BookletChart™

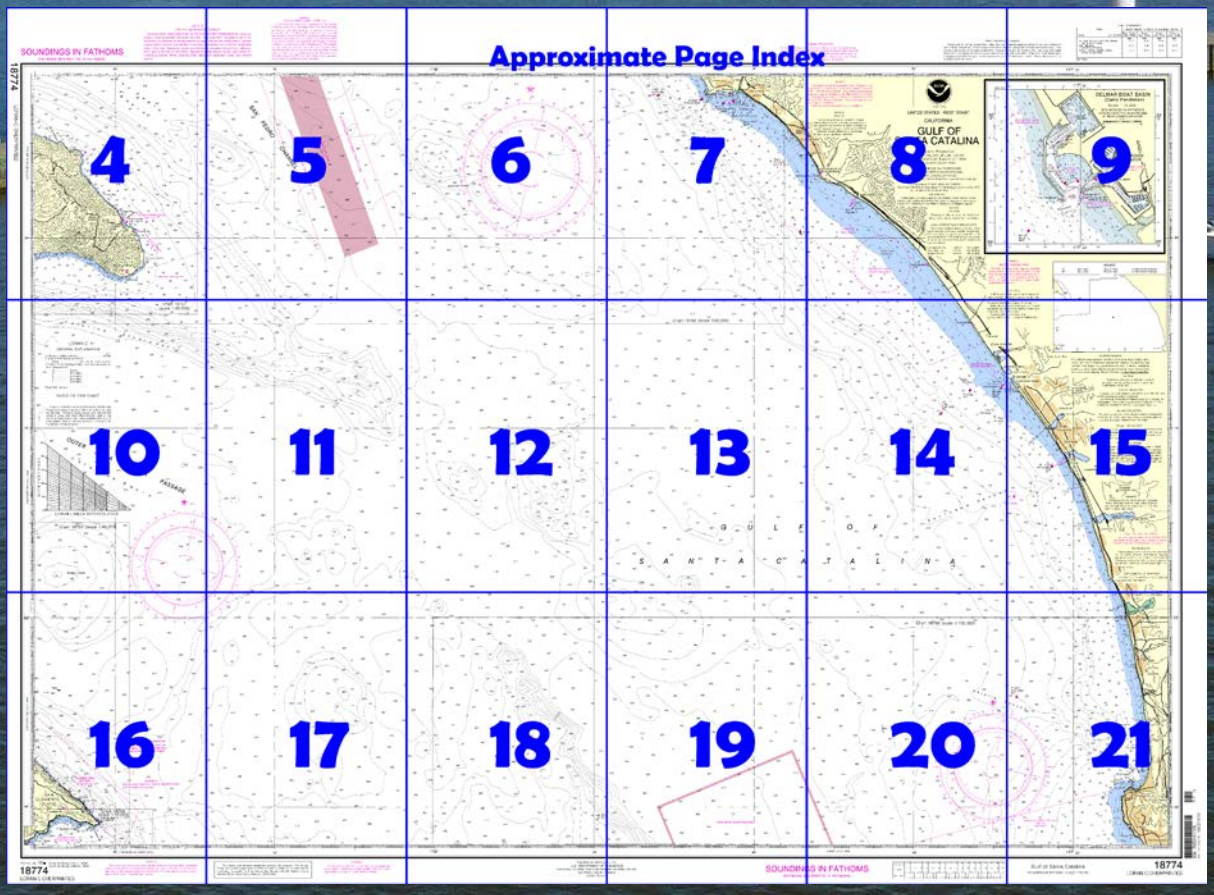
Gulf of Santa Catalina

NOAA Chart 18774

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=18774.

(Selected Excerpts from Coast Pilot)
Carlsbad, 30 miles N of Point Loma, is a resort area.
The pleasure pier at **Oceanside**, 32.5 miles N of Point Loma, has a fish haven covered 10 feet around its seaward end. The pier is marked by lights.
Oceanside Harbor, at the N end of the city, 1.2 miles NW of the pleasure pier, is a small-craft harbor administered by the City of Oceanside, Department of Harbor and Beaches. The harbor, which can accommodate about 950 small craft, shares a common entrance with Del Mar Boat Basin (**Camp Pendleton Marine Corps Base**) to the N.

No-Discharge Zone.–The State of California, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in Oceanside Harbor. It encompasses the entire harbor (see NOAA chart 18758 for the zone limits).
Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see Chapter 2).
Channels.–A dredged channel leads from deep water through the entrance jetties, thence branches E to Oceanside Harbor and N to Del Mar Boat Basin. Strangers should not attempt the entrance at night in rough seas without assistance. The entrance channel is subject to severe wave action and shoaling, and buoys are frequently shifted with changing conditions. Mariners are requested to contact the harbor patrol on VHF-FM channel 16 before entering.
Harbor regulations.–The harbor is under the control of the City of Oceanside, Department of Harbor and Beaches. The harbor headquarters building is on the E side of the harbor opposite the entrance. About 50 berths for transient craft are available at the harbor headquarters. All moorage must be arranged with the harbor office in the headquarters building. Prepaid reservations are accepted for 24 guest slips, with the remainder available on a first come, first served basis. The **Oceanside Harbor Police** operates from the headquarters building. The police boats are equipped with rescue and fire fighting equipment. The police boats monitor VHF-FM channel 16, 24 hours a day, and work on channel 12.
Supplies.–Gasoline and diesel fuel are pumped at the fuel dock. Marine supplies, ice, and pumpout facilities are available.
Del Mar Boat Basin (Camp Pendleton), just N of Oceanside Harbor, is part of the U.S. Marine Corps reservation. (See **334.910**, chapter 2, for limits and regulations of the **restricted area.**) The boat basin shares a common entrance with Oceanside Harbor. The channel is marked by buoys and daybeacons. A **restricted area** is off the outer breakwater. (See **334.900**, chapter 2, for limits and regulations.)
A **military exercise area** extends about 3 miles seaward from about 2 miles NW of the boat basin northwestward to San Clemente. Mariners are advised to consult Eleventh Coast Guard District Local Notice to Mariners for scheduled exercise dates and times.
A **restricted area** is within the military exercise area and centered about 4.5 miles NW of Del Mar Boat Basin entrance. (See **334.905**, chapter 2, for limits and regulations.)
San Mateo Point, locally known as **Cottons Point** and 47 miles NW of Point Loma, ends in cliffs 60 feet high and is the N head at the mouth of **San Mateo Creek**. Both San Mateo Creek and **Arroyo San Onofre**, a mile SE, are crossed by a trestle. Two large domes of a nuclear powerplant are 2.3 miles SE of San Mateo Point. A smaller dome-shaped building is on top of the bluff a few hundred yards SE.
San Mateo Point Light (33°23'18"N., 117°35'45"W.), 63 feet above the water, is shown from a pole with a red and white diamond-shaped daymark on San Mateo Point.
From San Mateo Point to Dana Point, 7.5 miles NW, the land is broken by **San Juan Creek** about 1.5 miles E of Dana Point.
Dana Point, 8 miles NW of San Mateo Point, is the seaward end of a high ridge. The spur forming the point ends in a moderately bold sandstone cliff 220 feet high with a precipitous broken face. Outlying rocks and ledges marked by a lighted whistle buoy extend offshore for 350 yards.

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

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

Table of Selected Chart Notes

Corrected through NM Jul. 30/11
Corrected through LNM Jul. 26/11

NOTE D
CAUTION
Shoaling in the entrance to Oceanside Harbor may cause severe surf conditions.

Scale 1:15,000
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

LOCAL MAGNETIC DISTURBANCE

Differences as great as 5° from the normal variation have been observed in the vicinity of San Clemente Island.

NOTE D
CAUTION
Shoaling in the entrance to Oceanside Harbor may cause severe surf conditions

NOTE E
MILITARY EXERCISE AREA

Mariners are cautioned against possible hazards due to military training activities. Normal hours of operation are 0600-2400 local time, daily. For extension of operating times and further information consult U.S. Coast Guard Local Notice to Mariners.

For Symbols and Abbreviations see Chart No. 1

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 0.129" northward and 3.170" 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.

Los Angeles, CA	KWO-37	162.550 MHz
San Diego, CA	KEC-62	162.400 MHz
Santa Ana, CA	WWG-21	162.450 MHz

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

NOTE F

Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

HEIGHTS

Elevations of rocks, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

NOTE B
CAUTION

The positions of buoys located in Oceanside Harbor and Camp Pendleton Boat Basin are approximate and are subject to relocation due to frequent change of channel conditions.

Mariners should obtain local knowledge before navigating these channels.

CAUTION

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

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)

WARNING
San Clemente Island is a NAVAL RESERVATION and is closed to the public.

626 479

Mercator Projection
Scale 1:100,000 at Lat. 33°09'
North American Datum of 1983
(World Geodetic System 1984)

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

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.

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.

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).

AIDS TO NAVIGATION

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

See National Geospatial-Intelligence Agency Hydrographic/Topographic Center List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

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/.

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 7, Chapter 3 for details.

AUTHORITIES

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

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.

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

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
San Clemente	(33°25'N/117°37'W)	5.3	4.6	0.9
Avalon, Santa Catalina Island	(33°21'N/118°19'W)	5.3	4.6	0.9
La Jolla, Scripps Institution Wharf	(32°52'N/117°15'W)	5.3	4.6	0.9

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.

(Jun 2011)

18774

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

NOTE C

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.

