

BookletChart™

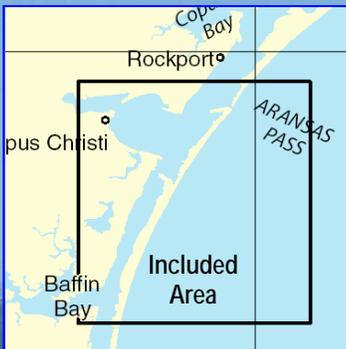


Aransas Pass to Baffin Bay

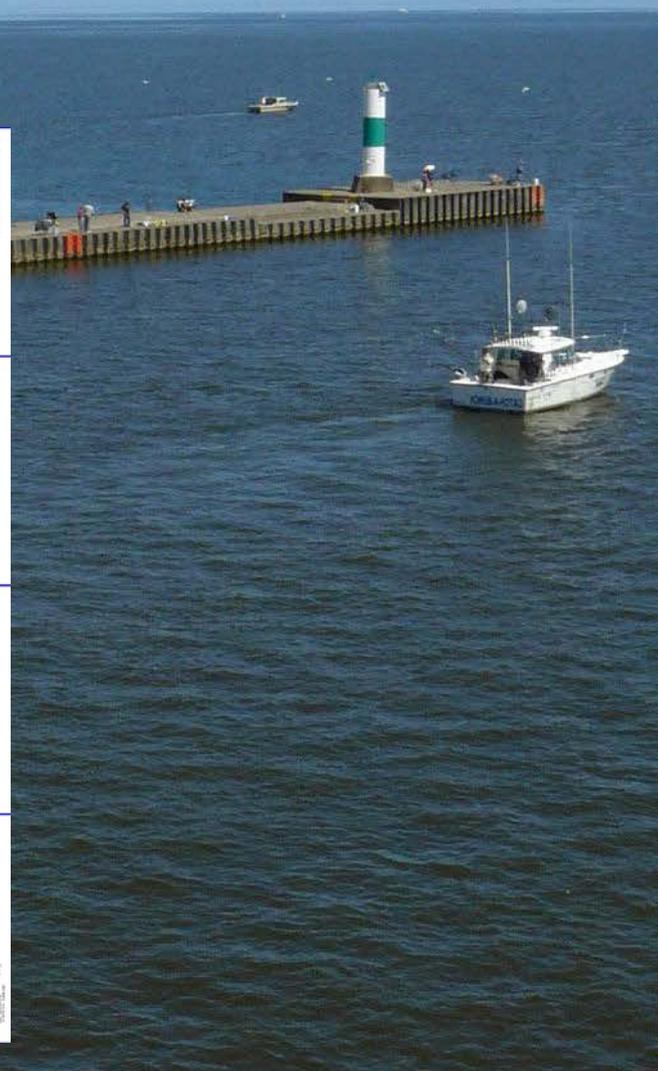
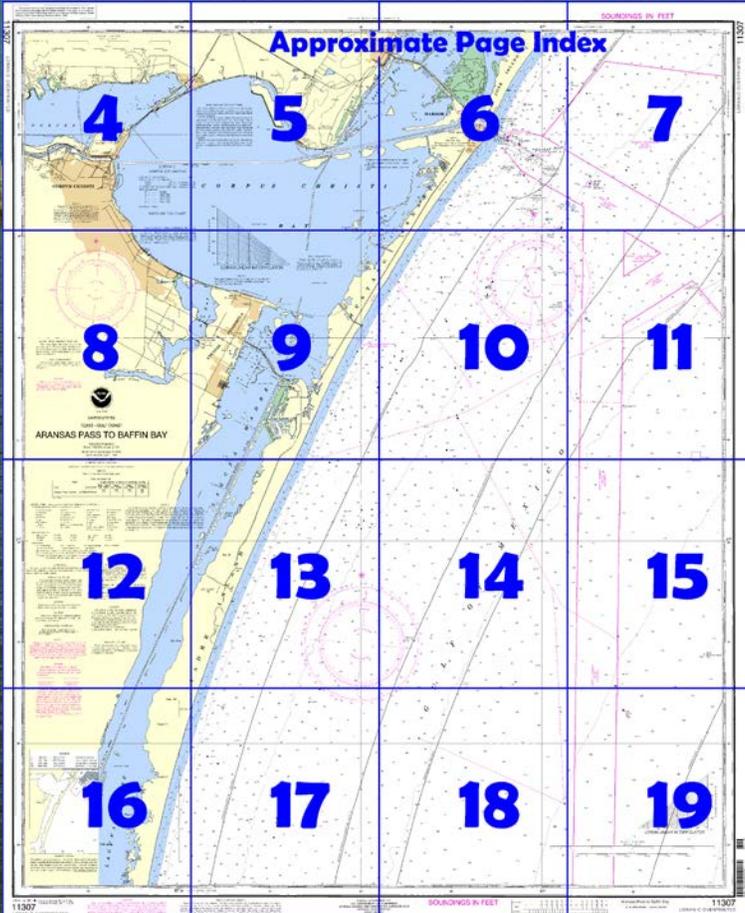
NOAA Chart 11307

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.

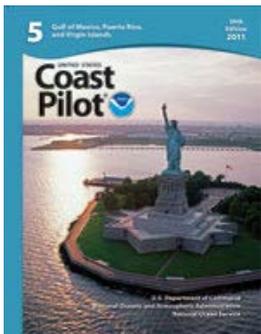
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11307>



[Selected Excerpts from Coast Pilot]
Aransas Pass, 154 miles SW of Galveston Entrance and 113 miles N of the mouth of the Rio Grande, is the principal approach from the Gulf to Aransas and Corpus Christi Bays and their tributaries. The pass lies between San Jose Island on the N and Mustang Island on the S. **Harbor Island**, opposite the inner end of the pass, separates Aransas Bay from Corpus Christi Bay. Two jetties extend into the Gulf from San Jose and Mustang Island. Several

submerged wrecks lie to the S of the channel inside the jetties. The approach to Aransas Pass is marked by a lighted buoy, 5.5 miles offshore, and a lighted buoy 1.5 miles off the N jetty. The entrance

channel is marked by a lighted buoy at the submerged outer end of each jetty, a **301°** lighted range, lighted buoys, and lights.

Port Aransas Coast Guard Station (27°50.3'N., 97°03.5'W.) is on the NE end of Mustang Island.

