

BookletChart™

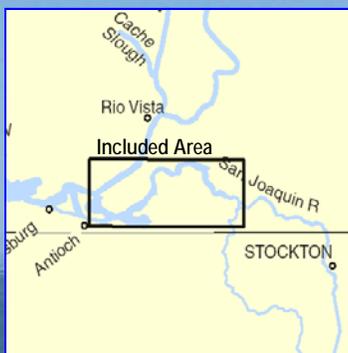


San Joaquin River – Antioch to Medford Island

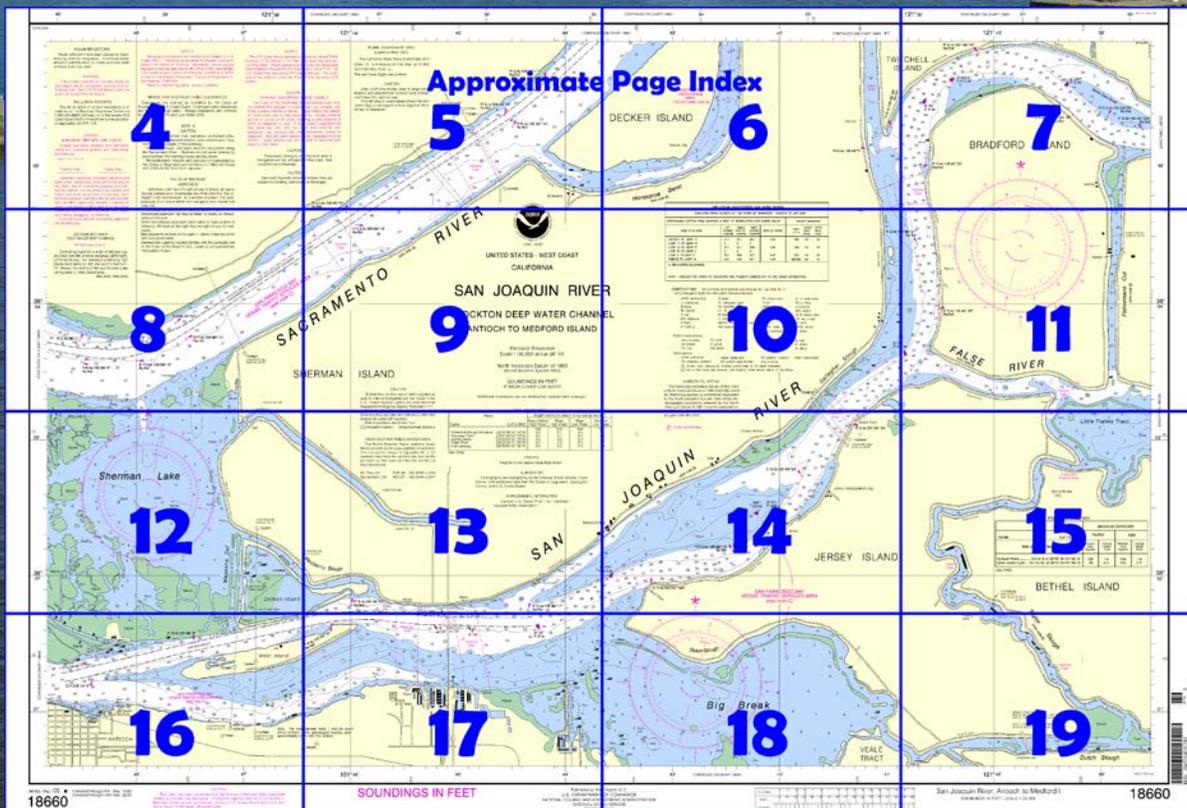
NOAA Chart 18660

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



18660

SOUNDINGS IN FEET

18660

**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.

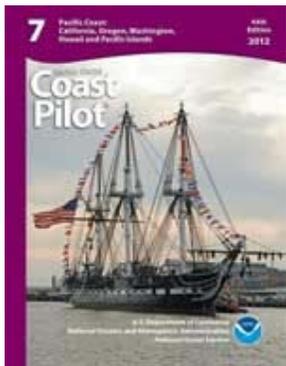
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18660>.



(Selected Excerpts from Coast Pilot)
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.

Reports of gage heights of the San Joaquin River delta can be obtained from the Sacramento National Weather Service Office at any time. The information is published in the Sacramento Bee and, in addition, is reported on radio broadcasts from station KFBK (1530 kHz) whenever the gage heights are sufficient to be of general interest.

Information on gage heights can also be obtained from the State Department of Water Resources, 1416 9th Street, Sacramento, CA 95814 or by recorded message at (916) 653-6416.

A **Federal project** provides for a 35-foot channel from the mouth of the San Joaquin River to a turning basin at Stockton, and for suitable passing and turning basins. (See Notice to Mariners and latest editions of charts for controlling depths.)

Anchorage.—General and explosives anchorages are in the San Joaquin River on the W side of Sherman Island near the mouth, and just N of Venice Cut between Mandeville Island and Venice Island. (See **110.1 and 110.224**, chapter 2, for limits and regulations.)

(See **162.205**, chapter 2, for rules and regulations governing maximum speed, passing, right-of-way, collision, and wrecks in the San Joaquin River.)

Antioch Bridge, (State Route 160), a fixed highway bridge with a clearance of 142 feet, crosses San Joaquin River about 3 miles E of Antioch. There are no other bridges over the main channel below the turning basin at Stockton. Power cables over the main channel of San Joaquin River from the mouth to the turning basin at Stockton have a minimum clearance of 140 feet.

There are small-craft facilities on the S side of San Joaquin River on both sides of Antioch Bridge. (See the small-craft facilities tabulation on chart 18661 for services and supplies available.)

The main channel in San Joaquin River to Stockton is marked by a daybeacon, buoys, lights, and lighted ranges. At **Mandeville Cut** and **Venice Cut**, 15 miles above Antioch Bridge, the river still follows its old channel and violent sheers are experienced if the navigator is not prepared to meet the river current when passing from the cuts into the river and from the river into the relatively quiet waters of the dredged channel. Under freshet conditions, vessels tend to sheer off course at the junction of the San Joaquin River and the main ship channel at Channel Point near Stockton.

Stockton, 28 miles above Antioch Bridge, is in the center of the fertile San Joaquin Valley. The deep-draft harbor is near the W city limits.

Pilotage, San Joaquin River.—River pilots, commissioned by the Port of Stockton, are obtained by ship's agents, through the office of the Port of Stockton, or the San Francisco Bar Pilots.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Supplies.—Supplies may be had in any quantity, and water is piped to the wharves. Ships may fuel from barges; alongside bunkering of large vessels may be done at the oil terminals in San Pablo Bay and Carquinez Strait.

Small-craft facilities.—Several small-craft facilities are at Stockton or nearby.

