BookletChart™

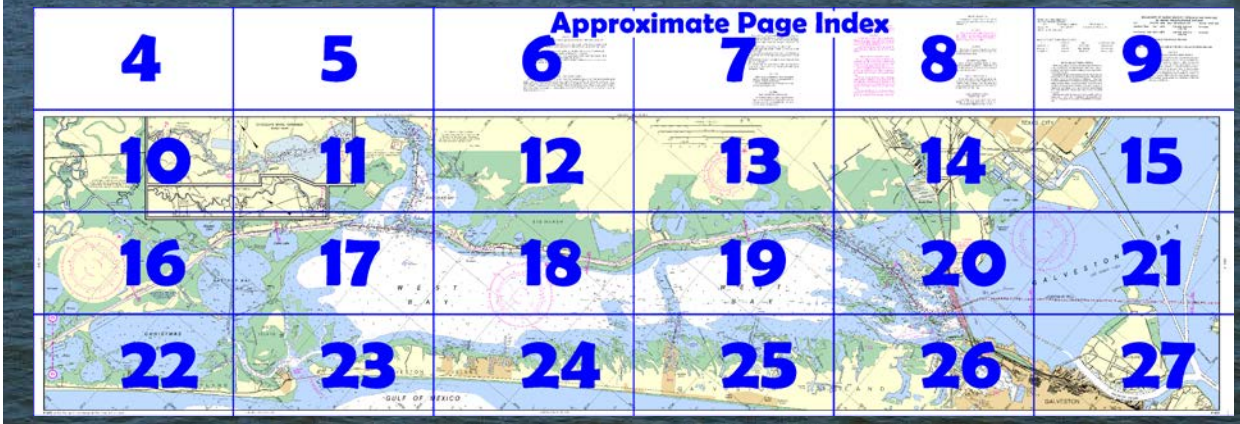
Intracoastal Waterway – Galveston Bay to Cedar Lakes

NOAA Chart 11322

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.

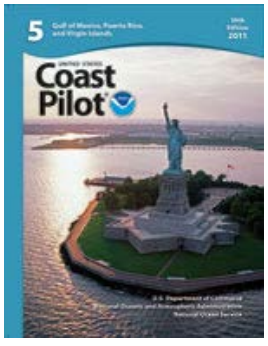
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=11322



[Coast Pilot 5, Chapter 12 excerpts]
The waterway leaves the Bolivar cut and enters **Galveston Bay** at **Mile 349.3W.** The direct route bypasses Galveston and proceeds SW through the lower part of the bay. **Houston Ship Channel** is crossed at **Mile 350.2W.** The Coast Guard has requested vessels transiting the waterway make a **SECURITE** call on VHF-FM channel 13 prior to crossing Houston Ship Channel, particularly during periods of restricted visibility. Vessel Traffic Service Houston-Galveston recommends west bound tows avoid meeting east bound tows between Bolivar Peninsula Buoy 15 and Buoy 20 due to strong currents and shoaling at the entrance to Bolivar. The port of **Houston** is 43 miles to the NW. The channel to Texas City is crossed at **Mile 350.8W;** the port is 5 miles to the WNW.

Vessel Traffic Service Houston–Galveston became mandatory 13 October 1994. VTS Houston/Galveston is an information hub, using radar, closed circuit television, and VHF communications to provide the users with decision making information. VTS Houston/Galveston's mission is to facilitate safe, efficient waterborne commerce. Specifically, VTS Houston/Galveston works to prevent groundings, rammings, and collisions, by sharing information and implementing appropriate traffic management measures.

Detailed information on VTS Houston/Galveston's operating requirements, designated frequencies, precautionary areas, and mandatory reporting points can be found in **CFR Chapter 2 Part 161 Vessel Traffic Management, tables 161.12, 161.35(b), and 161.35(c)**.

Mariners should obtain the latest edition of the U.S. Coast Guard's Houston/Galveston Vessel Traffic Service User's Manual, available from the Commanding Officer, U.S. Coast Guard Vessel Traffic Houston/Galveston, 9640 Clinton Drive, Houston, TX 77029. Website: www.uscg.mil/VTSHouston

Anchorages.–Vessels may anchor off the bar in the Galveston Entrance Anchorages just inshore of the intersection of the Galveston Safety Fairway with the Coastwise Fairway. (See **166.100 through 166.200**, chapter 2, for limits and regulations.)

Small craft anchoring in the designated areas should find the shoaler water so as to leave the deeper areas clear for larger vessels.

Dangers.–A considerable number of unmarked dangerous wrecks exist in the approaches to Galveston Bay Entrance. A spoil bank is S of the Outer Bar Channel, and an extensive shoal area is S of the channel between the jetties. Heald Bank and the offshore oil well structures are the principal hazards.

Vessels navigating in the Houston Ship Channel from Bolivar Roads to Morgans Point are cautioned about the heavy breakers which result from the bow wakes of tankers and other large merchant vessels in the channel.

Dangers.–About 6 miles SW of the entrance to Freeport Harbor, Brazos River has generated a shoal extending about 5 miles into the Gulf off the mouth of the river. This area is foul and should be given a wide berth. It is reported that several vessels have stranded in this vicinity and that the depths are considerably less than charted. The bottom is soft mud, indicating that silting from the river has occurred.

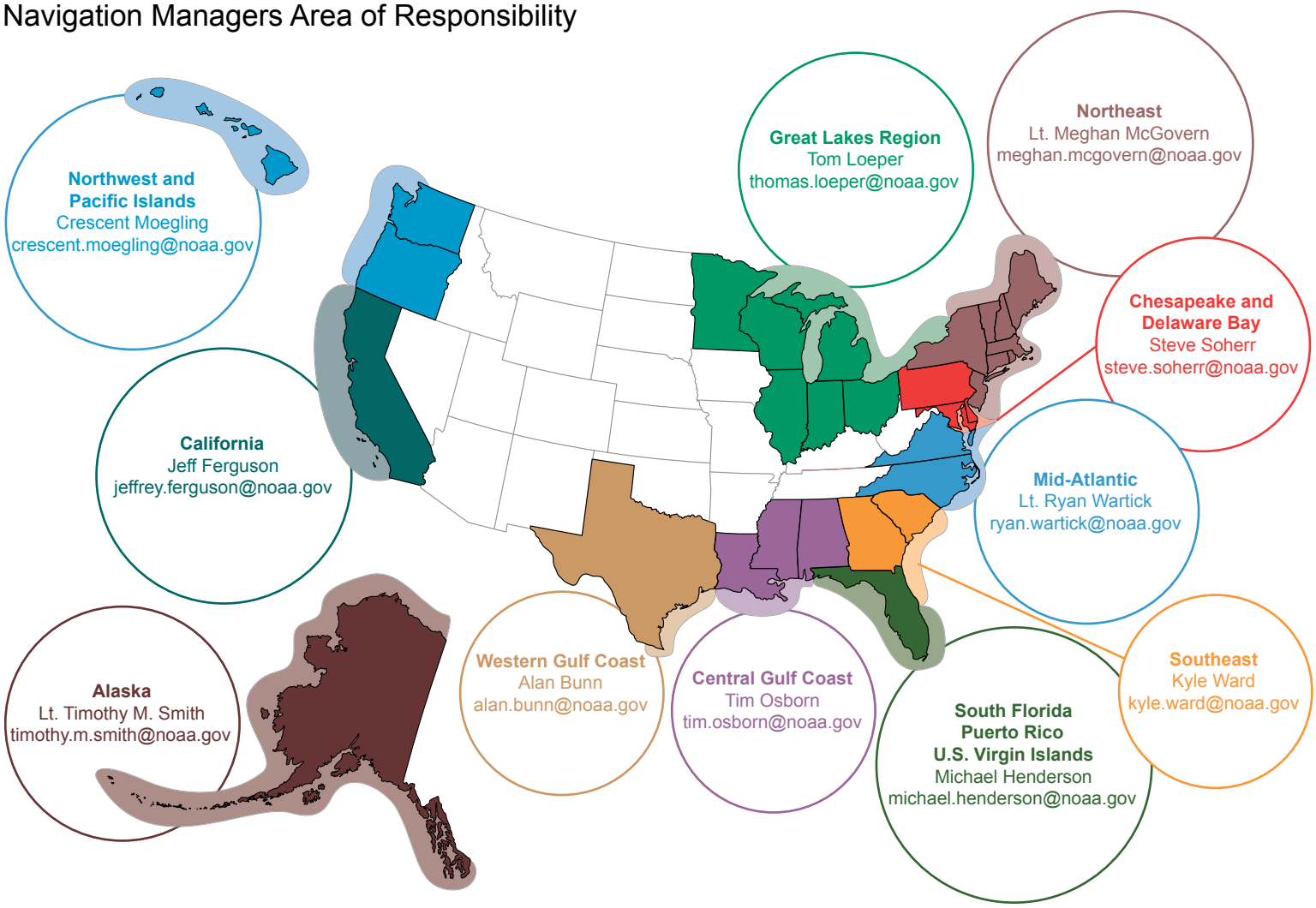
Oil drilling structures may be erected in the Gulf near the approach to Freeport Harbor. Mariners should be on the lookout for these structures and give them a wide berth.

Strong cross winds and currents at the jetty entrance make navigation difficult for larger vessels. Difficulty in navigation is experienced with larger vessels at the junction with the Intracoastal Waterway when strong currents are flowing from the canal. Large vessels are difficult to turn in the smaller upper turning basin.

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

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

Navigation Managers Area of Responsibility

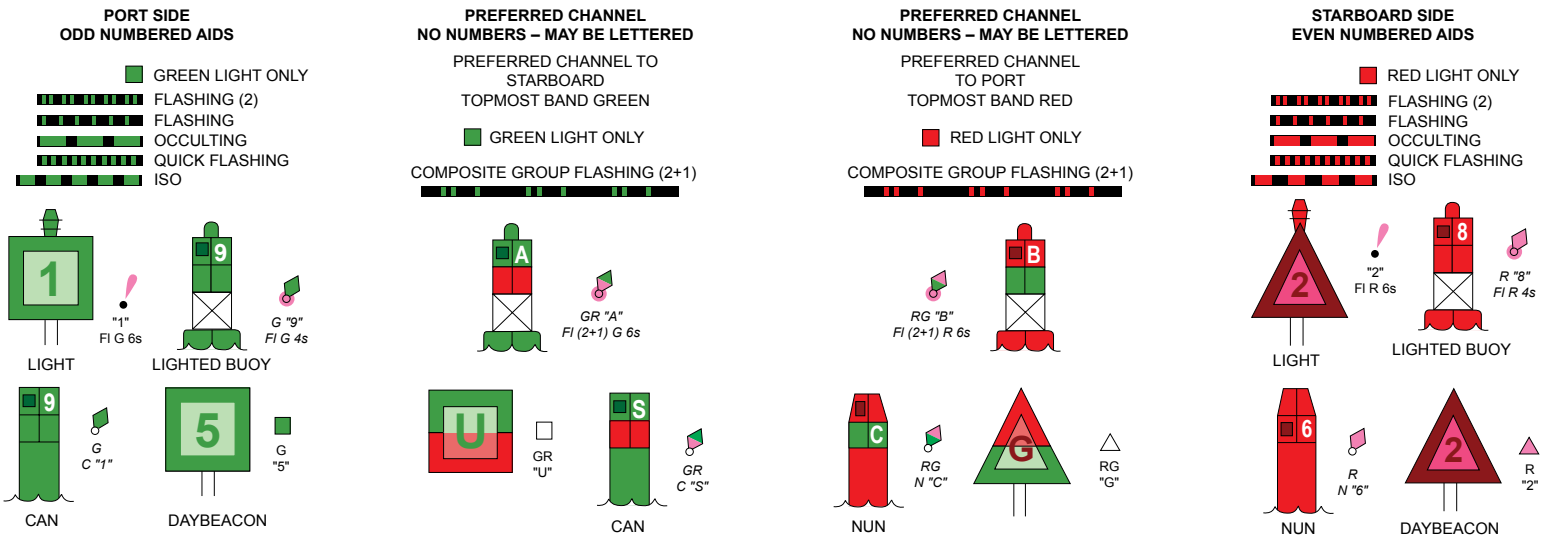


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*

NAUTICAL CHART 11322

INTRACOASTAL WATERWAY

THE NATION'S CHARTMAKER SINCE 1807

TEXAS

GALVESTON BAY TO CEDAR LAKES

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

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

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

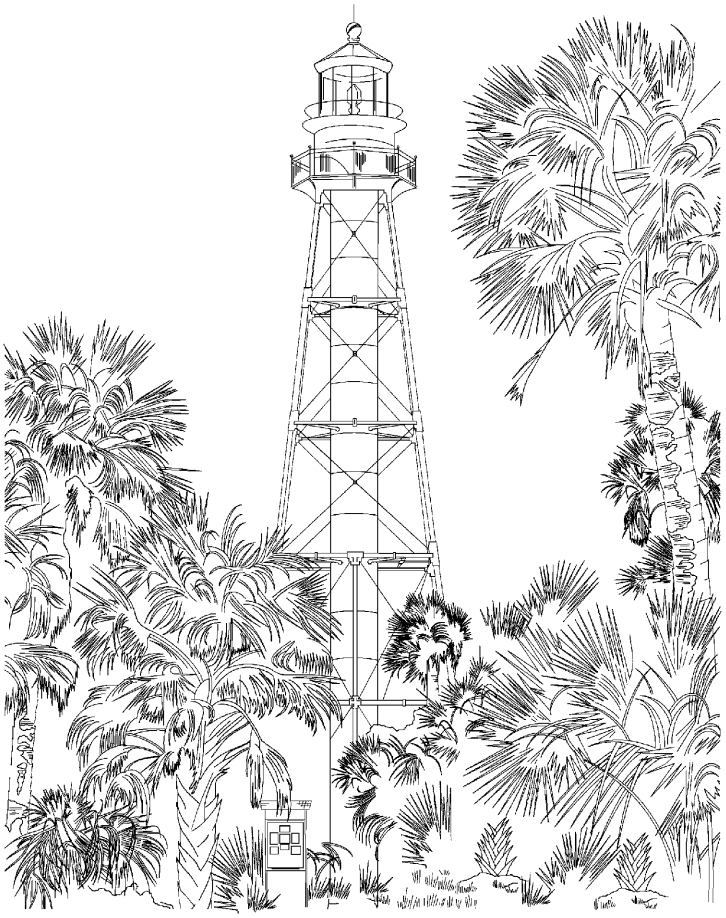
Consult U.S. Coast Pilot 5 for important supplemental information.

