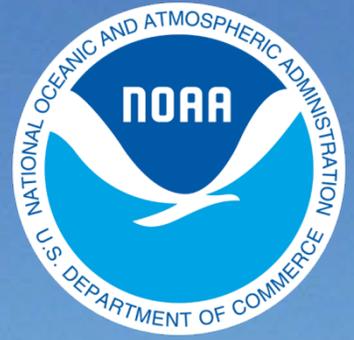


BookletChart™



San Miguel Passage

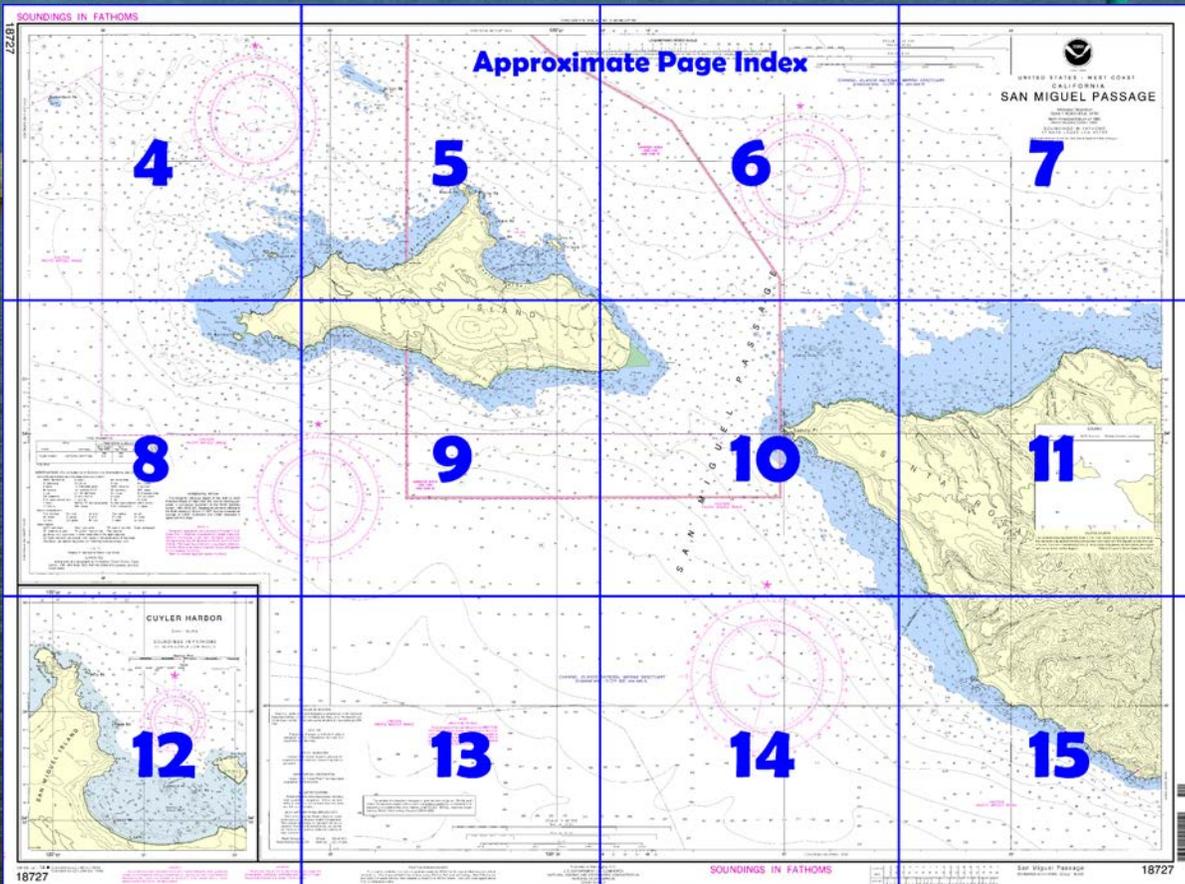
NOAA Chart 18727

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.

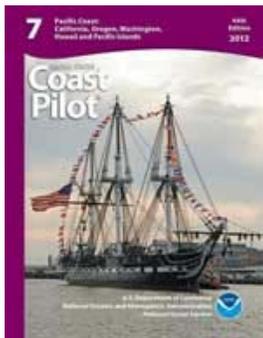
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18727>.



(Selected Excerpts from Coast Pilot)

Santa Rosa Island is 24.5 miles SW of Goleta Point on the mainland. No landing fee or permit is required.

Depths in the approaches to the island shoal more abruptly from S than from N, where the 100-fathom curve is over 5 miles and the 20-fathom curve about 2 miles from the beach.

There are no harbors, but anchorage may be made in Bechers Bay and Johnsons Lee. There are several good boat landings and a

pier near Northwest Anchorage.

East Point, the E extremity of Santa Rosa Island, is moderately high, sharp, and bold. A rock covered 2½ fathoms is in the kelp 0.7 mile N

from the point, and a shoal covered 3½ fathoms is 2 miles N of the point. Numerous rocks and pinnacles covered 5¾ fathoms are in an area centered 1.5 miles S of the point and extend 0.8 mile NW and SE.

Bechers Bay, a broad semicircular bight on the NE side of Santa Rosa Island, is 4.5 miles wide between Skunk and Carrington Points and 1.5 miles in depth. **Southeast Anchorage**, 1.3 miles W of Skunk Point, affords protection in SE weather in about 6 fathoms, sandy bottom.

Northwest Anchorage, in the W part of the bight and 1.5 miles S from Carrington Point, affords fair shelter in NW weather.

A **naval operating area** is in Bechers Bay bounded by the following:

34°02'12"N., 120°01'34"W.,
34°00'58"N., 120°02'17"W.,
34°00'04"N., 120°02'02"W.,
33°59'18"N., 120°00'32"W.,
33°59'33"N., 119°59'02"W.,
34°00'32"N., 119°59'05"W.,
34°01'40"N., 120°00'25"W.

Anti-ship mining operations take place at frequent and irregular intervals, including weekends, throughout the year. They are conducted as air drops from low-flying aircraft or released from submarines. Submerged metallic remains from these operations may pose a hazard to fishing operations conducted along the seabed. Particular operations are published in Eleventh Coast Guard District Local Notices to Mariners. Announcements are also made locally on VHF-FM channel 16, at 0800 local time, 1200 local time, and/or 1 hour prior to mining operations. For status of the zone and/or permission to enter, call Pleade Control on VHF-FM channel 16, or by telephone to the Pacific Marine Test Center at 805-989-8280 or 805-989-8841; fax 805-989-0102.

Foul ground extends about 0.3 mile N from **Carrington Point** and terminates in **Beacon Reef**, which covers 2¼ fathoms. The reef rarely breaks, and there is no safe passage behind it.

San Miguel Passage, between Santa Rosa and San Miguel Islands, is 2.5 miles wide between the ledges which project from Sandy Point and Cardwell Point, the closest points between the two islands. To avoid Talcott Shoal, vessels making the passage from the SW should not allow the outer rock off the W point of Santa Rosa Island to bear W of S until clear of the shoal. Sailing vessels should avoid this passage as the light airs and calms under the lee of San Miguel Island and the currents frequently combine to set a vessel toward Talcott Shoal.

Danger zone.—A **naval danger zone** is around San Miguel Island and extends into San Miguel Passage. (See **334.1140**, chapter 2, for limits and regulations.)

San Miguel Island, 23 miles SSE of Point Conception, is the westernmost of the Channel Islands and the most dangerous to approach. The island is irregular in shape and 7.6 miles long in a E-W direction, with an average width of 2 miles.

