

BookletChart™



Intracoastal Waterway – Stover Point to Port Brownsville

NOAA Chart 11302

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

Approximate Page Index					
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10	11	12	13	14	15
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22	23	24	25	26	27

**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.

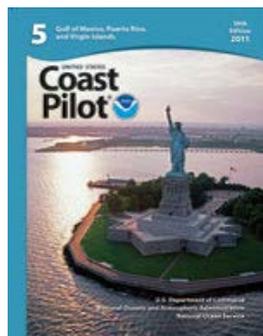
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11302>



[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 distance the coast encloses a chain of shallow lagoons. 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.

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 Anchorages 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.

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 Isabel, about 2.5 miles W from Brazos Santiago Pass, is an important point for the shipping of petroleum products by barge and the receipt of barge shipments of sand and gravel. It has a large shrimp boat fleet, and the town is widely patronized as a resort for sport fishing and recreation.

A narrow dredged channel leads NW from the Intracoastal Waterway close SW of the pontoon bridge and leads around the N side of a small island marked at each end by a daybeacon. The channel connects with **Port Isabel Side Channel**, another dredged channel that extends W from the Intracoastal Waterway about 0.3 mile SW of the pontoon bridge and leads N to connect with side channels used principally by fishing vessels. In April 1999, the controlling depth was 10.0 feet in the channel around the island and in the Port Isabel Side Channel.

The deep-draft Port Isabel Channel departs the Laguna Madre Channel about 2.8 miles above the jetties and leads N for 1.2 miles to the turning basin at Port Isabel. A Federal project provides 42 feet through Laguna Madre Channel and 36 feet through Port Isabel Channel and turning basin.

A causeway crossing the Intracoastal Waterway between Port Isabel and Padre Island has a fixed span with a clearance of 73 feet. The fixed span of the former causeway crossing the S end of Laguna Madre between Long Island and Padre Island has been removed; a 38-foot navigation opening remains.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC New Orleans Commander
8th CG District (504) 589-6225
New Orleans, LA

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

CAUTION
Many uncharted rocks exist in Laguna Madre.

Mercator Projection
Scale 1:40,000 at Lat 26°05'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

BROWNSVILLE FISHING HARBOR
The controlling depth was 16½ feet in the entrance channel, 12½ feet in the east basin, 13½ feet in the middle basin, and 14½ feet in the west basin.
Tower May 2012

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.

NOTES
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION
Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

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.

INTRACOASTAL WATERWAY
Project Depths
12 feet Carrabelle, FL to Brownsville, TX.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.
Distances
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ————
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

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

HORIZONTAL DATUM
The horizontal reference datum of this chart is the 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 1.279" northward and 0.921" westward to agree with this chart.

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

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

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.

CAUTION
Gas and Oil Well Structures
Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

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

CAUTION
WARNINGS 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.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. 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, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may 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.

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).

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."

SAFETY HINTS
1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to the end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

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.

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.

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.

PUBLIC BOATING INSTRUCTION PROGRAMS
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boaters, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:
USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607. 888-367-8777
USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

FACILITIES
Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

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.

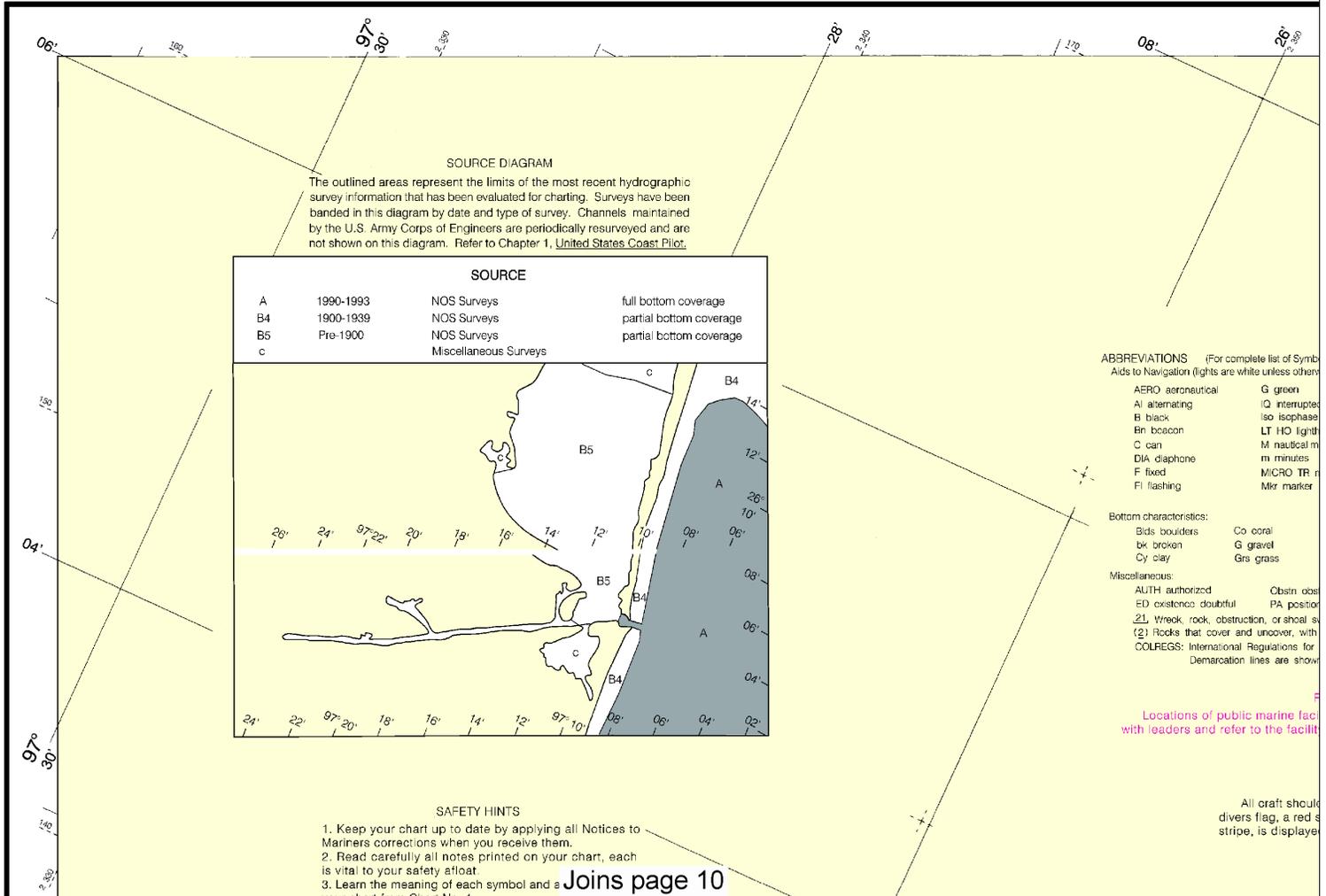
TIDAL INFORMATION				
NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Port Isabel	(26°04'N/097°13'W)	1.4	1.3	0.2
Padre Island (south end)	(26°04'N/097°09'W)	1.5	1.4	0.2

NOTE: In Laguna Madre and adjacent bays the periodic tide has a mean range of less than one-half foot, except near the Gulf inlets. Water stages vary greatly with weather conditions.
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Aug 2011)

DEPTHS	
ALONGSIDE	
APPROACH-FEET (RE)	
CHART SIDE	
NO	SMALL CRAFT FACILITY
22	SOUTHPOINT MARINA BAIT & FUEL DOG
23	SEA RANCH MARINA

THE LOCATIONS OF THE ABOVE
THE TABULATED 'APPROACH-FEET (RE)
THE TABULATED 'PUMP-OUT

11302



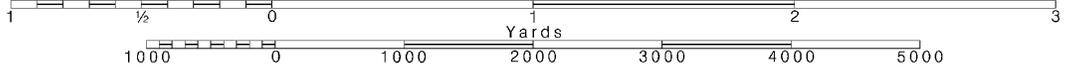
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



