

# BookletChart™

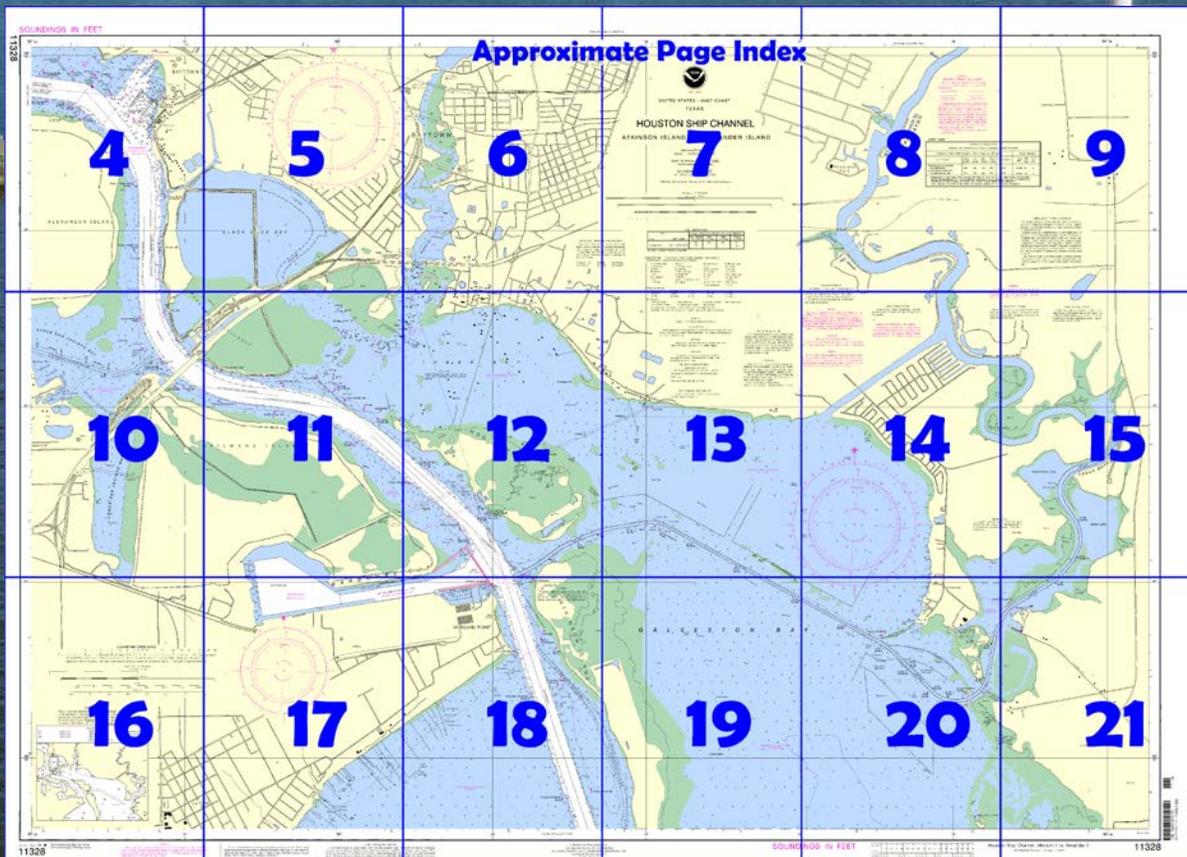
## Houston Ship Channel Atkinson Island NOAA Chart 11328



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



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



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

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

**What is a BookletChart™ ?**

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

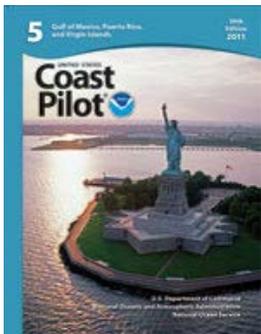
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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

**Notice to Mariners Correction Status**

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

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11328>



**[Coast Pilot 5, Chapter 10 excerpts]**

**Galveston Bay** is a large irregularly shaped shallow body of water on the coast of Texas, about 285 miles W from Southwest Pass and 690 miles NW from Dry Tortugas. The bay is about 30 miles long in a general NNE and SSW direction, about 17 miles wide at its widest part, and has general depths of 7 to 9 feet.

A highway bridge 9.7 miles above the entrance and a railroad bridge 13.4 miles above the entrance have fixed spans with a

minimum clearance of 18 feet. In October 1982, the highway bridge was

being modified to provide a clearance of 18 feet. A highway bridge crossing a cutoff between **Boaz Island** and the mainland has a 13-foot fixed span with a clearance of 6 feet. Only very small craft use the cutoff. Shallow **Tabbs Bay** is at the NW end of Galveston Bay, and contains numerous oil well structures and overhead power cables. There are no defined channels; the average depth is reported to be less than 3 feet. A channel from Houston Ship Channel follows the W end of **Hog Island** and Tabbs Bay to **Baytown** on the N shore. **Goose Creek** is navigable for craft drawing up to 5 feet to a highway bridge 2.8 miles above the entrance. The channel, unmarked and ill-defined, runs close aboard the N shore of the island N of the W end of Hog Island and leads to Goose Creek. Private poles and markers may at times mark the preferred route. Goose Creek contains numerous oil wells, pipelines, pilings, and other hazards; local knowledge is advised. The creek is used by oil well supply and commercial fishing vessels.

The highway bridge 2.8 miles above the entrance has a 48-foot fixed span with a clearance of 9 feet. Two highway and two railroad bridges between the entrance and this bridge have fixed spans with a minimum width of 32 feet and minimum clearance of 14 feet. Overhead power cables crossing the creek between the mouth and the highway bridge 2.8 miles above the entrance have a least clearance of 36 feet.

**Barbours Cut**, opposite Hog Island, extends about 1.2 miles W from Houston Ship Channel. A privately dredged area extends W about 0.6 mile into the cut from Houston Ship Channel. A turning basin, at the head of the cut and W of the dredged area, provides excellent shelter in depths of 20 to 26 feet for vessels up to 150 feet long.

Morgans Point is on the NW end of Galveston Bay on the W side of Houston Ship Channel. **La Porte**, a town 2 miles SW of Morgans Point, has rail and highway connections with other parts of the State.

**Houston Ship Channel** extends from Galveston Harbor across Galveston Bay and through parts of San Jacinto River and Buffalo Bayou to the city of Houston, a distance of 44 miles.

