

BookletChart™



Laguna Madre – Middle Ground to Chubby Island

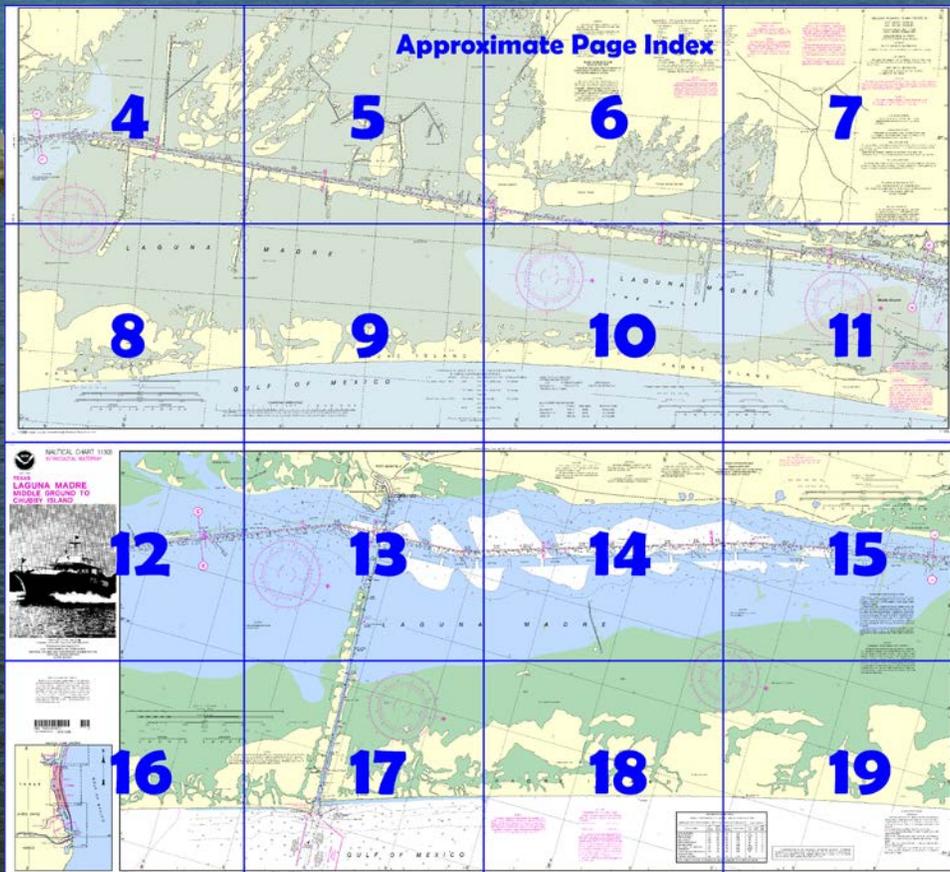
NOAA Chart 11306

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.

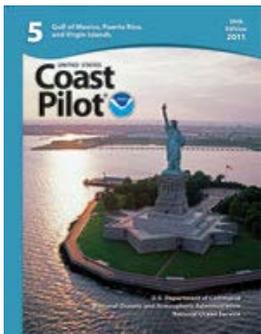
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11306>



[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.

Laguna Madre is a shallow body of water extending S from Corpus

Christi Bay for a distance of 100 miles. Depths range from zero to 9 feet with reefs and mudflats throughout. The Intracoastal Waterway traverses Laguna Madre from Corpus Christi Bay to Port Isabel, Tex.

Padre Island, a low, barren, storm-swept strip of sand beach, separates Laguna Madre from the Gulf. Most of the Island is part of the **Padre Island National Seashore** and subject to the rules and regulations of the U.S. Department of Interior's National Park Service.

A natural fishing reef is 1.5 miles offshore about 15.6 miles N of Port Mansfield jetties. Another natural fishing reef is 4.5 miles offshore about 11.2 miles N of the jetties.

Port Mansfield, 70 miles S of Corpus Christi Bay, is a commercial fishing and popular sport fishing and recreational center, and a base for oil exploration in Laguna Madre. A water tank at the town is prominent.

Vessels should approach Port Mansfield through the Port Mansfield Safety Fairway. (See **166.100** through **166.20**, chapter 2.)

An 8.6-mile dredged channel leads from the Gulf, from a point 78 miles S of Aransas Pass and 31 miles N of Brazos Santiago Pass, through a jettied entrance and a land cut across Padre Island, and thence across Laguna Madre to a turning basin at Port Mansfield. A shrimp-boat basin and a small-craft basin extend S from the SW and SE corners of the turning basin, respectively. (See Notice to Mariners and latest edition of charts for controlling depths.) The entrance to the dredged channel is marked by a light off the ends of the N and S jetties in ruins. The channel is marked by lights and daybeacons.

Anchorage.—Vessels may anchor off the entrance to Port Mansfield on either side of the safety fairway.

Port Mansfield, under the jurisdiction of the Willacy County Navigation District, has a port director; a **harbormaster** assigns berths. There are berthing facilities, open storage space, and a transit shed with covered storage space. The basins have been bulkheaded, and vessels up to 128 feet can be berthed at finger piers in the shrimp-boat basin. There are about 200 berths in the small-craft basin.

A **speed limit** of 4 knots is enforced in the harbor.

Baffin Bay, extending W from **Mile 579.5W**, is a commercial and sport fishing area, and the site of oil exploration and drilling. A marked private natural channel with reported depths of 2 feet in 1982, extends W up Baffin Bay for about 14 miles to a small-craft facility at Riviera Beach on the N side of the entrance to Laguna Salada. Minor services and a launching ramp are available at the facility. Strangers are advised to keep in the marked channel because of the many sunken rocks and other obstructions in the bay. A privately marked natural channel with reported depths of 6 feet in 1982, extends 4 miles farther up Laguna Salada to a boat basin and boatyard. The boatyard that builds boats can handle craft up to 50 feet or 20 tons using a large trailer for hull and engine repairs. Gasoline, diesel fuel, water, electricity, and a launching ramp are available during daylight.

Between **Miles 587.6W** and **611.9W**, the waterway passes through **Land Cut**, a long cut in the sand and mud of Laguna Madre.

Port Mansfield, 1 mile W of **Mile 629.8W**, has berths, gasoline, diesel fuel, and limited marine supplies. (See chapter 11 for more complete information.)

At **Miles 643.9W** and **644.5W**, **Arroyo Colorado Cutoff** leads W from the waterway and joins Arroyo Colorado to form a route to **Rio Hondo** and **Port Harlingen**. (See chapter 11 for more complete information.)

