

BookletChart™



Intracoastal Waterway – Espiritu Santo Bay to Carlos Bay

NOAA Chart 11315

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

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**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.

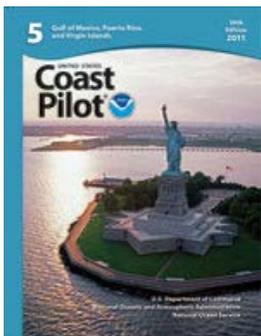
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11315>.



(Selected Excerpts from Coast Pilot)

Espiritu Santo and San Antonio, Mesquite, and Aransas Bays are a series of shallow bodies of water extending SW along the coast for a distance of 50 miles from Pass Cavallo to Aransas Pass, separated from the Gulf by Matagorda Island and **San Jose Island**. The bays are filled with islands, reefs, and shoals, and are of little commercial importance except as a link in the Intracoastal Waterway.

Espiritu Santo Bay has depths up to 8 feet.

In the E part of the bay, **Ferry Channel** extends from the waterway S to a fish and wildlife reserve at the former Matagorda Air Force Range on Matagorda Island. The channel is marked by a light and daybeacons. In

1984, the reported controlling depth was 8 feet. The bay is entered from Matagorda Bay through the Intracoastal Waterway and the channel.

San Antonio Bay has depths up to 5 and 6 feet. It is separated from Espiritu Santo Bay by the **First Chain of Islands**, through which are South Pass and Steamboat Pass. **South Pass**, an old unmarked dredged cut, has a depth of about 4 feet. The channel extends between two islands and close to the privately maintained markers on the N side of the S island. **Steamboat Pass**, 1.5 miles to the N, has less than 3 feet of water. The Intracoastal Waterway crosses San Antonio Bay from the vicinity of **Grass Island to False Live Oak Point**. The spoil banks on both sides of the channel have several openings. Small islets are in the spoil bank area.

Numerous reefs, some of which bare at low water, are in and about the bay, particularly in the upper end. They make navigation difficult, and local information is essential.

N of **Swan Point** and **McDowell Point** the delta of Guadalupe River divides the head of San Antonio Bay into **Guadalupe Bay** and **Mission Lake** on the E and **Hynes Bay** on the W. **Goff Bayou** and **Schwing Bayou** flow into Mission Lake.

Guadalupe River empties into the N end of San Antonio Bay. A depth of about 2 feet can be carried from the bay into the N fork of the river.

Snags and driftwood make navigation almost impossible, but there are navigable depths as far as the San Antonio River, about 10 miles above the mouth.

Victoria Barge Canal is a dredged channel that leads from the Intracoastal Waterway NW along the E side of San Antonio Bay, thence through landcuts along the E side of Guadalupe Bay, Mission Lake, and Green Lake, thence in a dredged cut to **Pickering Basin (Port of Victoria)** about 30 miles above the Intracoastal Waterway and about 7 miles below the city of **Victoria**. In 2010-2011, the midchannel controlling depth was 10 feet to the turning basin, thence 11 feet was available in the basin. A 330-foot public dock with 9 feet alongside is in the basin; water and electricity are available.

State Route 35 fixed highway bridge with a clearance of 50 feet, the Missouri-Pacific railroad lift bridge with a clearance of 22 feet down and 50 feet up, and a fixed highway bridge with a clearance of 49 feet, cross the channel 15 miles, 25 miles, and 27.6 miles, respectively, above the Intracoastal Waterway. (See **117.1 through 117.59**, chapter 2, for drawbridge regulations.) Least clearance of overhead power and telephone cables crossing the channel is 53 feet.

About 5.3 miles above the Intracoastal Waterway, a dredged channel leads E from Victoria Barge Canal to a turning basin at **Seadrift**. In 2010, the controlling depth in the channel and basin was 9 feet.

The facilities in the basin are under the control of the Westside Calhoun County Navigation District. Mooring dolphins are along the N side of the basin, and a wharf is on the S side of the basin. The facilities are used to unload shell from barges, to load and unload barge shipments of general cargo, and for the fueling of vessels. In addition, there are service wharves and seafood processing plants in the basin. Gasoline, diesel fuel, water, ice, and some provisions are available.

Seadrift, a small fishing and farming community, has highway connections.

A private channel about 0.3 mile S of the channel to Seadrift, privately marked by stakes, leads to a resort housing development at Swan Point. In 1999, a depth of 3.8 feet was reported in the channel with 3.0 feet in the harbor.

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

RCC New Orleans

Commander

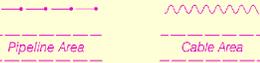
8th CG District

New Orleans, LA

(504) 589-6225

Table of Selected Chart Notes

CAUTION
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
 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.

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

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 1.016" northward and 0.937 westward to agree with this chart.

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: 

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).

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.

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 run	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
DIA 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 depth indicated.
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.

Motor Sailing v length s passagel channel A motor Motorbo pass port When m obliquely cases Motorbo safe and Mariners of the R 'Navigat

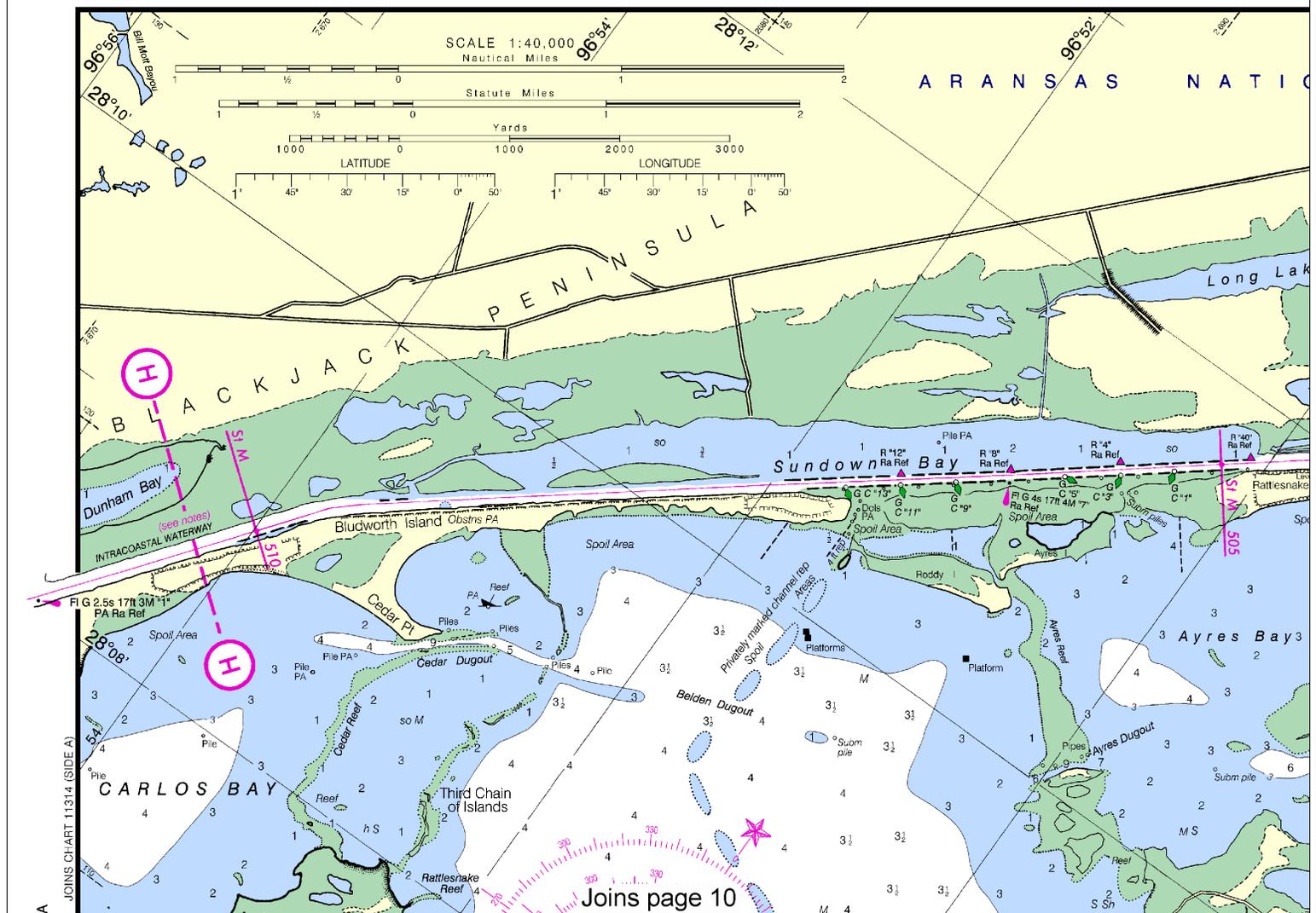
HURRICANES AND TROPICAL STORMS

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.

