

# BookletChart™

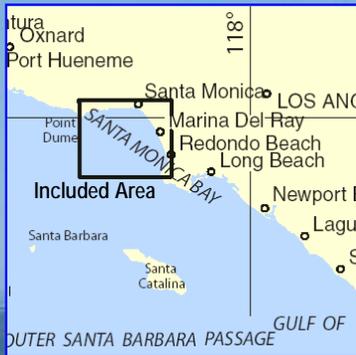


## Santa Monica Bay

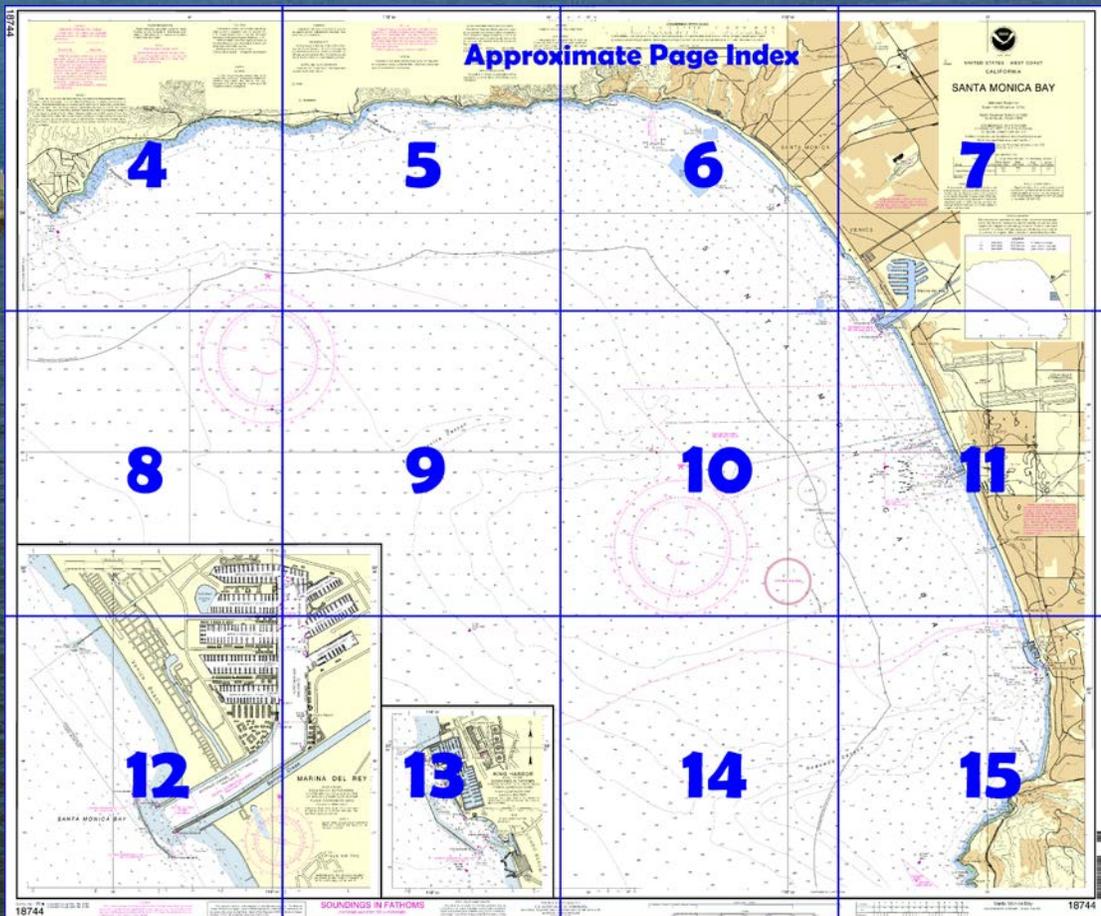
NOAA Chart 18744

*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=18744>.



**(Selected Excerpts from Coast Pilot)**  
**Palos Verdes Point**, 2 miles NNW of Point Vicente, is a bold, bluff point, 120 feet high, rising abruptly to the W extremity of Palos Verdes Hills. There are no dangers off the point, but heavy kelp extends 0.6 mile offshore and is marked by a lighted bell buoy 0.7 mile W of the point.  
**Lunada Bay** is a small bight on the S side of Palos Verdes Point. **Resort Point** forms the S side of this bay.  
**Flat Rock Point**, 1.7 miles NE of Palos Verdes Point, is on the S side of Santa Monica Bay. A narrow spur protrudes from the otherwise rounded

point. **Flat Rock**, 6 feet high, and **Bit Rock**, 5 feet high, are 175 yards and 250 yards, respectively, off the spur. **Bluff Cove** is a shallow bight on the S side of Flat Rock Point. The beach is covered with boulders.

**Santa Monica Bay** is formed by the curving coast between Point Vicente and Point Dume. The depths of Santa Monica Bay are comparatively shoal, the 10-fathom curve in general lying about 1 mile from shore, except at Redondo Beach where a deep submarine valley, **Redondo Canyon**, heads close to the shore.

**Malaga Cove**, just N of Flat Rock Point, is used occasionally by fishing boats with local knowledge, but it is open to the prevailing W winds. Boats enter through a break in the kelp and anchor inside in 6 to 7 fathoms, with the S point of the cove bearing 207°.

**King Harbor**, 4.5 miles NNE of Palos Verdes Point, is a large small-craft harbor at **Redondo Beach**. The harbor is used mostly by pleasure craft and accommodates upwards of 1,400 boats.

**Caution.**—The city of Los Angeles advises that under certain tidal conditions, underwater installations between King Harbor and Marina del Rey, seaward to 9 fathom depths, present possible hazards to surface navigation.

Sport fishing barges usually anchor 1 or 2 miles offshore during the summer; caution is advised to avoid them.

**Hermosa Beach** and **Manhattan Beach** are between Redondo Beach and El Segundo; both have public fishing piers with fish havens covered 9 feet around their seaward ends. The pier at Hermosa Beach is about 1.3 miles N of Redondo Beach and extends about 275 yards from shore; a private sound signal is at the outer end. The Manhattan Beach pier, 2.5 miles N of Redondo Beach, extends almost 175 yards from shore.

**El Segundo**, about 2 miles N of Manhattan Beach, has extensive oil refineries with several large oil tanks on high ground being prominent. Other prominent features are: an aero light N of El Segundo at Los Angeles International Airport, two 334-foot striped stacks in about 33°55'06"N., 118°25'39"W., and a power plant with four stacks about 0.6 mile SSE of the striped stacks. A rock groin, marked at its outer end by a private light, extends seaward from the N end of the power plant. An offshore oil terminal with two multi-buoy sea berths is about 1.3 miles W of El Segundo. The terminal, operated by Chevron USA, loads and discharges tankers through several submerged hoses and pipelines. A private lighted bell buoy is W of the offshore terminal and a safety zone surrounds the terminal. (See **33 CFR 165.1156**, chapter 2, for limits and regulations.) Two anchorages are WSW of the offshore terminal for vessels awaiting berthing assignments at the terminal. Vessels intending to use these anchorages must first contact the Vessel Traffic Information Service on VHF-FM channel 14 for assignment and further instruction.  
**Caution.**—Mariners should exercise caution when navigating over the sewer outfalls and submerged pipelines that extend seaward from El Segundo. Numerous uncharted buoys and other potential hazards to navigation exist within this area.

A **restricted area** extends about 7 miles offshore at El Segundo. (See **162.195**, chapter 2, for limits and regulations.)

A **restricted area** governing navigation inside the detached breakwater has been established. (See **162.200**, chapter 2, for limits/regulations.)

