

BookletChart™

Point Sur to San Francisco

NOAA Chart 18680

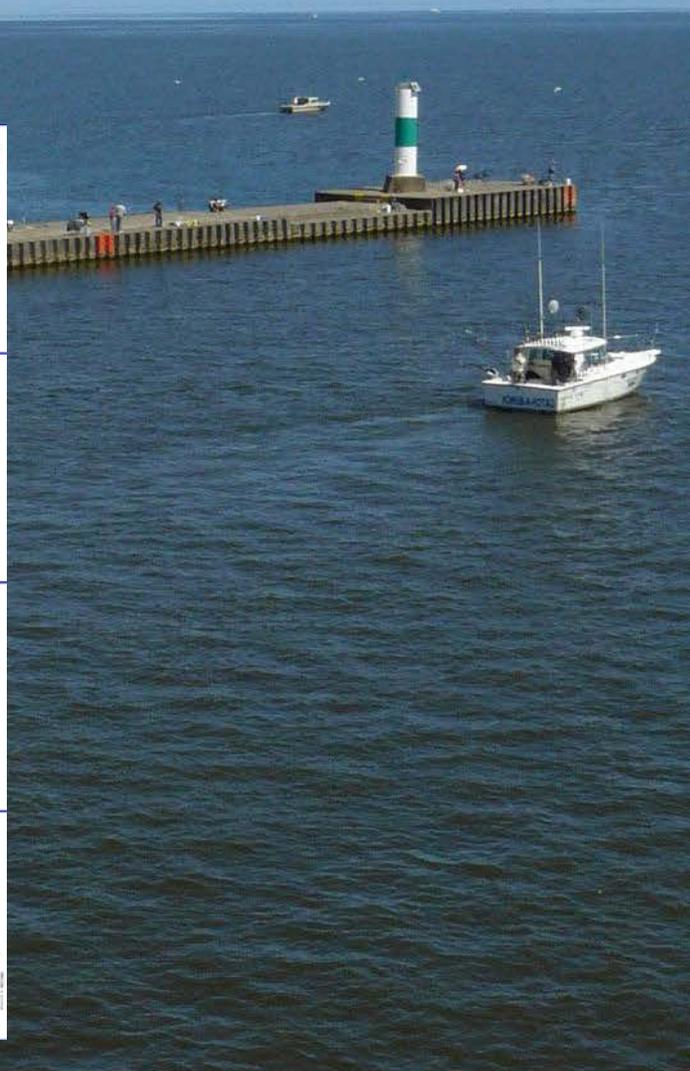
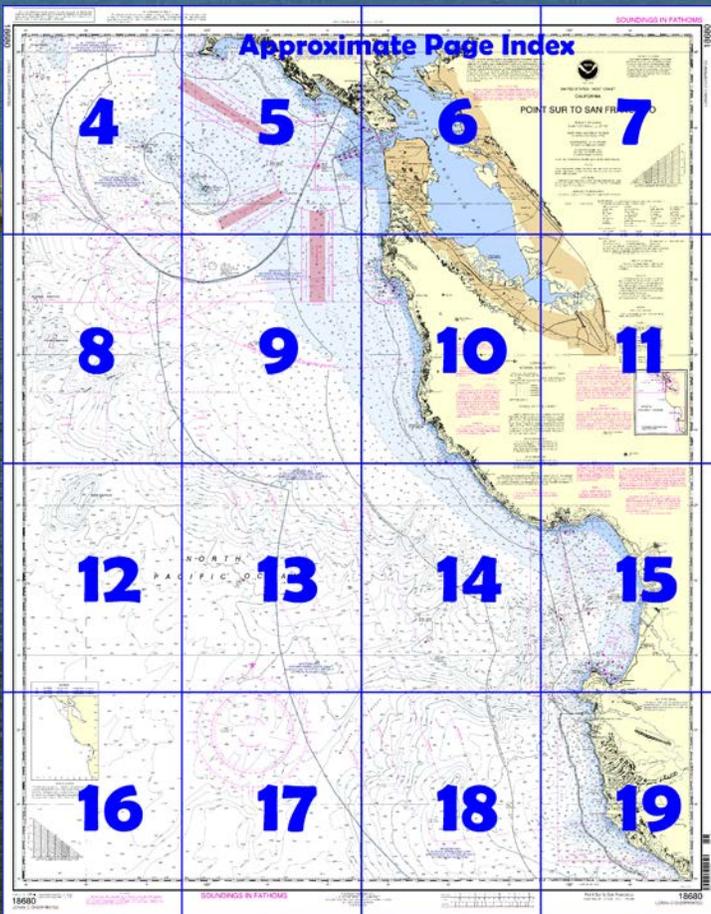


A reduced-scale NOAA nautical chart for small boaters

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.

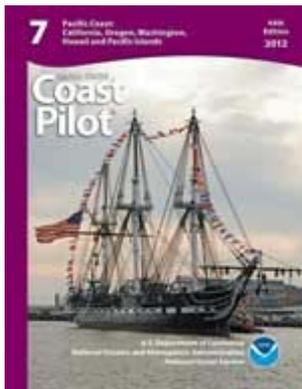
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18680>.



(Selected Excerpts from Coast Pilot)
Monterey Bay is a broad open bight 20 miles wide between Point Pinos and Point Santa Cruz. From Point Santa Cruz the coast curves W and N for 23 miles to Pigeon Point, and then extends for 25 miles in a general NNW direction to Point San Pedro, the S headland of the Gulf of the Farallones. Between Cypress Point and Point Pinos the coast is bold and the 30-fathom curve is less than 1 mile from shore in many places; deep submarine valleys extend into Carmel Bay and Monterey

Bay. N of Monterey Bay, depths are more regular and the few dangers extend less than 1 mile from shore.

Sea Otter Refuge.—The State of California Fish and Game Code prohibits the discharge of firearms or bows and the trapping of birds or mammals in the California Sea Otter Game Refuge. The refuge extends as a continuous band between the coastline and the three nautical mile limit for the state of California extending offshore from the mouth of the Santa Rosa Creek (35°34'N.) in the N. (See charts 18700 and 18680.) Additional information may be obtained by writing the Department of Fish and Game, Marine Region, 20 Lower Ragsdale Drive, Suite 100, Monterey, CA 93940, telephone 831-649-2870.

Monterey Bay National Marine Sanctuary was established to protect and manage the conservation, ecological, recreational, research, educational, historical and esthetic resources and qualities of the coastal and ocean waters and submerged lands in and surrounding Monterey Bay. (See **15 CFR 922**, chapter 2, for limits and regulations). From Point Santa Cruz the coast trends W about 4 miles to Needle Rock Point and thence NW to Point Ano Nuevo.

Point Ano Nuevo, 18 miles NW of Point Santa Cruz, is formed by sand dunes 20 to 100 feet high. A lighted whistle buoy is about 0.8 mile S of the tower.

Anchorage with protection from N and NW winds can be had in the bight S of the point. The kelp bed and reef, extending a little over 0.5 mile SE from the islet, break the force of the swell.

Pigeon Point Light (37°10'54"N., 122°23'38"W.), 148 feet above the water, is shown from a 110-foot white conical tower on the end of the point. The light cannot be seen in the bight E of a line joining Pigeon Point and Pillar Point, 20 miles to the N. The light station buildings on Pigeon Point are white with red roofs.

From Pigeon Point for 4 miles to **Pescadero Point**, the coast is nearly straight and is composed of reddish cliffs with numerous outlying submerged and visible rocks. A rocky patch covered 3 feet is about 0.8 mile S of Pescadero Point; a 6¼-fathom rocky patch is about 0.7 mile WSW of the point.

Point Montara, 2.8 miles N of Pillar Point, is the seaward end of a spur from Montara Mountain and the NW extremity of the ridge forming Pillar Point. It terminates in cliffs about 60 feet high with numerous outlying rocks. Covered rocks and ledges lie 0.8 mile W of the point and extend in a NW direction for about 1.5 miles. This is a dangerous locality in thick weather, and extreme caution should be used when inside the 30-fathom curve.

Point Montara Light (37°32'11"N., 122°31'09"W.), 70 feet above the water, is shown from a 30-foot white conical tower on the point. A group of white buildings with red roofs is prominent on the point.

Point San Pedro is a dark, bold, rocky promontory, 640 feet high. It is the seaward termination of Montara Mountain and is an excellent mark in clear weather from either N or S. A large triple-headed rock, about 100 feet high and white on its S face, projects 0.3 mile W from the point. A rocky area, which breaks in a heavy swell, is reported to exist about 1 mile N of the point.

A 200-yard-long Municipal fishing pier is about 2.5 miles NE of Point San Pedro.

