

BookletChart™



St. George Reef and Crescent City Harbor

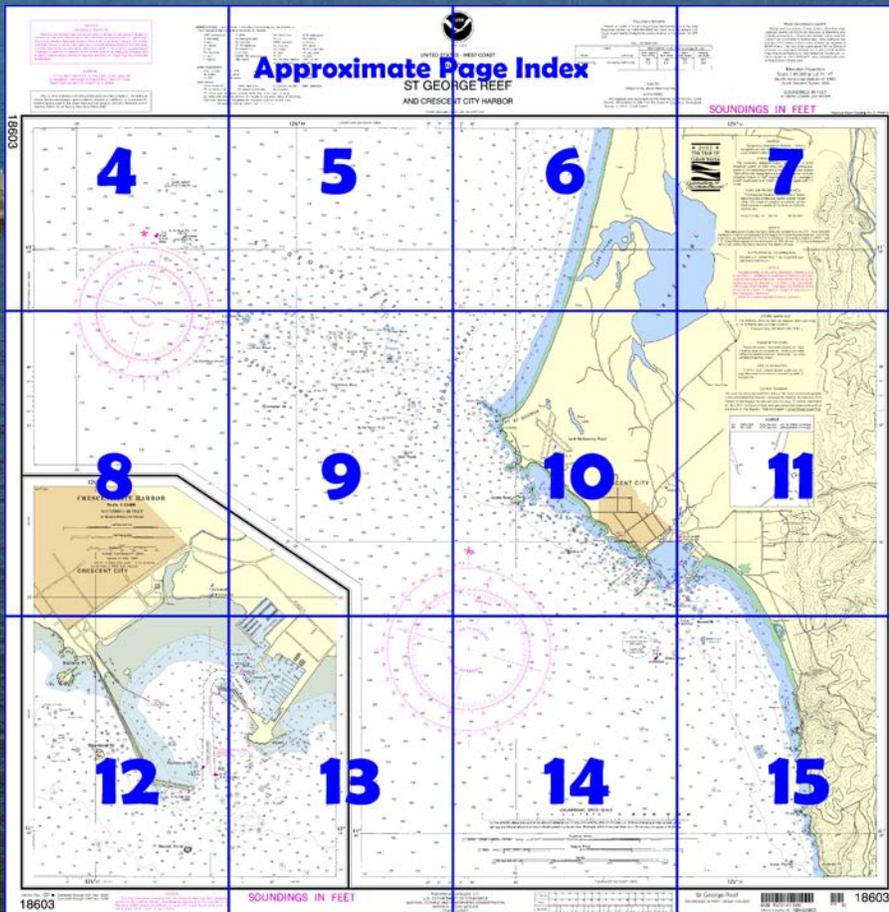
NOAA Chart 18603

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.

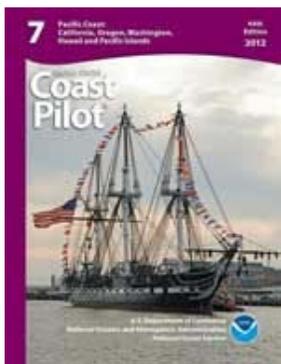
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18603>.



(Selected Excerpts from Coast Pilot)
Crescent City Harbor, protected by breakwaters, is midway between San Francisco Bay and the entrance to Columbia River. **Crescent City** is on the N side of the harbor.
Crescent City Entrance Light (41°44'11"N., 124°11'28"W.), 55 feet above the water, is shown from a pile at the seaward end of the W breakwater. A sound signal is at the light. A historic private light is on the islet S of **Battery Point**. The entrance to the harbor is marked by lighted buoys, lights, and a lighted range.

The entrance range should not be followed past a point approximately abeam of Whaler Island, as it leads close to the end of the breakwater extending N from this island.

A dredged entrance channel leads N into the harbor to an inner harbor basin which extends around the outer end of the inner breakwater. In 2008, the controlling depths were 14.2 feet in the entrance channel, thence 9.5 feet in the basin.

The W breakwater gives good protection from NW winds for vessels anchored in the outer harbor, but the harbor is open to the S. The basin N of **Whaler Island** provides excellent anchorage for small craft.

Vessels anchored in the harbor should take precaution against a local SE wind known as the **kick back** or **back draft**, which frequently blows with considerable violence.

Caution.—Care should be exercised in approaching Crescent City Harbor because of the many rocks and shoals. **Chase Ledge**, covered 21 feet, lies 0.9 mile S of **Round Rock**. **Mussel Rock**, only a few feet high, is 0.6 mile SE of Round Rock; a rock covered 8 feet, 700 yards to the S, breaks only in a heavy swell. Other covered rocks extend N to Whaler Island. Foul ground with many bare and covered rocks extends nearly a mile offshore along the low but rocky coast NW of Crescent City Harbor for 3.5 miles to Point St. George. This area should be avoided.

The long wharf in the W part of the harbor is used by fishing vessels to offload fish. The remains of two other wharves, just E, were almost completely wiped out by the seismic sea wave which struck the harbor following the March 27, 1964, Alaska earthquake. The seismic wave caused considerable damage and changes to the harbor shoreline.

The basin just N of Whaler Island is formed by the inner breakwater extending NW from the island and the sand barrier from the island to the E shore. Citizens Dock, the Y-shaped pier at the N side of the harbor, extends out to a depth of about 9 feet. Several fishhouses are on the pier. Fishing boats unload their catch along both of the outer spurs of the pier. Water and ice are available on the pier. Gasoline and diesel fuel are available. Many mooring floats for commercial fishing boats are in the inner basin N of Citizens Dock. Berths with electricity, gasoline, diesel fuel, water, ice, wet and dry winter storage, a pump-out station, a launching ramp, and marine supplies are available.

The **harbormaster** has an office at the basin N of Whaler Island. The harbormaster assigns berths and monitors VHF-FM channels 9 and 16, Monday through Friday from 0700 to 1700.

A boatyard in the basin has lifts that can handle boats up to 110 feet, 270 tons. Engine repairs are available from several local firms.

A Coast Guard vessel is stationed in the basin N of Whaler Island. The inner small-craft basin just N of Citizens Dock can accommodate about 250 boats with an additional 100 boats at the small sport dock. In 2002, the controlling depths were 8.7 feet (12.3 feet at midchannel) in the entrance channel to the basin.

Castle Rock, 2.3 miles NW of Battery Point and 0.5 mile S of the S point of Point St. George, has a flat top, with a small knob near the E edge.

