

# BookletChart™



## Estero Bay

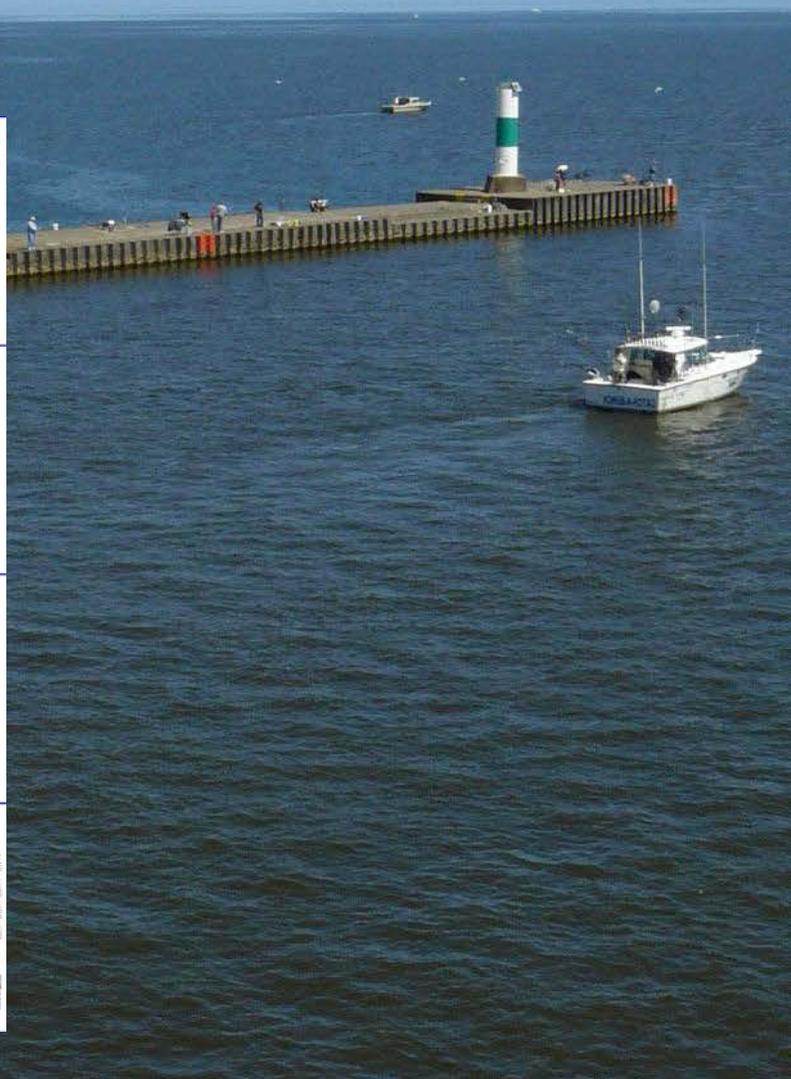
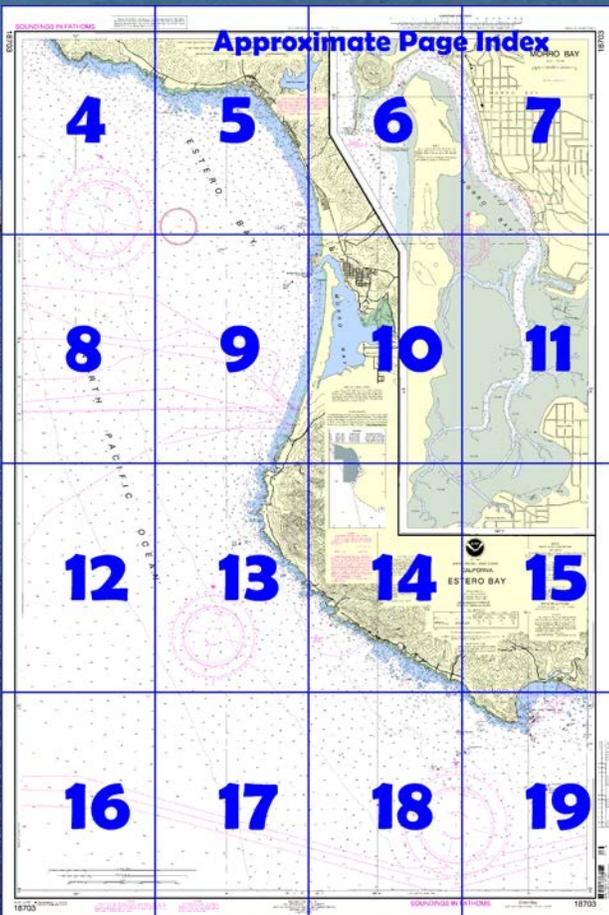
NOAA Chart 18703

*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.

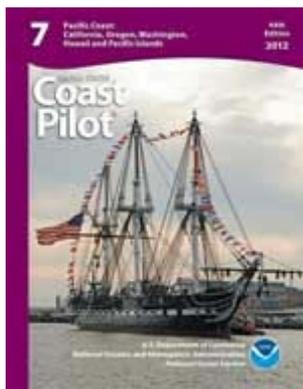
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18703>.



**(Selected Excerpts from Coast Pilot)**  
**San Luis Obispo Bay**, 35 miles N of Point Arguello, is a broad bight that affords good shelter in N or W weather. S gales occur several times during the winter. The E shore is a narrow tableland that ends in cliffs 40 to 100 feet high to within 0.5 mile of **San Luis Obispo Creek** where a sand beach fronts **Avila Beach**. W of the creek the shore is high with rocky bluffs extending to **Point San Luis**. **Port San Luis**, on the W shore of the bay, is the seaport for San Luis Obispo

which is 10 miles inland. The port is primarily a base for commercial fishing boats, sport-fishing boats, and recreational craft. The dangers off the entrance to San Luis Obispo Bay are buoyed; the E part of the bay has many rocks and heavy growths of kelp. **Souza Rock**, 2.1 miles SE of San Luis Obispo Light, is covered 16 feet and rises abruptly from 19 fathoms. **Westdahl Rock**, 1.3 miles SW of the light, is covered 18 feet and rises abruptly from 10 fathoms. **Howell Rock**, 1.6 miles E of the light, is covered 13 feet. **Lansing Rock** covered 18 feet and **Atlas Rock** covered 13 feet are 0.7 and 0.5 mile E of the light, respectively.

Port San Luis is a **customs port of entry**.

**Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.) Vessels subject to inspection are requested to contact the harbormaster's office.

**Quarantine** is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

**Santa Rosa Reef**, 1.4 miles WSW from San Luis Obispo Light, is covered 2¾ fathoms and rises abruptly from 13 fathoms. **Lone Black Rock**, 2 feet high and of small extent, is 0.5 mile W from the light and 0.2 mile offshore.

**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. Foul ground, marked by kelp, is between the rocks and shore.

**Diablo Canyon**, 5.8 miles NW of San Luis Obispo Light, is the site of a large nuclear powerplant. The two concrete dome-shaped structures and other large buildings are conspicuous from well offshore. A **security zone** has been established in the waters of the Pacific Ocean off Diablo Canyon. (See **165.1155**, chapter 2, for limits and regulations.) A sharp prominent dark gray rock, 111 feet high, is 0.1 mile offshore from the powerplant.

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

**Morro Bay**, 6 miles N of Point Buchon, is a shallow lagoon separated from Estero Bay by a narrow strip of sand beach. The port facilities at the city of Morro Bay, a mile inside the entrance, are used by commercial fishing, sport-fishing, and recreational craft.

**Morro Rock**, the tall cone-shaped mound on the N side of the entrance to Morro Bay, is the dominant landmark in this area. A breakwater, extending 600 yards S from the rock, is marked at its outer end by **Morro Bay West Breakwater Light** (35°21'46"N., 120°52'11"W.), 36 feet above the water and shown from a white column. A sound signal is at the light. Sections of the S end of the breakwater are reported to be frequently awash under heavy seas and high tides, but have never been observed completely submerged.

**Special anchorages** are in Morro Bay, 1 and 2 miles above the entrance. (See **110.1** and **110.125**, chapter 2, for limits and regulations.)

Extremely high waves created by the sandbars in the entrance to Morro Bay make dangerous navigation conditions.

**Currents** in the entrance channel and around the breakwaters are strong at times. It is advisable to approach the entrance from the SW because of the currents and sea conditions. Sharp turns should be avoided in the vicinity of the breakwaters, especially in heavy weather.

