

BookletChart™



Albion to Caspar

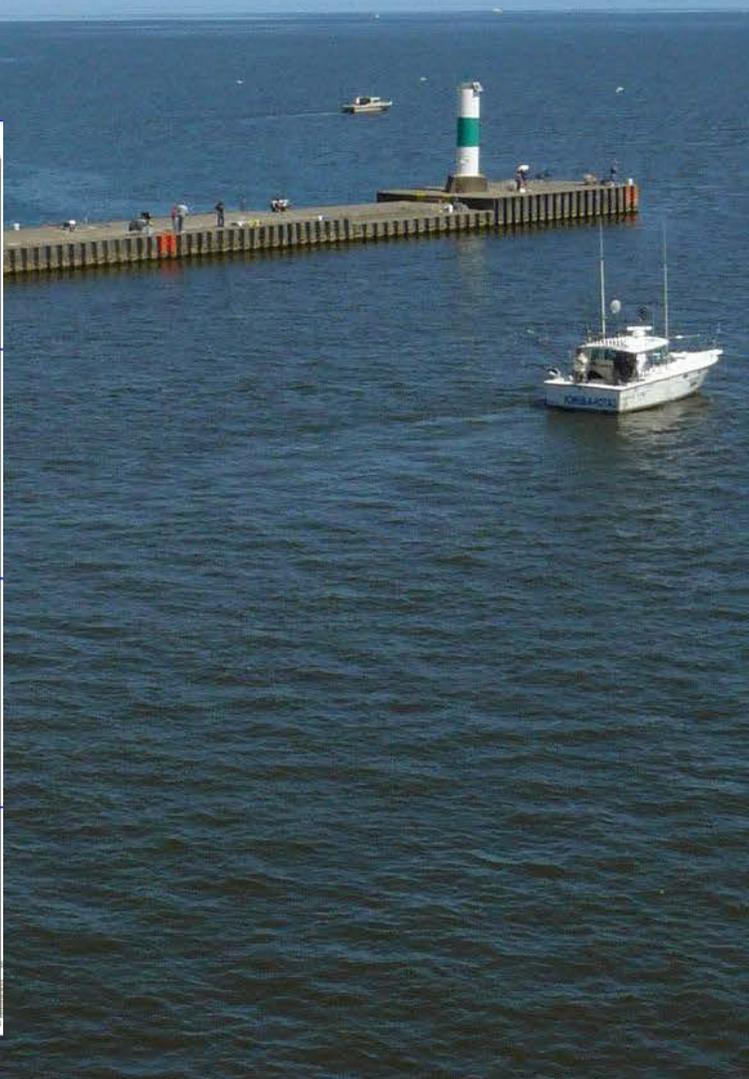
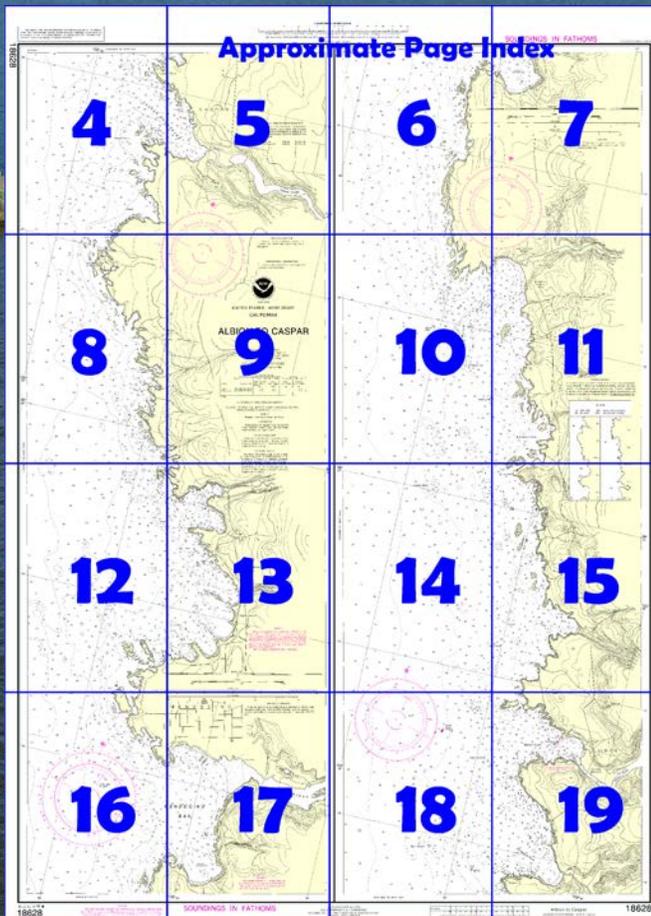
NOAA Chart 18628

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.

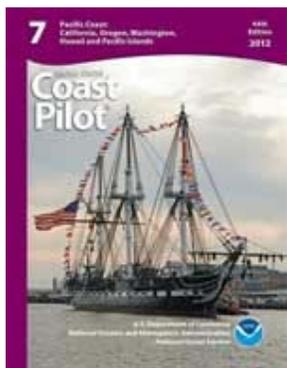
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18628>.



(Selected Excerpts from Coast Pilot)
Salmon Point, the S entrance point to **Whitesboro Cove**, 1.2 miles N of Navarro River, is a treeless cliff 109 feet high. Detached rocks extend W of the point for 0.2 mile, with **Bull Rock**, a covered ledge, usually showing a breaker 0.5 mile NW of the extremity of the point. In a heavy swell, breakers show between it and the visible rocks off the point. Whitesboro Cove is rocky, exposed to NW and W winds, and seldom used as an anchorage.

Albion Cove, 16.5 miles N of Point Arena, affords good shelter in N weather. The S point at the entrance rises to a knoll 179 feet high; low

rocks extend nearly 500 yards W of the point. The N point is a rocky islet 80 feet high lying close to the point which has the same elevation; both are bare. Small visible rocks lie 200 yards W of the islet, and covered rocks, showing breakers in a moderate swell, extend out more than 500 yards WSW from it. **Mooring Rock**, in about the middle of the cove, is 30 feet high, pyramidal in shape, and marked by a light and a mariner radio activated sound signal, initiated by keying the microphone five times on VHF-FM channel 81A. Small rocks extend from Mooring Rock to the N shore. A lighted whistle buoy marks the entrance to the cove.

The village of **Albion** is on both high banks of **Albion River**. Several small piers on the river serve the commercial and sport fishermen. Gasoline, diesel oil, water, ice, fishing supplies, and a launching ramp are available. The river is crossed by a fixed highway bridge that has a clearance of 118 feet, 0.1 mile above the mouth.

Between Albion Cove and Colby Reef, breakers are seen in a heavy swell nearly 0.5 mile from shore; vessels should not approach closer than 1 mile.

Stillwell Point, 1.6 miles N of Albion Cove, is a bold, sharp 190-foot cliff. A 141-foot-high rocky islet lies close inshore on its NW side. A yellow slide is on the S face of Stillwell Point. **Colby Reef**, 0.5 mile offshore W of Stillwell Point, is a shoal rocky patch. Numerous other dangers are just inside the 20-fathom curve along this stretch of coast.

Little River, 19 miles N of Point Arena, offers shelter in the entrance cove. The reefs and rocks surrounding the cove are well marked by kelp, and a heavy undertow is felt when in the vicinity of the rocks. The NW shore of the cove is bluff, rocky, and bare of trees for over 0.5 mile. The entrance is marked by a bell buoy, but the channel narrows to 60 yards by covered rocks N of the inner visible rock. The beach area at Little River is a State Park.

The 2-mile coast between Little River and Mendocino Bay is a broad tableland with a seaward face of cliffs, 40 to 60 feet high, bordered by numerous low rocks. The tree line is over 0.5 mile from the cliffs.

Mendocino Bay, 21 miles N of Point Arena, affords fair shelter in NW weather, but vessels are obliged to leave in S or W weather. In heavy SW gales the sea breaks clear across the entrance. The S point at the entrance is a rocky, irregular cliff 100 feet high, bordered by numerous rocks extending 150 yards offshore. A reef covered 3 fathoms extends 500 yards NW of the outermost visible rock. This area should be avoided when there is any swell running. The N point is a broken cliff 60 feet high, bordered by numerous rocks close inshore. A whistle buoy marks the entrance to the bay.

Big River enters in the NE part of Mendocino Bay. The town of **Mendocino** is on the N shore of the bay. Water is available.

Russian Gulch, 2 miles N of Mendocino, is a small cove occasionally used as an anchorage by small craft with local knowledge as it affords excellent protection. A State Park is at the head of the cove. The concrete arch highway bridge across Russian Gulch should show well from S to W. An important danger is a submerged rock 400 yards NW of the S entrance point, surrounded by a reef covered 1¼ fathoms.

Point Cabrillo, 3 miles N of the town of Mendocino and 24 miles N of Point Arena, is a flat-topped point 50 to 60 feet high terminating seaward in nearly vertical cliffs; numerous low rocks extend offshore over 200 yards, and the 30-fathom curve is barely 0.2 mile outside of them. The point is bare except for a few trees at the houses near the light.

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 Oct. 15/11
Corrected through LNM Oct. 04/11

HEIGHTS

Heights in feet above Mean High Water.

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.

WARNING

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

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio 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.

Eureka, CA	KEC-82	162.400 MHz WX2
Point Arena, CA	KIH-30	162.550 MHz WX1

AUTHORITIES

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

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 0.284" southward and 4.097" westward to agree with this chart.

For Symbols and Abbreviations see Chart No. 1

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.

Mercator Projection

Scale 1:10,000 at Lat. 39°17'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

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 San Francisco, California.

Refer to charted regulation section numbers.

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.

