

THE NATION'S CHARTMAKER SINCE 1807
 UNITED STATES - WEST COAST
 CALIFORNIA

GULF OF THE FARALLONES

Mercator Projection
 Scale 1:100,000 at Lat. 37°46'
 North American Datum of 1983
 (World Geodetic System 1984)
SOUNDINGS IN FATHOMS
 (FATHOMS 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.
 Demarcation lines are shown thus: - - - - -

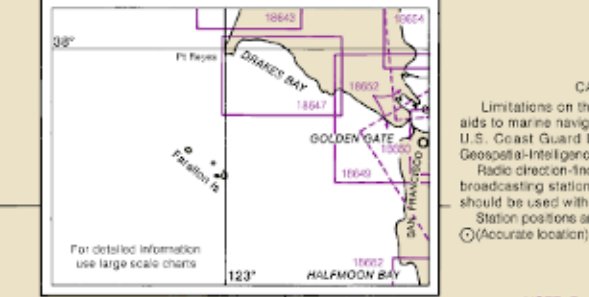
TIDAL INFORMATION

PLACE	Height related to datum of soundings (MLLW)	Mean Higher High Water		Mean Low Water	
		east	west	east	west
Princeton, Half Moon Bay	(37°50'N/122°20'W)	5.5	4.9	1.1	1.1
Southwest Farallon Island	(37°42'N/123°00'W)	5.0	4.9	1.1	1.1
Point Reyes, Drakes Bay	(38°00'N/122°58'W)	5.8	5.1	1.2	1.2
San Francisco (Golden Gate)	(37°48'N/122°28'W)	5.8	5.2	1.1	1.1

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidalsonline.noaa.gov>.
 (Apr 2013)

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.

POLLUTION REPORTS
 Report all spills of oil and hazardous substances to the National Response Center via 7-800-424-9802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



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:
 (o) (Accurate location) (o) (Approximate location)

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.

NOTE S
 Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-228. 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's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

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

CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
 Pipeline Area Cable Area
 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.

NOTE D
PRECAUTIONARY AREA
 Traffic within the Precautionary Area may consist of vessels making the transition between the Main Ship Channel and one of the established traffic lanes. Mariners are advised to exercise extreme caution when navigating within this area. The normal cruising area of the pilot vessel is indicated "PILOT AREA." When passing Traffic Lane Lighted Buoys "W" or "R", inbound vessels should contact the pilot boat on channel 13 for boarding instructions.

NOAA WEATHER RADIO BROADCASTS
 The NOAA Weather Radio stations listed below provide 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.

Mt. Pisgah, CA	KHB-49	162.400 MHz
Mt. Umunhum, CA	KEC-49	162.550 MHz
Mt. Umunhum, CA	WWF-64	162.450 MHz

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 Alameda, California or at the Office of the District Engineer, Corps of Engineers in San Francisco, California.
 Refer to charted regulation section numbers.

NOTE B
 The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the San Francisco Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate advance vessel traffic management within the VTS area.

NOTE C
TRAFFIC SEPARATION SCHEME
 One-way traffic lanes overlaid 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 San Francisco Bay but are not intended in any way to supersede or 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. Mariners are requested to stay outside the circular separation zones centered on San Francisco Approach Lighted Horn Buoy "SP". When crossing traffic lanes and separation zones use extreme caution.

NOTE E
HEIGHTS
 Elevations of rocks 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
 Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
 Do not rely on radiobeacon bearings from any ship position within one-half mile of GOLDEN GATE BRIDGE.

NOTE G
VESSEL TRANSITING
 The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill 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 3 for details.

NOTE H
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