

BookletChart™

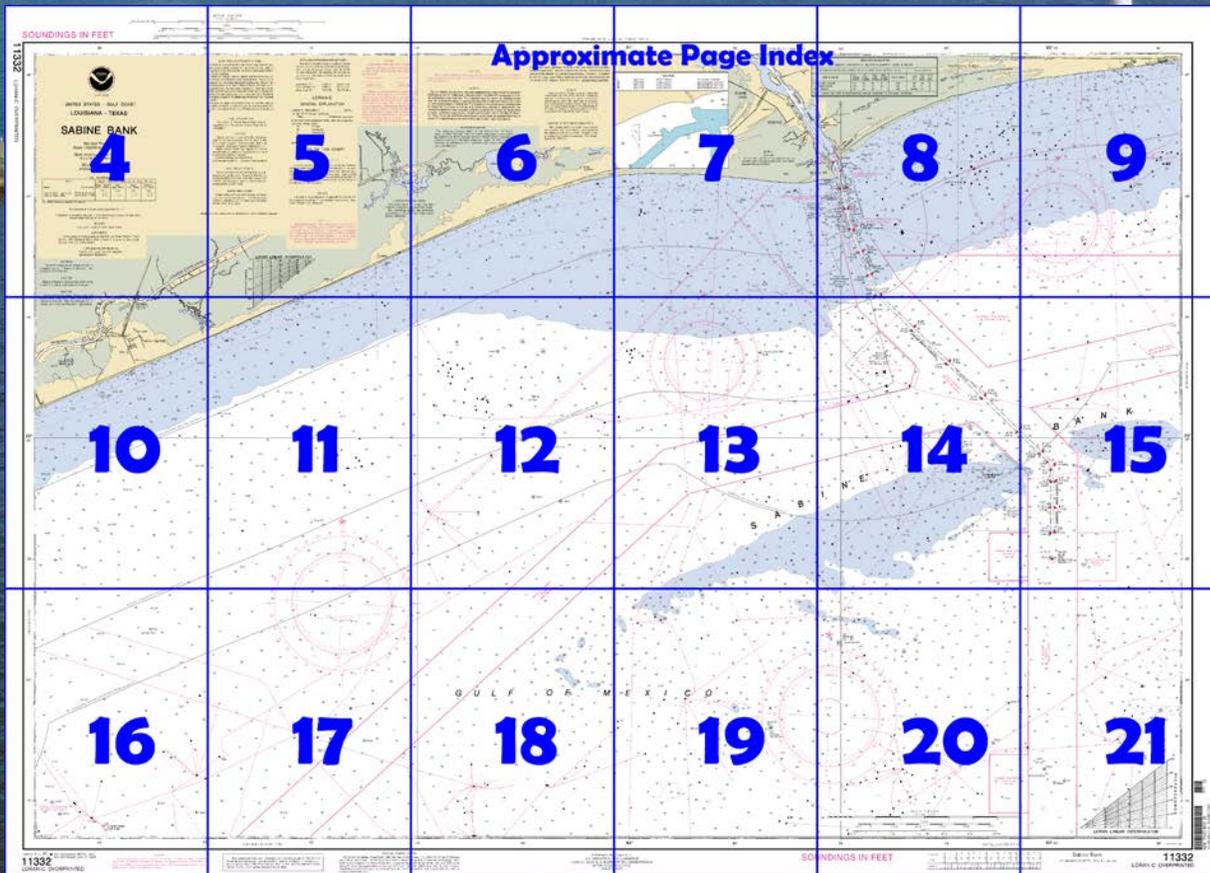


Sabine Bank NOAA Chart 11332

*A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

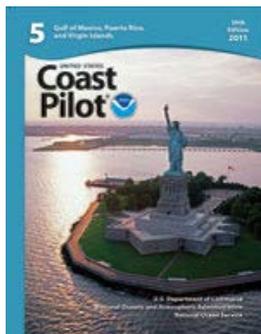
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11332>.



(Selected Excerpts from Coast Pilot)

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.

Gasoline, water, and provisions can be obtained in the town. The ruins of a long fishing pier extend about 0.7 mile into the Gulf.

Rollover Pass, about 6.5 miles WSW of High Island, is a shallow inlet from the Gulf into East Bay, which is not passable for even the smallest of outboard craft because of very strong tidal currents, reported obstructions, and shifting bottom. The pass is baldheaded with steel piling. The village of **Gilchrist** is on the pass. Gasoline is available in cans from a station near the pass, and water and ice can be obtained at several nearby bait stands.

Heald Bank, lying 34 miles E of Galveston and 27 miles offshore, is nearly 5 miles long in a NE and SW direction. Depths of 25 to 35 feet extend over the bank, and depths of 50 to 60 feet are found as close as 1.5 to 2 miles to the SE. In a heavy sea Heald Bank should be avoided by all vessels, including those of moderate draft which could pass over it in smooth water. A 33-foot spot, marked by a buoy, is about 11 miles SW of the bank.

Currents.—The currents at Heald Bank are due largely to winds. In calm weather or with light breezes, little current is experienced. Wind velocities of 20 to 35 knots produce currents of about 0.5 to 1 knot, setting in a direction approximately fair with the wind. In February 1919, a velocity of 2.6 knots in a SW direction was observed; a N wind of about 45 knots was blowing at this time. From observations made during the first 6 months of 1915, the average drift was one-fourth knot, setting in a W direction.

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

RCC New Orleans Commander
8th CG District (504) 589-6225
New Orleans, LA

Table of Selected Chart Notes

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).

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)

AIDS TO NAVIGATION

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

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	162.550 MHz
Lake Charles, LA	KHB-42	162.400 MHz
Beaumont, TX	WXK-28	162.475 MHz

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.

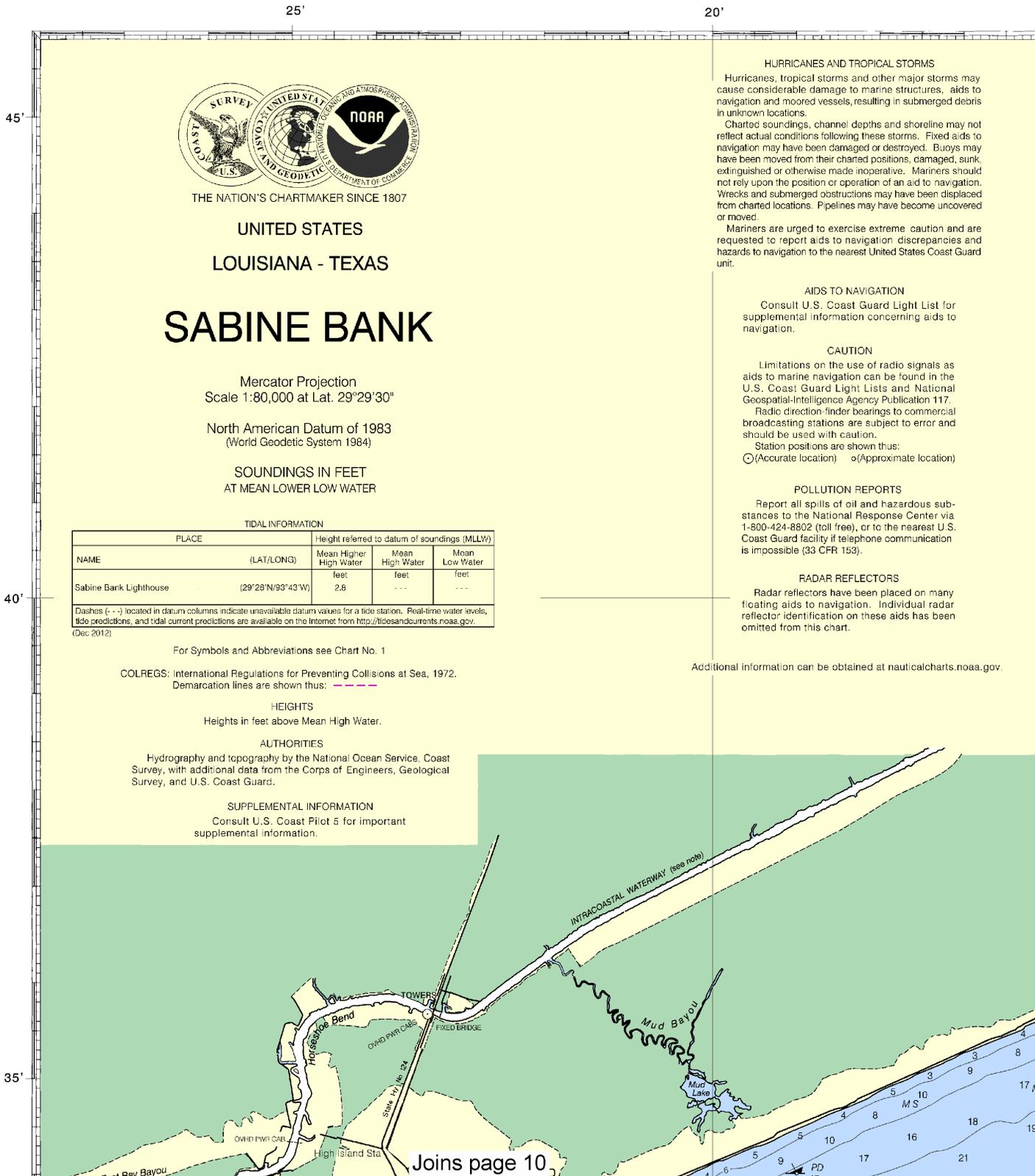
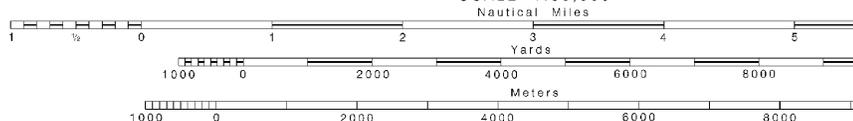
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not 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.

