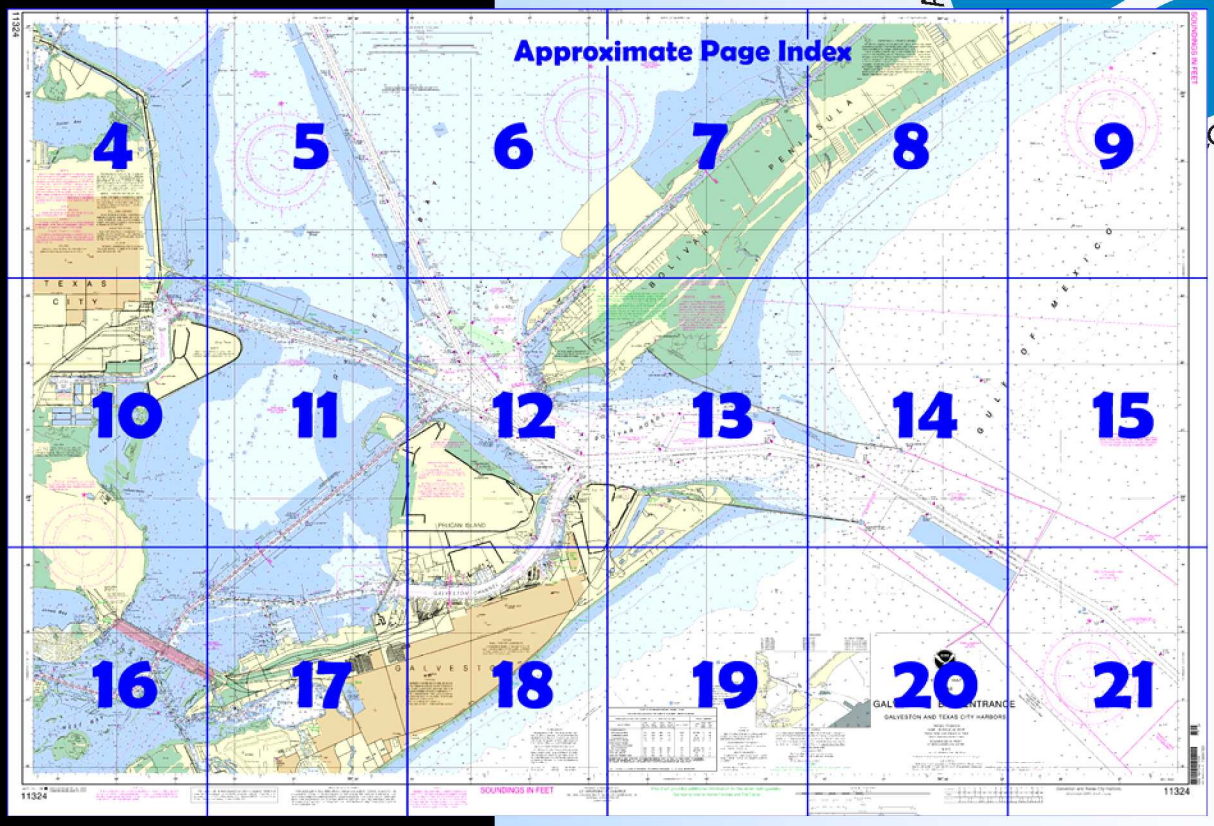
BookletChart™

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.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

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™?

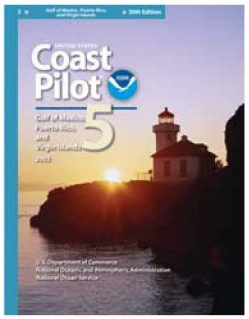
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this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



[Coast Pilot 5, Chapter 12 excerpts]

(379) An oil-loading terminal is at **Mile 333.2W** on the SE side of the waterway. The waterway continues SW to Port Bolivar and Galveston Bay. Basins along this part of the waterway have several marinas where berths, gasoline, diesel fuel, water, ice, launching ramps, and marine supplies can be obtained. A marina at **Mile 342.9W,** on the SE side of the waterway can accommodate craft drawing up to 5 feet, and has facilities for handling craft up to 55 feet for hull and engine repairs. A channel leading from Galveston Bay through **Sievers Cove** to the waterway, about **Mile 343.2W,** is marked on both sides by piles. In August 1982, 4 feet was reported available in the channel.

(381) The waterway leaves the Bolivar cut and enters **Galveston Bay** at **Mile 349.3W.** The direct route bypasses Galveston and proceeds SW through the lower part of the bay. **Houston Ship Channel** is crossed at **Mile 350.2W.** The Coast Guard has requested vessels transiting the waterway make a **SECURITE** call on VHF-FM channel 13 prior to crossing Houston Ship Channel, particularly during periods of restricted visibility. Vessel Traffic Service Houston-Galveston recommends west bound tows avoid meeting east bound tows between Bolivar Peninsula Buoy 15 and Buoy 20 due to strong currents and shoaling at the entrance to Bolivar. The port of **Houston** is 43 miles to the NW. The channel to Texas City is crossed at **Mile 350.8W;** the port is 5 miles to the WNW.

(382) There is a dry storage marina on the end of the Texas City Dike, about 0.6 mile NW of the junction with Texas City Channel. Gasoline, diesel fuel, water, ice, and marine supplies are available. A depth of 6 feet was reported alongside the fuel dock and in the approach channel in August 1982.

(383) The basic route of the waterway continues SW through dredged cuts to the bridges that separate Galveston Bay from West Bay.

(384) 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.**

(385) 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.

(386) 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.

(387) The waterway continues W through dredged cuts between **North Deer Island** and **Tiki Island** in the NE part of West Bay. A marina is on Tiki Island. At **Mile 362.8W,** the waterway enters a 12-mile cut which is never more than 0.2 mile behind the NW shore of West Bay.

Table of Selected Chart Notes

Corrected through NM Jan. 17/09
Corrected through LNM Jan.13/09

HEIGHTS

Heights in feet above Mean High Water.

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

SUPPLEMENTAL INFORMATION

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

NOTE F

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

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

AIDS TO NAVIGATION

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

HORIZONTAL DATUM

The horizontal reference datum of this chart is 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.

For Symbols and Abbreviations see Chart No. 1

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).

CAUTION

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

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 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.

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).

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.

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.

NOTE I

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

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

CAUTION

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

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.

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) o(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.

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.

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.

10 9 NOTE B 9

Numerous stakes may exist between piling and platforms along Houston Ship Channel. Pilings, platforms, and stakes may be submerged. 9

NOTE H

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in Houston and Galveston waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate advance vessel traffic management within the VTS area.

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.

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.

Additional information can be obtained at nauticalcharts.noaa.gov.

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 securite broadcast of their intentions prior to entering into the Houston Ship Channel.

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

FACILITIES

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

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.

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.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

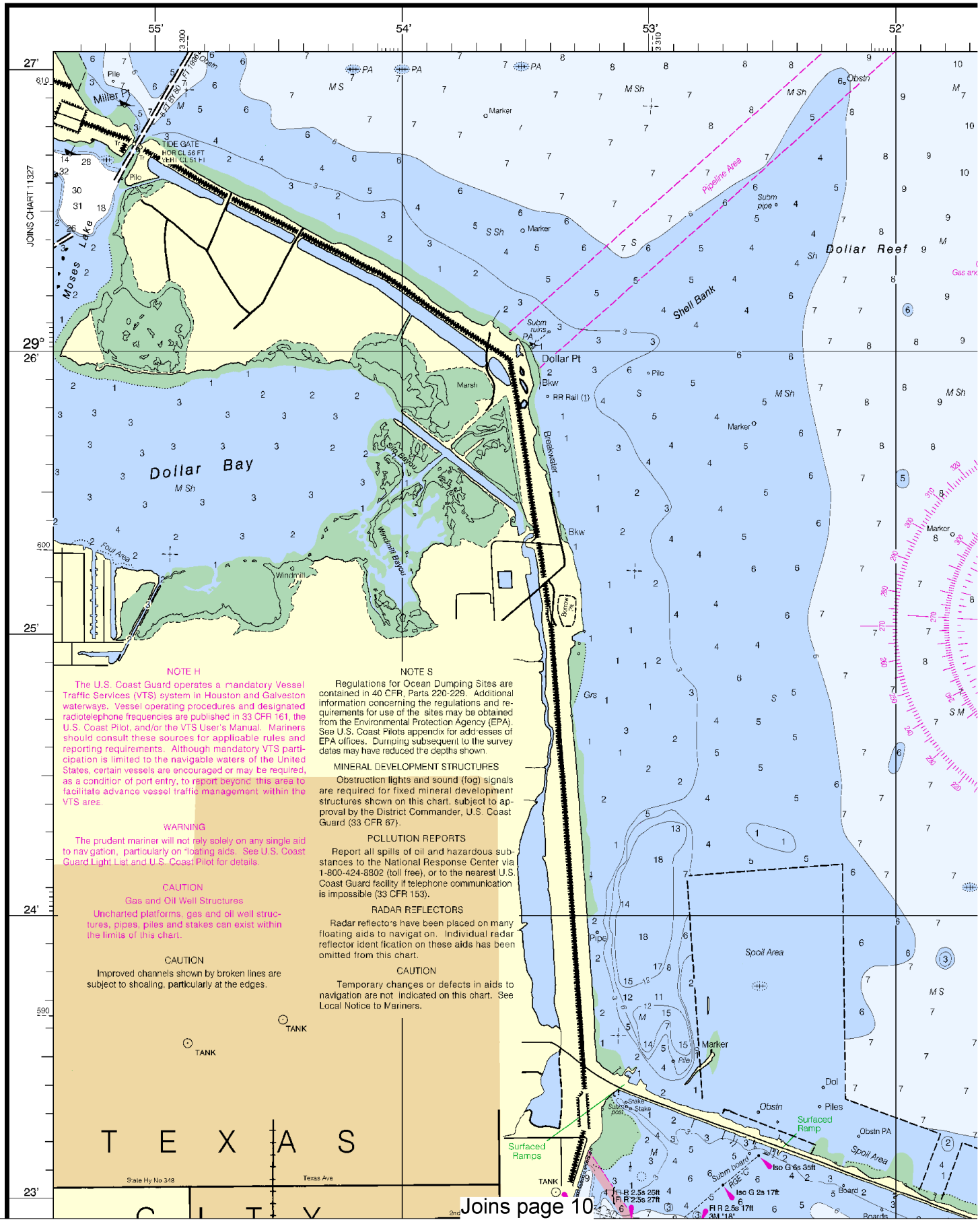
GALVESTON BAY AND HOUSTON SHIP CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2009

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
GALVESTON HARBOR:								
ENTRANCE CHANNEL	45.0	47.0	46.0	43.0	8-09	800-1000	7.5	47
OUTER BAR CHANNEL	40.0	45.0	48.0	47.0	5-09	800	1.5	47
INNER BAR CHANNEL	41.0	45.0	46.0	38.0	5-09	800	2.9	47
ANCHORAGE BASIN A	35.5	34.9	33.2	28.7	6-09	3100	1.9	34
BOLIVAR ROADS CHANNEL	47.0	49.0	46.0	45.0	5-09	800	0.7	47
HOUSTON SHIP CHANNEL:								
BOLIVAR ROADS TO LOWER END OF MORGAN PT.	33.0	45.0	43.0	34.0	7,8-09	400-530	22.8	45
GALVESTON CHANNEL	12.9	29.4	27.7	14.3	9-09	1125-1075	3.5	40
BOLIVAR ROADS TO TURNING BASIN	34.4	39.1	41.8	37.8	7-09	400	5.9	40
TEXAS CITY TURNING BASIN	44.1	47.3	47.4	42.5	6-09	1200	0.7	40

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



NOTE H

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WARNING

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CAUTION

Gas and Oil Well Structures

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CAUTION

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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.

