

# BookletChart™

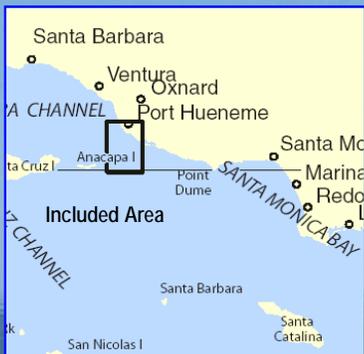
## Port Hueneme and Approaches

NOAA Chart 18724

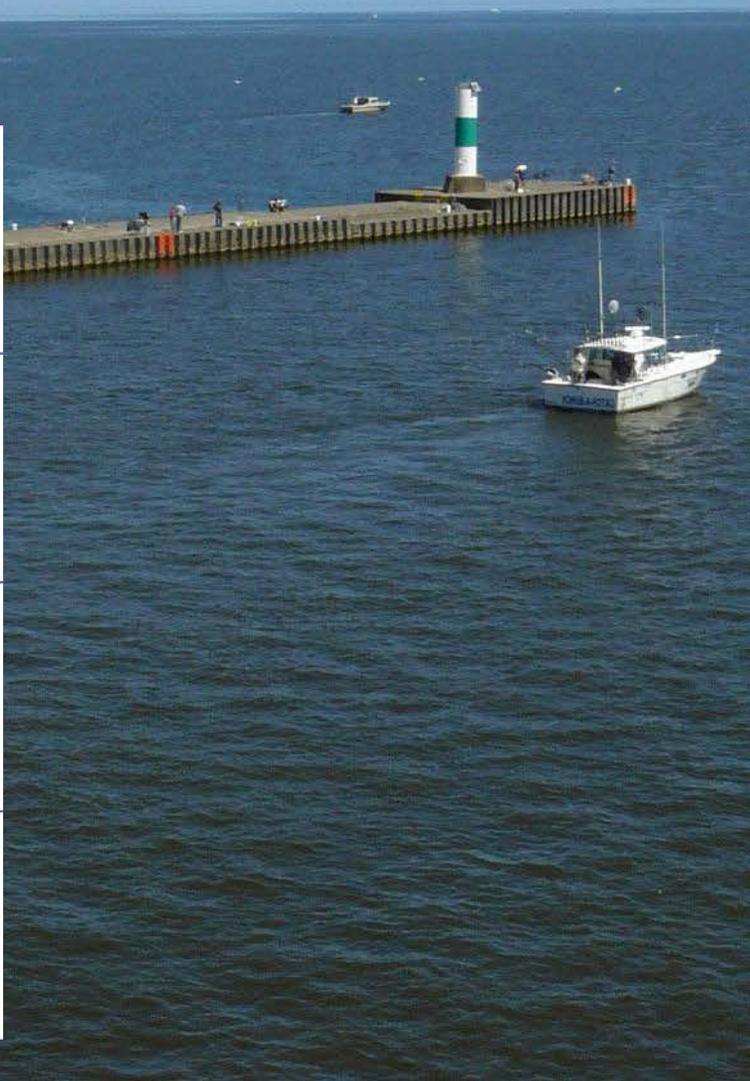
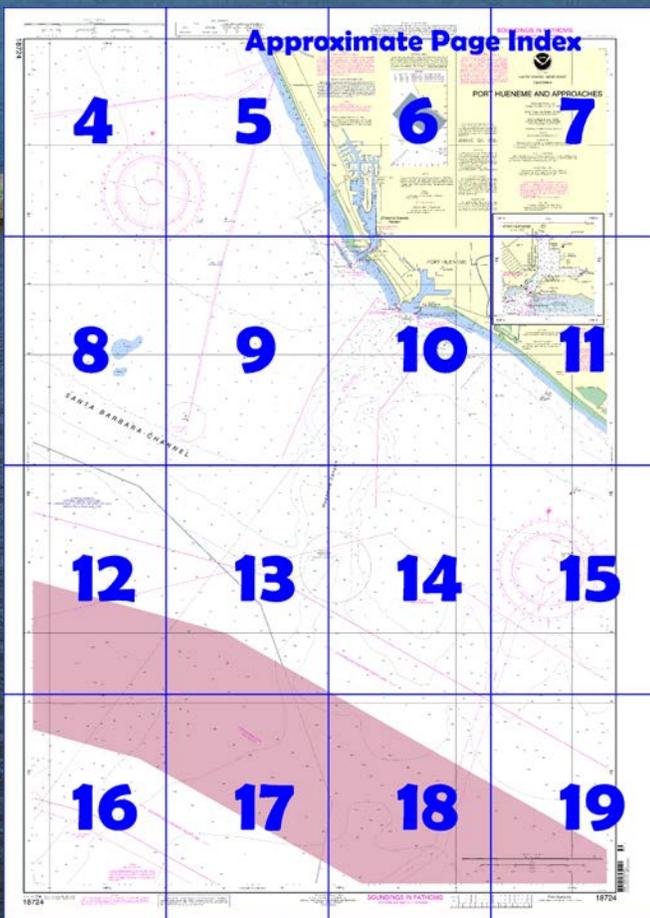


*A reduced-scale NOAA nautical chart for small boaters*

*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](http://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=18724>.



**(Selected Excerpts from Coast Pilot)**  
**Point Hueneme** (pronounced: y-nee-me), 22 miles WNW of Point Dume is low, rounding, and sandy. It is the outermost point of the low land of the Santa Clara Valley.  
**Point Hueneme Light** (34°08.7'N., 119°12.6'W.), 52 feet above the water, is shown from a 48-foot white square tower on the point. A fog signal is on the point about 70 yards SW of the light. A fog signal can be activated upon request to the Coast Guard by radiotelephone VHF-FM channel 16. A sewer outfall line, about 1.4 miles SSE of Point Hueneme Light, extends

about 1 mile from shore.

**Anchorage.**—There is no anchorage area in the harbor basin because of space limitations. The recommended anchorage for deep-draft vessels is about 1.7 miles S of Port Hueneme Light. This location offers no protection in heavy weather.

**Dangers.**—A **naval restricted area** is in Port Hueneme. (See **334.1 through 334.6** and **334.1127**, chapter 2, for limits and regulations.)

**Currents.**—The harbor is not affected by tidal streams or currents, however, cross currents do occur near the entrance to the harbor, and are not predictable.

**Pilotage, Port Hueneme.**—All commercial vessels 300 gross registered tons and over, entering, leaving, or shifting within the Port of Hueneme, including the area of the Oxnard Harbor District, must be piloted by a port pilot duly licensed to perform the services of piloting vessels within the Port. The Oxnard Harbor district does not maintain pilots. Requests for pilots may be made by calling the Port Hueneme Pilots Association, telephone 805-986-3213. Pilots are available on a 24-hour basis and board vessels from a tug at a point 1.5 to 2.0 miles from the sea buoy. When pilots are boarding, vessels should stay on the range line and reduce speed to 5 knots or less.

**Agricultural quarantine.**—All vessels from outside of California that dock at Port Hueneme, except those specifically exempt, must be inspected by U.S. Department of Agriculture and/or the Ventura County Department of Agriculture. There are local representatives in the Oxnard area.

**Harbor regulations.**—The U.S. Navy exercises overall Port Control Authority. Port Hueneme, Control One, is on duty at all times, and monitors VHF-FM channel 6; the Oxnard Harbor District is responsible for its commercial operations. The Wharfinger is on duty at all times and guards VHF-FM channel 14; the Wharfinger office is at the E end of Slip A, along with the pilot and tugboat offices. Entrance to Naval Base Ventura County is restricted, and no photography is permitted without clearance.

No garbage, waste, or refuse shall be discharged in any manner from any vessel in accordance with the California Administrative Code, a copy of which is available at the port's main administrative building. A 5-knot **speed limit** is enforced in the harbor.

**Channels.**—The entrance to Channel Islands Harbor is between two jetties protected by an offshore breakwater. Each end of the breakwater and both the seaward and inshore ends of both jetties are marked by lights. A fog signal is at the seaward end of the S jetty. The fog signal can be activated upon request to the Coast Guard by radiotelephone VHF-FM channel 16.

The areas SE of the entrance channel and NW of the N jetty are subject to rapid and uncertain shoaling. Mariners are advised to approach the entrance channel from the S and to exercise caution when approaching the harbor at night.

**Coast Guard.**—The Channel Islands Harbor Coast Guard Station is just S of the harbormaster's office. Search and rescue vessels are stationed here.