Point St. George, 3 miles NW of Battery Point, is low with several irregular and rocky hillocks near the beach. The seaward face is about a mile long in a NW direction, with sand dunes and low land immediately behind it. The tree line is about 0.6 mile inland, with a few trees near the S end of the point. Numerous conspicuous rocks fringe the point up to 0.5 mile offshore. **Brown Rock**, 28 feet high, is near the outer end of the exposed rocks extending NW from the point.

**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>

**CAUTION
CHANGES IN BUOYAGE**

Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green; black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red or green as appropriate. Changes to aids to navigation will be announced in the National Geospatial-Intelligence Agency weekly Notice to Mariners and the U.S. Coast Guard 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.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

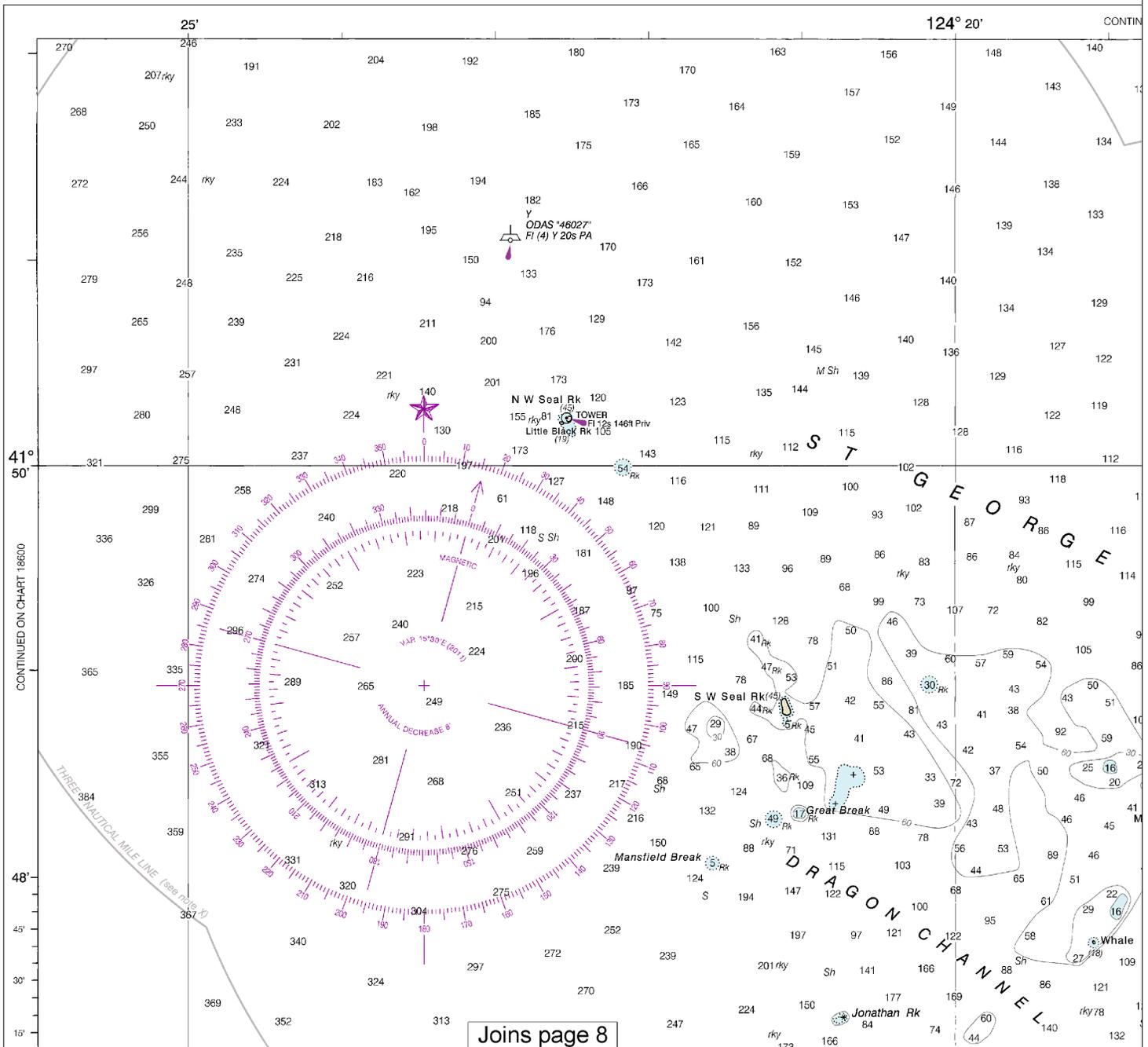
ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

| | | | |
|--|--------------------------|------------------------|--------------------|
| 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 | Rat rotating |
| B black | Is isophase | OBSC obscured | s seconds |
| Bn beacon | LT L-O lighthouse | OC occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| DIA diaphonic | m minutes | Q quick | VQ very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |

| | | | |
|--------------------------------|----------|---------|-------------|
| Bottom characteristics: | | | |
| Bls boulders | Co coral | gy gray | Oys oysters |
| bk broken | G gravel | h hard | so soft |
| Cy clay | Gr grass | M mud | Sh shells |
| | | | sy sticky |

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

18603



Joins page 8

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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

CALIFORNIA

ST GEORGE REEF AND CRESCENT CITY HARBOR

Formerly C&GS 5895, 1st Ed., June 1892. KAPP 1803

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 Coast Guard facility if telephone communication is impossible (33 153).

TIDAL INFORMATION

| NAME | PLACE (LAT/LONG) | Height referred to datum of | |
|---------------|---------------------|-----------------------------|-----------------|
| | | Mean Higher High Water | Mean High Water |
| Crescent City | (41°45'N/124°11'W) | feet 6.9 | feet 6.2 |

