots, respectively. Flood and ebb velocities of 5.5 and 7 knots occur at times of tropic tides. (See the Tidal Current Tables for predictions for Baby Pass.
Unalga Island is separated from Unalaska Island by Unalga Pass. The island is low compared to the neighboring islands, the highest point being a rounded hill of 707 feet SW of the central point. The E end of Unalga Island is a flat-topped hill, 145 feet high.
Malga Bay, on the NW side of Unalga Island, is about 0.6 mile in diameter and affords shelter in S weather. The E shore of the bay is a chain of jagged rocks and islets, the highest being 106 feet.

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

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

Corrected through NM Sep. 15/12
Corrected through LNM Sep. 04/12

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat 53° 57'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

CAUTION
Extremely heavy tide rips and strong currents, which at times make control of vessels difficult, may be encountered in the passages between the North Pacific Ocean and the Bering Sea.
See Tidal Current Tables for supplemental information.

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.

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.

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)

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.

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.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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

Pipeline Area *Cable Area*

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.

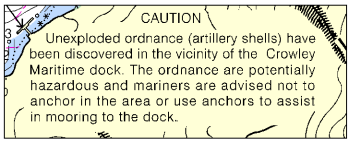
NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Unalaska, AK WXK-89 162.550 MHz

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. 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, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

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 3.105" Southward and 6.852" Westward to agree with this chart.

NOTE D
CAUTION
Mariners are advised that low flying aircraft may be present over Hog Island Channel in the vicinity of Dutch Harbor Airport. The Federal Aviation Administration (FAA) has requested that vessels transit with caution and not anchor within the area.



The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

NOTE B
CAUTION
It has been reported that several vessels anchoring in the southwest area of Dutch Harbor have fouled their anchors on ground tackle lost on the bottom of the harbor. Caution should be exercised when anchoring west of a line drawn from Rocky Point to the city pier (53°54'12"N/166°31'40"W). If possible, anchor outside the affected area.

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.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

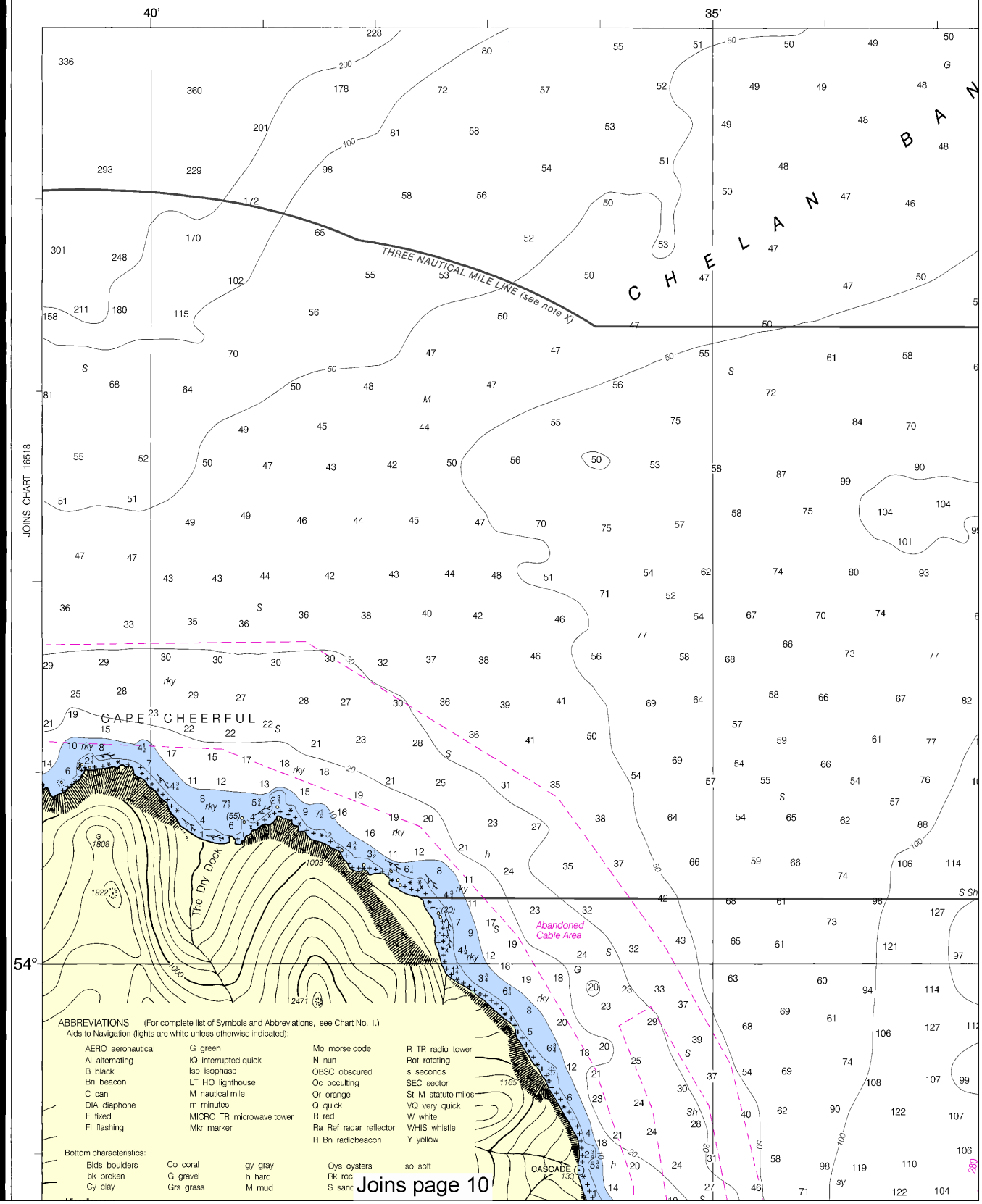
NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical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

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Malga Bay	(53°59'N/166°10'W)	3.3	2.9	1.1
English Bay	(53°56'N/166°15'W)	3.0	2.7	0.9
Dutch Harbor	(53°54'N/166°32'W)	3.7	3.4	1.2
Udamat Bay	(53°50'N/166°13'W)	5.1	4.6	1.3

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.
(Jun 2012)

16528



Joins page 10

4

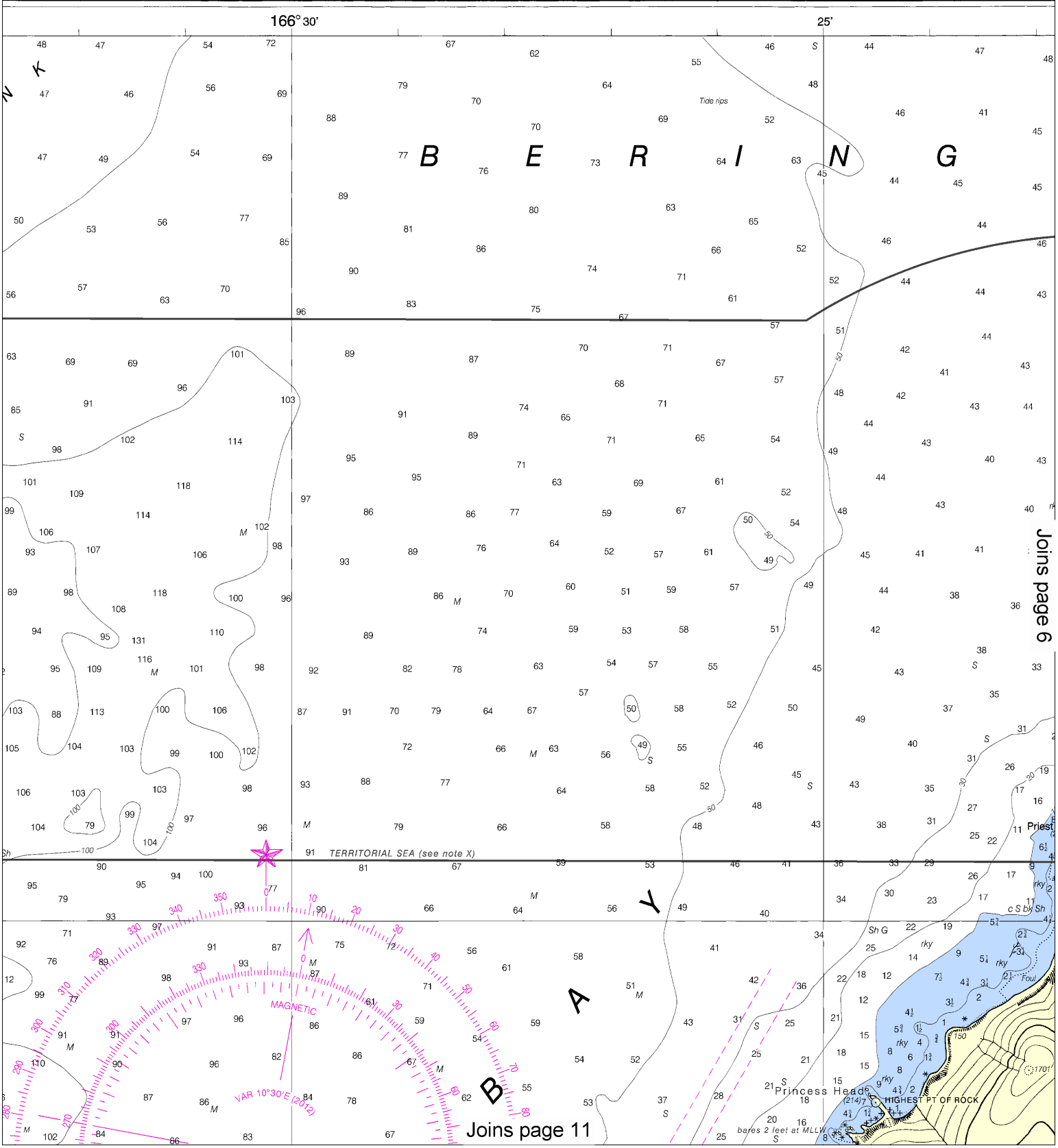
Note: Chart grid lines are aligned with true north.

