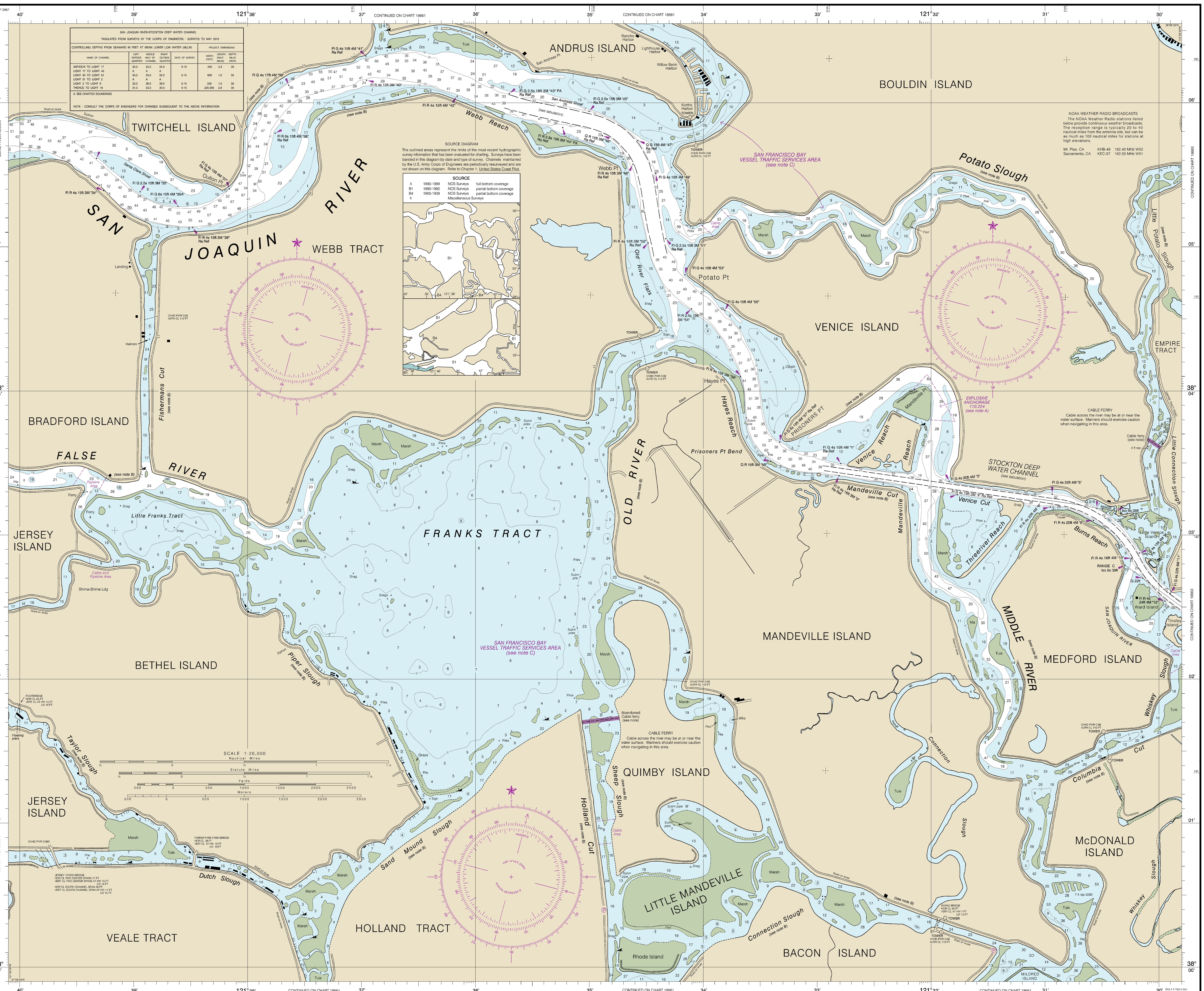
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

1st Ed., Sept. 1999

SOUNDINGS IN FEET

18660



SAN JOAQUIN RIVER-STOCKTON DEEP WATER CHANNEL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2015

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ANTIOCH TO LIGHT 17	30.0	33.0	34.0	5-15	400	3.3	35
LIGHT 17 TO LIGHT 43	A	A	A				
LIGHT 43 TO LIGHT 51	30.0	33.0	32.0	5-15	600	1.5	35
LIGHT 51 TO LIGHT 2	A	A	A				
LIGHT 2 TO LIGHT 6	32.0	36.0	36.0	5-15	225	1.5	35
THENCE TO LIGHT 16	31.0	33.0	30.0	5-15	225-250	2.8	35

