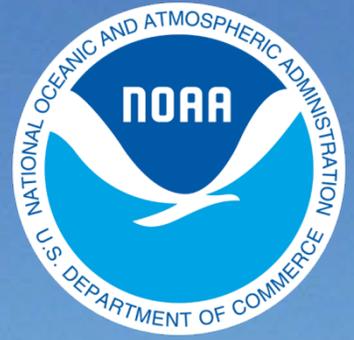


BookletChart™

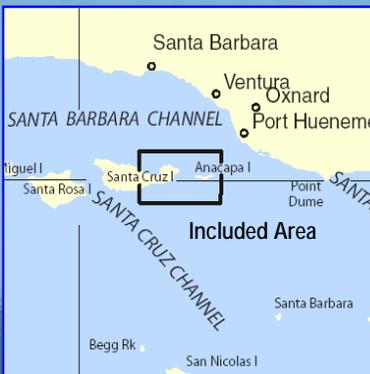


Anacapa Passage

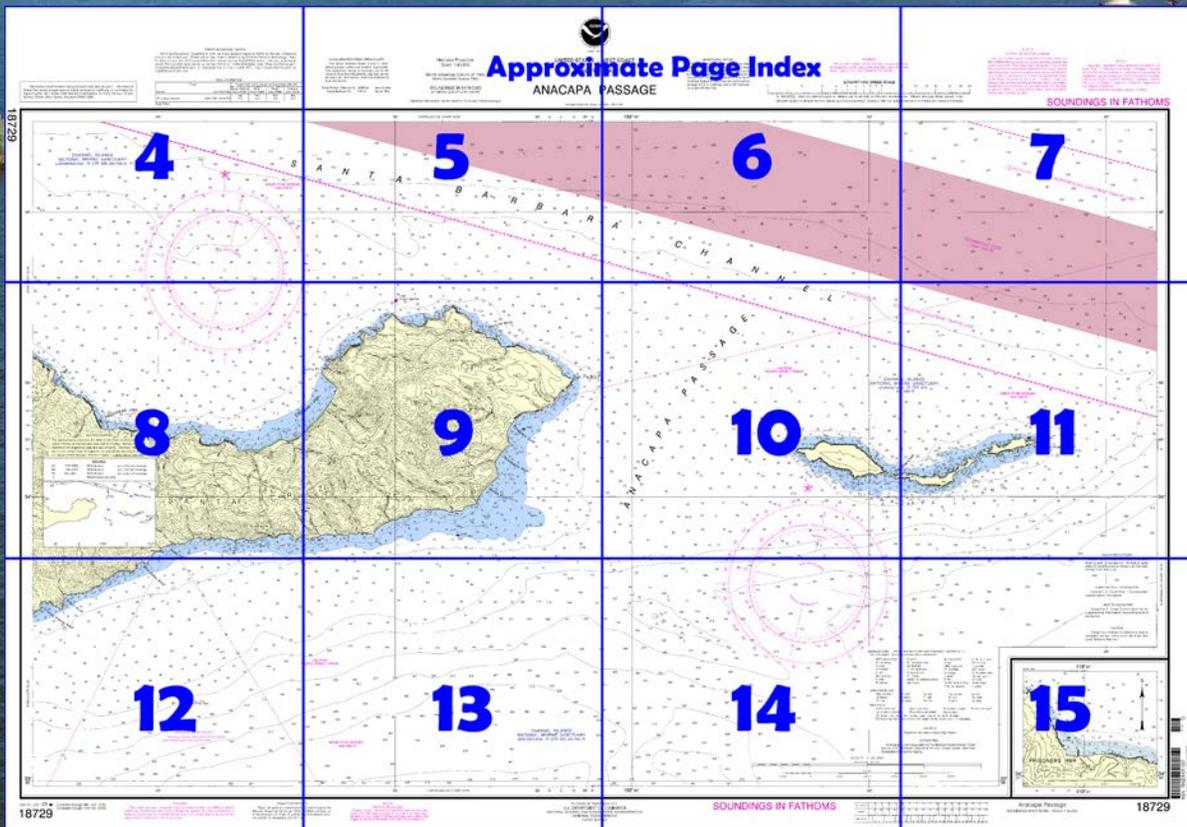
NOAA Chart 18729

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.

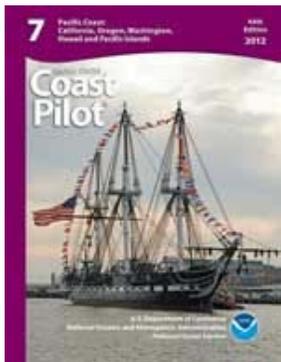
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18729>.



(Selected Excerpts from Coast Pilot)
Anacapa Island, 11 miles SW of Point Hueneme, is the easternmost of the northern group of Channel Islands and consists of three islands separated by two very narrow openings that cannot be used as passages. The E opening is filled with rocks and is bare. The W opening is only 50 feet wide and is blocked by sand. **Anacapa Island Light** (34°00'57"N., 119°21'34"W.) is shown from a 55-foot white cylindrical tower on the E end of the island. A sound signal is at the light.

From its E point the island extends 4.5 miles in a general W direction. The E and lowest island of the Anacapa group is 1 mile long, 0.2 mile

wide, 250 feet high, and rather level on top. The middle one is 1.5 miles long, 0.2 mile wide, and 325 feet high. The W and largest island is 2 miles long and 0.6 mile wide, and rises to a 930-foot peak. The westernmost island is visible at a distance of 35 miles in clear weather; the other two at 15 to 20 miles. The shores of Anacapa Island are perpendicular and filled with numerous caves. The E extremity terminates in 80-foot **Arch Rock**, with a 49-foot arch and a pyramidal rock just S of its E end. The island is surrounded by kelp except in a few small places.

The National Park Service rangers are on Anacapa Island. Seals and pelicans are present in large numbers. The cream-colored houses with tile roofs of the park service rangers are 300 to 400 yards W of the light. A single large white building is 100 yards farther to the W.

Anchorage.—The best anchorage in SE storms is on the N side about 0.2 mile N of the center of the middle island in depths of 9 to 12 fathoms. In NW weather the best anchorage is 0.3 mile S of the E opening in depths of 8 to 12 fathoms. However, it is best for larger vessels to lie at Smugglers Cove, on the E side of Santa Cruz Island, where the bottom is not so steep-to. Small boats anchor in 5 to 7 fathoms in **East Fish Camp**, a bight about 0.4 mile SW of the E opening. About the only protection from northeasters is to anchor as close as possible in the bight immediately W of **Cat Rock**, on the S side of the W island. The National Park Service maintains a boat landing and kayak hoist on the N side near the E extremity. Landings can also be made on either side of the island near the W opening and at East Fish Camp. In thick weather, vessels in the area should stay in 50 fathoms or more.

Anacapa Passage, between Anacapa and Santa Cruz Islands, is 4 miles wide and free of dangers. It is steep-to on the Anacapa Island side and has a gradual slope to the shore of Santa Cruz Island. The passage is seldom used, and should not be attempted in thick weather as soundings give no warning of a close approach to the islands. Tide rips are strong under certain conditions of wind and current, especially during SE storms and northeasters.

