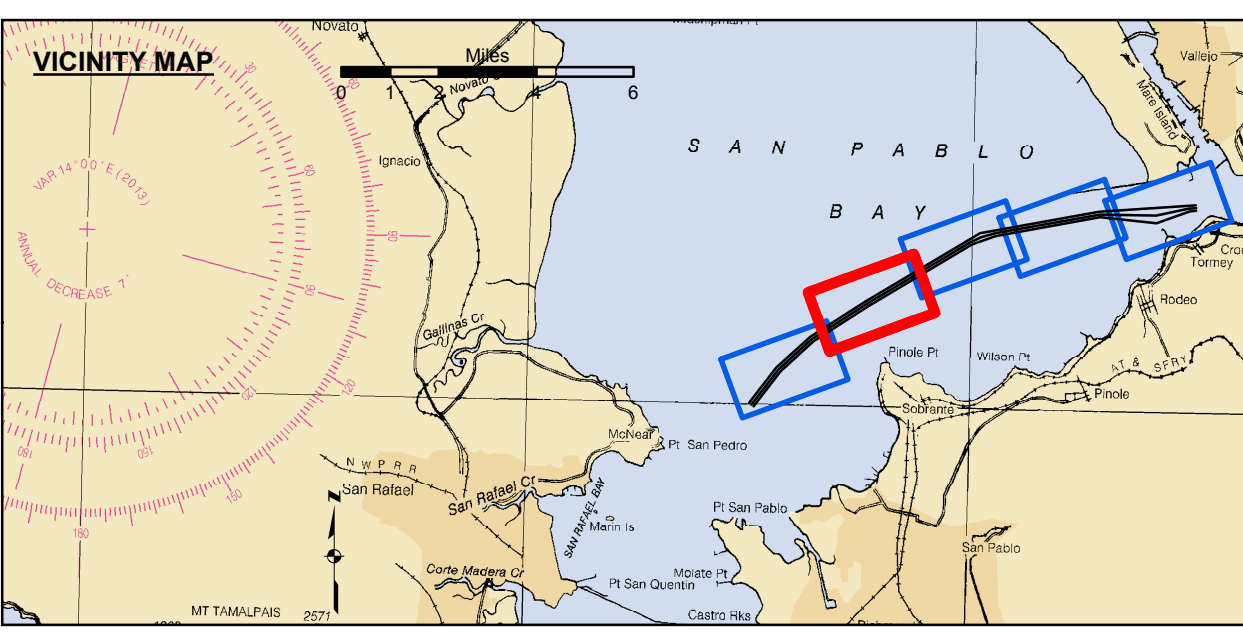
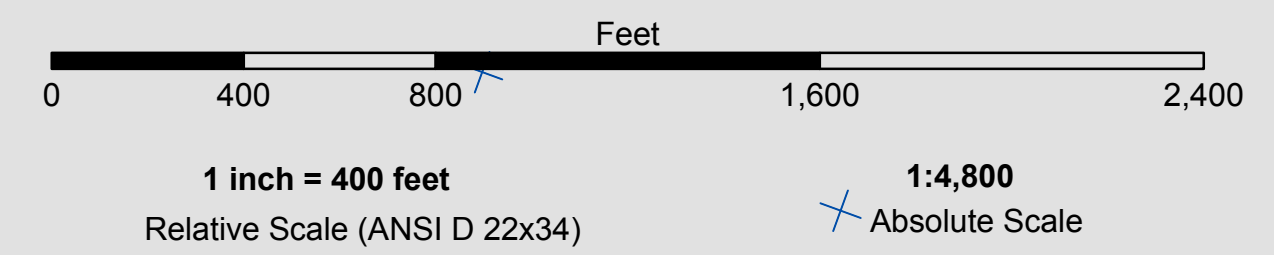


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Prepared Under the Direction of TRAVIS J. RAYFIELD LT COLONEL, C.E., DISTRICT ENGINEER	Chart Date: Jul 12, 2017
Submitted: Hydro Survey Team Leader	Designed by: PDT
Recommended: Chief, Hydro Survey Section	Plotted By: PDT
Approved: Chief, Construction Branch	Checked By: PDT
	Drawn by: PDT

