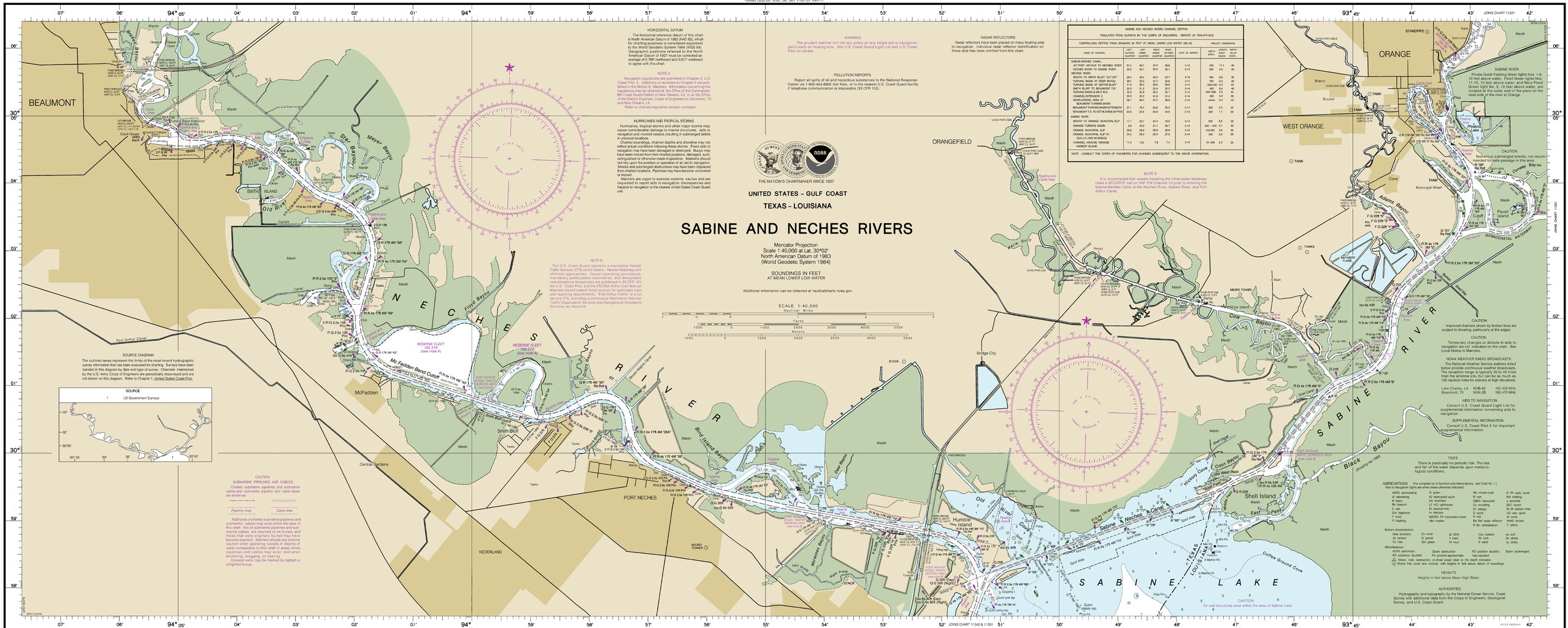
Formerly C&GS 533, 1st Ed., Dec. 1901. V-1501-201 KAPP 77



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 0.766″ northward and 0.611″ westward to agree with this chart.

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, Eighth Coast Guard District, 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.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not represent conditions following these events. 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.

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.

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).

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 B

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 and Navigational Assistance Services as required.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

TEXAS – LOUISIANA

SABINE AND NECHES RIVERS

Mercator Projection
Scale 1:40,000 at Lat. 30°02′
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 1:40,000

Nautical Miles

Yards

Meters

SABINE AND NECHES RIVERS 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 LOWER LOW WATER (MLLW): LEFT HARBOR QUARTER	RIGHT HARBOR QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS: WIDTH (FEET)	LENGTH (MILES)	DEPTH BELOW (FEET)
SABINE-NECHES CANAL							
JCT PORT ARTHUR TO NECHES RIVER	31.4	40.7	42.4	36.6	4-14	400	11.1 40
NECHES RIVER JCT TO SABINE RIVER	24.6	23.7	32.9	22.7	3-14	200	4.5 39
NECHES RIVER							
MOUTH TO SMITH BLUFF CUT-OFF	28.4	28.4	25.0	23.7	3-14	400	9.6 40
TURNING BASIN AT DEER PARK	36.7	33.2	31.7	32.8	3-14	700	0.3 40
TURNING BASIN AT SMITHS BLUFF	41.5	39.3	38.5	36.8	3-14	1400-400	0.2 40
SMITH BLUFF TO BEAUMONT T.B.	36.3	31.3	32.4	33.3	3-14	400	6.4 40
TURNING BASIN 0 MILE 46.3	32.5	32.9	35.2	35.1	3-14	400-1000	0.3 40
CHANNEL EXTENSION C	32.0	32.2	31.6	31.4	3-14	350	0.2 36
MANEUVERING AREA A7	36.1	39.4	37.4	36.9	3-14	varies	0.4 40
BEAUMONT TURNING BASIN							
BEAUMONT TURNING BASIN EXTENSION	27.1	18.7	30.8	35.3	3-14	300	0.3 34
BEAUMONT T.B. TO SETH-EWEM SHPYDS	20.9	22.4	24.6	24.8	3-14	200	1.1 30
SABINE RIVER							
MOUTH TO ORANGE MUNICIPAL SLIP	17.1	22.7	24.4	16.0	3-14	200	6.8 30
ORANGE TURNING BASIN	8.9	25.9	31.1	29.7	3-14	200 - 140	0.7 30
ORANGE MUNICIPAL SLIP	28.6	28.6	28.6	28.9	3-14	100-200	0.6 30
ORANGE MUNICIPAL SLIP TO Gulf-I.C.W. HWY BRIDGE	24.3	26.3	29.4	27.6	3-14	300	2.0 30
CHANNEL AROUND ORANGE HARBOR ISLAND	11.3	13.2	7.8	7.4	3-14	131-200	2.4 25

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

NOTE E

It is recommended that vessels transiting the Intracoastal Waterway make a SECURITE call on VHF-FM Channel 13 prior to entering the Sabine-Neches Canal at the Neches River, Sabine River, and Port Arthur Canal.

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

US Government Surveys

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 at water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered weirs may be marked by lighted or unlighted buoys.

CAUTION

Numerous submerged wrecks, not recommended for safe passage in this area.

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.

NOAA WEATHER RADIO BROADCASTS

The National Weather Service stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Lake Charles, LA	KHB-42	162.400 MHz
Beaumont, TX	WXK-28	162.475 MHz

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

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

TIDES

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

ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

ABNO 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	WHS whistle
			R Bn radiobeacon	Y yellow

Bottom characteristics:

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

Miscellaneous:

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

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.

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
FEET	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

Sabine and Neches Rivers
SOUNDINGS IN FEET - SCALE 1:40,000

11343

39th Ed., Dec. /13
11343

Last Correction: 11/2/2016. Cleared through:
LNM: 4316 (10/25/2016), NM: 4316 (10/22/2016)

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.

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.

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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