

BookletChart™

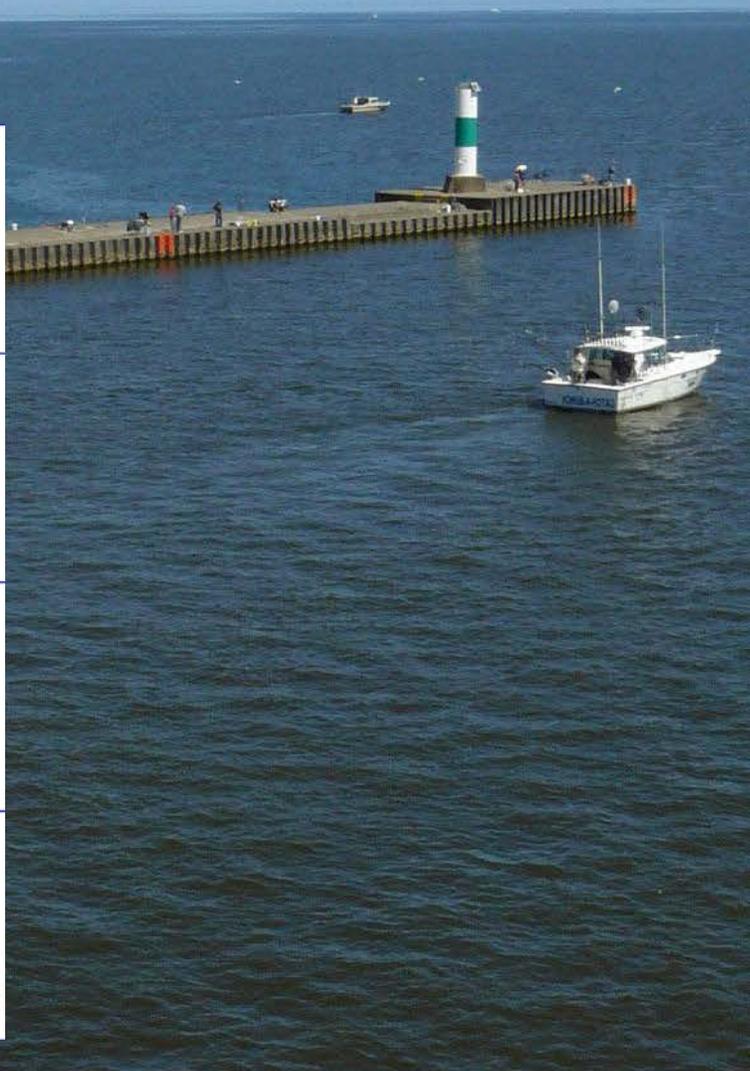
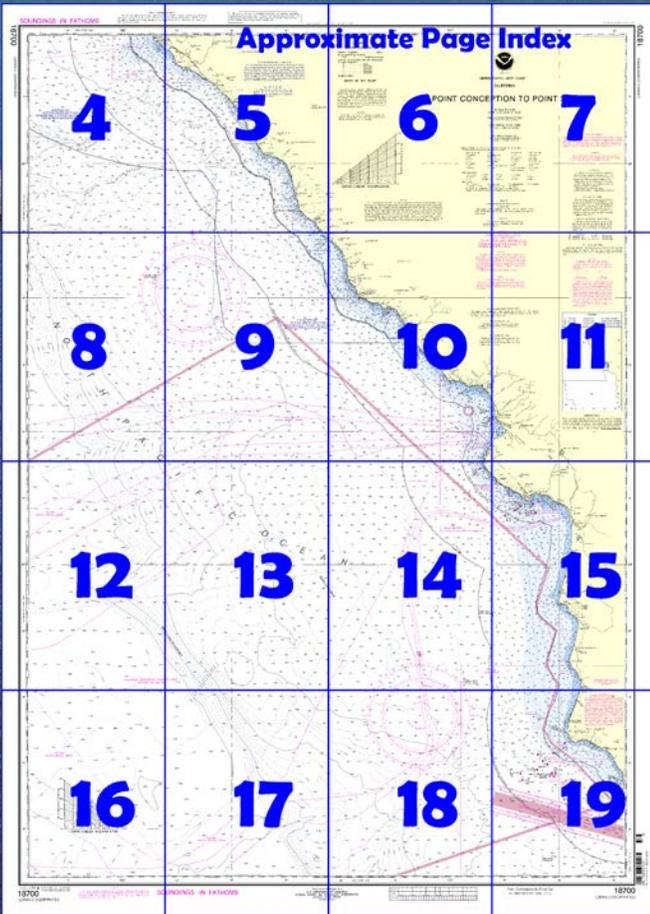


Point Conception to Point Sur NOAA Chart 18700

*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=18700>.



(Selected Excerpts from Coast Pilot)

From Point Arguello to Point Sal, the coast trends N for 19.5 miles in two shallow bights separated by Purisima Point. From Point Sal the coast continues N for 14 miles, then bends sharply W for 6 miles to Point San Luis, forming San Luis Obispo Bay. Soundings are useful along this stretch of the coast, and between Point Arguello and Point San Luis the 20-fathom curve can be followed with safety in thick weather. In clear weather, the headlands and other

natural features can be easily recognized.

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.

Danger and restricted areas extend 3.5 miles offshore from S of Point Arguello to Point Sal. (See **334.1130**, chapter 2, for limits/regulations.)

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.)

Purisima Point, 10.6 miles N of Point Arguello, is low and rocky, with reefs extending SE for 0.3 mile. The N side of the point is bare sand.

Point Sal, 19.5 miles N of Point Arguello, is a bold dark headland marked by stretches of yellow sandstone. **Lion Rock**, 54 feet high, is a rocky islet 200 yards off the S face of Point Sal. A small rock is close to the point. Breakers and reefs extend nearly 600 yards S and W from Point Sal and 200 yards SW of Lion Rock.

Pismo Beach is a resort 14 miles N of Point Sal. The pleasure pier is 1,200 feet long and has 12 feet at the outer end. In 1983, the pier was partially destroyed by storms, and submerged pilings are reported to exist at the outer end. Caution is advised in the area near the pier.

From Point San Luis to Point Buchon, there are numerous outlying rocks and submerged ledges that can extend more than a mile from the shore.

Santa Rosa Reef, 1.4 miles WSW from San Luis Obispo Light, is covered 2¾ fathoms and rises abruptly from 13 fathoms.

Pecho Rock, 40 feet high, is 3 miles WNW from the light and 0.5 mile offshore. Two smaller rocks, 0.3 mile E (2 feet high) and 0.4 mile SE, are in the vicinity of Pecho Rock.

Lion Rock, 0.9 mile NW from the powerplant at Diablo Canyon and 0.2 mile offshore, is 240 yards long in a NW direction and 136 feet high. A high rock lies between it and shore, and a small low rock is 200 yards W.

San Simeon Bay, 14 miles NW of Point Estero, is formed by the shoreline curving sharply to the W, and on the W side by **San Simeon Point**, a low wooded projection extending SE. A lighted bell buoy, 0.4 mile SE of the point, marks the entrance to San Simeon Bay.

Point Piedras Blancas is a low rocky point projecting about 0.5 mile from the general trend of the coast. **Piedras Blancas Light** (35°39'56"N., 121°17'04"W.), 142 feet above the water, is shown from a white conical tower with a flat top at the point.

Piedras Blancas are two large white rocks, 74 and 31 feet high, 500 yards offshore and about 0.8 mile E of the point.

Harlech Castle Rock, 0.7 mile offshore from Point Piedras Blancas and 1.5 miles NW of Piedras Blancas Light, is the outermost rock and uncovers 1 foot; it is not usually marked by kelp. A shoal covered 2¾ fathoms, 0.5 mile NW of this rock, is surrounded by 10 to 12 fathoms.

La Cruz Rock, 48 feet high and fairly prominent, is 3 miles NNW of Piedras Blancas Light and just S of Point Sierra Nevada.

Whaleboat Rock, which uncovers 5 feet, and **Bird Rock**, 5 feet high, are about a mile SE of Cape San Martin; they are conspicuous only when close inshore.