MINERAL DEVELOPMENT STRUCTURES

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RADAR REFLECTORS

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CAUTION

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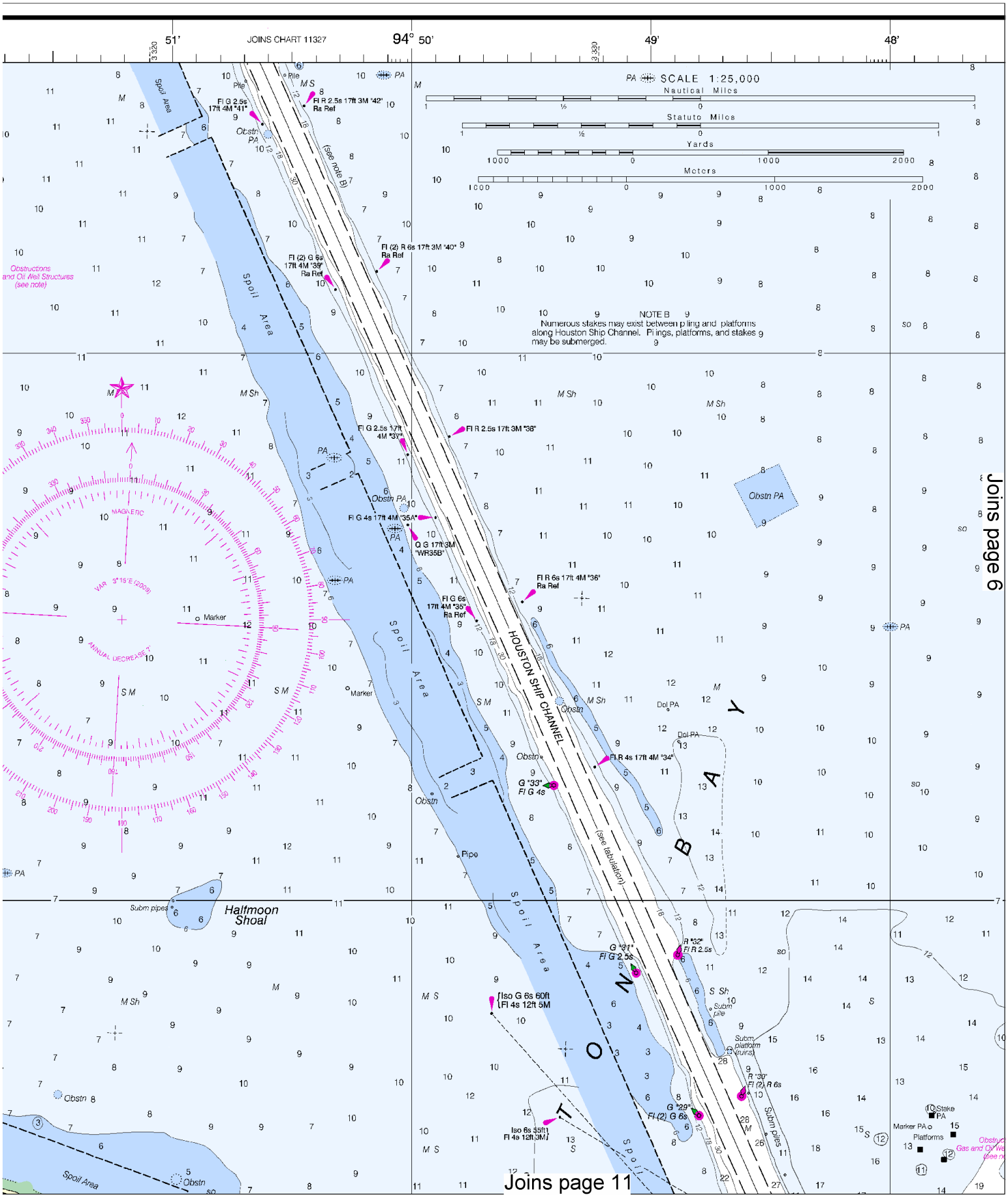
North

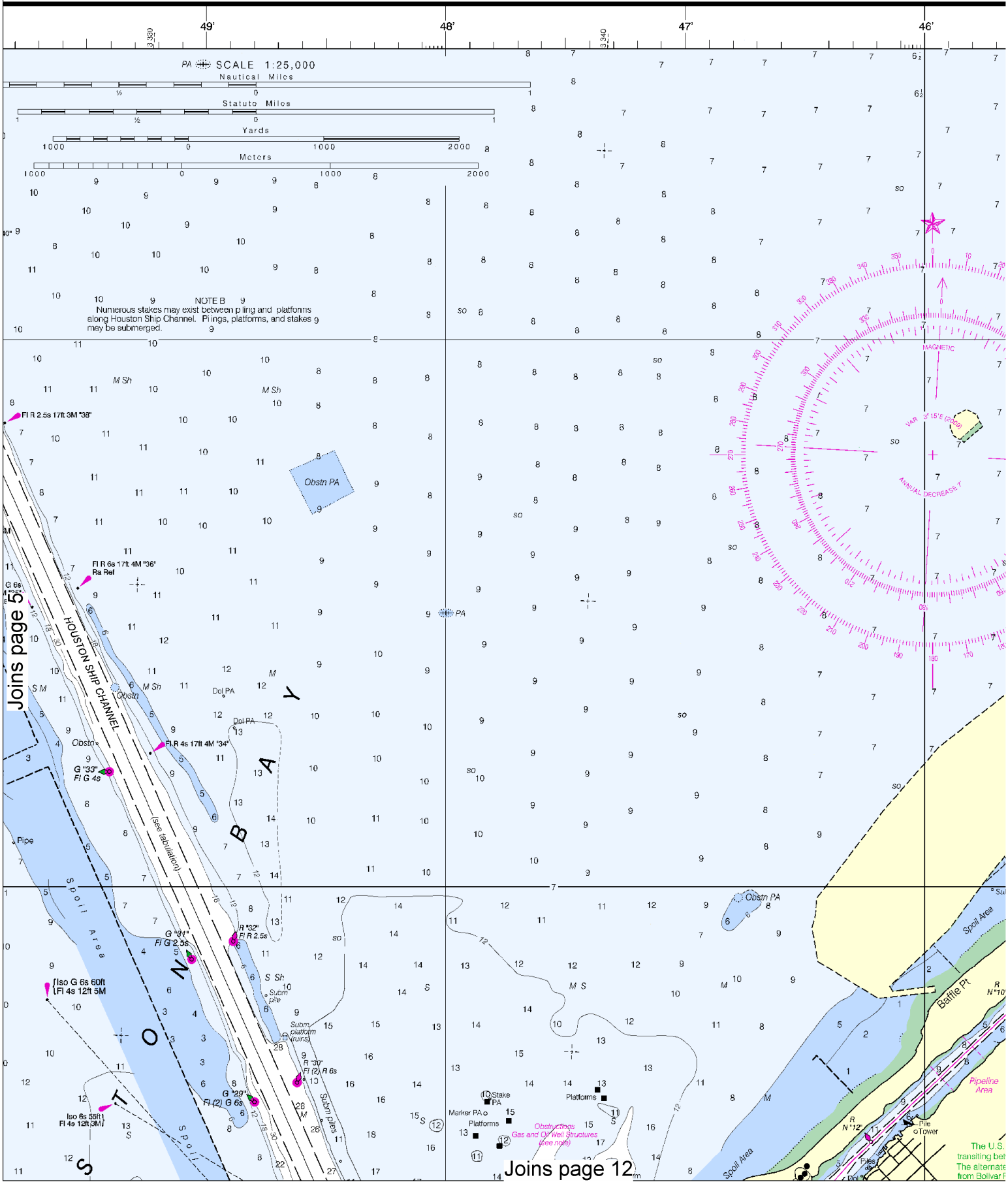
Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1

Yards: 1000 0 1000 2000



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:33333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

