

BookletChart™



Laguna Madre – Middle Ground to Chubby Island

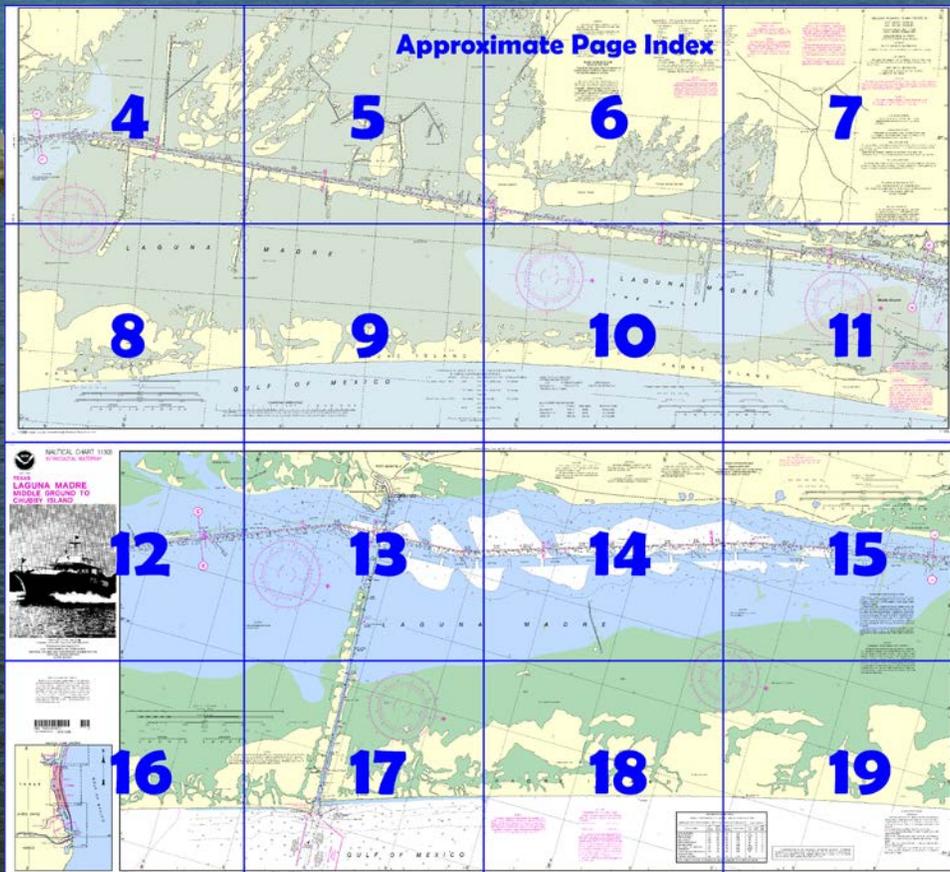
NOAA Chart 11306

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.

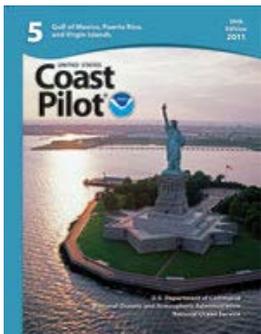
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11306>



[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.

Laguna Madre is a shallow body of water extending S from Corpus

Christi Bay for a distance of 100 miles. Depths range from zero to 9 feet with reefs and mudflats throughout. The Intracoastal Waterway traverses Laguna Madre from Corpus Christi Bay to Port Isabel, Tex. **Padre Island**, a low, barren, storm-swept strip of sand beach, separates Laguna Madre from the Gulf. Most of the Island is part of the **Padre Island National Seashore** and subject to the rules and regulations of the U.S. Department of Interior's National Park Service.

A natural fishing reef is 1.5 miles offshore about 15.6 miles N of Port Mansfield jetties. Another natural fishing reef is 4.5 miles offshore about 11.2 miles N of the jetties.

Port Mansfield, 70 miles S of Corpus Christi Bay, is a commercial fishing and popular sport fishing and recreational center, and a base for oil exploration in Laguna Madre. A water tank at the town is prominent.

Vessels should approach Port Mansfield through the Port Mansfield Safety Fairway. (See **166.100** through **166.20**, chapter 2.)

An 8.6-mile dredged channel leads from the Gulf, from a point 78 miles S of Aransas Pass and 31 miles N of Brazos Santiago Pass, through a jettied entrance and a land cut across Padre Island, and thence across Laguna Madre to a turning basin at Port Mansfield. A shrimp-boat basin and a small-craft basin extend S from the SW and SE corners of the turning basin, respectively. (See Notice to Mariners and latest edition of charts for controlling depths.) The entrance to the dredged channel is marked by a light off the ends of the N and S jetties in ruins. The channel is marked by lights and daybeacons.

Anchorage.—Vessels may anchor off the entrance to Port Mansfield on either side of the safety fairway.

Port Mansfield, under the jurisdiction of the Willacy County Navigation District, has a port director; a **harbormaster** assigns berths. There are berthing facilities, open storage space, and a transit shed with covered storage space. The basins have been bulkheaded, and vessels up to 128 feet can be berthed at finger piers in the shrimp-boat basin. There are about 200 berths in the small-craft basin.

A **speed limit** of 4 knots is enforced in the harbor.

Baffin Bay, extending W from **Mile 579.5W**, is a commercial and sport fishing area, and the site of oil exploration and drilling. A marked private natural channel with reported depths of 2 feet in 1982, extends W up Baffin Bay for about 14 miles to a small-craft facility at Riviera Beach on the N side of the entrance to Laguna Salada. Minor services and a launching ramp are available at the facility. Strangers are advised to keep in the marked channel because of the many sunken rocks and other obstructions in the bay. A privately marked natural channel with reported depths of 6 feet in 1982, extends 4 miles farther up Laguna Salada to a boat basin and boatyard. The boatyard that builds boats can handle craft up to 50 feet or 20 tons using a large trailer for hull and engine repairs. Gasoline, diesel fuel, water, electricity, and a launching ramp are available during daylight.

Between **Miles 587.6W** and **611.9W**, the waterway passes through **Land Cut**, a long cut in the sand and mud of Laguna Madre.

Port Mansfield, 1 mile W of **Mile 629.8W**, has berths, gasoline, diesel fuel, and limited marine supplies. (See chapter 11 for more complete information.)

At **Miles 643.9W** and **644.5W**, **Arroyo Colorado Cutoff** leads W from the waterway and joins Arroyo Colorado to form a route to **Rio Hondo** and **Port Harlingen**. (See chapter 11 for more complete information.)

**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

CAUTION
Many uncharted rocks exist in Laguna Madre.

HEIGHTS
Heights in feet above Mean High Water.

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.

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

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

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.

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

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 1.208' northward and 0.939' westward to agree with this chart.

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

CAUTION
Gas and Oil Well Structures
Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

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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
Stakes, piles and platforms, some submerged, may exist between charted piling and platforms along the maintained channels.
Piles and platforms are not shown where they interfere with a light symbol.

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)

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

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

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

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

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.

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.

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."

Mercator Projection, Scale 1:40,000 at
LAT. 26°57' (Side A)
LAT. 26°38' (Side B)
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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.

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.

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 Geological Survey and U.S. Coast Guard.

