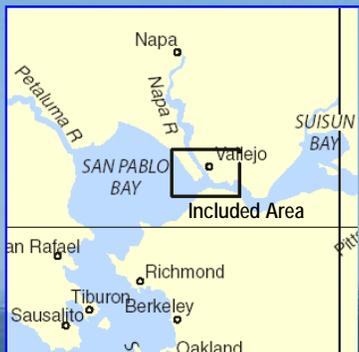


BookletChart™

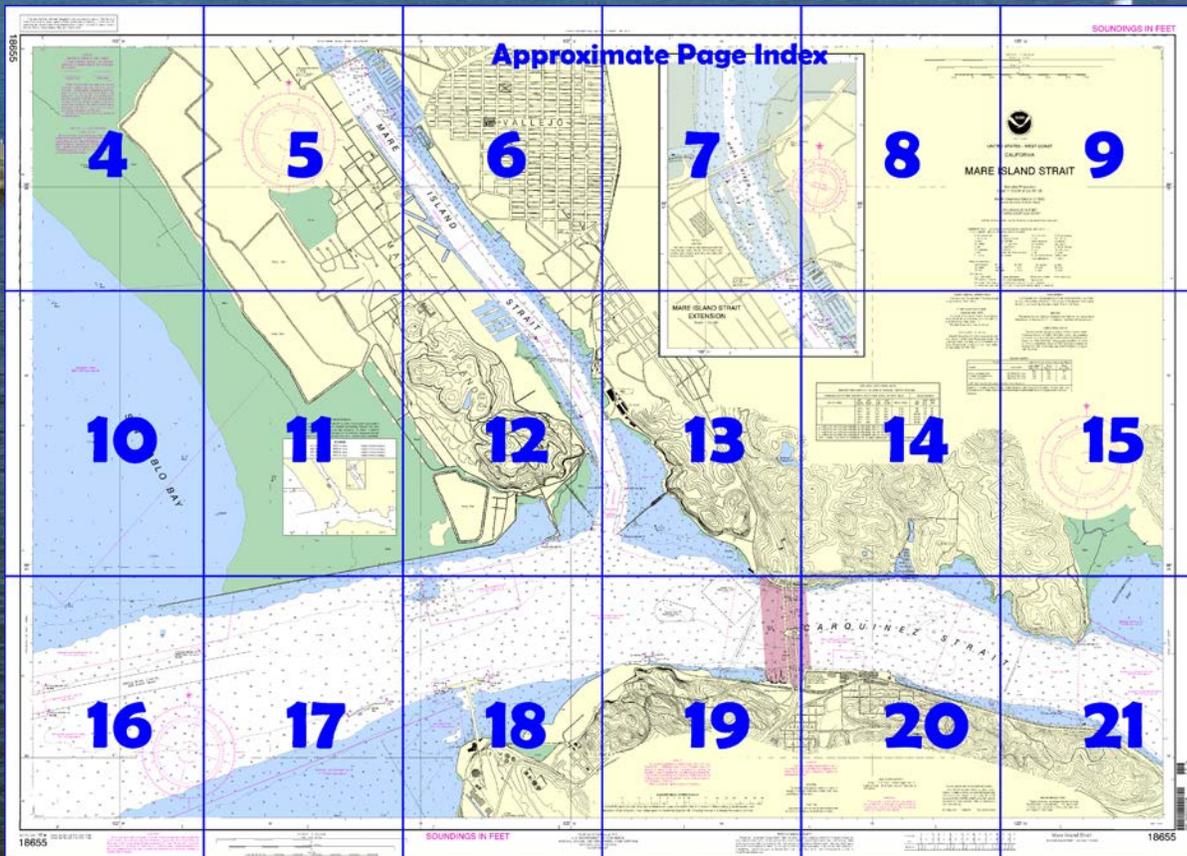


Mare Island Strait NOAA Chart 18655

*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
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.

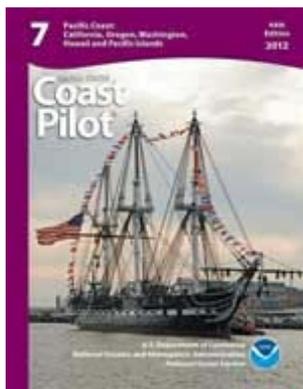
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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/searchbychart.php?chart=18655>.



(Selected Excerpts from Coast Pilot)
Mare Island Strait, at the mouth of the Napa River, is between the mainland and **Mare Island**. Vallejo is on the E side of the strait and the Mare Island Naval Shipyard is on the W side, about 2 miles above the S entrance. The project depth for the Mare Island Strait Channel, from the entrance to just S of the Vallejo-Mare Island Causeway Bridge, about 2.9 miles above the entrance, is 30 feet. (See Notice to Mariners and latest editions of charts for controlling depths.)

Notice.—Ships destined for **Mare Island U.S. Naval Shipyard** should await arrival of the Navy pilot at Carquinez Strait. The waters around Mare Island are included in a **restricted area**. (See **334.1100**, chapter 2, for limits and regulations.)

In 2010, shoaling to 14 feet was in the NW corner of Naval Anchorage 21, with shoaling to 5 feet in the adjacent disposal area.

A power cable crossing lower Mare Island Strait between Vallejo and Mare Island has a clearance of 206 feet. If the clearance between the masthead and the cable is less than 10 feet or if the clearance is not known, vessels shall not move under the cable without authority.

The entrance to Mare Island Strait is between two dikes. On the E side of the entrance, Dike No. 9 extends about 700 yards SW from the mainland and on the W side, Dike No. 14 extends about 500 yards SE from Mare Island; both dikes have submerged outer sections. Dike No. 9 is marked at the outer end by a light and Dike No. 14 is marked at the outer end by a lighted buoy.

Coast Guard Station Vallejo, about 2.5 miles above the entrance to Mare Island Strait just below the Vallejo-Mare Island causeway lift bridge, is on the E side of the strait.

Vallejo, on the E shore of Mare Island Strait, is the terminal of a railroad connecting interior N points. The shipyard, on the W side of Mare Island Strait, has drydocks and extensive facilities for repairing and building vessels of all sizes. A passenger ferry operates between Vallejo and San Francisco. Two small-craft facilities are also on the E side of the Mare Island strait. (See the small-craft facilities tabulation on chart 18652 for services and supplies available.)

The Vallejo-Mare Island causeway and lift bridge connect Mare Island with the city of Vallejo near the N end of the Naval Shipyard. It has a lift span with a clearance of 100 feet up and 12 feet down. (See **117.1 through 117.59 and 117.169**, chapter 2, for drawbridge regulations.)

The bridge is equipped with radiotelephone. The bridgetender monitors VHF-FM channel 16 and works on channel 13; voice call, Mare Island Causeway Bridge. Just above **Sears Point**, 1 mile above Vallejo, a fixed highway bridge with a clearance of 100 feet crosses the strait. A public fishing pier is close S of this bridge and extends about 350 yards from the E side of the strait. A Navy reserve fleet pier is on the W side of the strait between Vallejo-Mare Island causeway lift bridge and the fixed bridge just above Sears Point. If practical, approach the bridges only when running against the current. No passage should be attempted during the periods of peak flood or ebb current.

