SOUNDINGS IN FEET

11325

Formerly NOS 11308; C & GS 590; 1st Combined Ed., Mar. 1952 C-1953-389

UNITED STATES - GULF COAST

TEXAS

HOUSTON SHIP CHANNEL

CARPENTERS BAYOU TO HOUSTON

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 1983
Texas State, South Central Zone, is indicated on this chart at 4000 foot intervals thus:

Additional information can be obtained at nauticalcharts.noas.gov.

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.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which is for all practical purposes identical to (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 0.800" northward and 0.757" westward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below broadcast continuous weather information. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Galveston, TX	KHB-40	162.55 MHz
Houston, TX	KGG-40	162.40 MHz

POLLUTION REPORTS
Report all sights 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].

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 depends upon meteorological conditions.

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.

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.

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 harbors. The regulations, procedures and radiotelephone frequencies are published in 33 CFR 161; the U.S. Coast Pilot, and/or the VTS User's Manual.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels. Strong currents and heavy seas may result.
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 exercise caution when navigating in areas affected by the storm. 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.

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, bkbd
Bn beacon
C can
DA diaphone
F fixed
Fl flashing
G green
Gp Fl(2) group flashing (2)
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
R red
Ra Ref radar reflector
Ra Sy radar beacon
RW red and white
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
sc sch
Sh shells
sy stony

Miscellaneous
Dsptd doubtful
Dsptd position doubtful
Expl explosives
Rep reported
Subm submerged

ED existence doubtful
PA position approximate
Wk wreck, rock, obstruction, or small area/ area/ clear to the depth indicated
(1) Rocks that cover and uncover, with heights in feet above datum of soundings.

SOURCE

A	1900-2003	NOS Surveys	full bottom coverage
B1	1900-2000	NOS Surveys	partial bottom coverage
B4	1900-1999	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. Refer to Chapter 1, United States Coast Pilot.

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 4.5 nautical miles run in 16 minutes, the speed is 16.9 knots.

SCALE 1:10,000
Nautical Miles
Yards

HOUSTON SHIP CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2006

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

NAME OF CHANNEL	LAST OUTSIDE QUARTER	LAST MIDDLE QUARTER	NEXT MIDDLE QUARTER	NEXT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS DEPTH	WIDTH	SIDE SLOPE
HOUSTON SHIP CHANNEL: ENTRANCE TO CARPENTERS BAYOU (A)	39.0	41.0	43.0	43.0	3-06	530-700	530	4S
THENCE TO GREENS BAYOU (B)	33.0	38.0	36.0	33.0	3-06	300-700	470	4S-4S
GREENS BAYOU CHANNEL: (TO FIRST BEND)	24.0	24.0	28.0	28.0	7-06	300-170	534	3S
THENCE TO HUNTING BAYOU (UPPER BEND)	34.0	40.0	40.0	37.0	5-06	300	1.41	4S
TURNING POINT AT HUNTING BAYOU	38.0	39.0	41.0	38.0	5-06	650	0.17	4S
THENCE TO SOUTHPAN: (TO PACIFIC SLIP	38.0	38.0	42.0	33.0	5-06	300	0.54	4S
THENCE TO MOUTH OF SIMS BAYOU)	39.0	39.0	39.0	37.0	7-06	700	0.28	4S
THENCE TO HOUSTON TURNING BASIN WHARF 10	37.0	38.0	42.0	37.0	6-06	300	2.89	3S
TURNING POINT AT BRADY ISLAND	34.0	39.0	43.0	38.0	6-06	300	0.17	3S
HOUSTON TURNING BASIN	35.0	40.0	37.0	36.0	6-06	200-500	0.75	3S
UPPER TURNING BASIN	34.0	40.0	37.0	34.0	6-06	150	0.22	3S

A. CHANNEL WIDENS TO 1507 FEET ALONG QUARTER IN VICINITY OF EXXON DK. CO.
B. CHANNEL WIDENS TO 1000 FEET ALONG QUARTER.
INFORMATION IN THE TABULATION WAS PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS AND REFERENCES TO A LOCAL DATUM/ZERO REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 0.5 FOOT TO THE DEPTHS IN THE TABULATION.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGraffix, 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 1-888-990-NOAA (6622), http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGraffix at 1-877-560CHART, http://OceanGraffix.com, or help@OceanGraffix.com.

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.

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/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282

SOUNDINGS IN FEET

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS																															
FEET	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32

Houston Ship Channel, Carpenters Bayou to Houston
SOUNDINGS IN FEET - SCALE 1:10,000

11325

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11325

32 inches

43 inches

11325

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