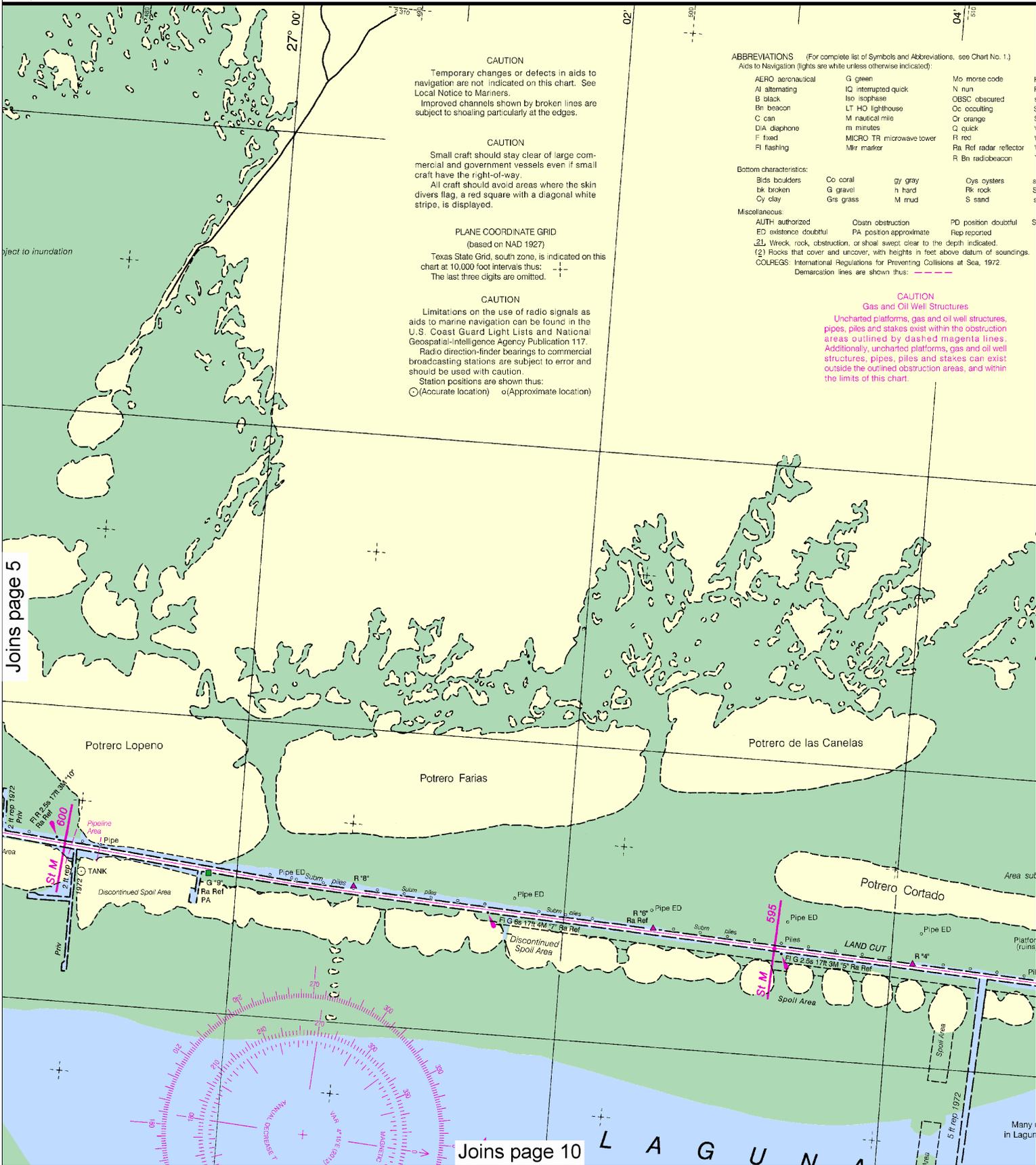
TIDAL INFORMATION
In Laguna Madre and adjacent bays the periodic tide has a mean range of less than one-half foot, except near the Gulf inlets. Water stages vary greatly with weather conditions.
Areas that are frequently submerged are shown by a green tint.
The broken shoreline symbol represents an approximate mean high water line.

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).

NOTE S
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 Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

PORT MANSFIELD CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2012							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (MILES)
ENTRANCE CHANNEL	13.6	14.8	13.9	5-12	250	0.7	16
MILE 0.7 TO MILE 1.3	15.5	16.3	14.9	5-12	100-300	0.6	14
MILE 1.3 TO MILE 3	11.8	12.1	12.2	5-12	100	1.7	14
MILE 3 TO MILE 6	13.4	13.5	13.2	5-12	100	3.0	14
MILE 6 TO MAIN CHANNEL	5.5	5.8	6.1	5-12	100	2.9	14
ENTRANCE CURVES	5.8	5.9	5.8	5-12	200	0.6	12
MAIN CHANNEL TO TURNING BASIN	8.3	8.4	8.5	5-12	125-200	0.9	14
TURNING BASIN	14.5	14.2	14.2	5-12	200-400	0.7	14
SHRIMP BASIN (28°33'06"N, 97°25'33"W)	12.2	12.9	12.4	5-12	350	0.3	12
SMALL CRAFT BASIN (28°33'06"N, 97°25'45"W)	8.0	8.0	8.0	9-88	160	---	---

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

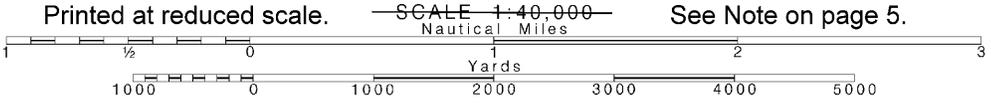


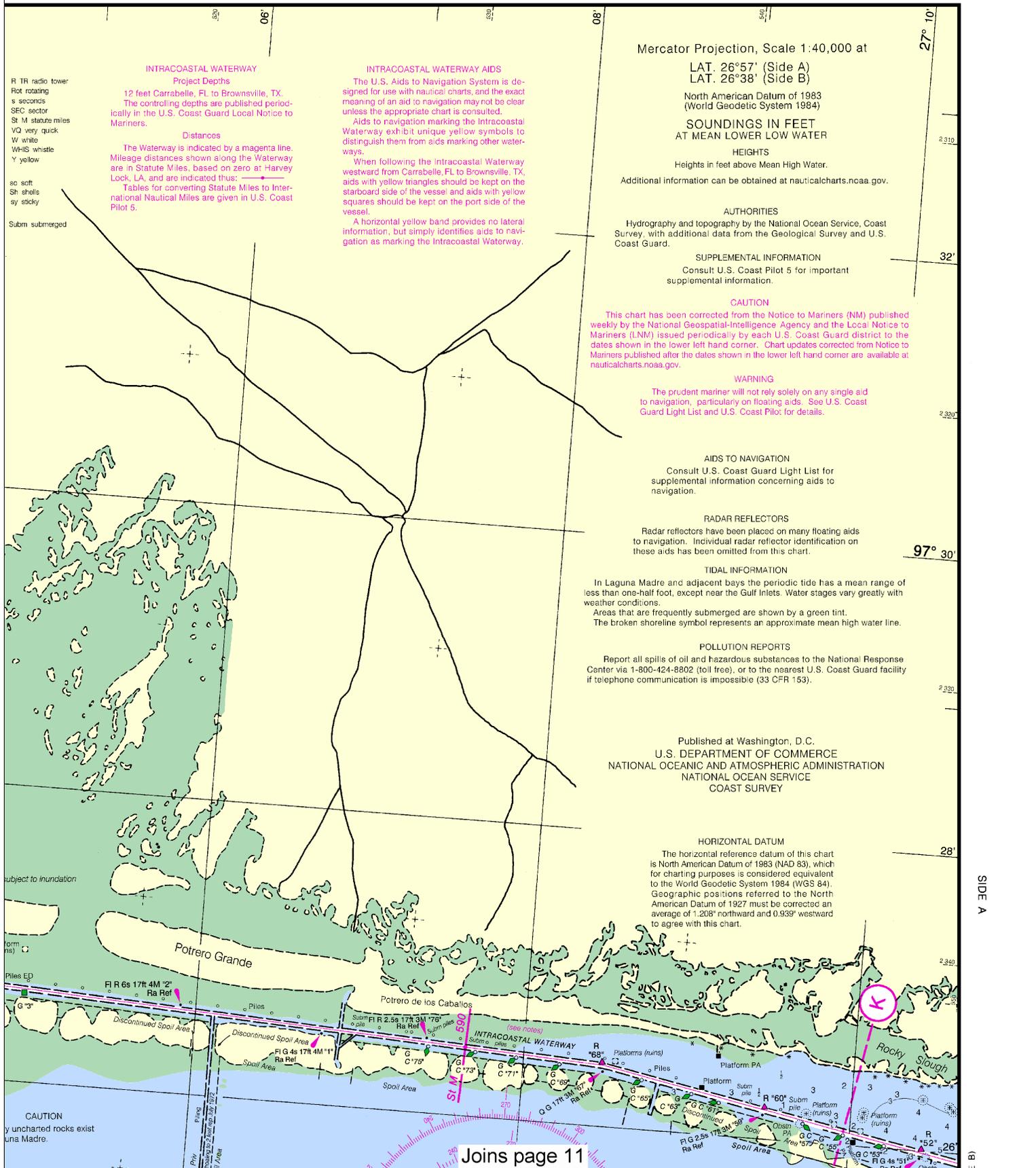
Joins page 5

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Note: Chart grid lines are aligned with true north.