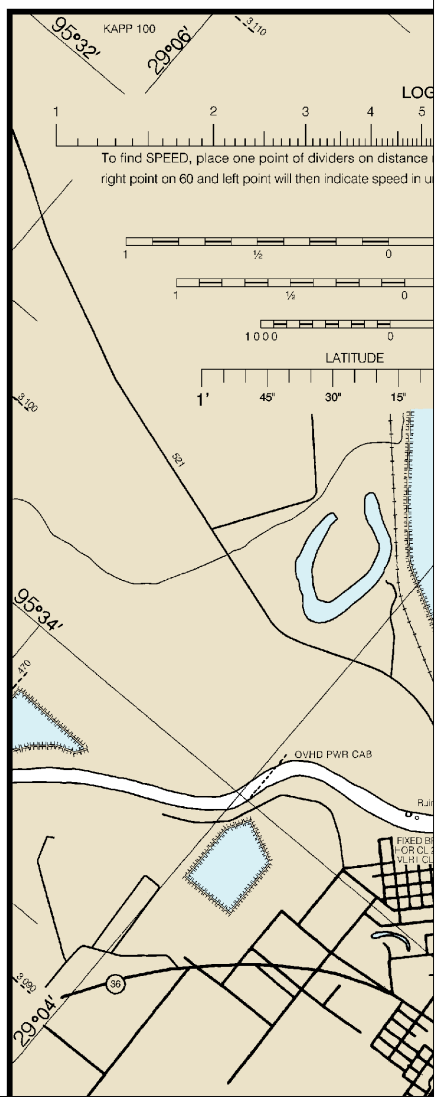
PUBLIC BOATING INSTRUCTION PROGRAMS

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

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

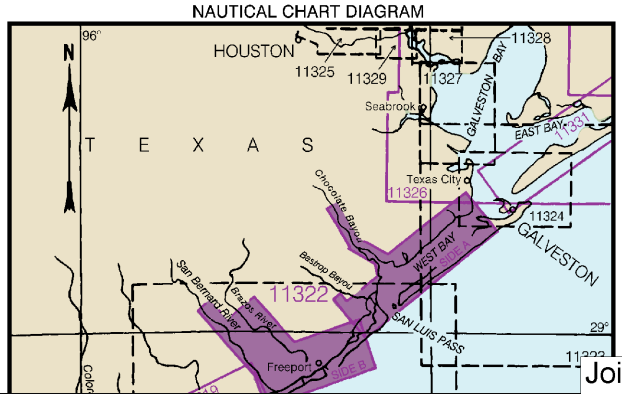
USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593





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

NAUTICAL CHART DIAGRAM



Joins page 10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

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	Iso 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:

Bids 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	

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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

TIDAL INFORMATION

Predicted times for low tides may be obtained in Pass Cavallo (28°22' 96°24') by subtracting 1 hour 20 minutes, with time of high tide corresponding to that of reference station.

In Matagorda Bay the periodic tide has a mean range less than one-half foot.

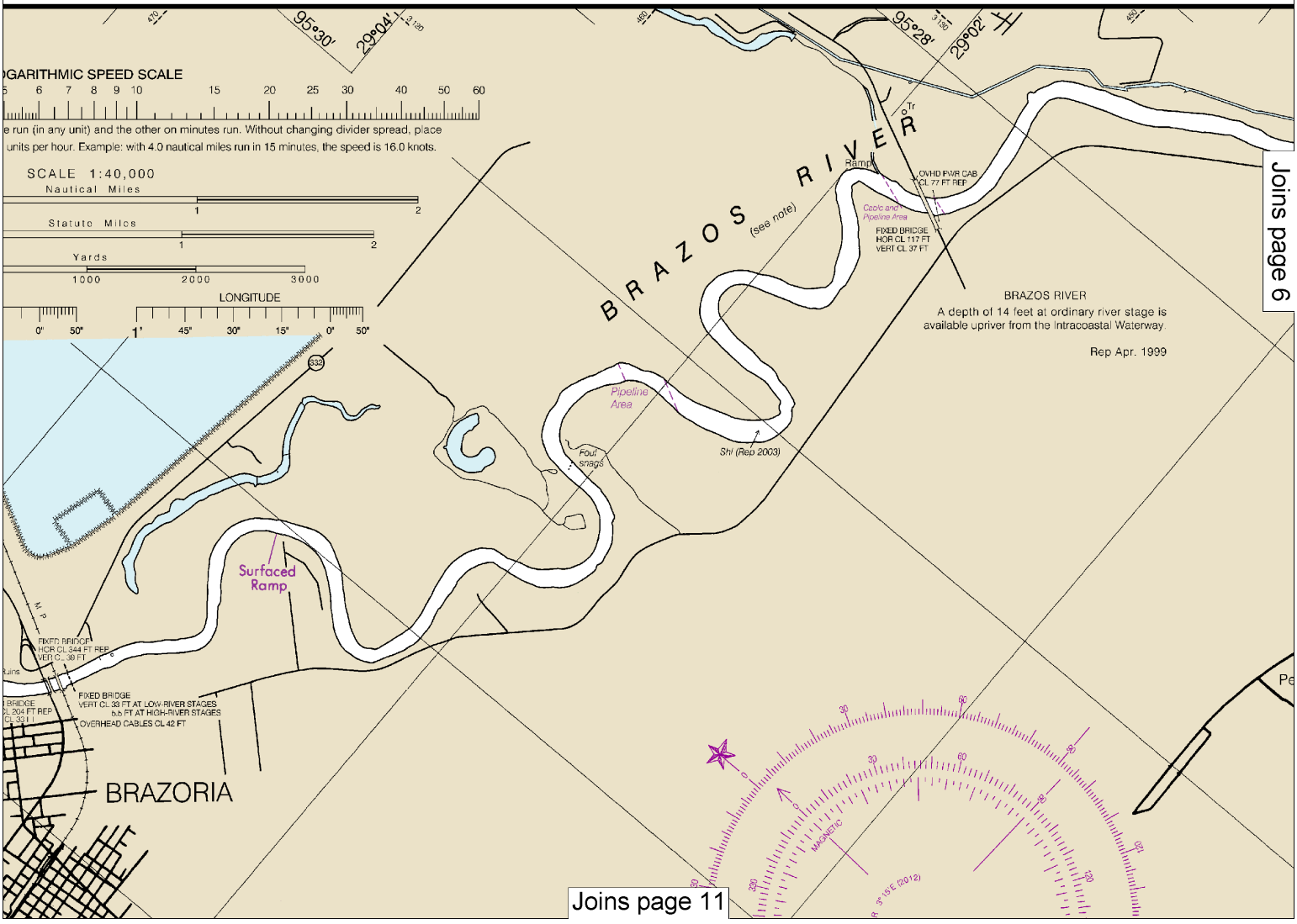
CAUTION

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.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.871" northward and 0.761' westward to agree with this chart.

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.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

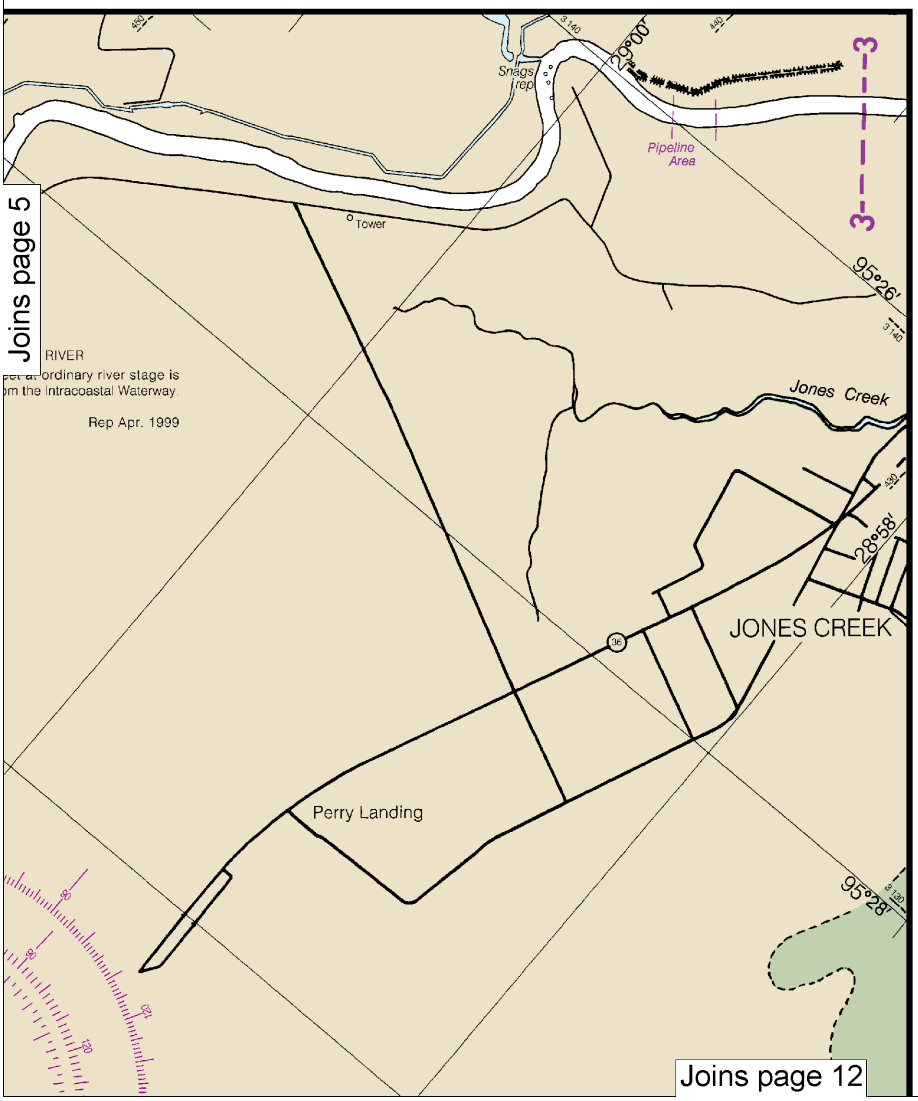
TR radio tower
t rotating
seconds
C sector
M statute miles
very quick
white
HIS whistle
yellow

