

# BookletChart™

## Southern Part of Laguna Madre

NOAA Chart 11301

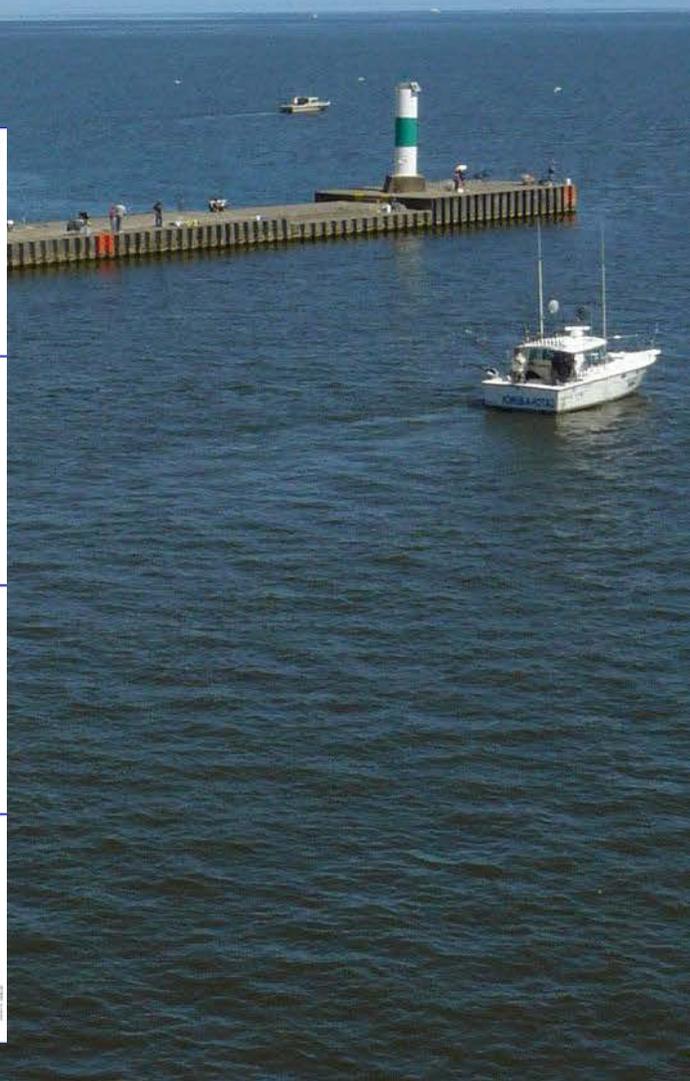
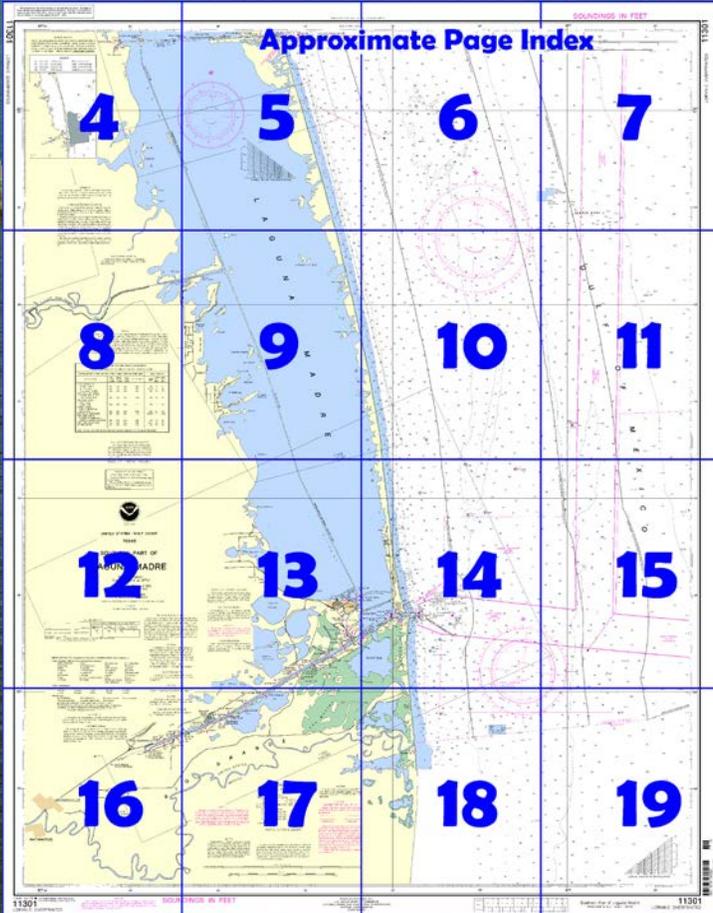


*A reduced-scale NOAA nautical chart for small boaters*

*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](http://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.

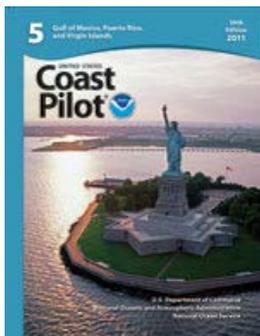
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11301>



**[Selected Excerpts from Coast Pilot]**

From San Luis Pass to the entrance to Matagorda Bay at Pass Cavallo, the coast trends for 80 miles in a general SW by W direction. From Pass Cavallo it curves gently SW for 100 miles to latitude 27°N., where the trend is S; thence it curves gently a little E of S for 58 miles to the mouth of the Rio Grande. Throughout its whole distance the coast encloses a chain of shallow bays or lagoons, some of considerable size. These are separated

from the Gulf by long, narrow islands and peninsulas which are generally low and sandy, with few natural distinguishing marks. Some of the bays and lagoons may be entered from the Gulf through dredged passes

protected by jetties, and others through small passes partly obscured by bars with little depth on them.

**Port Harlingen.**—A speed limit of 8 knots in the channel and 4 knots in the turning basin is enforced.

**Vessels should approach Brazos Santiago Pass through the Brazos Santiago Pass Safety Fairway or the Coastwise Safety Fairway.** (See 166.100 through 166.200, chapter 2.)

**Anchorage.**—Vessels should anchor in the Brazos Santiago Pass Fairway Anchorage on either side of the safety fairway. (See 166.100 through 166.200, chapter 2.)

Directly off the entrance to Brazos Santiago Pass, the bottom is soft and affords fair anchorage with good holding ground; farther N and S the bottom is harder. After entering the pass, ships must proceed to the wharves. Once inside Brazos Santiago Pass, there is no satisfactory anchorage for deep-draft vessels.

**Currents.**—Tidal currents of 6 knots were reported in the vicinity of Brazos Santiago Pass and Port Isabel which may cause strong cross currents on the Intracoastal Waterway at about Mile 665.1W, especially with a flood tide and strong SE winds. Caution is advised for large vessels transiting between Port Isabel and Long Island.

**Dangers.**—An unmarked dangerous wreck is 4.5 miles N of Brazos Santiago Pass Entrance Lighted Whistle Buoy BS, and a fish haven is 1.3 miles N of the buoy.

**Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

Brownsville is a **customs port of entry.**

A speed limit of 8 knots in Brownsville Ship Channel and 4 knots in the turning basin is enforced.

**Port Isabel.**—A speed limit of 4 knots in the harbor and 8 knots in the ship channel is enforced.

**Port Brownsville,** about 14.5 miles from the inner end of Brazos Santiago Pass, is the port for the city of Brownsville. Exports include cotton, cotton products, lead, agricultural implements, zinc, sulfate, ores, chemicals, petroleum products, and citrus fruit. Imports are fruit, steel products, ores, and general cargo. Offshore oil rigs are constructed and repaired in Port Brownsville.

**Brownsville,** about 5 miles WSW of Port Brownsville, is a fast growing metropolis and the largest city in the rich agricultural section on the N side of the lower Rio Grande Valley that extends 100 miles W from the river mouth. Noted as a resort city, it is also a gateway to Matamoros, Mexico, on the opposite side of the Rio Grande.

The **Rio Grande** empties into the Gulf of Mexico 6 miles S of Brazos Santiago Pass. The International Boundary and Water Commission states (December 28, 1953) that the river forms the International boundary between the United States and Mexico for 1,241 statute miles; further, that the total length of the boundary is 1,935 statute miles from the Gulf of Mexico to the Pacific Ocean. No survey of the river has been made recently, but access to the river over the entrance bar is limited to skiffs and small boats; inside, the channel is changeable. The International Boundary Commission has several dams on the Rio Grande to prevent freshwater from wasting into the Gulf.