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

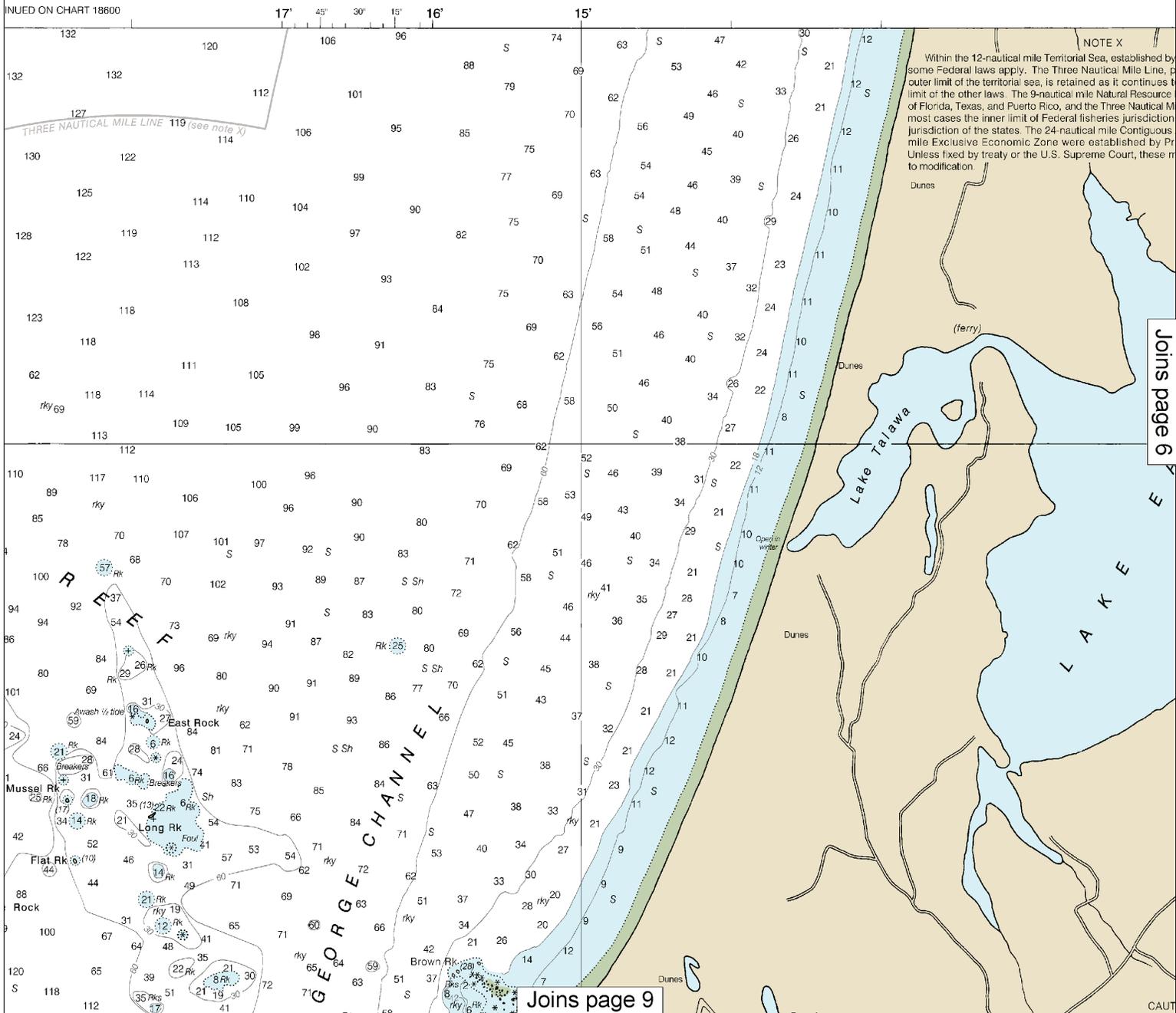
Additional information can be obtained at nauticalcharts.noaa.gov

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



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

| | | | |
|-----------------|--------------------------|------------------------|--------------------|
| AO aeronautical | G green | Mo morse code | R TR radio tower |
| alternating | IC interrupted quick | N nun | Rot rotating |
| black | Isa isophase | OBSC obscured | s seconds |
| beacon | LT LHO lighthouse | OC occulting | SEC sector |
| can | M nautical mile | Or orange | St M statute miles |
| diaphone | m minutes | Q quick | VQ very quick |
| led | MICRO TR microwave tower | R red | W white |
| flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |

characters:

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

status:

| | | | |
|--------------------|-------------------------|----------------------|----------------|
| TH authorized | Obstr obstruction | PD position doubtful | Subm submerged |
| existence doubtful | PA position approximate | Rep reported | |

Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 Rocks that cover and uncover, with heights in feet above datum of soundings.
 REGS: International Regulations for Preventing Collisions at Sea, 1972.
 Demarcation lines are shown thus: - - - - -



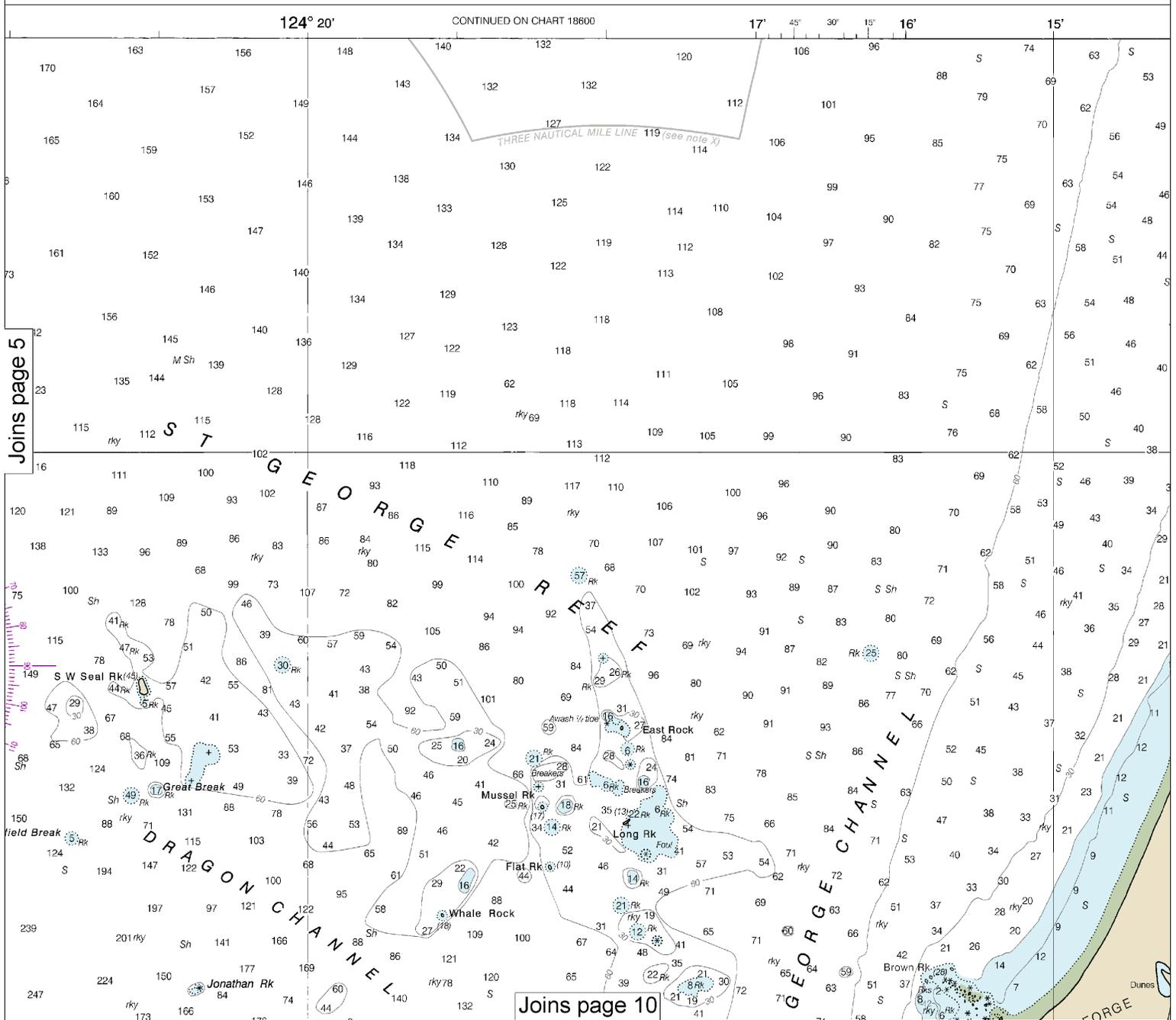
THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

