



# GENERAL STEAMSHIP AGENCIES

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TO: CHARTERERS OR VESSEL OPERATORS TRANSPORTING GOODS TO OR FROM THE PORT OF WEST SACRAMENTO

Greetings,

## REDUCED DEEP DRAFT FOR THE PORT OF STOCKTON

As we have been reporting the State of California has received record rain fall and snow pack this past winter. During the winter the San Francisco delta system and rivers were running at full capacity making navigation to the Ports of Sacramento and Stockton difficult. Now as anticipated the next phase of problems relative to the above normal rain and snow fall has begun. Several years of drought conditions followed by above normal rain fall and snow pack flowing down from the Sierra Mountains is bringing an abundant amount of silt material into the San Francisco Delta river system. Thus recent hydrographic surveys have revealed increased shoaling in the Sacramento River and now the San Joaquin River to the Port of Stockton that has reduced the water depths in the shipping channels. As such the San Francisco Bar Pilots have adjusted the maximum vessel deep draft for the Port of Stockton to 31.5 feet, Fresh Water, on suitable high tide cycles. This basis a recorded controlling depth in the channel of 30.0 feet. The noted draft of 31.5 feet is relevant to all vessels requiring a 2 foot Under Keel clearance. For hazardous cargoes requiring 3 feet Under Keel clearance the maximum draft is now 30.5 feet, Fresh Water.

The fore noted shoaling is located within the US Federal channel on the San Joaquin River. And therefore it is the responsibility of the US Army Core of Engineers to dredge and maintain the channel depth. The Port of Stockton is actively engaged with the USACOE on this matter making every fort to arrange prompt dredging of the affected area(s).

As noted in an earlier statement the SF Bar Pilots have lifted the Daylight Only restriction to the Port of Stockton. Therefore the standard guidelines regarding transit times for the Port of Stockton have been reinstated allowing smaller light draft vessels to proceed during all hours of the Day and Night.

As always we will continue to closely monitor the subject conditions and advise of any changes.

Please note the following received from the San Francisco Bar Pilots explaining their decision for the Port of West Sacramento:

### QUOTE

Good Morning to All,

Because of the changing depths on both the Sacramento and San Joaquin Rivers, due to the heavy rains and run-off of this past winter, I thought I would update you all on the latest guidelines that we should be using as a guide for setting up ships calling both Ports as of April 8, 2017.

### **Port of Sacramento**

The latest controlling depth for the Port of Sacramento is **25.7' (7.80m) at zero tide, based on an average high of 3.5' at Rio Vista.**

Maximum freshwater arrival draft for non-hazardous cargo vessels requiring 2' UKC is **27.2' (8.25m).**

Maximum freshwater arrival draft for hazardous cargo vessels requiring 3' UKC is **26.2' (8.00m).**

### **Port of Stockton**

The latest controlling depth for the Port of Stockton is **30.0' (9.15m) at zero tide, based on an average high tide of 3.5' at the Port of Stockton.**

Maximum freshwater arrival draft for non-hazardous cargo vessels requiring 2' UKC is **31.5' (9.60m).**

Maximum freshwater arrival draft for hazardous cargo vessels requiring 3' UKC is **30.5' (9.30m).**

These maximum drafts are based on the latest soundings that the Pilots have received. Please understand, that the conditions are changing and when the Pilots receive any updates, we will update you as soon as possible.

We also realize that because of the changing conditions on both Rivers, there are probably some vessels en-route that may be "outside" these recommendations. The Pilots will do everything we can to get the vessels to their respective Ports safely.

Best Regards to All,

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UNQUOTE

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