

BookletChart™

San Diego to San Francisco Bay

NOAA Chart 18022

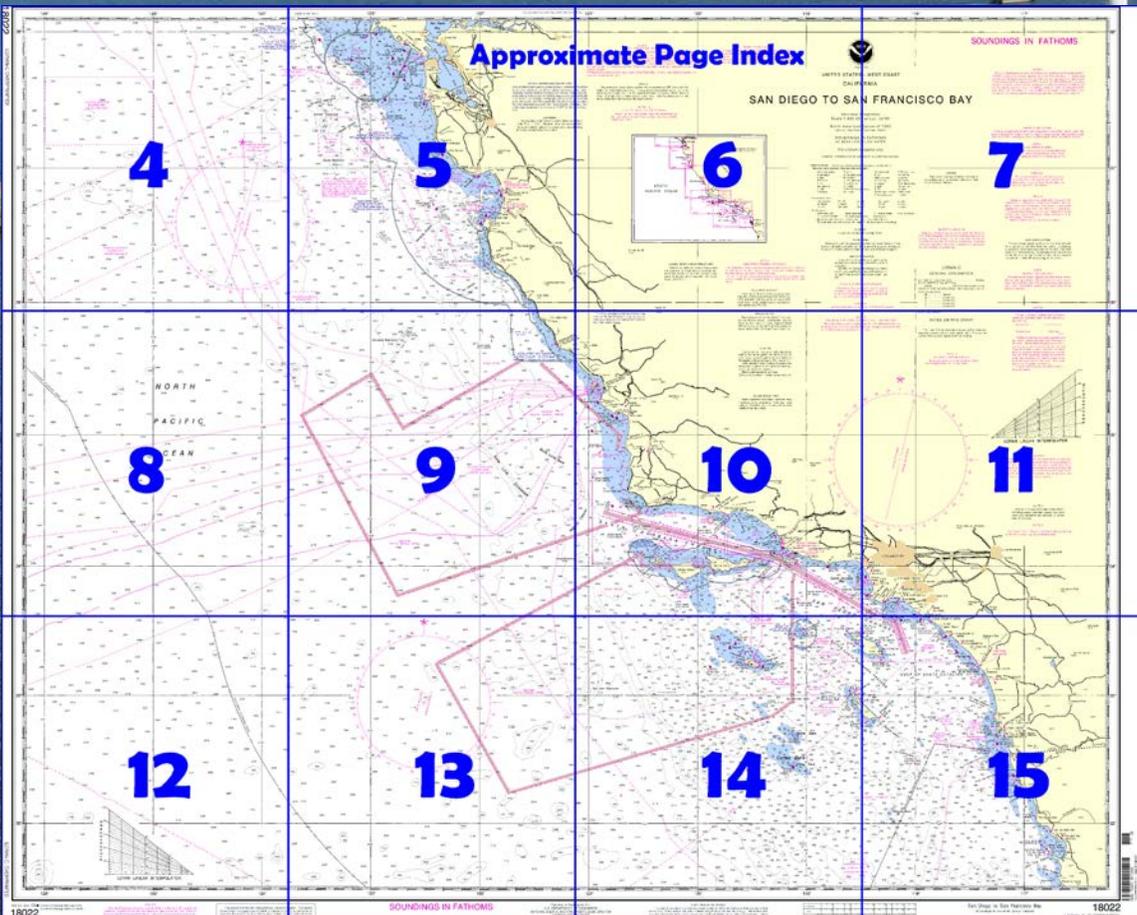


A reduced-scale NOAA nautical chart for small boaters

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.

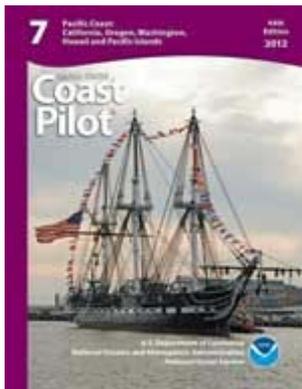
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18022>.



(Selected Excerpts from Coast Pilot)

There are several islands and dangers from 7 to 100 miles off the southern California coast; they are described in chapter 5.

Many restricted and danger areas are in these waters. (See **334.860, 334.870, 334.880, and 334.890**, chapter 2 for limits and regulations.) In addition, missile firing, gunnery, and bombing operations are conducted on and over offshore waters not included in the areas defined in chapter 2, and at times endanger surface vessels.

Information about these areas is published in Local Notice to Mariners

issued by Commander, Eleventh Coast Guard District, Alameda, CA, and Notices to Mariners issued by National Geospatial-Intelligence Agency, Washington, D.C.

Vessels are requested not to tow submerged objects across charted submarine transit lanes in use off the coast of southern California.

Weather, San Diego to Point Arguello.—The mild climate from San Diego to Point Arguello is controlled by the Pacific high-pressure system. Aided by the sea breeze, it brings winds from off the water, mainly S through N, which help keep coastal temperatures up in winter and down in summer. Coldest average temperatures range from the middle to upper fifties, while summertime readings are most often in the seventies.

Occasionally a hot dry flow off the land in autumn will cause temperatures to soar into the nineties, and a rare winter outbreak from the E can drop temperatures to below freezing. Winter is the rainy season, although not much rain falls along these coasts.

Strong winds and rough seas, while less frequent than farther N, can be a problem from the middle of fall through late spring. Strong pressure gradients, distant storms, and infrequent close storms account for most of the gales and seas of 12 feet (3.7 m) or more, particularly off Point Arguello and in the Santa Barbara Channel. Strong local winds (Santa Ana) also generate gales along sections of this coast.

Advection or sea fog, formed by warm moist air flowing over cool water, frequently confronts mariners in these waters. It is a persistent and widespread problem, particularly in the summer and fall N of Santa Monica, and in fall and winter S of Santa Monica.

San Clemente, San Nicholas, and San Miguel Islands are military reservations and, except for San Miguel Island, off limits to the public. Santa Barbara, Anacapa, Santa Cruz, Santa Rosa, and San Miguel Islands form **Channel Islands National Park**. The park was created in 1980 to protect the extensive flora and fauna of the islands. The park is under the supervision of the National Park Service, Department of the Interior. In the approach from the S, several banks are encountered before reaching the Channel Islands. **Sixtymile Bank**, 62 miles SSW of Point Loma (32°39.9'N., 117°14.5'W.), has a least depth of 53 fathoms over it.

Channel Islands National Marine Sanctuary has been established to protect and preserve the marine birds and mammals, their habitats, and other natural resources in the waters surrounding the northern Channel Islands and Santa Barbara Island. The sanctuary encompasses the waters within 6 miles of Santa Barbara Island and the northern Channel Islands (Anacapa, Santa Cruz, Santa Rosa, and San Miguel Islands), including Castle and Richardson Rocks. Recreational use of the area is encouraged.

Local Magnetic Disturbance.—Differences of 4° or more from the normal magnetic variation have been observed within a radius of 8 miles of Sixtymile Bank.