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Additional in
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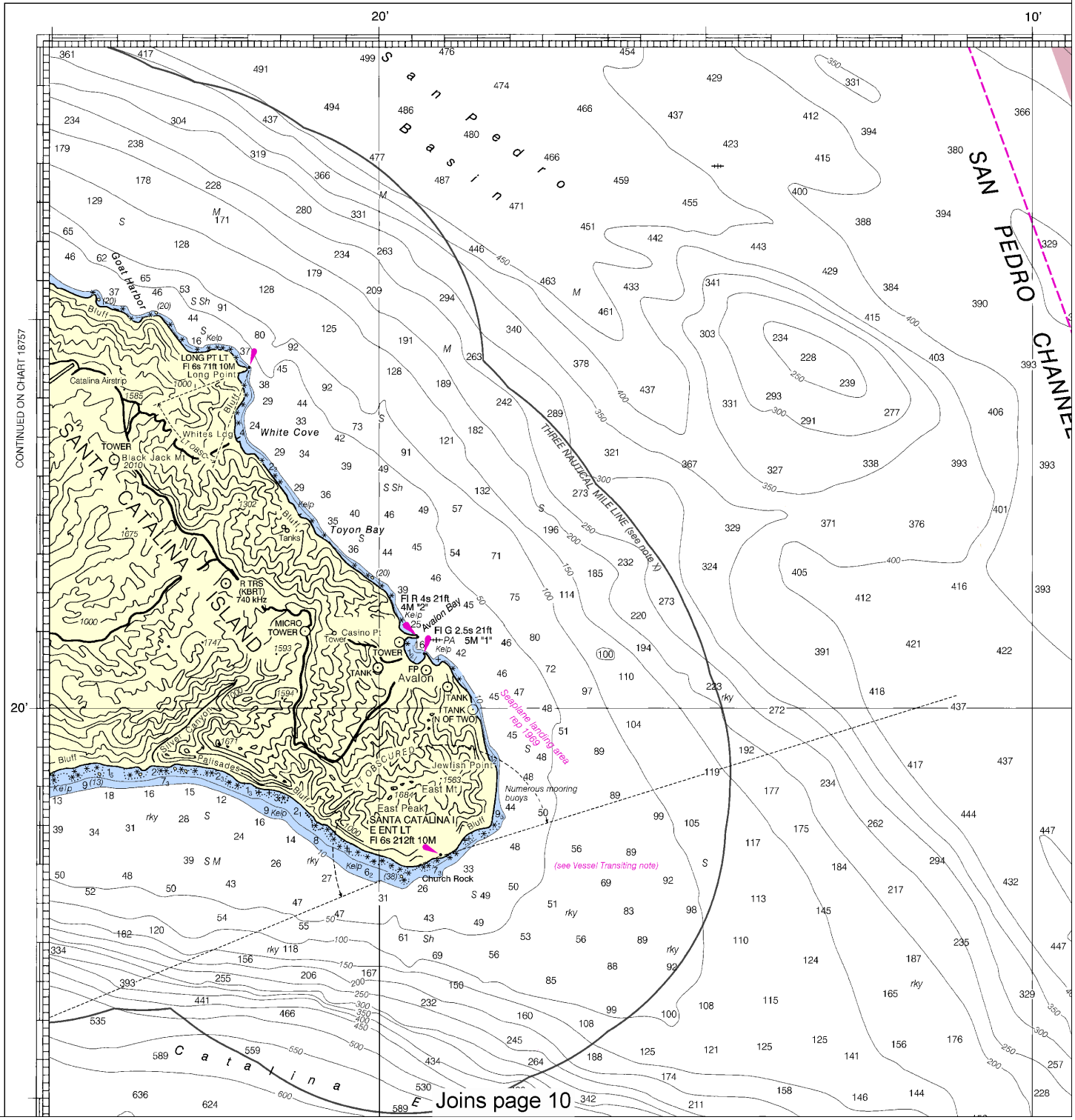

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.

NOTE Z

O-DISCHARGE ZONE, 40 CFR 140

e Clean Water Act, Section 312, all vessels
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or docked within a NDZ must have the MSD
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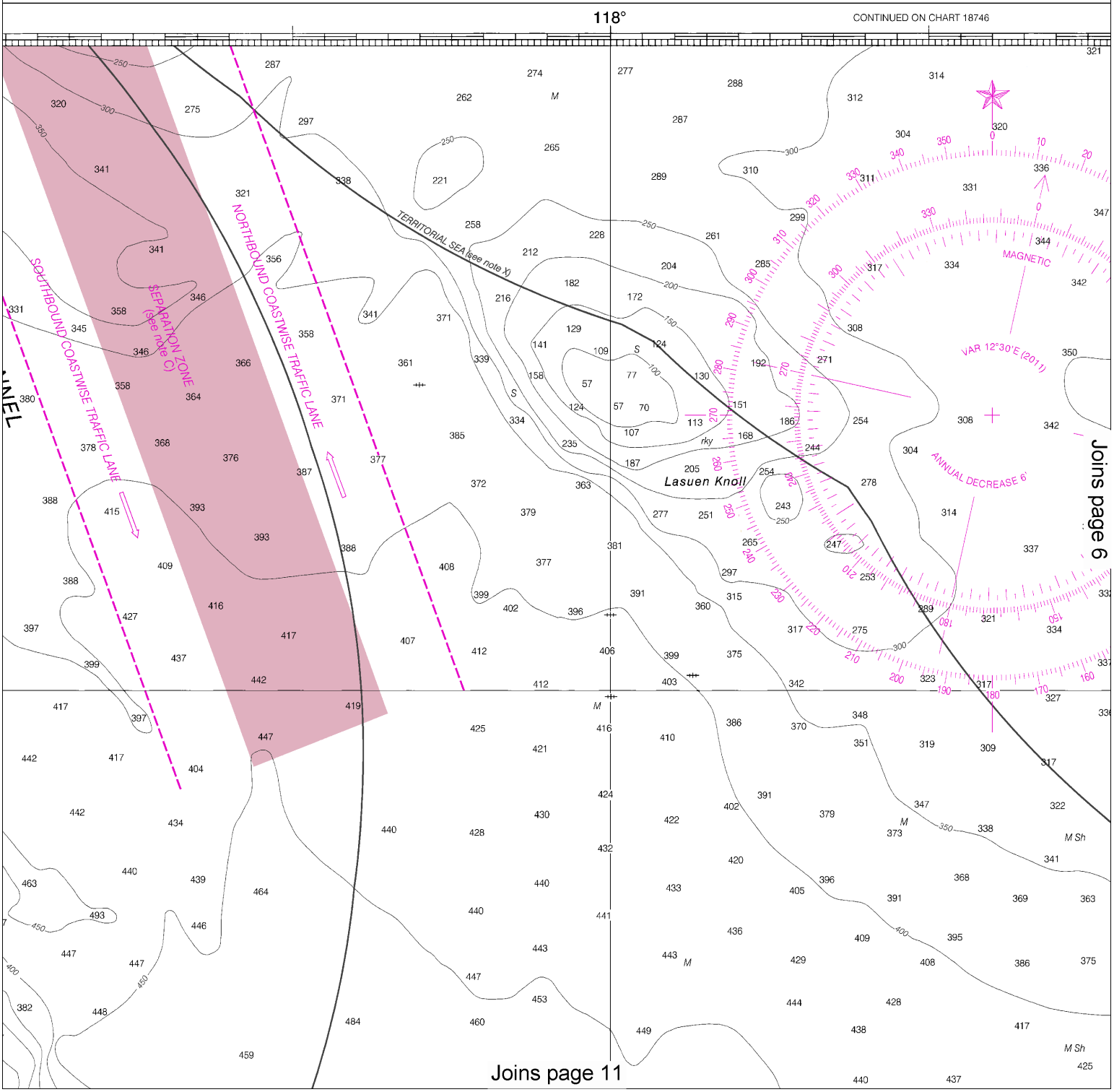
untreated) or install a holding tank. Regulations
Z are contained in the U.S. Coast Pilot.
information concerning the regulations and
ts may be obtained from the Environmental
Agency (EPA) web site: http://www.epa.gov/
ns/regulatory/vessel_sewage/.

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.

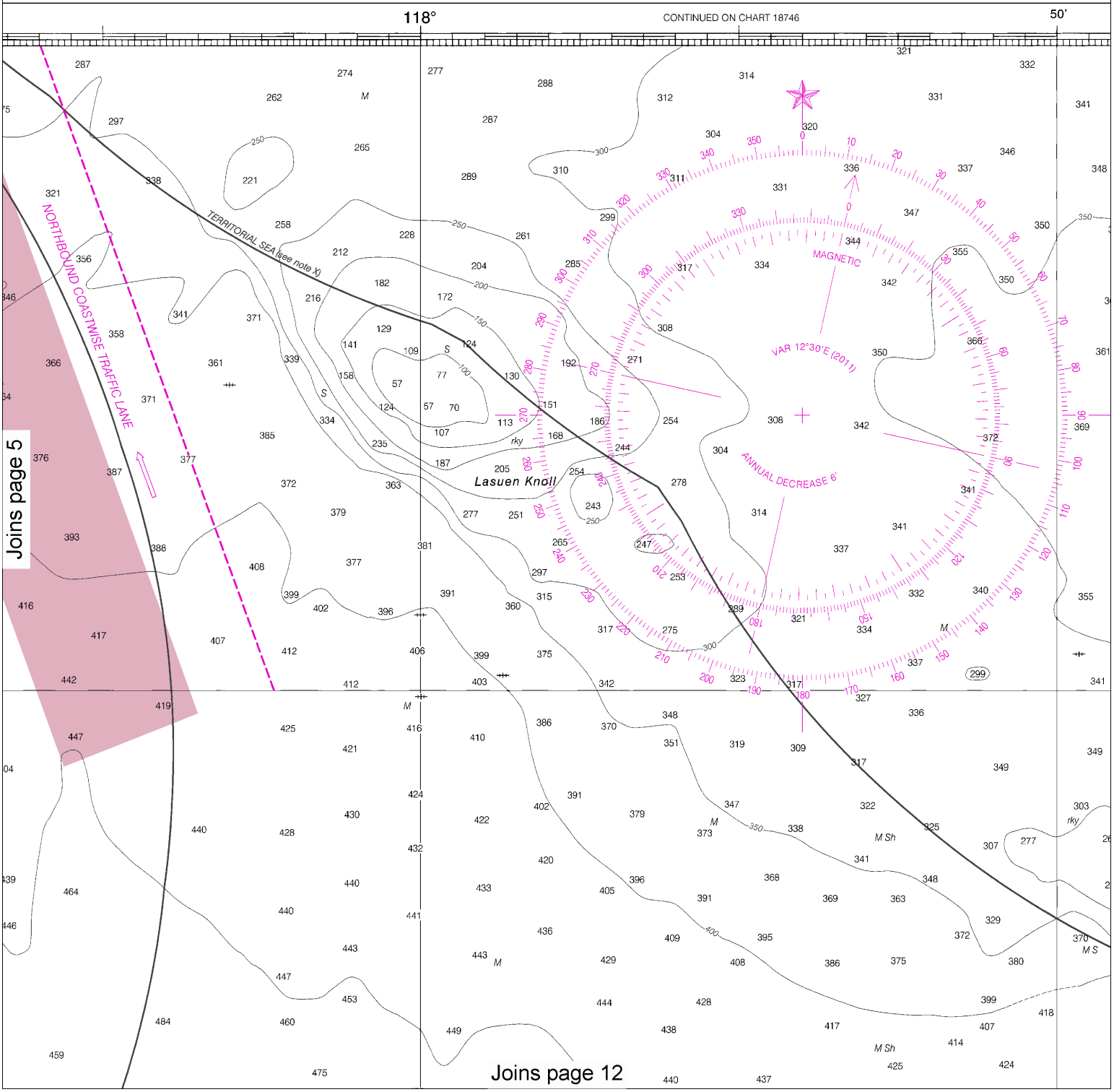


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:133333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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.