**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

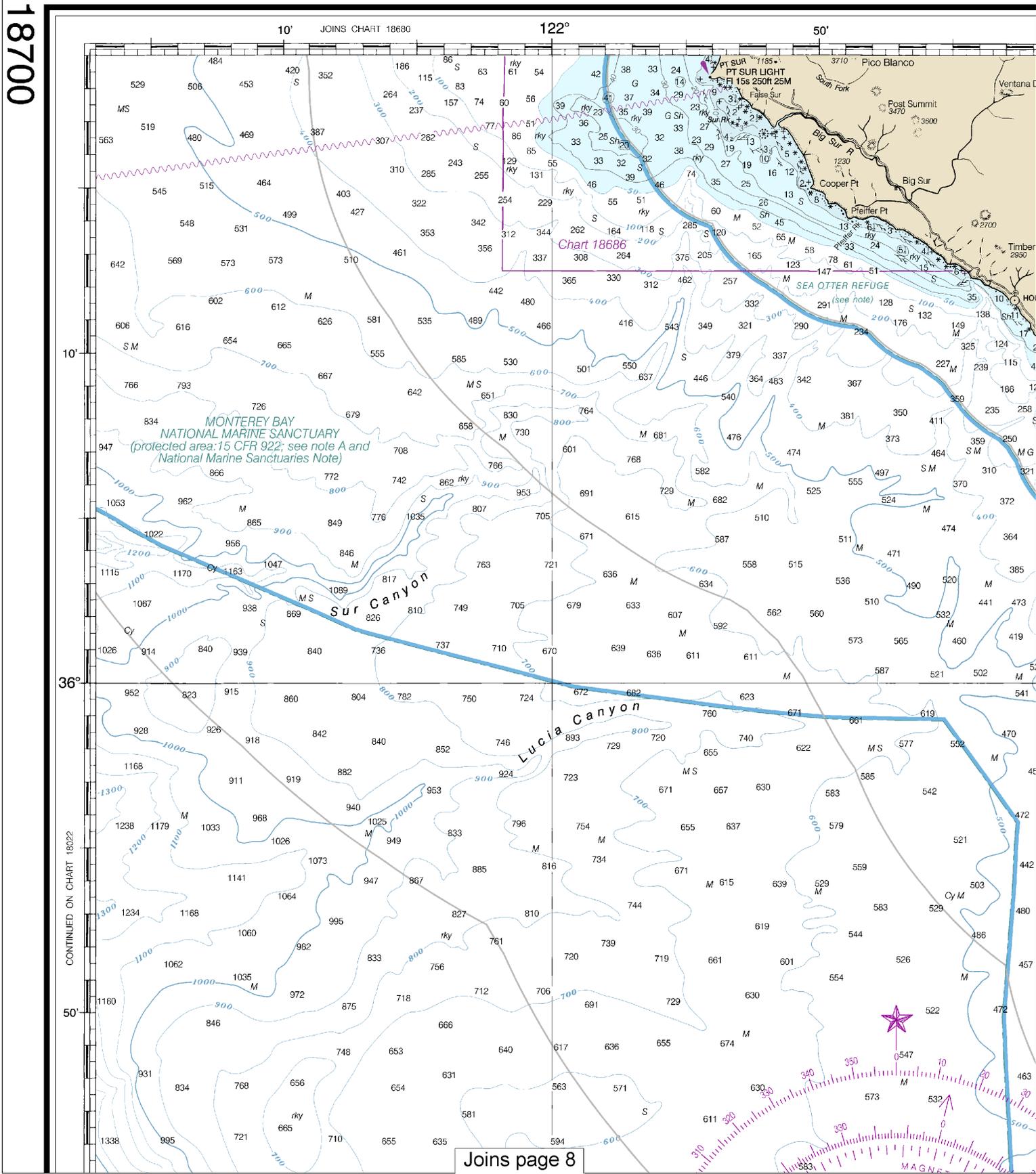
on navigable waters except Western Rivers



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>

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at: <http://www.nauticalcharts.noaa.gov/sail/contact.htm>.

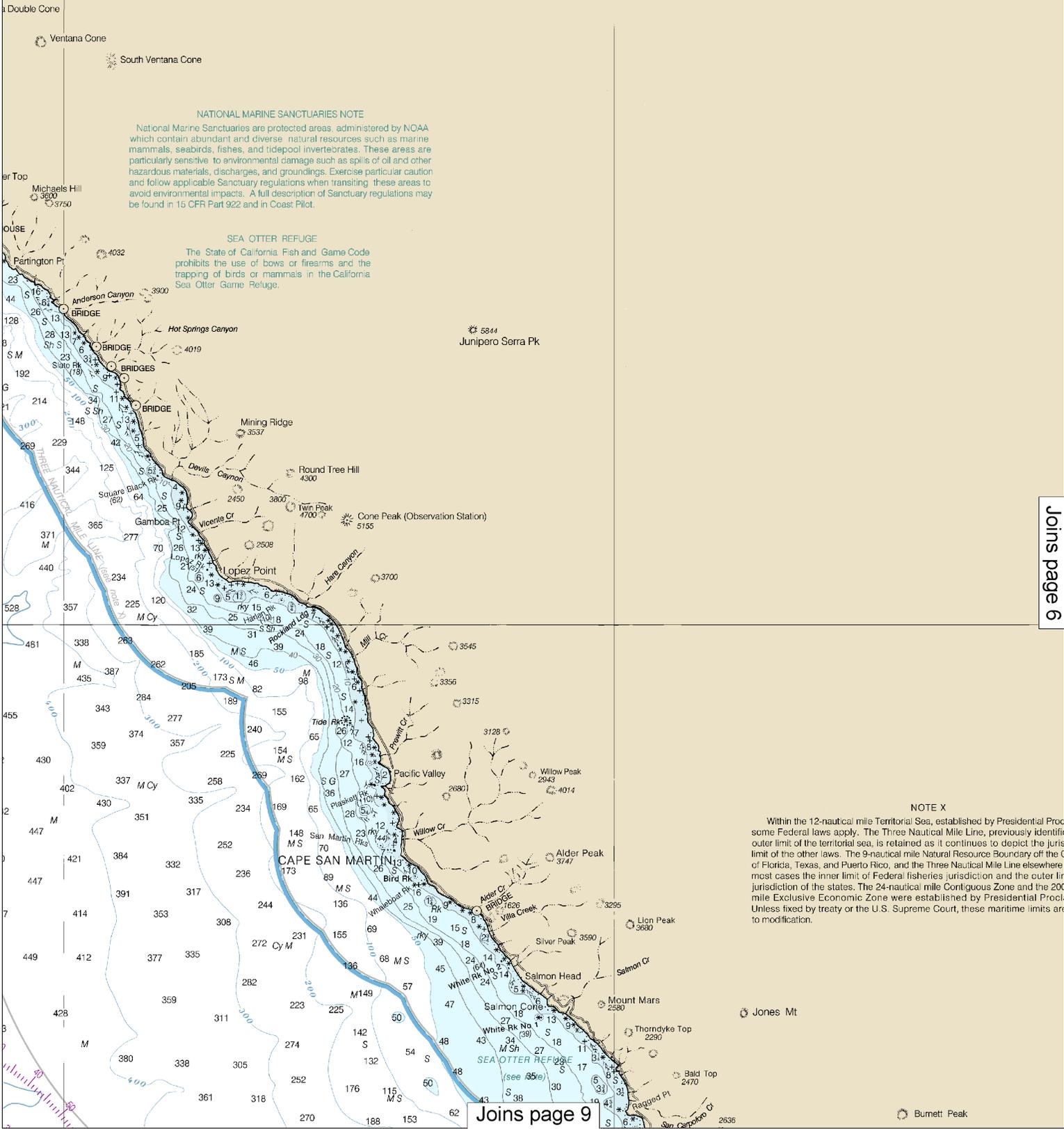
18700



4

Note: Chart grid lines are aligned with true north.

