San Pedro Channel
NOAA Chart 18746

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 San Mateo Point to Dana Point, 7.5 miles NW, the land is broken by San Juan Creek about 1.5 miles E of Dana Point.
San Clemente, 2 miles N of San Mateo Point, has a small pleasure pier at the town; a fish haven covered 10 feet is off its seaward side. A reef that uncovers 3 feet is about 700 yards NW of the pier.
Dana Point is 8 miles NW of San Mateo Point. Outlying rocks and ledges marked by a lighted whistle buoy extend offshore for 350 yards. San Juan Rock is 340 yards S of the highest point, and a rock covered 2 fathoms is 2.4 miles SE of the point.

Dana Point Harbor is a small-craft harbor in the lee of Dana Point. The harbor, administered by the Orange County Harbor, Beaches, and Parks District, is entered from the E between two breakwaters each marked by a light on the seaward end. A sound signal is at the S light. The sound signal can be activated upon request to the Coast Guard by radio-telephone VHF-FM channel 16. A submerged sewer outfall line extends about 0.6 mile from shore, passing about 300 yards E of the S breakwater light. A rock, covered 7½ feet and marked by a lighted buoy, is about 300 yards NE of the S breakwater light. When entering the harbor care should be taken to remain clear of these dangers, especially during low stages of the tide and/or periods of heavy SE swell. Numerous uncharted private racing buoys are off the entrance to the harbor.

The harbor’s E and W basins are separated by a fixed highway bridge with a clearance of 20 feet. Berths in the E basin can accommodate over 1,400 vessels, and berths in the W basin can accommodate over 1,000 vessels. A harbormaster assigns berths in the harbor.

A speed limit of 5 mph is enforced in Dana Point Harbor. A swimming area, marked by private buoys, is in the NW corner of the harbor.

Anchorage.—A special anchorage is in the W part of the harbor. (See 110.1 and 110.93, chapter 2, for limits and regulations.)

No-Discharge Zone.—The State of California, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in Dana Point Harbor. It encompasses the entire harbor (see NOAA chart 18746 or 18774 for the zone limits). Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by 40 CFR 140 (see Chapter 2).

Supplies and repairs.—Most supplies and repairs are available at the marinas and service facilities at the harbor. Lifts to 25 tons are available.

San Juan Capistrano, a small town about 4 miles inland from Dana Point, is the site of the old mission founded in 1776. This mission is famous for the return of the swallows each March 19. The 11.5-mile coast from Dana Point to Newport Bay is bold with rocky cliffs 40 to 100 feet high; these are the seaward ends of ridges separated by narrow, deep valleys. The community of Laguna Beach is midway along this stretch. A fishing and pleasure pier near the mouth of Aliso Creek about 3.5 miles NW of Dana Point.

Santiago Peak, 17.5 miles NE of Dana Point and visible 80 miles, is the dominant feature of this part of the coast; the peak is double-headed and dark in contrast with the immediate coastal range. The 20-mile coast from Newport Bay to Point Fermin is low, and there are several lagoons near the beach. There are no trees near the shore; towns and resorts are almost continuous along the beach.

Huntington Beach State Park is a recreational area that extends 2 miles NW along the coast from the mouth of Santa Ana River, which is 4.5 miles NW of Newport Bay entrance. The trestle crossing the mouth of this river is conspicuous. A buoy marks the seaward end of a terminal structure of a water conduit extending from shore 1.4 miles NW of Santa Ana River. The twin stacks of the Southern California Edison Co. plant on shore and a spire about 1 mile back from the beach are conspicuous from any direction.

A submerged oil pipeline extends nearly 1.2 miles seaward, 2 miles NW of Santa Ana River; mooring buoys are off the end of the pipeline. Huntington Beach, a resort 5 miles NW of Newport Beach, is identified by its many oil derricks. The city has a fishing and pleasure pier which has a fish haven covered 10 feet around its seaward end.

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

RCC Alameda Commander
11th CG District (510) 437-3700
Alameda, CA
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

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED

PREFERRED CHANNEL
TO TOPMOST BAND GREEN

PREFERRED CHANNEL
TO PORT TOPMOST BAND RED

STARBOARD SIDE
EVEN NUMBERED AIDS

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.
Note: Chart grid lines are aligned with true north.
IN FATHOMS

T TO 11 FATHOMS

NOTE B

TRAFFIC SEPARATION SCHEME

One-way traffic lanes on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to assist in the prevention of collisions or the approach to major hazards and are based on heavy-traveled coastal waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic to be free of traffic separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution. The normal Pilot Operating Areas are subdivided into two zones by isobaths. A Precautionary Area has been established at Los Angeles - Long Beach. It is recommended that vessels proceed with caution in this area.

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
NOTE B
TRAFFIC SEPARATION SCHEME

One-way traffic zones overprinted on this chart are RECOMMENDED for use by all vessels travelling between
the points involved. They have been designed to aid in the prevention of collisions at the approaches to major
harbours and along heavily travelled coastal routes, but are not intended in any way to supersede or alter the
applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to
be free of straggle traffic. Separation zones should not be used except for crossing purposes. When crossing
traffic lanes and separation zones are in existence. The normal Pilot Operating Areas are outlined by tape
around magenta bands. A Precautionary Area has been established at Los Angeles - Long Beach. It is
recommended that vessels proceed with caution in this area.

NOTE D
VESSEL TRAFFIC MANAGEMENT SYSTEM (VTMS).
The Vessel Traffic Service of Los Angeles - Long Beach, jointly operated by the U.S. Coast Guard and Marine
Exchanges of Los Angeles, has been established within the approaches to San
Pedro Bay. This operating frequency for the VTMS is channel 14 - VHF-FM (156.7 MHz) and the call sign is "San Pedro Traffic." Upon entering the VTS area, vessels within 25 nautical miles
radius of the Port of San Pedro (LAT 33°42.37N, LONG 118°11'7.9 W), all inbound vessels shall report on channel 14: Des/Receives/Telephones; call sign, position, course and speed, direction, estimated time of arrival, their destination, and whether or not their
vessel will be taking on a pilot. Outbound vessels shall report 15 minutes prior to reaching the entrance. To obtain
information on the movement of deep draft vessels inside the Federal Breakwater contact the Los Angeles Pilot Station on
channel 73 (156.674 MHz) or (phone 310-725-3665) or Long Beach
Pilot Station on channel 74 (156.6 MHz) or (phone 562-430-3844).

Formerly D3285 SA4B
UNITED STATES - WEST COAST

CALIFORNIA

SAN PEDRO CHANNEL

Mercator Projection
Scale 1:80,000 at Lat 33° 31'

North American Datum of 1983
(WGS Geodetic System 1984)

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

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean Lower Low Water.

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 1983 must be corrected an average of 0.076' northward and 3.210' westward to agree with this chart.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 See Note on page 5.
Note: Chart grid lines are aligned with true north.
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 (LNMs and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/uploads/LNM_NM.html
Coast Pilot online — http://www.nauticalcharts.noaa.gov/nws/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 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

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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.