1st Ed., 1979



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

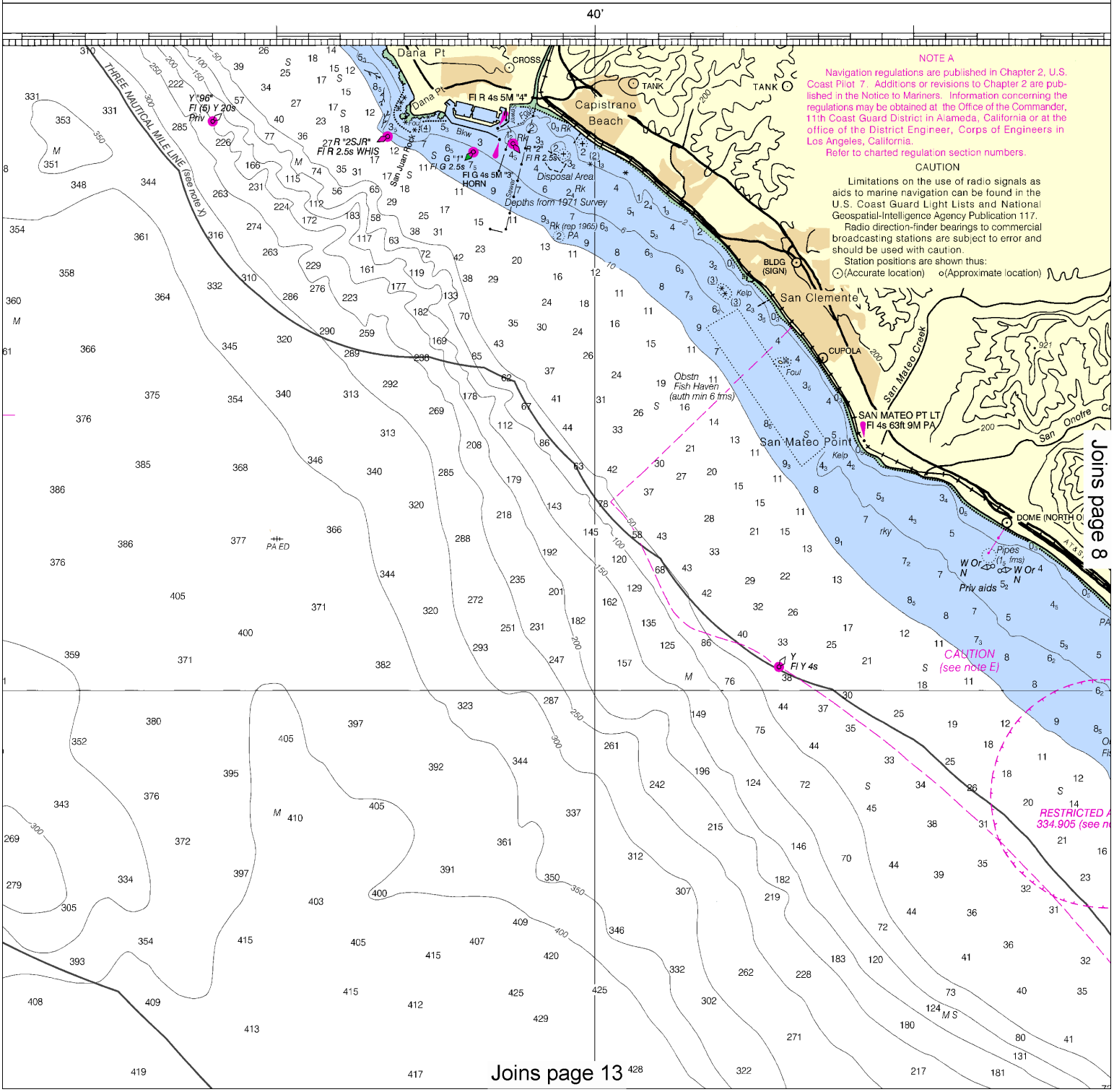
Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 7, Chapter 3 for details.



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0313 1/15/2013,
NGA Weekly Notice to Mariners: 0413 1/26/2013,
Canadian Coast Guard Notice to Mariners: n/a.

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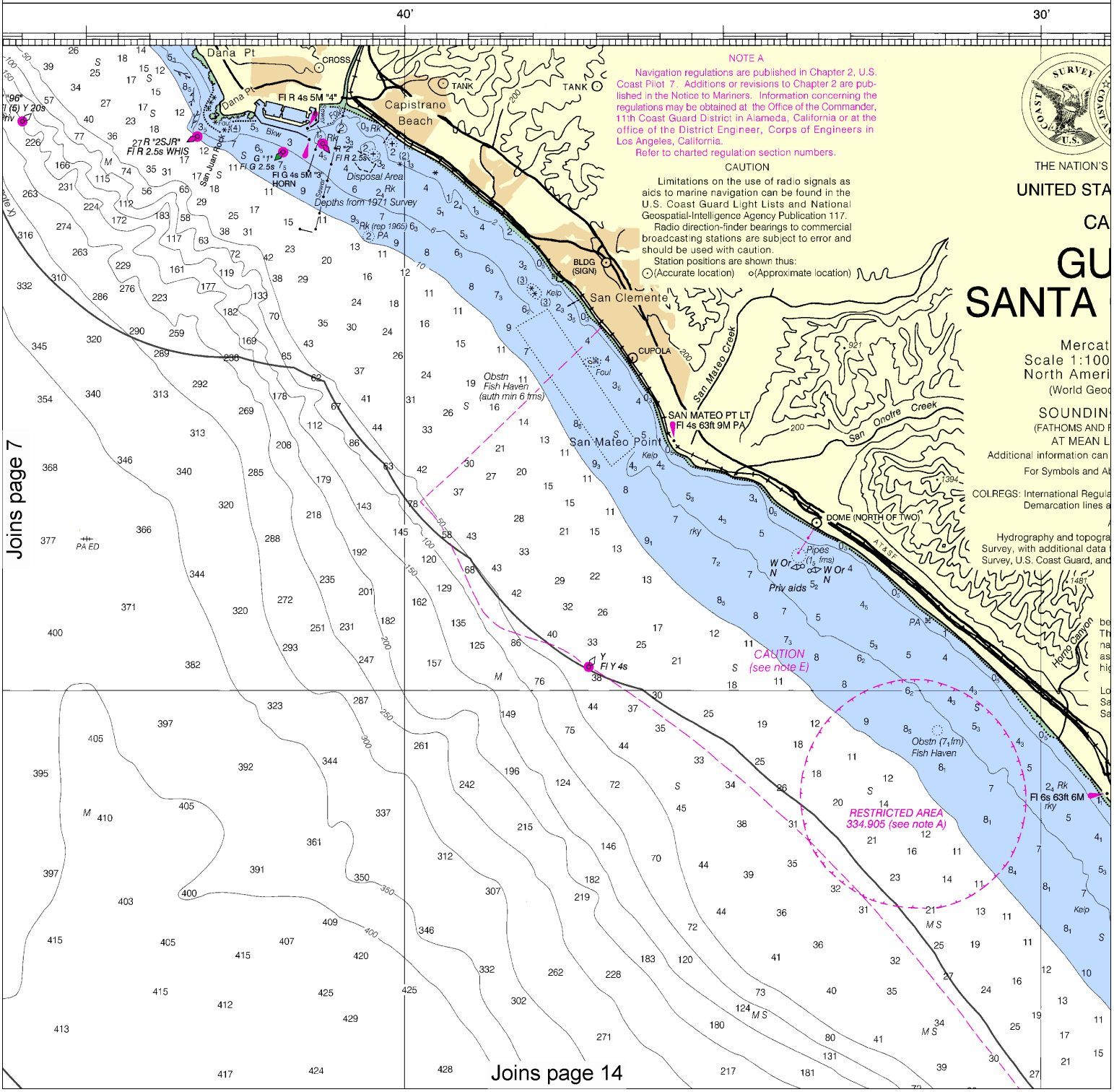

Printed at reduced scale.

SCALE 1:100,000

Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.