SOUNDINGS IN FEET

11332

SCALE 1:80,000



UNITED STATES
LOUISIANA - TEXAS

SABINE BANK

Mercator Projection
Scale 1:80,000 at Lat. 29°29'30"
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Sabine Bank Lighthouse	(29°28'N/93°43'W)	2.8	---	---

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Dec 2012)

For Symbols and Abbreviations see Chart No. 1

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

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.

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

CAUTION
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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).

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.

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

Joins page 10

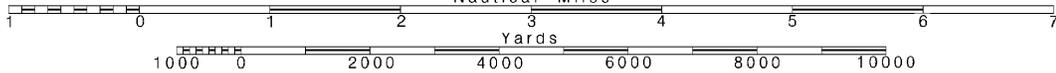
4

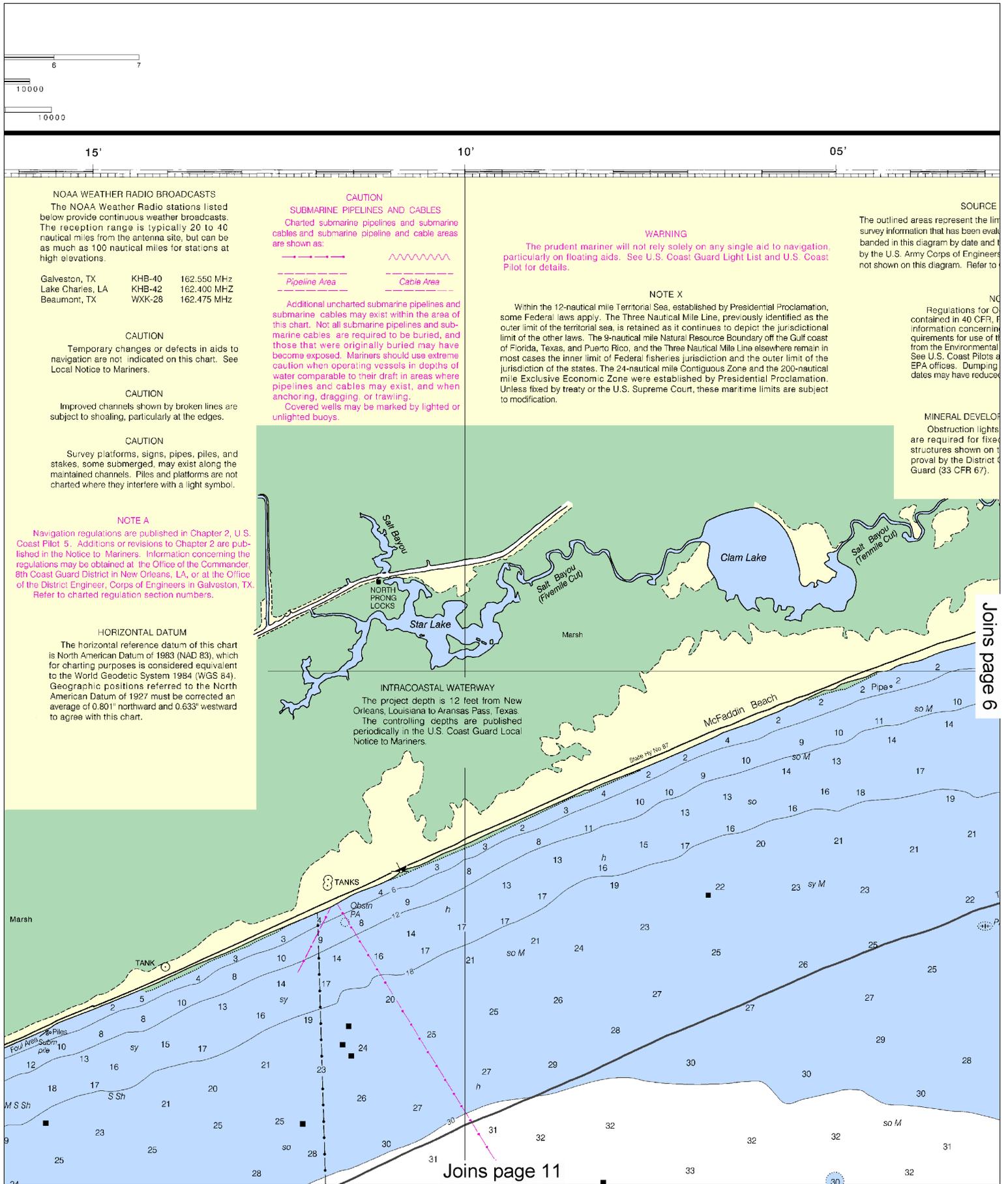
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



10'

05'

BROADCASTS
stations listed
their broadcasts.
usually 20 to 40
site, but can be
for stations at

162.550 MHz
162.400 MHz
162.475 MHz

defects in aids to
on this chart. See

by broken lines are
ly at the edges.

, pipes, piles, and
may exist along the
d platforms are not
with a light symbol.

red in Chapter 2, U.S.
to Chapter 2 are pub-
lication concerning the
ice of the Commander,
is, LA, or at the Office
neers in Galveston, TX,
members.

Joins page 5
of this chart
D 83), which
d equivalent
4 (WGS 84),
o the North
corrected an
33' westward

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



Additional uncharted submarine pipelines and
submarine cables may exist within the area of
this chart. Not all submarine pipelines and sub-
marine 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.

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 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.

SOURCE DIAGRAM

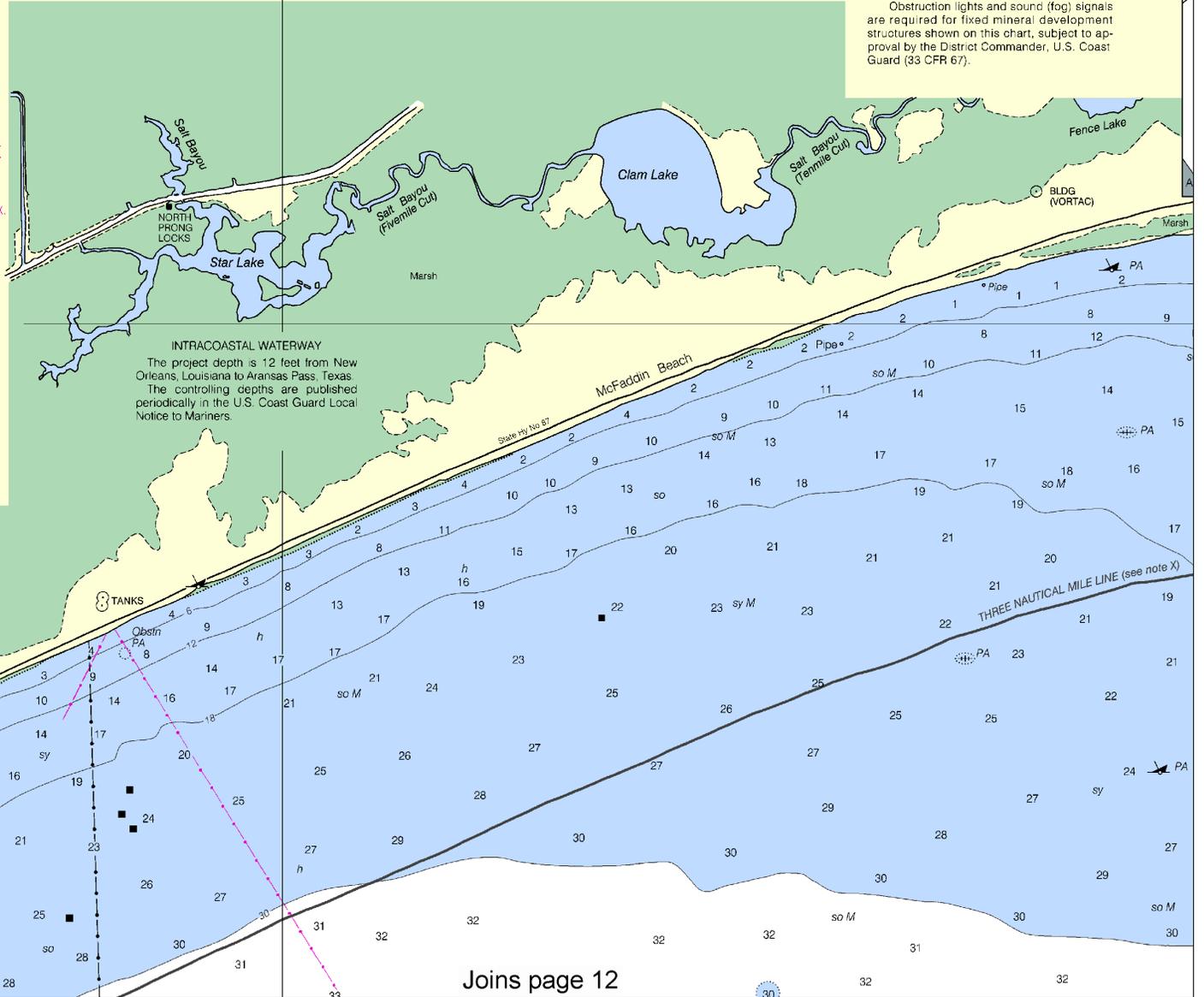
The outlined areas represent the limits of the most recent hydrographic
survey information that has been evaluated for charting. Surveys have been
banded in this diagram by date and type of survey. Channels maintained
by the U.S. Army Corps of Engineers are periodically resurveyed and are
not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE S

Regulations for Ocean Dumping Sites are
contained in 40 CFR, Parts 220-229. Additional
information concerning the regulations and re-
quirements 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

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



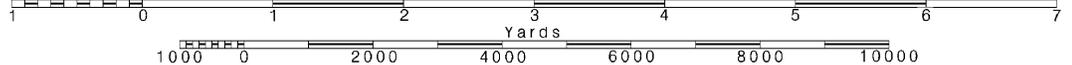
INTRACOASTAL WATERWAY
The project depth is 12 feet from New
Orleans, Louisiana to Aransas Pass, Texas.
The controlling depths are published
periodically in the U.S. Coast Guard Local
Notice to Mariners.

