NO	SMALL CRAFT FACILITY	CHART SIDE	APPROACH-FEET (REPORTED)	ALONGSIDE-FEET (REPORTED)	BERTHS-MOORINGS-ELECTRICITY (TRANSIENTS)	RAMP SURFACED-NATURAL	REPAIRS HULL-MOTOR-RADIO	MARINE RAILWAY-FEET	LIFT CAPACITY-TONS	BOAT RENTAL CANOE-ROW-MOTOR-KAYAK	CHARTER-HOUSE-SAIL	FOOD-LODGING-CAMPING	PUMP-OUT STATION / TOILETS-SHOWERS-LAUNDRY	WINTER STORAGE WET-DRY	NAUTICAL CHART SALES	WATER-ICE	GROCERIES-HARDWARE	BAIT-TACKLE	DIESEL OIL-GASOLINE
22	SOUTHPOINT MARINA BAIT & FUEL DOCK	B	20	7	BME	S	HMR		50				TSLP	WD	C	WI	H	BT	DG
23	SEA RANCH MARINA	B	5	3	BME	S	MR				C	FLC	TSP	WD		WI	H	T	DG

Column groups: DEPTHS (chart side, approach, alongside); SERVICES (berths through pump-out/toilets); SUPPLIES (winter storage through diesel oil-gasoline).

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.
THE TABULATED "APPROACH-FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.
THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Brownsville, TX	*(956) 504-1432	8:00 AM-4:30 PM (Mon.-Fri.)

*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Brownsville, TX WWG-34 162.550 MHz

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQUENCY	BROADCAST TIMES-CST	SPECIAL WARNING
Port Isabel, TX	NCH	2670 kHz	4:40, 6:40 &10:40 AM 4:40 PM	On receipt
		157.1 MHz	5:00, 11:00 AM & 5:00 PM	On receipt
Port Aransas, TX	NOY-3	2670 kHz	4:40, 6:40 &10:40 AM 4:40 PM	On receipt
Corpus Christi, TX	NOY-8	2670 kHz	4:40, 6:40 &10:40 AM 4:40 PM	
Port Isabel, TX	*	2670 kHz	4:40, 6:40 &10:40 AM 4:40 PM	
Port Isabel, TX	*	157.1 MHz	5:00, 11:00 AM & 5:00 PM	
Robstown, TX	*	157.1 MHz	5:00, 11:00 AM & 5:00 PM	

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

NAUTICAL CHART 11302
INTRACOASTAL WATERWAY

TEXAS
STOVER POINT TO PORT BROWNSVILLE INCLUDING BRAZOS SANTIAGO PASS

Chart 11302 34th Ed., Jan. /14

Published at Washington, D.C.

