

# BookletChart™

## Monterey Bay

NOAA Chart 18685

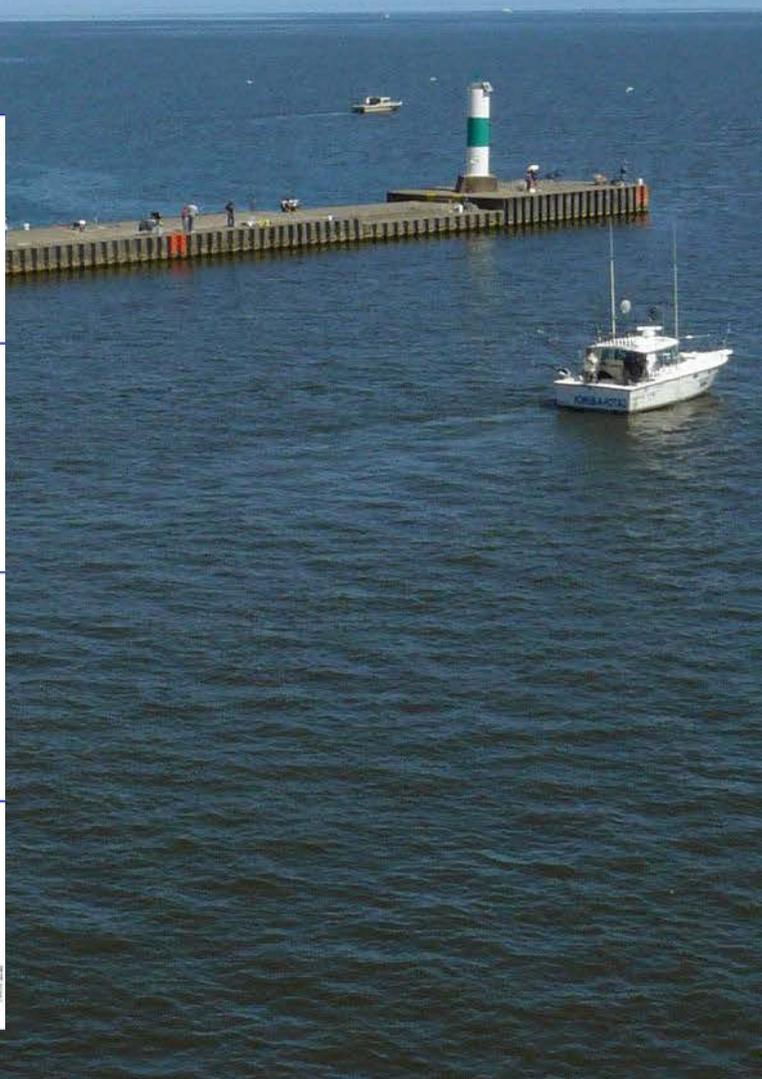
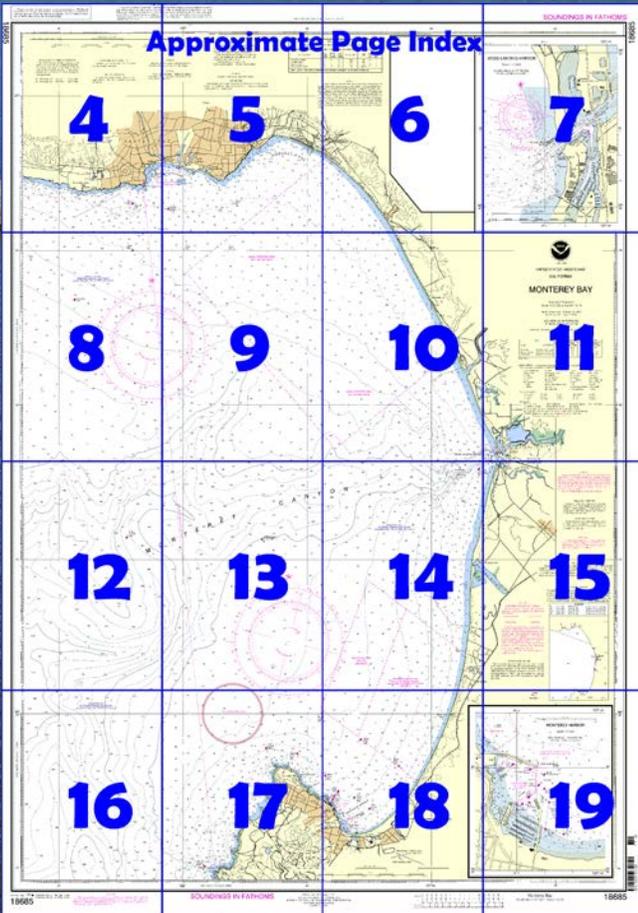


*A reduced-scale NOAA nautical chart for small boaters*

*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.

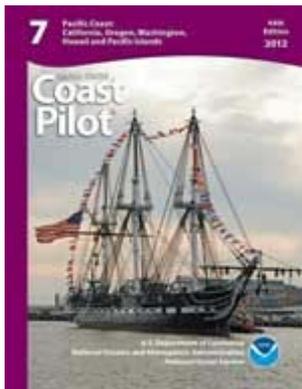
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18685>.



**(Selected Excerpts from Coast Pilot)**

From Cypress Point to Point Pinos, the coast trends NE for 4 miles. Numerous small rocks and ledges closely border the shoreline.

**Point Pinos**, on the S side of Monterey Bay, is low, rocky, and rounding with visible rocks extending offshore for less than 0.3 mile. The point is bare for about 0.2 mile back from the beach, and beyond that is covered with pines. **Point Pinos Light** (36°38'00"N., 121°56'01"W.), 89 feet above the water, is shown from a 43-foot white

tower on a dwelling near the N end of the point. A lighted bell buoy is about 0.7 mile off the point.

**Monterey Bay**, between Point Pinos and Point Santa Cruz, is a broad 20-mile-wide open roadstead. The shores are low with sand beaches backed by dunes or low sandy bluffs. **Salinas Valley**, the lowland extending E from about the middle of the bay, is prominent from seaward as it forms the break between the Santa Lucia Range S and the high land of the Santa Cruz Mountains N. The bay is free of dangers, the 10-fathom curve lying at an average distance of 0.7 mile offshore. The submarine **Monterey Canyon** heads near the middle of the bay with a depth of over 50 fathoms about 0.5 mile from the beach near Moss Landing. Shelter from NW winds is afforded at Santa Cruz Anchorage and Soquel Cove, off the N shore of the bay, and from SW winds at Monterey Harbor, off the S shore. The tidal currents are reported to be generally weak except at the Deep-draft Mooring Facility about 0.8 mile NW from Moss Landing harbor entrance.

**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.)

A **restricted and a prohibited area** for an army firing range is in the SE part of the bay, and a naval operating area is in the NE part of the bay. (See **334.1150**, chapter 2, for limits and regulations.)

**Monterey Harbor**, 3 miles SE of Point Pinos, is a compact resort harbor with some commercial activity and fishing. The harbor can accommodate over 800 vessels.

Depths of more than 20 feet are available in the outer harbor and entrance, and 10 to 6 feet in the small-boat basin. There are many sport-fishing landings, and the small-craft basin provides good shelter for over 500 boats. There are four public launch ramps available in the harbor. The municipal marina has transient berths available and can provide electricity, pump-out, ice, and marine supplies; a 3-ton and 70-ton lift is available for hull, engine, and electrical repairs. The marina monitors VHF-FM channels 16 and 5. The boat yard, located just inside the breakwater has a 70-ton travel lift.

**Currents.**—A very strong current is reported to exist at the small-boat basin entrance when swells run following winter storms. The current runs mainly from the breakwater towards Municipal Wharf No. 1; caution is advised.

**Moss Landing Harbor**, on the E shore of Monterey Bay 12.5 miles NE of Point Pinos and just N of the small town of **Moss Landing**, is a good harbor of refuge. The harbor is used by pleasure craft and a fishing fleet of about 300 boats. The harbor has 500 berths.

**Soquel Cove** is in the NE part of Monterey Bay, E of Santa Cruz Anchorage. The best anchorage is SE of the mouth of **Soquel Creek** in 5 to 6 fathoms, sandy bottom.

At **Seacliff Beach**, 0.5 mile W of **Aptos Creek**, a concrete ship has been beached and filled with sand. The pleasure pier for sport fishing extends from ship to the shore.

A small fishing and pleasure wharf at **Capitola**, on the NW side of Soquel Cove, has 11 feet alongside the landing at the outer end. There are facilities to hoist out small boats.

**Santa Cruz Anchorage**, on the NW shore of Monterey Bay between Point Santa Cruz and Soquel Point, has a municipal pier and small-craft harbor.