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

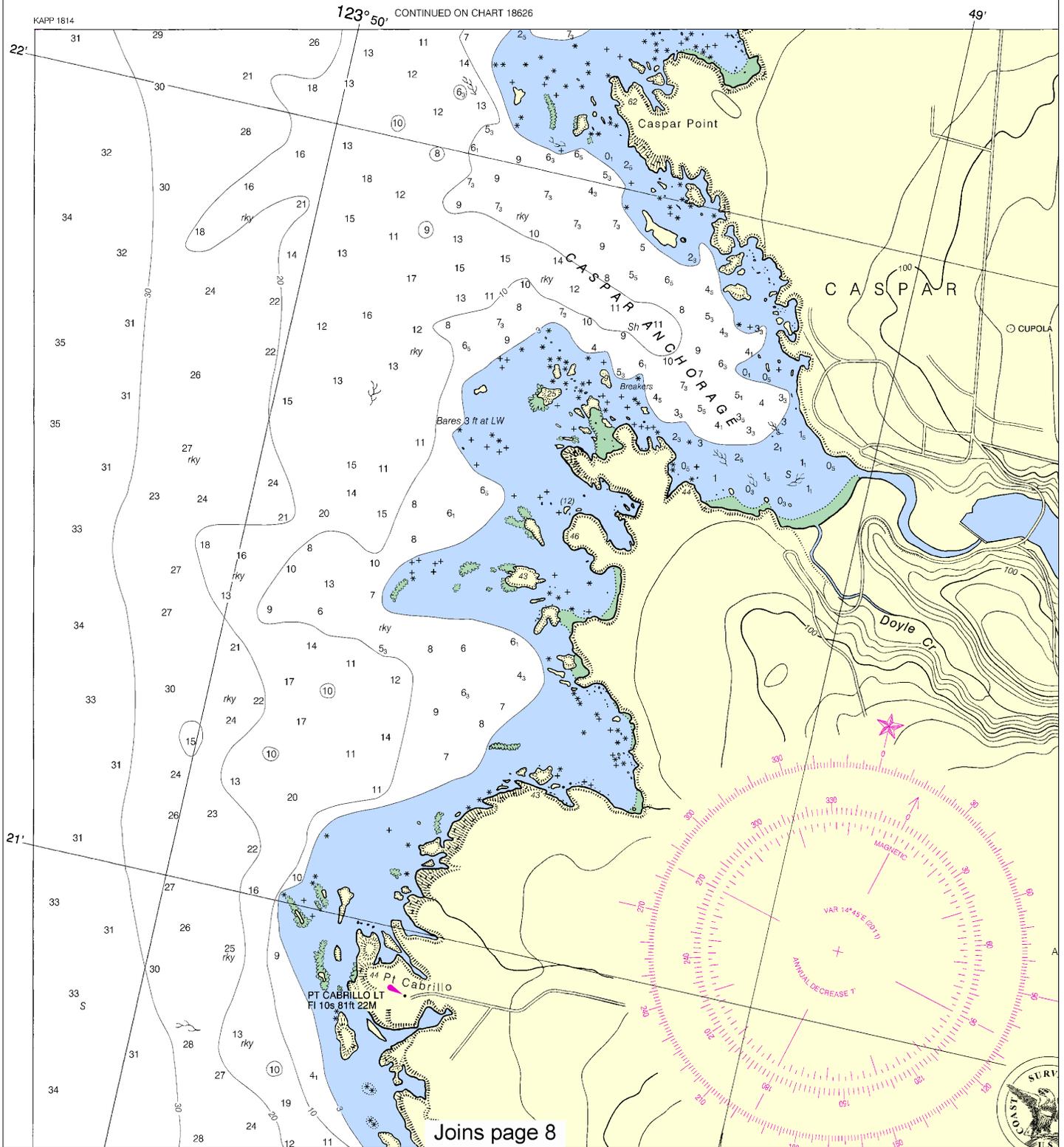
TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
Mendocino	(39°18'N/123°48'W)	5.8	5.1	1.1

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Sep 2011)

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.

18628



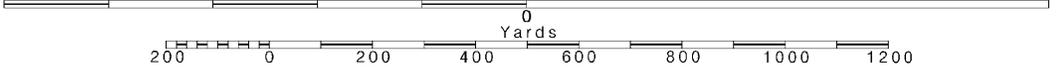
Joins page 8

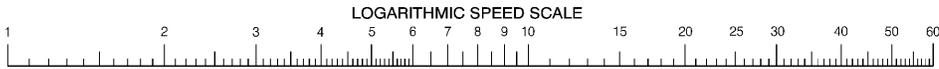
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.





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.

Formerly C&GS 5711, 1st Ed., July 1942

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://ocsddata.nod.noaa.gov/ids/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

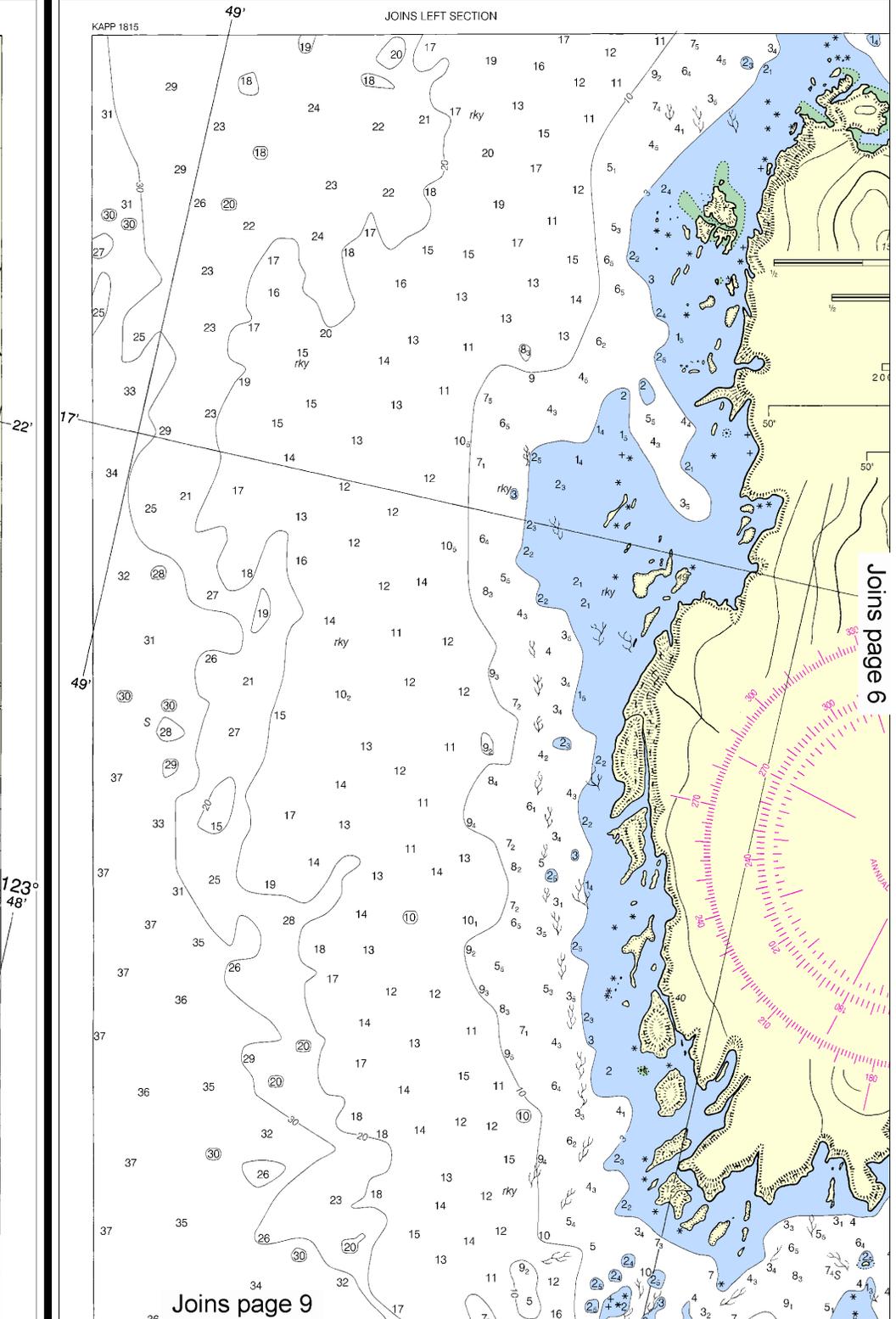
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AIDS TO NAVIGATION
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Additional information can be obtained at nauticalcharts.noaa.gov.

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



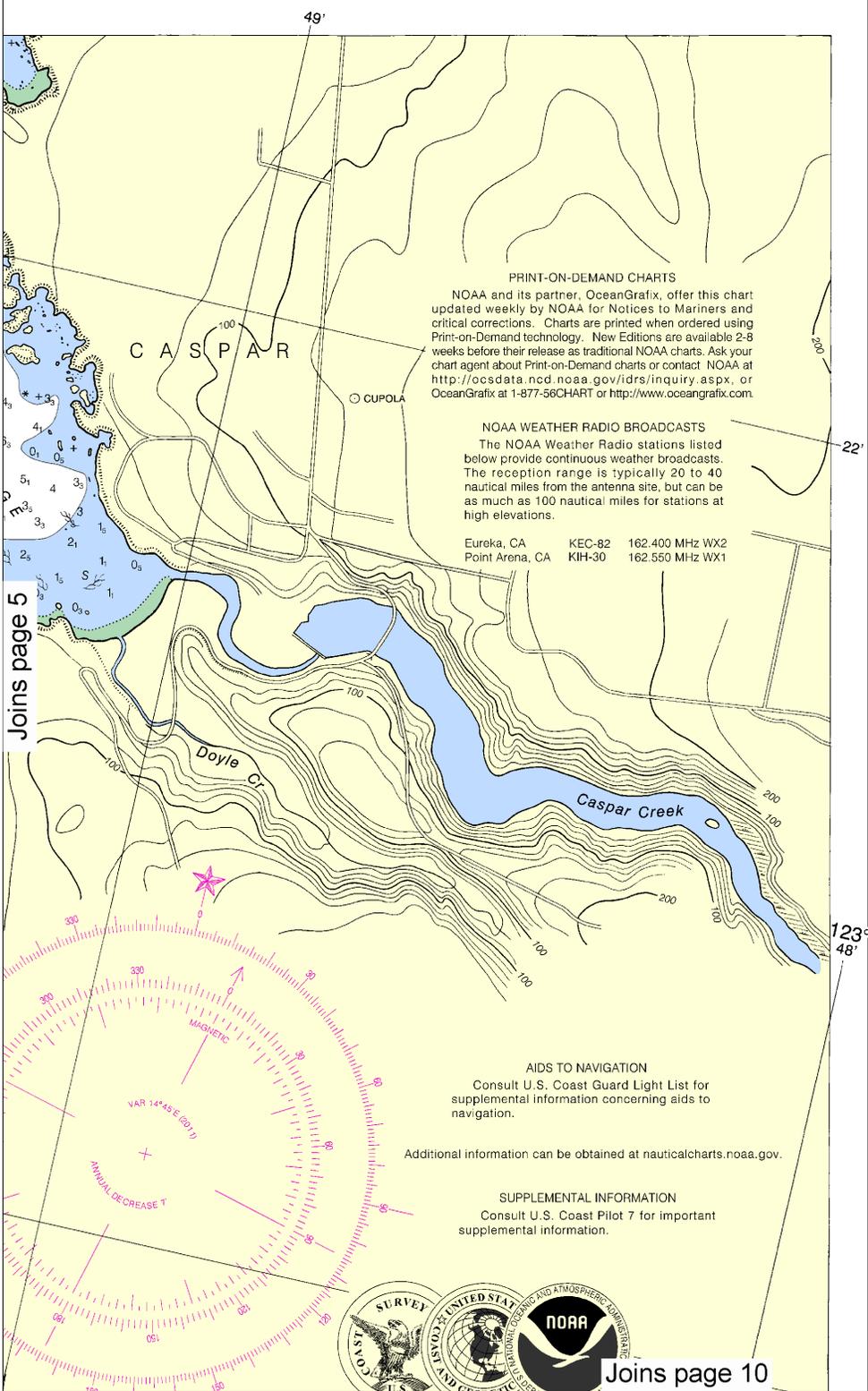
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

