NAUTICAL CHART 11319
INTRACOASTAL WATERWAY

THE NATION'S CHARTMAKER SINCE 1807

TEXAS
CEDAR LAKES TO ESPIRITU SANTO BAY

Chart 11319 34th Ed., Sep./12

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

Mercator Projection Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HEIGHTS
Heights in feet above Mean High Water.

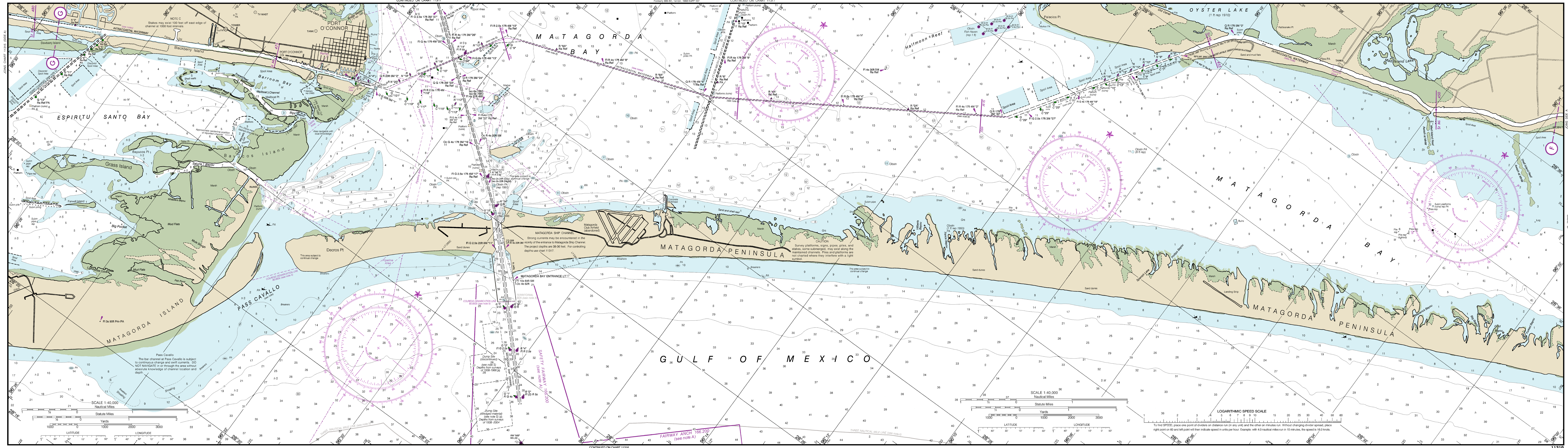
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION
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.

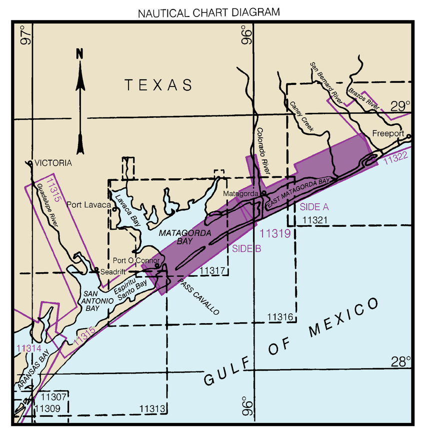
Additional information can be obtained at nauticalcharts.noaa.gov.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

SIDE B



NAUTICAL CHART DIAGRAM



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 0.969" northward and 0.874" westward to agree with this chart.

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.

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).

TIDAL INFORMATION
Predicted times for low tides may be obtained in Pass Cavallo (28°22' -96°24') by subtracting 1 hour 20 minutes, with time of high tide corresponding to that of reference station.
In Matagorda Bay the periodic tide has a mean range les than one-half foot.

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	Iso	isophase	OBSC	obscured	s	seconds
Bn	beacon	LT HO	lighthouse	Oc	occulting	SEC	sector
C	can	M	nautical mile	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		

31 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: — — —

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.

(P) Pump-out facilities

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

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
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 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.

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

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.

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.

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, Florida to Brownsville, Texas, 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.

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.

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.

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."

