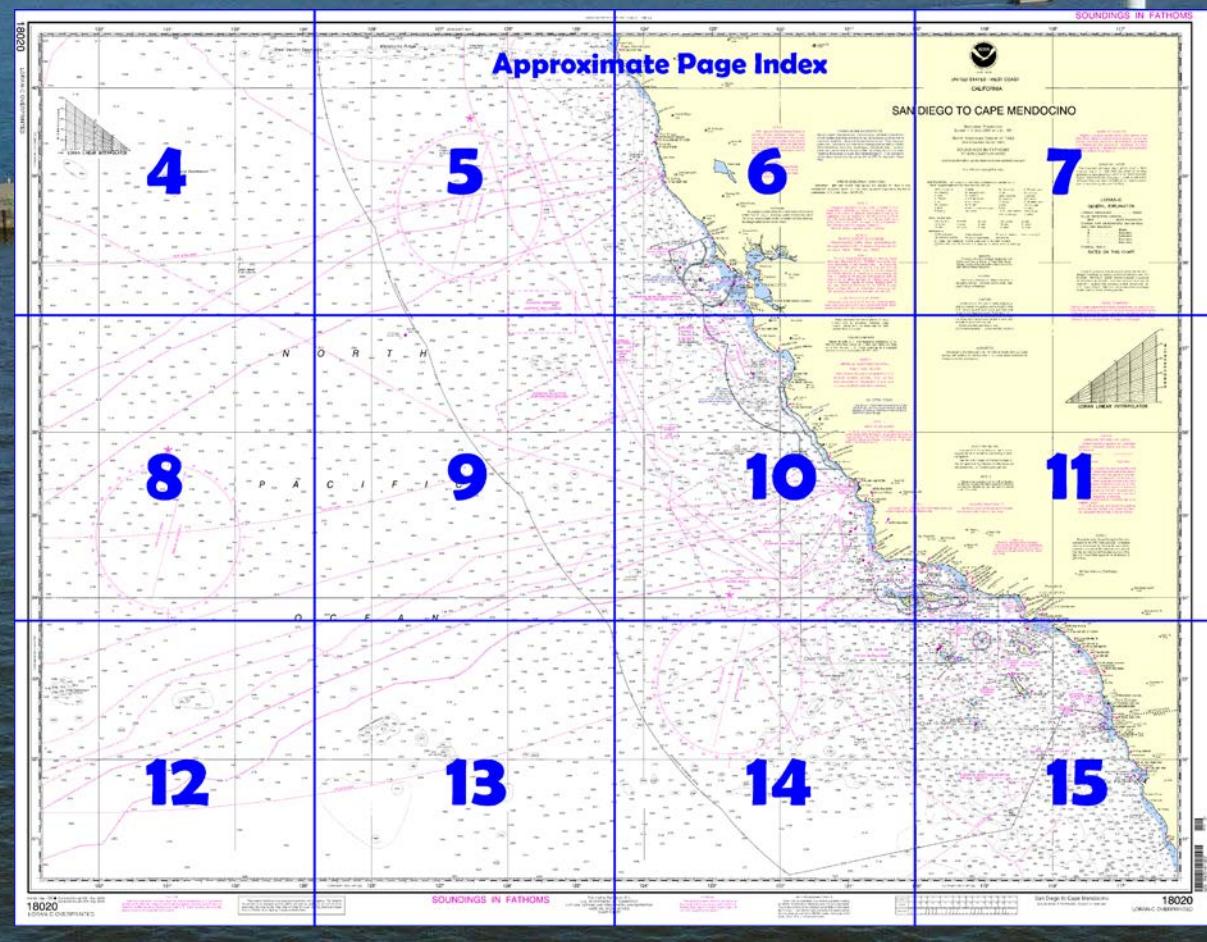


BookletChart™

San Diego to Cape Mendocino
NOAA Chart 18020



- Complete, reduced-scale nautical chart
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- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

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.

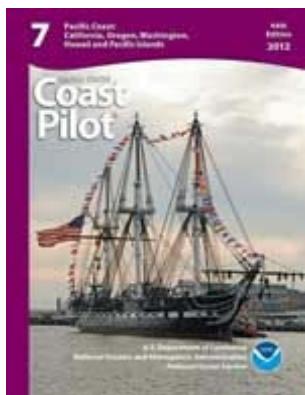
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=7.



(Selected Excerpts from Coast Pilot)
San Diego Bay is 10 miles NW of the Mexican boundary. In September of that year, Juan Rodriguez Cabrillo, the Spanish explorer, sailed his frail bark into the bay. The bay is considered one of the finest natural harbors in the world, and affords excellent protection in any weather; it is free of excessive tidal current movements. A low, narrow sandspit, which expands to a width of 1.6 miles at North Island on its NW end, separates the bay from the ocean.

The city of **San Diego** is on the NE shore of the bay. **Coronado** is on the sandspit opposite San Diego. **National City** and **Chula Vista** are S of San

Diego on the SE shore of the bay. The principal wharves are at San Diego and National City. Coronado, connected to San Diego by a highway bridge, is a residential and resort area of little commercial importance. **Anchorages.**—General anchorages, special anchorages, and anchorages for Government vessels have been established in San Diego Bay. (See **110.1, 110.90, and 110.210**, chapter 2, for limits and regulations.) The Port of San Diego has temporarily prohibited anchoring or mooring in **Special Anchorage A-8** (Sweetwater Anchorage), in South San Diego Bay, through the end of 2011. The anchorage is currently undergoing environmental restoration and clean-up.

Permission to use anchorage berths 212 through 216 and Mooring Buoy 19, S of Harbor Island, must be obtained from Navy Afloat Training Group Pacific at 619-556-0900.

Regulated Navigation Areas.—Restricted areas are: in the waters off the entrance to San Diego Bay; in the lee of Point Loma and S of Ballast Point; between Ballast Point and Zúñiga Point (degaussing station); adjacent to the W side of North Island; 0.4 mile N of Ballast Point, W of the dredged channel; off the NE side of North Island surrounding the Navy Pier; adjacent to and extending SE from the entrance channel to Glorietta Bay. (See **33 CFR 334.860, 334.865, 334.870, 334.880 and 334.890**, chapter 2, for limits and regulations.)

