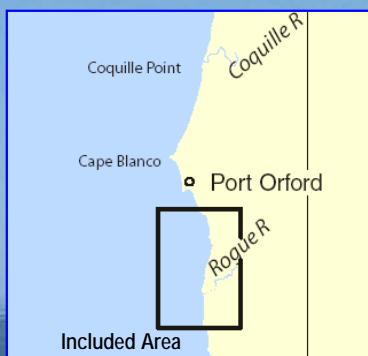


# BookletChart™

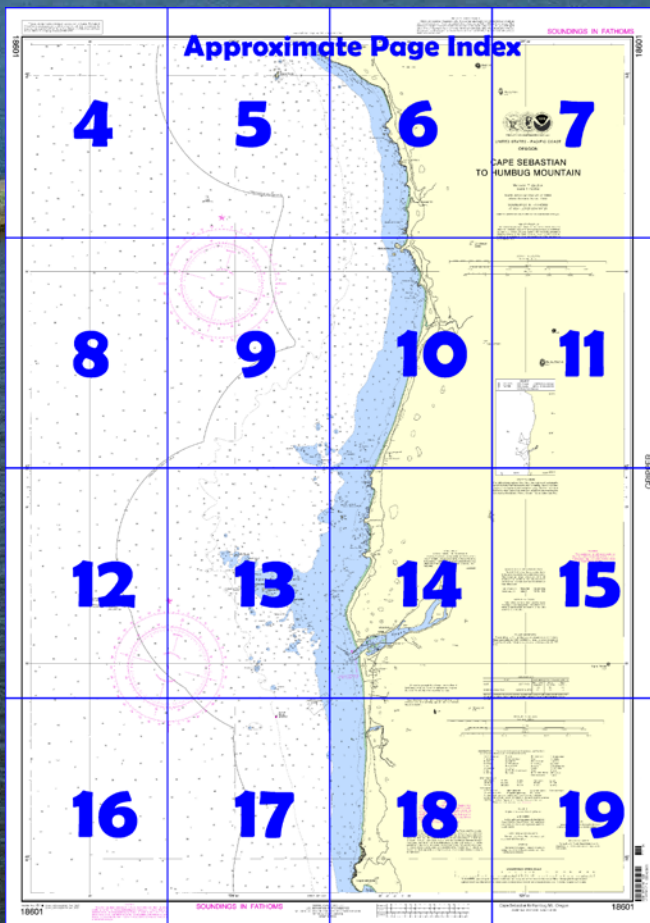
## Cape Sebastian to Humbug Mountain NOAA Chart 18601



*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=18601>.



**(Selected Excerpts from Coast Pilot)**

**Cape Sebastian** is 33.5 miles N of Point St. George. A rock covered 1¾ fathoms that seldom breaks is 0.5 mile offshore, 0.9 mile NW of the W extremity of the cape.

From Cape Sebastian for 6 miles to the mouth of Rogue River, the coast is considerably broken and has a few outlying rocks.

The outer of three exposed rocks off the entrance to **Hunter Creek**, 3.7 miles N of Cape Sebastian, lies 0.5 miles offshore.

**Rogue River**, 6 miles N of Cape Sebastian, is an important sport fishing stream. Several float landings and a hoist for trailer-drawn craft are just

above the old lumber dock on the N side of the river near the mouth.

**Gold Beach**, on the opposite side of the river from **Wedderburn**, is the larger town. The entrance to Rogue River is protected by stone jetties; buoys mark the approach. A seasonal light and sound signal are on the seaward end of the NW jetty. A **Federal project** provides for a 13-foot entrance channel from the ocean along the N jetty to a point about 0.4 mile above the NW jetty light. At this point, a dredged access channel continues ENE from the entrance channel then turns sharply SSE and leads between two jetties to a boat basin at Gold Beach. (See Notice to Mariners and latest editions of charts for controlling depths.)

**Coast Guard.**—The Coast Guard has a seasonal lifeboat station in the boat basin that operates from June to mid-September and can be reached on VHF-FM channel 12.

The Coast Guard has established Rogue River Regulated Navigation Area Warning Sign, a seasonal **rough bar advisory sign**, on the N side of the river, 0.6 mile upstream of the entrance, to promote safety for small-boat operators. The sign is diamond-shaped, painted with an international orange border, and with the words **“Rough Bar”** in black letters. The sign is equipped with two quick flashing amber lights that will be activated when hazardous conditions exist and the bar is restricted to recreational and uninspected passenger vessels. Boaters are cautioned, however, that if the lights are not flashing, it is no guarantee that sea conditions are favorable.

A **heavy weather flag**, a square RED flag with a square BLACK center, will be displayed on a pole that is located near the S side of the Coast Guard lifeboat station and is visible to mariners from both directions to indicate that winds 48 knots and above are forecast for the area. Display of flags are required from one hour before sunrise to one hour after sunset. Weather flags are flown at select Coast Guard stations to supplement other weather notification sources. Light signals corresponding to these flags are not displayed at night. In all cases mariners should rely upon National Weather Service broadcasts as their primary source of government provided weather information.

**Caution.**—The controlling depths in Rogue River channel and basin are usually considerably less than project depth and are subject to continual and pronounced change; vessels are advised not to enter the river without local knowledge.

About 200 berths, some with electricity, gasoline, diesel fuel, water, ice, launching ramps, wet and dry winter storage, and marine supplies, are available in Gold Beach.

The N head at Rogue River entrance that reaches a height of 700 feet a mile N of the river, the marked depression in the coast range made by the river valley, and the rocks of Rogue River Reef are prominent from seaward.

**Rogue River Reef**, extending over 4 miles NW from Rogue River entrance, includes many visible and covered rocks; because of the broken bottom, vessels should stay over 5 miles offshore when passing this area. A 0.5-mile-wide channel separates the reef from the beach, but it is not safe to use without local knowledge. **Northwest Rock**, 4 miles NW of Rogue River entrance, is the outermost visible rock of the reef. A rock, covered 2½ fathoms, is 0.3 mile W of Northwest Rock. **Needle Rock**, 1.1 miles SE of Northwest Rock, is the most prominent of the rocks in the reef; the needle is on the S side. N of Rogue River the coast trends N for 10 miles and then NW to Cape Blanco.

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

RCC Seattle

Commander

13<sup>th</sup> CG District

(206) 220-7001

Seattle, WA

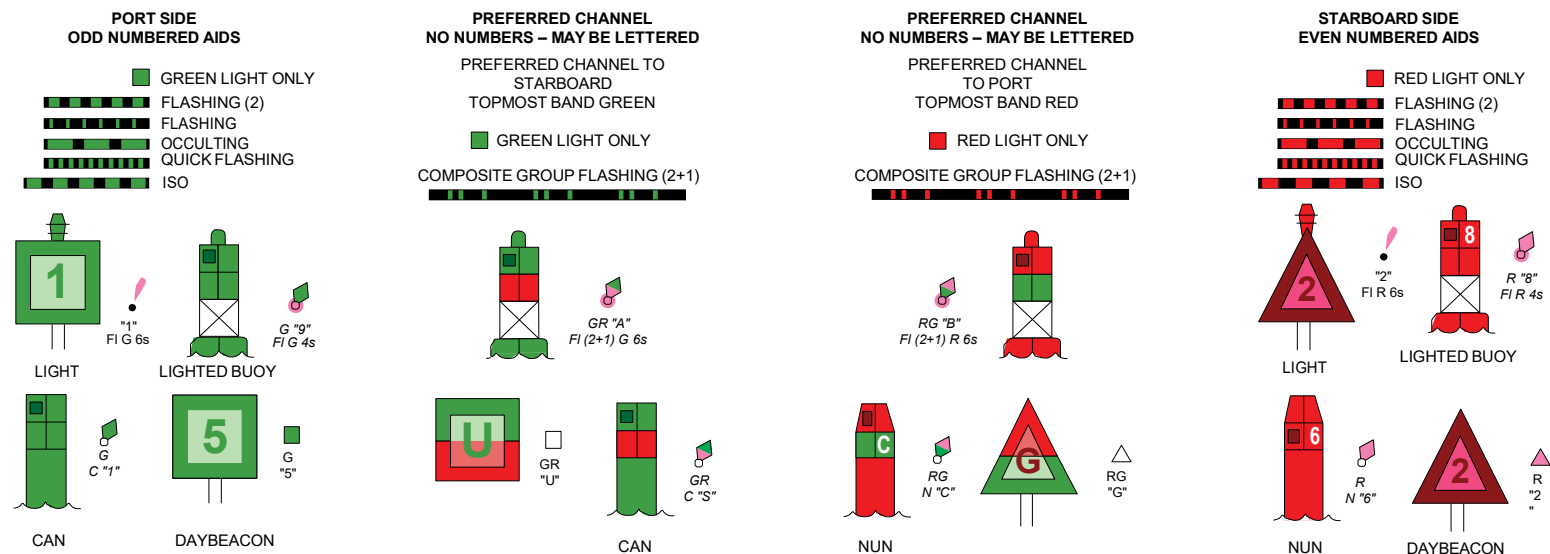
# Navigation Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

