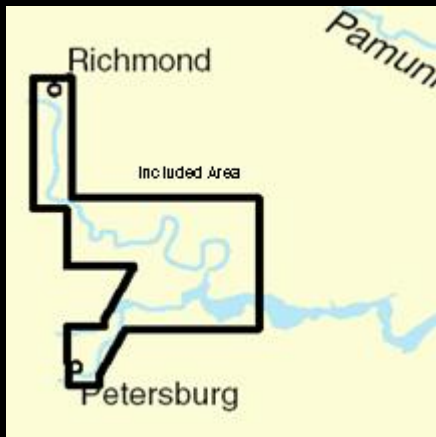


# BookletChart™

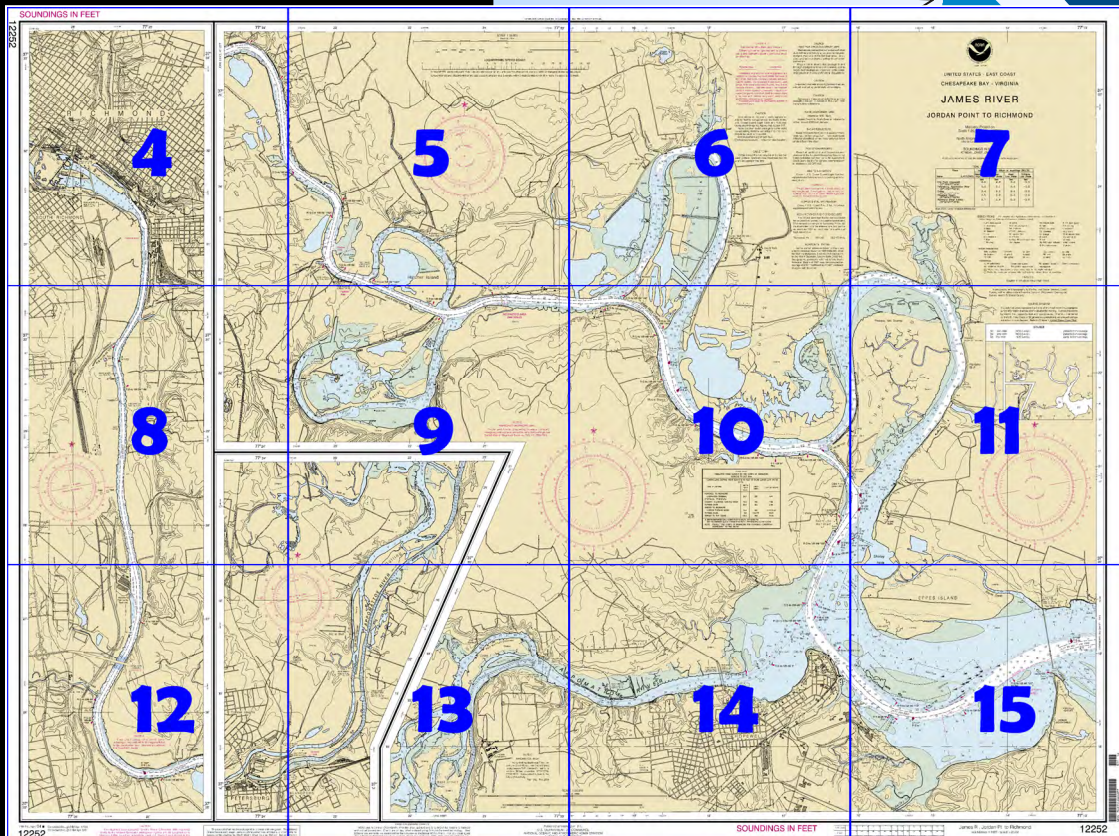
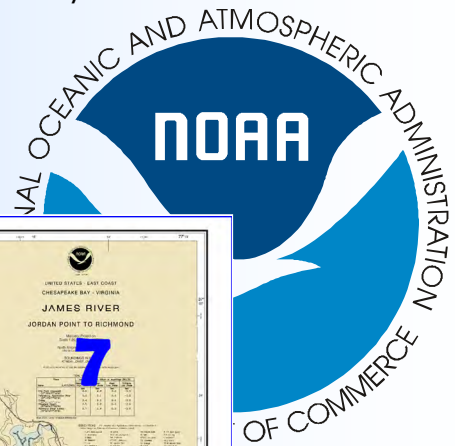
## James River - Jordan Point to Richmond

(NOAA Chart 12252)



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 all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

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

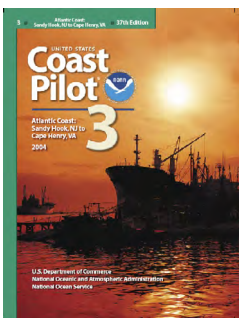
The charts and bar scales in this BookletChart have been reduced to **72.5%** of original scale, and are printed at the new scale of **1:27,586**.

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 (formerly NIMA) 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 were:

Coast Guard Local Notice to Mariners: **28/05 July 12, 2005**  
 NGA Weekly Notice to Mariners: **29/05 July 16, 2005**  
 Canadian Coast Guard Notice to Mariners: **Not Applicable**



#### **[Coast Pilot 3, Chapter 10 excerpts]**

(86) **Appomattox River** leads to a small-boat harbor on the east, 7.5 miles above the entrance, and to Petersburg; the midchannel depth was 7½ feet to the small-boat harbor; 8½ feet at midchannel to 200 yards below the I-95 Bridge. The channel through the flats is marked by a buoy, lights, and daybeacons.

(87) The highway bridge, 1.1 miles above the Appomattox River, has a clearance

of 10 feet. (89) A highway bridge with a clearance of 40 feet is 3 miles above the mouth. (90) At the small-boat harbor, 7.5 miles above the entrance, supplies and berths are available; gasoline and diesel fuel can be obtained by truck. (91) The I-95 Bridge has a clearance of 40 feet. (92) The channel in Appomattox River is blocked at Petersburg by a dam. (93) **Petersburg** Fuel and supplies are not available at the waterfront; all kinds of small-craft supplies may be obtained. (94) Above Appomattox River, James River becomes narrow and winding. (95) **Turkey Island Bend**, 2 miles north of Hopewell, has depths of 10 to 30 feet, but is seldom used except by pleasure boats. The north and west sections of the bend afford excellent anchorages. (96) **Turkey Island Cutoff** is 1 mile long and well marked by lights. (97) A cable ferry crosses the lower part of Turkey Island Cutoff. The cable is picked up to the deck of the barge, 3 feet above the water, and then dropped astern. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.** (99) **Jones Neck Cutoff**; the cutoff is marked by lights. The old river bend around **Jones Neck** has depths of 13 to 44 feet, but is little used. (100) **Dutch Gap**, the first canal dug in the United States, was cut through in 1611. The channel extends west-northwest through **Dutch Gap Cutoff (Aiken Swamp-Dutch Gap Cutoff)**, which is marked by lights at both ends. (101) The river bend around Hatcher Island has depths of 7 to 25 feet. **Richmond Yacht Basin**, north of Hatcher Island, has piers with depths of 12 feet. The preferred passage is east of Hatcher Island; gasoline is available. A bridge over the western entrance to the bend has a clearance of 21 feet. (102) The channel southward from Dutch Gap has depths of 9 feet to the gravel basin in **Farrar Island**. (103) A wharf of the Virginia Electric and Power Co. at Mile 67.5S, has main channel depths at the face. A light is shown from the end of the wharf. (104) A small-boat basin is at Mile 68.6N; depths of 6 feet were in the basin. Berths, gasoline, and supplies are available. (105) The oil wharf at **Drewrys Bluff**, Mile 71.7W, has 350 feet of berthing space with dolphins and main channel depths at the face. Vessels are requested to reduce speed when passing the wharf. (106) **Falling Creek** enters James River at Mile 72.4W. (116) The Richmond **harbormaster** maintains an office at the Department of Public Works, City of Richmond, 800 E. Broad Street, Richmond, VA 23219. He is responsible for the assignment of berths and anchorages. (120) Gasoline and diesel fuel are available by truck. Some marine supplies may be obtained in Richmond, but major supplies must be obtained in Hampton Roads. (122) The **Kanawha Ship Canal** is reached through a masonry lock with a length of 156 feet, a width of 35 feet, and a vertical lift of 23 feet; the lock is operated by hand from 0800 to 1600, Monday through Friday. 24-hour advance notice to the Richmond harbormaster is required. The canal is said to have depths of 12 feet, but is little used except by small private boats. The railroad bridge 150 yards above the lock has a clearance of 2 feet. The bridge no longer opens.

(88) The railroad bridge, 2.4 miles above the mouth, has a clearance

### Danger Signal

A "danger signal" is five short blasts, each about one second long in rapid succession, on your horn or whistle. This tells another vessel that you don't understand their maneuvering intentions, or are not sure whether sufficient action is being taken by the other to avoid collision.

# Table of Chart Notes

Corrected through NM Apr. 17/04  
Corrected through LNM Apr. 6/04

## NOTE C

### APPOMATTOX RIVER

The controlling depth was 7 feet for a mid-width of 60 feet from the entrance to daybeacon 114", thence 8½ feet for a width of 80 feet to position 37°14'17"N; 77°23'10"W; thence shoal to bare to the City of Petersburg.

