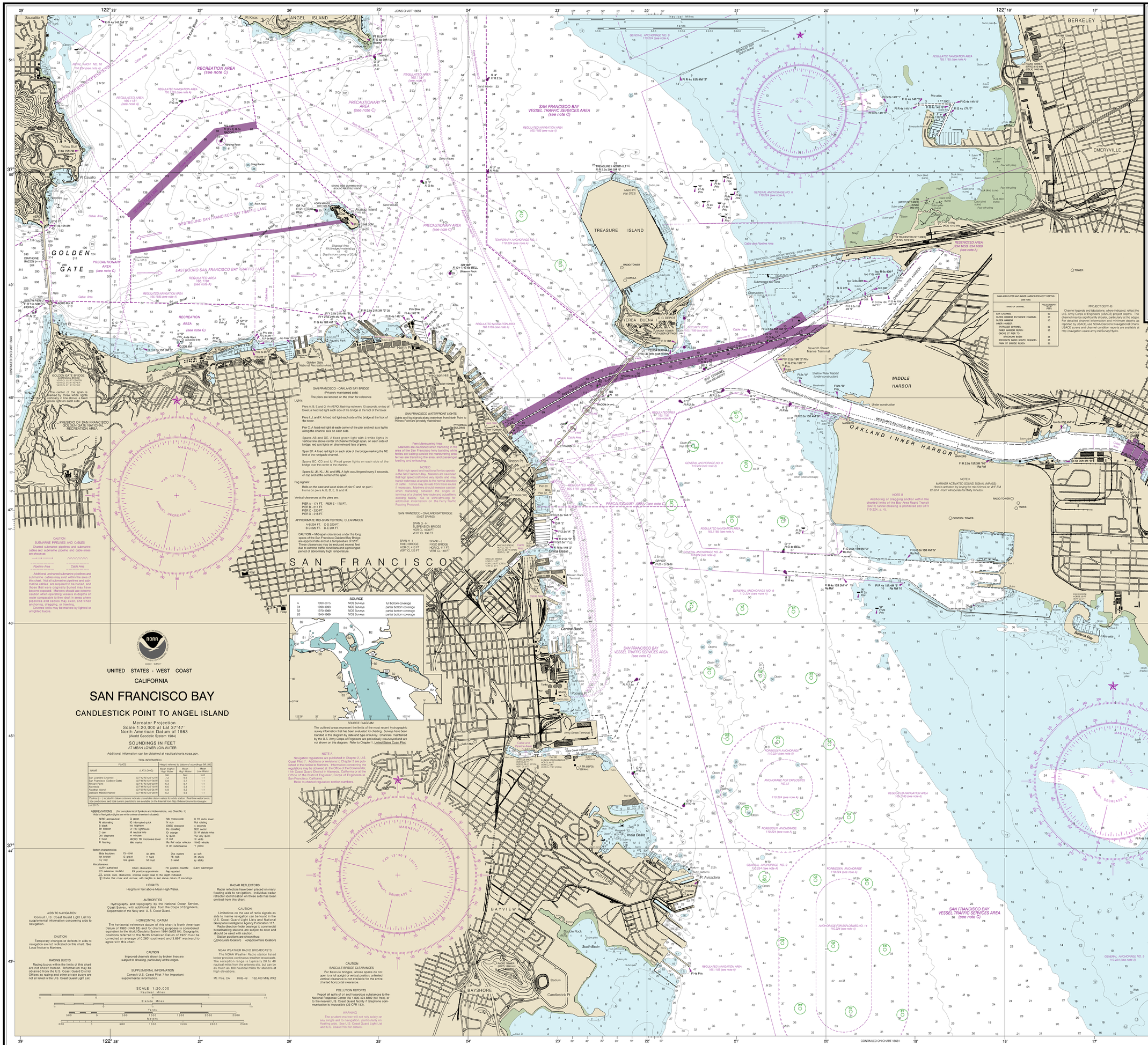
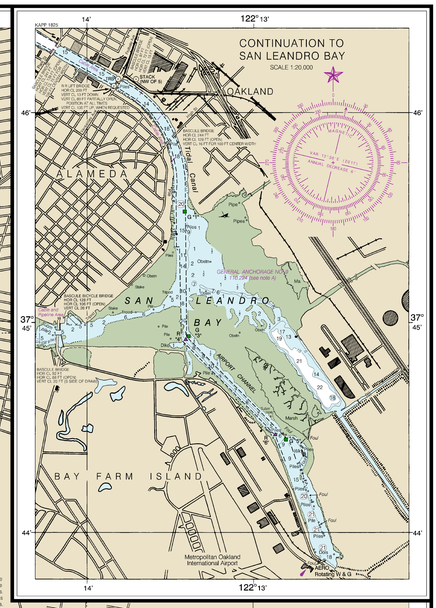
Formerly C&GS 5535, 1st Ed., Feb. 1926 KAPP 1824

