BookletChart™

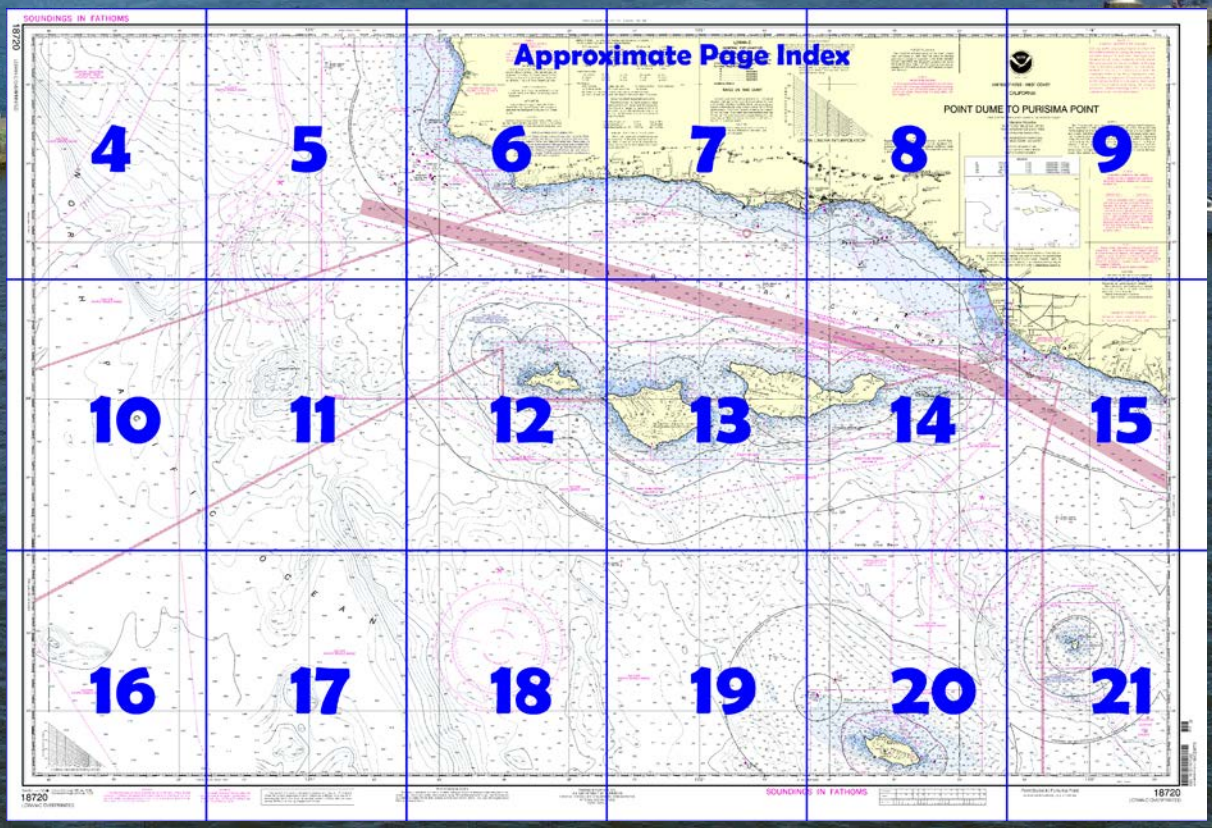
Point Dume to Purisima Point

NOAA Chart 18720

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.

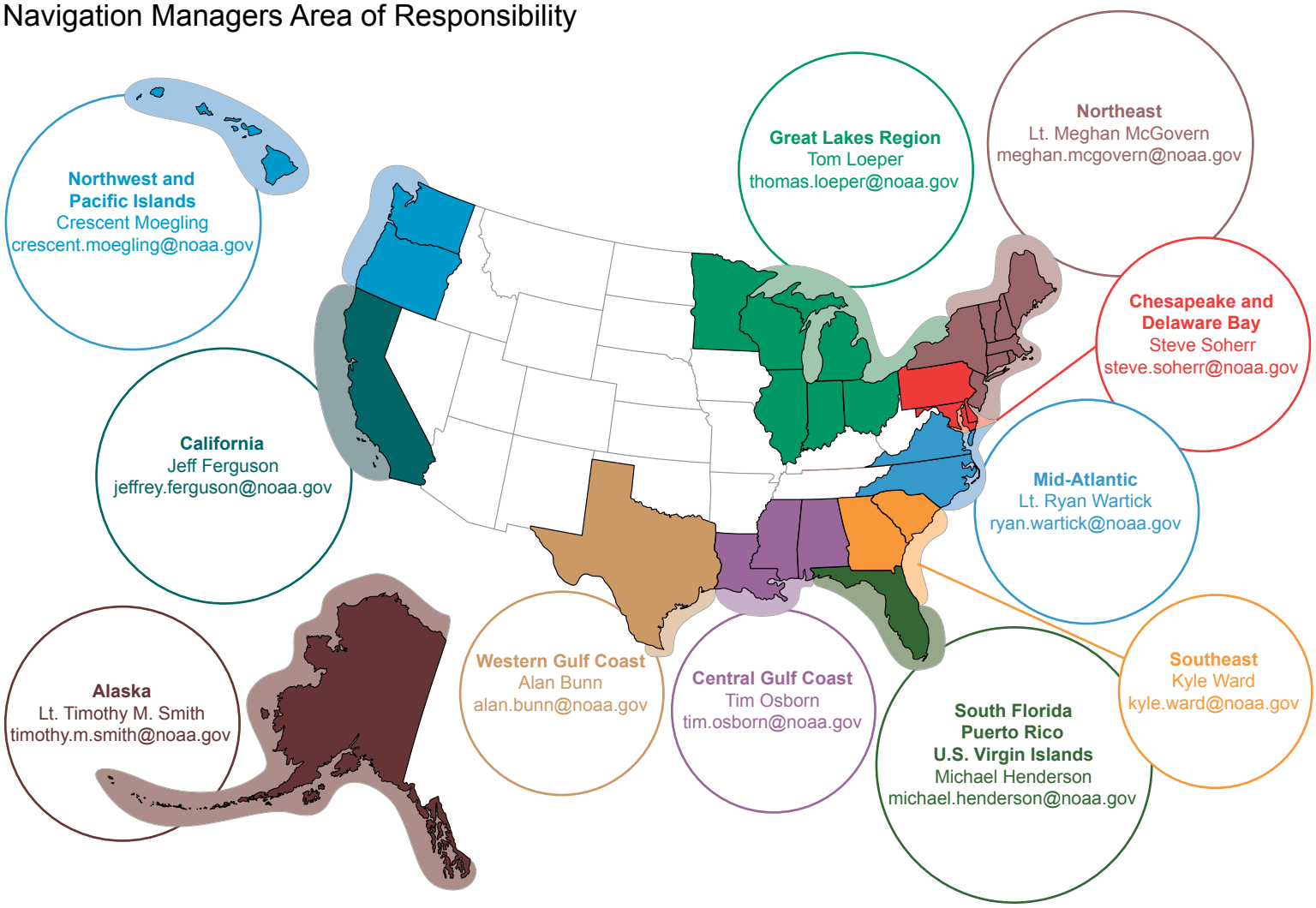
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18720.

(Selected Excerpts from Coast Pilot)
Caution.–The U.S. Navy advises navigation interests and others that continuous hazardous operations may take place in the Pacific Missile Range, Point Mugu, California. The test range extends for 180 miles in a SW direction from Point Mugu and is up to 210 miles wide. The specific danger portions of the firing area are broadcast daily Monday through Friday at 0900 and 1200 on 2638 kHz and 2738 kHz. (See Eleventh Coast Guard District Local Notice to Mariners.) The U.S. Navy will make broadcast every 30 minutes on VHF-FM Marine bridge-to-bridge radio channels 11 and 16 during hazardous operations. For information regarding the current hazardous operations status contact "PLEAD CONTROL" on VHF-FM channels 11 or 16, or at 805-989-8841/8843 from 0600-1800, or 805-816-0792 RODO (Range Operation Duty Officer) after 1800. A recorded message is available at 805-989-1470. If PLEAD CONTROL cannot be reached, contact "San Pedro Traffic" on VHF-FM channel 14 or 310-832-6411.
The U.S. Navy requests all vessels transiting through the Pacific Missile Test Range submit a notification to PLEAD CONTROL indicating the vessel name, destination and estimated time of entry into and departure from the test range. (See Coast Pilot 7, Chapter 4 for additional information.)
Danger zones for Navy small-arms firing ranges extend about 2 miles offshore at Point Mugu and about 3 miles offshore at Laguna Point. (See **334.1120** & **334.1125,** chapter 2, for limits and regulations.)
Santa Barbara Channel is 63 miles long and increases gradually in width from 11 miles at the E end to 23 miles at the W end. The channel is free of dangers and has depths of 40 to more than 300 fathoms along the recommended track from San Diego and Los Angeles to northern ports. Offshore oil wells and oil drilling platforms, some privately marked by lights, buoys, and sound signals, extend as much as 10 miles offshore between Point Hueneme and Point Conception.
On the N side of Santa Barbara Channel is the mainland between Point Hueneme and Point Conception. On the S side is the northern group of the Channel Islands–Anacapa, Santa Cruz, Santa Rosa, and San Miguel–which break the force of the heavy westerly Pacific swell and afford a lee in winter from the full force of the SE gales.
The E entrance to Santa Barbara Channel has a clear width of 2 miles between the 100-fathom curves, and lies between Anacapa Island and Point Hueneme. On the N side of this entrance is deep **Hueneme Canyon**, which extends from Point Hueneme in a SSW direction across the channel. The W entrance to the channel has a clear width of 10 miles between the 100-fathom curves, and lies between Richardson Rock and Point Conception. (See chapter 4 for details about the **Traffic Separation Scheme** between Point Fermin and Point Conception.)
The prevailing winds are W and NW and blow nearly every day, especially in the afternoon. Strong SE winds occur in the winter, and at times the sea is too rough for several days to permit the passage of small vessels.
Winds at **San Nicolas Island**, located about 75 miles (140 km) southwest of Los Angeles, average 12 knots from the northwest on an annual basis. At **San Clemente Island**, about 60 miles (111 km) northwest of San Diego, west winds dominate at a lower average speed of only seven knots.