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

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

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

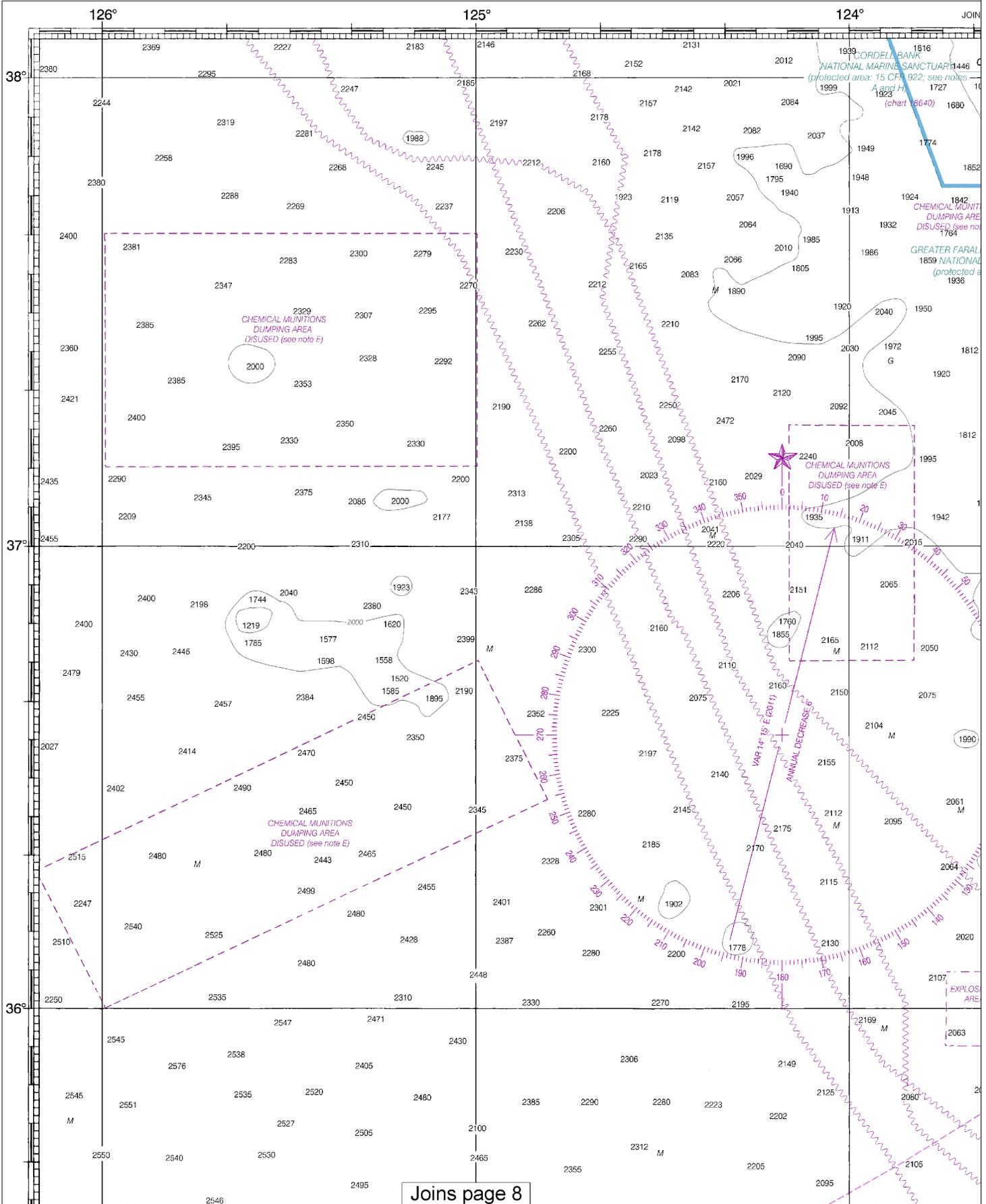
To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

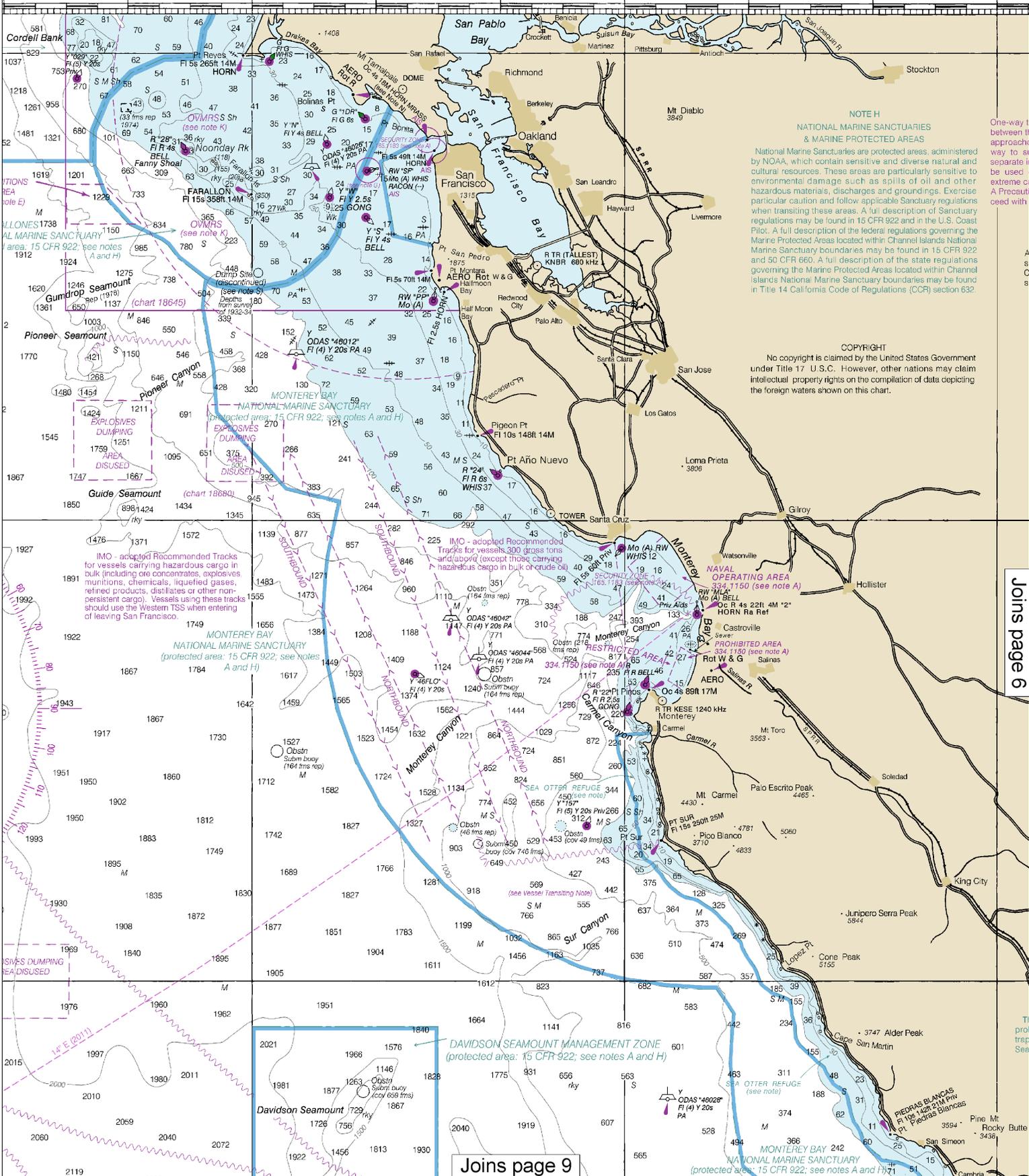


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>



Joins page 8

Note: Chart grid lines are aligned with true north.