Feb 1992 - Feb 2004

## HEIGHTS

Heights in feet above Mean High Water.

## CAUTION

### FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap area. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels and to established landings are prescribed by the Corps of Engineers in the Code of Federal Regulations.

## CAUTION

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

## 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.

## PLANE COORDINATE GRID

(based on NAD 1927)

Virginia State Grid, South Zone, is indicated by dotted ticks at 8000 foot intervals.

## 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).

## AIDS TO NAVIGATION

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

## CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

## 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.

## 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

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

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

## 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.

Richmond, VA WXX-65 162.475 MHz

## 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)

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.531" northward and 1.097" eastward to agree with this chart.

## NOTE D

### EMERGENCY RESTRICTED AREA

For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 441-7653/7652.

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

JAMES RIVER TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS SURVEYS TO OCT 2004 CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			
NAME OF CHANNEL	DEPTH (MLLW) (FEET)	WIDTH (FEET)	DATE OF SURVEY
HOPEWELL TO RICHMOND DEEPWATER TERMINAL 37°27'05.0"N 77°25'07.4"W	24.7	200	6-01
CHANNEL ADJOINING TURNING BASIN	24.9	200	2-04
TURNING BASIN	25.0	385	2-04
THENCE TO RICHMOND HARBOR TURNING BASIN	15.4	200	6-03;10-04
TURNING BASIN	6.6	140-175	10-04
THENCE TO THE LOCKS	A 9.3	200	10-04

A. DEPTH REPORTED ONLY GOES TO 37°31'20.2"N 077°25'06.4"W  
DEPTHS DIMINISH QUICKLY FROM 37°31'20.2"N 077°25'06.4"W TO THE LOCKS  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS  
SUBSEQUENT TO THE ABOVE.

## 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*.

## 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.

## TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)				
	Mean High Water	Mean High Water	Mean Low Water	Mean Low Water	Extreme Low Water
City Point (Hopewell) (37°19'N/77°16'W)	3.0	2.8	0.2		-3.5
Petersburg, Appomattox River (37°14'N/77°24'W)	3.3	3.1	0.2		-3.5
Curtles (37°24'N/77°18'W)	3.4	3.0	0.2		-3.5
Kingsland Reach (37°24'N/77°23'W)	3.5	3.2	0.2		-3.5
Richmond (River Locks) (37°32'N/77°25'W)	3.7	3.4	0.2		-3.5

(Mar 2001) Latest available information

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.

## 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	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	VO 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 stony

## Miscellaneous:

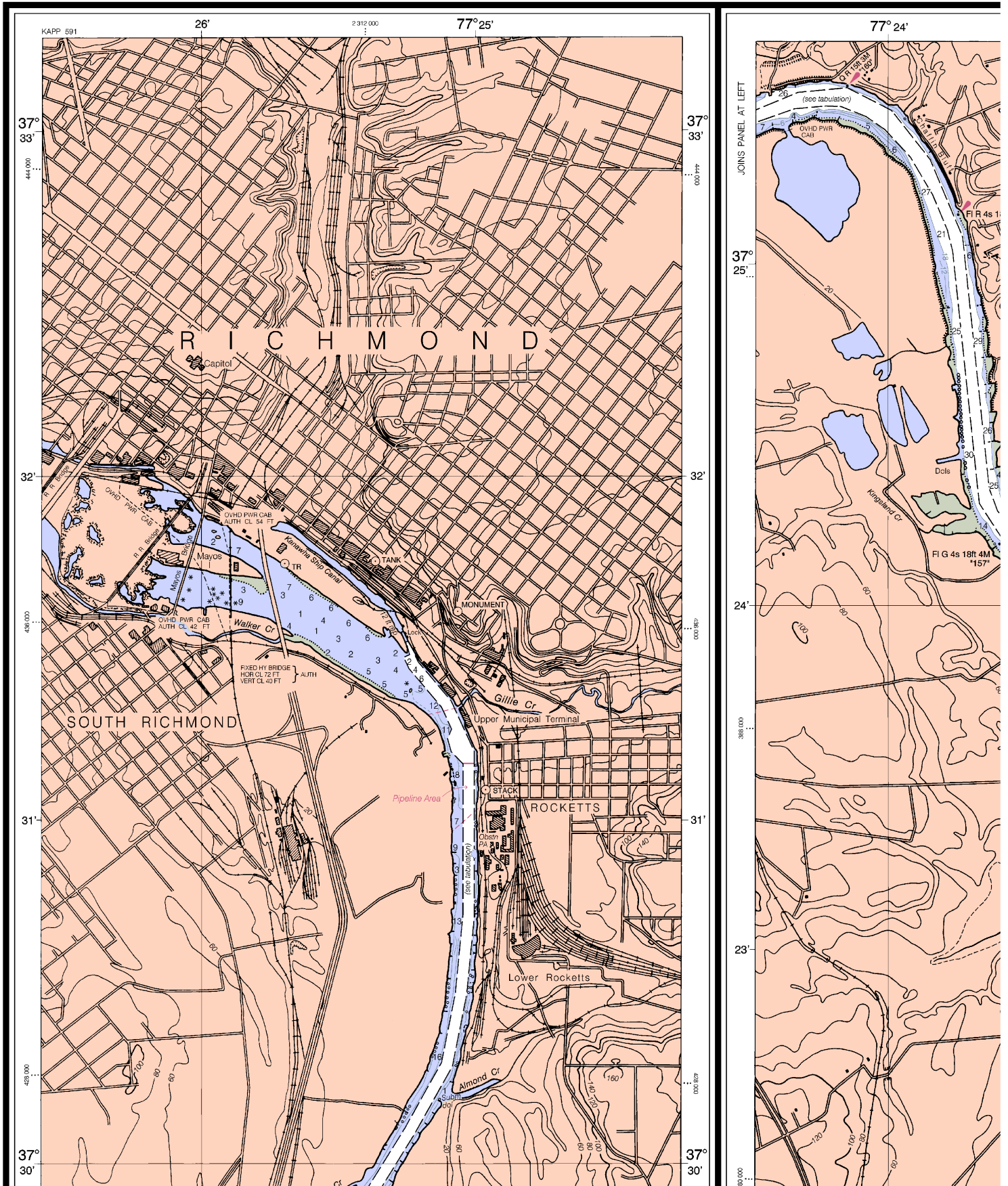
AUTH authorized	Obst obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(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.