**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

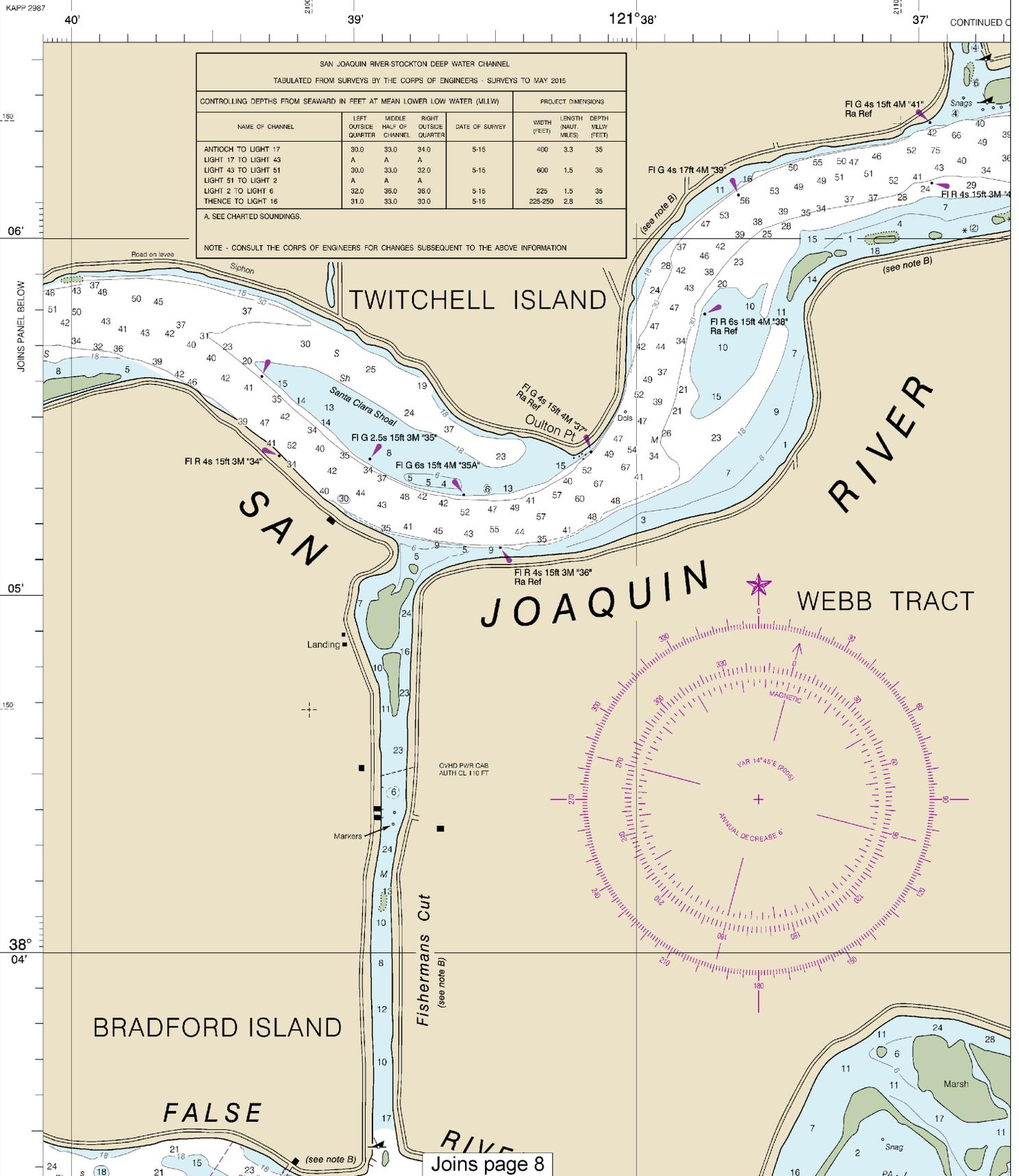
on navigable waters except Western Rivers



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>

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

18660



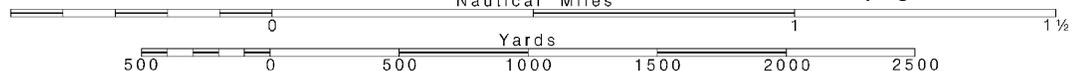
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET

18660

BOULDIN ISLAND

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. Pisic, CA	KHB-49	162.40 MHz WX2
Sacramento, CA	KEC-57	162.55 MHz WX1

Potato Slough
 (see note B)

Little Potato Slough
 (see note B)

