

BookletChart™



Southern Part of Laguna Madre

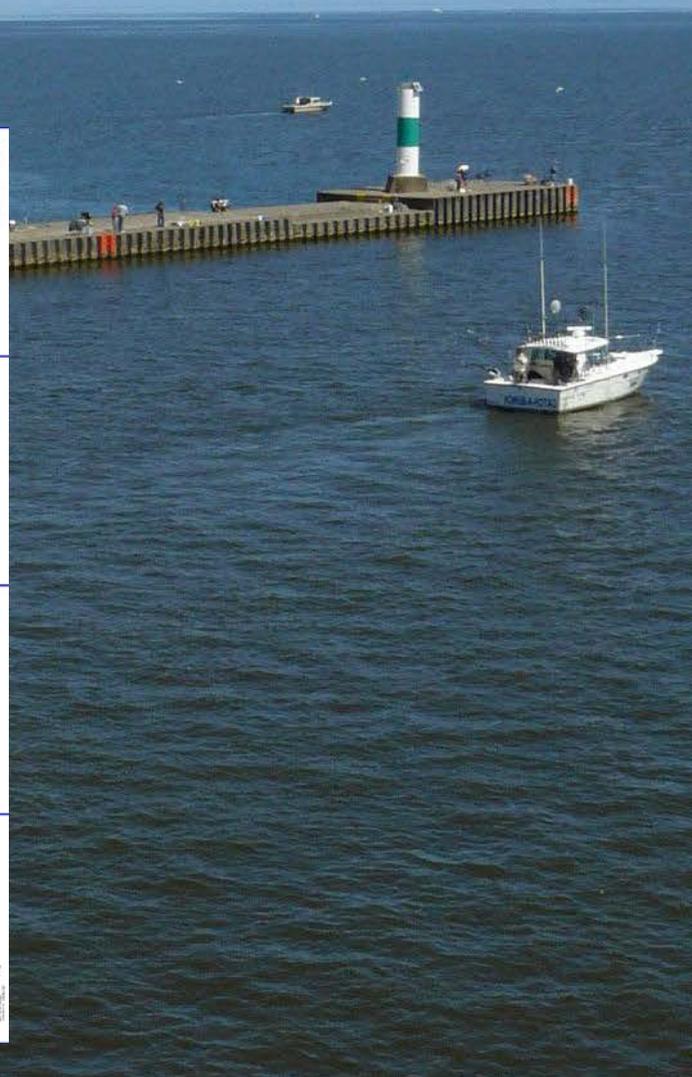
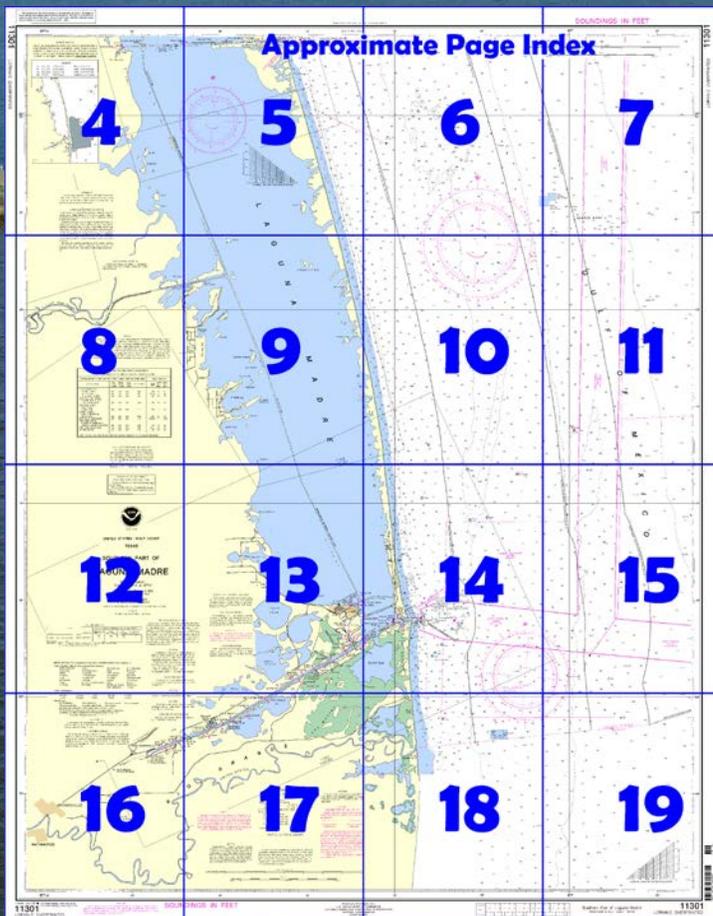
NOAA Chart 11301

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

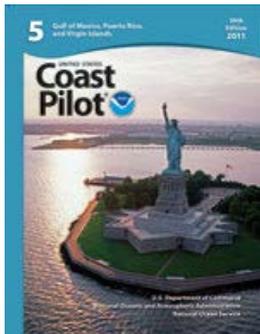
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11301>



[Selected Excerpts from Coast Pilot]

From San Luis Pass to the entrance to Matagorda Bay at Pass Cavallo, the coast trends for 80 miles in a general SW by W direction. From Pass Cavallo it curves gently SW for 100 miles to latitude 27°N., where the trend is S; thence it curves gently a little E of S for 58 miles to the mouth of the Rio Grande. Throughout its whole distance the coast encloses a chain of shallow bays or lagoons, some of considerable size. These are separated

from the Gulf by long, narrow islands and peninsulas which are generally low and sandy, with few natural distinguishing marks. Some of the bays and lagoons may be entered from the Gulf through dredged passes

protected by jetties, and others through small passes partly obscured by bars with little depth on them.

Port Harlingen.—A speed limit of 8 knots in the channel and 4 knots in the turning basin is enforced.

Vessels should approach Brazos Santiago Pass through the Brazos Santiago Pass Safety Fairway or the Coastwise Safety Fairway. (See 166.100 through 166.200, chapter 2.)

Anchorage.—Vessels should anchor in the Brazos Santiago Pass Fairway Anchorage on either side of the safety fairway. (See 166.100 through 166.200, chapter 2.)

Directly off the entrance to Brazos Santiago Pass, the bottom is soft and affords fair anchorage with good holding ground; farther N and S the bottom is harder. After entering the pass, ships must proceed to the wharves. Once inside Brazos Santiago Pass, there is no satisfactory anchorage for deep-draft vessels.

Currents.—Tidal currents of 6 knots were reported in the vicinity of Brazos Santiago Pass and Port Isabel which may cause strong cross currents on the Intracoastal Waterway at about Mile 665.1W, especially with a flood tide and strong SE winds. Caution is advised for large vessels transiting between Port Isabel and Long Island.

Dangers.—An unmarked dangerous wreck is 4.5 miles N of Brazos Santiago Pass Entrance Lighted Whistle Buoy BS, and a fish haven is 1.3 miles N of the buoy.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.) Brownsville is a **customs port of entry.**

A speed limit of 8 knots in Brownsville Ship Channel and 4 knots in the turning basin is enforced.

Port Isabel.—A speed limit of 4 knots in the harbor and 8 knots in the ship channel is enforced.

Port Brownsville, about 14.5 miles from the inner end of Brazos Santiago Pass, is the port for the city of Brownsville. Exports include cotton, cotton products, lead, agricultural implements, zinc, sulfate, ores, chemicals, petroleum products, and citrus fruit. Imports are fruit, steel products, ores, and general cargo. Offshore oil rigs are constructed and repaired in Port Brownsville.

Brownsville, about 5 miles WSW of Port Brownsville, is a fast growing metropolis and the largest city in the rich agricultural section on the N side of the lower Rio Grande Valley that extends 100 miles W from the river mouth. Noted as a resort city, it is also a gateway to Matamoros, Mexico, on the opposite side of the Rio Grande.