San Miguel Island, although a military reservation, is administered on a day to day basis by the National Park Service. Cuyler Harbor is the only place landing is allowed. A permit is required for other than beach use.

Danger zone.—A **naval danger zone** has been established around San Miguel Island. (See **334.1140**, chapter 2, for limits and regulations.)

Point Bennett, the W point of the island, is a long, narrow, jagged bluff. There are two rocky islets S of and close under the point, and foul ground extends about 0.5 mile W and 1 mile N of the point but inside the limit of the kelp.

**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

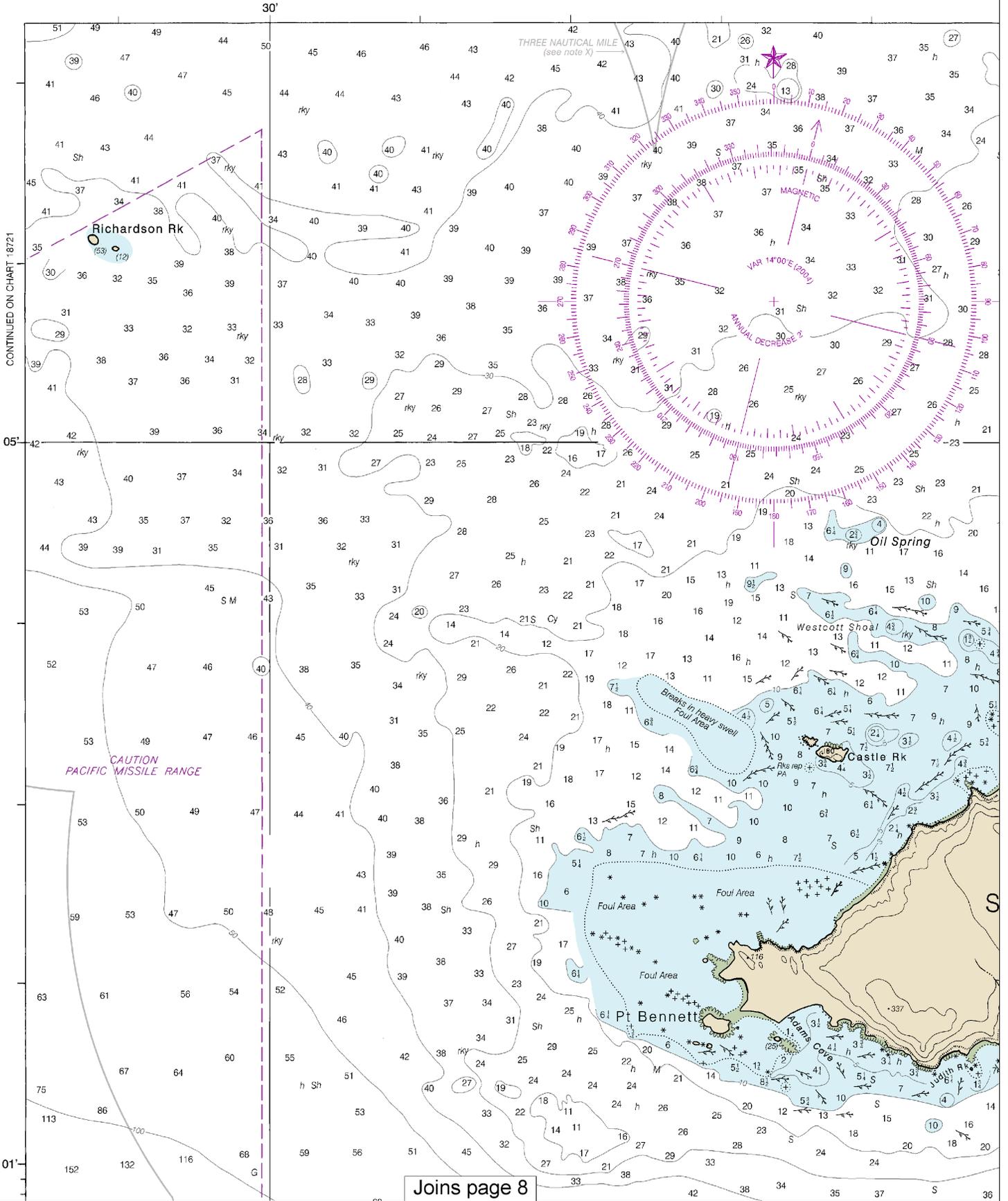
on navigable waters except Western Rivers



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>

SOUNDINGS IN FATHOMS

18727



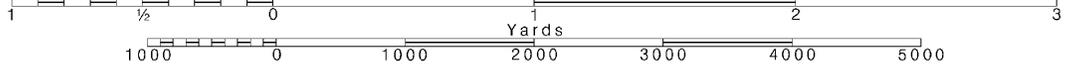
4

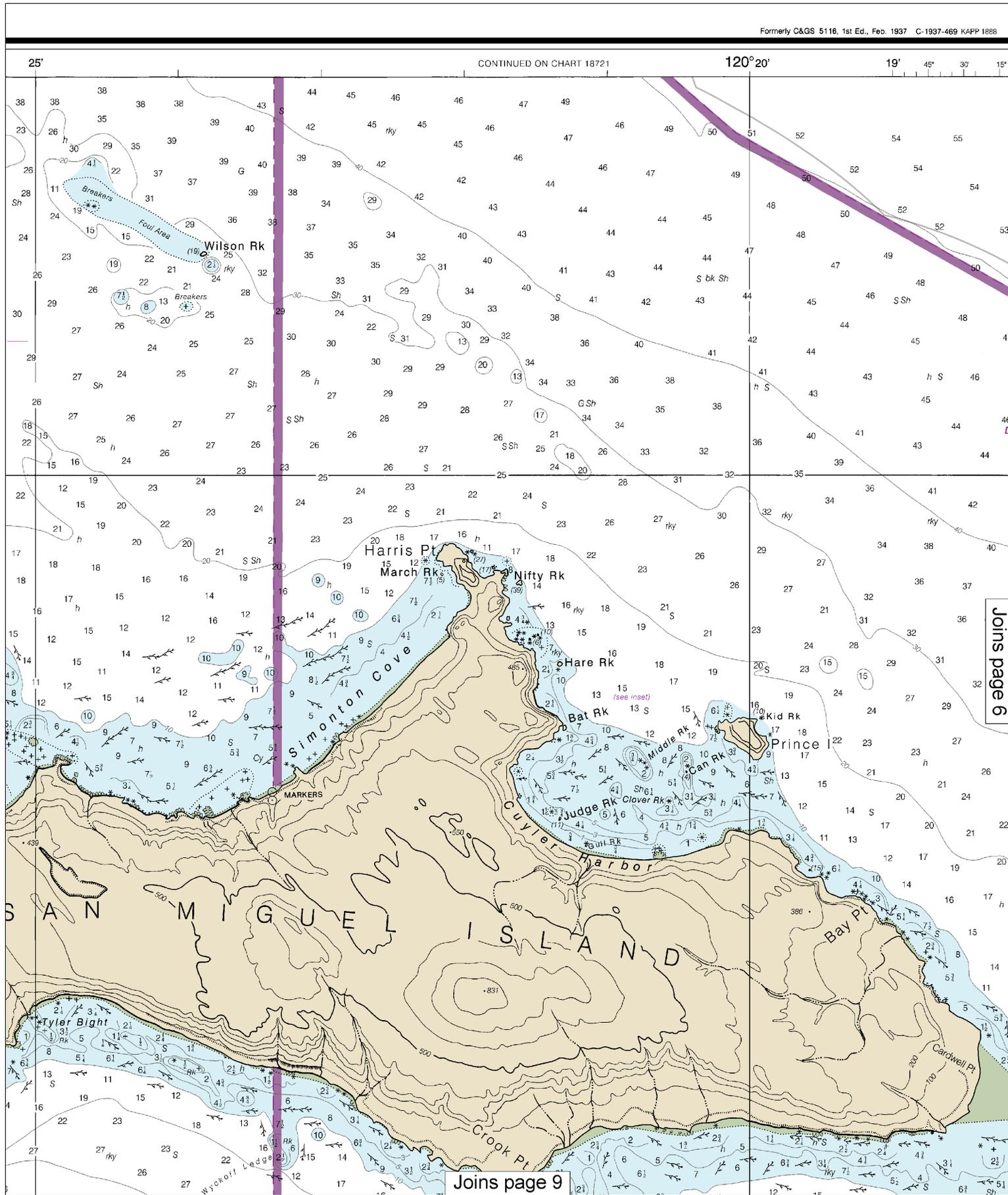
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 9

