BookletChart™

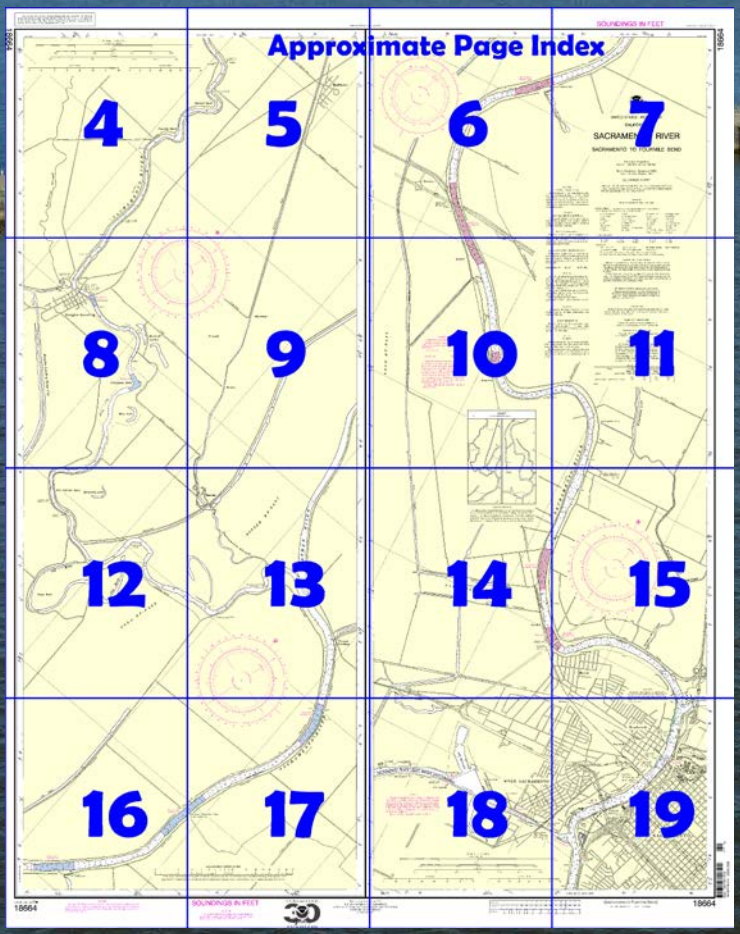
Sacramento River – Sacramento to Fourmile Bend

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
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

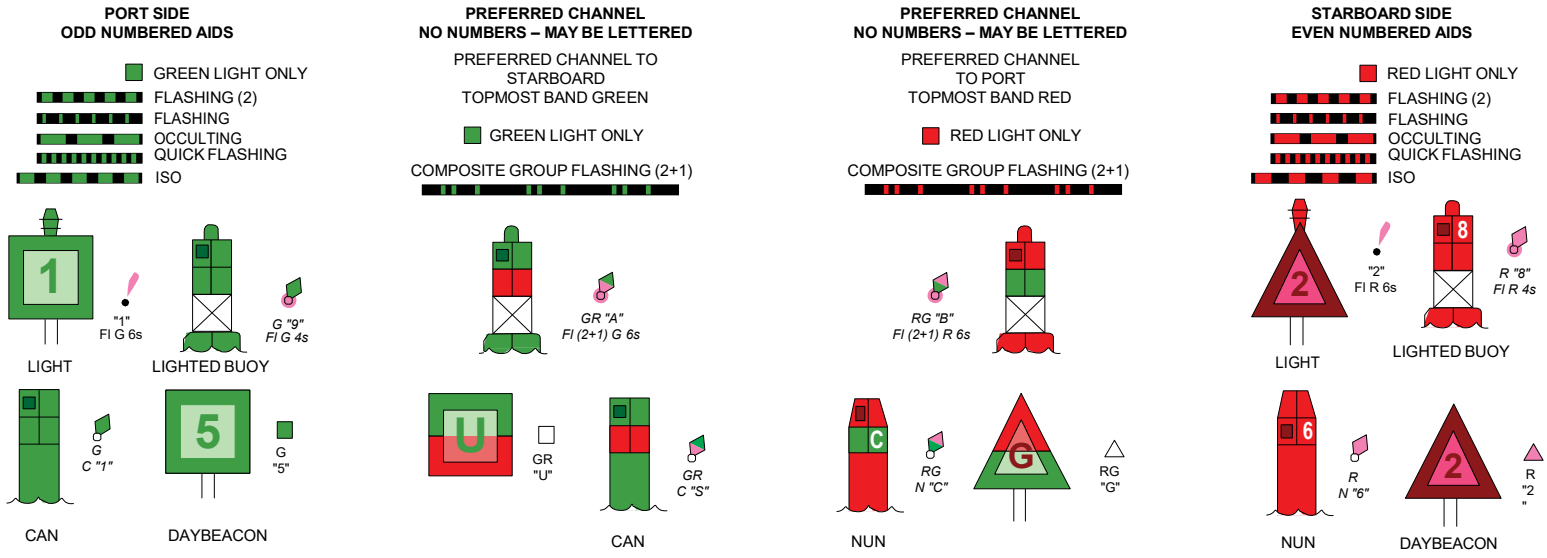
RCC Alameda	Commander 11th CG District Alameda, CA	(510) 437-3700

Navigation Manager Regions

To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/

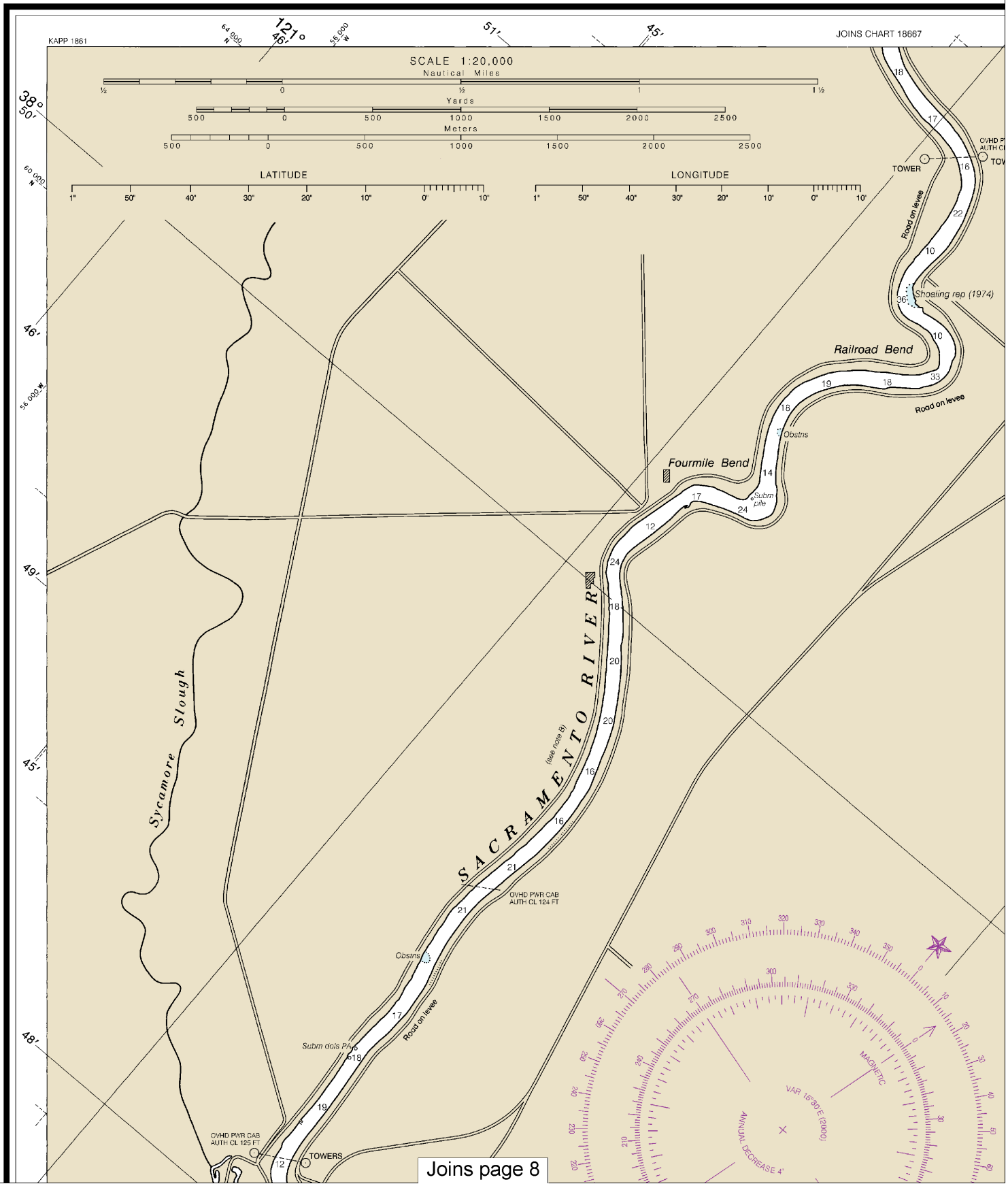
Lateral System As Seen Entering From Seaward

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.