The **Rio Grande** empties into the Gulf of Mexico 6 miles S of Brazos Santiago Pass. The International Boundary and Water Commission states (December 28, 1953) that the river forms the International boundary between the United States and Mexico for 1,241 statute miles; further, that the total length of the boundary is 1,935 statute miles from the Gulf of Mexico to the Pacific Ocean. No survey of the river has been made recently, but access to the river over the entrance bar is limited to skiffs and small boats; inside, the channel is changeable. The International Boundary Commission has several dams on the Rio Grande to prevent freshwater from wasting into the Gulf.

U.S. Coast Guard Rescue Coordination Center

24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225

Table of Selected Chart Notes

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) ◌(Approximate location)

CAUTION

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

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

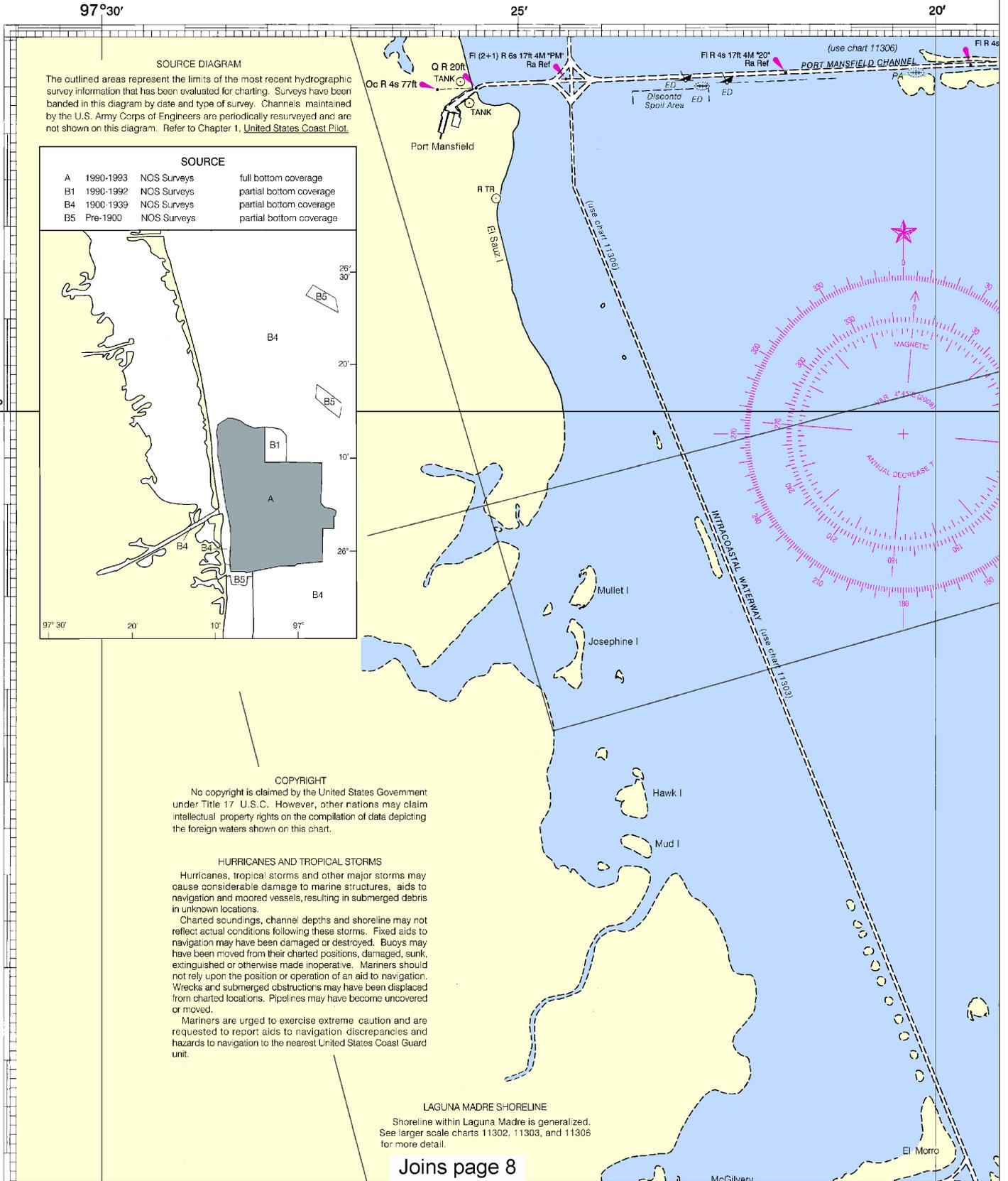
WARNING

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.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/GS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910 - 3282.

11301

LORAN-C OVERPRINTED



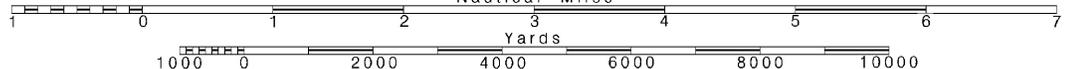
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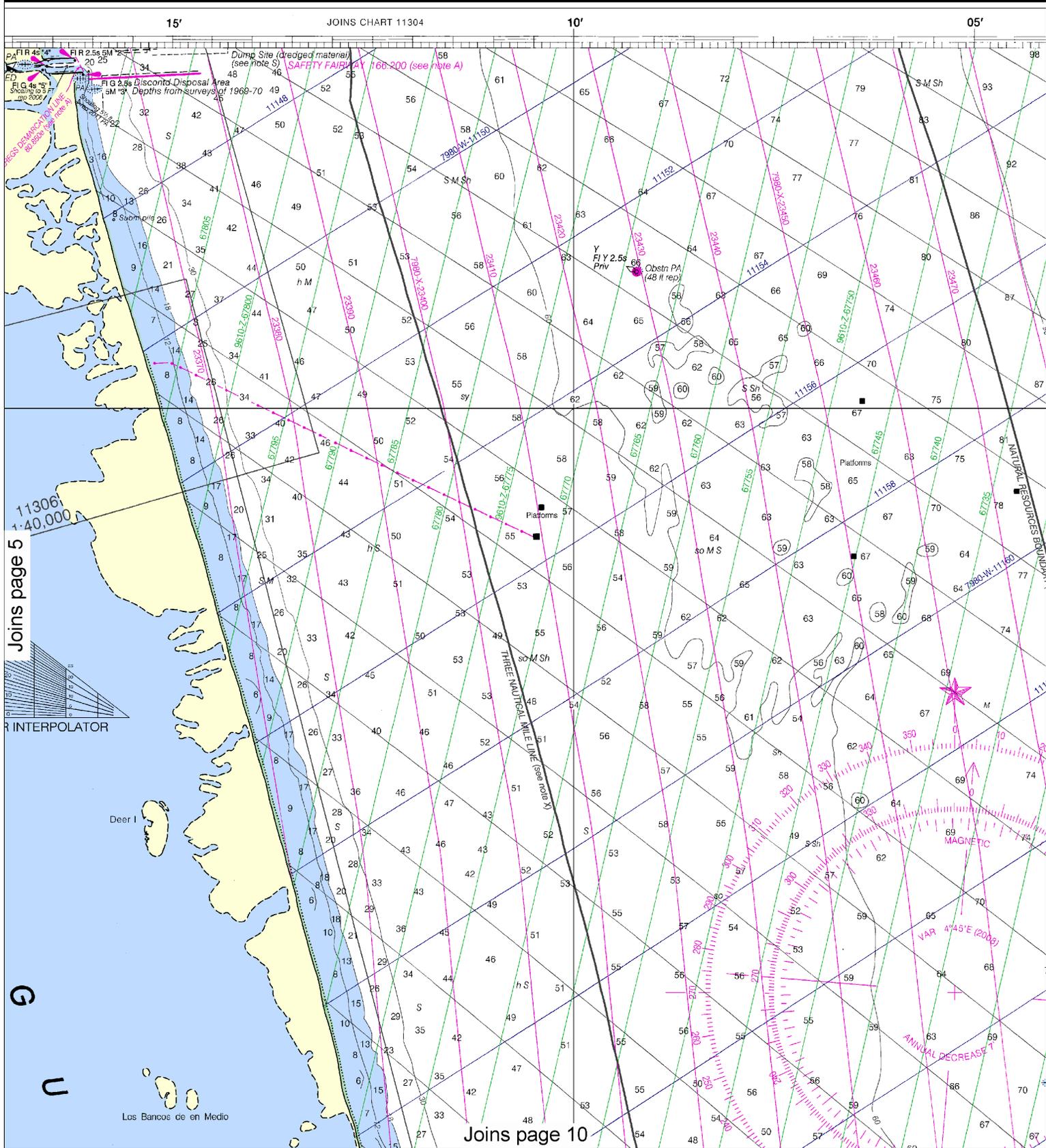
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



