THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

CALIFORNIA - WEST COAST

SUISUN BAY

Mercator Projection
Scale 1:40,000 at Lat. 38°07'

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

SCALE 1:40,000
Nautical Miles
Yards

TIDAL INFORMATION

PLACE NAME	(LAT.LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
Suisun City	(38°14'N/122°02'W)	5.4	4.9	0.7
Antioch	(38°01'N/121°49'W)	3.9	3.4	0.6
Benicia	(38°03'N/122°08'W)	5.3	4.8	0.9
Crockett	(38°04'N/122°13'W)	5.9	5.4	1.0
Port Chicago Entrance	(38°03'N/122°01'W)	4.9	4.4	0.7
Montezuma Slough Bridge	(38°11'N/122°04'W)	4.9	4.4	0.7

Dashes (- - -) 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.
(Jul 2005)

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 can
CA, daphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LH, LHb lighthouse
M nmi, mile
m minutes
MICRO, TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
O orange
R red
R (vis) R (vis) Ra Ref radar reflector
R Bn radiobeacon
QK quick
VQ very quick
VI very very quick
WHS whistle
Y yellow

Bottom characteristics

Blds boulders
Bk broken
Cy clay
Co coral
G gravel
Gns greens
Gy gritty
h hard
M mud
Oys oysters
Pk rock
S sand
sc 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 kelp, swept clear to the depth indicated.
Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

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, Geological Survey, and U.S. Coast Guard.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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

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

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide 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. Pise, CA	KHB-49	162.400 MHz WX2
Sacramento, CA	KEC-57	162.550 MHz WX1

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

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.

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

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.

SOURCE			
A	1990-2014	NOS Surveys	full bottom coverage
B1	1990-1991	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	Pre - 1990	NOS Surveys	partial bottom coverage

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 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 traveling.
Covered wells may be marked by lighted or unlighted buoys.

SUISUN BAY
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2016

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT HALF OUTSIDE QUARTER	MIDDLE HALF CHANNEL	RIGHT HALF OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS Width (FEET)	LENGTH (NMI)	DEPTH MLLW (FEET)
SUISUN PT. REACH	49	49	51	8-16	350	0.8	35
BULLS HEAD CHANNEL	36	36	36	8-16	350-500	1.2	35
EAST BULLS HEAD CHANNEL	32	34	33	8-16	350	1.1	35
PT. EDITH CROSSING RANGE	34	34	31	8-16	350	1.1	35
PRESTON PT. REACH	33	34	33	8-16	350	0.9	35
PORT CHICAGO CHANNEL	33	34	34	8-16	350	1.1	35
POR. CHICAGO REACH	35	37	35	8-16	350	0.52	35
MIDDLE GROUND CHANNEL							
WEST REACH	36	37	36	8-16	350	1.29	35
EAST REACH	36	37	36	8-16	350	1.89	35
NEW YORK SLOUGH							
WEST REACH	33	34	36A	8-16	400	1.3	35
EAST REACH	34	35	33	8-16	400	1.7	35

A AN OBSTRUCTION WITH A DEPTH OF 36 FEET IS LOCATED AT 38°02'41.2" N / 121°53'21.92" W
NOTE : CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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).

NOTE D
CAUTION
Mariners are warned that numerous uncharted piles, snags, pumps, and pipes, some submerged, may exist along the edges of the waterway.

SACRAMENTO RIVER
DEEP WATER SHIP CHANNEL
(62.20) (see note A)

Controlling depth for a width of 200 feet was 25.0 feet from the channel entrance (38°02'46.7"N, 121°51'17.76"W to LL" 40", thence 28.0 feet to LL "52", thence 31.0 feet to LL "60", thence 25.0 feet to the turning basin and 26.0 feet in the turning basin at West Sacramento.
April 2014

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 0.291" southward and 3.871" westward to agree with this chart.

NOTE B
The area within one hundred yards of the southern end of Mare Island and within 50 yards of any part of the berthing piers at the Navy Yard including pier 35 at the south end of Mare Island is a Prohibited Area 334.1100 (See Note A).

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 San Francisco, California.
Refer to charted regulation section numbers.

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

NOTE C
UNION PACIFIC BRIDGE
The clearance of the lift span is 70 feet above mean higher high water when down and 135 feet when raised. Horizontal clearance 291 feet.
Fixed red lights are shown to mark the piers supporting the spans that adjoin the lift span. A fixed green light is shown to mark the middle of each of those spans. Flashing red lights are shown from the top of the middle of those spans and from the top of the northern lift tower.

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 Radiomen Geographic Radio Station Navigation Aids. 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)

The Sacramento River Deep Water Ship Channel lights are equipped with radar reflectors.

18656

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

56th Ed., Aug. 2010. Last Correction: 11/29/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

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

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