

BookletChart™

Humboldt Bay

NOAA Chart 18622

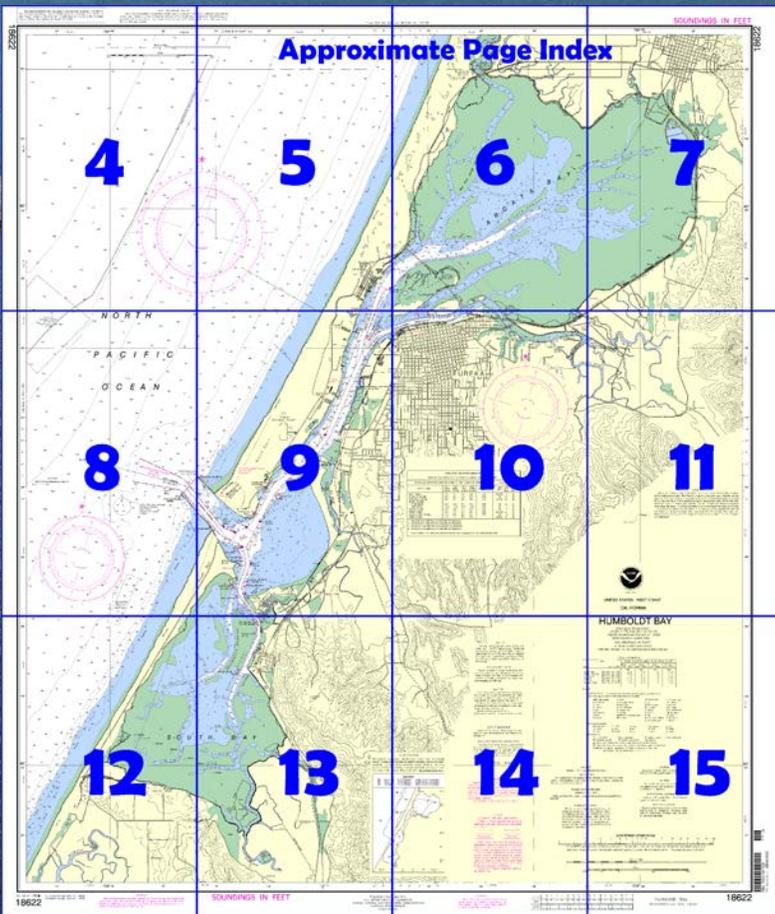


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

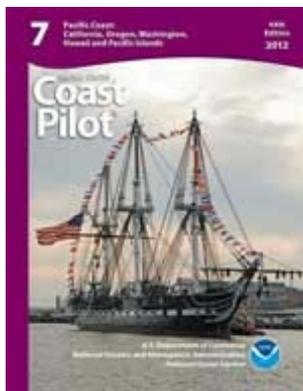
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18622>.



(Selected Excerpts from Coast Pilot)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

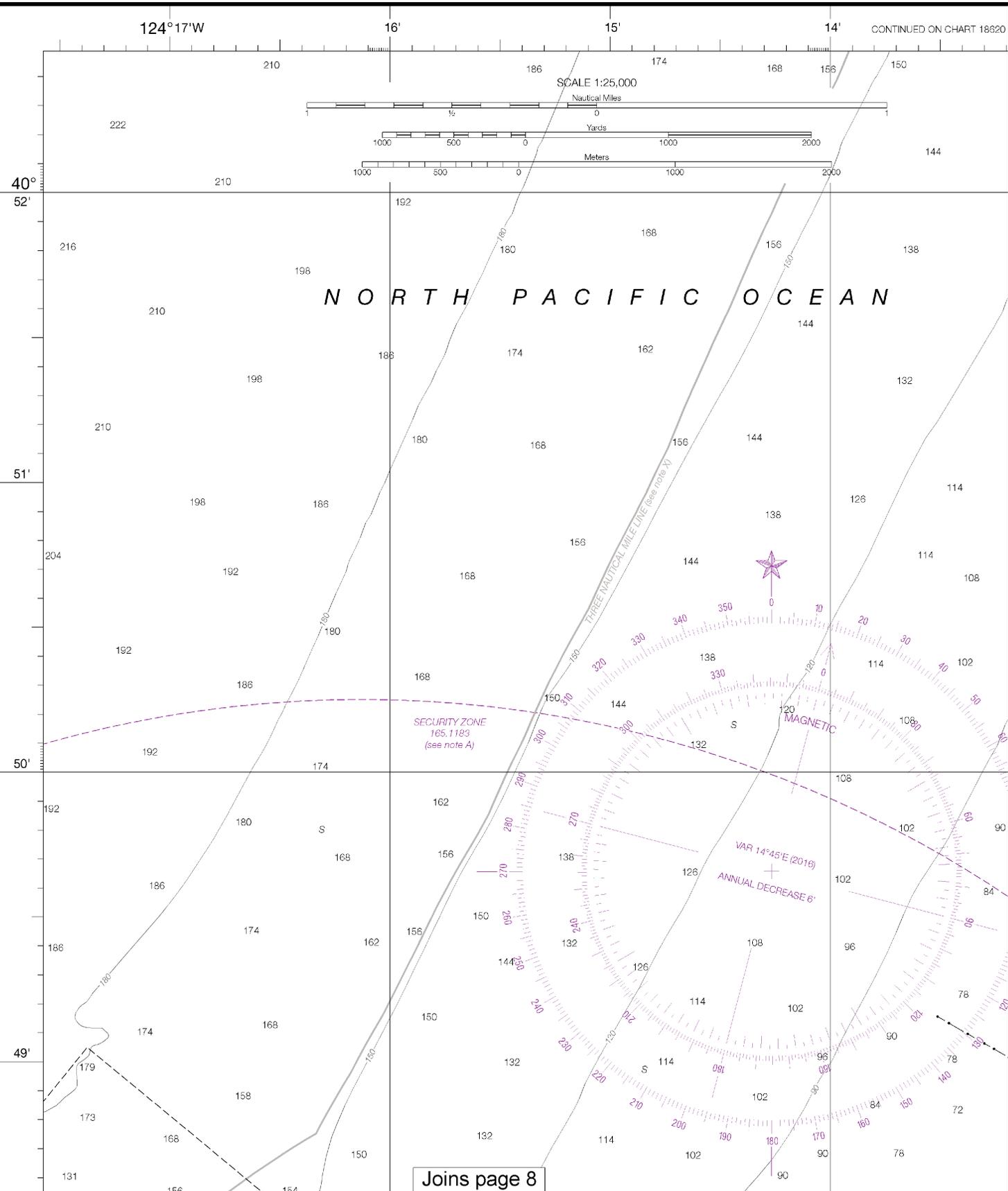
on navigable waters except Western Rivers



