BookletChart™

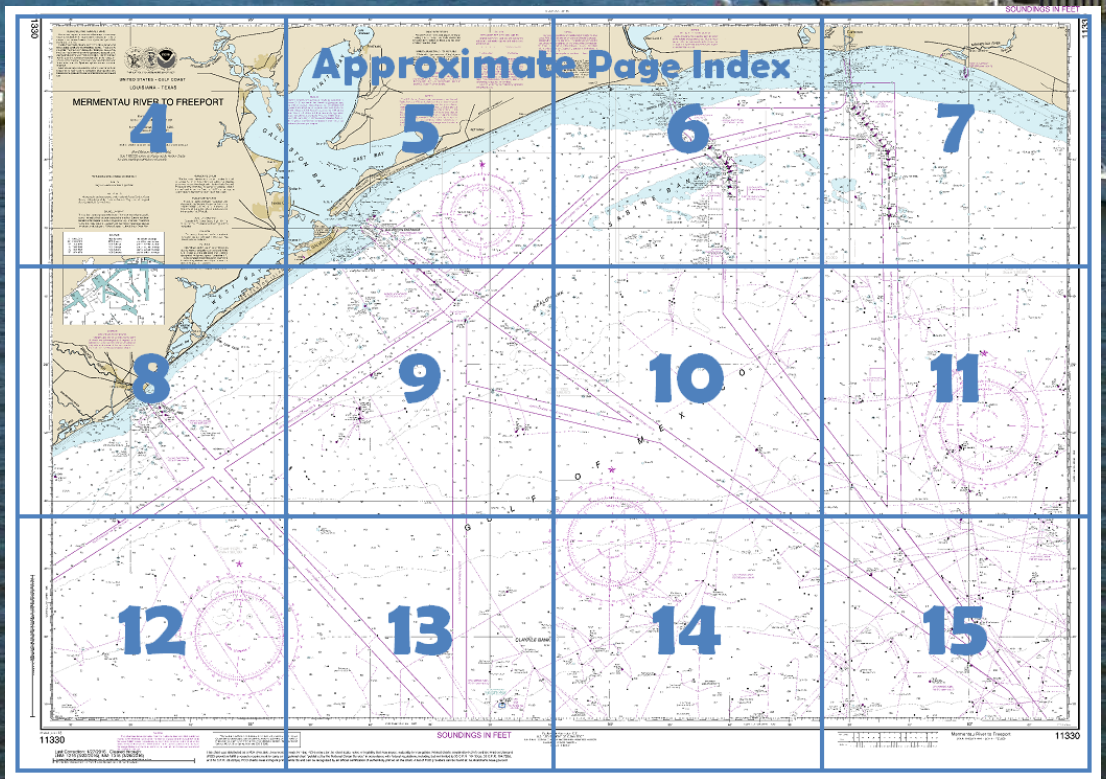
Mermentau River to Freeport

NOAA Chart 11330

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.

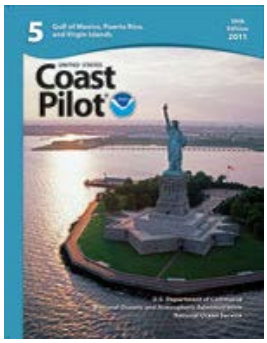
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=11330



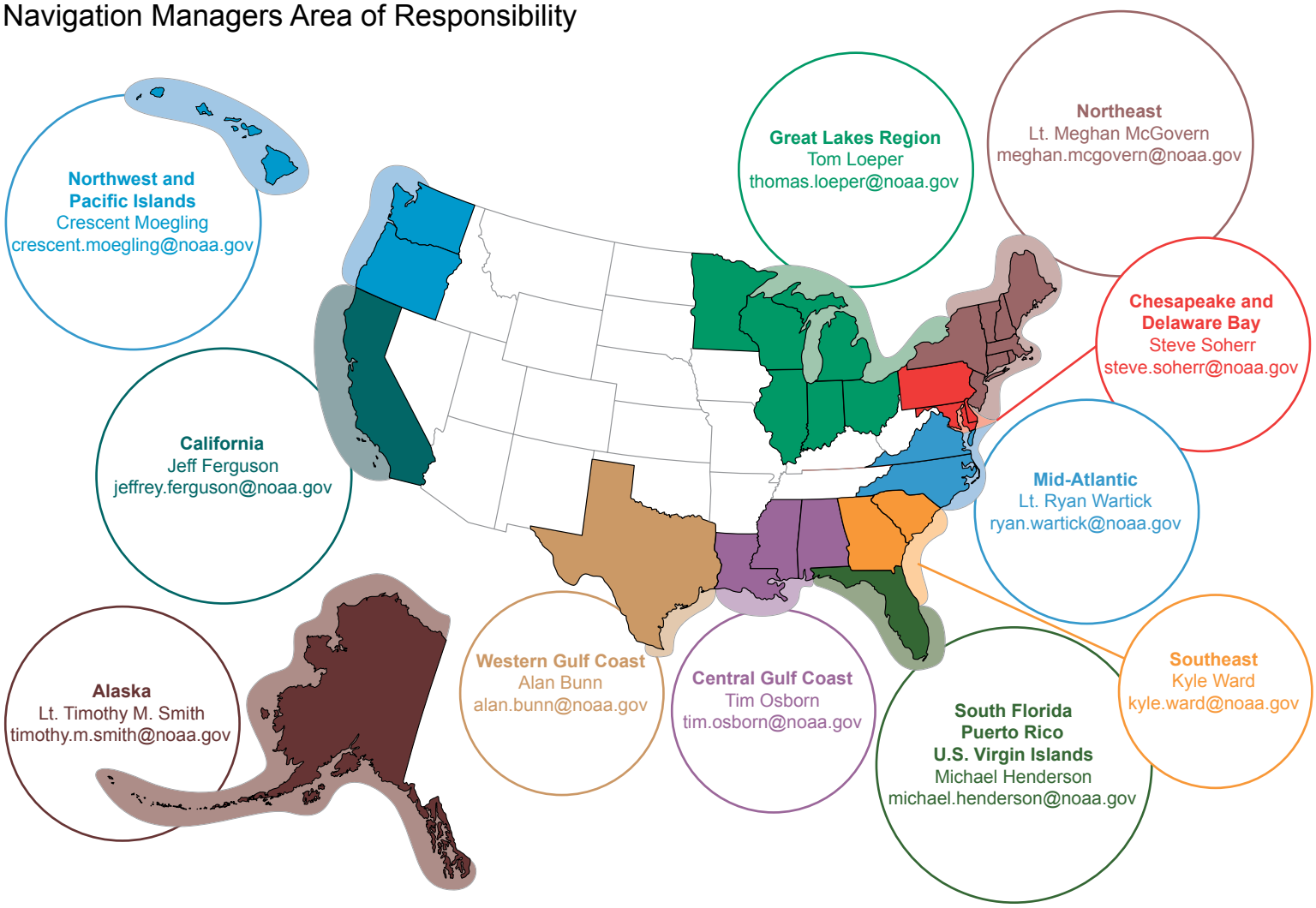
[Selected Excerpts from Coast Pilot]
Mermentau River empties into the Gulf of Mexico 86 miles W of Atchafalaya Bay Entrance E of Calcasieu Pass. The entrance channel shifts frequently and should be approached with caution.
Cameron, the seat of Cameron Parish, is a fishing village on the E shore of Calcasieu Pass 2.5 miles above its entrance. The village has numerous oil-well supply bases, shrimp-packing houses, and a menhaden processing plant. Gasoline, diesel fuel, water, ice, and marine supplies are available; electrical and engine repairs can be made.

Heald Bank, lying 34 miles E of Galveston and 27 miles offshore, is nearly 5 miles long in a NE and SW direction. Depths of 25 to 35 feet extend over the bank, and depths of 50 to 60 feet are found as close as 1.5 to 2 miles to the SE. In a heavy sea Heald Bank should be avoided by all vessels, including those of moderate draft which could pass over it in smooth water. A lighted bell buoy is 3 miles SW of the bank. A 33-foot spot, marked by a buoy, is about 11 miles SW of the bank.
The currents at Heald Bank are due largely to winds. In calm weather or with light breezes, little current is experienced. Wind velocities of 20 to 35 knots produce currents of about 0.5 to 1 knot, setting in a direction approximately fair with the wind. In February 1919, a velocity of 2.6 knots in a SW direction was observed; a N wind of about 45 knots was blowing at this time. From observations made during the first 6 months of 1915, the average drift was one-fourth knot, setting in a W direction.
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. About midway of its length it is nearly divided into parts by **Red Fish Bar**, a chain of small islets and shoals, through which the Houston Ship Channel has been dredged. N of Red Fish Bar the bay is known as the Upper Bay and S as the Lower Bay. Galveston Bay is the approach to East and West Bays, Houston Ship Channel, and the cities of Galveston, Texas City, and Houston, as well as to numerous smaller towns and bayous.
Vessel Traffic Service, Houston–Galveston, became mandatory 13 October 1994.
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 vessels in the channel.
Currents.–The effect of the wind on the water level in this part of the Gulf and adjoining bays may be considerable. A level 2 to 4 feet above mean low tide may result from a strong wind blowing continuously for several days from the E and SE. A strong wind blowing steadily from the N for several days may lower the water to a level 2 or 3 feet below mean low tide. Daily predictions for Galveston Channel are in the Tide Tables. The currents are also modified frequently by the winds. E or SE winds may cause a continuous flood current between the jetties at the entrance for a period of a day or more, and W or NW winds sometimes set up a continuous outgoing current for a similar period. The average velocity of the current between the jetties at strength is 1.7 knots on the flood and 2.3 knots on the ebb.**Galveston Bay.–**Pilotage is compulsory for all foreign vessels and U.S. vessels under register.

