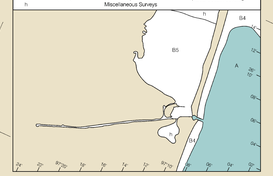
SCALE 1:40,000
Nautical Miles
Statute Miles
Yards
LATITUDE
LONGITUDE

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been bandied 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
h		Miscellaneous Surveys	



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

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)

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.

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

NOTE Y

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 limit for Federal fisheries jurisdiction and the outer limit of the boundaries 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.

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 hand, and aids with yellow rectangular 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.

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.

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 and shoaling.

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.

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).

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 continuously providing essential information for revising this chart.

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

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.

CAUTION

GAS AND OIL WELL STRUCTURES

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of the 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, dredging, or trawling.

Charted cables may be marked by lighted or unlighted buoys.

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.

Pump-out facilities

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.

JOINS CHART 11303

JOINS CHART 11303

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.

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

BROWNSVILLE FISHING HARBOR

The controlling depth was 11½ feet in the entrance channel, thence 13 feet in the connecting channels, with 12½ feet in the east basin, 13 feet in the middle, and 12 feet in the west basin.

Mar 2014

BROWNSVILLE AND PORT ISABEL HARBORS 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 LOWER LOW WATER (MLLW): LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS: WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
BRAZOS SANTIAGO PASS								
ENTRANCE CHANNEL	40.0	41.0	40.0	39.0	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	35.0	38.0	38.0	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	0.8	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	36.0	37.0	3-15	500-1090	0.5	36
PORT ISABEL CHANNEL:								
EAST WYE	31.2	33.3	32.2	29.5	3-15	200	1.2	36
TURNING BASIN	30.1	31.3	30.5	27.8	3-15	300	0.25	36
WEST WYE	27.1	30.9	30.0	27.8	3-15	300	1.0	36

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

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

TEXAS - INTRACOASTAL WATERWAY

STOVER POINT TO PORT BROWNSVILLE

INCLUDING BRAZOS SANTIAGO PASS

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

For Symbols and Abbreviations see Chart No. 1

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.

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 1.27" northward and 0.93" westward to agree with this chart.

WARNING

This 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

Near real time water level data, predictions and weather data are available via the Internet at http://tidesandcurrents.noaa.gov. Annual predictions of tide and Tab of the tides are available in printed form from private sector printers.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean High Water / High Water	Mean High Water	Mean Low Water
Port Isabel	(26°04'N/097°13'W)	1.4	1.0	0.2
Padre Island (south end)	(26°04'N/097°09'W)	1.5	1.4	0.2

NOTE: In Laguna Madre and adjacent bays the periodic tide has a mean range of less than one-half foot, and the diurnal tide has a mean range of about 1 foot. Winds cause frequent variations.

Datum: [ ] located in datum (mark) if tidbit, unavailable datum - waves for a tide station. Real time water levels, tide predictions, and tide current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Dec 2013)

CONTINUED ON CHART 11301

CONTINUED ON CHART 11303

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

34th Ed., Jan. 2014. Last Correction: 11/21/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4816 (11/26/2016)

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.

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

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NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS / FEET / METERS

Stover Point To Port Brownsville
SOUNDINGS IN FEET - SCALE 1:40,000