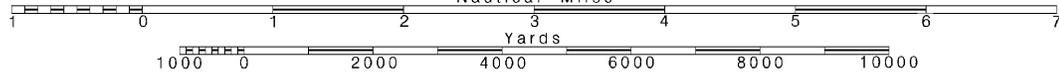


Joins page 5
 11306
 1:40,000
 INTERPOLATOR

Joins page 10

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.



reflect actual conditions following these storms. Fixe navigation may have been damaged or destroyed. Bu have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

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LAGUNA MADRE SHORELINE
Shoreline within Laguna Madre is generalized. See larger scale charts 11302, 11303, and 11306 for more detail.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

BROWNSVILLE AND PORT ISABEL HARBORS CHANNEL DEPTHS									
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2012									
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)	
BRAZOS SANTIAGO PASS:									
ENTRANCE CHANNEL	46.5	45.8	42.9	41.2	3-12	300	1.9	44	
JETTY CHANNEL	40.9	42.0	41.9	38.9	3-12	300-400	1.9	42	
LAGUNA MADRE CHANNEL	37.1	39.9	38.9	37.1	3-12	250	2.9	42	
BROWNSVILLE SHIP CHANNEL:									
JUNCTION BASIN TO BOCA CHICA PASSING BASIN	35.0	38.7	42.1	38.9	3-12	250	4.0	42	
BOCA CHICA PASSING BASIN TO GOOSE I. PASSING BASIN	37.7	41.4	41.1	40.3	3-12	250	5.4	42	
GOOSE I. PASSING BASIN TO BROWNSVILLE TURNING BASIN	40.5	43.4	43.0	42.6	3-12	300	2.8	42	
BROWNSVILLE TURNING BASIN EXT.	42.1	43.6	43.4	43.2	3-12	500	1.4	42	
BROWNSVILLE TURNING BASIN	28.4	38.0	38.2	37.6	3-12	500-1200	0.5	36	
PORT ISABEL CHANNEL:									
EAST WYE TURNING BASIN	32.2	34.8	38.6	26.9	3-12	300	1.2	36	
TURNING BASIN	31.7	34.1	34.7	28.8	3-12	1000	0.25	36	
WEST WYE	27.1	28.7	29.2	25.2	3-12	200	1.0	36	

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

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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.

Brownsville, TX WWG-34 162.55 MHz

INTRACOASTAL WATERWAY

(Use charts 11302, 11303 and 11306)

The project depth is 12 feet from Aransas Pass to Port Isabel.

are published periodically. See the Coast Guard Local Notice

Joins page 12

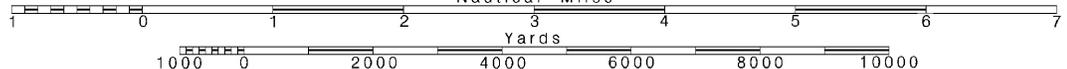


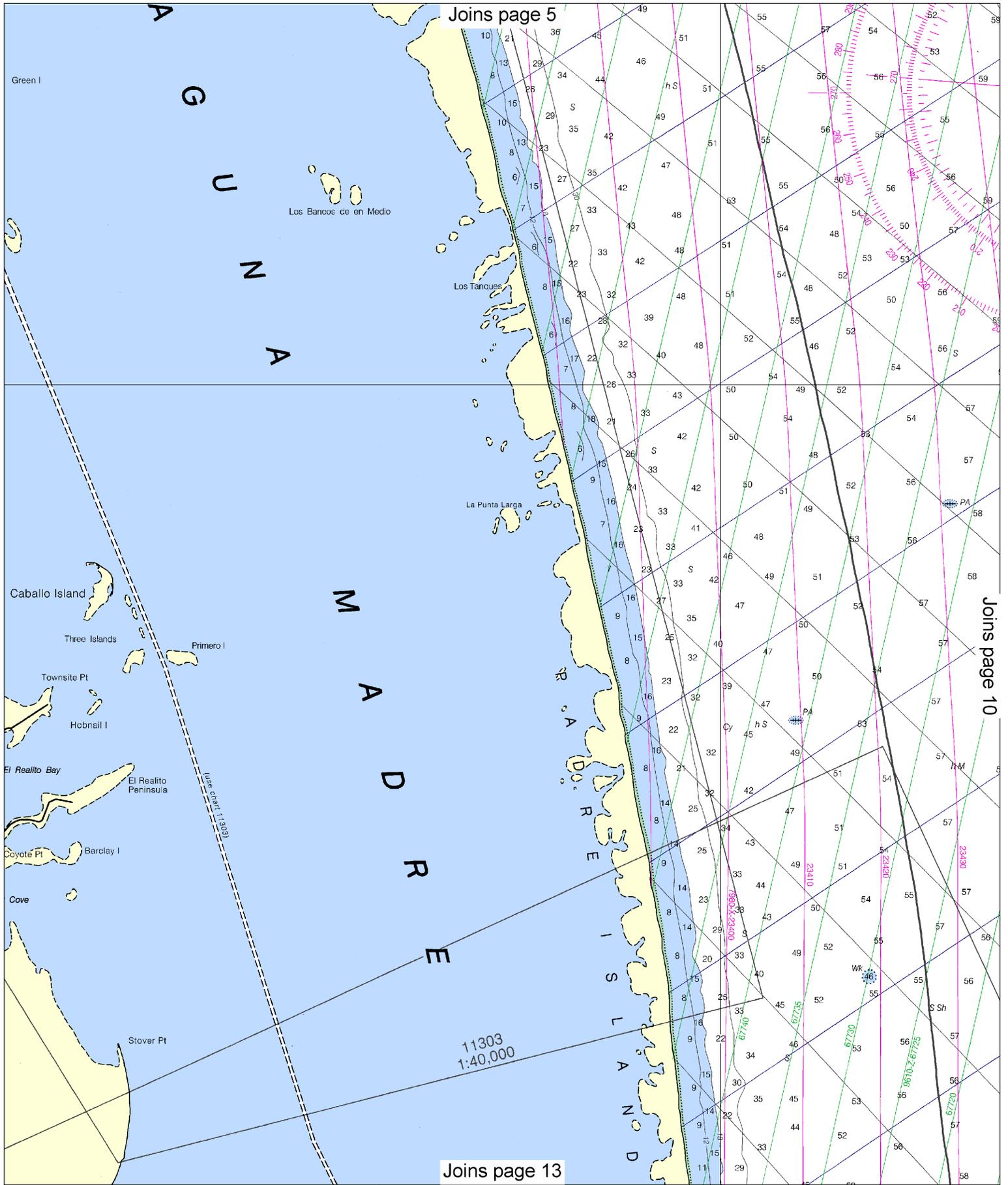
Note: Chart grid lines are aligned with true north.

