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Formerly 5527 - SC, 1st Ed., 1970   KAPP 1855

SOUNDINGS IN FEET

18661

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
CALIFORNIA

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.

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Antioch	(38°01'N/121°49'W)	3.9	3.4	0.6
Threemile Slough Entrance	(38°06'N/121°41'W)	3.6	3.1	0.5
Prisoners Point	(38°04'N/121°33'W)	3.7	3.2	0.5
Stockton	(37°58'N/121°17'W)	4.0	3.5	0.5
Georgiana Slough Entrance	(38°08'N/121°35'W)	3.3	2.9	0.4
Rio Vista	(38°09'N/121°41'W)	4.3	3.8	0.6

Height referred to datum of soundings (MLLW)

NOTE: At Rio Vista, data apply during river stages.

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.

(Feb 2009)

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.

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.

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) 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 0.270" southward and 3.821" westward to agree with this chart.

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.

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.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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

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 skin divers' flag, a red square with a diagonal white stripe, is displayed.

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).

NOTE C
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.

BRIDGE AND OVERHEAD CABLE CLEARANCES
Clearances are charted as furnished by the Corps of Engineers and U. S. Coast Guard. Overhead cable clearances are referred to high water. Bridge clearances are referred to High Water (HW) and Low Water (LW).

Pump-out facilities

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

Controlling depth for a width of 200 feet was 25.0 feet from the channel entrance (38°03'46.7"N, 121°51'17"W) to Lt. "40", thence 28.0 feet to Lt. "52", thence 31.0 feet to Lt. "60", thence 25 feet to the turning basin and 26.0 feet in the turning basin at West Sacramento.
April 2014

CABLE FERRY
Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

NOTE B
CAUTION
Mariners are warned that numerous uncharted piles, snags, pumps, pipes and wrecks, some submerged, may exist along the 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.
The backwaters, sloughs and cuts are not maintained by the Corps of Engineers and numerous uncharted shoals and obstructions have been reported.

Note. The river between West I. and the south shore contains many submerged mooring piles approximately even with the bottom.

PLANE COORDINATE GRID
(based on NAD 1927)
The California State Plane Coordinate Grid (Zone II) is indicated on this chart at 10,000 foot intervals thus:
The last three digits are omitted.

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	162.40 MHz WX2
Sacramento, CA	KEC-57	162.55 MHz WX1
Mt Umunhum, CA	KEC-49	162.55 MHz
	WWF-64	162.45 MHz

SAN JOAQUIN RIVER-STOCKTON DEEP WATER CHANNEL
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2015

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ANTIOCH TO LIGHT 17	30.0	33.0	34.0	5-15	400	3.3	35
LIGHT 17 TO LIGHT 43	A	A	A				
LIGHT 43 TO LIGHT 51	30.0	33.0	32.0	5-15	600	1.5	35
LIGHT 51 TO LIGHT 2	A	A	A				
LIGHT 2 TO LIGHT 6	32.0	36.0	36.0	5-15	225	1.5	35
THENCE TO LIGHT 16	31.0	33.0	30.0	5-15	225-250	2.8	35
THENCE TO LIGHT 24	31.0	34.0	33.0	5-15	225-250	2.1	35
THENCE TO LIGHT 34	29.0	34.0	33.0	5-15	250	1.5	35
THENCE TO LIGHT 43	27.0	34.0	27.0	5-15	200-250	3.4	35
THENCE TO LIGHT 48	34.0	34.0	23.0	5-15	225-250	1.1	35
THENCE TO TURNING BASIN	32.0	34.0	33.0	5-15	225-250	0.8	35
TURNING BASIN	28.0	30.0	29.0	5-15	225-975	0.3	35