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>

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

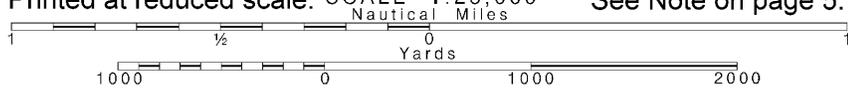
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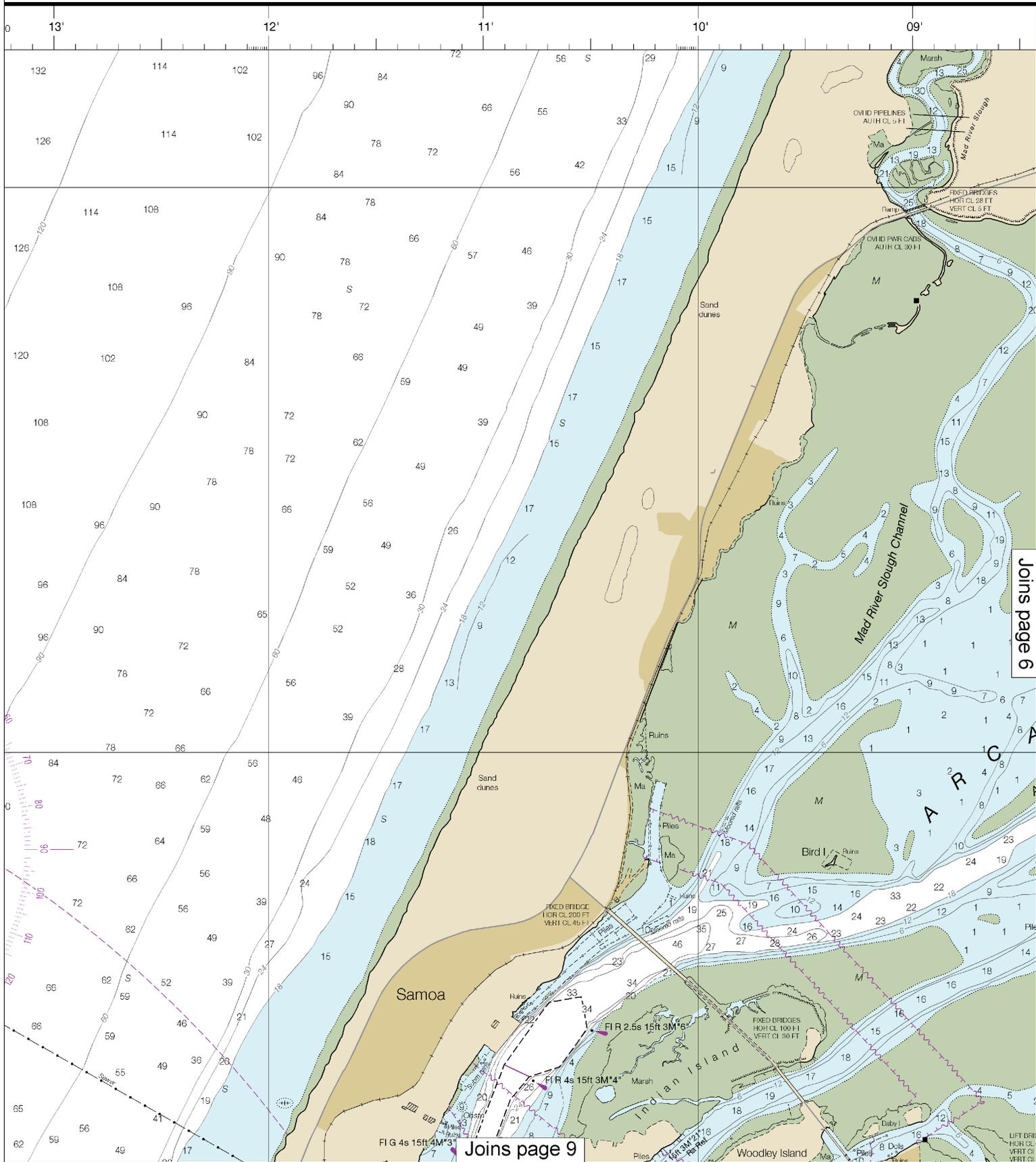


4

Note: Chart grid lines are aligned with true north.