Joins page 8

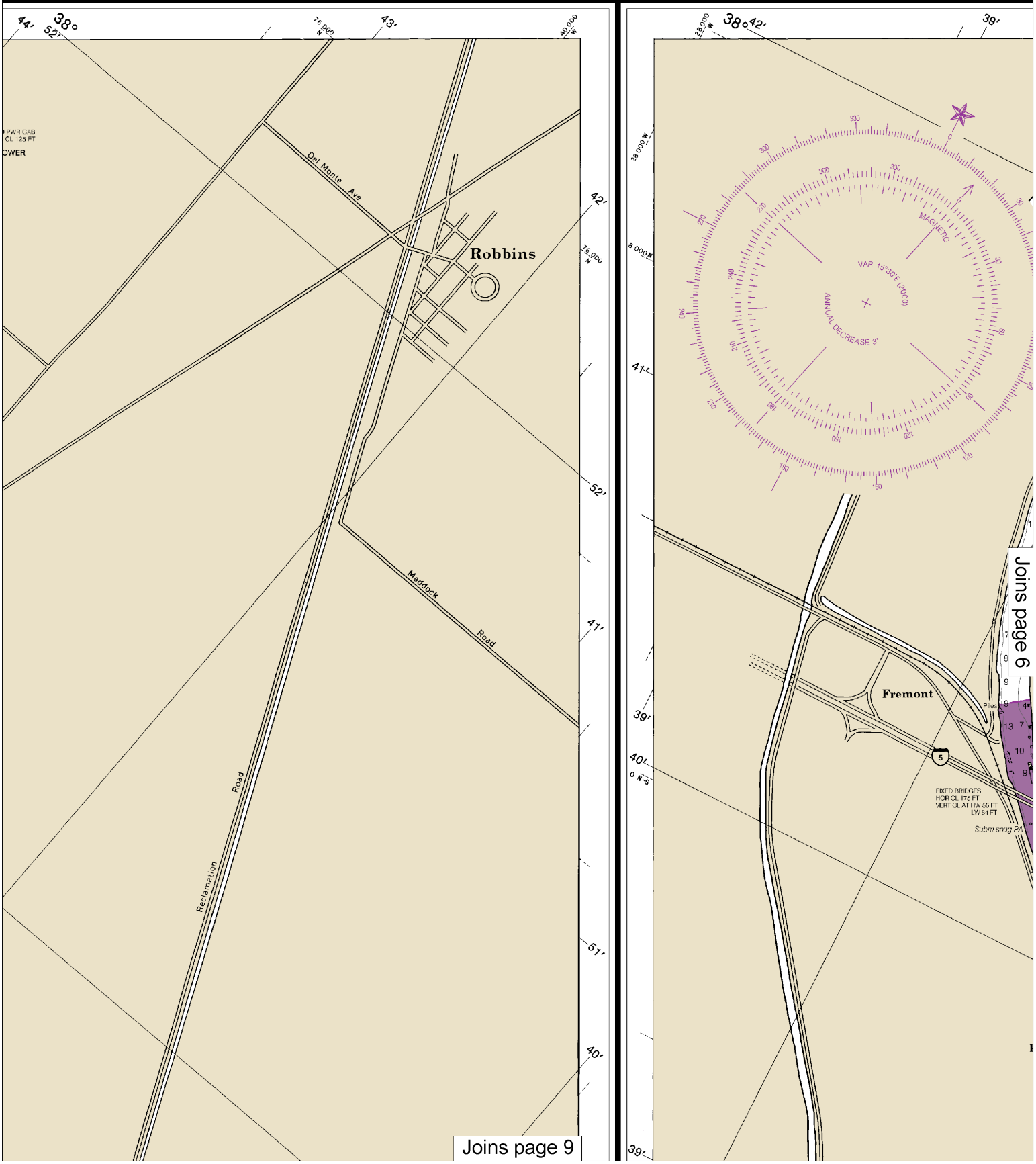
4

Note: Chart grid lines are aligned with true north.

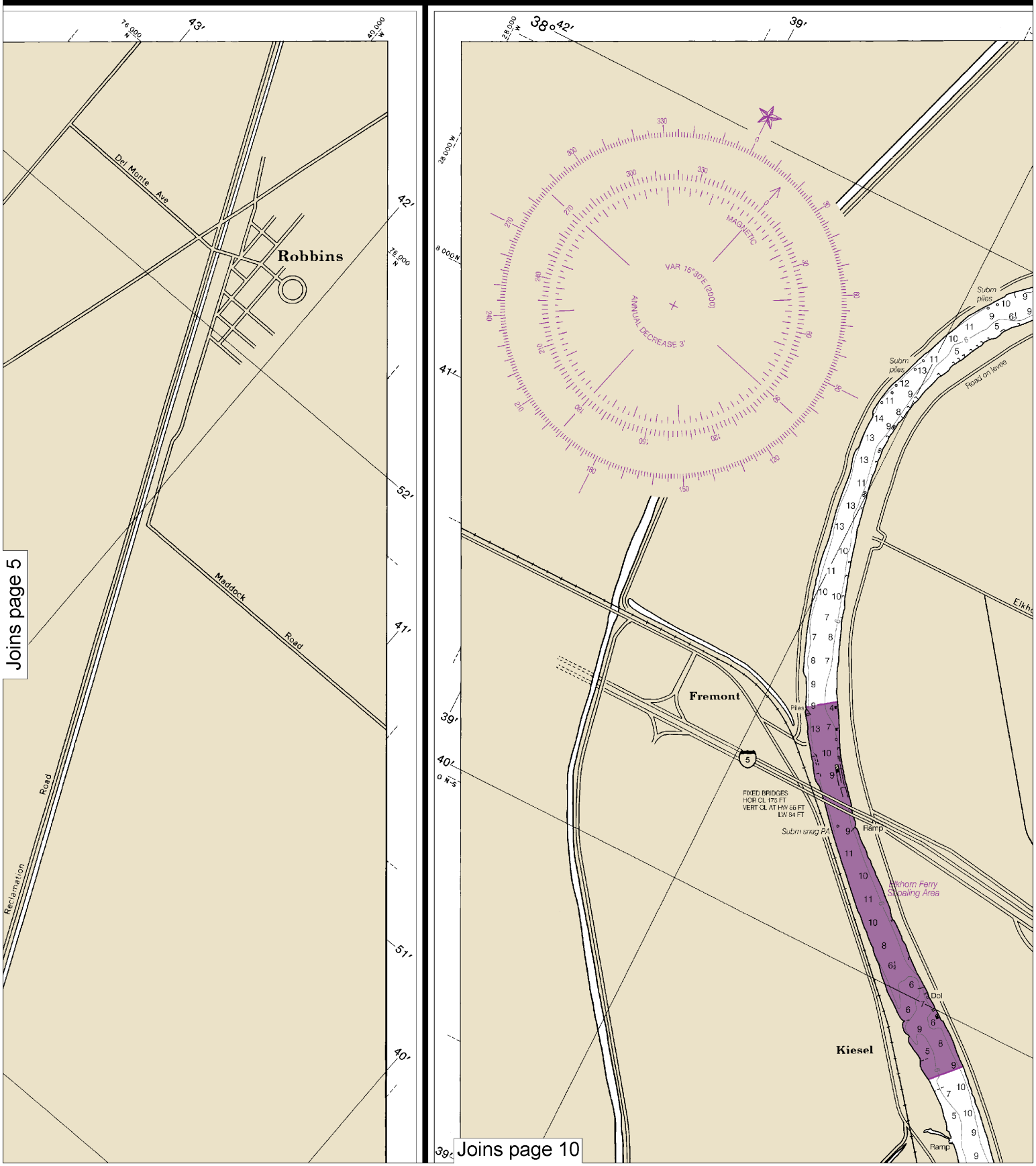
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