PU The United Stat (USCGAUX), nation struction programs regarding these edu USPS - Local Sq Road, Raleigh, N USCGAUX - CO Federal Building, 800-524-8835 or US Second Street, SW



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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



RULES OF THE ROAD
(ABRIDGED)

Powerless 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. A motorboat approaching head to head or nearly so should stop or port to port. When motorboats approach each other at right angles or nearly so, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels when practical. All mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES-CST	SPECIAL WARNING	
Port Isabel, Texas	NCH	2670 kHz	4:40, 6:40 & 10:40 AM	4:40 PM	On receipt
		157.1 MHz	4:45, 6:45 & 10:45 AM	4:45 PM	On receipt
Port Aransas, Texas	NOY-3	2670 kHz	4:30, 6:30 & 10:30 AM	4:30 PM	On receipt
			4:40 & 6:40 AM	4:40 PM	On receipt
Corpus Christi, Tex.	NOY-8	2670 kHz	4:40, 6:40 & 10:40 AM	4:40 PM	
Port Isabel, Tex.	*	2670 kHz	4:40, 6:40 & 10:40 AM	4:40 PM	
Port Isabel, Tex.	*	157.1 MHz	5:00, 11:00 AM	5:00 PM	
Robstown, Tex.	*	157.1 MHz	5:00, 11:00 AM	5:00 PM	

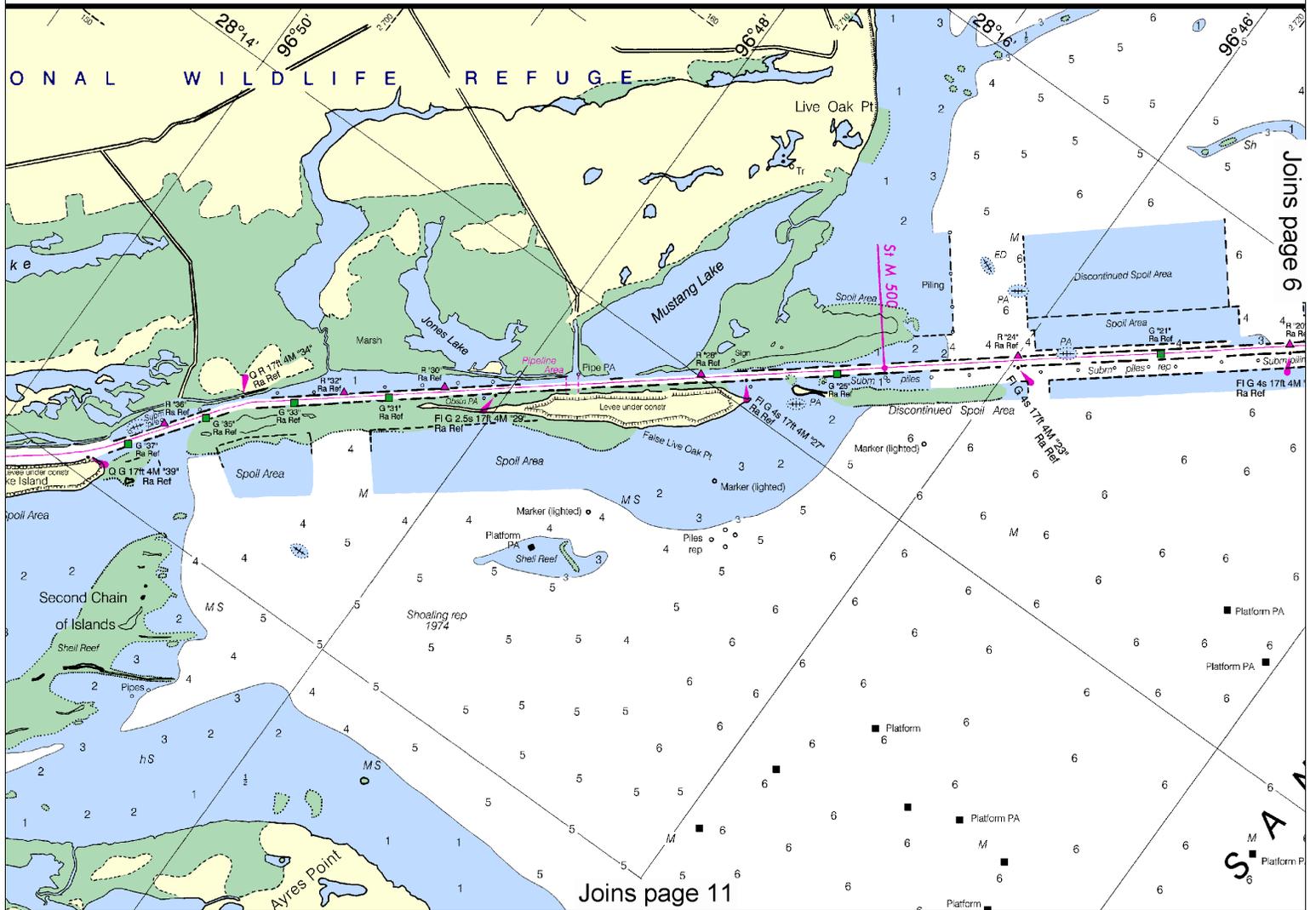
Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Coast Guard Auxiliary and United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary conduct extensive boating instruction programs in communities throughout the United States. For information on these programs, contact the following sources:
 United States Power Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777
 United States Coast Guard Auxiliary Commander (OAX), Eighth Coast Guard District, Hale Boggs Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 504-586-1234
 U.S. Coast Guard Headquarters, Office of the Chief Director (G-OCX), 2100 Annapolis Avenue, Washington, DC 20593

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.nce.noaa.gov/ldr/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.



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.



ATIONS
ARNING

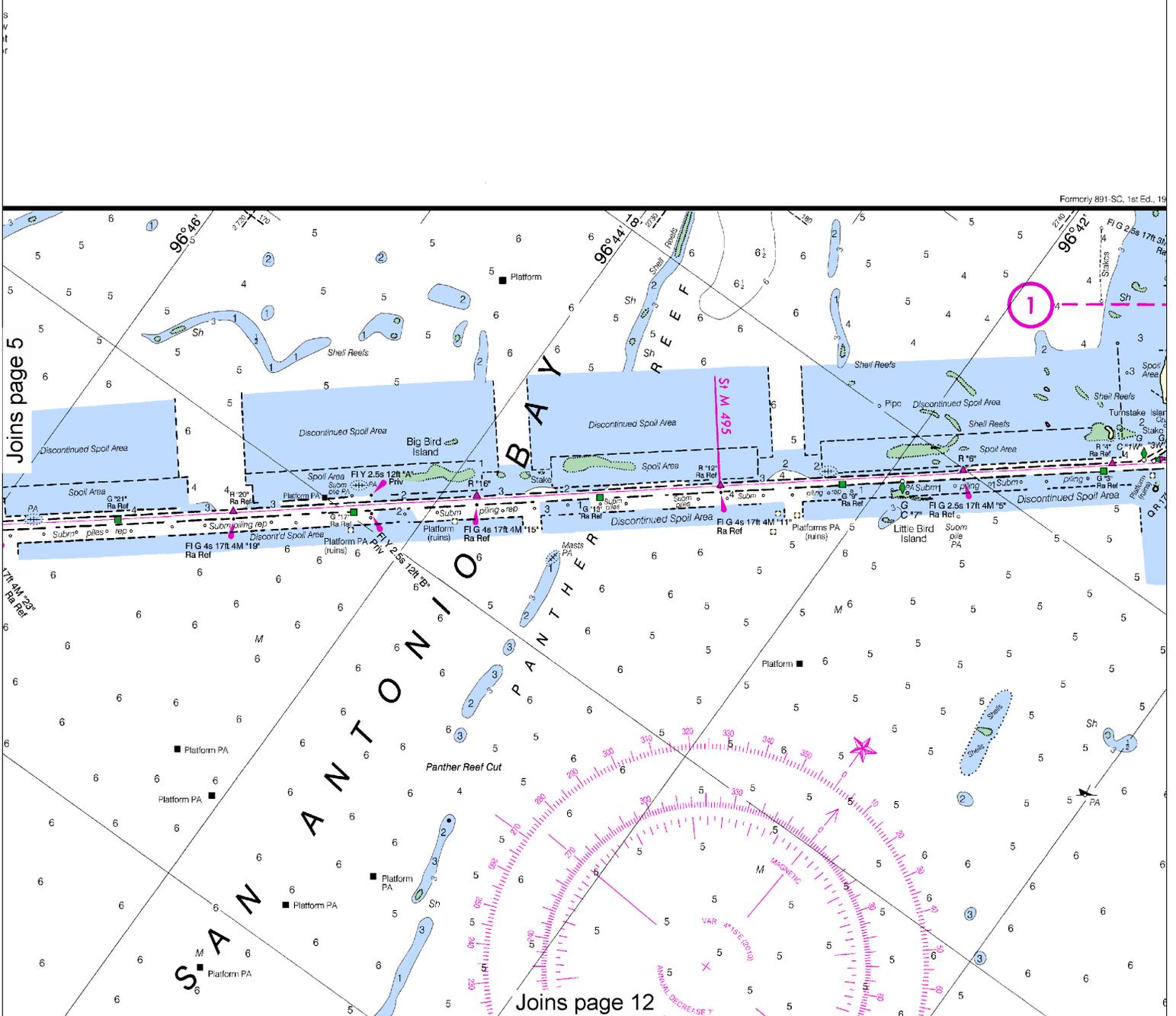
MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Corpus Christi, TX	(361) 289-0959	8:00 AM-5:00 PM (Mon.-Fri.)
	*(361) 289-0753	

*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Corpus Christi, TX	KHB-41	162.550	24 hours daily
Port O'Connor, TX	WXL-28	162.475	24 hours daily



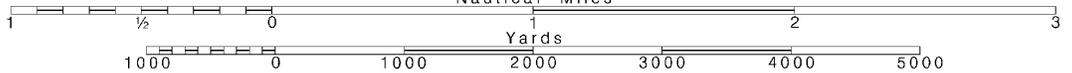
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





NAUTICAL CHART 11315 INTRACOASTAL WATERWAY

MERCATOR PROJECTION AT SCALES 1:40,000
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.
HEIGHTS
Heights in feet above Mean High Water.

