

BookletChart™

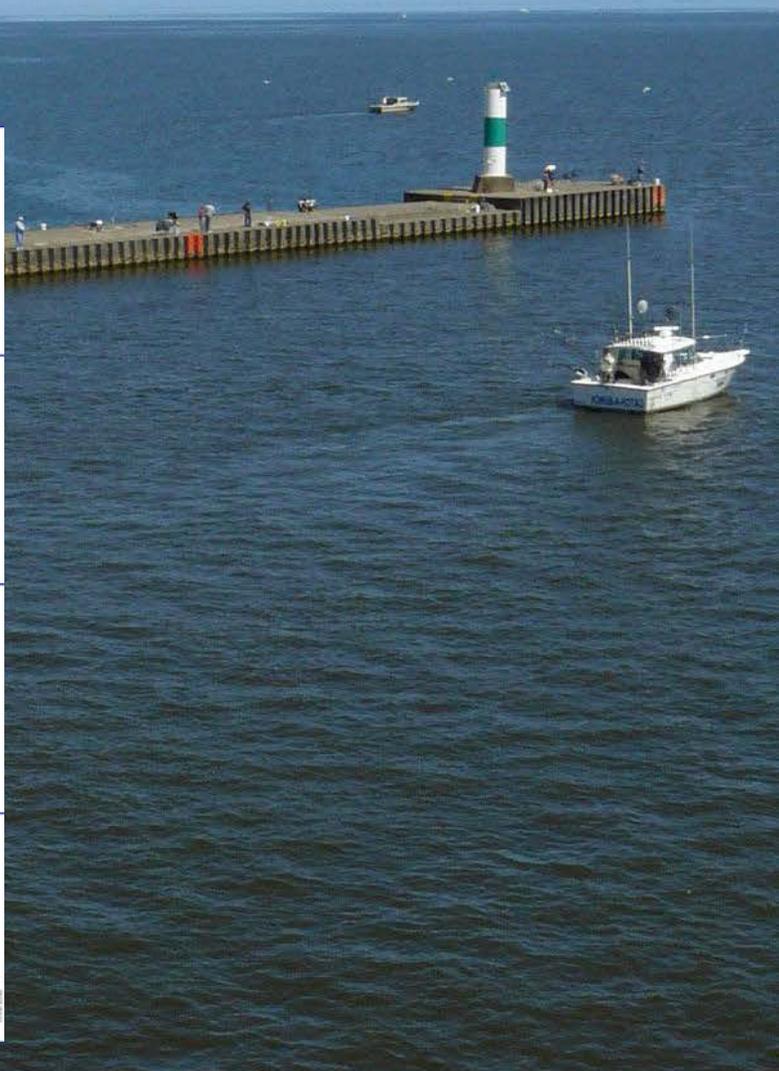
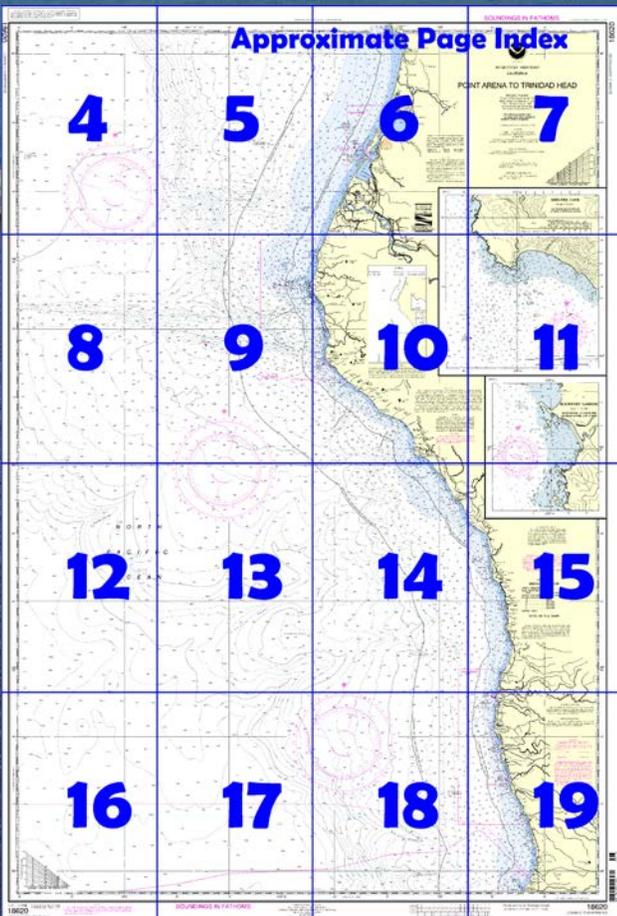


Port Arena to Trinidad Head NOAA Chart 18620

*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.

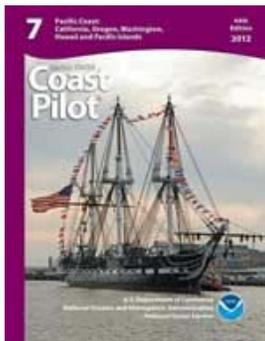
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18620>.



(Selected Excerpts from Coast Pilot)

From Point Arena the cliffs of the point extend 0.5 mile NE to the mouth of **Garcia River**, from which sand dunes and beaches extend N for 4 miles. Beyond this point for 40 miles to **Ten Mile River Beach** the coast is rugged.

Mal Pass is a steep gulch 5.2 miles N of Point Arena. **Red Bluff**, 8 miles N of Point Arena, is a prominent cliff. **Elk Rock**, 8.5 miles N of Point Arena, is 95 feet high and 0.5 mile offshore.

For 0.5 mile N of Laguna Point the bluffs are low, thence a straight sand beach extends for 3 miles to the mouth of **Ten Mile River**. The beach is

backed by sand dunes for 0.5 mile inland; the tree line is about 1.5 miles from the beach. The concrete

highway bridge over Ten Mile River is conspicuous from the W.

Kibesillah Rock, 1.2 miles N of Ten Mile River and 0.4 mile off the line of the cliffs, is the outermost danger for many miles N and S. It is small and washed over almost continuously even in ordinary weather. Other rocks and rocky islets up to 80 feet high are inside of Kibesillah Rock.

Switzer Rock, 5.5 miles N of Ten Mile River and 0.3 mile offshore, is small with deep water close around it; every large swell washes over the rock. A covered rock marked by a breaker is 170 yards SE of Switzer Rock.

Gordon Hill, 6.5 miles N of Ten Mile River, is bare to the summit and terminates seaward in 60-foot-high **Abalone Point**, which is bordered by low outlying rocks.

Hardy Rock, 9.5 miles N of Ten Mile River and 0.4 mile offshore, is a small 47-foot-high islet.

From Abalone Point the coast trends NW for 4 miles to **Cape Vizcaino**, which is a broad, irregular line of precipitous cliffs, 100 feet high, very broken, and bordered by low rocks, 200 to 300 yards offshore.

Island Knob, a rocky lime-covered islet, lies close-to and almost connected with Cape Vizcaino. A covered rock marked by a breaker is 275 yards W of the islet. **Cottaneva Rock**, 20 feet high, is 500 yards SE of Island Knob and 275 yards offshore. Several smaller rocks lie inside of it and two others about 160 yards NW.

Cahto Peak, 11.5 miles E of Cape Vizcaino, is prominent in clear weather.

Between Cape Vizcaino and Point Delgada are several small exposed landings available for use only in the summer and in smooth weather.

Sea Lion Rock, a mile N of Cape Vizcaino and 500 yards offshore, is 5 feet high and inhabited by sea lions. **Cottaneva Needle**, 0.5 mile N of Sea Lion Rock, is a prominent black pinnacle rock 55 feet high.

Double Cone Rock is 3.5 miles N of Cape Vizcaino and 300 yards offshore.

Usal Rock, 5 miles N of Cape Vizcaino, is 45 feet high and black in color. It lies 200 yards off a small point of rocks.

The mouth of **Usal Valley** is about a mile N of Usal Rock, and is a narrow, steep gulch, in front of which is a small area of flat land with a low beach. A small grassy hillock is just inside the gulch. The view up the valley is open for a very short time while passing.

Big White Rock, 95 feet high, lies 7.7 miles N of Cape Vizcaino, and 125 yards offshore from the steep cliffs, which are bordered by numerous rocks.