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

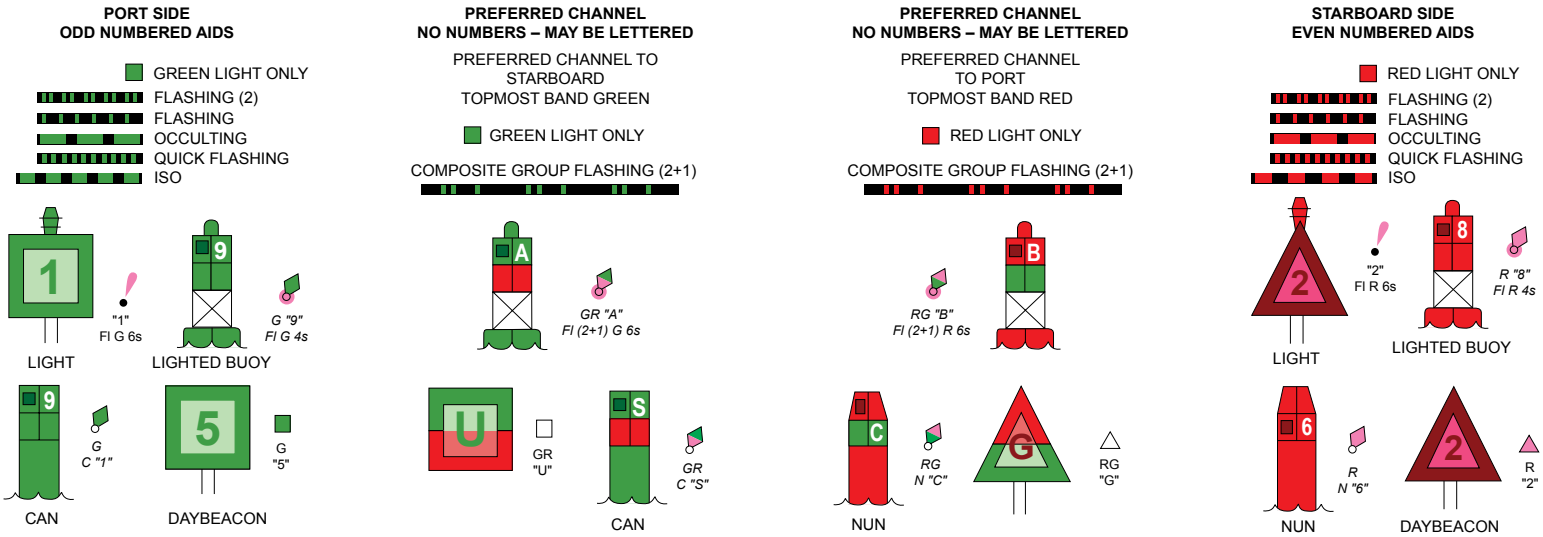


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*

11330

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.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

LOUISIANA - TEXAS

MERMENTAU RIVER TO FREEPORT

Mercator Projection
Scale 1:250,000 at Lat 28°59'

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.

(For Offshore Navigation Only)
See 1:80,000 series and large scale harbor charts for aids marking maintained channels.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

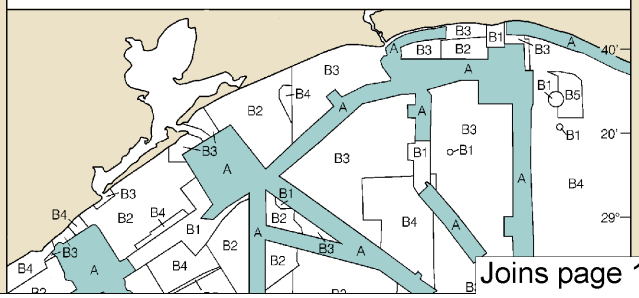
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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.

SOURCE

A	1990-2010	NOS Surveys	full bottom coverage
B1	1990-2001	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	1834-1899	NOS Surveys	partial bottom coverage



Joins page 10

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on 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).

AIDS TO NAVIGATION

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

CAUTION

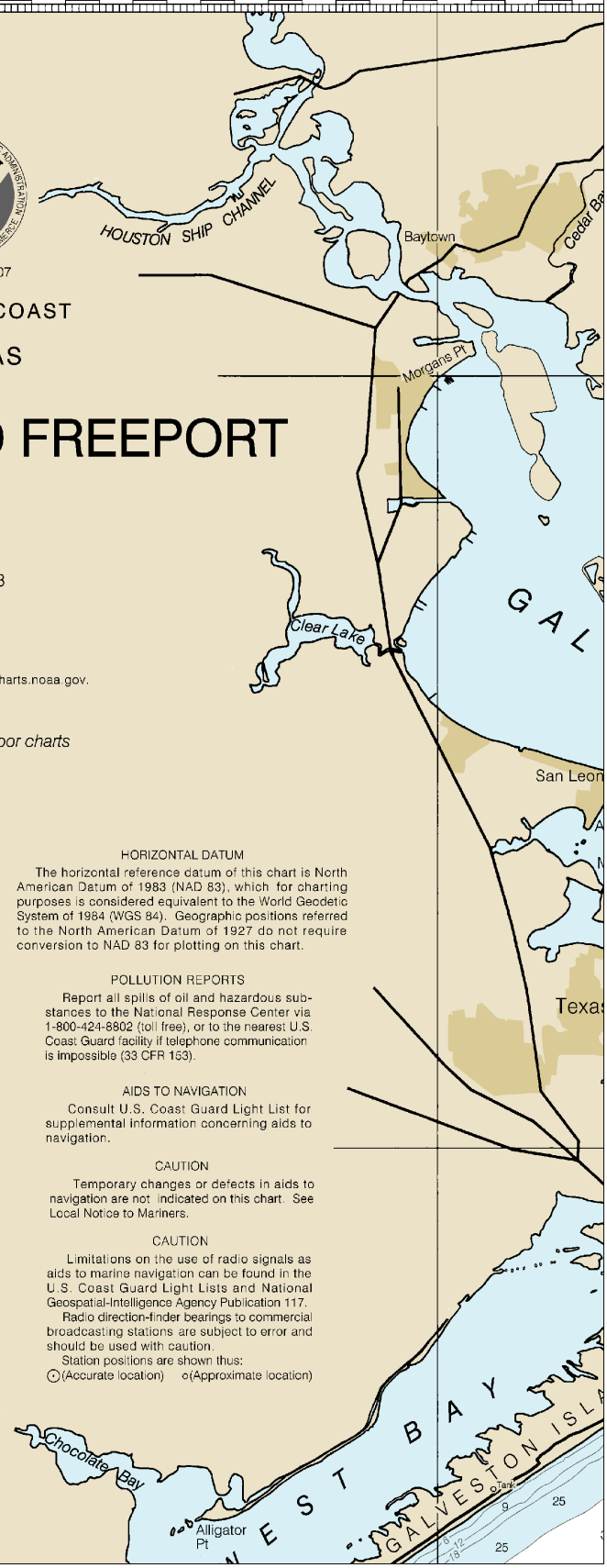
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

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.

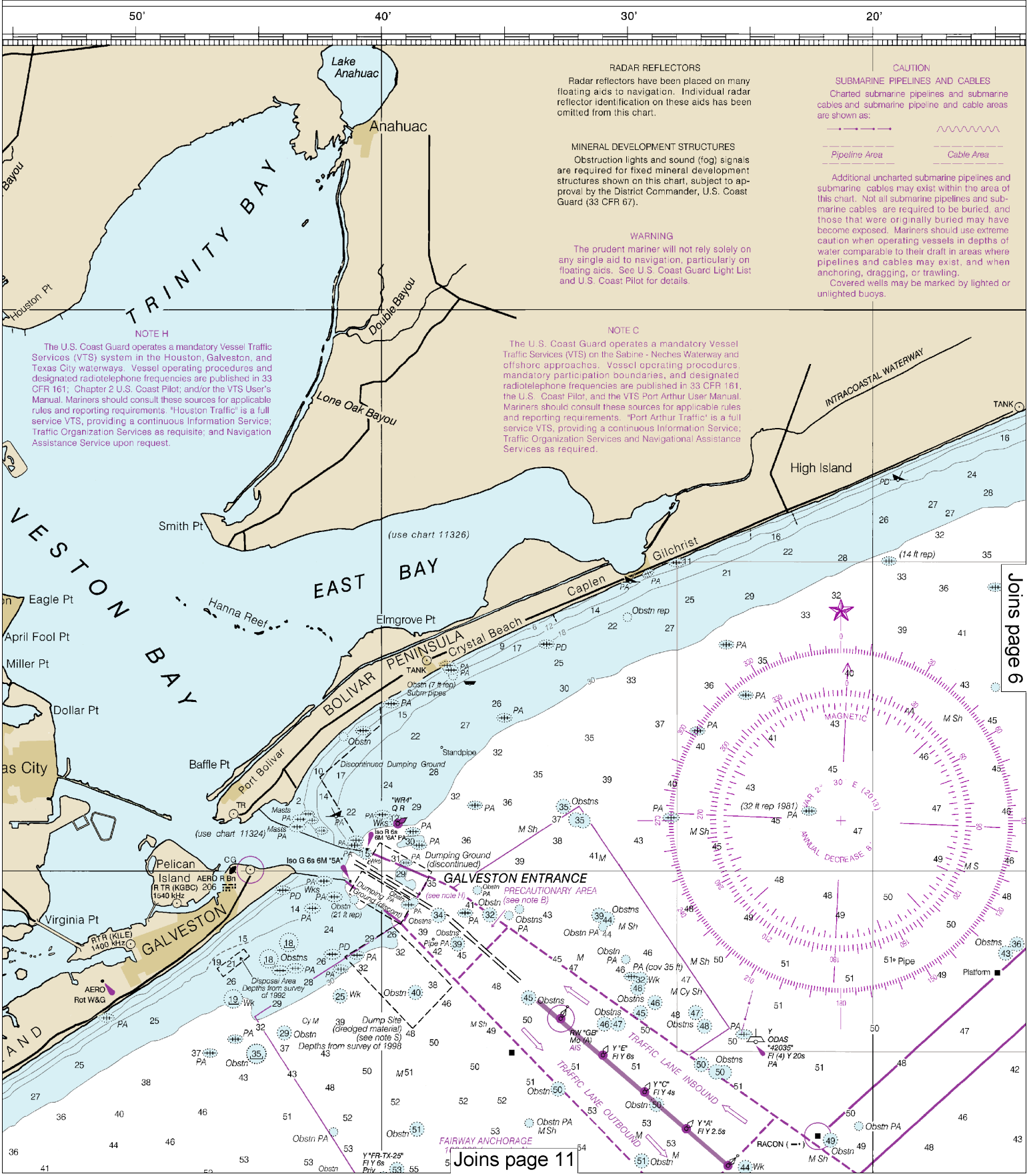
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

