

BookletChart™



San Miguel Passage

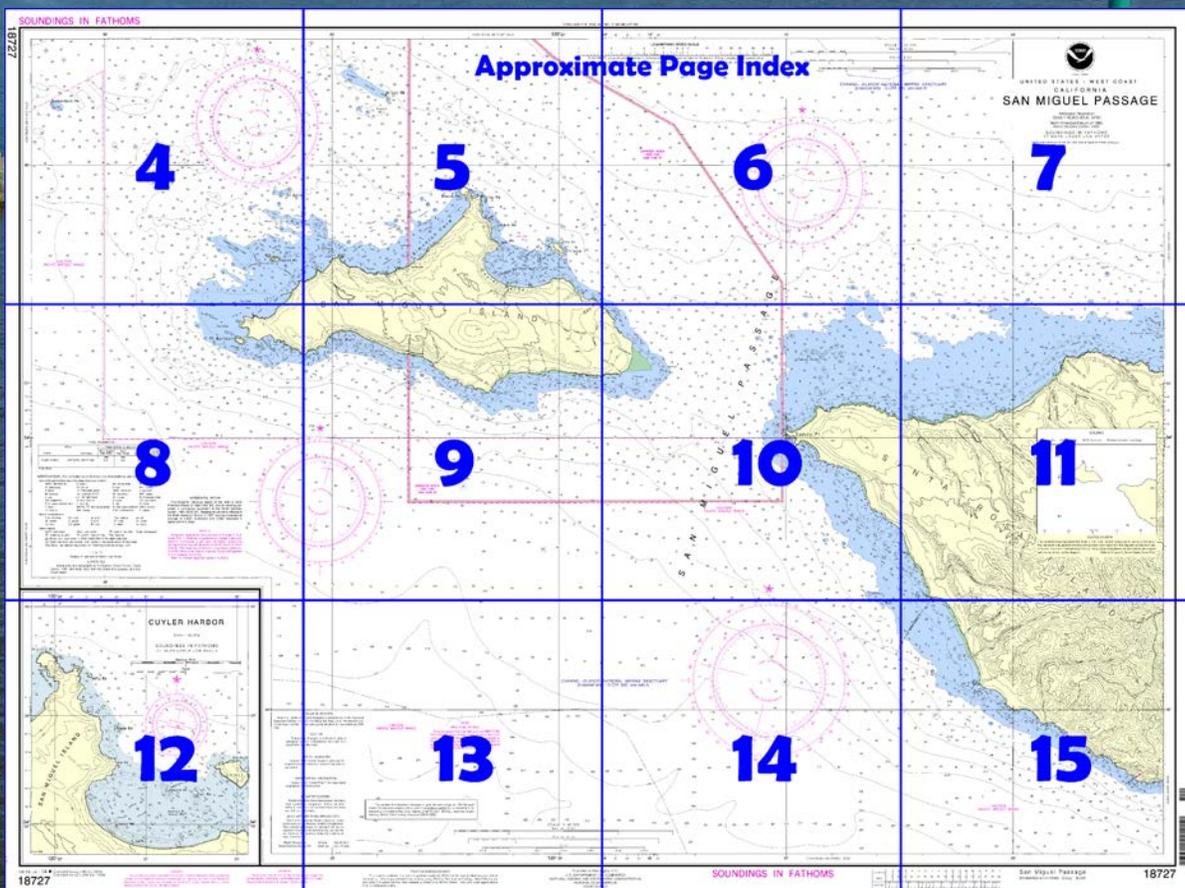
NOAA Chart 18727

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.

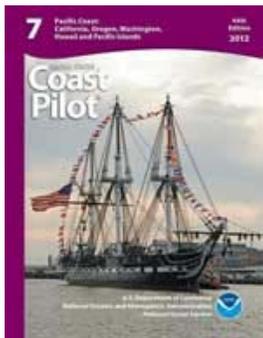
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18727>.



(Selected Excerpts from Coast Pilot)

Santa Rosa Island is 24.5 miles SW of Goleta Point on the mainland. No landing fee or permit is required.

Depths in the approaches to the island shoal more abruptly from S than from N, where the 100-fathom curve is over 5 miles and the 20-fathom curve about 2 miles from the beach.

There are no harbors, but anchorage may be made in Bechers Bay and Johnsons Lee. There are several good boat landings and a

pier near Northwest Anchorage.

East Point, the E extremity of Santa Rosa Island, is moderately high, sharp, and bold. A rock covered 2½ fathoms is in the kelp 0.7 mile N

from the point, and a shoal covered 3½ fathoms is 2 miles N of the point. Numerous rocks and pinnacles covered 5¾ fathoms are in an area centered 1.5 miles S of the point and extend 0.8 mile NW and SE.

Bechers Bay, a broad semicircular bight on the NE side of Santa Rosa Island, is 4.5 miles wide between Skunk and Carrington Points and 1.5 miles in depth. **Southeast Anchorage**, 1.3 miles W of Skunk Point, affords protection in SE weather in about 6 fathoms, sandy bottom.

Northwest Anchorage, in the W part of the bight and 1.5 miles S from Carrington Point, affords fair shelter in NW weather.

A **naval operating area** is in Bechers Bay bounded by the following:

34°02'12"N., 120°01'34"W.,
34°00'58"N., 120°02'17"W.,
34°00'04"N., 120°02'02"W.,
33°59'18"N., 120°00'32"W.,
33°59'33"N., 119°59'02"W.,
34°00'32"N., 119°59'05"W.,
34°01'40"N., 120°00'25"W.

Anti-ship mining operations take place at frequent and irregular intervals, including weekends, throughout the year. They are conducted as air drops from low-flying aircraft or released from submarines. Submerged metallic remains from these operations may pose a hazard to fishing operations conducted along the seabed. Particular operations are published in Eleventh Coast Guard District Local Notices to Mariners. Announcements are also made locally on VHF-FM channel 16, at 0800 local time, 1200 local time, and/or 1 hour prior to mining operations. For status of the zone and/or permission to enter, call Pleade Control on VHF-FM channel 16, or by telephone to the Pacific Marine Test Center at 805-989-8280 or 805-989-8841; fax 805-989-0102.

Foul ground extends about 0.3 mile N from **Carrington Point** and terminates in **Beacon Reef**, which covers 2¼ fathoms. The reef rarely breaks, and there is no safe passage behind it.

San Miguel Passage, between Santa Rosa and San Miguel Islands, is 2.5 miles wide between the ledges which project from Sandy Point and Cardwell Point, the closest points between the two islands. To avoid Talcott Shoal, vessels making the passage from the SW should not allow the outer rock off the W point of Santa Rosa Island to bear W of S until clear of the shoal. Sailing vessels should avoid this passage as the light airs and calms under the lee of San Miguel Island and the currents frequently combine to set a vessel toward Talcott Shoal.

Danger zone.—A **naval danger zone** is around San Miguel Island and extends into San Miguel Passage. (See **334.1140**, chapter 2, for limits and regulations.)

