BookletChart™

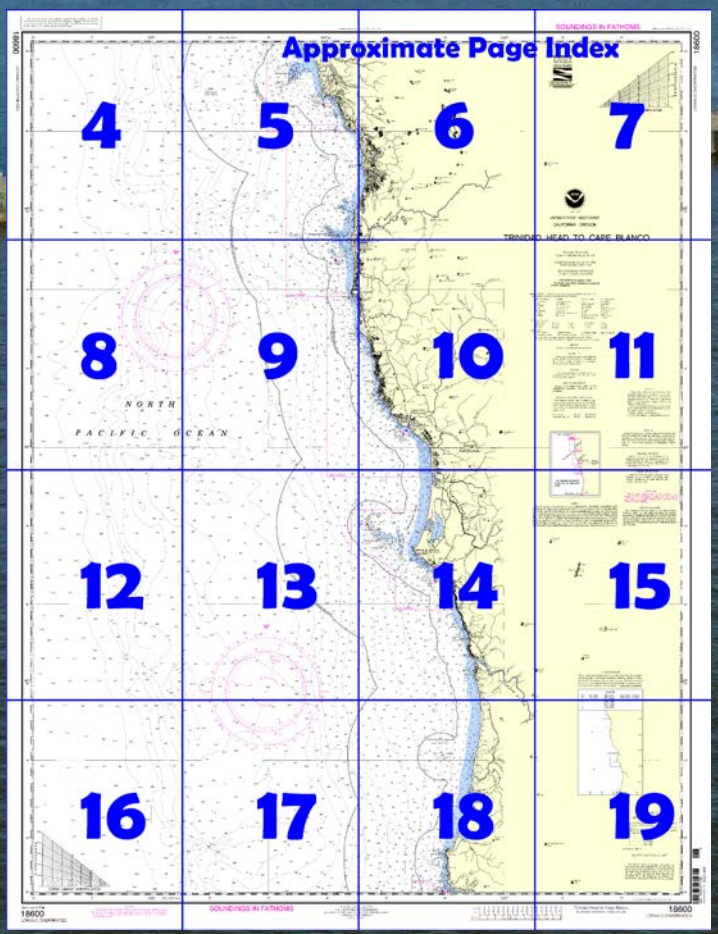
Trinidad Head to Cape Blanco

NOAA Chart 18600

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.

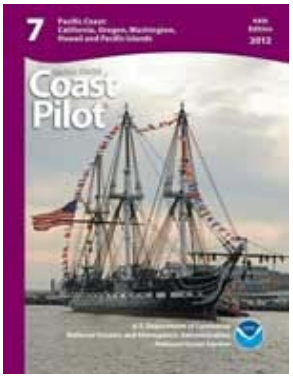
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=18600.



(Selected Excerpts from Coast Pilot)
From Trinidad Head for 5.5 miles to Rocky Point, the coast is rocky, with numerous outlying islets and ledges extending as much as 1.2 miles offshore and cliffs reaching elevations of over 100 feet. The mountains back of Trinidad Head are good landmarks for vessels approaching from seaward. N of Rocky Point, the beach is low and sandy, with several lagoons behind it, for nearly 11 miles to the S end of the Gold Bluffs. From this point to Point St. George, the coast is rocky, the cliffs being from 100 to 500 feet high and bordered by numerous rocks. The Klamath River breaks through the cliffs 16 miles S of Point St. George. From Point St. George for 65 miles to Cape Blanco, the coast trends in a general NW direction with a shallow bight known as Pelican Bay immediately N of Point St. George. The beach is fringed by numerous rocks and ledges, but, with the exception of St. George, Rogue River, and Orford Reefs, these in general do not extend over a mile from shore. The 30-fathom curve follows the general trend of the coast, and in thick weather may be considered as the limit inside of which it is unsafe to approach, but in the vicinity of St. George, Rogue River, and Orford Reefs, the depths should not be shoaled to less than 50 fathoms.

Green Rock, 108 feet high and of small extent, lies 1.5 miles N of Trinidad Head and nearly 600 yards offshore. The top is covered with grass. Numerous rocks lie inshore, and a rock awash lies 700 yards W of it. A rock covered 2¾ fathoms lies 0.5 mile W of Green Rock. It seldom breaks and rises abruptly from 15 fathoms. Two covered rocks lie 0.5 and 0.8 mile NNE of Green Rock.

White Rock, 118 feet high, lies 1.9 miles N of Trinidad Head. It is of small extent and is 250 yards off a wooded projecting head about the same height. Another rocky islet 129 feet high is 1 mile N of White Rock.

Cone Rock, 17 feet high, is 3.8 miles N of Trinidad Head and over 1 mile offshore. It is conical in shape and of small extent. A smaller rock, 15 feet high, lies 0.5 mile E.

Turtle Rocks, two rocks of small extent 20 and 29 feet high, are 1.5 miles N of Cone Rock and abreast of Rocky Point. E of Turtle Rocks the ground is foul, with two breakers 600 and 800 yards from the outer rock and numerous visible rocks extending to the beach. A bell buoy is 0.5 mile W of Turtle Rocks.

Rocky Point, 5.5 miles N of Trinidad Head, is a bold feature with cliffs about 200 feet high, bordered by numerous rocks and ledges extending 200 to 300 yards offshore. The point is covered with oak and scrub pine for 0.5 mile back to the redwood forest; through this oak growth two rocky pinnacles about 250 feet high are visible.

Rodgers Peak, 2,800 feet high and 6.3 miles E of Rocky Point, is heavily wooded and easily identified.

N of Rocky Point the cliffs are succeeded by a low sandy beach for 4.5 miles to the N end of **Big Lagoon**, which is immediately behind the sand beach. Above Big Lagoon the cliff formation is resumed and extends 2 miles to **Stone Lagoon**.

Sharp Point, 6.2 miles N of Rocky Point, is a sharp-pointed conical rock cliff about 400 feet high. Its light-gray color makes it readily distinguishable for a distance of 15 miles in clear weather from any direction. The beach in this area is bordered by numerous rocks extending about 0.8 mile offshore.

Gold Bluffs, a 9-mile stretch of gravel and sand 100 to 500 feet high, begin about 9 miles N of Rocky Point. The S part is comparatively low and bordered by several outlying rocks; in about the middle the buffs are broken by two valleys.

Mussel Point, 11.2 miles N of Rocky Point, is a light gray cliff about 300 feet high, with a small, flat top distinguishable at 10 to 12 miles in clear weather.

Reading Rock, 94 feet high and of small extent, is 4.5 miles offshore W of Mussel Point. It is dark for about one-third the height and white above with a cleft on the S face. It is marked by a light, 98 feet above the water, shown from a house with a red and white diamond-shaped daymark.

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

RCC Seattle	Commander 13th CG District Seattle, WA	(206) 220-7001

Table of Selected Chart Notes

Corrected through NM Mar. 12/11
Corrected through LNM Mar. 01/11

HEIGHTS

Heights in feet above Mean High Water.

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.

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).

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 0.573" southward and 4.261" 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.

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.

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) o(Approximate location)

AIDS TO NAVIGATION

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

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.

Port Orford, OR	WNG-596	162.425 MHz
Brookings, OR	KIH-37	162.550 MHz

Mercator Projection
Scale 1:196,948 at Lat 42° 00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

(For offshore navigation only)
Use large scale charts outlined in purple for inshore navigation.

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.

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.

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.

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:

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 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 datum of soundings.

