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 FATHOMS

11340

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

MISSISSIPPI RIVER TO GALVESTON

Mercator Projection
Scale 1:458,596 at Lat 29° 52'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov

(For offshore navigation)
Floating Aids to Navigation inside the sea buoys are not shown on this chart.
See 1:80,000 series and large scale harbor charts for aids marking maintained channels.

NOTE H

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in Houston, Galveston and Texas City waterways. Vessel operating procedures and mandatory radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners operating vessels not in compliance with rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate advance vessel traffic management within the VTS area.

NOTE B

GALVESTON TRAFFIC SEPARATION SCHEME

A port-approaching area is established in the corner 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 F

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. Vessels not in compliance with rules and reporting requirements. 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 and Navigational Assistance Services as required.

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, Radio Navigation.

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)

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 be damaged, destroyed or lighted aids 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 shifted.

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.

ARTICULATED AIDS

An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a tether. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled "AA"

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

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.

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.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Army Corps of Engineers Publication 1130-2-520 and listed 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 and New Orleans, LA.
Refer to charted regulation section numbers.

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.

Pipelines and cables may be marked by lighted or unlighted buoys.

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.

NOTE E

The Gulf Gateway Deepwater Port at 28°02'16.33"N, 093°07'07.20" W is surrounded by three concentric circles. The first is a Safety Zone that has a 500 meter radius. The second is a mandatory No Anchoring Area that has a 1500 meter radius and the third is an Area to be Avoided that has a 2500 meter radius. The Safety Zone was established and promulgated, via an Interim Rule published on May 11, 2005. Reference IMO SN/Circ.240.

SOURCE

A	1995-2015	NOS Surveys — full bottom coverage
B3	1990-1999	NOS Surveys — partial bottom coverage
B4	1900-1939	NOS Surveys — partial bottom coverage
B5	Pre - 1900	NOS Surveys — partial bottom coverage

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been bounded 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. Consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, United States Coast Pilot.

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 limits of the 1:80,000 scale series charts and Loop Deepwater Port chart 11359

NOTE D

The hydrography within the heavy dashed black line was surveyed by NOS in 2005. A shoaling condition has been identified between the 30 and 40 fathom curves. The most recent survey data is inadequate to rule out the possibility of shoaler depths or undetected submerged features in these areas.

NATIONAL 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).

NOTE E

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and regulatory limits of the sites may be obtained from the Environmental Protection Agency (EPA) or the U.S. Army Corps of Engineers (USACE) or EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE C

CAUTION

Unexploded ordnance is known to exist in this area. Ordnance encountered on the bottom should be reported to the U.S. Coast Guard immediate for disposal instructions.

POLLUTION REPORTING

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).

NOTE G

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Lower Mississippi River. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners operating vessels not in compliance with rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate advance vessel traffic management within the VTS area.

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 limits of the 1:80,000 scale series charts and Loop Deepwater Port chart 11359.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) 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 do not require conversion to NAD 83 for plotting on this chart.

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at: http://www.nauticalcharts.noaa.gov/staff/contact.htm.

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 extracted from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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.

Use ENC charts for the most up to date information. References to other charts may no longer be applicable.

20th Ed., Jul. 2017. Last Correction: 20/2024. Cleared through:
NM dated 20/07/2024 and LNM dated 29/07/2024

Caution: If this chart was printed at 1:80,000 at its original scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

(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

FATHOMS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
FEET	0	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108
METRES	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

Mississippi River to Galveston
SOUNDINGS IN FATHOMS - SCALE 1:458,596

11340

SOUNDINGS IN FATHOMS