**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

# 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](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).  
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://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>

18685

05'

122°

SCALE 1:50,000  
Nautical Miles



**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. Umunhum, CA KEC-49 162.550 MHz  
Mt. Umunhum, CA WWF-64 162.450 MHz

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

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

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

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

Limitations  
aids to marine  
U.S. Coast Gu  
Geospatial-Intell  
Radio direct  
broadcasting s  
should be used  
Station posit  
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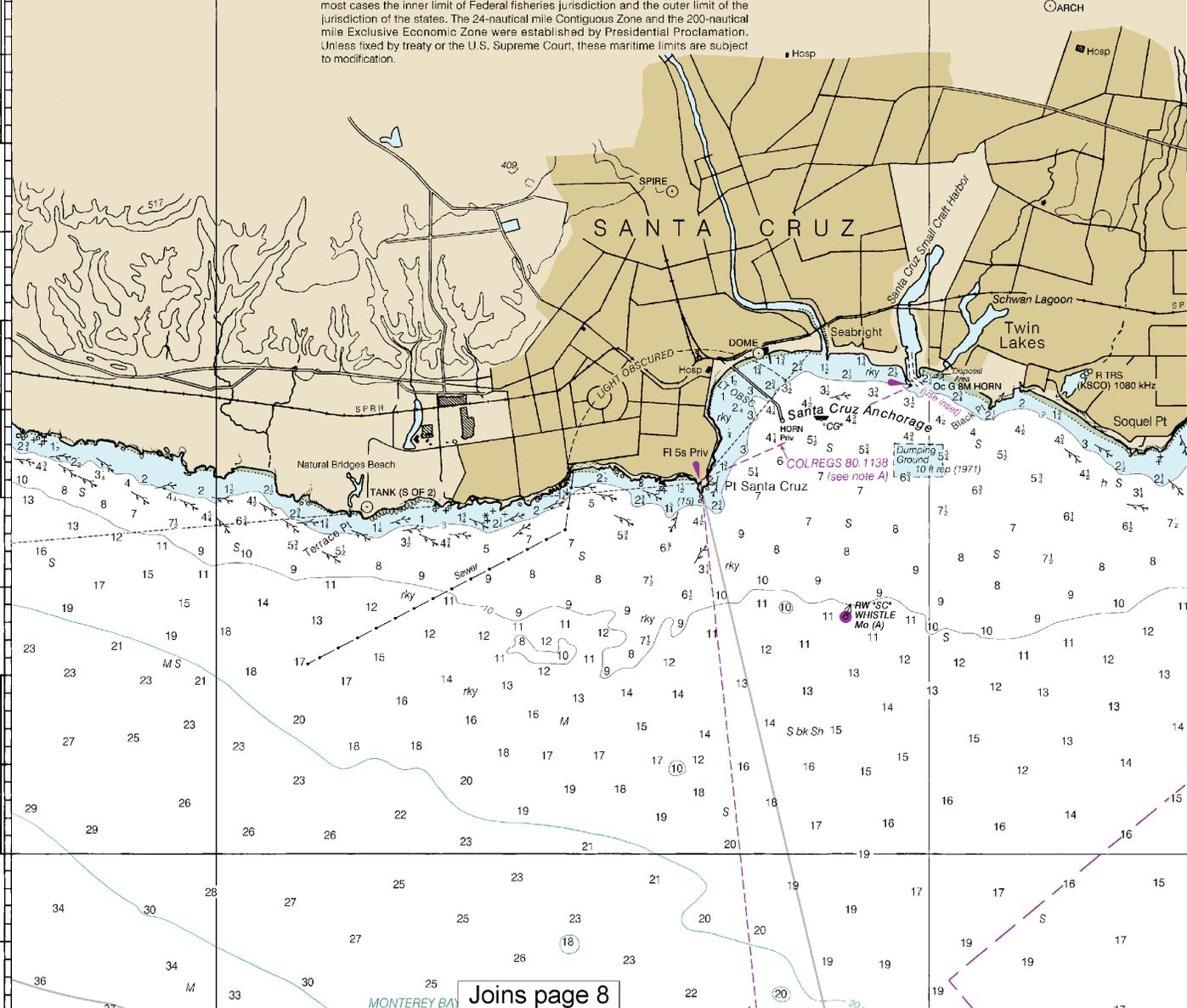
Heights in f

Hydrography and topog  
Survey, with additional dat  
Survey, and U.S. Coast G

**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.

37°

55'



Joins page 8

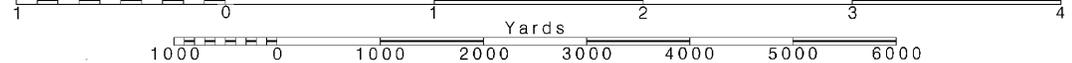
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.



55'

50'

**CAUTION**

Caution on the use of radio signals as aids to navigation can be found in the Coast Light Lists and National Buoyage Agency Publication 117. Position-finder bearings to commercial stations are subject to error and should be used with caution. Positions are shown thus: (Approximate location)

**HEIGHTS**

in feet above Mean High Water.

**AUTHORITIES**

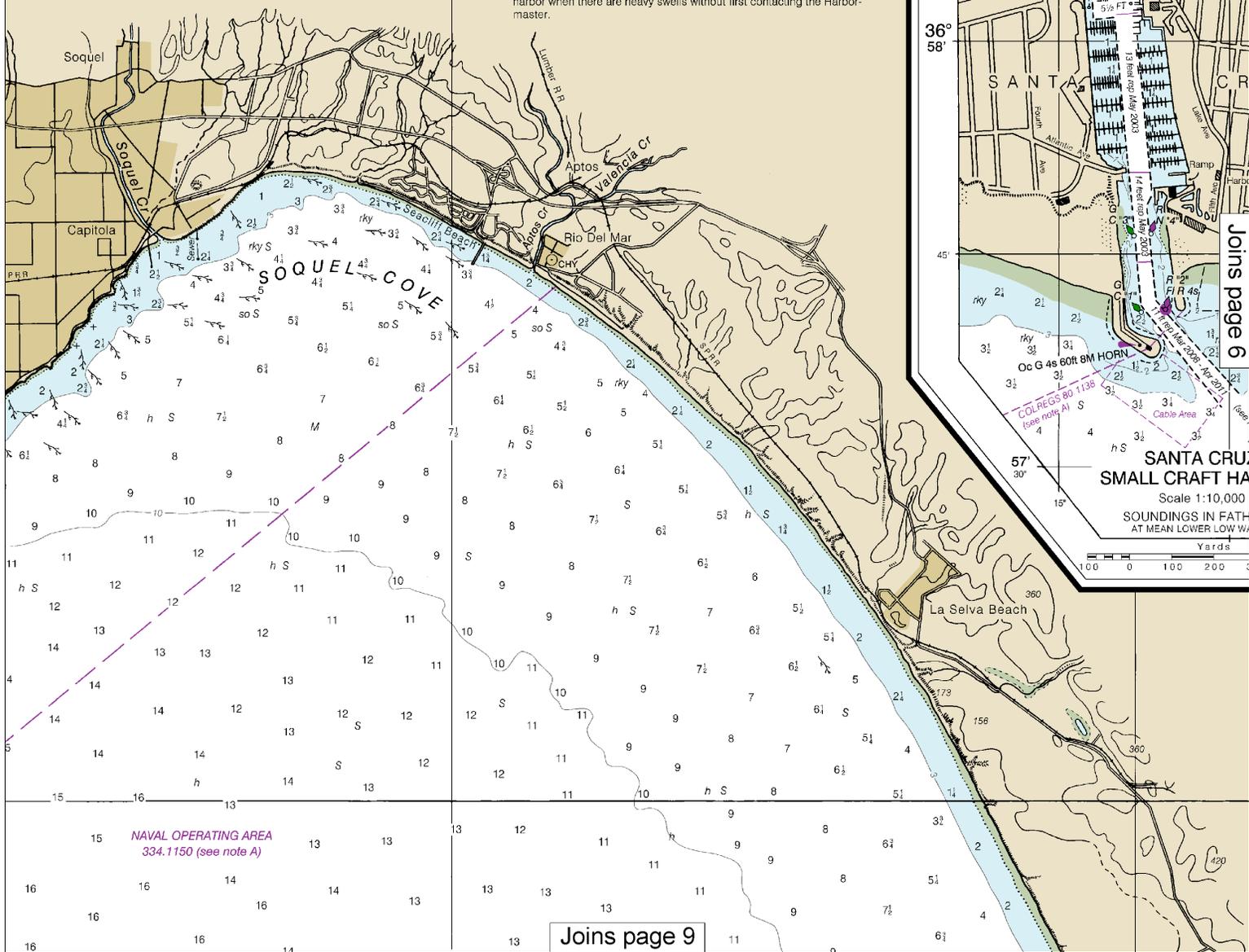
Topography by the National Ocean Service, Coast and Geodetic Survey; Hydrography by the National Ocean Service, Coast and Geodetic Survey; Data from the Corps of Engineers, Geological Survey.

