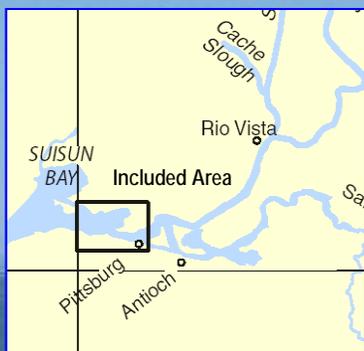


BookletChart™

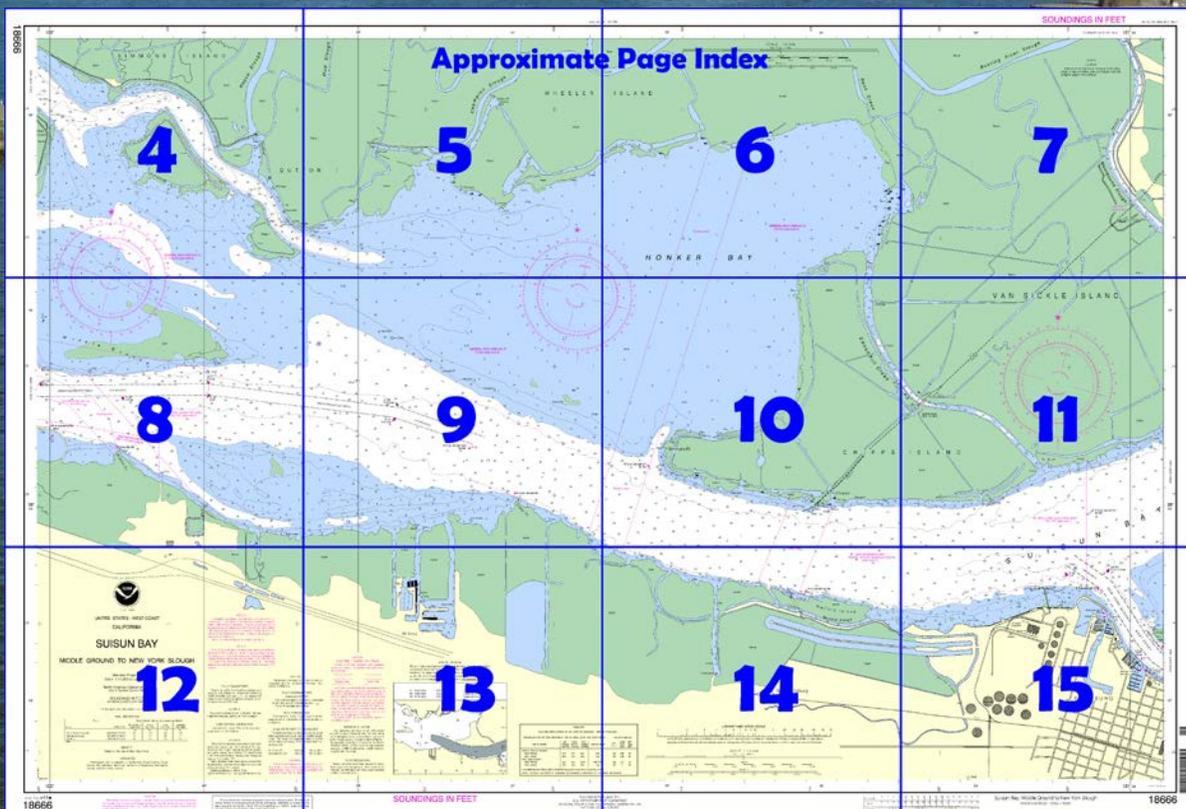


Suisun Bay – Middle Ground to New York Slough NOAA Chart 18666

*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
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.

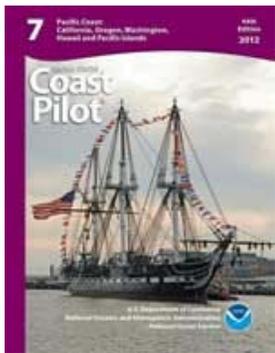
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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.



(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
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

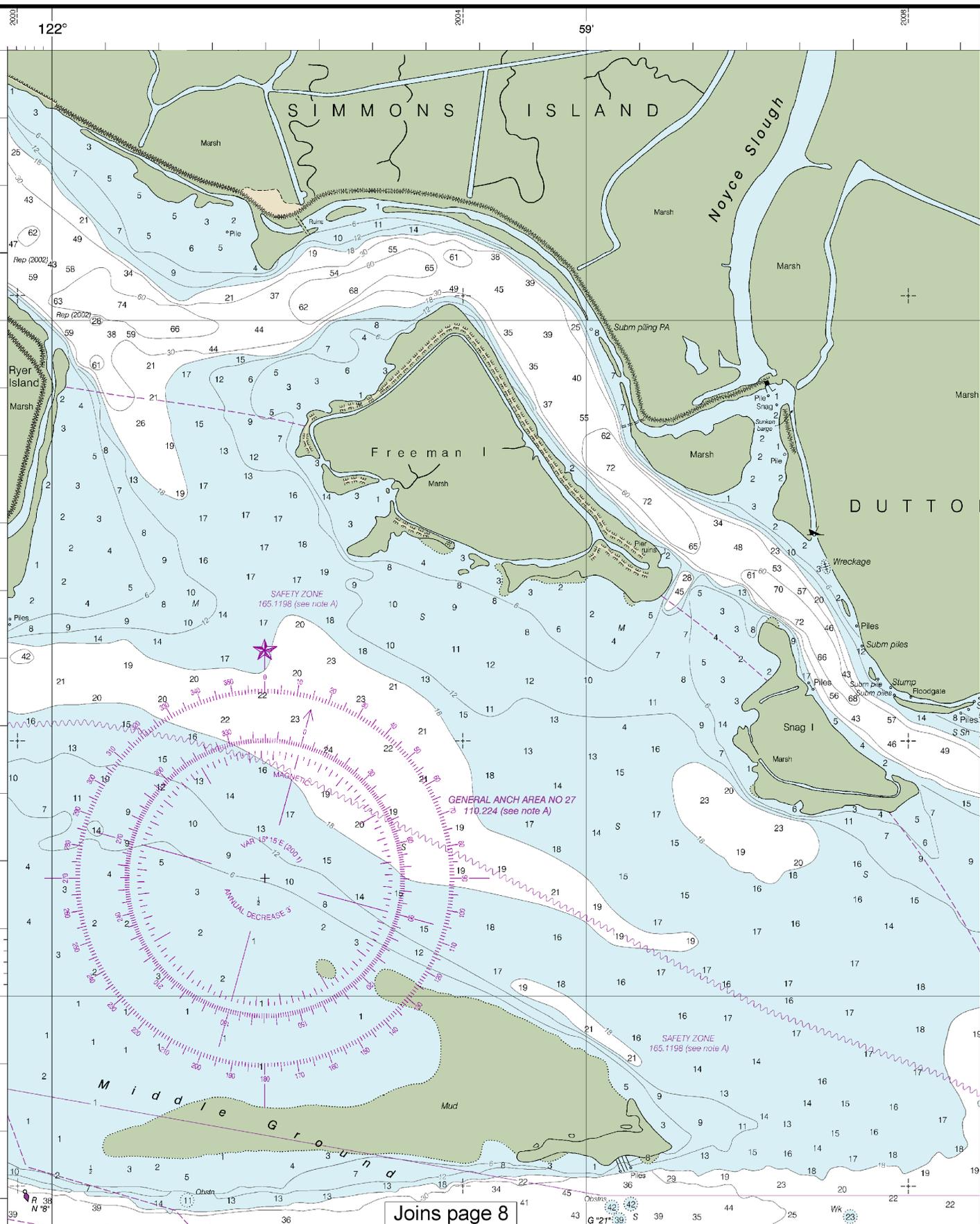
To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