San Miguel Island, 23 miles SSE of Point Conception, is the westernmost of the Channel Islands and the most dangerous to approach. The island is irregular in shape and 7.6 miles long in a E-W direction, with an average width of 2 miles.

San Miguel Island, although a military reservation, is administered on a day to day basis by the National Park Service. Cuyler Harbor is the only place landing is allowed. A permit is required for other than beach use.

Danger zone.—A **naval danger zone** has been established around San Miguel Island. (See **334.1140**, chapter 2, for limits and regulations.)

Point Bennett, the W point of the island, is a long, narrow, jagged bluff. There are two rocky islets S of and close under the point, and foul ground extends about 0.5 mile W and 1 mile N of the point but inside the limit of the kelp.

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

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

Table of Selected Chart Notes

HEIGHTS
 Heights in feet above Mean High Water.

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

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

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

NOTE A
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Long Beach, California, or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.
 Refer to charted regulation section numbers.

NOTE
AREA TO BE AVOIDED
 The entire area of this chart falls within an AREA TO BE AVOIDED. All ships, except those bound to and from parts 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 area. (MSC, IMO 59/33 Annex 21).

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.

HORIZONTAL DATUM
 The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), and 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 on average of 0.003" southward and 3.498" westward to agree with this chart.

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 Marine, CA	WWF-62	162.475 MHz

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

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

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.

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	R TR radio tower
Al alternating	Gp group	N nun	Rot rotating
B black	IQ interrupted quick	OBSC obscured	s seconds
Bn beacon	Iso isophase (E Int)	Oc occulting	SEC sector
C can	LT LD lighthouse	Or orange	St M statute miles
DIA diaphone	M nautical mile	Q quick	VQ very quick
E Int equal interval (Iso)	m minutes	R red	W white
F fixed	MICRO TR microwave tower	Ra Ref radar reflector	WHIS whistle
Fl flashing	Mkr marker	R Bn 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	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.

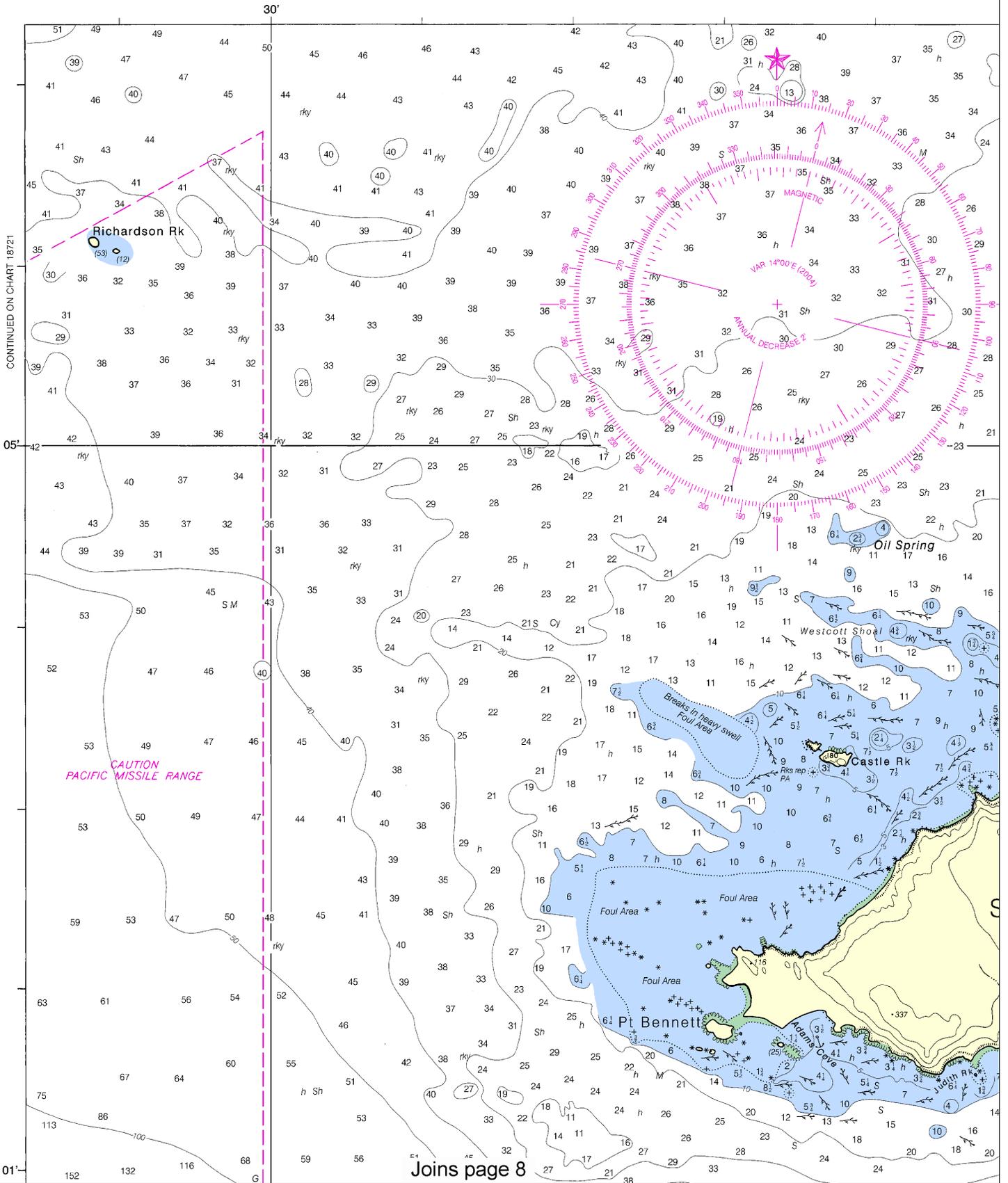
TIDAL INFORMATION

Name	Place (Lat/Long)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Cuyler Harbor	(34°03'N/120°21'W)	5.2	4.5	1.0	-2.5

(Feb 2004)

