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

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		Height referred to datum of soundings (MLLW)			
NAME	(LAT,LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Mean Lower Low Water
Antioch	(38°01'N;121°49'W)	3.9	3.4	0.6	0.0
Threemile Slough Entrance	(38°08'N;121°41'W)	3.6	3.1	0.5	
Rio Vista	(38°09'N;121°42'W)	3.7	3.2	0.5	
Stockton	(37°56'N;121°17'W)	4.0	3.5	0.5	
Georgiana Slough Entrance	(38°08'N;121°30'W)	3.3	2.9	0.4	
Rio Vista	(38°09'N;121°41'W)	4.0	3.6	0.4	

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

Caption: (-) - Occurred in datum column indicates 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 2006)

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, Eleventh Coast Guard District, Oakland, 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 shifted an average of 0.210" 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.

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

CAUTION
Small craft should stay clear of large commercial vessels and their tows which 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, where 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).

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).

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

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and cables may exist within the charted 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 navigating in areas where anchoring comparable to river draft is areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered weirs may be marked by lighted or unlighted buoys.

NOTE C
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in 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.

Pump-out facilities

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, Eleventh Coast Guard District, Oakland, California or at the office of the District Engineer, Corps of Engineers in Sacramento, California.
Refer to charted regulation section numbers.

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 wing dams 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 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 wing 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 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
4 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 foot from the mouth of the river to the east end of Bacon Island June 1970
7 feet from the Grant Line Canal to Holt's Sugar Factory
5 feet from Grant Line Canal to the head of Old River in San Joaquin River June 1970
Due to shoaling conditions, Mariners should be cautioned for changing conditions to the above.

NOTE D
CAUTION
Numerous uncharted piles, snags, pumps, pipes and wrecks, some submerged, may exist in the vicinity of the wing dams along the Sacramento River. Mariners should never attempt to pass between the wing 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.

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

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

NAME OF CHANNEL	LAST SURVEY OUTBOARD QUARTER	MIDDLE HALF OF OUTBOARD CHANNEL	INBOARD QUARTER CHANNEL	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET) MLLW
ANTIOCH TO LIGHT 17	35.0	35.0	34.0	5-15	400	3.3	35
LIGHT 17 TO LIGHT 43	A	A	A				
LIGHT 43 TO LIGHT 53	30.0	33.0	33.0	5-15	800	1.3	35
LIGHT 53 TO LIGHT 67	A	A	A				
LIGHT 67 TO LIGHT 8	32.0	35.0	35.0	5-15	250	1.0	35
THENCE TO LIGHT 16	31.0	33.0	35.0	5-15	225-250	2.8	35
THENCE TO LIGHT 24	31.0	34.0	35.0	5-15	250	1.7	35
THENCE TO LIGHT 34	30.0	34.0	35.0	5-15	250-275	4.0	35
THENCE TO LIGHT 43	27.0	34.0	37.0	5-15	250-300	3.4	35
THENCE TO LIGHT 48	24.0	34.0	37.0	5-15	250-300	1.1	35
THENCE TO TURNING BASIN	32.0	34.0	35.0	5-15	225-250	0.8	35
TURNING BASIN	35.0	35.0	35.0	5-15	225-675	0.3	35

A. SEE CHARTED SOUNDINGS.

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

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

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. Reliable reception may be expected within 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. Pisgo, 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	162.40 MHz

SCALE 1:40,000
Nautical Miles
Statute Miles
Yards

SHERMAN ISLAND
San Joaquin River
Jersey Island
Dutch Slough
Big Break
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.
SCALE 1:20,000
Nautical Miles

SOUNDINGS IN FEET

30th Ed., Mar. 2009
18661

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the Coast Guard and National Geospatial-Intelligence Agency (NGA). Mariners using charts which have been corrected by earlier U. S. Coast Guard Notice to Mariners should refer to the latest edition of this chart before using the information contained in Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 10/5/2015. Cleared through:
LNM: 3815 (9/22/2015), NM: 4115 (10/10/2015)

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U.S. DEPARTMENT OF COMMERCE
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NATIONAL OCEAN SERVICE
COAST SURVEY

Sacramento and San Joaquin Rivers
SOUNDINGS IN FEET - SCALE 1:40,000

18661