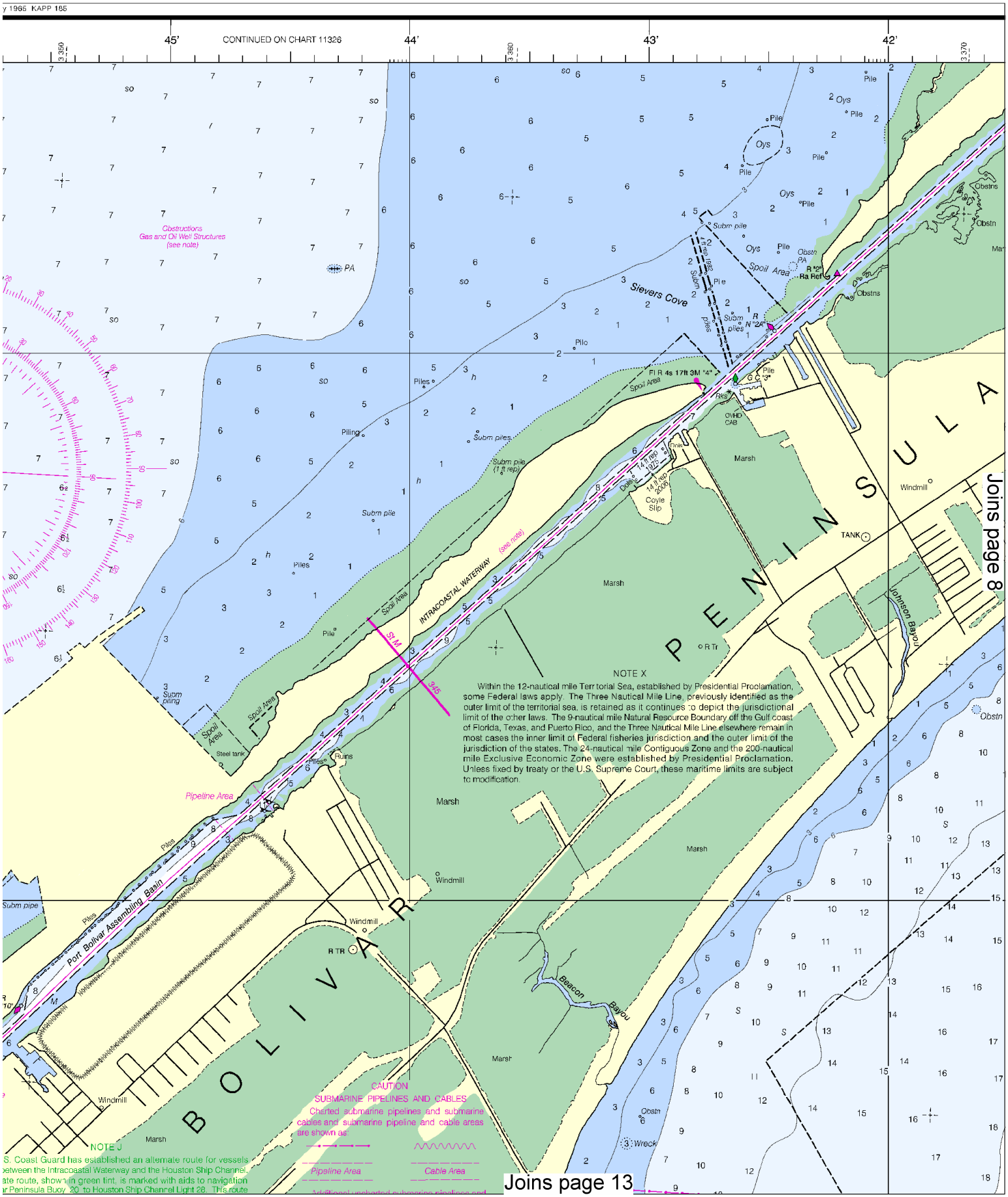


North

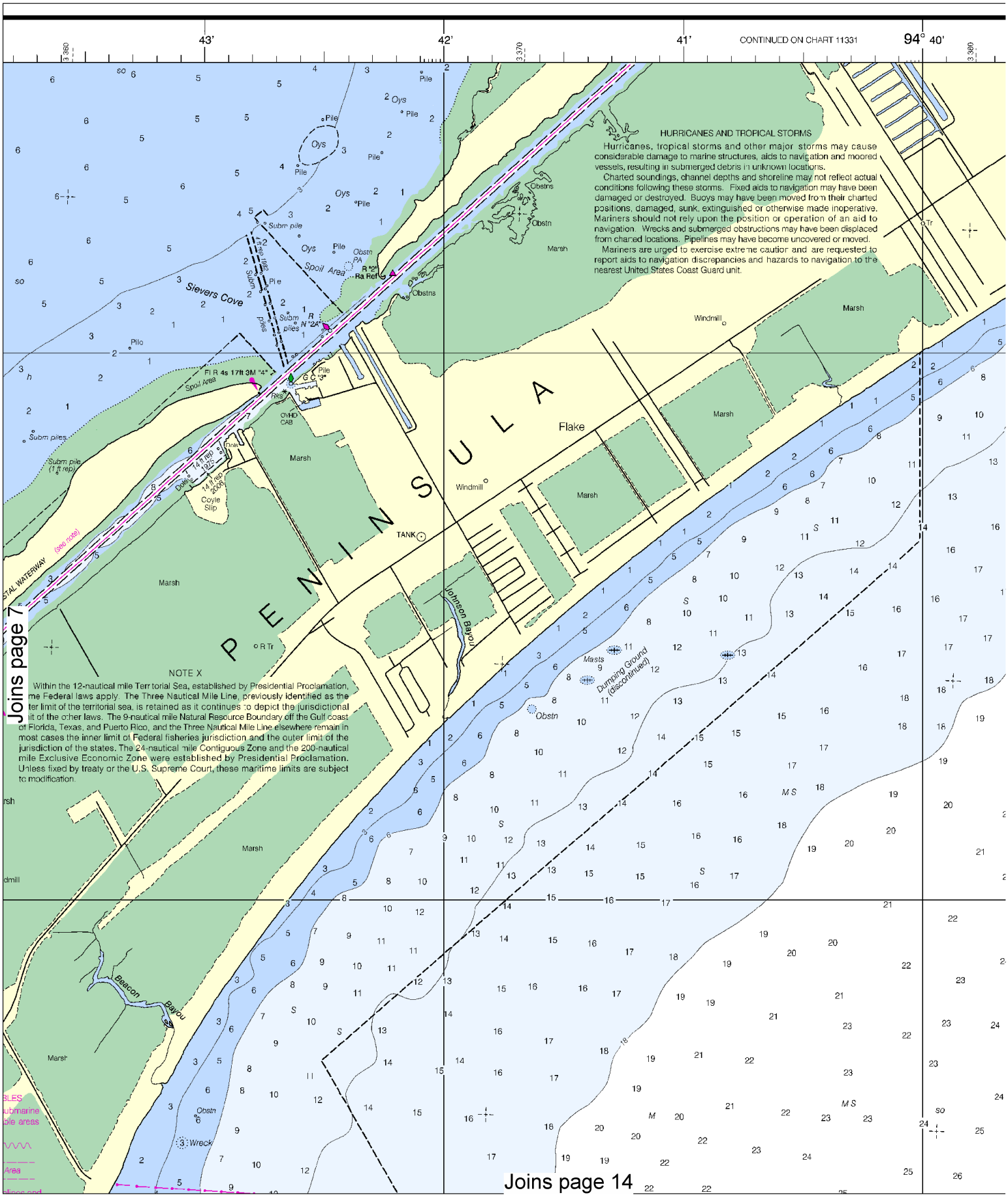
Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles

Yards



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .



North

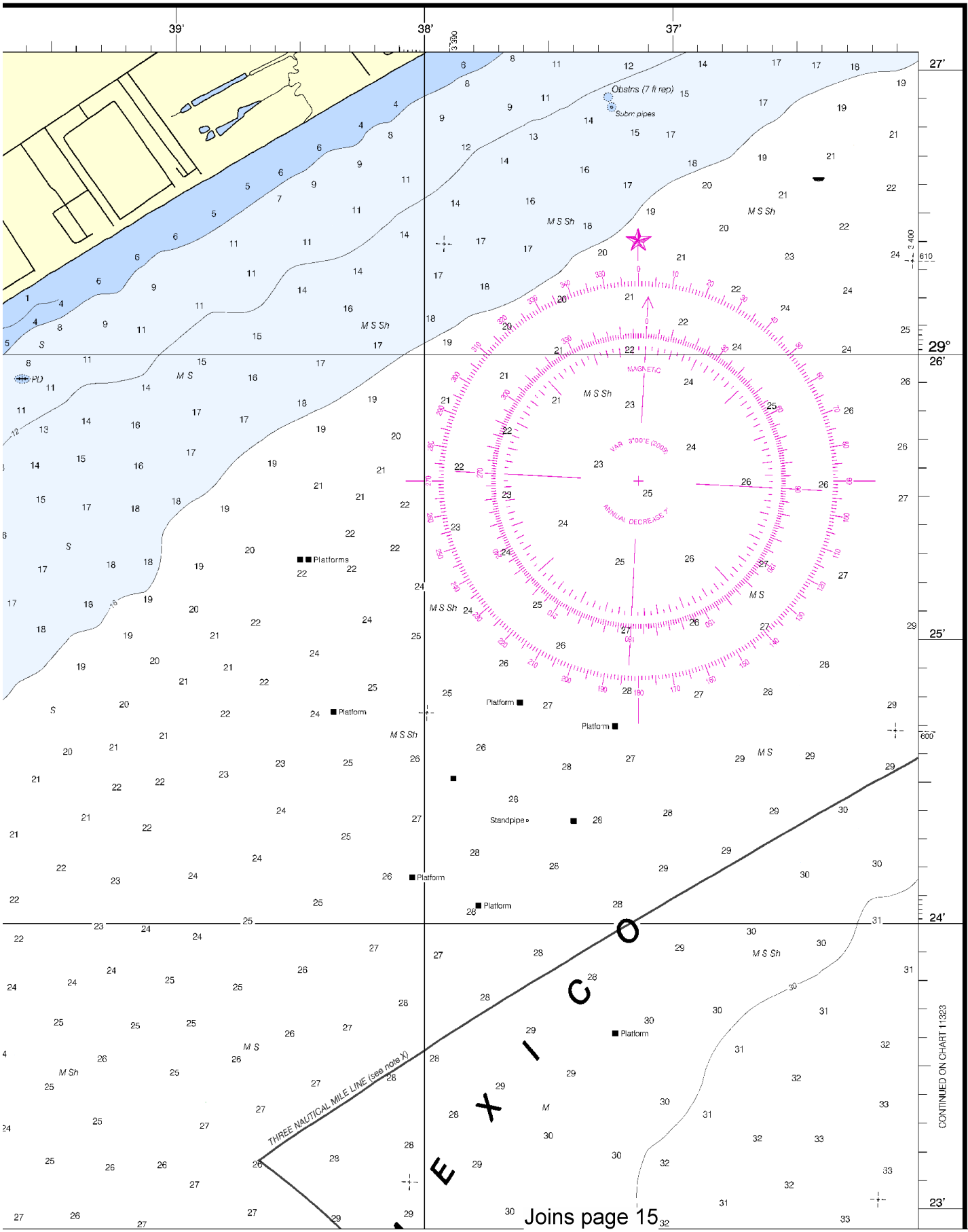
Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1

