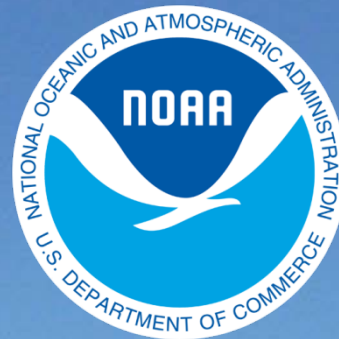


BookletChart™

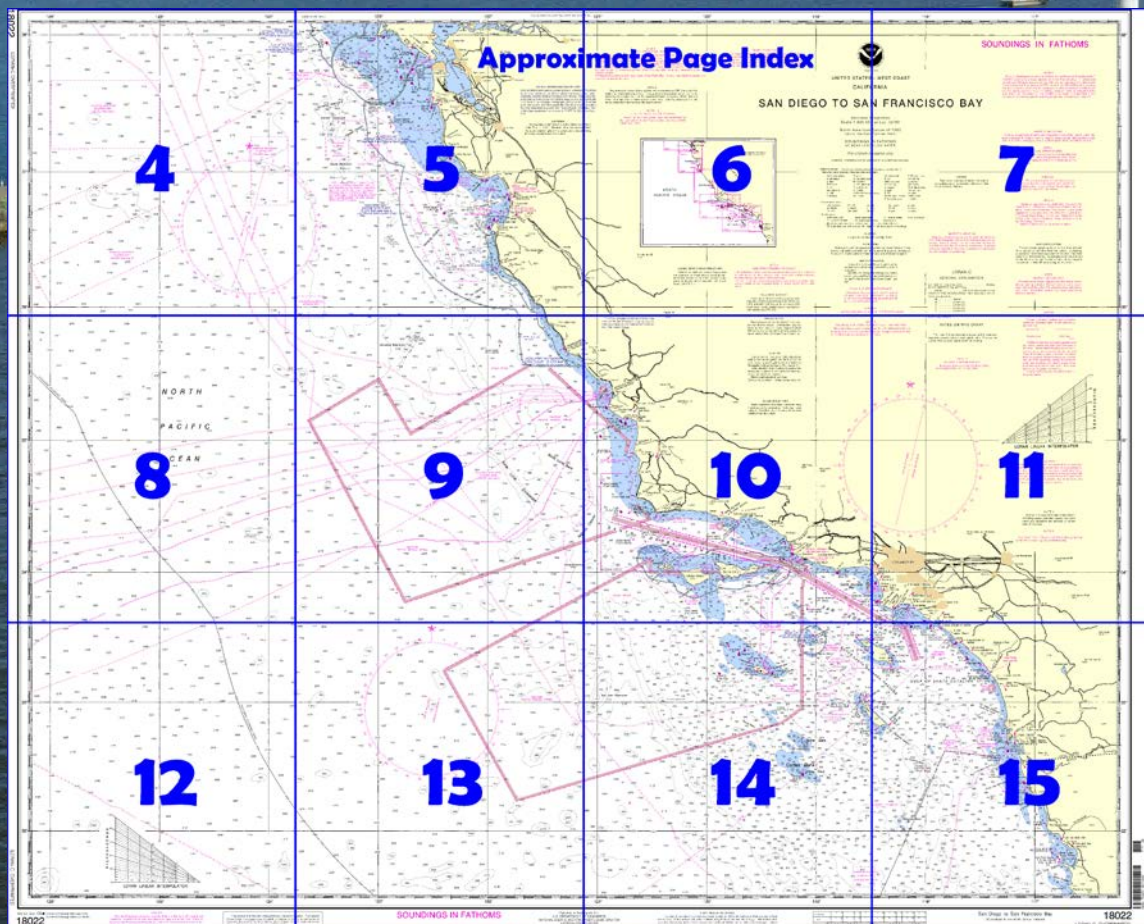
San Diego to San Francisco Bay NOAA Chart 18022



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



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18022>.



(Selected Excerpts from Coast Pilot)

There are several islands and dangers from 7 to 100 miles off the southern California coast; they are described in chapter 5.

Many restricted and danger areas are in these waters. (See **334.860, 334.870, 334.880, and 334.890**, chapter 2 for limits and regulations.) In addition, missile firing, gunnery, and bombing operations are conducted on and over offshore waters not included in the areas defined in chapter 2, and at times endanger surface vessels.

Information about these areas is published in Local Notice to Mariners

issued by Commander, Eleventh Coast Guard District, Alameda, CA, and Notices to Mariners issued by National Geospatial-Intelligence Agency, Washington, D.C.

Vessels are requested not to tow submerged objects across charted submarine transit lanes in use off the coast of southern California.

Weather, San Diego to Point Arguello.—The mild climate from San Diego to Point Arguello is controlled by the Pacific high-pressure system. Aided by the sea breeze, it brings winds from off the water, mainly S through N, which help keep coastal temperatures up in winter and down in summer. Coldest average temperatures range from the middle to upper fifties, while summertime readings are most often in the seventies.

Occasionally a hot dry flow off the land in autumn will cause temperatures to soar into the nineties, and a rare winter outbreak from the E can drop temperatures to below freezing. Winter is the rainy season, although not much rain falls along these coasts.

Strong winds and rough seas, while less frequent than farther N, can be a problem from the middle of fall through late spring. Strong pressure gradients, distant storms, and infrequent close storms account for most of the gales and seas of 12 feet (3.7 m) or more, particularly off Point Arguello and in the Santa Barbara Channel. Strong local winds (Santa Ana) also generate gales along sections of this coast.

Advection or sea fog, formed by warm moist air flowing over cool water, frequently confronts mariners in these waters. It is a persistent and widespread problem, particularly in the summer and fall N of Santa Monica, and in fall and winter S of Santa Monica.

