

To accompany Notice to Mariners 4902/17

On Chart 590

| CHANNEL DEPTHS (see Note) | | | | | | | |
|------------------------------------------------------------------------|----------------------------|------------------------------|-----------------------------|-------------------|--------------------|----------------------------|-------------------------|
| SUISUN BAY | | | | | | | |
| TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUL 2017 | | | | | | | |
| 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 MLLW (FEET) |
| 1. SUISUN PT. REACH | 46.2 | 49.9 | 51.0 | .7-17 | 300 | 0.8 | 35 |
| 2. BULLS HEAD CHANNEL | 38.1 | 37.8 | 36.0 | 7-17 | 300-350 | 1.2 | 35 |
| 3. EAST BULLS HEAD CHANNEL | 34.8 | 34.6 | 33.8 | 7-17 | 350 | 1.1 | 35 |
| 4. PT. EDITH CROSSING RANGE | 36.4 | 33.3 | 28.6 | 7-17 | 350 | 1.1 | 35 |
| 5. PRESTON PT. REACH | 32.4 | 33.3 | 25.6 | 7-17 | 350 | 0.9 | 35 |
| 6. ROE ISLAND CHANNEL | 32.3 | 34.6 | 33.0 | 2,7-17 | 350 | 1.1 | 35 |
| 7. PORT CHICAGO REACH | 38.0 | 37.0 | 37.0 | 2-17 | 350 | 0.52 | 35 |
| MIDDLE GROUND CHANNEL | | | | | | | |
| 8. WEST REACH | 36.0 | 37.0 | 35.0 | 2-17 | 350 | 1.29 | 35 |
| 9. EAST REACH | 36.0 | 37.0 | 35.0 | 2-17 | 350 | 1.09 | 35 |

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

To accompany Notice to Mariners 4902/17

On Chart 590

| CHANNEL DEPTHS (see Note) | | | | | | | |
|------------------------------------------------------------------------|----------------------------|------------------------------|-----------------------------|-------------------|--------------------|----------------------------|-------------------------|
| PINOLE SHOAL | | | | | | | |
| TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2017 | | | | | | | |
| 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 MLLW (FEET) |
| CHANNEL ENTRANCE (38°01' 33" N, 122°22' 47" W) TO LT. 11 | 28.0 | 36.0 | 33.0 | 8-17 | 600 | 5.1 | 35 |
| THENCE TO 38°03' 31" N, 122°17' 08" W | 30.0 | 36.0 | 35.0 | 8-17 | 600 | 2.2 | 35 |

