

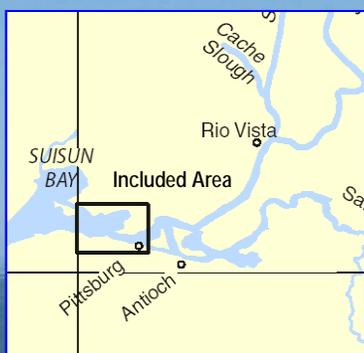
# BookletChart™



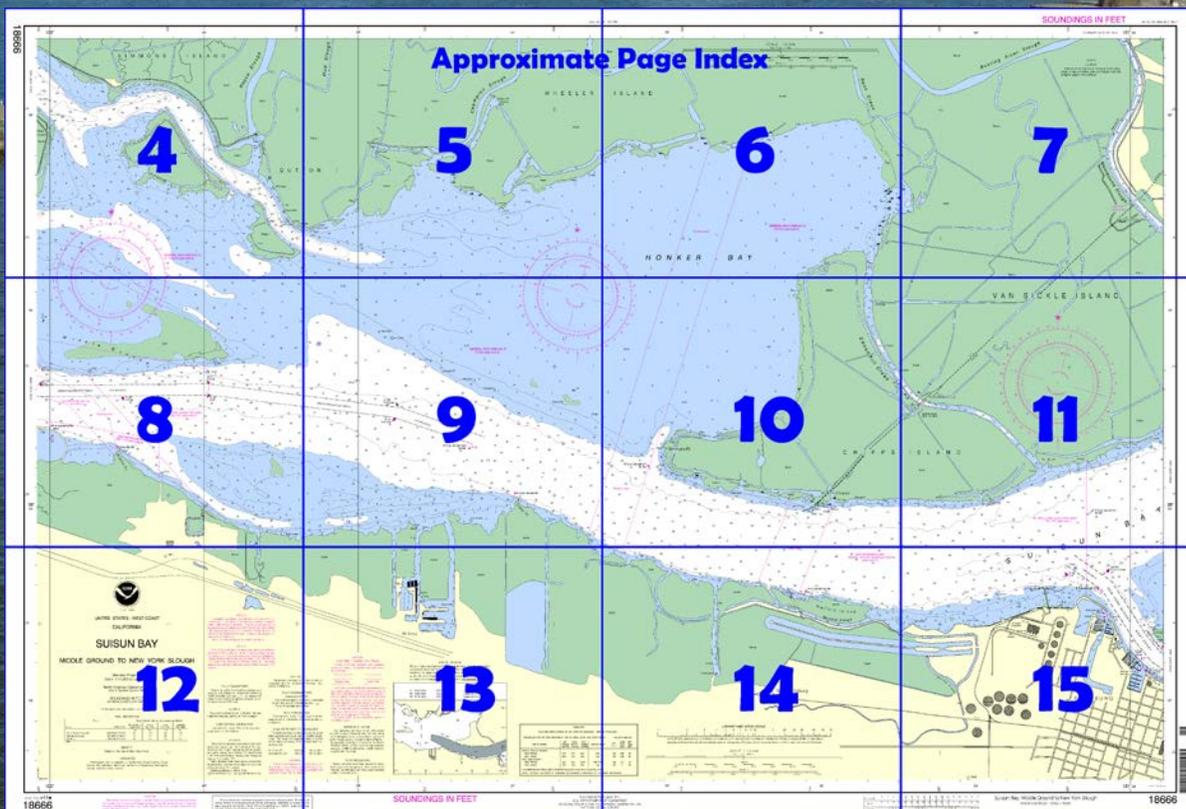
## Suisun Bay – Middle Ground to New York Slough NOAA Chart 18666

*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



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**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 ships 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.

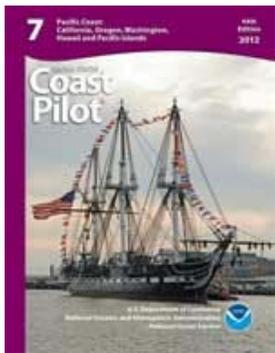
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at [http://www.nauticalcharts.noaa.gov/nsd/coastpilot\\_w.php?book=7](http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=7).



**(Selected Excerpts from Coast Pilot)**

**San Francisco Bay**, the largest harbor on the Pacific coast of the United States, is more properly described as a series of connecting bays and harbors of which San Francisco Bay proper, San Pablo Bay, and Suisun Bay are the largest. Depths of 29 to 40 feet are available for deep-draft vessels to San Francisco, Oakland, Alameda, Richmond, and Redwood City in San Francisco Bay proper; to Stockton on the San Joaquin River; and to Sacramento through the lower Sacramento River and

a deepwater channel. Much of the local navigation is by light-draft vessels and barges.

Two adjacent small-craft basins are on the S side of the flats about 1.6 miles E of **Middle Point**, the E boundary of the Navy weapons station. The basins are connected to the bay by twin canals cut through the flats. **Pittsburg**, on the S side of New York Slough 12 miles E of Suisun Point bridges, is a manufacturing city with several deepwater berths. The PGE-Pittsburg Fuel Pier, about 0.3 mile W of **New York Point**, is an offshore wharf with 1,070 feet of berthing space, 35 feet alongside, and a deck height of 14 feet. It is used for receiving and transshipping petroleum products.

**San Joaquin River** rises in the Sierra Nevada, flows 275 miles in a W direction, and enters Suisun Bay through **New York Slough**. The winding river is navigable for deep-draft vessels to Stockton. The water is generally fresh at Antioch. Major floods in the river valley may occur from November to April, caused by intense general storms of several days' duration. At the mouth of the river an ordinary flood will cause a rise of 8 feet and an extreme flood a rise of 10 feet in the river level. At Stockton, ordinary flood will cause a rise of 8.5 feet, and extreme flood a rise of 13.5 feet in the river level. The delta of the river is formed of many marshy islands intersected by sloughs and channels. The islands are reclaimed tule and cattail marshes which have been converted to agriculture. Bordering the river are levees that are 12 feet or more higher than the land behind them.

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

RCC Alameda      Commander  
11<sup>th</sup> CG District      (510) 437-3700  
Alameda, CA

# Table of Selected Chart Notes

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**HEIGHTS**  
Heights in feet above Mean High Water.

**Mercator Projection**  
Scale 1:10,000 at Lat. 38°03'  
**North American Datum of 1983**  
(World Geodetic System 1984)  
**SOUNDINGS IN FEET**  
AT MEAN LOWER LOW WATER

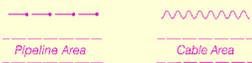
**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**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 National Imagery and Mapping 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:  
○ (Accurate location) ○ (Approximate location)

**NOAA VHF-FM WEATHER BROADCASTS**  
The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.  
Mt. Pise, CA KHB-49 162.40 MHz  
Sacramento, CA KEC-57 162.55 MHz

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

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

**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 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.

**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.

For Symbols and Abbreviations see Chart No. 1

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which 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 an average of 0.289' southward and 3.658' westward to agree with this chart.