LOGARITHMIC SPEED SCALE



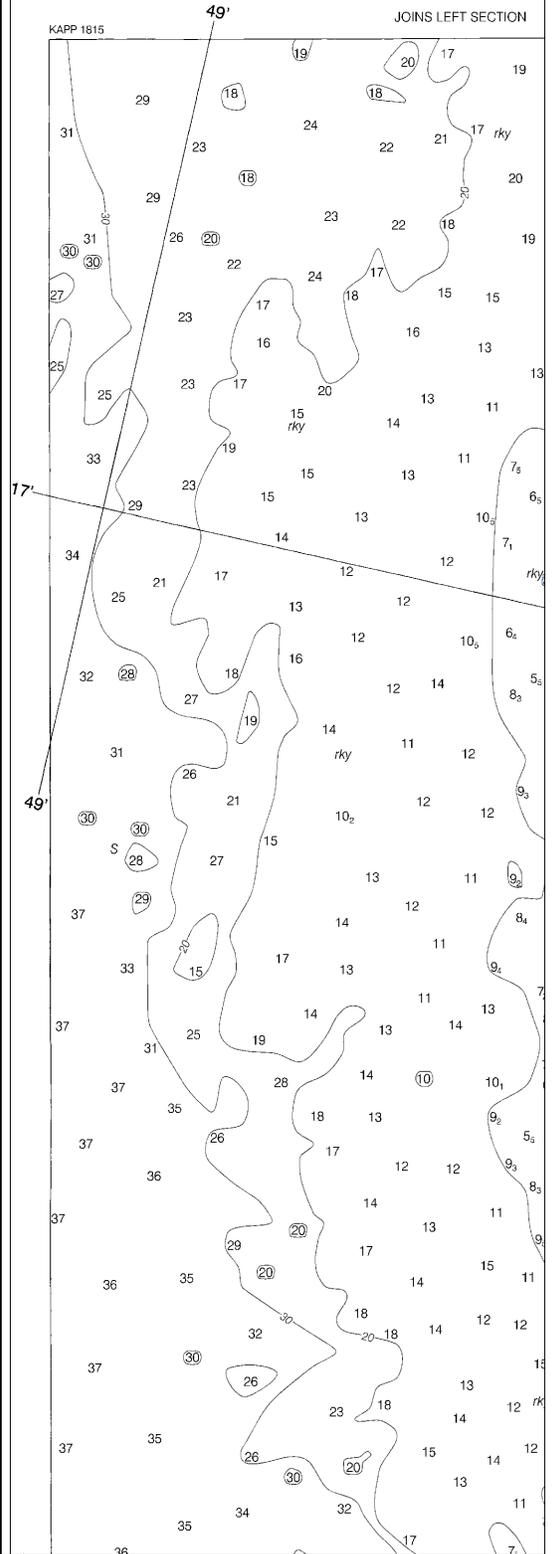
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Formerly C&GS 5711, 1st Ed., July 1942



Joins page 5

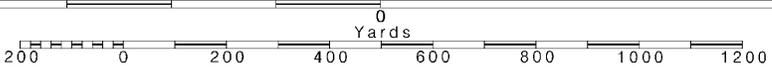
Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

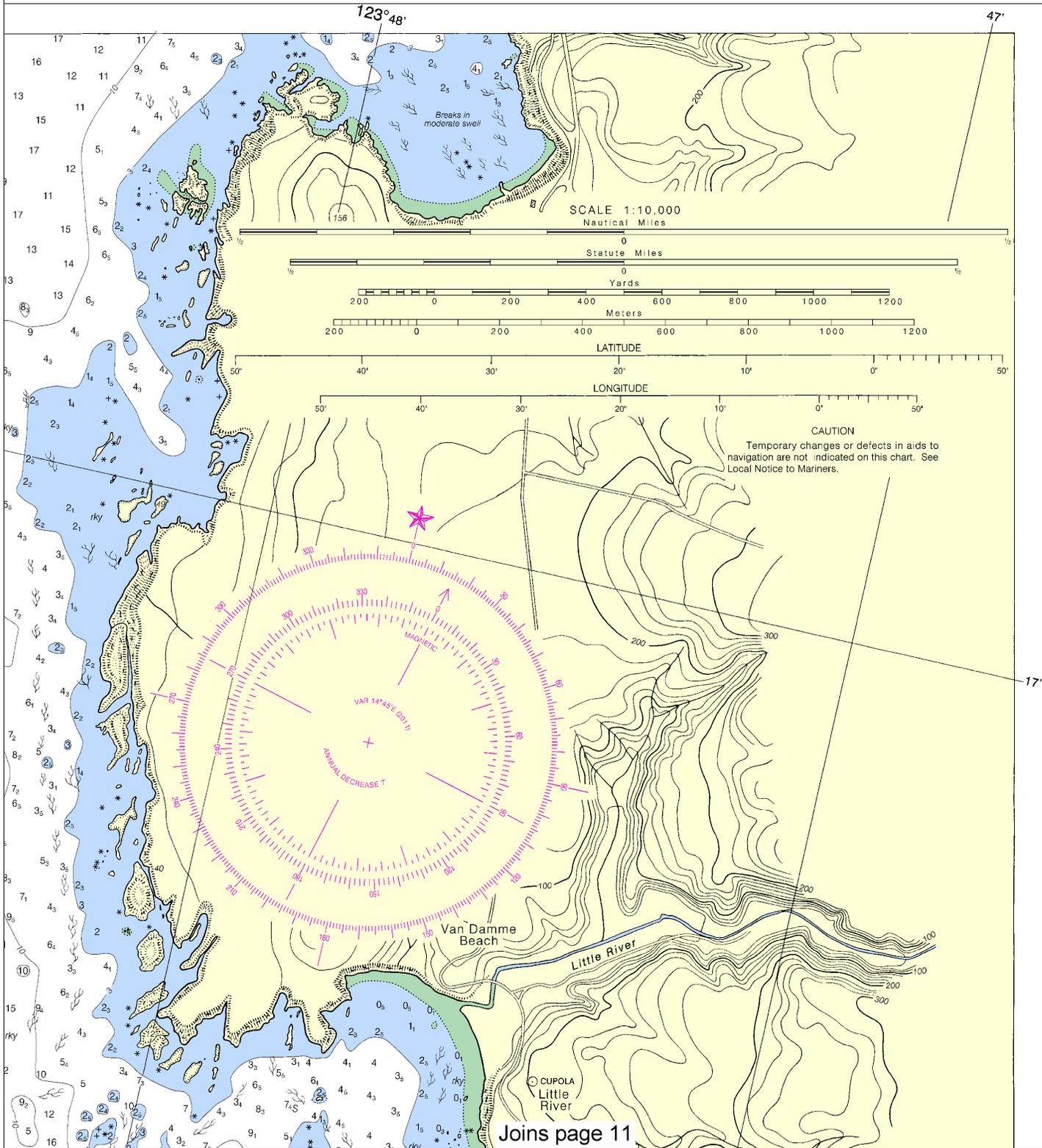
See Note on page 5.



SOUNDINGS IN FATHOMS

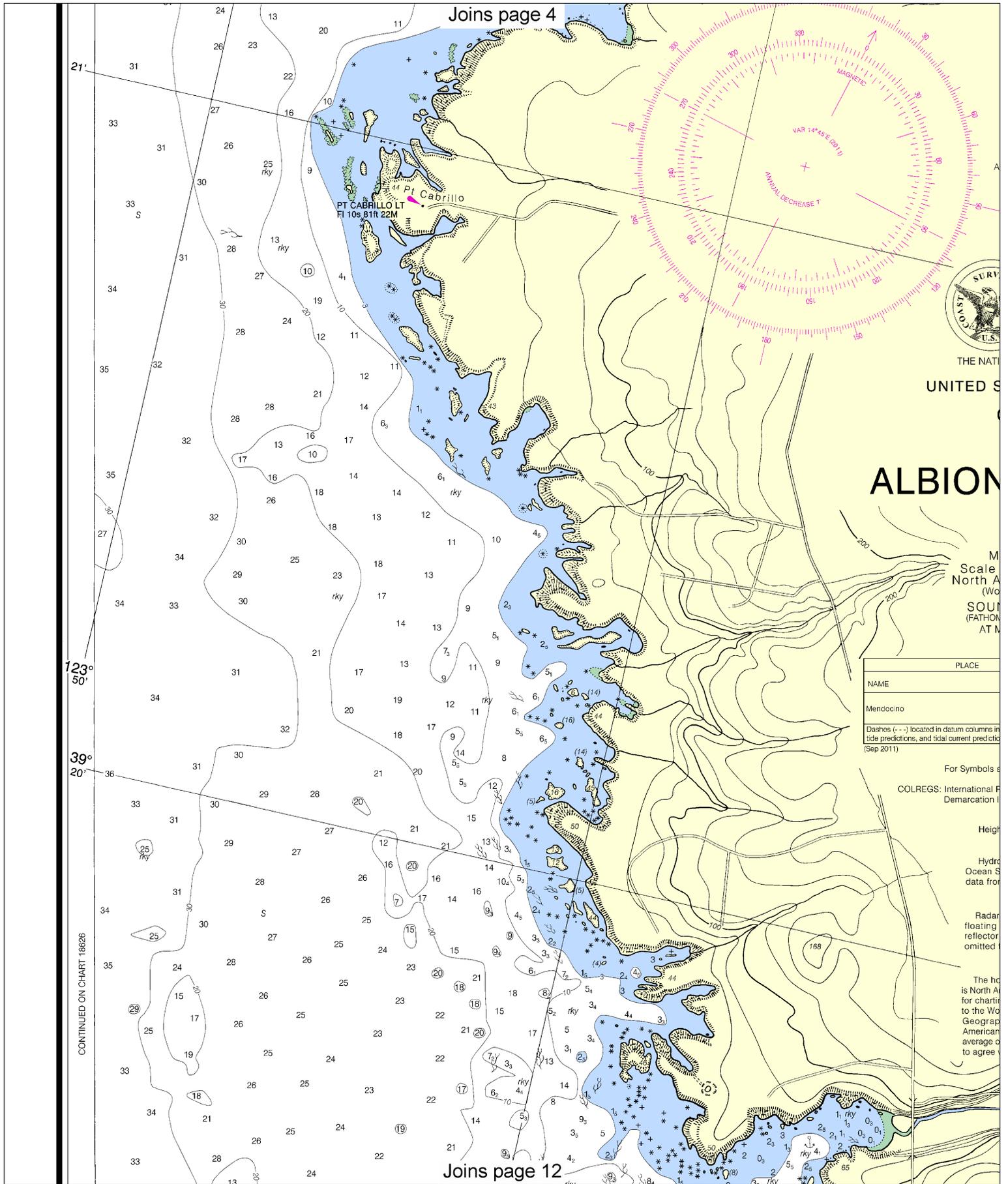
(FATHOMS & FEET TO 11 FATHOMS)

18628



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4612 11/13/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: n/a.



