

# BookletChart™

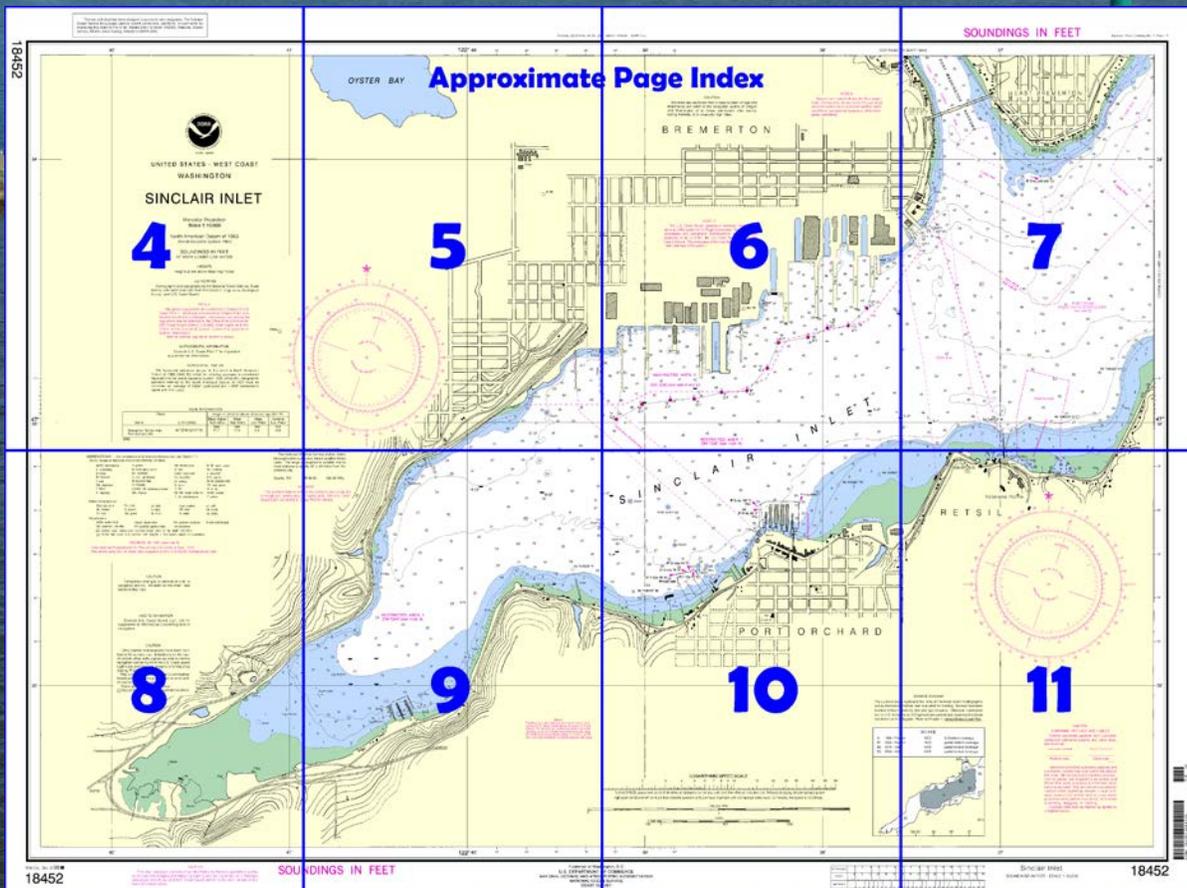


## Sinclair Inlet NOAA Chart 18452

*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.

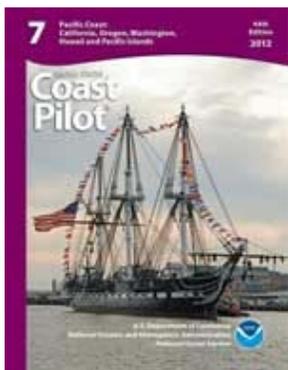
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18452>.



**(Selected Excerpts from Coast Pilot)**  
**Sinclair Inlet**, site of the city of Bremerton and the Puget Sound Naval Shipyard, is entered from Rich Passage and Port Orchard on the E, and Port Washington Narrows on the N. The inlet is 3.5 miles long, extending in a WSW direction from **Point Herron**, which is at the junction of Port Washington Narrows and Port Orchard. The point is marked by a light. Several Navy-maintained unlighted mooring buoys, used at times by unlighted craft, are in

Sinclair Inlet. Mariners are advised to exercise caution at night.  
**East Bremerton** is the community back of Point Herron, on the E side of

the Port Washington Narrows entrance. The fixed highway bridge crossing the narrows here has a clearance of 82 feet.

Sinclair Inlet is a **naval restricted area**. (See **334.1240**, chapter 2, for limits and regulations.)

**Annapolis** is a village on the S shore of Sinclair Inlet directly S of Point Herron. A foot pier extends out to a float which is used by a passenger ferry between the village and Bremerton. E of the ferry pier is a public float and launching ramp. The float grounds at low water. The buildings of a veterans' home on the bluff above the town are prominent. A flat that bares extends about 0.2 mile from shore in the bight between Annapolis and Port Orchard.