This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4912 12/4/2012,
 NGA Weekly Notice to Mariners: 5012 12/15/2012,
 Canadian Coast Guard Notice to Mariners: n/a.

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SIDE A



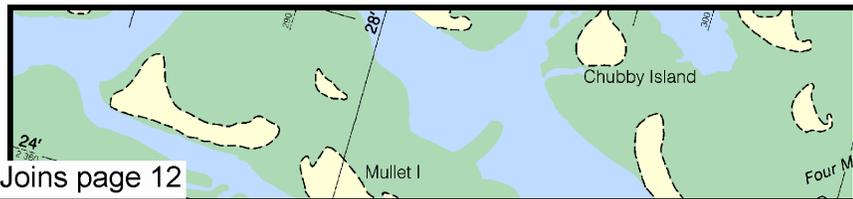
11306 22nd Ed., Oct./12; Corrected through NM Oct. 20/12, LNM Oct. 16/12



NAUTICAL CHART 11306
INTRACOASTAL WATERWAY

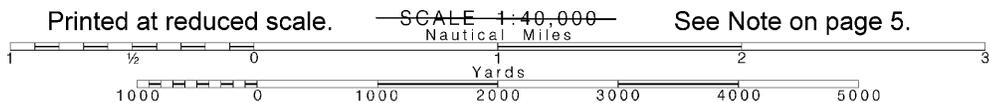
TEXAS
LAGUNA MADRE

Joins page 12



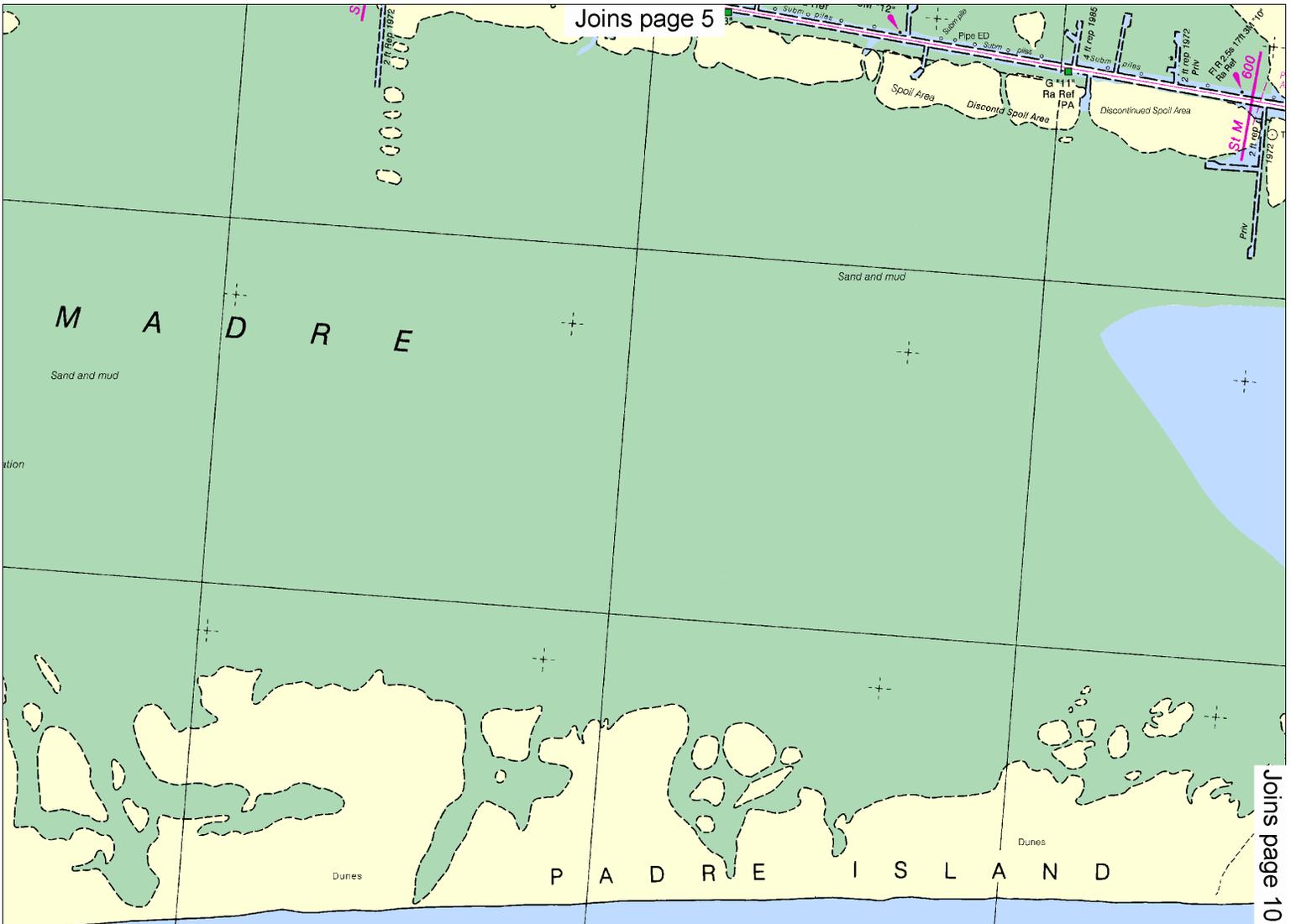
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Note: Chart grid lines are aligned with true north.



See Note on page 5.

Joins page 5



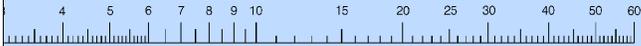
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BROADCASTS OF MARINE WEATHER FORECASTS AND
BY MARINE RADIOTELEPHONE STATIONS

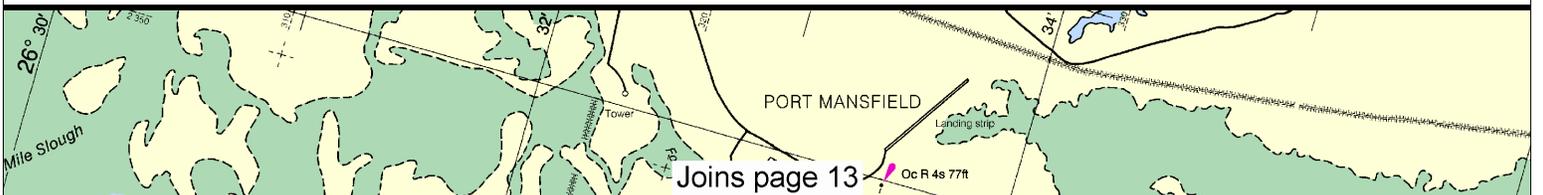
CITY	STATION	FREQ. (kHz)	DAILY BROADCAST-C
Port Isabel, Texas	NCH	2670	4:40, 6:40, 10:40 A.M.
			4:40 P.M.
			157.100 MHz 4:45, 6:45, 10:45 A.M.
Port Aransas, Texas	NOY-3	157.100 MHz	4:40, 10:40 A.M.,
			4:40 P.M.
			2670 4:30, 6:30, 10:30 A.M.
			4:30 P.M.

Distress calls for small craft are made on 2182 kHz
channel 16 (156.800 MHz) VHF.

