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
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.


(Selected Excerpts from Coast Pilot)
Lake Mead, Arizona-Nevada, is a National Recreation Area on the Colorado River impounded by Hoover Dam (36°01.0′N., 114°44.2′W.).

Anchorage areas.—Restricted and anchorage areas established by Federal regulations are in Lake Mead.

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

RCC Alameda Commander
11th CG District (510) 437-3700
Alameda, CA
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

PORT SIDE
ODD NUMBERED AIDS

- GREEN LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED

- PREFERRED CHANNEL TO STARBOARD
- TOPMOST BAND GREEN

- PREFERRED CHANNEL TO PORT
- TOPMOST BAND RED

- COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE
EVEN NUMBERED AIDS

- RED LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at http://www.navcen.uscg.gov
MARINE WEATHER INFORMATION

The National Park Service communications center makes two daily weather broadcasts of weather conditions in the Lake Mead area. The broadcasts are on marine VHF station KOU 719 channel 22A (157.1 MHz) located at 36°58' 49"N, 114°00' 15"W, with prior notice of the broadcasts being made on marine safety and emergency channel 16 (156.8 MHz) so that vessels may switch to channel 22A and listen to the broadcasts.

RULES OF THE ROAD

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length, shall not harass, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels, when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules." For emergencies call KOU 719 (National Park Service) on marine band channel 16.

STORM WARNINGS

RED FLAG
Small craft (winds to 36 mph)

2 RED FLAGS
(64 to 78 mph)

SQUARE RED FLAG
Black Box (whole gale)

2 SQUARE RED FLAGS
Black Box (Hurricane)

REMEMBER THESE RULES

1. OVERTAKING - PASSING: Boat being passed has the right-of-way. KEEP CLEAR.
2. MEETING HEAD ON: Keep to the right.
3. CROSSING: Boat on right has the right-of-way. Slow down and permit him to pass.

LAKE MEAD WATER DISTANCE TABLE

Distances indicated in statute miles.
Figure at the intersection of columns, opposite lake locations in question, is the statute mileage between the two.
Example: Boulder Harbor is 68 statute miles from Grand Wash.

<table>
<thead>
<tr>
<th>Location</th>
<th>Mileage</th>
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<tbody>
<tr>
<td>Boulder Harbor</td>
<td>68</td>
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<tr>
<td>Hemenway Harbor</td>
<td>50</td>
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<tr>
<td>White Island</td>
<td>36</td>
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<td>14</td>
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<td>24</td>
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<td>Napoleon's Tomb</td>
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<tr>
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<td>45</td>
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<td>Grand Wash</td>
<td>58</td>
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<td>33</td>
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<td>Overton Beach</td>
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<td>Las Vegas Bay</td>
<td>12</td>
</tr>
<tr>
<td>Calville Bay</td>
<td>15</td>
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</table>

Distances from

Joins page 8

Joins page 13

Use NOAA electronic navigational charts for the most up-to-date information.

LNM: 1821 (4/20/2021), NM 1521 (5/1/2021)
SAFETY TIPS

1. Always use care in navigation. The fluctuating surface level of the lake may be hazardous to navigation in that reefs may become exposed or submerged depending upon the water elevation. Boating is hazardous on the lake during periods of high wind. If you are caught in open water, head for the nearest sheltered spot and wait it out.
2. Always instruct at least one other person on how to operate your boat.
3. Know your boat's fuel capacity and cruising radius.
4. Read the information posted at Ranger stations, launching ramps, and on campground bulletin boards.
5. National Park Service Rangers are at Lake Mead National Recreation Area.
MERCATOR PROJECTION AT SCALE 1:48,000
SOUNDINGS IN FEET
NORTH AMERICAN DATUM OF 1983
(WORLD GEODETIC SYSTEM 1984)

Sounding refers to a normal pipe level elevation which is 1140 feet above Mean Sea Level.