**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 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**NOTE B**  
**CAUTION**  
Mariners are warned that numerous uncharted piles, snags, pumps, and pipes, some submerged, may exist along the edges of the waterway.

**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 Sacramento, California.  
Refer to charted regulation section numbers.

**NOTE C**  
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. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

**SOURCE DIAGRAM**  
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

**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.

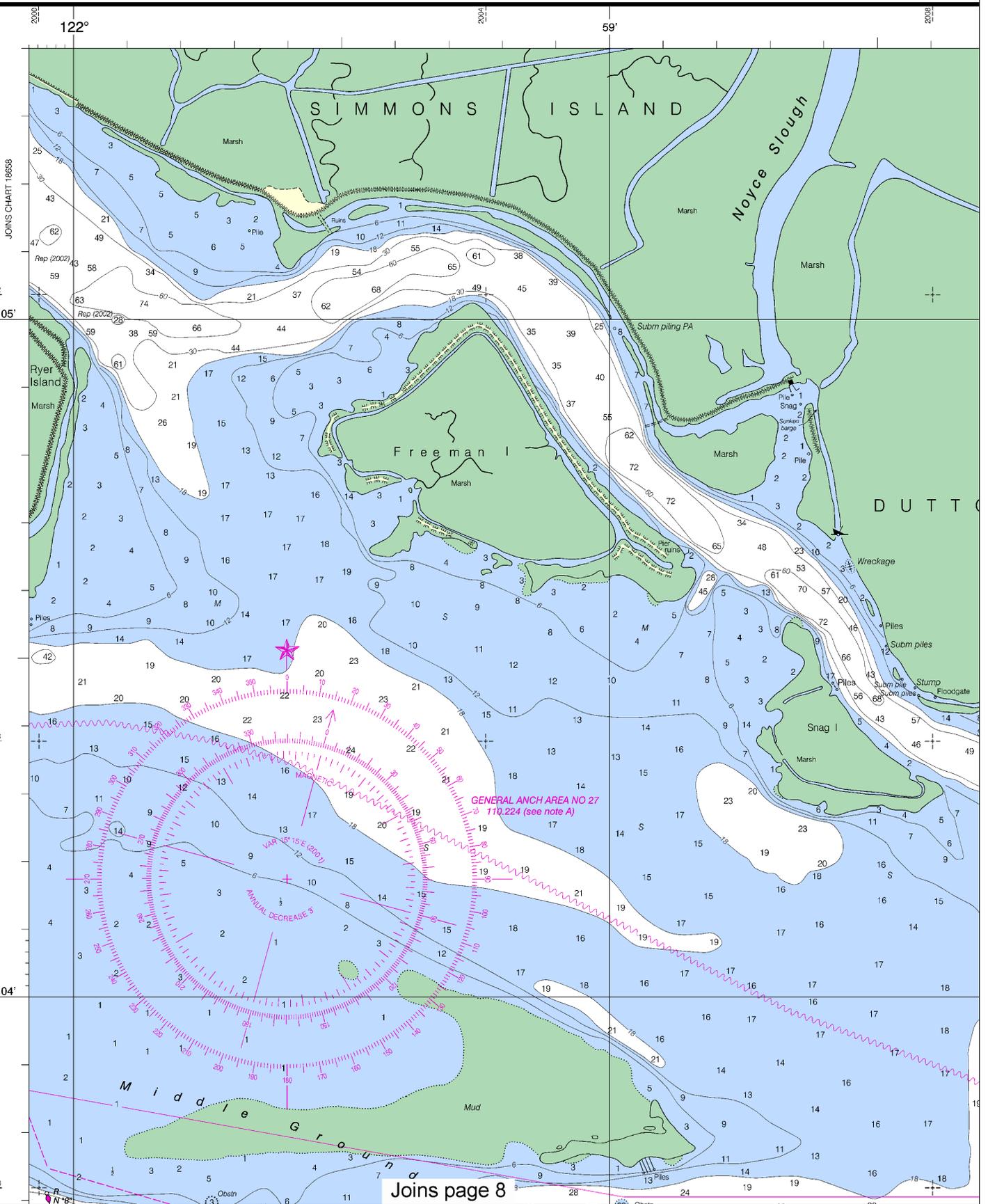
SURSUN BAY						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2012						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	DEPTH
						MLLW (FEET)
MIDDLE GROUND CHANNEL						
WEST REACH	36	36	35	8-12	350	1.29 35
EAST REACH	35	37	35	8-12	350	1.09 35
NEW YORK SLOUGH						
WEST REACH	34	34	35A	8-11	400	1.3 35
EAST REACH	32	35	34	8-11	400	1.7 35

A. AN OBSTRUCTION WITH A DEPTH OF 36 FEET IS LOCATED AT 38° 02'41.2"N 121°53' 21.32"W.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

TIDAL INFORMATION						
Place	(LAT/LONG)	Height referred to the datum of soundings (MLLW)				
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water	
Name	(LAT/LONG)	feet	feet	feet	feet	
Mallard Island Ferry Wharf	(38°03'N/121°55'W)	4.1	3.6	0.6	-2.0	
Montezuma Slough	(38°05'N/121°53'W)	4.1	3.7	0.6	----	
Pittsburg	(38°02'N/121°53'W)	4.1	3.6	0.6	-1.5	

(701)

