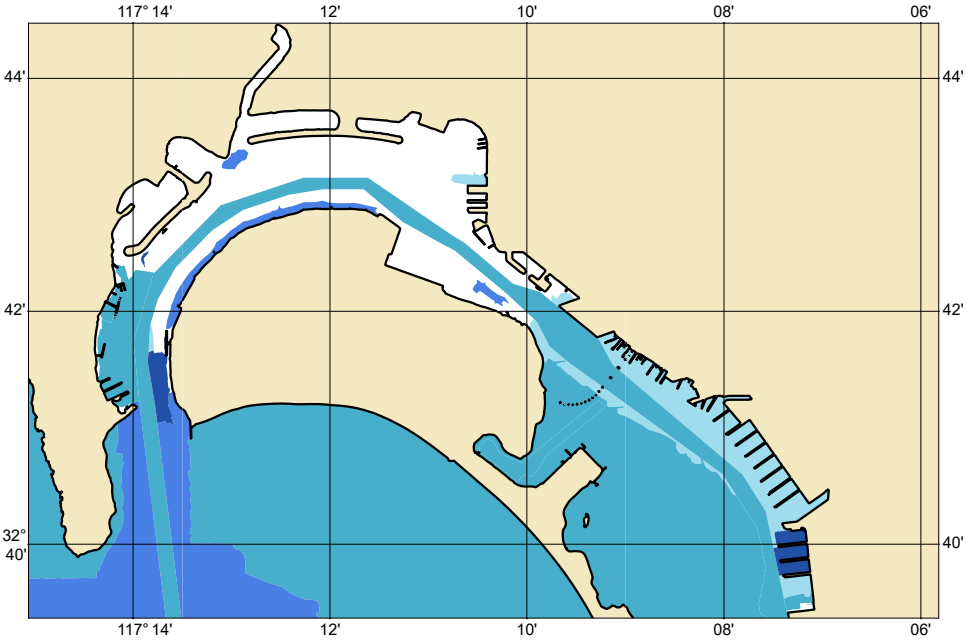
18773OG

Zone of Confidence (ZOC) Diagram



ZOC CATEGORIES

ZOC	COLOR	POSITION ACCURACY	DEPTH ACCURACY	SEAFLOOR COVERAGE
A1		± 5 m + 5% depth ± 16.4 ft + 5% depth	= 0.50 m +1% d = 1.6 ft +1% d = 0.3 fm +1% d	All significant seafloor features detected.
A2		± 20 m ± 65.6 ft	= 1.00 m +2% d = 3.3 ft +2% d = 0.6 fm +2% d	All significant seafloor features detected.
B		± 50 m ± 164.0 ft	= 1.00 m +2% d = 3.3 ft +2% d = 0.6 fm +2% d	Uncharted features hazardous to surface navigation are not expected but may exist.
C		± 500 m ± 1640.4 ft	= 2.00 m +2% d = 6.6 ft +2% d = 1.1 fm +2% d	Depth anomalies may be expected.
D		Worse than ZOC C	Worse than ZOC C	Large depth anomalies may be expected.
U		Unassessed - The quality of the bathymetric data has yet to be assessed.		

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NOAA CUSTOM CHART
NOTES GEOSPATIAL DATABASE
VERSION 3.0C - 17 MARCH 2026

The records of the NOAA Custom Chart Notes Geospatial Database are current as of March 17, 2026. Subsequent additions and refinements are to be expected. Please refer to all available navigational publications for complete information about the charted area.

CAUTION
CHART UPDATES

This NOAA Custom Chart contains up-to-date information only as of the time of creation, and will become outdated. Mariners are advised to visit https://distribution.charts.noaa.gov/navigation-updates/ to check for critical and routine updates, and to render a new NOAA Custom Chart when the ENC data used to make the chart is updated. Notices to Mariners are not issued for corrections to this NOAA Custom 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.

COMMENTS REQUESTED

NOAA encourages users to submit inquiries, discrepancies, or comments about this chart via NOAA's ASSIST tool at https://nauticalcharts.noaa.gov/customer-service/assist/ .

CAUTION
AUTOMATED CHART GENERATION

This NOAA Custom Chart has been automatically rendered from NOAA Electronic Navigational Chart (NOAA ENC®) data. Mariners using this NOAA Custom Chart are advised that this is a static reproduction of the NOAA ENC®. This NOAA Custom Chart has not been individually quality checked or adjusted for optimal use for navigation. The portrayal may be at a different scale from that of the original NOAA ENC®. Mariners are advised to use caution when using this NOAA Custom Chart for navigation and are encouraged to use the latest NOAA ENC® to access the most up-to-date information. Mariners must also comply with all applicable regulatory requirements.