The town of **Port Orchard** is on the S shore about 0.5 mile W of Annapolis. It has a ferry pier, float landing, and a marina. Passenger ferry service is maintained with Bremerton every 15 minutes from 1600 to 2400 daily. A marina, protected on the W, N, and E sides by a floating breakwater, is just W of the ferry pier. The entrance is at the NW corner and is marked by private lights. There are covered and open berths for about 600 small craft. A yacht club has its moorings just inside the W breakwater. Transient berths for 50 small-craft are on the E side of the marina; larger transient craft can moor on the inside or outside of the N and E parts of the breakwater. Gasoline, diesel fuel, electricity, water, ice, pumpout facilities and full repairs are available at the marina; the stores of the town business district are nearby and all types of supplies may be obtained.

A marina and boatyard are on the W side of town; water, ice, limited marine supplies, and diesel fuel are available. The yard has a marine railway that can handle craft up to 75 feet and a floating drydock with a 25-ton capacity. Hull and engine repairs can be done at the boatyard; a machine shop and carpentry shop are available. Port Orchard Yacht Club has its moorings W of the boatyard. A floating breakwater in ruins, a wreck, and other sunken debris are about 75 yards off the ends of the Yacht Club floats. Another marina and boatyard, just W of Port Orchard Yacht Club, can accommodate about 25 vessels. A mobile hoist with a 30-ton capacity can handle craft up to 55 feet.

A marina and boatyard, about 1.5 miles W of Port Orchard, has berths for about 50 fishing boats and small craft. Electricity, gasoline, water, and limited marine supplies are available. The boatyard has three marine railways; the largest can handle craft to 30 tons for hull repairs.

**Puget Sound Naval Shipyard** occupies most of the N shore of the inlet. The hammerhead crane near the offshore end of Pier 6 of the yard is one of the most conspicuous objects from any direction. The ends of Pier 4, Pier 5, and Pier 6 are equipped with radar reflectors. A floating security barrier, marked by lighted buoys, surrounds the waterfront of the naval shipyard.

Navy Drydock No. 6 is one of the largest in the world. Its inside dimensions are 1,152 feet long, 165 feet wide at the entrance measured 6 feet over sill, and 53 feet over the sill at mean high water. This facility was built to accommodate the largest supercarrier. When not committed to Navy use, and under certain conditions, the drydock may be used by other ships that are too large for commercial docks.

**Bremerton** adjoins the shipyard, and most of the city's business and affairs are keyed to the needs of the Navy establishment. The city limits include East Bremerton and Point Herron. Frequent ferry service connects with Seattle. Floats for small craft are adjacent to the N ferry slip. The floats are managed by the Port of Bremerton; water, electricity, and overnight moorage are available.

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

RCC Seattle

Commander

13<sup>th</sup> CG District

Seattle, WA

(206) 220-7001

**2**

# Table of Selected Chart Notes

Corrected through NM Oct. 01/11  
Corrected through LNM Sep. 20/11

**HEIGHTS**  
Heights in feet above Mean High Water.

**NOTE B**  
Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency conditions.

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

Mercator Projection  
Scale 1:10,000  
  
North American Datum of 1983  
(World Geodetic System 1984)  
  
SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

**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.

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

**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.  
Seattle, WA      KHB-60      162.550 MHz

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**NOTE D**      ◦ R T T  
Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous flashing yellow (Fl Y 2s) Navy maintained lighted buoys and approximately mark the Restricted Areas surrounding the facility.

**CAUTION**  
Mariners are cautioned that a large number of logs and deadheads are adrift in the navigable waters of Oregon and Washington at all times, particularly after storms, spring freshets, and unusually high tides.

**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 7. 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, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.  
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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.654" southward and 4.469" westward to agree with this chart.

**NOTE C**  
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

**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.

**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, 80.1395 (see note A)**  
International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):  
AERO aeronautical      G green      Mc morse code      R TR radio tower  
Al alternating      IQ interrupted quick      N nun      Rot rotating  
B black      Iso isophase      OBSC obscured      s seconds  
Bn beacon      LT HO lighthouse      Oc occulting      SEC sector  
C can      M nautical mile      Or orange      St M statute miles  
DIA diaphone      m minutes      Q quick      VQ very quick  
F fixed      MICRO TR microwave tower      R red      W white  
Fl flashing      Mkr marker      Ra Ref radar reflector      WHIS whistle  
R Bn radiobeacon      Y yellow  
  
Bottom characteristics:  
Bds boulders      Co coral      gy gray      Oys oysters      so soft  
bk broken      G gravel      h hard      Rk rock      Sh shells  
Cy clay      Grs grass      M mud      S sand      sy sticky  
  
Miscellaneous:  
AUTH authorized      Obsn obstruction      PD position doubtful      Subm submerged  
ED existence doubtful      PA position approximate      Rep reported  
⚓ Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

**TIDAL INFORMATION**

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Bremerton (47°34'N/122°37'W)	feet	feet	feet	feet
	11.7	10.9	2.9	

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>. (Jul 2011)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

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

18452



UNITED STATES - WEST COAST  
WASHINGTON  
**SINCLAIR INLET**

Mercator Projection  
Scale 1:10,000

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

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

HEIGHTS  
Heights in feet above Mean High Water.

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

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. 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, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.  
Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 7 for important supplemental information.