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

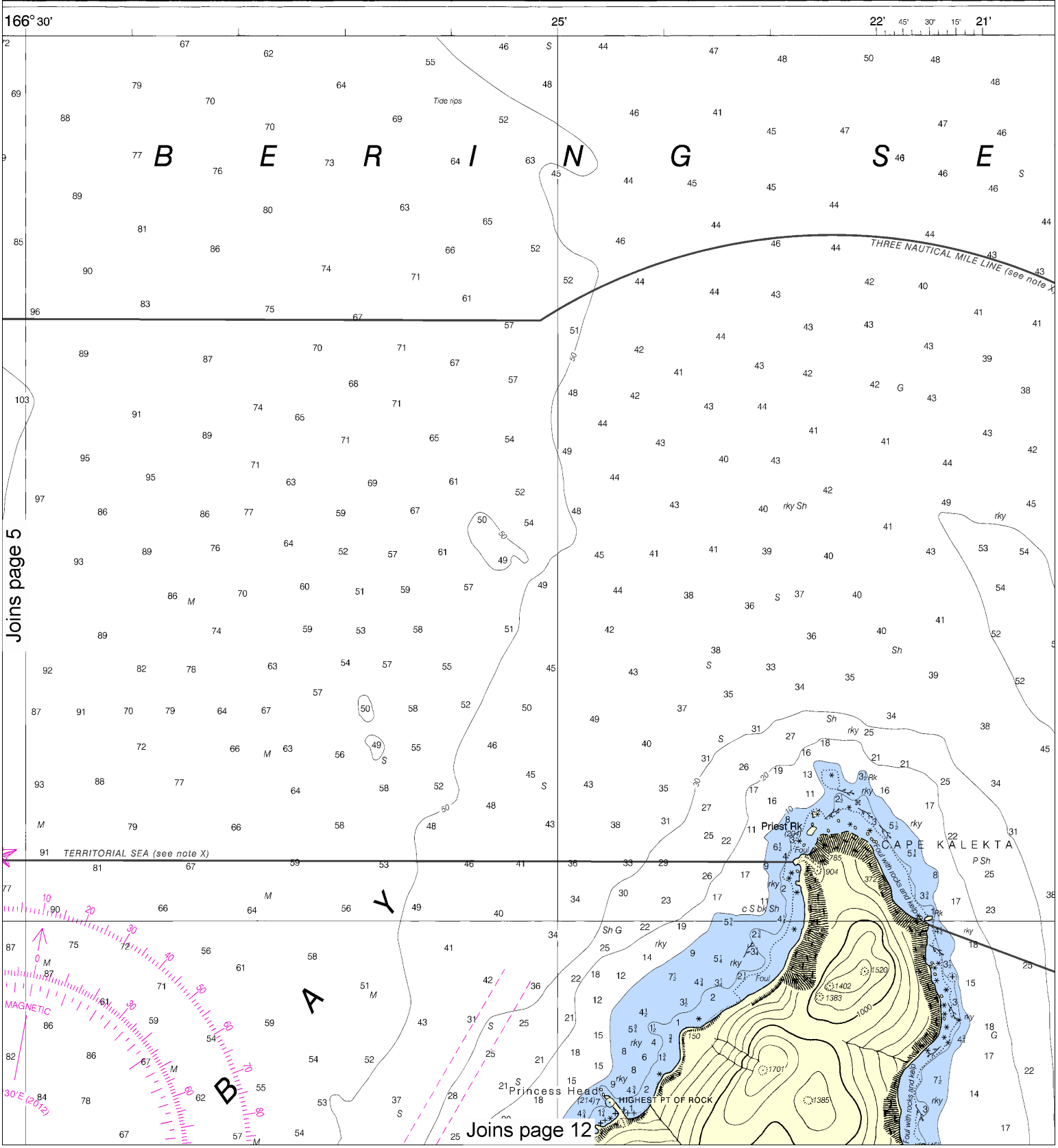
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

