SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

18774

NOTE C

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted 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 travelled 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.

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 make it inoperable. Regulations for the NDZ are contained in the U.S. Coast Pilot. Information concerning boat pumpout facilities and their requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE X

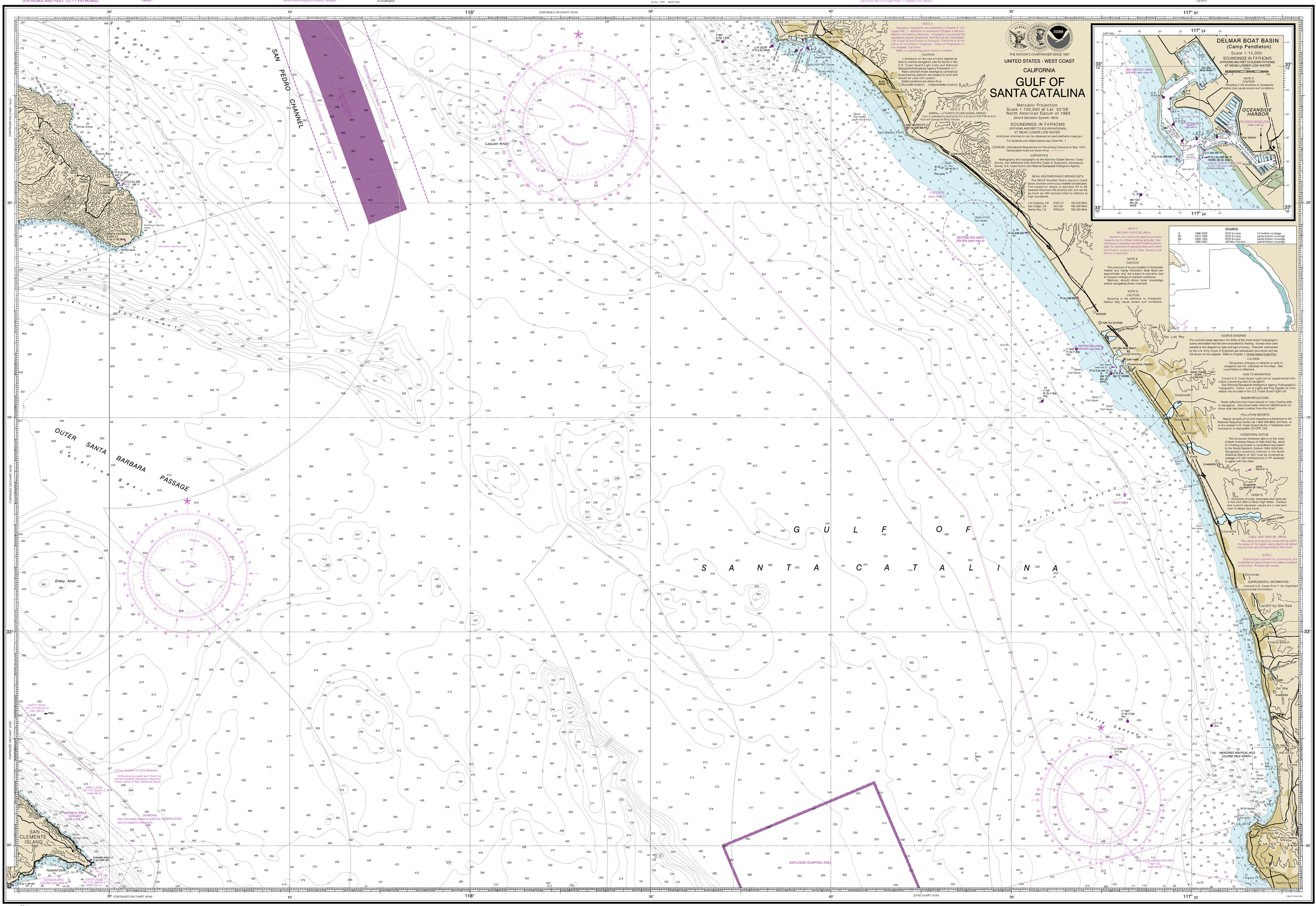
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the Exclusive Fishery Zone 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.

1st Ed., 1979 KAPP 1923

CONTINUED ON CHART 18746

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a recommended traffic routing system and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cape Flattery, Washington and San Diego, California. See U.S.Coast Pilot 7, Chapter 3 for details.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

CALIFORNIA

GULF OF SANTA CATALINA

Mercator Projection
Scale 1:100,000 at Lat. 33°09'
North American Datum of 1983
(World Geodetic System 1994)

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

Additional information can be obtained at nauticalcharts.noaa.gov

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus: ——

AUTHORITIES

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

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide 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.

Los Angeles, CA	KWO-37	162.550 MHz
San Diego, CA	KEC-62	162.400 MHz
Santa Ana, CA	WWG-21	162.450 MHz

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in Notice to Mariners and local Notices to Mariners. Copies of 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.

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:

(A)Accurate location) (Approximate location)

MARINE ((—)) ACTUATED SOUND SIGNAL (MRASS)

Horn is activated by waving the mo S-brass bell in the beam of the IR-81A - Horn will operate for thirty minutes.

NOTE E

MILITARY EXERCISE AREA

Mariners are cautioned against possible hazards due to military training activities. Non-participating vessels should transit the area with caution. For extensive training schedules and further information consult U.S. Coast Guard Local Notice to Mariners.

NOTE B

CAUTION

The positions of buoys located in Oceanside Harbor and Camp Pendleton Boat Basin are approximate and are subject to relocation due to frequent change of channel conditions. Mariners should obtain local knowledge before navigating these channels.

NOTE D

CAUTION

Shoaling in the entrance to Oceanside Harbor may cause severe surf conditions.

SOURCE

A	1990-2009	NOS Surveys
B2	1990-2002	NOS Surveys
B4	1850-1939	NOS Surveys
C	1990-2002	US Navy Surveys

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

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.

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.

See National Geospatial-Intelligence Agency Hydrographic/Topographic Center List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

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.

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).

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 0.123' northwest and 3.170' westward to agree with this chart.

HEIGHTS

Elevations of rocks, 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.

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

NOTE F

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

SUPPLEMENTAL INFORMATION

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

12th Ed., Jul. 2011

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CAUTION

This chart has been corrected from the Notice to Mariners (NM) published daily by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by the U.S. Coast Guard. Prior 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

Last Correction: 8/7/2015. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015)

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.

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

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.

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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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	18
FEET	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

Gulf of Santa Catalina

SOUNDINGS IN FATHOMS - SCALE 1:100,000

18774