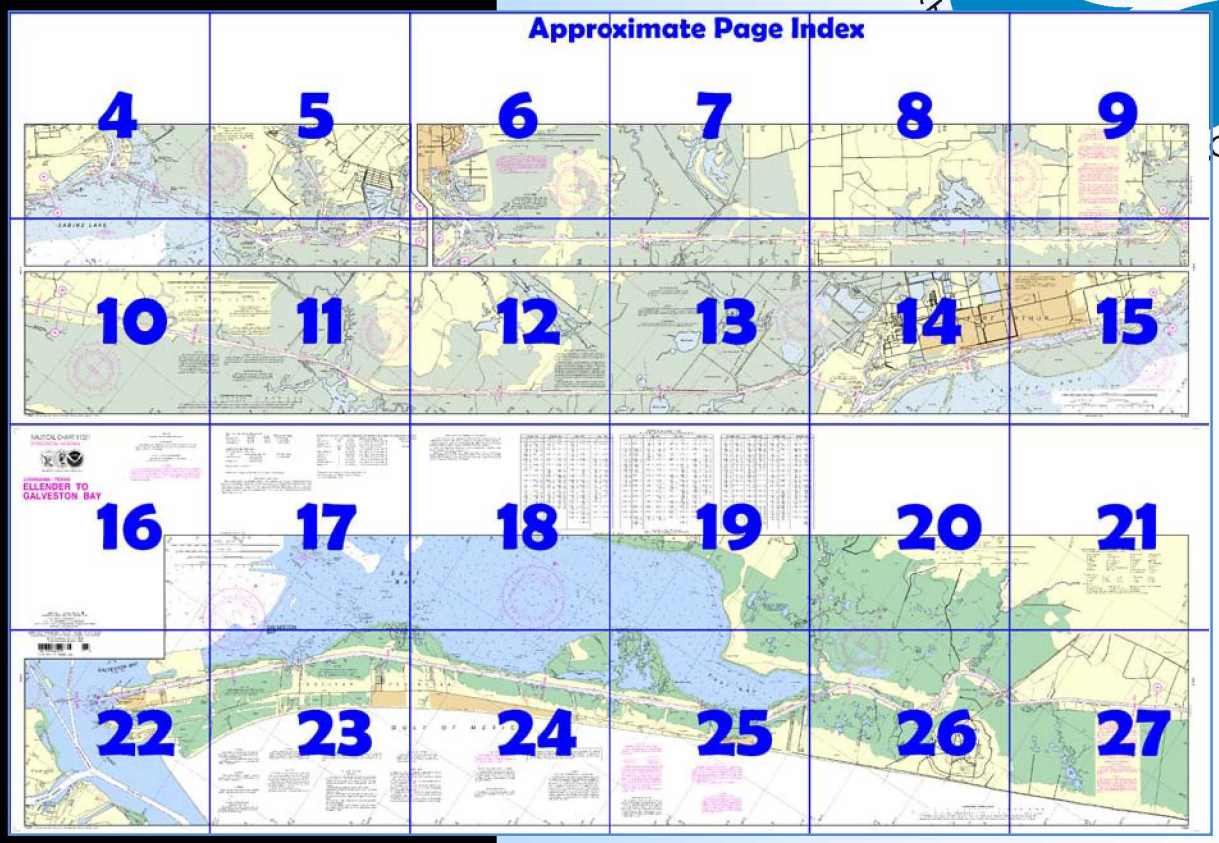
BookletChart™

Ellender to Galveston Bay Louisiana - Texas

(NOAA Chart 11331)

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™?

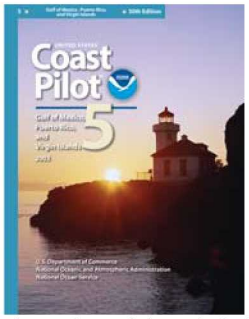
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this 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 9,10 & 11 excerpts]

(319) **Mermentau River** empties into the Gulf of Mexico 86 miles W of Atchafalaya Bay Entrance E of Calcasieu Pass. The entrance channel shifts frequently and should be approached with caution.

(341) **Calcasieu Pass,** the outlet of Calcasieu Lake, is about 98 miles W of Atchafalaya Bay entrance and 78 miles E of Galveston entrance. It is the first and only deep-draft channel W of the Mississippi River and E of Sabine Pass.

(390) **Cameron,** the seat of Cameron Parish, is a fishing village on the E shore of Calcasieu Pass 2.5 miles above its entrance. The village has numerous oil-well supply bases, shrimp-packing houses, and a menhaden processing plant. Gasoline, diesel fuel, water, ice, and marine supplies are available; electrical and engine repairs can be made.

(470) **San Luis Pass,** an unmarked channel 0.2 mile wide, leads NW from the Gulf and passes between the shoals S from Galveston Island and E from **San Luis Island.**

(473) **Sabine Bank** is a succession of detached shoal spots parallel with and distant about 17 miles from the mainland. From the vicinity of Calcasieu Pass, the bank extends about 38 miles W to the vicinity of Sabine Pass and has several passages between the detached shoals. Depths on the shoals range from 16 to 30 feet and are subject to change.

(475) **Sabine Bank Channel** leads through Sabine Bank through a passage locally known as **Hole in the Wall.**

(6) **Sabine Pass** and its connecting channels form an extensive system of deepwater routes leading inland as far as Beaumont and Orange, Texas. From Sabine Pass the coast follows a general WSW direction for 50 miles to Galveston Entrance. Except in the E part, deep water extends fairly close inshore. The coast is low and devoid of prominent features, with the exception of High Island. Heald Bank, off the coast, has depths of 25 to 35 feet and is a danger to deep-draft vessels.

(163) **High Island**, a small settlement on the mainland about 30 miles W of Sabine Pass, is a mound about 1 mile in diameter and 40 feet high, the highest land on the coast between Sabine Pass and Galveston. It is a conspicuous landmark for vessels making, or standing along the coast. Numerous oil derricks are on the mound, and about 1.5 miles N are two 132-foot towers for a transmission line crossing the Intracoastal Waterway.

(166) **Heald Bank,** lying 34 miles E of Galveston and 27 miles offshore, is nearly 5 miles long in a NE and SW direction.

(170) **Bolivar Peninsula,** SW of High Island, extends to the Galveston Bay Entrance. The land is low with few prominent features. An abandoned lighthouse, a black conical tower 116 feet high, is on the S end of the peninsula. Numerous wrecks lie in the shoal water along the Gulf Coast off Bolivar Peninsula. It is reported that several fishing vessels have been wrecked on these obstructions.

(175) **Galveston Bay** is a large irregularly shaped shallow body of water on the coast of Texas, about 285 miles W from Southwest Pass and 690 miles NW from Dry Tortugas.

(179) **Galveston** occupies the entire width of the E end of **Galveston Island.** The wharves are built along Galveston Channel on the N side of the city, and the S side fronts upon the Gulf from which the city is protected by a concrete seawall 17 feet high. Galveston, although widely known as the major seashore resort in the SW, is essentially and primarily a place of maritime commerce and industry.

(16) **Freeport Harbor,** lying 40 miles SW of Galveston entrance, is the harbor for the town of **Freeport.** The area is known locally as Brazosport. The principal industry is the Dow Chemical Corporation which operates two large plants. Other industries are oil, sulfur, and shrimp. Oil and chemical products are the principal exports. The Intracoastal Waterway crosses Old Brazos River about 1 mile above the jettied entrance. At this point, the Dow Barge Canal leads N and the river channel W. Old Brazos River has been dammed about 6 miles above the jettied entrance. Below the dam, the old river channel is now a tidal estuary and the harbor is protected against flood conditions in the river.

(57) **Brazos River** enters the Gulf through the diversion channel about 6 miles SW of Freeport Harbor entrance. Because of logs, shoaling, and general foul ground, the mouth of the river is not used as an entrance.

(59) **San Bernard River** flows into the Gulf 3.5 miles SW from the mouth of Brazos River. San Bernard River is obstructed at the mouth by a shifting sandbar over which the channel depths vary from 3 to 5 feet.

Table of Selected Chart Notes

NOTE D

The project depth is 40 feet. For controlling depths see chart 11342.

Iso 6s 72ft

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Numerous submerged wrecks, not recommended for safe passage in this area.

SABINE RIVER

Private Quick Flashing Green Light Nos. 1-9, 10 feet above water; Fixed Green Light Nos. 11-12, 15 feet above water; and Navy Fixed Green Light No. 5, 10 feet above water, are located at the outer end of the piers on the west side of the river at Orange.

CAUTION

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

CAUTION

Oyster grounds are marked by stakes and flags. Submerged broken stakes become dangerous obstructions to small craft.

CAUTION

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

CAUTION

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

PLANE COORDINATE GRID
(based on NAD 1927)

Texas State Grid, south centeral zone, is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

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.

CAUTION

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

AIDS TO NAVIGATION

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

CAUTION

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

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.

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).

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

SUPPLEMENTAL INFORMATION

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

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.

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.

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.

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

PLANE COORDINATE GRID
(based on NAD 1927)

Louisiana State Grid, south zone, and Texas State Grid, south central zone, are indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

AIDS TO NAVIGATION

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

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION

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

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.

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

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.

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.

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

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.

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, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION

Gas and Oil Well Structures

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

Corrected through NM Jan. 24/09, LNM Jan. 13/09

Corrected through NM Jan. 24/09, LNM Jan. 13/09

Corrected through NM Jan. 24/09, LNM Jan. 13/09

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)

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 New Orleans, LA and Galveston, TX.

Refer to charted regulation section numbers.

note)

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

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 New Orleans, LA and Galveston, TX.

Refer to charted regulation section numbers.

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.

SAFETY HINTS

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

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.

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

NOTE E

It is recommended that vessels transiting the Intracoastal Waterway make a SECURITÉ call on VHF-FM Channel 13 prior to entering the Sabine-Neches Canal at the Neches River, Sabine River, and Port Arthur Ship Canal.

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.

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

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).

PUBLIC BOATING INSTRUCTION PROGRAMS

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

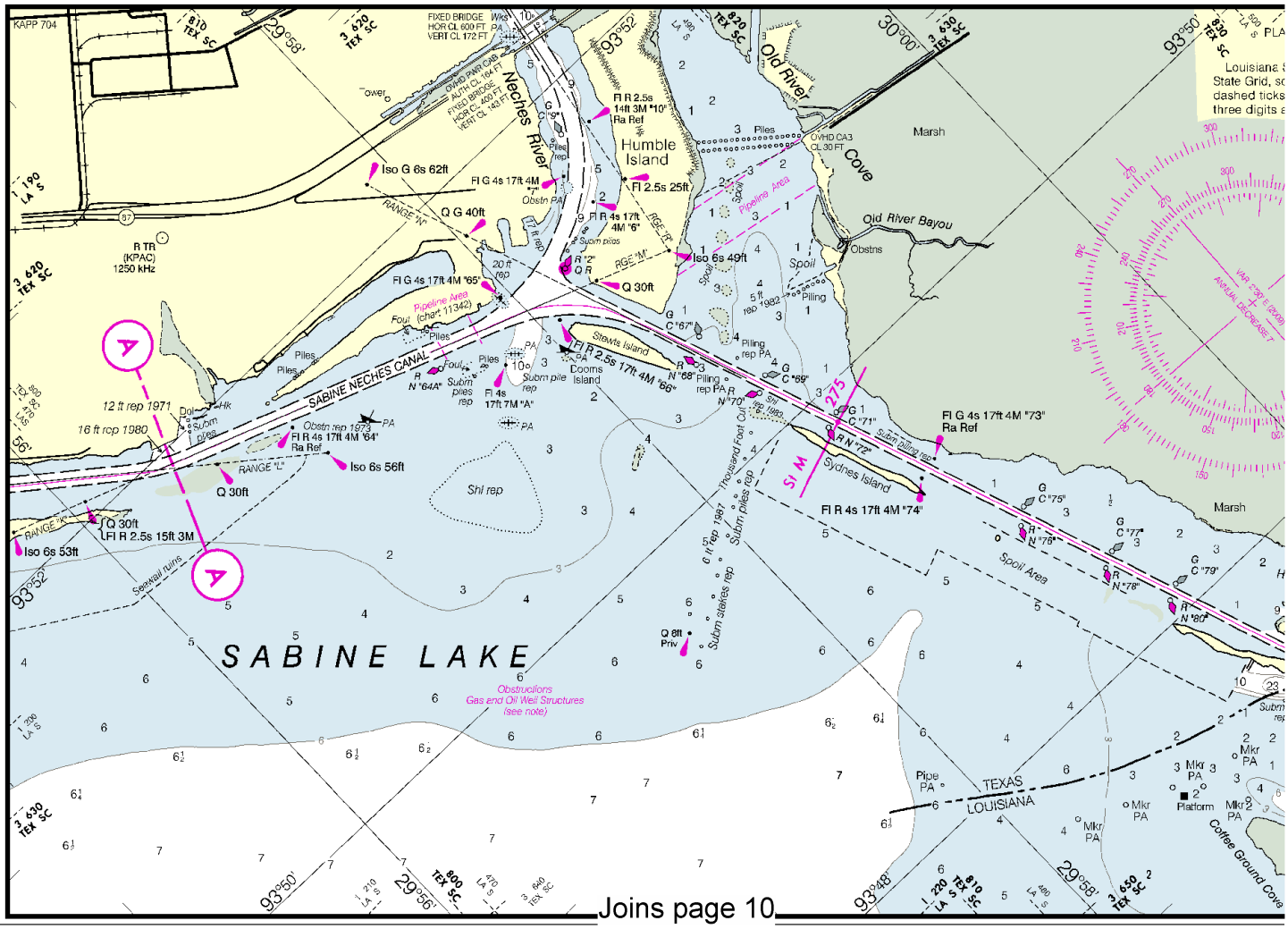
USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

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

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.

JOINS CHARTS 11342 AND 11343



Joins page 10

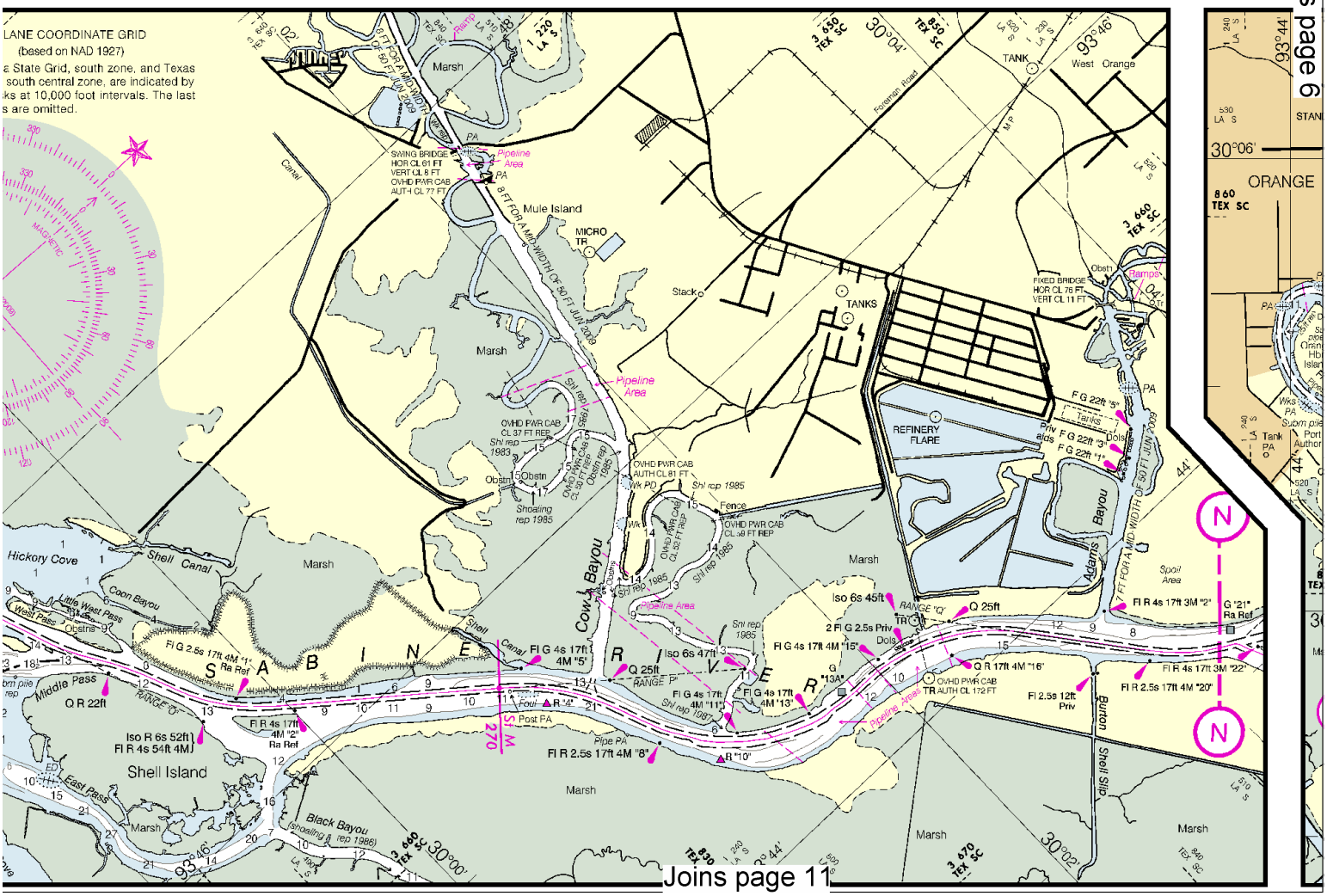
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

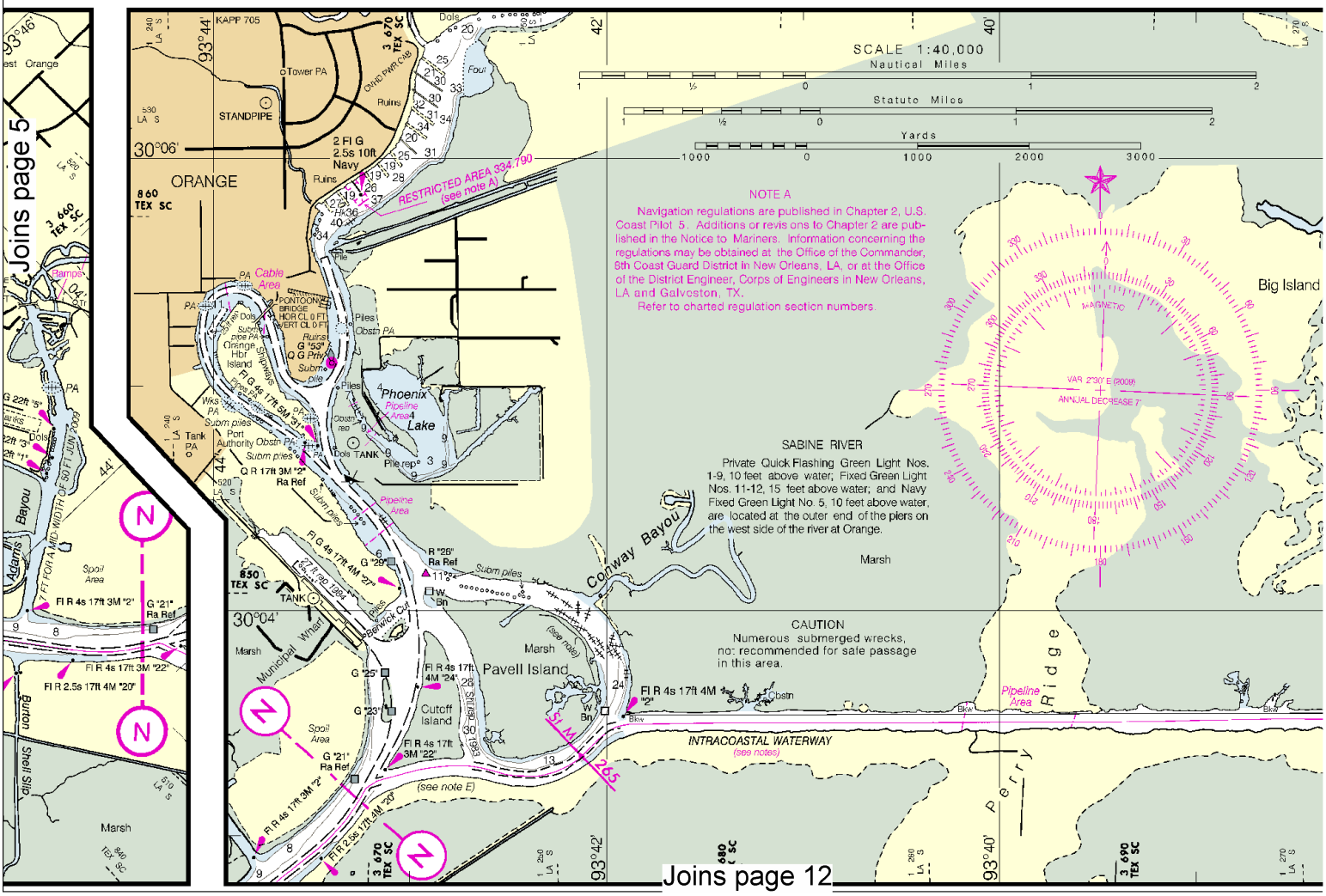
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000



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.