**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

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

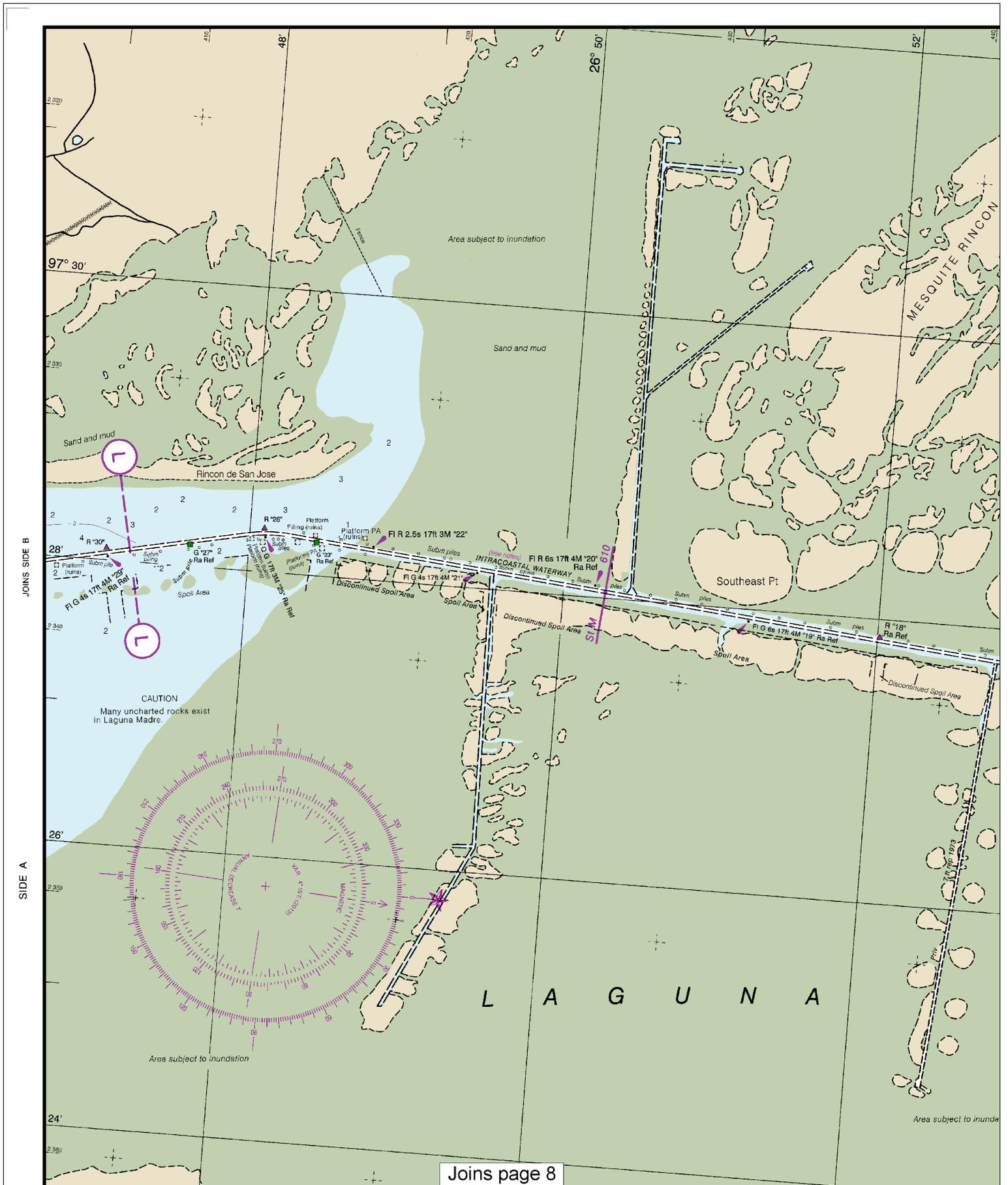
To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

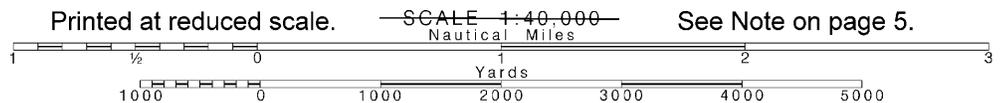


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

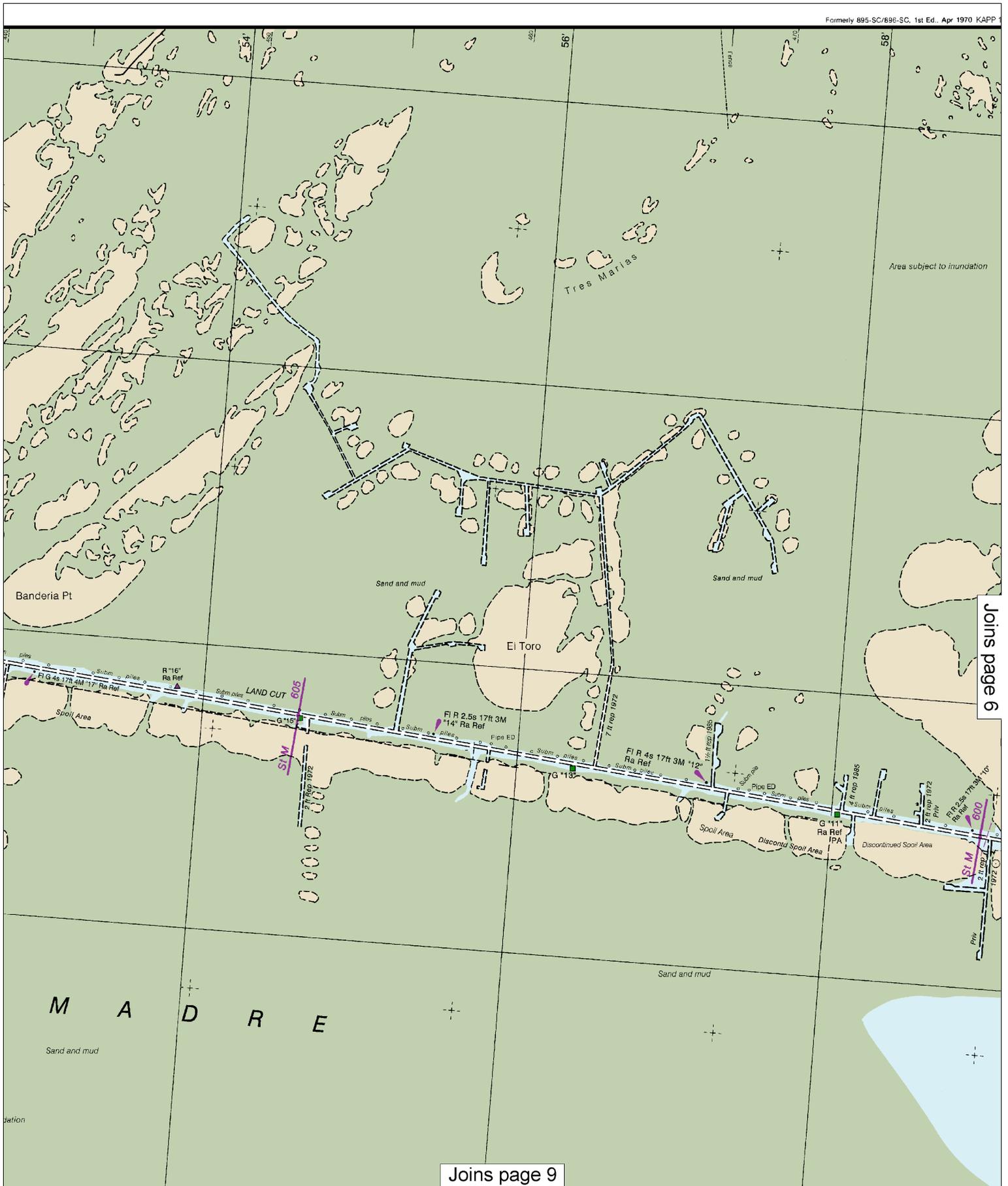


4

Note: Chart grid lines are aligned with true north.



See Note on page 5.

