

# BookletChart™

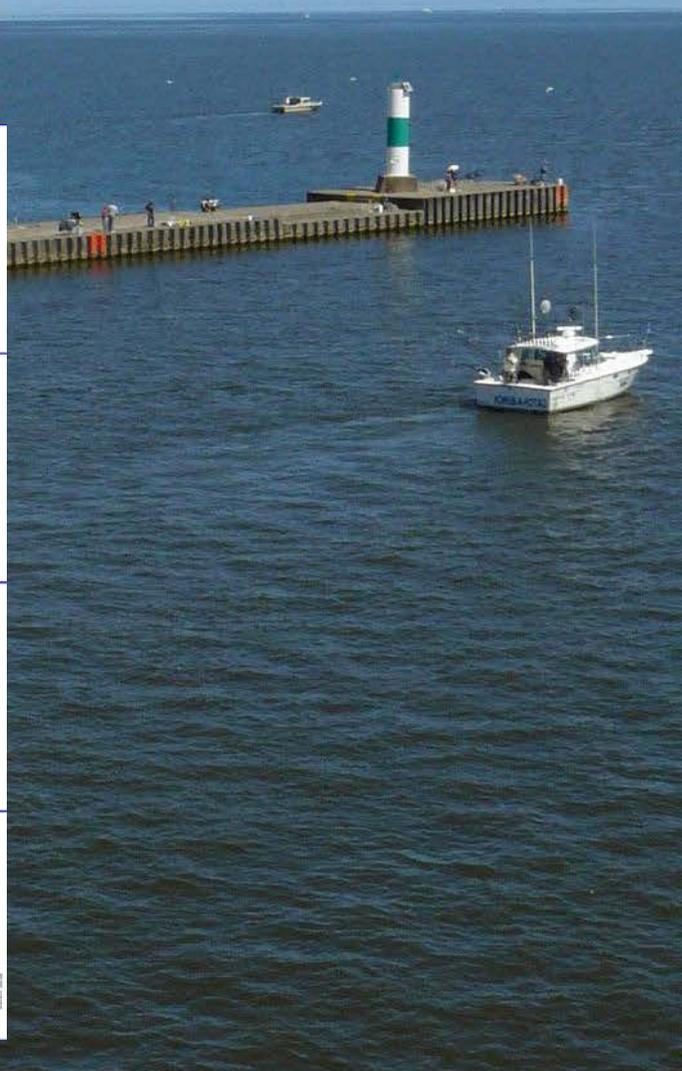
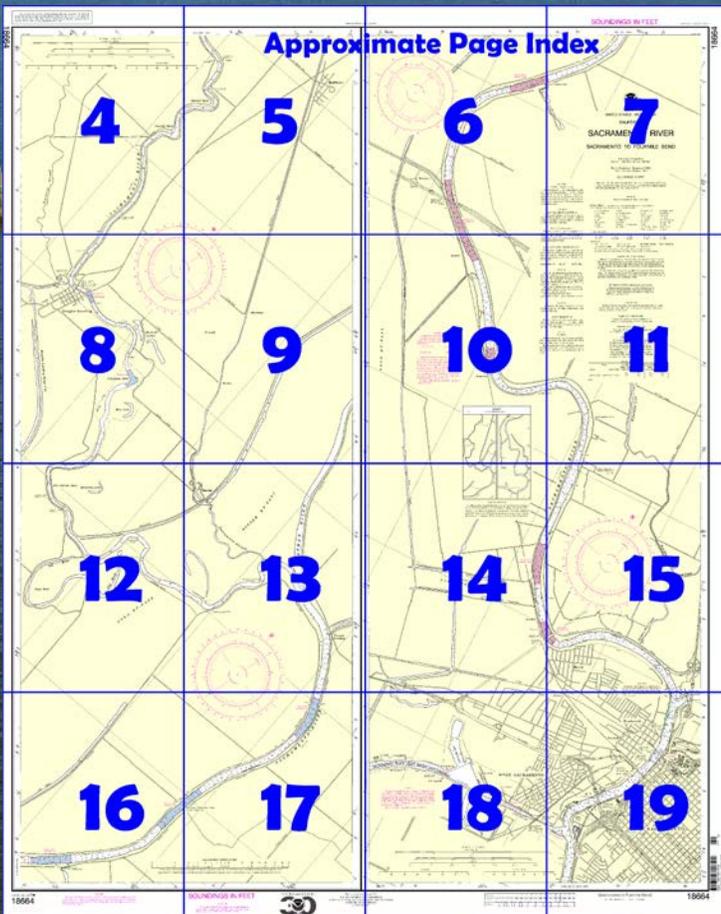


## Sacramento River – Sacramento to Fourmile Bend NOAA Chart 18664

*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](http://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.

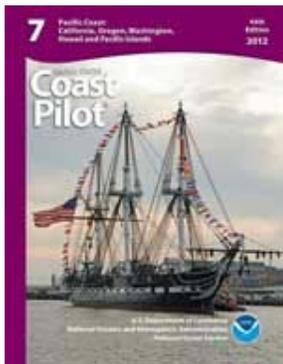
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=18664>.



**(Selected Excerpts from Coast Pilot)**

Above Sacramento the prevailing flood conditions are as follows: At Verona at the junction of Feather River, 70 miles above the mouth, 20 feet at ordinary floods and 24 feet at extreme floods; at Colusa, 125 miles above the mouth, 25 feet at ordinary floods and 32 feet at extreme floods.

Between Sacramento and Colusa are numerous warehouses and small landings.

**Feather River** rises in the Sierra Nevada

and empties into Sacramento River at **Verona**, 18 miles above Sacramento. The river has been improved by snagging and the

construction of wing dams at **Marysville**, 26 miles above the mouth. The controlling depth is usually 3 feet from about February 15 to June 15. Ordinary flood fluctuation is 20 feet, and extreme flood fluctuation is about 25 feet. With the exception of several small privately owned landings, all loading is handled on the banks. There has been no commercial navigation on the Feather River in recent years.

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

RCC Alameda      Commander  
11<sup>th</sup> 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](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).  
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://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>

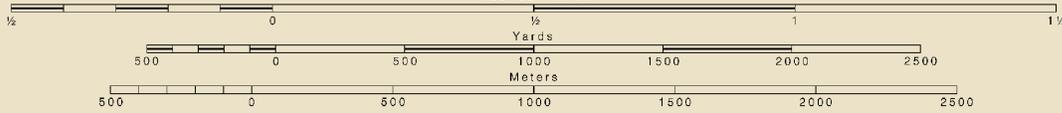
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

18664

KAPP 1861

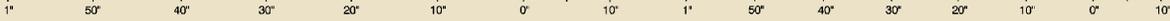
JOINS CHART 18667

SCALE 1:20,000  
Nautical Miles



LATITUDE

LONGITUDE



Sycamore Slough

SACRAMENTO RIVER  
(see note B)

Railroad Bend

Fourmile Bend

OVID PWR CAB AUTH CL 125 FT

OVID PWR CAB AUTH CL 124 FT

Subm ac/s Pile

Obsns

Road on levee

Shoaling rep (1974)