NOTE X

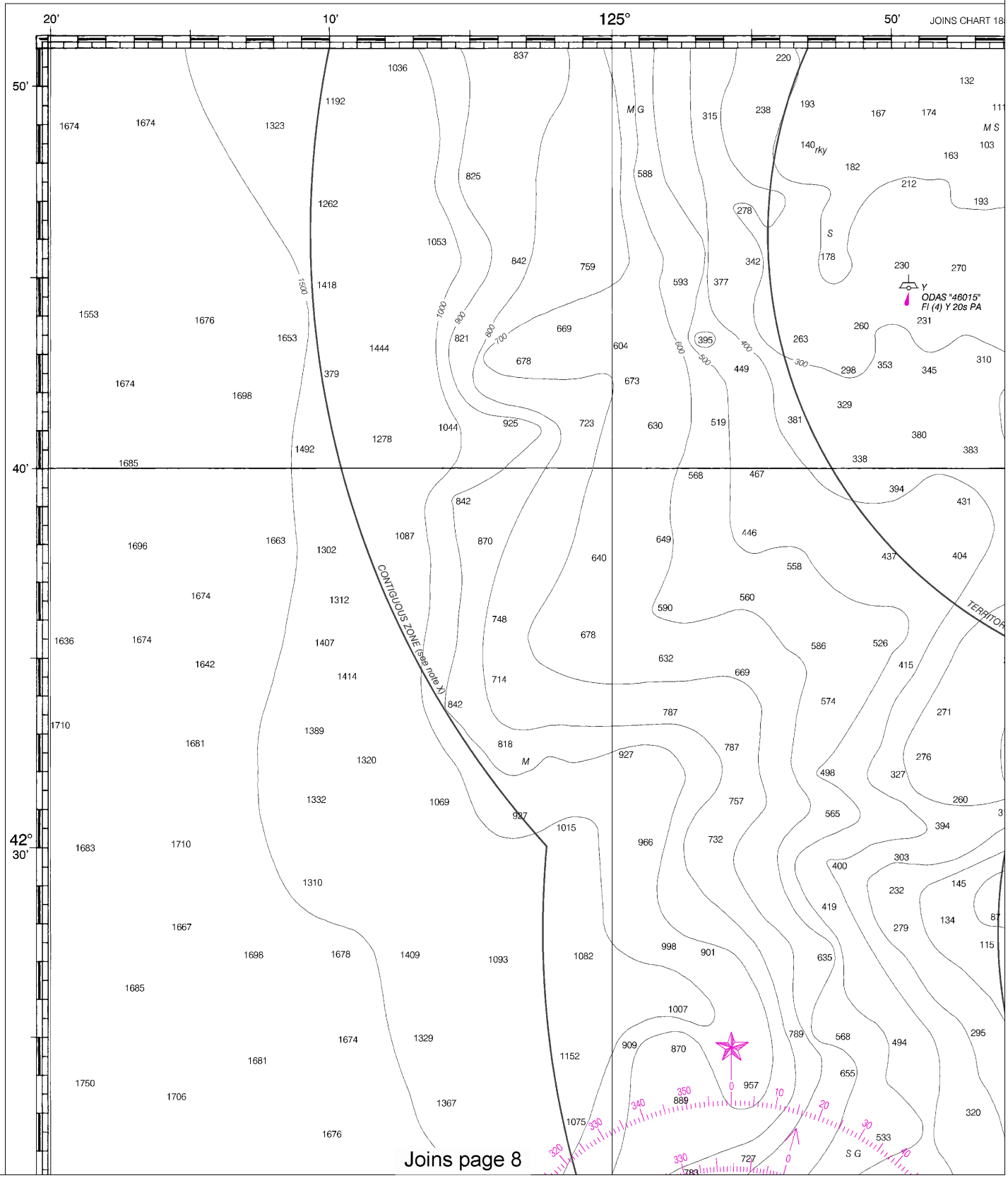
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical 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.

18600

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.

PRINT-ON-DEMAND CHARTS

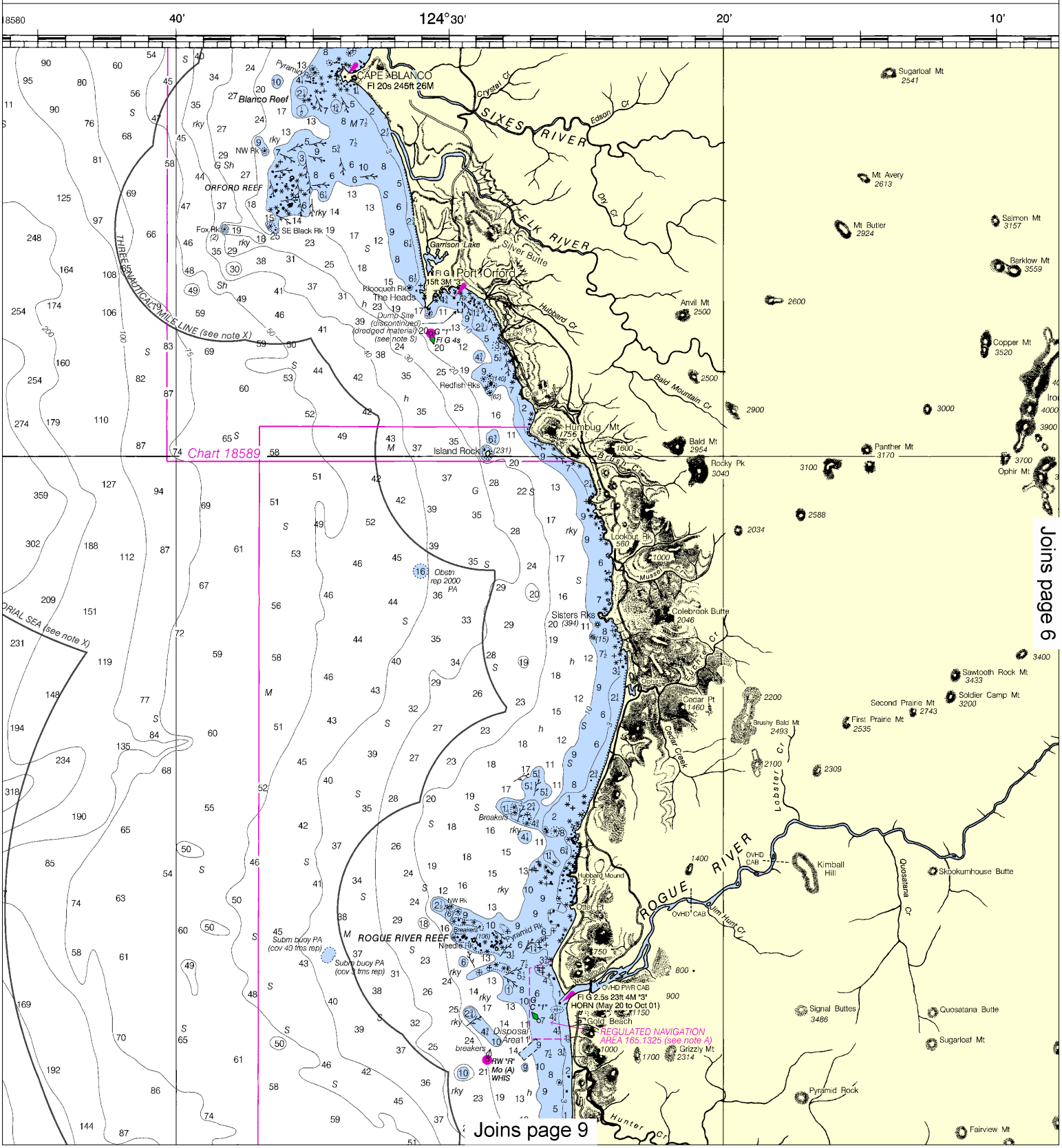
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.



4

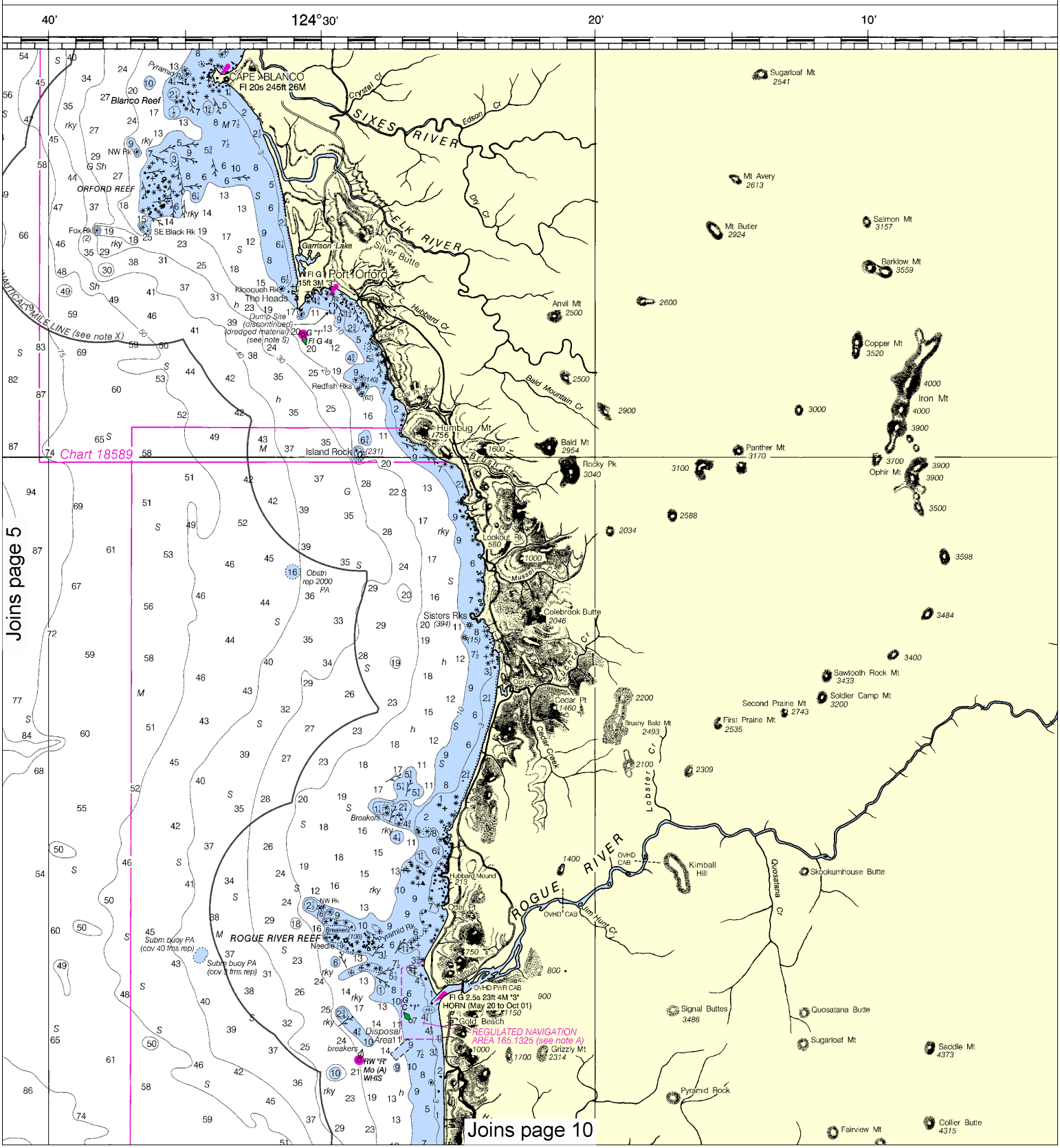
Note: Chart grid lines are aligned with true north.