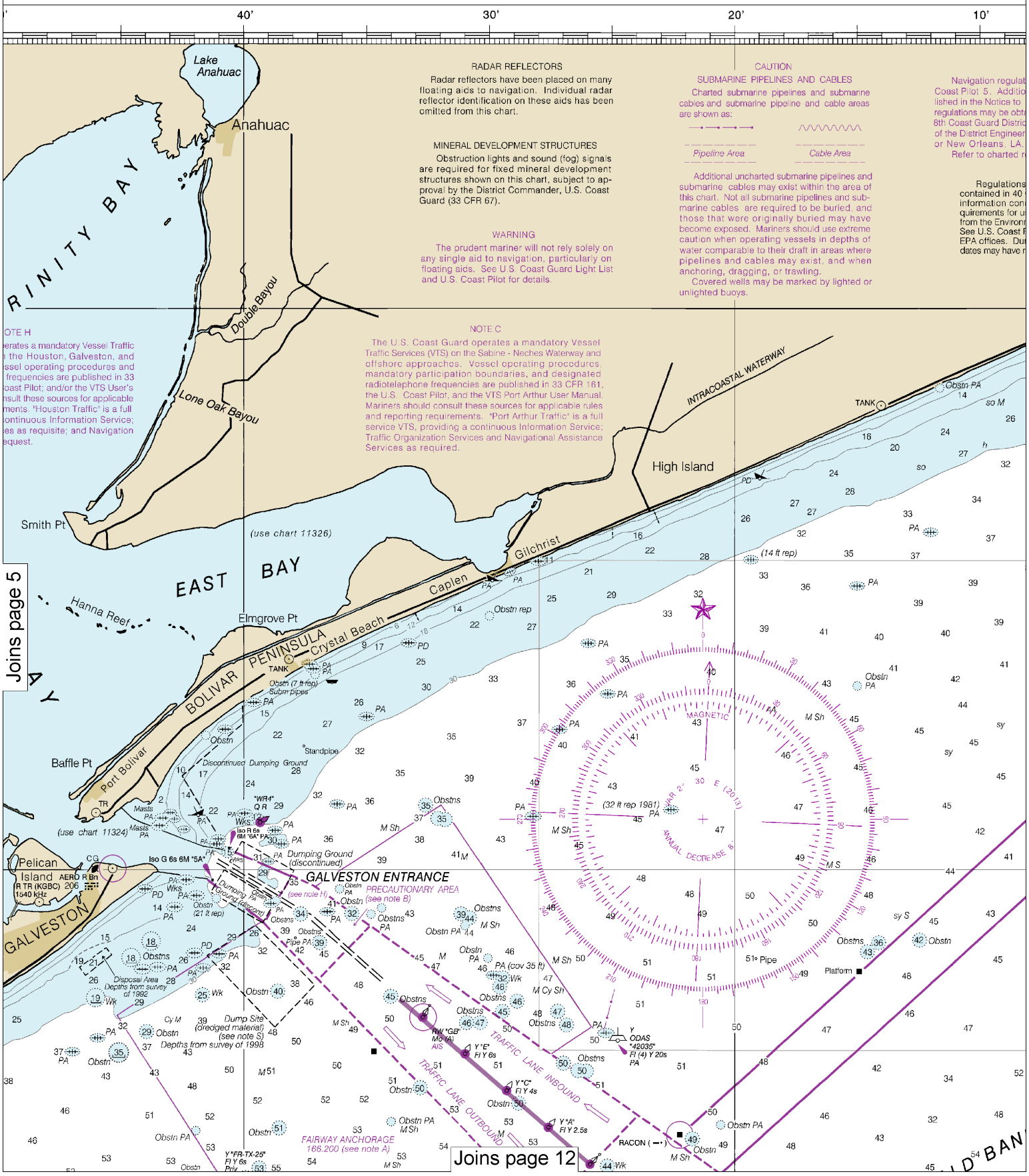


4

Note: Chart grid lines are aligned with true north.

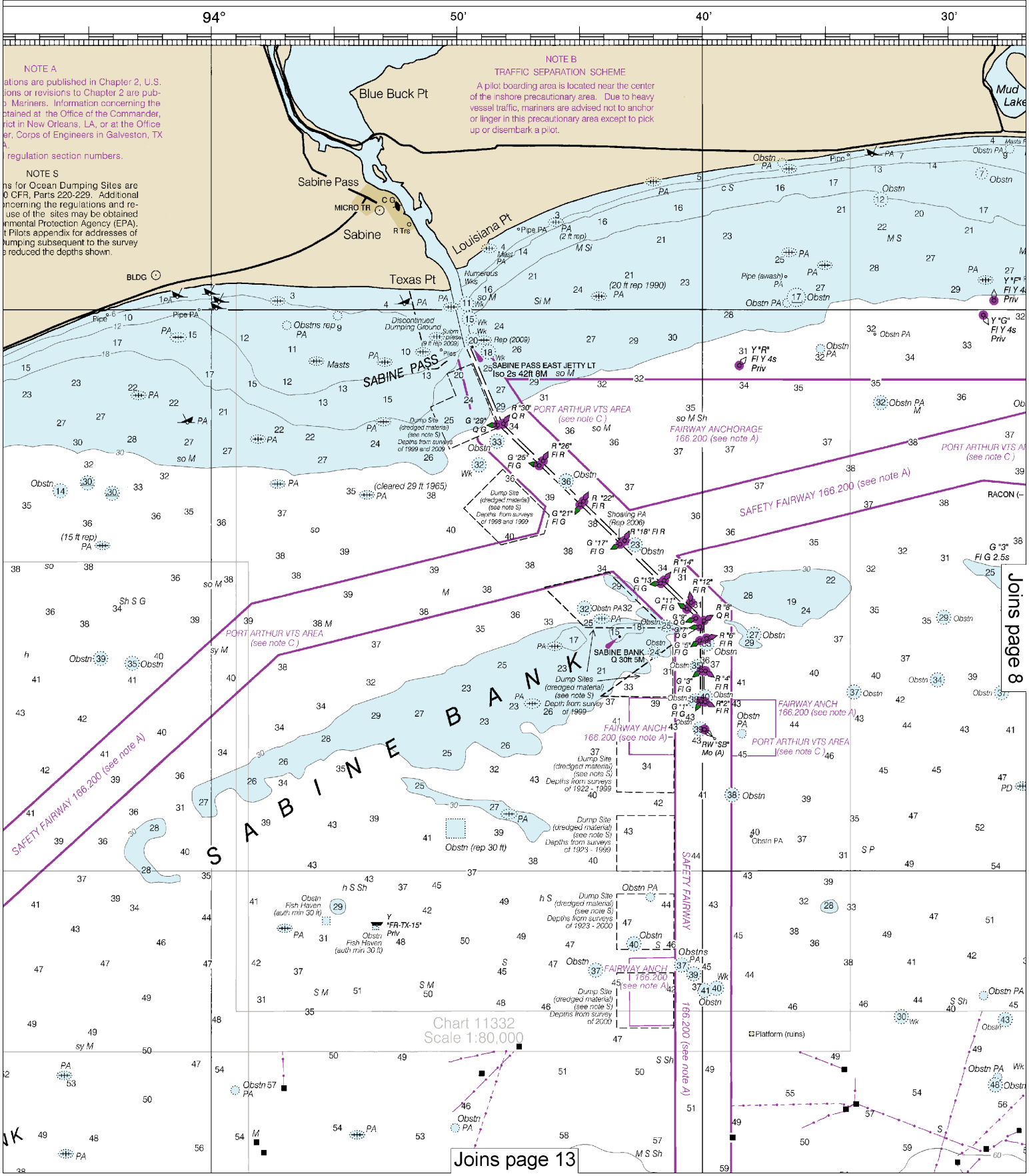


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:333333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



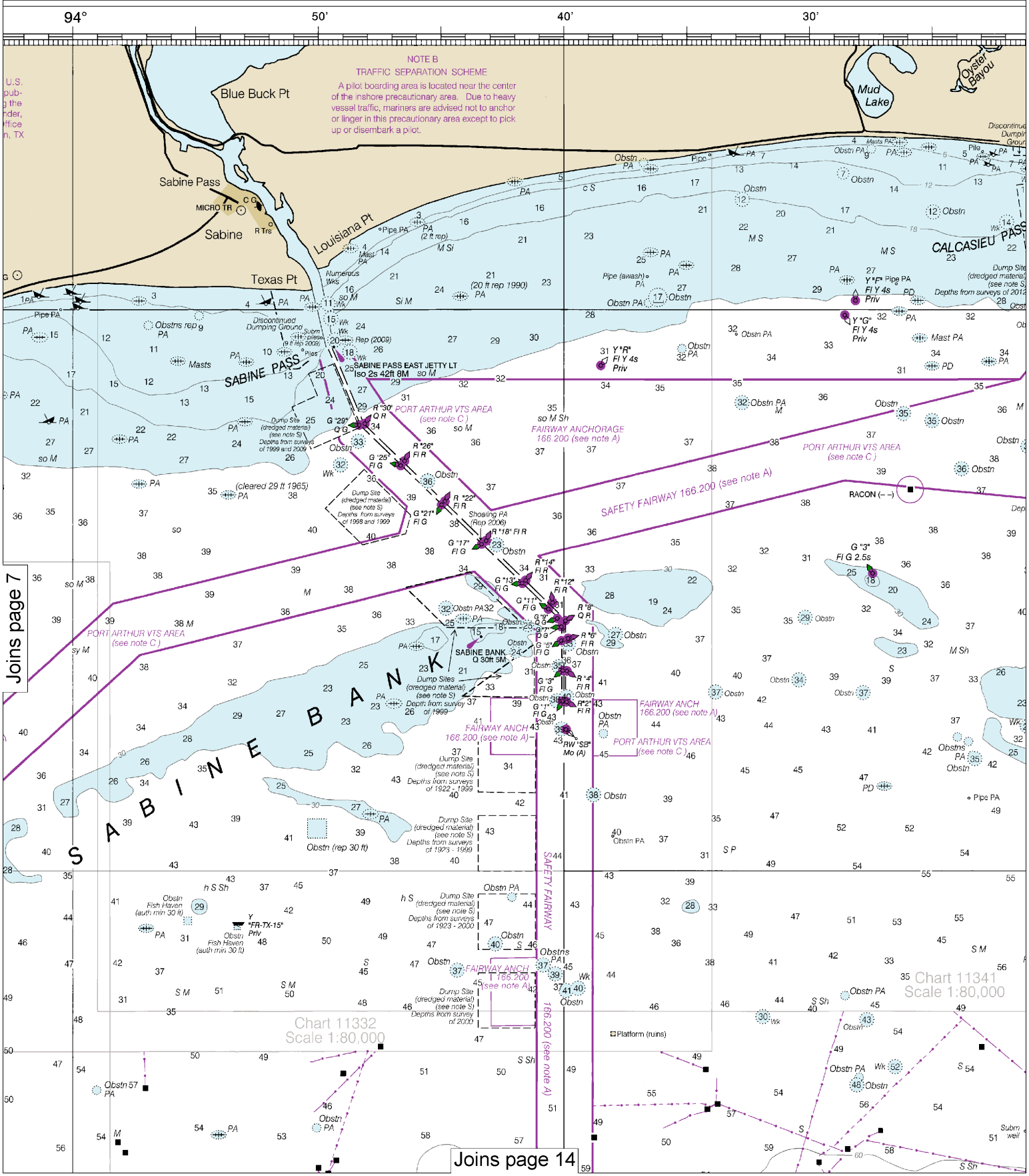
6

Note: Chart grid lines are aligned with true north.