LAKE LEVELS, WATER DEPTHS AND ELEVATIONS
The 1100 foot elevation (50 foot depth curve) is indicated by the dotted contour and represents a low lake level. The 1170 foot contour represents the normal lake level. The 1200 foot contour indicates a high lake level. The blue tint indicates areas with elevations between 1100 and 1140 feet above Mean Sea Level. The green tint indicates areas with elevations between 1140 and 1170 feet above Mean Sea Level. Contour values indicate elevations in feet above Mean Sea Level.

AUTHORITIES

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 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 on average of 0.081° southward and 2.308° westward to agree with this chart.

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

CAUTION
This chart has been corrected from the Notice to Mariners (NTM) published weekly by the National Imagery and Mapping 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.

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HISTORICAL HAPPENINGS

Grand Canyon of the Colorado was seen by white men in 1540 when the Governor of the Catholic Spanish Province of Mexico, Father Echeverria, made his historic exploration of the canyon. The first written record of the Grand Canyon being described was by the Jesuit Padre Junipero Serra the Great in 1776. The next recorded exploration was in 1857, when Capt. John Wesley Powell ventured through and described it as the "Gorge of the Virgin." The next major exploration was by Fredrick W. Hayden in 1872, and the most recent was by a U.S. Geological Survey party in 1960.

In 1871, an exploratory expedition, led by Capt. George Wheeler ventured upstream into the lower part of the Grand Canyon, as far as Diamond Creek. On March 11, 1881, construction was started on hoover Dam in an attempt to control the waters of the Colorado River. By 1905, the dam was completed and the structure was dedicated in 1935.

Other exciting events include the construction of the Virgin River Dam, the Hoover Dam, and the Grand Canyon Dam.

PREHISTORIC MAN LIVED HERE

Man has inhabited this region almost continuously for thousands of years. In such an arid region, the pre-Columbian Indians found their homes around dependable sources of water and the rivers and desert springs. Many of their campsites have been located.

Along the Muddy River in Mohave Valley, ruins of extensive aboriginal dwellings have been discovered. The popular name, "The Lost City," has been given to this area of the Colorado River.

The city of Mohave, located at the mouth of the Colorado River, has been known to be inhabited by the Mohave Indians for thousands of years. The city is now a popular tourist destination.

The more recent Paiute, Havasupai, and Mohave Indians, some of whom still inhabit outlying sections of this region, also left evidences of their cultures.

You are welcome to look at the various Indian sites within the area. However, digging or disturbing any site, or removing any item found on the surface, is not permitted. They are protected by the Antiquities Act of 1906 so that these irreplaceable remains may not be damaged or lost. Only by preserving the evidence of the prehistoric cultures can we keep the records of human history.

Nothing can be learned from the past that has not been disturbed.

Lake Mead offers boating, fishing, swimming, and other water activities. For more information, contact the Nevada State Park Office.
SAFETY TIPS

1. Always use care in navigation. The fluctuating surface level of the lake may be hazardous to navigation in that reefs may become exposed or submerged depending upon the water level. Boating is hazardous on the lake during periods of high wind. If you are caught in open water, head for the nearest sheltered spot and wait it out.
2. Always instruct at least one other person on how to operate your boat.
3. Know your boat's fuel capacity and cruising radius.
4. Read the information posted at Ranger stations, launching ramps, and on campground bulletin boards.
5. National Park Service Rangers are at Lake Mead National Recreation Area to provide information and other assistance and to enforce regulations, including safe boating practices. Please check with them if you have any questions.
6. Before you start a trip on water or land always inform some responsible person as to where you are going and when you expect to return.
7. An approved personal flotation device must be available for each passenger in a boat.
8. Carry day and night flares for distress signals.
9. Weather forecasts are available daily at Ranger stations, at the bulletin boards on the launching ramps, and at the offices of concessionaires.
10. For protection against the brilliant desert sun, you should have sunglasses available. During the summer, when traveling in the backcountry it is advisable to wear a hat and a long-sleeved shirt. You should carry extra water, food, and a shovel. Take a map of the area.
11. Never camp in washes. They are paths for flash floods.
12. If you become disoriented away from the lake and have a vehicle, stay with it. Use a mirror for signaling or build a fire. If you must walk out, walk at night, it's cooler. Leave a note giving your name, destination, date and time you started walking.
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.

**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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**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!

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.