BookletChart™

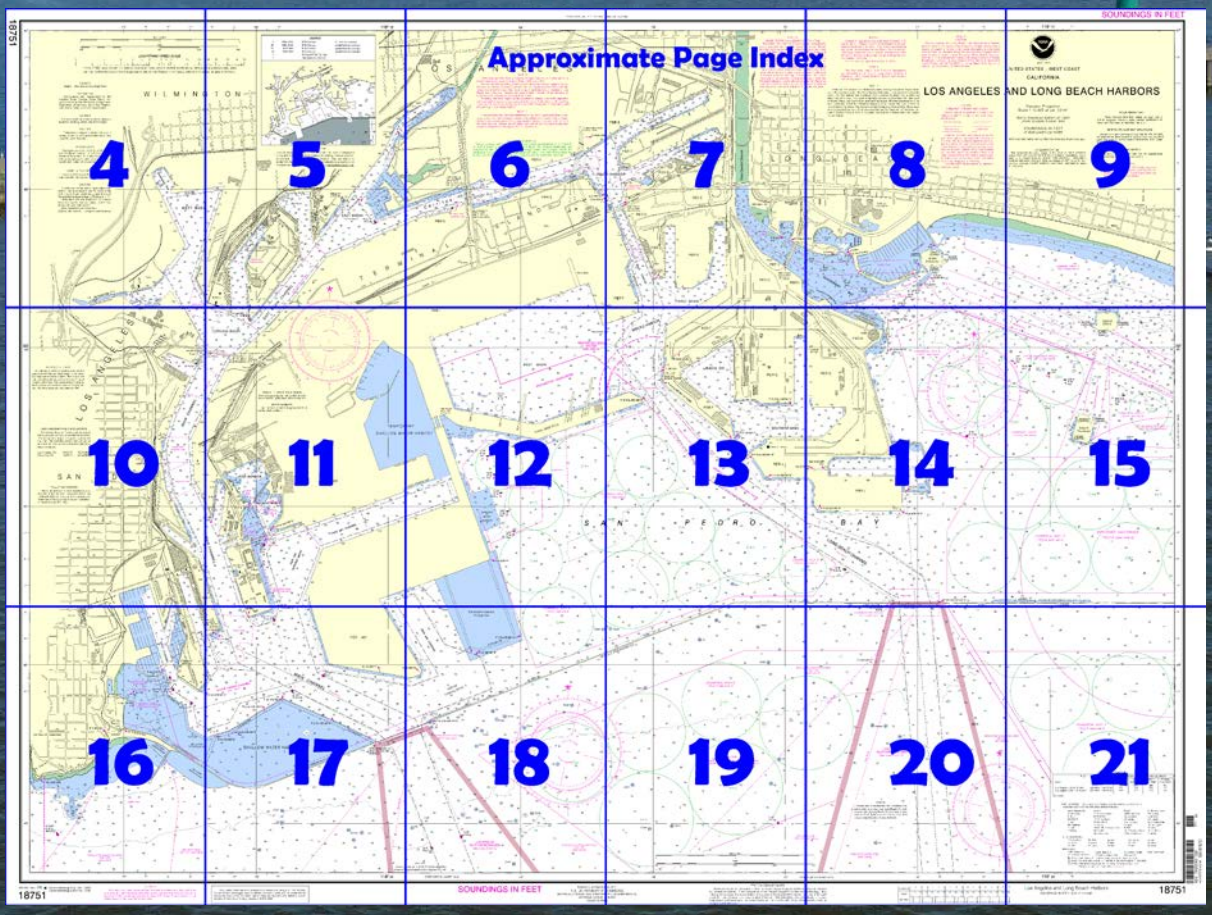
Los Angeles and Long Beach Harbors

NOAA Chart 18751

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.

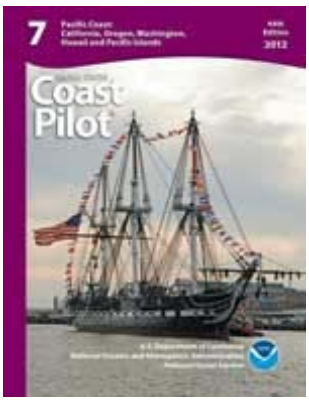
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=18751.



(Selected Excerpts from Coast Pilot)
San Pedro Bay is between Seal Beach on the E and Point Fermin on the W. On the shores of the bay are the cities and port areas of **Long Beach** and **Los Angeles. Terminal Island**, in the NW part of San Pedro Bay, separates the outer bay from Los Angeles and Long Beach inner harbors.
Long Beach Harbor is in the E part of San Pedro Bay.
Los Angeles Harbor, at the W end of San Pedro Bay.
Long Beach and Los Angeles Harbors are connected by Cerritos Channel. Distance between the seaward entrance to the two harbors is about 4 miles.

The **Port of Long Beach**, one of the largest ports on the Pacific coast, has extensive foreign and domestic traffic. It is a major container cargo port.
The **Port of Los Angeles**, also one of the largest ports on the Pacific coast, has extensive facilities to accommodate all types of traffic.
The **Vessel Traffic Service (VTS) Los Angeles/Long Beach,** operated by the Marine Exchange in cooperation with the U.S. Coast Guard, has been established within the approaches to the ports of Los Angeles and Long Beach. The **VTS Area** consists of Los Angeles and Long Beach Harbors (inside the breakwater), and the waters of San Pedro Bay and San Pedro Channel, excluding Santa Monica Bay, within a 25 nautical mile radius of Point Fermin Light. This includes all of the Precautionary Area and portions of the Traffic Separation Scheme Lanes.
Channels.–Long Beach Channel leads NW from W of Long Beach Breakwater for 2.2 miles to **Middle Harbor**, thence N to **Back Channel** and the **Inner Harbor**. A **restricted harbor** entrance area has been designated in the channel and side areas extending from about 1 mile N of the breakwater to inside Middle Harbor; regulations of the Board of Harbor Commissioners, Port of Long Beach, grant priority to outbound vessels and stipulate a **6-knot speed limit** in this area.
Los Angeles Main Channel leads NW from E of the San Pedro Breakwater for about 1 mile, thence N to the Inner Harbor turning basin, thence NE through **East Basin Channel** and **Cerritos Channel**. About 0.6 mile NW of the breakwater, **Super Tanker Channel** leads W from the Main Channel to the deep-draft facilities at Berths 45–50.
Los Angeles Main Channel is marked by a **296°** lighted range.
The Los Angeles and Long Beach main channels are considered narrow channels. Vessels less than 20 meters in length, sailing vessels, vessels engaged in fishing, or any vessel attempting to cross these channels shall not impede a vessel that can only safely navigate within a narrow channel per Inland Navigation Rules, Rule 9. To obtain information on the movement of deep draft vessels inside the Federal Breakwater, contact the Los Angeles Pilot Station on VHF-FM channel 73 (156.675 MHz) or Long Beach Pilot Station of VHF-FM channel 74 (156.725 MHz).
Dangers.–A shoal area, with a rock covered 3 feet and a rock awash near the outer end, extends about 0.3 mile S of the shore just E of Point Fermin Light. A lighted whistle buoy is about 300 yards SW from the S end of the shoal area.
A **naval restricted area** is in the West Basin off the S shore of Terminal Island inside the jetty of the Naval Base Mole (See 334.990, chapter 2, for limits and regulations.)
A **restricted area** is off the E side of Reservation Point. (See 334.938, chapter 2, for limits and regulations.)
Surge.–Both Los Angeles and Long Beach Harbors are subject to seiche and surge. The most persistent and conspicuous oscillation has a period of approximately 1 hour. In the vicinity of Reservation Point and near the E end of Terminal Island, the hourly surge is very prominent, causing velocity variations which at times may be as great as 1 knot, and which often overcome the lesser tidal current so that the current floods and ebbs at half-hour intervals. Because of the more restricted channel, the surge through Back Channel at the E end of Terminal Island usually reaches a greater velocity than through the channel W of Reservation Point. In Back Channel, the hourly variation may sometimes be 1.5 knots or more. The hourly surge, together with other oscillations of shorter period and of more irregular occurrence, at times causes a very rapid change both in height of the water and the velocity and direction of the current and may endanger vessels tied up at the piers.

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

RCC Alameda	Commander 11th CG District Alameda, CA	(510) 437-3700

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

BERTH NUMBERS
The numbers on land along the waterfront are the berth numbers.

VINCENT THOMAS FIXED BRIDGE
Two fixed green lights mark center of span. Four fixed red lights mark limits of channel.

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

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

ARTICULATED AIDS
An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled ***"Art"***.

CAUTION
Vessels should not enter the Pilot Operating Area unless entering or departing Long Beach Channel. Vessels entering Long Beach Channel should pass eastward of lighted whistle buoy "LB," and vessels departing should pass westward.

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

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Department of the Navy, City of Los Angeles, City of Long Beach, and U.S. Coast Guard.

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
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.

Mercator Projection
Scale 1:12,000 at Lat. 33°44'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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.

Los Angeles, CA	KWO-37	162.550 MHz
Santa Ana, CA	WWG-21	162.450 MHz

CAUTION
Vessels should not enter the Pilot Operating Area unless entering or departing Los Angeles Channel.

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.

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).

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

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

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, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.
Refer to charted regulation section numbers.

NOTE B
The Restricted Harbor Area Entrance Regulations are contained in the City of Long Beach Tariff No. 4 (February 2, 1994). Consult Board of Harbor Commissioners, Port of Long Beach.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and 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 0.069" northward and 3.252" westward to agree with this chart.

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.