**Traffic separation lanes** have been established in the entrance channel to Marina del Rey. These lanes are marked by State Waterway Regulatory Buoys with the words "No Sail." All vessels under power, or power and sail, shall keep these buoys to their port when entering or departing the harbor.

**U.S. Coast Guard Rescue Coordination Center  
24 hour Regional Contact for Emergencies**

RCC Alameda      Commander  
11<sup>th</sup> CG District      (510) 437-3700  
Alameda, CA

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

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

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



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

**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.

**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.

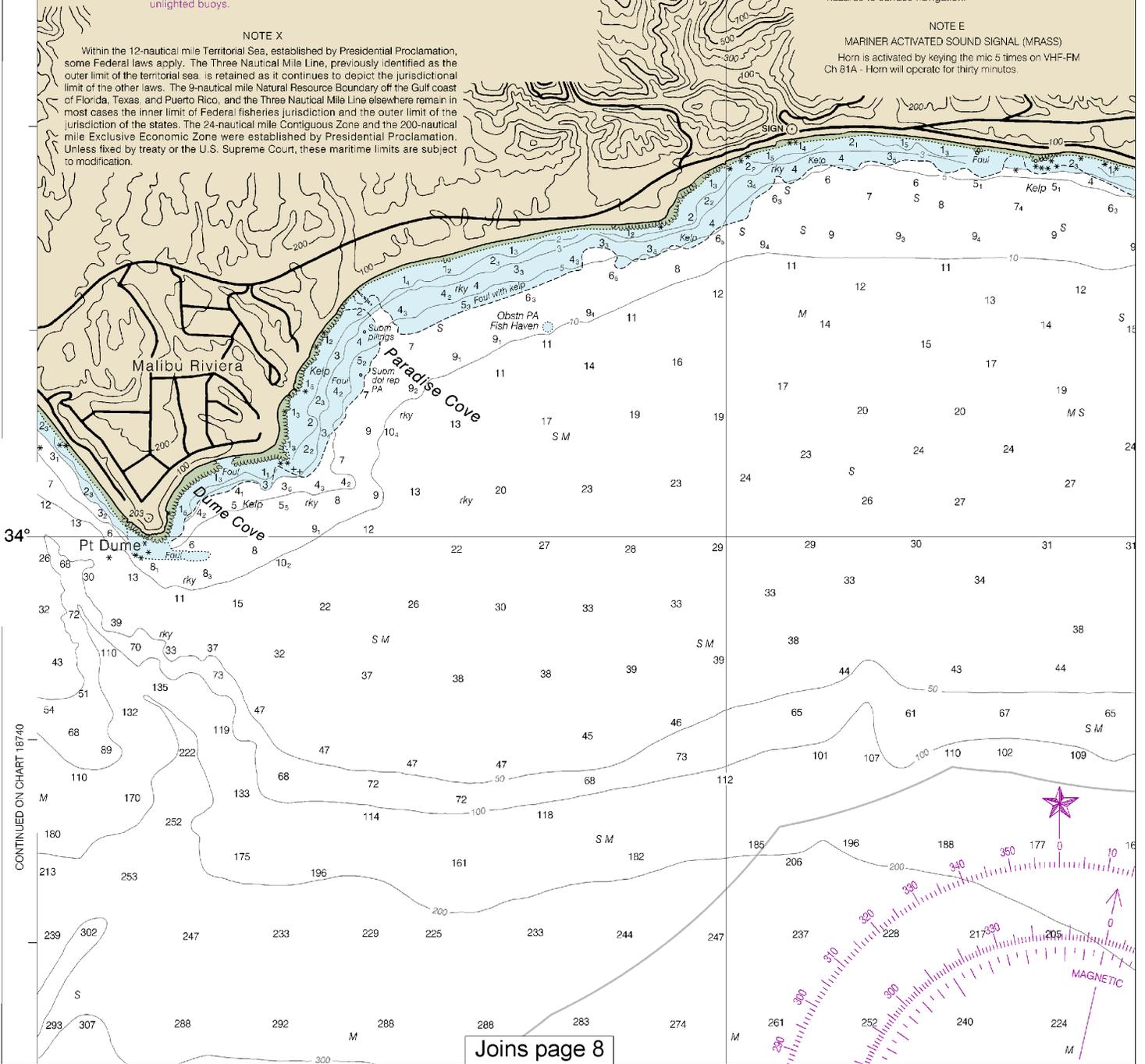
**NOTE F**  
**TRAFFIC SEPARATION LANES**  
 Uncharted buoys, labeled "No Sail," mark the Traffic Separation Lanes in Marina del Rey Entrance Channel. See U. S. Coast Pilot 7 for detailed information.

**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:  
 (O) (Accurate location) (o) (Approximate location)

**NOTE B**  
**CAUTION**  
 The City of Los Angeles advises that under certain tidal conditions, underwater installations between King Harbor and Marina del Rey, seaward to 9 fathom depths, present possible hazards to surface navigation.

**NOTE E**  
**MARINER ACTIVATED SOUND SIGNAL (MRASS)**  
 Horn is activated by keying the mic 5 times on VHF-FM Ch 81A - Horn will operate for thirty minutes.

**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.



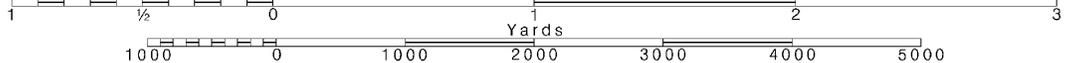
Joins page 8

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.



118° 40'

36' 45'

CAUTION

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

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 0.042" northward and 3.263" westward to agree with this chart.

SUPPLEMENTAL INFORMATION

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

TANK

MONUMENT

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.

NOTE H

Numerous uncharted private mooring buoys may exist in the general vicinity of Malibu Pier. Mariners should use caution when transiting this area.

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.