NOTE H NATIONAL MARINE SANCTUARIES & MARINE PROTECTED AREAS National Marine Sanctuaries are protected areas, administered by NOAA, which contain sensitive and diverse natural and cultural resources. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas. A full description of Sanctuary regulations may be found in 15 CFR 922 and in the U.S. Coast Pilot. A full description of the federal regulations governing the Marine Protected Areas located within Channel Islands National Marine Sanctuary boundaries may be found in 15 CFR 922 and 50 CFR 660. A full description of the state regulations governing the Marine Protected Areas located within Channel Islands National Marine Sanctuary boundaries may be found in Title 14 California Code of Regulations (CCR) section 632

COPYRIGHT No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

One-way fit between fit approach way to separate it be used extreme c A Precut eed with

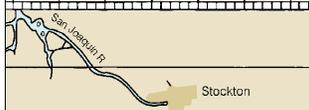
Joins page 6

DAVIDSON SEAMOUNT MANAGEMENT ZONE (protected area: 15 CFR 922; see notes A and H)

Joins page 9

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:1240004. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





NOTE H
NATIONAL MARINE SANCTUARIES & MARINE PROTECTED AREAS

National Marine Sanctuaries are protected areas, administered under the authority of the National Marine Sanctuaries Act, which contain sensitive and diverse natural and cultural resources. These areas are particularly sensitive to environmental damage such as spills of oil and other flammable materials, discharges and groundings. Exercise particular caution and follow applicable Sanctuary regulations transiting these areas. A full description of Sanctuary regulations may be found in 15 CFR 922 and in the U.S. Coast Pilot. A full description of the federal regulations governing the Protected Areas located within Channel Islands National Sanctuary boundaries may be found in 15 CFR 922 and 15 CFR 660. A full description of the state regulations governing the Marine Protected Areas located within Channel Islands National Marine Sanctuary boundaries may be found in 14 California Code of Regulations (CCR) section 632.

NOTE F
TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled coastal waters but are not intended in any way to supersede or to alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

A Precautionary Area has been established at San Pedro Bay. It is recommended that vessels proceed with caution in this area.

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 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 Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE G
TRAFFIC SEPARATION SCHEME

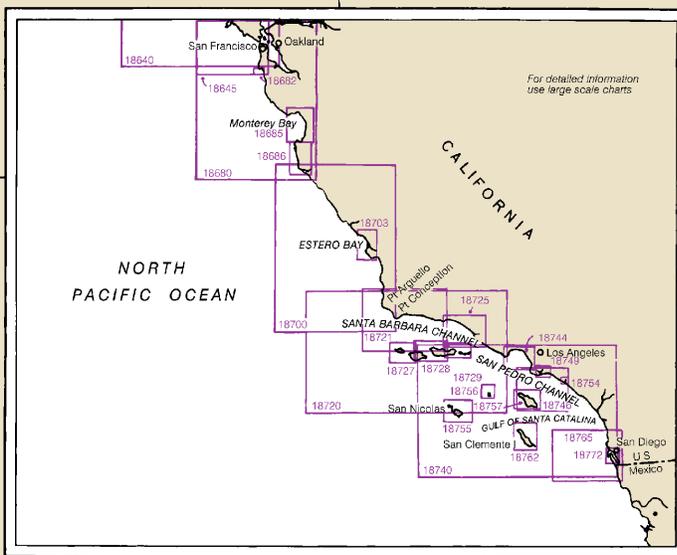
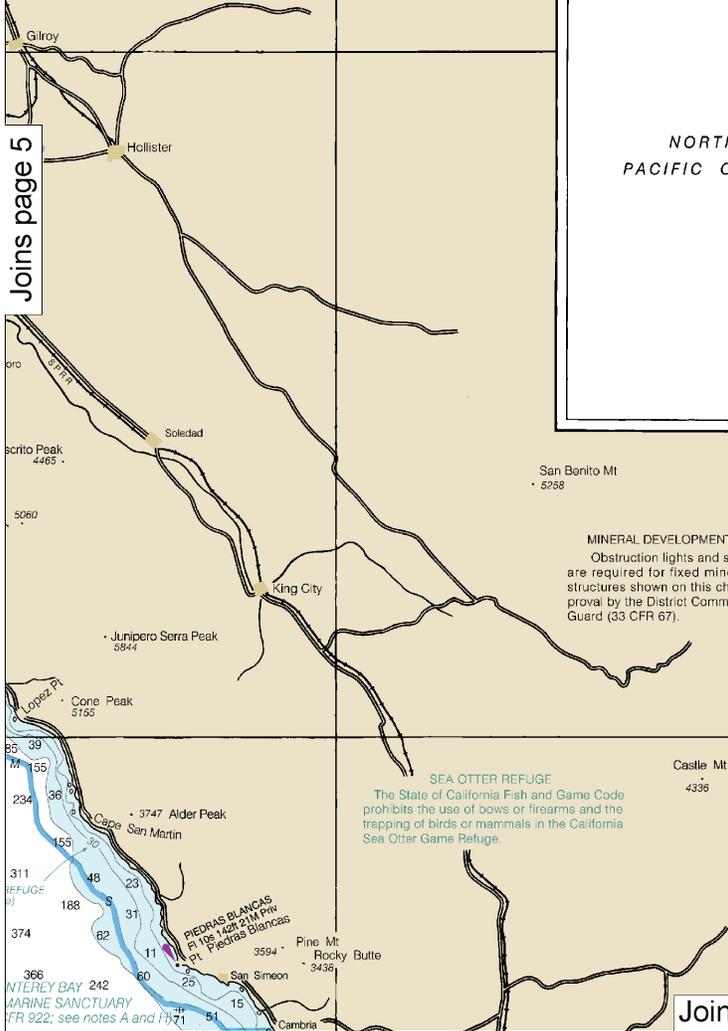
Recommended traffic lanes have been established for the approaches to San Francisco Bay. See charts 18645, 18680, and 18640.

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SAN DIEGO

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ABBREVIATIONS

- Aids to Navigation
- AHO aid
- Al altern
- B black
- Bn boat
- C can
- DIA dist
- F fixed
- Fl flash
- Bottom charted
- Bldg buo
- bk break
- Cy clay
- Miscellaneous
- AUTH aid
- ED swift
- (2) Wre
- (2) Rock

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

NOTE C
SUBMARINE PIPELINES AND CABLES

Uncharted submarine pipelines and cables may exist in the vicinity of oil well structures, and between such structures and the shoreline. Mariners should use caution when anchoring.

Oil well structures, submarine pipelines, and cables are charted only where outside of the indicated limits of charts 18746, 18725, and 18721.

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).

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

Limitations on the use of depth soundings

Joins page 10



Note: Chart grid lines are aligned with true north.

118°

117°

38°

37°

36°



UNITED STATES - WEST COAST
CALIFORNIA

TO SAN FRANCISCO BAY

Mercator Projection
Scale 1:868,003 at Lat. 35°00'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

(For offshore navigation only)

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

SYMBOLS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Light (lights are white unless otherwise indicated):

aeronautical	G green	Mo morse code	R TR radio tower	
smating	IO interrupted quick	N nun	Rot. rotating	
ck	ISO isophase	OBSC obscured	s seconds	
acon	LT LH lighthouse	Oc occulting	SEC sector	
	M nautical milc	Or orange	St M statute miles	
lphone	m minutes	Q quick	VQ very quick	
d	MICRO TR microwave tower	R red	W white	
hing	Mkr marker	Ra Ref radar reflector	WHIS whistle	
		R Bn radiobeacon	Y yellow	
acteristics:				
booklers	Co coral	gy/gray	Oys oysters	so soft
green	G gravel	h hard	Pk rock	Sh shells
BY	Grn grass	M mud	S sand	sy sticky
us:				
authorized	Obsn obstruction	PD position doubtful	Subm submerged	
istance doubtful	PA position approximate	Rep reported		
reck, rock, obstruction, or shoal swept clear to the depth indicated.				
ocks 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, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

AIDS TO NAVIGATION

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

See National Geospatial-Intelligence Agency List of Lights and Fog Signals for information not included in the United States Coast Guard Light List.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 5° from the normal variation have been observed in the vicinity of San Clemente Island and as much as 4° in the vicinity of Sixtymile Bank.