40' 30' 20' 10'



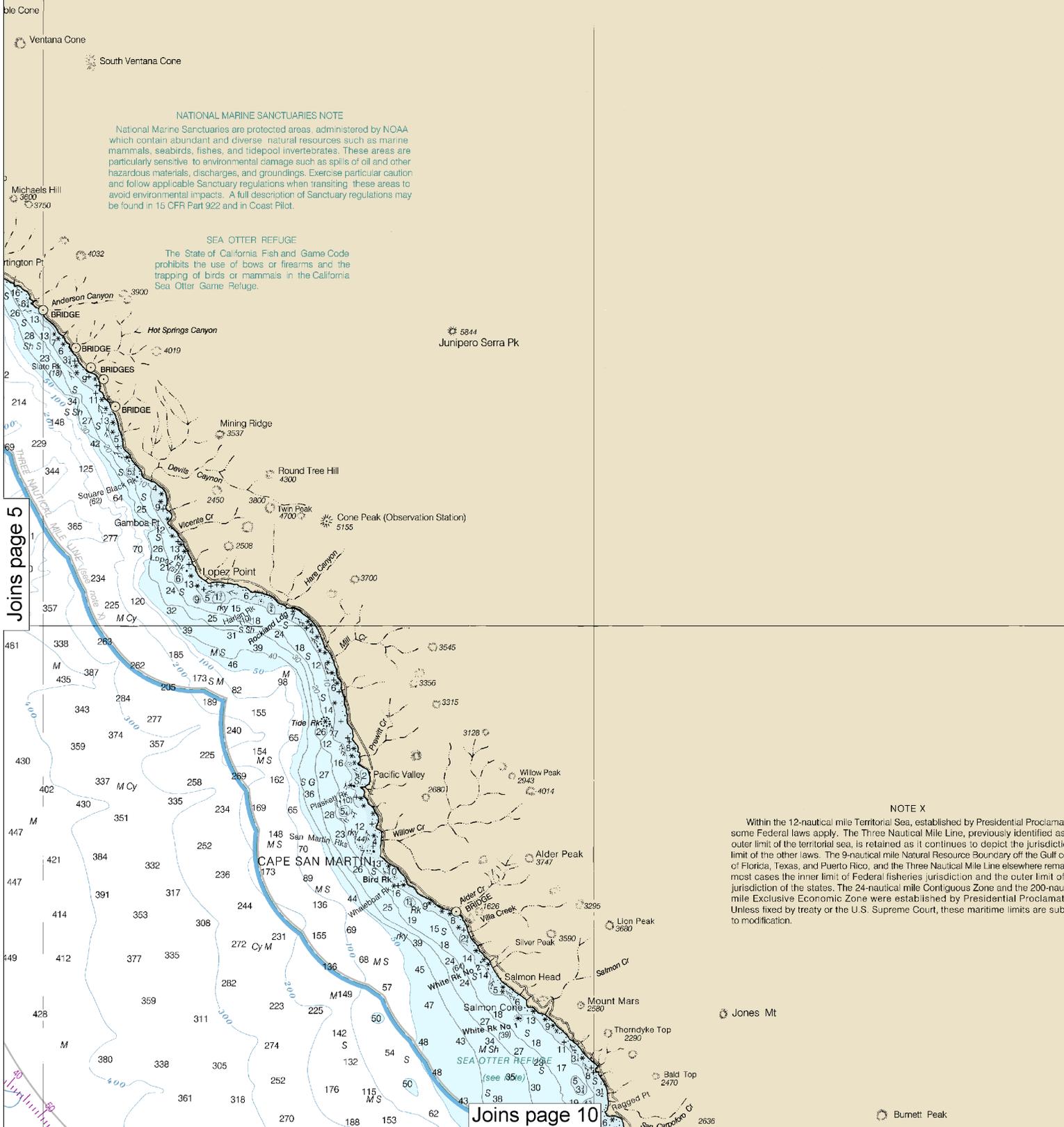
Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:288154. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



40' 30' 20' 10'



Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.

121°

50'

40'

30'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST
CALIFORNIA

POINT CONCEPTION TO POINT SUR

Mercator Projection
Scale 1:216,116 at Lat. 35°20'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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

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

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated).

AEPO aeronautical	G green	Mo morse code	R TR radio tower
A/ alternating	IQ interrupted quick	N nun	Rot rotating
B black	IsO isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	SM statute 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
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds 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	Obstrn 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.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

CAUTION

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

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.

SUPPLEMENTAL INFORMATION

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

NOTE B

CHEMICAL MUNITIONS DUMPING
AREA - RESTRICTION

Joins page 11

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.

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.

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)

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 0.078" southward and 3.618" 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.

San Luis Obispo, CA	KIH-31	162.550 MHz
Santa Barbara, CA	KIH-34	162.400 MHz
Santa Barbara Marine, CA	WWF-82	162.475 MHz

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).

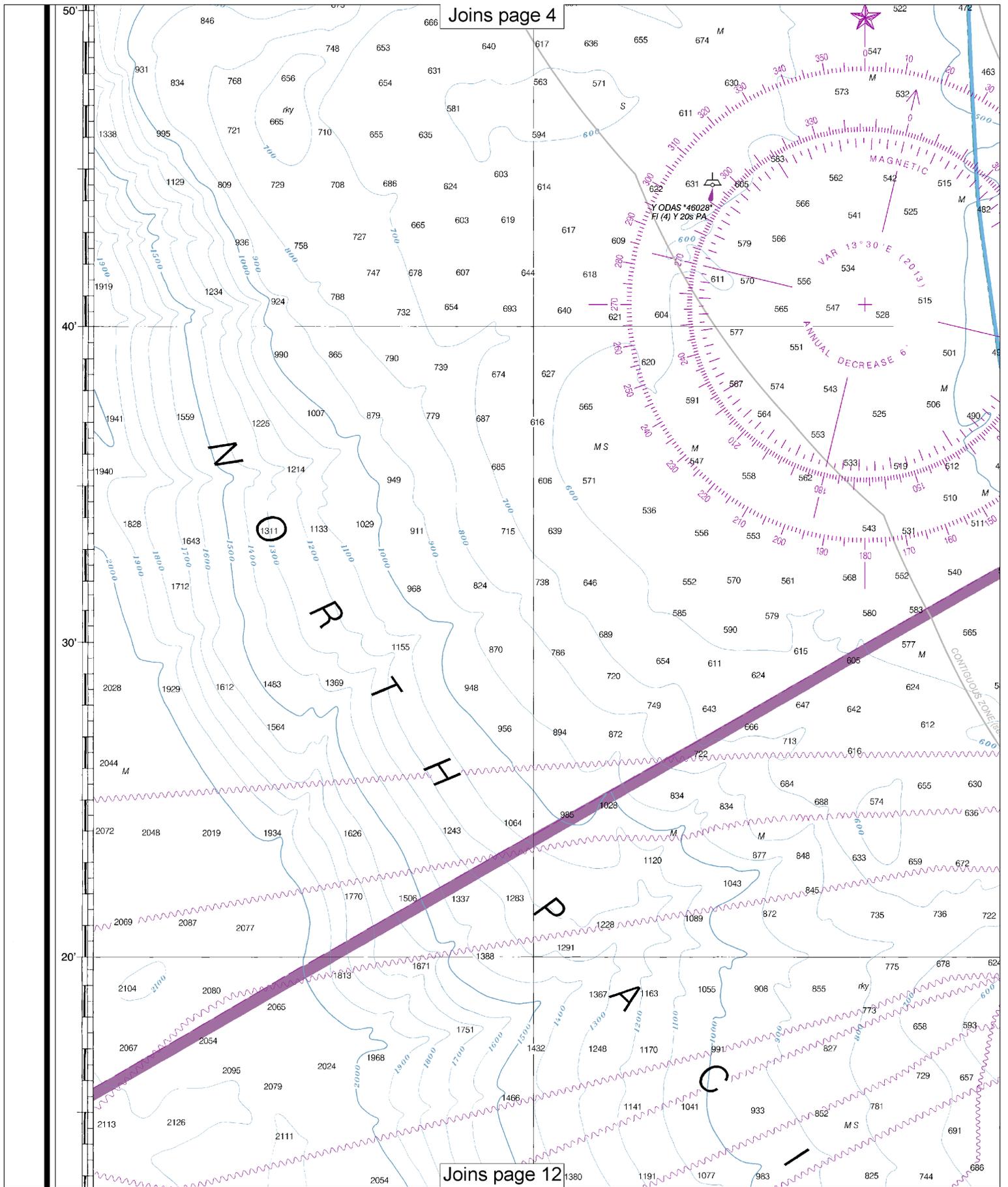
CAUTION
SUBMARINE PIPELINES AND CABLES

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10'