Yards

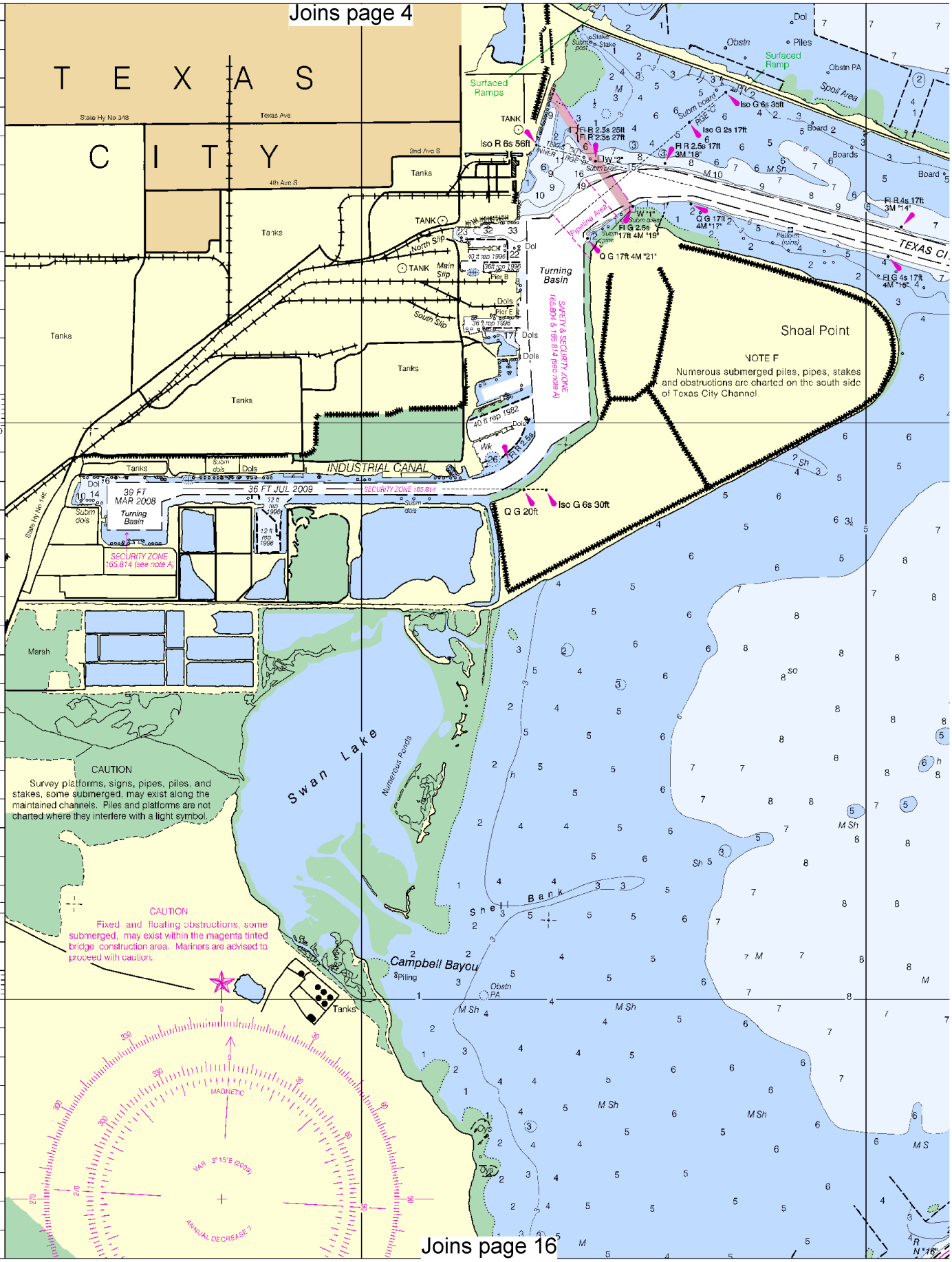
1000 0 1000 2000



SOUNDINGS IN FEET

Joins page 15

Joins page 4



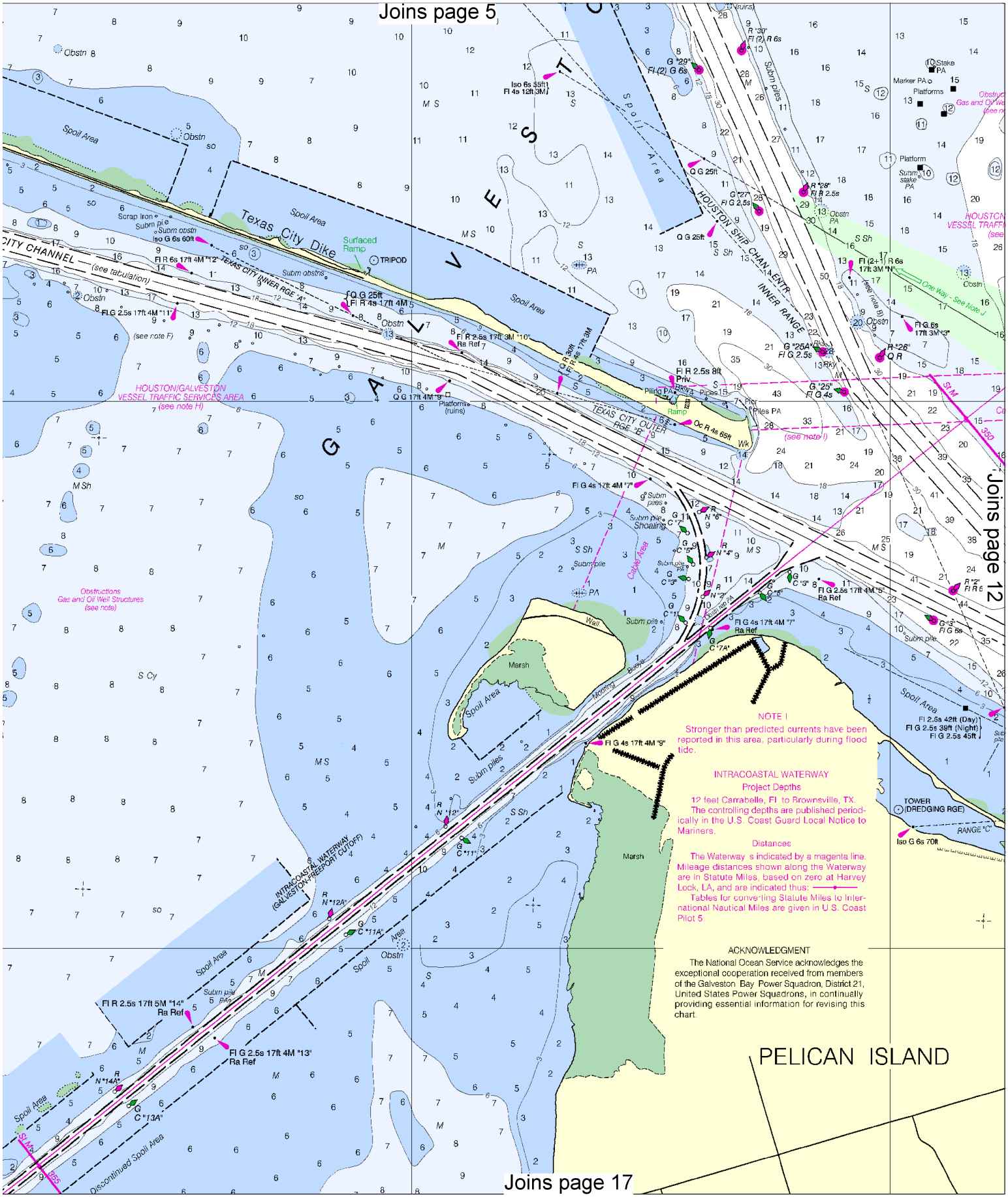
Joins page 16

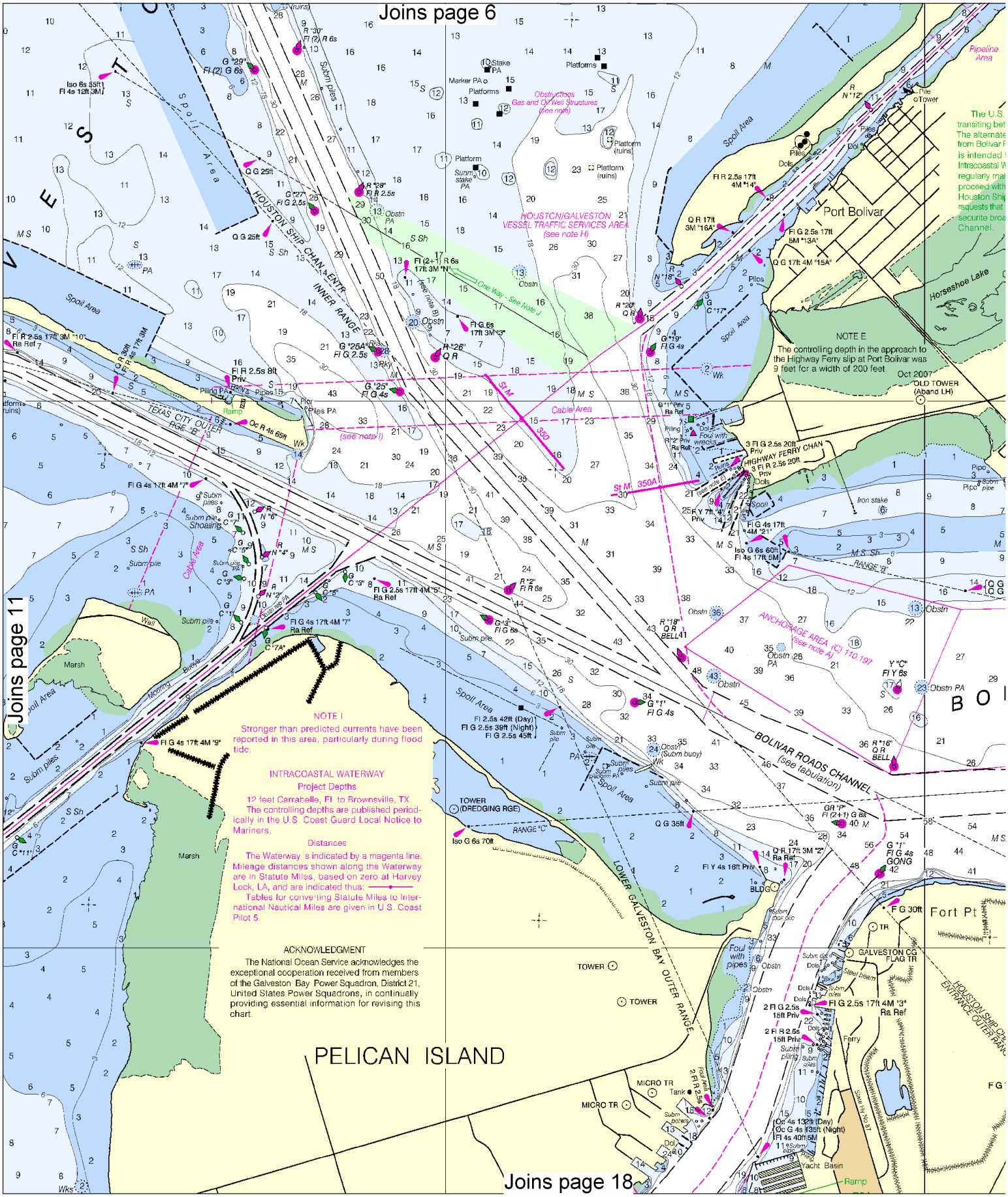
North

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

Nautical Miles: 1 ½ 0 1

Yards: 1000 0 1000 2000


Joins page 5
Joins page 12
Joins page 17
GALVESTON BAY
Texas City Dike
Spoil Area
Surfaced Ramp
TRIPOD
TEXAS CITY CHANNEL
(see tabulation)
TEXAS CITY INNER RGE "A"
TEXAS CITY OUTER RGE "B"
HOUSTON SHIP CHAN ENTR INNER RANGE
HOUSTON/GALVESTON VESSEL TRAFFIC SERVICES AREA
(see note H)
Obstructions Gas and Oil Well Structures (see note)
Cable Area
Shoaling
Marsh
Platforms
Platform (ruins)
Iso 6s 35ft 1 Fl 4s 12ft 3M
Iso G 6s 60ft
Fl R 6s 17ft 4M "12"
Fl G 2.5s 17ft 4M "11"
Q G 25ft
Fl R 4s 17ft 4M
Fl R 2.5s 17ft 3M "10"
Ra Ref
Q G 17ft 4M "9"
Fl G 4s 17ft 4M "7"
Fl G 4s 17ft 4M "9"
Fl R 2.5s 17ft 5M "14"
Ra Ref
Fl G 2.5s 17ft 4M "13"
Ra Ref
Fl G 2.5s 17ft 4M "5"
Ra Ref
Fl G 4s 17ft 4M "7"
Ra Ref
Fl R 2.5s 8ft Priv
Oc R 4s 65ft
Fl (2+1) R 6s 17ft 3M "N"
Fl G 6s 17ft 3M "3"
Fl G 2.5s 42ft (Day)
Fl G 2.5s 39ft (Night)
Fl G 2.5s 45ft
Iso G 6s 70ft
TOWER (DREDGING RGE)
RANGE "C"
INTRACOASTAL WATERWAY (GALVESTON-FREEPORT CUTOFF)
Discontinued Spoil Area
NOTE I
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.
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.
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



