

BookletChart™

Cape Blanco to Yaquina Head

NOAA Chart 18580

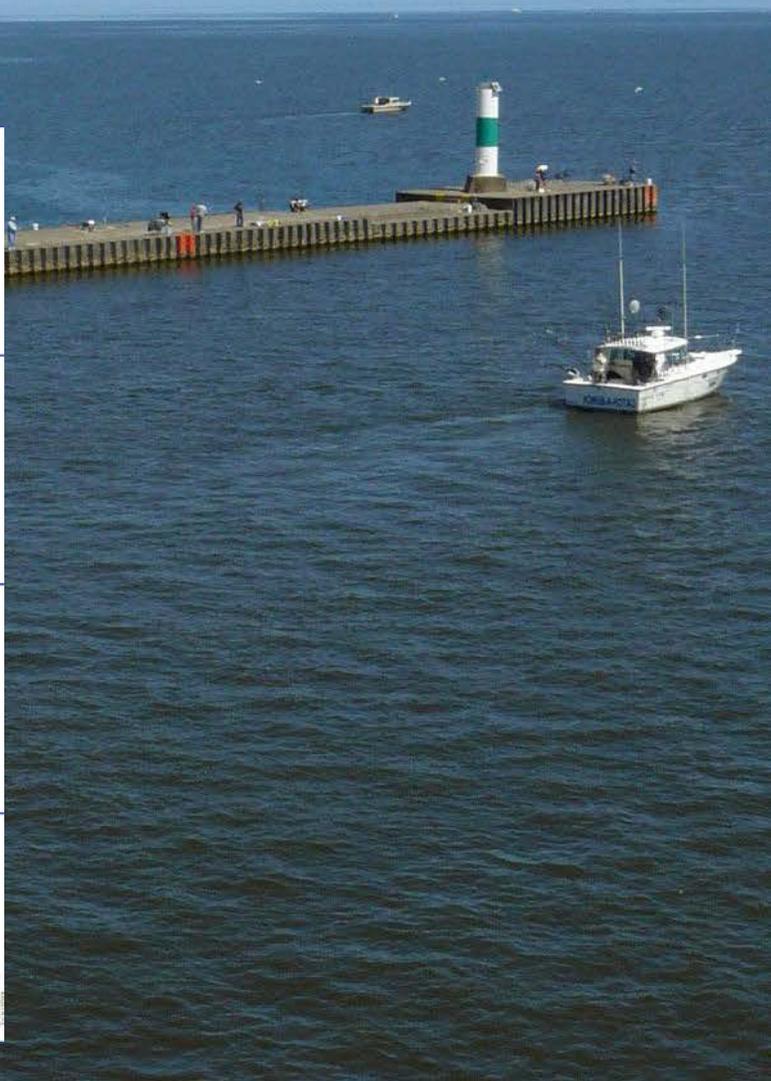
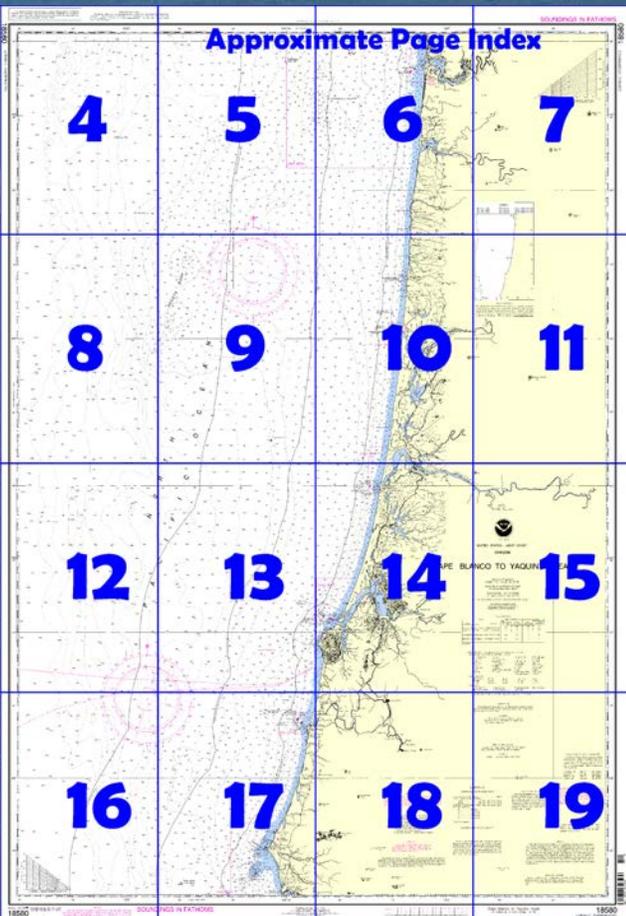


A reduced-scale NOAA nautical chart for small boaters

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.

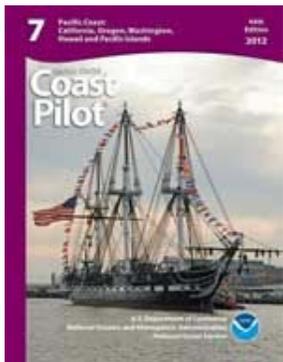
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18580>.



(Selected Excerpts from Coast Pilot)

From Cape Blanco for 112 miles to Yaquina Head, the coast is remarkably straight and trends in a NNE direction. It differs considerably from the coast to the S. The coastal mountains are much lower, the difference being more marked because of the high mountains inland. The shore consists of high yellow sand dunes and cliffs broken by bold rocky headlands of moderate height and backed by low pine-covered hills. There are few outlying dangers, the outermost

being Blacklock Point, Coquille Rock, and Cape Arago.

From Blacklock Point the shore continues rocky with cliffs gradually

decreasing in height for 1.5 miles N, thence for about 11 miles the shore is a broad sandy beach backed by dunes and long narrow lakes. From the end of the sand beach for 2 miles to the mouth of Coquille River, the shore again consists of rocky cliffs, 40 to 80 feet high, with several outlying rocks as much as 0.5 mile from shore. Covered dangers extend 1.6 miles W from Coquille Point. The land directly behind this stretch of coast is comparatively flat and wooded, rising to heights of 1,000 feet in 2.5 to 3 miles.