### 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

**2**

# 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



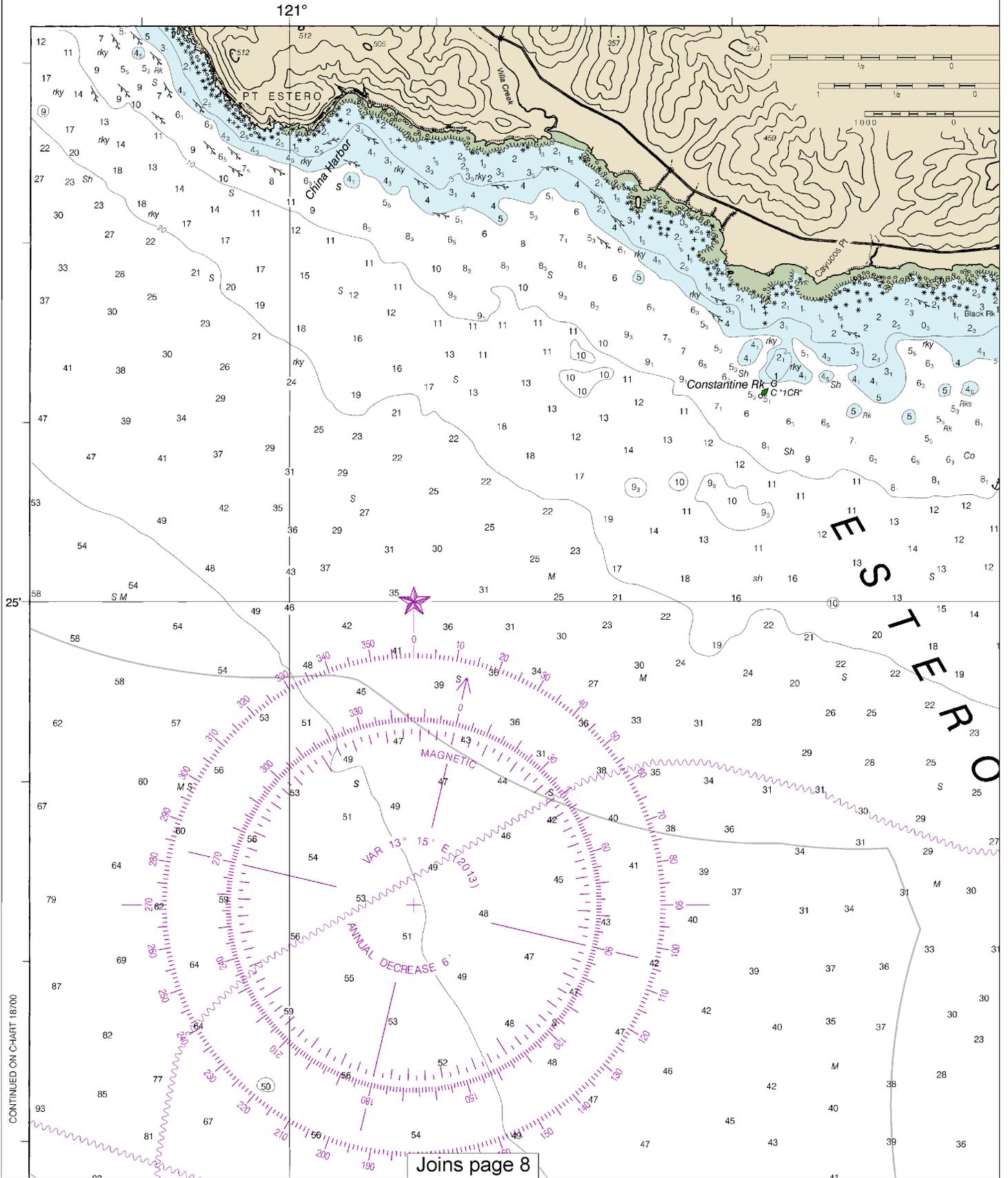
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

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

18703



4

Note: Chart grid lines are aligned with true north.

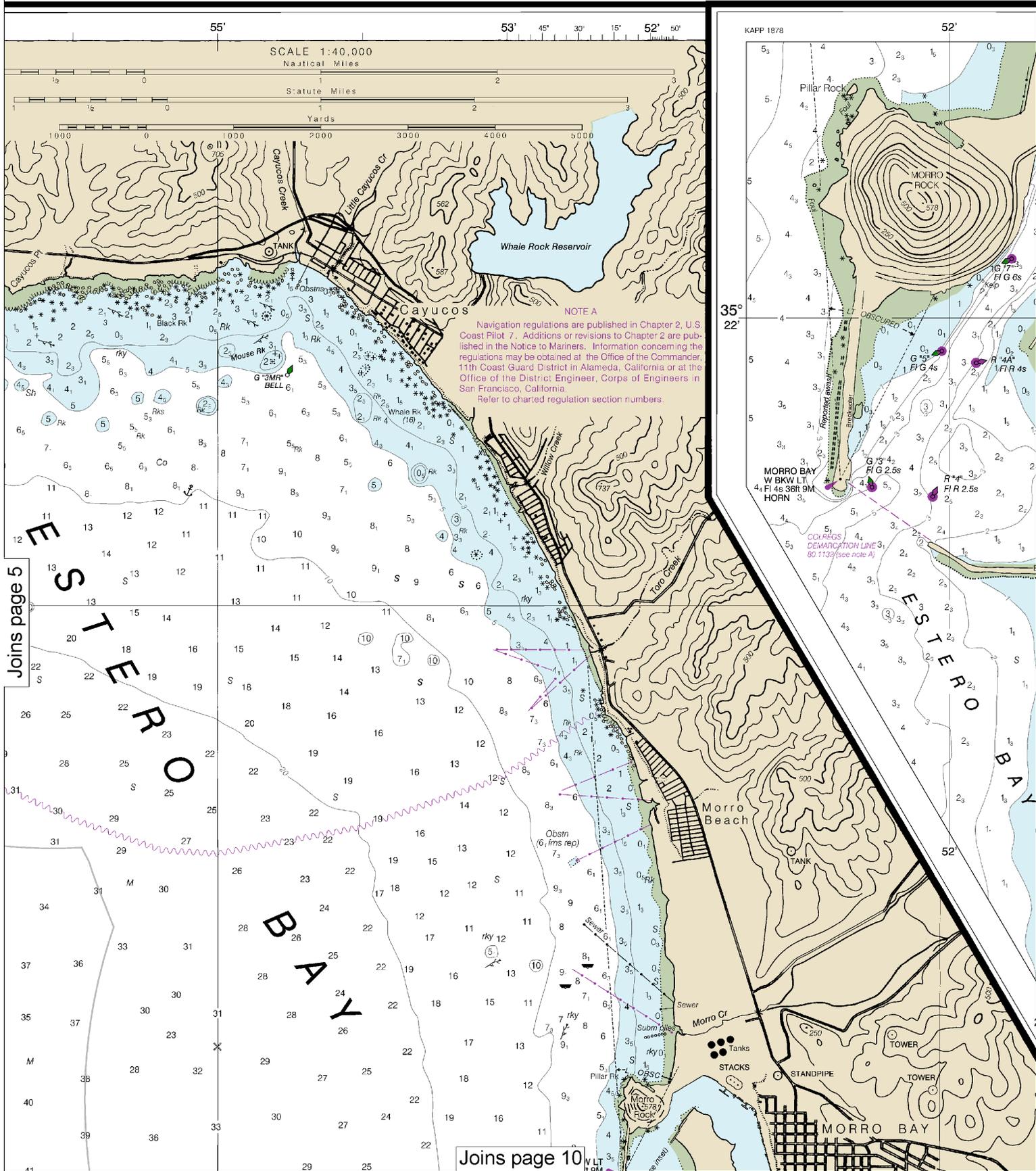
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