North

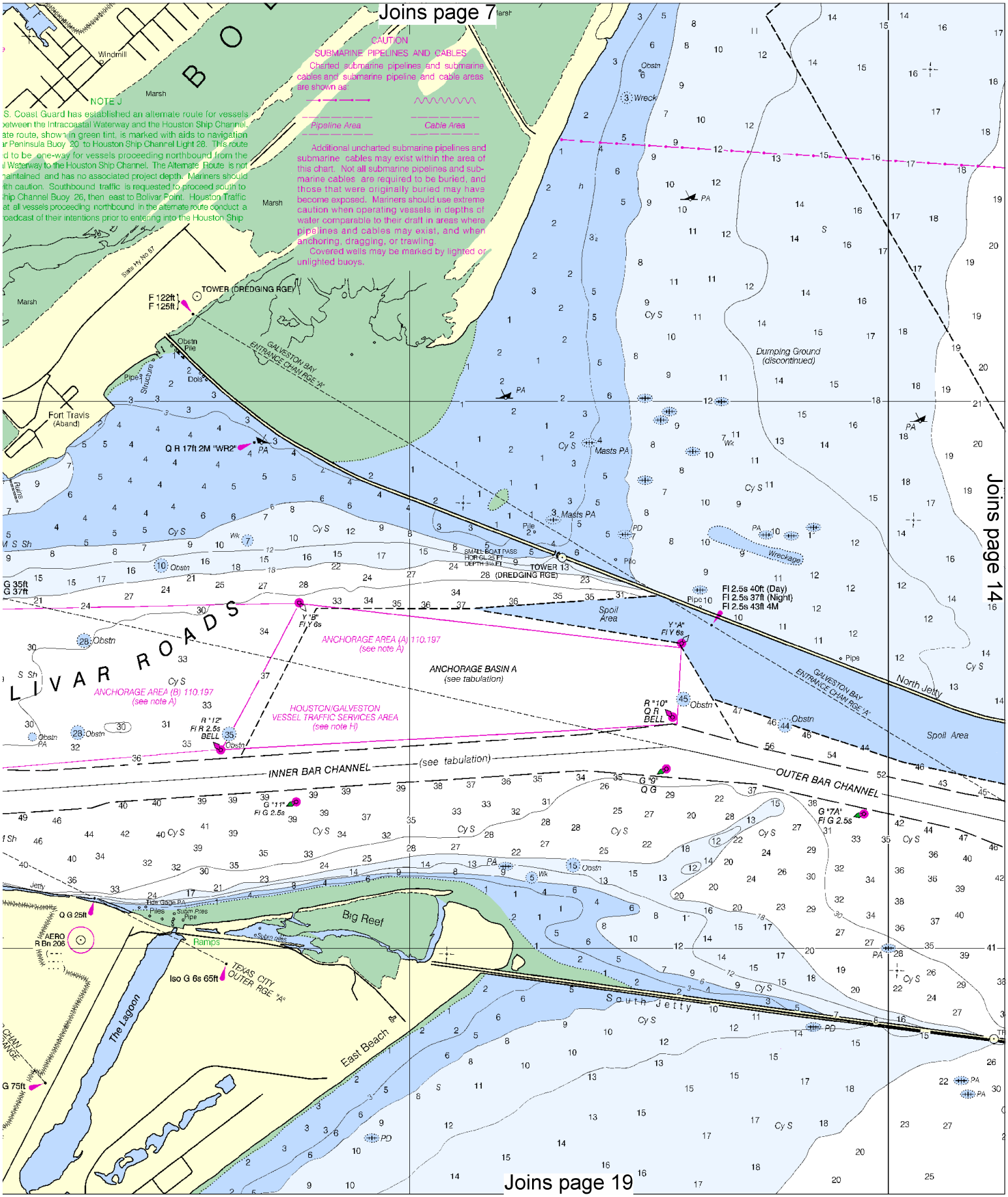
Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1

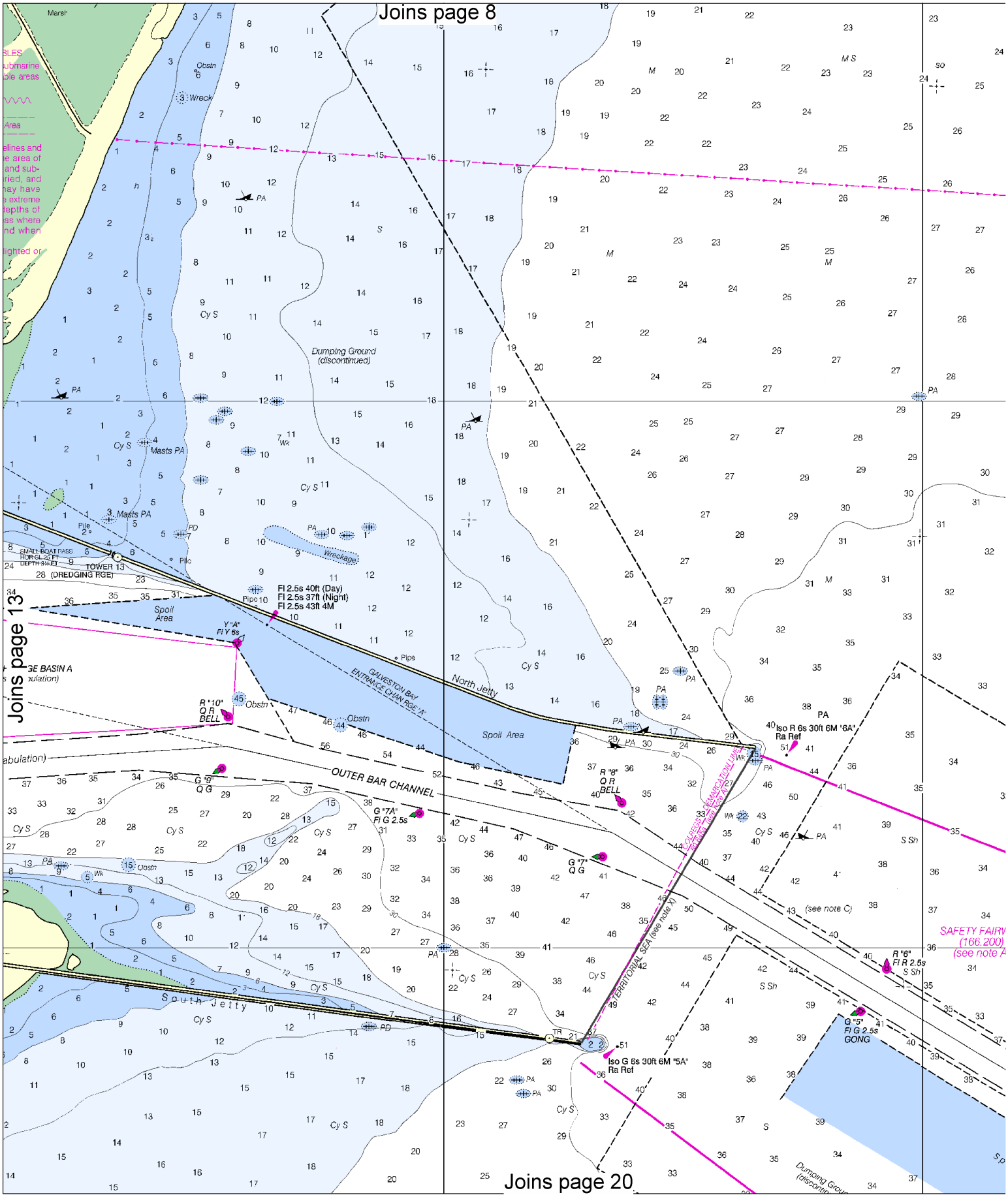
Yards

1000 0 1000 2000


Joins page 7
Joins page 14
Joins page 19
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.
NOTE J
S. Coast Guard has established an alternate route for vessels between the Intracoastal Waterway and the Houston Ship Channel. ate route, shown in green tint, is marked with aids to navigation r Peninsula Buoy 20 to Houston Ship Channel Light 28. This route d to be one-way for vessels proceeding northbound from the l Waterway to the Houston Ship Channel. The Alternate Route is not aintained and has no associated project depth. Mariners should ith caution. Southbound traffic is requested to proceed south to hip Channel Buoy 26, then east to Bolivar Point. Houston Traffic at all vessels proceeding northbound in the alternate route conduct a oadcast of their intentions prior to entering into the Houston Ship
Windmill
Marsh
State Hy No 87
TOWER (DREDGING RGE)
F 122ft
F 125ft
GALVESTON BAY ENTRANCE CHAN RGE "A"
Fort Travis (Aband)
Q R 17ft 2M "WR2"
Dumping Ground (discontinued)
Masts PA
Wreck
Wreckage
SMALL BOAT PASS HOR CL 25 FT DEPTH 3½ FT
TOWER 13 28 (DREDGING RGE)
Fl 2.5s 40ft (Day)
Fl 2.5s 37ft (Night)
Fl 2.5s 43ft 4M
Spoil Area
Y "B" Fl Y 6s
Y "A" Fl Y 6s
ANCHORAGE AREA (A) 110.197 (see note A)
ANCHORAGE BASIN A (see tabulation)
ANCHORAGE AREA (B) 110.197 (see note A)
HOUSTON/GALVESTON VESSEL TRAFFIC SERVICES AREA (see note H)
R "10" Q R BELL
R "12" Fl R 2.5s BELL
North Jetty
BOLIVAR ROADS
INNER BAR CHANNEL
(see tabulation)
OUTER BAR CHANNEL
G "9" Q G
G "11" Fl G 2.5s
G "7A" Fl G 2.5s
G 35ft
G 37ft
Q G 25ft
AERO R Bn 206
Big Reef
Ramps
Iso G 6s 65ft
TEXAS CITY OUTER RGE "A"
The Lagoon
East Beach
South Jetty
G 75ft