18666

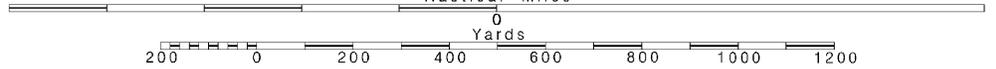


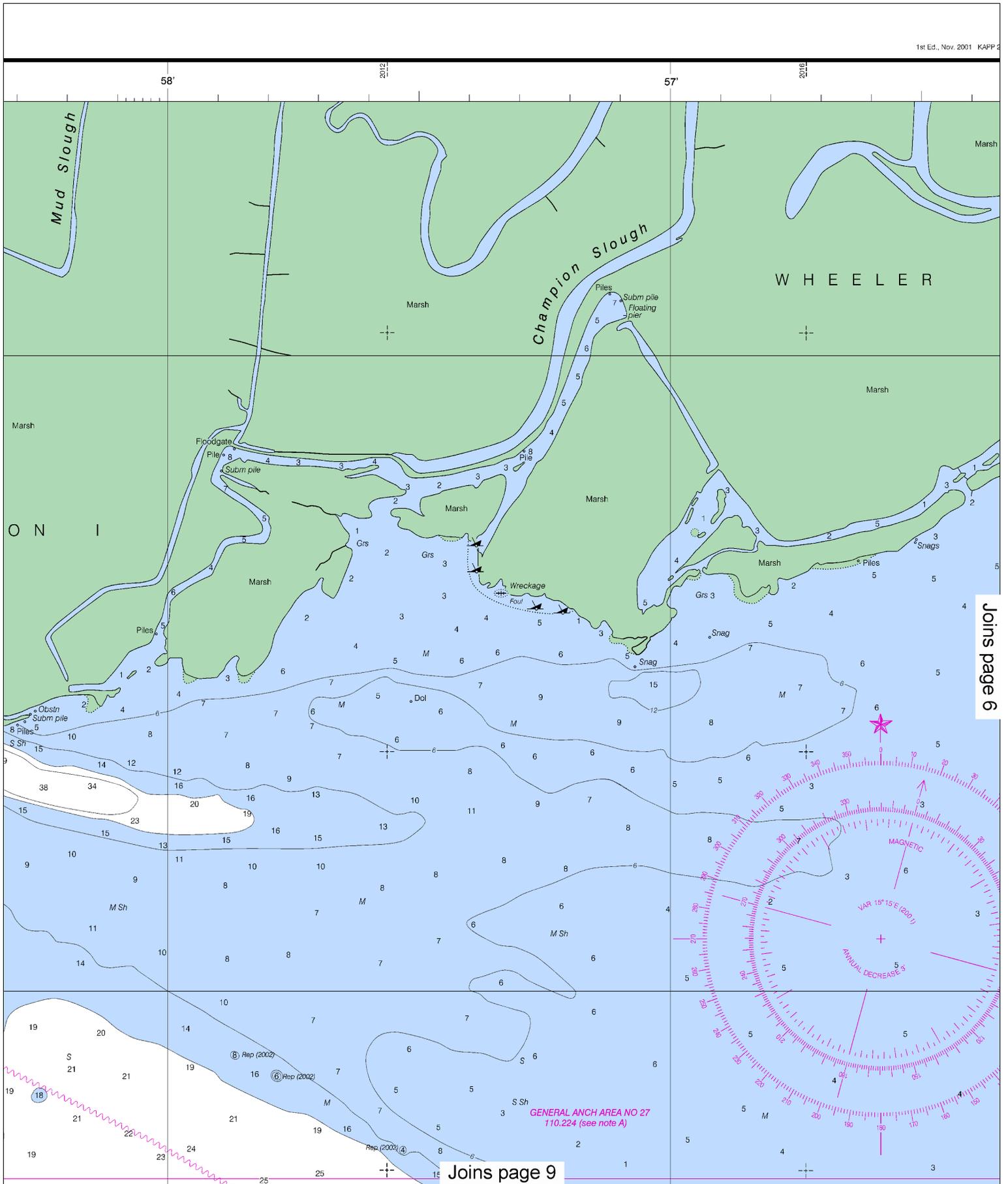
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000

See Note on page 5.



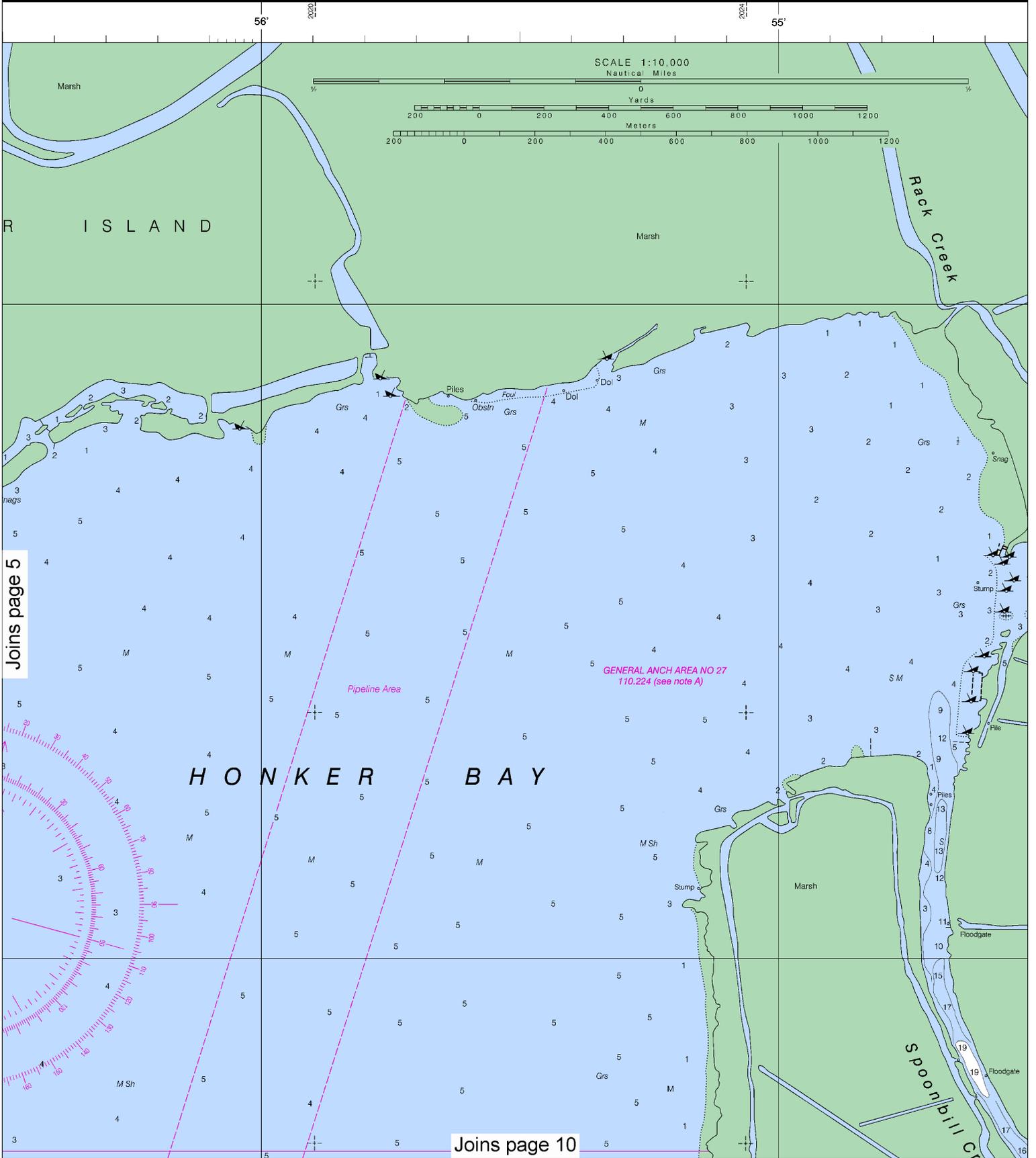


Joins page 6

Joins page 9

This BookletChart was reduced to 70% of the original chart scale.  
 The new scale is 1:14286. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.