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



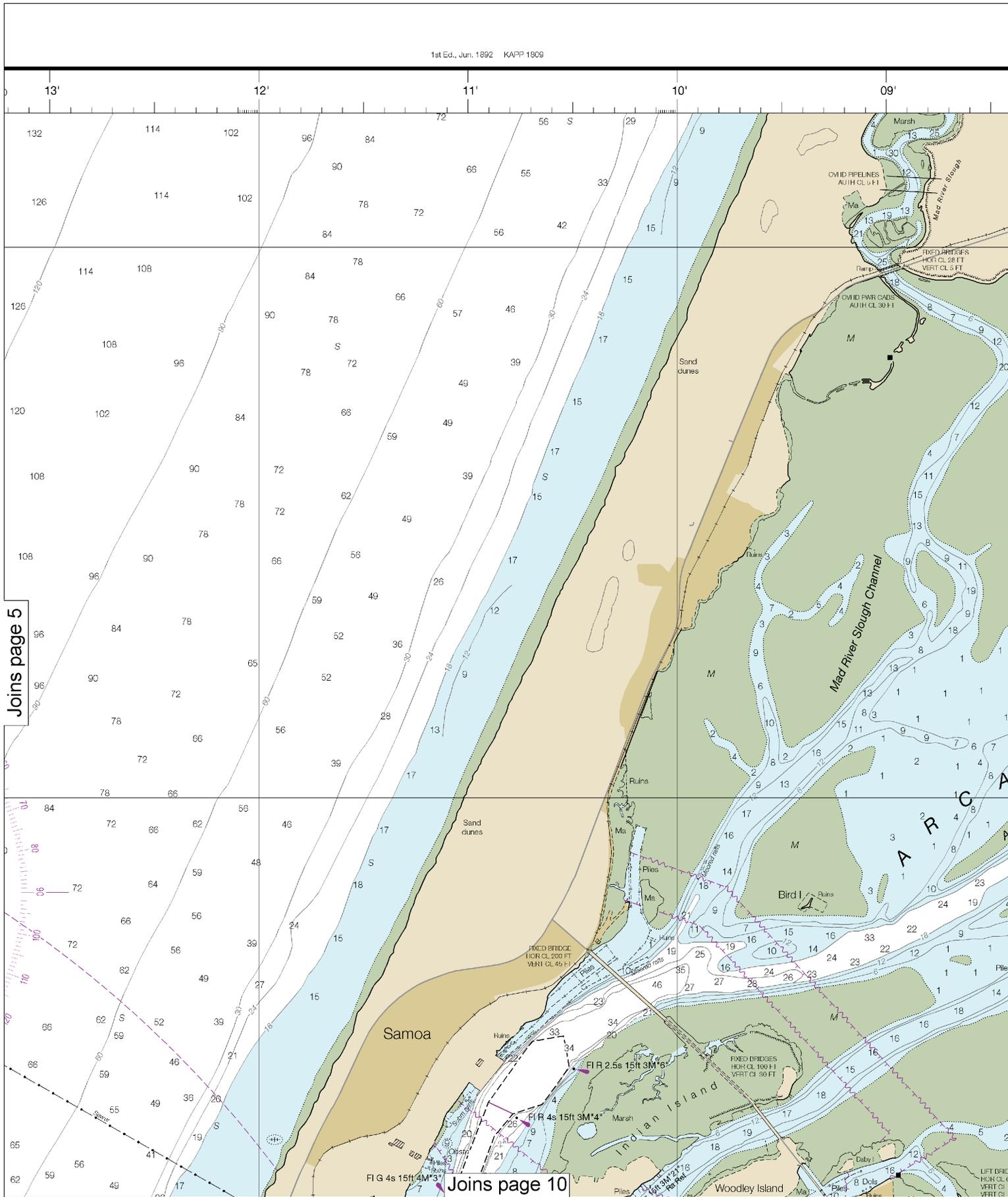


Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:33333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





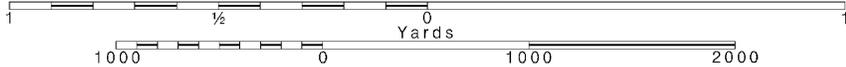
Joins page 5

Joins page 10



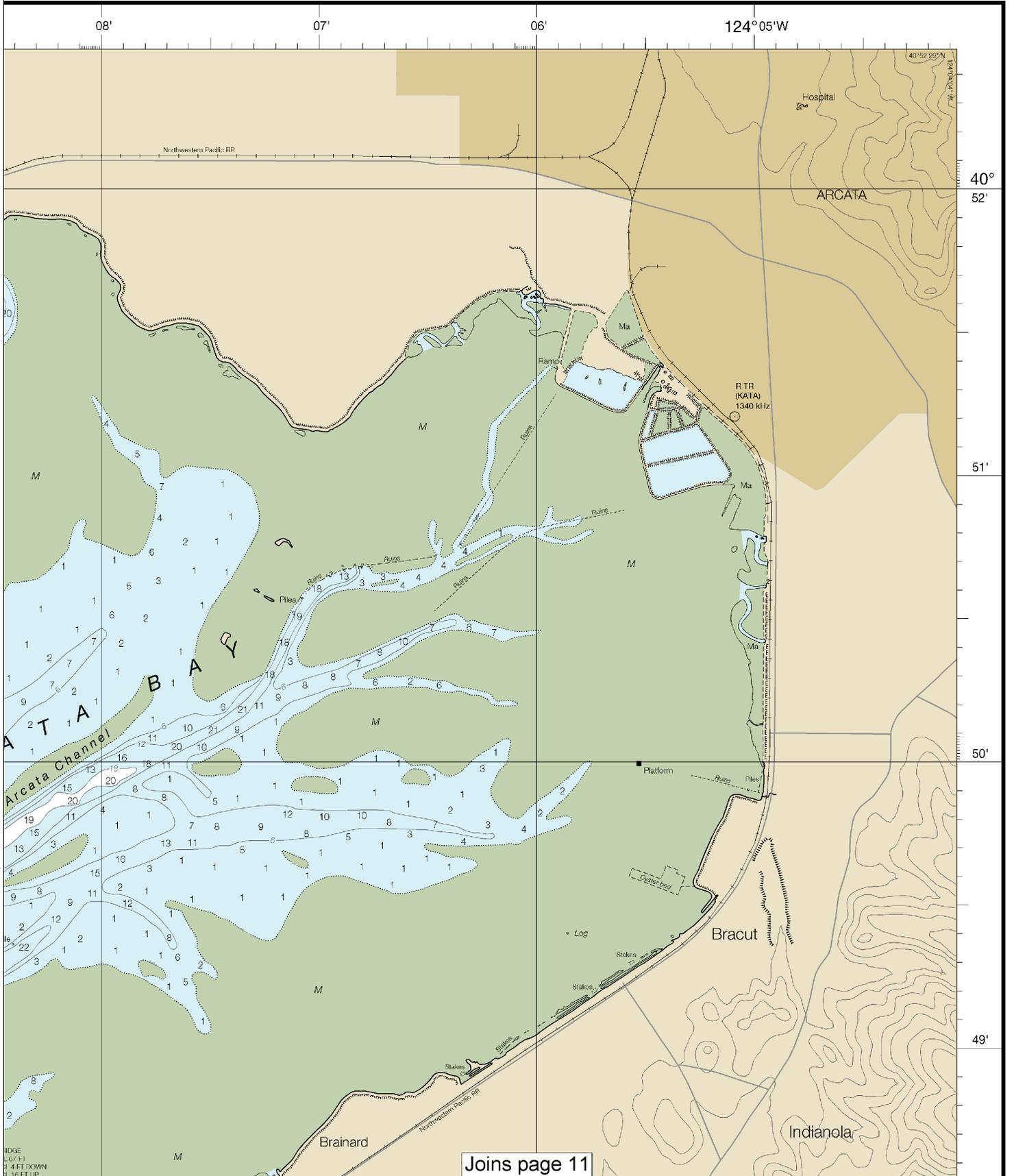
Note: Chart grid lines are aligned with true north.