Formerly C&GS 5702, 1st Ed. Oct. 1915 KAPP 1800



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:262597. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 5702, 1st Ed. Oct. 1915 KAPP 1800

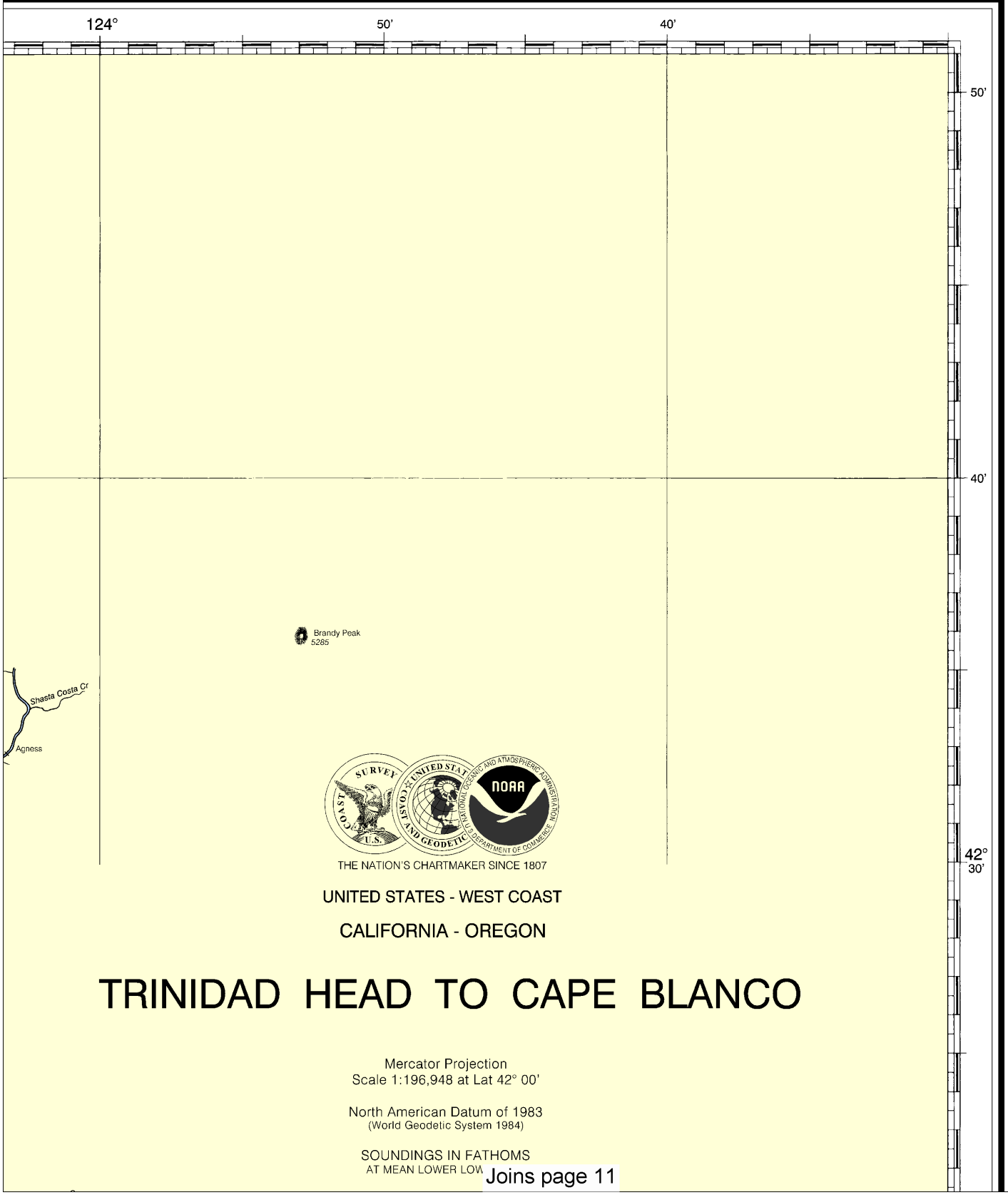


6

Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS

18600



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

CALIFORNIA - OREGON

