

BookletChart™

Galveston Bay Entrance

NOAA Chart 11324

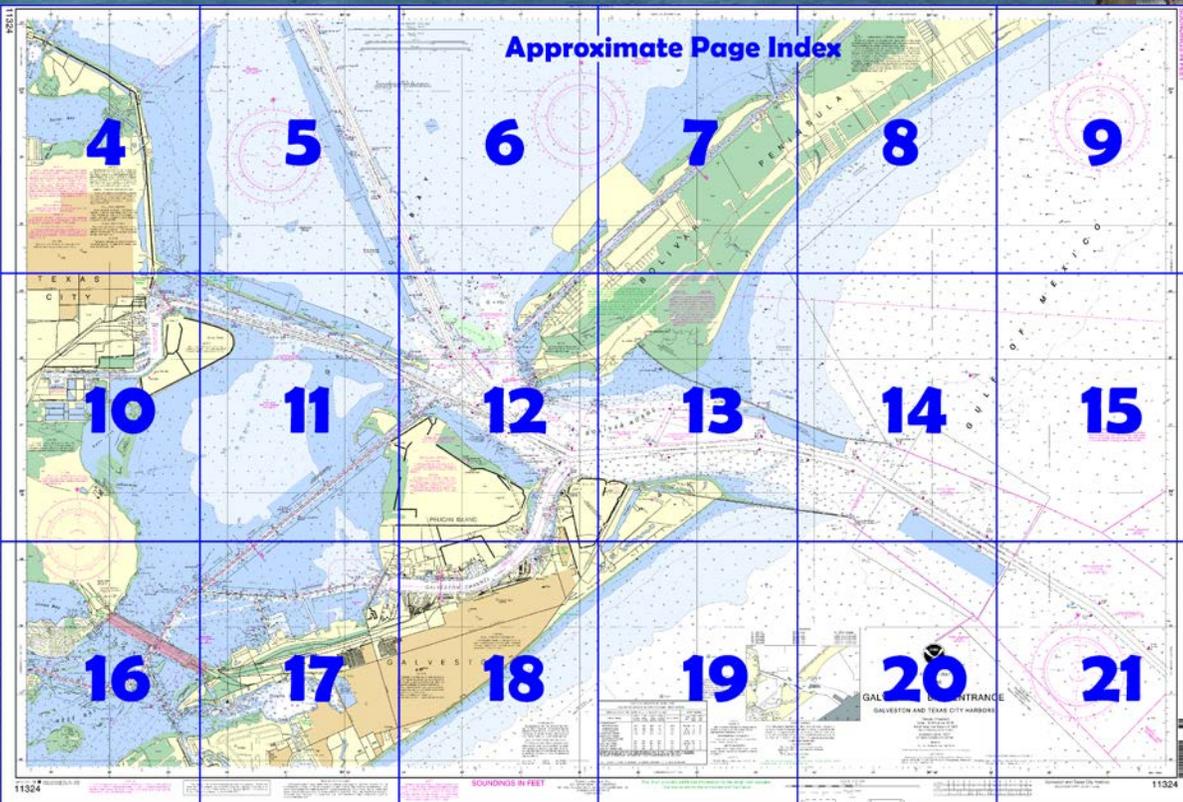


A reduced-scale NOAA nautical chart for small boaters

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



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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.

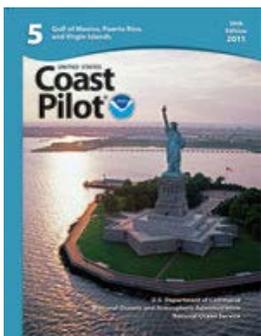
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11324>



[Coast Pilot 5, Chapter 12 excerpts]
Vessel Traffic Service Houston-Galveston became mandatory 13 October 1994. Detailed information on VTS Houston/Galveston's operating requirements, designated frequencies, precautionary areas, and mandatory reporting points can be found in **CFR Chapter 2 Part 161 Vessel Traffic Management, tables 161.12, 161.35(b), and 161.35(c)**. Mariners should obtain the latest edition of the U.S. Coast Guard's Houston/Galveston

Vessel Traffic Service User's Manual, available from the Commanding Officer, U.S. Coast Guard Vessel Traffic Houston/Galveston, 9640 Clinton Drive, Houston, TX 77029. Website: www.uscg.mil/VTSHouston

Anchorage.—Vessels may anchor off the bar in the Galveston Entrance Anchorages just inshore of the intersection of the Galveston Safety Fairway with the Coastwise Fairway. (See 166.100 through 166.200, chapter 2, for limits and regulations.)

Small craft anchoring in the designated areas should find the shoaler water so as to leave the deeper areas clear for larger vessels.

Dangers.—A considerable number of unmarked dangerous wrecks exist in the approaches to Galveston Bay Entrance. A spoil bank is S of the Outer Bar Channel, and an extensive shoal area is S of the channel between the jetties. Heald Bank and the offshore oil well structures are the principal hazards.

Vessels navigating in the Houston Ship Channel from Bolivar Roads to Morgans Point are cautioned about the heavy breakers which result from the bow wakes of tankers and other large merchant vessels in the channel.

Dangers.—Texas City Channel—A sunken wreck covered 10 feet is off the entrance to North Slip.

The channel from Galveston Bay to Clear Lake is reported to be highly congested with light commercial and pleasure-craft traffic, especially on weekends; a **speed limit** of 5 miles per hour is posted.

The Coast Guard advises vessels exercise particular caution where the channel intersects the Intracoastal Waterway, about 6.6 miles above the entrance jetties and just below Lighted Buoys 25 and 26. Situations resulting in collisions, groundings, and close quarters passing have been reported by both shallow and deep-draft vessels. The Coast Guard has requested vessels make a **SECURITE** call on VHF-FM channel 13 prior to crossing the Intracoastal Waterway, particularly during periods of restricted visibility.

An alternate route of the waterway at **Mile 349.3W** swings S in **Bolivar Roads** then SW in Galveston Channel. The port of Galveston at **Mile 353.5W** is on the S side of **Galveston Channel**. The **Pelican Island** railroad-highway bridge over Galveston Channel at **Mile 356.0W** has a bascule span with a clearance of 12 feet. **Caution:** The open bascule span overhangs the channel above a vertical clearance of 75 feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KYH-532. The bridgetender monitors VHF-FM channel 13. An overhead power cable close E of the bridge has a clearance of 85 feet. The alternate route leaves the port's deep water at the bridge and proceeds W in dredged cuts to rejoin the waterway at **Mile 356.4W**. The rail-highway bridge over the waterway at **Mile 357.2W** has a bascule span with a clearance of 7 feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KUF-652. The overhead power cable on the SW side of the bridge has a clearance of 99 feet. The two fixed bridges at **Mile 357.3W** have a clearance of 73 feet. W of the bridges, a marked channel leads SE from **Mile 357.7W** to **Offatts Bayou** which is one of the principal bases for Galveston pleasure and fishing craft.

**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

NOTE E
The controlling depth in the approach to the Highway Ferry slip at Port Bolivar was 9 feet for a width of 200 feet. Oct 2007

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:25,000 at Lat. 29°28'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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).

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.848' northward and 0.705' westward to agree with this chart.

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.

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.

NOTE I
Stronger than predicted currents have been reported in this area, particularly during flood tide.

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

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

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
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.

NOTE F
Numerous submerged piles, pipes, stakes and obstructions are charted on the south side of Texas City Channel.

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.

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

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
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOTE C
WARNING
Mariners should be alert to the possibility of strong cross-currents as they transit Galveston Bay Entrance Channel.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Galveston, TX	KHB-40	162.55 MHz
Houston, TX	KGG-68	162.40 MHz

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

For Symbols and Abbreviations see Chart No. 1

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.

NOTE B
Numerous stakes may exist between piling and platforms along Houston Ship Channel. Piling, platforms, and stakes may be submerged.

NOTE H
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Houston, Galveston, and Texas City waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161; Chapter 2 U.S. Coast Pilot; and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. "Houston Traffic" is a full service VTS, providing a continuous Information Service; Traffic Organization Services as requisite; and Navigation Assistance Service upon request.