Coquille River.—The Coast Guard has established Coquille River Regulated Navigation Area Warning Sign, a seasonal **rough bar advisory sign**, 29 feet above the water, visible from the channel looking seaward on the S shore just N of the Coast Guard station, 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.

Coos Bay.—The Coast Guard has established Coos Bay South Slough Regulated Navigation Warning Sign, a **rough bar advisory sign**, on the E end of the breakwater at Charleston Boat Basin in about 43°20'48"N., 124°19'18"W., to promote safety for small-boat operators. The sign is diamond-shaped, painted white with an international orange border, and with the words **“Rough Bar”** in black letters. The sign is equipped with two flashing amber lights that will be activated when hazardous conditions exist and the bar is restricted to recreational and uninspected passenger vessels. Boaters are advised, however, that if the lights are not flashing, it is no guarantee that the sea conditions are favorable.

Umpqua River.—The Coast Guard has established Umpqua River Regulated Boating Area Warning Sign, a **rough bar advisory sign**, visible from the river channel looking seaward, on Winchester Point about 1.5 miles inside the river entrance, to promote safety for small-boat operators. The sign is diamond-shaped, painted white with an international orange border, and with the words **“Rough Bar”** in black letters. The sign is equipped with two flashing yellow lights that will be activated when the seas exceed 4 feet in height and are considered hazardous for small boats. Boatmen are advised, however, that if the lights are not flashing, it is no guarantee that conditions are favorable. **Umpqua River Coast Guard Station** is in East Basin about 2.3 miles from the entrance.

Siuslaw River.—The entrance and south jetty shoals tend to build during late winter and spring. Mariners are advised to contact **Siuslaw River Coast Guard Station** on VHF-FM channel 16 before attempting to cross the bar.

Siuslaw River.—The Coast Guard has established Siuslaw River Regulated Navigation Warning Sign, a **rough bar advisory sign**, 37 feet above the water, visible from the channel looking seaward, on the Coast Guard lookout tower on the N jetty, to promote safety for small-boat operators. The sign is diamond-shaped, painted white 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 are activated when hazardous conditions exist and the bar is restricted to recreational and inspected passenger vessels. Boaters are cautioned, however, that if the lights are not flashing, it is no guarantee that sea conditions are favorable.

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

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

Table of Selected Chart Notes

Corrected through NM Dec. 10/05
Corrected through LNM Dec. 06/05

Mercator Projection
Scale 1:191,730 at Lat. 43°40'
North American Datum of 1983
(World Geodetic System 1984)
**SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER**

HEIGHTS
Heights in feet above Mean High Water.

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 0.578' southward and 4.387' westward to agree with this chart.

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.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio 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.

Coos Bay, OR	KIH-32	162.40 MHz
Eugene, OR	KEC-42	162.40 MHz
Newport, OR	KIH-33	162.55 MHz
Florence, OR	WNG-674	162.500 MHz

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

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.

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, 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.

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY100kHz
PULSE REPETITION INTERVAL
599059,900 Microseconds
994099,400 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 9940-X

RATES ON THIS CHART
5990-Y 5990-Z
9940-W 9940-X

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

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).

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.

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 7, Chapter 3 for details.

AUTHORITIES

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

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction 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.

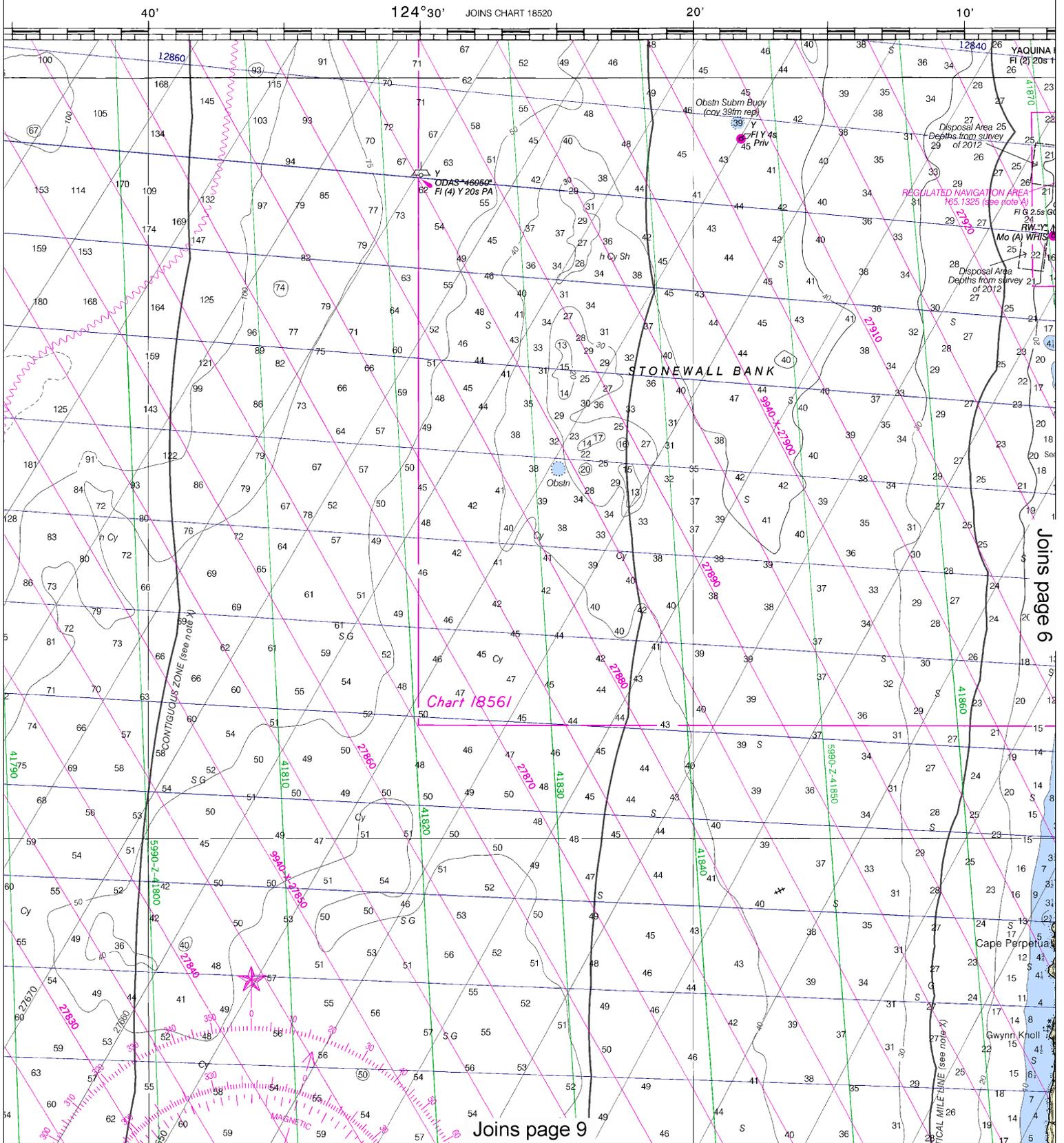
NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