Vessels should approach Aransas Pass through the prescribed Safety Fairways. (See **166.100 through 166.200**, chapter 2.) **Note:** The Aransas Pass Safety Fairway, the SE approach to Aransas Pass, consists of partially divided parallel shipping fairways instead of a single fairway. These parallel fairways are not a traffic separation scheme. However, in the interest of vessel traffic safety, the use of the NE lane for inbound (**298°**) traffic and the SW lane for outbound (**118°**) traffic recommended. A **safety zone** has been established around loaded liquified petroleum gas (LPG) vessels transiting Corpus Christi Channel between the outer end of Aransas Pass jetties and Port of Corpus Christi Oil Dock No. 10, including La Quinta Channel. (See **165.1 through 165.8, 165.20, 165.23, and 165.808**, chapter 2, for limits and regulations.)

Channels.—The entrance channel through Aransas Pass is protected by jetties. A Federal project provides for an outer bar channel, 47 to 45 feet deep; a jetty channel, 45 feet deep; and an inner basin at Harbor Island with a depth of 45 feet.

The Coast Guard advises vessels to exercise particular caution where the channel intersects the alternate route of the Intracoastal Waterway at Lydia Ann Channel, about 1.6 miles above the entrance jetties, and where Corpus Christi Channel intersects the Intracoastal Waterway main route, about 7.1 miles above Lydia Ann Channel. Situations resulting in collisions, groundings, and close quarters passing have been reported by both shallow and deep-draft vessels. The Coast Guard has requested vessels make a **SECURITE** call on VHF-FM channels 12 and 13 prior to crossing the Intracoastal Waterway, particularly during periods of restricted visibility.

Anchorages.—**Vessels should anchor off Aransas Pass in the Aransas Pass Fairway Anchorages.** (See **166.100 through 166.200**, chapter 2.) A **special anchorage** is in Corpus Christi Bay. (See **110.1 and 110.75**, chapter 2, for limits and regulations.)

Currents.—The currents at times have velocities exceeding 2.5 knots in Aransas Pass; they are greatly influenced by winds. Predictions may be obtained from the Tidal Current Tables.

It is reported that the currents outside Aransas Pass are variable. South-bound currents when reinforced by northerly winds have produced a drift that has been reported as high as four knots across the mouth of the jetties.

Winds from any E direction make a rough bar and raise the water inside as much as 2 feet above normal. Winds from any W direction have an opposite tendency. A sudden shift of the wind from S to N makes an especially rough bar for a short time. During summer months, S winds prevail, becoming moderate to fresh in the afternoon.

Harbor Island is at the head of Aransas Pass. Large oil-handling plants with berths are on the SE end of the island (see Wharves, Corpus Christi.). A dredged turning basin is E of the berths along the N side of the ship channel. State Route 361 causeway begins at the ferry landing and crosses Morris and Cummings Cut and Redfish Bay, and leads to the town of Aransas Pass on the mainland.

From the Inner Basin off Harbor Island, a dredged channel leads NW for about 5.2 miles and intersects with the Intracoastal Waterway and turning basin just off the town of **Aransas Pass**, with a connecting channel leading into **Conn Brown Harbor**. (See Notice to Mariners and latest editions of the charts for controlling depths.)

**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

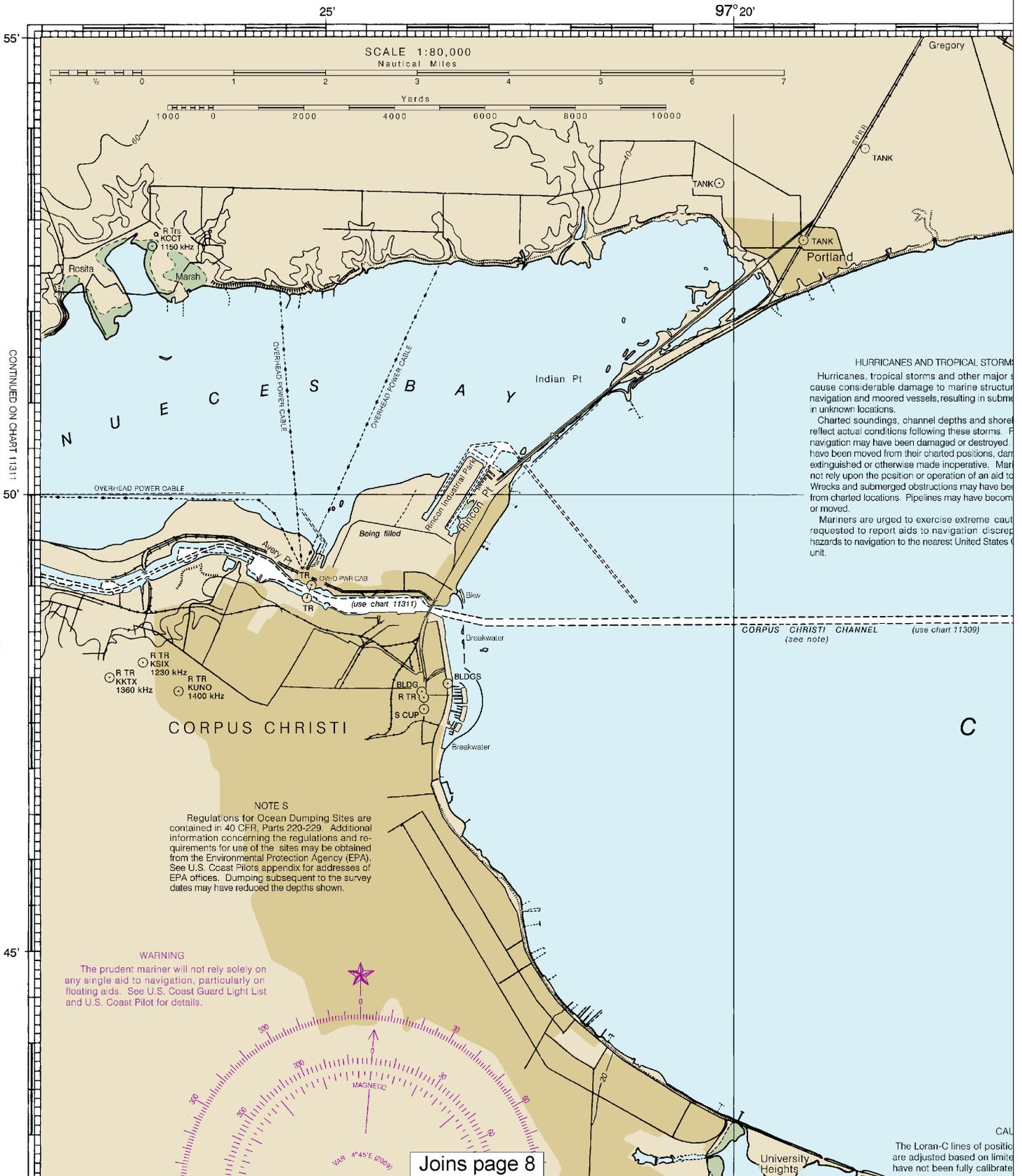
on navigable waters except Western Rivers



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>

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.