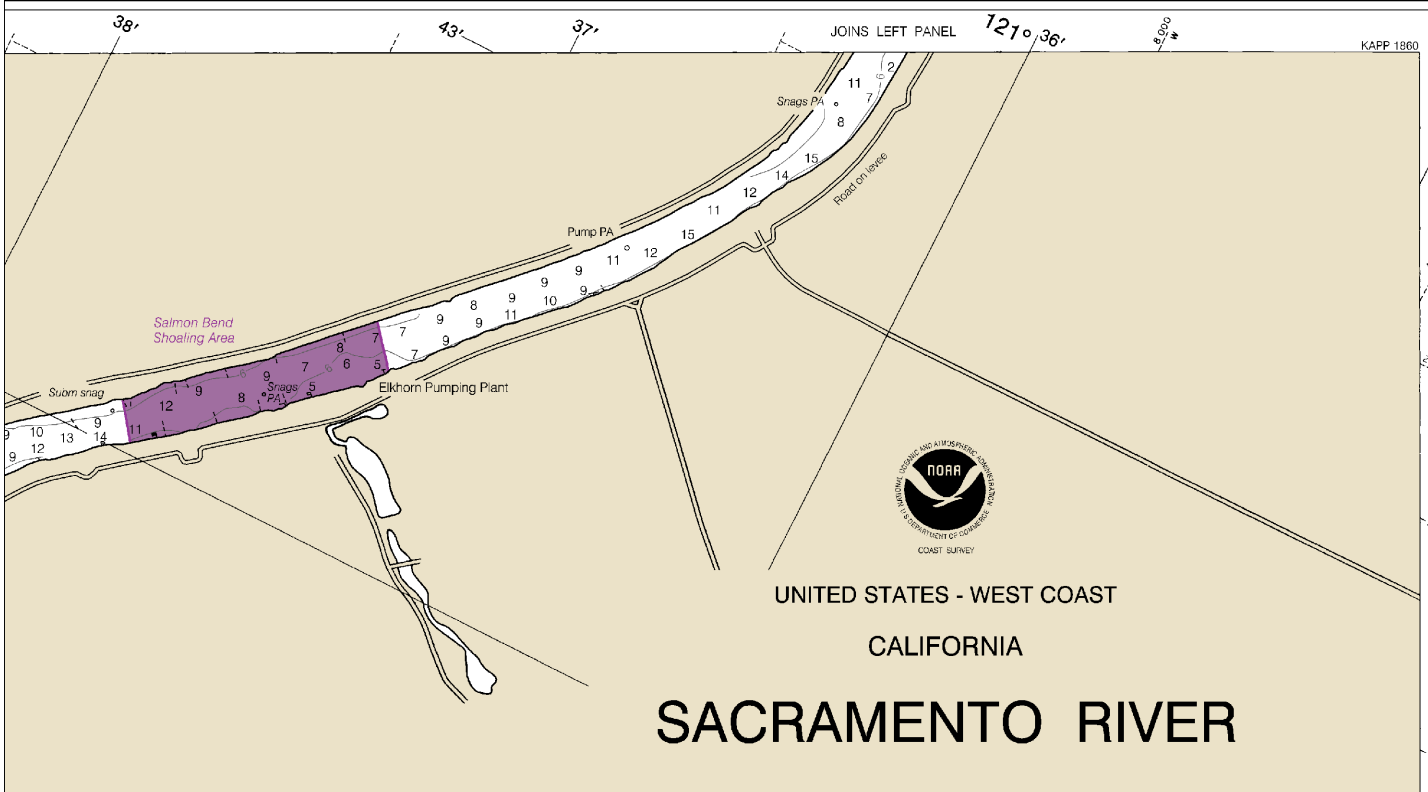


Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Note: Chart grid lines are aligned with true north.



UNITED STATES - WEST COAST

CALIFORNIA

SACRAMENTO RIVER

SACRAMENTO TO FOURMILE BEND

Mercator Projection
Scale 1:20,000 at Lat. 38°55′

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

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 TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso 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:

Blds 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	

(21) 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.

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

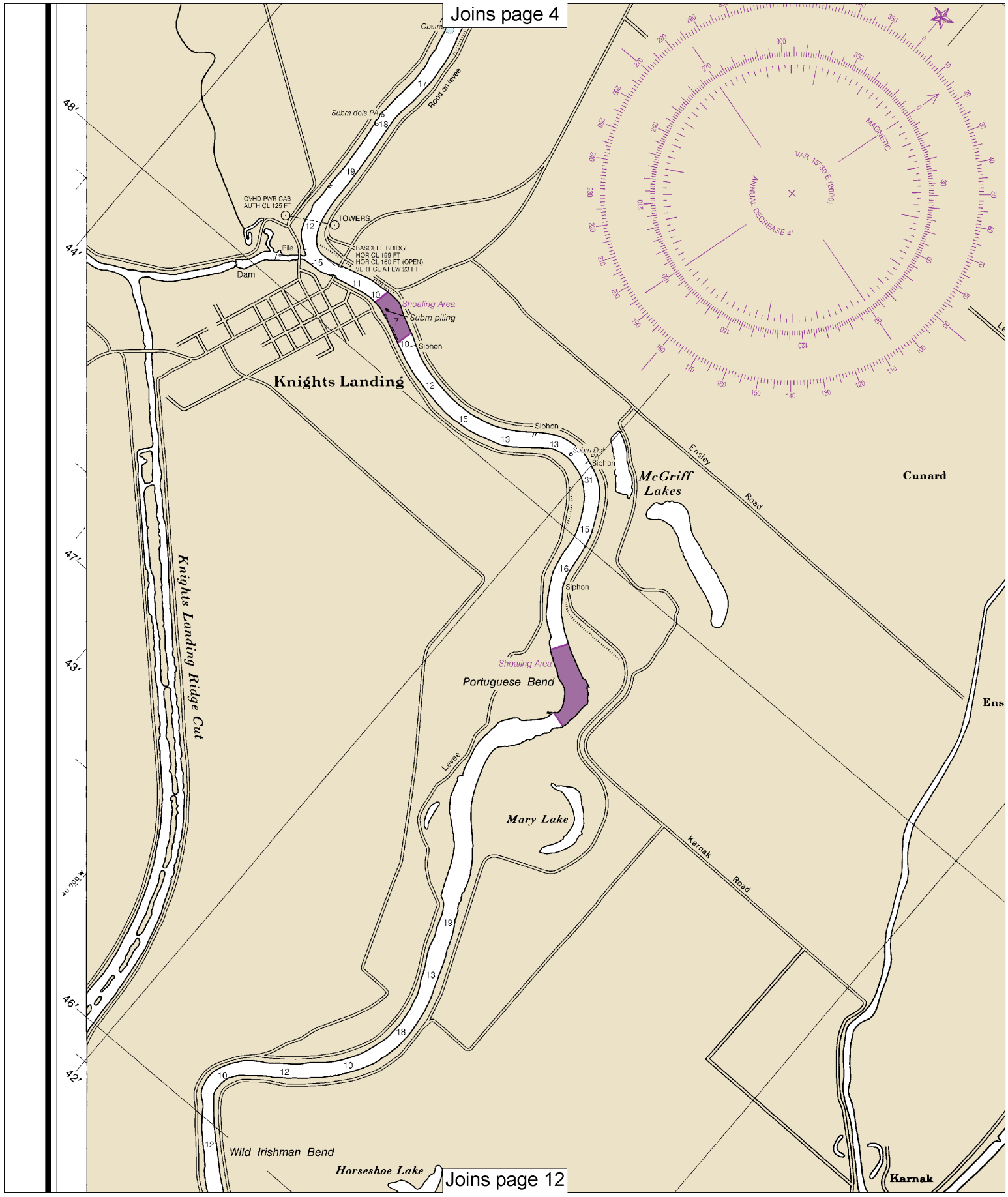
CAUTION

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

Joins page 11

This is the Last Edition of this chart. It will be canceled on Jul 31, 2024

12th Ed., Aug. 2000. Last Correction: 1/29/2024. Cleared through:
LNM: 1624 (4/16/2024), NM: 1724 (4/27/2024)