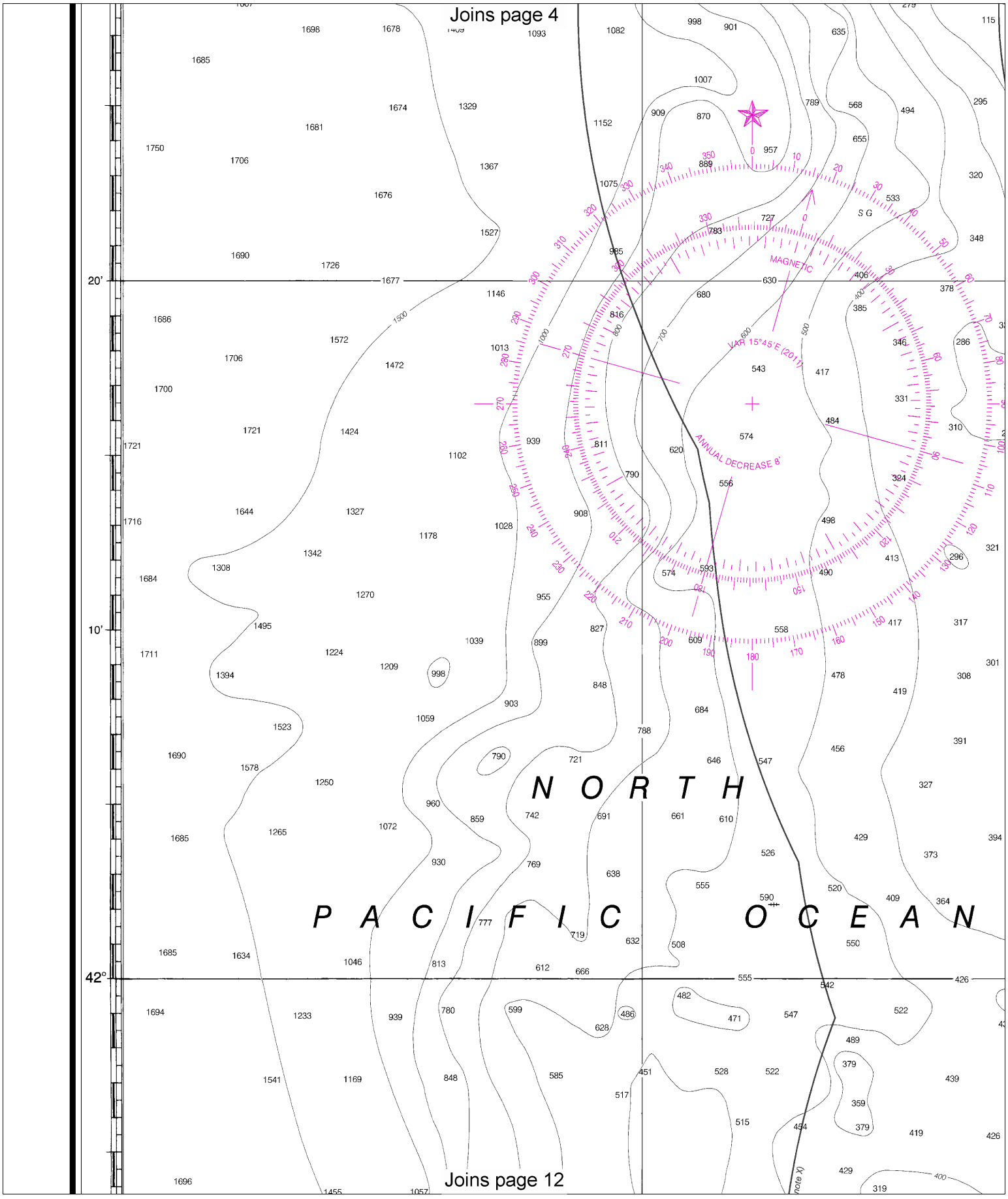
TRINIDAD HEAD TO CAPE BLANCO

Mercator Projection
Scale 1:196,948 at Lat 42° 00'

North American Datum of 1983
(World Geodetic System 1984)

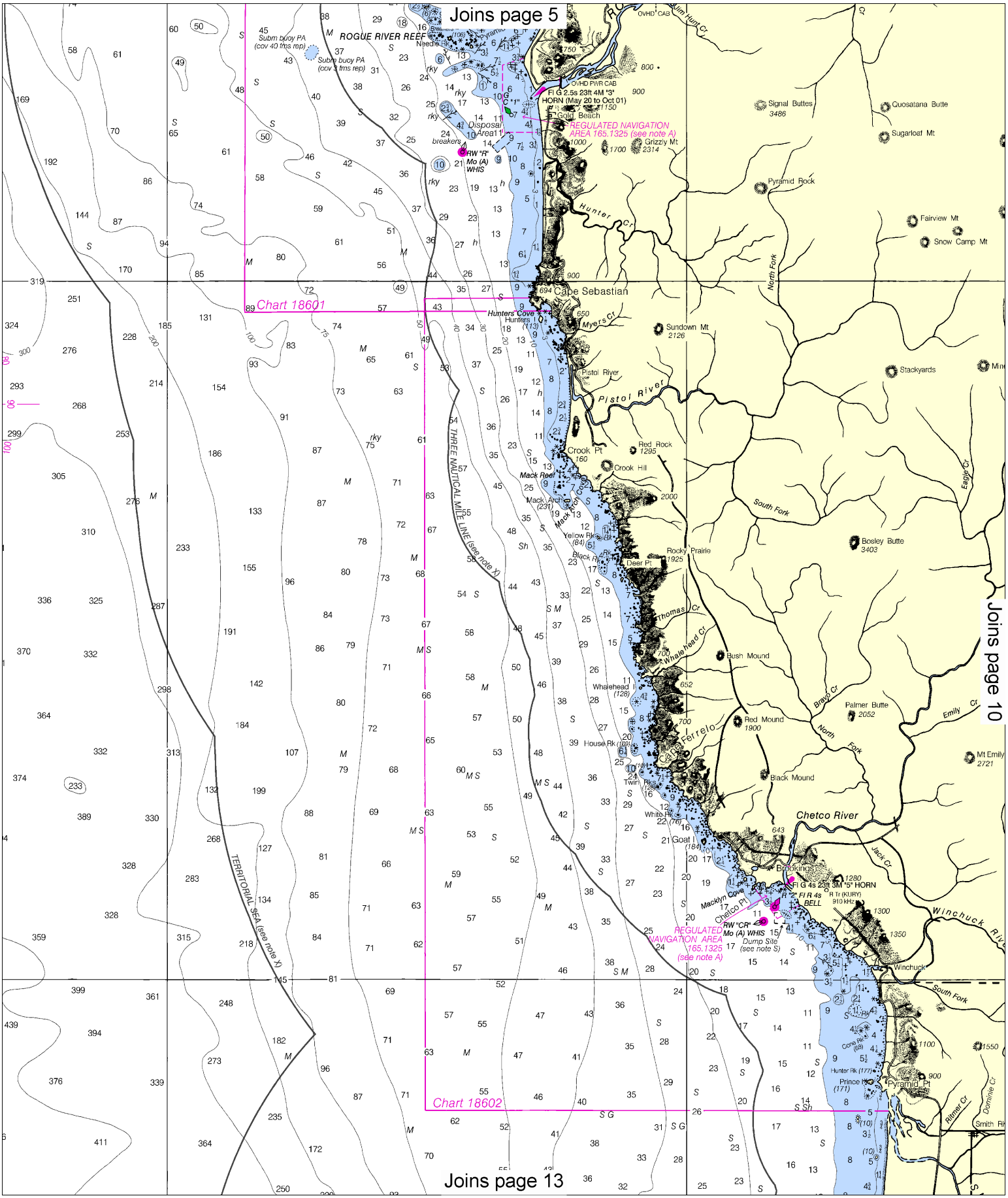
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW

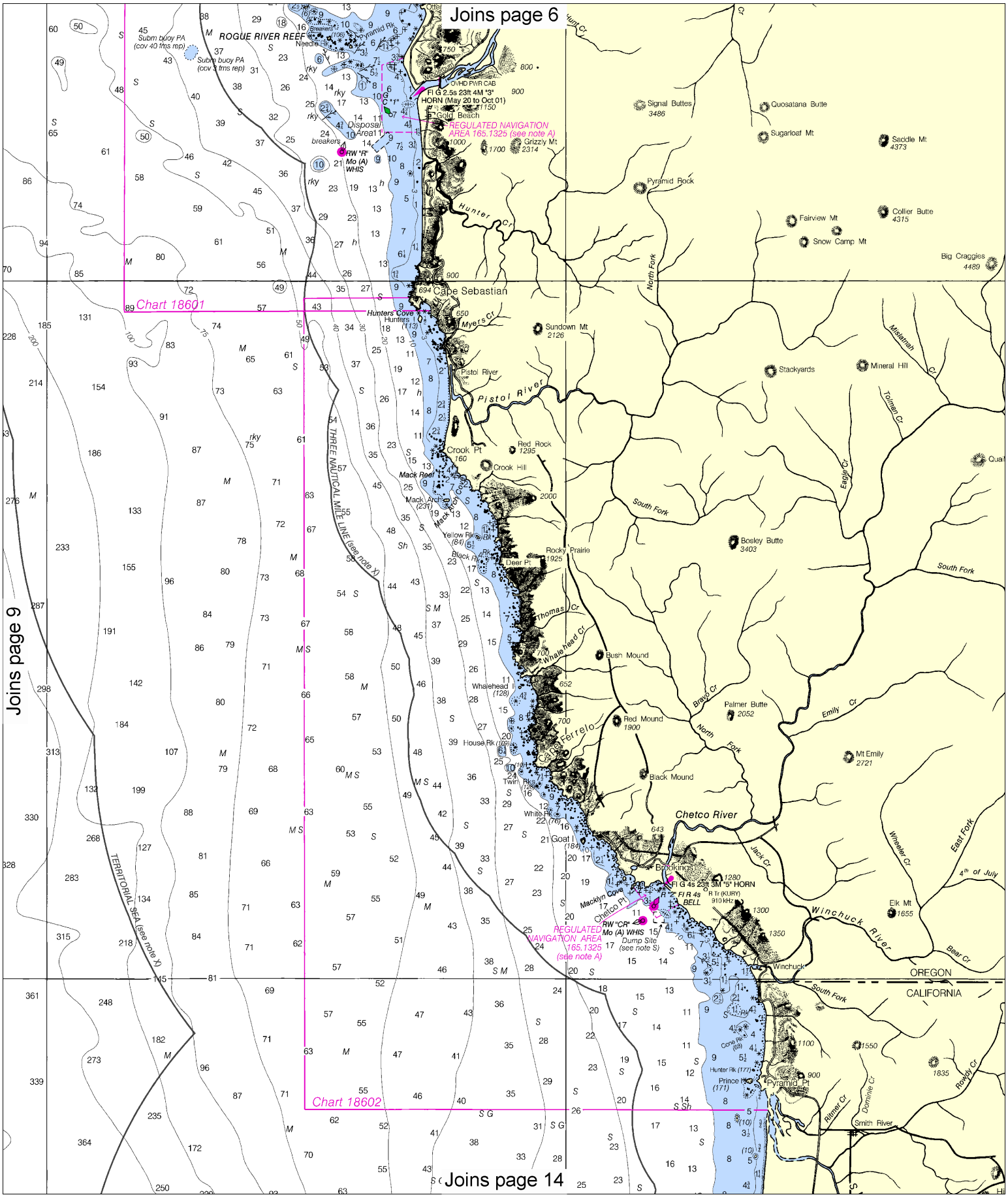
Joins page 11



8

Note: Chart grid lines are aligned with true north.