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

To accompany Notice to Mariners 4918/17

On Chart 3848

| CHANNEL DEPTHS (see Note) | | | | | | | | |
|--------------------------------------------------------------------------------------------------|-----------------|----------------|----------------|-----------------|----------------|--------------------|----------------------|-------------------|
| TAMPA BAY | | | | | | | | |
| TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2016 AND SURVEYS TO APR 2016 | | | | | | | | |
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | | | | PROJECT DIMENSIONS | | |
| NAME OF CHANNEL | LEFT | LEFT | RIGHT | RIGHT | DATE OF SURVEY | WIDTH (FEET) | LENGTH (NAUT. MILES) | DEPTH MLLW (FEET) |
| | OUTSIDE QUARTER | INSIDE QUARTER | INSIDE QUARTER | OUTSIDE QUARTER | | | | |
| MULLET KEY CHANNEL | 42.3 | 43.2 | 43.3 | 38.5 | 4-16 | 600 | 4.2 | 43 |
| CUT A CHANNEL | 42.0 | 42.4 | 42.9 | 42.2 | 4-16 | 500 | 3.2 | 43 |
| CUT B CHANNEL | 41.5 | 42.8 | 42.6 | 40.8 | 2-16 | 500 | 4.0 | 43 |
| CUT C CHANNEL | 39.5 | 41.9 | 42.8 | 42.4 | 3-15 | 500 | 2.0 | 43 |
| CUT D CHANNEL | 41.8 | 41.3 | 41.9 | 41.2 | 3-15 | 500 | 2.5 | 43 |
| CUT E CHANNEL | 40.8 | 41.1 | 41.9 | 42.4 | 3-15 | 500 | 2.4 | 43 |
| CUT F CHANNEL | 41.6 | 42.7 | 43.2 | 41.7 | 4-14 | 500 | 1.6 | 43 |
| EAST WIDENER | 42.4 | 42.4 | 42.4 | 42.4 | 4-14 | 0-2880 | 0.4 | 43 |
| WEST WIDENER | 31.3 | 31.3 | 31.3 | 31.3 | 4-14 | 0-970 | 0.25 | 34 |
| CUT G CHANNEL | 32.9 | 33.9 | 33.8 | 31.4 | 4-14 | 400 | 2.7 | 34 |
| CUT J WIDENER | 34.0 | 34.0 | 34.0 | 34.0 | 4-16 | 0-770 | 0.52 | 34 |
| CUT J CHANNEL | 33.9 | 34.5 | 34.4 | 33.9 | 4-16 | 400-450 | 1.3 | 34 |
| CUT J2 CHANNEL | 35.6 | 36.9 | 36.4 | 35.7 | 4-16 | 400-450 | 1.1 | 34 |
| CUT K CHANNEL | 34.0 | 34.7 | 35.6 | 34.5 | 4-16 | 400 | 2.0 | 34 |
| CUT K TURNING BASIN | 34.6 | 34.6 | 34.6 | 34.6 | 4-16 | 400-750 | 0.6 | 34 |
| GADSDEN PT. CUT | 41.2 | 42.8 | 41.9 | 40.4 | 4-14 | 500 | 3.05 | 43 |
| HILLSBOROUGH BAY | | | | | | | | |
| CUT A CHANNEL | 42.1 | 42.6 | 41.6 | 39.6 | 3-16 | 500 | 1.0 | 43 |
| A TO C WIDENER | 37.8 | 43.0 | 47.0 | 43.3 | 3-16 | 0-1000 | 0.7 | 43 |
| CUT C CHANNEL | 38.6 | 41.5 | 41.5 | 39.4 | 2-16 | 500 | 5.6 | 43 |
| CUT D CHANNEL | 31.9 | 35.5 | 36.3 | 35.0 | 2-16 | 400 | 1.0 | 41 |
| SEDDON CHANNEL | 6.9 | 12.1 | 15.8 | 18.0 | 8-15 | 200 | 1.1 | 12 |
| GARRISON CHANNEL (A) | 24.0 | 24.7 | 30.1 | 32.8 | 1-12 | 300 | 0.4 | 30 |
| SPARKMAN CHANNEL | 31.4 | 34.1 | 33.4 | 33.8 | 8-15 | 400 | 1.2 | 34 |
| YBOR TURNING BASIN | 34.0 | 34.0 | 33.0 | 34.0 | 8-15 | - | 0.3 | 34 |
| YBOR CHANNEL | 29.4 | 33.6 | 33.5 | 33.9 | 7-15 | 400 | 0.6 | 34 |
| PORT SUTTON ENTRANCE CHANNEL | 42.1 | 43.8 | 44.2 | 41.2 | 8-15 | 400 | 0.3 | 43 |
| SOUTH WIDENER | 42.0 | 42.0 | 42.0 | 41.0 | 8-15 | 0-540 | 0.3 | 43 |
| PORT SUTTON TURNING BASIN | 41.6 | 41.6 | 41.6 | 41.6 | 8-15 | 400-1930 | 0.4 | 43 |
| EAST BAY CHANNEL | | | | | | | | |
| TO TURNING BASIN | 41.3 | 41.7 | 42.8 | 40.7 | 8-15 | 600 | 0.6 | 43 |
| TURNING BASIN | 42.0 | 41.0 | 42.0 | 41.0 | 8-15 | 300-800 | 0.3 | 43 |
| NORTHEAST OF TURNING BASIN | 41.0 | 43.0 | 43.0 | 42.0 | 8-15 | 300 | 0.4 | 43 |
| UPPER EAST BAY | | | | | | | | |
| CHANNEL TO UPPER BASIN | 32.6 | 33.8 | 35.7 | 34.3 | 8-15 | 300 | 0.6 | 34 |
| TURNING BASIN | 32.1 | 32.1 | 32.2 | 31.1 | 8-15 | 300-789 | 0.5 | 34 |

A. GARRISON CHANNEL HAS BEEN DEAUTHORIZED AS A FEDERALLY MAINTAINED NAVIGATION PROJECT. SHOALING THROUGHOUT WESTERN PORTION OF CHANNEL.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

To accompany Notice to Mariners 4939/17

On Chart NZ 4314

HARBOUR ENTRANCE
 Depths on the bar and the entrance to the Manukau Harbour are subject to frequent change and it is dangerous for mariners without recent local knowledge to attempt to enter the harbour. The lights and beacons are of limited assistance in the approach channels.