soft
shells
sticky

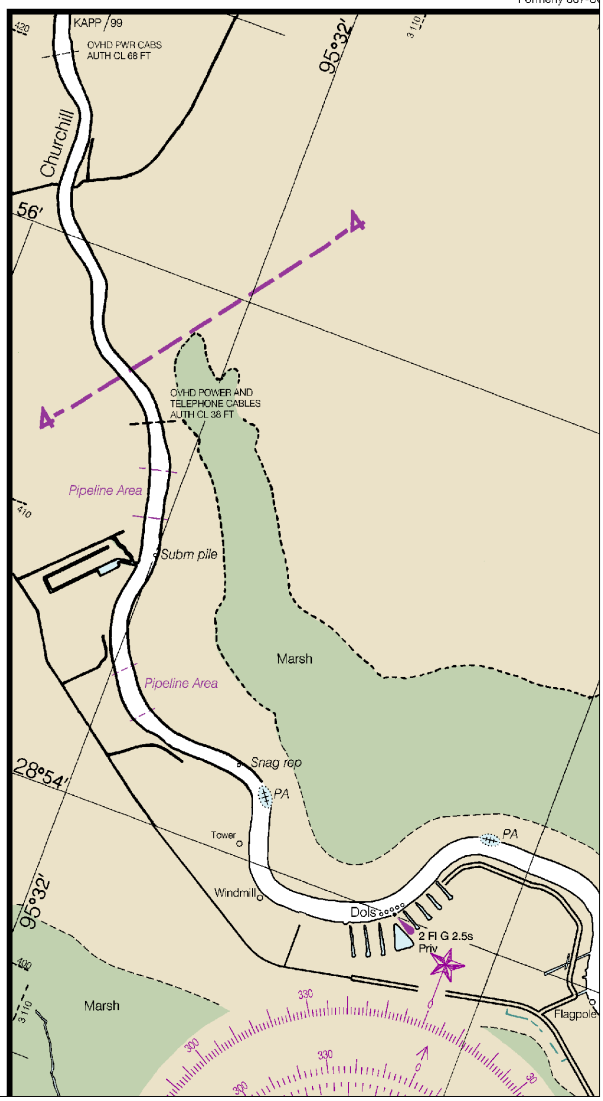
m submerged

he National
nments for
nal Ocean

Formerly 887-S



Joins page 5



Joins page 12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

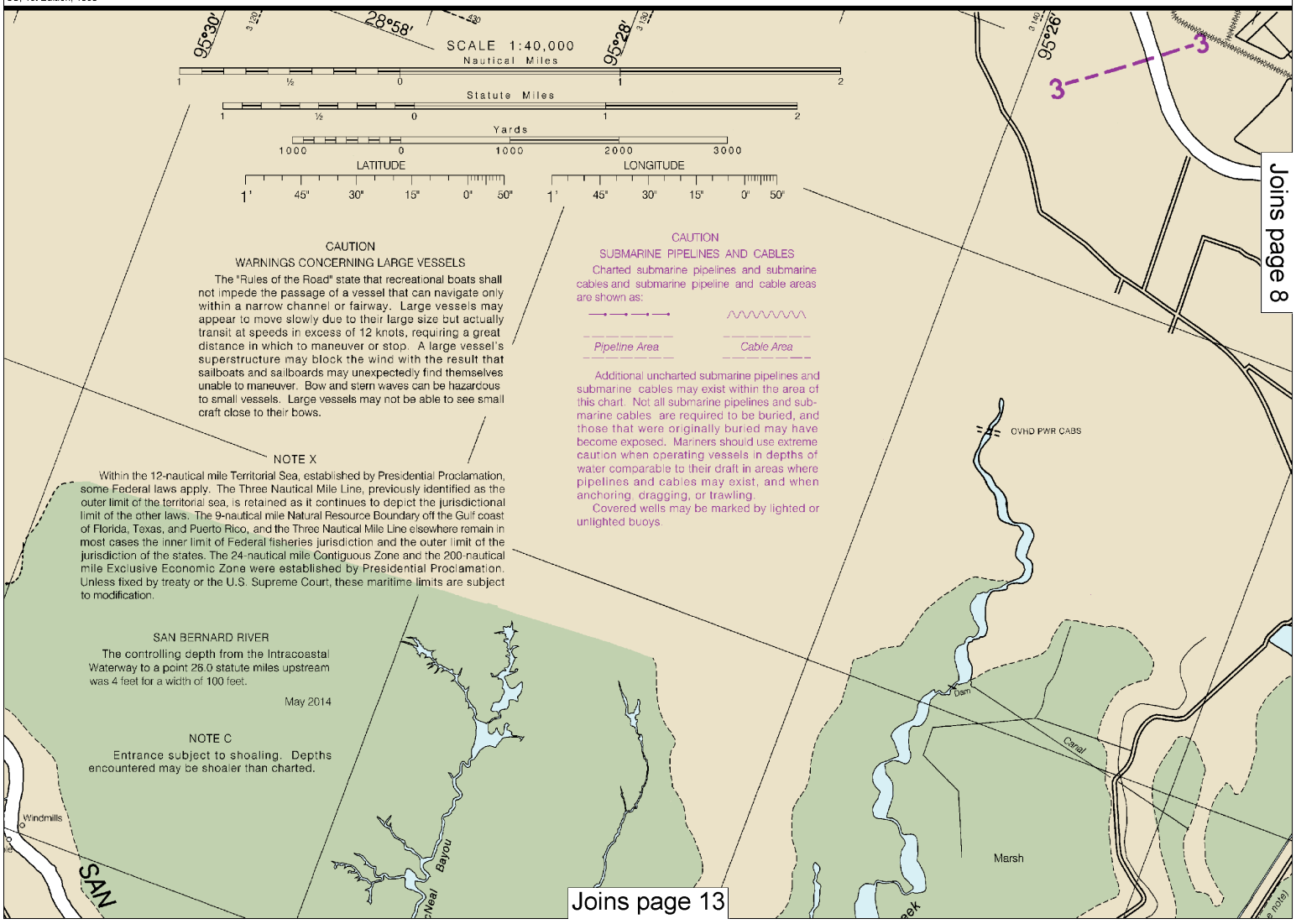
Yards

1000 0 1000 2000 3000 4000 5000

Ⓟ Pump-out facilities

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

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)

FREEPORT HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB-APR 2015

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT) LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH * (MILES)	DEPTH MLLW (FEET)
OUTER BAR CHANNEL	40.0	44.0	44.0	44.0	2-15	400	4.92	47
JETTY CHANNEL	39.0	44.0	43.0	38.0	2-15	400-689	1.35	45
JETTY CHANNEL TO BRAZOSPORT TURNING BASIN	40.0	42.0	43.0	41.0	2-15	790-400	0.13	45
BRAZOSPORT TURNING BASIN	40.0	45.0	44.0	40.0	2-15	370-1000	0.48	45
BRAZOSPORT TURNING BASIN TO UPPER TURNING BASIN	41.0	48.0	48.0	44.0	4-14	280-1208	1.03	45
BRAZOS HARBOR APPROACH CHANNEL	36.0	37.0	39.0	39.0	5-14	200-650	0.53	36
BRAZOS HARBOR TURNING BASIN	33.0	37.0	38.0	39.0	5-14	750	0.11	36

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.
* PROJECT LENGTHS ARE APPROXIMATE PENDING NEW DATA FROM USACE.

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

INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX
The controlling depths are published peric ically in the U.S. Coast Guard Local Notice Mariners.

Distances

Mileage distances shown along the Waterw are in Statute Miles, based on zero at Harv Lock, LA, and are indicated thus: ——•——
Tables for converting Statute Miles to Int national Nautical Miles are given in U.S. Coa Pilot 5.

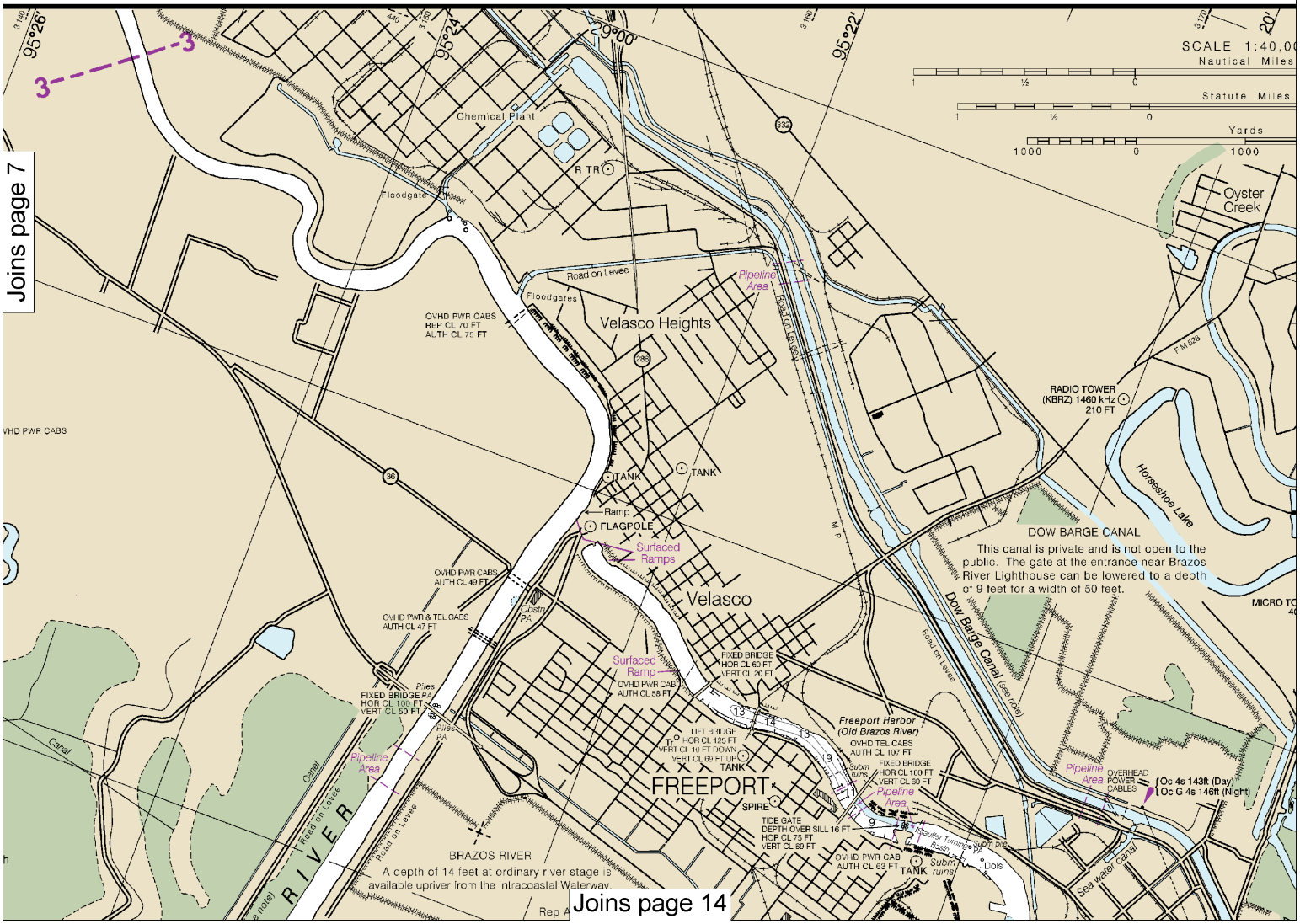
INTRACOASTAL WATERWAY AIDS

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

Aids to navigation marking the Intracoas Waterway exhibit unique yellow symbols distinguish them from aids marking other wat ways.

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

A horizontal yellow band provides no late information, but simply identifies aids to na gation as marking the Intracoastal Waterwa



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

NOTE S

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

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.

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.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

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

CAUTION

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

CAUTION

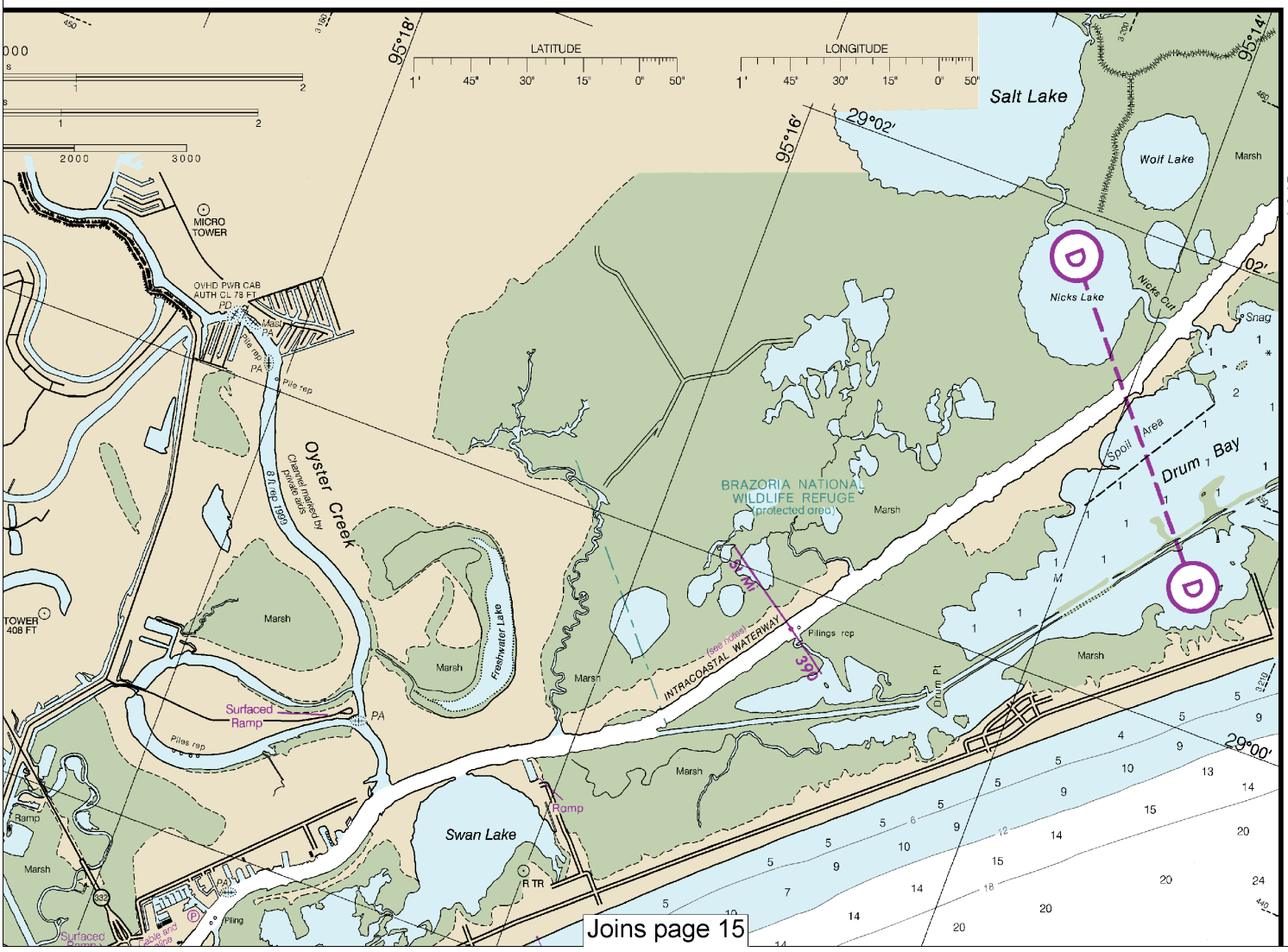
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

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-central zone is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