HEIGHTS

Heights of fixed aids to navigation and vertical clearances of overhead obstructions will be shown in feet if the units are set to feet or fathoms. If units are set to meters, heights will be shown in meters. Land elevation values are shown in meters only.

WATER LEVELS, CURRENTS, AND TIDES

Real-time water levels, tide predictions, and tidal current predictions are available on the internet from NOAA’s Center for Operational Oceanographic Products and Services (CO-OPS) at https://tidesandcurrents.noaa.gov/water_level_info.html and https://tidesandcurrents.noaa.gov/currents_info.html .

ABBREVIATIONS

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

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).

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.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.
Refer to charted regulation section numbers.

VERTICAL DATUM

Overhead clearances are referred to Mean High Water (MHW).

COLREGS DEMARCATION LINE

The Inland Navigational Rules Act of 1980 is in effect for vessels transiting this area. The seaward boundaries of this area are the COLREGS demarcation lines. In the area seaward of the COLREGS demarcation lines, vessels are governed by COLREGS: International Regulations for Preventing Collisions at Sea, 1972. The COLREGS demarcation line is defined in COLREGS 33 CFR 80.1104.

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.

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.

ADDITIONAL INFORMATION

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

SOUNDING DATUM

Soundings referred to Mean Lower Low Water (MLLW).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, CA or at the Office of the District Engineer, Corps of Engineers in Los Angeles, CA.
Refer to charted regulation section numbers.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

CAUTION
LIMITATIONS ON THE
USE OF RADIO SIGNALS

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.

CAUTION

<CLR red="219" green=" 73" blue=" 150"> The San Diego Harbor main channels are considered narrow channels. Vessels less than 20 meters in length, sailing vessels, vessels engaged in fishing or any vessel attempting to cross these channels shall not impede a vessel that can only safely navigate within a narrow channel as per the Amalgamated International & U.S. Inland Navigation Rules, Rule 9. Inland Navigation Rules are subject to U.S. Coast Guard enforcement.</CLR>

CAUTION

Improved channels are subject to shoaling, particularly at the edges.

CAUTION
SUBMERGED CABLES AND PIPELINES

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.

CAUTION

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

CAUTION

USACE conducts hydrographic surveys to monitor navigation conditions. These surveys are not intended to detect underwater features. Uncharted features hazardous to surface navigation are not expected but may exist in federal channels. For more information visit https://navigation.usace.army.mil/Survey/Hydro.

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 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: https://www.epa.gov/vessels-marinas-and-ports .

MOORING BUOYS

Numerous uncharted mooring buoys can be found in Special Anchorage Area A-3.

ANCHORAGE BERTHS

Anchoring berths are under United States Navy jurisdiction. All non-military vessels interested in using the anchoring berths must first obtain permission from the appropriate controlling authority. See Coast Pilot 7.

SECURITY BARRIER

Floating security barriers have been installed at various U.S. Naval installations within San Diego Bay. The barriers are marked by numerous quick flashing Yellow (Q Y) lighted buoys and positioned within the Security Zones surrounding the facility.

SECURITY ZONES

Designated by the U.S. Coast Guard Captain of the Ports, 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 Ports.

SUBMERGED SUBMARINE OPERATING AREAS

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

MOORING BUOYS

Numerous uncharted mooring buoys exist in western South San Diego Bay.

MOORING BUOYS

Numerous mooring buoys are located in Americas Cup Harbor.

RESTRICTED AREAS

Designated by the U.S. Army Corps of Engineers in 33 CFR 334. Vessels Transiting Restricted Areas may not moor, anchor, fish, loiter, swim or water ski in those areas. If an emergency requires departure from this prohibition, the Captain of the Ports must be notified immediately. The Captain of the Port may be reached on channel 16, marine VHF radio.

CAUTION
FLEET MOORING

Fleet mooring multiple anchors may protrude 0.3 to 1.2 meters/one to four feet above the surrounding bottom to a radius of 68.5 meters/225 feet from each mooring depending on hard bottom conditions.

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 Marine, CA WNG-637 162.425 MHz

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 KEC-62 162.400 MHz