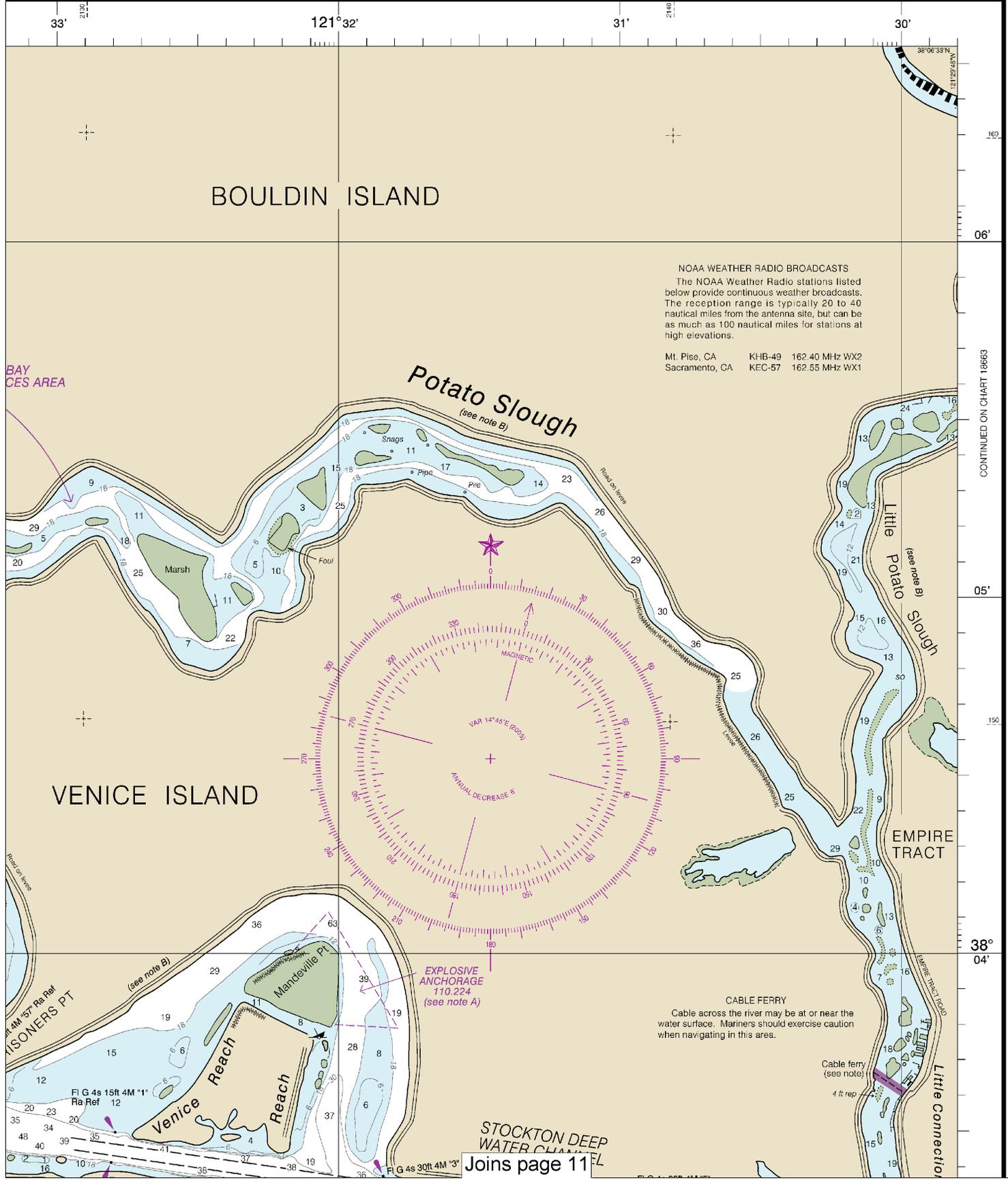
VENICE ISLAND

EMPIRE TRACT

EXPLOSIVE ANCHORAGE
 110.224
 (see note A)

CABLE FERRY
 Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

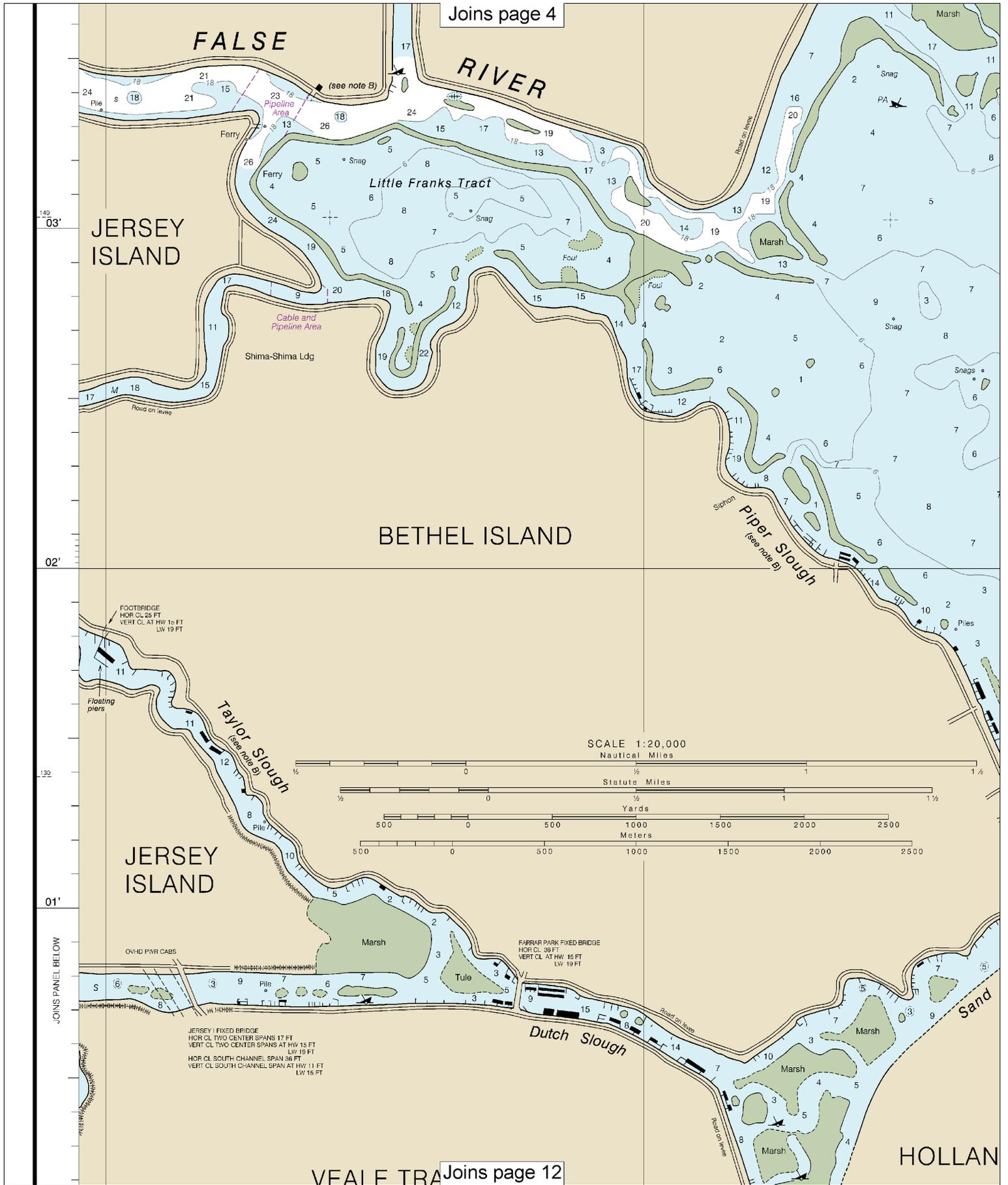
STOCKTON DEEP WATER CHANNEL
 Joins page 11



CONTINUED ON CHART 18663

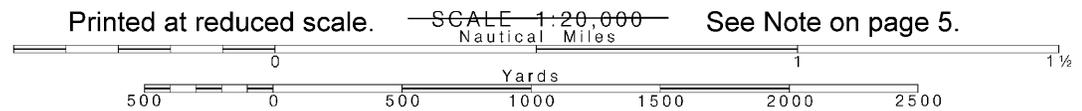
3rd Ed., Sep. 2005. Last Correction: 11/23/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)