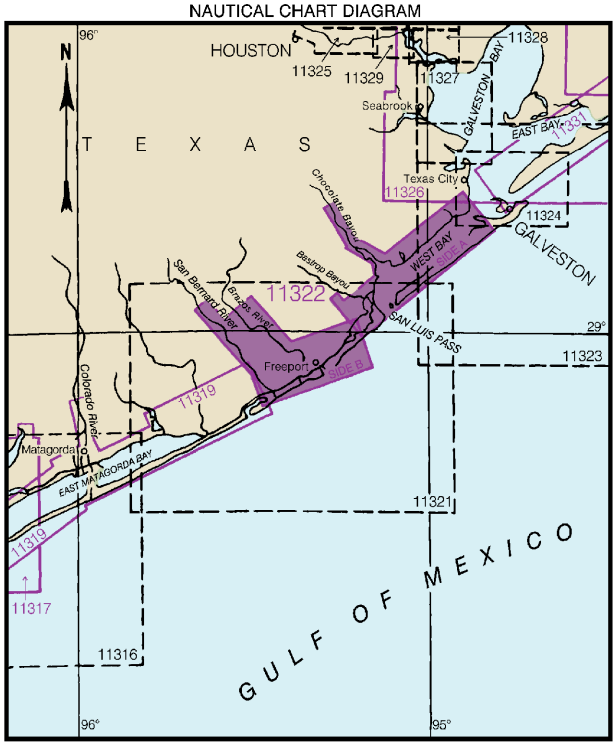


Joins page 15

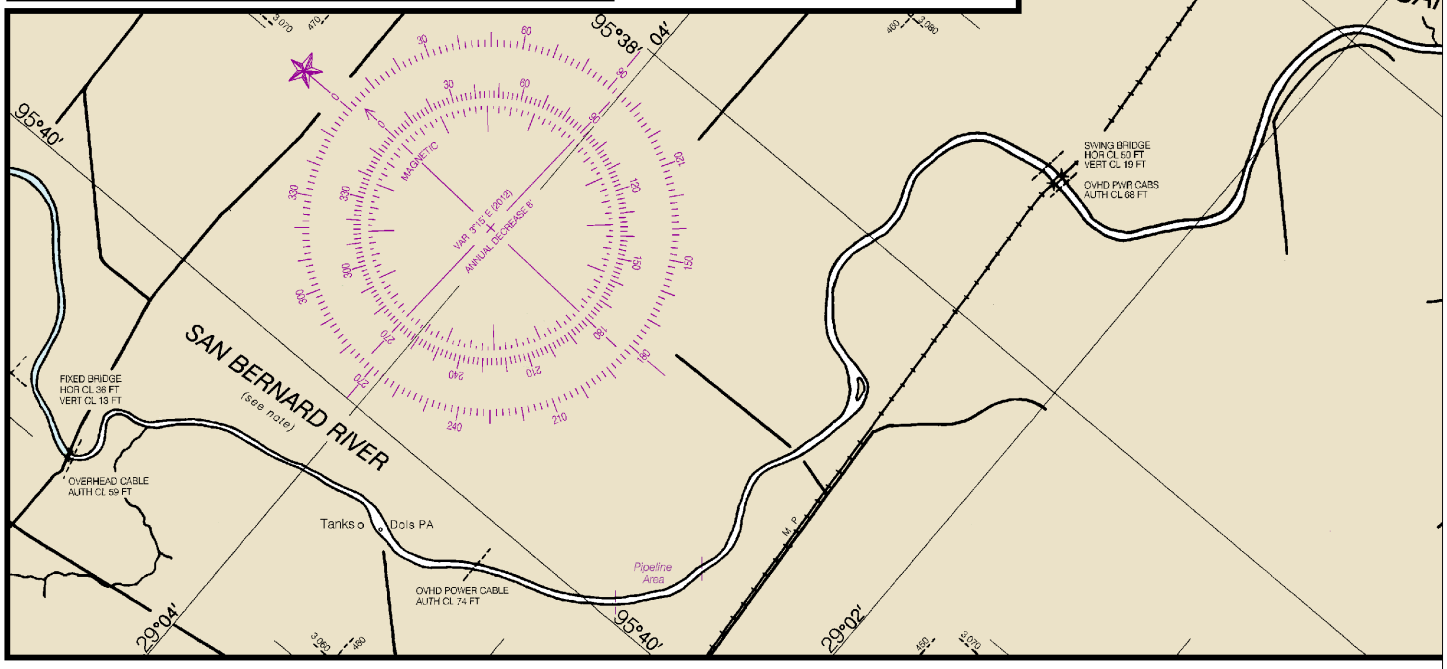
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

NAUTICAL CHART DIAGRAM

Joins page 4



SIDE B



11322

Joins page 16

Note: Chart grid lines are aligned with true north.

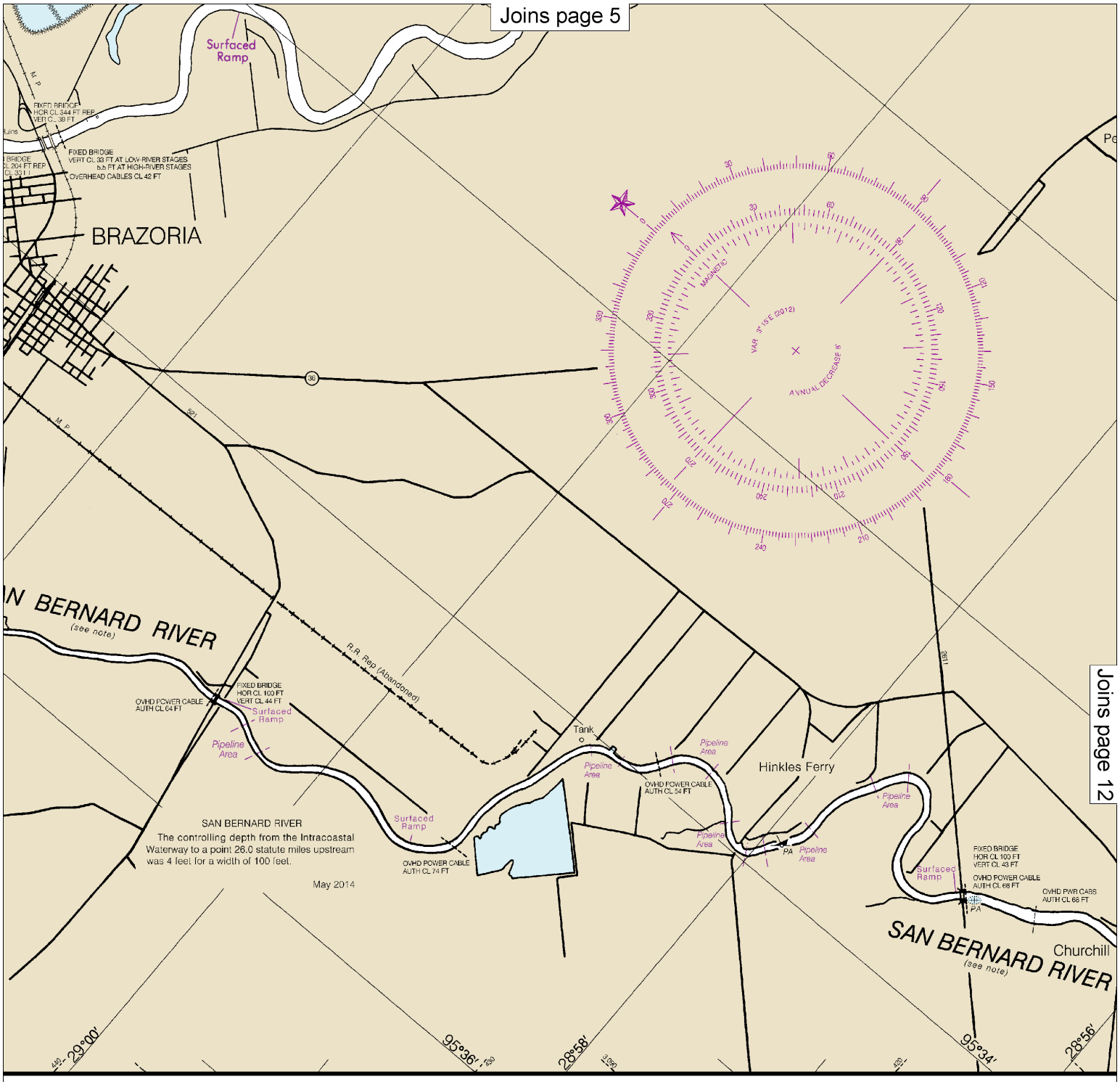
Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

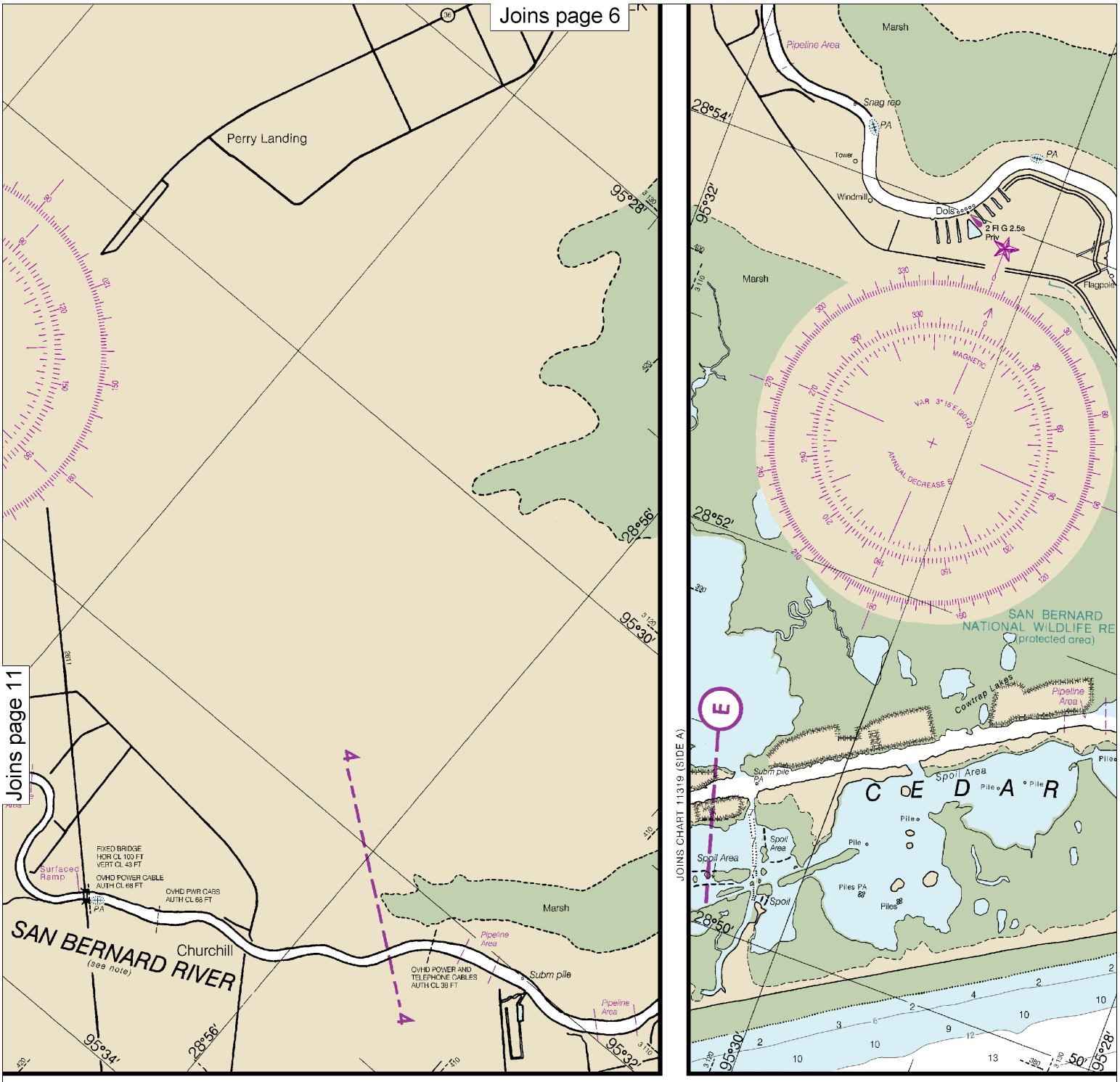
Yards
1000 0 1000 2000 3000 4000 5000

Joins page 5



Joins page 12

Joins page 17



Joins page 18

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections
en you receive them.
Read carefully all notes printed on your chart, each is vital to your safety afloat.

Note: Chart grid lines are aligned with true north.