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.654" southward and 4.469" westward to agree with this chart.

TIDAL INFORMATION

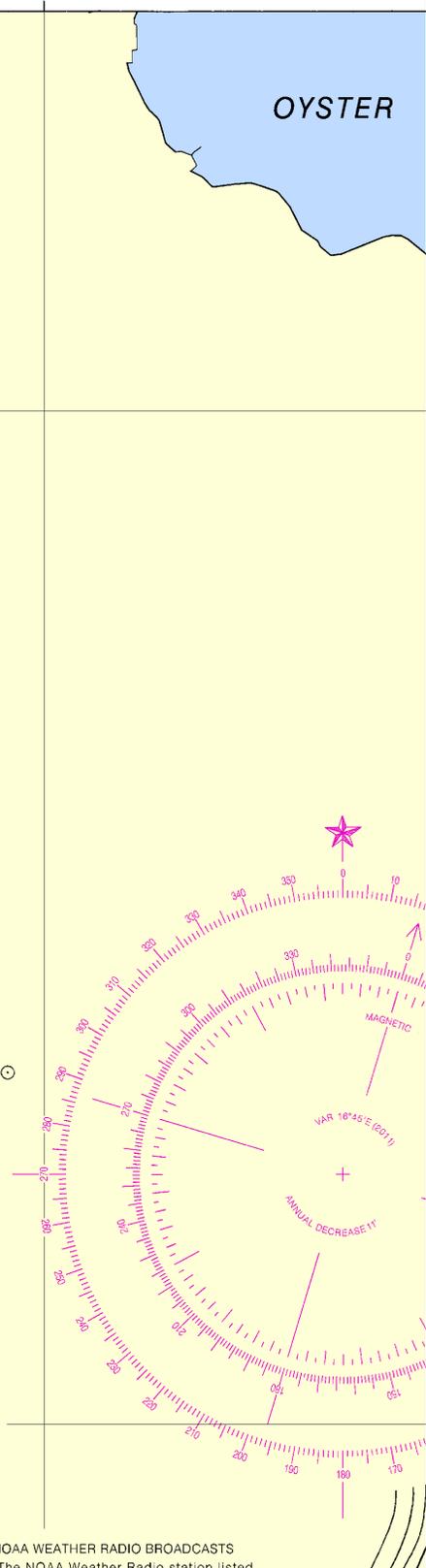
PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
NAME (LAT/LONG)	feet	feet	feet	feet
Bremerton (47°34'N/122°37'W)	11.7	10.9	2.9	

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>. (Jul 2011)

ABBREVIATIONS (For complete list of Symbols and Abbreviations Aids to Navigation (lights are white unless otherwise indicated):

Joins page 8

NOAA WEATHER RADIO BROADCASTS  
The NOAA Weather Radio station listed

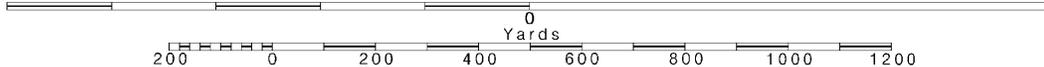


4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



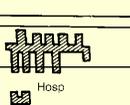
122° 40' 50' 40' 30' 20' 10' 39' 50'

BAY

CAUTION

Mariners are cautioned that a large number of logs and deadheads are adrift in the navigable waters of Oregon and Washington at all times, particularly after storms, spring freshets, and unusually high tides.