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



SOUNDINGS IN FEET

18622



Joins page 11

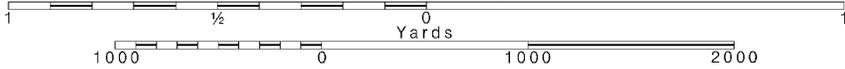
56th Ed., Apr. 2016. Last Correction: 12/2/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

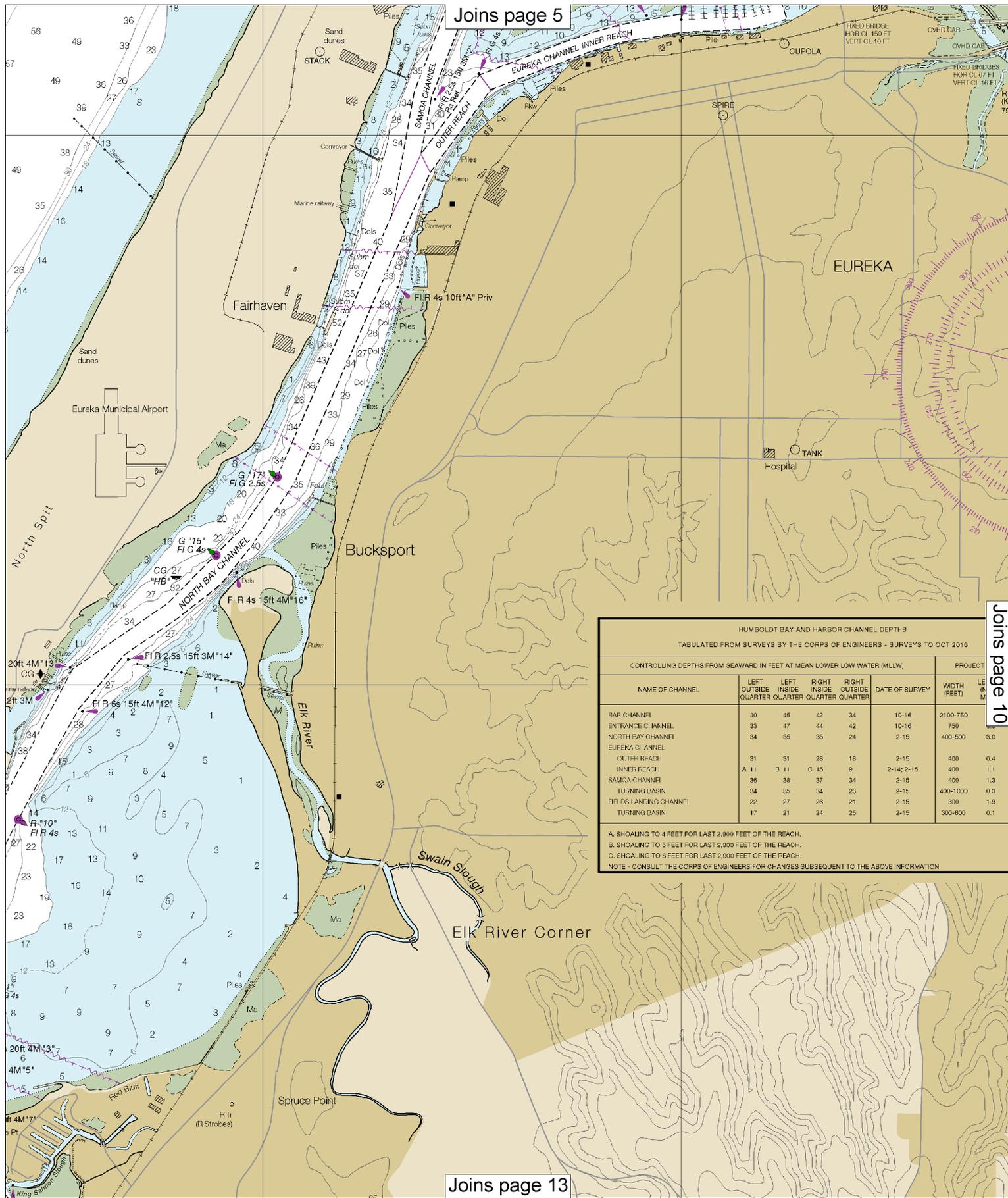




Note: Chart grid lines are aligned with true north.