Road on levee

Obsns

Subm pile

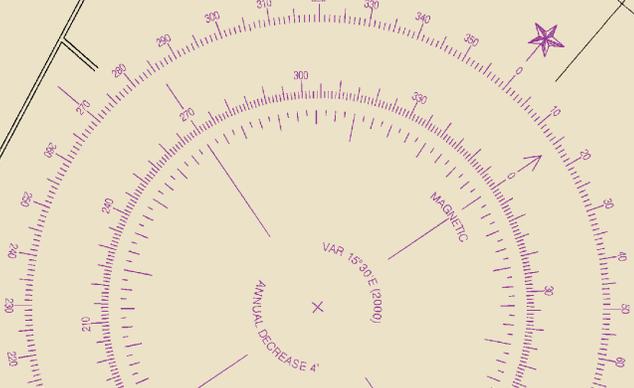
OVID PWR CAB AUTH CL 125 FT

Subm ac/s Pile

TOWERS

ASCULIF BRIDGE

Joins page 8



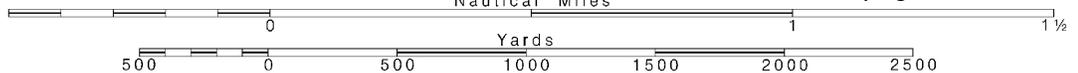
4

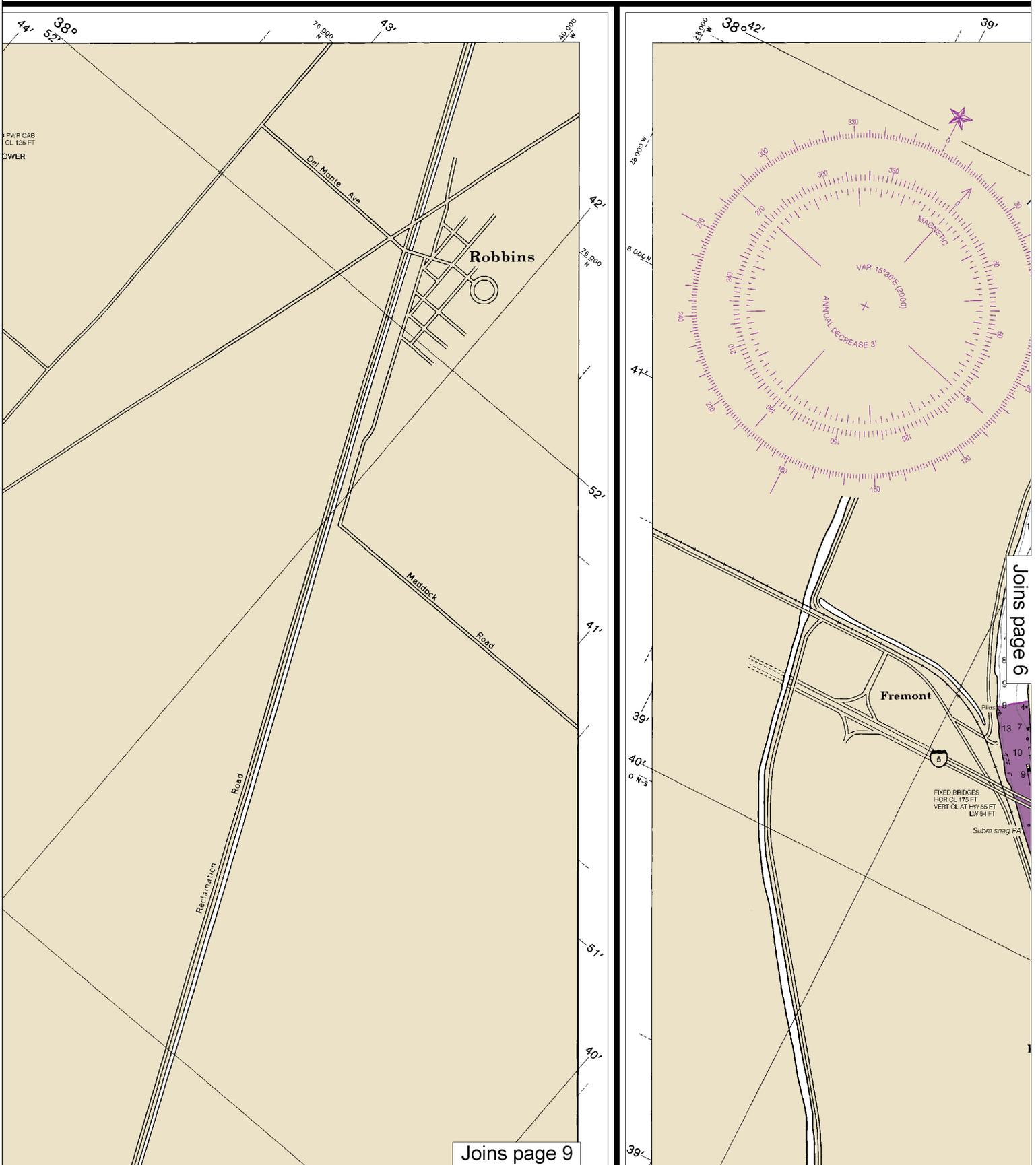
Note: Chart grid lines are aligned with true north.

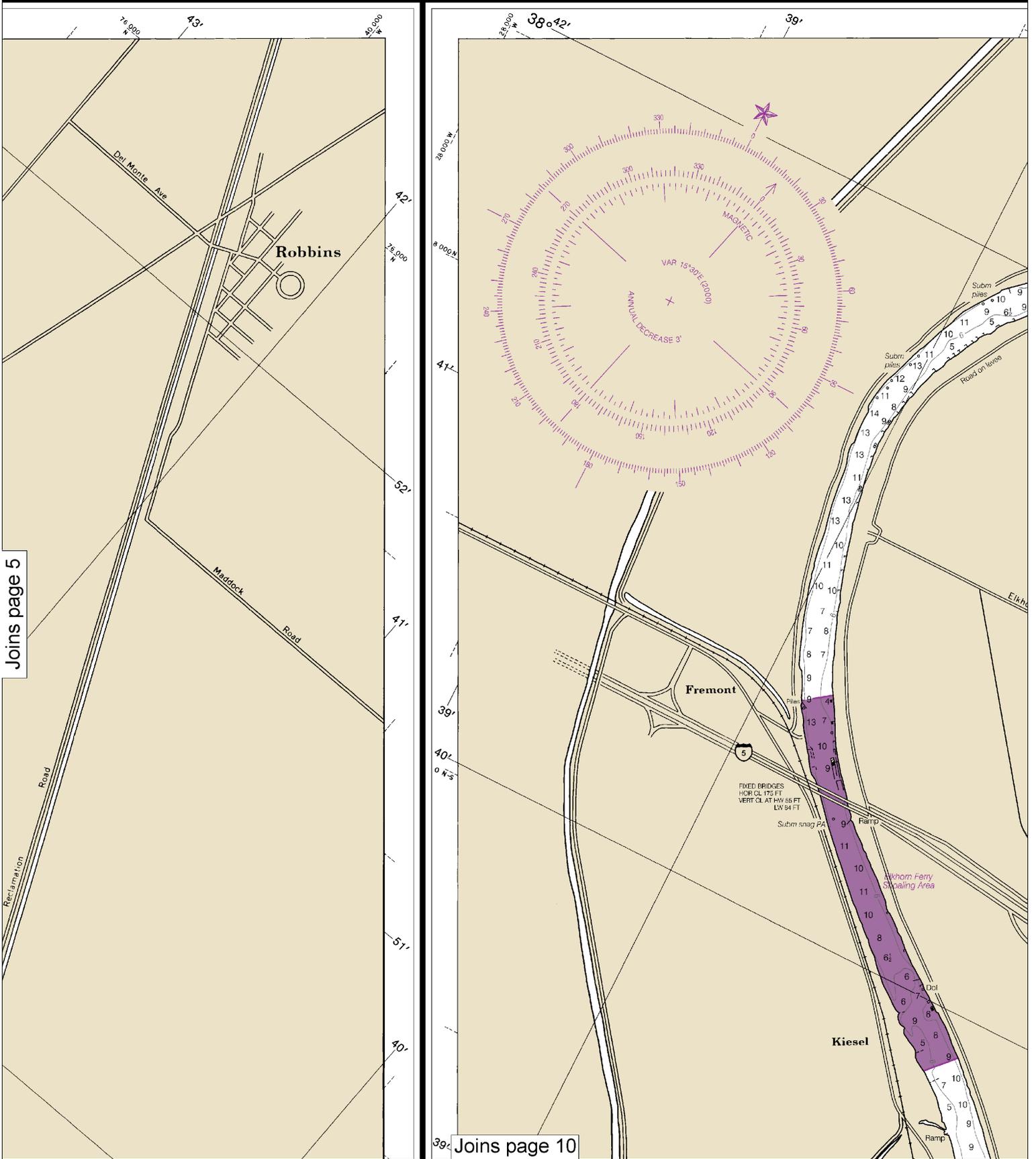
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.