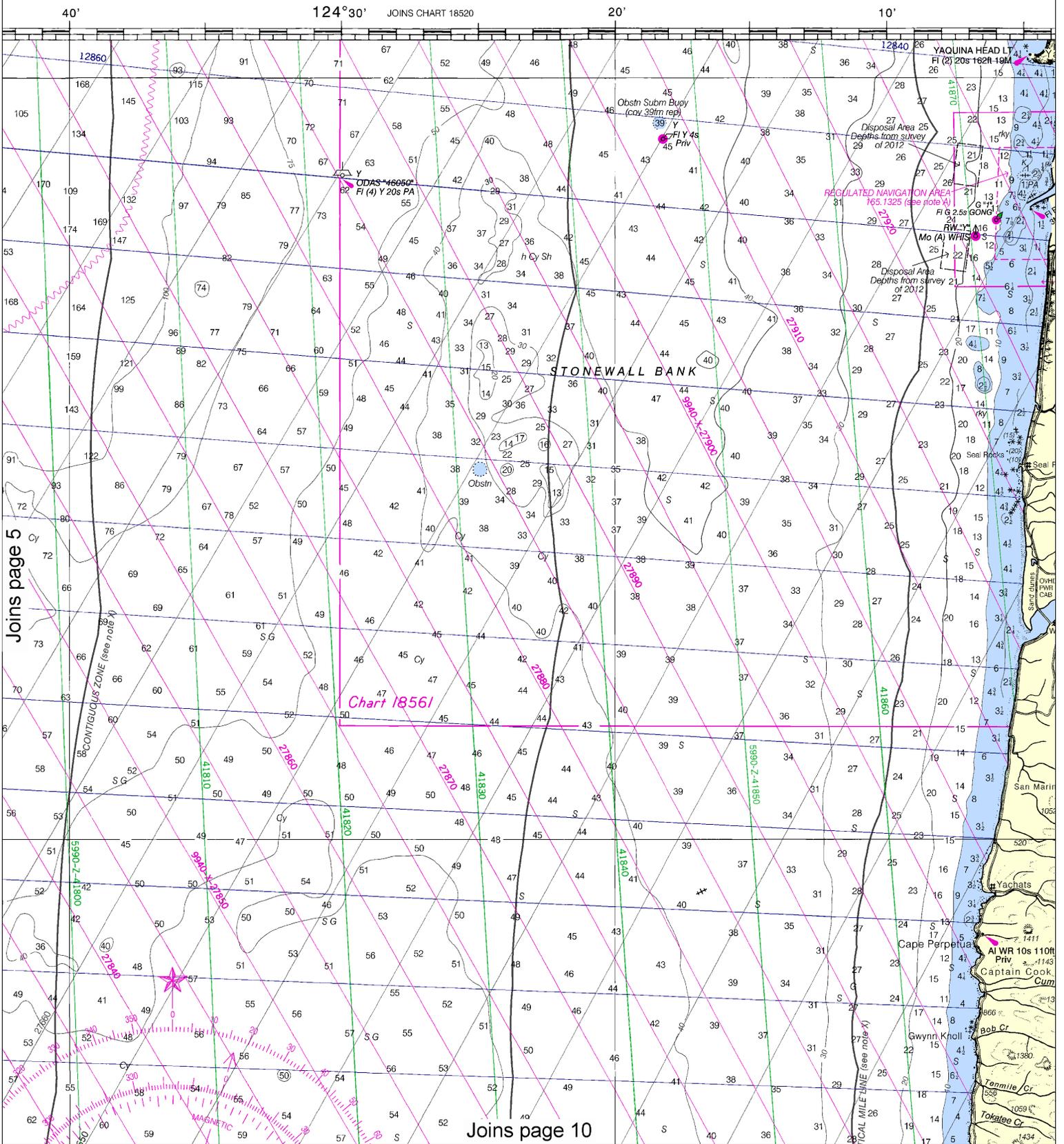
TIDAL INFORMATION

Place Name (Lat/Long)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Newport, Yaquina River (44°38'N/124°03'W)	8.0	7.3	1.3	-3.0
Waldport, Alsea Bay (44°26'N/124°04'W)	7.7	7.0	1.2	-3.0
Umpqua River Entrance (43°41'N/124°12'W)	6.9	6.3	1.2	-3.0
Bandon, Coquille River (43°07'N/124°25'W)	7.1	6.4	1.2	---

(Oct 2005)



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:255640. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