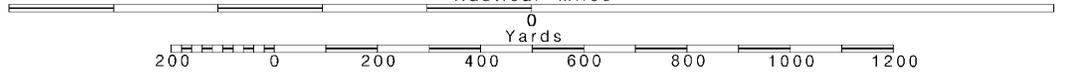


8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.



AIDS TO NAVIGATION
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Additional information can be obtained at nauticalcharts.noaa.gov.

SUPPLEMENTAL INFORMATION
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THE NATIONAL SYSTEM OF NAUTICAL CHARTS HAS BEEN MADE SINCE 1807

UNITED STATES - WEST COAST
CALIFORNIA

RUSSIAN GULCH TO CASPAR

Mercator Projection
Scale 1:10,000 at Lat. 39°17'
American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
METERS AND FEET TO ELEVEN FATHOMS)
MEAN LOWER LOW WATER

TIDAL INFORMATION

(LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
(39°18'N/123°48'W)	5.8	5.1	1.1

Indicate unavailable datum values for a tide station. Real-time water levels, tides and currents are available on the Internet from <http://tidesandcurrents.noaa.gov>.

Abbreviations see Chart No. 1

Regulations for Preventing Collisions at Sea, 1972.

Light colors are shown thus: _____

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

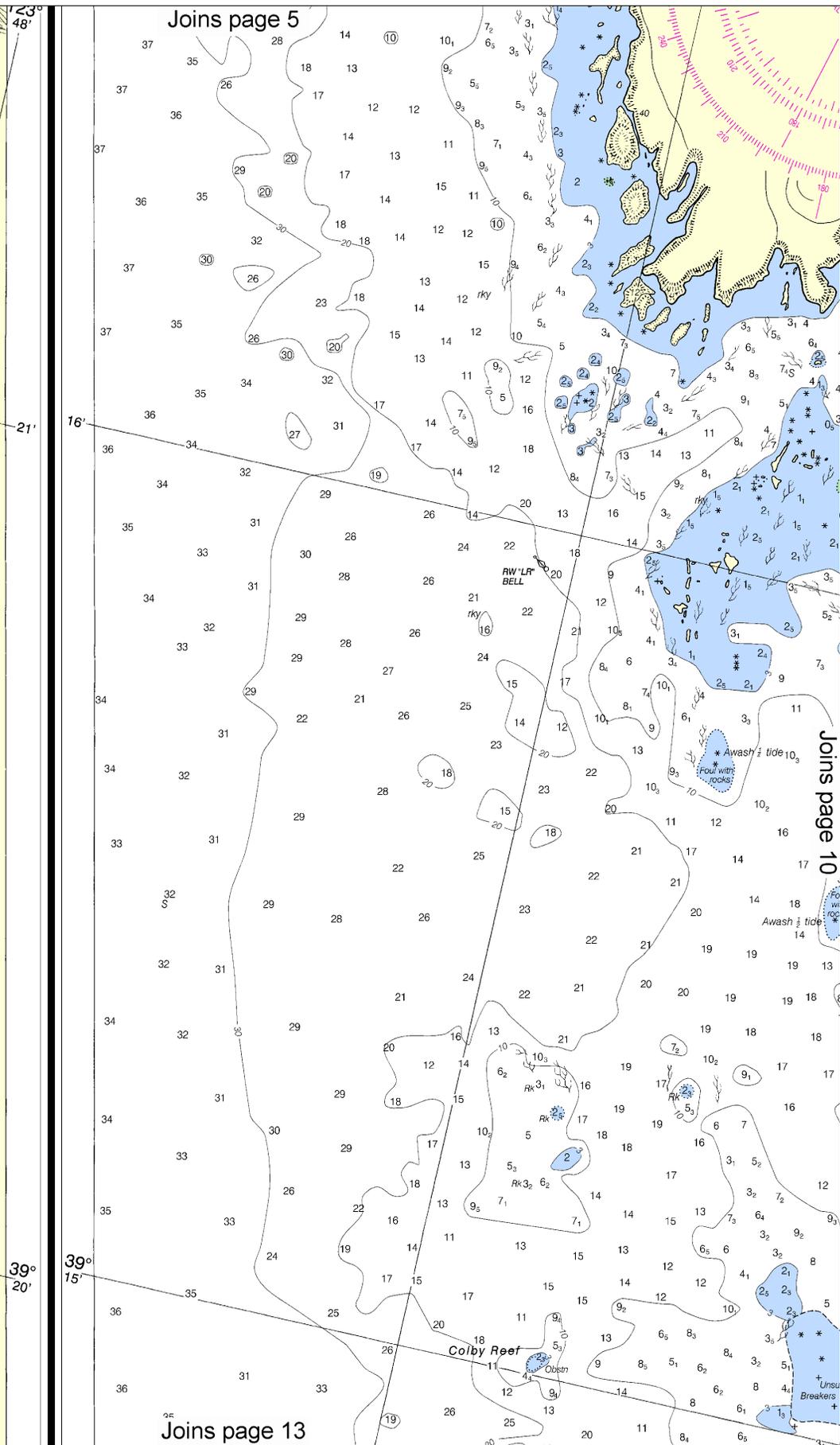
Topography and bathymetry by the National Ocean Service, Coast Survey, with additional information from the U.S. Coast Guard.

RADAR REFLECTORS

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

HORIZONTAL DATUM

Horizontal reference datum of this chart is the 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 amount of 0.284' southward and 4.097" westward when used with this chart.



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

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

SUPPLEMENTAL INFORMATION
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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST
 CALIFORNIA

ALBION TO CASPAR

Mercator Projection
 Scale 1:10,000 at Lat. 39°17'
 North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FATHOMS
 (FATHOMS AND FEET TO ELEVEN FATHOMS)
 AT MEAN LOWER LOW WATER

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
NAME (LAT/LONG)	feet	feet	feet	feet
Mendocino (39°18'N/123°48'W)	5.8	5.1	1.1	

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Sep 2011)

For Symbols and Abbreviations see Chart No. 1

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

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AUTHORITIES

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RADAR REFLECTORS

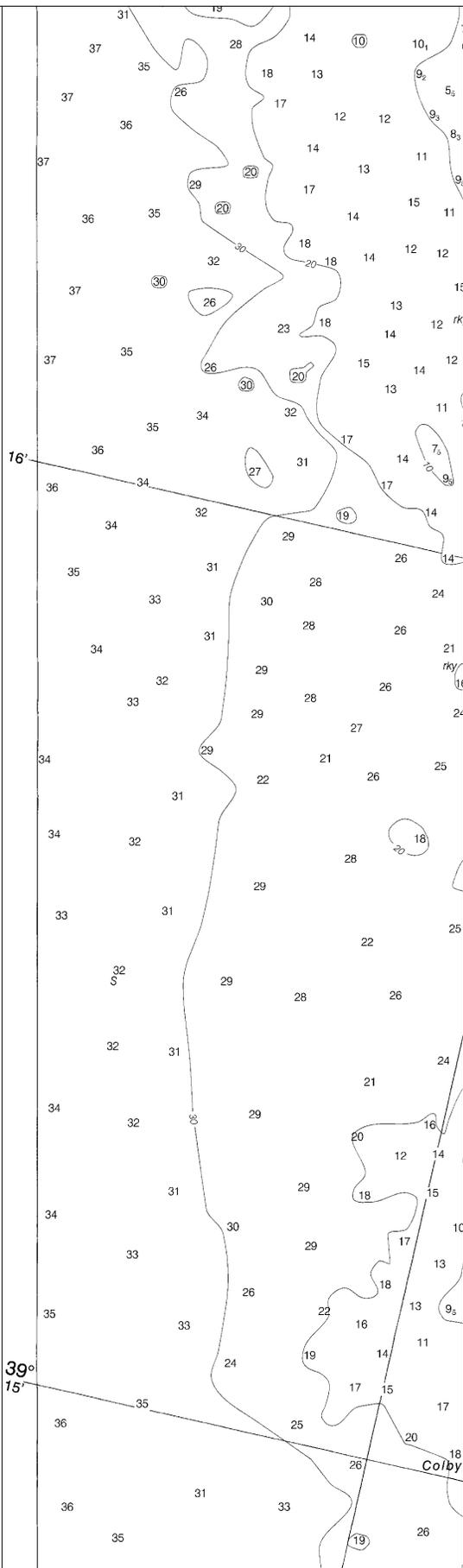
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Russian Gulch

