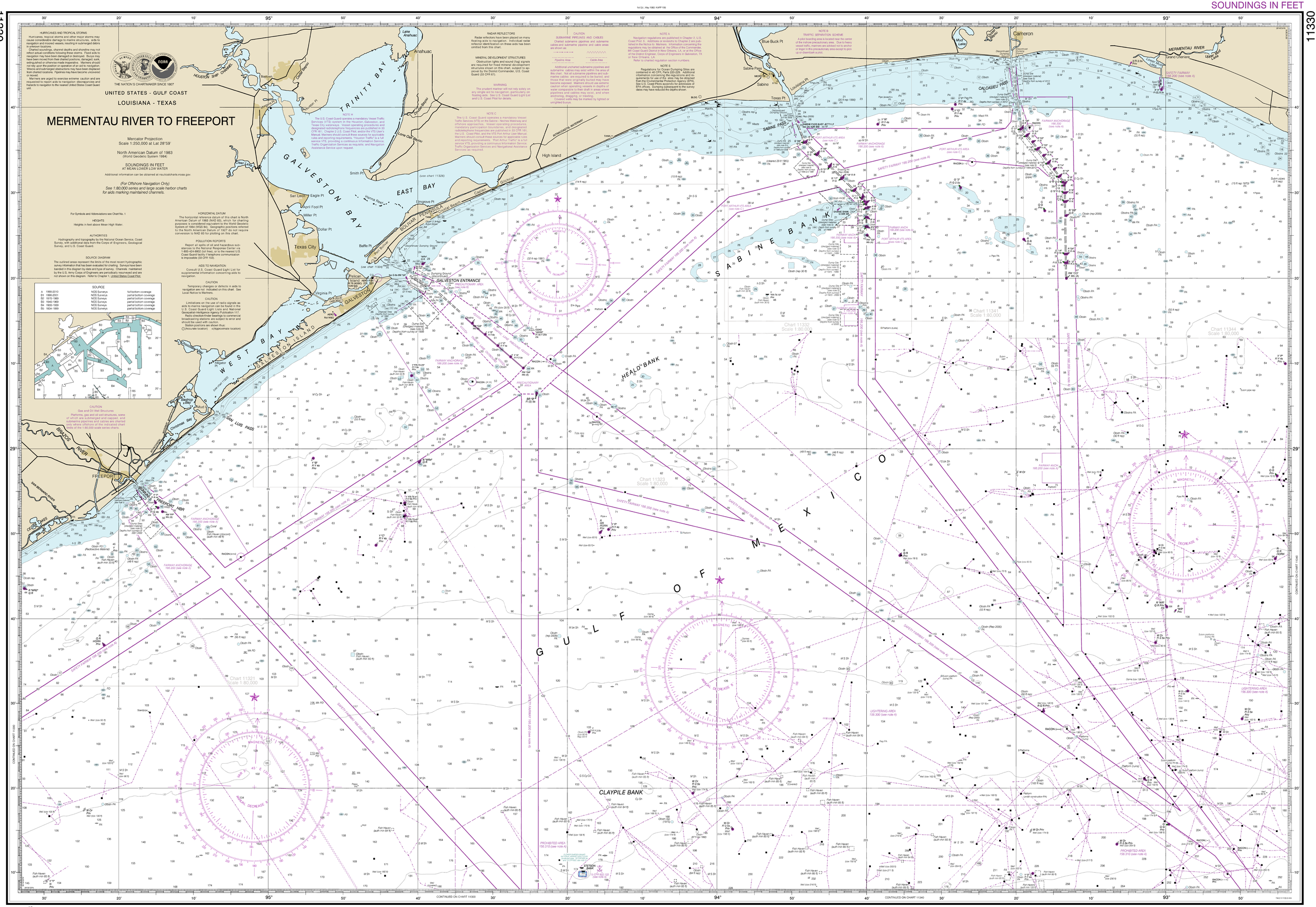
1st Ed.: May 1983 KAPP 139
HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in navigable waters.
Charted soundings, channel depths and shoreline may 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 damaged.
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.
THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - GULF COAST
LOUISIANA - TEXAS
MERMENTAU RIVER TO FREEPORT
Mercator Projection
Scale 1:250,000 at Lat 28°59'
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.
(For Offshore Navigation Only)
See 1:80,000 series and large scale harbor charts for aids marking maintained channels.
For Symbols and Abbreviations see Chart No. 1
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.
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 1990-2010 NOS Surveys full bottom coverage
B1 1990-2001 NOS Surveys partial bottom coverage
B2 1940-1989 NOS Surveys partial bottom coverage
B3 1900-1939 NOS Surveys partial bottom coverage
B4 1834-1899 NOS Surveys partial bottom coverage
CAUTION
Gas and Oil Well Structures
Platforms, gas and oil well structures, some of which are submerged and capped, and submarine pipelines and cables are charted only where offshore of the indicated chart. Refer to the 1:80,000 scale series charts.
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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center: +1-1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
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 Publications.
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)
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.
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).
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.
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 or in New Orleans, LA.
Refer to charted regulation section numbers.
NOTE B
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the ocean dumping regulations for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.
NOTE B
TRAFFIC SEPARATION SCHEME
A pilot boarding area is located near the center of the inshore precautionary area. Due to heavy vessel traffic, mariners are advised not to anchor or linger in this precautionary area except to pick up or disembark a pilot.
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 requisite; and Navigation Assistance Service upon request.
NOTE C
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 boundaries, and designated radiotelephone frequencies are 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 reporting requirements. "Port Arthur Traffic" is a full service VTS, providing a continuous Information Service, Traffic Organization Services as requisite; and Navigation Assistance Service upon request.
GALVESTON BAY
TRINITY BAY
EAST BAY
WEST BAY
BOLIVAR PENINSULA
GALVESTON ISLAND
GALVESTON ENTRANCE
HEALD BANK
SABINE BANK
CLAYPILE BANK
SABINE PASS
CALCASIEU PASS
GULF OF MEXICO
FREEPORT HBR
Texas City
Galveston
Port Arthur
Cameron
Sabine Pass
High Island
Anahuac
Lake Anahuac
Smith Pt
Eagle Pt
April Fool Pt
Miller Pt
Dollar Pt
Baffle Pt
Pelican Island
Virginia Pt
Bolivar Pt
Bastrop Bay
Christmas Bay
Drum Bay
Chart 11332
Scale 1:80,000
Chart 11341
Scale 1:80,000
Chart 11344
Scale 1:80,000
Chart 11323
Scale 1:80,000
Chart 11321
Scale 1:80,000
CONTINUED ON CHART 11300
CONTINUED ON CHART 11340
CONTINUED ON CHART 11340
CONTINUED ON CHART 11340
22nd Ed., Apr. / 13
11330
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/cgq
Last Correction: 9/21/2015. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015)
To ensure that this chart was printed at the proper scale, the line below should measure 6 inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (NC02), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.
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
FATHOMS 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18
FEET 0 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 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55
METERS 0 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 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55
Mermentau River to Freeport
SOUNDINGS IN FEET - SCALE 1:250,000
11330