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

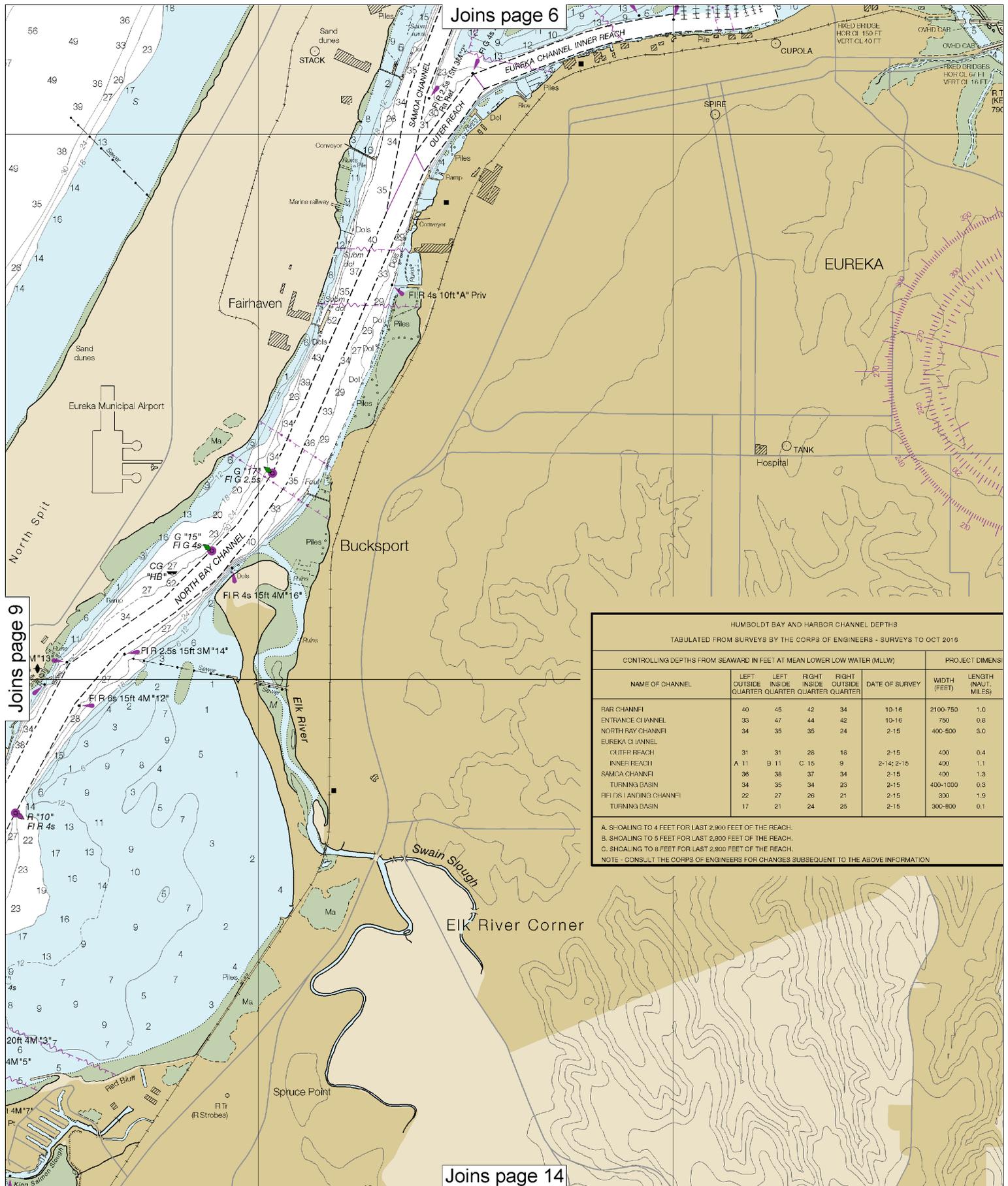




HUMBOLDT BAY AND HARBOR CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 2015

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	WIDTH (FEET)	PROJECT LENGTH (M)
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER			
BAR CHANNEL	40	45	42	34	10-16	2100-750	
ENTRANCE CHANNEL	33	47	44	42	10-16	750	
NORTH BAY CHANNEL	34	35	35	24	2-15	400-500	3.0
EUREKA CHANNEL							
OUTER REACH	31	31	28	18	2-15	400	0.4
INNER REACH	A 11	B 11	C 15	9	2-14; 2-15	400	1.1
SALMOA CHANNEL	36	38	37	34	2-15	400	1.3
TURNING BASIN	34	35	34	23	2-15	400-1000	0.3
FIRTS LANDING CHANNEL	22	27	26	21	2-15	300	1.9
TURNING BASIN	17	21	24	25	2-15	300-800	0.1

A. SHOALING TO 4 FEET FOR LAST 2,900 FEET OF THE REACH.
 B. SHOALING TO 5 FEET FOR LAST 2,900 FEET OF THE REACH.
 C. SHOALING TO 6 FEET FOR LAST 2,900 FEET OF THE REACH.
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



Joins page 6

Joins page 9

Joins page 14

HUMBOLDT BAY AND HARBOR CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 2016

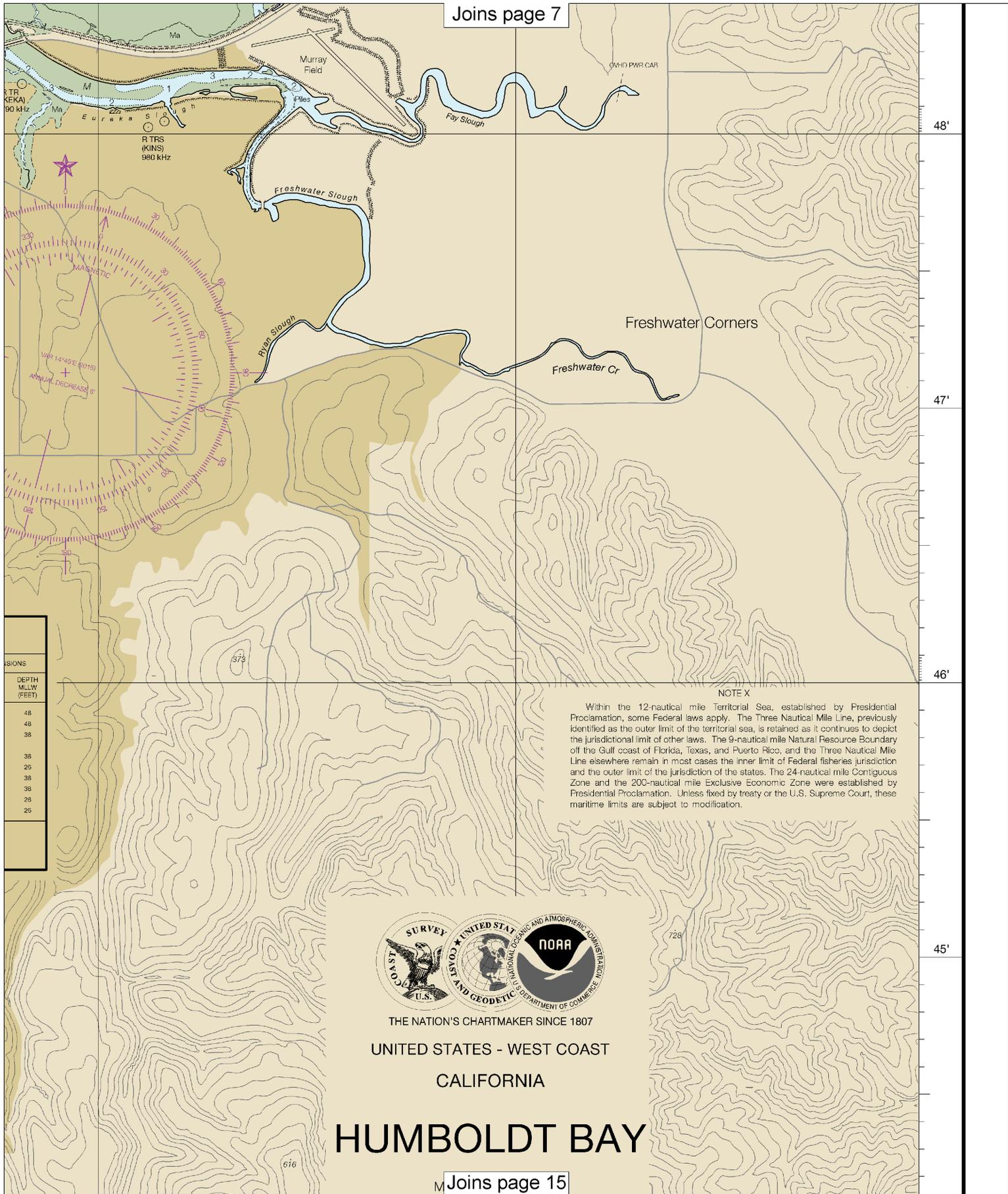
NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENS	
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)
BAR CHANNEL	40	45	42	34	10-16	2100-750	1.0
ENTRANCE CHANNEL	33	47	44	42	10-16	750	0.8
NORTH BAY CHANNEL	34	35	35	24	2-15	400-500	3.0
EUREKA CHANNEL							
OUTER REACH	31	31	28	18	2-15	400	0.4
INNER REACH	A 11	B 11	C 15	9	2-14; 2-15	400	1.1
SAMCOA CHANNEL	36	38	37	34	2-15	400	1.3
TURNING BASIN	34	35	34	23	2-15	400-1000	0.3
RR DISLANDING CHANNEL	22	27	26	21	2-15	300	1.9
TURNING BASIN	17	21	24	25	2-15	300-800	0.1