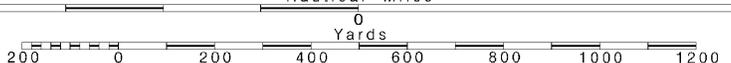
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000

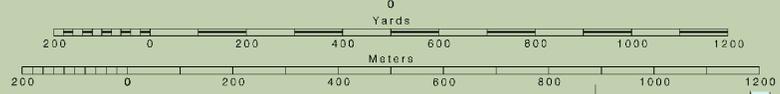
See Note on page 5.



56°

55°

SCALE 1:10,000
Nautical Miles



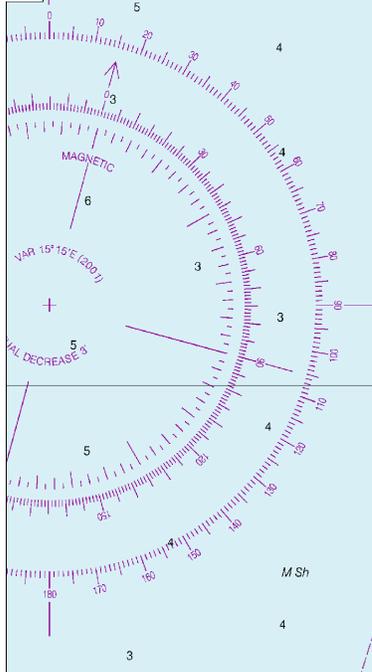
ELER ISLAND

Rack Creek

Marsh

Marsh

Joins page 5



Pipeline Area

GENERAL ANCH AREA NO 27
110.224 (see note A)

HONKER BAY

Joins page 10

Sponbil

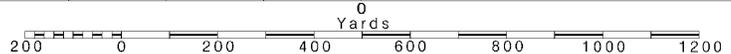


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Printed at reduced scale.