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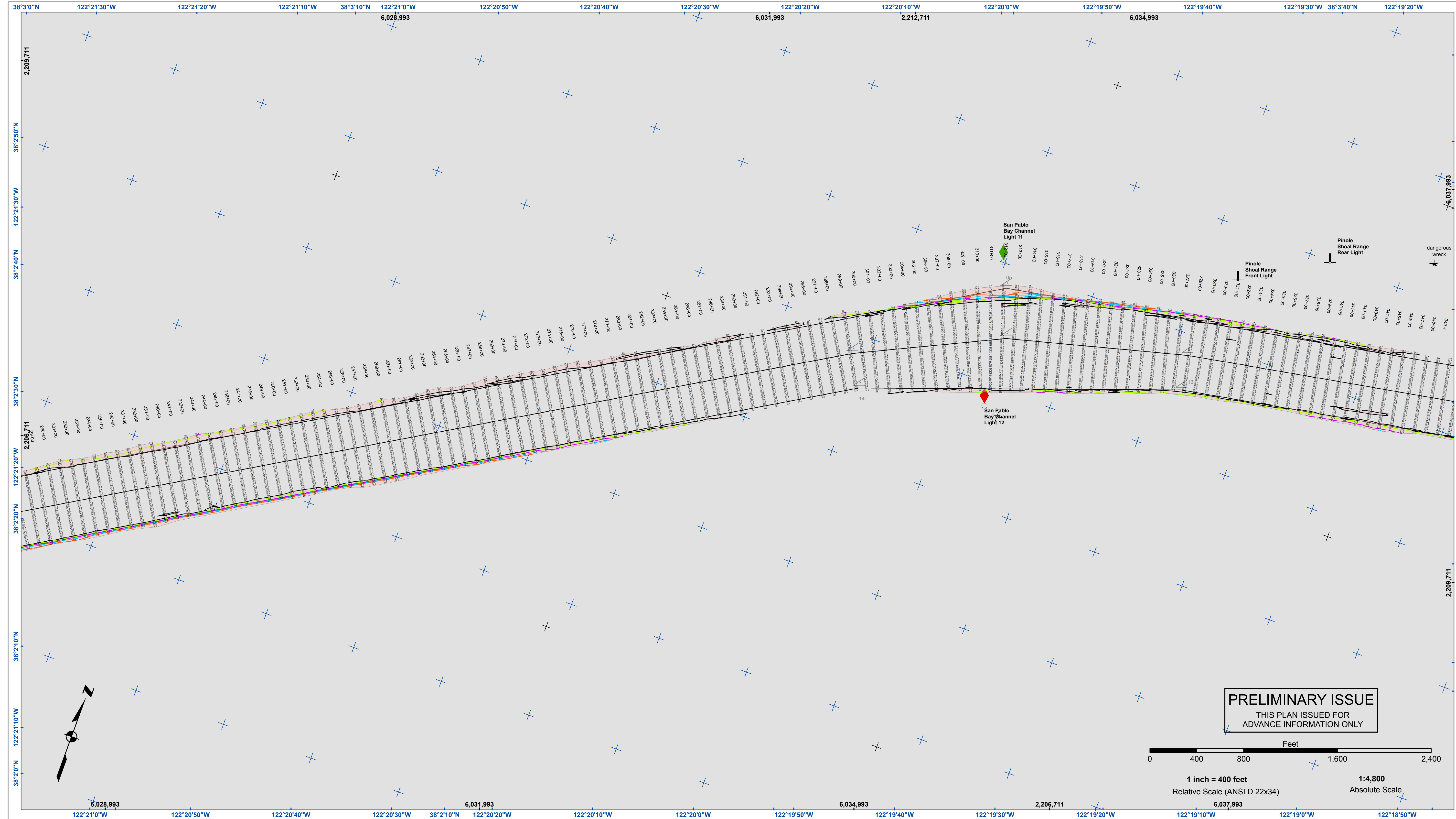
- Federal Navigation Channel
- Shoaling Area
- Placement Area
- Anchorage Area
- Wreck Area
- Submerged Wreck
- Angle Point
- Beacon, General
- Obstruction Point
- Navigation Buoy
- Navigation Buoy
- Shoalest Sounding*
- Countours
- 35
- 34
- 33
- 32
- 31

NOTES:
 HORIZONTAL COORDINATE SYSTEM:
 NORTH AMERICAN DATUM OF 1983 (NAD83), PROJECTED TO THE STATE PLANE COORDINATE SYSTEM (SPCS), CALIFORNIA ZONE III. DISTANCE UNITS IN U.S. SURVEY FEET.
 VERTICAL DATUM:
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 BASE MAPS ARE USDA NAIP 2010.
 *SHOALEST SOUNDING PER QUARTER PER REACH

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 HORIZONTAL GPS CONTROL:
 COAST GUARD D-BEACON
 VERTICAL CONTROL:
 BENCHMARK "5058 C" (1978) USC&GS DISK, ELEV. 34.75 MILLW, TIDE GAUGE LOCATED AT POINT PINOLE PIER.
 BENCHMARK "5218 L" (1976) USC&GS DISK, ELEV. 11.00 MILLW, TIDE GAUGE LOCATED AT MARE ISLAND PIER 35.