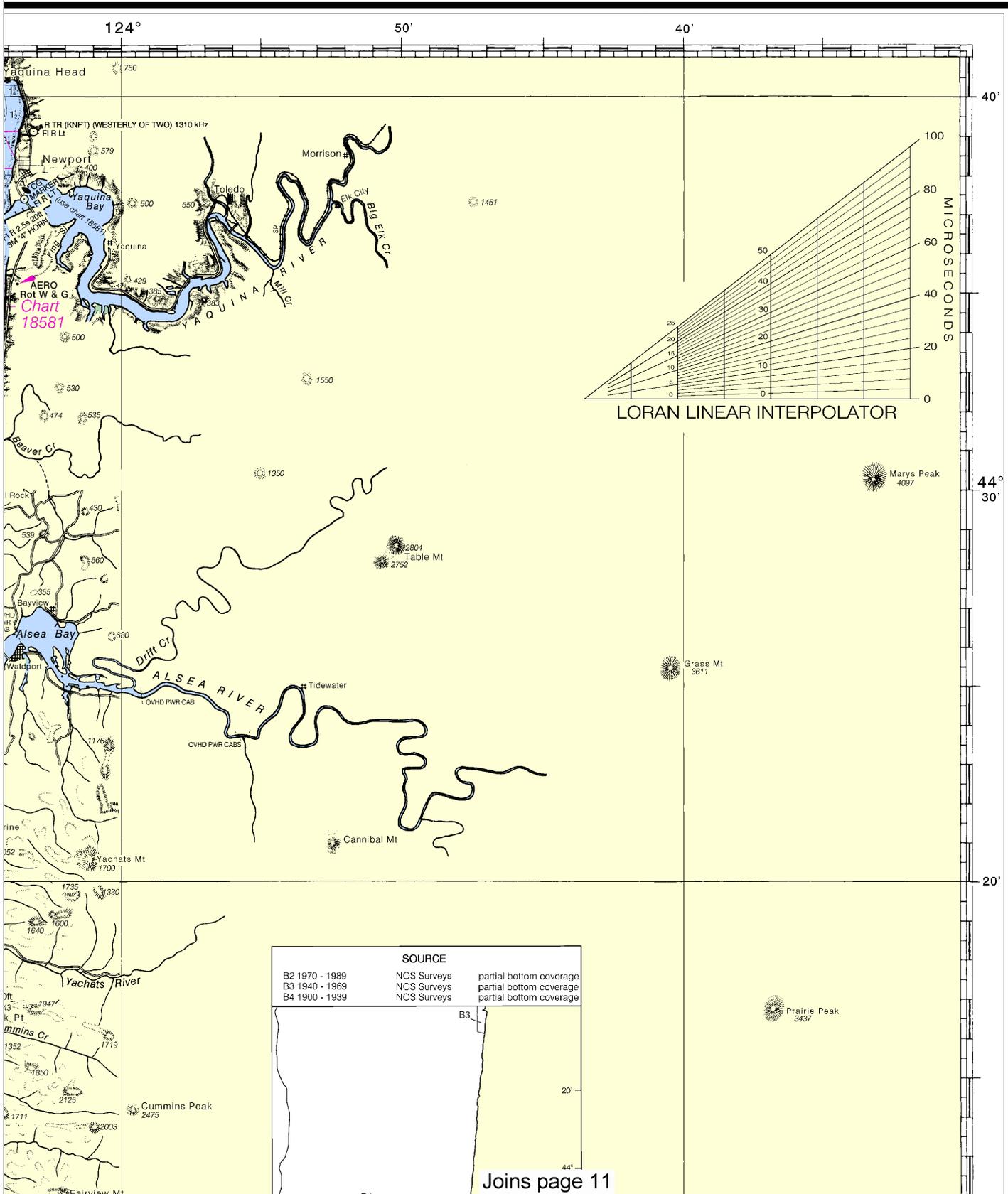


Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS

18580

LORAN-C OVERPRINTED

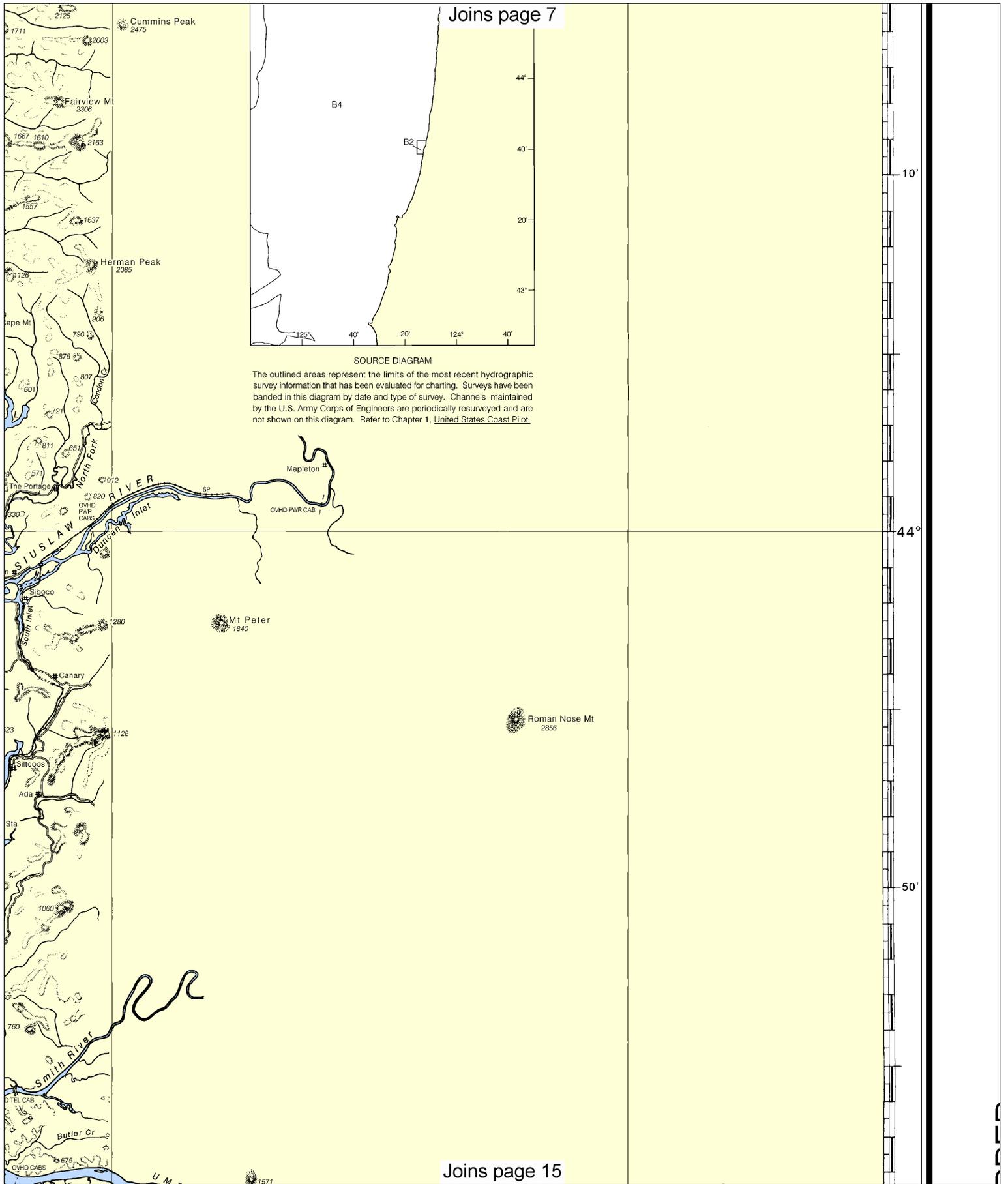


SOURCE		
B2 1970 - 1989	NOS Surveys	partial bottom coverage
B3 1940 - 1969	NOS Surveys	partial bottom coverage
B4 1900 - 1939	NOS Surveys	partial bottom coverage

Joins page 11

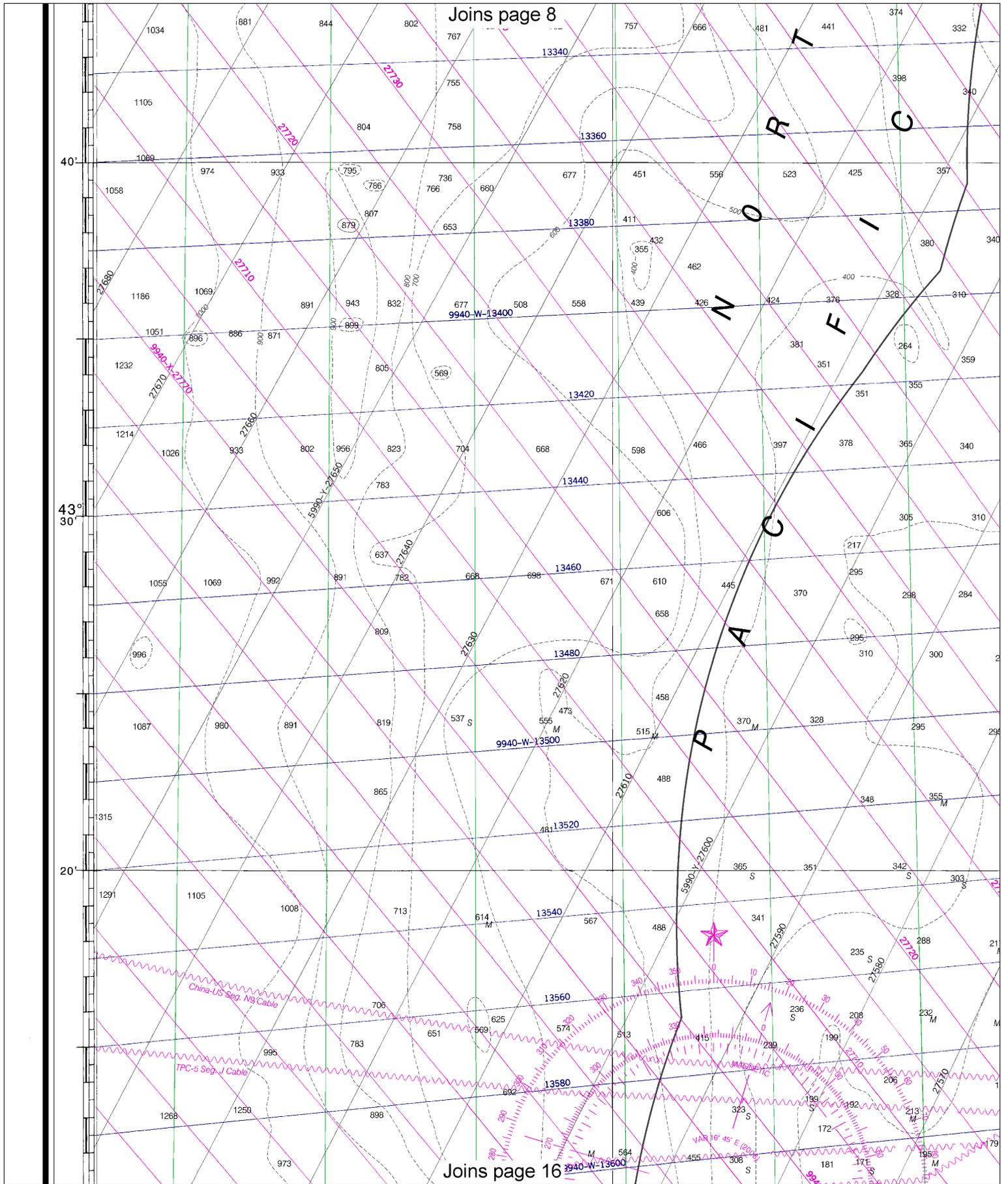
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0213 1/8/2013,
 NGA Weekly Notice to Mariners: 0513 2/2/2013,
 Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.