San Clemente, San Nicholas, and San Miguel Islands are military reservations and, except for San Miguel Island, off limits to the public. Santa Barbara, Anacapa, Santa Cruz, Santa Rosa, and San Miguel Islands form **Channel Islands National Park**. The park was created in 1980 to protect the extensive flora and fauna of the islands. The park is under the supervision of the National Park Service, Department of the Interior. In the approach from the S, several banks are encountered before reaching the Channel Islands. **Sixtymile Bank**, 62 miles SSW of Point Loma (32°39.9'N., 117°14.5'W.), has a least depth of 53 fathoms over it.

Channel Islands National Marine Sanctuary has been established to protect and preserve the marine birds and mammals, their habitats, and other natural resources in the waters surrounding the northern Channel Islands and Santa Barbara Island. The sanctuary encompasses the waters within 6 miles of Santa Barbara Island and the northern Channel Islands (Anacapa, Santa Cruz, Santa Rosa, and San Miguel Islands), including Castle and Richardson Rocks. Recreational use of the area is encouraged.

Local Magnetic Disturbance.—Differences of 4° or more from the normal magnetic variation have been observed within a radius of 8 miles of Sixtymile Bank.

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

RCC Alameda

Commander
11th CG District
Alameda, CA

(510) 437-3700

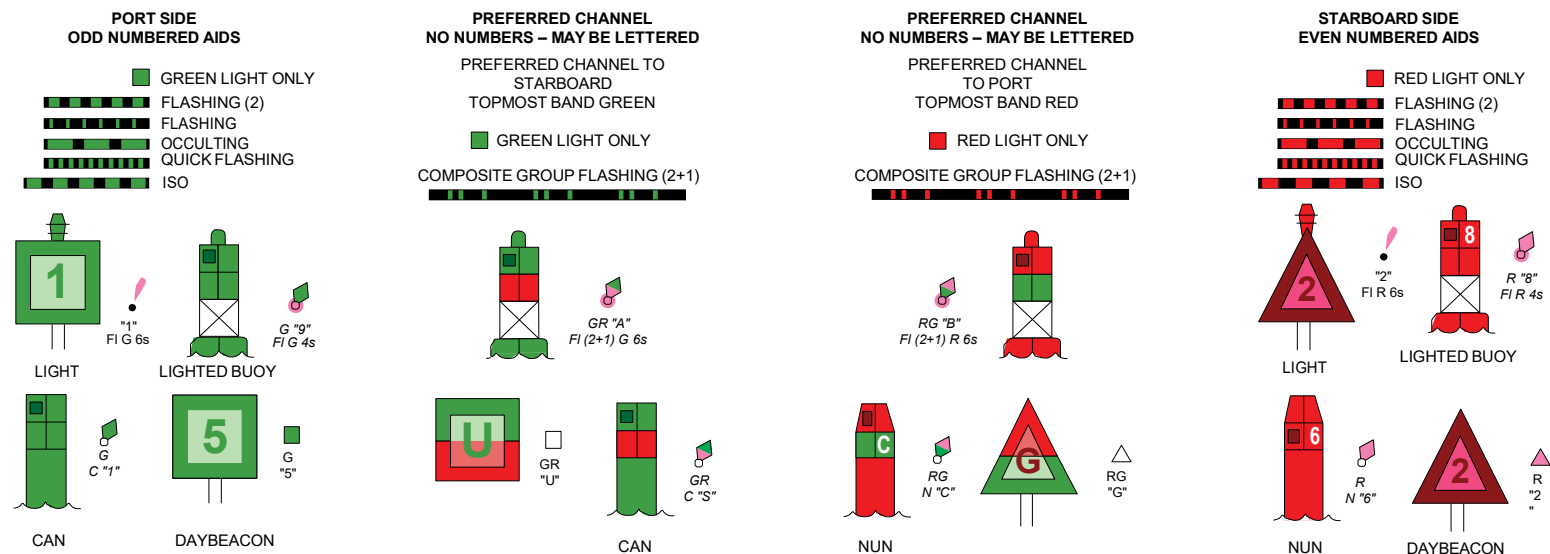
Navigation Manager Regions



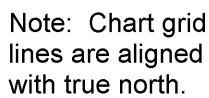
To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

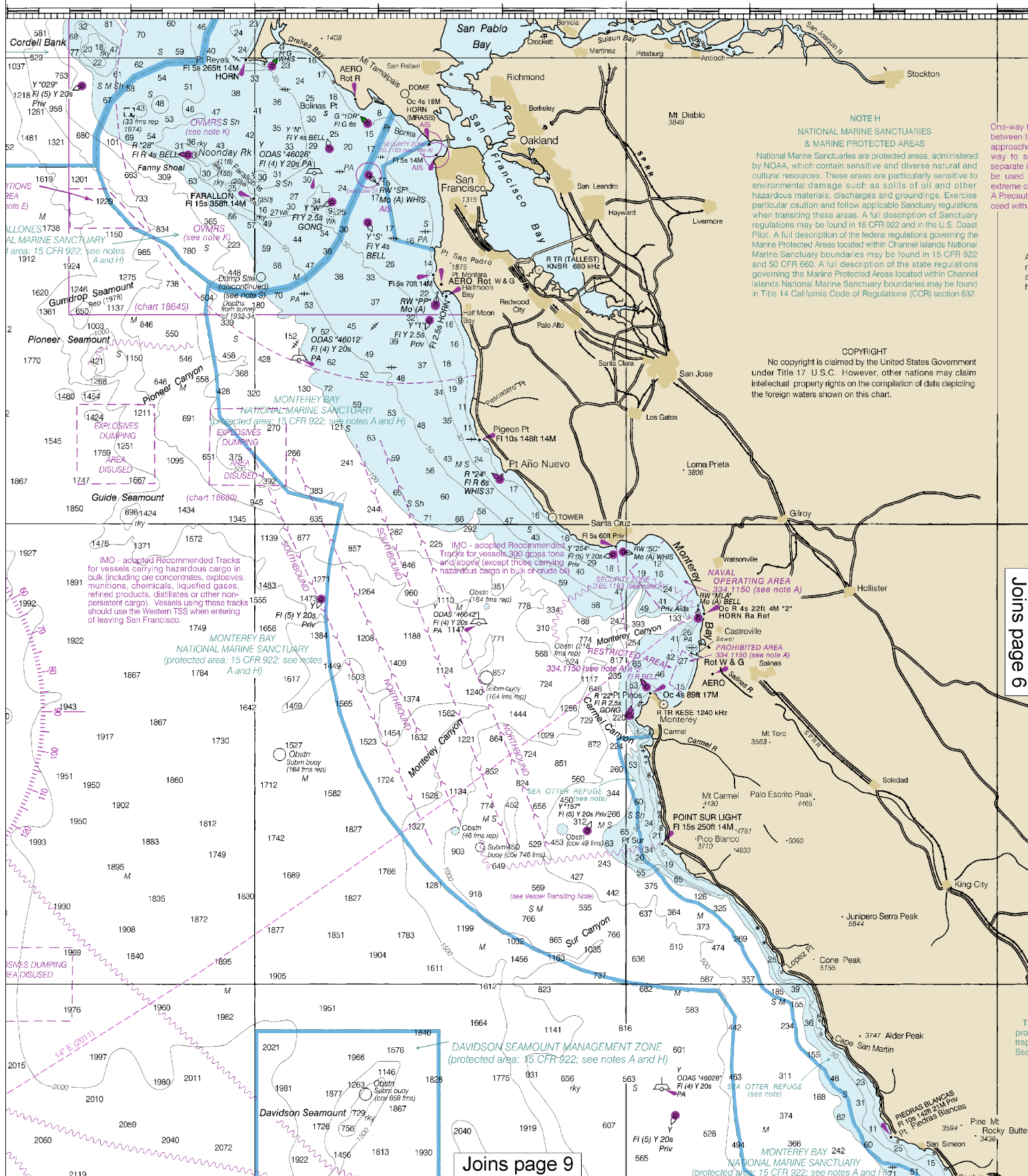
Lateral System As Seen Entering From Seaward