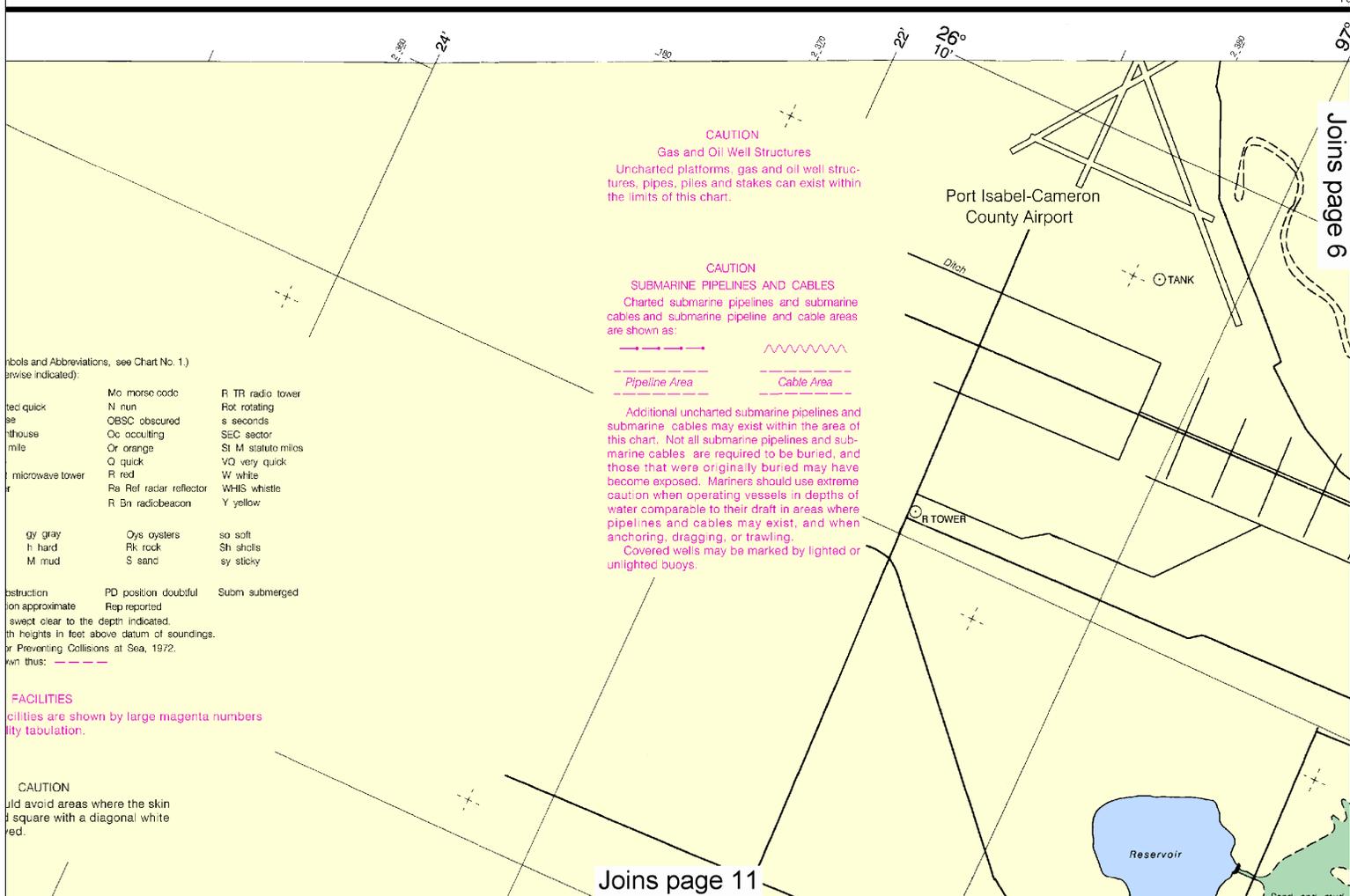
MARINE WEATHER FORECASTS
 NATIONAL WEATHER SERVICE
 CITY TELEPHONE NUMBER
 Brownsville, TX *(956) 504-1432
 *Recording (24 hours daily)

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 WVG-34 162.550 MHz

SERVICES										SUPPLIES											
BOAT RENTAL	CANOE-ROW	CHARTER-HOUSE-KAYAK	FOOD-LOGGING-CAMPING	TOILET-SHOWERS-LAUNDRY	PUMP-OUT STATION	WINTER STORAGE	WET-DRY	WET-DRY	WET-DRY	WET-DRY	WET-DRY	WET-DRY	WET-DRY	WET-DRY	WET-DRY	WET-DRY	WET-DRY	WET-DRY	WET-DRY	WET-DRY	
B	20	7	BME	S	HMR		50														
B	6	4	BME	S	MR																

ALL PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS. REPORTED) IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY. UT STATION) IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.



Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY TELEPHONE NUMBER
Brownsville, TX *(956) 504-1432
*Recording (24 hours daily)

OFFICE HOURS
8:00 AM-4:30 PM (Mon.-Fri.)

BROADCASTS OF M
CITY

Port Isabel, TX

Port Aransas, TX
Corpus Christi, TX
Port Isabel, TX
Port Isabel, TX
Robstown, TX

Distress calls for sm
channel 16 (156.80 M

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Brownsville, TX WWG-34 162.550 MHz

BT	DG
	DG

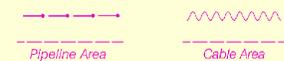
ACILITY.

Formerly 896-SC, 1st Ed., 1970 KAPP 122

Joins page 5

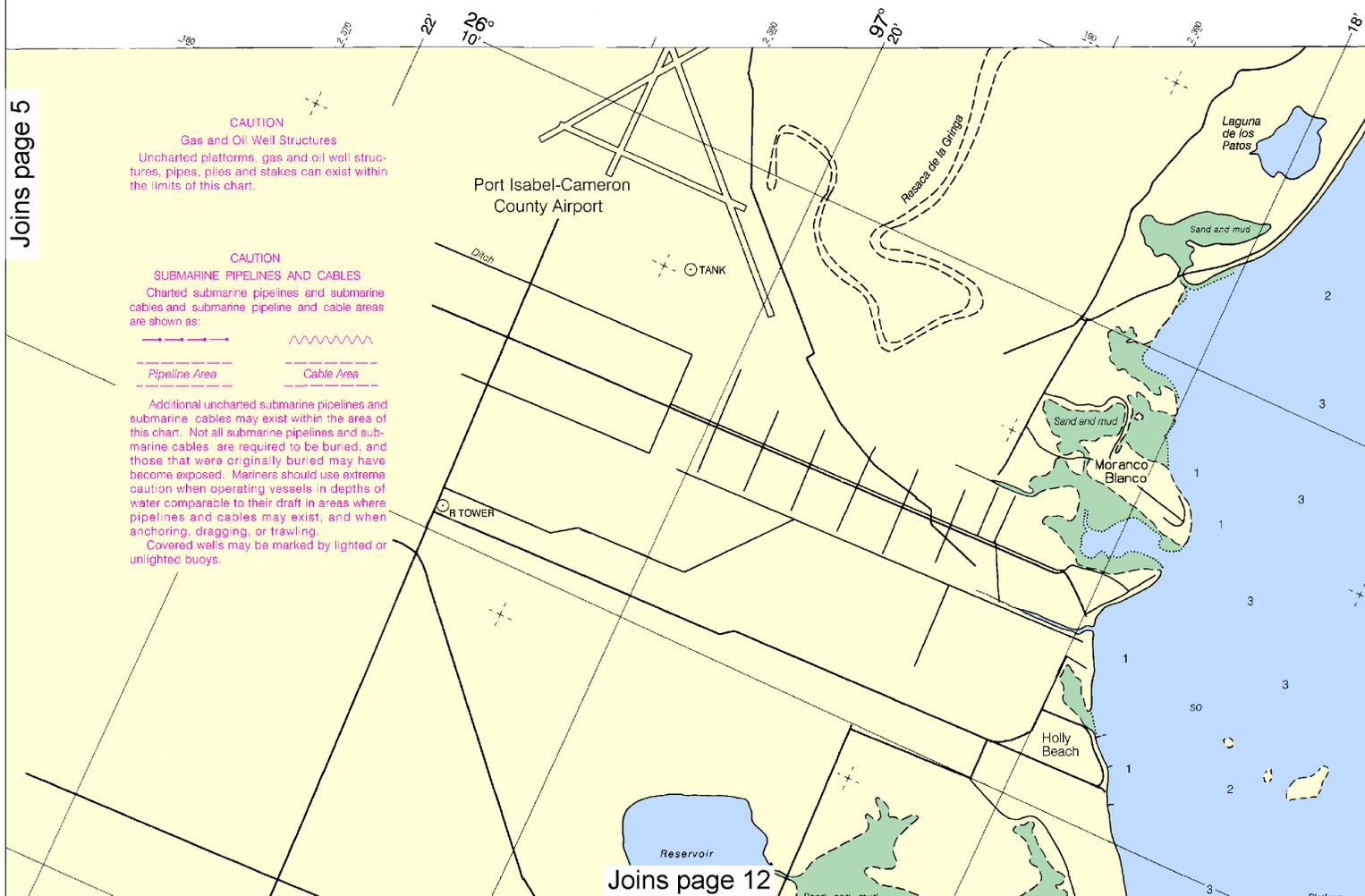
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Gas and Oil Well Structures
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SUBMARINE PIPELINES AND CABLES
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Covered walls may be marked by lighted or unlighted buoys.