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW); PROJECT DIMENSIONS

A. SEE CHARTED SOUNDINGS.

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

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	1990-1999	NOS Surveys	full bottom coverage
B1	1990-1992	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
h		Miscellaneous Surveys	

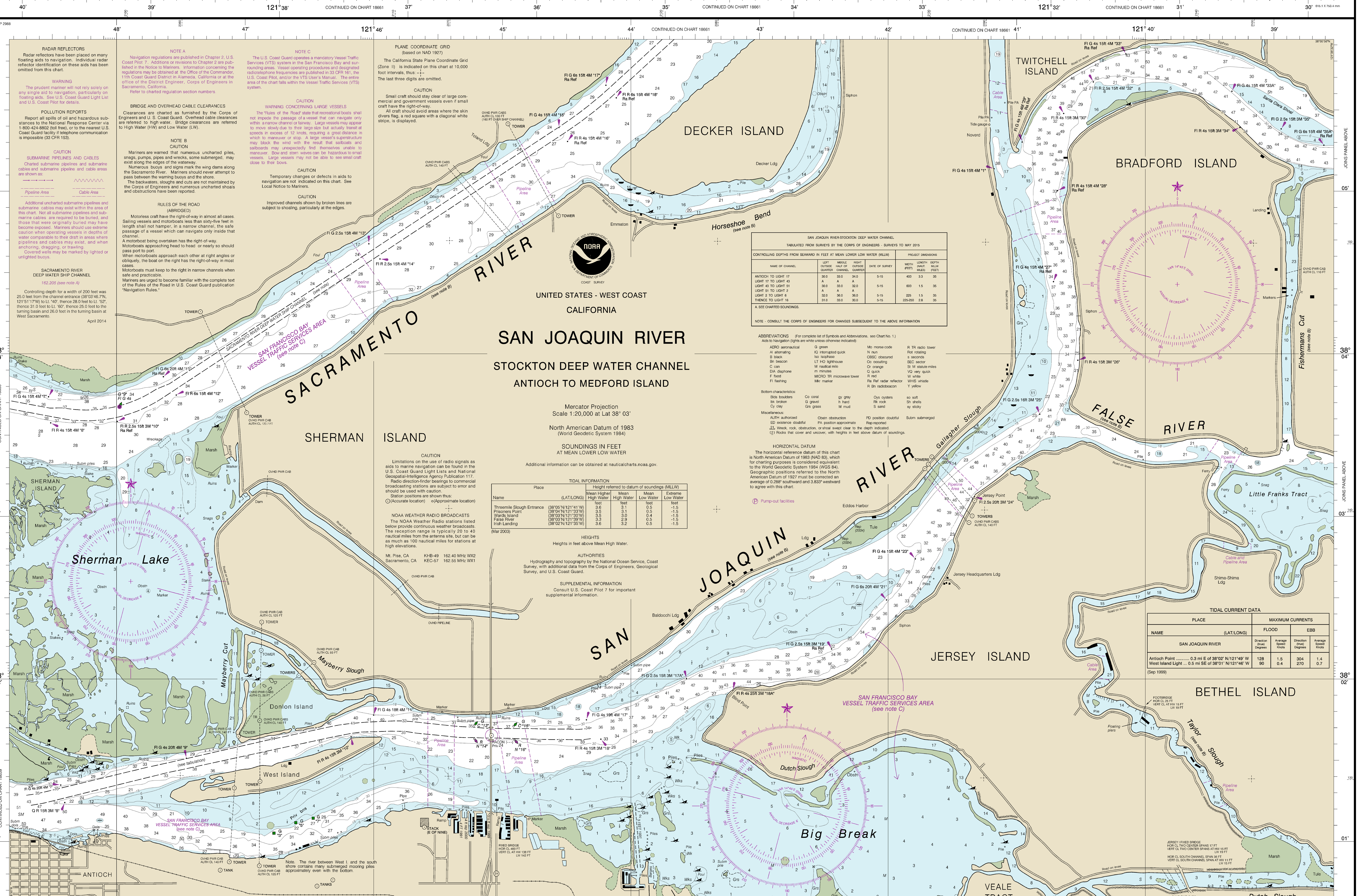
NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception 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. Pise, CA KHB-49 162.40 MHz WX2
Sacramento, CA KEC-57 162.55 MHz WX1

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.