A. SHOALING TO 4 FEET FOR LAST 2,900 FEET OF THE REACH.
 B. SHOALING TO 5 FEET FOR LAST 2,900 FEET OF THE REACH.
 C. SHOALING TO 8 FEET FOR LAST 2,900 FEET OF THE REACH.
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000
 Nautical Miles
 See Note on page 5.
 1 1/2 0 1000 2000
 Yards



48'
47'
46'
45'

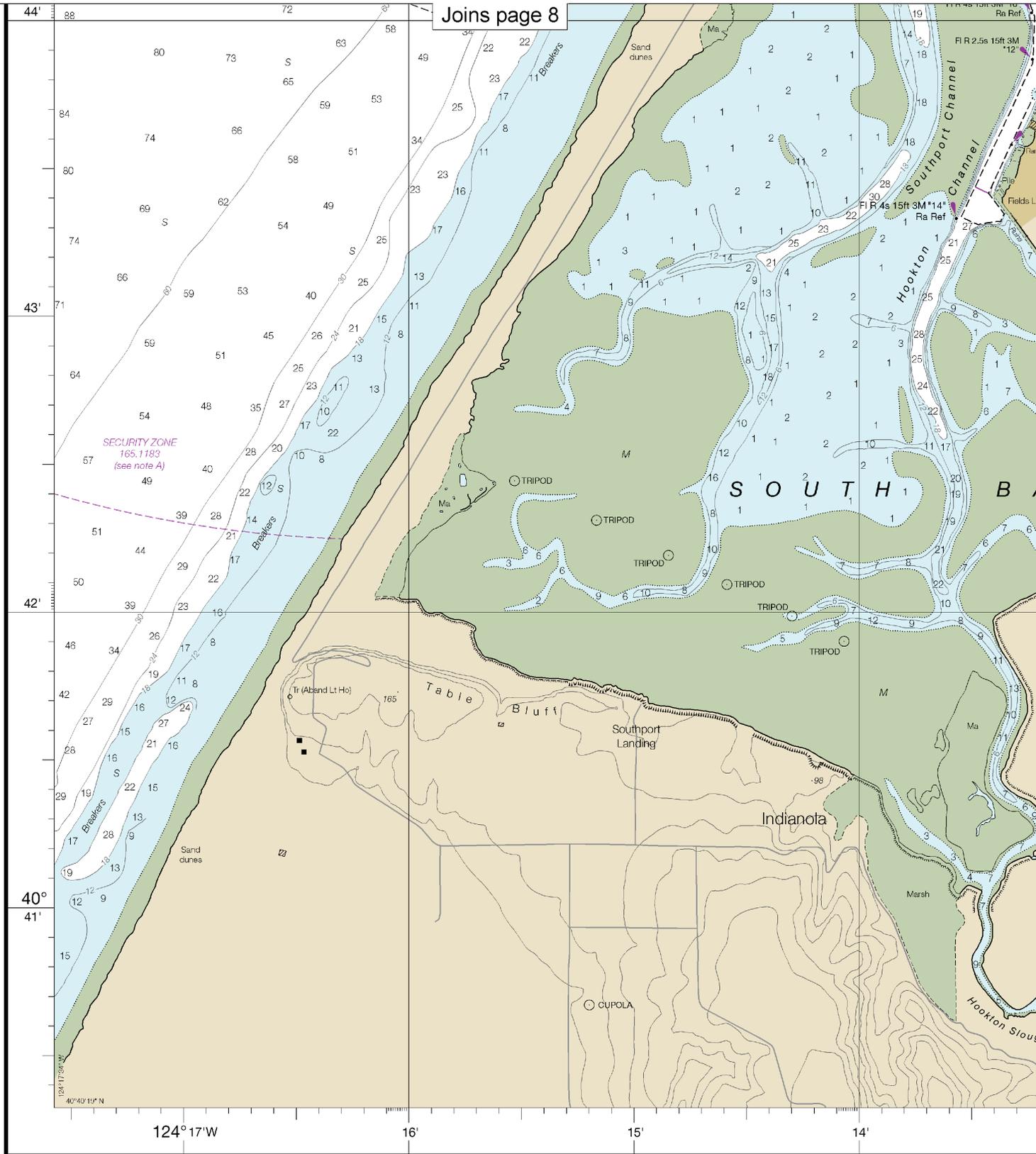
DEPTH MLLW (FEET)
48
48
38
36
25
38
38
26
25

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 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.



THE NATION'S CHARTMAKER SINCE 1807
 UNITED STATES - WEST COAST
 CALIFORNIA
HUMBOLDT BAY

Joins page 8



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.