Joins page 6

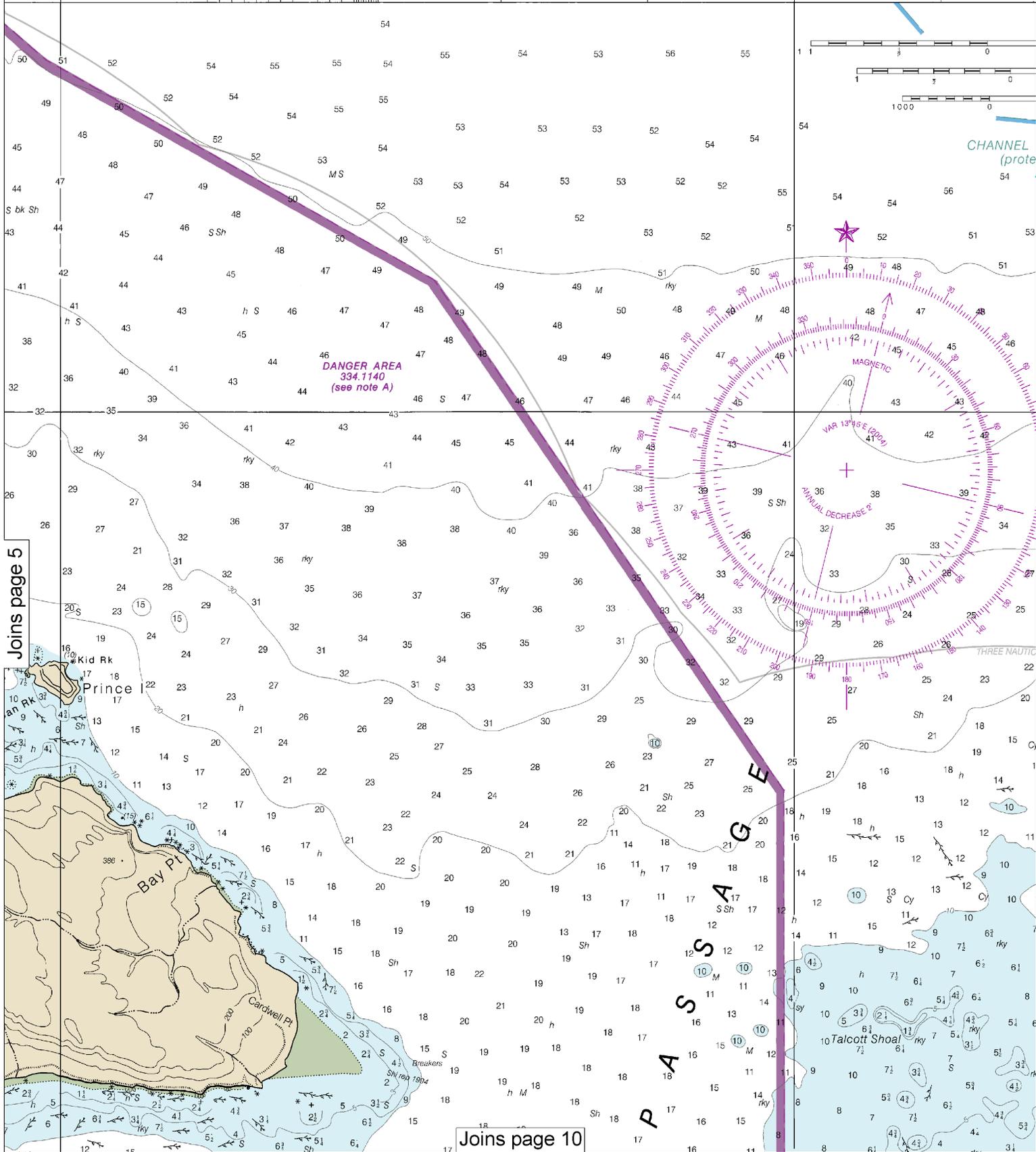
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



120°20'

19' 45' 30' 15' 18' 50'

15'



Joins page 5

Joins page 10

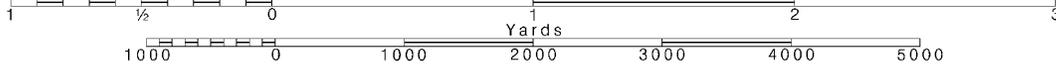


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



SCALE 1:40,000
Nautical Miles

Stature Miles

Yards

1000 2000 3000 4000 5000



UNITED STATES - WEST COAST

CALIFORNIA

SAN MIGUEL PASSAGE

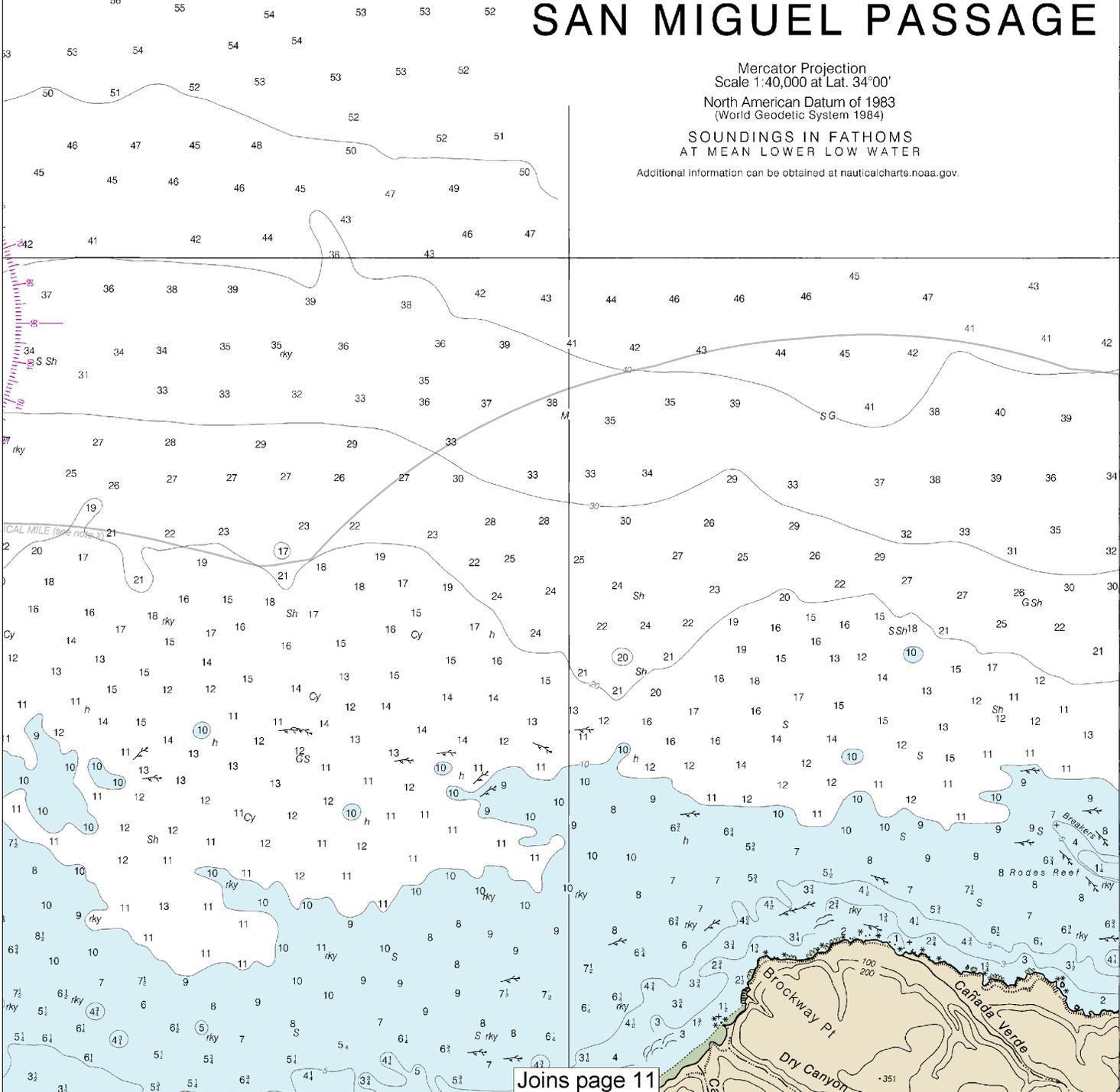
Mercator Projection
Scale 1:40,000 at Lat. 34°00'

