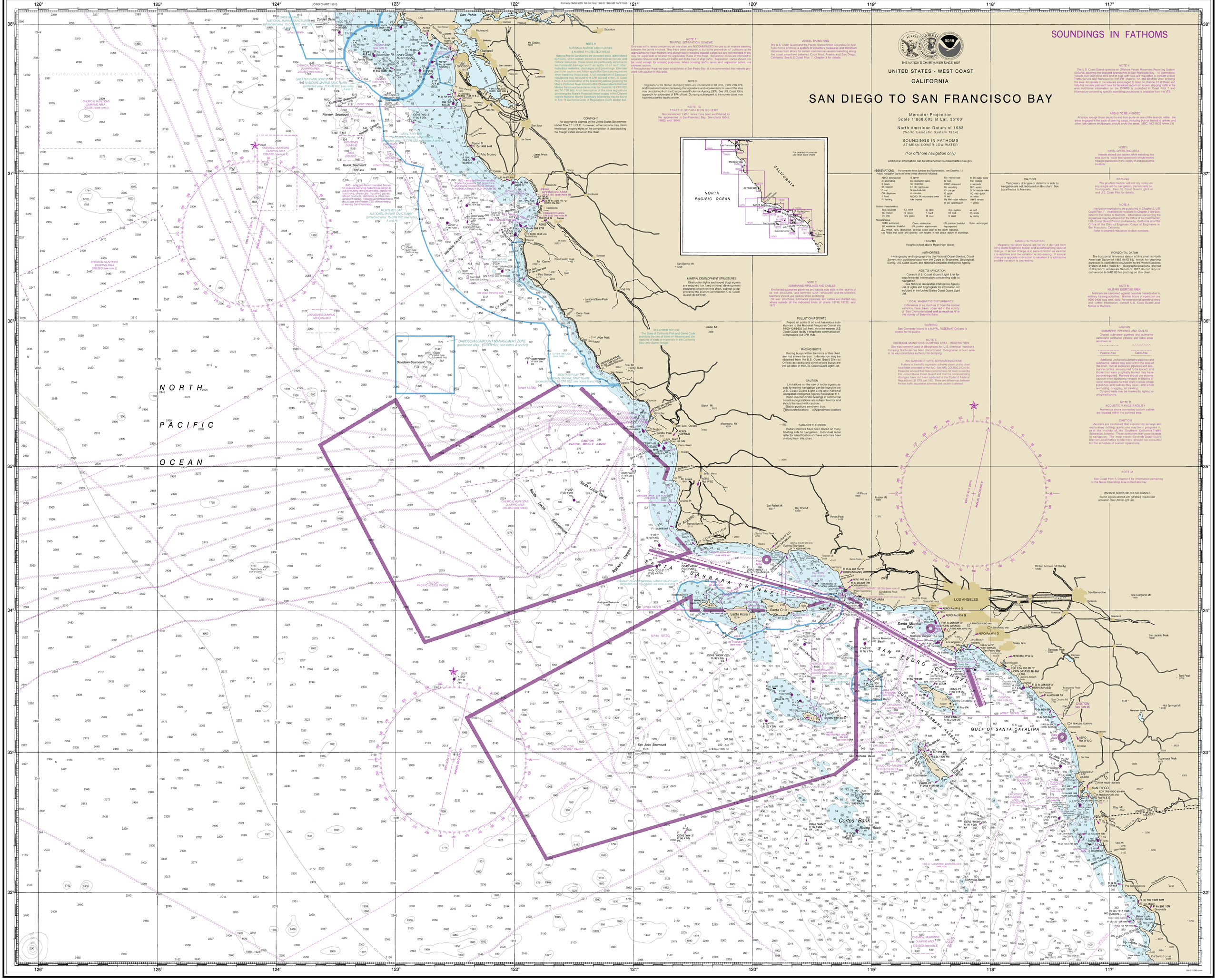
SOUNDINGS IN FATHOMS
THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - WEST COAST
CALIFORNIA
SAN DIEGO TO SAN FRANCISCO BAY
Mercator Projection
Scale 1:868,003 at Lat. 35°00'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER
(For offshore navigation only)
Additional information can be obtained at nauticalcharts.noaa.gov.
NORTH PACIFIC OCEAN
CALIFORNIA
NOTE K
The U.S. Coast Guard operates an Offshore Vessel Movement Reporting System (OVMRS) covering the waters approaches to San Francisco Bay. All commercial vessels over 300 gross tons and tug boats with tows are requested to contact Vessel Traffic Service San Francisco on VHF-FM channel 12 (156.60 MHz) when entering this area. All vessels in the area are encouraged to listen on channel 12 at fifteen and forty-five minutes past each hour for broadcast reports of known shipping traffic in the area. Additional information on the OVMRS is published in Coast Pilot 7 and information concerning specific operating procedures is available from the VTS.