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PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart 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 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
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(Jun 2011)

S CHARTMAKER SINCE 1807

ATES - WEST COAST

ALIFORNIA

JLF OF CATALINA

tor Projection
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rican Datum of 1983
odetic System 1984)

NGS IN FATHOMS
FEET TO ELEVEN FATHOMS)
LOWER LOW WATER
n be obtained at nauticalcharts.noaa.gov.
Abbreviations see Chart No. 1

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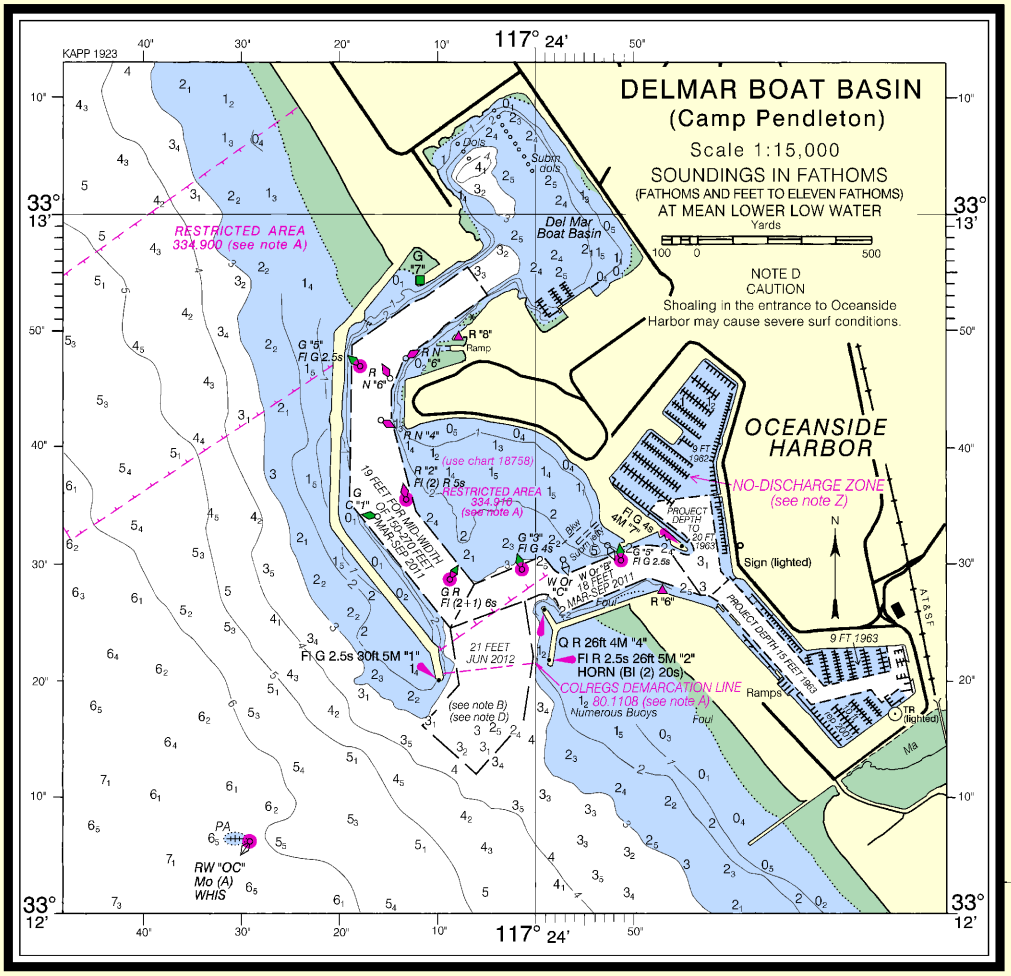
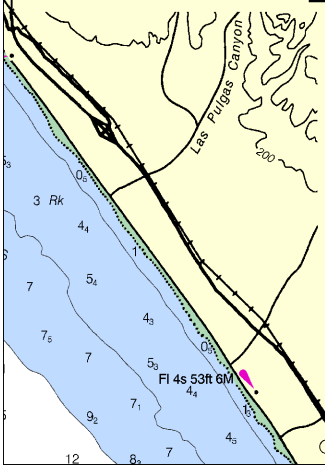
Santa Ana, CA	WWG-21	162.450 MHz

117° 20'



20'



NOTE E
MILITARY EXERCISE AREA

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NOTE B
CAUTION

The positions of buoys located in Oceanside Harbor and Camp Pendleton Boat Basin are approximate and are subject to relocation due to frequent change of channel conditions.

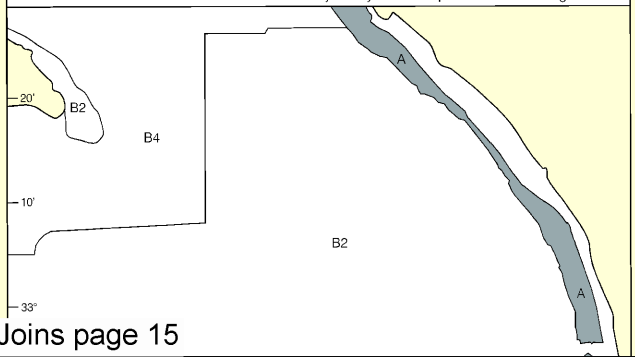
Mariners should obtain local knowledge before navigating these channels.

NOTE D
CAUTION

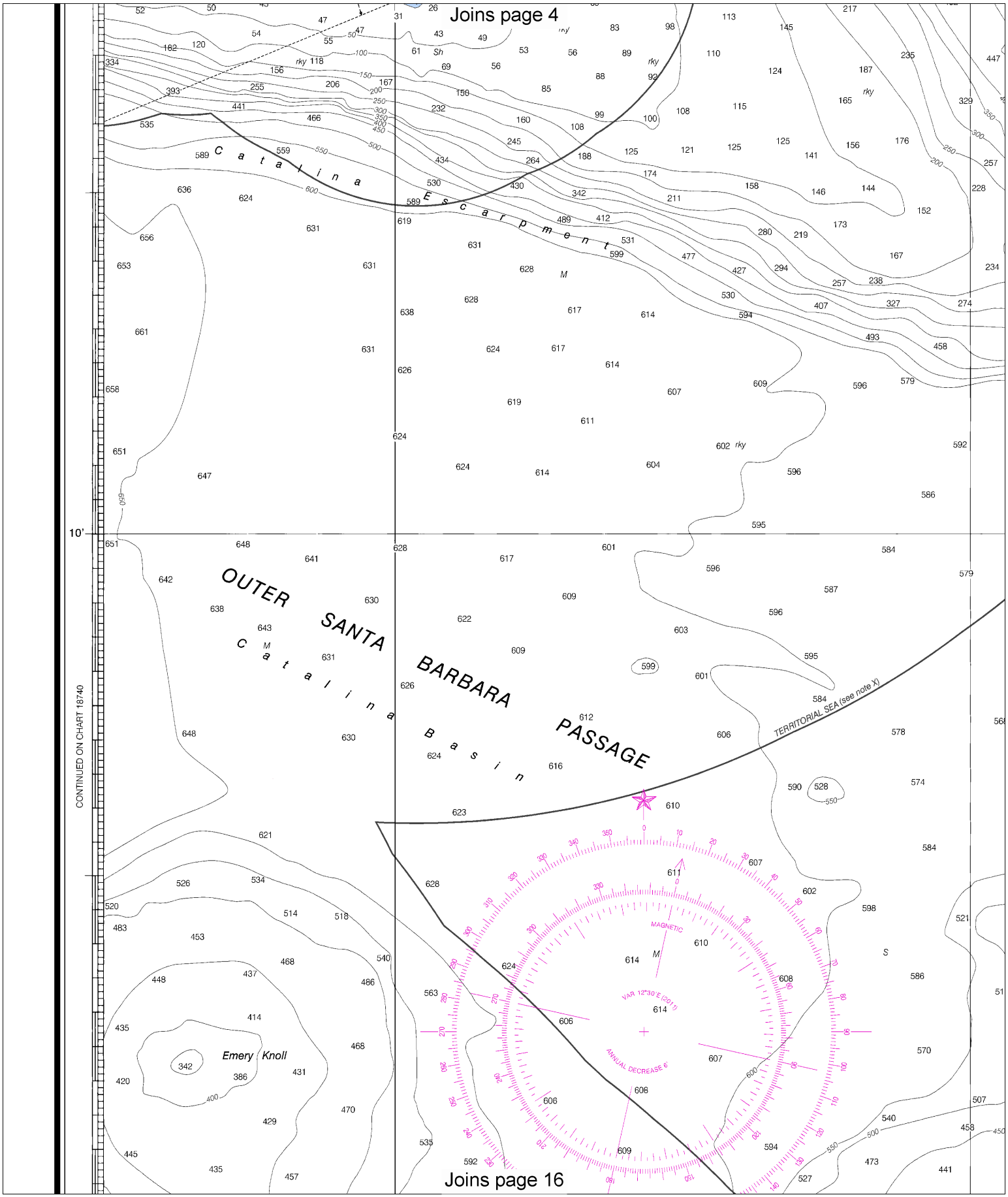
Shoaling in the entrance to Oceanside Harbor may cause severe surf conditions.

SOURCE

A	1990-2009	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
C	1990-2002	US Navy Surveys	partial bottom coverage



Joins page 15



10

Note: Chart grid lines are aligned with true north.