Anderson Cliff, 10 miles N of Cape Vizcaino, is a projecting rocky spur 715 feet high, with one large rock and numerous smaller ones close inshore. **Jackson Pinnacle**, 1.1 miles N of Anderson Cliff, is a black rock 45 feet high, so close to the rocky beach that from seaward it is hard to distinguish from the bluff behind it. When seen from along shore, it is prominent.

Cluster Cone Rock, a prominent 68-foot pinnacle, is the largest and whitest of a small cluster of 6 rocks, 200 yards offshore, lying 12.5 miles N of Cape Vizcaino.

Morgan Rock, a large white-topped, block-shaped rock 57 feet high and 0.5 mile NW of Cluster Cone Rock, shows prominently. It is the largest of a group of rocks extending some 200 yards from a high rocky cliff and is particularly valuable as a landmark when higher land is covered by fog.

**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.

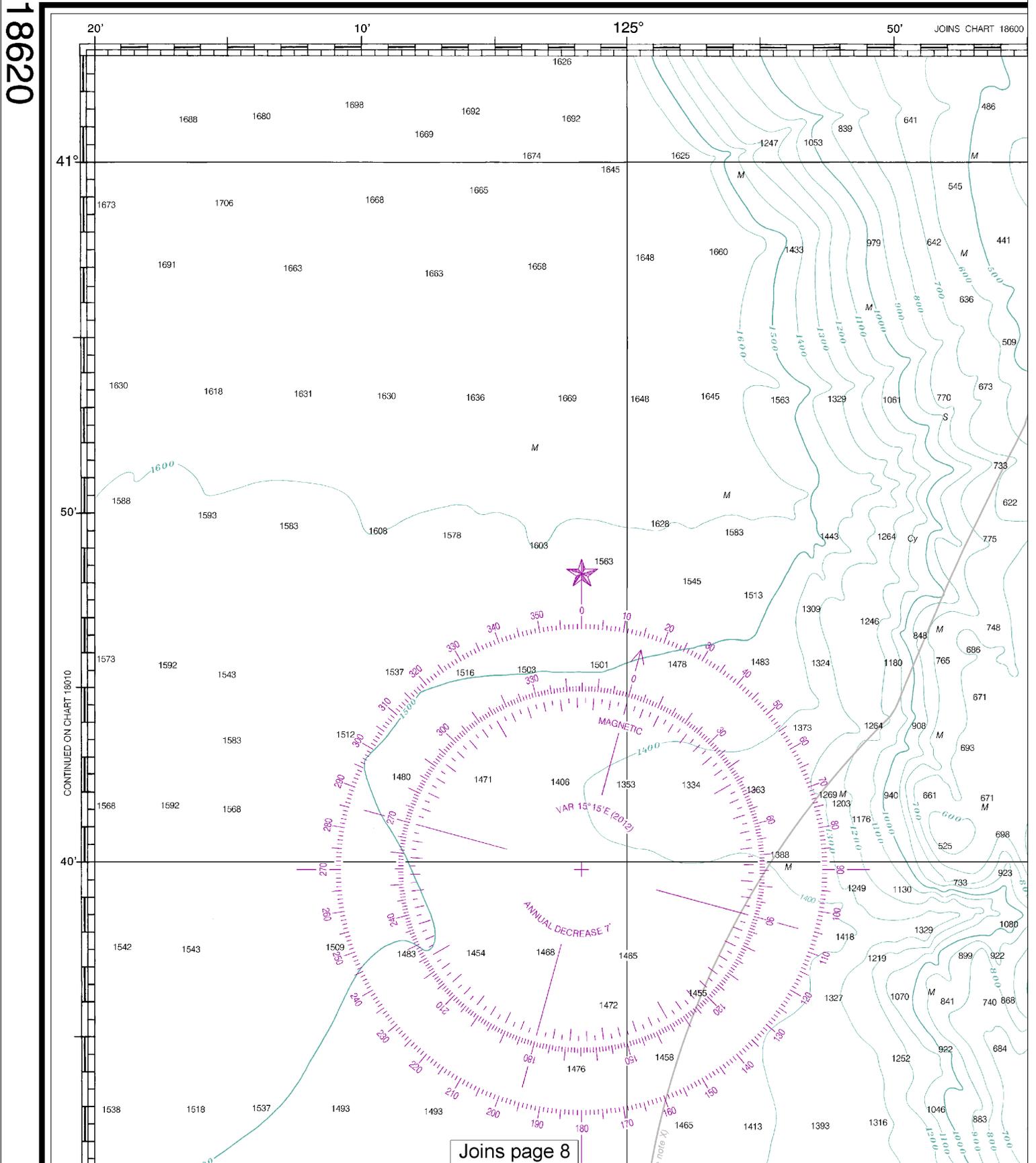
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



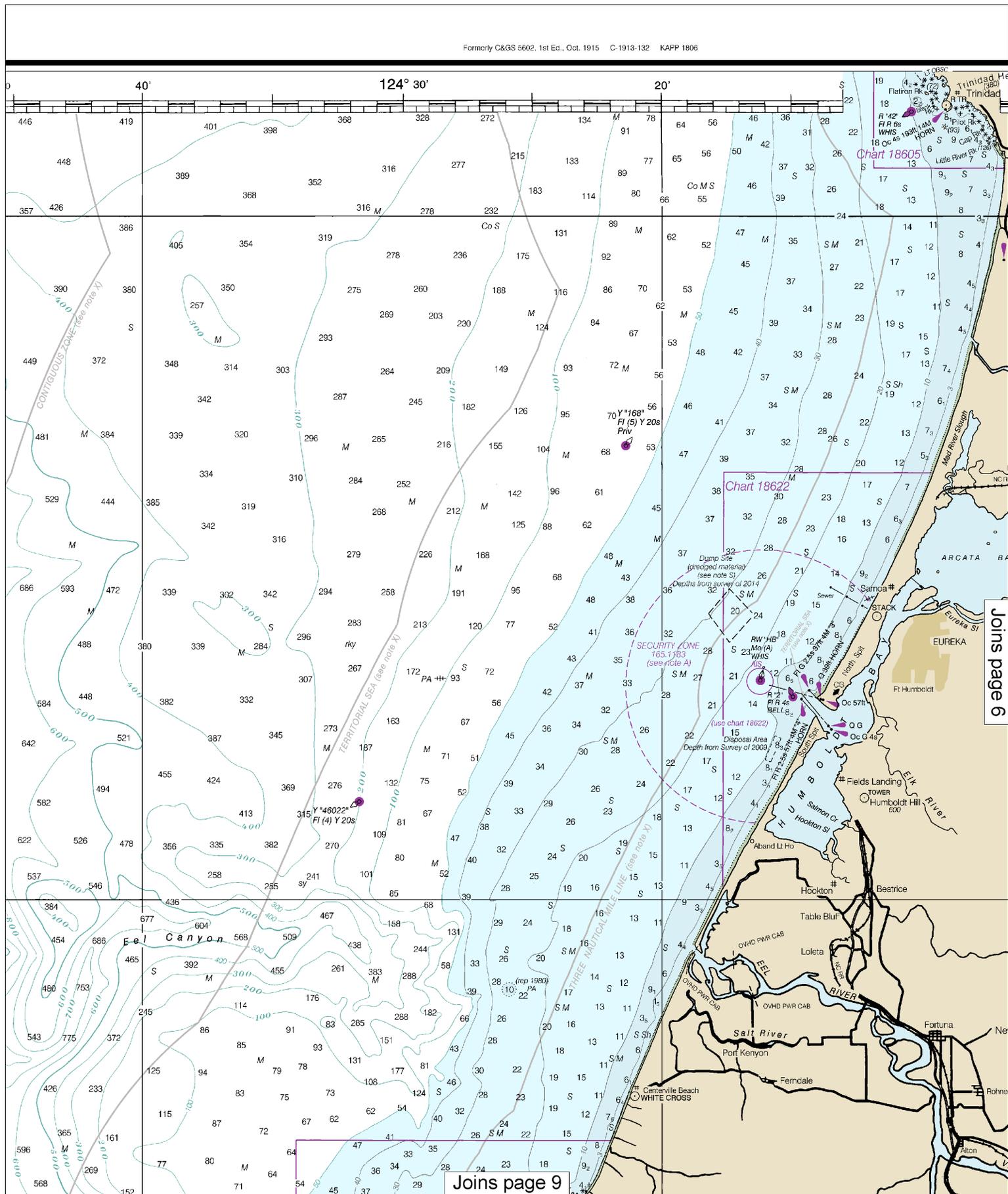
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

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Note: Chart grid lines are aligned with true north.