CALIFORNIA

ST GEORGE REEF AND CRESCENT CITY HARBOR

Formerly C&GS 5895, 1st Ed., June 1892. KAPP 1803



Joins page 5

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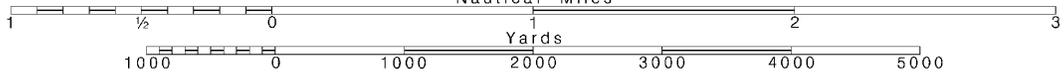
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



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).

TIDAL INFORMATION

| PLACE | | Height referred to datum of soundings (MLLW) | | |
|---------------|--------------------|--|-----------------|----------------|
| NAME | (LAT/LONG) | Mean Higher High Water | Mean High Water | Mean Low Water |
| Crescent City | (41°45'N/124°11'W) | feet 6.9 | feet 6.2 | feet 1.2 |

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>. (Jan 2011)

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

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

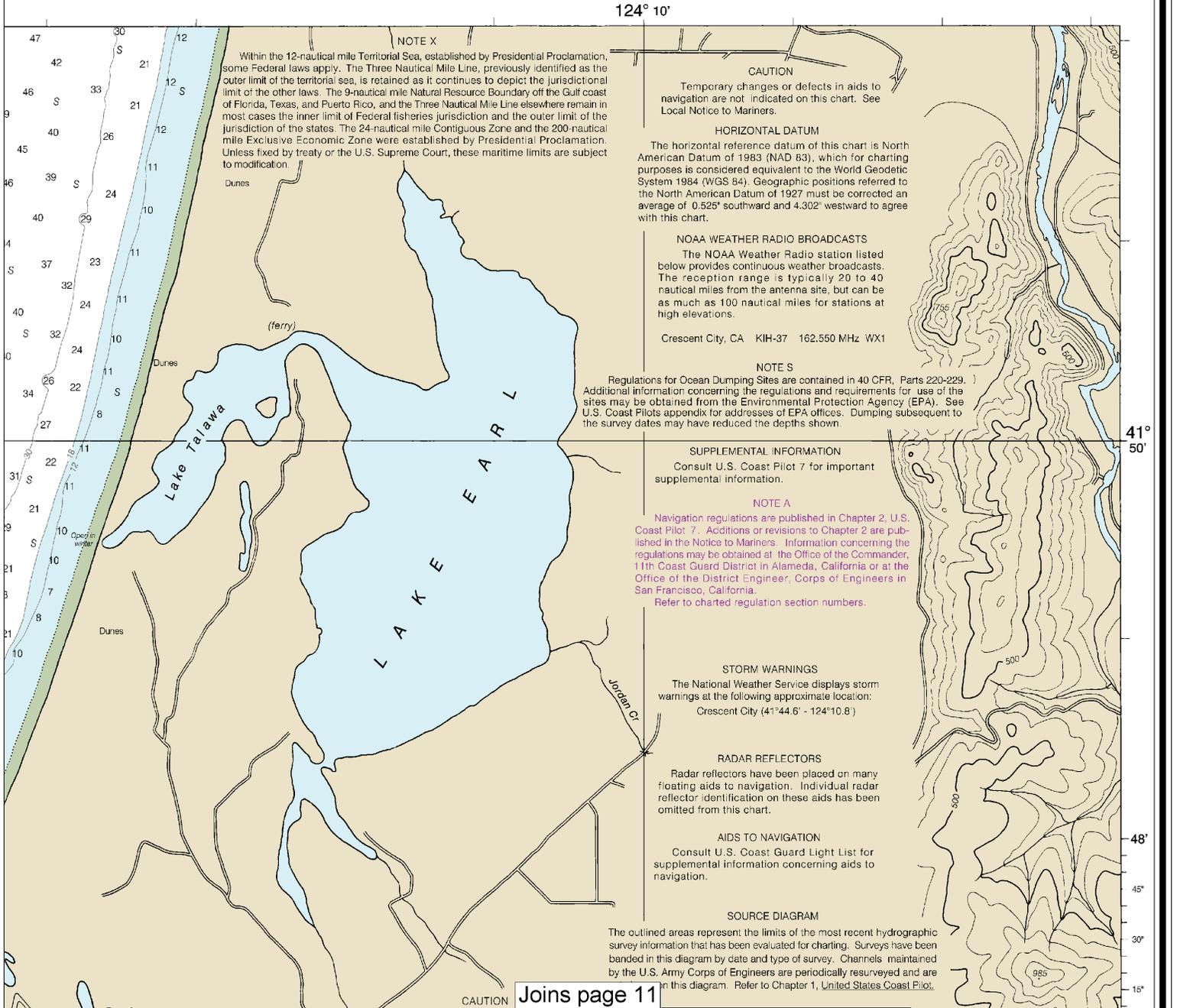
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