**Harbor regulations.**—The harbor is administered by the Harbor County Department, Ventura County, and is under control of a **harbormaster**, who has an office on the E side of the harbor about 400 yards N of the first bend in the channel. The harbor office maintains guest berths for 70 craft. Transients should report to the harbormaster for berth assignments.

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

RCC Alameda      Commander  
11<sup>th</sup> CG District      (510) 437-3700  
Alameda, CA

# Table of Selected Chart Notes

Scale 1:12,500

Pump-out facilities

### HEIGHTS

Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

Mercator Projection  
Scale 1:20,000 at Lat. 34° 08'

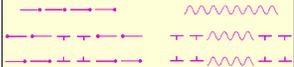
North American Datum of 1983  
(World Geodetic System 1984)

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

### CAUTION

#### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas 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 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.

### CAUTION

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

#### 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.

Santa Barbara, CA	KIH-34	162.40 MHz
Santa Barbara, CA	WWF-62	162.47 MHz

#### 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 0.019' northward and 3.390' westward to agree with this chart.

### 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)

#### AIDS TO NAVIGATION

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

### CAUTION

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

### NOTE C CAUTION

Area subject to rapid shoaling. Depths from survey of 2009.

### NOTE E AREA TO BE AVOIDED

All ships, except those bound to and from ports on one of the islands within the area, engaged in the trade of carrying cargo, including but not limited to tankers and other bulk carriers and barges, should avoid the areas (MSC, IMO 59/33 Annex 21).

### CAUTION

Submarine Pipelines  
Uncharted submarine pipelines may exist in the vicinity of oil well structures, and between such structures and the shoreline. Mariners should use caution when anchoring.

#### 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).

### NOTE Z

#### NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

### 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.

#### 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 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 Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for address of EPA offices.

#### 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.

#### 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.

#### NATIONAL MARINE SANCTUARIES & MARINE PROTECTED AREAS

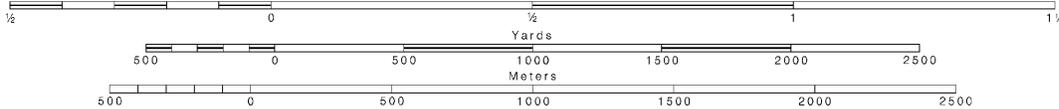
National Marine Sanctuaries are protected areas, administered by NOAA, which contain sensitive and diverse natural and cultural resources. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas. A full description of Sanctuary regulations may be found in 15 CFR 922 and in the U.S. Coast Pilot. A full description of the federal regulations governing the Marine Protected Areas located within Channel Islands National Marine Sanctuary boundaries may be found in 15 CFR 922 and 50 CFR 660. A full description of the state regulations governing the Marine Protected Areas located within Channel Islands National Marine Sanctuary boundaries may be found in Title 14 California Code of Regulations (CCR) section 632.

#### TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
Port Hueneme	(34°09'N/119°12'W)	5.4	4.7	1.0

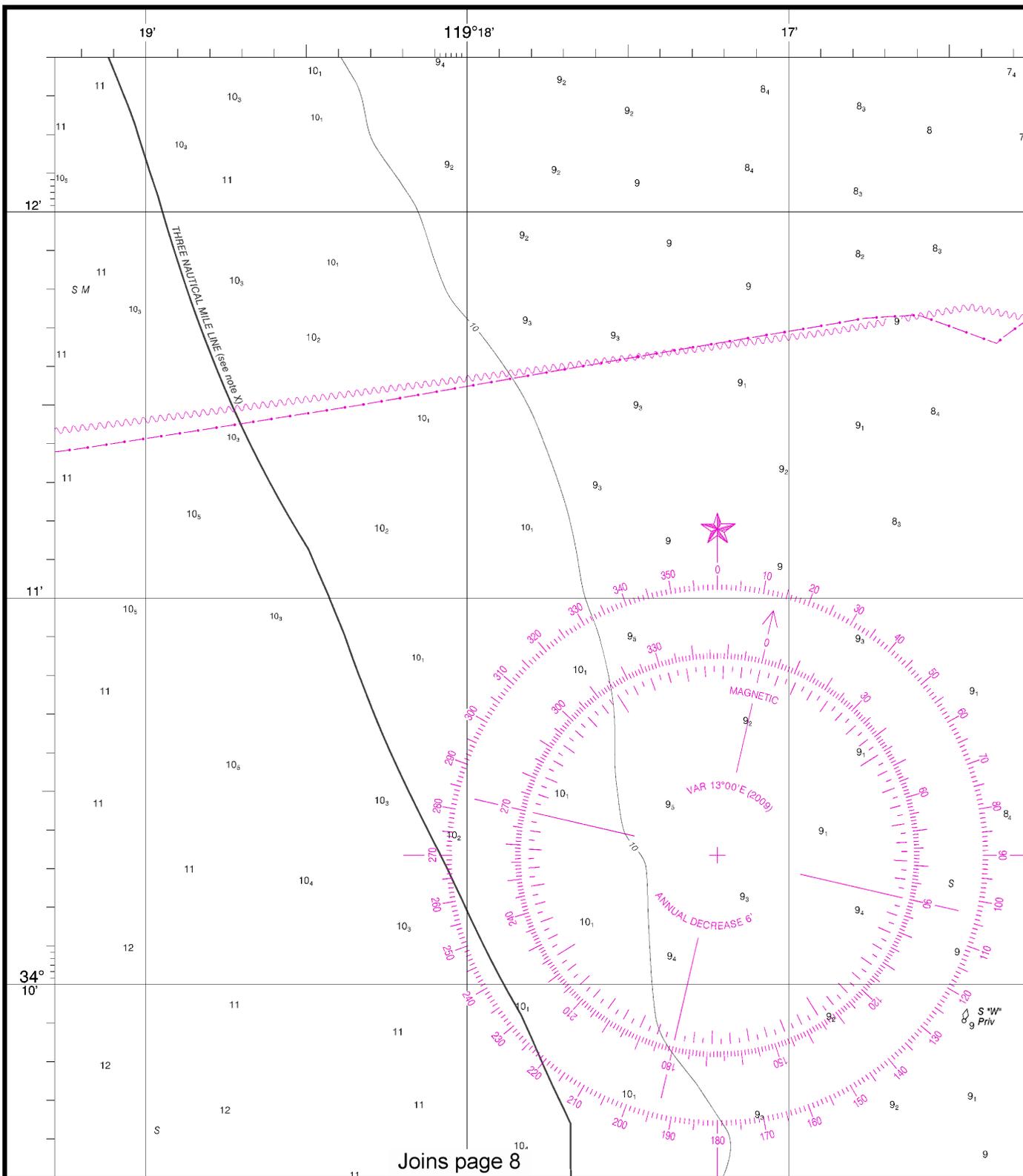
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov/>. (Feb 2009)

SCALE 1:20,000  
Nautical Miles



NAME
Port Hueneme
Dashes (---) located in datum tide predictions, and tidal current (Feb 2009)

18724



Joins page 8

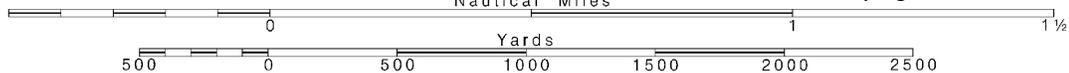
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



