

BookletChart™

Humboldt Bay

NOAA Chart 18622

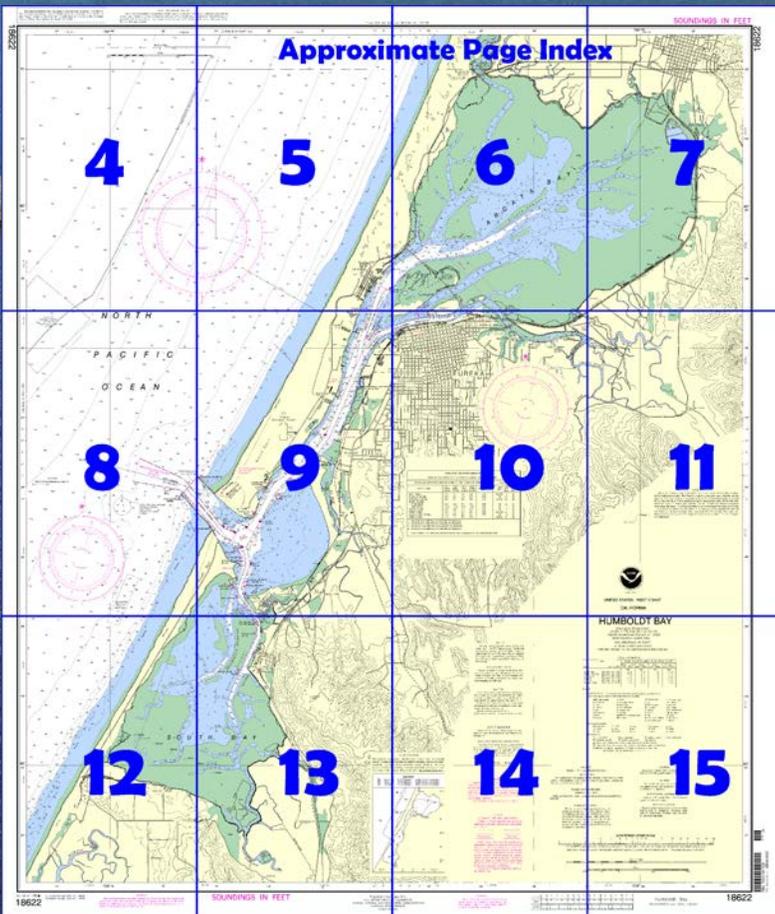


A reduced-scale NOAA nautical chart for small boaters

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.

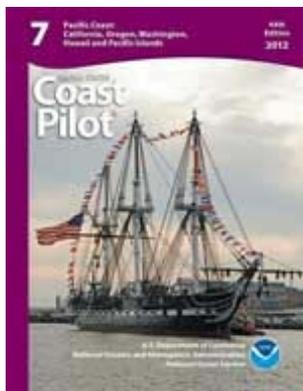
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18622>.



(Selected Excerpts from Coast Pilot)

Humboldt Bay, 21 miles N of Cape Mendocino Light, is the second largest natural bay on the coast of California
Routes.—A pilot should be engaged by deep-draft vessels and by strangers if there is any sea on the bar. Because the bar is subject to change, the entrance ranges may not always mark the deepest channel.

From South.—From a position 1.5 miles 260° from Blunts Reef Lighted Bell Buoy 40, steer **356½°** for 5 miles, when Cape Mendocino Light bears 126°;

thence a **038½°** course made good for 20 miles leads to Humboldt Bay Entrance Lighted Whistle Buoy HB. In thick weather, after passing False Cape Rock, all dangers will be cleared by keeping in a depth of over 15

fathoms until up with the lighted whistle buoy, where anchorage should be made until a pilot is obtained.

From North.—From a position 3 miles W of Trinidad Head Light, a **187°** course, made good for 17 miles, leads to Humboldt Bay Entrance Lighted Whistle Buoy HB. In thick weather the depths should not be shoaled to less than 20 fathoms between Turtle Rocks and Trinidad Head and, when S of the head, the depths should not be shoaled to less than 15 fathoms until up with the lighted whistle buoy, where a vessel should anchor until a pilot is obtained.

From seaward.—In clear weather the high land of Cape Mendocino and Punta Gorda S, and Trinidad Head N of the entrance, are good landmarks. At night, the lights are a good guide. In thick weather soundings should be taken frequently, and upon getting depths of 30 fathoms or less great caution must be exercised until sure of the vessel's position, when the course should be shaped for the lighted whistle buoy. Sailing craft during the prevailing NW winds of summer should try to make the land in the vicinity of Trinidad Head; this gives a fair slant for the entrance and is precaution against the irregular S set of the current. In thick weather soundings should be taken constantly when inside of 50 fathoms. Making the land N of the entrance avoids the irregular bottom and dangerous currents in the vicinity of Cape Mendocino.

From the Humboldt Bay Entrance Lighted Whistle Buoy HB, make good a course of **105°** following the Humboldt Bay Approach Range to the intersection with Humboldt Bay Entrance Range, thence a course of **141.5°** on the entrance range into the bay. The entrance range parallels the S jetty and is only about 150 yards from it. The turn from the approach to the entrance range, 200 yards off the outer end of the S jetty, is rather abrupt and is difficult under certain conditions of wind, sea, and current. Inside the bay the channels are well marked by navigational aids.

The approach to the bay is marked by a lighted whistle buoy and a bell buoy off the entrance, and approach range lights and a fog signal on the outer end of the of the North Spit. A light is shown near the seaward ends of the N and S jetties. The S jetty light has a fog signal. Range lights and lighted buoys mark the entrance channel inside the bar.

Note.—The approach range should not normally be used beyond its intersection with the entrance range. The entrance range should not normally be used seaward of the outer end of the jetties. Both ranges are lighted 24 hours a day.

In the past **Humboldt Bar** was considered treacherous and dangerous, and many disasters have occurred there. Even with present improvements, mariners are still advised to use extreme caution on the bar and, because strong currents may be encountered, when approaching the abrupt turn at the outer end of the S jetty. The bar is smoothest during the last of the flood current, and it is often passable at this time and impassable 2 hours later, when the ebb current has set in. Mariners are advised to contact Coast Guard Station Humboldt Bay on VHF-FM channel 16 or 22A prior to transiting the bar. Caution should also be exercised inside the jetties due to the rapid change in the channel conditions. Deep-draft vessels are usually taken in and out of the bay at high tide if there is any swell on the bar because of the shoaling in the entrance channel.