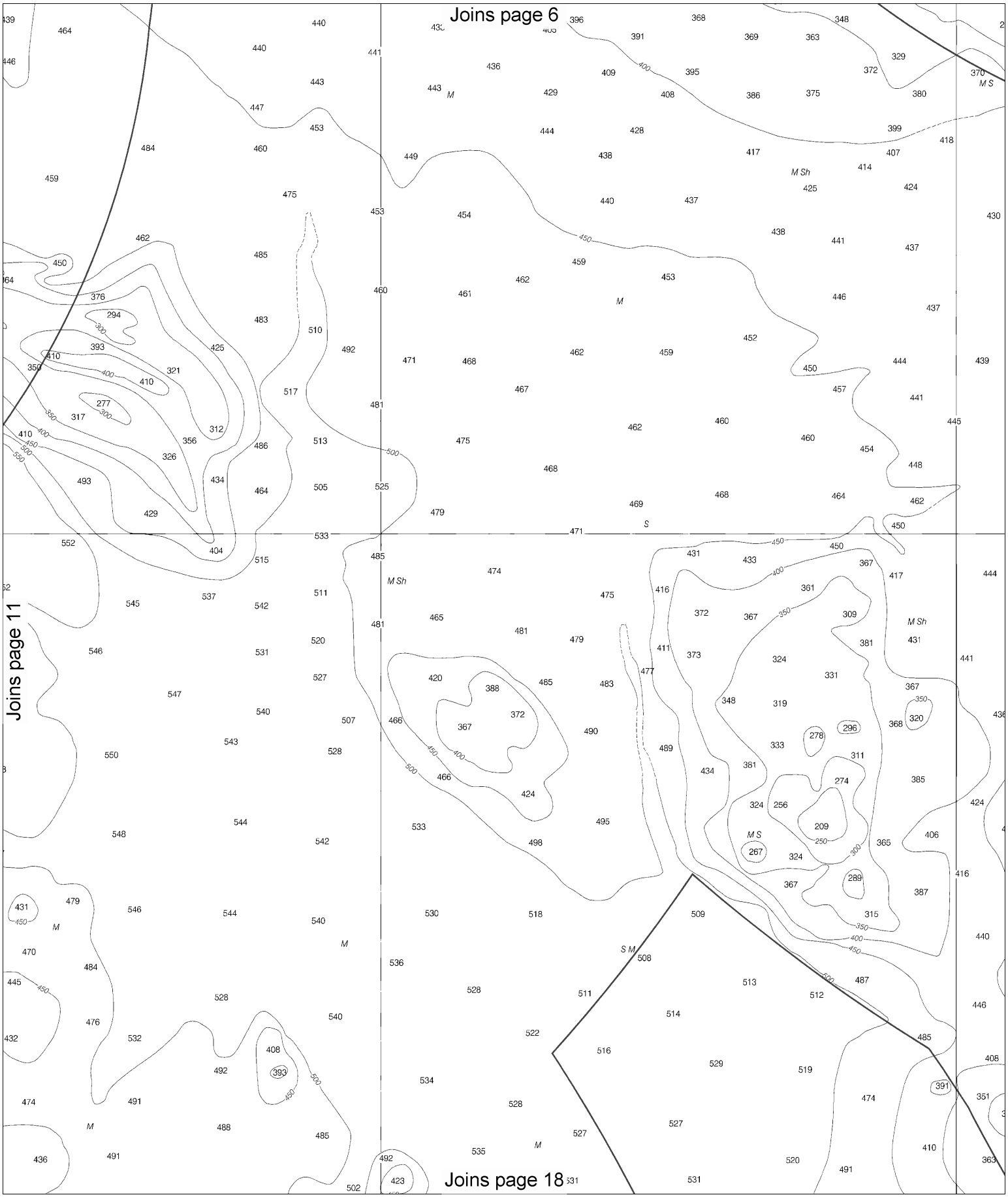
Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.


Joins page 5
Joins page 12
Joins page 17



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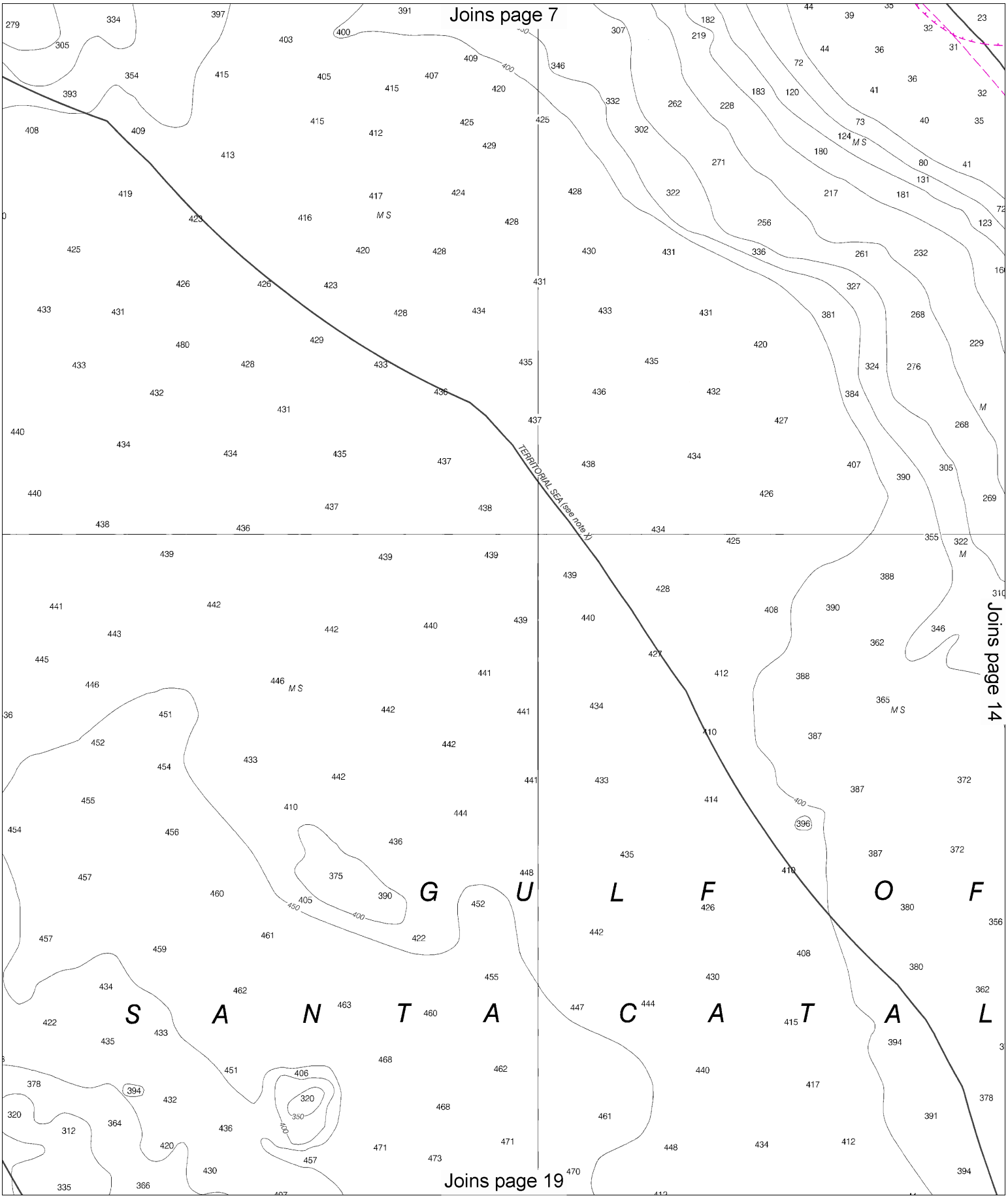
Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.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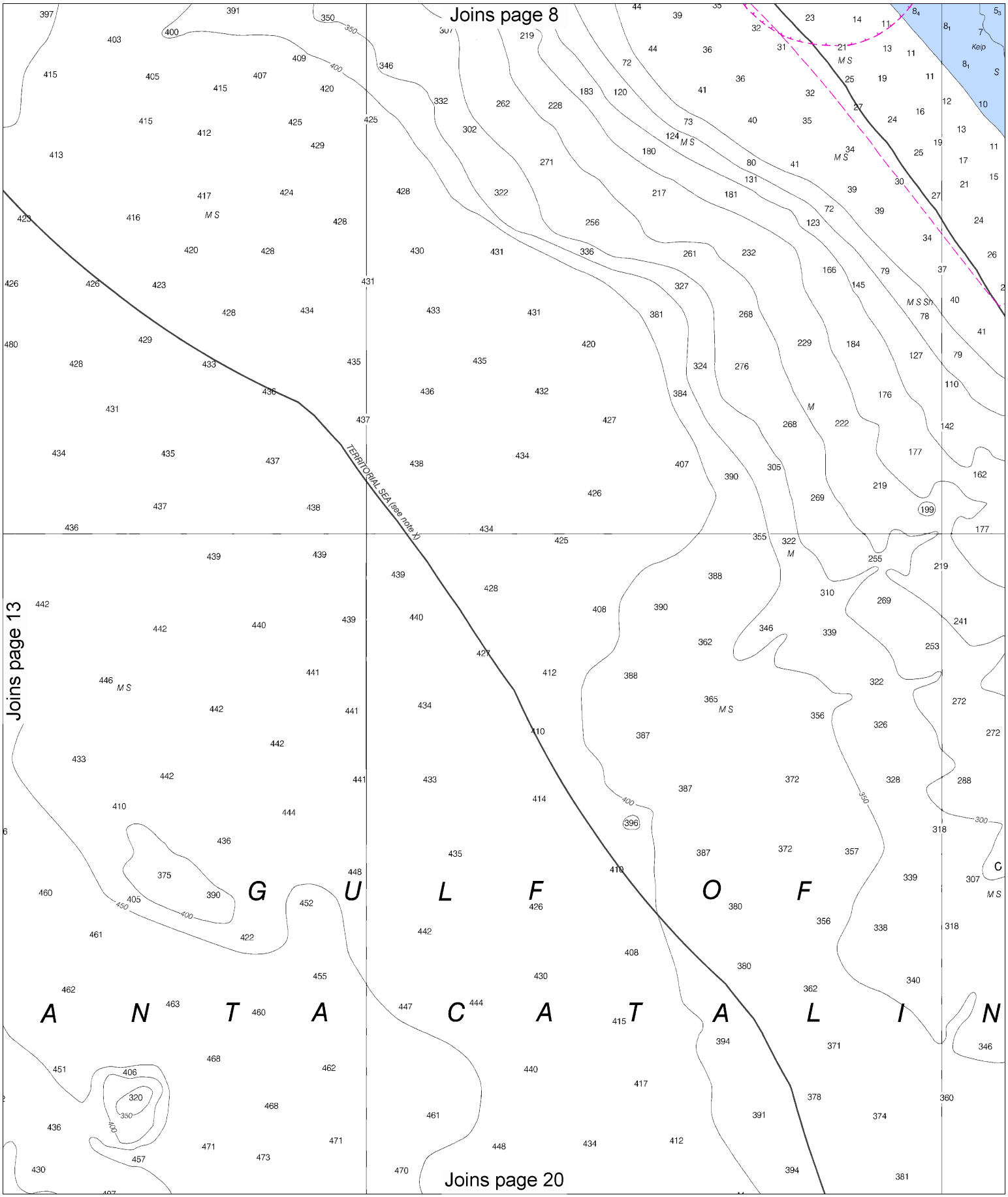
TERRITORIAL SEA (see note X)
Joins page 14
G U L F O F
S A N T A C A T A L
Joins page 19