The **California State Maritime Academy** and pier are in **Morrow Cove**, on the N shore of the W entrance to Carquinez Strait.

Interstate Route 80 fixed highway bridges cross Carquinez Strait near its W entrance at **Semple Point**. The channel on each side of the center pier is 998 feet wide; the least clearance is 146 feet through the N span and 132 feet through the S span. Private sound signals are sounded at the bridge piers and racons are at the center of each span of the E bridge. Power cables cross the strait 0.3 mile W of the highway bridges and 1.2 miles E of it; the minimum clearance is 179 feet.

Crockett, on the S shore just E of the highway bridges, is built around The California and Hawai'ian Sugar Co. Refinery. The refinery's wharf has a 2,715-foot face with 2,815 feet of berthing space with dolphins, and a deck height of 12 feet. A depth of 30 feet is alongside.

A marina is on the S shore just W of the highway bridges, and a small-boat basin is in **Elliot Cove** on the N side of the strait opposite Crockett.

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

RCC Alameda Commander
11th CG District (510) 437-3700
Alameda, CA

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

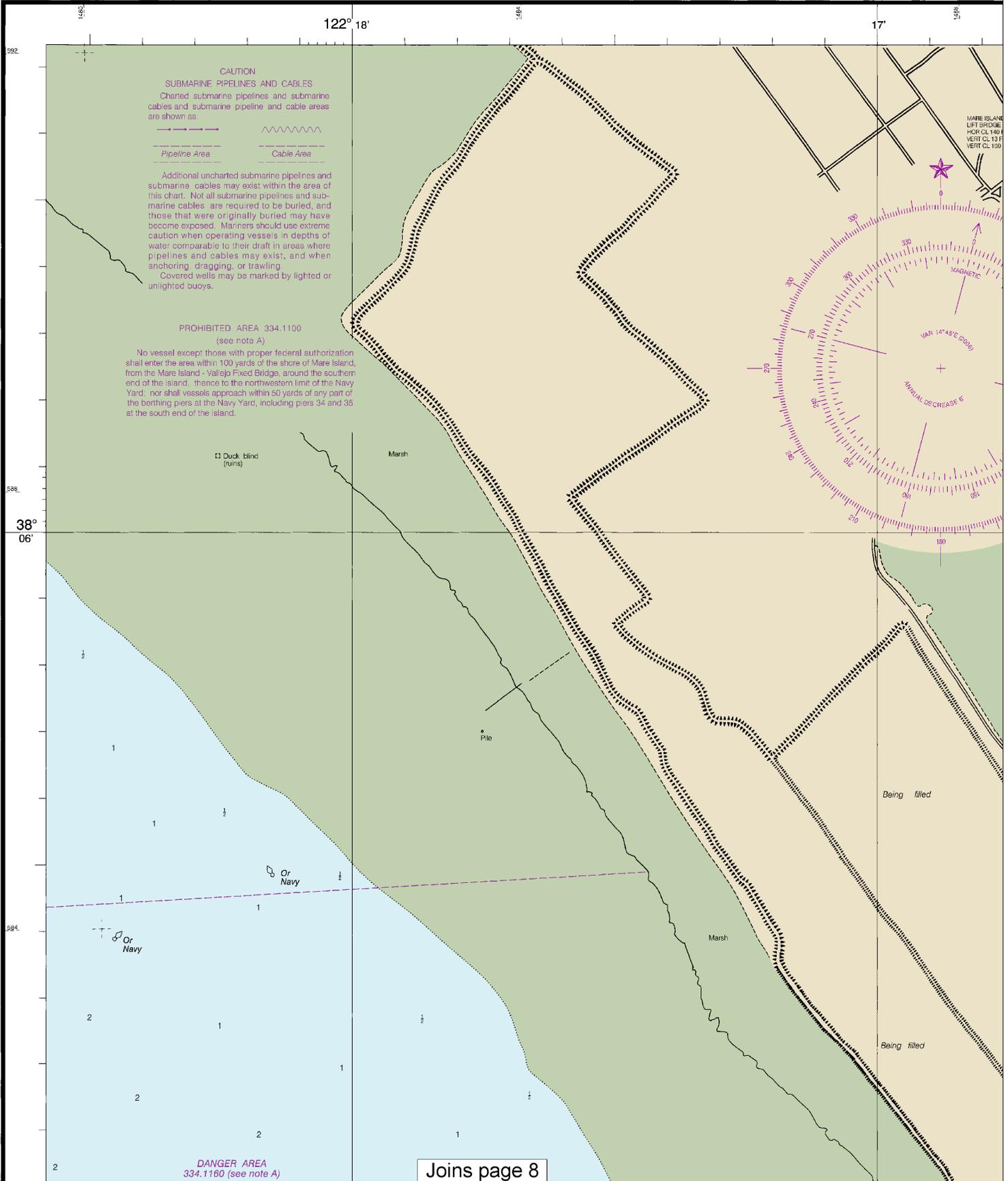
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

18655



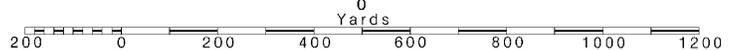
4

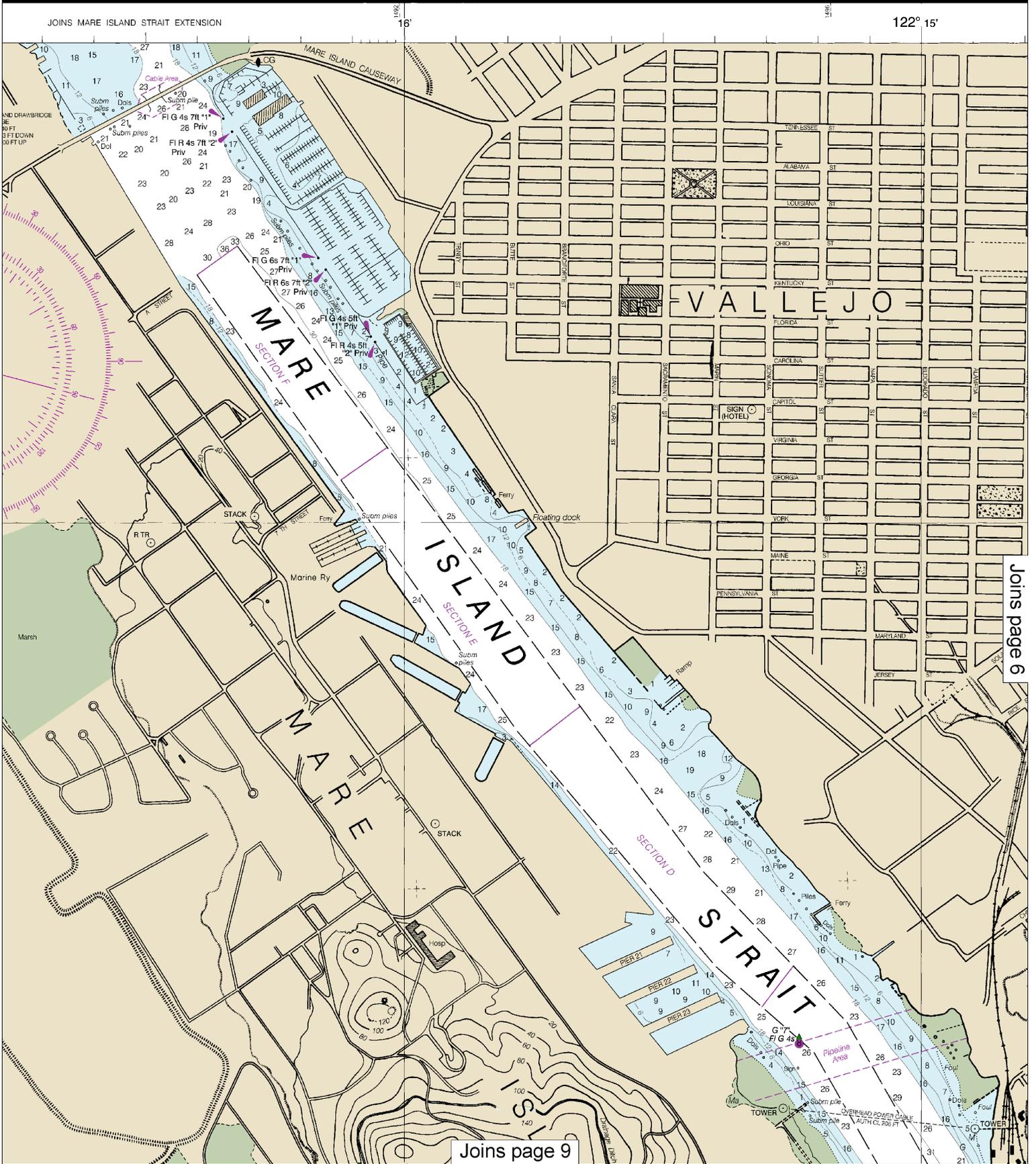
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
 Nautical Miles