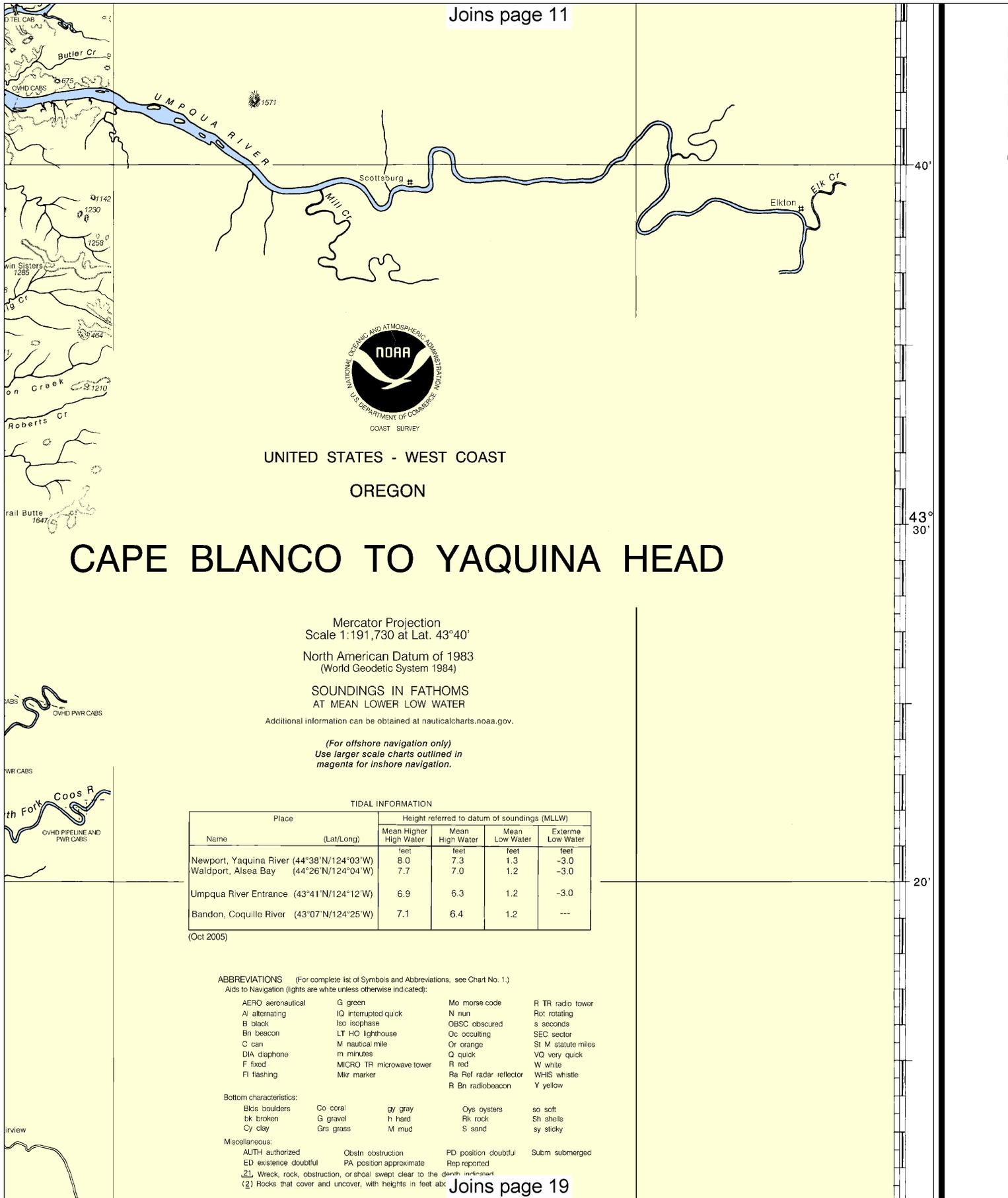
SOURCE DIAGRAM

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*.



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Note: Chart grid lines are aligned with true north.



UNITED STATES - WEST COAST

OREGON

CAPE BLANCO TO YAQUINA HEAD

Mercator Projection
 Scale 1:191,730 at Lat. 43°40'
 North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FATHOMS
 AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

(For offshore navigation only)
 Use larger scale charts outlined in
 magenta for inshore navigation.

TIDAL INFORMATION

Place	Name (Lat/Long)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Newport, Yaquina River	(44°38'N/124°03'W)	8.0	7.3	1.3	-3.0
Waldport, Alsea Bay	(44°26'N/124°04'W)	7.7	7.0	1.2	-3.0
Umpqua River Entrance	(43°41'N/124°12'W)	6.9	6.3	1.2	-3.0
Bandon, Coquille River	(43°07'N/124°25'W)	7.1	6.4	1.2	---

(Oct 2005)

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 | VQ very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |

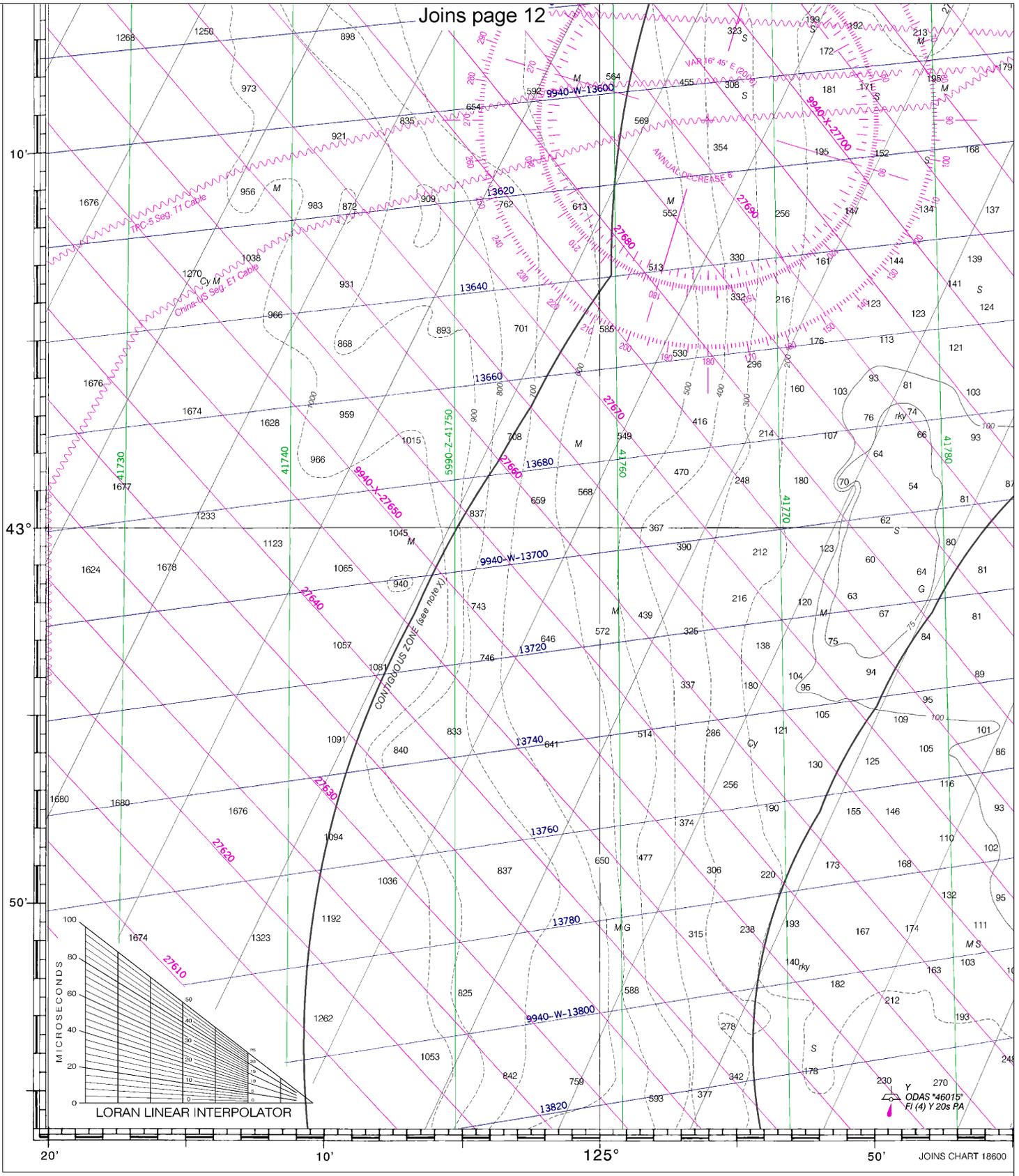
Bottom characteristics:

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

Miscellaneous:

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

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated
 (2) Rocks that cover and uncover, with heights in feet above low water



22nd Ed., Dec./05 ■ Corrected through NM Dec. 10/05
 Corrected through LNM Dec. 06/05

18580

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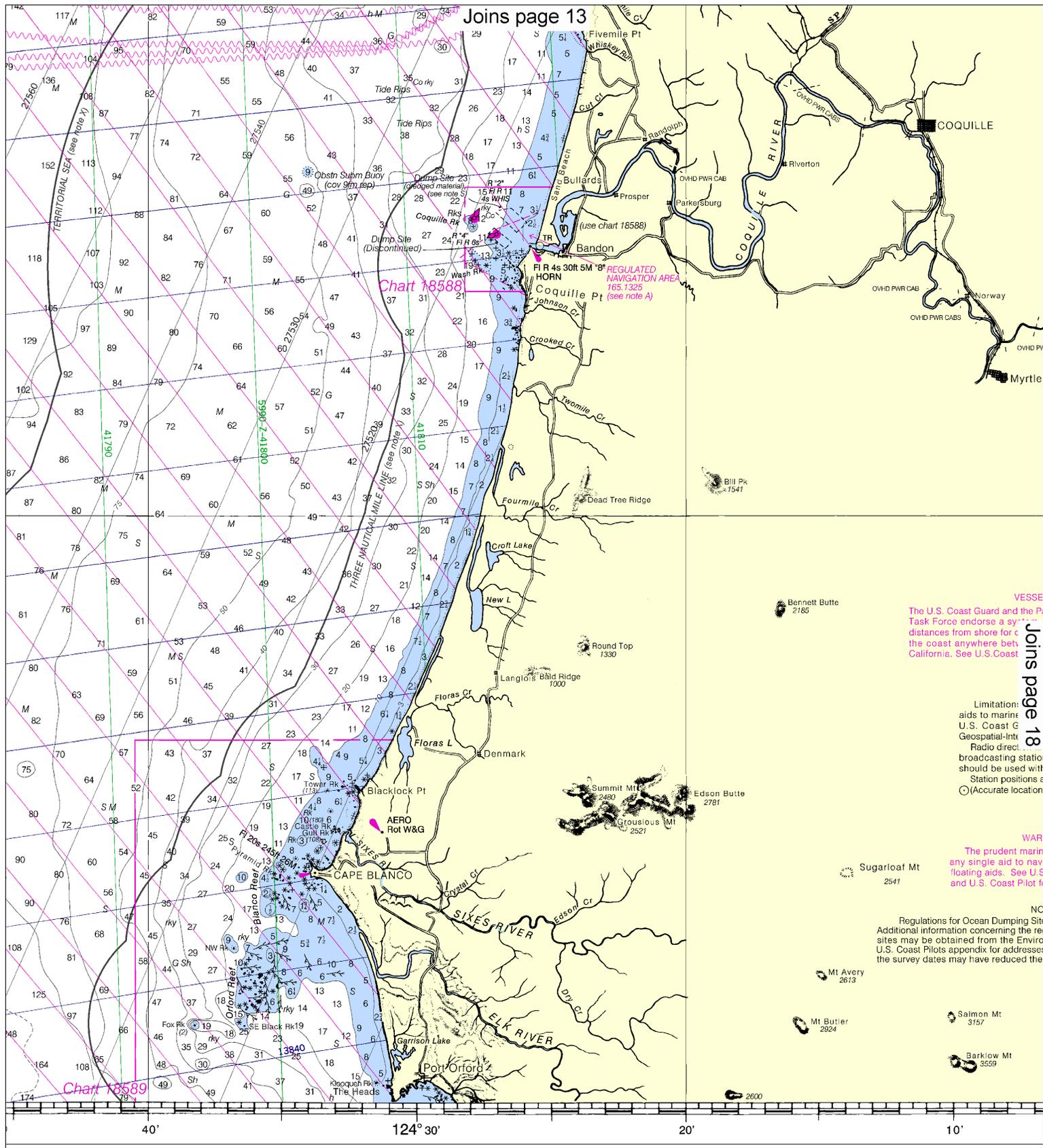
CAUTION

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.

SOUNDINGS IN FATHOMS

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Note: Chart grid lines are aligned with true north.



VESSELS
 The U.S. Coast Guard and the Port Task Force endorse a systematic distances from shore for the coast anywhere between California. See U.S. Coast

Limitation:
 aids to marine U.S. Coast Geospatial-Int'l Radio direct broadcasting station should be used with Station positions and (Accurate location)