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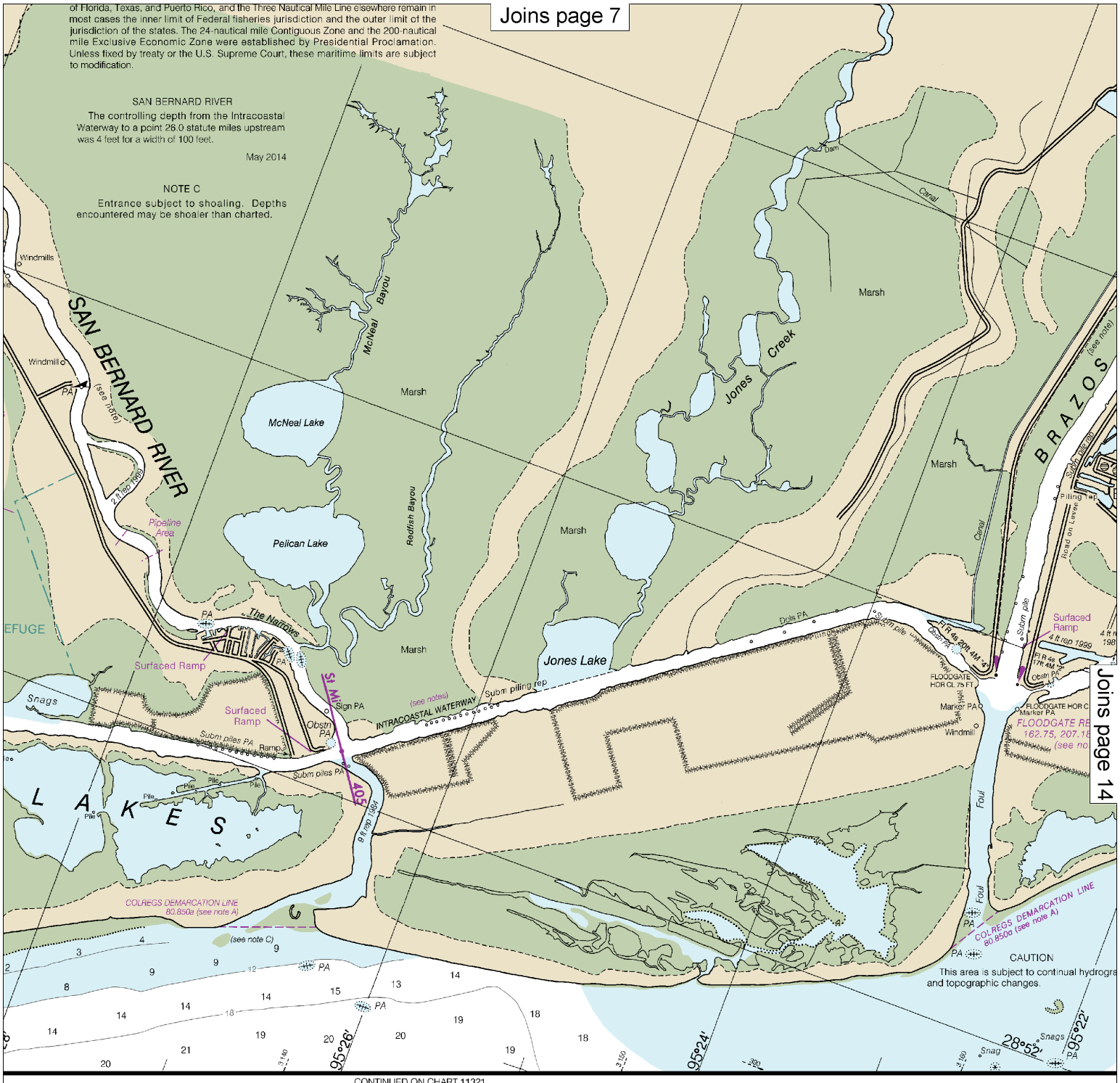
Nautical Miles

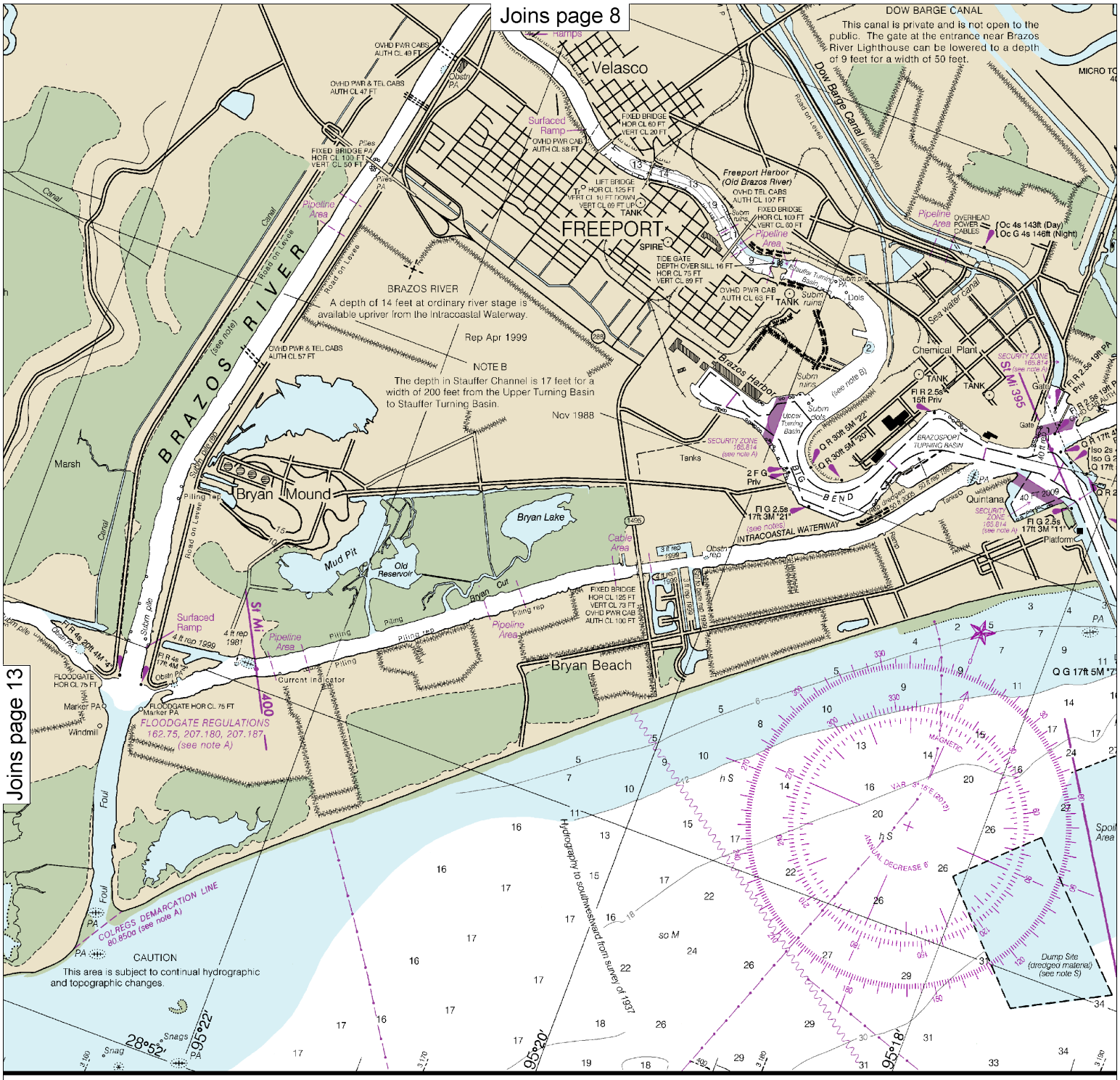
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


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.
SAN BERNARD RIVER
The controlling depth from the Intracoastal Waterway to a point 26.0 statute miles upstream was 4 feet for a width of 100 feet.
May 2014
NOTE C
Entrance subject to shoaling. Depths encountered may be shoaler than charted.
Joins page 7
SAN BERNARD RIVER
McNeal Bayou
McNeal Lake
Pelican Lake
Redfish Bayou
Jones Creek
Marsh
Canal
Dam
Windmills
Windmill
Pipeline Area
The Narrows
Surfaced Ramp
Snags
Jones Lake
INTRACOASTAL WATERWAY
Subm piling rep
Sign PA
Obstn PA
Subm piles PA
Dols PA
FLOODGATE HOR CL 75 FT
Marker PA
Windmill
Foul
COLREGS DEMARCATION LINE 80.850a (see note A)
(see note C)
CAUTION
This area is subject to continual hydrogra and topographic changes.
L A K E S
BRAZOS
Joins page 14
CONTINUED ON CHART 11321
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.
Joins page 19



INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

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AIDS TO NAVIGATION

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

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.

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Nautical Miles

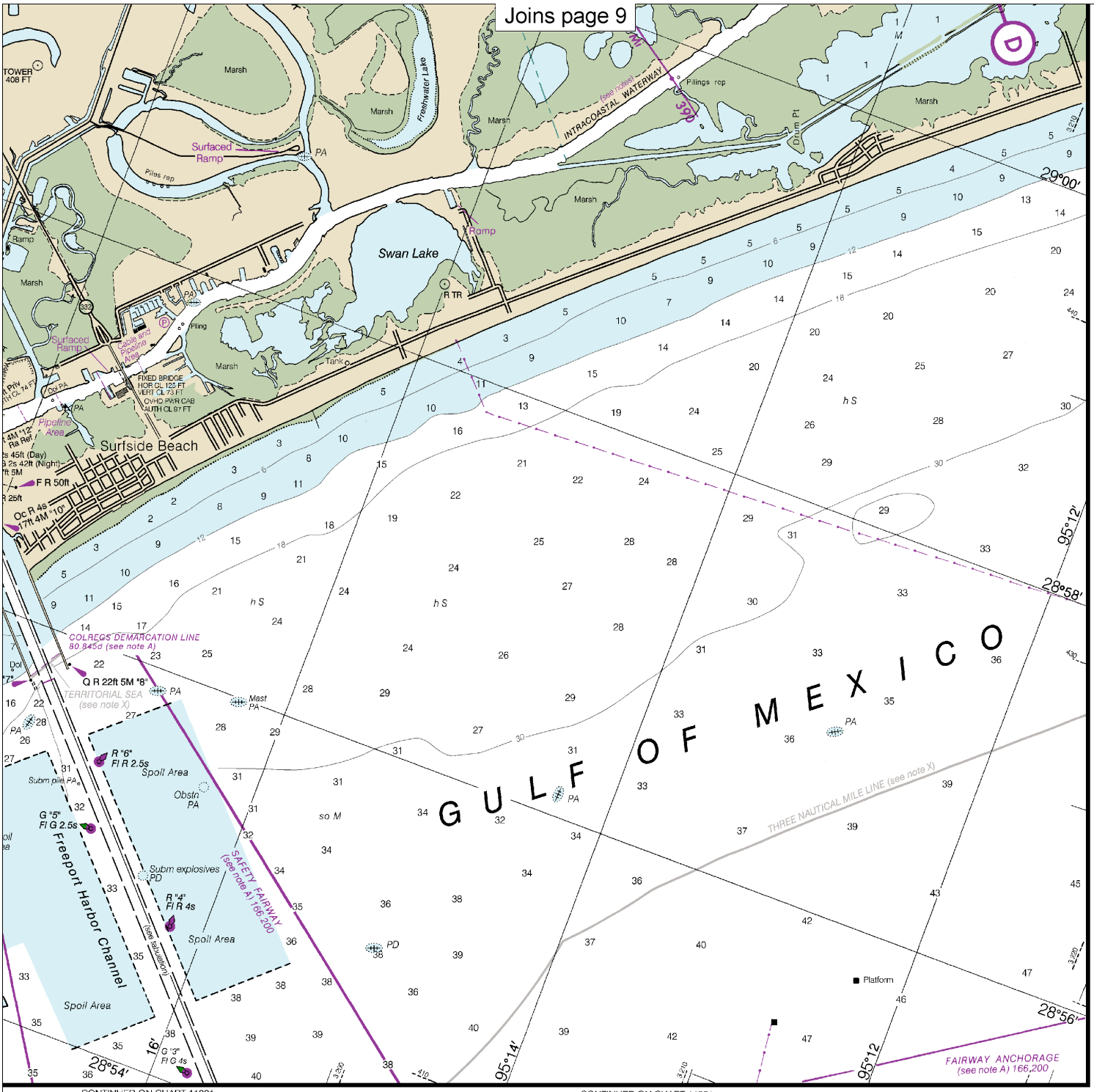
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 9



11322

SIDE B

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Houston, TX	*(281) 337-5074	8:00 AM-4:00 PM (Mon.-Fri.)