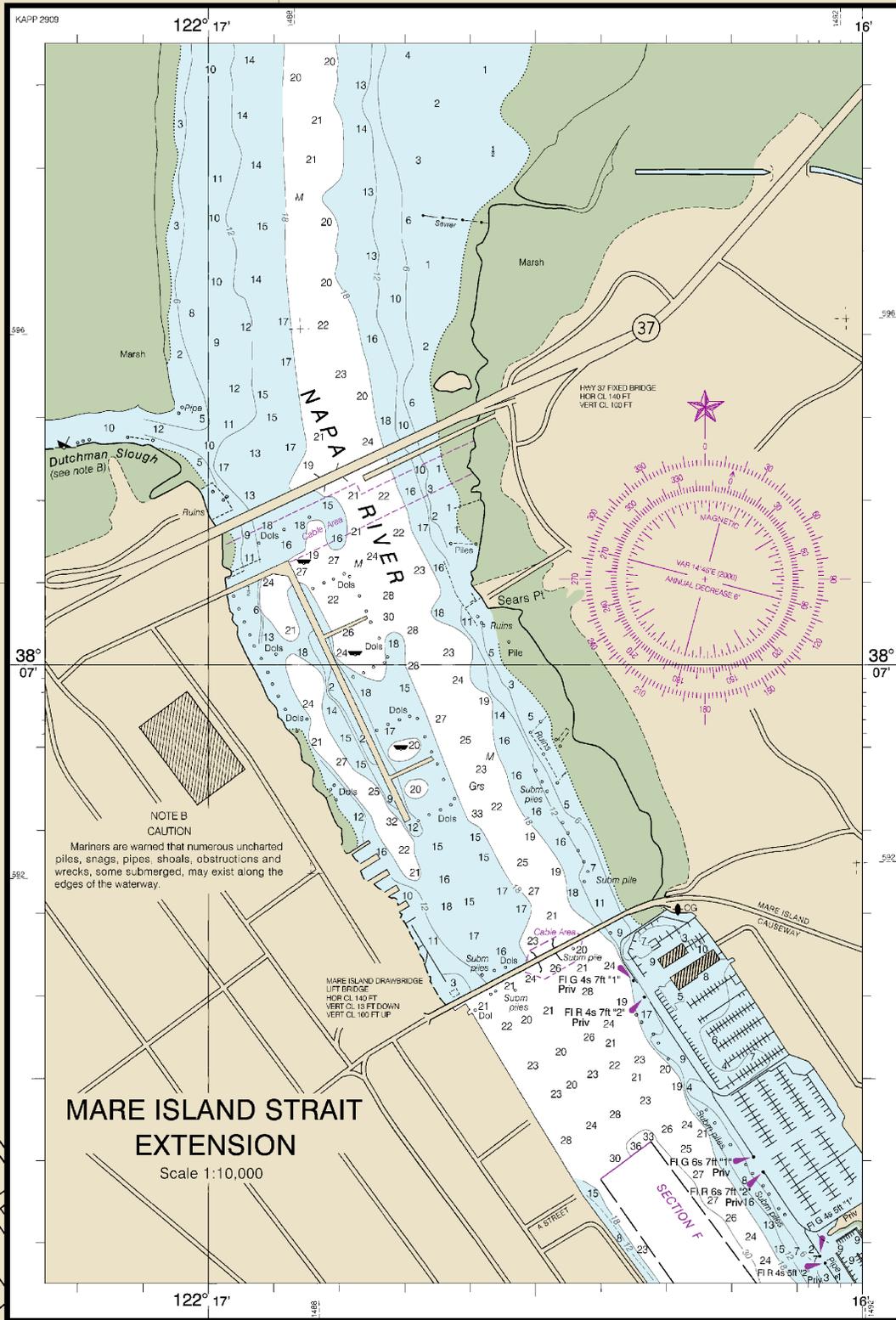
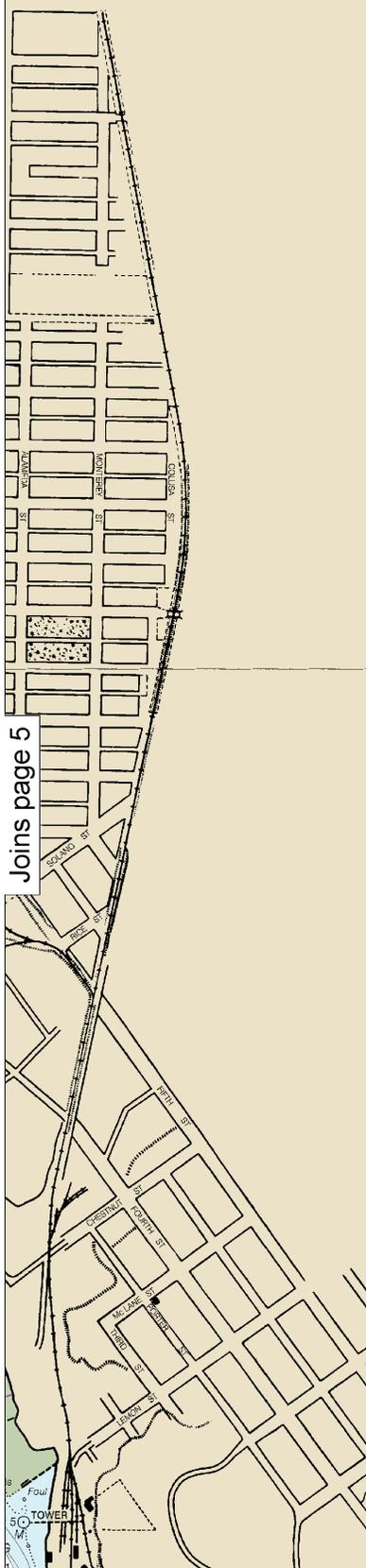
See Note on page 5.