**U.S. Coast Guard Rescue Coordination Center**

**24 hour Regional Contact for Emergencies**

RCC New Orleans

Commander

8<sup>th</sup> CG District

New Orleans, LA

(504) 589-6225

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

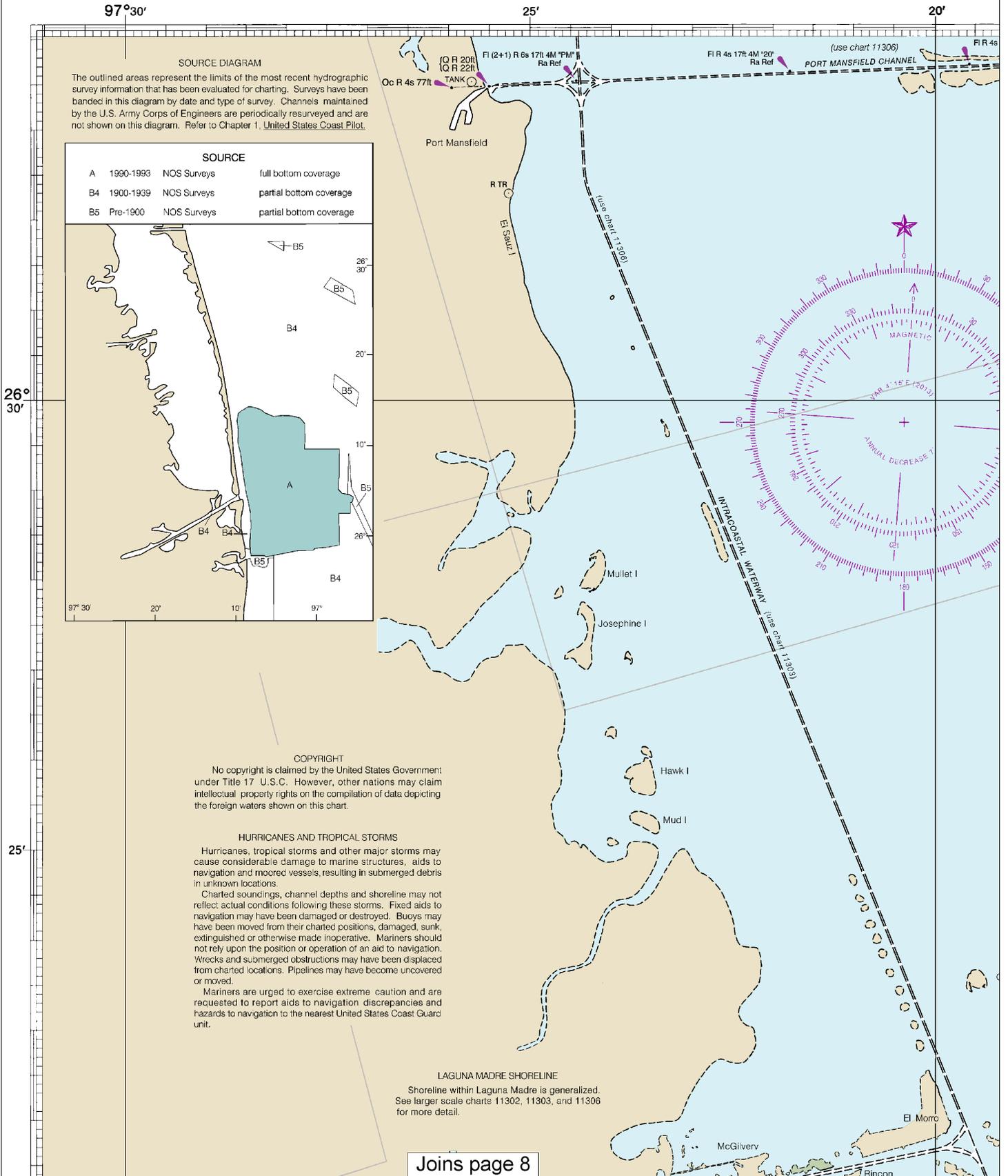
## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

11301

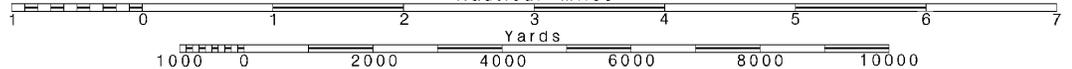


Joins page 8

Printed at reduced scale.

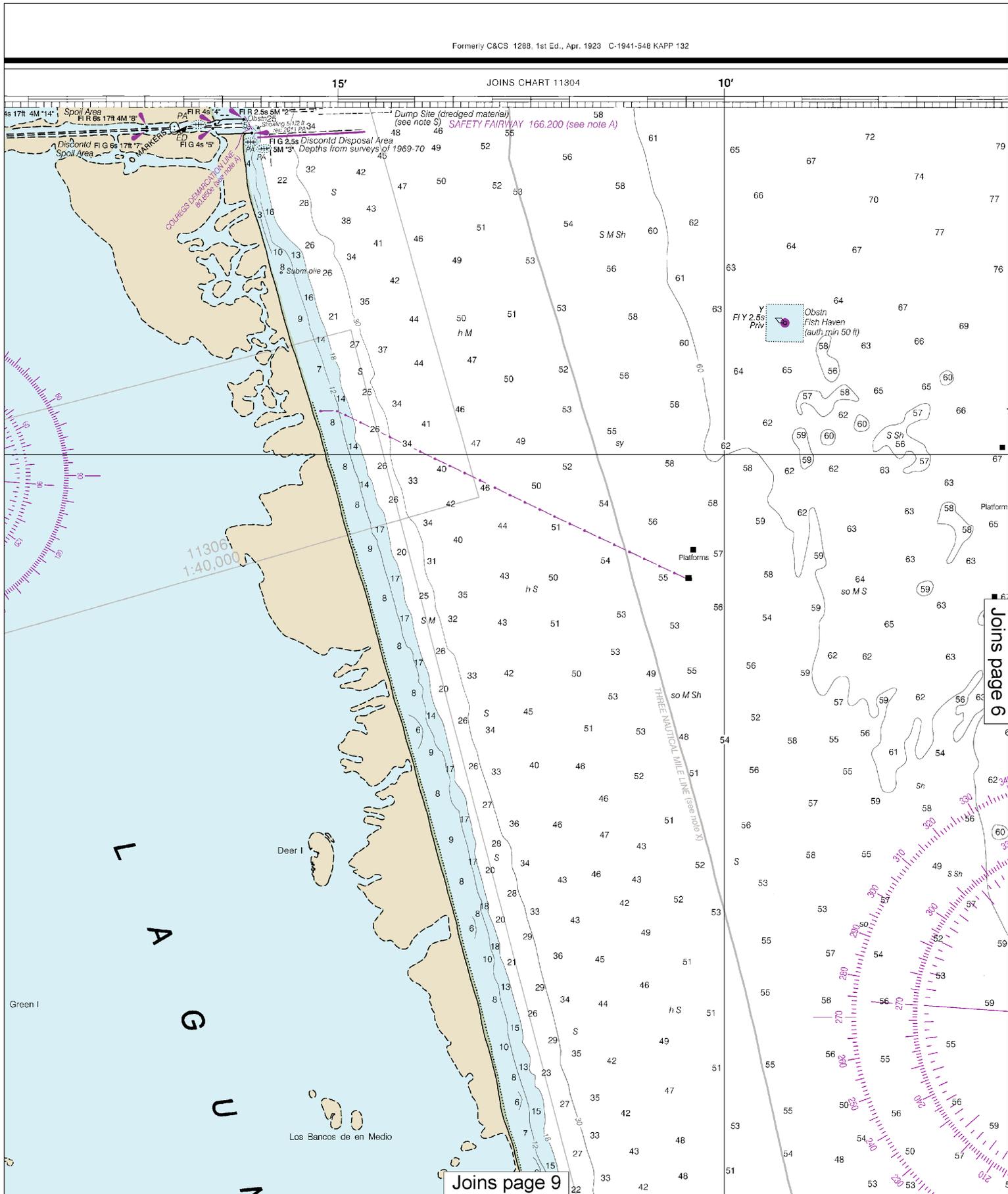
SCALE 1:80,000  
Nautical Miles

See Note on page 5.



4

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:106666. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.