Joins page 9

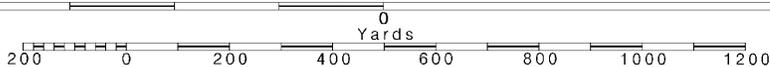


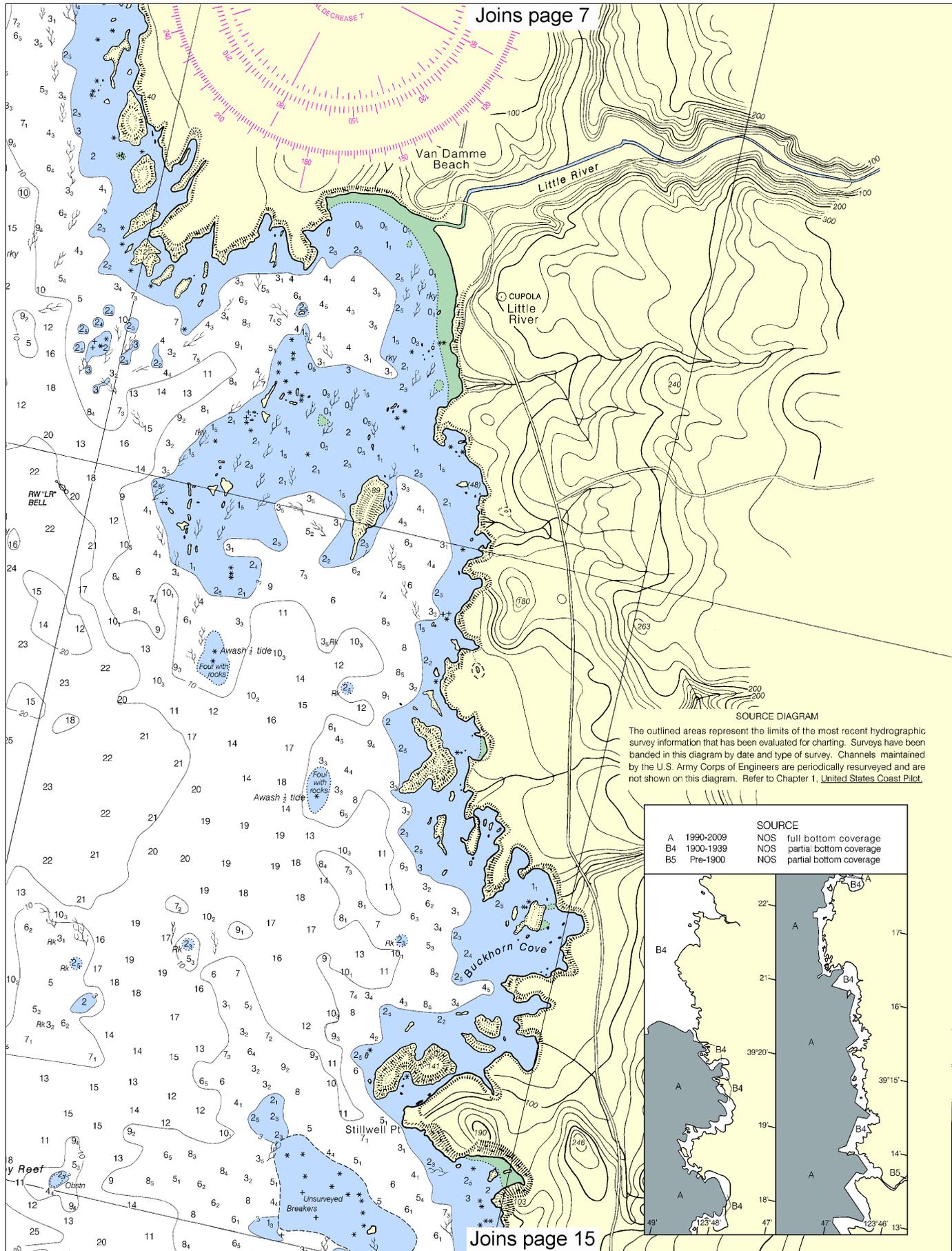
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. **SCALE 1:10,000**
 Nautical Miles

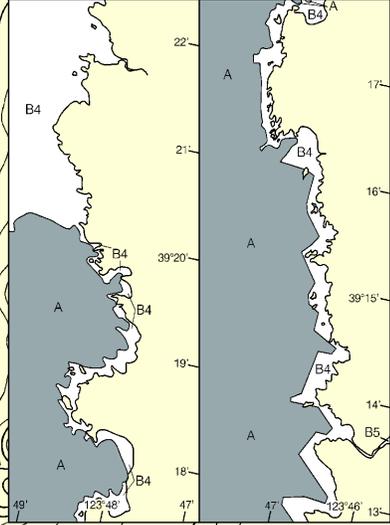
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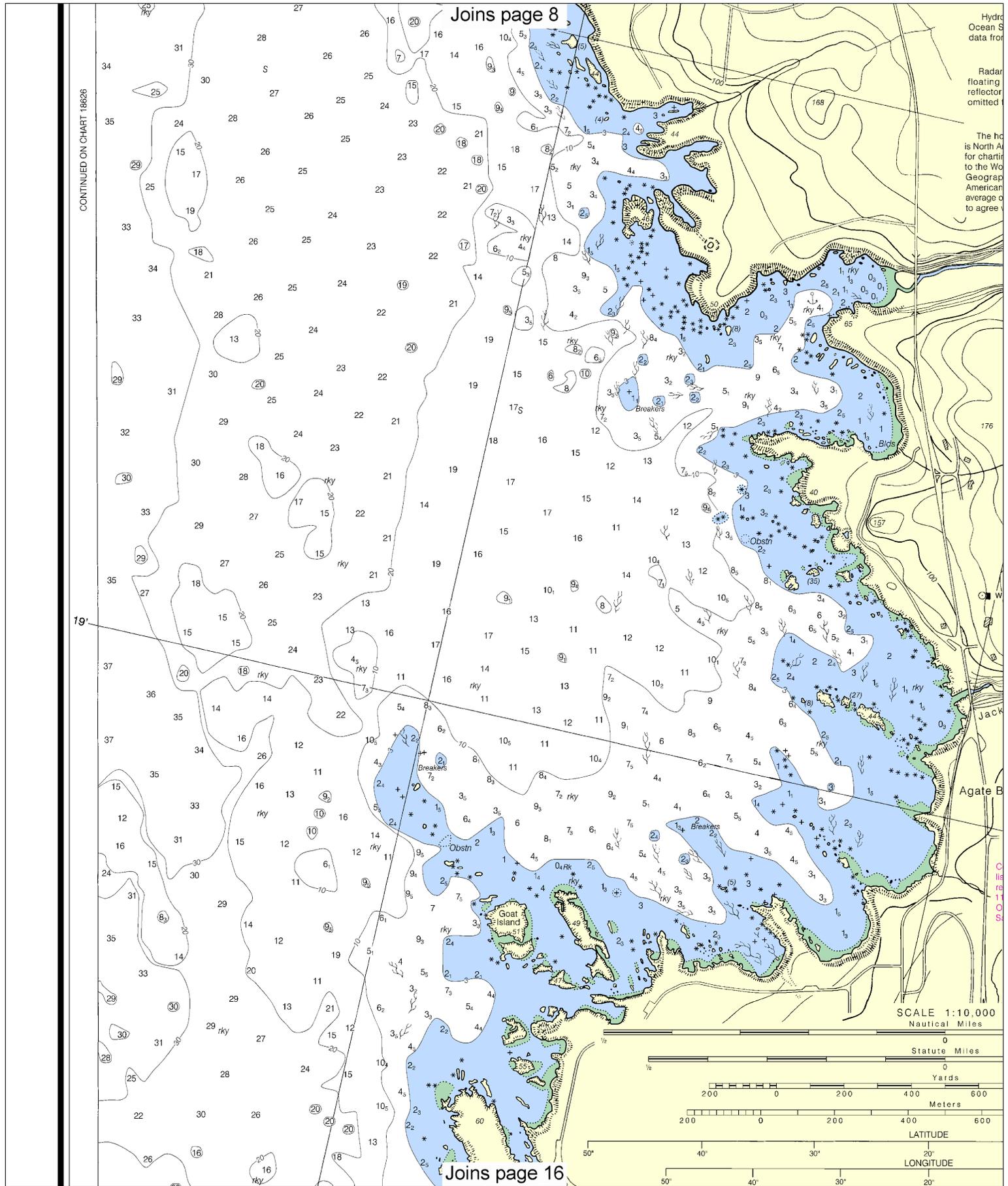




SOURCE DIAGRAM
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SOURCE	
A	1990-2009 NOS full bottom coverage
B4	1900-1939 NOS partial bottom coverage
B5	Pre-1900 NOS partial bottom coverage



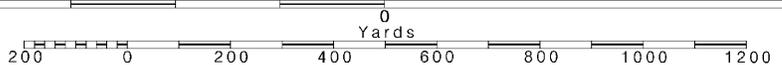


12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

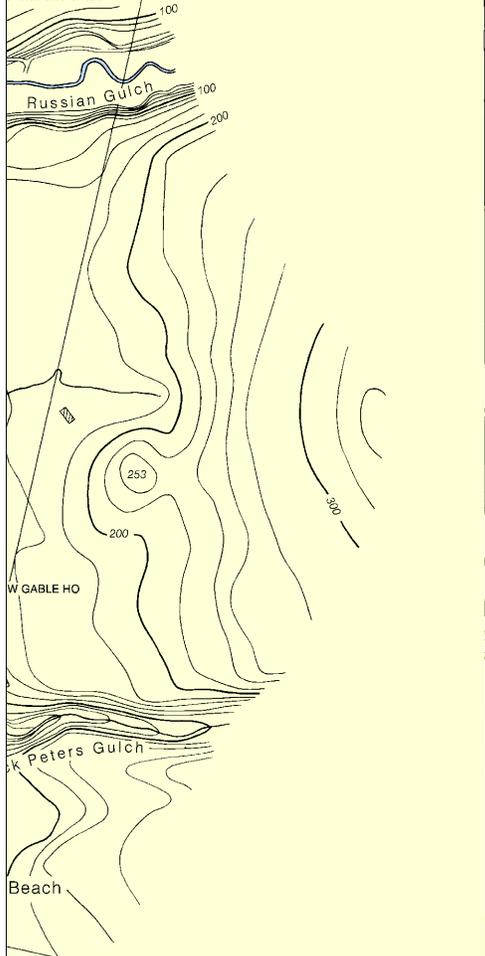
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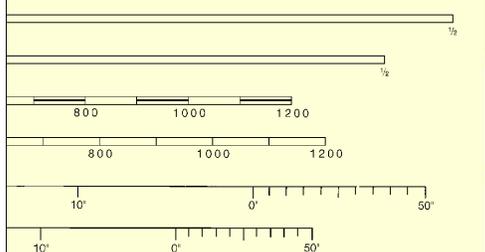
ADDITIONAL INFORMATION
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 Refer to charted regulation section numbers.