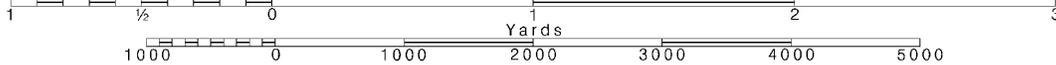


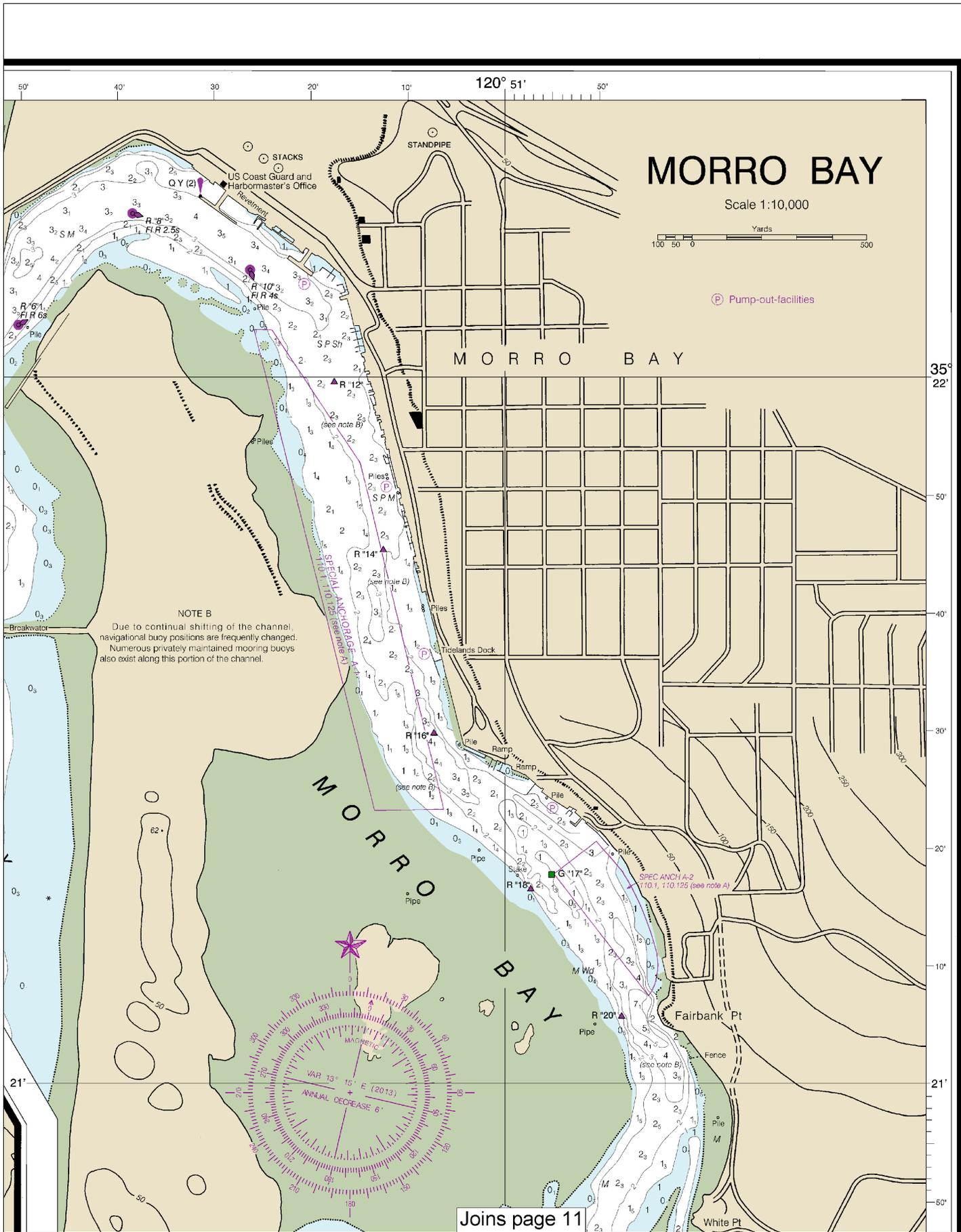
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

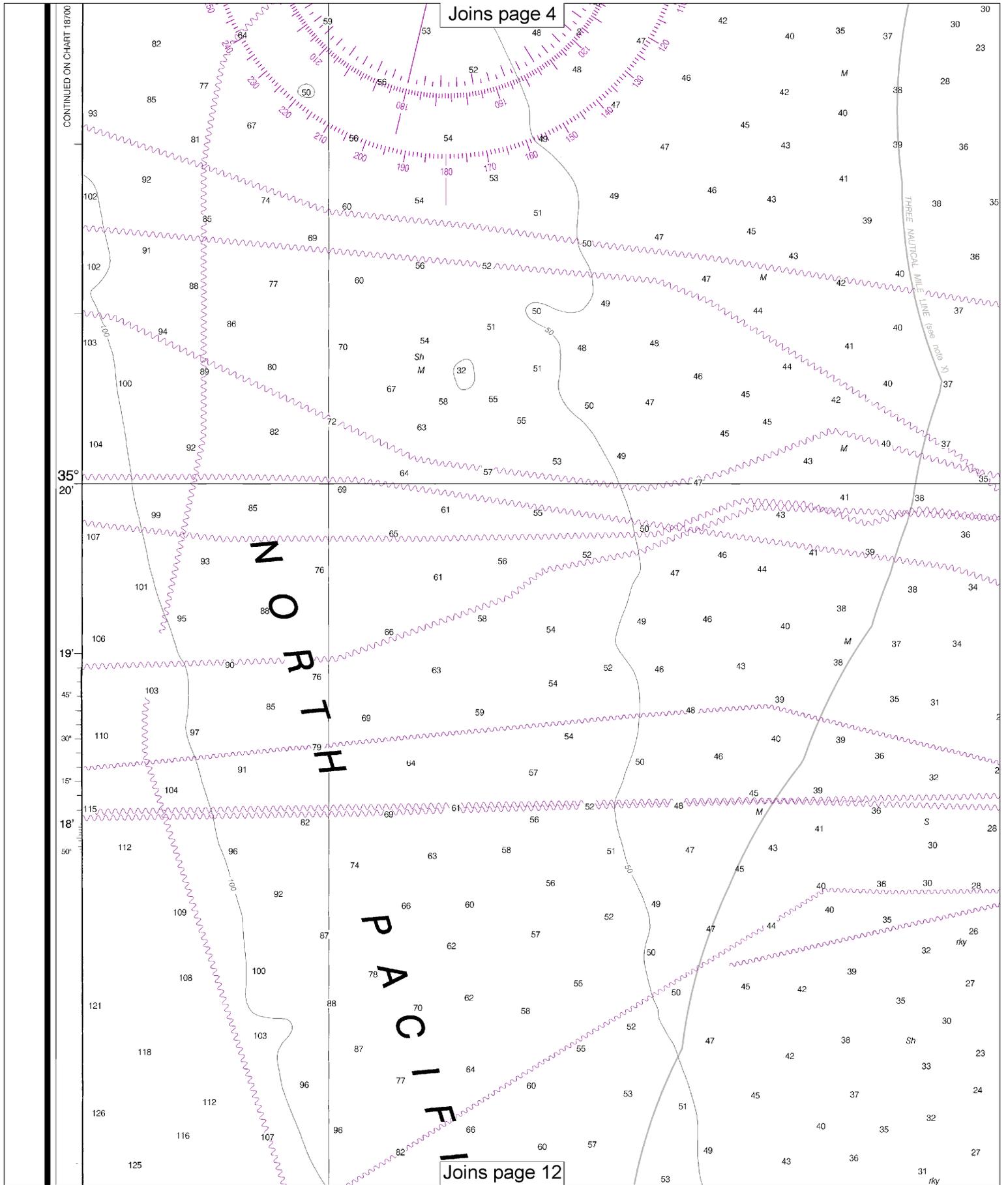
See Note on page 5.





26th Ed., Mar. 2013. Last Correction: 6/9/2016. Cleared through:  
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)





Joins page 4

Joins page 12

THREE NAUTICAL MILE LINE (see note X)