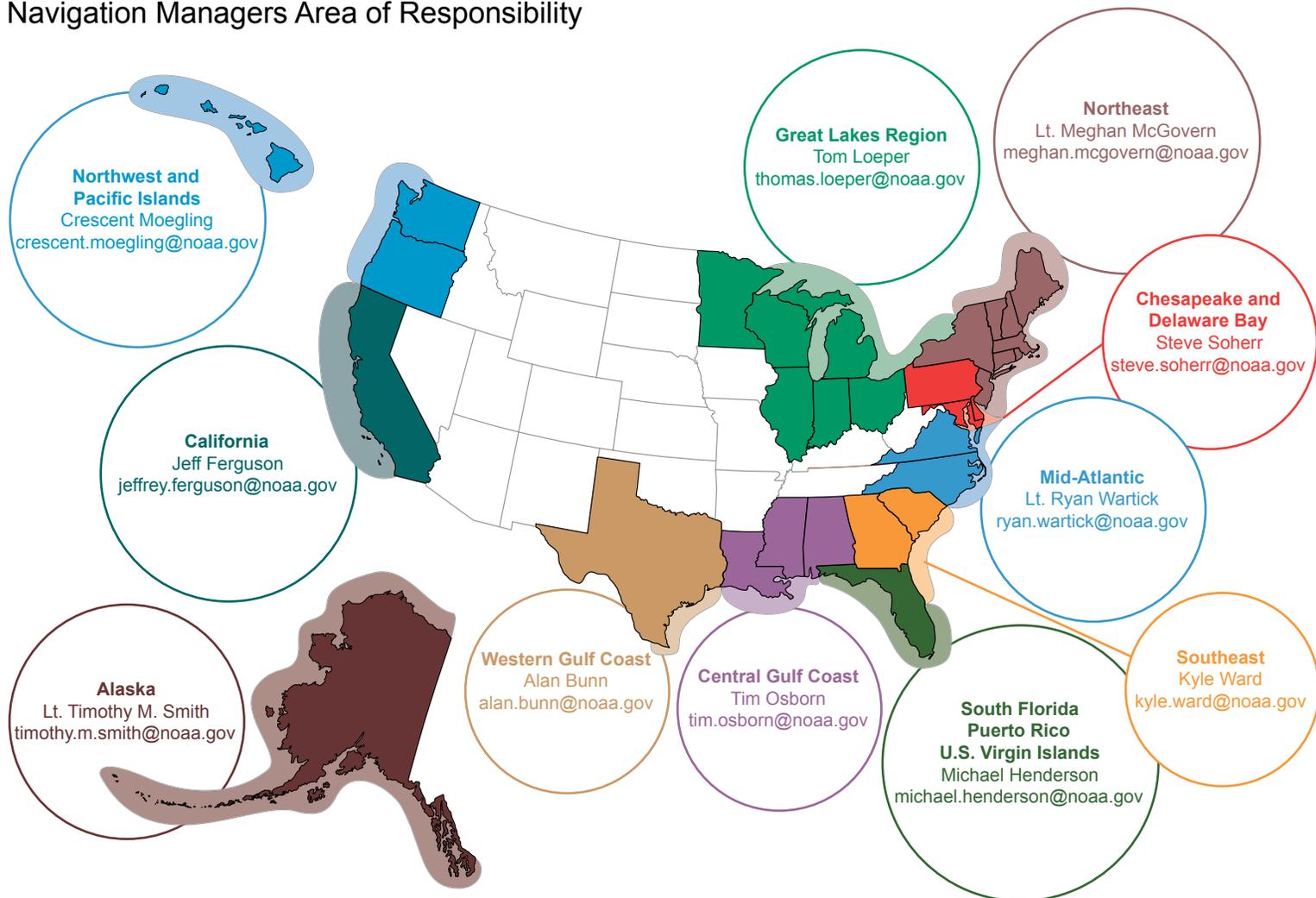
N of Bolivar Peninsula, spoil banks on both sides of the channel extend N to **Red Fish Bar**. About 1.5 miles below Red Fish Bar, a narrow channel marked at the entrance by Daybeacon 1, exits Houston Ship Channel to the W, leading to Dickinson Bayou. In March 1985, the controlling depth through the spoil bank was 6 feet. Along the NE side of Houston Ship Channel N of Red Fish Bar, several openings through the spoil bank permit passage into the NE portions of Galveston Bay. One of these, **Fivemile Cut**, about 8 miles above Red Fish Bar and E of Red Bluff is dredged. In January 2002, the controlling depth was 4.2 feet (4.6 feet at midchannel). The channel is marked by buoys.

The Coast Guard advises vessels exercise particular caution where the channel intersects the Intracoastal Waterway, about 6.6 miles above the entrance jetties and just below Lighted Buoys 25 and 26. 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 channel 13 prior to crossing the Intracoastal Waterway, particularly during periods of restricted visibility.

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

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

# Navigation Managers Area of Responsibility



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

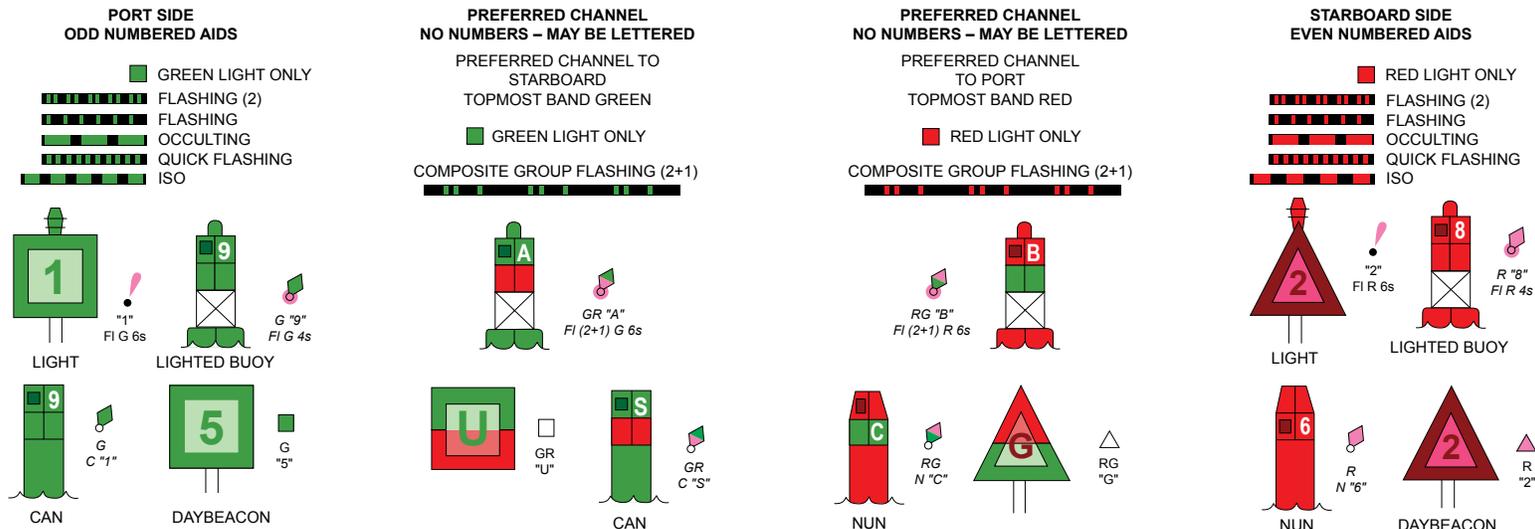
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