11307



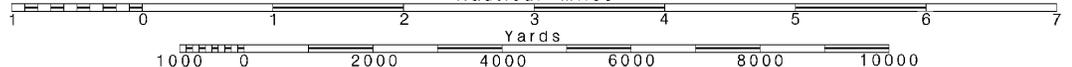
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

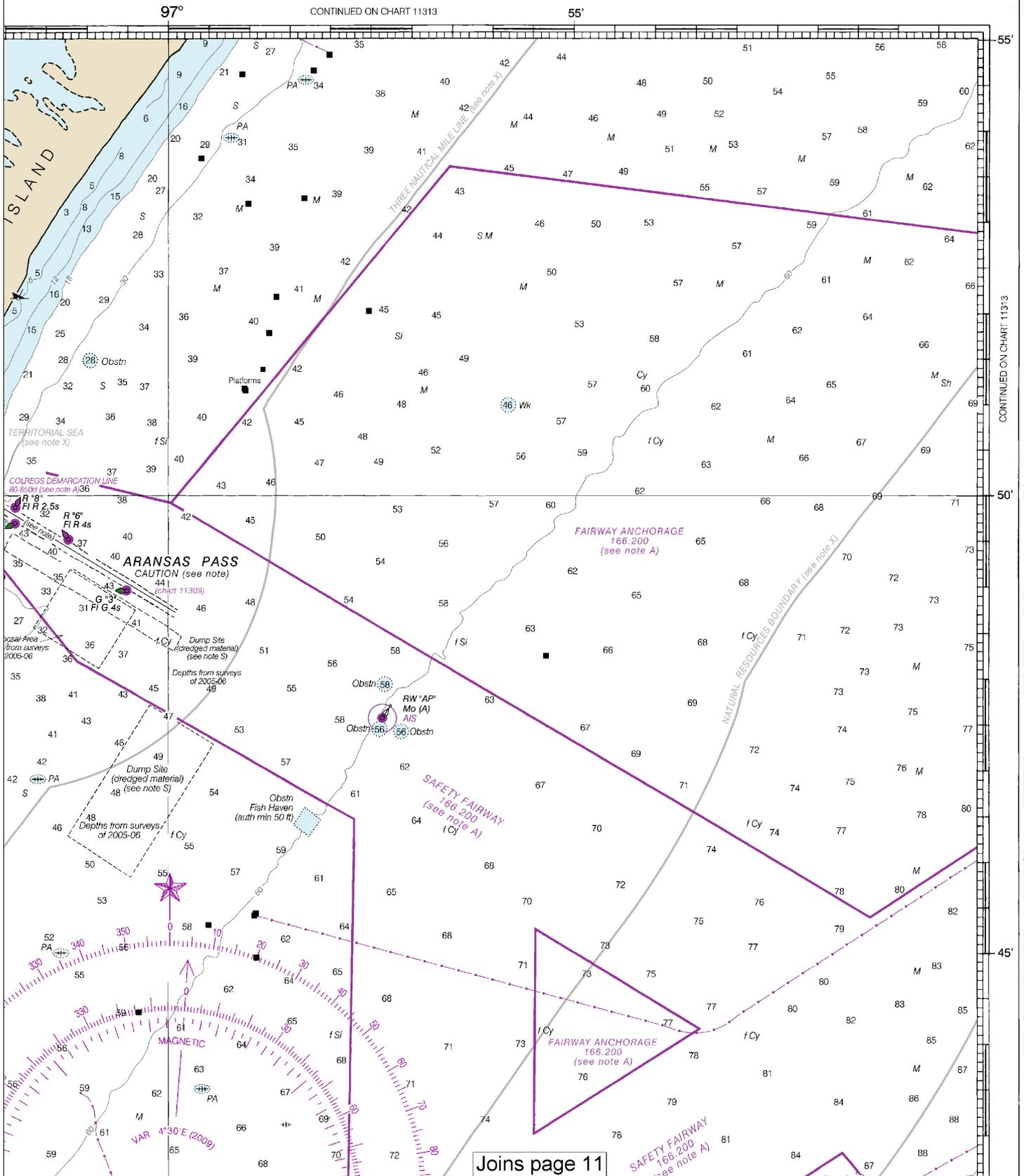
SCALE 1:80,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET

11307



Joins page 11

38th Ed., Nov. 2009. Last Correction: 3/21/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4816 (11/26/2016)

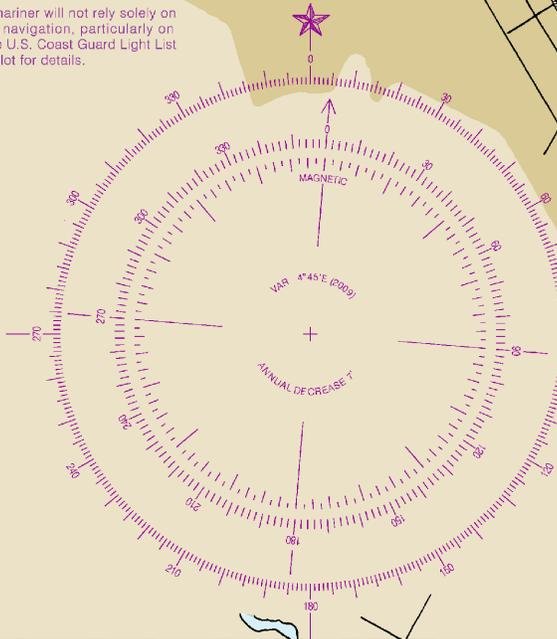


Depth soundings were obtained from soundings of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

Joins page 4

45'

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.



The Loran-C lines of position are adjusted based on limited data and have not been fully calibrated.

40'

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.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

TEXAS - GULF COAST

ARANSAS PASS TO BAFFIN BAY

Mercator Projection
Scale 1:80,000 at Lat. 27°34'

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.

HEIGHTS

Heights in feet above Mean High Water.

TIDAL INFORMATION

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Aransas Pass Channel	(27°50'N/97°03'W)	1.4 feet	---	---

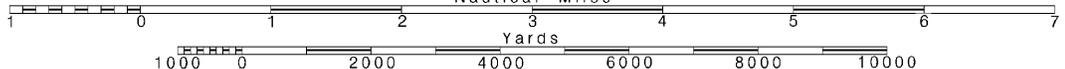
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the tidesandcurrents.noaa.gov (Nov 2009)

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.