AREAS TO BE AVOIDED
All ships, except those bound to and from ports on one of the islands within the areas engaged in the trade of carrying cargo, including but not limited to tankers and other bulk carriers and barges, should avoid the areas. (MSC, IMO 19/33 Annex 21)
NOTE L
NAVAL OPERATING AREA
Vessels should use caution while transiting this area due to naval test operations which involve frequent maneuvers in the vicinity of and around this location.
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.
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 San Francisco, California.
Refer to charted regulation section numbers.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
MAGNETIC VARIATION
Magnetic variation curves are for 2011 derived from 2010 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.
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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.
NOTE B
MILITARY EXERCISE AREA
Mariners are cautioned against possible hazards due to military training activities. Normal hours of operation are 0600-2400 local time, daily. For extension of operating times and further information, consult U.S. Coast Guard Local Notice to Mariners.
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown 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 exercise caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.
NOTE D
ACOUSTIC RANGE FACILITY
Numerous shore connected bottom cables are located within the outlined area.
CAUTION
Mariners are cautioned that exploratory surveys and exploratory drilling operations may be in progress in, or in the vicinity of, the Southern California Traffic Separation Scheme. These operations may pose hazards to navigation. The most recent Eleventh Coast Guard District Local Notice to Mariners should be consulted for the schedule of current operations.
NOTE M
See Coast Pilot 7, Chapter 5 for information pertaining to the Naval Operating Area in Bechers Bay.
MARINER ACTIVATED SOUND SIGNALS
Sound signals labeled with (MRASS) require user activation. See USCG Light List.
NOTE N
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 spills of oil and other hazardous materials, discharges and groundings. 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.
NOTE F
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 designed to aid in the prevention of collisions and the approaches to major harbors and along heavily travelled coastal waters but are not intended in any way to impede the free navigation of vessels. Rules of the road for these areas are identical to separate inbound and outbound traffic lanes. Vessels should 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.
A Precautionary Area has been established at San Pedro Bay. It is recommended that vessels proceed with caution in this area.
NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-228. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.
NOTE G
TRAFFIC SEPARATION SCHEME
Recommended traffic lanes have been established for the approaches to San Francisco Bay. See charts 18645, 18680, and 18640.
COPYRIGHT
No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.
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 distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S Coast Pilot 7, Chapter 3 for details.
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).
NOTE C
SUBMARINE PIPELINES AND CABLES
Uncharted submarine pipelines and cables may exist in the vicinity of oil well structures, and between such structures and the shoreline. Mariners should use caution when anchoring.
Oil well structures, submarine pipelines, and cables are charted only where outside of the indicated limits of charts 18746, 18725, and 18721.
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).
RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists 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:
(O)Accurate location) o(Approximate location)
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
WARNING
San Clemente Island is a NAVAL RESERVATION and is closed to the public.
NOTE E
CHEMICAL MUNITIONS DUMPING AREA - RESTRICTION
Site was formerly used or designated for U.S. chemical munitions dumping. Such use has been discontinued. Designation of such area in no way constitutes authority for dumping.
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 incorporated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised.
NOTE D
ACOUSTIC RANGE FACILITY
Numerous shore connected bottom cables are located within the outlined area.
CAUTION
Mariners are cautioned that exploratory surveys and exploratory drilling operations may be in progress in, or in the vicinity of, the Southern California Traffic Separation Scheme. These operations may pose hazards to navigation. The most recent Eleventh Coast Guard District Local Notice to Mariners should be consulted for the schedule of current operations.
NORTH PACIFIC OCEAN
SANTA BARBARA CHANNEL
SAN PEDRO CHANNEL
GULF OF SANTA CATALINA
LOS ANGELES
SAN DIEGO
Santa Cruz Island
Santa Rosa I
San Miguel I
Santa Catalina I
San Clemente I
Cortes Bank
Tanner Bank
Davidson Seamount
Santa Lucia Escarpment
Santa Lucia Bank
San Juan Seamount
Pioneer Seamount
Guide Seamount
Gumdrop Seamount
Santa Monica Bay
Long Beach
Oceanside
Ensenada
Coronado
Mt San Antonio (Mt Baldy)
San Bernardino
Riverside
Beaumont
Santa Ana
Hemet
Toro Peak
San Jacinto Peak
San Gorgonio Mt
Hot Springs Mt
Cuyamaca Peak
Otay Mt
Table Mt
Cerro Bola
Pta Santa Tomas
Pta Sacramento
Bahia Todos Santos
Bahia Sebastian Vizcaino
Cabo Pta Baja
Pta Eugenia
Pta Abreojos
Pta Asuncion
Pta Eugenio
Pta Tortolita
Pta Gorda
Pta Baja
Pta Santa Rosalia
Pta Mangle
Pta Concepcion
Pta Pulpito
Pta Cardon
Pta Coronados
Pta Salsipuedes
Pta Banda
Pta Santa Catarina
Pta Pelona
Pta Prieta
Pta Negra
Pta Cabra
Pta Cabrera
Pta Cabrillo
Pta Cabras
Pta Cabrito
Pta Cabrillo
Pta Cabras
Pta Cabrito
Pta Cabrillo
Pta Cabras
Pta Cabrito