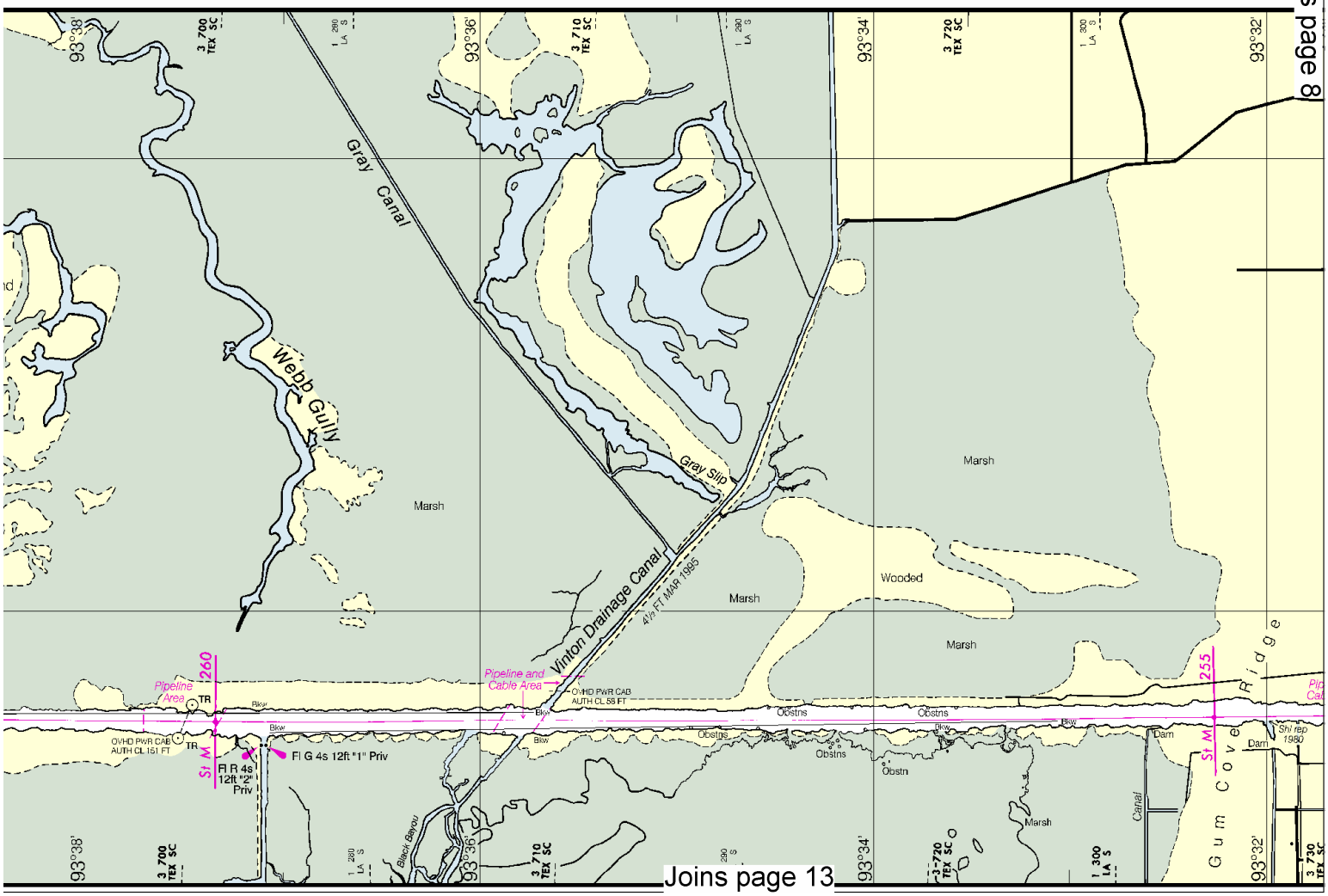
Printed at reduced scale. ~~SCALE 1:40,000~~ Nautical Miles See Note on page 5.

1 ½ 0 1 2 3

Yards

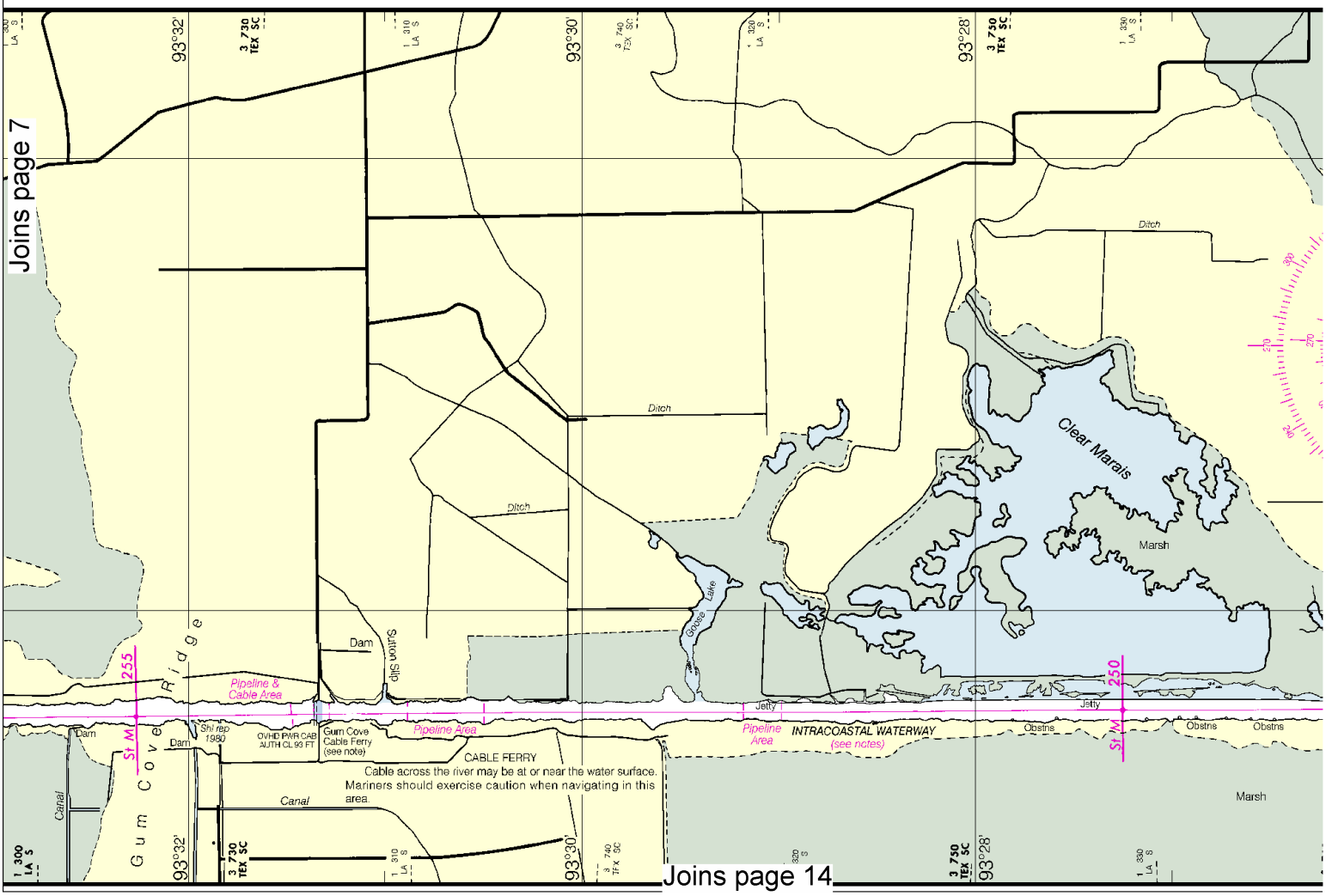
1000 0 1000 2000 3000 4000 5000

Joins page 8



Joins page 13

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 .



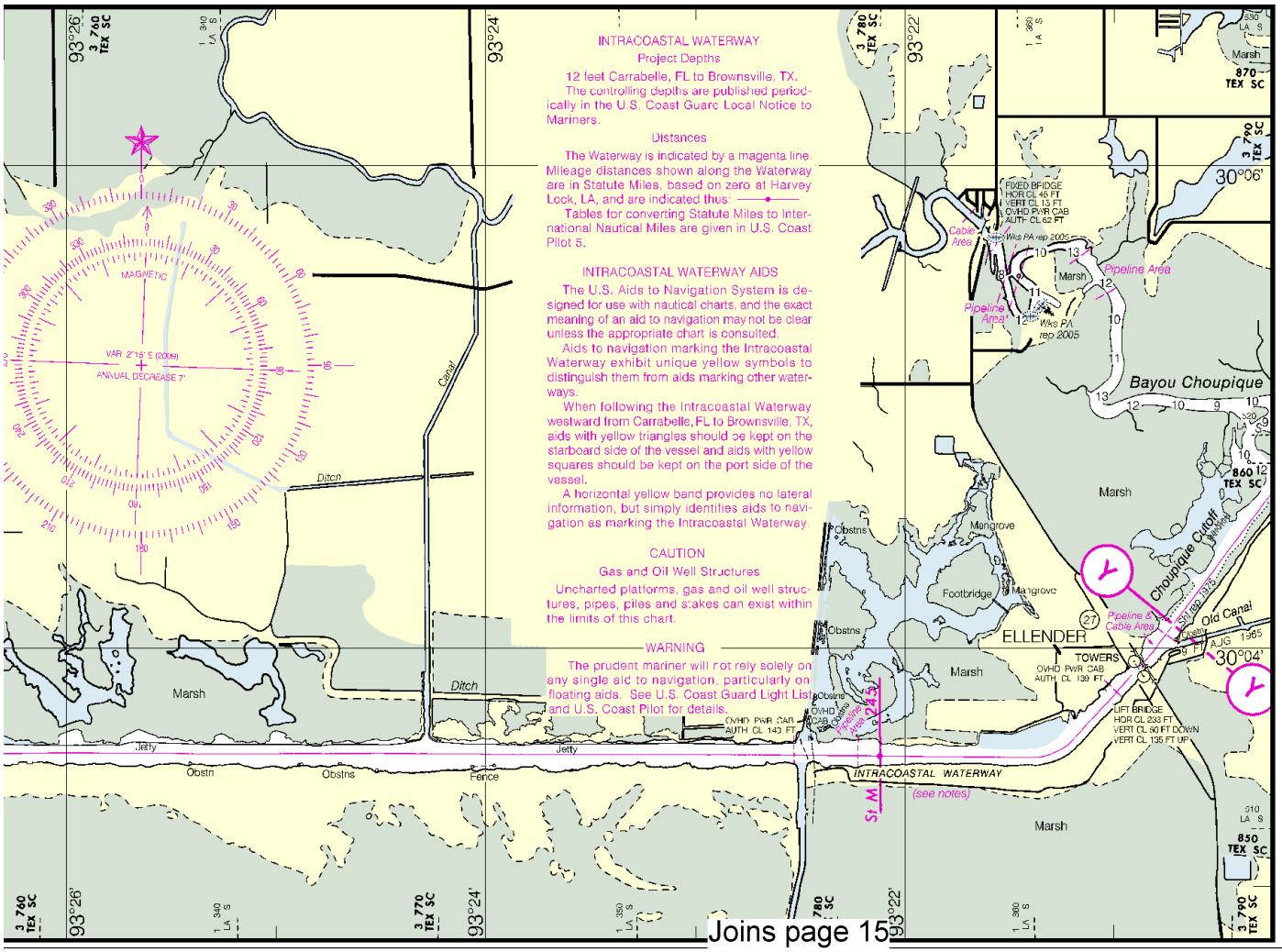
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

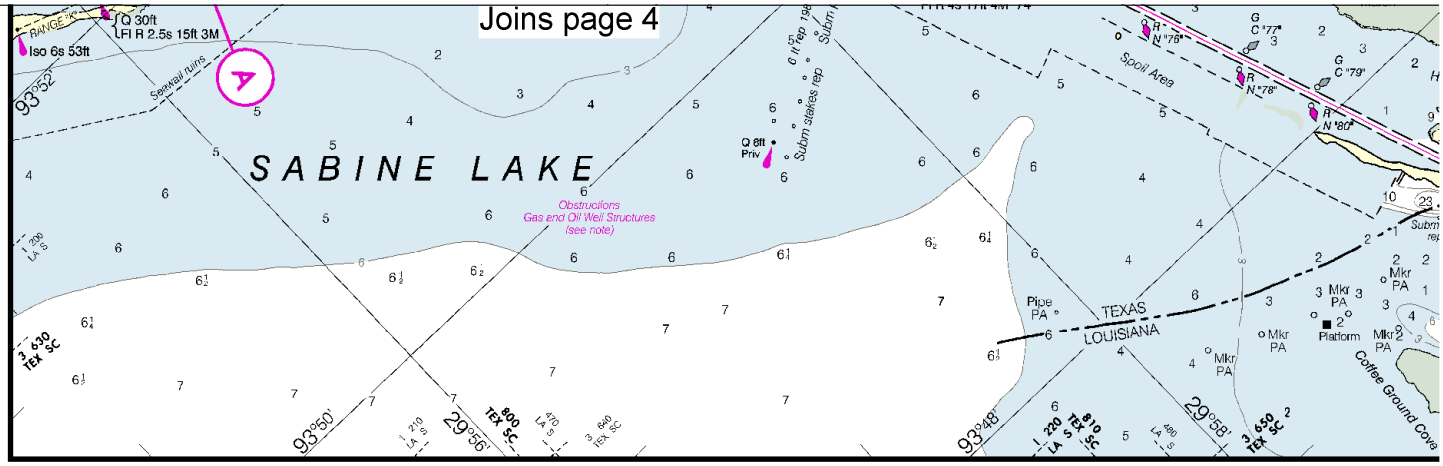
Yards

1000 0 1000 2000 3000 4000 5000



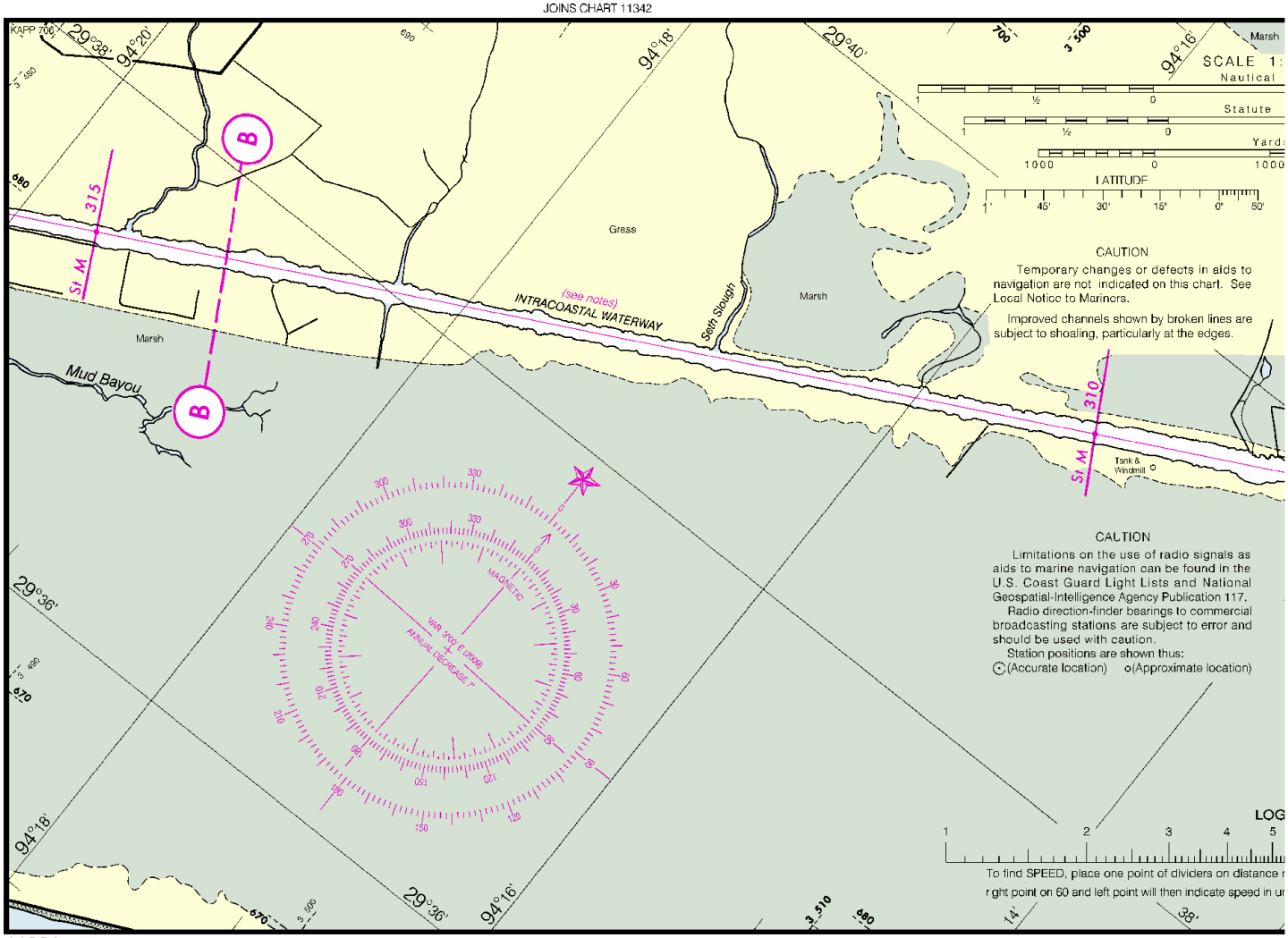
Joins page 15

SID



SIDE A

JOINS CHART 11342



11331 21st Ed., Jan. /09; Corrected through NM Jan. 24/09, LNM Jan. 13/09

NAUTICAL CHART 11331

INTRACOASTAL WATERWAY

HEIGHTS

Heights in feet above Mean High Water

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.