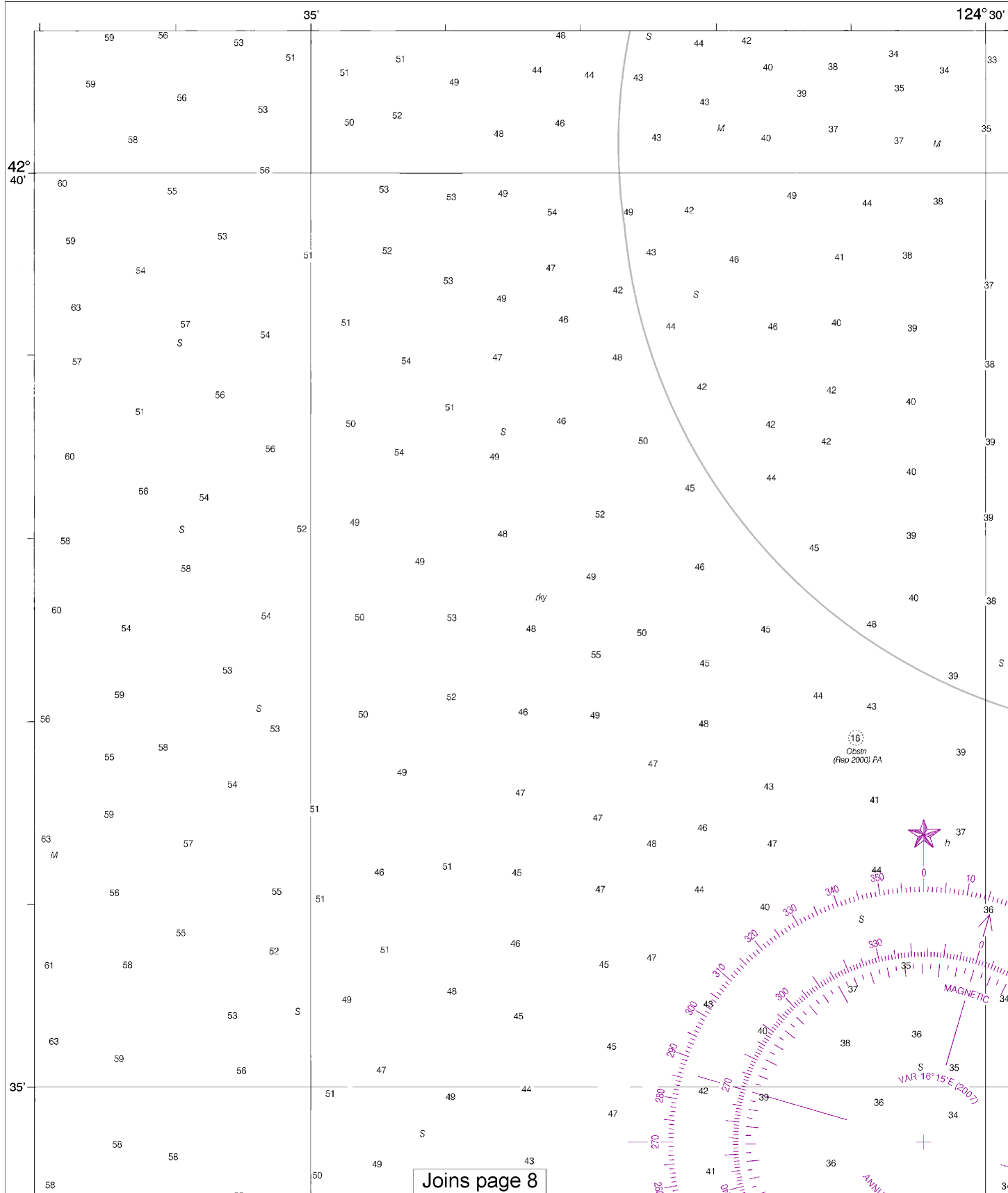
## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



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>

18601



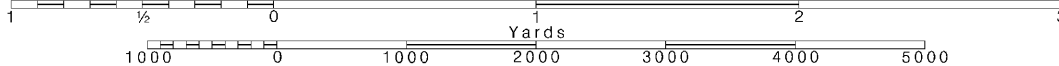
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

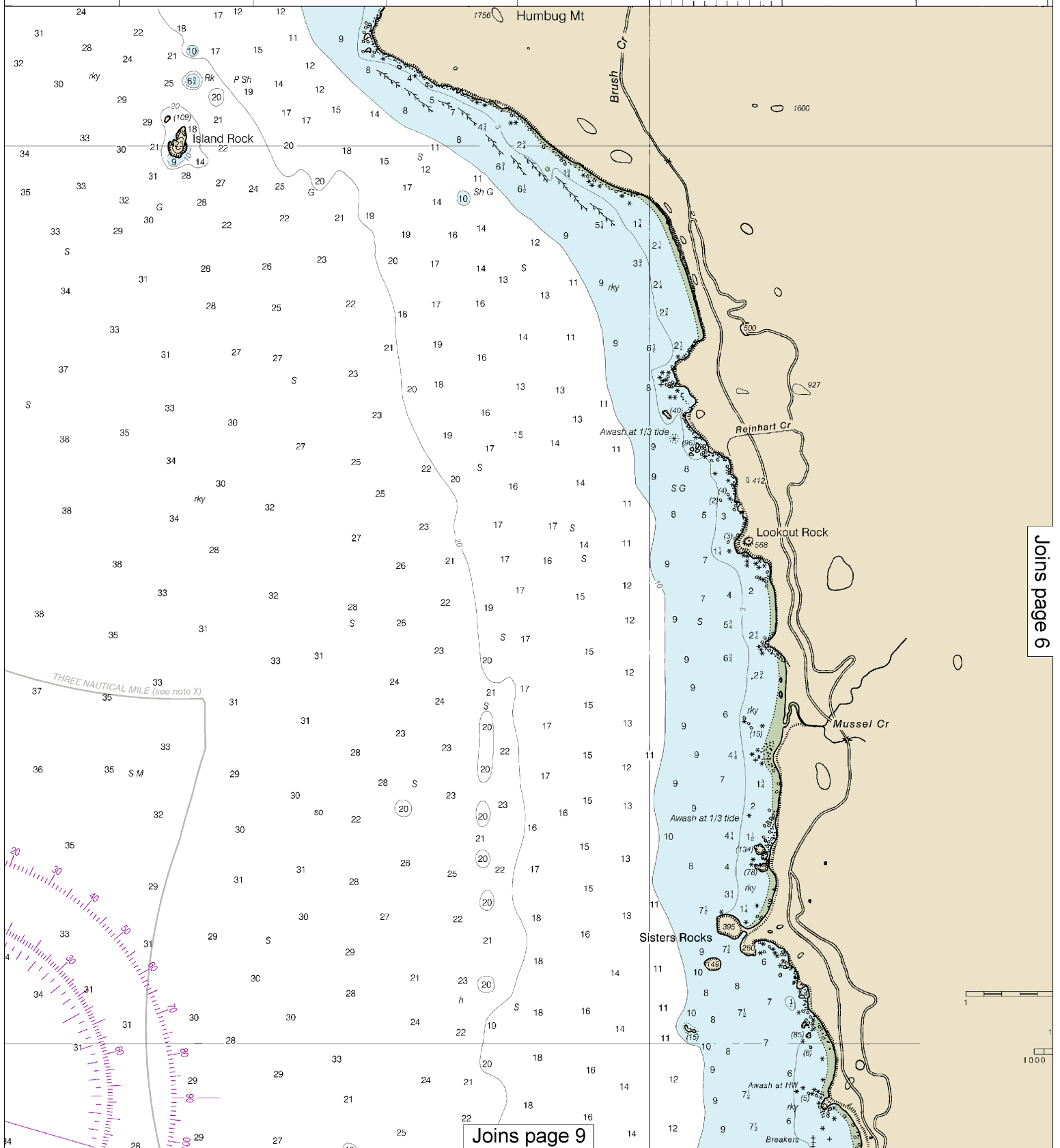
See Note on page 5.