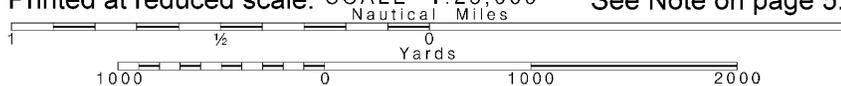
18622

56th Ed., Apr. 2016. Last Correction: 12/2/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

12

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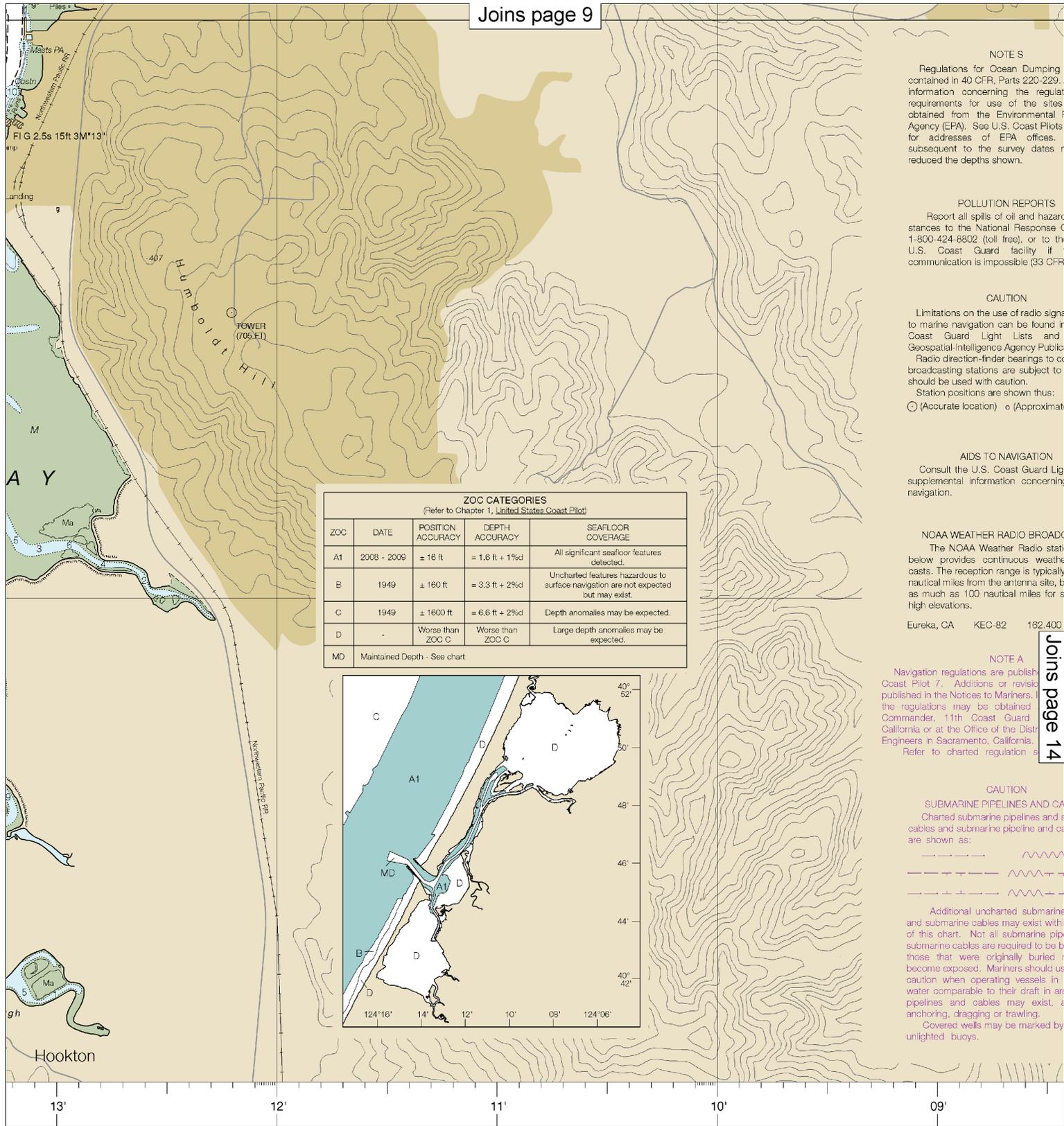
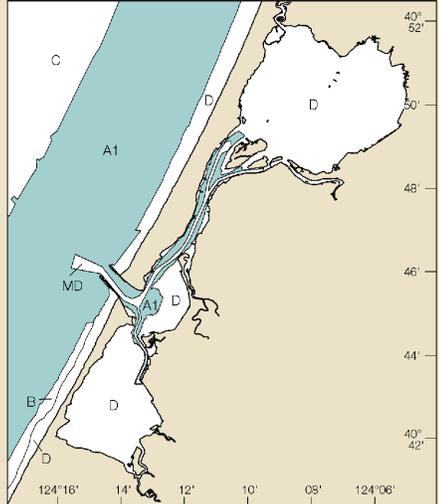


FIG 2.5s 15ft 3M*13'

A Y

Hookton

ZOC CATEGORIES (Refer to Chapter 1, United States Coast Pilot)				
ZOC	DATE	POSITION ACCURACY	DEPTH ACCURACY	SEAFLOOR COVERAGE
A1	2008 - 2009	± 16 ft	= 1.6 ft + 1% <i>d</i>	All significant seafloor features detected.
B	1949	± 160 ft	= 3.3 ft + 2% <i>d</i>	Uncharted features hazardous to surface navigation are not expected but may exist.
C	1949	± 1600 ft	= 6.6 ft + 2% <i>d</i>	Depth anomalies may be expected.
D	-	Worse than ZOC C	Worse than ZOC C	Large depth anomalies may be expected.
MD	Maintained Depth - See chart			



NOTE S
Regulations for Ocean Dumping contained in 40 CFR, Parts 220-229. Information concerning the regulatory requirements for use of the sites obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots for addresses of EPA offices. Subsequent to the survey dates, reduced the depths shown.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center 1-800-424-8802 (toll free), or to the U.S. Coast Guard facility if communication is impossible (33 CFR 157.10-157.15).

CAUTION
Limitations on the use of radio signals to marine navigation can be found in Coast Guard Light Lists and Geospatial-Intelligence Agency Publications. Radio direction-finder bearings to coast broadcasting stations are subject to should be used with caution. Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

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

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station below provides continuous weather forecasts. The reception range is typically nautical miles from the antenna site, but as much as 100 nautical miles for stations with high elevations.

Eureka, CA KEC-82 162.400

NOTE A
Navigation regulations are published in Coast Pilot 7. Additions or revisions published in the Notices to Mariners. For the regulations may be obtained from the Commander, 11th Coast Guard District, California or at the Office of the District Engineer in Sacramento, California. Refer to charted regulations.