WARNING

San Clemente Island is a NAVAL RESERVATION and is closed to the public.

NOTE E

CHEMICAL MUNITIONS DUMPING AREA - RESTRICTION

Site was formerly used or designated for U.S. chemical munitions dumping. Such use has been discontinued. Designation of such area in no way constitutes authority for dumping.

IMO AMENDED TRAFFIC SEPARATION SCHEME

Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG 2/Circ 64.

Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes, and caution is advised.

SOUNDINGS IN FATHOMS

NOTE K

The U.S. Coast Guard operates an Offshore Vessel Movement Reporting System (OVMS) covering the seaward approaches to San Francisco Bay. All commercial vessels over 300 gross tons and all tugs with tows are requested to contact Vessel Traffic Service San Francisco on VHF-FM channel 12 (156.60 MHz) when entering this area. All vessels in the area are encouraged to listen on channel 12 at fifteen and forty-five minutes past each hour for broadcast reports of known shipping traffic in the area. Additional information on the OVMS is published in Coast Pilot 7 and information concerning specific operating procedures is available from the VTS.

AREAS TO BE AVOIDED

All ships, except those bound to and from ports on one of the islands within the areas engaged in the trade of carrying cargo, including but not limited to tankers and other bulk carriers and barges, should avoid the areas. (MSC, IMO 59/33 Annex 21)

NOTE L

NAVAL OPERATING AREA

Vessels should use caution while transiting this area due to naval test operations which involve frequent maneuvers in the vicinity of and around this location.

CAUTION

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

WARNING

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

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.

MAGNETIC VARIATION

Magnetic variation curves are for 2011 derived from 2010 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

NOTE B

MILITARY EXERCISE AREA

Mariners are cautioned against possible hazards due to military training activities. Normal hours of operation are 0600-2400 local time, daily. For extension of operating times and further information, consult U.S. Coast Guard Local Notice to Mariners.