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

PUBLIC BOATING INSTRUCTION PROGRAMS

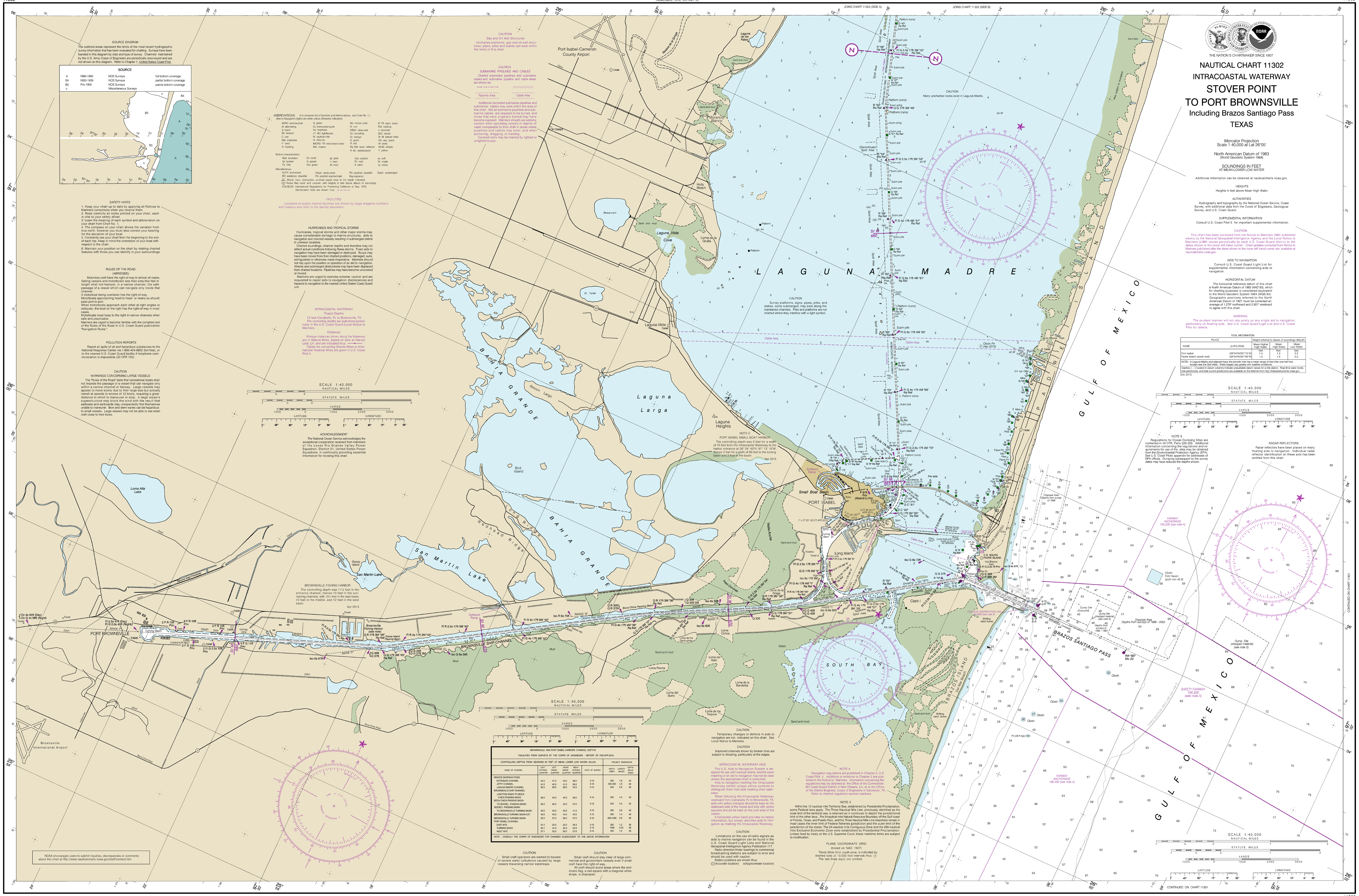
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

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

11302

Formerly 898-SC, 1st Ed., 1970 KAPP 122



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	1990-1993	NOS Surveys	full bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage
c		Miscellaneous Surveys	

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 the 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.

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."

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
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.

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; DIA diaphone; F fixed; Fl flashing; G green; IQ interrupted quick; Iso isophase; LT HO lighthouse; M nautical mile; 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; Obstn obstruction; PA position approximate; PD position doubtful; Rep reported; Subm submerged
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: — — — —

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

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.

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.

ACKNOWLEDGMENT

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

CAUTION
Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as: Pipeline Area, Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Many uncharted rocks exist in Laguna Madre.

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.

BROWNSVILLE FISHING HARBOR

The controlling depth was 11½ feet in the entrance channel, thence 13 feet in the connecting channels, with 13½ feet in the east basin, 13 feet in the middle, and 12 feet in the west basin.
Apr 2013

NOTE C
PORT ISABEL SMALL BOAT HARBOR

The controlling depth was 2 feet for a width of 75 feet from the Intracoastal Waterway to the harbor entrance at 26° 04' 40"N, 97° 13' 10"W, thence 2 feet for a width of 50 feet to the turning basin and 2 feet in the basin.
Apr 2015

NAUTICAL CHART 11302
INTRACOASTAL WATERWAY
STOVER POINT TO PORT BROWNSVILLE
Including Brazos Santiago Pass
TEXAS

THE NATION'S CHARTMAKER SINCE 1807

Mercator Projection
Scale 1:40,000 at Lat 26°05'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

HEIGHTS
Heights in feet above Mean High Water.