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.

ISLANDS NATIONAL MARINE SANCTUARY
Protected area: 15 CFR 922; see note A and
National Marine Sanctuaries note)



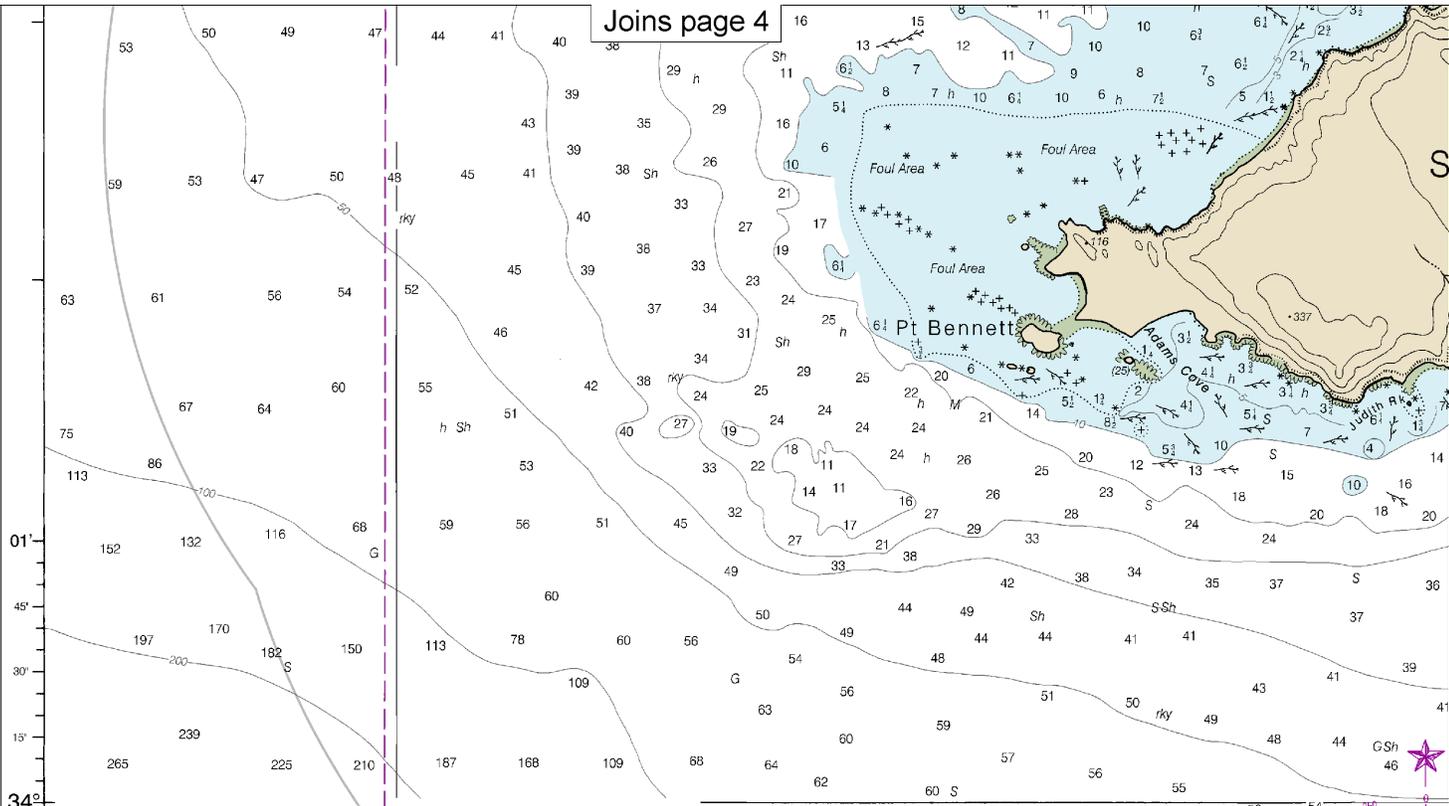
Joins page 11

JOINS CHART 18728

12th Ed., Jul. 2004. Last Correction: 12/8/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016)



Joins page 4



TIDAL INFORMATION

Name	Place (Lat/Long)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Cuyler Harbor	(34°03'N/120°21'W)	feet 5.2	feet 4.5	feet 1.0	feet -2.5

(Feb 2004)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

- Aids to Navigation (lights are white unless otherwise indicated):
- AERO aeronautical
 - Al alternating
 - B black
 - Bn beacon
 - C can
 - DIA diaphone
 - E Int equal interval (iso)
 - F fixed
 - Fl flashing
 - G green
 - Gp group
 - IQ interrupted quick
 - Isa isophase (E Int)
 - LT LD lighthouse
 - M nautical mile
 - m minutes
 - MICRO TR microwave tower
 - Mkr marker
 - Ma morse code
 - N nun
 - OBSC obscured
 - Or orange
 - Q quick
 - R red
 - Ra Re radar reflector
 - R Bn radiobeacon
 - R TR radio tower
 - Rot rotating
 - S seconds
 - SEC sector
 - ST M statute miles
 - VQ very quick
 - W white
 - WHIS whistle
 - Y yellow
- Bottom characteristics:
- Co coral
 - G gravel
 - Grs grass
 - gy gray
 - h hard
 - M mud
 - Oys oysters
 - Rk rock
 - S sand
 - so soft
 - Sp shells
 - sy sticky
- Miscellaneous:
- AUTH authorized
 - ED existence doubtful
 - 21 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.
 - Obst obstruction
 - FA position approximate
 - PD position doubtful
 - Rep reported
 - Subm submerged

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, and U.S. Coast Guard.

