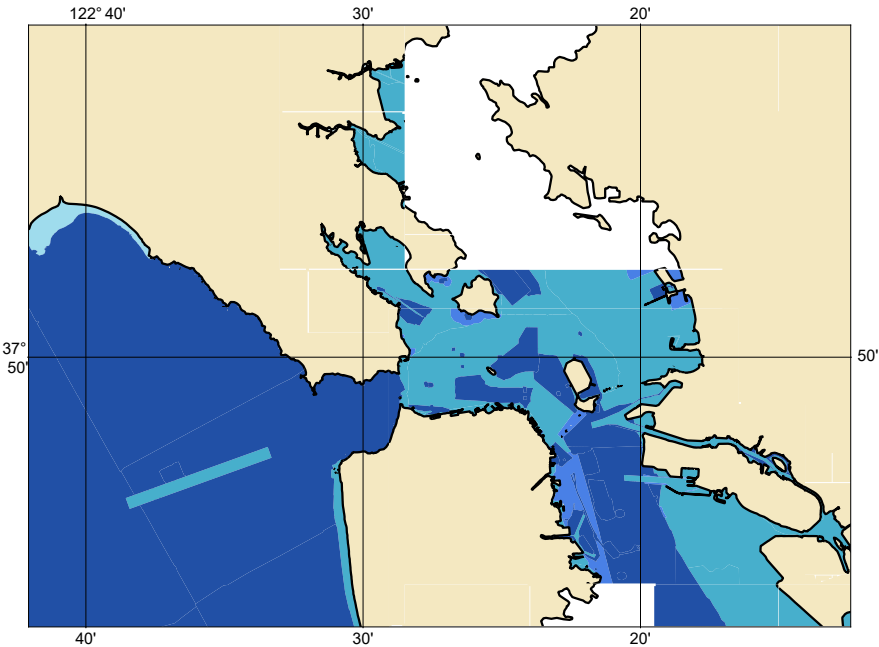


Zone of Confidence (ZOC) Diagram



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.		

NOAA CUSTOM CHART
NOTES GEOSPATIAL DATABASE
VERSION 3.0B - 20 FEBRUARY 2025

The records of the NOAA Custom Chart Notes Geospatial Database are current as of February 20, 2025. 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This NOAA Custom Chart contains up-to-date information only as of the time of creation, and will become outdated.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 80.1142.

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 San Francisco, CA.

Refer to charted regulation section numbers.

VESSEL TRAFFIC SERVICES (VTS)

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 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.

TRAFFIC LANES

Traffic lanes are intended for use by vessels 1625 metric tons/1600 gross tons and over. The provisions of Inland Navigation Rule 9 apply to all vessels navigating in the traffic lanes.

OFFSHORE VESSEL MOVEMENT REPORTING SYSTEM (OVMRS)

The U.S. Coast Guard operates a vessel Traffic Service Offshore Vessel Movement Reporting System Covering the seaward approaches to San Francisco Bay. Vessels are requested to monitor VTSSF on Channel 12 at fifteen and forty-five minutes past each hour for broadcast reports of known shipping traffic in the area.

CAUTION

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

SEPARATION ZONE
AREA TO BE AVOIDED

Mariners are requested to stay outside the circular separation zone centered on the San Francisco Approach Lighted Horn Buoy SF.

VESSEL TRAFFIC SERVICES (VTS)

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. All of San Pablo Bay is within the VTS area with the exception of the Petaluma River Entrance Channel.

PRECAUTIONARY AREA

Traffic within the Precautionary area consists of vessels maneuvering on various courses. Vessel transiting the Precautionary Area should, when possible, keep the centerline of the area to port providing for a counterclockwise movement of vessels within the area. Mariners are advised to use extreme caution when navigating within this area.

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 "S", "W", or "N", inbound vessels should contact the pilot boat on channel 13 for boarding instructions.

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

The City of Richmond is requesting vessels use extreme caution when turning or anchoring in the vicinity of their 72" diameter sewer pipeline which is located 2834.64 meters/9300 feet offshore of Point Richmond at a depth of 7.9 meters/26 feet below mean lower low water.