Los Angeles, CA KWO-37 162.550 MHz  
Santa Ana, CA WWG-21 162.450 MHz

CAUTION

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

AIDS TO NAVIGATION

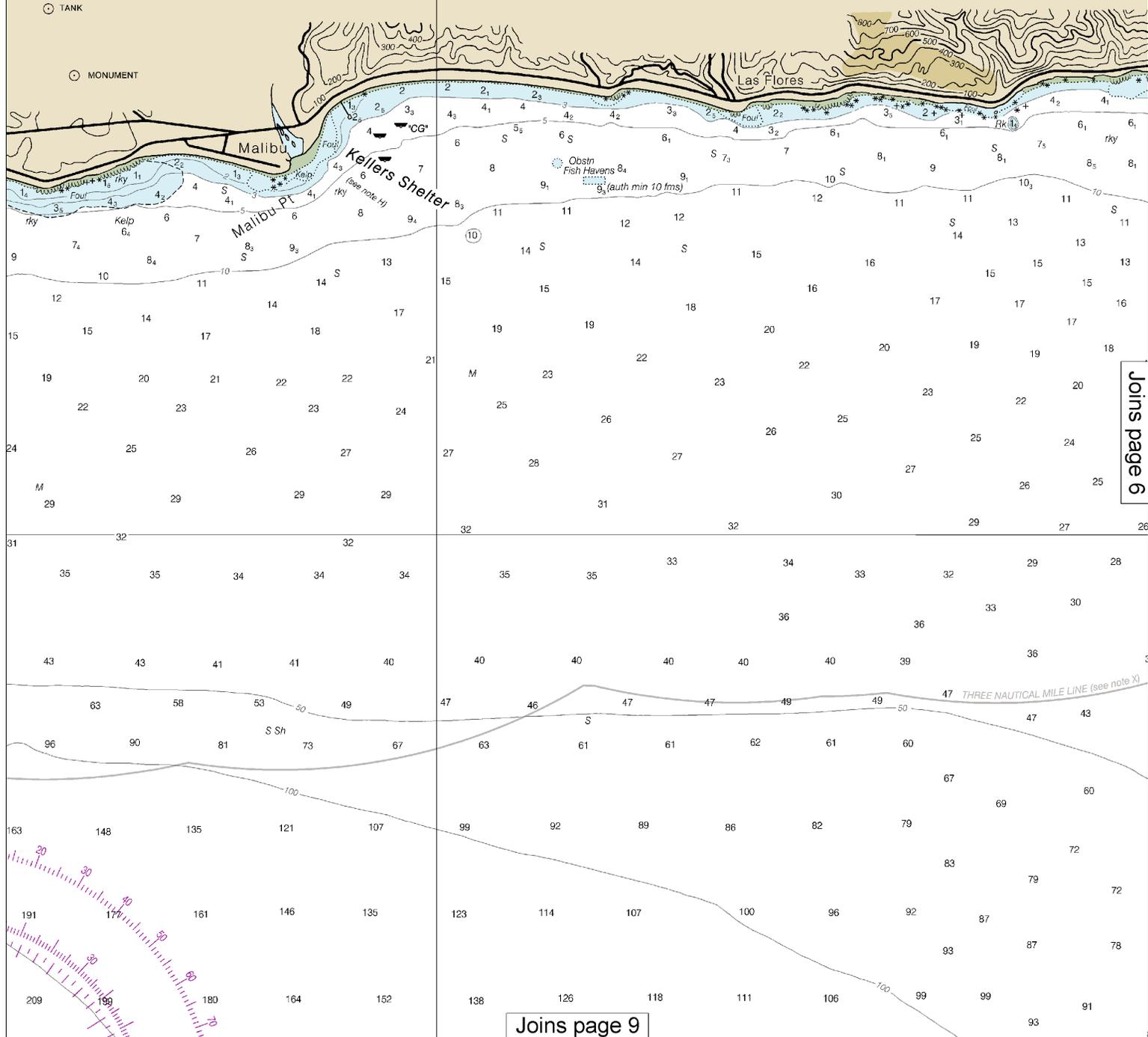
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HEIGHTS  
Heights in feet above

AUTHORITY

Hydrography and topographic data from the Corps of Engineers, and U.S. Coast Guard

IMO AMENDED TRAFFIC SEPARATION SCHEMES  
Portions of the traffic separation schemes have been amended by the IMO. Seafarers should be advised that these portions of the United States Coast Guard Regulations (33 CFR part 167). These amendments have not been updated in this chart. Refer to the two traffic separation schemes at the end of this chart.



Joins page 6

Joins page 9

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.



36' 45' 30' 15' 35' 30'

118° 30'

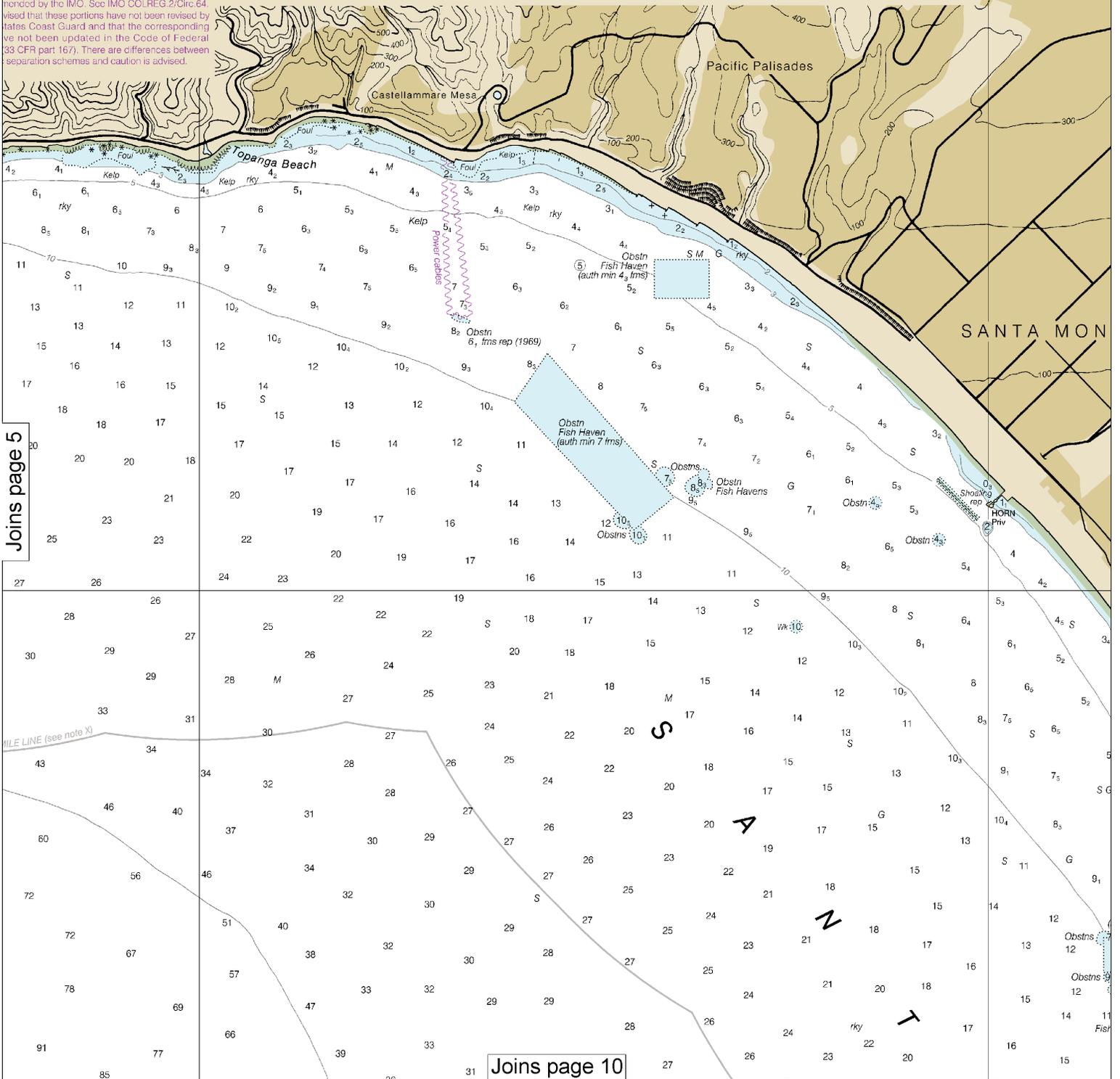
HEIGHTS  
Heights in feet above Mean High Water.

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

SCALE 1:40,000  
Nautical Miles



RECOMMENDED TRAFFIC SEPARATION SCHEME  
The traffic separation scheme shown on this chart is approved by the IMO. See IMO COLREG 2/Circ 64. Revised that these portions have not been revised by the U.S. Coast Guard and that the corresponding portions have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the traffic separation schemes and caution is advised.