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

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

Navigation Managers Area of Responsibility

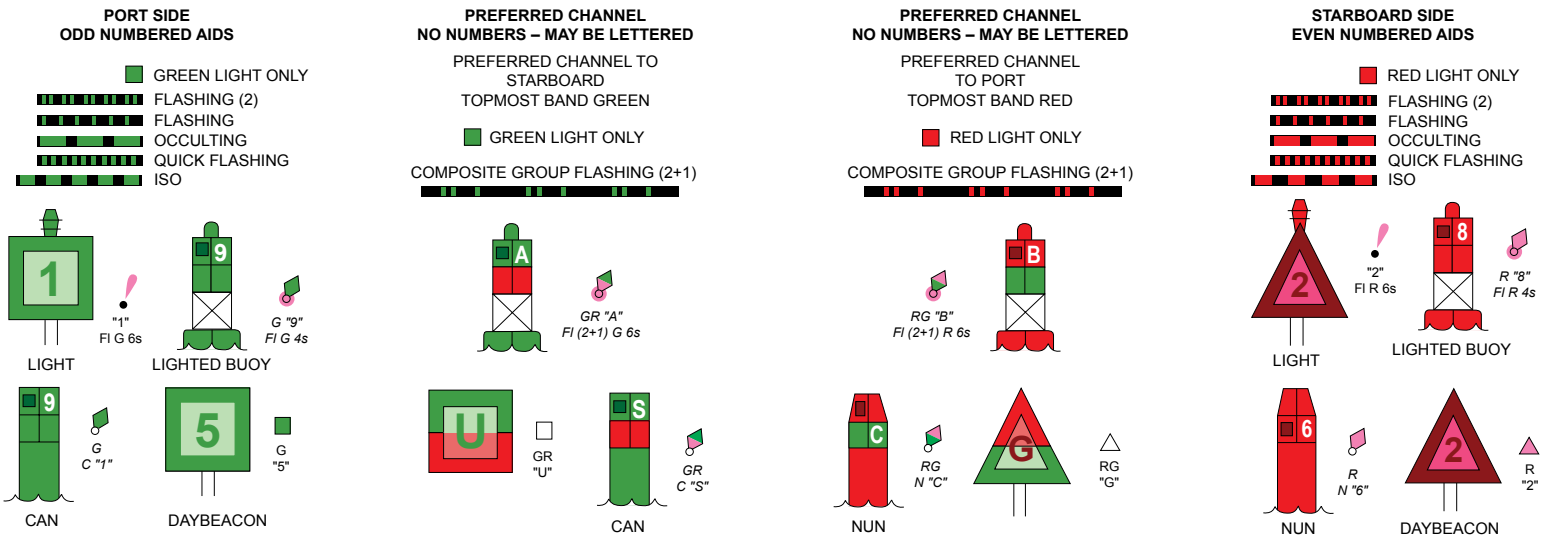


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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

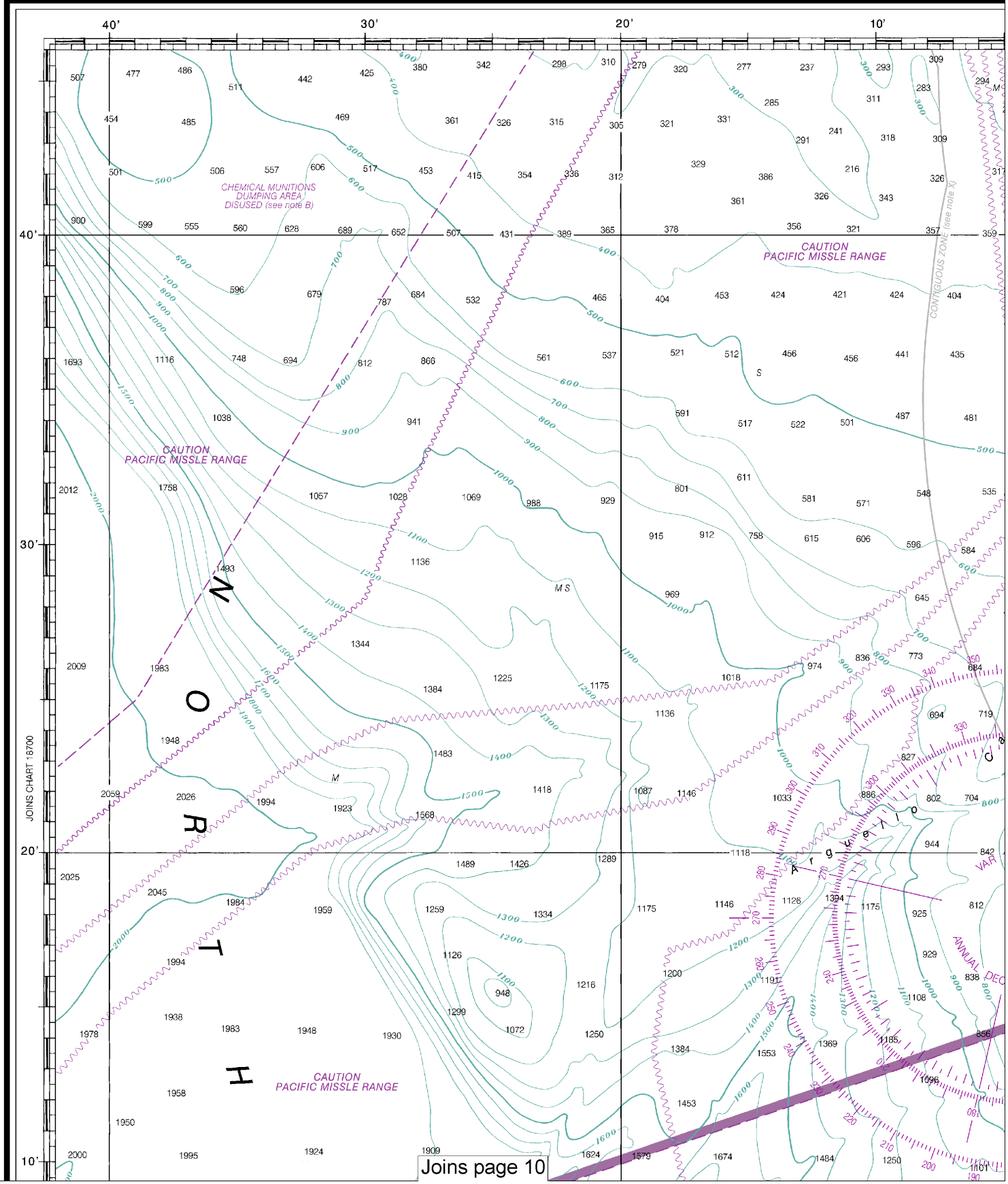


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

SOUNDINGS IN FATHOMS

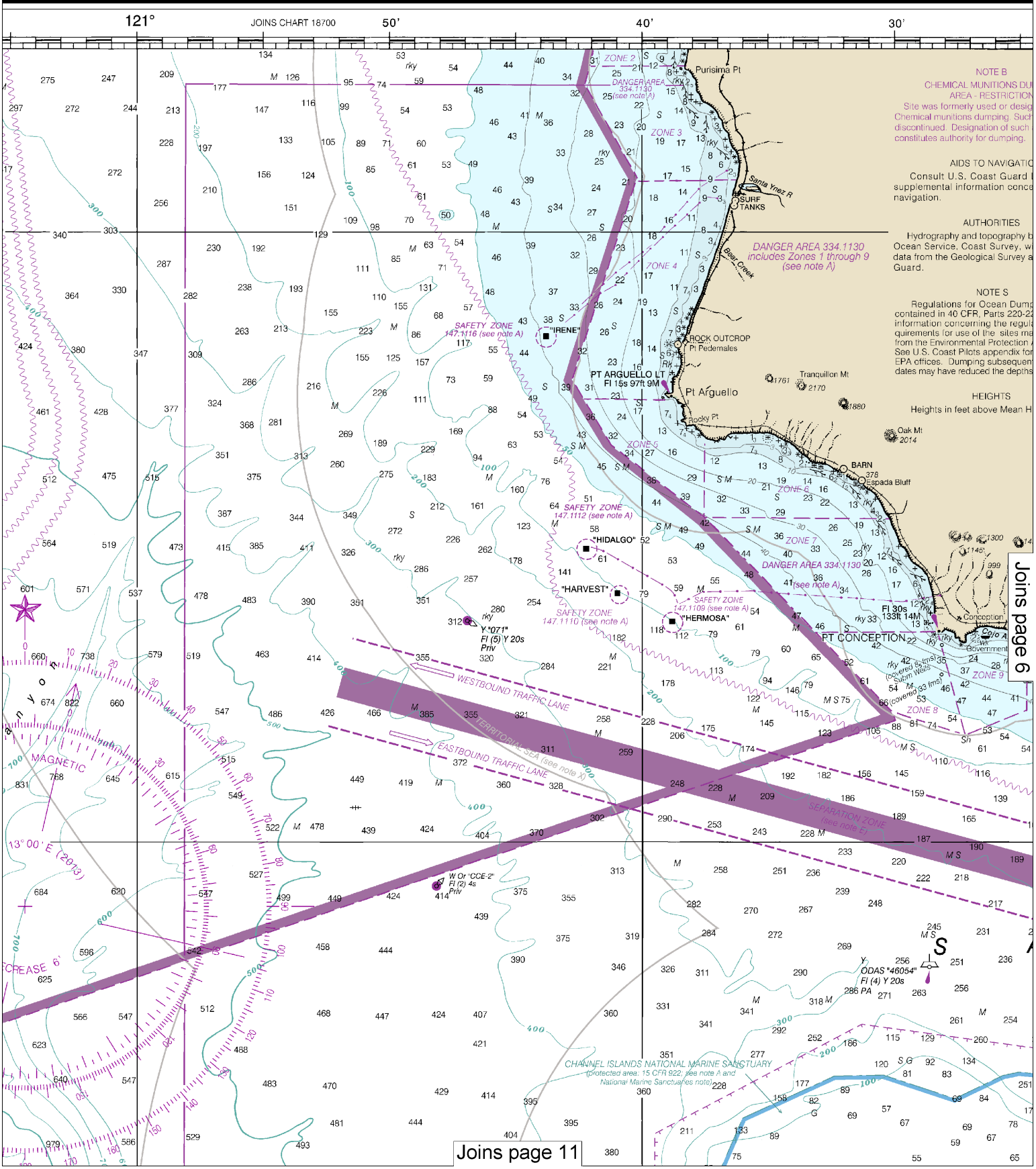
(FATHOMS AND FEET TO 11 FATHOMS)