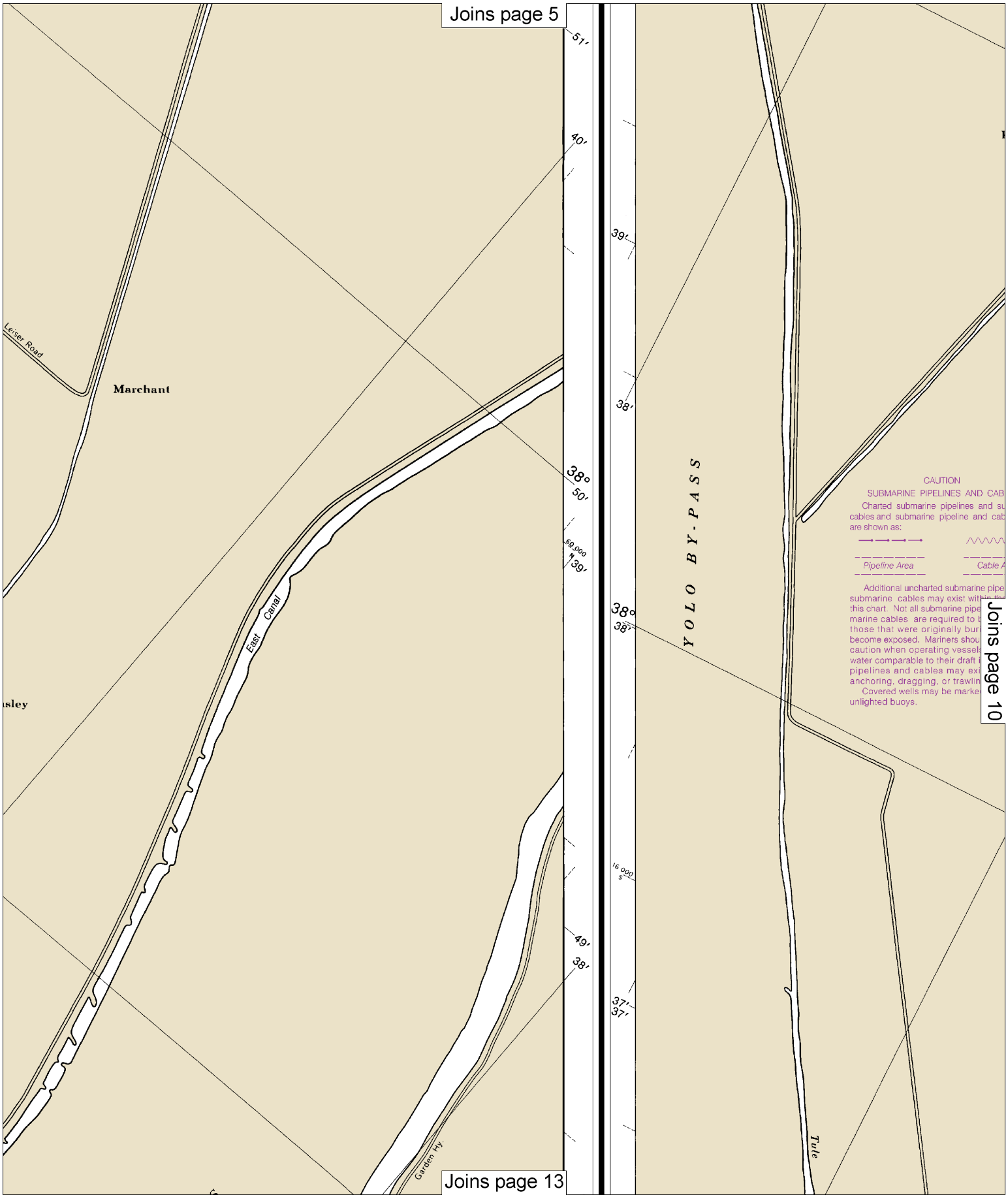
8

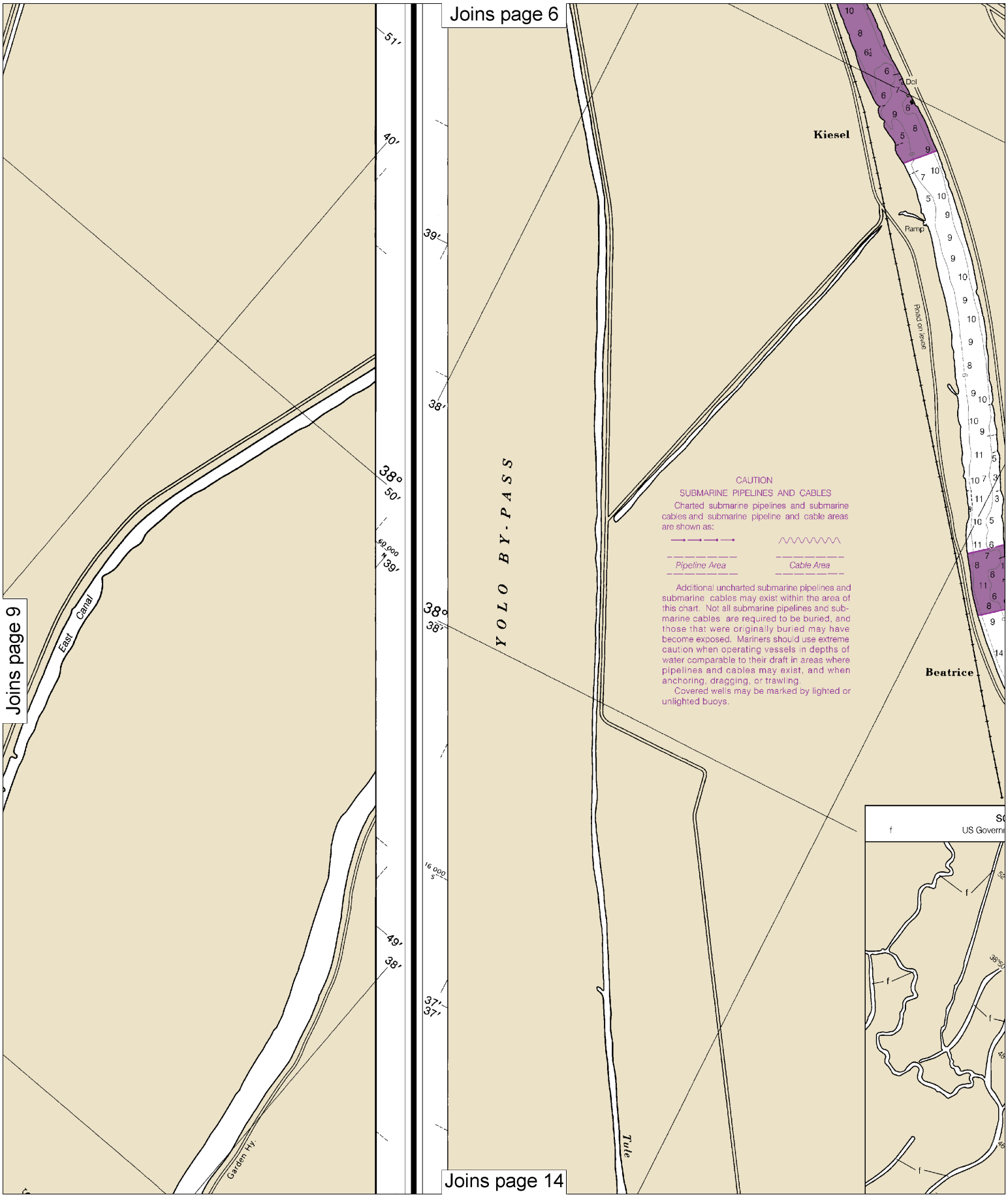
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 5
Joins page 10
Joins page 13
Leiser Road
Marchant
East Canal
Garden Hy.
YOLO BY-PASS
Tule
51'
40'
39'
38'
38°
50'
60 000 N
39'
38°
38'
16 000 S
49'
38'
37'
37'
CAUTION
SUBMARINE PIPELINES AND CAB
Charted submarine pipelines and su
cables and submarine pipeline and cab
are shown as:
Pipeline Area
Cable A
Additional uncharted submarine pipe
submarine cables may exist wit
this chart. Not all submarine pipe
marine cables are required to
those that were originally bur
become exposed. Mariners shou
caution when operating vessel
water comparable to their draft
pipelines and cables may ex
anchoring, dragging, or trawlin
Covered wells may be marke
unlighted buoys.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

Joins page 7

marker Ra Ref radar reflector WHIS whistle
R Bn radiobeacon Y yellow

Bottom characteristics:

Blds 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

21 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.