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 G
TRAFFIC SEPARATION SCHEME
A pilot boarding area is located near the center of the inshore precautionary area. Due to heavy vessel traffic, mariners are advised not to anchor or linger in this precautionary area except to pick up or disembark a pilot.

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.

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.

NOTE J
The U.S. Coast Guard has established an alternate route for vessels transiting between the Intracoastal Waterway and the Houston Ship Channel. The alternate route, shown in green tint, is marked with aids to navigation from Bolivar Peninsula Buoy 20 to Houston Ship Channel Light 28. This route is intended to be one-way for vessels proceeding northbound from the Intracoastal Waterway to the Houston Ship Channel. The Alternate Route is not regularly maintained and has no associated project depth. Mariners should proceed with caution. Southbound traffic is requested to proceed south to Houston Ship Channel Buoy 26, then east to Bolivar Point. Houston Traffic requests that all vessels proceeding northbound in the alternate route conduct a secure broadcast of their intentions prior to entering into the Houston Ship Channel.

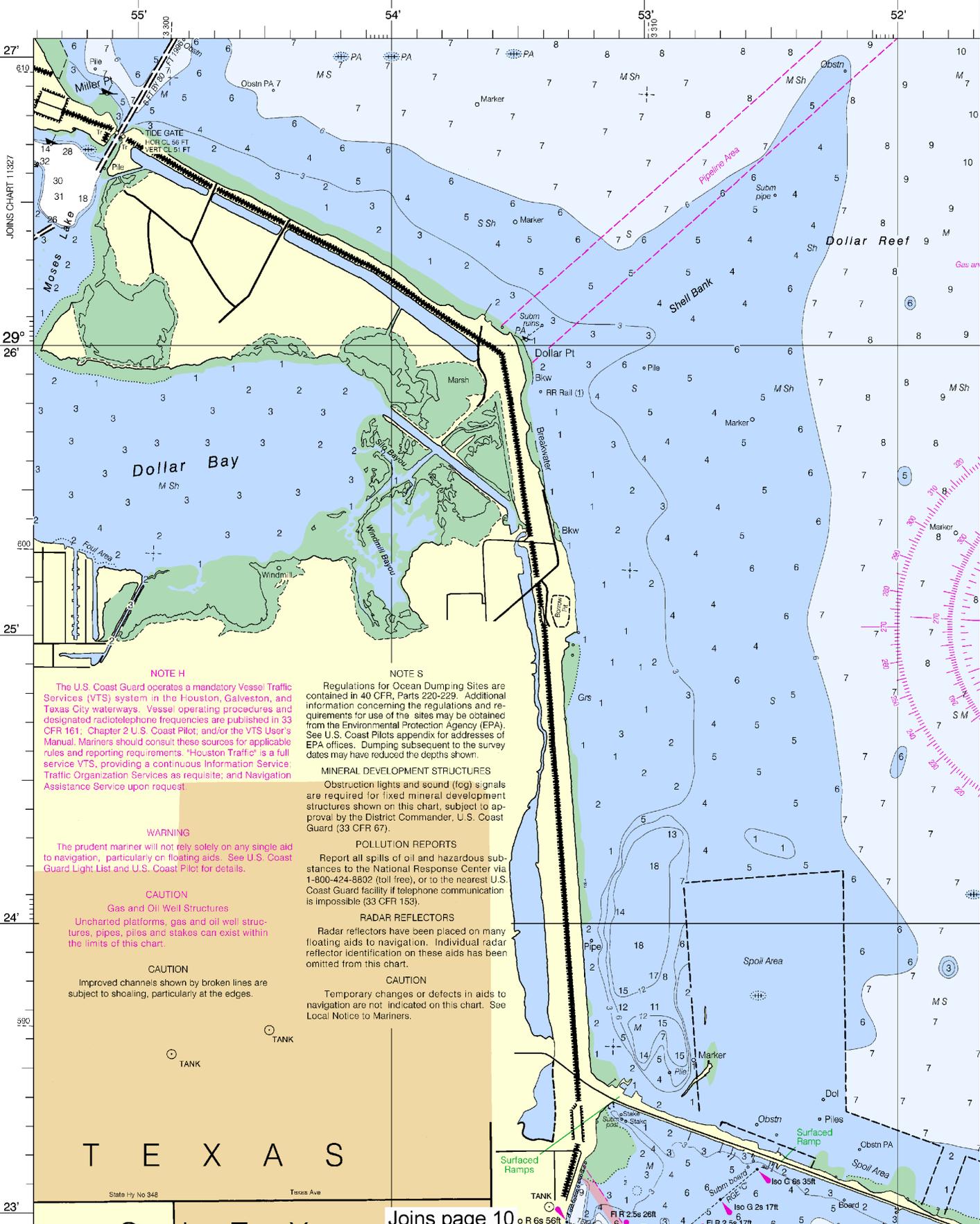
HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions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

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.

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

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.

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

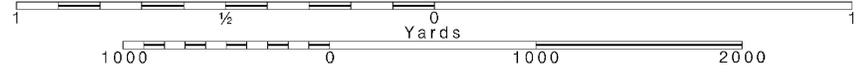


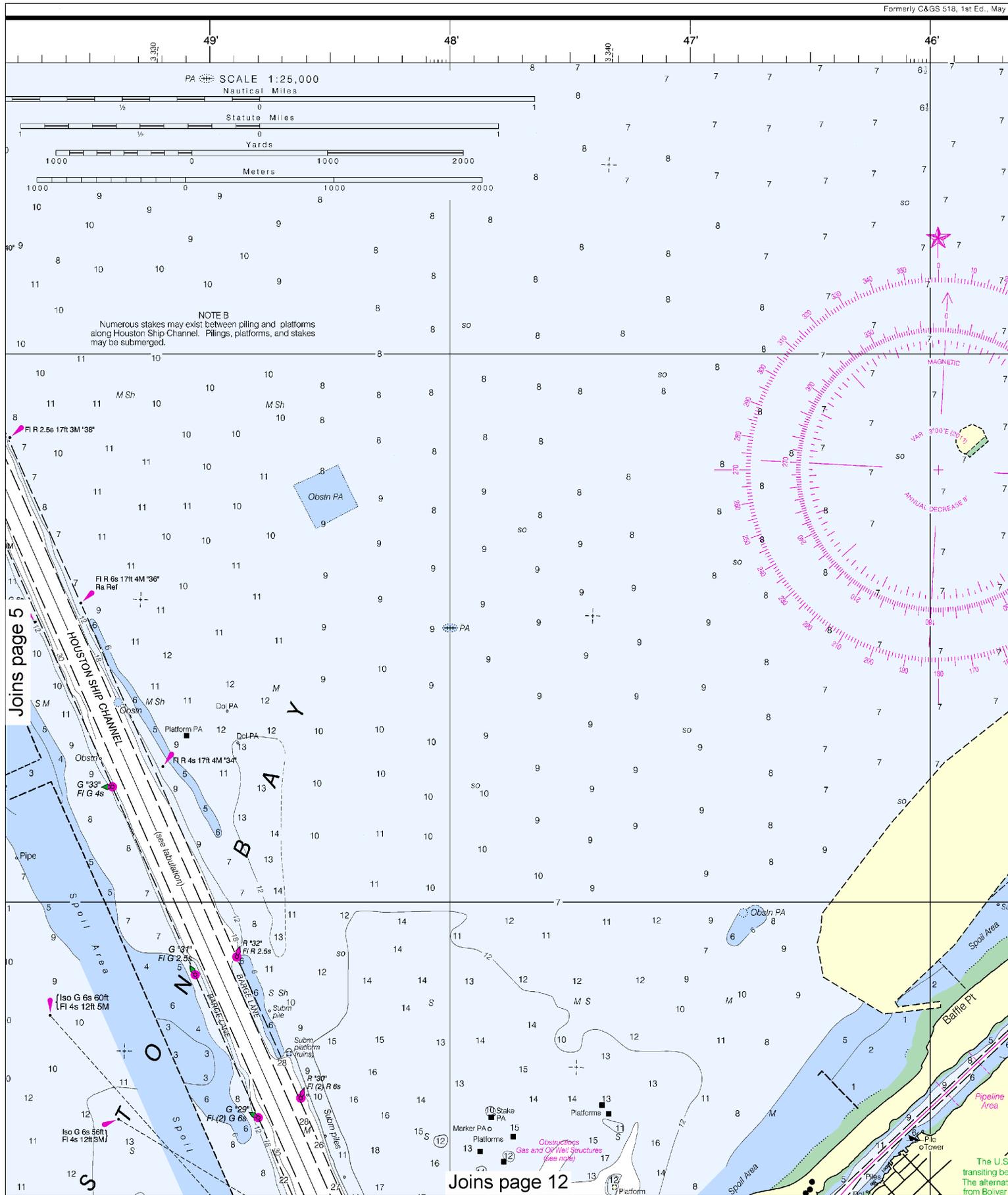
T E X A S

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Note: Chart grid lines are aligned with true north.

