What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America’s commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.


(Selected Excerpts from Coast Pilot)

Los Coronados (Coronado Islands) are four bare, rocky islands, extending 4.5 miles in a NW direction, 7 miles offshore in Mexican waters, and 15 miles S of Point Loma. These islands are prominent in clear weather, and the passage E of them is commonly used by vessels. Depths in the vicinity are irregular, and in thick weather or at night, caution must be observed.

A light is shown from a white cylindrical tower on the S end of the S island; it is obscured from certain directions by the N islands. Another light is shown from a white square masonry tower near the N end of the S island. The boundary between the United States and Mexico is marked by a 14-foot white marble obelisk on a pedestal 41 feet above the water near the edge of a low table bluff. The visible marker is 200 yards from the beach and 10 miles 142° from Point Loma Light. A large circular concrete arena is conspicuous just S of the marker. A stone mound, 365 feet above the water and 1 mile E of the obelisk, marks another point on the boundary line.

When making the approach to San Diego, useful radar targets are San Clemente Island, Los Coronados, the pleasure piers at Imperial Beach and Ocean Beach, the jetties of Mission Bay, Point Loma, Ballast Point. When entering the harbor, the buoys marking the channel and Ballast Point are easily identified targets, thence Shelter Island, the radar reflector on North Island, and the various piers on either side of the channel; thence Harbor Island, the Coast Guard station pier, B Street Pier, and the Tenth Avenue Marine Terminal.

Mission Bay, entered between two jetties 5.5 miles N of Point Loma, is a recreational small-craft harbor administered by the city of San Diego. Lights mark the entrance to the bay as well as a sound signal on the outer end of the N jetty. The mariner radio activated sound signal is initiated by keying the microphone five times on VHF-FM channel 79A. Sound signals are sounded from the fishing pier. A dredged channel leads from deep water in the Pacific Ocean to the highway bridge about 1.3 miles above the entrance. Quivira Basin and Mariner Basin, on the E and W sides of the channel, respectively, are entered about 1 mile above the entrance.

No-Discharge Zone.—The State of California, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in Mission Bay. It encompasses the entire by (see NOAA chart 18765 for the zone limits).

Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by 40 CFR 140 (see Chapter 2).

Anchorage—the Special anchorages are along the W side of Mission Bay in San Juan Cove, Santa Barbara Cove, Bonita Cove, Mariner Basin, and Quivira Basin. (See 110.1 and 110.91, chapter 2, for limits/regulations.)

Pacific Beach, 8 miles N of Point Loma, has a pleasure pier extending about 260 yards from the beach. The pier was partially destroyed in the winter of 1984, and submerged piles are reported within 90 yards of the seaward end; caution is advised.

A 2-mile rounding rocky point, 9 miles N of Point Loma, is the first high land N of San Diego Bay. The point is a spur from 822-foot Soledad Mountain. The S end of this headland is called False Point, and the N end is Point La Jolla. In the vicinity of Point La Jolla, rock cliffs with caves rise abruptly from the water.

Scripps Institution of Oceanography, one of the leading institutions in research in oceanography and marine biology, has extensive facilities N of Point Loma. Scripps maintains a long pier for observation purposes. Just N of Scripps Institution the bluffs rise to a height of 300 feet, then decrease gradually for the next 5 miles to heights of 20 to 80 feet. A 000°–180° measured nautical mile has been established 13.5 miles N of Point Loma; each range is marked by two steel towers.

The coast from Del Mar N for 31 miles to San Mateo Point is a low, flat tableland with abrupt cliffs 60 to 130 feet high and with broad beaches.
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

PORT SIDE
ODD NUMBERED AIDS
- LIGHT
- LIGHTED BUOY
- CAN
- DAYBEACON

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
- GREEN LIGHT ONLY
- Flashing (2)
- Occulting
- Quick Flashing
- ISO

PREFERRED CHANNEL TO
STARBOARD TOPMOST BAND GREEN
- Light
- Lighted Buoy
- Can
- Daybeacon

PREFERRED CHANNEL TO
PORT TOPMOST BAND RED
- Light
- Lighted Buoy
- Can
- Daybeacon

STARBOARD SIDE
EVEN NUMBERED AIDS
- RED LIGHT ONLY
- Flashing (2)
- Occulting
- Quick Flashing
- ISO

For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at http://www.navcen.uscg.gov
SOUNDINGS IN FATHOMS

Note: Chart grid lines are aligned with true north.
GULF OF SANTA CATALINA

Explosives Dumping Area

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:133333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:100,000 See Note on page 5.

1 0 2 3 4 Nautical Miles Yards 0 2000 4000 6000 8000 10000 12000
UNITED STATES - WEST COAST
CALIFORNIA

APPROACHES TO
SAN DIEGO BAY

Mercator Projection
Scale 1:100,000 at Lat. 32°42’
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO (1.0 FATHOM) AT MEAN LOWER LOW WATER
Additional information can be obtained at nauticalcharts.noaa.gov.

NATURAL RESERVES
Entry into the Marine National Reserve is affected by numerous restrictions and prohibitions. For further details, contact local authorities.

NOTE A
Consul U.S. Coast Pilot 7 for important supplemental information.

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).

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

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.

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

CABLE AND PIPELINE AREAS
The cables and pipelines areas lying within the areas of the larger scale charts are shown therein and are not repeated on this chart.

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

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

MARINER-ACTIVATED SOUND SIGNALS
Sound signals marked with [RAS] require user activation. See USCG Light List.

NOTE C
NAVIGATION AREA
Vessels should use caution when transiting this area due to novel test operations which involve frequent maneuvers in the vicinity of and around this location.

NOTE E
Regulations for Ocean Dumping Zones are contained in 43 CFR, Parts 226-228. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot 7 for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the sites shown.

NOTES
1. 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 (MSSD) 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) website: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage.

2. NAVIGATION REGULATIONS
Consult U.S. Coast Pilot 7 for supplemental information concerning aids to navigation.
VHF Marine Radio channels for use on the waterways:
Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures
- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: “MAYDAY, MAYDAY, MAYDAY.”
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

http://www.nws.noaa.gov/nwr/

Quick References
- Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
- Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
- Chart and chart related inquiries and comments — http://ocsdata.ncdc.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
- Tides and Currents — http://tidesandcurrents.noaa.gov
- National Data Buoy Center — http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/
- National Hurricane Center — http://www.nhc.noaa.gov/
- Pacific Tsunami Warning Center — http://ptwc.weather.gov/
- Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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The Nation’s Chartmaker