CAUTION

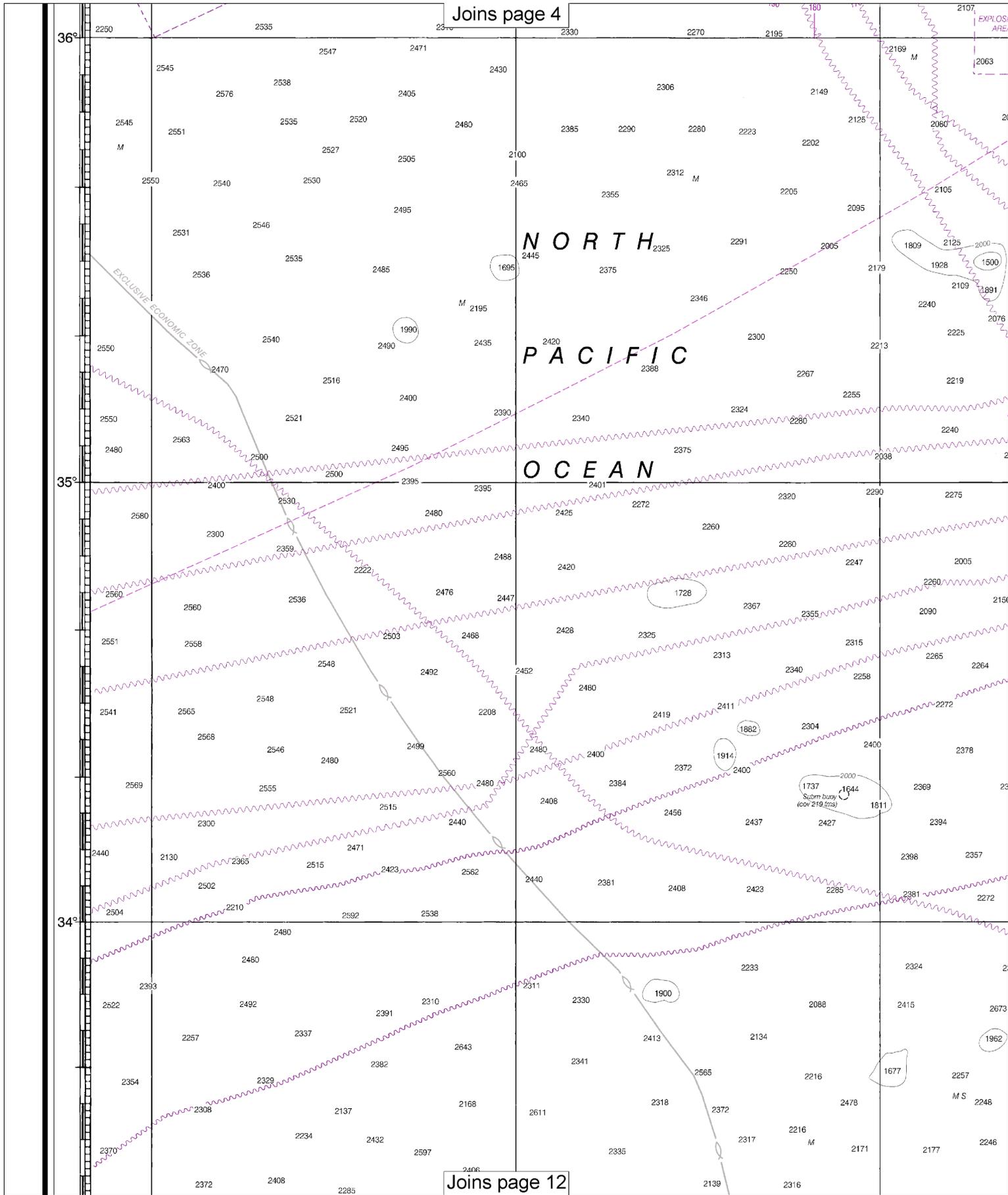
SUBMARINE PIPELINES AND CABLES

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

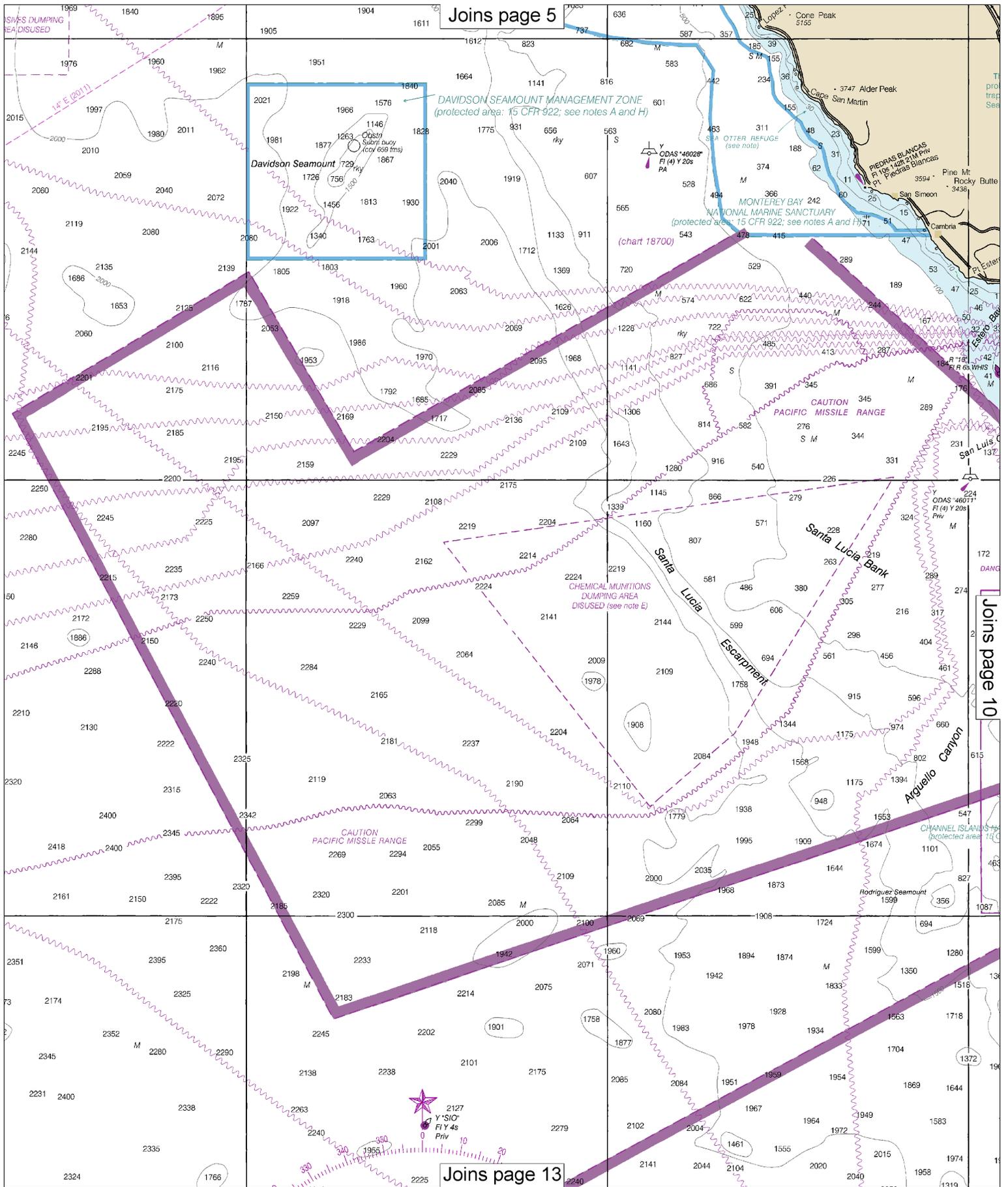


Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels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

Joins page 11



Note: Chart grid lines are aligned with true north.



Joins page 5

Joins page 10

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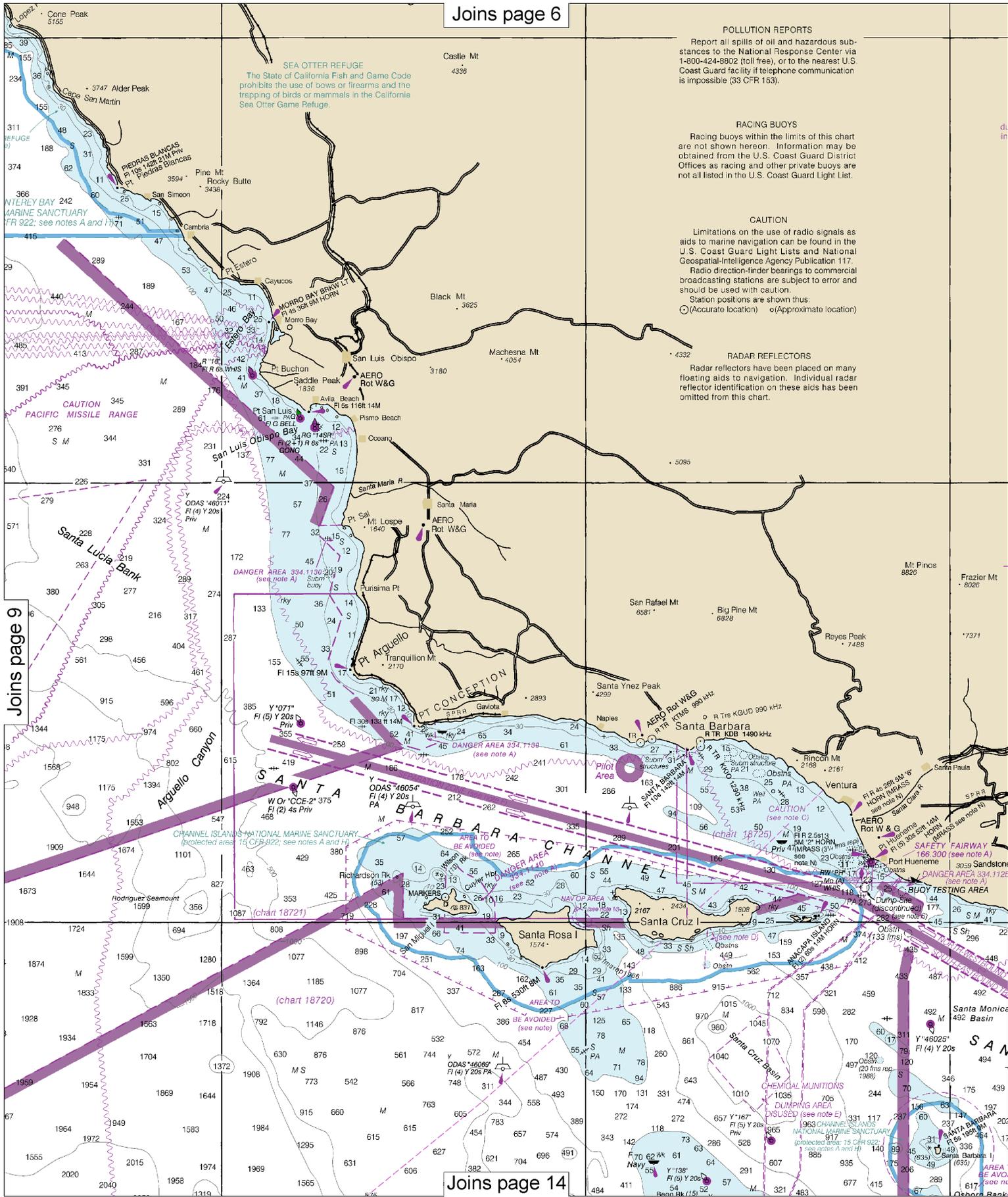
SEA OTTER REFUGE
The State of California Fish and Game Code prohibits the use of bows or firearms and the trapping of birds or mammals in the California Sea Otter Game Refuge.

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).

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

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)

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



Note: Chart grid lines are aligned with true north.

of San Clemente Island and as much as 4° in the vicinity of Sixtymile Bank.

Joins page 7

36°

WARNING

San Clemente Island is a NAVAL RESERVATION and is closed to the public.

NOTE E

CHEMICAL MUNITIONS DUMPING AREA - RESTRICTION
Site was formerly used or designated for U.S. chemical munitions dumping. Such use has been discontinued. Designation of such area in no way constitutes authority for dumping.