SOUNDINGS IN FEET





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 be expected in areas of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

UNITED STATES - WEST COAST

CALIFORNIA

SAN FRANCISCO BAY

CANDLESTICK POINT TO ANGEL ISLAND

Mercator Projection
Scale 1:20,000 at Lat 37°47'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

PLACE (NAME)	(LATITUDE)	(LONGITUDE)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
San Leandro Channel	37°42'N	122°13'W	7.2	6.6	1.1
San Francisco (Golden Gate)	37°46'N	122°28'W	5.9	5.7	1.1
Rincon Point	37°47'N	122°23'W	6.3	5.7	1.1
Alameda	37°46'N	122°18'W	6.8	6.2	1.1
Alcatraz Island	37°50'N	122°25'W	5.8	5.2	1.1
Oakland Middle Harbor	37°48'N	122°20'W	6.2	5.6	1.1

Datiums (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

v.ca.2017)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical; Al alternating; B black; Bn beacon; C red; Dia diaphone; F fixed; Fl flashing; G green; IQ interrupted quick; Iso isophase; LT HO lighthouse; mi mile; m minutes; MICRO TR microwave tower; Mkr marker; Mo morse code; N nun; OBSC obscured; Oc occulting; Q quick; R red; Ra Ref radar reflector; R Bn radiobeacon; R TR radio tower; Rot rotating; s seconds; SEC sector; SM statute miles; VQ very quick; W white; WHD whistle; Y yellow

Bottom characteristics:

Blds boulders; bk broken; Cy clay; Co coral; Gravel; Grs grass; gy gray; h hard; M mud; Oys oysters; Rk rock; S sand; so soft; Sh shells; sy sticky

Miscellaneous:

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

Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

Rocks that cover and uncover, with heights in feet above datum of soundings.

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, Department of the Navy and U. S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and 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 0.260" southwest and 3.891" westward to agree with this chart.

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.

SCALE 1:20,000

Statute Miles

Yards

Meters

ADS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

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

RACING BUOYS

Racing buoys within the limits of this chart are shown. Dates of racing regattas can be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

SAN FRANCISCO - OAKLAND BAY BRIDGE

(Privately maintained aids)

The piers are lettered on the chart for reference

Lights:

Piers A, B, E and G. An AERO, flashing red every 10 seconds, on top of tower, a fixed red light each side of the bridge at the foot of the tower.

Piers I, J, and K. A fixed red light each side of the bridge at the foot of the tower.

Pier C. A fixed red light at each corner of the pier and red aviation lights along the channel axis on each side.

Spans AB and DE. A fixed green light with 3 white lights in vertical line above center of channel through span, on each side of bridge; red aviation lights on channelward face of piers.

Span EF. A fixed red light on each side of the bridge marking the NE limit of the navigable channel.

Spans BC, CD and IJ. Fixed green lights on each side of the bridge over the center of the channel.

Spans IJ, JK, KL, LM, and MN. A light occulting red every 5 seconds, on top and at the center of the span.

Fog signals:

Bells on the east and west sides of pier C and on pier I.
Horns on piers A, B, D, E, G and H.

Vertical clearances at the piers are:

PIER A - 174 FT. PIER E - 175 FT.
PIER B - 217 FT.
PIER C - 220 FT.
PIER D - 218 FT.

APPROXIMATE MID-SPAN VERTICAL CLEARANCES

A-B 204 FT. C-D 220 FT.
B-C 220 FT. D-E 204 FT.

CAUTION – Mid-span clearances under the long spans of the San Francisco-Oakland Bay Bridge are approximate and at a temperature of 55°F. These clearances may be reduced several feet due to extreme traffic conditions and a prolonged period of abnormally high temperature.

SAN FRANCISCO WATERFRONT LIGHTS

Lights and fog signals along waterfront from North Point to Potrero Point are privately maintained.

Ferry Maneuvering Area

Mariners are cautioned when transiting in the area of the San Francisco ferry building while ferries are waiting outside the maneuvering area, ferries are transiting the area, and passenger loading and unloading.