TIDAL INFORMATION

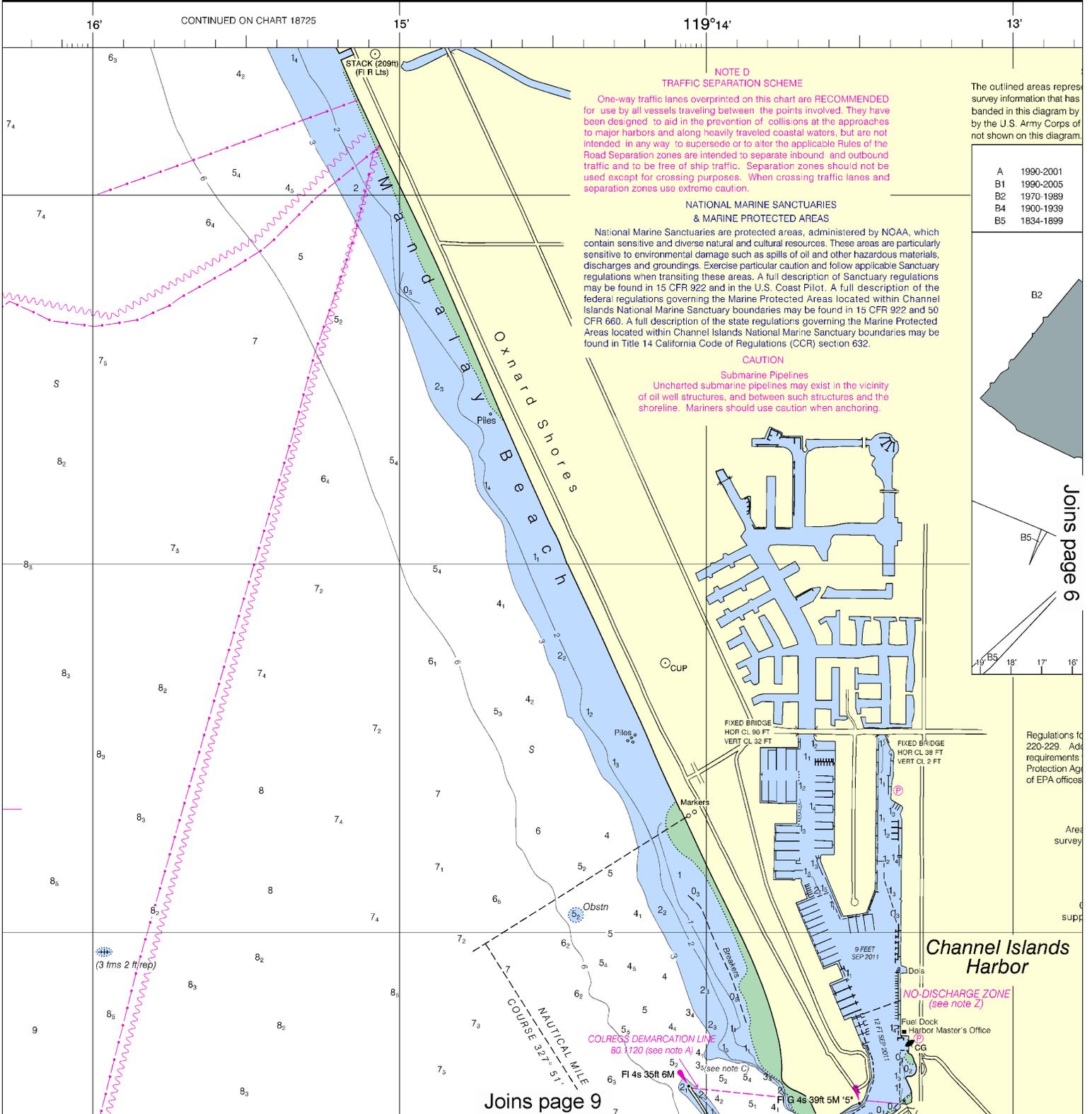
PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water	Mean High Water	Mean Low Water
(LAT/LONG)		feet	feet	feet
(34°09'N/119°12'W)		5.4	4.7	1.0

Blank columns indicate unavailable datum values for a tide station. Real-time water levels, current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

PRINT-ON-

NOAA and its partner, OceanGrafix, offer this and critical corrections. Charts are printed with Editions are available 5-8 weeks before their release about Print-on-Demand charts or contact NOAA help@NauticalCharts.gov, or OceanGrafix help@OceanGrafix.com.

1st Ed., Mar. 2003 KAPP 1883



**NOTE D**  
**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 to 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.

**NATIONAL MARINE SANCTUARIES & MARINE PROTECTED AREAS**  
 National Marine Sanctuaries are protected areas, administered by NOAA, which contain sensitive and diverse natural and cultural resources. 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. A full description of Sanctuary regulations may be found in 15 CFR 922 and in the U.S. Coast Pilot. A full description of the federal regulations governing the Marine Protected Areas located within Channel Islands National Marine Sanctuary boundaries may be found in 15 CFR 922 and 50 CFR 660. A full description of the state regulations governing the Marine Protected Areas located within Channel Islands National Marine Sanctuary boundaries may be found in Title 14 California Code of Regulations (CCR) section 632.

**CAUTION**  
 Submarine Pipelines  
 Uncharted submarine pipelines may exist in the vicinity of oil well structures, and between such structures and the shoreline. Mariners should use caution when anchoring.

The outlined areas represent survey information that has been banded in this diagram by the U.S. Army Corps of Engineers and is not shown on this diagram.

A	1990-2001
B1	1990-2005
B2	1970-1989
B4	1900-1939
B5	1834-1899

Regulations for 220-229. Additional requirements of Protection Agency of EPA offices

Area survey

supp

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



atum of soundings (MLLW)	
Mean High Water	Mean Low Water
feet	feet
4.7	1.0
on. Real-time water levels, sand currents.noaa.gov.	

PRINT-ON-DEMAND CHARTS

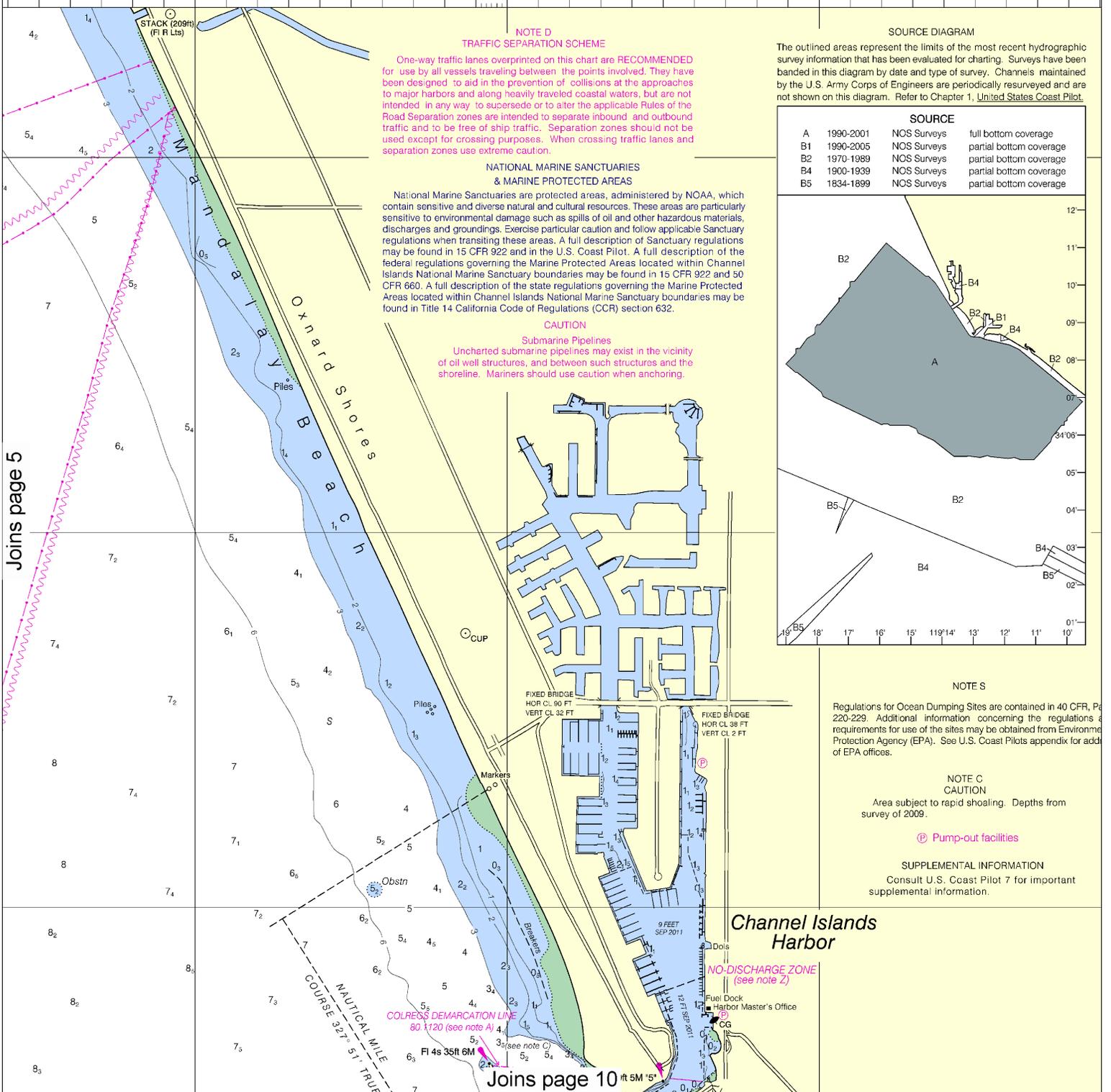
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to and critical corrections. Charts are printed when ordered using Print-on-Demand technology. Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart dealer about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharting@NauticalCharts.gov>, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>.