IMO AMENDED TRAFFIC SEPARATION SCHEME

Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG 2/Circ 64. Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised.

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.

NOTE D

ACOUSTIC RANGE FACILITY
Numerous shore connected bottom cables are located within the outlined area.

CAUTION

Mariners are cautioned that exploratory surveys and exploratory drilling operations may be in progress in, or in the vicinity of, the Southern California Traffic Separation Scheme. These operations may pose hazards to navigation. The most recent Eleventh Coast Guard District Local Notice to Mariners should be consulted for the schedule of current operations.

NOTE M

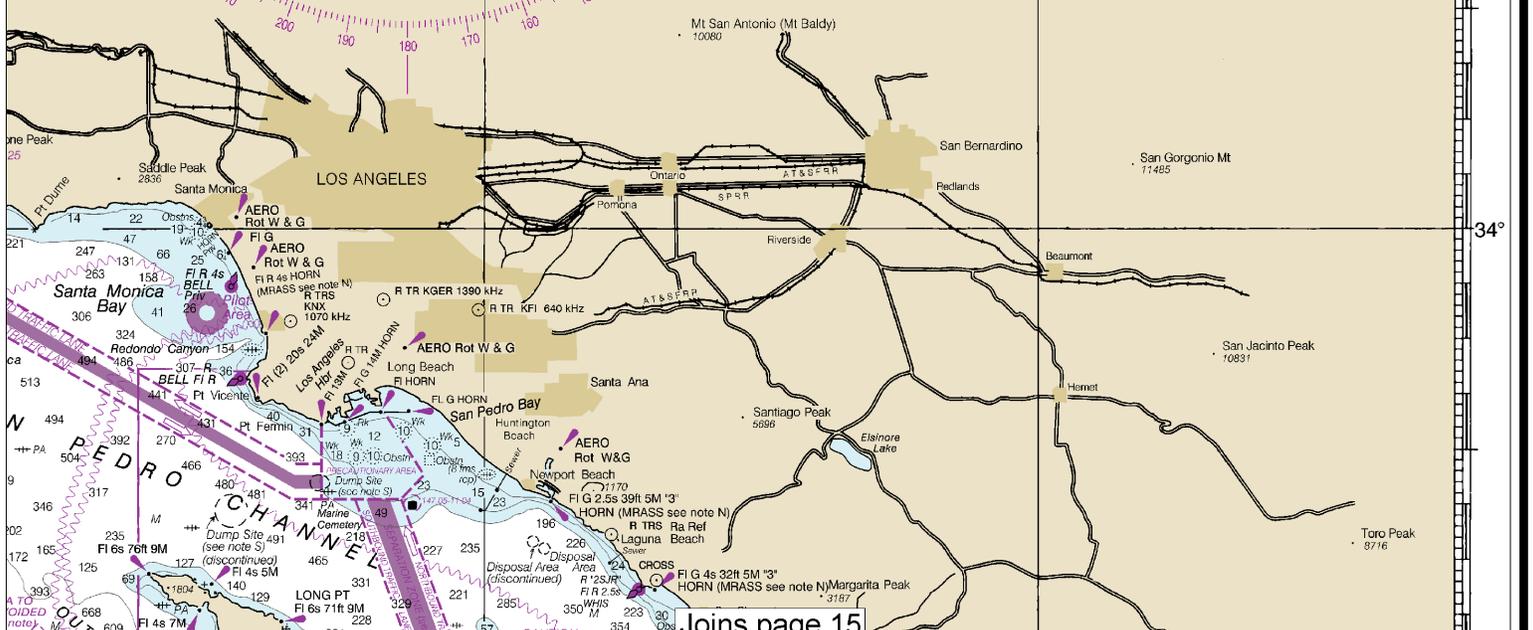
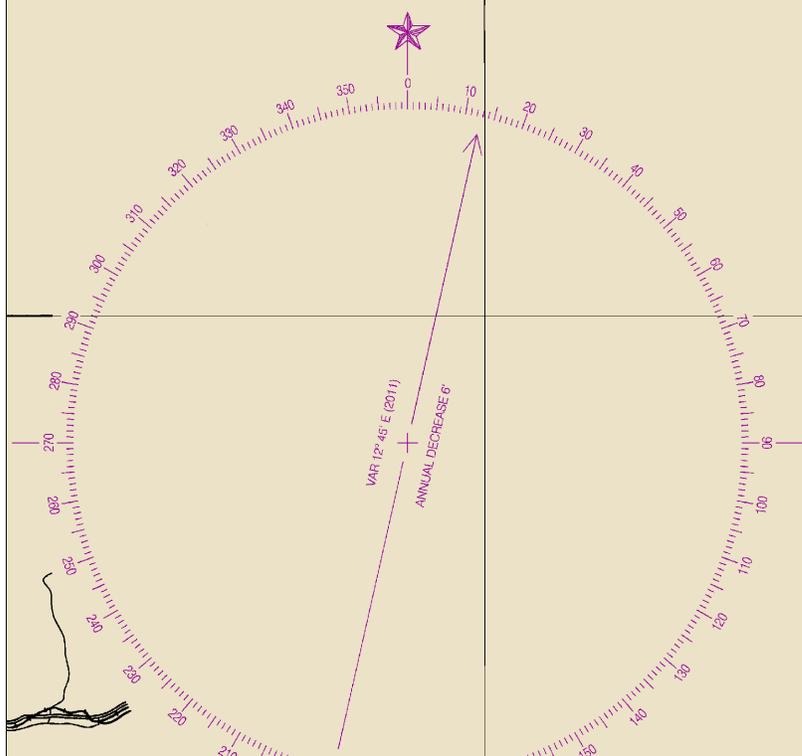
See Coast Pilot 7, Chapter 5 for information pertaining to the Naval Operating Area in Bechers Bay.