SOUNDINGS IN FATHOMS

18727



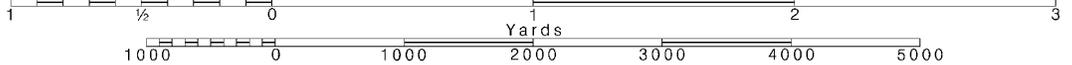
4

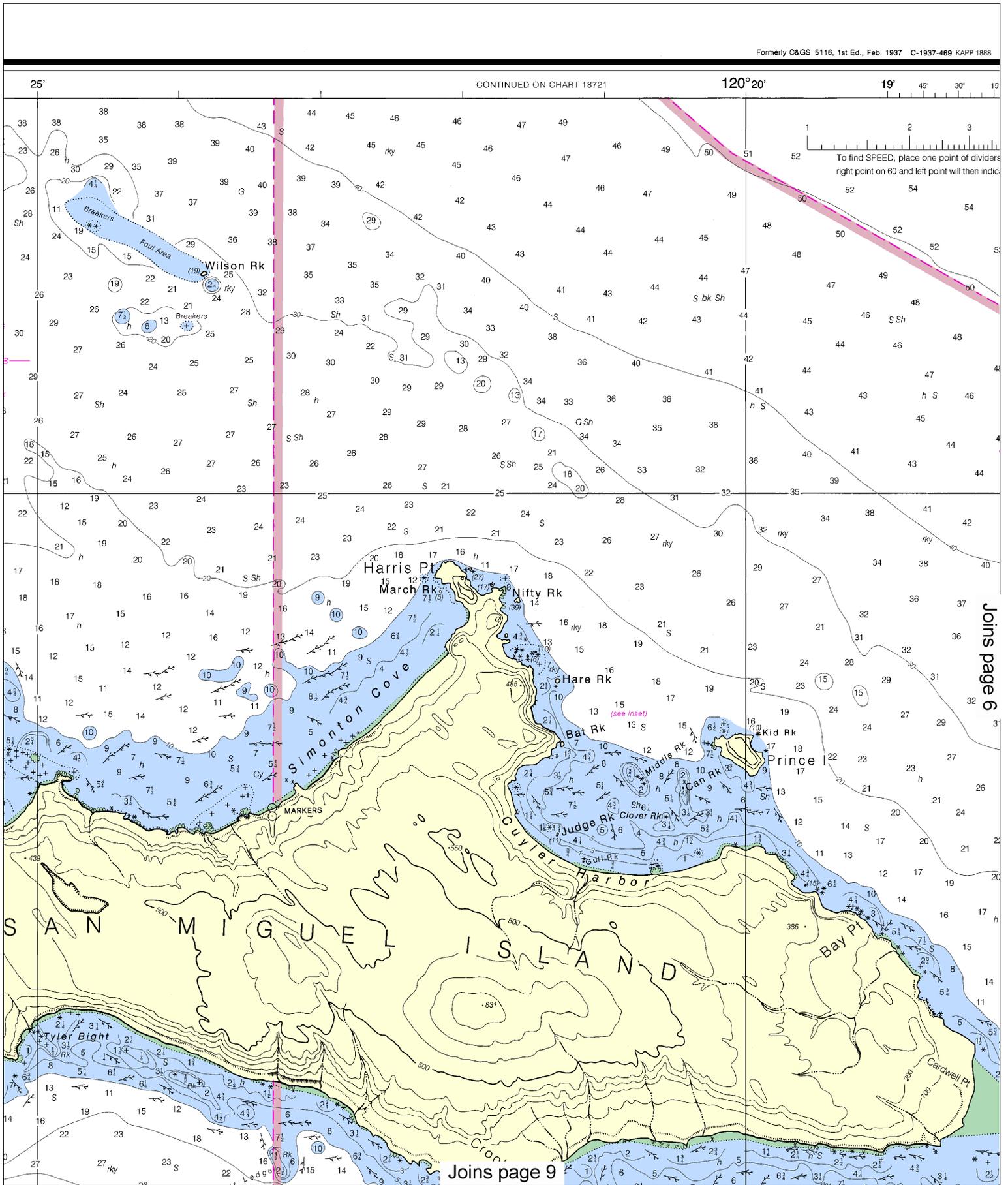
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

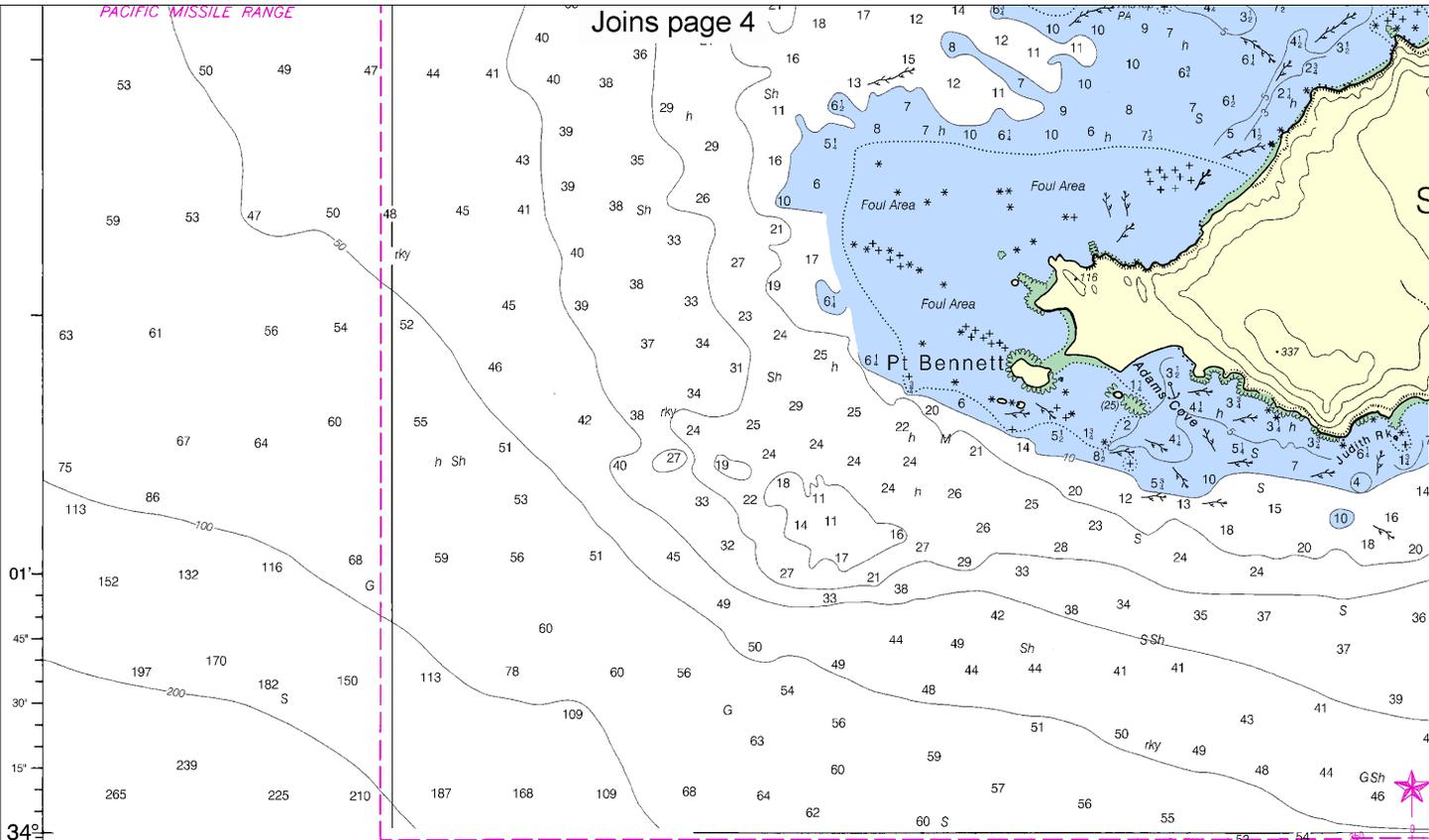




This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



PACIFIC MISSILE RANGE



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	Extreme Low Water feet
Cuyler Harbor	(34°03'N/120°21'W)	5.2	4.5	1.0	-2.5