1st Ed., Mar. 2003 KAPP 1883

CHANGED ON CHART 18725

119°14'

13'

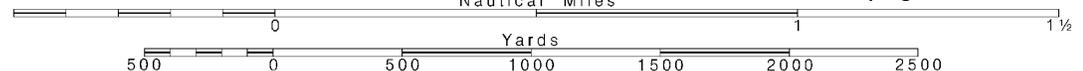


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



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hart agent  
arts.gov,  
k.com, or

# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

12' 11' 119°10'

34°12'24" N  
119°02'24" W

**NOTE Z**  
**NO-DISCHARGE ZONE, 40 CFR 140**  
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).



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

## PORT HUENEME AND APPROACHES

**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).

**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.

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Santa Barbara, CA	WWF-62	162.47 MHz

Mercator Projection  
Scale 1:20,000 at Lat. 34° 08'

North American Datum of 1983  
(World Geodetic System 1984)

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

For Symbols and Abbreviations see Chart No. 1  
Additional information can be obtained at [nauticalcharts.noaa.gov](http://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.

**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**  
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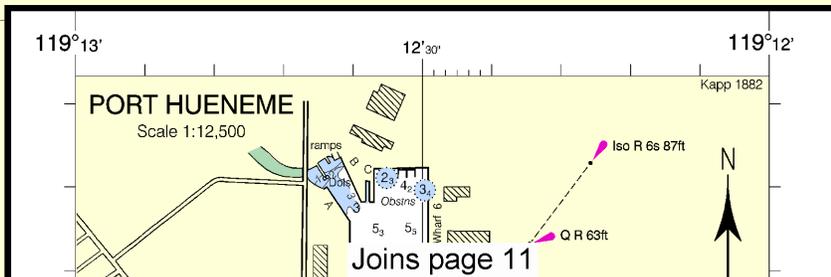
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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location)    ◐ (Approximate location)

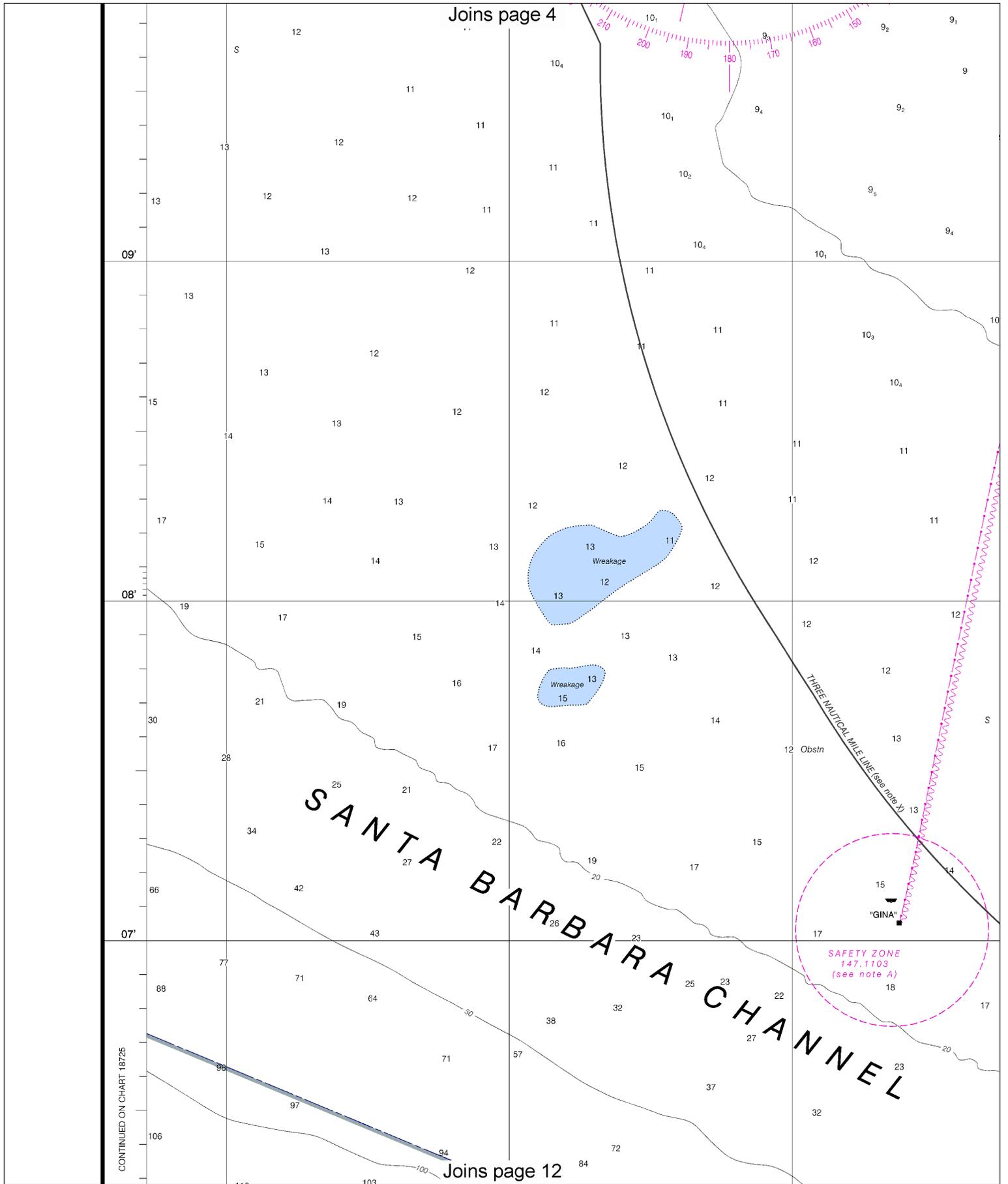
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and  
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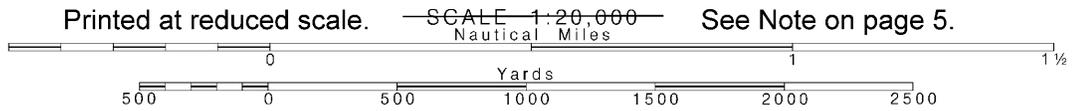