PACIFIC

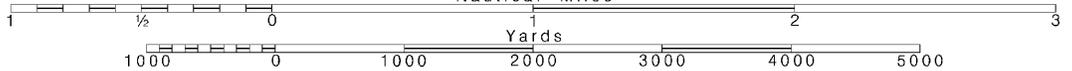


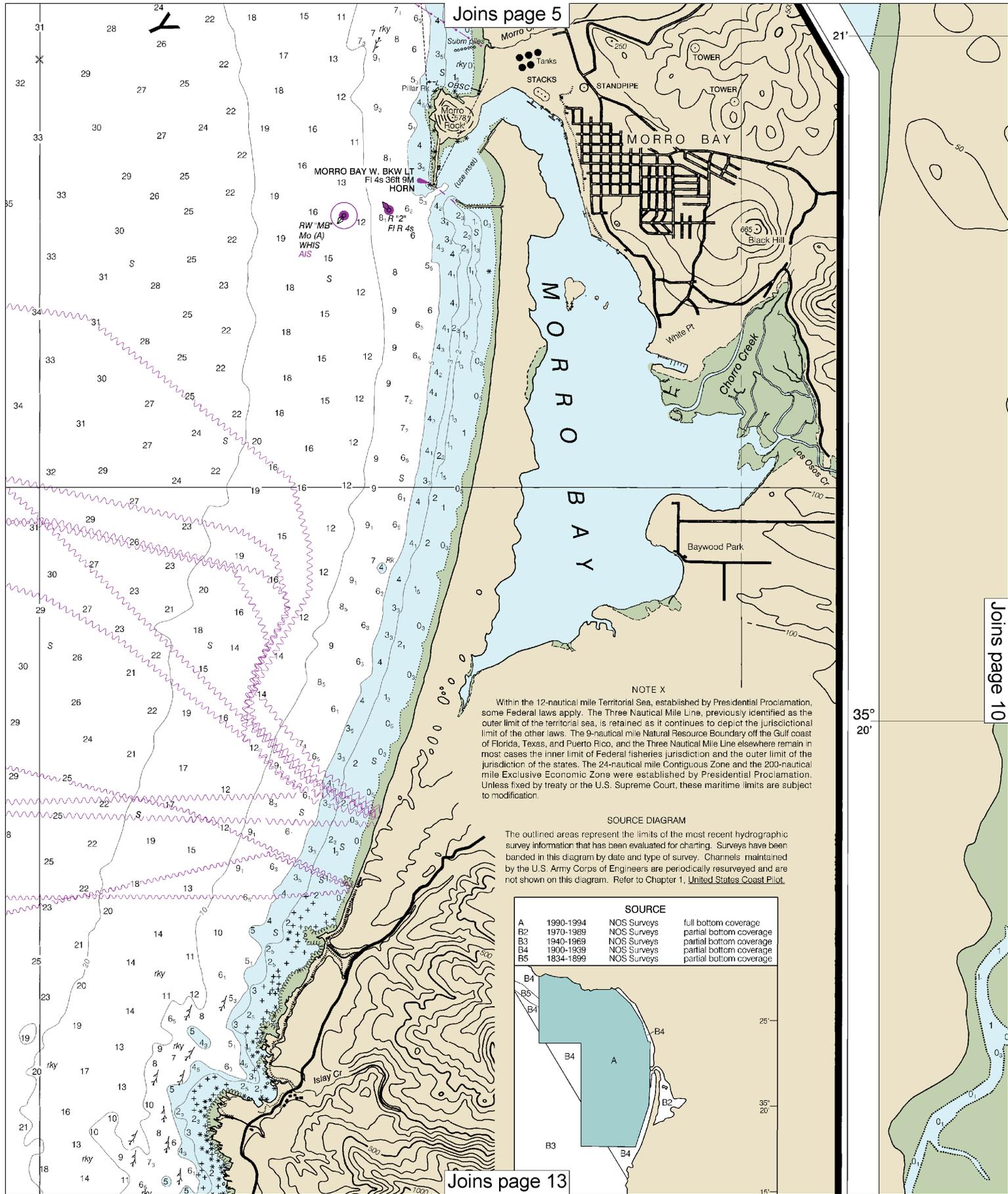
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





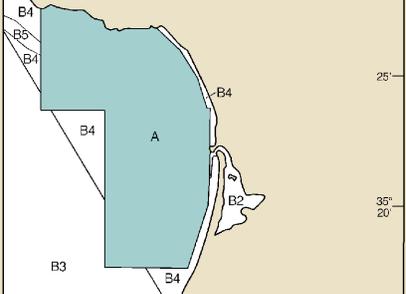
NOTE X

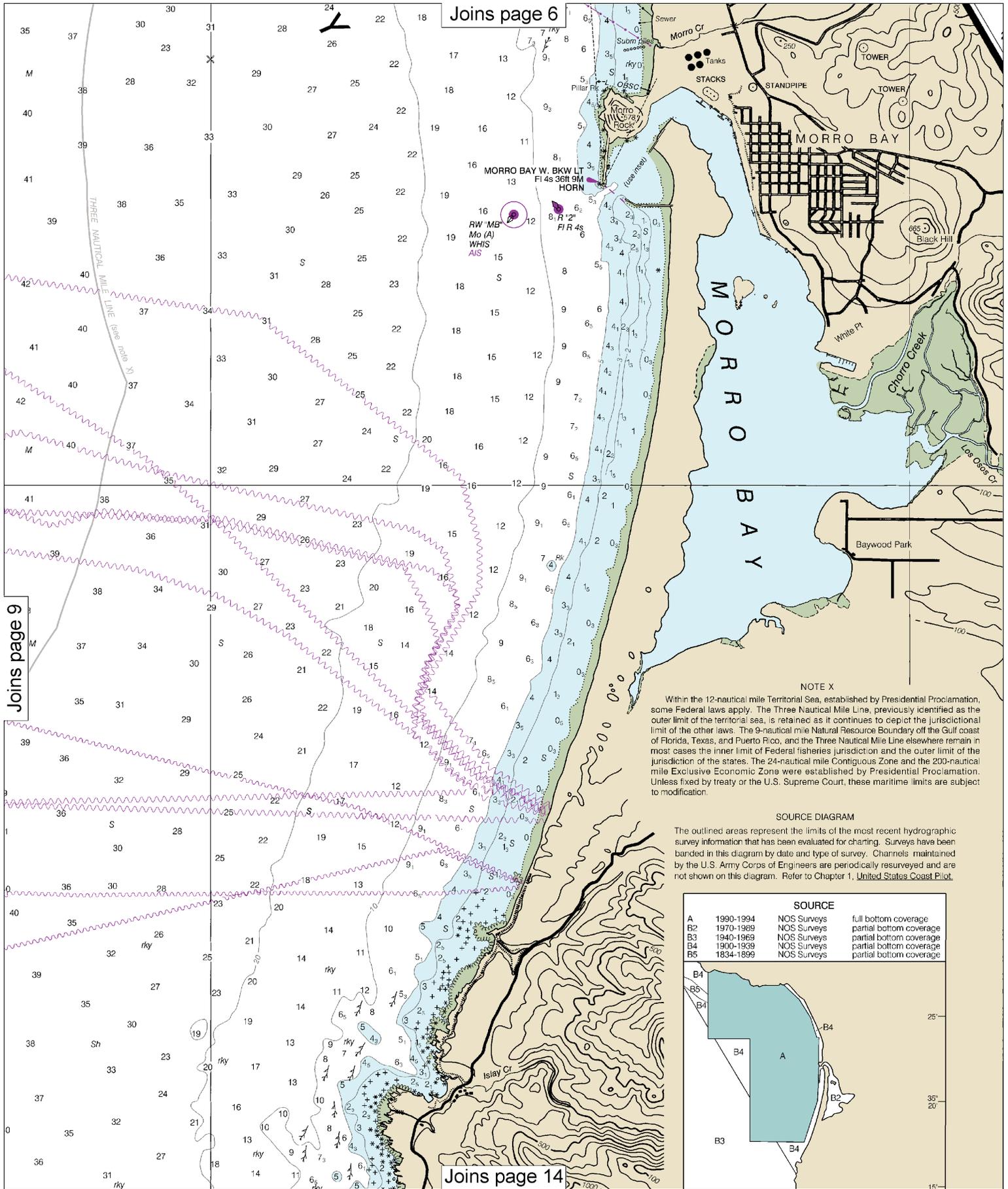
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical 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.

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		
A	1990-1994	NOS Surveys full bottom coverage
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