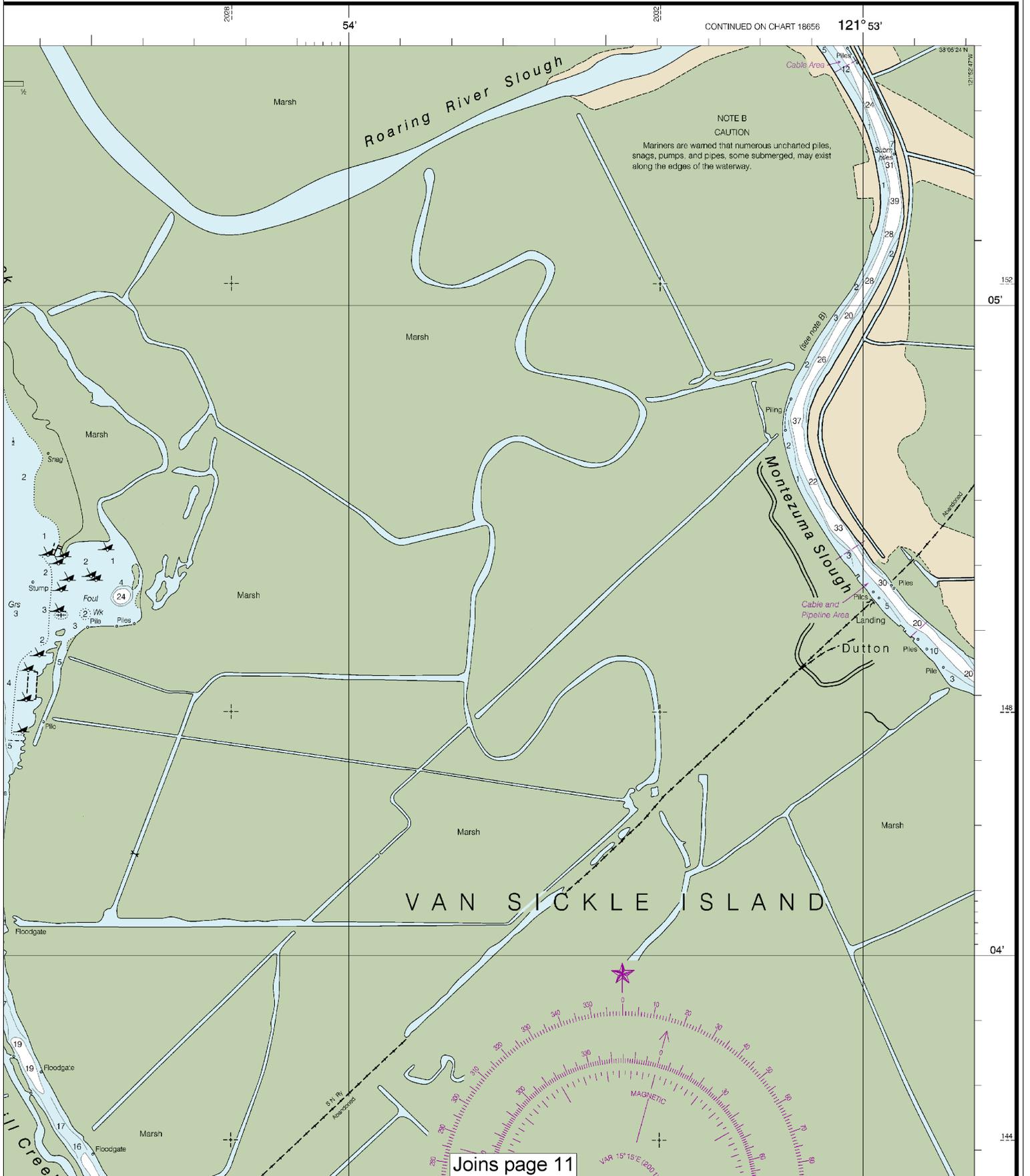
SCALE 1:10,000
Nautical Miles

See Note on page 5.

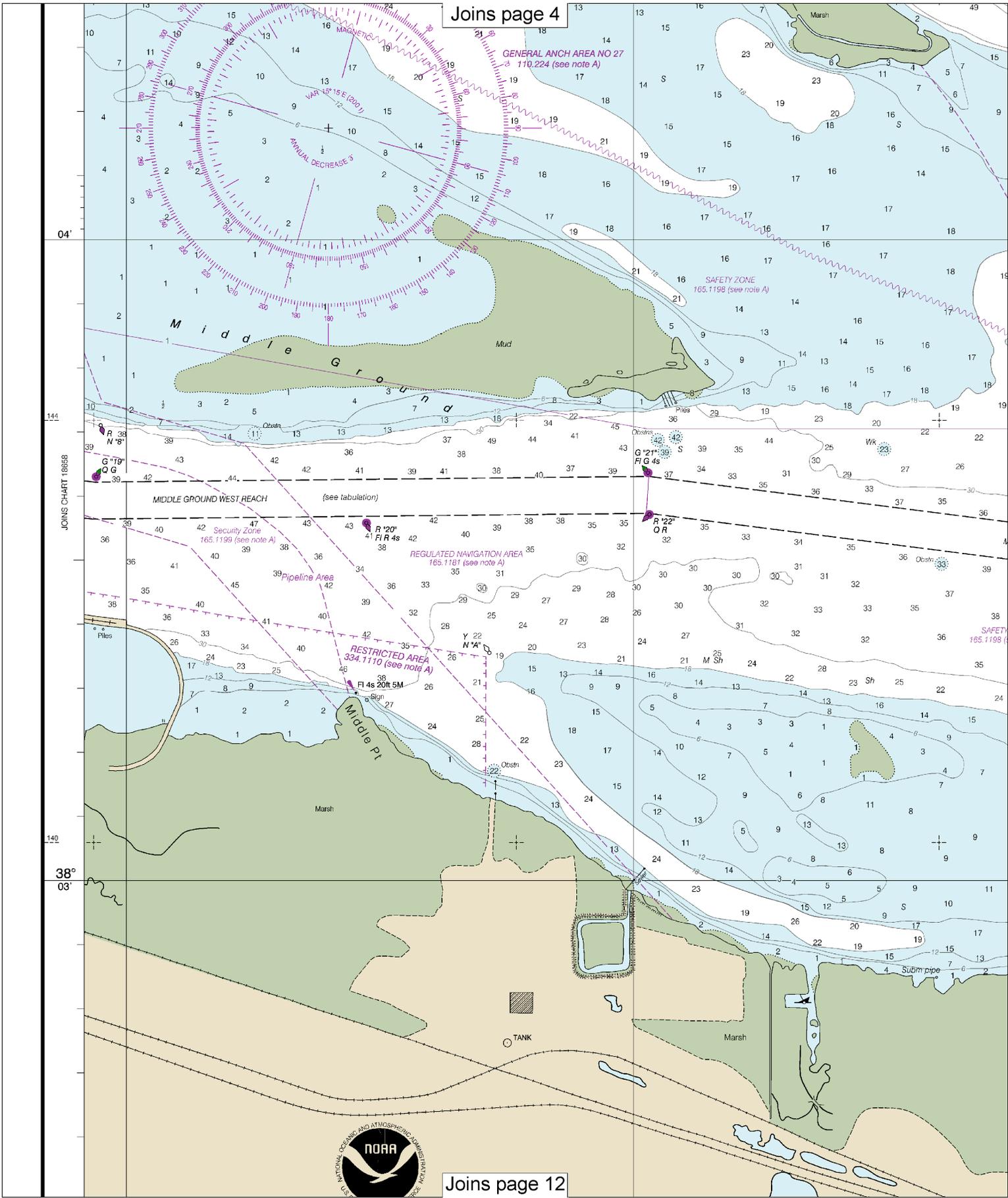


SOUNDINGS IN FEET

Nautical Chart Catalog No. 2, Panel N



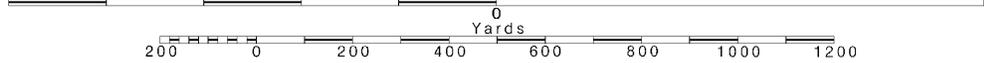
1st Ed., Nov. 2001. Last Correction: 10/26/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