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>





This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:1240004. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

A map showing the San Joaquin River flowing from the top left towards the bottom right. The river is labeled "San Joaquin R". At the bottom right, the city of "Stockton" is indicated. The map shows the river's path and its proximity to the city.

all Marine Sanctuaries are protected areas, administered by NOAA, which contain sensitive and diverse natural and cultural resources. These areas are particularly sensitive to physical damage such as spills of oil and other hazardous materials, discharges and groundings. Exercise all caution and follow applicable Sanctuary regulations transiting these areas. A full description of Sanctuaries may be found in 15 CFR 922 and in the U.S. Coast Guard full description of the federal regulations governing the Protected Areas. Marine Sanctuary boundaries may be found in 15 CFR 922 and in the U.S. Coast Guard full description of the state regulations within the Marine Protected Areas located within Channel 14. National Marine Sanctuary boundaries may be found in 14 California Code of Regulations (CCR) section 632.

copyright is claimed by the United States Government
Title 17 U.S.C. However, other nations may claim
tual property rights on the compilation of data depicting
eign waters shown on this chart.

One-way traffic lanes overlprinted 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 at the approaches to major harbors and along heavily traveled coastal waters but are not intended in any way to supersede or to alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to 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.

NOTES

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 Pilot appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

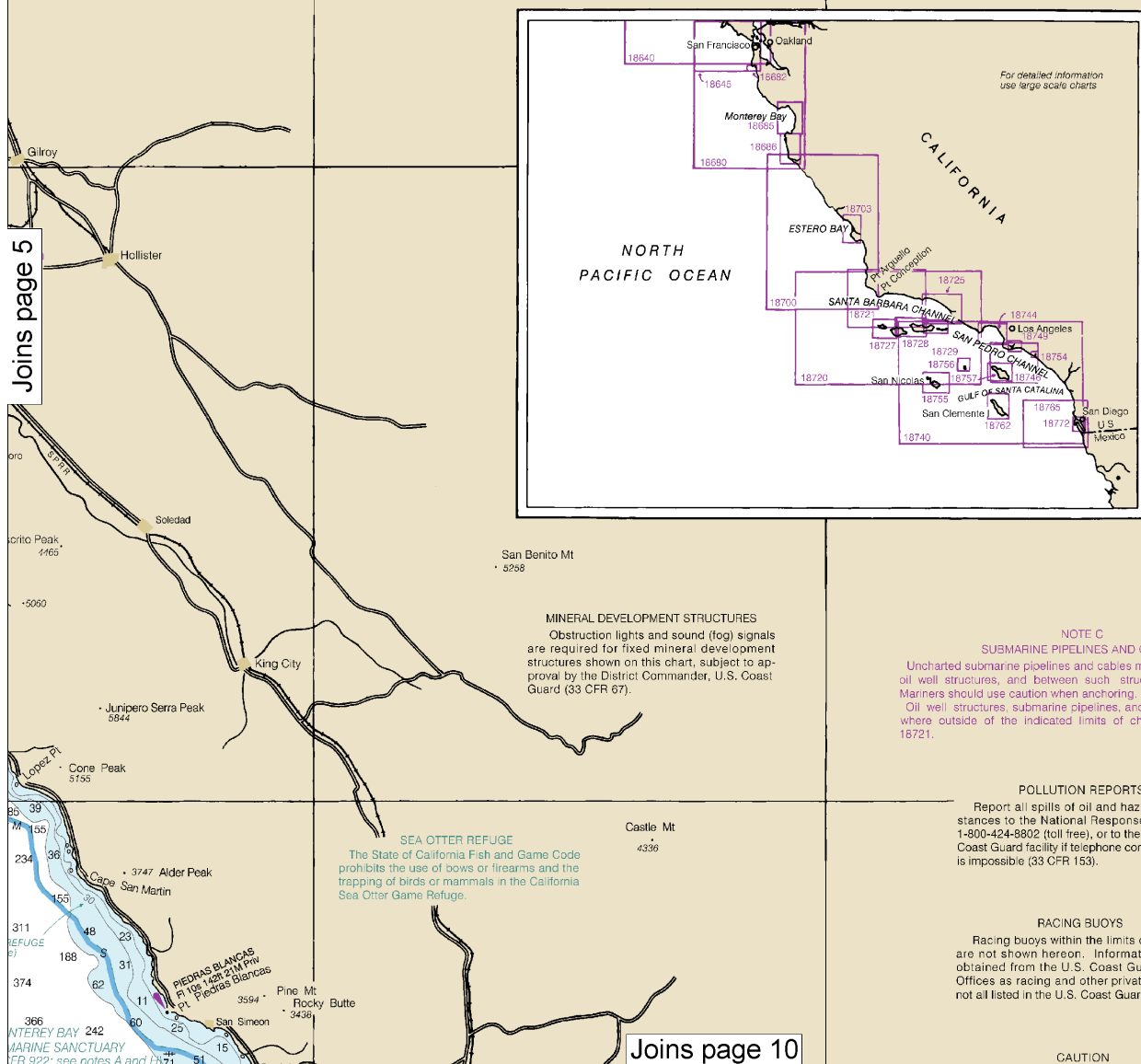
Recommended traffic lanes have been established for the approaches to San Francisco Bay. See charts 18645, 18680, and 18640.