TEXAS ESPIRITU SANTU BA TO CARLOS BAY INCLUDING SAN ANTONIO BA AND VICTORIA BARGE CANAL

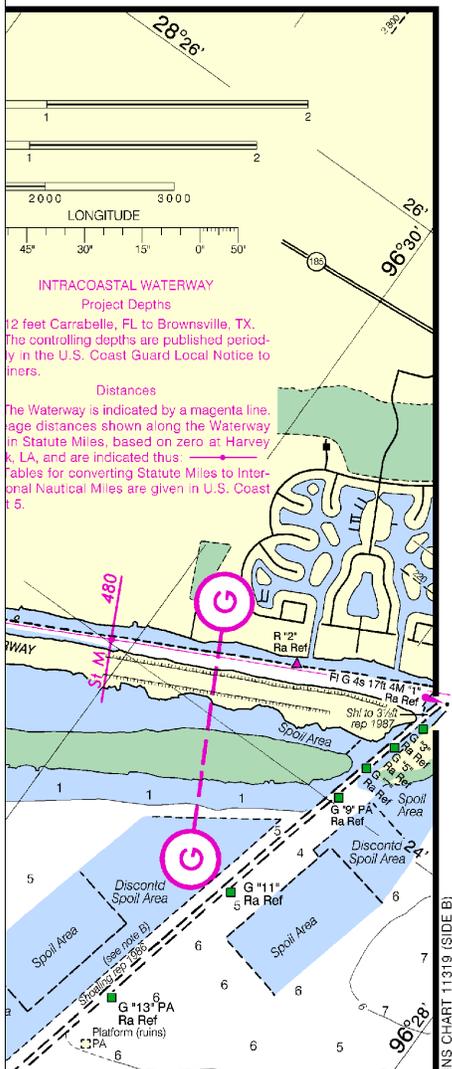


Chart 11315, 33rd Ed., Oct./10 ■
Corrected through NM Oct. 23/10, LNM Oct. 12/10
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



NSN 7642014010221
NGA REFERENCE NO. 11XHA11315



ED. NO. 33

AUTHORITIES

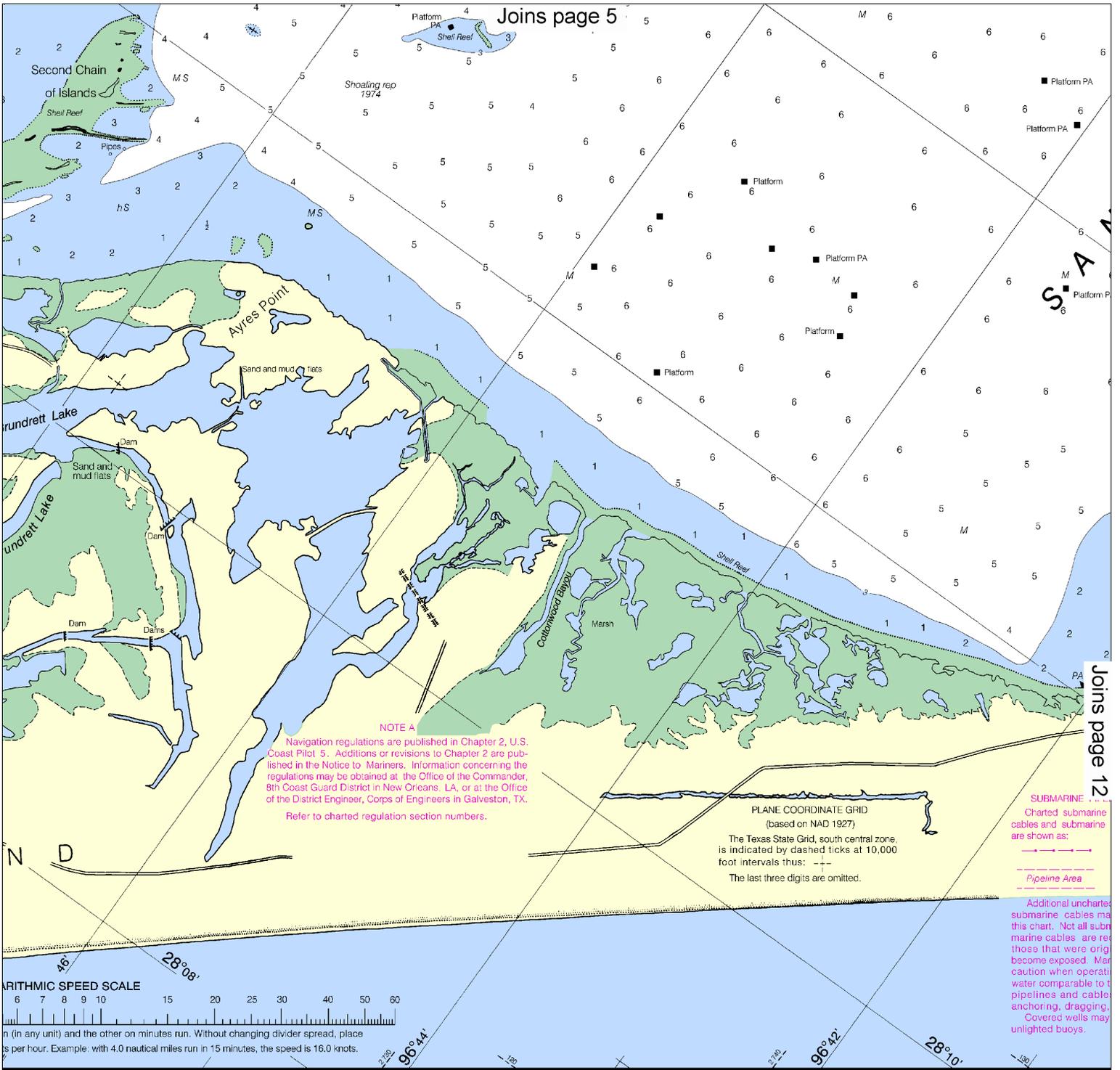
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

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

Joins page 15

CAUTION



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.

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

SUBMARINE
 Charted submarine cables and submarine are shown as: ---

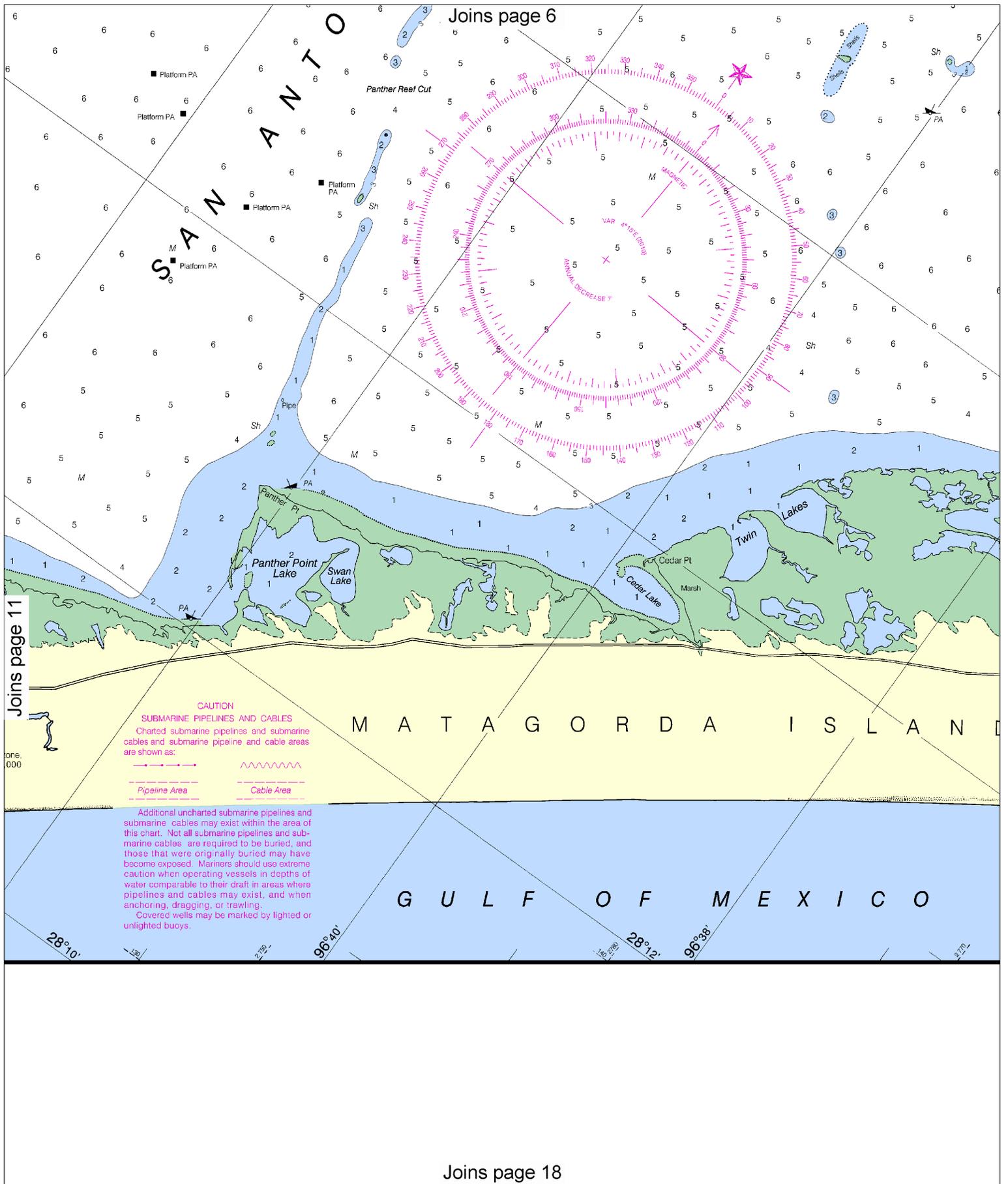
Pipeline Area

Additional uncharted submarine cables may be shown on this chart. Not all submarine cables are shown; those that were originally uncharted may become exposed. Markers are shown in red. Caution when operating in this area. Pipelines and cables may be exposed. Covered wells may be exposed. Unlighted buoys.