Joins page 8

Joins page 13



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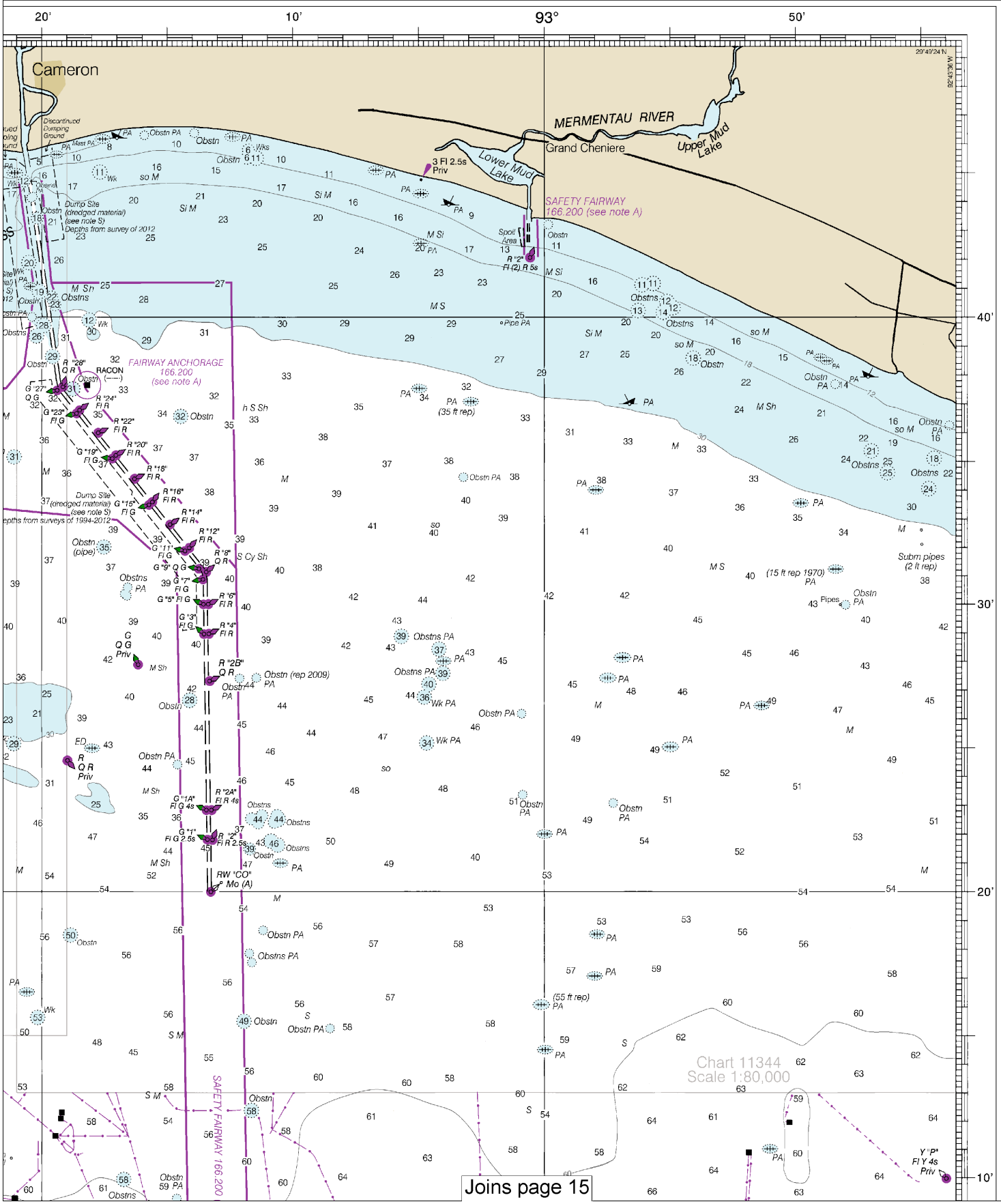
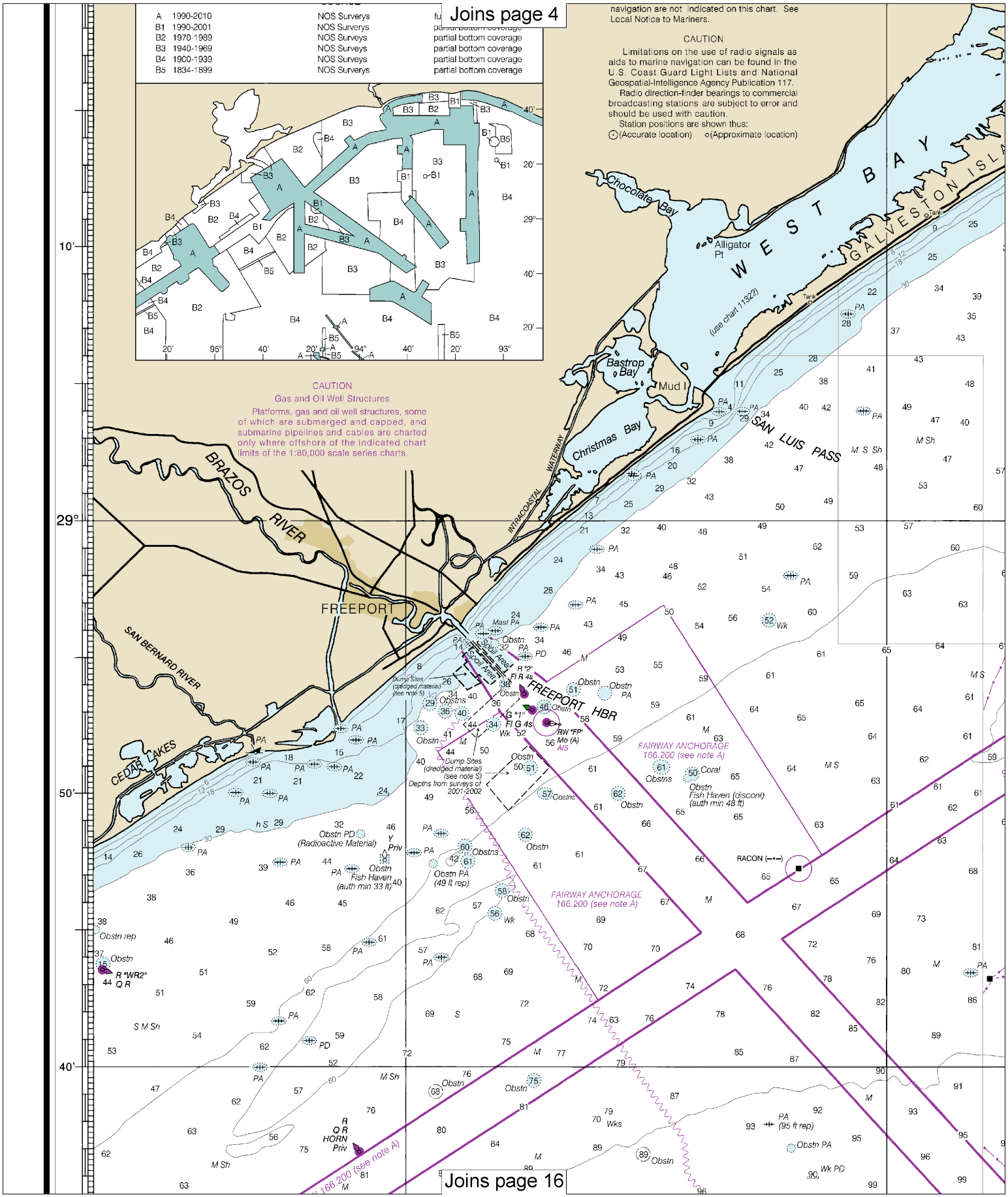