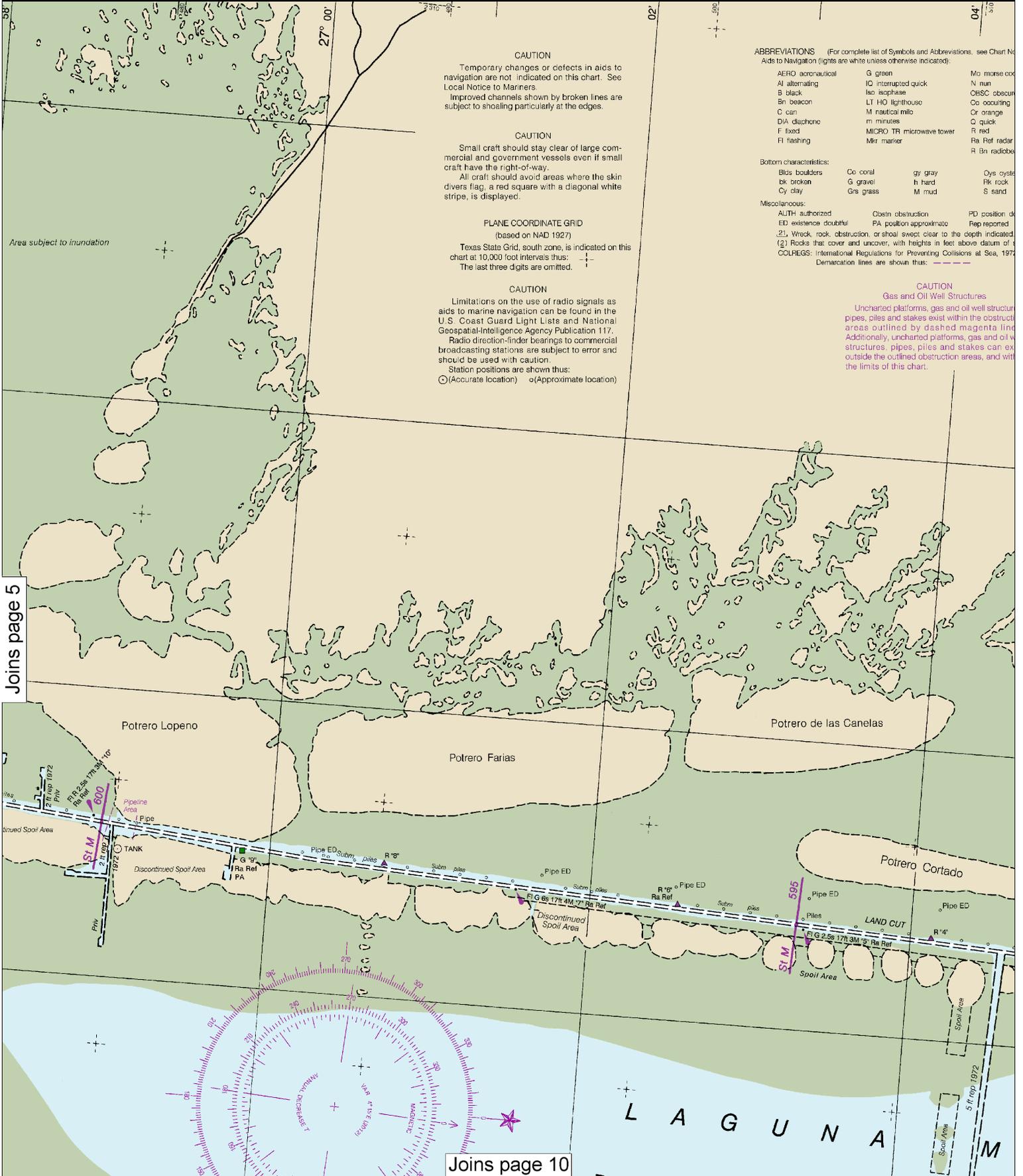


Joins page 6

Joins page 9

This BookletChart was reduced to 70% of the original chart scale.
 The new scale is 1:57142. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.





CAUTION
 Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
 Improved channels shown by broken lines are subject to shoaling particularly at the edges.

CAUTION
 Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
 All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

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

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)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1 and Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code
Al alternating	IC interrupted quick	N nun
B black	iso isophase	OBSC obscured
Bn beacon	LT lighthouse	OC occulting
C can	M magnetic	OR orange
DIA diaphone	m minutes	Q quick
F fixed	MICRO TR microwave tower	R red
Fl flashing	Mkr marker	Ra Ref radar
		R Bn radiobeacon

Bottom characteristics:

Bls boulders	Co coral	gy gray	Cys cysts
bk broken	G gravel	h hard	Rk rock
Cy clay	Gr grass	M mud	S sand

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position of
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 sea.		
COLREGS: International Regulations for Preventing Collisions at Sea, 1972		
Demarcation lines are shown thus: - - - - -		

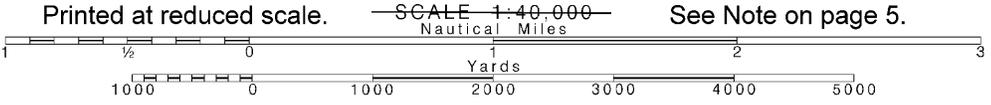
CAUTION
Gas and Oil Well Structures
 Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction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

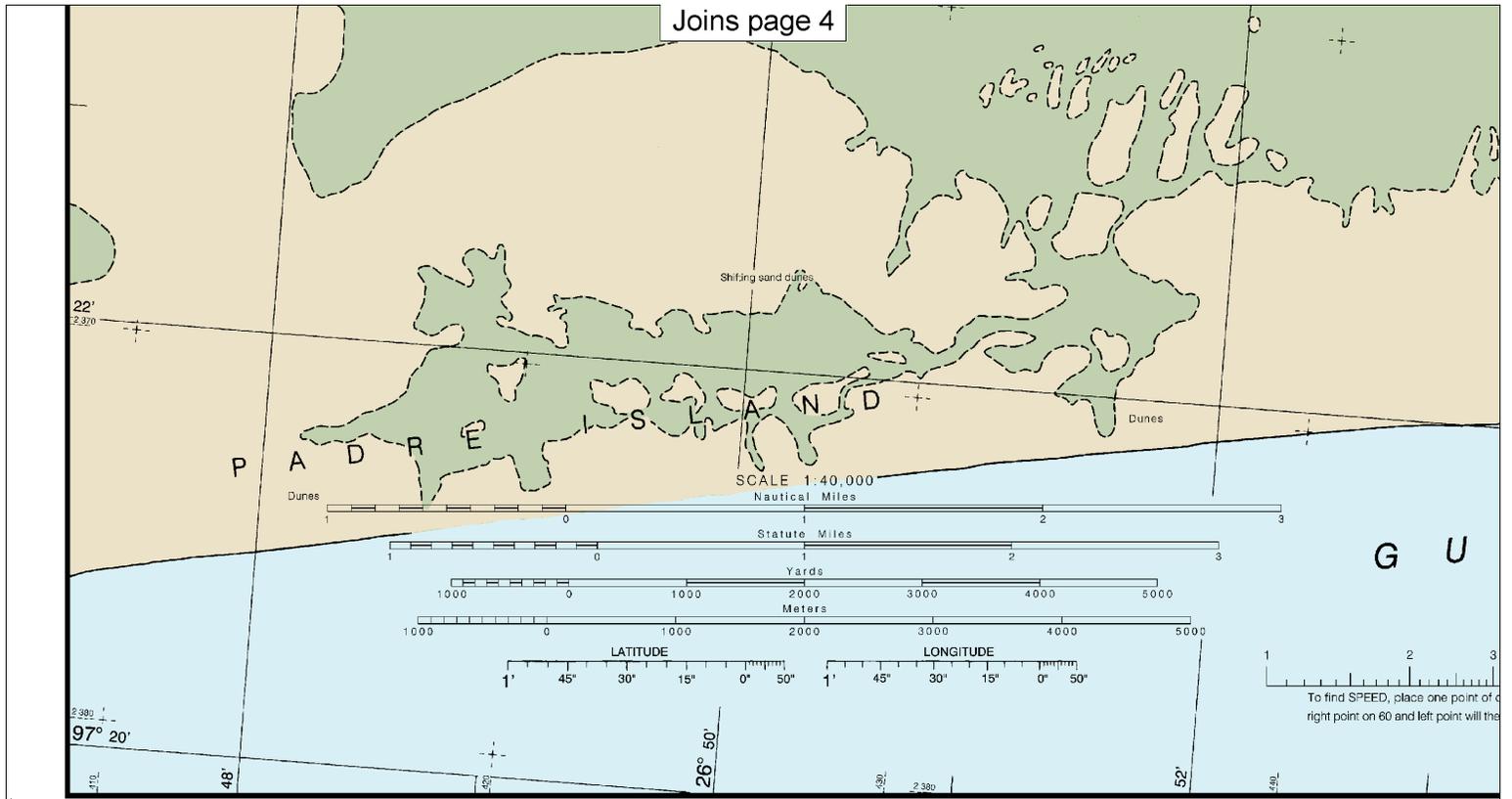
Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.