CAUTION PACIFIC MISSILE RANGE

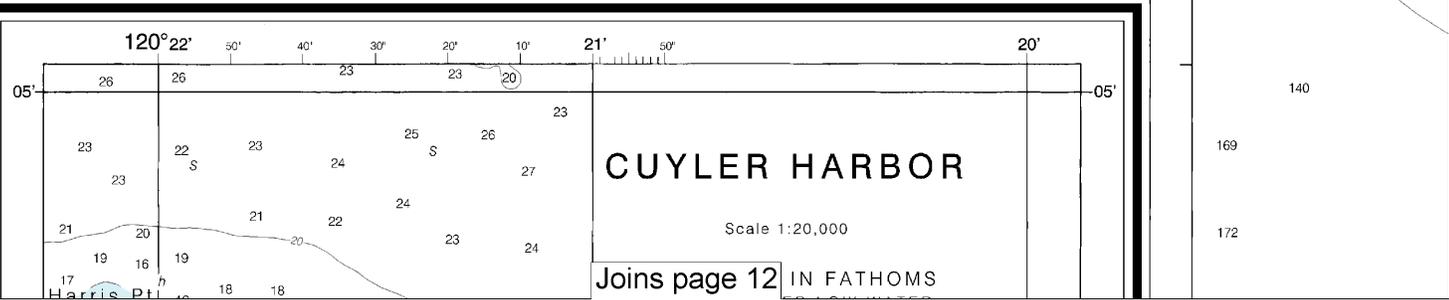
HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), and 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 0.003" southward and 3.498" westward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Long Beach, California, or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California. Refer to charted regulation section numbers.

CONTINUED ON CHART 18720



Joins page 12



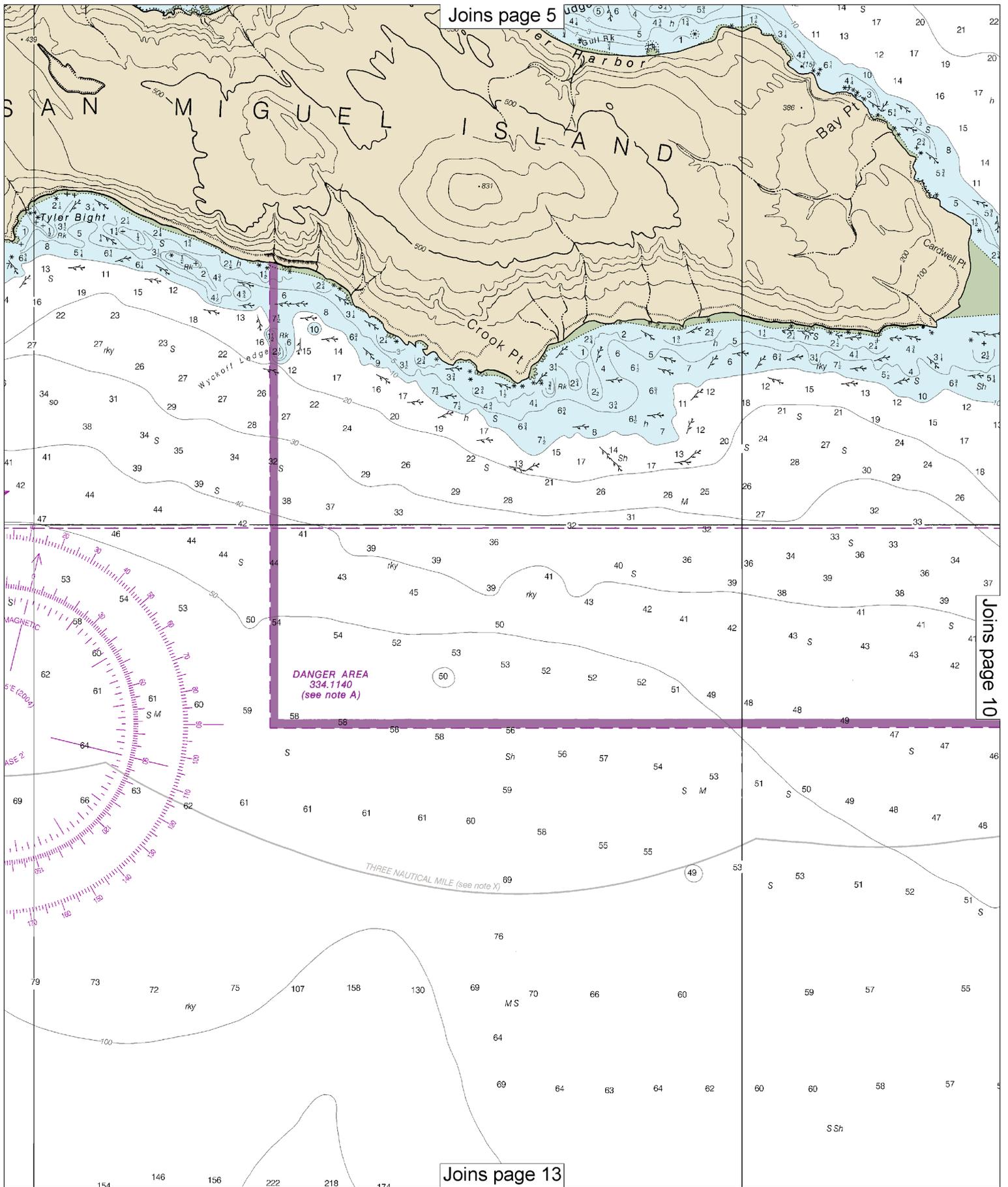
Note: Chart grid lines are aligned with true north.

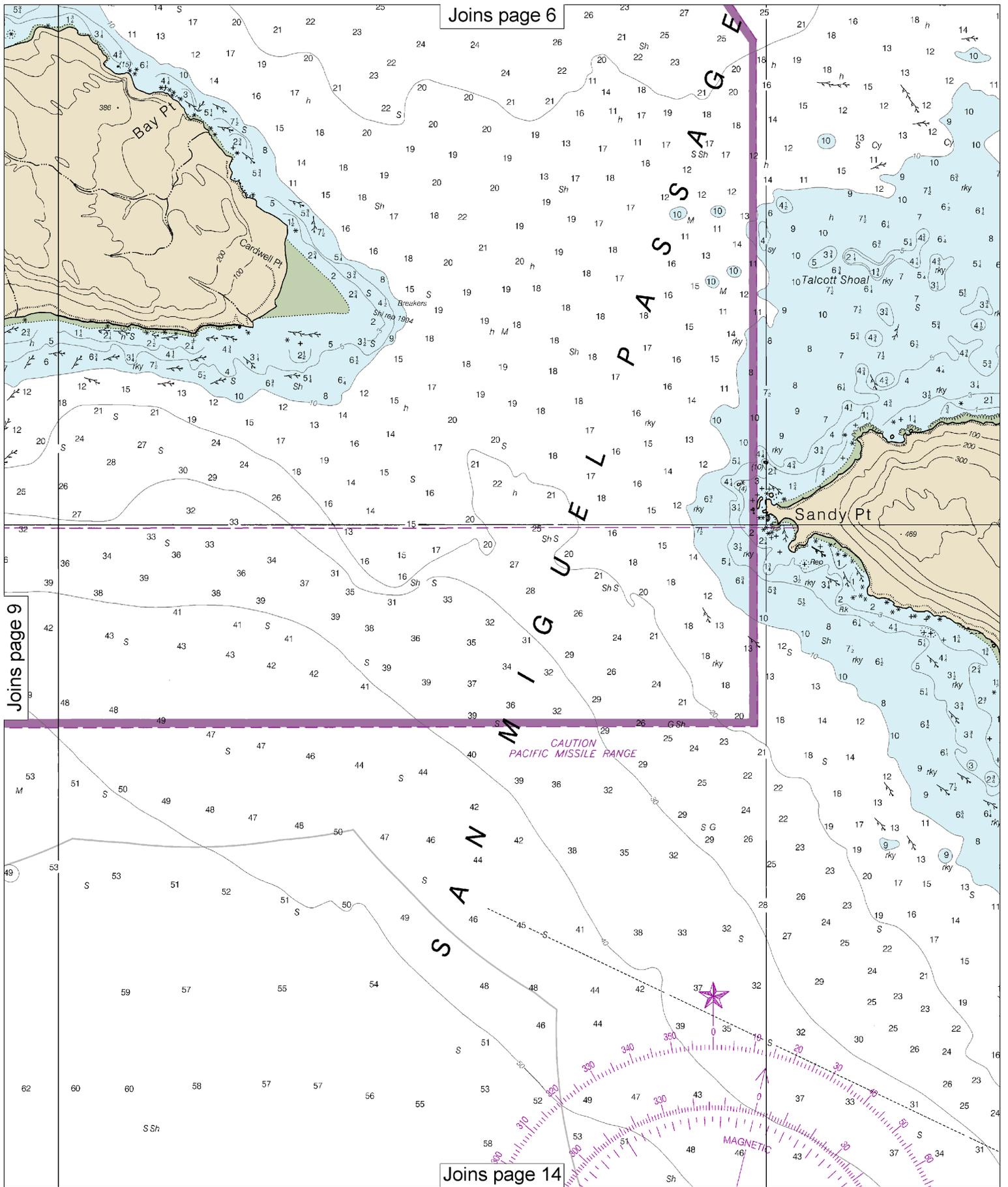
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