(Feb 2004)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

- Aids to Navigation (lights are white unless otherwise indicated):
- AERO aeronautical
 - Al alternating
 - B black
 - Bn beacon
 - C can
 - DIA diaphone
 - E Int equal interval (Iso)
 - F fixed
 - Fl flashing
 - Mo morse code
 - N nun
 - OBSC obscured
 - Oc occulting
 - Or orange
 - Q quick
 - R red
 - Ra Ref radar reflector
 - R Bn radiobeacon
 - R TR radio tower
 - Rot rotating
 - s seconds
 - SEC sector
 - St M statute miles
 - VQ very quick
 - W white
 - WHIS whistle
 - Y yellow
- Bottom characteristics:
- Bls boulders
 - bk broken
 - Cy clay
 - Co coral
 - G gravel
 - Grs grass
 - gy gray
 - h hard
 - M mud
 - Oys oysters
 - Rk rock
 - S sand
 - so soft
 - Sh shells
 - sy sticky
- Miscellaneous:
- AUTH authorized
 - ED existence doubtful
 - 21 Wreck, 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.
 - Obstrn obstruction
 - PA position approximate
 - PD position doubtful
 - Rep reported
 - Subm submerged

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, and U.S. Coast Guard.

HORIZONTAL DATUM

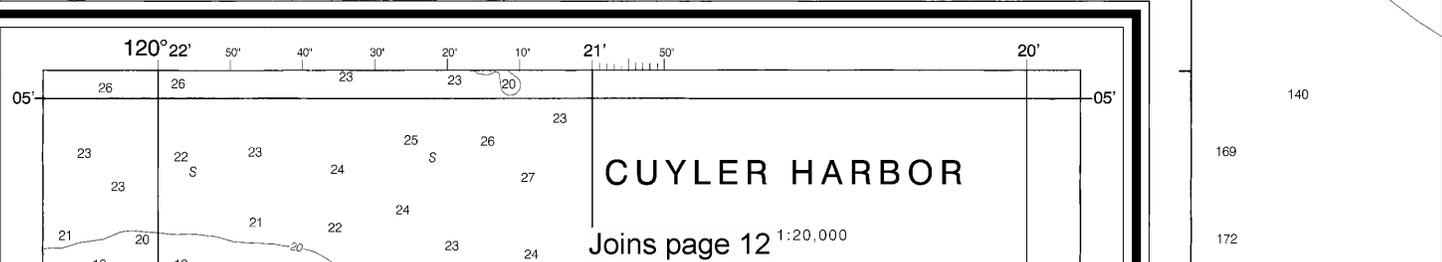
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.003" southward and 3.498" westward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Long Beach, California, or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California. Refer to charted regulation section numbers.

CAUTION PACIFIC MISSILE RANGE

CONTINUED ON CHART 18720

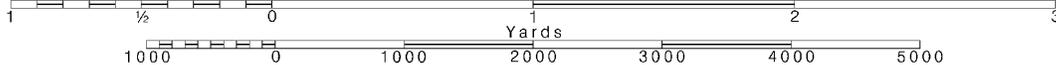


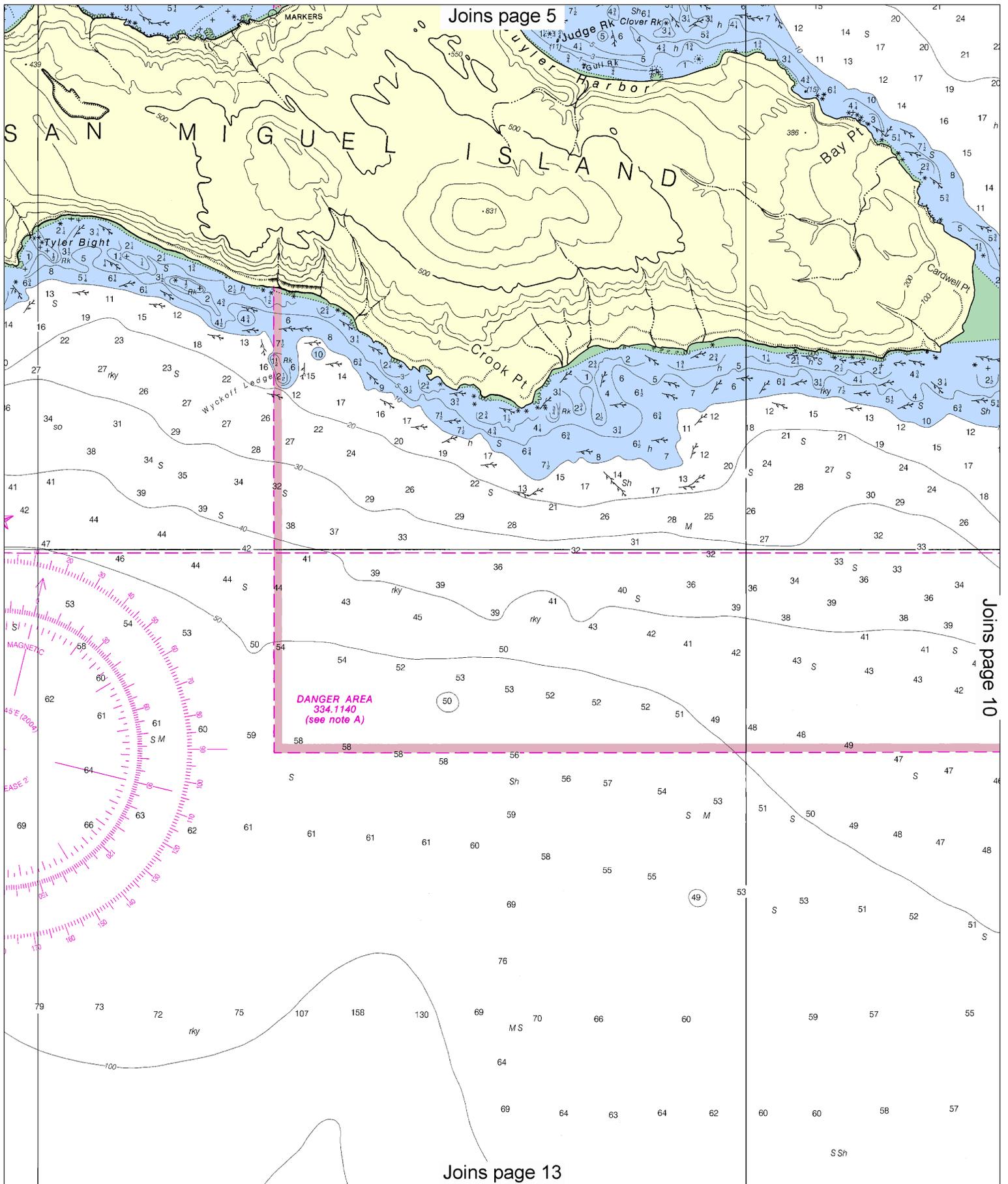
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