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.

SAN DIEGO

Joins page 5

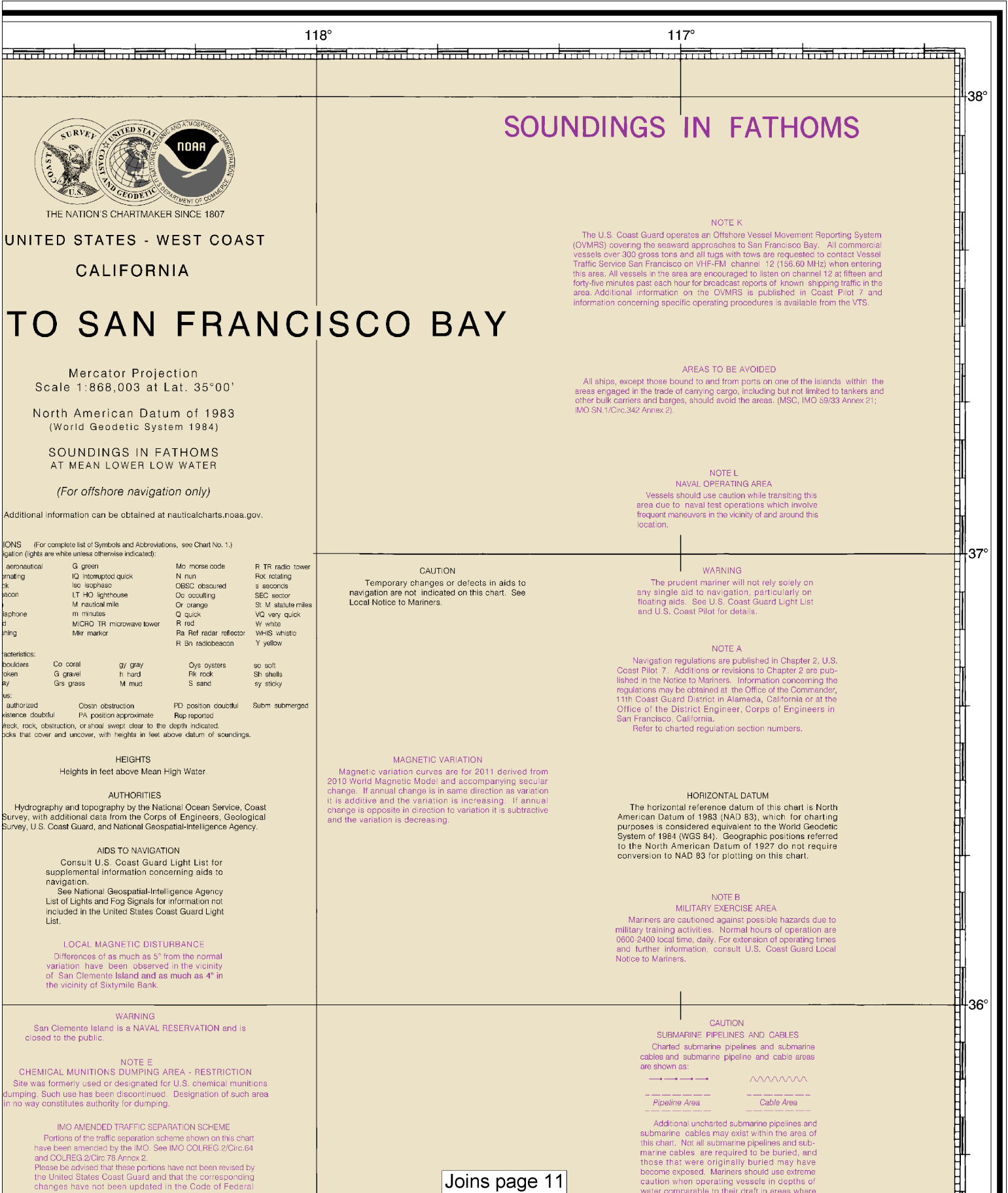


Joins page 10

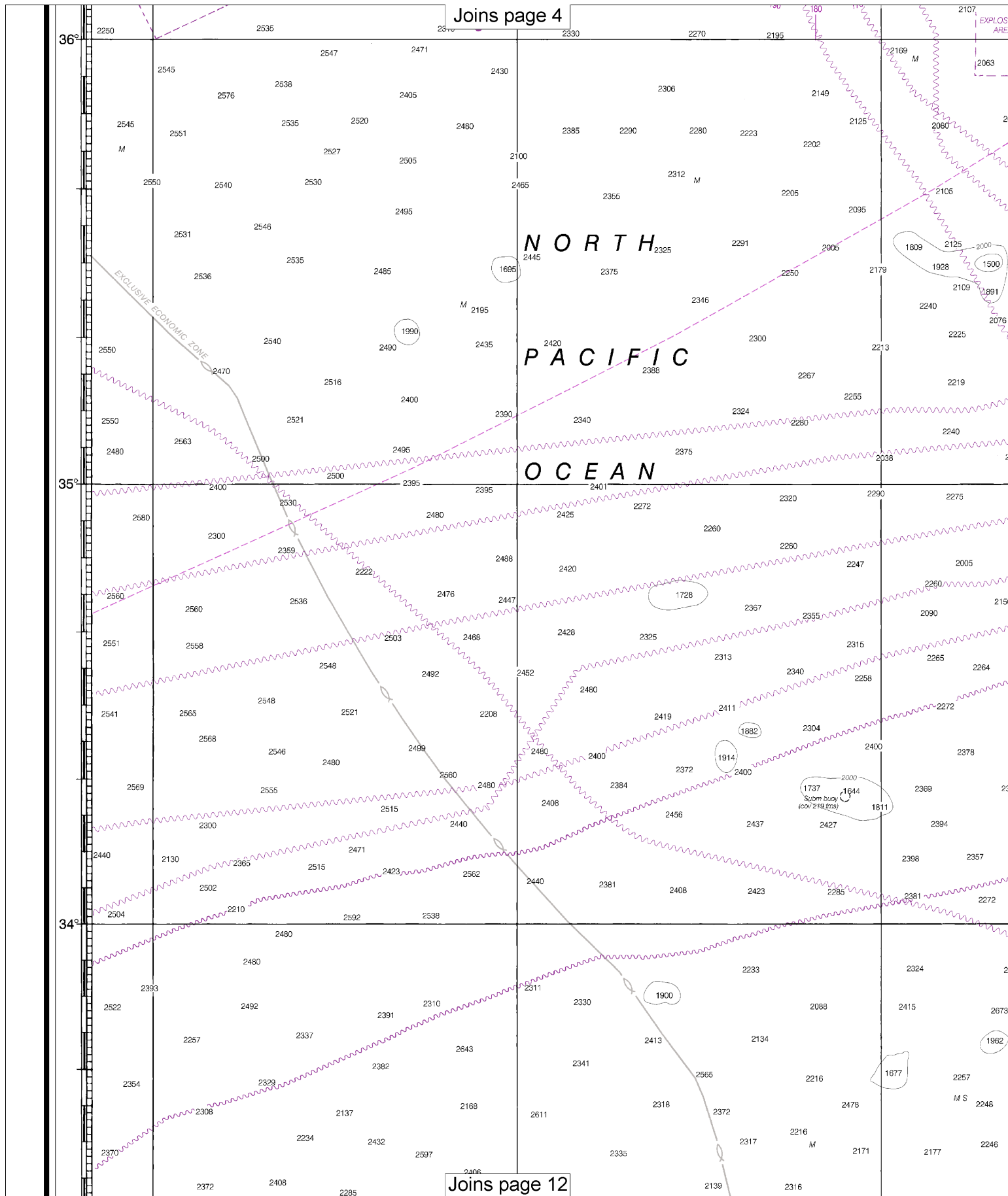
CAUTION

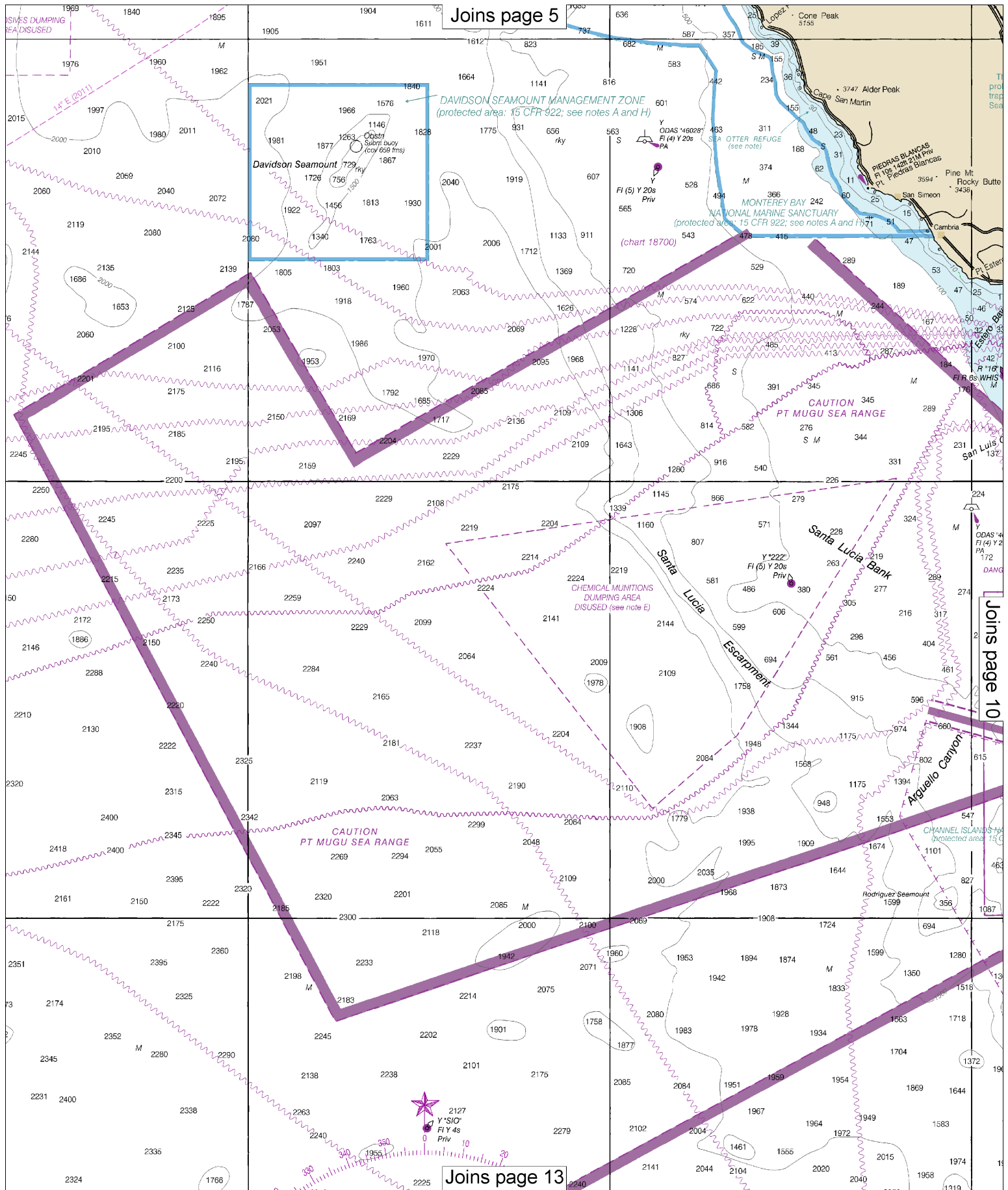
6

Note: Chart grid lines are aligned with true north.



Joins page 11





Joins page 5

Joins page 10

Joins page 13