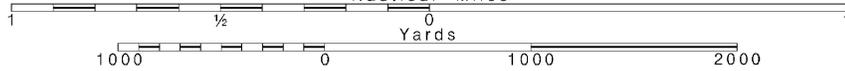
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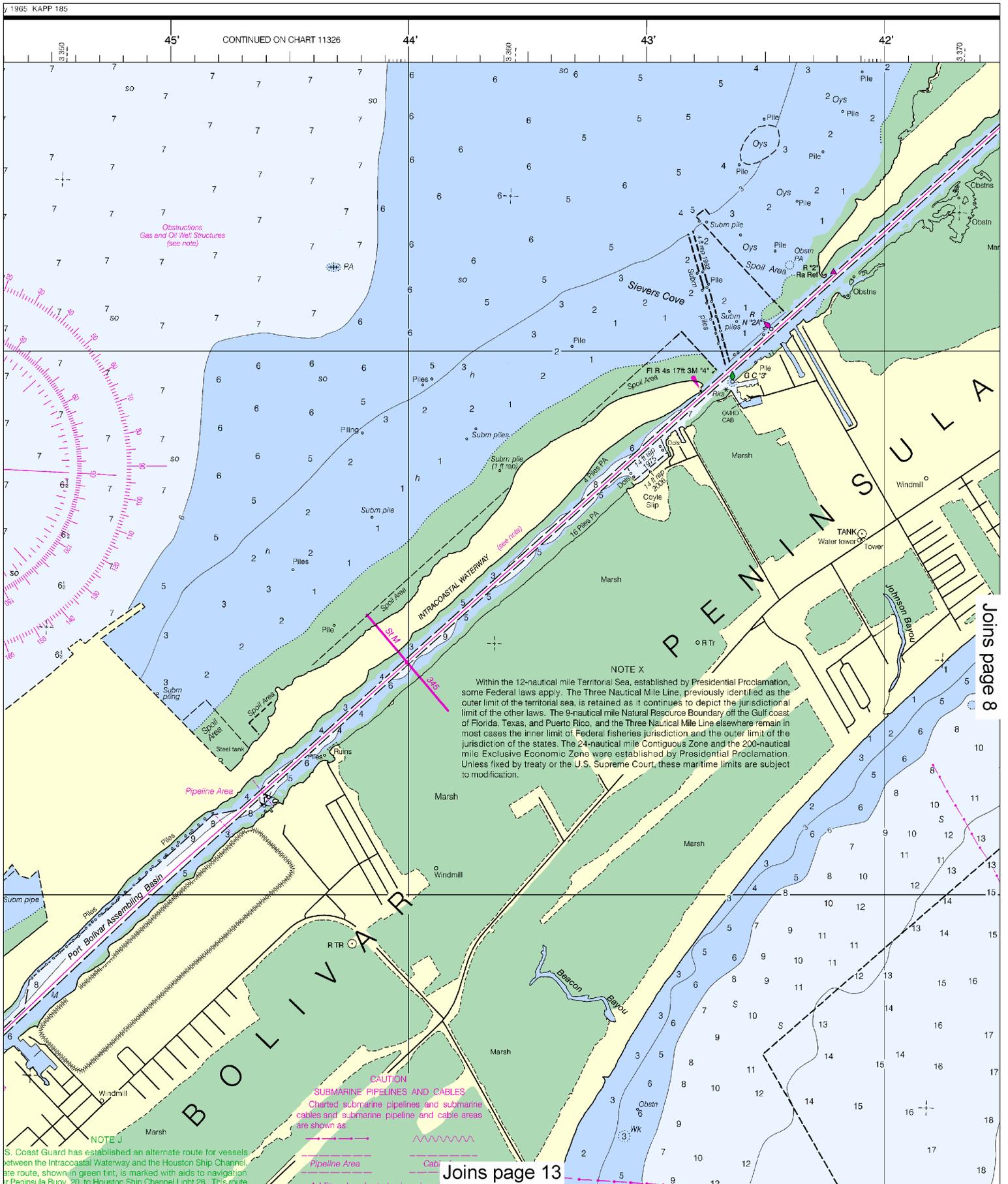




Note: Chart grid lines are aligned with true north.