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).

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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) o(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.

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 be 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.

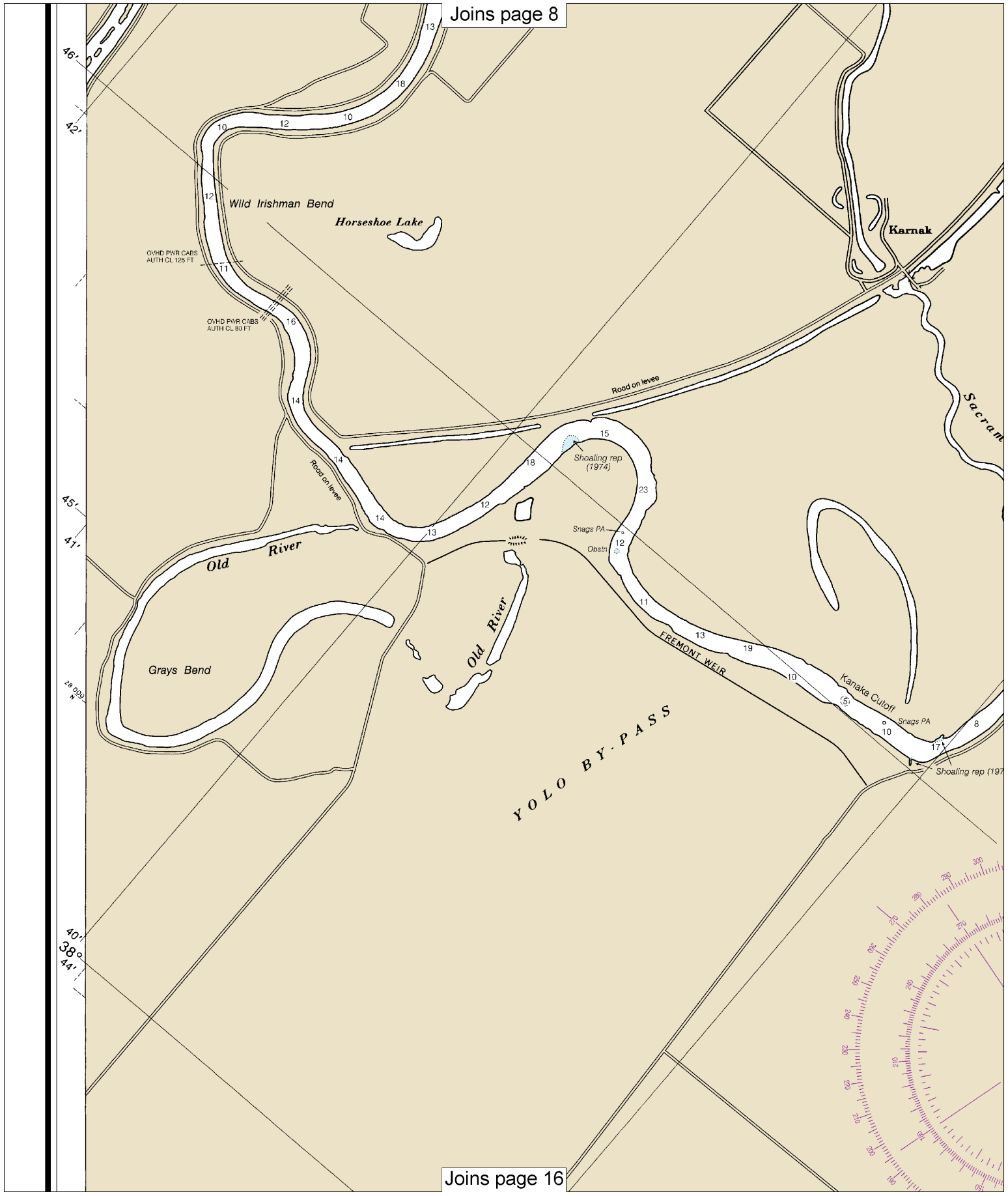
TIDAL INFORMATION

Place Name	(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)

West Drainage Canal
Beatrice Station Shoaling Area
Power Line Road
Road on levee
Taylor Monument
Road on levee
Pilo
Pumping Plant No. 3
Fishermans Lake
Del Paso Road
El Centro Road
Pump PA
RADIO TOWERS (KGNR) 1320 kHz
(See note B)
Dostns
SACRAMENTO RIVER
SOURCE
nment Surveys
41'
33'
40'
39'
32'