JOINS CHART 18589

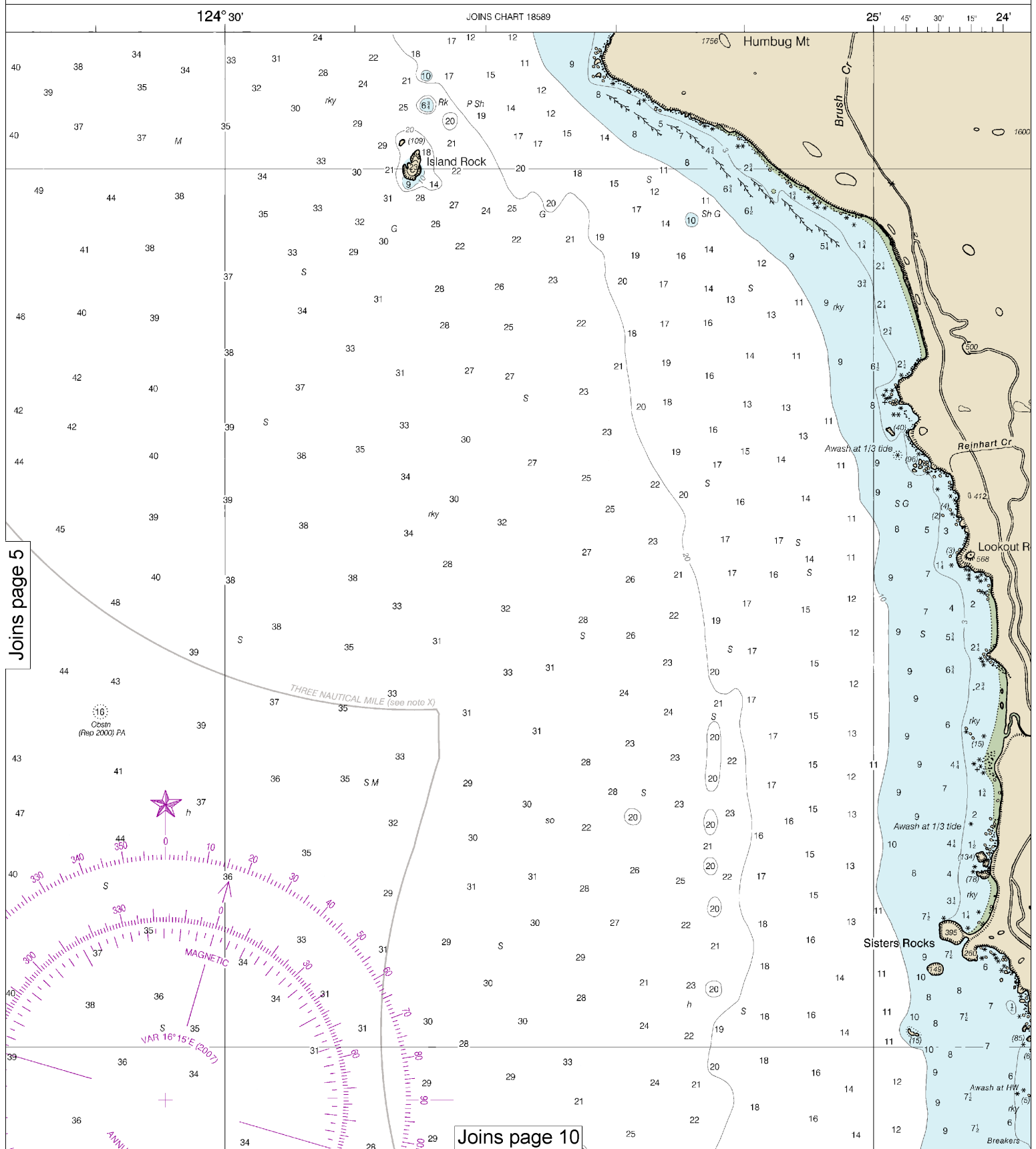
25' 45' 30' 15' 24'



Joins page 6

Joins page 9

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



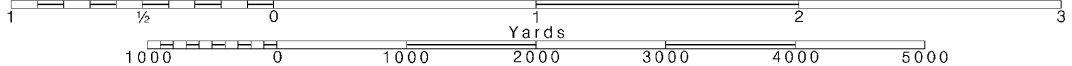
6

Note: Chart grid lines are aligned with true north.

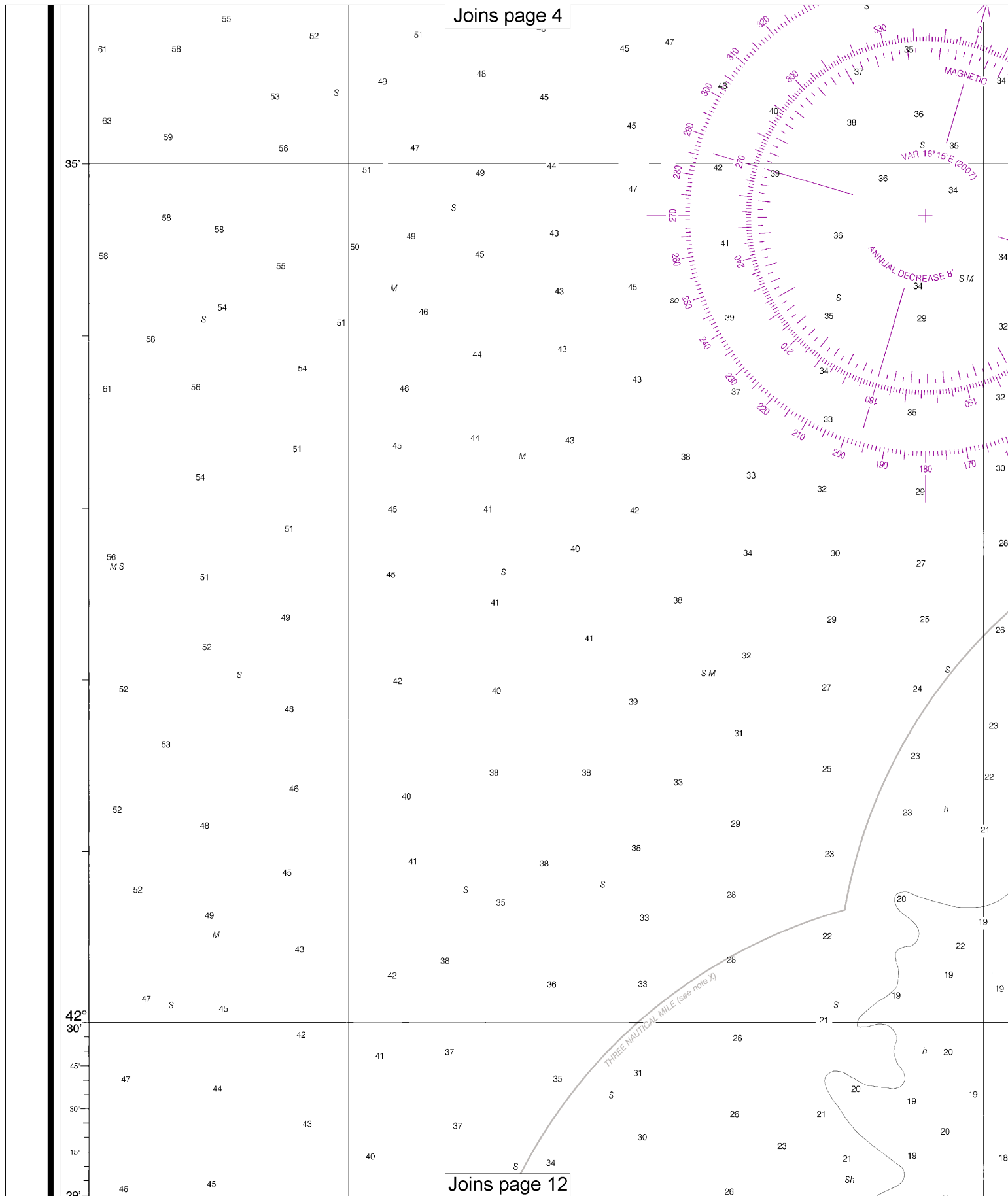
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







