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 9-nautical mile Natural Resource Boundary off 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 fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical NOAA encourages users to submit inquiries, discrepancies or comments mile Exclusive Economic Zone were established by Presidential Proclamation **SOUNDINGS IN FATHOMS** Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification. Formerly C&GS 5599, 1st Ed., June 1892 C-1897-21 KAPP 1821 8 122°50' SCALE 1:40,000 SUBMARINE PIPELINES AND CABLES Charted submarine pipelines and submarine cables and submarine pipeline and cable areas NAVY TEST AREA NATIONAL MARINE SANCTUARIES National Marine Sanctuaries are protected areas, administrated by NOAA which THE NATION'S CHARTMAKER SINCE 1807 contain abundant and diverse natural resources such as marine mammals, seabirds, submarine cables may exist within the area of this chart. Not all submarine pipelines and subdamage such as spills of oil and other hazardous materials, discharges, and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting UNITED STATES - WEST COAST narine cables are required to be buried, and these areas to avoid environmental impacts. A full description of Sanctuary regulations may be found in 15 CFR Part 922 and in the Coast Pilot. become exposed. Mariners should use extreme CALIFORNIA caution when operating vessels in depths of SOURCE DIAGRAM pipelines and cables may exist, and when The outlined areas represent the limits of the most recent hydrographic anchoring, dragging, or trawling. DRAKES BAY survey information that has been evaluated for charting. Surveys have been TRAFFIC SEPARATION SCHEME banded in this diagram by date and type of survey. Channels maintained One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, <u>United States Coast Pilot.</u> prevention of collisions at the approaches to San Mercator Projection Scale 1:40,000 at Lat 37°58'N Francisco Bay but are not intended in any way to supersede A 1990-2009 NOS Surveys full bottom coverage zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones B3 1940-1969 NOS Surveys partial bottom coverage North American Datum of 1983 B4 1900-1939 NOS Surveys partial bottom coverage (World Geodetic System 1984) B5 Pre-1900 NOS Surveys partial bottom coverage crossing traffic lanes and separation zones, use extreme caution. SOUNDINGS IN FATHOMS AT MEAN LOWER LOW WATER POLLUTION REPORTS Additional information can be obtained at nauticalcharts.noaa.gov. 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). Mean Higher High Water High Water How Water AIDS TO NAVIGATION Consult U.S. Coast Guard Light List for supplemental information concerning aids to tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Mar 2009) RADAR REFLECTORS Radar reflectors have been placed on many ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.) floating aids to navigation. Individual radar reflector identification on these aids has been Aids to Navigation (lights are white unless otherwise indicated R TR radio tower Al alternating OBSC obscured Iso isophase s seconds NOTE B LT HO lighthouse SEC sector Oc occulting The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the San Francisco Bay and sur-M nautical mile Or orange St M statute miles DIA diaphone VQ very quick MICRO TR microwave tower Ra Ref radar reflector WHIS whistle radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners FI flashing Mkr marker R Bn radiobeacon Y yellow reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United Blds boulders bk broken Rk rock Sh shells sy sticky as a condition of port entry, to report beyond this area to acilitate advance vessel traffic management within the PD position doubtful Subm submerged ED existence doubtful PA position approximate Rep reported 21. Wreck, rock, obstruction, or shoal swept clear to the depth indicated.(2) Rocks that cover and uncover, with heights in feet above datum of soundings. The U.S. Coast Guard operates a Vessel Traffic Service Offshore Vessel Movement Reporting System covering the seaward approaches to San Francisco Bay. Vessels are HEIGHTS minutes past each hour for broadcast reports of known Heights in feet above Mean High Water. shipping traffic in the area. AUTHORITIES CAUTION Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Department of Limitations on the use of radio signals as the Navy, and U.S. Coast Guard. aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National CAUTION Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial Temporary changes or defects in aids to navigation are not indicated on this chart. See broadcasting stations are subject to error and Local Notice to Mariners. should be used with caution. Station positions are shown thus: SUPPLEMENTAL INFORMATION Consult U.S. Coast Pilot 7 for important supplemental information. The horizontal reference datum of this chart Crystal Lake 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 1927 must be corrected an average of 0.265" southward and 3.977" westward to agree with this chart. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the SAN FRANCISCO BAY egulations may be obtained at the Office of the Commande 1th Coast Guard District in Alameda, California or at the VESSEL TRAFFIC SERVICES AREA Office of the District Engineer, Corps of Engineers in (see note B) Refer to charted regulation section numbers. NOAA WEATHER RADIO BROADCASTS The NOAA Weather Radio station listed below provides continuous weather broadcasts. nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at 23 SAN FRANCISCO BAY VESSEL TRAFFIC SERVICES AREA (see note B) GREATER FARALLONES
NATIONAL MARINE SANCTUARY
44 (protected area: 15 CFR 922; see notes A and D) 122°50' CONTINUED ON CHART 18645 123° **53'** 45" 30" 15" **52'** 50" CONTINUED ON CHART 18645 SOUNDINGS IN FATHOMS CAUTION 18647 Published at Washington, D.C. WARNING Drakes Bay This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to U.S. DEPARTMENT OF COMMERCE The prudent mariner will not rely solely on 18647 SOUNDINGS IN FATHOMS - SCALE 1:40,000 any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION Mariners (LNM) issued periodically by each U.S. Coast Guard district to the NATIONAL OCEAN SERVICE 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 and U.S. Coast Pilot for details. This chart is canceled. No new editions will be issued.

16th Ed., Mar. 2009. Last Correction: 11/29/2021. Cleared through: LNM: 2022 (5/17/2022), NM: 2222 (5/28/2022) To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).