Joins page 5

Joins page 10

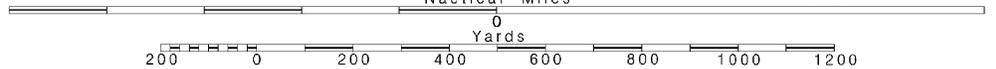


Note: Chart grid lines are aligned with true north.

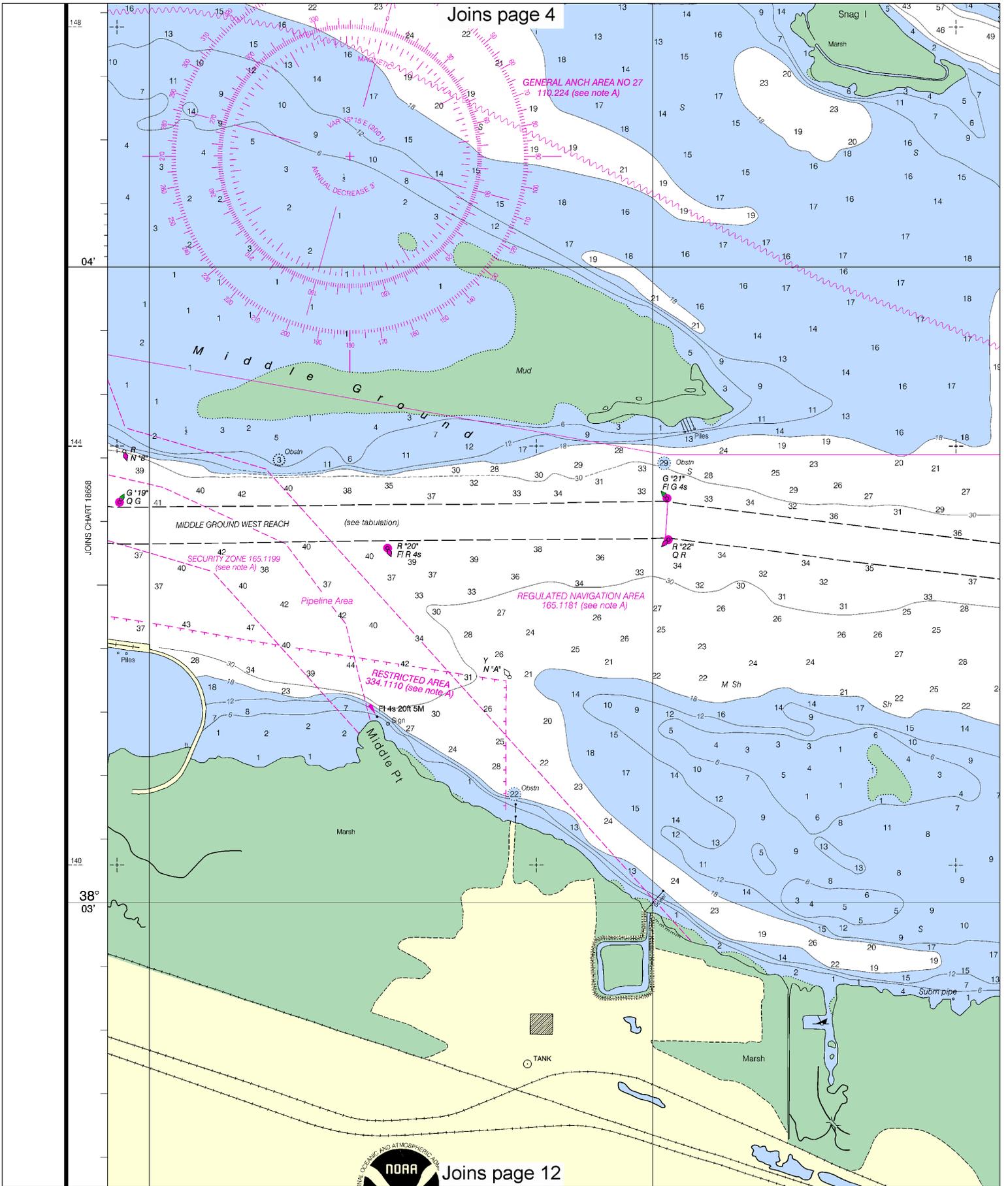
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SCALE 1:10,000

See Note on page 5.





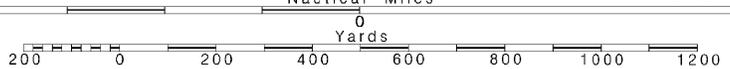


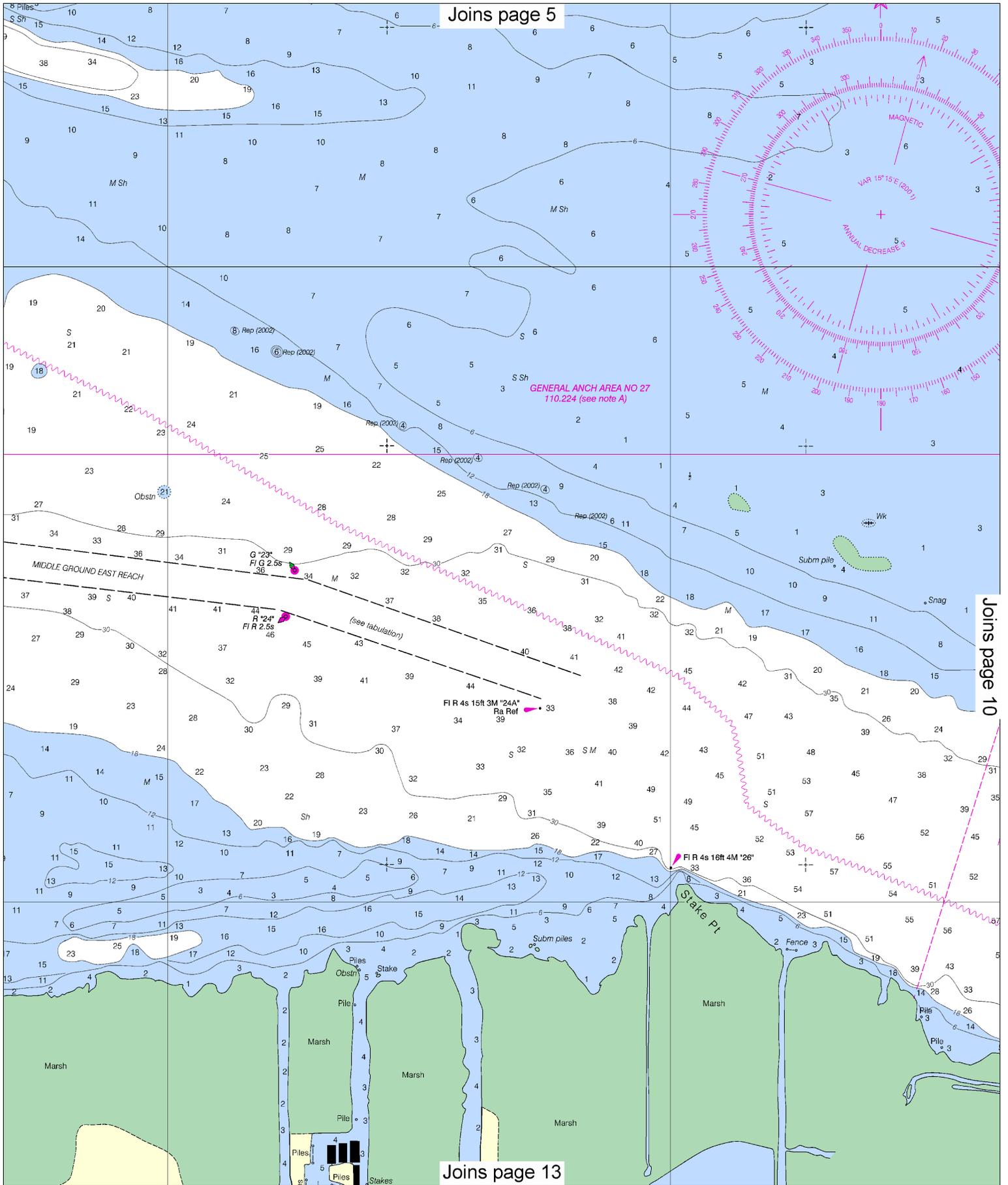
Note: Chart grid lines are aligned with true north.