CALIFORNIA
 SAN PABLO BAY
PINOLE SHOALS
 POST-DREDGE SURVEY
 07 JULY 2017

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Number
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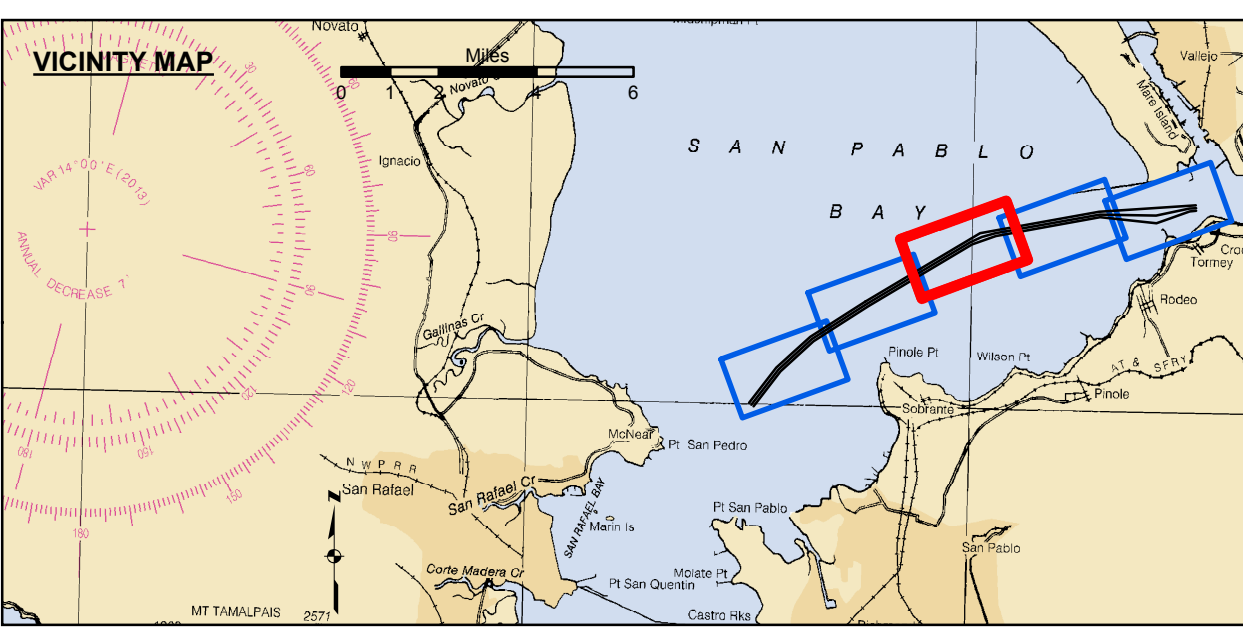
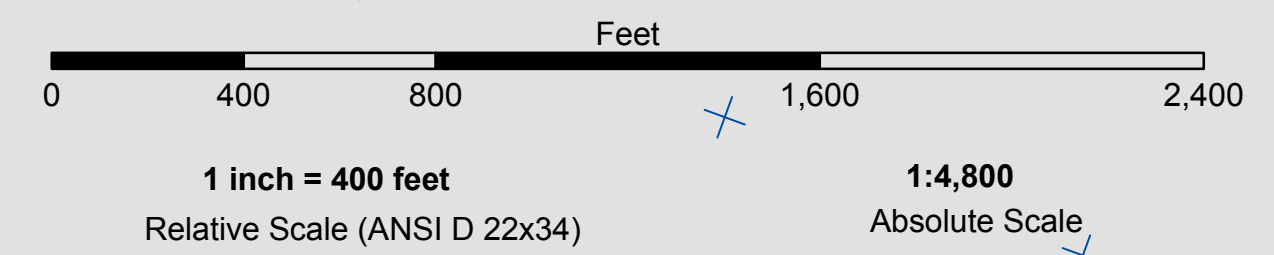