CAUTION
RECREATION AREA

Recreation areas south of the San Francisco Regulated Navigation Area are intended primarily for use by recreation vessels. Such areas should not be used by vessels 300 gross tons or more except in case of emergency or special circumstances

CAUTION

Anchoring or dragging anchor within the charted limits of the Bay Area Rapid Transit (BART) tunnel crossing is prohibited.
(33 CFR 110.224, a, 4)

CAUTION
TUNNEL AREAS

Area is open to unrestricted surface navigation but all vessels are to use extreme caution not to anchor within Tunnel Areas crossing Oakland Inner Harbor waterways.

CAUTION
BASCULE BRIDGES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

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
RECREATION AREA

Recreation areas in the vicinity of Richardson Bay and Angel Island are intended primarily for use by recreation vessels. Such areas should not be used by vessels 304 metric tons/300 gross tons or more except in case of emergency or special circumstances.

CAUTION
TUNNEL AREAS

Area is open to unrestricted surface navigation but all vessels are to use extreme caution not to anchor within Tunnel Areas crossing San Francisco Bay.

CAUTION

Do not rely on radiobeacon bearings from any ship position within one-half mile of Golden Gate Bridge.

CAUTION

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

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>.

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>.

SHALLOW WATER HABITAT

There is a shallow water habitat under construction in the vicinity of Middle Harbor.

IMO AMENDED TRAFFIC SEPARATION
SCHEME

Portions of the traffic separation scheme have been amended by the IMO. See IMO COLREG.2/Circ.64. Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised.

GREATER FARALLONES
NATIONAL MARINE SANCTUARY
(PROTECTED AREA: 15 CFR; SEE NOTE A)

National Marine Sanctuaries are protected areas, administered by NOAA, which contain abundant and diverse natural resources such as marine mammals, seabirds, fishes, and tidepool invertebrates. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges, and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas to avoid environmental impacts. A full description of Sanctuary regulations may be found in 15 CFR Part 922 and in the Coast Pilot.

NOTE

Mariners are cautioned when transiting in the area of the San Francisco ferry building while ferries are waiting outside the maneuvering area, ferries are transiting the area, and passenger loading and unloading.

FERRY ROUTE

Both high speed and traditional ferries operate in the San Francisco Bay. Mariners are cautioned that high speed craft move very rapidly and may transit waterways at angles to the normal direction of traffic. Ferries may deviate from these routes if necessary. Mariners should exercise caution when transiting between the origin or terminus of a chartered ferry route and actual ferry docking facility. Go to www.sfmix.org for additional information on the Ferry Traffic Routing Protocol.

MONTEREY BAY
NATIONAL MARINE SANCTUARY
(PROTECTED AREA: 15 CFR 922; SEE NOTE A)

National Marine Sanctuaries are protected areas, administered by NOAA, which contain abundant and diverse natural resources such as marine mammals, seabirds, fishes, and tidepool invertebrates. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges, and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas to avoid environmental impacts. A full description of Sanctuary regulations may be found in 15 CFR Part 922 and in the Coast Pilot.

DEEP WATER ROUTE

Vessels with a draft of 13.7 meters/45 feet or greater should use the "Deep Water Route" east of the Golden Gate Bridge. Vessels intending to use the Deep Water Route should notify San Francisco Traffic before passing Mile Rocks. Deep draft vessels will neither meet nor overtake in the Deep Water Route. Deep draft vessels bound for anchorage 9 should pass east of Blossom Rock, then through the C-D or D-E span of the San Francisco-Oakland Bay Bridge.

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.
Big Rock Ridge, CA KDX-54 162.500 MHz

186490G

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.
Contra Costa County, CA WNG-655
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 Francisco, CA KHB-49 162.400 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.
Sonoma County, CA WZ-2504 162.475 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.
Monterey, CA KEC-49 162.550 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.
Monterey Marine, CA WWF-64 162.450 MHz