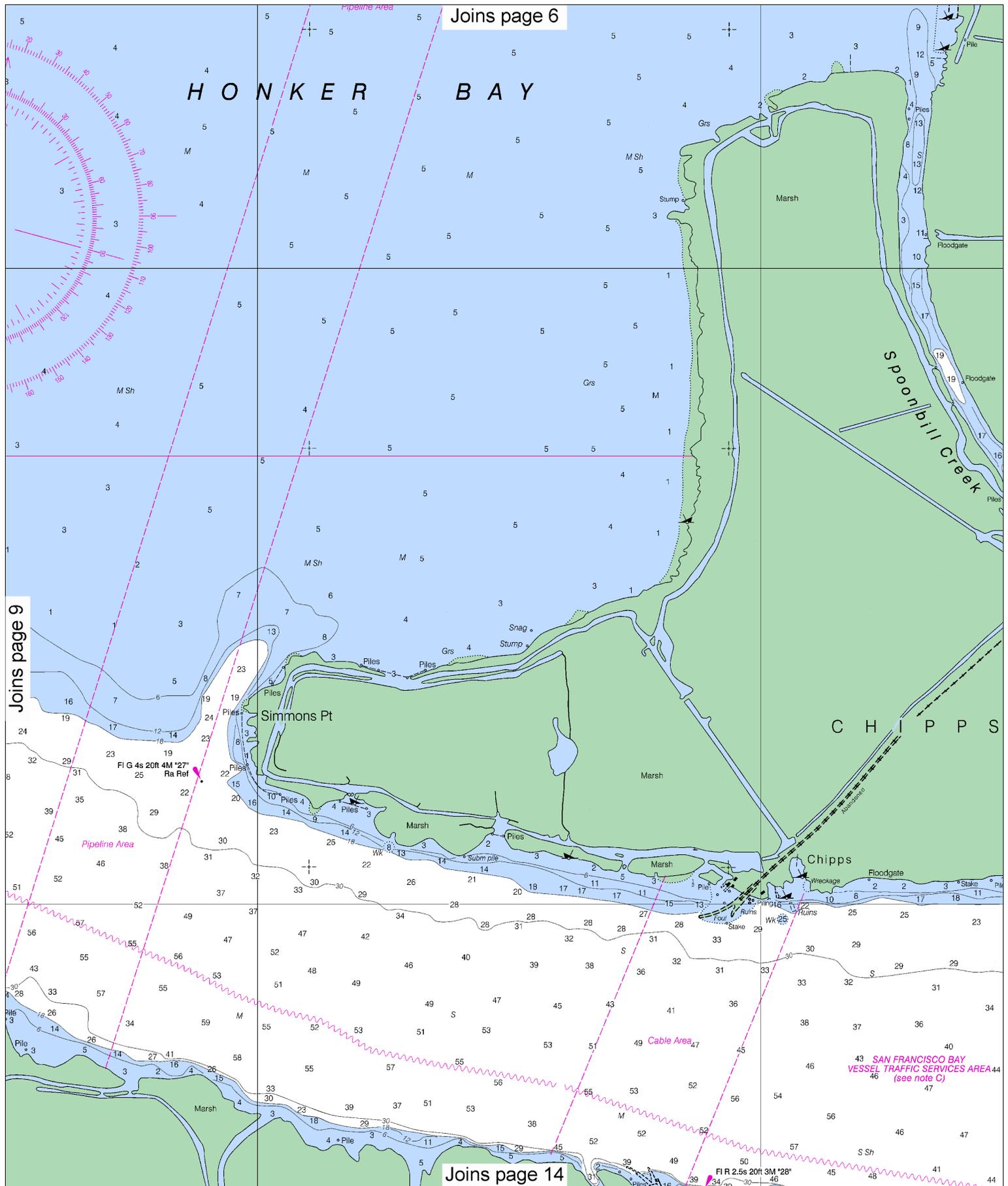
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SCALE 1:10,000

See Note on page 5.

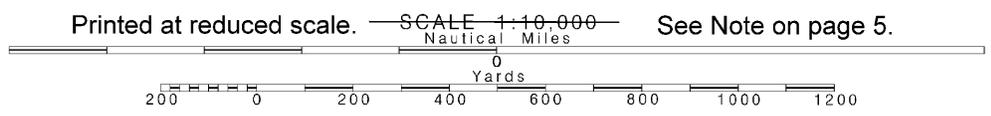






**10**

Note: Chart grid lines are aligned with true north.