# SOUNDINGS IN FEET

12252



4

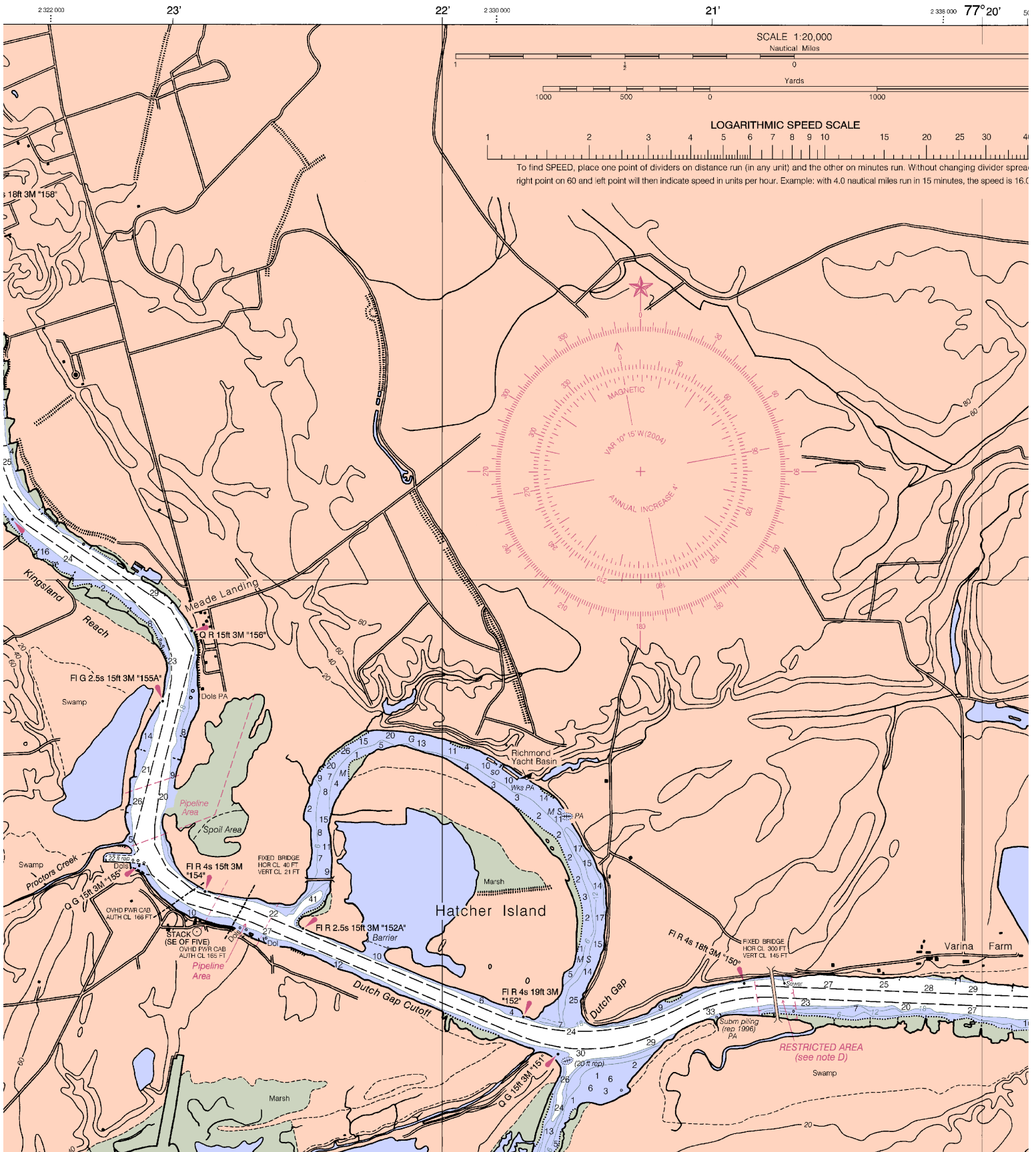


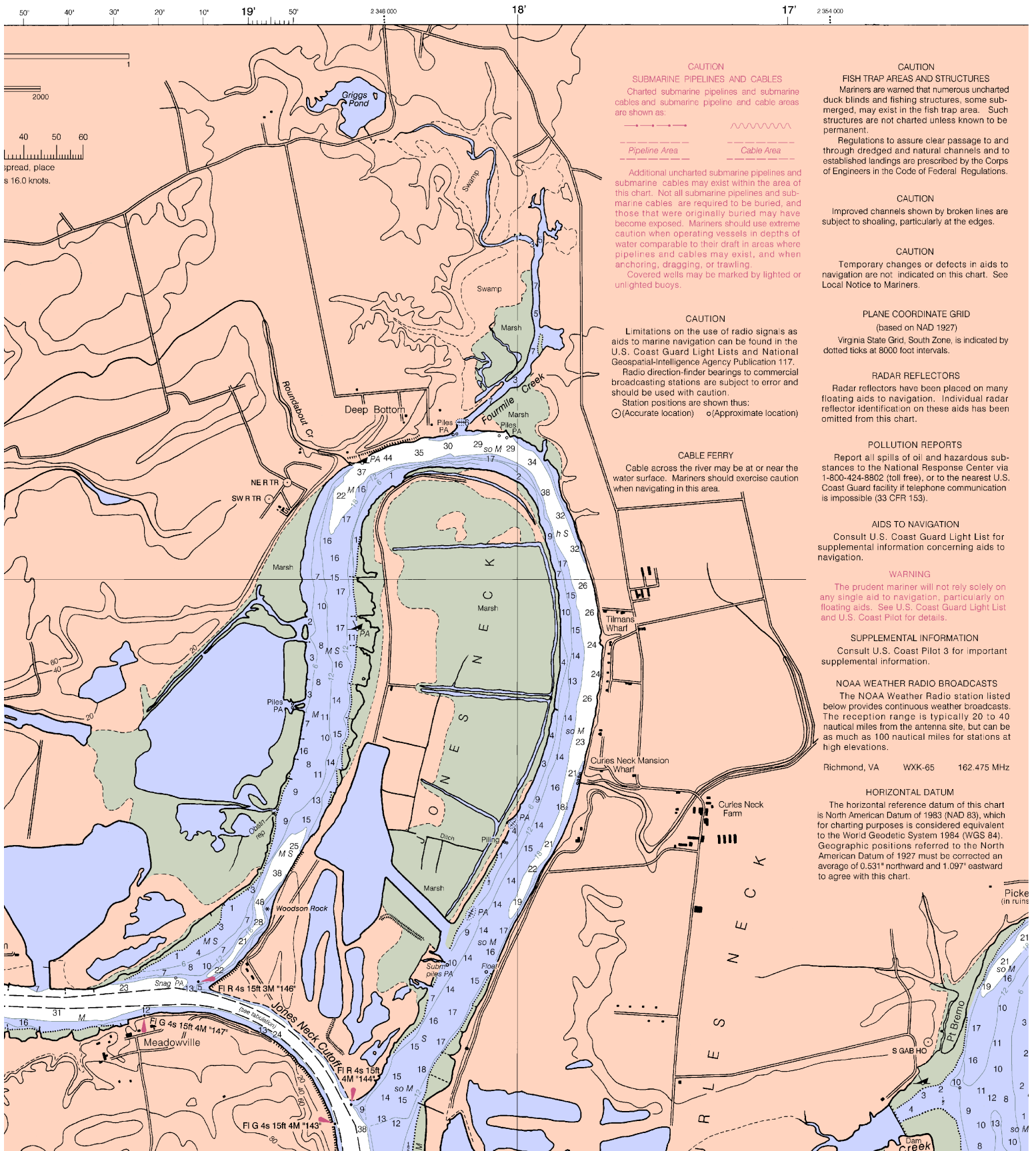
Printed at reduced scale

SCALE 1:20,000  
Nautical Miles

See page 2







6



Printed at reduced scale

SCALE 1:20,000  
Nautical Miles

See page 2





UNITED STATES - EAST COAST  
CHESAPEAKE BAY - VIRGINIA

**JAMES RIVER**  
JORDAN POINT TO RICHMOND

Mercator Projection  
Scale 1:20,000 at Lat. 37°23'

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).

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
City Point (Hopewell) (37°19'N/77°16'W)		3.0	2.8	0.2	-3.5
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Richmond (River Locks) (37°32'N/77°25'W)		3.7	3.4	0.2	-3.5

(Mar 2001) Latest available information

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 diaphane
- 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
- Q quick
- R red
- Ra Ref radar reflector
- R Bn radiobeacon
- R TR radio tower
- Rcr rotating
- s seconds
- OBSC obscured
- 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
- Obst obstruction
- PA position approximate
- PD position doubtful
- Rep reported
- Subm submerged

- (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.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

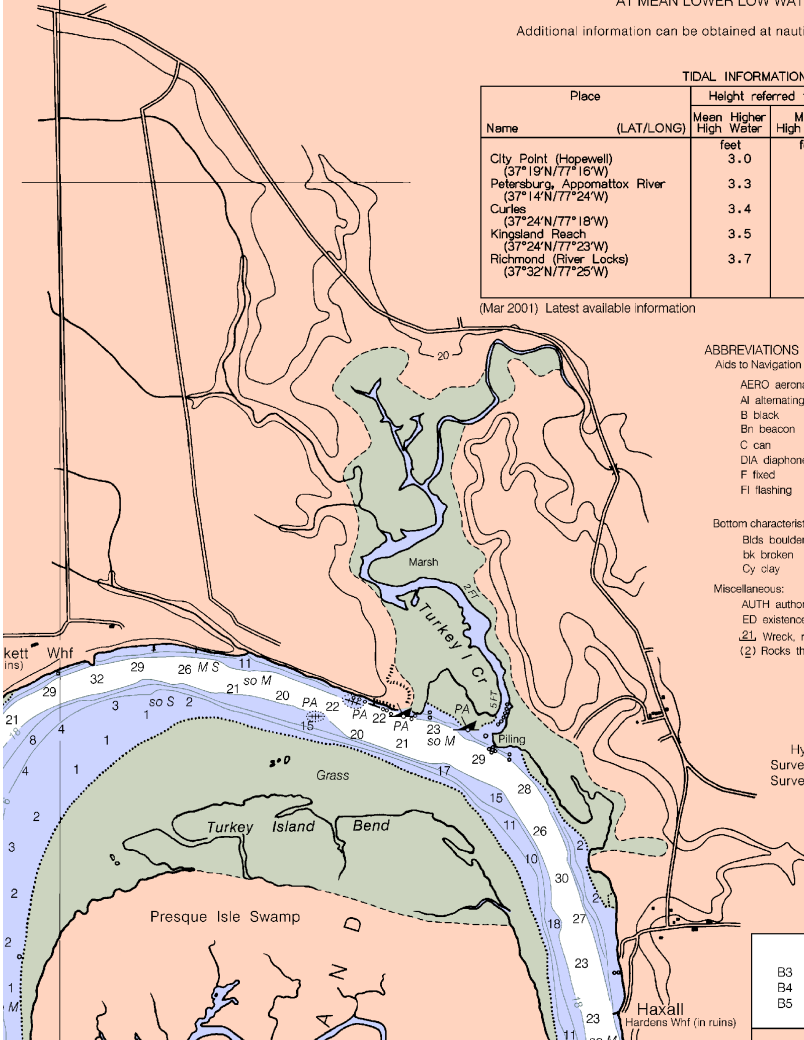
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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

