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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.

THE NATION'S CHARTMAKER SINCE 1807

SCALE 1:40,000

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.

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.

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 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 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 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.

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.

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.

SABINE AND NECHES RIVERS CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2014

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) / PROJECT DIMENSIONS

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (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 TO SABINE RIVER	25.5	23.7	22.9	22.7	3-14	200	4.5	30
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 BAYOU	38.7	33.2	31.7	32.6	3-14	700	0.3	40
TURNING BASIN AT SMITHS BLUFF	41.5	39.3	38.5	38.8	3-14	1400-400	0.2	40
SMITH BLUFF TO BEAUMONT T.B.	30.3	31.2	32.4	32.3	3-14	400	8.4	40
TURNING BASIN @ MILE 40.3	32.5	32.9	35.2	35.1	3-14	400-1306	0.3	40
CHANNEL EXTENSION C	32.0	32.2	31.6	31.4	3-14	350	0.2	36
MANEUVERING AREA AT BEAUMONT TURNING BASIN	38.1	39.4	37.4	36.9	3-14	varies	0.4	40
BEAUMONT TURNING BASIN EXTENSION	27.1	18.7	30.8	30.3	3-14	300	0.3	34
BEAUMONT T.B. TO BETHLEHEM SHPYDS	20.9	22.4	24.8	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 - 1400	0.7	30
ORANGE MUNICIPAL SLIP	28.6	28.6	28.8	28.9	3-14	150-200	0.6	30
ORANGE MUNICIPAL SLIP TO OLD U.S. HWY 90 BRIDGE	24.3	28.3	29.4	27.6	3-14	200	2.0	30
CHANNEL AROUND ORANGE HARBOR ISLAND	11.3	13.2	7.8	7.4	3-14	151-200	2.4	25

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

NOTE E

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

SABINE RIVER

Private Quick Flashing Green lights Nos. 1-9, 10 feet above water; Fixed Green lights Nos. 11-12, 15 feet above water; and Navy Fixed Green light No. 5, 10 feet above water, are located at the outer end of the piers on the west side of the river at Orange.

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):

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

Bottom characteristics:

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

Miscellaneous:

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

21 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.

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

f 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 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.

CAUTION

Oil well structures exist within the area of Sabine Lake.

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11343

Last Correction: 9/10/2015. Cleared through:
LNM: 3615 (9/8/2015), NM: 3915 (9/26/2015)

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.

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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NATIONAL OCEAN SERVICE
COAST SURVEY

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