MARINE WEATHER FORECASTS
VOICE: 162.400 MHz, 24 hours daily

City	Telephone Number	Office Hours
Corpus Christi, TX	(361) 289-0969	8:00 AM-5:00 PM (Mon.-Fri.)
	(361) 289-0721	
Brownsville, TX	(956) 504-1432	8:00 AM-4:30 PM (Mon.-Fri.)

*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

City	Station	Freq. (MHz)	Broadcast Times
Corpus Christi, TX	KHB-41	162.55	24 hours daily
Riviera, TX	WNG-609	162.525	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

City	Station	Freq.	Broadcast Times (CST)	Special Warnings
Port Isabel, TX	NOH	*2670 kHz 157.1 MHz	4:45, 6:45 & 10:45 AM 4:45 PM 5:55, 11:55 AM 5:55 PM	On receipt On receipt
Port Aransas, TX	NOH-3	*2670 kHz 157.1 MHz	4:45, 6:45 & 10:45 AM 4:45 PM 4:45 & 8:45 AM 4:45 PM	On receipt On receipt
Corpus Christi, TX	NOH-8	2670 kHz	4:40, 6:40, 10:40 AM 4:40 PM	On receipt
Port Isabel, TX	-	2670 kHz	4:40, 6:40, 10:40 AM 4:40 PM	
Port Isabel, TX	-	157.1 MHz	5:55, 11:55 AM 5:55 PM	
Rockport, TX	-	157.1 MHz	5:55, 11:55 AM 5:55 PM	

*Broadcast one hour later during Daylight Saving Time.
Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

TIDAL INFORMATION

Water levels along the coast are predictions and weather data are available via the Internet at http://tidesandcurrents.noaa.gov. Annual predictions of the nav and tpt of the tides are available in printed form from private sector providers.

Pump-out facilities

INTRACOASTAL WATERWAY

Project Depth
12 foot Cavasiella, Ft. to Brownsville, TX
Consult the U.S. Army Corps of Engineers for current conditions. Mariners are advised to follow Notice to Mariners for other navigation hazards or restrictions.
Shoaling and currents may exist in areas which have not been recently surveyed. Please report shoals and obstructions at:
http://nauticalcharts.noaa.gov/staff/contact.html#Obstructions

The general location of the Waterway is indicated by a magenta line. Mariners are advised to follow the marked navigation and avoid charted shoals and obstructions.
Mileage distances shown along the Waterway are measured from the Sabine Pass Entrance Lock (0) and are excluded that lock.
One Statute Mile equals 0.87 Nautical Miles.
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and navigation publications and its 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.
A horizontal yellow band provides the lateral information. Aids to navigation marking the Intracoastal Waterway exhibit a yellow triangle which can be seen 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.

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.

ABBREVIATIONS — this corrects ten of Symbols and Abbreviations, see Chart No. 12 (Aids to Navigation are omitted unless indicated)

AERO aeronautical	G green	Mo mono-mode	R, W sepc tower
al alternating	G(2) intercepted quick	M nun	Rot rotating
Al alternating	G(2+1) quick	Mus musical	RW red & white
Bn beacon	G(1+5) lightscope	Oc occulting	SEC sector
C can	Gl nautical mile	Or orange	Sf stand-alone
Cam cardinal	Gr group	P pole	Sh shoal
F fixed	MERC TR transverse beam	R red	W white
Fl flashing	Mile marker	Ra Ref radar reflector	WMS wmps
		R Bn radiobeacon	Y yellow

Bottom characteristics

Blds boulders	Co coral	gr gray	Cys cysters
Br broken	G gravel	h hard	sn sand
Cy clay	Gn green	M mud	S sand
Mbs mussels			sy stony

ADPA advisory	Obstn obstruction	PD position doubtful	Eaten eatmenged
ED existence doubtful	Pn position approximate	Rep reported	
Exp Dn expl danger sign	Pos position doubtful	Wk weak	
Q Rocks that cover and uncover, with heights in feet above datum of soundings.			