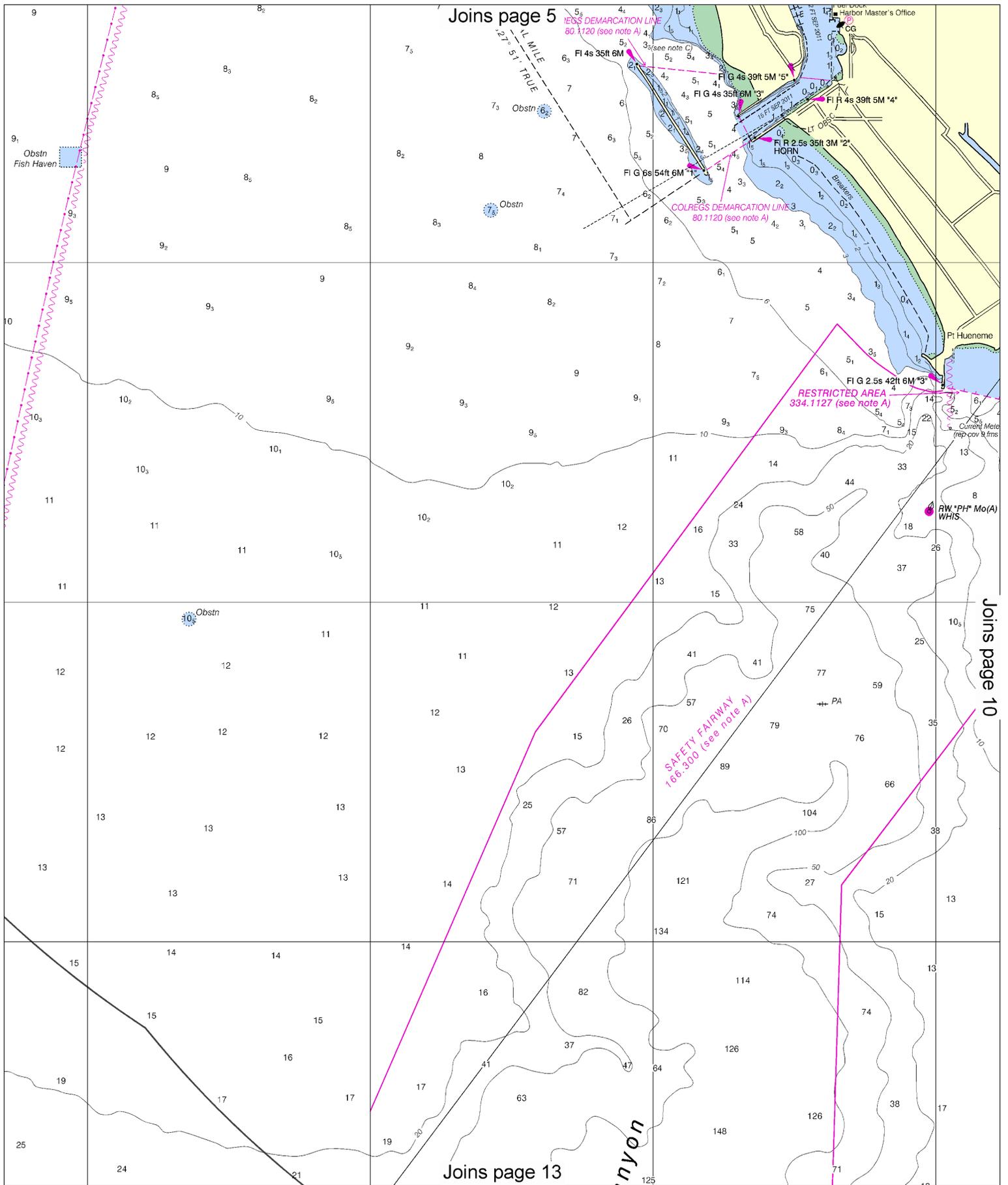
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4612 11/13/2012,  
NGA Weekly Notice to Mariners: 4812 12/1/2012,  
Canadian Coast Guard Notice to Mariners: n/a.

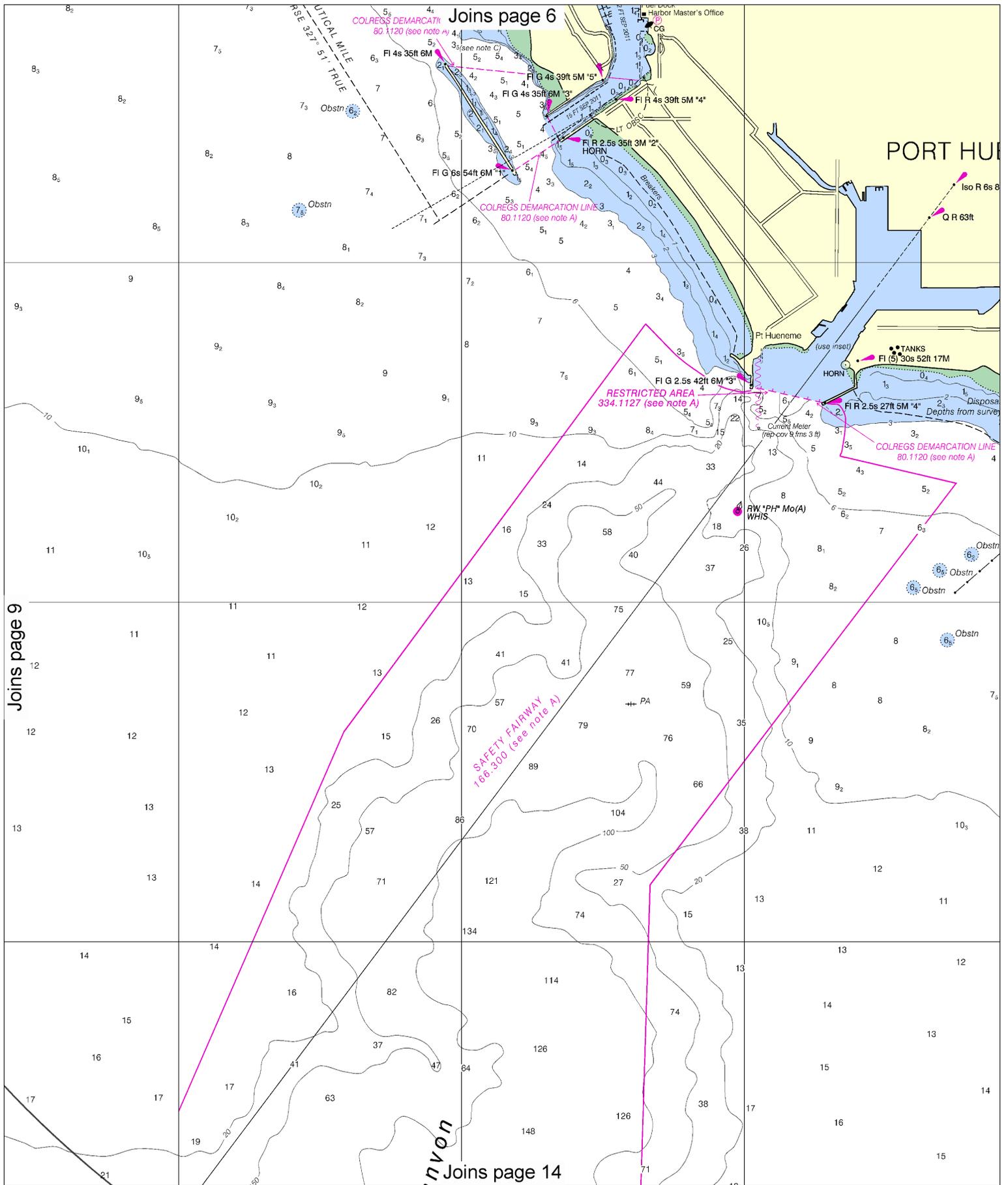




Note: Chart grid lines are aligned with true north.







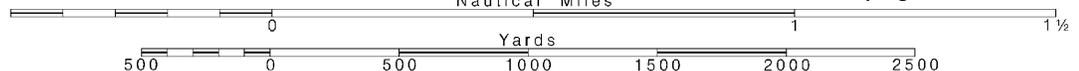
**10**

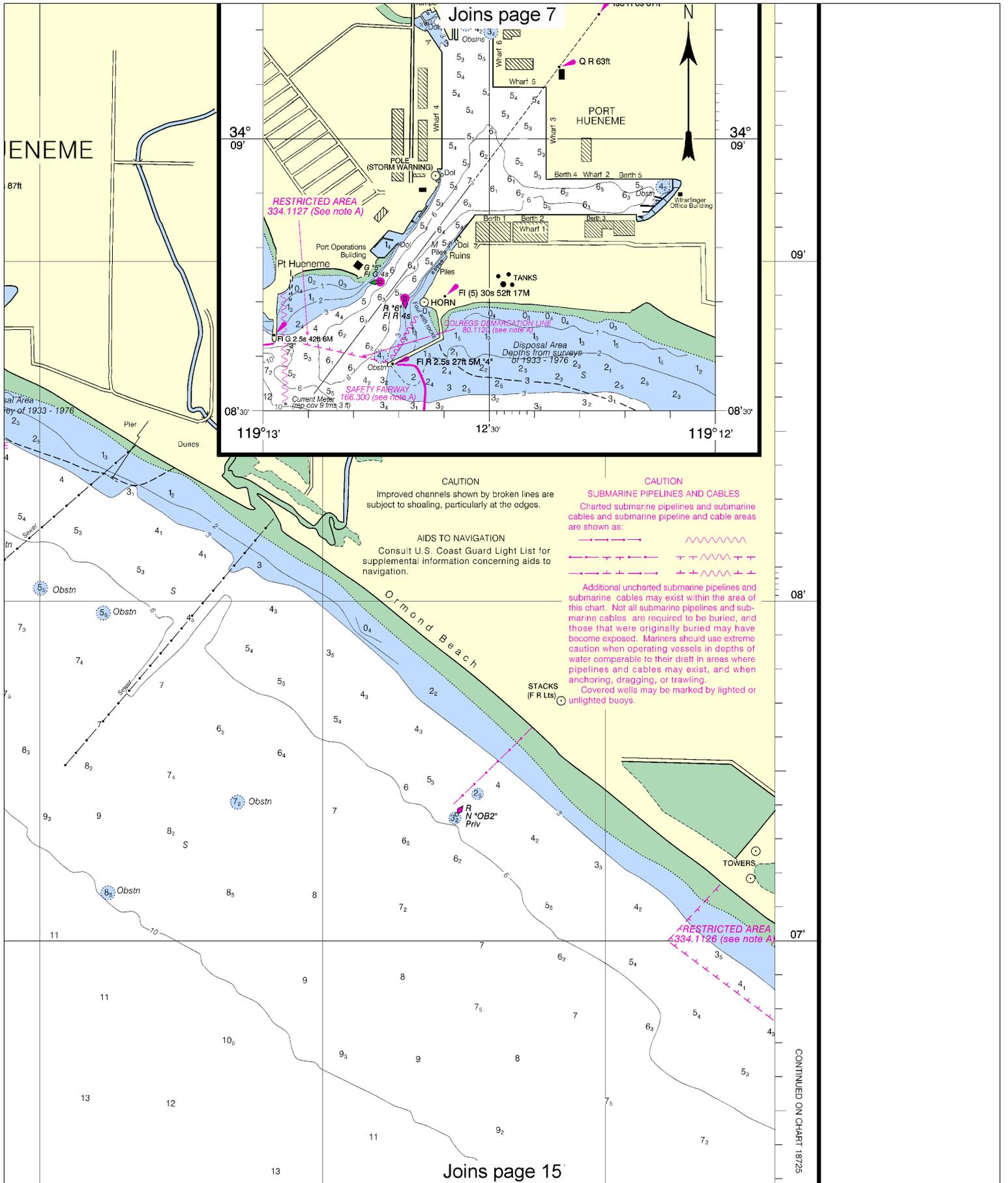
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