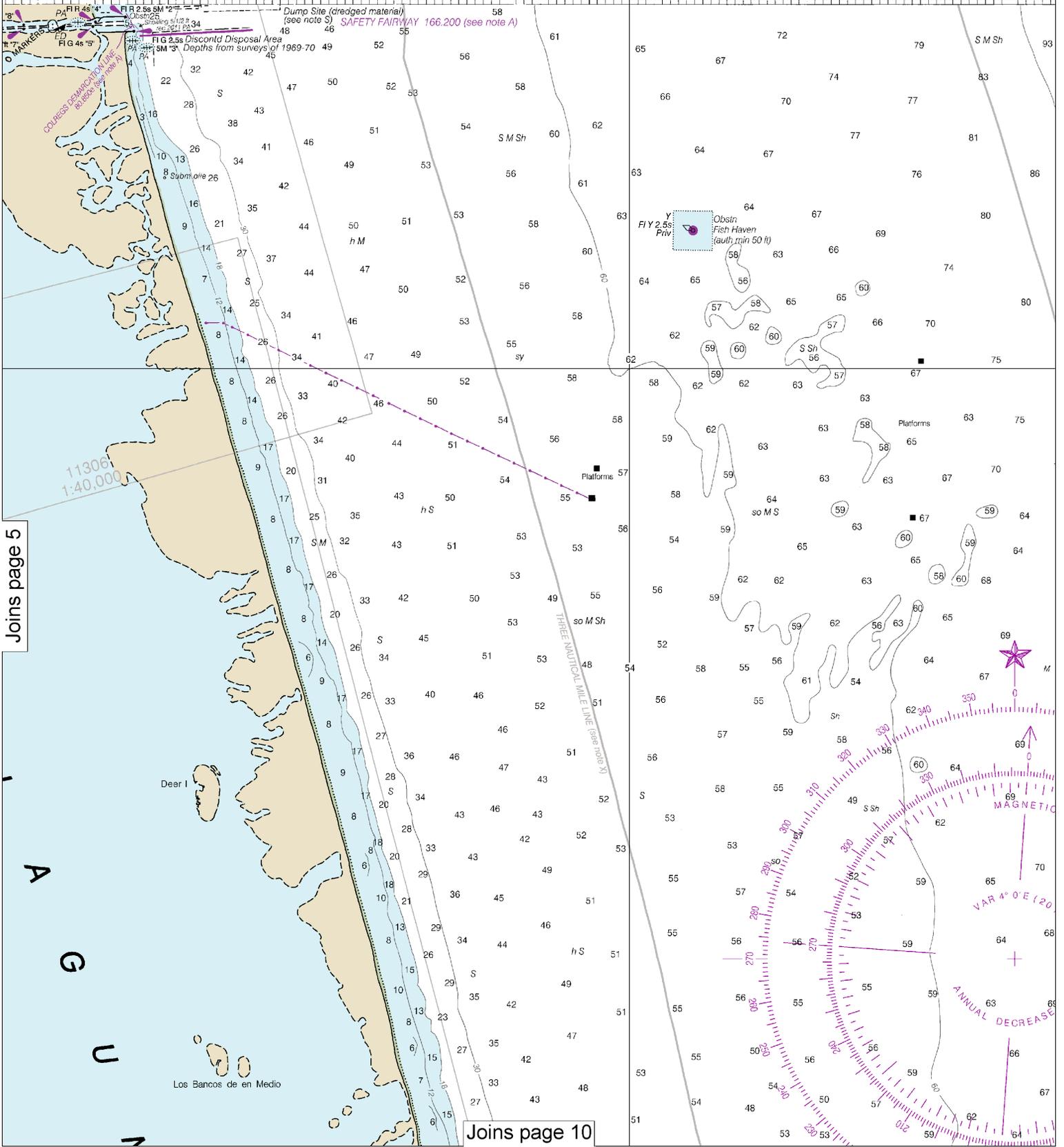


15'

JOINS CHART 11304

10'

05'



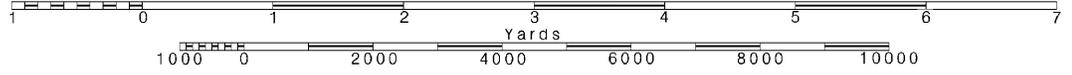
Joins page 5

Joins page 10

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

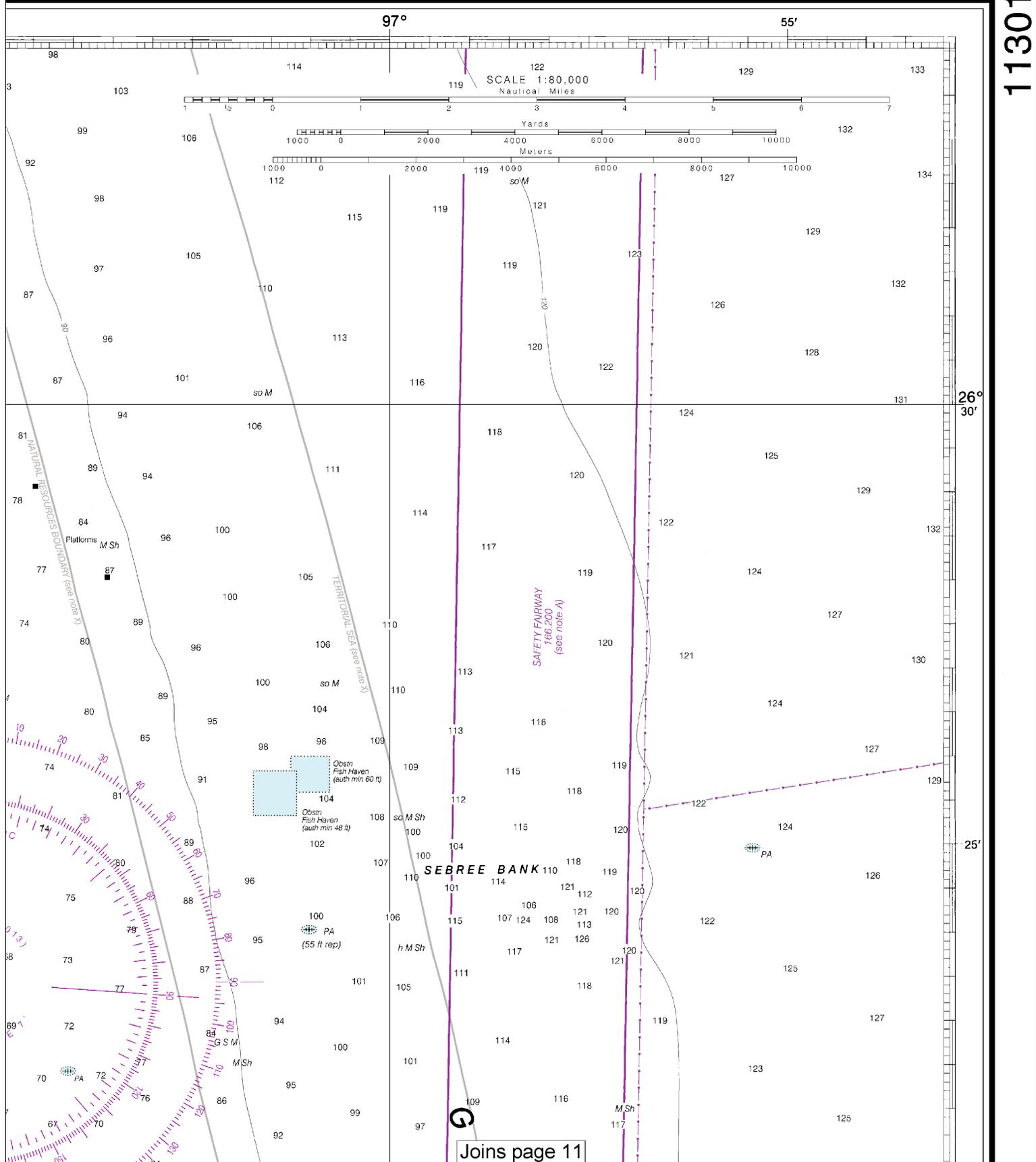
See Note on page 5.



Note: Chart grid lines are aligned with true north.

# SOUNDINGS IN FEET

11301



Last Correction: 11/7/2016. Cleared through:  
 LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)



extinguished or otherwise made inoperative. Mariners 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.

Joins page 4

**LAGUNA MADRE SHORELINE**  
Shoreline within Laguna Madre is generalized. See larger scale charts 11302, 11303, and 11306 for more detail.

20'

15'

**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.

| BROWNSVILLE AND PORT ISABEL HARBORS CHANNEL DEPTHS                        |                      |                     |                      |                       |                    |  |
|---|----------------------|---------------------|----------------------|-----------------------|--------------------|--|
| TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB-APR 2015 |                      |                     |                      |                       |                    |  |
| 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 (FEET) |
| BRAZOS SANTIAGO PASS:   |                      |                     |                      |                       |                    |  |
| ENTRANCE CHANNEL  | 42.0                 | 41.0                | 40.0                 | 38.0                  | 3-15               | 300 1.9 44                               |
| JETTY CHANNEL   | 41.0                 | 42.0                | 41.0                 | 39.0                  | 3-15               | 300-400 1.9 44                           |
| LAGUNA MADRE CHANNEL  | 33.0                 | 38.0                | 39.0                 | 34.0                  | 3-15               | 250 2.9 42                               |
| BROWNSVILLE SHIP CHANNEL:   |                      |                     |                      |                       |                    |  |
| JUNCTION BASIN TO BOCA CHICA PASSING BASIN                                | 36.0                 | 40.0                | 40.0                 | 38.0                  | 3-15               | 250 4.0 42                               |
| BOCA CHICA PASSING BASIN TO GOOSE I. PASSING BASIN                        | 35.0                 | 40.0                | 40.0                 | 37.0                  | 3-15               | 250 5.4 42                               |
| GOOSE I. PASSING BASIN TO BROWNSVILLE TURNING BASIN                       | 40.0                 | 43.0                | 42.0                 | 41.0                  | 3-15               | 300 2.8 42                               |
| BROWNSVILLE TURNING BASIN EXT.  | 43.0                 | 43.0                | 44.0                 | 43.0                  | 3-15               | 500 1.4 42                               |
| BROWNSVILLE TURNING BASIN   | 33.0                 | 37.0                | 38.0                 | 37.0                  | 3-15               | 500-1200 0.5 36                          |
| PORT ISABEL CHANNEL:  |                      |                     |                      |                       |                    |  |
| EAST WYE TURNING BASIN  | 31.2                 | 33.3                | 32.2                 | 28.3                  | 3-15               | 200 1.2 36                               |
| WEST WYE  | 30.1                 | 31.0                | 30.0                 | 24.8                  | 3-15               | 1000 0.25 36                             |
|   | 27.1                 | 32.0                | 30.0                 | 27.8                  | 3-15               | 200 1.0 36                               |

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

**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio station listed below provides 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.