# VAN SICKLE ISLAND

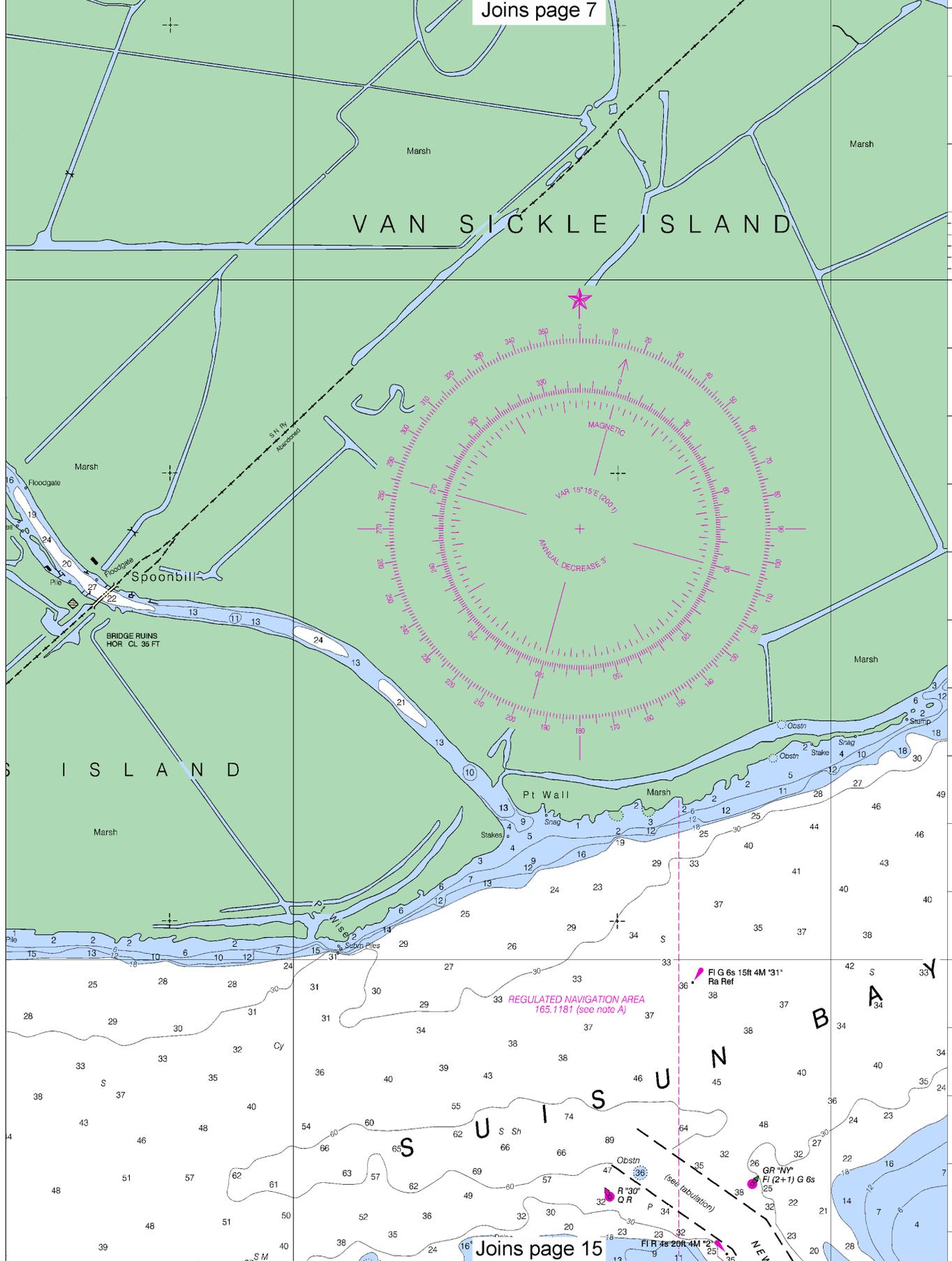
04'

144

JOINS CHART 16659

140

38° 03'



Joins page 8



UNITED STATES - WEST COAST  
CALIFORNIA

# SUISUN BAY

## MIDDLE GROUND TO NEW YORK SLOUGH

Mercator Projection  
Scale 1:10,000 at Lat. 38°03'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

### TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to the datum of soundings (MLLW)			
		Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Mallard Island Ferry Wharf	(38°03'N/121°55'W)	4.1	3.6	0.6	-2.0
Montezuma Slough	(38°05'N/121°53'W)	4.1	3.7	0.6	----
Pittsburg	(38°02'N/121°53'W)	4.1	3.6	0.6	-1.5

(701)

### HEIGHTS

Heights in feet above Mean High Water.

### 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.

### 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 Sacramento, California.  
Refer to charted regulation section numbers.

### NOTE C

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. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

### CAUTION

Temporary changes or defects in navigation are not indicated on this Notice to Mariners.

### PLANE COORDINATE GRID

(based on NAD 1927)  
The California State Grid (Zone II) on this chart at 4,000 foot intervals. The last three digits are omitted.

### AIDS TO NAVIGATION

Consult U.S. Coast Guard Lig supplemental information concerning navigation.

### NOAA VHF-FM WEATHER BROADCAST

The National Weather Service station below provide continuous marine weather casts. The range of reception is variable; most stations is usually 20 to 40 mile antenna site.

Mt. Pise, CA KHB-49 14  
Sacramento, CA KEC-57 14

### WARNING

The prudent mariner will not rely on any single aid to navigation, particularly floating aids. See U.S. Coast Pilot and U.S. Coast Pilot for details.

### 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).

### CAUTION

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

### SUPPLEMENTAL INFORMATION

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

### 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 National Imagery and Mapping 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:

○ (Accurate location) ◦ (Approximate location)

1st Ed., Nov. 24/01

# 18666

**CAUTION**  
This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency 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.

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.