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

NOTE B
The channel for the Intracoastal Waterway through Matagorda Bay is controlled to 10 feet, due to the presence of several pipelines crossing the channel at approximate positions 28°27'31.21"N, 96°22'59.2"W; 28°27'30.3"N, 96°22'59.6"W; and 28°27'11.5"N, 96°23'10.0"W. Mariners should be aware of the draft limitations in this channel.

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.

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

FOR DISTRIBUTION SERVICE
WRITE: FAA/NACO Distribution Division
6303 Ivy Lane, Suite 400
Greenbelt, MD 20770-6325
PHONE: (301) 436-8301 or 1-800-638-8972

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.

SIDE A

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

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

CAUTION
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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.

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

CAUTION
Stakes, piles and platforms, some submerged, may exist between charted piling and platforms along the maintained channels.
Piles and platforms are not shown where they interfere with a light symbol.

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.

INTRACOASTAL WATERWAY
Project Depths
12 feet Carrabelle, Fla. to Brownsville, Texas.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.
Distances
The Waterway is indicated by a magenta line. Mileage distances shown along 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.

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.
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NOTE A
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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 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.

NO	SMALL CRAFT FACILITY	APPROACH-FEET (REPORTED)	ALONGSIDE-FEET (REPORTED)	BERTHS (TRANSIENTS)	GASOLINE	DIESEL OIL	...							
17	MATAGORDA HARBOR	A	10	14	B E	S	F	TS P	W	WI	GH	BT	DG	

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.

TIDAL INFORMATION

NAME	(LAT/LONG)	Mean Higher High Water (feet)	Mean High Water (feet)	Mean Low Water (feet)
Eagle Point	(29°29'N/94°55'W)	1.1	1.1	0.1
Morgans Point	(29°41'N/94°59'W)	1.3	1.2	0.1
Galveston (Pier 21)	(29°19'N/94°48'W)	1.4	1.3	0.3
Manchester	(29°43'N/95°15'W)	1.6	1.5	0.2
Lynchburg Landing	(29°46'N/95°05'W)	1.5	1.4	0.2
Rollover Pass	(29°31'N/94°31'W)	1.4	1.3	0.2

Height referred to datum of soundings (MLLW).
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.
(Sep 2012)

WEATHER RULES FOR SAFE BOATING
Before setting out:
1. Check local weather and sea conditions.
2. Obtain the latest weather forcast for your area from radio broadcasts.

When warnings are in effect, don't go out unless you are confident your boat can be navigated safely under forcast conditions of wind and sea.

While afloat:
1. Keep a weather eye out for:
A. A sudden vertical cumuls cloud development
B. A sudden change in wind direction
C. A sudden noticeable increase in wind velocity
D. A drop in temperture
2. Be alert to heavy static on your AM radio which may indicate approaching thunderstorms
3. Check radio weather broadcasts for latest forecasts and warnings

Thundersqalls often occur on warm, moist afternoons and are a great hazard to the mariner. They can have wind gusts up to 80 mph and hit almost without warning. To survive a squall, you must prevent being capsized or blown to leeward into danger.

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ. (kHz)	DAILY BROADCAST-CST	SPECIAL WARNING
Galveston, TX	NOY	2670 / 157.1 MHz	4:45 6:45 10:45 A.M. 4:45 P.M.	*On receipt
Corpus Christi, TX	NOY-8	2670	4:40 6:40 10:40 A.M. 4:40 P.M.	*On receipt
Freeport, TX	NOY	157.1 MHz	4:45 6:45 10:45 A.M. 4:45 P.M.	*On receipt

* Preceded by announcement on 2182 kHz and 156.8 MHz

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

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBERS	OFFICE HOURS
Galveston, TX	*(281) 337-5074	
Corpus Christi, TX	(361) 289-0959	8:00 AM-5:00 PM (Mon.-Fri.)
	*(361) 289-0753	

*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Bay City, TX	WWG-40	162.425	24 hours daily
Port O'Connor, TX	WXL-26	162.475	24 hours daily

Last Correction: 8/10/2016. Cleared through:
LNM: 4016 (10/4/2016), NM: 4316 (10/22/2016)

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If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

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