Brownsville, TX    WWG-34    162.55 MHz

**INTRACOASTAL WATERWAY**  
(Use charts 11302, 11303 and 11306)  
The project depth is 12 feet from Aransas Pass to Port Isabel.  
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

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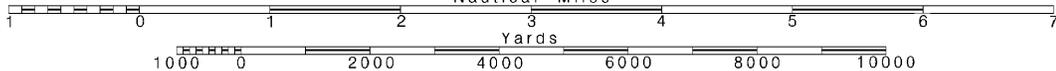


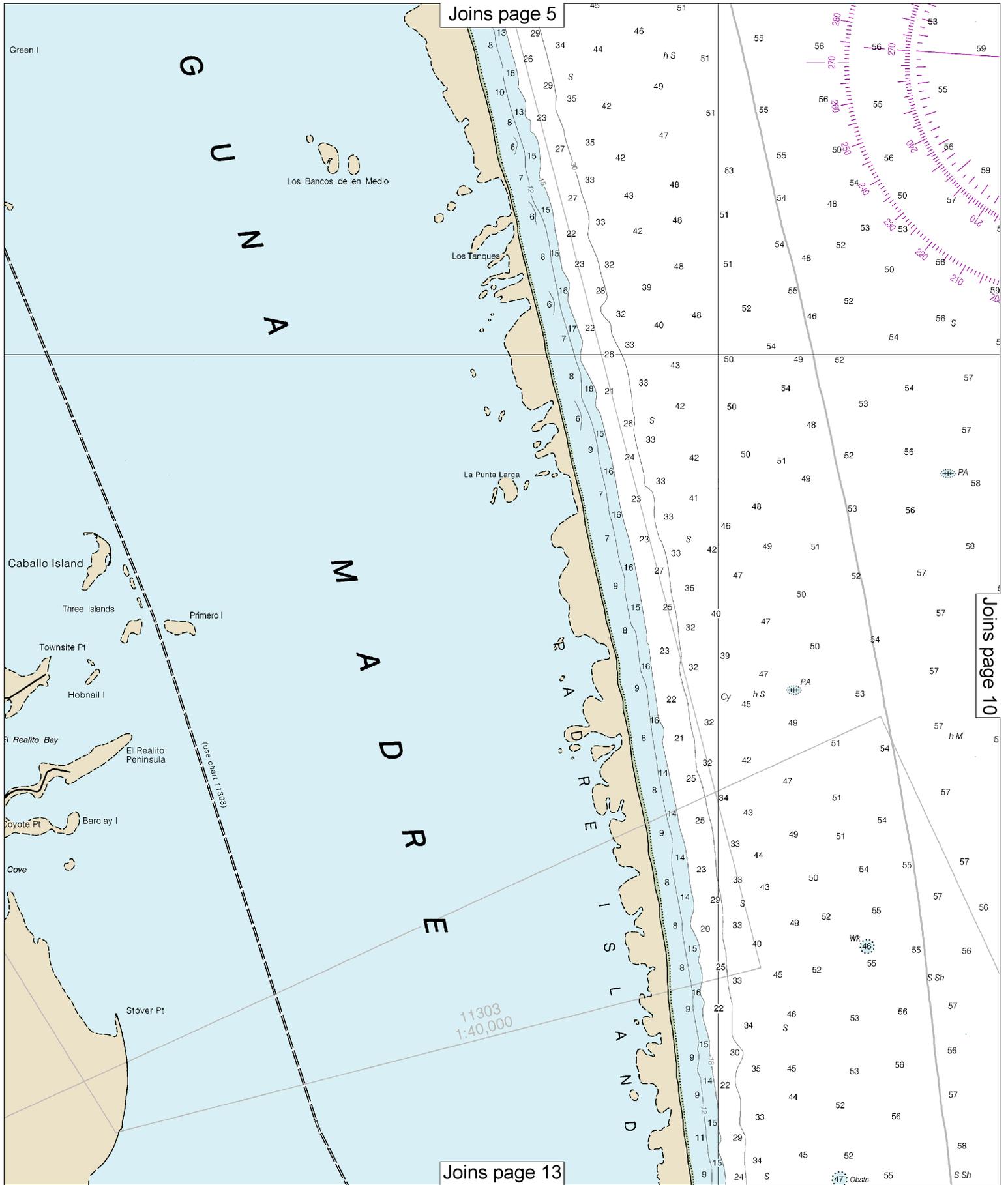
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.