Joins page 16

SUPPLEMENTAL INFORMATION

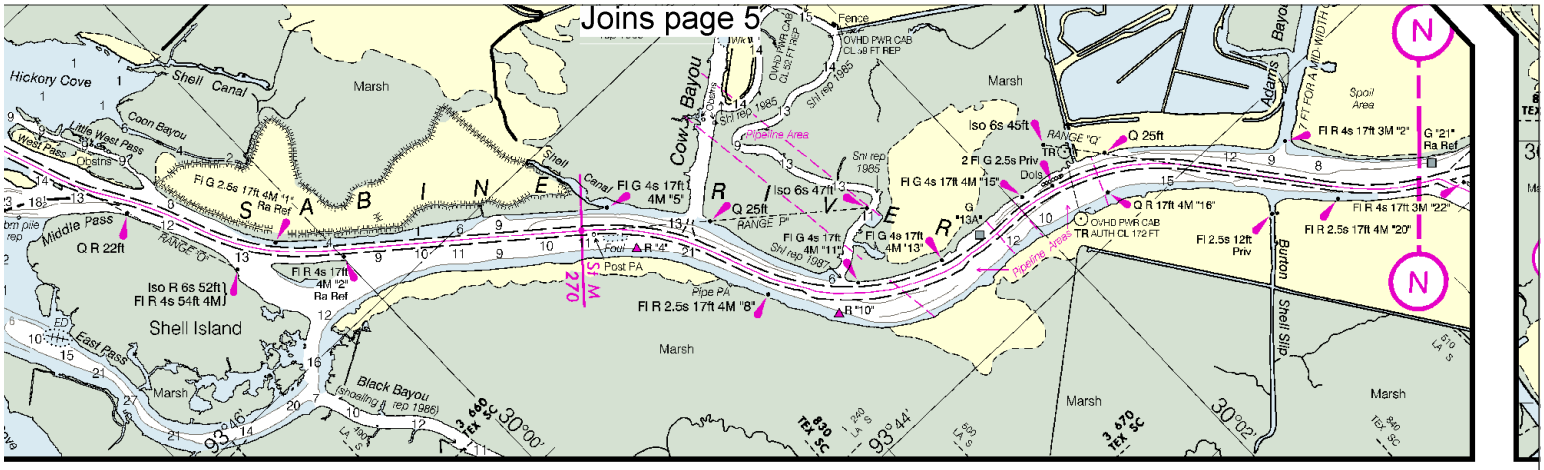
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

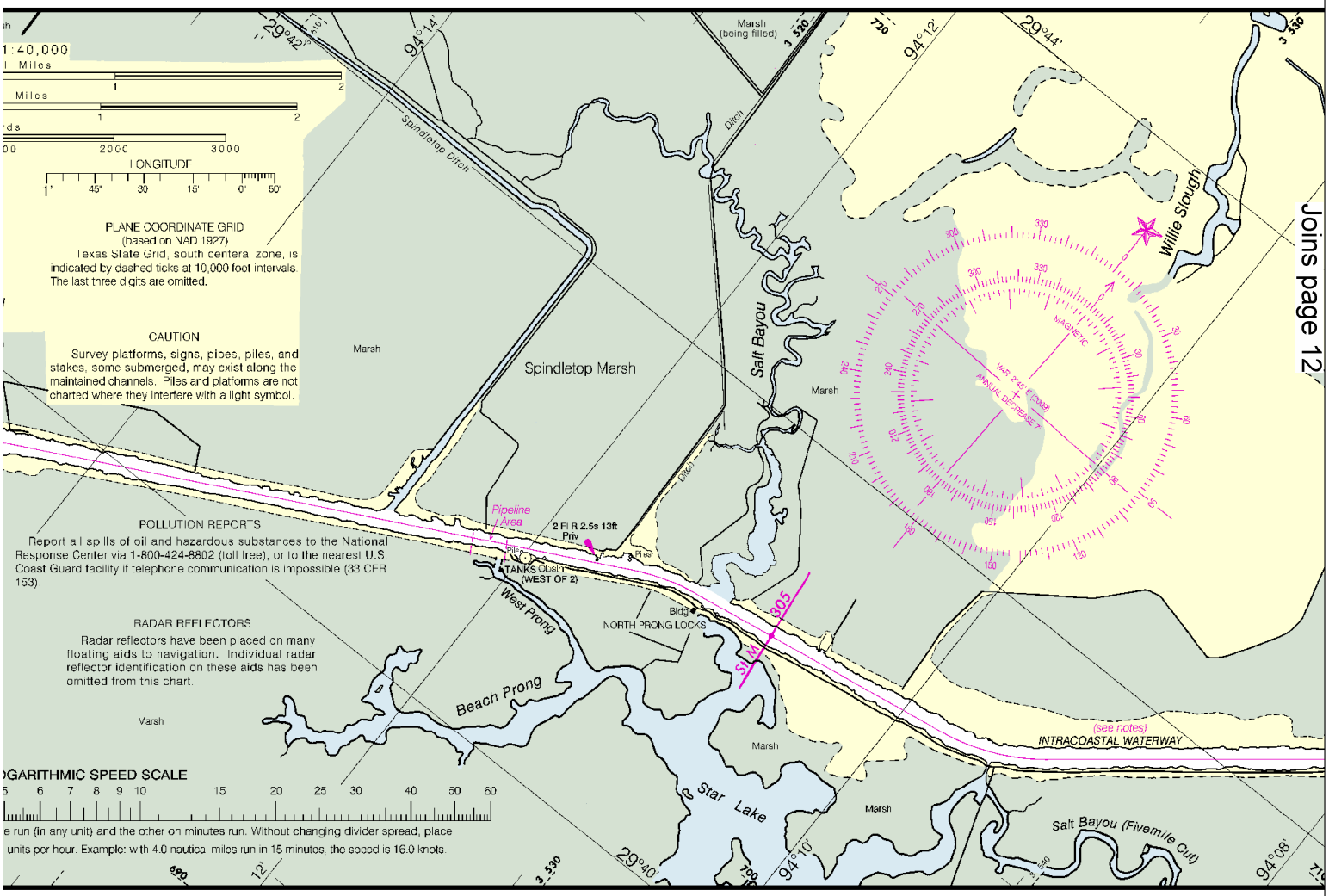
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000





NOAA WEATHER RADIO BROADCASTS

CITY	STATION	MHz)	BROADCAST TIMES
Galveston, TX	KHB-40	162.55	24 hours daily
Lake Charles, LA	KHB-42	162.40	24 hours daily
Beaumont, TX	WXK-28	162.475	24 hours daily

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

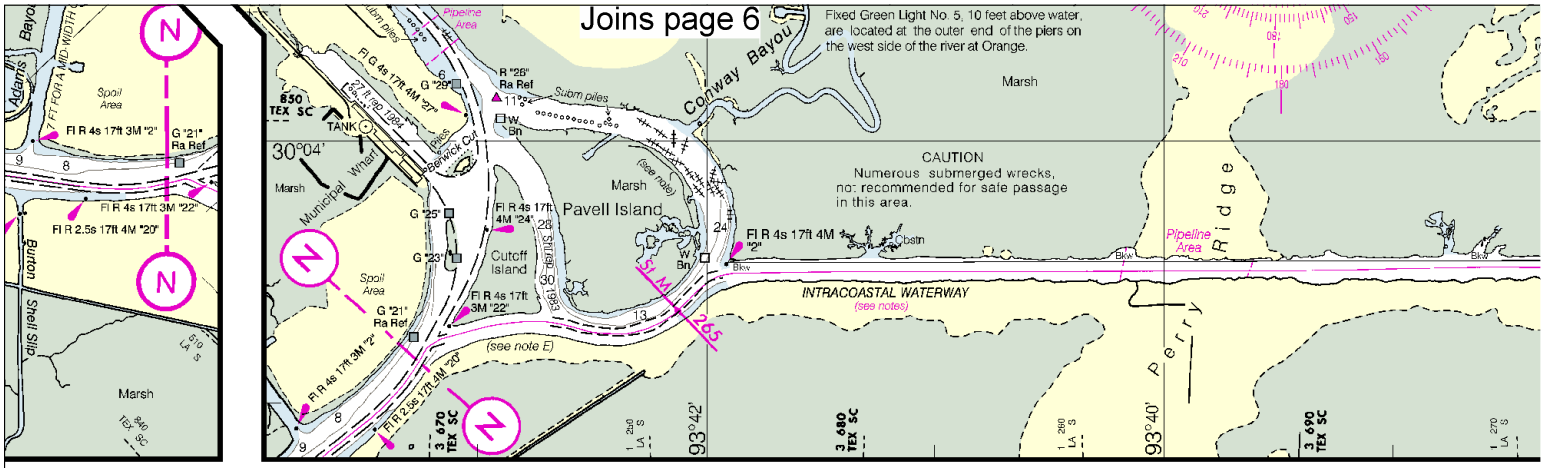
CITY	TELEPHONE NUMBERS	OFFICE HOURS
Lake Charles, LA	(337) 477-5285	24 hours daily

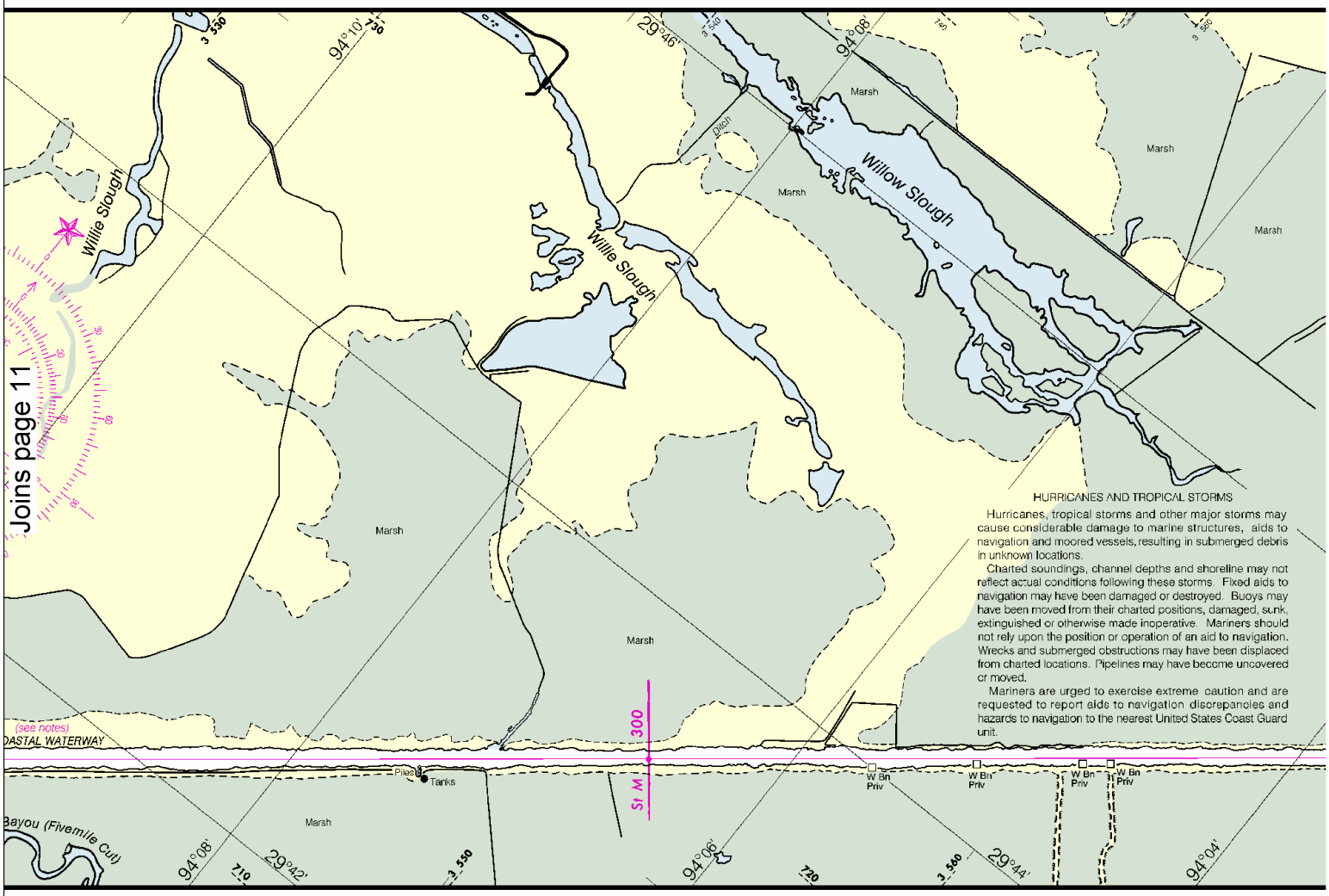
BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES - CST	SPECIAL WARNING
Galveston, TX	NOY	2670 kHz	4:45, 6:45 & 10:45 AM & 4:45 PM	* On receipt
Galveston, TX	"	157.10 MHz	4:45, 6:45 & 10:45 AM & 4:45 PM	
Port Aransas, TX	NOY-3	157.10 MHz	5:00 & 11:00 AM 5:00 PM	* On receipt
	NOY	2670 kHz	4:40, 6:40 & 10:40 AM & 4:40 PM	
Pecan Island, LA	"	157.10 MHz	4:45, 6:45 & 10:45 AM & 4:45 PM	
Cameron, LA			4:45, 6:45 & 10:45 AM & 4:45 PM	
Sabine, TX			4:45, 6:45 & 10:45 AM & 4:45 PM	

Joins page 17

The
(USCG
structio
regardi
USP
Road,
USC
Federa





TELEPHONE STATIONS
SPECIAL WARNING
* On receipt

* On receipt

PUBLIC BOATING INSTRUCTION PROGRAMS

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

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

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130,

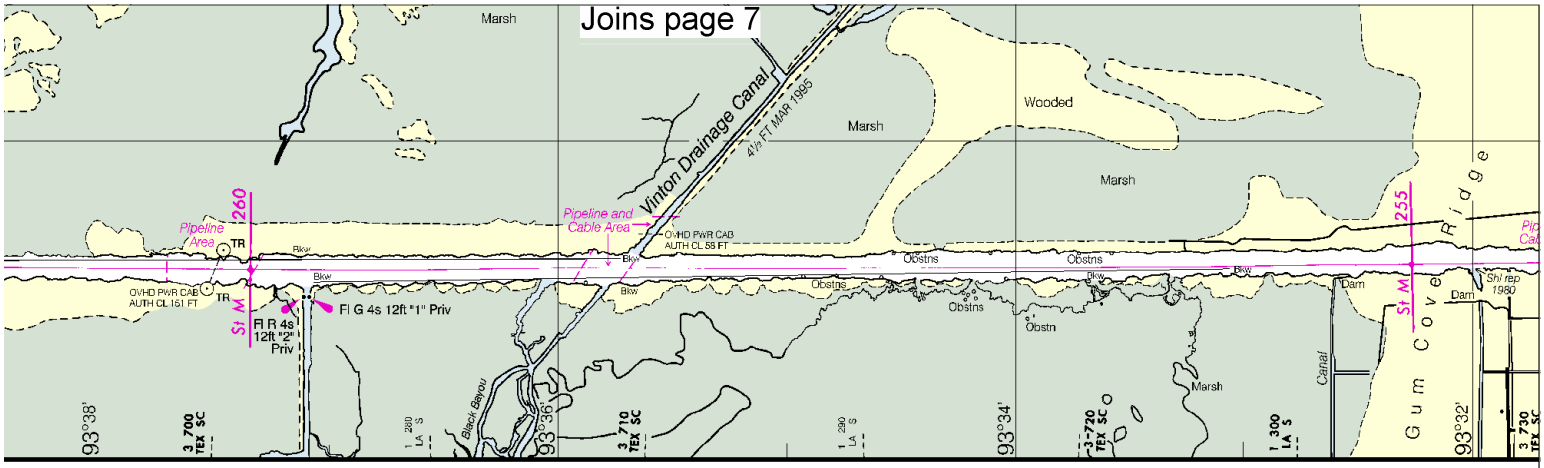
Joins page 18

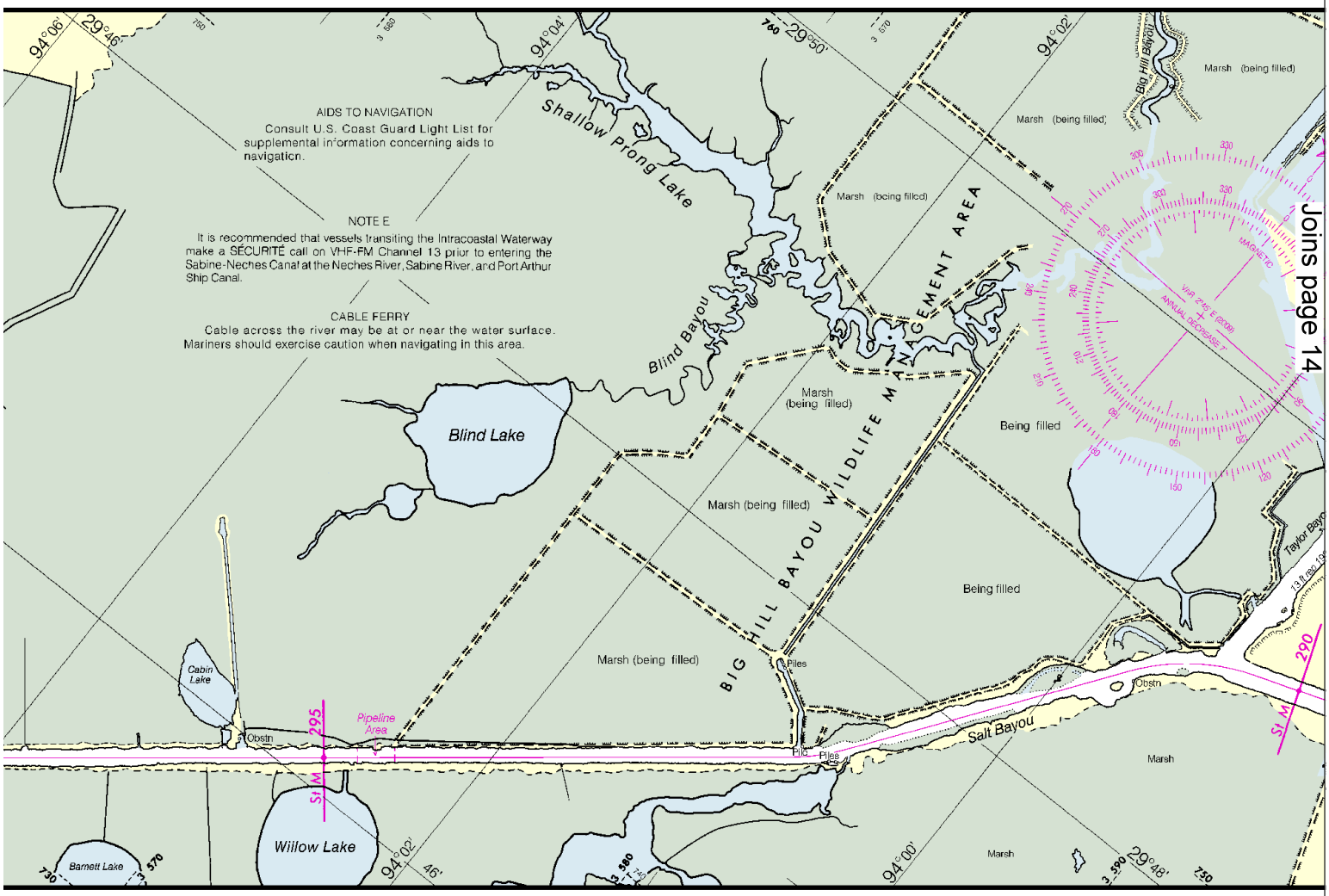
JANUARY 2009				FEBRUARY 2009				MARCH 2009				APRIL 2009			
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day
1	0106	0.6	16	0244	0.1	1	0158	-0.1	16	0332	-0.4	1	0022	-0.3	16
Th	0319	0.7	F	0857	0.6	Su	0953	0.6	M	1350	1.0	Su	0823	1.0	M
	1223	-0.2		1416	0.3		1313	0.5					1234	0.8	
	2034	0.9		2024	0.7		1635	0.8					1658	1.0	
2	0229	0.5	17	0349	-0.2	2	0254	-0.4	17	0435	-0.4	2	0113	-0.3	17
F	0844	0.6	Sa	1117	0.7	M	1801	0.6	Tu	1506	1.0	M	1001	1.1	Tu
	1258	0.1		1552	0.6								1315	1.0	
	2045	0.8		2035	0.7								1640	1.1	
3			18	0445	-0.4	3	0356	-0.6	18	0537	-0.4	3	0213	-0.4	18
Su			Su	1346	0.8	Tu	1714	1.0	W	1356	1.1	Tu	1156	1.2	W
													1355	1.1	

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000





GALVESTON (Galveston Channel), TEXAS

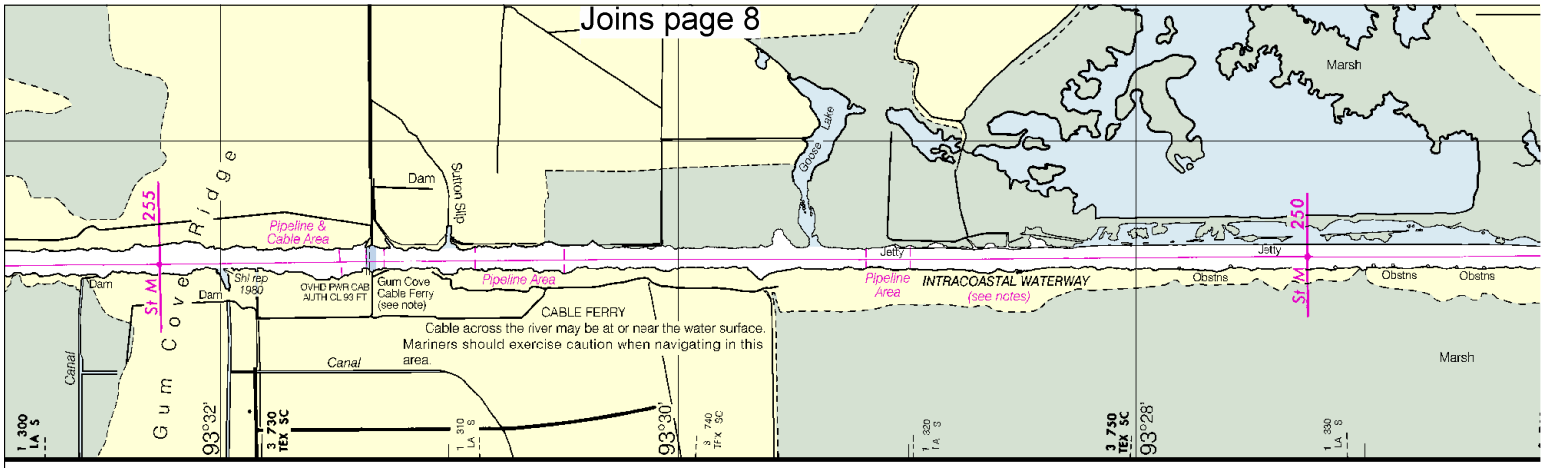
Predicted times and heights of high and low water-Central Standard Time. For Daylight Saving time, add 1 hour.
To predict local tide, apply the time difference listed in the facility tabulations to these tide predictions.

