Formerly 5566, 1st Ed., Apr. 1933 NAPP-82

SOUNDINGS IN FEET

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

TEXAS

HOUSTON SHIP CHANNEL

ATKINSON ISLAND TO ALEXANDER ISLAND

Mercator Projection
Scale 1:10,000 at Lat 29°43'

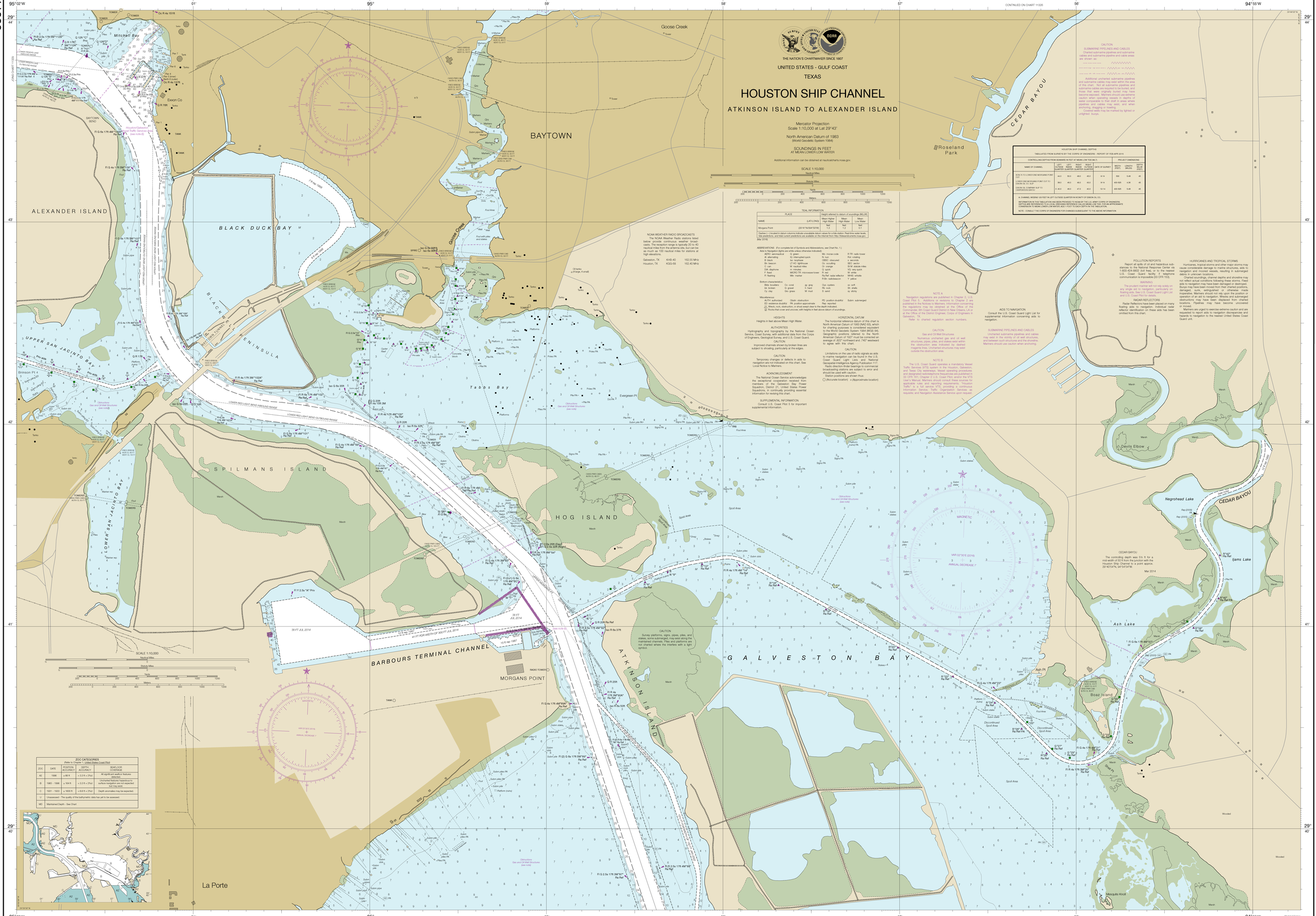
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

SCALE 1:10,000

Nautical Miles
Statute Miles
Yards
Meters



NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide 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	162.55 MHz
Houston, TX	KGG-68	162.40 MHz

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	LAT/LONG	Mean Higher High Water	Mean High Water	Mean Low Water
Morgans Point	(29°41'N/094°59'W)	feet 1.3	feet 1.2	feet 0.1