Joins page 5

Joins page 10

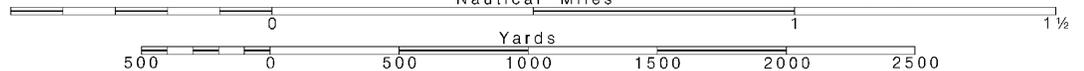


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

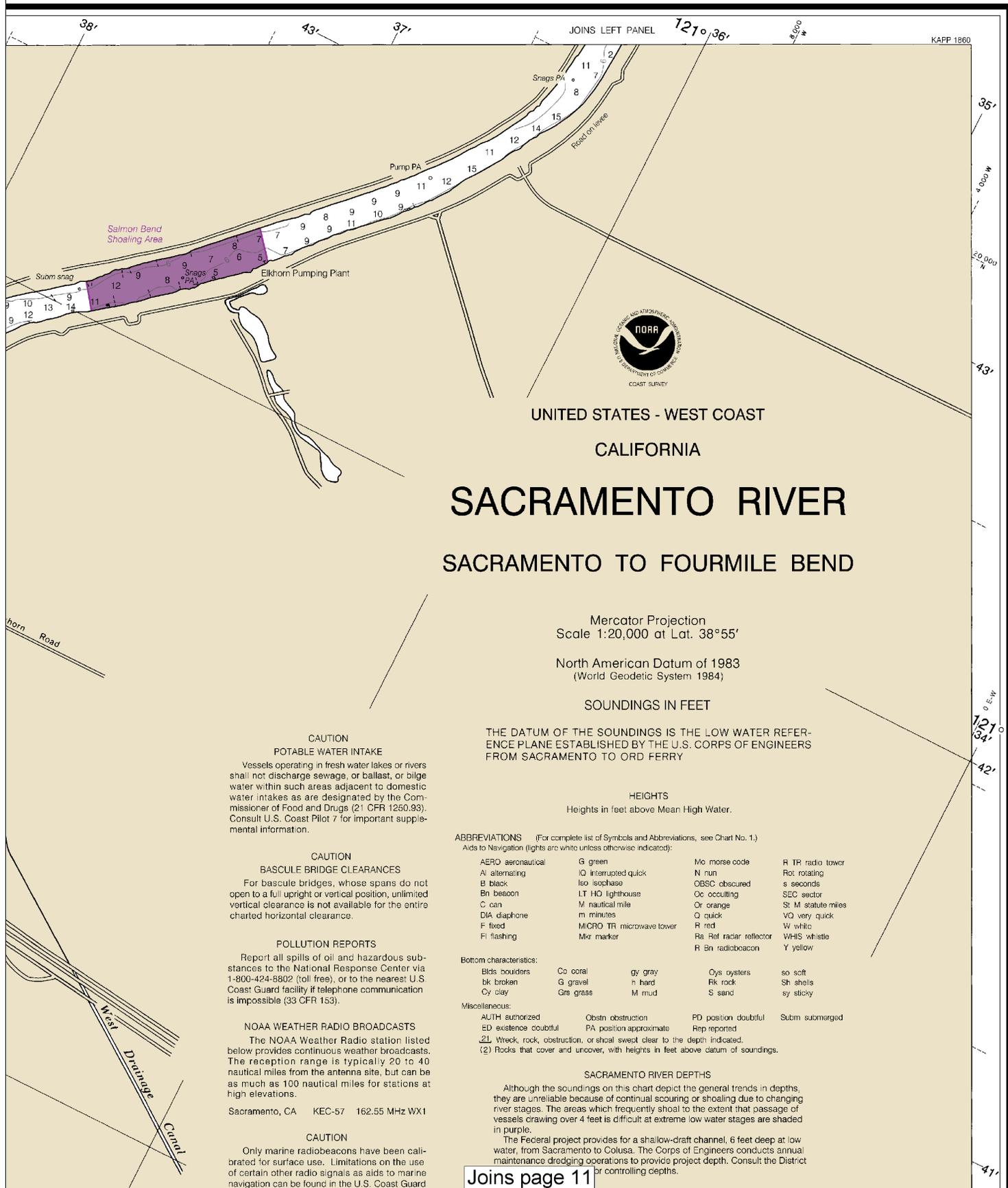
See Note on page 5.



# SOUNDINGS IN FEET

Nautical Chart Catalog No. 2, Panel O

18664



**CAUTION**  
**POTABLE WATER INTAKE**  
 Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 7 for important supplemental information.

**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
 For bascule 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 153).