Joins page 12

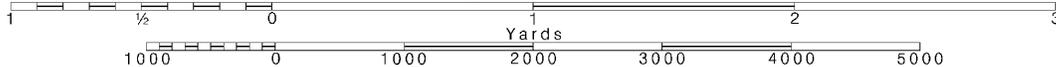


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

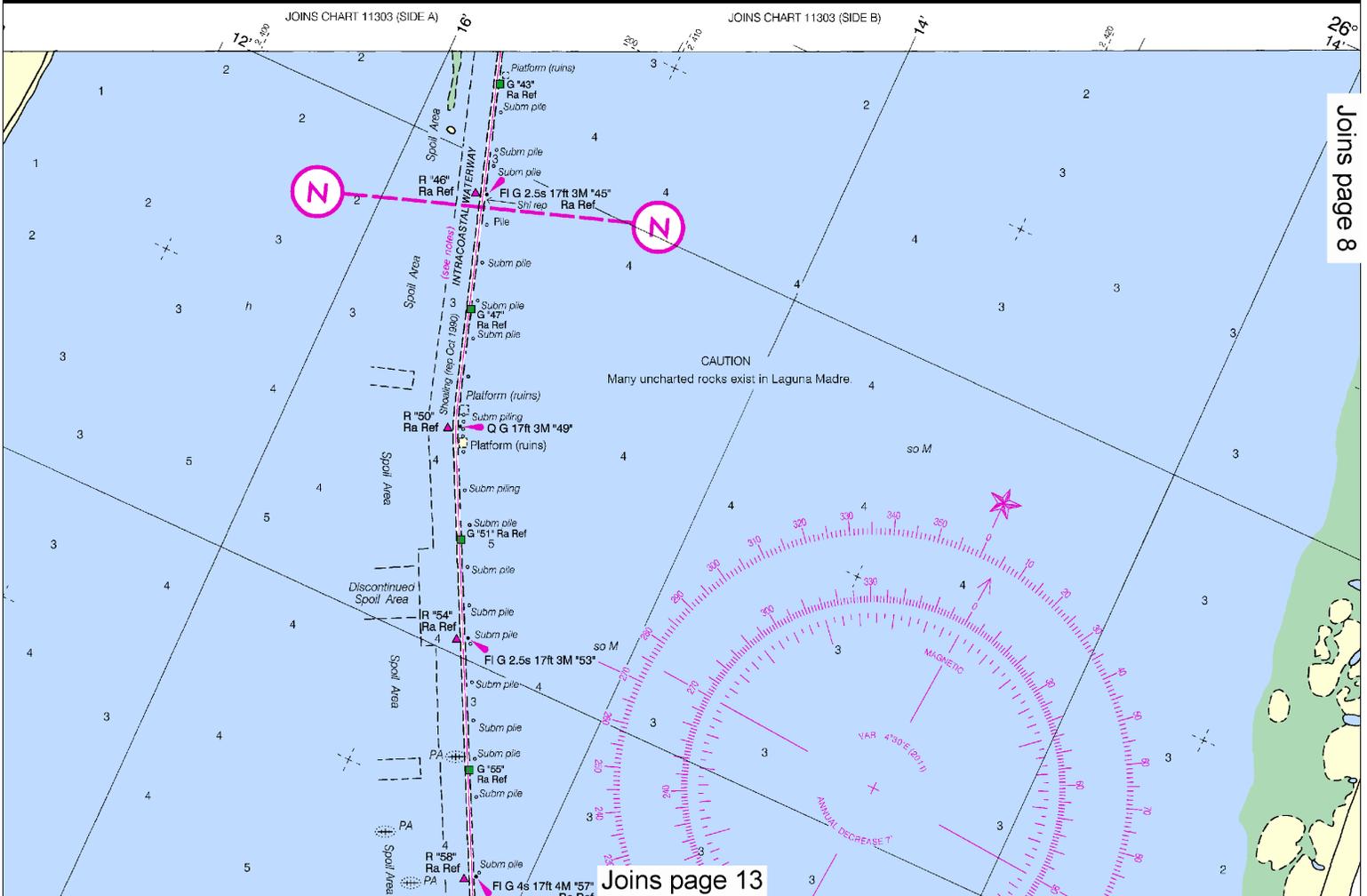
See Note on page 5.



MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

STATION	FREQUENCY	BROADCAST TIMES-CST	SPECIAL WARNING	
NCH	2670 kHz	4:40, 6:40 & 10:40 AM	4:40 PM	On receipt
	157.1 MHz	5:00, 11:00 AM & 5:00 PM		On receipt
NOY-3	2670 kHz	4:40, 6:40 & 10:40 AM	4:40 PM	On receipt
NOY-8	2670 kHz	4:40, 6:40 & 10:40 AM	4:40 PM	
	2670 kHz	4:40, 6:40 & 10:40 AM	4:40 PM	
	157.1 MHz	5:00, 11:00 AM & 5:00 PM		
	157.1 MHz	5:00, 11:00 AM & 5:00 PM		

Small craft are made on 2182 kHz or 157.1 MHz VHF.



Joins page 8

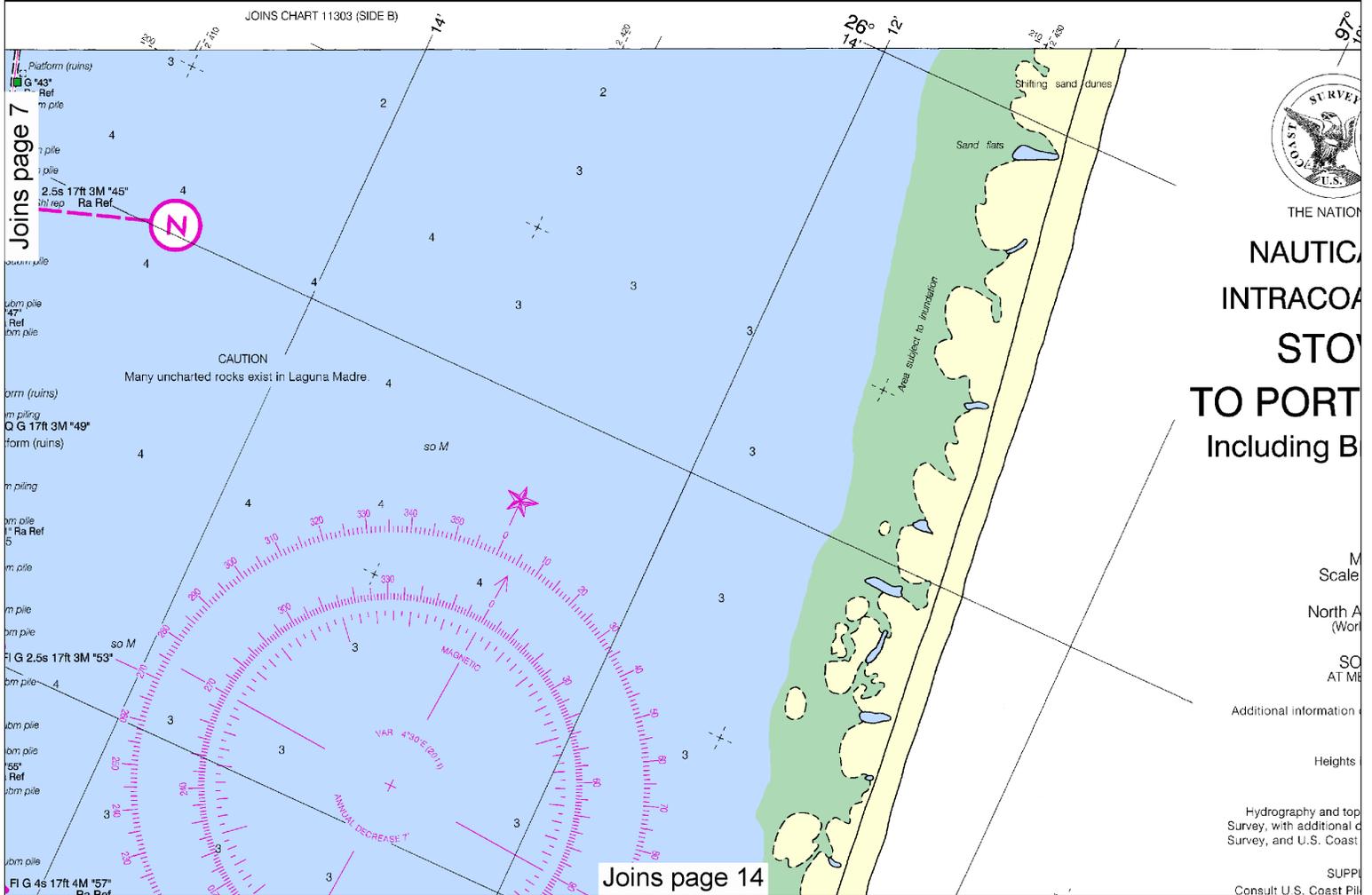
Joins page 13

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0213 1/8/2013, NGA Weekly Notice to Mariners: 0313 1/19/2013, Canadian Coast Guard Notice to Mariners: n/a.



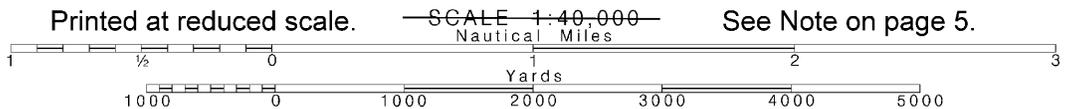
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Note: Chart grid lines are aligned with true north.





NAUTICAL CHART 11302 INTRACOASTAL WATERWAY

TEXAS STOVER POINT TO PORT BROWNSVILLE INCLUDING BRAZOS SANTIAGO PASS



11302

11302



THE NATION'S CHARTMAKER SINCE 1807

NAUTICAL CHART 11302
INTRACOASTAL WATERWAY
STOVER POINT
TO PORT BROWNSVILLE
Brazos Santiago Pass
TEXAS

Mercator Projection
Scale 1:40,000 at Lat 26°05'

American Datum of 1983
(World Geodetic System 1984)

FOUNDINGS IN FEET
MEAN LOWER LOW WATER

Information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
in feet above Mean High Water.

AUTHORITIES
Topography by the National Ocean Service, Coast
and Geodetic Survey; Hydrographic data from the Corps of Engineers, Geological
Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
Refer to Pilot 5 for important supplemental information.

Chart 11302 33rd Ed., Sep. /11
Corrected through NM Sep. 24/11, LNM Sep. 20/11
Published at Washington, D.C.

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



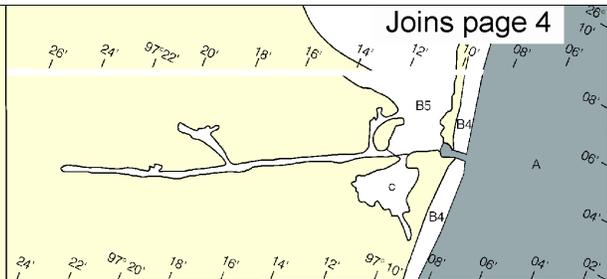
NSN 7642014010202
NGA REFERENCE NO. 11BHA11302



ED. NO. 33

Joins page 15

PUBLIC BOATING INSTRUCTION PROGRAMS
U.S. Coast Guard Auxiliary



Bottom characteristics:
 Bld: boulders Co coral
 bk broken G gravel
 Cy clay Gra grass

Miscellaneous:
 AUTH authorized Obstin obst
 ED existence doubtful PA position
 Wreck, rock, obstruction, or shoal s
 (2) Rocks that cover and uncover, with
 COLREGS: International Regulations for
 Demarcation lines are show

Locations of public marine facilities with leaders and refer to the facility

All craft should display a red and white striped diver's flag, a red and white striped, is displayed

HURRICANES

Hurricanes, tropical storms, and typhoons cause considerable damage to navigation and moored vessels in unknown locations. Charted soundings, which reflect actual conditions for navigation may have been moved from the extinguished or otherwise not rely upon the position. Wrecks and submerged obstructions from charted locations. Pilots or moved. Mariners are urged to request to report aids to navigation to the unit.