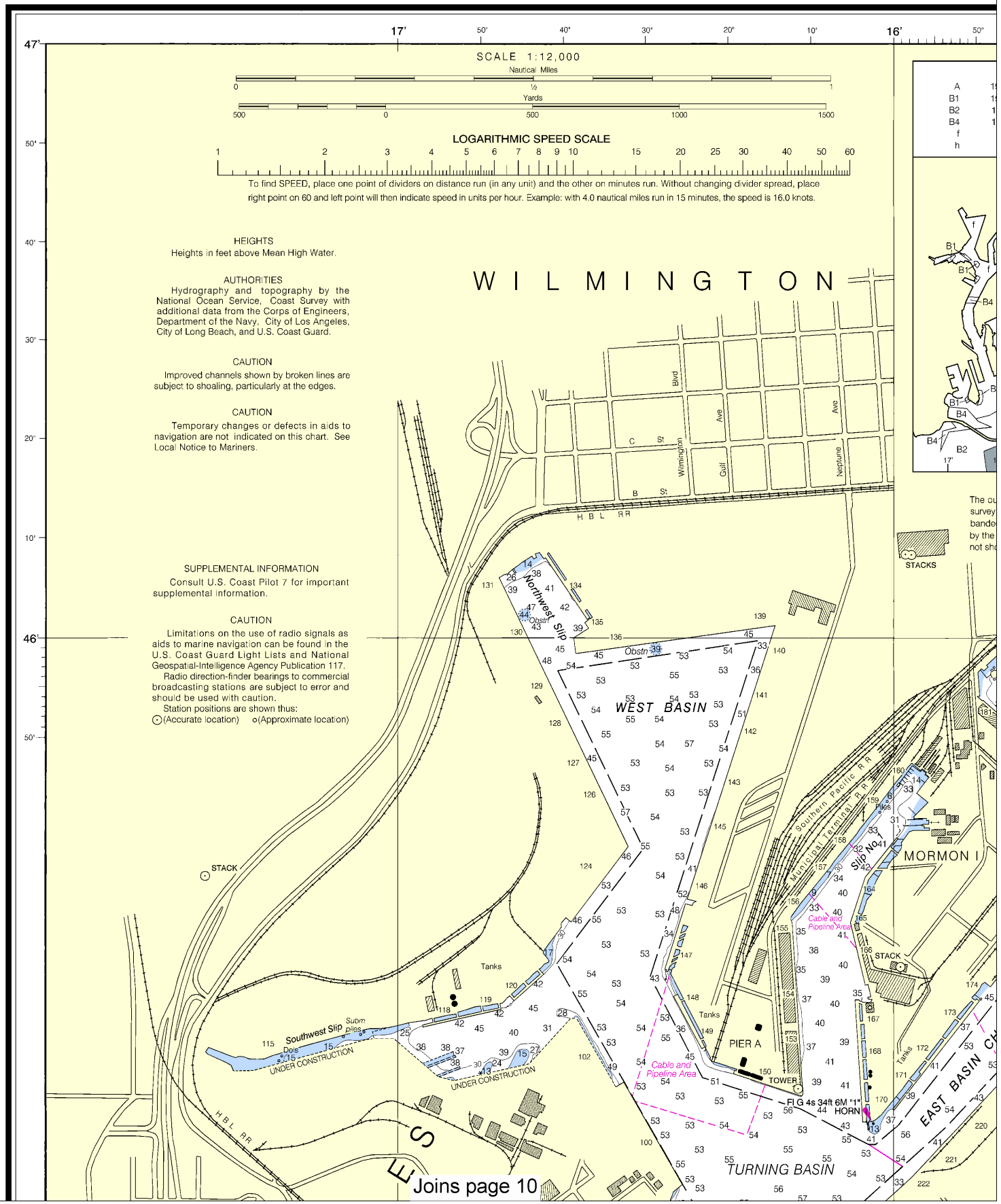
TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Los Angeles, Outer Harbor	(33°43'N/118°16'W)	5.5	4.8	0.9
Los Angeles Harbor, Mormon Island	(33°45'N/118°16'W)	5.4	4.7	1.0

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 2009)

NOTE E
A precautionary area has been established in the Los Angeles-Long Beach area. Large vessels are maneuvering to embark or disembark pilots, and to enter or depart the traffic separation system. It is recommended vessels proceed with extreme caution in the area. Vessels are prohibited from anchoring in the precautionary area except in designated anchorages (110.214 - see note A).

ANCHORAGE BERTHS
The anchorage berths shown in green are for the convenience of the Captain of the Port and/or port pilots. Anchorages outside the federal breakwater are assigned by the Captain of the Port through VTMS. Anchorages inside the breakwater are assigned by the applicable port pilot. The Delta anchorages are for the use of the U.S. Navy and U.S. Coast Guard for explosive loadings.



4

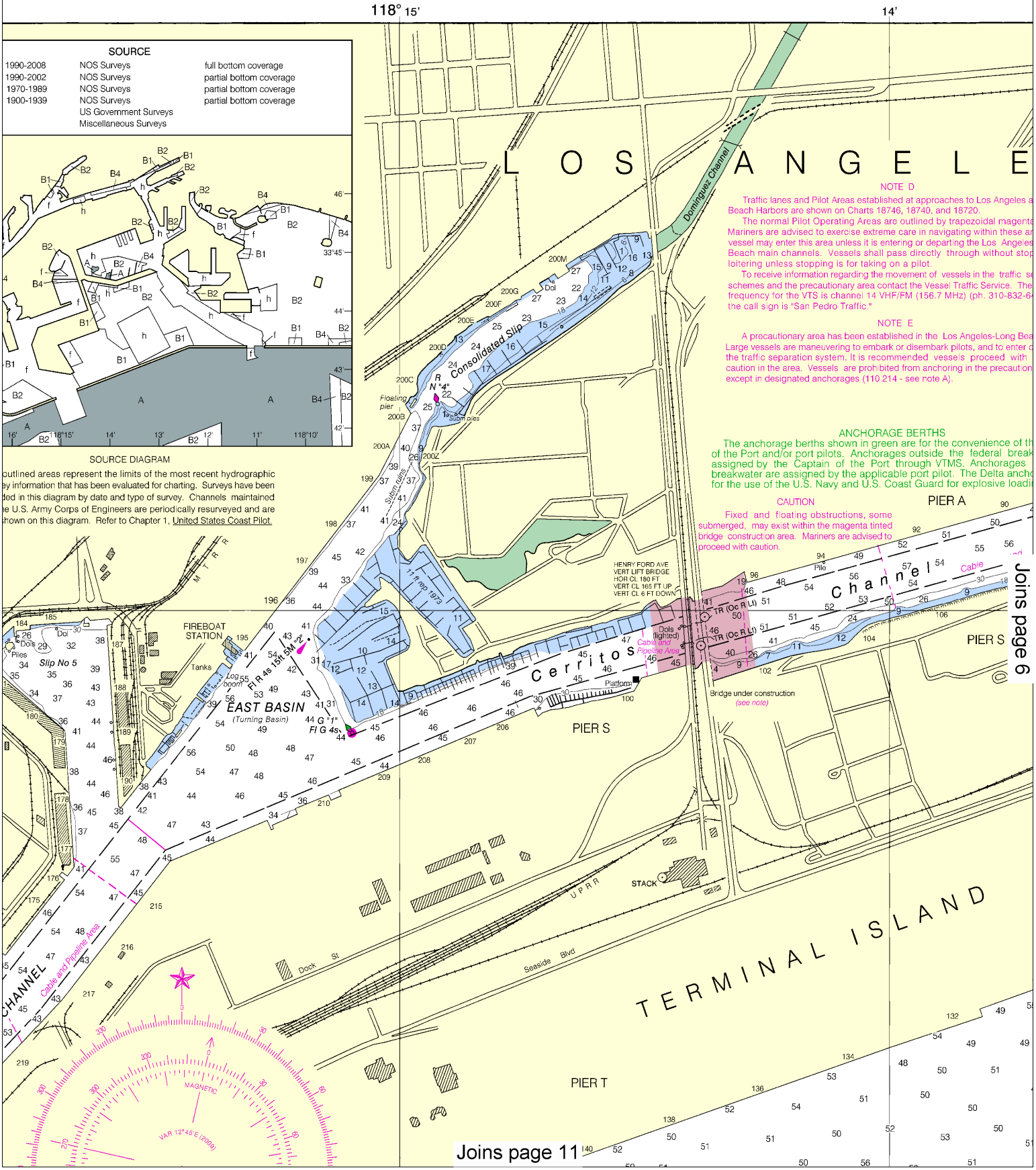
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:12,000~~

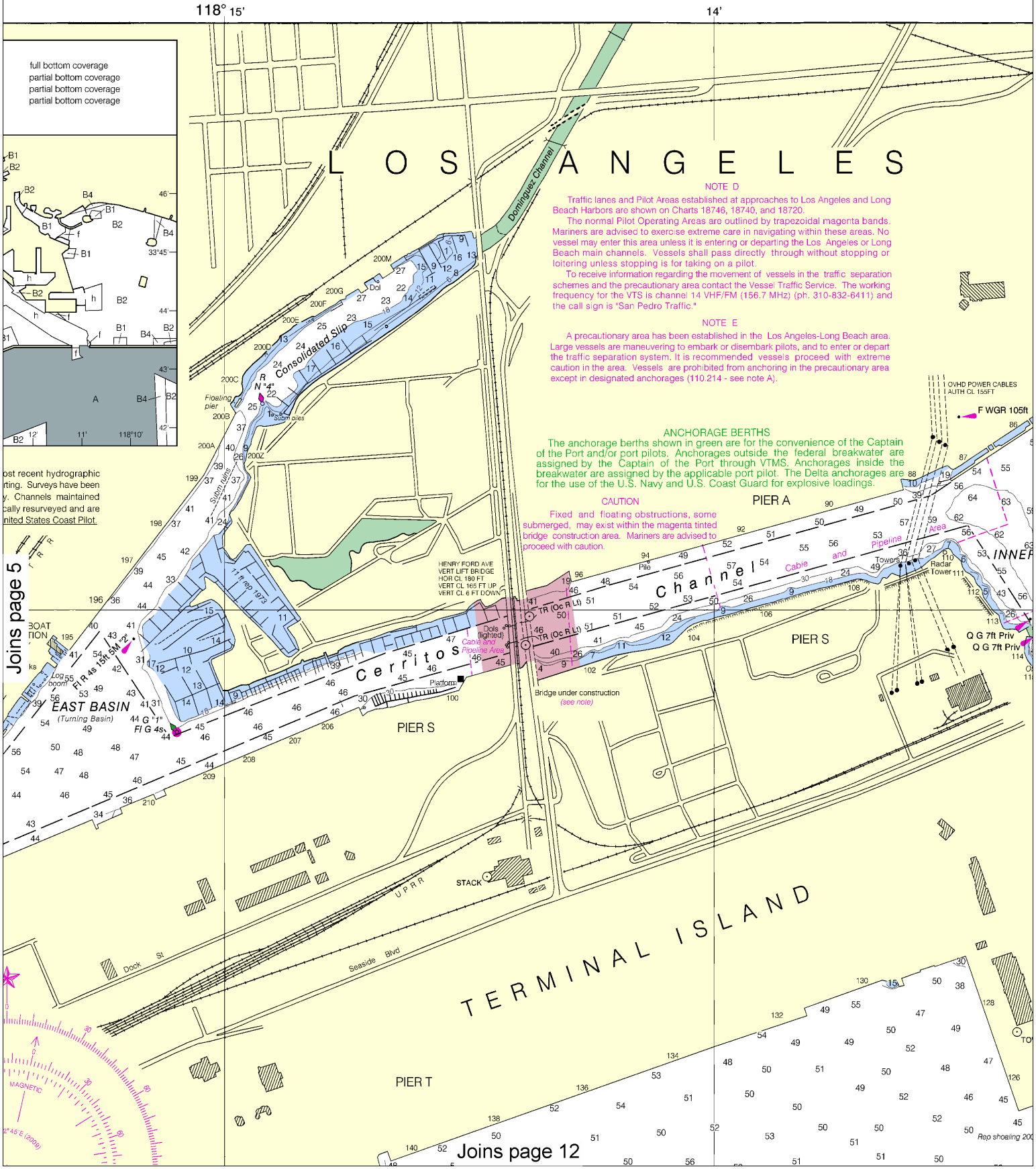
Nautical Miles

Yards

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:16000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:12,000~~