39° 20'

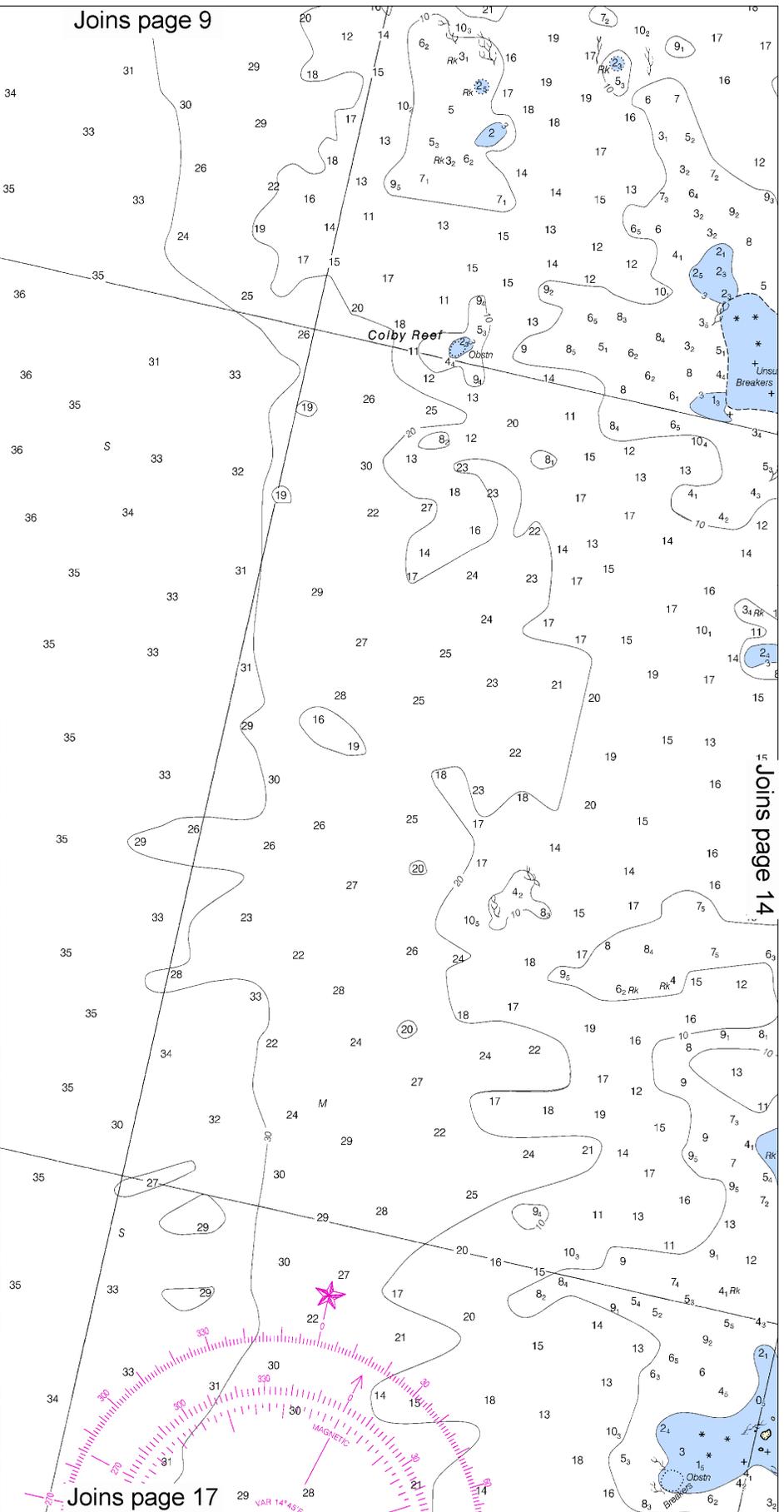
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Joins page 9

CONTINUED ON CHART 18626

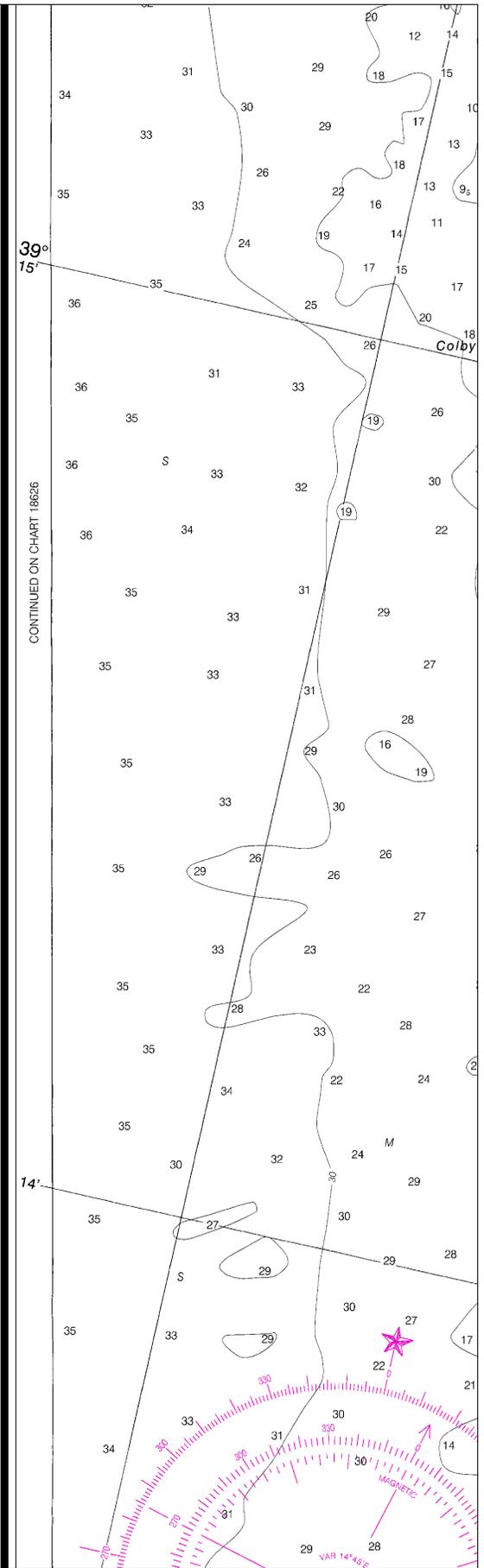
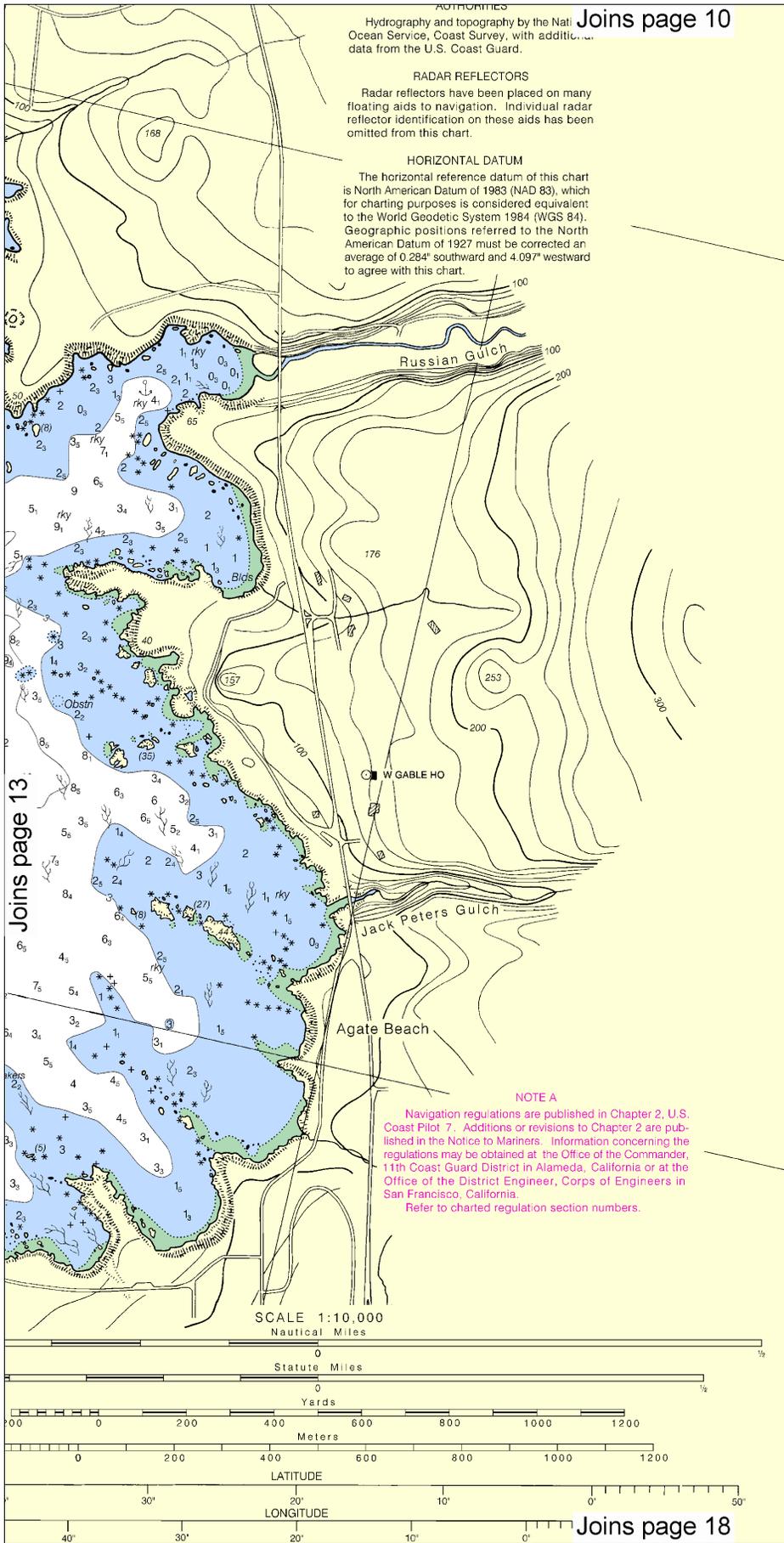
39° 15'

14'