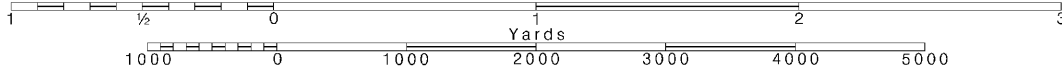
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

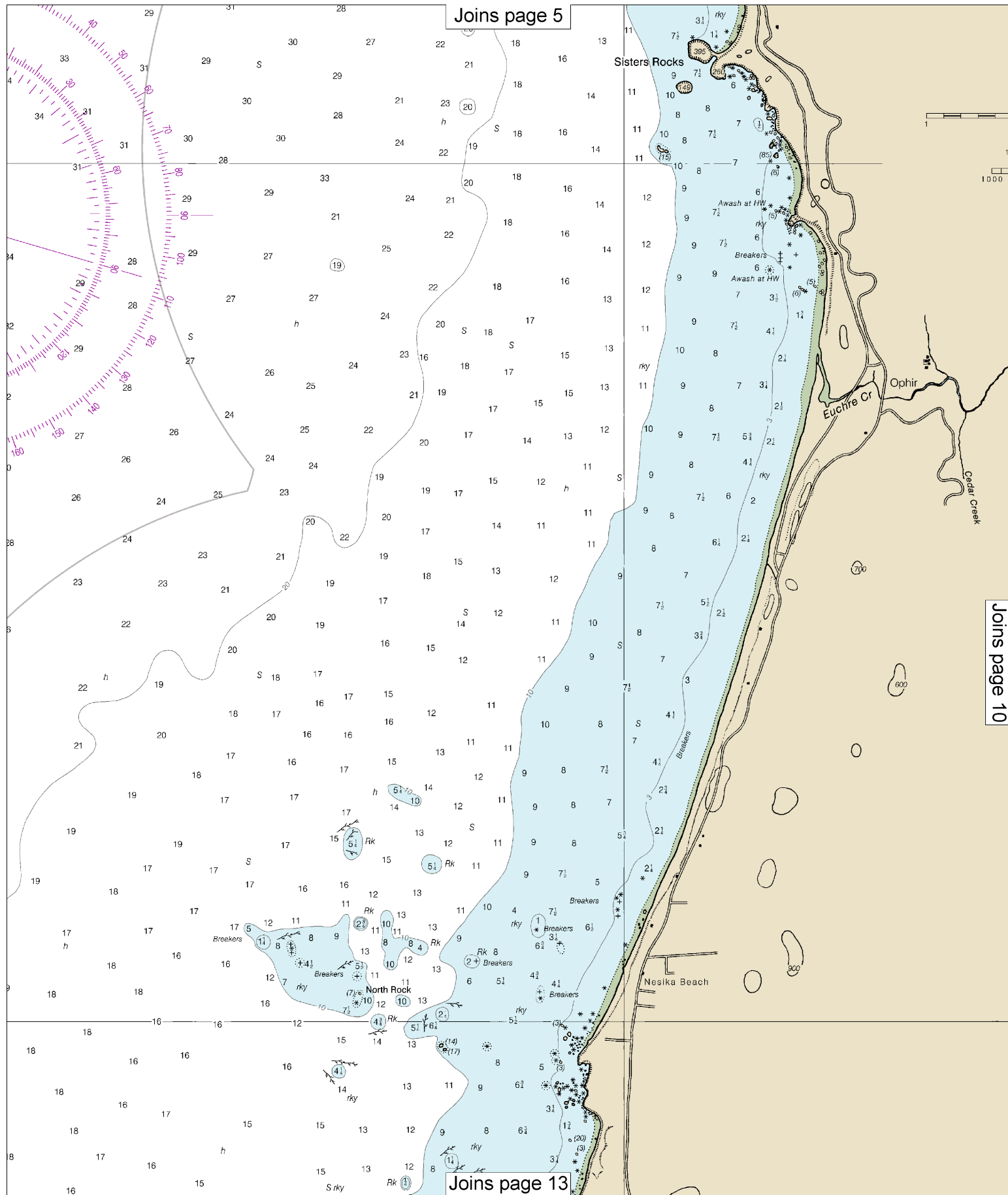
SCALE 1:40,000  
Nautical Miles

See Note on page 5.