Anchorage.—There are no authorized anchorages in Humboldt Bay.

Currents.—The tidal currents follow the general direction of the channels. In the main channel, the average velocity is less than 2 knots and the maximum does not exceed 3 knots.

**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 Jun. 26/10
Corrected through LNM Jun. 15/10

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

The entrance channel is subject to frequent changes

Mercator Projection
Scale 1:25,000 at Lat. 40°46'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

AIDS TO NAVIGATION

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

NOTES

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.

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).

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)

CAUTION

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

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.

Eureka, CA KEC-82 162.400 MHz WX2

CAUTION

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

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

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

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 0.544' southward and 4.220' westward to agree with 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.

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, 11th Coast Guard District in Alameda, California or at the office of the District Engineer, Corps of Engineers in Sacramento, California. Refer to charted regulation section numbers.

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

AUTHORITIES

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

SOURCE DIAGRAM

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

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 of 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.

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
Samoa		(40°50'N/124°11'W)	7.3	6.6	1.3
Fields Landing		(40°43'N/124°13'W)	6.8	6.2	1.2
North Spit		(40°46'N/124°13'W)	6.9	6.2	1.3
Bucksport		(40°47'N/124°12'W)	7.0	6.2	1.3
Eureka		(40°48'N/124°10'W)	7.3	6.6	1.3
Arcata Wharf		(40°51'N/124°07'W)	7.0	6.3	1.3

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>.
(Apr 2010)

HUMBOLDT BAY AND HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAR 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (MLLW) (FEET)
BAR CHANNEL	33	34	37	35	3-12	2100-750	1.0	48
ENTRANCE CHANNEL	32	35	38	35	3-12	750	0.8	48
NORTH BAY CHANNEL	32	33	31	23	7-11,3-12	400-500	3.0	38
EUREKA CHANNEL								
OUTER REACH	31	31	28	17	7-11	400	0.4	38
INNER REACH	14A	13B	17C	13D	7-11	400	1.1	26
SAMOA CHANNEL	37	39	38	36	7-11	400	1.3	38
TURNING BASIN	35	35	34	25	7-11	400-1500	0.3	38
FIELDS LANDING CHANNEL	24	28	27	20	7-11	300	1.9	26
TURNING BASIN	17	23	27	24		300-600	0.1	25

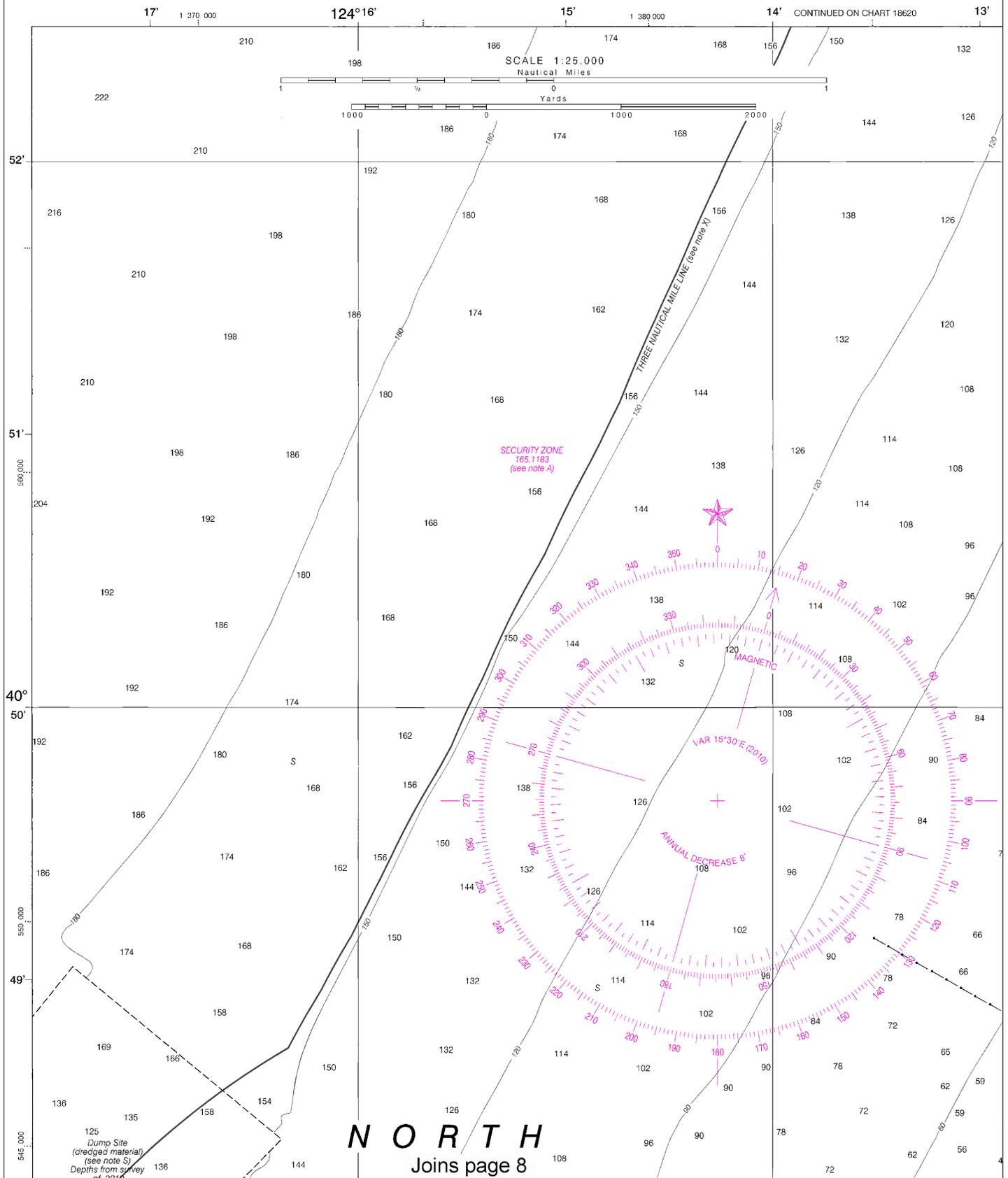
- SHOALING TO 5 FEET FOR LAST 5,000 FEET OF THE REACH.
- SHOALING TO 5 FEET FOR LAST 3,000 FEET OF THE REACH.
- SHOALING TO 10 FEET FOR LAST 3,000 FEET OF THE REACH.
- SHOALING TO 11 FEET FOR LAST 3,500 FEET OF THE REACH.