Santa Cruz Island, 17 miles WSW of Point Hueneme, is the largest of the Channel Islands. The Nature Conservancy, a private, non-profit organization dedicated to preserving unique islands, owns most of Santa Cruz Island. It is considered an inholding within the National Park. The island is about 21 miles long in a W direction and has an average width of 5 miles. The reefs, extending a mile offshore on the S coast at Gull Island, are the only outlying dangers.

San Pedro Point is the E extremity of the island. There is a small-boat landing in **Scorpion Anchorage**, a shallow bight 1.8 miles NW of San Pedro Point; it consists of a cribbed area with a float and gangway at the end of the roadway.

Chinese Harbor, in the E part of the broad bight on the N shore, 4.5 miles W of San Pedro Point, affords anchorage in the kelp in 5 to 6 fathoms. The NE part of the harbor is an excellent anchorage in SE to SW weather in 9 to 10 fathoms. This harbor affords the best shelter on the island from NE winds.

Prisoners Harbor, in the W part of the bight on the N shore 8 miles W of San Pedro Point, affords shelter from all winds except from NE to W. Some protection from NW weather is afforded by the kelp, but a heavy swell rolls in. In NE weather the anchorage is unprotected and dangerous. A wharf with 16 feet at its face is in the harbor. The best anchorage is in 12 to 15 fathoms, abreast a white rock on the W shore of the bight, and the outer end of the wharf.

Smugglers Cove, 1.2 miles SW of San Pedro Point, affords shelter in NW weather in 5 fathoms, sandy bottom.

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 V
The NO
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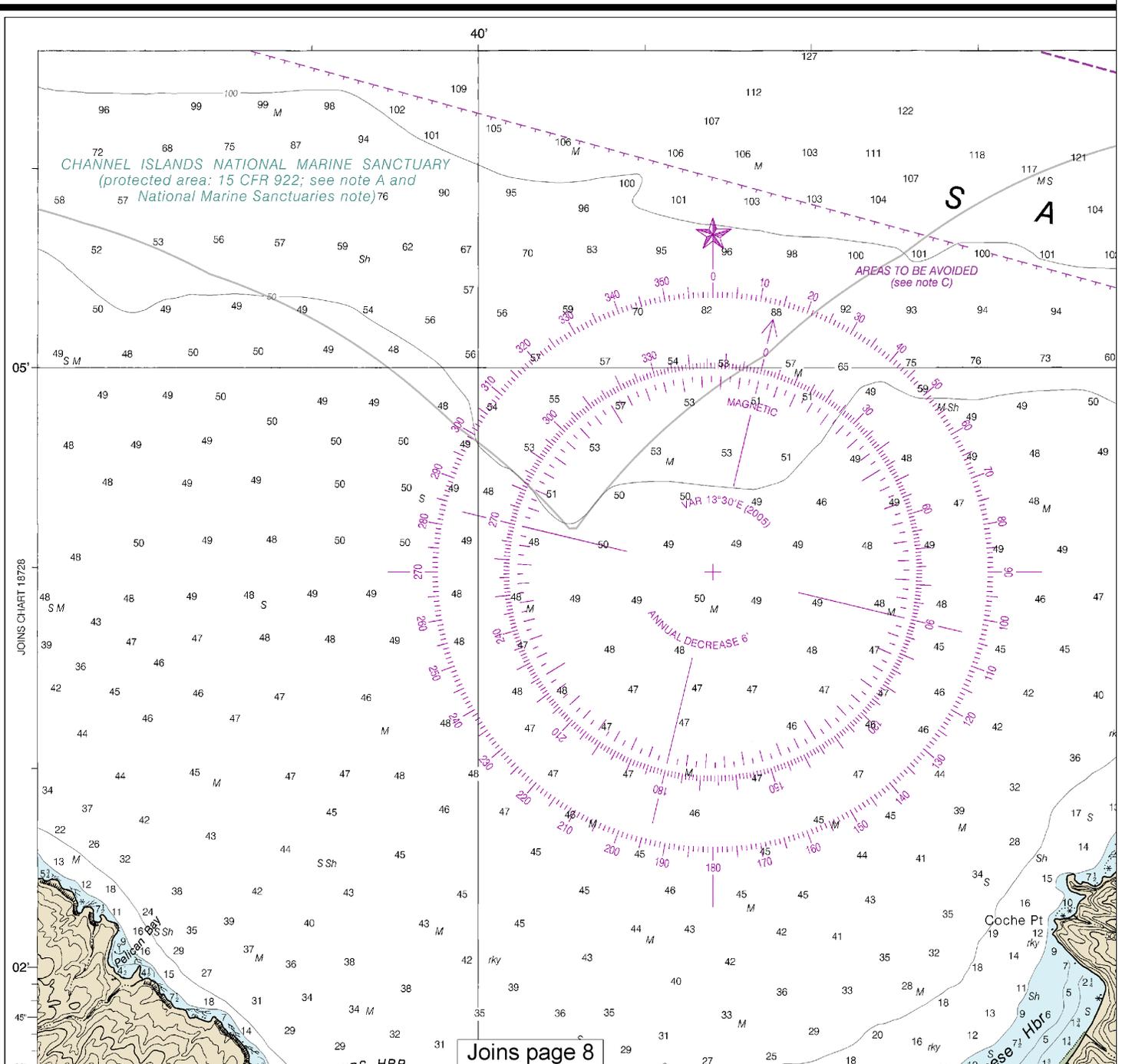
Santa Barbara
Santa Bar

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	Extreme Low Water feet
Prisoners Harbor	(34°01' N/119°41' W)	5.0	4.3	0.9	-2.5

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

18729



Joins page 8

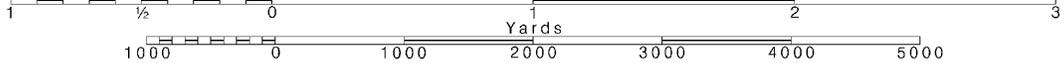
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