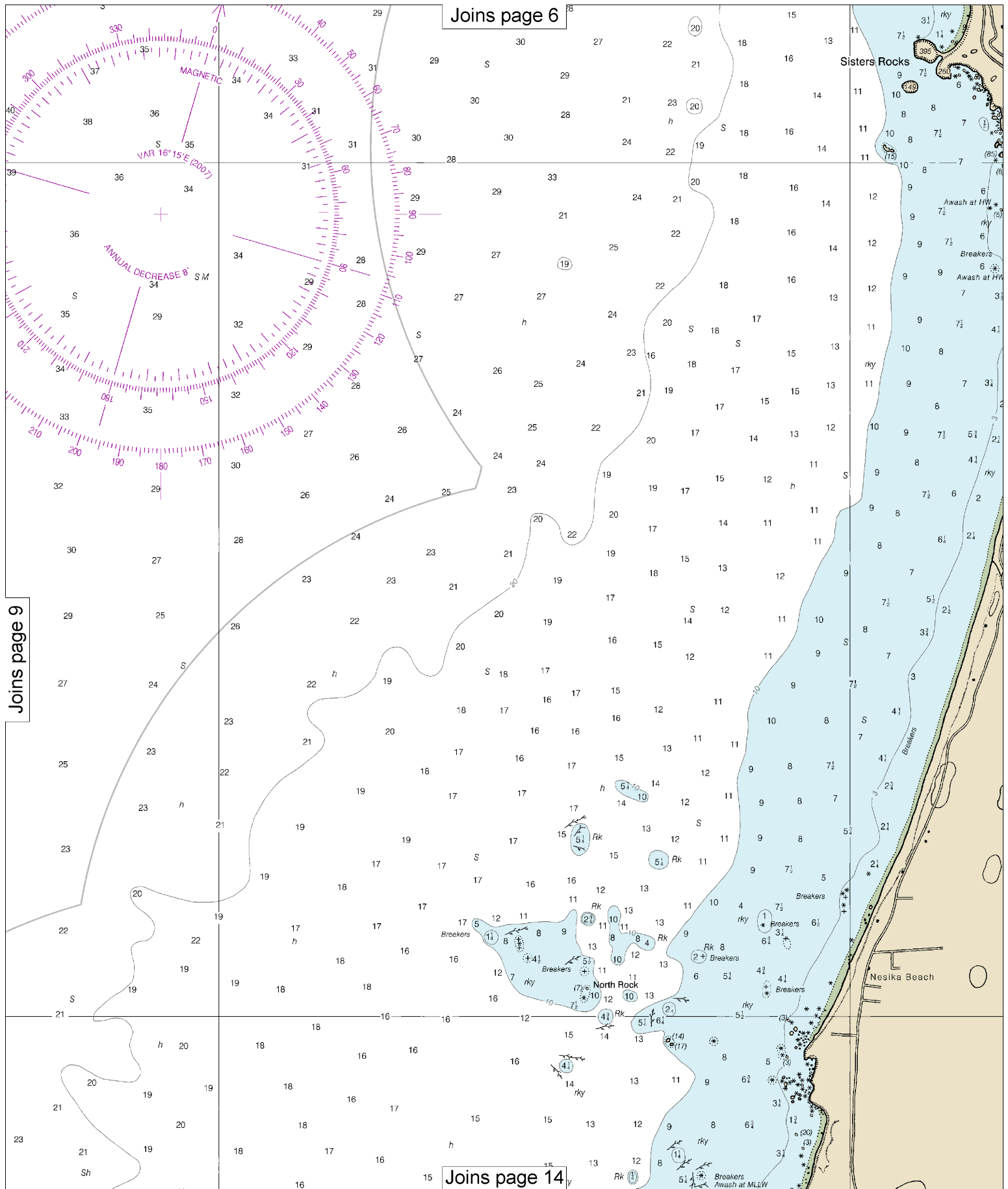




Joins page 5



Joins page 10



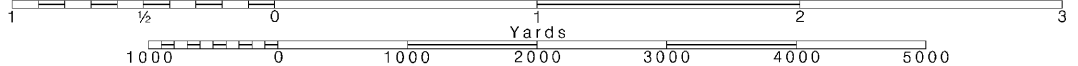
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



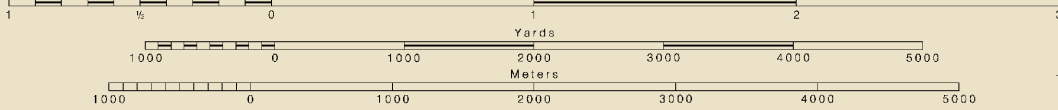
corrected an aver  
agree with this cha

Joins page 7

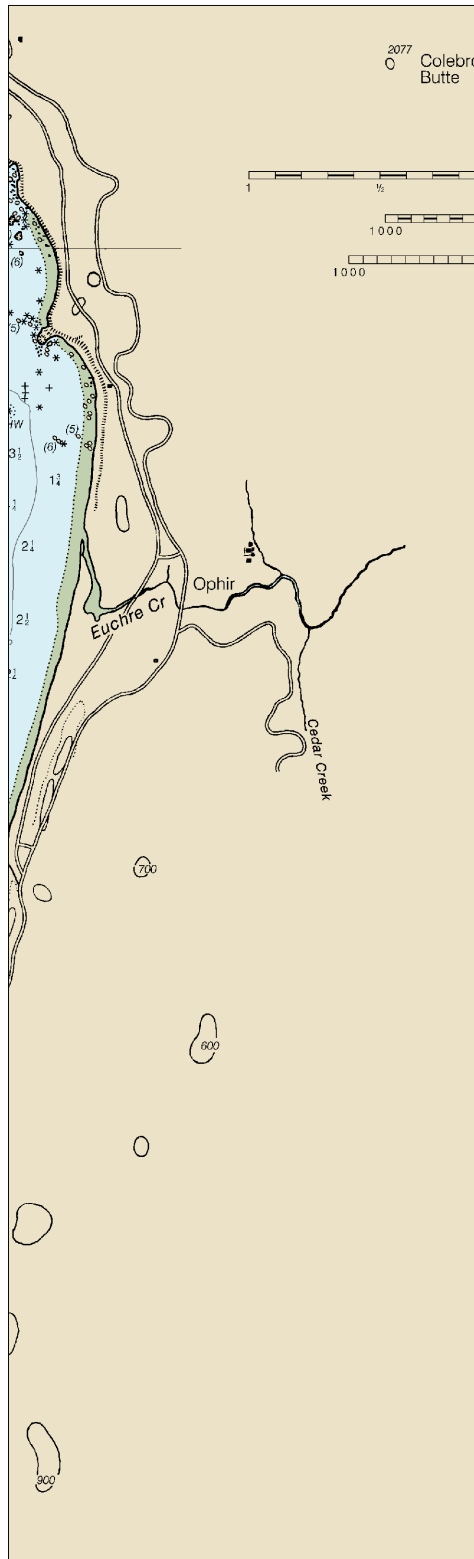
4.366" westward to

2077  
O Colebrook  
Butte

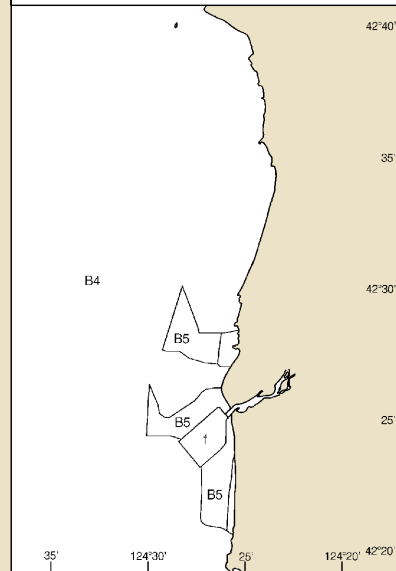
SCALE 1:40,000  
Nautical Miles



35'



SOURCE			
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage
f		US Government Surveys	



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*.

Joins page 15

42°  
30'