Joins page 17

Joins page 14

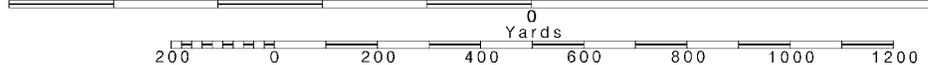


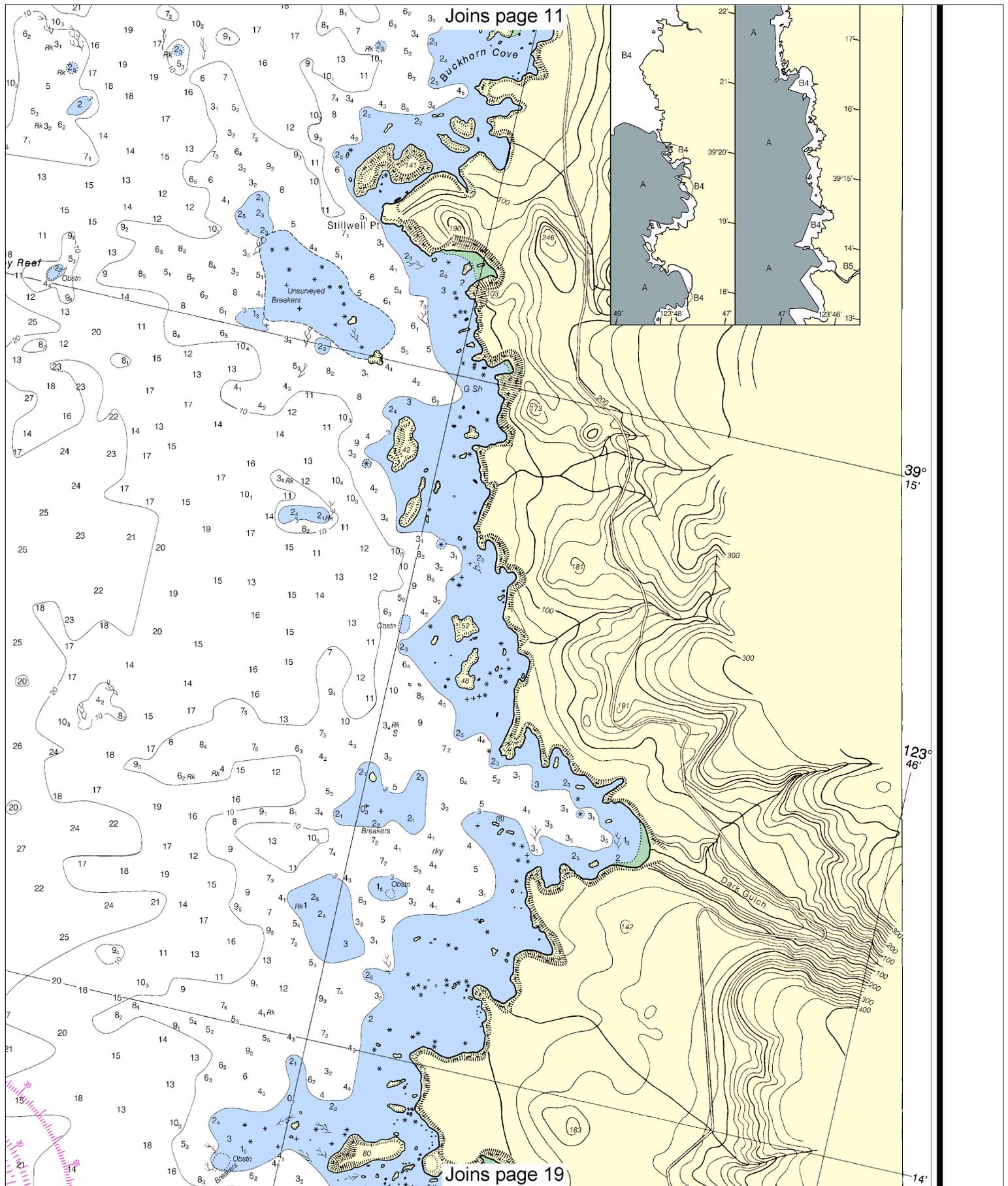
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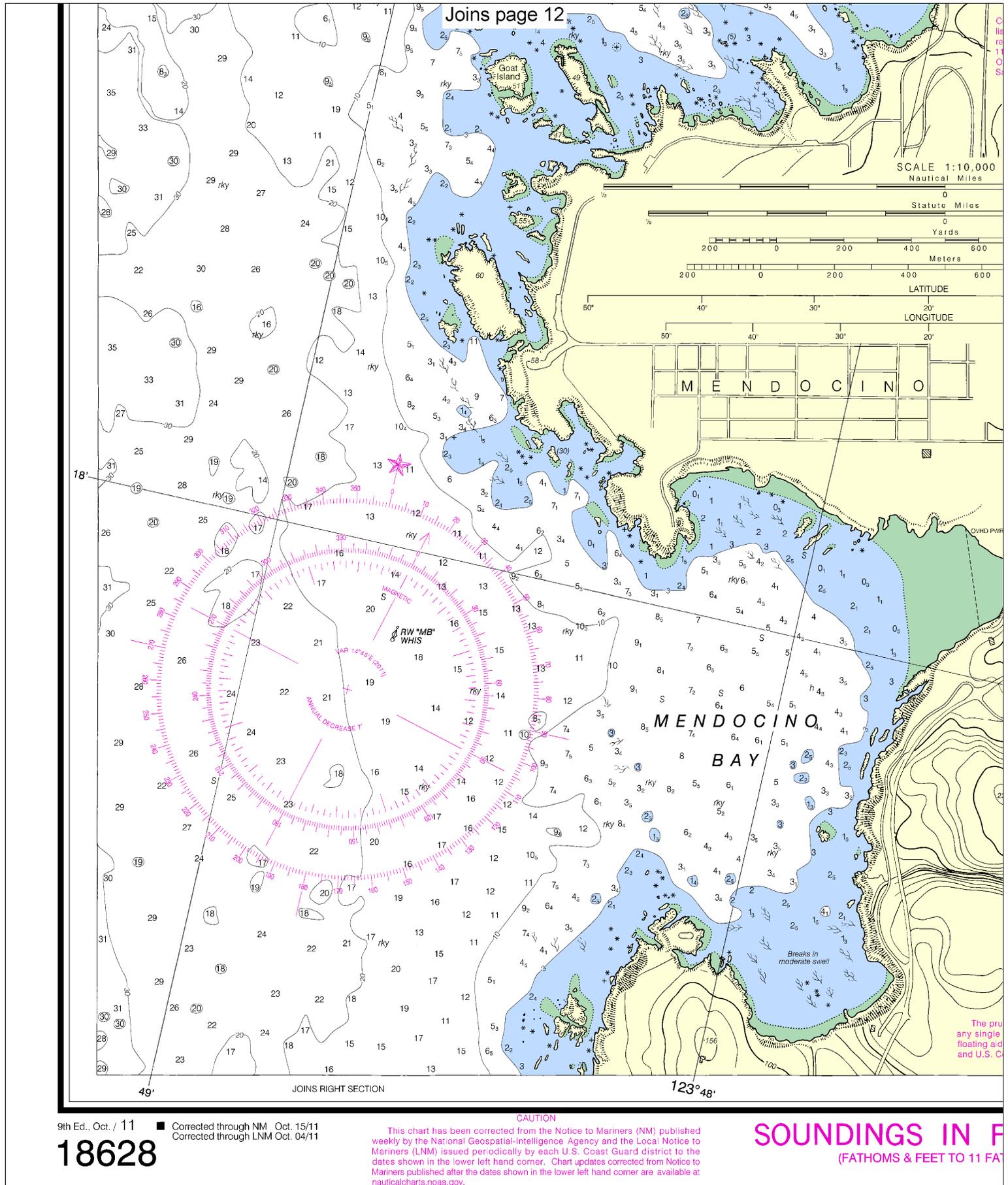
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —
Nautical Miles

See Note on page 5.



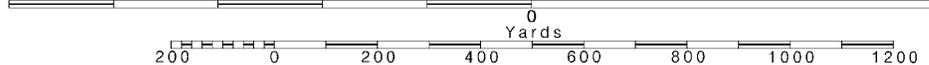




Note: Chart grid lines are aligned with true north.

Printed at reduced scale. —SCALE 1:10,000—
Nautical Miles

See Note on page 5.