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MILE LINE (see note X)

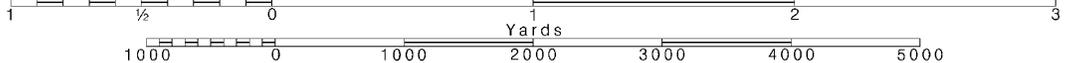


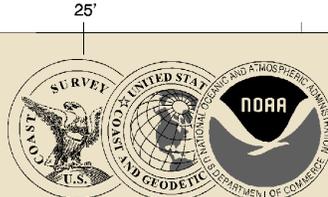
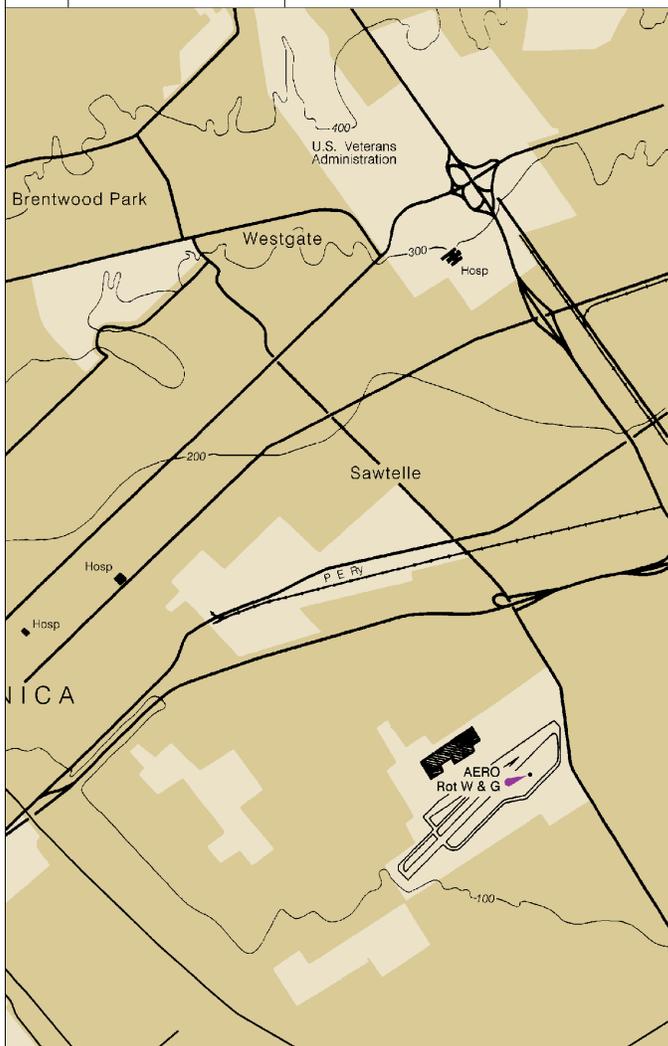
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

TOWER

UNITED STATES - WEST COAST  
CALIFORNIA

# SANTA MONICA BAY

Mercator Projection  
Scale 1:40,000 at Lat. 33°55'

North American Datum of 1983  
(World Geodetic System 1984)

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

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

For Symbols and Abbreviations see Chart No. 1

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

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean High High Water feet	Mean High Water feet	Mean Low Water feet
Santa Monica (Municipal Pier)	(34°00'N/118°30'W)	5.4	4.7	0.9

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>. (Jun 2010)

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.

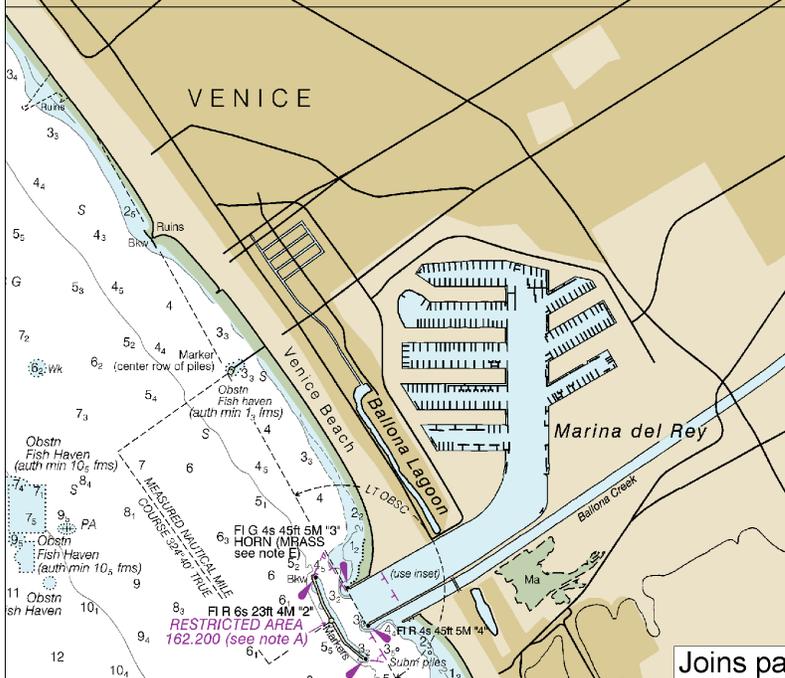
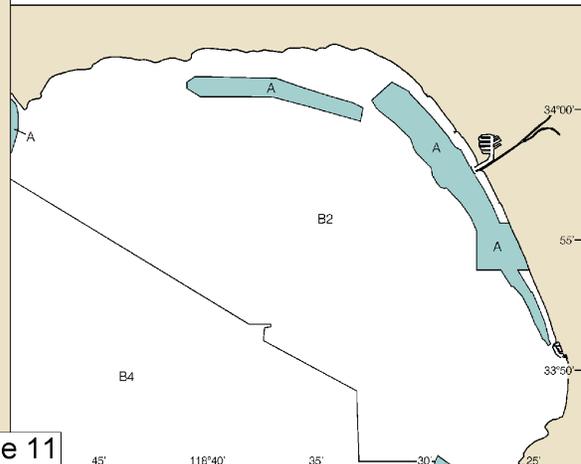
POLLUTION REPORTS

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).

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.

