Formerly C&GS 1282 · 1st Ed., June 1982 · RAPP 026

11323

SOUNDINGS IN FEET

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.

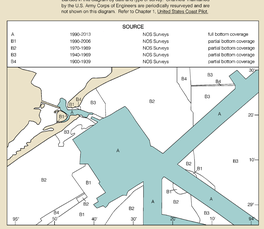
TIDAL INFORMATION

PLACE		Height (+)(-) time and (+)(-) tidal or datum correctors (MLLW)		
NAME	(LAT&CNGS)	Mean Higher High Water	Mean High Water	Mean Low Water
Port Bolivar Galveston, Galveston Channel	(29°22'N/094°47'W) (29°19'N/094°48'W)	1.4 1.4	1.3 1.3	0.2 0.3

Daily predictions are published in the annual tide tables for the current year. Tidal datum and other constituent values are published in the tidal current tables. Real time water levels, tidal datums, and tide current predictions are available on the Internet from http://tidesandcurrents.noaa.gov. (See 2015)

SOURCE DIAGRAM

The outlined areas represented 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	1990-2013	NOS Surveys	full bottom coverage
B1	1970-1989	NOS Surveys	partial bottom coverage
B2	1940-1969	NOS Surveys	partial bottom coverage
B3	1900-1939	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 228-229. Additional information concerning the regulations and restrictions may be obtained from the Director, from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Not all dumping sites in the survey limits may have indicated 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 buried and the mariner is cautioned that wires 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 submarine pipelines and cables 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 and in Subchapter H, 33 CFR Part 80 and listed 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 severe storms may cause considerable damage to marine structures, aids to navigation and moored vessels, and may result in loss of life and property.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Floating aids may have been carried 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. Reports of significant changes in channel depths or aids are requested. 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 now used only for certain fishery regulations and limit of the other laws. The Inshore/Line-Nautical Resource Boundary of 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 are unaffected by the 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 stations named below provides continuous weather broadcasts. The range of reception is about 40 miles or 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 O

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) on the Galveste - Naches Waterway and offshore approaches. Vessels operating in designated mandatory participation areas are required to monitor the appropriate frequencies as 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 operating procedures. Houston - Galveston VTS, a full service VTS, providing a continuous Information Service, Traffic Organization Services and Navigational Assistance Services as required.

CAUTION

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

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

CAUTION

Sunny platforms, signs, pipes, piles, and stakes, some submerged, may exist along the Intracoastal Waterway. Use caution outside the 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 Pilot and in the National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Radiobeacons (Navigational Aids)
(Accurate location) (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 Service (VTS) on the Houston - Galveston Navigation Channels and Texas City waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, Subchapter P, the U.S. Coast Pilot and the VTS Vessel Manual. Mariners should consult these sources for applicable rules and operating procedures. Houston Traffic is a full service VTS, providing a continuous Information Service, Traffic Organization Services as requested, and Navigation Assistance Service upon request.

TRAFFIC SEPARATION SCHEME

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

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 0.8'W northward and 2.62" eastward 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

Hydrographic surveys 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 FEB-APR 2015

CONTROLLING DEPTHS (FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT))						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTER QUARTER	LEFT INNER QUARTER	RIGHT INNER QUARTER	RIGHT OUTER QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUTICAL MILES)	DEPTH (FEET)
ENTRANCE CHANNEL	46.0	46.0	49.0	42.0	1-15	600-1000	6.6	45
OUTER BAR CHANNEL	44.0	45.0	49.0	46.0	1-15	600	1.7	45
INNER BAR CHANNEL	45.0	46.0	47.0	45.0	12-14	800	3.5	45

NOTE: THE DEPTHS IN THIS TABULATION WERE OBTAINED FROM SURVEYS MADE BY THE U.S. ARMY CORPS OF ENGINEERS, DEPTHS FOR REFERENCE TO A PLANE OF MEAN LOW TIDE. ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

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

NOTE D

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 228-229. Additional information concerning the regulations and restrictions may be obtained from the Director, from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Not all dumping sites in the survey limits may have indicated the depths shown.

WARNING

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Covered wells may be marked by lighted or unlighted buoys.

NOTE A

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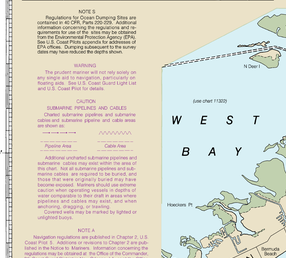

SCALE 1:80,000
Nautical Miles 0 1 2 3 4 5
Yards 0 2000 4000 6000 8000 10000
Meters 0 1000 2000 4000 6000 8000 10000

CONTINUED ON CHART 11330

JOINS CHART 11326

CONTINUED ON CHART 11331

JOINS CHART 11321

Navigation Rules and Regulations are to be followed. Any discrepancy between the Rules and the chart should be reported to the Commander of the local Coast Guard District.

65th Ed., Nov./13
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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 date shown in the lower left corner. Users are responsible for applying all Notice to Mariners published after the dates shown in the lower left-hand corner are available at

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

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36
FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102 108 114 120 126 132 138 144 150 156 162 168 174 180 186 192 198 204 210 216
METERS 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50 52 54 56 58 60 62 64 66

Approaches to Galveston Bay
SOUNDINGS IN FEET - SCALE 1:80,000

11323

Last Correction: 10/26/2016. Cleared through:
LNM: 4216 (10/18/2016), NM: 4316 (10/22/2016)

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