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.

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.

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

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.279" northward and 0.921" westward to agree with this chart.

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.

TIDAL INFORMATION

NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Port Isabel	(26°04'N/097°13'W)	1.4	1.3	0.2
Padre Island (south end)	(26°04'N/097°09'W)	1.5	1.4	0.2

Height referred to datum of soundings (MLLW)

NOTE: In Laguna Madre and adjacent bays the periodic tide has a mean range of less than one-half foot, except near the Gulf inlets. Water stages vary greatly with weather conditions.
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.
(Dec 2013)

SCALE 1:40,000
NAUTICAL MILES / STATUTE MILES / YARDS / LATITUDE / LONGITUDE

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.

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.

BROWNSVILLE AND PORT ISABEL HARBORS CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB-APR 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW); 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)
BRAZOS SANTIAGO PASS:								
ENTRANCE CHANNEL	42.0	41.0	40.0	38.0	3-15	300	1.9	44
JETTY CHANNEL	41.0	42.0	41.0	39.0	3-15	300-400	1.9	44
LAGUNA MADRE CHANNEL	33.0	38.0	39.0	34.0	3-15	250	2.9	42
BROWNSVILLE SHIP CHANNEL:								
JUNCTION BASIN TO BOCA CHICA PASSING BASIN	36.0	40.0	40.0	38.0	3-15	250	4.0	42
BOCA CHICA PASSING BASIN TO GOOSE I. PASSING BASIN	35.0	40.0	40.0	37.0	3-15	250	5.4	42
GOOSE I. PASSING BASIN TO BROWNSVILLE TURNING BASIN	40.0	43.0	42.0	41.0	3-15	300	2.8	42
BROWNSVILLE TURNING BASIN EXT.	43.0	43.0	44.0	43.0	3-15	500	1.4	42
BROWNSVILLE TURNING BASIN	33.0	37.0	38.0	37.0	3-15	500-1200	0.5	36
PORT ISABEL CHANNEL:								
EAST WYE	31.2	33.3	32.2	28.3	3-15	200	1.2	36
TURNING BASIN	30.1	31.0	30.0	24.8	3-15	1000	0.25	36
WEST WYE	27.1	32.0	30.0	27.8	3-15	200	1.0	36

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

CAUTION
Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

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.

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.

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.

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) o(Approximate location)

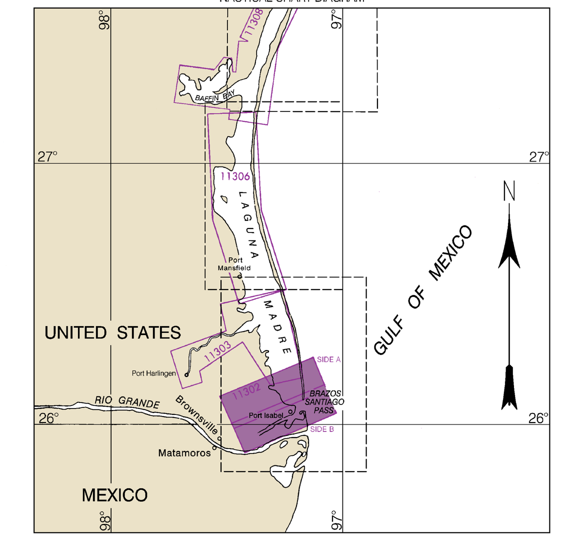
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office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

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

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

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

NAUTICAL CHART DIAGRAM



To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters). If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

11302 34th Ed., Jan. /14

Last Correction: 10/7/2015. Cleared through:
LNM: 3915 (9/29/2015), NM: 3915 (9/26/2015)

This chart was distributed as a PDF (Portable Document Format). Printing PDFs may alter the chart scale, color, or legibility that may impact suitability for navigation. Printed charts provided by NOAA certified Print on Demand (POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod

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