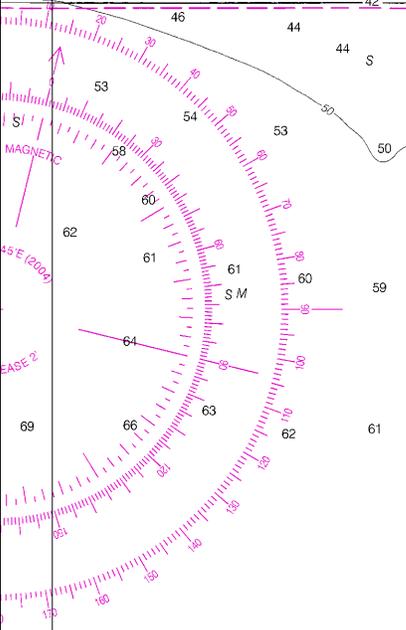


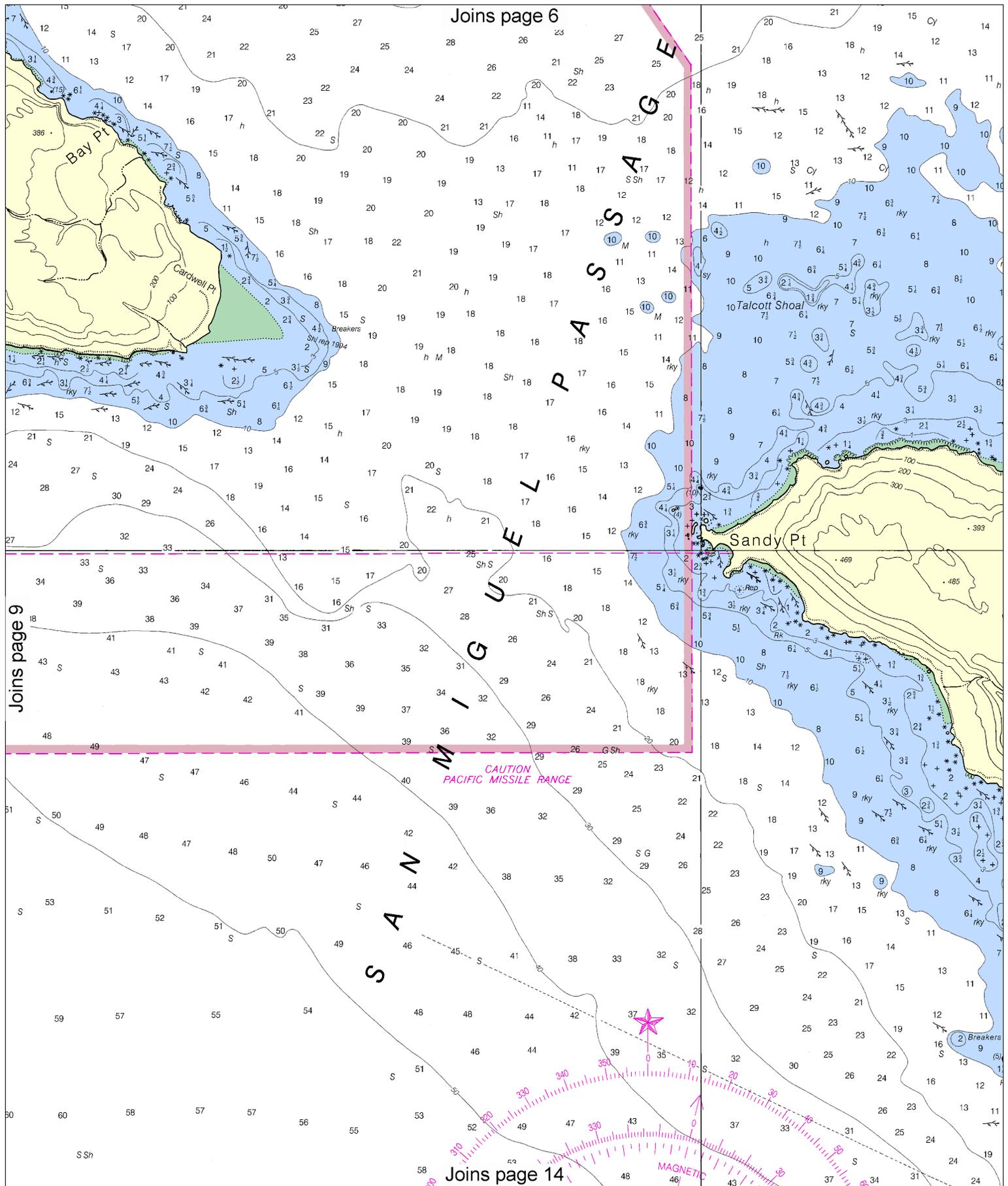
Joins page 5

Joins page 10

Joins page 13

DANGER AREA
334.1140
(see note A)





10

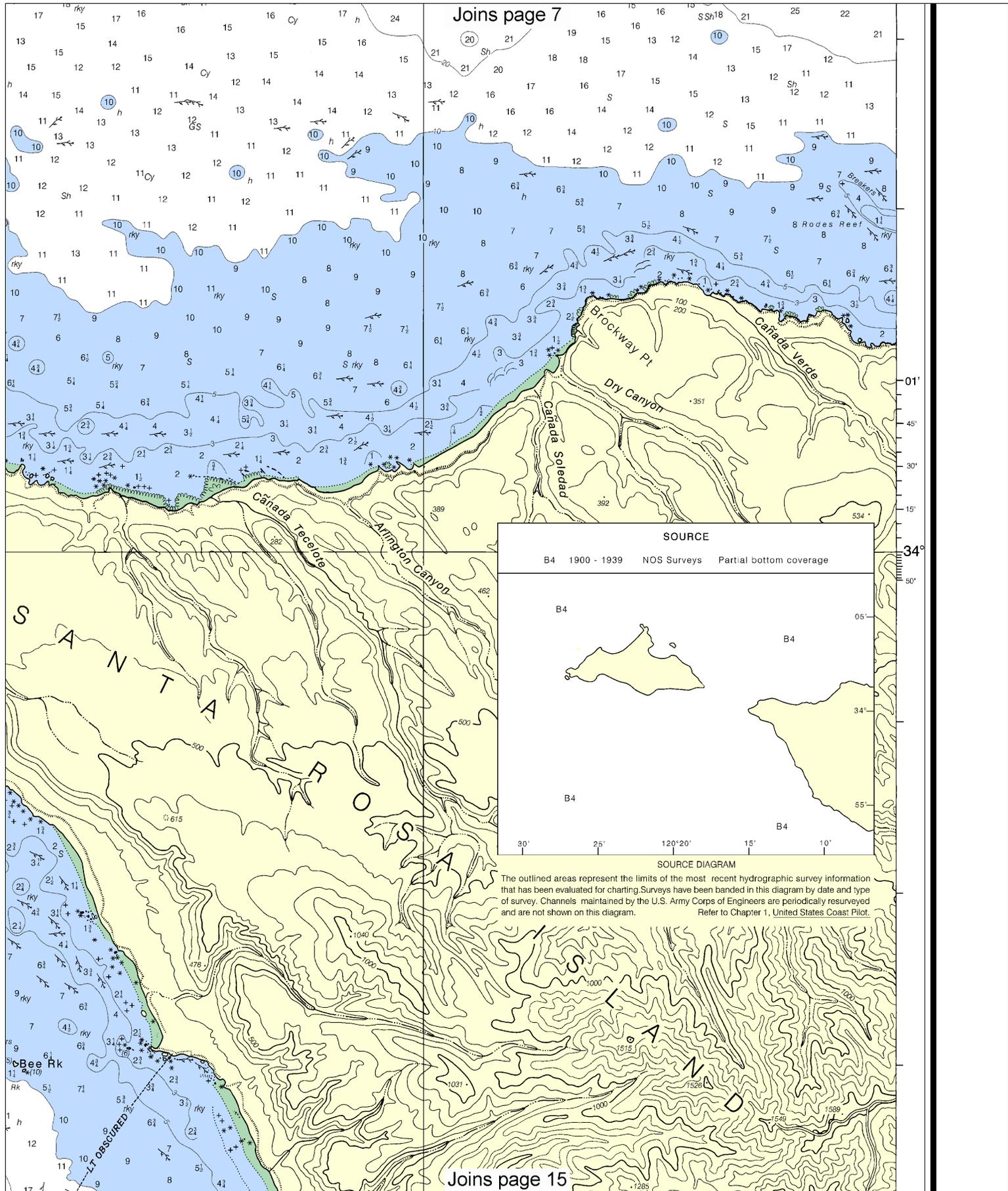
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