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

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

PRINT-ON-DEMAND CHARTS
This chart is available in a version 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.

18622

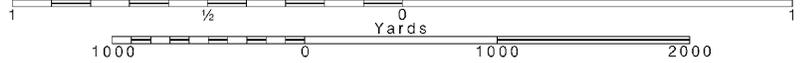


N O R T H
Joins page 8

4

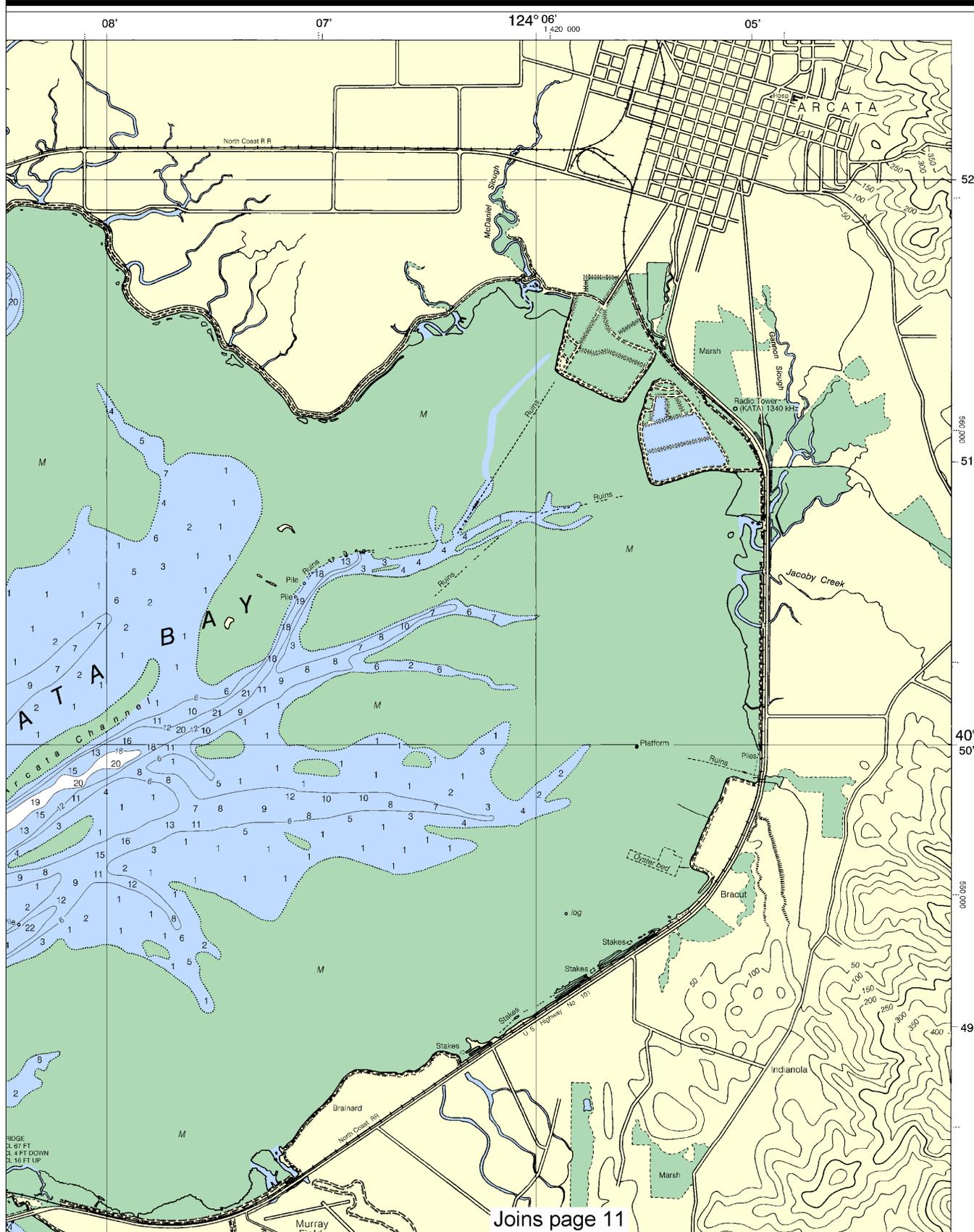
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.



SOUNDINGS IN FEET

18622



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4912 12/8/2012,
Canadian Coast Guard Notice to Mariners: n/a.



NORTH

PACIFIC OCEAN

CONTINUED ON CHART 18620

CAUTION
The entrance channel is subject to frequent changes

125
Dump Site
(dredged material)
(see note S)
Depths from survey
of 2010

RW "HB"
Mo (A) WHISTLE

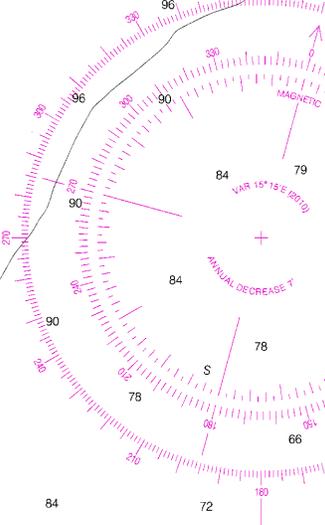
SECURITY ZONE
165 1183
(see note A)

REGULATED NAVIGATION AREA
165 1195
(see note A)

BAR CHANNEL
(see tabulation)

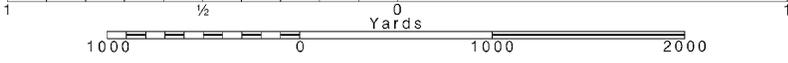
TERRITORIAL SEA
(see note X)