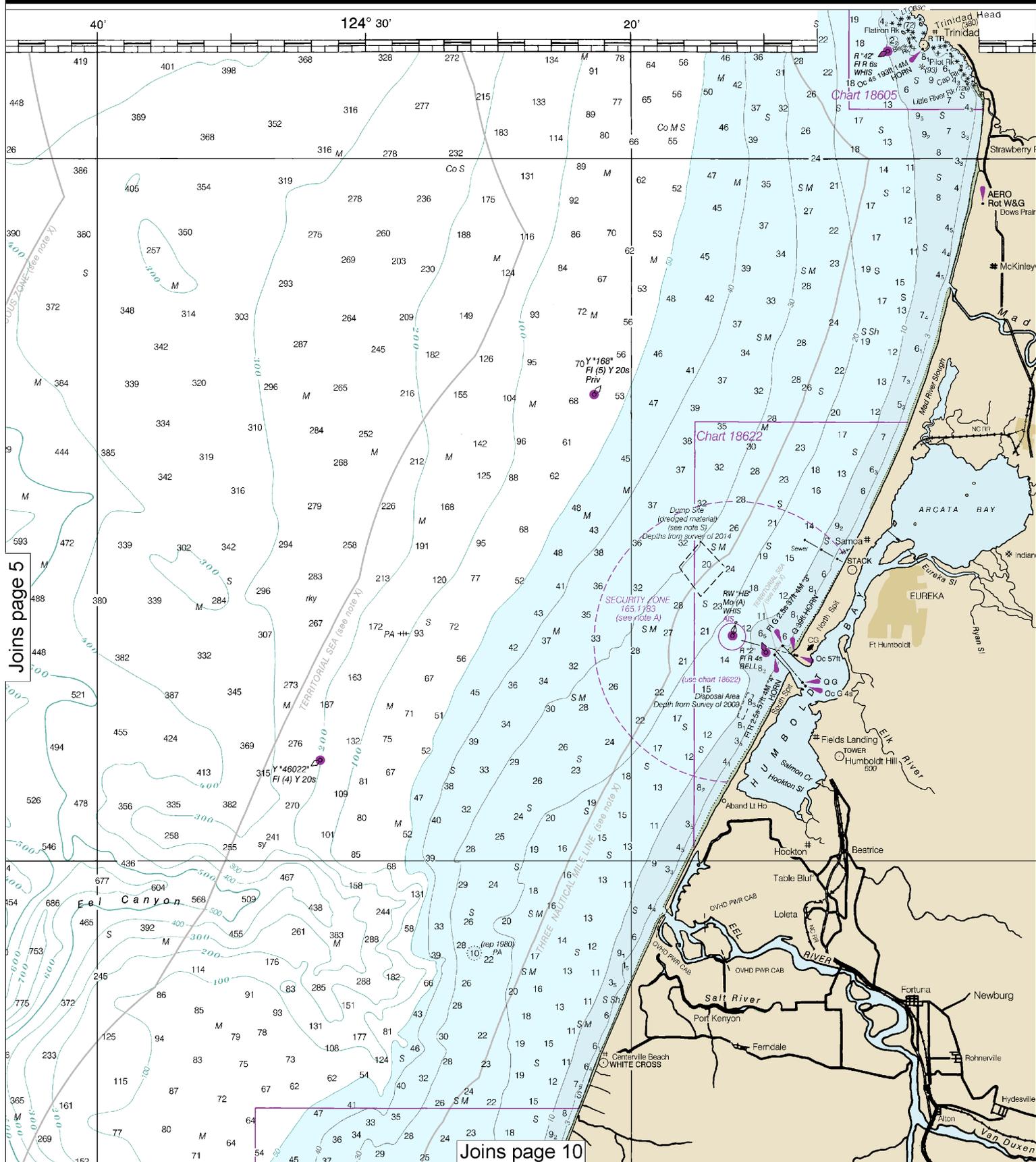


Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:266666. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.





Joins page 5

Joins page 10

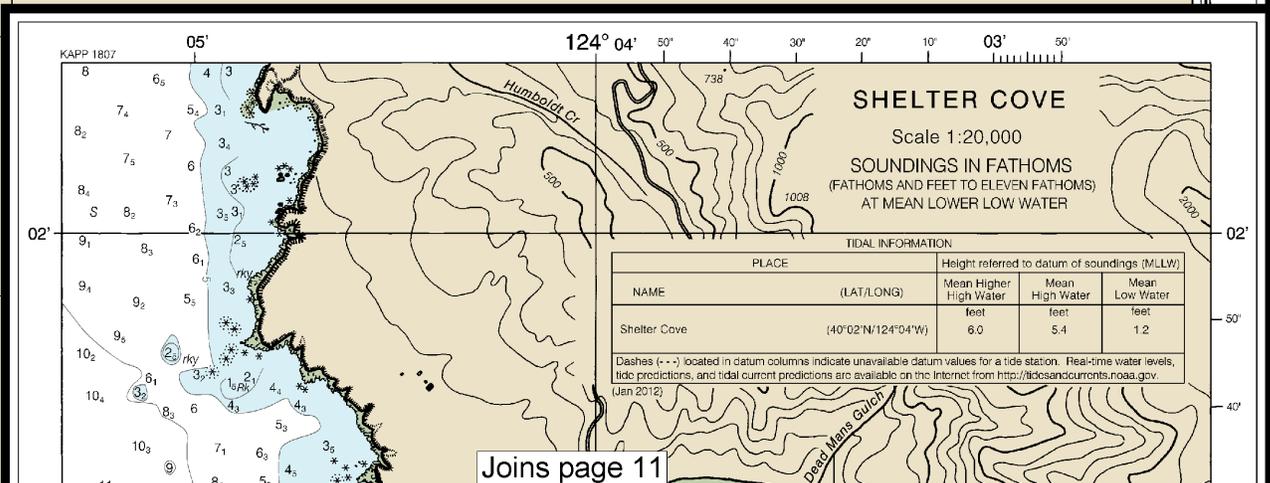
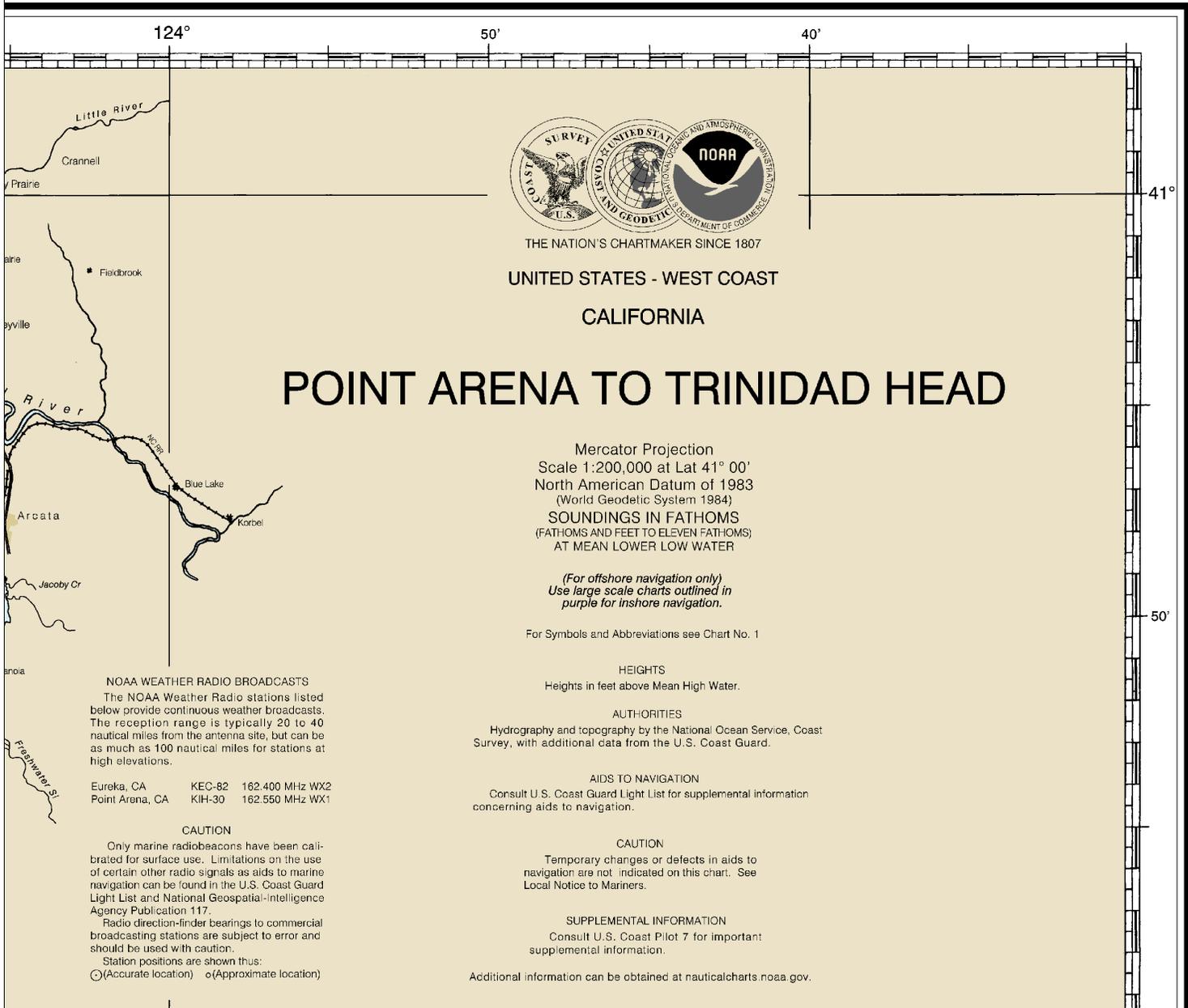


Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

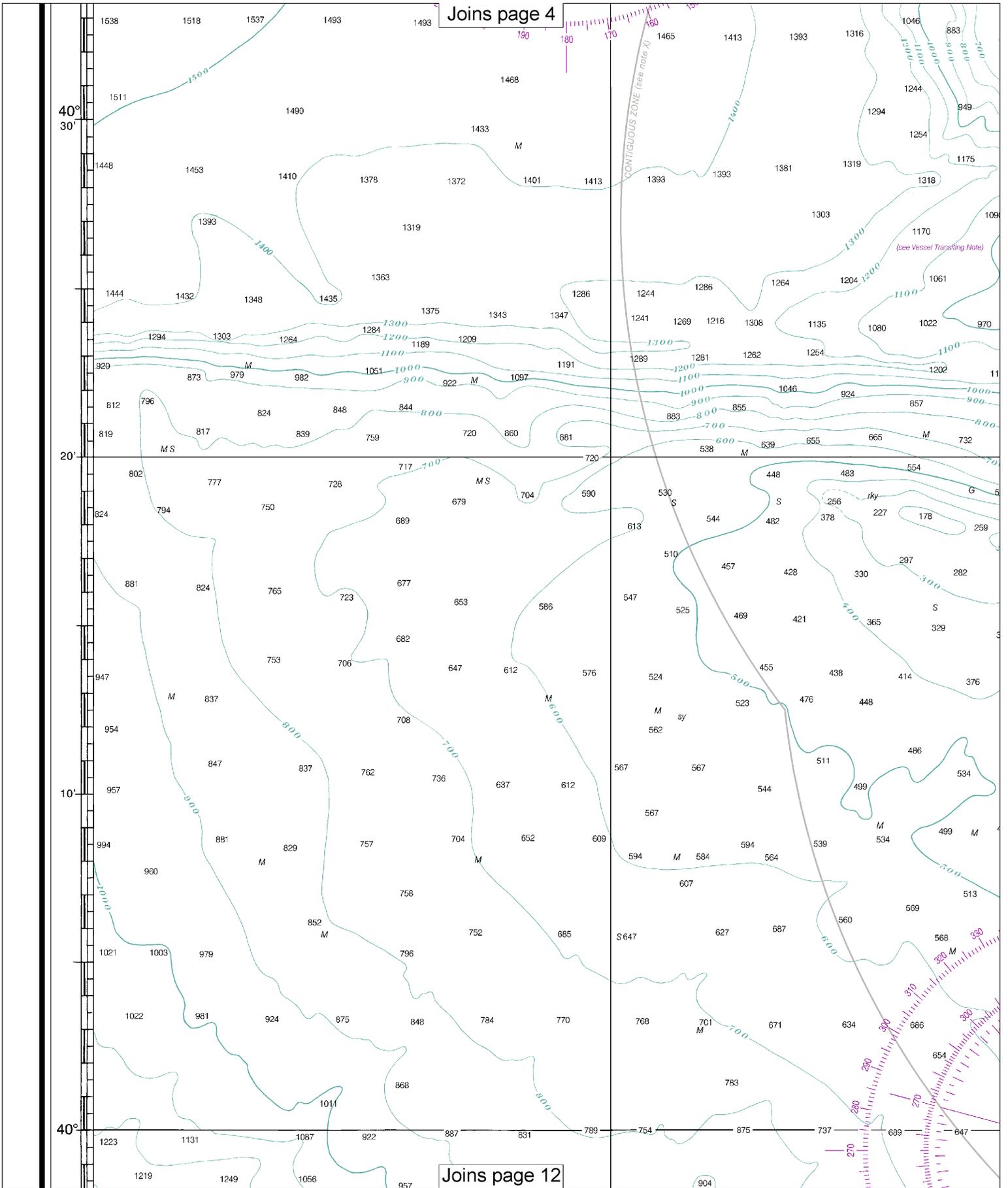
18620



24th Ed., Feb. 2012. Last Correction: 12/2/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)



