Formerly C&GS 3066, 1st Ed., June 1964 KAPP 1681

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

CALIFORNIA

SANTA CRUZ ISLAND TO PURISIMA POINT

Mercator Projection
Scale 1:100,000 at Lat. 34° 25'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11(MEAN)-FATHOMS)
AT MEAN LOWER LOW WATER

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 of 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 Territorial Sea. The Contiguous Zone was established by Presidential Proclamation 7219 and the 200-nautical-mile Exclusive Economic Zone was established by Presidential Proclamation 5030. 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	1990-2008	NOS full bottom coverage
B1	1960-1998	NOS partial bottom coverage
B2	1970-1989	NOS partial bottom coverage
B3	1900-1959	NOS partial bottom coverage
B4	Pre-1900	NOS partial bottom coverage

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are depicted 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 the draft of vessels using pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

NOTE C
Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

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 designated to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled coastal waters, but are not intended in any way to supersede or alter the applicable Rules of the Road for Inland Waters or International Waters governing 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.

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

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

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

VESSEL TRANSITING
The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum operating standards for vessels transiting, navigating, operating along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 7, Chapter 3 for details.

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 D
AREAS TO BE AVOIDED
All ships, except those bound to and from ports on the Santa Barbara Channel, should avoid the tracks of carrying cargo, including but not limited to tankers and other bulk carriers and barges, should avoid the areas (MSC. IMO 98/34 Annex 21).

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light List 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)

RADAR REFLECTORS
Radar reflectors are often placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is coincident equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.69" southward and 3.52" eastward to agree with this chart.

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).

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

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 oil spills and other discharges and groundings. Mariners should 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.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Point Arguello, CA	(34°35N/120°39W)	5.2	4.5	1.0
Beaches Bay, Santa Rosa I.	(34°01N/120°03W)	5.1	4.4	1.0

Datmas (---) (located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tide current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Nov 2008)

HEIGHTS
Elevations of rocks, landmarks, and lights are in feet and refer to Mean High Water. Contour and summit elevations are in feet and refer the mean sea Level.

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

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

For Symbols and Abbreviations see Chart No. 1

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.

CONTINUED ON CHART 18700
CONTINUED ON CHART 18720

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To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

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.

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

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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.

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

FATHOMS	0	1	2	3	4	5	6	7	8	9	10	11
FEET	0	6	12	18	24	30	36	42	48	54	60	66
METERS	0	1	2	3	4	5	6	7	8	9	10	11

Santa Cruz Island to Purisima Point
SOUNDINGS IN FATHOMS - SCALE 1:100,000

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