18720

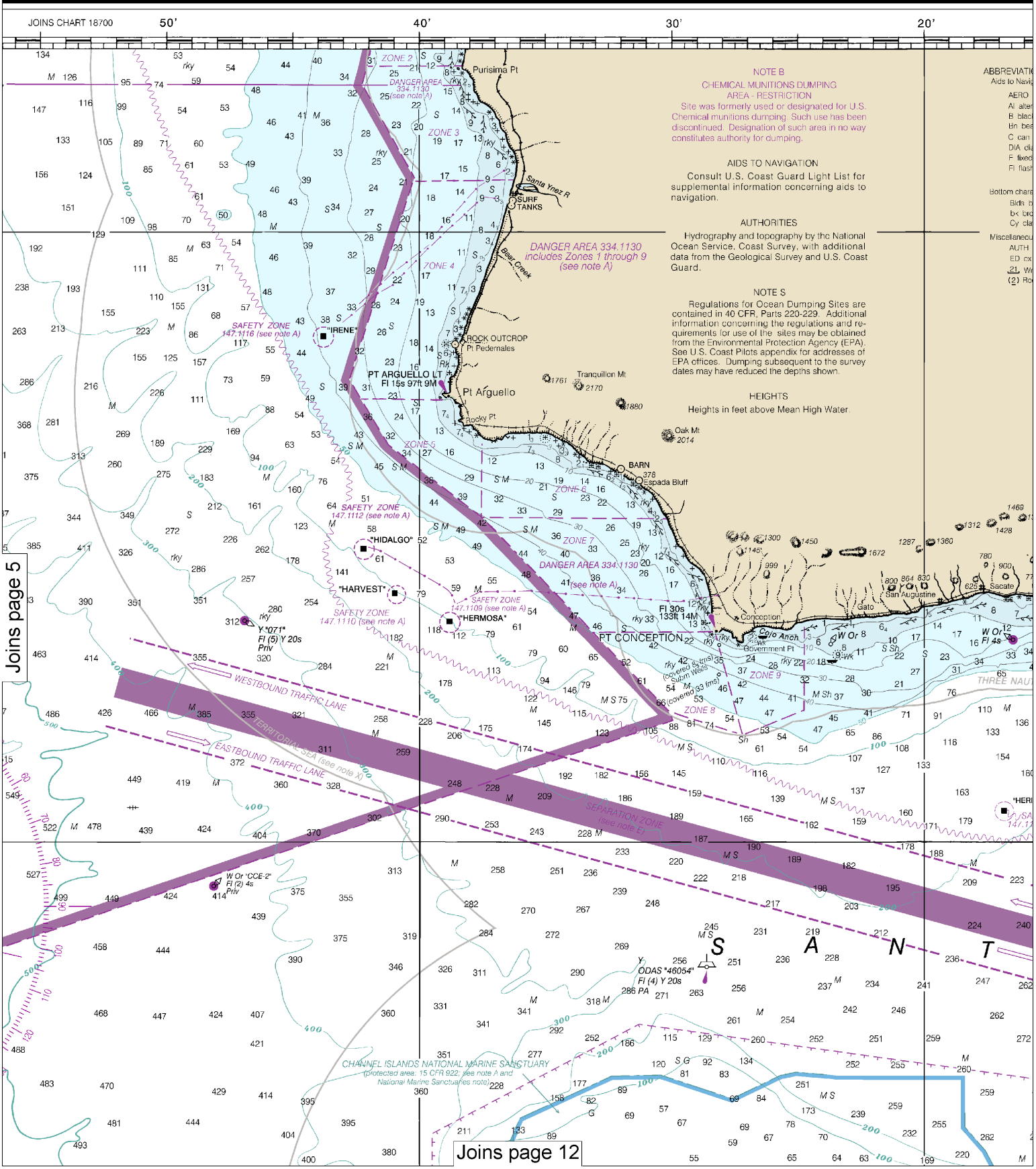


4

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:309584. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

Note: Chart grid lines are aligned with true north.

GS 5202, 1st Ed., Dec. 1915 C-1937-470 KAPP 1880

10' 120° 50' 40'

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

D aeronautical	G green	Mo morse code	R TR radio tower
lternating	IQ interrupted quick	N nun	Rot rotating
ack	Iso isophase	OBSC obscured	s seconds
eacon	LT HO lighthouse	Oc occulting	SEC sector
n	M nautical mile	Or orange	St M statute miles
diaphone	m minutes	Q quick	VQ very quick
ed	MICRO TR microwave tower	R red	W white
ishing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

aracteristics:

boulders	Co coral	gy gray	Oys oysters	so so't
oken	G gravel	h hard	Rk rock	Sh shells
lay	Grs grass	M mud	S sand	sy sticky

ous:

H authorized	Obstn 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

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

San Luis Obispo, CA	KIH-31	162.550 MHz
Santa Barbara, CA	KIH-34	162.400 MHz
Santa Barbara Marine, CA	WWF-62	162.475 MHz

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.

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.

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).

CAUTION

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

Nation
contain se
sensitive
discharge
regulation
may be f
federal re
Islands N
CFR 660.
Areas loc
found in

S A N T A Y N E Z

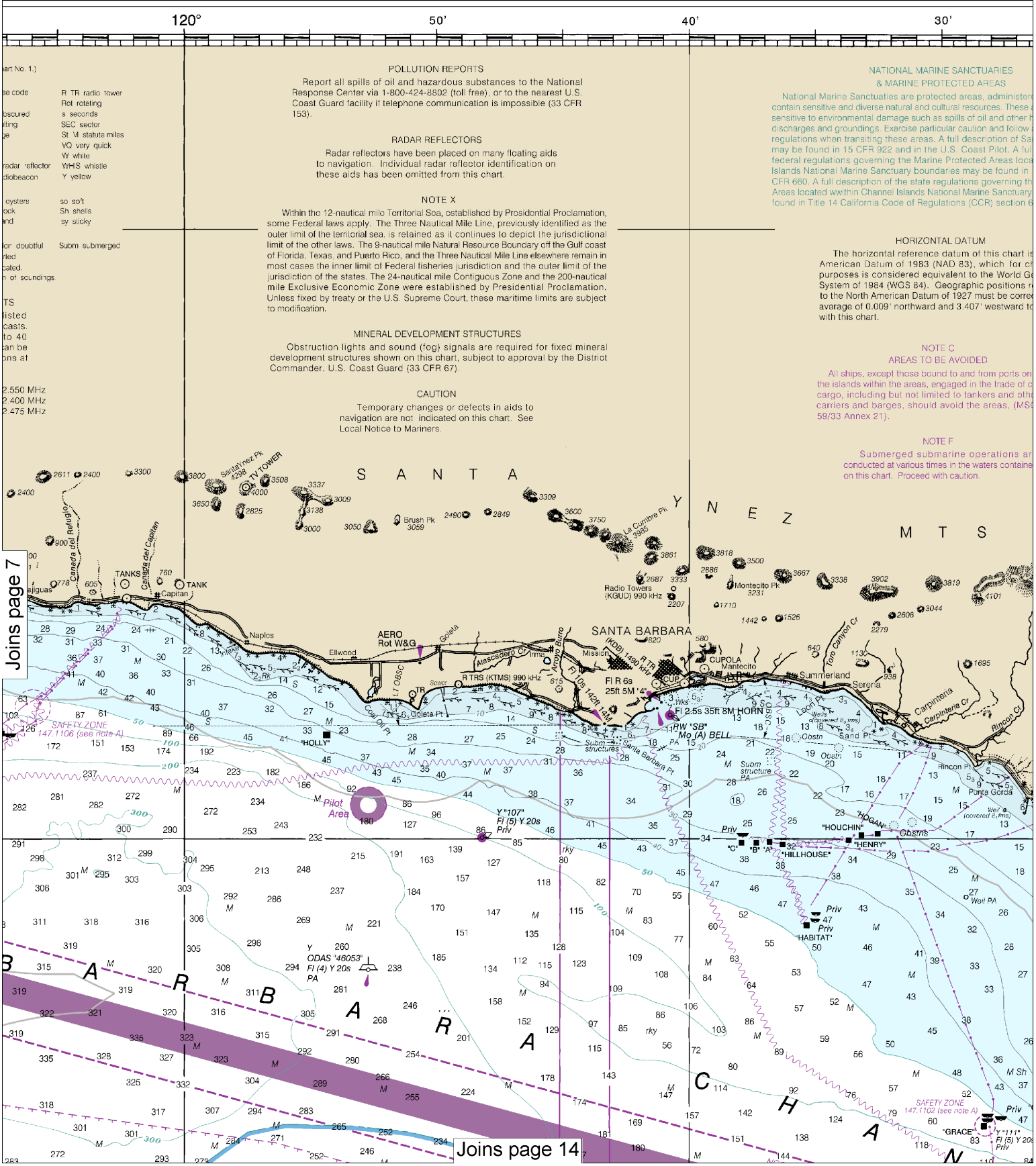
Las Cruces
Gaviota Pk
Gaviota
Gaviota Canyon
Tajiguas
Canada del Refugio
Canada del Capitan
TANKS
TANK
Capitan
Naples
Ellwood
AERO
Rot W&G
Goleta
Goleta Pt
Coal Oil Pt
Isla Vista
Atascadero Cr
Arroyo Burro
Mission
SANTA BARBARA
(KDB) 1490 kHz
R TR
CUPOLA
Mantecito
Wks
Fl R 6s
25ft 5M "4"
Fl 2.5s 35ft 8M HORN
"SB"
Mo (A) BELL
Subm structures
Santa Barbara Pt
Subm structure
Priv
"C"
"B"
"A"
"HILLHO
R TRS (KTMS) 990 kHz
Radio Towers
(KGUD) 990 kHz
TV TOWER
Santa Ynez Pk
Brush Pk
La Cumbre Pk
Montecito Pk
LT OBSC
Scour
TR
Rk
Pilot
Area
ODAS "46053"
Fl (4) Y 20s
PA
Y "107"
Fl (5) Y 20s
Priv
SAFETY ZONE
147.1105 (see note A)
SAFETY ZONE
147.1106 (see note A)
SAFETY ZONE
147.1114 (see note A)
SAFETY ZONE
1115 (see note A)
"HONDO"
"HARMONY"
"HOLLY"
TERRITORIAL SEA (see note X)
AREA TO BE AVOIDED
(see note C)
UTICAL MILE LINE (see note X)
RITAGE"

A B A R B A R A C H

Joins page 8

Joins page 13

34th Ed., Jul. 2013. Last Correction: 12/8/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016)



Note: Chart grid lines are aligned with true north.