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

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

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



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

11328

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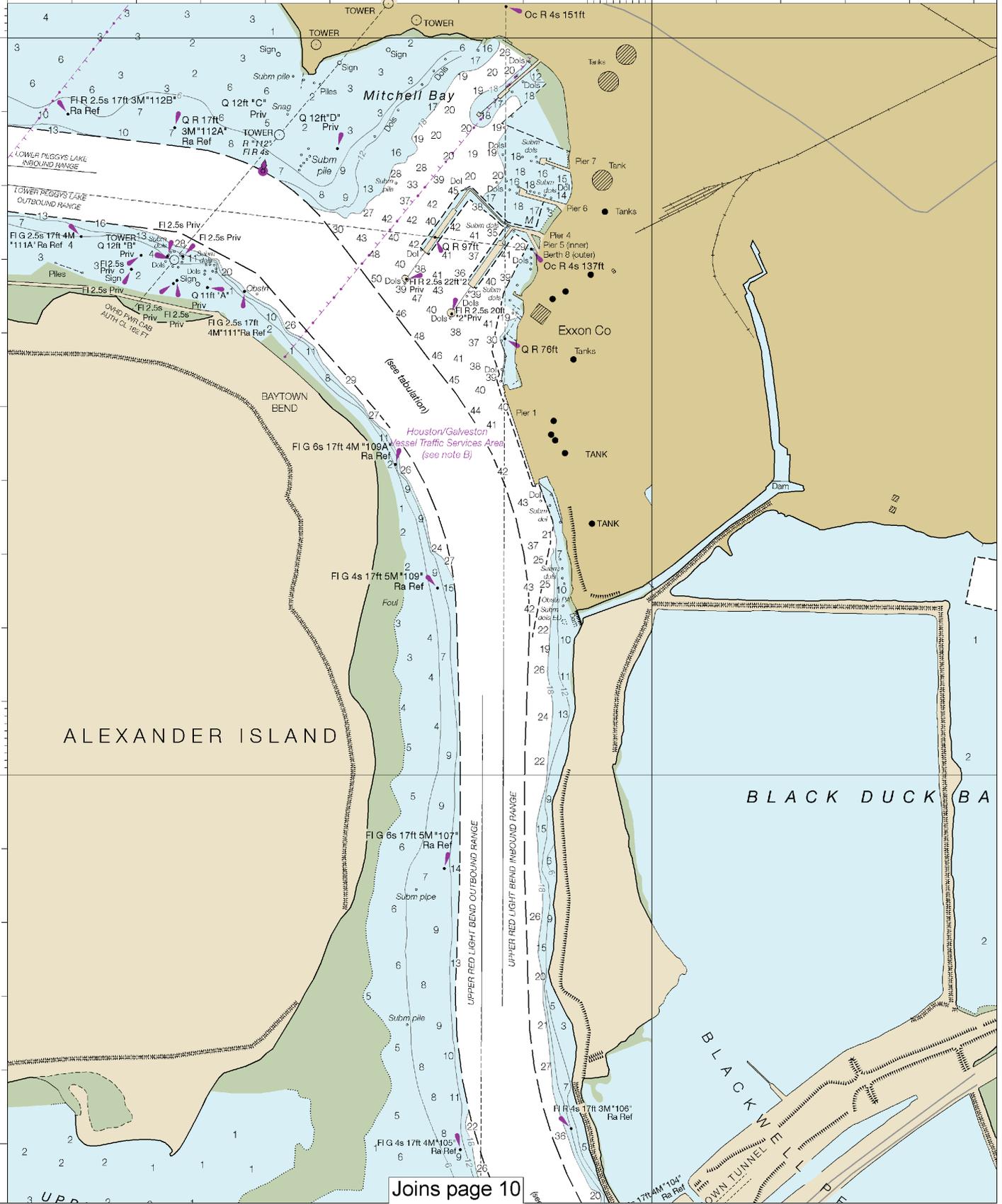
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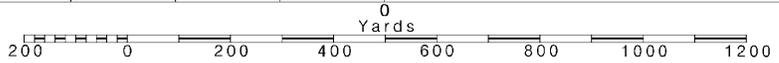
Joins page 10

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

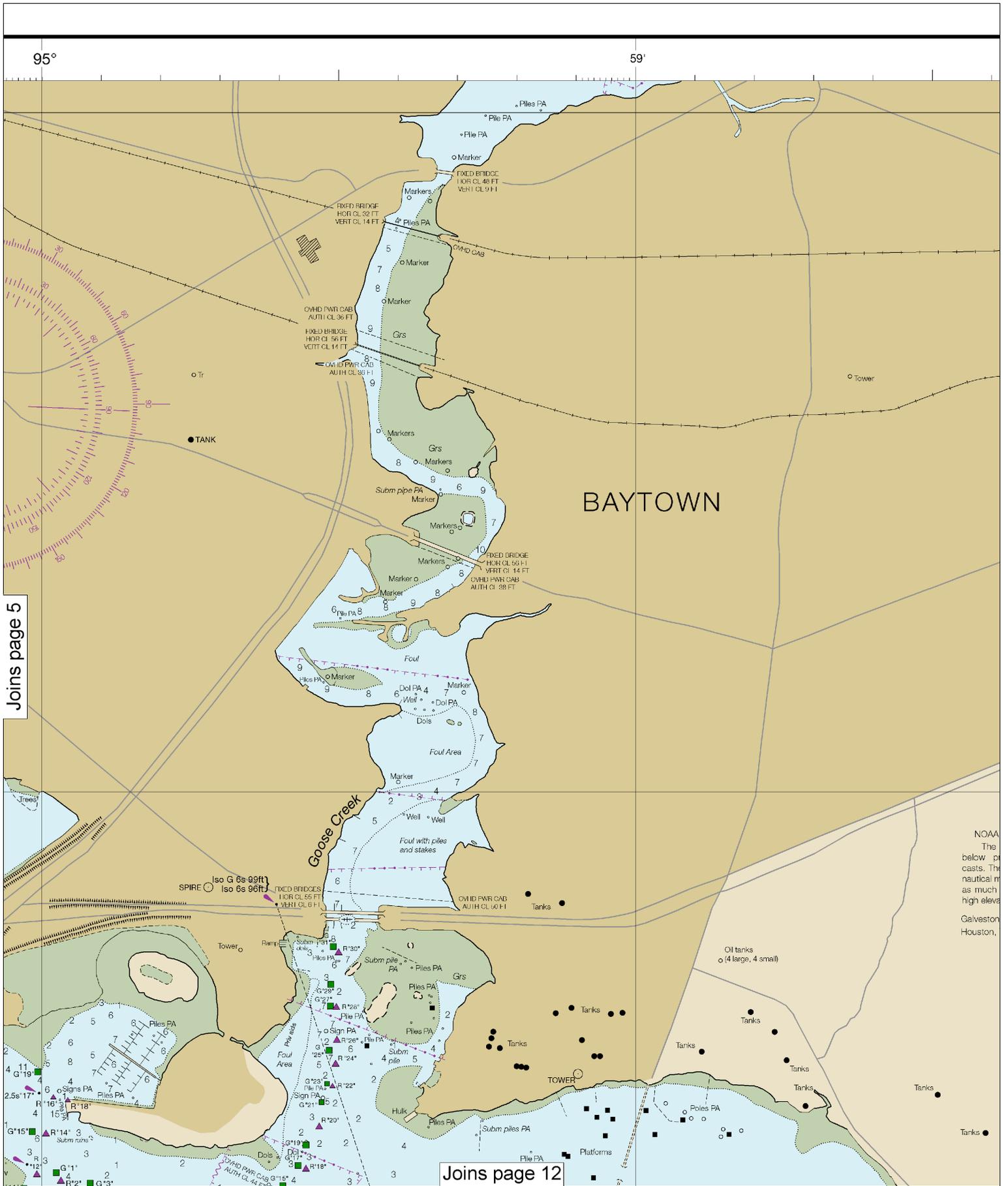
See Note on page 5.





95°

59'



Joins page 5

Joins page 12

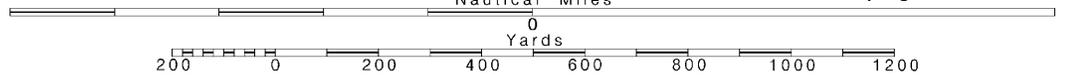
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high eleva  
Galveston  
Houston,



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000

See Note on page 5.



58'

57'

Goose Creek

o Tower



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

TEXAS

# HOUSTON SHIP CHANNEL

## ATKINSON ISLAND TO ALEXANDER ISLAND

Mercator Projection  
Scale 1:10,000 at Lat 29°43'

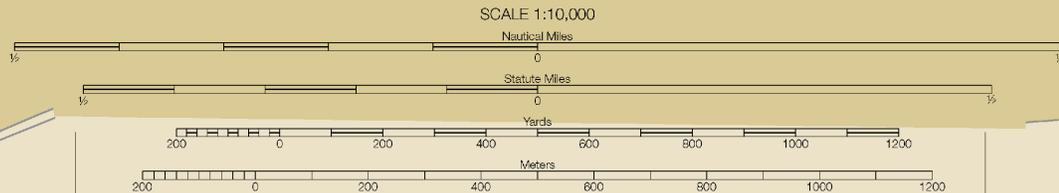
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

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

Ros P

Joins page 8



**WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio stations listed provide continuous weather broadcast reception range is typically 20 to 40 miles from the antenna site, but can be as high as 100 nautical miles for stations at various locations.