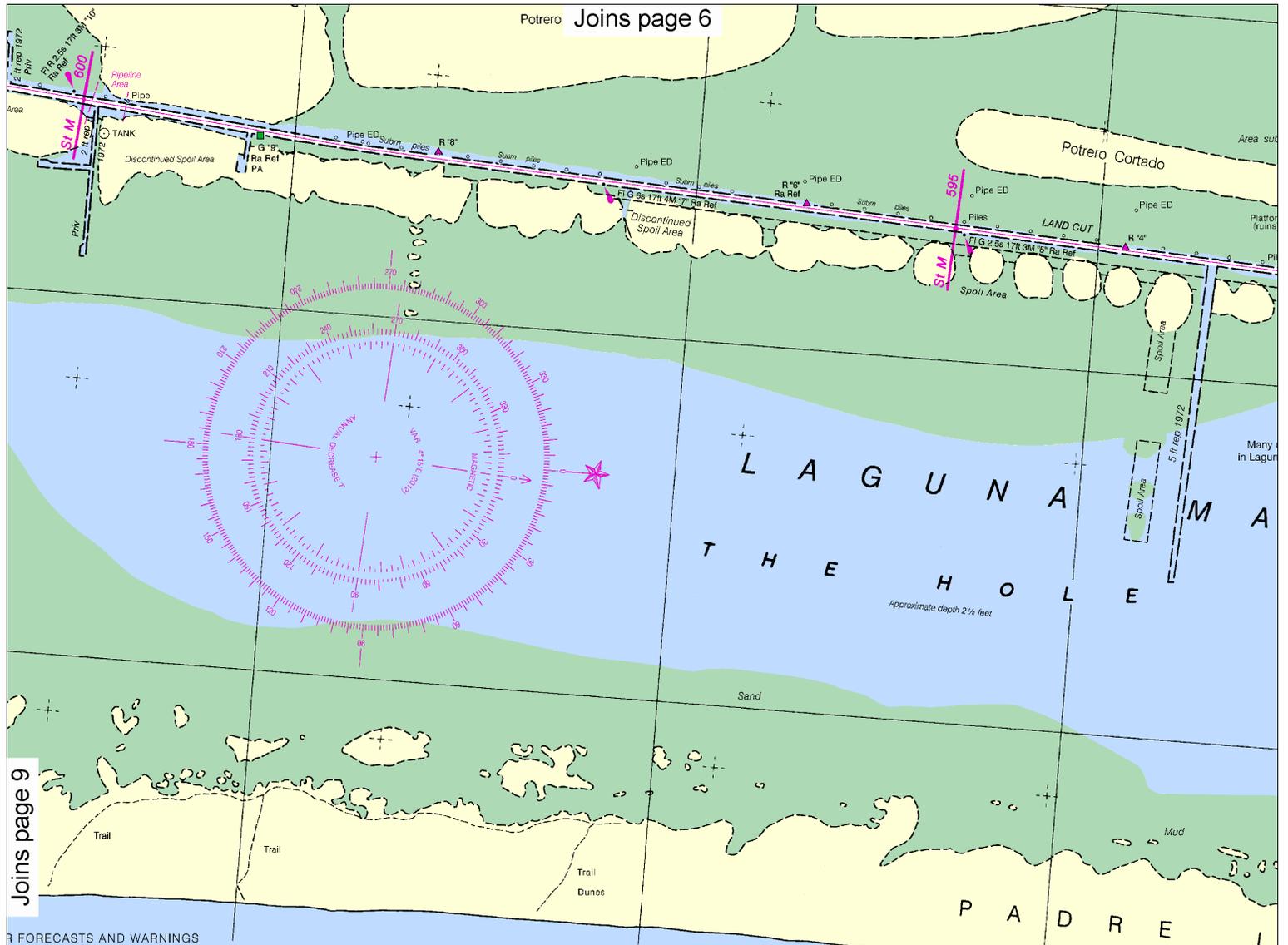
LOGARITHMIC SPEED SCALE



Formerly 895-SC/896-SC, 1st Ed., A



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FOR FORECASTS AND WARNINGS
 PHONE STATIONS
 DAILY BROADCAST-CST SPECIAL WARNING

4:40 P.M.	On receipt
6:45, 10:45 A.M.,	On receipt
4:45 P.M.	
10:40 A.M.,	On receipt
4:30 P.M.	
6:30, 10:30 A.M.,	
3:30 P.M.	

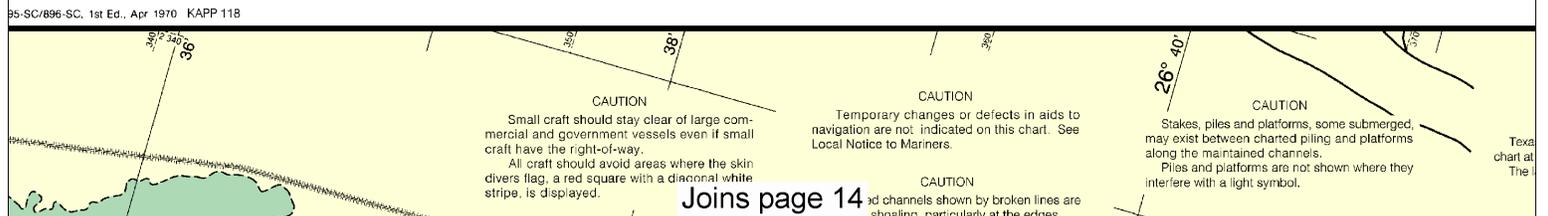
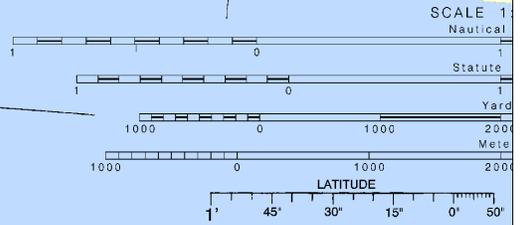
made on 2182 kHz or 10 MHz VHF.

MARINE WEATHER FORECASTS
 NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Brownsville, TX	*(956) 504-1432	8:00 AM-4:30 PM (Mon.-Fri.)
*Recording (24 hours daily)		

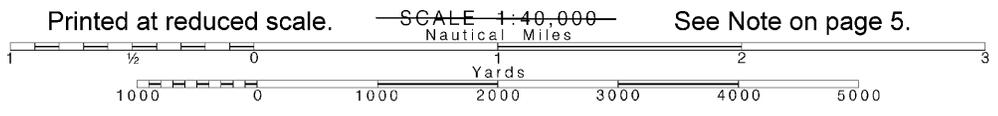
NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Brownsville, TX	WVG-34	162.550	24 hours daily
Corpus Christi, TX	KHB-41	162.550	24 hours daily
Riviera, TX	WNG-609	162.525	24 hours daily

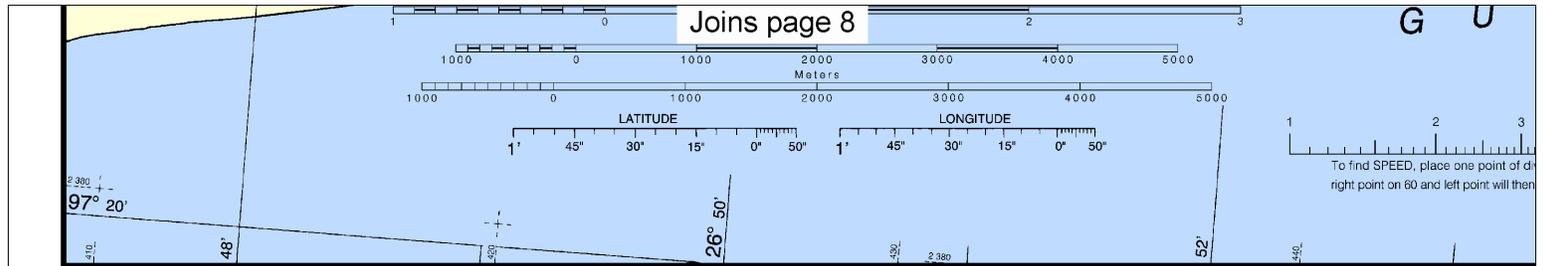


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Note: Chart grid lines are aligned with true north.