ARITHMETIC SPEED SCALE



Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



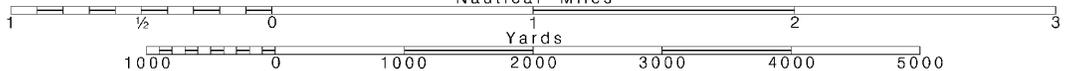
12

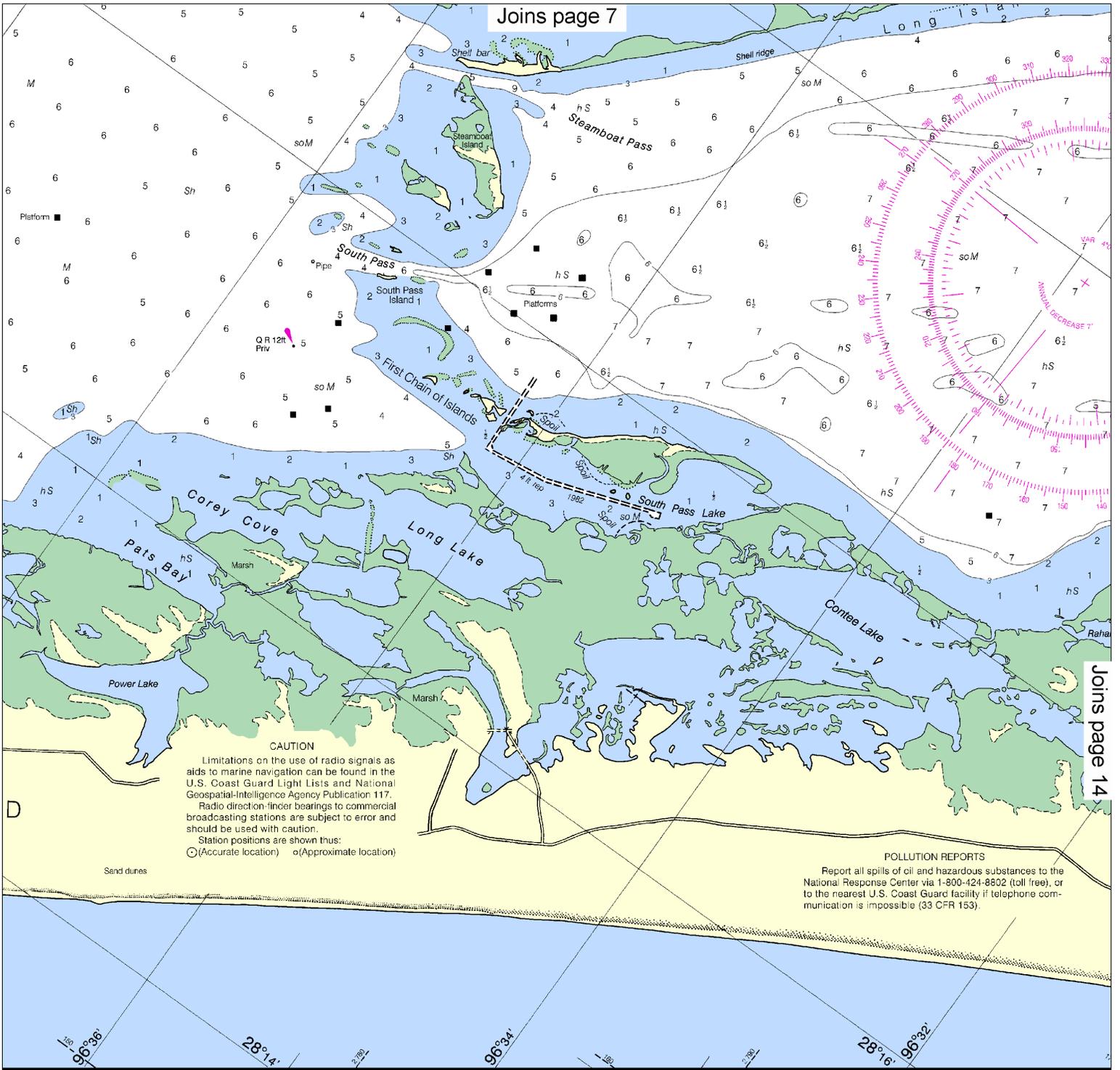
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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)

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).



NSN 7642014010221
ED. NO. 33
NGA REFERENCE NO. 11XHA11315

AUTHORITIES

Hydrography and topography of the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

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

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.

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 1.016' northward and 0.937' westward to agree with this chart.

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	IsC isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M stature miles
DIA 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	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum or soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:

TIDAL INFORMATION

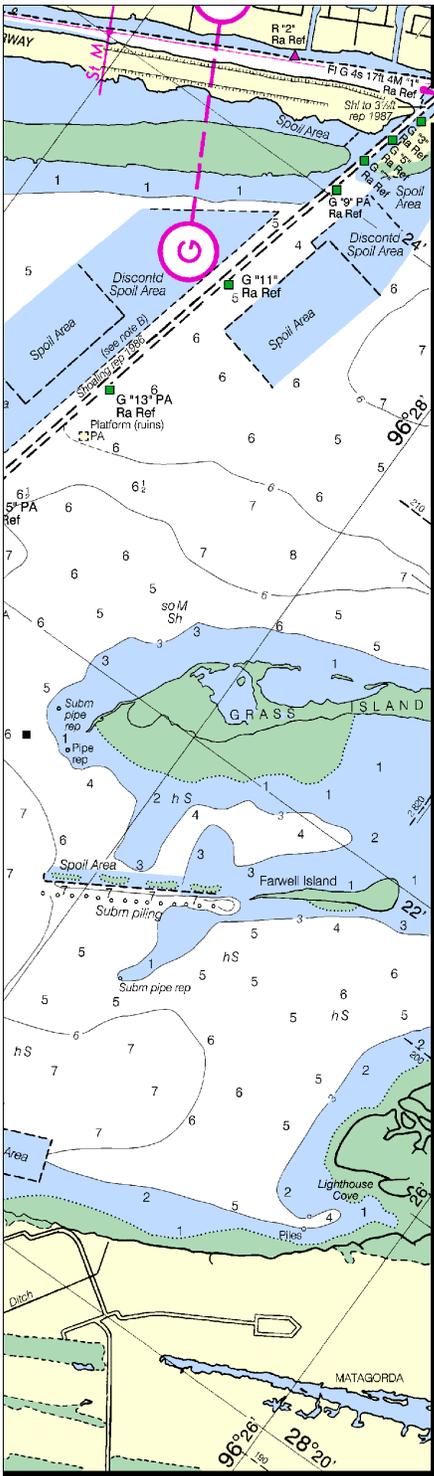
In the areas covered by this chart the periodic tide has a mean range of less than one half foot.

WARNING

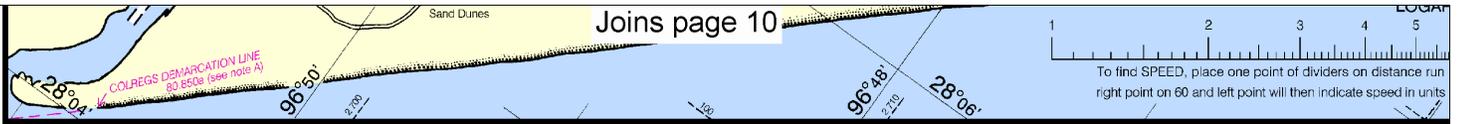
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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.