This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:14285. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





Joins page 5

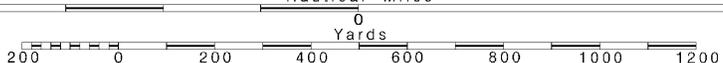
Joins page 10

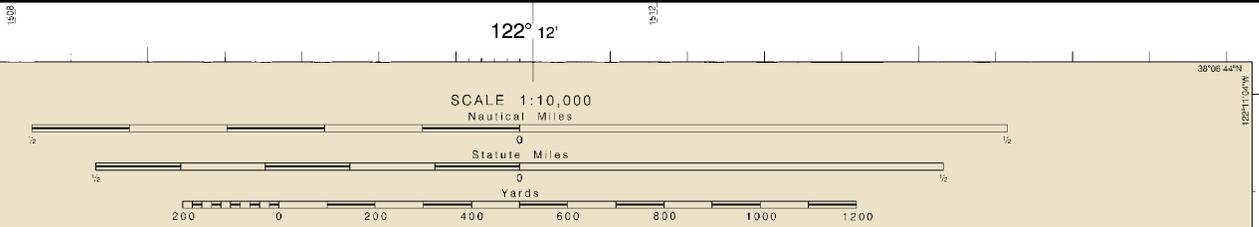


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.





UNITED STATES - WEST COAST
CALIFORNIA

MARE ISLAND STRAIT

Mercator Projection
Scale 1:10,000 at Lat 38° 05'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IO interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	SI M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blc boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

1. Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
2. Rocks that cover and uncover, with heights in feet above datum of soundings.

SUPPLEMENTAL INFORMATION

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

PLANE COORDINATE GRID

(based on NAD 1927)
The California State Plane Coordinate Grid (Zone III) is indicated on this chart at 4,000 foot intervals, thus: +-
The last three digits are omitted.

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).

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 Department of the Navy.

HEIGHTS

Elevations of rocks, bridges, landmarks and lights in feet above Mean High Water. Contour and summit elevations in feet above Mean Sea Level.

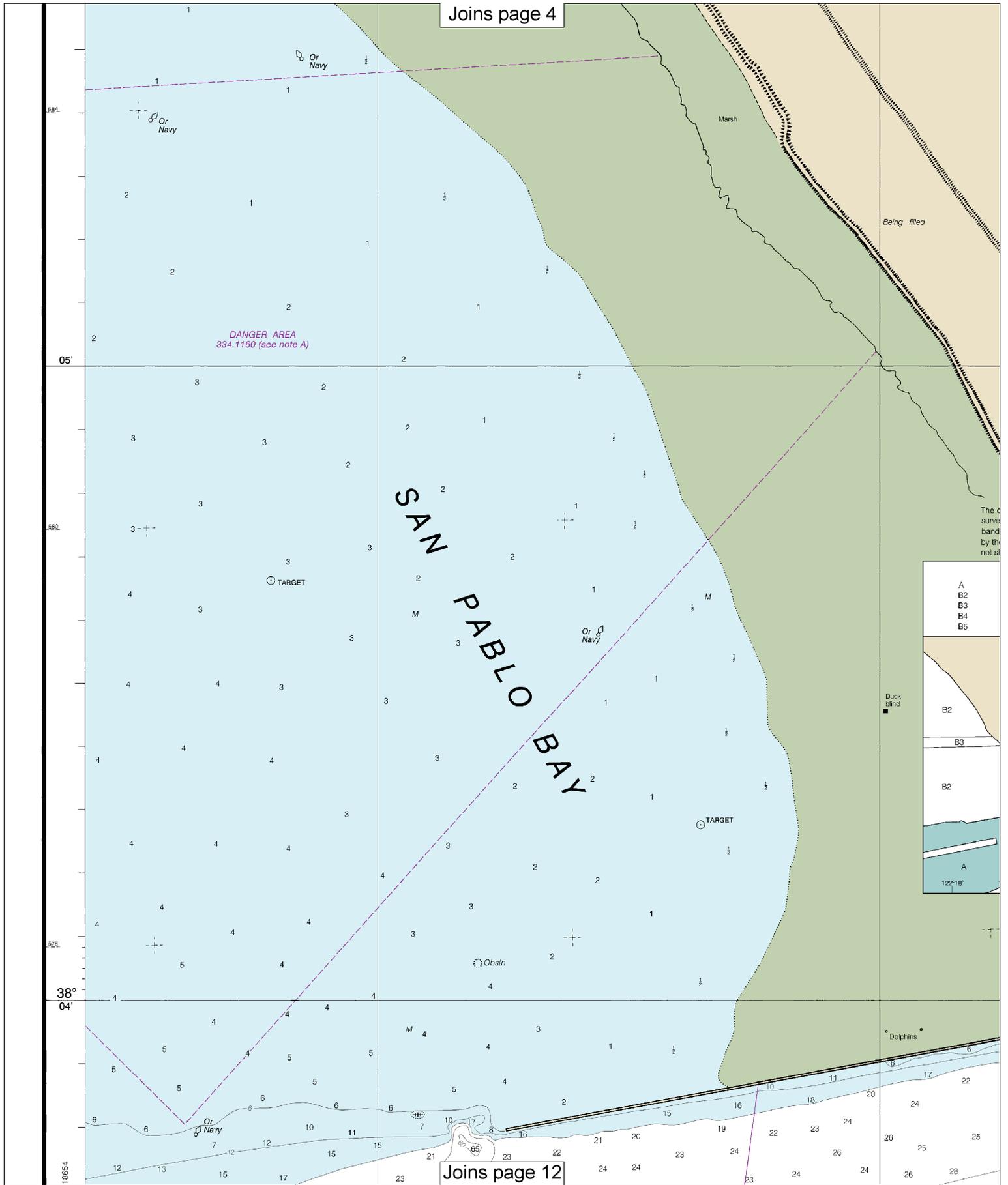
HORIZONTAL DATUM

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.285" southward and 3.887" westward to agree with this chart.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)		
	Mean Higher	Mean	Mean
NAME	Water	Low	Water
	feet	feet	feet
Selye, Carqueiza Strait	15.8		1.1