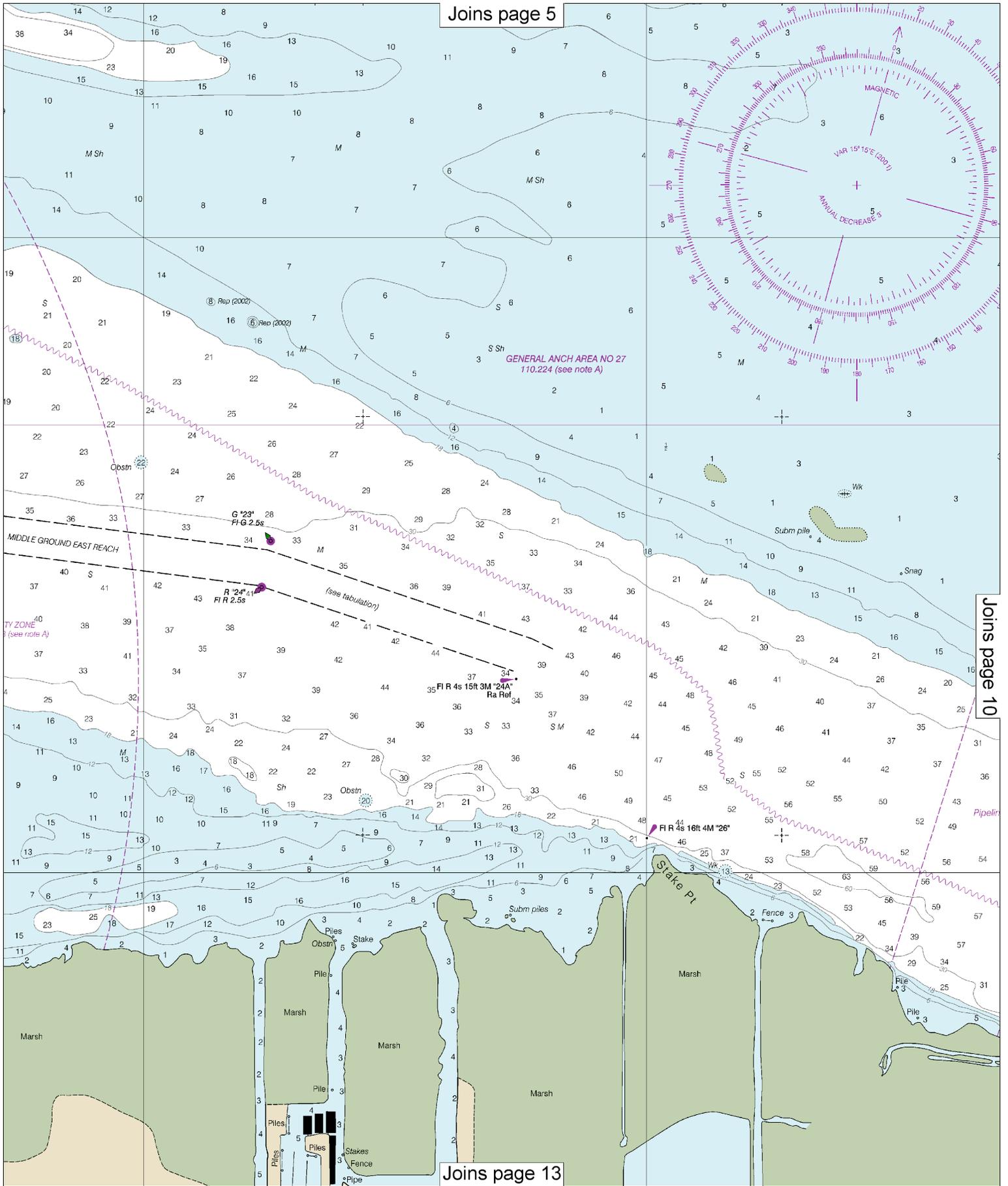


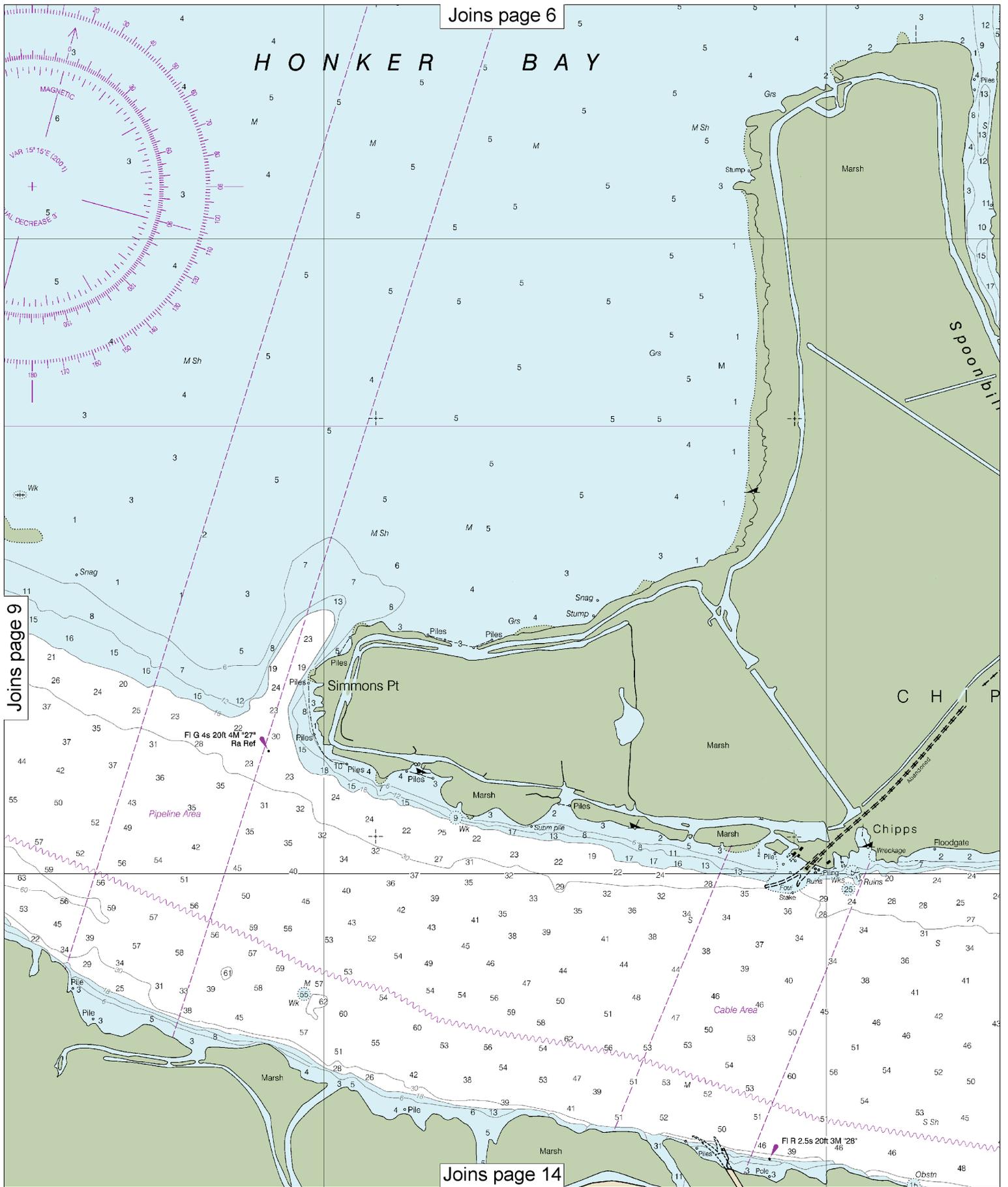
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000