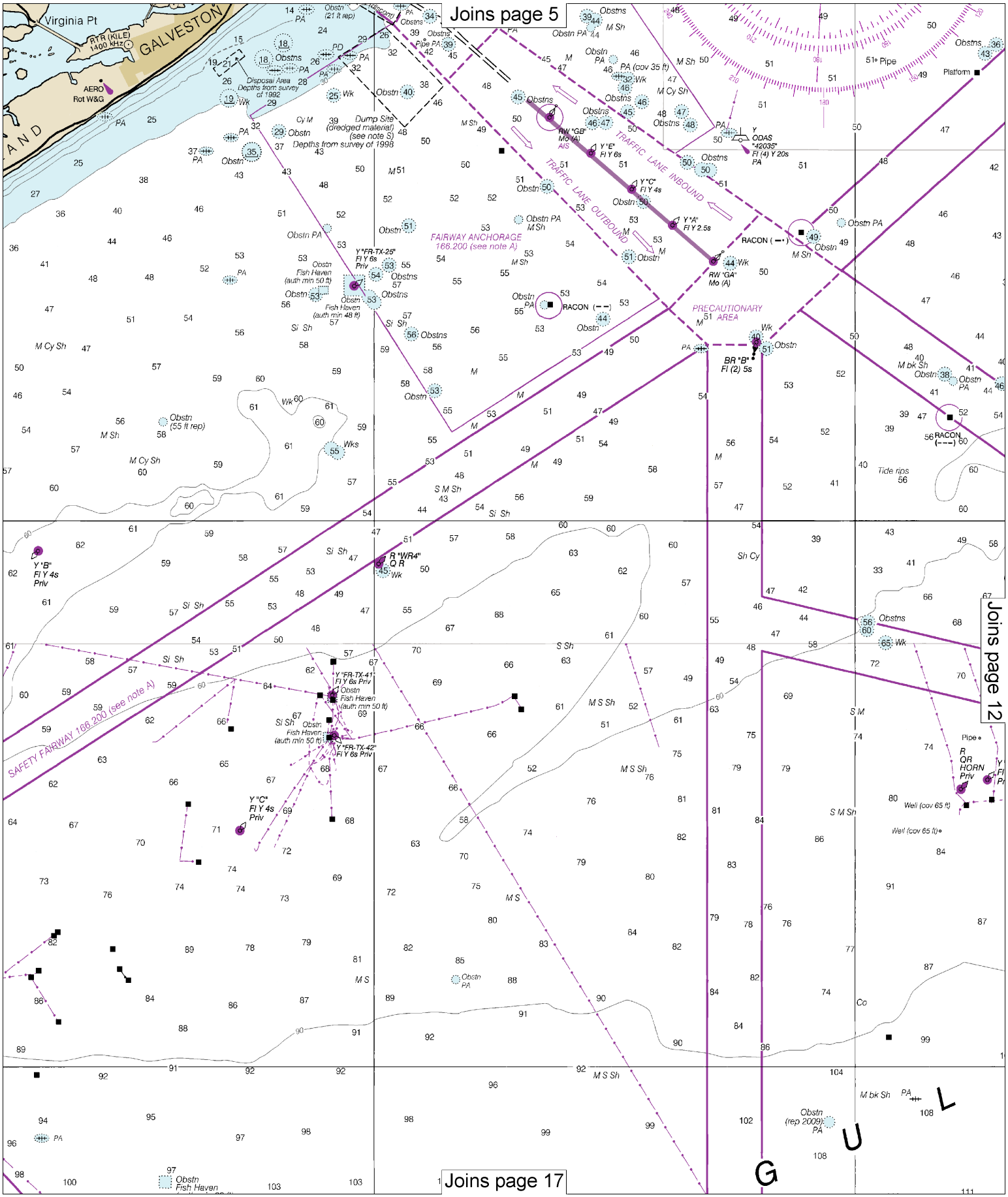
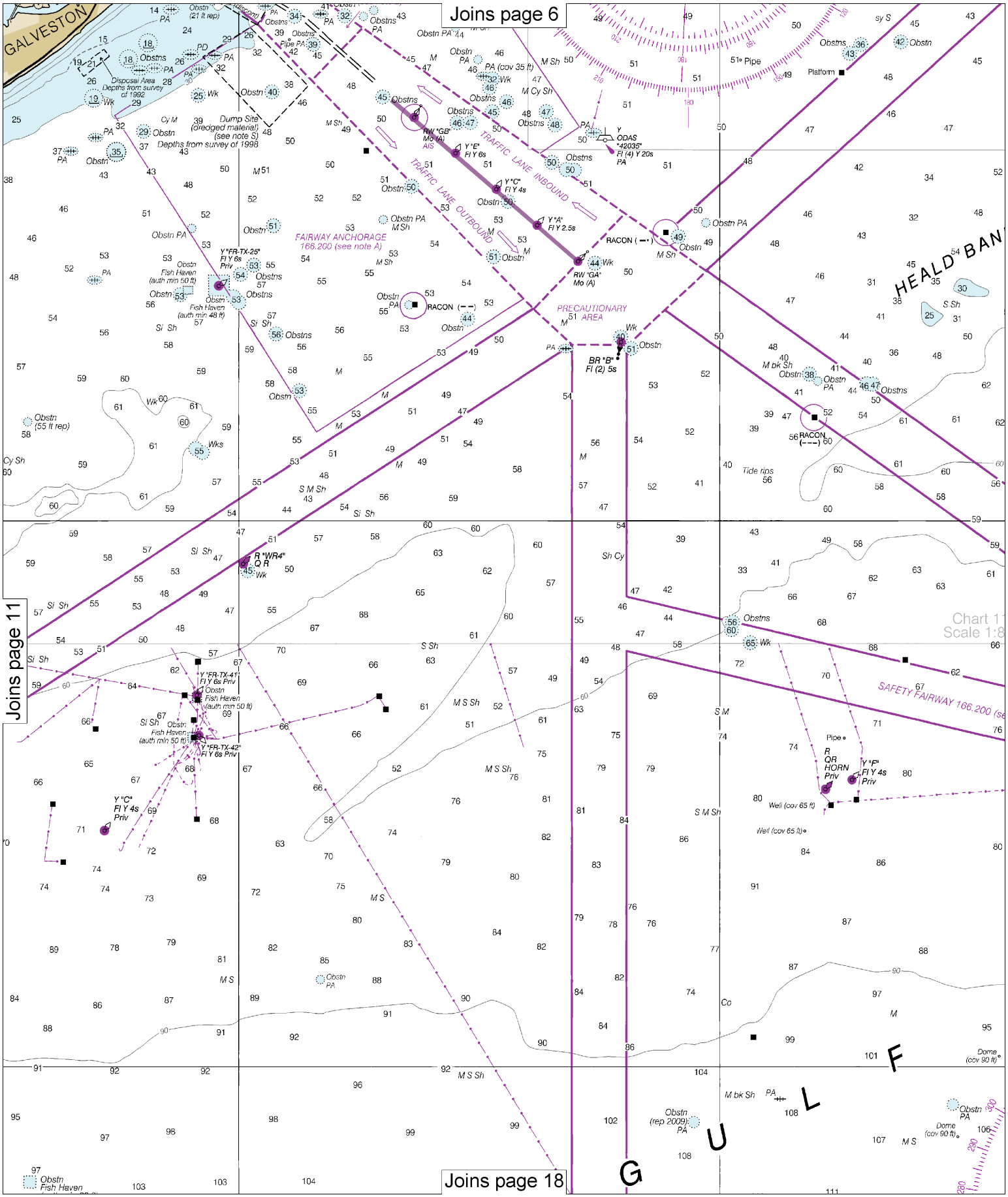
Note: Chart grid lines are aligned with true north.