MOSS LANDING HARBOR						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2014						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	DEPTH (NAUT. MILES) (MLLW FEET)
ENTRANCE CHANNEL	16.0	13.0	11.0	5-14	200	0.3 15
TURNING BASIN	12.0	12.0	9.0	5-14	300	0.1 15
INNER CHANNEL	12.0	11.0	11.0	5-14	100	0.4 15
INNER TURNING BASIN	9.0	8.0	9.0	5-14	100-120	0.1 15

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

**NOTE B**

Channel legends charted in the Santa Cruz Small Craft Harbor are based on the most recent surveys conducted by the Corps of Engineers. The Santa Cruz Small Craft Harbor entrance is subject to seasonal shoaling and dredging operations from November through May. The Santa Cruz Harbormaster reports that the inner harbor has been dredged from 7 to 10 feet in depth. Buoy positions are frequently changed to mark the shifting channel. Mariners without local knowledge should contact the Harbormaster on VHF-FM channel 16, 24 hours daily, or telephone 1-831-475-6161 between 0830 and 1700 daily. Mariners should not attempt to enter the harbor when there are heavy swells without first contacting the Harbormaster.



NAVAL OPERATING AREA  
334.1150 (see note A)

Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:66666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

55'

**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)

**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.

**MOSS LANDING HARBOR**

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2014

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
ENTRANCE CHANNEL	16.0	13.0	11.0	5-14	200	0.3	15
TURNING BASIN	12.0	12.0	9.0	5-14	300	0.1	15
INNER CHANNEL	12.0	11.0	11.0	5-14	100	0.4	15
INNER TURNING BASIN	9.0	8.0	9.0	5-14	100-120	0.1	15

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

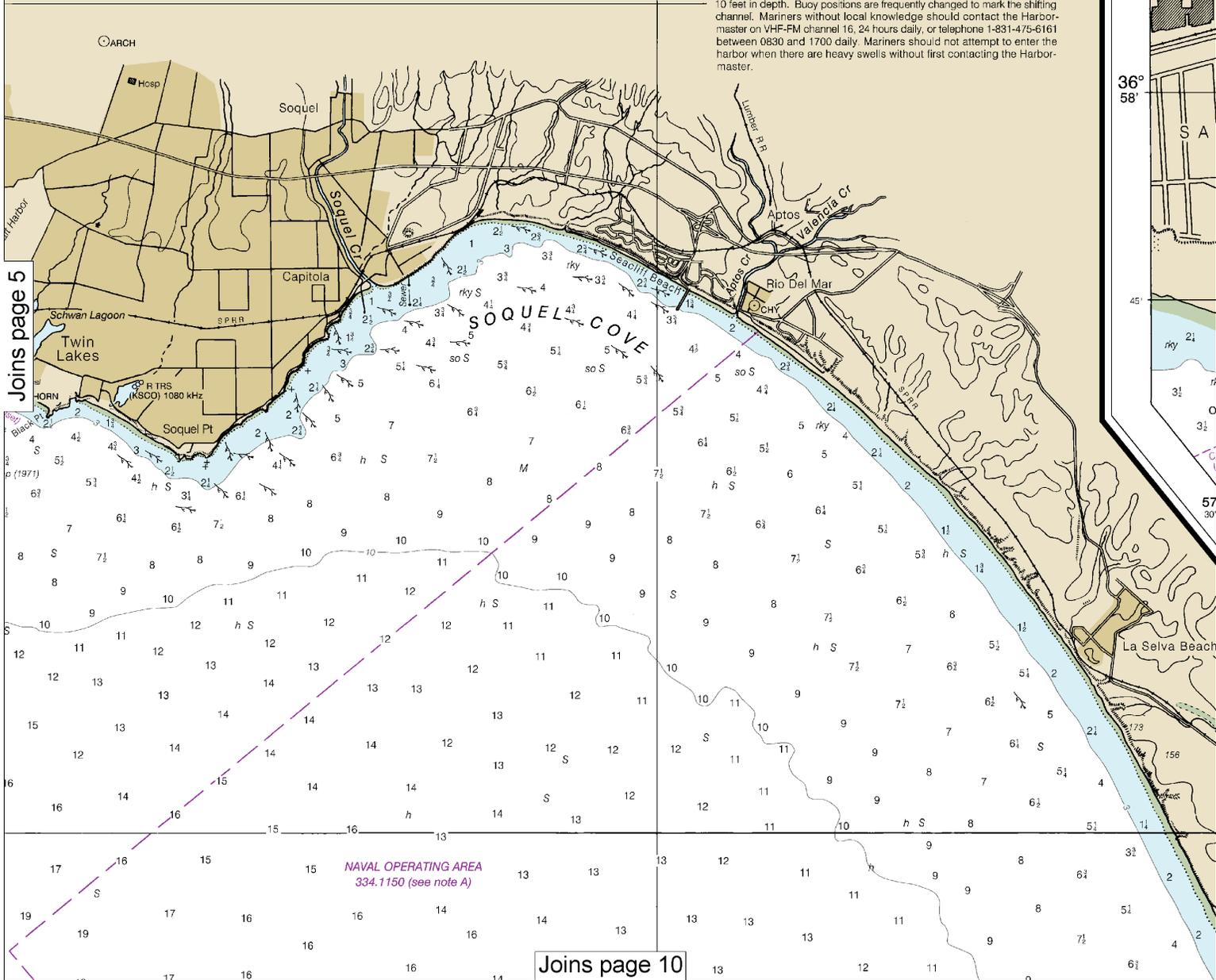
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Channel legends charted in the Santa Cruz Small Craft Harbor are based on the most recent surveys conducted by the Corps of Engineers. The Santa Cruz Small Craft Harbor entrance is subject to seasonal shoaling and dredging operations from November through May. The Santa Cruz Harbormaster reports that the inner harbor has been dredged from 7 to 10 feet in depth. Buoy positions are frequently changed to mark the shifting channel. Mariners without local knowledge should contact the Harbormaster on VHF-FM channel 16, 24 hours daily, or telephone 1-831-475-6161 between 0830 and 1700 daily. Mariners should not attempt to enter the harbor when there are heavy swells without first contacting the Harbormaster.

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Joins page 5



Joins page 10

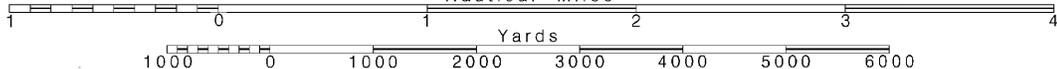


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.



KAPP 1869

58' 15"

58' 15"

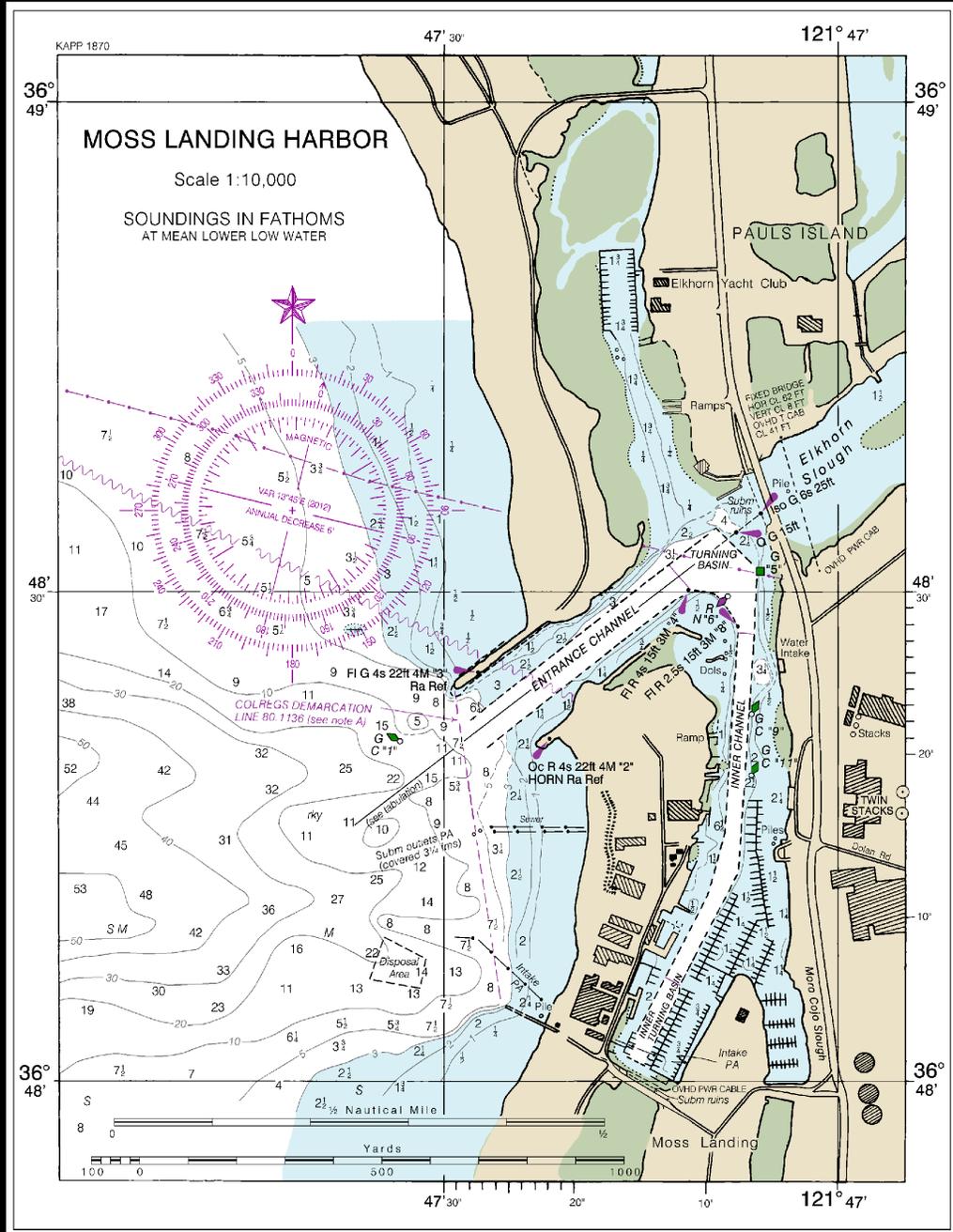
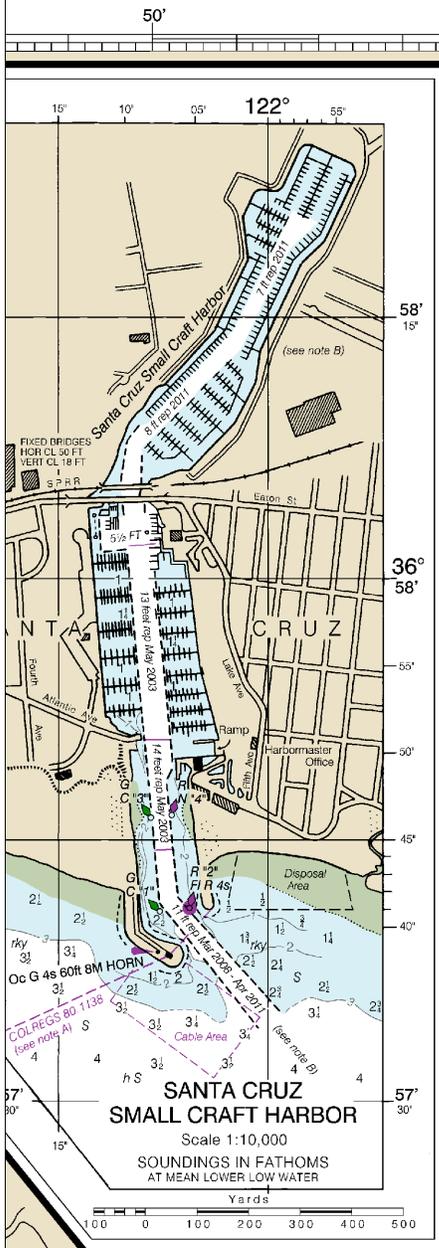
36° 58'