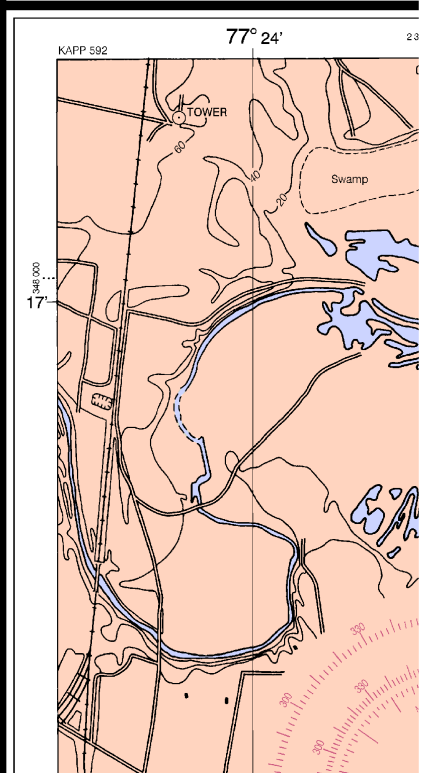
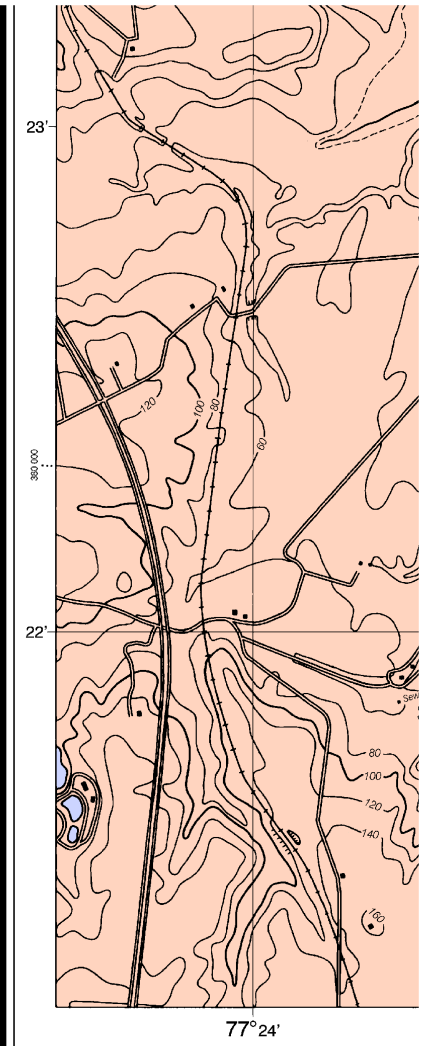
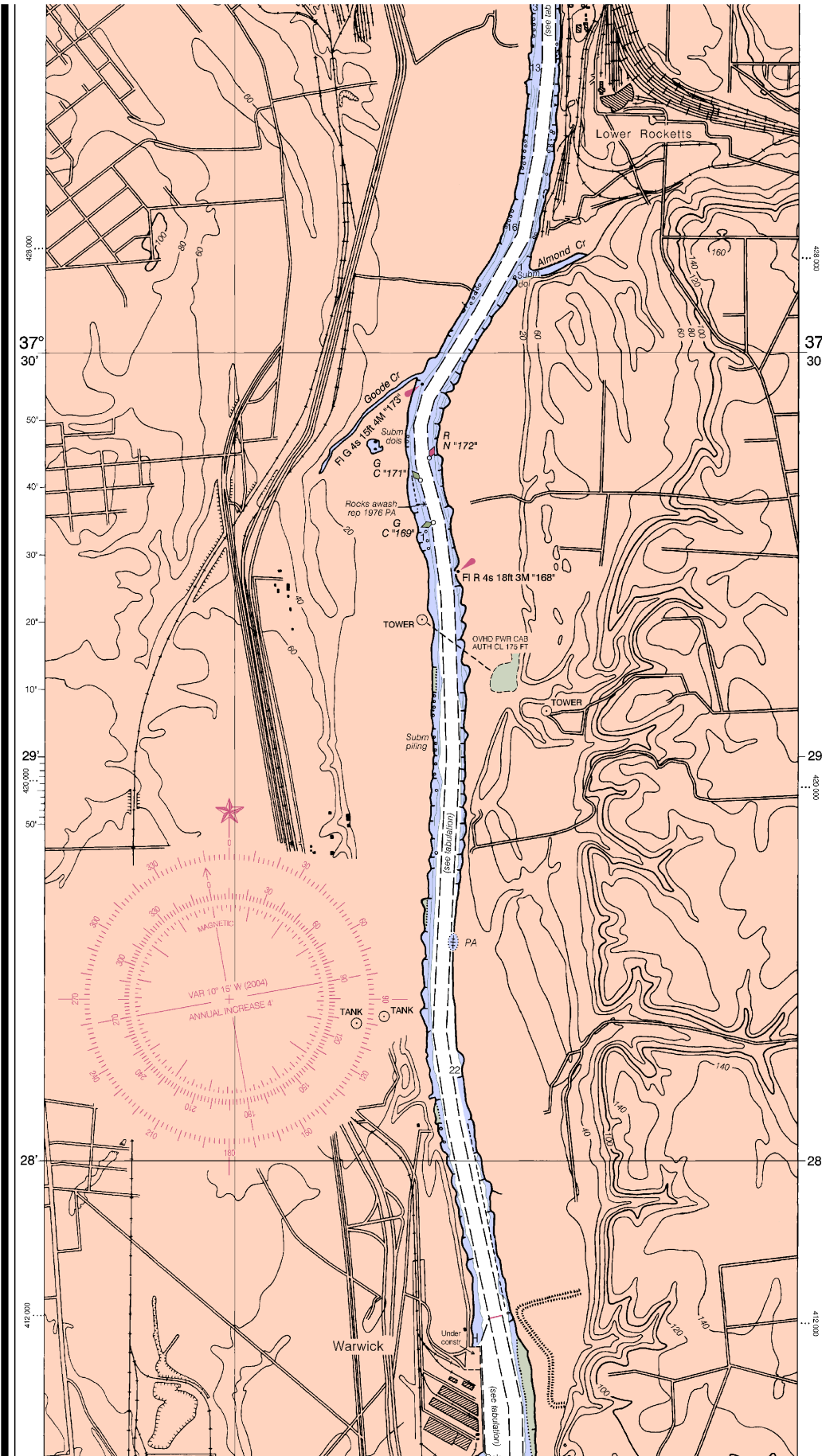
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage



37°  
25'

24'

23'