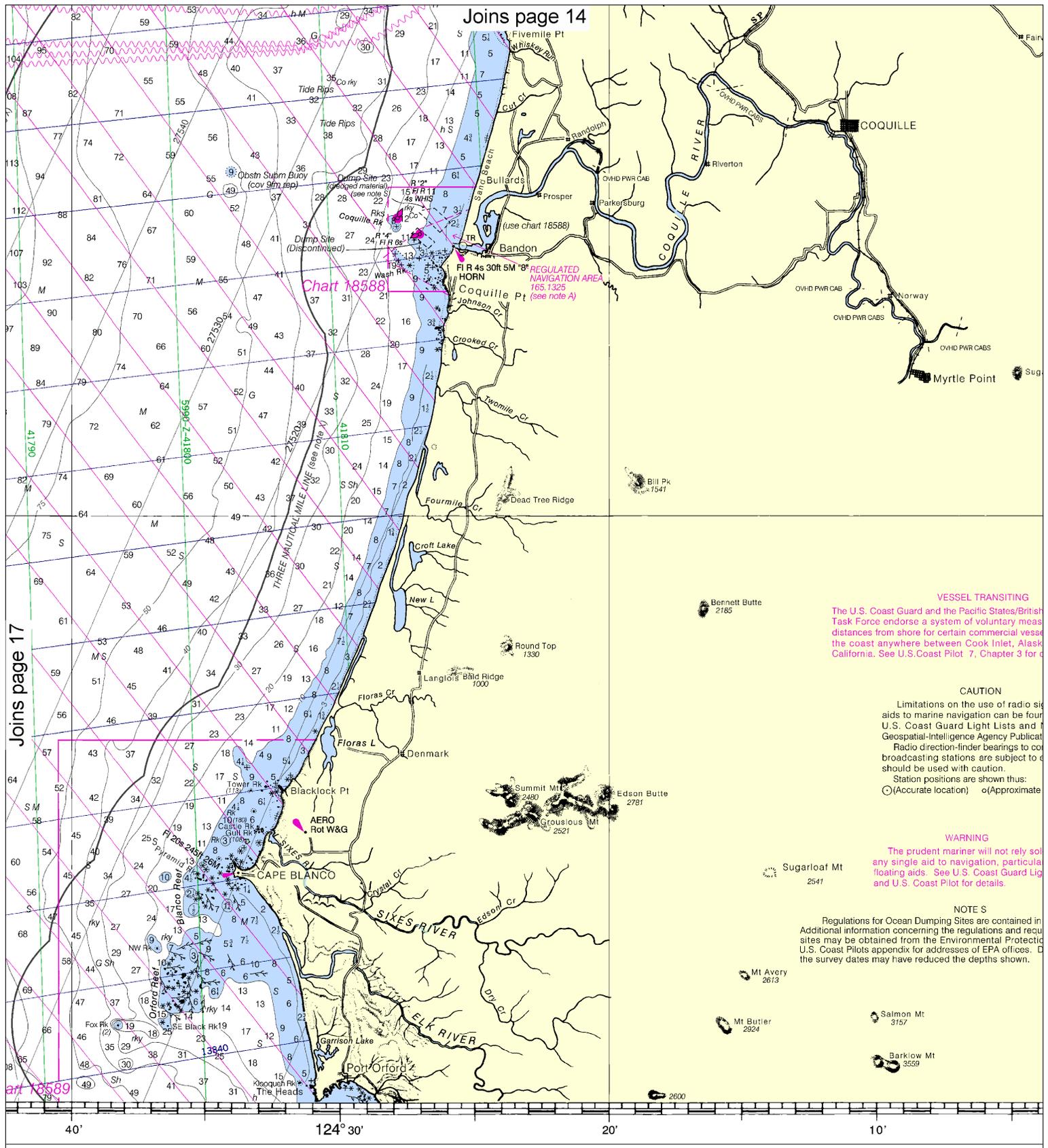
WAR
 The prudent mariner any single aid to navigation floating aids. See U.S. and U.S. Coast Pilot for

NC
 Regulations for Ocean Dumping Site Additional information concerning the sites may be obtained from the Enviro U.S. Coast Pilots appendix for addresses the survey dates may have reduced the

MS

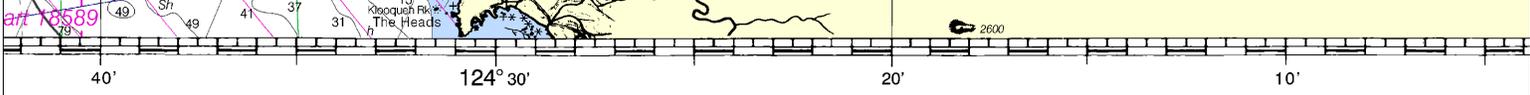
Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS	1	2	3	4
FEET	6	12	18	24
METERS	1	2	3	4



Joins page 14

Joins page 17



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 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS	1	2	3	4	5	6	7
FEET	6	12	18	24	30	36	42
METERS	1	2	3	4	5	6	7

18

Note: Chart grid lines are aligned with true north.

VESSEL TRANSITING
 The U.S. Coast Guard and the Pacific States/British Task Force endorse a system of voluntary measuring distances from shore for certain commercial vessels on the coast anywhere between Cook Inlet, Alaska to California. See U.S. Coast Pilot 7, Chapter 3 for details.

CAUTION
 Limitations on the use of radio direction-finder bearings to marine navigation aids can be found in the U.S. Coast Guard Light Lists and the International Geospatial-Intelligence Agency Publications. 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)

WARNING
 The prudent mariner will not rely solely on any single aid to navigation, particularly floating aids. See U.S. Coast Guard Light Lists and U.S. Coast Pilot for details.

NOTE S
 Regulations for Ocean Dumping Sites are contained in the U.S. Coast Pilot. Additional information concerning the regulations and required permits may be obtained from the Environmental Protection Agency. See U.S. Coast Pilot's appendix for addresses of EPA offices. Depth soundings are shown as of the survey dates which may have reduced the depths shown.

Blks boulders Co coral gy gray
 bk broken G gravel h hard
 Cy clay Grs grass M mud S sand sy sticky

Miscellaneous:
 AUTH authorized Obstrn 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.

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.

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

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

HEIGHTS
 Heights in feet above Mean High 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.

Coos Bay, OR	KIH-32	162.40 MHz
Eugene, OR	KEC-42	162.40 MHz
Newport, OR	KIH-33	162.55 MHz
Florence, OR	WNG-674	162.500 MHz

Kenyon Mt
3266

**LORAN-C
 GENERAL EXPLANATION**

LORAN-C FREQUENCY 100kHz
 PULSE REPETITION INTERVAL
 5990 59,900 Microseconds
 9940 99,400 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).

- M Master
- W Secondary
- X Secondary
- Y Secondary
- Z Secondary

EXAMPLE: 9940-X

RATES ON THIS CHART

5990-Y 5990-Z
 9940-W 9940-X

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

Mt Bolivar
4297

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 0.578' southward and 4.387' westward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.
 Refer to charted regulation section numbers.

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.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction 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.

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).

124°

50'

40'

10'

43°

50'

sh Columbia Oil Spill
 isures and minimum
 seis transiting along
 ka and San Diego,
 details.

signals as
 und in the
 National
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 commercial
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in 40 CFR, Parts 220-229.
 requirements for use of the
 ion Agency (EPA). See
 Dumping subsequent to



Cape Blanco to Yaquina Head
 SOUNDINGS IN FATHOMS - SCALE 1:191,730

18580
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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

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

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

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



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