*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	MHz	BROADC

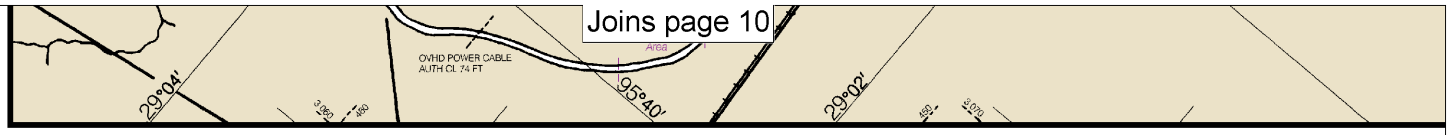
Joins page 21

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS

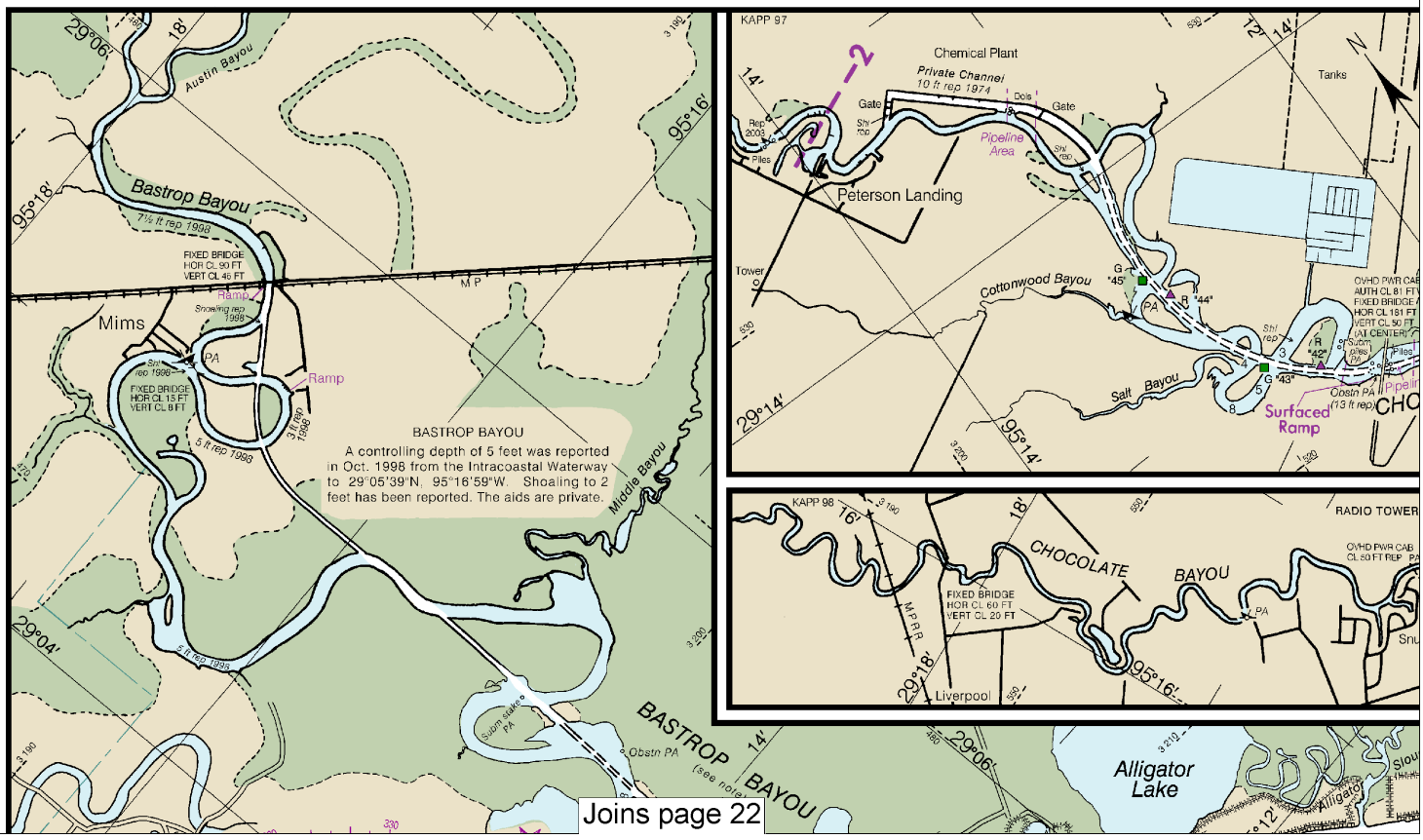
CITY	STATION	(kHz)	DAILY BROADCAST-CST	SPECIAL WARNINGS
Galveston, Texas	NOY	2670	4:50 6:50 10:50 A.M. 4:50 P.M.	* On receipt
Port Aransas, Texas	NOY-3	2670	4:40 6:40 10:40 A.M. 4:40 P.M.	* On receipt

* Preceded by announcement on 2182 kHz and 156.8 MHz

Joins page 10



11322



Joins page 22

Note: Chart grid lines are aligned with true north.

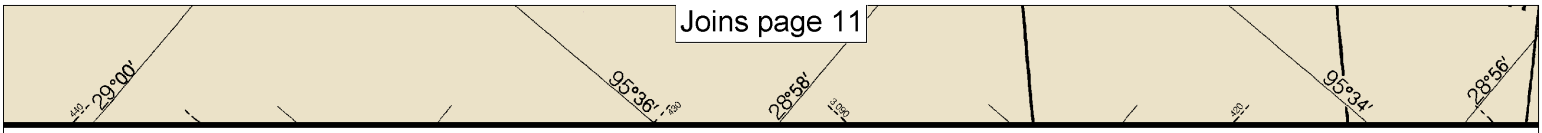
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

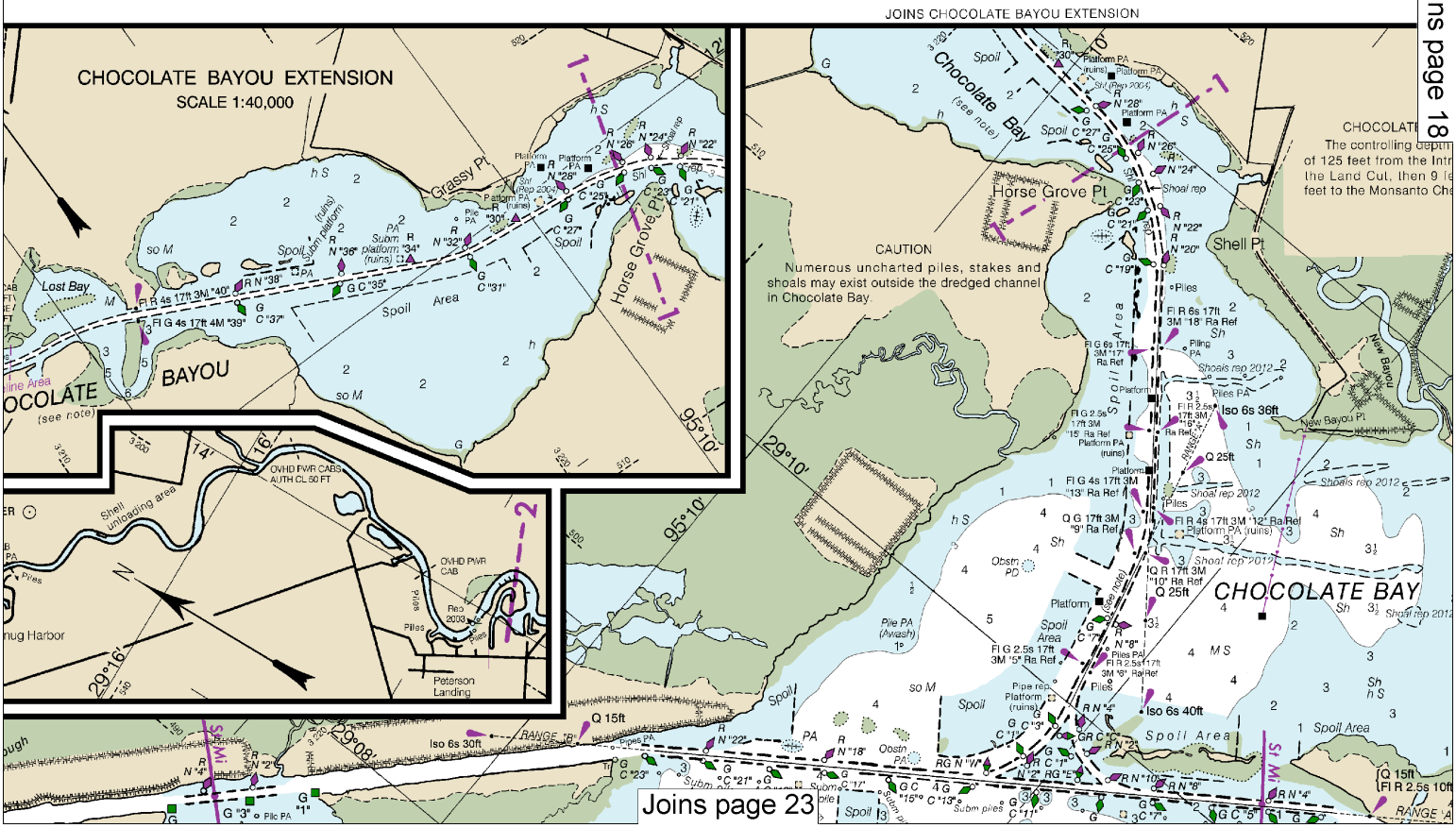
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

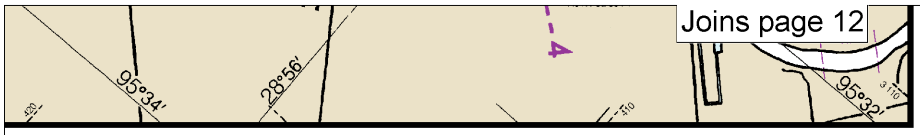
Joins page 11

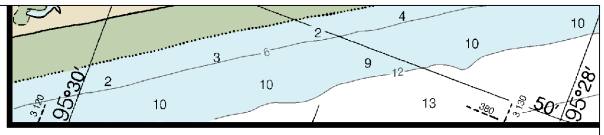


Joins page 18



Joins page 12





SAFETY HINTS

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

Ⓟ Pump-out facilities

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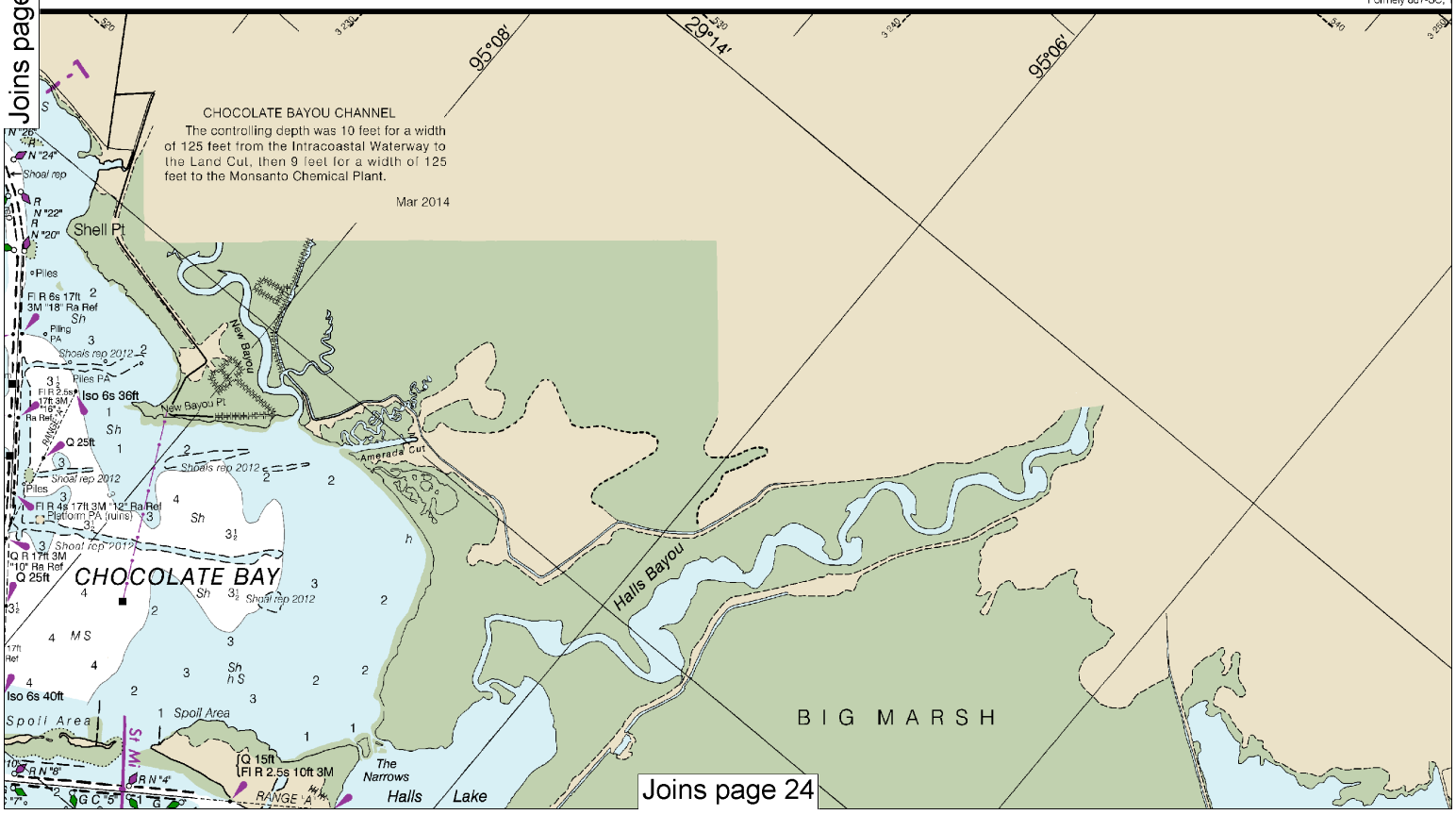
Formely 887-SC, 1

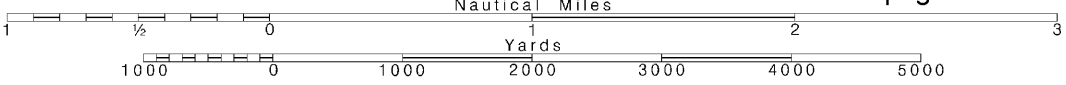


Joins page 24

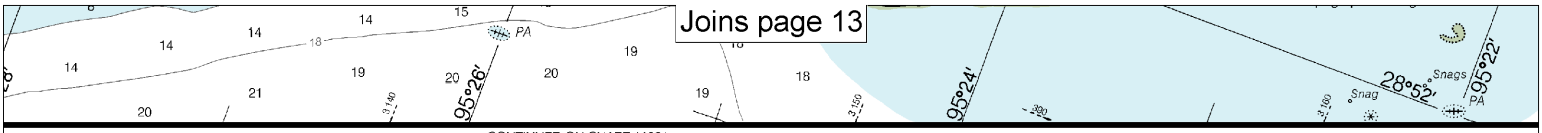
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.



Joins page 13



CONTINUED ON CHART 11321

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."

CAUTION

Stakes, piles and platforms, some submerged, may exist between charted piling and platforms along the maintained channels.

Piles and platforms are not shown where they interfere with a light symbol.