Joins page 15

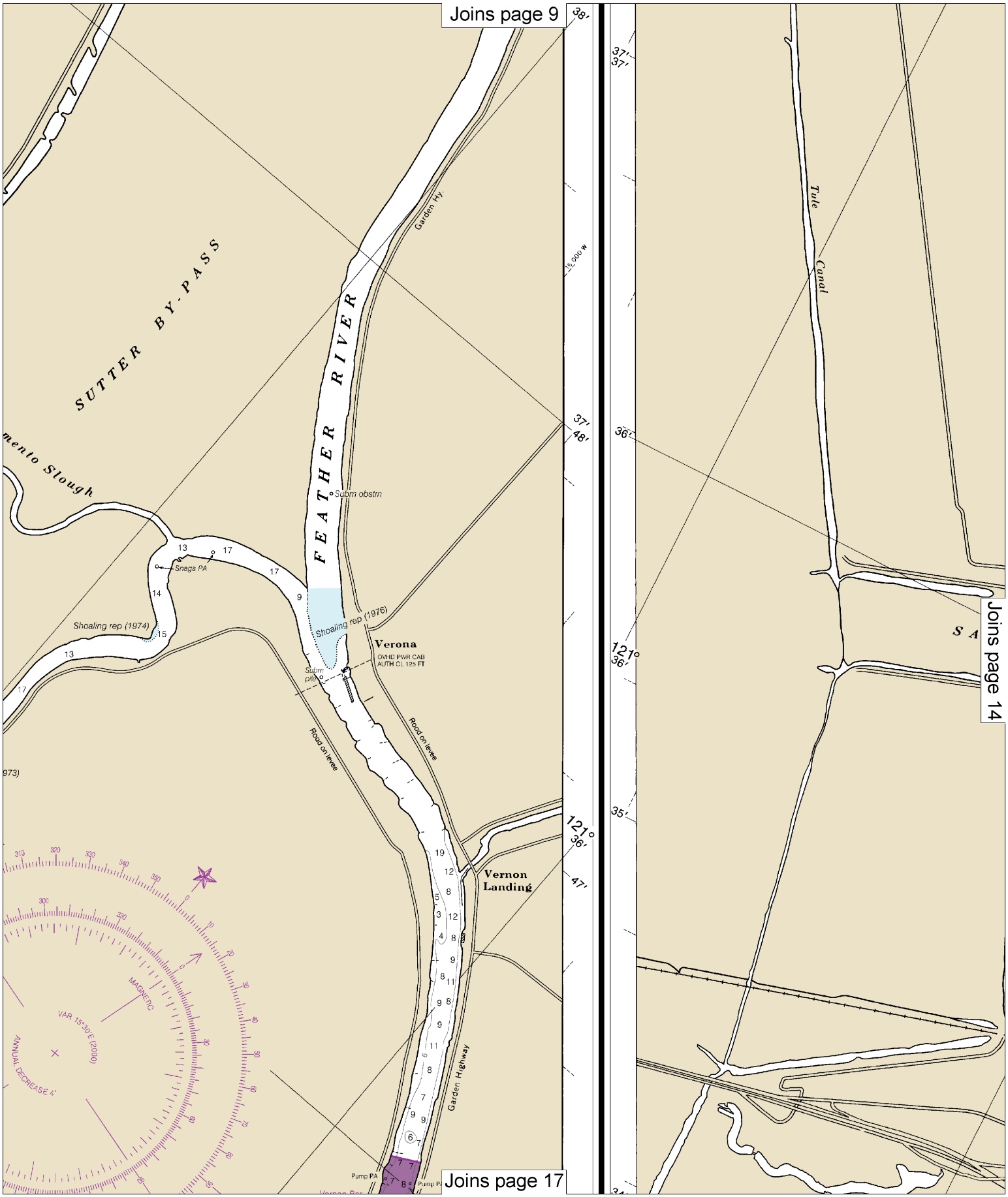


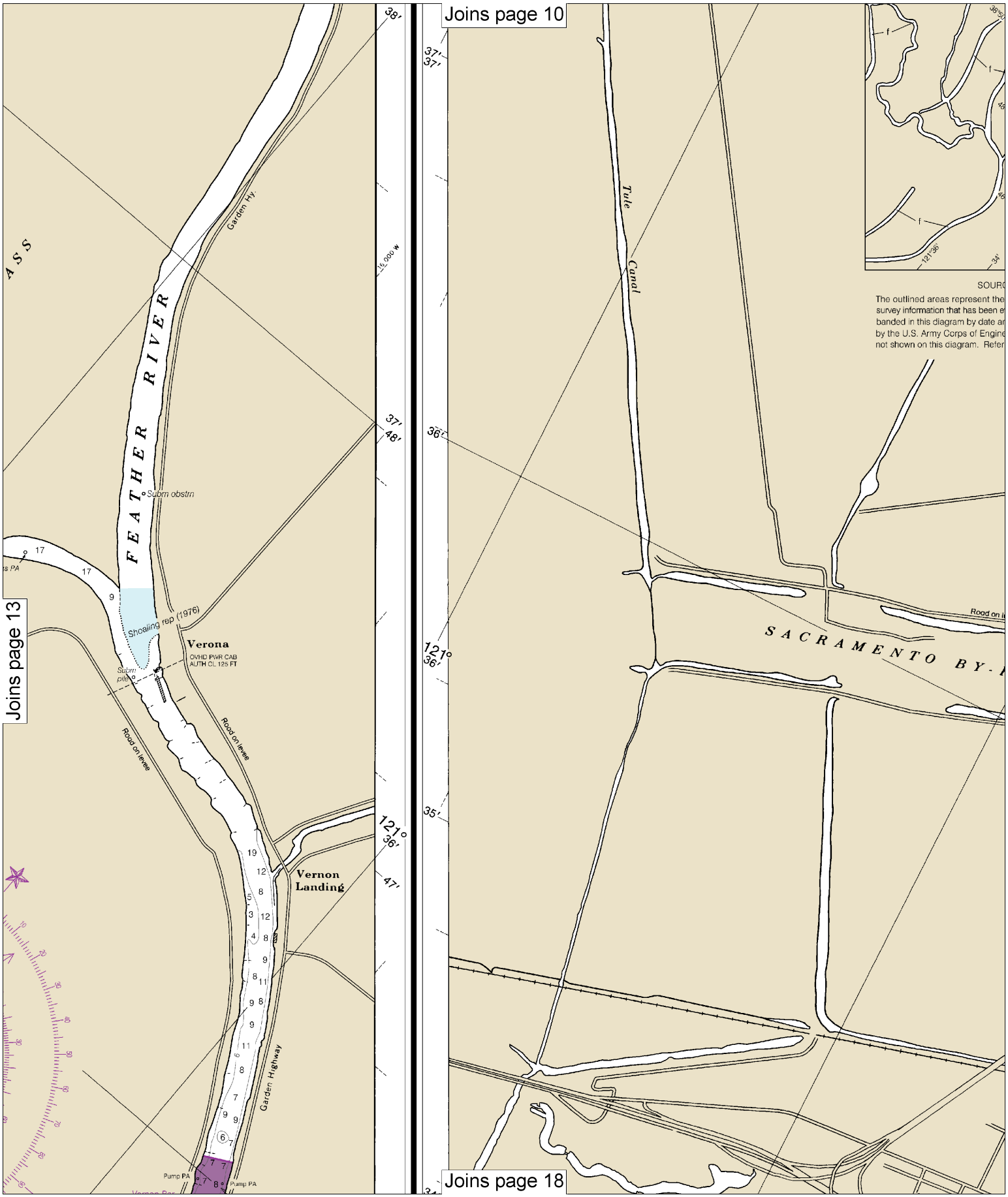
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500


Joins page 9
Joins page 14
Joins page 17
SUTTER BY-PASS
FEATHER RIVER
Garden Hy.
Garden Highway
Tule Canal
Verona
OVHD PWR CAB
AUTH CL 125 FT
Vernon Landing
Shoaling rep (1974)
Shoaling rep (1976)
Snags PA
Subm obstrn
Subm pile
Road on levee
Pump PA
MAGNETIC
VAR 15°30'E (2000)
ANNUAL DECREASE 4'



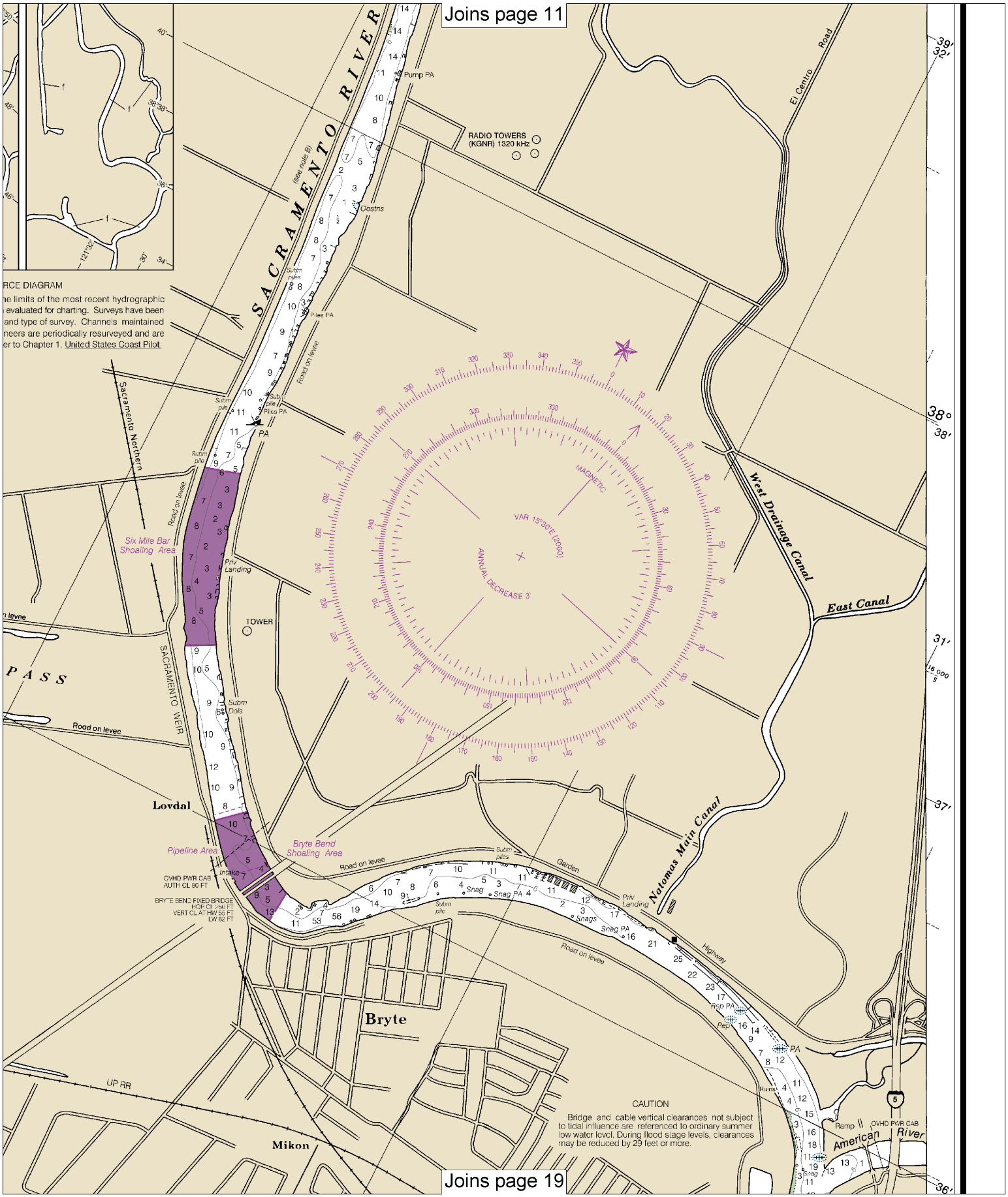
14

Note: Chart grid lines are aligned with true north.