UNITED STATES – WEST COAST
CALIFORNIA

ANACAPA PASSAGE

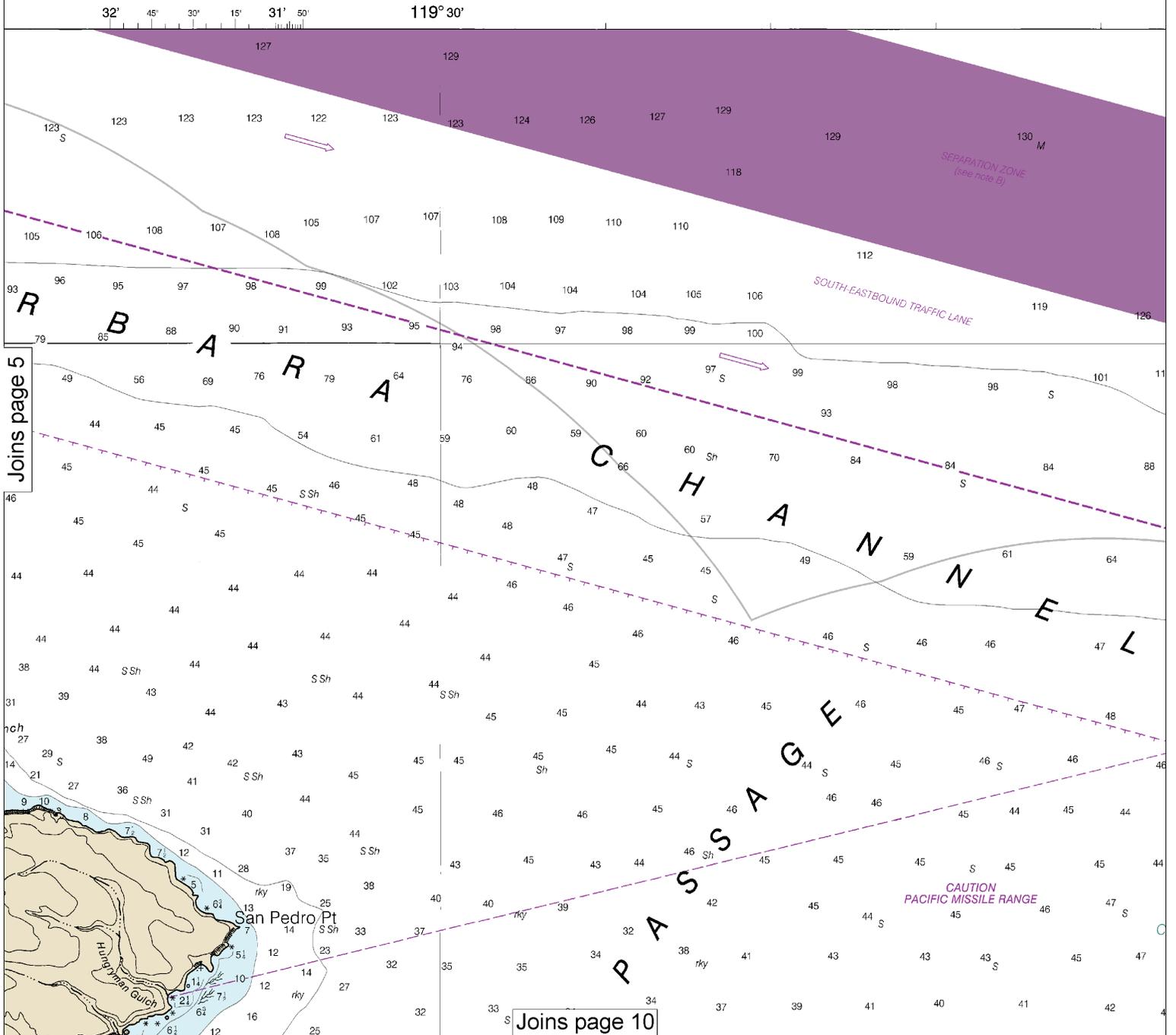
Formerly C&GS 5114, 1st Ed., Feb. 1937 KAPP 1691

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 0.012" northward and 3.446" westward to agree with this chart.

NOTE X

Within the 12-nautical mile Territorial Sea, established by President some Federal laws apply. The Three Nautical Mile Line, previously outer limit of the territorial sea, is retained as it continues to depict the limit of the other laws. The 9-nautical mile Natural Resource Boundary of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line in most cases the inner limit of Federal fisheries jurisdiction and the jurisdiction of the states. The 24-nautical mile Contiguous Zone and 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.



Joins page 5

Joins page 10

6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



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 B
TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled coastal waters, but are not intended in any way to supersede or to 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.

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 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.

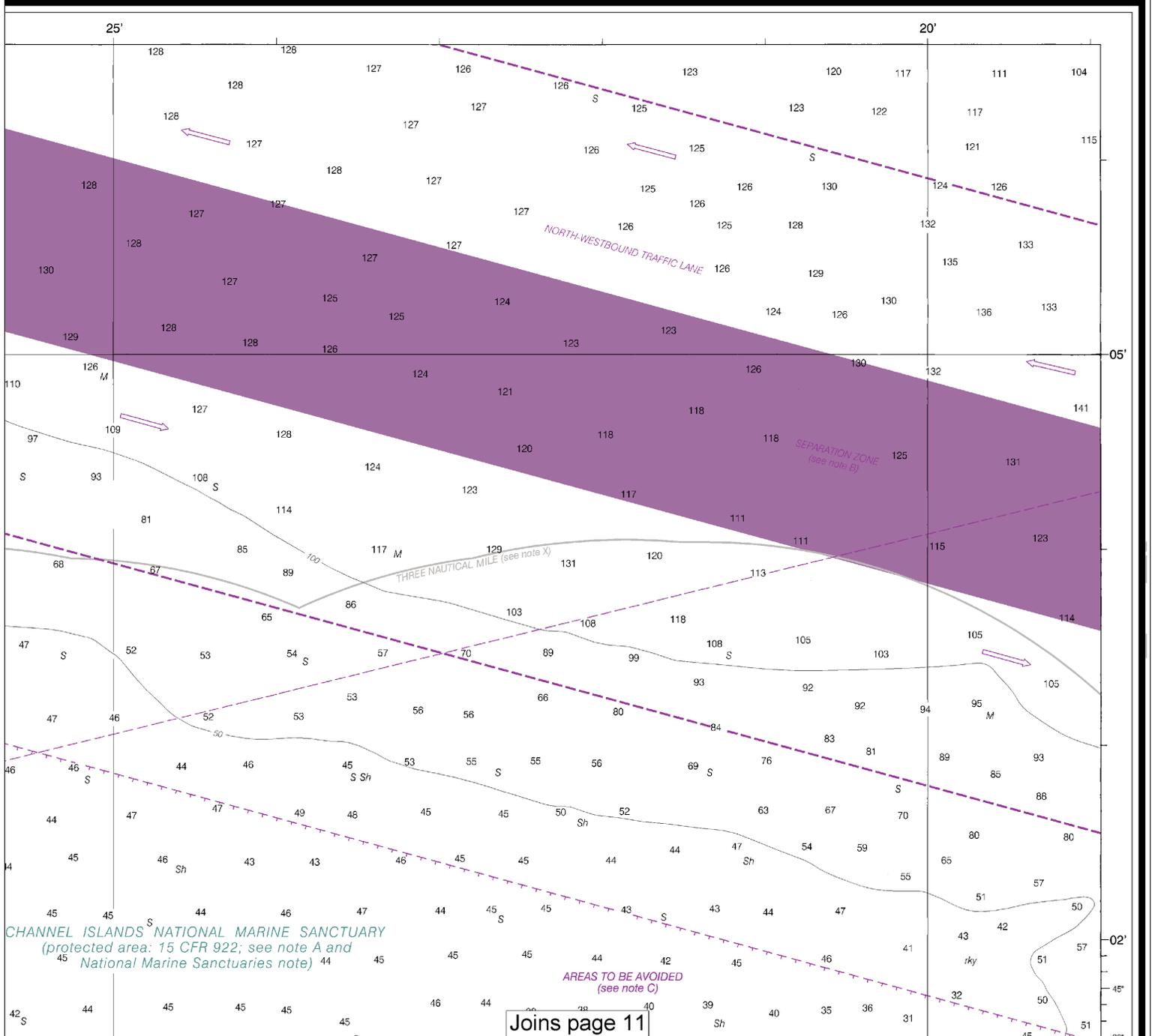
Refer to charted regulation section numbers.