**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.  
 Sacramento, CA KEC-57 162.55 MHz WX1

**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

THE DATUM OF THE SOUNDINGS IS THE LOW WATER REFERENCE PLANE ESTABLISHED BY THE U.S. CORPS OF ENGINEERS FROM SACRAMENTO TO ORD FERRY

**HEIGHTS**  
 Heights in feet above Mean High Water.

**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 TP radio tower
A alternating	IQ interrupted quick	N nun	Rot rotating
B black	IsP isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	OR orange	St 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:**

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

**Miscellaneous:**

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

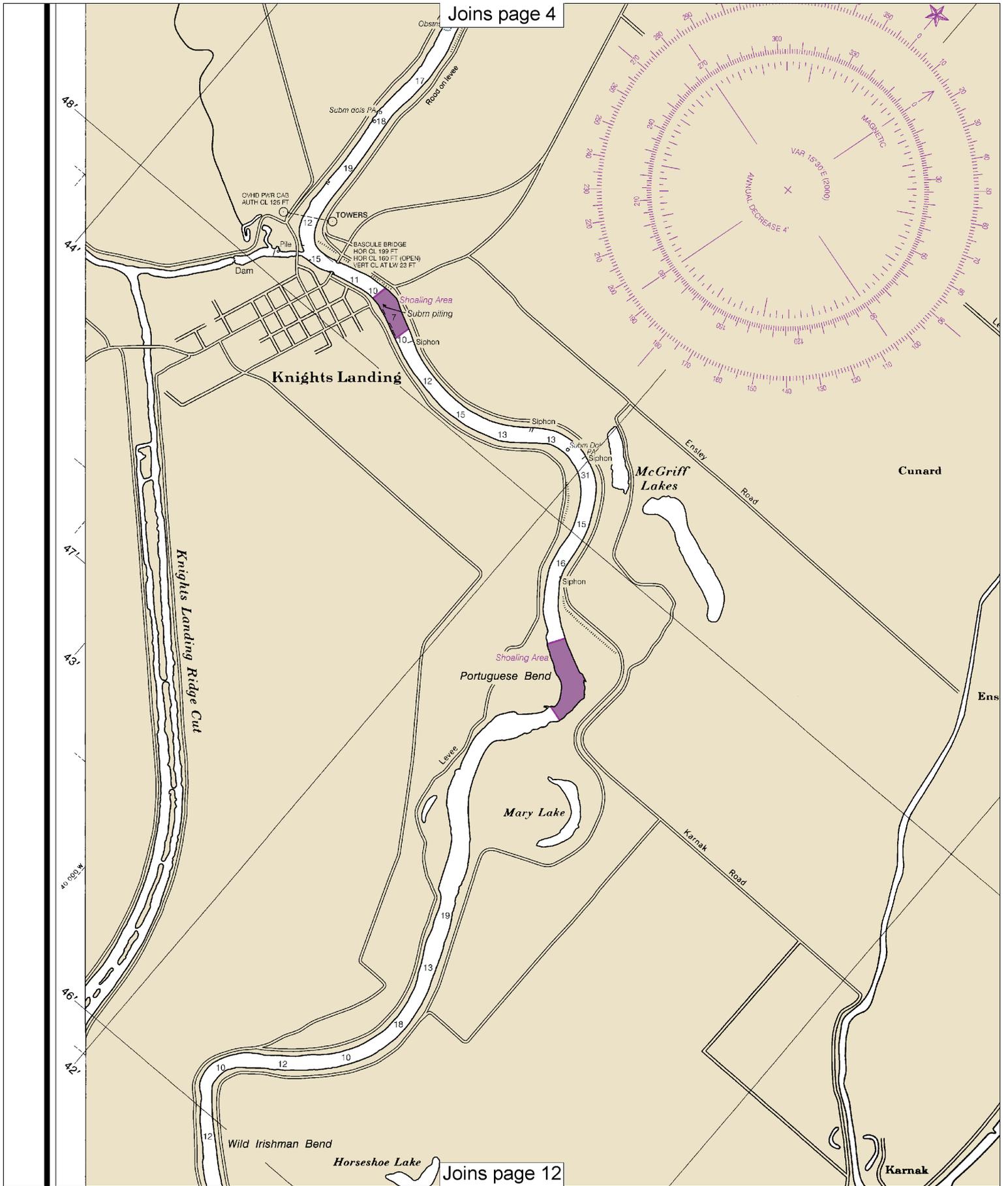
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.

**SACRAMENTO RIVER DEPTHS**  
 Although the soundings on this chart depict the general trends in depths, they are unreliable because of continual scouring or shoaling due to changing river stages. The areas which frequently shoal to the extent that passage of vessels drawing over 4 feet is difficult at extreme low water stages are shaded in purple.  
 The Federal project provides for a shallow-draft channel, 6 feet deep at low water, from Sacramento to Colusa. The Corps of Engineers conducts annual maintenance dredging operations to provide project depth. Consult the District for controlling depths.

Joins page 11



Joins page 4



Joins page 12

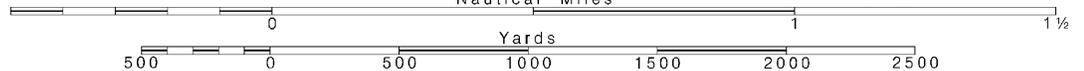


Note: Chart grid lines are aligned with true north.

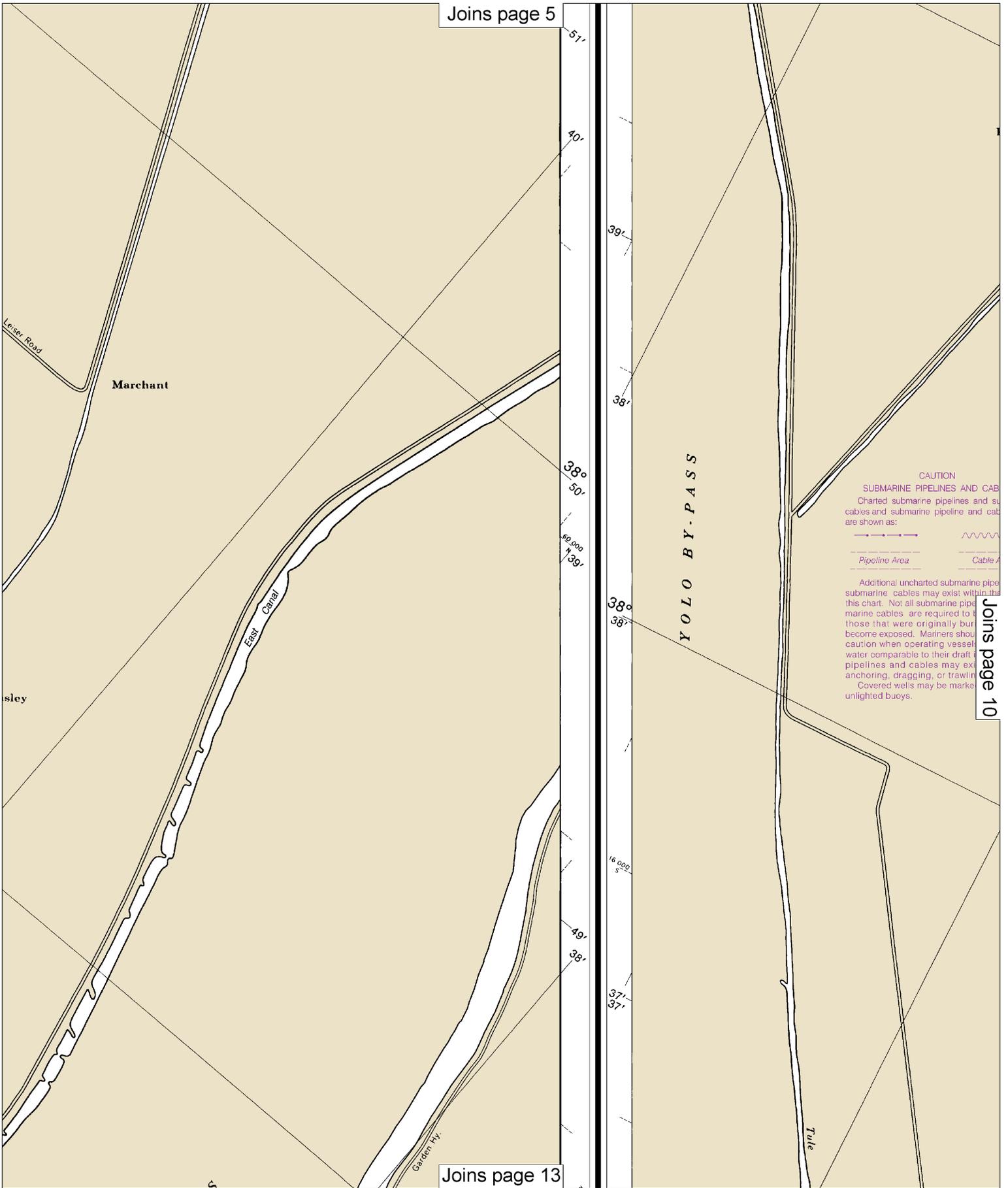
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