INTRACOASTAL

The Waterway is 12 feet Carrabelle. The controlling authority is in the U.S. Coast Guard. Tables for conversion are in the International Nautical Pilot 5.

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to the end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

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."

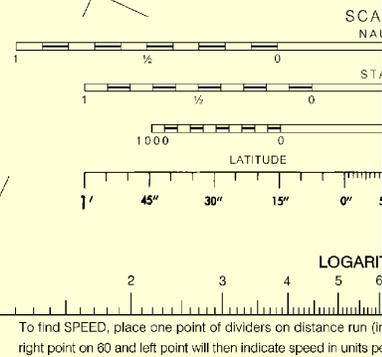
POLLUTION REPORTS

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

WARNINGS 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.



ACKNOWLEDGMENT

The National Oceanic and Atmospheric Administration acknowledges the exceptional cooperation of the Lower River Squadron, District Squads, in providing information for revision.

Joins page 16

SIDE A

10

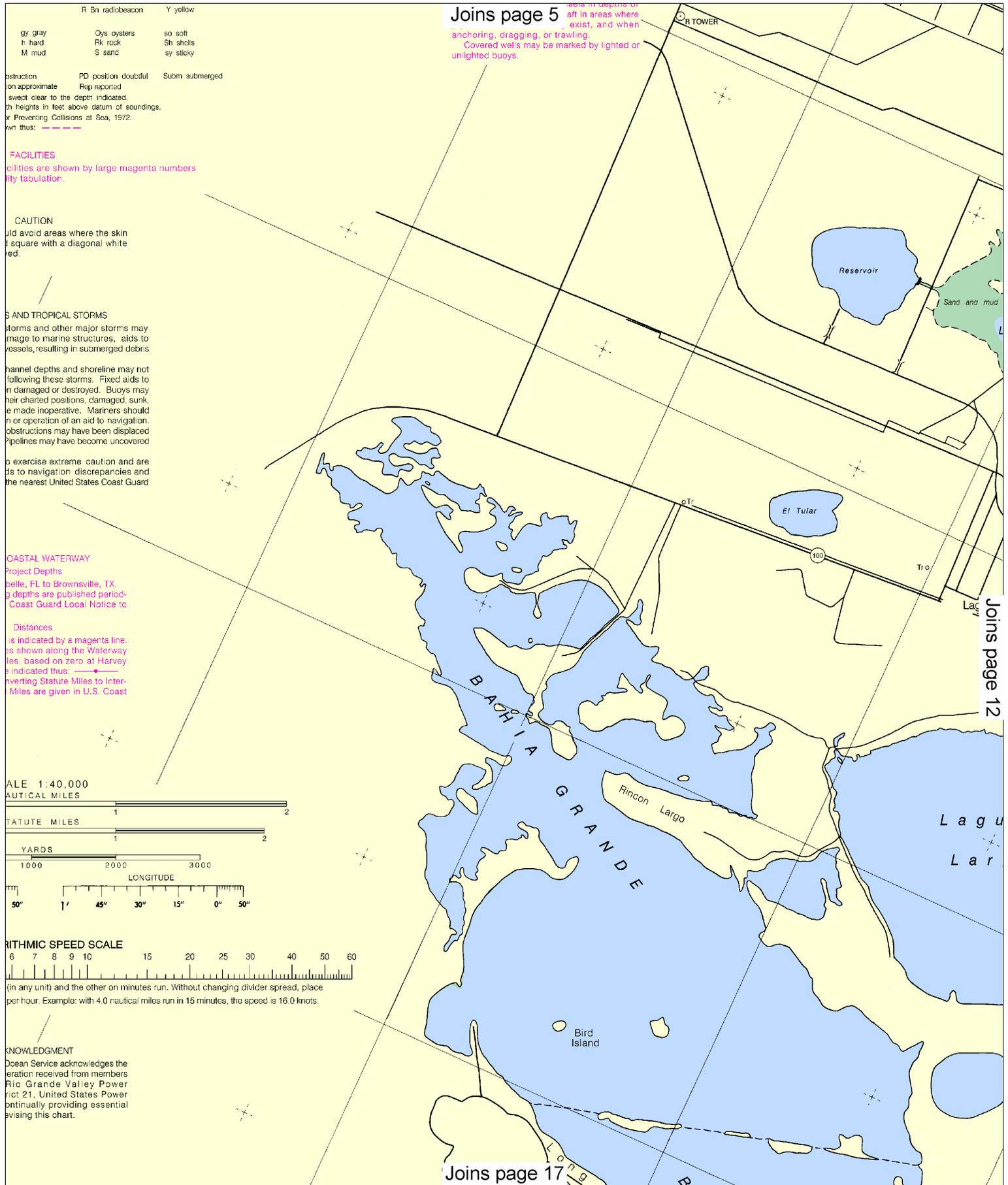
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 5

exists in depths of 10 fathoms or more, and when anchoring, dragging, or trawling. Covered walls may be marked by lighted or unlighted buoys.

R Bn radiobeacon Y yellow
 gy gray Oys oysters so soft
 h hard Rk rock Sh shells
 M mud S sanc sy sticky
 obstruction PD position doubtful Subm submerged
 on approximate Rep reported
 swept clear to the depth indicated.
 h heights in feet above datum of soundings.
 or Preventing Collisions at Sea, 1972.
 own thus: ————

FACILITIES
 cities are shown by large magenta numbers
 city tabulation.

CAUTION
 avoid areas where the skin
 square with a diagonal white
 red.

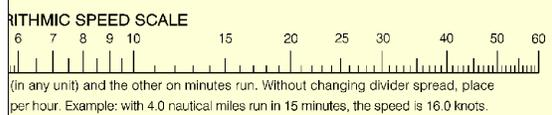
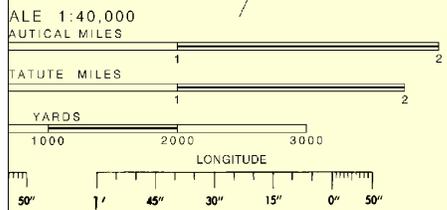
SAND TROPICAL STORMS
 storms and other major storms may
 damage to marine structures, aids to
 vessels, resulting in submerged debris

channel depths and shoreline may not
 following these storms. Fixed aids to
 navigation may be damaged or destroyed. Buoys may
 not be in their charted positions, damaged, sunk,
 or made inoperative. Mariners should
 exercise caution in or operation of an aid to navigation.
 obstructions may have been displaced
 pipelines may have become uncovered

to exercise extreme caution and are
 subject to navigation discrepancies and
 the nearest United States Coast Guard

COASTAL WATERWAY
 Project Depths
 from Belle, FL to Brownsville, TX.
 Project depths are published periodically.
 Coast Guard Local Notice to

Distances
 is indicated by a magenta line.
 Distances shown along the Waterway
 are based on zero at Harvey
 are indicated thus: ————
 Inverting Statute Miles to Inter-
 Miles are given in U.S. Coast



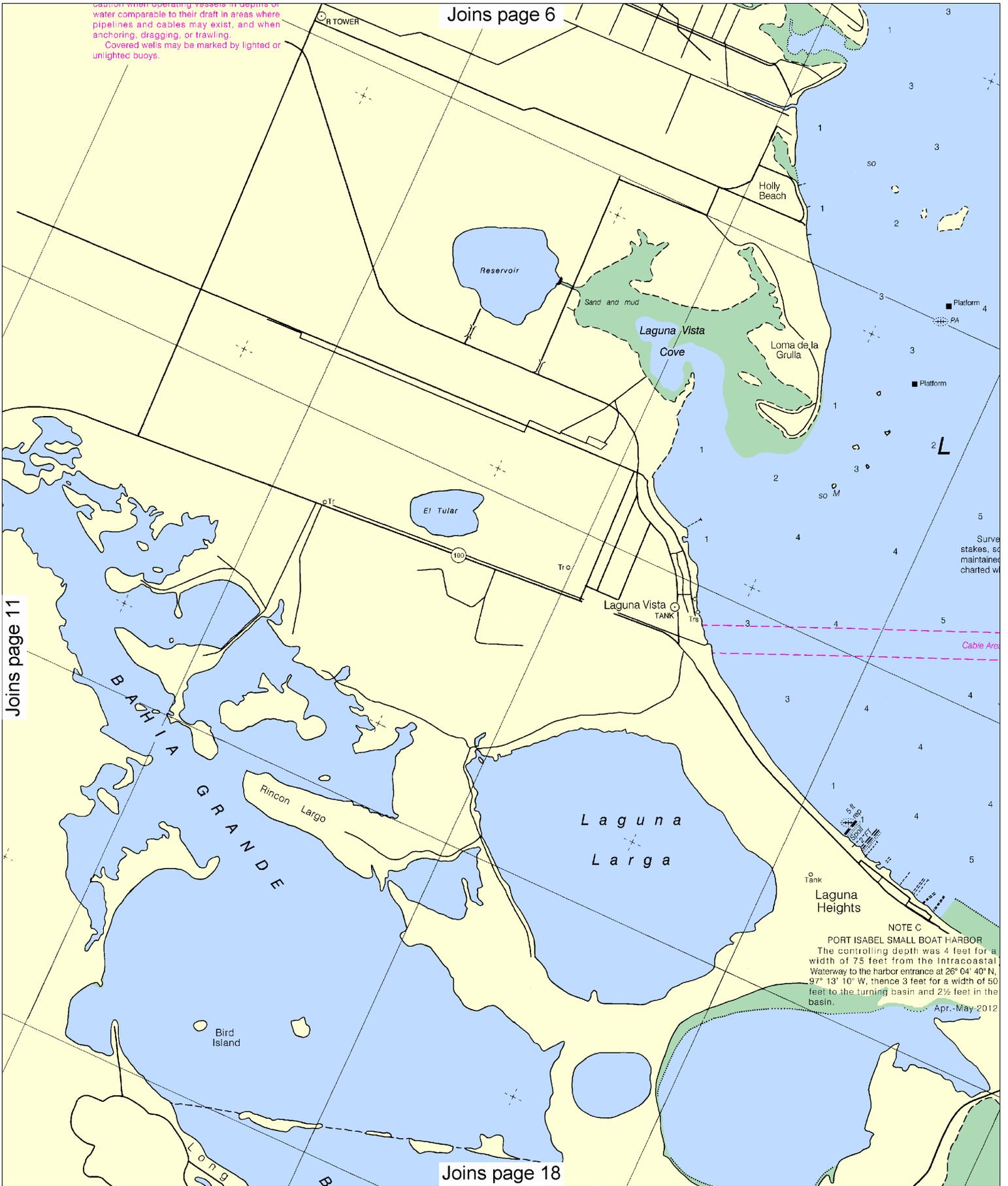
KNOWLEDGMENT
 Ocean Service acknowledges the
 cooperation received from members
 Rio Grande Valley Power
 District 21, United States Power
 continually providing essential
 services in revising this chart.