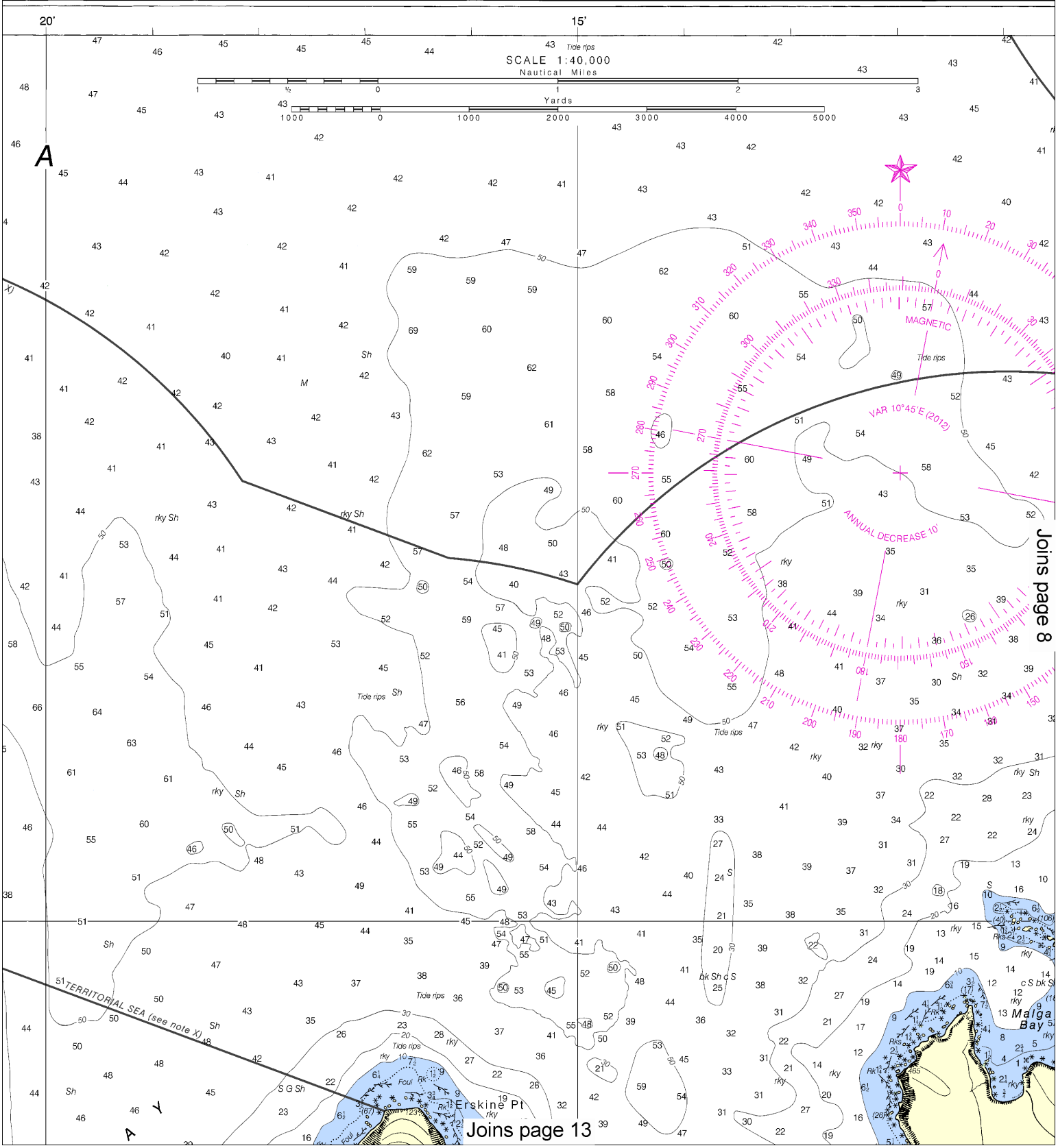
Nautical Miles

1 ½ 0 1 2 3

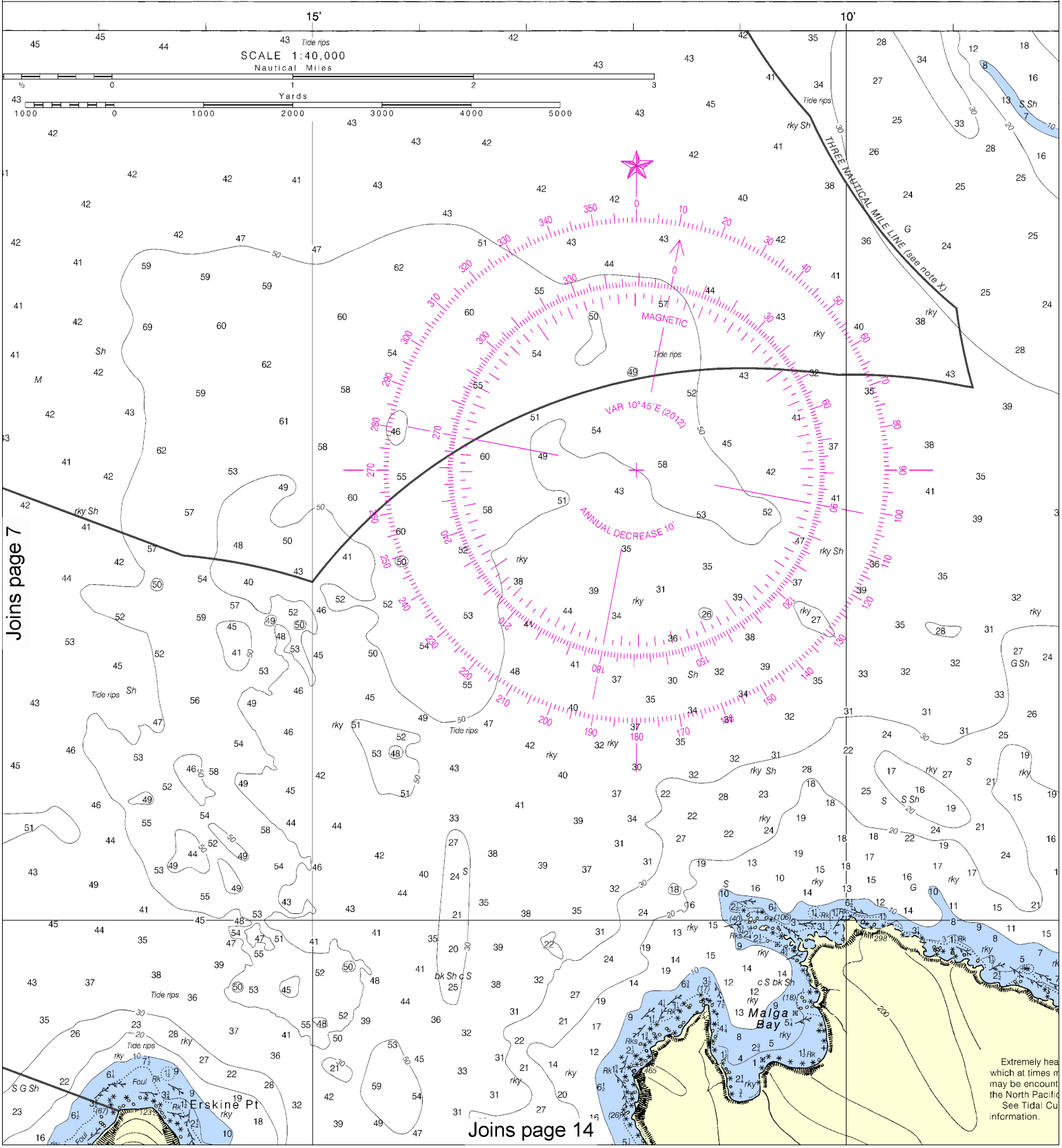
Yards

1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



8

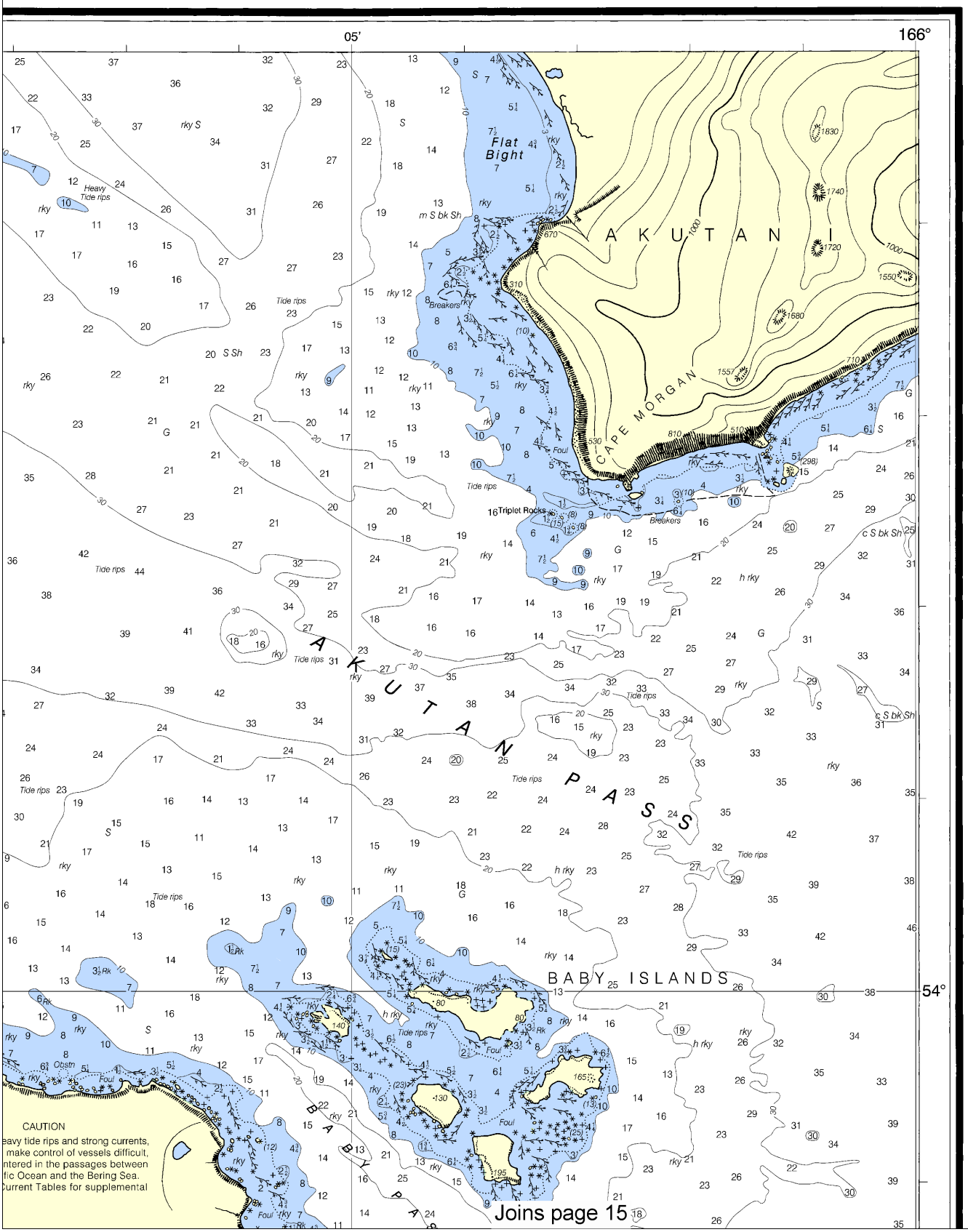
Note: Chart grid lines are aligned with true north.

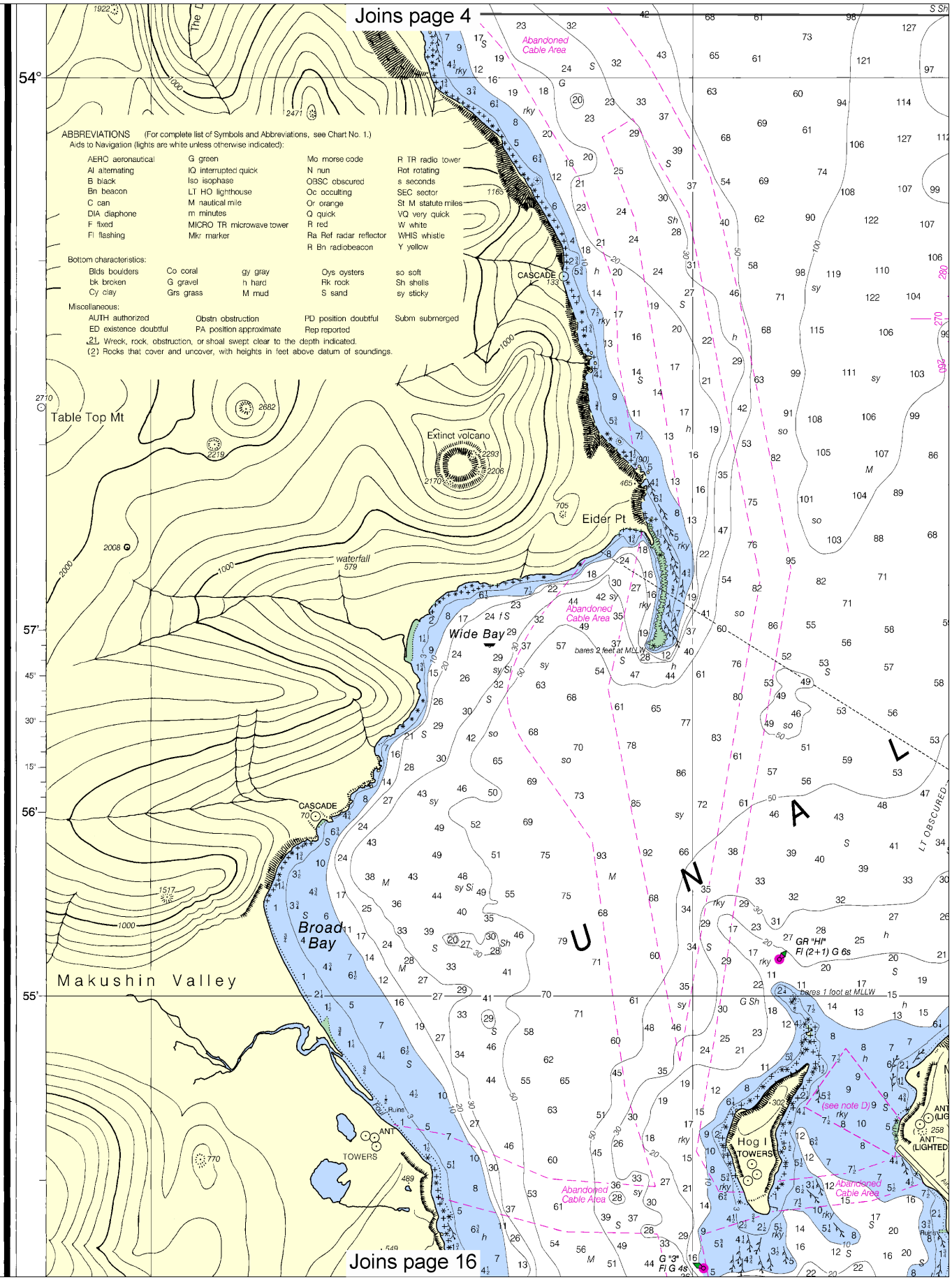
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

