# HOUSTON SHIP CHANNEL

## CARPENTERS BAYOU TO HOUSTON

UNITED STATES - GULF COAST

TEXAS

Mercator Projection
Scale 1:10,000 at Lat. 29°43'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

PLANE COORDINATE GRID
(based on NAD 1927)
Texas State, South Central Zone, is indicated on this chart at 4000 foot intervals thus:

### BUFFALO BAYOU

Mercator Projection
Scale 1:10,000 at Lat. 29°43'

BUFFALO BAYOU
The controlling depth from Jensen Drive Bridge to the confluence with the Houston Ship Channel, a distance of 0.6 miles, was 8 feet for a width of 50 feet.
March 1994

SCALE 1:10,000
Nautical Miles
Yards

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGraffix, offer this chart updated weekly by NOAA for Notices to Mariners (NM) published by the Maritime Safety Office 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.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the Maritime Safety Office 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.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated)

AERO aeronautical
Bn beacon
B buoy
BN beacon
C can
DA daymarK
F fixed
F fl flashing
G grn
Gp gp flash quick
Int interrupted
LT HO lighthouse
M nautical mile
m minutes
MORC 56 microwave tower
Mkr marker
Mo morse code
Obscd obscured
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R rbn radiobeacon
R flt radio tower
RW red & white
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 grey
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky
Wkn discolored
Pos position approximate
Obstn obstruction
PA position approximate
Wk wreck, rock, obstruction, or shoal exact clear to the depth indicated
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

Miscellaneous
ADM abandoned
Dsptd existence doubtful

NOAA VHF-FM WEATHER BROADCASTS
The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

| | | |
|---|---|---|
| Galveston, Texas | KHB-40 | 162.55 MHz |
| Houston, Texas | KGG-68 | 162.40 MHz |

POLLUTION INFPORTS
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. The individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which is the datum used by the Global Positioning System (GPS) and the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.802" northward and 0.757" westward to agree with this chart.

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, and U.S. Coast Guard.

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.

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

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, untrolled vertical clearance is not available for the entire charted horizontal clearance.

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

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

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.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas

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 submarine pipelines and cables are known or presumed to exist.
Covered wells may be marked by lighted or unlighted buoys.

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.
Refer to charted regulation section numbers.

NOTE B
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Houston and Galveston Bay areas. Vessels required to participate in the system, and radiotelephone frequencies are published in 33 CFR 161 the U.S. Coast Pilot, and/or the VTS User's Manual.

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 | | |
|---|---|---|---|
| B1 | 1990-2020 | NOS Surveys | partial bottom coverage |
| B4 | 1900-1990 | NOS Surveys | partial bottom coverage |

LOGARITHMIC SPEED SCALE
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SCALE 1:10,000
Nautical Miles
Yards

HOUSTON SHIP CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR.2000

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT).

| NAME OF CHANNEL | LEFT EDGE QUARTER | LEFT EDGE HALF | RIGHT EDGE HALF | RIGHT EDGE QUARTER | DATE OF SURVEY | PROJECT DIMENSIONS WIDTH FEET | DEPTH MLLW FEET | DEPTH REC. |
|---|---|---|---|---|---|---|---|---|
| HOUSTON SHIP CHANNEL: | | | | | | | | |
| ENTRANCE TO CARPENTERS BAYOU (A) | 32.0 | 35.0 | 36.0 | 34.0 | 11-00 | 400-620 | 4.80 | 40 |
| THENCE TO GREENS BAYOU (B) | 33.0 | 36.0 | 35.0 | 35.0 | 1-00 | 400-500 | 4.70 | 40 |
| GREENS BAYOU CHANNEL: | | | | | | | | |
| (1) FIRST BEND | 39.0 | 40.0 | 44.0 | 42.0 | 4-02 | 500-175 | 5.54 | 36 |
| (2) SECOND BEND | | | | | | | | |
| BAYOU UPPER BEND | 40.0 | 43.0 | 46.0 | 46.0 | 9-02 | 550 | 5.91 | 40 |
| TURNING POINT AT WANTING BAYOU | 43.0 | 43.0 | 42.0 | 42.0 | 9-02 | 600 | 5.17 | 40 |
| THENCE TO SOUTHERN: | | | | | | | | |
| PACIFIC SLIP | 39.0 | 41.0 | 41.0 | 38.0 | 9-02 | 300 | 5.84 | 40 |
| TURNING BASIN AT SIMS BAYOU | 43.0 | 44.0 | 45.0 | 42.0 | 9-02 | 700 | 6.09 | 40 |
| THENCE TO HOUSTON: | | | | | | | | |
| TURNING BASIN RYAN* (3) | 21.0 | 32.0 | 36.0 | 34.0 | 1-00 | 330 | 3.69 | 36 |
| TURNING POINT AT BRADY ISLAND | 21.0 | 32.0 | 40.0 | 38.0 | 1-00 | 420 | 5.17 | 36 |
| HOUSTON TURNING BASIN | 36.0 | 39.0 | 37.0 | 35.0 | 7-97 | 350-1050 | 5.73 | 36 |
| UPPER TURNING BASIN | 21.0 | 22.0 | 19.0 | 18.0 | 7-00 | 730 | 6.23 | 36 |

A. CHANNEL WIDENS 100 FEET IN LEFT OUTSIDE QUARTER IN VICINITY OF BAYOU CK. CO.
B. CHANNEL NARROWS IN VICINITY OF THE SHELL OIL CO. SLIP.
INFORMATION IN THIS TABULATION HAS BEEN PROCESSED TO MEAN BY THE U.S. ARMY CORPS OF ENGINEERS, GALVESTON DISTRICT, AND THE HOUSTON-GALVESTON NAVIGATION DISTRICT, IN COOPERATION WITH THE PORT OF HOUSTON AUTHORITY.
CONVERSION TO MEAN LOWER LOW WATER: ADD 1 FOOT TO RYAN DEPTH IN THE TABULATION.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.

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NATIONAL OCEAN SERVICE
COAST SURVEY

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 (N/CS3), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.