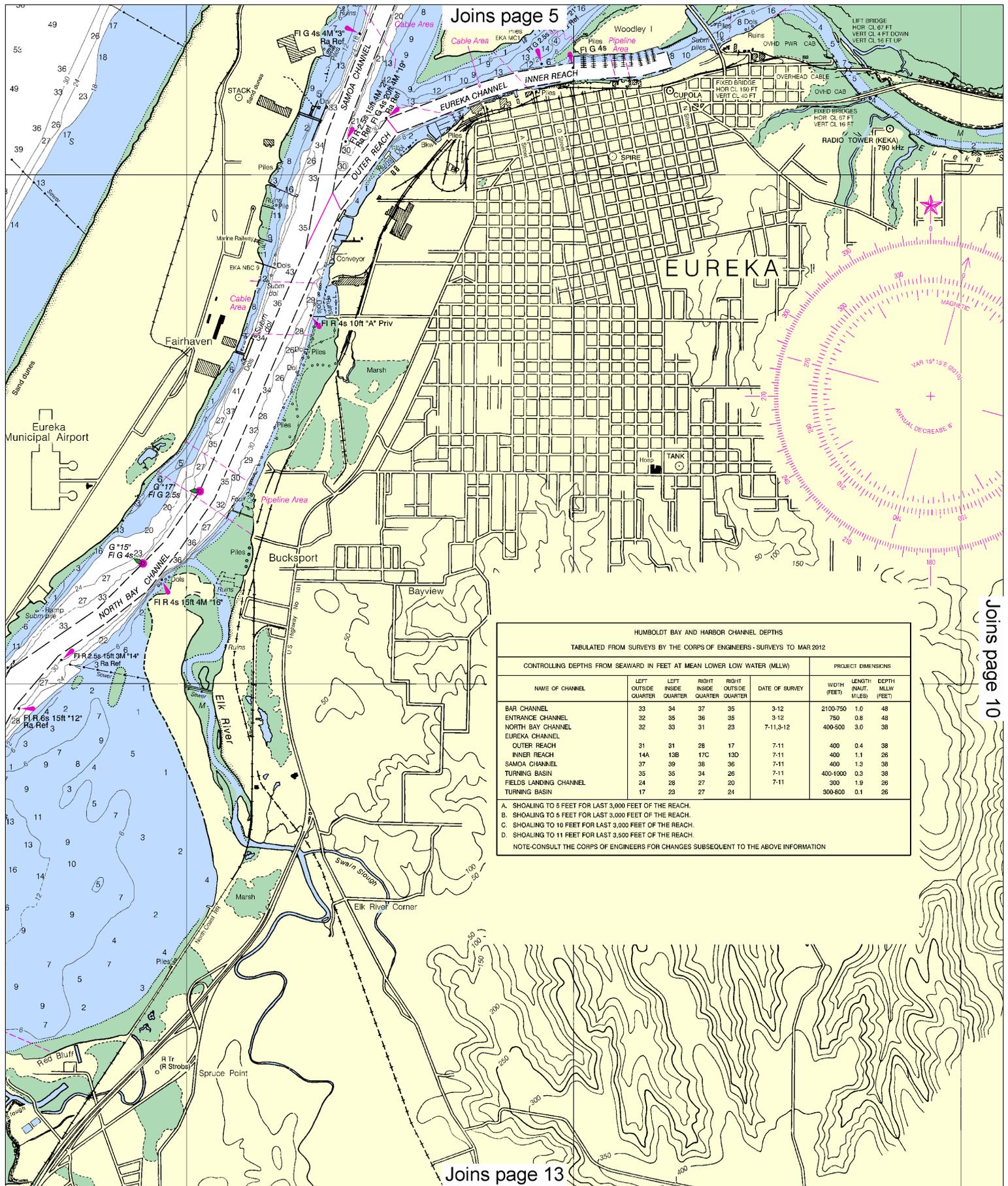
COLLEGS DEMARCATION
LINE 80 1150
(see note A)



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.





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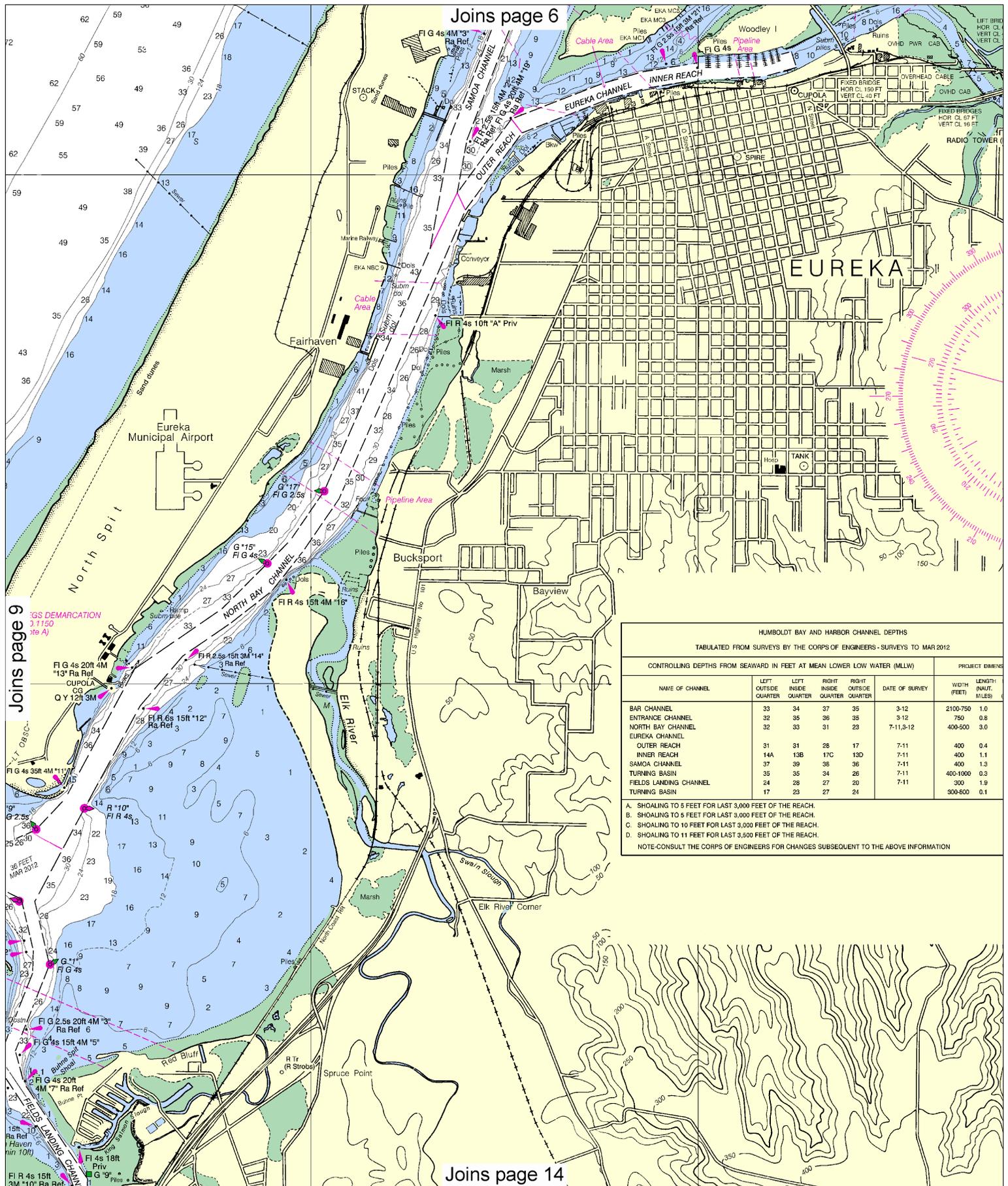
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HUMBOLDT BAY AND HARBOR CHANNEL DEPTHS
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAR 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
BAR CHANNEL	33	34	37	35	3-12	2100-750	1.0	48
ENTRANCE CHANNEL	32	35	38	35	3-12	750	0.8	48
NORTH BAY CHANNEL	32	33	31	23	7-11, 3-12	400-500	3.0	38
EUREKA CHANNEL								
OUTER REACH	31	31	28	17	7-11	400	0.4	38
INNER REACH	14A	13B	17C	13D	7-11	400	1.1	26
SAMOA CHANNEL	37	39	38	36	7-11	400	1.3	38
TURNING BASIN	35	35	34	26	7-11	400-1500	0.3	38
FIELDS LANDING CHANNEL	24	28	27	23	7-11	300	1.9	26
TURNING BASIN	17	23	27	24		300-500	0.1	26