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 San Francisco District
 1455 Market Street
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Prepared Under the Direction of TRAVIS J. RAYFIELD LT Colonel, C.E., District Engineer	Surveyed By: PDT	Chart Date: Jul 12, 2017
Submitted: Hydro Survey Team Leader	Plotted By: PDT	Designed by: PDT
Recommended: Chief, Hydro Survey Section	Checked By: PDT	Drawn by: PDT
Approved: Chief, Construction Branch		

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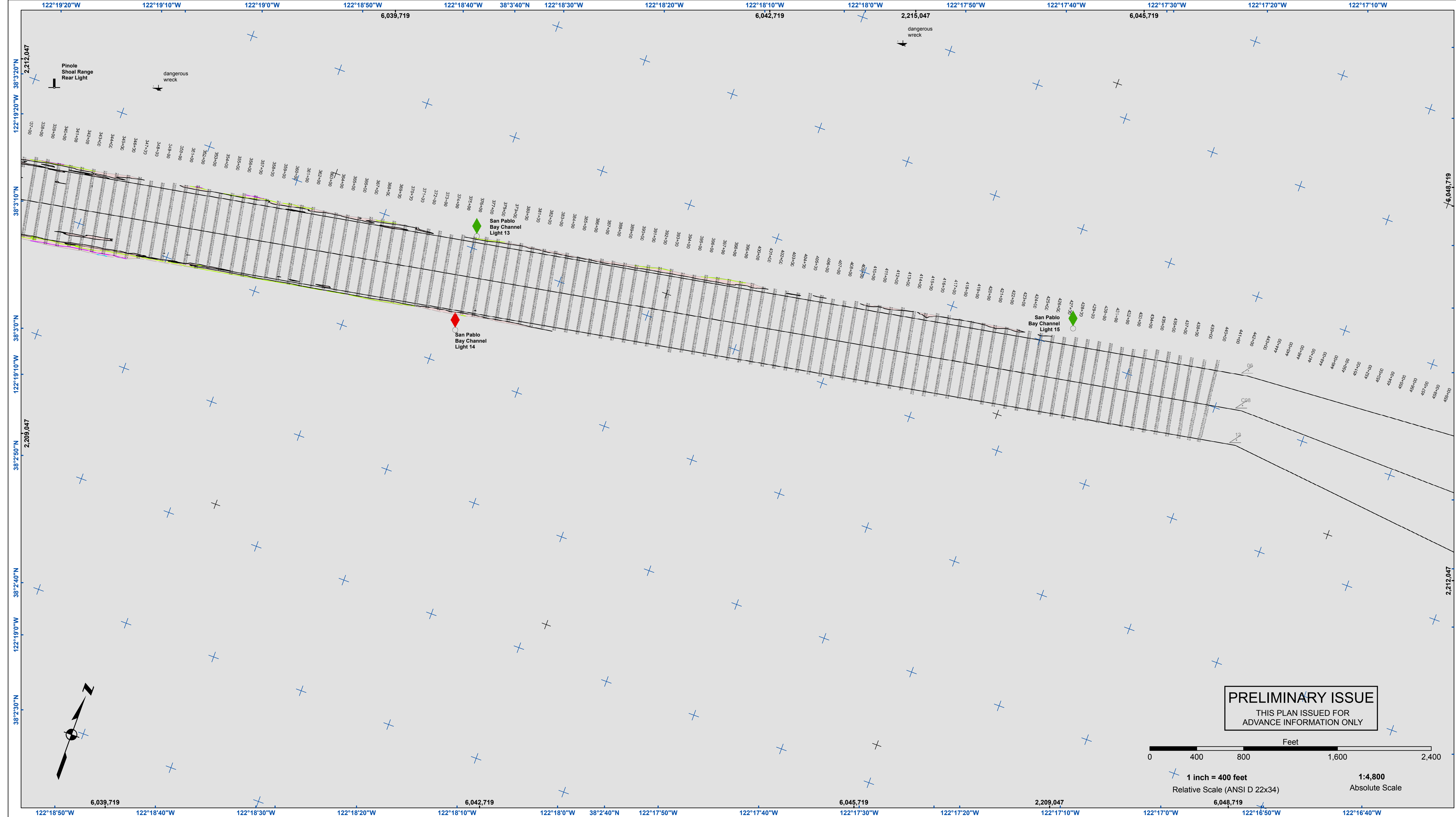