14

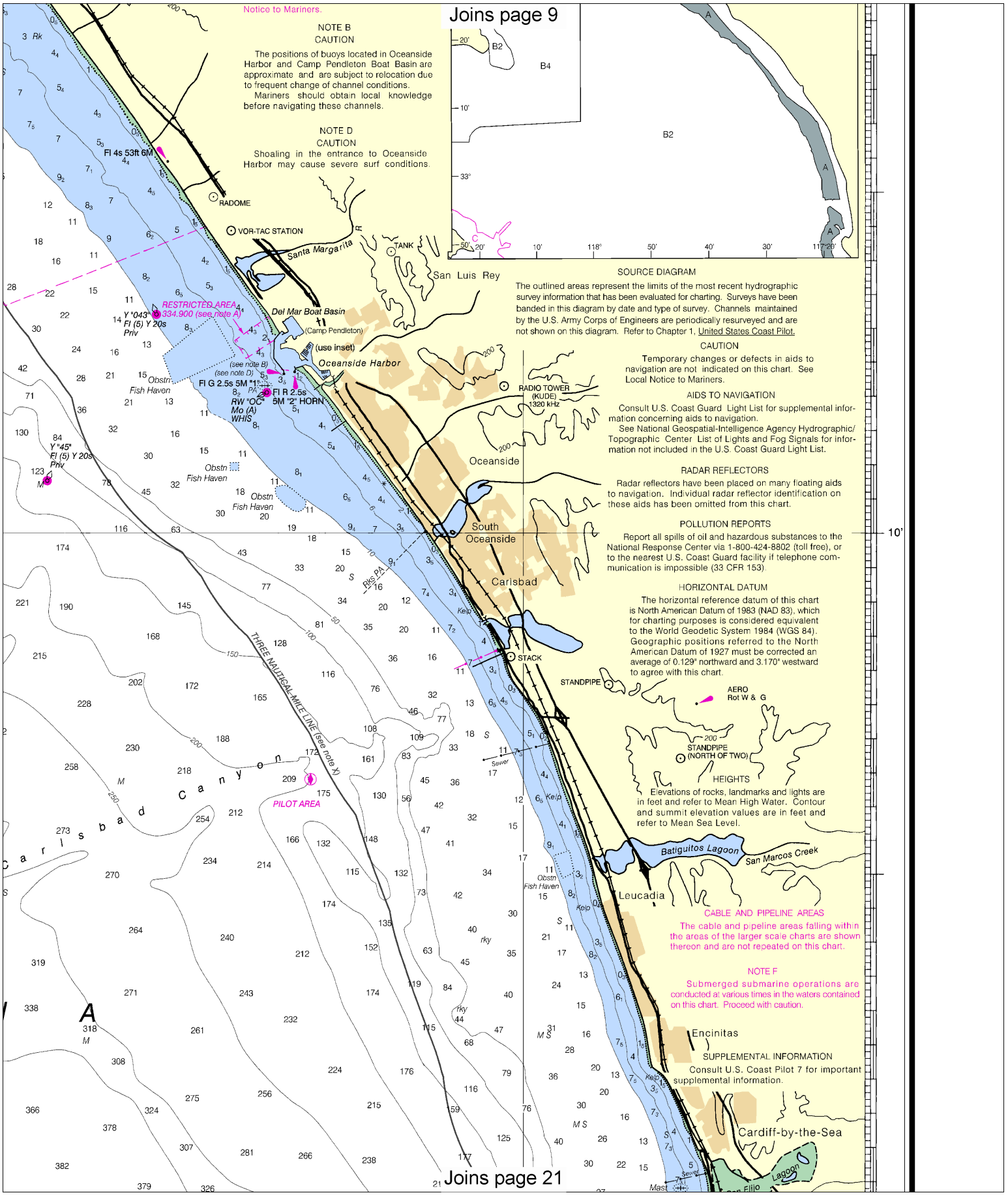
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.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CAUTION
Shoaling in the entrance to Oceanside Harbor may cause severe surf conditions.
Joins page 9
Fl 4s 53ft 6M
RADOME
VOR-TAC STATION
Santa Margarita R
TANK
San Luis Rey
Del Mar Boat Basin
(Camp Pendleton)
(use inset)
Oceanside Harbor
RESTRICTED AREA
334.900 (see note A)
Y "043°" Fl (5) Y 20s Priv
(see note B)
(see note D)
Fl G 2.5s 5M "1"
Fl R 2.5s 5M "2" HORN
RW "OC" Mo (A) WHIS
Obstn
Fish Haven
Y "45°" Fl (5) Y 20s Priv
RADIO TOWER (KUDE) 1320 kHz
Oceanside
South Oceanside
Carlsbad
STACK
STANDPIPE
AERO Rot W & G
STANDPIPE (NORTH OF TWO)
THREE NAUTICAL-MILE LINE (see note X)
PILOT AREA
Carlsbad Canyon
Batiquitos Lagoon
San Marcos Creek
Leucadia
Encinitas
Cardiff-by-the-Sea
Joins page 21
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.
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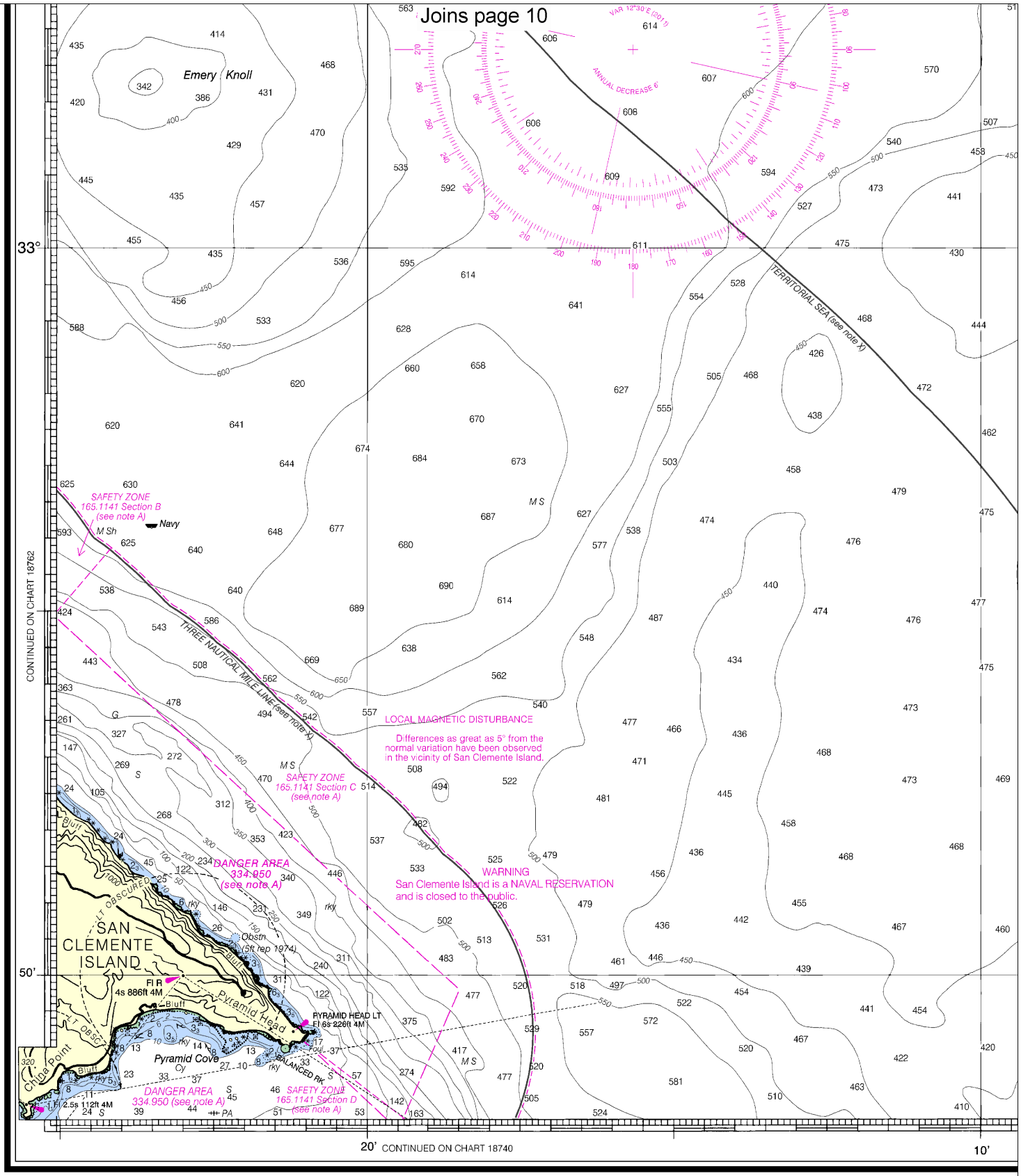
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
See National Geospatial-Intelligence Agency Hydrographic/Topographic Center List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.
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.
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).
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 0.129" northward and 3.170" westward to agree with this chart.
HEIGHTS
Elevations of rocks, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.
CABLE AND PIPELINE AREAS
The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.
NOTE F
Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.
10'



12th Ed., Jul. / 11 ■ Corrected through NM Jul. 30/11
Corrected through LNM Jul. 26/11

18774

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.