Station TX    KHB-40    162.55 MHz  
Station TX    KGG-68    162.40 MHz

TIDAL INFORMATION				
PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water		
		Mean High Water	Mean High Water	Mean Low Water
NAME	(LAT/LONG)	feet	feet	feet
Morgans Point	(29°41'N/094°59'W)	1.3	1.2	0.1

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>. (Mar 2016)

**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	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HC lighthouse	Oc occulting	SEC sector
C can	M nautical miles	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

**Bottom characteristics:**

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

**Miscellaneous:**

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

**HEIGHTS**

Heights in feet above Mean High Water.

**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

**AUTHORITIES**

Hydrography and topography by the National Ocean Service, Coast Survey, with additions by the U.S. Army of Engineers, Geological Survey,

Joins page 13

**NOTE A**

Navigation regulations are published in the Notices to Mariners. Additions or revisions published in the Notices to Mariners. In the regulations may be obtained at the Office of the District Engineer, Coast Guard District 8, Galveston, TX. Refer to charted regulation section

**CAUTION**

Gas and Oil Well Structures. Numerous uncharted gas



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST  
TEXAS

# HOUSTON SHIP CHANNEL

## ATKINSON ISLAND TO ALEXANDER ISLAND

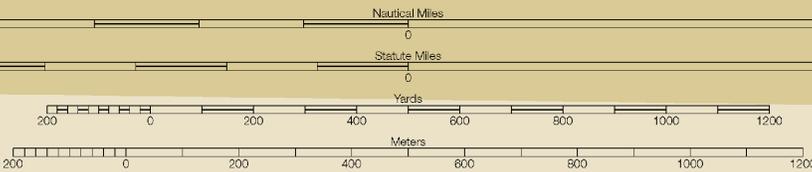
Mercator Projection  
Scale 1:10,000 at Lat 29°43'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

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

SCALE 1:10,000



### TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	NAME (LAT/LONG)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Morgans Point	(29°41'N/094°59'W)	feet 1.3	feet 1.2	feet 0.1

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>. (Mar 2016)

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

- Aids to Navigation (lights are white unless otherwise indicated):
- AERO aeronautical
  - Al alternating
  - B black
  - Bn beacon
  - C can
  - D/A diaphone
  - F fixed
  - R fishing
  - G green
  - IQ interrupted quick
  - Is isophase
  - LT HC lighthouse
  - M nautical miles
  - m minutes
  - MICRO TR microwave tower
  - Mkr marker
  - Mo morse code
  - N nun
  - OBSC obscured
  - Oc occulting
  - Or orange
  - Q quick
  - R red
  - Ra Ref radar reflector
  - R Bn radiobeacon
  - R TR radio tower
  - Rot rotating
  - s seconds
  - SEC sector
  - St M statute miles
  - VQ very quick
  - W white
  - WHIS whistle
  - Y yellow

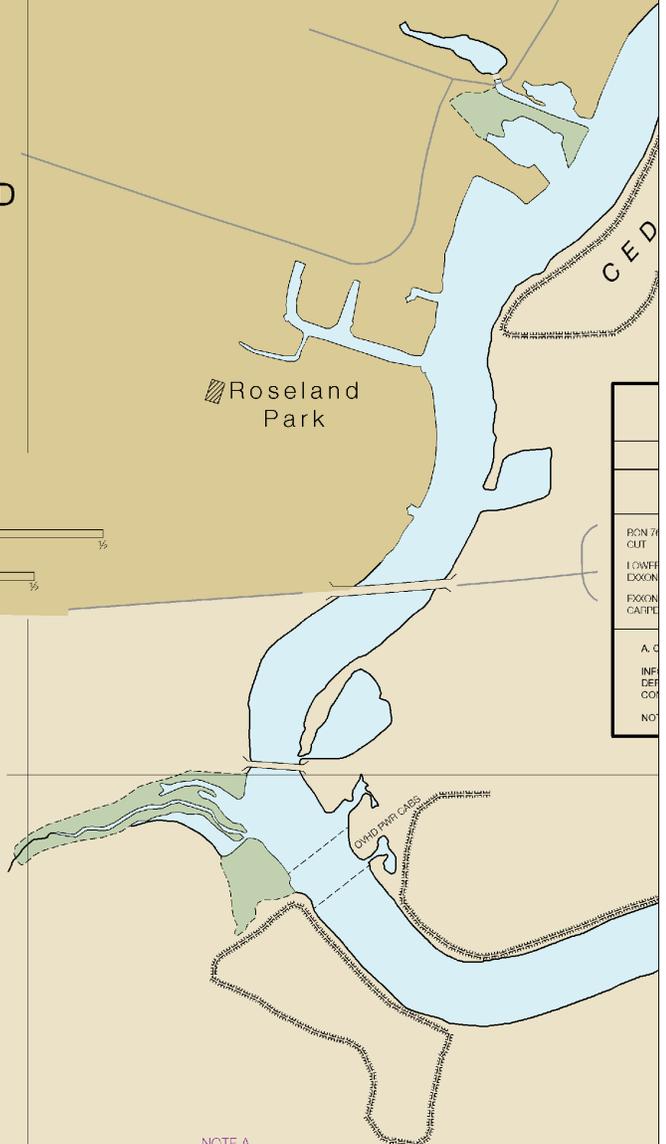
- Bottom characteristics:
- Blds boulders
  - bk broken
  - Cy clay
  - Co coral
  - G gravel
  - Grs grass
  - gy gray
  - h hard
  - M mud
  - Oys oysters
  - Rk rock
  - S sand
  - so soft
  - Sh shells
  - sy sticky

- Miscellaneous:
- AUTH authorized
  - ED existence doubtful
  - Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
  - Rocks that cover and uncover, with heights in feet above datum of soundings.
  - Obstn obstruction
  - PA position approximate
  - PD position doubtful
  - Rep reported
  - Subm submerged

HEIGHTS  
Heights in feet above Mean High Water.

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AUTHORITIES  
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**NOTE A**  
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Refer to charted regulation section numbers.

**CAUTION**  
Gas and Oil Well Structures  
Numerous uncharted gas and oil well

**AIDS TO NAVIGATION**  
Consult the U.S. Coast Guard supplemental information concerning navigation.

**SUBMARINE PIPELINES AND**  
Uncharted submarine pipelines may exist in the vicinity of oil well

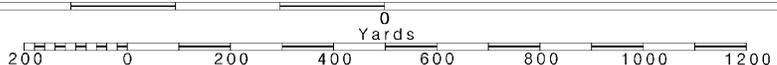
Joins page 7

Joins page 14



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles See Note on page 5.



ON CHART 11326

56'

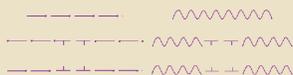
94° 55' W

29° 44' 00" N

29°  
44'

EXXON MOBIL  
MORGAN'S POINT  
BAYOU

**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 unlighted buoys.

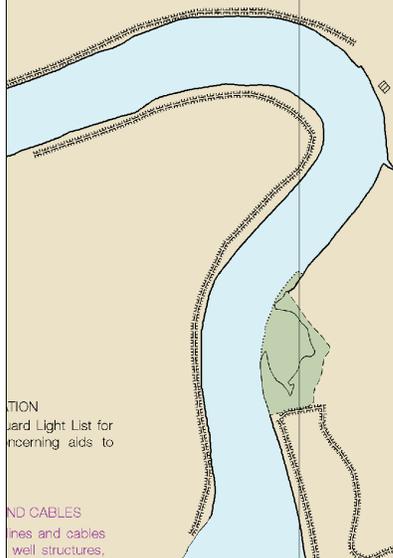
HOUSTON SHIP CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB-APR 2015								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)					PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
FROM 1/4 CWFR END MORGAN'S POINT	44.0	50.0	49.0	45.0	8-14	530	5.49	45
FROM 1/4 END MORGAN'S POINT CUT TO EXXON OIL CO. SLIP	38.0	46.0	46.0	43.0	9-14	400-525	4.39	45
FROM EXXON OIL COMPANY SLIP TO MORGAN'S BAYOU	A 40.0	46.0	47.0	40.0	12-14	400-525	5.49	45

CHANNEL WIDENS 125 FEET IN LEFT OUTSIDE QUARTER IN VICINITY OF EXXON OIL CO.

