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Formerly C&GS 589, 1st Combined Ed., Mar 1952 C-1933-388 KAPP 83

SOUNDINGS IN FEET

11329

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

TEXAS - GULF COAST

HOUSTON SHIP CHANNEL

ALEXANDER ISLAND TO CARPENTERS BAYOU

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 obatined at nauticalcharts.noaa.gov.

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		R TR radio tower
Al alternating	IQ interrupted quick		N nun		Rot rotating
B black	Iso isophase		OBSC obscured		s seconds
Bn beacon	LT HO lighthouse		Oc occulting		SEC sector
C can	M nautical mile		Or orange		St M statute miles
DIA diaphone	m minutes		Q quick		VQ very quick
F fixed	MICRO TR microwave tower		R red		W white
Fl flashing	Mkr marker		Ra Ref radar reflector		WHIS whistle
			R Bn radiobeacon		Y yellow

Bottom characteristics:

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

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(2) 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.

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 0.082" northward and 0.757" westward to agree with this chart.

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.

TIDAL INFORMATION

There is practically no periodic tide. The rise and fall of the water depends upon meteorological conditions.

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, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

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

PLANE COORDINATE GRID

(based on NAD 1927)

The Texas State Grid, south central zone, is indicated on this chart at 4,000 foot intervals thus: ⊹
The last three digits are omitted.

CAUTION

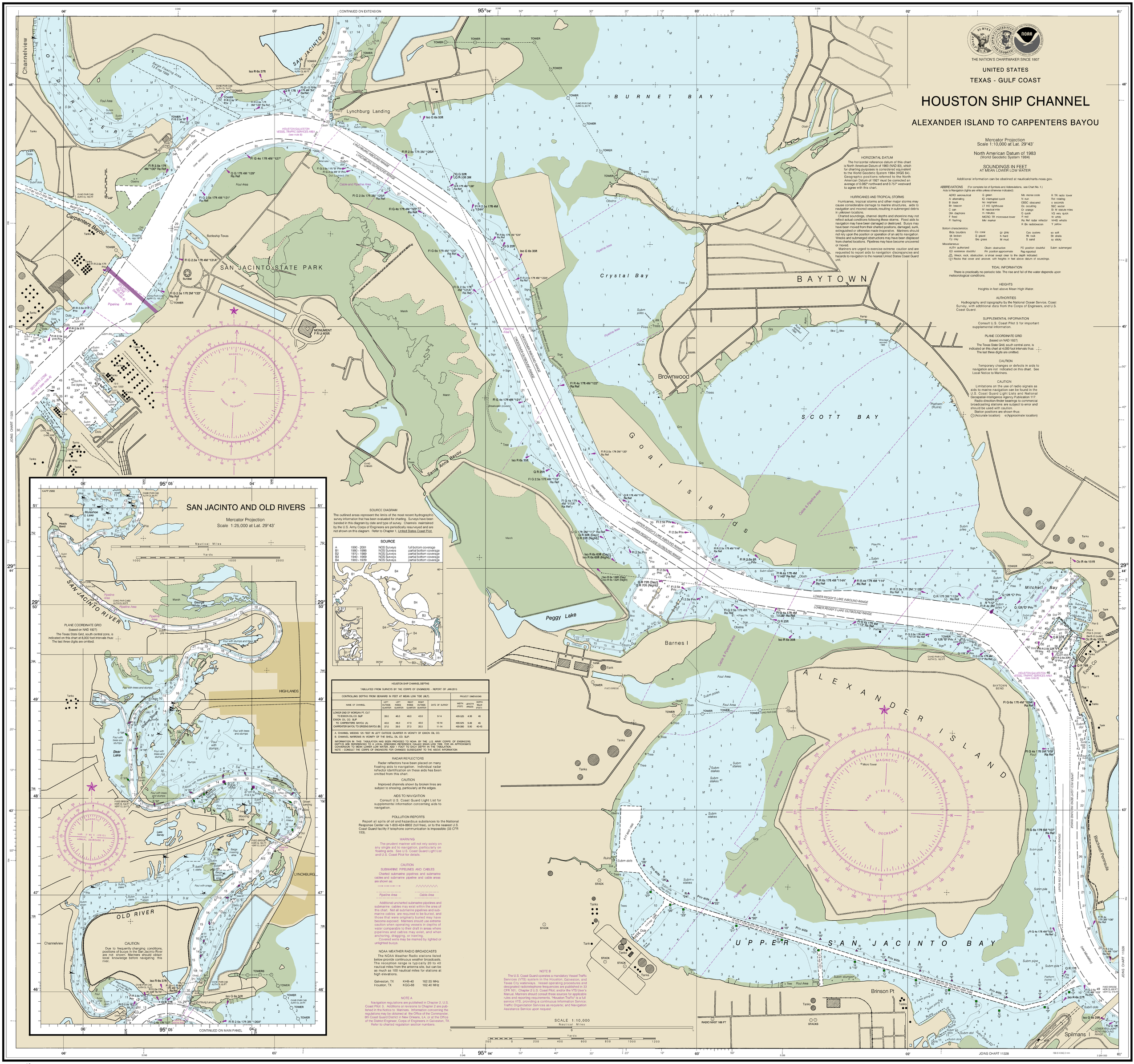
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

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)



SAN JACINTO AND OLD RIVERS

Mercator Projection
Scale 1:25,000 at Lat. 29°43'

KAPP 296B

Nautical Miles
Yards

PLANE COORDINATE GRID
(based on NAD 1927)
The Texas State Grid, south central zone, is indicated on this chart at 8,000 foot intervals thus:
The last three digits are omitted.

CAUTION

Due to frequently changing conditions, positions of buoys in the San Jacinto River are not shown. Mariners should obtain local knowledge before navigating this river.

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 - 2001	NOS Surveys	full bottom coverage
B1	1990 - 1996	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

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

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)					PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
LOWER END OF MORGAN PT. CUT TO EXXON OIL CO. SLIP	39.0	46.0	48.0	43.0	9-14	400-525	4.36	45
EXXON OIL CO. SLIP TO CARPENTERS BAYOU (A)	40.0	46.0	47.0	40.0	12-14	400-525	5.49	45
CARPENTER BAYOU TO GREENS BAYOU (B)	37.0	39.0	37.0	35.0	11-14	400-300	5.90	40-45

A. CHANNEL WIDENS 125 FEET IN LEFT OUTSIDE QUARTER IN VICINITY OF EXXON OIL CO.
B. CHANNEL NARROWS IN VICINITY OF THE SHELL OIL CO. SLIP.

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.

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.

CAUTION

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

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).

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.

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

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.

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 a continuous Information Service; Traffic Organization Services as requiste; and Navigation Assistance Service upon request.

SCALE 1:10,000
Nautical Miles
Yards

39th Ed., Dec. /13

11329

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.

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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

FATHOMS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	0	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	0	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34

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

11329

Last Correction: 7/24/2015. Cleared through:
LNM: 3615 (9/8/2015), NM: 3915 (9/26/2015)

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