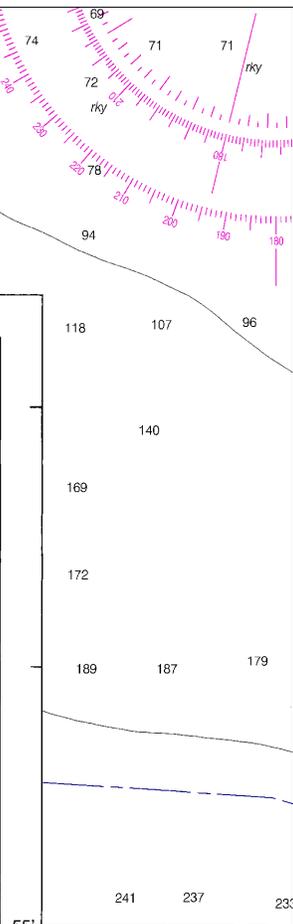
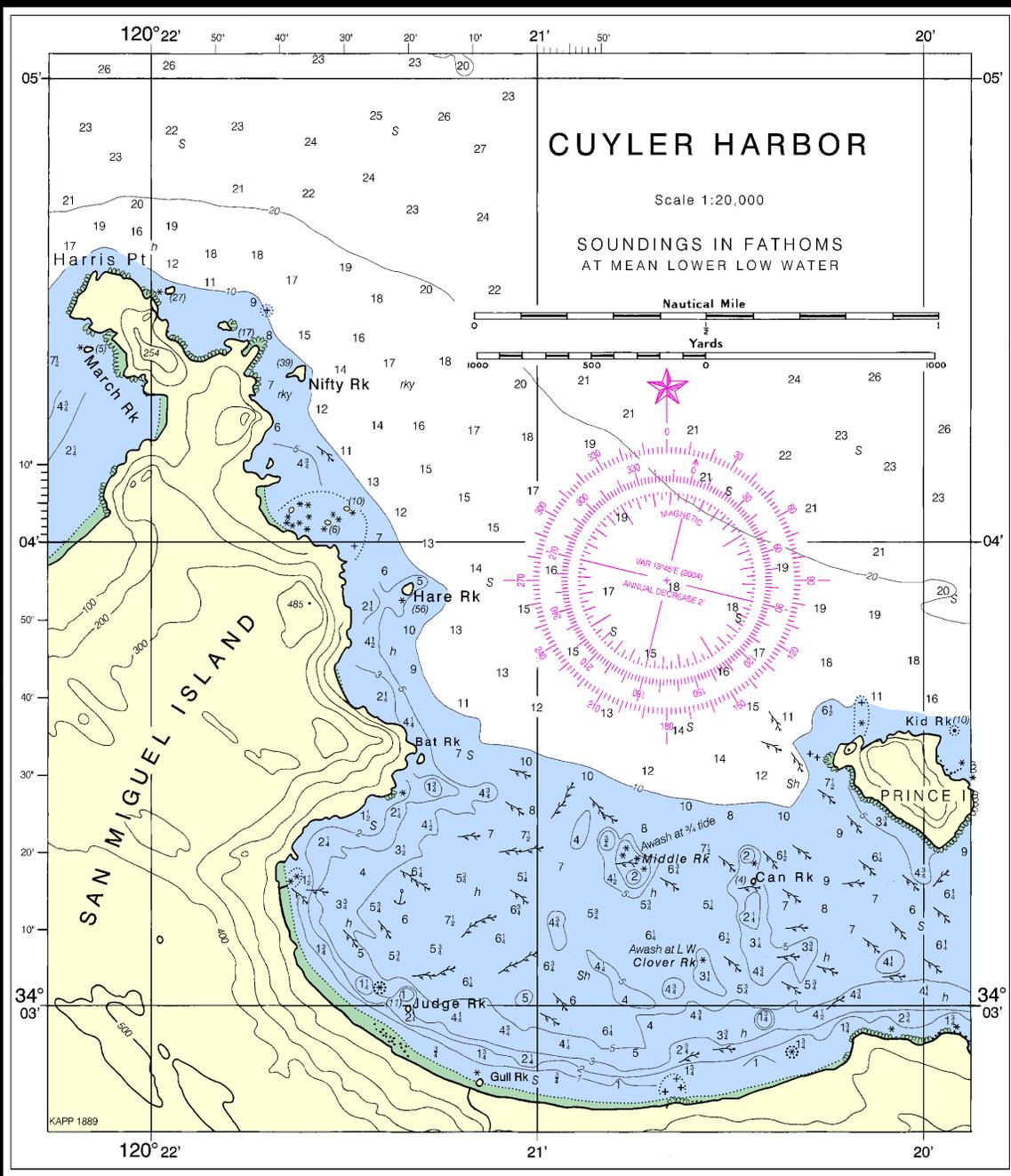
CONTINUED ON CHART 18720

Legend:
 bk broken G gravel h hard Rk rock Sh shoal sy silt
 Miscellaneous:
 AUTH authorized Obstr obstruction PD position doubtful Subm submerged
 ED existence doubtful PA position approximate Rep reported
 (1) Wreck, 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.

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, and U.S. Coast Guard.

NOTE A
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Long Beach, California, or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.
 Refer to charted regulation section numbers.



POLLUTION RE
 Report all spills of oil and hazardous materials to the National Response Center via 1-800-424-8802 (Coast Guard facility if telephone communication is not possible).

CAUTION
 Temporary changes or omissions in navigation are not indicated on this chart. Refer to Local Notice to Mariners.