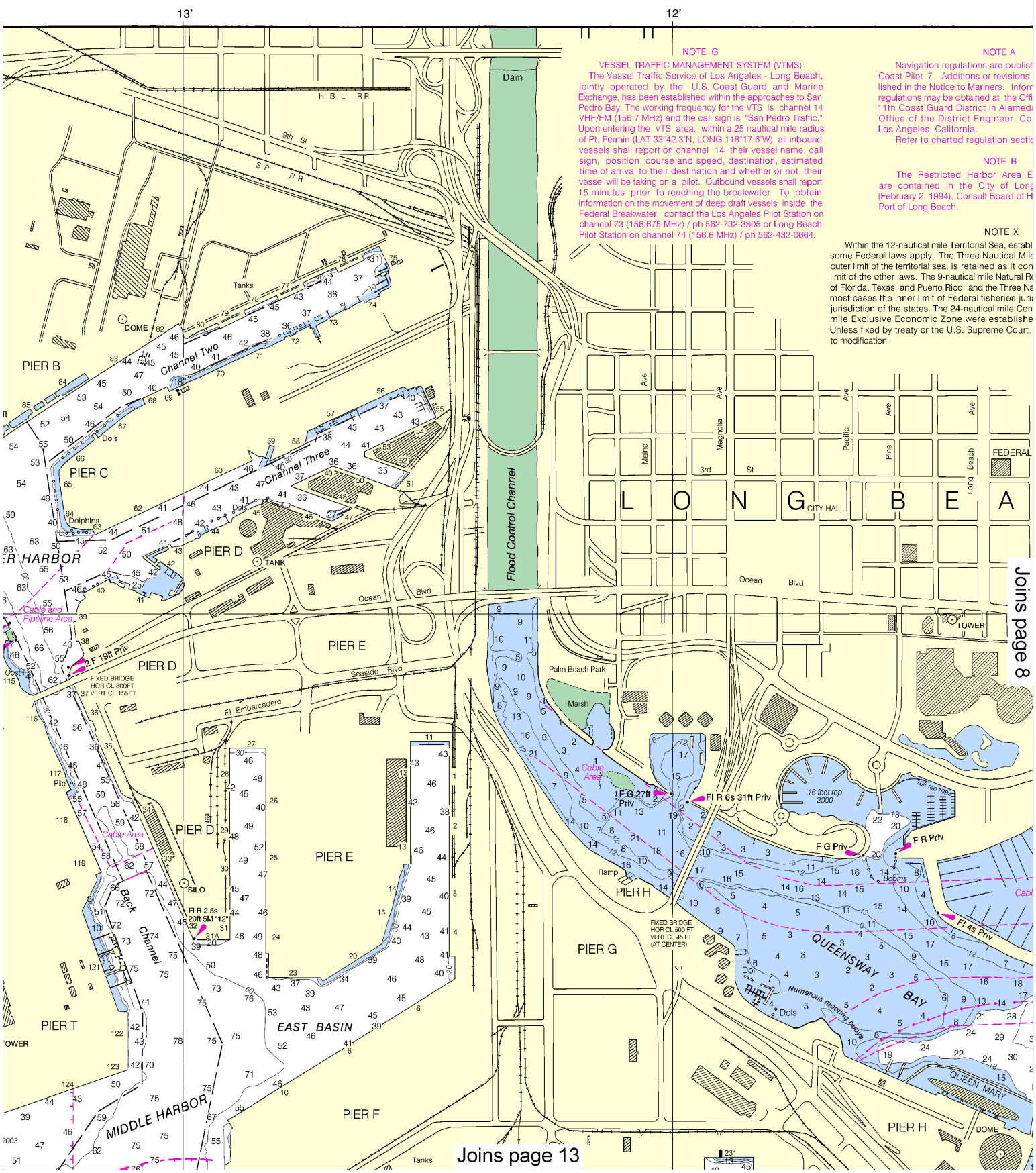
Nautical Miles

½ 0 ½

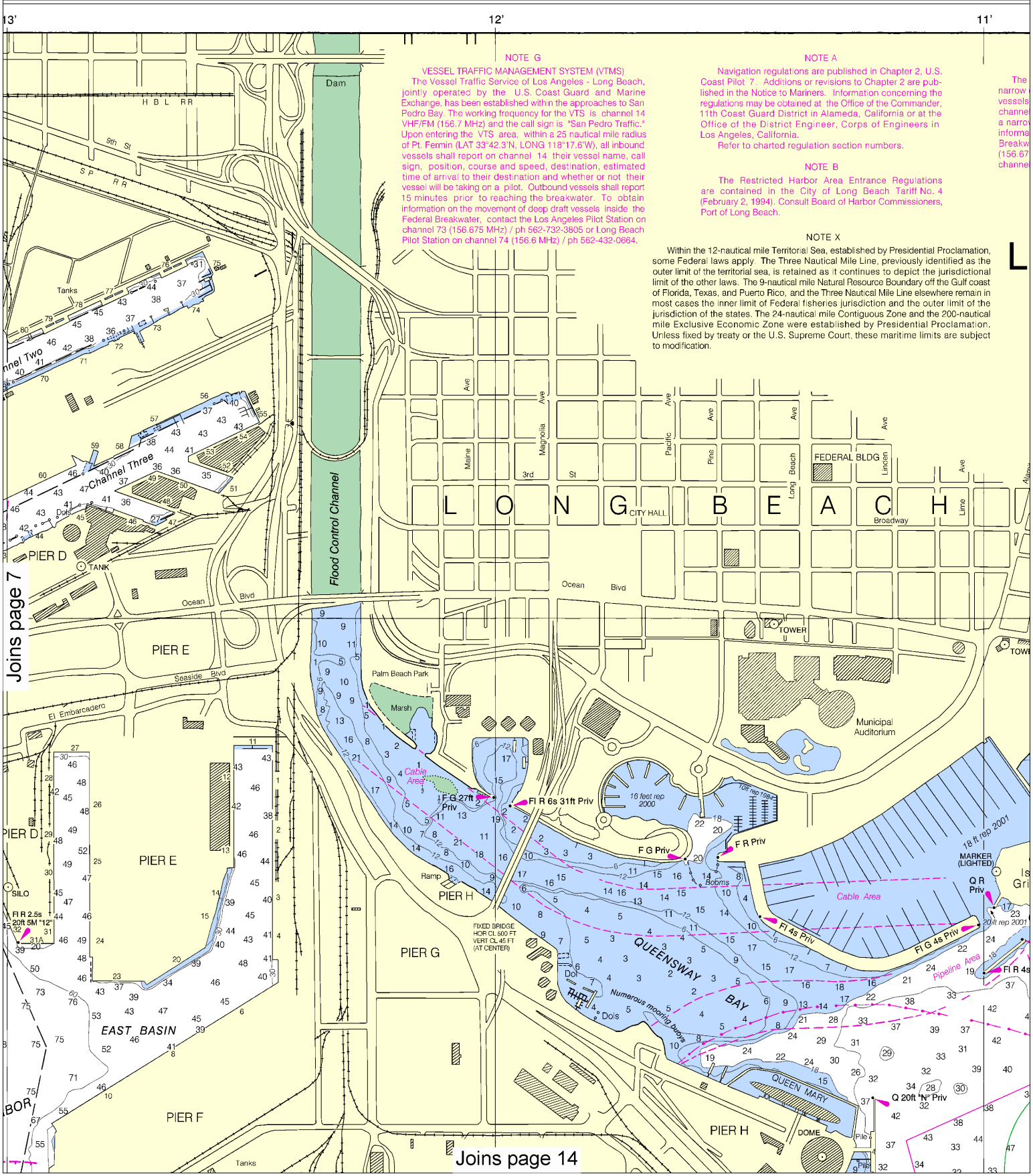
Yards

500 0 500 1000

See Note on page 5.



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0613 2/5/2013,
NGA Weekly Notice to Mariners: 0713 2/16/2013,
Canadian Coast Guard Notice to Mariners: n/a.



Note: Chart grid lines are aligned with true north.

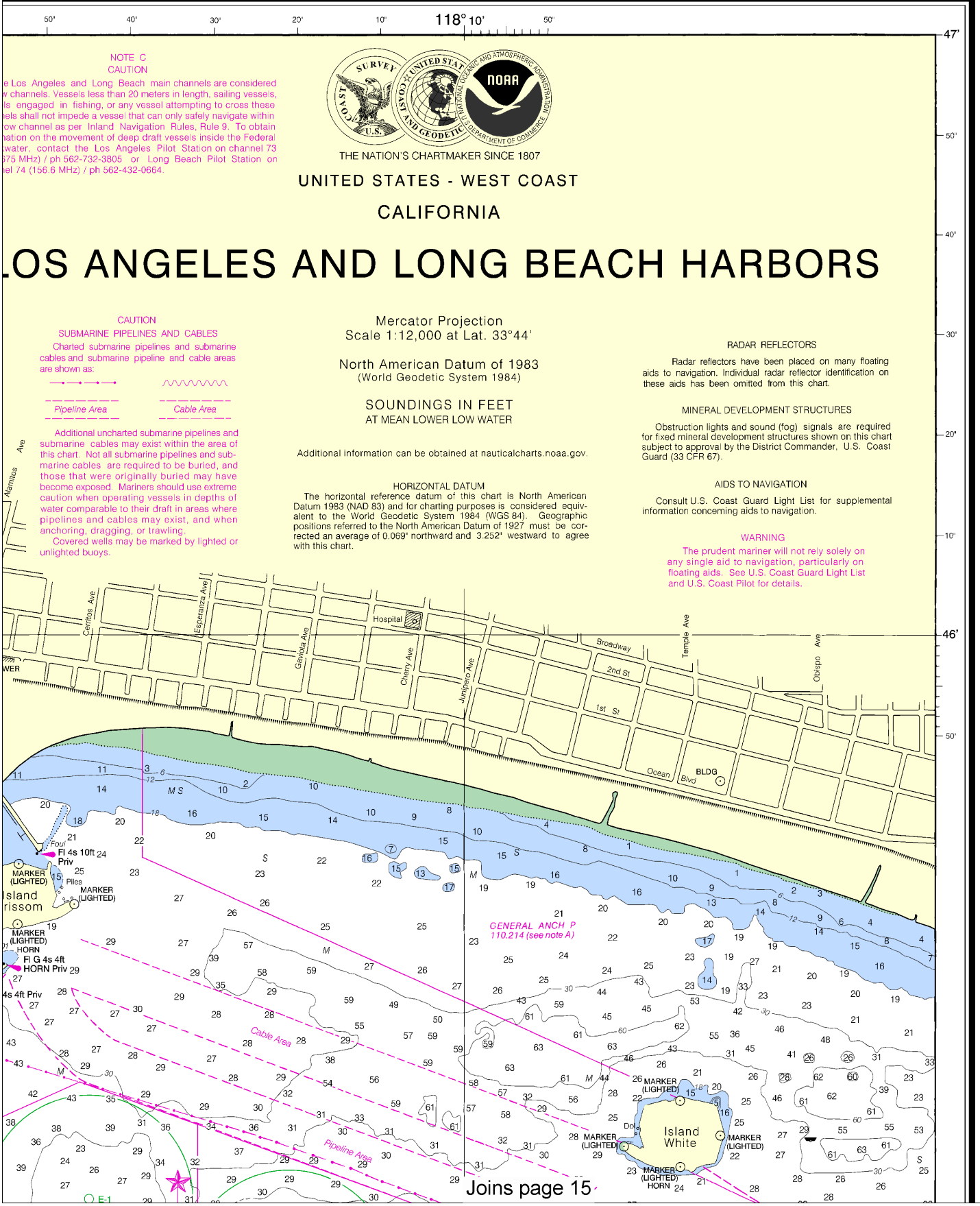
Printed at reduced scale. ~~SCALE 1:12,000~~