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.

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

43'



FOR INFORMATION  
See the Light List for  
navigational aids to

UNLIGHTED CABLES  
Pipelines and cables  
well structures,

**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).

**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.

**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.

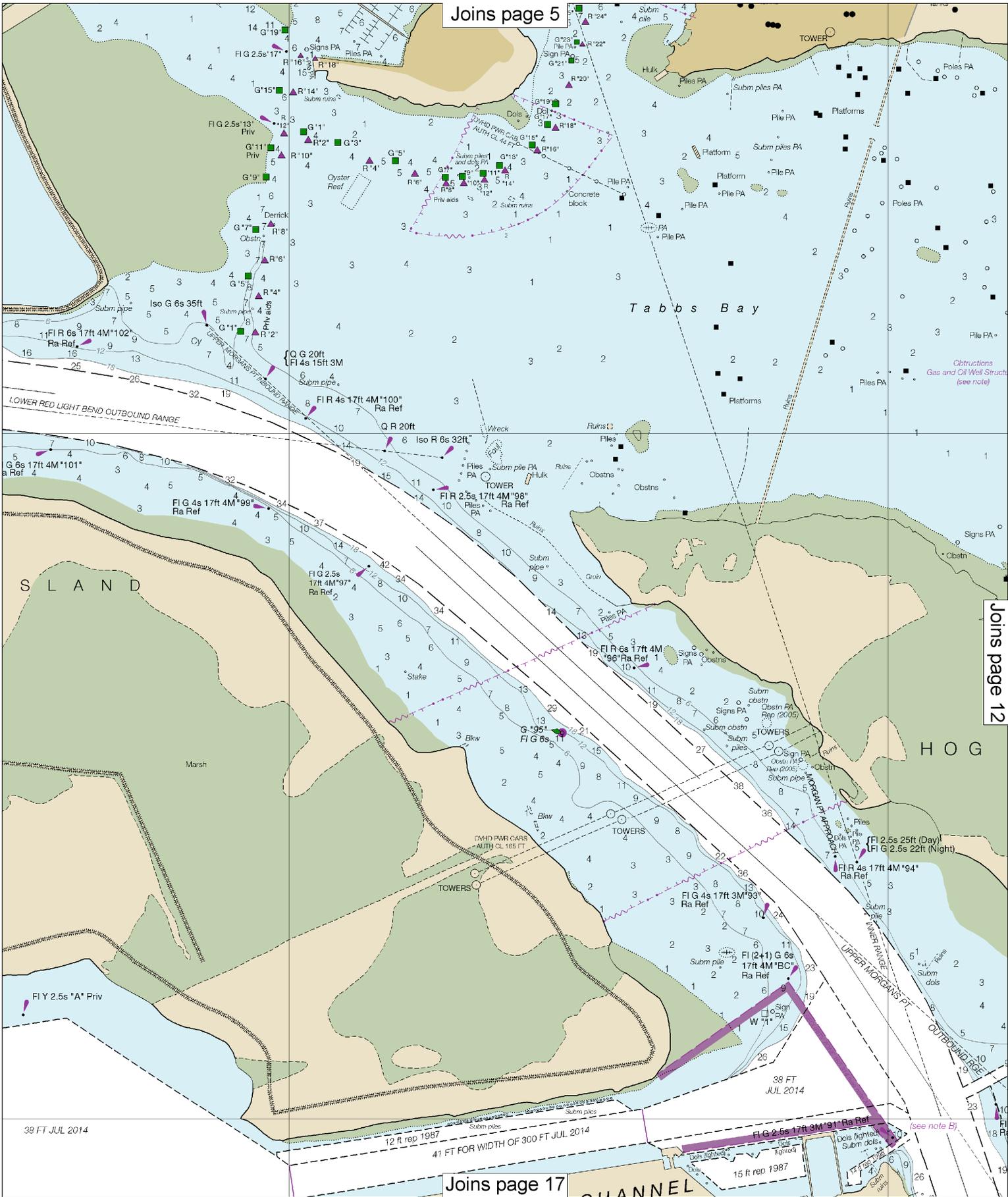
**HURRICANES AND TROPICAL STORMS**  
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

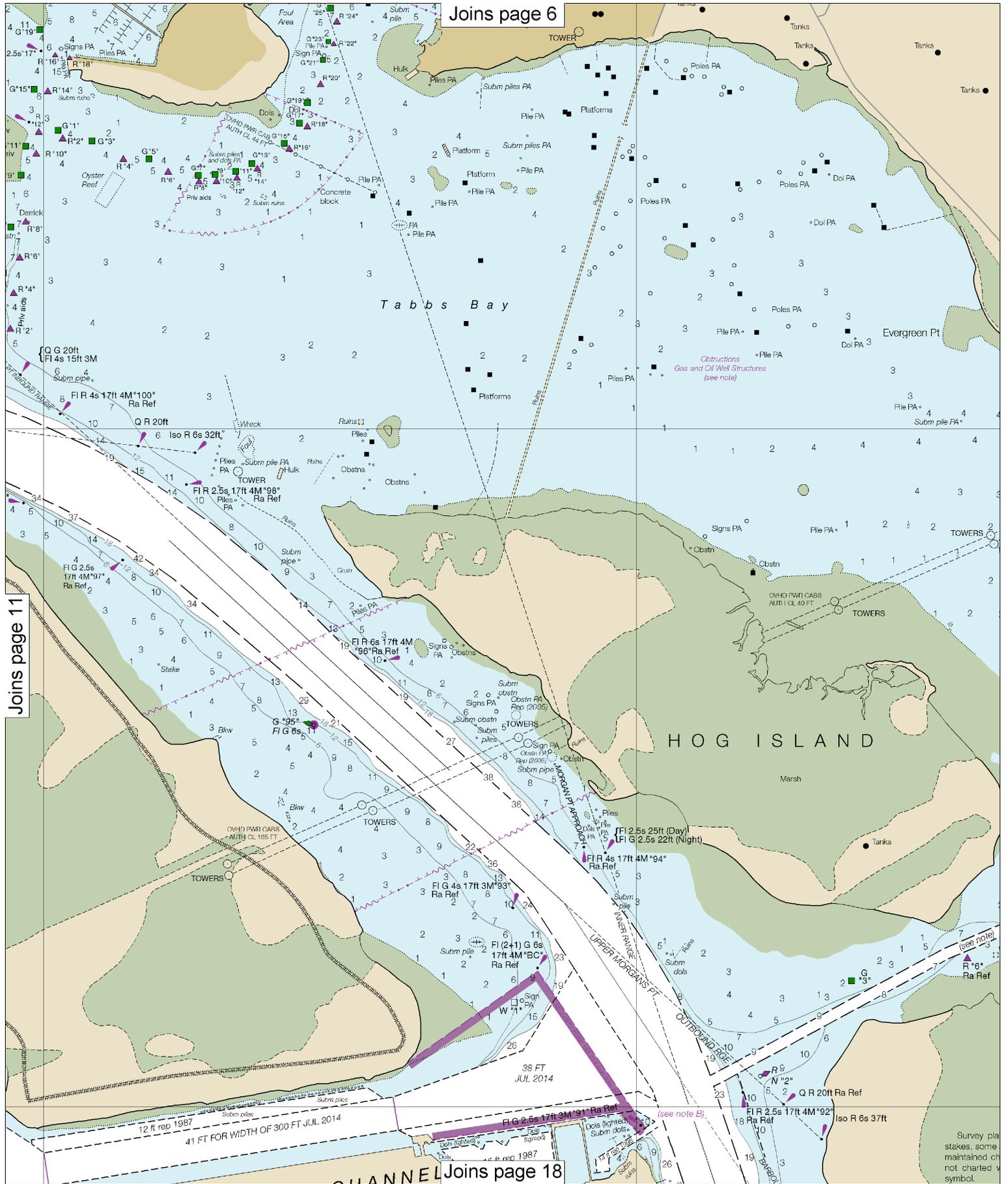
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not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

Joins page 15







**12**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. —SCALE 1:10,000—  
Nautical Miles

See Note on page 5.