Joins page 5



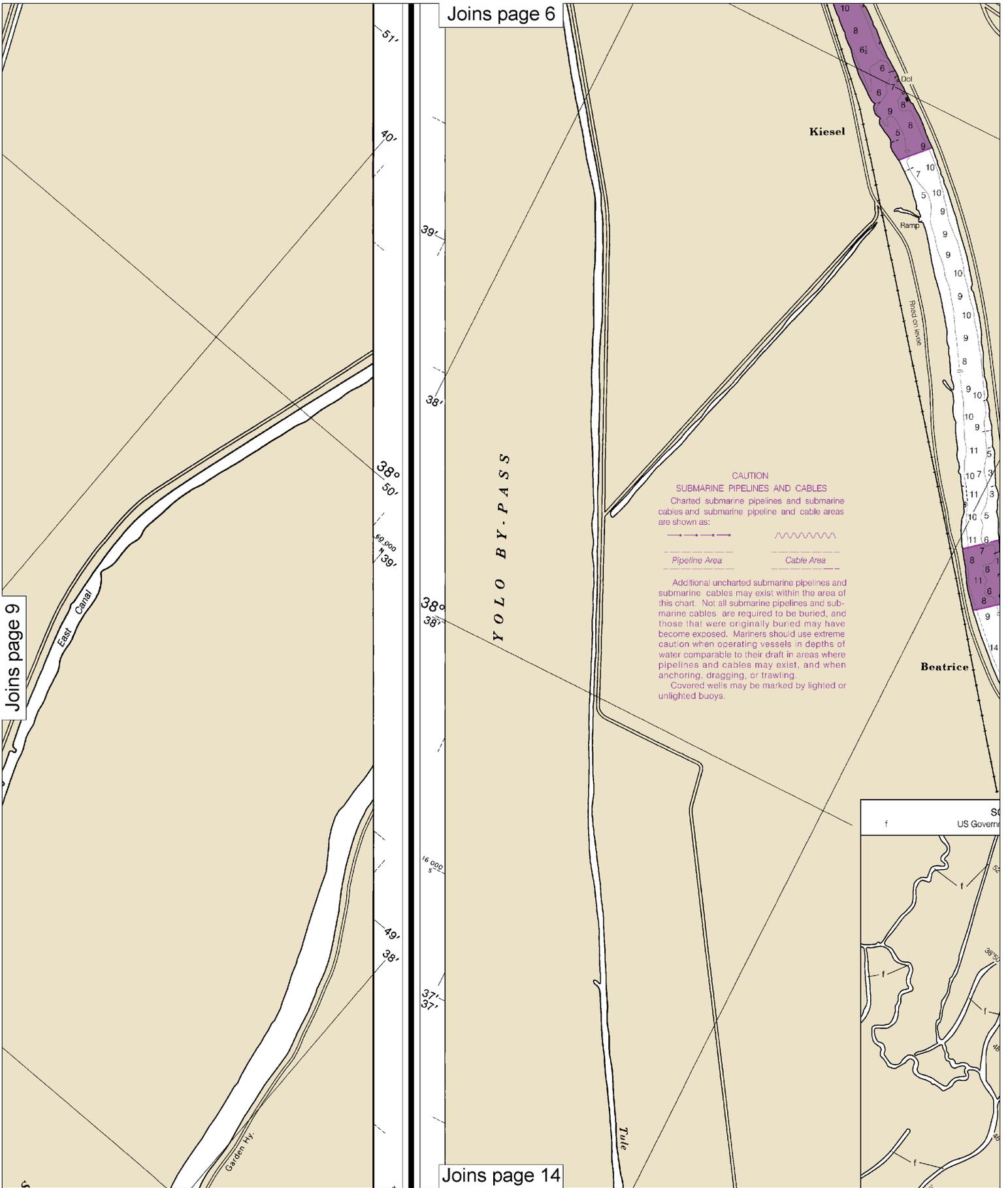
**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

 Pipeline Area  
 Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area shown on this chart. Not all submarine pipelines and submarine cables are required to be marked on this chart. Those that were originally buried and have since become exposed. Mariners should exercise caution when operating vessels in this area. Water depths comparable to their draft. Submarine pipelines and cables may exist in this area. Covered wells may be marked with unlighted buoys.

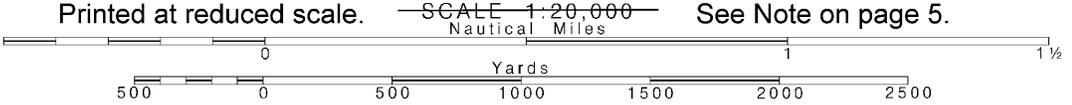
Joins page 10

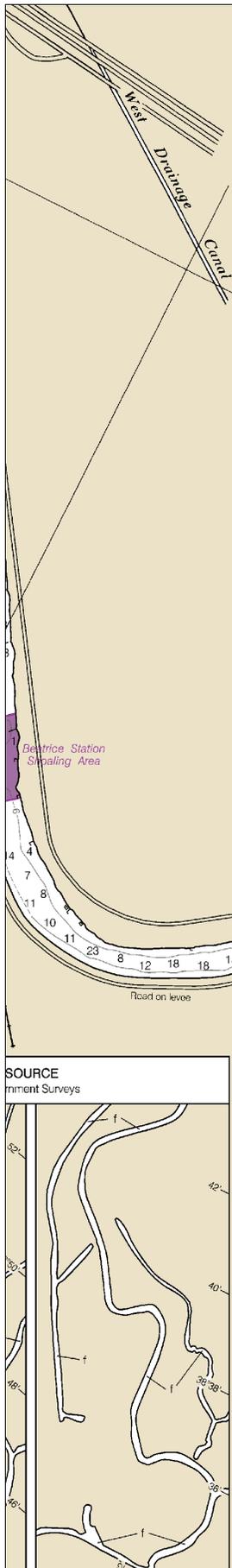
Joins page 13



**10**

Note: Chart grid lines are aligned with true north.





**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).

**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.

Sacramento, CA KEC-57 162.55 MHz WX1

**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)

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

**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.

**NOTE B**  
**CAUTION**  
 Mariners are warned that numerous uncharted piles, snags, pumps, and pipes, some submerged, may exist along 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.