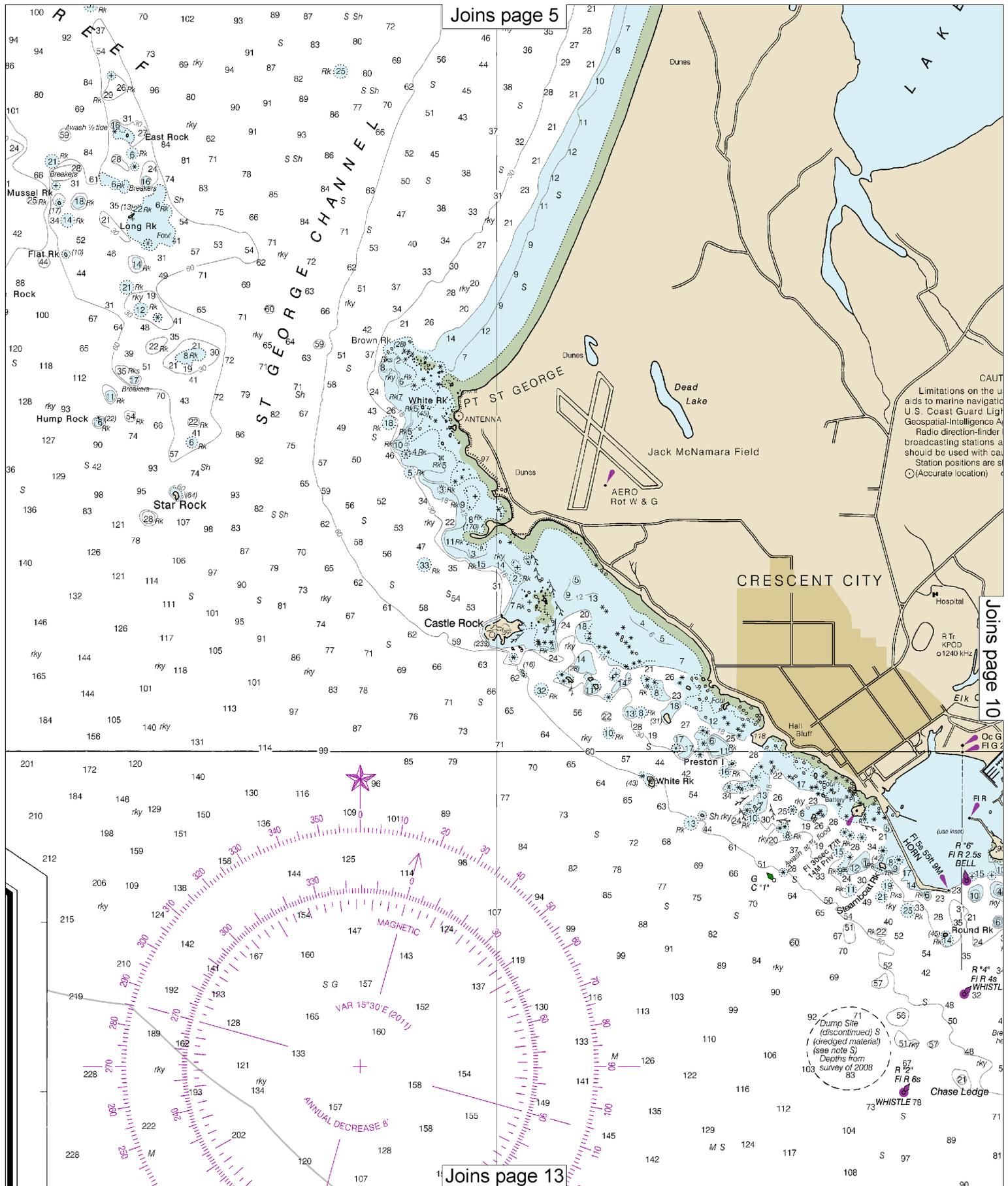
Mercator Projection
Scale 1:40,000 at Lat 41° 47'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