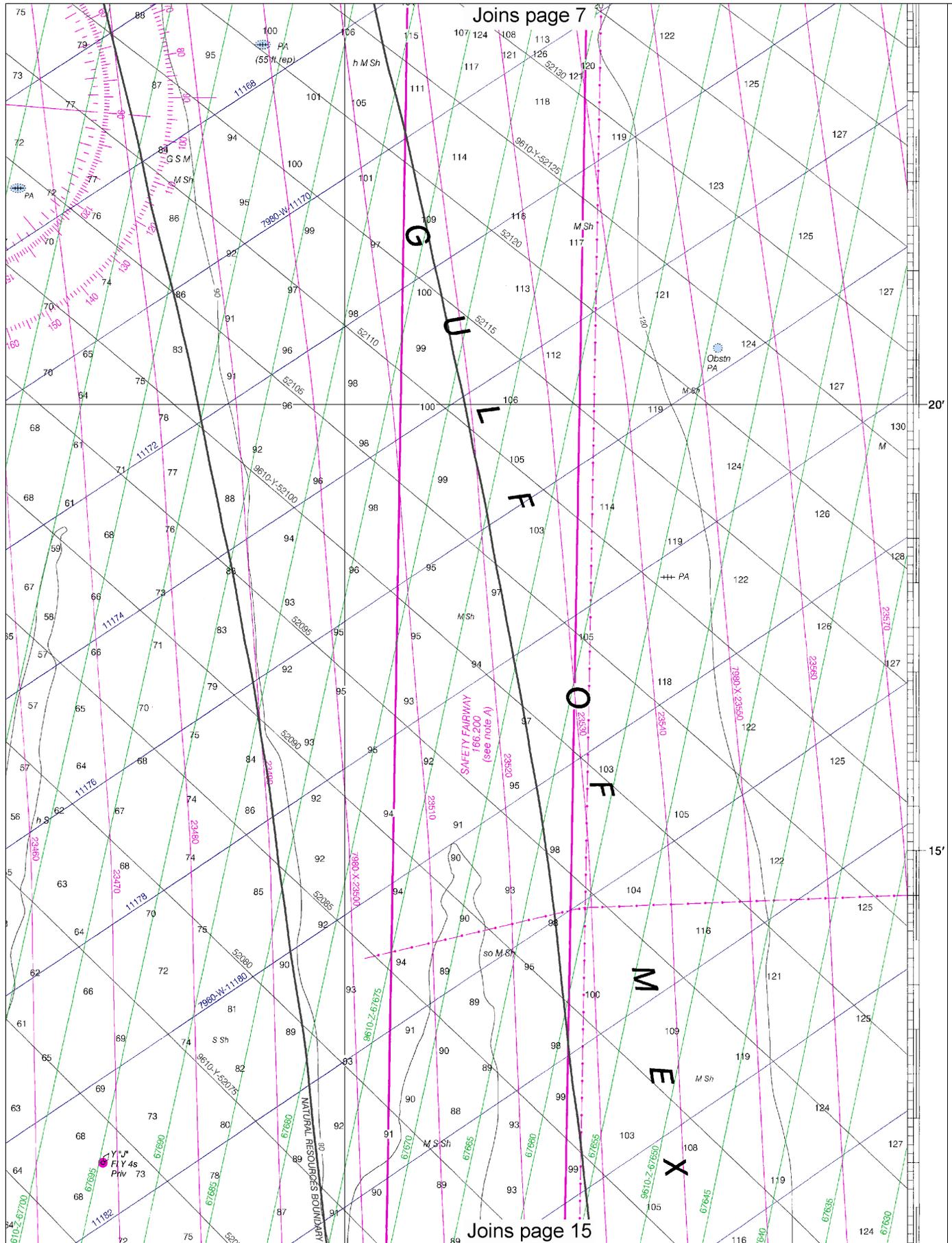
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.







Joins page 8

NOAA WEATHER RADIO BROADCASTS
 The NOAA Weather Radio station listed below provides 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.

Brownsville, TX WWG-34 162.55 MHz

INTRACOASTAL WATERWAY
 (Use charts 11302, 11303 and 11306)
 The project depth is 12 feet from Aransas Pass to Port Isabel.
 The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST
 TEXAS

SOUTHERN PART OF LAGUNA MADRE

Mercator Projection
 Scale 1:80,000 at Lat. 26°12'

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.

HEIGHTS
 Heights in feet above Mean High Water.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water		
		Mean Higher High Water	Mean High Water	Mean Low Water
NAME (LAT/LONG)	feet	feet	feet	feet
Padre Island (south end) (26°04'N/97°09'W)	1.5	1.4	1.4	0.2

NOTE: Chart was last revised: 3/96, 10/99, 11/02. In Laguna Madre, except near the inlets, periodic tides has a mean range of less than one-half foot.
 Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictors are available on the Internet from <http://tidesandcurrents.noaa.gov>.
 (Apr 2008)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

- Aids to Navigation (lights are white unless otherwise indicated):
- | | | | |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green | Mo increase code | R TR radio tower |
| Ai alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | IsO isophase | OBSC obscured | s seconds |
| Bn beacon | LT HO lighthouse | Oc occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| D/A diaphone | m minutes | Q quick | VQ very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |
- Bottom characteristics:
- | | | | | |
|--------------|-----------|---------|-------------|-----------|
| Bds boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | GrS grass | M mud | S sand | sy sticky |
- Miscellaneous:
- | | | | |
|---|-------------------------|----------------------|----------------|
| AUTH authorized | Obstn obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |
| (1) Wreck, rock, obstruction, or shoal swept clear to the | | | |
| (2) Rocks that cover and uncover, with heights in feet at | | | |

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-564-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

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) ◦ (Approximate location)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

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

CAUTION

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

MINERAL DEVELOPMENT
 Obstruction lights are required for fixed structures shown on this chart by the District Coast Guard (33 CFR 67).

POLLUTION
 Report all spills of oil or hazardous materials to the National Response Center at 1-800-424-8802 (toll free) or your nearest Coast Guard facility if telephoning is impossible (33 CFR 153).

WARNING
 The prudent mariner is required to use any single aid to navigation as a warning of danger. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

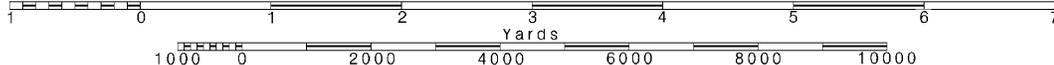
Radar reflectors have been shown for identification or omitted from this chart.

Joins page 16

Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

See Note on page 5.