**Joins page 7**

Bids 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 Obstn 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.

**SACRAMENTO RIVER DEPTHS**

Although the soundings on this chart depict the general trends in depths, they are unreliable because of continual scouring or shoaling due to changing river stages. The areas which frequently shoal to the extent that passage of vessels drawing over 4 feet is difficult at extreme low water stages are shaded in purple.  
 The Federal project provides for a shallow-draft channel, 6 feet deep at low water, from Sacramento to Colusa. The Corps of Engineers conducts annual maintenance dredging operations to provide project depth. Consult the District Engineer in Sacramento for controlling depths.

**BRIDGE AND OVERHEAD CABLE CLEARANCES**

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

**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.

**PLANE COORDINATE GRID**

Corps of Engineers plane coordinate grid is indicated by dashed ticks at 4,000 foot intervals

**SUPPLEMENTAL INFORMATION**

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

**HORIZONTAL DATUM**

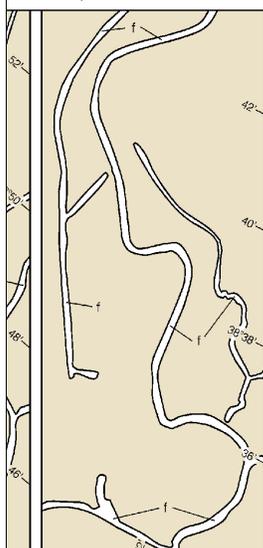
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.368" southward and 3.878" 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
Sacramento	(38°35'N/121°30'W)	feet 2.9	feet 2.6	feet 0.3	feet 1.5

(200)

**SOURCE**  
 Recent Surveys



**Joins page 15**

41'  
33'  
40'  
39'  
32'

Joins page 8



Joins page 16

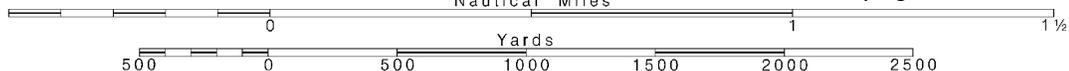
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

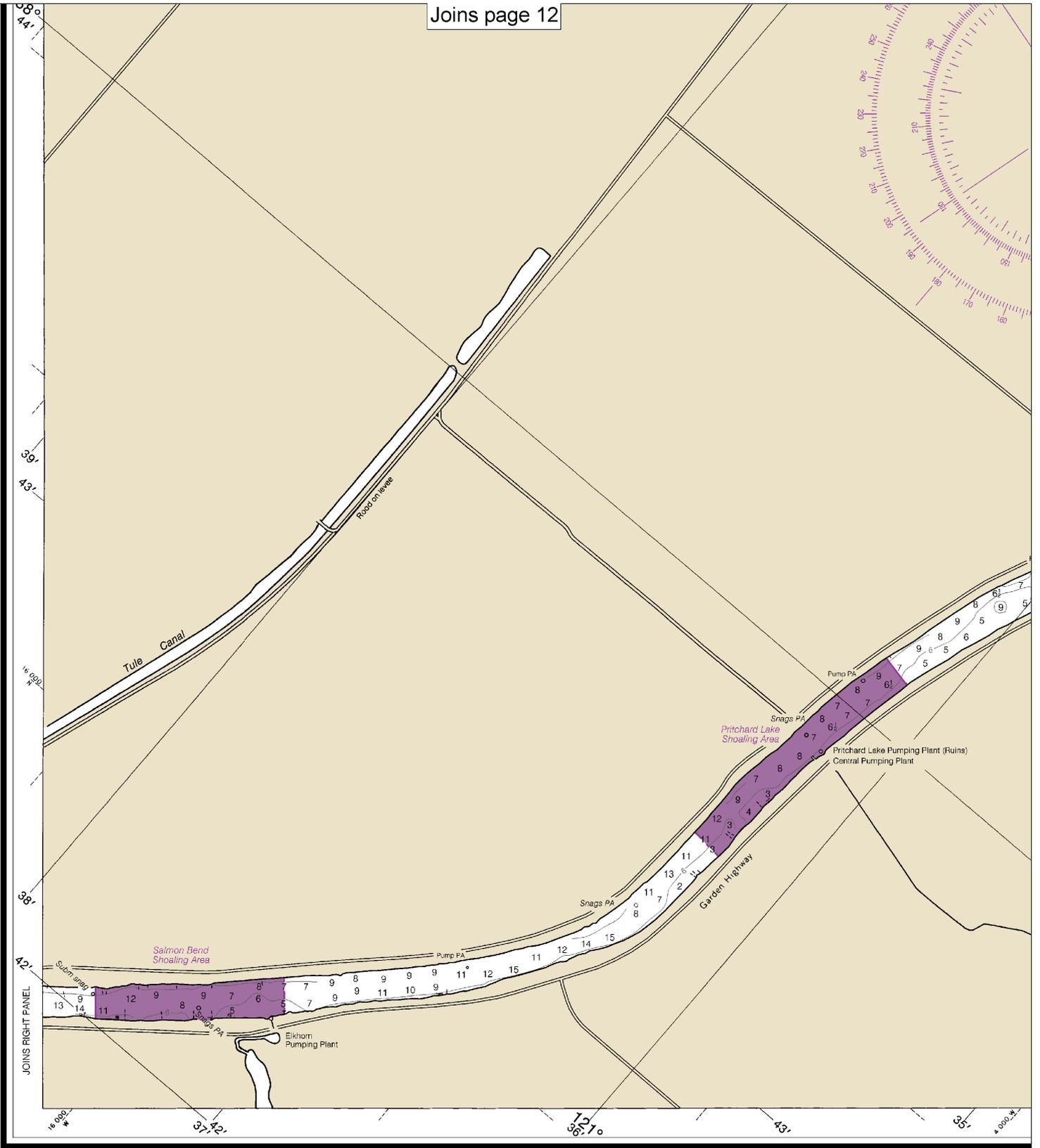
See Note on page 5.











18664

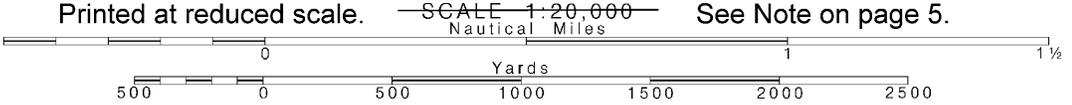
CAUTION  
 This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

