Formerly 588; 1st Ed., Apr. 1933 KWPP-82

11328

95°02'W 01' 95° 59' 58' CONTINUED ON CHART 11326 57' 56' 94°55'W

29°44' 43' 42' 41' 29°40'

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 0 .1 .2 .3 .4 .5

Statute Miles 0 .1 .2 .3 .4 .5 .6

Yards 0 200 400 600 800 1000 1200

Meters 0 200 400 600 800 1000 1200

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 burial depths may change after they 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.

HOUSTON SHIP CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB-APR 2015

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT QUARTER	LEFT CENTER QUARTER	RIGHT CENTER QUARTER	RIGHT QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
BCN 15 TO LOWER END NEXGENS POINT CUT	44.0	50.0	49.0	45.0	8-14	530	5.49	45
LOWER END NEXGENS POINT CUT TO EXXON OIL CO. SLIP	38.0	48.0	49.0	43.0	8-14	400-525	4.56	45
EXXON OIL COMPANY SLIP TO CARPENTERS BAYOU	X 40.0	46.0	47.0	40.0	12-14	400-525	5.49	45

A CHANNEL WIDENS 125 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 DATUM APPROXIMATELY EQUAL TO MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THIS TABULATION.

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

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 1.2	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)

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

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated)
AERO aeronautical
Al alternating
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
Gp Fl(2) grouped quick
Iso isophase
LH HO lighthouse
M nautical miles
m minutes
MORO TR microwave tower
Mor marker
Mo(A) morse code
Oc occulting
or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
VQ very quick
W white
WHIS whistle
Y yellow
s seconds
SEC sector
St M statute miles
VQ very quick
W white
Y yellow
Bottom characteristics
Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Pk rock
S sand
so soft
sh shells
sy sticky
Miscellaneous
Obstr obstruction
(E) existence doubtful
(P) position approximate
(PA) position doubtful
Subm submerged
(Rk) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(+) 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.

ACKNOWLEDGMENT
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 .822" 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)

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions and revisions to Chapter 2 are published in the Local Notice to Mariners. Copies of 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 uncharted 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 the call sign for the service providing Information Service (INFO), 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 via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING
The position of buoys 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 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 have been created or existing ones located. 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.

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%d	All significant seafloor features detected
B	1965 - 1996	≤ 164 ft	± 3.3 ft + 2%d	Uncharted features hazardous to surface navigation are not expected but may exist
C	1931 - 1933	≤ 1600 ft	± 6.6 ft + 2%d	Depth anomalies may be expected.
U	Unassessed - The quality of the bathymetric data has yet to be assessed.			
MO	Maintained Depth - See Chart			

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Last Correction: 9/28/2016. Cleared through:
LNM: 4016 (10/4/2016). NM: 4316 (10/22/2016)

To ensure that this chart was printed at the proper scale, the bar below should measure six inches (152 millimeters).
If the bar does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

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 waters shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the date 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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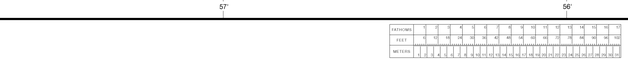
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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

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