Joins page 5
ROGUE RIVER REEF
Subm buoy PA (cov 40 fms rep)
Subm buoy PA (cov 3 fms rep)
Needle Rk
Disposal Area
breakers
RW "R" Mo (A) WHIS
OVHD CAB
OVHD PWR CAB
Fl G 2.5s 23ft 4M "3" HORN (May 20 to Oct 01)
Gold Beach
REGULATED NAVIGATION AREA 165.1325 (see note A)
Signal Buttes 3486
Quosatana Butte
Sugarloaf Mt
Grizzly Mt 2314
Pyramid Rock
Hunter Cr
Fairview Mt
Snow Camp Mt
North Fork
Chart 18601
Cape Sebastian
Hunters Cove
Myers Cr
Sundown Mt 2126
Pistol River
Stackyards
Crook Pt 160
Crook Hill
Red Rock 1295
Mack Reef
Mack Arch Cove
Eagle Cr
South Fork
Bosley Butte 3403
THREE NAUTICAL MILE LINE (see note X)
Yellow Rk (84)
Black Rk
Deer Pt
Rocky Prairie 1925
Thomas Cr
Whalehead Cr
Bush Mound
Whalehead I (128)
Bravo Cr
Palmer Butte 2052
Emily Cr
Red Mound 1900
North Fork
Cape Ferrelo
House Rk (109)
Mt Emily 2721
Black Mound
Twin Rks (128)
White Rk (76)
Chetco River
Goat (184)
Jack Cr
Brookings
Fl G 4s 23ft 3M "5" HORN
R "2" Fl R 4s BELL
R Tr (KURV) 910 kHz
Macklyn Cove
Chetco Pt
RW "CR" Mo (A) WHIS
Dump Site (see note S)
REGULATED NAVIGATION AREA (165.1325 (see note A)
Winchuck River
Winchuck
South Fork
Hunter Rk (177)
Prince Rk (171)
Pyramid Pt
Rimrock Cr
Dominie Cr
Smith Rk
TERRITORIAL SEA (see note X)
Chart 18602
Joins page 13
Joins page 10



10

Note: Chart grid lines are aligned with true north.

Joins page 7

TRINIDAD HEAD TO CAPE BLANCO

Mercator Projection
Scale 1:196,948 at Lat 42° 00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

(For offshore navigation only)
Use large scale charts outlined in purple for inshore navigation.

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

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:

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 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 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.

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.

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.

Port Orford, OR	WNG-596	162.425 MHz
Brookings, OR	KIH-37	162.550 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) o(Approximate location)

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.

POLLUTION REPORTS

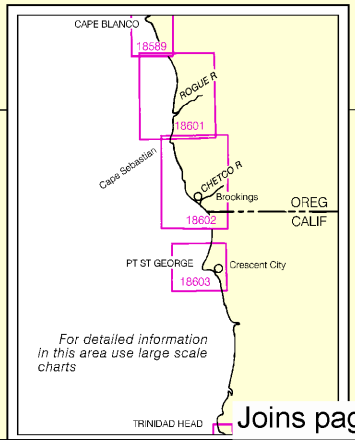
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

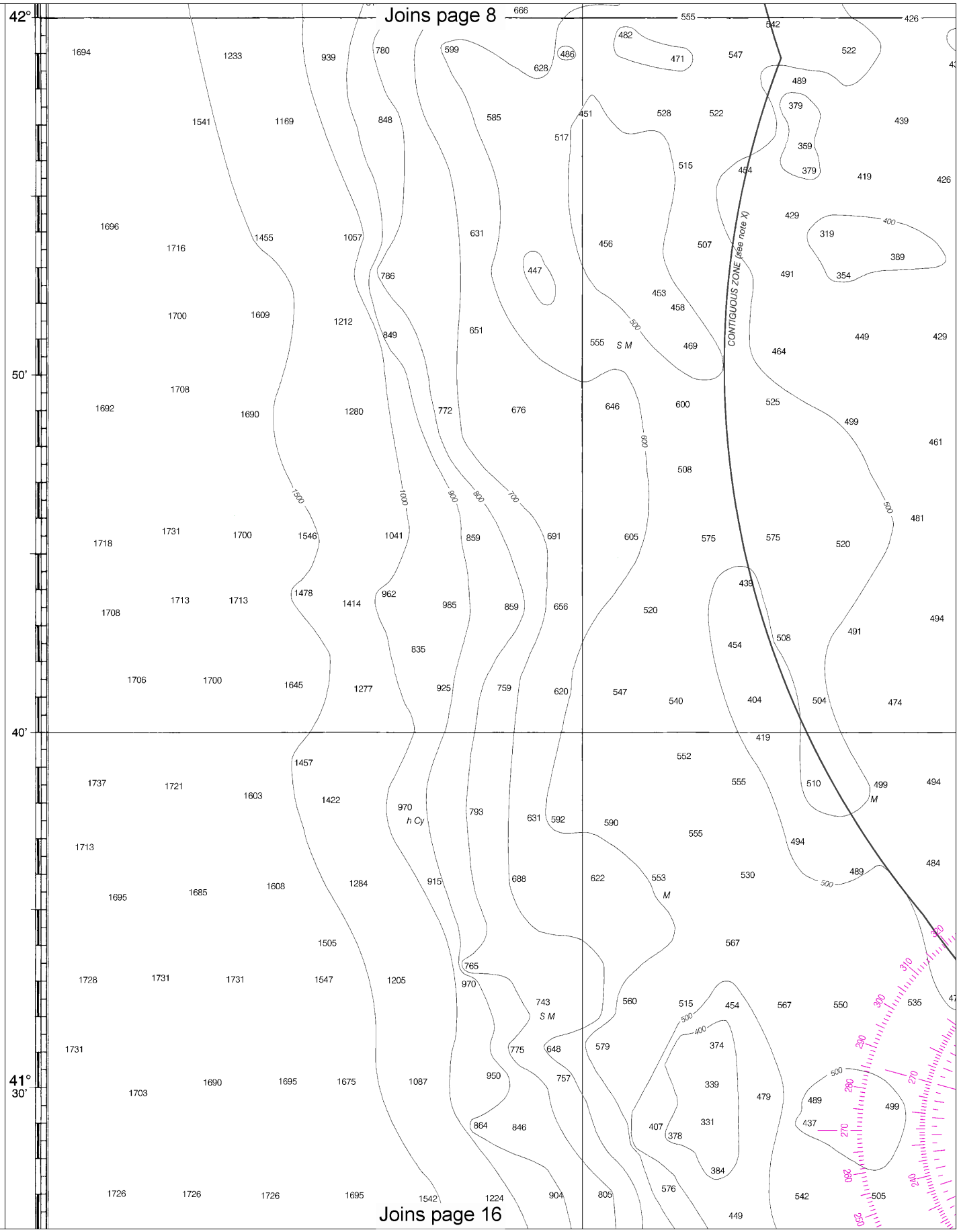
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