NATIONAL MARINE SANCTUARIES & MARINE PROTECTED AREAS

National Marine Sanctuaries are protected areas, administered by NOAA, which contain sensitive and diverse natural and cultural resources. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas. A full description of Sanctuary regulations may be found in 15 CFR 922 and in the U.S. Coast Pilot. A full description of the federal regulations governing the Marine Protected Areas located within Channel Islands National Marine Sanctuary boundaries may be found in 15 CFR 922 and 50 CFR 660. A full description of the state regulations governing the Marine Protected Areas located within Channel Islands National Marine Sanctuary boundaries may be found in Title 14 California Code of Regulations (CCR) section 632.

Initial Proclamation, identified as the jurisdictional off the Gulf coast elsewhere remain in the outer limit of the 200-nautical limits are subject

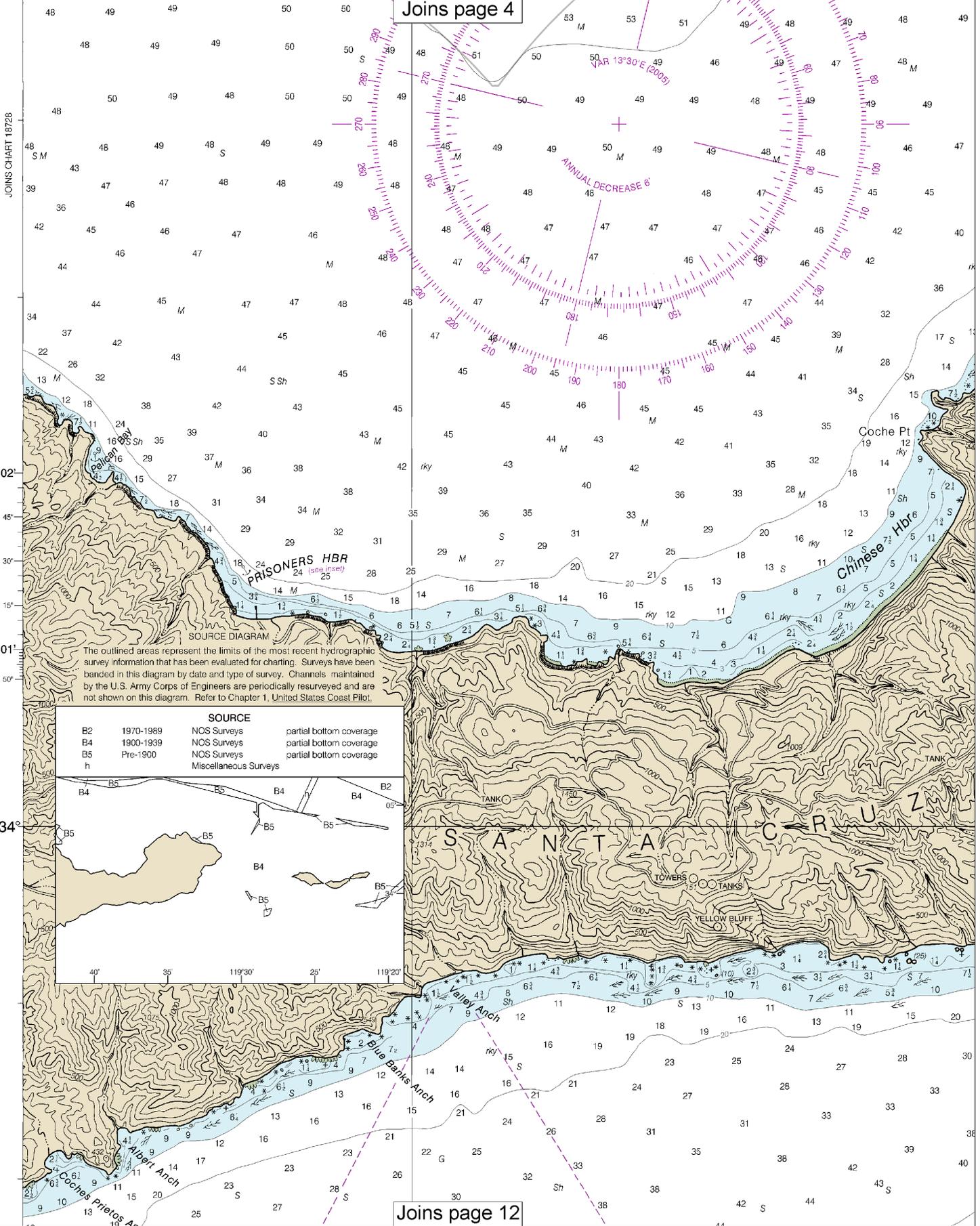
SOUNDINGS IN FATHOMS



Joins page 11

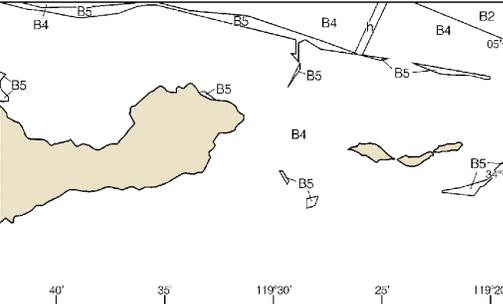


JOINS CHART 18728



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
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage
h		Miscellaneous Surveys	