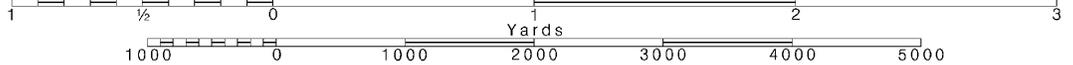
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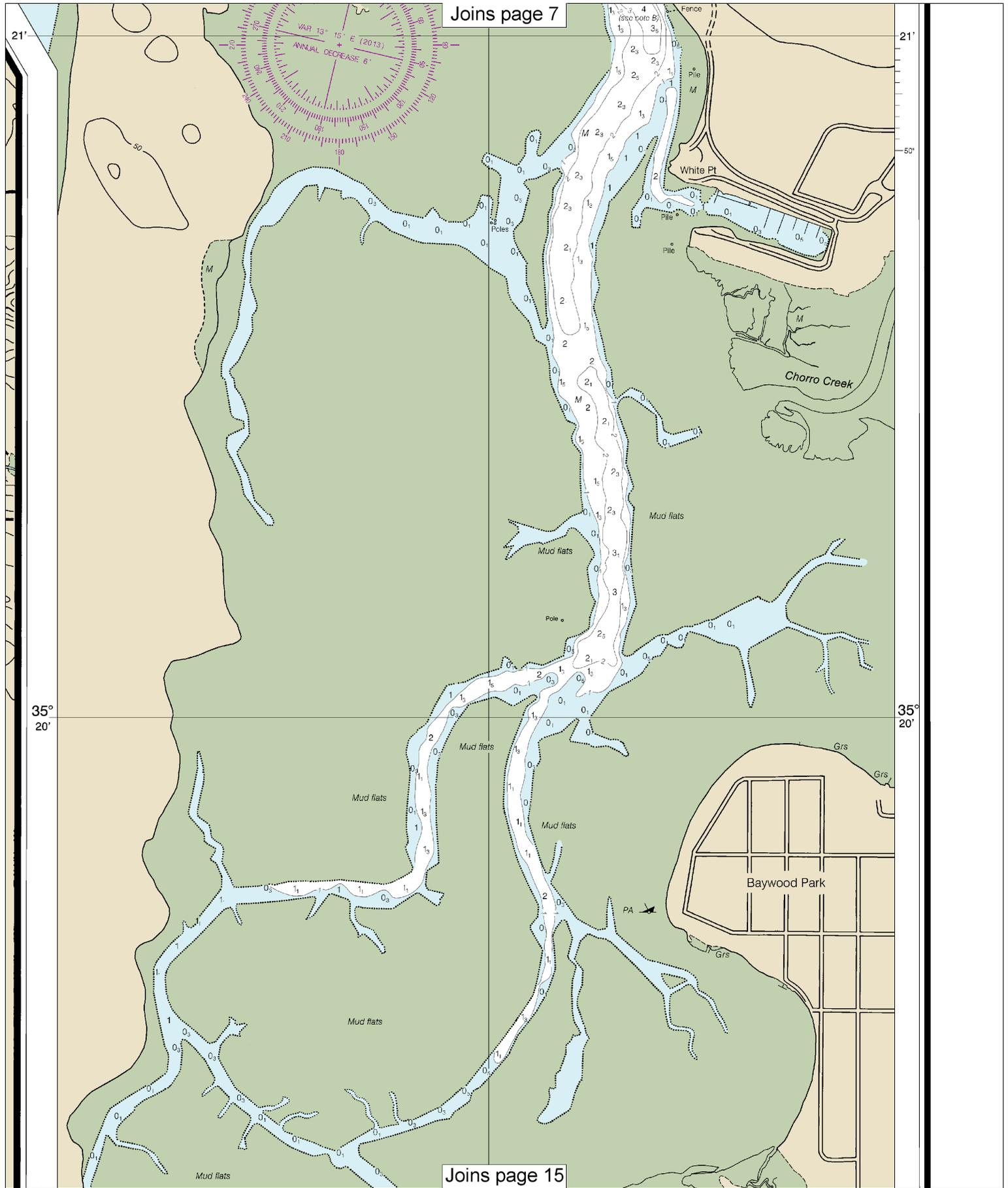
Note: Chart grid lines are aligned with true north.

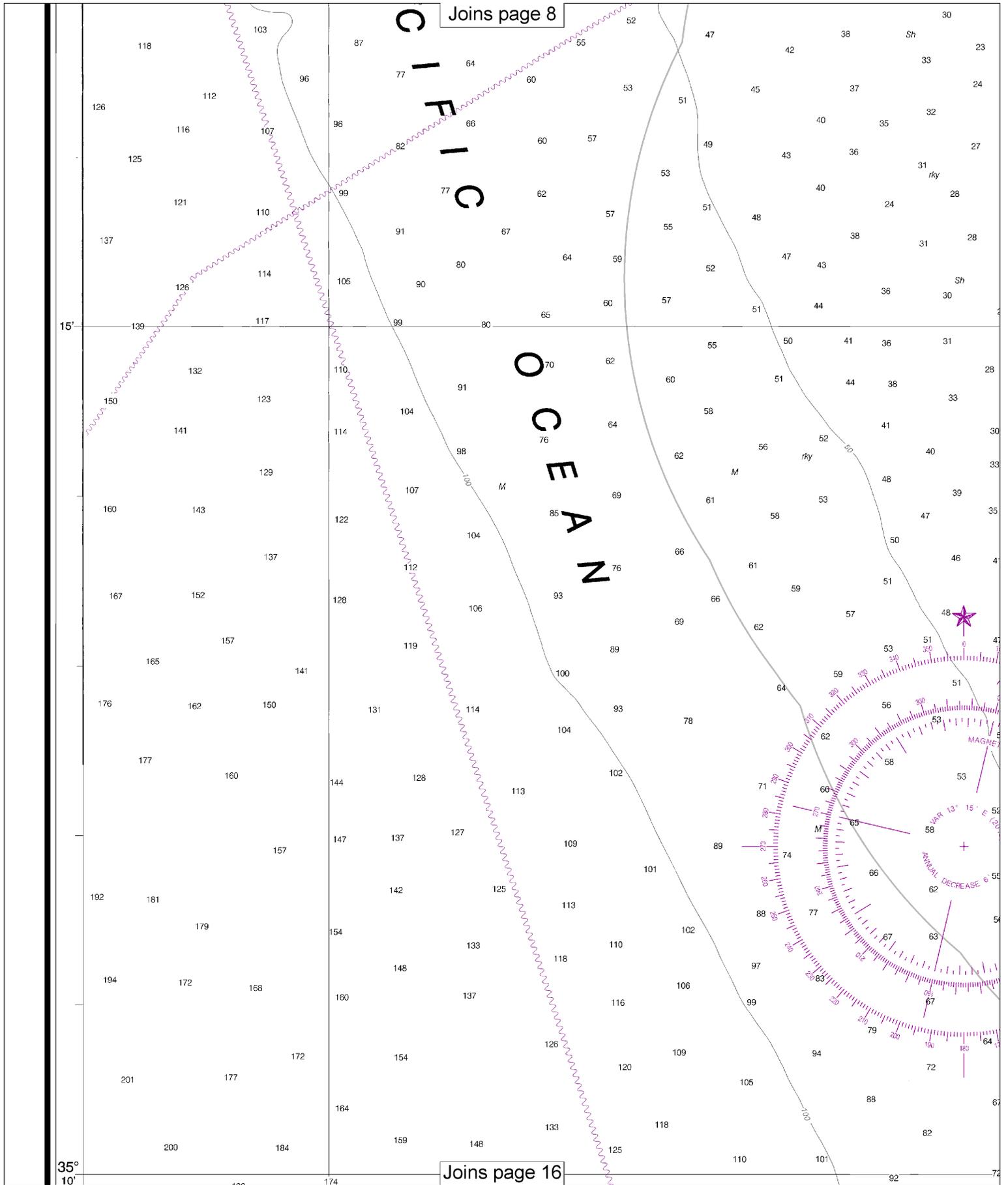
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