A. SHOALING TO 5 FEET FOR LAST 3,000 FEET OF THE REACH.
 B. SHOALING TO 5 FEET FOR LAST 3,000 FEET OF THE REACH.
 C. SHOALING TO 10 FEET FOR LAST 3,000 FEET OF THE REACH.
 D. SHOALING TO 11 FEET FOR LAST 3,500 FEET OF THE REACH.
 NOTE-CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



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Joins page 14

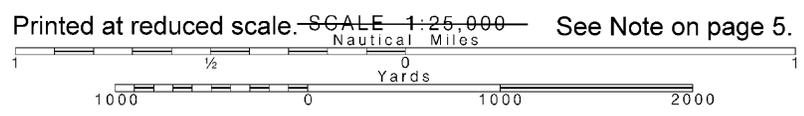
HUMBOLDT BAY AND HARBOR CHANNEL DEPTHS
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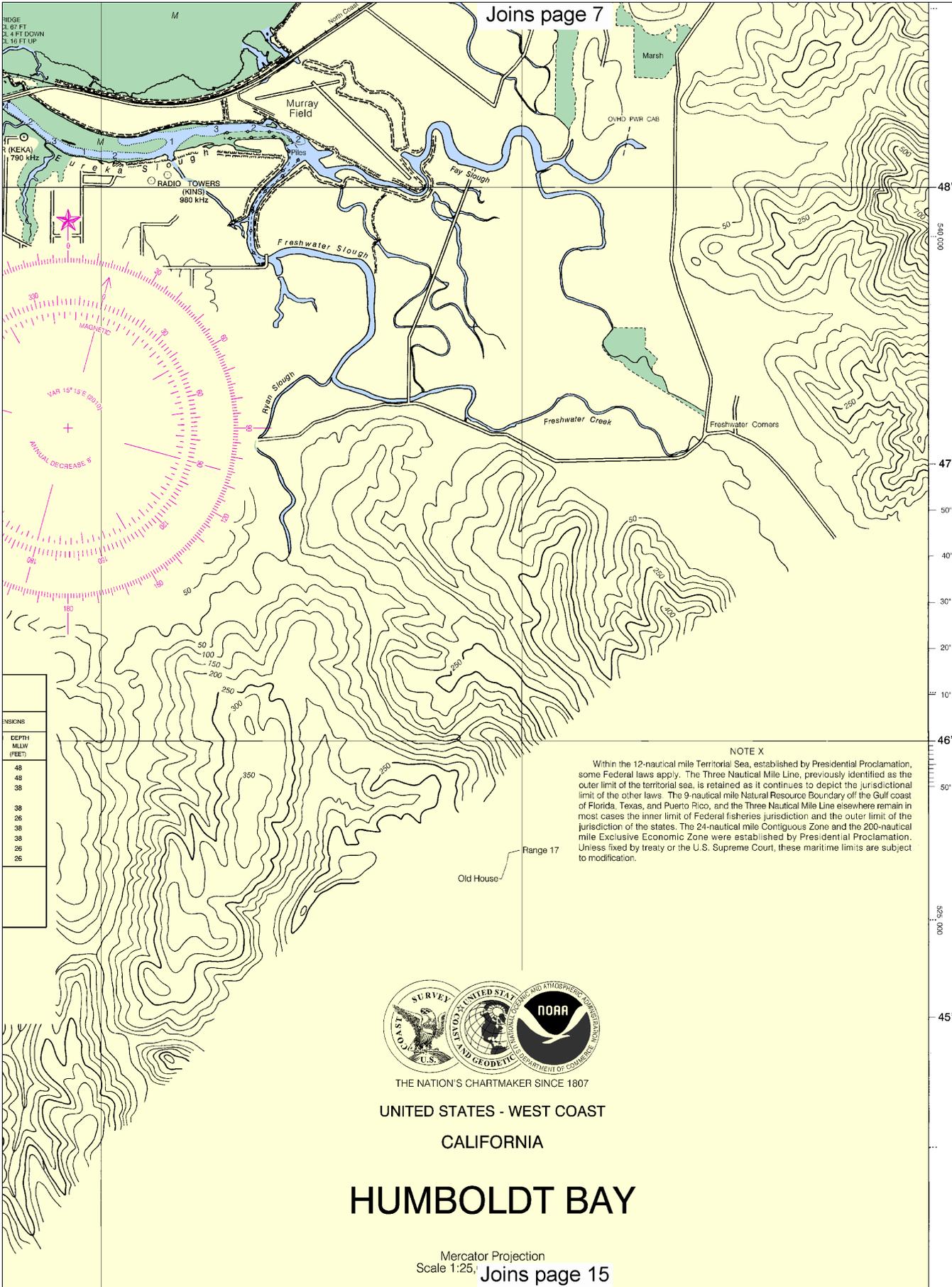
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	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER			
BAR CHANNEL	33	34	37	35	3-12	2100-750	1.0
ENTRANCE CHANNEL	32	35	38	38	3-12	750	0.8
NORTH BAY CHANNEL	32	33	31	23	7-11, 8-12	400-500	3.0
EUREKA CHANNEL							
OUTER REACH	31	31	28	17	7-11	400	0.4
INNER REACH	14A	13B	17C	13D	7-11	400	1.1
SAMOA CHANNEL	37	39	38	36	7-11	400	1.3
TURNING BASIN	35	35	34	26	7-11	400-1000	0.2
FIELDS LANDING CHANNEL	24	28	27	20	7-11	300	1.9
TURNING BASIN	17	23	27	24		300-500	0.1