SOUNDINGS IN FATHOMS





10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

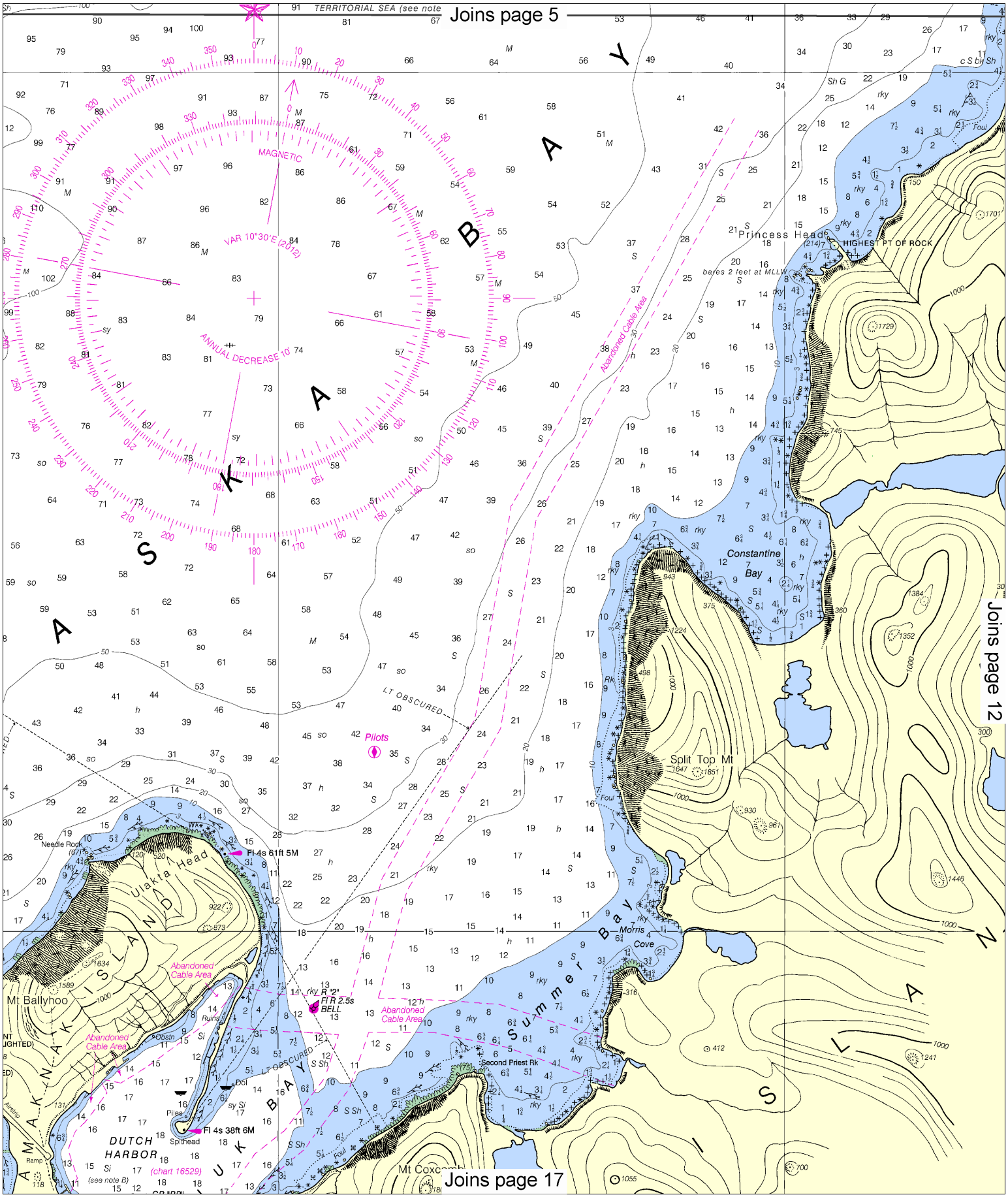
Nautical Miles

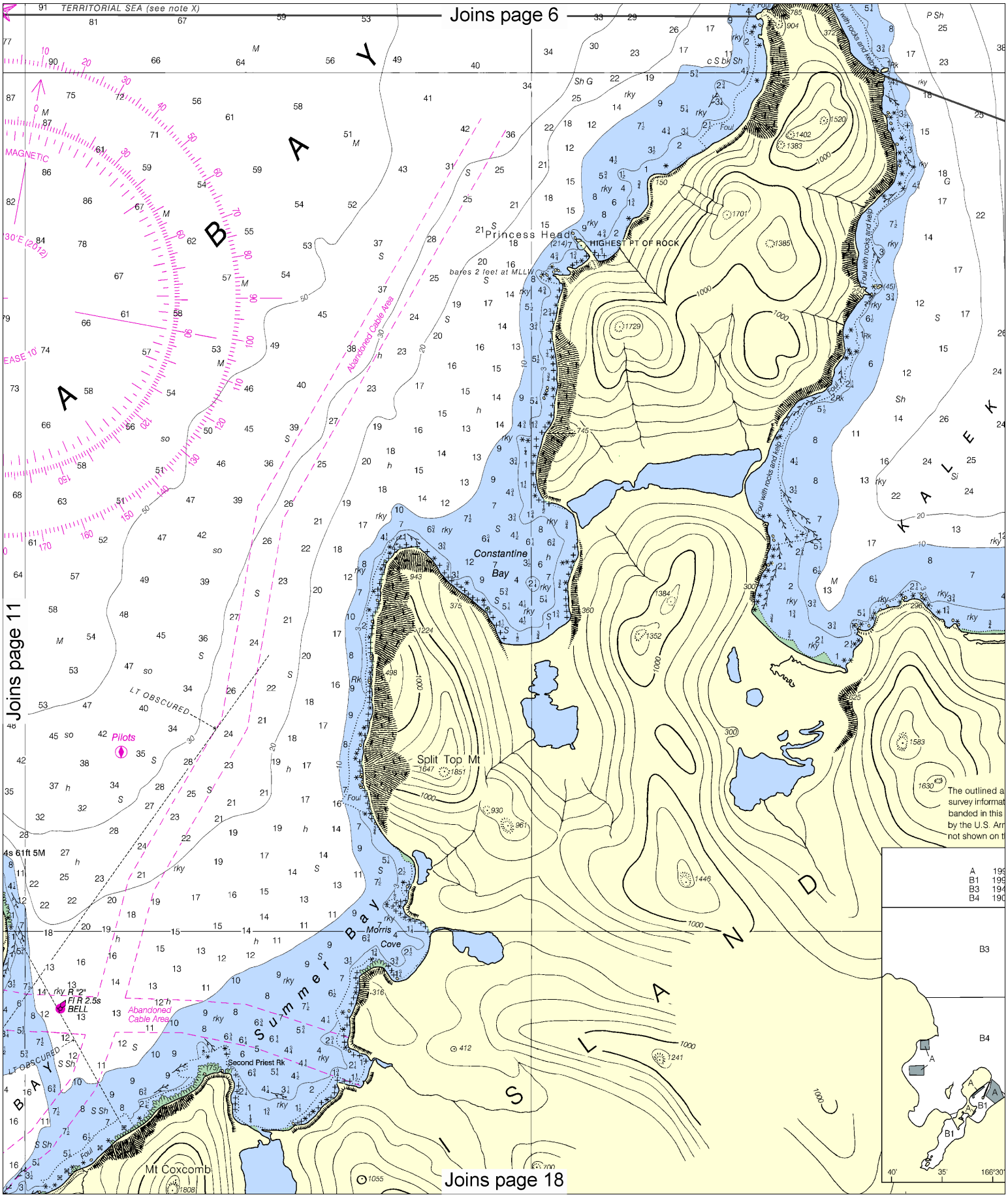
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


TERRITORIAL SEA (see note
Joins page 5
MAGNETIC
VAR 10°30'E (2012)
ANNUAL DECREASE 10'
UNALASKA BAY
Princess Head
HIGHEST PT OF ROCK
bares 2 feet at MLLW
Abandoned Cable Area
Constantine Bay
Split Top Mt
LT OBSCURED
Pilots
Fl 4s 61ft 5M
Needle Rock
Ulakta Head
UNALASKA ISLAND
Mt Ballyhoo
Abandoned Cable Area
R "2"
Fl R 2.5s
BELL
Abandoned Cable Area
Abandoned Cable Area
Summer Bay
Morris Cove
Second Priest Rk
Fl 4s 38ft 6M
DUTCH HARBOR
(chart 16529)
(see note B)
Mt Coxcomb
Joins page 17
Joins page 12



12

Note: Chart grid lines are aligned with true north.