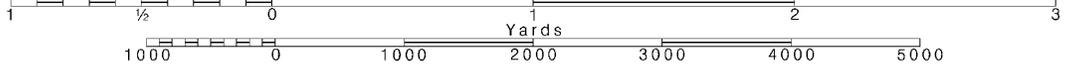


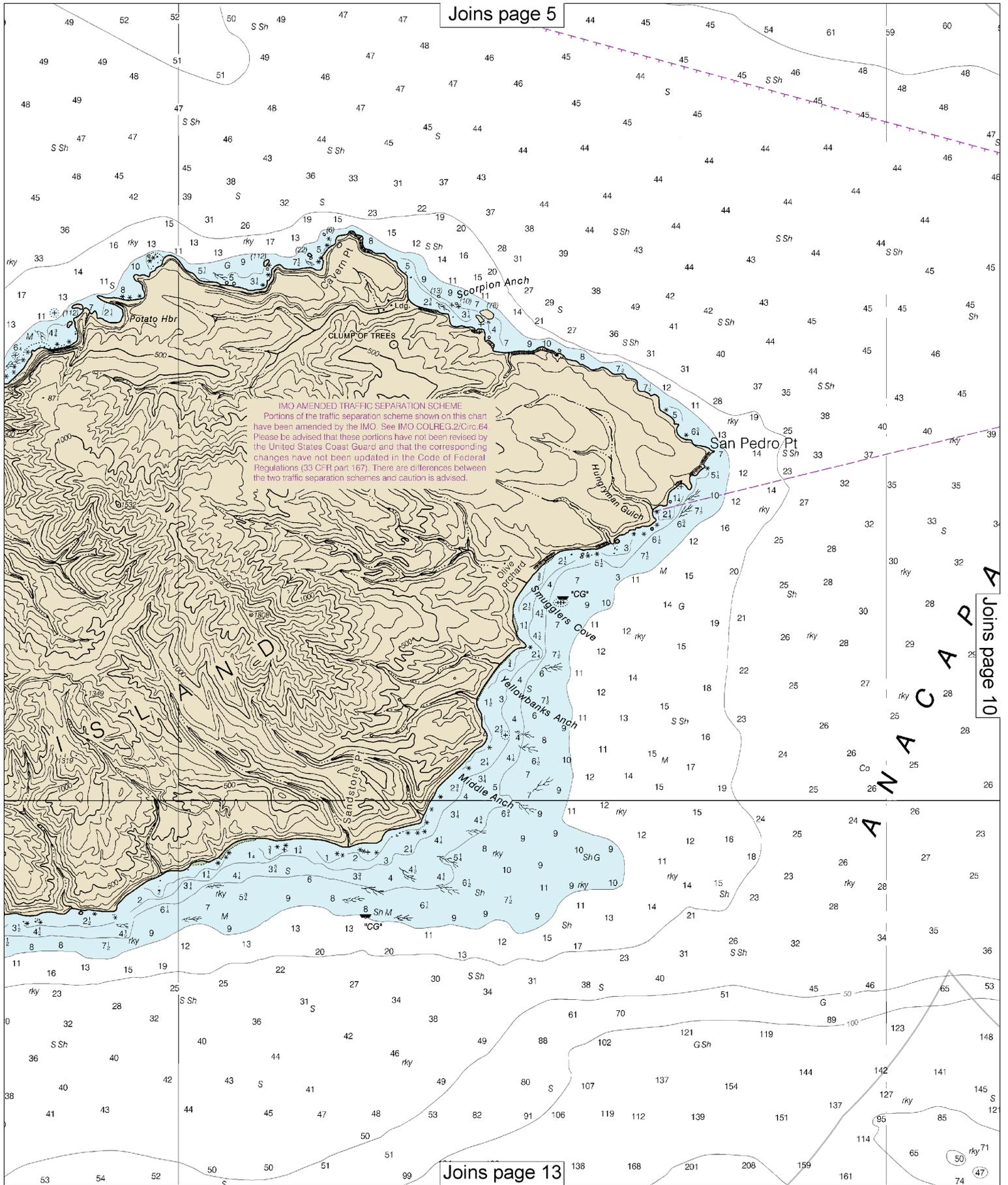
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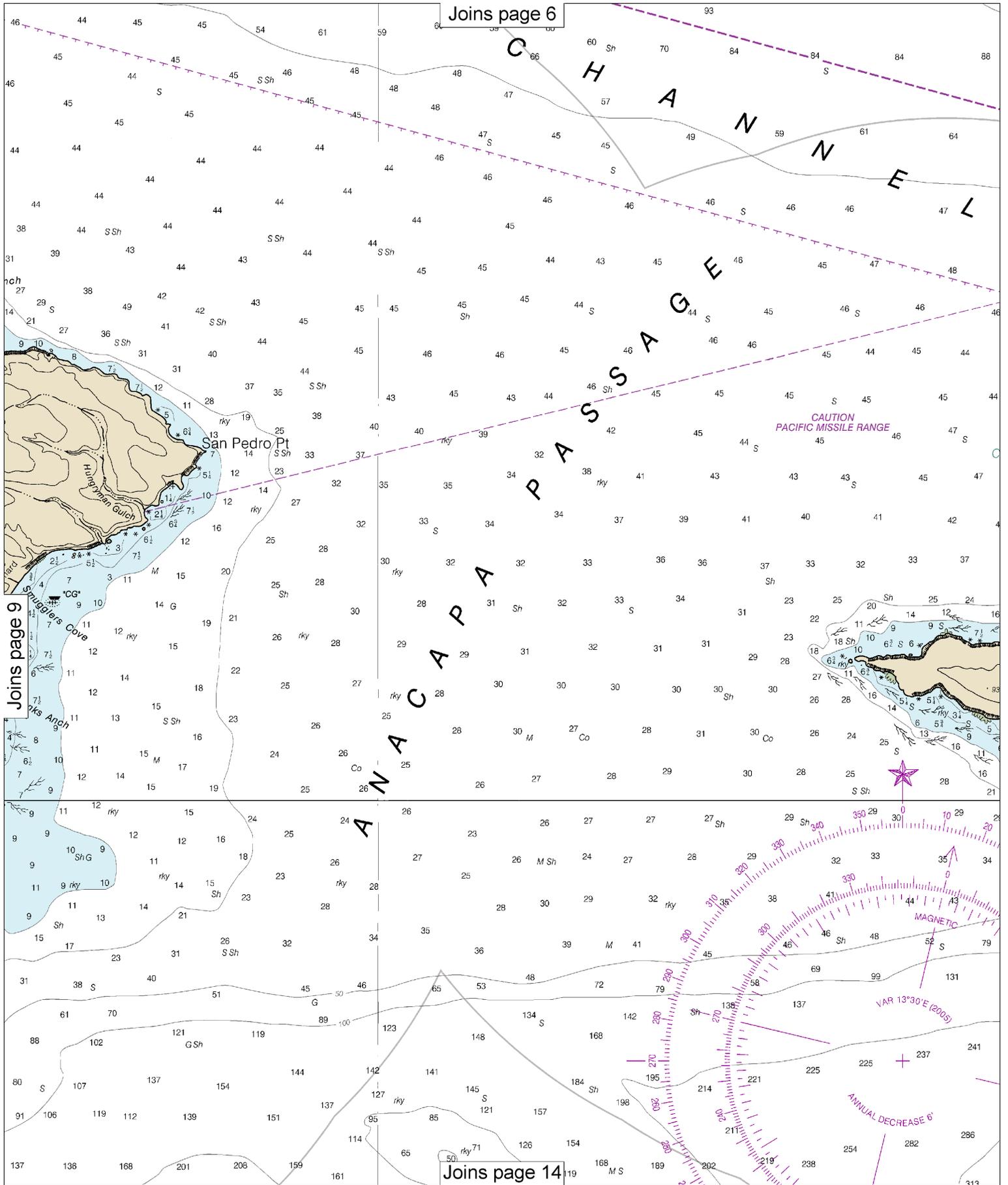
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







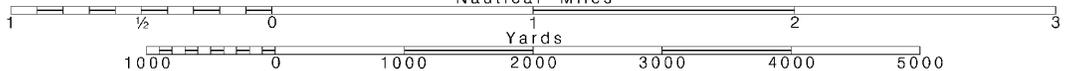
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