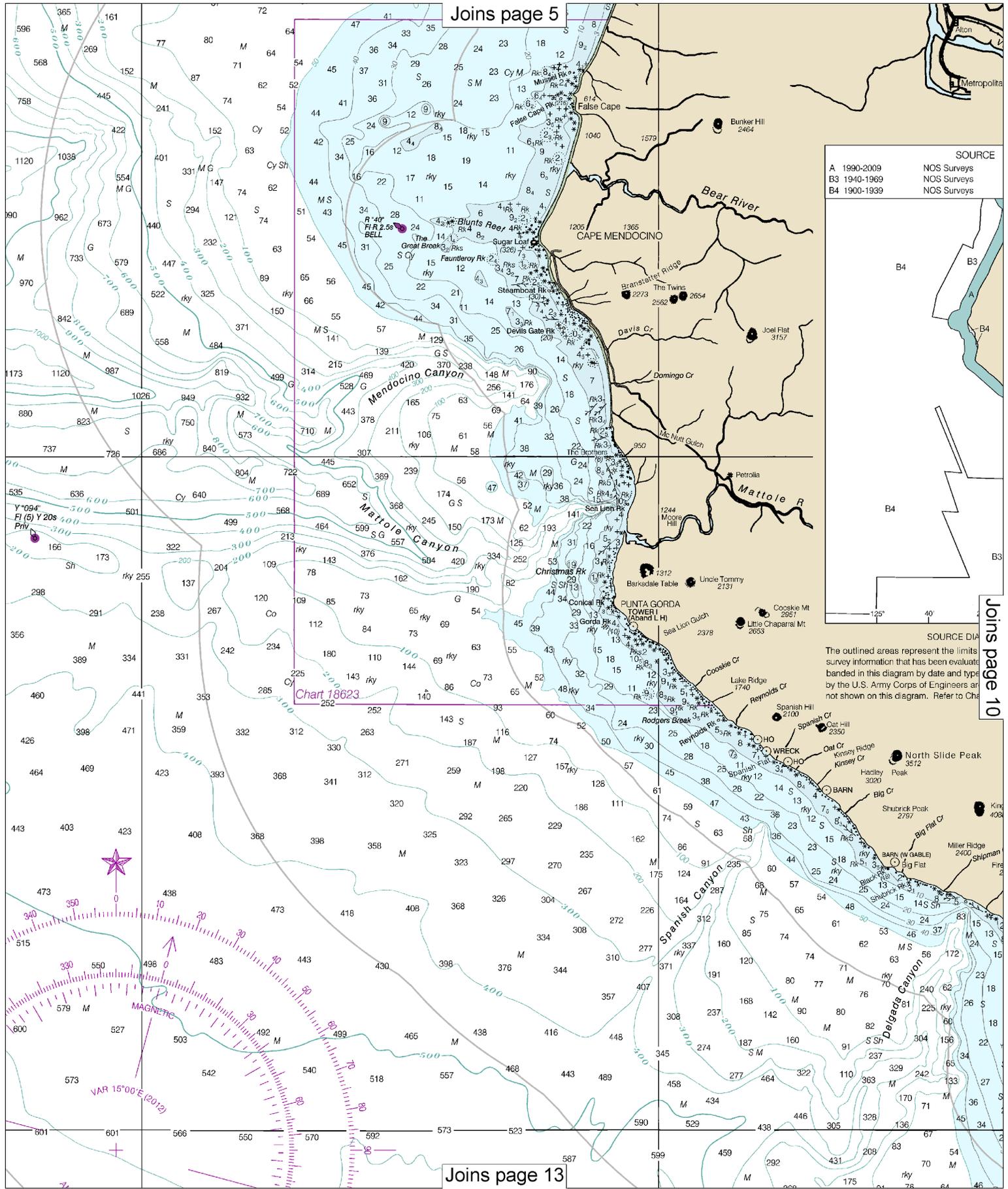
Joins page 4



Joins page 12

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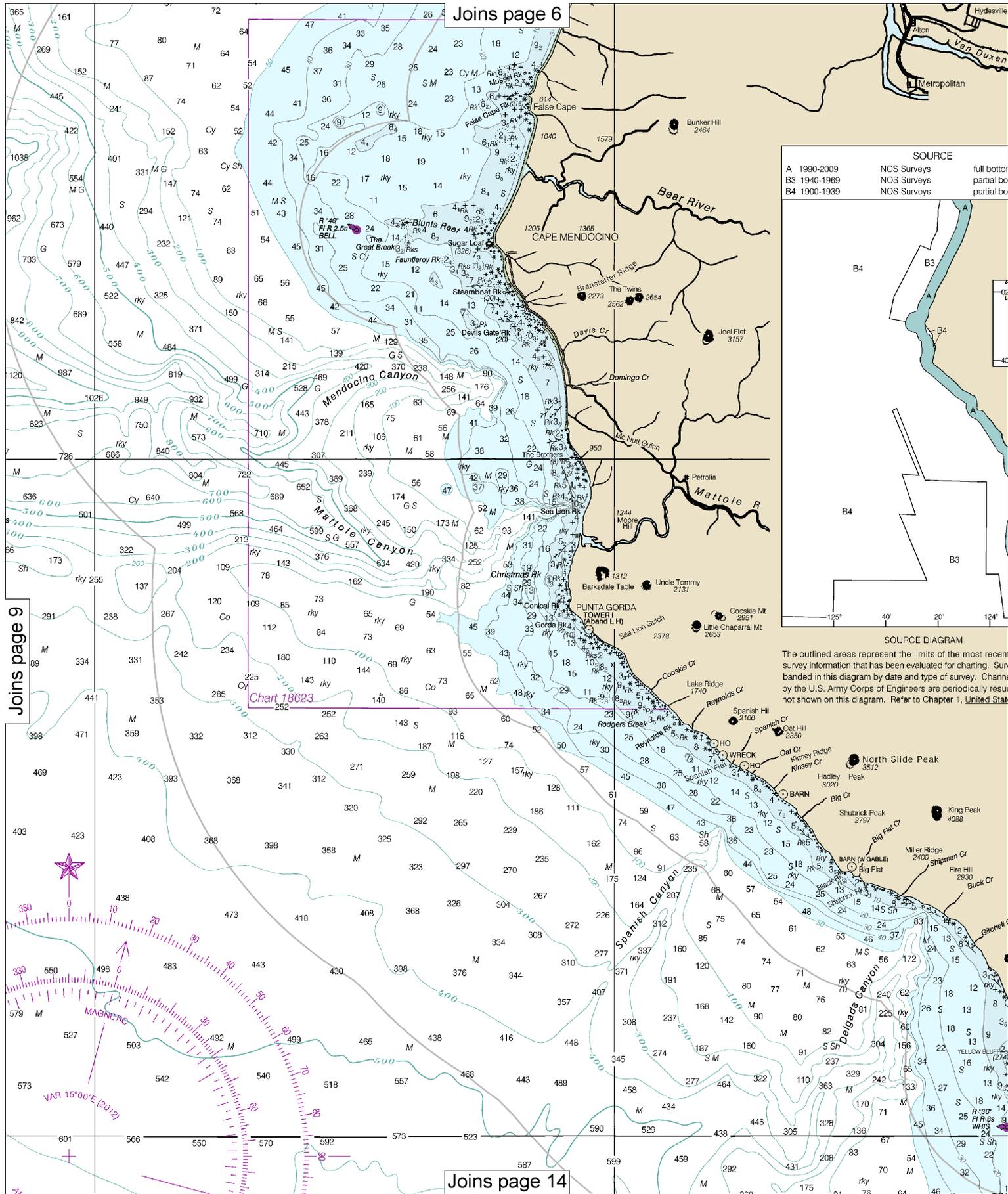
Note: Chart grid lines are aligned with true north.



SOURCE	
A 1990-2009	NOS Surveys
B3 1940-1969	NOS Surveys
B4 1900-1939	NOS Surveys

SOURCE DIA
 The outlined areas represent the limits survey information that has been evaluated banded in this diagram by date and type by the U.S. Army Corps of Engineers are not shown on this diagram. Refer to Che

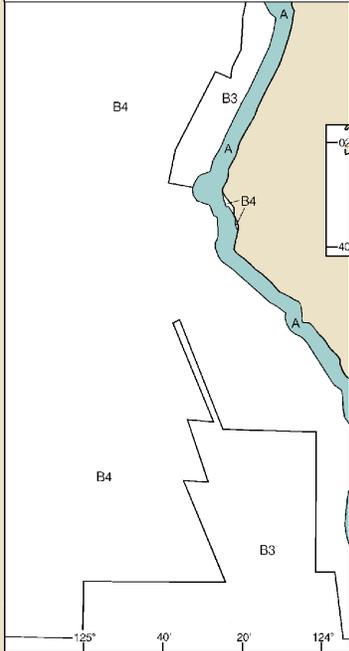
Joins page 6



Joins page 9

Joins page 14

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



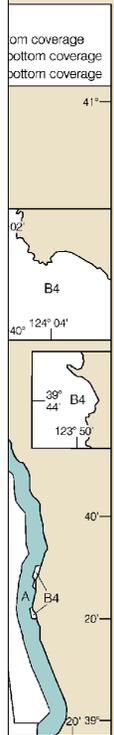
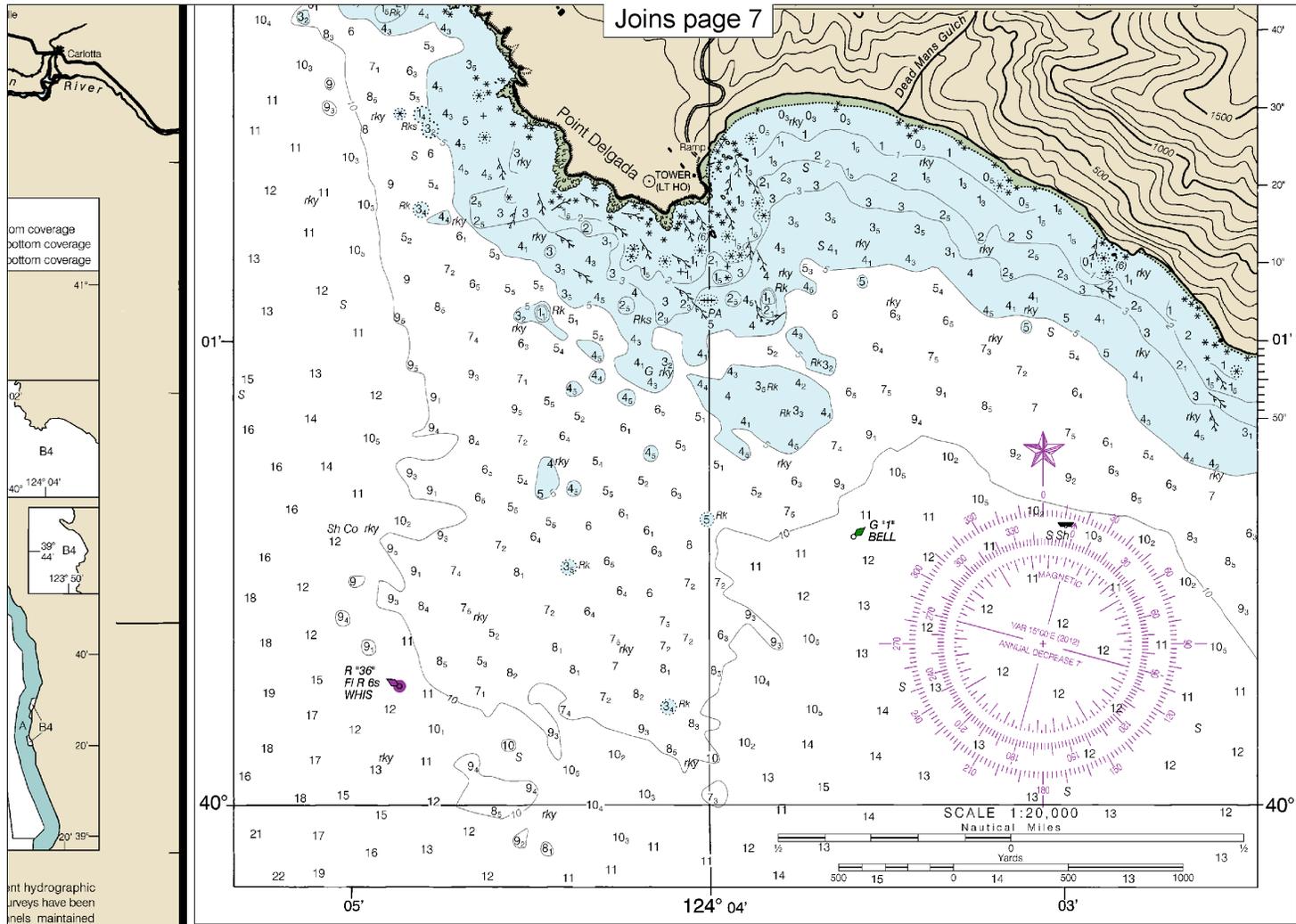
SOURCE DIAGRAM