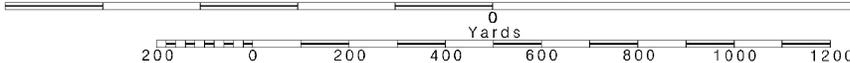
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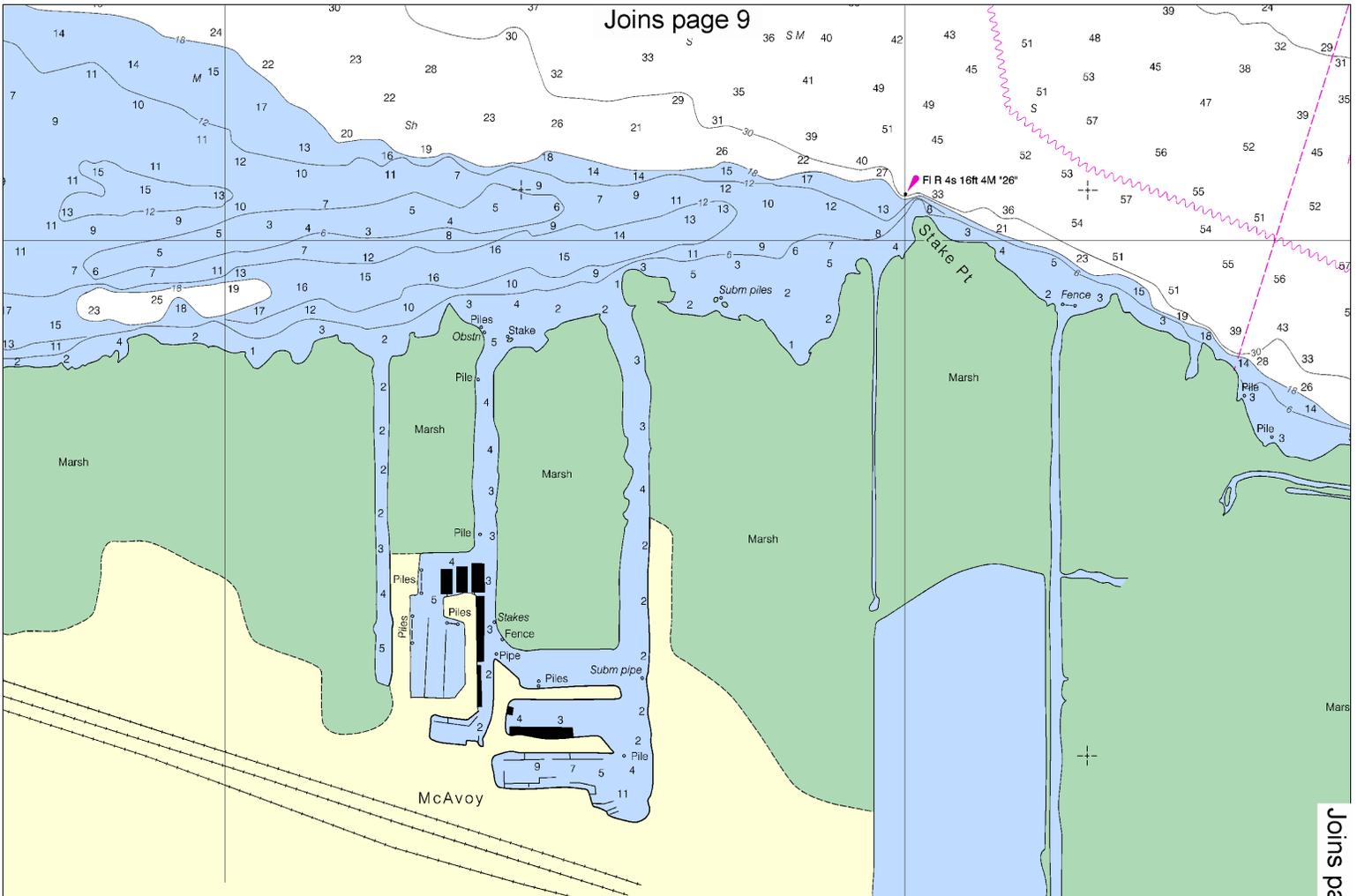
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000  
Nautical Miles

See Note on page 5.

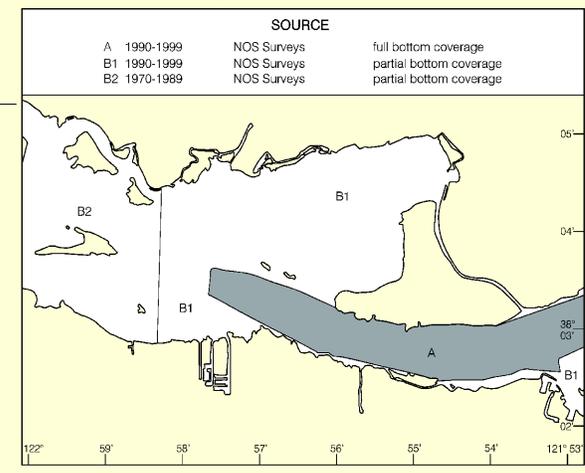




**HORIZONTAL DATUM**  
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 Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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 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.



SUISUN BAY  
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUGUST 1989

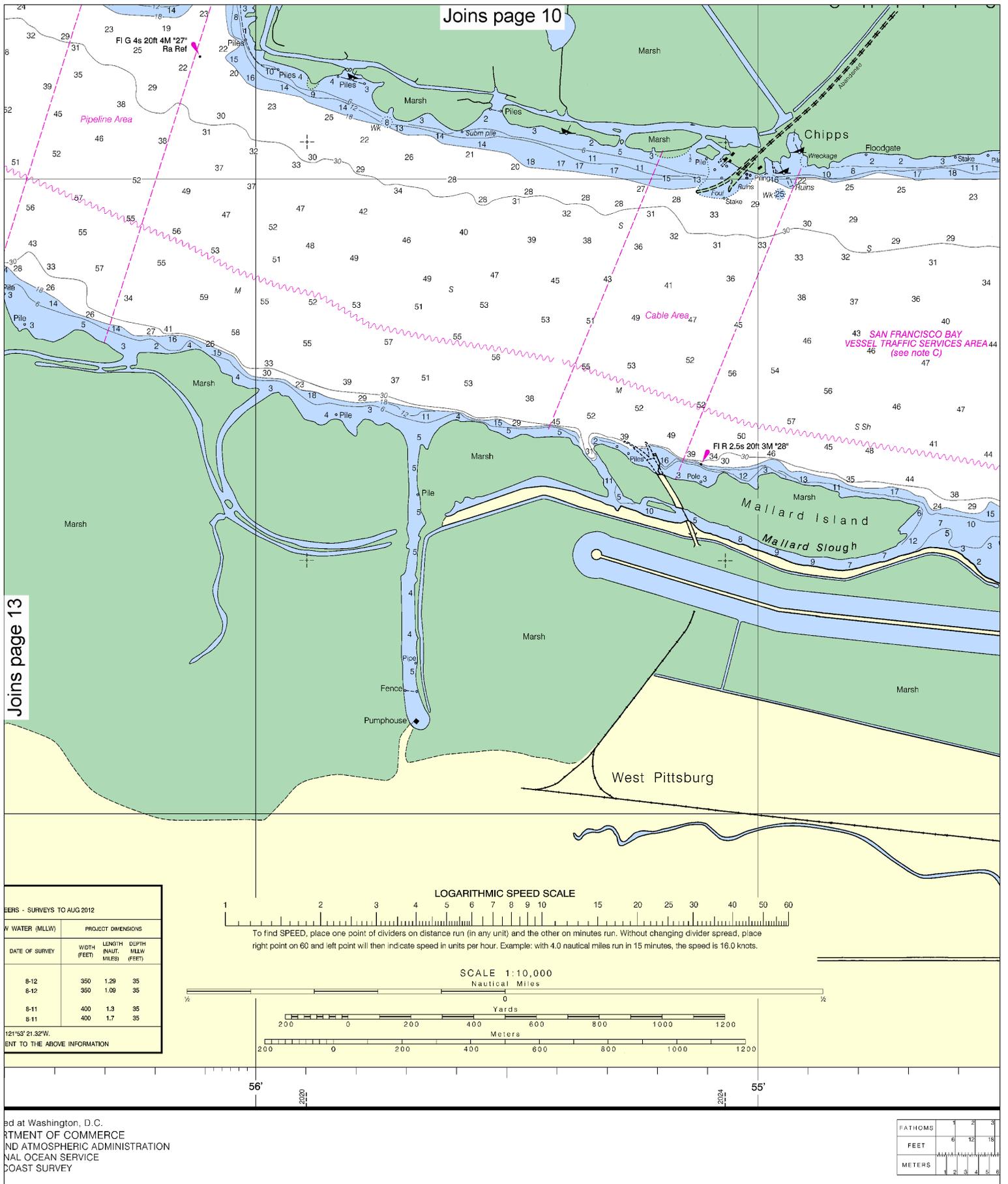
NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			DATE OF SURVEY	WIND
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		
MIDDLE GROUND CHANNEL					
WEST REACH	36	36	35	8-12	
EAST REACH	35	37	35	8-12	
NEW YORK SLOUGH					
WEST REACH	34	34	35A	8-11	
EAST REACH	32	35	34	8-11	