20' 10' 119° 50'

THE NATION'S CHARTMAKER SINCE 1807

UNTIED STATES - WEST COAST

CALIFORNIA

40'

POINT DUME TO PURISIMA POINT

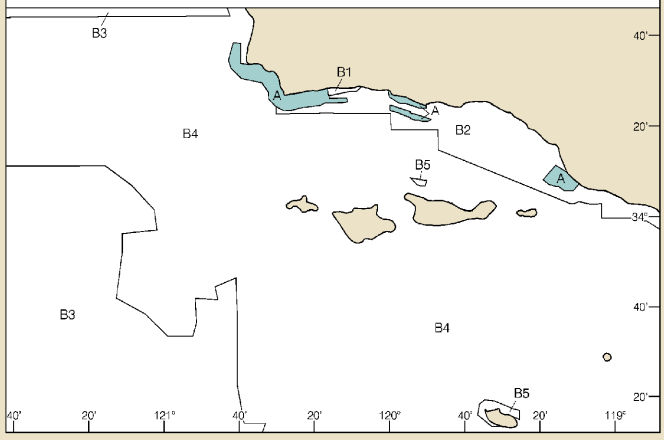
Mercator Projection
Scale 1:232,188 at Lat. 34°00'

North American Datum of 1983
(World Geodetic System 1984)

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

Additional information can be obtained at nauticalcharts.noaa.gov
(For offshore navigation only)
Use larger scale chart outlined in magenta for inshore navigation

SOURCE			
A	1990-2008	NOS Surveys	full bottom coverage
B1	1990-1996	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



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.

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

NOTE E
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 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.

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.

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 Los Angeles, California.

Refer to charted regulation section numbers.

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) o(Approximate location)

ACOUSTIC RANGE FACILITY

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

30'

20'

10'

Chismahoo Mt 2903

La Granada Mt 2293

Rincon Mt 2161

Red Mt 2161

TANK

TANK

Sea Cliff

Pitas Pt

Obstn Fish Haven

Mast

OVERPASS

MICRO TR

CRO CUP

Ventura

Ventura R

Fl G 2.5s 26ft 5M "3"

Ventura Harbor

Fl R 4s 26ft 5M "6" HORN (MRASS see note K)o

Santa Clara R

Subm Obstn PA Rep 2005

Obstn Fish Haven (auth min 9 fms)

Obstn Fish Haven R "2V" PD Fl R 2.5s WHIS

Subm Obstn

Montalvo

R Tr (KBBQ) 1590 kHz

Springville

Camarillo

Oxnard

Leesdale

STACK (209ft) Fl R Lts

AERO Rot W & G

"GILDA"

SAFETY ZONE (47.1107 (see note A)

(3 fms rep)

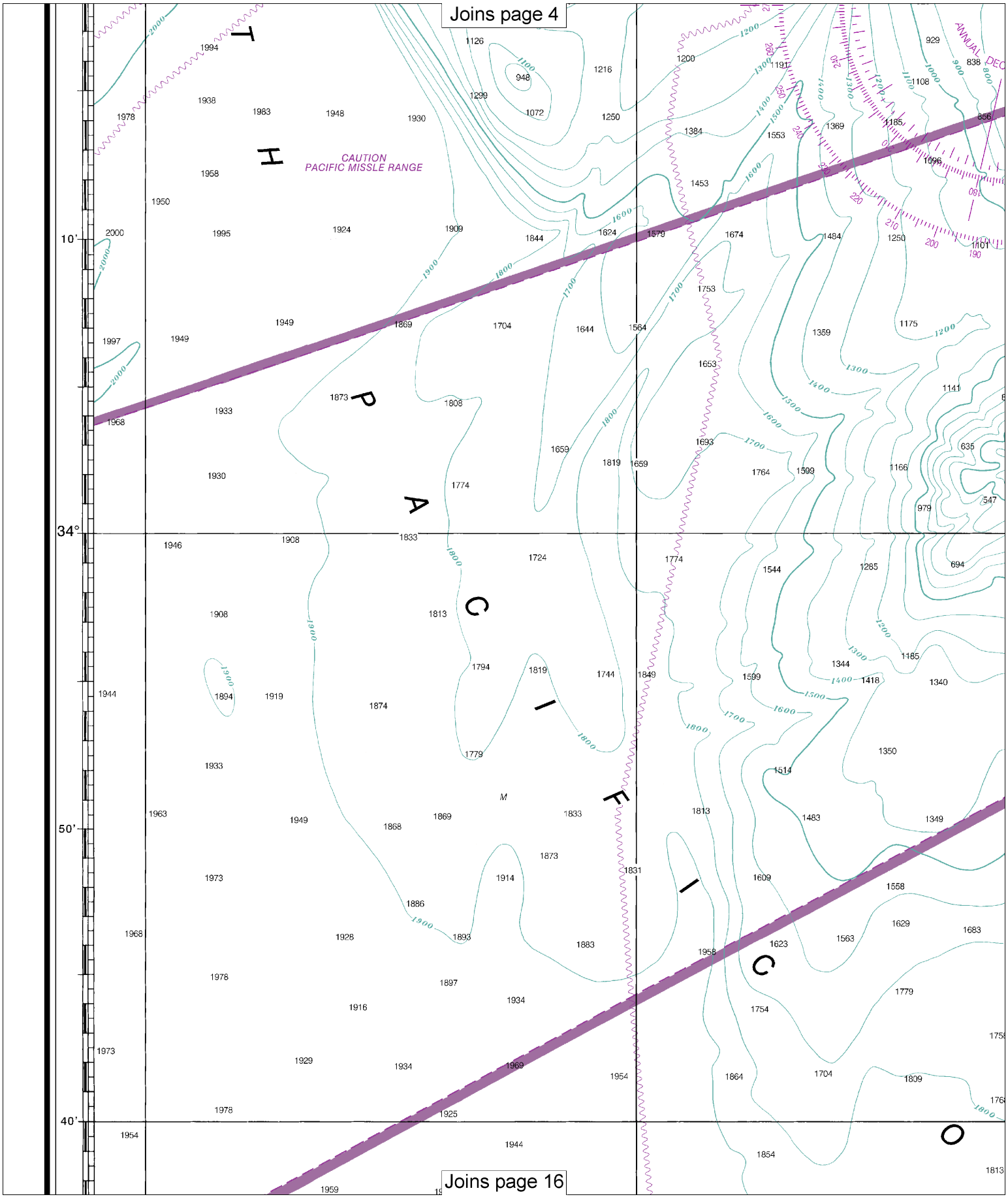
Obstn

Channel Islands Harbor

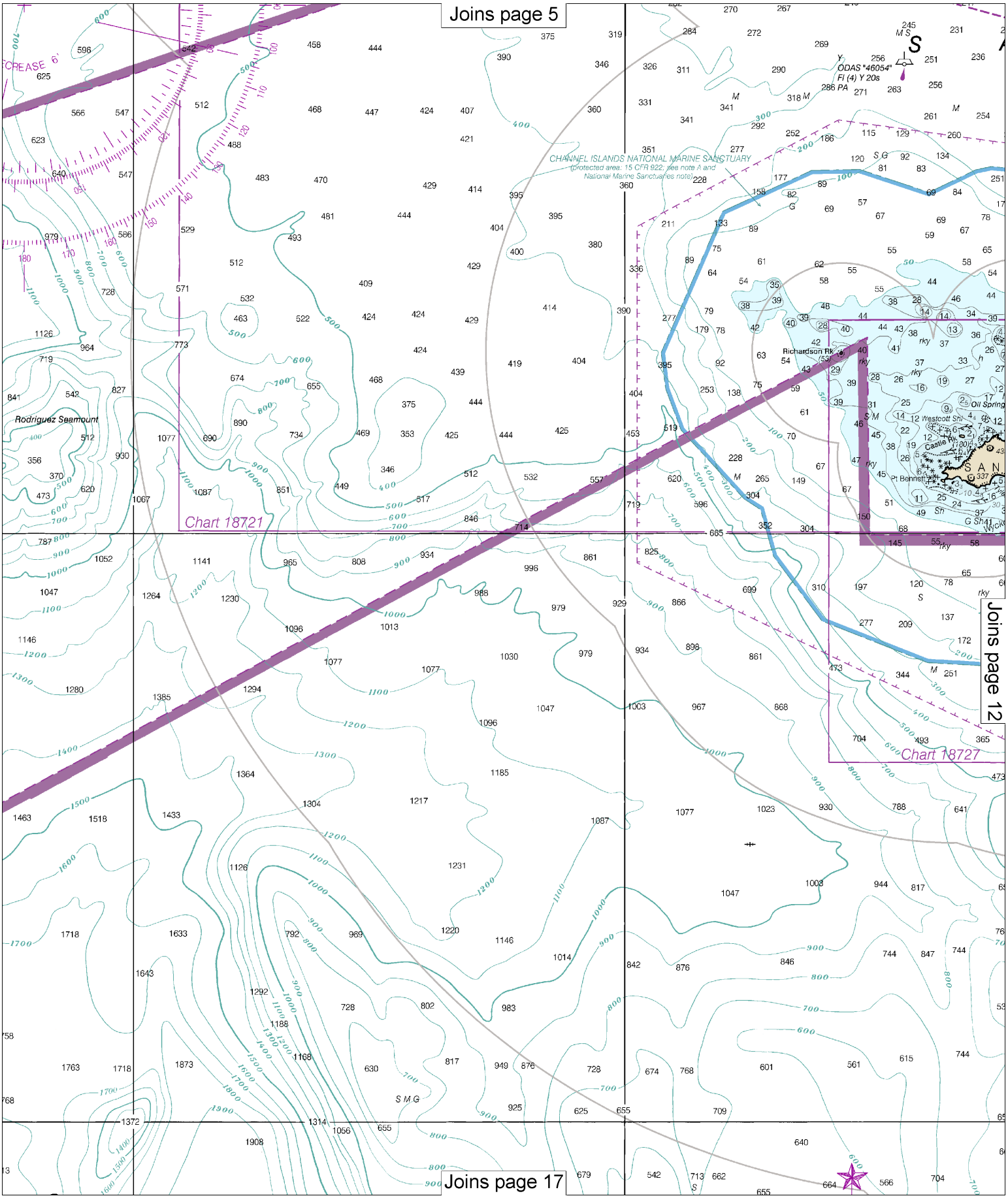
Fl R HORN (MRASS see note K)