20'
10'
93°
50'
40'
30'
20'
10'
Cameron
MERMENTAU RIVER
Grand Cheniere
Upper Mud Lake
Lower Mud Lake
SAFETY FAIRWAY 166.200 (see note A)
FAIRWAY ANCHORAGE 166.200 (see note A)
RACON
Dump Site (dredged material) (see note S)
Depths from survey of 2012
Dump Site (dredged material) (see note S)
Depths from surveys of 1994-2012
Spoil Area
Discontinued Dumping Ground
Obstn (rep 2009)
Subm pipes (2 ft rep)
(15 ft rep 1970)
(35 ft rep)
(55 ft rep)
RW "CO" Mo (A)
SAFETY FAIRWAY 166.200
Chart 11344
Scale 1:80,000
Joins page 15

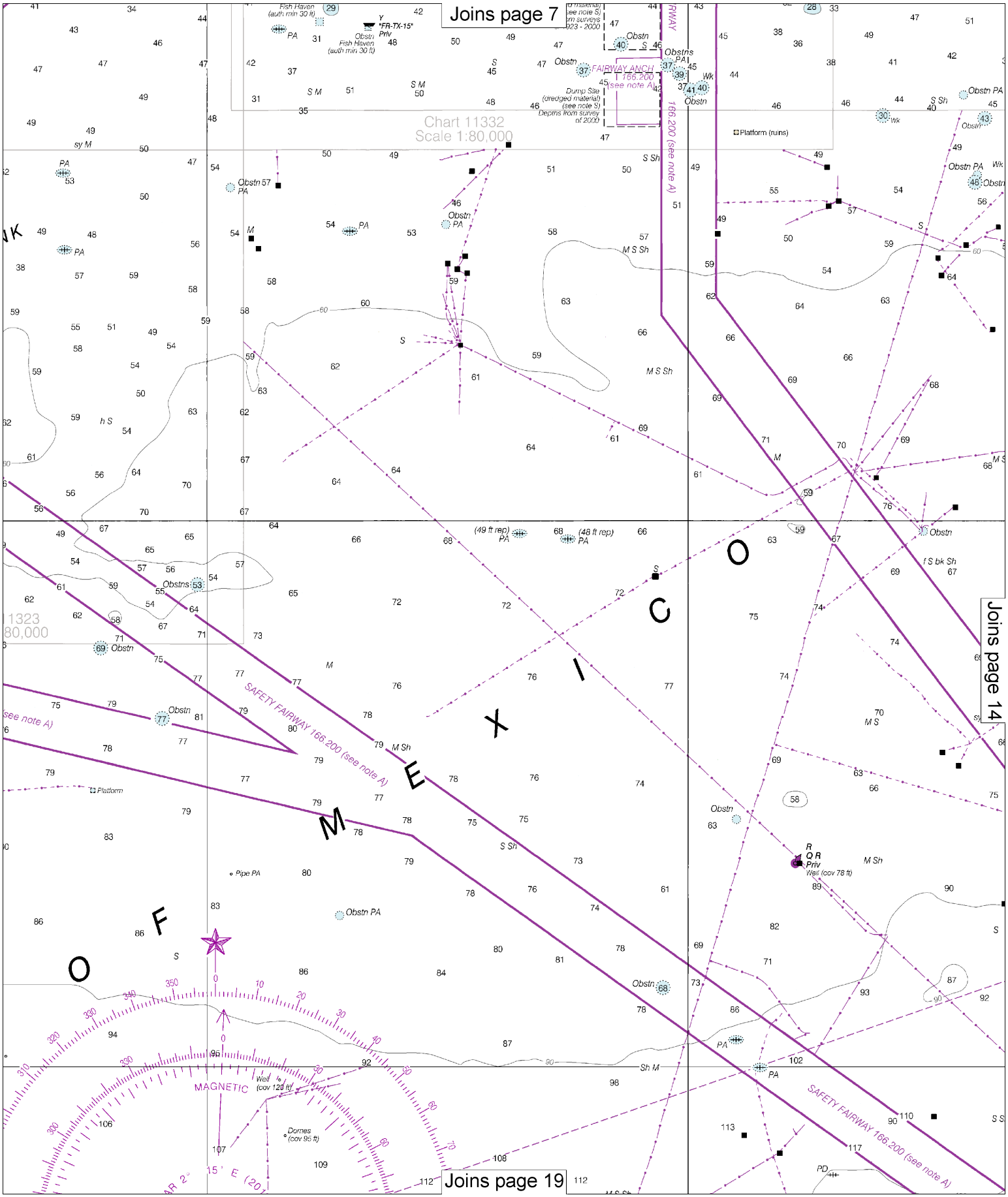


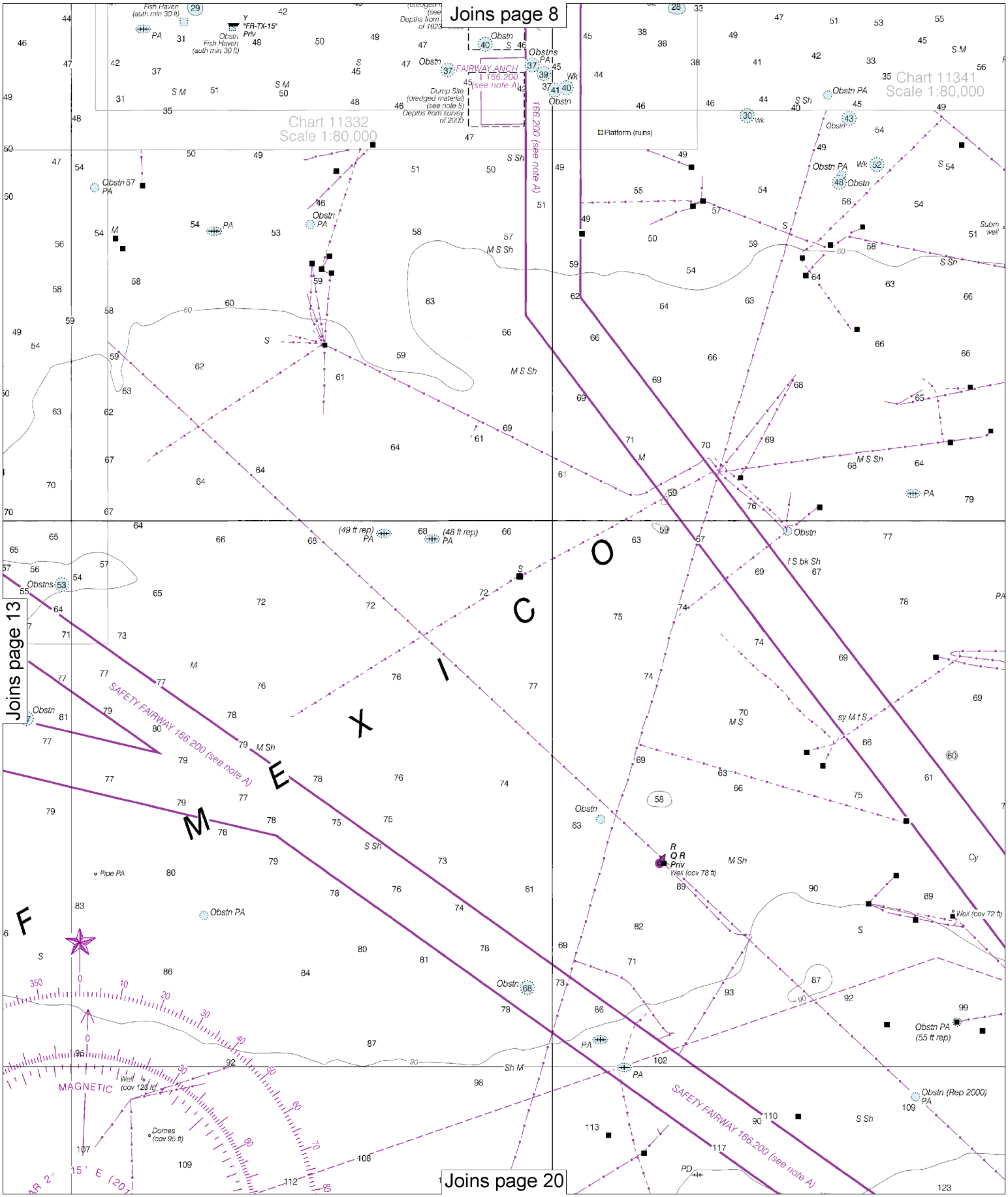
Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 12
Joins page 17
Virginia Pt
GALVESTON
RTR (KILE) 1400 kHz
AERO Rot W&G
Disposal Area Depths from survey of 1992
Dump Site (dredged material) (see note S) Depths from survey of 1998
TRAFFIC LANE INBOUND
TRAFFIC LANE OUTBOUND
FAIRWAY ANCHORAGE 166.200 (see note A)
PRECAUTIONARY AREA
SAFETY FAIRWAY 166.200 (see note A)
RW "GB" Mo (A) AIS
Y "E" Fl Y 6s
Y "C" Fl Y 4s
Y "A" Fl Y 2.5s
RW "GA" Mo (A)
BR "B" Fl (2) 5s
Y "FR-TX-25" Fl Y 6s Priv
Y "FR-TX-41" Fl Y 6s Priv
Y "FR-TX-42" Fl Y 6s Priv
Y "B" Fl Y 4s Priv
R "WR4" Q R
Y "C" Fl Y 4s Priv
R QR HORN Priv
Y ODAS "42035" Fl (4) Y 20s PA
Platform
Pipe
Tide rips
Well (cov 65 ft)
Obstn (rep 2009) PA
G U L



Note: Chart grid lines are aligned with true north.


Joins page 7
Chart 11332
Scale 1:80,000
Joins page 14
Joins page 19
SAFETY FAIRWAY 166.200 (see note A)
FAIRWAY ANCH
166.200
(see note A)
166.200 (see note A)
Dump Site
(dredged material)
(see note S)
Depths from survey
of 2000
Platform (ruins)
Fish Haven
(auth min 30 ft)
"FR-TX-15"
Priv
Platform
Pipe PA
Well (cov 78 ft)
Well (cov 129 ft)
Domes
(cov 95 ft)
MAGNETIC
O F M E X I C O



14

Note: Chart grid lines are aligned with true north.

Joins page 9

Chart 11344
Scale 1:80,000

SAFETY FAIRWAY 166.200 (see note A)

FAIRWAY ANCH 166.200 (see note A)

MAGNETIC

VAR. 0° 30' E (2013)

ANNUAL DECREASE 8'

10'

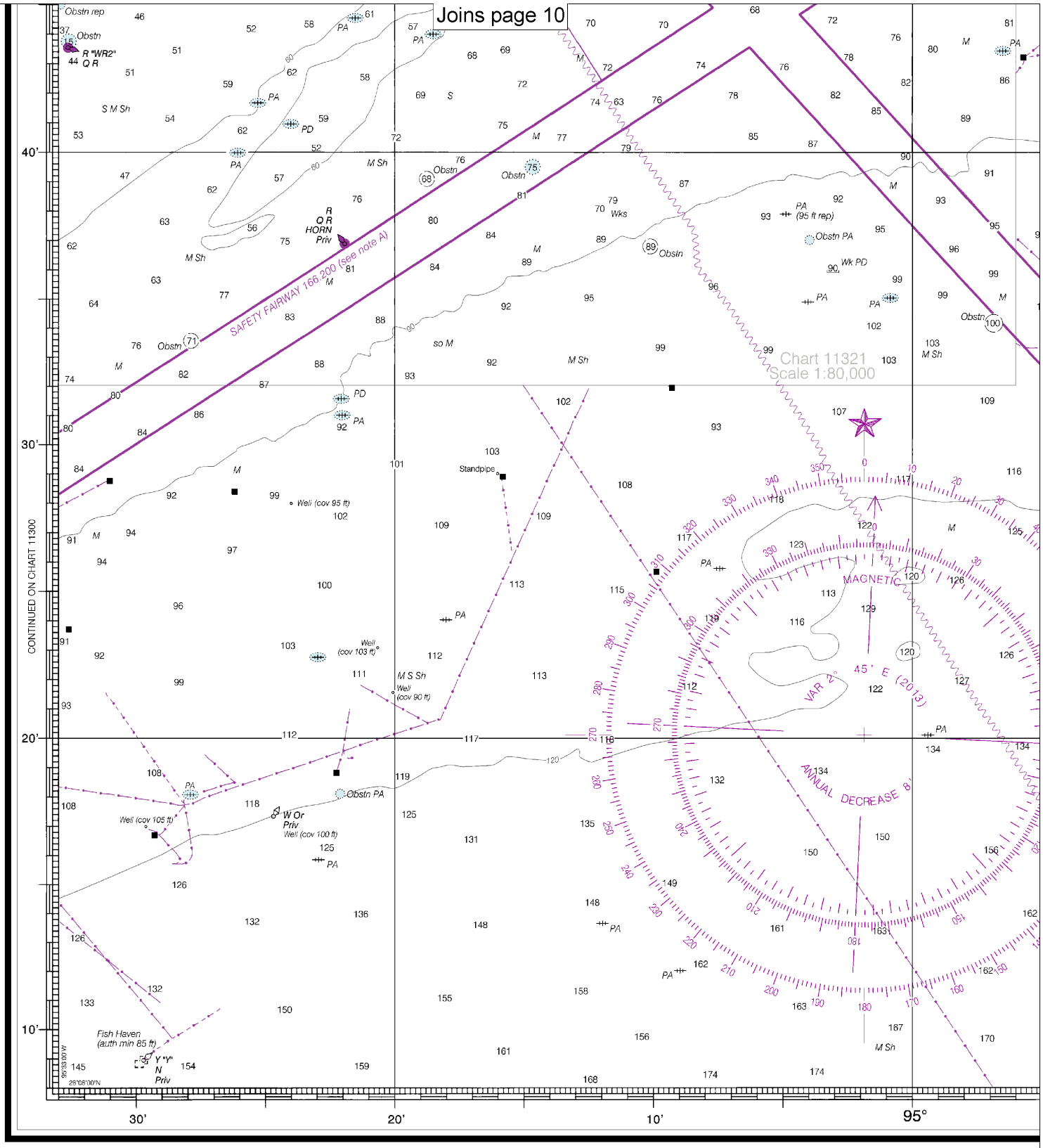
29°

50'