Joins page 12

Joins page 17

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 walls may be marked by lighted or unlighted buoys.

Joins page 6



Joins page 11

Joins page 18

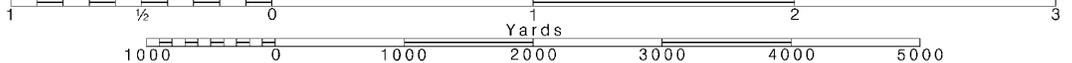
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

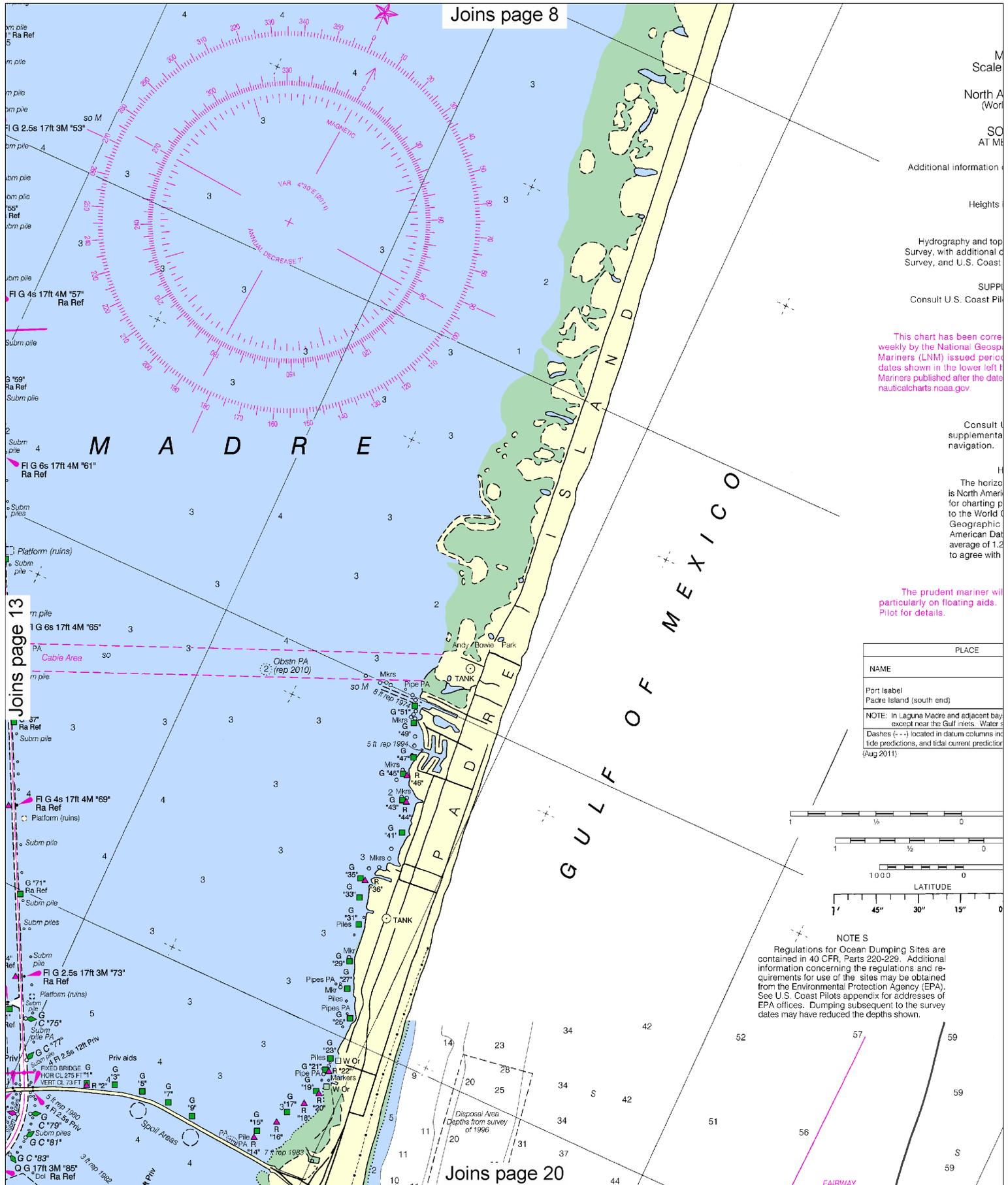
SCALE 1:40,000
Nautical Miles

See Note on page 5.



NOTE C
PORT ISABEL SMALL BOAT HARBOR
The controlling depth was 4 feet for a width of 75 feet from the Intracoastal Waterway to the harbor entrance at 26° 04' 40" N, 97° 13' 10" W, thence 3 feet for a width of 50 feet to the turning basin and 2½ feet in the basin.
Apr.-May 2012

Joins page 8



Joins page 13

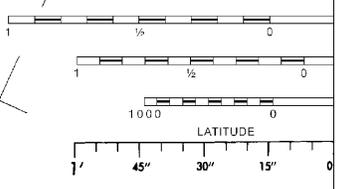
Joins page 20

M
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Additional information
Heights
Hydrography and top
Survey, with additional d
Survey, and U.S. Coast
SUPPI
Consult U.S. Coast Pil
Consult U
supplementa
navigation.
H
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is North Ameri
for charting p
to the World G
Geographic
American Dat
average of 1.2
to agree with

This chart has been corre
weekly by the National Geosp
Mariners (LNM) issued per
dates shown in the lower left
Mariners published after the date
nauticalcharts.noaa.gov

The prudent mariner will
particularly on floating aids.
Pilot for details.

NAME	PLACE
Port Isabel	
Padre Island (south end)	
NOTE: In Laguna Madre and adjacent bay except near the Gulf inlets. Water s Dashes (- -) located in datum columns ind tide predictions, and tidal current prediction (Aug 2011)	



NOTES
Regulations for Ocean Dumping Sites are
contained in 40 CFR, Parts 220-229. Additional
information concerning the regulations and re
quirements for use of the sites may be obtain
ed from the Environmental Protection Agency (EPA).
See U.S. Coast Pilots appendix for addresses of
EPA offices. Dumping subsequent to the survey
dates may have reduced the depths shown.

14

Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Mercator Projection
Scale 1:40,000 at Lat 26°05'

American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
MEAN LOWER LOW WATER

Information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
in feet above Mean High Water.

AUTHORITIES
Topography by the National Ocean Service, Coast
and Geodetic Survey; data from the Corps of Engineers, Geological
Service and Coast Guard.

ADDITIONAL INFORMATION
Pilot 5 for important supplemental information.

CAUTION
Corrected from the Notice to Mariners (NM) published
periodically by each U.S. Coast Guard district to the
lower left hand corner. Chart updates corrected from Notice
to Mariners shown in the lower left hand corner are available at

AIDS TO NAVIGATION
See U.S. Coast Guard Light List for
additional information concerning aids to

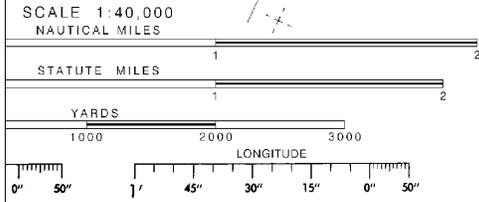
HORIZONTAL DATUM
The horizontal reference datum of this chart
is the American Datum of 1983 (NAD 83), which
for all purposes is considered equivalent
to the World Geodetic System 1984 (WGS 84).
Geographic positions referred to the North
American Datum of 1927 must be corrected an
0.279" northward and 0.921" westward
in this chart.