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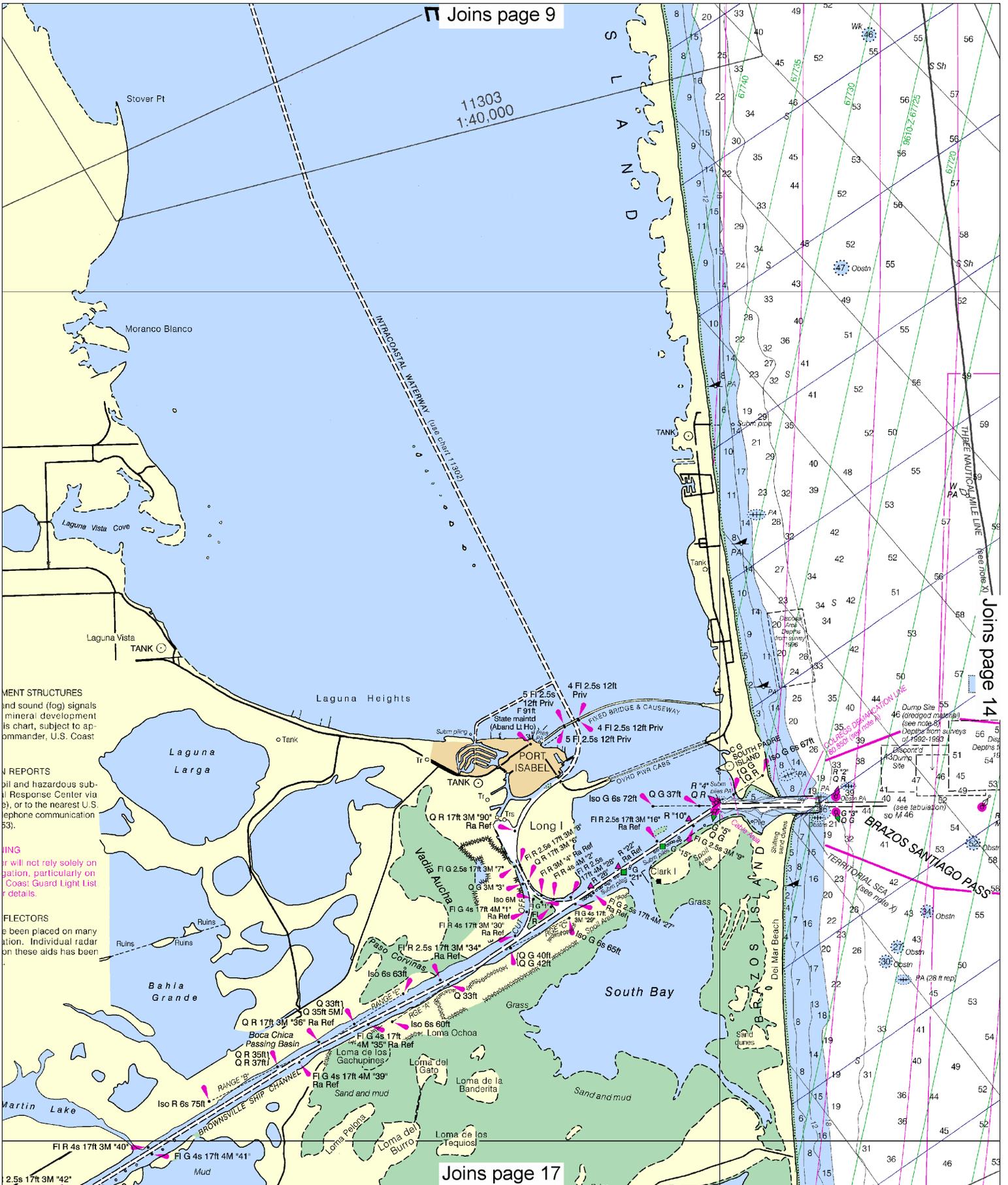
Note: Chart grid lines are aligned with true north.

Joins page 9

11303
1:40,000

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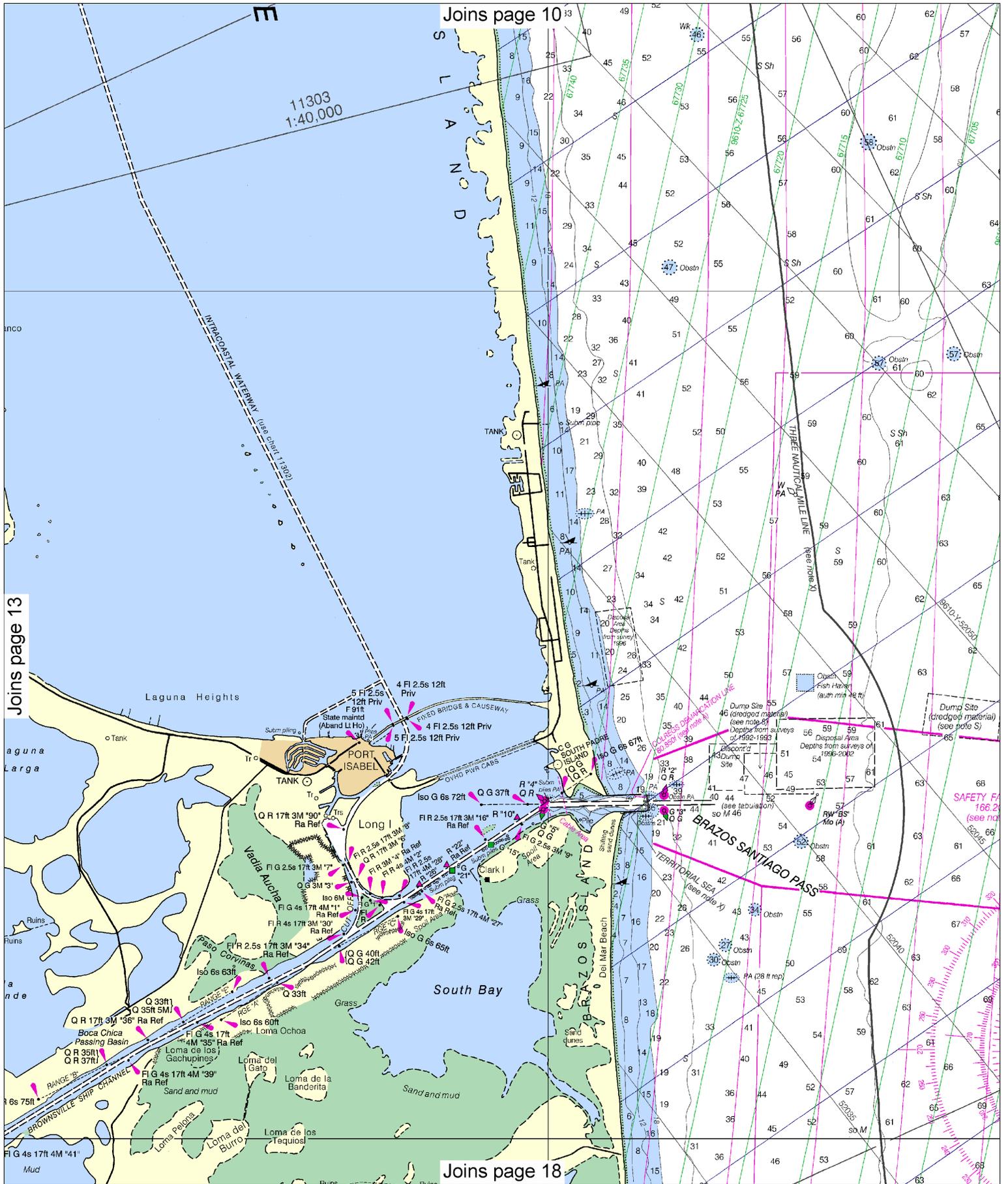
MENT STRUCTURES
 and sound (fog) signals
 mineral development
 is chart, subject to ap-
 pommander, U.S. Coast

IV REPORTS
 bil and hazardous sub-
 l Response Center via
), or to the nearest U.S.
 ephone communication
 53.

ING
 or will not rely solely on
 gation, particularly on
 Coast Guard Light List
 r details.