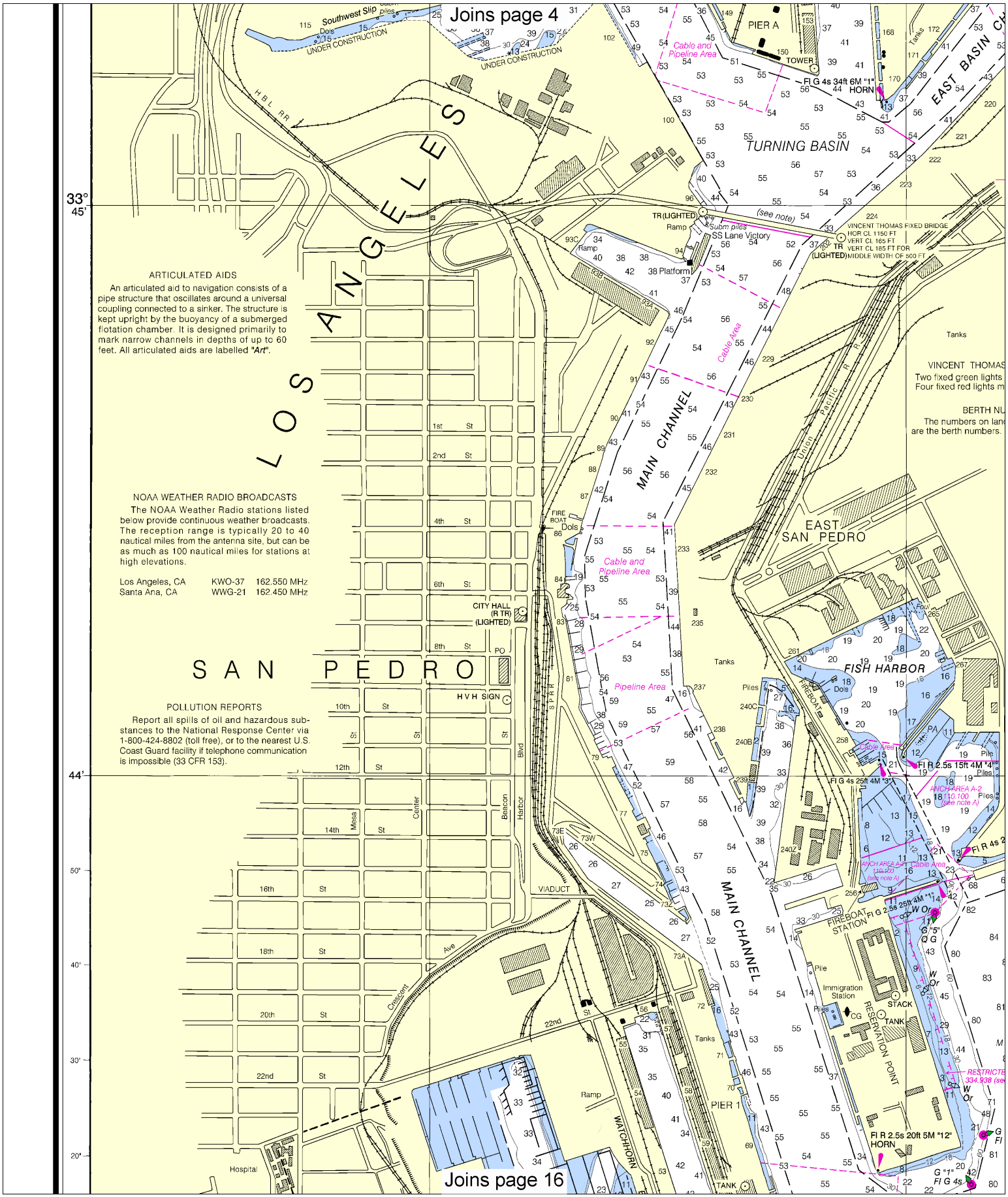
Nautical Miles
½ 0 ½

Yards
500 0 500 1000

See Note on page 5.

