SOUNDINGS IN FATHOMS

11340

LORAN-C OVERPRINTED

Formerly C&GS 1116, 14 Ed., Jan 1918 C-1915-1B XAPP-46

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.

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL 7990 ..... 79,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)
M ..... Master
V ..... Secondary
W ..... Secondary
Y ..... Secondary
Z ..... Secondary
EXAMPLE: 7980-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown here been adjusted based on theoretically determined overland signal propagation rates. Loran-C lines of position are not compatible with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

NOTE B
GALVESTON TRAFFIC SEPARATION SCHEME
A pilot boarding are 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 H
The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) in certain waters of the navigable 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 those sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, foreign vessels are encouraged to participate voluntarily as a condition of port entry, to report beyond this area to facilitate advance vessel traffic management within the VTS area.

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.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Pilot and in the U.S. Coast Guard 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 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 represent conditions following such events. 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. Floating aids to navigation are moored to sinkers, 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 marked by a lighted or unlighted buoy attached to a flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labeled "AA".

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey. 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 and New Orleans, LA.
Refer to charted regulation section numbers.

INTRACOASTAL WATERWAY

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 or may become exposed at a later date. Anchoring, dragging, or dragging of vessel components may result in damage to pipelines and cables may occur, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

NOTE C
The Gulf Gateway Deepwater Port at 28°05'16.20" N, 093°03'37.20" 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 1500 meter radius and the third is a Restricted Anchorage Area that has a meter radius. The Safety Zone has been promulgated, via an Interim Rule published on May 11, 2005. Reference 840 SN/Cir.240.

RADAR REFLECTORS
Radar reflectors have been placed on many aids to navigation. Lack of a radar reflector identification on these aids has been omitted from this chart.

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	1990-2005	NOS Surveys	full bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	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 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. Consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, United States Coast Pilot.

NOTE D
The hydrography within the heavy dashed black line was surveyed by NOS in 2005. A shoaling condition has been reported in the vicinity of the pipeline crossing. Consult the most recent publication of Notice to Mariners for the over the pipeline shoaling of shoaler depths or undetected submerged hazards in these areas.

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).

NOTE E
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained by contacting the Environmental Protection Agency. See U.S. Coast Pilot 5 regarding specific addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE C
Explosive Dumping Grounds
Unexploded ordnance is known to exist in this area. Ordnance beneath 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).

LORAN LINEAR INTERPOLATOR

PRINT-ON-DEMAND CHARTS
NOAA and its Print-on-Demand partner offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-638-4683, OceanGrafix@noaa.gov, http://OceanGrafix.noaa.gov, OceanGrafix.ca 1-877-627-6947, http://OceanGrafix.com, or help@OceanGrafix.com.

Oil from the Deepwater Horizon well leak might be within this area. Projected: 0600 CDT, 5/23/10

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.

G U L F O F M E X I C O

SOUNDINGS IN FATHOMS

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

11340
LORAN-C OVERPRINTED

74th Ed., Aug / 09 ■ Corrected through NM Aug. 08/09
Corrected through LNM: 33, 28/09

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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 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.

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 (NCS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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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	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54
METERS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

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.

Corrected through LNM: 2010 (5/18/2010) and NM: 2210 (5/29/2010)

Transmission 2011 caution: the ocean pressure sensor in Boon Island, Washington (2011) reflects the maximum site water depth of 1 meter (3 feet) and is not a precise or zero point. Use caution when approaching Boon Island and the water around it is shallower than the chart shows.

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