Joins page 12

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid
lines are aligned
with true north.

94°

55'

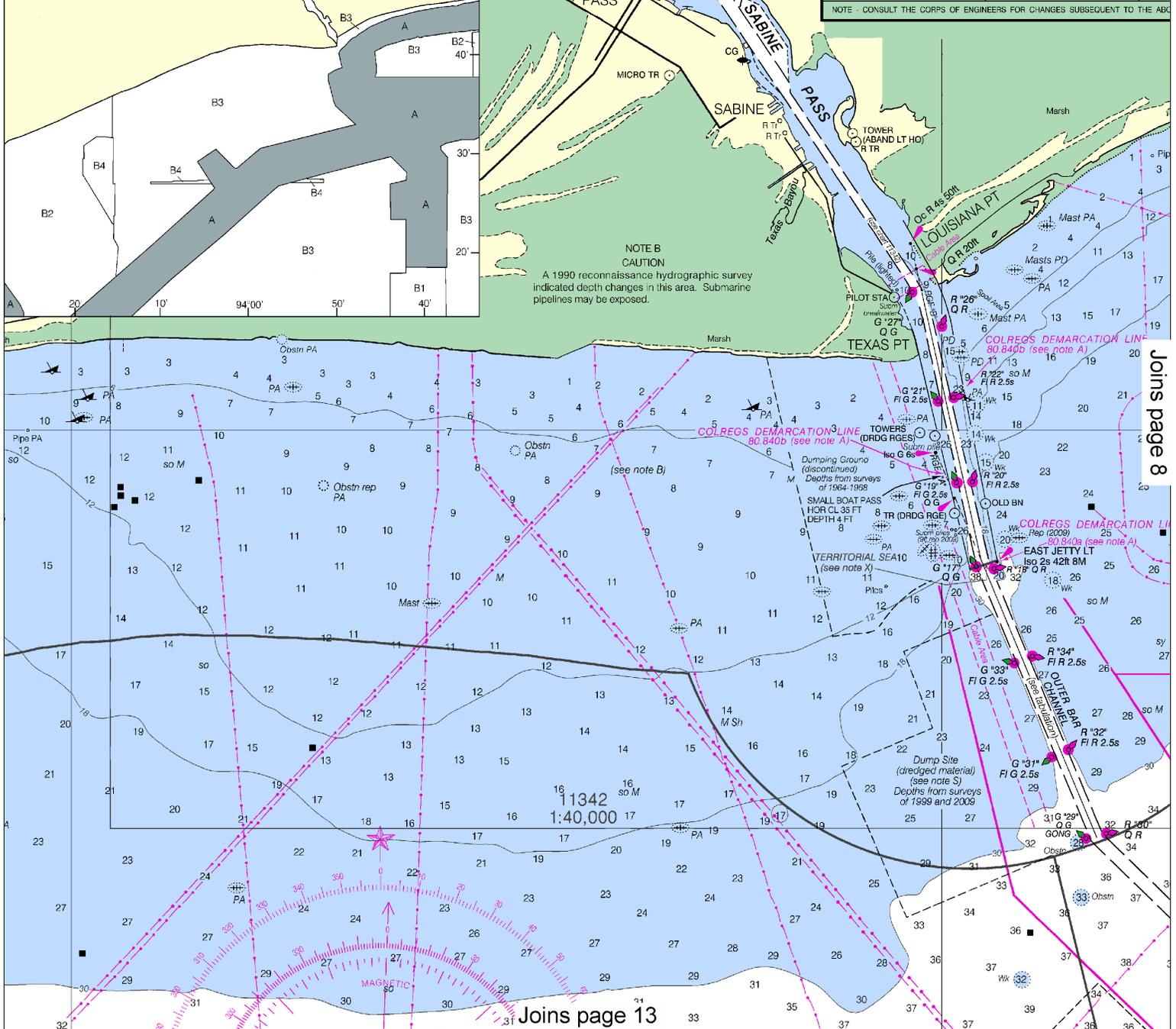
CONTINUED ON CHART 11342

50'

SOURCE			
A	1990-2011	NOS Surveys	full bottom coverage
B1	1990-2000	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

SABINE PASS CHANNEL DEPTHS					
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REP					
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (M)					
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE
SABINE BANK CHANNEL	35.1	33.3	38.2	38.0	
OUTER BAR CHANNEL	36.0	35.3	35.7	35.8	
JETTY CHANNEL	30.1	30.3	29.9	29.4	

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE AFD



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



55'

CONTINUED ON CHART 11342

50'

SOURCE

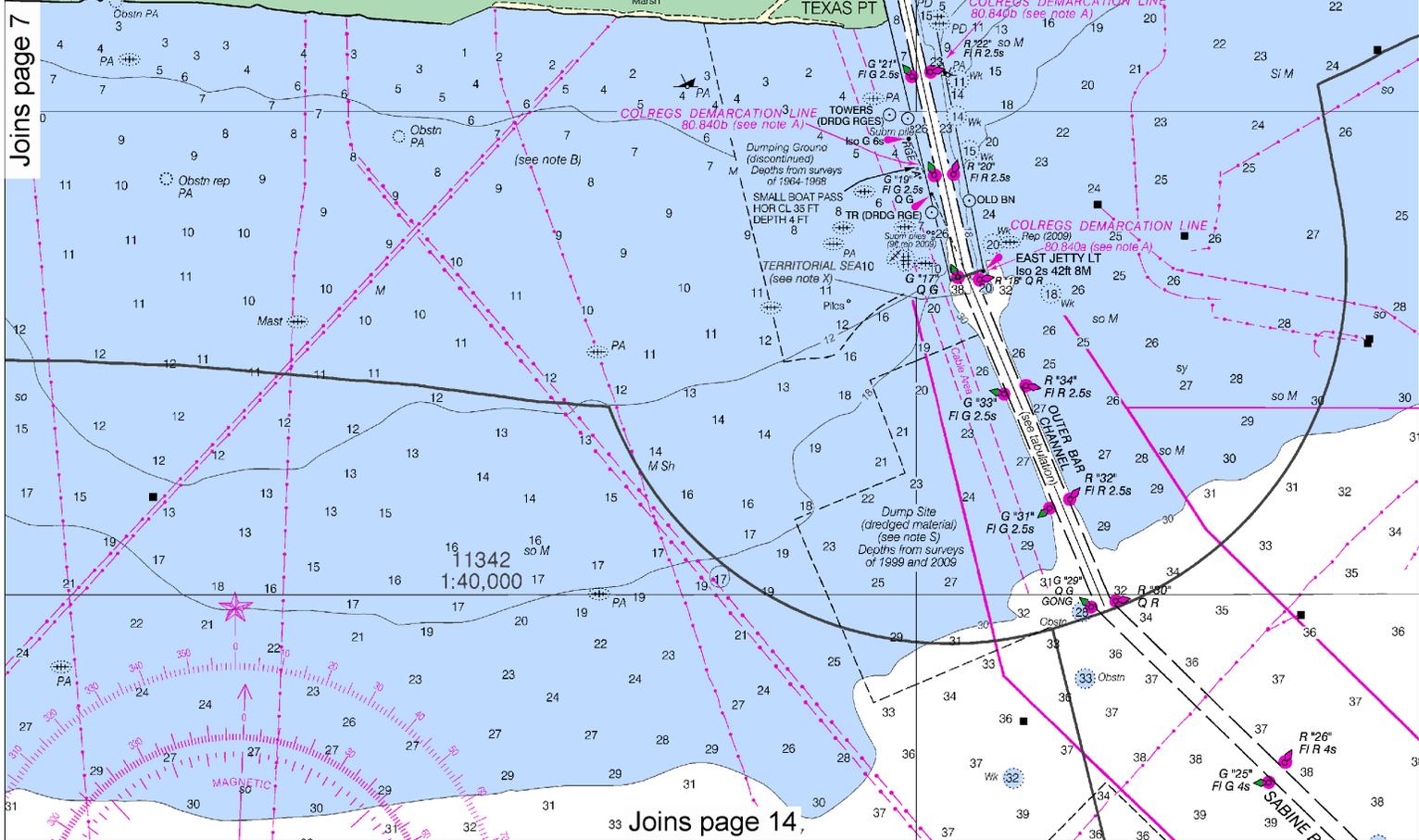
OS Surveys	full bottom coverage
OS Surveys	partial bottom coverage
OS Surveys	partial bottom coverage
OS Surveys	partial bottom coverage

NOTE B
CAUTION
A 1990 reconnaissance hydrographic survey indicated depth changes in this area. Submarine pipelines may be exposed.