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 B. SHOALING TO 5 FEET FOR LAST 3,000 FEET OF THE REACH.
 C. SHOALING TO 10 FEET FOR LAST 3,000 FEET OF THE REACH.
 D. SHOALING TO 11 FEET FOR LAST 3,500 FEET OF THE REACH.
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10

Note: Chart grid lines are aligned with true north.





NOTE X

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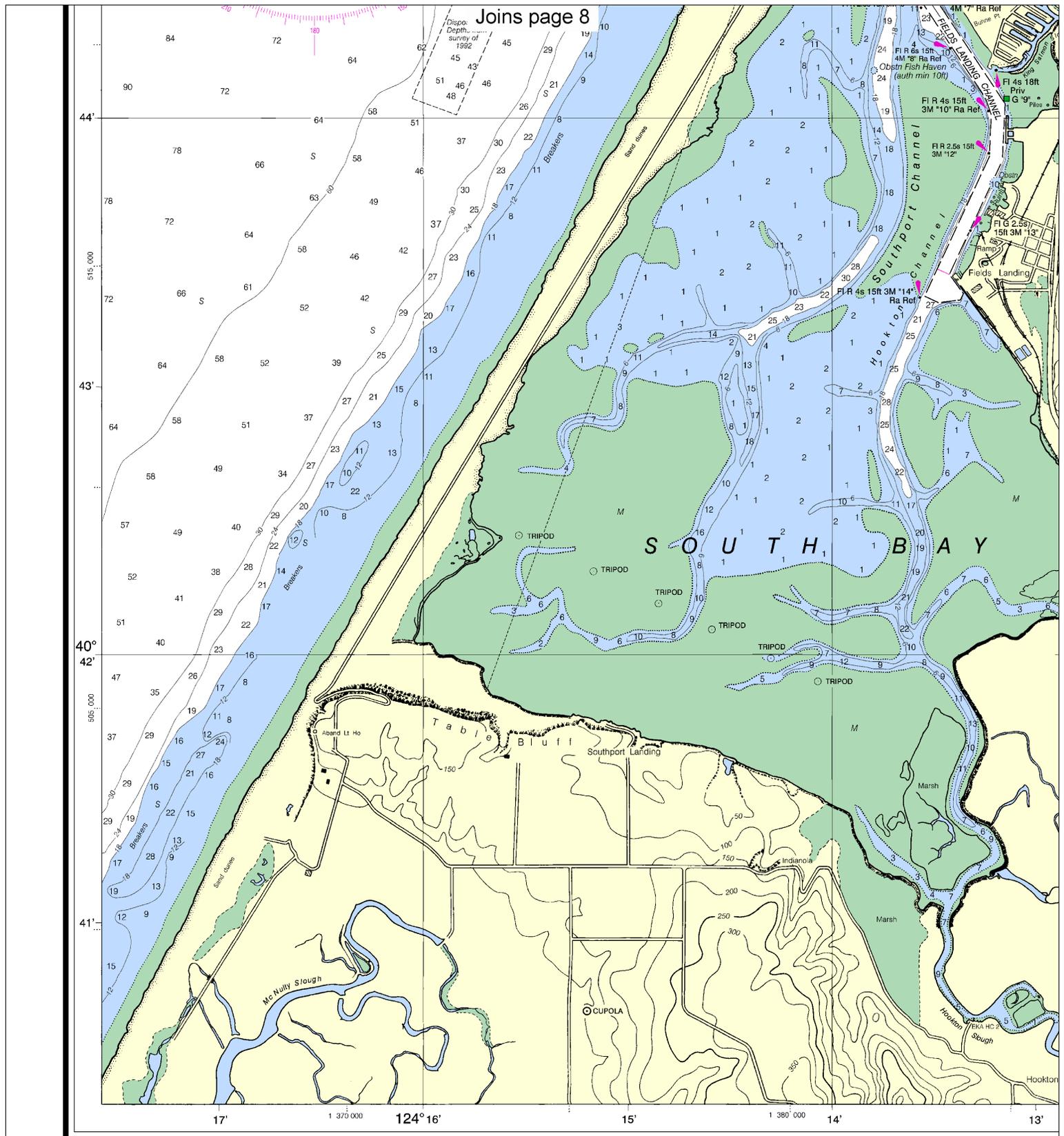


THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST CALIFORNIA

HUMBOLDT BAY

Mercator Projection Scale 1:25,000 Joins page 15



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55th Ed., Jun. / 10 ■ Corrected through NM Jun. 26/10
 Corrected through LNM Jun. 15/10

18622

CAUTION

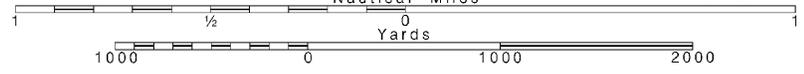
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice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