Joins page 8

Joins page 13



Joins page 20

North

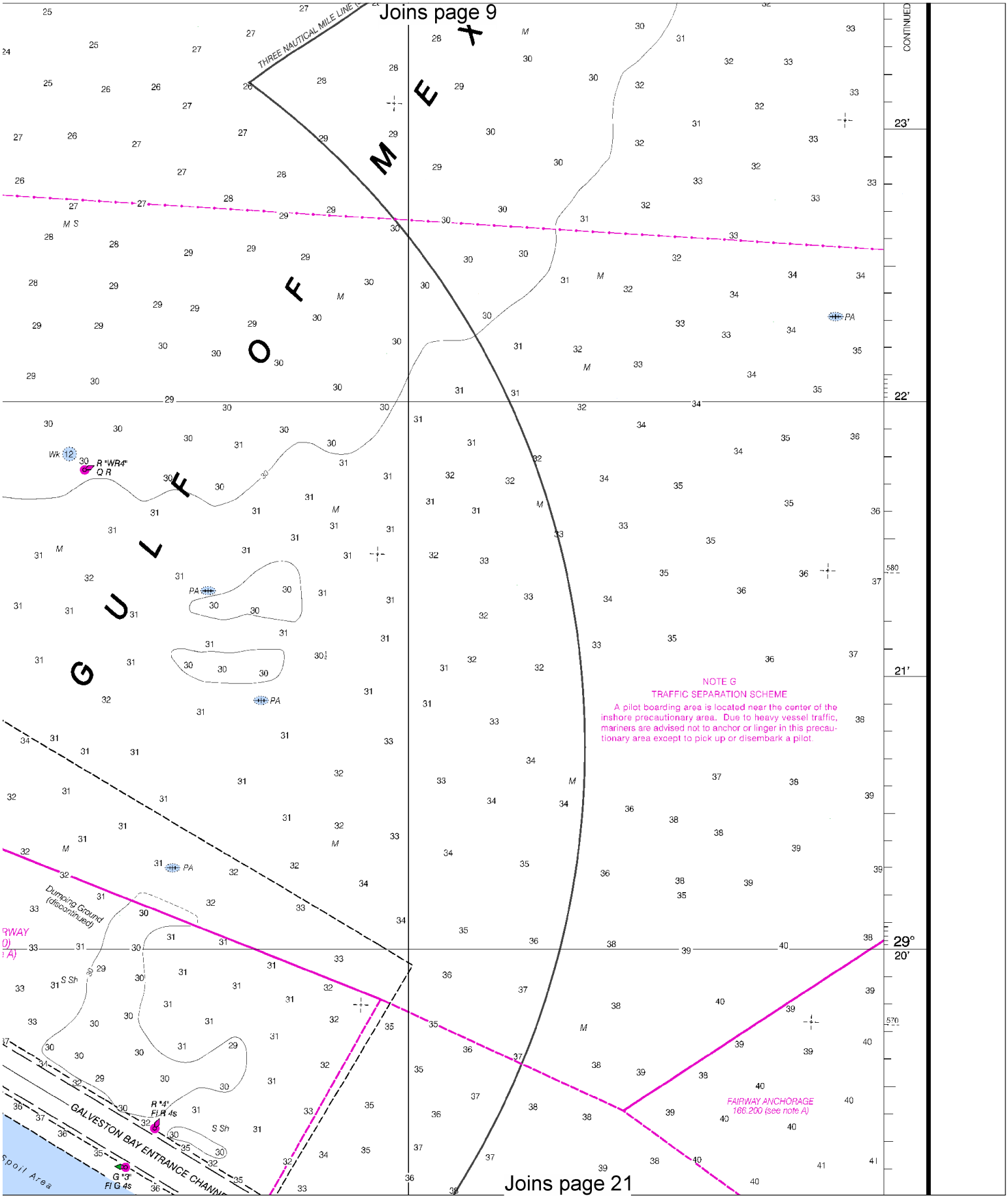
Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

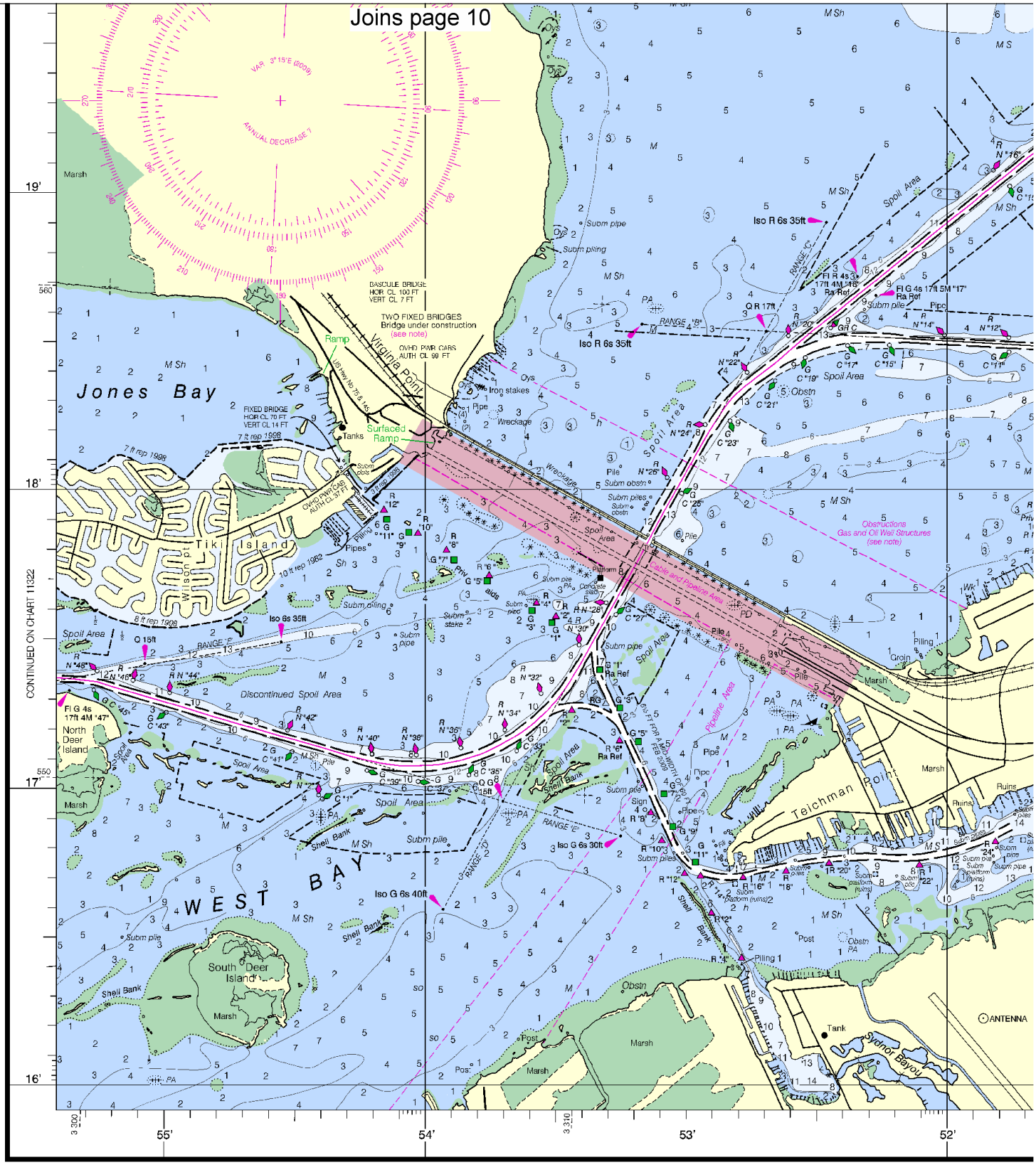
Nautical Miles

1 ½ 0 1

Yards

1000 0 1000 2000


Joins page 9
THREE NAUTICAL MILE LINE
GULF OF MEXICO
CONTINUED
23'
22'
21'
29°
20'
Wk
R "WR4"
Q R
PA
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.
Dumping Ground (discontinued)
S Sh
R "4"
Fl R 4s
GALVESTON BAY ENTRANCE CHANNEL
G "3"
Fl G 4s
Spoil Area
FAIRWAY ANCHORAGE
166.200 (see note A)
Joins page 21



36th Ed., Jan. / 09 ■ Corrected through NM Jan. 17/09
Corrected through LNM Jan.13/09

11324

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.

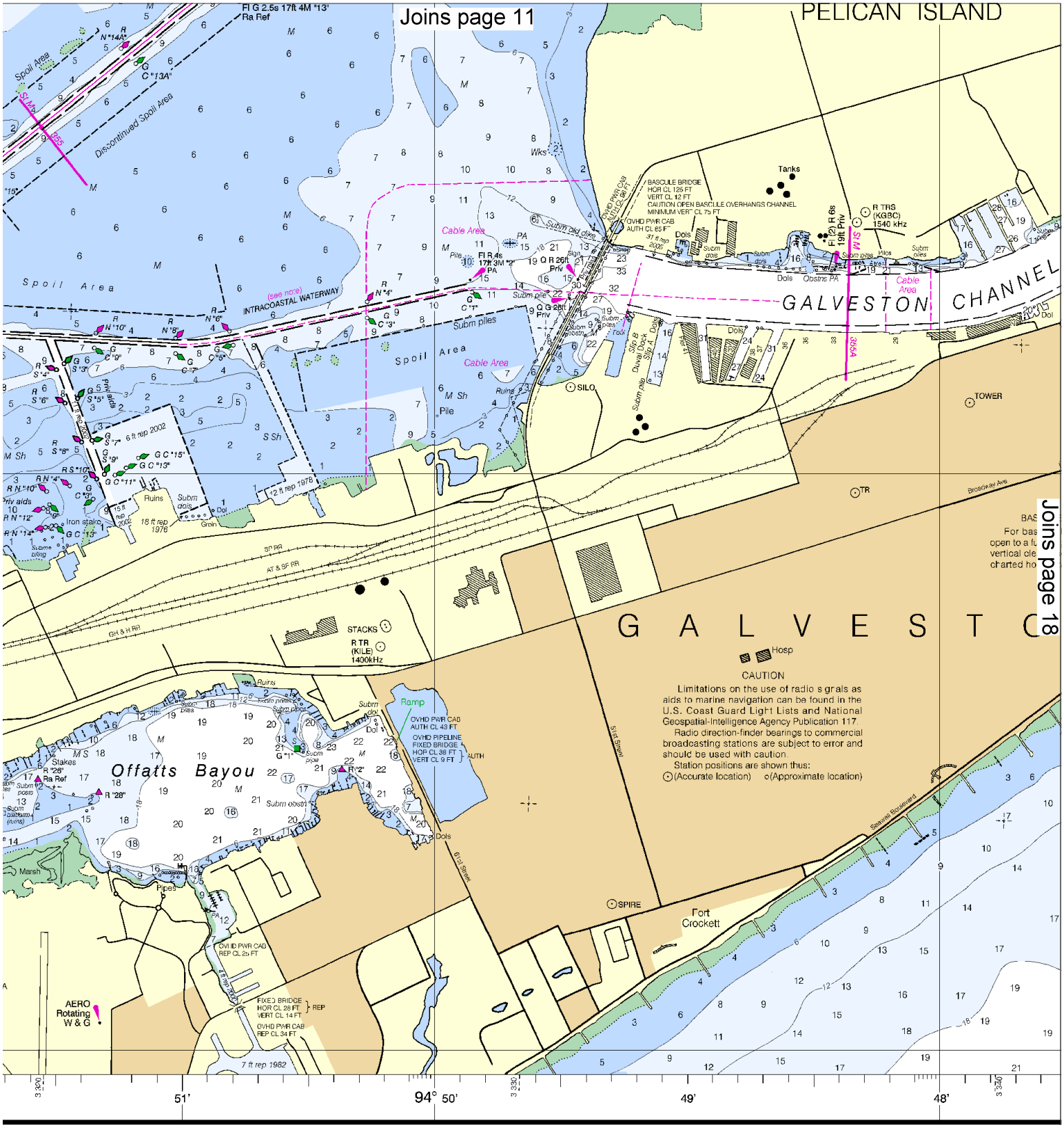
This nautical chart has been designed to promote safe nav
Ocean Service encourages users to submit corrections, additio
improving this chart to the Chief, Marine Chart Division (N/C
Service, NOAA, Silver Spring, Maryland 20910-3282.

