SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

18772

Formerly C&GS 8107, 1st. Ed., June 1993 C-1021-466 KAPP 1919

CONTINUED ON CHART 18765
CONTINUED ON CHART 18773
CONTINUED ON CHART 18765
CONTINUED ON CHART 18765
COVERED ON CHART 18765

UNITED STATES - WEST COAST
CALIFORNIA
APPROACHES TO
SAN DIEGO BAY

Mercator Projection
Scale 1:20,000 at Lat 32°38'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER
Additional information can be obtained at nauticalcharts.noaa.gov

TIDAL INFORMATION

Place	Height referred to datum of soundings (MLLW)				
Name (LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Mean Lower Low Water	Extreme Low Water
	feet	feet	feet	feet	feet
Point Loma (32°40'N / 117°14'W)	5.3	4.6	0.9	0.0	-2.5

(Oct 2009)

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HEIGHTS
Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1
COLREGS: International Regulations for Preventing Collisions at Sea, 1972
Demarcation lines are shown thus

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Copies of regulations listed in this chart and listed in the Notice to Mariners. Information concerning these 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 Los Angeles, California.
Refer to charted regulation section numbers

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts.
The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

San Diego, Calif. KEC-62 162.40 MHz

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:
(Accurate location) (Approximate location)

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 areas shown. Owners of uncharted 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 B
CAUTION
The San Diego Harbor main channels are considered narrow channels. Vessels less than 20 meters in length, sailing vessels, vessels engaged in fishing or any vessel attempting to cross a narrow channel are required to navigate within the channel. Vessels navigating within a narrow channel as per Inland Navigation Rules, Rule 9: Inland Navigation Rules are subject to U.S. Coast Guard enforcement.

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

NOTE C
SECURITY ZONES, charted in magenta, are designated by the U.S. Coast Guard Captain of the Port, San Diego, California, to safeguard vessels or waterfront facilities from destruction, loss or injury from sabotage or other subversive acts, accidents or other causes of a similar nature. Under 33 CFR 165.33, no person or vessel may enter or remain in a Security Zone without the permission of the Captain of the Port.
RESTRICTED AREAS, charted by T-dashed boundaries are designated by the U.S. Army Corps of Engineers in 33 CFR 334. Vessels transiting Restricted Areas may not moor, anchor, fish, loiter, swim or water ski in those areas. If an emergency requires departure from this prohibition, the Captain of the Port must be notified immediately.
The Captain of the Port may be reached on Channel 16, marine VHF radio.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and 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 on average of 0.189" northward and 3.109" westward to agree with this chart.

CAUTION
Underwater features hazardous to surface navigation are not expected but may exist in lodsoal channels.

USACE conducts hydrographic surveys to monitor navigation conditions. These surveys are not intended to detect underwater features.

PROJECT DEPTHS
Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoaler, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, use NOAA Electronic Navigational Charts. USACE surveys and channel condition reports are available at http://navigation.usace.army.mil/Survey/Hydro.

SAN DIEGO HARBOR PROJECT DEPTHS (see note)

NAME OF CHANNEL	PROJECT DEPTH (feet)
SAN DIEGO HARBOR	
APPROACH CHANNEL	55
ENTRANCE CHANNEL	47

ANCHORAGE BERTHS
Anchoring berths are under United States Navy jurisdiction. All non-military vessels interested in using the anchoring berths must first obtain permission from the appropriate controlling authority. See Coast Pilot 7.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1 United States Coast Pilot.

SOURCE

A	1990-2008	NOS Surveys
B1	1980-2001	NOS Surveys
B2	1970-1989	NOS Surveys
B3	1940-1969	NOS Surveys
B4	1900-1939	NOS Surveys

full bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage

NOTE D
Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

NOTE E
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 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.

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).

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.

RADIO TOWER (KSON) 1240 kHz

REGULATED NAVIGATION AREA 165.1122 (see note A)

RESTRICTED AREA 334.880 (see notes A and C)

REGULATED AREA 165.1107 (see note A)

DANGER ZONE 338.1920 (see note A)

Cabrillo National Monument

POINT LOMA LIGHT HORN (MRASS)

FLAGPOLE

OLD TOWER (Aband 1 HI)

Zuñiga Point

Point Loma

NORTH ISLAND

CORONADO

SAN DIEGO

SOUTH SAN DIEGO BAY

IMPERIAL BEACH

CHULA VISTA

Coronado Cays

Chula Vista Harbor

Silver Strand

Glorietta Bay

Spanish Landing

Shelter Island

Harbor Island

Sweetwater Channel

Sweetwater River

Saltpond

Seal Rocks

Point Loma Outfall Pipeline Buoys mark dangerous shoaling along the pipeline which may present a danger to mariners transiting the area.

Caution Area

Submarine Operating Area

Submarine Transit Lane

Submarine Transit Lane (see note D)

Submarine Transit Lane (see note E)

Submarine Transit Lane (see note F)

Submarine Transit Lane (see note G)

Submarine Transit Lane (see note H)

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