36°

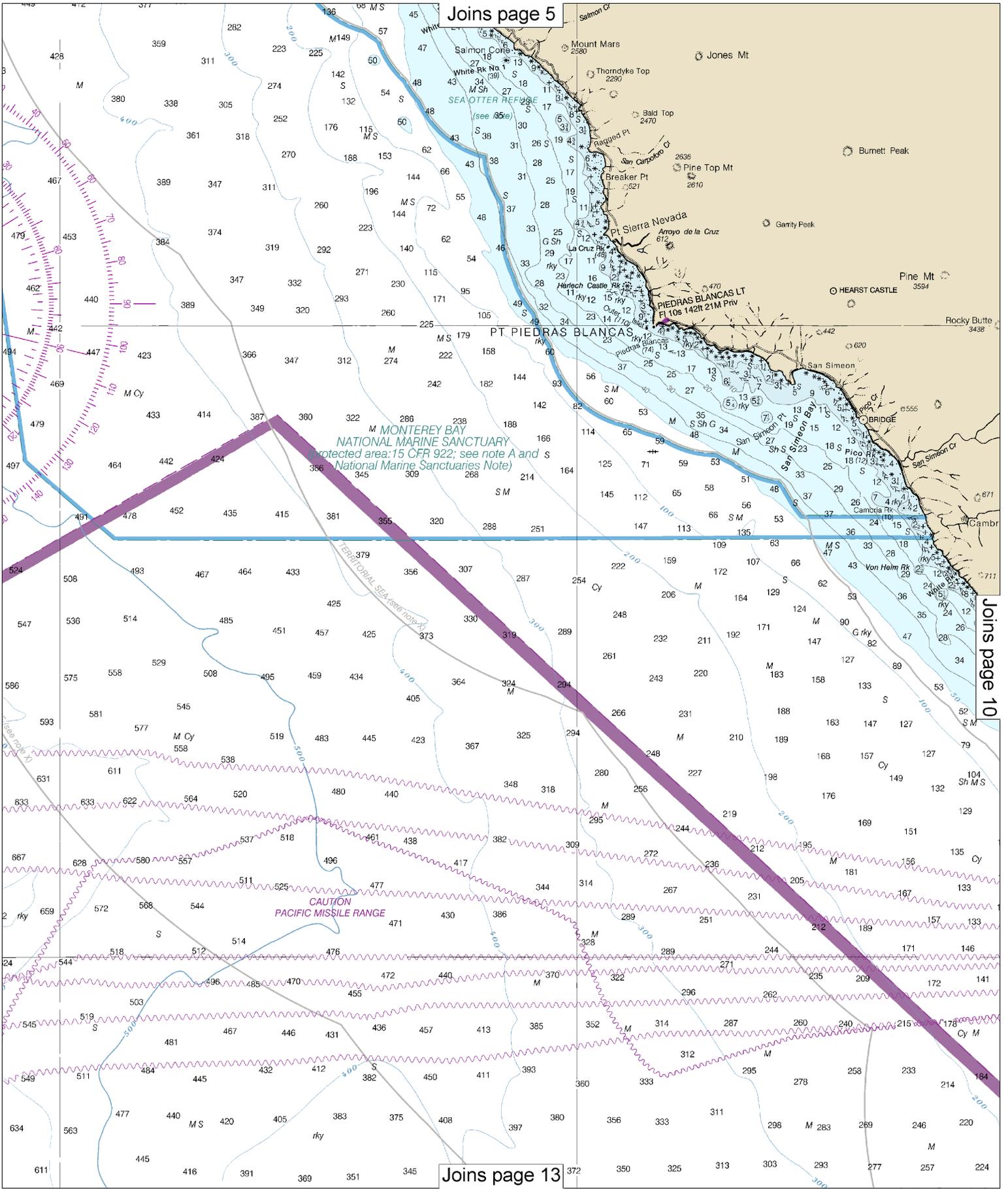
50'



8

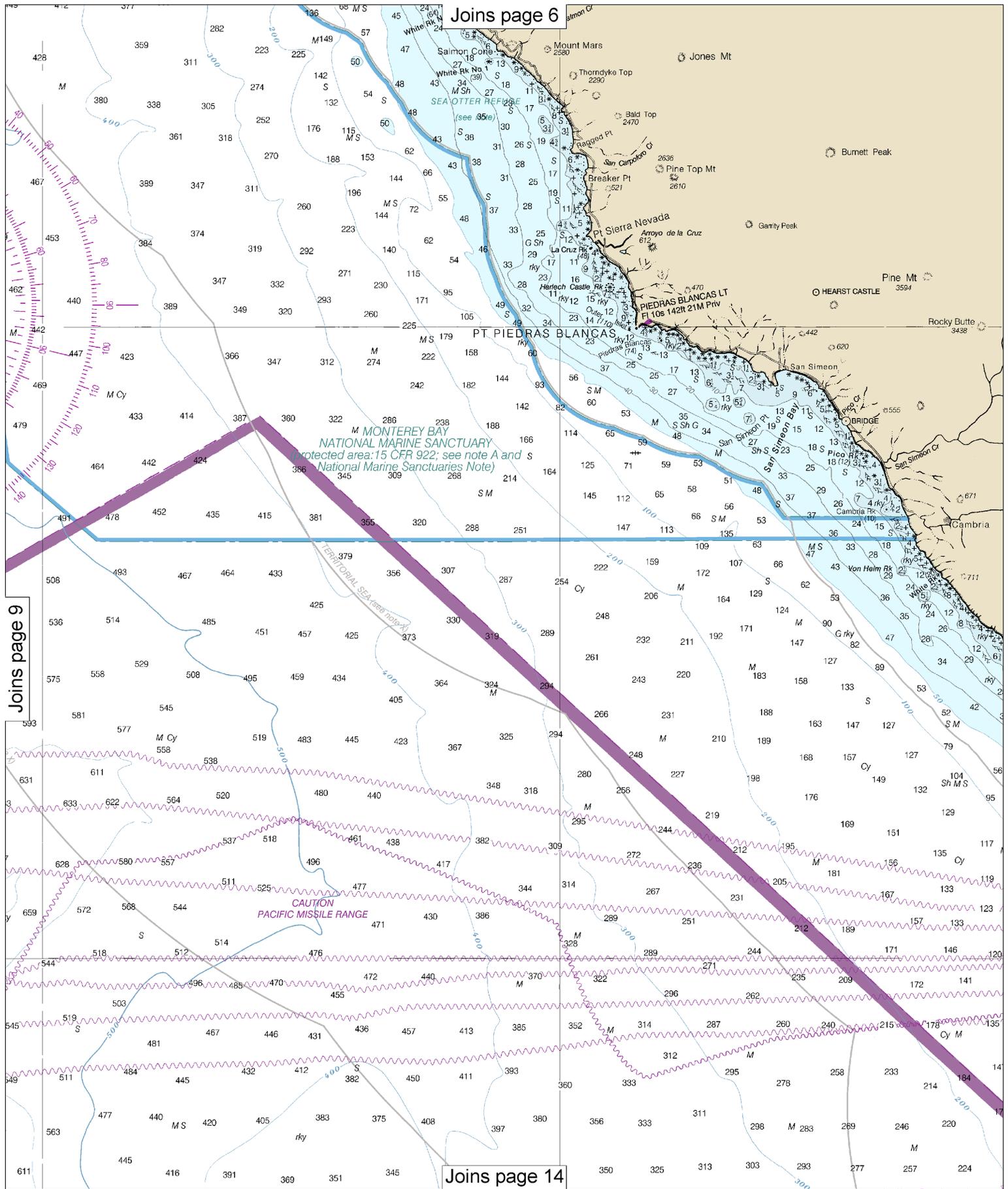
Note: Chart grid lines are aligned with true north.

Joins page 5



Joins page 10

Joins page 13



10

Note: Chart grid lines are aligned with true north.

lished in the Notice to Mariners. Information concerning regulations may be obtained at the Office of the Commandant, 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.

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

NOTE B
CHEMICAL MUNITIONS DUMPING AREA - RESTRICTION
Site was formerly used or designated for U.S. chemical munitions dumping. Such use has been discontinued. Designation of such area in no way constitutes authority for dumping.

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

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

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

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.