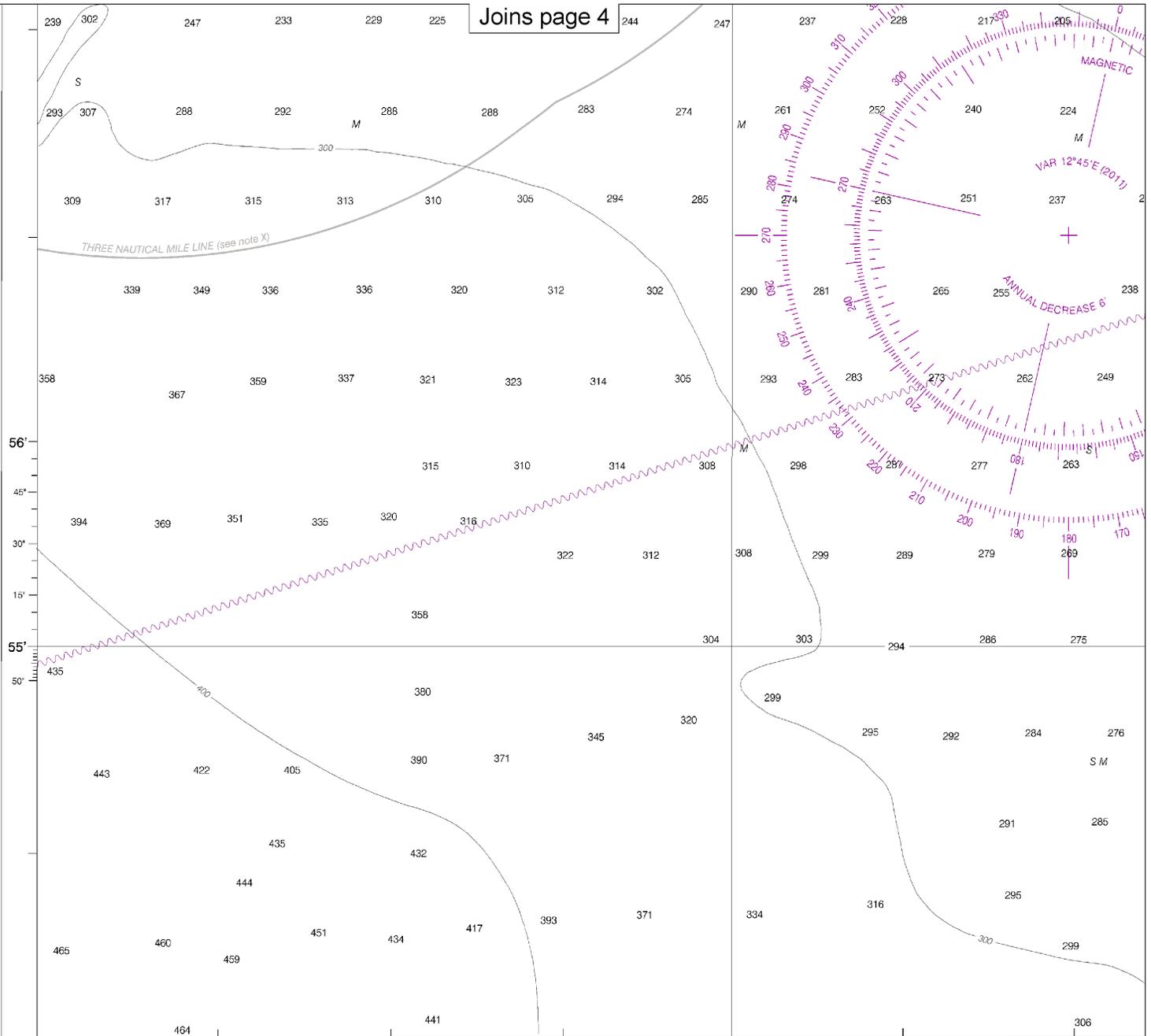
SOURCE		
A	1990-2008	NOS Surveys full bottom coverage
B2	1970-1989	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage



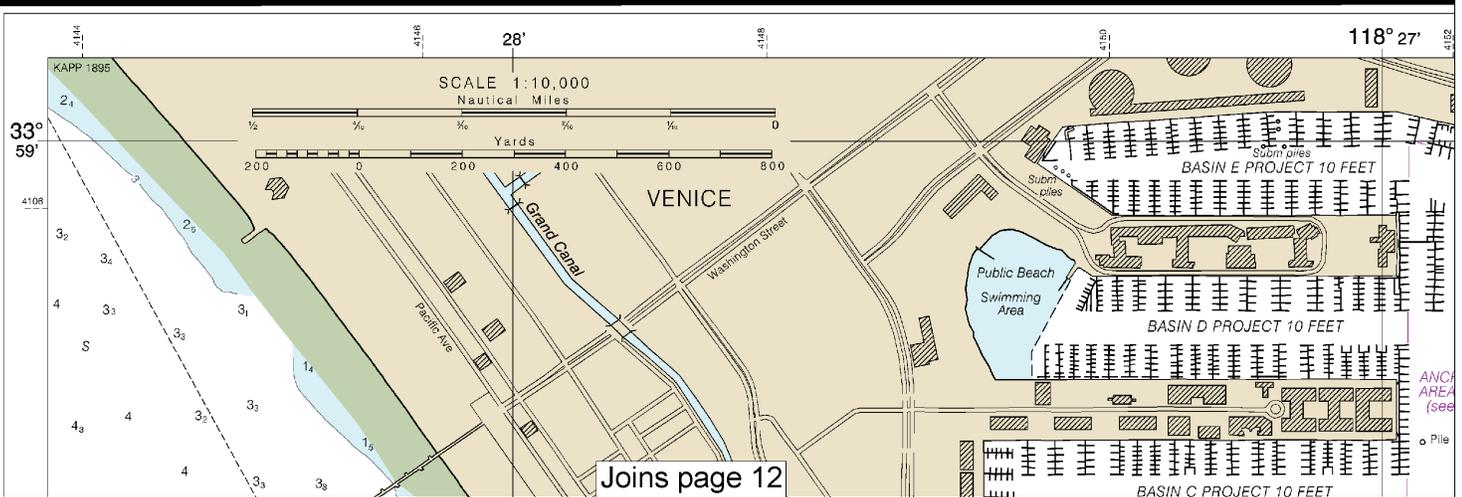
Joins page 11

33rd Ed., Aug. 2010. Last Correction: 12/8/2014. Cleared through:  
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016)

Joins page 4



Joins page 12

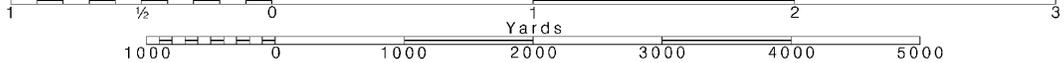


Note: Chart grid lines are aligned with true north.

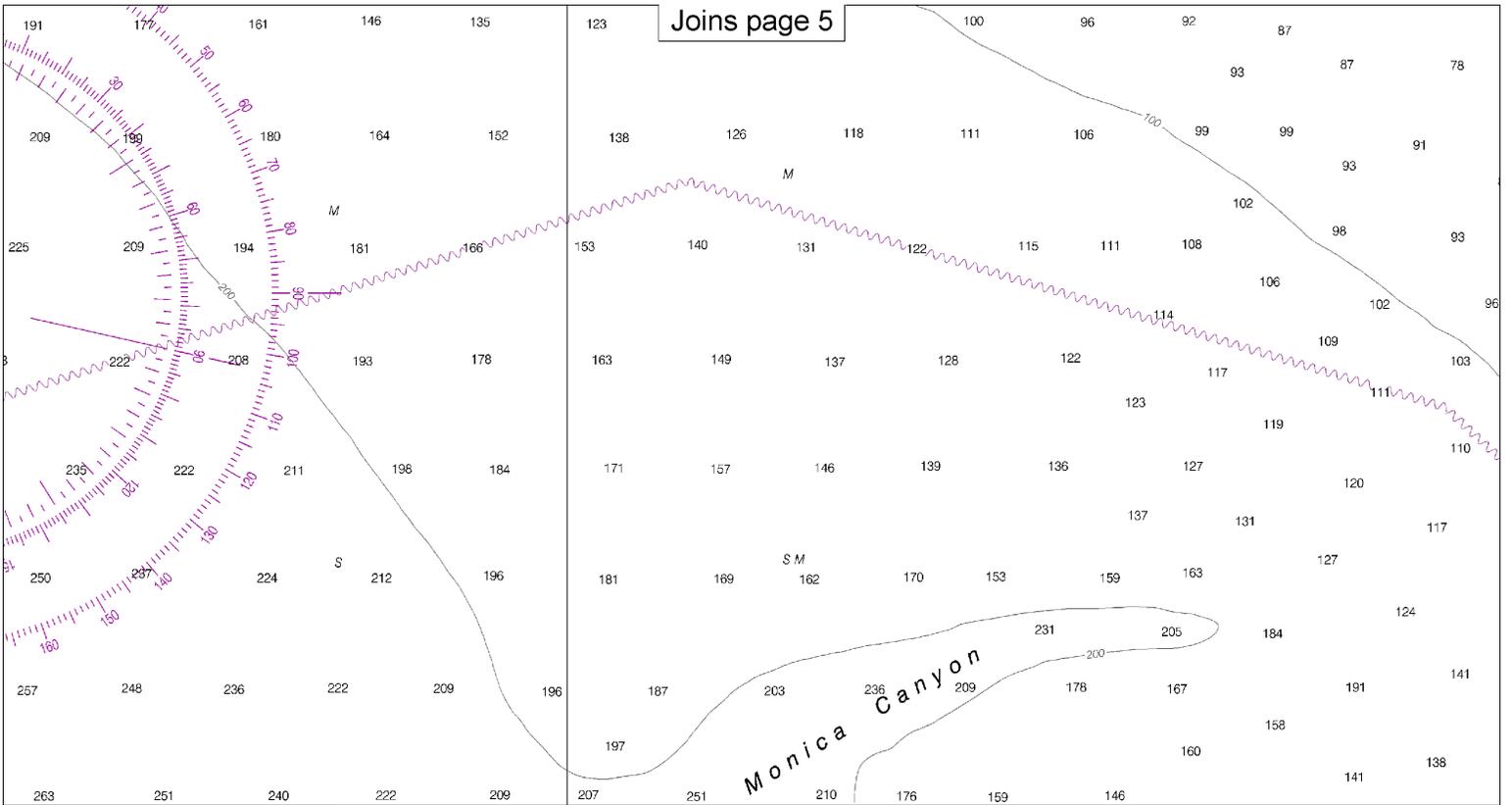
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SCALE 1:40,000  
Nautical Miles