Joins page 11

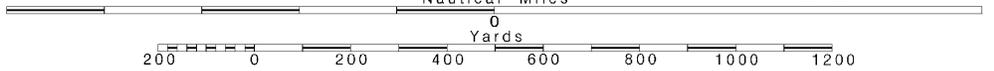


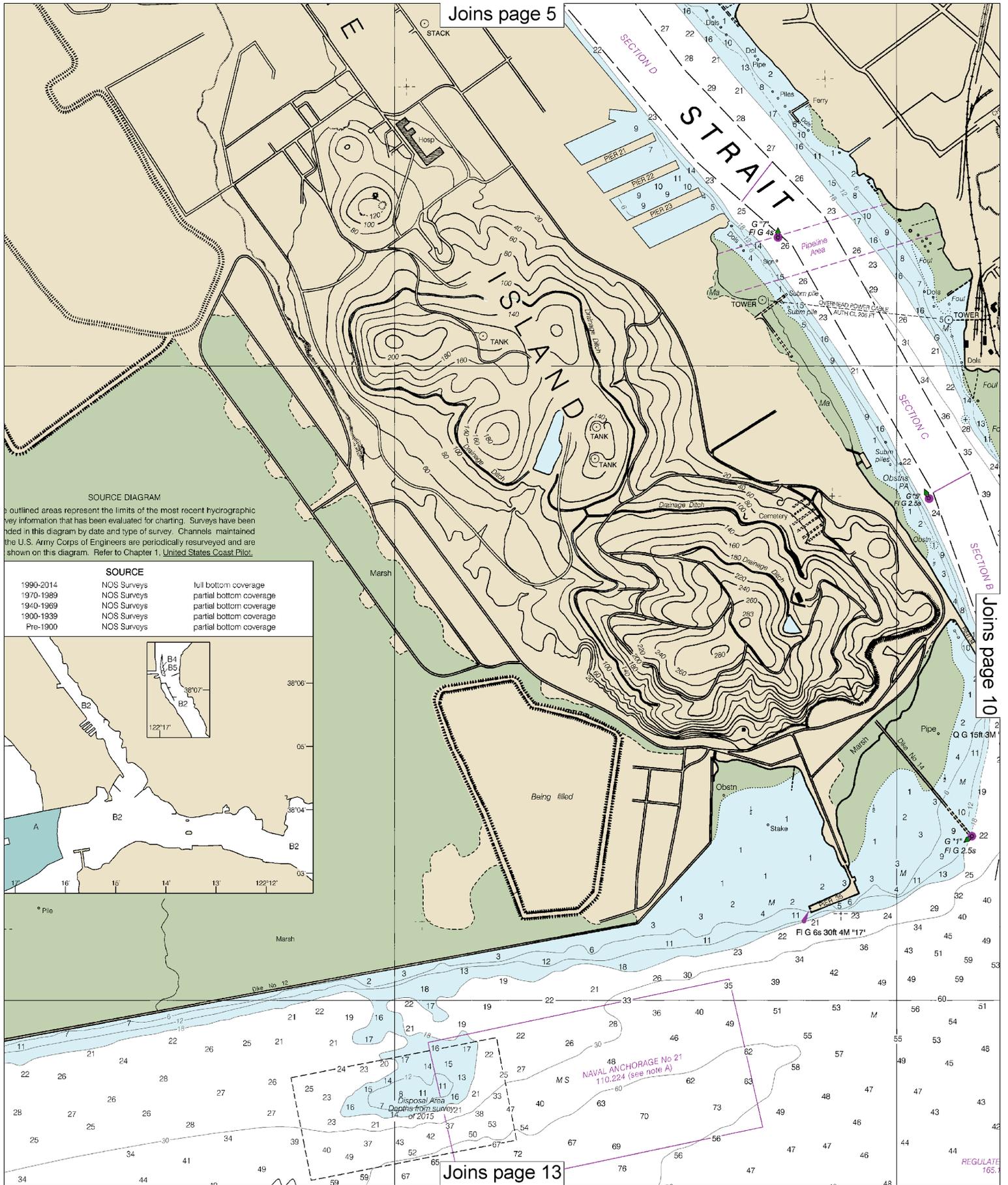
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.



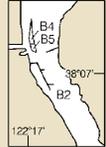


SOURCE DIAGRAM

Outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been identified in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

1990-2014	NOS Surveys	full bottom coverage
1970-1989	NOS Surveys	partial bottom coverage
1940-1969	NOS Surveys	partial bottom coverage
1900-1939	NOS Surveys	partial bottom coverage
Pre-1900	NOS Surveys	partial bottom coverage



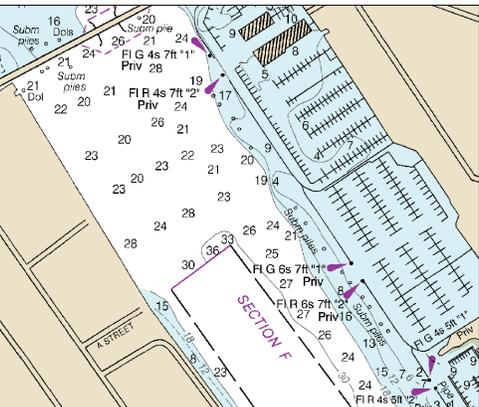
Joins page 6

MARE ISLAND STRAIT EXTENSION

Scale 1:10,000

122° 17'

16'



MARE ISLAND STRAIT C
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW WATER

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER
A	26.0	31.0	36.0
B	25.0	33.0	36.0
C	25.0	28.0	29.0
D	24.0	28.0	29.0
E	25.0	29.0	31.0
F	25.0	26.0	28.0

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO 1987

Joins page 9



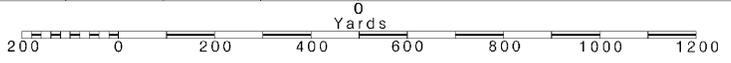
Joins page 14



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



Cy clay Grs grass sy sticky

Miscellaneous:
 AUTH authorized Obstrn obstruction PD position doubtful Subm submerged
 ED existence doubtful PA position approximate Rep reported
 (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.

Joins page 7

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

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 Department of the Navy.

PLANE COORDINATE GRID
 (based on NAD 1927)
 The California State Plane Coordinate Grid (Zone III) is indicated on this chart at 4,000 foot intervals, thus: +-
 The last three digits are omitted.

HEIGHTS
 Elevations of rocks, bridges, landmarks and lights in feet above Mean High Water. Contour and summit elevations in feet above Mean Sea Level.

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).

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.285" southward and 3.887" westward to agree with this chart.