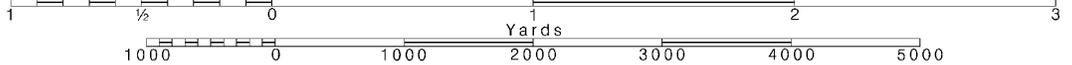
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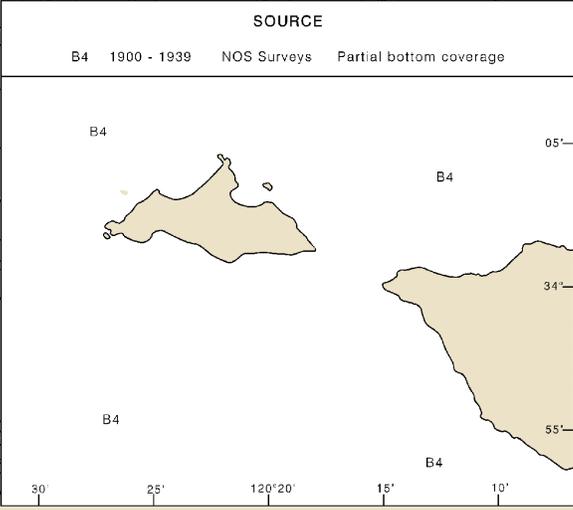
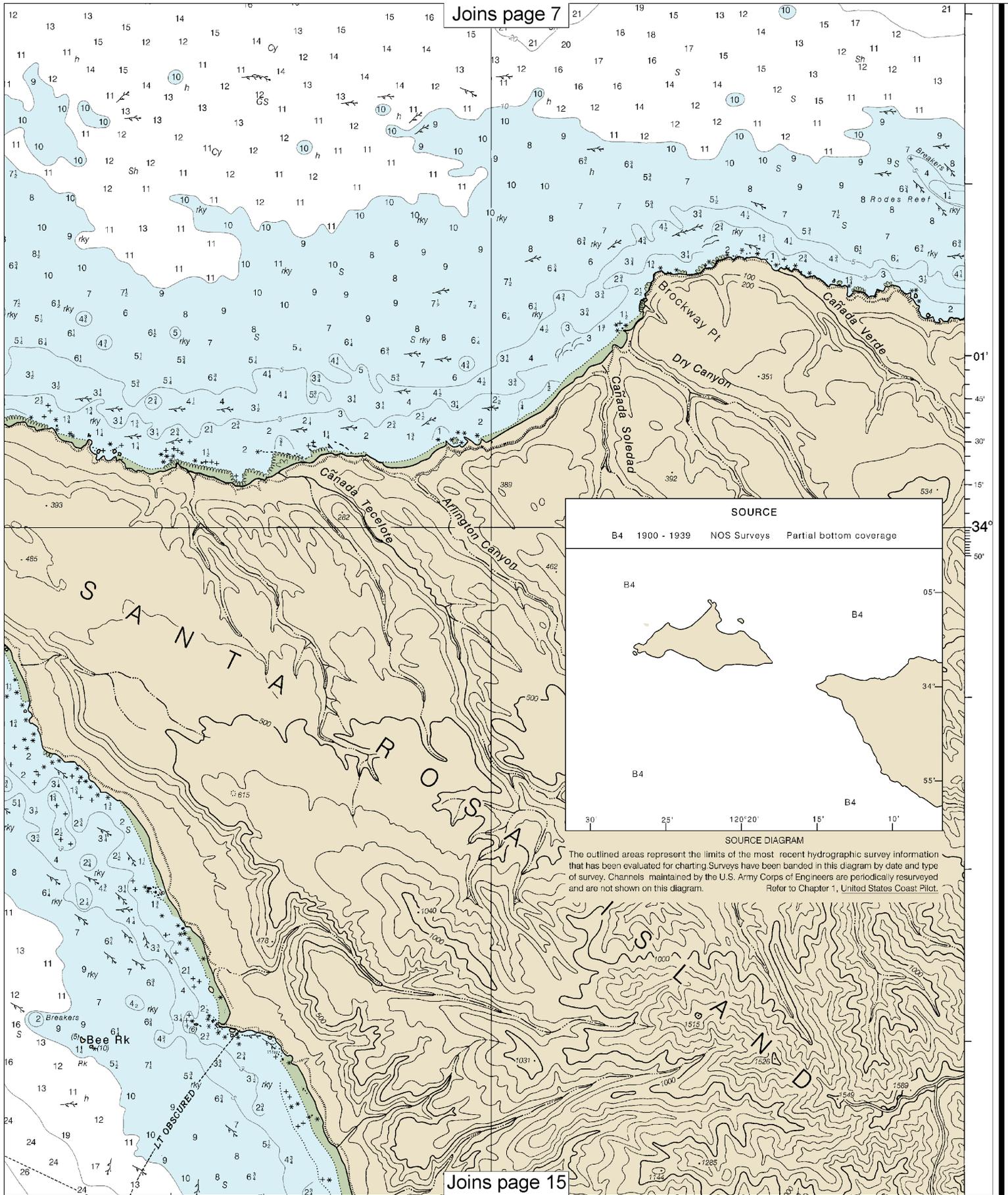
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





01°
45'
30'
34°
30'