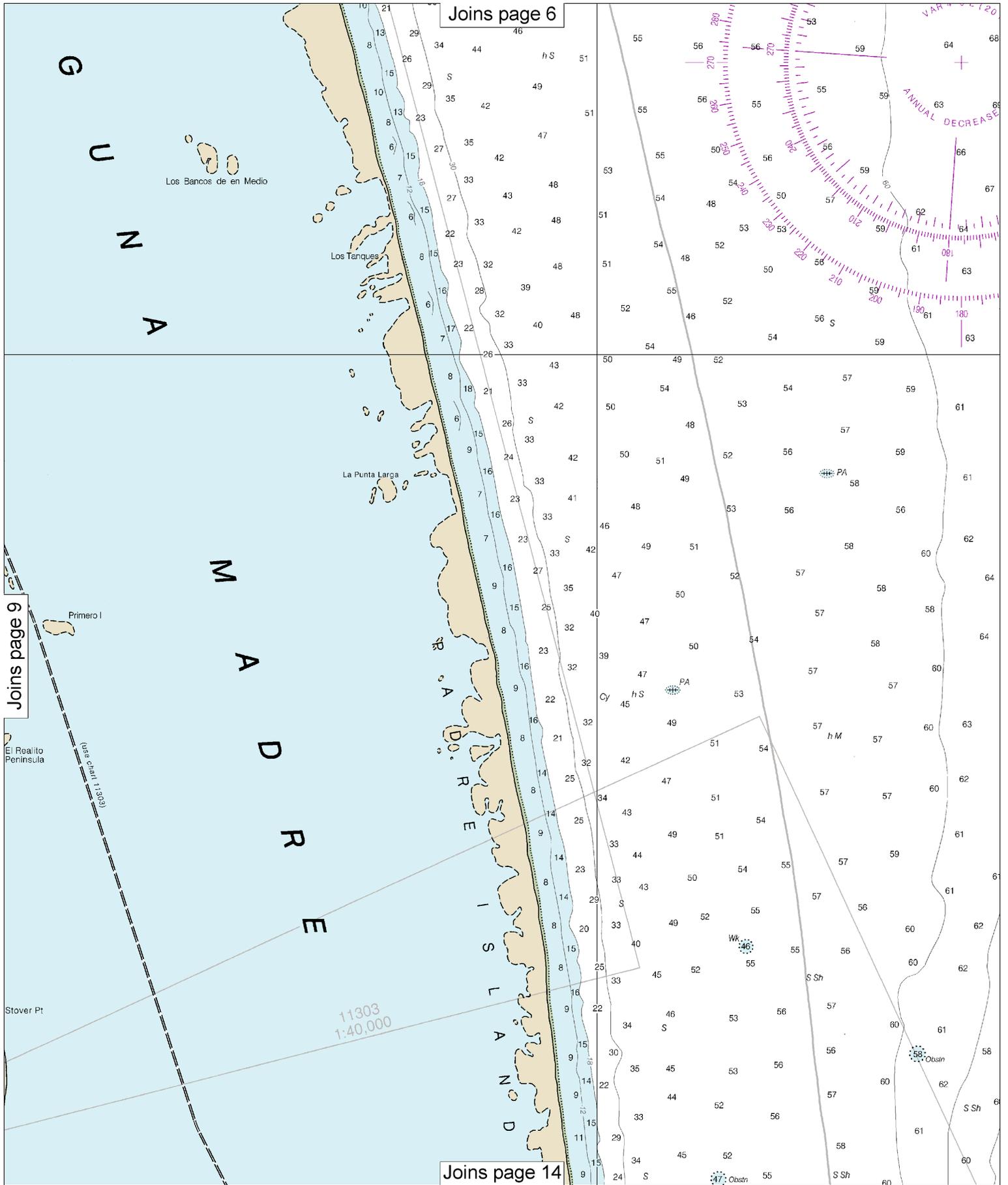


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11303  
1:40,000



**10**

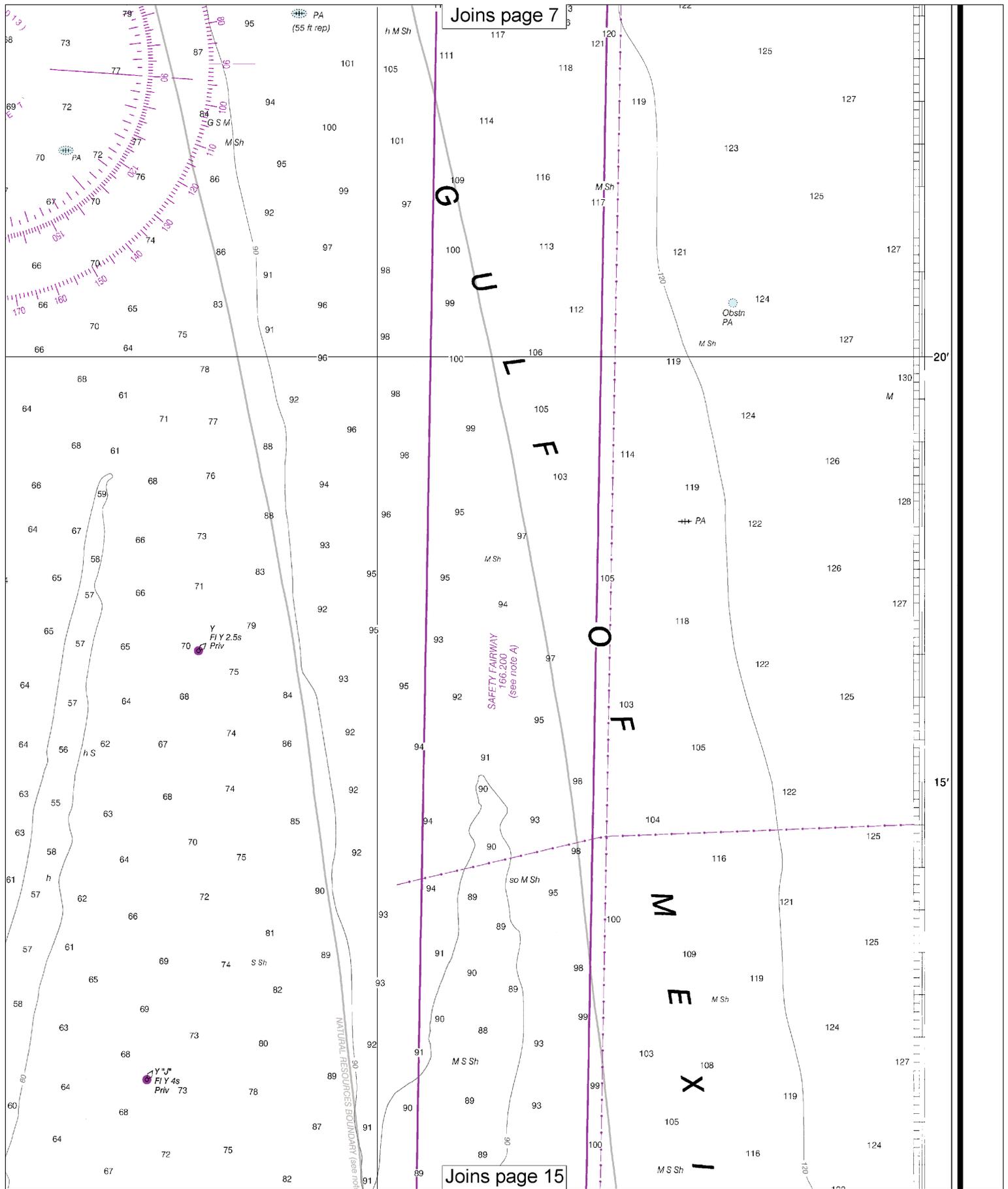
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





Joins page 7

Joins page 15

G  
U  
L  
F  
O  
X  
F  
O  
R  
D

SAFETY FAIRWAY  
166,300  
(see note A)

NATURAL RESOURCE BOUNDARY (see note A)

20'

15'

**BROADCASTS**

Radio station listed below provides 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.

Brownsville, TX WVG-34 162.55 MHz

**INTRACOASTAL WATERWAY**

(Use charts 11302, 11303 and 11306)  
The project depth is 12 feet from Aransas Pass to Port Isabel.  
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST  
TEXAS

SOUTHERN PART OF  
**LAGUNA MADRE**

Mercator Projection  
Scale 1:80,000 at Lat. 26°12'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**HEIGHTS**

Heights in feet above Mean High Water.

**TIDAL INFORMATION**

| PLACE                    | Height referred to datum of soundings (MLLW) | Mean Higher High Water |                 |                |
|--------------------------|--|------------------------|-----------------|----------------|
|                          |  | Mean Higher High Water | Mean High Water | Mean Low Water |
| NAME                     | (LAT/LONG)                                   | feet                   | feet            | feet           |
| Padre Island (south end) | (26°04'N/97°09'W)                            | 1.5                    | 1.4             | 0.2            |

NOTE: In Laguna Madre, except near the inlets, periodic tide has a mean range of less than one-half foot.  
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> (Sep 2013).

**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

|                   |                          |                        |                    |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green                  | Mo morse code          | R TR radio tower   |
| Al alternating    | IQ interrupted quick     | N nun                  | Rot rotating       |
| B black           | IsC isophase             | OBSC obscured          | s seconds          |
| Bn beacon         | LT HO lighthouse         | Oc occulting           | SEC sector         |
| C can             | M nautical mile          | Or orange              | St M statute miles |
| DIA diaphone      | m minutes                | Q quick                | VQ very quick      |
| F fixed           | MICRO TR microwave tower | R red                  | W white            |
| Fl flashing       | Mkr marker               | Ra Ref radar reflector | WHIS whistle       |
|                   |                          | R Bn radiobeacon       | Y yellow           |

**Bottom characteristics:**

|               |           |         |             |           |
|---------------|-----------|---------|-------------|-----------|
| Blds boulders | Co coral  | gy gray | Oys oysters | so soft   |
| bk broken     | G gravel  | h hard  | Rk rock     | Sh shells |
| Cy clay       | Grs grass | M mud   | S sand      | sy sticky |

**Miscellaneous:**

|  |                         |                      |                |
|--|-------------------------|----------------------|----------------|
| AUTH authorized  | Obstn obstruction       | PD position doubtful | Subm submerged |
| ED existence doubtful  | PA position approximate | Rep reported         |                |
| ⊥L 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. |                         |                      |                |
| COLREGS: International Regulations for Preventing Collisions at Sea, 1972.       |                         |                      |                |
| Demarcation lines are shown thus: ---  |                         |                      |                |

**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.

**CAUTION**

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

**CAUTION**

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

**MINERAL DEVELOPMENT**  
Obstruction lights and structures shown on this chart are required for fixed mineral structures shown on this chart. Approval by the District Commandant is required (33 CFR 67).

**POLLUTION PREVENTION**  
Report all spills of oil or hazardous materials to the National Response Center (1-800-424-8802 (toll free)), U.S. Coast Guard facility if telephoning is impossible (33 CFR 153).

**WARNING**  
The prudent mariner should use any single aid to navigation with caution. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**RADAR REFLECTORS**

Radar reflectors have been shown on this chart. Radar reflector identification omitted from this chart.



**SUPPLEMENTAL INFORMATION**

FI R 2  
FI R 4s 17ft 3M

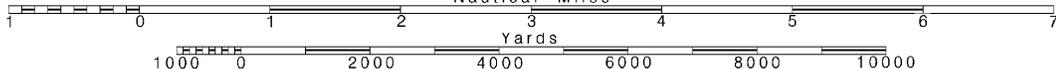
12

Note: Chart grid lines are aligned with true north.

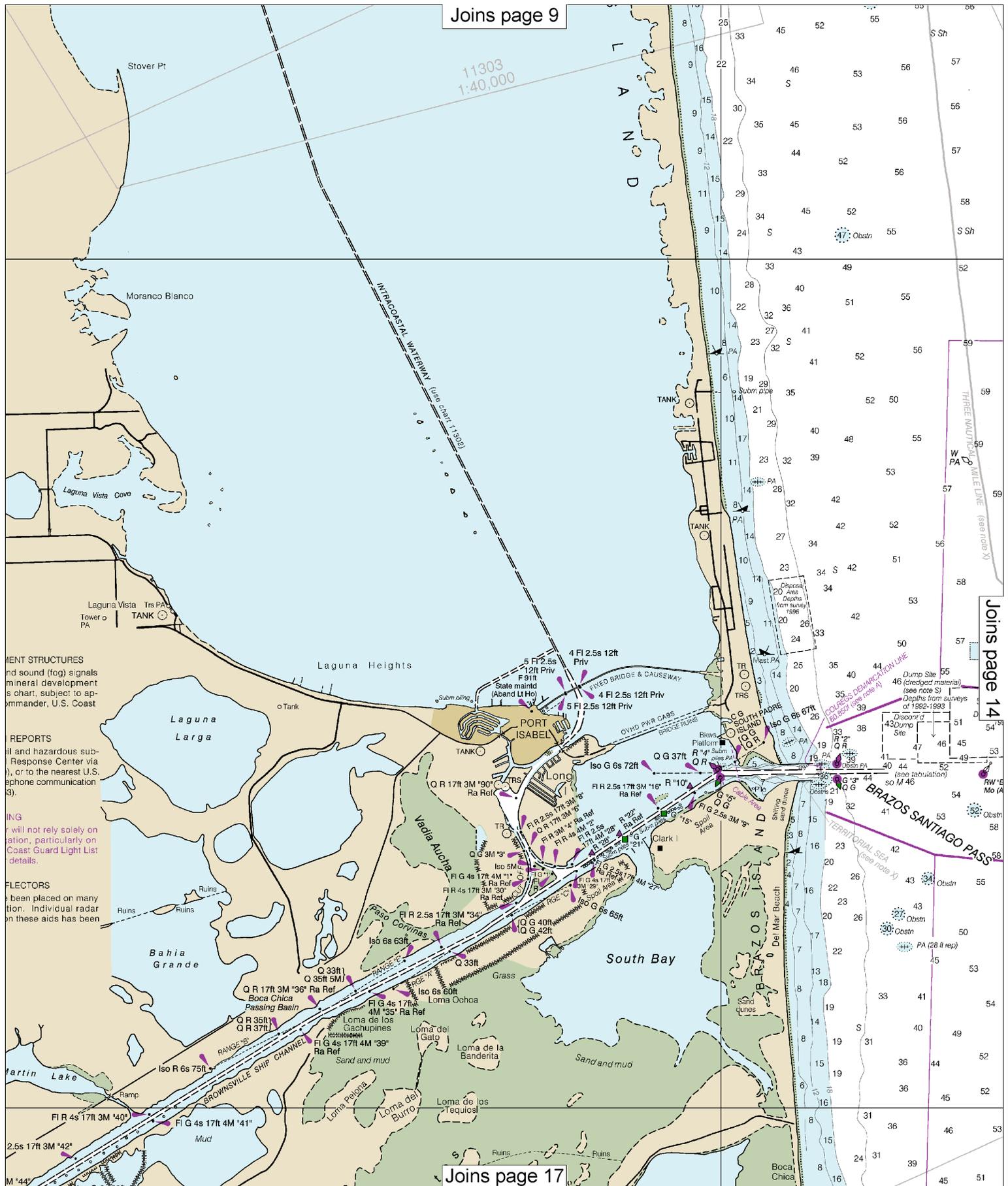
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.