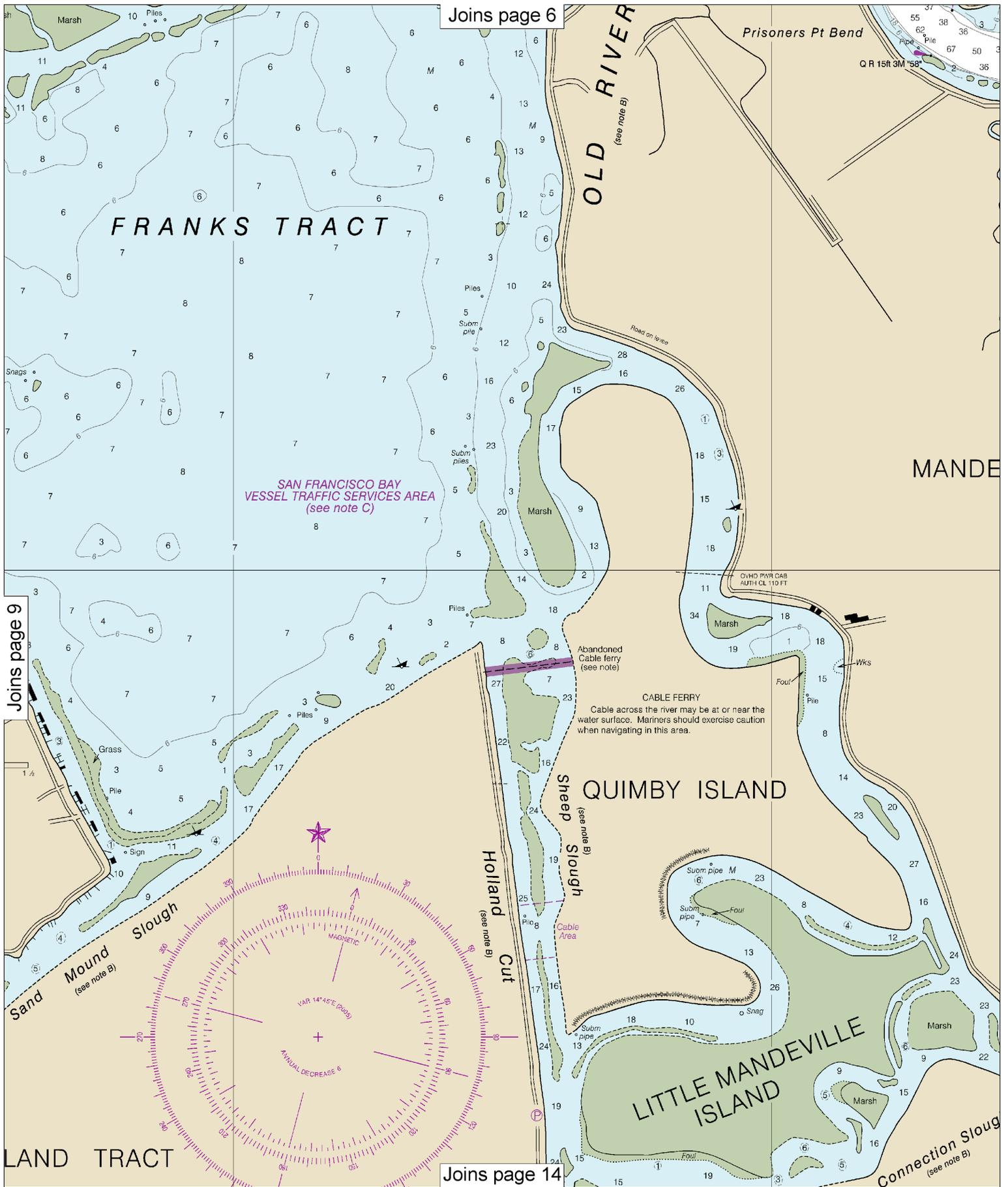


8

Note: Chart grid lines are aligned with true north.



See Note on page 5.



Joins page 9

Joins page 6

Joins page 14

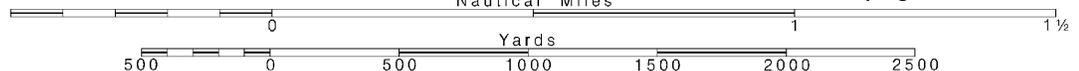
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



VEALE TRACT

HOLLAN

38° 00'

40'

39'

121° 38'

CONTINUED ON CHART 18661

37'

KAPP 2988

2100

2000

47'

121° 46'

2000

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
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.

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
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.

SACRAMENTO RIVER DEEP WATER SHIP CHANNEL
162.205 (see note A)

Controlling depth for a width of 200 feet was 25.0 feet from the channel entrance (38°03'46.7"N, 121°51'17"W) to Lt. "40", thence 28.0 feet to Lt. "52", thence 31.0 feet to Lt. "60", thence 25.0 feet to the turning basin and 26.0 feet in the turning basin at West Sacramento.

April 2014

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.

BRIDGE AND OVERHEAD CABLE CLEARANCES

Clearances are charted as furnished by the Corps of Engineers and U. S. Coast Guard. Overhead cable clearances are referred to high water. Bridge clearances are referred to High Water (HW) and Low Water (LW).

NOTE B

CAUTION

Mariners are warned that numerous uncharted piles, snags, pumps, pipes and wrecks, some submerged, may exist along the edges of the waterway.
Numerous buoys and signs mark the wing dams along the Sacramento River. Mariners should never attempt to pass between the warning buoys and the shore.
The backwaters, sloughs and cuts are not maintained by the Corps of Engineers and numerous uncharted shoals and obstructions have been reported.

RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper. In a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

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

WARNING CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

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.

PLANE COORDINATE GRID (based on NAD 1927)

The California State Plane Coordinate (Zone II) is indicated on this chart foot intervals, thus: -4- The last three digits are omitted.

CAUTION

Small craft should stay clear of commercial and government vessels even if they have the right-of-way. All craft should avoid areas where divers flag, a red square with a diagonal stripe, is displayed.

OVD PWR CAB AUTH CL 149 FT

OVD PWR CAB AUTH CL 149 FT

05'

150

38° 04'