SOUNDINGS IN FEET





Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:12,000~~

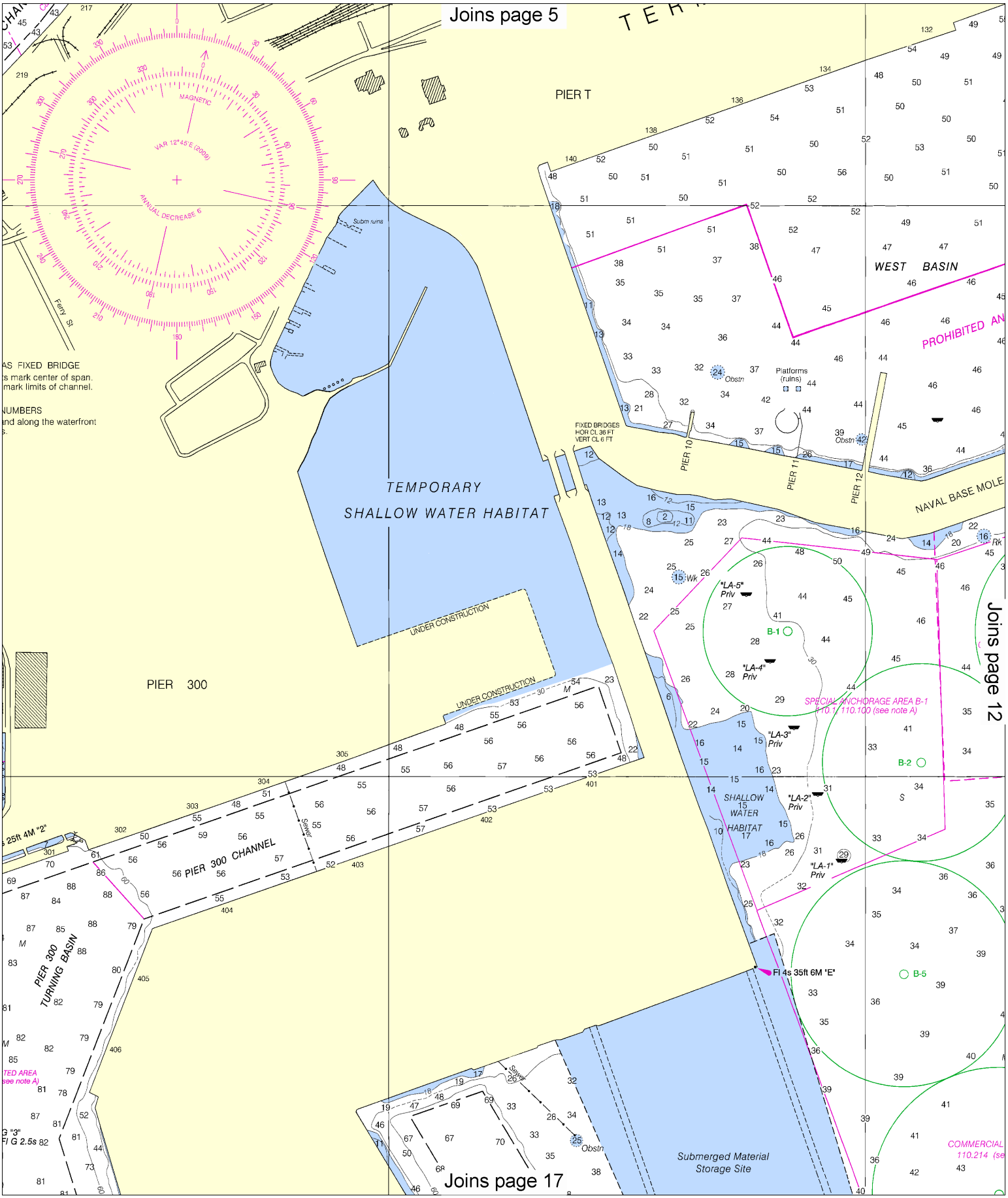
Nautical Miles

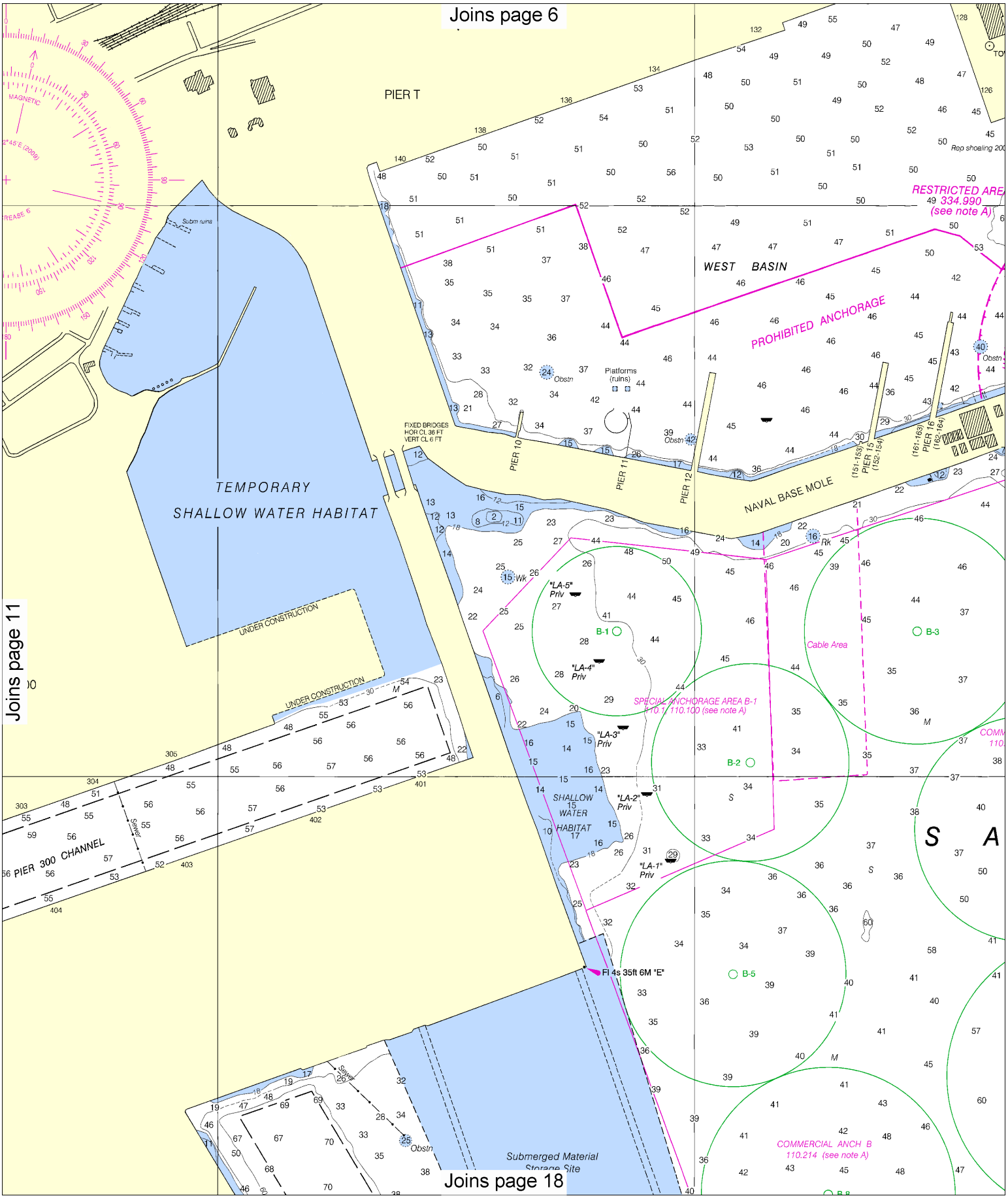
½ 0 ½

Yards

500 0 500 1000

See Note on page 5.


Joins page 5
PIER T
WEST BASIN
PROHIBITED AN
Subm ruins
MAGNETIC
VAR 12°45'E (2009)
ANNUAL DECREASE 6'
Ferry St
AS FIXED BRIDGE
s mark center of span.
mark limits of channel.
NUMBERS
nd along the waterfront
TEMPORARY
SHALLOW WATER HABITAT
UNDER CONSTRUCTION
FIXED BRIDGES
HOR CL 38 FT
VERT CL 6 FT
PIER 10
PIER 11
PIER 12
NAVAL BASE MOLE
Obstn
Platforms
(ruins)
Wk
Rk
"LA-5"
Priv
"LA-4"
Priv
"LA-3"
Priv
"LA-2"
Priv
"LA-1"
Priv
B-1
B-2
B-5
SPECIAL ANCHORAGE AREA B-1
110.1 110.100 (see note A)
PIER 300
UNDER CONSTRUCTION
PIER 300 CHANNEL
PIER 300
TURNING BASIN
SHALLOW
WATER
HABITAT
Sewer
Fl 4s 35ft 6M "E"
25ft 4M "2"
Submerged Material
Storage Site
COMMERCIAL
110.214 (se
Joins page 12
Joins page 17



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:12,000~~

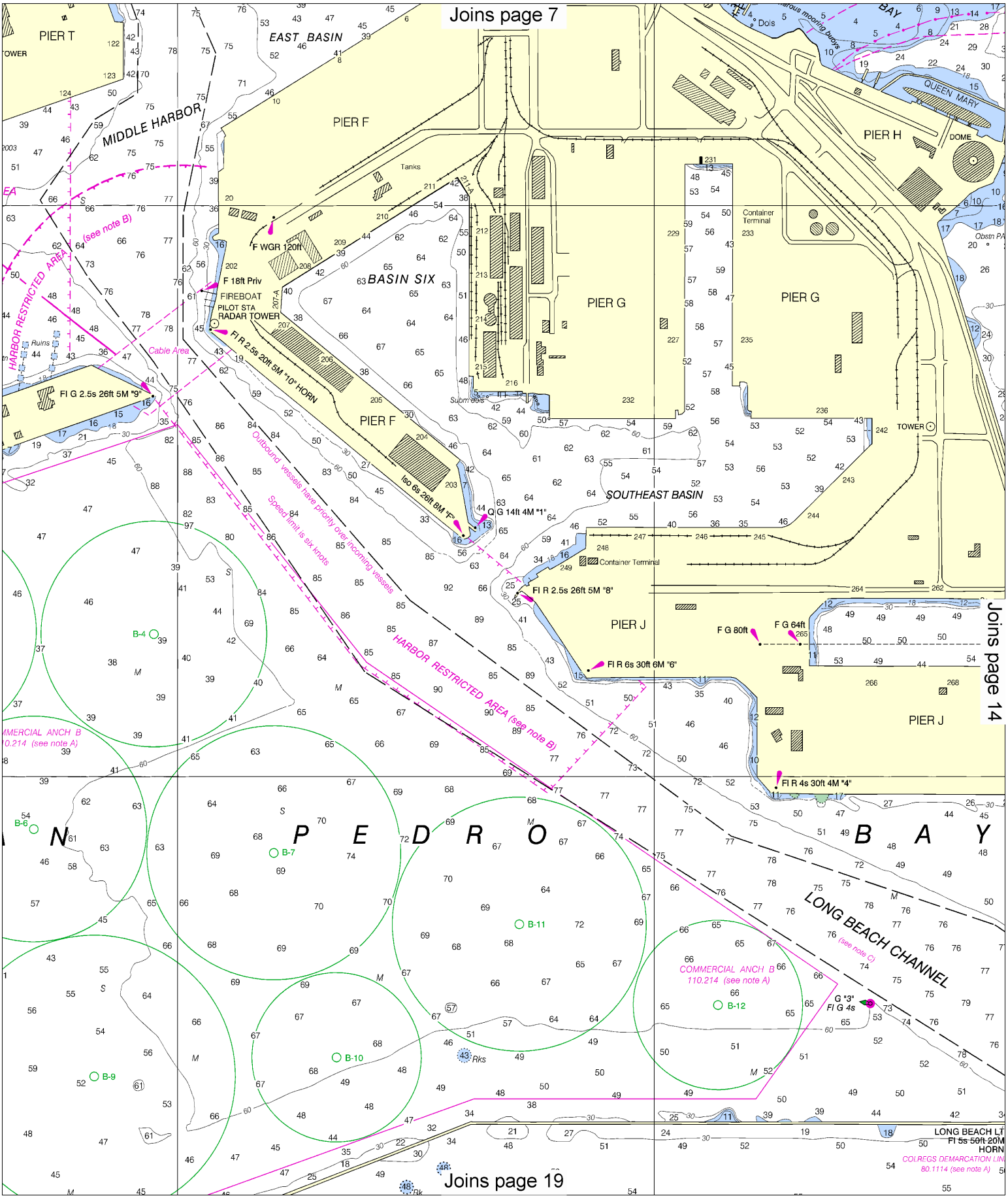
Nautical Miles

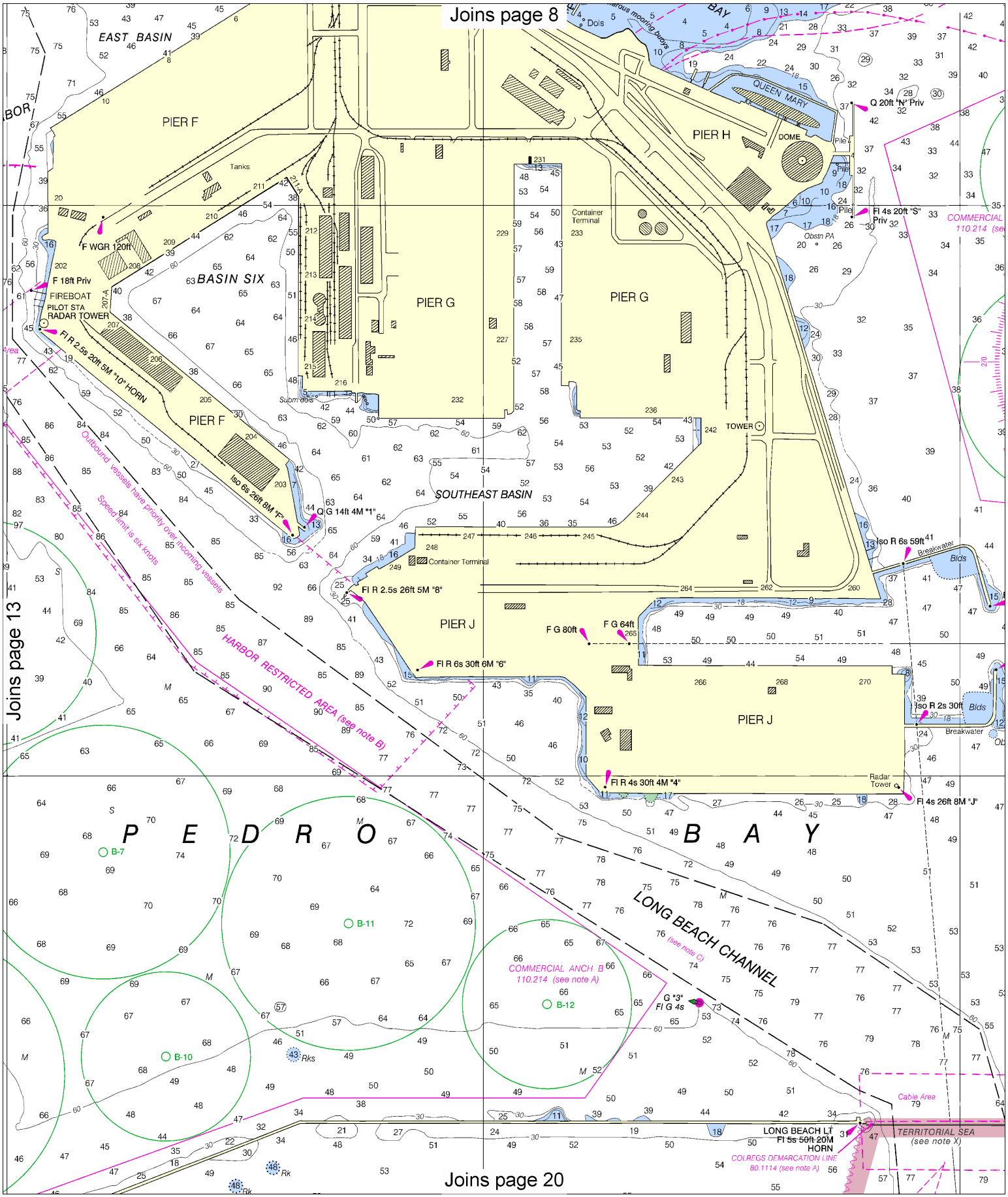
½ 0 ½

Yards

500 0 500 1000

See Note on page 5.