11303  
1:40,000

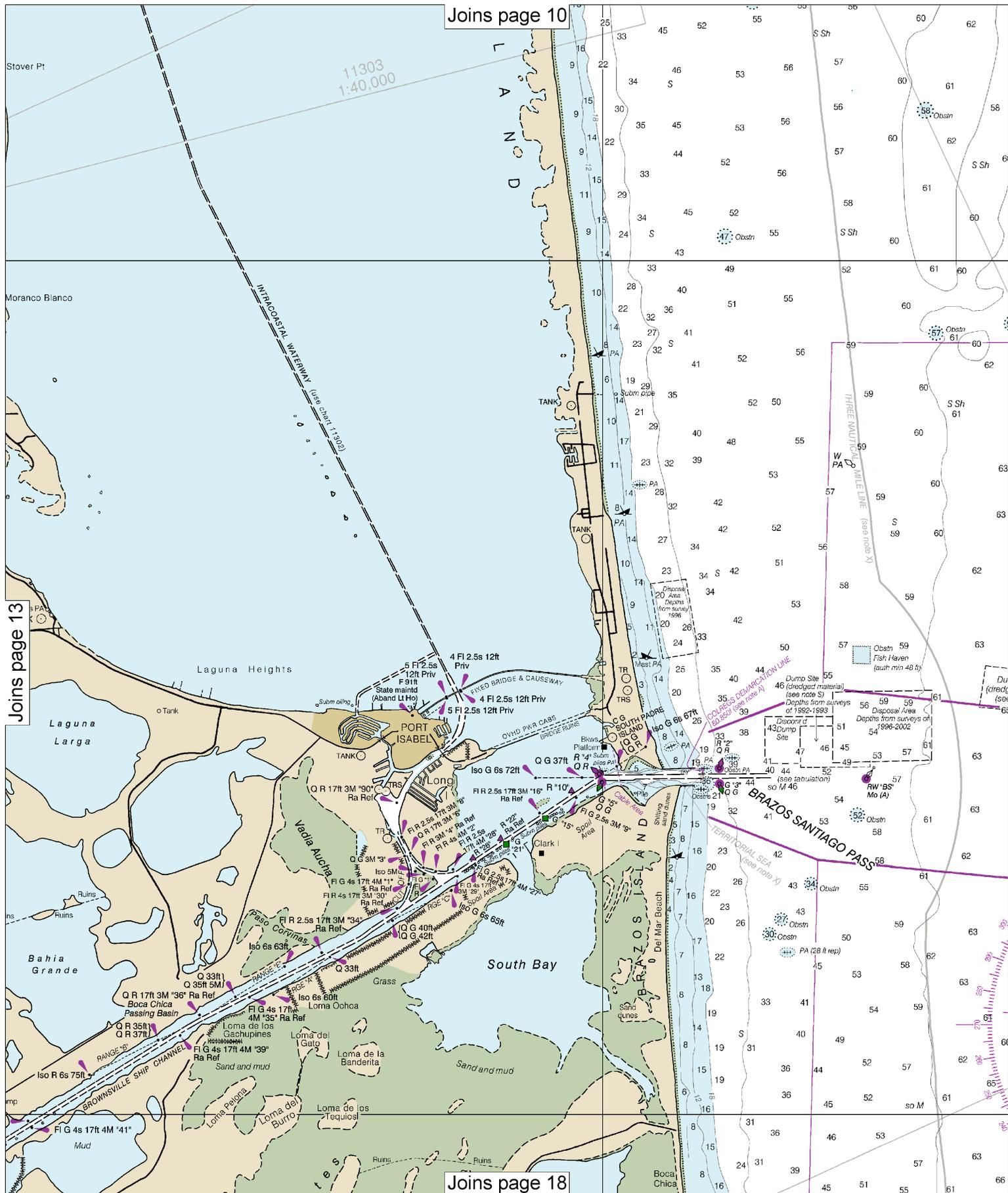


**MENT STRUCTURES**  
 and sound (fog) signals  
 mineral developments  
 s chart, subject to ap-  
 mmander, U.S. Coast

**REPORTS**  
 ill and hazardous sub-  
 -Response Center via  
 ), or to the nearest U.S.  
 ephone communication  
 3).

**ING**  
 r will not rely solely on  
 onation, particularly on  
 Coast Guard Light List  
 details.

**FLECTORS**  
 y been placed on many  
 tion. Individual radar  
 in these aids has been



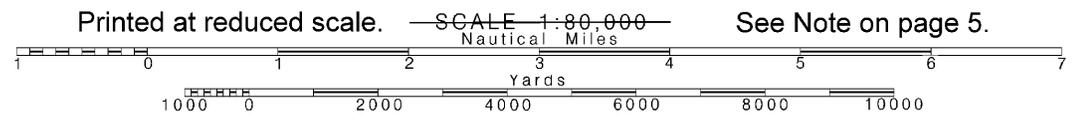
Joins page 10

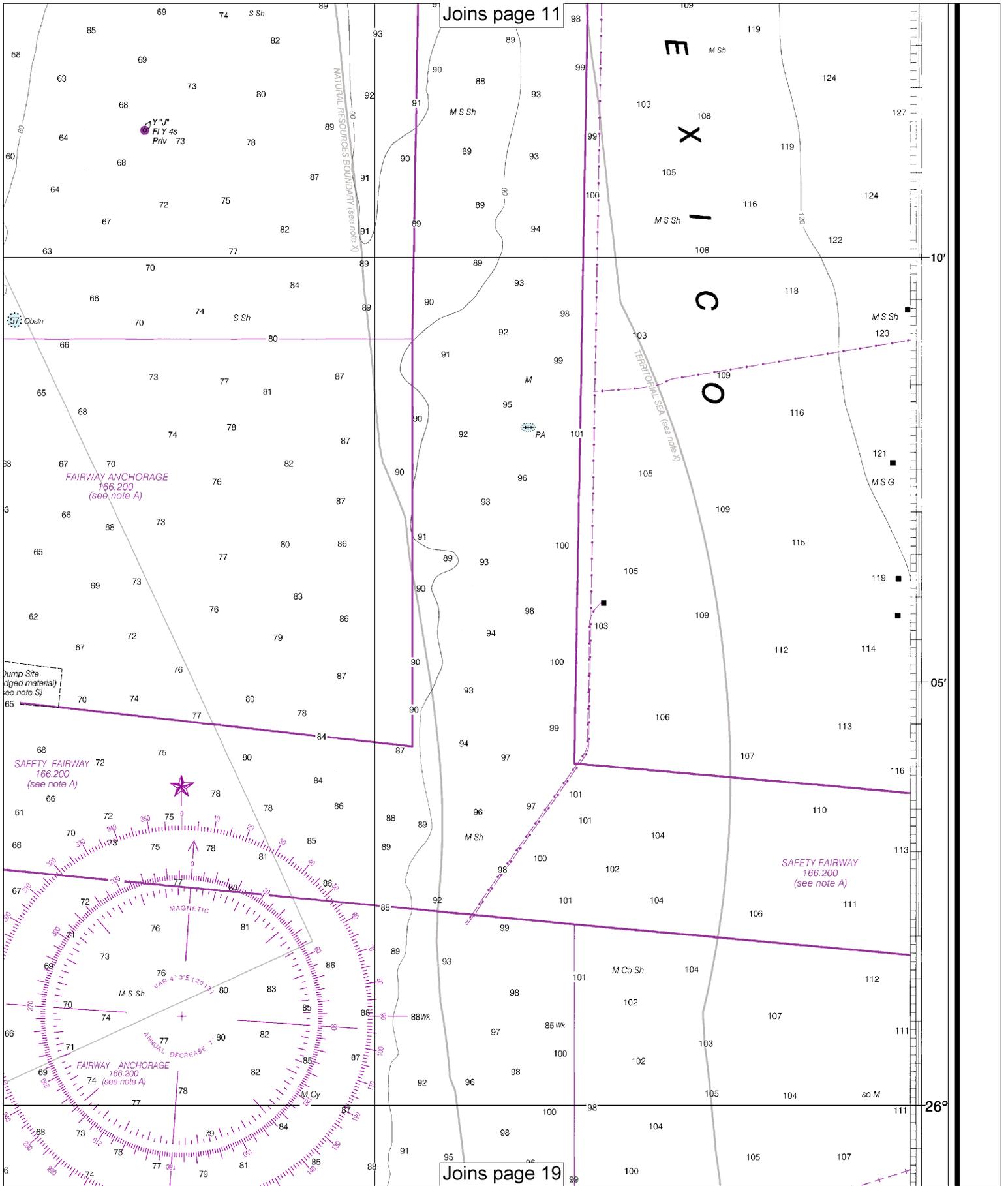
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**14**