BREMERTON



R TR

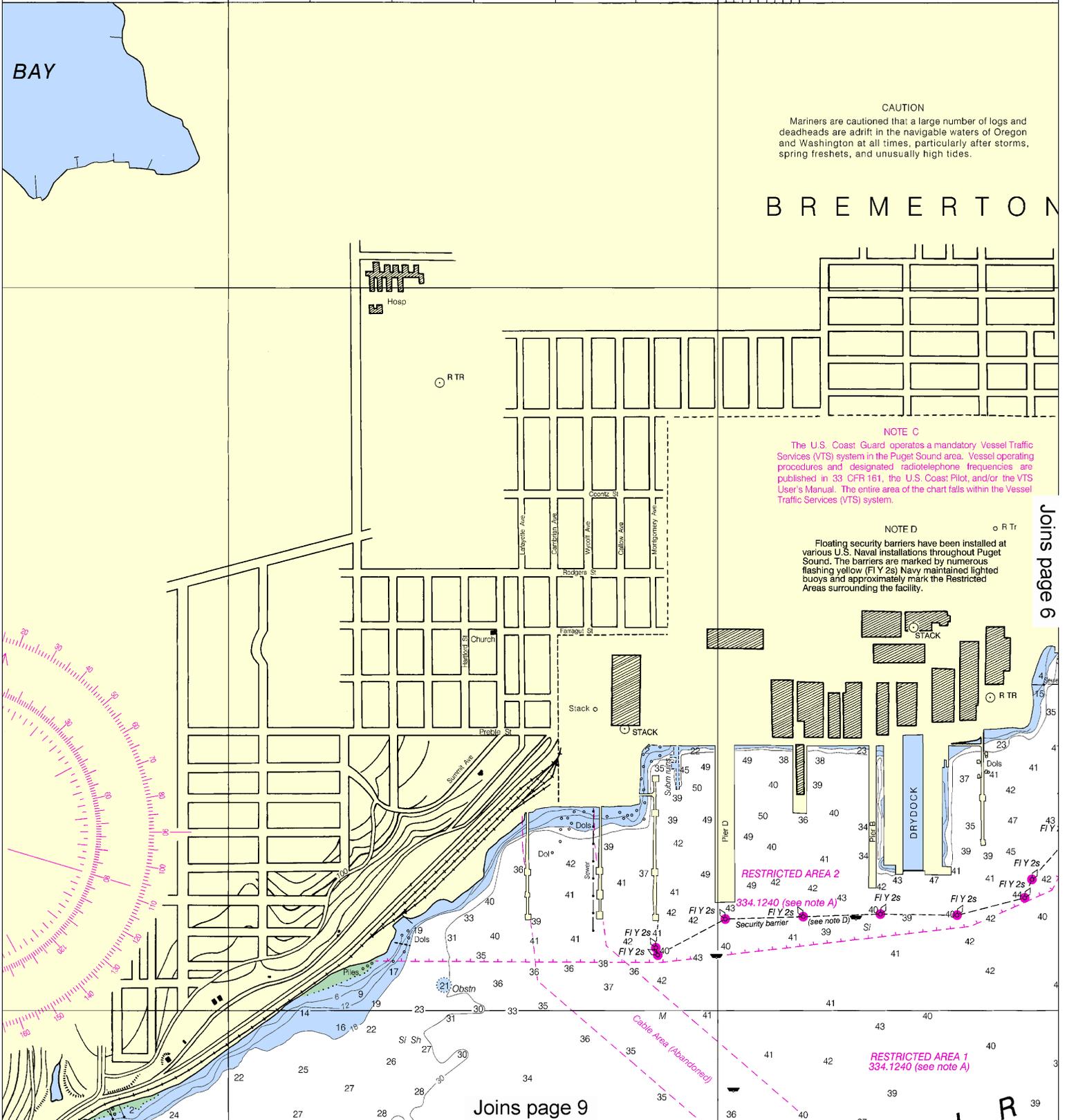
NOTE C

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

NOTE D

Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous flashing yellow (FI Y 2s) Navy maintained lighted buoys and approximately mark the Restricted Areas surrounding the facility.

Joins page 6



Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

122° 40' 50' 40' 30' 20' 10' 39' 50'

**CAUTION**  
Mariners are cautioned that a large number of logs and deadheads are adrift in the navigable waters of Oregon and Washington at all times, particularly after storms, spring freshets, and unusually high tides.

# BREMERTON

### NOTE C

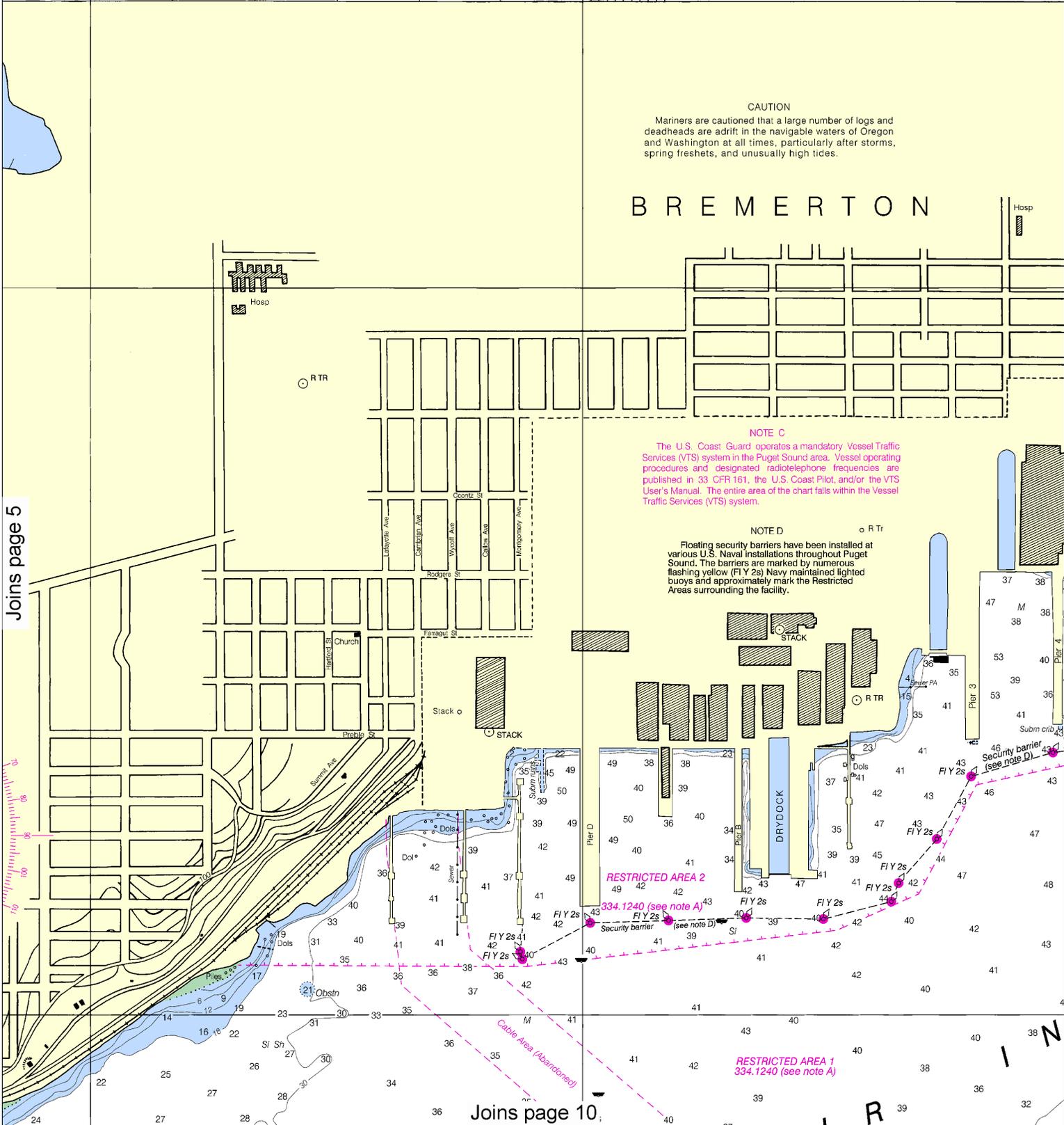
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

