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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

TEXAS

APPROACHES TO GALVESTON BAY

Mercator Projection
Scale 1:80,000 at Lat. 29°13'

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.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Port Bolivar	(29°22'N/094°47'W)	1.4	1.3	0.2
Galveston, Galveston Channel	(29°19'N/094°48'W)	1.4	1.3	0.3

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 2013)

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	1990-2006	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

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.

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
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.

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 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.

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.

For Symbols and Abbreviations see Chart No. 1

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

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.

Galveston, TX KHB-40 162.550 MHz

NOTE D

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) on the Sabine - Neches Waterway and offshore approaches. Vessel operating procedures, mandatory participation boundaries, and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and the VTS Port Arthur User Manual. Mariners should consult these sources for applicable rules and reporting requirements. "Port Arthur Traffic" is a full service VTS, providing a continuous Information Service; Traffic Organization Services and Navigational Assistance Services as required.

NOTE B
TRAFFIC SEPARATION SCHEME

A pilot boarding area is located near the center of the inshore precautionary area. Due to heavy vessel traffic, mariners are advised not to anchor or linger in this precautionary area except to pick up or disembark a pilot.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

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

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.

INTRACOASTAL WATERWAY

The project depth is 12 feet from New Orleans, LA, to Aransas Pass, TX.

The controlling depths are published periodically in the U.S. Coast Guard 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) o(Approximate location)

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).

SUPPLEMENTAL INFORMATION

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

NOTE H

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Houston, Galveston, and Texas City waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161; Chapter 2 U.S. Coast Pilot; and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. "Houston Traffic" is a full service VTS, providing a continuous Information Service; Traffic Organization Services as requisite; and Navigation Assistance Service upon request.

AIDS TO NAVIGATION

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

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).

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.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum 1983 (NAD83) and 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 0.818" northward and 0.627" westward to agree with this chart.

NOTE C
WARNING

Mariners should be alert to the possibility of strong cross-currents as they transit the Galveston Bay Entrance Channel.

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.

HEIGHTS

Heights in feet above Mean High Water.

GALVESTON BAY ENTRANCE - CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT).						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)
ENTRANCE CHANNEL	46.0	48.0	49.0	42.0	1-15	800-1000	8.6	45
OUTER BAR CHANNEL	44.0	48.0	49.0	46.0	1-15	800	1.7	45
INNER BAR CHANNEL	42.0	46.0	47.0	43.0	1-15	800	3.3	45

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

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

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.

65th Ed., Nov. /13

11323

Last Correction: 9/29/2015. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015)

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.

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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SOUNDINGS IN FEET

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