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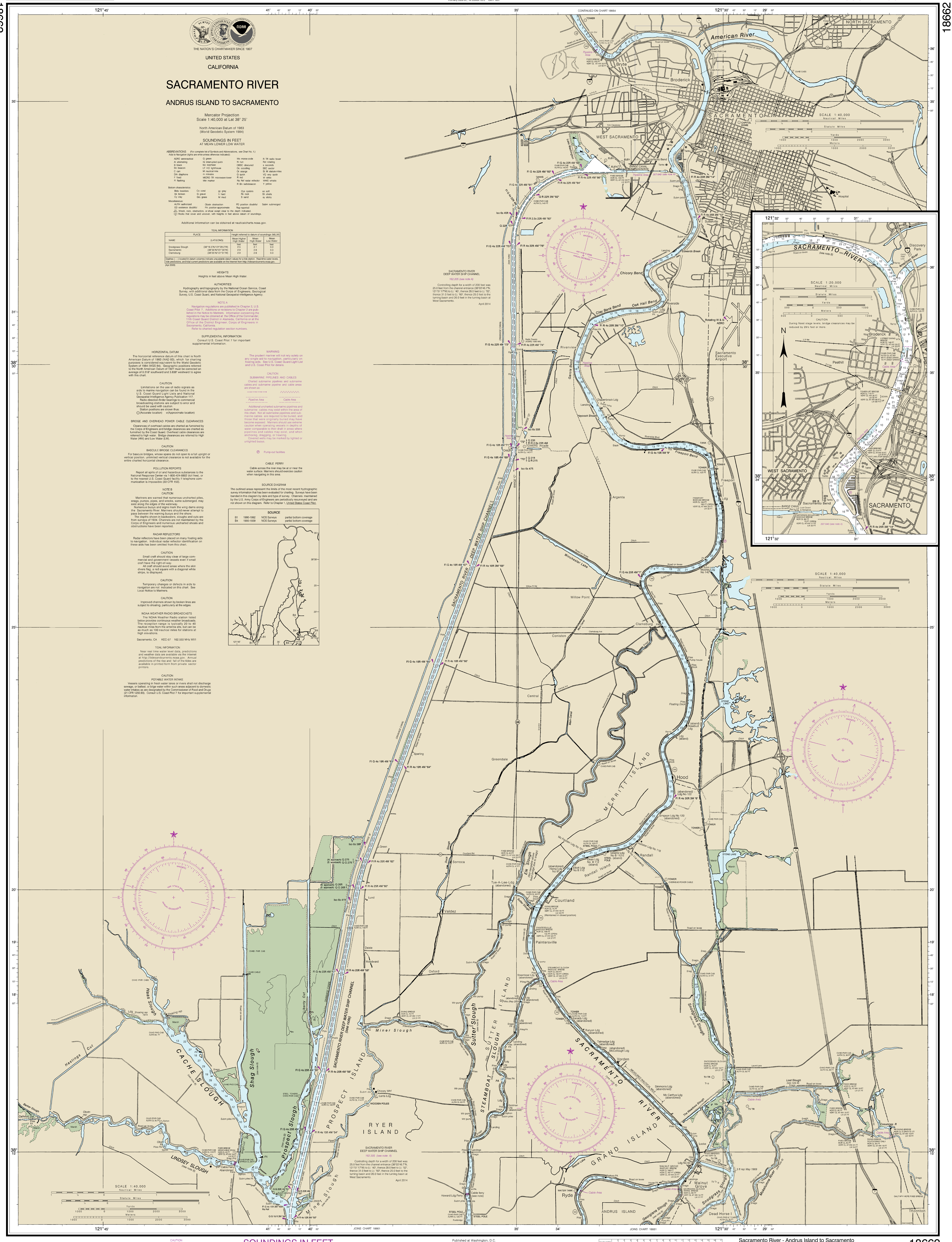
Formerly 5528-SC, 1st Edition 1970 KAPP 1857

SOUNDINGS IN FEET

18662



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

CALIFORNIA

SACRAMENTO RIVER

ANDRUS ISLAND TO SACRAMENTO

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

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, DIA diaphone, F fixed, Fl flashing, G green, IQ interrupted quick, Iso isophase, LT HO lighthouse, M nautical mile, m minutes, MICRO TR microwave tower, Mkr marker, Mo morse code, N nun, OBSC obscured, Oc occulting, Or orange, Q quick, R red, Ra Ref radar reflector, R Bn radiobeacon, R TR radio tower, Rot rotating, s seconds, SEC sector, St M statute miles, VQ very quick, W white, WHIS whistle, Y yellow

Bottom characteristics:
Blds boulders, bk broken, Cy clay, Co coral, G 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
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.

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
		feet	feet	feet
Snodgrass Slough	(38°16.5'N/121°29.2'W)	2.5	2.1	0.3
Sacramento	(38°35'N/121°30'W)	2.9	2.6	0.3
Clarksburg	(38°25'N/121°31'W)	2.9	2.6	0.3

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.
(Apr 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, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

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), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.318" southward and 3.838" westward to agree with 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) o(Approximate location)

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

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 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 depths shown in backwaters, sloughs and cuts are from surveys of 1934. Channels are not maintained by the Corps of Engineers and numerous uncharted shoals and obstructions have been reported.

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

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

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-57 162.550 MHz WX1

TIDAL INFORMATION
Near real time water level data, predictions and weather data are available via the Internet at http://tidesandcurrents.noaa.gov. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

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.

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 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.

Ⓟ Pump-out facilities

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

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

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 25.0 feet to the turning basin and 26.0 feet in the turning basin at West Sacramento.
April 2014

18662

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.

SOUNDINGS IN FEET

22nd Ed., May 2009. Last Correction: 8/12/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

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

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FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102

Sacramento River - Andrus Island to Sacramento
SOUNDINGS IN FEET - SCALE 1:40,000

18662