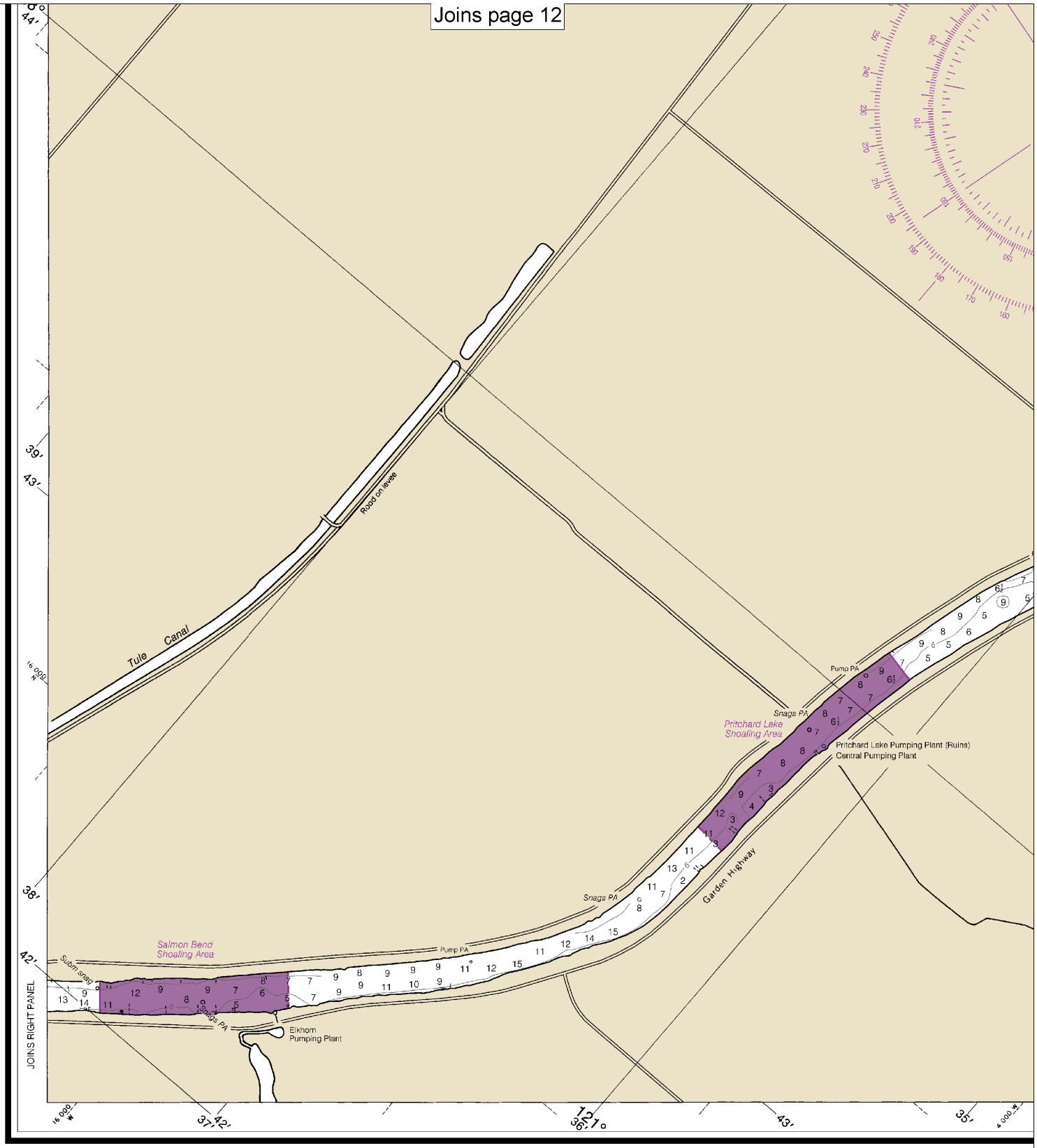
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 11
SACRAMENTO RIVER
Pump PA
RADIO TOWERS
(KGNR) 1320 kHz
El Centro Road
Dostns
Piles PA
Road on levee
Sacramento Northern
Six Mile Bar
Shoaling Area
Priv Landing
TOWER
West Drainage Canal
East Canal
MAGNETIC
VAR 15°30'E (2000)
ANNUAL DECREASE 3'
SACRAMENTO WEIR
Subm Dols
Lovdal
Pipeline Area
Intake
OVHD PWR CAB
AUTH CL 80 FT
BRYTE BEND FIXED BRIDGE
HOR CL 250 FT
VERT CL AT HW 55 FT
LW 82 FT
Bryte Bend
Shoaling Area
Natomas Main Canal
Garden
Snag
Snag PA
Snags
Highway
Rep PA
Ruins
Bryte
UP RR
Mikon
CAUTION
Bridge and cable vertical clearances not subject to tidal influence are referenced to ordinary summer low water level. During flood stage levels, clearances may be reduced by 29 feet or more.
Ramp
OVHD PWR CAB
American River
Joins page 19

Joins page 12



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

This is the Last Edition of this chart. It will be canceled on Jul 31, 2024

12th Ed., Aug. 2000. Last Correction: 1/29/2024. Cleared through:
LNM: 1624 (4/16/2024), NM: 1724 (4/27/2024)

Note: Chart grid lines are aligned with true north.