8



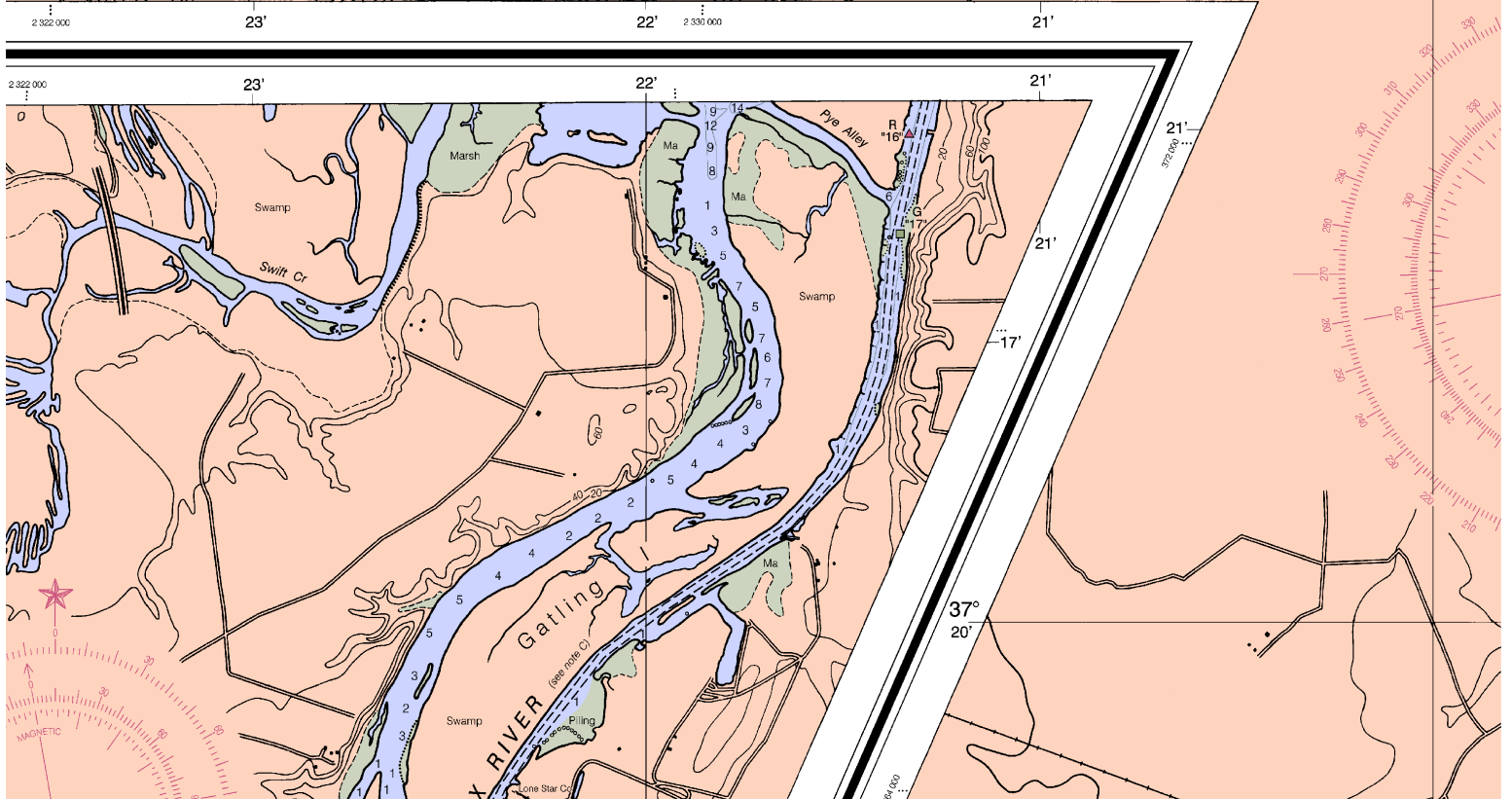
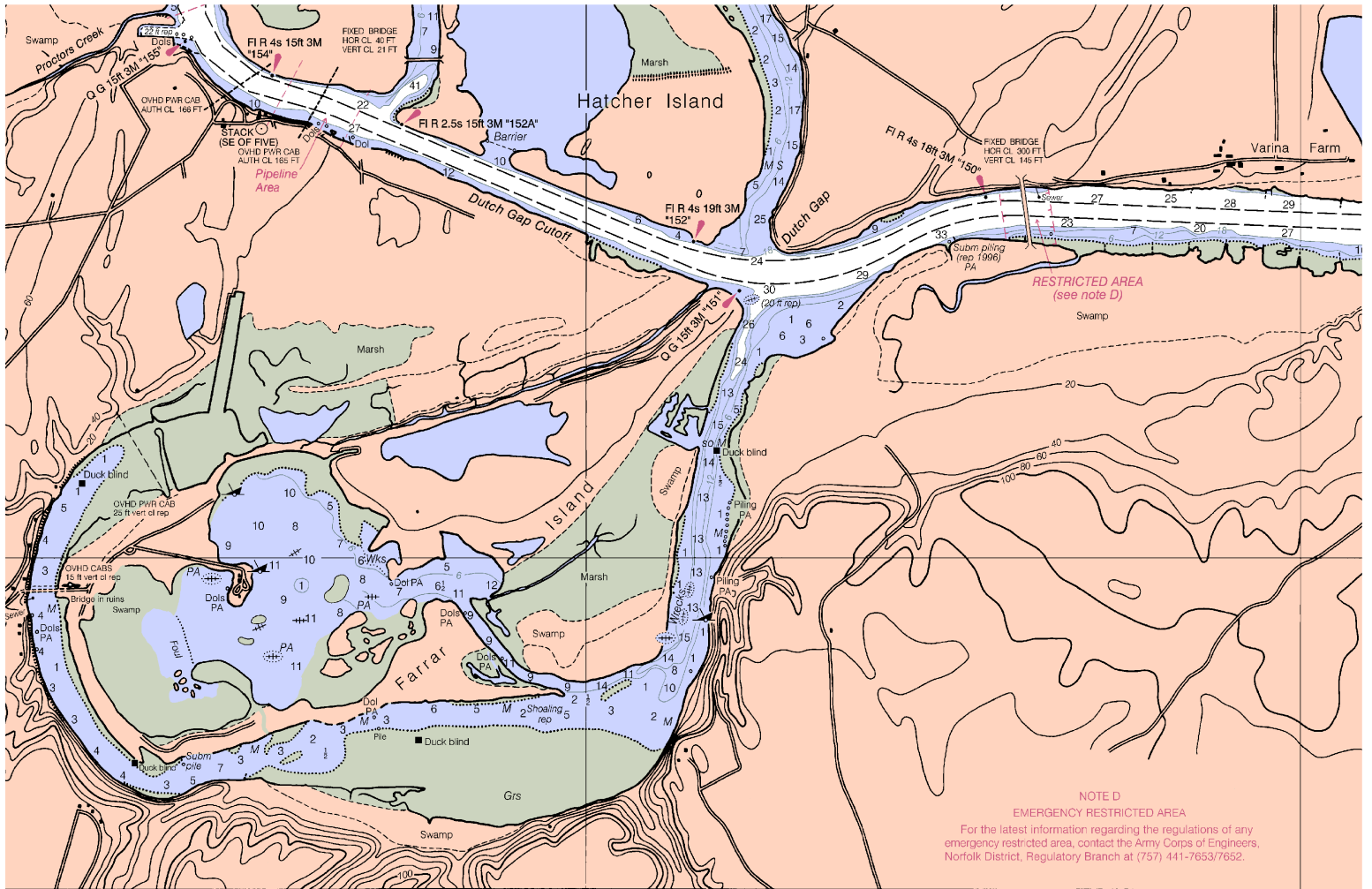
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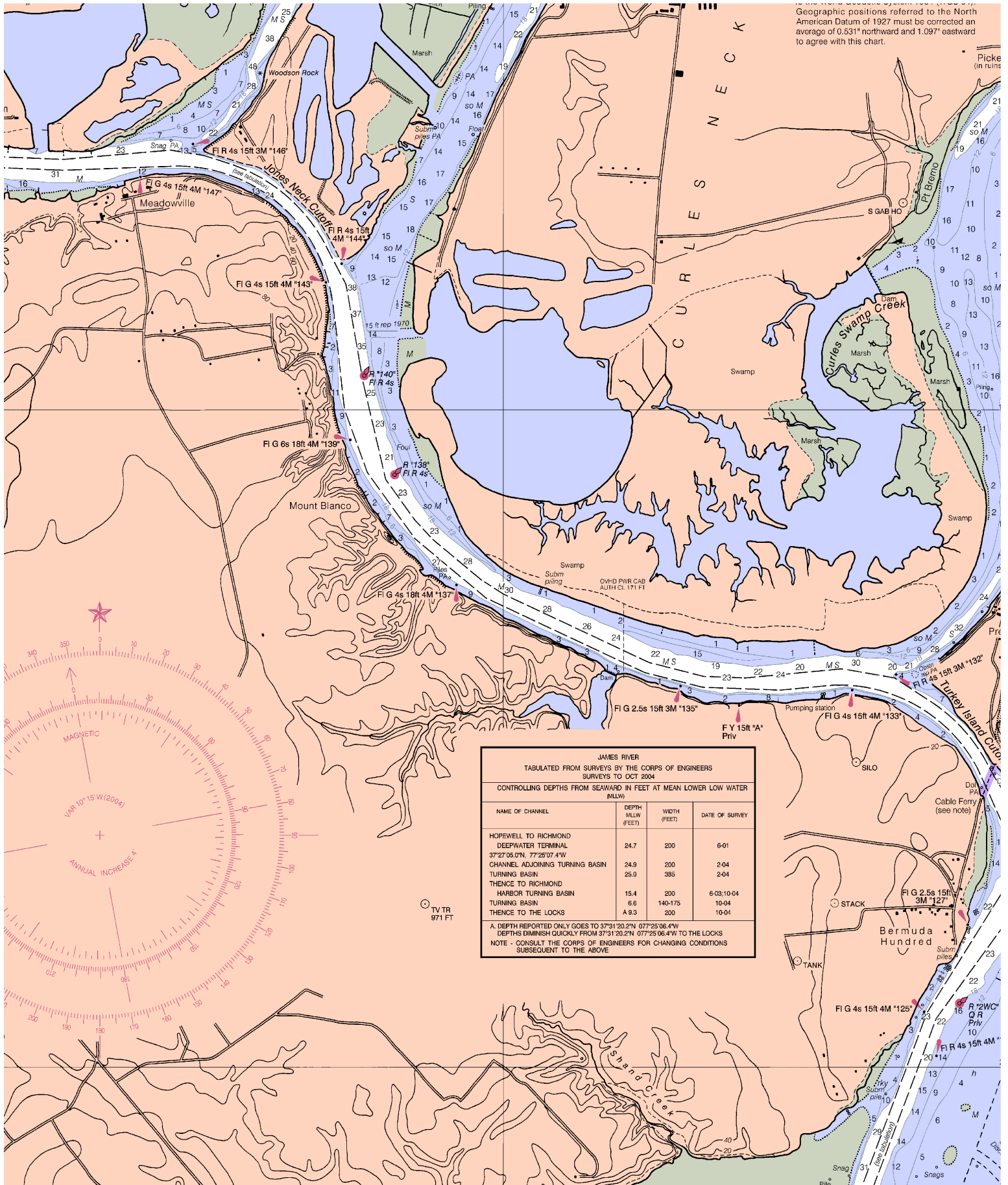
See page 2







Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.531" northward and 1.097" eastward to agree with this chart.