Joins page 8

CONTINUED ON C

34° 06'

05'

04'

CHANNEL ISLANDS  
NATIONAL MARINE SANCTUARY  
(protected area: 15 CFR 922; see note A and  
National Marine Sanctuaries note)

Joins page 16

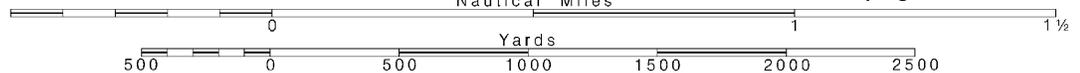
12

Note: Chart grid lines are aligned with true north.

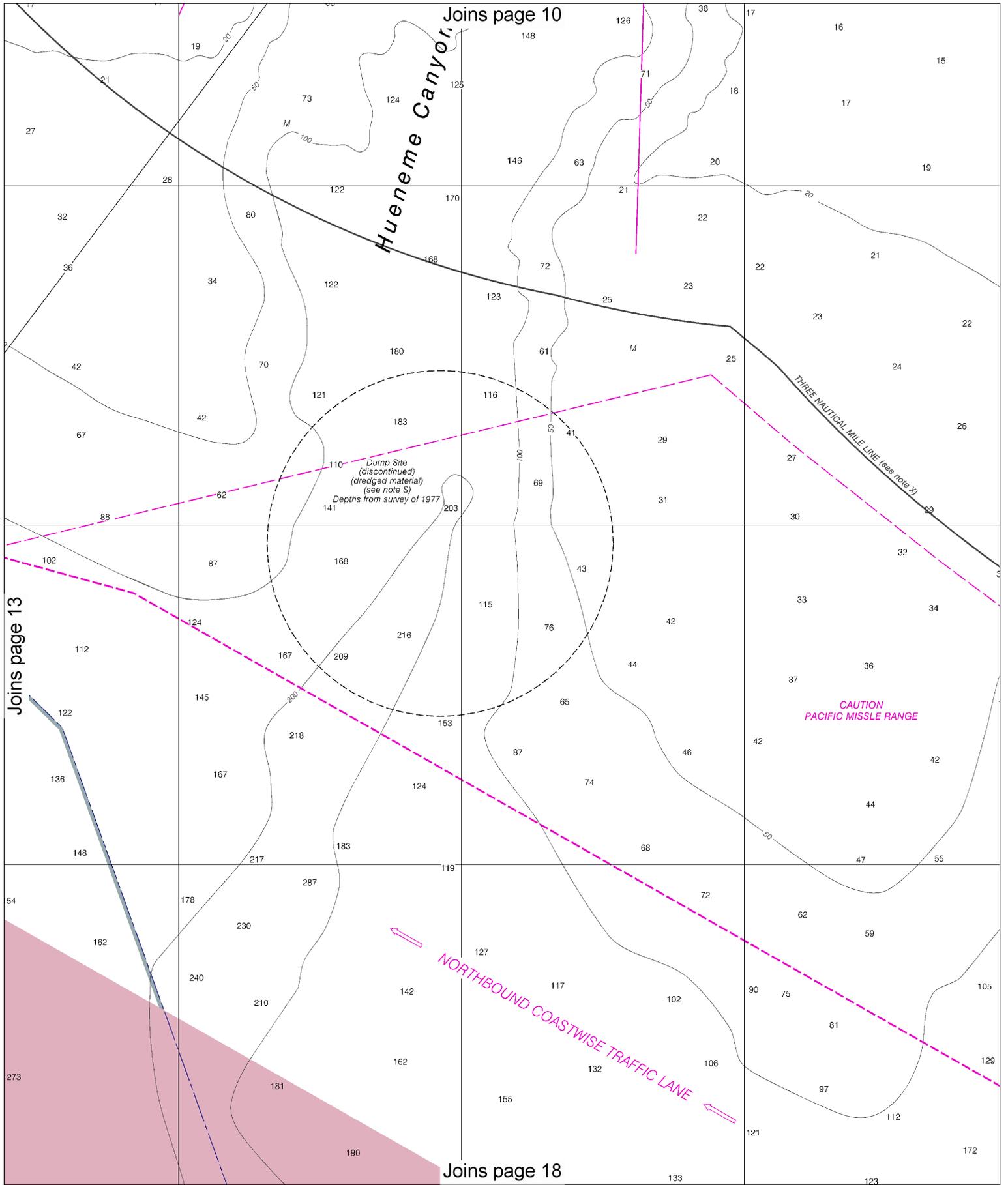
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.