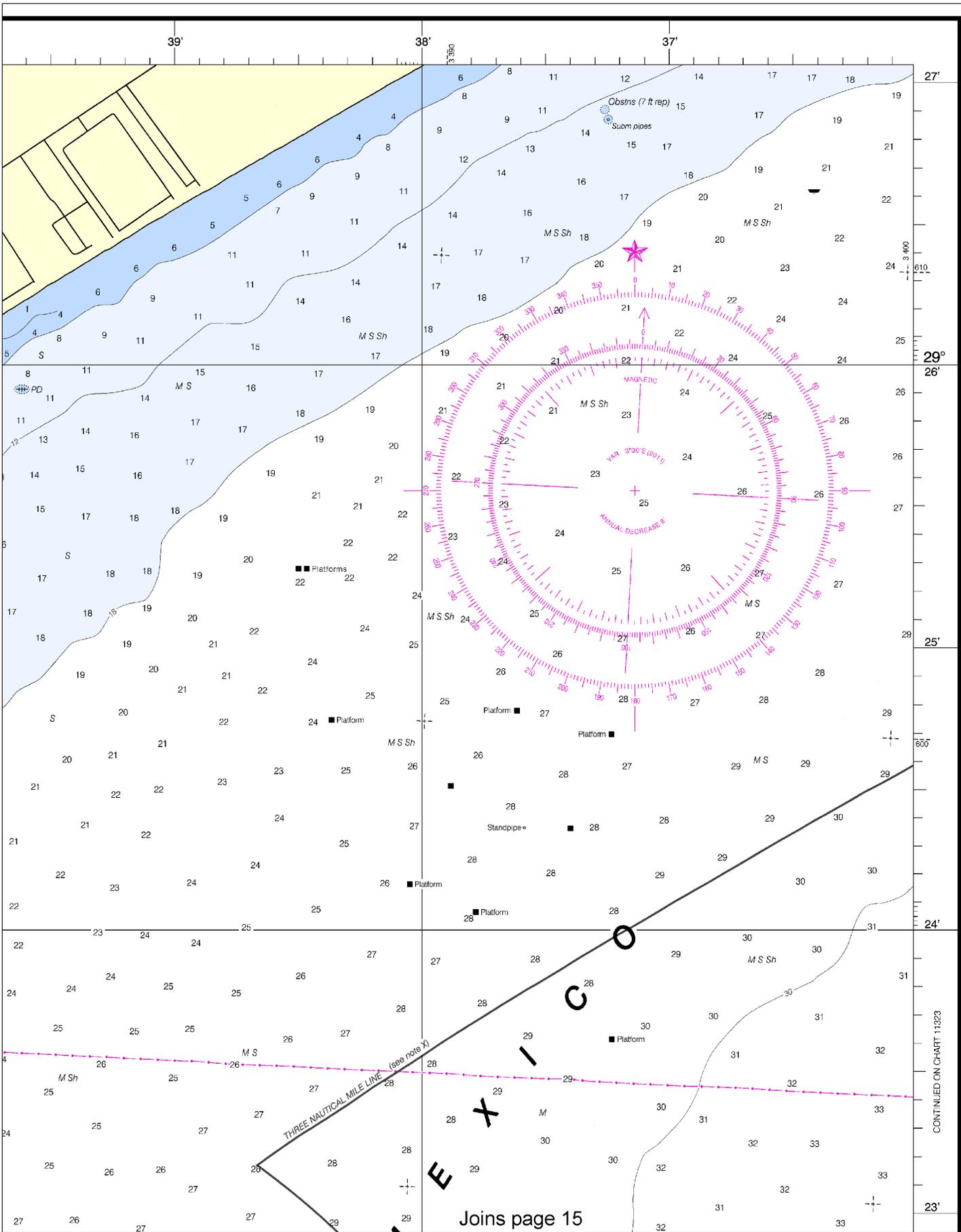
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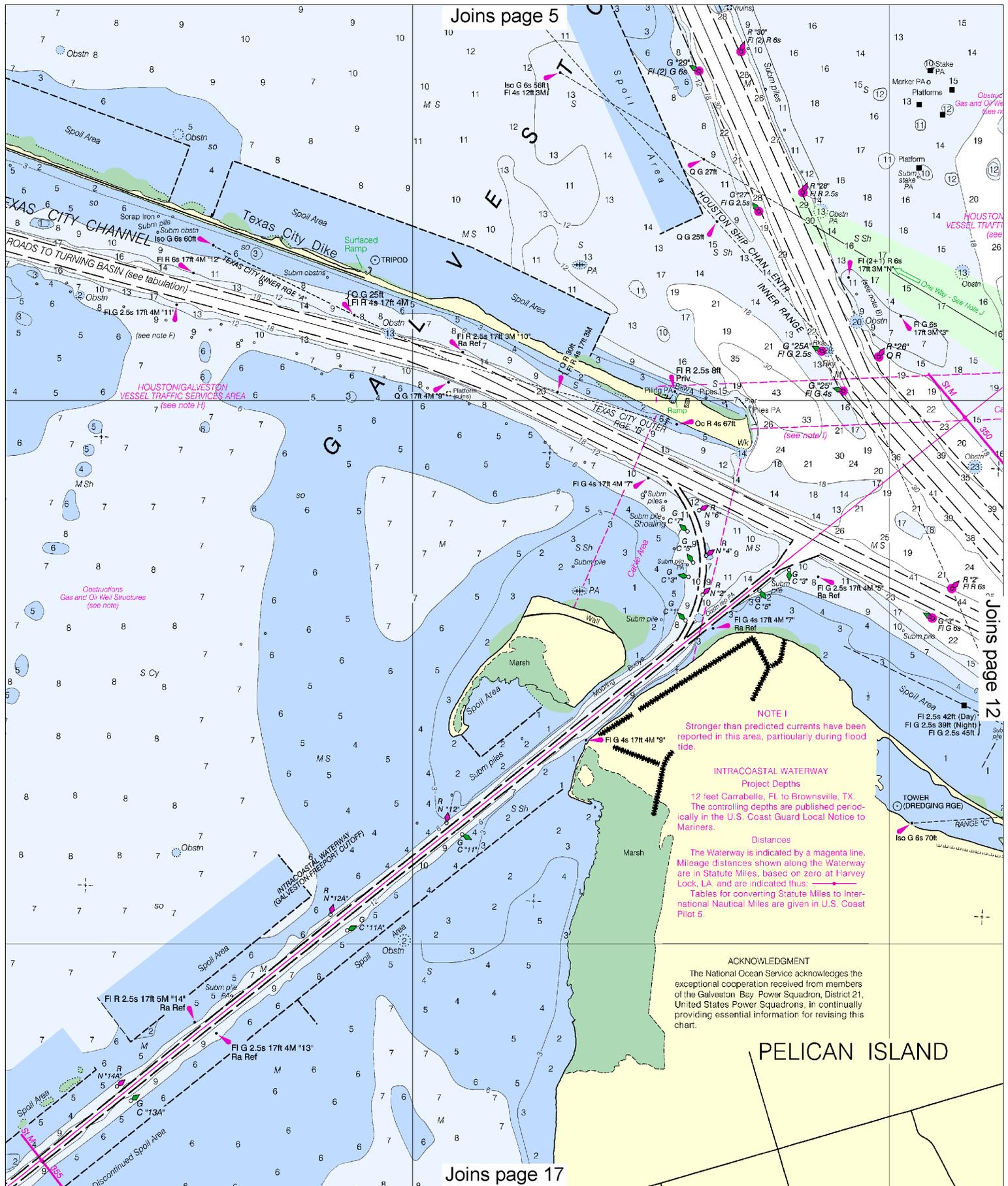
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0513 1/29/2013,
 NGA Weekly Notice to Mariners: 0613 2/9/2013,
 Canadian Coast Guard Notice to Mariners: n/a.





CONTINUED ON CHART 11323

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NOTE 1
 Stronger than predicted currents have been reported in this area, particularly during flood tide.

INTRACOASTAL WATERWAY
 Project Depths
 12 feet Carrabelle, FL to Brownsville, TX.
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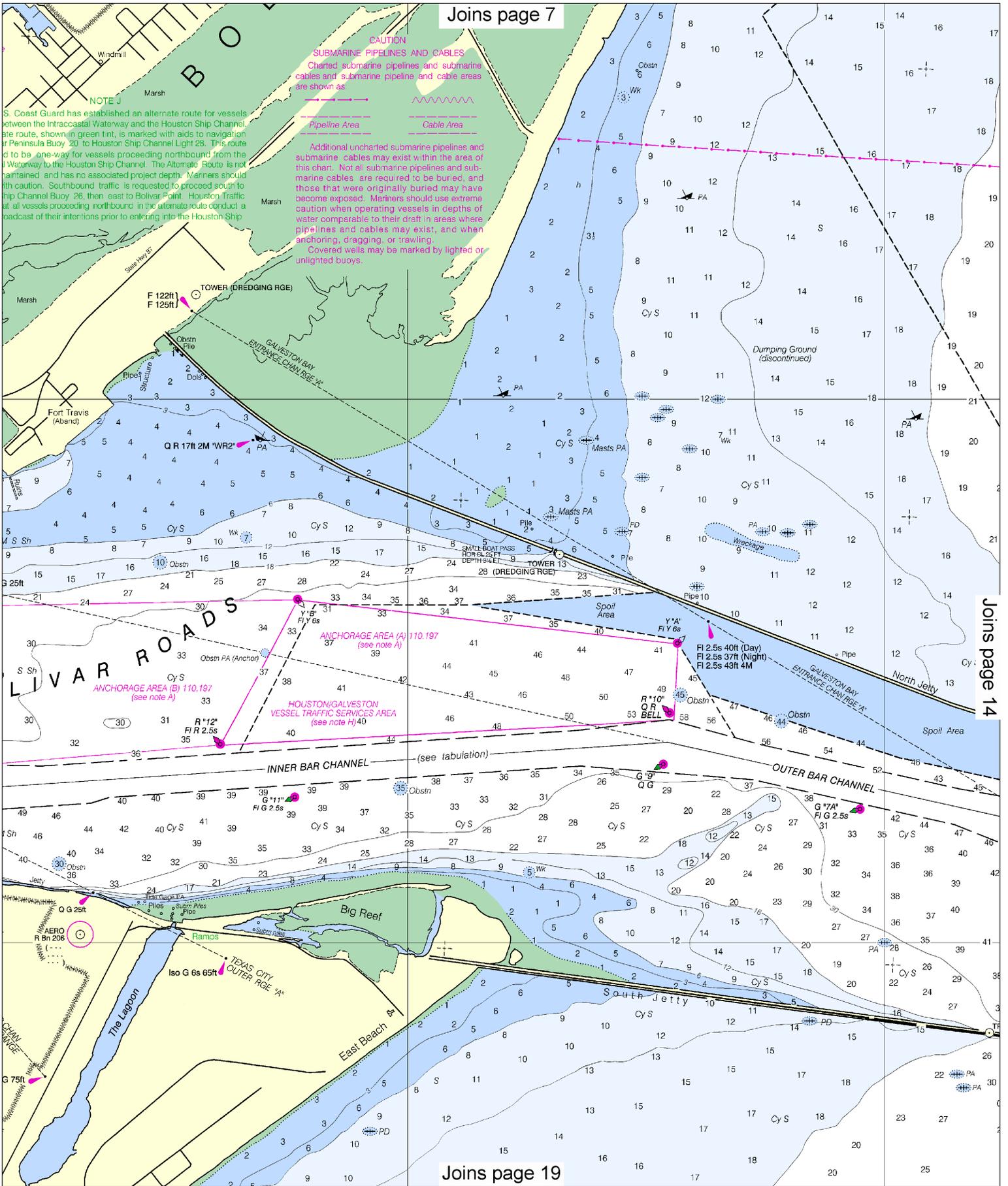
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ACKNOWLEDGMENT
 The National Ocean Service acknowledges the exceptional cooperation received from members of the Galveston Bay Power Squadron, District 21, United States Power Squadrons, in continually providing essential information for revising this chart.