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.

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.

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

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 wells may be marked by lighted or unlighted buoys.

SACRAMENTO RIVER
DEEP WATER SHIP CHANNEL

162.205 (see note A)

Controlling depth for a width of 200 feet was 25.0 feet from the channel entrance (38°03'46.7"N, 121°51'17"W) to Lt. "40", thence 28.0 feet to Lt. "52", thence 31.0 feet to Lt. "60", thence 25.0 feet to the turning basin and 26.0 feet in the turning basin at West Sacramento.

April 2014

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.

BRIDGE AND OVERHEAD CABLE CLEARANCES

Clearances are charted as furnished by the Corps of Engineers and U. S. Coast Guard. Overhead cable clearances are referred to high water. Bridge clearances are referred to High Water (HW) and Low Water (LW).

NOTE B

CAUTION

Mariners are warned that numerous uncharted piles, snags, pumps, pipes and wrecks, some submerged, may exist along the edges of the waterway.

Numerous buoys and signs mark the wing dams along the Sacramento River. Mariners should never attempt to pass between the warning buoys and the shore.

The backwaters, sloughs and cuts are not maintained by the Corps of Engineers and numerous uncharted shoals and obstructions have been reported.

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

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.

CAUTION

WARNING CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

CAUTION

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

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

PLANE COORDINATE GRID
(based on NAD 1927)

The California State Plane Coordinate Grid (Zone II) is indicated on this chart at 10,000 foot intervals, thus: —+—

The last three digits are omitted.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

UNITED STATES - WEST COAST

CALIFORNIA

SAN JOAQUIN RIVER

STOCKTON DEEP WATER CHANNEL
ANTIOCH TO MEDFORD ISLAND

Mercator Projection
Scale 1:20,000 at Lat 38° 03'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence 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:
⊙(Accurate location) o(Approximate location)

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Mt. Pise, CA KHB-49 162.40 MHz WX2
Sacramento, CA KEC-57 162.55 MHz WX1

TIDAL INFORMATION

Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Threemile Slough Entrance	(38°05'N/121°41'W)	3.6	3.1	0.5	-1.5
Prisoners Point	(38°04'N/121°33'W)	3.5	3.1	0.5	-1.5
Wards Island	(38°03'N/121°30'W)	3.5	3.0	0.4	-1.5
False River	(38°03'N/121°39'W)	3.3	2.9	0.5	-1.5
Irish Landing	(38°02'N/121°35'W)	3.6	3.2	0.5	-1.5

Height referred to datum of soundings (MLLW)

(Mar 2003)

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.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

SAN JOAQUIN RIVER-STOCKTON DEEP WATER CHANNEL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2015

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A. SEE CHARTED SOUNDINGS.

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

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical; Al alternating; B black; Bn beacon; C can; DIA diaphone; F fixed; Fl flashing; G green; IQ interrupted quick; Iso isophase; LT HO lighthouse; M nautical mile; m minutes; MICRO TR microwave tower; Mkr marker; Mo morse code; N nun; OBSC obscured; Oc occulting; Or orange; Q quick; R red; Ra Ref radar reflector; R Bn radiobeacon; R TR radio tower; Rot rotating; s seconds; SEC sector; St M statute miles; VQ very quick; W white; WHIS whistle; Y yellow

Bottom characteristics: Blds boulders; bk broken; Cy clay; Co coral; G gravel; Grs grass; gy gray; h hard; M mud; Oys oysters; Rk rock; S sand; so soft; Sh shells; sy sticky

Miscellaneous: AUTH authorized; ED existence doubtful; Obstn obstruction; PA position approximate; PD position doubtful; Rep reported; Subm submerged

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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 0.288" southward and 3.833" westward to agree with this chart.

Ⓟ Pump-out facilities

TIDAL CURRENT DATA

NAME	(LAT/LONG)	FLOOD Direction (true) Degrees	FLOOD Average Speed Knots	EBB Direction (true) Degrees	EBB Average Speed Knots
SAN JOAQUIN RIVER					
Antioch Point	0.3 mi E of 38°02' N/121°49' W	128	1.5	304	1.4
West Island Light	0.5 mi SE of 38°01' N/121°46' W	90	0.4	270	0.7

(Sep 1999)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

3rd Ed., Sep. 2005. Last Correction: 11/23/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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San Joaquin River, Antioch to Medford I
SOUNDINGS IN FEET - SCALE 1:20,000