CONTINUED ON CHART 18659

Joins page 16

SACRAMENTO

SHERMAN ISLAND

CAUTION
Limitations on the use of radars to marine navigation can be

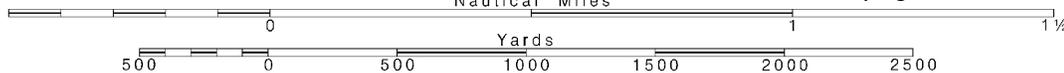
12

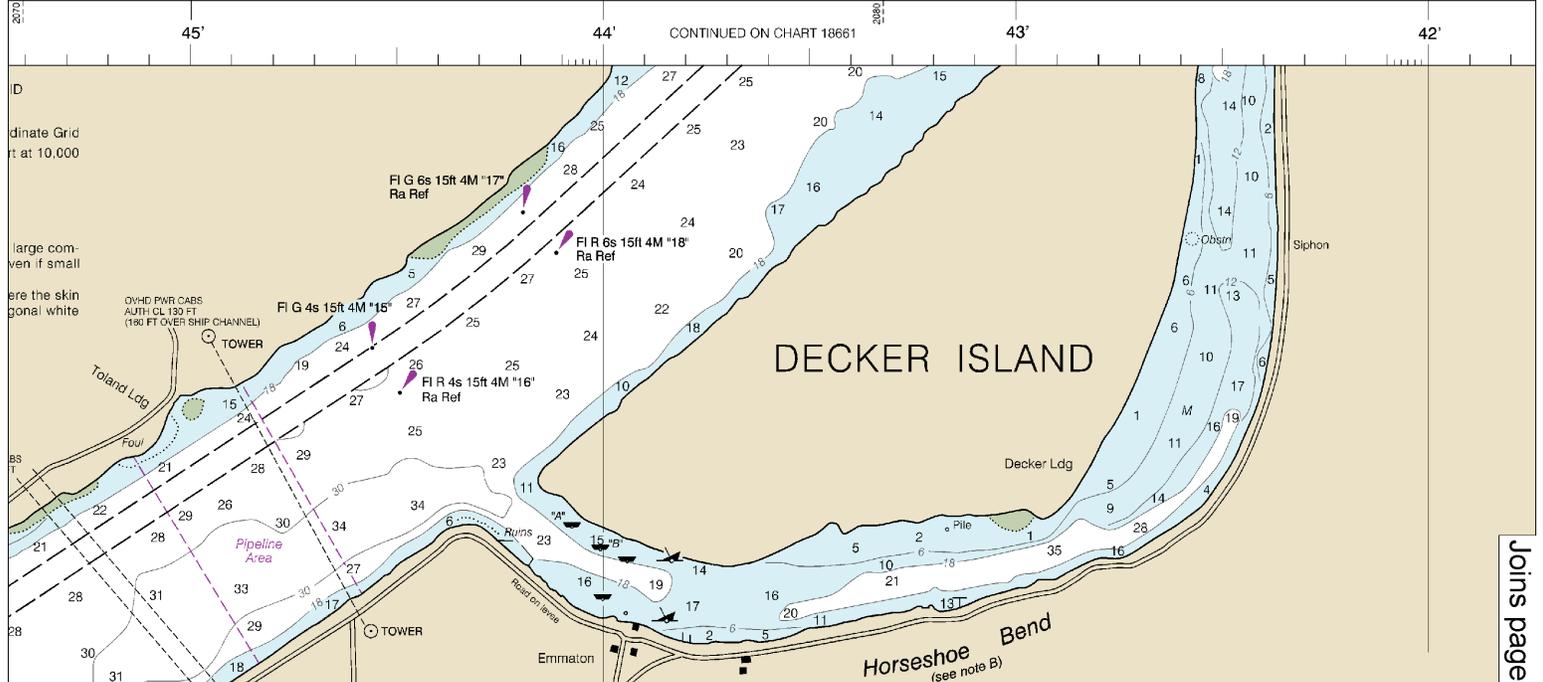
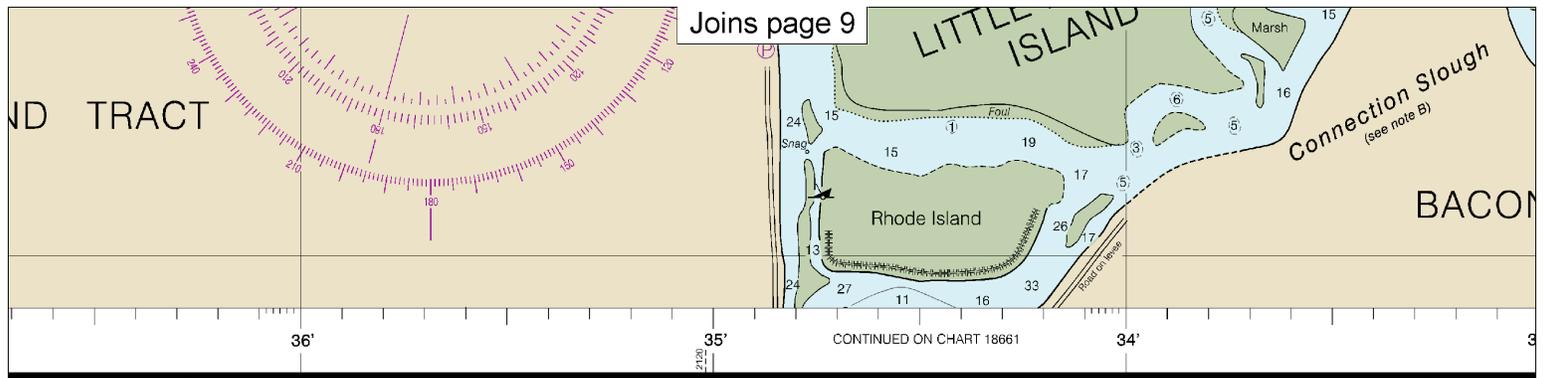
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





UNITED STATES - WEST COAST
CALIFORNIA

SAN JOAQUIN RIVER
STOCKTON DEEP WATER CHANNEL
ANTIOCH TO MEDFORD ISLAND

Mercator Projection
Scale 1:20,000 at Lat 38° 03'

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

Joins page 17

SAN JOAQUIN RIVER STOCKTON DEEP WATER CHANNEL					
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAINTAIN					
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)
ANTIOCH TO LIGHT 17	30.0	33.0	34.0	5-15	400
LIGHT 17 TO LIGHT 43	A	A	A	5-15	600
LIGHT 43 TO LIGHT 51	30.0	33.0	32.0	5-15	1
LIGHT 51 TO LIGHT 2	A	A	A	5-15	225
LIGHT 2 TO LIGHT 6	32.0	36.0	36.0	5-15	225-250
THENCE TO LIGHT 16	31.0	33.0	30.0	5-15	2

A. SEE CHARTED SOUNDINGS.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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 rad
Al alternating	IQ interrupted quick	N nun	Rot rotat
B black	IsC isophase	OBSC obscured	s second
Bn beacon	LT HO lighthouse	Oc occulting	SEC sec
C can	M nautical mile	Or orange	St M sta
DIA diaphone	m minutes	Q quick	VO very
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Re Ref radar reflector	WHIS wh
		R Bn radiobeacon	Y yellow

Bottom characteristics:

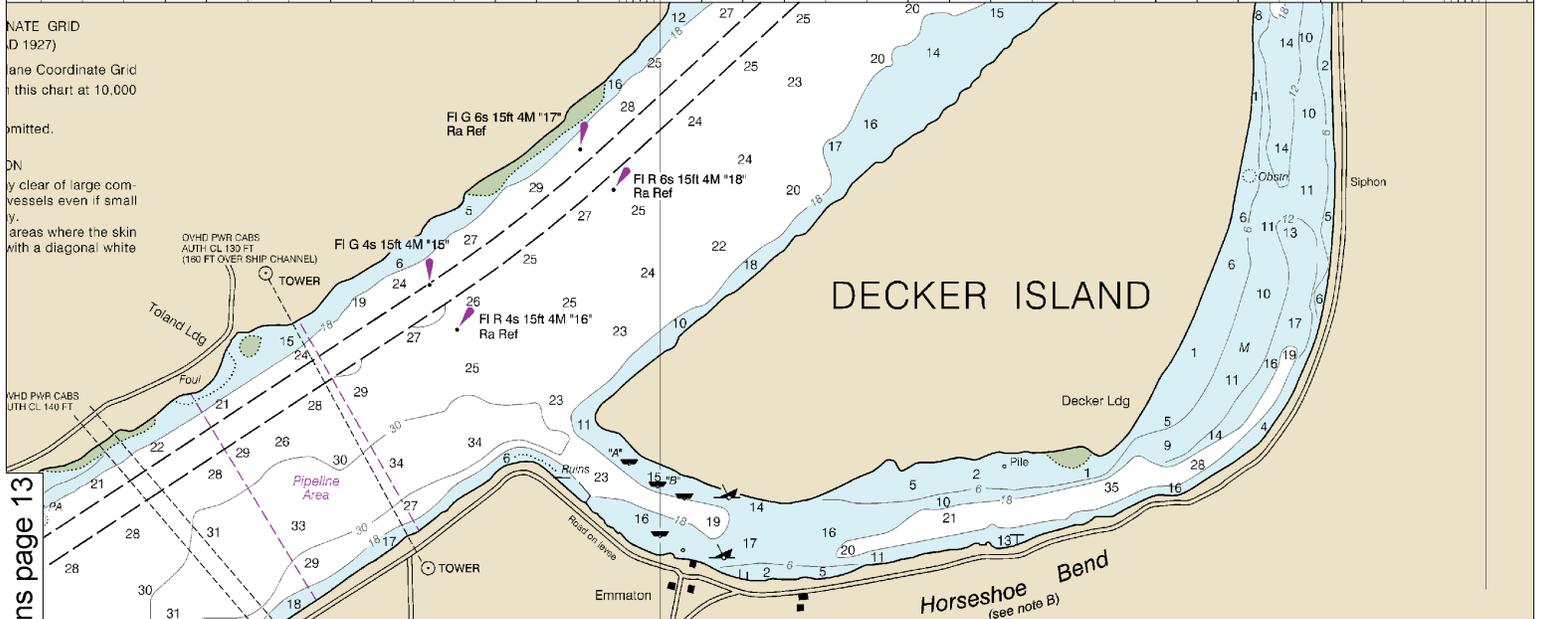
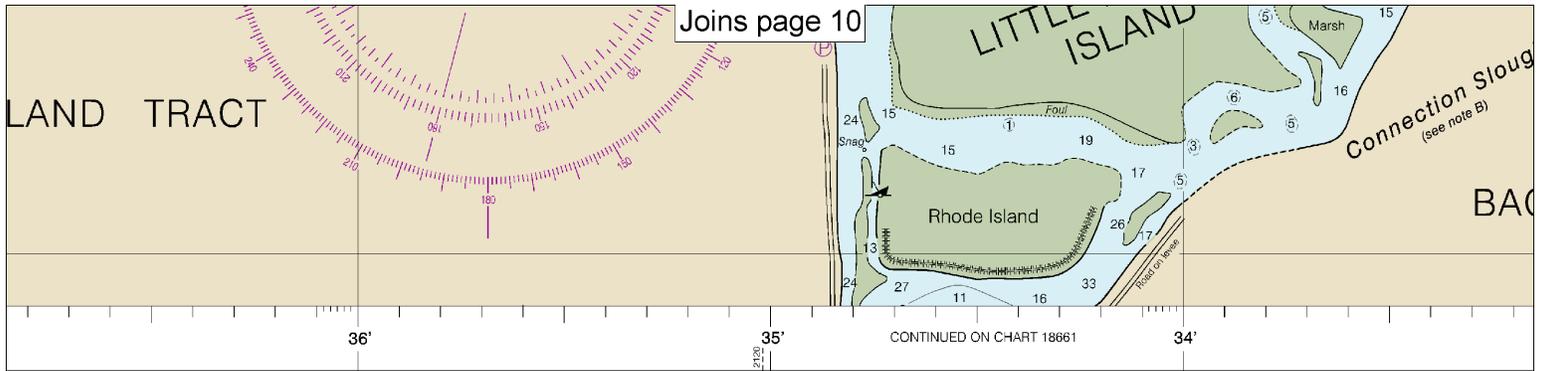
Bls boulders	Co coral	gy Gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	GrS grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm sub
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.

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).



NATE GRID (D 1927)
Plane Coordinate Grid
at this chart at 10,000
omitted.
DN
y clear of large
vessels even if small
y.
areas where the skin
with a diagonal white

Joins page 13

(see note B)



UNITED STATES - WEST COAST
CALIFORNIA

SAN JOAQUIN RIVER

STOCKTON DEEP WATER CHANNEL

ANTIOCH TO MEDFORD ISLAND

Mercator Projection
Scale 1:20,000 at Lat 38° 03'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts

Joins page 18

SAN JOAQUIN RIVER-STOCKTON DEEP WATER CHANNEL
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY
ANTIOCH TO LIGHT 17	30.0	33.0	34.0	5-15
LIGHT 17 TO LIGHT 43	A	A	A	
LIGHT 43 TO LIGHT 51	30.0	33.0	32.0	5-15
LIGHT 51 TO LIGHT 2	A	A	A	
LIGHT 2 TO LIGHT 6	32.0	36.0	36.0	5-15
THENCE TO LIGHT 16	31.0	33.0	30.0	5-15

A. SEE CHARTED SOUNDINGS.

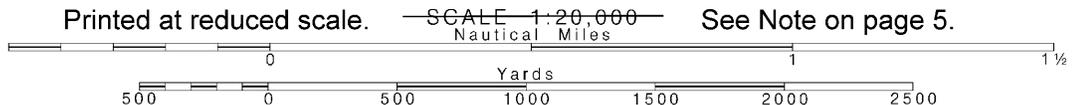
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFO

- 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 mouse code |
| Al alternating | IQ interrupted quick | N nun |
| B black | Iso isophase | OBSC obscured |
| Bn beacon | LT HO lighthouse | Oc occulting |
| C can | M nautical mile | Or orange |
| DIA diaphone | m minutes | Q quick |
| F fixed | MICRO TR microwave tower | R red |
| Fl flashing | Mkr marker | Ra Ref radar reflector |
| | | R Bn radiobeacon |
- Bottom characteristics:
- | | | | |
|--------------|-----------|---------|-------------|
| Bls boulders | Co coral | gy gray | Cys oysters |
| bk broken | G gravel | h hard | Rk rock |
| Cy clay | Grs grass | M mud | S sand |
- Miscellaneous:
- | | | |
|-----------------------|-------------------------|----------------------|
| AUTH authorized | Obstr obstruction | PD position doubtful |
| 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 sounding.
- 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).

UTION
use of radio signals as
tion can be found in the

14

Note: Chart grid lines are aligned with true north.



North American Datum of 1983
(World Geodetic System 1984)

Joins page 13

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.

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

TIDAL INFORMATION

Place	Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Three Mile Slough Entrance	(38°05'N/121°41'W)	3.6	3.1	0.5	-1.5
Prisoners Point	(38°04'N/121°33'W)	3.5	3.1	0.5	-1.5
Wards Island	(38°03'N/121°30'W)	3.5	3.0	0.4	-1.5
False River	(38°03'N/121°39'W)	3.3	2.9	0.5	-1.5
Irish Landing	(38°02'N/121°35'W)	3.6	3.2	0.5	-1.5

(Mar 2003)

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.