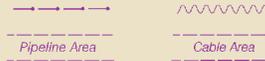
IMO AMENDED TRAFFIC SEPARATION SCHEME
Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG 2/Circ.64. Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated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

high elevations.

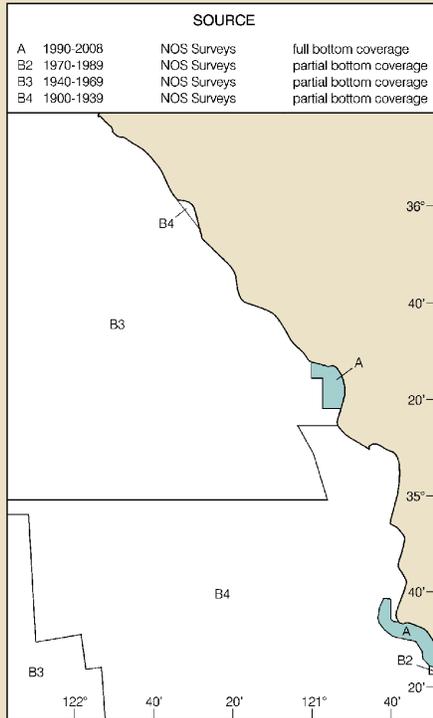
- San Luis Obispo, CA KIH-31 162.550 MHz
- Santa Barbara, CA KIH-34 162.400 MHz
- Santa Barbara Marine, CA WWF-62 162.475 MHz

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).

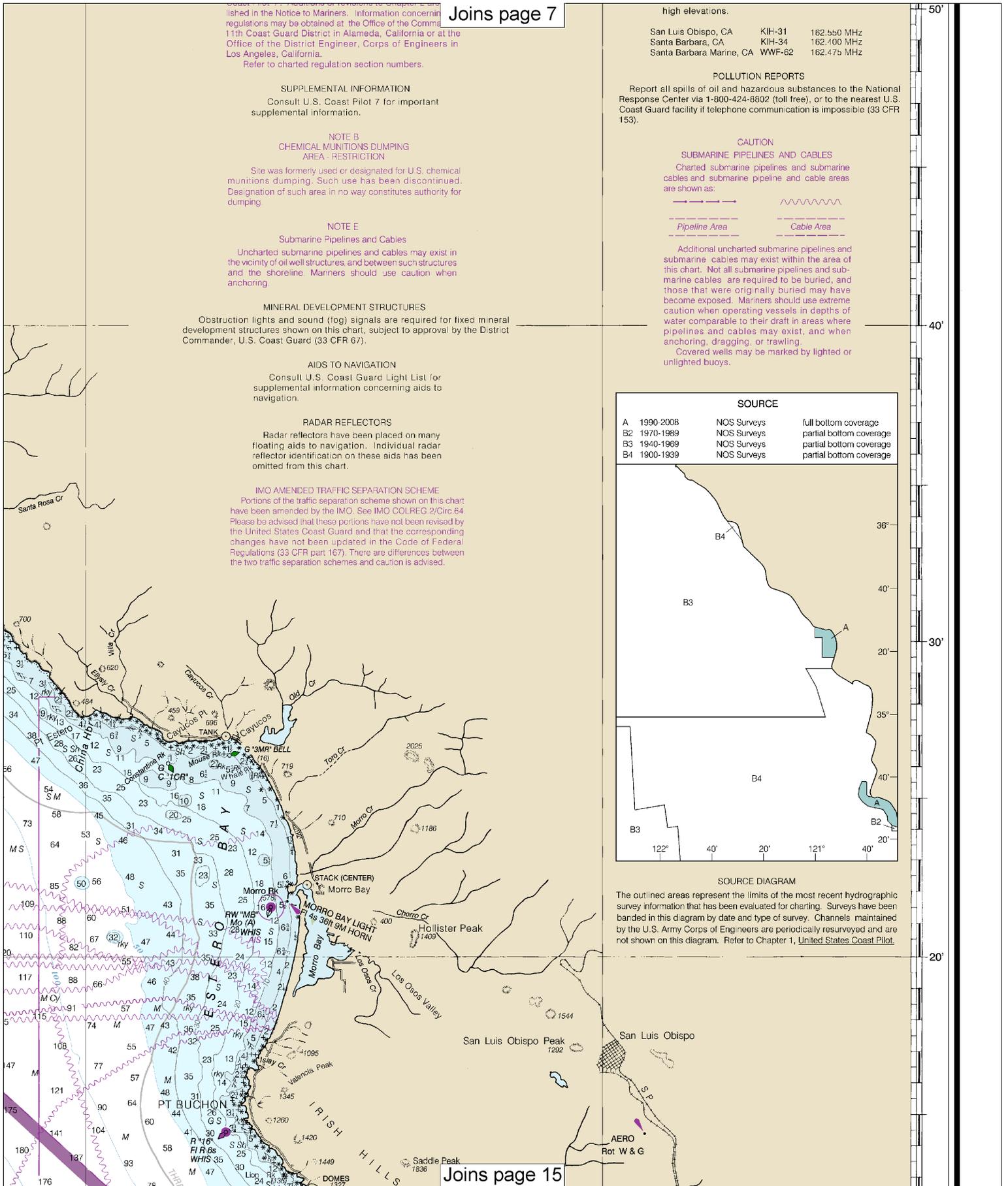
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