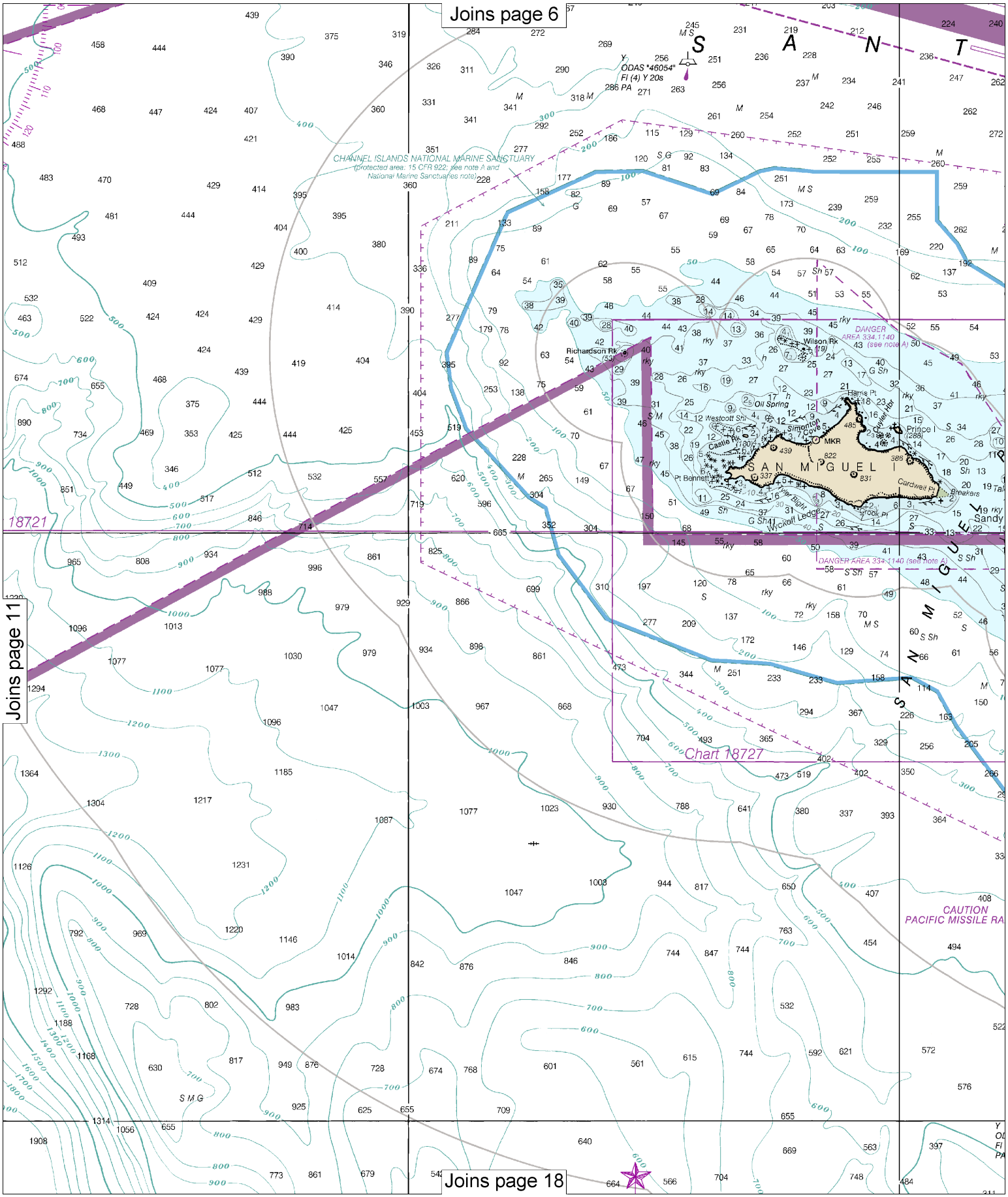
CUP

Joins page 15



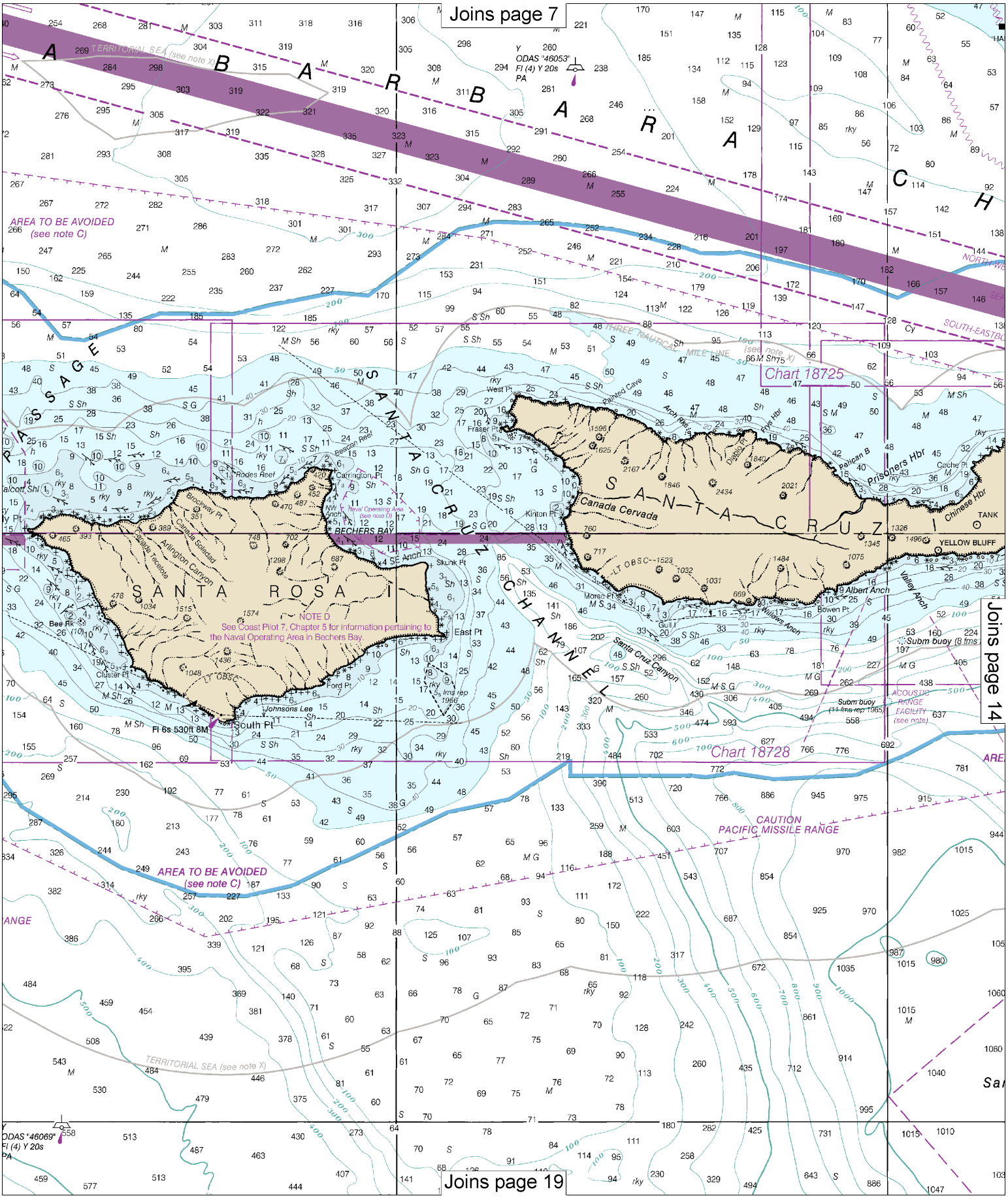
Note: Chart grid lines are aligned with true north.