AIDS TO NAVIGATION
 Consult U.S. Coast Guard Supplemental Information for current information on navigation.

SUPPLEMENTAL INFO
 Consult U.S. Coast Pilot for supplemental information.

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

NOAA WEATHER RADIO
 The NOAA Weather Radio System provides continuous weather information. The reception range is typically 20 nautical miles from the antenna as much as 100 nautical miles for high elevations.

Santa Barbara, CA KIH-
 Santa Barbara Marine, CA WWF

12th Ed., Jul. / 04 ■ Corrected through NM Jul. 03/04
 Corrected through LNM Jun. 15/04

18727

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.

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.

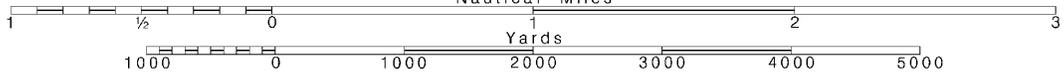
12

Note: Chart grid lines are aligned with true north.

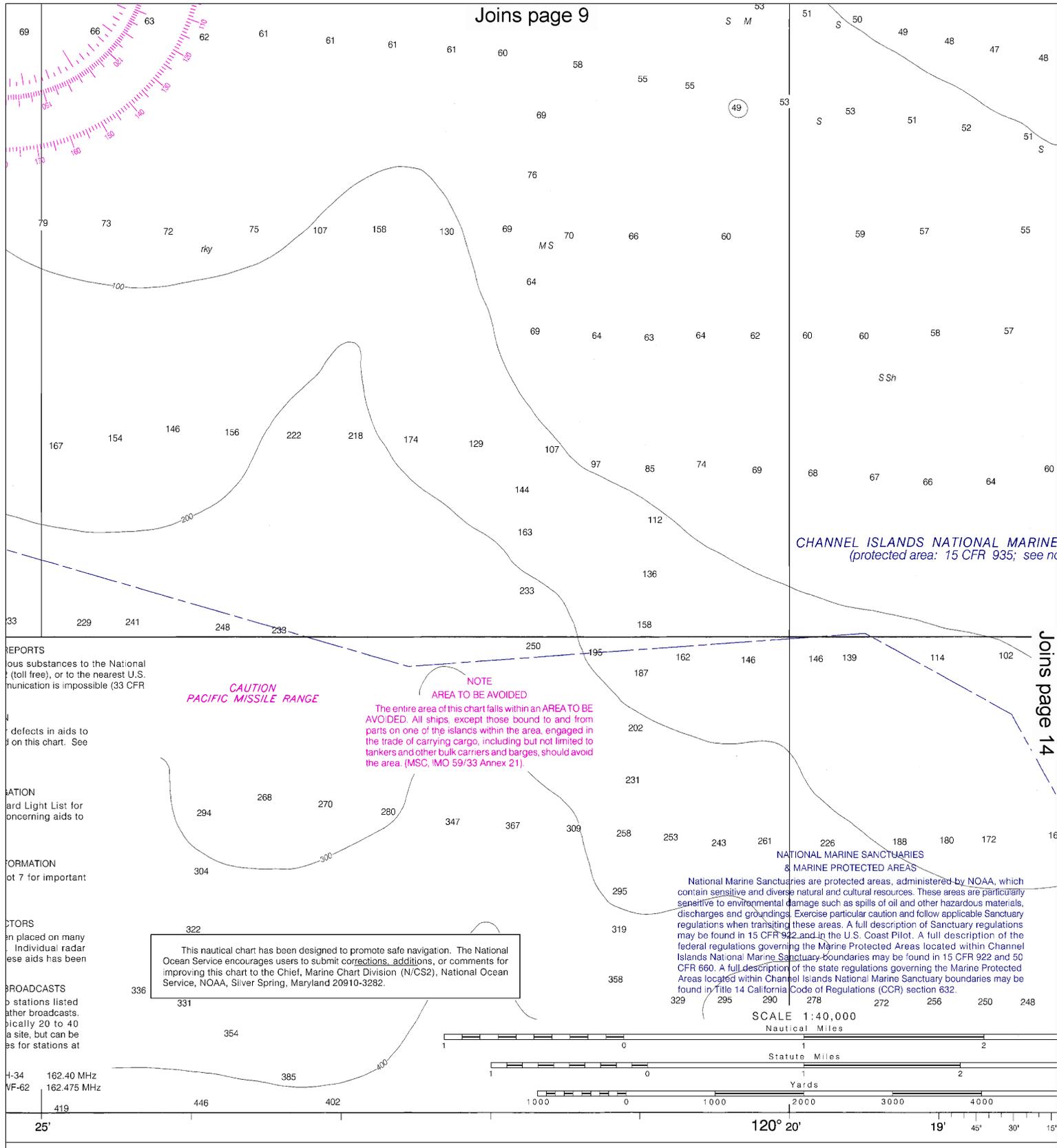
Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



38 in



REPORTS
ous substances to the National
(toll free), or to the nearest U.S.
munication is impossible (33 CFR

defects in aids to
on this chart. See

ATION
ard Light List for
ncerning aids to

ORMATION
ot 7 for important

CTORS
n placed on many
Individual radar
ese aids has been

BROADCASTS
p stations listed
ther broadcasts.
ically 20 to 40
a site, but can be
es for stations at

H-34 162.40 MHz
VF-62 162.475 MHz
419
446
402

**CAUTION
PACIFIC MISSILE RANGE**

**NOTE
AREA TO BE AVOIDED**
The entire area of this chart falls within an **AREA TO BE AVOIDED**. All ships, except those bound to and from parts 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 area. (MSC, IMO 59/33 Annex 21).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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.