40'

CONTINUED ON CHART 11340

Joins page 21



11330

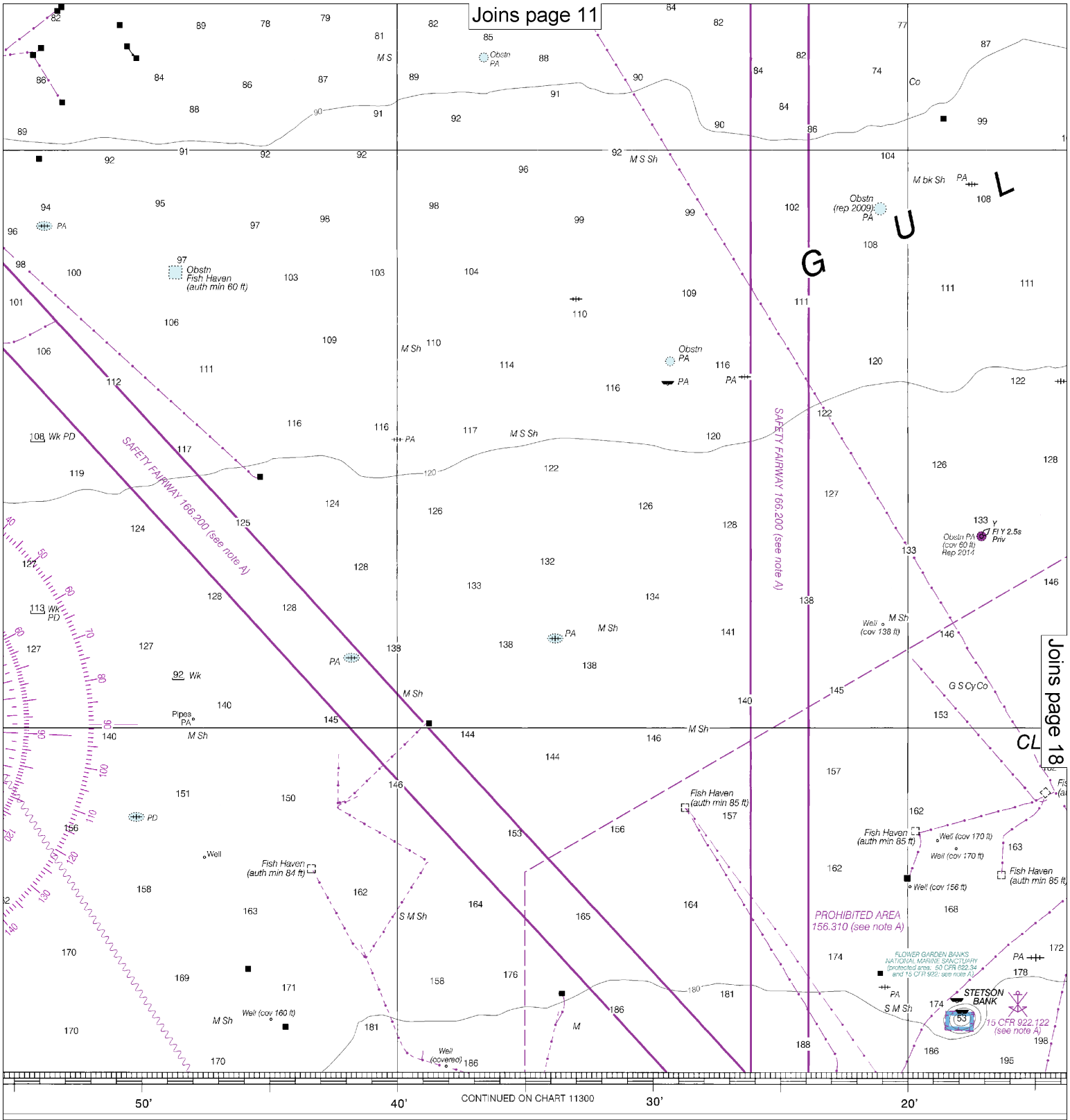
CAUTION

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.

This nautical chart has been designed to promote safe navige
Ocean Service encourages users to submit corrections, additions
improving this chart to the Chief, Marine Chart Division (N/CS2
Service, NOAA, Silver Spring, Maryland 20910-3282.

22nd Ed., Apr. 2013. Last Correction: 12/6/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 4816 (11/26/2016)

Note: Chart grid lines are aligned with true north.



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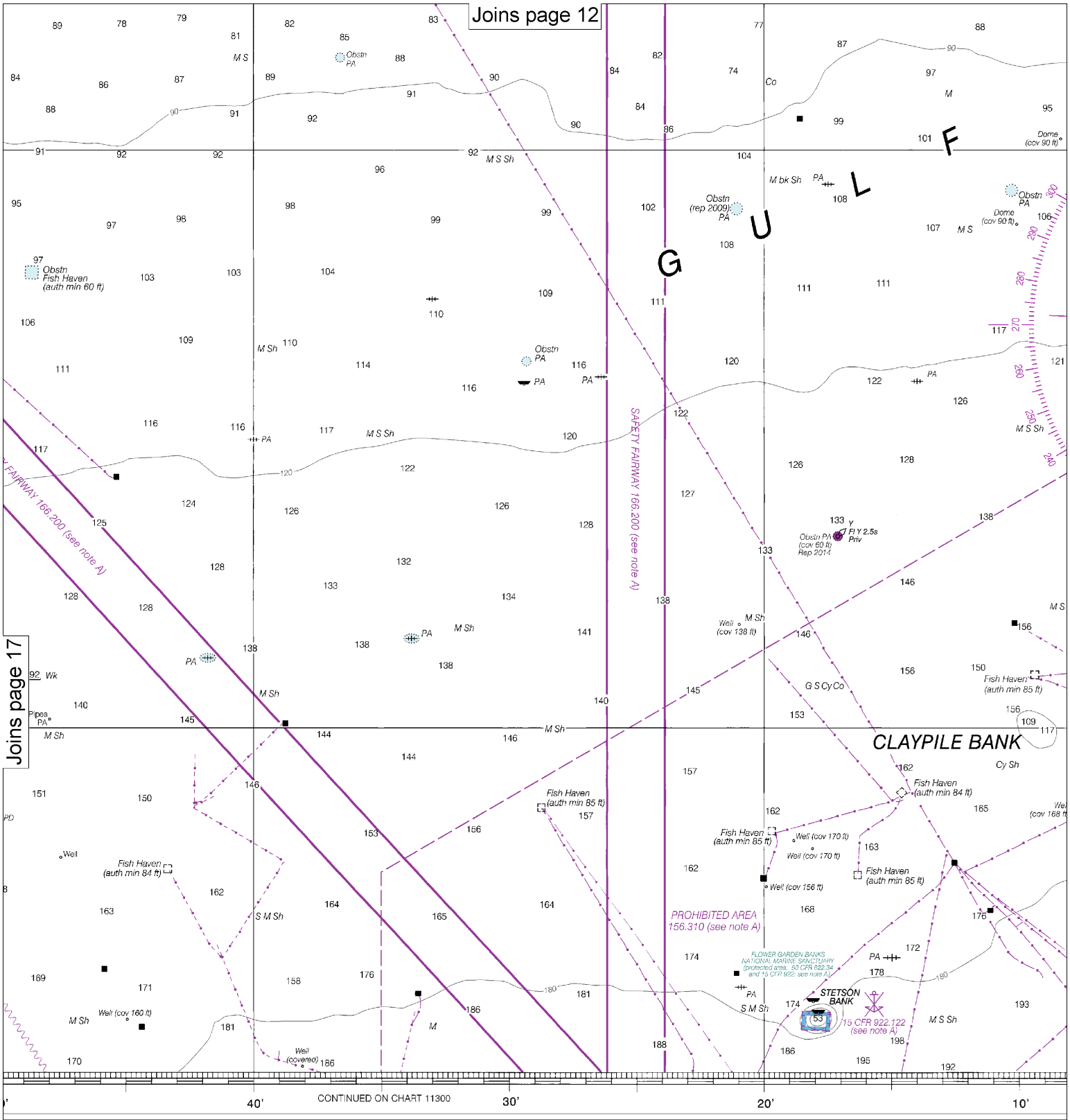
ns, or comments for
62), National Ocean