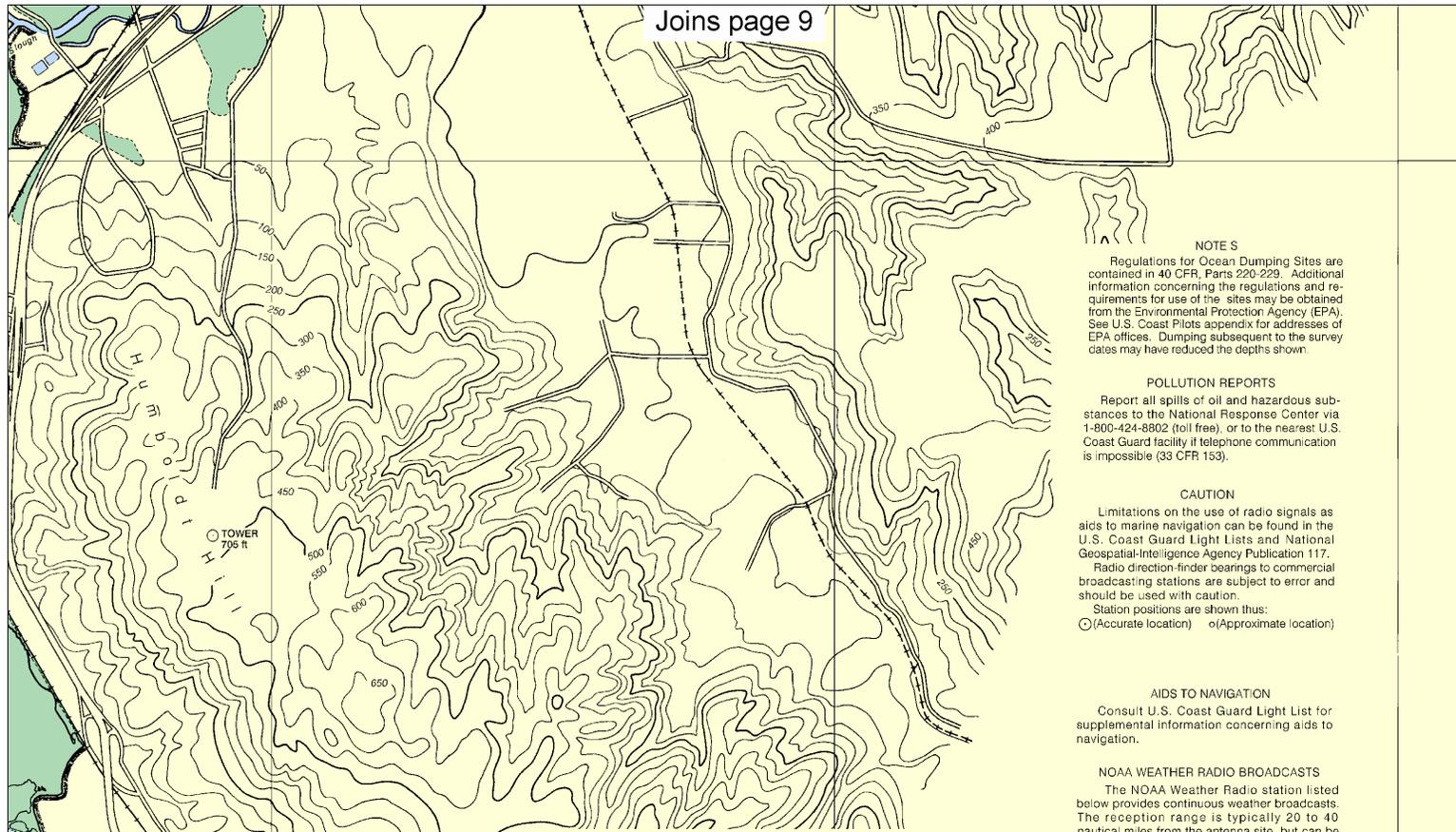
SOUNDINGS IN FEET

12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.





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.

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).

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)

AIDS TO NAVIGATION
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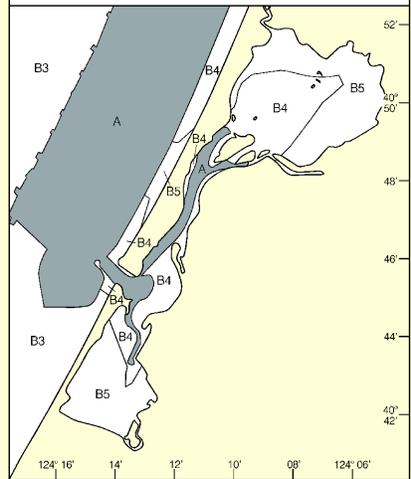
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SOURCE DIAGRAM

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	1990-2008	NOS Surveys full bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage
B5	Pre-1990	NOS Surveys partial bottom coverage