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

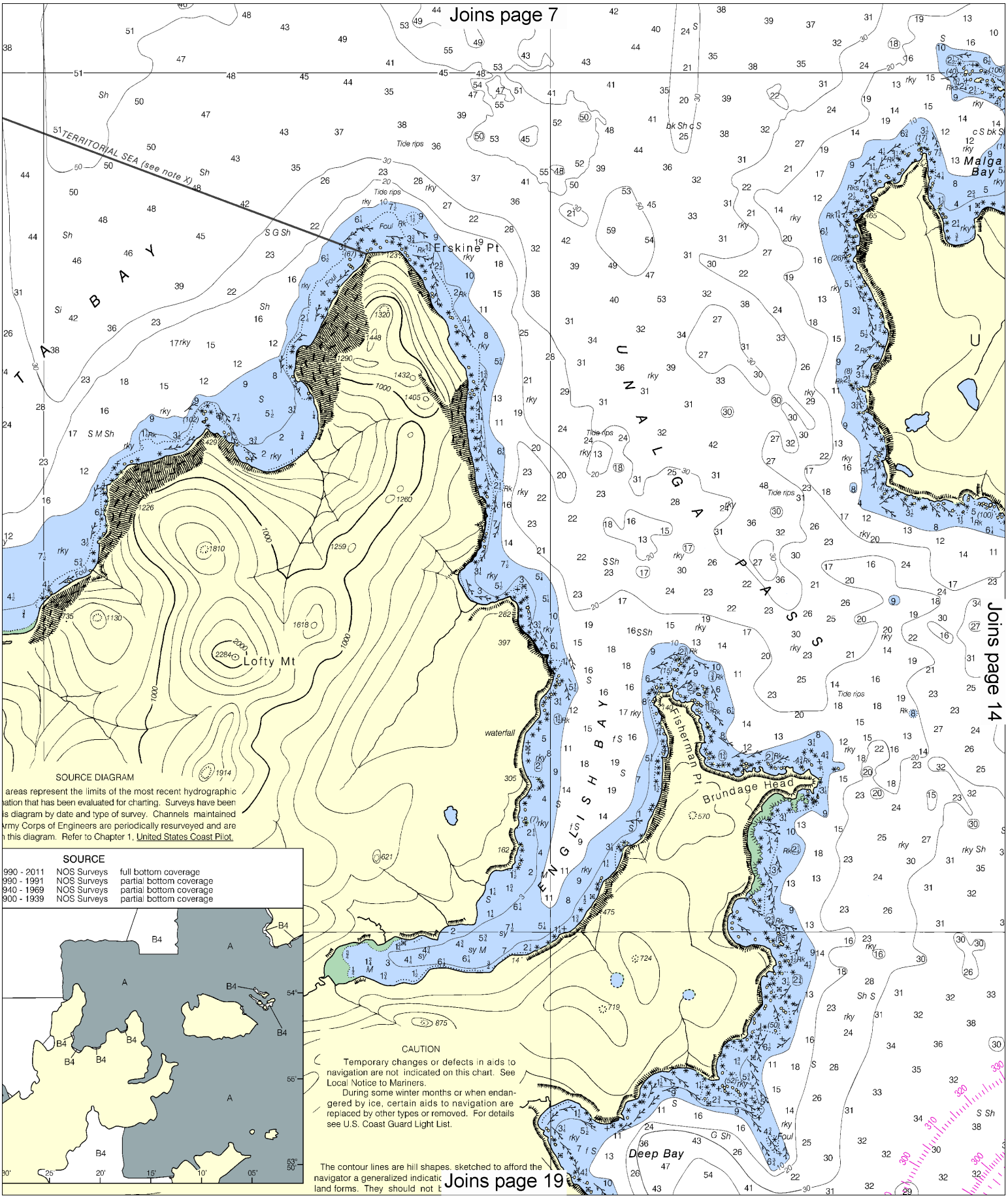
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
TERRITORIAL SEA (see note X)
T A S M A N B A Y
Erskine Pt
U N A L G A P A S S A G E
Malga Bay
Lofty Mt
waterfall
E N G L I S H B A Y
Fisherman Pt
Brundage Head
Deep Bay
Joins page 14
Joins page 19
SOURCE DIAGRAM
areas represent the limits of the most recent hydrographic
ation that has been evaluated for charting. Surveys have been
is diagram by date and type of survey. Channels maintained
rmy Corps of Engineers are periodically resurveyed and are
this diagram. Refer to Chapter 1, United States Coast Pilot.
SOURCE
990 - 2011 NOS Surveys full bottom coverage
990 - 1991 NOS Surveys partial bottom coverage
940 - 1969 NOS Surveys partial bottom coverage
900 - 1939 NOS Surveys partial bottom coverage
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
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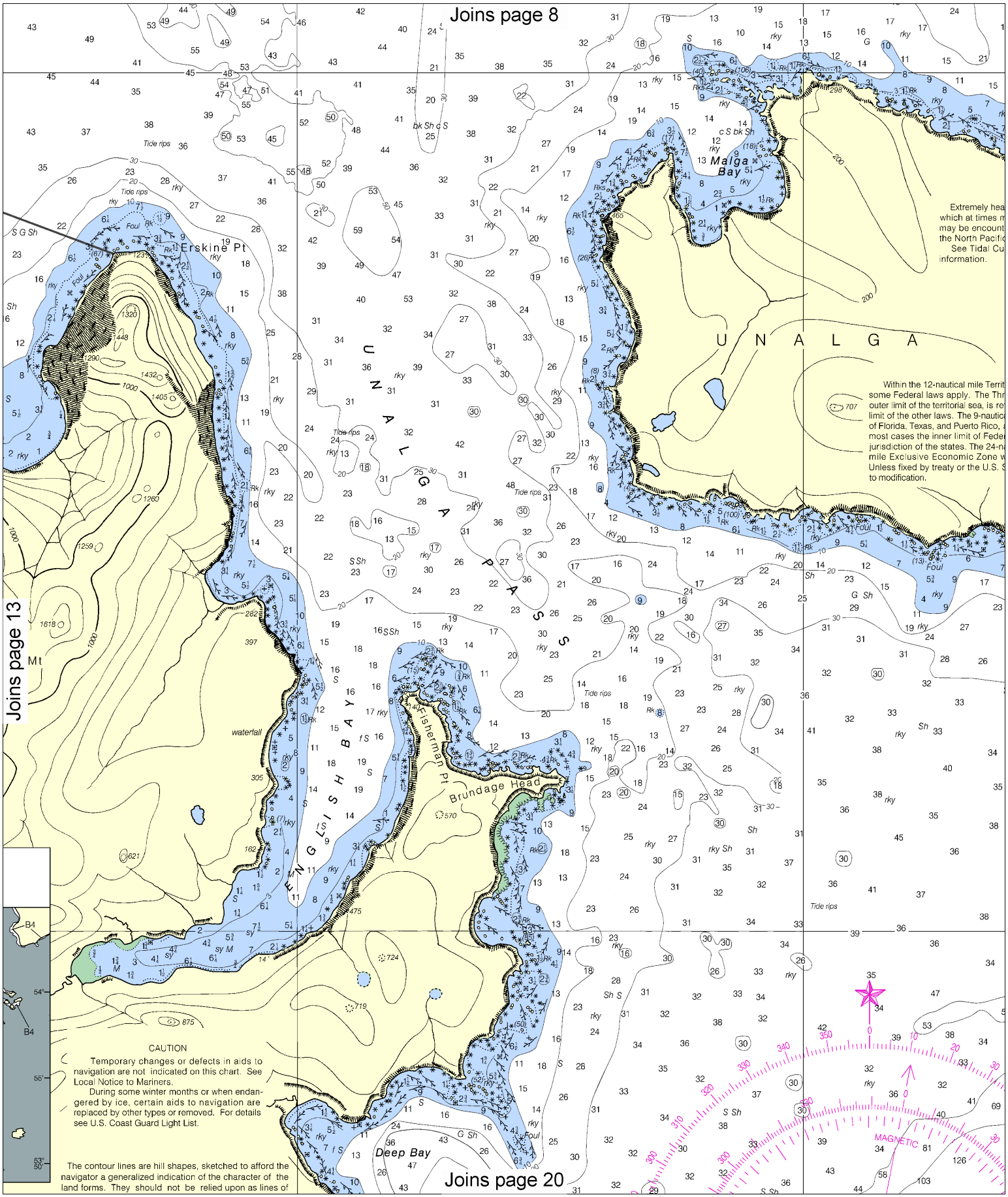


14

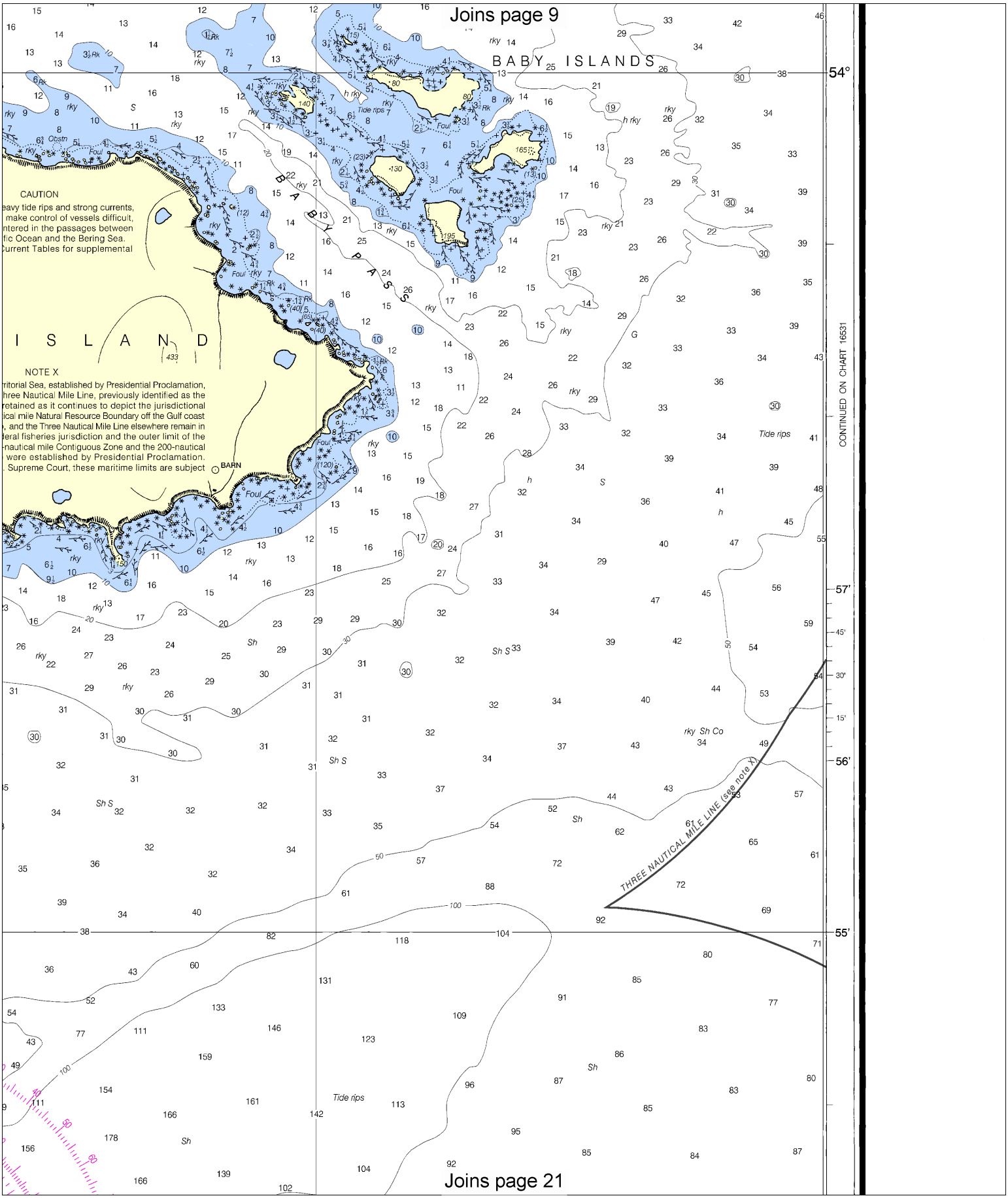
Note: Chart grid lines are aligned with true north.