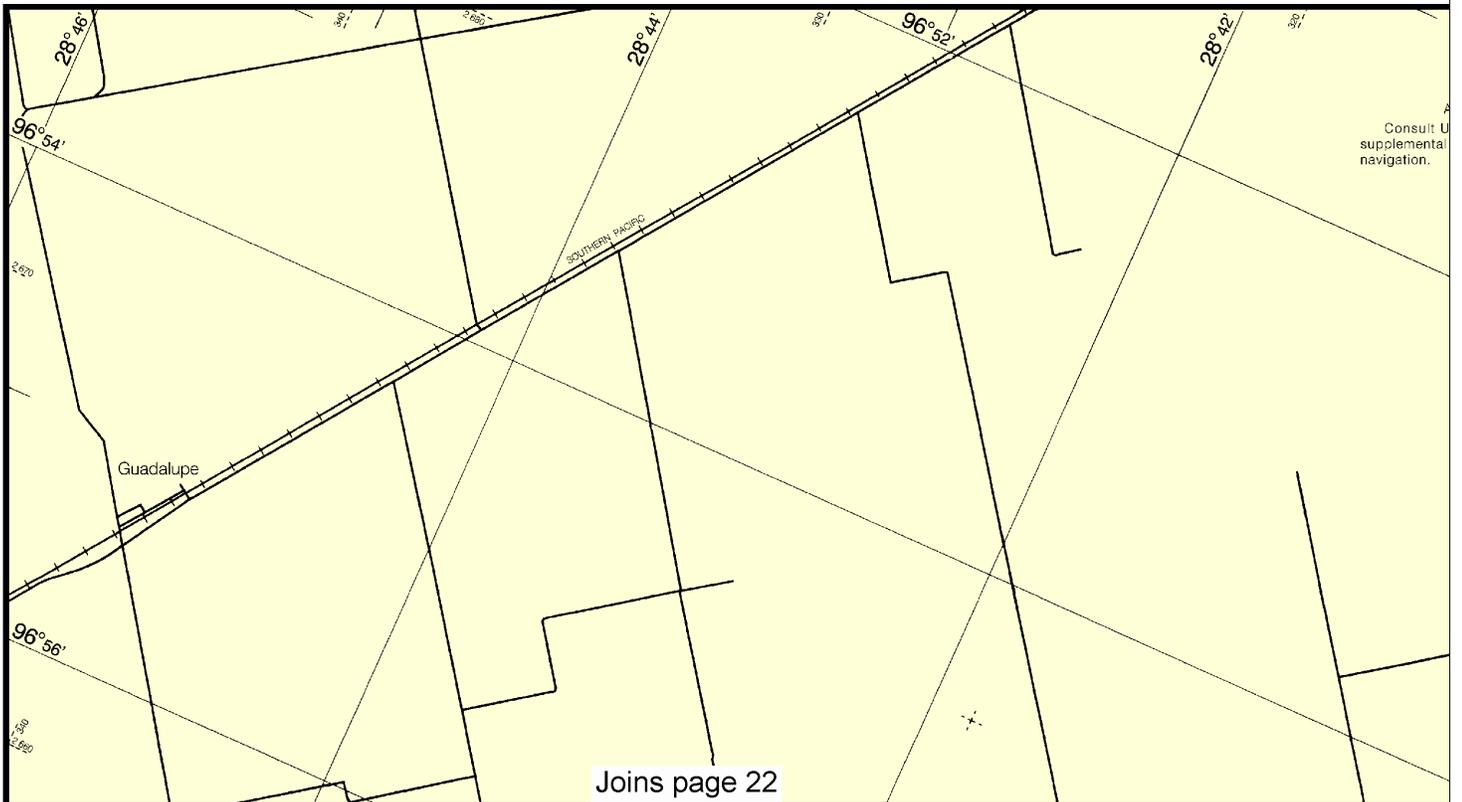


SIDE A



11315 33rd Ed., Oct./10; Corrected through NM Oct. 23/10. LNM Oct. 12/10

Joins page 10



Joins page 22

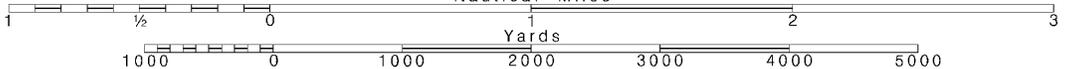
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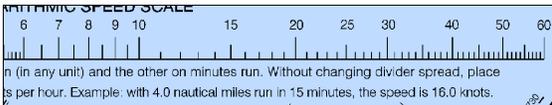
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

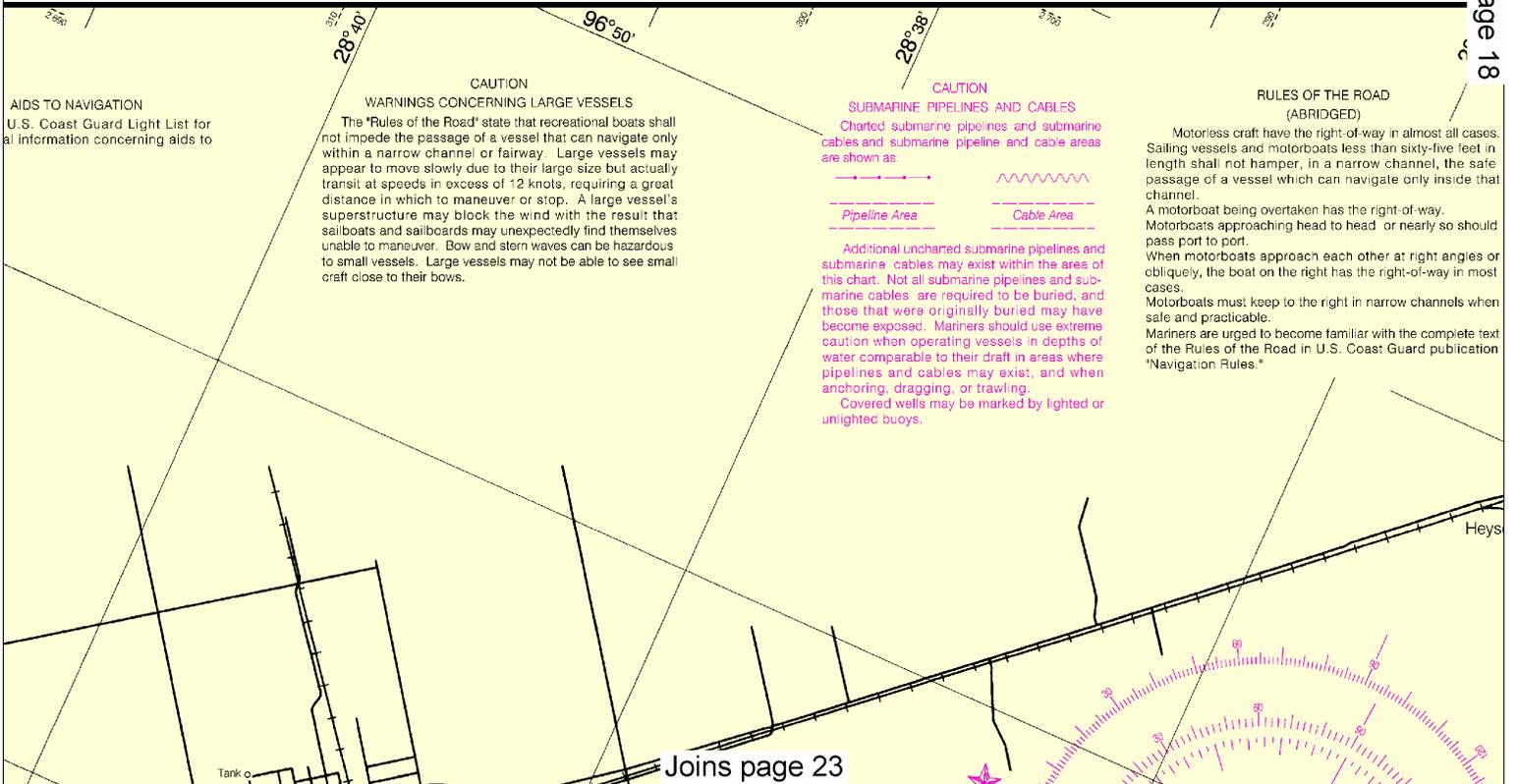
SCALE 1:40,000
Nautical Miles

See Note on page 5.





pipelines and cable
 anchoring, dragging,
 Covered wells may
 unlighted buoys.



pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

Joins page 17

RULES OF THE ROAD (ABRIDGED)

Powerless craft have the right-of-way in almost all cases. 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 boat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should port to port. Motorboats approaching each other at right angles or nearly so, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels when practical. Vessels are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

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.

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).

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.

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, Florida to Brownsville, Texas, 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.