WARNING
Do not rely solely on any single aid to navigation.
See U.S. Coast Guard Light List and U.S. Coast

TIDAL INFORMATION

(LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
(26°04'N/097°13'W)	feet 1.4	feet 1.3	feet 0.2
(26°04'N/097°09'W)	feet 1.5	feet 1.4	feet 0.2

States the periodic tide has a mean range of less than one-half foot.
or stages vary greatly with weather conditions.
Indicate unavailable datum values for a tide station. Real-time water levels,
if available, are available on the Internet from <http://tidesandcurrents.noaa.gov>.



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.

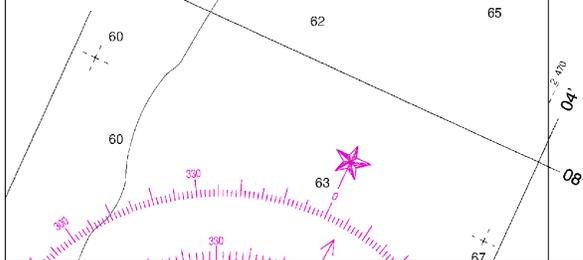


Chart 11302 33rd Ed., Sep. /11
Corrected through NM Sep. 24/11, LNM Sep. 20/11
Published at Washington, D.C.

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



NSN 7642014010202
NGA REFERENCE NO. 11BHA11302



ED. NO. 33

PUBLIC BOATING INSTRUCTION PROGRAMS

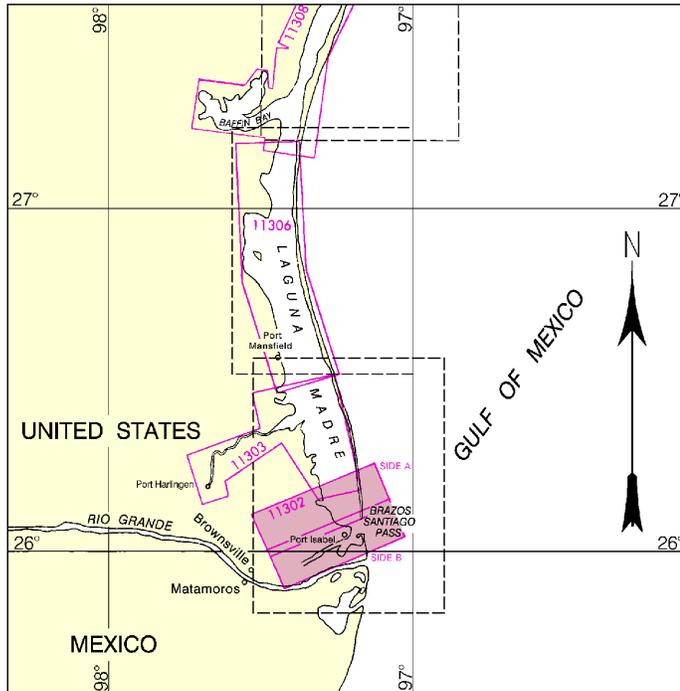
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

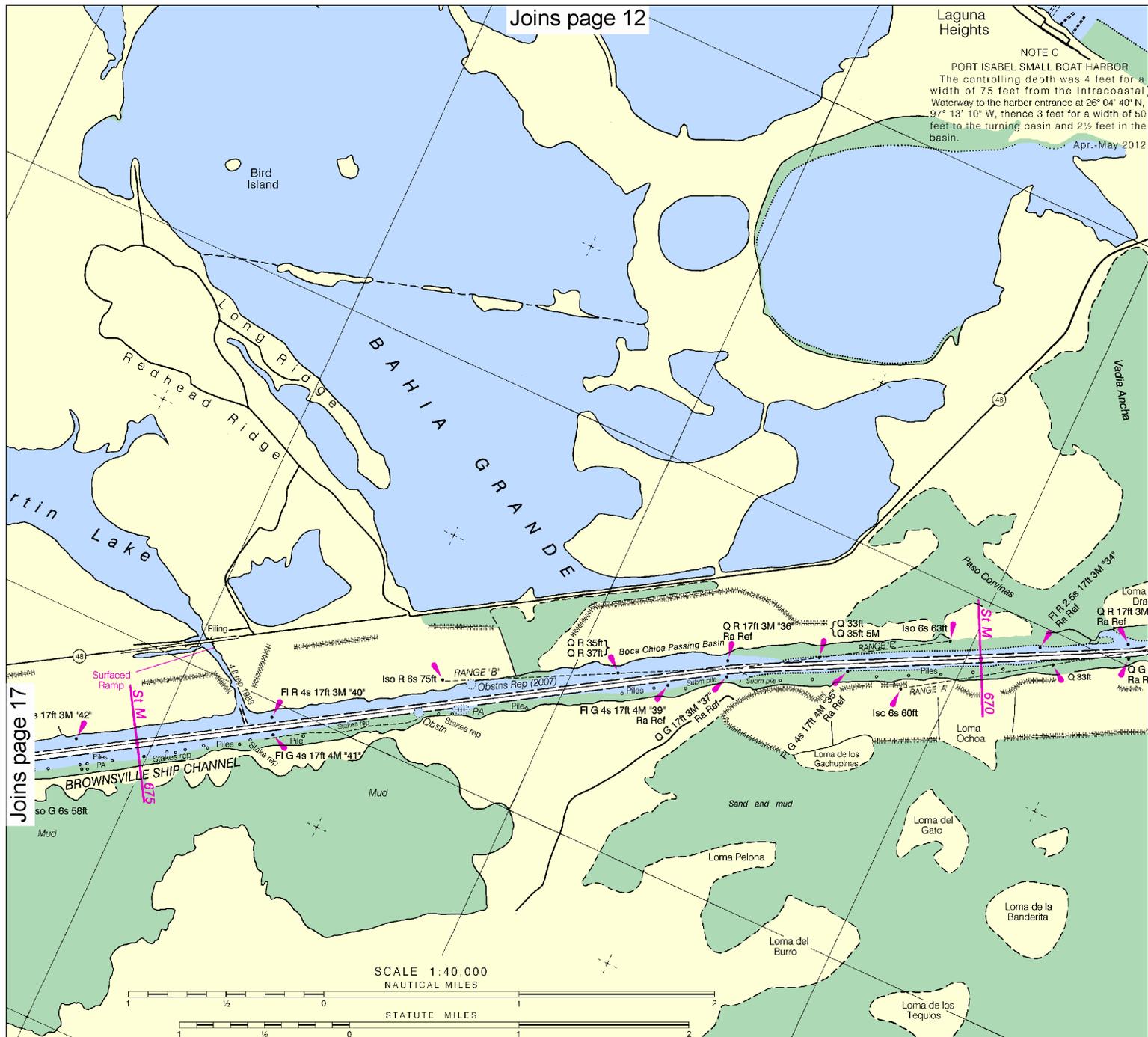
USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

SIDE A

NAUTICAL CHART DIAGRAM

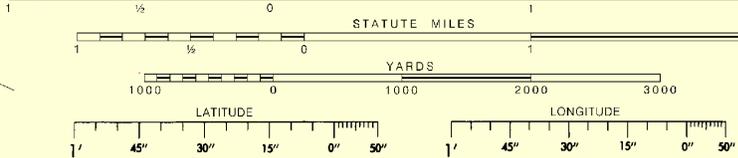


NOTE C
PORT ISABEL SMALL BOAT HARBOR
 The controlling depth was 4 feet for a width of 75 feet from the Intracoastal Waterway to the harbor entrance at 26° 04' 40" N, 97° 13' 10" W, thence 3 feet for a width of 50 feet to the turning basin and 2½ feet in the basin.
 Apr.-May 2012



Joins page 17

SCALE 1:40,000
NAUTICAL MILES



BROWNSVILLE AND PORT ISABEL HARBORS CHANNEL DEPTHS
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (MILLIFEET)
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	39.9	3-12	300-400	1.9	42
LAGUNA MADRE CHANNEL	37.1	36.9	39.9	37.1	3-12	250	2.9	42
BROWNSVILLE SHIP CHANNEL:								
JUNCTION BASIN TO BOCA CHICA PASSING BASIN	35.0	39.7	42.1	39.9	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	40.6	43.4	43.0	42.6				
BROWNSVILLE TURNING BASIN EXT.	42.1	43.6	43.1	43.2				

Joins page 24

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.

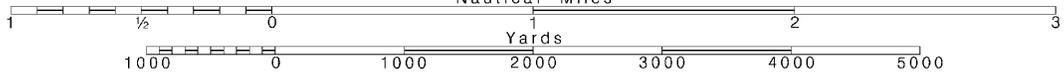
INTRACOASTAL WATERWAY AIDS
 The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
 Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
 When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