SOUNDINGS IN FEET



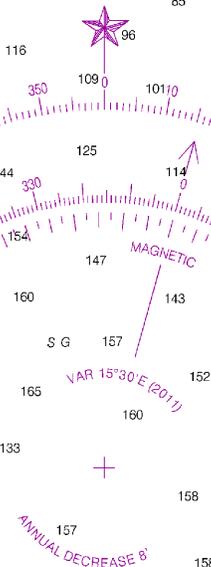


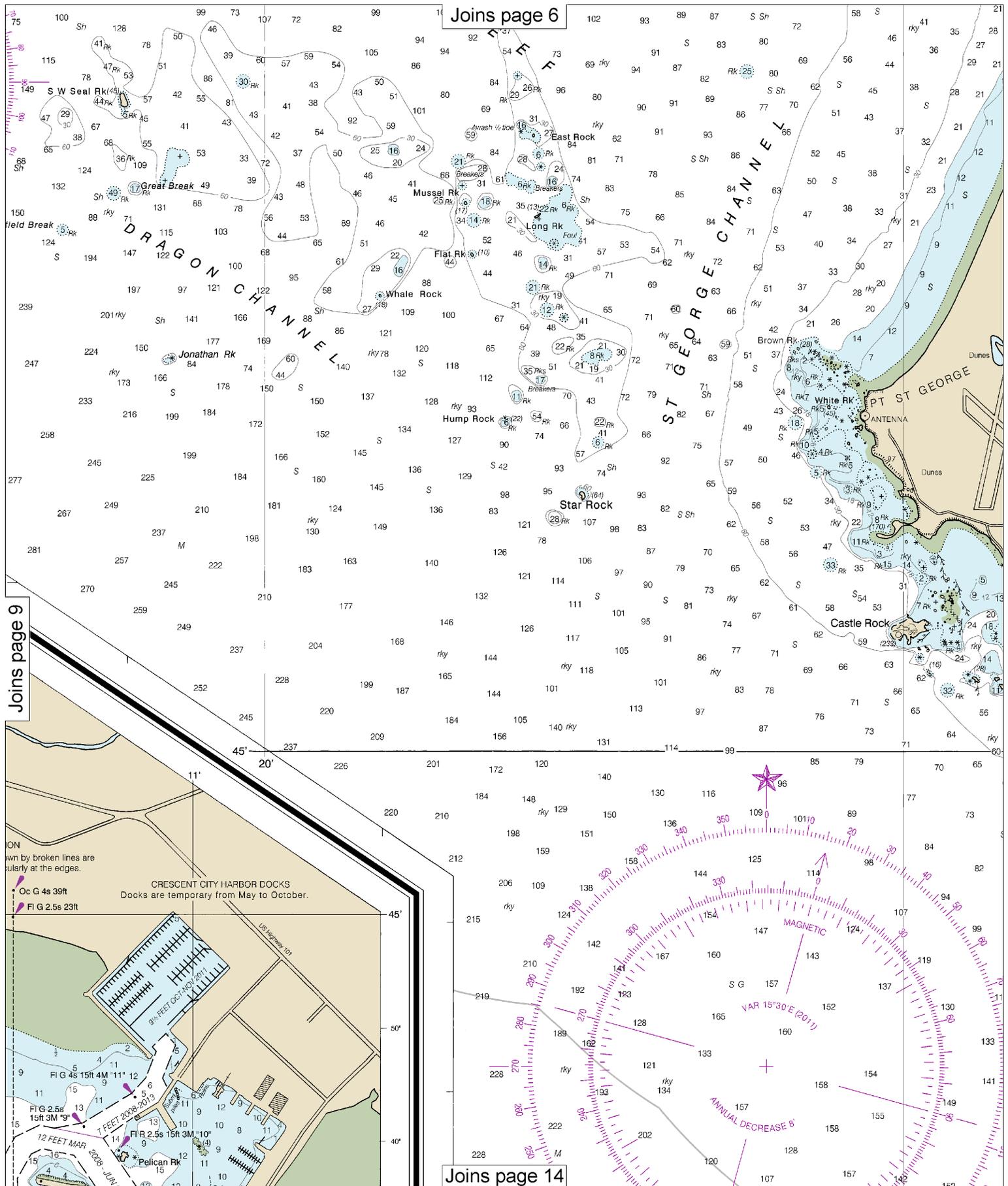
Joins page 5

Joins page 10

Joins page 13

CAUTION
 Limitations on the use of this chart for marine navigation are given in the U.S. Coast Guard Light List. Geospatial-Intelligence Agency. Radio direction-finder broadcasting stations are shown with call letters. Station positions are shown with a circle. (Accurate location) (C)





Joins page 6

Joins page 9

Joins page 14

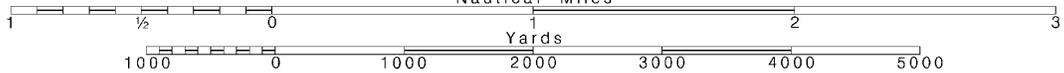


Note: Chart grid lines are aligned with true north.

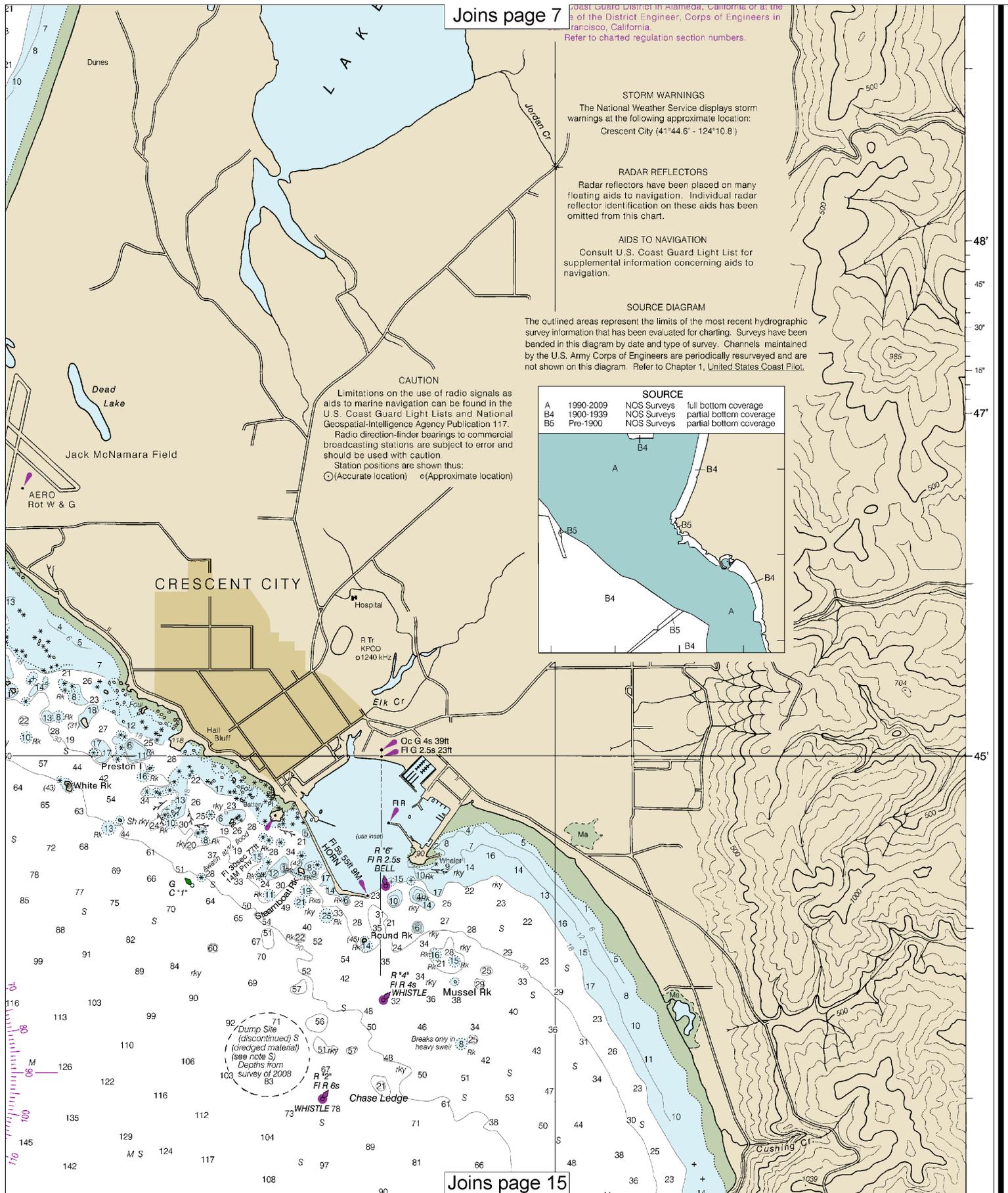
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



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.

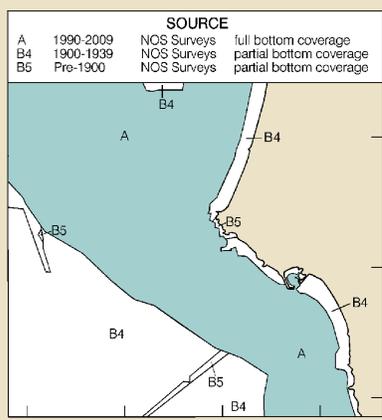


STORM WARNINGS
The National Weather Service displays storm warnings at the following approximate location:
Crescent City (41°44.6' - 124°10.8')

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.