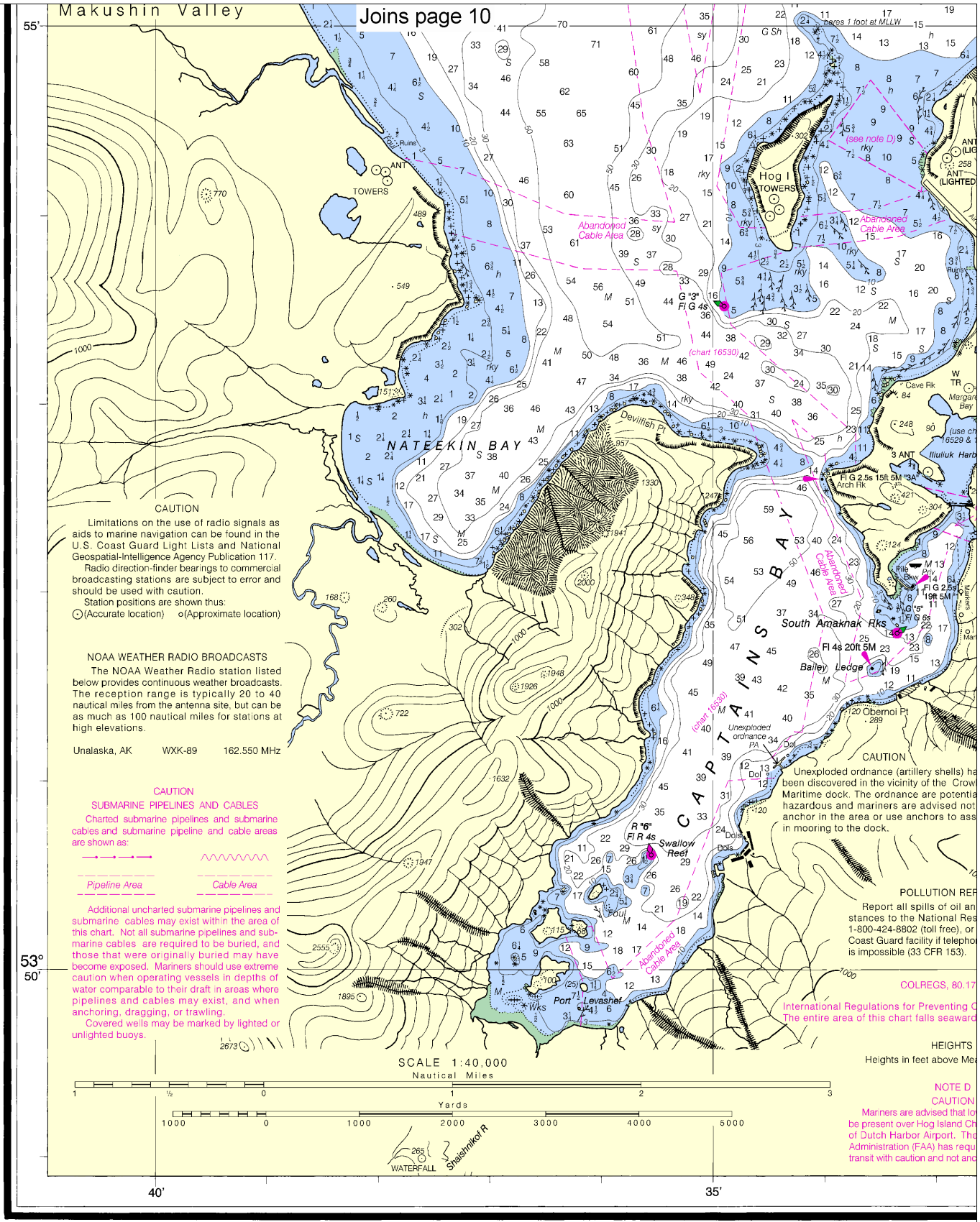
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 9
BABY ISLANDS
54°
BABY PASS
CAUTION
eavy tide rips and strong currents,
make control of vessels difficult,
ntered in the passages between
fic Ocean and the Bering Sea.
Current Tables for supplemental
I S L A N D
433
NOTE X
ritorial Sea, established by Presidential Proclamation,
hree Nautical Mile Line, previously identified as the
retained as it continues to depict the jurisdictional
ical mile Natural Resource Boundary off the Gulf coast
, and the Three Nautical Mile Line elsewhere remain in
deral fisheries jurisdiction and the outer limit of the
-nautical mile Contiguous Zone and the 200-nautical
were established by Presidential Proclamation.
. Supreme Court, these maritime limits are subject
BARN
Foul
Rky
Rk
Obstn
Tide rips
Sh
Sh S
Sh Co
h
S
G
THREE NAUTICAL MILE LINE (see note X)
57'
56'
55'
CONTINUED ON CHART 16531
Joins page 21



18th Ed., Sep./12 ■ Corrected through NM Sep. 15/12
Corrected through LNM Sep. 04/12

16528

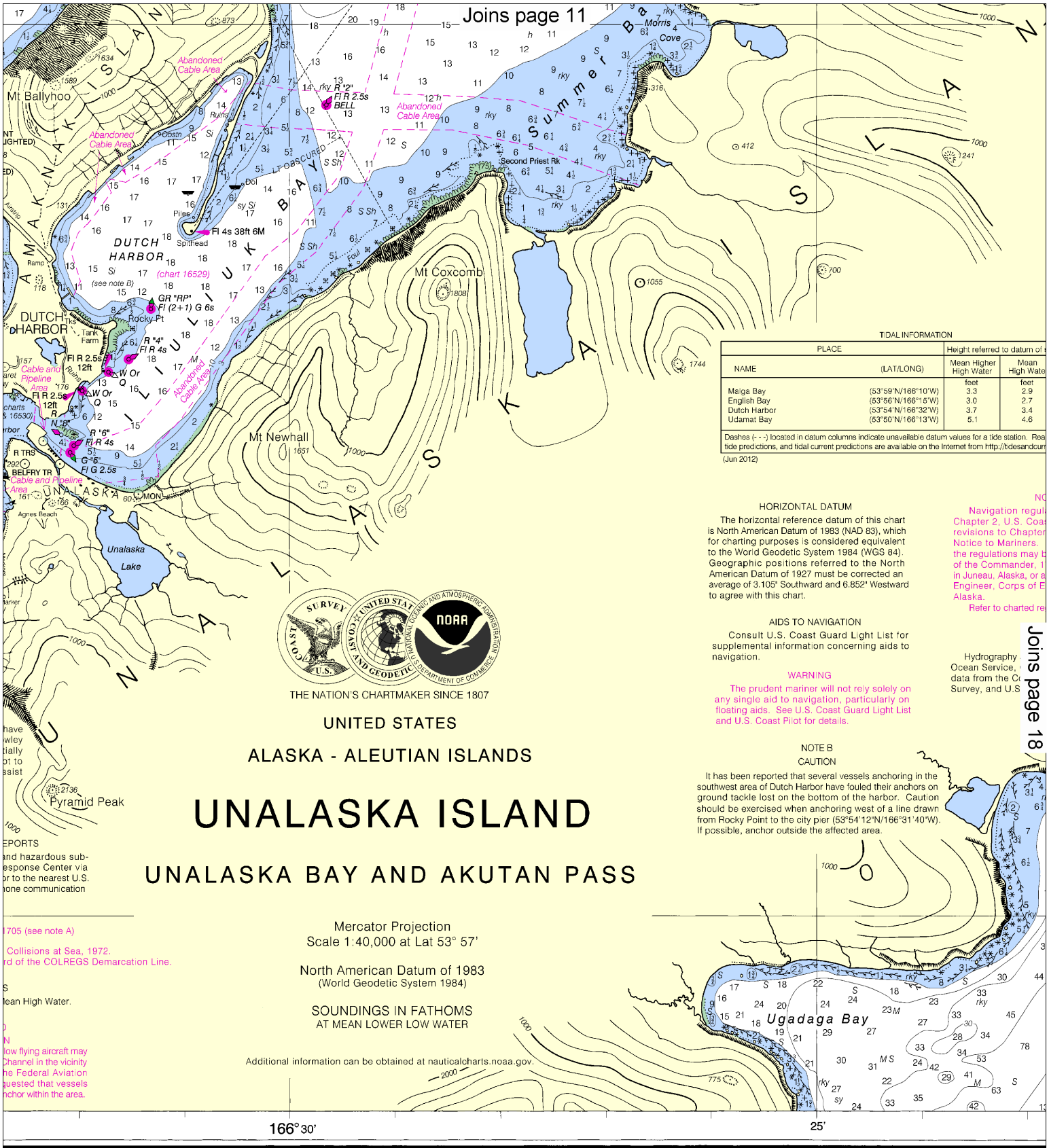
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Note: Chart grid lines are aligned with true north.