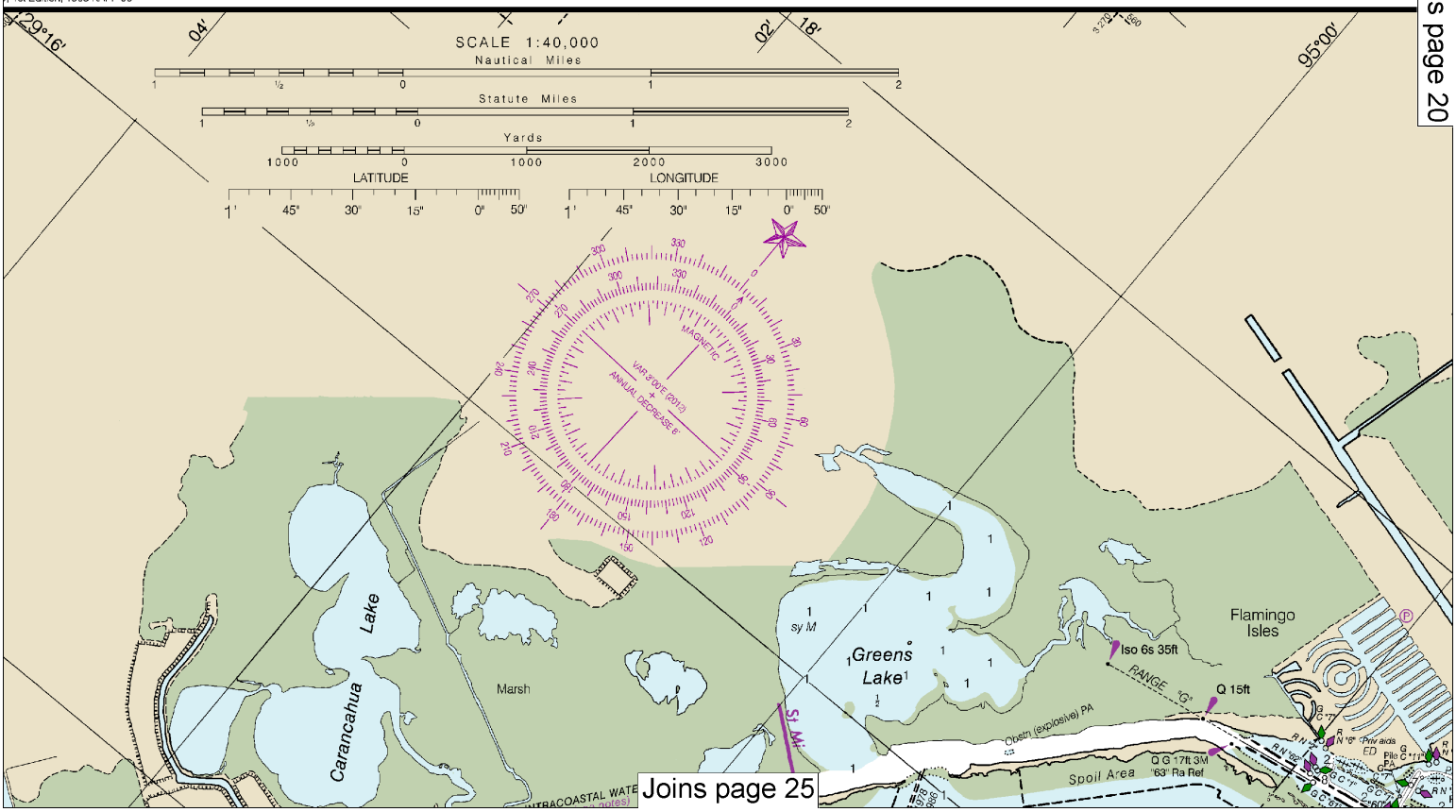
CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

Joins page 20

, 1st Edition, 1968 KAPP 96



Joins page 25

Joins page 14

INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ——●——
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

AIDS TO NAVIGATION

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

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

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

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.

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).

PLANE COORDINATE GRID

(based on NAD 1927)

Texas State Grid, south-central zone, is indicated on this chart at 10,000 foot intervals. The last three digits have been omitted.

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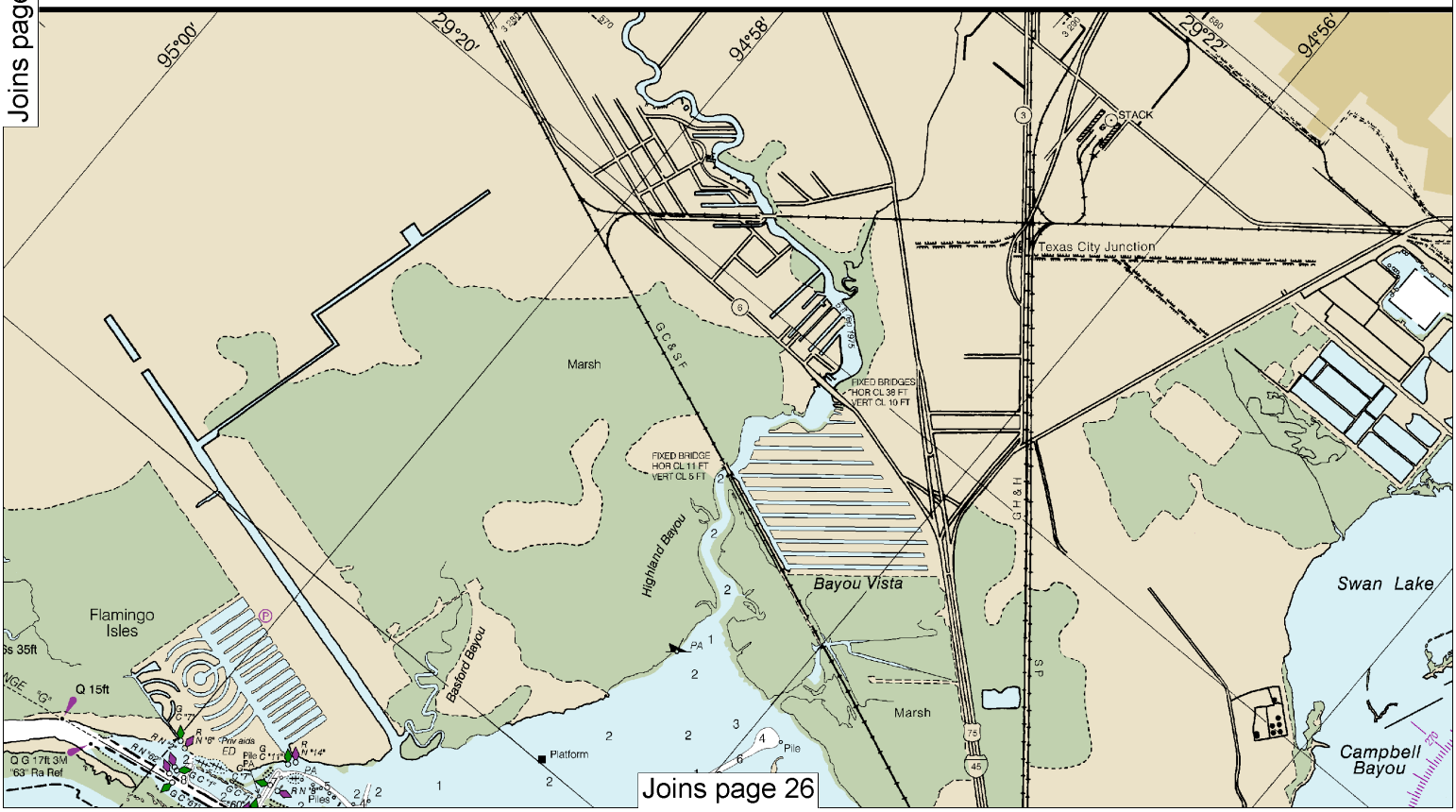


Joins page 26

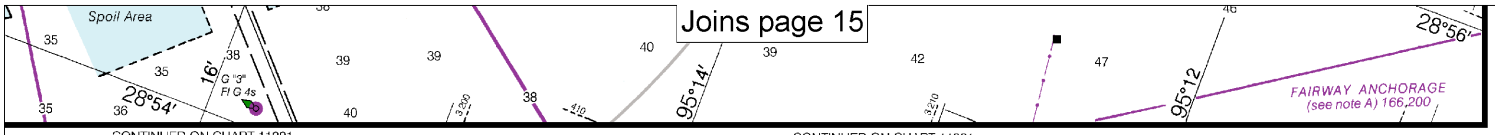
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000



11322

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Houston, TX	*(281) 337-5074	8:00 AM-4:00 PM (Mon.-Fri.)

*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	MHz	BROADCAST TIMES
Galveston, TX	KHB-40	162.55 MHz	24 hours daily
Bay City, TX	WWG-40	162.425 MHz	24 hours daily
Houston, TX	KGG-68	162.40 MHz	24 hours daily

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.

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	(kHz)	DAILY BROADCAST-CST	SPECIAL WARNINGS
Galveston, Texas	NOY	2670	4:50 6:50 10:50 A.M. 4:50 P.M.	* On receipt
Port Aransas, Texas	NOY-3	2670	4:40 6:40 10:40 A.M. 4:40 P.M.	* On receipt