ELECTORS
 e been placed on many
 ation. Individual radar
 on these aids has been

2.5s 17ft 3M "42"



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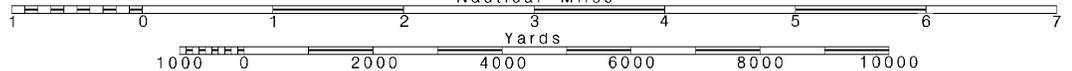
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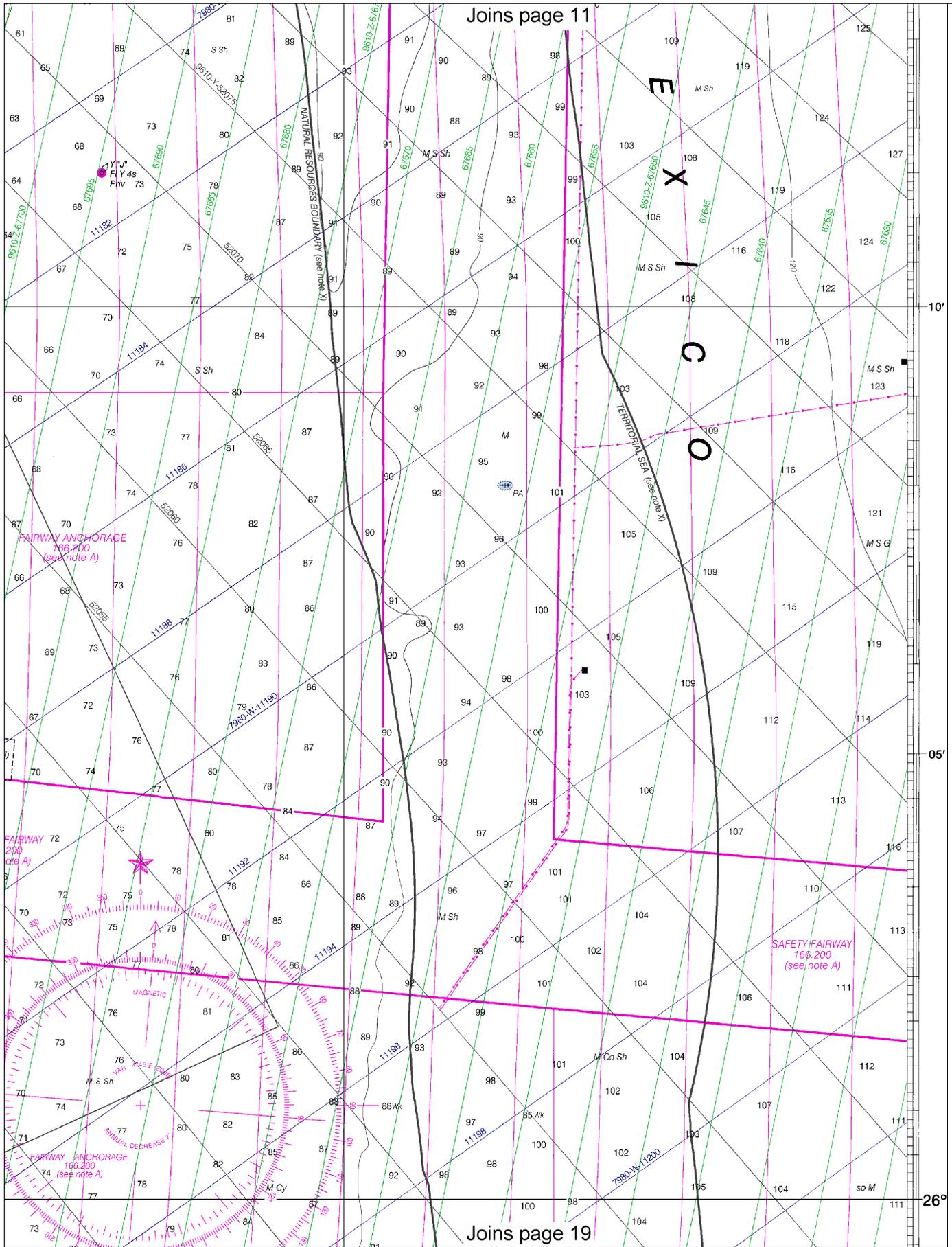
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





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

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

Bottom characteristics:

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

Miscellaneous:

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

(1) 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.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:

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.

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 1.272" northward and 0.921" westward to agree with this chart.

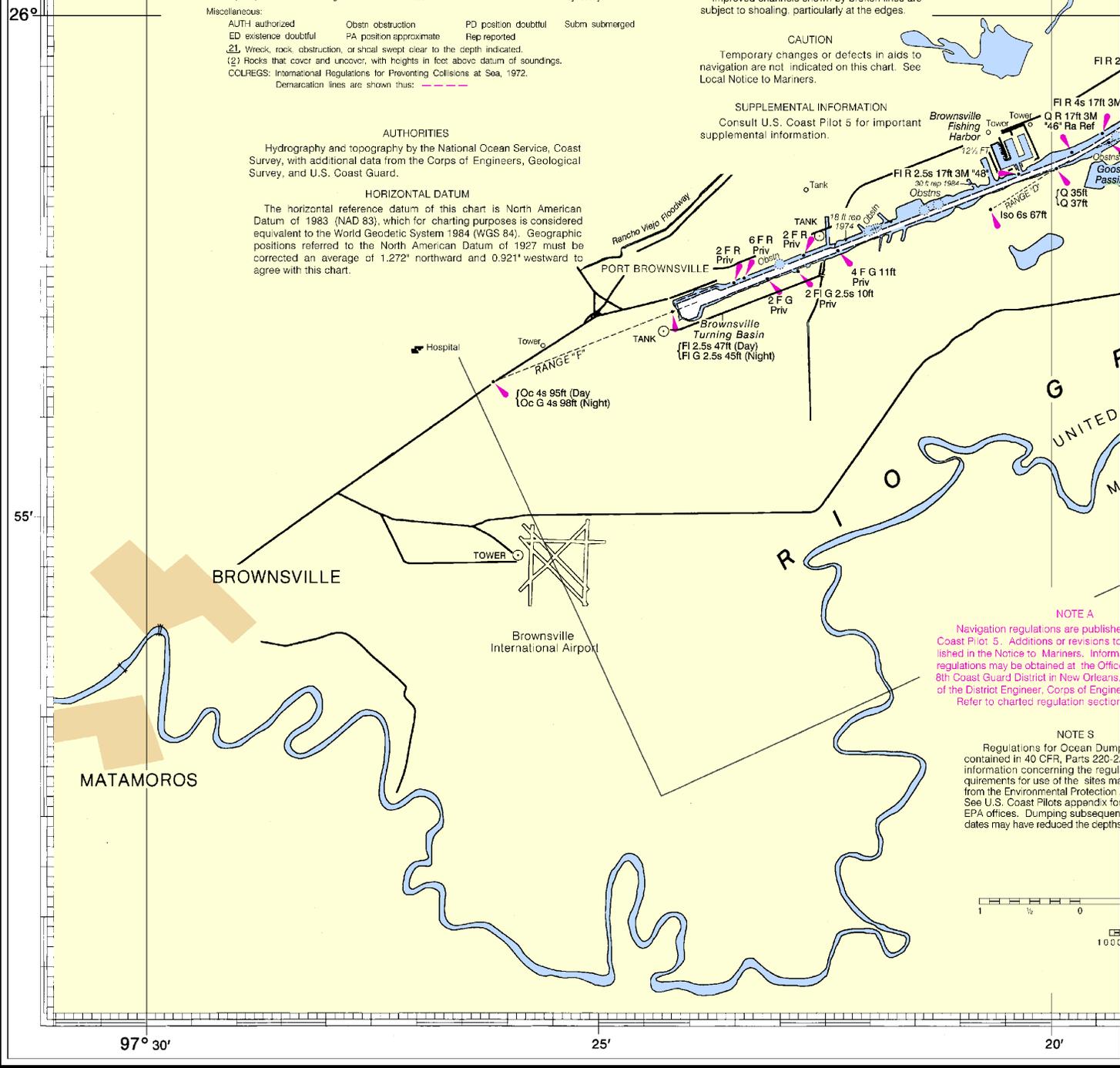
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◌ (Approximate location)

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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

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

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.



NOTE A
Navigation regulations are published in Coast Pilot 5. Additions or revisions to regulations are published in the Notice to Mariners. Information regarding regulations may be obtained at the Office of the District Engineer, Corps of Engineers, New Orleans. Refer to charted regulation section.