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

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

Navigation Managers Area of Responsibility



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

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

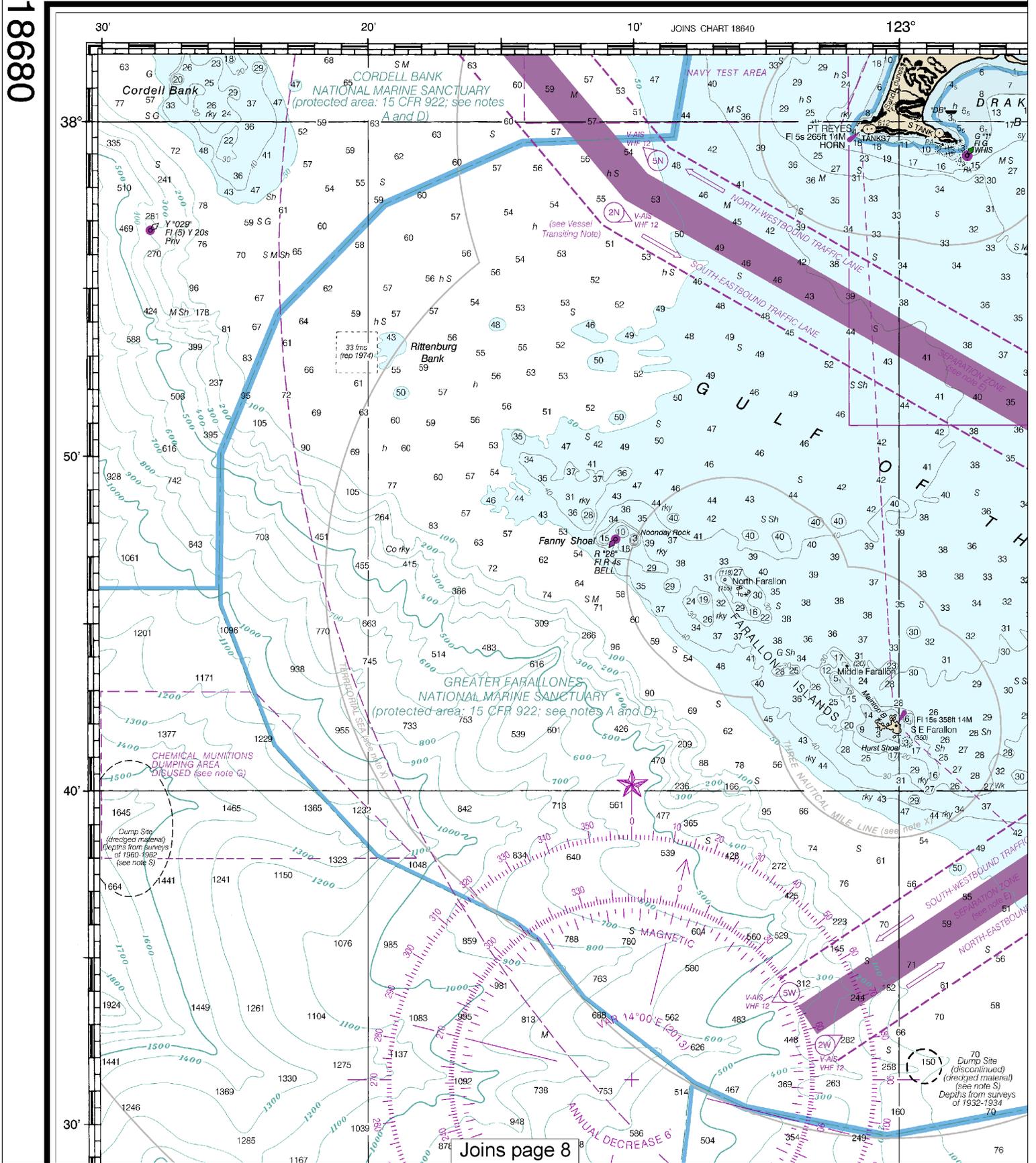
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