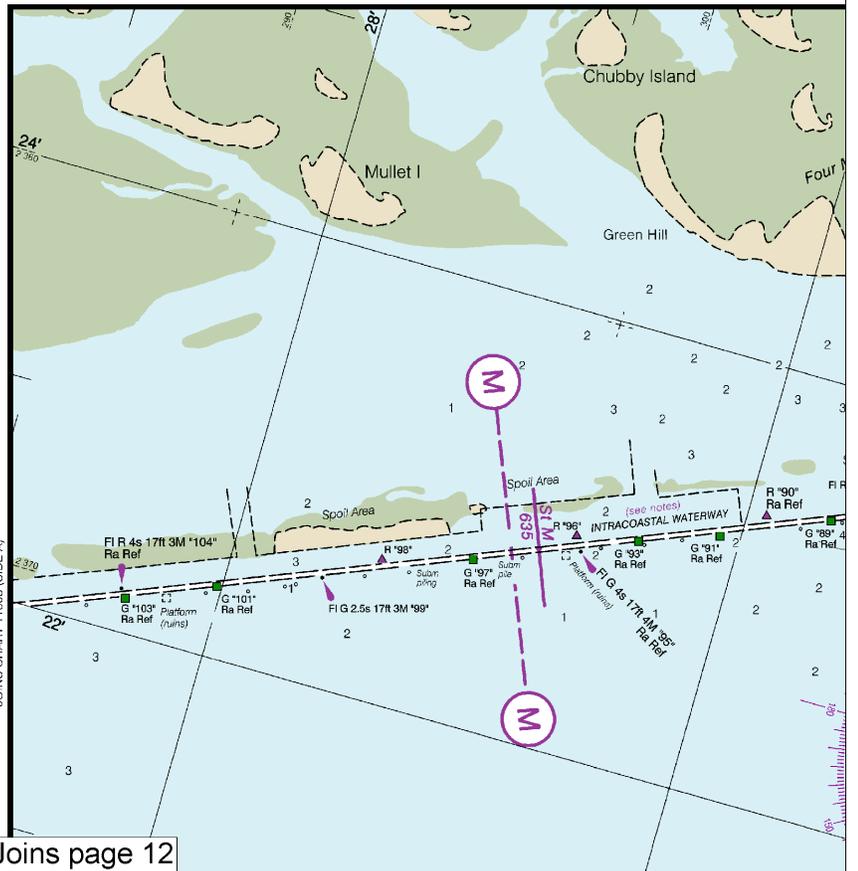


11306



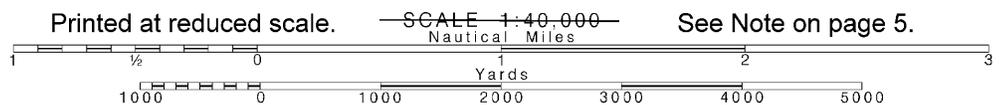
NAUTICAL CHART 11306
INTRACOASTAL WATERWAY