TIDAL INFORMATION

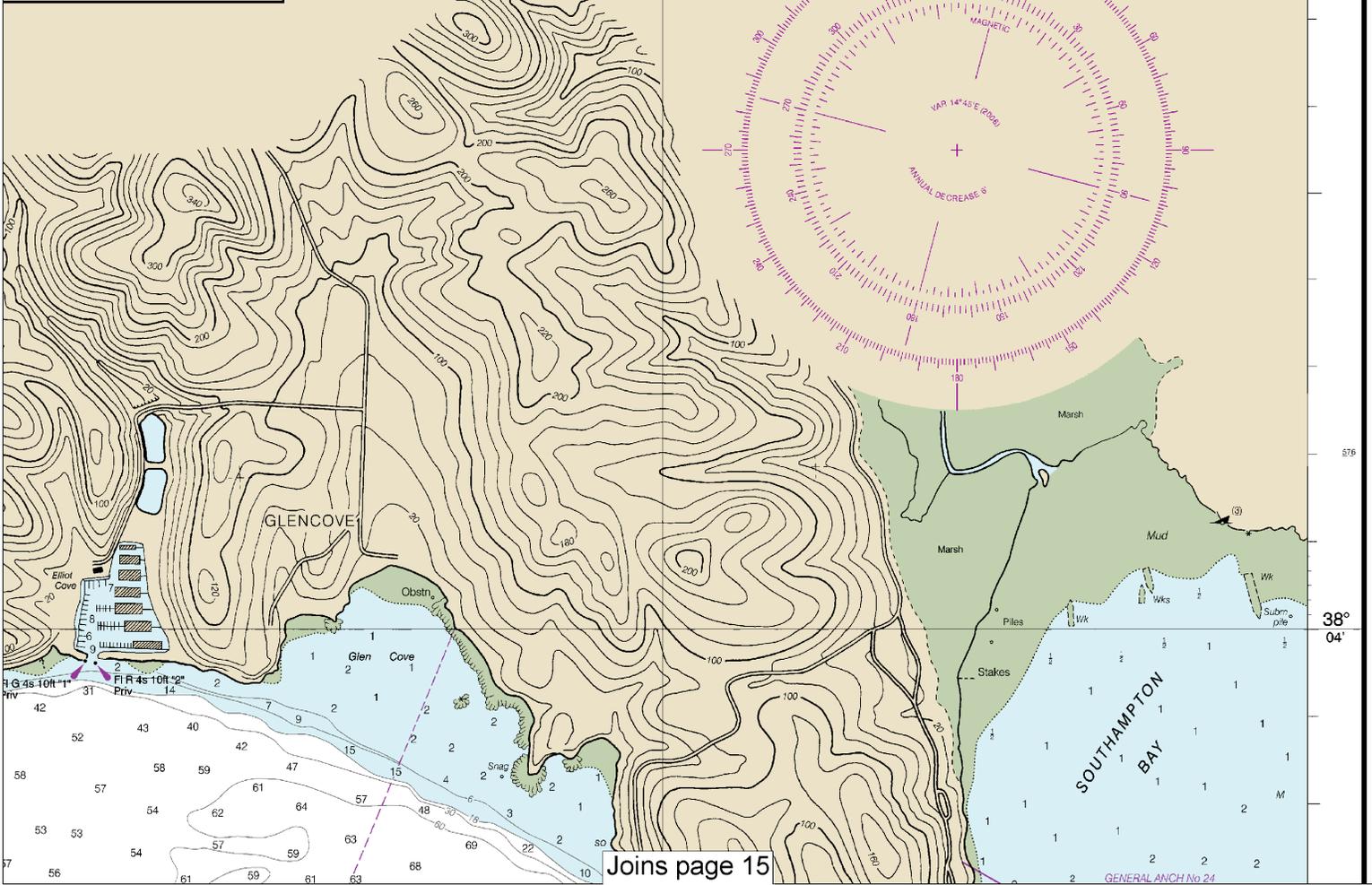
PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MILLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
	Selyo, Carquinez Strait	(38°03'N/122°15'W)	Feet 6.3	Feet 5.9	Feet 1.1
	Crockett, Carquinez Strait	(38°04'N/122°13'W)	5.9	5.4	1.0
	Marc Island Strait	(38°07'N/122°18'W)	5.9	5.4	0.9

NOTE: Note this chart also was requested for meter conversion.
 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://tidesandcurrents.noaa.gov>. (Oct 2006)

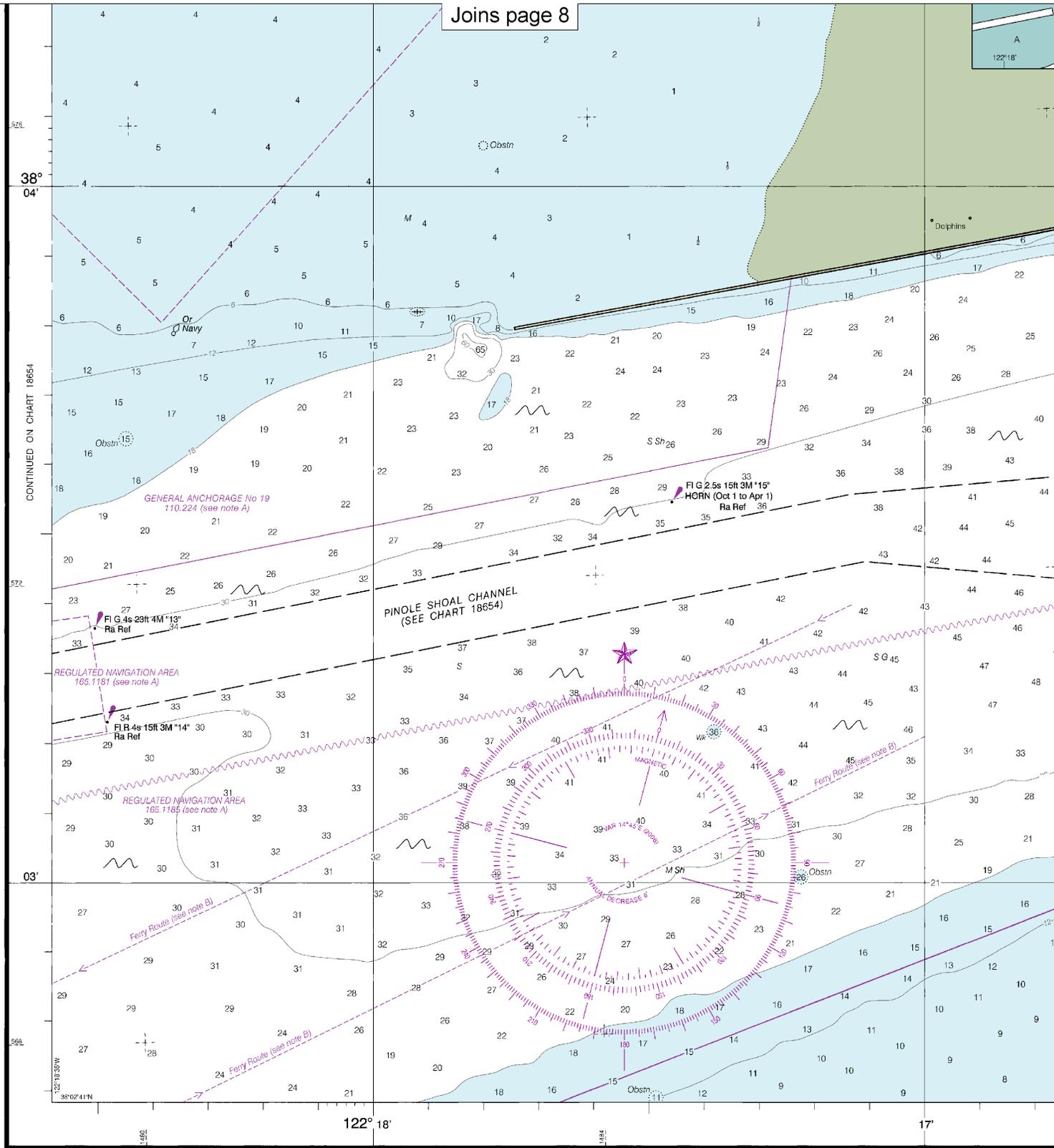
CHANNEL DEPTHS
 OF ENGINEERS - SURVEYS TO JUL 2011