See Note on page 5.



11306 22nd Ed., Oct./12; Corrected through NM Oct. 20/12, LNM Oct. 16/12



NAUTICAL CHART 11306
INTRACOASTAL WATERWAY

TEXAS
LAGUNA MADRE
MIDDLE GROUND TO
CHUBBY ISLAND

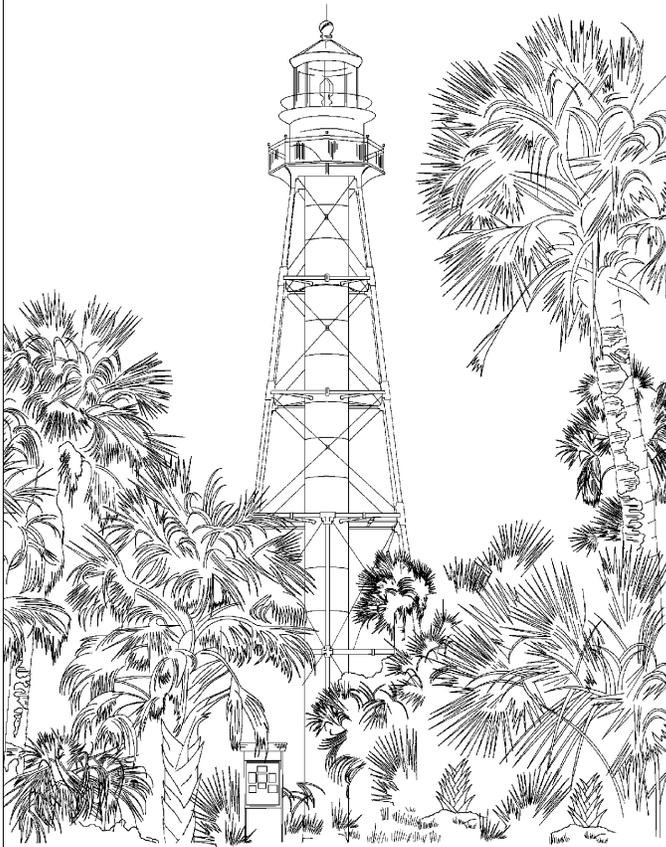
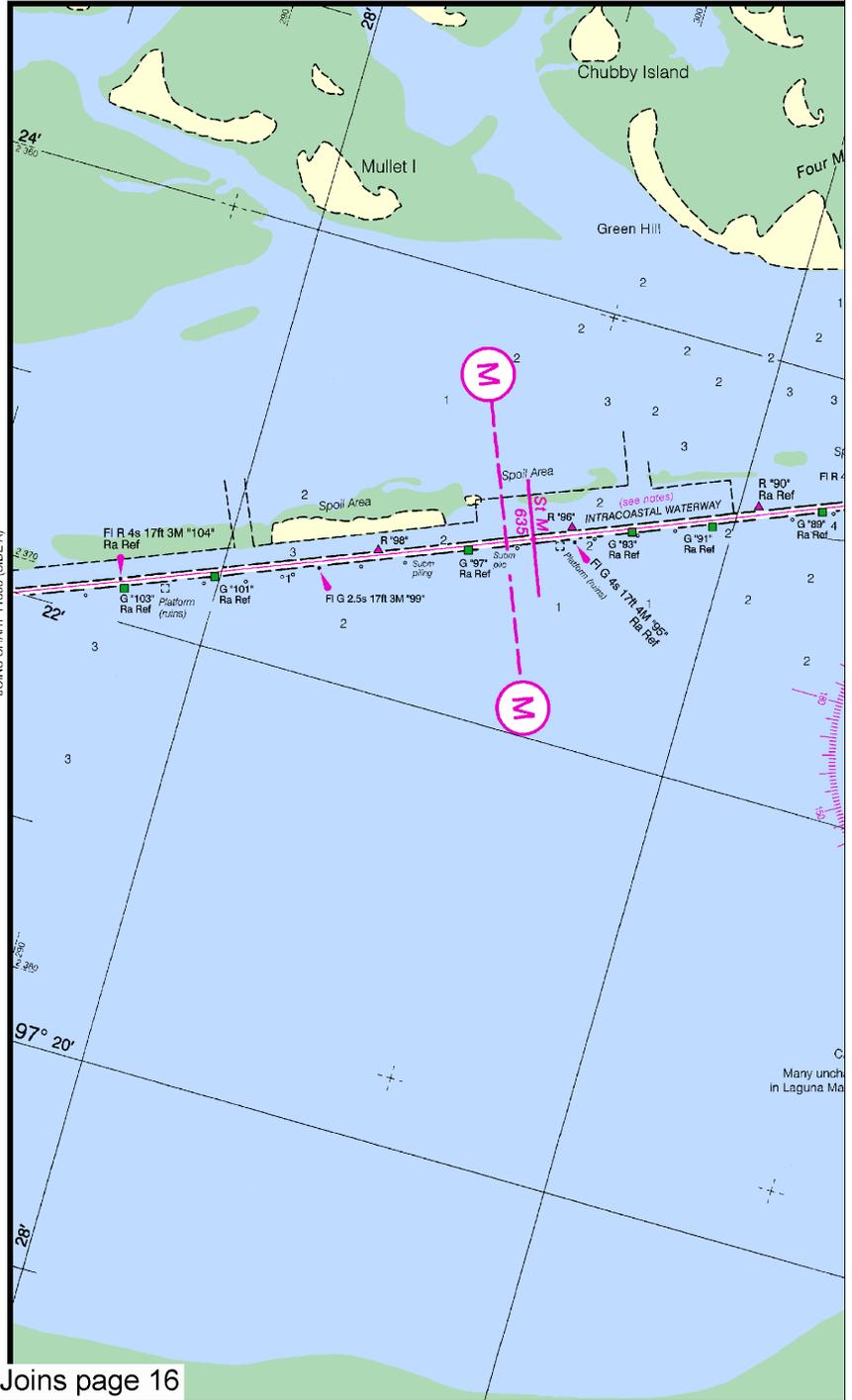


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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

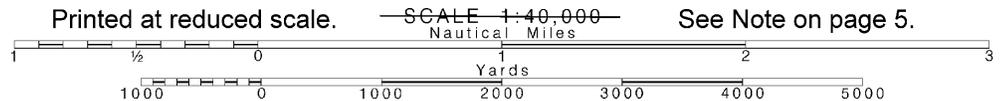
PRINT-ON-DEMAND CHARTS



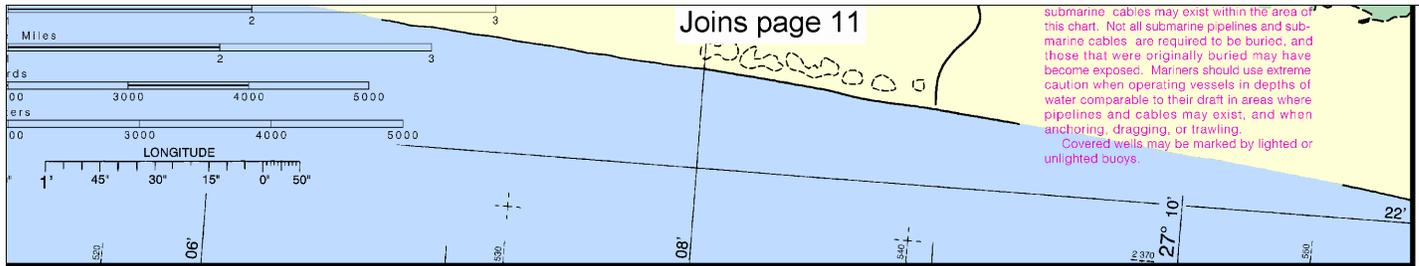
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12

Note: Chart grid lines are aligned with true north.

