San Clemente Island – Northern Part
NOAA Chart 18763

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
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 are Nautical Charts?
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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)

Wilson Cove, on the NE shore of San Clemente Island, 15.5 miles NW of Pyramid Head, is a fair anchorage in the prevailing W weather, but is uncomfortable at times as the swells make around the point from the NW. A strong wind usually blows down off the hills in the afternoon. A restricted anchorage area and a naval restricted area and security zone are in the vicinity of the cove. (See 110.218, 165.1131, and 334.920, chapter 2, for limits and regulations.)

Wilson Cove Light (33°00′14″N., 118°33′10″W.), 125 feet above the water, is shown from a post with a red and white diamond-shaped daymark; a sound signal is at the light.

Wilson Cove should be approached from the NE to avoid the numerous buoys N and S of the cove.

The buildings on the hill overlooking Wilson Cove are prominent from the SE. The best anchorage for small craft is in the lee of the kelp making off from a point nearly a mile NW of the pier.

The Navy pier in the middle of Wilson Cove is of steel construction and extends 550 feet from shore. A landing section at the outboard end of the pier is 38 feet wide and 210 feet long, and has a deck height of 18 feet. Depths alongside the landing section range from 14 feet inboard to 24 feet outboard. The two breasting mooring buoys on each side opposite the landing should be used to avoid danger of damage from surge. Time of the tide is about the same as that for Los Angeles.

Northwest Harbor, on the NW end of the island, affords shelter in S weather and is a comfortable anchorage in the prevailing W weather, as the large beds of kelp and the low islet to the N of the anchorage afford protection. It is open N and is unsafe in heavy NW weather.

San Clemente Island Light (33°01′50″N., 118°35′47″W.), 202 feet above the water, is shown from a post with red and white diamond-shaped daymark on the headland at the N end of the island.

A line of rocks extends W from the NW extremity of San Clemente Island, terminating about 0.4 mile off the point in bold and rocky Castle Rock. A danger area for aerial bombing, rocket firing, and strafing extends 300 yards around this prominent islet.

West Cove, on the NW side of San Clemente Island, 1.5 miles SE of Castle Rock, offers some shelter from Santa Ana winds; holding ground is good. A safety zone, naval restricted area, and a danger zone extend off the W coast of San Clemente Island from West Cove. (See 334.921, 334.960, and 334.961, chapter 2, for limits and regulations.)

A 150°-330° measured nautical mile is 1.3 miles S from West Cove. The 70-foot towers of the front and rear markers on San Clemente Island are more than 500 feet high.

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

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
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<tbody>
<tr>
<td>1</td>
<td>LIGHT</td>
</tr>
<tr>
<td>5</td>
<td>DAYBEACON</td>
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<tr>
<td>U</td>
<td>LIGHTED BUOY</td>
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PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED

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PREFERRED CHANNEL
to Starboard

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PREFERRED CHANNEL
to Port

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STARBOARD SIDE
EVEN NUMBERED AIDS

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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 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 Three Nautical Mile 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 fishing jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 100-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.

SAFETY ZONE 105-1141 Section 5 (see note A)
SAFETY ZONE 108-2414 Section A (see note A)

DANGER AREA 344.961
(see note A)

Joins page 8

Printed at reduced scale. SCALE 1:20,000 See Note on page 5.

Note: Chart grid lines are aligned with true north.
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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 @NOAAdocks

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.