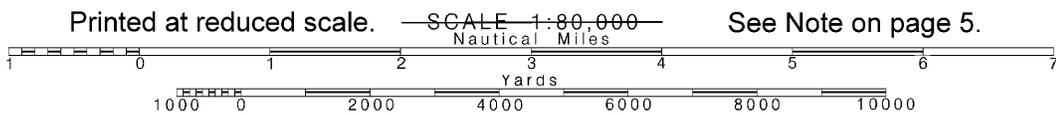
NOTE S
Regulations for Ocean Dumping contained in 40 CFR, Parts 220-229, apply to the sites marked on this chart. For information concerning the requirements for use of the sites marked on this chart, refer to the Environmental Protection Agency's (EPA) regulations. See U.S. Coast Pilots appendix for EPA offices. Dumping subsequent to the date of publication of this chart may have reduced the depths.

25th Ed., May/08 ■ Corrected through NM May 10/08
Corrected through LNM May 6/08
11301
LORAN-C OVERPRINTED

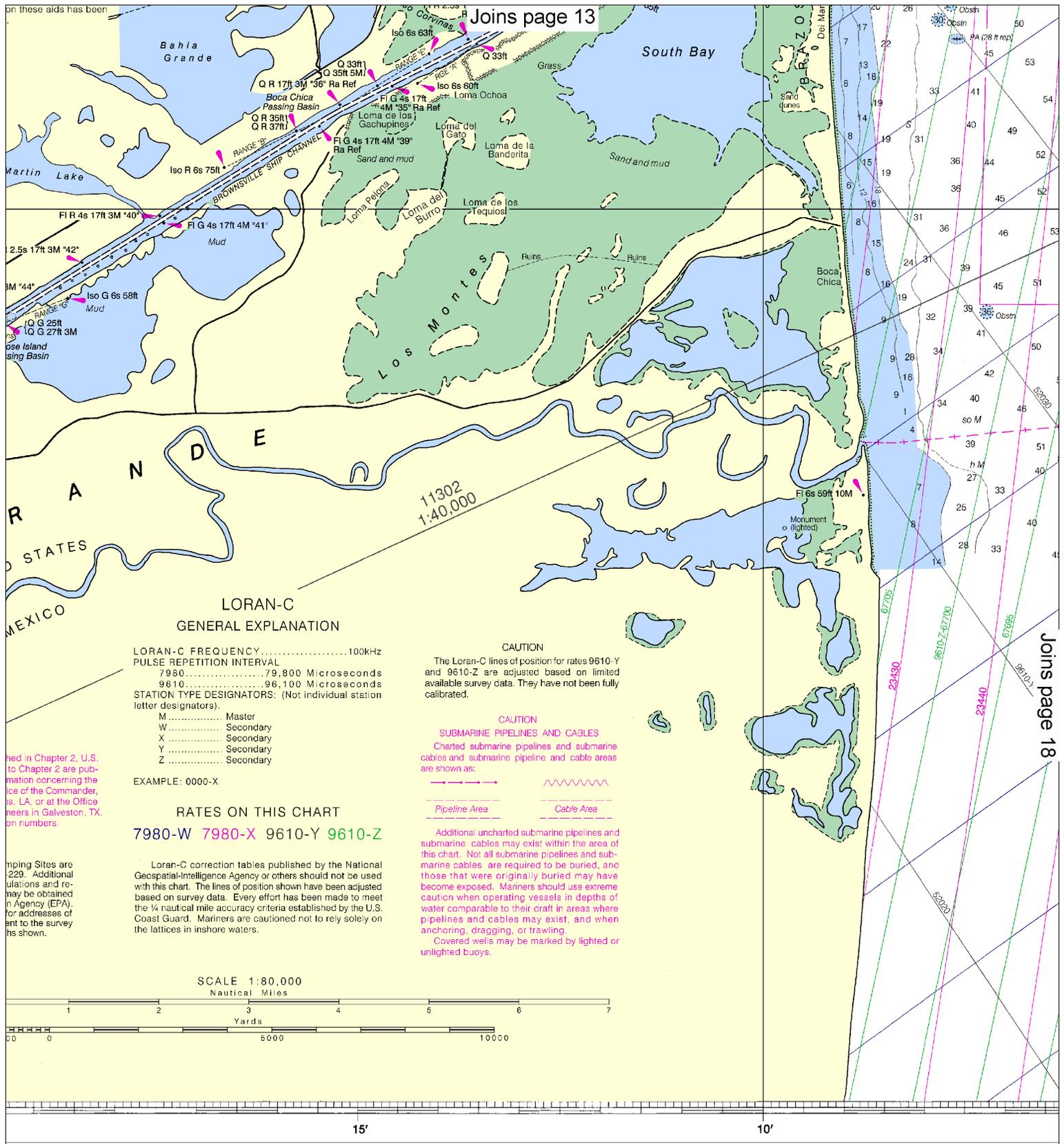
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected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

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Note: Chart grid lines are aligned with true north.



See Note on page 5.



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**LORAN-C
GENERAL EXPLANATION**

LORAN-C FREQUENCY 100kHz
 PULSE REPETITION INTERVAL
 7980 79,800 Microseconds
 9610 96,100 Microseconds
 STATION TYPE DESIGNATORS: (Not individual station letter designators).
 M Master
 W Secondary
 X Secondary
 Y Secondary
 Z Secondary

EXAMPLE: 0000-X

RATES ON THIS CHART

7980-W 7980-X 9610-Y 9610-Z

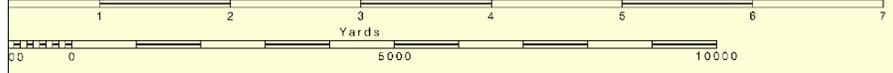
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

CAUTION
 The Loran-C lines of position for rates 9610-Y and 9610-Z are adjusted based on limited available survey data. They have not been fully calibrated.

CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
 Pipeline Area Cable Area

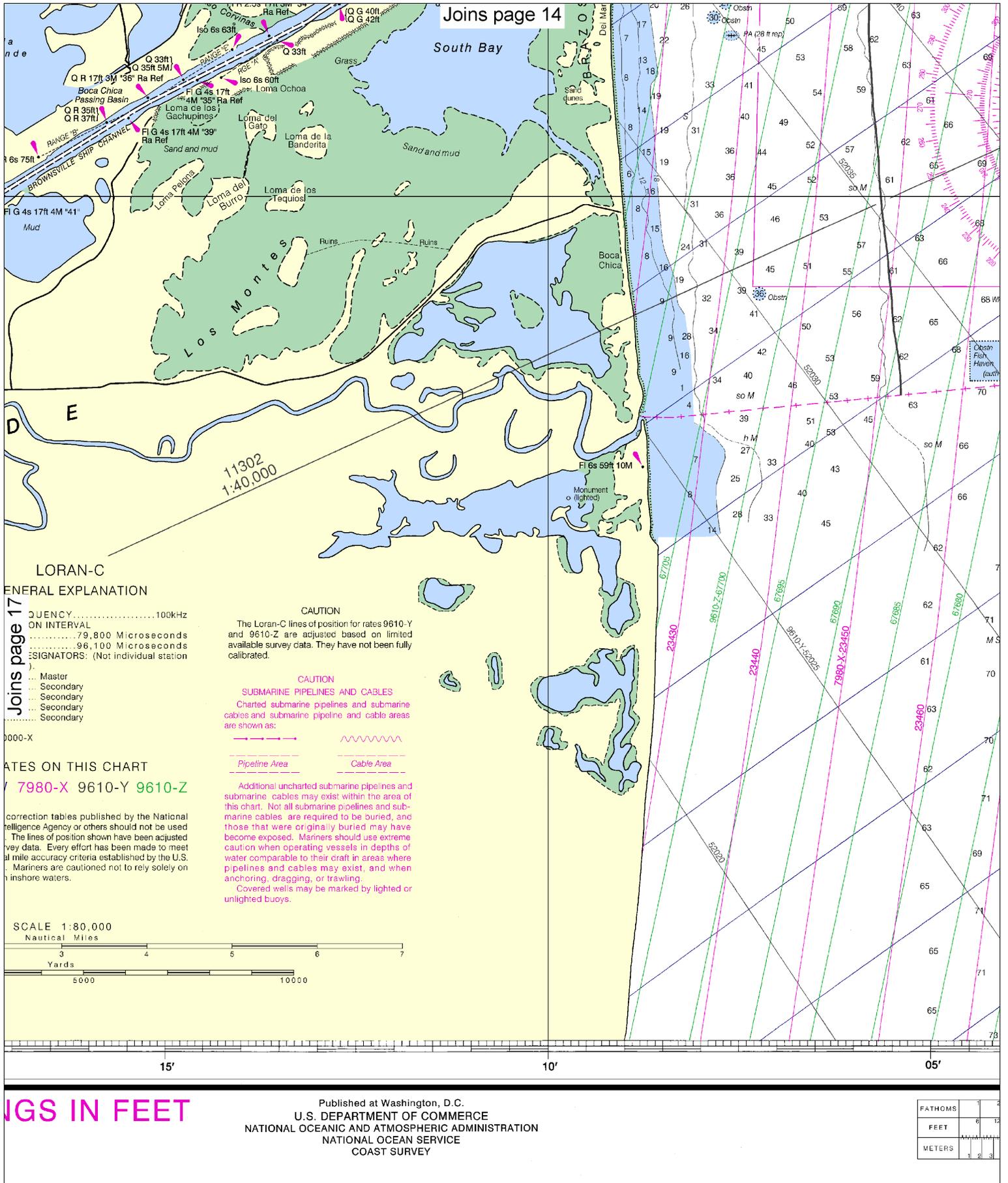
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels 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.