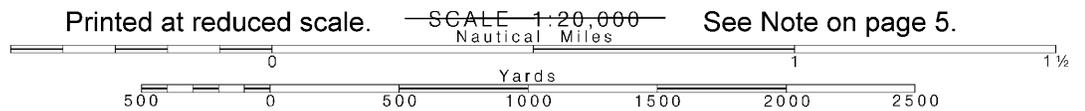


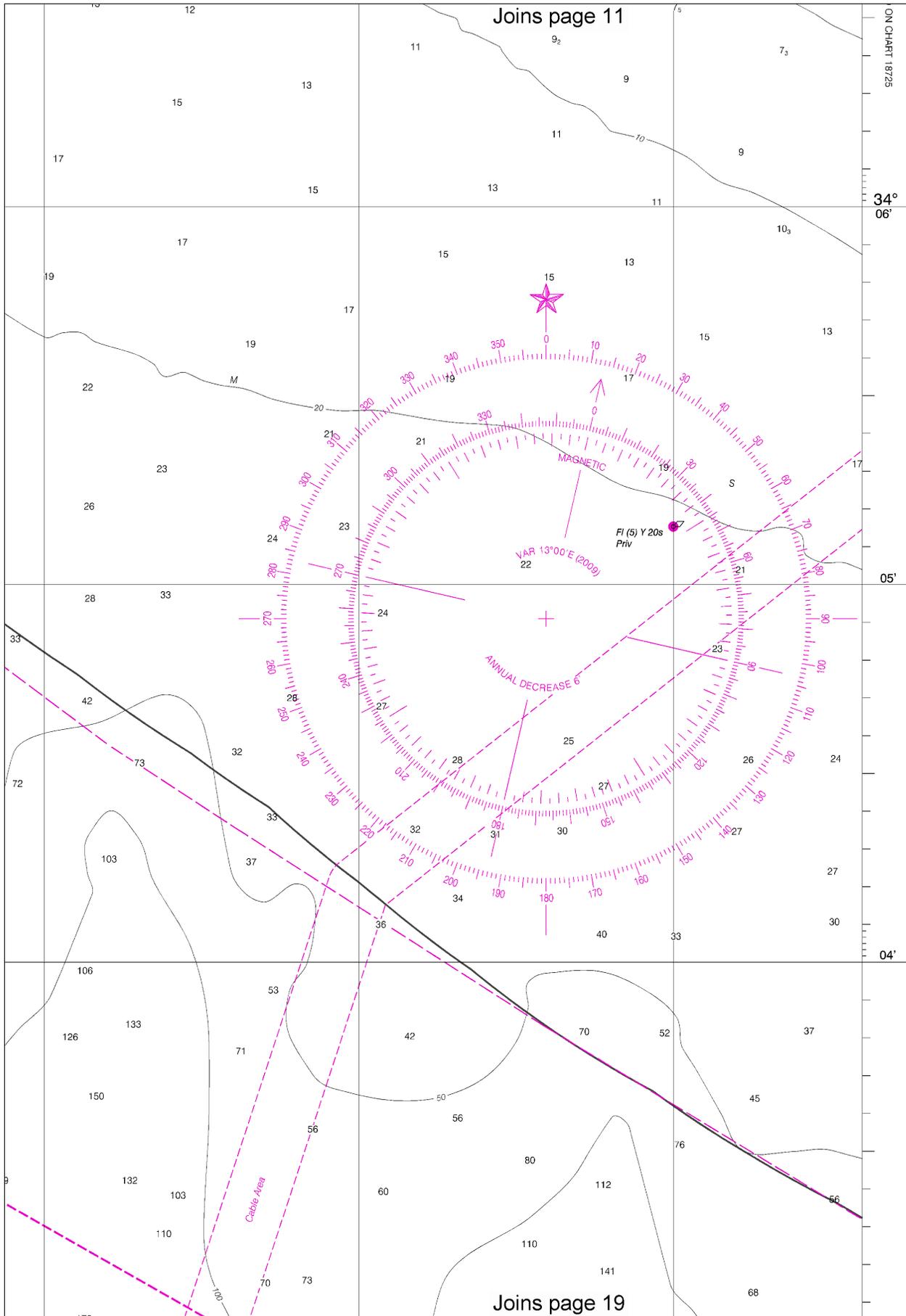


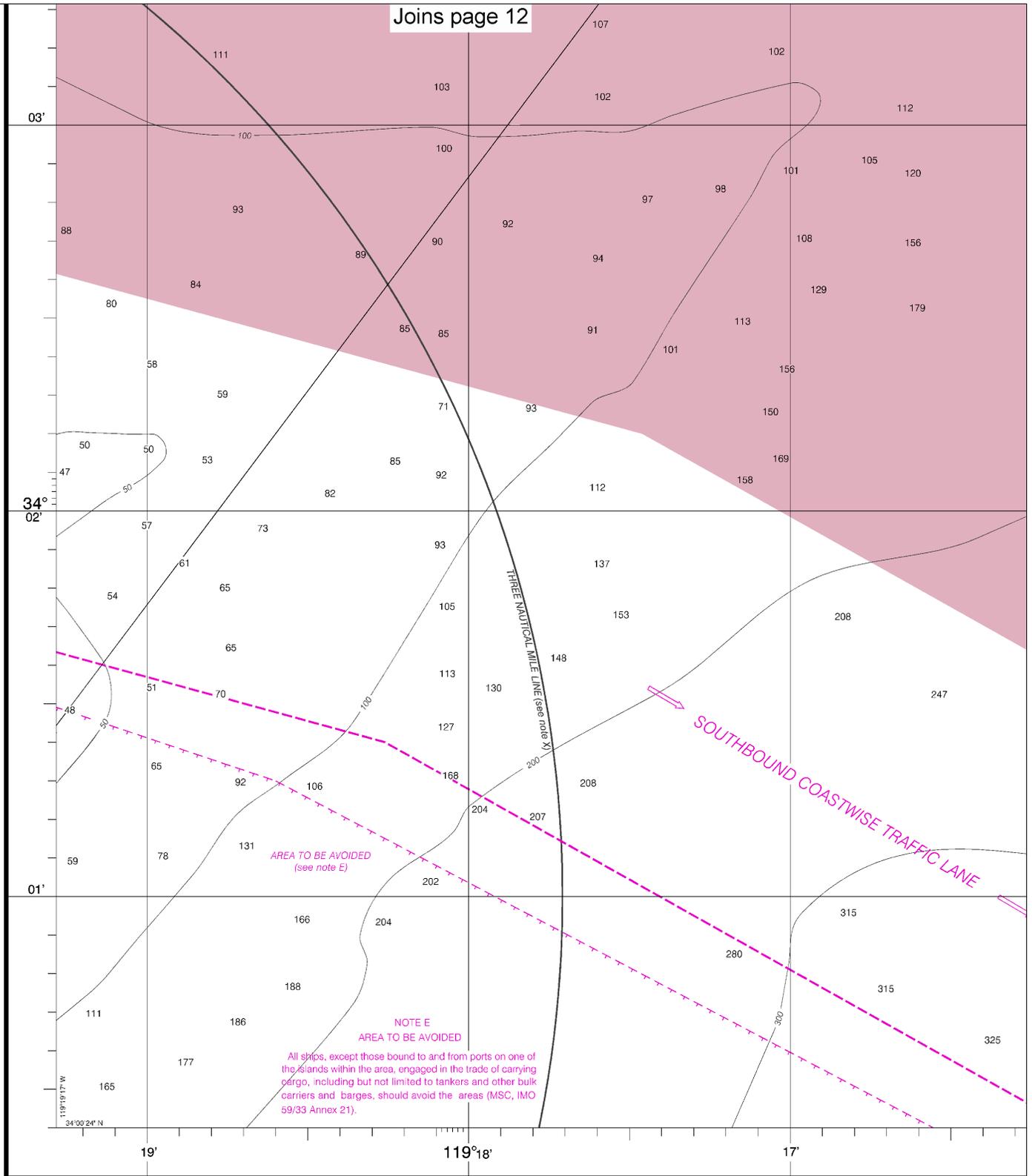


**14**

Note: Chart grid lines are aligned with true north.







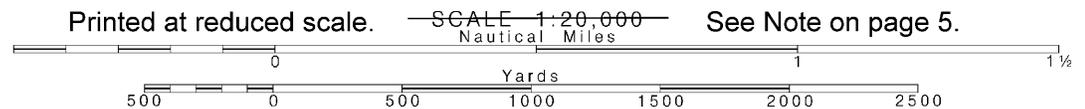
2nd Ed., Mar. / 09 ■ Corrected through NM Mar. 14/09  
 Corrected through LNM Mar. 03/09  
**18724**

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](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to provide the user with the most accurate information available. The U.S. Coast and Geodetic Survey encourages users to submit corrections to the Chief, Marine Chart Division, NOAA, Silver Spring, Maryland 20910-3209.

Note: Chart grid lines are aligned with true north.



See Note on page 5.

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SEPARATION ZONE  
(see note D)