Ht. ft.	MAY 2009 Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	JUNE 2009 Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	JULY 2009 Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	AUGUST 2009 Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
0.2	1	0246	0.0	16	0212	0.3	1	0514	0.8	16	0240	0.7	1	0230	1.3	16	0658	1.2	1	0424	1.5	16	0334	1.6
1.4	F	1140	1.5	Sa	1117	1.4	M	1108	1.2	Tu	1090	1.1	W	851	-0.3	Th	1703	-0.3	Sa	1828	-0.3	Su	1835	-0.1
								1828	0.3		1733	0.3												
0.3	2	0406	0.2	17	0305	0.3	2	0139	1.2	17	0111	1.0	2	0334	1.4	17	0246	1.3	2	0501	1.4	17	0355	1.6
1.4	Sa	1212	1.4	Su	1136	1.3	Tu	0637	1.0	W	0402	0.9	Th	911	-0.4	F	1755	-0.5	Su	2006	-0.3	M	0732	1.5
		1836	1.1		1929	0.9		1123	1.2		0839	1.1										0948	1.6
		2224	1.2		2225	1.0		1804	0.0		1135	0.0										1934	-0.5
0.4	3	0531	0.5	18	0410	0.7	3	0300	1.4	18	0223	1.3	3	0420	1.5	18	0325	1.5	3	0524	1.4	18	0416	1.6
1.4	Su	1233	1.4	M	1146	1.3	W	0833	1.1	Th	0639	1.1	F	948	-0.5	Sa	1847	-0.7	M	2043	-0.3	Tu	0756	1.5
		1901	0.8		1851	0.7		1131	1.2		0913	1.2										1158	1.6
								1828			1733													

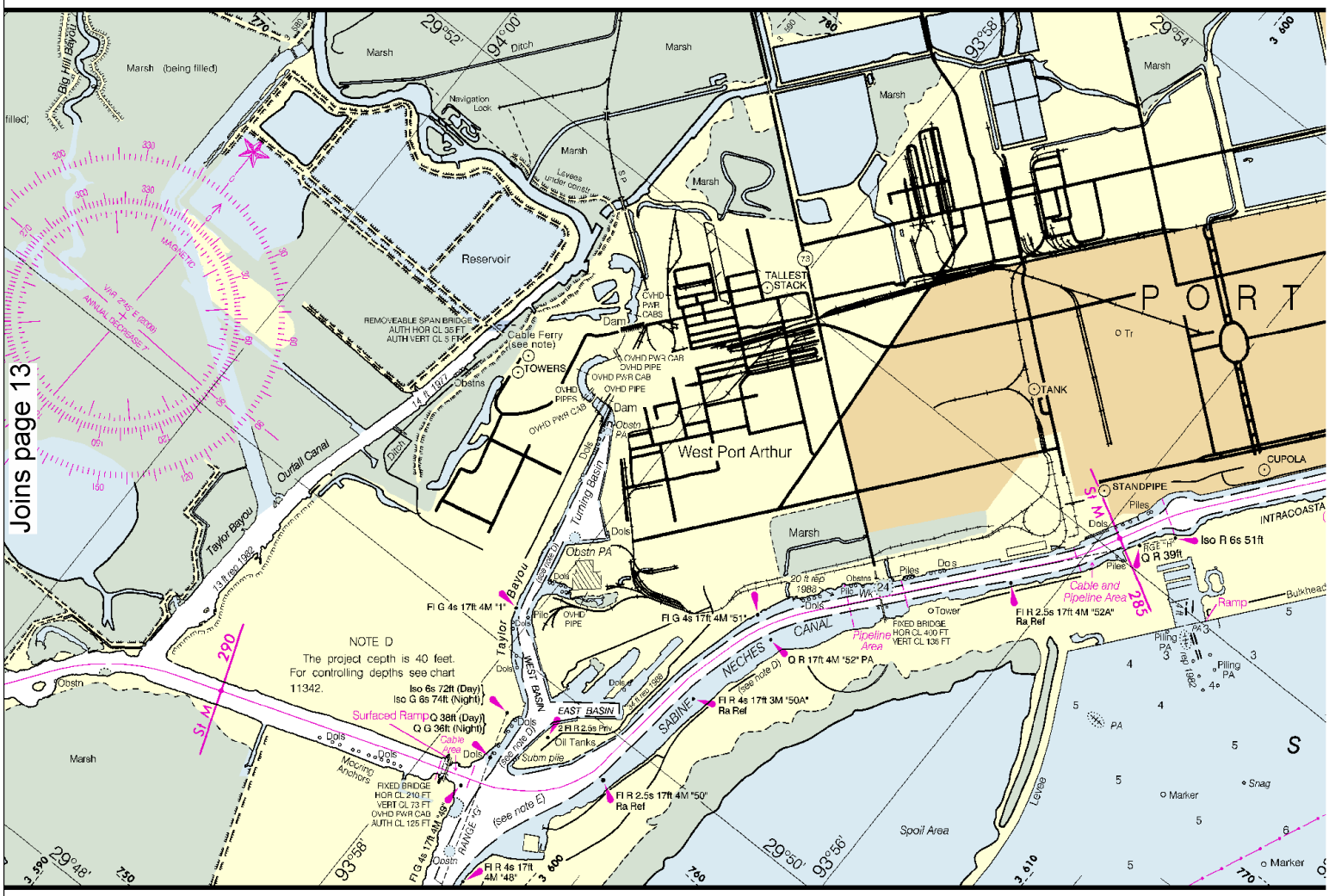
Ht. ft.	SEPTEMBER 2009 Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	OCTOBER 2009 Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	NOVEMBER 2009 Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	DECEMBER 2009 Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
	1	0423	1.5	16	0313	1.6	1	0253	1.6	16	0210	1.5	1	0131	1.5	16	0111	1.5	1	0842	-0.5	16	0840	-0.6
	Tu	0809	1.5	W	0798	1.4	Th	0694	1.2	F	0820	0.7	Su	0836	0.3	M	0921	-0.3	Tu	1717	1.3	W	1824	1.3
		1204	1.4		1258	1.7		1353	1.6		1514	1.3		1620	1.8		1740	1.8		2200	1.3			
		2023	0.2		2024	0.3		2026	0.8		2117	1.1		2132	1.4									
0.4	2	0419	1.5	17	0326	1.6	2	0255	1.6	17	0224	1.5	2	0130	1.5	17	0056	-0.3	2	0013	1.4	17	1014	-0.6
	W	0801	1.3	Th	0835	1.1	F	0650	1.0	Sa	0906	0.4	M	0907	0.1	Tu	1627	1.8	W	0928	-0.7	Th	1901	1.2
		1313	1.4		1424	1.7		1456	1.8		1623	1.9		1713	1.9					1808	1.7		2235	1.1
		2052	0.3		2116	0.5		2059	1.0		2211	1.3		2212	1.5					2214	1.4			
0.4	3	0524	1.5	18	0416	1.6	3	0304	1.5	18	0236	1.5	3	0130	1.6	18	1032	-0.2	3	0058	1.9	18	0125	1.2
	Sa	0912	0.8	Su	0943	0.2	Sa	0912	0.8	Su	0943	0.2	Tu	0943	-0.1	W	1916	1.7	Th	1013	-0.7	F	1049	-0.5
		1558	1.7		1726	2.0		1558	1.7		1726	2.0		1808	1.9					1902	1.6		1938	1.2

Joins page 19

Joins page 8



Joins page 13



JOINS CHART 11342

09		DECEMBER 2009			
Time	Ht.	Day Time	Ht.	Day Time	Ht.
m.	ft.	h.m.	ft.	h.m.	ft.
11	1.5	1 0842	-0.5	16 0840	-0.6
31	-0.2	Tu 1717	1.7	W 1824	1.3
40	1.6	2200	1.3		
56	-0.3	2 0013	1.4	17 1014	-0.6
27	1.6	W 0928	-0.7	Th 1901	1.2
		1808	1.7	2235	1.1
		2214	1.4		
32	-0.2	3 0058	1.5	18 0125	1.2
16	1.7	Th 1013	-0.7	F 1049	-0.5
		1902	1.6	1938	1.2

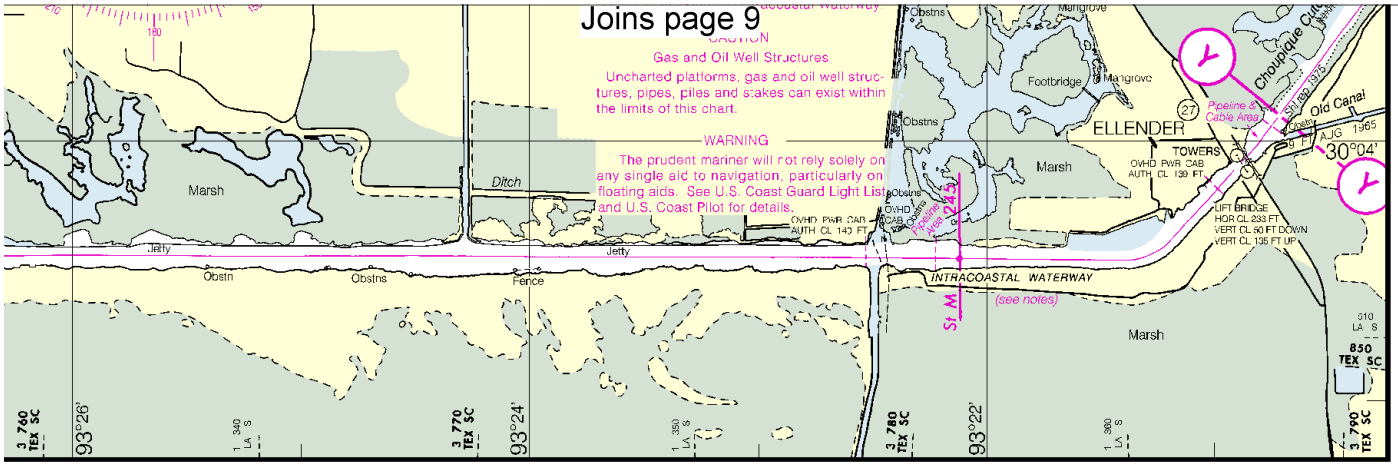
Joins page 20

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

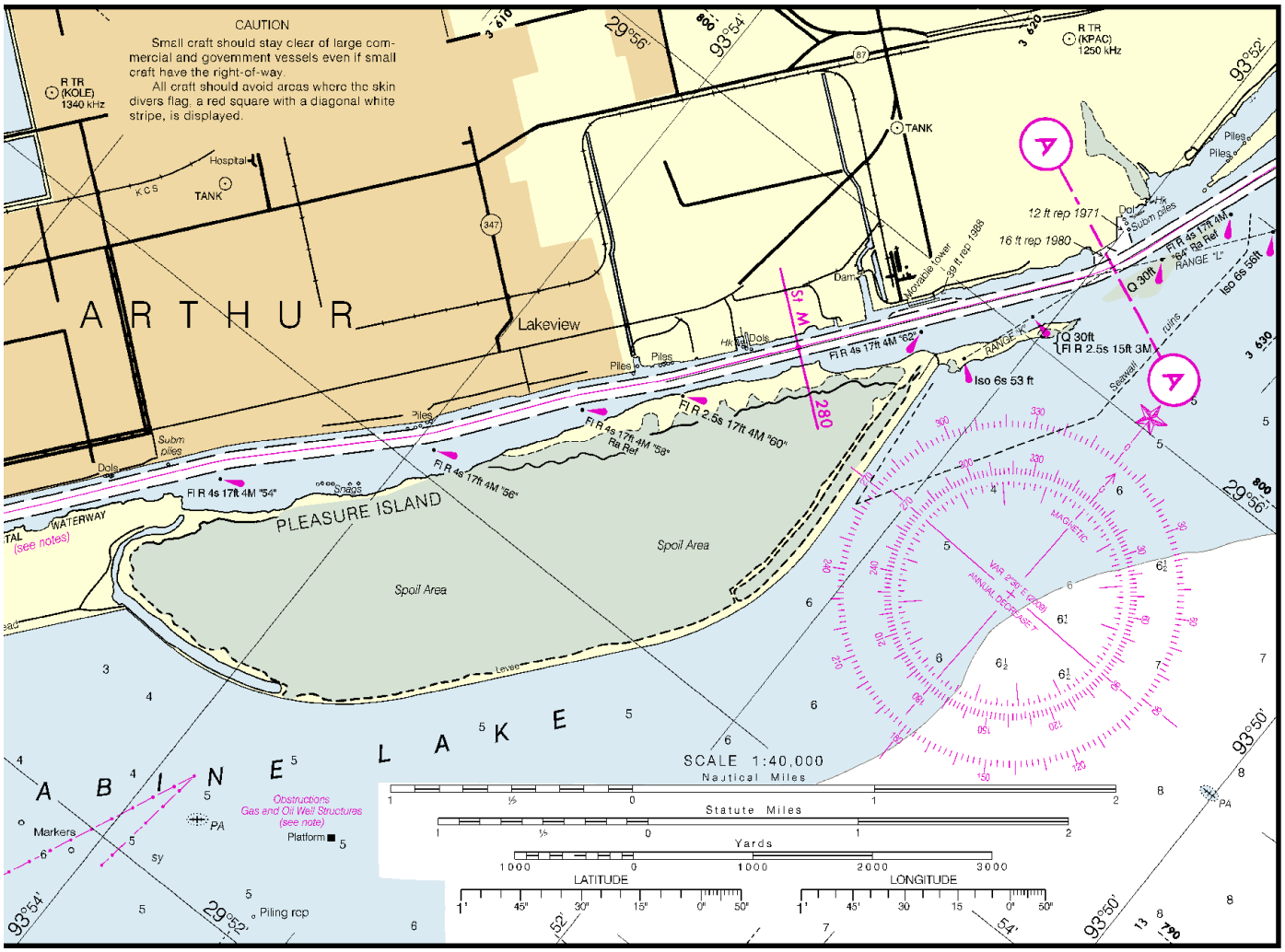
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 9

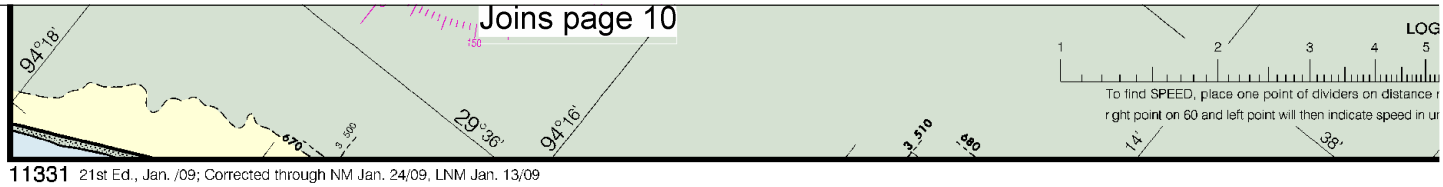


SIDE A



JOINS CHART 11342

11331



NAUTICAL CHART 11331

INTRACOASTAL WATERWAY

THE NATION'S CHARTMAKER SINCE 1807

LOUISIANA - TEXAS

ELLENDER TO GALVESTON BAY

HEIGHTS

Heights in feet above Mean High Water

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.

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.

CON

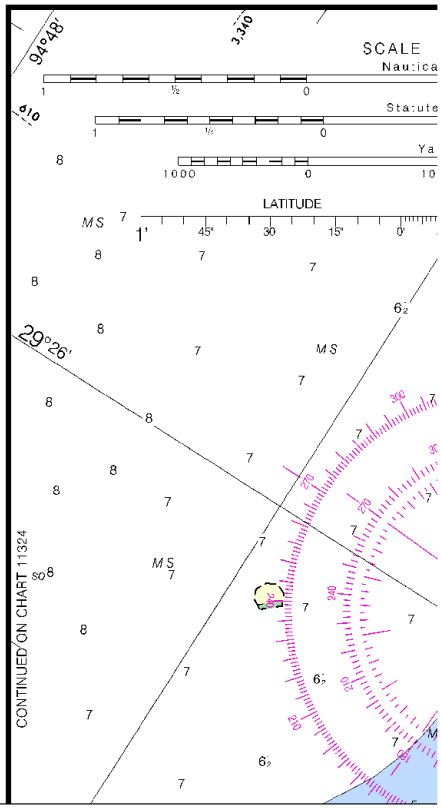


Chart 11331 21st Ed., Jan. /09
Corrected through NM Jan. 24/09, LNM Jan. 13/09
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

MERCATOR PROJECTION SCALE 1:40,000 AT LAT. 29°38'
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

Joins page 22

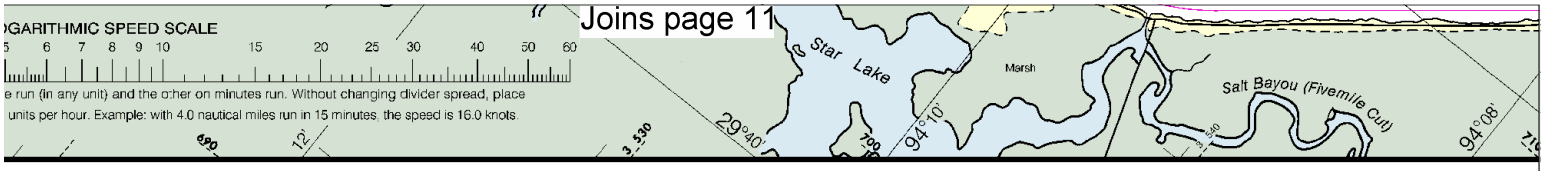
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000



NOAA WEATHER RADIO BROADCASTS

CITY	STATION	MHz)	BROADCAST TIMES
Galveston, TX	KHB-40	162.55	24 hours daily
Lake Charles, LA	KHB-42	162.40	24 hours daily
Beaumont, TX	WXK-28	162.475	24 hours daily

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBERS	OFFICE HOURS
Lake Charles, LA	(337) 477-5285	24 hours daily
	*(337) 439-0000	
Houston, TX	*(281) 337-5074	

*Recording (24 hours daily)

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

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.