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

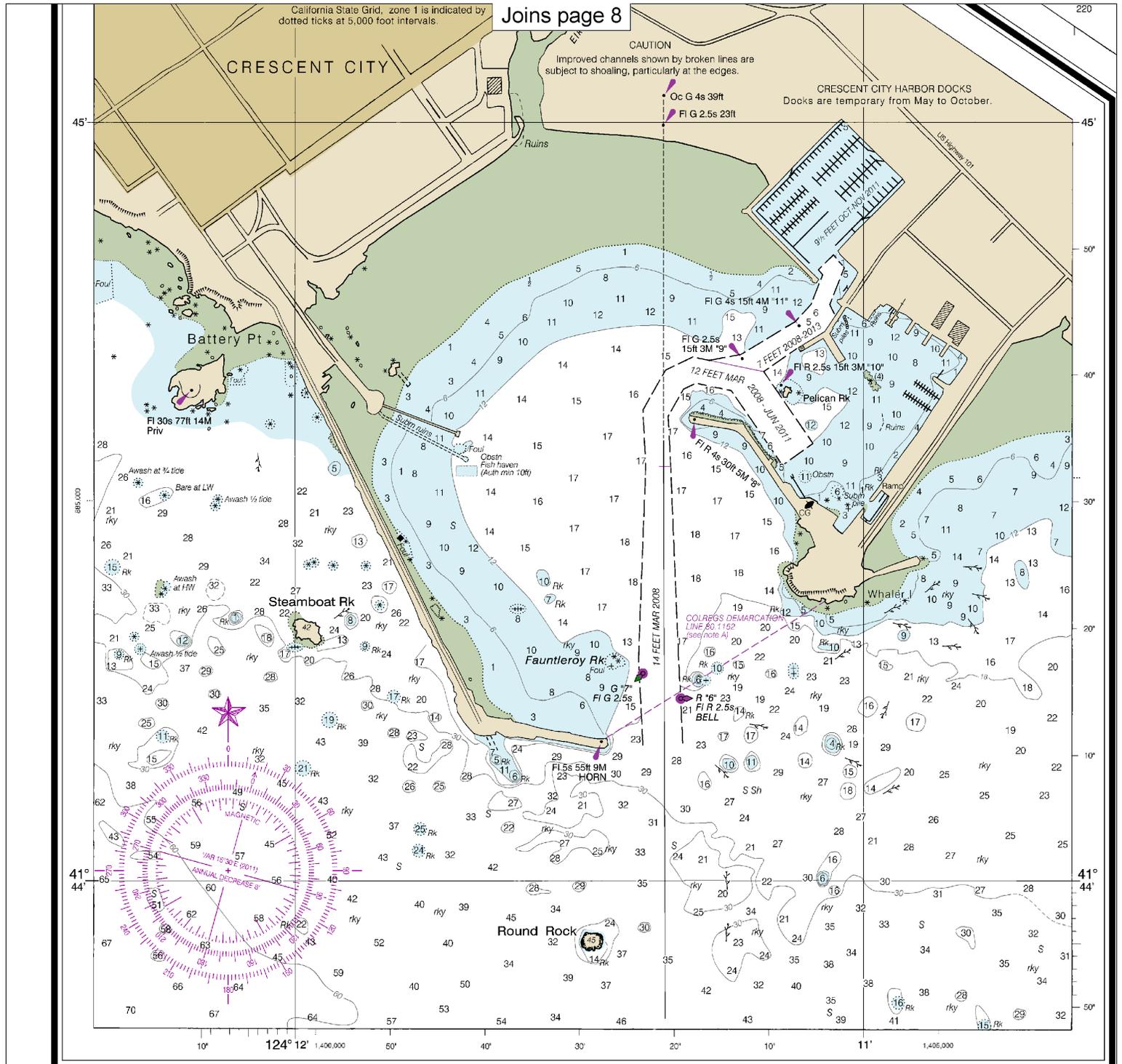
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and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



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)

48'
45'
30'
15'
47'

45'



SOUNDINGS IN FEET

18603

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.

17th Ed., Mar. 2011. Last Correction: 7/6/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

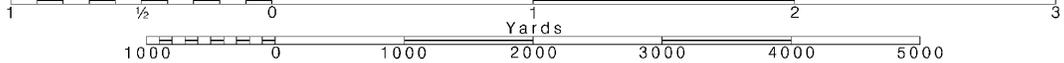
12

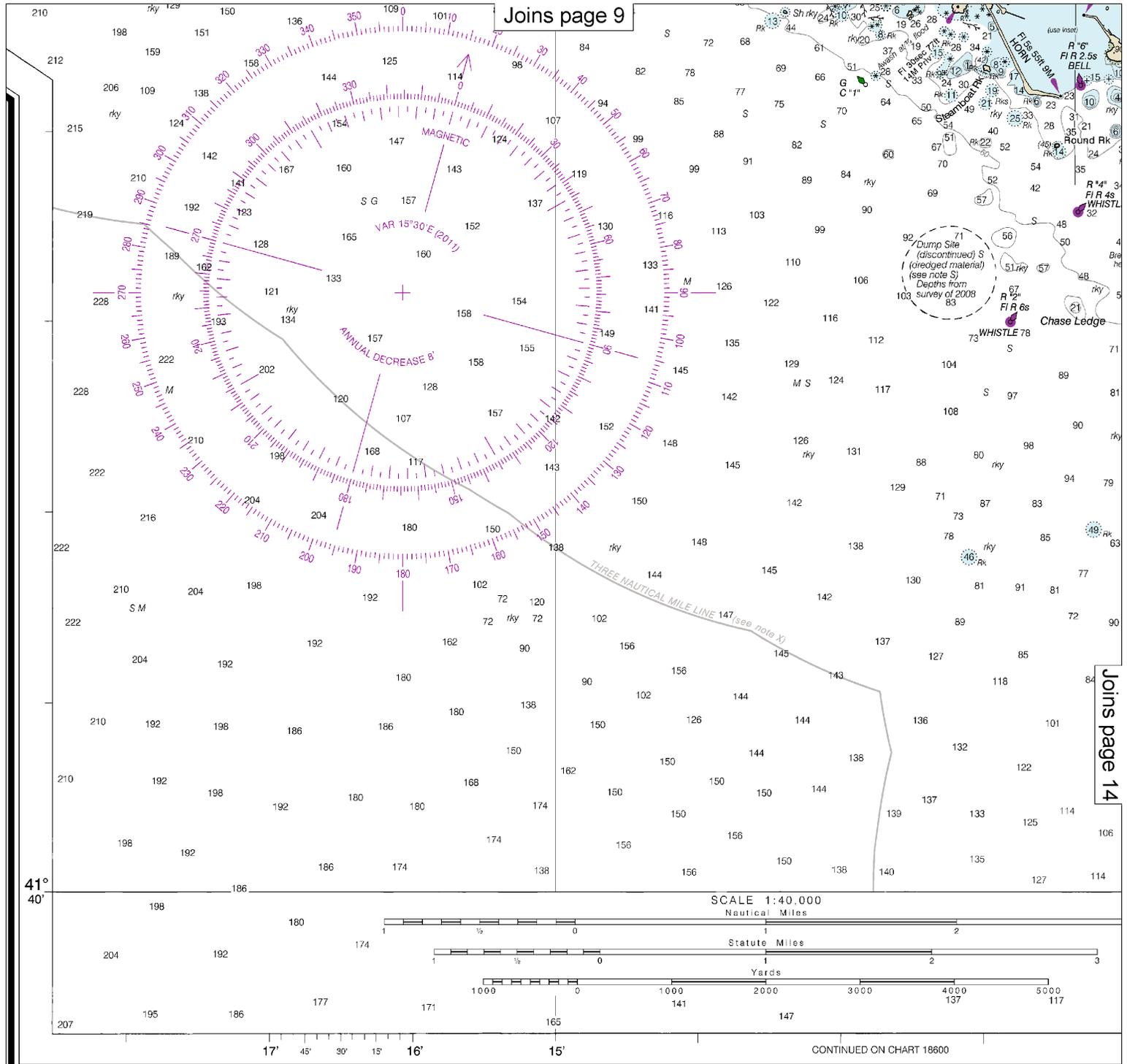
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