Joins page 24

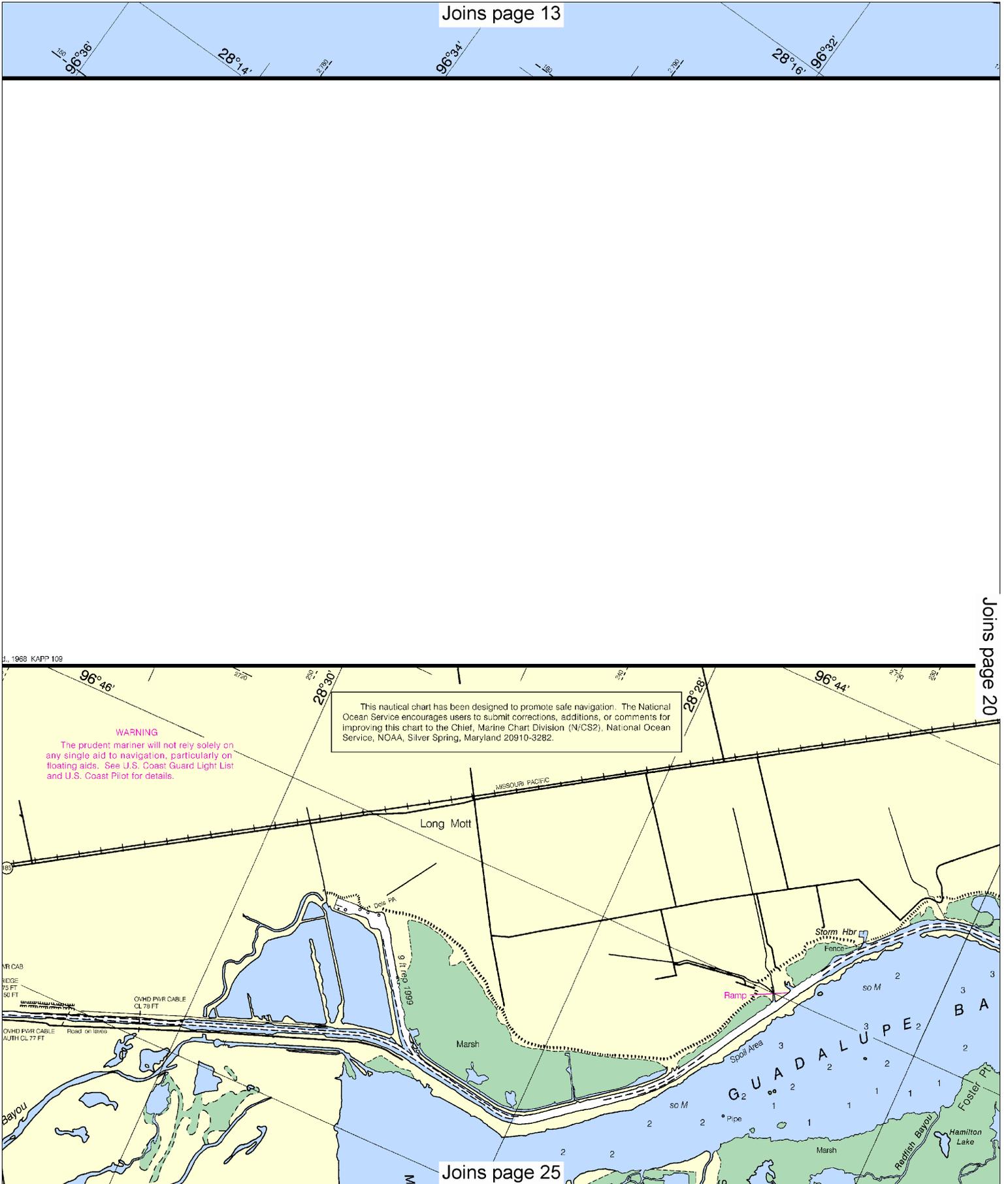
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

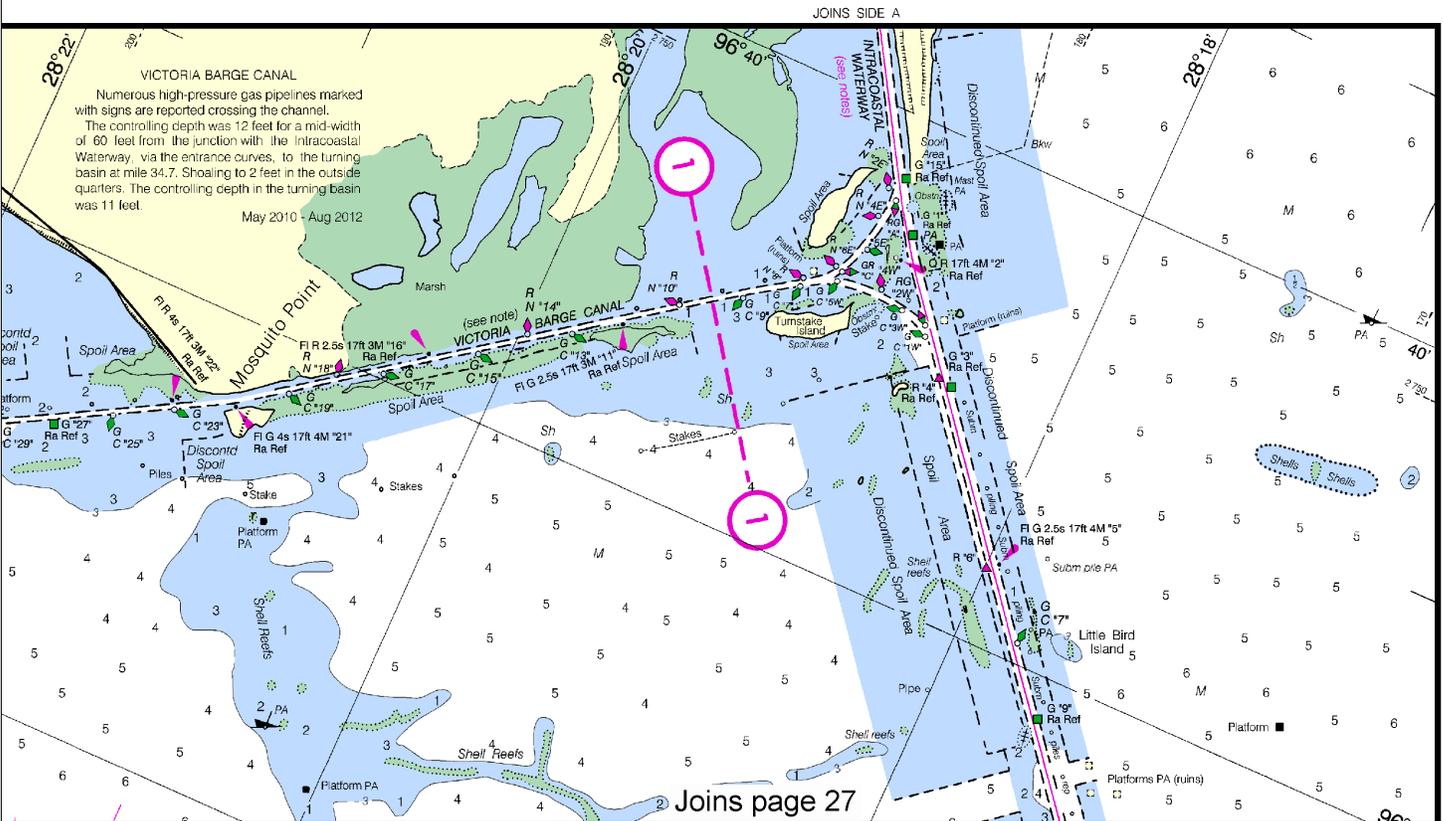
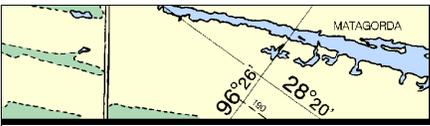
See Note on page 5.





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.



SIDE B



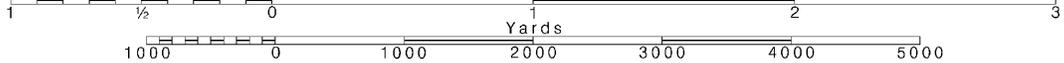
11315 33rd Ed., Oct./10 ; Corrected through NM Oct. 23/10, LNM Oct. 12/10

Note: Chart grid lines are aligned with true north.

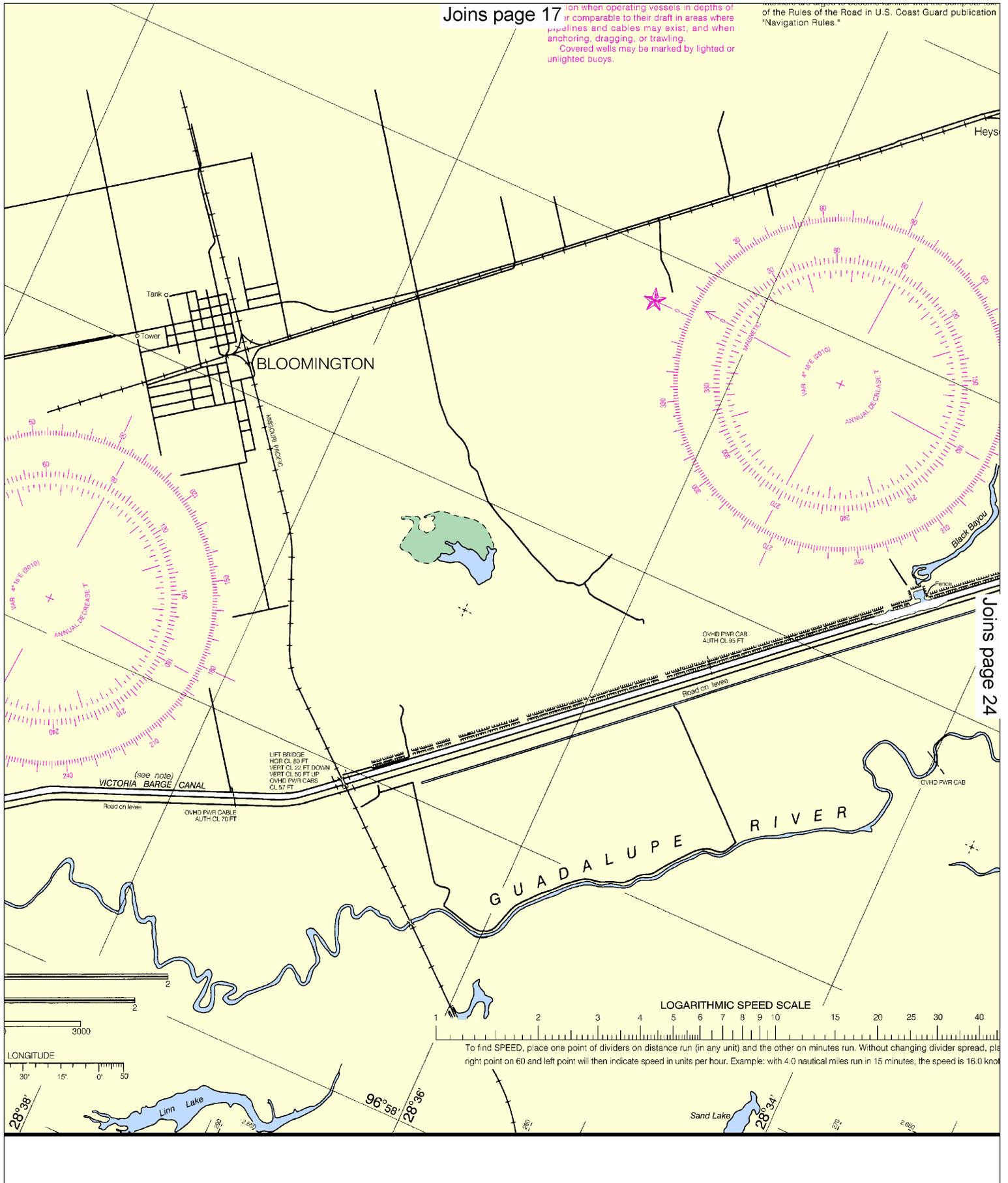
Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