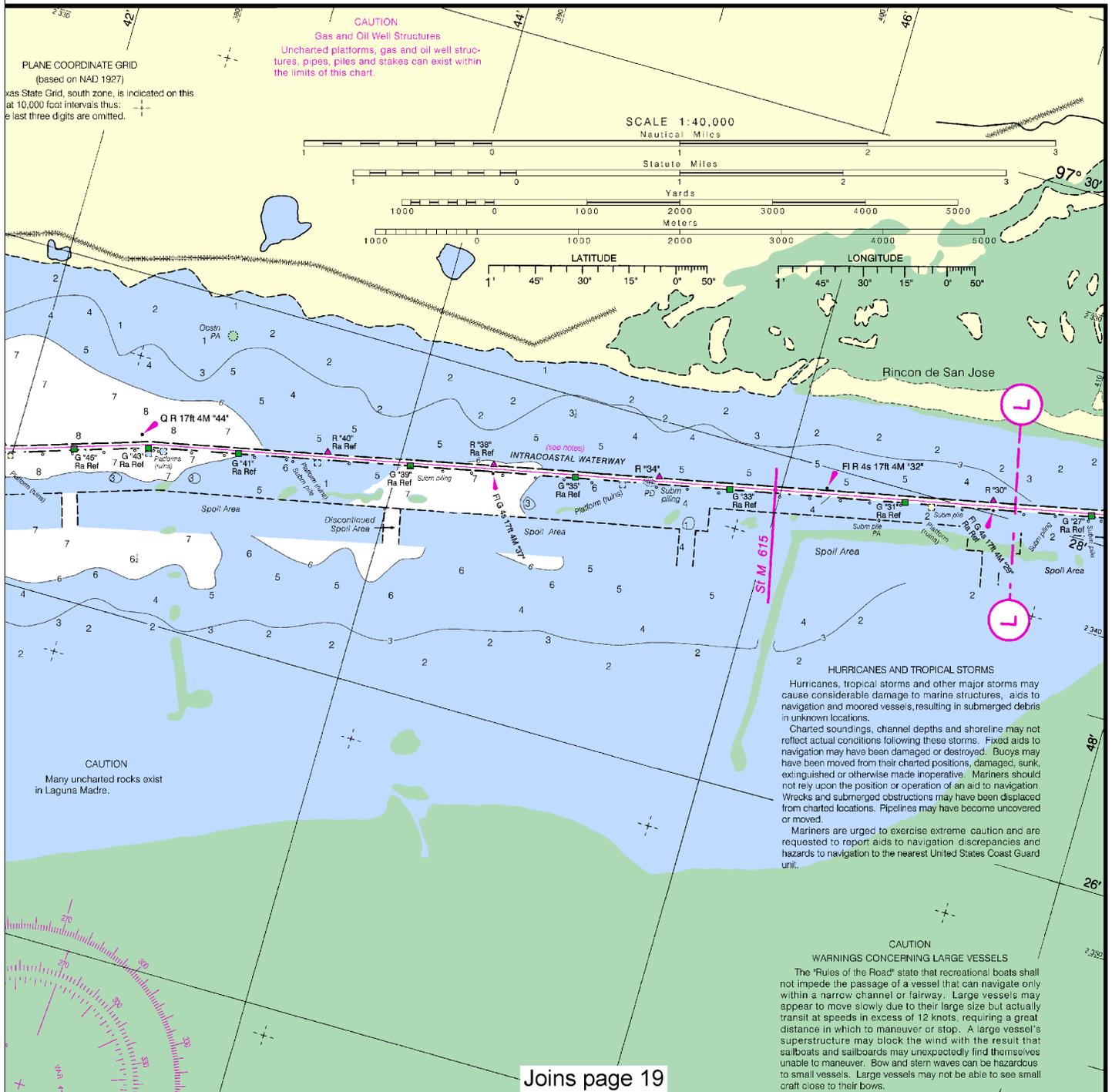


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11306



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.

PLANE COORDINATE GRID
(based on NAD 1927)
Texas State Grid, south zone, is indicated on this chart at 10,000 foot intervals thus: [grid symbol] the last three digits are omitted.

SCALE 1:40,000
Nautical Miles
Statute Miles
Yards
Meters

Rincon de San Jose

INTRACOASTAL WATERWAY

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JOINS SIDE A

SIDE B

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Chart 11306 22nd Ed., Oct. 12 ■
 Corrected through NM Oct. 20/12, LNM Oct. 16/12
 Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

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://ocsd.data.nod.noaa.gov/ids/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

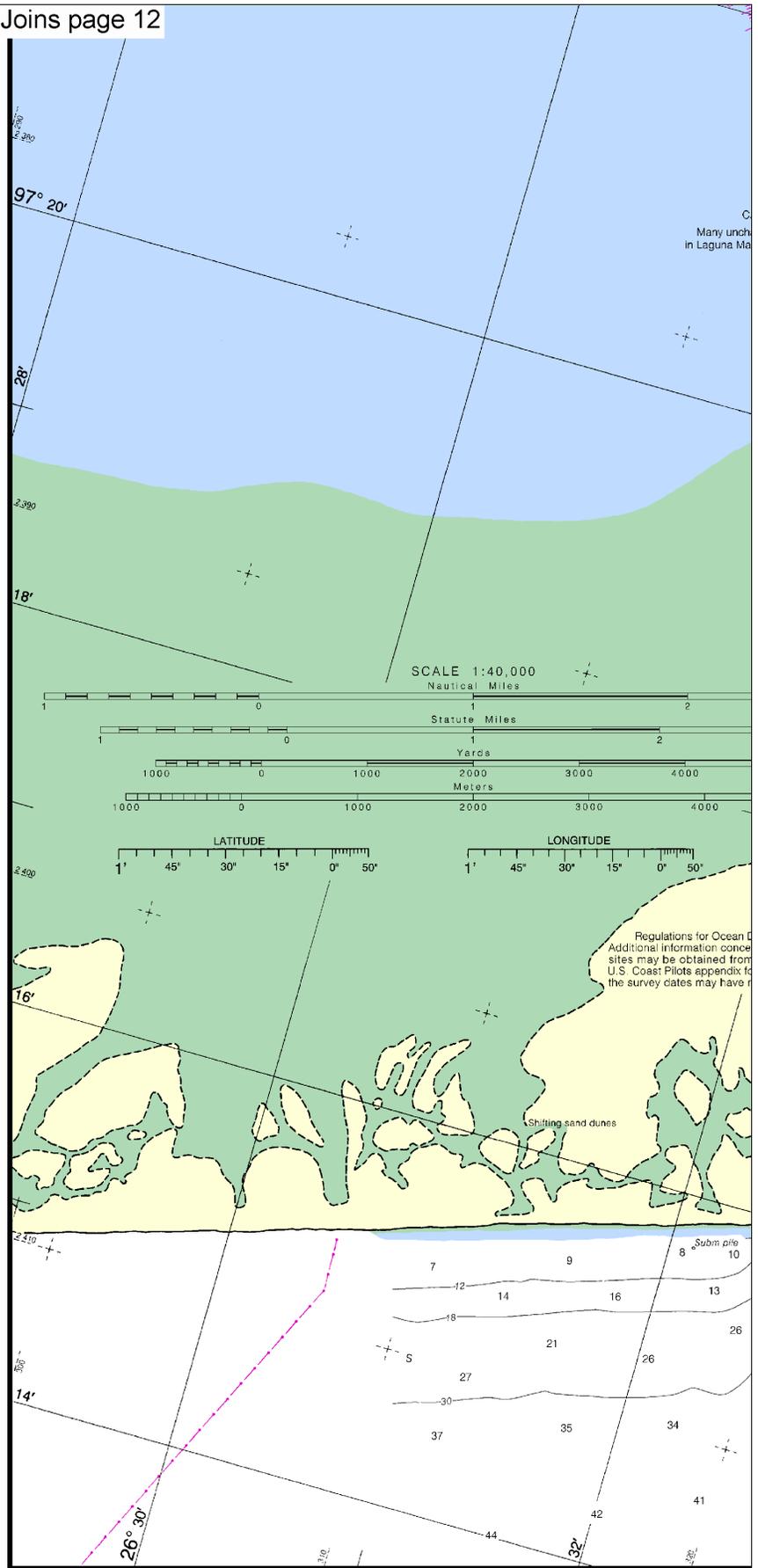
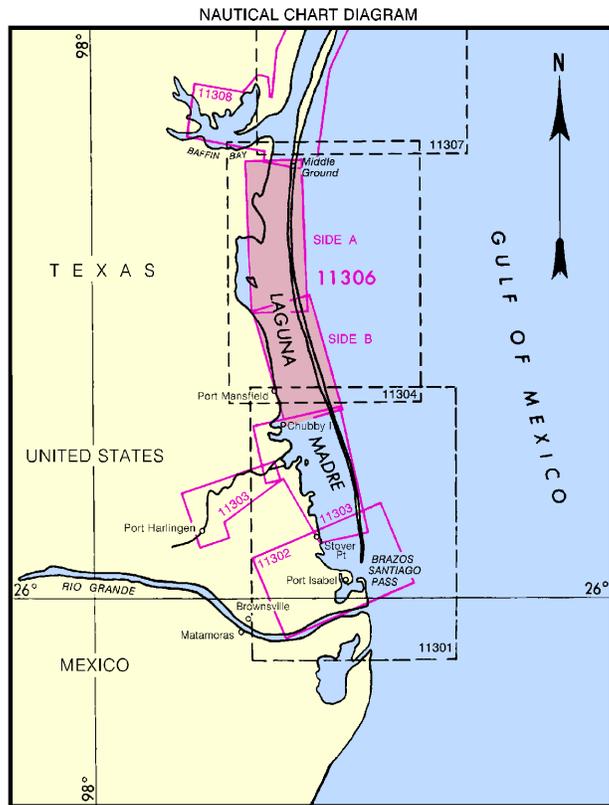


