Shasta Lake Boating Safety

Information and Map

Whiskeytown-Shasta-Trinity National Recreation Area

HISTORY OF SHASTA LAKE

Shasta Dam was constructed between 1935 and 1945 and was completed by the end of 1945. It is now the tallest dam west of the Mississippi River. The lake itself covers over 260,000 acres. It is the lowest point in the lake's drainage basin and is the principal resupply point for the Sacramento-San Joaquin Delta system. The lake elevation at the spillway is 1,067 feet. The lake is over 100 miles long and from 0.5 to 11 miles wide. The lake fills completely for the first time in 1952. The lake is 29,500 acres. The lake elevation at the spillway is 1,067 feet. The lake is over 100 miles long and from 0.5 to 11 miles wide.

The lake's filling rates vary from a few inches to several feet per day. From A Few Inches to Several Feet Per Day.

BOAT SAFE AND SOBER!

Alcohol and drugs have been cited as contributing factors in many boating accidents. Whether you are drinking and driving, or using illegal drugs, the results are the same. When operating a boat, alcohol and drugs can impair your ability to see, hear, think and act. Never operate a boat when you have consumed alcohol or other drugs.

In an effort to reduce the incidence of vessel contacts with exposed or may lie just below the water surface such as rocks, trees, stumps, and landforms remnants of the past, along with other underwater obstacles, include hills. Highway 99 was once the main thoroughfare from south to 500 feet north of the following resorts: Tsasdi's Shoreline Resort, Shoreline Village, the Shasta Yacht Club, and the Holiday Harbor.

When operating a boat, alcohol and drugs can impair your ability to see, hear, think and act. Never operate a boat when you have consumed alcohol or other drugs.

IF YOU ARE IN DISTRESS (i.e. when threatened by grave and imminent danger)...

Call 911

Shasta County Sheriff’s Office, Boating Safety Unit

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**EAST HALF SHAsta LAKE**

**MAP LEGEND**
- Town or City
- Ranger Station
- Other Forest Service Facility
- Visitor Center
- Campground
- Campground
- Boat-in Campground
- Undeveloped Campground
- Day Use Area
- Boat Ramp
- Boat Ramp with Accessible Boat Loading Platform
- Marina, Commercial
- Amphitheater
- Wahalla Wildlife Site
- Trail
- Room
- Floating Tote
- Off Highway Vehicle Area
- Lookout
- Point of Interest, Commercial
- Mountain
- Locked Gate
- Primary Highway
- Freeway Exit #
- Paved Road
- Improved Road, Dirt
- Unpaved Road
- (For use by the Shasta-Trinity National Forest staff only)

**SCALE**

0 1 2 3 4 5 miles

**INFORMATION SOURCES**
- Website: www.fs.fed.us/r5/shastatrinity
- USGS topographic maps
- USACE navigation chart 16444-A
- Shasta Dam Blvd. Exit #685.
- www.usbr.gov/mp/ncao
- www.shastalake.com
- Campers/Boaters Guide: Shasta Lake (Shasta-Trinity National Forest)
- Federal Register, September 12, 2000, V. 65, No. 176, p. 47166-47168
- Federal Register, September 28, 2001, V. 66, No. 188, p. 48265-48266
- California Department of Fish and Game, Wildlife Code, section 2052.5
- Boating law booklet, available at the marinas.
- For information about boating, boating regulations, a boating safety self-study course, and the “ABCs of California Boating” book, contact your local Sheriff's Office or the California Department of Boating and Waterways.
- Shasta Dam Visitor Center
- Digger Bay Marina
- Silverthorn Marina Resort
- Antlers Marina Resort
- Packers Bay Marina
- Holiday Harbor Resort
- Sugarloaf Resort
- McCloud Bridge
- Potem Falls Trail
- Day Use Area
- Hillside View
- Lakeview Park
- Smith River Road
- Dry Creek Road
- Driveless Flats
- McCloud Arm
- Potem Falls Trail
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- McCloud Arm

**THINGS TO KNOW**

**Boat Launching**
- Both Forest Service and commercial ramps are available. Each of the marinas designated Forest Service ramps has a paved area, lights, latrine, and garbage disposal. A daily use fee is required. The ramps are usually open from April 15 to October 31, however, they may be closed when the water level is below 7 feet for passenger cars. When the lake levels are less than 7 feet, some ramps become impassable or are moved to an alternate location. These are a new ramp at the Bridge Bay and the Fish Loop Trail. The lake levels of McCloud Arm are based on the power station dam. The lake levels of Hirz Bay and the McCloud Arm are based on the power station dam.

**Floating Debris**
- Floating debris (such as limbs, logs, and gravel) generally enters the lake through rivers and streams. Following winter storms and spring snowmelt, a considerable amount of debris accumulates in Shasta Lake. The stroming also “floats” debris through the lake from previous years. The debris can cause physical obstacles for boats, create extra work for marinas, and keep water intakes clear. It is important to watch for floating debris, especially when the lake is at a lower level. When the lake levels are low, debris can be deposited on the bottom and then emerge again when the lake levels rise. Debris can clog water intake ports in boat engine cooling systems, and can ruin props. Boat operators should maintain a constant watch and travel at reduced speeds when these conditions exist. Wildlife and Commercial boat ramps, due to their location and the direction of prevailing winds during the spring months, are most likely to be impacted by debris. During the peak summer months, most debris is deposited on the shorelines with little impact on public enjoyment or safety.

**Sanitation**
- During the height of the season, several floating toilets are available at the marinas. Boaters are encouraged to use these floating toilets, the toilet facilities, or the restrooms at the boat ramps and marinas. If necessary, human waste and toilet paper should be buried in a hole at least six inches deep and 200' from the lake or any other water body. A 50' to 100' drawdown of the lake through rivers and streams. Following winter storms and spring snowmelt, a considerable amount of debris accumulates in Shasta Lake. The stroming also “floats” debris through the lake from previous years. The debris can cause physical obstacles for boats, create extra work for marinas, and keep water intakes clear. It is important to watch for floating debris, especially when the lake is at a lower level. When the lake levels are low, debris can be deposited on the bottom and then emerge again when the lake levels rise. Debris can clog water intake ports in boat engine cooling systems, and can ruin props. Boat operators should maintain a constant watch and travel at reduced speeds when these conditions exist. Wildlife and Commercial boat ramps, due to their location and the direction of prevailing winds during the spring months, are most likely to be impacted by debris. During the peak summer months, most debris is deposited on the shorelines with little impact on public enjoyment or safety.

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