SCALE 1:40,000
Nautical Miles

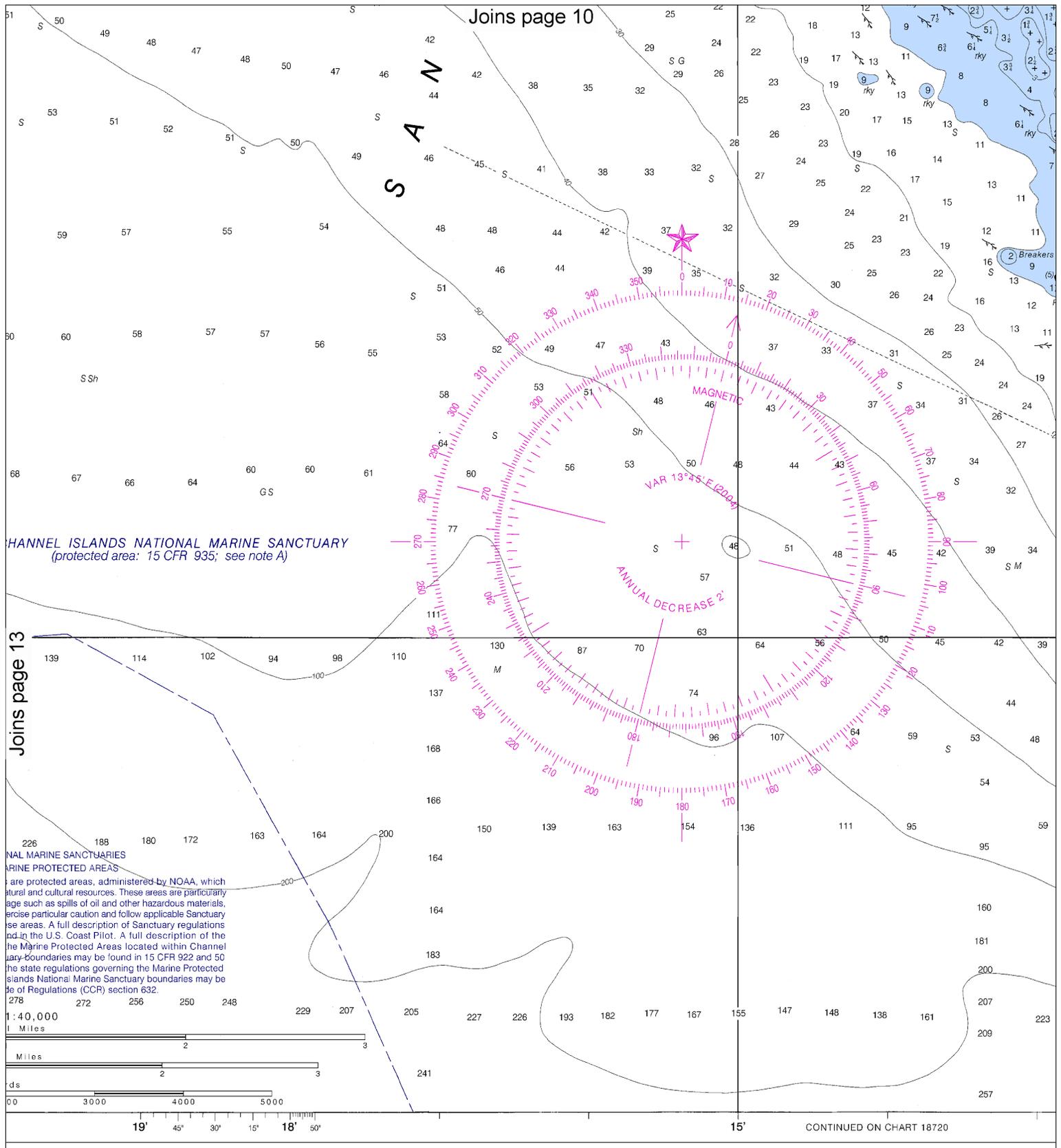


25' 120° 20' 19' 45' 30' 15'

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

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



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

SOUNDINGS IN FATHOMS

FATHOM
FEET
METER

14

Printed at reduced scale. — SCALE 1:40,000 — See Note on page 5.

Note: Chart grid lines are aligned with true north.

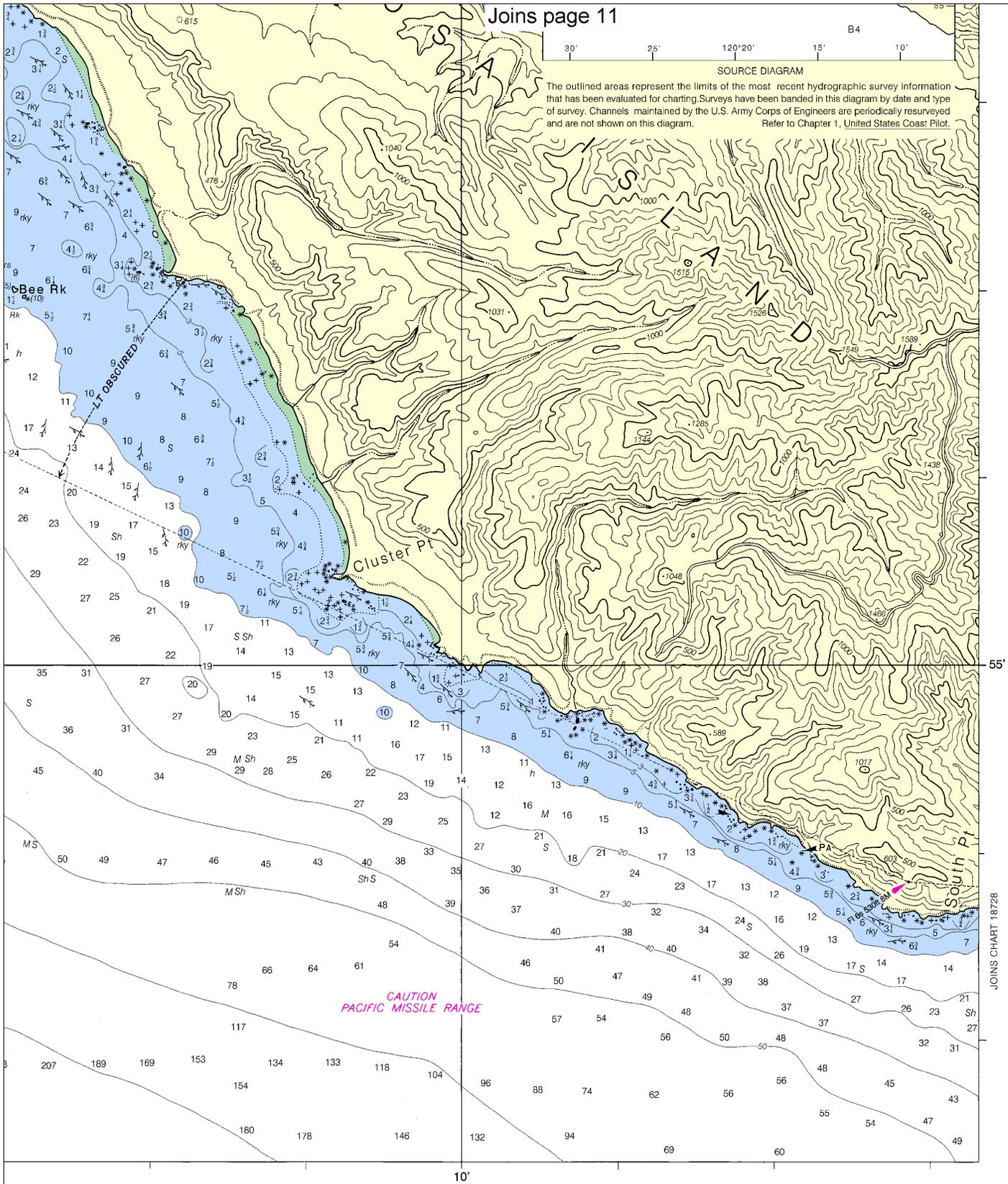
Nautical Miles

Yards

Joins page 11

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.



CAUTION
PACIFIC MISSILE RANGE

JOINS CHART 18728



ED. NO. 12



NSN 7642014011591
NGA REFERENCE NO. 18BHA18727

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

San Miguel Passage
SOUNDINGS IN FATHOMS - SCALE 1:40,000

18727



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
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



— For the latest news from Coast Survey, follow @nauticalcharts



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.