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

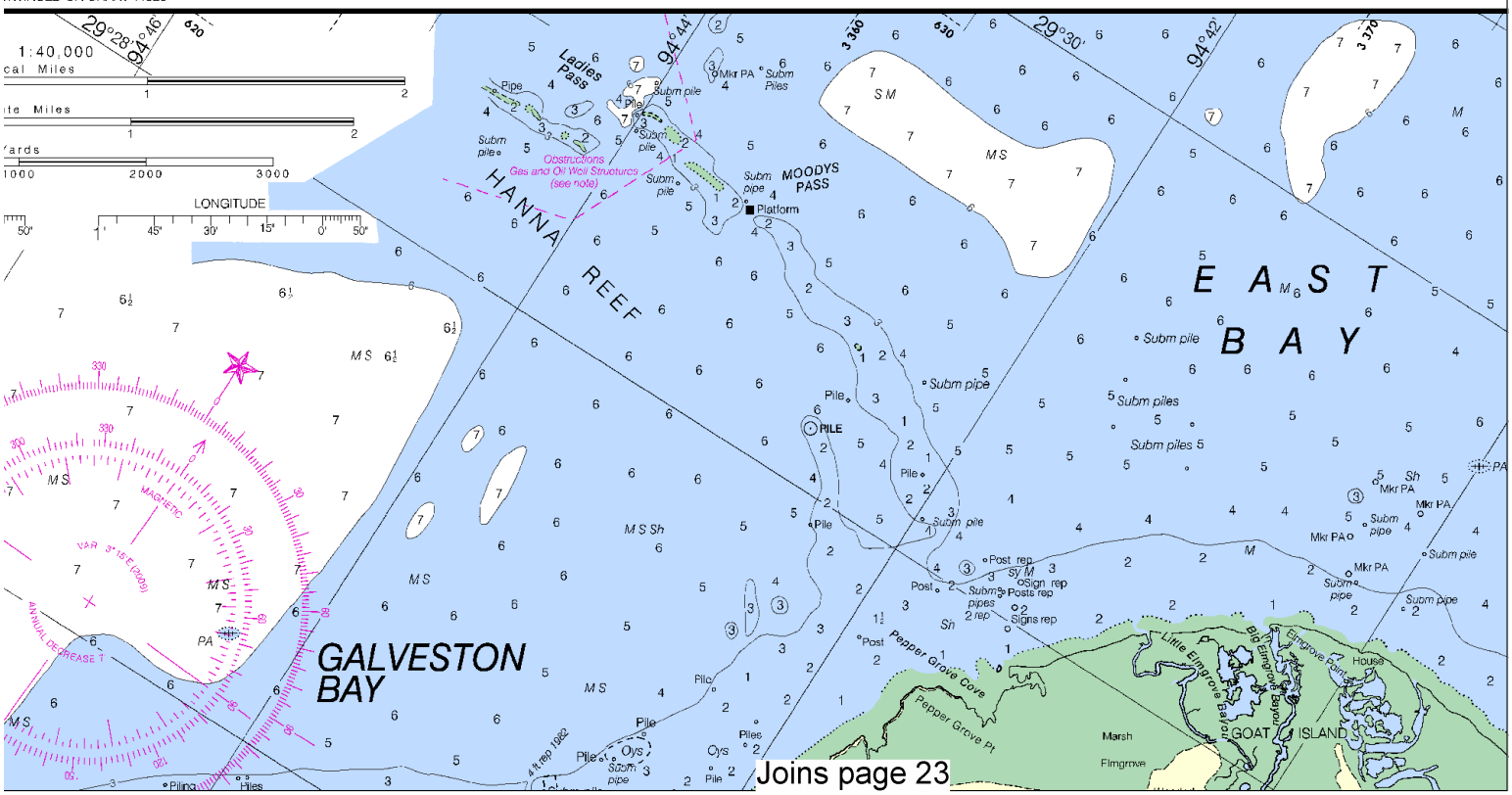
CITY	STATION	FREQ.	BROADCAST TIMES - CST	SPECIAL WARNING
Galveston, TX	NOY	2670 kHz	4:45, 6:45 & 10:45 AM & 4:45 PM	* On receipt
Galveston, TX	"	157.10 MHz	4:45, 6:45 & 10:45 AM & 4:45 PM	
Port Aransas, TX	NOY-3	157.10 MHz	5;00 & 11:00 AM 5:00 PM	* On receipt
	NOY	2670 kHz	4:40, 6:40 & 10:40 AM & 4:40 PM	
Pecan Island, LA	"	157.10 MHz	4:45, 6:45 & 10:45 AM & 4:45 PM	
Cameron, LA	"	157.10 MHz	4:45, 6:45 & 10:45 AM & 4:45 PM	
Sabine, TX	"	2670 kHz	4:45, 6:45 & 10:45 AM & 4:45 PM	
Sabine, TX	"	157.10 MHz	4:45, 6:45 & 10:45 AM & 4:45 PM	
Morgans Point, TX	"	157.10 MHz	4:45, 6:45 & 10:45 AM & 4:45 PM	
Freeport, TX	"	157.10 MHz	4:45, 6:45 & 10:45 AM & 4:45 PM	

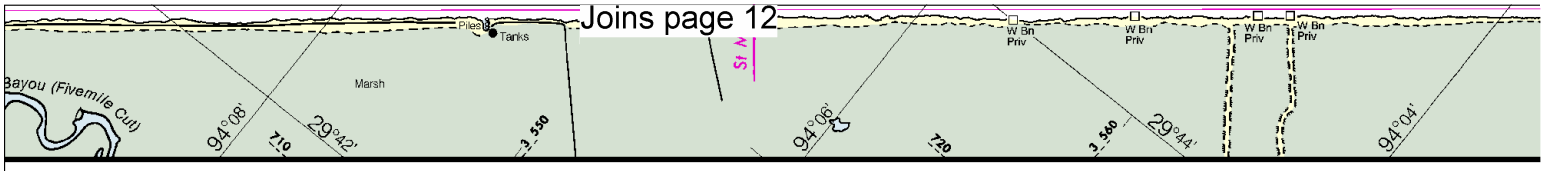
*Preceded by announcement on 2182 kHz and 156.8 MHz
Distress calls for small craft are made on 2182 khz or channel 16 (156.80 MHz) VHF.

The (USCG structio regardi USF Road, USC Federa 800-52 Second

Joins page 18

NTINUED ON CHART 11326





LEPHONE STATIONS
SPECIAL WARNING
* On receipt

* On receipt

PUBLIC BOATING INSTRUCTION PROGRAMS

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

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

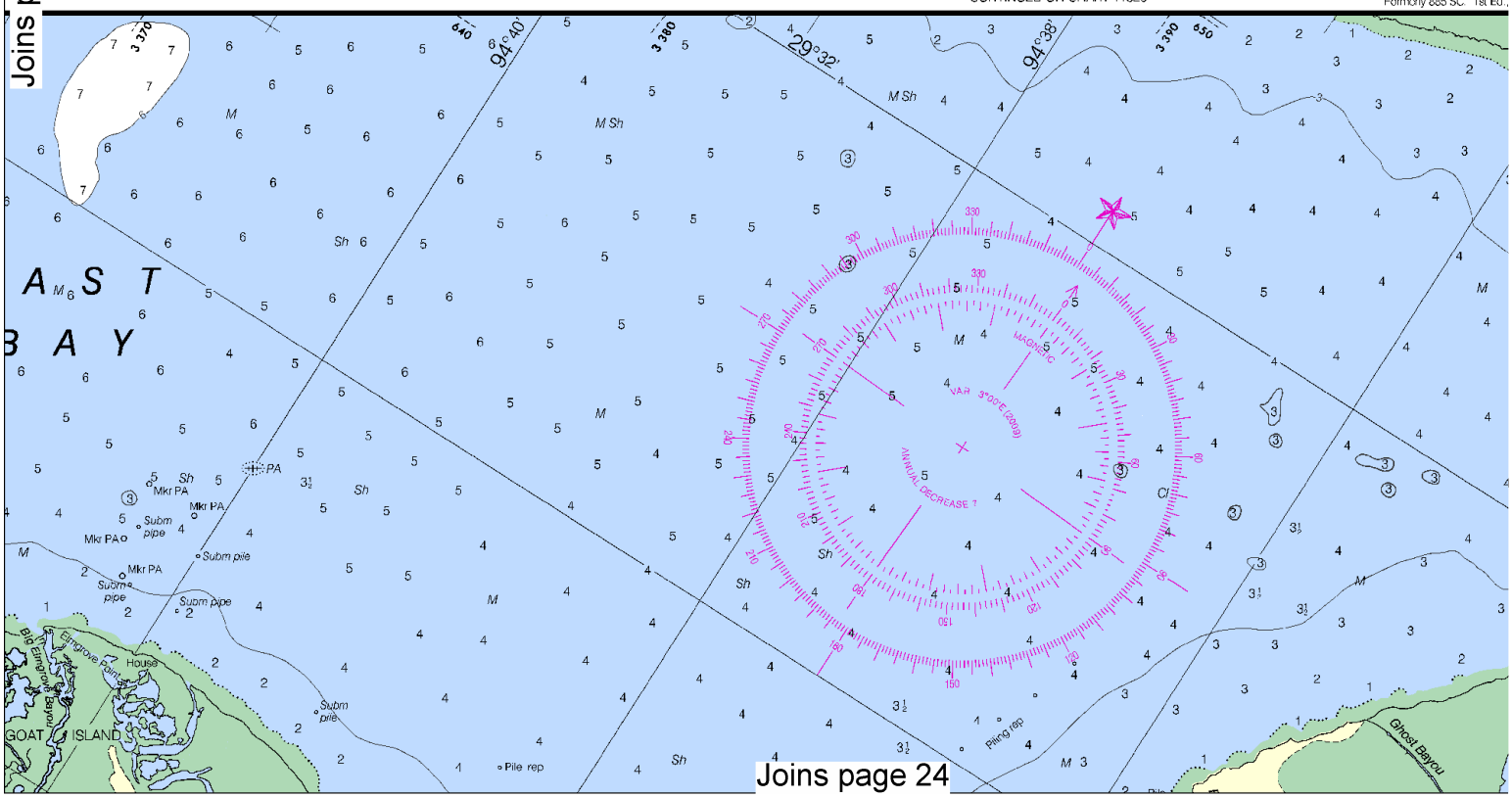
USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

JANUARY 2009			FEBRUARY 2009			MARCH 2009			APRIL 2009		
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0106	0.6	16	0244	0.1	1	0158	-0.1	16	0332	-0.4
Th	0219	0.7	F	0857	0.6	Su	0853	0.6	M	1350	1.0
	1223	-0.2		1416	0.3		1313	0.5			
	2034	0.9		2024	0.7		1635	0.8			
2	0209	0.5	17	0348	-0.2	2	0254	-0.4	17	0435	-0.4
F	0644	0.6	Sa	1117	0.7	M	1801	0.6	Tu	1506	1.0
	1258	0.1		1552	0.6						
	2045	0.8		2035	0.7						
3	0319	0.3	18	0445	-0.4	3	0356	-0.6	18	0537	-0.4
Sa	0816	0.5	Su	1346	0.8	Tu	1714	1.0	W	1556	1.1
	1339	0.3									
	2046	0.8									
4	0402	0.0	19	0536	-0.5	4	0501	-0.7	19	0634	-0.4
Su	1144	0.6	M	1503	1.0	W	1452	1.1	Th	1633	1.0
	1436	0.5									
	2034	0.8									
5	0446	-0.3	20	0622	-0.6	5	0606	-0.9	20	0723	-0.4
M	1330	0.9	Tu	1554	1.0	Th	1533	1.1	F	1646	1.0
	1627	0.6									
	1855	0.9									
6	0533	-0.6	21	0708	-0.7	6	0709	-1.0	21	0805	-0.4
Tu	1435	1.1	W	1635	1.0	F	1608	1.1	Sa	1642	1.0
							2003	1.0		2034	0.9
							2306	1.1			
7	0624	-0.8	22	0746	-0.7	7	0609	-1.0	22	0019	1.0
W	1526	1.2	Th	1708	1.0	Sa	1638	1.1	Su	0840	-0.4
							2026	0.9		1641	0.8
										2039	0.0
8	0717	-1.0	23	0824	-0.7	8	0043	1.1	23	0122	1.0
Th	1613	1.3	F	1728	0.8	Su	0803	-0.9	M	0911	-0.3
				2113	0.9		1701	1.0		1647	0.9
				2353	0.9		2109	0.8		2109	0.7
9	0811	-1.1	24	0858	-0.7	9	0203	1.1	24	0222	1.0
F	1658	1.3	Sa	1740	0.9	M	0854	-0.8	Tu	0940	-0.2
	2102	1.1		2042	0.8		1757	0.9		1636	0.9
							2156	0.8		2144	0.8
10	0896	1.2	25	0052	0.9	10	0320	1.0	25	0323	0.9
Sa	0905	-1.2	Su	0929	-0.7	Tu	1042	-0.5	W	1011	-0.1
	1740	1.2		1752	0.9		1747	0.9		1706	0.9
	2127	1.0		2109	0.8		2252	0.4		2220	0.4
11	0134	-1.2	26	0139	0.8	11	0438	1.0	26	0429	0.9
Su	0956	-1.1	M	0959	-0.6	W	1129	-0.2	Th	1043	0.1
	1818	1.1		1807	0.9		1807	0.9		1714	0.9
	2209	0.9		2163	0.7		2346	0.2		2258	0.2
12	0237	1.1	27	0227	0.8	12	0600	0.9	27	0539	0.9
M	1050	-0.9	Tu	1028	-0.5	Th	1215	0.1	F	1117	0.3
	1851	1.0		1823	0.8		1824	0.8		1711	0.9
	2306	0.7		2241	0.6					2336	0.0
13	0352	1.0	28	0322	0.8	13	0041	0.0	28	0657	1.0
Tu	1140	-0.5	W	1057	-0.4	F	0729	0.8	Sa	1155	0.6
	1920	0.9		1938	0.8		1903	0.4		1719	0.9
				2330	0.5		1937	0.8			
14	0915	0.5	29	0432	0.7	14	0136	-0.2			
W	0516	0.8	Th	1127	-0.2	Sa	0911	0.8			
	1230	-0.4		1850	0.7		1400	0.8			
	1945	0.8					1842	0.8			
15	0130	0.3	30	0019	0.3	15	0232	-0.3			
Th	0657	0.7	F	0602	0.6	Su	1113	0.6			
	1320	0.0		1159	0.0						
	2006	0.8		1857	0.7						
			31	0107	0.1						
			Sa	0751	0.6						
				1234	0.3						
				1853	0.7						

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0032	-0.2	16	0124	-0.2	1	0149	-0.3	16	0219	0.
Su	0633	1.0	M	1030	1.3	W	1132	1.5	Th	1301	1.
	1234	0.8									
	1858	1.0									
2	0115	-0.3	17	0219	-0.1	2	0302	-0.2	17	0325	0.
M	1001	1.1	Tu	1304	1.3	Th	1255	1.5	F	1319	1.
	1315	1.0									
	1940	1.1									
3	0213	-0.4	18	0325	-0.1	3	0424	-0.1	18	0436	0.
Tu	1156	1.2	W	1455	1.3	F	1334	1.4	Sa	1324	1.
	1355	1.1									
	1827	1.2									
4	0323	-0.5	19	0439	0.0	4	0546	0.0	19	0543	0.
W	1400	1.2	Th	1532	1.3	Sa	1356	1.4	Su	1331	1.
							1628	1.1		1955	1.
							2318	1.3		2353	1.
5	0440	-0.5	20	0549	0.0	5	0659	0.2	20	0642	0.
Th	1444	1.3	F	1533	1.2	Su	1412	1.3	M	1339	1.
							1947	0.9		1943	0.
6	0556	-0.5	21	0646	0.0	6	0102	1.3	21	0122	1.
F	1507	1.3	Sa	1516	1.2	M	0802	0.3	Tu	0736	0.
				2039	1.0		1428	1.3		1344	1.
				2323	1.1		2019	0.7		1953	0.
7	0705	-0.5	22	0733	0.1	7	0225	1.4	22	0293	1.
Sa	1326	1.2	Su	1514	1.1	Tu	0859	0.3	W	0827	0.
	1950	1.0		2016	1.0		1442	1.2		1348	1.
							2054	0.4		2015	0.
8	0002	1.2	23	0048	1.1	8	0337	1.5	23	0335	1.
Su	0808	-0.4	M	0812	0.2	W	0952	0.6	Th	0919	1.
	1344	1.1		1516	1.1		1455	1.2		1332	1.
	2024	0.9		2027	0.8		2128	0.2		2044	0.
9	0131	1.2	24	0158	1.2	9	0442	1.6	24	0432	1.
M	0900	-0.2	Tu	0848	0.3	Th	1043	1.0	F	1010	1.
	1600	1.1		1524	1.1		1508	1.2		1348	1.
	2125	0.6		2049	0.8		2202	0.0		2119	-0.
10	0250	1.2	25	0303	1.2	10	0541	1.6	25	0527	1.
Tu	0948	0.0	W	0924	0.4	F	1138	1.1	Sa	1100	1.
	1618	1.0		1531	1.1		1512	1.3		1346	1.
	2147	0.4		2117	0.4		2236	-0.1		2199	-0.
11	0404	1.3	26	0406	1.3	11	0630	1.6	26	0623	1.
W	1037	0.2	Th	1002	0.6	Sa	1232	1.2	Su	2245	-0.
	1631	1.0		1535	1.1		1509	1.3			
	2230	0.2		2149	0.2		2312	-0.1			
12	0516	1.3	27	0508	1.4	12	0714	1.6	27	0724	1.
Th	1123	0.5	F	1043	0.8	Su	2350	-0.1	M	2335	-0.
	1645	1.0		1537	1.0						
	2311	0.0		2225	0.0						
13	0627	1.3	28	0611	1.5	13	0833	1.6	28	0830	1.
F	1211	0.7	Sa	1125	1.0	M			Tu		
	1655	1.0		1534	1.2						
	2353	-0.1		2308	-0.2						
14	0740	1.3	29	0719	1.6						
Sa	1304	0.5	Su	1209	1.2						
	1656	1.0		1525	1.3						
				2352	-0.3						
15	0836	-0.2	30	0831	1.5	15	0121	0.1	30	0135	-0.
Su	1458	1.3	M	1252	1.3	W	1111	1.5	Th	1051	1.
				1518	1.4						
			31	0048	-0.3						
			Tu	0955	1.5						