AUTH authorized  
ED existence dot  
21. Weck, rock, obstruction, or shoal swept clear to the depth indicated.  
22. Rocks that cover and uncover, with heights in feet above datum of soundings.

FD position doubtful  
Rep reported  
Subm submerged

Coast Pilot 5. Additions or revisions published in the Notices to Mariners. The regulations may be obtained at the Office of the District Engineer, Galveston, TX.  
Refer to charted regulation section

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.

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.

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

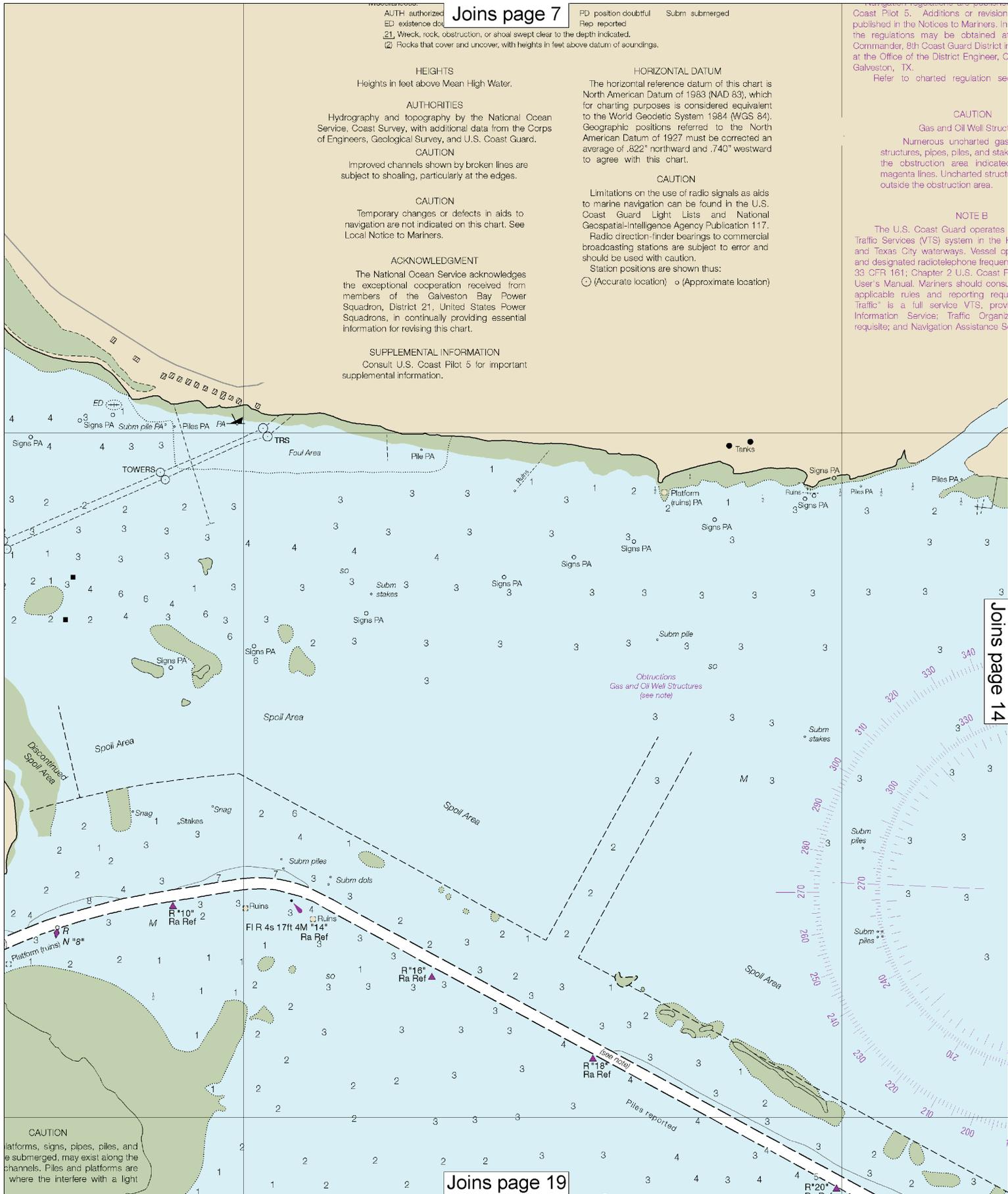
SUPPLEMENTAL INFORMATION  
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HORIZONTAL DATUM  
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CAUTION  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence 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)

CAUTION  
Gas and Oil Well Structures  
Numerous uncharted gas structures, pipes, piles, and stakes the obstruction area indicated magenta lines. Uncharted structures outside the obstruction area.

NOTE B  
The U.S. Coast Guard operates Traffic Services (VTS) system in the Galveston Bay and Texas City waterways. Vessel operators and designated radiotelephone frequencies are listed in 33 CFR 161; Chapter 2 U.S. Coast Guard VTS User's Manual. Mariners should consult applicable rules and reporting requirements. For more information, contact the VTS Information Service; Traffic Organization; and Navigation Assistance Service.



AUTH authorized    Obstr obstruction    PD position doubtful    Subm  
 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.

**Joins page 8**

**HEIGHTS**  
 Heights in feet above Mean High Water.

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Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notices 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.