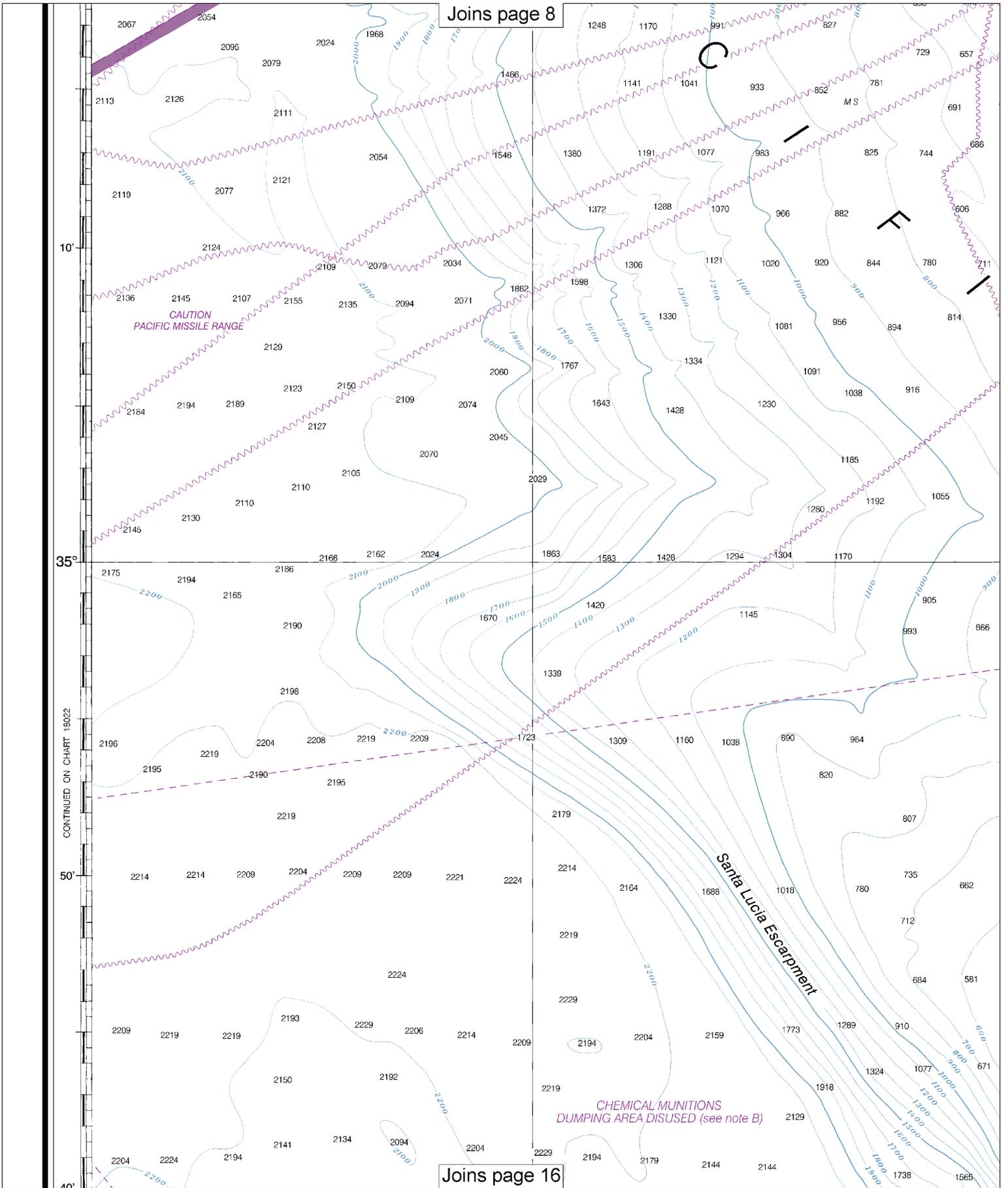


Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

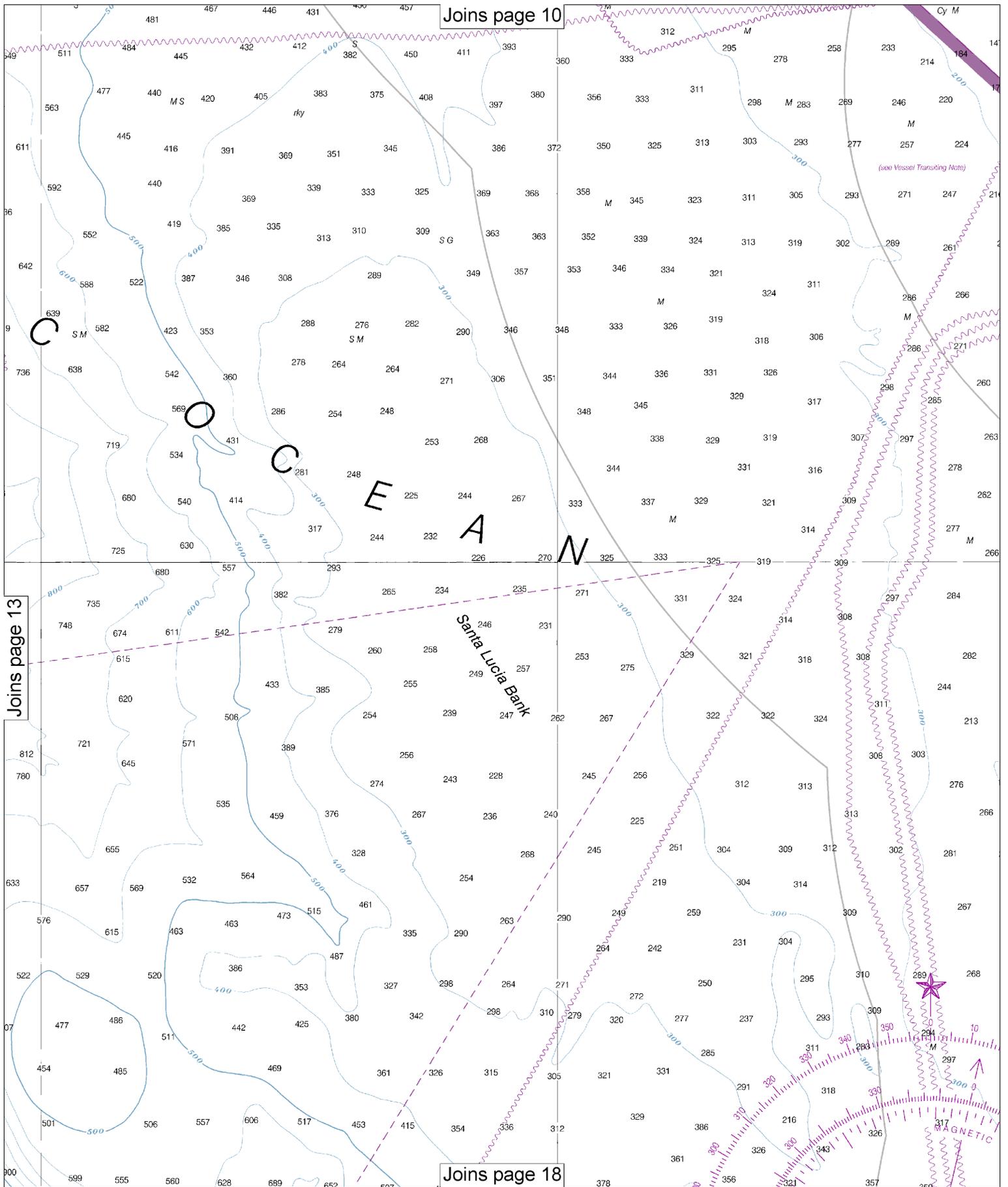


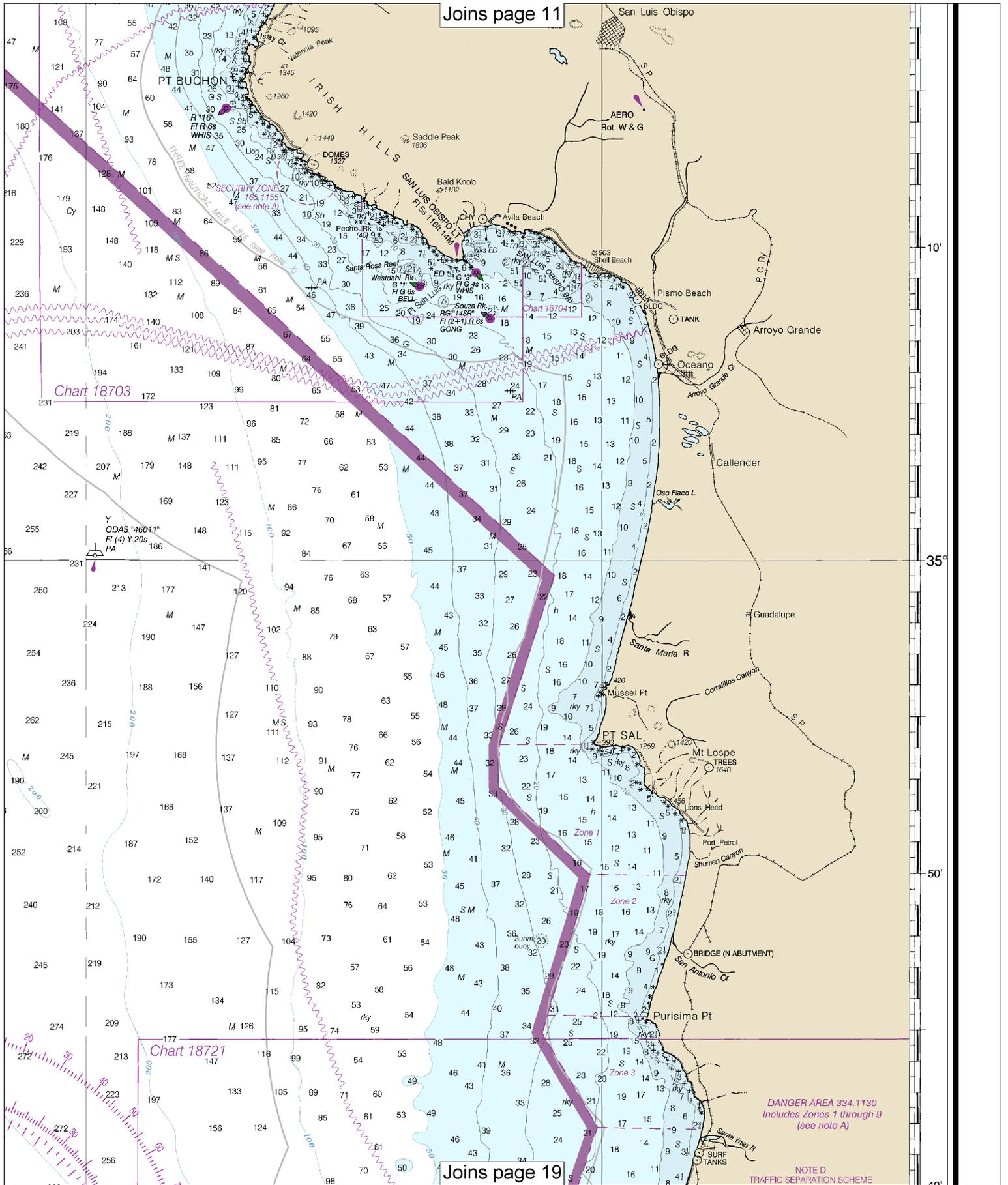
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