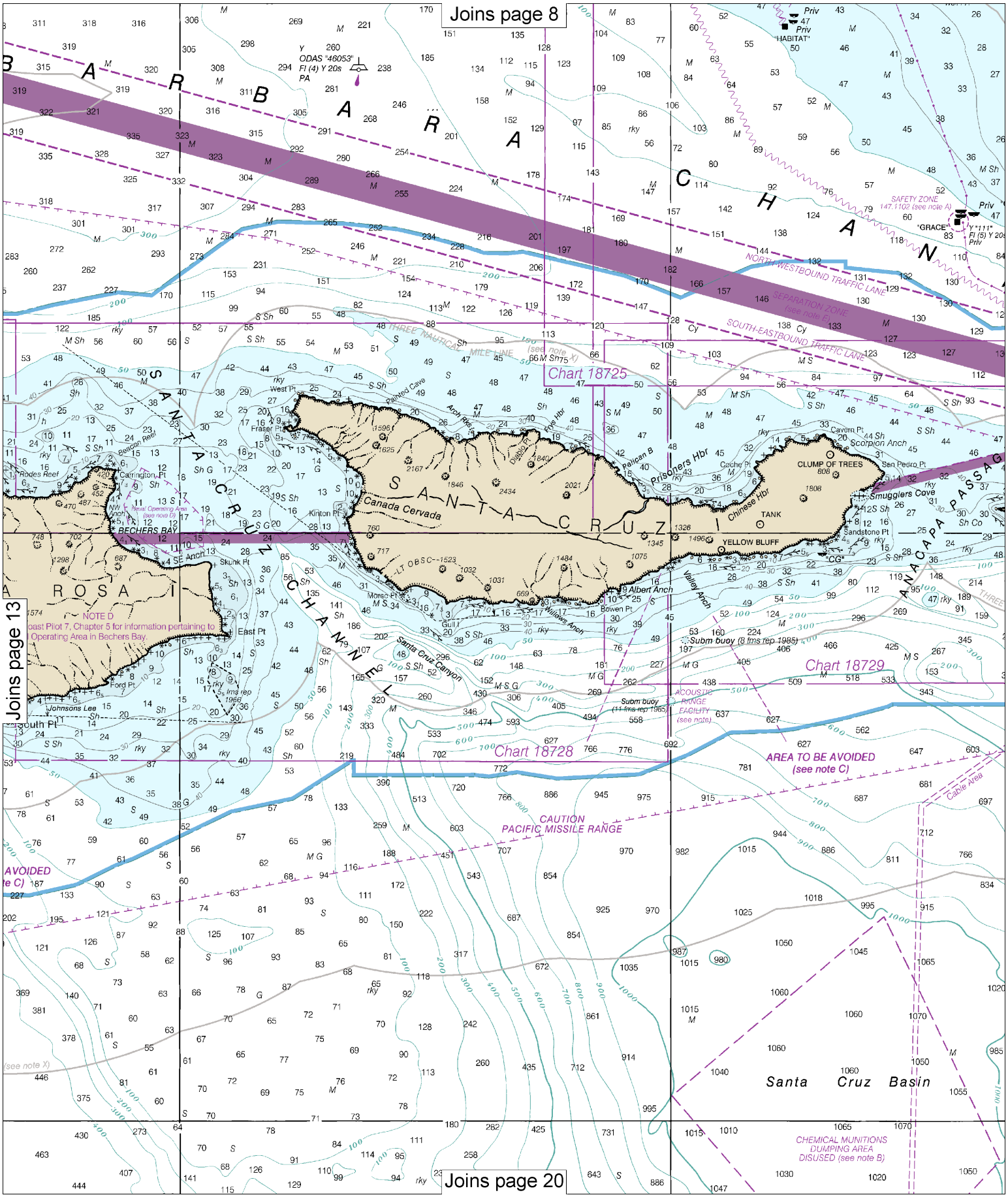

Joins page 5
CHANNEL ISLANDS NATIONAL MARINE SANCTUARY
(protected area: 15 CFR 922; see note A and
National Marine Sanctuaries note)
ODAS "46054"
Fl (4) Y 20s
Rodriguez Seamount
Richardson Rk
Chart 18721
Chart 18727
Joins page 12
Joins page 17



12

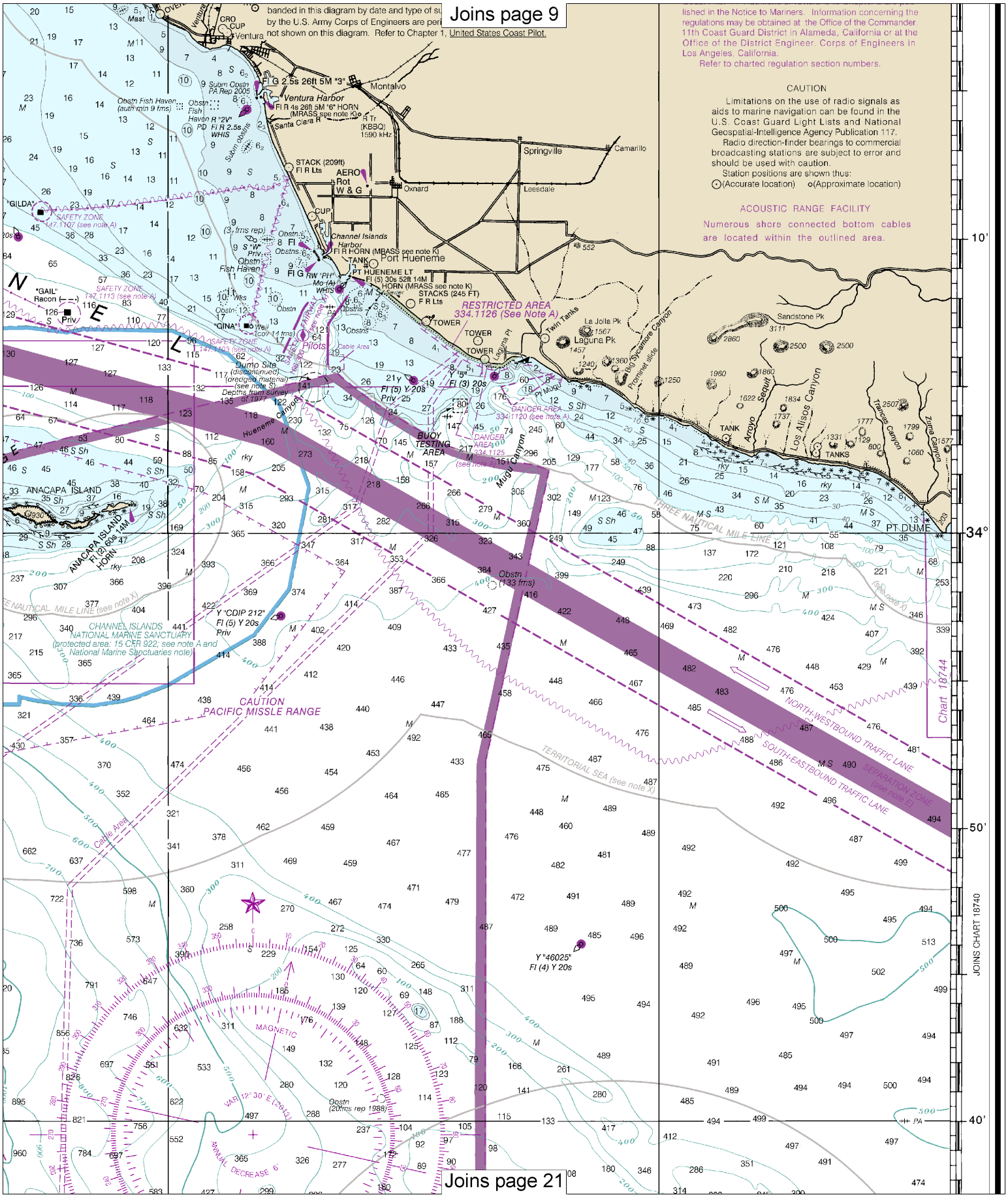
Note: Chart grid lines are aligned with true north.


Joins page 7
Joins page 14
Joins page 19
Chart 18725
Chart 18728
SANTA CRUZ I
SANTA ROSA I
SANTA CRUZ CHANNEL
PASSAGE
BECHERS BAY
Canada Cervada
Prisoners Hbr
Chinese Hbr
YELLOW BLUFF
Santa Cruz Canyon
Arlington Canyon
Canada Soledad
Canada Tecelote
Brockway Pt
Carrington Pt
Rodes Reef
Beacon Reef
Fraser Pt
West Pt
Painted Cave
Kinton Pt
Skunk Pt
East Pt
Ford Pt
South Pt
Johnsons Lee
Cluster Pt
Bee Rk
Morse Pt
Gull I
Bowen Pt
Albert Anch
Valley Anch
Willows Anch
Subm buoy (8 fms)
Subm buoy (11 fms rep 1985)
ACOUSTIC RANGE FACILITY (see note)
Fl 6s 530ft 8M
NOTE D
See Coast Pilot 7, Chapter 5 for information pertaining to the Naval Operating Area in Bechers Bay.
AREA TO BE AVOIDED (see note C)
TERRITORIAL SEA (see note X)
THREE NAUTICAL MILE LINE (see note X)
CAUTION PACIFIC MISSILE RANGE
ODAS "46053" Fl (4) Y 20s PA
ODAS "46069" Fl (4) Y 20s PA



14

Note: Chart grid lines are aligned with true north.


Joins page 9
banded in this diagram by date and type of su
by the U.S. Army Corps of Engineers are per
not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.
lished 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 Los Angeles, California.
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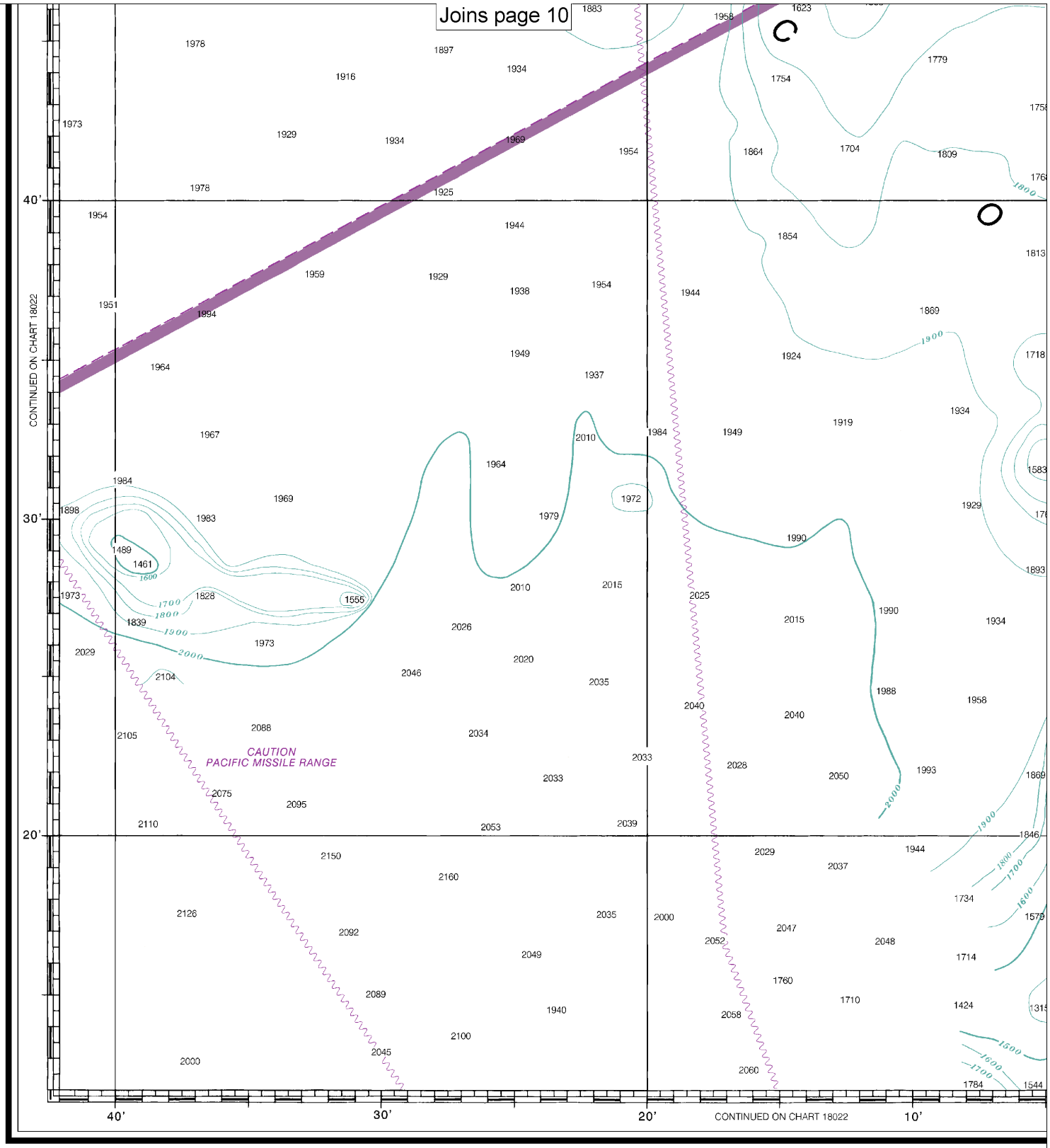
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
(Accurate location) (Approximate location)
ACOUSTIC RANGE FACILITY
Numerous shore connected bottom cables are located within the outlined area.
Ventura
Montalvo
Ventura Harbor
Santa Clara R
Springville
Camarillo
Oxnard
Leesdale
Channel Islands Harbor
Port Hueneme
RESTRICTED AREA 334.1126 (See Note A)
Pilots
Dump Site (discontinued) (dredged material) (see note S) Depths from survey of 1977
BUOY TESTING AREA
DANGER AREA 334.1120 (see note A)
DANGER AREA 334.1125 (see note A)
Mugu Canyon
Hueneme Canyon
ANACAPA ISLAND
ANACAPA ISLAND FI (2) 60s 14M HORN
CHANNEL ISLANDS NATIONAL MARINE SANCTUARY (protected area: 15 CFR 922; see note A and National Marine Sanctuaries note)
CAUTION PACIFIC MISSLE RANGE
Y "CDIP 212" Fl (5) Y 20s Priv
Obstn I (133 frms)
Y "46025" Fl (4) Y 20s
Obstn (20fms rep 1988)
TRREE NAUTICAL MILE LINE
NORTH-WESTBOUND TRAFFIC LANE
SOUTH-EASTBOUND TRAFFIC LANE
SEPARATION ZONE (see note E)
TERRITORIAL SEA (see note X)
Cable Area
MAGNETIC
VAR 12° 30' E (2013)
ANNUAL DECREASE 6'
Laguna Pk
La Jolla Pk
Twin Tanks
Big Sycamore Canyon
Sandstone Pk
Arroyo Sequit
Los Alisos Canyon
Trancas Canyon
Zuma Canyon
TANK
TANKS
PT DUME
Chart 18744
JOINS CHART 18740
10'
34°
50'
40'
Joins page 21



18720

CAUTION

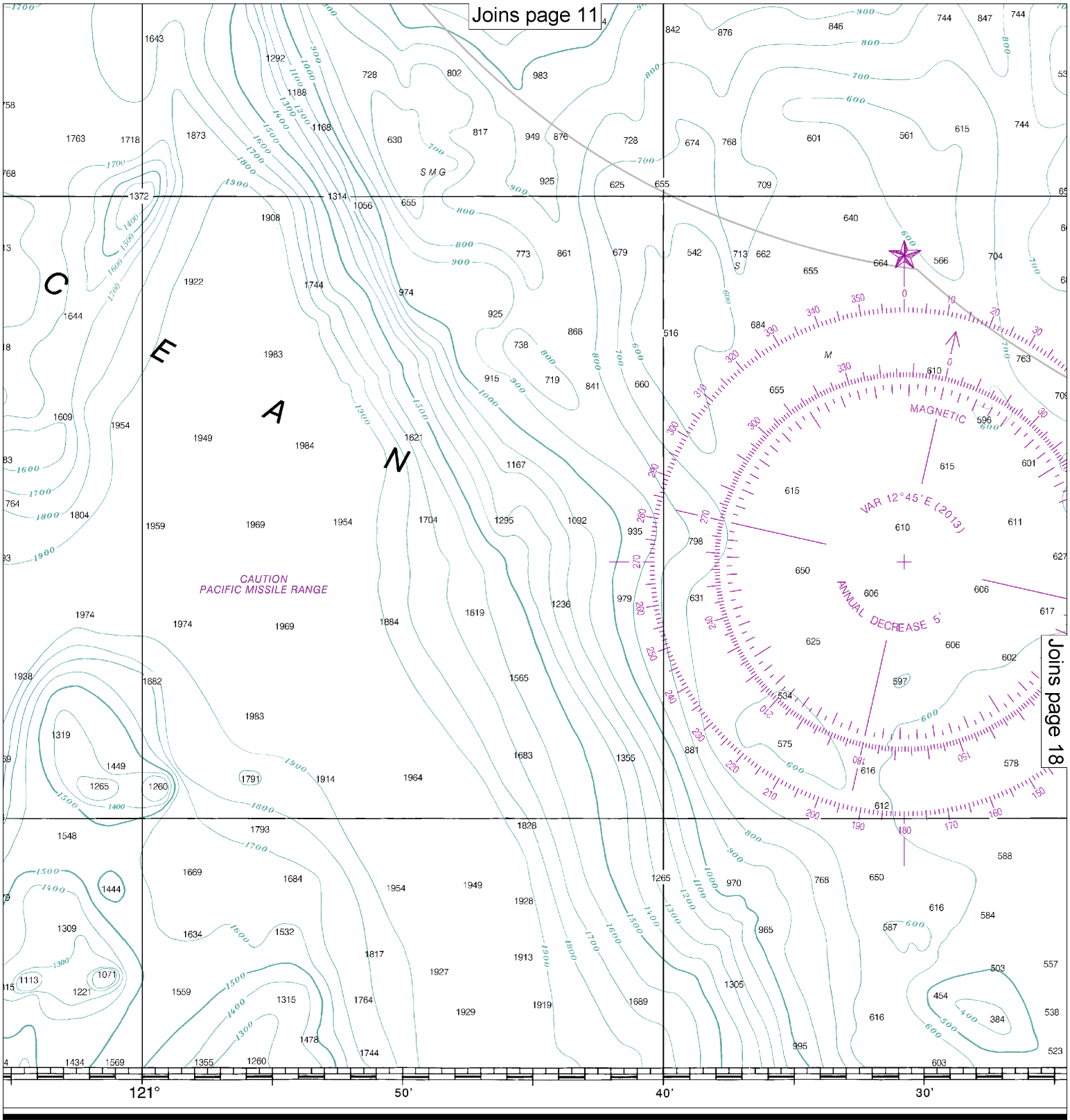
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

WARNING

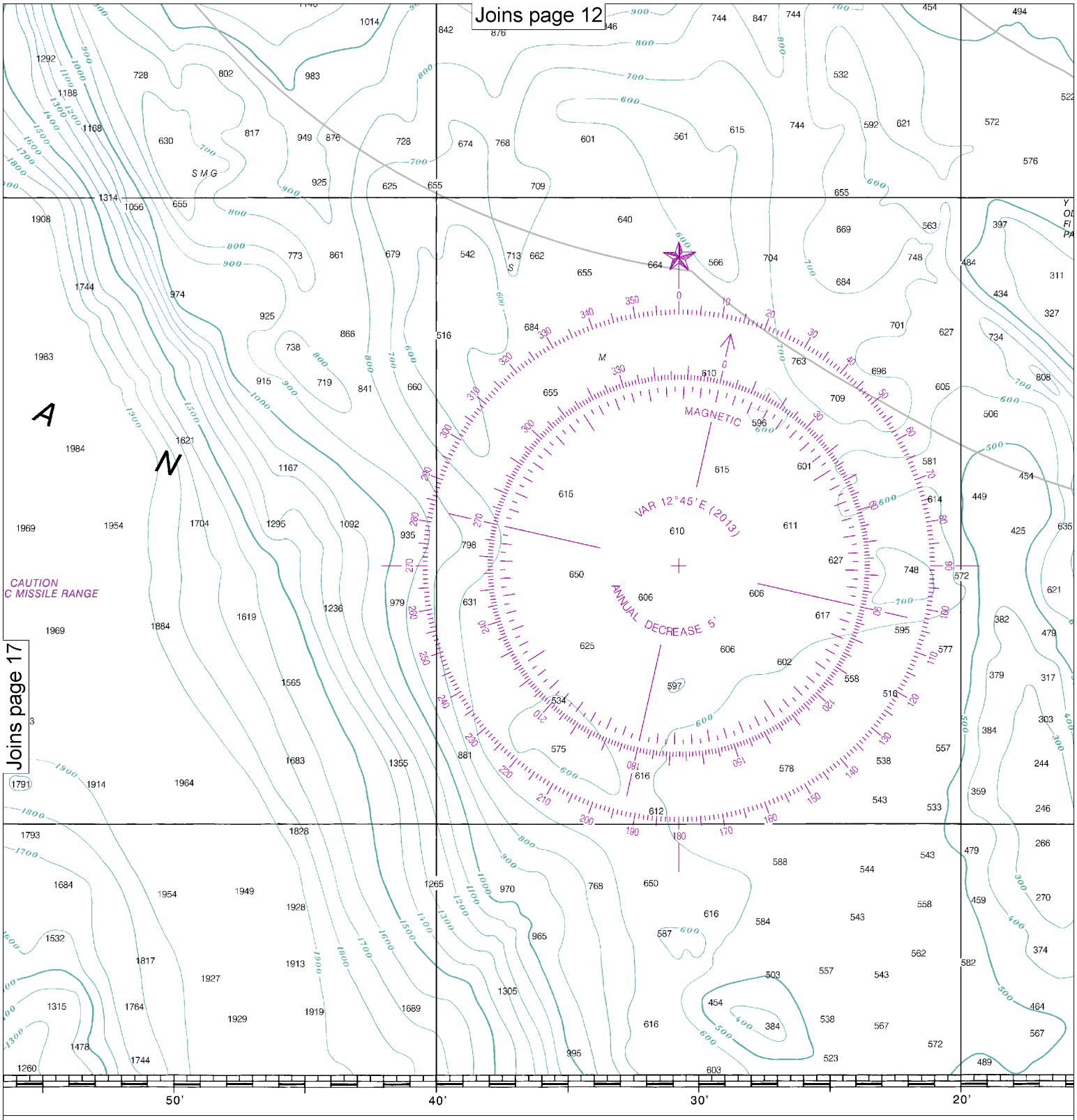
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