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

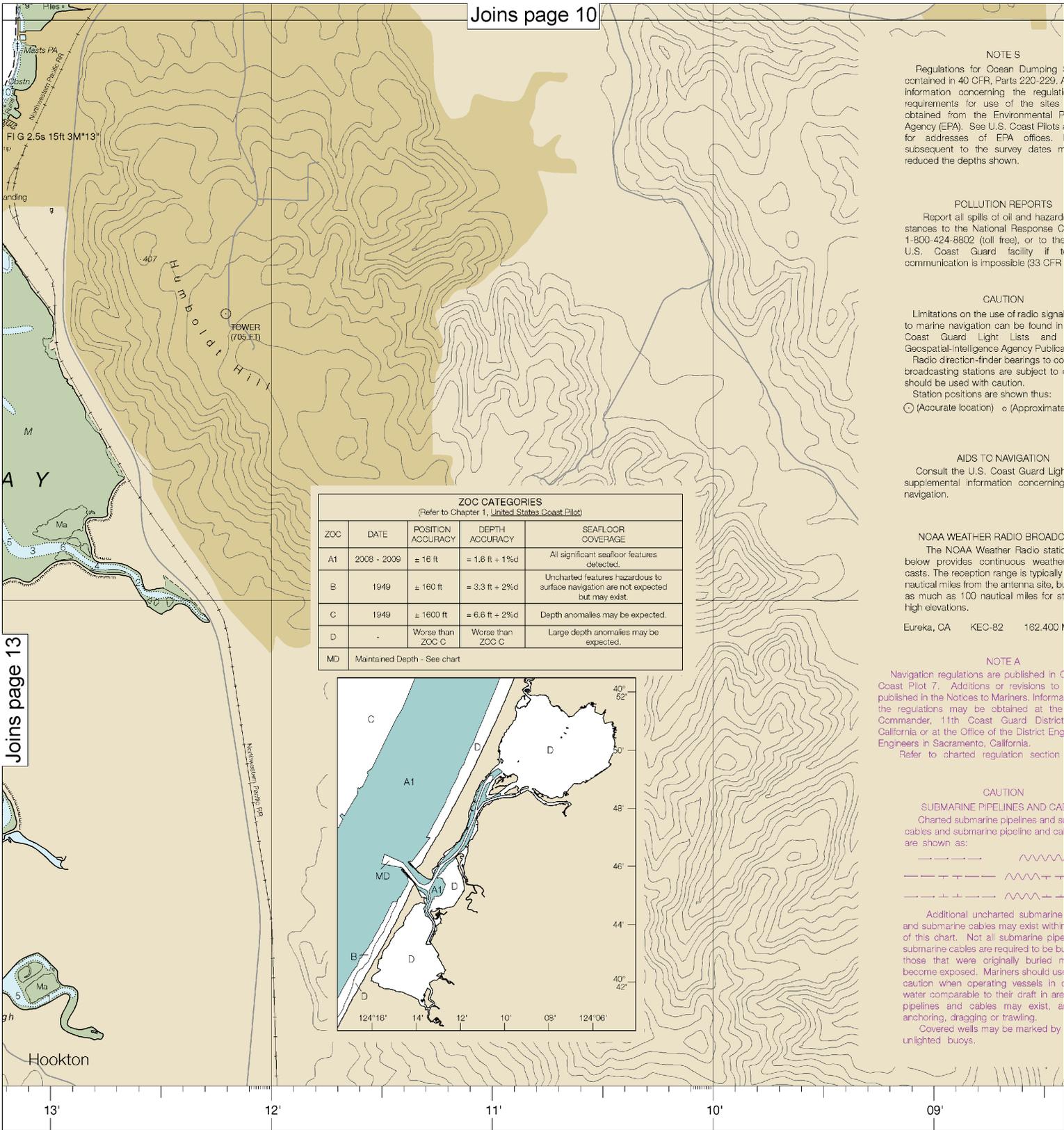


Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be marked on this chart. Those that were originally buried and have become exposed. Mariners should use caution when operating vessels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

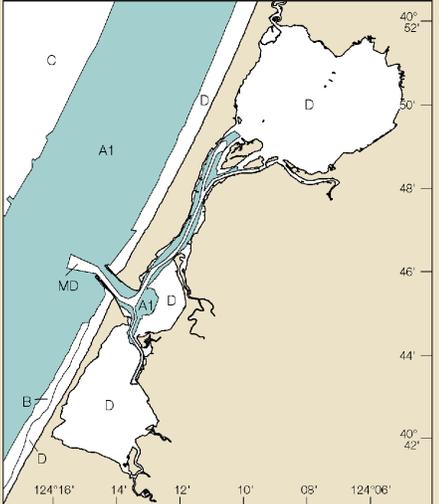
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SOUNDINGS IN FEET

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



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NOTE S
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 ○ (Accurate location) ◦ (Approximate location)

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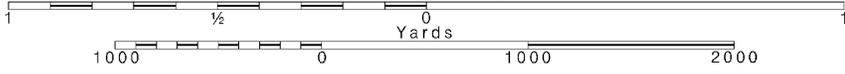
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SOUNDINGS IN FEET

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

Note: Chart grid lines are aligned with true north.



**SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER**

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

TIDAL INFORMATION

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

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Mar 2016)

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 | RTR radio tower |
| Al alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | Is isophase | CBSC obscured | s seconds |
| Bn beacon | LT HO lighthouse | Cc occulting | SEC sector |
| C can | M nautical miles | Cr orange | St M statute miles |
| DIA diaphone | m minutes | Q quick | VQ very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | RBn radiobeacon | Y yellow |
- Bottom characteristics:
- | | | | | |
|---------------|-----------|---------|-------------|-----------|
| Blds boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | GrS grass | M mud | S sand | sy sticky |
- Miscellaneous:
- | | | | |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized | Obstn obstruction | FD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |
- ① Weck, rock, obstruction, or shoal swept clear to the depth indicated.
② Rocks that cover and uncover, with heights in feet above datum of soundings.

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

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

HORIZONTAL DATUM

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

CAUTION

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

CAUTION

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

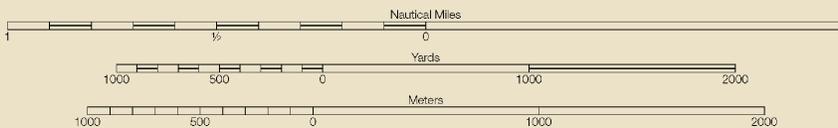
SUPPLEMENTAL INFORMATION

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

RADAR REFLECTORS

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

SCALE 1:25,000



08'

07'

06'

124°05'W

900.7 X 780.2mm

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

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

18622



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>



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