SABINE PASS CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2012						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET) / LENGTH (MILES) / DEPTH (MLLW) (FEET)
SABINE BANK CHANNEL	35.1	33.3	38.2	38.0	6-12	800 / 14.7 / 42
OUTER BAR CHANNEL	36.0	35.3	35.7	35.8	5-12	800 / 3.4 / 42
JETTY CHANNEL	30.1	30.3	29.9	29.4	9-12	800-500 / 4.1 / 40

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

Joins page 7

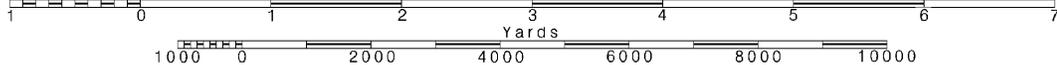


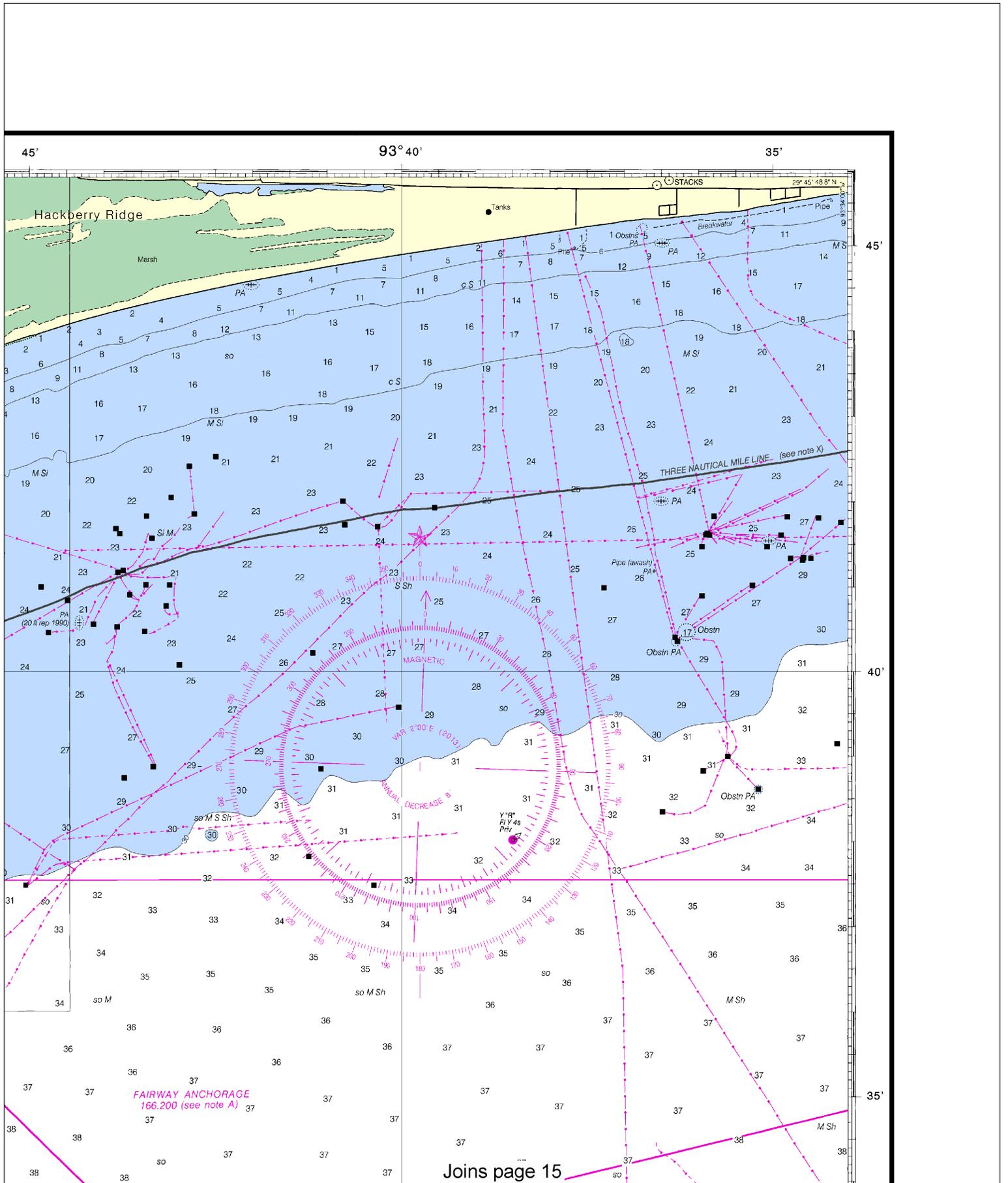
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

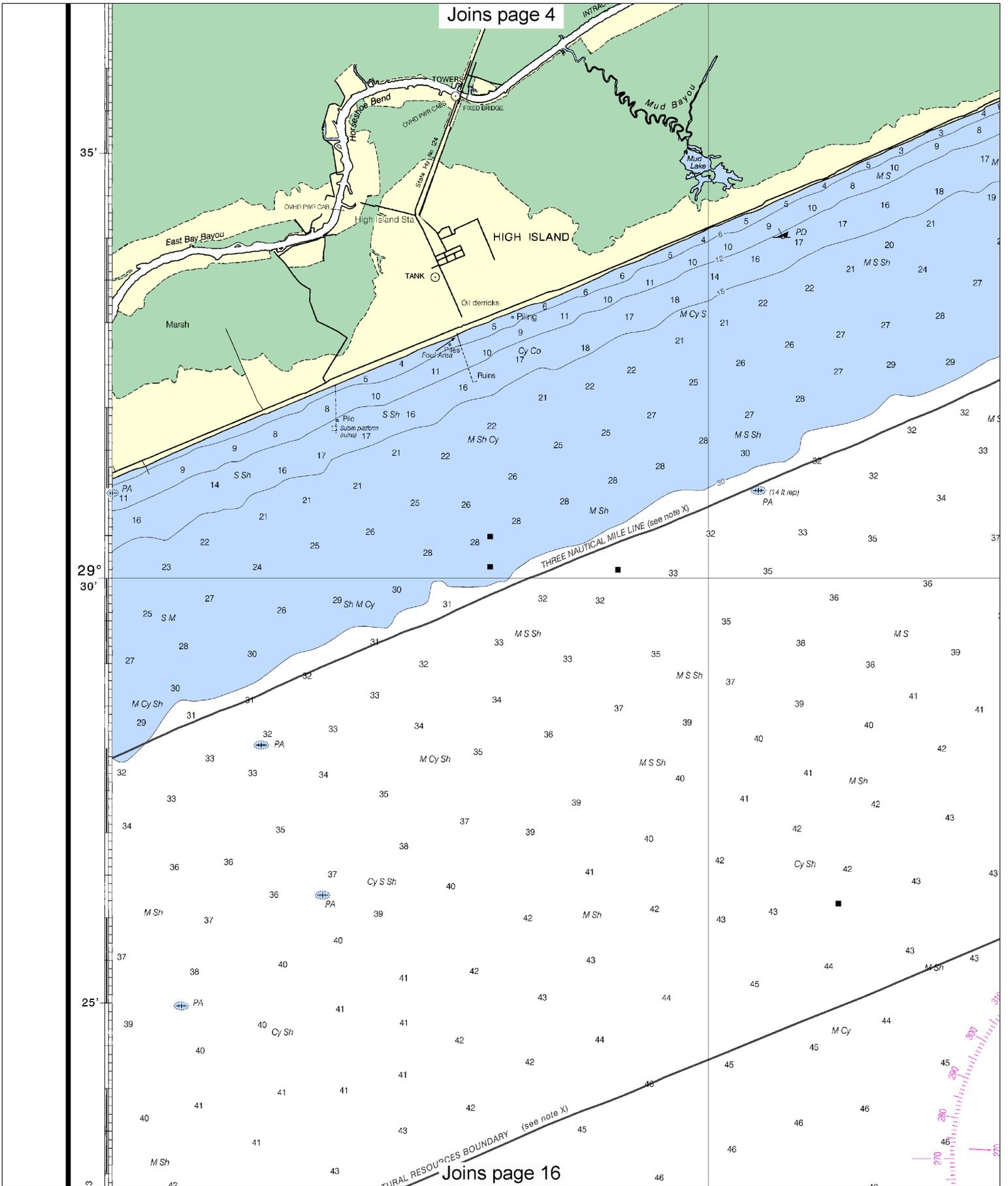
See Note on page 5.





Joins page 15

Joins page 4



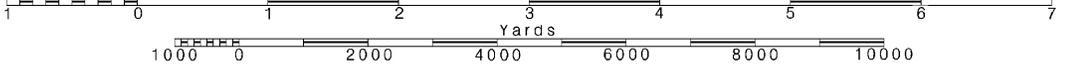
Joins page 16

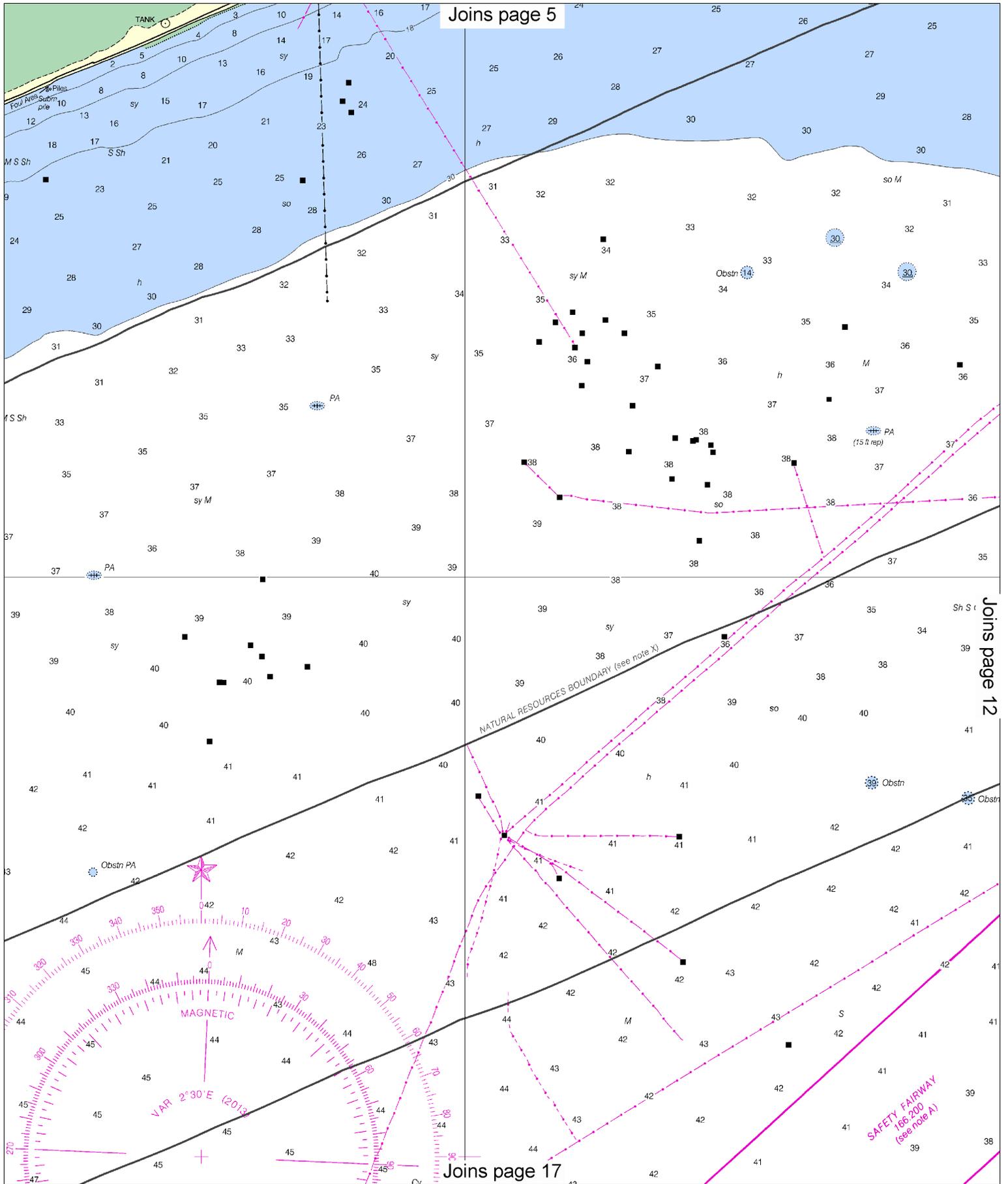
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.