### NOTE D

Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous flashing yellow (FI Y 2s) Navy maintained lighted buoys and approximately mark the Restricted Areas surrounding the facility.

Joins page 5

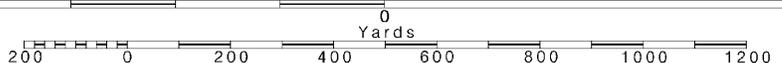
Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.





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

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

**Bottom characteristics:**

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

**Miscellaneous:**

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
② Rocks that cover and uncover, with heights in feet above datum of soundings.			

**COLREGS, 80.1395 (see note A)**

International Regulations for Preventing Collisions at Sea, 1972.  
 The entire area of this chart falls seaward of the COLREGS Demarcation Line.

**CAUTION**

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**AIDS TO NAVIGATION**

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

**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)

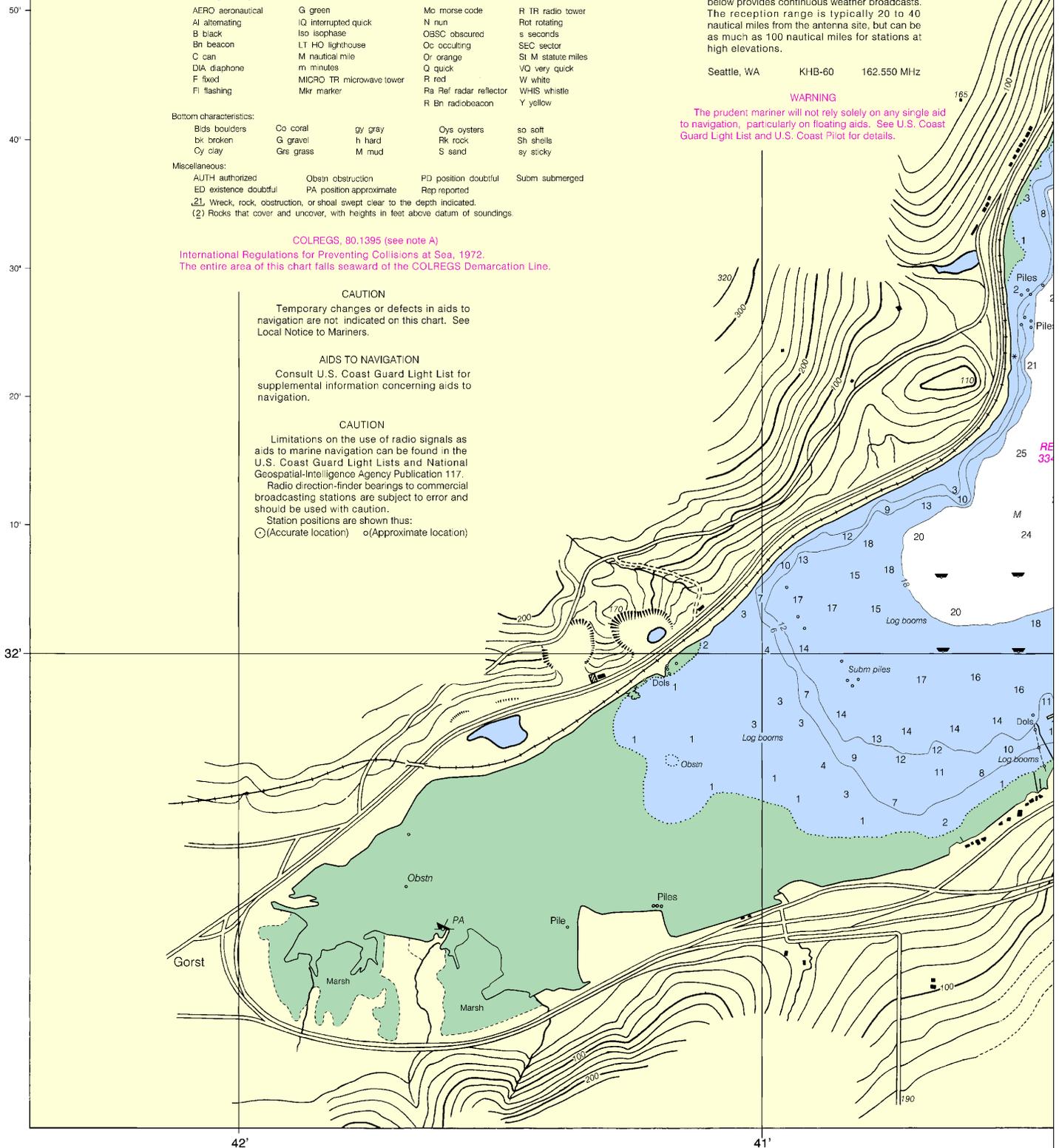
**NOAA WEATHER RADIO BROADCASTS**

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.

Seattle, WA    KHB-60    162.550 MHz

**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.



17th Ed., Oct. / 11 ■ Corrected through NM Oct. 01/11  
 Corrected through LNM Sep. 20/11

**18452**

**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](http://nauticalcharts.noaa.gov).

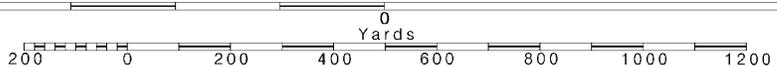
**SOUNDINGS IN FEET**

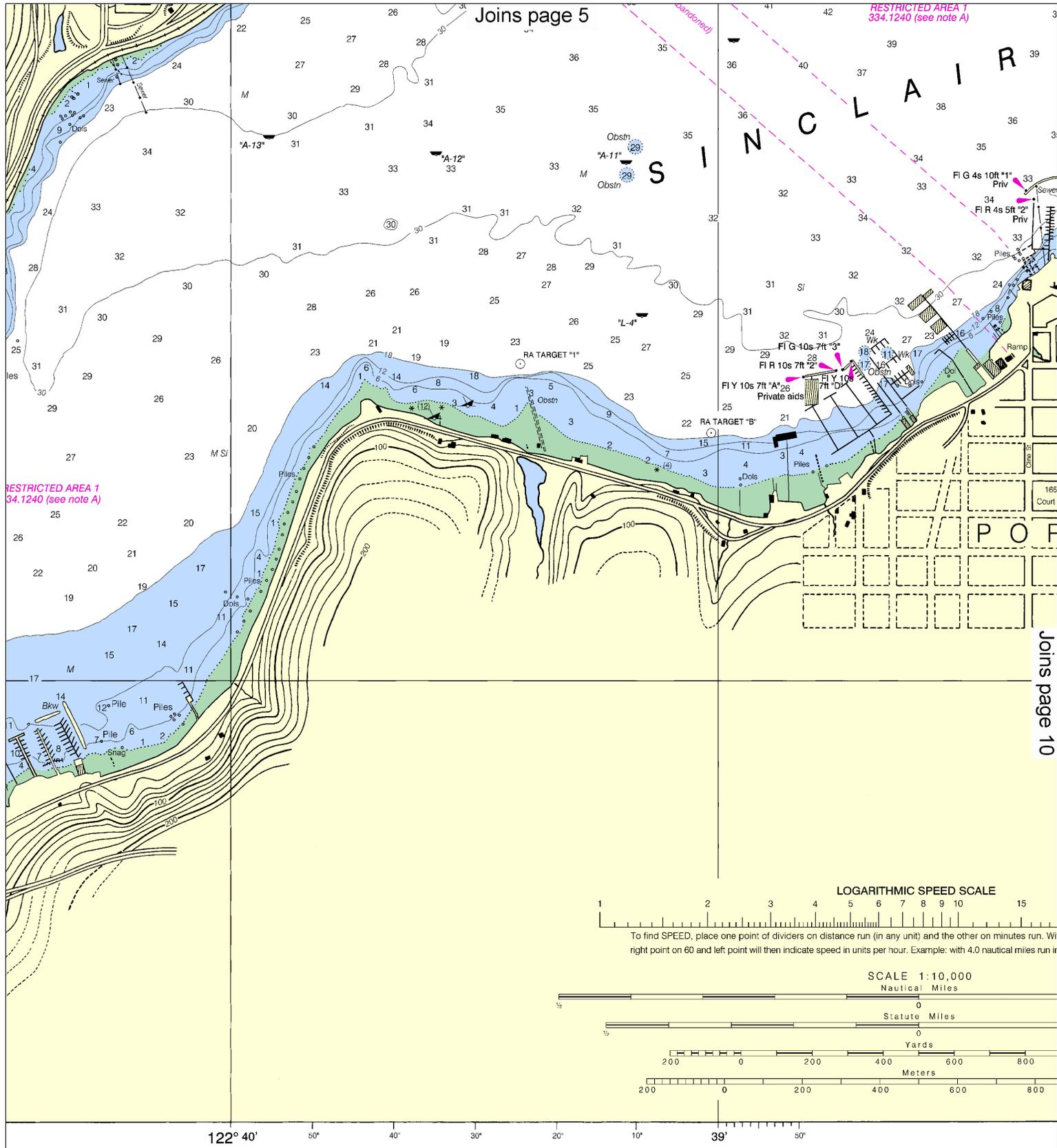


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —  
 Nautical Miles

See Note on page 5.