* Preceded by announcement on 2182 kHz and 156.8 MHz

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

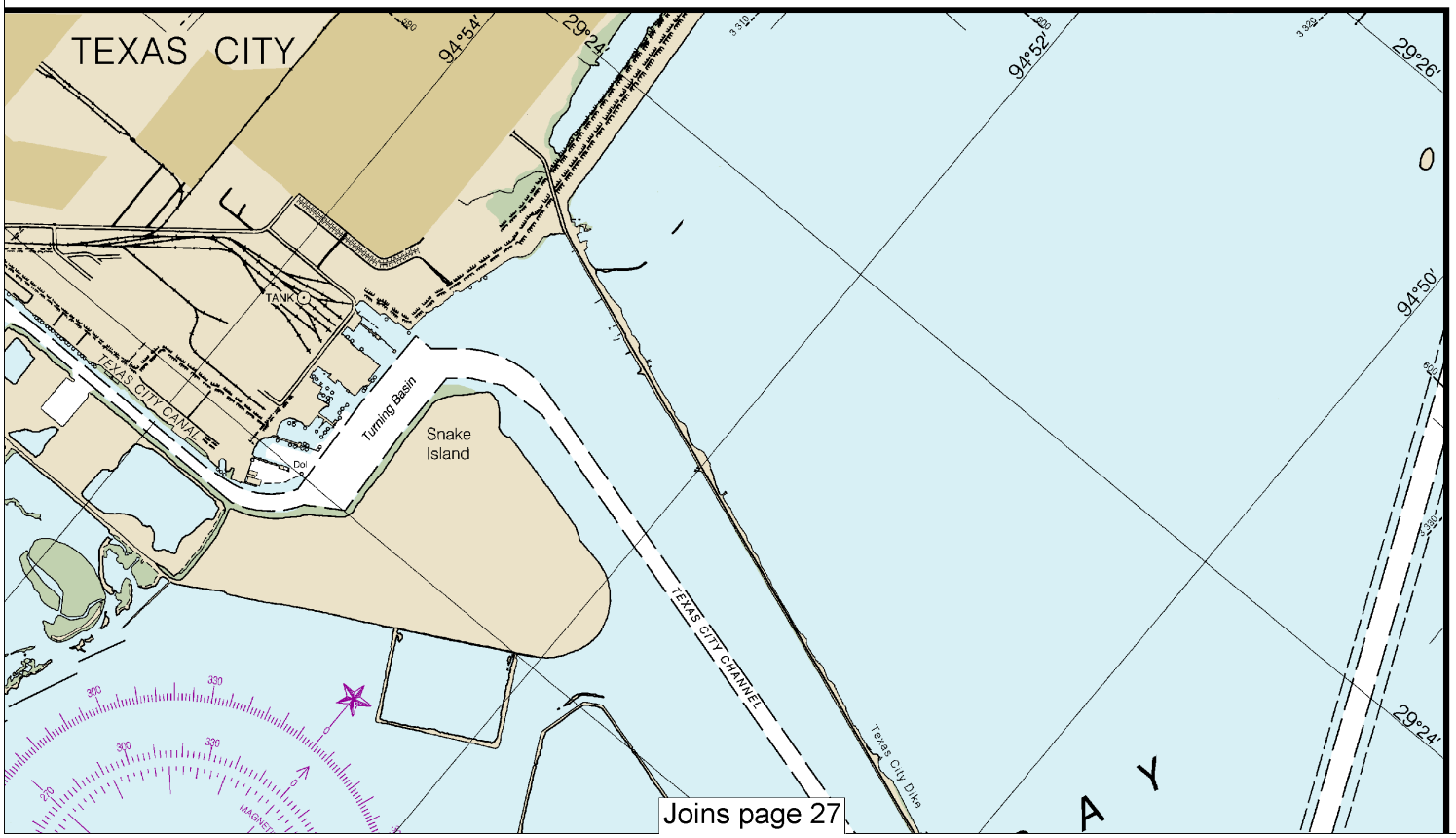
CAUTION

WARNINGS CONCERNING LARGE VESSELS

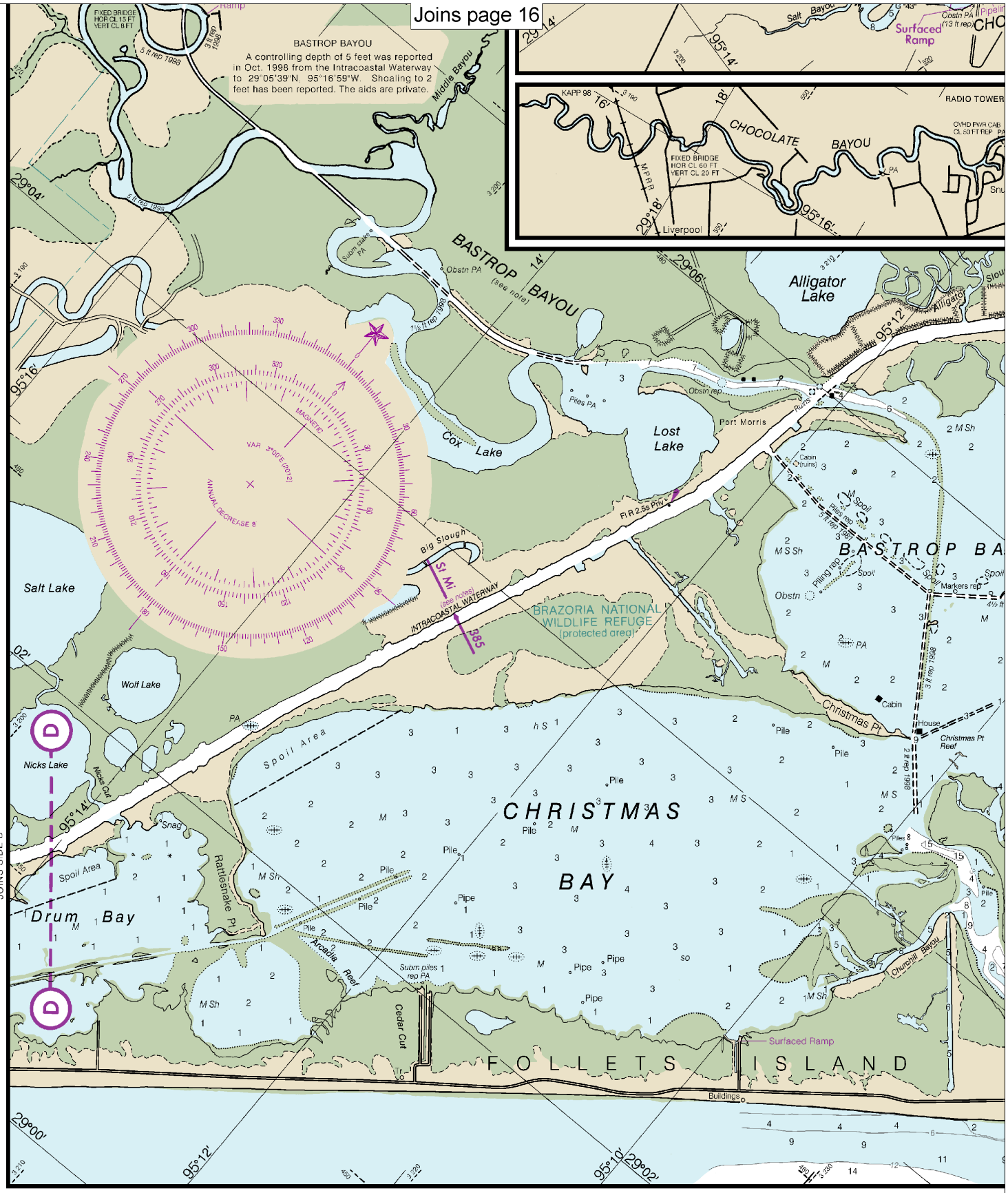
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in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

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Galveston Bay Power Squadron, District 21, United States Power Squadrons, for continually providing essential information for revising this chart.



Joins page 16



SIDE A

JOINS SIDE B

11322

33rd Ed., May 2012. Last Correction: 12/9/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4816 (11/26/2016)

Note: Chart grid lines are aligned with true north.

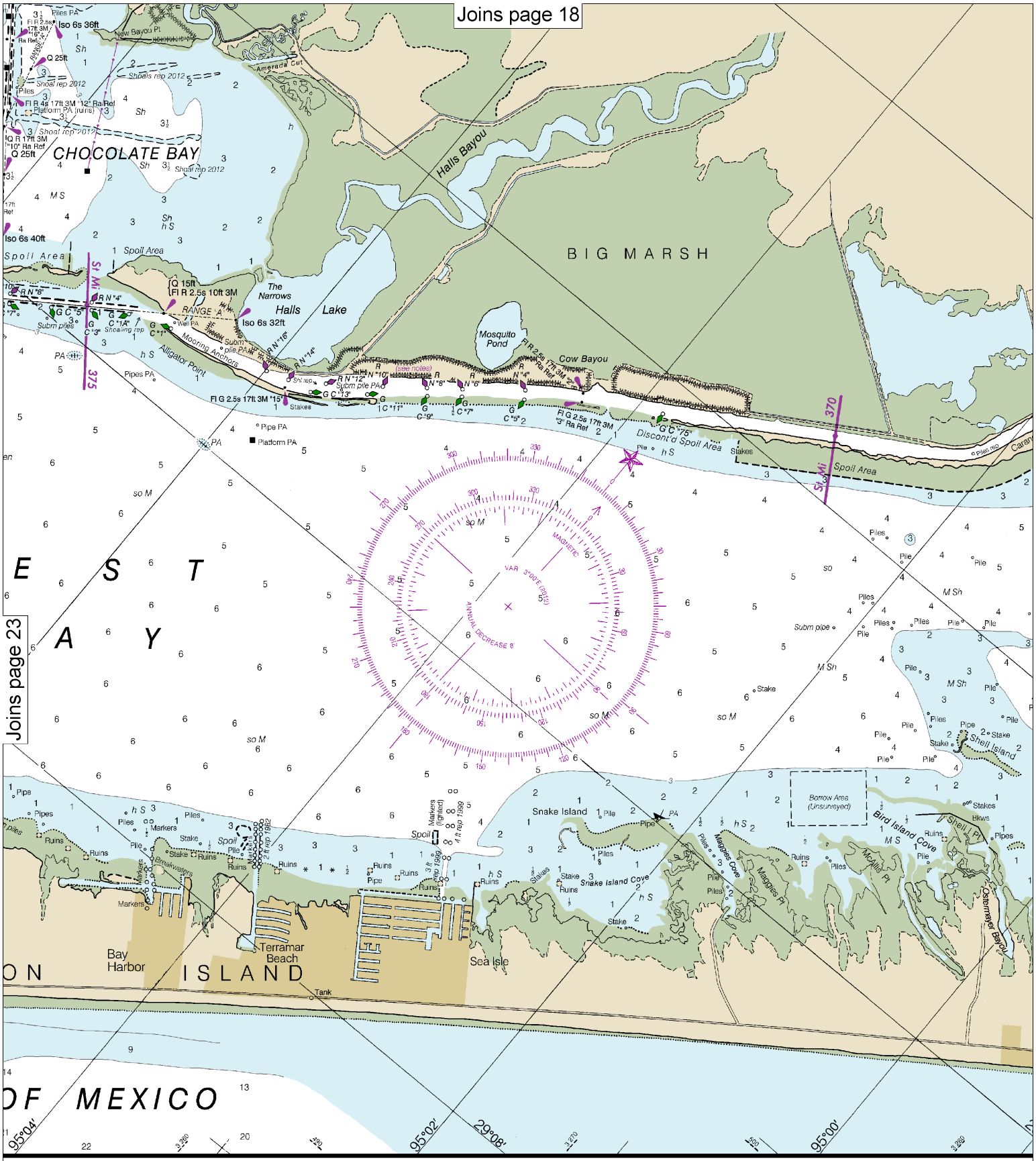
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1, ½, 0, 1, 2, 3

Yards: 1000, 0, 1000, 2000, 3000, 4000, 5000

See Note on page 5.

CONTINUED ON CHART 11321



CONTINUED ON CHART 11323

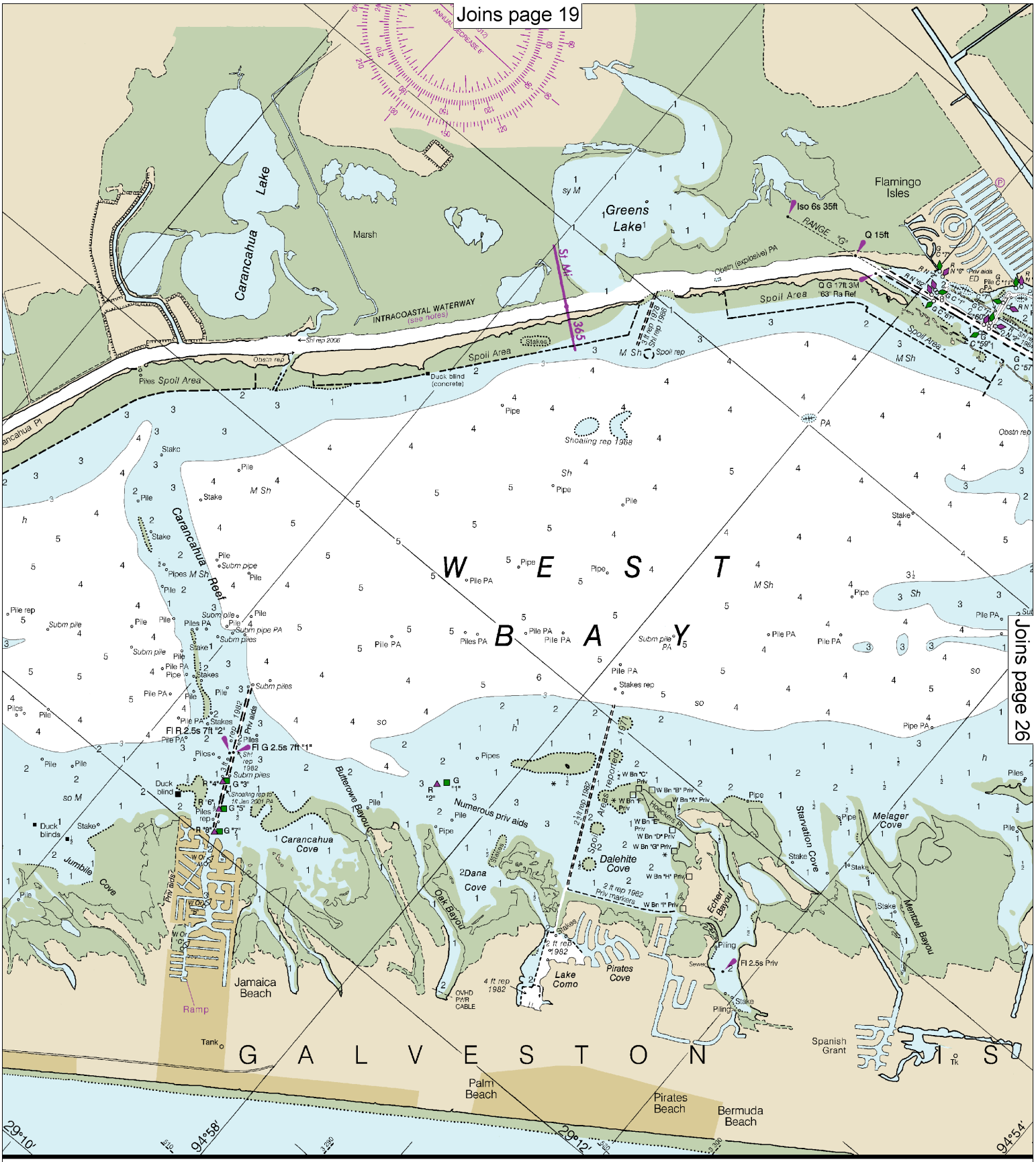
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 19
Joins page 26
W E S T
B A Y
G A L V E S T O N I S
Carancahua Lake
Marsh
Greens Lake
Flamingo Isles
Iso 6s 35ft
Q 15ft
RANGE "G"
INTRACOASTAL WATERWAY
(see notes)
Spoil Area
Obstn (explosive) PA
Q G 17ft 3M "63" Ra Ref
Duck blind (concrete)
Shoaling rep 1968
Carancahua Reef
Carancahua Cove
Jumbile Cove
Numerous priv aids
Dana Cove
Dalehite Cove
Oak Bayou
Butterowe Bayou
Starvation Cove
Melager Cove
Mentzel Bayou
Echter Bayou
Lake Como
Pirates Cove
Jamaica Beach
Palm Beach
Pirates Beach
Bermuda Beach
Spanish Grant
Ramp
Tank
Fl R 2.5s 7ft "2"
Fl G 2.5s 7ft "1"
Fl 2.5s Priv
OVHD PWR CABLE
29°10'
94°58'
29°12'
94°54'

26

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 21
CITY CANAL
Turning Basin
Snake Island
TEXAS CITY CHANNEL
Texas City Dike
HOUSTON SHIP CHANNEL
29°24'
94°48'
G A L V E S T O N
B A Y
USE CHART 11324
MAGNETIC
VAR 2°43'E (2012)
ANNUAL DECREASE 8
355
5 St Mi
350
5 St Mi
INTRACOASTAL WATERWAY
(GALVESTON-FREEPORT CUTOFF)
INTRACOASTAL WATERWAY
29°22'
Point Bolivar
BOLIVAR ROADS
94°46'
PELICAN ISLAND
OVHD PWR CABS
Ruins
SILO
TOWERS
BLDG
R TRS
(KGBC)
1540 kHz
MICRO TRS
STACKS
R TR
(KILE)
1400 kHz
INNER BAR CHANNEL
Ramp
OVHD PWR CAB
AUTH CL 43 FT
OVHD PIPE
FIXED BRIDGE
HOR CL 38 FT
VERT CL 9 FT
AUTH
FP
TR
Fort Pt
GALVESTON CHANNEL
GALVESTON
TOWER
29°18'
TOWER
STACK
TALLEST
BLDG
29°20'
AERO
R Bn 206

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SIDE A

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican 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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NOAA's Office of Coast Survey The Nation's Chartmaker