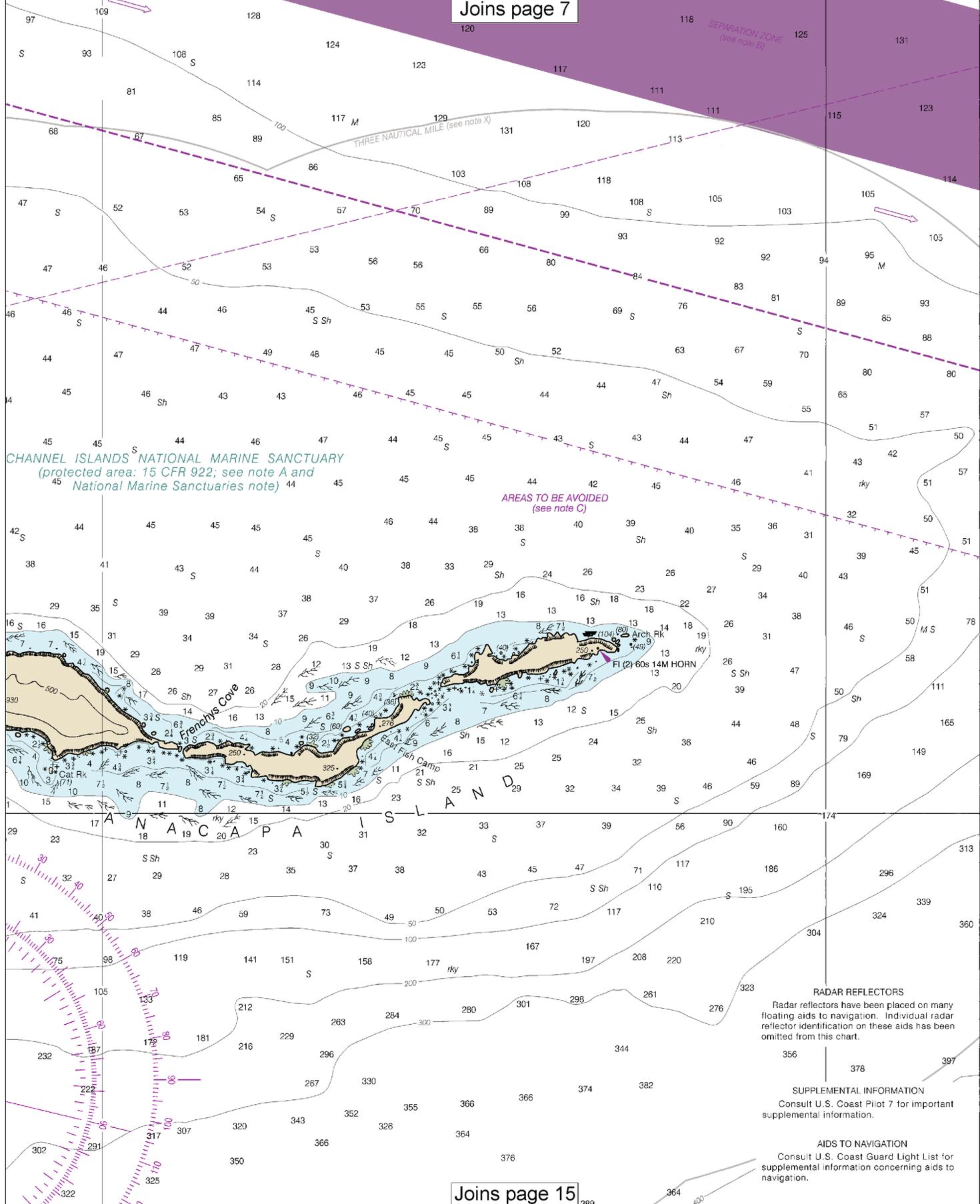
SCALE 1:40,000
Nautical Miles

See Note on page 5.



SEPARATION ZONE
(see note B)

THREE NAUTICAL MILE (see note X)



CHANNEL ISLANDS NATIONAL MARINE SANCTUARY
(protected area: 15 CFR 922; see note A and
National Marine Sanctuaries note) 44

AREAS TO BE AVOIDED
(see note C)

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.

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

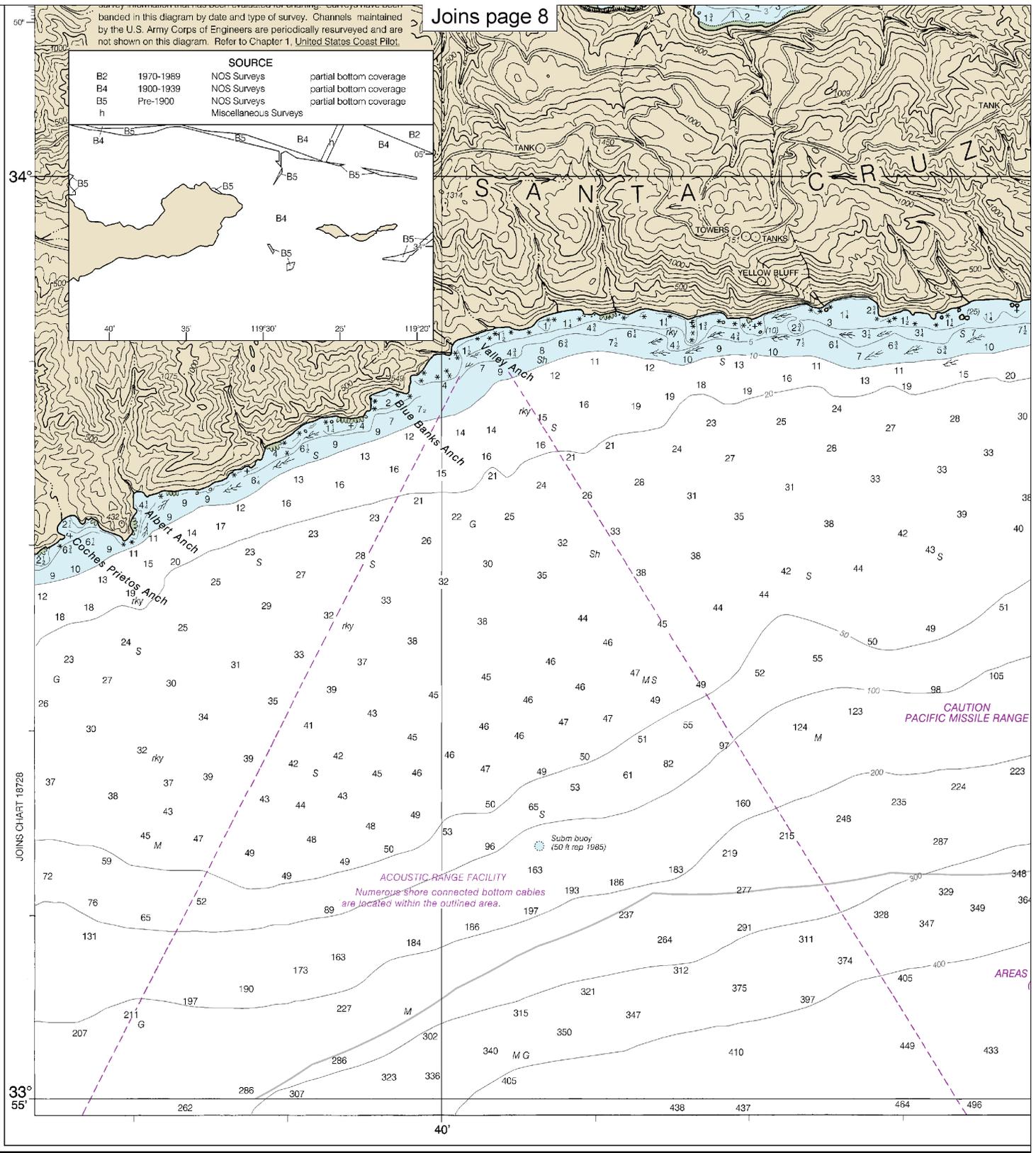
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CONTINUED ON CHART 18740

Survey information that has been obtained 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
B4	1900-1939	NOS Surveys
B5	Pre-1900	NOS Surveys
h		Miscellaneous Surveys

partial bottom coverage
partial bottom coverage
partial bottom coverage



JOINS CHART 18728

18729

13th Ed., Oct. 2005. Last Correction: 10/7/2016. 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.

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).