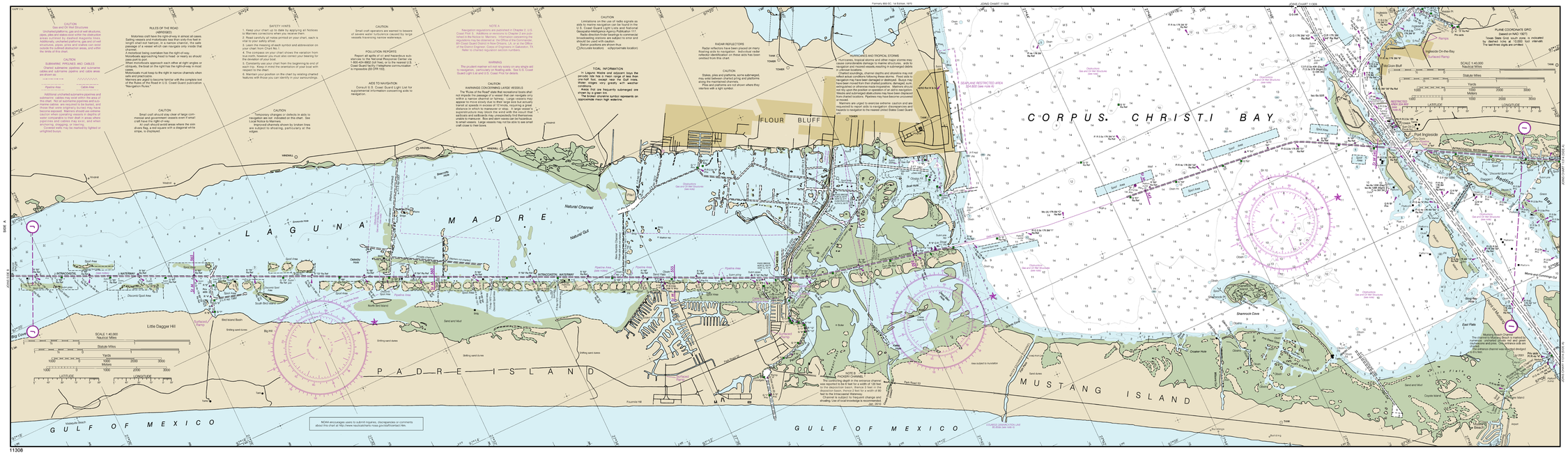
COLREGS International Regulations for Preventing Collisions at Sea, 1972
Demarcation lines are shown thus

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX) offer boating courses, private vessel safety checks, and other safe boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS — Director, Boating Education and Training, USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 800-342-8177

USCGAUX - COMMANDER (DAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1135, 500 Poydras Street, New Orleans, LA 70130, 800-824-9835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593