SUPPLEMENTAL INFORMATION

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

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 0.288" southward and 3.833" westward to agree with this chart.

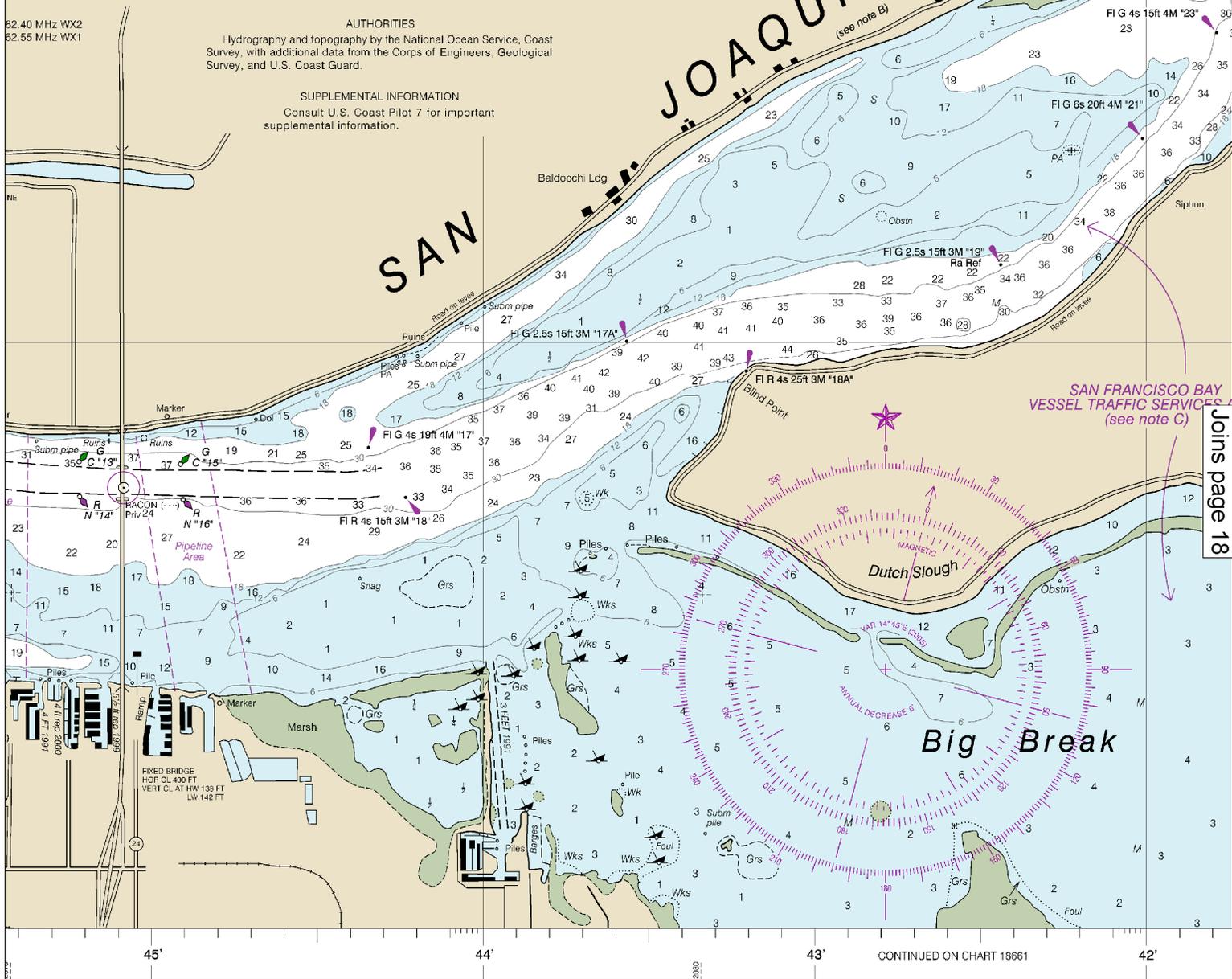
Radio signals as found in the National Ocean Service and National Publication 117. For commercial use, contact NOAA for error and correction.

US: (Latitude location)

ROADCASTS

Stations listed in the chart. For broadcast information, call 20 to 40 site, but can be for stations at

62.40 MHz WX2
62.55 MHz WX1



GS IN FEET

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

FATHOMS	1	2	3	4
FEET	6	12	18	24
METERS	1	2	3	4

SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

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

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 0.288" southward and 3.833" westward to agree with this chart.

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Threemile Slough Entrance	(38°05'N/121°41'W)	3.6	3.1	0.5	-1.5
Prisoners Point	(38°04'N/121°33'W)	3.5	3.1	0.5	-1.5
Wards Island	(38°03'N/121°30'W)	3.5	3.0	0.4	-1.5
False River	(38°03'N/121°39'W)	3.3	2.9	0.5	-1.5
Irish Landing	(38°02'N/121°35'W)	3.6	3.2	0.5	-1.5

(Mar 2003)

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.

SUPPLEMENTAL INFORMATION

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

UTION
 use of radio signals as
 tion can be found in
 ight Lists and National
 Agency Publication 117.
 er bearings for commercial
 are subject to error and
 caution.
 shown thus:
 (Approximate location)
 RADIO BROADCASTS
 or Radio stations listed
 ous weather broadcasts.
 e is typically 20 to 40
 antenna site, but can be
 ical miles for stations at