LOWER LOW WATER (MLLW)		PROJECT DIMENSIONS			
HT	RIGHT	DATE OF SURVEY	WIDTH	LENGTH	DEPTH
DE	OUTSIDE		(FEET)	(NAUT. MILES)	(FEET)
FTER	QUARTER				
37.0		7-11	400	0.3	30
38.0		7-11	400	0.3	30
27.0		7-11	400-460	0.6	30
29.0		7-11	460-600	0.5	30
28.0		7-11	600-625	0.5	30
31.0		7-11	625-460	0.4	30

SEQUENT TO THE ABOVE INFORMATION



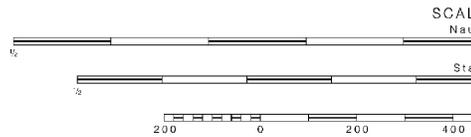
Joins page 8



18655

CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

59th Ed., Oct. 2006. Last Correction: 11/29/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

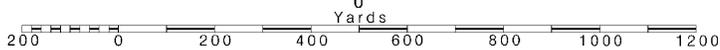


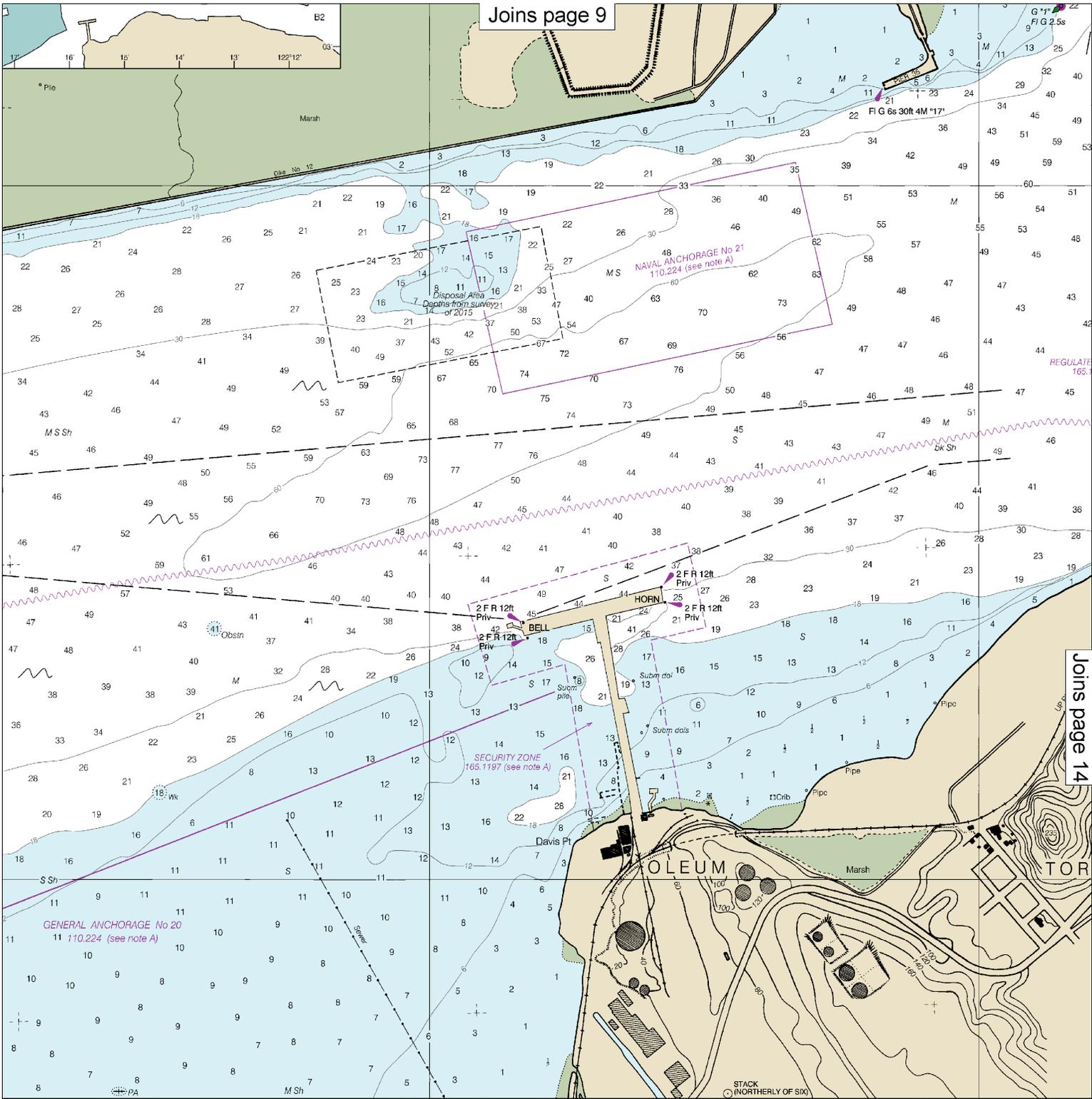
12

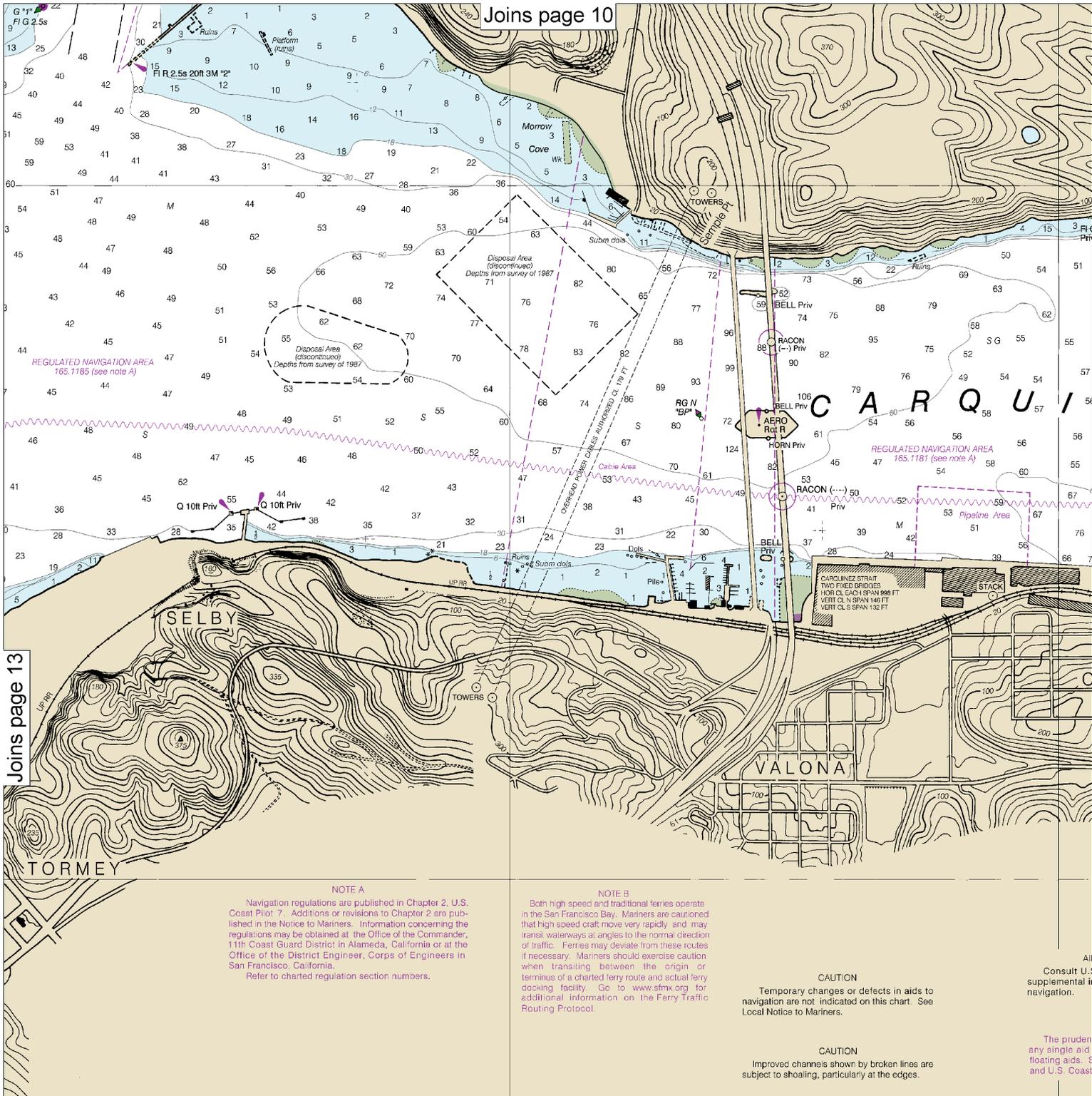
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.







Joins page 13

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
 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.stmx.org for additional information on the Ferry Traffic Routing Protocol.

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

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

Consult U.S. supplemental information for navigation.

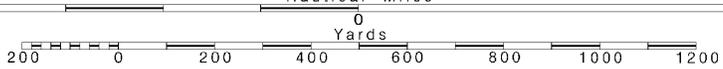