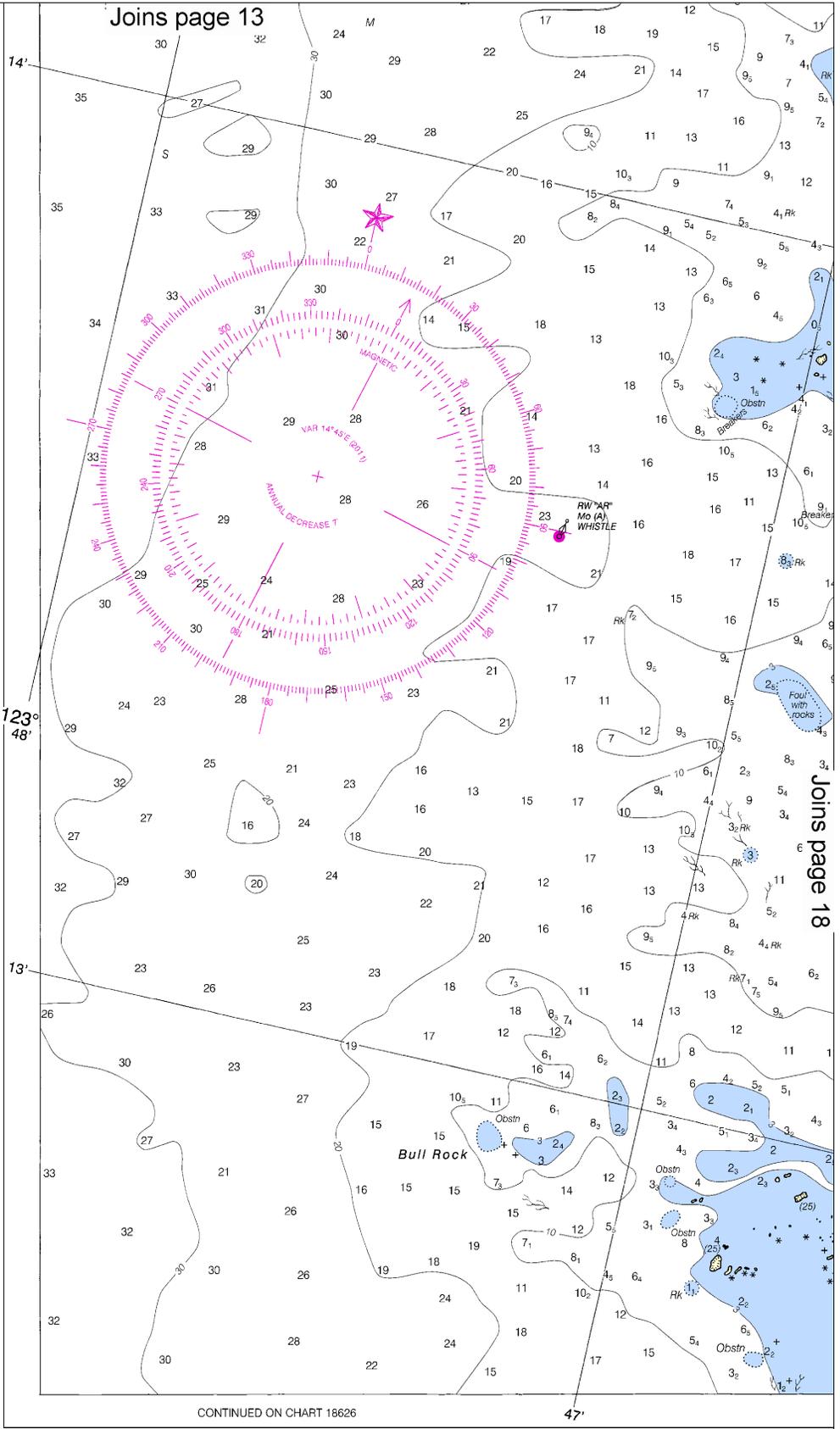


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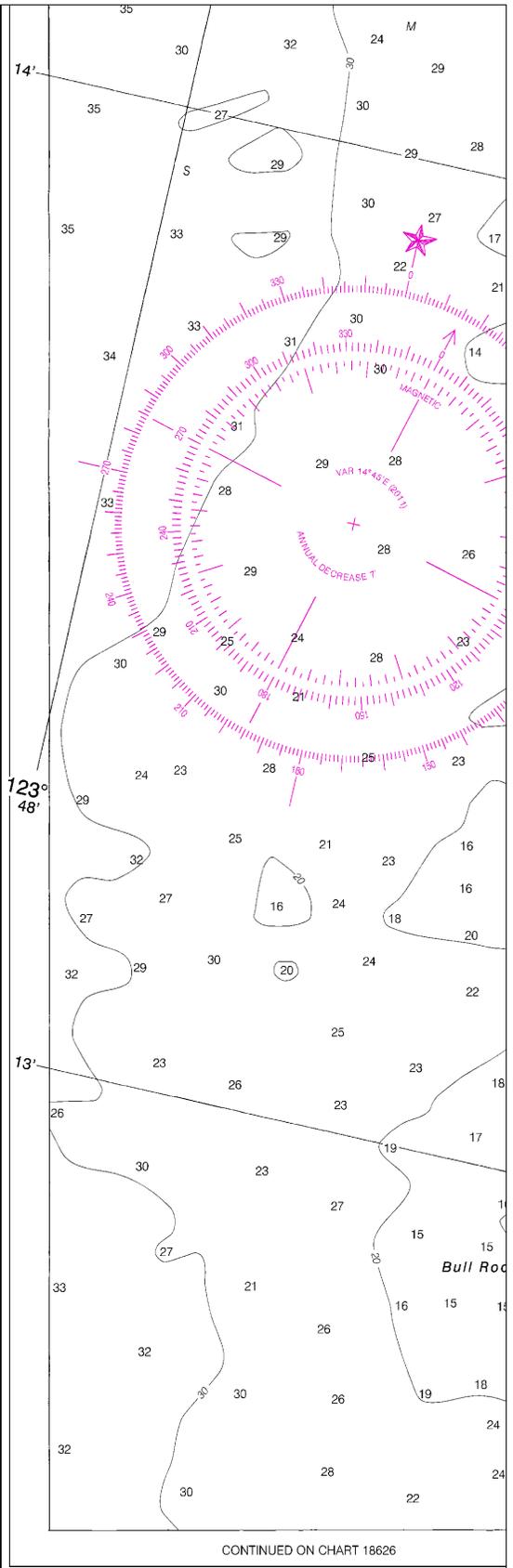
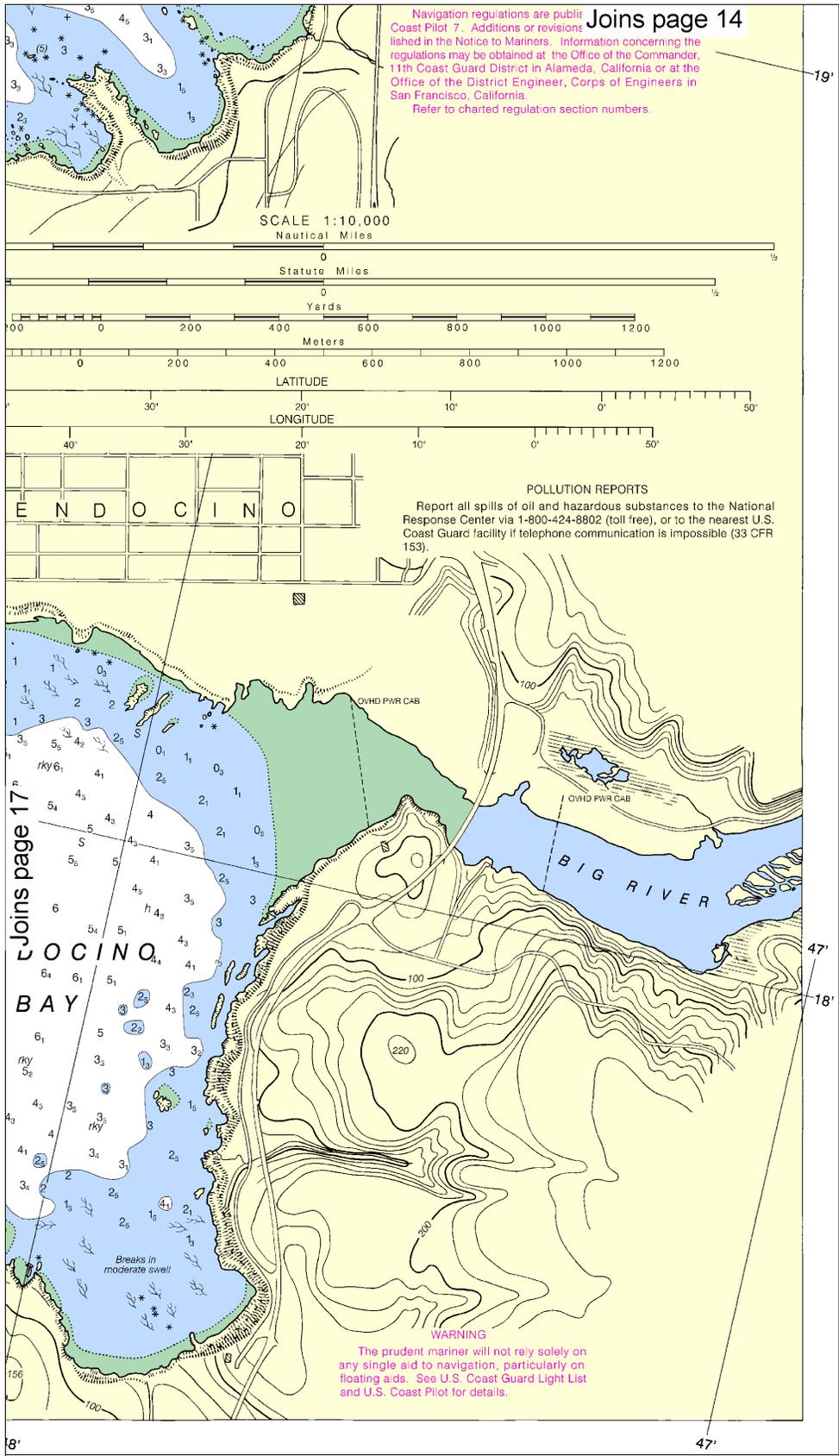
WARNING
Prudent mariner will not rely solely on this chart as an aid to navigation, particularly on shoals. See U.S. Coast Guard Light List or Coast Pilot for details.



FATHOMS
(FATHOMS)

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

FATHOMS	1	2	3	4	5	6	7	8	9	10
FEET	6	12	18	24	30	36	42	48	54	60
METERS	1	2	3	4	5	6	7	8	9	10



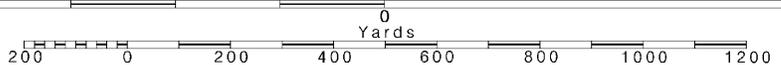
SOUNDINGS IN FATHOMS
(FATHOMS & FEET TO 11 FATHOMS)

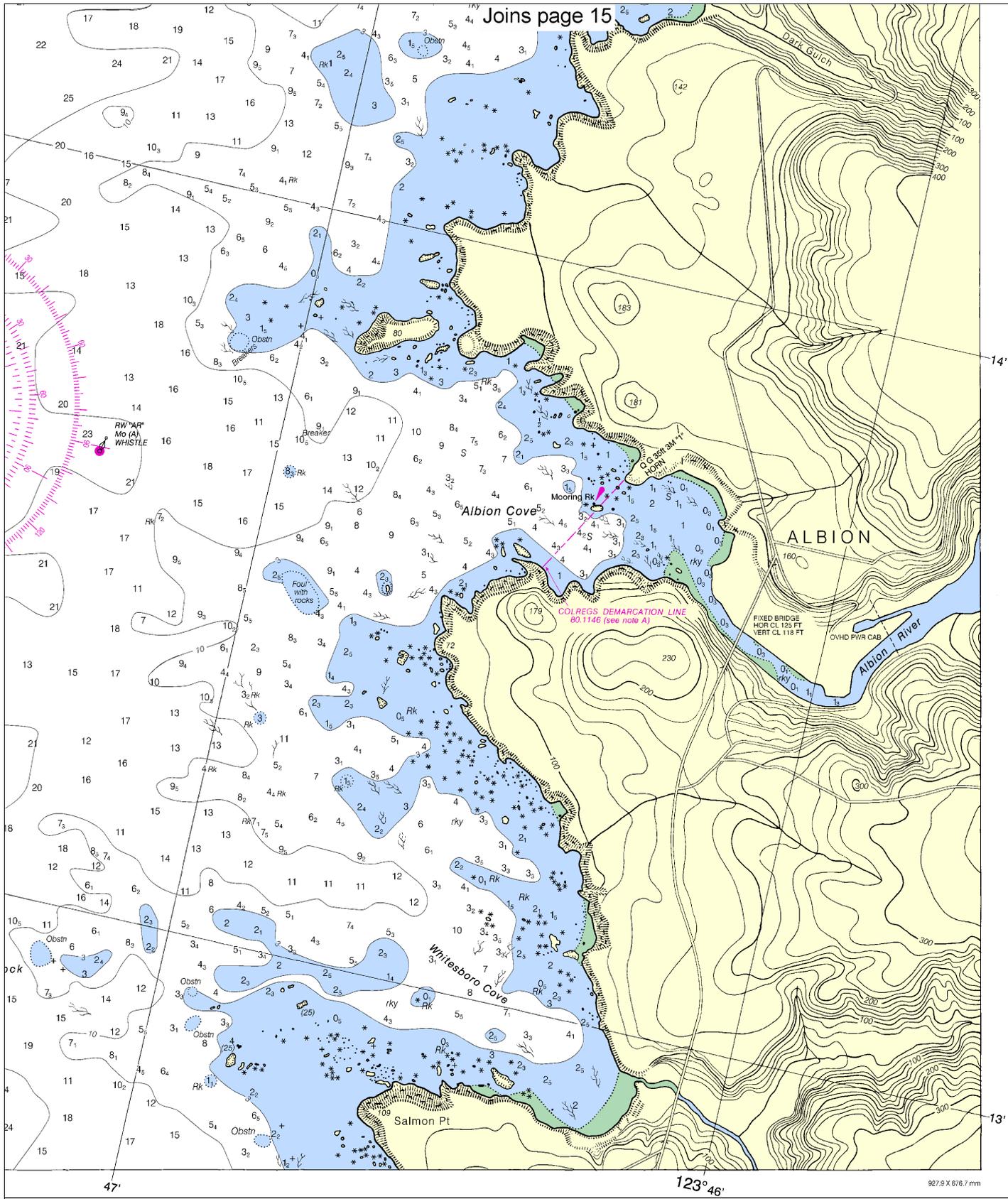
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NATIONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —
Nautical Miles

See Note on page 5.





47'

123° 46'

927.9 X 676.7 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

Albion to Caspar

SOUNDINGS IN FATHOMS - SCALE 1:10,000

18628

ED. NO. 9

NSN 7642014011641
 NGA REFERENCE NO. 14XHA18628



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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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.