SCALE 1:80,000
 Nautical Miles



SOUNDINGS IN FEET

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



GENERAL EXPLANATION

FREQUENCY 100kHz
 PULSE INTERVAL 79,800 Microseconds
 PULSE WIDTH 96,100 Microseconds
 TRANSMITTERS: (Not individual station)

CAUTION

The Loran-C lines of position for rates 9610-Y and 9610-Z are adjusted based on limited available survey data. They have not been fully calibrated.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

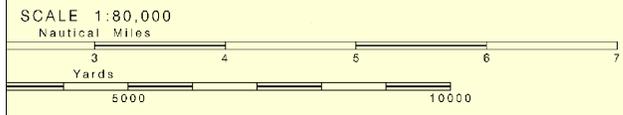
Pipeline Area Cable Area

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.

NOTES ON THIS CHART

7980-X 9610-Y 9610-Z

Correction tables published by the National Intelligence Agency or others should not be used. The lines of position shown have been adjusted to meet the accuracy criteria established by the U.S. Coast Survey. Mariners are cautioned not to rely solely on these lines in shallow waters.



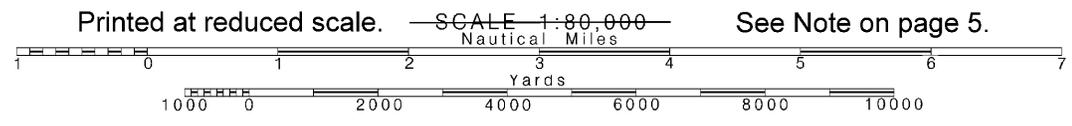
HEIGHTS IN FEET

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 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

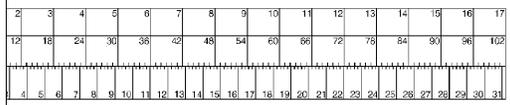
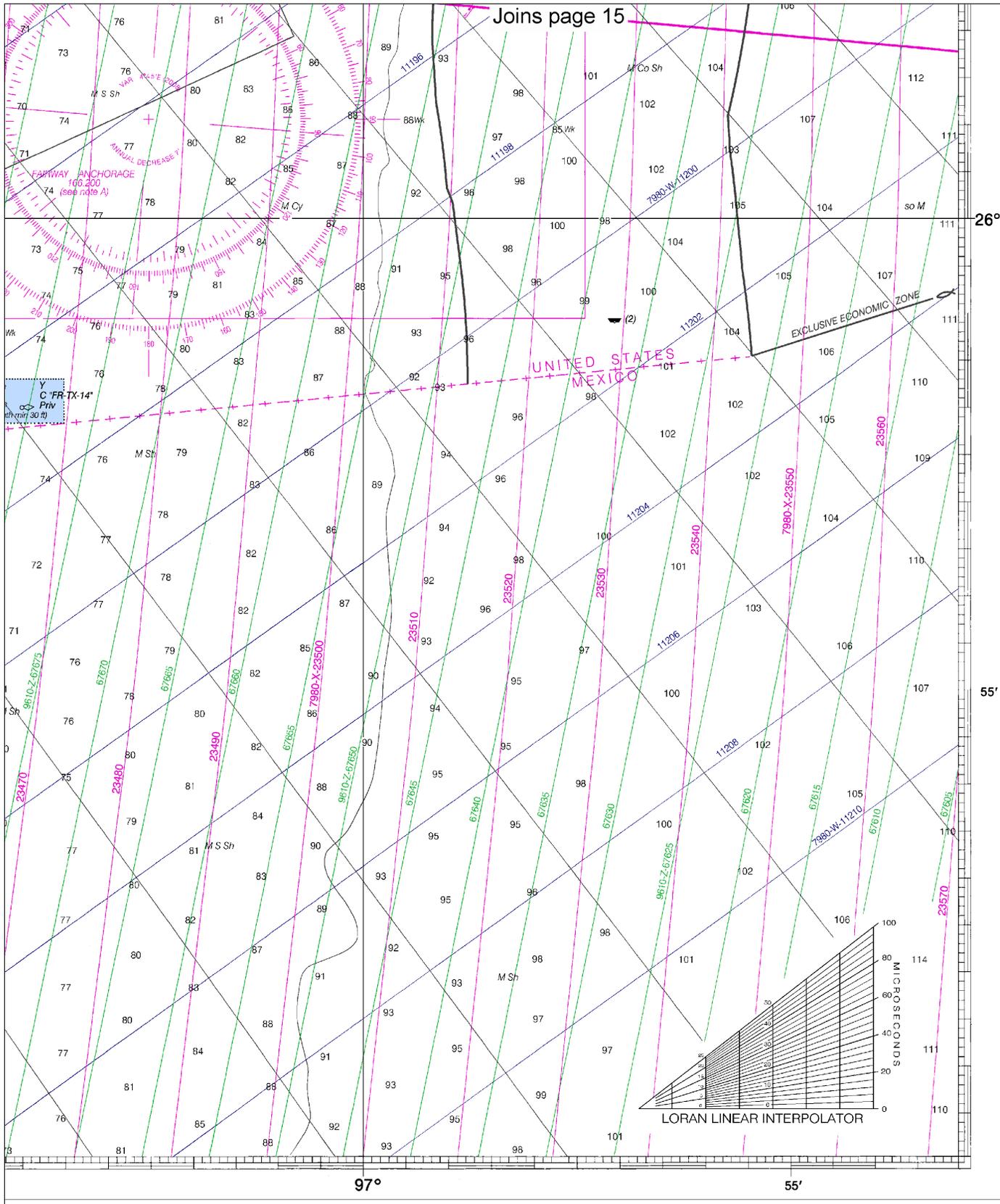
FATHOMS	1	2
FEET	6	12
METERS	1	2

18

Note: Chart grid lines are aligned with true north.



See Note on page 5.



Southern Part of Laguna Madre
SOUNDINGS IN FEET - SCALE 1:80,000

11301
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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
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- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

