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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 NAME	(LAT&CNS)	Mean Highwater Feet	Mean Lowwater Feet	Mean Range Feet
Port Bolivar Galveston, Galveston Channel	(29°22'N/094°47'W)	1.4	1.3	0.2
	(29°19'N/094°49'W)	1.4	1.3	0.2

Datums — | | located in datum columns indicate unavailable Datum value for a tide station. Real time water levels, tide predictions, and tide current predictions are available on the Internet from http://tidesandcurrents.noaa.gov. Step (0m3s)

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. Charts 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	1990-1998	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 5

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 228-229. Additional information concerning the regulations and regulated sites may be found on the Internet at http://www.epa.gov/owow/oceans/regulatory/ from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA and U.S. Coast Guard offices. Some survey sites may have excluded 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 submerged 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 or buried to a depth 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 anchoring, dragging, grounding, and when anchoring, dragging, or traversing.

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 the Local Notice to Mariners. Notices 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 floating structures such as buoys and floating docks.

Charted soundings, charted depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been destroyed or damaged, floating aids to navigation may be found in incorrect 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 should use extreme caution and should be prepared to report aids to navigation discrepancies or 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 limit of the Territorial Sea, now delineates the Seaward Boundary of the States and limit of the other laws. The Breakout mile Natural 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 measured from the baselines of the territorial sea. 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 tuned below provides continuous weather broadcasts. The range of the station is about 40 to 50 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 requirements, and other information are contained in Subpart C of 33 CFR 161. The U.S. Coast Pilot and the VTS Port Arthur User Manual. Mariners should consult these sources for applicable rules and recommended practices for VTS users. Houston 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 the traffic density, vessels should not anchor, fish or loiter 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 navigable waterways. Vessels should stay clear of 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, the Coast Guard Publication Geospatial-Intelligence Agency Publication 117.

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

Radio beacons are shown thus:
(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) in the Houston-Galveston and Texas City waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR Chapter 161, U.S. Coast Pilot, and in the VTS User Manual. Mariners should consult these sources for applicable rules and recommended practices for VTS users. Houston VTS providing a continuous Information Service, Traffic Organization Services as required, 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 0.8-9 northward and 2-62" 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

Hydrographic Survey data 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.

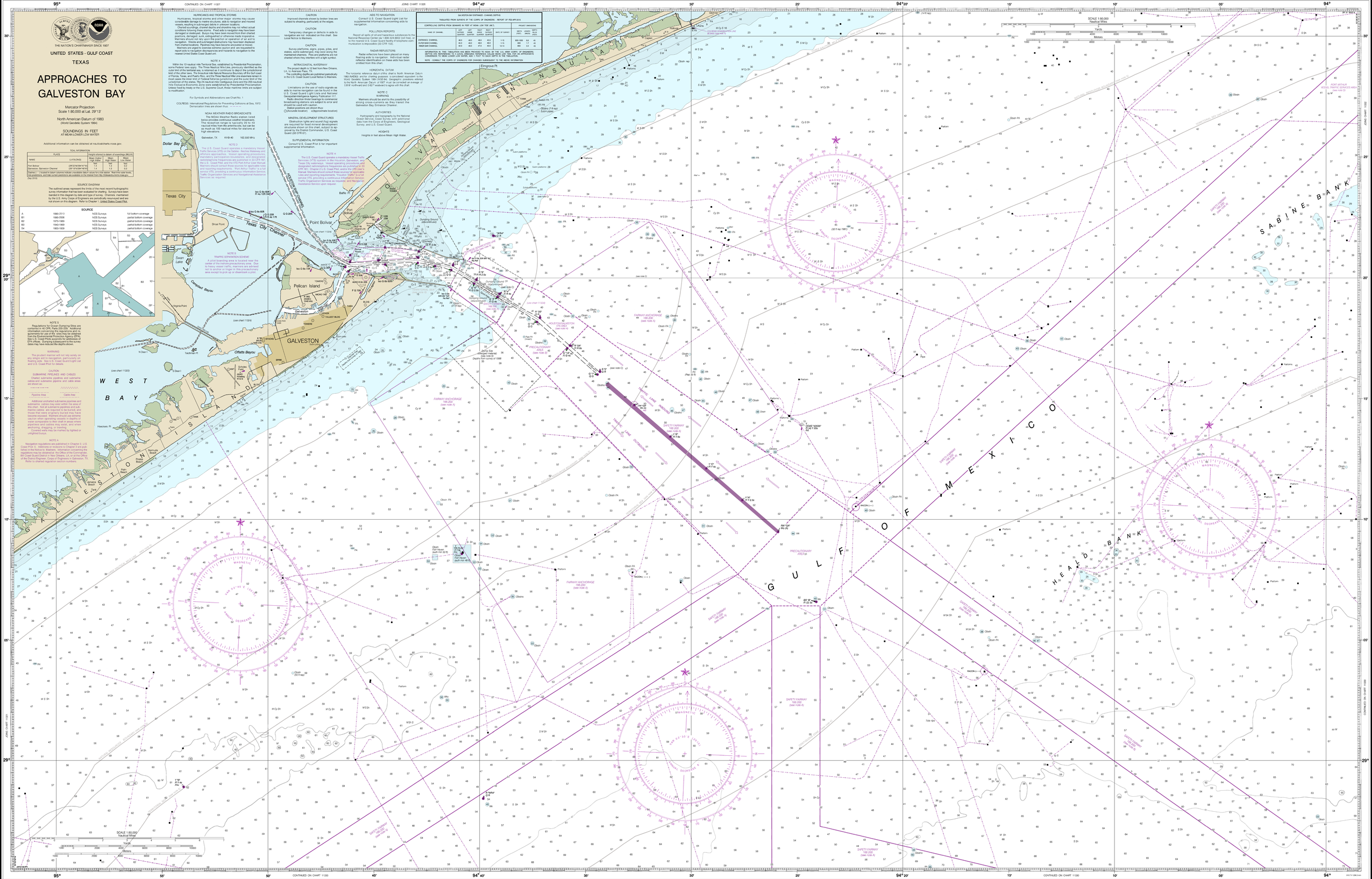
GALVESTON BAY ENTRANCE - CHANNEL DEPTHS

TABULATED FROM SURVEY OF "THE CORPS OF ENGINEERS - REPORT OF FEB-APR 2013

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)					PROJECT DIMENSIONS			
NAME OF CHANNEL	LOWEST QUARTER	LOW QUARTER	HIGH QUARTER	HIGHEST QUARTER	DATE OF SURVEY	WIDTH (FWT)	LENGTH (MWT)	DEPTH (MLT)
ENTRANCE CHANNEL	46.0	46.0	49.0	52.0	1-15	800-1000	5.8	45
OUTER BAR CHANNEL	44.0	45.0	46.0	48.0	1-15	600	1.7	45
INNER BAR CHANNEL	45.0	46.0	47.0	49.0	12-14	800	3.3	45

NOTE: THE TABULATION ON THIS DIAGRAM HAS BEEN PREPARED SOLELY FOR THE U.S. NAVY CORPS OF ENGINEERS, DEPTHS ARE REFERENCED 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



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-hand corner. Subsequent corrections from Notices to Mariners published after the dates shown in the lower left-hand corner are available at

65th Ed., Nov. 2013. Last Correction: 12/9/2016. Cleared through:
LNM: 4816 (11/29/2016). NM: 4816 (11/26/2016)

If measure that each chart bear printed at the proper scale, this bar scale should measure 100 millimeters (4 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

SOUNDINGS IN FEET

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NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

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

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