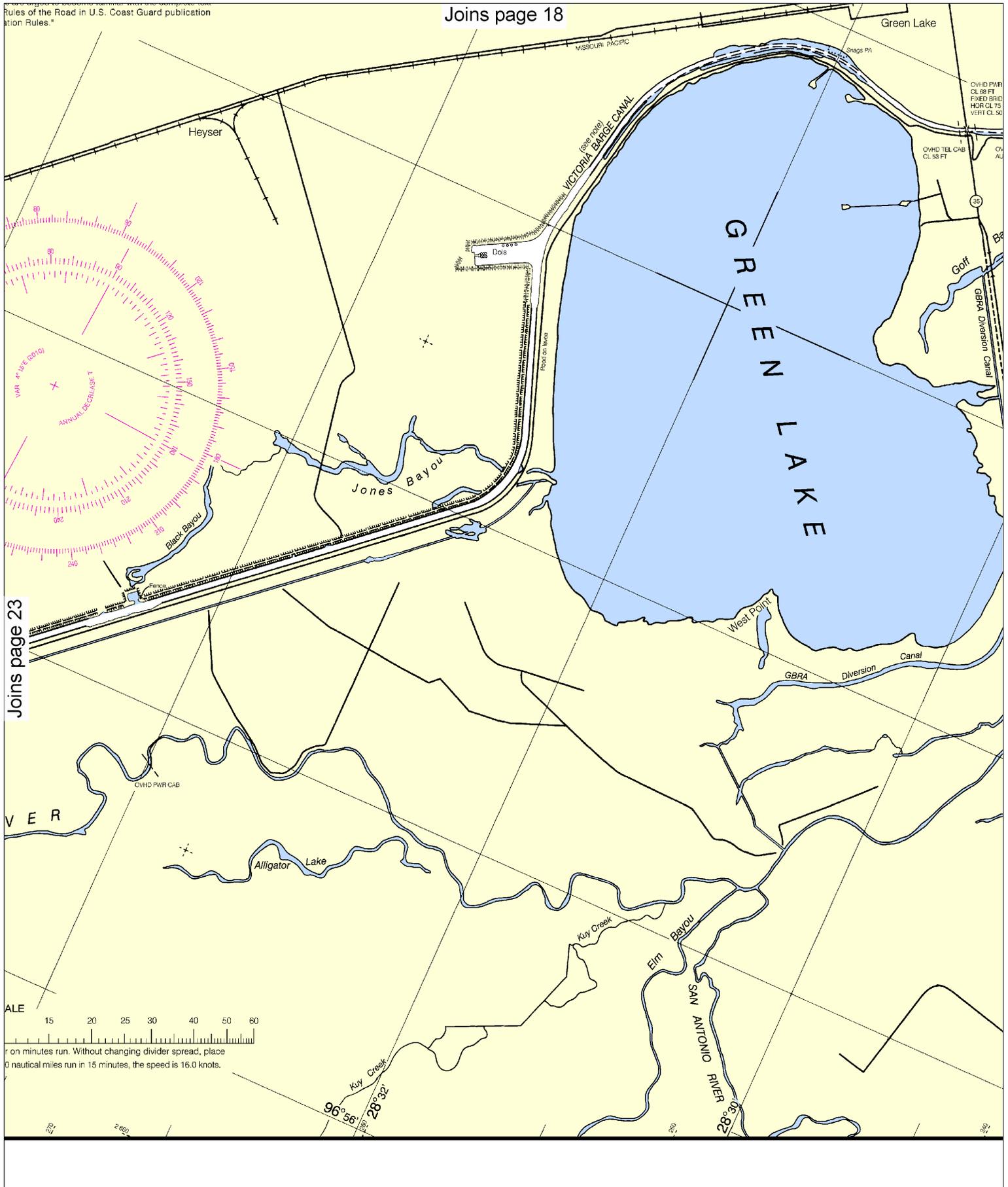
See Note on page 5.



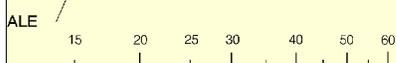
When operating vessels in depths of 10 fathoms or less, or in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.



Joins page 24



Joins page 23



on minutes run. Without changing divider spread, place
0 nautical miles run in 15 minutes, the speed is 16.0 knots.

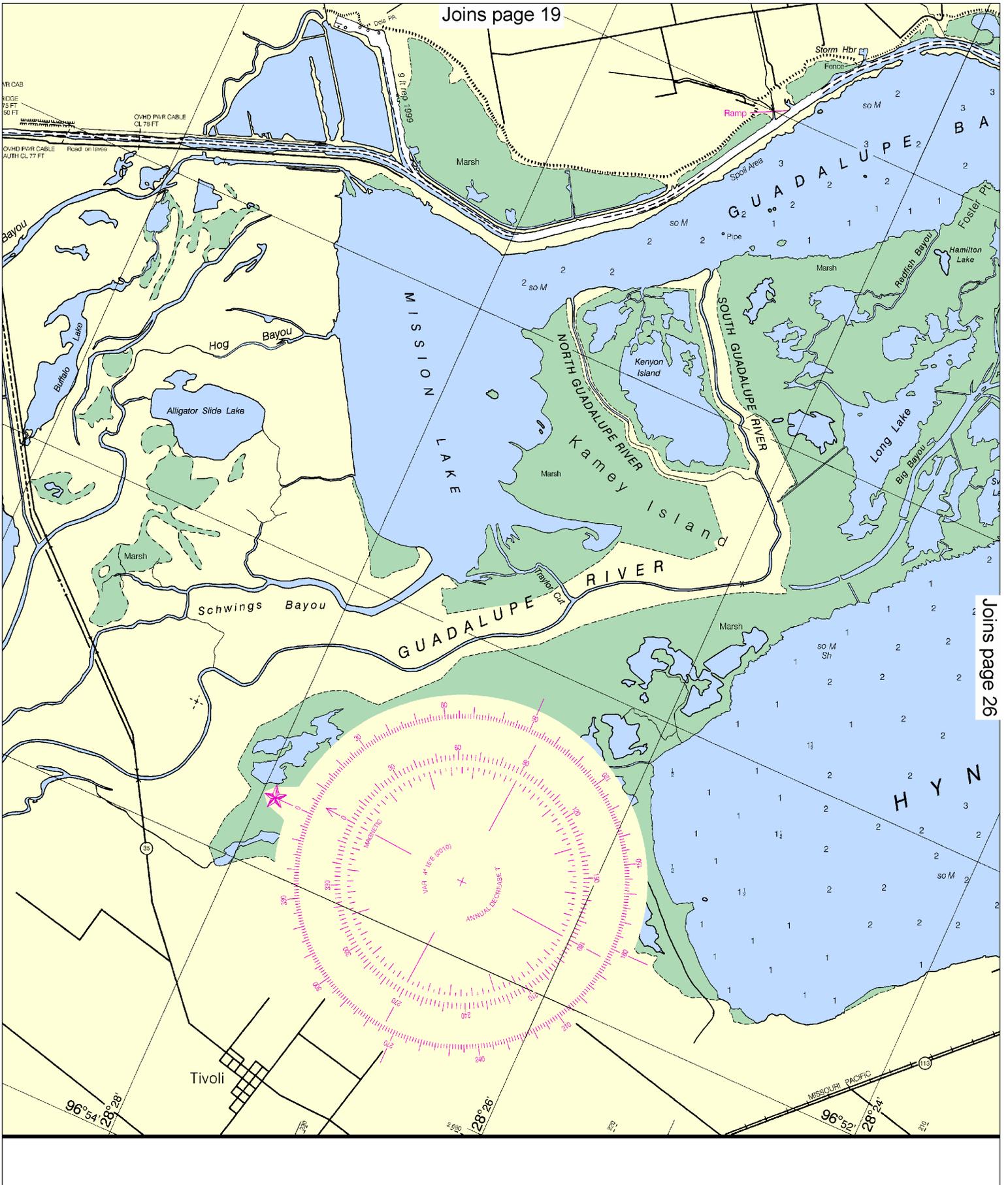
Note: Chart grid
lines are aligned
with true north.