RESTRICTED AREA 1  
34.1240 (see note A)

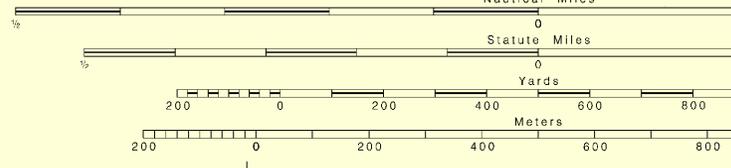
Joins page 10

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. With right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 10 minutes, the left point will indicate 24 knots.

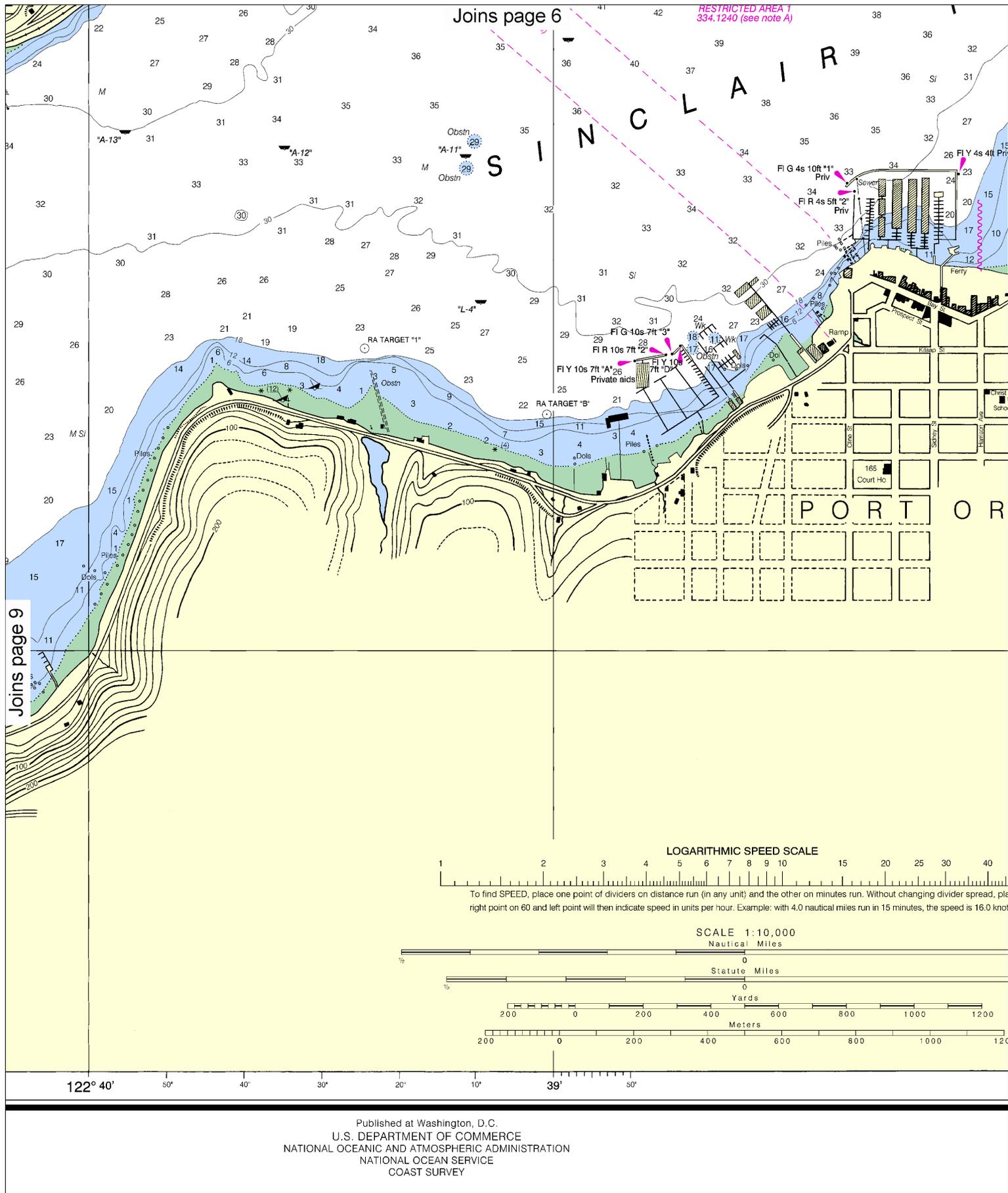
SCALE 1:10,000



122° 40' 50' 40' 30' 20' 10' 39' 50'

