Sacramento and San Joaquin Rivers
NOAA Chart 18661

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
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.


(Selected Excerpts from Coast Pilot)
The Delta Region, the combined deltas of the San Joaquin and Sacramento Rivers, comprises the feeder rivers, sloughs, and canals that directly or indirectly connect with one or both of the rivers. Hundreds of miles of navigable waterways for small boats are available in the Delta; both local and visiting small craft use these waterways extensively.

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. 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.

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.)

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.)

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.

Threemile Slough, meets the San Joaquin River 5.8 miles above Antioch Bridge and joins the Sacramento River at the N end of Decker Island. The slough is a route frequently used by tugs and barges making passage between Sacramento and Stockton. Near the junction with the Sacramento River is a highway lift bridge with clearances of 16 feet down and 110 feet up at low water. The bridge tender monitors VHF-FM channel 16 and works on channel 9; call sign KMD–385, Threemile Slough Bridge. (See 117.1 through 117.49, chapter 2, for drawbridge regs.)

Anchorage.—A restricted anchorage area is along the E side of Decker Island. (See 162.205, chapter 2, for limits and regulations.)

Sacramento River rises in the Trinity Mountains in N central California, flows S for 325 miles, and enters Suisun Bay on the N side of Sherman Island. Deep-draft vessels follow the lower Sacramento River to Cache Slough, 1.5 miles above Rio Vista Bridge, thence through a deepwater ship channel to Sacramento, a distance of 37 miles above the mouth of the river. Barges and other small craft also use Sacramento River all the way to Sacramento, a distance of 50 miles. Above Sacramento, small craft go to Colusa, 125 miles above the mouth, but there is no regular navigation above this point.

Cable ferry.—Steamboat Slough enters Cache Slough about 1.8 miles above Rio Vista bridge. A cable ferry crosses the Steamboat Slough about 5 miles above the junction with Cache Slough. The ferry operates 24 hours daily. When the ferry is underway, the cable is suspended below the water surface at varying depths. When the ferry is docked, the cable is about 5 feet below the surface of the water. Warning lights are posted at the crossing. When underway, the ferry shows flashing red lights. DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.

Pilotage, Sacramento River.—River pilots, commissioned by the Port of Sacramento, are arranged for by the ship’s agents, but may be obtained through the port of Sacramento or the San Francisco Bar Pilots.

Rio Vista is on the NW bank 10.5 miles above the mouth of the Sacramento River. The Rio Vista Coast Guard Station is just S of the town. A small-craft harbor on the S side of the town has gasoline, diesel fuel, water, and berths available. A 20 ton lift here can handle craft up to 40 feet for hull and engine repairs. A large dredging facility is on the NW side of the river just N of the Rio Vista Bridge.

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
**SACRAMENTO AND SAN JOAQUIN RIVERS**

**Mercator Projection**
Scale 1:40,000 at Lat. 38° 25’

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.

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

### TIDE INFORMATION

<table>
<thead>
<tr>
<th>NAME</th>
<th>LAT/LONG</th>
<th>Mean Higher High Water</th>
<th>Mean Higher Low Water</th>
<th>Mean Lower Low Water</th>
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</table>

**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, Geodetic Survey, and U.S. Coast Guard.

**NOTE A**

Navigation regulations are published in Chapter 2, U.S. Coast Pilot. Additional or revisions to Chapter 2 are published in the Nautical Chart Manual. 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.

**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). For charting purposes, the reference ellipsoid in the World Geodetic System 1984 (WGS 84). Geodetic positions referred to the North American Datum of 1983 must be corrected as follows:

- 6.21’ southward
- 3.82’ eastward

**RADAR REFLECTIONS**

Radar reflectors have been placed on many objects to assist in navigation. Individual radar reflectors are not listed in this chart.

**WARNING**

The prudent mariner will not rely solely on radar reflectors for navigation.
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Radar reflectors have been placed on many floating aids to navigation. Individual radar reflectors are not included on this chart.

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

CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
All craft should avoid areas where the ship's draft, a light house with a diagonal white stripe, is displayed.

CAUTION
Basalfe Bridge Clearances
For baselfe bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

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 151).

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

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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.

<table>
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<tr>
<td>B4</td>
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</tbody>
</table>

PROJECT DEPTHS

and isobaths, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The officially adopted, particularly at the edges of the charts, as listed on NOAA Electronic Navigation Charts. Channel condition reports are available at dan.army.mil/EnP/NavHyd.
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
Chart and chart related inquiries and comments — http://ocsdata.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 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.

NOAA’s Office of Coast Survey The Nation’s Chartmaker