Joins page 7
PIER T
EAST BASIN
MIDDLE HARBOR
PIER F
Tanks
QUEEN MARY
PIER H
DOME
Container Terminal
F WGR 120ft
F 18ft Priv
FIREBOAT
PILOT STA
RADAR TOWER
BASIN SIX
PIER G
HARBOR RESTRICTED AREA (see note B)
Cable Area
Fl G 2.5s 26ft 5M "9"
Fl R 2.5s 20ft 5M "10" HORN
Iso 6s 26ft 8M "F"
G 14ft 4M "1"
SOUTHEAST BASIN
Outbound vessels have priority over incoming vessels
Speed limit is six knots
Fl R 2.5s 26ft 5M "8"
PIER J
F G 80ft
F G 64ft
Fl R 6s 30ft 6M "6"
Fl R 4s 30ft 4M "4"
HARBOR RESTRICTED AREA (see note B)
SAN PEDRO BAY
B-4
B-6
B-7
B-9
B-10
B-11
B-12
LONG BEACH CHANNEL
COMMERCIAL ANCH B
110.214 (see note A)
G "3"
Fl G 4s
LONG BEACH LT
Fl 5s 50ft 20M
HORN
COLREGS DEMARCATION LINE
80.1114 (see note A)
Joins page 19
Joins page 14



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:12,000~~

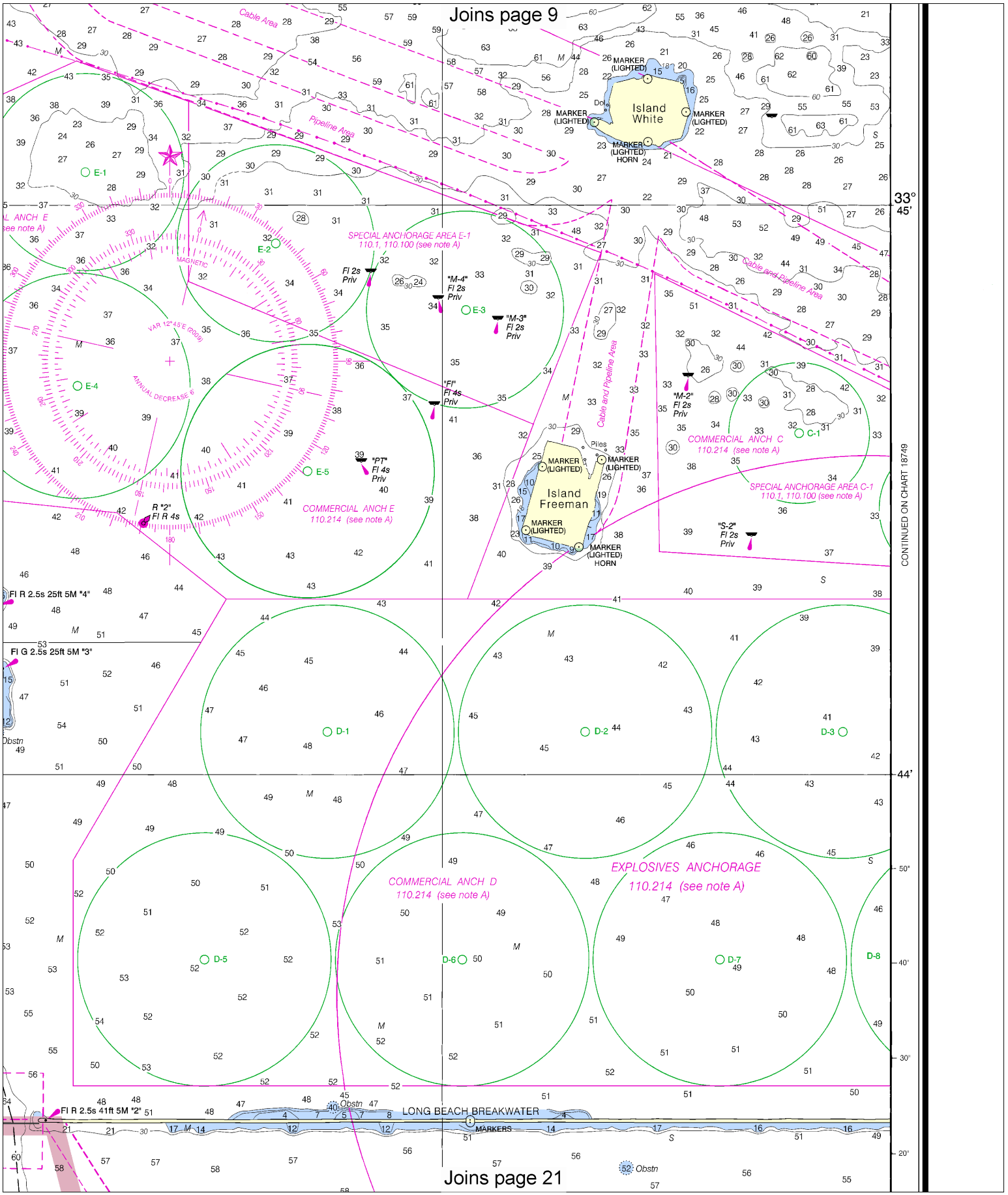
Nautical Miles

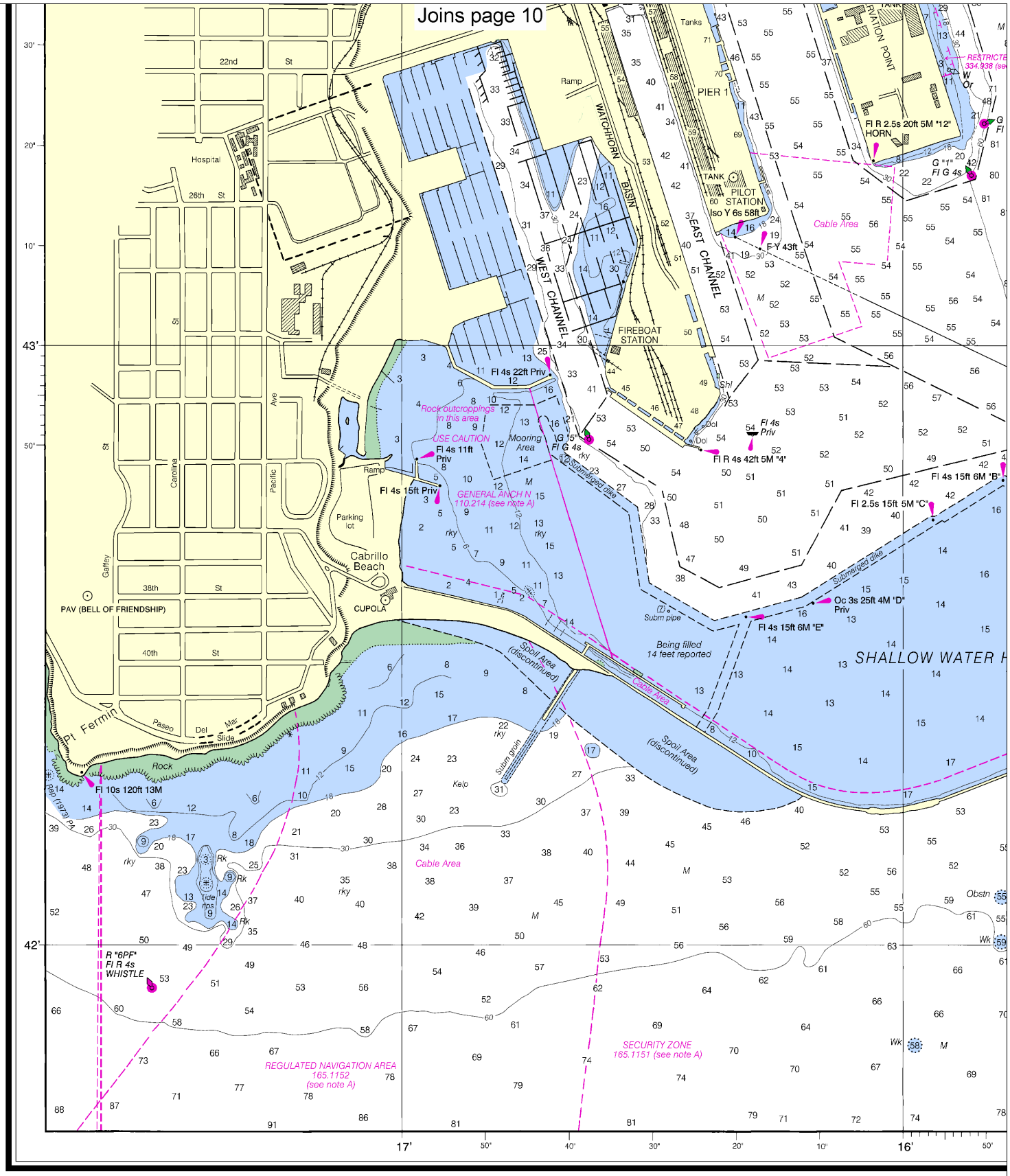
½ 0 ½

Yards

500 0 500 1000

See Note on page 5.


Joins page 9
Island White
MARKER (LIGHTED)
MARKER (LIGHTED)
MARKER (LIGHTED)
MARKER (LIGHTED) HORN
Island Freeman
MARKER (LIGHTED)
MARKER (LIGHTED)
MARKER (LIGHTED)
MARKER (LIGHTED) HORN
Piles
Cable Area
Pipeline Area
Cable and Pipeline Area
E-1
E-2
E-3
E-4
E-5
C-1
D-1
D-2
D-3
D-5
D-6
D-7
D-8
SPECIAL ANCHORAGE AREA E-1
110.1, 110.100 (see note A)
"M-4" Fl 2s Priv
"M-3" Fl 2s Priv
"Fl" Fl 4s Priv
"PT" Fl 4s Priv
"M-2" Fl 2s Priv
"S-2" Fl 2s Priv
R "2" Fl R 4s
COMMERCIAL ANCH E
110.214 (see note A)
COMMERCIAL ANCH C
110.214 (see note A)
SPECIAL ANCHORAGE AREA C-1
110.1, 110.100 (see note A)
COMMERCIAL ANCH D
110.214 (see note A)
EXPLOSIVES ANCHORAGE
110.214 (see note A)
VAR 12°45'E (2009)
ANNUAL DECREASE 6'
MAGNETIC
Fl R 2.5s 25ft 5M "4"
Fl G 2.5s 25ft 5M "3"
Fl R 2.5s 41ft 5M "2"
LONG BEACH BREAKWATER
MARKERS
Obstn
CONTINUED ON CHART 18749
33° 45'
44'
Joins page 21



46th Ed., Aug. / 09 ■ Corrected through NM Aug. 22/09
Corrected through LNM Aug. 18/09

18751

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.