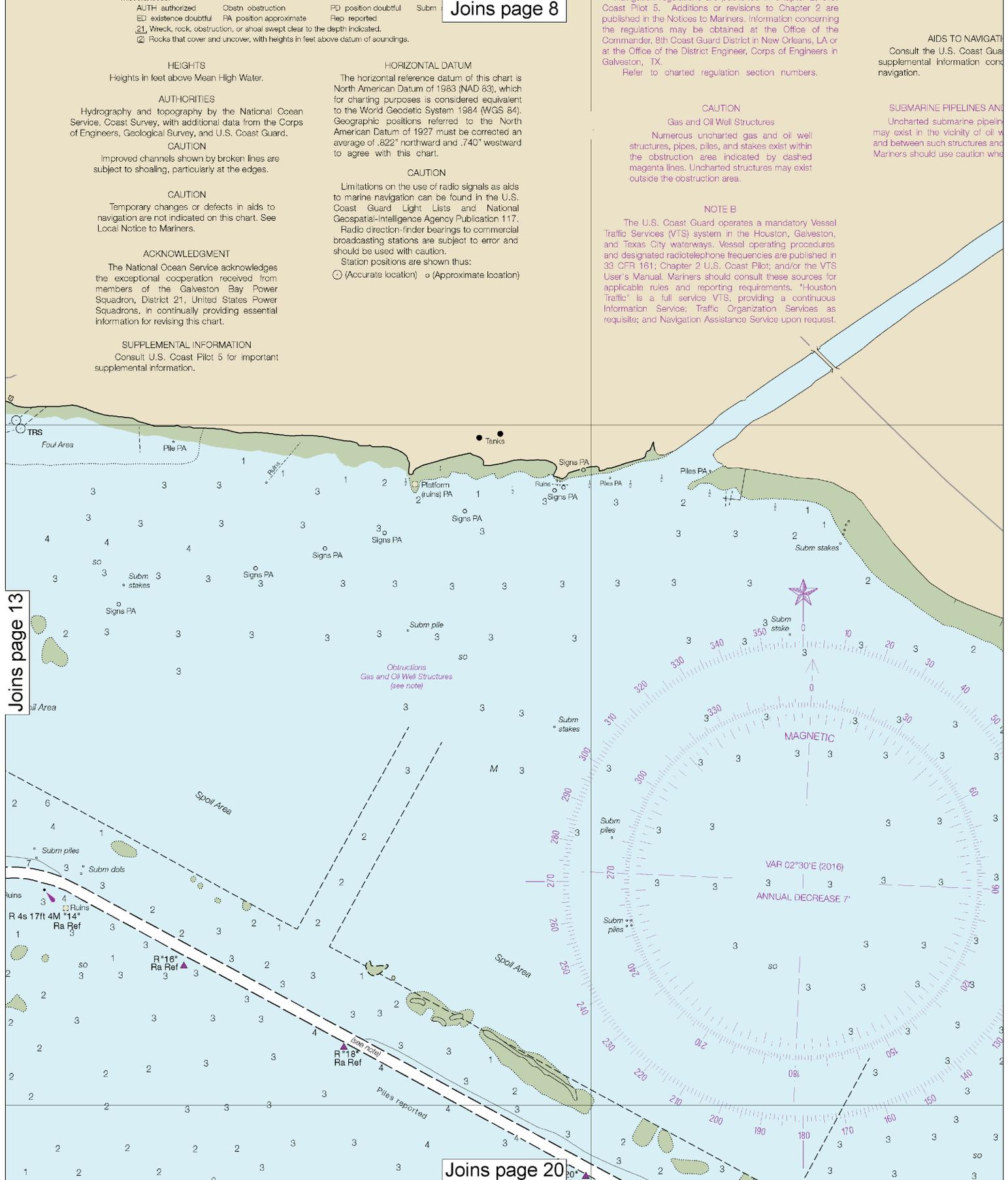
**AIDS TO NAVIGATION**  
 Consult the U.S. Coast Guard supplemental information concerning navigation.

**CAUTION**  
**Gas and Oil Well Structures**  
 Numerous uncharted gas and oil well structures, pipes, piles, and stakes exist within the obstruction area indicated by dashed magenta lines. Uncharted structures may exist outside the obstruction area.

**SUBMARINE PIPELINES AND**  
 Uncharted submarine pipelines may exist in the vicinity of oil well structures and between such structures and Mariners should use caution when navigating.

**NOTE B**  
 The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Houston, Galveston, and Texas City waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161; Chapter 2 U.S. Coast Pilot; and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. "Houston Traffic" is a full service VTS, providing a continuous Information Service; Traffic Organization Service as requisite; and Navigation Assistance Service upon request.

Joins page 13



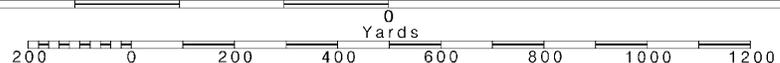
Joins page 20

**14**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

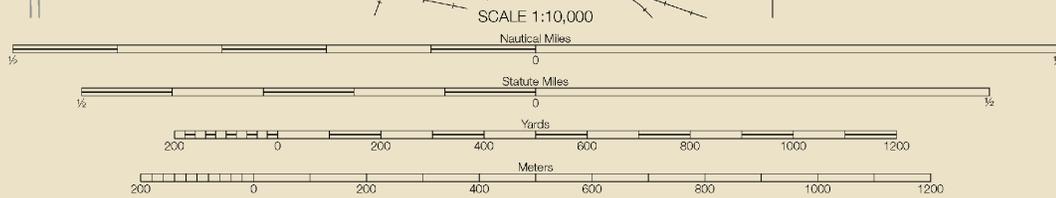
See Note on page 5.





Joins page 10

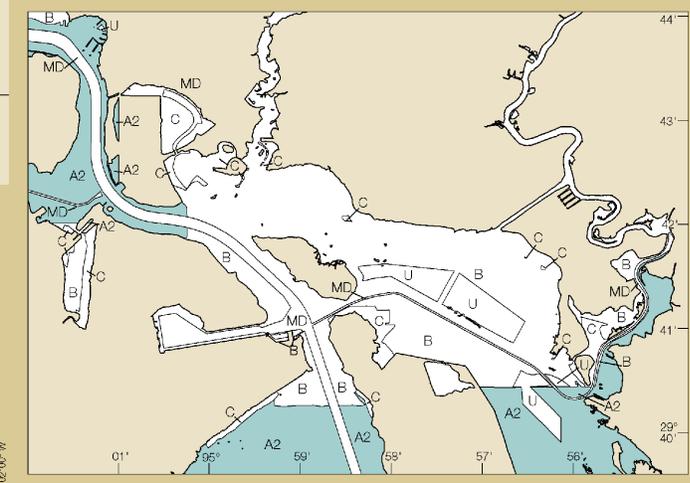
41'



ZOC CATEGORIES (Refer to Chapter 1, United States Coast Pilot)				
ZOC	DATE	POSITION ACCURACY	DEPTH ACCURACY	SEAFLOOR COVERAGE
A2	1996	± 66 ft	= 3.3 ft + 2% <i>d</i>	All significant seafloor features detected.
B	1965 - 1996	± 164 ft	= 3.3 ft + 2% <i>d</i>	Uncharted features hazardous to surface navigation are not expected but may exist.
C	1931 - 1933	± 1600 ft	= 6.6 ft + 2% <i>d</i>	Depth anomalies may be expected.
U	Unassessed - The quality of the bathymetric data has yet to be assessed.			
MD	Maintained Depth - See Chart			

29°

40'



95°02' W

La Porte

11328

CAUTION

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

NOAA encourages users to submit inquiries, discrepancies, or comments on this chart at <http://www.nauticalcharts.noaa.gov/staff/c>

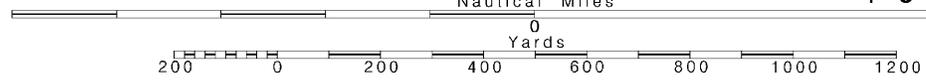
29th Ed., Apr. 2016. Last Correction: 9/28/2016. Cleared through:  
LNM: 4916 (12/6/2016), NM: 4816 (11/26/2016)

16

Note: Chart grid lines are aligned with true north.