of San Clemente Island and as much as 4° in the vicinity of Sixtymile Bank.

Joins page 7

36°

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 and COLREG 2/Circ 78 Annex 2.
Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised.

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 use extreme 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.

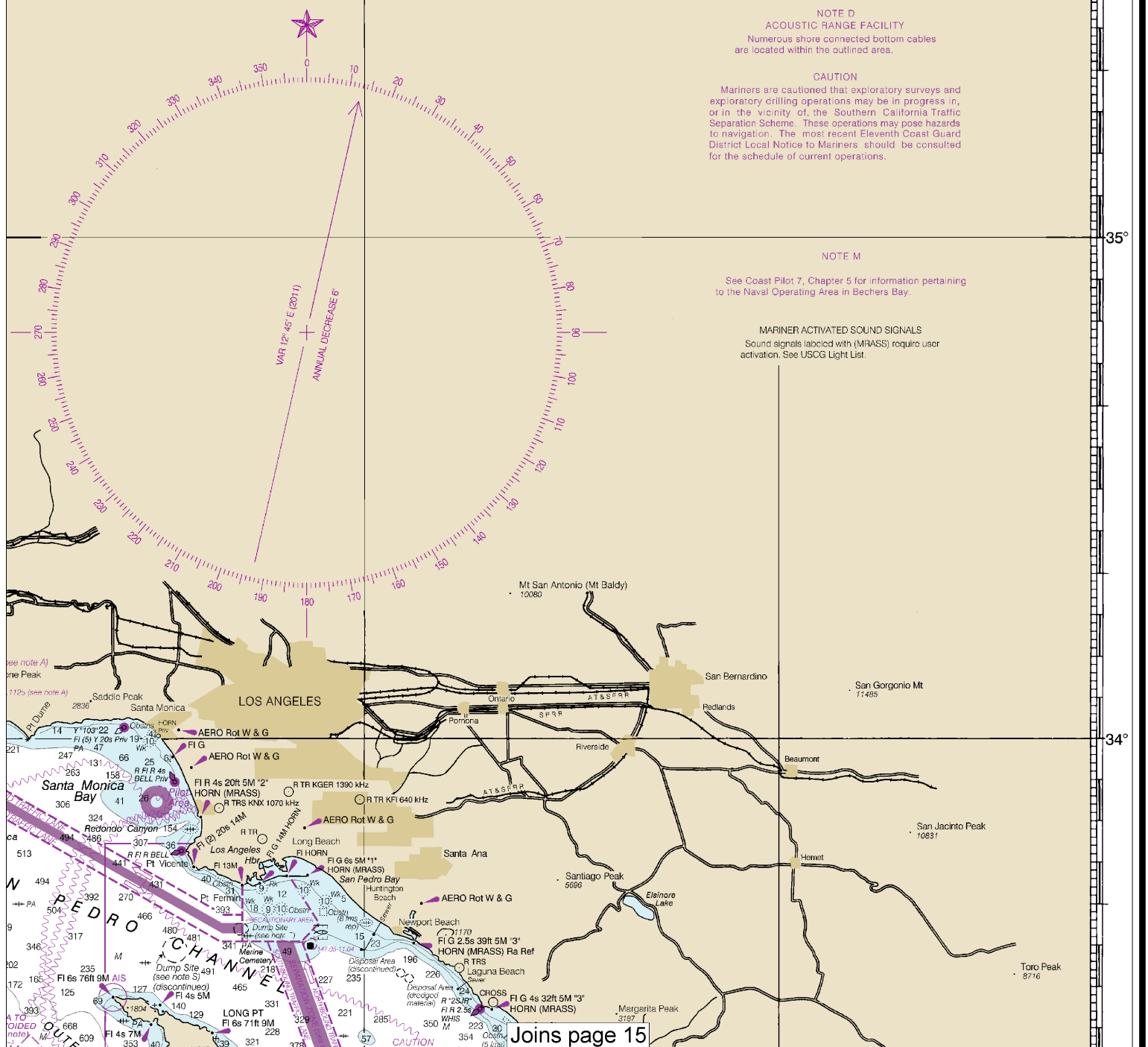
CAUTION
Mariners are cautioned that exploratory surveys and exploratory drilling operations may be in progress in, or in the vicinity of, the Southern California Traffic Separation Scheme. These operations may pose hazards to navigation. The most recent Eleventh Coast Guard District Local Notice to Mariners 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.