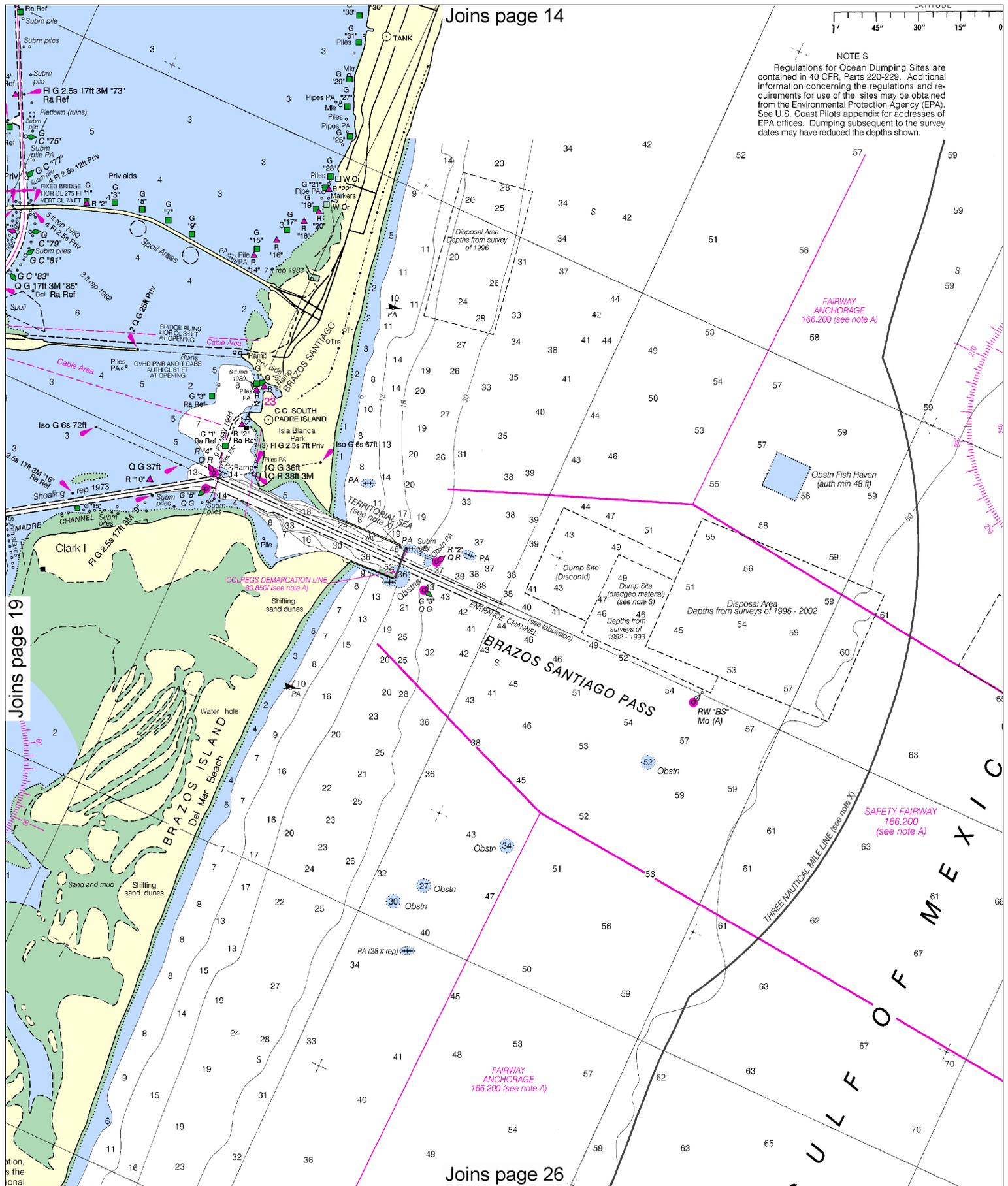
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

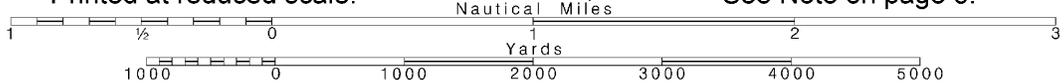
See Note on page 5.

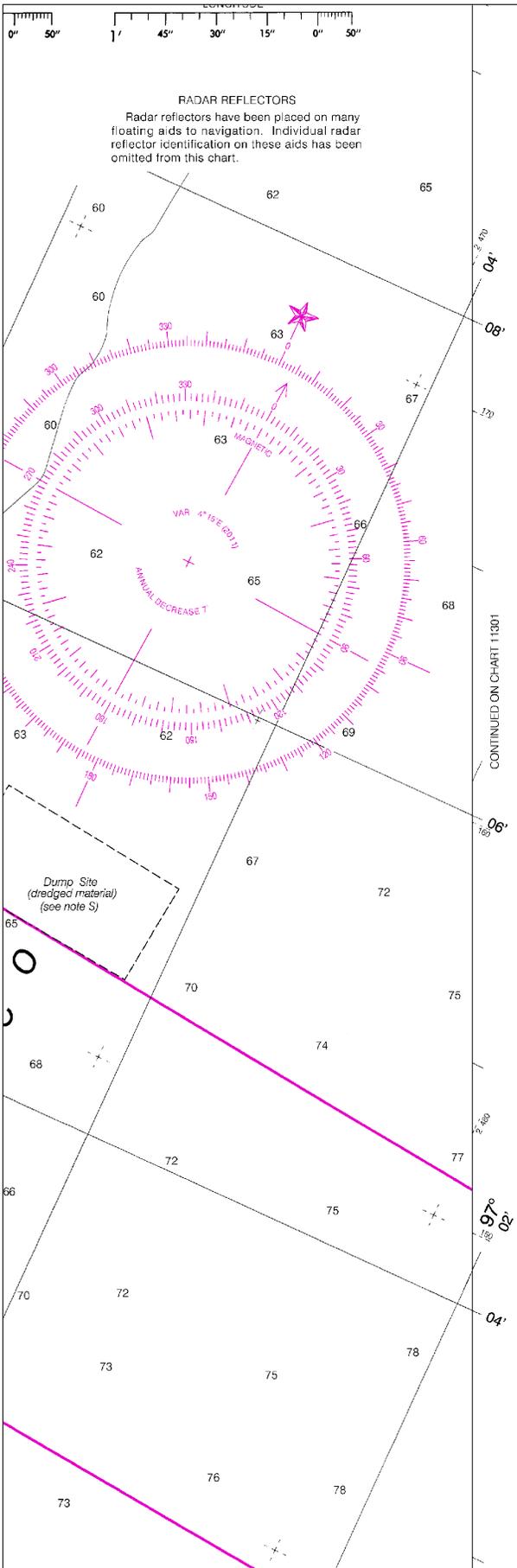




20

Note: Chart grid lines are aligned with true north.





Brownsville International Airport

Boca Chica Road

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/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

11302 33rd Ed., Sep. 11; Corrected through NM Sep. 24/11, LNM Sep. 20/11

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 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

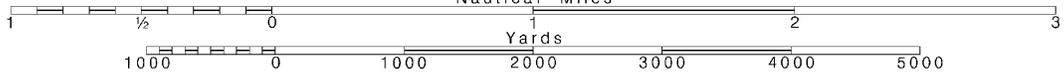
22

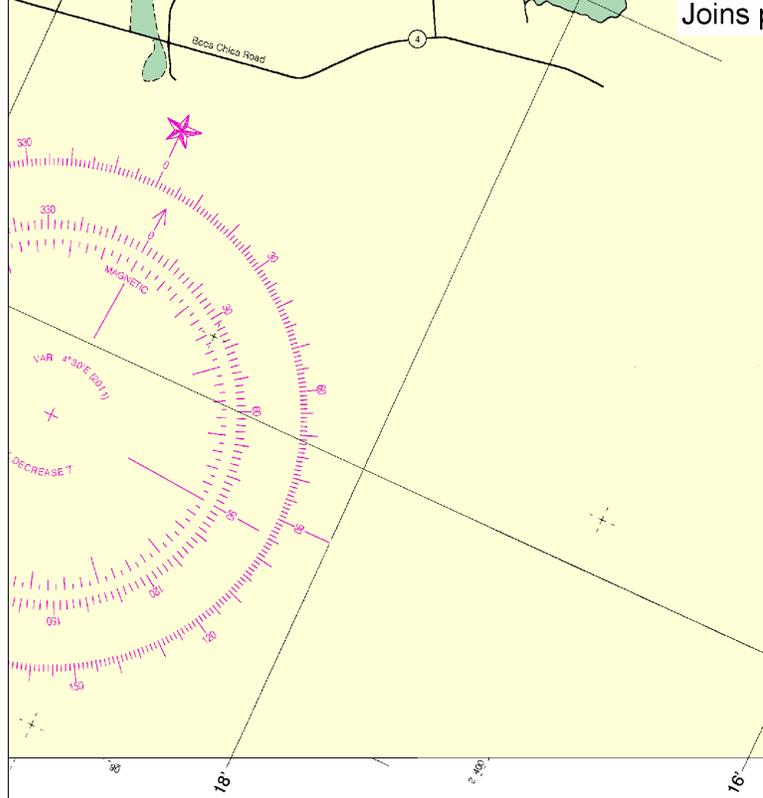
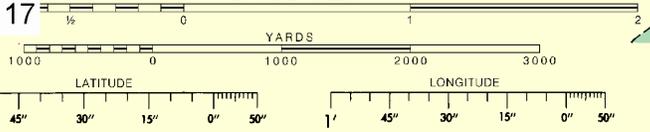
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





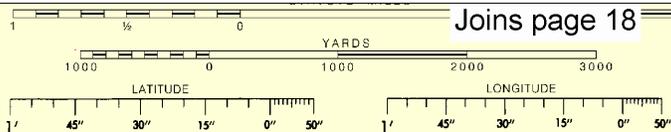
BROWNSVILLE AND PORT ISABEL HARBORS CHANNEL DEPTHS
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
BRAZOS SAN TIAGO PASS:								
ENTRANCE CHANNEL	46.5	45.8	42.9	41.2	3-12	900	1.9	44
JETTY CHANNEL	40.9	42.0	41.8	39.9	3-12	300-400	1.9	42
LAGUNA MADRE CHANNEL	37.1	39.9	39.9	37.1	3-12	250	2.9	42
BROWNSVILLE SHIP CHANNEL:								
JUNCTION BASIN TO BOCA CHICA PASSING BASIN	35.0	39.7	42.1	39.9	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	40.6	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	32.2	34.8	33.6	26.9	3-12	200	1.2	36
TURNING BASIN	31.7	34.1	34.7	28.8	5-12	1000	0.25	36
WEST WYE	27.1	29.7	29.2	25.2	3-12	200	1.0	36

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

CAUTION
 Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

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.