Note: Chart grid lines are aligned with true north.





Aids to navigation (lights and white crosses) otherwise indicated:

|                   |                          |                        |                    |
|-------------------|--------------------------|------------------------|--------------------|
| AERC aeronautical | G green                  | h not rotating         | t tower            |
| Al alternating    | IQ interrupted quick     | OBSC obscured          | s seconds          |
| B black           | lsc isophase             | Oc occulting           | SEC sector         |
| Bn beacon         | LT HO lighthouse         | Or orange              | St M statute miles |
| C can             | M nautical mile          | Q quick                | VQ very quick      |
| DIA diaphone      | m minutes                | R red                  | W white            |
| F fixed           | MICRO TR microwave tower | Ra Ref radar reflector | WHIS whistle       |
| Fl flashing       | Mkr marker               | R Bn radiobeacon       | Y yellow           |

Bottom characteristics:

|               |           |         |             |           |
|---------------|-----------|---------|-------------|-----------|
| Blds boulders | Co coral  | gy gray | Oys oysters | so soft   |
| bk broken     | G gravel  | h hard  | Sh shells   | sy sticky |
| Cy clay       | GrS grass | M mud   | S sand      |           |

Miscellaneous:

|                       |                         |                      |                |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized       | Obstn obstruction       | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported         |                |

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

### Joins page 12

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
 Station positions are shown thus:  
 (O) (Accurate location) (o) (Approximate location)

### AIDS TO NAVIGATION

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

### CAUTION

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

### CAUTION

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

### SUPPLEMENTAL INFORMATION

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

### 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.

### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.272" northward and 0.921" westward to agree with this chart.

26°

55'

MATAMOROS

BROWNSVILLE

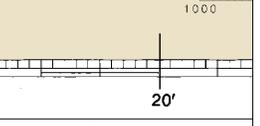
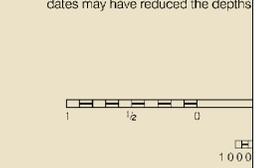
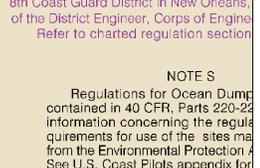
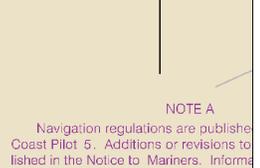
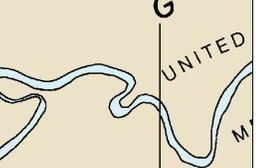
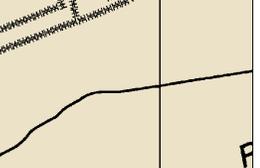
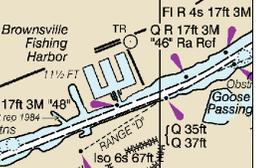
Brownsville International Airport

Hospital

TOWER



Brownsville International Airport

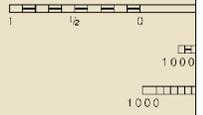


### NOTE A

Navigation regulations are published in Coast Pilot 5. Additions or revisions to regulations may be obtained at the Office of the District Engineer, Corps of Engineers. Refer to charted regulation section.

### NOTE S

Regulations for Ocean Dump contained in 40 CFR, Parts 220-224 information concerning the requirements for use of the sites may be obtained from the Environmental Protection Agency. See U.S. Coast Pilot's appendix for EPA offices. Dumping subsequent dates may have reduced the depths.



26th Ed., Nov. /13  
**11301**

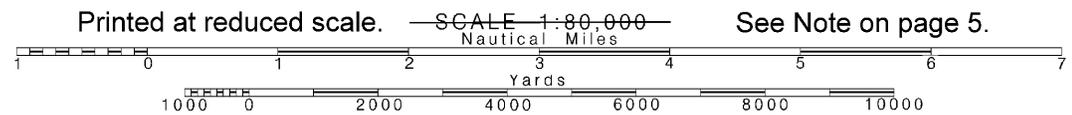
Last Correction: 11/7/2016. Cleared through:  
 LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

### CAUTION

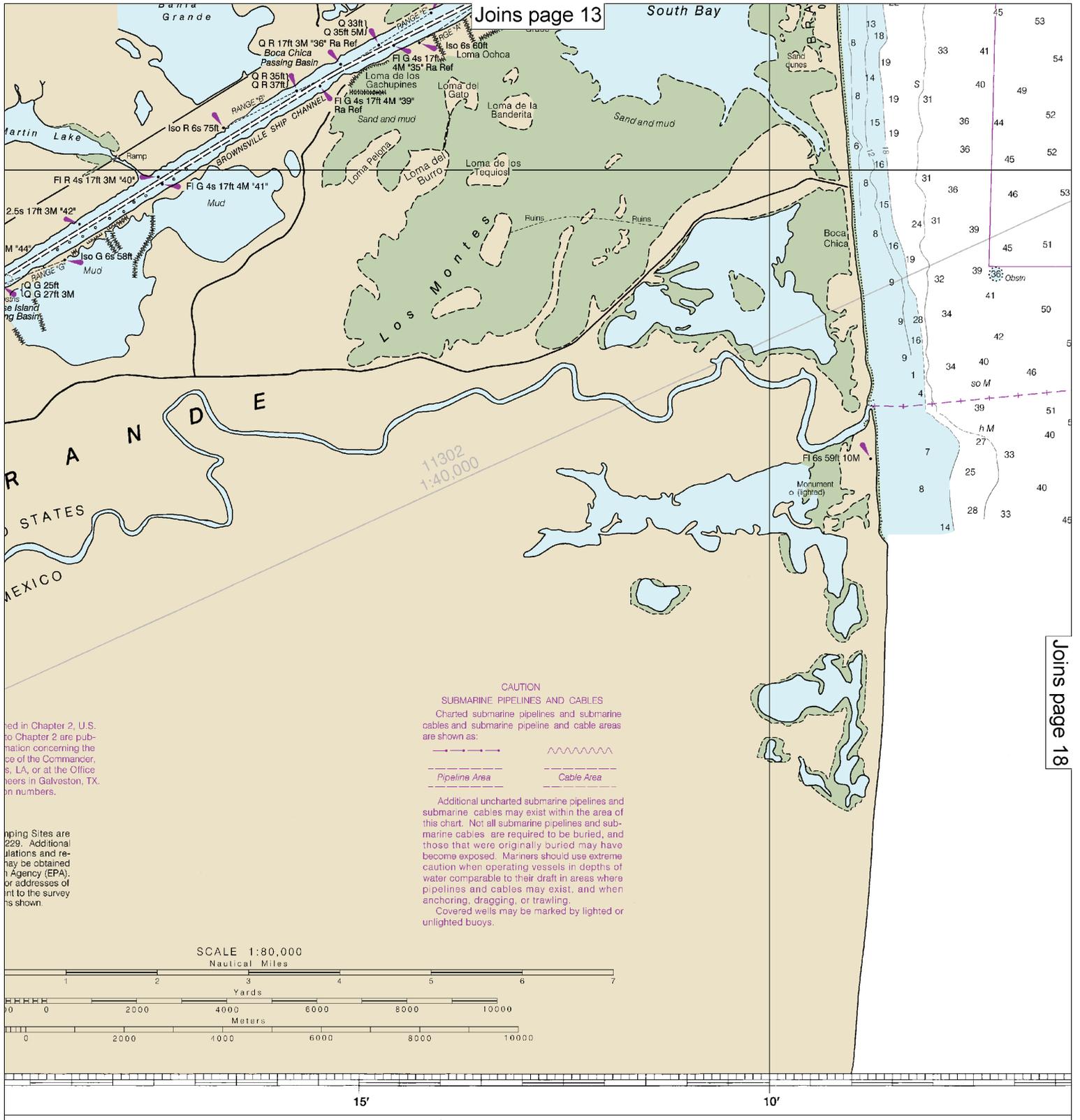
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice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

**16**

Note: Chart grid lines are aligned with true north.