Regulated navigation areas have been established in all waters of San Diego Bay, Mission Bay, and their approaches, and adjacent to the Naval Submarine Base just N of Ballast Point, extending E across the channel to the W shore of North Island. (See **33 CFR 165.1122 and 165.1107**, chapter 2, for limits and regulations.)

A **safety zone** is E of Harbor Island on the N side of the bay. (See **33 CFR 165.1106**, chapter 2, for limits and regulations.)

Pilotage, San Diego.—All foreign vessels and vessels from a foreign port or bound thereto, and all vessels over 300 gross tons sailing under register between the port of San Diego and any other U.S. port, are subject to pilotage. Further information regarding pilotage requirements are detailed in the Pilotage section of the **Port of San Diego Tariff**, available through the ship's agent or directly from the Port District at (619) 686-6343.

San Pedro Bay, between Seal Beach on the E and Point Fermin on the W, is 82 miles NW of San Diego. On the shores of the bay are the cities and port areas of **Long Beach** and **Los Angeles**. **Terminal Island**, in the NW part of San Pedro Bay, separates the outer bay from Los Angeles and Long Beach inner harbors. The bay is protected by breakwaters and is a safe harbor in any weather.

Long Beach Harbor, in the E part of San Pedro Bay, includes the City of Long Beach and part of Terminal Island.

Los Angeles Harbor, at the W end of San Pedro Bay, includes the districts of **San Pedro**, **Wilmington**, and a major part of Terminal Island. Long Beach and Los Angeles Harbors are connected by Cerritos Channel. The distance between the seaward entrance to the two harbors is about 4 miles.

The **Port of Long Beach**, one of the largest ports on the Pacific coast, has the reputation of being America's most modern port. It has extensive foreign and domestic traffic with modern facilities for the largest vessels. It is a major container cargo port with several of the largest and most efficient container terminals on the Pacific coast.

The **Port of Los Angeles**, also one of the largest ports on the Pacific coast, has a history of leading the Pacific coast ports in terms of tonnage handled. It has extensive facilities to accommodate all types of traffic.

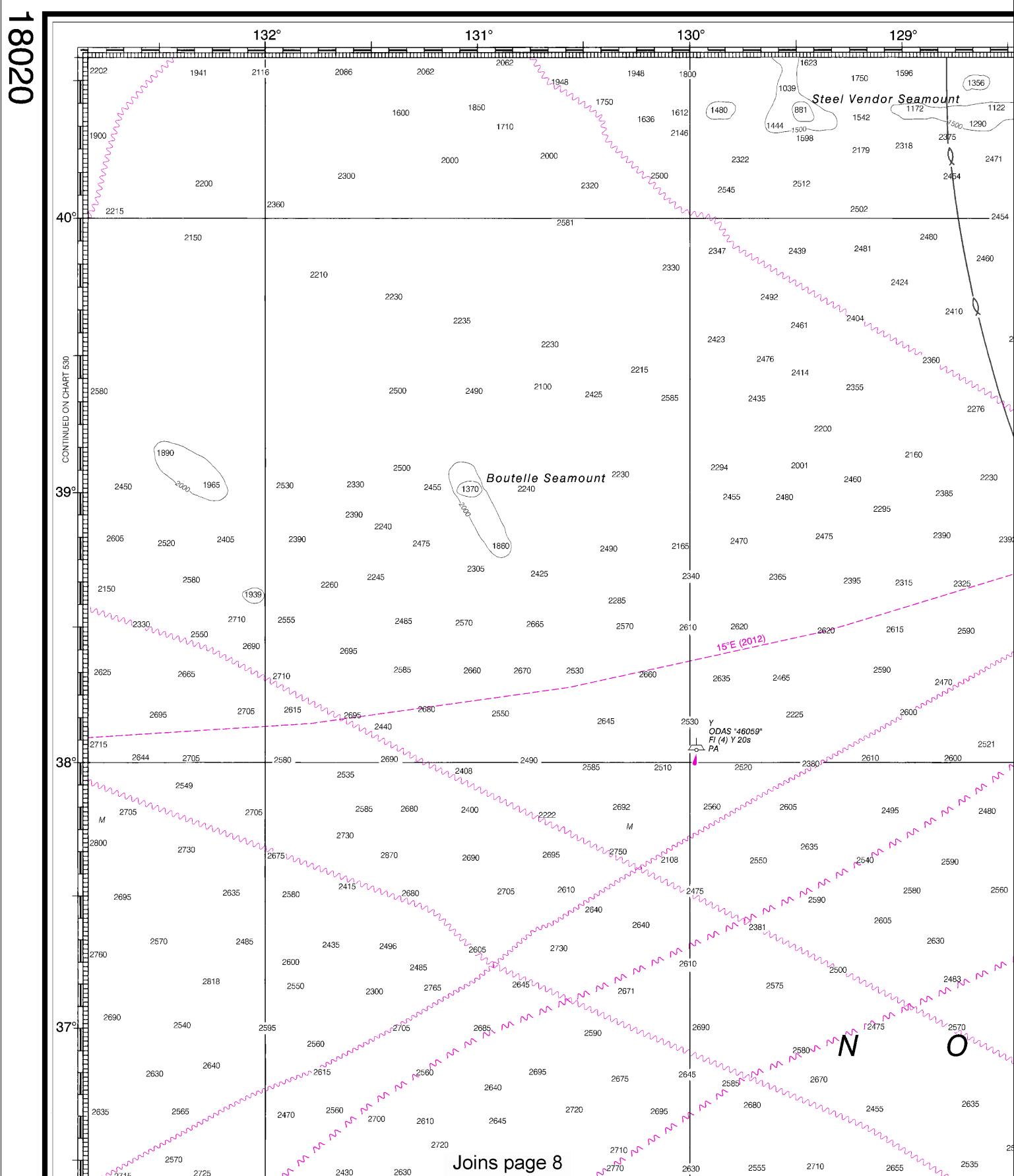
U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

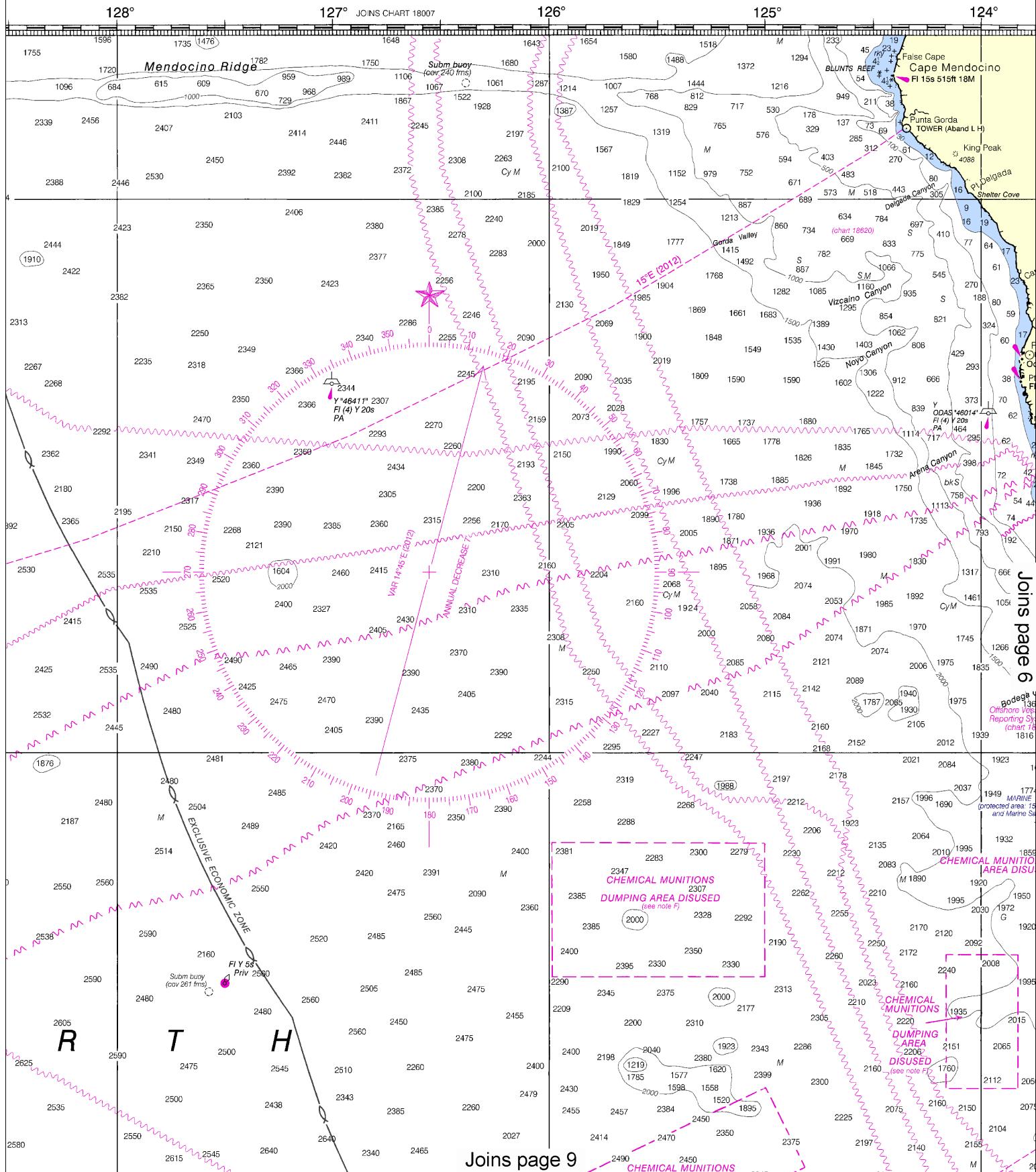
RCC Alameda Commander
11th CG District (510) 437-3700
Alameda, CA

Table of Selected Chart Notes

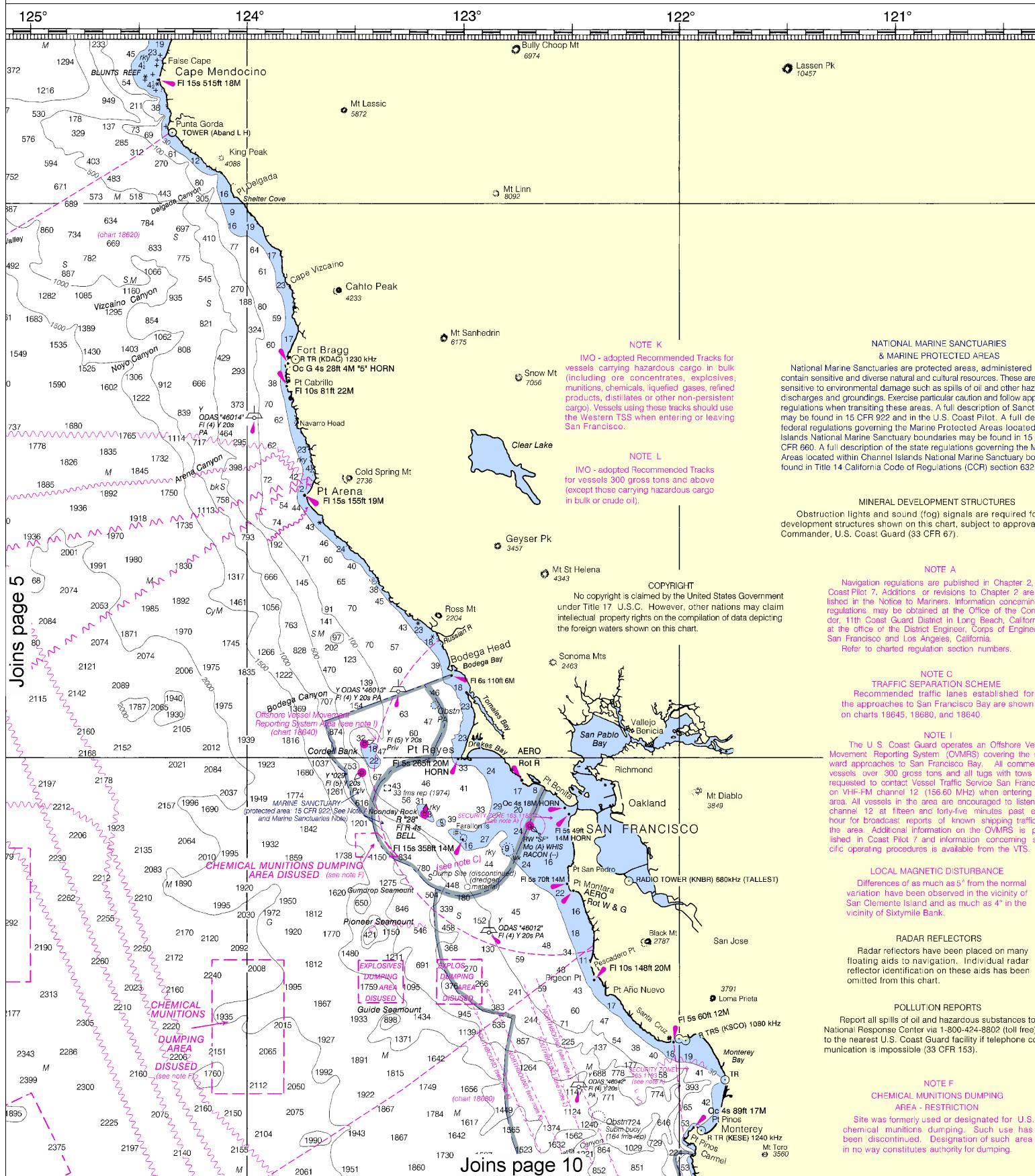
<p>NOTE L IMO - adopted Recommended Tracks for vessels 300 gross tons and above (except those carrying hazardous cargo in bulk or crude oil);</p>	<p>CAUTION SUBMARINE PIPELINES AND CABLES Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:</p> <p>Additional 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.</p> <p>Covered wells may be marked by lighted or unlighted buoys.</p> <p>Oil well structures and submarine pipelines and cables are charted only where outside of the indicated limits of charts 18720 and 18740.</p>	<p>VESSEL TRANSITING The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 7, Chapter 3 for details.</p>																																																																
<p>NOTE E TRAFFIC SEPARATION SCHEME Recommended traffic lanes established in Santa Barbara and San Pedro Channels are shown on charts 18022, 18720, 18740, and 18745.</p>	<p>AUTHORITIES Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and National Geospatial-Intelligence Agency.</p>	<p>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).</p>																																																																
<p>NOTE K IMO - adopted Recommended Tracks for vessels carrying hazardous cargo in bulk (including ore concentrates, explosives, munitions, chemicals, liquefied gases, refined products, distillates or other non-persistent cargo). Vessels using these tracks should use the Western TSS when entering or leaving San Francisco.</p>	<p>NATIONAL MARINE SANCTUARIES & MARINE PROTECTED AREAS</p> <p>National Marine Sanctuaries are protected areas, administered by NOAA, which contain sensitive and diverse natural and cultural resources. These areas are particularly sensitive to environmental damage such as spills 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 15 CFR 922 and 50 CFR 660. A full description of the state 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.</p>																																																																	
<p>SEA OTTER REFUGE The State of California Fish and Game Code prohibits the use of bows or firearms and the trapping of birds or mammals in the California Sea Otter Game Refuge.</p>	<p>Mercator Projection Scale 1:1,444,000 at Lat. 38°</p> <p>North American Datum of 1983 (World Geodetic System 1984)</p> <p>SOUNDINGS IN FATHOMS AT MEAN LOWER LOW WATER</p>	<p>ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1) Aids to Navigation (lights are white unless otherwise indicated):</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 25%;">AERO aerautical</td> <td style="width: 25%;">G green</td> <td style="width: 25%;">Mo morse code</td> <td style="width: 25%;">R TR radio tower</td> </tr> <tr> <td>Al alternating</td> <td>IQ interrupted quick</td> <td>N run</td> <td>Rot rotating</td> </tr> <tr> <td>B black</td> <td>Iso isophase</td> <td>OBSC obscured</td> <td>s seconds</td> </tr> <tr> <td>Bn beacon</td> <td>LT HO lighthouse</td> <td>Oc occulting</td> <td>SEC sector</td> </tr> <tr> <td>C can</td> <td>M nautical mile</td> <td>Or orange</td> <td>St M statute miles</td> </tr> <tr> <td>DIA diaphone</td> <td>n minutes</td> <td>Q quick</td> <td>VQ very quick</td> </tr> <tr> <td>F fixed</td> <td>MICRO TR microwave tower</td> <td>R red</td> <td>W white</td> </tr> <tr> <td>Fl flashing</td> <td>Mkr marker</td> <td>Rs Ref radar reflector</td> <td>WHS whistle</td> </tr> <tr> <td></td> <td></td> <td>R Bn radiobeacon</td> <td>Y yellow</td> </tr> </tbody> </table> <p>Bottom characteristics:</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 25%;">Bds boulders</td> <td style="width: 25%;">Co coral</td> <td style="width: 25%;">gy gray</td> <td style="width: 25%;">Dys oysters</td> </tr> <tr> <td>bk broken</td> <td>G gravel</td> <td>h hard</td> <td>Rs rock</td> </tr> <tr> <td>Cy clay</td> <td>Grs grass</td> <td>M mud</td> <td>S sand</td> </tr> </tbody> </table> <p>Miscellaneous:</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 25%;">AUTH authorized</td> <td style="width: 25%;">Obstr obstruction</td> <td style="width: 25%;">PD position doubtful</td> <td style="width: 25%;">Subm submerged</td> </tr> <tr> <td>ED existence doubtful</td> <td>PA position approximate</td> <td>Rep reported</td> <td></td> </tr> <tr> <td>21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated</td> <td></td> <td></td> <td></td> </tr> <tr> <td>(?) Rocks that cover and uncover, with heights in feet above datum of soundings.</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	AERO aerautical	G green	Mo morse code	R TR radio tower	Al alternating	IQ interrupted quick	N run	Rot rotating	B black	Iso isophase	OBSC obscured	s seconds	Bn beacon	LT HO lighthouse	Oc occulting	SEC sector	C can	M nautical mile	Or orange	St M statute miles	DIA diaphone	n minutes	Q quick	VQ very quick	F fixed	MICRO TR microwave tower	R red	W white	Fl flashing	Mkr marker	Rs Ref radar reflector	WHS whistle			R Bn radiobeacon	Y yellow	Bds boulders	Co coral	gy gray	Dys oysters	bk broken	G gravel	h hard	Rs rock	Cy clay	Grs grass	M mud	S sand	AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged	ED existence doubtful	PA position approximate	Rep reported		21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated				(?) Rocks that cover and uncover, with heights in feet above datum of soundings.			
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<p>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.</p>	<p>NOTE F CHEMICAL MUNITIONS DUMPING AREA - RESTRICTION Site was formerly used or designated for U.S. chemical munitions dumping. Such use has been discontinued. Designation of such area in no way constitutes authority for dumping.</p>	<p>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).</p>																																																																
<p>CAUTION Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.</p>	<p>NOTE H AREAS TO BE AVOIDED All ships, except those bound to and from ports on one of the islands within the areas, engaged in the trade of carrying cargo, including but not limited to tankers and other bulk carriers and barges, should avoid the areas (MSC, IMO 59/33 Annex 21).</p>	<p>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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.</p>																																																																
<p>NOTE S Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. 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 Pilots appendix for addresses of EPA offices.</p>	<p>NOTE J See Coast Pilot 7, Chapter 5 for information pertaining to Naval Operating Area in Bechers Bay.</p>	<p>NOTE I The U.S. Coast Guard operates an Offshore Vessel Movement Reporting System (OVMS) covering the seaward approaches to San Francisco Bay. All commercial vessels over 300 gross tons and all tugs with tows are requested to contact Vessel Traffic Service San Francisco on VHF-FM channel 12 (156.60 MHz) when entering this area. All vessels in the area are encouraged to listen on channel 12 at fifteen and forty-five minutes past each hour for broadcast reports of known shipping traffic in the area. Additional information on the OVMS is published in Coast Pilot 7 and information concerning specific operating procedures is available from the VTS.</p>																																																																
<p>HEIGHTS Elevation of rocks, bridges, 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.</p>	<p>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 Long Beach, California, or at the office of the District Engineer, Corps of Engineers in San Francisco and Los Angeles, California. Refer to charted regulation section numbers.</p>	<p>MAGNETIC VARIATION Magnetic variation curves are for 2012 derived from 2010 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.</p>																																																																
<p>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)</p>	<p>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.</p>	<p>NOTE C TRAFFIC SEPARATION SCHEME Recommended traffic lanes established for the approaches to San Francisco Bay are shown on charts 18645, 18680, and 18640.</p>																																																																

Note: Chart grid
lines are aligned
with true north.





This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:2062857. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



SOUNDINGS IN FATHOMS

120°

119°

118°

117°



UNITED STATES - WEST COAST
CALIFORNIA

40°

SAN DIEGO TO CAPE MENDOCINO

Mercator Projection
Scale 1:1,444,000 at Lat. 38°

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

For offshore navigation only

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

AERO aeronautical	G green	Mo. Morse code	R TR radio tower
Al alternating	IQ interrupt quick	N run	Rot rotating
B black	Iso isophase	CBSC obscured	s seconds
Br beacon	LT HO lighthouse	Co. occurring	SEC sector
C can	M nautical mile	Or orange	SI M statute miles
DIA diaphone	m minutes	O quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHS whistle
		R Br radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstrn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS
Elevation of rocks, bridges, 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.

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

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)

AUTHORITIES

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

AIDS TO NAVIGATION

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

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

MAGNETIC VARIATION

Magnetic variation curves are for 2012 derived from 2010 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

HORIZONTAL DATUM

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VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 7, Chapter 3 for details.

39°

38°

37°

CAUTION

SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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.

Oil well structures and submarine pipelines and cables are charted only where outside of the indicated limits of charts 18720 and 18740.

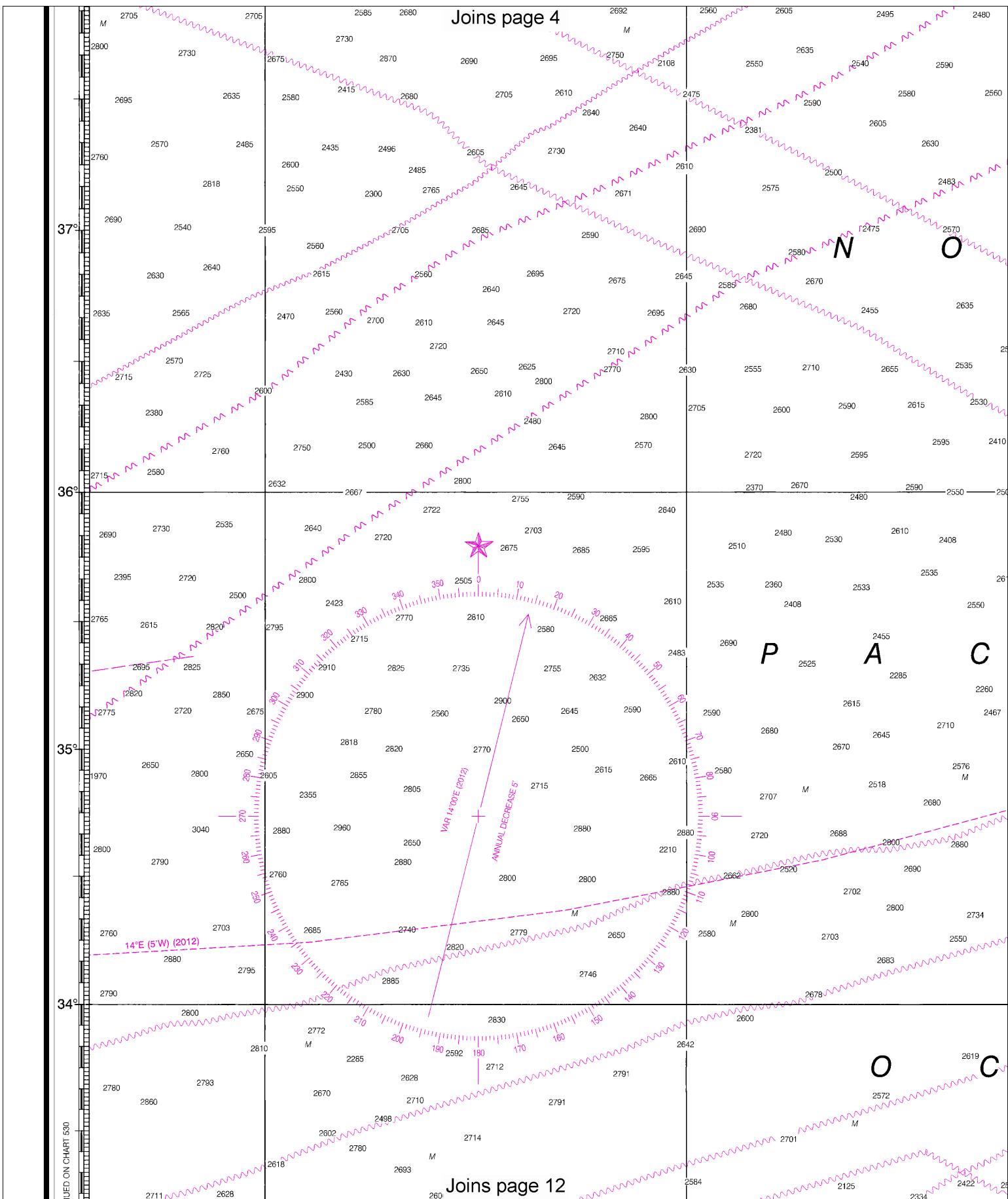
NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. 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 appendix for addresses of

Joins page 11

Joins page 4

Joins page 12

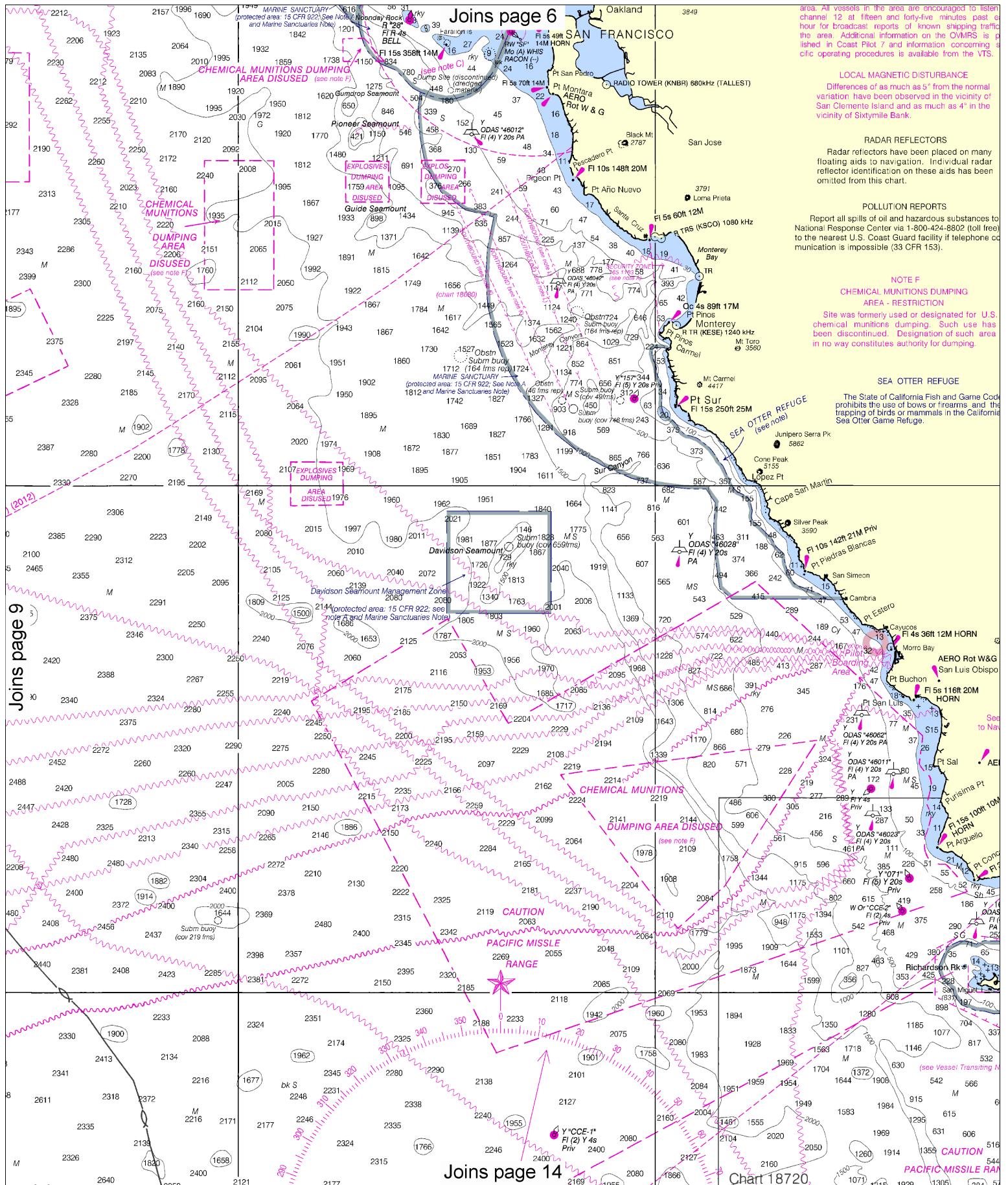


Joins page 5

Joins page 10

Joins page 13

9



10

Note: Chart grid lines are aligned with true north.

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CAUTION

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

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.

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Joins page 7

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Covered wells may be marked by lighted or unlighted buoys.

Oil well structures and submarine pipelines and cables are charted only where outside of the indicated limits of charts 18720 and 18740.

37°

AUTHORITIES

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

AIDS TO NAVIGATION

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

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

NOTE S

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36°

ACOUSTIC RANGE FACILITY

Numerous shore connected bottom cables are located within the outlined area.

35°

NOTE H AREAS TO BE AVOIDED

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

Black Mt
3622

Machesna Mt
4054

NOTE J

See Coast Pilot 7, Chapter 5 for information pertaining to the Operating Area in Bechers Bay.

ERO Rot W&G

JM

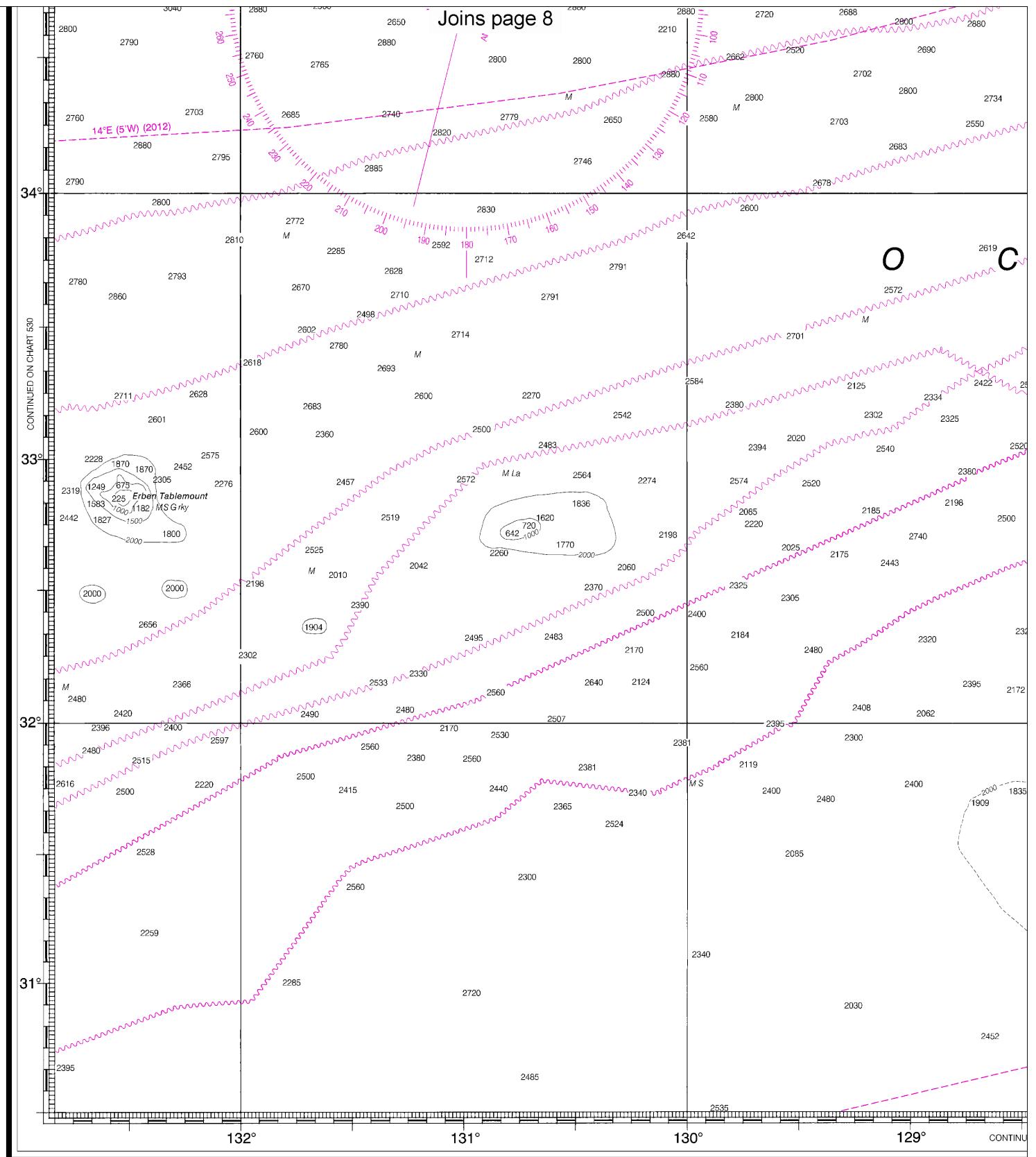
AS 1605-257

T(4) Y20s (see note E)

ODAS 4605-205

FI 30s 1331-20M

FI 30s 1241-1M



39th Ed., Jan. / 12 ■ Corrected through NM Jan. 21/12
Corrected through LNM Jan. 10/12

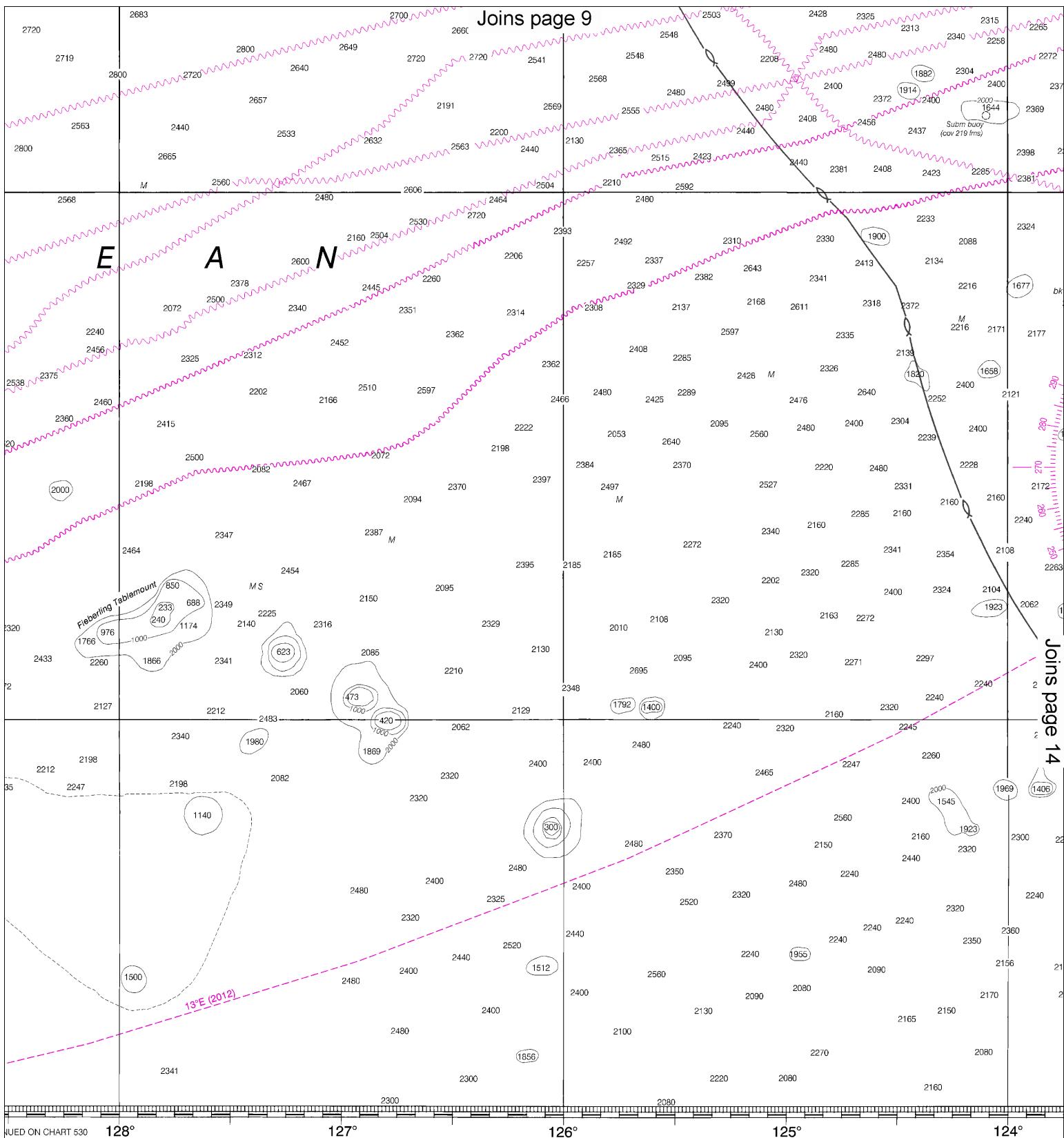
CAUTION

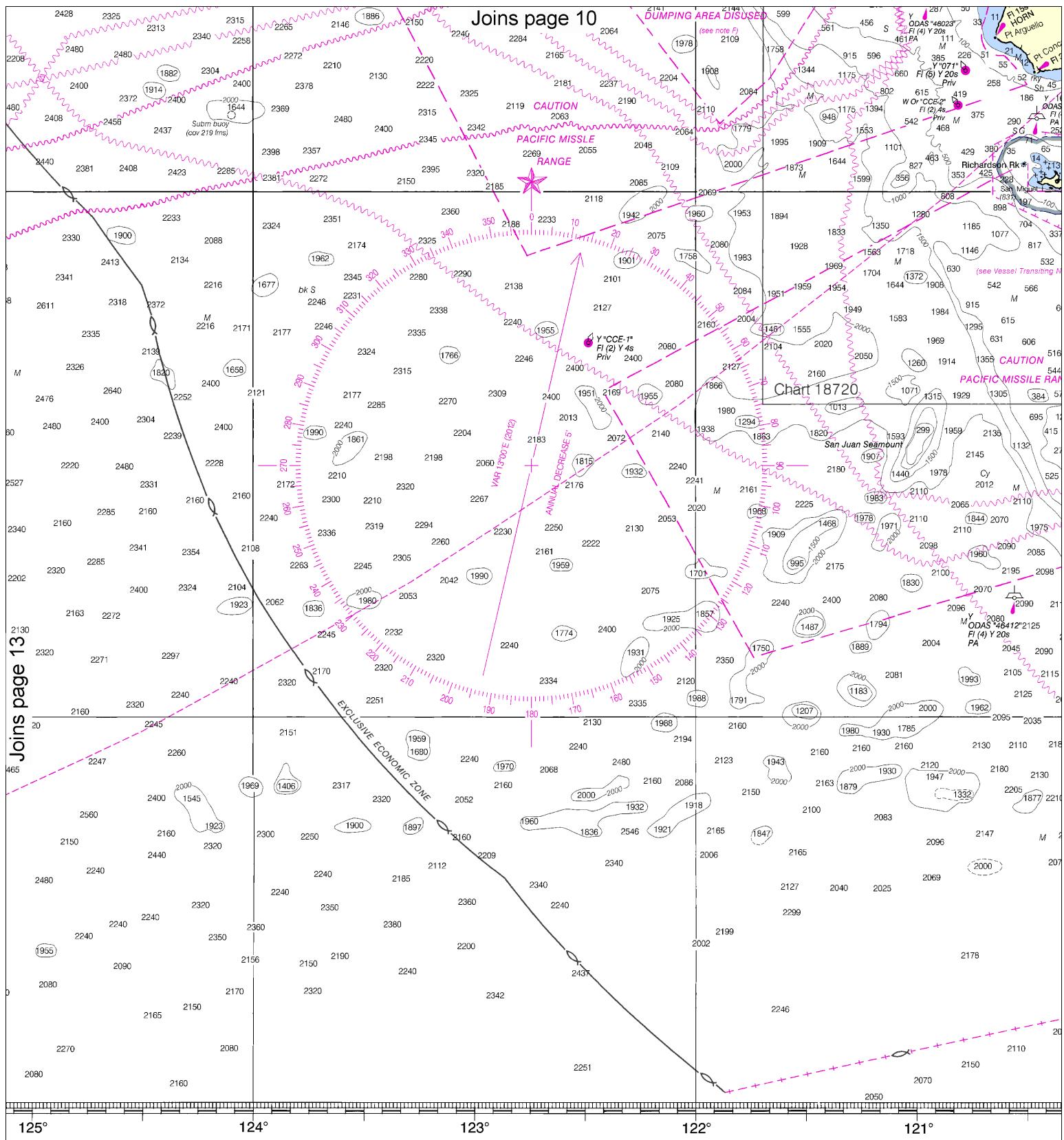
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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Note: Chart grid lines are aligned with true north.





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

WARNING

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.

PRINT-ON-DEMAND CHARTS

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocstdata.nhc.noaa.gov/ids/rq_inquiry.aspx, or OceanGrafix at 1-877-56C-GRAF or <http://www.oceangraft.com>.

Joins page 11

NOTE F
TRAFFIC SEPARATION SCI
Recommended traffic lanes established
in Santa Barbara and San Pedro Channels
are shown on charts 18022, 18720, 18740
and 18746.

Mt San Antonio (Old Baldy)

San Gorgonio Mt
11520

34

33°

32°

1

NSN 7642014011602
LIGA REFERENCE NO. 18XC018020

San Diego to Cape Mendocino
SOUNDINGS IN FATHOMS - SCALE 1:1,444,000

18020

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



EMERGENCY INFORMATION

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
Online chart viewer	— http://www.nauticalcharts.noaa.gov/mcd/NOAACharterViewer.html
Report a chart discrepancy	— http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsdata.ncd.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
Marine Forecasts	— http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	— http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	— http://www.nowcoast.noaa.gov/
National Weather Service	— http://www.weather.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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NOAA's Office of Coast Survey



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