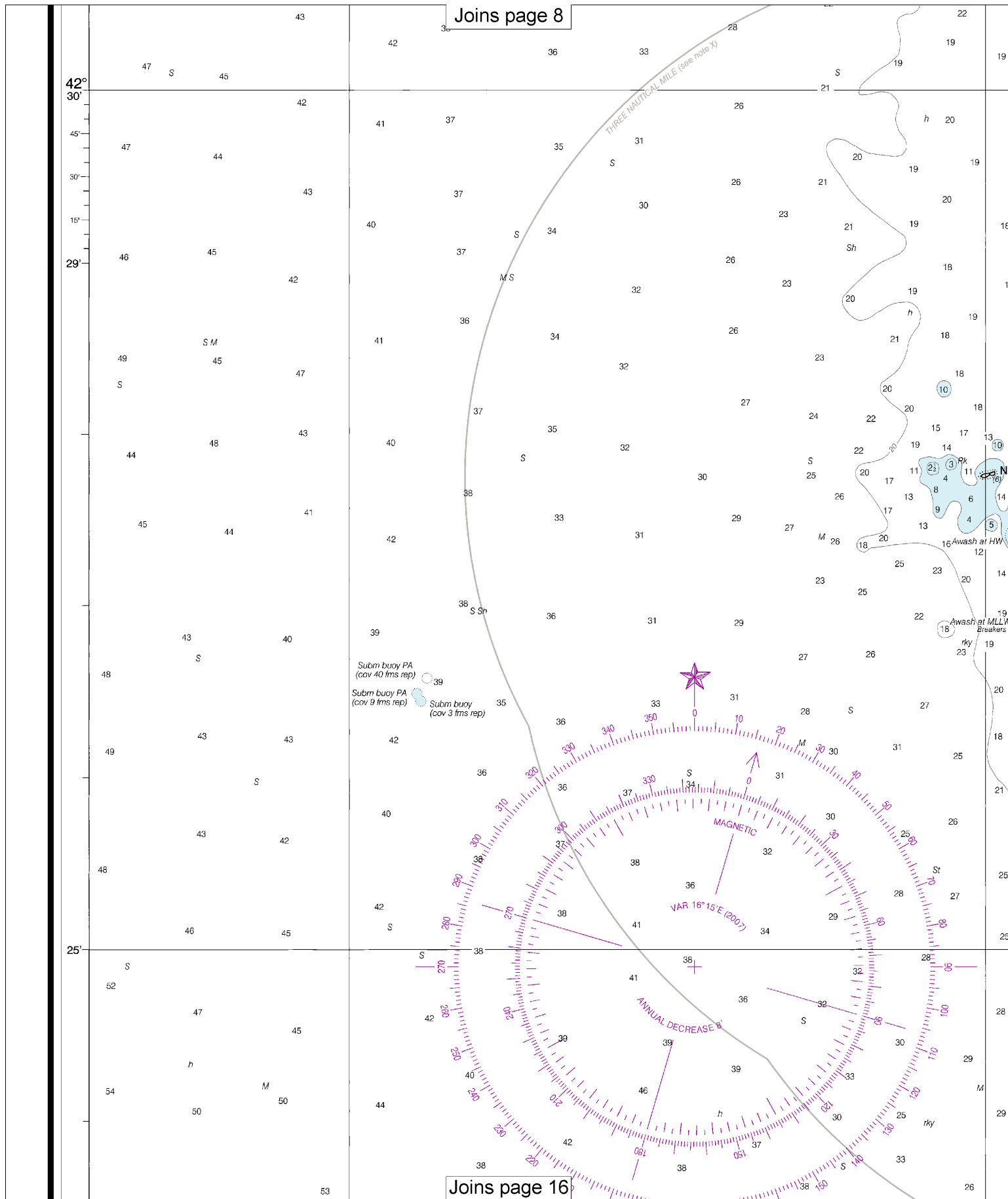
45'

30'

15'

29'

Joins page 8



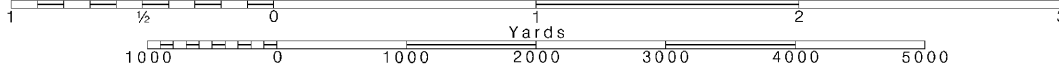
12

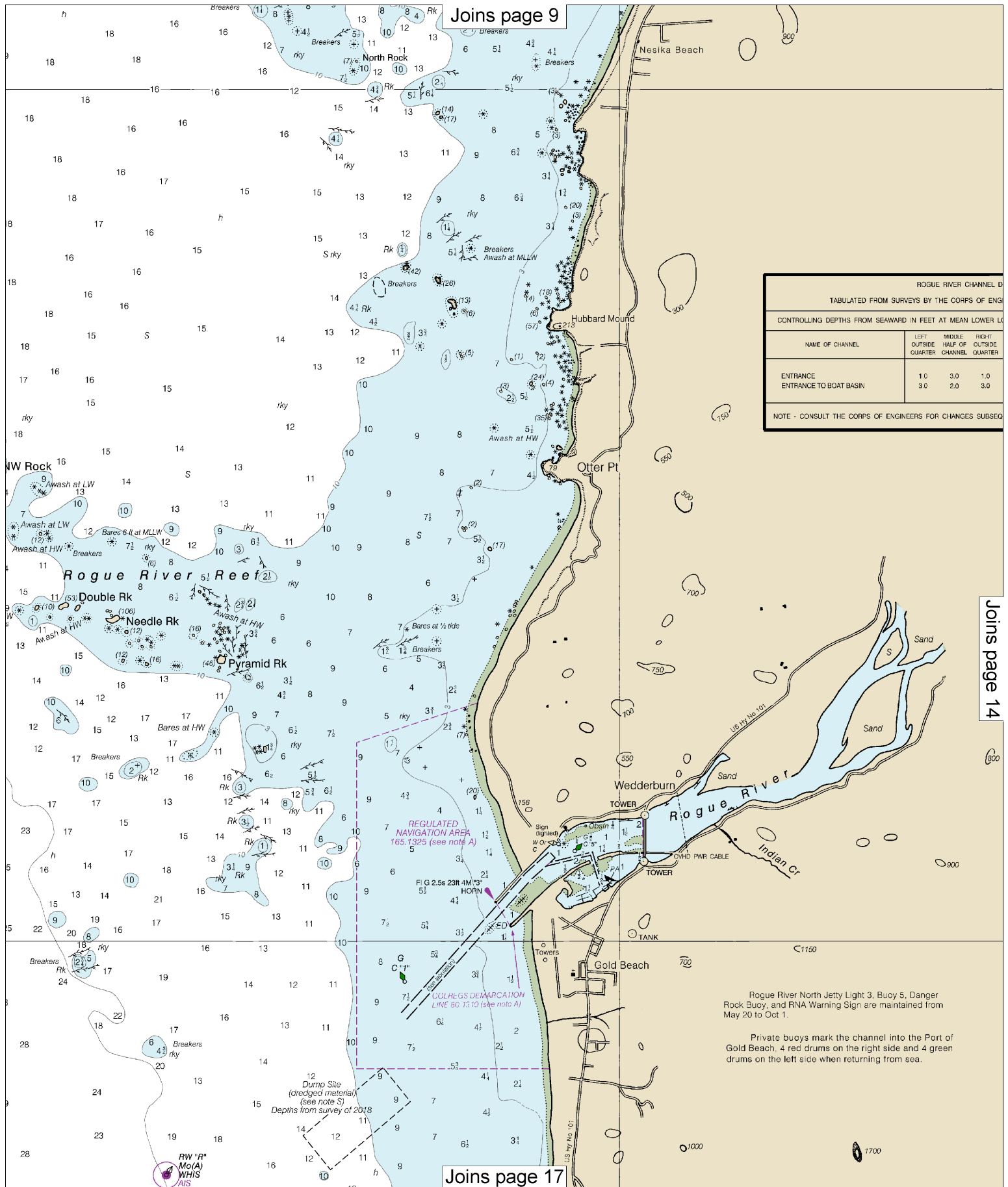
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





Joins page 9

Joins page 14

Joins page 17

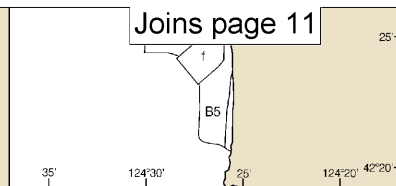
ROGUE RIVER CHANNEL D			
TABULATED FROM SURVEYS BY THE CORPS OF ENG			
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LO			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER
ENTRANCE	1.0	3.0	1.0
ENTRANCE TO BOAT BASIN	3.0	2.0	3.0
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSE			

Rogue River North Jetty Light 3, Buoy 5, Danger Rock Buoy, and RNA Warning Sign are maintained from May 20 to Oct 1.

Private buoys mark the channel into the Port of Gold Beach, 4 red drums on the right side and 4 green drums on the left side when returning from sea.







## 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*.

ROGUE RIVER CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUN 2016							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
ENTRANCE	1.0	3.0	1.0	6-18	300	1.2	13
ENTRANCE TO BOAT BASIN	3.0	2.0	3.0	5-18	100	0.5	10

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

## 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.

## 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.

Port Orford, OR WNG-596 162.425 MHz  
Brookings, OR KIH-37 162.55 MHz

## 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).



Rogue River North Jetty Light 3, Buoy 5, Danger Light, and RNA Warning Sign are maintained from Oct 1.

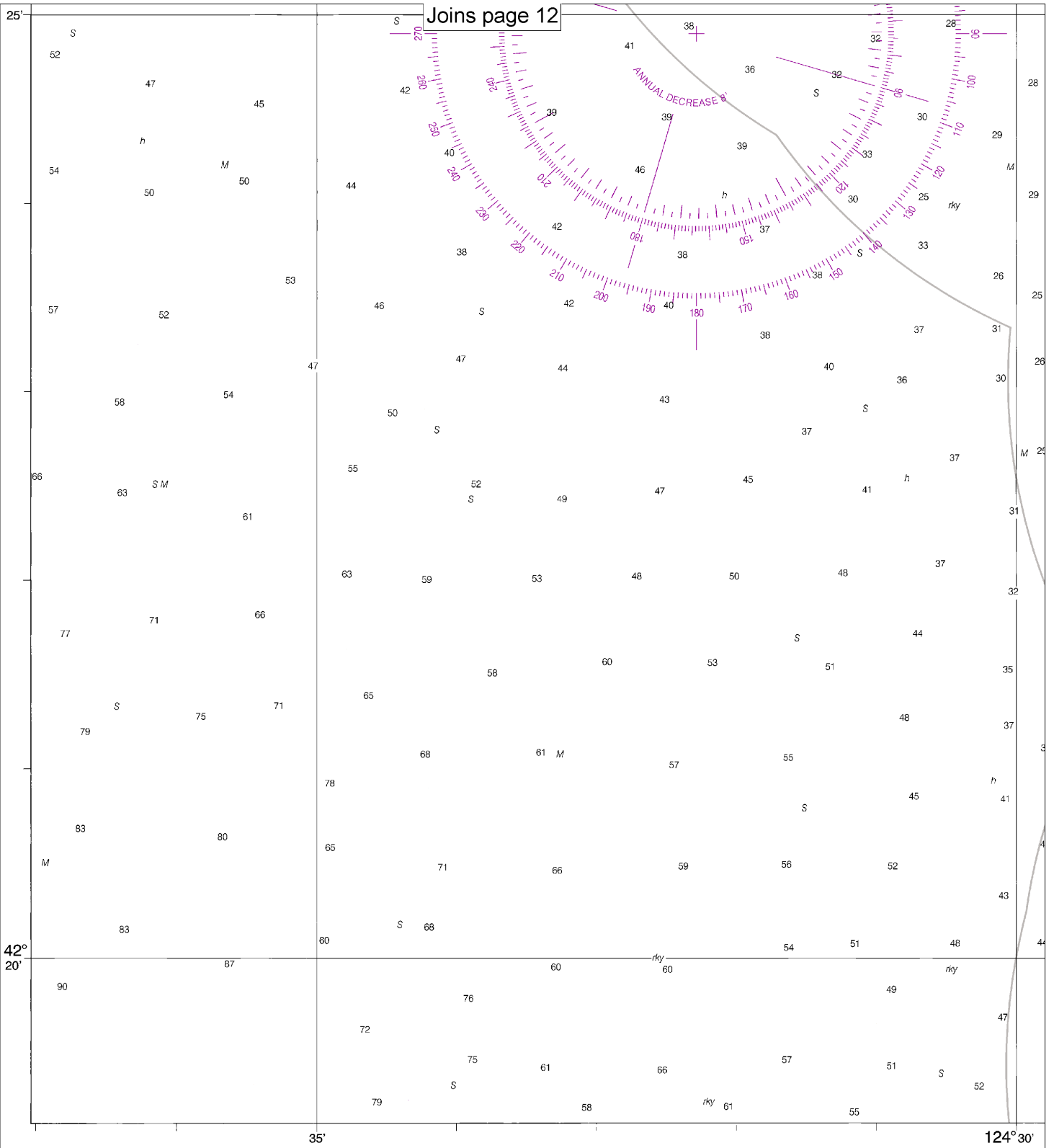
Yellow buoys mark the channel into the Port of Orford, 4 red drums on the right side and 4 green buoys on the left side when returning from sea.

Signal Buttes  
3512

## TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Wedderburn, Rogue River	(42°26'N/124°25'W)	6.7	6.0	1.1

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>. (Nov 1997)



18601

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

This is the Last Edition of this chart. It will be canceled on Jul 31, 2024  
14th Ed., Feb. 2007. Last Correction: 1/30/2024. Cleared through:  
LNM: 2124 (5/21/2024), NM: 2224 (6/1/2024), CHS: 0224 (2/23/2024)

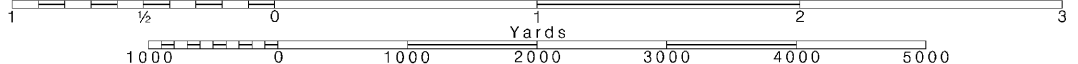
16

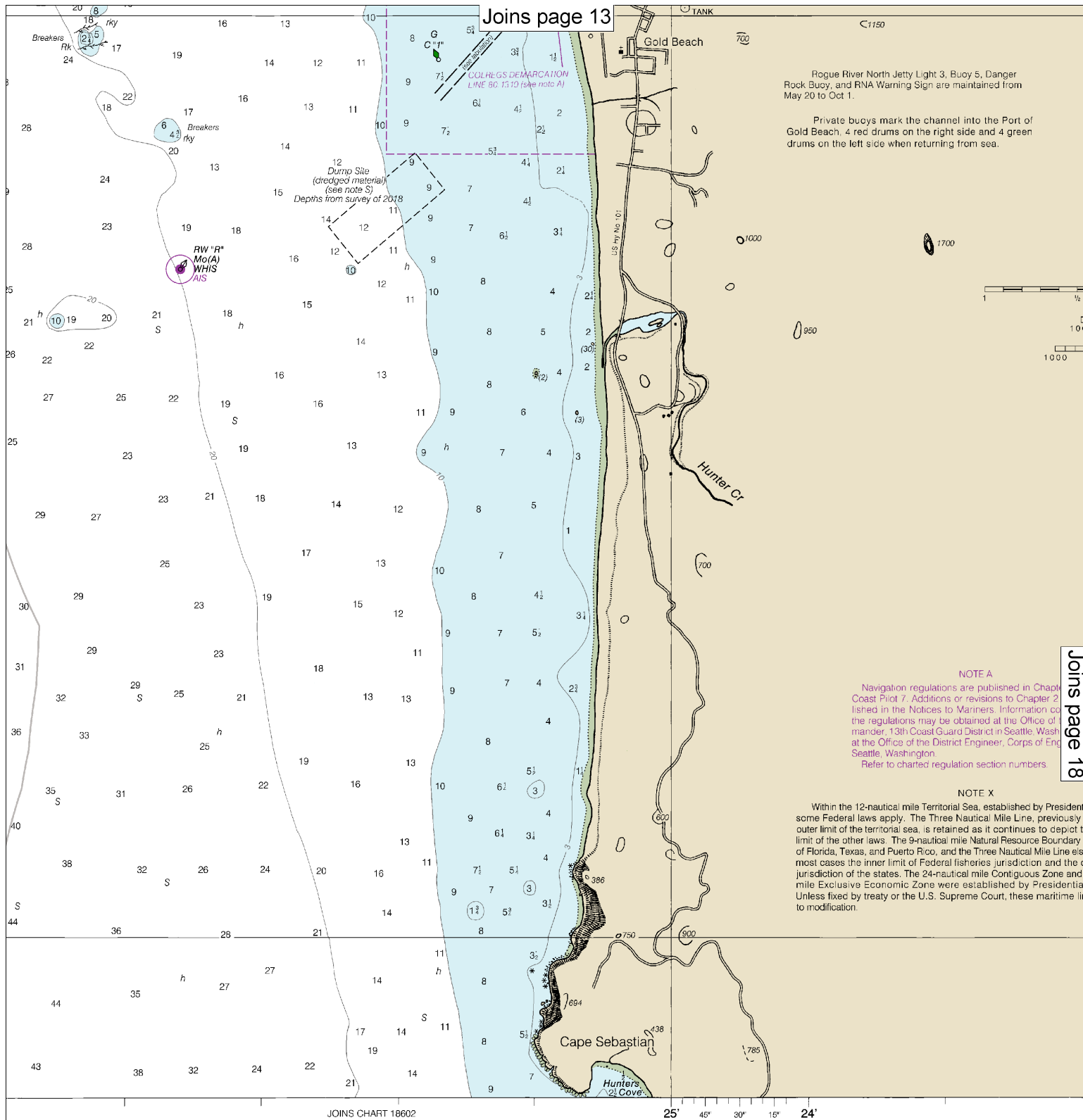
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





Rogue River North Jetty Light 3, Buoy 5, Danger Rock Buoy, and RNA Warning Sign are maintained from May 20 to Oct 1.