**JAMES RIVER**  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS  
SURVEYS TO OCT 2004

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER  
(MLLW)

NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
HOPWELL TO RICHMOND DEEPWATER TERMINAL 37°23'04"N 77°25'07"4"W	24.7	200	6-01
CHANNEL ADJOINING TURNING BASIN	24.9	200	2-04
TURNING BASIN	25.0	385	2-04
THENCE TO RICHMOND HARBOR TURNING BASIN	15.4	200	6-03;10-04
TURNING BASIN	6.6	140-175	10-04
THENCE TO THE LOCKS	A 9.3	200	10-04

A. DEPTH REPORTED ONLY GOES TO 37°31'20.2"N 077°25'06.4"W  
 DEPTHS DIMINISH QUICKLY FROM 37°31'20.2"N 077°25'06.4"W TO THE LOCKS  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS  
 SUBSEQUENT TO THE ABOVE

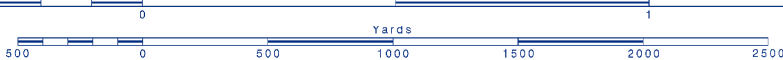
**10**

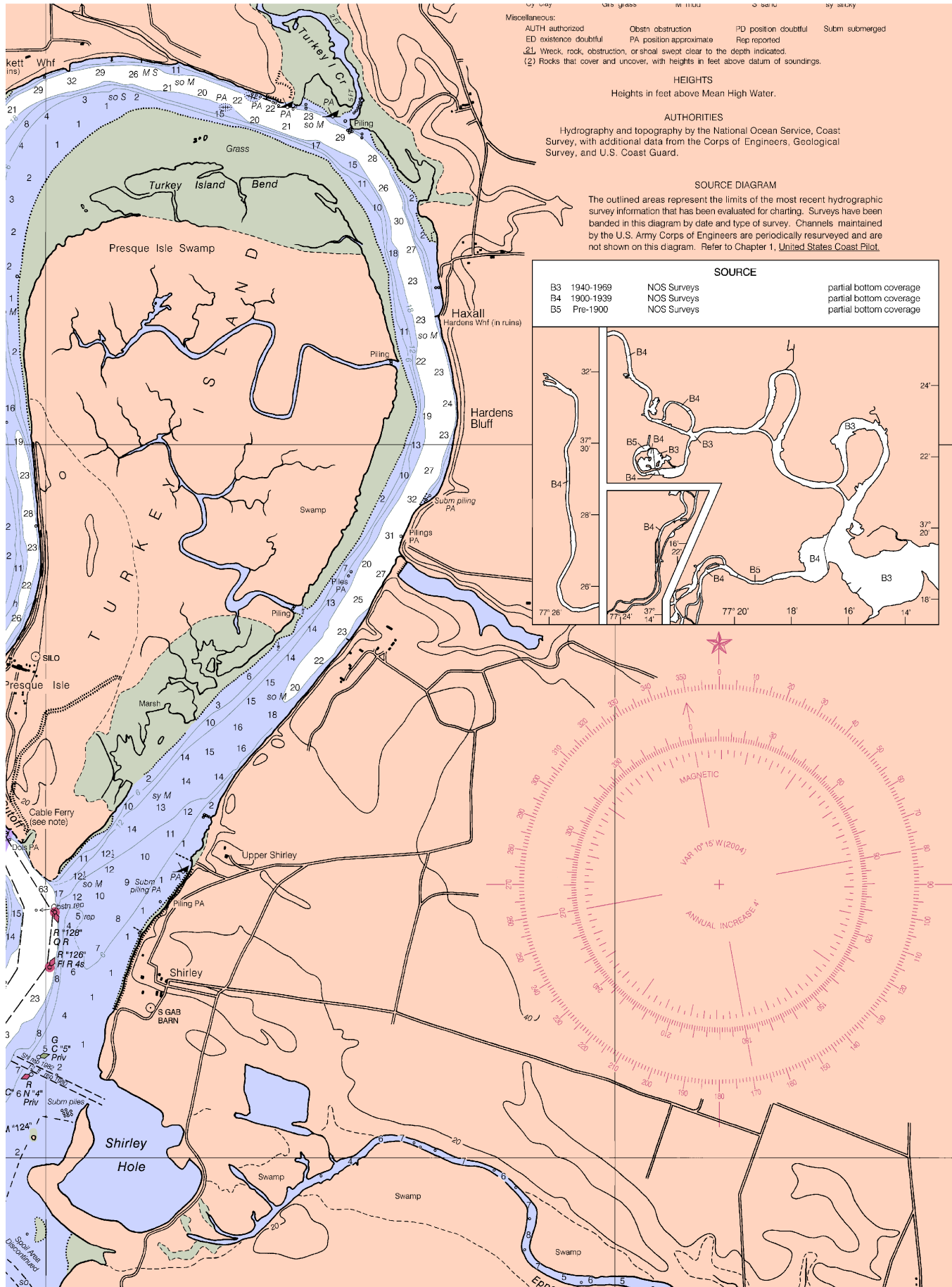


Printed at reduced scale

SCALE 1:20,000  
Nautical Miles

See page 2



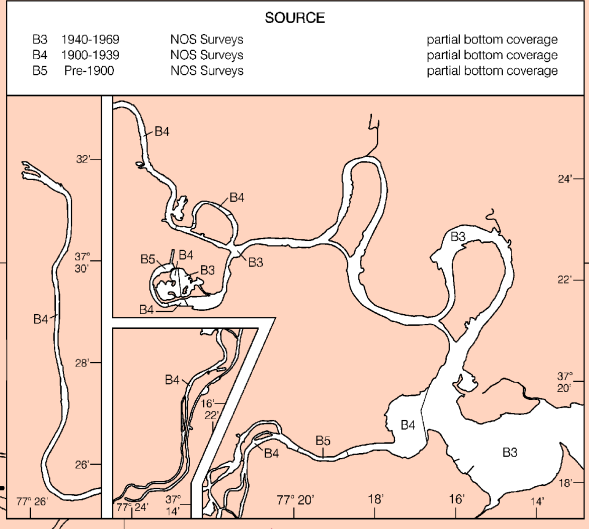


Miscellaneous:  
 AUTH authorized    Obstrn obstruction    PD position doubtful    Subm submerged  
 ED existence doubtful    PA position approximate    Rep reported  
 (2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
 (2) Rocks that cover and uncover, with heights in feet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

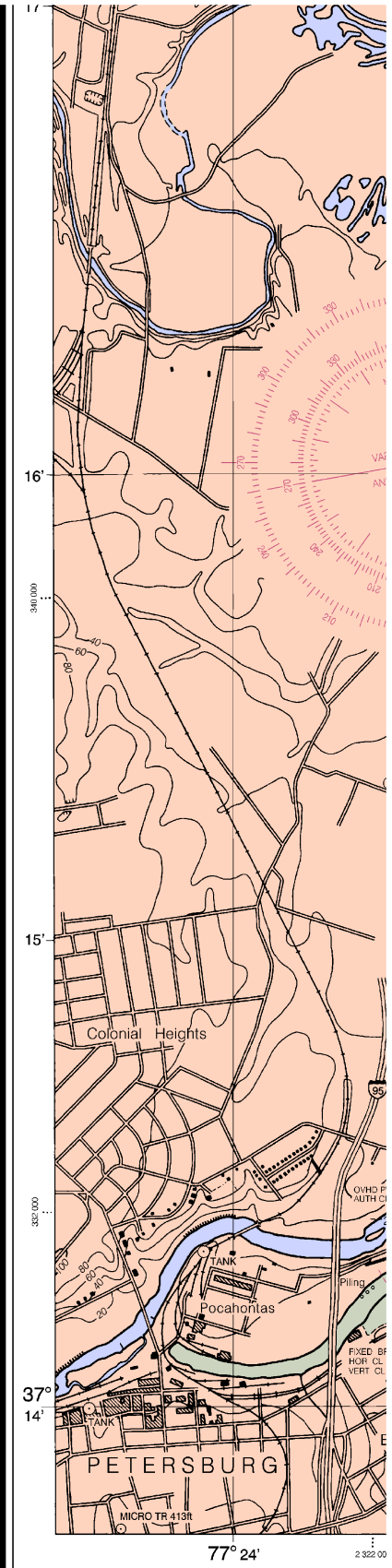
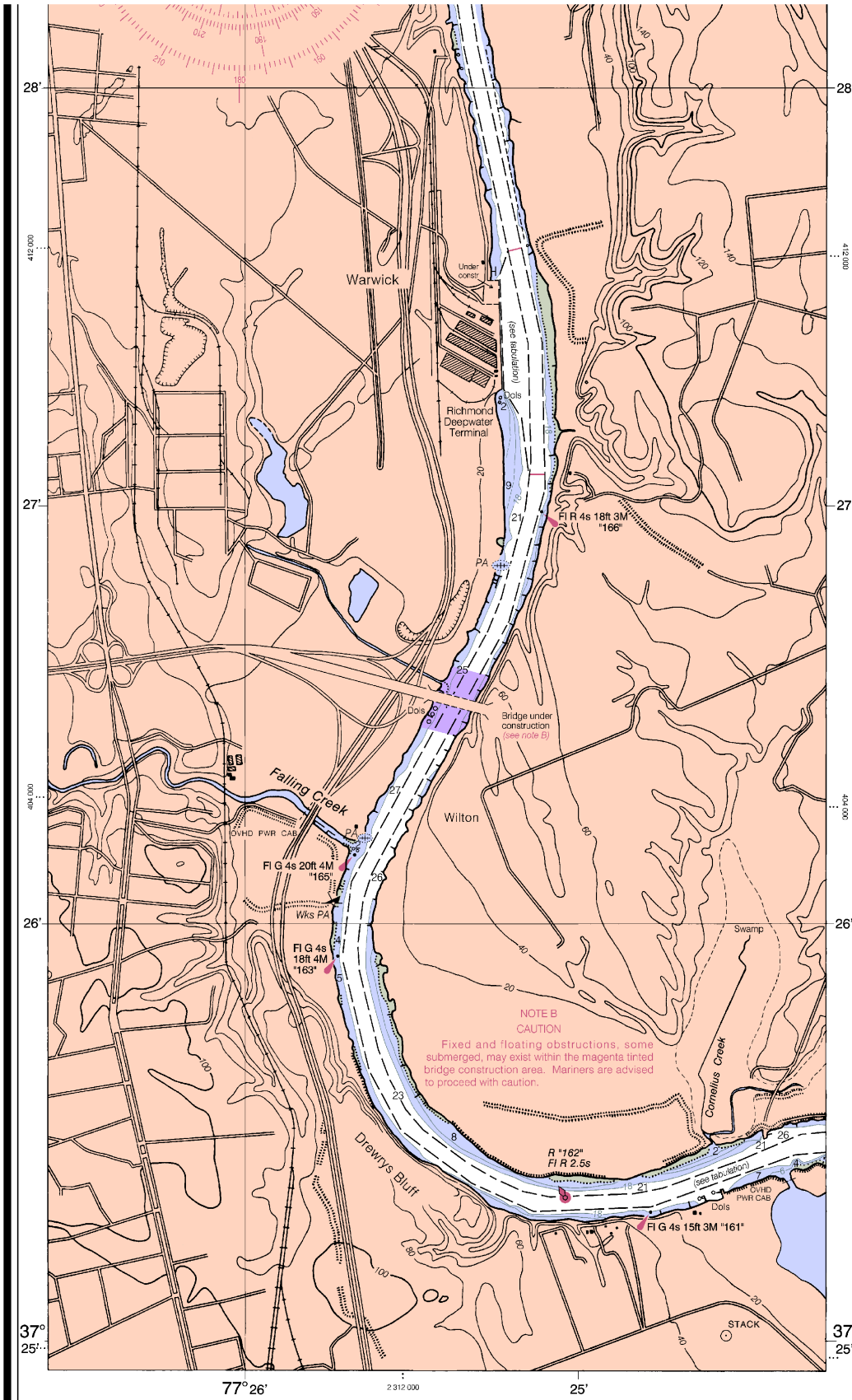
HEIGHTS  
 Heights in feet above Mean High Water.