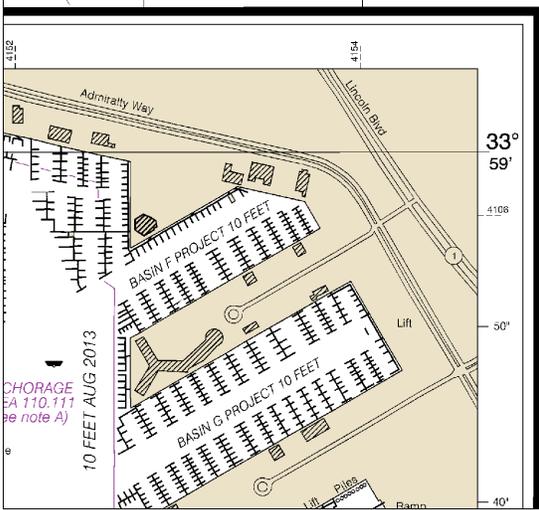
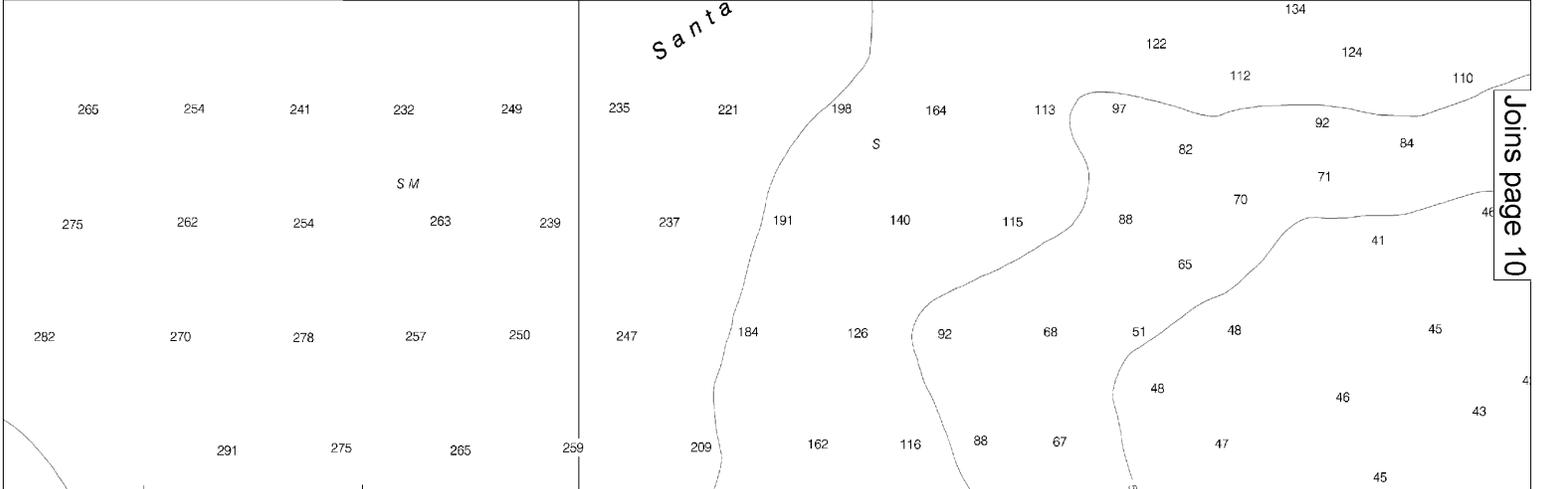
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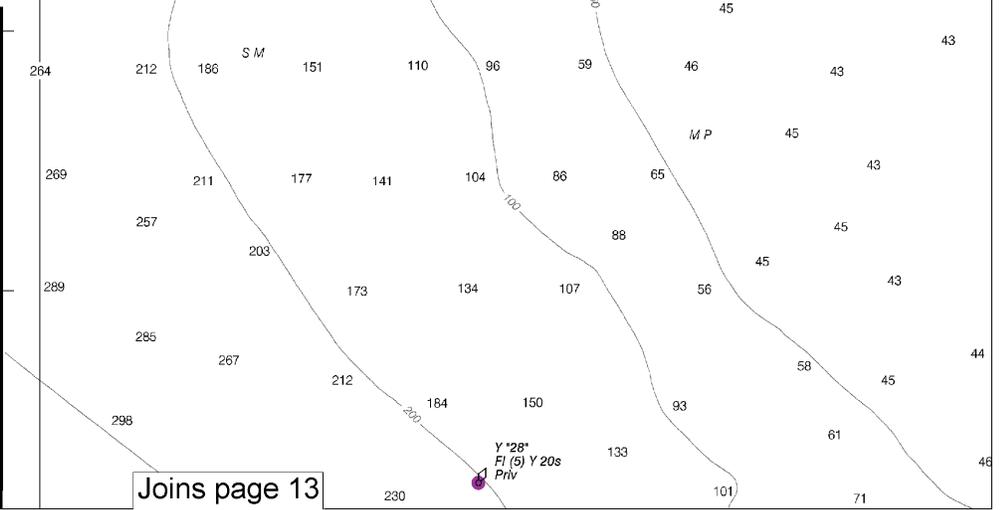
Joins page 5