CAUTION
Gas and Oil Well Structures
Uncharted platforms, gas and oil well structures, pipes, piers and artificial islands may exist within the area shown on this chart. Mariners should exercise caution. Additionally, uncharted platforms, gas and oil well structures, piers, pipes and islands can exist outside the outlined obstruction areas, and 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 shown within the charted areas. Some of these areas may be extensive. Mariners should use extreme caution when operating in these areas. Depth of water comparable to their draft in areas where submarine pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.
RULES OF THE ROAD (NARWGD)
Waterlines craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length must keep out of the way of vessels restricted in their ability to make way. Vessels restricted in their ability to make way should not impede the safe passage of a vessel which can navigate only inside that channel.
When a channel being overtaken has the right-of-way, Motorboats approaching head to head, or nearly so, should pass port to port.
When approaching another craft at an angle, and overtaking, 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
Small craft should stay clear of large commercial and government vessels even if small craft has the right-of-way.
At night vessels should avoid areas where the aids to navigation are not indicated on this chart. See Local Notice to Mariners.
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
SAFETY HINTS
1. Keep your chart up to date by applying all Notices to Mariners and Notices to Navigation.
2. Read carefully all notes printed on your chart, each is vital to your safety ahead.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No1.
4. Use the latest edition of this chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Plan your route and start from the beginning to end of each leg. 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.
CAUTION
*Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
CAUTION
Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.
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
Small craft should stay clear of large commercial and government vessels even if small craft has the right-of-way.
At night vessels should avoid areas where the aids to navigation are not indicated on this chart. See Local Notice to Mariners.
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Guard Pilot 8. Additions or changes to these regulations may be obtained at the Office of the Chief, Office of Boating Safety, U.S. Coast Guard Headquarters, Washington, DC 20593 or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulations section number.
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
Limitations on the use of radio signals as navigation aids are contained in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Station positions are shown thus
(Accurate location) (Approximate location)
TIDAL INFORMATION
In Laguna Madre the tide range is less than one-half foot, except near the Gulf inlet, where it averages very gravity with weather conditions.
Areas that are frequently submerged are shown by tide symbols.
The broken shoreline symbol represents an approximate mean high waterline.
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.
CAUTION
Stakes, piles and platforms, some submerged, may exist between charted piling and platforms and shoal areas and channels.
Pilot and platforms are not shown where they interfere with a light symbol.
HURRICANES AND TROPICAL STORMS
*Hurricanes, tropical storms and other major storms may cause extensive damage to aids to navigation and to navigation and moored vessels resulting in outlined in unknown locations.
After such a hurricane, channel depths and shoreline may not reflect actual conditions following storms. Aids to navigation may have been damaged or destroyed. Buoys may be displaced from their charted positions or destroyed, or extinguished or otherwise reach inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Many aids to navigation are moved as soon as practicable from charted locations. Wrecks may have become unlocated or missing.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and changes to navigation to the nearest United States Coast Guard unit.
NOTE B
PROPERTY OWNERS
The controlling depth in the entrance channel is maintained by the U.S. Corps of Engineers. In the deposition basin, thence 3 feet for a width of 80 feet, thence 2 feet for a width of 80 feet.
Channel is subject to frequent change and shoaling. Use of local knowledge is recommended.
Jan. 2012
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.html.
FLOUR BLUFF
CORPUS CHRISTI BAY
LAGUNA MADRE
PADRE ISLAND
MUSTANG ISLAND
GULF OF MEXICO
Little Dagger Hill
Big Clove
Sharkbite Cove
Shamrock Cove
East Flats
Natural Channel
Nueces Bay
Port Ingleside
Ingleside-On-the-Bay
Portland
Gulfwind Park
Ingleside Cove
Redfish Bay
Redfish Point
Aransas Pass
Mission Bay
Copano Bay
Aransas Bay
Mesquite Point
Pt. Aransas
Port Aransas
Harbor Island
Mustang Island
Corpus Christi Bay
Corpus Christi Ship Channel
Naval Station Ingleside
Ingleside Naval Station
Pipeline Area
Spoil Area
Drilling sand dunes
Area subject to inundation
Obstruction
Gas and Oil Well Structures
(see note)
Dredged Spoil Area
Discovered Spoil Area
Discontinued Spoil Area
Buoy
Beacon
Light
Tank
Tower
Ramp
Pier
Wreck
Rock
Sand and Mud
Shoal
Hard
Soft
Sand
Grass
Shell
Coral
Stiff
Sticky
Gravel
Pebbles
Boulders
Broken
Mud
Clay
Marl
Weed
Stones
Lava
Cobbles
Pumice
Chalk
Ooze
Diatoms
Foraminifera
Radiolaria
Pteropods
Shells
Tests
Volcanic ash
Glauconite
Green
Red
Brown
Black
Yellow
Blue
Purple
Pink
Orange
Light
Dark
Hard
Soft
Fine
Medium
Coarse
Gritty
Pebbly
Cobbly
Boulder
Broken
Uncovered
Submerged
Awash
Dry
Floating
Sunken
Wreck
Obstruction
Foul
Clear
Good
Fair
Poor
Anchorage
Anchoring prohibited
Restricted area
Caution area
Danger area
Traffic separation scheme
Precautionary area
Inshore traffic zone
Deep water route
Two-way route
Recommended track
Fairway
Channel
Narrow channel
Submarine cable area
Submarine pipeline area
Military practice area
Seaplane landing area
Dumping ground
Exercise area
Cable area
Pipeline area
Obstruction
Isolated danger
Safe water
Special purpose
Lateral
Cardinal
Isolated danger
Safe water
Special purpose
Port hand
Starboard hand
North cardinal
East cardinal
South cardinal
West cardinal
Port hand
Starboard hand
Preferred channel to port
Preferred channel to starboard
Port hand
Starboard hand
Port hand
Starboard hand
Port hand
Starboard hand