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.

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.



23'  
 22'  
 50'  
 40'  
 30'  
 20'  
 10'  
 21'  
 50'  
 37°  
 20'



24th Ed., Apr / 04 ■ Corrected through NM Apr. 17/04  
 12252 Corrected through LNM Apr. 6/04

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

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

**12** North

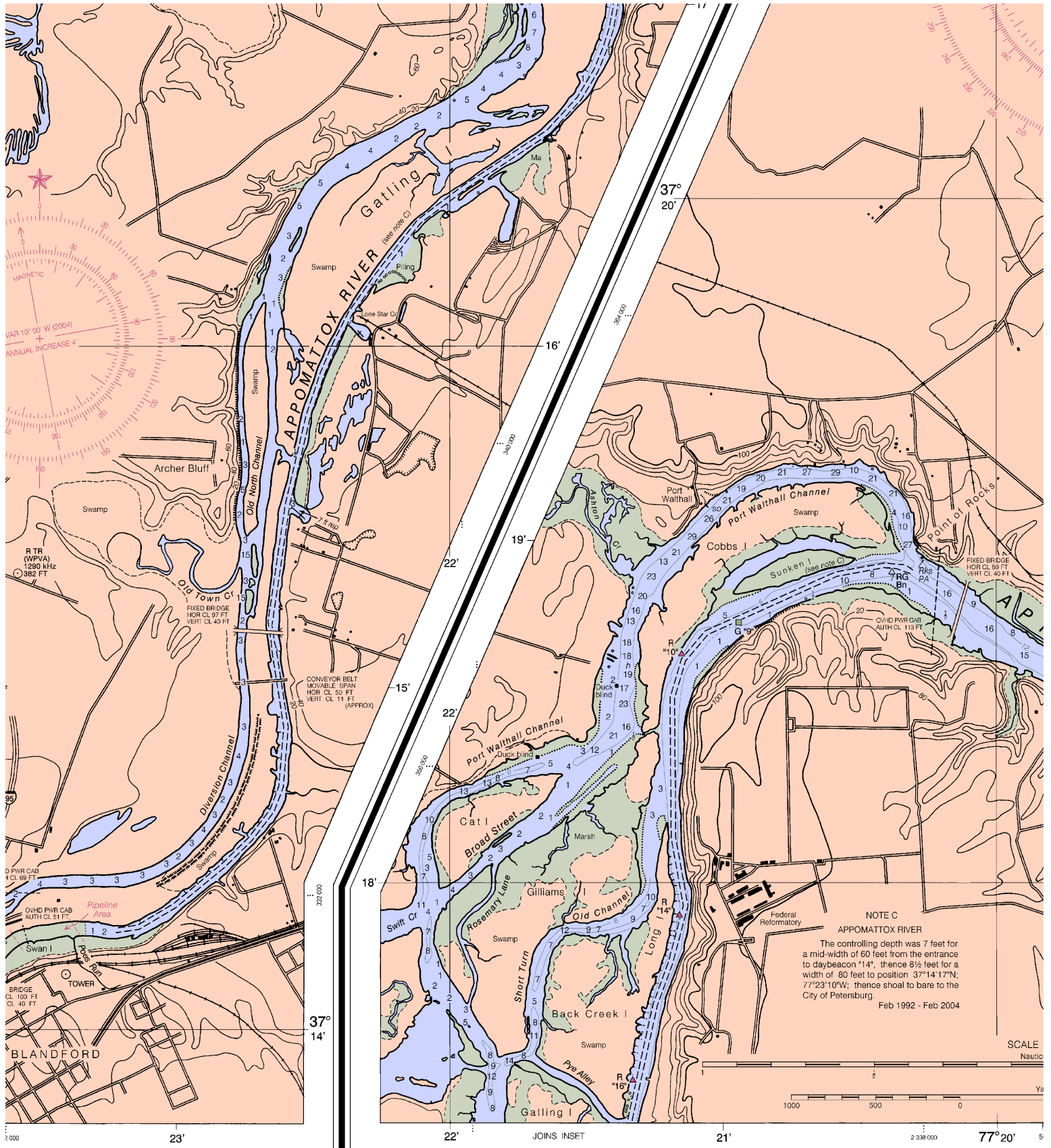
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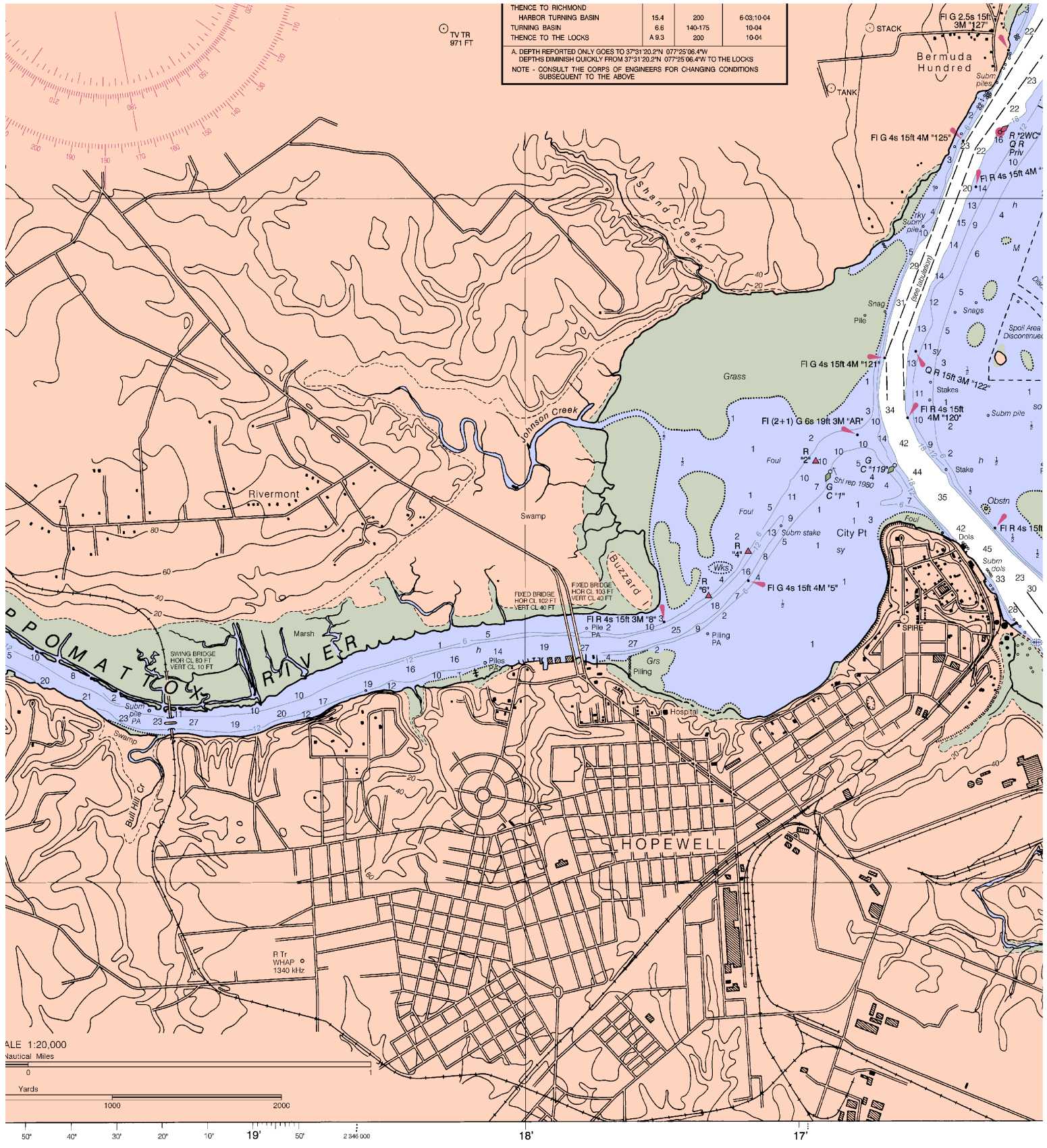
See page 2