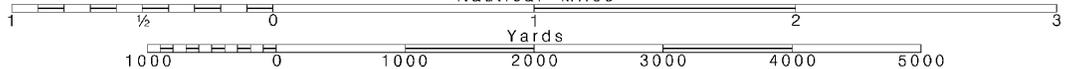
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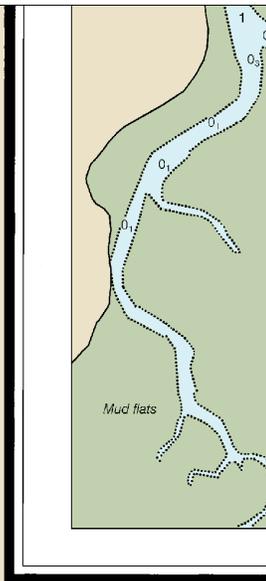
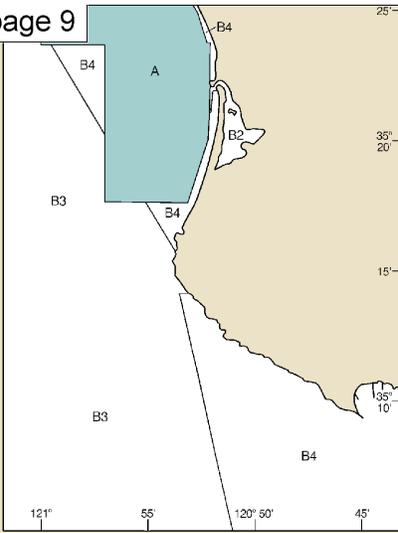
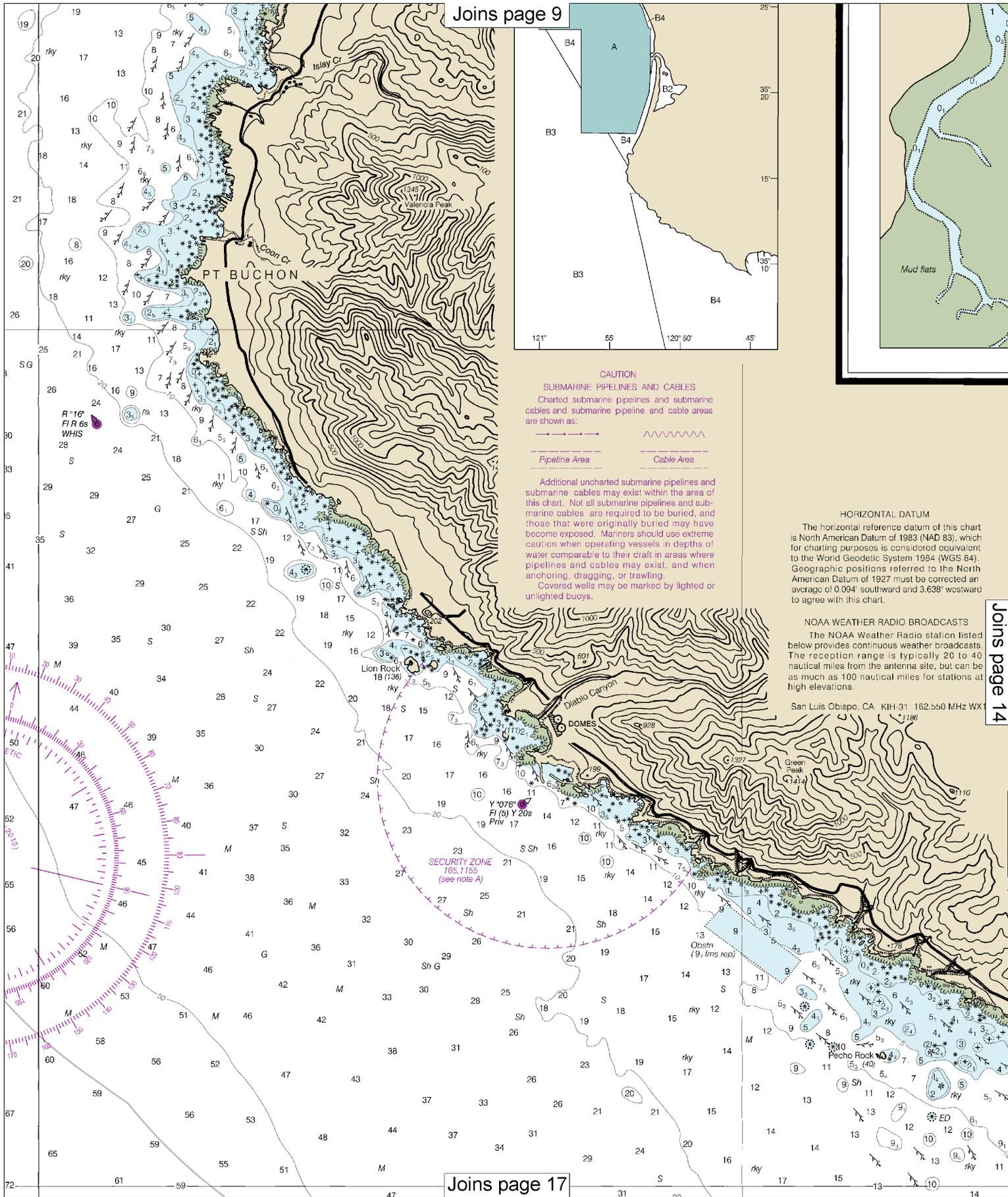
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





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

 Pipeline Area     
  Cable Area

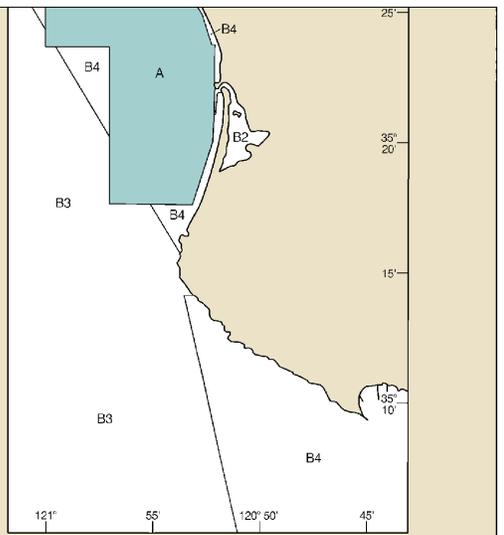
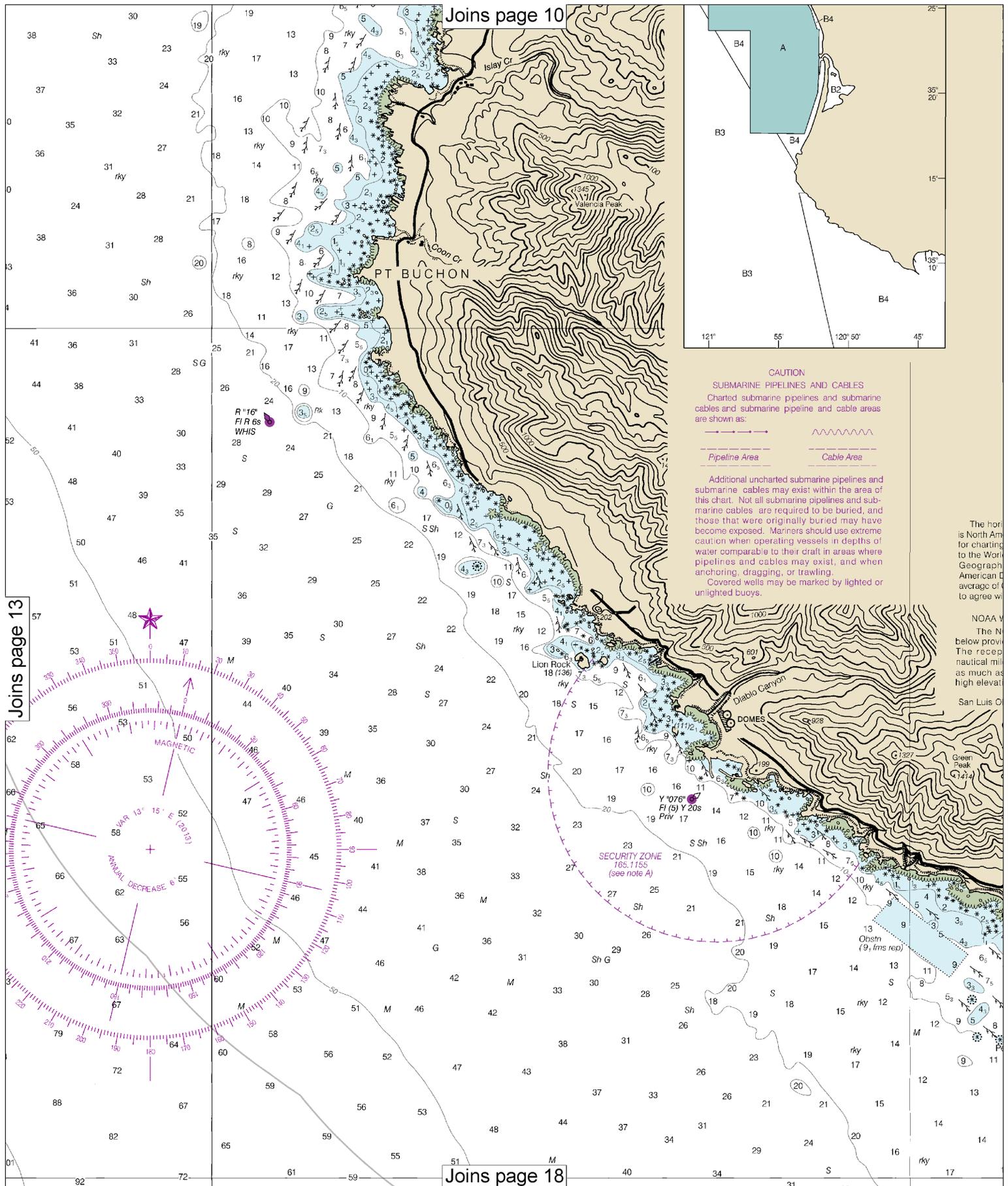
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels 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 0.094' southward and 3.638' westward to agree with this chart.

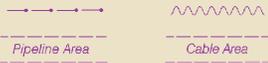
**NOAA WEATHER RADIO BROADCASTS**  
 The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

San Luis Obispo, CA KIH-31 162.550 MHz WX  
 \*1186

**SECURITY ZONE**  
 16S.115S  
 (see note A)



**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
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The horizontal scale is North American for charting to the World Geographical American Chart average of 10 agree with NOAA V. The N below provi. The recepi nautical mil as much as high elevat. San Luis O.

**14**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.





120° 51'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
CALIFORNIA - WEST COAST

ESTERO BAY

Mercator Projection  
Scale 1:40,000 at Lat. 35°20'

North American Datum of 1983  
(World Geodetic System 1984)

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

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
Port San Luis Wharf	(35°10'N/120°45'W)	5.3	4.6	1.0

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>. (Jan 2013)

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.

For Symbols and Abbreviations see Chart No. 1

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

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

HEIGHTS

Heights in meters above Mean High Water.

