SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

18725

Nautical Miles / Yards

Formerly C&GS 5120, 1st Ed., Mar. 1958

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

Nautical Chart Catalog No. 2, Panel Q

UNITED STATES - WEST COAST

CALIFORNIA

PORT HUENEME TO SANTA BARBARA

Mercator Projection
Scale 1:50,000 at Lat. 34° 15'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ~ ~ ~ ~

TIDAL INFORMATION

Place Name	(LAT-LONG)	Height referred to datum of soundings (MLLW) Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
Santa Barbara	(34°24'N/119°42'W)	5.4	4.6	1.0	-0.5
Ventura	(34°16'N/119°18'W)	5.4	4.7	1.0	-0.3
Port Hueneme	(34°08'N/119°12'W)	5.4	4.7	1.0	-0.3

(934) Latest information available

HEIGHTS
Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Heights of offshore lights are in values and in feet and refer to Mean Sea Level.

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

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected on average 0.0020" southward and 3.418" westward to agree with this chart.

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

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).

RACING BUOYS
Racing buoys within the limits of this chart, are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other privately maintained buoys are not oil listed in the U.S. Coast Guard Light List.

NOAA VHF-FM WEATHER BROADCASTS
The National Weather Service broadcasts below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Santa Barbara, Calif.	KIH-34	162.40 MHz
2187		

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

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

SOURCE

a. 1984	NOS Surveys	1:20,000
b. 1976-78	NOS Surveys	Various
c. 1930-35	NOS Surveys	Various

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been used in charting. Charted hydrography may originate from these and prior surveys.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cables 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 burial depths may change as time 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.

NOTE B
Buoys in Santa Barbara Harbor are not charted because their positions are frequently changed. The harbor is subject to rapid shoaling.

PLANE COORDINATE GRID
(based on NAD 1927)
California State Grid zone V, is indicated by dashed ticks at 5,000 foot intervals. The last three digits are omitted.

NOTE G
Mariners are warned that numerous vessels are anchored and moored east of Stearns Wharf. Caution should be exercised when transiting this area.

SANTA BARBARA
Scale 1:12,500

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

CHANNEL ISLANDS HARBOR AND PORT HUENEME
Scale 1:12,500

SOUNDINGS IN FATHOMS
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POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE C
CAUTION
Area subject to rapid shoaling. Depths from survey of 1998.

VENTURA
Scale 1:25,000

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

NOTE E
Buoys in Ventura Harbor are not charted because they are frequently shifted in position. Mariners could encounter severe wave action in the entrance.

NOTE F
Mariners are cautioned that severe wave action may be encountered over the shoals either side of the marked entrance channel. Inbound and outbound buoys are advised by local interests to run a direct course from Ventura Marina Entrance Lighted Whistle Buoy "2" to the breakwater entrance.

PLANE COORDINATE GRID
(based on NAD 1927)
California State Grid zone V, is indicated by dashed ticks at 5,000 foot intervals. The last three digits are omitted.

Pierpont Bay

Obstn
Fish Haven
(auth min depth 9 fms)

CAUTION
Submarine Pipelines
Uncharted submarine pipelines may exist in the vicinity of oil well structures, and between such structures and the shoreline. Mariners should use caution when anchoring.

CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation, can be found in the U.S. Coast Guard Light Lists and Defense Mapping Agency Publication No. 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)

NOTE D
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled coastal waters, but are not intended in any way to supersede or to alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.

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 Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices.

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 Long Beach, California; or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.
Refer to charted regulation section numbers.

CAUTION
Pacific Missile Range

NORTHBOUND COASTWISE TRAFFIC LANE

SEPARATION ZONE

SOUTHBOUND COASTWISE TRAFFIC LANE

CHANNEL ISLANDS NATIONAL MARINE SANCTUARY
(protected area: 15 CFR 922; see Coast Pilot 7)

SAFETY ZONE 147.1107 (see note A)

SAFETY ZONE 147.1107 (see note A)

SAFETY ZONE 34 147.1107 (see note A)

SAFETY ZONE 27 (see note A)

SAFETY ZONE 147.1107 (see note A)

SANTA BARBARA CHANNEL

(CONTINUED ON CHART 18728)
(CONTINUED ON CHART 18726)
(CONTINUED ON CHART 18720)

20th Ed., Aug 31/96
18725

CAUTION
This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

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.

LOGARITHMIC SPEED SCALE
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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