CONTINUED ON CHART 11326

Formerly 885 SC 1st Ed.,



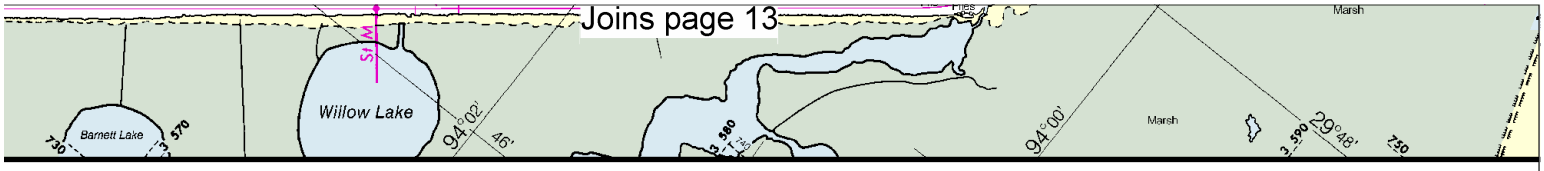
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000



GALVESTON (Galveston Channel), TEXAS

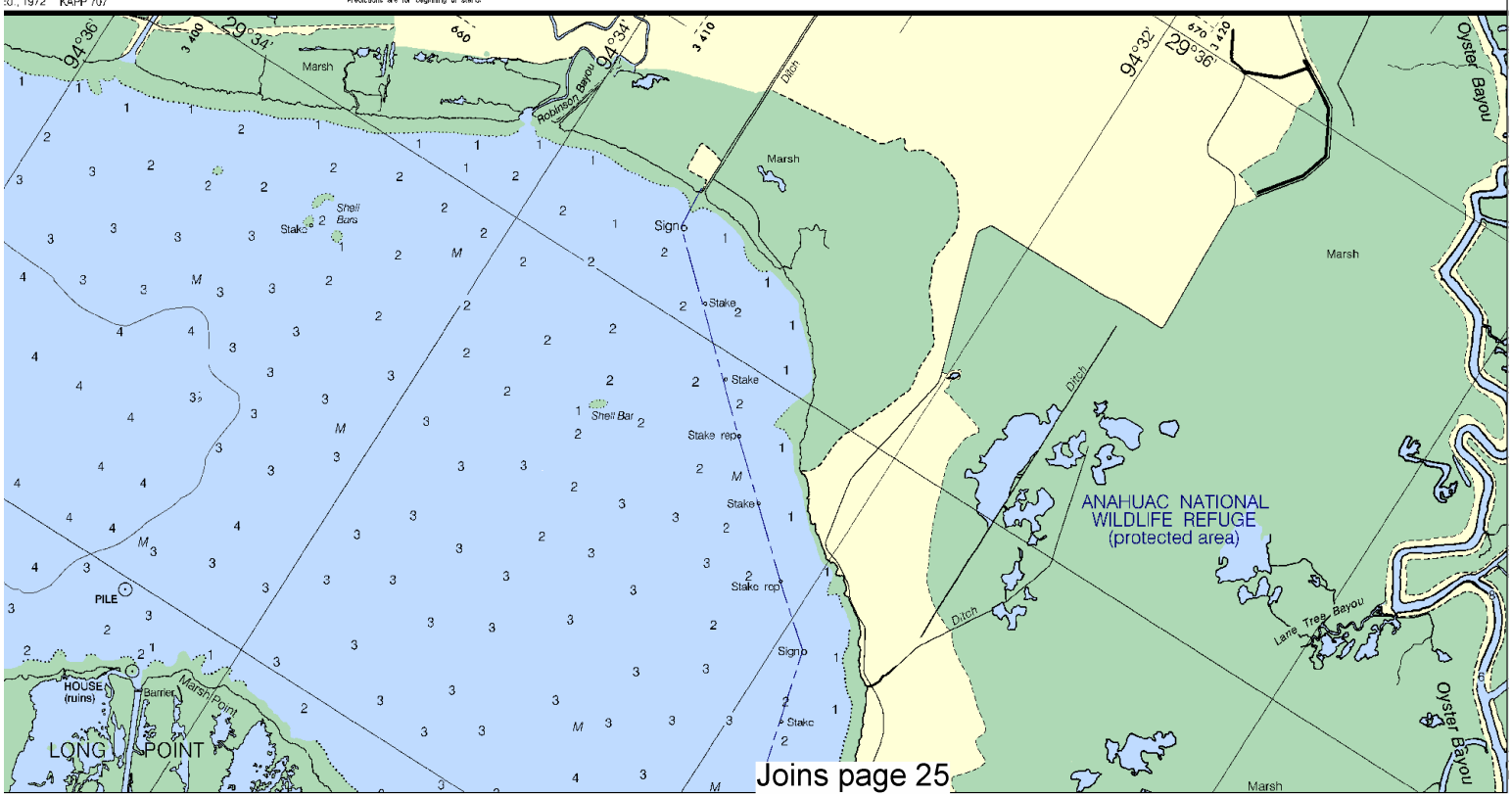
Predicted times and heights of high and low water-Central Standard Time. For Daylight Saving time, add 1 hour.
To predict local tide, apply the time difference listed in the facility tabulations to these tide predictions.

MAY 2009				JUNE 2009				JULY 2009				AUGUST 2009			
Day	Time h.m.	Ht. ft.		Day	Time h.m.	Ht. ft.		Day	Time h.m.	Ht. ft.		Day	Time h.m.	Ht. ft.	
1	0246	0.0		1	0214	0.3		1	0230	1.3		1	0424	1.5	
F	1140	1.5		Sa	1717	1.4		W	851	-0.3		Th	1828	-0.3	
2	0456	0.2		2	0305	0.5		2	0334	1.4		2	0501	1.4	
Sa	1212	1.4		Su	1136	1.3		Th	911	-0.4		F	1755	-0.5	
	1936				1929	0.9									
	2224	1.2			2225	1.0									
3	0551	0.5		3	0400	0.7		3	0420	1.5		3	0524	1.4	
Su	1233	1.4		M	1246	1.3		F	948	-0.5		M	2043	-0.3	
	1901	0.6			1851	0.7									
4	0629	1.3		4	0359	1.6		4	0459	1.5		4	0531	1.3	
M	0652	0.3		Th	2010	-0.3		Sa	2023	-0.5		Su	1941	-0.6	
	1250	1.3													
	1931	0.5													
5	0203	1.4		5	0445	1.6		5	0533	1.4		5	0538	1.3	
Tu	0806	0.3		W	0652	1.0		Su	2057	-0.5		M	0541	1.4	
	1304	1.3			1158	1.2							1101	1.5	
	2002	0.3			1910	0.2							2535	-0.8	
6	0318	1.6		6	0524	1.6		6	0558	1.4		6	0545	1.3	
W	0913	1.1		Th	2112	-0.4		M	2129	-0.4		Th	1010	1.1	
	1315	1.2											1421	1.2	
	2033	0.2											2206	0.0	
7	0418	1.7		7	0559	1.6		7	0620	1.3		7	0558	1.3	
Th	1017	1.2		Su	2144	-0.4		Tu	952	1.2		F	1053	1.0	
	1323	1.3							219	1.3			1523	1.1	
	2104	-0.1							2200	-0.4			2235	0.1	
8	0509	1.7		8	0632	1.6		8	0641	1.3		8	0611	1.2	
F	1132	1.3		M	2217	-0.3		W	032	1.1		Sa	1135	0.8	
	1332	1.4							313	1.2			1636	1.0	
	2134	-0.2							2231	-0.3			2303	0.3	
9	0554	1.8		9	0708	1.5		9	0703	1.3		9	0622	1.2	
Sa	2206	-0.2		Tu	2232	-0.3		Th	119	1.0		Su	1216	0.7	
									350	1.1			1804	1.0	
									2300	-0.2			2332	0.5	
10	0637	1.7		10	0745	1.4		10	0724	1.2		10	0626	1.2	
Su	2240	-0.2		W	2327	-0.2		F	2329	-0.1		M	1537	0.5	
													1946	1.0	
11	0721	1.7		11	0822	1.4		11	0744	1.2		11	0003	0.9	
M	2316	-0.1		Th				Sa	2358	0.1		Tu	0624	1.2	
													1341	0.9	
													2141	1.1	
12	0809	1.6		12	0002	-0.1		12	0800	1.2		12	0033	1.0	
Tu	2355	0.0		F	0825	1.3		Su	434	0.6		W	0604	1.2	
									833	0.7			1430	0.1	
13	0903	1.5		13	0035	0.1		13	0028	0.4		13	0536	1.3	
W				Sa	0923	1.3		M	0810	1.1		Th	1526	-0.1	
									507	0.5					
									2116	0.7					
14	0030	0.1		14	0112	0.3		14	0059	0.0		14	0521	1.5	
Th	1000	1.5		Su	0943	1.2		Tu	0803	1.1		F	1628	-0.2	
									541	0.2					
15	0123	0.2		15	0150	0.5		15	0749	1.1		15	0504	1.6	
F	1047	1.4		M	0958	1.2		W	821	0.0		Sa	1732	-0.4	
					1731	0.6									
					2311	0.8									
16	0212	0.3		16	0240	0.7		16	0658	1.2		16	0334	1.6	
Sa	1117	1.4		Tu	1002	1.1		Th	1753	-0.3		Su	1835	-0.4	
					1733	0.3									
17	0305	0.5		17	0111	1.5		17	0246	1.3		17	0355	1.6	
Su	1136	1.3		W	0402	0.9		F	1756	-0.5		M	0132	1.5	
	1929	0.9			0935	1.1							0948	1.6	
	2225	1.0			1735	0.3							1934	-0.5	
18	0410	0.7		18	0223	1.3		18	0323	1.5		18	0416	1.6	
M	1146	1.3		Th	0639	1.1		Sa	1847	-0.7		Tu	0756	1.5	
	1851	0.7			0913	1.2							1158	1.6	
					1828	-0.3							2030	-0.4	
19	0032	1.1		19	0315	1.5		19	0406	1.6		19	0436	1.5	
Tu	0630	0.9		F	1909	-0.5		Su	1941	-0.6		W	0642	1.3	
	1154	1.2											1331	1.6	
	1851	0.5											2122	-0.3	
20	0156	1.3		20	0401	1.5		20	0445	1.6		20	0456	1.4	
W	0652	1.0		Sa	1934	-0.7		M	0541	1.4		Th	0934	1.1	
	1158	1.2							1101	1.5			1458	1.5	
	1910	0.2							2535	-0.8			2212	0.0	
21	0259	1.5		21	0447	1.7		21	0521	1.5		21	0515	1.4	
Th	0825	1.2		Su	2043	-0.5		Tu	0903	1.4		F	1027	0.8	
	1150	1.3							1240	1.5			1616	1.5	
	1936	-0.1							2129	-0.8			2300	0.3	
22	0353	1.7		22	0534	1.7		22	0553	1.4		22	0533	1.3	
F	2016	-0.3		M	2134	-0.2		W	0247	1.3		Su	1122	0.6	
									1604	1.4			1744	1.4	
									2220	-0.8			2349	0.6	
23	0443	1.8		23	0621	1.6		23	0621	1.3		23	0649	1.3	
Sa	2057	-0.3		Tu	1329	1.4		Th	1248	1.1		M	1216	0.4	
					1317	1.5			1528	1.3			1915	1.4	
					2227	-0.8			2311	-0.3					
24	0534	1.9		24	0705	1.5		24	0646	1.3		24	0040	0.9	
Su	2142	-0.6		W	1110	1.3		F	1150	0.8		Tu	0603	1.3	
					1431	1.4			1558	1.2			1311	0.2	
					2330	-0.5							2056	1.4	
25	0627	1.9		25	0744	1.4		25	0200	0.0		25	0145	1.2	
M	2233	-0.6		Th	1215	1.2		F	2329	-0.1		Tu	0606	1.3	
					1533	1.3							1406	0.1	
													2256	1.5	
26	0722	1.8		26	0813	-0.4		26	0350	0.3		26	1500	0.0	
Tu	2326	-0.6		F	0817	1.3		Sa	0728	1.2		W			
					1340	1.0			1406	0.3					
					1736	1.1			2037	1.0					
27	0916	1.7		27	0106	0.3		27	0145	0.7		27	0115	1.6	
W				Sa	0844	1.2		M	0745	1.1		Th	1613	0.0	
									1513	0.1					
									2252	1.1					
28	0023	-0.4		28	0204	0.3		28	0308	1.0		28	0236	1.6	
Th	0910	1.6		Su	0907	1.2		Tu	0754	1.1		F	1717	0.0	
									1559	-0.1					
29	0122	-0.1		29	0315	0.7		29	0119	1.3		29	0328	1.6	
F	0953	1.3		M	0926	1.1		W	1704	-0.2		Sa	1816	0.0	
30	0227	0.2		30	0040	1.1		30	0245	1.4		30	0408	1.6	
Sa	1025	1.4		Tu	0517	1.0		Th	1756	-0.3		Su	1906	0.1	
	1712	0.9			0940	1.1									
	2116	1.0			1749	-0.2									
31	0341	0.5						31	0339	1.5		31	0426	1.6	
Su	1046	1.3						F	1844	-0.3		M	1948	0.1	
	1751	0.6													
	2337	1.1													

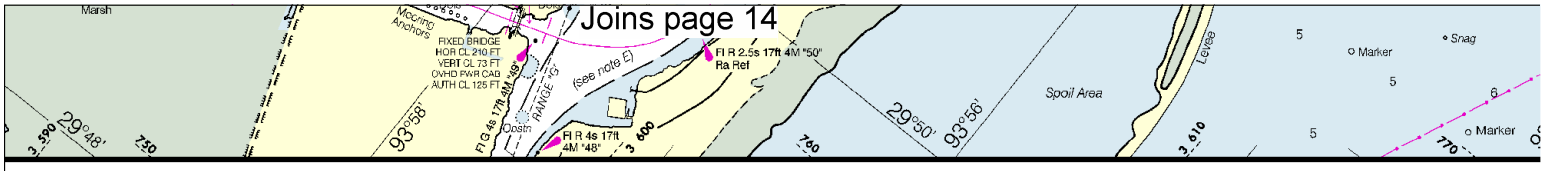
SEPTEMBER 2009				OCTOBER 2009				NOVEMBER 2009				DECEMBER 2009			
Day	Time h.m.	Ht. ft.		Day	Time h.m.	Ht. ft.		Day	Time h.m.	Ht. ft.		Day	Time h.m.	Ht. ft.	
1	0423	1.5		16	0313	1.6		1	0253	1.6		16	0210	1.5	
Tu	0906	0.3		W	0758	1.4		Th	0934	0.2		F	0930	0.7	
	1204	1.4			1268	1.7			1253	1.8			1514	1.3	
	2023	0.2			2024	0.3			2026	0.8			2117	1.1	
2	0419	1.5		17	0326	1.6		2	0258	1.6		17	0224	1.5	
W	0901	1.3		Th	0836	1.1		F	0950	1.0		Sa	0996	0.4	
	1313	1.4			1424	1.7			1456	1.6			1623	1.3	
	2052	0.3			2116	0.5			2059	1.0			2211	1.3	
3	0422	1.4		18	0343	1.5		3	0304	1.5		18	0236	1.3	
Th	0918	1.2		F	0923	0.8		Sa	0912	0.8		Su	0943	0.2	
	1416	1.4			1543	1.7			1558	1.7			1726	2.3	
	2120	0.4			2206	0.8			2133	1.1			2304	1.5	
4	0429	1.4		19	0556	1.5		4	0309	1.6		19	0246	1.5	
F	0946	1.0		Sa	1007	0.5		Su	0943	0.8		M	1020	0.1	
	1519	1.4			1696	1.8			1656	1.7			1626	2.3	
	2147	0.5			2255	1.0			2209	1.3					
5	0438	1.4		20	0412	1.5		5	0311	1.6		20	0001	1.5	
Sa	1017	0.8		Su	1050	0.4		M	1011	0.4		Tu	0246	1.7	
	1624	1.4			1813	1.8			1758	1.6			1059	0.1	
	2216	0.7			2347	1.3			2246	1.5			1926	1.3	
6	0446	1.4		21	0423	1.6		6	0307	1.6		21	1140	0.1	
Su	1050	0.7		M	1135	0.2		Tu	1046	0.2		W	2031	1.3	
	1732	1.4			1929	1.8			1901	1.6					
	2248	0.9							2322	1.6					
7	0449	1.4		22	0045	1.5		7	0300	1.7		22	1225	0.2	
M	1126	0.5		Tu	0424	1.8		W	1139	0.1		Th	2152	1.3	
	1846	1.4			1221	0.2			2013	1.9					
	2322	1.1			2051	1.8			2354	1.7					
8	0444	1.4		23	1311	0.2		8	0259	1.8		23	1316	0.3	
Tu	1204	0.3		W	2226	1.8		Th	1220	0.1		F			
	2006	1.5							2138	1.9					
	2356	1.3													
9	0429	1.5		24	1408	0.3		9	0019	1.8		24	0111	1.3	
W	1250	0.2		Th				F	0310	1.9		Sa	1413	0.4	
	2143	1.6							1318	0.1					
10	0027	1.5		25	0096	1.8		10	0326	1.9		25	0136	1.7	
Th	0415	1.6		F	1514	0.3		Sa	1426	0.2		Su	1517	0.5	
	1344	0.1													
11	0415	1.7		26	0220	1.6		11	0096	1.9		26	0118	1.7	
F	1449	0.0		Sa	1627	0.4		Su	1542	0.2		M	1625	0.3	
12	0426	1.6		27	0257	1.6		12	0118	1.8		27	0112	1.8	
Sa	1602	0.0		Su	1734	0.4		M	1702	0.3		Tu	1729	0.7	
13	0400	1.6		28	0304	1.7		13	0130	1.8		28	0113	1.5	
Su	1716	0.0		M	1831	0.5		Tu	0115	1.5		W	0758	1.2	
									1023	1.6			1149	1.3	
									1616	0.5			1824	0.5	
14	0251	1.6		29	0205	1.7		14	0143	1.7		29	0116	1.3	
M	1826	0.0		Tu	0847	1.3		W	0724	1.3		Th	0748	1.3	
					1114	1.5			1225	1.6			1316	1.4	
									1921	0.7			1915	1.3	
15	0300	1.7		30	0251	1.6		15	0157	1.6		30	0123	1.5	
Tu	0728	1.6		W	0831	1.4		Th	0754	1.0		F	0756	0.3	
	1113	1.7			1242	1.5			1357	1.7			1428	1.3	
	1926	0.1			1953	0.7			2021	0.9			2052	1.1	
												31	0128	1.5	
												Sa	0812	0.3	
													1327	1.4	
													2048	1.3	
16	0313	1.6		1	0253	1.6		16	0210	1.5		1	0131	1.5	
W	0758	1.4		Th	0934	0.2		F	0930	0.7		Su	0936	0.3	
	1268	1.7			1253	1.6			1514	1.3			1620	1.8	
	2024	0.3			2026	0.8			2117	1.1			2132	1.4	
17	0326	1.6		2	0258	1.6		17	0224	1.5		2	0130	1.5	
Th	0836	1.1		F	0950	0.7		Sa	0996	0.4		M	0907	0.1	
	1424	1.7			1456	1.6			1623	1.3			1712	1.9	
	2116	0.5			2059	1.0			2211	1.3			2212	1.5	
18	0343	1.5		3	0304	1.5		18	0236	1.3		3	0130	1.6	
F	0923	0.8		Sa	0912	0.8		Su	0943	0.2		Tu	0943	-0.1	
	1543	1.7			1558	1.7			1726	2.3			1806	1.9	
	2206	0.8			2133	1.1			2304	1.5			2246	1.8	
19	0556	1.5		4	0309	1.6		19	0246	1.5		4	0135	1.7	
Sa	1007	0.5		Su	0943	0.8		M	1020	0.1		W	1026	-0.2	
	1696	1.8			1656	1.7			1626	2.3			1905	1.9	
	2255	1.0			2209	1.3							2312	1.7	
20	0445	1.6		5	0311	1.6		20	0001	1.5		5	0153	1.8	
M	0541	1.4		M	1011	0.4		Tu	0246	1.7		Th	1112	-0.2	
	1101	1.5			1758	1.6			1059	0.1			2011	1.9	
	2535	-0.8			2246	1.5			1926	1.3			2336	1.7	
21	0521	1.5		6	0307	1.6		21	1140	0.1		6	0221	1.6	
Tu	0903	1.4		Tu	1046	0.2		W	2031	1.3		F	1205	-0.2	
	1240	1.5			1901	1.6							2126	1.8	
	2129	-0.8			2322	1.6									
22	0553	1.4		7	0300	1.7		22	1225	0.2		7	0008	1.7	
W	0247	1.3		W	1139	0.1		Th	2152	1.3		Sa	0250	1.8	
	1604	1.4			2013	1.9							1303	0.1	
	2220	-0.8			2354	1.7							2238	1.7	
23	0621	1.3		8	0259	1.8		23	1316	0.3		8	0127	1.6	
Th	1248	1.1		Th	1220	0.1		F				Su	0255	1.7	
	1528	1.3			2138	1.9							1409	0.1	
	2311	-0.3											2322	1.7	
24	0646	1.3		9	0019	1.8		24	0111	1.3		9	1523	0.3	
F	1150	0.8		F	0310	1.9		Sa	1413	0.4		M	2347	1.6	
	1558	1.2			1318	0.1									
25	0200	0.0		10	0326	1.9		25	0136	1.7		10	0626	1.2	
Sa	0706	1.2		Sa	1426	0.2		Su	1517	0.5		Tu	0919	1.3	
	1258	0.6											1544	0.5	
	1940	1.1													
26	0350	0.3		11	0096	1.9		26	0118	1.7		11	0006	1.5	
Su	0728	1.2		Su	1542	0.2		M	1625	0.3		W	0636	1.0	
	1406	0.3											1146	1.3	
	2037	1.0											1806	0.8	
27	0145	0.7		12	0118	1.8		27	0112	1.8		12	0022	1.4	
M	0745	1.1		M	1702	0.3		Tu	1729	0.7		Th	0705	0.6	
	1513	0.1											1331	1.6	
	2252	1.1											1924	1.0	
28	0308	1.0		13	0130	1.8		28	0113	1.5		13	0037	1.4	
Tu	0754	1.1		Tu	0115	1.5		W	0758	1.2		F	0738	0.3	
	1559	-0.1			1023	1.6			1149	1.3			1451	1.6	
					1616	0.5			1824	0.5			2034	1.2	
29	0119	1.3		14	0143	1.7		29	0116	1.3		14	0050	1.4	
W	1704	-0.2		W	0724	1.3		Th	0748	1.3		Sa	0812	0.1	
					1225	1.6			1316	1.4			1556	1.7	
					1921	0.7			1915	1.3			2139	1.3	
30	0245	1.4		15	0157	1.6		30	0123	1.5		15	0102	1.4	
Th	1756	-0.3		Th	0754	1.0		F	0756	0.3		Su	0846	-0.1	
					1357	1.7			1428	1.3			1651	1.6	
					2021	0.9			2052	1.1			2239	1.4	
31	0339	1.5						31	0128	1.5		30	0904	-0.3	
F	1844	-0.3						Sa	0812	0.3		M	1629	1.6	
									1327	1.4			2141	1.3	
									2048	1.3			2342	1.4	
												15	0904	-0.6	
												Tu	1747	1.4	
												31	0004	1.2	
												Th	0816	-1.1	
													1801	1.3	
													2124	1.1	