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

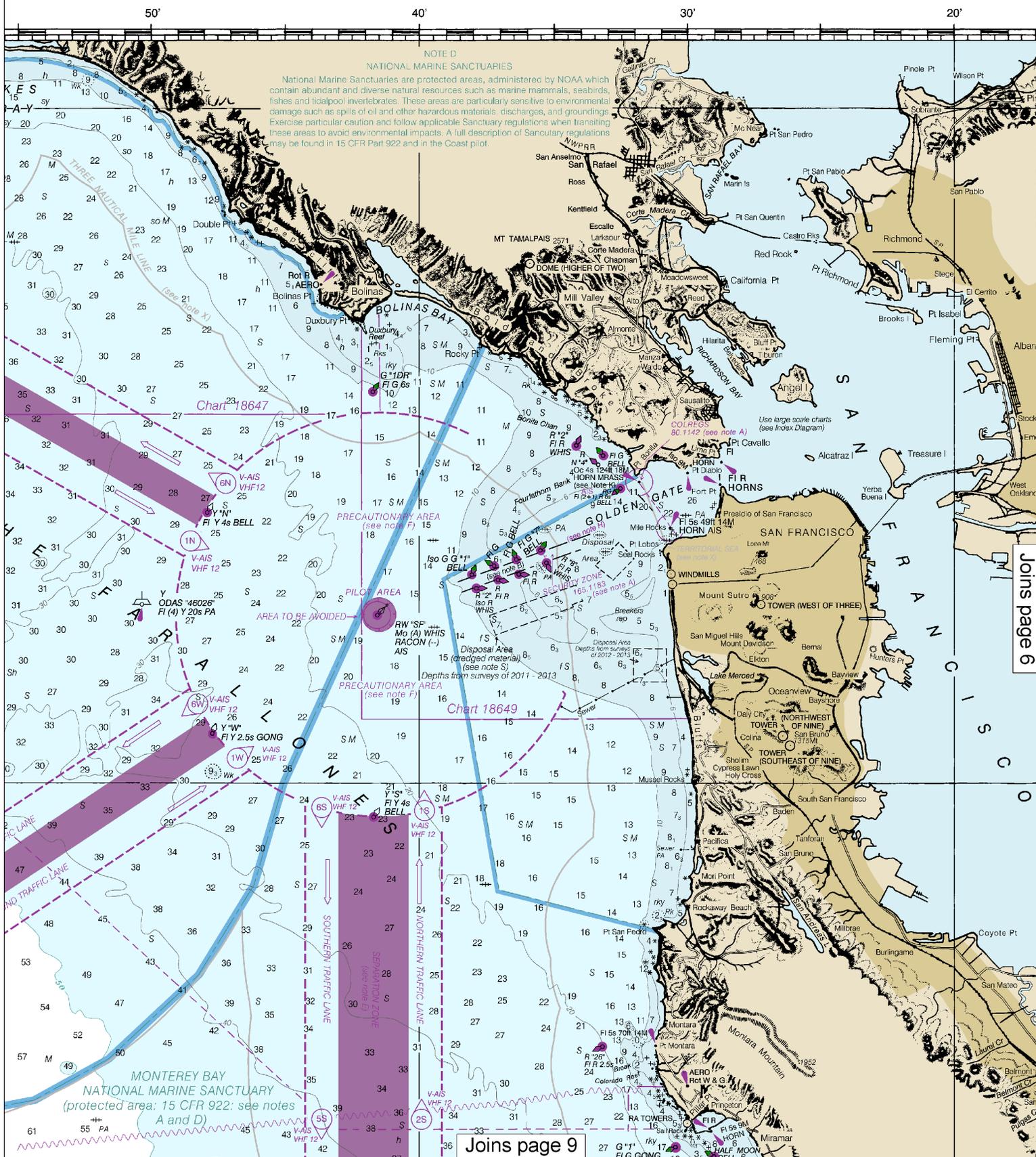
18680



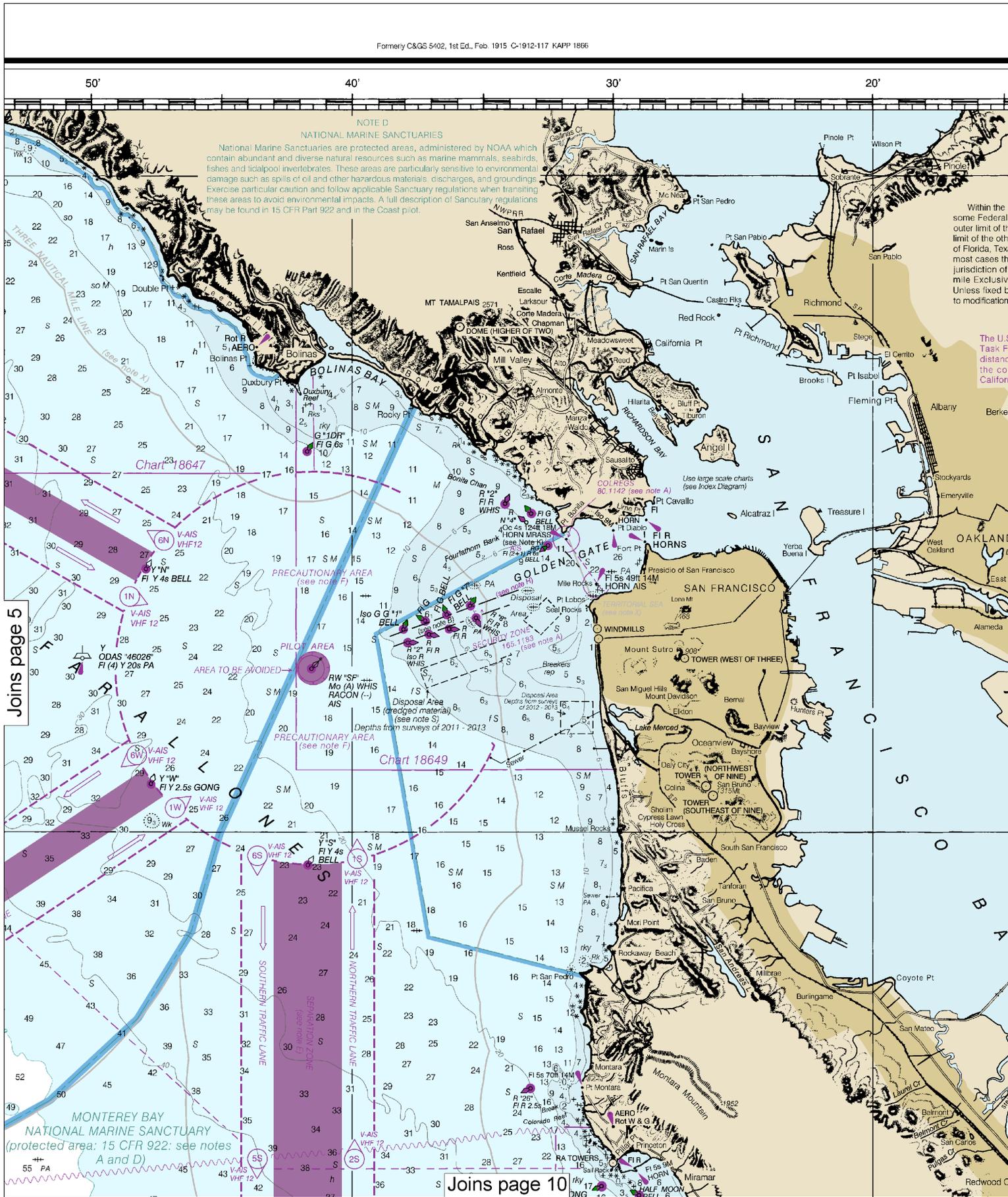
Joins page 8

4

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:280890. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Joins page 5

Joins page 10

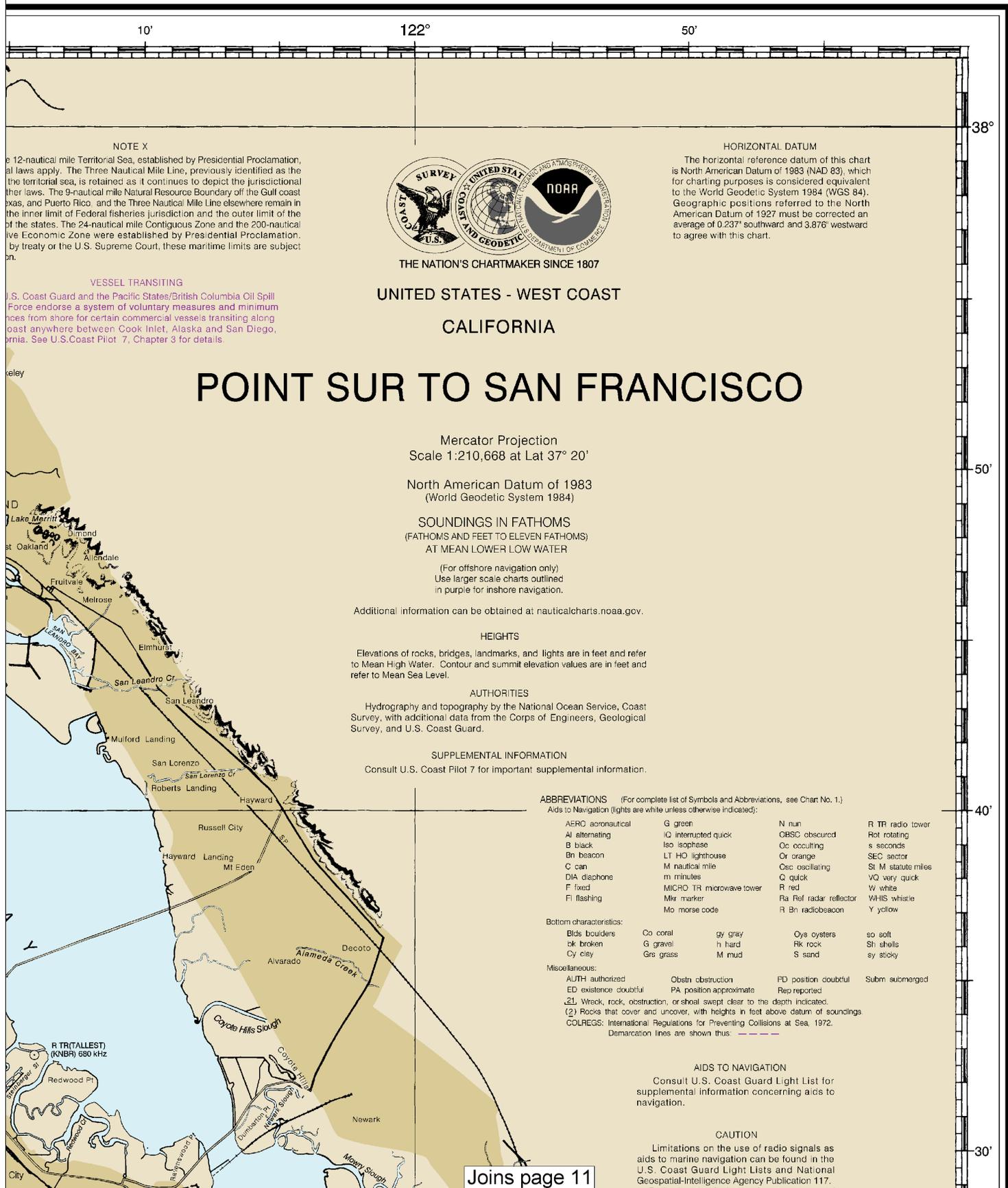


Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

18680



NOTE X

The 12-nautical mile Territorial Sea, established by Presidential Proclamation, and all laws apply. The Three Nautical Mile Line, previously identified as the territorial sea, is retained as it continues to depict the jurisdictional outer limits. The 9-nautical mile Natural Resource Boundary off the Gulf coast Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in the inner limit of Federal fisheries jurisdiction and the outer limit of the territorial sea. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. By treaty or the U.S. Supreme Court, these maritime limits are subject to change.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST
CALIFORNIA

POINT SUR TO SAN FRANCISCO

Mercator Projection
Scale 1:210,668 at Lat 37° 20'

North American Datum of 1983
(World Geodetic System 1984)

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

(For offshore navigation only)
Use larger scale charts outlined
in purple for inshore navigation.

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

HEIGHTS

Elevations of rocks, bridges, 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.

AUTHORITIES

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

SUPPLEMENTAL INFORMATION

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

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	N nun	R TR radio tower
Al alternating	IQ interrupted quick	OBSC obscured	Rot rotating
B black	iso isophase	Oc occulting	s seconds
Bn beacon	LT HO lighthouse	Or orange	SEC sector
C can	M nautical mile	Osc oscillating	St M statute miles
DIA diaphane	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
Mo morse code	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	Gr 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.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demarcation lines are shown thus: - - - - -			