45'

57' 30"

# SOUNDINGS IN FATHOMS

18685



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

Joins page 11

CALIFORNIA

34th Ed., Sep. 2012. Last Correction: 12/8/2016. Cleared through:  
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016)

7

CONTINUED ON CHART 18680

MONTEREY BAY NATIONAL MARINE SANCTUARY  
(protected area: 15 CFR 922; see note A)

MAGNETIC  
VAR 13°45'E (2012)

ANNUAL DECREASE 6'

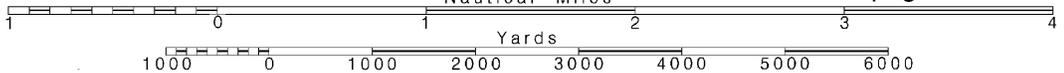


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

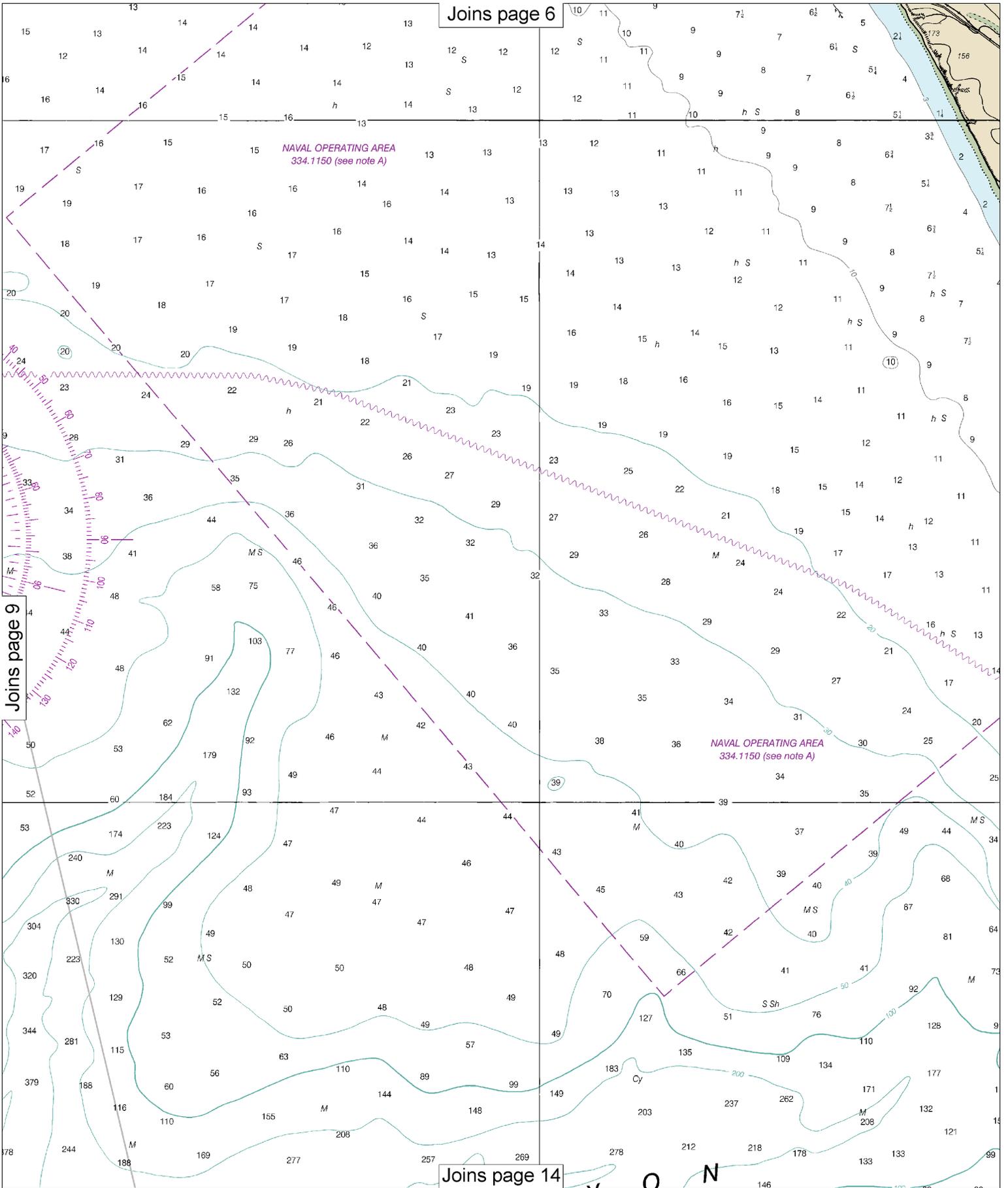
See Note on page 5.



1000 0 1000 2000 3000 4000 5000 6000

NAVAL OPERATING AREA  
334.1150 (see note A)

NAVAL OPERATING AREA  
334.1150 (see note A)



Joins page 9

Joins page 14

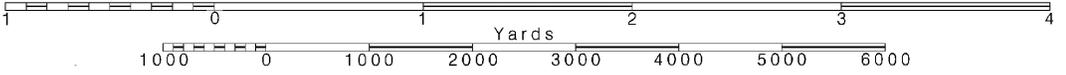
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

CALIFORNIA

# MONTEREY BAY

Mercator Projection  
Scale 1:50,000 at Lat 36° 48' N

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

### TIDAL INFORMATION

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Moss Landing	(36°48'N/121°47'W)	foot 5.2	foot 4.5	foot 1.0
Santa Cruz	(36°58'N/122°01'W)	5.3	4.6	1.1
Monterey	(36°36'N/121°53'W)	5.3	4.6	1.1

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://tidalcurrents.noaa.gov>. (Jun 2012)

### 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
A/ alternating	IQ interrupted quick	OBSC obscured	Rot/ rotating
B black	ISO isophase	OC occurring	S seconds
Bn beacon	LT LC lighthouse	OR orange	SEC sector
C can	M nautical mile	Osc oscillating	ST M stature miles
DIA diaphone	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 radio beacon	Y yellow