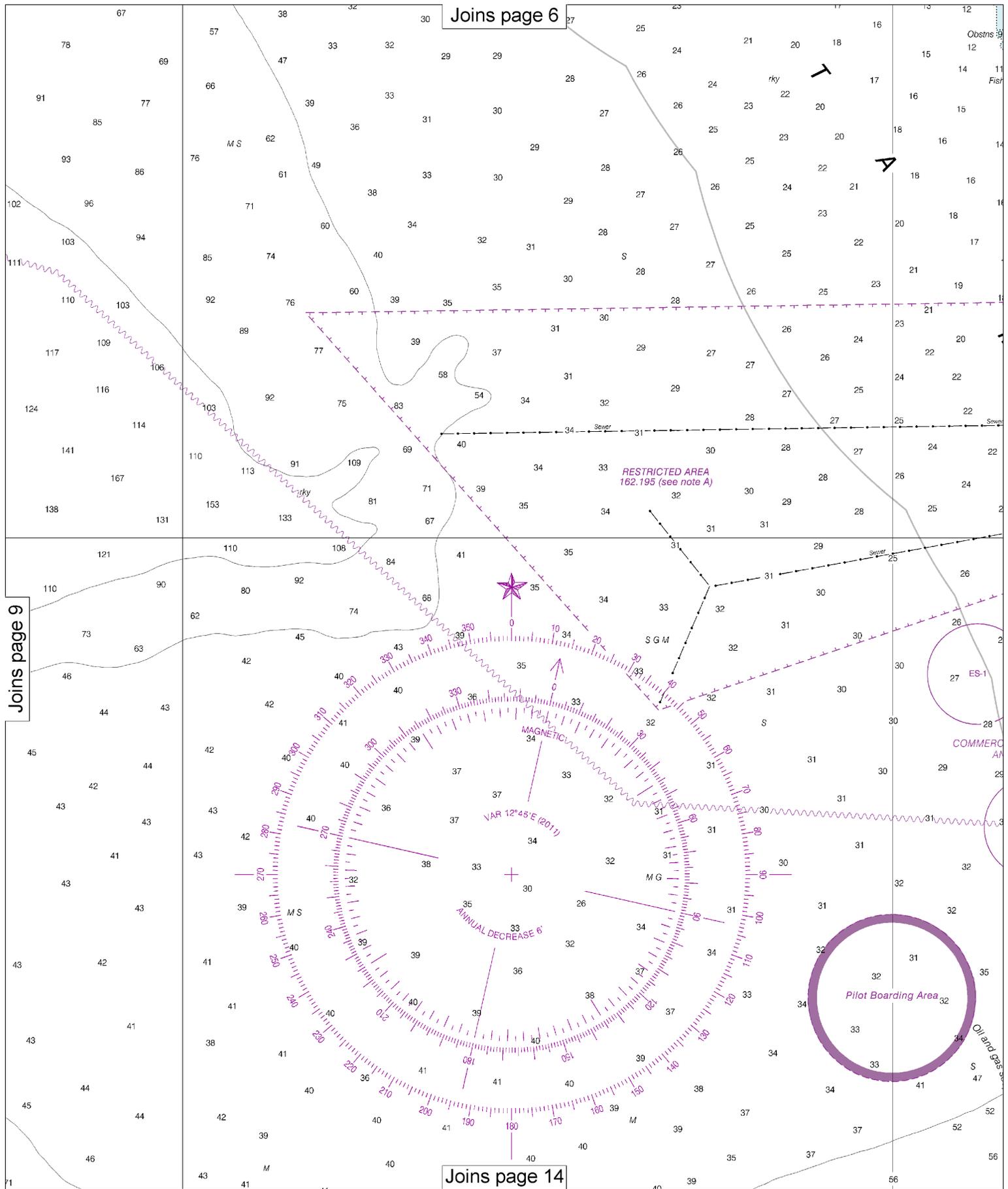


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10

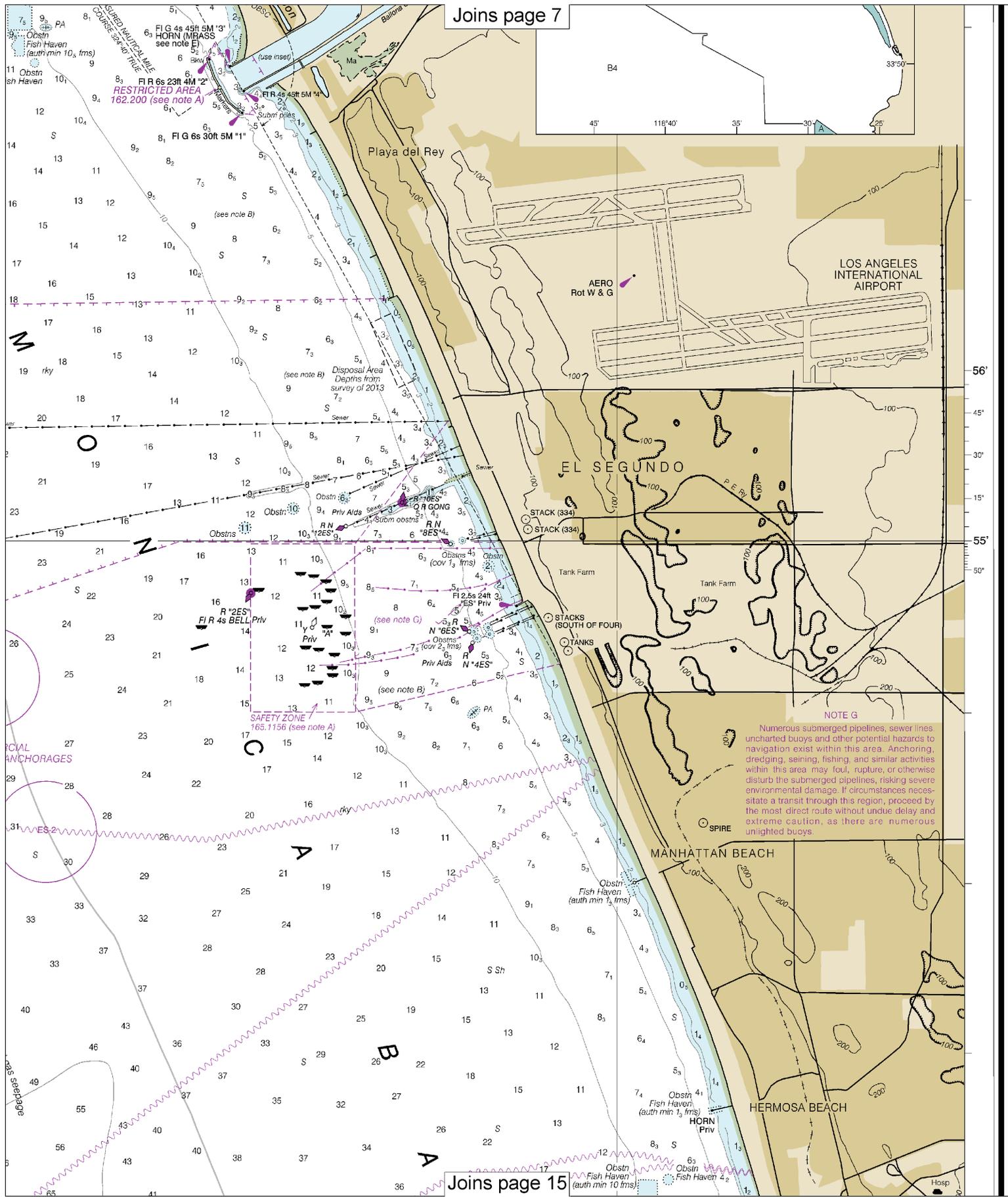
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