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

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:12,000~~

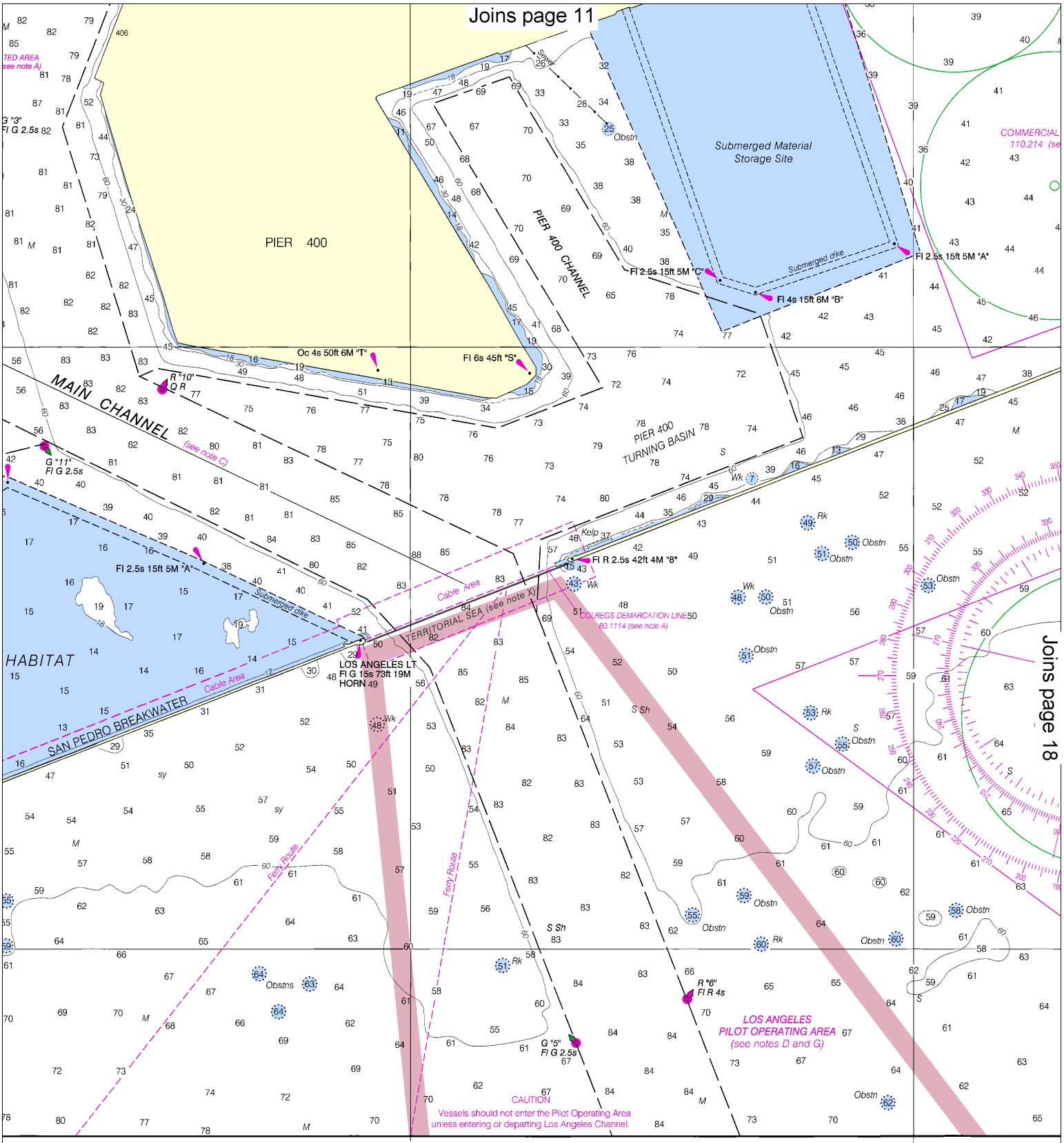
Nautical Miles

½ 0 ½

Yards

500 0 500 1000

See Note on page 5.



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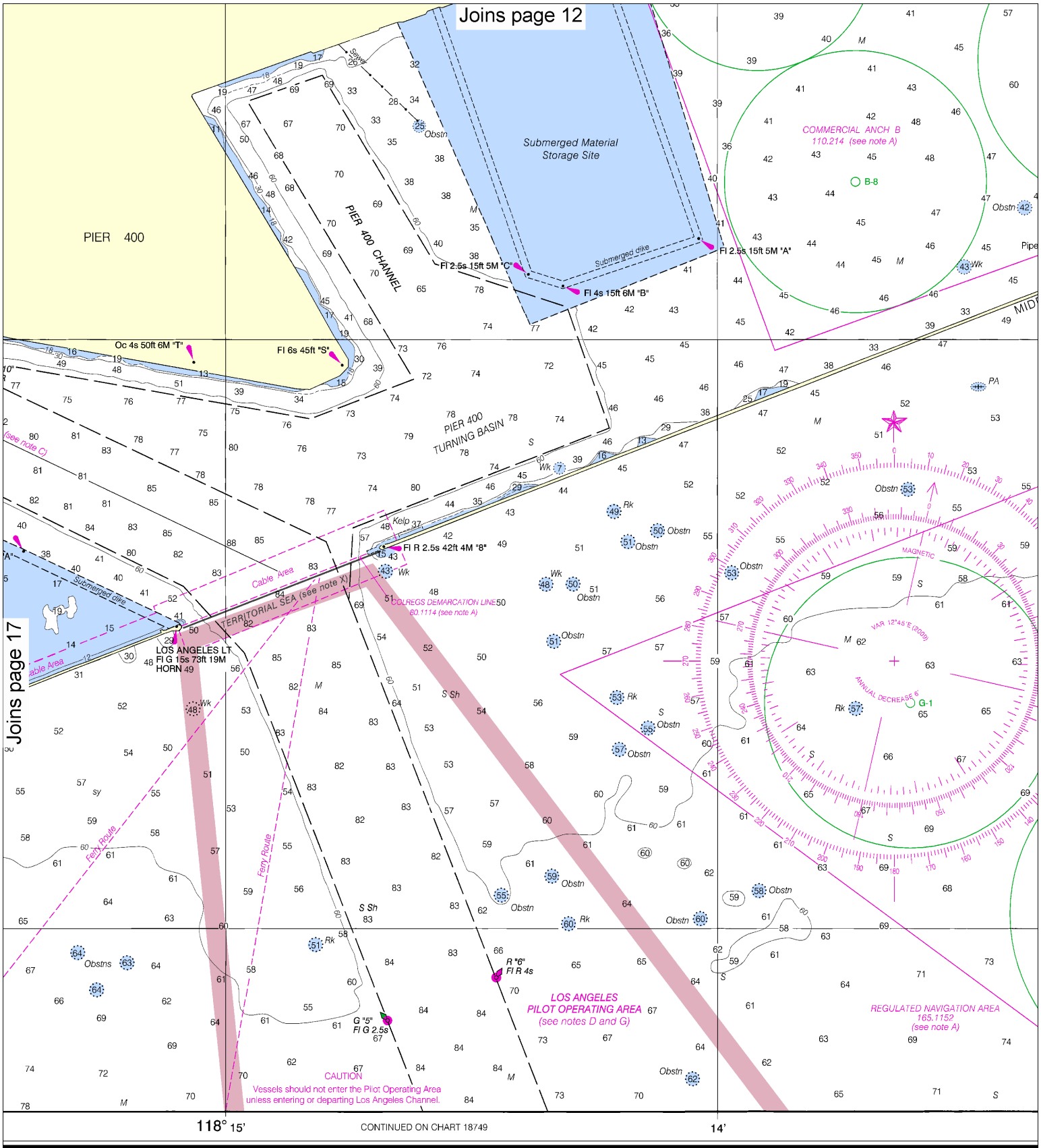
SOUNDINGS IN FEET



SOUNDINGS IN FEET

Published at Washingt
U.S. DEPARTMENT OF C
NATIONAL OCEANIC AND ATMOSPH
NATIONAL OCEAN S
COAST SURVE