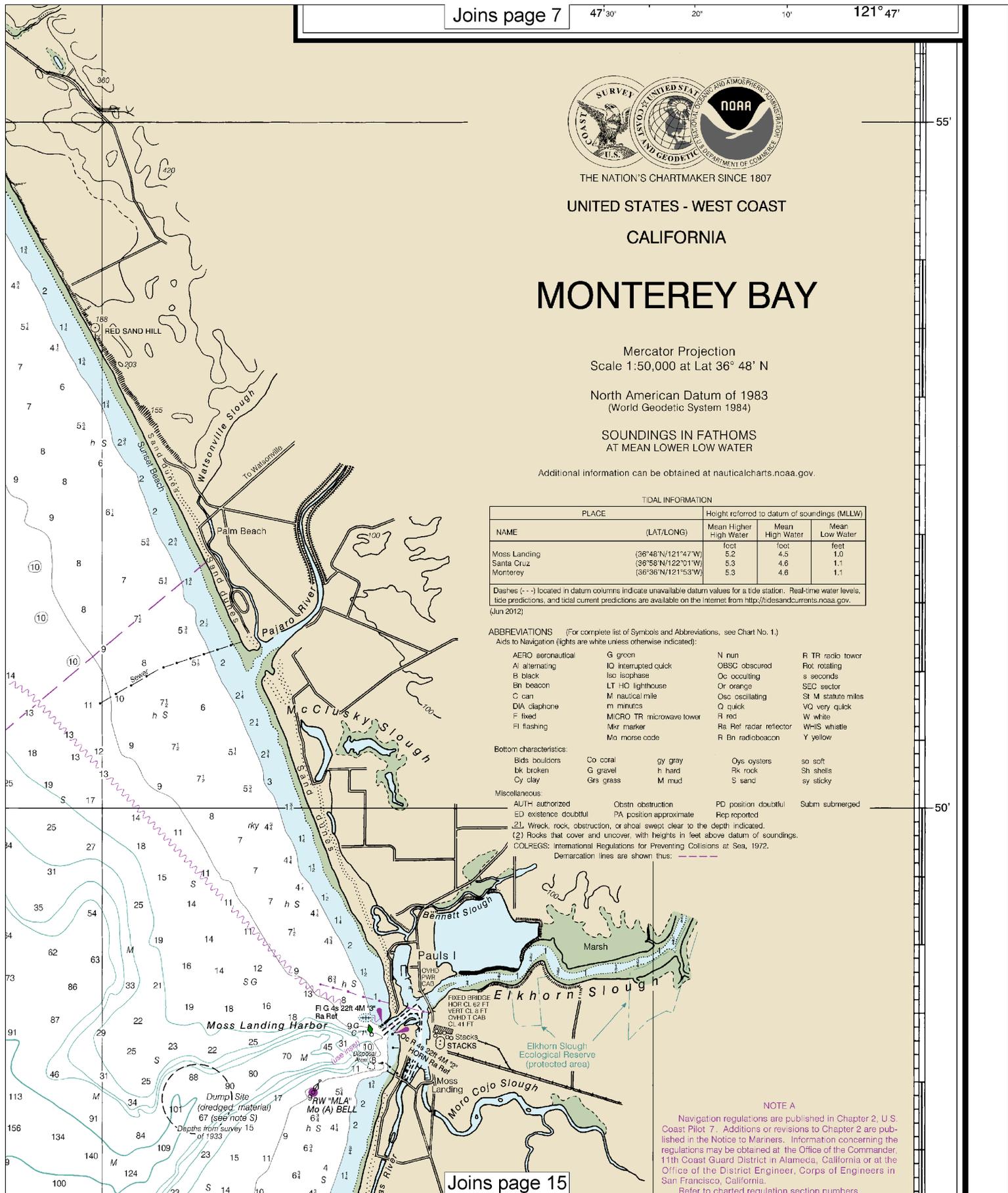
### Bottom characteristics:

Bids 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:

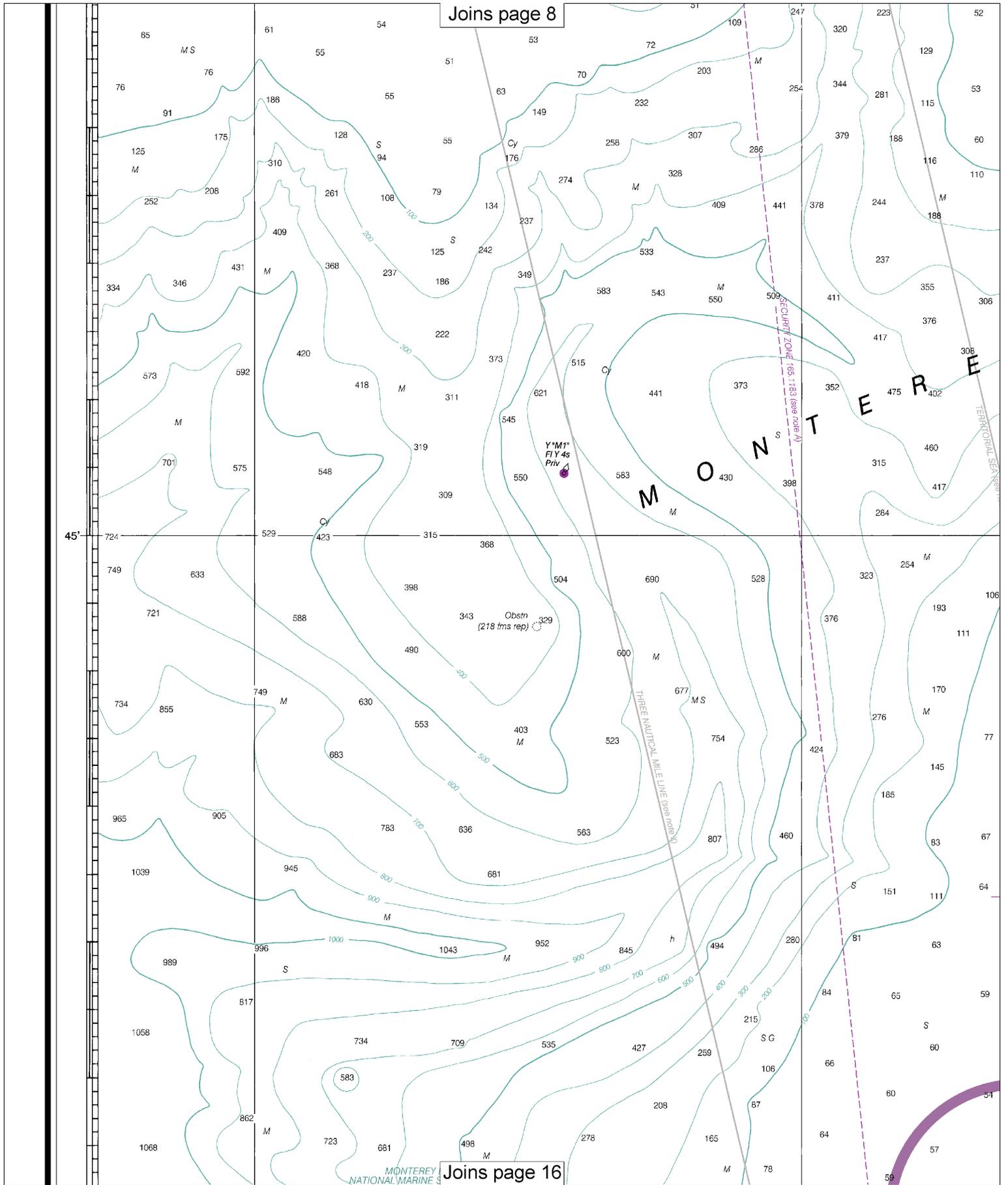
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

