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

Formerly C&GS 1116; 1st Ed., Jan 1918. C-10510-182. KAPP 49

NOTE H

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in Houston, Galveston and Sabine-Calcasieu Waterways. 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 should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, vessels operating in adjacent waters are encouraged 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 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 F

The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) on the Sabine - Neches Waterway and offshore approaches. Vessel operating procedures, designated radiotelephone frequencies and reporting requirements 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 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 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are given 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.

Ranges, buoys, 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 rely upon their pilotage 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.

ARTICULATED AIDS

An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged counterweight. Aids of this type are usually used to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled "AArt".

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. 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 Vicksburg, MS.

Refer to charted regulation section numbers.

INTRACOASTAL WATERWAY

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submerged pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional unlighted submarine pipelines and submarine cables may exist that are not shown on 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 areas of depths near or close to their draft in areas where submarine pipelines and cables may exist, and when anchoring, dredging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflecting characteristics of these aids has been omitted from this chart.

NOTE E

The Gulf Gateway Deepwater Port at 28°05'16.03"N, 093°07'37.20" 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 1,000 meter radius and the third is an Area to be Avoided that has a 2000 meter radius. The Safety Zone has been promulgated, via an interim Rule published on May 11, 2005. Reference 8MO SN/Ceo 240.

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

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.

SOURCE

A	1990-2015	NOS Surveys — full bottom coverage
B3	1940-1969	NOS Surveys — partial bottom coverage
B4	1900-1939	NOS Surveys — partial bottom coverage
B5	Pre - 1900	NOS Surveys

SOURCE DIAGRAM

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

NOTE G

The hydrography within the heavy dashed black line was surveyed by NOS in 2005. A shoaling condition has been observed in relation to prior surveys. The density of this most recent survey data is inadequate to rule out the possibility of shoaler depths or undetected submerged features in these areas.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are shown on fixed and fixed mineral development structures that are on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for ocean dumping may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of CPA offices. Dumping subsequent to the survey dates may have occluded the depths shown.

CAUTION

Unexploded ordnance is known to exist in this area. Ordnance removed from the ocean floor should be reported to the U.S. Coast Guard immediately for disposal instructions.

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).

NOTE O

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in Houston, Galveston and Sabine-Calcasieu Waterways. 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 should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, vessels operating in adjacent waters are encouraged as a condition of port entry, to report beyond this area to facilitate advance vessel traffic management within the VTS area.

NOTE P

The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) on the Sabine - Neches Waterway and offshore approaches. Vessel operating procedures, designated radiotelephone frequencies and reporting requirements 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 and Navigational Assistance Services as required.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

MISSISSIPPI RIVER TO GALVESTON

Mercator Projection
Scale 1:458,596 at Lat 28° 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 only)
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.

79th Ed., Feb. 2016
11340

Last Correction: 11/16/2016. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

To ensure that this chart was printed at the proper 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.

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.

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/or U.S. Coast Pilot for details.

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.

SOUNDINGS IN FATHOMS

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
FEET 0 6 12 18 24 30 36
METERS 0 1 2 3 4 5 6

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

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