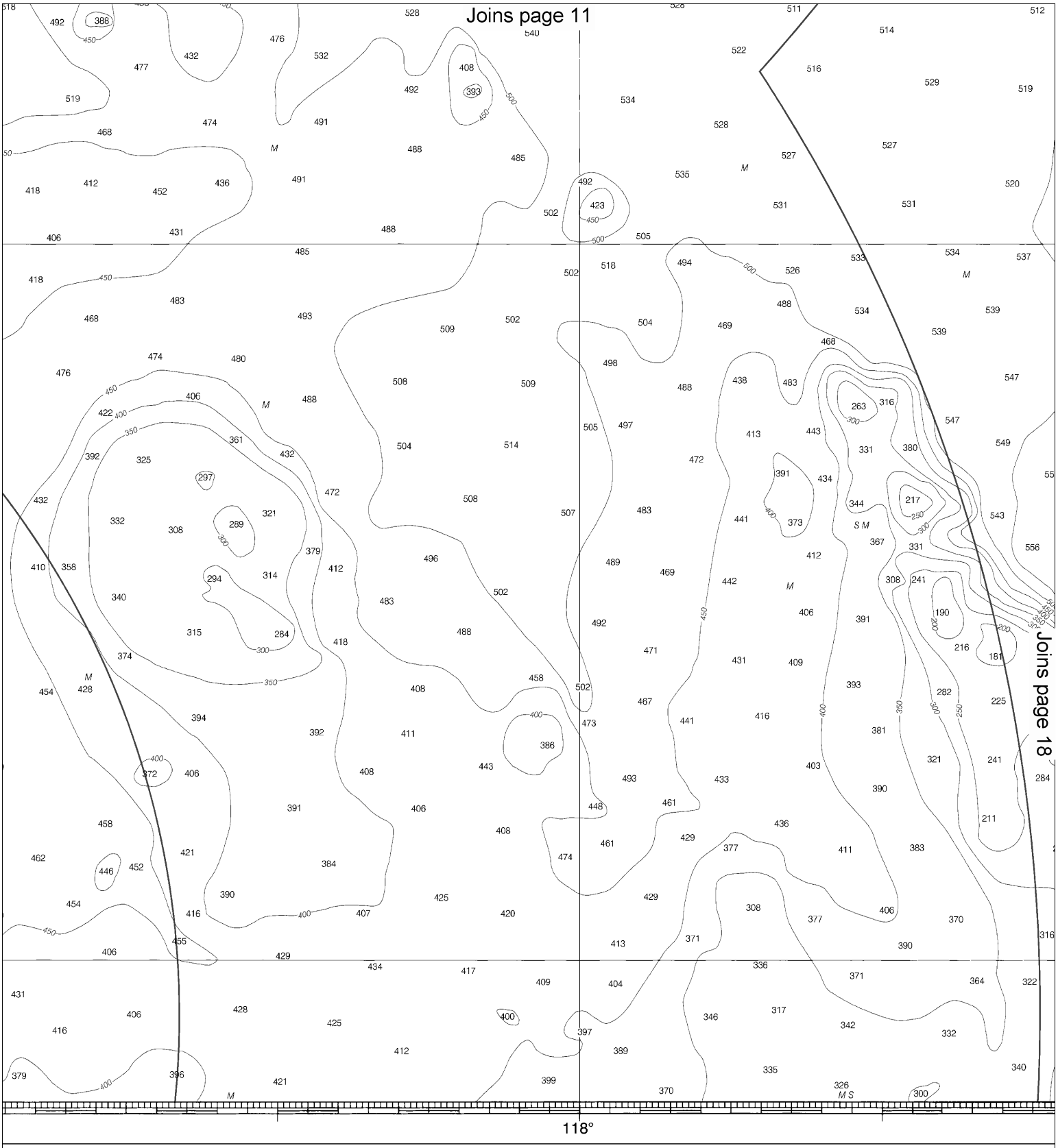
This nautical chart has been designed to promote safe navig
Ocean Service encourages users to submit corrections, additions
improving this chart to the Chief, Marine Chart Division (N/CS2
Service, NOAA, Silver Spring, Maryland 20910-3282.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7 8 9

Yards
2000 0 2000 4000 6000 8000 10000 12000



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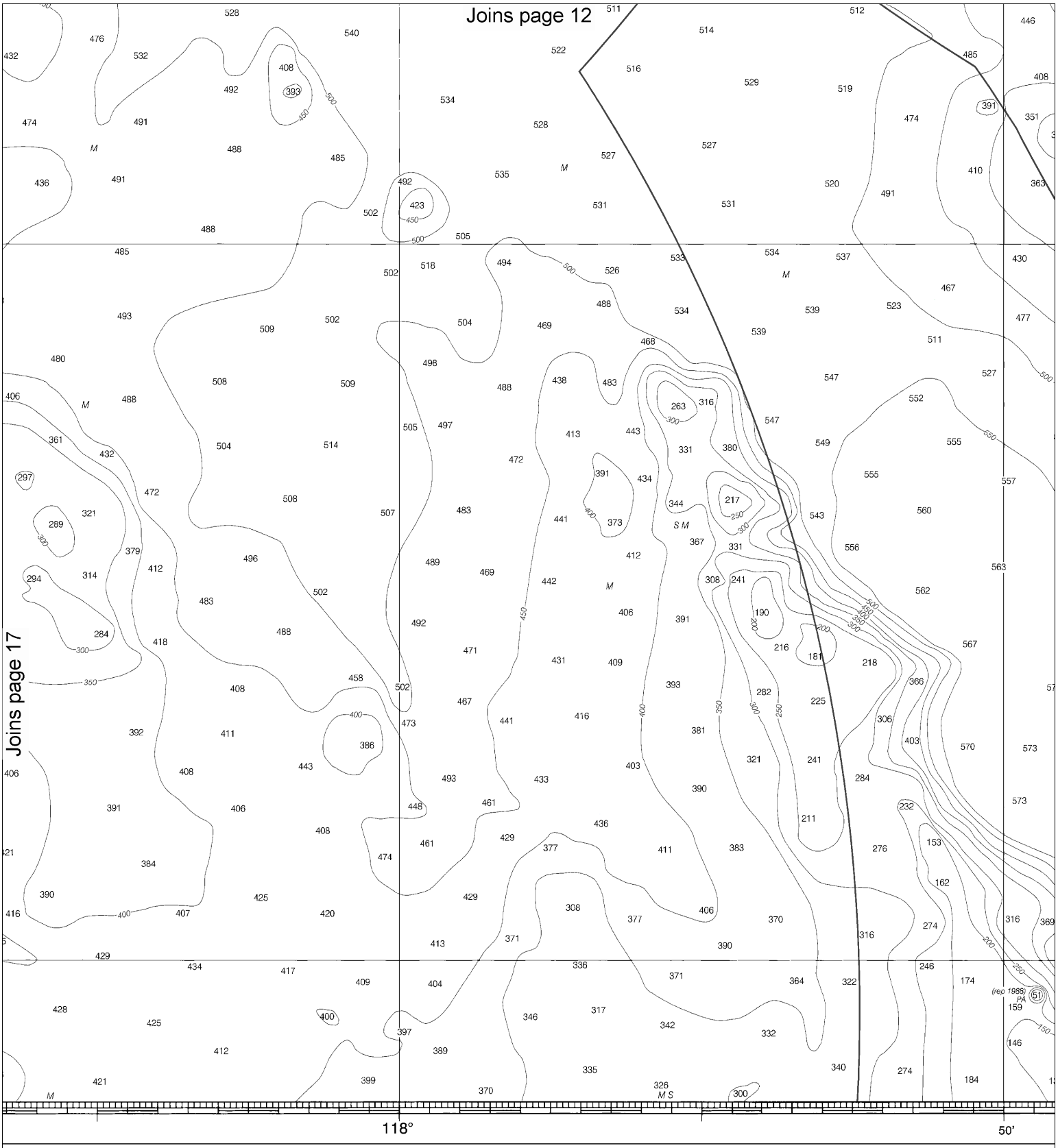
WARNING

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.



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Note: Chart grid lines are aligned with true north.

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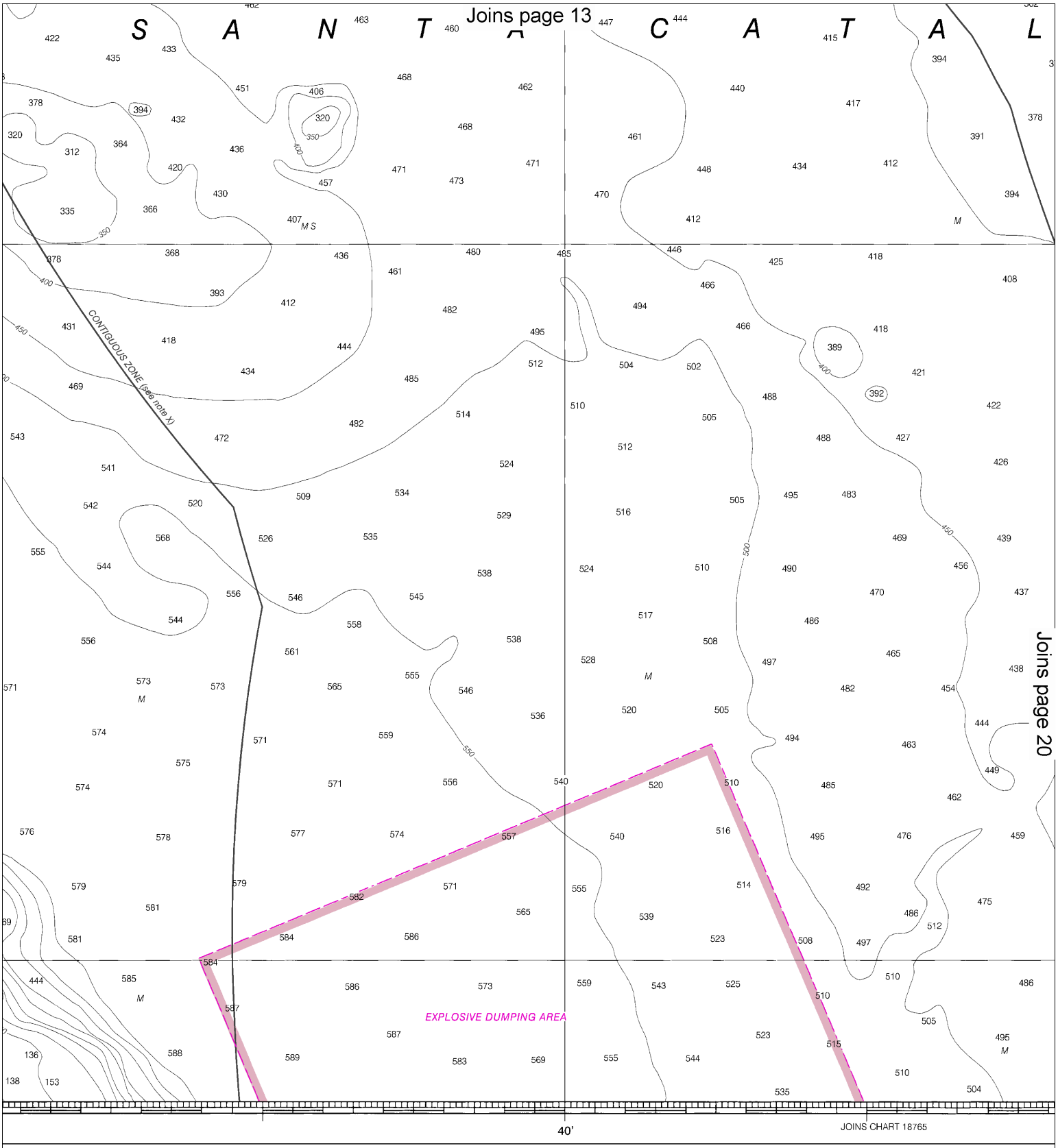
Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.



