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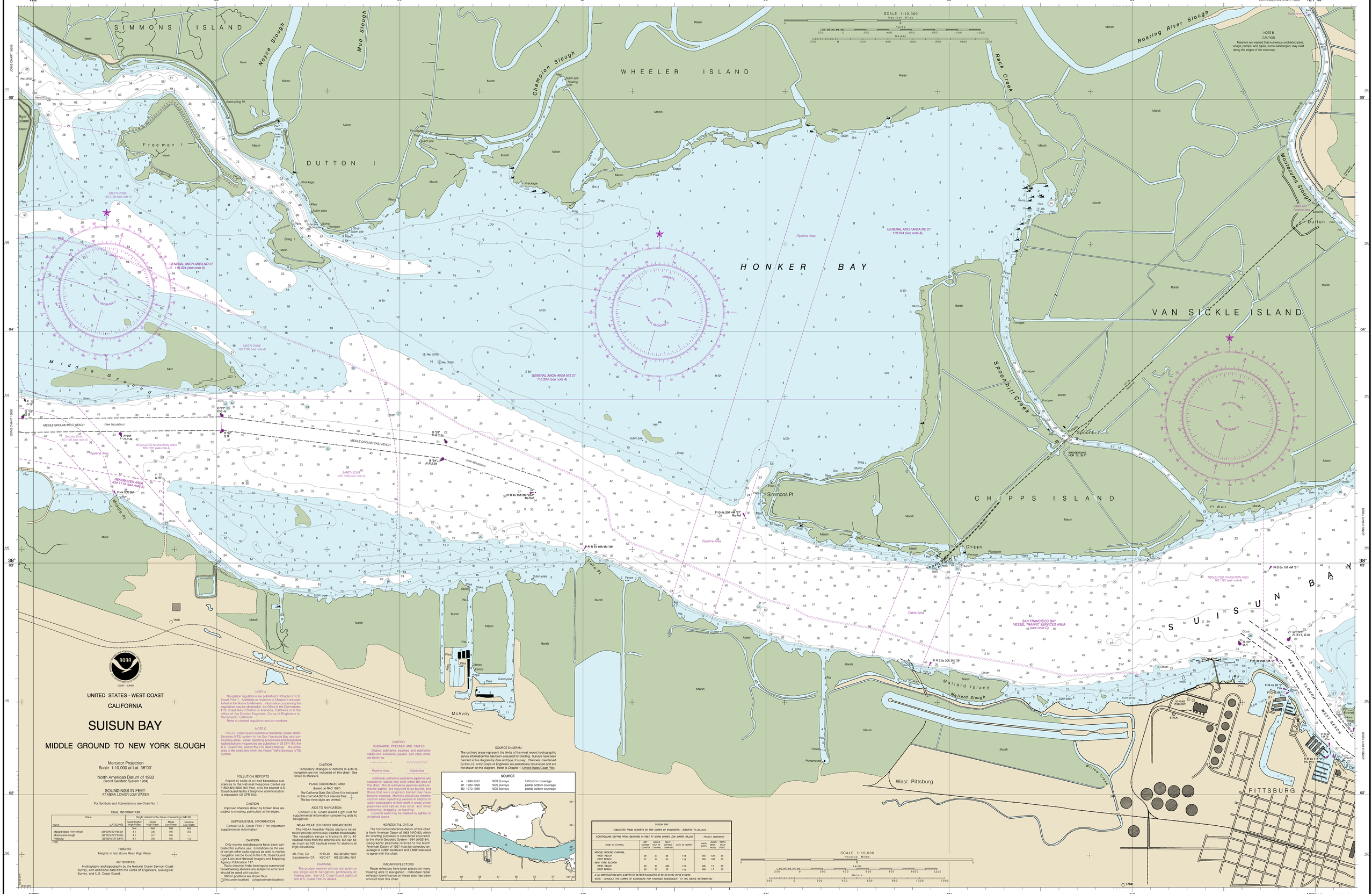

UNITED STATES - WEST COAST

CALIFORNIA

SUISUN BAY

MIDDLE GROUND TO NEW YORK SLOUGH

Mercator Projection
Scale 1:10,000 at Lat. 38°03'

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

TIDAL INFORMATION

Place Name	Place (LAT/LONG)	Height referred to the datum of soundings (MLLW) Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Mallard Island Ferry Wharf	(38°02'N/121°55'W)	4.1	3.6	0.6	0.0
Montezuma Slough	(38°06'N/121°53'W)	4.1	3.7	0.6	---
Pittsburg (701)	(38°02'N/121°53'W)	4.1	3.6	0.6	-1.0

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.

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.

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).

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.

CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Publication 117, Radio Navigation and Mapping 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:
(A)Accurate location (a)Approximate location

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

PLANE COORDINATE GRID
(based on NAD 1927)
The California State Grid (Zone II) is indicated on this chart at 4,000 foot intervals thus:
The last three digits are omitted.

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 useful 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. Pisac, CA	KHB-49	162.40 MHz WX2
Sacramento, CA	KEC-57	162.55 MHz WX1

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 wires may be marked by lighted or unlighted buoys.

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 0.289' southward and 3.858" 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.

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	1990-2012	NOS Surveys	full bottom coverage
B1	1990-1999	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage

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

CONTROLLING DEPTHS FROM SEAward IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT MILES)	DEPTH BELOW (FEET)
MIDDLE GROUND CHANNEL							
WEST REACH	36	37	36	7-15	350	1.29	35
EAST REACH	37	37	35	7-15	350	1.08	35
NEW YORK SLOUGH							
WEST REACH	33	34	35A	7-15	400	1.3	35
EAST REACH	35	36	32	7-15	400	1.7	35

A. AN OBSTRUCTION WITH A DEPTH OF 36 FEET IS LOCATED AT 38° 02 41.2'N 121°52 21.32'W.
NOTE : CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SCALE 1:10,000
Nautical Miles
Yards
Meters

TANK