A. AN OBSTRUCTION WITH A DEPTH OF 36 FEET IS LOCATED AT 38° 02'41.2"N 121°53' 21.32"W.  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFO



**SOUNDINGS IN FEET**

Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SURVEY  
 COAST SURVEY



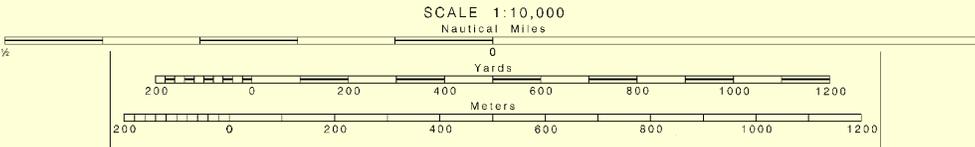
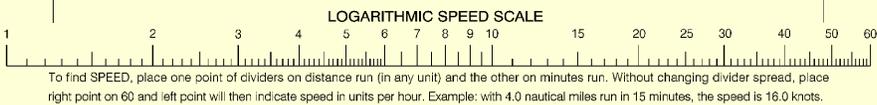
Joins page 10

Joins page 13

CHARTERS - SURVEYS TO AUG 2012

WATER (MLLW)		PROJECT DIMENSIONS	
DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (MLLW) (FEET)
8-12	350	1.28	35
8-12	350	1.08	35
8-11	400	1.3	35
8-11	400	1.7	35

121°53' 21.32"W  
 GO TO THE ABOVE INFORMATION



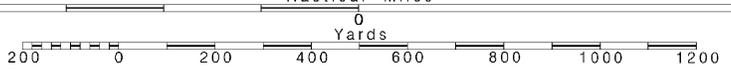
Printed at Washington, D.C.  
 DEPARTMENT OF COMMERCE  
 NAUTICAL AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

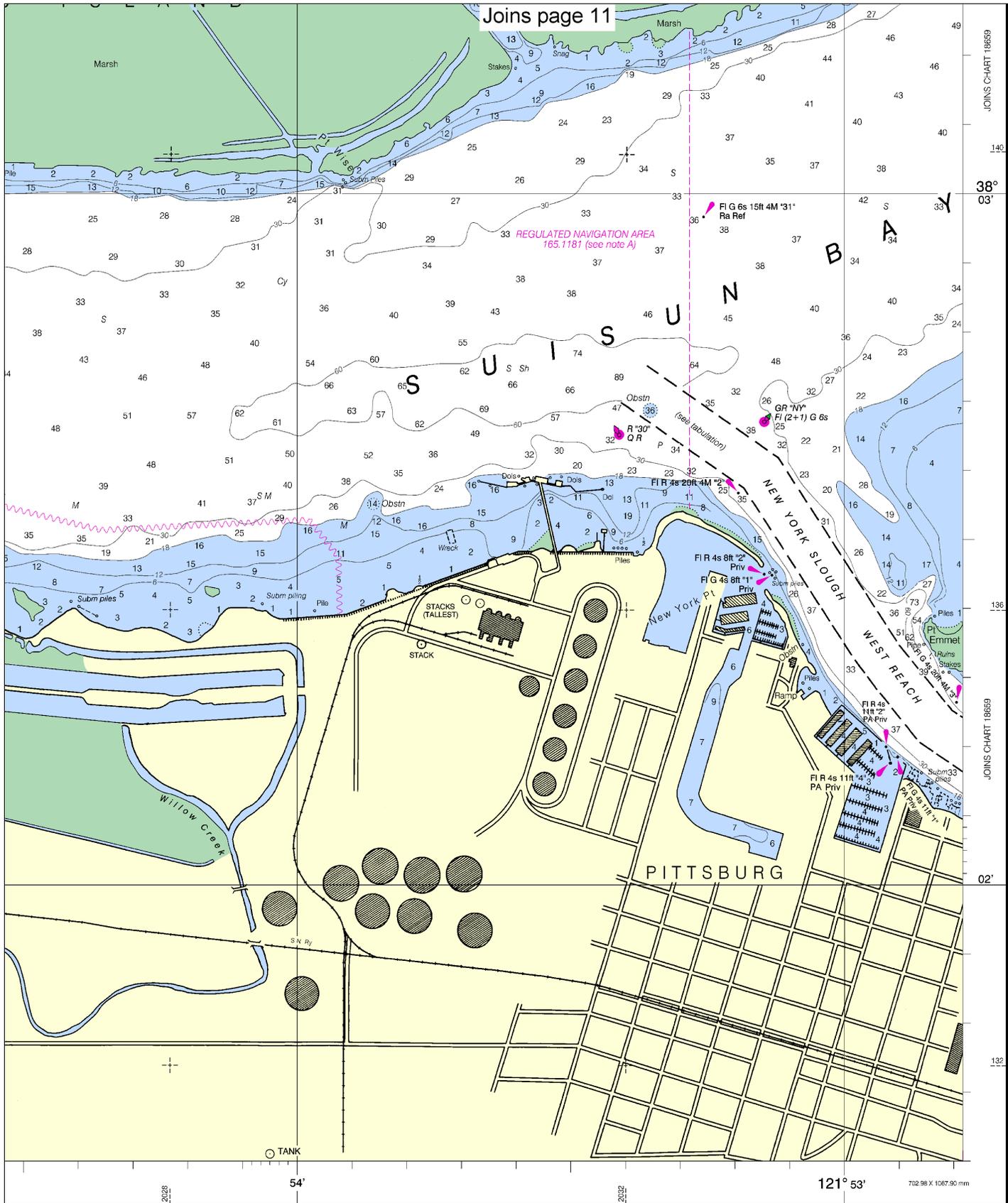
FATHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3

14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 See Note on page 5.





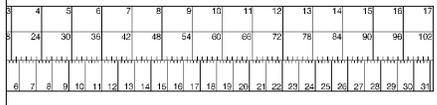
JOINS CHART 18666

JOINS CHART 18666

ED. NO. 1

NSN 7642014592255

NIMA REFERENCE NO. 18AHA18666



Suisun Bay, Middle Ground to New York Slough  
SOUNDINGS IN FEET - SCALE 1:10,000

18666



EMERGENCY INFORMATION

## 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.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](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 Weather Service — <http://www.weather.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>



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