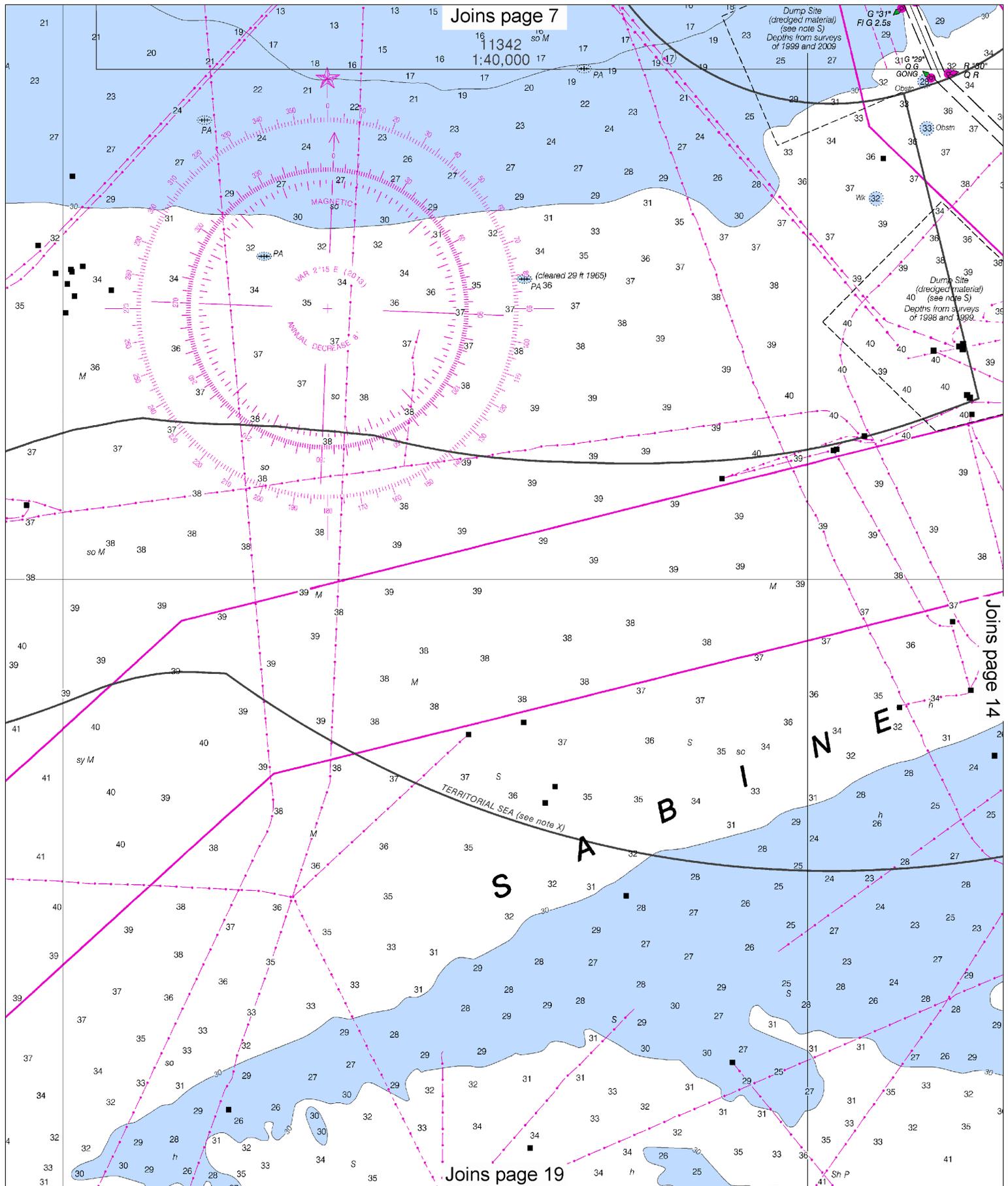




Joins page 7

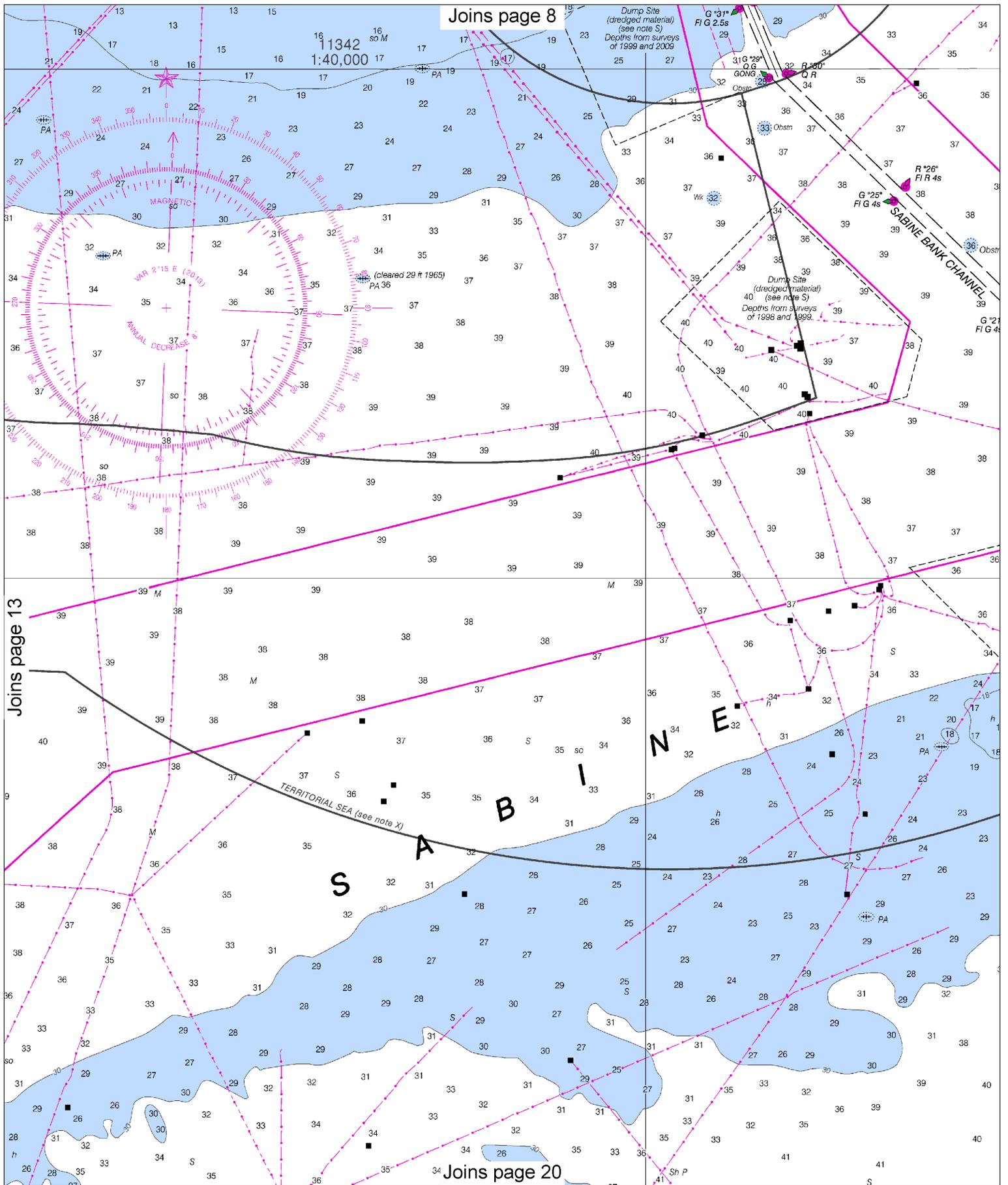
11342
1:40,000

Dump Site
(dredged material)
(see note S)
Depths from surveys
of 1999 and 2008
G 311
FIG 2.5s