CONTINUED ON CHART 181

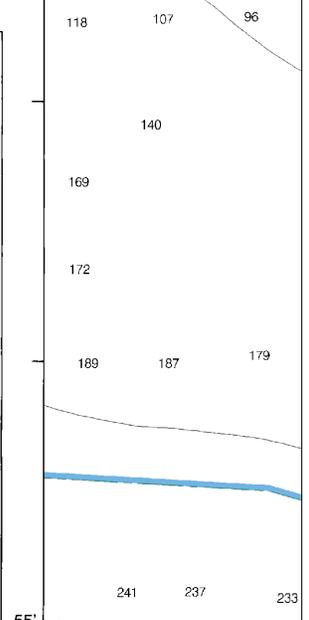
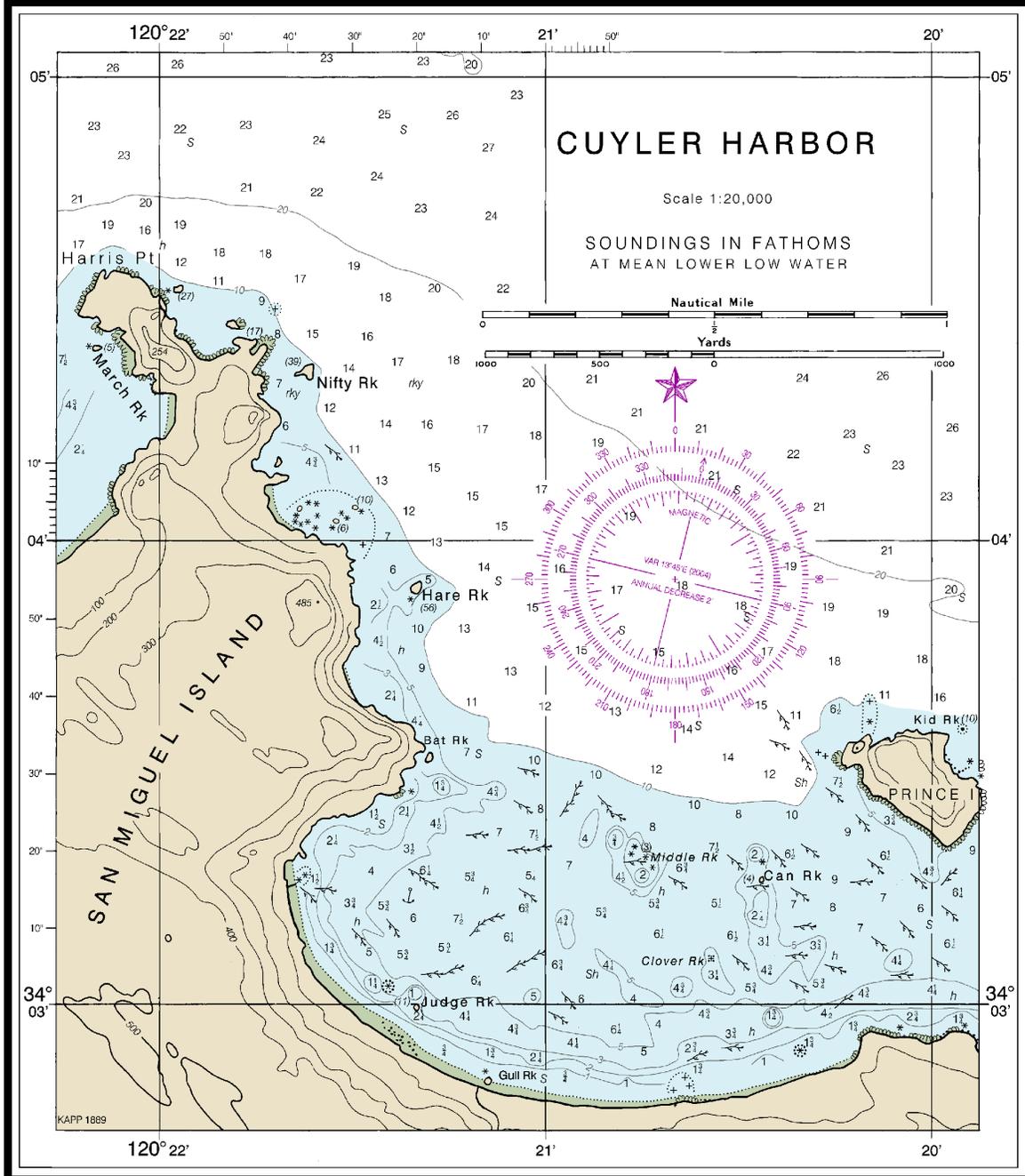
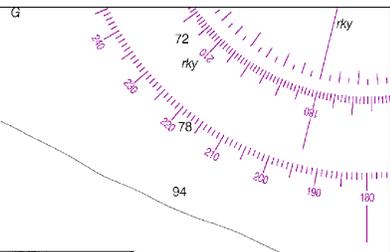
Miscellaneous:
 AUTH authorized Obstr obstruction PD position doubtful Subm s
 ED existence doubtful PA position approximate Rep reported
 21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.
 COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

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, and U.S. Coast Guard

Joins page 8

NOTE A
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Long Beach, California, or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.
 Refer to charted regulation section numbers.



POLLUTION REP
 Report all spills of oil and hazardous materials to the National Response Center via 1-800-424-8802 (for Alaska, call 1-907-475-3000) or the nearest Coast Guard facility if telephone communication is not possible.

CAUTION
 Temporary changes or discrepancies in this chart are not indicated on this chart. Refer to Local Notice to Mariners.

AIDS TO NAVIGATION
 Consult U.S. Coast Guard Supplemental Information concerning aids to navigation.

SUPPLEMENTAL INFORMATION
 Consult U.S. Coast Pilot Supplemental Information for details.

RADAR REFLECTORS
 Radar reflectors have been placed on floating aids to navigation. If reflector identification on these aids is not indicated on this chart.

NOAA WEATHER RADIO BROADCASTS
 The NOAA Weather Radio stations listed below provide continuous broadcasts. The reception range is typically 20 nautical miles from the antenna site, but may be as much as 100 nautical miles from high elevations.

Santa Barbara, CA KIH-3
 Santa Barbara Marine, CA WWF-3

18727

12th Ed., Jul. 2004. 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.

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.

12

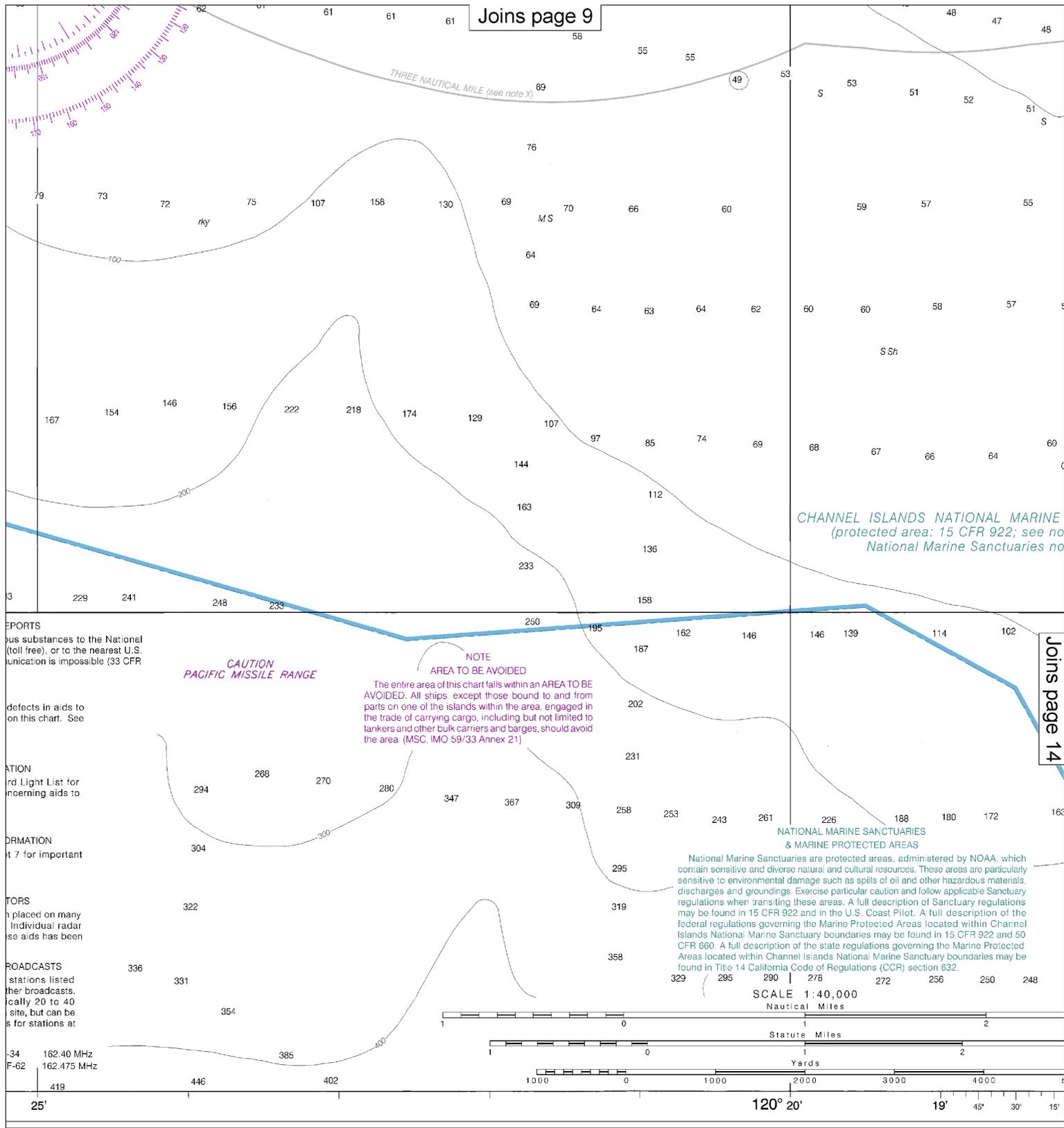
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