HB-49 162.40 MHz WX2
 EC-57 162.55 MHz WX1

CAB

OVHD PIPELINE

Joins page 17

STACK (E OF NINE)
 RAMP
 PILES
 411 ft 1991
 411 ft 2000

FIXED BRIDGE
 HOR CL 400 FT
 VERT CL AT HW 133 FT
 LW 142 FT

SOUNDINGS IN FEET

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

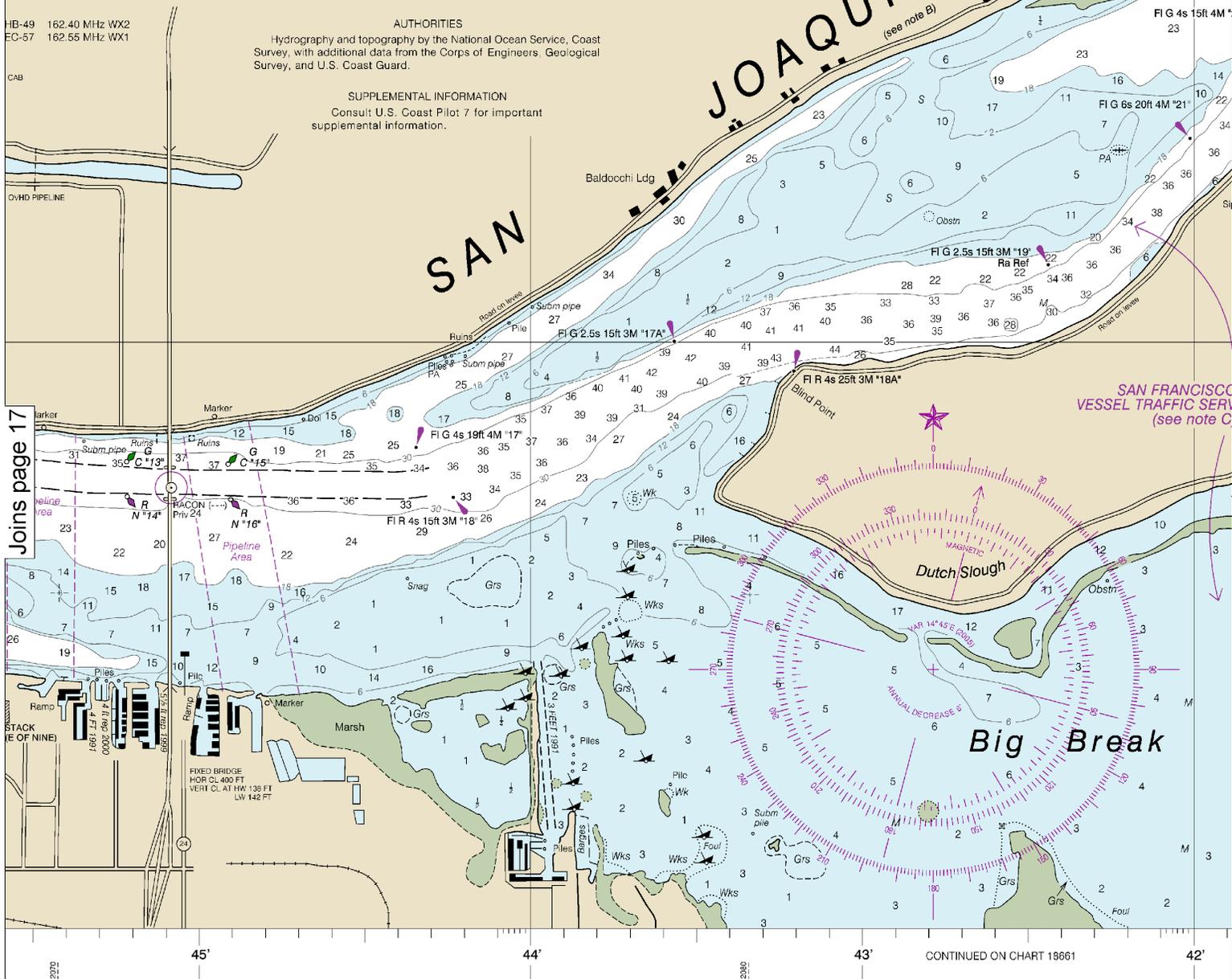
FATHOMS	1	2
FEET	6	12
METERS	1	2

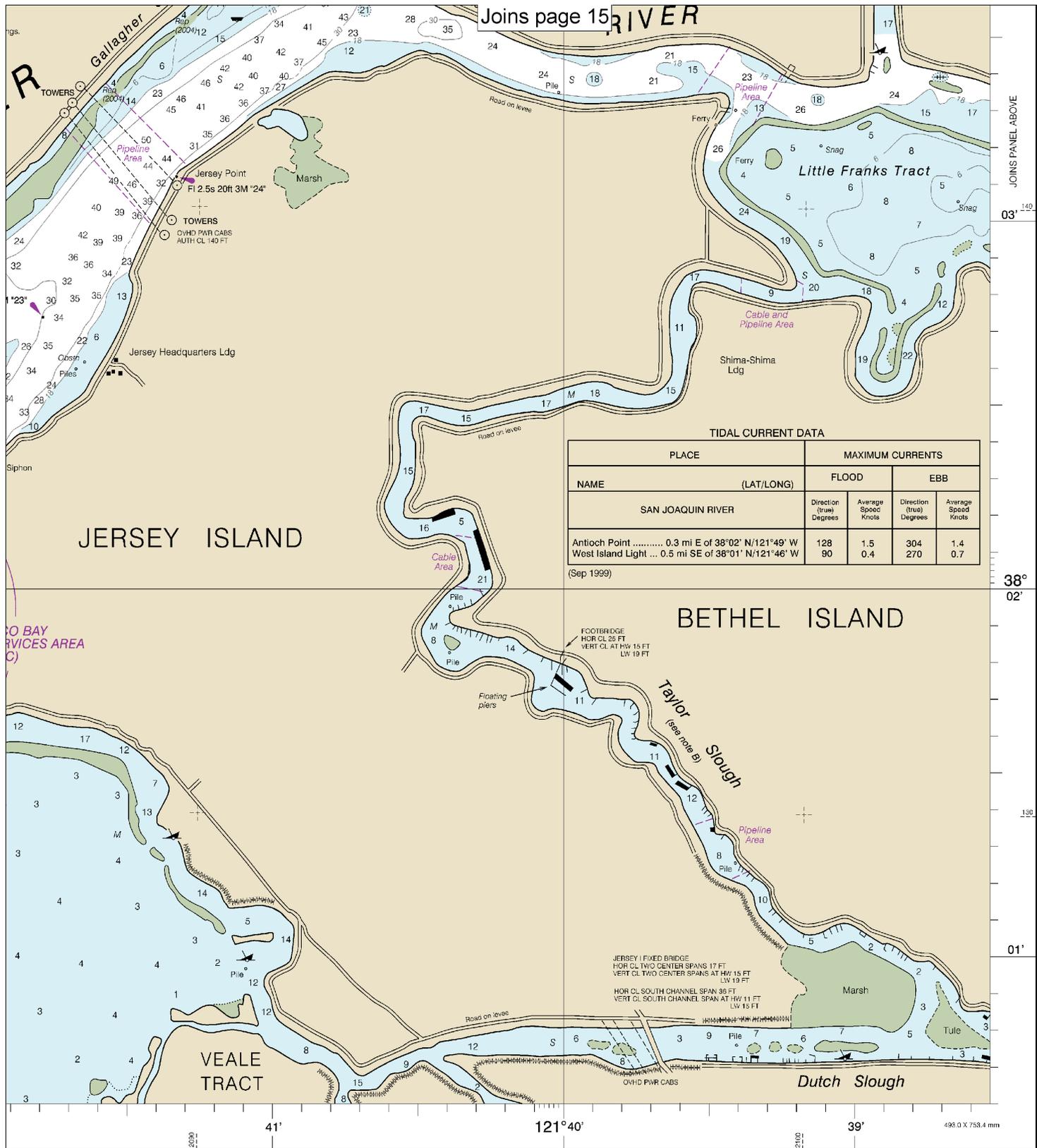
18

Note: Chart grid lines are aligned with true north.



See Note on page 5.





San Joaquin River, Antioch to Medford I
SOUNDINGS IN FEET - SCALE 1:20,000

18660



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>



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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.