CAUTION
Submarine Pipelines
Uncharted submarine pipelines may exist in the vicinity of oil well structures, and between such structures and the shoreline. Mariners should use caution when anchoring.

SCALE 1:50,000
Nautical Miles
Yards

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.

Formerly C&GS 5120, 1st Ed., Mar. 1958. KAPP 1884

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES -WEST COAST

CALIFORNIA

# PORT HUENEME TO SANTA BARBARA

Mercator Projection
Scale 1:50,000 at Lat. 34°19'
North American Datum of 1983
World Geodetic System 1984

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ——

TIDAL INFORMATION

| PLACE | | Height referred to datum of soundings (MLLW) | | |
|---|---|---|---|---|
| NAME | (LAT/LONG) | Mean Higher High Water | Mean Higher Low Water | Mean Low Water |
| Port Hueneme | (34°09'N/119°12'W) | feet 3.4 | feet 4.7 | feet 1.0 |
| Rincon | (34°19'N/119°27'W) | 3.4 | 4.7 | 1.0 |
| Santa Barbara | (34°24'N/119°41'W) | 3.4 | 4.6 | 1.0 |

Datums = – = located in datum columns indicates unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are the Internet from http://tidesandcurrents.noaa.gov.
Apr 2015

HEIGHTS
Elevations of rocks, buildings, landmarks and lights are in feet and refer to Mean High Water Contour and summit elevation values are in feet and refer to Mean Sea Level

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.

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 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.002" southward and 3.418"westward to agree with this chart.

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

NOTE X
MARINER ACTIVATED SOUND SIGNAL (MRASS)
Horn is activated by keying the mic 5 times on VHF-FM Ch 83 A horn will operate for thirty minutes.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts The reception range is typically 25/ to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Santa Barbara, CA - KIH-34 162.400 MHz
Santa Barbara Marine, CA WWF-92 162.475 MHz

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).

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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

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

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.

NOTE Z
NO-DISCHARGE ZONE: 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been balanced 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 | 1996-2005 | NOS Surveys full bottom coverage |
| B2 | 1970-1989 | NOS Surveys partial bottom coverage |
| B4 | 1900-1939 | NOS Surveys partial bottom coverage |

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 within the areas and investigate circumstances to their depth in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

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).

NOTE C
CAUTION
Area subject to rapid shoaling. Depths from survey of 2013.

NOTE E
Buoy positions are frequently changed due to rapid shoaling. Mariners could encounter severe wave action at the entrance.

NOTE G
Mariners are cautioned that severe wave action may be encountered over the shoals either side of the marked entrance channel. Inbound and outbound boaters are advised by local interests to run a direct course from Ventura Marina Entrance Lighted Whistle Buoy "2V" to the breakwater entrance.

NOTE H
For additional information concerning use of this area, please contact the Harbormaster's office at (805)564-5530.

NOTE I
Mariners are warned that numerous vessels are anchored and moored east of Stearns Wharf. Caution should be exercised when transiting this area.

NOTE K
Numerous mooring buoys

NOTE M
Permitted Mooring Area (see note H)

NOTE Q
Mariners are warned that numerous vessels are anchored and moored east of Stearns Wharf. Caution should be exercised when transiting this area.

NOTE R
NATIONAL MARINE SANCTUARIES
& MARINE PROTECTED AREAS
National Marine Sanctuaries are protected areas, administered by NOAA, which contain sensitive and diverse natural and cultural resources. Many of these areas are popular recreational destinations, and are the scene 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 Title 50 California Code of Regulations (CCR) section 632. 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 S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and restrictions may be obtained by writing to: Director, 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 T
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some limited 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 of 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.

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.

TRAFFIC SEPARATION SCHEME
One-way traffic lanes and a precautionary area RECOMMENDED for use by all vessels traveling between the ports listed. They have been designed to aid in the prevention of collisions at the approaches to the major harbors and among 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 lanes should neither used except for crossing purposes. When crossing traffic lanes and separation zones use obsevre caution.

IMO AMENDED TRAFFIC SEPARATION SCHEME
Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COURSES,DCSA.
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 (CFR). Until such time as the CFR is revised, between the two traffic separation schemes the latest column is adopted.

NOTE F
AREAS TO BE AVOIDED
All ships, except those bound from ports on one of the islands within the areas, engaged in the trade of carrying cargo, excuding but not limited to tankers and other bulk carriers and barges, should avoid the areas. (IMO: IMO 59/33 Annex 21)

NOTE B
Numerous mooring buoys

NOTE D
Anchorage (see note H)

NOTE N
Anchorage (see note H)

NOTE O
Anchorage (see note H)

NOTE P
Anchorage (see note H)

NOTE U
Anchorage (see note H)

NOTE V
Anchorage (see note H)

NOTE W
Anchorage (see note H)

NOTE Y
Anchorage (see note H)

NOTE 1
Anchorage (see note H)

NOTE 2
Anchorage (see note H)

NOTE 3
Anchorage (see note H)

NOTE 4
Anchorage (see note H)

NOTE 5
Anchorage (see note H)

NOTE 6
Anchorage (see note H)

NOTE