BookletChart™

Port Orford to Cape Blanco
NOAA Chart 18589

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

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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 Nautical Chart?

Nautical charts have been reduced in scale for convenience, but otherwise contain 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 Booklet Chart. 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 Booklet Chart 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 Booklet Chart 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.


Caution.—The controlling depths in Rogue River channel and basin are usually considerably less than project depth and are subject to continual and pronounced change; vessels are advised not to enter the river without local knowledge.

Rogue River Reef, extending over 4 miles NW from Rogue River entrance, includes many visible and covered rocks; because of the broken bottom, vessels should stay over 5 miles offshore when passing this area. A 0.5-mile-wide channel separates the reef from the beach, but it is not safe to use without local knowledge. A rock, covered 2½ fathoms, is 0.3 mile W of Northwest Rock. Needle Rock, 1.1 miles SE of Northwest Rock, is the most prominent of the rocks in the reef; the needle is on the S side.

Island Rock is 1.3 miles off the seaward face of Humbug Mountain. A needle rock is 200 yards off its NW end. Except for two small rocky patches, covered 6½ and 10 fathoms, within 0.5 mile of the N end of Island Rock, there is deep water around these islands and between them and the beach.

Redfish Rocks are a group of islets covering an area 0.5 mile square, lying 2 miles N of Island Rock and nearly 1 mile offshore. They are six in number and range from 10 to 140 feet in height. Many covered rocks lie within this area.

Port Orford, 6.5 miles S of Cape Blanco and 19 miles N of Rogue River, is a cove that affords good shelter in NW weather, but is exposed and dangerous in S weather. It is easy of access and is probably the best natural NW lee N of Point Reyes.

Kloqueh Rock, 0.3 mile off the NW face of The Heads, is black and conical in shape. It is prominent, especially when coming from the NW inside Orford Reef. Rocky ledges are between this rock and shore.

Anchorage may be had in about the center of Port Orford in 5 to 10 fathoms, sand bottom, however, it is reported that many anchors have been lost near the rocky 1½-fathom shoal 0.2 mile E of the S end of the breakwater. The cove is marked by a lighted bell buoy and a light, 0.5 mile S and 0.8 mile ENE of Tichenor Rock, respectively. Small craft may anchor closer to The Heads where better protection is afforded against the NW winds, which sweep with considerable force through the depression at the head of the cove.

Battle Rock, in the NW part of the cove close to shore, is high, narrow, and black; it is detached only at extreme high tides. Visible and covered rocks extend up to 0.5 mile from shore around the cove.

Orford Reef, from 2 to 5 miles offshore between The Heads and Cape Blanco, is composed of a group of irregular rocks up to 149 feet high and ledges, many of which are awash or show a break. Kelp extends from Orford Reef to within 1.3 miles of the shore.

Fox Rock and Southeast Black Rock, 1.3 miles apart, about 5 miles SW of Cape Blanco, are the southernmost rocks of Orford Reef; they usually show a heavy break. Northwest Rock, 3 miles SW of Cape Blanco, is the northernmost visible rock of Orford Reef, although several rocks, covered 5 fathoms, are 1.2 miles NE of Northwest Rock.

Cape Blanco Light (42°50'13”N., 124°33'49”W.), 245 feet above the water, is shown from a 59-foot white conical tower near the center of the flat part of the cape. Numerous covered and visible rocks extend 0.5 mile or more NW from the cape.
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

PORT SIDE

ODD NUMBERED AIDS

GREEN LIGHT ONLY
FLASHING (2)
FLASHING OCCULTING QUICK FLASHING
ISO

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO STARBOARD
TOPMOST BAND GREEN
GREEN LIGHT ONLY
COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO PORT
TOPMOST BAND RED
RED LIGHT ONLY
COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE

EVEN NUMBERED AIDS

RED LIGHT ONLY
FLASHING (2)
FLASHING OCCULTING QUICK FLASHING
ISO

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.
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 0.614' southward and 4.369' westward to agree with this chart.

SOUNDINGS IN FATHOMS

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:40,000. See Note on page 5.
UNITED STATES - WEST COAST
OREGON
PORT ORFORD TO CAPE BLANCO

Mercator Projection
Scale 1:40,000 at Lat 42°47' North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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

PREPARATION INSTRUCTIONS
1. Covering Chart: The selected portion(s) of a Covering Chart should be superimposed upon maps of all necessary adjacent areas.
2. Chart Name: The name of the chart is shown at the top of the chart. The name identifies the geographic area covered by the chart.
3. Chart Number: The number assigned to the chart is shown in the upper right corner of the chart.
4. Chart Scale: The scale of the chart is shown in the lower left corner of the chart.
5. Chart Edits: Chart Edits are noted in the margin of the chart. Edits include changes to the chart's content since it was last printed.
6. Chart Notes: Chart Notes are located in the margin of the chart. Notes provide additional information about the chart.
7. Chart Legends: Chart Legends are located on the chart. Legends provide information about the symbols and colors used on the chart.
8. Chart Symbols: Chart Symbols are used to represent objects and features on the chart. Symbols include buoys, lighthouses, and other navigational aids.
9. Chart Date: The date the chart was last printed is shown at the bottom of the chart.
10. Chart Edition: The edition of the chart is shown at the bottom of the chart.

NOTES
1. 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.
2. NOAA encourages users to submit inquiries, discrepancies about this chart at http://www.nauticalcharts.noaa.gov/submit.htm.
NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 30 to 40 nautical miles from the antenna sites, but may be as much as 100 nautical miles for stations at high elevations.

Port Orford, OR  WNGS-996  162.525 MHz
Brookings, OR  KH-37  162.56 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 waterfronts to aid navigation. Individual radar reflector identification on these aids has been omitted from the chart.

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

HEIGHTS
Heights in feet above Mean High Water.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on the chart. See Notices to Mariners.

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

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

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.

NOTES
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 270. Additional information concerning the regulations and requirements for use of the site may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot for addresses of EPA offices. Dumping subsequent to the survey date may have reduced the results shown.

SOURCE
NOS Surveys: port bottoms.com
Port Orford: port bottoms.com

SOURCE DIAGRAM
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.

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/

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!

Quick References
Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Chart and chart related inquiries and comments — http://ocsdata.nrd.noaa.gov/ids/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 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.

NOAA’s Office of Coast Survey
The Nation’s Chartmaker