SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

18772

Formerly C&GS 5107. 1st Ed., June 1933 C-1937-466 KAPP 1919

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

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOAA
COAST SURVEY

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

(Oct 2005)

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: – – – – – – – –

SAN DIEGO HARBOR PROJECT DEPTHS
(see note)

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

CAUTION
USACE conducts hydrographic surveys to monitor navigation conditions. These surveys are not intended to detect underwater features. Uncharted features hazardous to surface navigation are not expected but may exist in federal channels.

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.

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. 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 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

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 an average of 0.189" northward and 3.109" westward to agree with this chart.

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 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 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 these channels shall not impede a vessel that can only safely navigate 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.

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	full bottom coverage
B1	1990-2001	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

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.

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

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 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.

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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.

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.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

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

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102

METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Approaches to San Diego Bay
SOUNDINGS IN FATHOMS - SCALE 1:20,000

18772

This is the Last Edition of this chart. It will be canceled on Jul 31, 2024

48th Ed., Dec. 2005. Last Correction: 5/1/2024. Cleared through:
LNM: 2124 (5/21/2024), NM: 2224 (6/1/2024)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

(POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod