Approaches to San Diego Bay

NOAA Chart 18765

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA’s Office of Coast Survey, the nation’s chartmaker
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.


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, is prohibited. Outside the NDZ, discharge of sewage is regulated by 40 CFR 140 (see Chapter 2).

Anchorage.—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.
NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation.

For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers.

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry. To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward on navigable waters except Western Rivers:

**PORT SIDE**

**ODD NUMBERED AIDS**

- **GREEN LIGHT ONLY**
- **FLASHING (2)**
- **FLASHING**
- **OCCULTING**
- **QUICK FLASHING**
- **ISO**

**PREFERRED CHANNEL**

- **NO NUMBERS – MAY BE LETTERED**
- **PREFERRED CHANNEL TO STARBOARD**
- **TOPMOST BAND GREEN**

**STARBOARD SIDE**

**EVEN NUMBERED AIDS**

- **RED LIGHT ONLY**
- **FLASHING (2)**
- **FLASHING**
- **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.
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.
MISSION BAY
Scale 1:20,000

OCEAN BEACH
15° 0° 30° 45° 60° 75° 90° 105° 120° 135° 150°

100 150 200 250 300 350
1° 2° 3°

SCALE 1:20,000
Nautical Miles

THE NATION'S CHARTMAKER SINCE 1807

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
(PATIENCE 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
Donomination lines are shown True. ———

CABLE AND PIPELINE AREAS
The cable and pipeline areas falling within the areas of the larger scale charts shown
in the area and are not repeated on this chart.

NOTE B

The Point Loma Outfall Pipeline Buys mark
dangerous shoaling along the pipeline which may
prevent a danger to mariners traversing the area.

SAN DIEGO BAY ENTRANCE
The depth of water is 42 feet. For
controlling depths see charts 1873
and 1872.

NOTE D

Submerged submarine pipelines are
concluded at various times in the waters
covered on this chart. Proceed with caution.

MARINER ACTIVATED SOUND SIGNALS
Sound signals labeled with (MARS) require user
activation. See USCG Light List.

NOTE C

NAVIGATION AREA
Vessels should use caution when traversing this
area due to vessel test operations which involve
frequent maneuvering in the vicinity of and around this
location.

NOTE G

Regulations for Ocean Dumping Sites are
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 Guard appendix for addresses of
EPA offices. Dumping subsequent to the survey
date may have reduced the shoreline

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

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 an NDZ must have the MSD
disabled to prevent the overboard discharge of sewage
(treated or untreated) into 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/

NOTE A

Navigation regulations are published in Chapter 2, U.S.
Coast Pilot. Additions or revisions to Chapter 2 are pub-
lished in the Notice to Mariners. Information concerning
the regulations may be obtained at the Office of the Commander,
11th Coast Guard District, 33600, California or at the
Office of the District Engineer, Corps of Engineers in
Los Angeles, California.
Refer to charted regulation section numbers.

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 1983 must be corrected an
average of 0.198' northward and 3.117 eastward
to agree with this chart.

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.

HEIGHTS
Elevations of rocks, landmarks and lights are
in feet and refer to Mean High Water. Distance
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.

RADAR REFLECTORS
Radio reflectors shown on charted areas.

15
**NO-DISCHARGE ZONE 40 CFR 144**

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) into 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/

**HORIZONTAL DATUM**

The horizontal 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). Geodetic positions referred to this North American Datum of 1983 must be corrected an average of 0.196’ northward and 3.117’ eastward to agree with this chart.

**AUTHORITIES**

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geodetic Survey, U.S. Coast Guard, and National Oceanic and Atmospheric Administration.

**HEIGHTS**

Elevations of bases, landmarks, and lights are in feet and refer to Mean Sea Level. Datum elevations are in feet and refer to Mean Sea Level.

**SUPPLEMENTAL INFORMATION**

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

**RADAR REFLECTORS**

Radar reflectors have been placed in many existing aids to navigation. Individual radar reflector identification and the aids they are to be associated with is beyond the scope of 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. Telephone communication is impossible (33 CFR 152).

**CAUTION**

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

**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, CA KEG-82 152.400 MHz

**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.

**VESSEL TRANSIT**

The U.S. Coast Guard and the Pacific States/British Columbia (PS/BC) Task Force enforce 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 7, Chapter 5 for details.

**CAUTION**

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

**CAUTION**

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

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.ncd.noaa.gov/idsr/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 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

twitter — For the latest news from Coast Survey, follow @NOAAcharts

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.