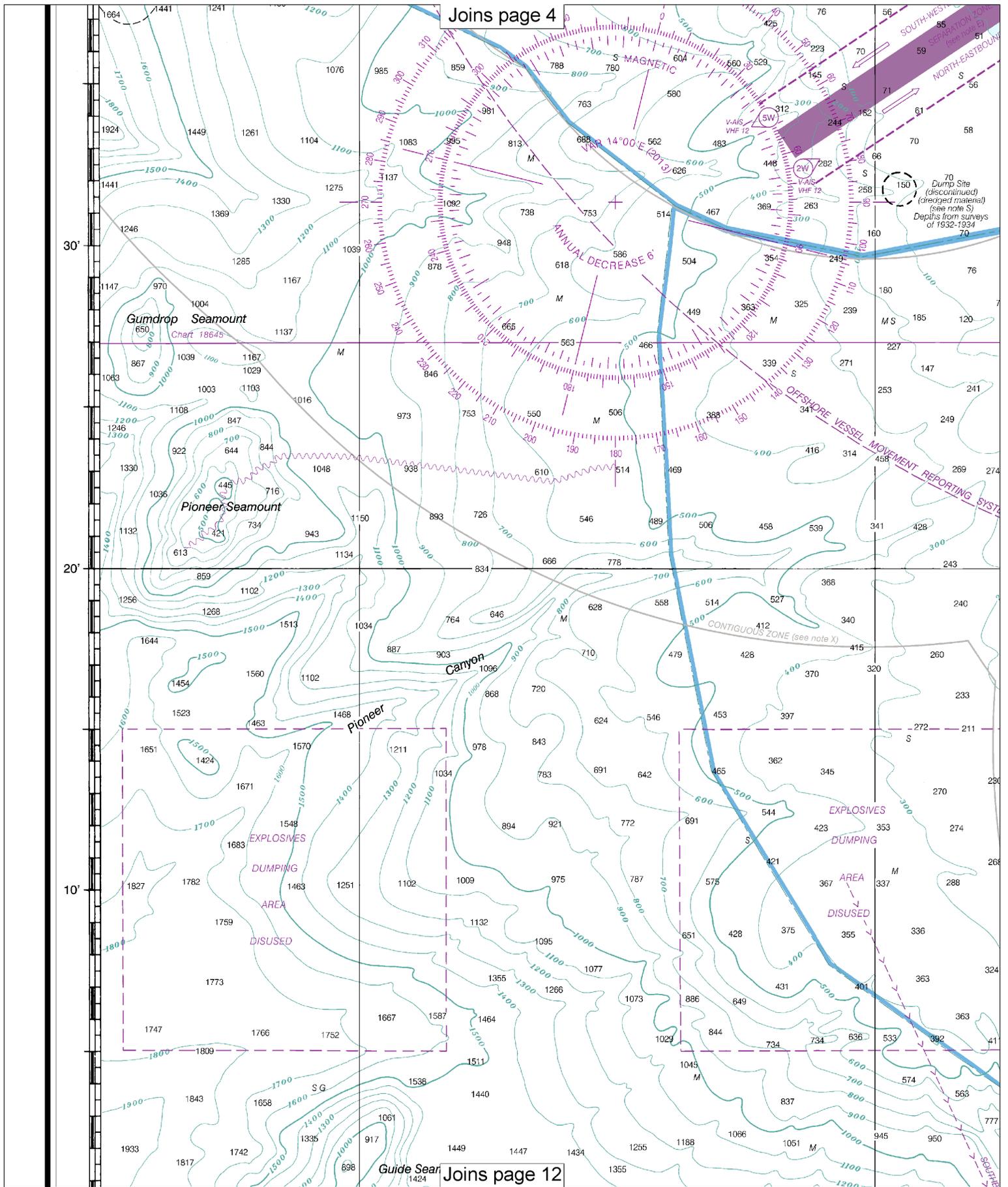
AIDS TO NAVIGATION

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

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.

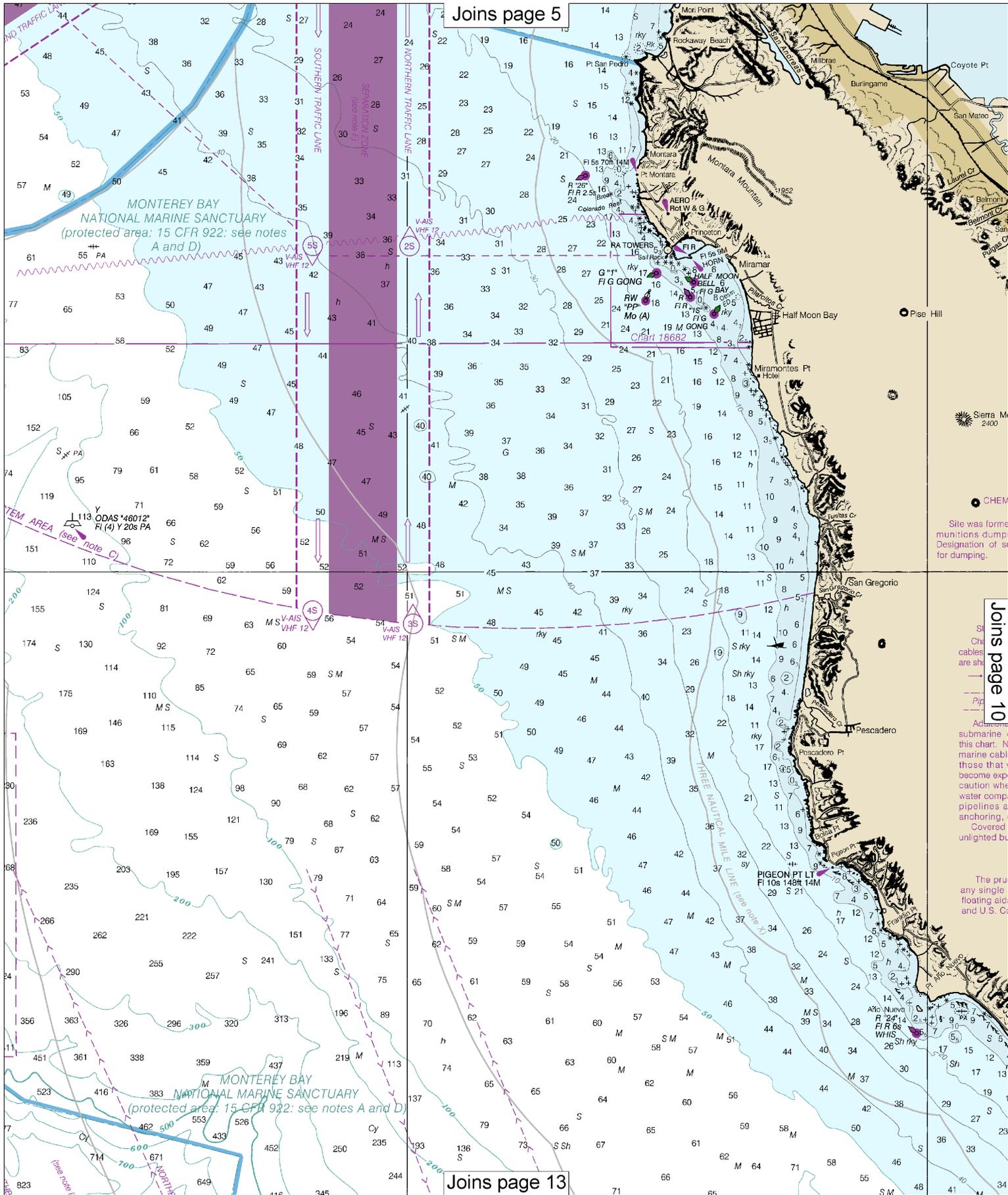
Joins page 11



8

Note: Chart grid lines are aligned with true north.

Joins page 5



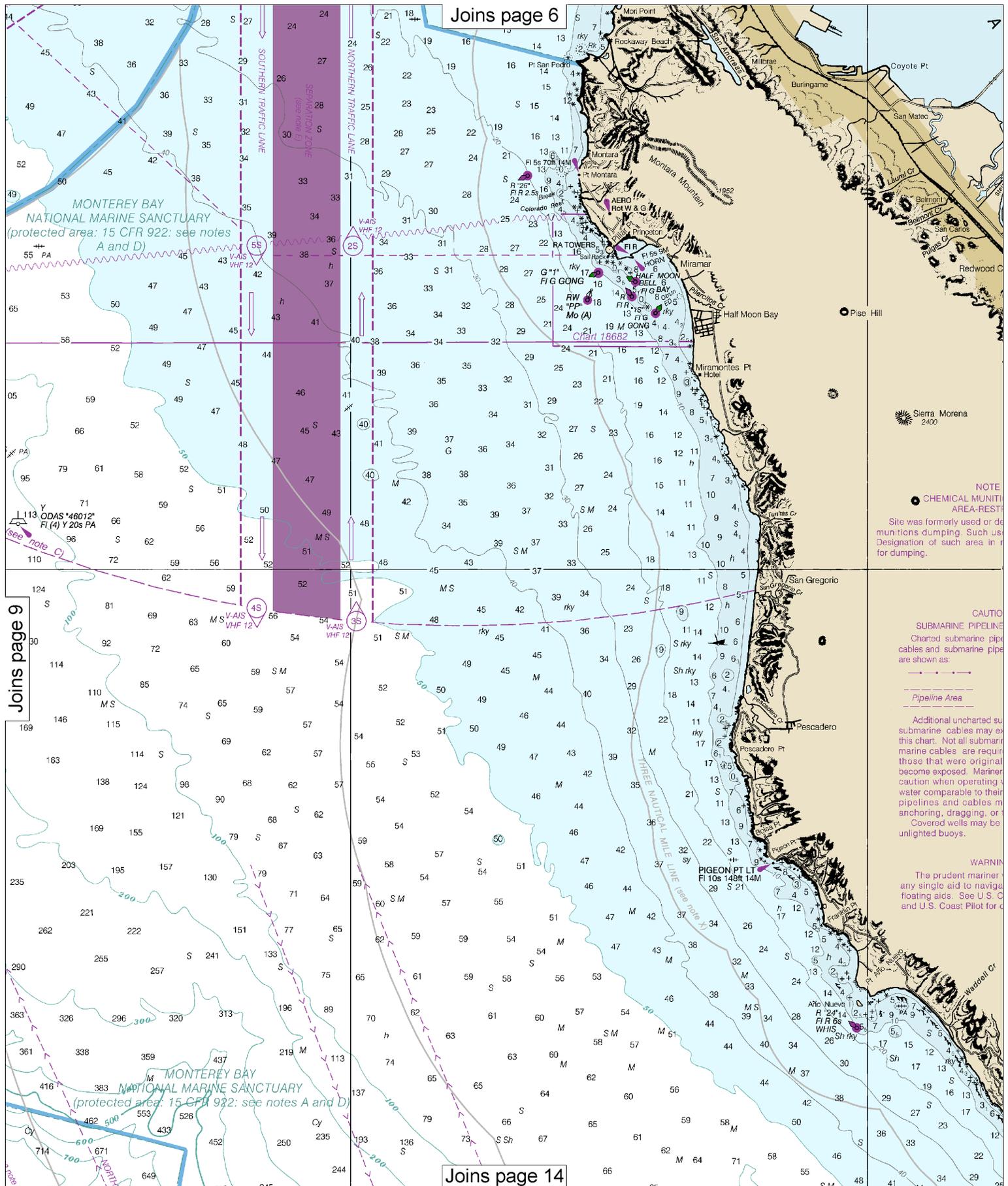
Joins page 13

Joins page 101

Site was former munitions dump. Designation of site for dumping.