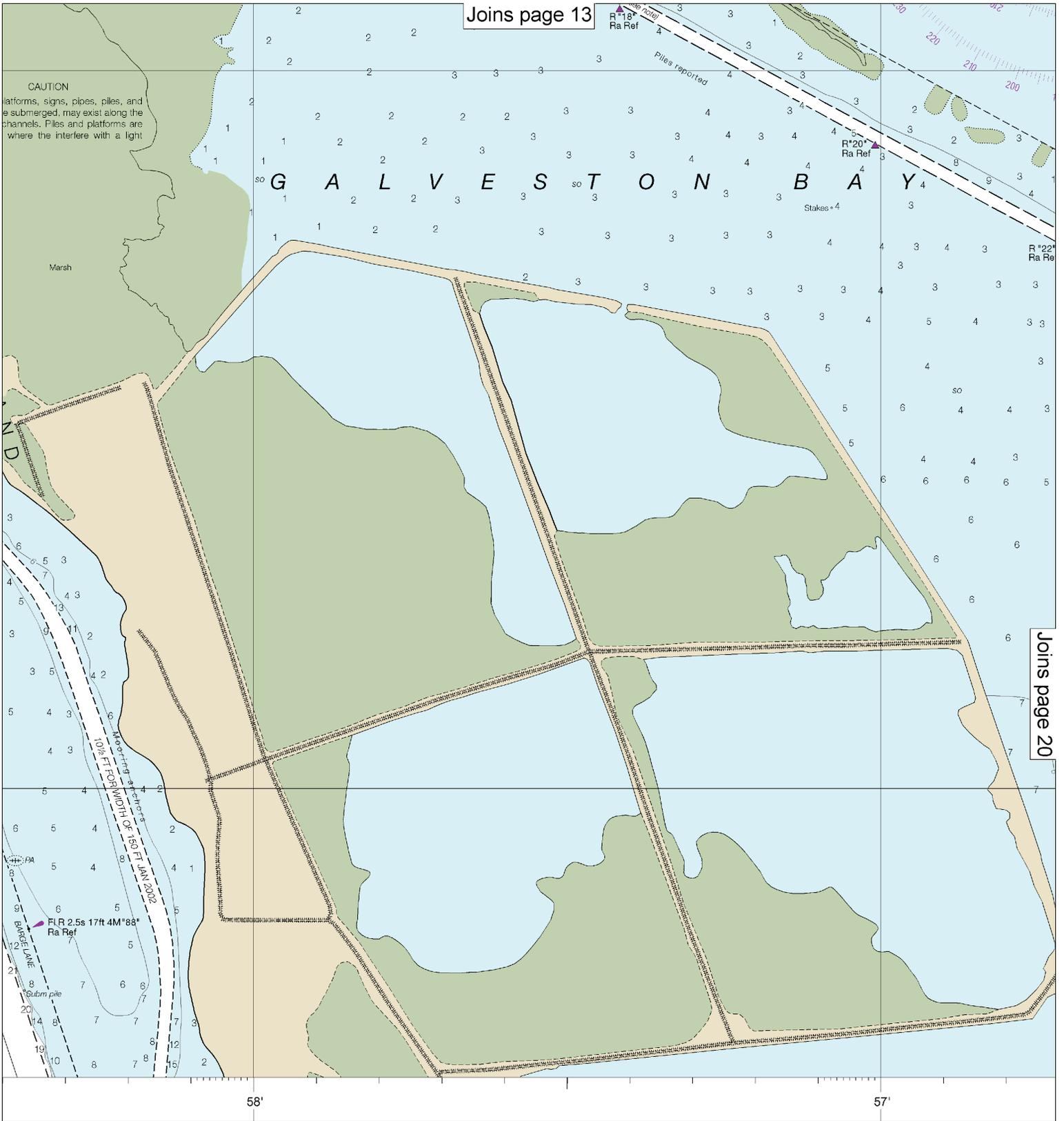
Printed at reduced scale. SCALE 1:10,000

See Note on page 5.

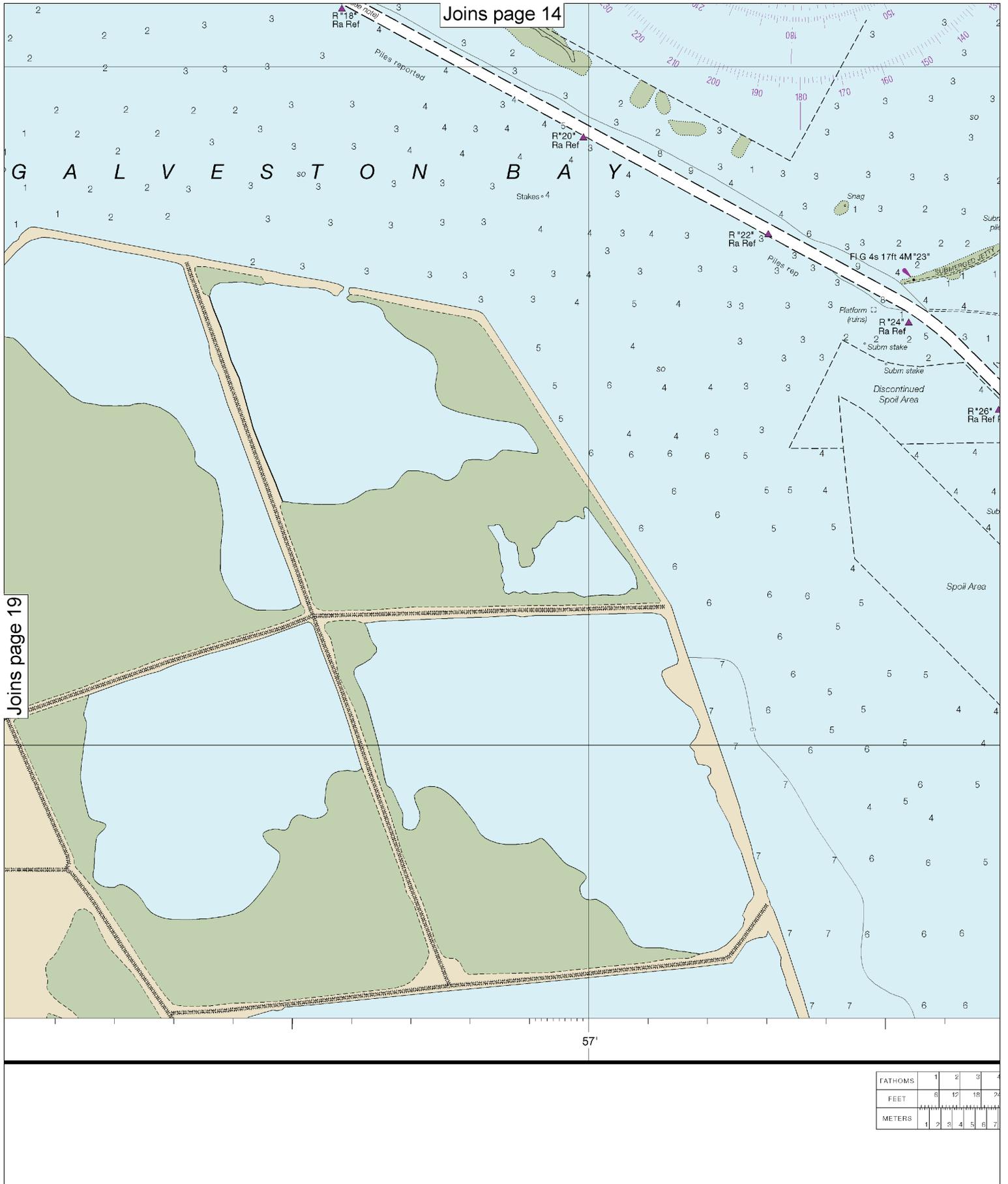








at Washington, D.C.  
 DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 U.S. COAST AND GEODETIC SURVEY



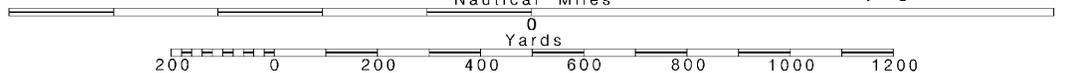
Joins page 19



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —  
Nautical Miles

See Note on page 5.



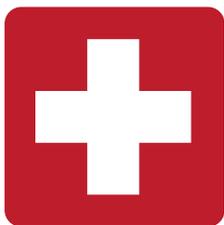
Joins page 15



4	5	6	7	8	9	10	11	12	13	14	15	16	17											
24	30	36	42	48	54	60	66	72	78	84	90	96	102											
7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Houston Ship Channel, Atkinson I to Alexander I  
 SOUNDINGS IN FEET - SCALE 1:10,000

11328



EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

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

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

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

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

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

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

### Distress Call Procedures

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

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



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

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

### Quick References

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



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



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