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: ---



Joins page 15

**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.



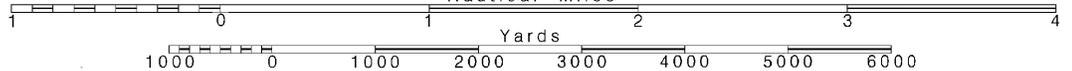
**12**

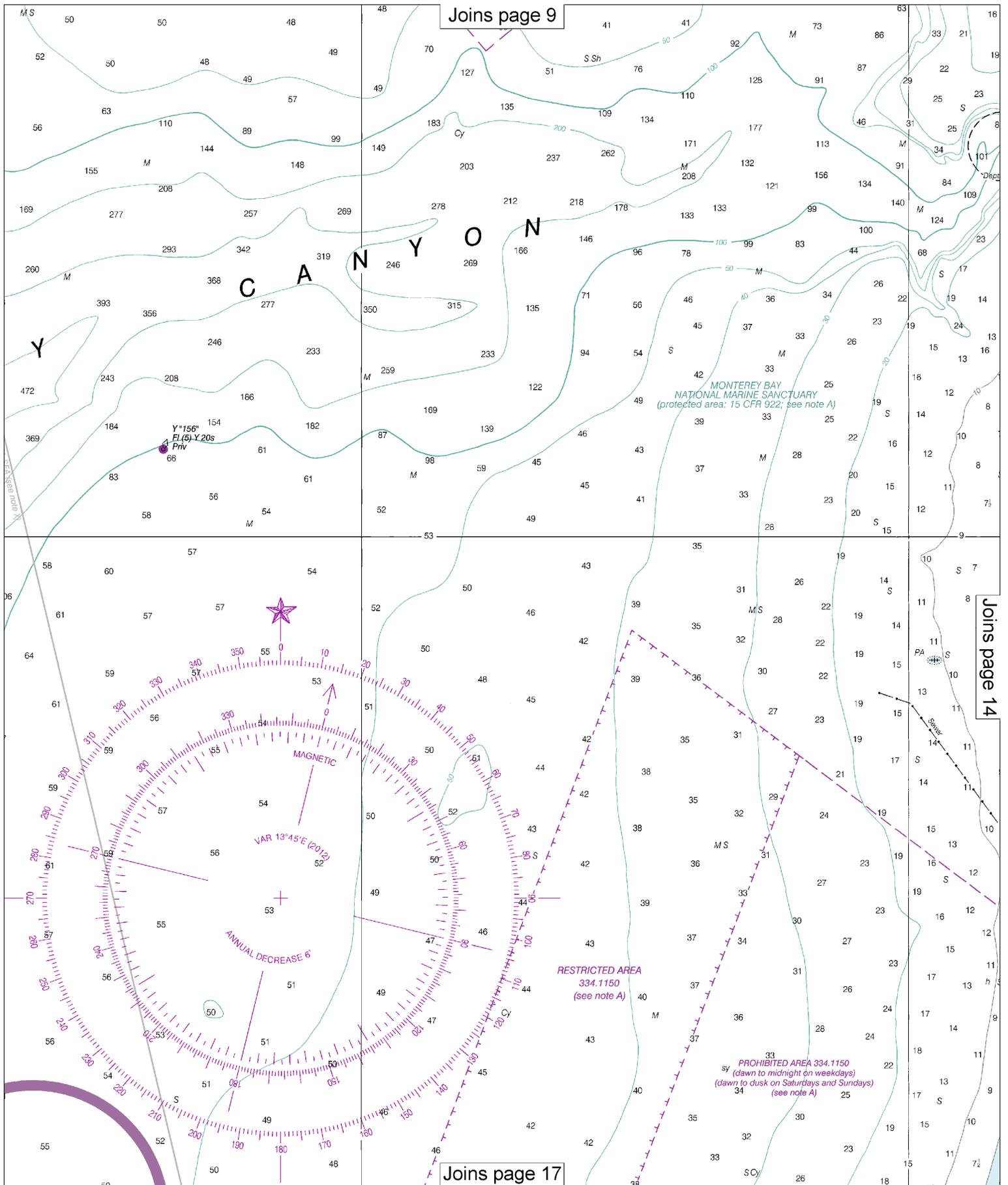
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.

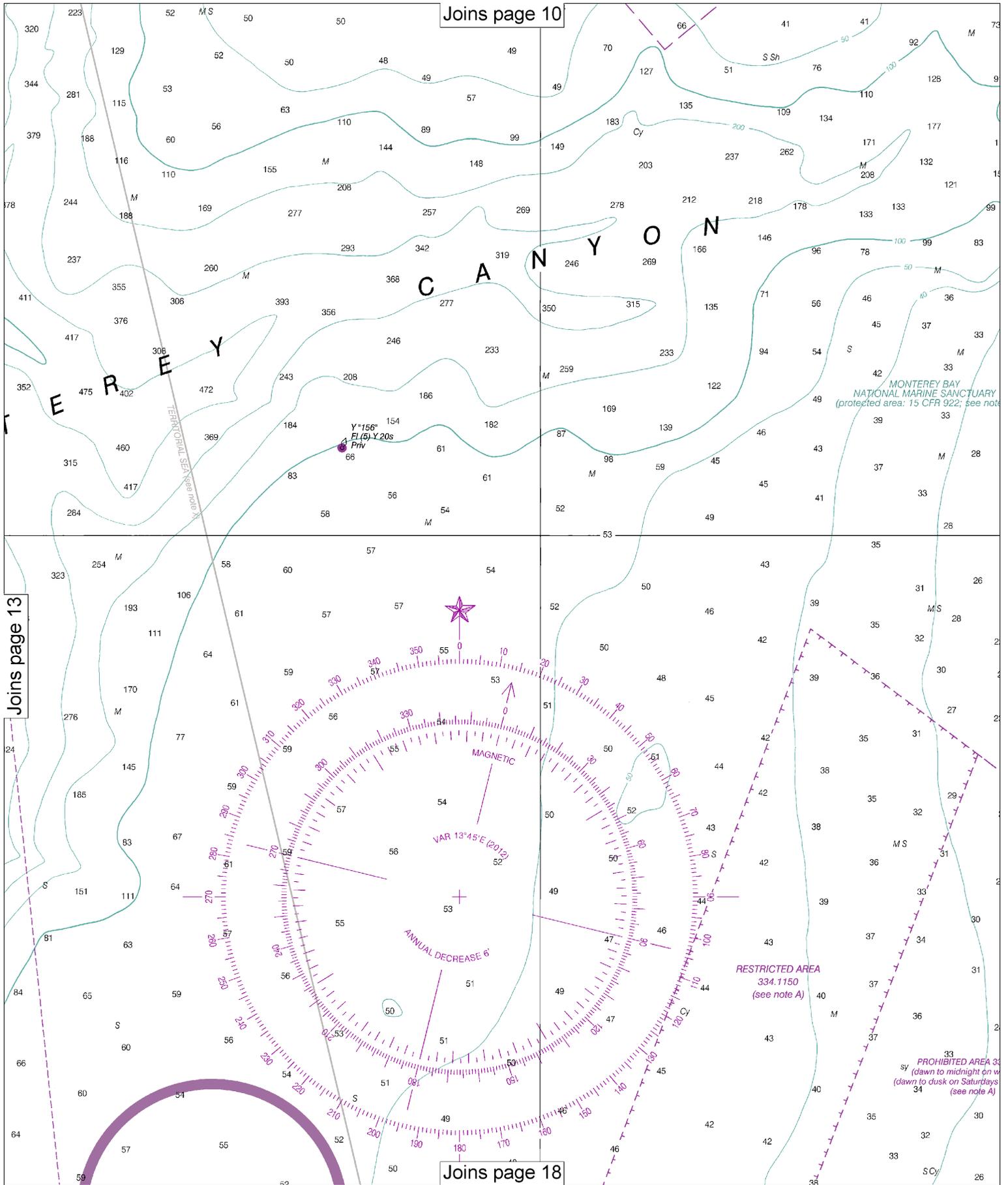




Joins page 9

Joins page 14

Joins page 17



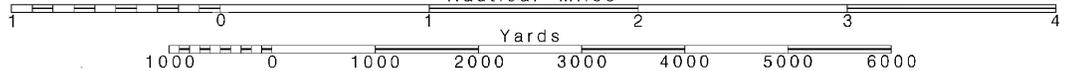
14

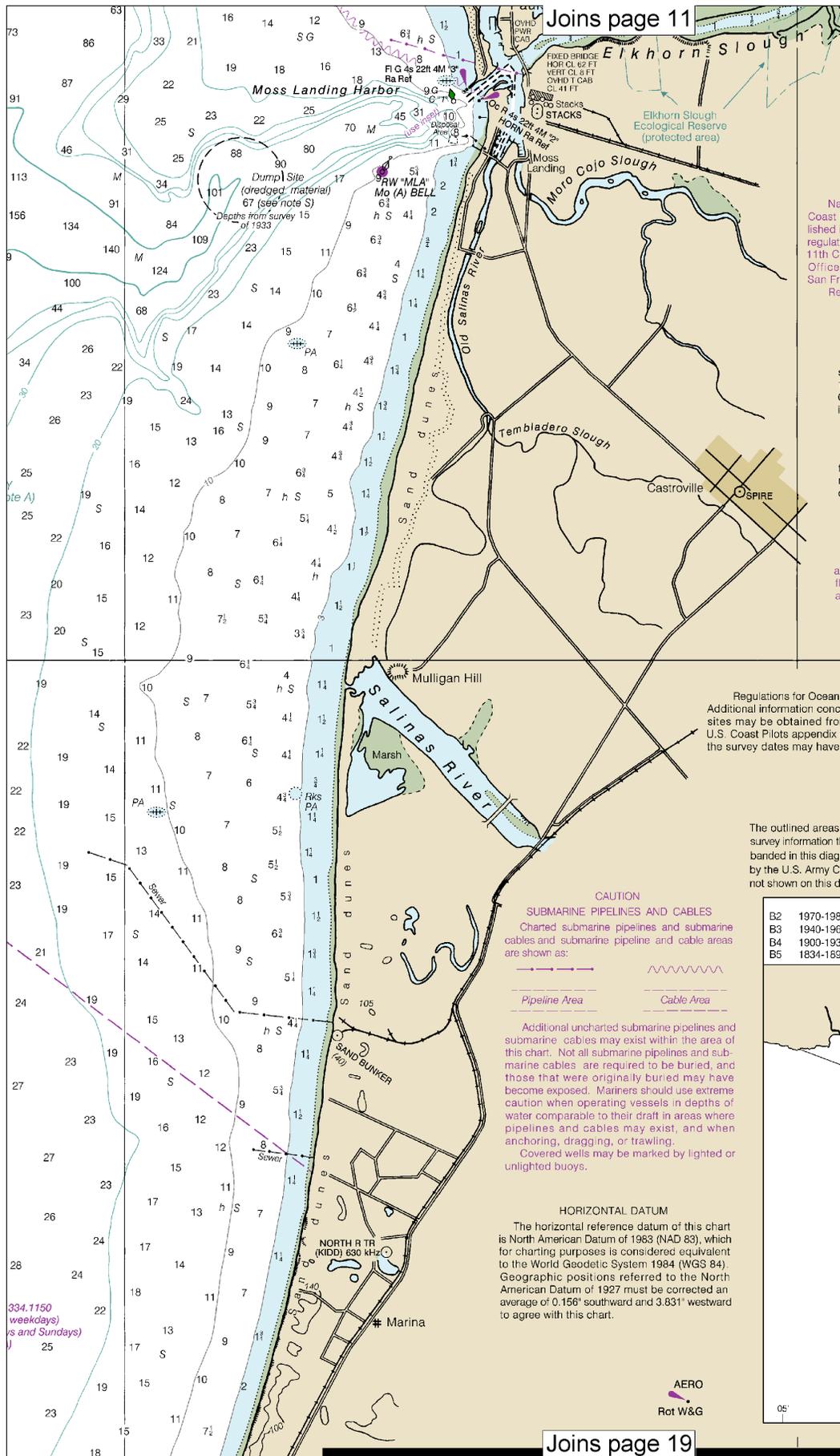
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.