Joins page 14

Joins page 19



Joins page 8

11342
1:40,000

Joins page 13

Joins page 20

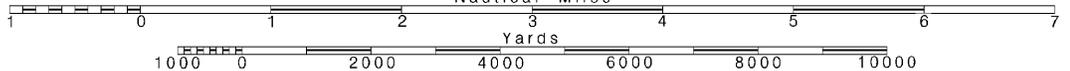
14

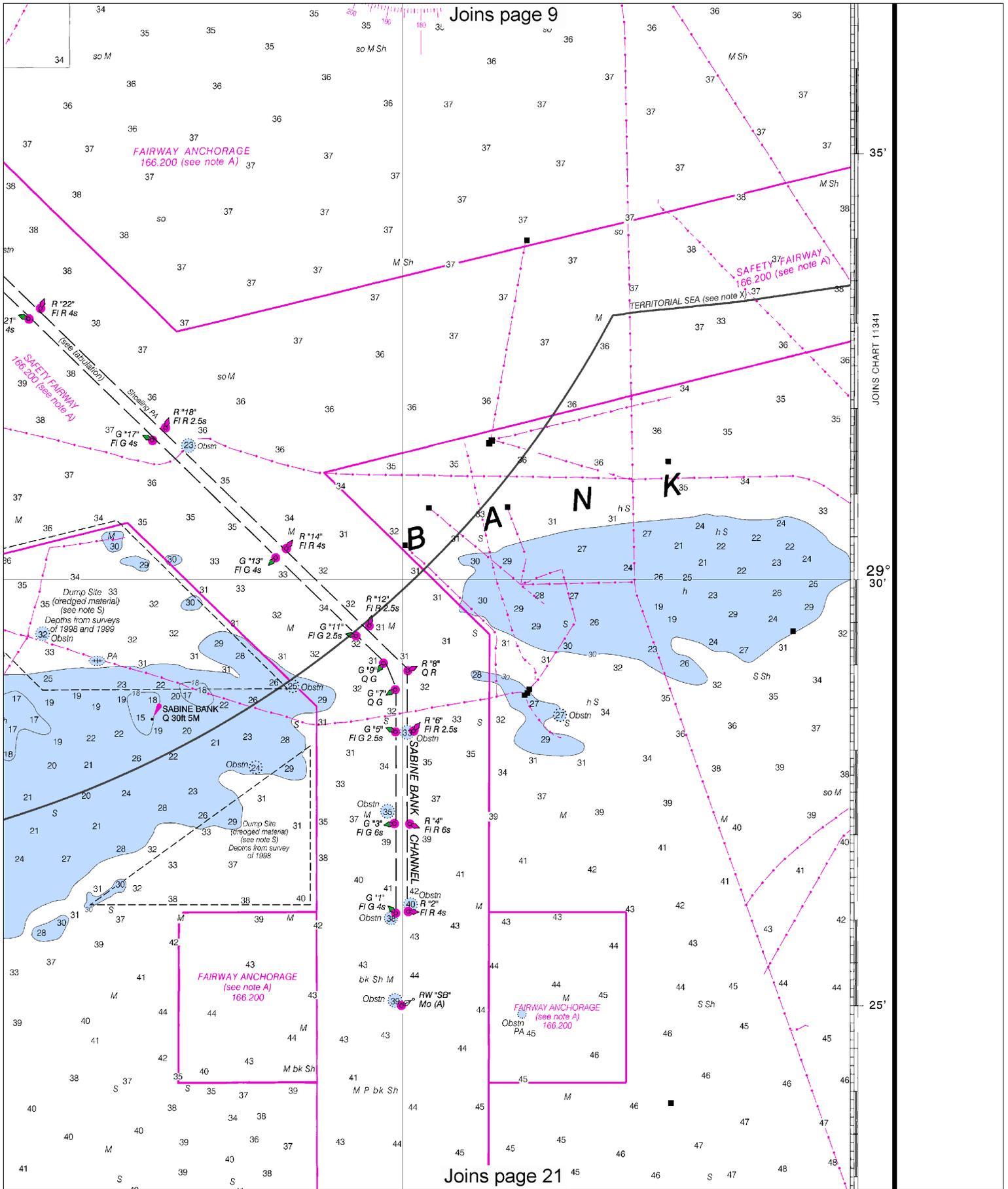
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





JOINS CHART 11341

29° 30'

25'

JOINS CHART 11323

25'

20'

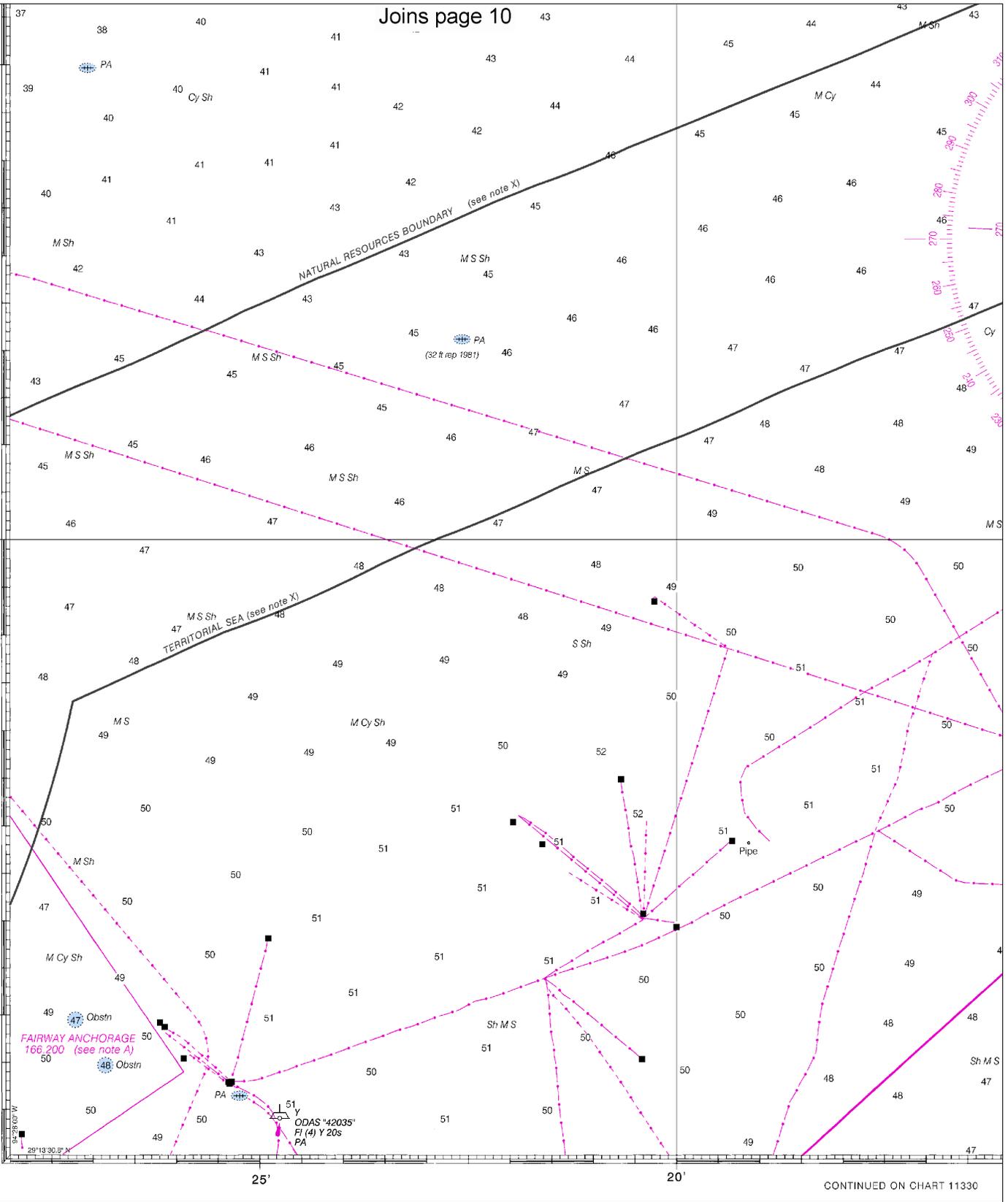
33rd Ed., Jan / 13
11332

Corrected through NM Jan. 12/13
Corrected through LNM Jan. 01/13

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 safety of life at sea. The U.S. Coast and Geodetic Survey encourages users to submit corrections, improving this chart to the Chief, Marine Chart Division, Service, NOAA, Silver Spring, Maryland 20910-3282.