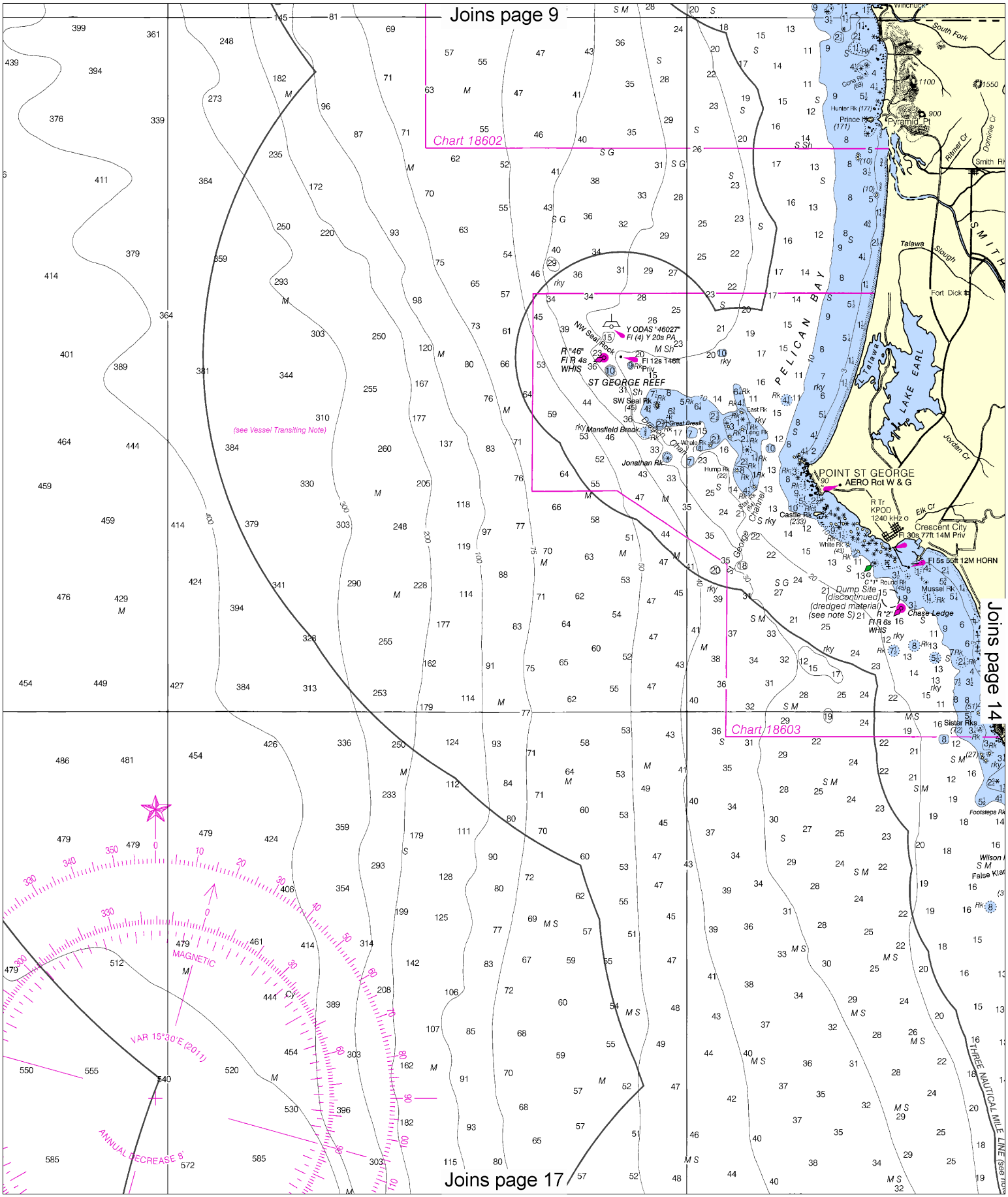
The prudent mariner will not rely solely on

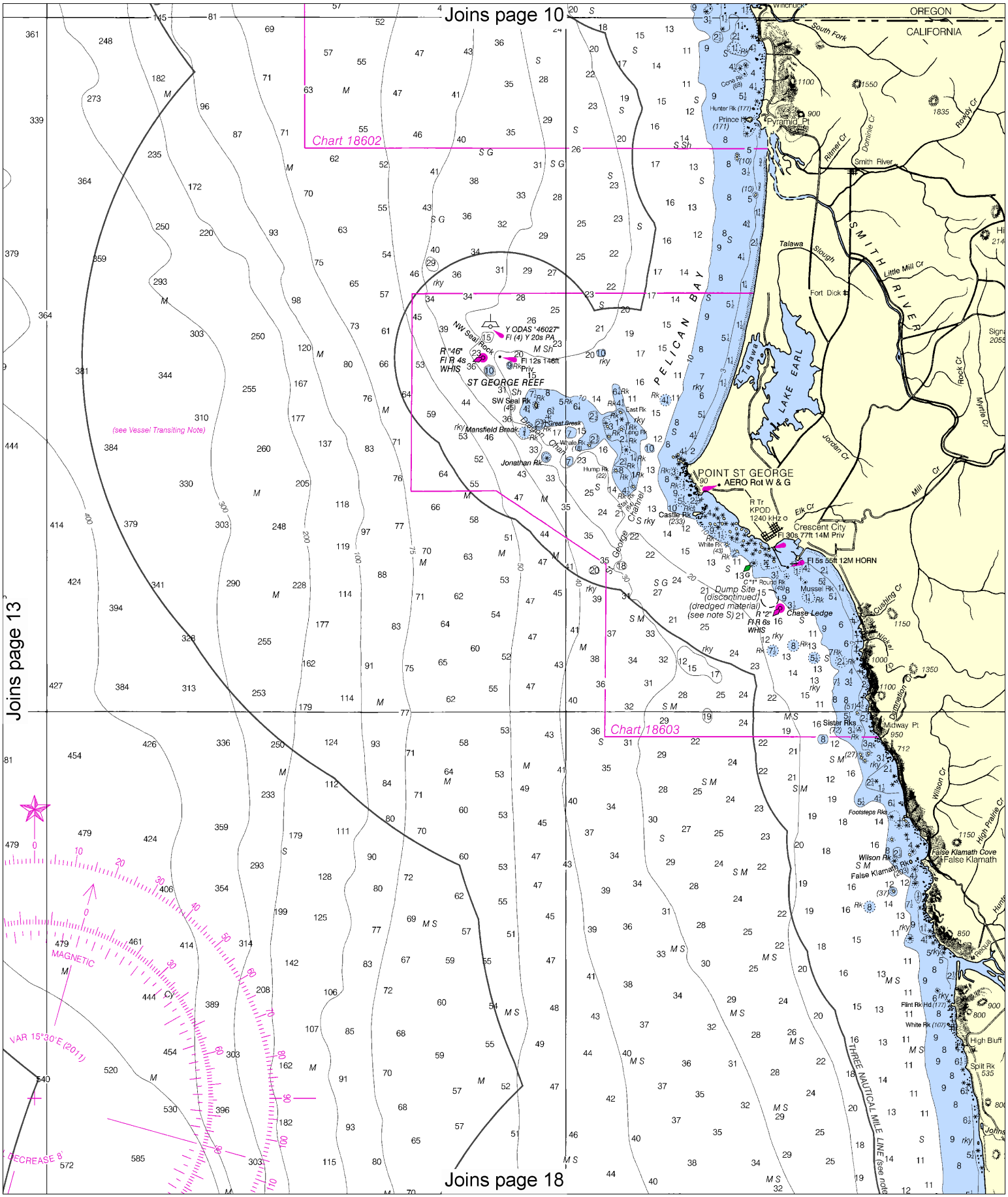


Joins page 15



Note: Chart grid lines are aligned with true north.

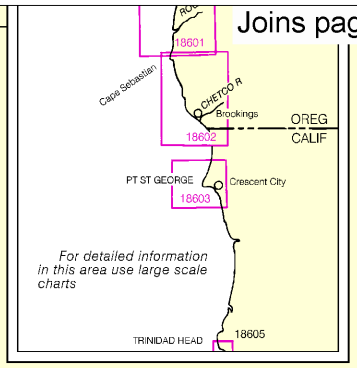

Joins page 9
Chart 18602
Chart 18603
Joins page 14
Joins page 17
ST GEORGE REEF
POINT ST GEORGE
AERO Rot W & G
PELICAN BAY
LAKE EARL
L. Talawa
Talawa Slough
SMITH
South Fork
Pyramid Pt
Prince Rk (171)
Hunter Rk (177)
Rimmer Cr
Dominie Cr
Smith Rk
Fort Dick
Jordan Cr
Elk Cr
Crescent City
Fl 30s 77ft 14M Priv
Fl 5s 55ft 12M HORN
R Tr KPOD 1240 kHz
Castle Rk (233)
Whale Rk (43)
Mussel Rk
Chase Ledge
R "2" Fl R 6s WHIS
Dump Site (discontinued) (dredged material) (see note S)
Sister Rks (72)
Footsteps Rk
Wilson Rk
False Klamath Rk
Y ODAS '46027' Fl (4) Y 20s PA
R "46" Fl R 4s WHIS
Fl 12s 146ft Priv
NW Seal Rock
SW Seal Rk (46)
Great Break
Mansfield Break
Jonathan Rk
Hump Rk (22)
George Channel
(see Vessel Transiting Note)
MAGNETIC
VAR 15°30'E (2011)
ANNUAL DECREASE 8'
THREE NAUTICAL MILE LINE (see note)



14

Note: Chart grid lines are aligned with true north.

Joins page 11



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.

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).

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.