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW); PROJECT DIMENSIONS

A. SEE CHARTED SOUNDINGS.

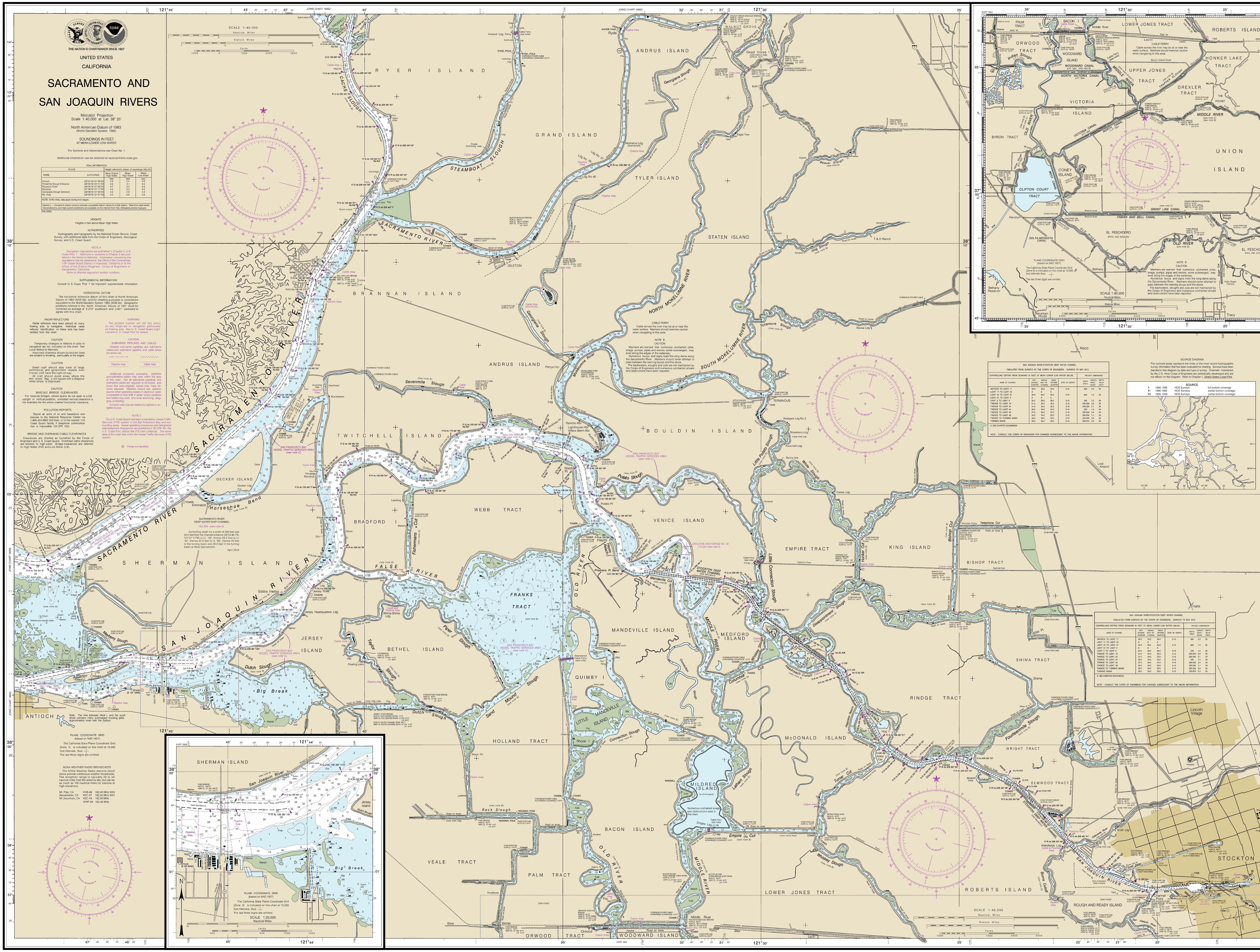
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SAN JOAQUIN RIVER-STOCKTON DEEP WATER CHANNEL
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2015
(table repeated)

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	1990-1999	NOS Surveys	full bottom coverage
B1	1990-1992	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

NOTE C
CONTROLLING DEPTHS
Mean lower low water
SAN JOAQUIN RIVER
3 feet from the junction of Stockton Channel to Mossdale Bridge. June 1970
MIDDLE RIVER
6 feet to the Borden Highway Bridge. June 1966
Middle River was reported not navigable from the Borden Highway Bridge to junction with Old River. July 1966
OLD RIVER
10 feet from the mouth of the river to the east end of Grant Line Canal.
7 feet from the Grant Line Canal to Holly Sugar Factory.
5 feet from Grant Line Canal to the head of Old River in San Joaquin River. June 1970
The Corps of Engineers, Sacramento, California, should be consulted for changing conditions to the above.



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 nauticalcharts.noaa.gov.

SOUNDINGS IN FEET

30th Ed., Mar. 2009. Last Correction: 12/2/2016. Cleared through: LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

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