PORTS
bus substances to the National (toll free), or to the nearest U.S. communication is impossible (33 CFR

defects in aids to on this chart. See

NOTATION
rd Light List for concerning aids to

FORMATION
t 7 for important

TORS
h placed on many Individual radar use aids has been

ROADCASTS
stations listed their broadcasts. cally 20 to 40 site, but can be s for stations at

-34 162.40 MHz
F-62 162.475 MHz

CHANNEL ISLANDS NATIONAL MARINE
(protected area: 15 CFR 922; see no
National Marine Sanctuaries no

Joins page 14

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

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

Joins page 10

S A N

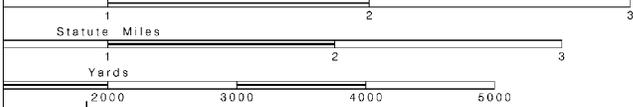
CHANNEL ISLANDS NATIONAL MARINE SANCTUARY
(protected area: 15 CFR 922; see note A and
National Marine Sanctuaries note)

Joins page 13

NATIONAL MARINE SANCTUARIES
& MARINE PROTECTED AREAS

Marine Sanctuaries are protected areas, administered by NOAA, which
live and diverse natural and cultural resources. These areas are particularly
environmental damage such as spills of oil and other hazardous materials,
and groundings. Exercise particular caution and follow applicable Sanctuary
when transiting these areas. A full description of Sanctuary regulations
in 15 CFR 922 and in the U.S. Coast Pilot. A full description of the
regulations governing the Marine Protected Areas located within Channel
National Marine Sanctuary boundaries may be found in 15 CFR 922 and 50
A full description of the state regulations governing the Marine Protected
within Channel Islands National Marine Sanctuary boundaries may be
found in the California Code of Regulations (CCR) section 632.

SCALE 1:40,000
Nautical Miles



120° 20'

19' 45' 30' 15' 18' 50'

15'

CONTINUED ON CHART 18720

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

SOUNDINGS IN FATHOMS

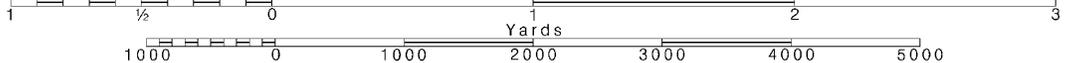
14

Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

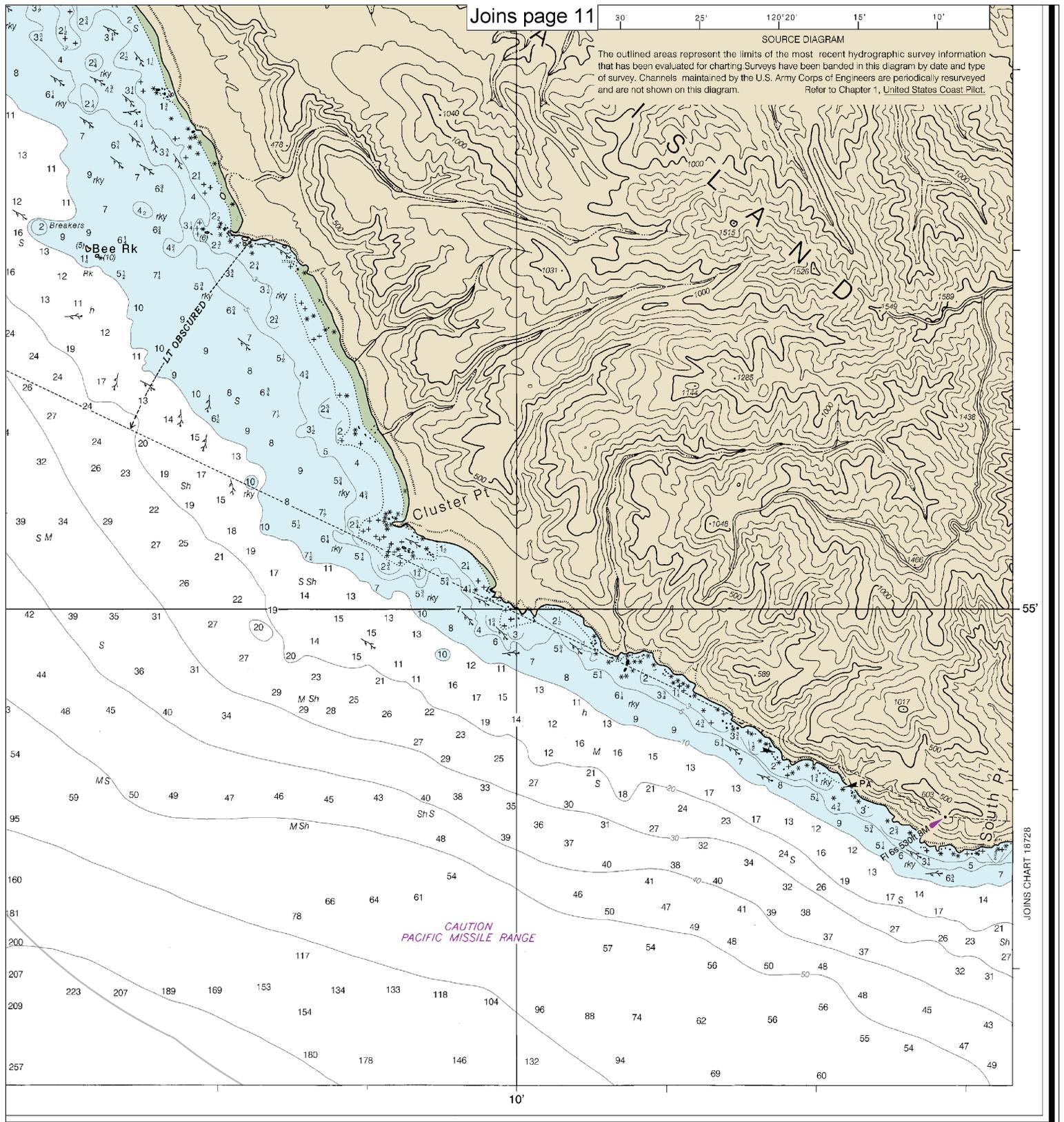
SCALE 1:40,000
Nautical Miles

See Note on page 5.



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.



CAUTION
PACIFIC MISSILE RANGE

JOINS CHART 18728

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

San Miguel Passage
SOUNDINGS IN FATHOMS - SCALE 1:40,000

18727



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.