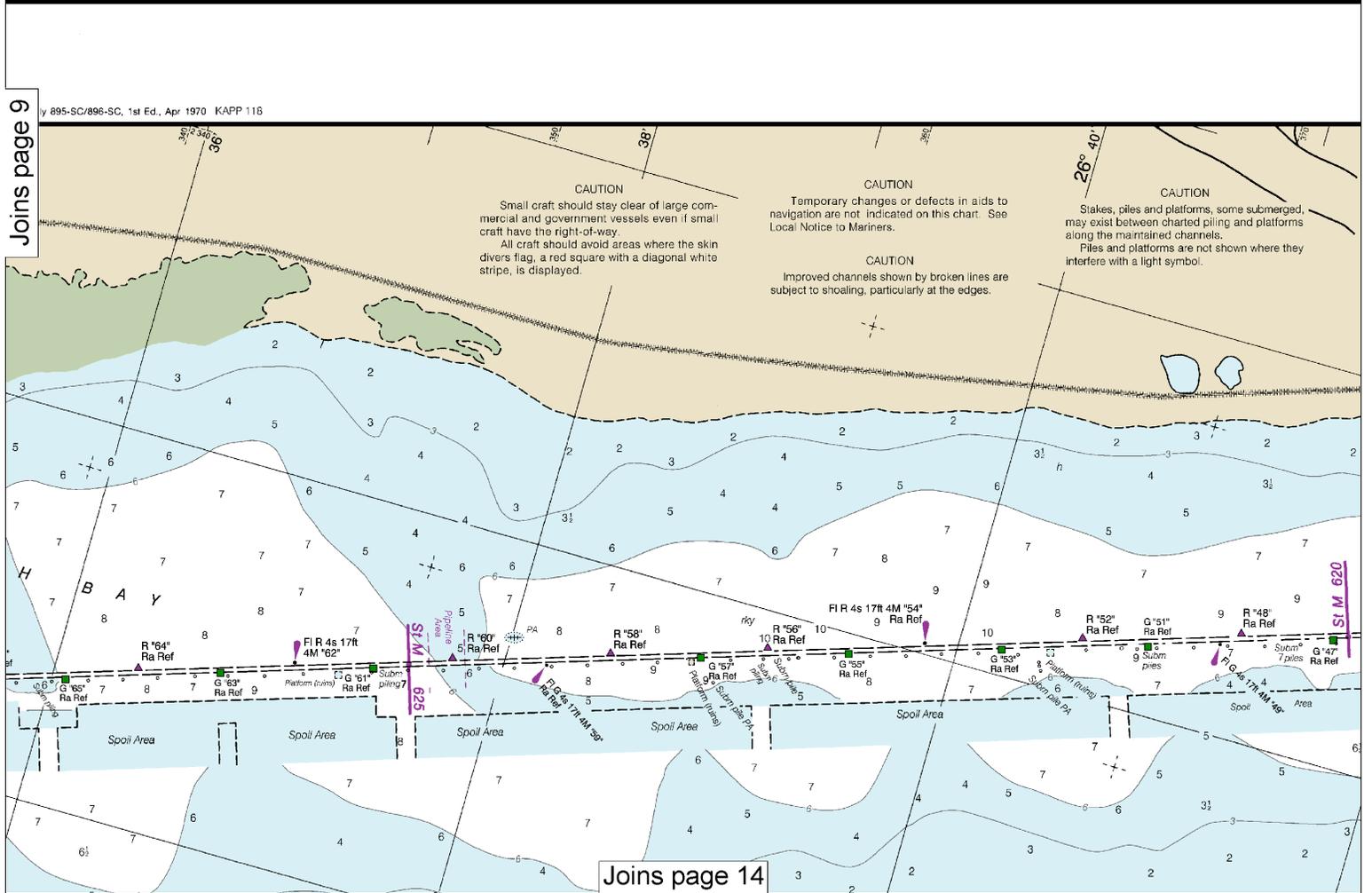
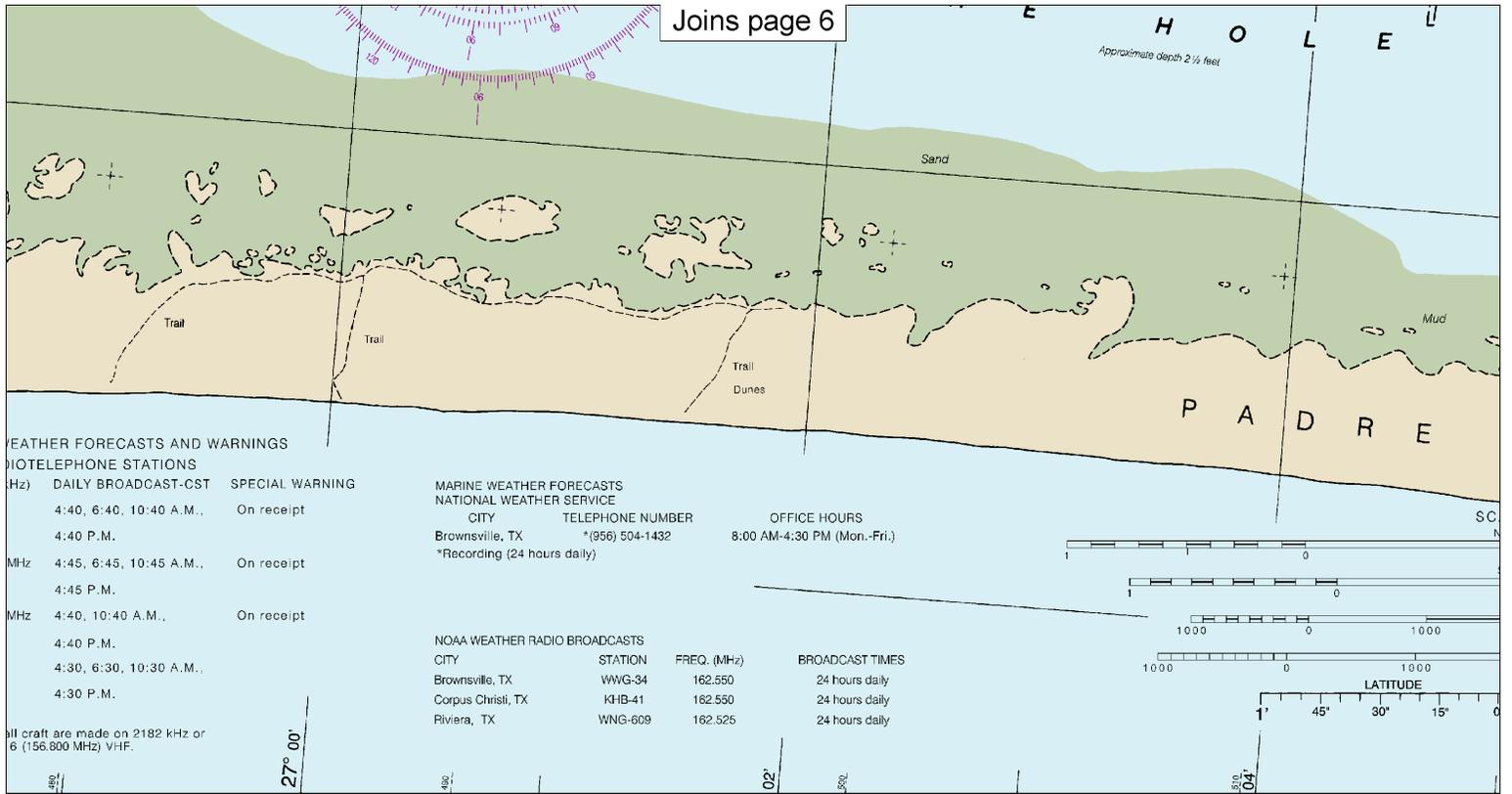
TEXAS
**LAGUNA MADRE
MIDDLE GROUND TO
CHUBBY ISLAND**



8

Note: Chart grid lines are aligned with true north.





10

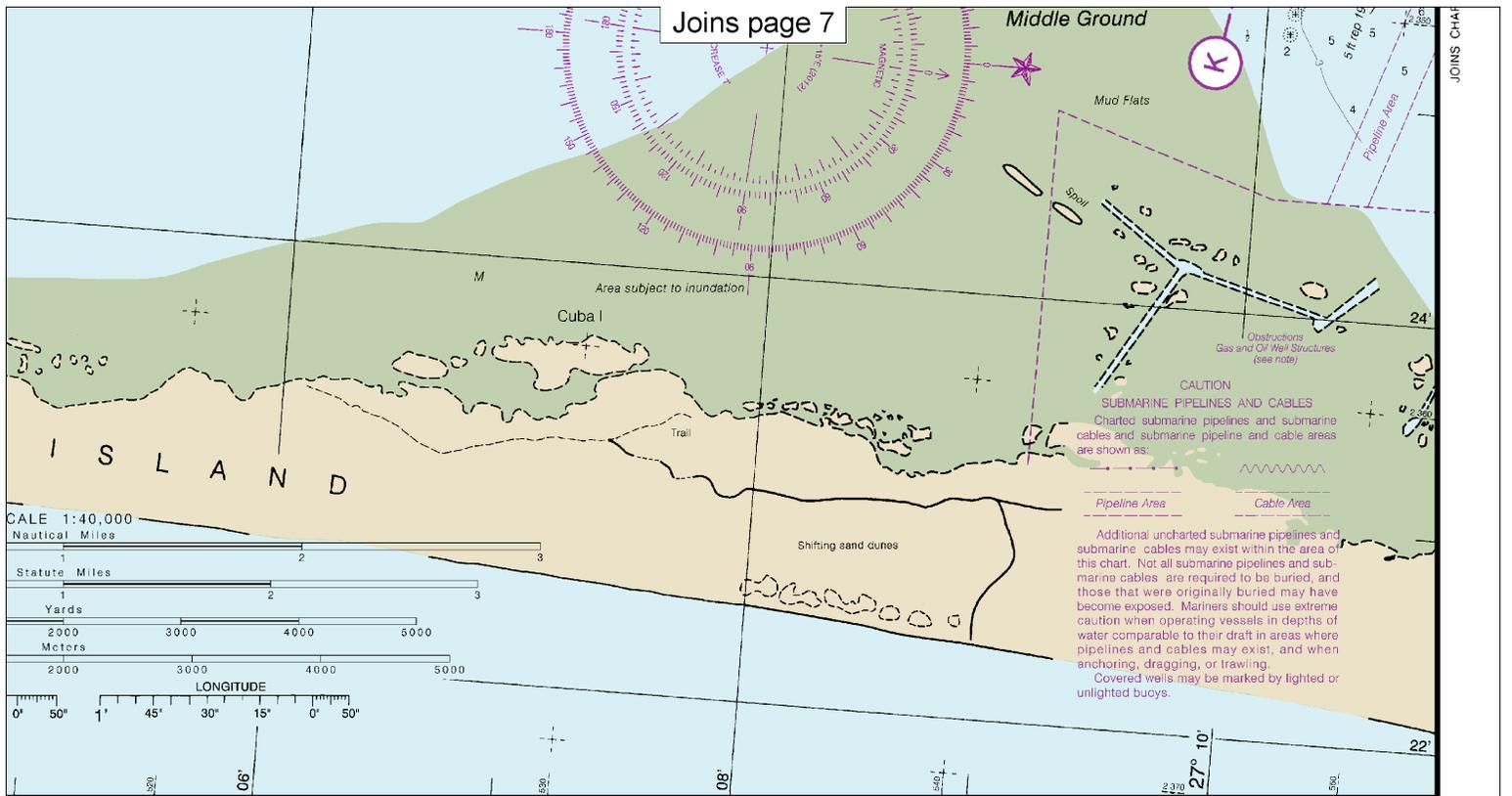
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