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 1:10,000

See Note on page 5.

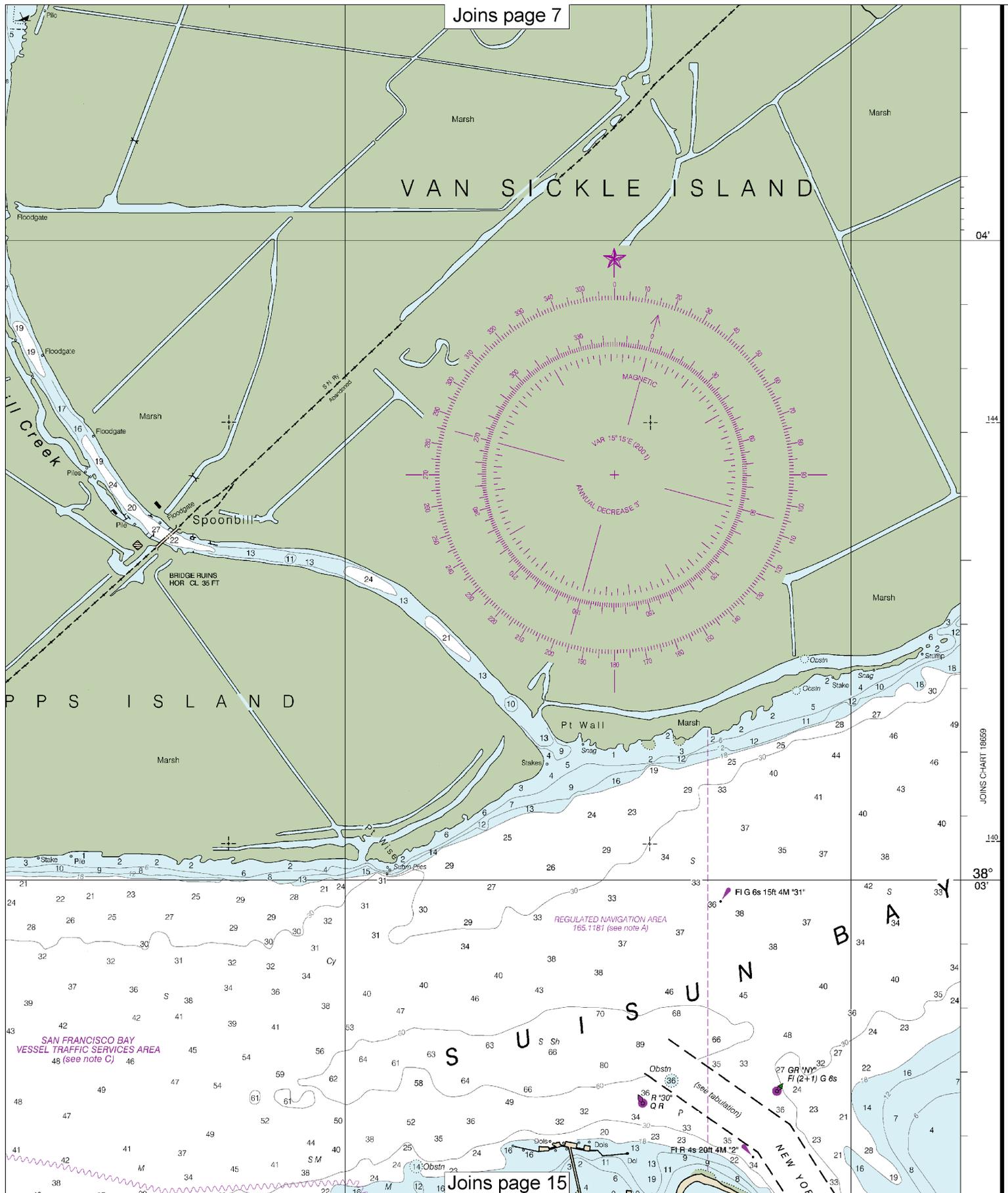
Nautical Miles

Yards



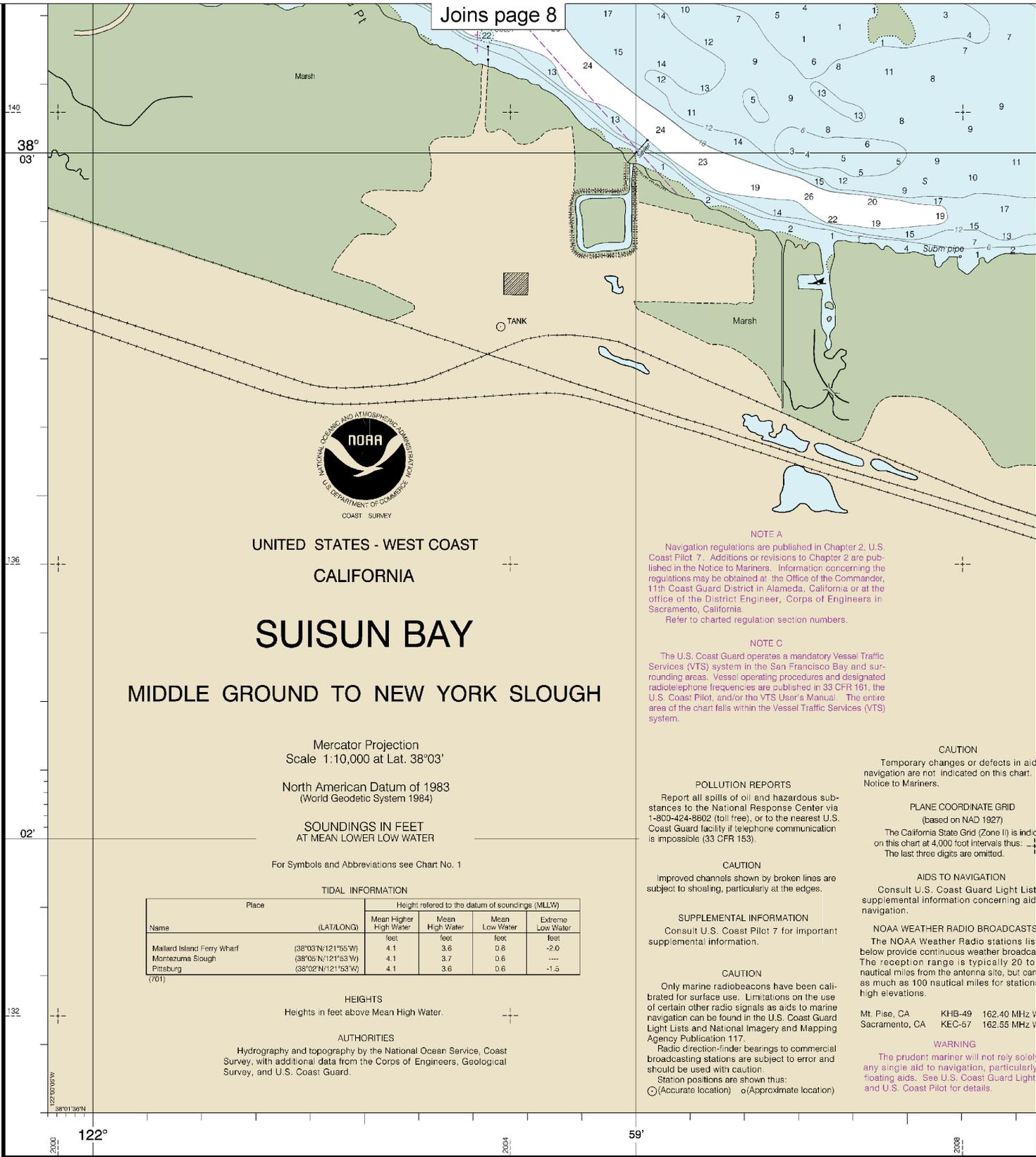
Joins page 7

VAN SICKLE ISLAND



Joins page 15

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

Place Name (LAT/LONG)	Height referred to the datum of soundings (MLLW)			
	Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
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

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 aid navigation are not indicated on this chart. Notice to Mariners.

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)

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