NOTE D

Both high speed and traditional formos operate in the San Francisco Bay. Mariners are cautioned that high speed craft move very rapidly and may transit waterways at angles to the normal direction of traffic. Ferries may deviate from these routes when approaching or departing terminals or when maneuvering between the origin and terminus of a charted ferry route and actual ferry docking facility. Go to www.sfbrta.org for additional information on the Ferry Traffic Routing Protocol.

SAN FRANCISCO - OAKLAND BAY BRIDGE (EAST SPANS)

SPAN G - H
SUSPENSION BRIDGE
HOR CL 1000 FT
VERT CL 136 FT

SPAN H - I
FIXED BRIDGE
HOR CL 413 FT
VERT CL125 FT

SPAN I - J
FIXED BRIDGE
HOR CL 417 FT
VERT CL 118 FT

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been bandied 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.

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 and, when applicable, temporary 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 San Francisco, California.

Refer to charted regulation section numbers.

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.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence 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)

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.

Mt. Pixie, CA KHB-49 162.400 MHz WX2

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).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. (Title 33, Coast Guard Light List, and U.S. Coast Pilot for details.

NOTE C

SAN FRANCISCO VESSEL TRAFFIC SERVICE

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in San Francisco Bay. Vessel traffic services regulations, procedures, and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and in the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

PRECAUTIONARY AREA

Traffic within the Precautionary Area consists of vessels maneuvering on various courses. Vessels traversing the precautionary area should, when possible, keep the centerline of the area to port providing for a counterclockwise movement of vessels within the area. Mariners are advised to use extreme caution when navigating within this area.

TRAFFIC LANES

Traffic Lanes are intended for use by vessels 1600 gross tons and over; arrows indicate the approximate direction of traffic flow within each lane. The provisions of Inland Navigation Rule 9 apply to all vessels navigating in the Traffic Lanes.

DEEP WATER ROUTE

Vessels with a draft of 45 feet or greater should use the "Deep Water Route" east of the Golden Gate Bridge. Vessels intending to use the Deep Water Route should notify San Francisco Traffic before passing Mile Rocks. Deep draft vessels will neither meet nor overtake another Deep Water Route. Deep draft vessels bound for anchorage 9 should pass east of Blossom Rock, then through the C-D or D-E span of the San Francisco/Oakland Bay Bridge.

RECREATION AREAS

Recreation areas are intended primarily for use by recreation vessels. Such areas should not be used by vessels 300 gross tons or more except in case of emergency or special circumstances.

NOTE B

Anchoring or dragging anchor within the charted limits of the Bay Area Rapid Transit (BART) tunnel crossing is prohibited (33 CFR 110.224. (a. 4).

NOTE K

MARINER ACTIVATED SOUND SIGNAL (MRASS)

Horn is activated by keying the mic 5 times on VHF-FM Ch 81A - horn will operate for thirty minutes.

OAKLAND OUTER AND INNER HARBOR PROJECT DEPTHS (see note) NAME OF CHANNEL	PROJECT DEPTH FEET
BAR CHANNEL	50
OUTER HARBOR ENTRANCE CHANNEL	50
OUTER HARBOR	50
INNER HARBOR	
ENTRANCE CHANNEL	50
INNER HARBOR REACH	50
GROVE ST PIER TO BROOKLYN BASIN	36
BROOKLYN BASIN - SOUTH CHANNEL	36
PARK ST. BRIDGE REACH	35

PROJECT DEPTHS

Channel logends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoaler, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, use NOAA Electronic Navigational Charts USACE surveys and channel condition reports are available at http://navigation.usace.army.mil/Survey/hydro.

SAN FRANCISCO
BAYVIEW
HUNTERS POINT
BAYSHORE
India Basin
Central Basin
China Basin
South Basin
Candlestick Pt
Pt Avisadero
Pt Bonita
Pt Cavallo
Yellow Bluff
Alcatraz Island
Angel Island
Pt Knox
Pt Blunt
Pt Richmond
Point Pinole
Pt Pinole
Pt Molate
Pt Richmond
Brooklyn Basin
Oakland Inner Harbor
Middle Harbor
Berkeley
Emeryville
Oakland
Alameda
Bay Farm Island
San Leandro Channel
Bolinas Bay
Tiburon
Sausalito
Richmond
Point Pinole
Point Molate
Pt Pinole