North



National  
charts for  
the Ocean



THENCE TO RICHMOND	15.4	200	6-03-10-04
HARBOR TURNING BASIN	6.6	140-175	10-04
TURNING BASIN	A 9.3	200	10-04
THENCE TO THE LOCKS			

A. DEPTH REPORTED ONLY GOES TO 37°31'20.2"N 077°25'06.4"W  
 DEPTHS DIMINISH QUICKLY FROM 37°31'20.2"N 077°25'06.4"W TO THE LOCKS  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS  
 SUBSEQUENT TO THE ABOVE

SCALE 1:20,000  
 Nautical Miles  
 0 1000 2000  
 Yards  
 50° 40' 30' 20' 10' 19' 50' 2346 000 18' 17'

Washington, D.C.  
 DEPARTMENT OF COMMERCE  
 COAST AND GEODETIC SURVEY  
 HYDROGRAPHIC SURVEY SERVICE  
 NAVY

## SOUNDINGS IN FEET

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108	114	120	126	132	138	144	150	156	162	168	174	180	186	192	198	204	210	216	222	228	234	240	246	252	258	264	270	276	282	288	294	300
METERS	1.1	2.2	3.3	4.4	5.5	6.6	7.7	8.8	9.9	11.0	12.1	13.2	14.3	15.4	16.5	17.6	18.7	19.8	20.9	22.0	23.1	24.2	25.3	26.4	27.5	28.6	29.7	30.8	31.9	33.0	34.1	35.2	36.3	37.4	38.5	39.6	40.7	41.8	42.9	44.0	45.1	46.2	47.3	48.4	49.5	50.6	51.7	52.8	53.9	55.0

# 14

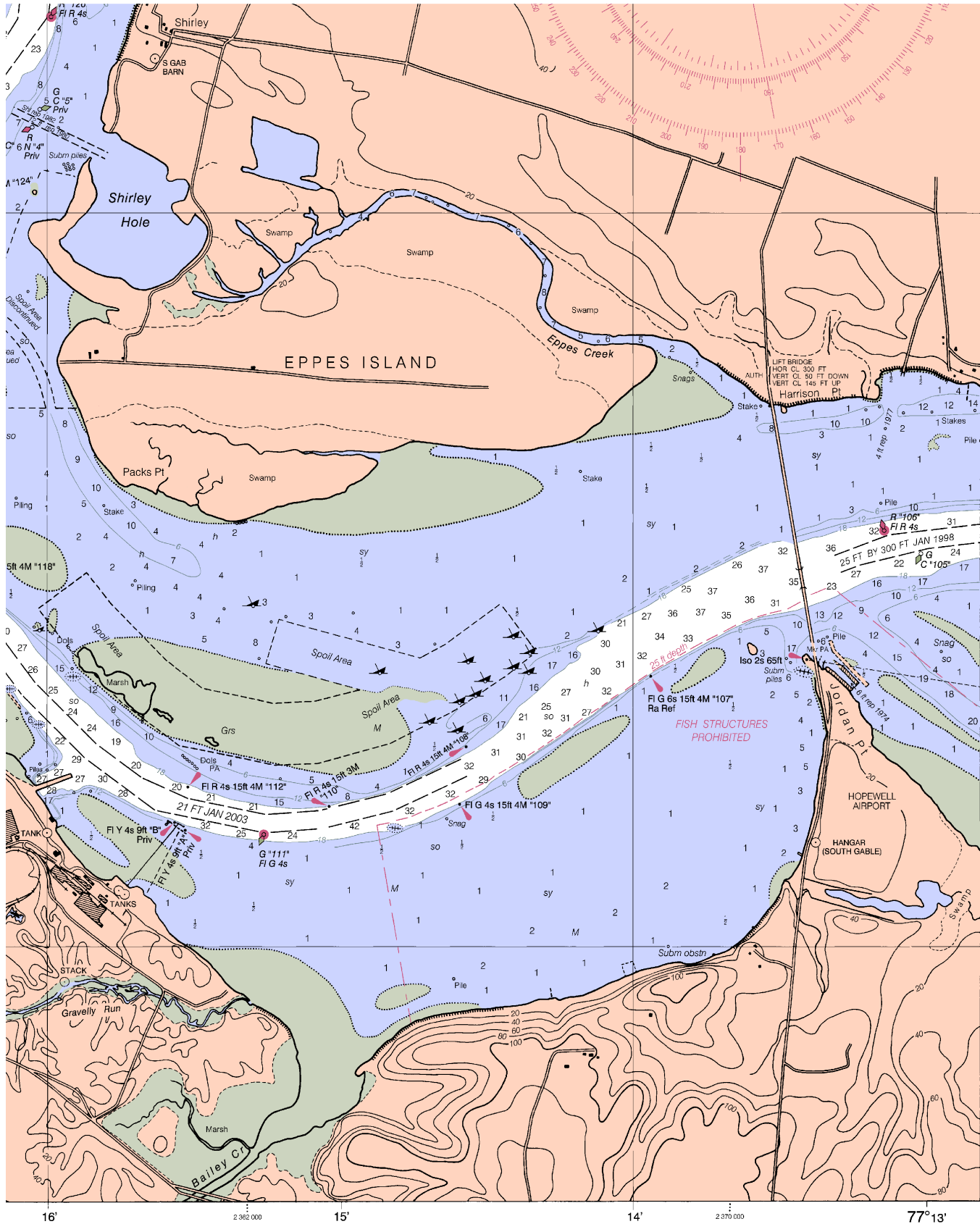


Printed at reduced scale

SCALE 1:20,000  
 Nautical Miles

See page 2





37° 20'

19'

18'

CONTINUED ON CHART 12251



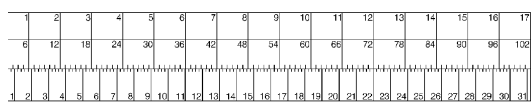
ED NO 24



NSN 7642014845977  
NGA REFERENCE NO. 12XHA12252

James R., Jordan Pt. to Richmond  
SOUNDINGS IN FEET - SCALE 1:20,000

12252



15

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Intership safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, 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 22** – 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 & 78** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: “MAYDAY, MAYDAY, MAYDAY.”
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 and say “Distress on the water.”

**Coast Guard Jones Beach** – 516-785-2921

**Coast Guard Fire Island** – 631-661-9100

**Coast Guard East Moriches** – 631-395-4405

**Coast Guard Shinnecock** – 631-728-1171

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**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.

## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes, producing over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Electronic Navigational Charts® (ENCs)** – ENCs are digital files of each chart’s features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (RNCs)** – RNCs are georeferenced digital pictures of NOAA’s charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts™** – BookletCharts™ are reduced scale NOAA charts printed in page-sized pieces. The “home edition” can be downloaded from NOAA for free and printed. The “professional edition”, containing additional boating, safety, and educational edition is available for NOAA chart agents or over the Internet.

**Official PocketCharts™** – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13” by 19”, they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot®** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from official NOAA chart agents or downloaded for free at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated each week by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print on Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Chart No. 1, Nautical Chart Symbols** – This reference publication depicts basic chart elements and explains nautical chart symbols and abbreviations. Download it for free at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Coast Survey Navigation Managers** – These ambassadors to the maritime community maintain a regional presence for NOAA and help identify the challenges facing marine transportation and boating. They are listed at <http://nauticalcharts.noaa.gov/nsd/reps.htm>.

Internet sites: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).



# NOAA, the Nation's Chartmaker