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List supplemental information concerning aid navigation.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcast. The reception range is typically 20 to 30 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations with high elevations.

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

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

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.

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

18666

1st Ed., Nov. 2001. Last Correction: 10/26/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

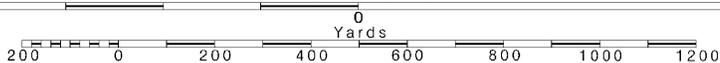
12

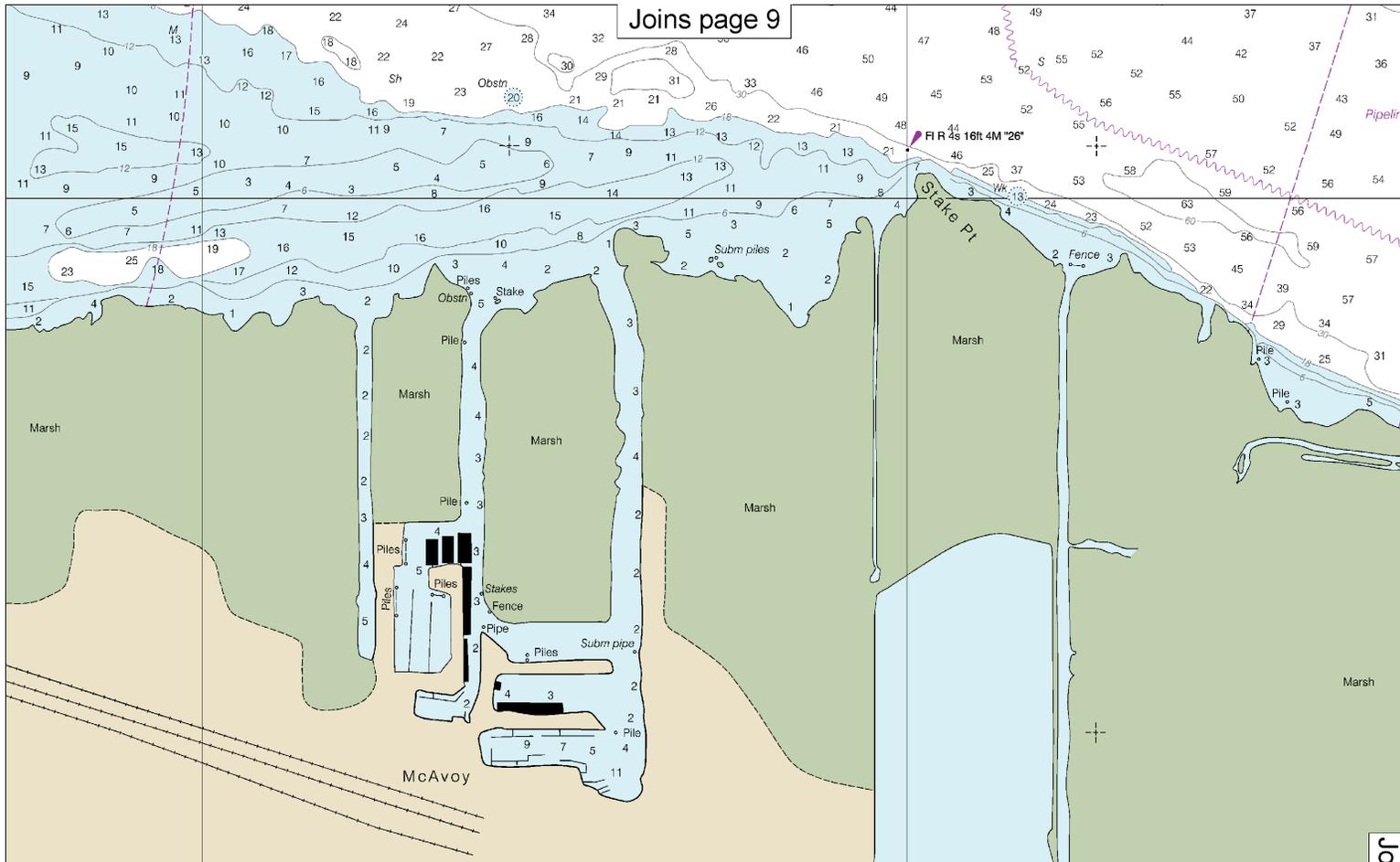
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