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

10

Note: Chart grid lines are aligned with true north.

Joins page 7



ent hydrographic surveys have been
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NOTE X

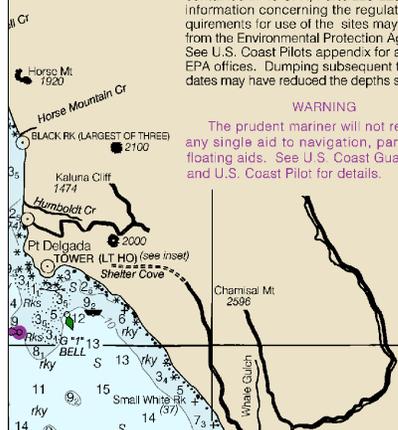
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOTE S

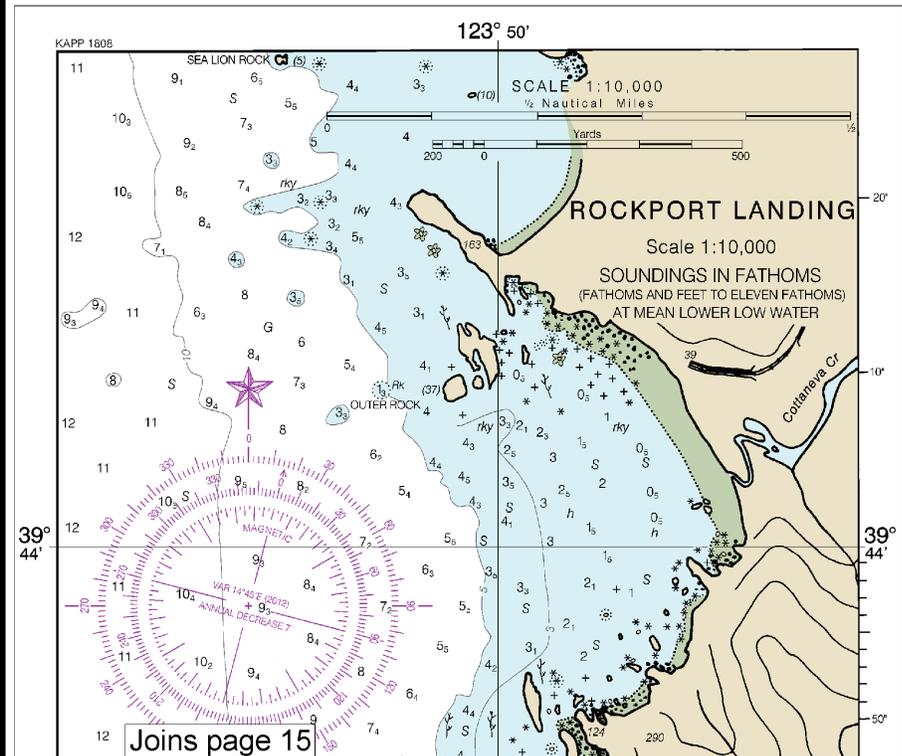
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

WARNING

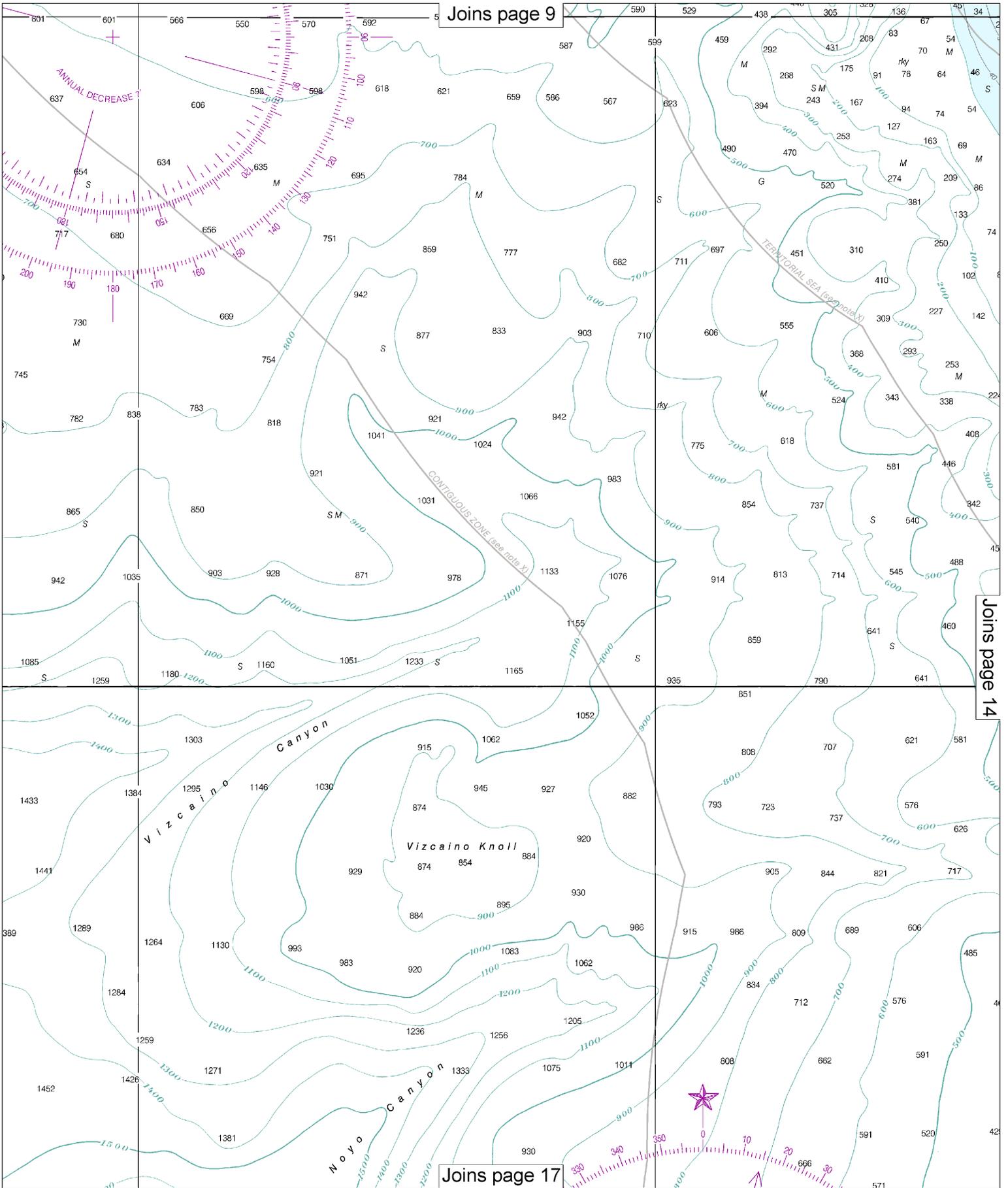
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