**NOTE A**  
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 Refer to charted regulation section numbers.

**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).

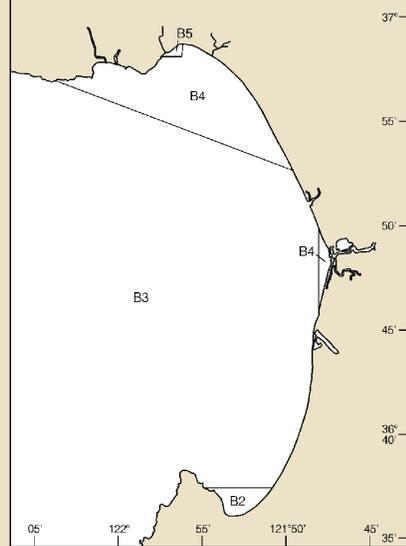
**RADAR REFLECTORS**  
 Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**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.

**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.

**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.

SOURCE			
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	1834-1899	NOS Surveys	partial bottom coverage



**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
 --- Pipeline Area --- Cable Area ---  
 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.

**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 0.156' southward and 3.831' westward to agree with this chart.

**AERO**  
 Rot W&G

334.1150  
 (weekdays)  
 (Sundays)

Joins page 12

CONTINUED ON CHART 18680

CONTINUED ON CHART 18

MONTEREY BAY NATIONAL MARINE SANCTUARY (protected area, 15 CFR 922; see note A)

SOUNDINGS

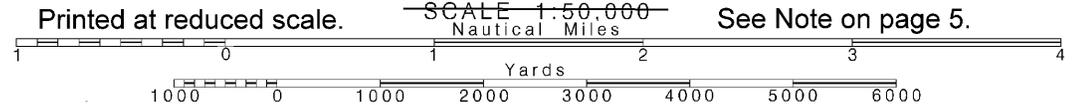
18685

34th Ed., Sep. 2012. Last Correction: 12/8/2016. Cleared through: LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016)

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)

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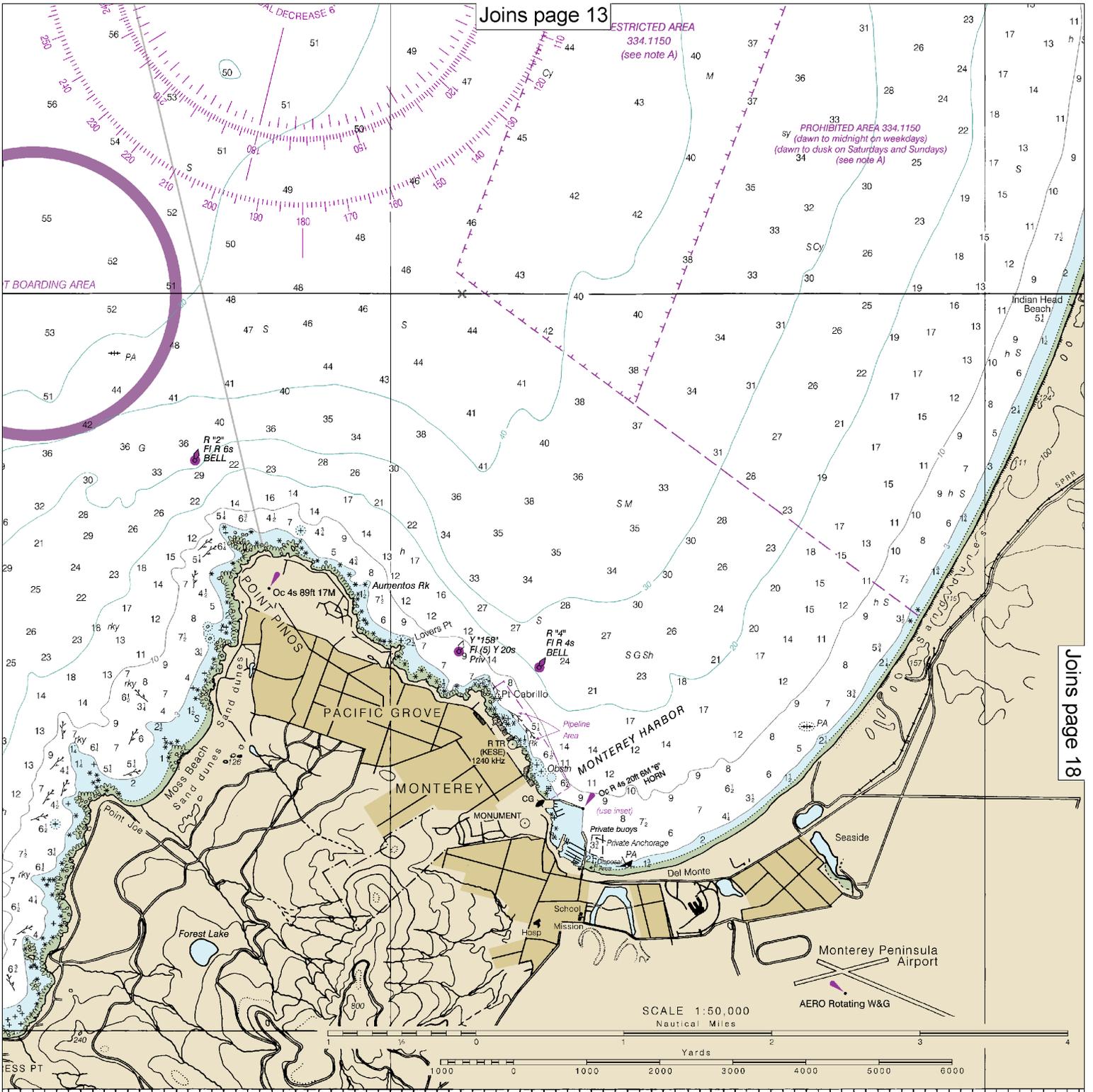
Note: Chart grid lines are aligned with true north.



RESTRICTED AREA  
334.1150  
(see note A)

PROHIBITED AREA 334.1150  
(down to midnight on weekdays)  
(down to dusk on Saturdays and Sundays)  
(see note A)

T BOARDING AREA



8686

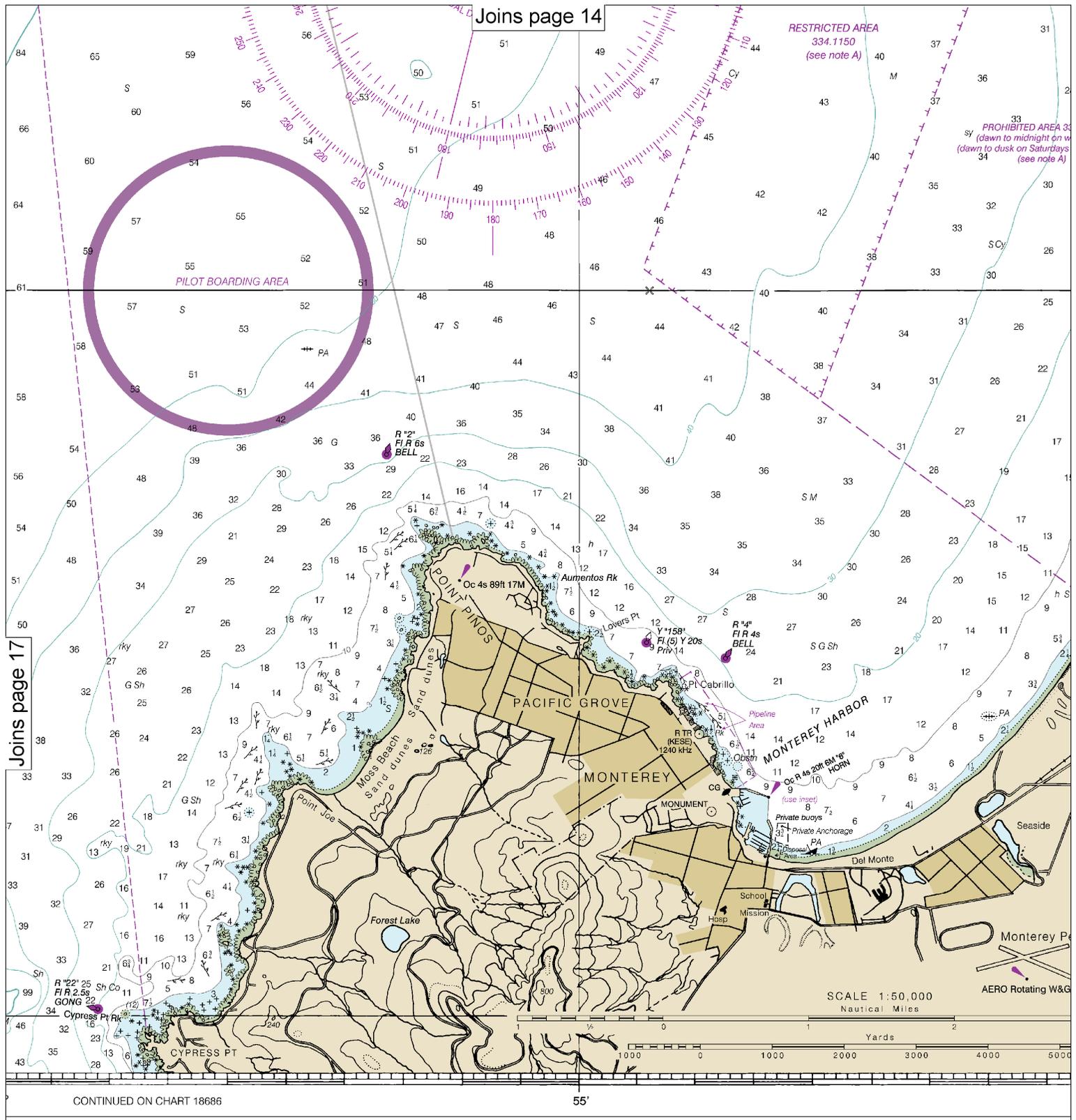
55'