(use chart 11309)

B A Y

Shamrock Pt

Shamrock Cove

TANK

Building 7

Buildings

Spill outfalls

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

Information for rates 9610-Y and 9610-Z based on the latest available survey data. They may differ from the actual data.

(use chart 11308)

TANK

O/VHD CABLE

O/VHD CABLE

WATER EXCHANGE CHANNEL

Flat Pass

MUSTANG ISLAND

Crane I

COLLEGE DEMARCATION LINE 80/850a (see note A)

THREE NAUTICAL MILE LINE (see note X)

Joins page 10

M A D R E

(use chart 11308)

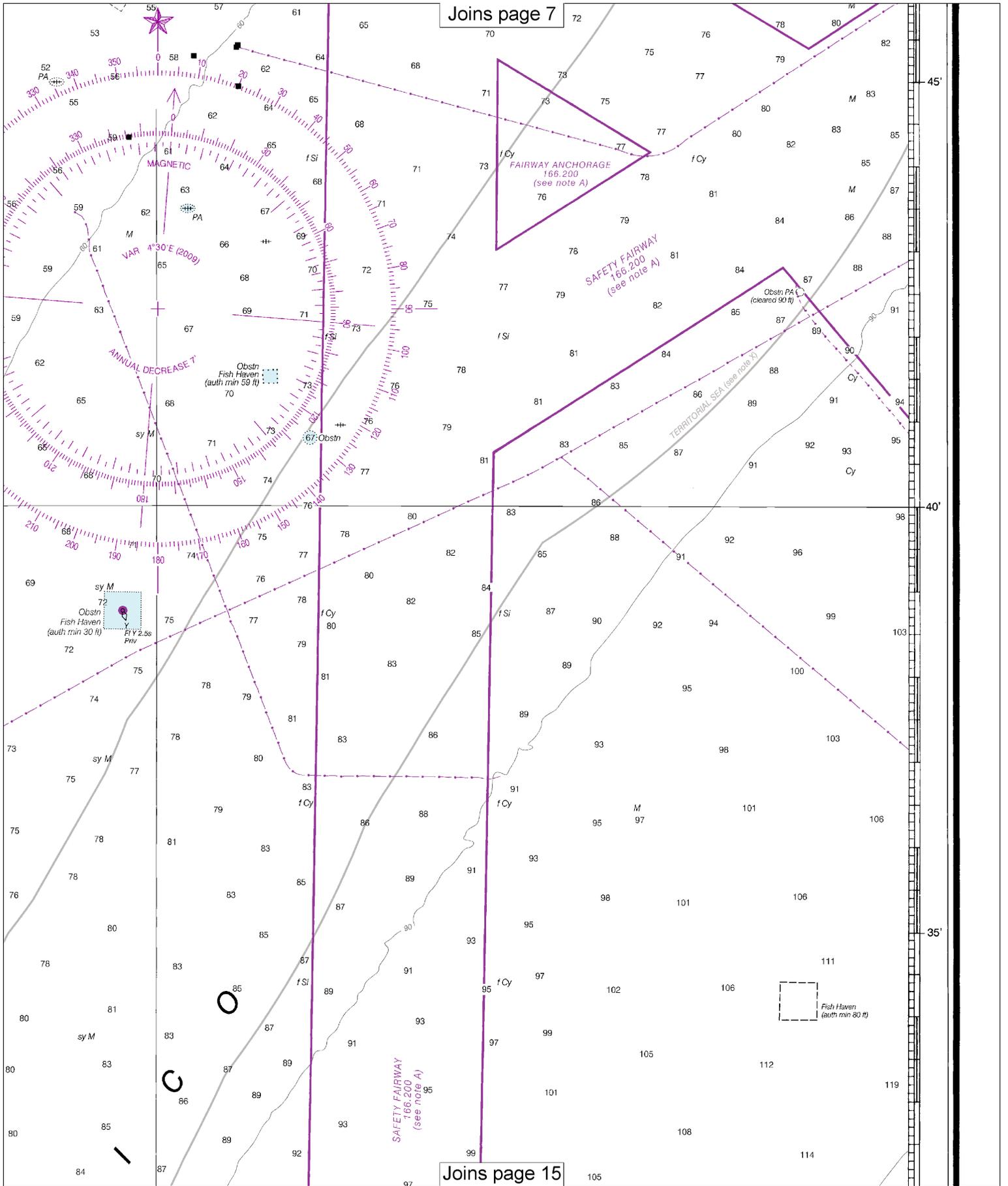
(use chart 11308)

(use chart 11308)

Packery Channel (use chart 11308)

(use chart 11308)

(use chart 11308)



Mercator Projection
Scale 1:80,000 at Lat. 27°34'
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.

HEIGHTS
Heights in feet above Mean High Water.

TIDAL INFORMATION				
PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water	Mean High Water	Mean Low Water
NAME	(LAT/LONG)	feet	feet	feet
Aransas Pass, Channel	(27°50'N/97°03'W)	1.4	---	---

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>. (Nov 2009)

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 |
| Ai alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | Is 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 | VO very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Rcf radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |

Bottom characteristics:

- | | | | | |
|--------------|-----------|---------|-------------|-----------|
| Bds boulders | Co coral | Gy grey | 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 | Obstr 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: - - - - -

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 1.120' northward and 0.964' westward to agree with this chart.

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.

INTRACOASTAL WATERWAY

Use charts No. 11308 and 11314. The depths and channel markers are not shown hereon.

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.

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 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

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.

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.

- | | | |
|--------------------|---------|-------------|
| Corpus Christi, TX | KHB-41 | 162.55 MHz |
| Riviera, TX | WNG-609 | 162.525 MHz |

SUPPLEMENTAL INFORMATION

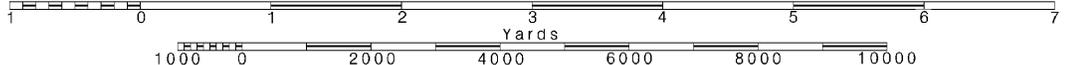
Consult U.S. Coast Pilot 5 for important supplemental information.