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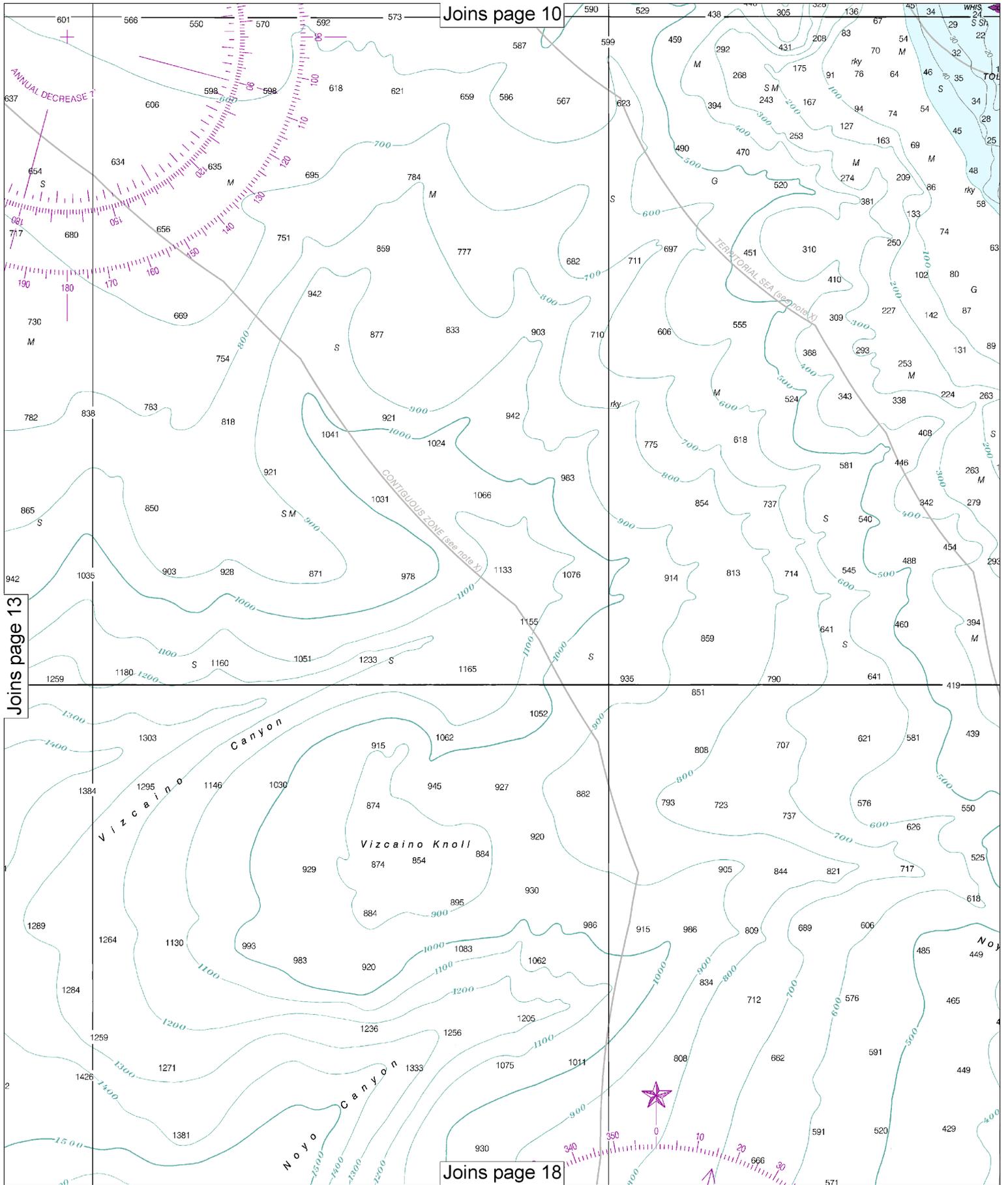


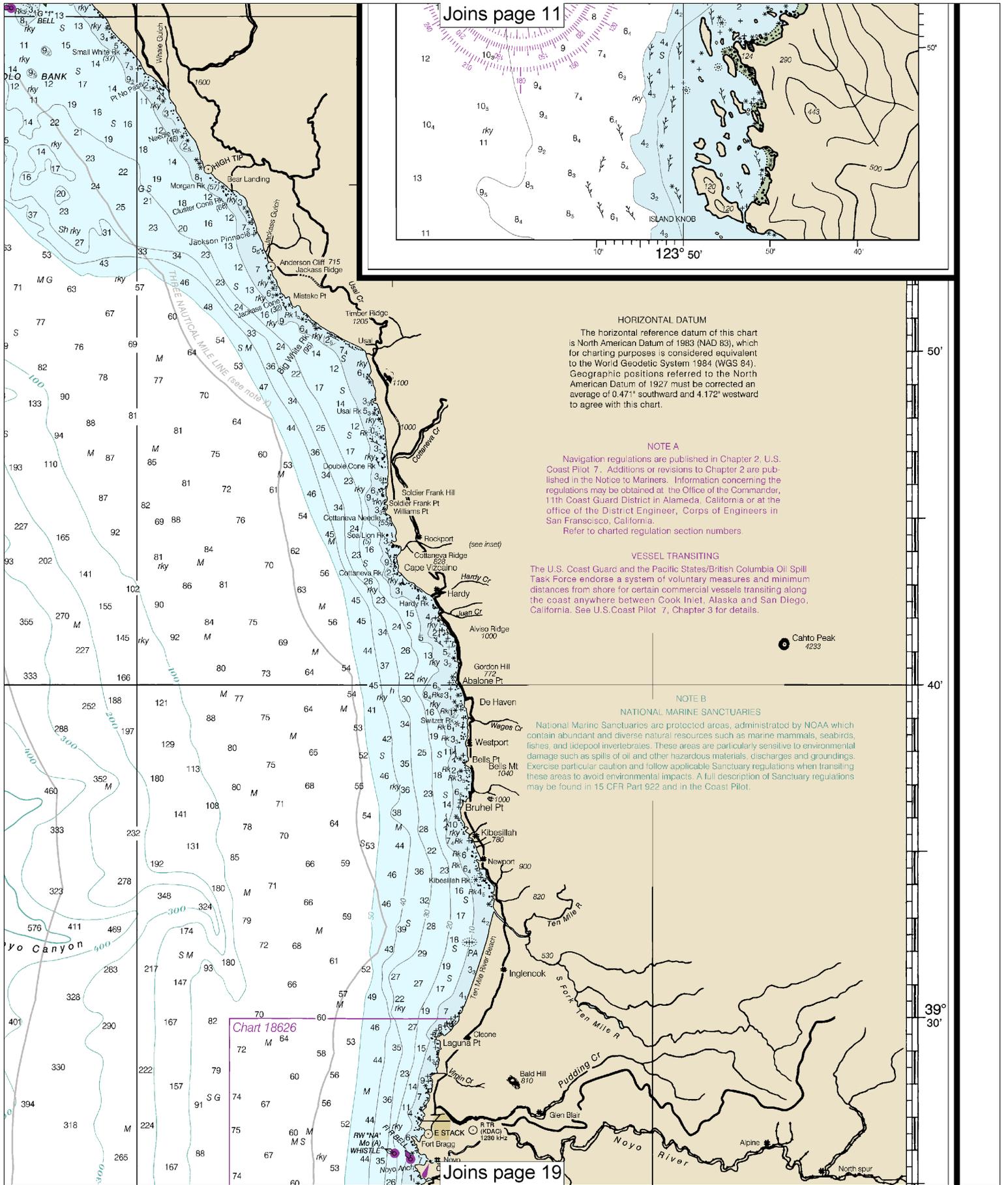
Joins page 9



Joins page 14

Joins page 17





Joins page 11

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 0.471' southward and 4.172' westward to agree with this chart.

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.

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.