North

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

Nautical Miles: 1 ½ 0 1

Yards: 1000 0 1000 2000



navigation. The National
itions, or comments for
/CS2), National Ocean

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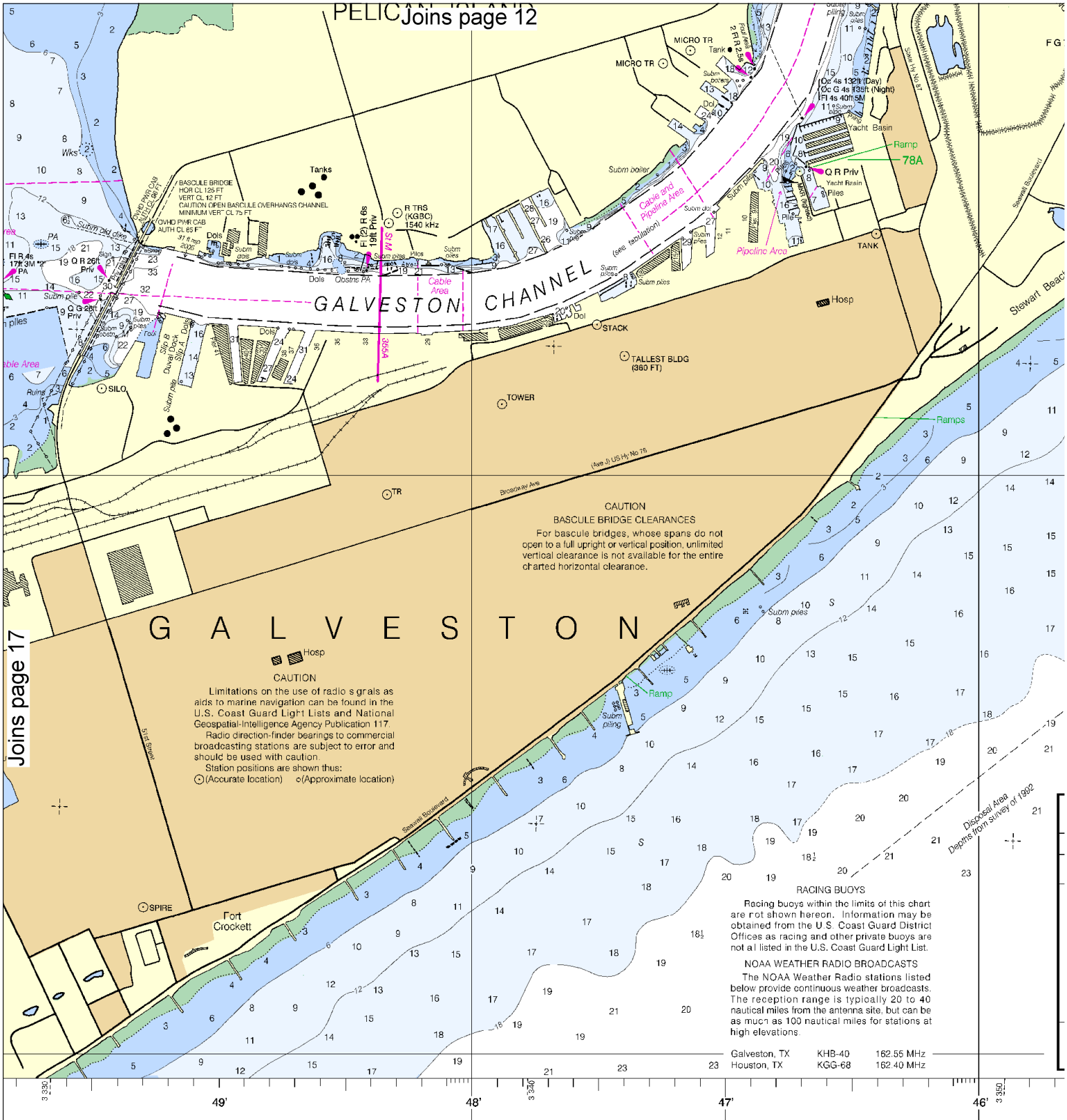
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

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.

SOUN



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T, http://OceanGrafix.com, or

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SOUNDINGS IN FEET

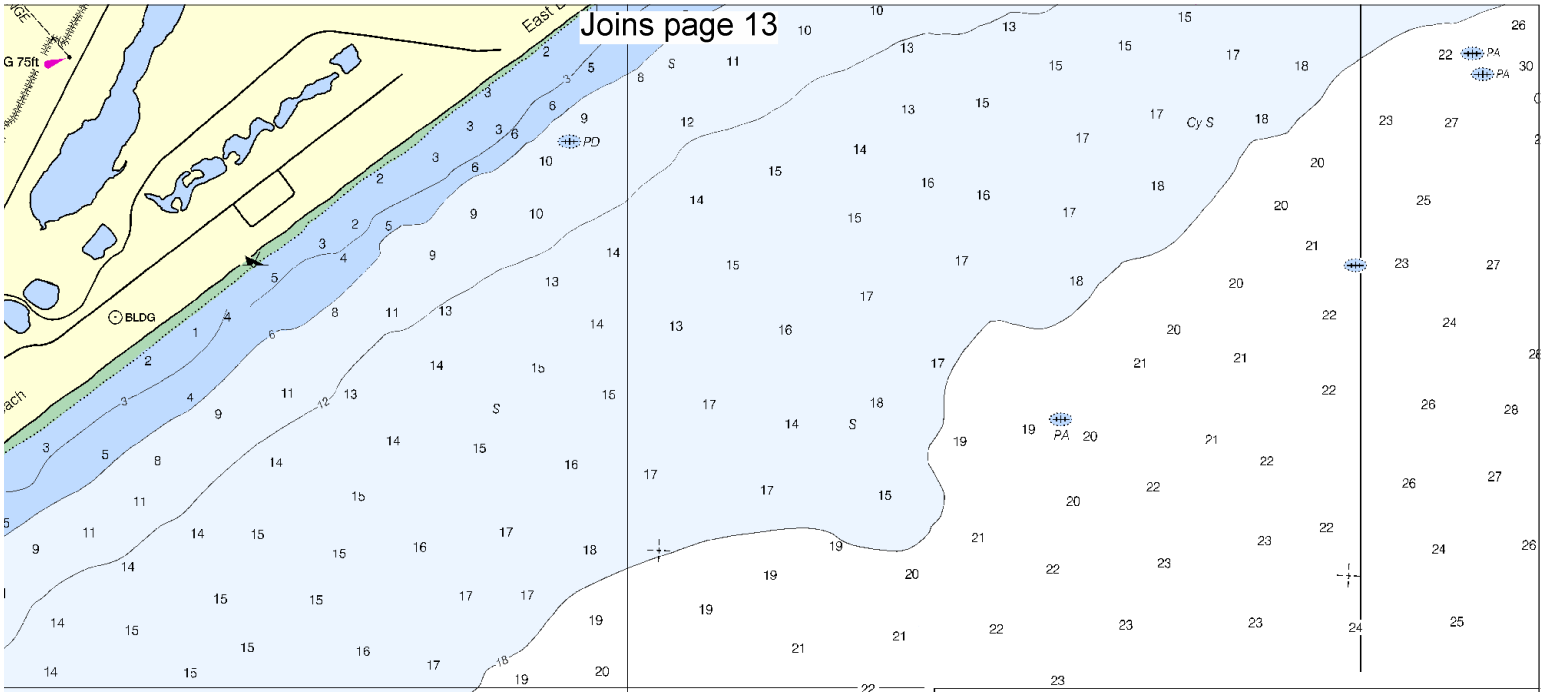
Published at Washing
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOSP
NATIONAL OCEAN
COAST SURV

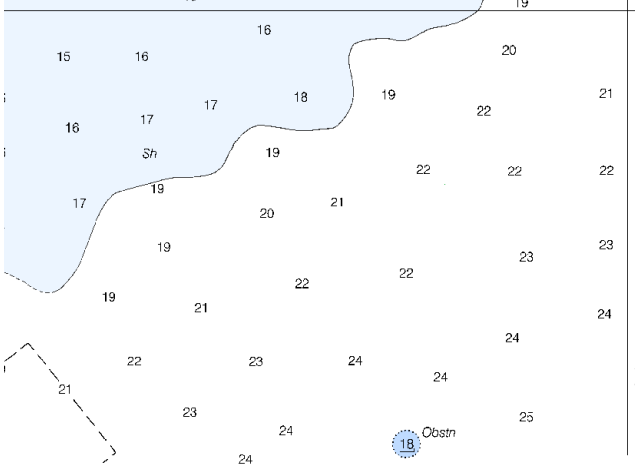
North

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

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000





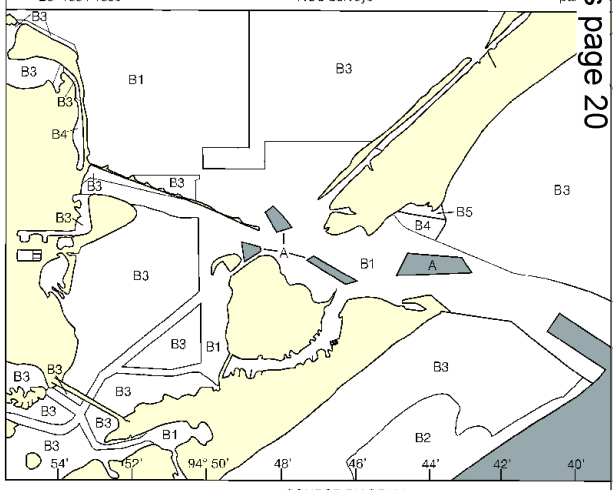
HORIZONTAL DATUM

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.