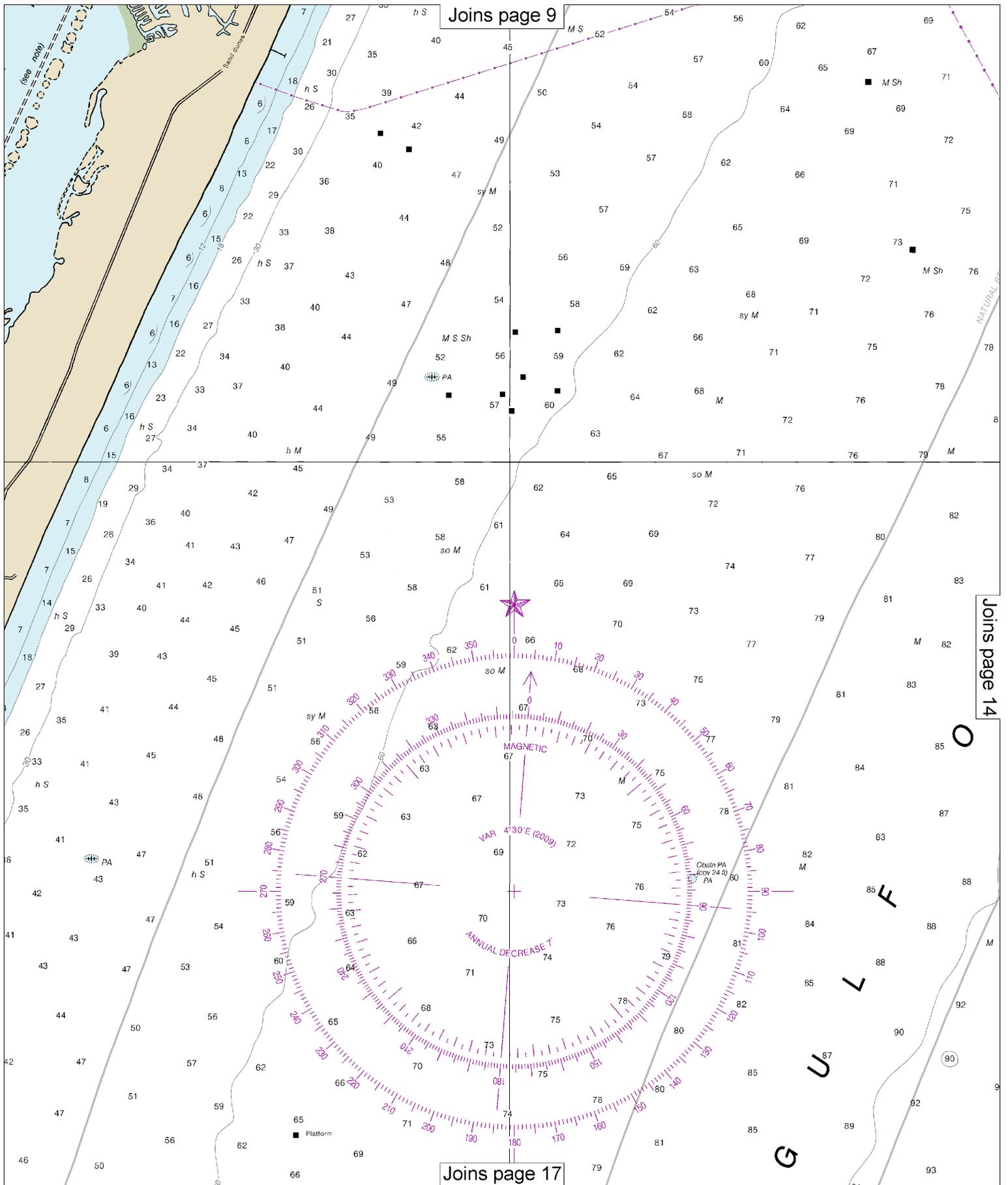
CAUTION

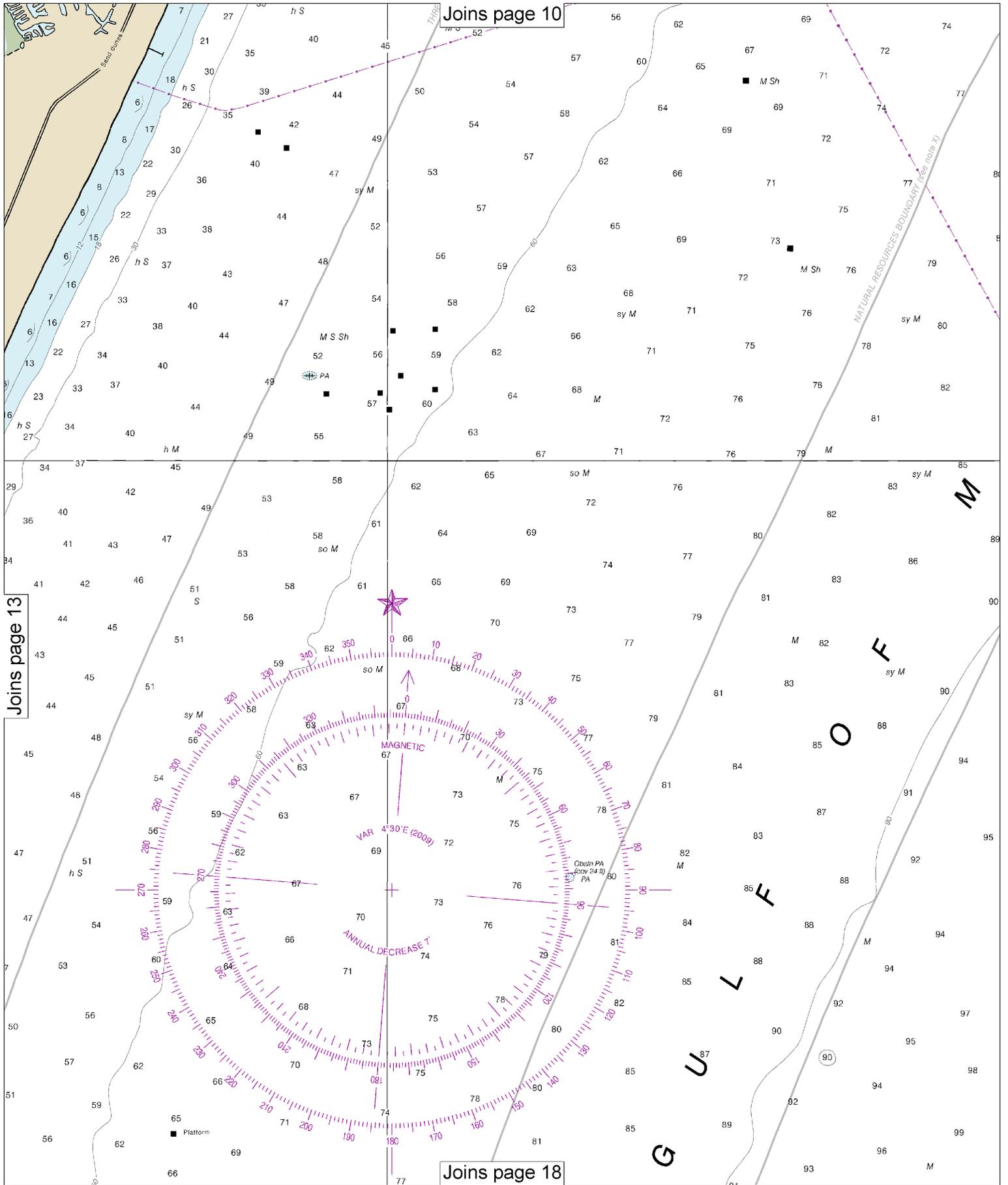
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
⊙ (Accurate location) ○ (Approximate location)

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.