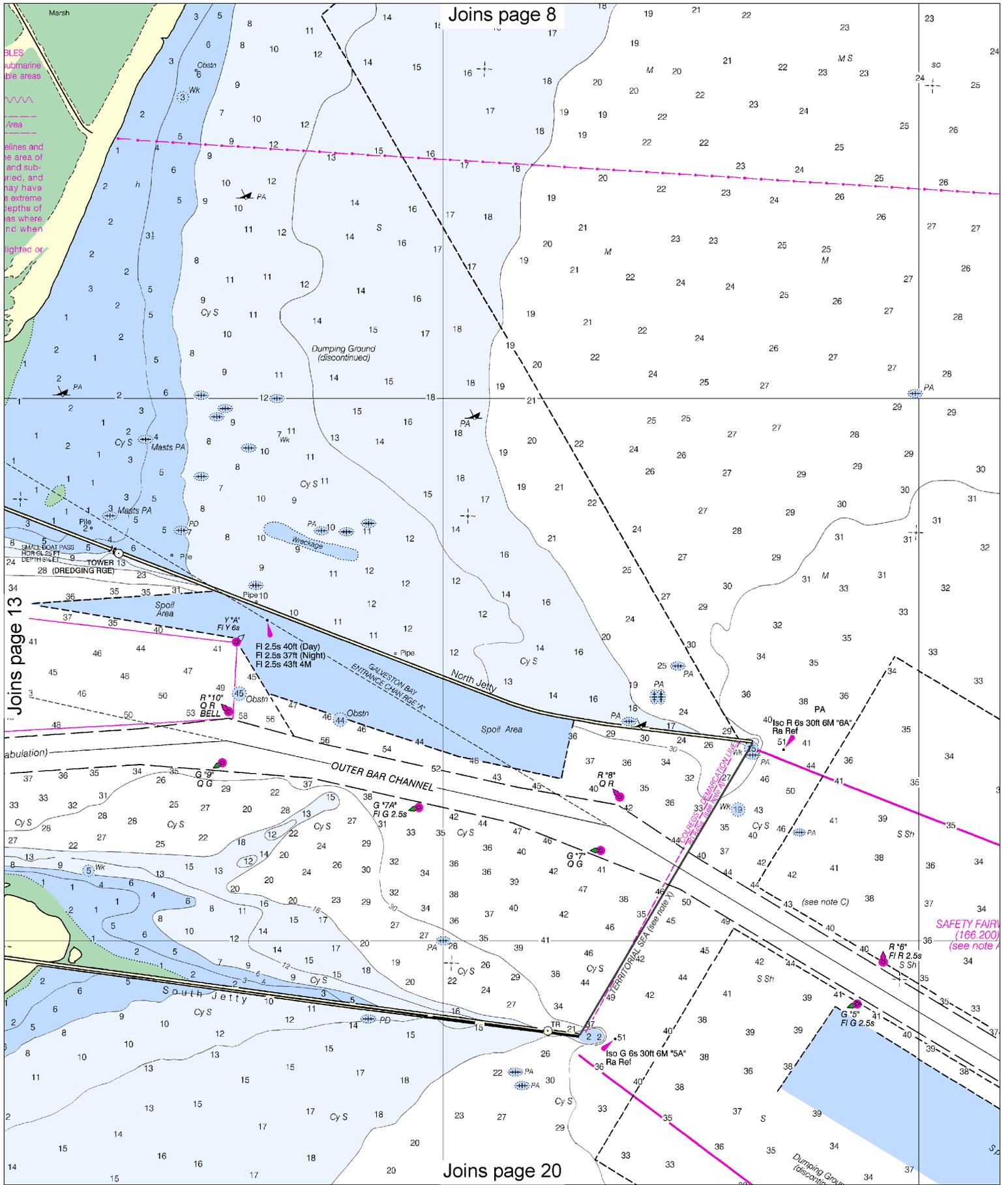
PELICAN ISLAND

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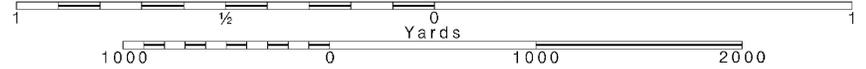
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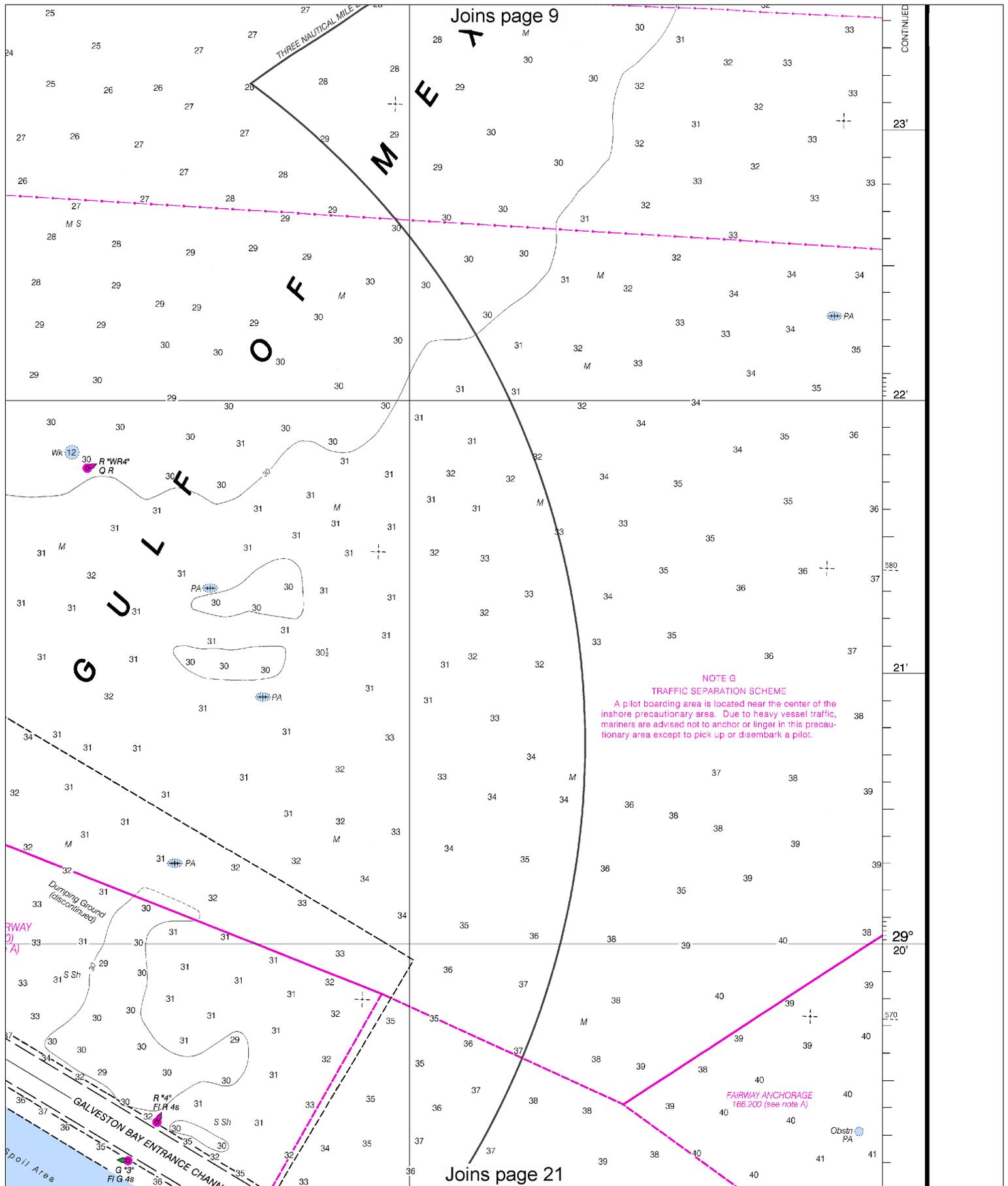


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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.