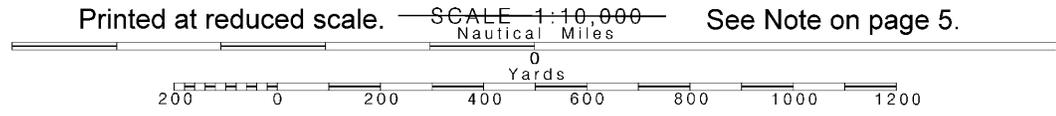
EET

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



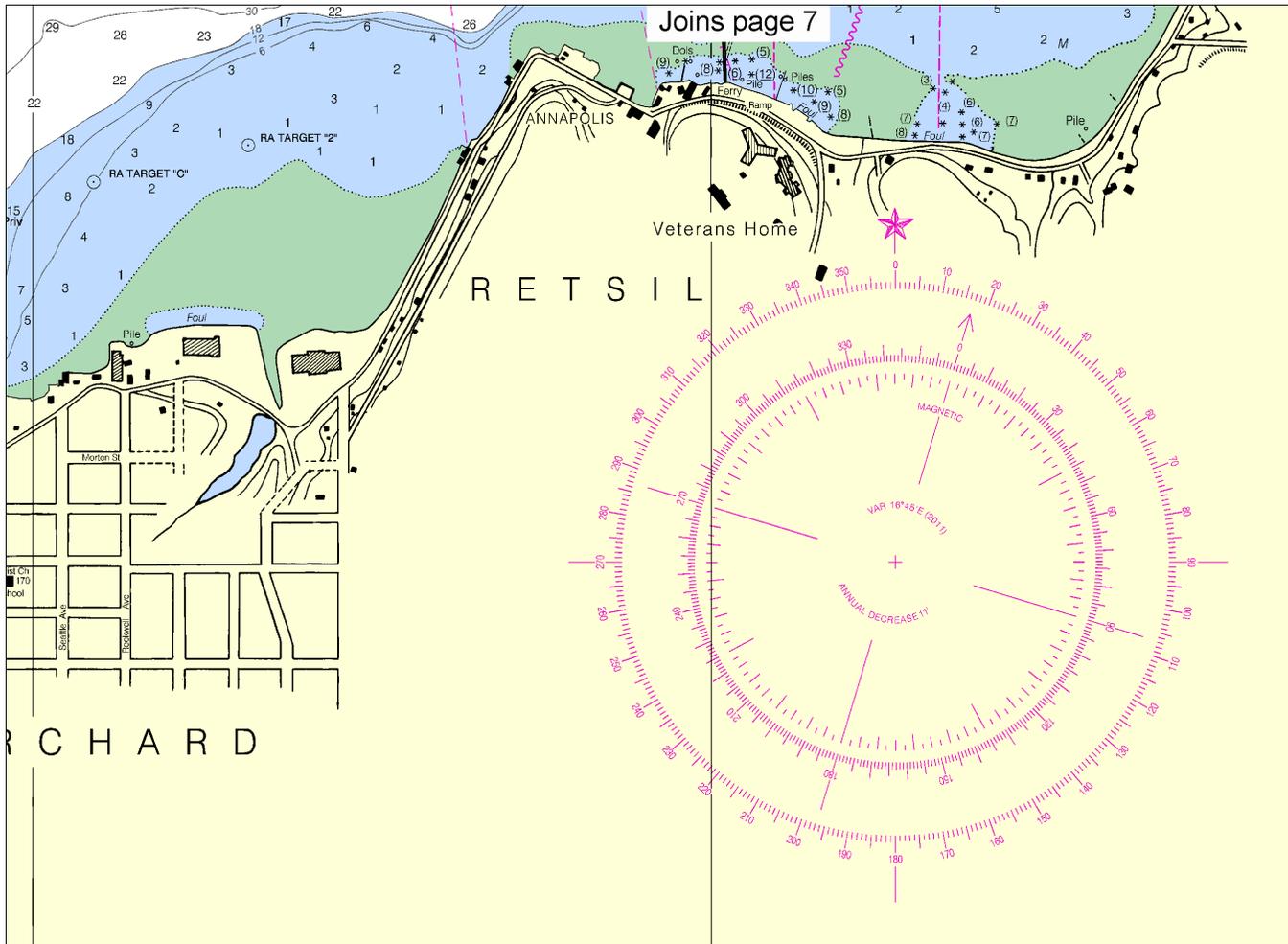
**10**

Note: Chart grid lines are aligned with true north.



See Note on page 5.

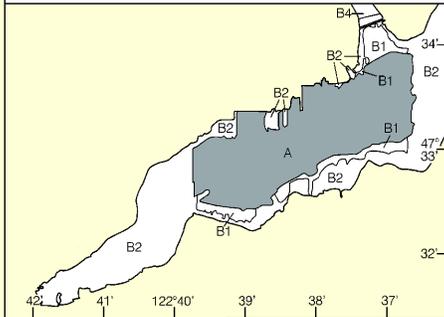
Joins page 7



**SOURCE DIAGRAM**

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

SOURCE		
A	1990 - 2007	NOS full bottom coverage
B1	1990 - 1998	NOS partial bottom coverage
B2	1970 - 1989	NOS partial bottom coverage
B4	1900 - 1939	NOS partial bottom coverage

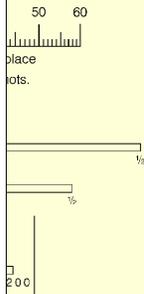


**CAUTION**

**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.

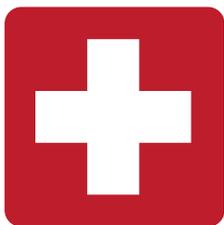


FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Sinclair Inlet  
 SOUNDINGS IN FEET - SCALE 1:10,000

**18452**





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>



— For the latest news from Coast Survey, follow @nauticalcharts



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.