CONTINUED ON CHART 11330

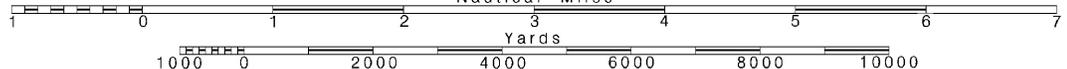
16

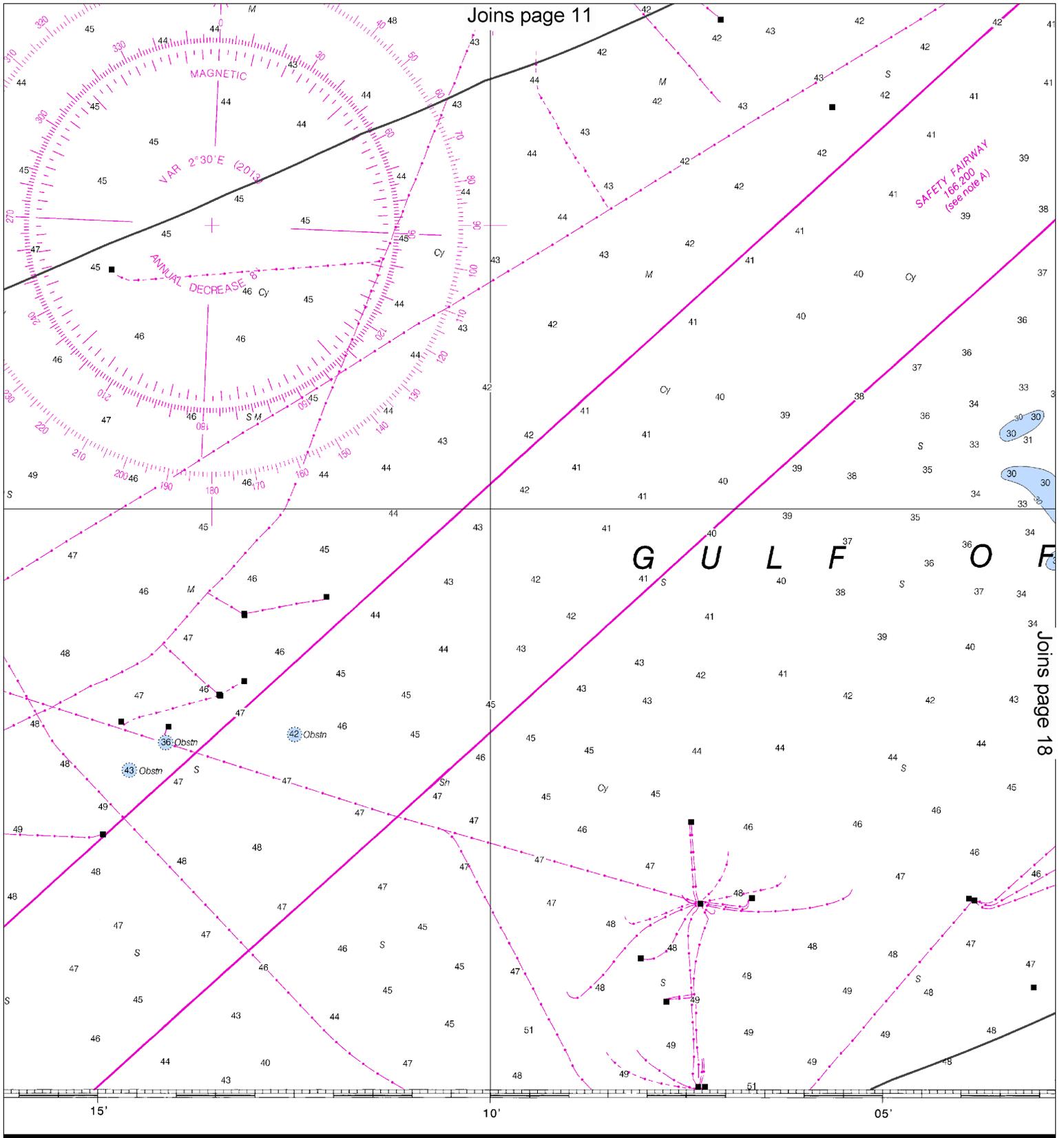
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

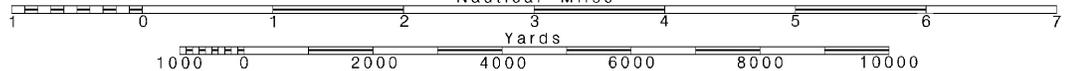
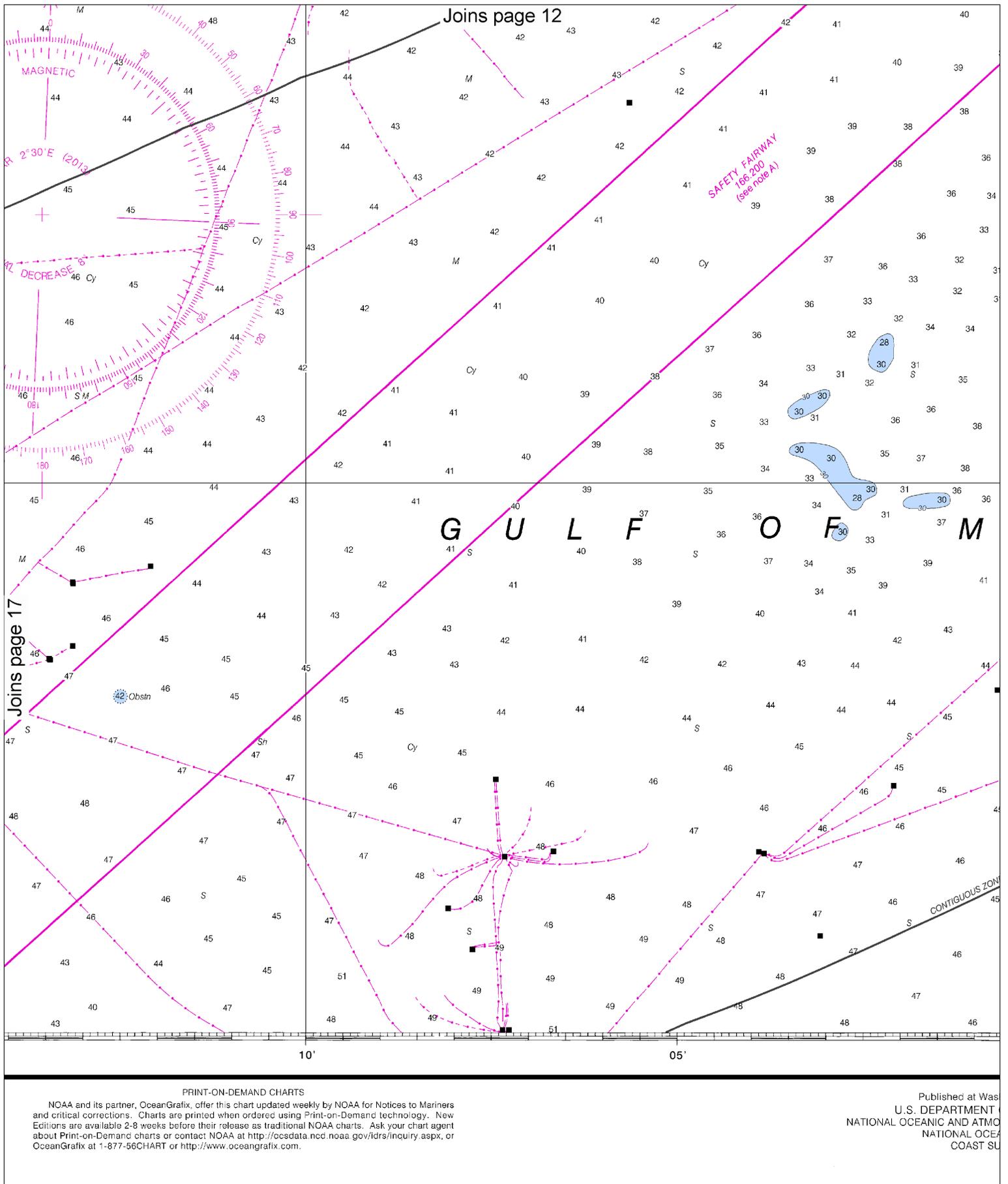




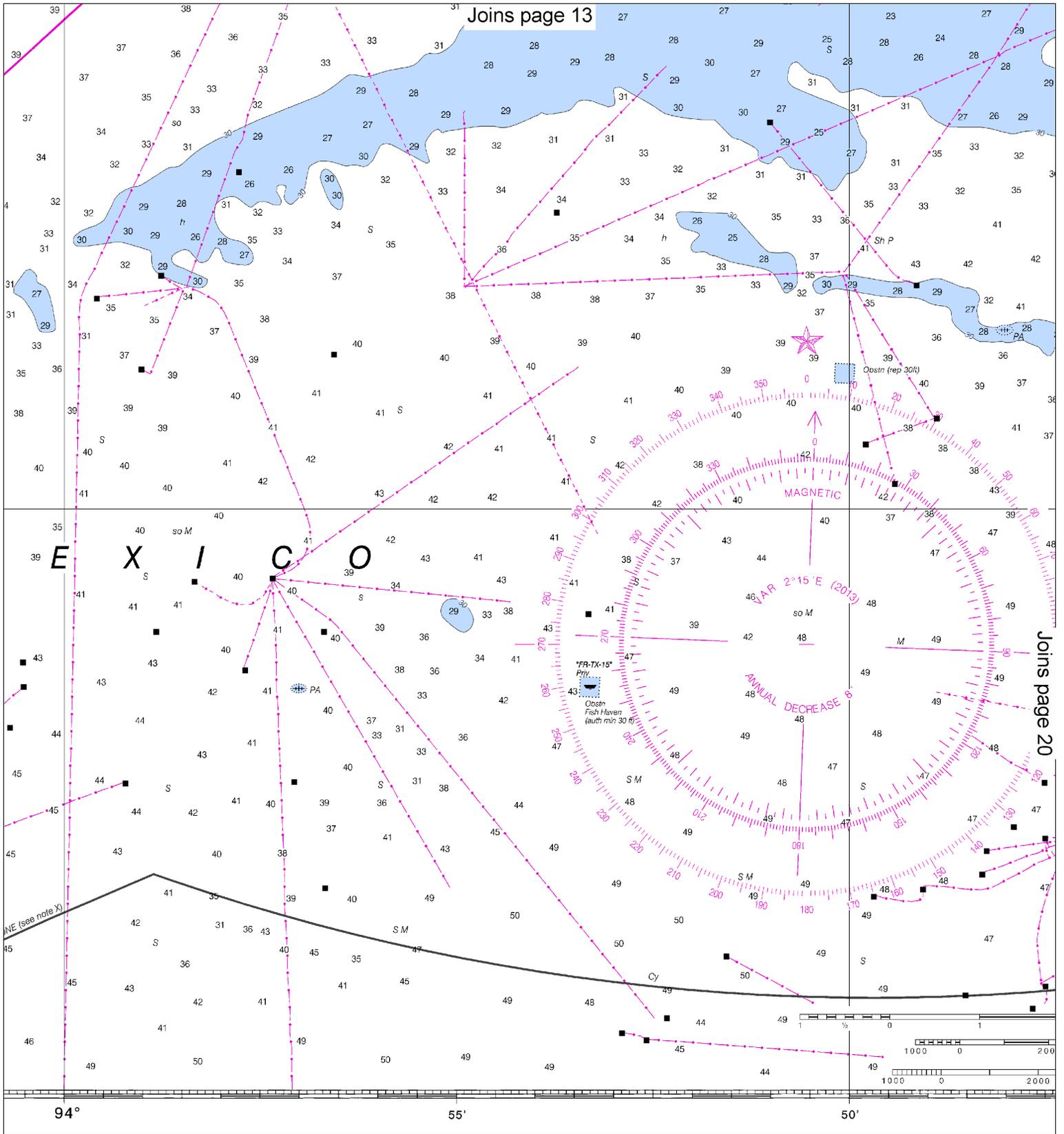
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.ncc.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

safe navigation. The National
s, additions, or comments for
ion (N/CS2), National Ocean