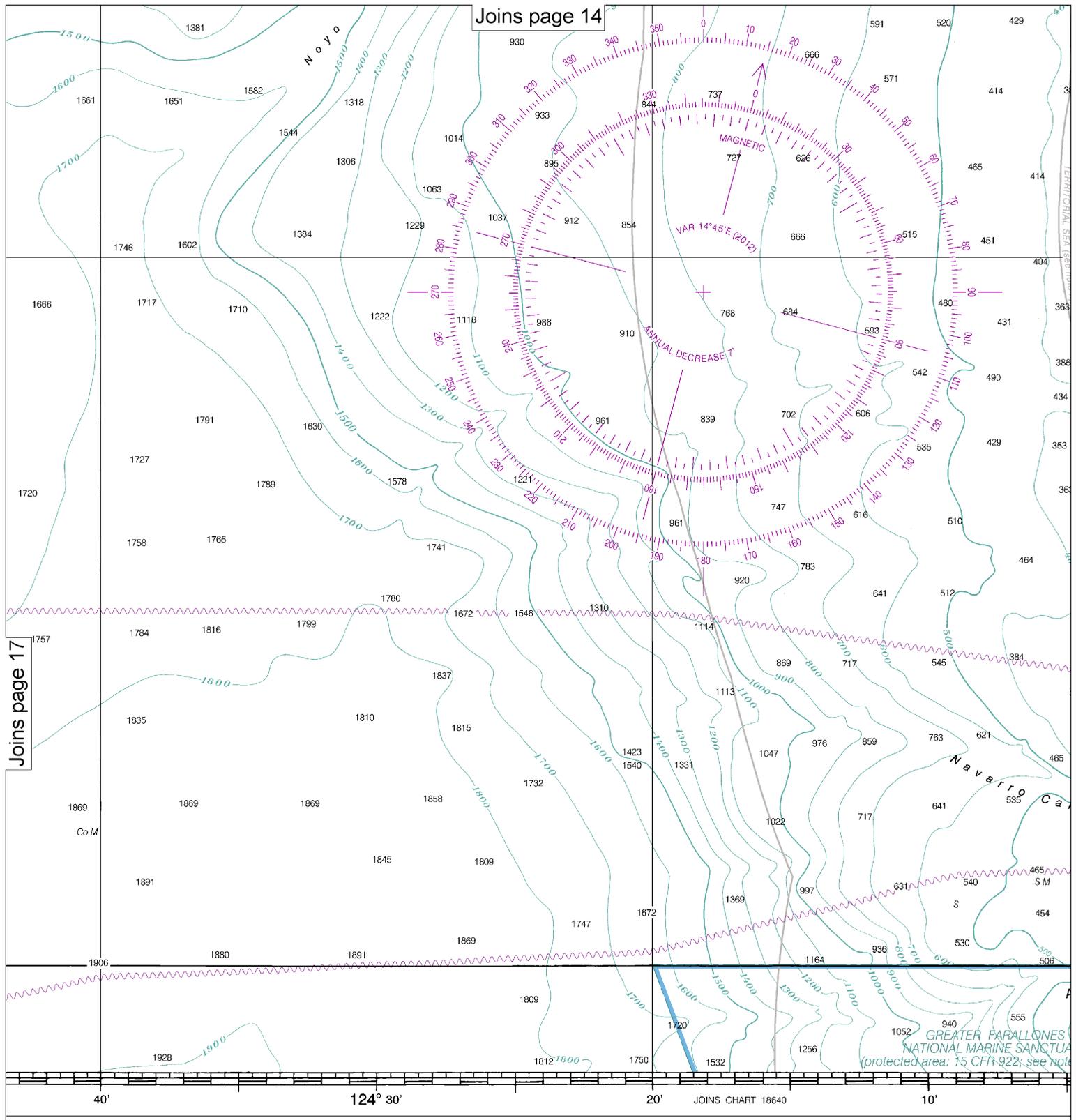
NOTE B

NATIONAL MARINE SANCTUARIES

National Marine Sanctuaries are protected areas, administered by NOAA which contain abundant and diverse natural resources such as marine mammals, seabirds, fishes, and deep-sea invertebrates. 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 to avoid environmental impacts. A full description of Sanctuary regulations may be found in 15 CFR Part 922 and in the Coast Pilot.

Chart 18626

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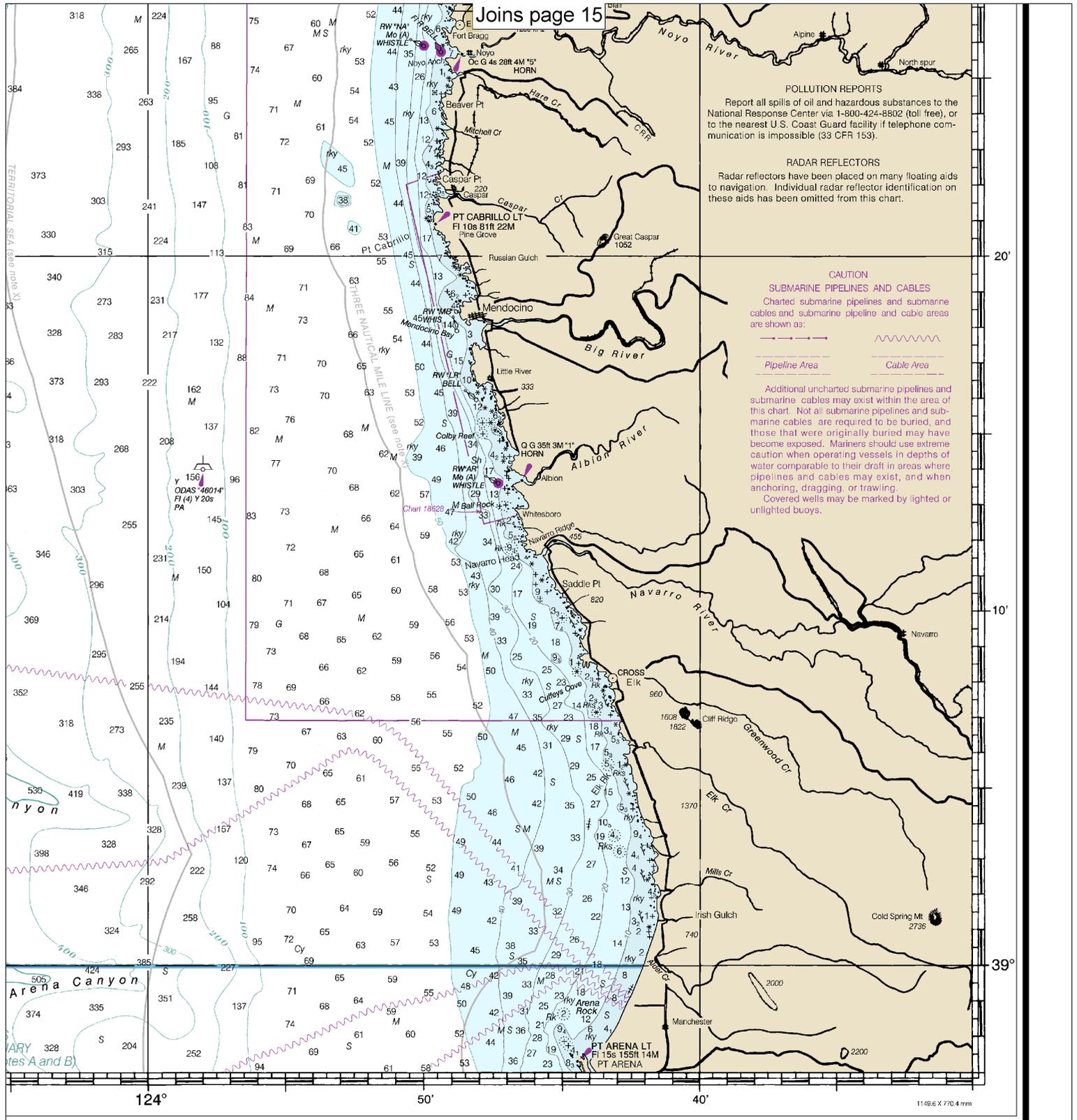
Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

JOINS CHART 18640

FATH
 FEET
 METERS

18

Note: Chart grid lines are aligned with true north.



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

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

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

— Pipeline Area ~~~~~ Cable Area

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.

H	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
M	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	
E	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
T	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

Point Arena to Trinidad Head
 SOUNDINGS IN FATHOMS - SCALE 1:200,000

18620



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.