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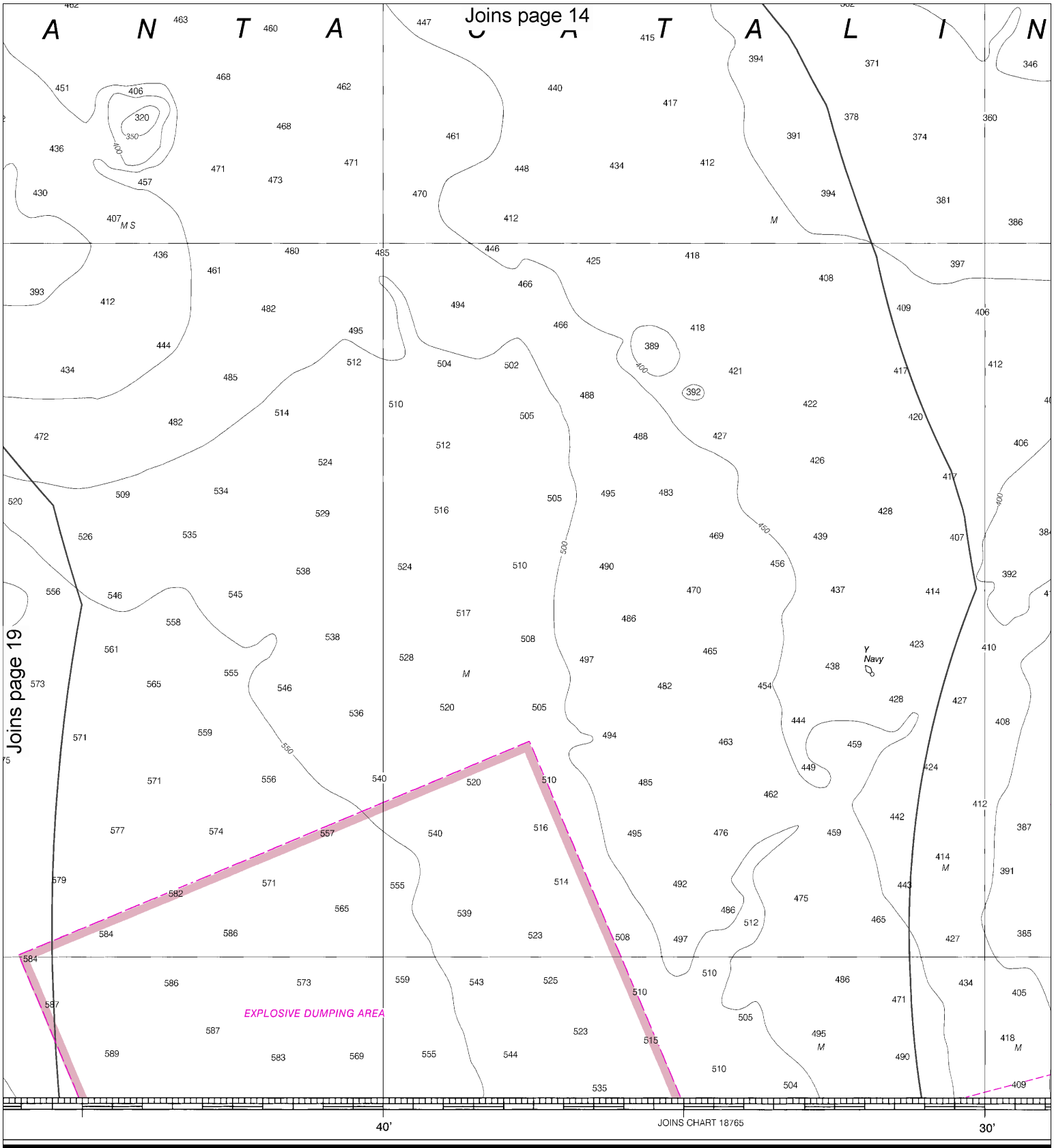
SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

FATHOMS	1	2	3	4	
FEET	6	12	18	24	
METERS	1	2	3	4	5	6	7	8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

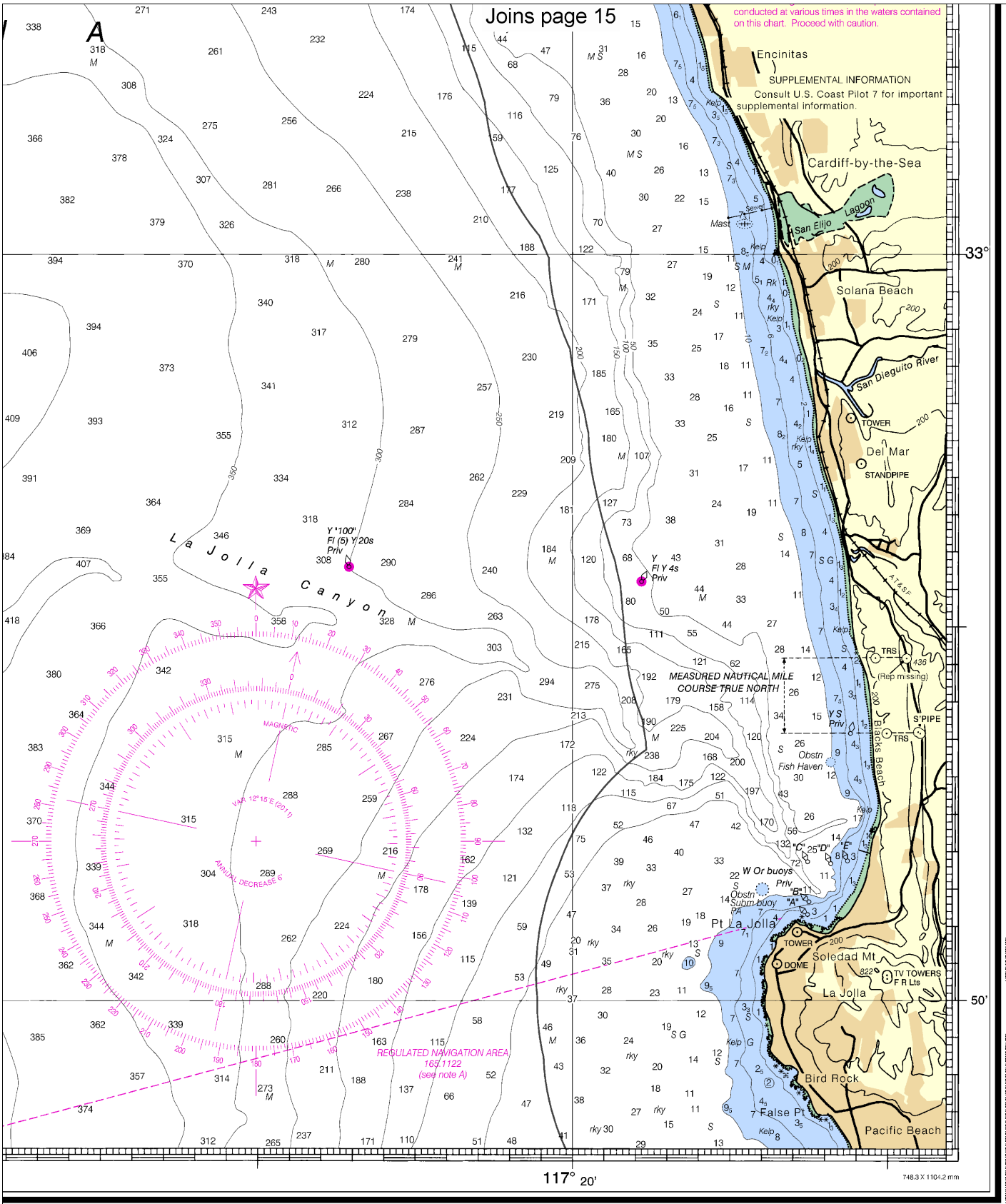
Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.



Gulf of Santa Catalina

SOUNDINGS IN FATHOMS - SCALE 1:100,000

18774

ED. NO. 12

NSN 7642014011506 NGA REFERENCE NO. 18ACO18774

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**
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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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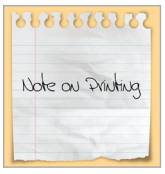

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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