NOTE N

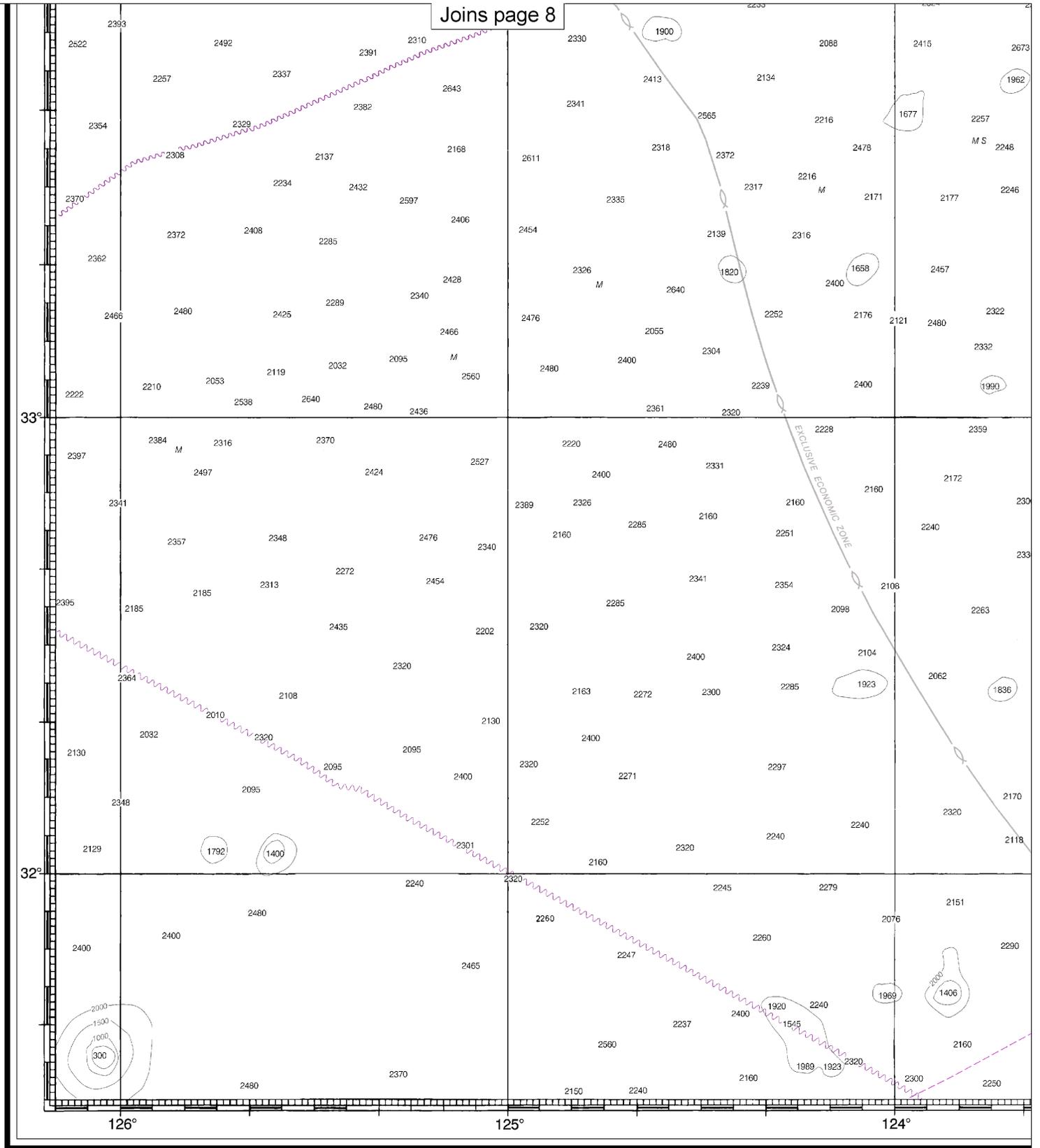
MARINER ACTIVATED SOUND SIGNAL (MRASS)
Horn is activated by keying the mic 5 times on VHF-FM Ch 81A - Horn will operate for thirty minutes.

35°

34°



Joins page 15



18022

36th Ed., Jun. 2011. Last Correction: 11/18/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

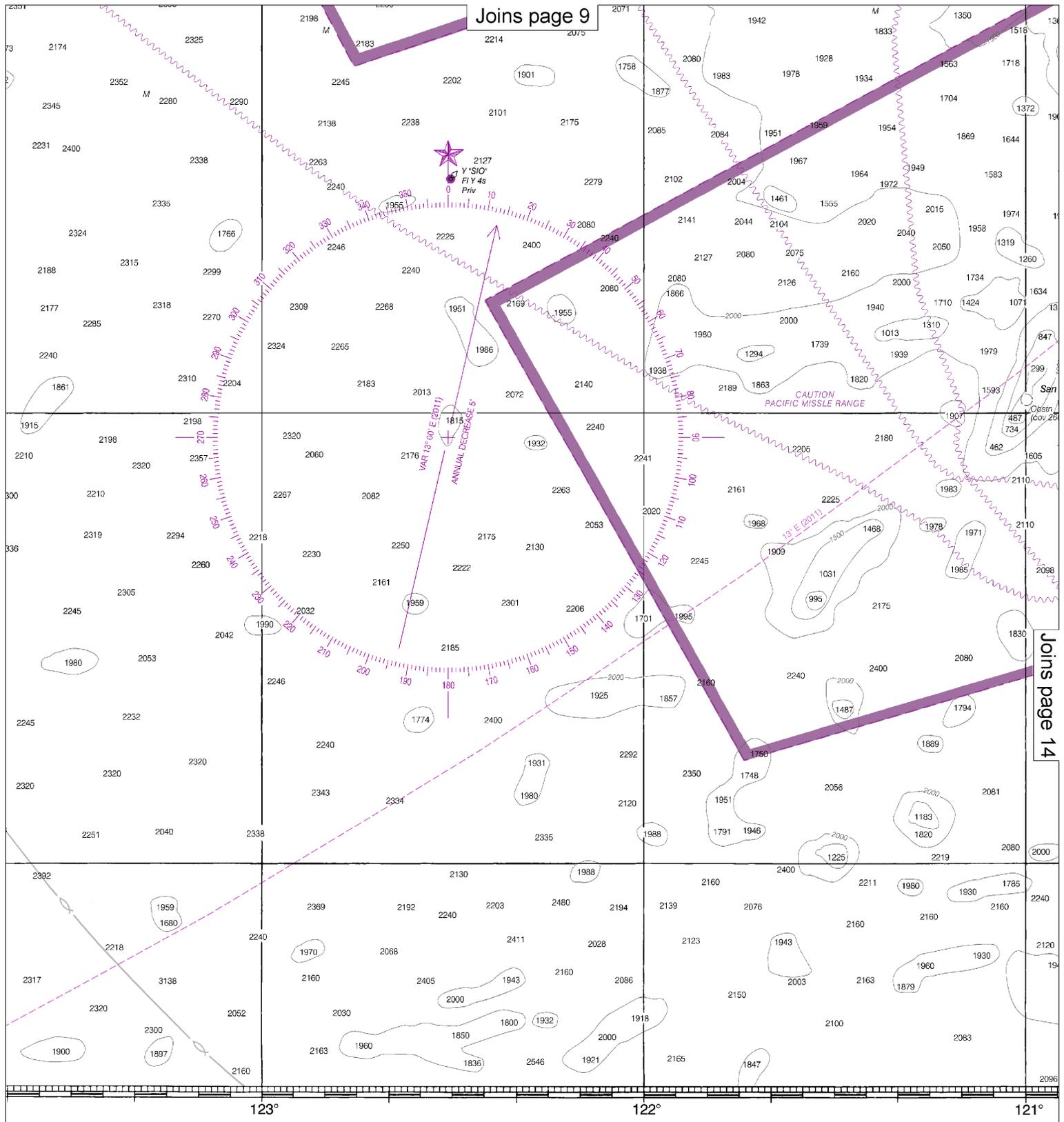
CAUTION

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.