The prudent use of any single aid to navigation is not sufficient for safe navigation. Consult U.S. Coast Pilot 7.

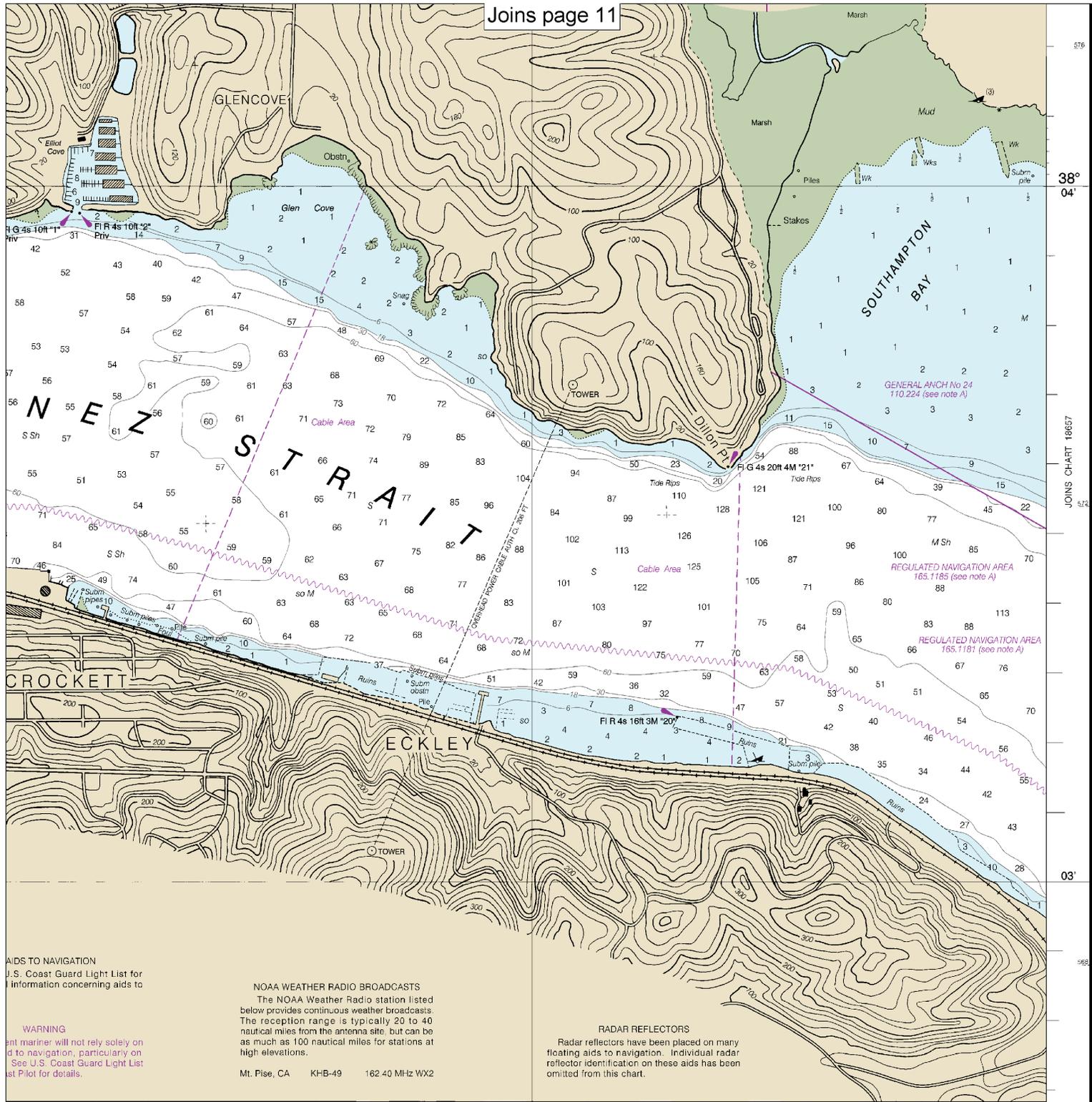
Published at Washington, D.C.
 DEPARTMENT OF COMMERCE
 NAUTICAL AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEANIC SERVICE
 COAST SURVEY

14

Note: Chart grid lines are aligned with true north.

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





AIDS TO NAVIGATION
 U.S. Coast Guard Light List for information concerning aids to

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.

Mt. Pisic, CA KHB-49 162.40 MHz WX2

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.

WARNING
 Do not rely solely on this chart for navigation, particularly on the Mare Island Strait. See U.S. Coast Guard Light List and Pilot for details.

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Mare Island Strait
 SOUNDINGS IN FEET - SCALE 1:10,000

18655



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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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
- 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>



— For the latest news from Coast Survey, follow @NOAAcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.