BookletChart™

San Diego Bay
NOAA Chart 18773

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

Included Area

Approximate Page Index

4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21
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 vessels 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)

Vessels waiting outside the entrance for a pilot will find good anchorage in 36 feet or more SE of the entrance to the channel, although permission to anchor in the restricted area must be obtained from the local naval authorities. For permission to use anchorage berths 125, 126, 147, 158, and 171, contact Navy Afloat Training Group Pacific at 619-556-0900. For permission to use anchorage berths 124, 135, 146, and 170, contact Navy Region Southwest Port Operations at 619-556-1433. For permission to use all other anchorage berths off Silver Strand, contact COMNVBEACHGRU at 619-437-2476. The area in the lee of Point Loma, S of Ballast Point and W of the E line of the project channel, is reserved for pilot boats and harbor patrol or U.S. Government craft. (See 334.880, chapter 2, for limits and regulations.)

Dangers.—A submerged jetty, marked with lights and daymarks that read “DANGER SUBMERGED JETTY,” extends about 220 yards W from Zuniga Point. There are numerous wrecks and obstructions in the shallow area of SE San Diego Bay. Caution should be exercised when navigating outside the marked channels.

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 Zuniga Point (degassing 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.)

Security zones are: on the W side of the entrance to San Diego Bay surrounding the Naval Base, extending from Ballast Point to just S of the entrance to Shelter Island Yacht Basin (165.1102, chapter 2); adjacent to the W and NE sides of North Island (165.1105 and 165.1104); around the Navy Pier adjacent to Broadway Pier (165.1121); surrounding the Naval Amphibious Base just S of the entrance channel to Glorietta Bay (135.1120); surrounding the Naval Station along the waterfront of National City from Chollas Creek to Pier 14 (165.1101); within 25 yards of all piers, abutments, fenders, and pilings of the Coronado Bay Bridge (165.1110). (See 33 CFR 165.1101, 165.1102, 165.1104, 165.1105, 165.1110, 165.1120, and 165.1121, chapter 2, for limits/regulations.) A series of floating protection barriers, anchored by lighted buoys, surrounds the Naval facilities within the security zones: on the W side of the entrance to San Diego Bay; just N of Ballast Point, on the NE side of North Island; and off the Naval Station along the waterfront of National City.

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.)

Currents.—The currents set generally in the direction of the channels. In the vicinity of the entrance the usual velocity varies from 0.5 to 5 knots depending upon the stage of the tide. S of the end of the jetty there is a slight set toward Zuniga Shoal on the ebb. Great care should be taken while passing Ballast Point as a vessel may take a sudden sheer because of a crosscurrent deflected from Ballast point. The eddy usually encountered along the ends of the municipal piers makes docking difficult. The velocity and direction of the eddy are irregular, and the greatest care must be exercised by even the most experienced. Strangers should not attempt to dock large vessels without a pilot. (See the Tidal Current Tables for daily predictions.)

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.

The Coast Guard Captain of the Port, San Diego, has designated the ship channels in San Diego Harbor as “narrow channels” for the purposes of enforcing Rule 9 of the Navigation Rules.

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

RCC Alameda Commander
11th CG District (510) 437-3700
Alameda, CA
Lateral System As Seen Entering From Seaward
on navigable waters except Western Rivers

PORT SIDE
ODD NUMBERED AIDS

- GREEN LIGHT ONLY
- FLAShING (2)
- OCCULTING
- QUIck FLASHING
- ISO

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

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO PORT
TOPMOST BAND RED

TOpMOST BAND RED

STARBOARD SIDE
EVEN NUMBERED AIDS

- RED LIGHT ONLY
- FLAShING (2)
- OCCULTING
- QUIck FLASHING
- ISO

LIGHT
LIGHTED BUOY

CAN DAYBEACON
CAN NUN

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
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 the 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 walls may be marked by lighted or unlighted buoys.
Note: Chart grid lines are aligned with true north.
NOTICE

SUBMERGED SUBMARINE OPERATIONS
SUBMERGED SUBMARINE OPERATIONS ARE CONDUCTED AT VARIOUS TIMES IN THE WATERS CONTAINED ON THIS CHART. PROCEED WITH CAUTION.

NOTE A

NO DISCHARGE ZONES 49 CFR 146
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) or on the discharging 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/ oacew/seas/tog/glouis/vessel_sediments/

S O R T H I

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

CAUTION

Fleet mooring multiple anchors may protrude one to four feet above the surrounding bottom to a radius of 25ft from each mooring depending on wind and bottom conditions.

CAUTION

Restrictions on the use of radio signals do not affect the rights and duties of the U.S. Coast Guard or any Federal, State, or local authority.

NOTE C

SECURITY ZONES, charted in magenta, are designated by the U.S. Coast Guard Captain of the Port, San Diego, California, to safeguard vessels or waterfront facilities from destruction, loss or injury from sabotage or other subversive acts, accidents or other causes of a similar nature. Under 33 CFR 165.33, no person or vessel may enter or remain in a Security Zone without the permission of the Captain of the Port.

RESTRICTED AREAS, charted by T-dashed boundaries are designated by the U.S. Army Corps of Engineers in 33 CFR 334. Vessels Transiting Restricted Areas may not anchor, fish, fatten, swim or water ski in these areas. If an emergency requires departure from this prohibition, the Captain of the Port must be notified immediately.

The Captain of the Port may be reached on Channel 16, marine VHF radio.

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NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning this regulation may be obtained at the Office of the Commandant, 15th 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.

PROJECT DEPTHS
Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shallower, particularly at the edges. For detailed channel information and minimum depths as recorded by USACE, use NOAA Electronic Navigational Charts (E-Navigation) survey and chart collision reports are available at http://navigation.noaa.gov/e-mapsurvey/hydro.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:12,000 See Note on page 5.
Note: Chart grid lines are aligned with true north.
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/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 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.