Time meridian 90 W. 0000 is midnight. 1200 is noon.
Heights are referred to mean lower low water which is the chart datum of soundings.
On days when the tide is diurnal, high water has an approximate stand of about 7 hours.
Predictions are for beginning of stand.

Ed., 1972 KAPP 707

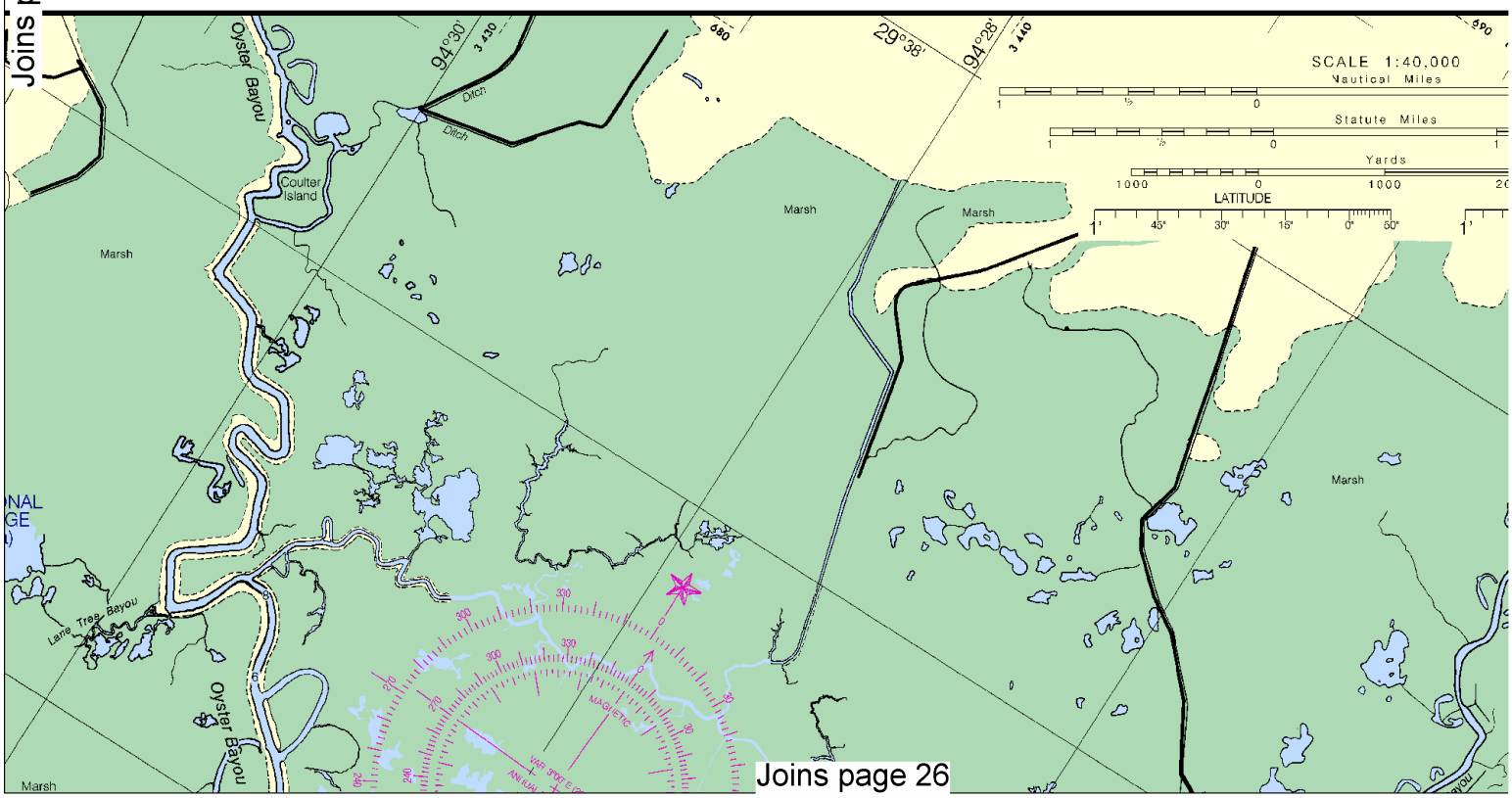


Joins page 20



JOINS CHART 11342

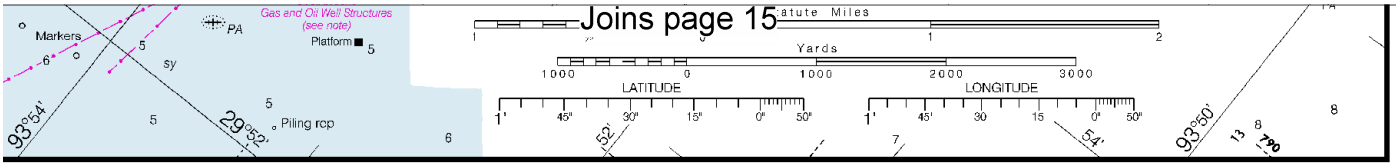
09		DECEMBER 2009			
Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
11 21 40	1.5 -0.2 1.8		1 0842 Tu 1717 2200	-0.5 1.7 1.3		16 0840 W 1824	-0.6 1.3
36 27	-0.3 1.6		2 0013 W 0926 1808 2214	1.4 -0.7 1.7 1.4		17 1014 Th 1901 2235	-0.6 1.2 1.1
32 16	-0.2 1.7		3 0059 Th 1013 1902 2235	1.5 -0.7 1.6 1.4		18 0125 F 1049 1938 2245	1.2 -0.5 1.2 1.0
10 09	-0.2 1.6		4 0146 F 1105 1957 2310	1.5 -0.7 1.5 1.4		19 0155 Sa 1123 2012 2331	1.1 -0.4 1.1 1.0
50 10 50	-0.1 1.5 1.4		5 0239 Sa 1157 2048	1.5 -0.5 1.4		20 0211 Su 1156 2041	1.1 -0.2 1.1
37 32 11	1.5 0.0 1.5		6 0014 Su 0333 1252 2128	1.3 1.4 -0.3 1.3		21 1229 M 2105	-0.1 1.0
16 49	0.2 1.4		7 0218 M 0561 1362 2159	1.0 1.1 -0.1 1.2		22 1302 Tu 2125	0.0 1.0
03 09	0.3 1.4		8 0418 Tu 0808 1500 2221	0.8 0.9 0.5 1.1		23 1336 W 2139	0.2 0.9
53 23	0.5 1.3		9 0512 W 1045 1626 2241	0.5 0.9 0.6 1.1		24 0516 Th 1048 1418 2145	0.3 0.8 0.5 0.9
23 12 53 33	0.6 0.9 0.6 1.2		10 0557 Th 1255 1814 2258	0.2 1.0 0.8 1.1		25 0523 F 1237 1527 2141	0.1 0.7 0.6 0.9
53 34 09 41	0.7 1.0 0.8 1.2		11 0537 F 1428 1954 2312	0.1 1.2 1.0 1.1		26 0545 Sa 1415 1801 2106	0.2 0.9 0.6 0.9
53 50 35 44	0.4 1.2 1.0 1.2		12 0718 Sa 1534 2120 2323	-0.4 1.4 1.0 1.1		27 0617 Su 1505	-0.4 1.1
07 52 35 42	0.2 1.3 1.1 1.2		13 0753 Su 1624	-0.6 1.4		28 0636 M 1548	-0.7 1.2
32 42 39 37	-0.1 1.5 1.2 1.3		14 0829 M 1707	-0.6 1.4		29 0739 Tu 1632	-0.9 1.3
04 29	-0.3 1.6		15 0904 Tu 1747	-0.8 1.4		30 0827 W 1717 2102	-1.0 1.3 1.1
						31 0004 Th 0916 1801 2124	1.2 -1.1 1.3 1.1

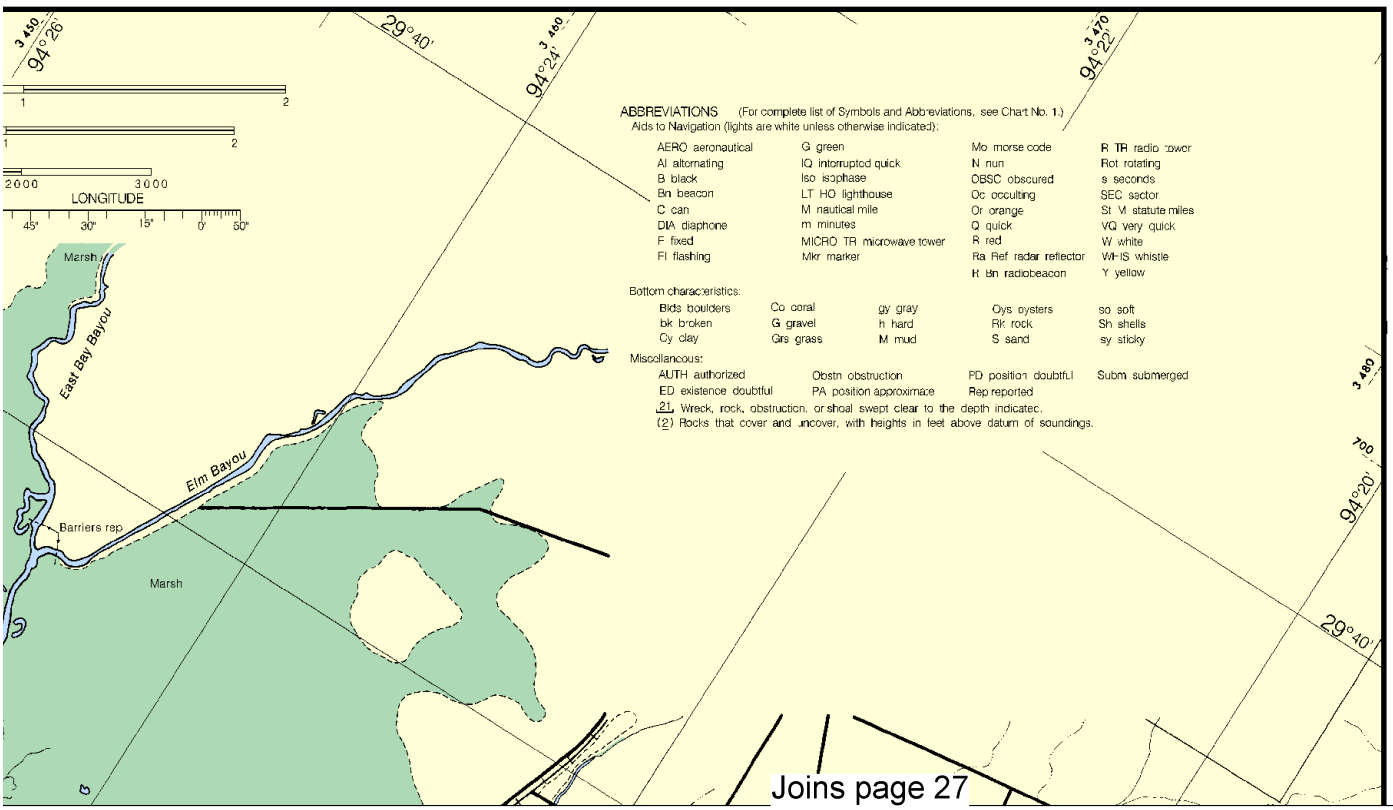


Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 15
Gas and Oil Well Structures (see note)
Markers
PA
Platform
Piling rep
93°54'
29°52'
93°50'
Statute Miles
Yards
LATITUDE
LONGITUDE
JOINS CHART 11342
11331


94°26'
29°40'
94°24'
94°22'
94°20'
LONGITUDE
Marsh
East Bay Bayou
Elm Bayou
Barriers rep
Marsh
ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):
AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
Rc Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
Wh-IS whistle
Y yellow
Bottom characteristics:
Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky
Miscellaneous:
AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged
(21) 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.
Joins page 27

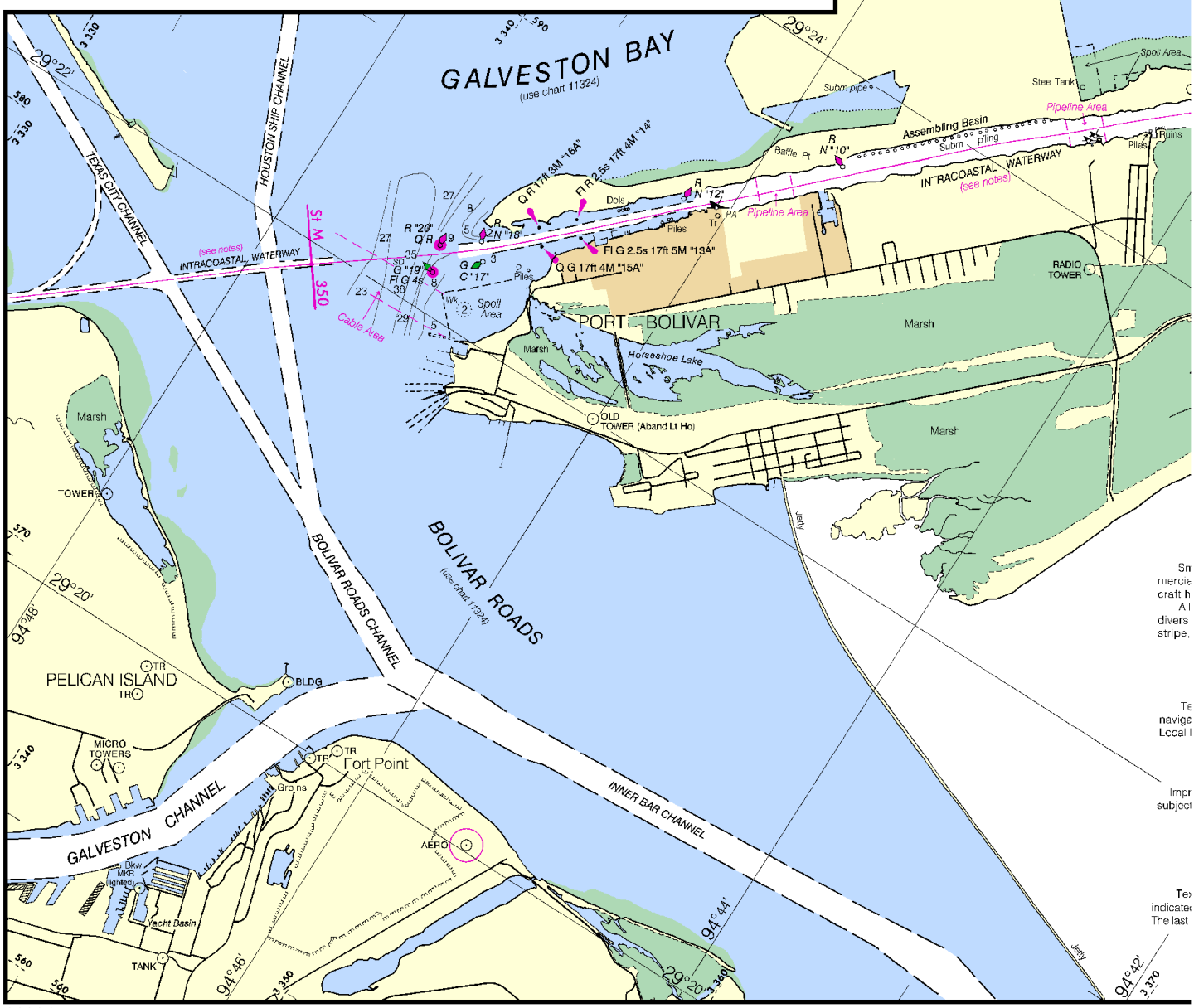
Joins page 16

Chart 11331 21st Ed., Jan./09
Corrected through NM Jan. 24/09, LNM Jan. 13/09
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

MERCATOR PROJECTION SCALE 1:40,000 AT LAT. 29°38'
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