Submarine cables are shown. Adjustments to submarine in this chart. Marine cables those that become exp. caution when water comp. pipelines are anchoring. Covered unlighted bu.

The primary single floating aid and U.S. Coast Guard



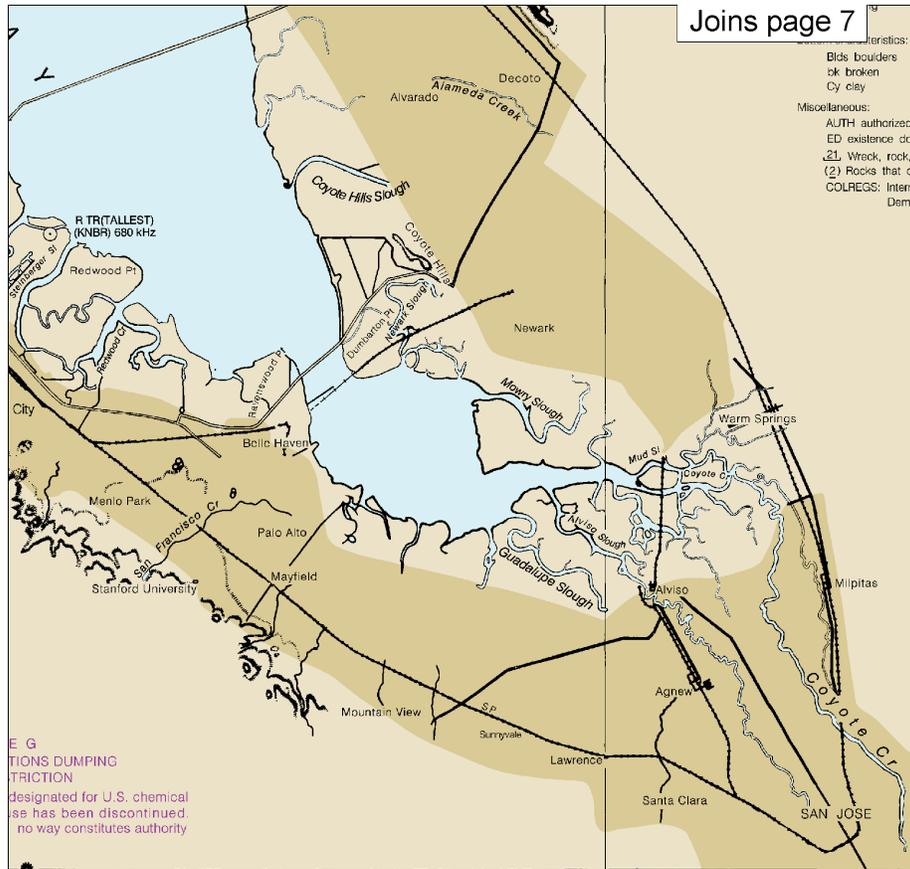
Joins page 6

Joins page 9

Joins page 14

10

Note: Chart grid lines are aligned with true north.



Characteristics:
 Blks boulders Co coral gy gray Oys oysters so soft
 bk broken G gravel h hard Rk rock Sh shells
 Cy clay Gs 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.
 COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
 Demarcation lines are shown thus: - - - - -

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

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:
 (o) (Accurate location) (o) (Approximate location)

**NOTE B
 MAIN SHIP CHANNEL**
 The project depth is 55 feet. For controlling depth see chart 18649.

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

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.

- Mt. Pisic, CA KHB-49 162 400 MHz WX2
- Mt. Umunhum, CA KEC-49 162 550 MHz WX1
- Mt. Umunhum, CA WWF-64 162 450 MHz WX5

DESIGNATED DUMPING ZONE
 designated for U.S. chemical waste has been discontinued. No way constitutes authority.

PIPELINES AND CABLES
 pipelines and submarine pipelines and cable areas

submarine pipelines and exist within the area of marine pipelines and submarine pipelines and cables may exist, and when trawling is marked by lighted or

navigation, particularly on Coast Guard Light List details.

BLACK MOUNTAIN 2767

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

IMO AMENDED TRAFFIC SEPARATION SCHEME
 Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG 2/Circ.64. Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised.

POLLUTION REPORTS
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible. (33 CFR 153).

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

NOTE 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 the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE H
 The San Francisco Bay Vessel Traffic Service is not shown on this chart. See Charts 18645 and 18649.

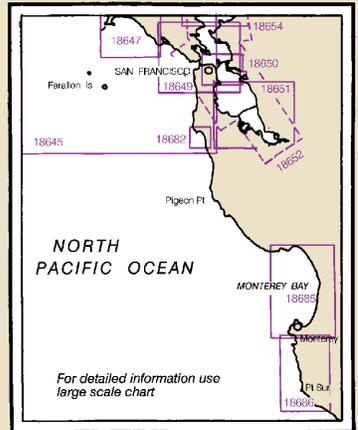
**NOTE E
 TRAFFIC SEPARATION SCHEME**

One-way traffic lanes overprinted on this chart are recommended for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to San Francisco Bay but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. Mariners are requested to stay outside the circular separation zone centered on the San Francisco Approach Lighted Horn Buoy SF. When crossing traffic lanes and separation zones use extreme caution.

**NOTE F
 PRECAUTIONARY AREA**

Traffic within the Precautionary Area may consist of vessels making the transition between the Main Ship Channel and one of the established traffic lanes. Mariners are advised to exercise extreme caution when navigating within this area. The normal cruising area of the pilot vessel is indicated "PILOT AREA." When passing Traffic Lane Lighted Buoys "S", "W", or "N", inbound vessels should contact the pilot boat on channel 13 for boarding instructions.

Mount Umunhum 3486



NOTE I

IMO - adopted Recommended Tracks for vessels carrying hazardous cargo in bulk (including ore concentrates, explosives, munitions, chemicals, liquefied gases, refined products, distillates or other non-persistent cargo), vessels using these tracks should use the Western TSS when entering or leaving San Francisco.

NOTE J

IMO - adopted Recommended Tracks for vessels 300 gross tons and over.

NOTE C

The U.S. Coast Guard operates an Offshore Vessel Movement Reporting System (OVMS) covering the seaward approaches to San Francisco Bay. All commercial vessels over 300 gross tons and all tugs with tows are requested to contact Vessel Traffic Service San Francisco on VHF-FM channel 12 (156.60 MHz) when entering this area. All vessels in the area are encouraged to listen on channel 12 at fifteen and forty-five minutes past each hour for broadcast reports of known shipping traffic in the area. Additional information on the OVMS is published in Coast Pilot 7 and information concerning specific operating procedures is available from the VTS.

