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
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.


(Selected Excerpts from Coast Pilot)

From Cypress Point to Point Pinos, the coast trends NE for 4 miles. Numerous small rocks and ledges closely border the shoreline.

Point Pinos, on the S side of Monterey Bay, is low, rocky, and rounding with visible rocks extending offshore for less than 0.3 mile. The point is bare for about 0.2 mile back from the beach, and beyond that is covered with pines. Point Pinos Light (36°38’00”N., 121°56’01”W.), 89 feet above the water, is shown from a 43-foot white tower on a dwelling near the N end of the point. A lighted bell buoy is about 0.7 mile off the point.

Monterey Bay, between Point Pinos and Point Santa Cruz, is a broad 20-mile-wide open roadstead. The shores are low with sand beaches backed by dunes or low sandy bluffs. Salinas Valley, the lowland extending E from about the middle of the bay, is prominent from seaward as it forms the break between the Santa Lucia Range S and the high land of the Santa Cruz Mountains N. The bay is free of dangers, the 10-fathom curve lying at an average distance of 0.7 mile offshore. The submarine Monterey Canyon heads near the middle of the bay with a depth of over 50 fathoms about 0.5 mile from the beach near Moss Landing. Shelter from NW winds is afforded at Santa Cruz Anchorage and Soquel Cove, off the N shore of the bay, and from SW winds at Monterey Harbor, off the S shore. The tidal currents are reported to be generally weak except at the Deep-draft Mooring Facility about 0.8 mile NW from Moss Landing harbor entrance.

Monterey Bay National Marine Sanctuary was established to protect and manage the conservation, ecological, recreational, research, educational, historical and esthetic resources and qualities of the coastal and ocean waters and submerged lands in and surrounding Monterey Bay. (See 15 CFR 922, chapter 2, for limits and regulations.)

A restricted and a prohibited area for an army firing range is in the SE part of the bay, and a naval operating area is in the NE part of the bay. (See 334.1150, chapter 2, for limits and regulations.)

Monterey Harbor, 3 miles SE of Point Pinos, is a compact resort harbor with some commercial activity and fishing. The harbor can accommodate over 800 vessels.

Depths of more than 20 feet are available in the outer harbor and entrance, and 10 to 6 feet in the small-boat basin. There are many sport-fishing landings, and the small-craft basin provides good shelter for over 500 boats. There are four public launch ramps available in the harbor. The municipal marina has transient berths available and can provide electricity, pump-out, ice, and marine supplies; a 3-ton and 70-ton lift is available for hull, engine, and electrical repairs. The marina monitors VHF-FM channels 16 and 5. The boat yard, located just inside the breakwater has a 70-ton travel lift.

Currents—A very strong current is reported to exist at the small-boat basin entrance when swells run following winter storms. The current runs mainly from the breakwater towards Municipal Wharf No. 1; caution is advised.

Moss Landing Harbor, on the E shore of Monterey Bay 12.5 miles NE of Point Pinos and just N of the small town of Moss Landing, is a good harbor of refuge. The harbor is used by pleasure craft and a fishing fleet of about 300 boats. The harbor has 500 berths.

Soquel Cove is in the NE part of Monterey Bay, E of Santa Cruz Anchorage. The best anchorage is SE of the mouth of Soquel Creek in 5 to 6 fathoms, sandy bottom.

At Seacliff Beach, 0.5 mile W of Aptos Creek, a concrete ship has been beached and filled with sand. The pleasure pier for sport fishing extends from ship to the shore.

Small fishing and pleasure wharf at Capitola, on the NW side of Soquel Cove, has 11 feet alongside the landing at the outer end. There are facilities to hoist out small boats.

Santa Cruz Anchorage, on the NW shore of Monterey Bay between Point Santa Cruz and Soquel Point, has a municipal pier and small-craft harbor.
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

**Port Side Odd Numbered Aids**
- **Green Light Only**
- Flashing (2)
- Flashing
- Occulting
- Quick Flashing
- ISO

**Preferred Channel No Numbers – May Be Lettered**
- Preferred Channel to Starboard
- Topmost Band Green
- Green Light Only
- Composite Group Flashing (2+1)

**Preferred Channel No Numbers – May Be Lettered**
- Preferred Channel to Port
- Topmost Band Red
- Red Light Only
- Composite Group Flashing (2+1)

**Starboard Side Even Numbered Aids**
- **Red Light Only**
- Flashing (2)
- Flashing
- Occulting
- Quick Flashing
- ISO

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
This BookletChart was reduced to 75% of the original chart scale. 
The new scale is 1:66666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.
Note: Chart grid lines are aligned with true north.
SOUNDINGS IN FATHOMS

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

CONTINUED ON CHART 18686

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.
Joins page 15

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS84). Geographic positions referred to the North American Datum of 1983 must be corrected an average of 0.196' northward and 3.031' westward to agree with this chart.

MONTEREY HARBOR

Scale 1:7,500

SOUNDINGS IN FATHOMS AT MEAN LOWER LOW WATER

COLLAR DEMARCATION LINE 80 1134 (see note A)

MONTEREY BAY

SOUNDINGS IN FATHOMS - SCALE 1:50,000

18685
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
- Chart and chart related inquiries and comments — http://ocsdata.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
- National Data Buoy Center — http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.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.