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 0.573" southward and 4.261" westward to agree with 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.

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.

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.

SOURCE DIAGRAM

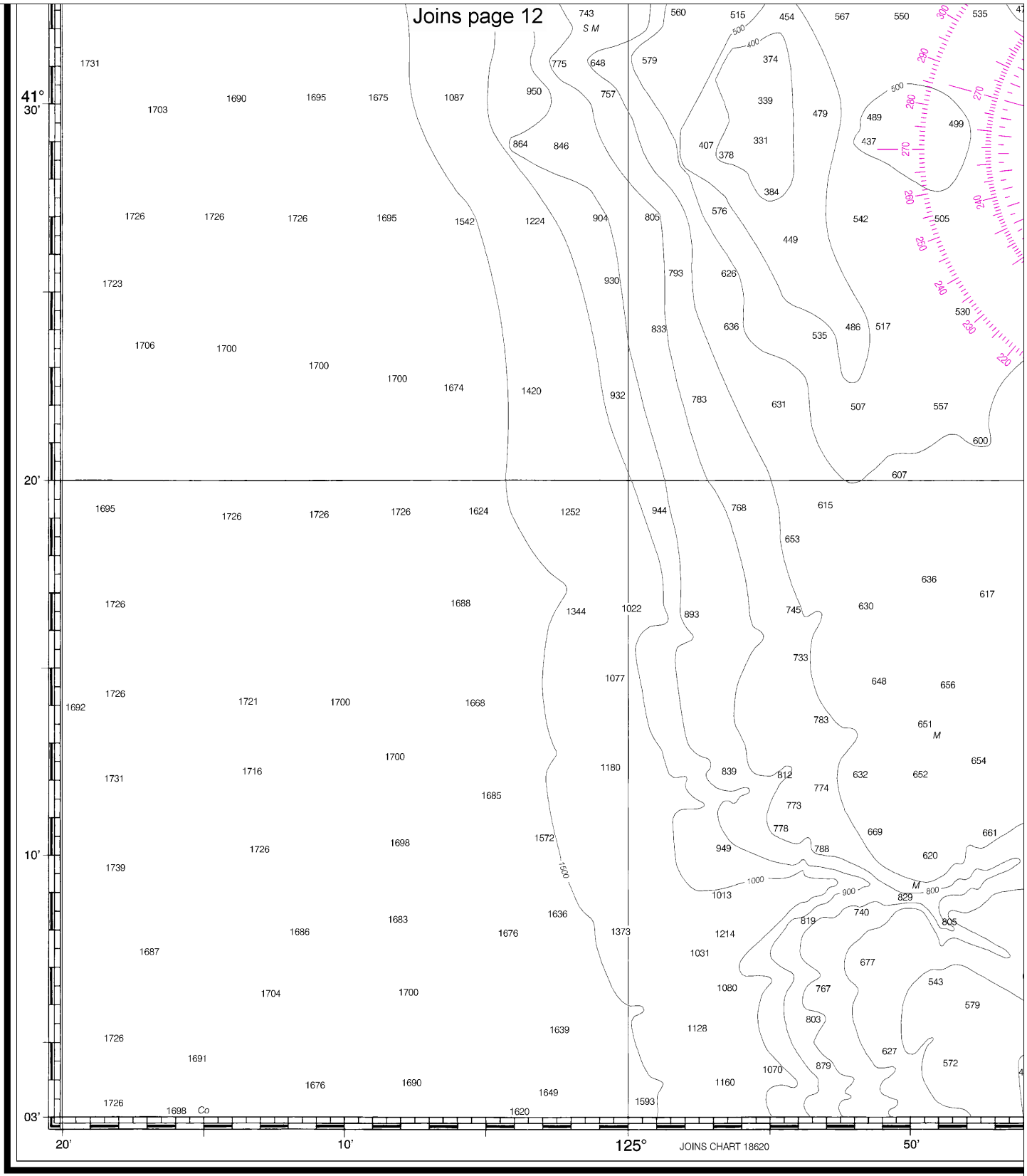
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-2009	NOS Surveys	full bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

Joins page 19

Gordon Mt 4170
Bear Mt 6436
5252
Ship Mt 5278
5310
5283
Bald Hill 2100
Childs Hill 2330
Craigs Cr
South Fork
2358
High Divide
140
Rattlesnake Mt 3630
5832
5752
Sawtooth Mt
Peak 8 5200
Red Mt 4305
2625
Myrtle Cr
Tuttle Cr
Indian Vil
KLAMATH RIVER
Mc Garvey Cr
CVHD PWR CAB

42°
50'
40'
41°
30'



15th Ed., Mar. / 11 ■ Corrected through NM Mar. 12/11
Corrected through LNM Mar. 01/11

18600

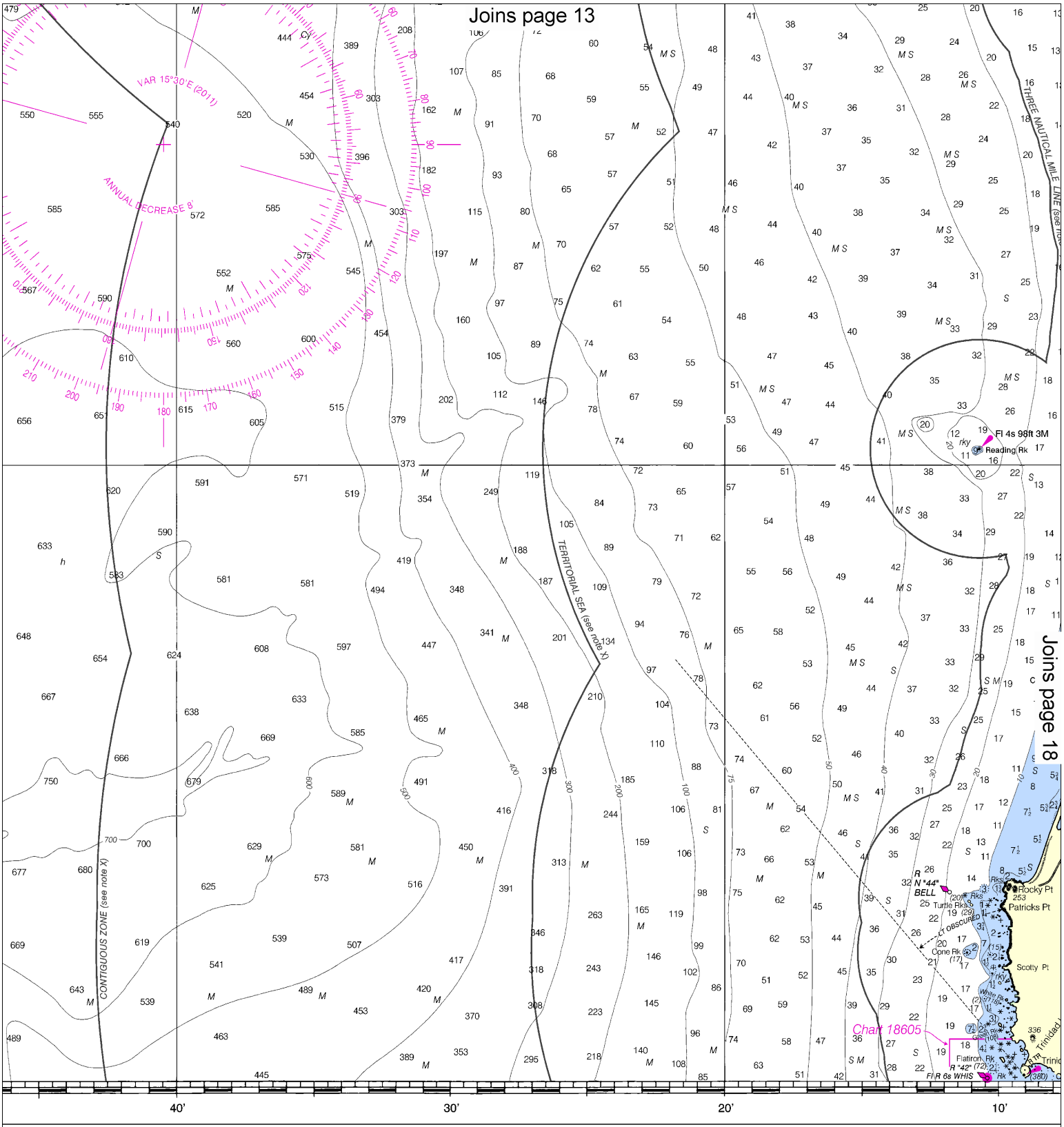
CAUTION

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.