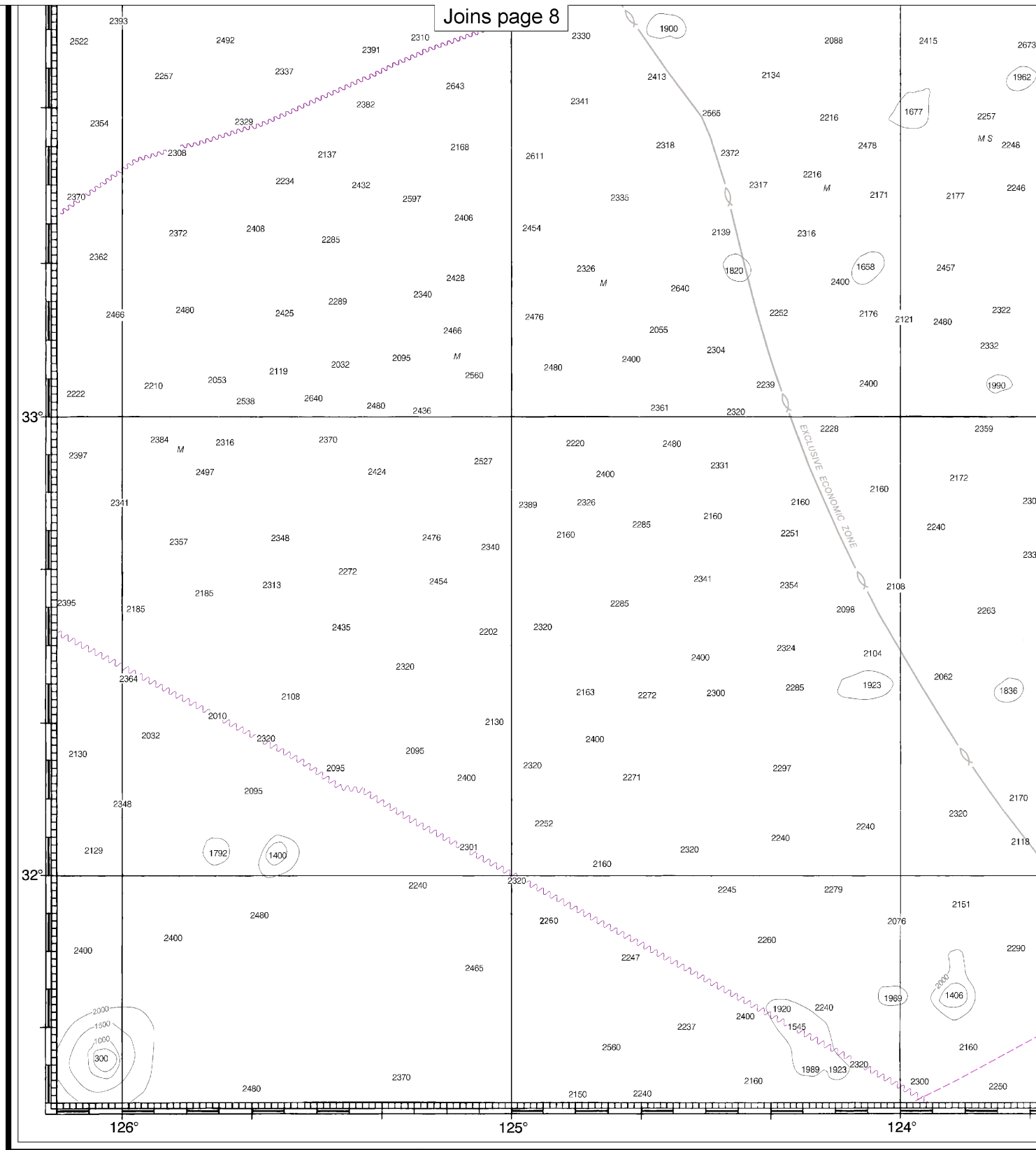
MARINER ACTIVATED SOUND SIGNALS
Sound signals labeled with (MRASS) require user activation. See USCG Light List.

35°

34°



Joins page 15



18022

CAUTION

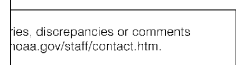
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries about this chart at <http://www.nauticalcharts.noaa.gov>.

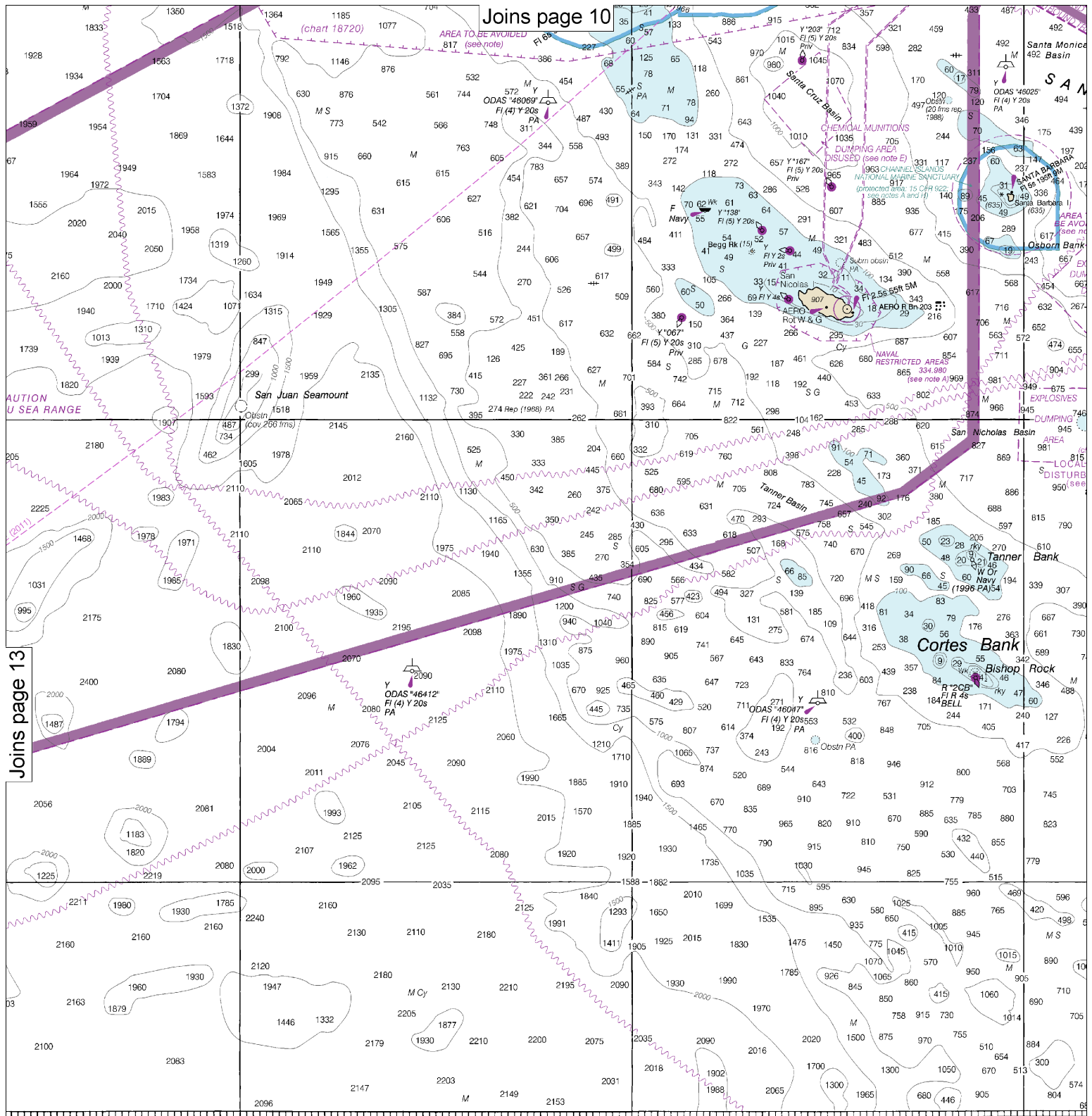
This is the Last Edition of this chart. It will be canceled on Oct 2, 2024
36th Ed., Jun. 2011, Last Correction: 5/29/2024. Cleared through:
LNM: 2124 (5/21/2024), NM: 2224 (6/1/2024)