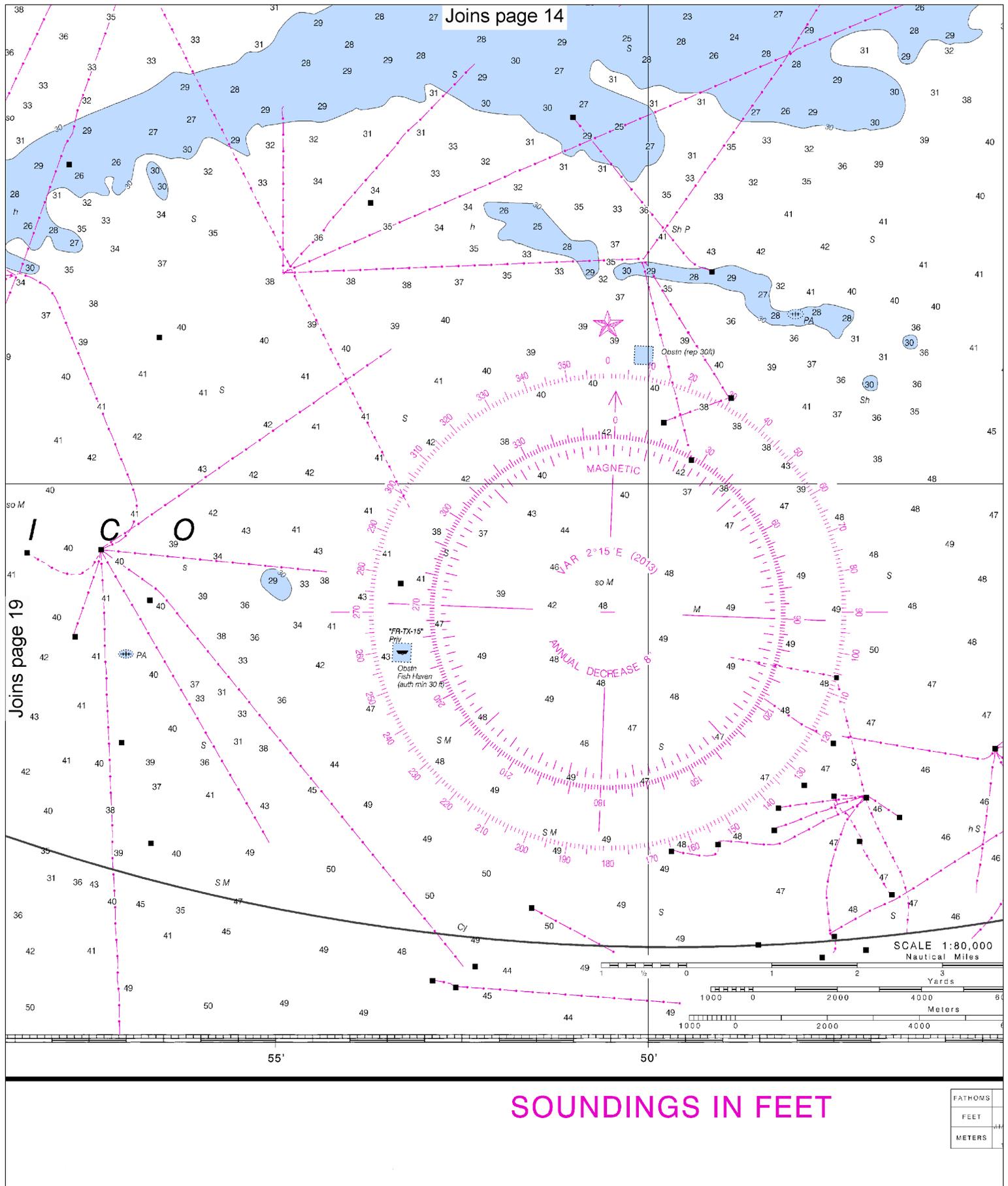
Joins page 13



Joins page 20

Washington, D.C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 U.S. COAST AND GEODETIC SURVEY

SOUNDINGS IN FEET

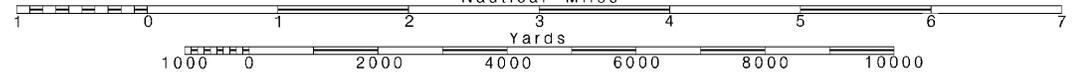


20

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.



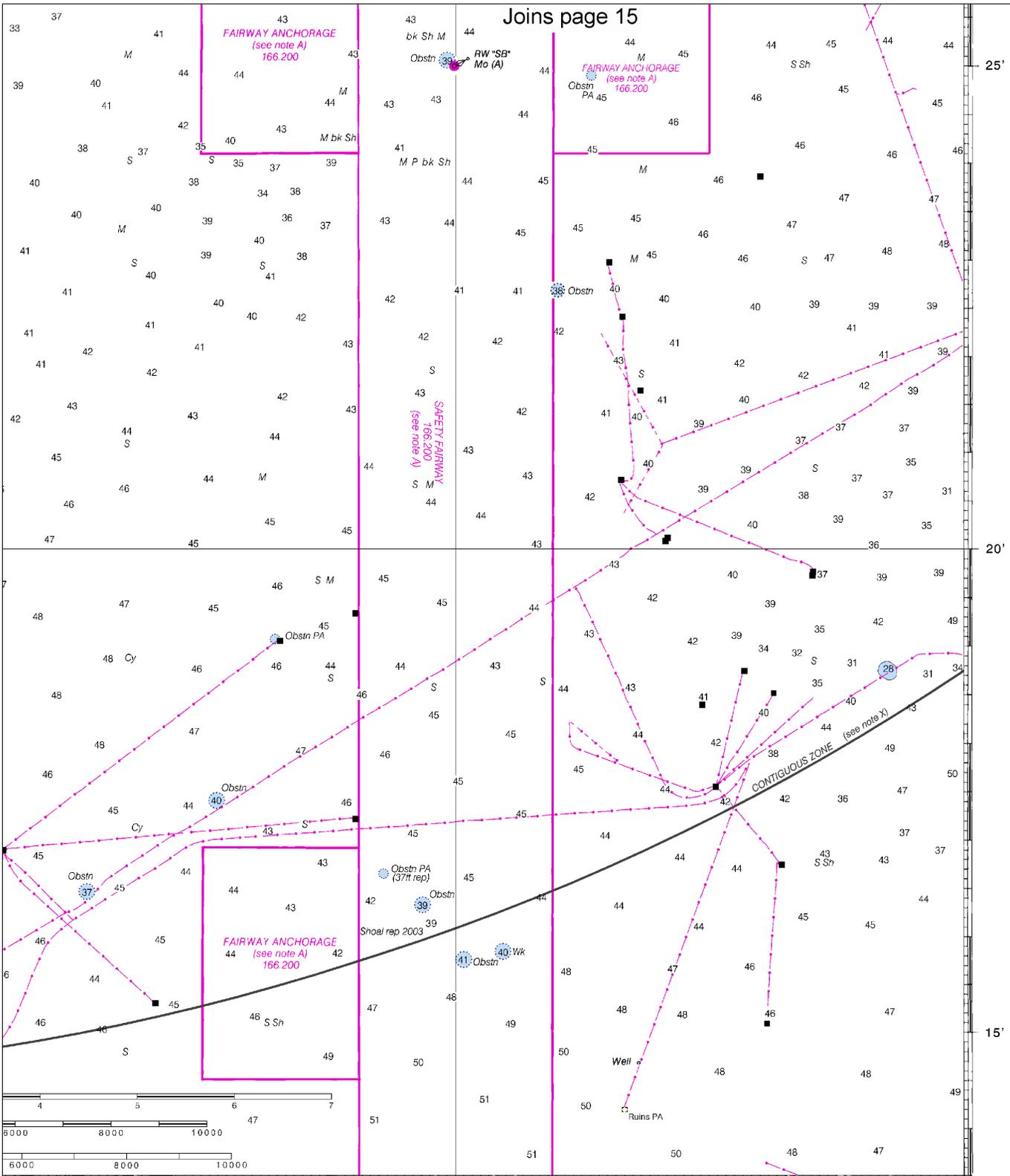
FAIRWAY ANCHORAGE
(see note A)
166.200

FAIRWAY ANCHORAGE
(see note A)
166.200

SAFETY FAIRWAY
(see note V)
166.200

CONTIGUOUS ZONE
(see note X)

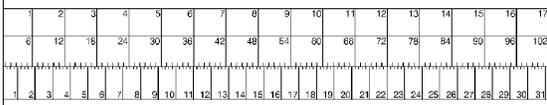
FAIRWAY ANCHORAGE
(see note A)
166.200



45' CONTINUED ON CHART 11330 93°40' 35' 748.0 X 1091.2 mm

Sabine Bank
SOUNDINGS IN FEET - SCALE 1:80,000

11332





EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – **Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.**

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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