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

See Note on page 5.

1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000



TIDAL INFORMATION

PLACE		Height referred to datum of t	
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Wate
		feet	feet
Malga Bay	(53°59'N/166°10'W)	3.3	2.9
English Bay	(53°56'N/166°15'W)	3.0	2.7
Dutch Harbor	(53°54'N/166°32'W)	3.7	3.4
Udamat Bay	(53°50'N/166°13'W)	5.1	4.6

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Rea tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurr

(Jun 2012)

HORIZONTAL DATUM

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AIDS TO NAVIGATION

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WARNING

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NOTE B

CAUTION

It has been reported that several vessels anchoring in the southwest area of Dutch Harbor have fouled their anchors on ground tackle lost on the bottom of the harbor. Caution should be exercised when anchoring west of a line drawn from Rocky Point to the city pier (53°54'12"N/166°31'40"W). If possible, anchor outside the affected area.

NC

Navigation regul Chapter 2, U.S. Coa revisions to Chapter Notice to Mariners. the regulations may b of the Commander, 1 in Juneau, Alaska, or a Engineer, Corps of E Alaska.

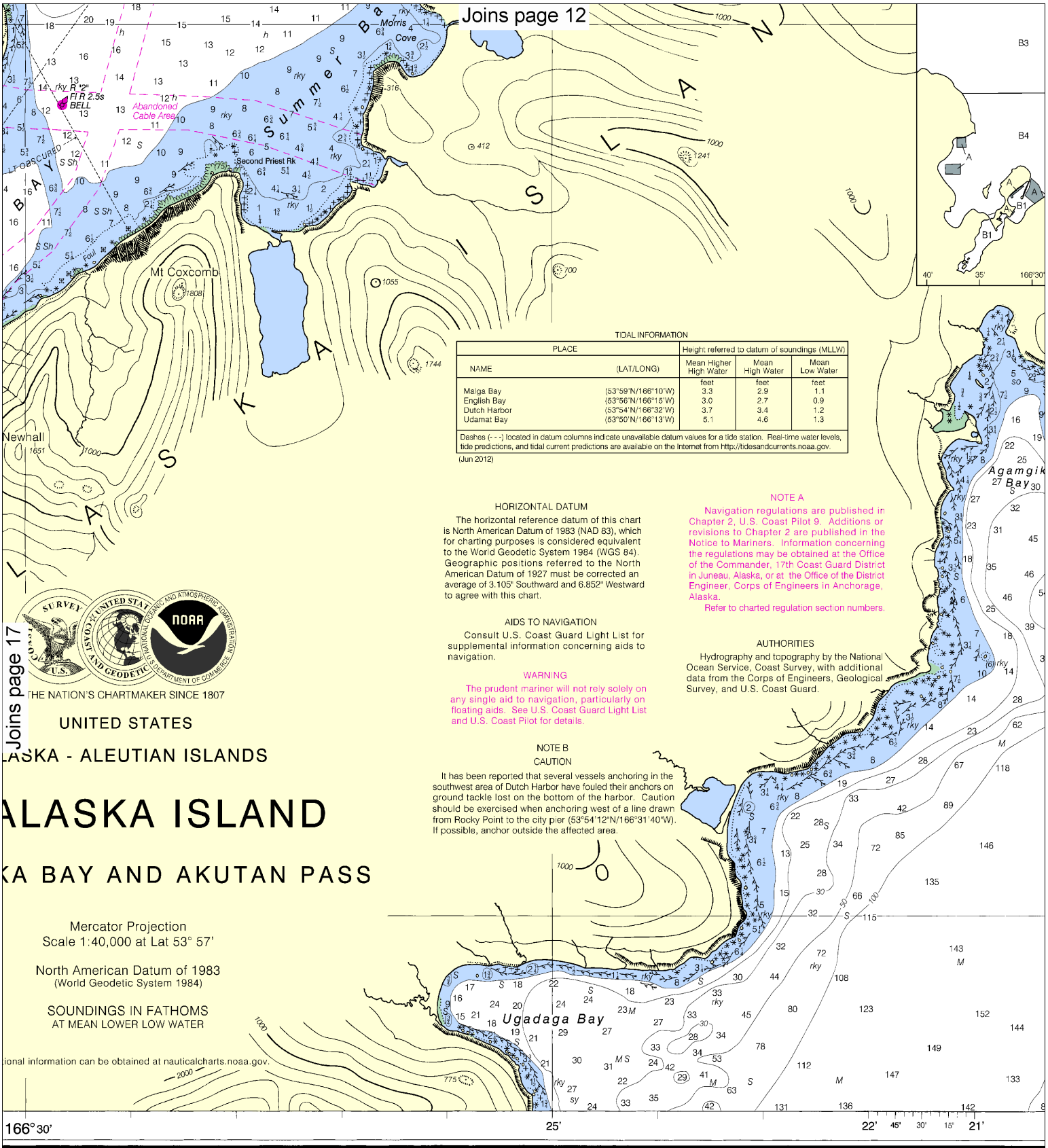
Refer to charted re

Hydrography Ocean Service, data from the C Survey, and U.S

SOUNDINGS IN FATHOMS

PRINT-ON-DEMAND CHARTS

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



TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Malga Bay	(53°59'N/166°10'W)	3.3	2.9	1.1
English Bay	(53°56'N/166°15'W)	3.0	2.7	0.9
Dutch Harbor	(53°54'N/166°32'W)	3.7	3.4	1.2
Udamat Bay	(53°50'N/166°13'W)	5.1	4.6	1.3

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.

(Jun 2012)

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 3.105" Southward and 6.852" Westward to agree with this chart.

AIDS TO NAVIGATION

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

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.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. 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, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

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.

NOTE B

CAUTION

It has been reported that several vessels anchoring in the southwest area of Dutch Harbor have fouled their anchors on ground tackle lost on the bottom of the harbor. Caution should be exercised when anchoring west of a line drawn from Rocky Point to the city pier (53°54'12"N/166°31'40"W). If possible, anchor outside the affected area.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ASKA - ALEUTIAN ISLANDS

ALASKA ISLAND

KA BAY AND AKUTAN PASS

Mercator Projection
Scale 1:40,000 at Lat 53° 57'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

ional information can be obtained at nauticalcharts.noaa.gov.

IN FATHOMS

PRINT-ON-DEMAND CHARTS

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NATIONAL
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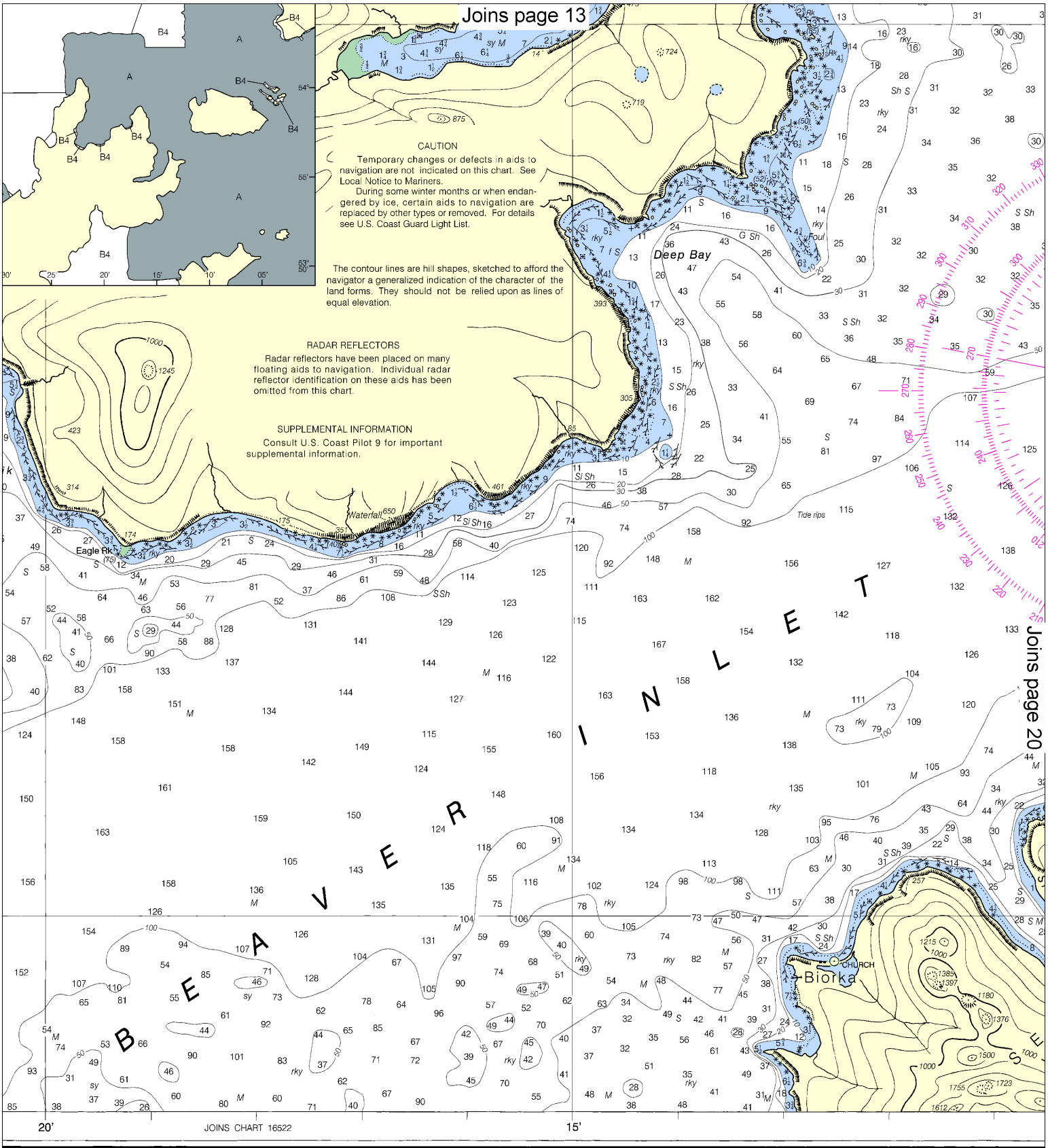
Note: Chart grid lines are aligned with true north.

