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.


(Selected Excerpts from Coast Pilot)
S of San Francisco, Point Avisadero, which is the E extremity of Hunters Point, Sierra Point, Oyster Point, Point San Bruno, and Coyote Point, all on the W shore of the bay, are prominent natural features. Sierra Point is the site of a small-boat harbor which can accommodate about 500 boats. Oyster Point Channel, marked by private lights, has depths of about 5 feet, except for a 2-foot shoal in about 37°40'09.5"N., 122°22'47.5"W., and leads to a small basin. A spur channel, marked by private lights, branches off the N side of Oyster Point Channel and leads to the entrance to the small-boat harbor at Sierra Point. The basin at the end of Oyster Point Channel has two private wharves in ruins and sheds on the W side; a marina that can accommodate about 200 boats is on the S side.

Oyster Point is the site of a small-boat harbor accommodating about 570 boats. Depths of about 8 feet are in the harbor. An entrance channel E of the harbor is marked by private lights. In 2006, the channel had a reported depth of 10 feet.

The area between Point San Bruno and Coyote Point is occupied by San Francisco International Airport. A security zone has been established in the waters surrounding the airport. (See 165.1192, chapter 2, for limits and regulations.)

Coyote Point is the most prominent point on the S bay. A small-craft harbor accommodating about 580 boats is on the E side of the point. The entrance channel, marked by two private lights, had a reported depth of 10 feet in 2006. The harbor, operated by San Mateo County, is composed of two basins having depths of about 8 feet. A section of the old San Mateo lift bridge, now used as a fishing pier, extends 4,135 feet from the San Mateo shore just S of the new bridge. A part of the fishing pier extends into the W part of the main channel.

Redwood Creek, 4 miles SE of San Mateo Bridge, is entered through a marked channel that leads to the municipal wharves at the Port of Redwood City. 2.5 miles above the mouth. Turning basins are to the N and S of the wharves. Federal project depths are 30 feet in the channel and basins. (See Notice to Mariners and latest editions of charts for controlling depths.)

Redwood City is 2 miles S of the port facilities. Redwood City Municipal Marina, just S of the port in about 37°30'08"N., 122°12'45"W., can accommodate about 225 small craft. Other small-craft facilities are further upstream in Redwood Creek. A full service marina on the S side of Westpoint Slough can accommodate vessels up to 120 feet.

Coyote Creek has many tributary sloughs. The main channel is marked as far as Calaveras Point, about 4 miles above the railroad bridge at Dumbarton Point. The power cables, 1.3 miles above Calaveras Point, have a clearance of 65 feet.

A channel, marked by a daybeacon at the entrance, leads for about 3 miles through Guadalupe Slough. In 1985, a submerged obstruction with 3 feet over it was about 150 yards NNW of Daybeacon 20; caution is advised when transiting the area.

Just S of the Metropolitan Oakland International Airport, a dredged channel leads to a small-craft harbor operated by the city of San Leandro. The channel is marked by lights and daybeacons; a seasonal sound signal is at the entrance. In 2011, the controlling depth was 5 feet in the entrance channel to the basin, thence 2 feet in the access channel through the basin. The access channel branching E from the entrance to the basin had a depth of 5 feet.

The harbor accommodates about 500 small craft; 15 guest slips are maintained. The harbormaster’s office is on the SW side of the basin. A high-speed patrol boat is maintained. (See the small-craft facilities tabulation on chart 18652 for services and supplies available.)

A restricted area is in Oakland Inner Harbor from the entrance to the E boundary of the Naval Air Station. (See 334.1020 and 334.1030 chapter 2, for limits and regulations.)

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

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

RCC Alameda Commander
11th CG District  (510) 437-3700
Alameda, CA
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 1:40,000

See Note on page 5.
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.

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.

Quick References

- Nautical chart related products and information: http://www.nauticalcharts.noaa.gov
- Interactive chart catalog: http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
- 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 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.