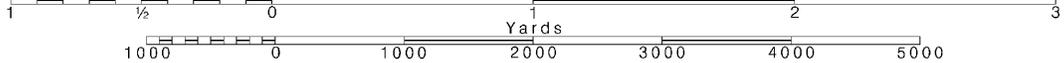


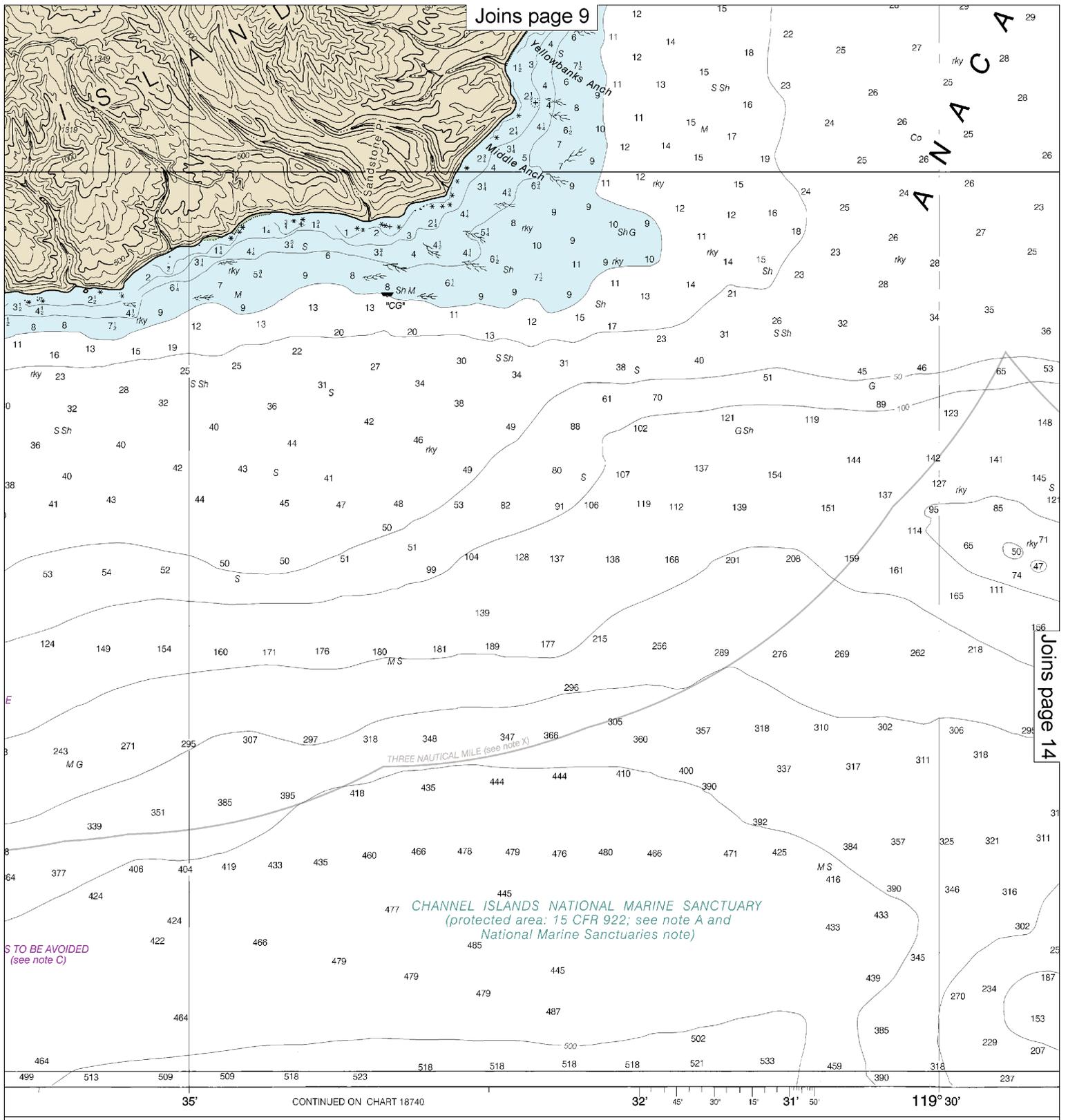
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





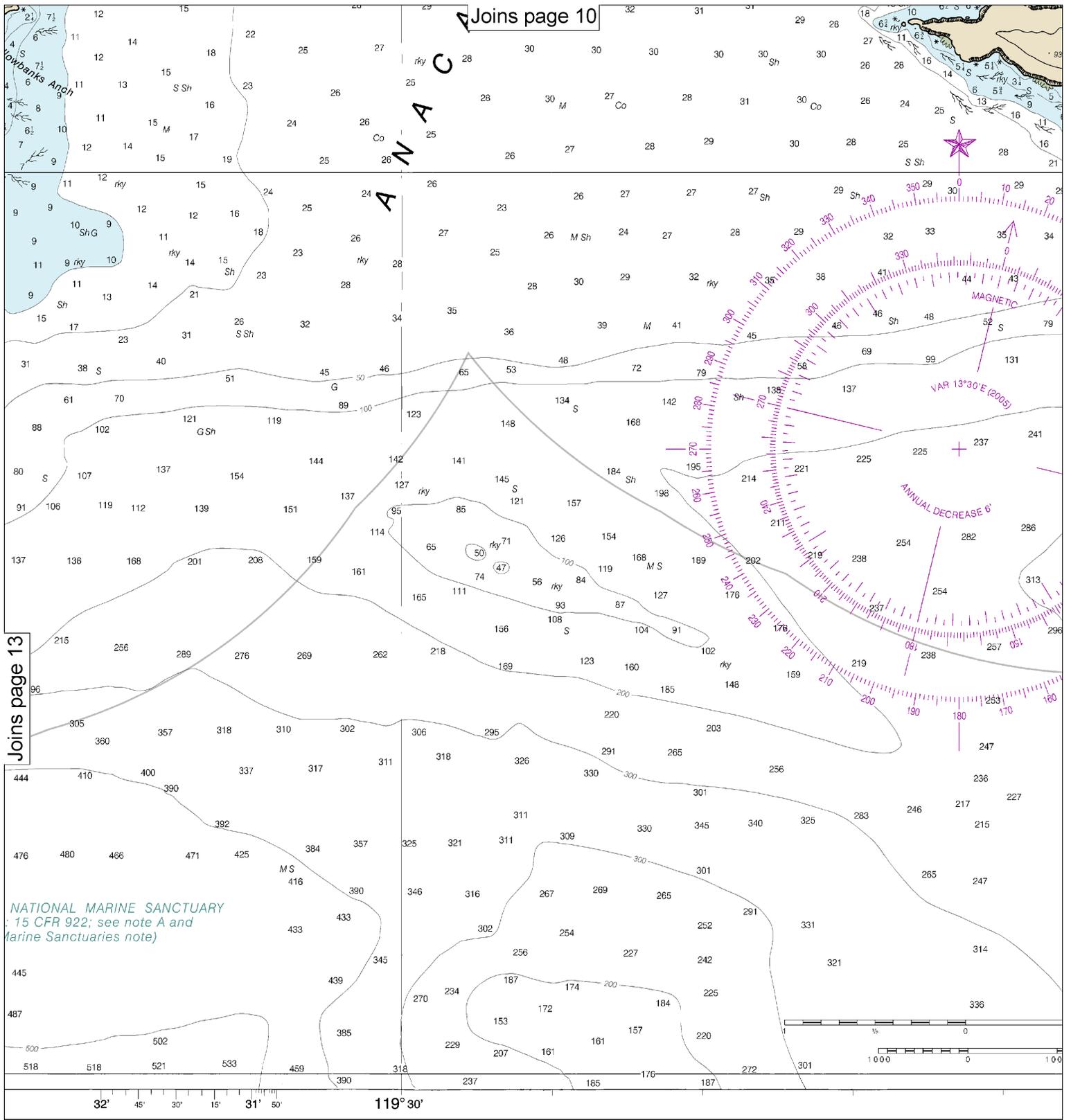
S TO BE AVOIDED
(see note C)

NOTE C

AREAS TO BE AVOIDED

All ships, except those bound to and from ports on one of the islands within the areas, engaged in the trade of carrying cargo, including but not limited to tankers and other bulk carriers and barges, should avoid the areas. (MSC, IMO 59/33 Annex 21).