- Federal Navigation Channel
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CALIFORNIA
PINOLE SHOALS
 POST-DREDGE SURVEY
 07 JULY 2017
Sheet Reference Number 3 of 5

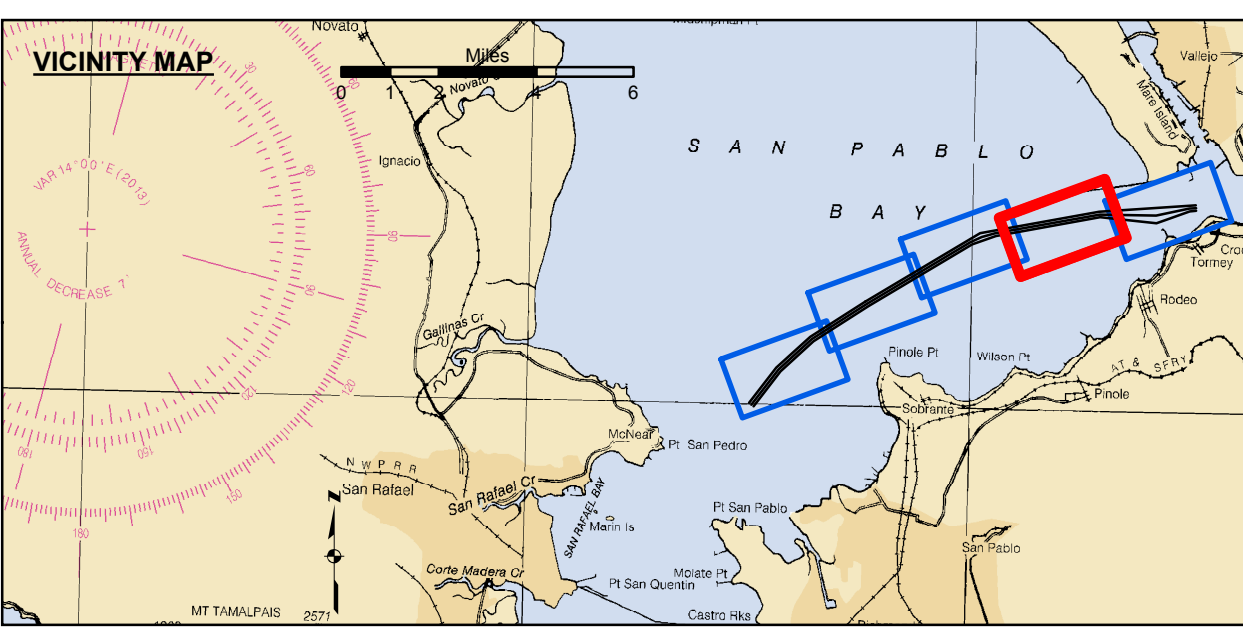
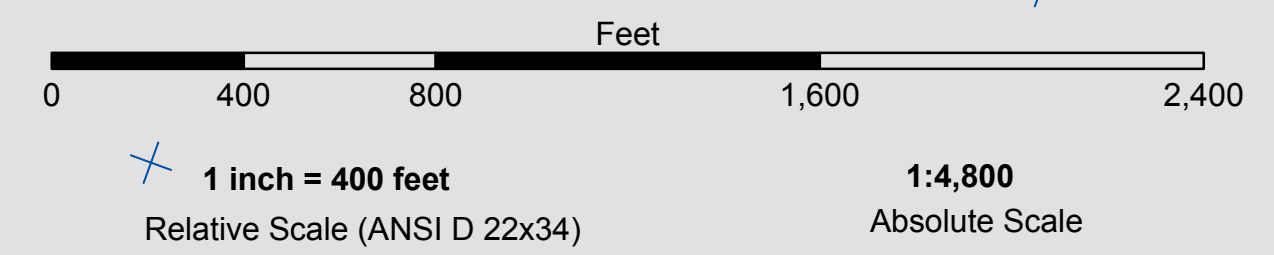


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Submitted: Hydro Survey Team Leader	Designed by: PDT
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Approved: Chief, Construction Branch	PDT

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- | | | |
|----------------------------|--------------------|-----------------|
| Federal Navigation Channel | Beacon, General | Contours |
| Shoaling Area | Obstruction Point | -35 |
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