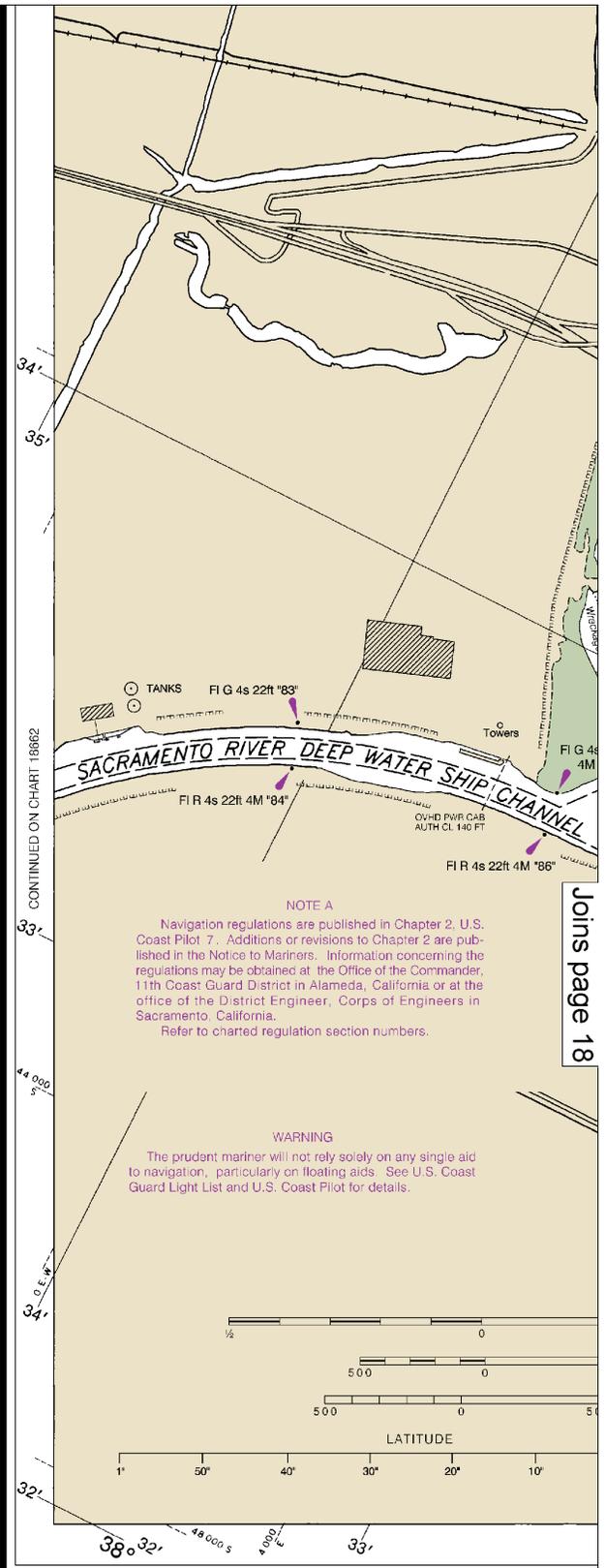
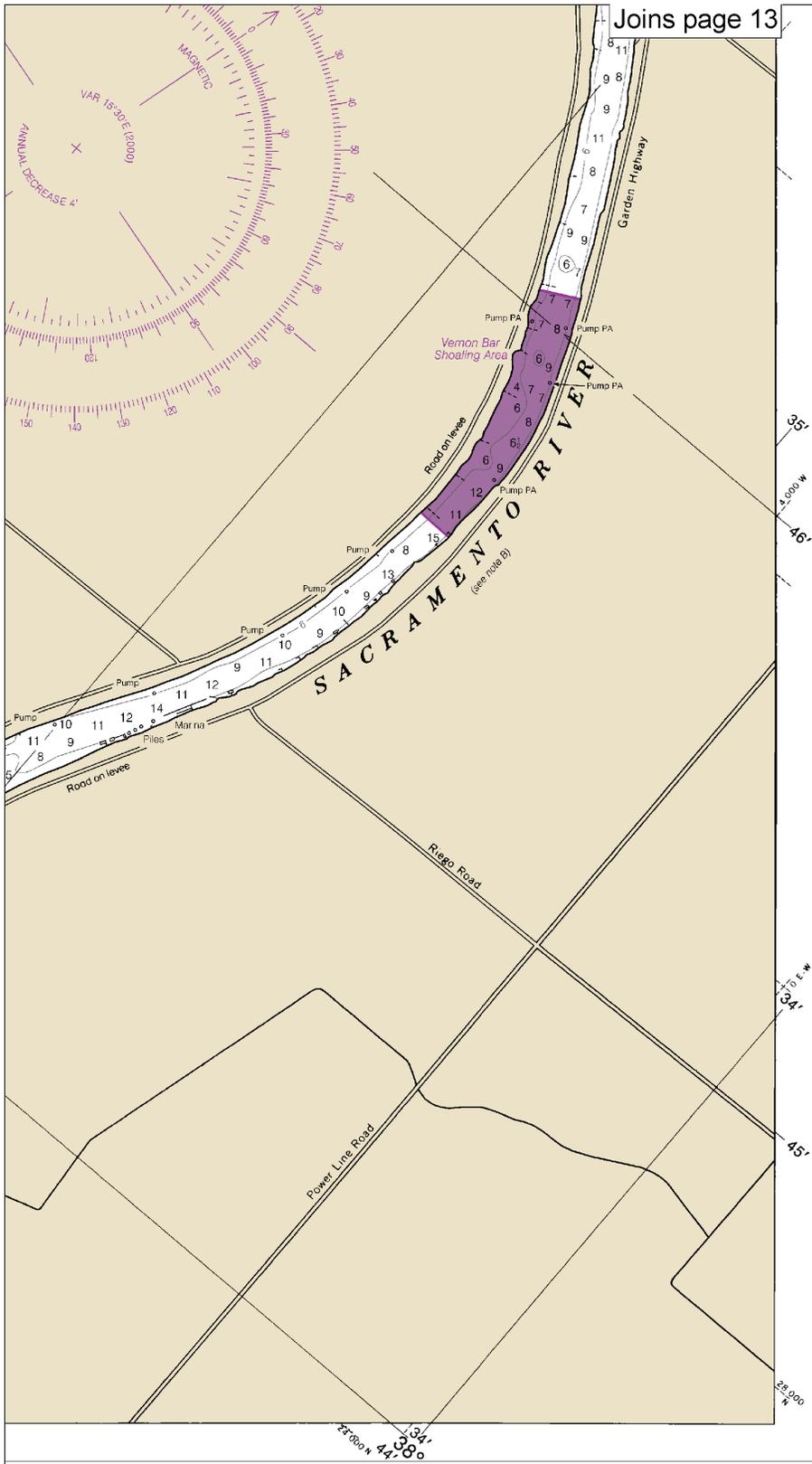
SOUNDINGS

12th Ed., Aug. 2000. Last Correction: 6/8/2016. Cleared through:  
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

16

Note: Chart grid lines are aligned with true north.