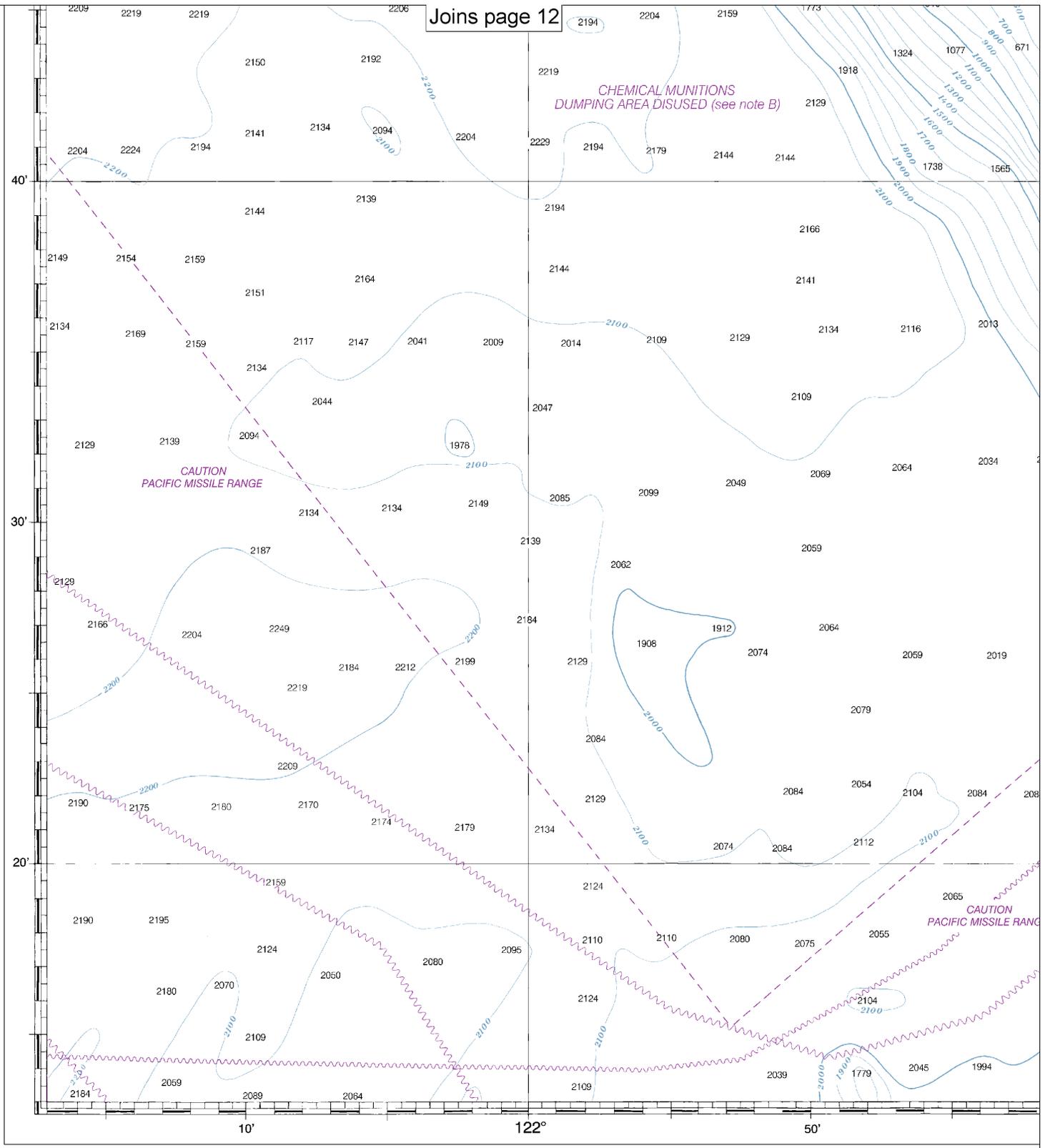




Note: Chart grid lines are aligned with true north.







18700

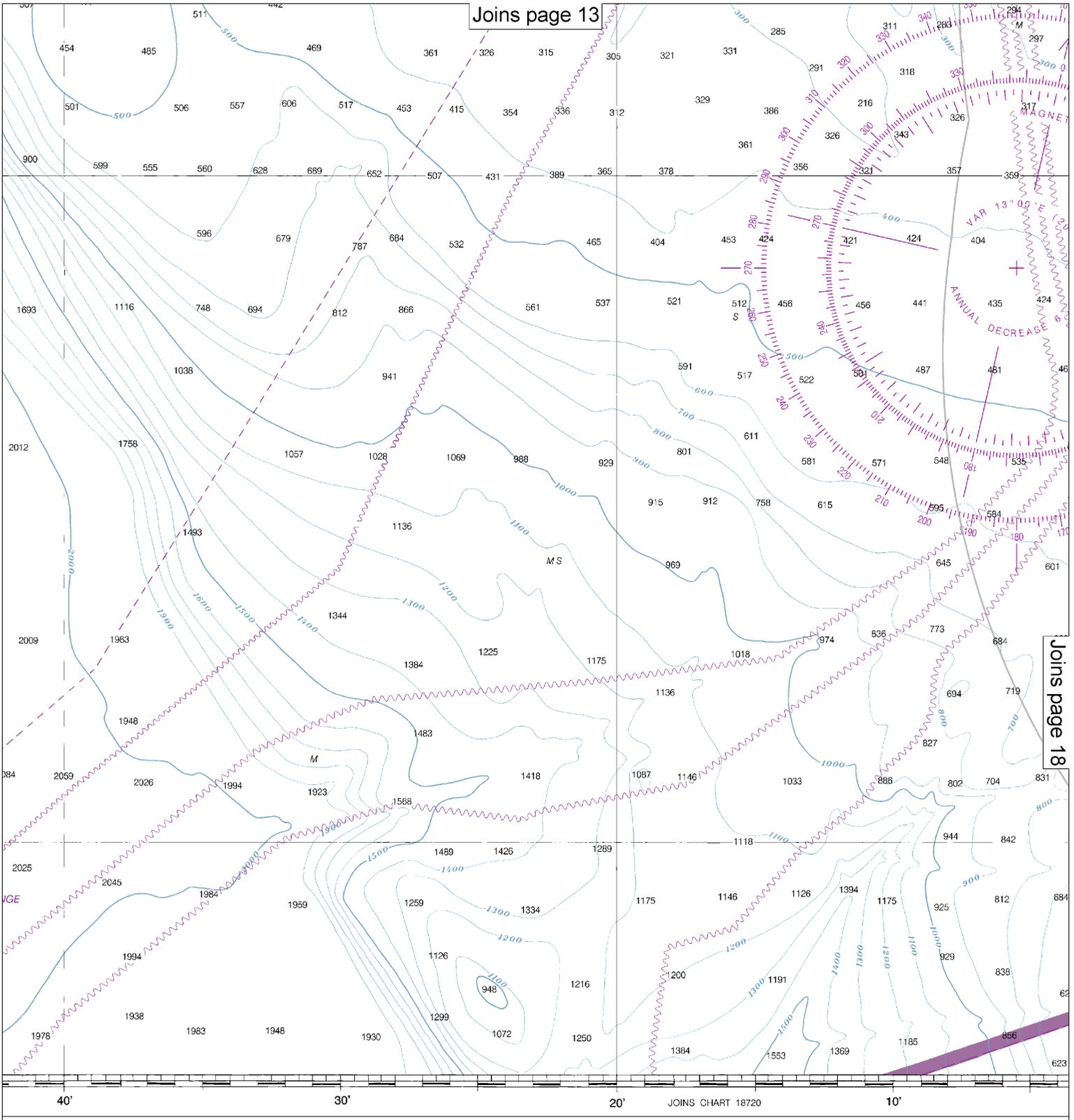
CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected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

SOUNDINGS IN FATHOMS

23rd Ed., Sep. 2013. Last Correction: 10/9/2015. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

16

Note: Chart grid lines are aligned with true north.