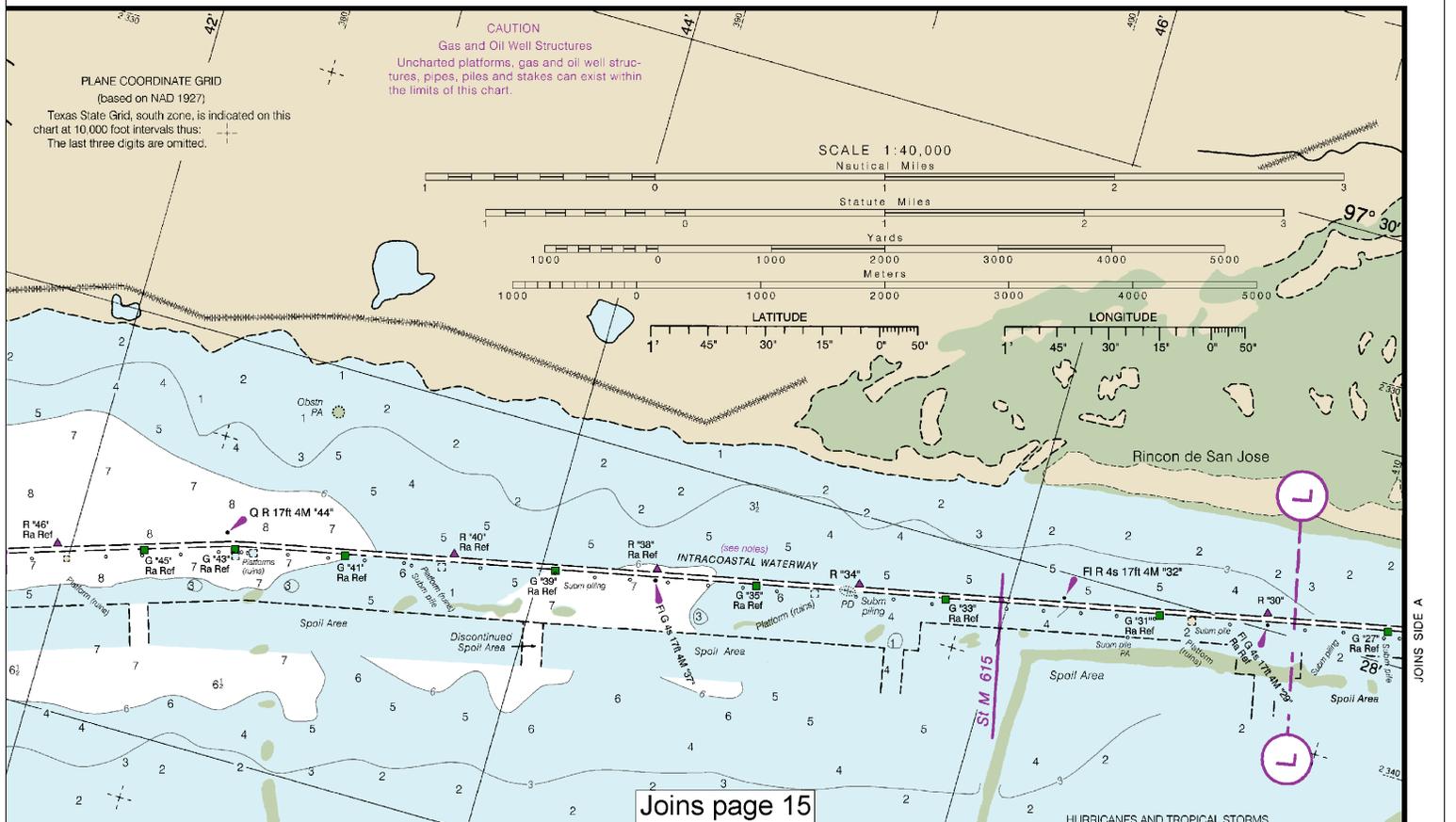
SCALE 1:40,000
 Nautical Miles

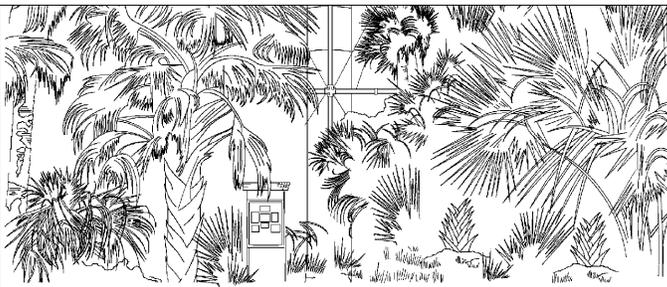
See Note on page 5.