AUTHORITIES

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

CAUTION

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

AIDS TO NAVIGATION

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

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).

SUPPLEMENTAL INFORMATION

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

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

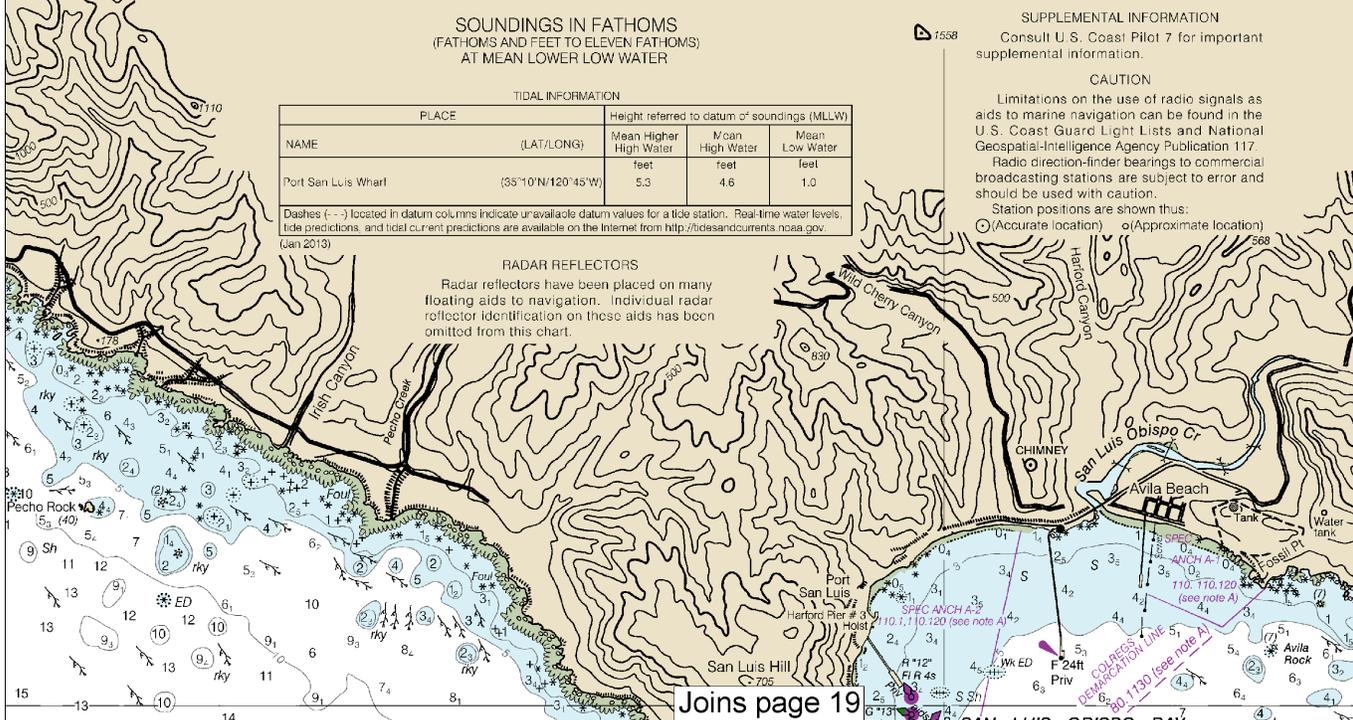
Horizontal reference datum of this chart is the American Datum of 1983 (NAD 83), which for all purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). All geographic positions referred to the North American Datum of 1927 must be corrected an 110.094' southward and 3.638' westward with this chart.

WEATHER RADIO BROADCASTS

NOAA Weather Radio station listed provides continuous weather broadcasts. Reception range is typically 20 to 40 miles from the antenna site, but can be as far as 100 nautical miles for stations at high elevations.

Obispo, CA KIH-31 182.550 MHz WX1

1196



CONTINUED ON CHART 18704

35° 10'

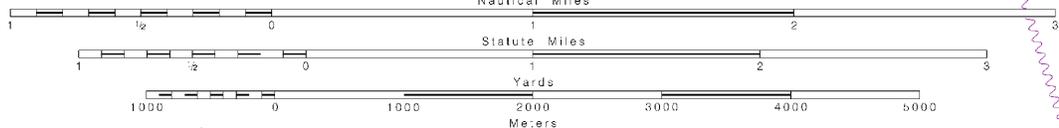
35° 10'

CONTINUED ON CHART 18700

35° 05'

121°

SCALE 1:40,000



# 18703

26th Ed., Mar. 2013. Last Correction: 6/9/2016. Cleared through:  
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

### 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).

### 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.

# 16

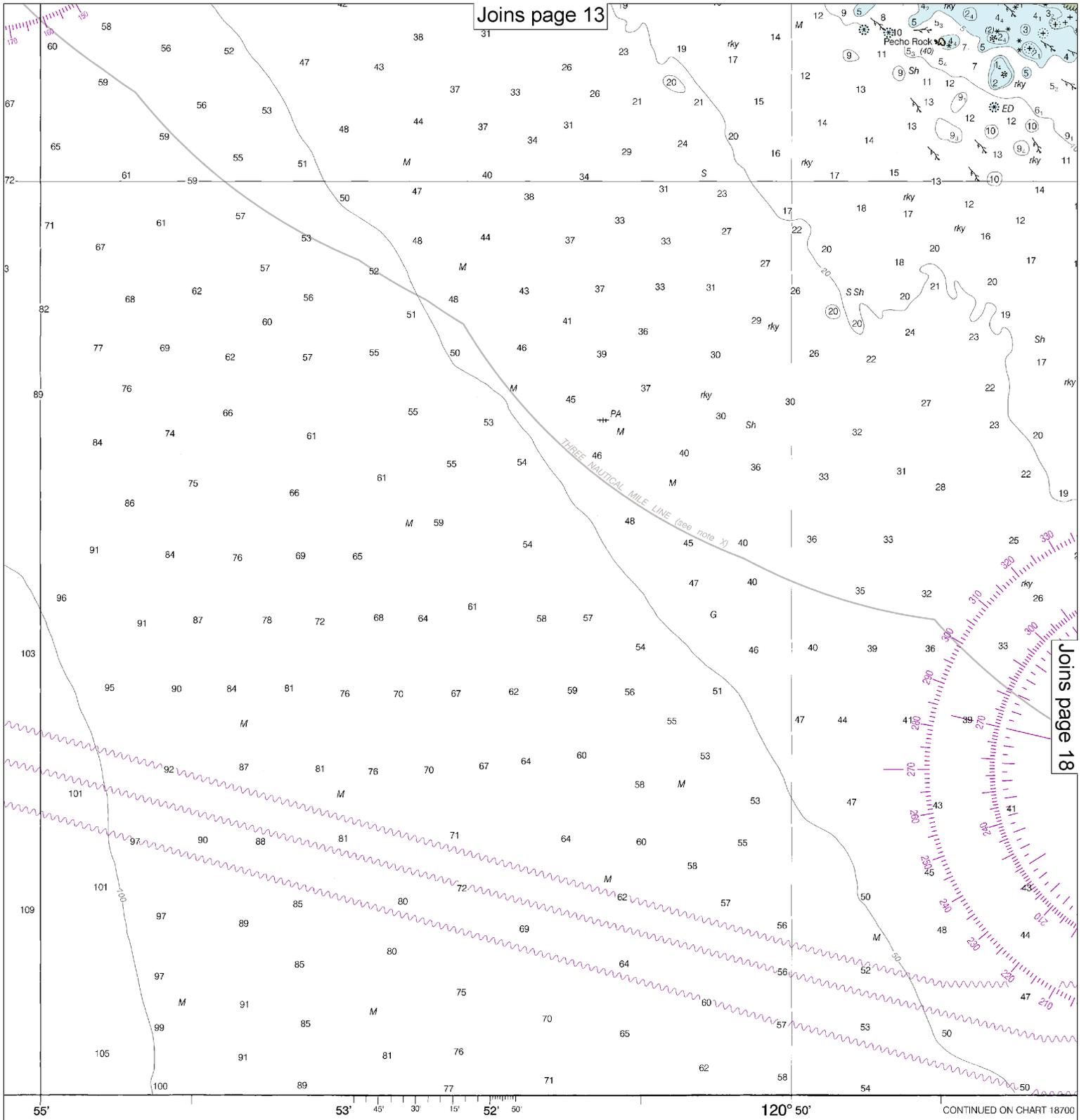
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