NOTE A

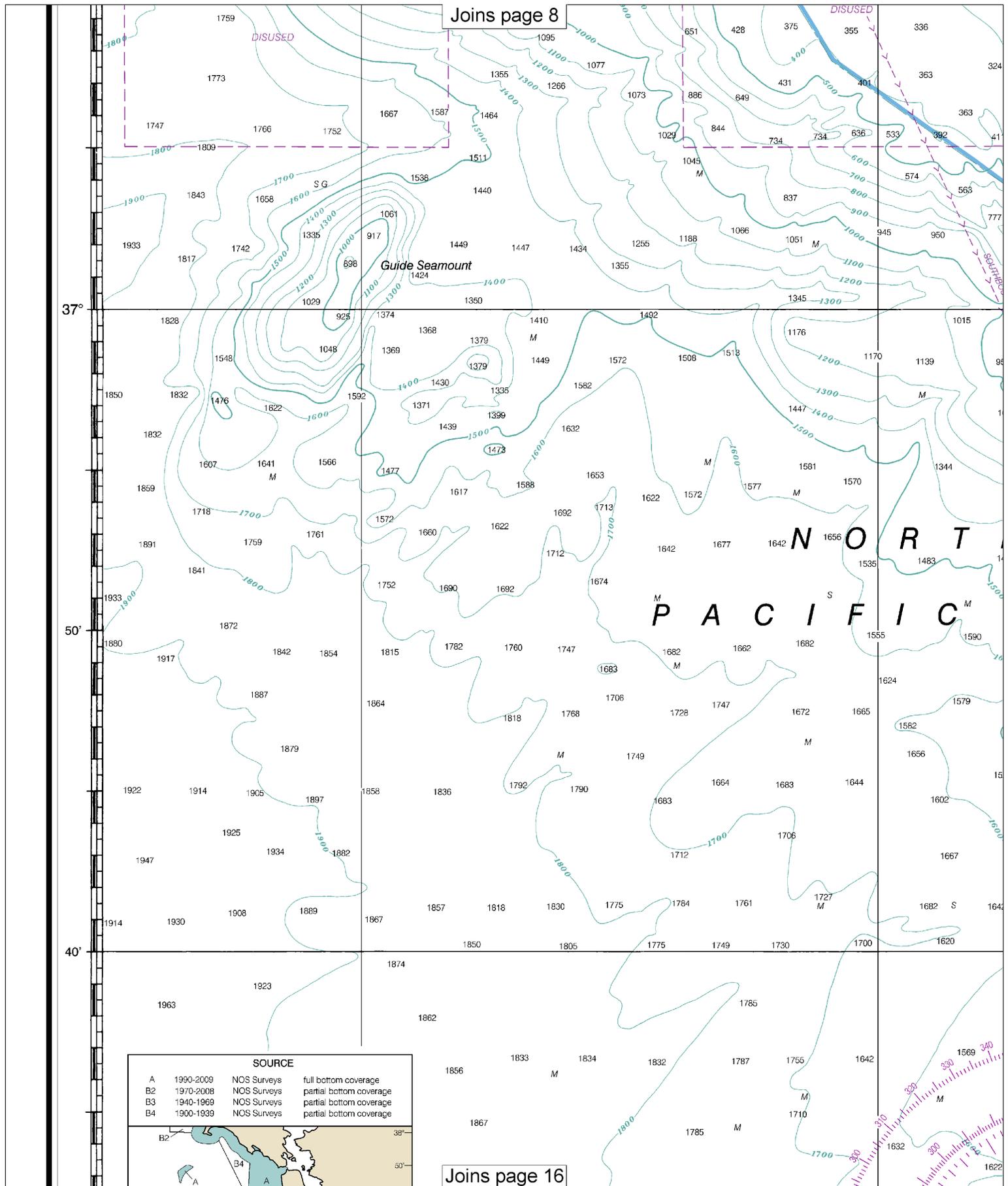
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in Local Notices to Mariners.

30'

10'

10'

Joins page 8

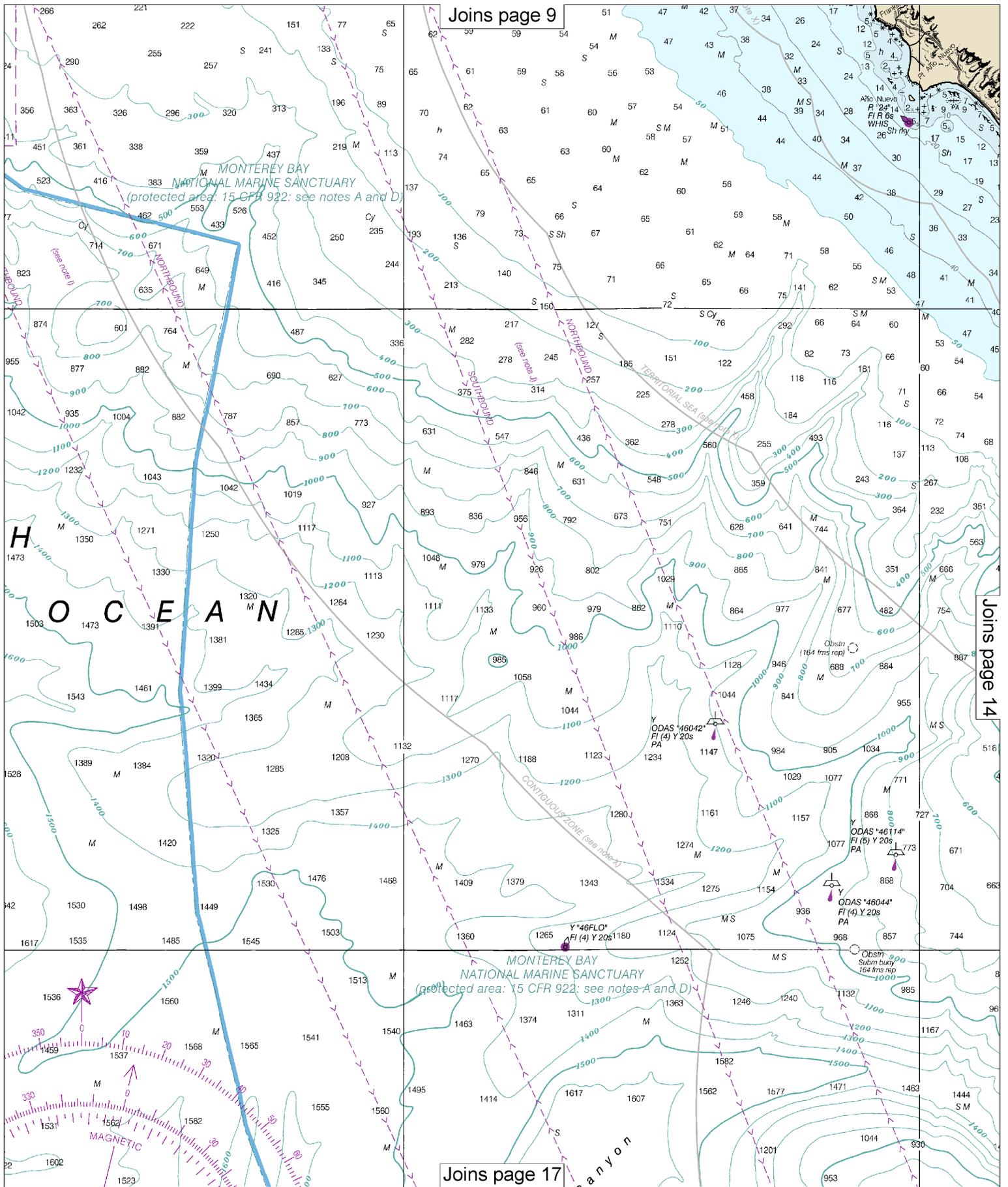


SOURCE		
A	1990-2009	NOS Surveys full bottom coverage
B2	1970-2008	NOS Surveys partial bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage



Joins page 16

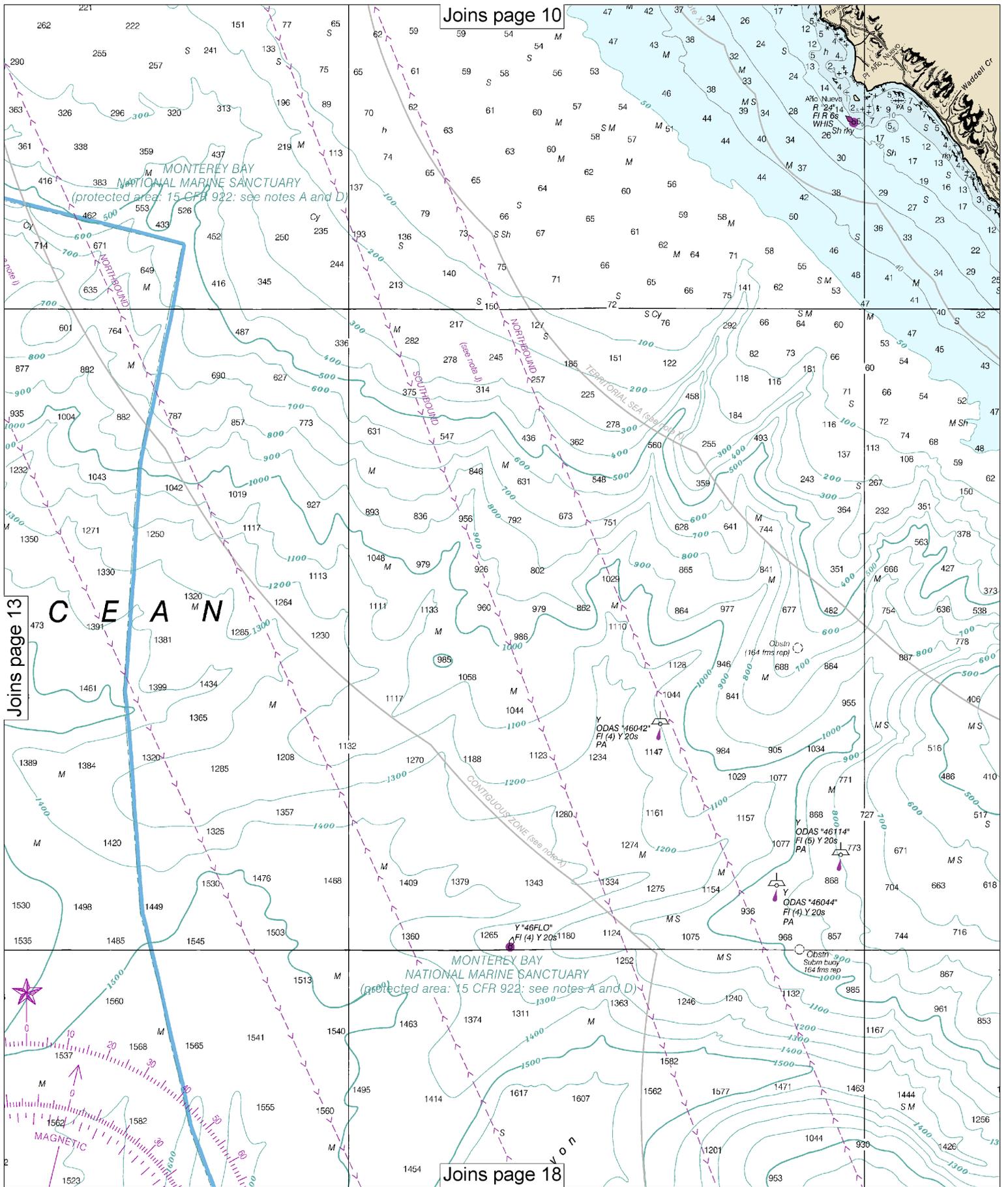
Note: Chart grid lines are aligned with true north.