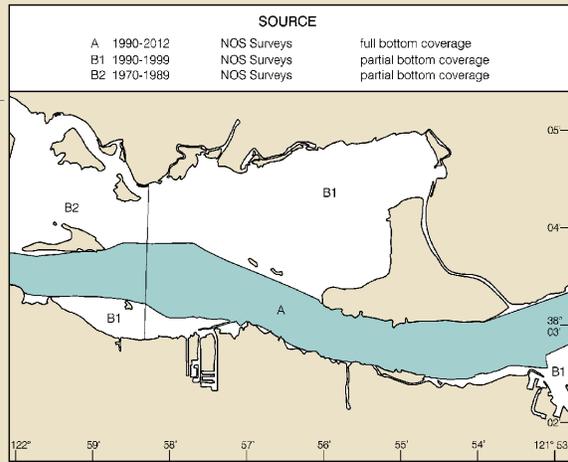
See Note on page 5.





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 3.858' 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.



SUISUN BAY
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2016

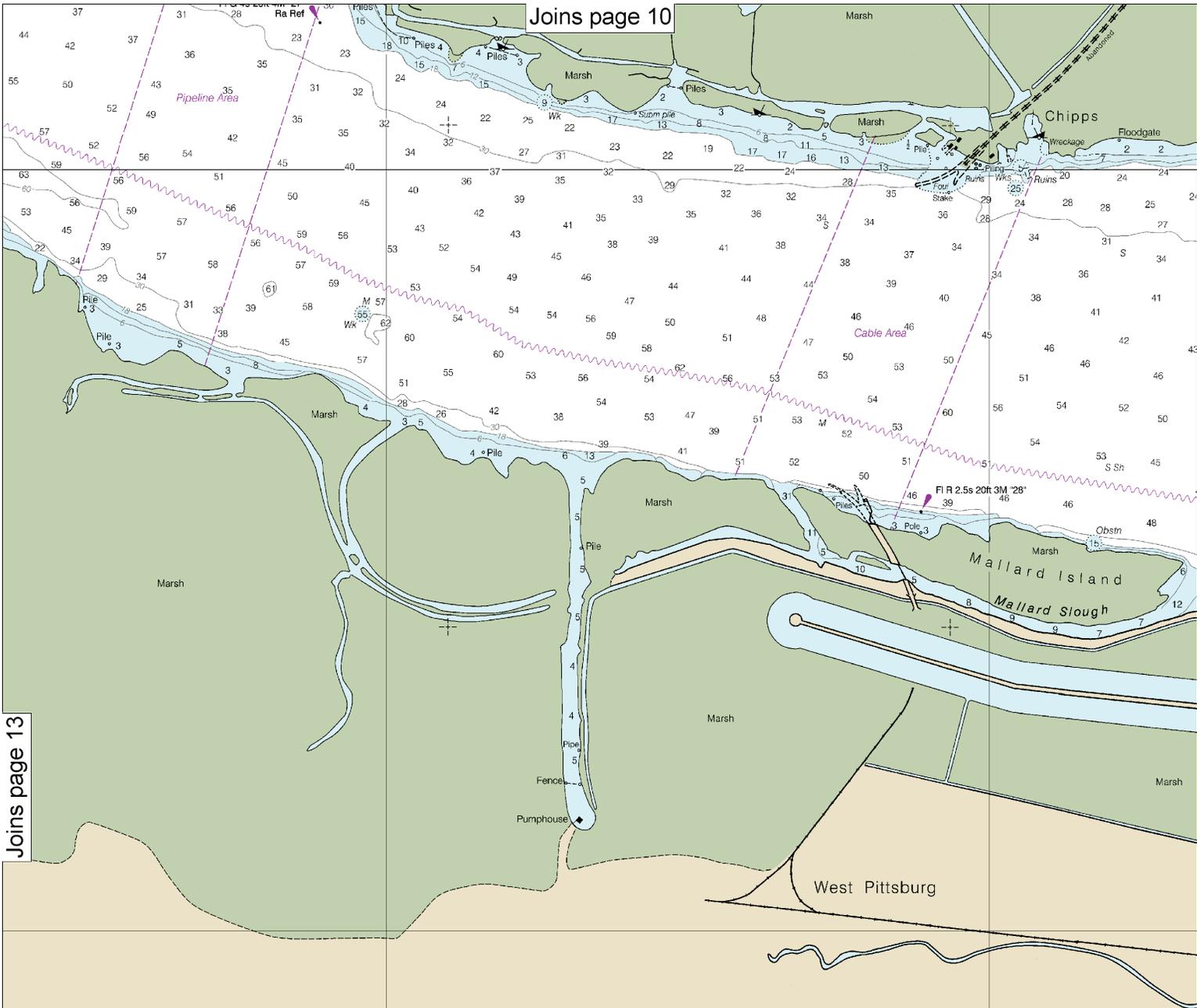
NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			DATE OF SURVEY	WIDTH (FEET)
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		
MIDDLE GROUND CHANNEL					
WEST REACH	36	37	36	6-16	350
EAST REACH	36	37	36	6-16	350
NEW YORK SLOUGH					
WEST REACH	33	34	36A	8-16	400
EAST REACH	34	35	33	8-16	400