NSN 7642014010225
ED. NO. 21
NGA REFERENCE NO. 11XHA11331

SIDE B

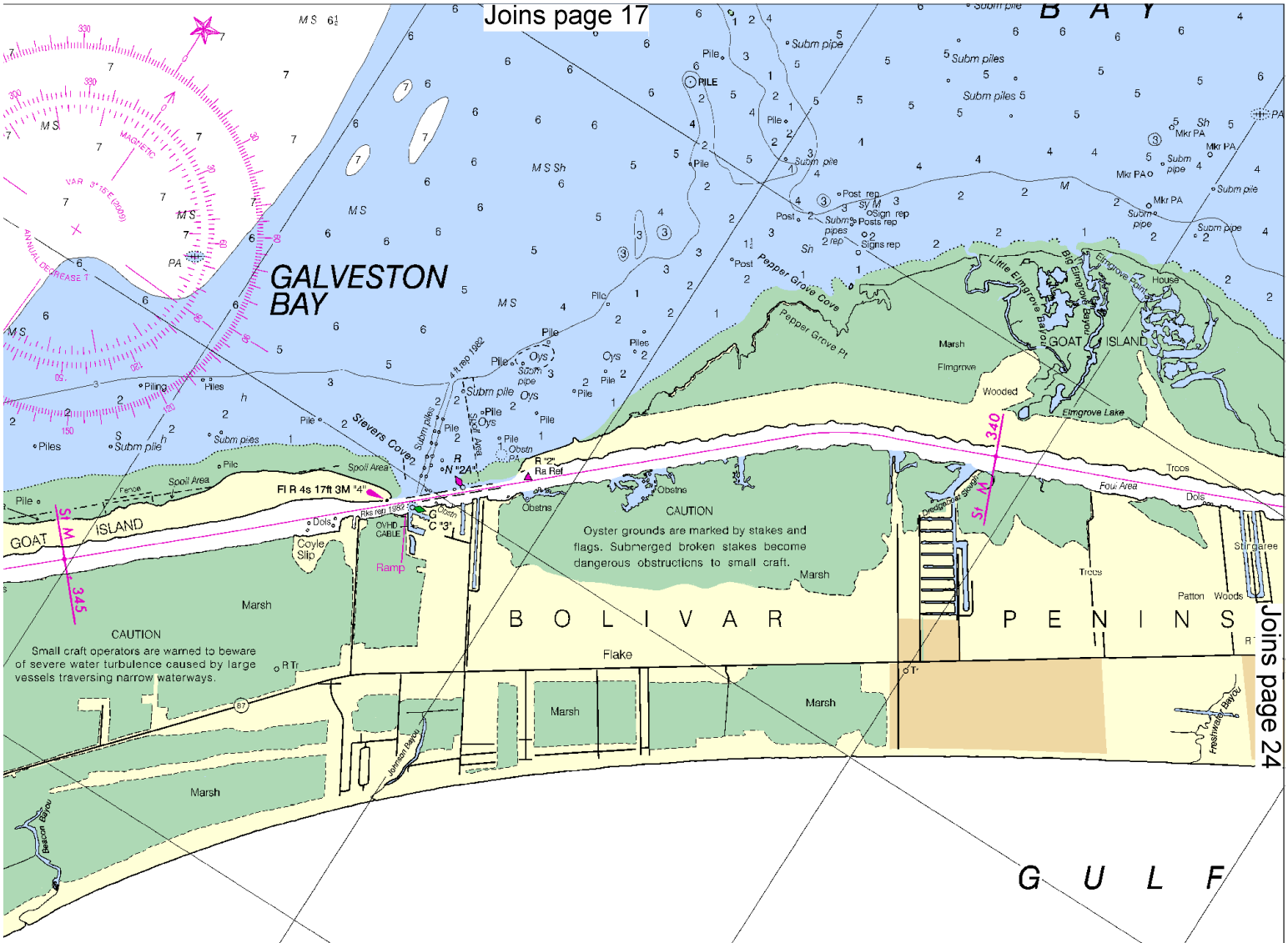


Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 17



CAUTION

Small craft should stay clear of large com-
cial and government vessels even if small
t have the right-of-way.
All craft should avoid areas where the skin
rs flag, a red square with a diagonal white
e, is displayed.

CAUTION

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

CAUTION

nproved channels shown by broken lines are
ect to shoaling, particularly at the edges.

PLANE COORDINATE GRID
(based on NAD 1927)
Texas State Grid, south central zone, is
ated by dashed ticks at 10,000 foot intervals.
ast three digits are omitted.

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) ○(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).

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

RADAR REFLECTORS

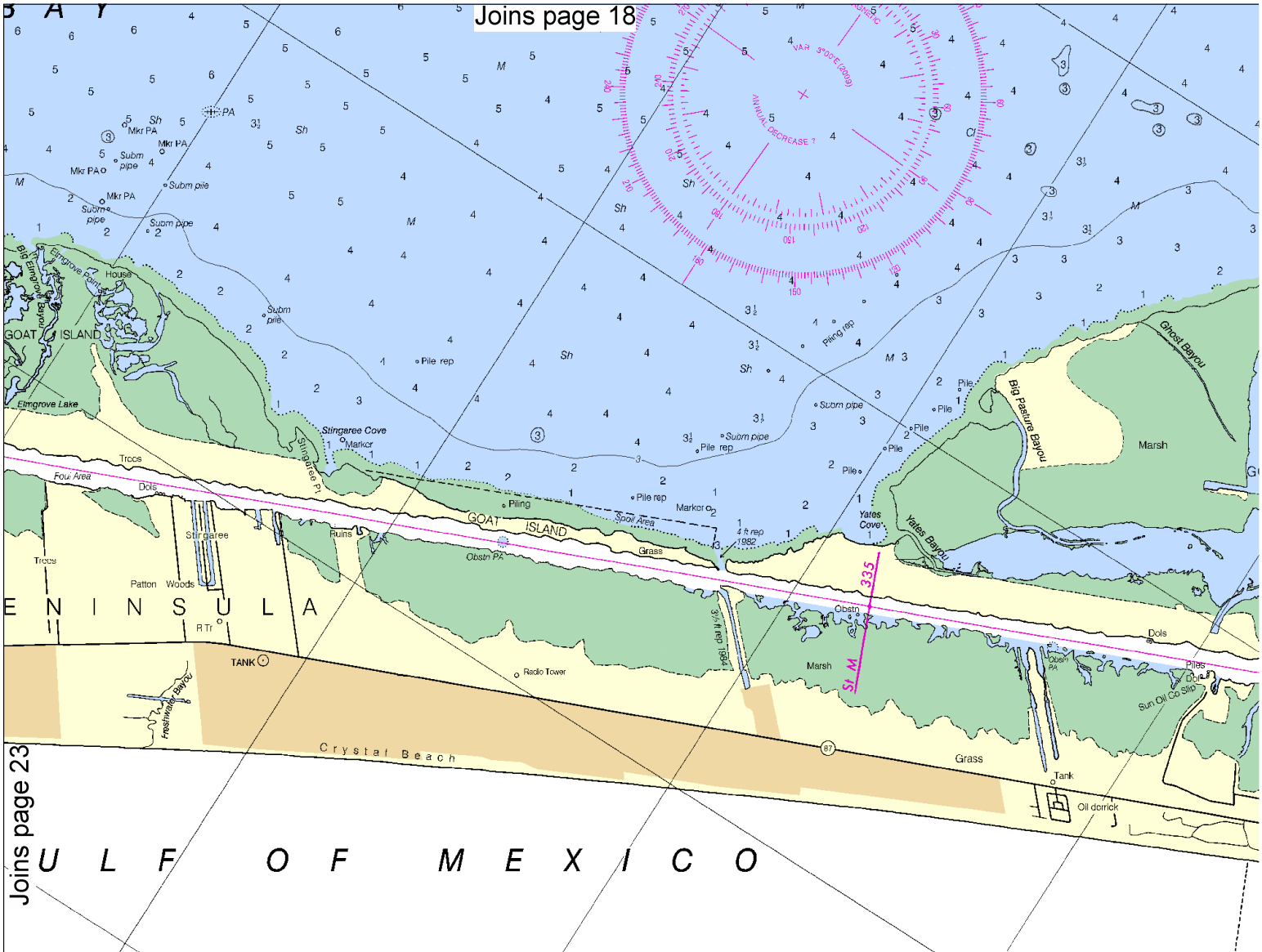
Radar reflectors have been placed on man
floating aids to navigation. Individual rada
reflector identification on these aids has bee
omitted from this chart.

SAFETY HINTS

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

Joins page 24

Joins page 18



Joins page 23

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from th s chart.

SAFETY HINTS

p your chart up to date by applying all Notices to s corrections when you receive them.
d carefully all notes printed on your chart, each is your safety afloat.
rn the meaning of each symbol and abbreviation chart from Chart No. 1.
compass on your chart shows the variation from rth, however you must also correct your bearing deviation of your boat.
stantly use your chart from the beginning to end trip. Keep in mind the or ertation of your boat spect to the chart.
ntain your position on the chart by relating charted s with those you can identify in your surroundings.

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.

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).

AIDS TO NAVIGATION

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

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.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

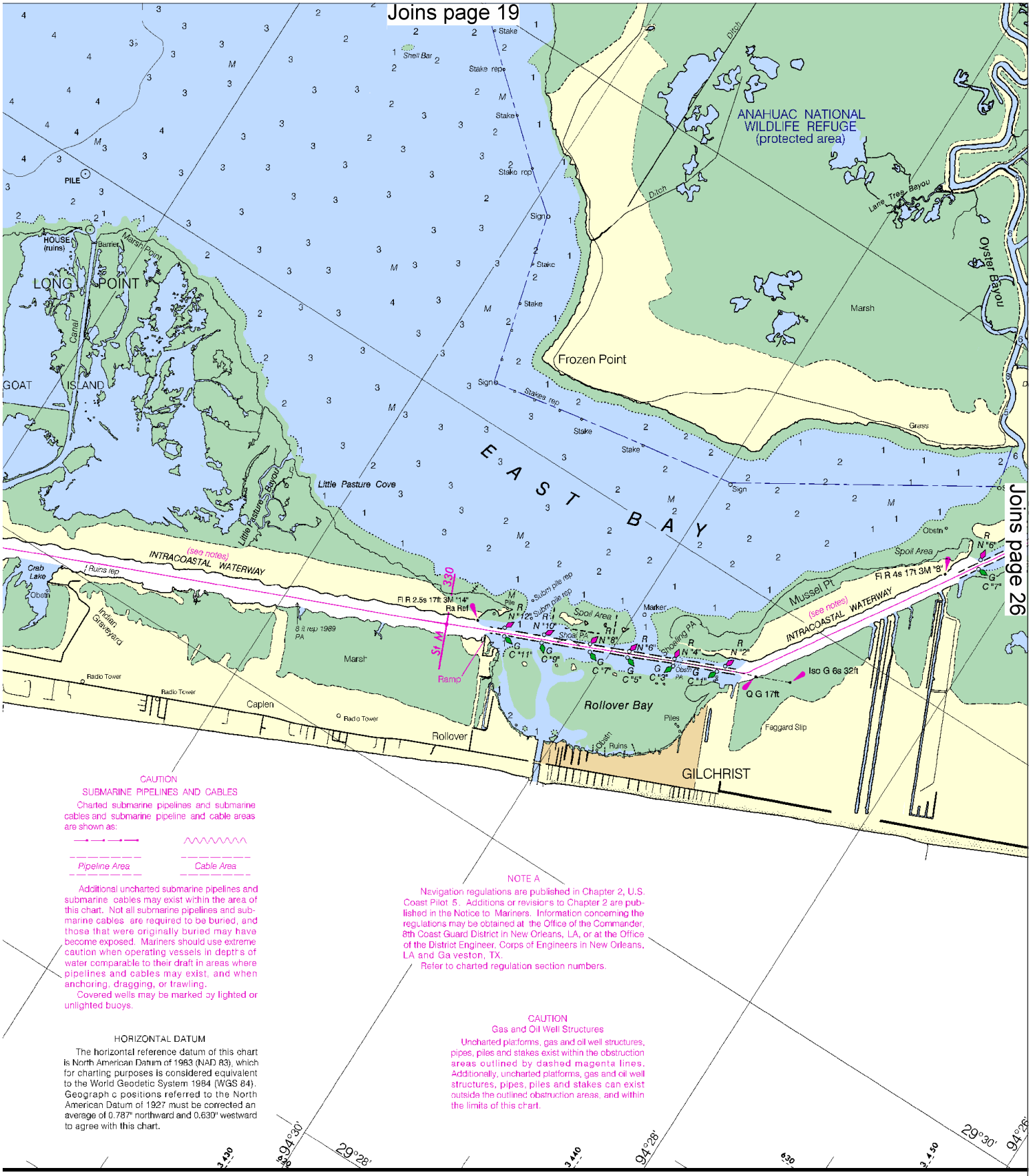
The "Rules of the Road" state that recreational boats sha l not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in 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 the r bows.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 19



Joins page 26

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.

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 0.787" northward and 0.630" westward to agree with this chart.

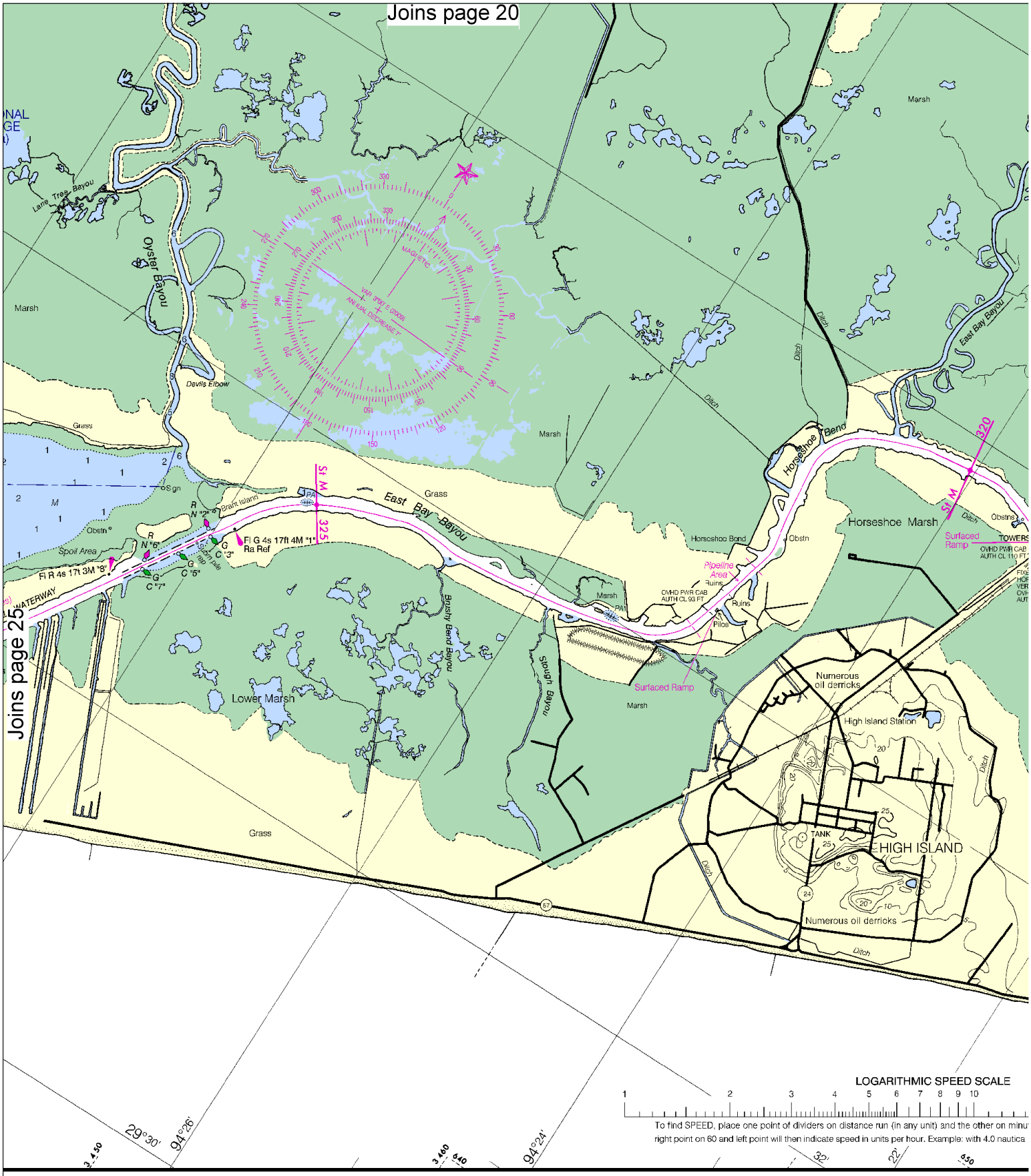
NOTE A

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 New Orleans, LA and Galveston, TX.

Refer to charted regulation section numbers.

CAUTION
Gas and Oil Well Structures

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



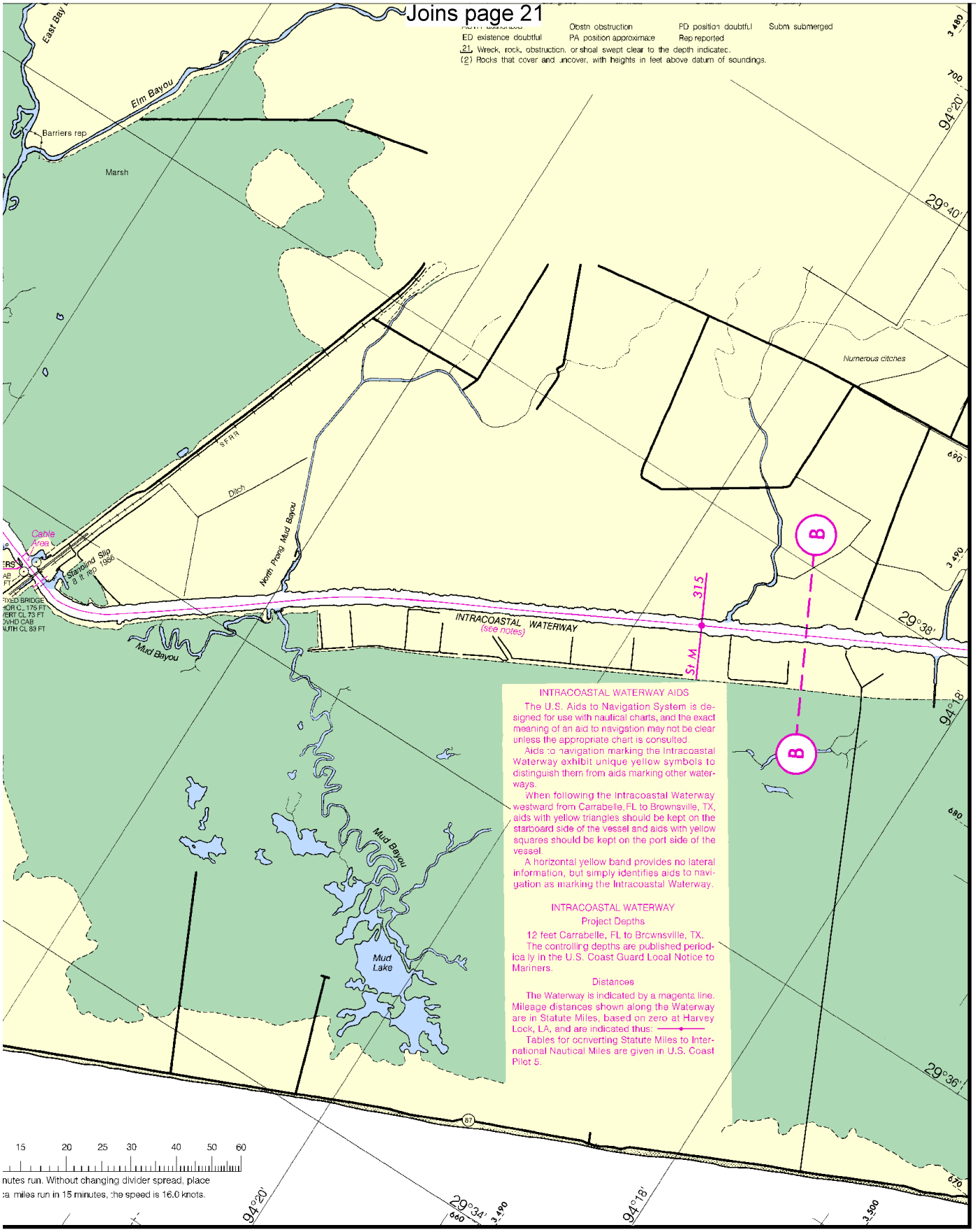
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000



INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

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.

11331

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 Station Sabine– 409-971-2194
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

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/booklet charts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.