121°50'

# S IN 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	4	5	6	7
FEET	6	12	18	24	30	36	42
METERS	1	2	3	4	5	6	7



Joins page 14

RESTRICTED AREA  
334.1150  
(see note A)

PROHIBITED AREA 33  
(down to midnight on weekdays  
down to dusk on Saturdays  
(see note A))

Joins page 17

SCALE 1:50,000  
Nautical Miles

AERO Rotating W&G

# SOUNDINGS IN FATHOMS

Published at Washington, D.C.  
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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

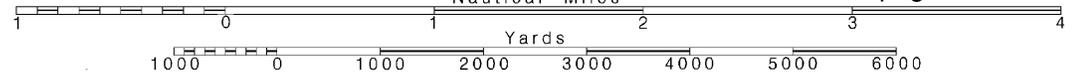
# 18

Note: Chart grid lines are aligned with true north.

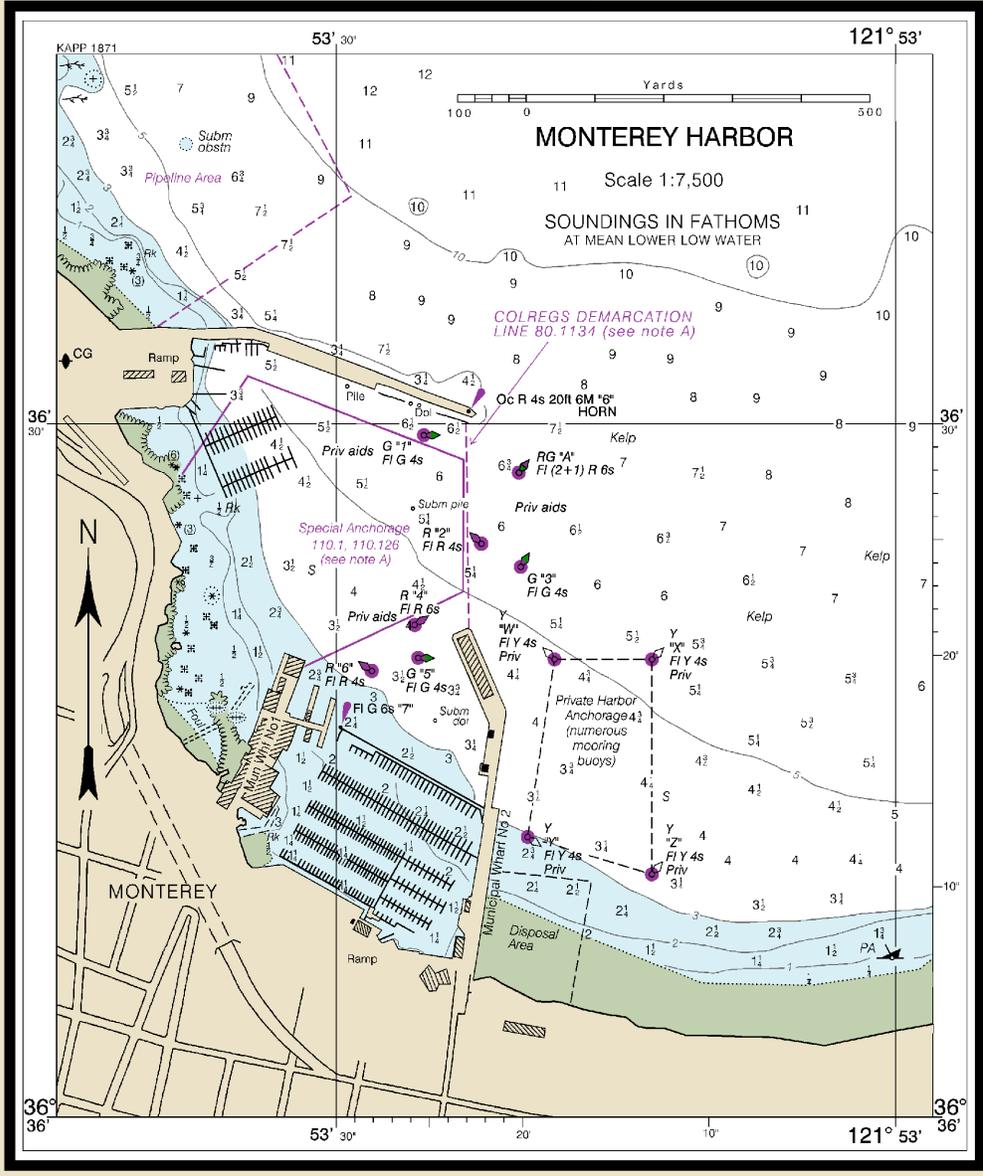
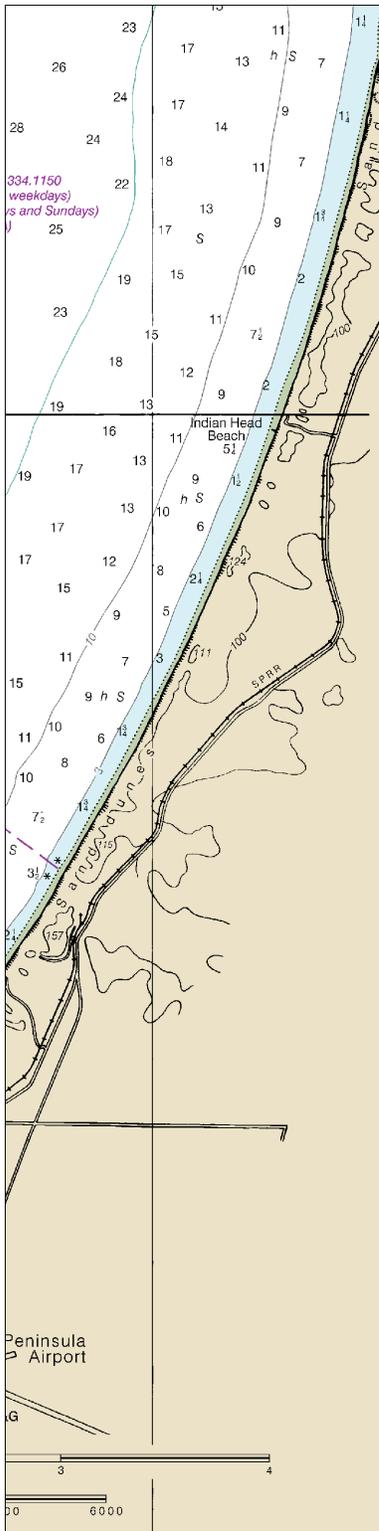
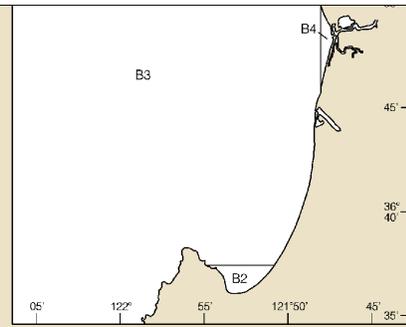
Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.



**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 0.156' southward and 3.831' westward to agree with this chart.



121° 50' 45' 1012.0 X 707.4 mm

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

Monterey Bay  
 SOUNDINGS IN FATHOMS - SCALE 1:50,000

18685



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](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.