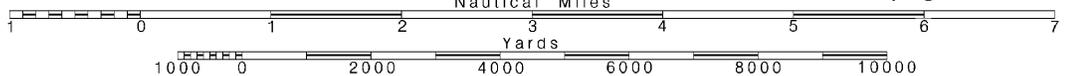
14

Note: Chart grid lines are aligned with true north.

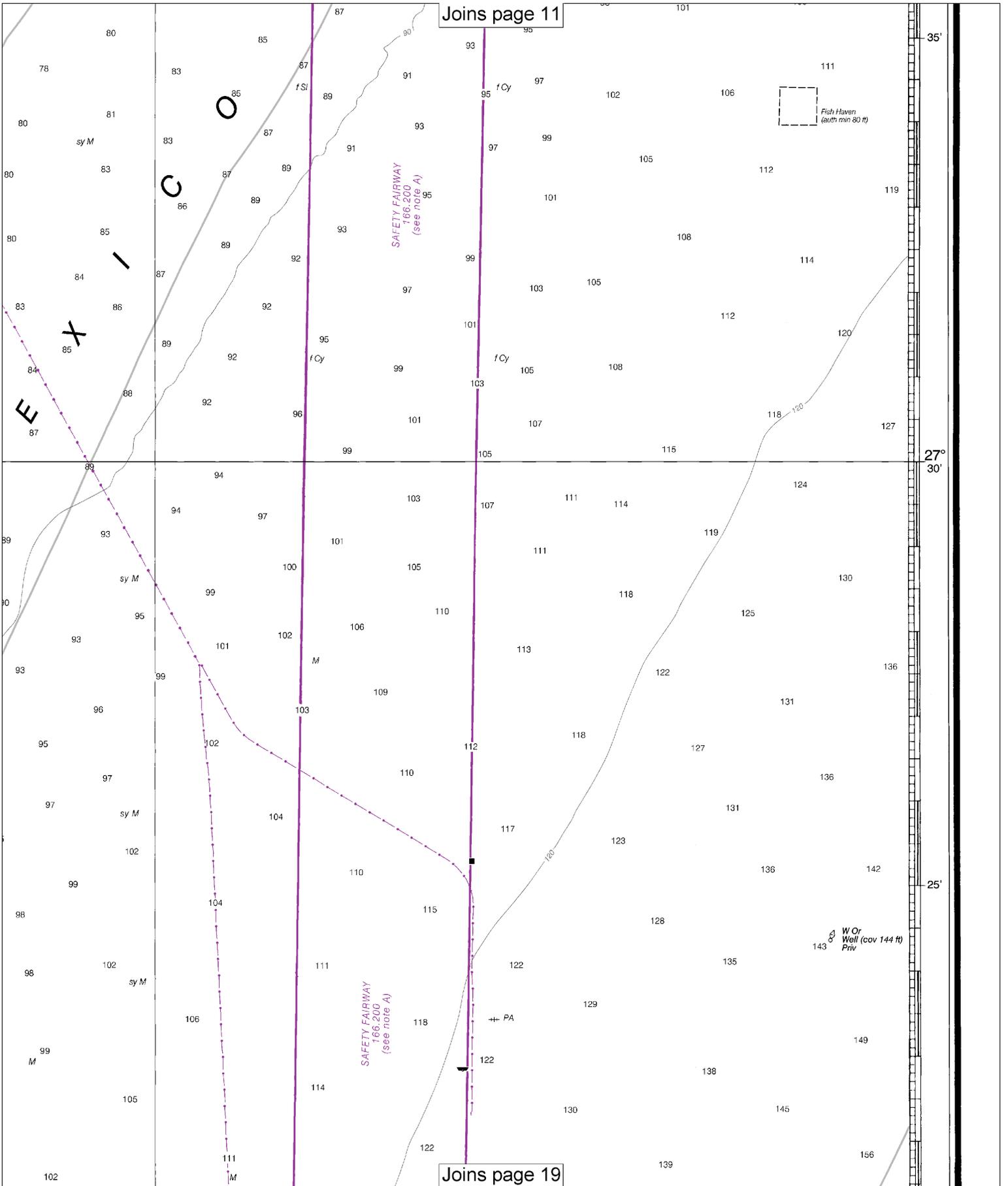
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SCALE 1:80,000
Nautical Miles

See Note on page 5.



Joins page 11



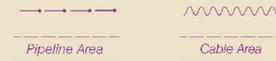
Joins page 19

lished 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.

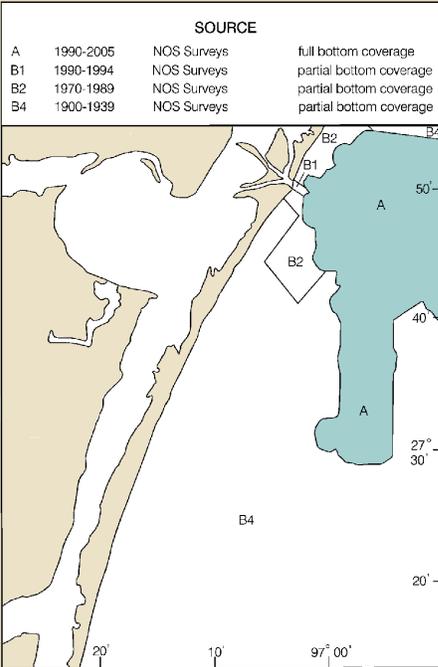
floating aids to reflector identifi omitted from this chart.