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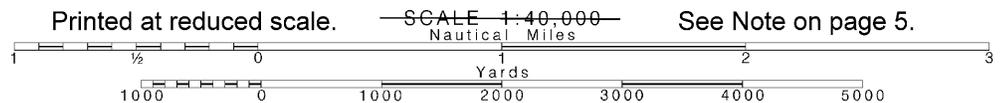
Joins page 12



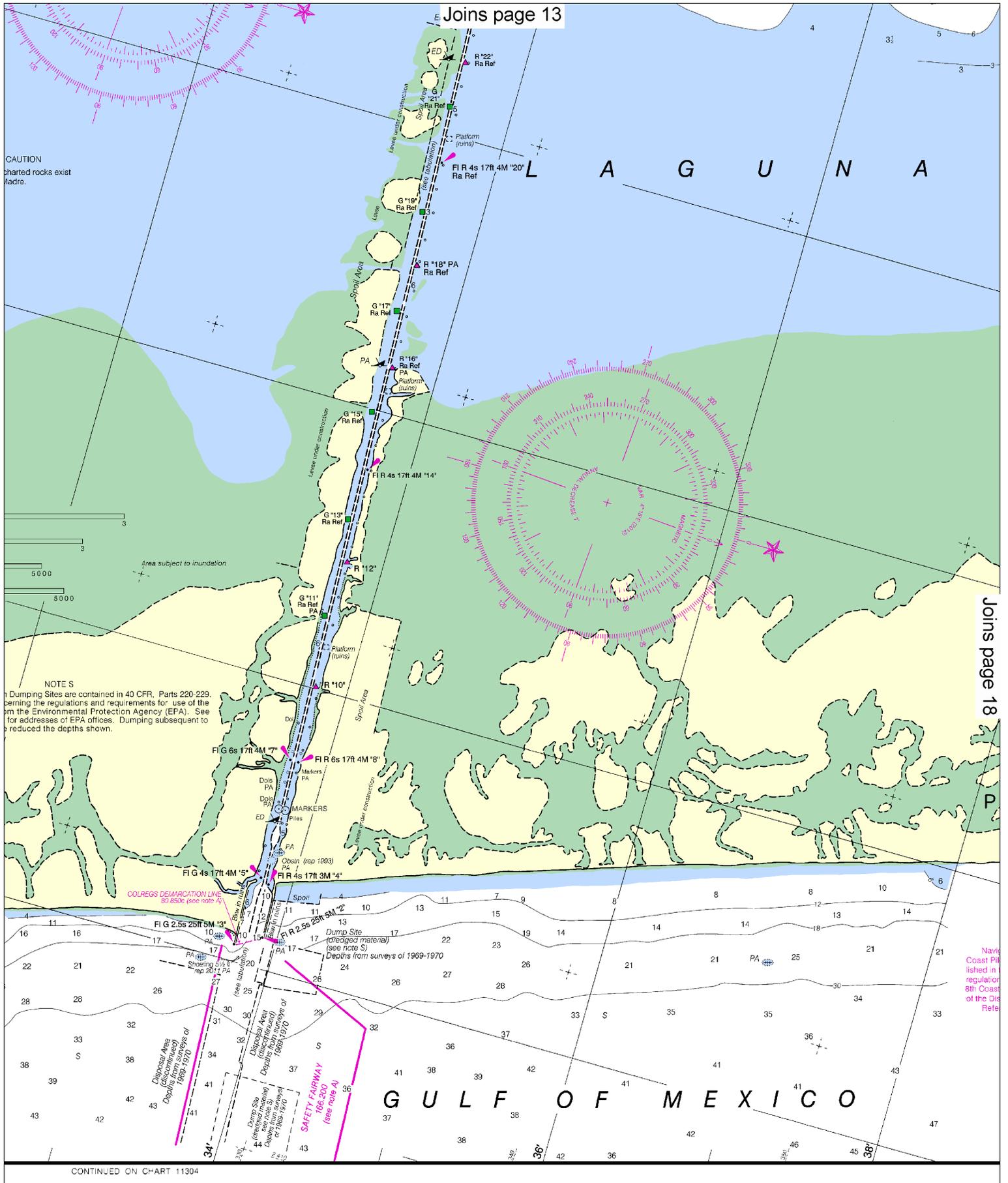
11306 22nd Ed., Oct. 12; Corrected through NM Oct. 20/12, LNM Oct. 16/12