NOAA encourages users to submit inquiries about this chart at <http://www.nauticalcharts.noaa.gov>



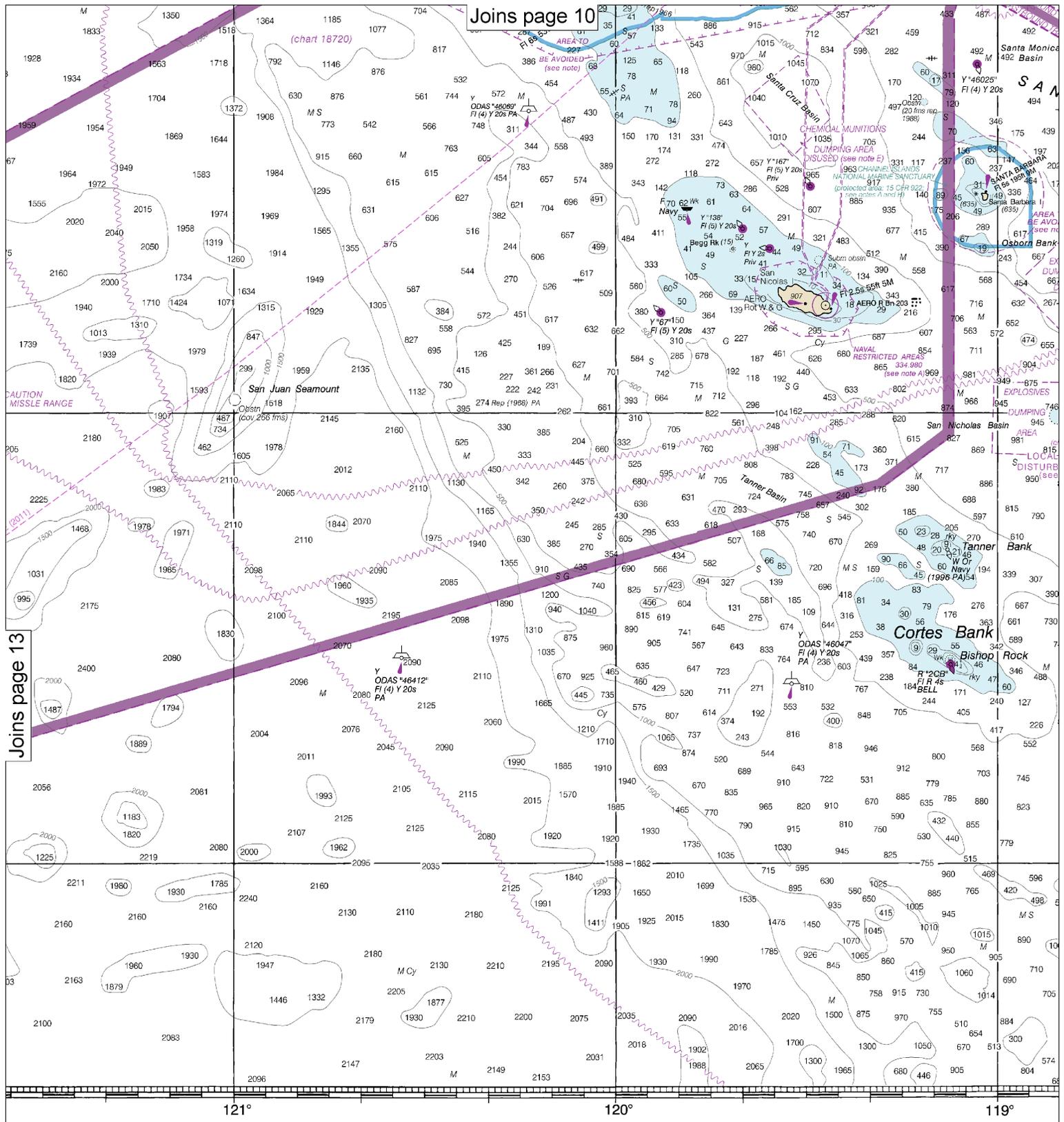
Note: Chart grid lines are aligned with true north.



For discrepancies or comments
noaa.gov/staff/contact.htm

SOUNDINGS IN FATHOMS

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



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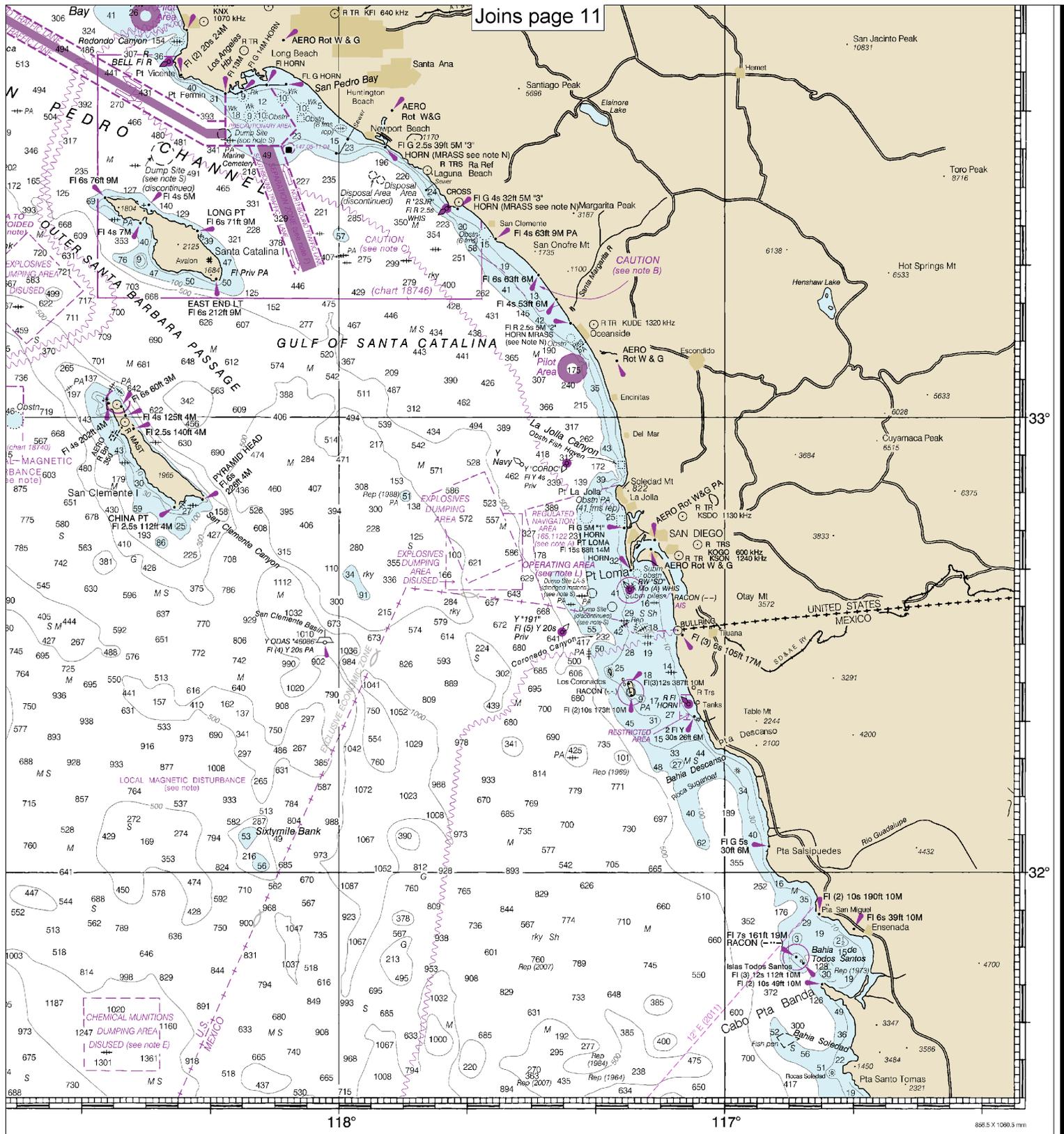
Joins page 13

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

FATHOMS	6
FEET	11
METERS	2

14

Note: Chart grid lines are aligned with true north.



2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
19	20	21	22	23	24	25	26	27	28	29	30	31			

San Diego to San Francisco Bay
SOUNDINGS IN FATHOMS - SCALE 1:868,003

18022



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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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 @NOAAcharts



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.