NOTE A
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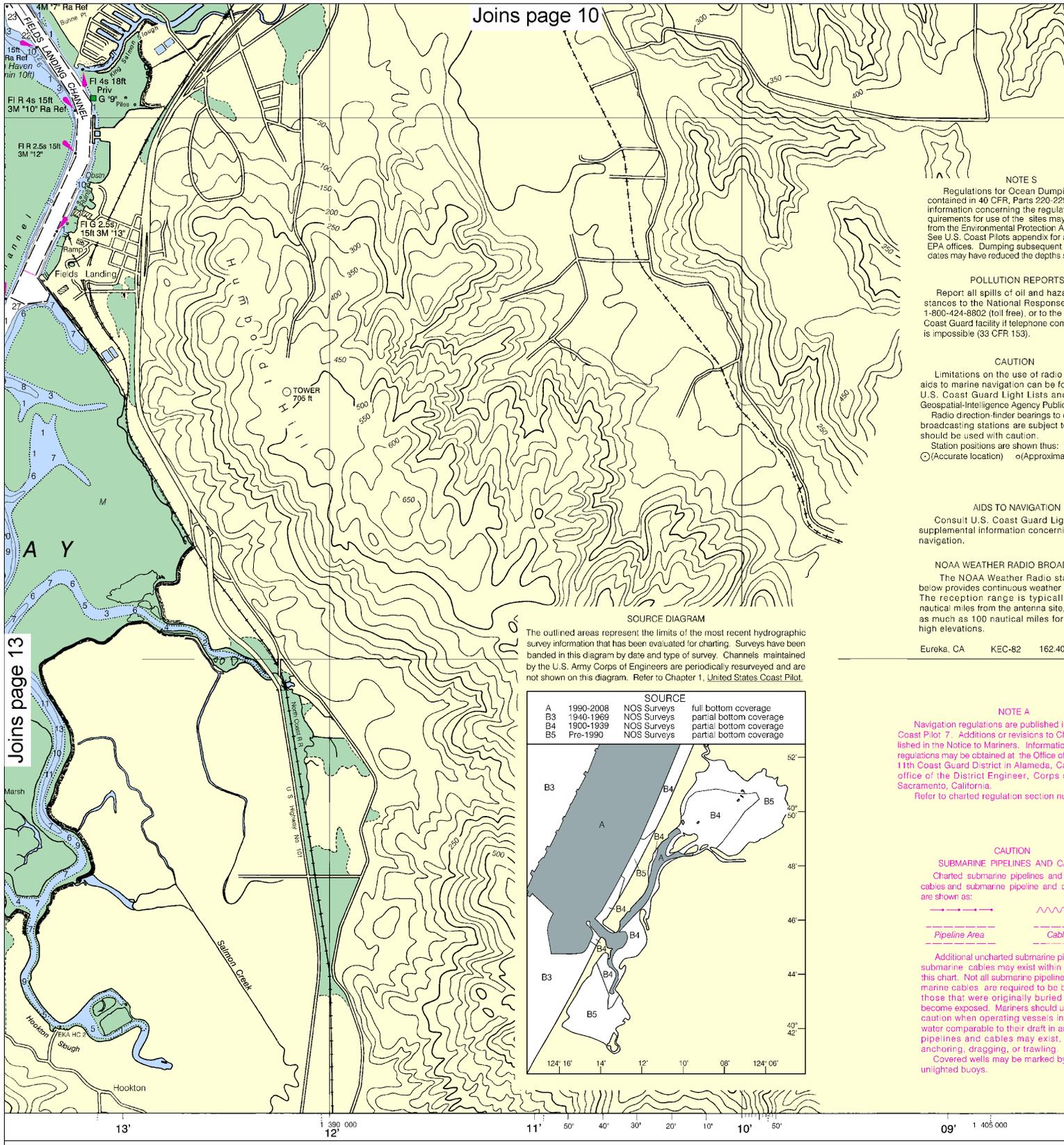
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EET

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

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.

FATHOMS	1	2
FEET	6	12
METERS	1	2



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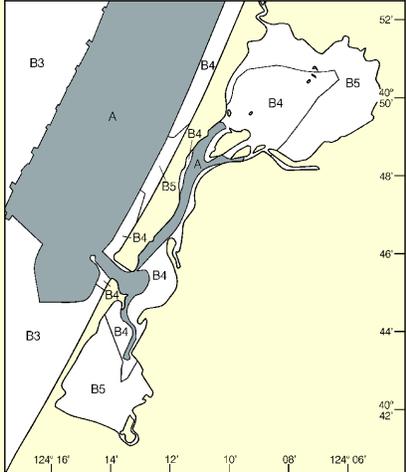
AIDS TO NAVIGATION
 Consult U.S. Coast Guard Light Lists for supplemental information concerning navigation.

NOAA WEATHER RADIO BROADCASTING
 The NOAA Weather Radio station below provides continuous weather information. The reception range is typically 20 nautical miles from the antenna site, as much as 100 nautical miles for high elevations.

Eureka, CA KEC-82 162.40

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	1990-2008	NOS Surveys full bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage
B5	Pre-1990	NOS Surveys partial bottom coverage



NOTE A
 Navigation regulations are published in Coast Pilot 7. Additions or revisions to regulations are published in the Notice to Mariners. Information regarding regulations may be obtained at the Office of the 11th Coast Guard District in Alameda, California, or the Office of the District Engineer, Corps of Engineers, in Sacramento, California. Refer to charted regulation section number.

CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and cables and submarine pipeline and cable areas are shown as:
 --- Pipeline Area --- Cable

Additional uncharted submarine pipelines and cables may exist within the limits of this chart. Not all submarine pipelines and cables are required to be marked. Those that were originally buried may become exposed. Mariners should use caution when operating vessels in shallow water comparable to their draft in areas where pipelines and cables may exist. Anchoring, dragging, or trawling may damage pipelines and cables. Covered wells may be marked by unlighted buoys.

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.

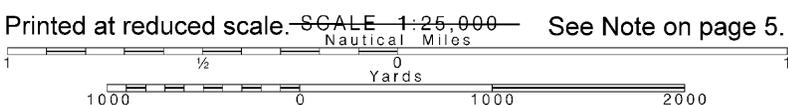
Joins page 13

DEPTHS IN FEET

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

14

Note: Chart grid lines are aligned with true north.



HUMBOLDT BAY

Mercator Projection
Scale 1:25,000 at Lat. 40°46'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean High Water	Mean High Water	Mean Low Water
Samoa	(40°50'N/124°11'W)	7.3	6.6	1.3
Fields Landing	(40°43'N/124°13'W)	6.8	6.2	1.2
North Spit	(40°48'N/124°13'W)	6.9	6.2	1.3
Bucksport	(40°47'N/124°12'W)	7.0	6.2	1.3
Eureka	(40°48'N/124°10'W)	7.3	6.6	1.3
Arcata Wharf	(40°51'N/124°07'W)	7.0	6.3	1.3

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> (Apr 2010).

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	IO interrupted quick	N nun	Rot rotating
B black	Is 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	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: - - - - -

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.

PLANE COORDINATE GRID
(based on NAD 1927)
California State Grid, zone 1, is indicated by dotted ticks at 5000 foot intervals.

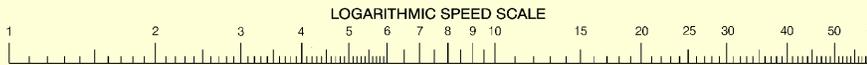
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.544' southward and 4.220' westward to agree with this chart.

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

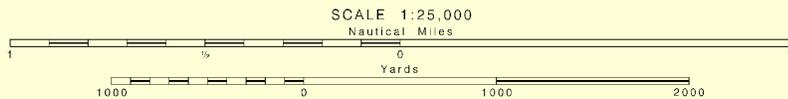
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

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

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.



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



08' 07' 1 415 000 124° 06' 05' 1 425 000 901.2 X 760.4 mm

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Humboldt Bay
SOUNDINGS IN FEET - SCALE 1:25,000

18622



ED. NO. 55



NSN 7642014011585

NGA REFERENCE NO. 186HA18622



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>



— 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.