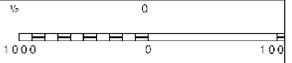
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Joins page 10

Joins page 13

NATIONAL MARINE SANCTUARY
: 15 CFR 922; see note A and
Marine Sanctuaries note)



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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FATHOMS

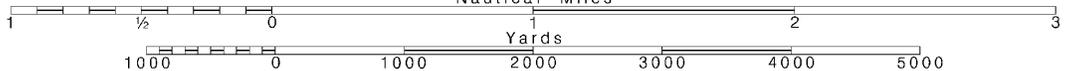
14

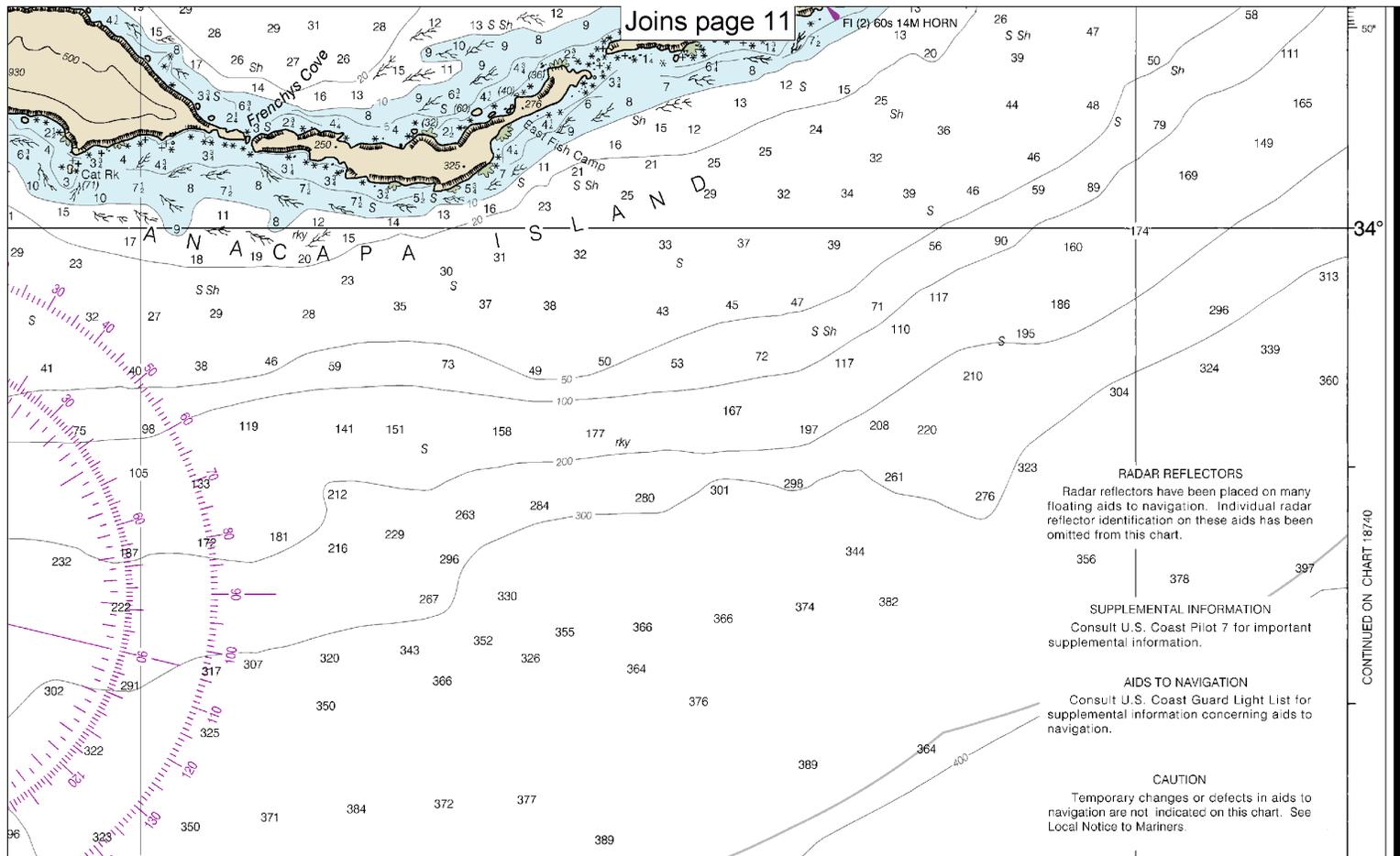
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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	Mo Morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	Isa isophase	OBSO obscured	s seconds
Bn beacon	LT HQ lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M 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	WHS 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	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
ZL Wrack, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

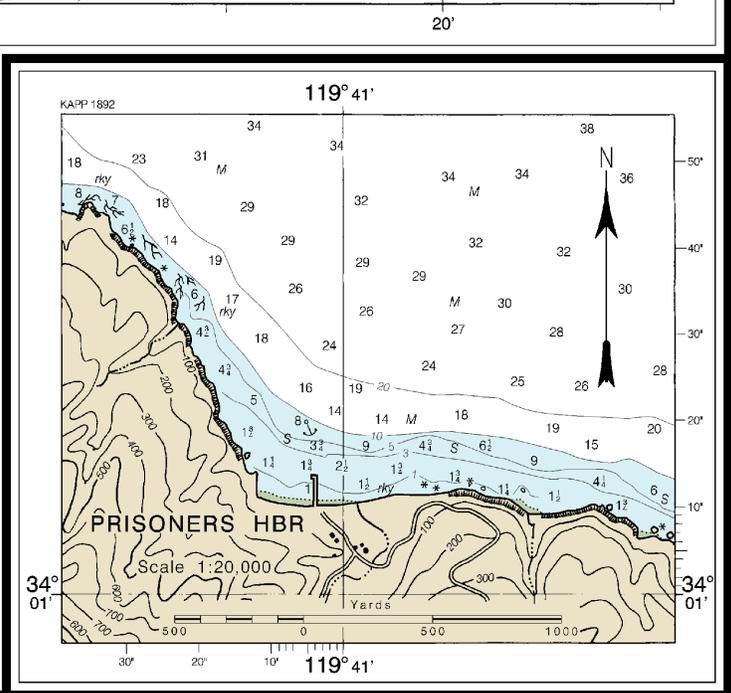
HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, National Geospatial-Intelligence Agency.

SCALE 1:40,000
Nautical Miles

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
Yards

0 1000 2000 3000 4000 5000



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

Anacapa Passage
SOUNDINGS IN FATHOMS - SCALE 1:40,000

18729



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.