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. (Mar 2016)

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
Alt	alternating	Gp	group(s) quick	R	red
B	black	Iso	isophase	R TR	radio tower
Bn	beacon	LT HO	lighthouse	s	seconds
C	can	M	nautical miles	OBSC	obscured
DIA	diaphone	m	minutes	Oc	occulting
F	fixed	MORC TR	microwave tower	Q	quick
Fl	flashing	Mkr	marker	Q W	very quick
				Q	quick
				W	white
				Ra Ref	radar reflector
				WHIS	whistle
				R Bn	radiobeacon
				Y	yellow

Bottom characteristics:

Blds	boulders	Co	coral	gy	gray
bk	broken	G	gravel	h	hard
Cy	clay	Grs	grass	M	mud
				Oys	oysters
				Rk	rock
				S	sand
				sh	sh
				sy	sticky

Miscellaneous:
Obstr obstructed Obstn obstruction
ED wastewater disposal PA position approximate
PD position doubtful Subm submerged
21 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.

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
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.

ACKNOWLEDGEMENT
The National Ocean Service acknowledges the exceptional cooperation received from members of the Galveston Bay Power Squadron, District 21, United States Power Squadrons, in continually providing essential information for revising this chart.

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

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 .922" northward and .740" westward to agree with this chart.

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) ⊙ (Approximate location)

HOUSTON SHIP 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 QUARTER	LEFT CENTER QUARTER	RIGHT CENTER QUARTER	RIGHT QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH BELOW (FEET)
BCN 10 TO LOWER END MCKAYS POINT CUT	44.0	50.0	49.0	45.0	9-14	530	5.49	45
LOWER END MCKAYS POINT CUT TO EXXON OIL CO. SLIP	38.0	48.0	48.0	43.0	9-14	400-525	4.36	45
EXXON OIL CO.WHARF SLIP TO CARPENTERS BAYOU	40.0	46.0	47.0	40.0	12-14	400-525	5.49	45

A. CHANNEL WIDENS 100 FEET IN LEFT OUTSIDE QUARTER IN VICINITY OF EXXON OIL CO.

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

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

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 Guard Light Lists and Title 33, Code of Federal Regulations, and are published in the 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.

CAUTION
Gas and Oil Well Structures
Numerous unchartered gas and oil well structures, pipes, piles, and stakes exist within the obstruction area indicated by dashed magenta lines. Uncharted structures may exist outside the obstruction area.

NOTE B
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 Traffic Information Services, Traffic Organization Services as requested, and Navigation Assistance Service upon request.

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

SUBMARINE PIPELINES AND CABLES
Uncharted submarine pipelines and cables may exist in the vicinity of oil well structures, and between such structures and the shoreline. Mariners should use caution when anchoring.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center at 1-800-424-8802. (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

FIRING
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.

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.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation, and navigation channels, 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 be present in unknown or different 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.

CEDAR BAYOU
The controlling depth was 5½ ft for a midwidth of 50 ft from the junction with the Houston Ship Channel to a point approx. 29°42'54"N, 94°54'54"W.
Mar 2014

ZOC CATEGORIES
(Refer to Chapter 1, United States Coast Pilot)

ZOC	DATE	POSITION ACCURACY	DEPTH ACCURACY	SEAFLOOR COVERAGE
A2	1996	≤ 66 ft	≤ 3.3 ft + 2%of	All significant seafloor features detected.
B	1965 - 1996	≤ 164 ft	≤ 3.3 ft + 2%of	Uncharted features hazardous to surface navigation are not expected but may exist.
C	1931 - 1933	≤ 1600 ft	≤ 6.6 ft + 2%of	Depth anomalies may be expected.
U	Unassessed - The quality of the bathymetric data has yet to be assessed.			
MD	Maintained Depth - See Chart			

29th Ed. Apr. 2016. Last Correction: 9/28/2016. Cleared through:
LNM: 4916 (12/6/2016). NM: 4916 (11/26/2016)

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 for the waters shown in the latest published issue. Chart updates corrected from Notice to Mariners published after the date shown in the last edition of this chart are listed on the internet 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.

This chart was distributed as a PDF (Portable Document Format). Printing PDFs may alter the chart scale, color, or legibility that may impact suitability for navigation. Printed charts provided by NOAA certified Print on Demand (POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod

SOUNDINGS IN FEET

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

Houston Ship Channel, Atkinson I to Alexander I
SOUNDINGS IN FEET - SCALE 1:10,000

11328