A. AN OBSTRUCTION WITH A DEPTH OF 36 FEET IS LOCATED AT 38° 02' 41.2" N 121° 03' 21.32" W.
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SOUNDINGS IN FEET

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

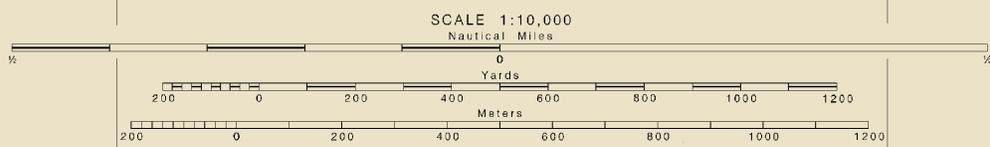
Joins page 10



Joins page 13

SUISUN BAY			
THE CORPS OF ENGINEERS - SURVEYS TO AUG 2016			
AT MEAN LOWER LOW WATER (MLLW)		PROJECT DIMENSIONS	
MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET) LENGTH (NAUT. MILES) DEPTH (FEET) (MLW)
37	36	6-16	350 1.29 35
37	36	6-16	350 1.09 35
34	36A	8-16	400 1.3 35
35	33	8-16	400 1.7 35

LOCATED AT 38° 02' 41.21" N 121° 53' 21.32" W.
 CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



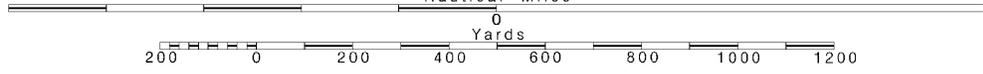
Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS
 FEET
 METERS

14

Note: Chart grid lines are aligned with true north.

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



Joins page 11

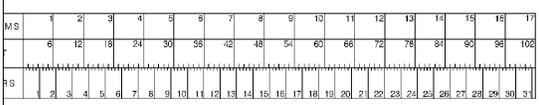
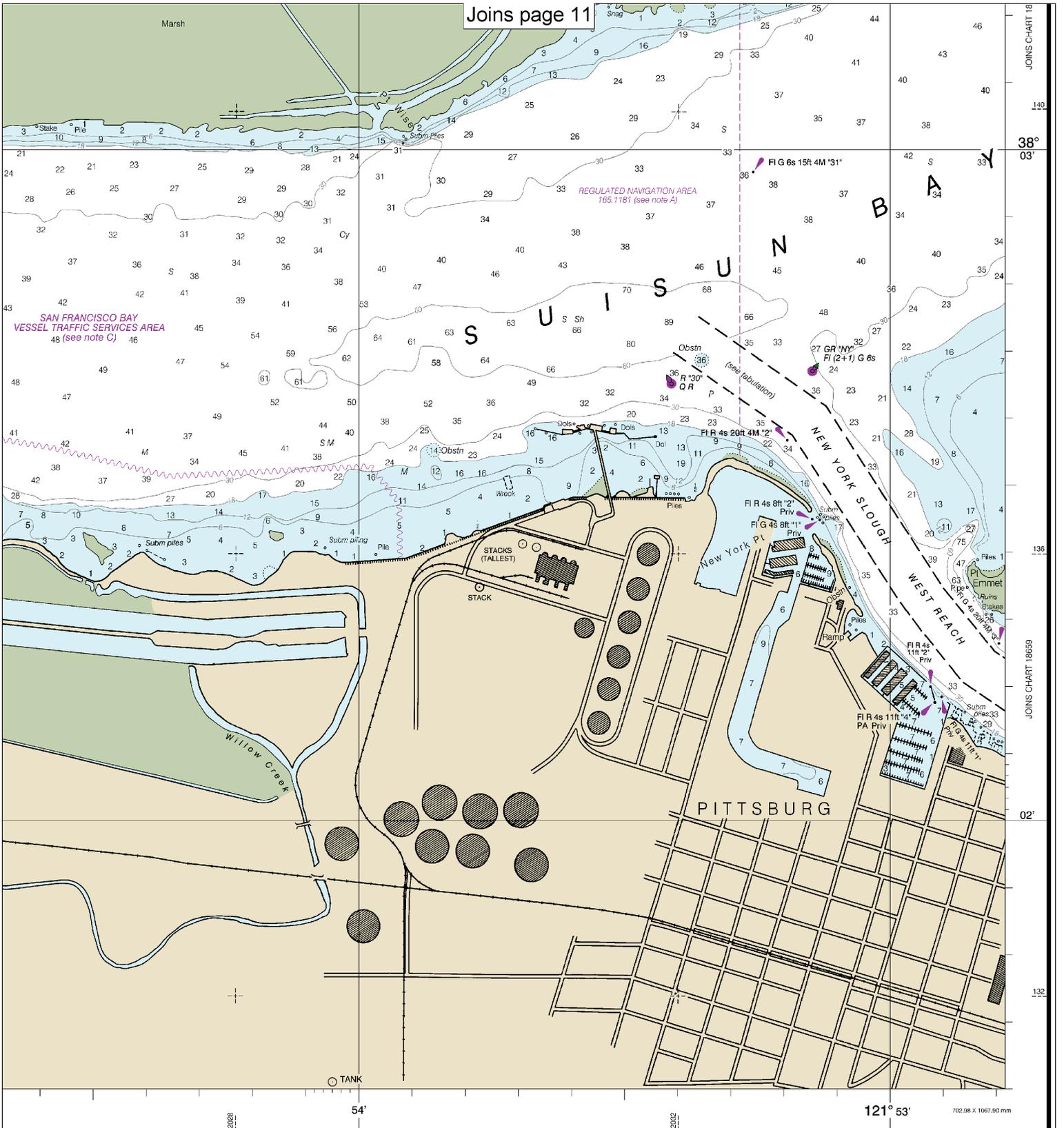
JOINS CHART 18

38° 03'

JOINS CHART 18659

02'

132



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>
- 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.