SOURCE

A	1990-2001	NOS Surveys	full bottom
B1	1990-1996	NOS Surveys	par
B2	1970-1989	NOS Surveys	par
B3	1940-1969	NOS Surveys	par
B4	1900-1939	NOS Surveys	par
B5	1834-1899	NOS Surveys	par

Joins page 20



GALVESTON BAY AND HOUSTON SHIP CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2009

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
GALVESTON HARBOR:								
ENTRANCE CHANNEL	45.0	47.0	46.0	43.0	8-09	800-1000	7.5	47
OUTER BAR CHANNEL	40.0	45.0	48.0	47.0	5-09	800	1.5	47
INNER BAR CHANNEL	41.0	45.0	46.0	38.0	5-09	800	2.9	47
ANCHORAGE BASIN A	35.5	34.9	33.2	28.7	6-09	3100	1.9	34
BOLIVAR ROADS CHANNEL	47.0	49.0	46.0	45.0	5-09	800	0.7	47
HOUSTON SHIP CHANNEL:								
BOLIVAR ROADS TO LOWER END OF MORGAN PT.	33.0	45.0	43.0	34.0	7,8-09	400-530	22.8	45
GALVESTON CHANNEL	12.9	29.4	27.7	14.3	9-09	1125-1075	3.5	40
BOLIVAR ROADS TO TURNING BASIN	34.4	39.1	41.8	37.8	7-09	400	5.9	40
TEXAS CITY TURNING BASIN	44.1	47.3	47.4	42.5	6-09	1200	0.7	40

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

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.

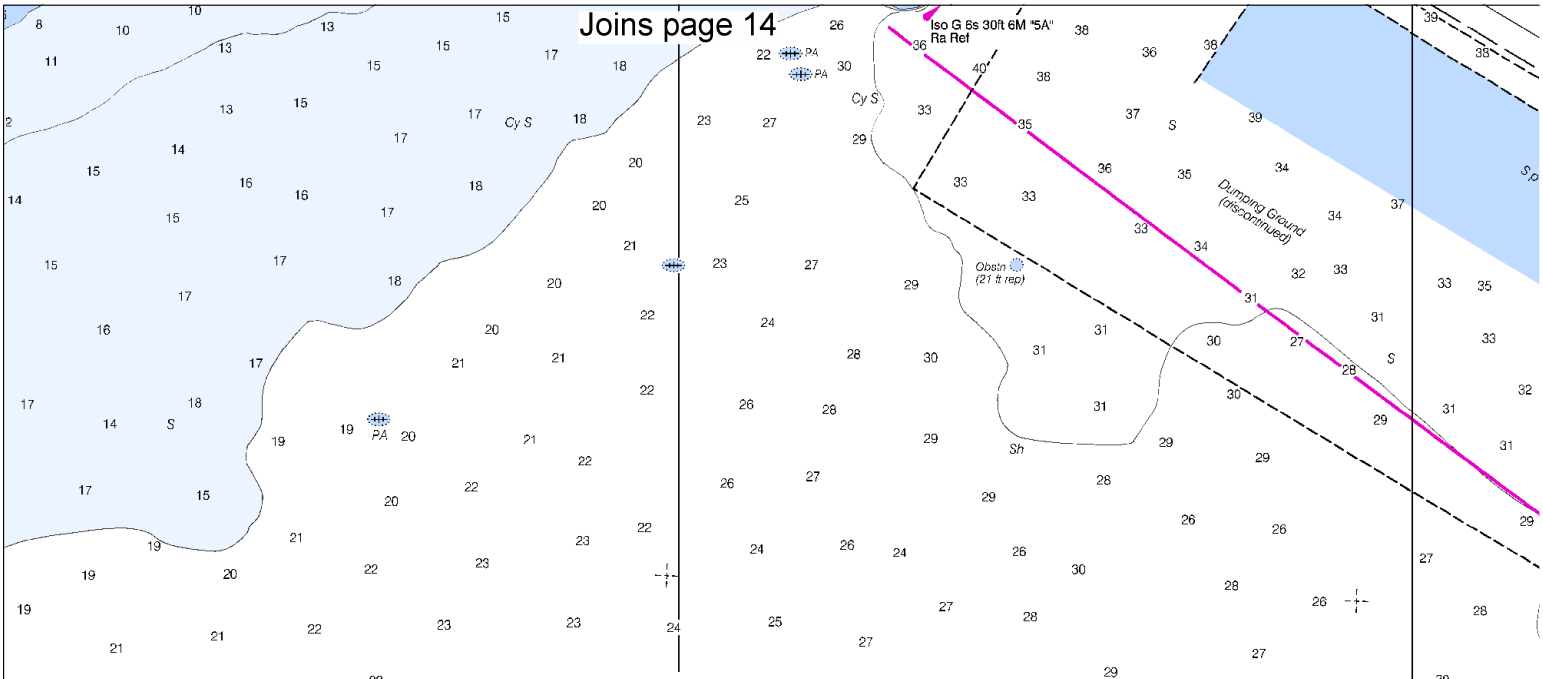
45' CONTINUED ON CHART 11323 44' 43' 42'

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

This chart provides additional information for the small craft operator.

See reverse side for Marine Facilities and Tide Tables

Joins page 14



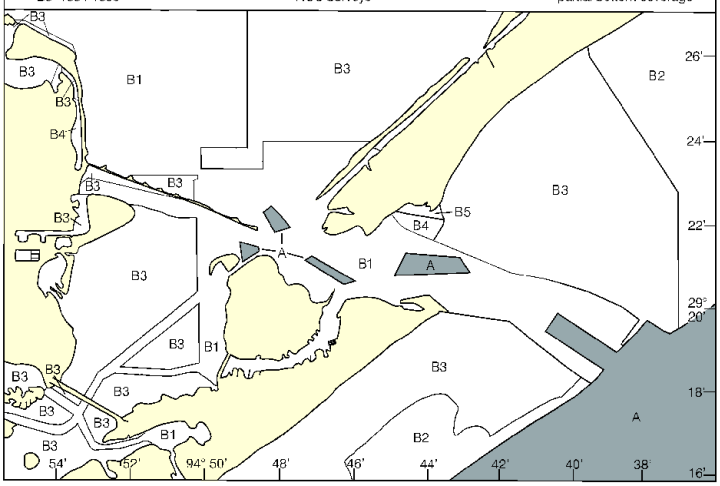
Joins page 19

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for all purposes is considered equivalent to World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an[illegible] 0.648" northward and 0.705" westward [illegible] with this chart.

SOURCE

A	1990-2001	NOS Surveys	full bottom coverage
B1	1990-1996	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	1834-1899	NOS Surveys	partial bottom coverage



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THE NATION'S CHARTMAKER SINCE

UNITED STATES — GULF

TEXAS

GALVESTON BAY

GALVESTON AND TEXAS C

Mercator Projection
Scale 1:25,000 at Lat. 29°2
North American Datum of 1
(World Geodetic System 1984

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATE

HEIGHTS

Heights in feet above Mean High Wat

Additional information can be obtained at nautica

AUTHORITIES

Hydrography and topography by the National Oc Survey, with additional data from the Corps of Eng Survey, and U.S. Coast Guard.

43' 42' 41' 94° 40'

mation for the small craft operator.
e Facilities and Tide Tables

SCALE 1:25,000

Nautical Miles

Statute Miles

Yards

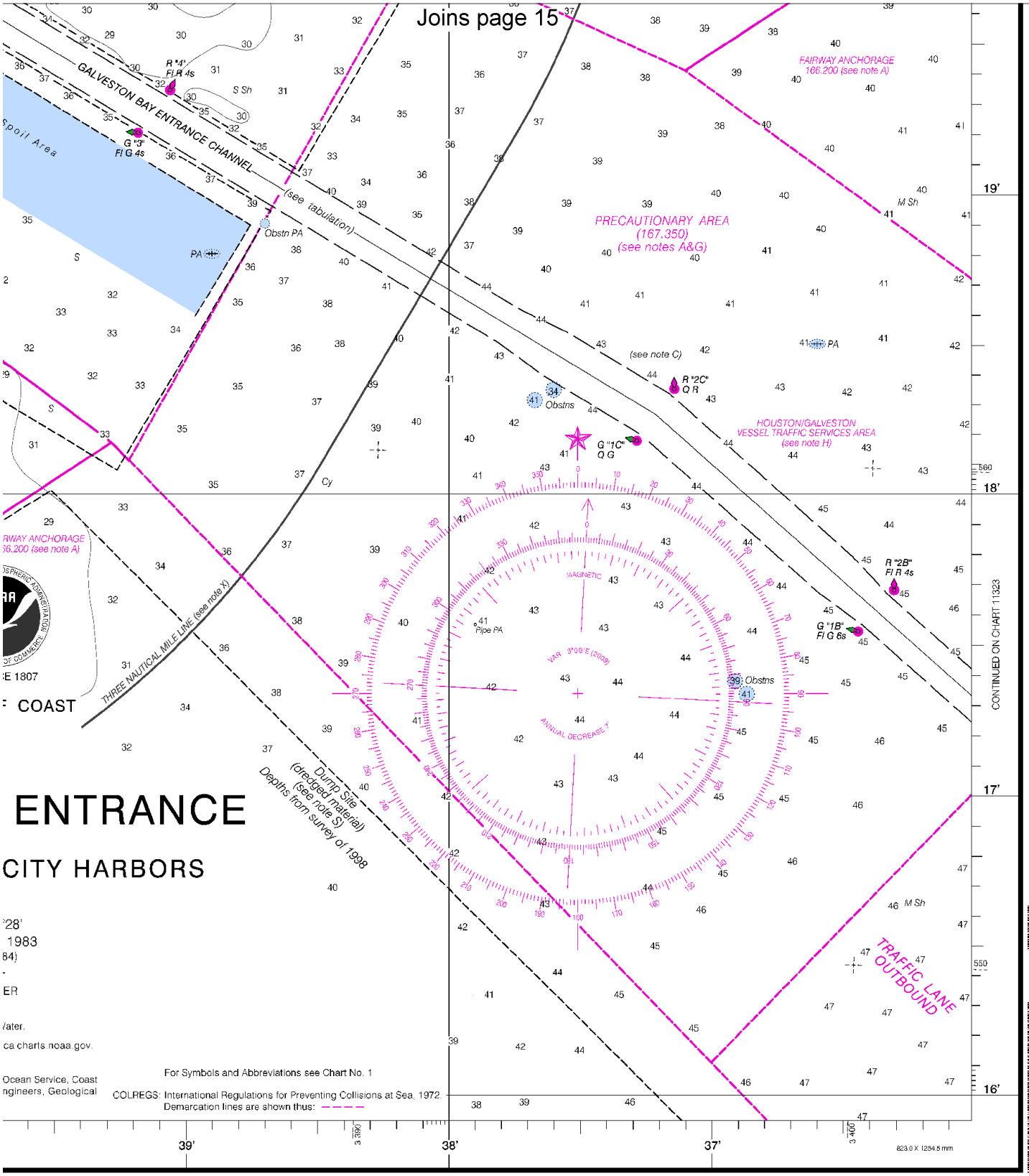
FATHOMS
FEET
METERS

North

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

Nautical Miles

Yards



Galveston and Texas City Harbors

SOUNDINGS IN FEET - SCALE 1:25,000

11324

ED. NO. 36

NSN 7642014010120

NGA REFERENCE NO. 11AHA11324

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 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group Galveston– 409-766-5620
Coast Guard Station Galveston – 409-766-5633
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

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.

NOAA, The Nation's Chartmaker

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