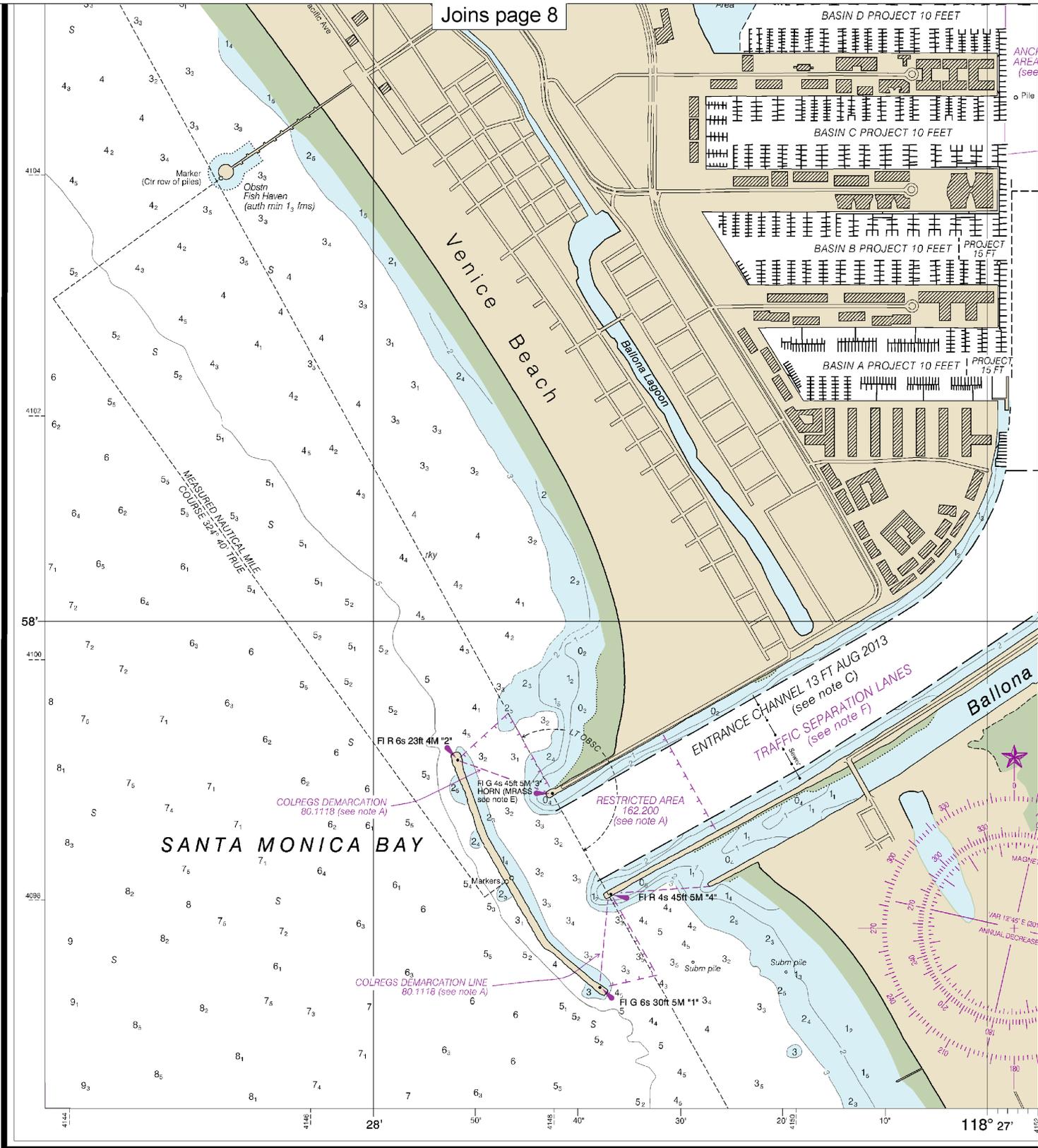
SCALE 1:40,000  
Nautical Miles

See Note on page 5.





Joins page 8



18744

**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).

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

33rd Ed., Aug. 2010. Last Correction: 12/8/2014. Cleared through:  
 LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016)

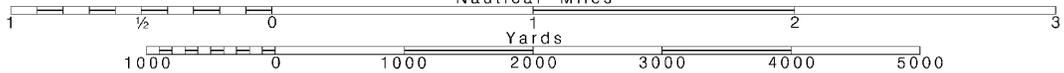
12

Note: Chart grid lines are aligned with true north.

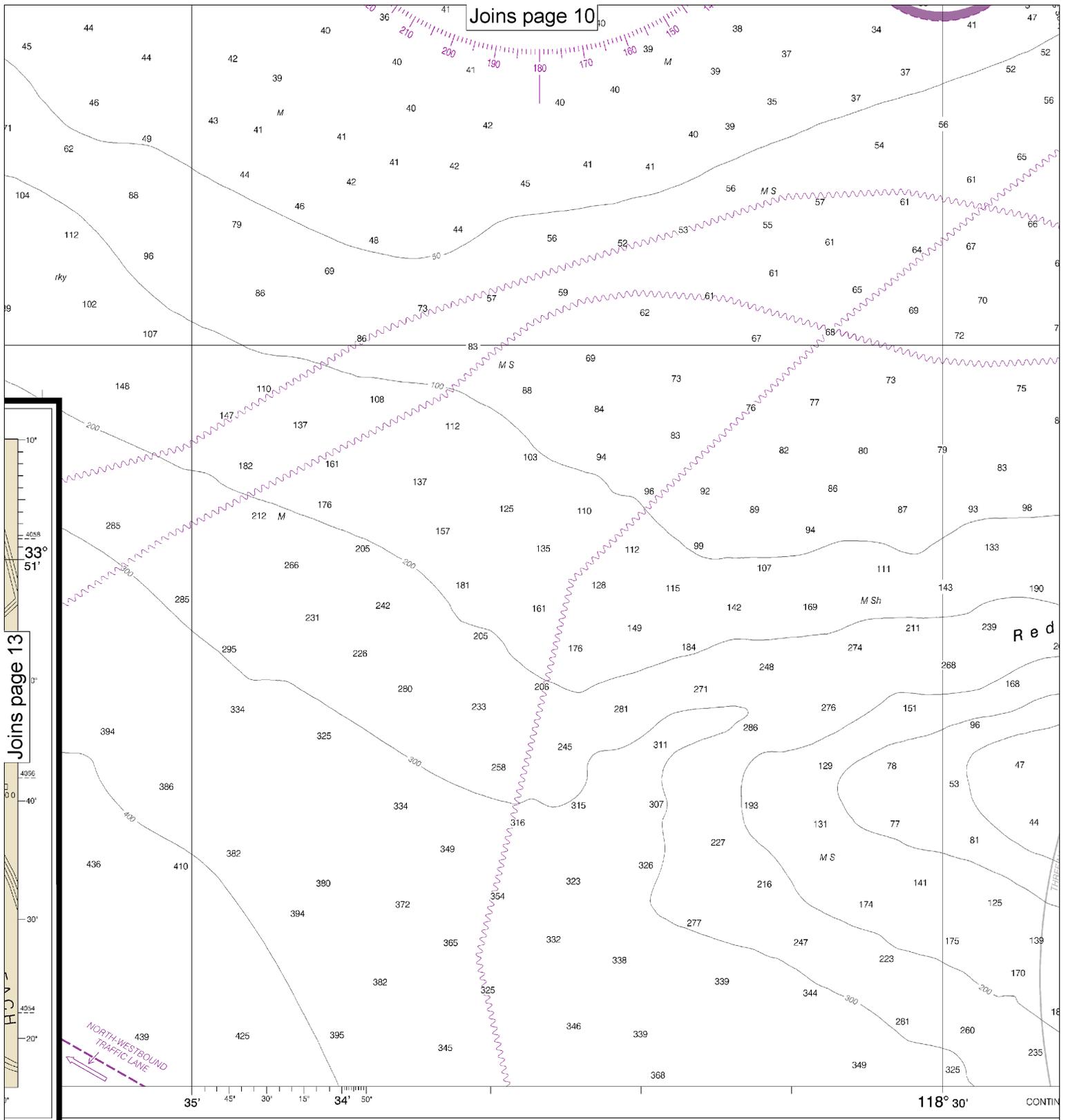
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SCALE 1:40,000  
 Nautical Miles

See Note on page 5.







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

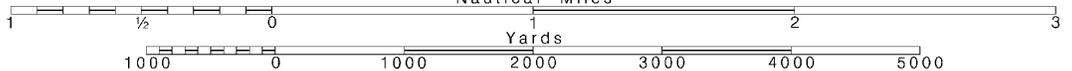
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







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.