See Note on page 5.

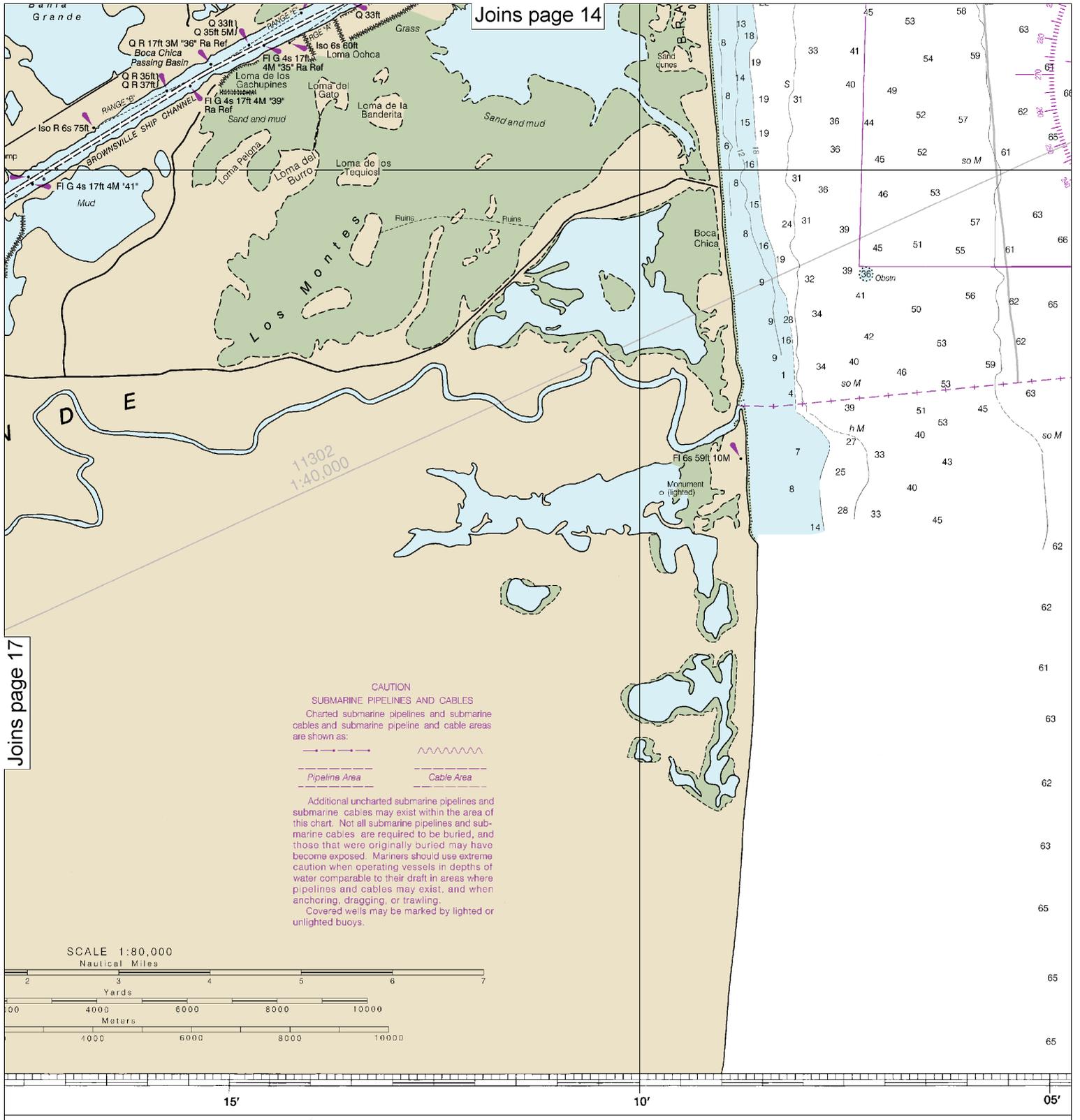


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# SOUNDINGS IN FEET

Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

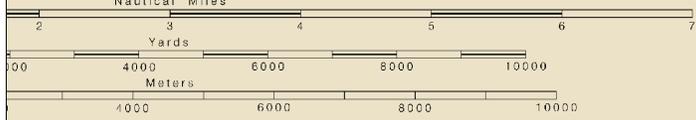


Joins page 14

Joins page 17

**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.

SCALE 1:80,000



**DINGS IN FEET**

Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

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| FATHOM |
| FEET   |
| METER  |

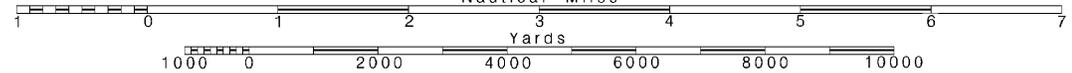
**18**

Note: Chart grid lines are aligned with true north.

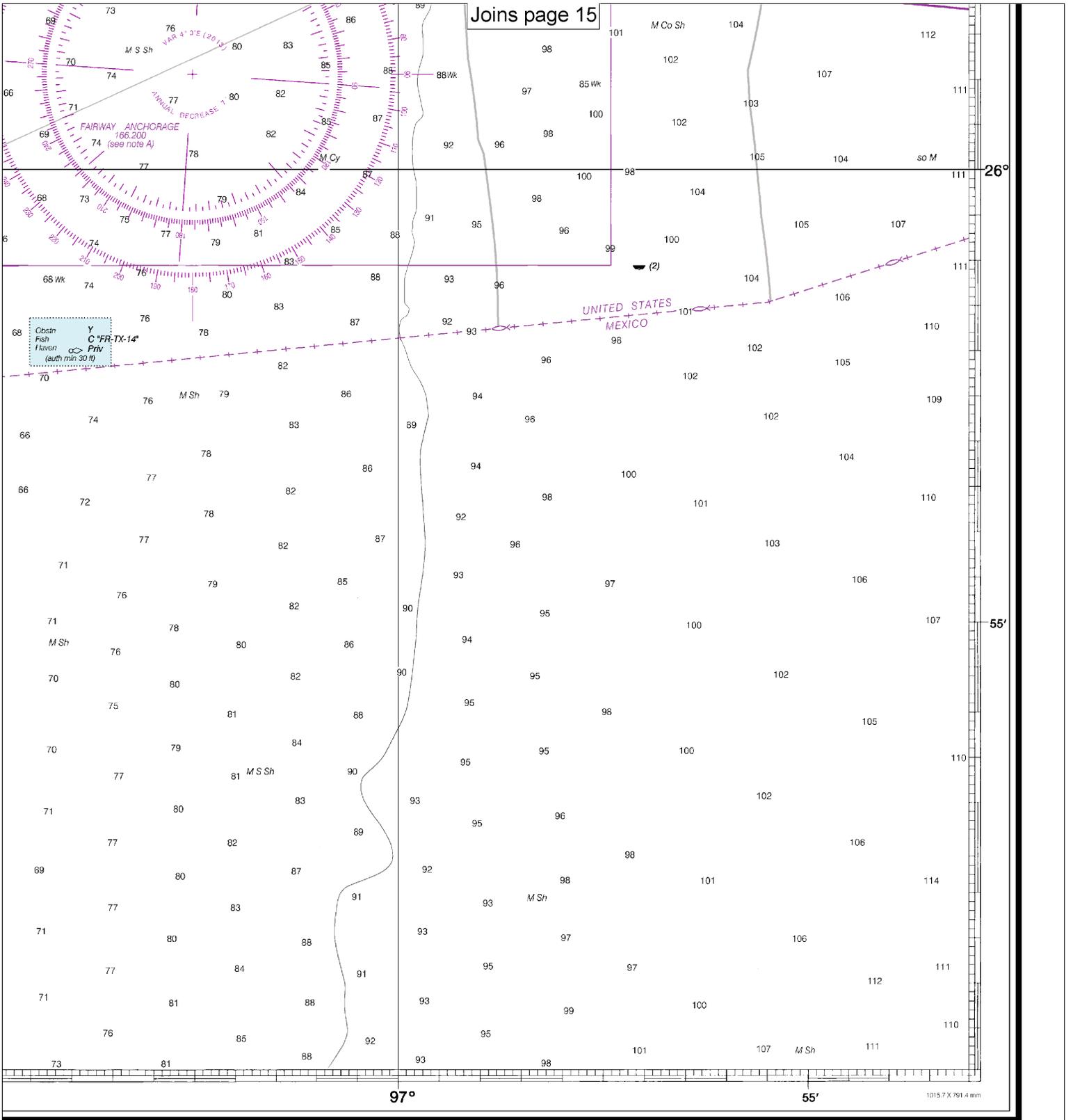
Printed at reduced scale.

SCALE 1:80,000  
 Nautical Miles

See Note on page 5.



Joins page 15



|    |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
|----|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| MS | 1 | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17  |
| T  | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 96 | 102 |
| RS | 1 | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17  |

Southern Part of Laguna Madre  
SOUNDINGS IN FEET - SCALE 1:80,000

11301



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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.