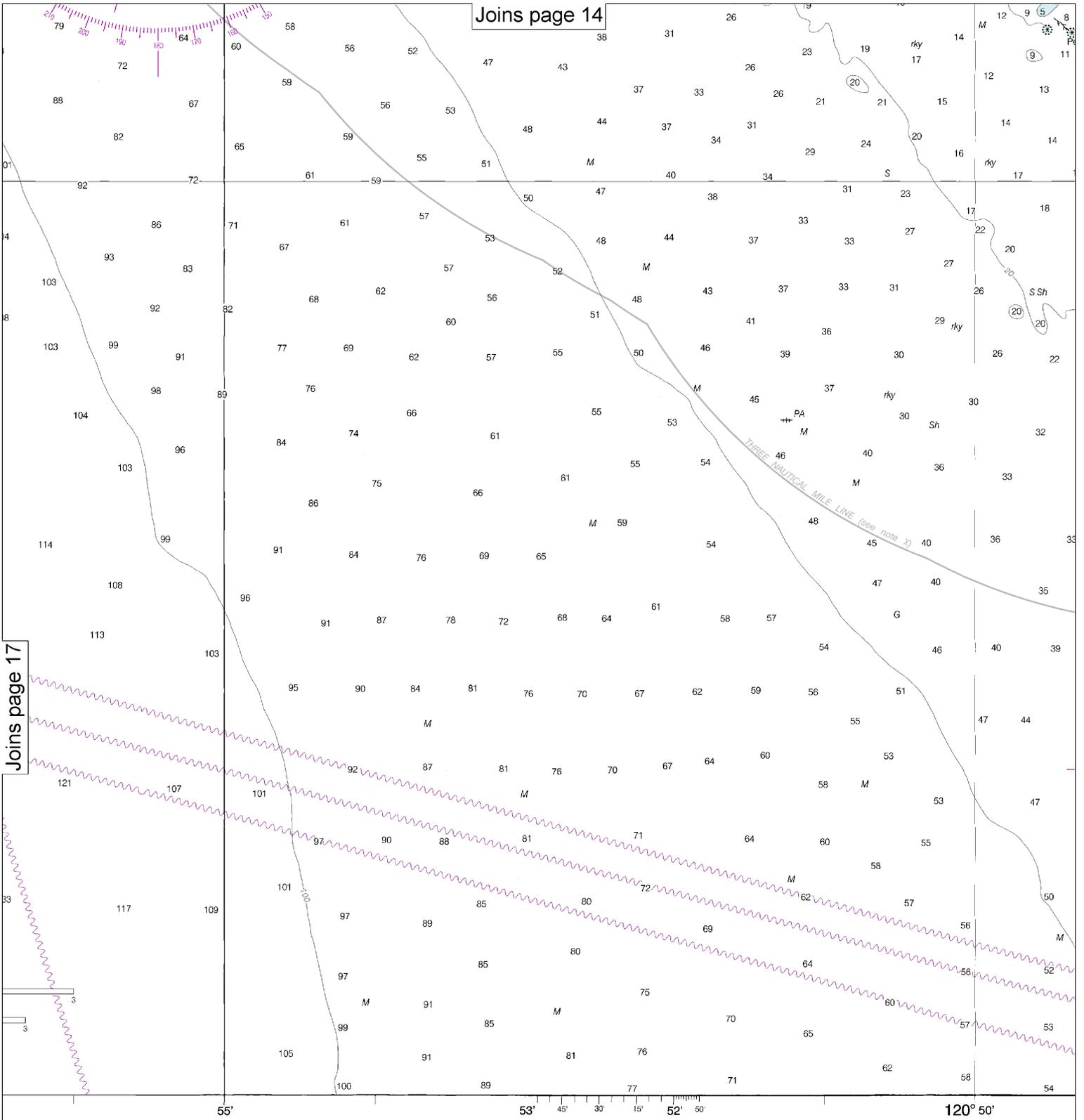
See Note on page 5.





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

**SOUNDING**  
 (FATHOMS)



Joins page 17

ING  
r will not rely solely on  
ation, particularly on  
Coast Guard Light List  
details.

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

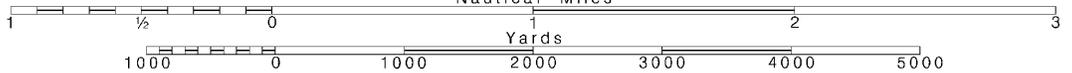
18

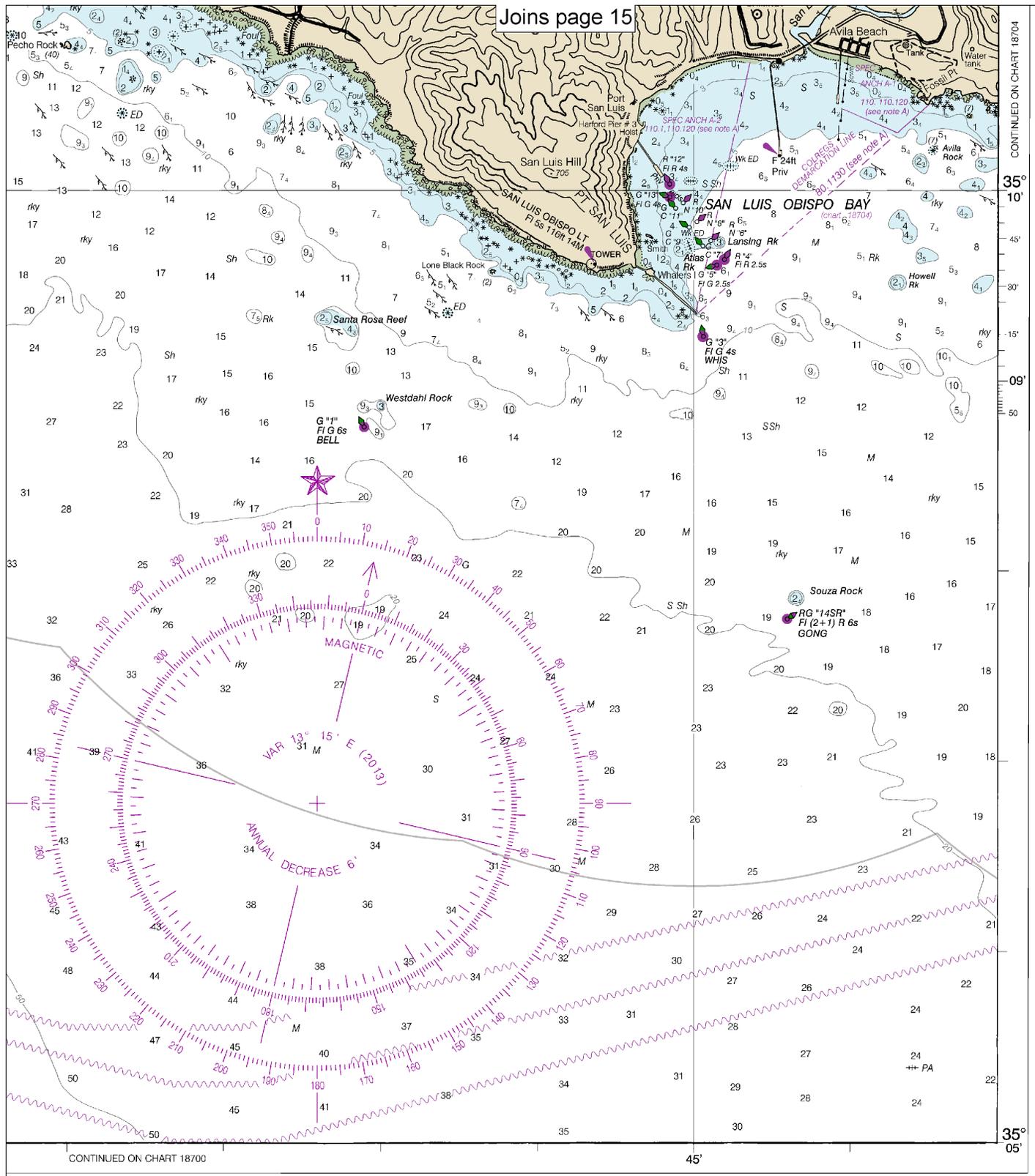
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





FATHOMS	FEET	METERS
1	6	1.1
2	12	2.1
3	18	3.1
4	24	4.1
5	30	5.1
6	36	6.1
7	42	7.1
8	48	8.1
9	54	9.1
10	60	10.1
11	66	11.1
12	72	12.1
13	78	13.1
14	84	14.1
15	90	15.1
16	96	16.1
17	102	17.1

CONTINUED ON CHART 18700

45'

35° 05'

**SOUNDINGS IN FATHOMS**  
 (FATHOMS AND FEET TO 11 FATHOMS)

Estero Bay  
 SOUNDINGS IN FATHOMS - SCALE 1:40,000

**18703**



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.