BROWNSVILLE AND PORT ISABEL HARBORS CHANNEL DEPTHS
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (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	39.9	3-12	300-400	1.9	42
LAGUNA MADRE CHANNEL	37.1	36.9	39.9	37.1	3-12	250	2.9	42
BROWNSVILLE SHIP CHANNEL:								
JUNCTION BASIN TO BOCA								
CHICA PASSING BASIN	35.0	36.7	42.1	39.9	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	40.6	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	36.0	36.2	37.6	3-12	500-1200	0.5	36
PORT ISABEL CHANNEL:								
EAST WYE								
TURNING BASIN	32.2	34.8	33.6	26.9	3-12	200	1.2	36
TURNING BASIN	31.7	34.1	34.7	28.8	5-12	1000	0.25	36
WEST WYE	27.1	29.7	29.2	25.2	3-12	200	1.0	36

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

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.

INTRACOASTAL WATERWAY AIDS
 The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
 Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
 When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.
 A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

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
 Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

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.



Joins page 23

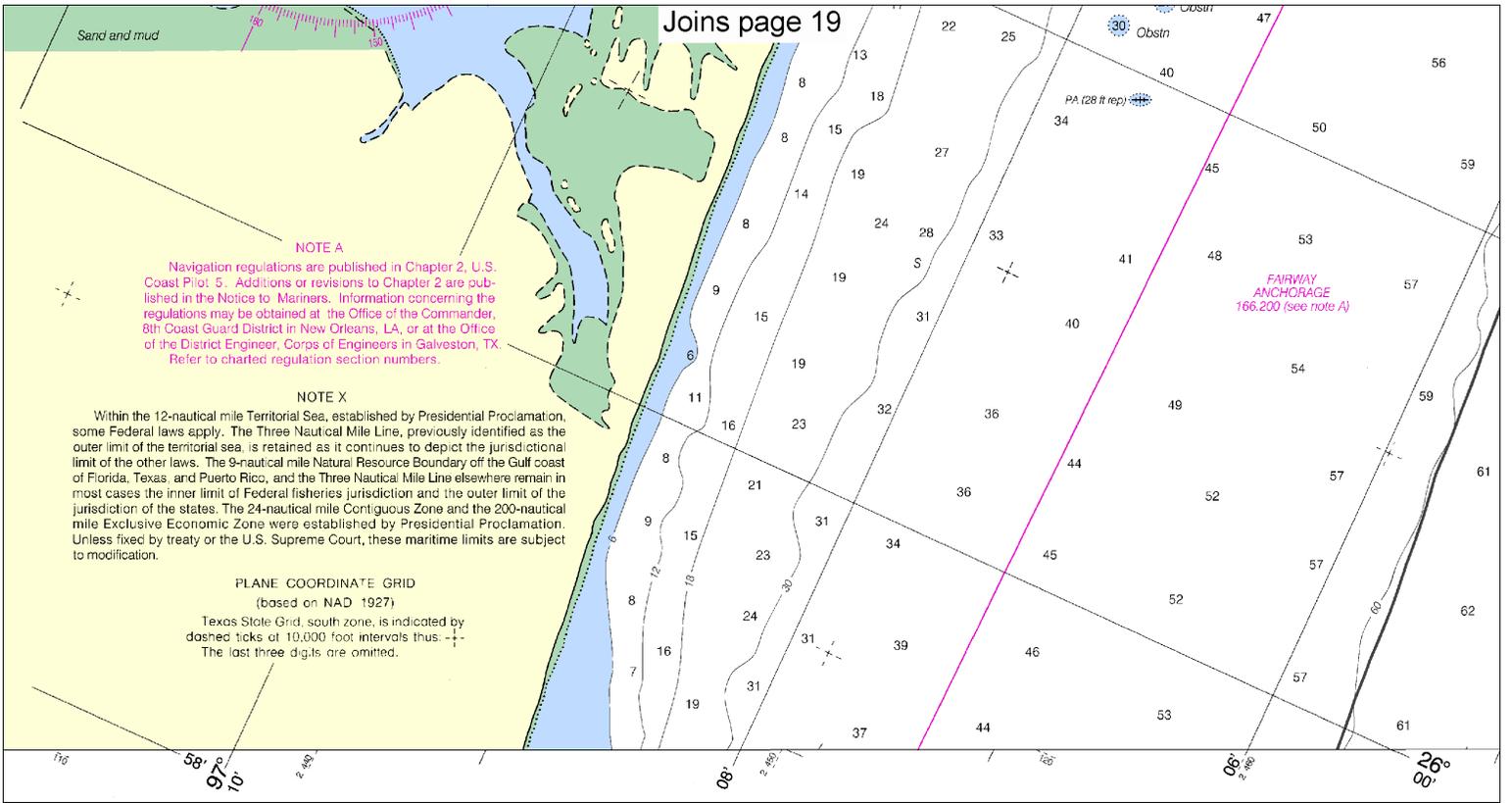
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





Sand and mud

NOTE A

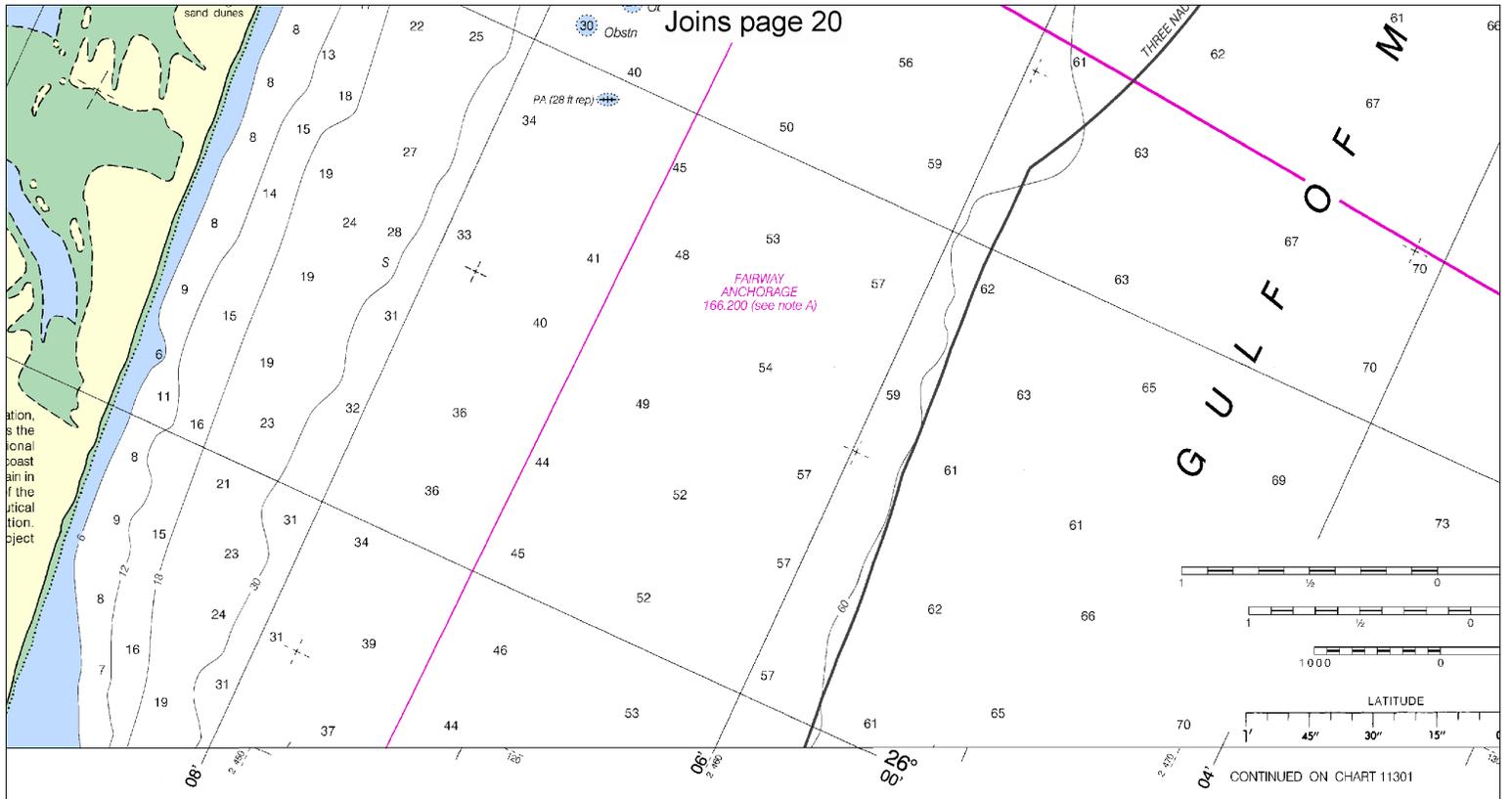
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

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.

PLANE COORDINATE GRID

(based on NAD 1927)
Texas State Grid, south zone, is indicated by dashed ticks at 10,000 foot intervals thus: ---
The last three digits are omitted.



Joins page 25

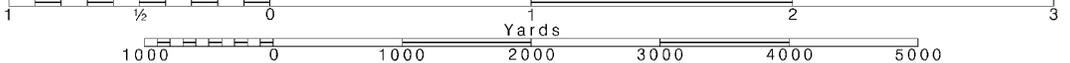
26

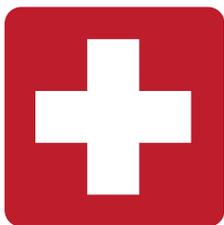
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- 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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