34th Ed., Jul. 2013. Last Correction: 12/8/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016)

Note: Chart grid lines are aligned with true north.



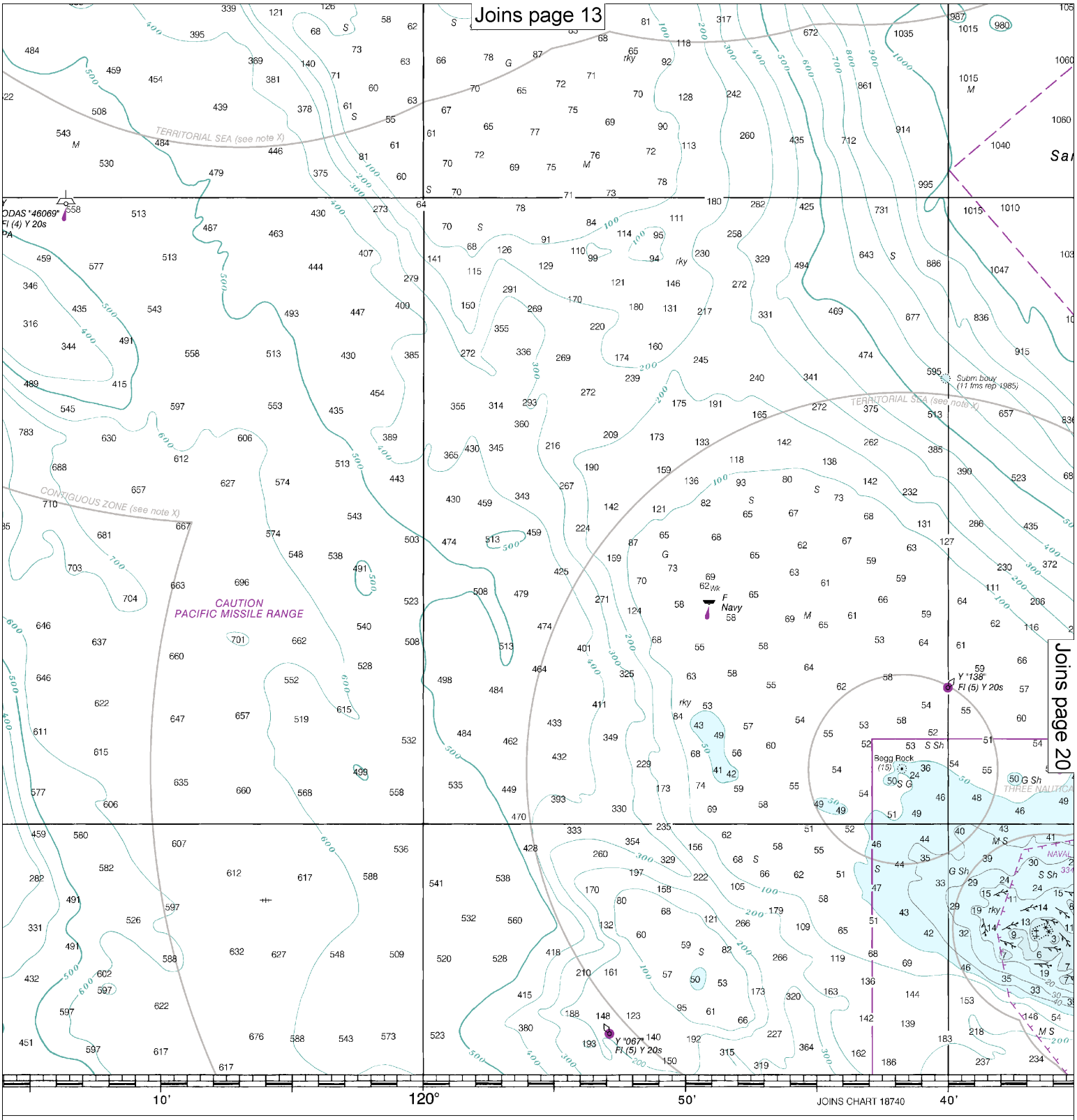
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.



crepancies or comments
v/staff/contact.htm.

Published at W
U.S. DEPARTMEN
NATIONAL OCEANIC AND ATM
NATIONAL OC
COAST

Note: Chart grid lines are aligned with true north.



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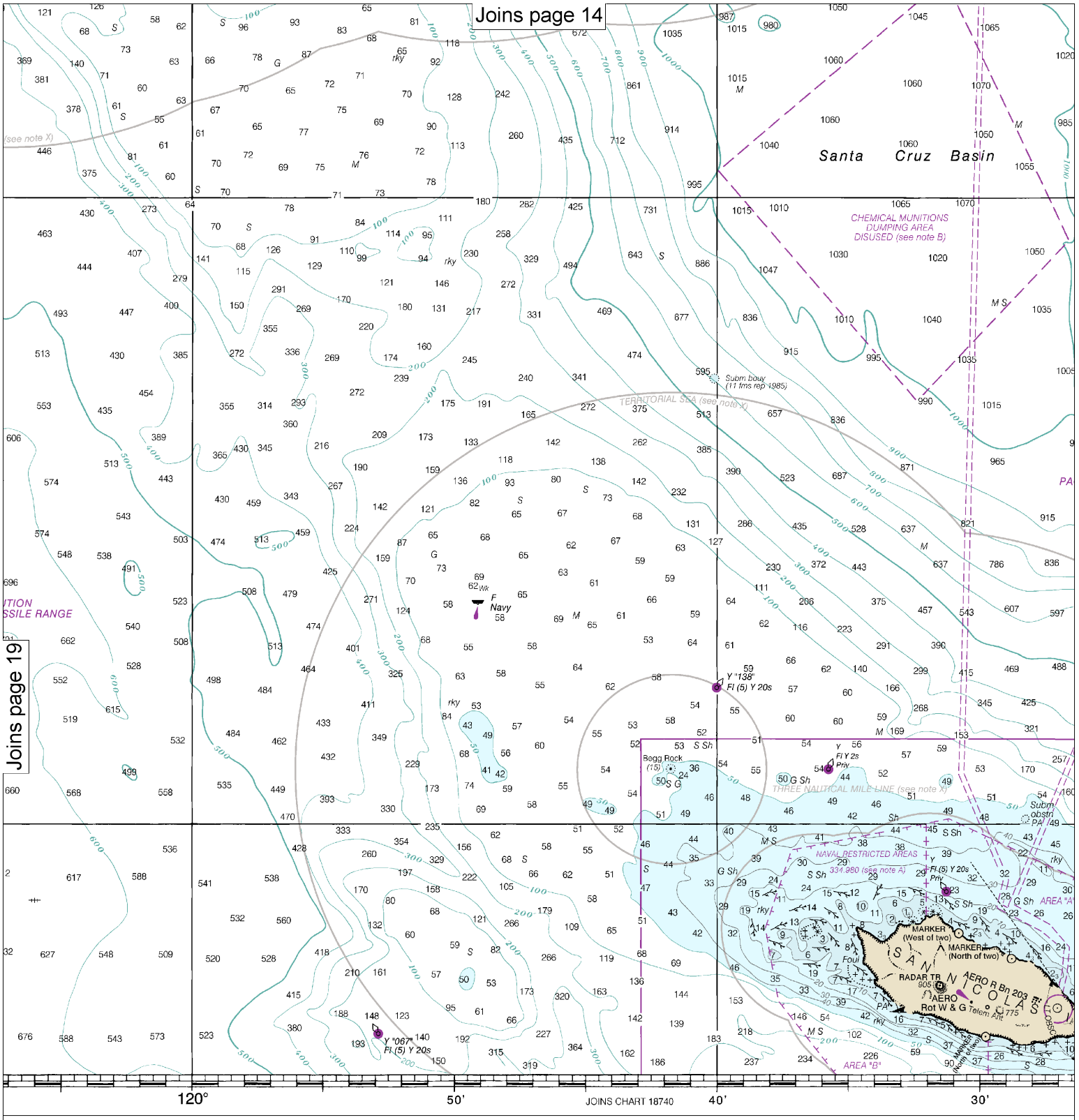
IMO AMENDED TRAFFIC SEPARATION SCHEME

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
(FATHOMS AND F



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SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Note: Chart grid lines are aligned with true north.

Point Dume to Purisima Point

SOUNDINGS IN FATHOMS - SCALE 1:232,188

18720

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican 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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