12

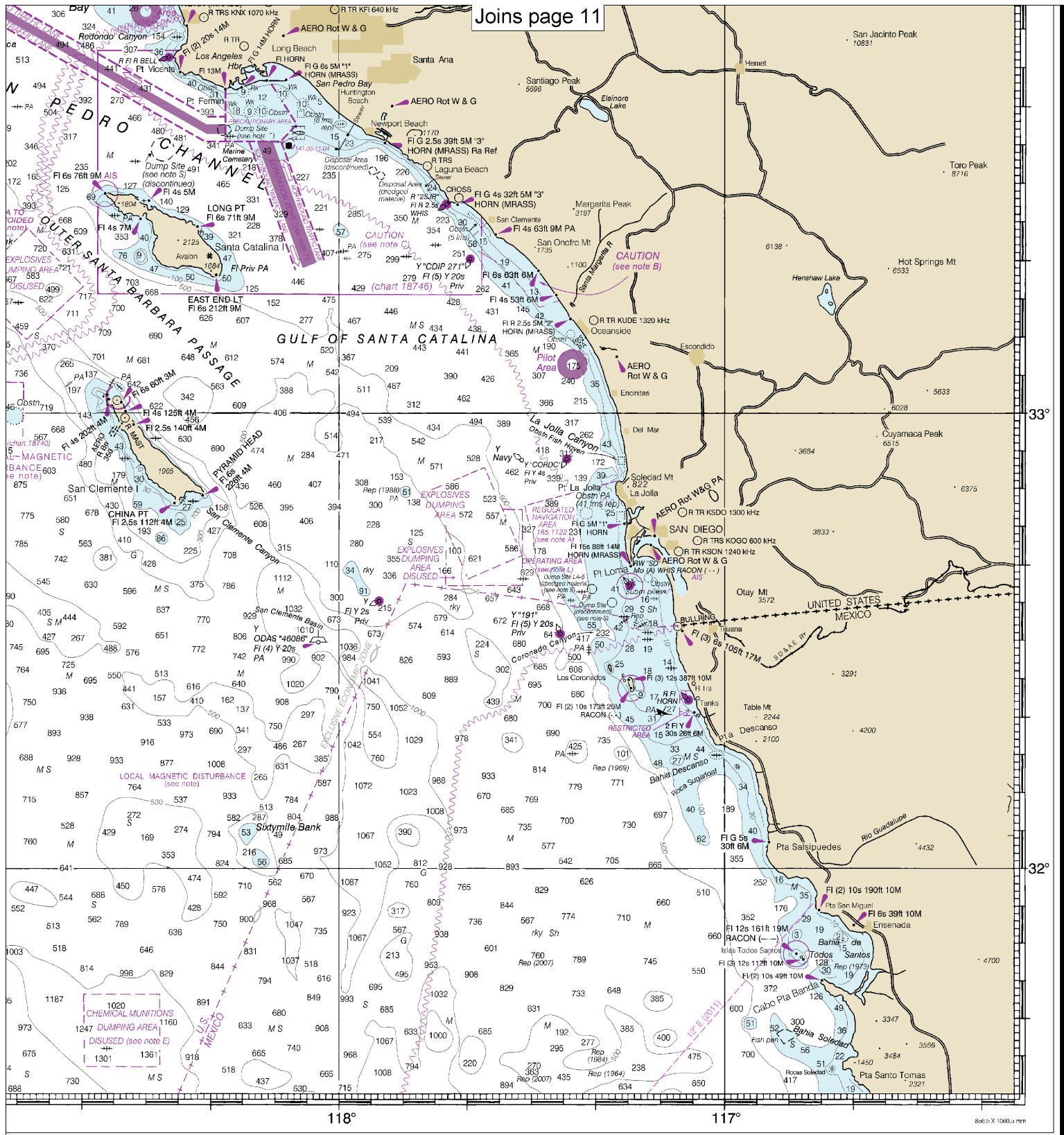
Note: Chart grid lines are aligned with true north.



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



FATHOMS	1
FEET	6
METERS	2





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
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.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
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 Weather Service	—	http://www.weather.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.