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:12,000~~

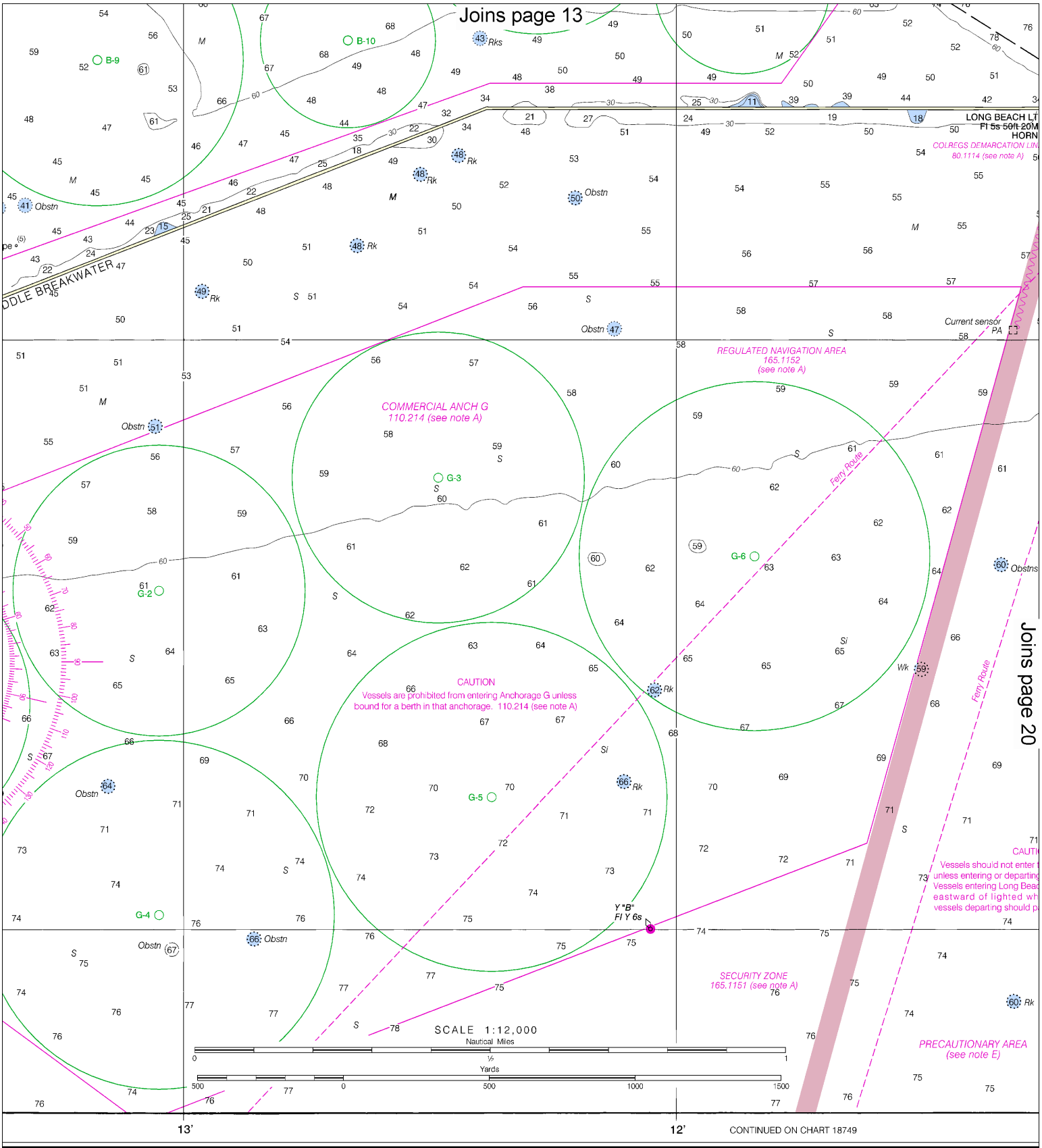
Nautical Miles

½ 0 ½

Yards

500 0 500 1000

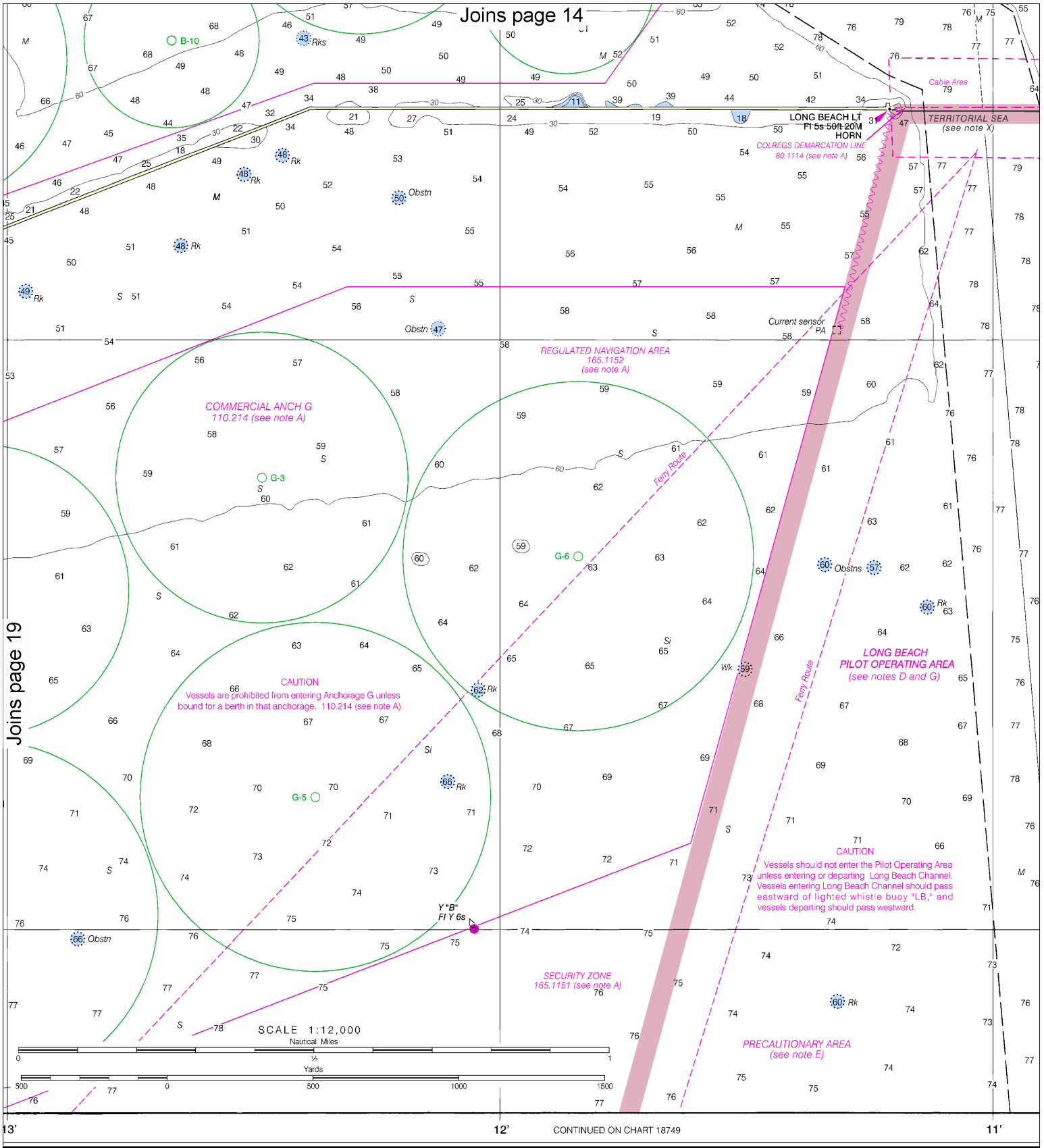
See Note on page 5.



gton, D.C.
COMMERCE
HERIC ADMINISTRATION
SERVICE
EY

PRINT-ON-DEMAND CHARTS

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



PRINT-ON-DEMAND CHARTS

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

FATHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3 4 5 6

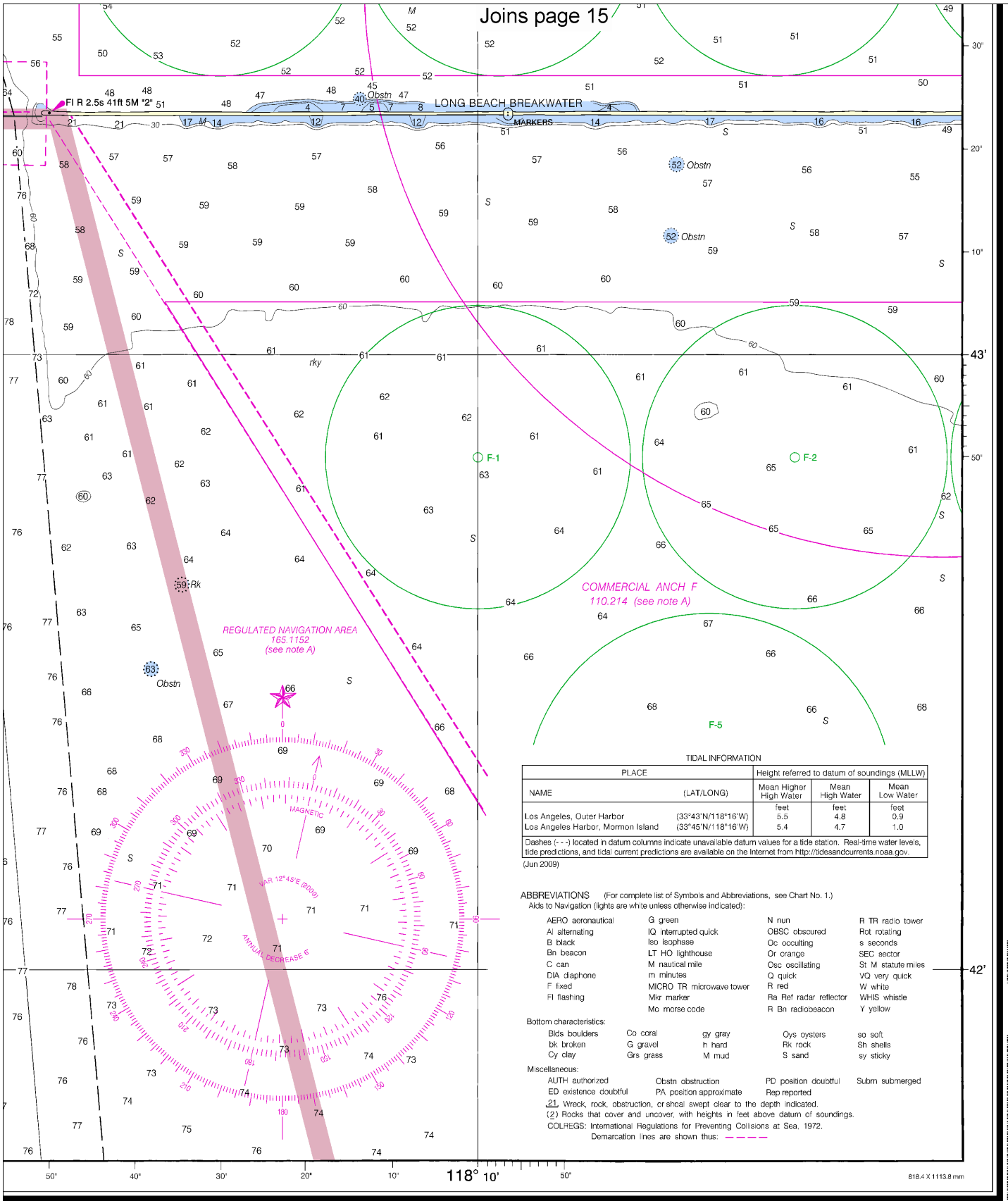
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:12,000~~

Nautical Miles: ½ 0 ½

Yards: 500 0 500 1000

See Note on page 5.



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
Los Angeles, Outer Harbor	(33°43'N/118°16'W)	5.5	4.8	0.9
Los Angeles Harbor, Mormon Island	(33°45'N/118°16'W)	5.4	4.7	1.0

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 2009)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

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

Bottom characteristics:

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

Miscellaneous:

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

21, 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: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ———

818.4 X 1113.8 mm

Los Angeles and Long Beach Harbors

SOUNDINGS IN FEET - SCALE 1:12,000

18751

ED NO 46

NSN 7642014011534

NGA REFERENCE NO. 18AHA18751

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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Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
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Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
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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 Hurrican 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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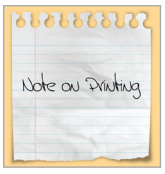

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