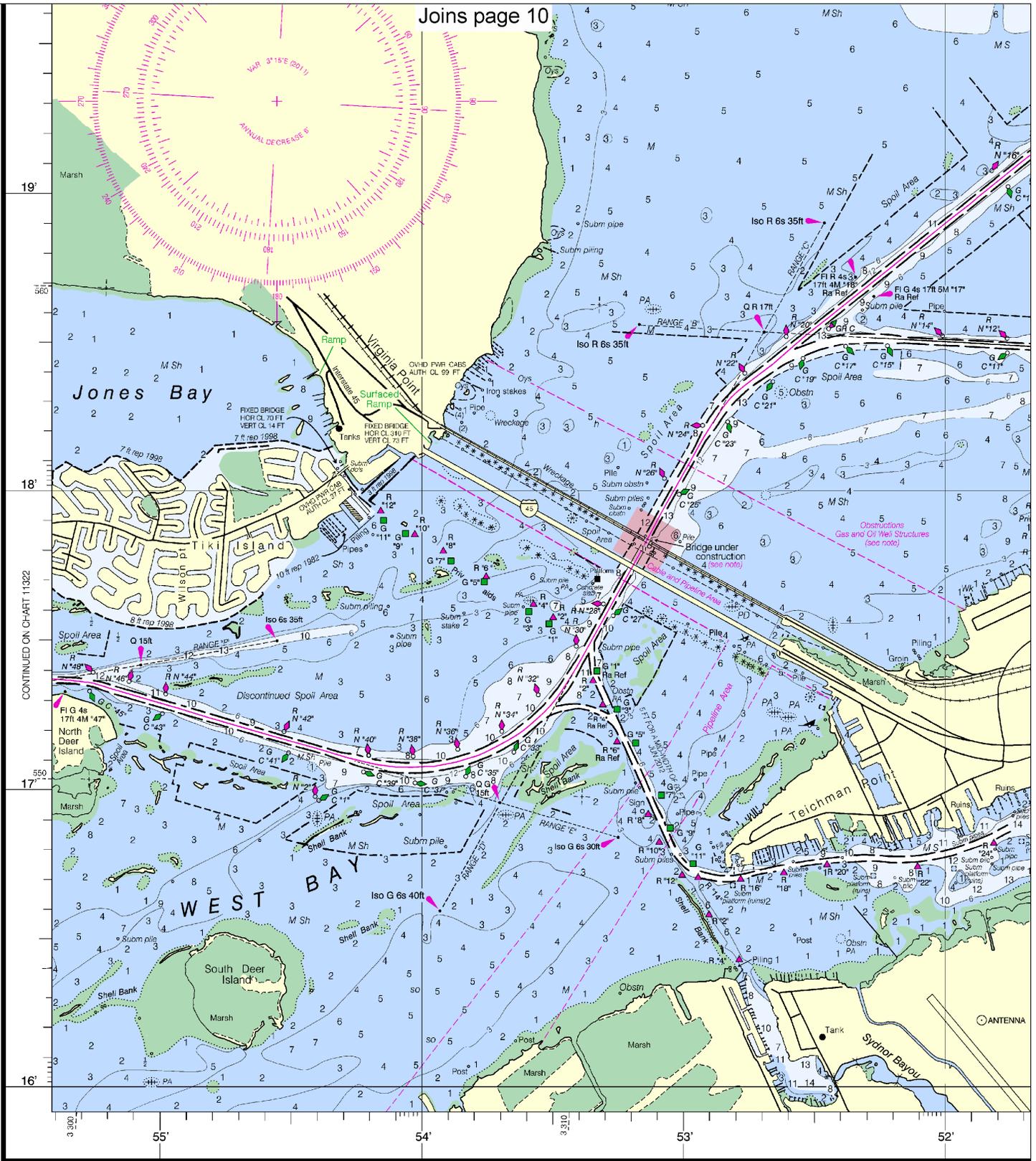




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37th Ed., Aug. / 11 Corrected through NM Aug. 27/11
 Corrected through LNM Aug. 16/11

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CAUTION

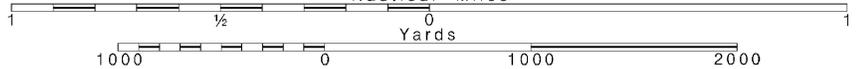
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice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

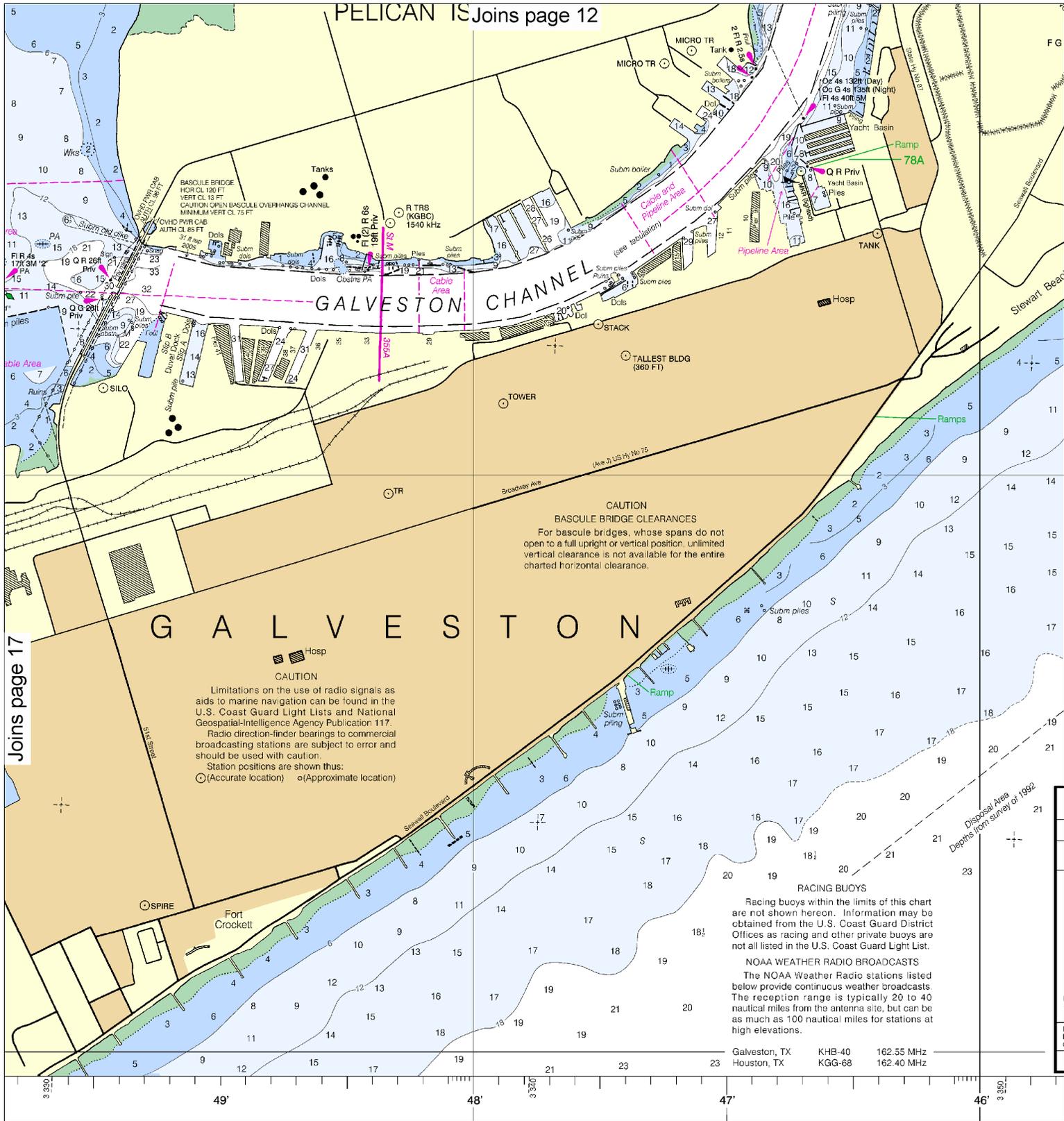
This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, and to improve this chart to the Chief, Marine Chart Division (N/C Service, NOAA, Silver Spring, Maryland 20910-3282).