Joins page 12

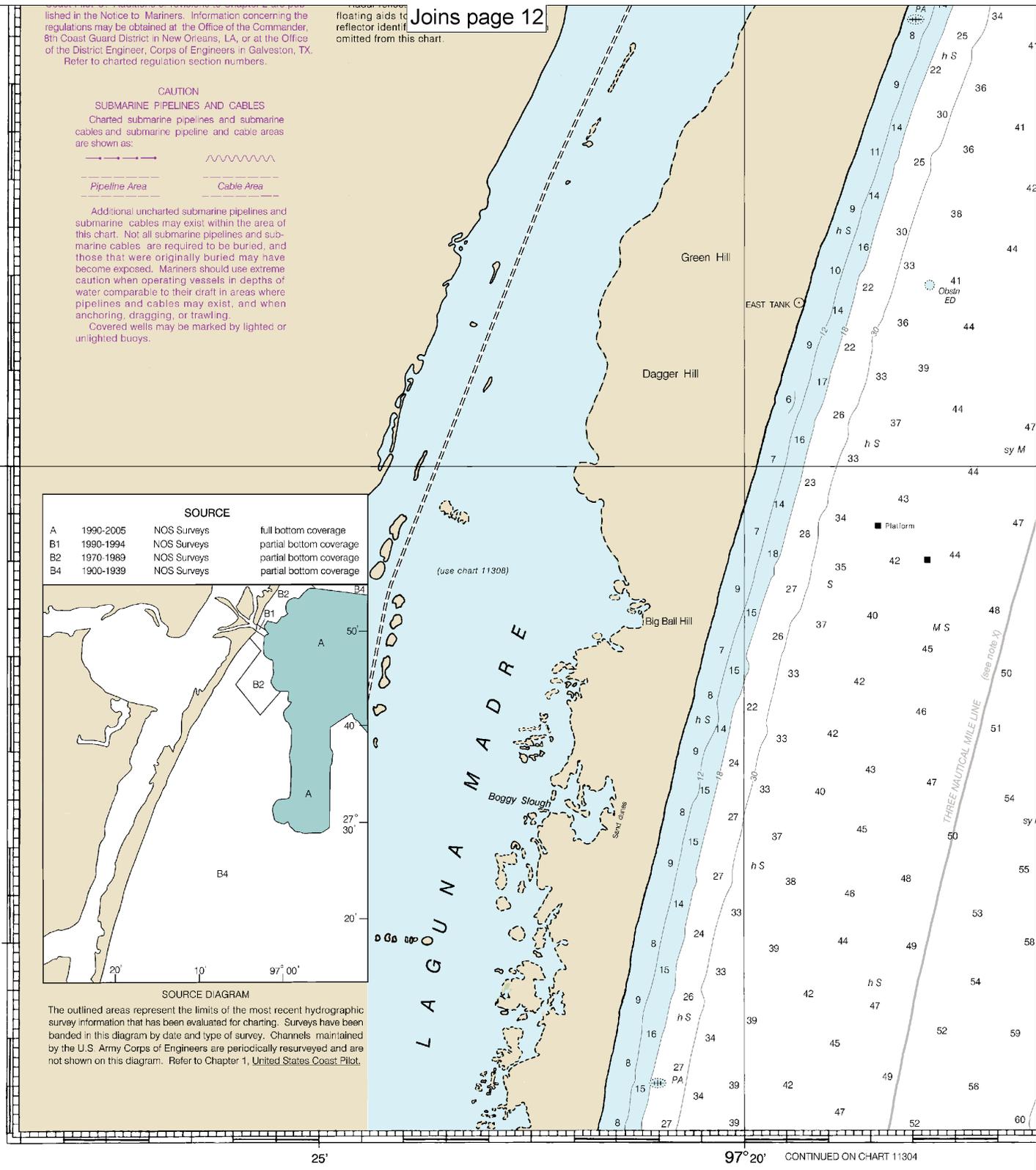
CAUTION
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SOURCE DIAGRAM
 The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the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



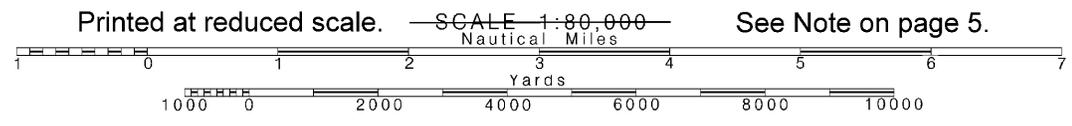
11307

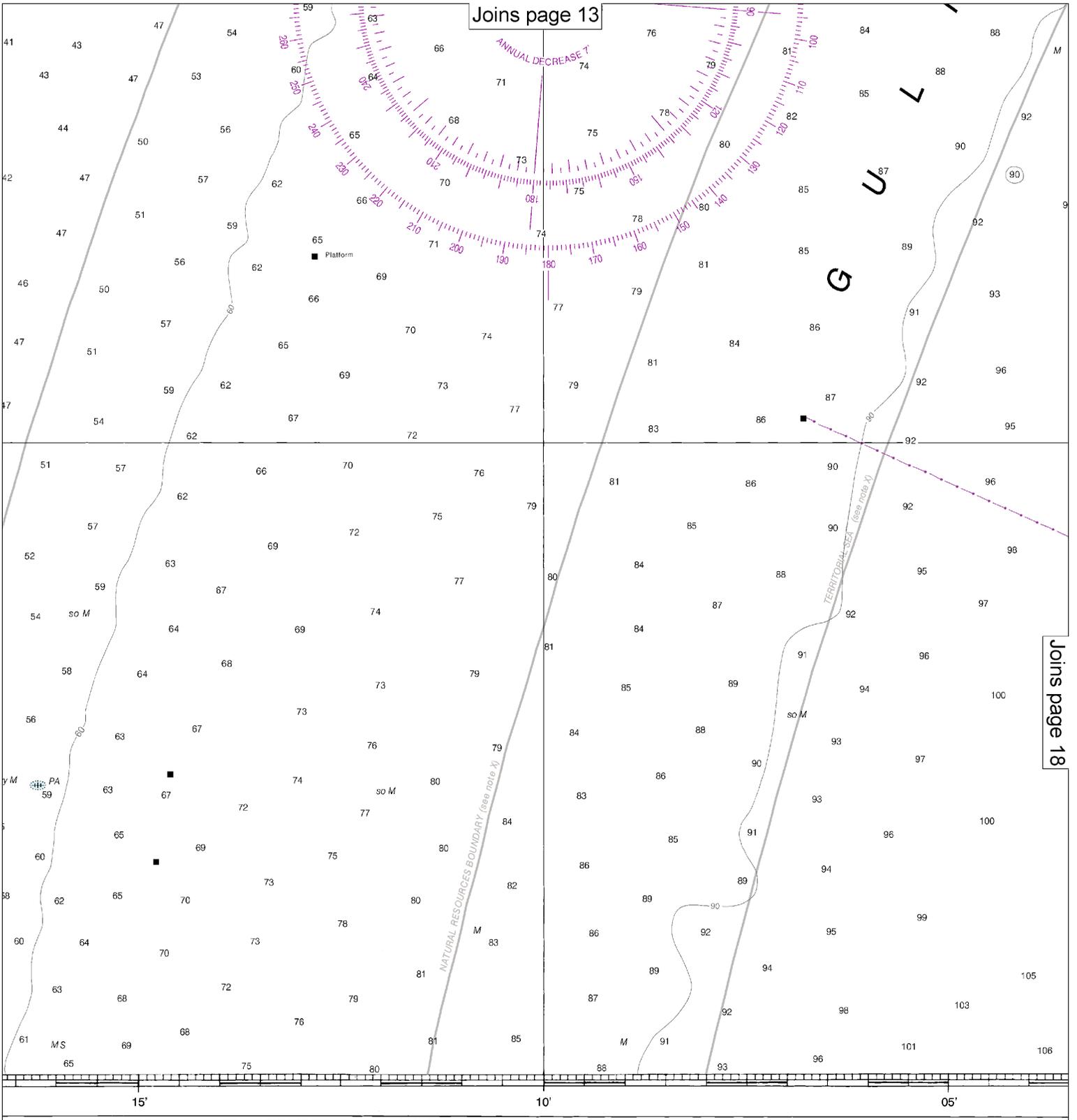
38th Ed., Nov. 2009. Last Correction: 3/21/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 4816 (11/26/2016)