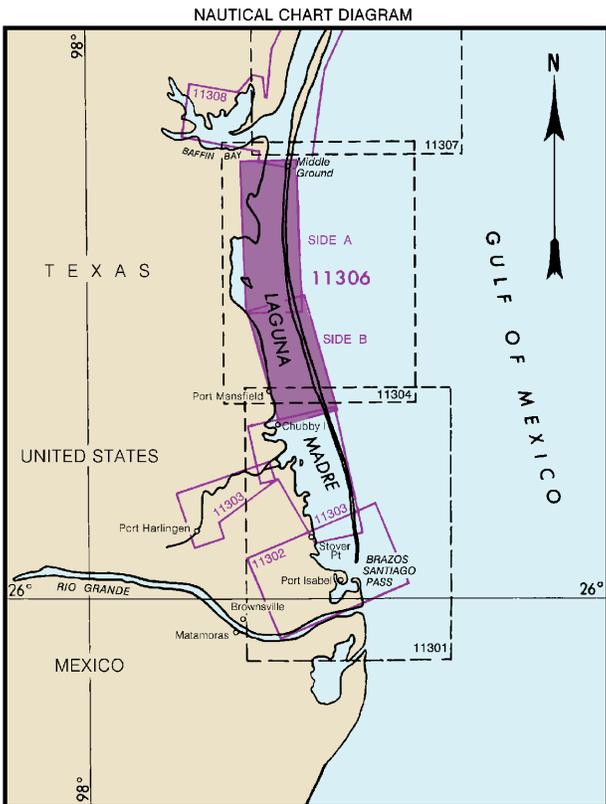
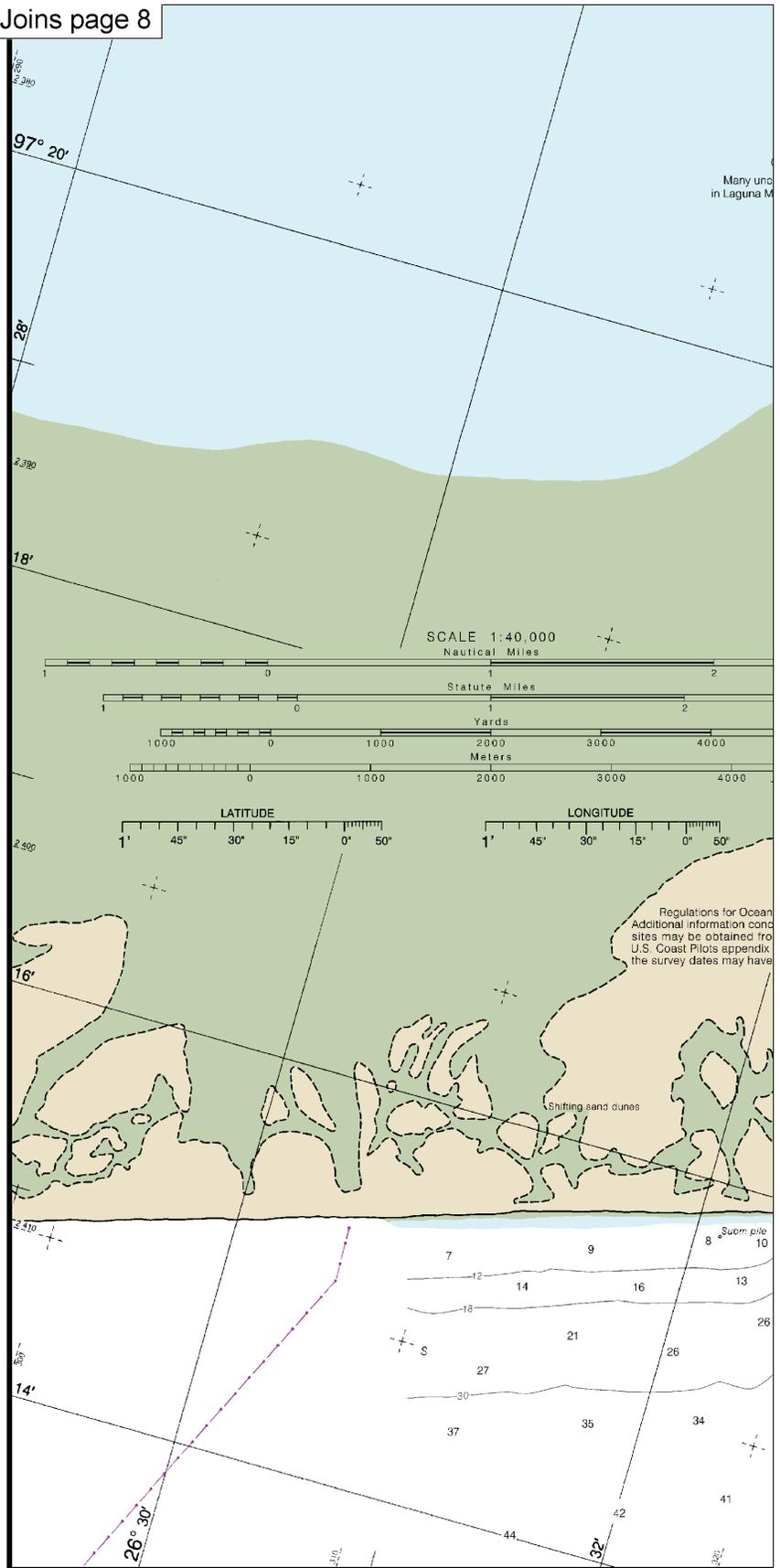
11306





Joins page 8

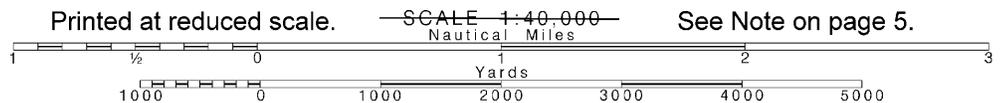
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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



11306
 22nd Ed., Oct. 2012. Last Correction: 9/2/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 4816 (11/26/2016)

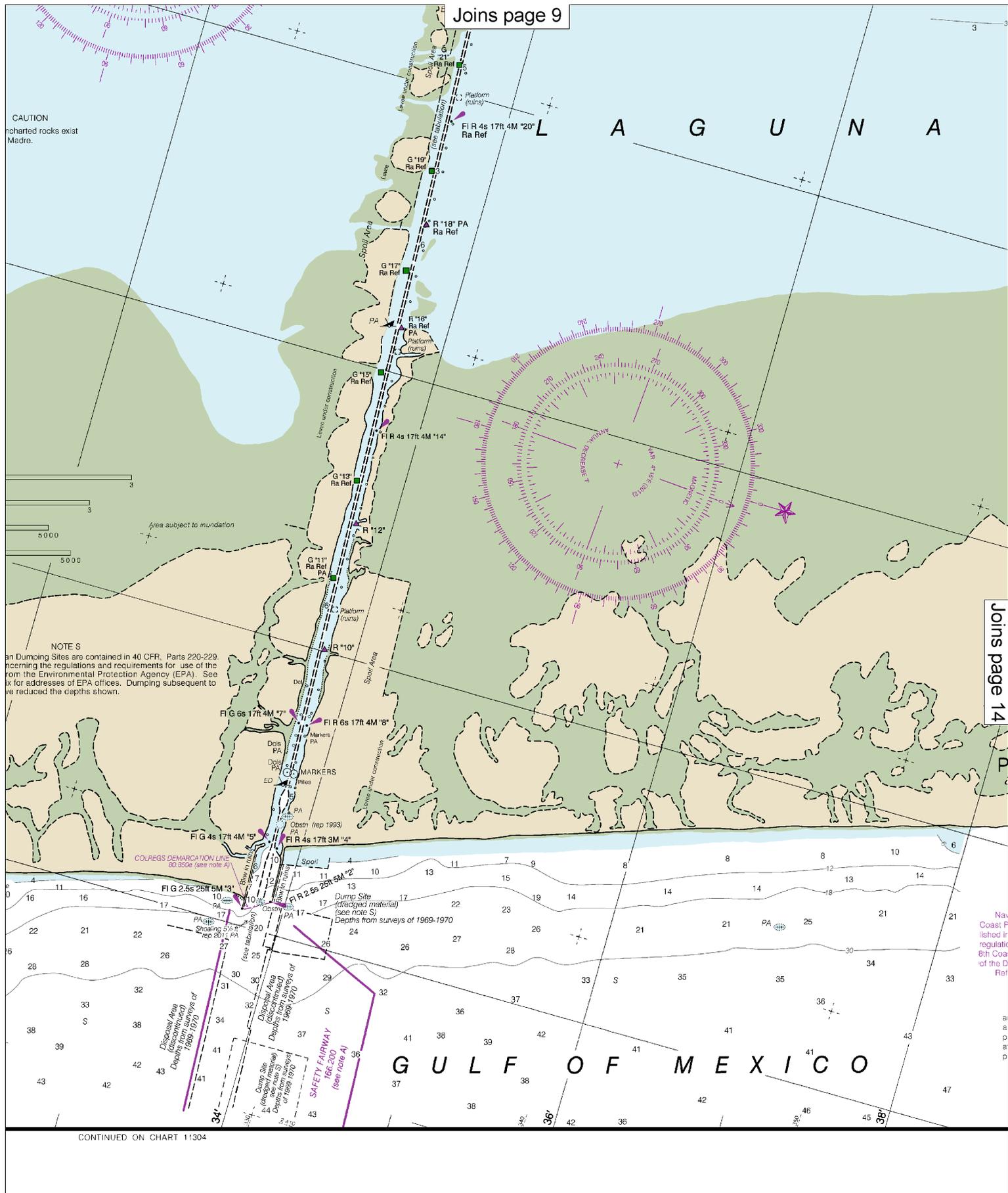
12

Note: Chart grid lines are aligned with true north.