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CAUTION
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Houston, TX	KG6-68	162.40 MHz

SOUNDINGS IN FEET

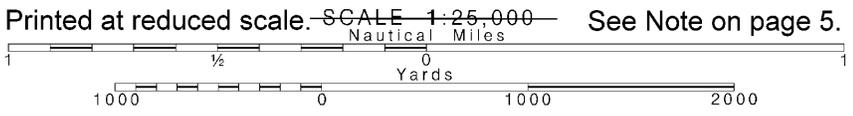
by NOAA for Notices to Mariners
 on-Demand technology. New
 DAA charts. Ask your chart agent
 at www.noaa.gov/drs/inquiry.aspx, or

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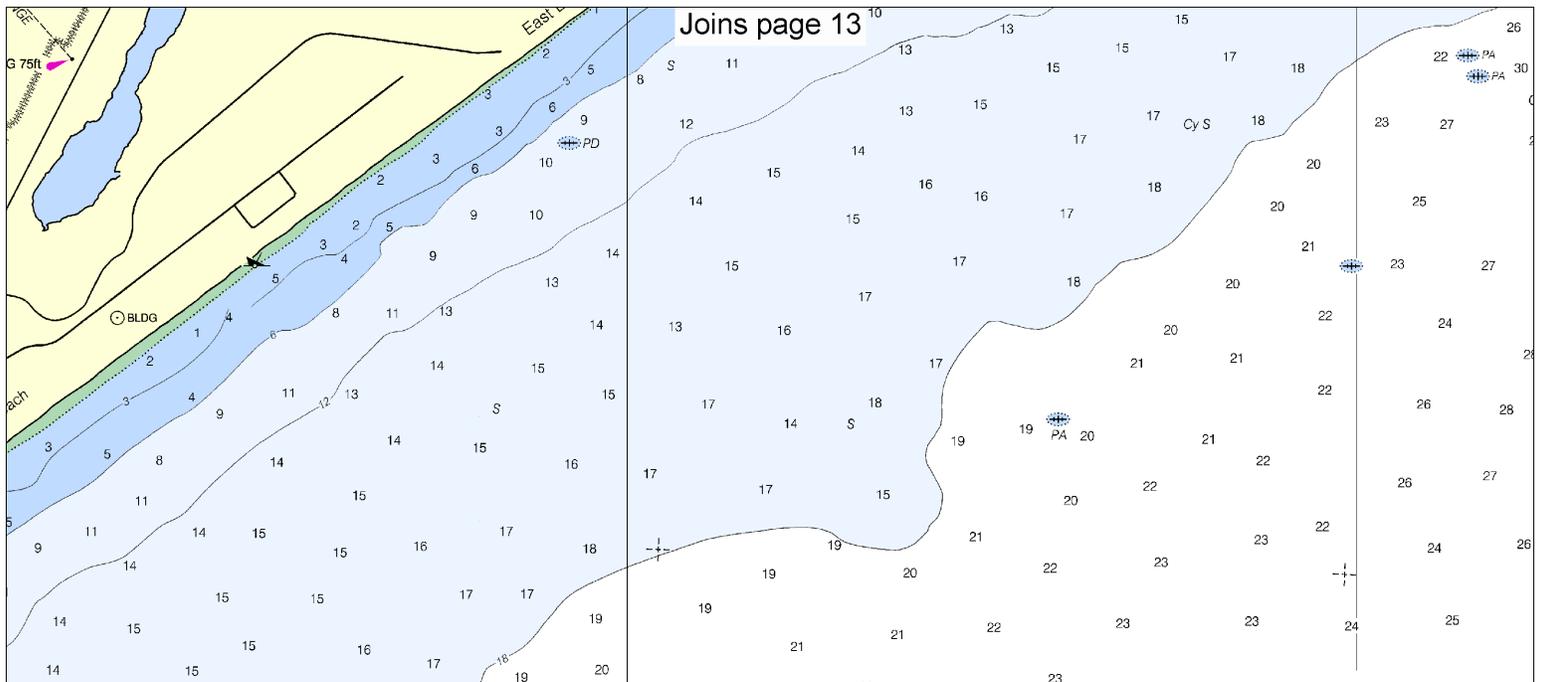
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18

Note: Chart grid lines are aligned with true north.



See Note on page 5.

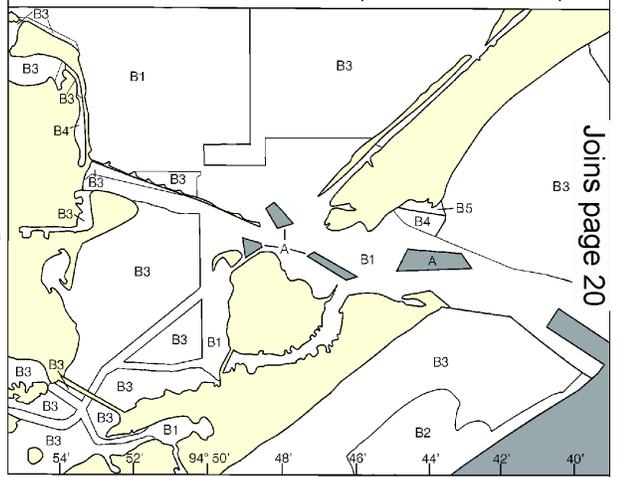


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SOURCE

A	1990-2001	NCS Surveys	full bottom
B1	1990-1996	NCS Surveys	partial bd
B2	1970-1989	NCS Surveys	partial bd
B3	1940-1969	NCS Surveys	partial bd
B4	1800-1939	NCS Surveys	partial bd
B5	1834-1899	NCS Surveys	partial bd



HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.848" northward and 0.705" westward to agree with this chart.

**NOTE C
WARNING**

Mariners should be alert to the possibility of strong cross-currents as they transit Galveston Bay Entrance Channel.

SUPPLEMENTAL INFORMATION

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

AIDS TO NAVIGATION

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

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.

PLANE COORDINATE GRID
(based on NAD 1927)

The Texas State Grid, south central zone, is indicated on this chart at 10,000 foot intervals thus: ---
The last three digits are omitted.