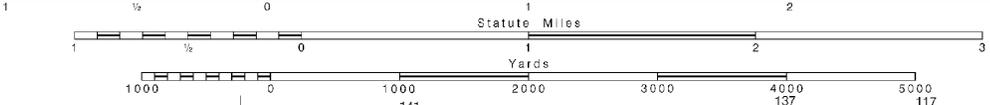
SCALE 1:40,000
Nautical Miles

See Note on page 5.





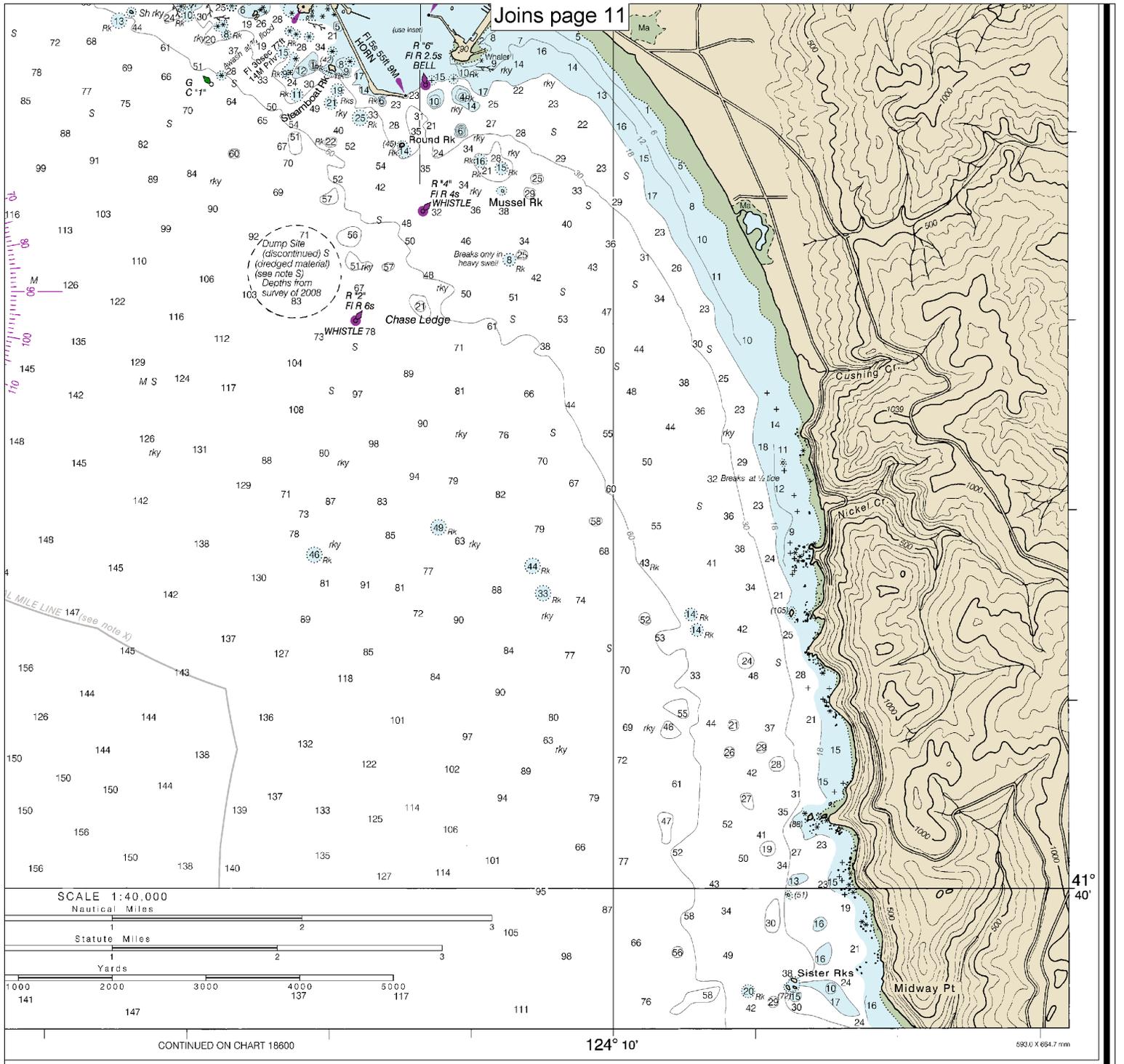
SCALE 1:40,000
Nautical Miles



CONTINUED ON CHART 18600

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

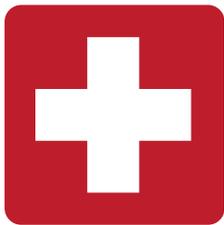
| | | | | | | | | | | | | | | | | | |
|---------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| FATHOMS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| FEET | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 |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



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

St George Reef
SOUNDINGS IN FEET - SCALE 1:40,000

18603



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.