SOUND

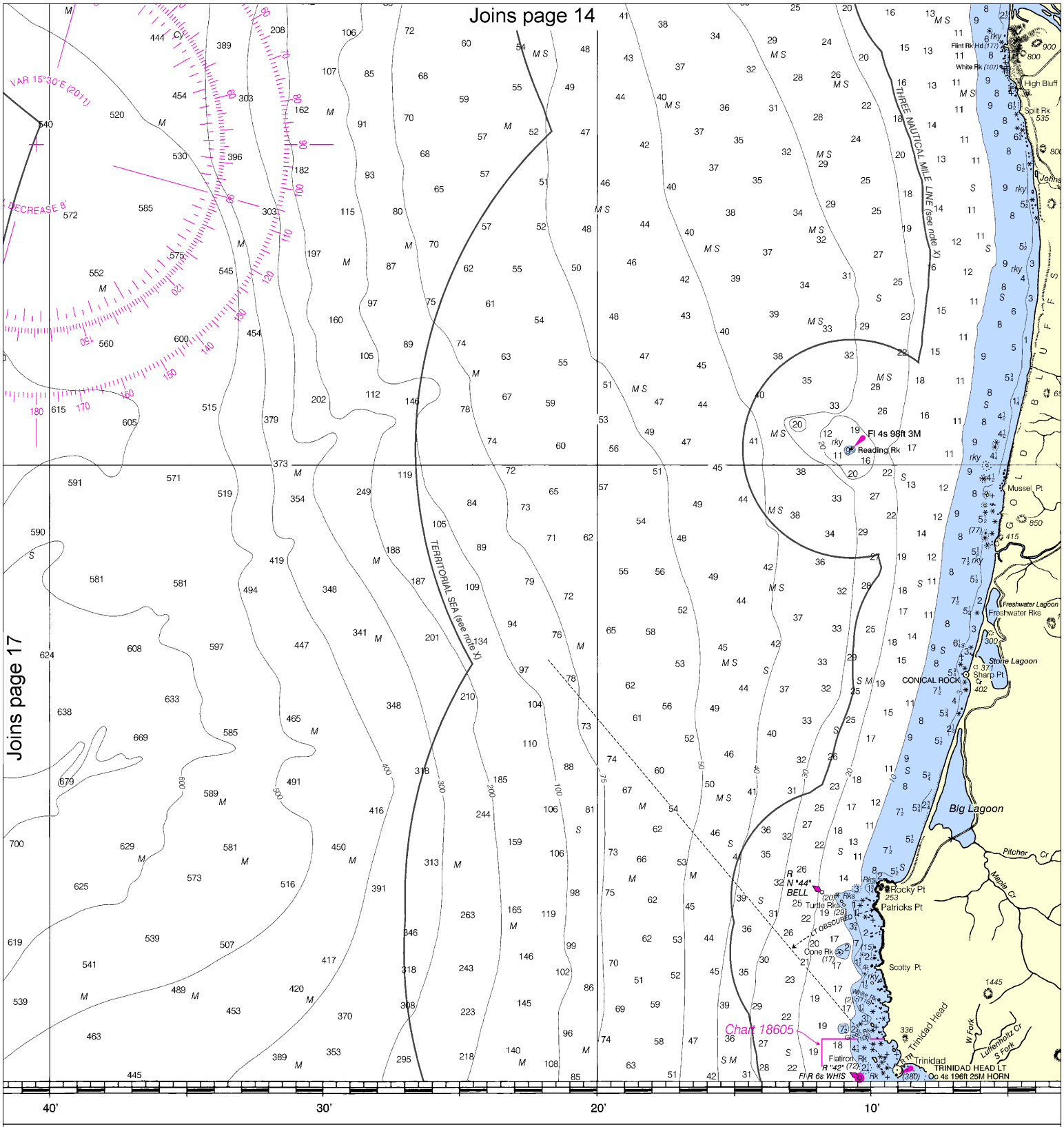
16

Note: Chart grid lines are aligned with true north.



DINGS IN FATHOMS

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



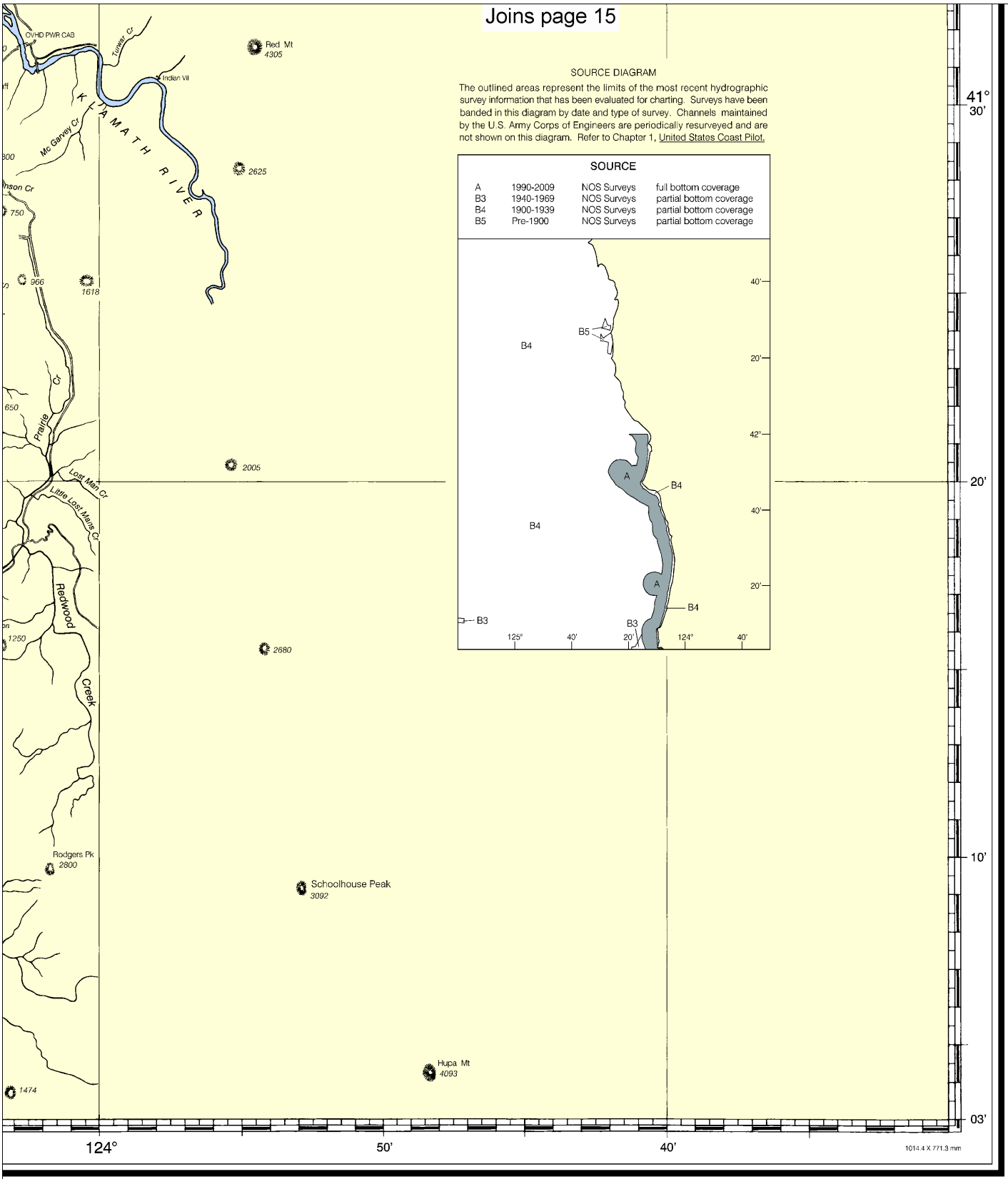
FATHOMS

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

FATHOMS	1
FEET	6
METERS	1 2

Note: Chart grid lines are aligned with true north.

Joins page 15



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			
A	1990-2009	NOS Surveys	full bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

ED. NO. 15

NSN 7642014011500 NGA REFERENCE NO. 18ACO18600

Trinidad Head to Cape Blanco

SOUNDINGS IN FATHOMS - SCALE 1:196,948

18600

1014.4 X 771.3 mm

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

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

Distress Call Procedures

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

HAVE ALL PERSONS PUT ON LIFE JACKETS!

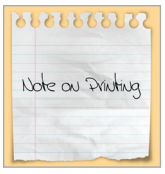
All Hazards NOAA Weather Radio NOAA's National Weather Service

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

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@nauticalcharts**



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.

NOAA's Office of Coast Survey The Nation's Chartmaker