SOUNDINGS IN FEET

NA



SOUNDINGS IN FEET

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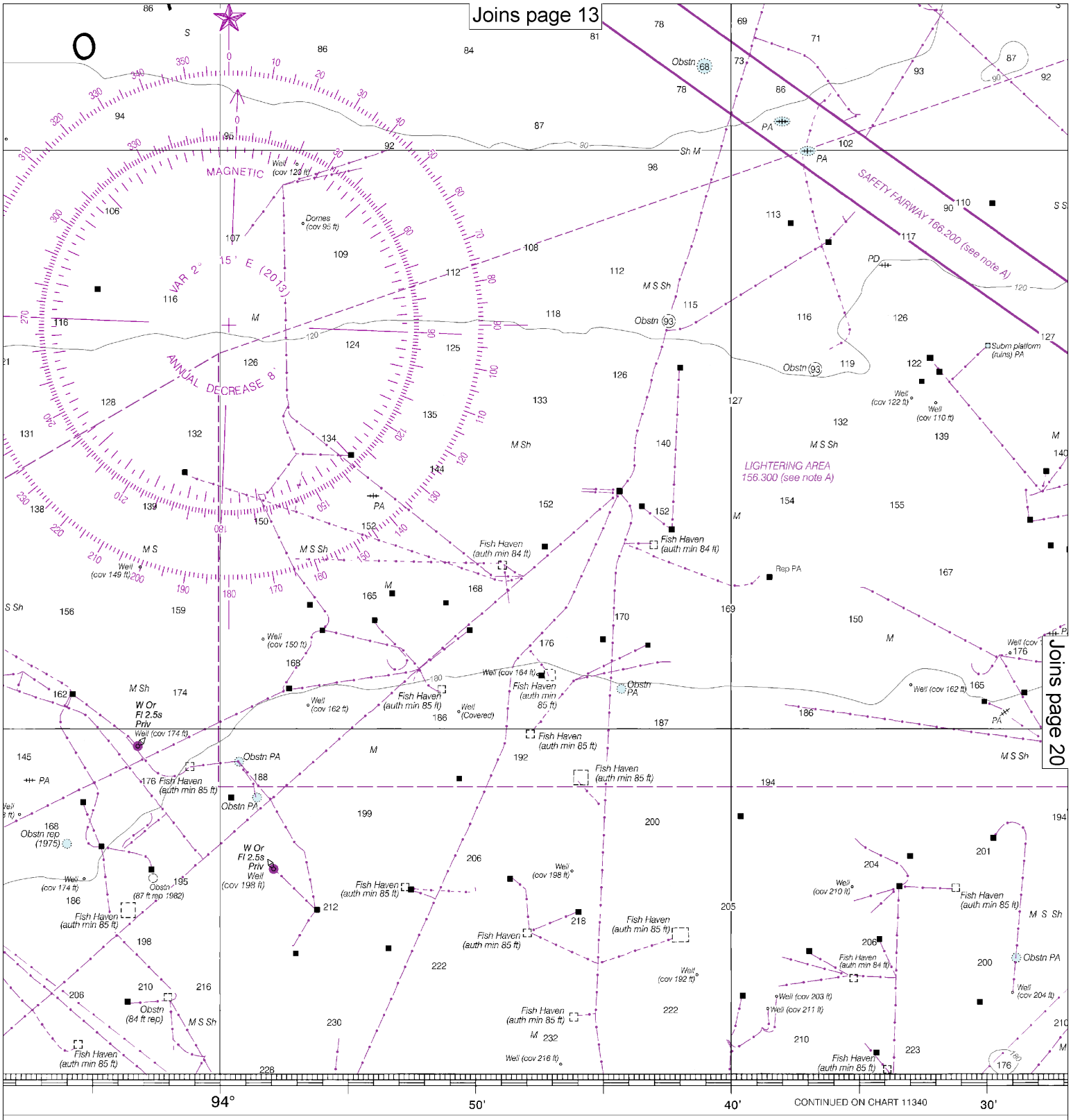
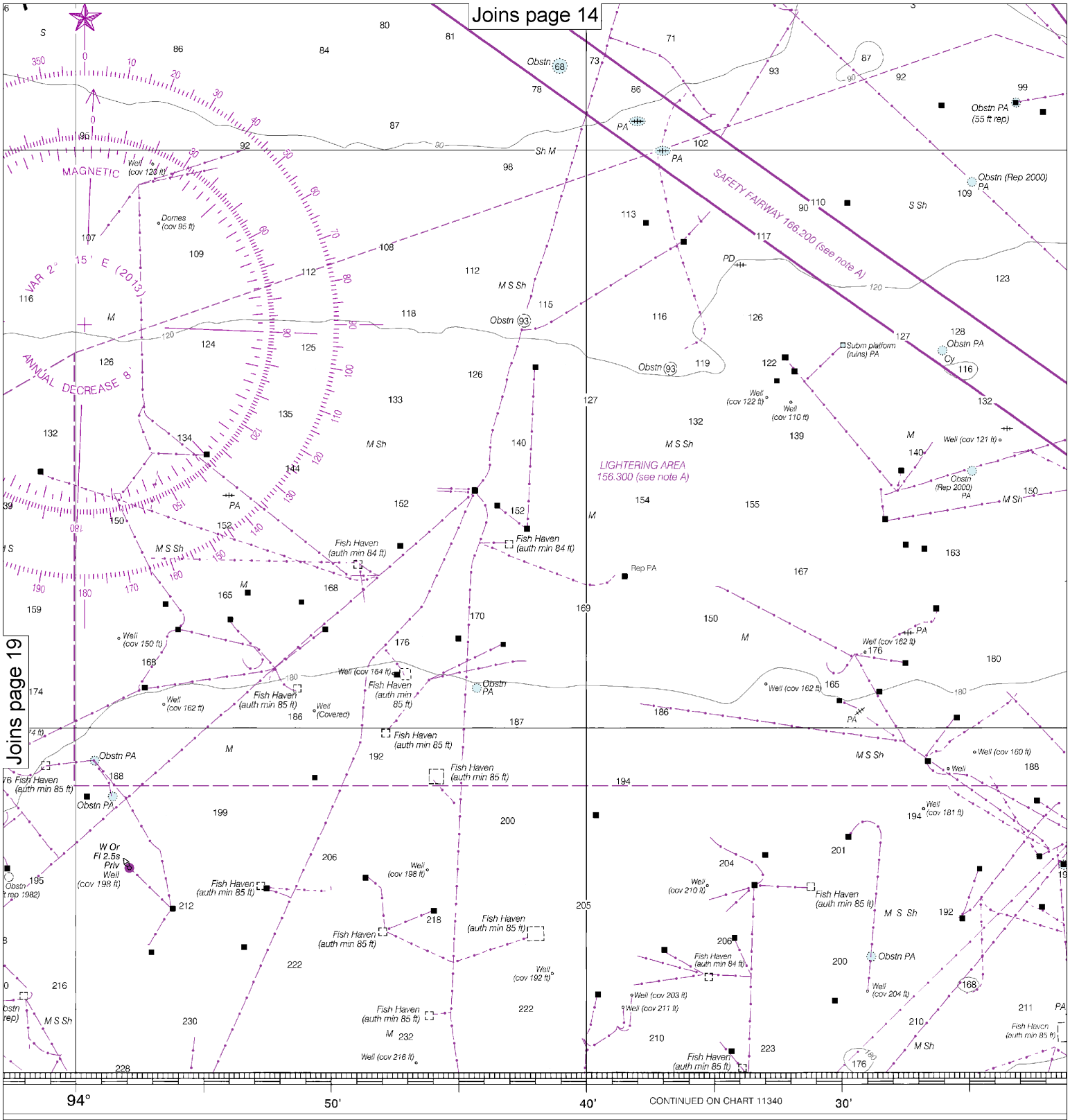
Note: Chart grid lines are aligned with true north.

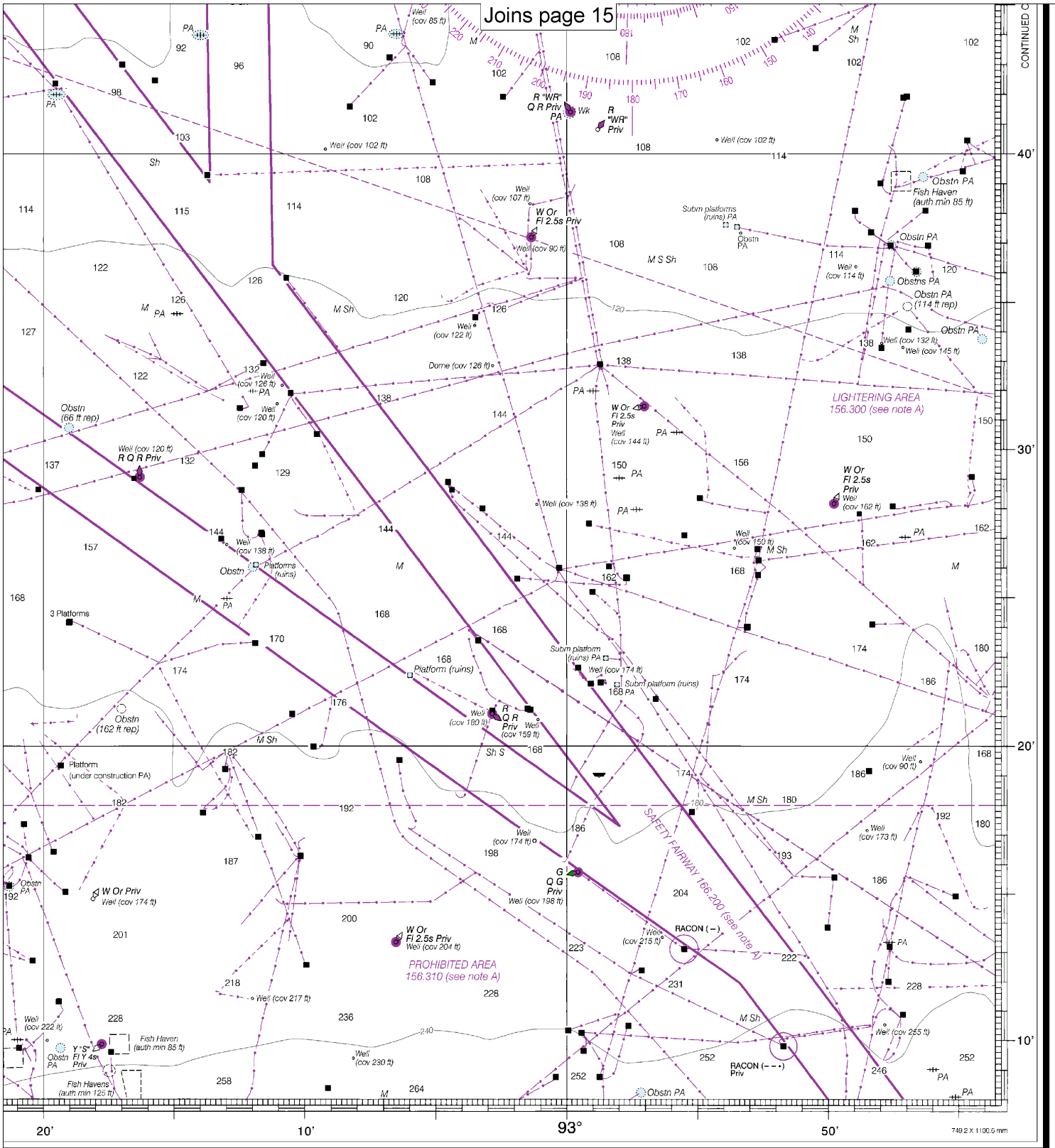


Washington, D.C.
NT OF COMMERCE
MOSPHERIC ADMINISTRATION
CEAN SERVICE
SURVEY



Note: Chart grid lines are aligned with true north.

Joins page 15



ATHOMS	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	98	102
ETERS	1 2 3 4 5 6 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																

Mermentau River to Freeport

SOUNDINGS IN FEET - SCALE 1:250,000

11330

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**

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

Note on Printing

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.

NOAA's Office of Coast Survey — The Nation's Chartmaker