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

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



at Washington, D.C.
MENT OF COMMERCE
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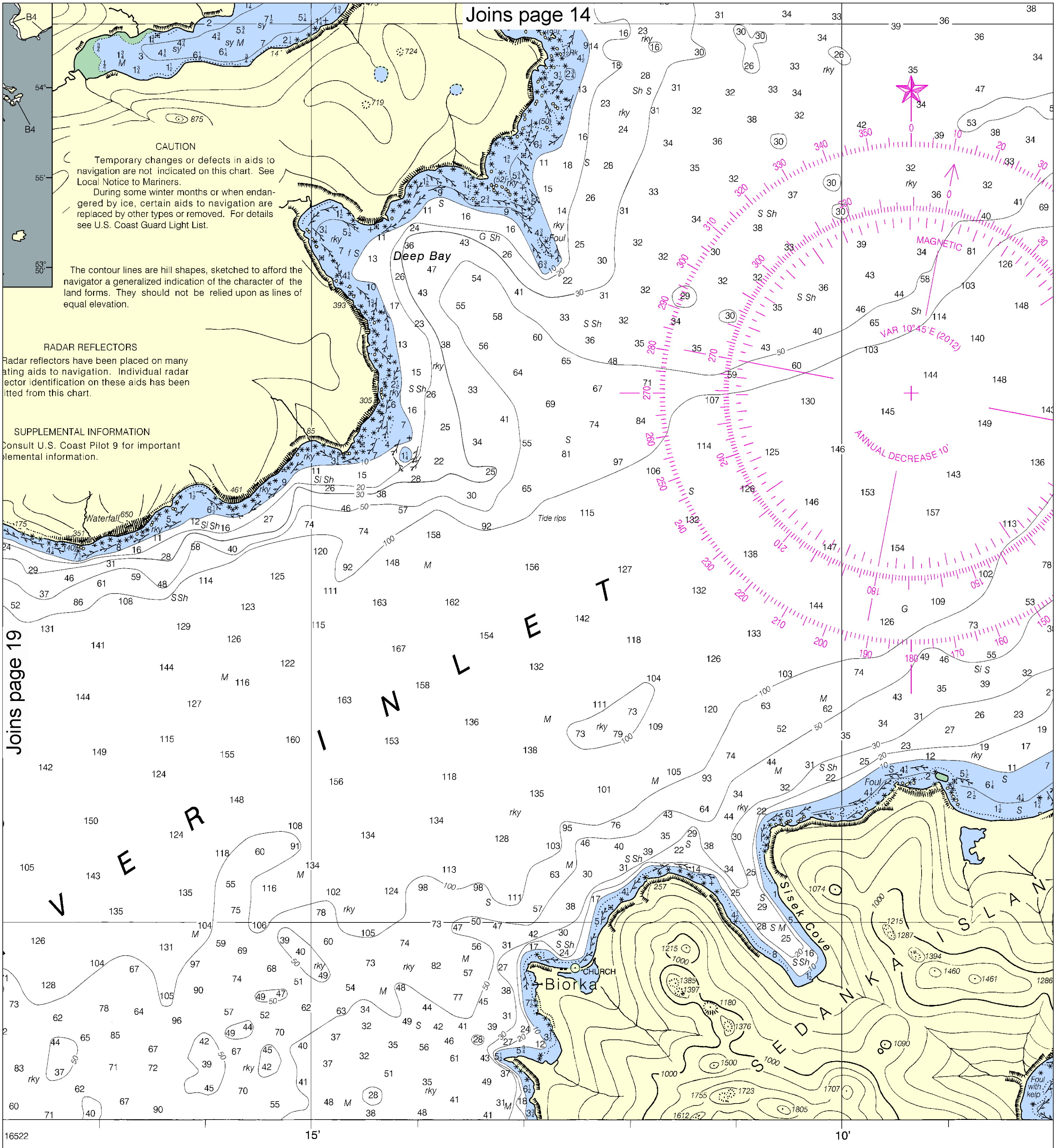
AL OCEAN SERVICE
OAST SURVEY

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

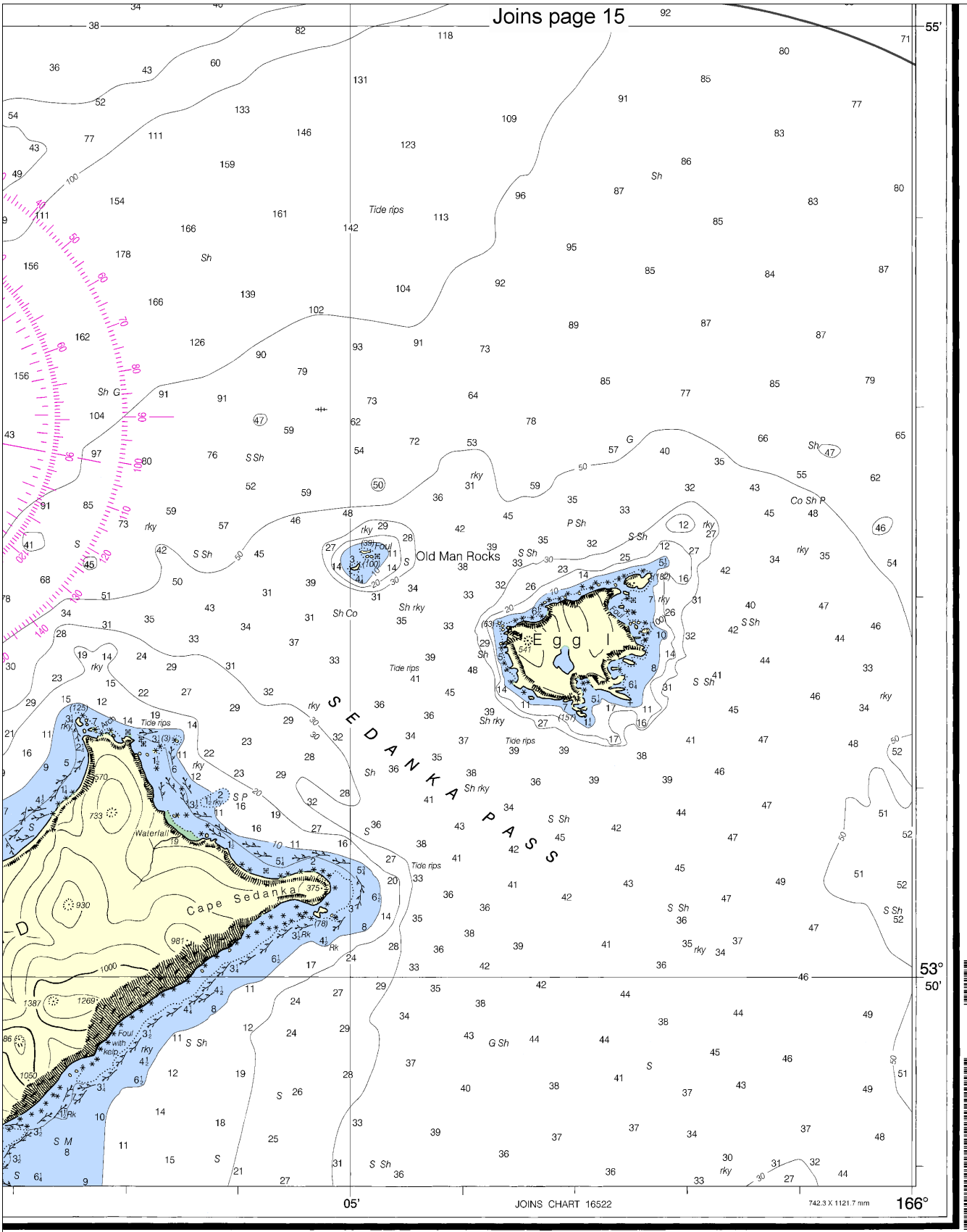
FATHOMS / FEET / METERS

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles
Yards

See Note on page 5.



Unalaska Bay and Akutan Pass

SOUNDINGS IN FATHOMS - SCALE 1:40,000

16528

ED. NO. 18

NSN 7642014011258 NGA REFERENCE NO. 16AHA16528

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

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

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

Distress Call Procedures

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

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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

Quick References

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National Weather Service	—	**http://www.weather.gov/**
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Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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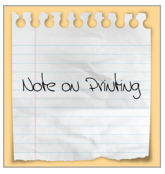

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