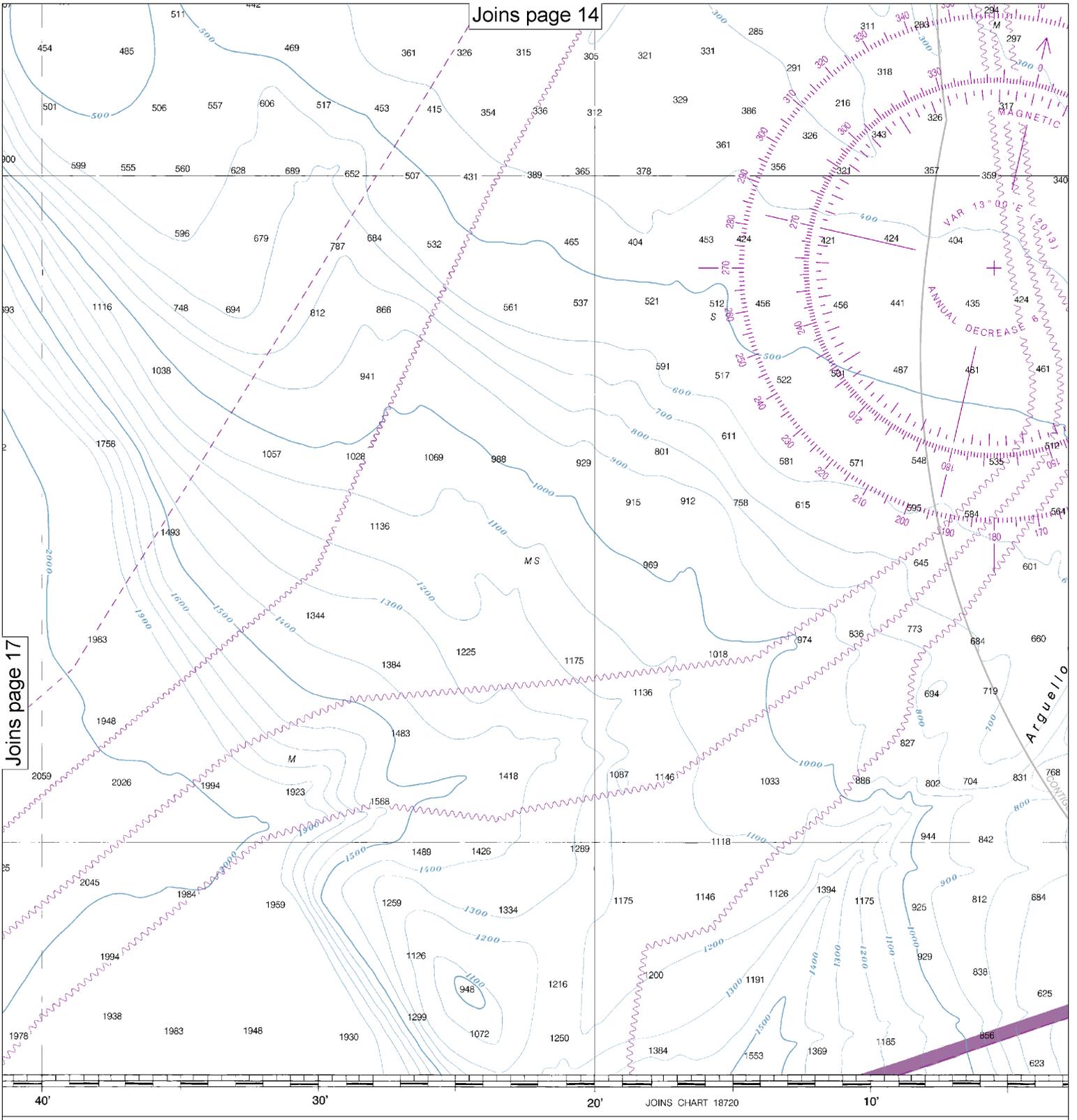
THOMS

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
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6

Joins page 14

Joins page 17



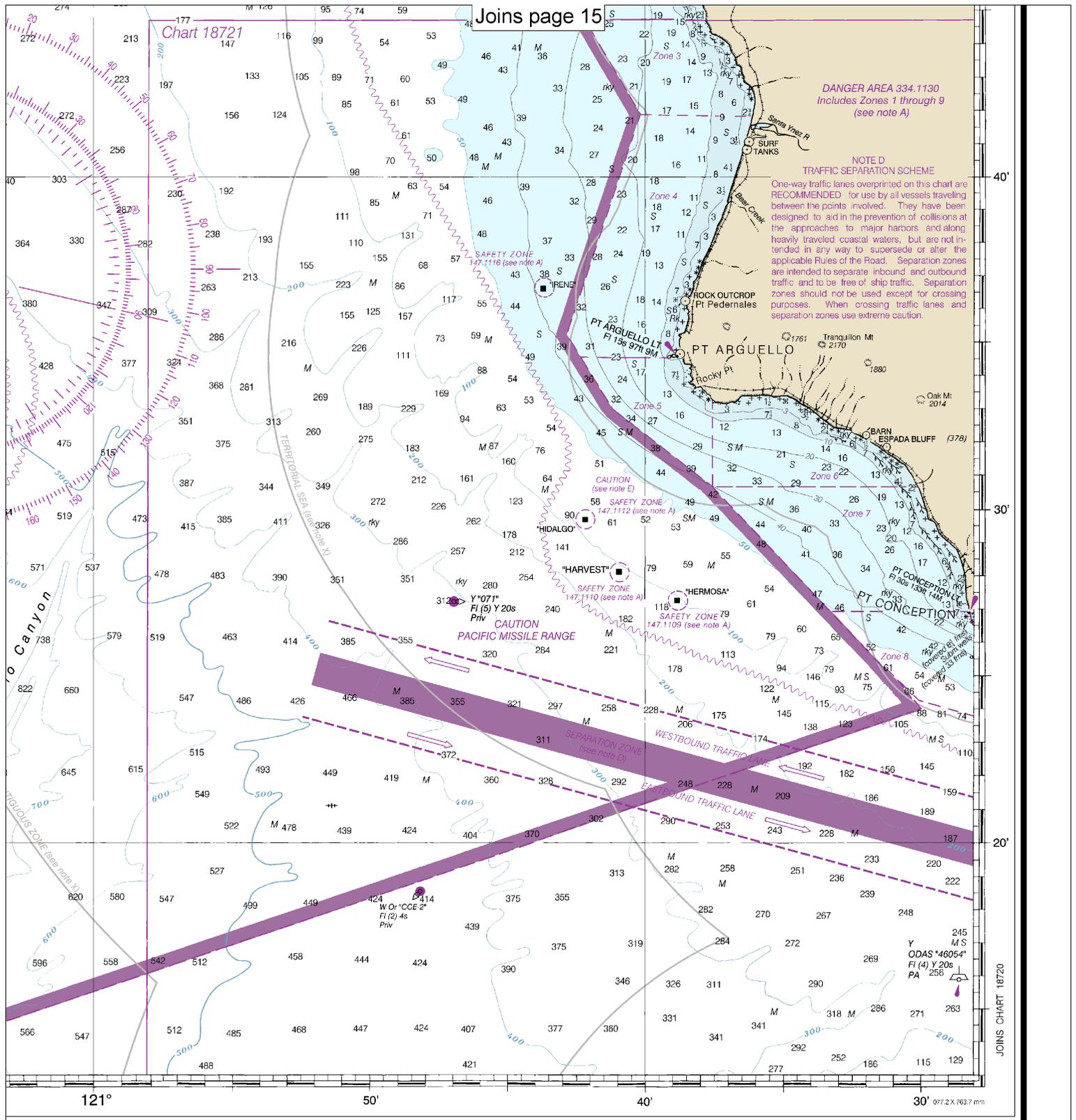
HOMS

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

18

Note: Chart grid lines are aligned with true north.

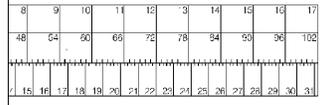


DANGER AREA 334.1130
Includes Zones 1 through 9
(see note A)

NOTE D
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overlaid 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 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.

Point Conception to Point Sur
SOUNDINGS IN FATHOMS - SCALE 1:216,116

18700





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.