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.

16

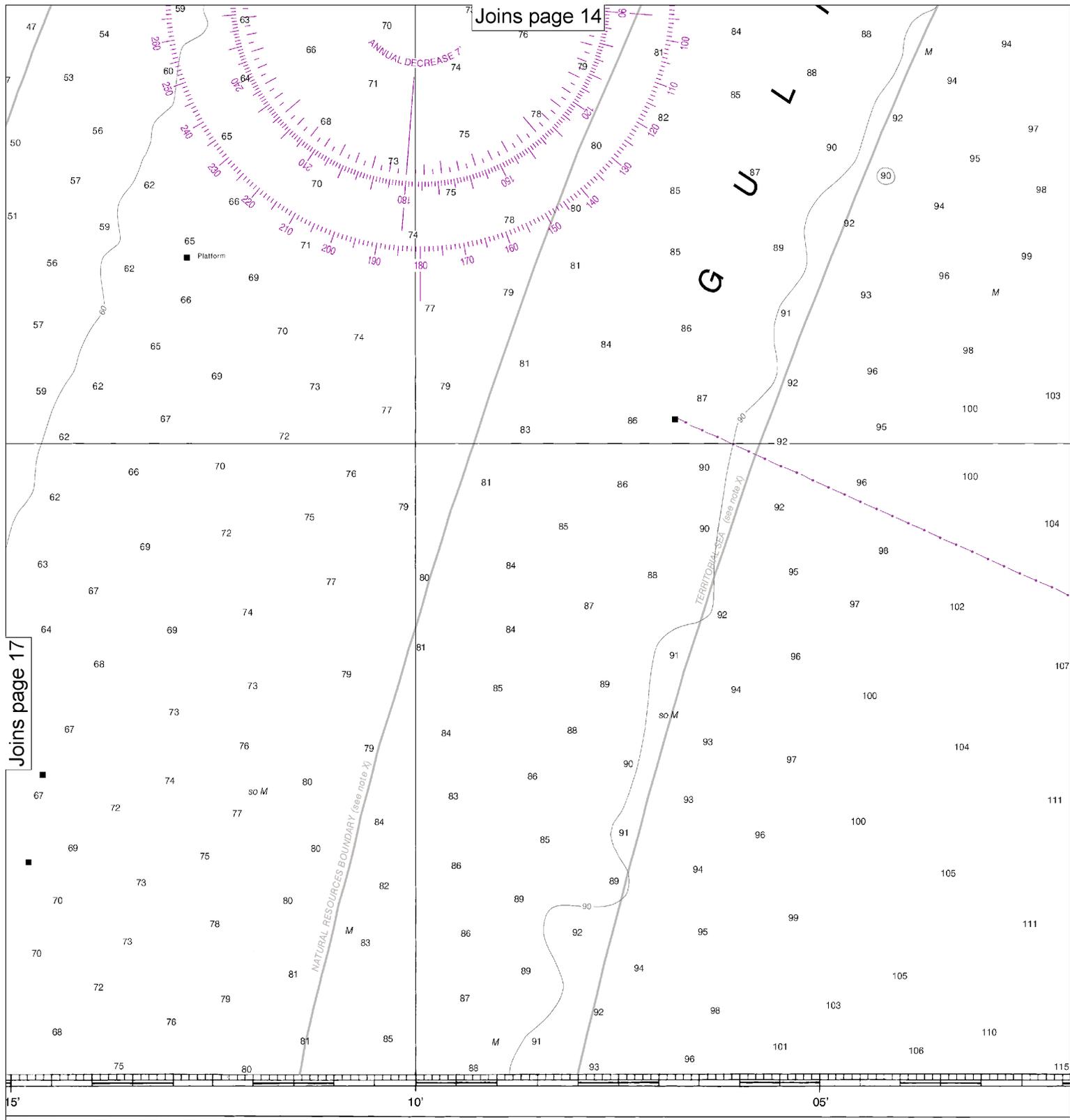
Note: Chart grid lines are aligned with true north.





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 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

SOUNDINGS IN



Joins page 14

Joins page 17

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 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

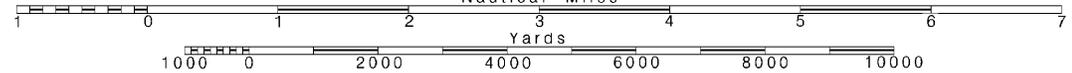
SOUNDINGS IN FEET

18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000

See Note on page 5.



Joins page 15

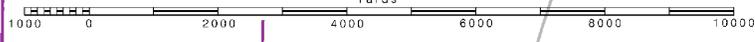
W Or Well (cov 144 ft) Priv

SAFETY FAIRWAY
166,200
(see note A)

CONTIGUOUS ZONE (see note V)

Fish Haven
(auth min 85 ft)

SCALE 1:80,000
Nautical Miles



97°

55'

989.0 X 790.5 mm

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

Aransas Pass to Baffin Bay
SOUNDINGS IN FEET - SCALE 1:80,000

11307



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.