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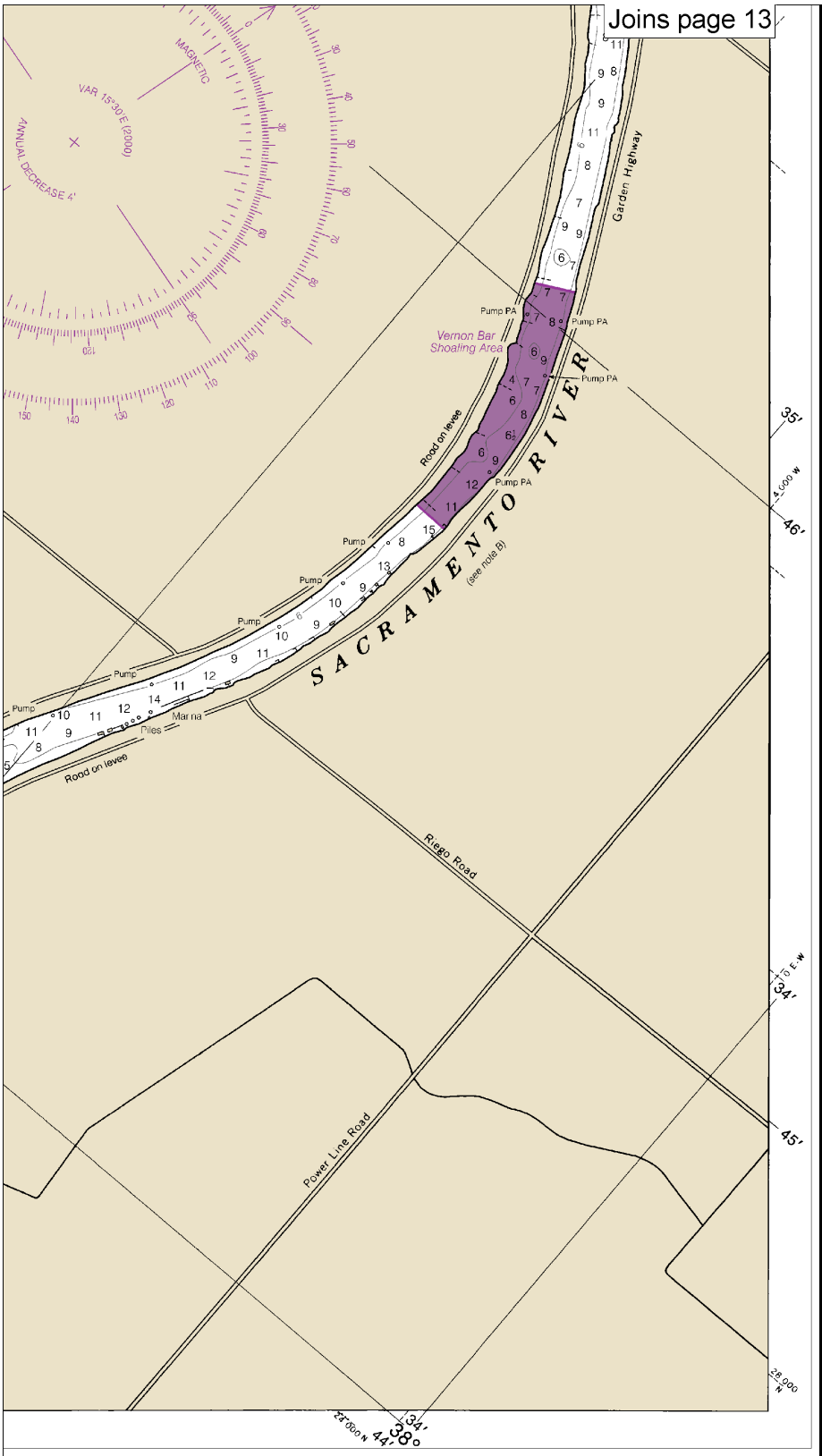
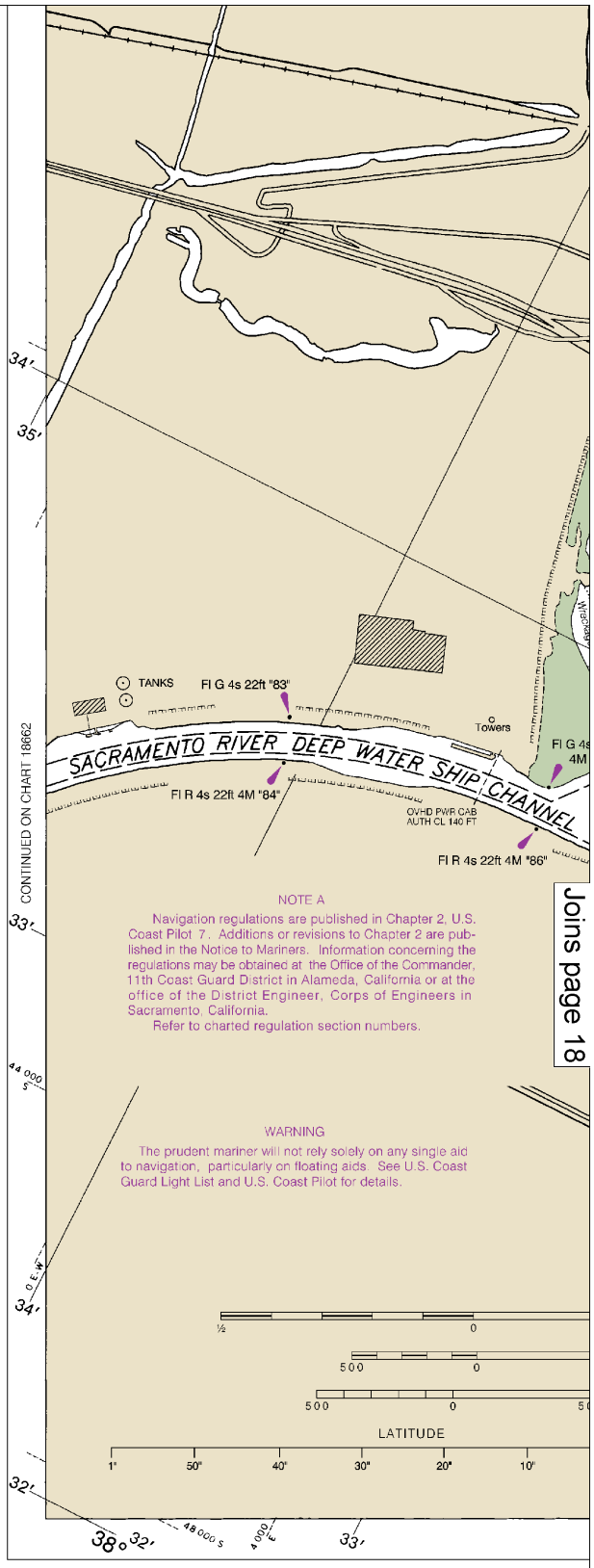
Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Joins page 13





Joins page 18

S IN FEET

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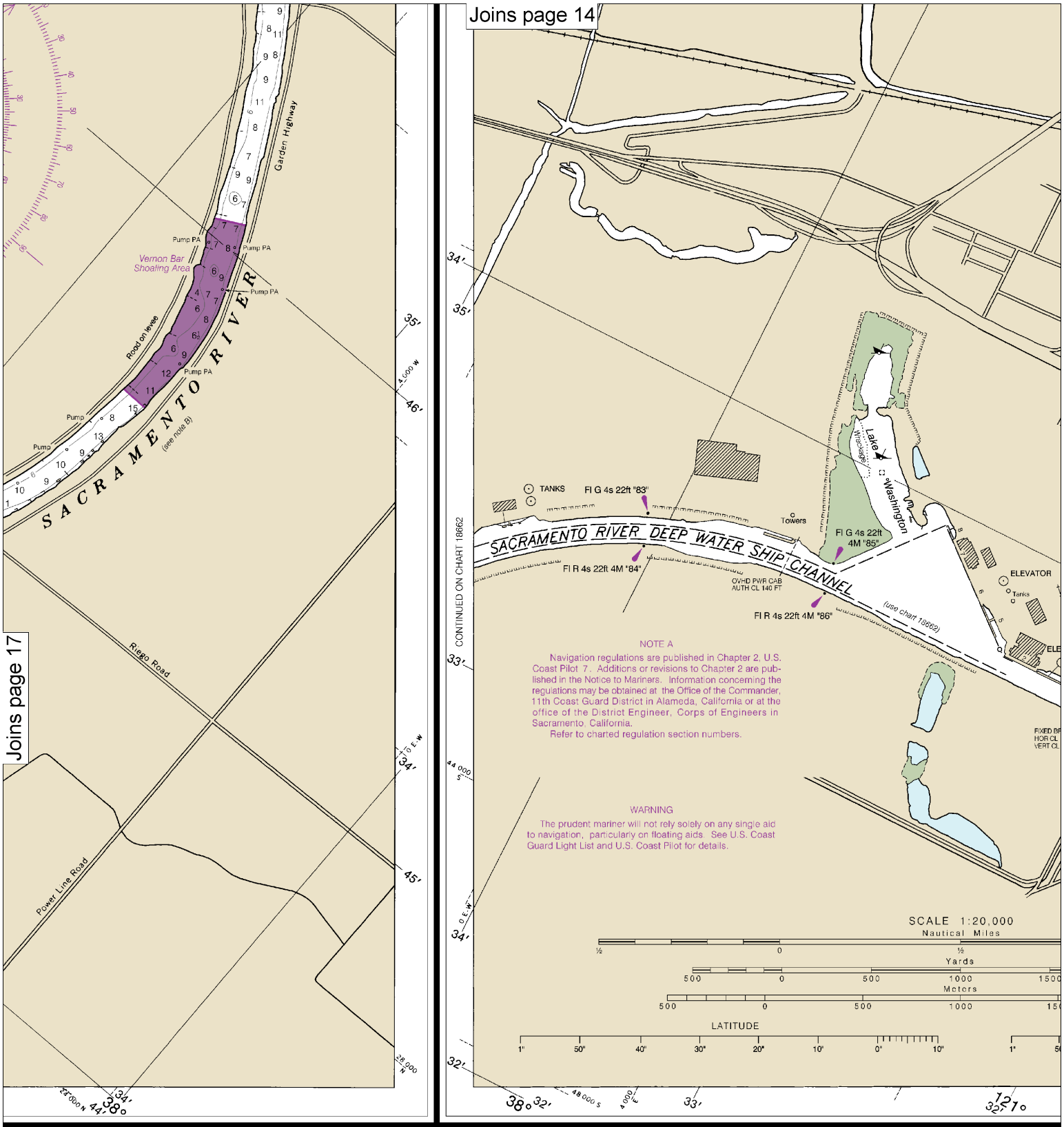
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

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Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500

(Sacramento to Fourmile Bend)

SOUNDINGS IN FEET - SCALE 1:20,000

18664

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
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 Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— 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.

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