Joins page 9

Joins page 14

Joins page 17



POLLUTION REPORTS

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RADAR REFLECTORS

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NOTE J

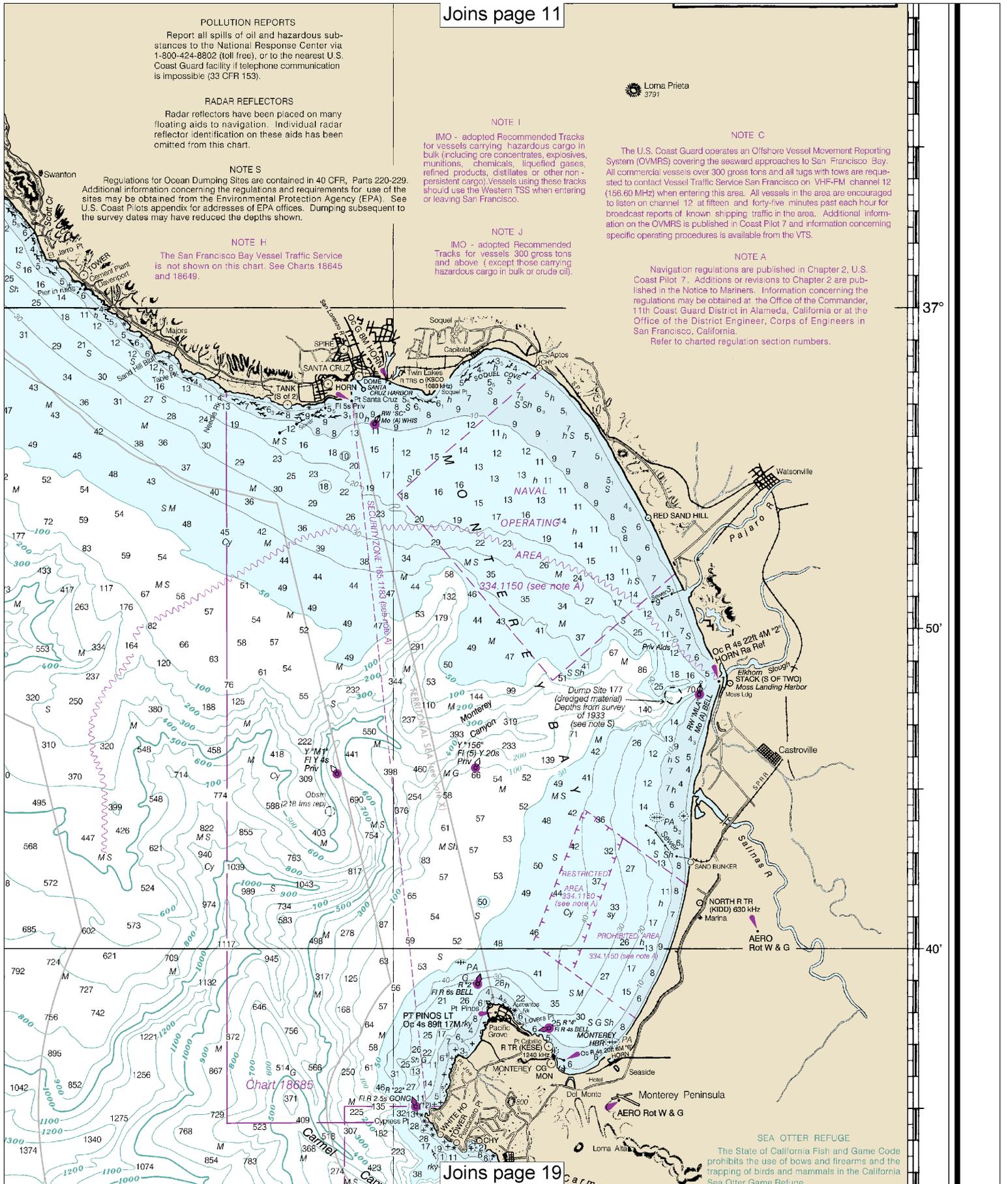
IMO - adopted Recommended Tracks for vessels 300 gross tons and above (except those carrying hazardous cargo in bulk or crude oil).

NOTE C

The U.S. Coast Guard operates an Offshore Vessel Movement Reporting System (OVMSR) covering the seaward approaches to San Francisco Bay. All commercial vessels over 300 gross tons and all tugs with tow are requested to contact Vessel Traffic Service San Francisco on VHF-FM channel 12 (156.60 MHz) when entering this area. All vessels in the area are encouraged to listen on channel 12 at fifteen and forty-five minutes past each hour for broadcast reports of known shipping traffic in the area. Additional information on the OVMSR is published in Coast Pilot 7 and information concerning specific operating procedures is available from the VTS.

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 San Francisco, California. Refer to charted regulation section numbers.

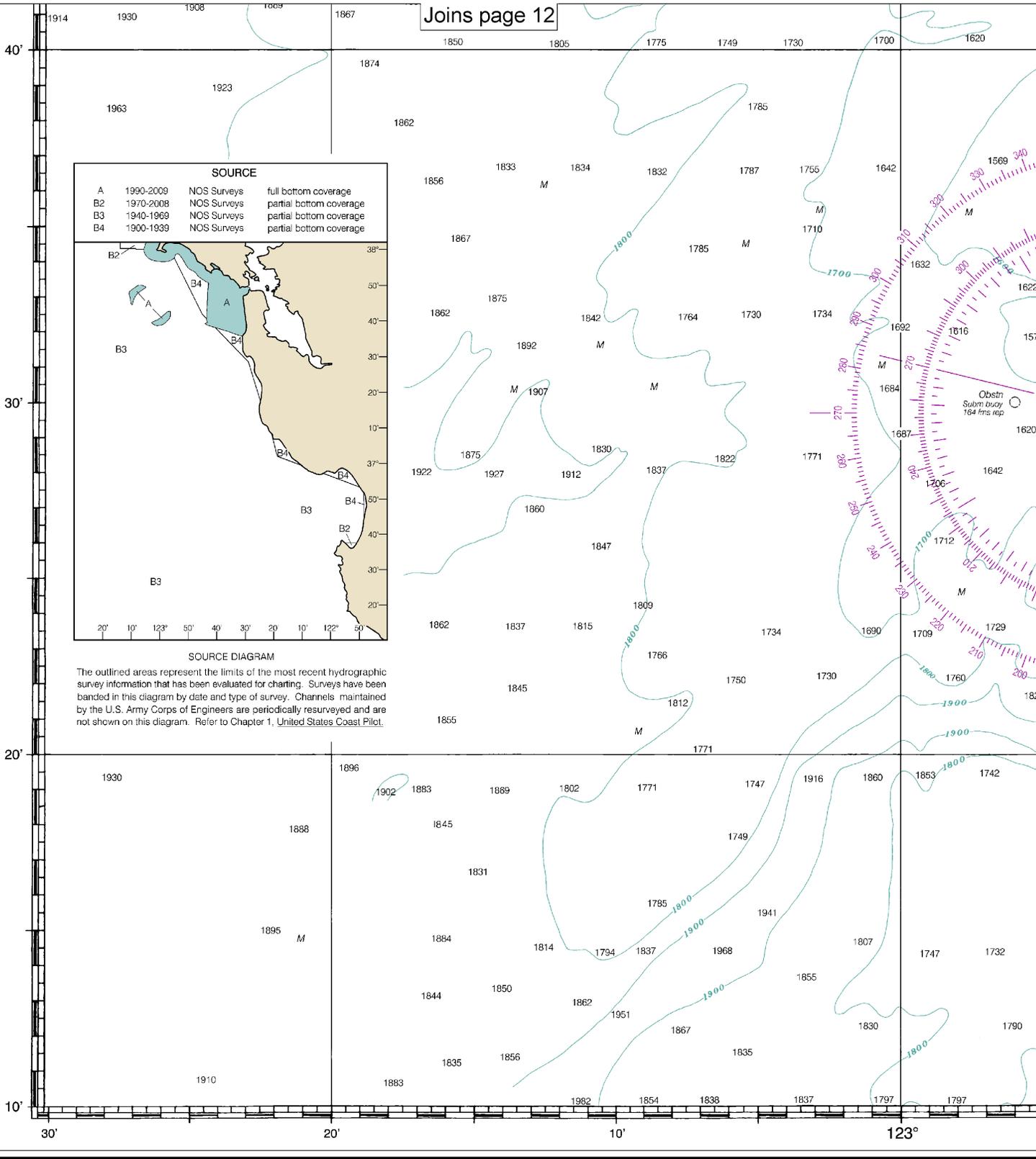


37°

50'

40'

SEA OTTER REFUGE
The State of California Fish and Game Code prohibits the use of bows and firearms and the trapping of birds and mammals in the California Sea Otter Game Refuge.