Private buoys mark the channel into the Port of Gold Beach. 4 red drums on the right side and 4 green drums on the left side when returning from sea.

NOTE A

Navigation regulations are published in Chapter 2 of the Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information on 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, Seattle, Washington. Refer to charted regulation section numbers.

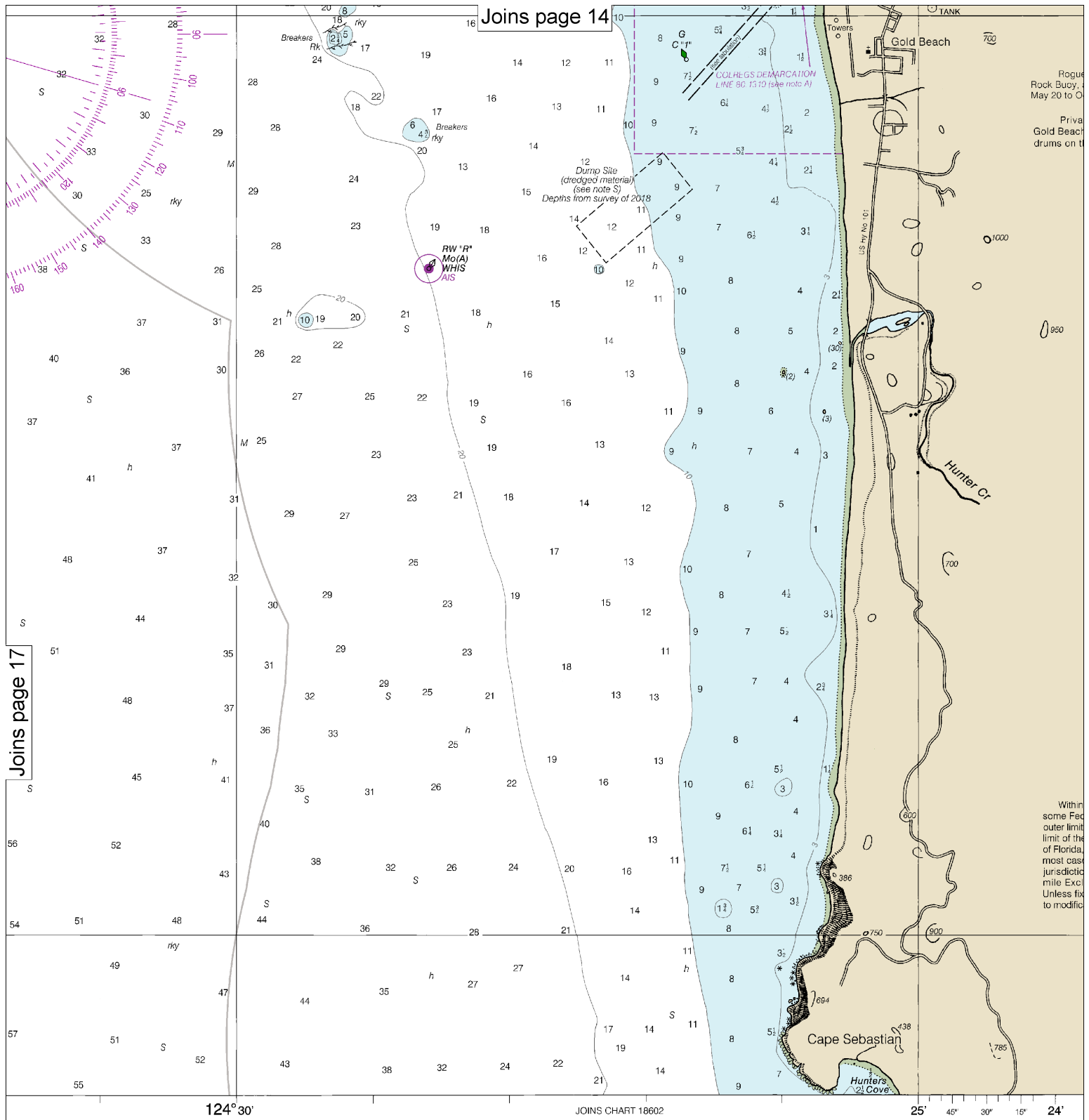
NOTE X

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

IN FATHOMS

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

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	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100																																																																			
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	306	312	318	324	330	336	342	348	354	360	366	372	378	384	390	396	402	408	414	420	426	432	438	444	450	456	462	468	474	480	486	492	498	504	510	516	522	528	534	540	546	552	558	564	570	576	582	588	594	600	606	612	618	624	630	636	642	648	654	660	666	672	678	684	690	696	702	708	714	720	726	732	738	744	750	756	762	768	774	780	786	792	798	804	810	816	822	828	834	840	846	852	858	864	870	876	882	888	894	900	906	912	918	924	930	936	942	948	954	960	966	972	978	984	990	996	1000
METERS	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	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100																																																																			



# SOUNDINGS IN FATHOMS

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

FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6

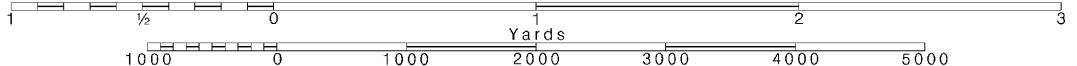
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





ue River North Jetty Light 3, Buoy 5, Danger  
and RNA Warning Sign are maintained from  
Oct 1.

ate buoys mark the channel into the Port of  
ch, 4 red drums on the right side and 4 green  
the left side when returning from sea.

## TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Wedderburn, Rogue River	(42°26'N/124°25'W)	feet 6.7	feet 6.0	feet 1.1

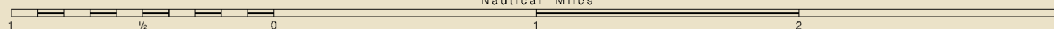
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels,  
tide predictions, and tidal current predictions are available on the internet from <http://desandcurrents.noaa.gov>.  
(Nov 1997)



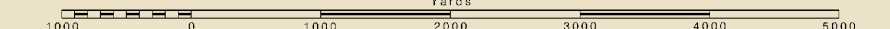
Grizzly Mt  
2339

SCALE 1:40,000

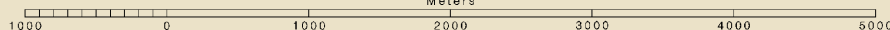
Nautical Miles



Yards



Meters



## 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 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:

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

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices 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.

## NOTE X

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

## 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 and U.S. Coast Guard.

## SUPPLEMENTAL INFORMATION

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

## CAUTION

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

## CAUTION

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

## AIDS TO NAVIGATION

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

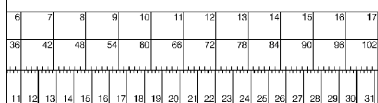
42°  
20'

124° 20'

Cape Sebastian to Humbug Mt., Oregon

SOUNDINGS IN FATHOMS - SCALE 1:40,000

18601





## 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/>

## 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!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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