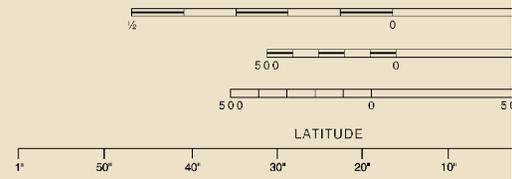




CONTINUED ON CHART 18662

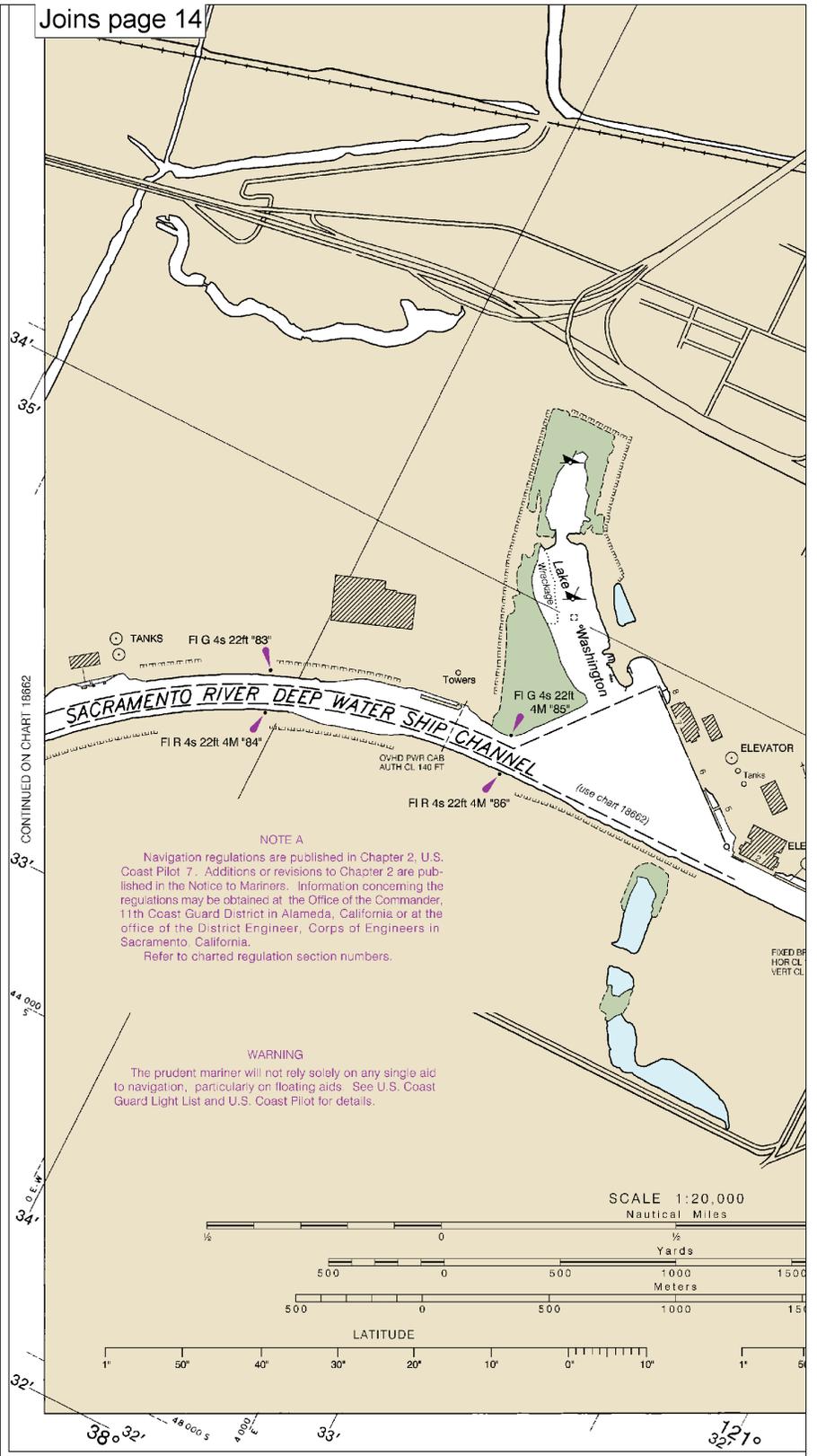
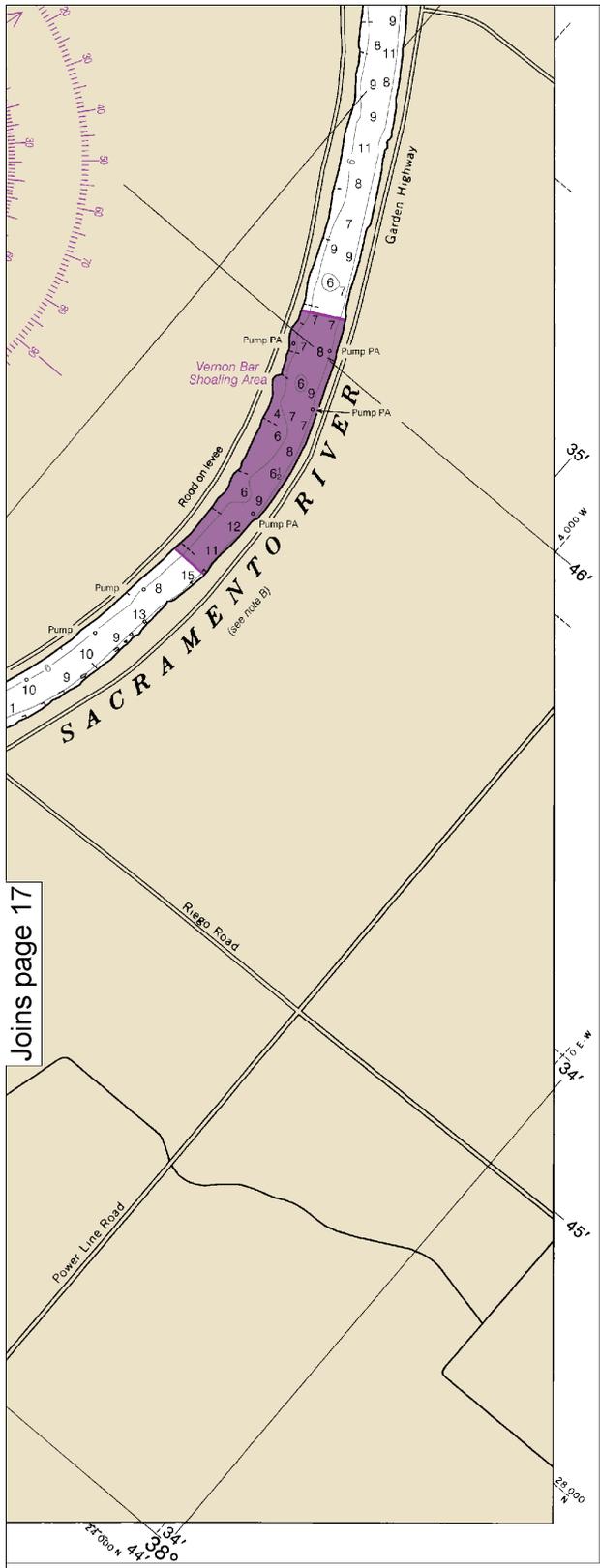
**NOTE A**  
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California, or at the office of the District Engineer, Corps of Engineers in Sacramento, California.  
 Refer to charted regulation section numbers.

**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.



IN FEET

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



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

FATHOMS  
 FEET  
 METERS

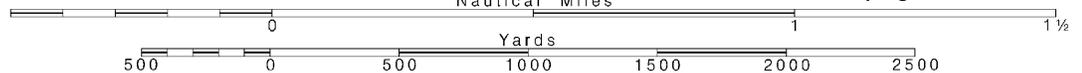
18

Note: Chart grid lines are aligned with true north.

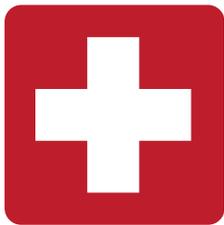
Printed at reduced scale.

SCALE 1:20,000  
 Nautical Miles

See Note on page 5.







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](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.