18680

CAUTION

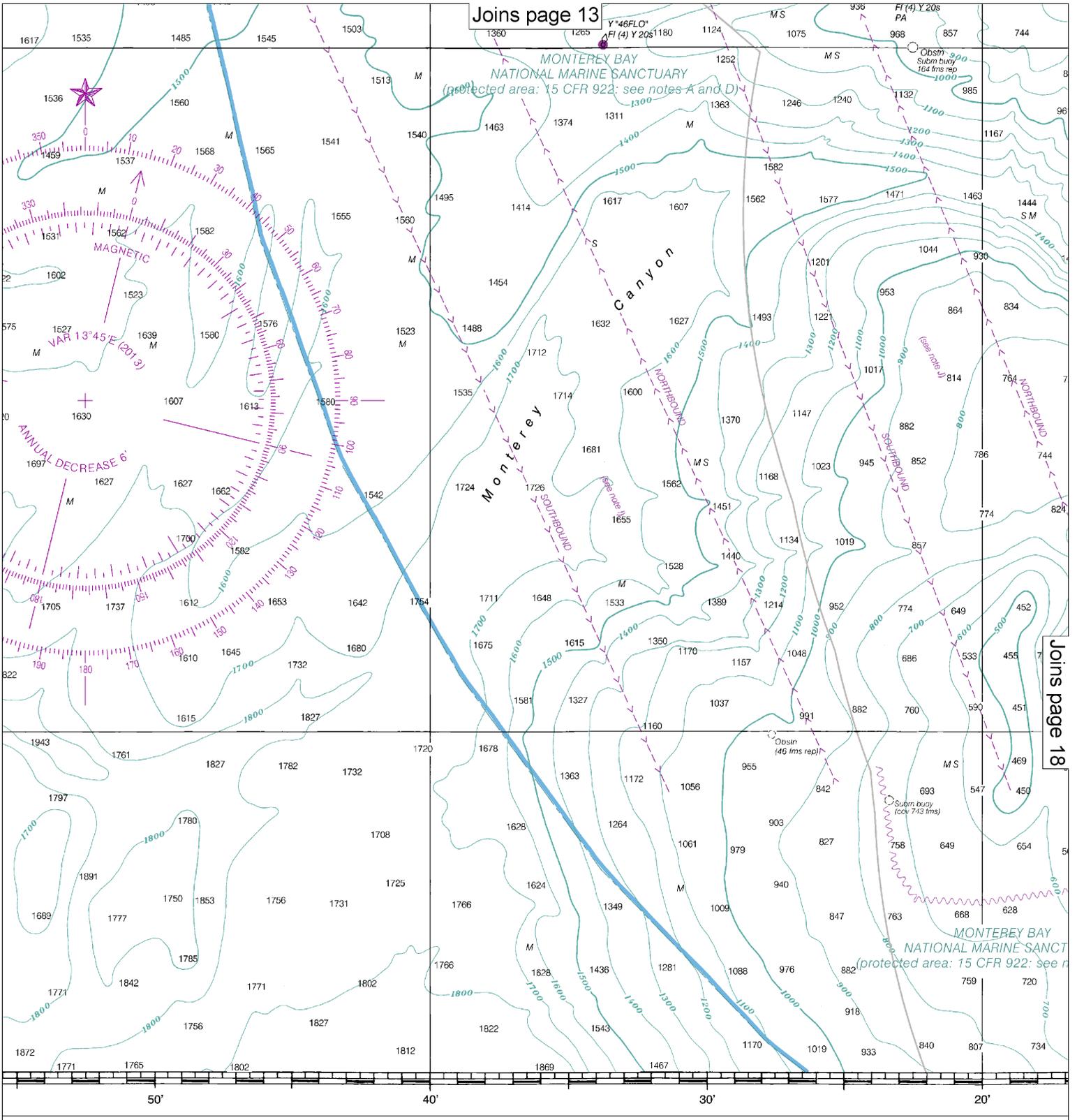
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice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

32nd Ed., May 2013. Last Correction: 12/8/2016. Cleared through:
 LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016)

SOUNDING
 (FATHOMS AND METERS)

16

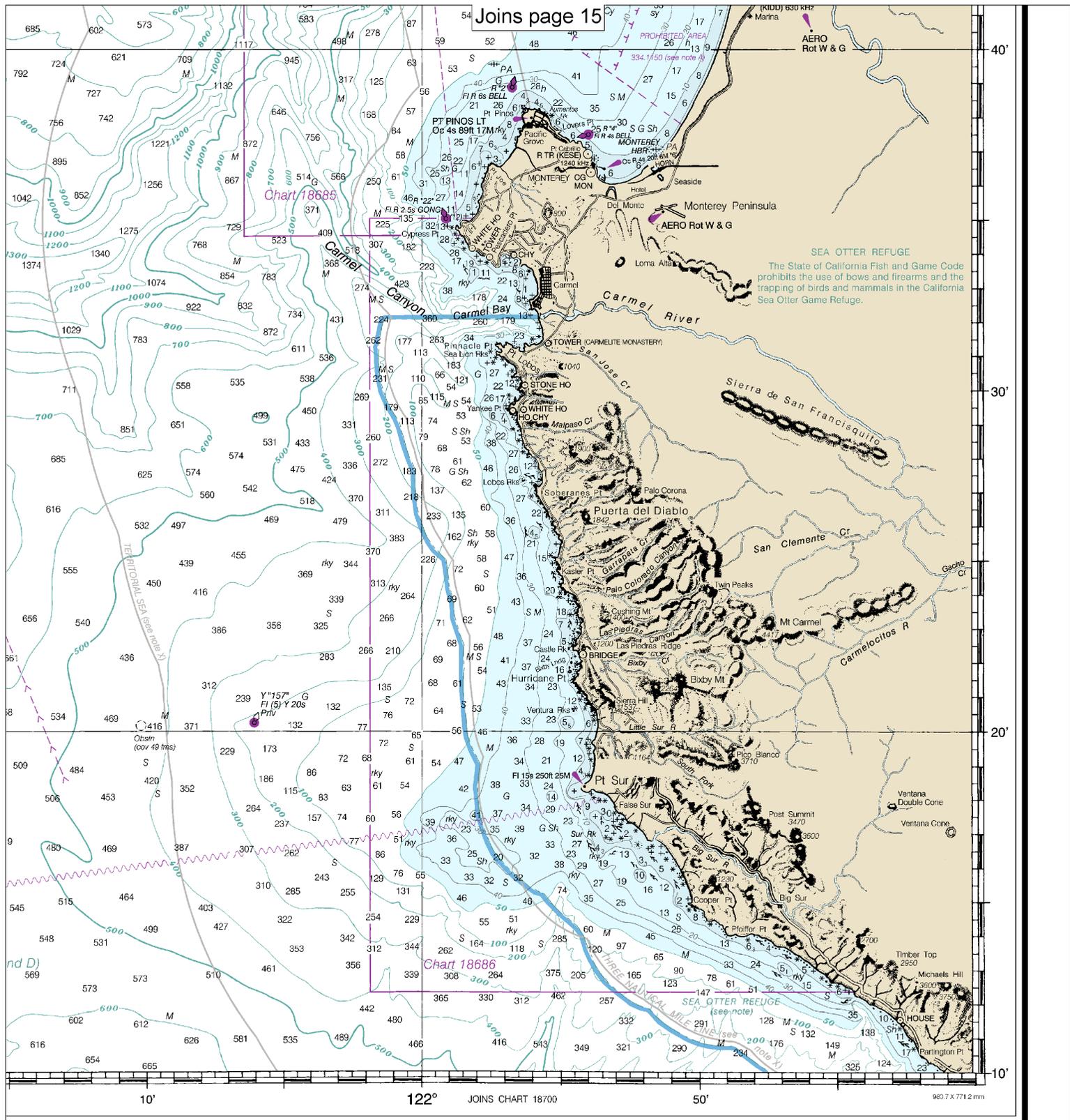
Note: Chart grid lines are aligned with true north.



GS IN FATHOMS
(AND FEET TO 11 FATHOMS)

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

FATHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3



Point Sur to San Francisco
SOUNDINGS IN FATHOMS - SCALE 1:210,668

18680

6	7	8	9	10	11	12	13	14	15	16	17									
36	42	48	54	60	66	72	78	84	90	96	102									
11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31



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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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 @NOAAcharts



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