FACILITIES

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

GALVESTON BAY AND HOUSTON SHIP CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (MLLW) (FEET)
GALVESTON HARBOR:								
ENTRANCE CHANNEL	45.9	47.5	45.1	41.9	9-12	800-1000	8.6	45
INNER BAR CHANNEL	41.1	46.6	47.3	49.2	9-12	800	1.7	45
OUTER BAR CHANNEL	38.8	43.8	44.3	41.3	9-12	800	3.3	45
BOLIVAR ROADS CHANNEL	47.4	48.9	46.1	42.9	9-12	800	0.85	45
HOUSTON SHIP CHANNEL:								
BOLIVAR ROADS TO RED FISH LIGHT 1	44.1	44.5	44.6	41.0	9-12	530	12.38	45
RED FISH LIGHT 1 TO BEACON 76	38.1	45.8	45.3	40.4	9-12	400	8.33	45
BCN 76 TO LWR END MORGANS PT CUT	39.3	48.1	44.0	38.7	9-12	550	5.49	45
GALVESTON CHANNEL	33.0	45.0	44.0	20.0	4-12	1125-1075	4.44	40-45
BOLIVAR ROADS TO TURNING BASIN	42.9	47.2	47.9	43.9	5-12	400	6.6	45
TEXAS CITY TURNING BASIN	33.9	39.3	47.0	43.1	4-12	1200	0.81	45

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

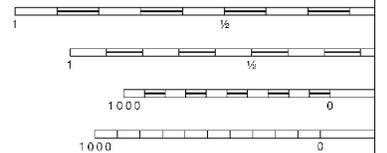
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

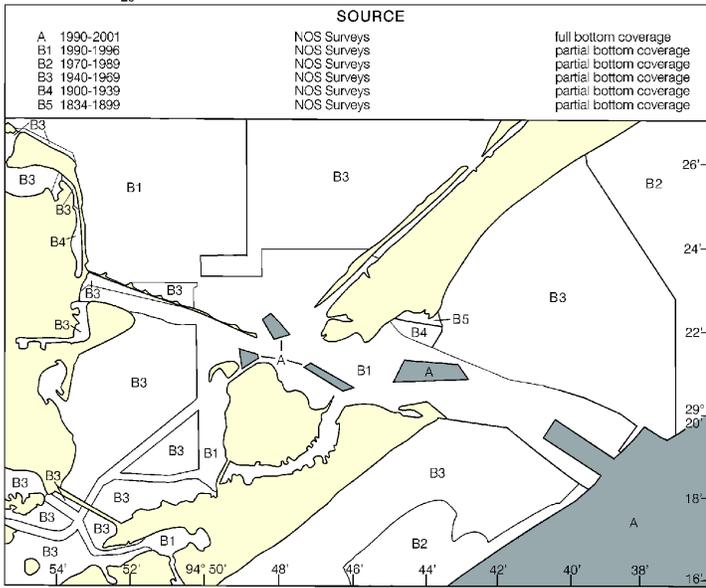
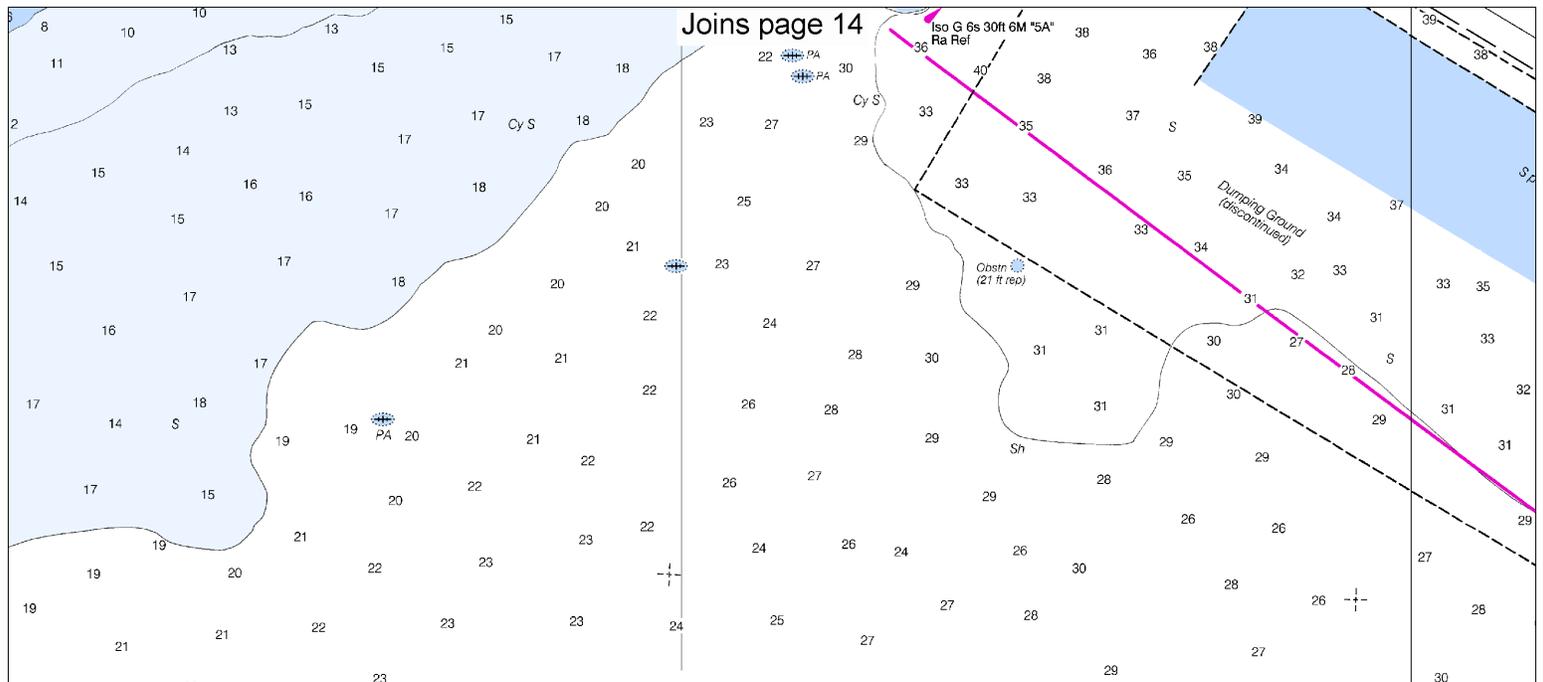
45' CONTINUED ON CHART 11323 44'

43' 42'

ington, D.C.
OF COMMERCE
SPHERIC ADMINISTRATION
N SERVICE
RVEY

This chart provides additional information for the small craft operator.
See reverse side for Marine Facilities and Tide Box





Joins page 19

HORIZONTAL DATUM
 The horizontal reference datum of this chart is the North American Datum of 1983 (NAD 83), which is considered equivalent to the World Geodetic System 1984 (WGS 84). Positions referred to the North American Datum of 1927 must be corrected an amount of 0.848' northward and 0.705' westward with this chart.

NOTE C WARNING
 Mariners should be alert to the possibility of strong cross-currents as they transit Galveston Bay Entrance Channel.

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

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

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.

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

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



THE NATION'S CHARTMAKER SINCE 1792
UNITED STATES — GULF OF MEXICO — TEXAS

GALVESTON BAY

GALVESTON AND TEXAS COAST

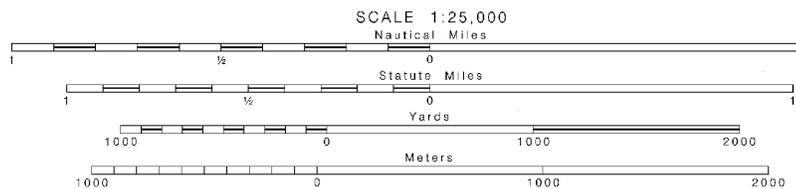
Mercator Projection
 Scale 1:25,000 at Lat. 29°20'
 North American Datum of 1983
 (World Geodetic System 1984)
SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

HEIGHTS
 Heights in feet above Mean High Water

Additional information can be obtained at nautical chart agents.

AUTHORITIES
 Hydrography and topography by the National Oceanic and Atmospheric Administration, with additional data from the Corps of Engineers, U.S. Coast Guard, and U.S. Coast Pilot.

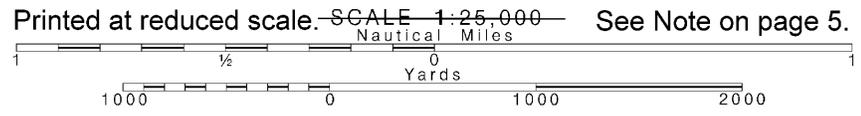
Information for the small craft operator.
 See Facilities and Tide Box

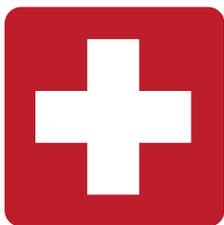


FATHOMS	FEET	METERS
1	6	1.1
2	12	2.2
3	18	3.3
4	24	4.4
5	30	5.5
6	36	6.6
7	42	7.7
8	48	8.8
9	54	9.9
10	60	11.0



Note: Chart grid lines are aligned with true north.





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.