CAUTION
Uncharted rocks exist
Madre.

L A G U N A



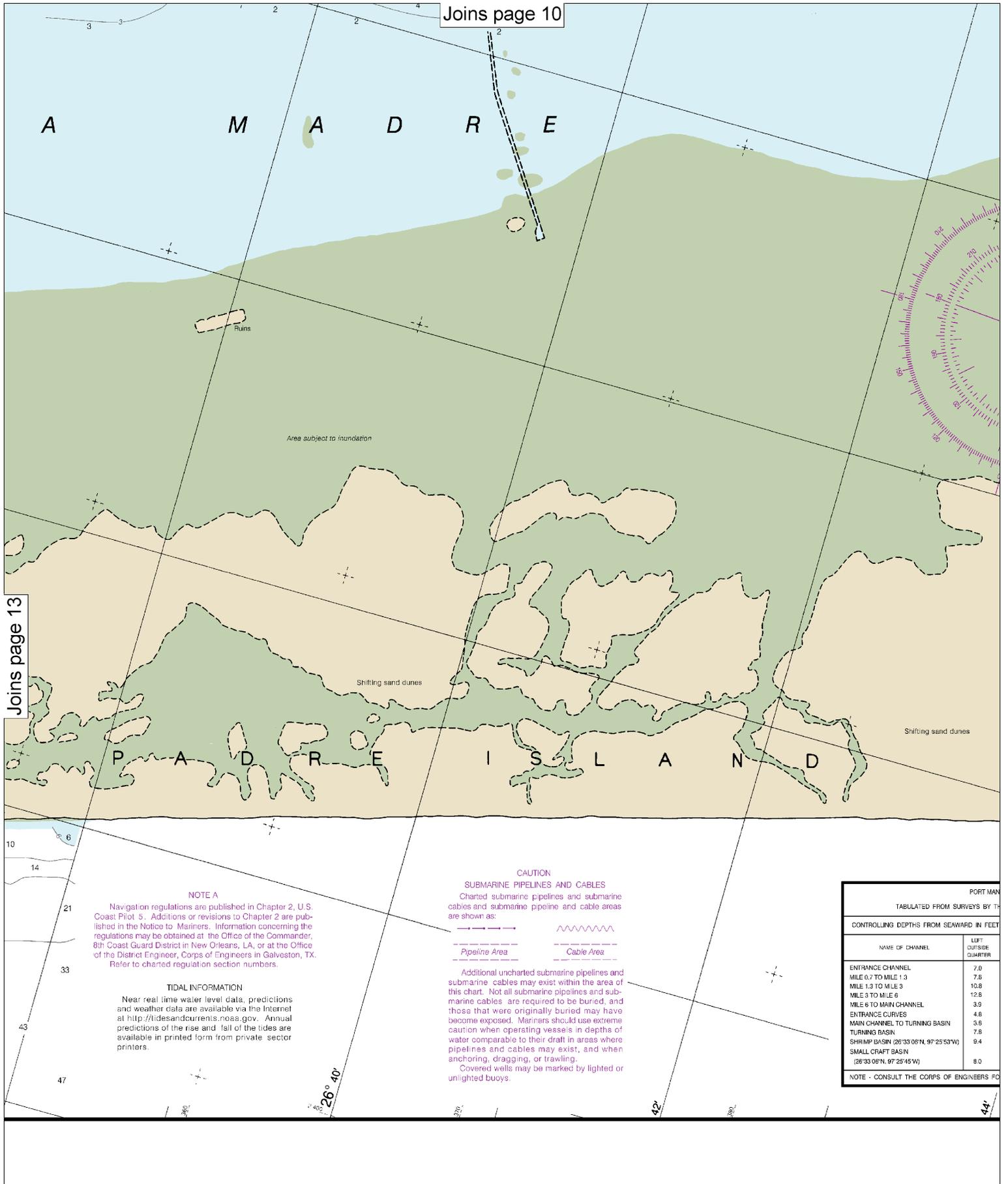
NOTE S
 an Dumping Sites are contained in 40 CFR, Parts 220-229,
 concerning the regulations and requirements for use of the
 from the Environmental Protection Agency (EPA). See
 for addresses of EPA offices. Dumping subsequent to
 ve reduced the depths shown.

Joins page 14

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G U L F O F M E X I C O

CONTINUED ON CHART 11304



Joins page 10

Joins page 13

NOTE A
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

TIDAL INFORMATION
 Near real time water level data, predictions and weather data are available via the Internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

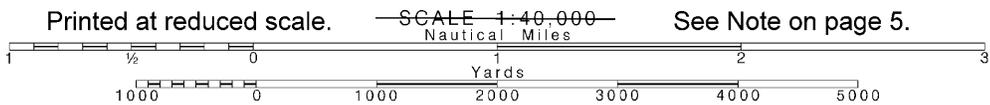
CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
 Pipeline Area Cable Area
 Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and 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.

PORT MAN	
TABULATED FROM SURVEYS BY THE	
CONTROLLING DEPTHS FROM SEAWARD IN FEET	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER
ENTRANCE CHANNEL	7.0
MILE 0.7 TO MILE 1.3	7.5
MILE 1.3 TO MILE 3	10.8
MILE 3 TO MILE 6	12.8
MILE 6 TO MAIN CHANNEL	3.9
ENTRANCE CURVES	4.8
MAIN CHANNEL TO TURNING BASIN	3.8
TURNING BASIN	7.8
SHRIMP BASIN (28°33'06"N, 97°25'53"W)	9.4
SMALL CRAFT BASIN (28°33'06"N, 97°25'45"W)	8.0

NOTE - CONSULT THE CORPS OF ENGINEERS FOR

14

Note: Chart grid lines are aligned with true north.



CAUTION
Many uncharted rocks exist
in Laguna Madre.

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.

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.

Area subject to inundation

Aband House

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.'

ANSFIELD CHANNEL DEPTHS
THE CORPUS OF ENGINEERS - REPORT OF AUG 2015

ET AT MEAN LOWER LOW WATER (MLLW)			PROJECT DIMENSIONS		
MIDDLE HALF-OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
8.0	11.0	4-14	250	0.7	16
13.5	12.8	4-14	100-300	0.6	14
10.8	11.7	4-14	100	1.7	14
13.0	12.5	4-14	100	3.0	14
4.0	4.3	4-14	100	2.9	14
5.6	5.0	4-14	200	0.6	12
4.0	3.8	4-14	125-200	0.9	14
6.2	6.0	4-14	200-400	0.7	14
12.3	11.4	4-14	350	0.3	12
8.0	8.0	9-88	160	—	—

FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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.

SIDE B



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
- 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.