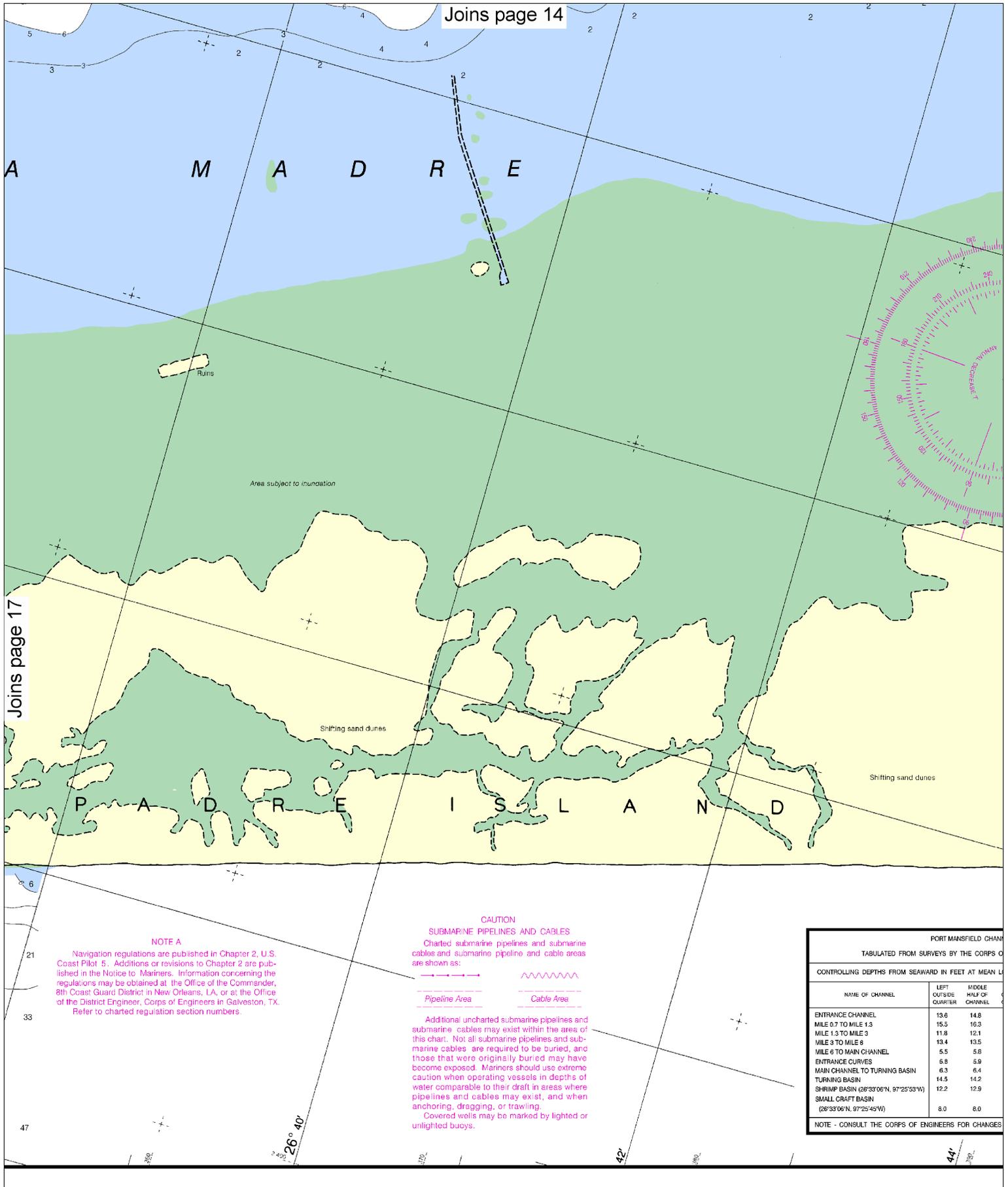
16

Note: Chart grid lines are aligned with true north.



See Note on page 5.





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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.

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

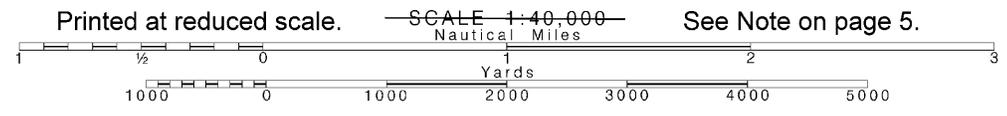
Pipeline Area
 Cable Area

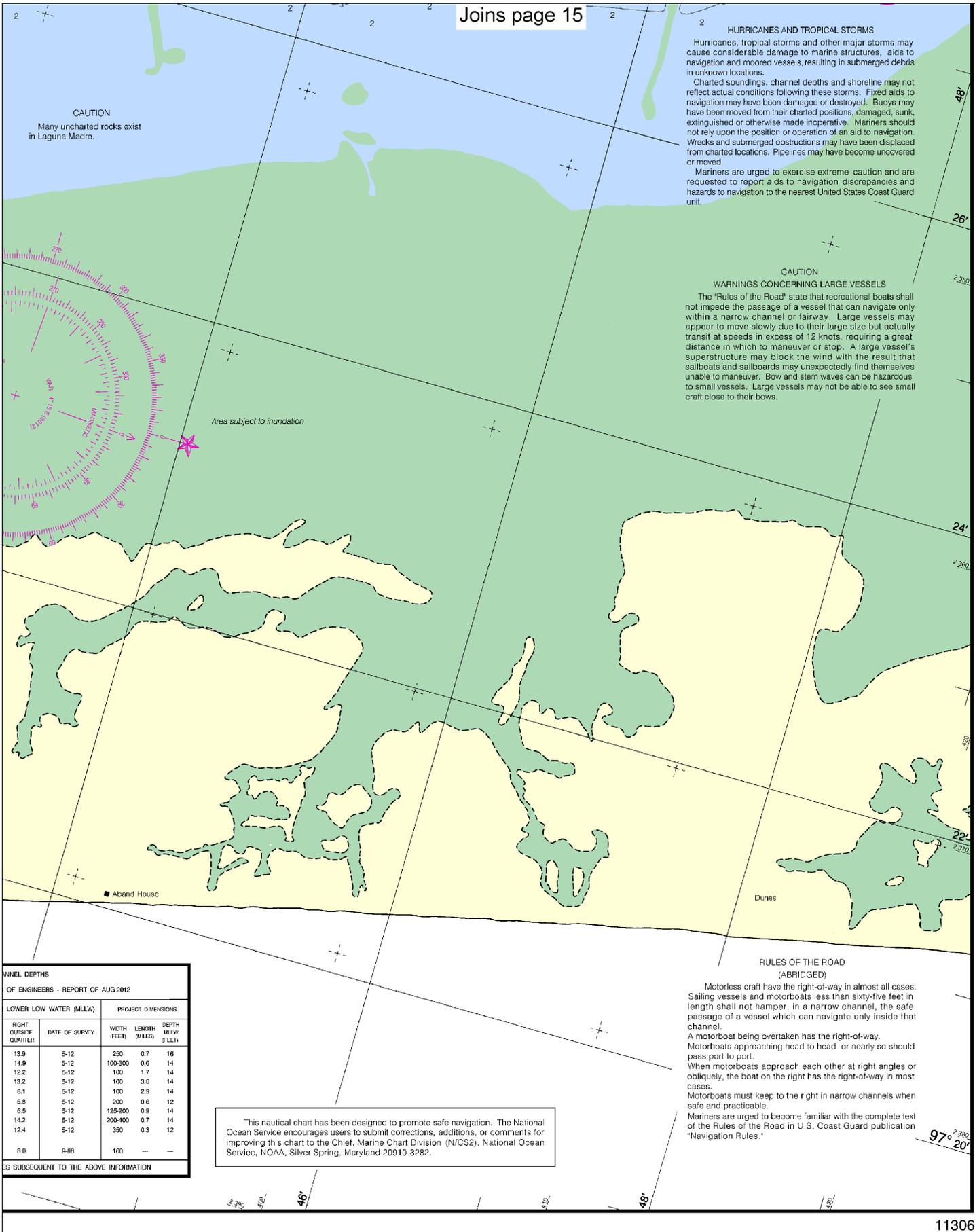
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels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

PORT MANSFIELD CHANNEL		
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS		
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW WATER		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL
ENTRANCE CHANNEL	13.6	14.8
MILE 0.7 TO MILE 1.3	15.5	16.3
MILE 1.3 TO MILE 3	11.8	12.1
MILE 3 TO MILE 8	13.4	13.5
MILE 6 TO MAIN CHANNEL	5.5	5.8
ENTRANCE CURVES	5.8	5.9
MAIN CHANNEL TO TURNING BASIN	6.3	6.4
TURNING BASIN	14.5	14.2
SHRIMP BASIN (26°33'06"N, 97°25'53"W)	12.2	12.9
SMALL CRAFT BASIN (26°33'06"N, 97°25'45"W)	8.0	8.0

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES

Note: Chart grid lines are aligned with true north.





SIDE B

CAUTION
Many uncharted rocks exist in Laguna Madre.

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.

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.

Area subject to inundation

Aband House

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."

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.

CHANNEL DEPTHS
OF ENGINEERS - REPORT OF AUG 2012

LOWER LOW WATER (MLLW)		PROJECT DIMENSIONS		
RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
13.9	5-12	250	0.7	16
14.9	5-12	100-300	0.6	14
12.2	5-12	100	1.7	14
13.2	5-12	100	3.0	14
6.1	5-12	100	2.9	14
5.8	5-12	200	0.6	12
6.5	5-12	125-200	0.9	14
14.2	5-12	200-400	0.7	14
12.4	5-12	350	0.3	12
8.0	9-88	160	---	---

ES SUBSEQUENT TO THE ABOVE INFORMATION

97° 20'



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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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.