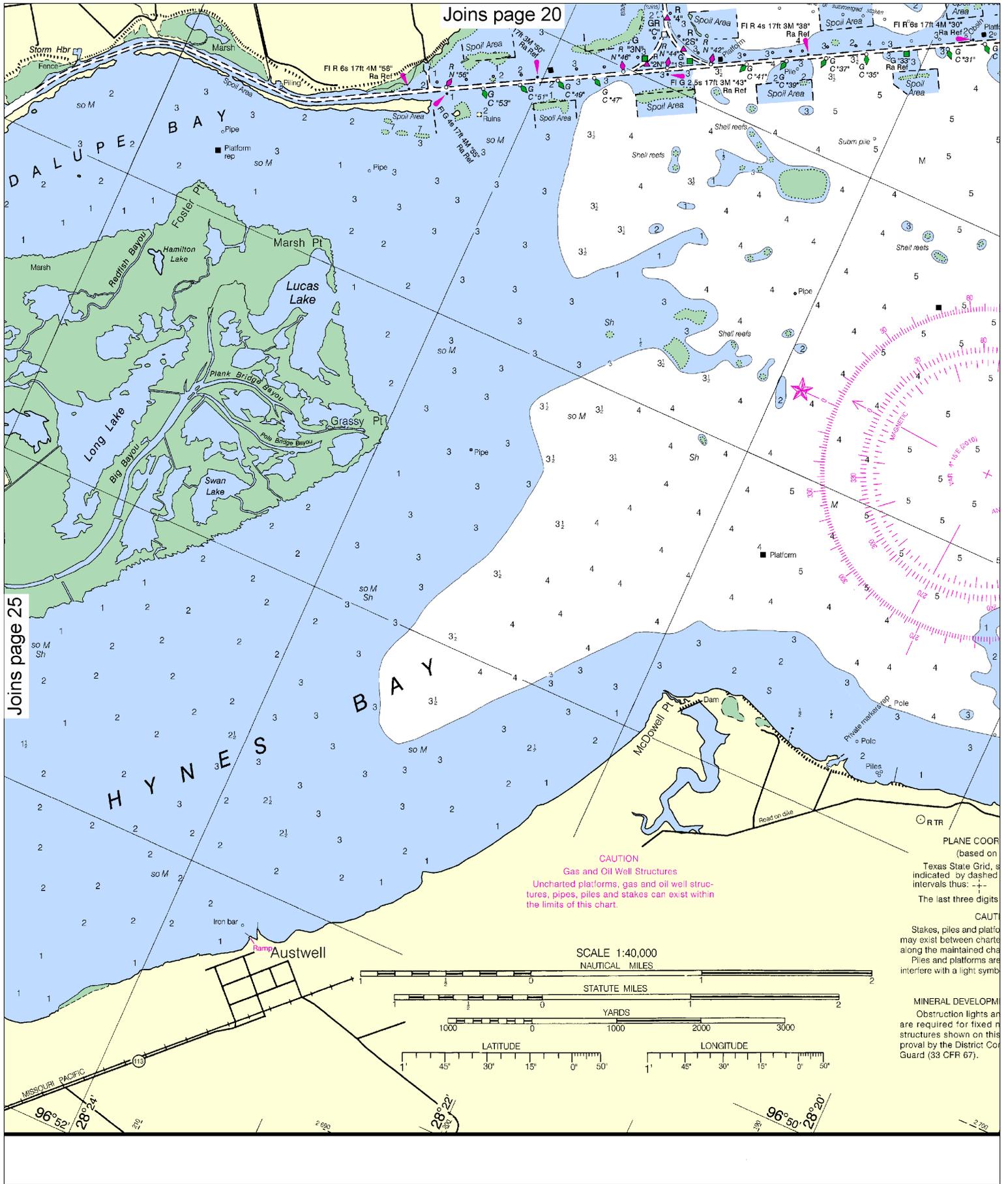
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







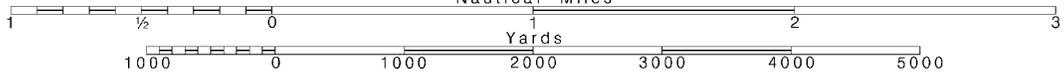
26

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

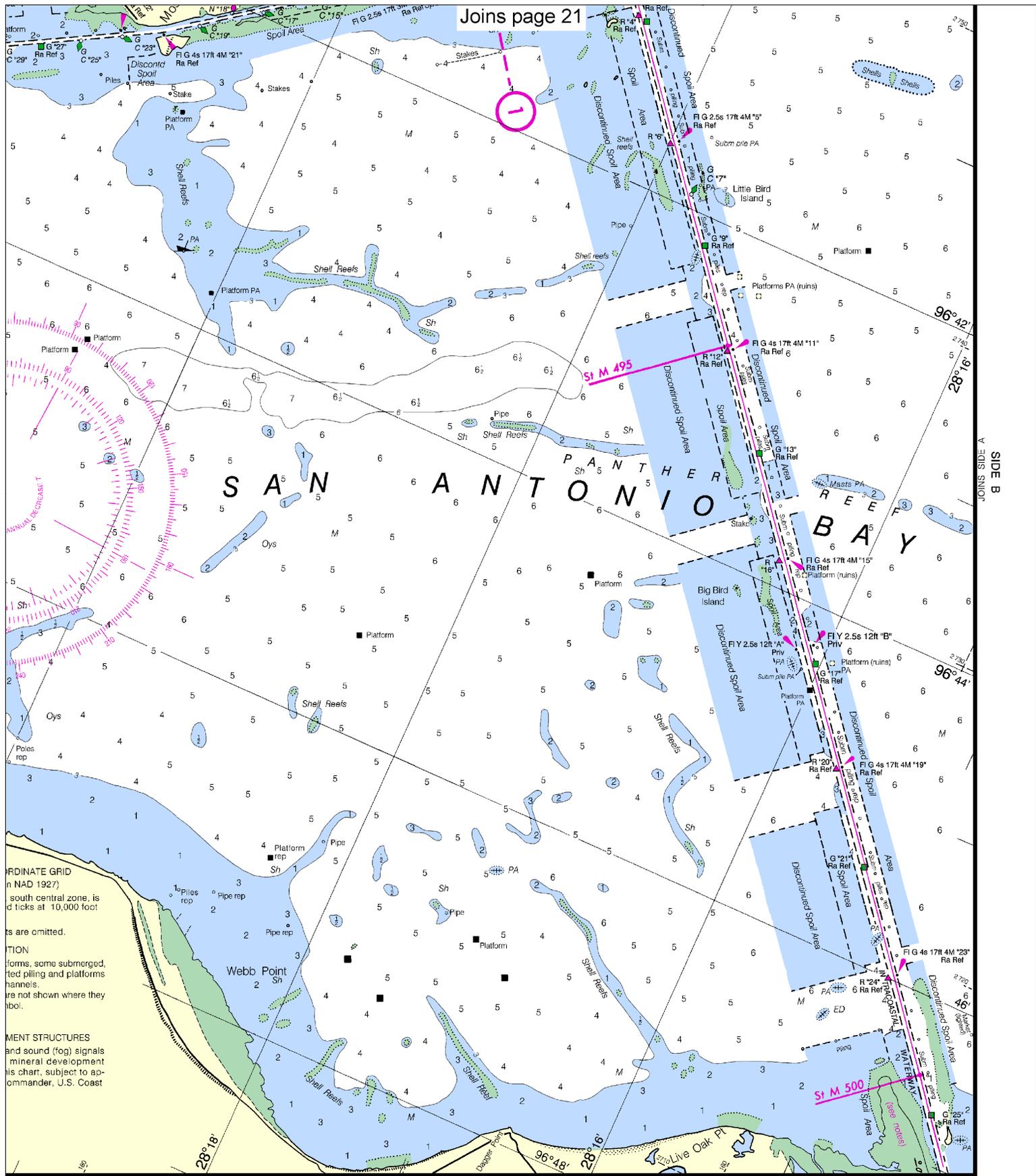
SCALE 1:40,000
Nautical Miles

See Note on page 5.



PLANE COOR
(based on
Texas State Grid, s
indicated by dashed
intervals thus: -+-
The last three digits
CAUTION
Stakes, piles and platfo
may exist between charte
along the maintained cha
Piles and platforms are
interfere with a light symb

MINERAL DEVELOPM
Obstruction lights an
are required for fixed n
structures shown on this
proval by the District Co
Guard (33 CFR 67).



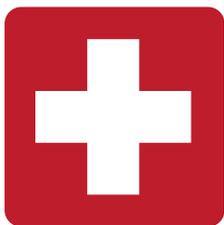
COORDINATE GRID
in NAD 1927)
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TION
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MENT STRUCTURES
and sound (fog) signals
mineral development
is chart, subject to ap-
pprover, U.S. Coast

SIDE B

JOINS SIDE A

11315



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>



— For the latest news from Coast Survey, follow @nauticalcharts



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.