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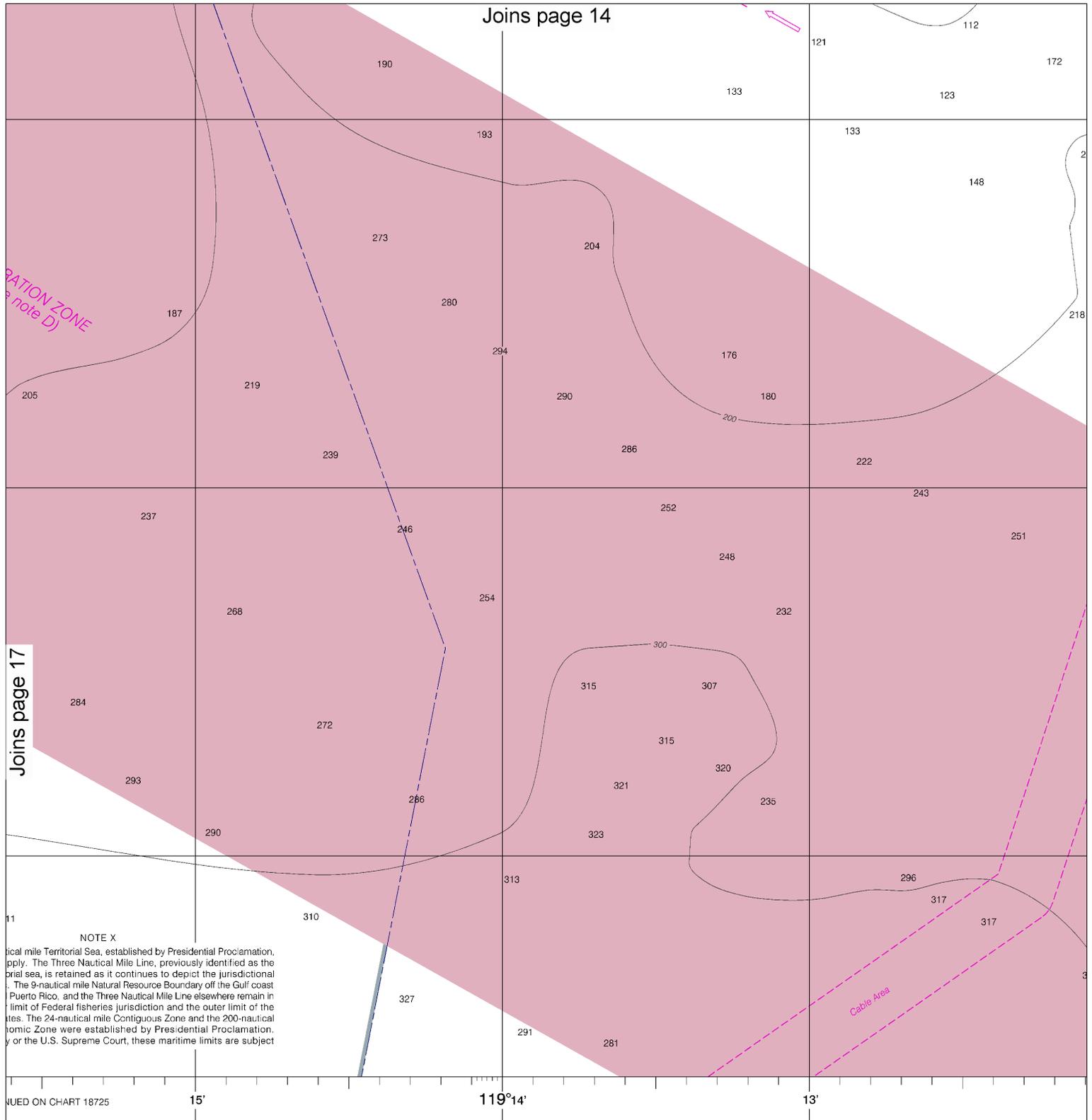
NOTE X

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.

Promote safe navigation. The National Ocean Service provides corrections, additions, or comments for this chart through the National Ocean Service Hydrographic Survey Division (N/CS2), National Ocean Service, 1315 Rte. 1, Silver Spring, MD 20910-3282.

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 NATIONAL OCEAN SERVICE  
 COAST SURVEY

**SOUNDINGS IN**  
 (FATHOMS AND FEET TO)



PROTECTION ZONE (see note D)

Joins page 17

NOTE X  
 The 3-nautical mile Territorial Sea, established by Presidential Proclamation, applies to the United States. The Three Nautical Mile Line, previously identified as the territorial sea, is retained as it continues to depict the jurisdictional limit. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Puerto Rico, and the Three Nautical Mile Line elsewhere remain in effect in the limit of Federal fisheries jurisdiction and the outer limit of the contiguous zone. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Pursuant to the U.S. Supreme Court, these maritime limits are subject to change.

CONTINUED ON CHART 18725

15'

119°14'

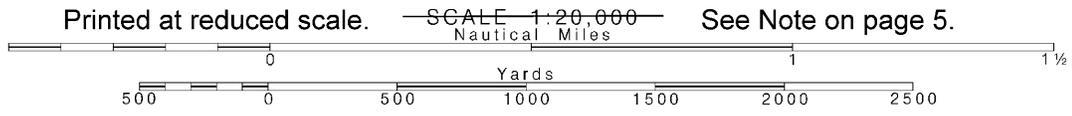
13'

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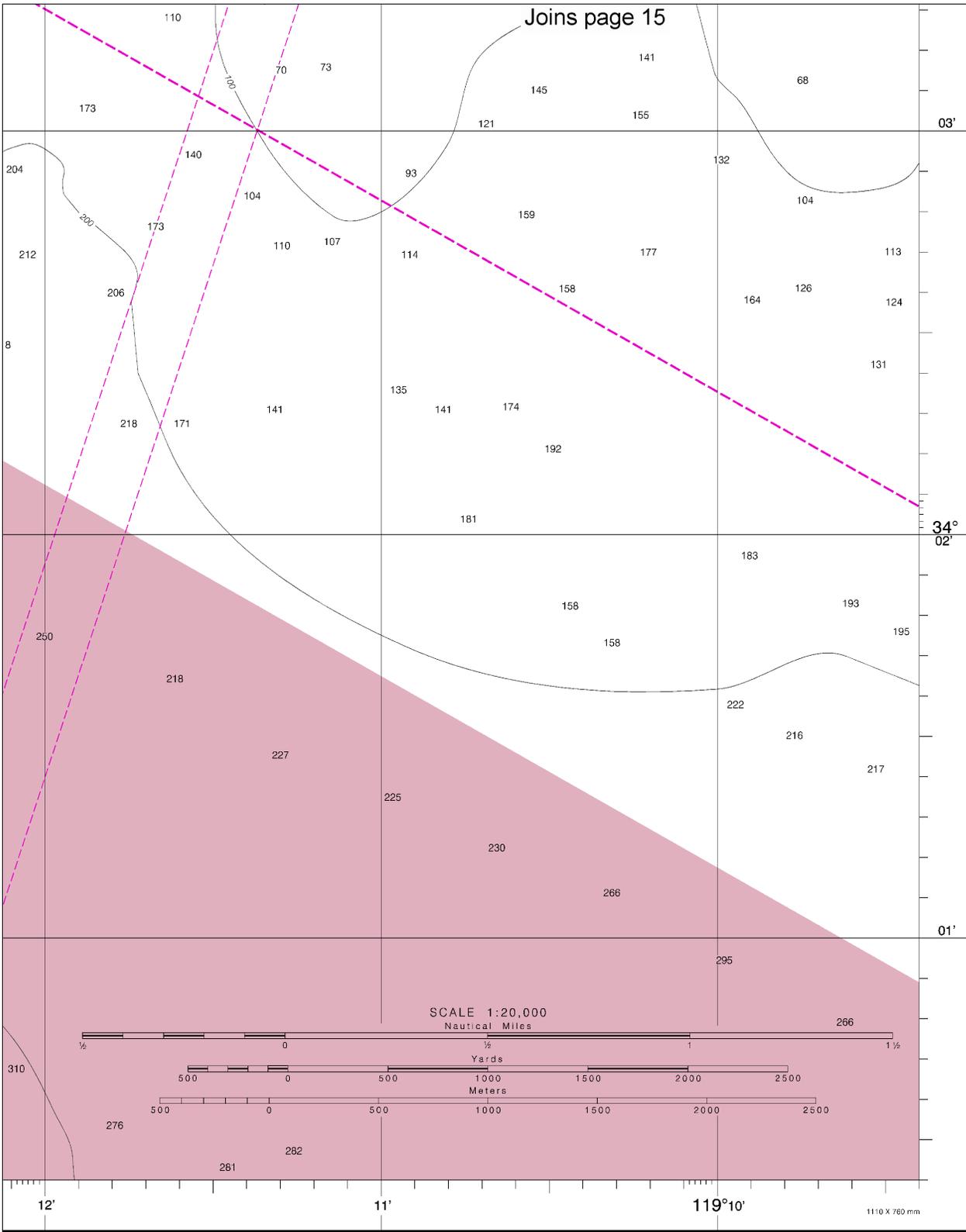
**SOUNDINGS IN FATHOMS**  
 (FATHOMS AND FEET TO 11 FATHOMS)

18

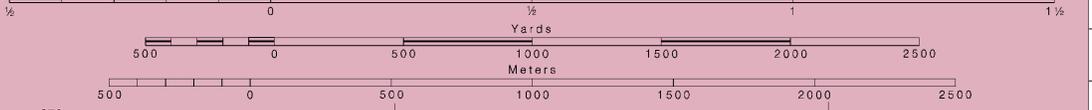
Note: Chart grid lines are aligned with true north.



Joins page 15



SCALE 1:20,000  
Nautical Miles



ED. NO. 2

NSN 7642015018354

NGA REFERENCE NO. 18ACO18724

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

Port Hueneme  
SOUNDINGS IN FATHOMS - SCALE 1:20,000

18724



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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- 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](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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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.

