BookletChart™

Santa Catalina Island
NOAA Chart 18757

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

Included Area

Approximate Page Index
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 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)

Santa Catalina Island, 18 miles S of Point Fermin, is 18.5 miles long in a SE direction and has a greatest width of 7 miles. The island is privately owned. Arrangements for overnight permits and the leasing of the many mooring buoys found throughout the area may be made through Two Harbors Enterprises at Two Harbors. Except at Avalon, permits are required for activities other than day use on the other islands.

The island is almost divided by a deep N cut about 6 miles from the W end. The cut forms coves less than 0.5 mile apart at their heads, and because the isthmus separating these coves is low, the island appears as two from a few miles off. Rugged and mountainous, the island has steep, precipitous shores intersected occasionally by deep gulches and valleys, and is covered with a thick growth and some scrub oak. The highest peak, 2,125 feet, is near the middle of the E part of the island.

Much of the N shore is free from kelp, but the S side in general has a narrow fringe of kelp close to the beach. The island rises abruptly from deepwater, the 30-fathom curve being close inshore. Most of the dangers in the approaches to the island are inside the kelp. Lights are shown from a pole with a red and white diamond-shaped daymark on the S end, Long Point (E side), and West End (NW point) of the island.

Ribbon Rock, on the W side of Santa Catalina Island, 2.9 miles SE of West End, shows as a dark vertical rock wall with a gigantic ribbon of quartz veining that is visible for many miles.

Farnsworth Bank, 9.2 miles SSE of West End and 1.6 miles offshore, has a least known depth of 9 fathoms over it.

Shelter from Santa Ana winds can be had by anchoring in the bight near the Palisades on S side of the island, 2 to 3 miles NW of the S extremity.

White Cove, 3.5 miles NW of Avalon, affords anchorage in 8 fathoms and provides almost the same protection as that found at Avalon. The beach in White Cove is known as Whites Landing.

Avalon Bay, on the N shore of Santa Catalina Island, 2.5 miles from its SE extremity is entered between Casino Point, breakwater on the N and the breakwater extending from Cabrillo Peninsula, on the S. The breakwaters are marked by lights on their seaward ends.

Anchorage.—A small-craft anchorage is in Descanso Bay, just N of Casino Point. Three anchorage areas, used for large passenger vessels and assigned by VTS Los Angeles/Long Beach, are just outside Avalon Bay. (See 33 CFR 110.1 and 110.216, chapter 2, for limits and regulations.)

Isthmus Cove, on the N shore 6 miles from the W end of the island, affords shelter for small vessels in S and W weather, but is dangerous in N and NE weather.

A pier at the head of the cove extends out to a depth of about 12 feet; a fuel dock is on the E side of the pier. Water, ice, marine supplies, and limited repairs are available; a general store and restaurant are ashore. Emergency rescue service is available at Two Harbors. The fire and rescue boat can be contacted through the Coast Guard or on VHF-FM channel 16 from 0900 to 1700 daily; the call sign is “Baywatch Isthmus.”

Fourth of July Cove and Cherry Cove, NW of Isthmus Cove, are popular overnight mooring destinations for yachts using the facilities at Two Harbors. There’s a number of leased moorings in both coves. The shore areas are leased by camps or yacht clubs with restricted shore access.

Anchorage.—A restricted and nonrestricted anchorage area is in Isthmus Cove. (See 110.1 and 110.216, chapter 2, for limits and regulations.)

Bird Rock, 37 feet high and about 150 yards long, is about 500 yards off the beach N from the E part of the cove entrance. The rock is covered with sand and grass. In places, reefs extend off the rock more than 100 yards, but it may be approached close-to on the E side.

Harbor Reefs, 400 yards SW of Bird Rock, are about 450 yards long and about 250 yards wide. They are usually well marked by kelp. A rock near the SE end uncovers about 2 feet. The reef is marked by a light on the E side and a lighted buoy on the W side.

Catalina Harbor Light (33°25′24″N., 118°30′50″W.), 400 feet above the water, is shown from a pole on Catalina Head, on the W side of the harbor entrance.

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

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.
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/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

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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.

NOAA’s Office of Coast Survey The Nation’s Chartmaker