BookletChart™

Aransas Pass to Baffin Bay
NOAA Chart 11307

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA’s Office of Coast Survey, the nation’s chartmaker

Included Area
Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America’s commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart. Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

What are Nautical Charts?

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Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11307

[Selected Excerpts from Coast Pilot]

Aransas Pass, 154 miles SW of Galveston

Entrance and 113 miles N of the mouth of the Rio Grande, is the principal approach from the Gulf to Aransas and Corpus Christi Bays and their tributaries. The pass lies between San Jose Island on the N and Mustang Island on the S. Harbor Island, opposite the inner end of the pass, separates Aransas Bay from Corpus Christi Bay. Two jetties extend into the Gulf from San Jose and Mustang Island. Several submerged wrecks lie to the S of the channel inside the jetties. The approach to Aransas Pass is marked by a lighted buoy, 5.5 miles offshore, and a lighted buoy 1.5 miles off the N jetty. The entrance channel is marked by a lighted buoy at the submerged outer end of each jetty, a 301" lighted range, lighted buoys, and lights. Port Aransas Coast Guard Station (27°50.3'N., 97°03.5'W.) is on the NE end of Mustang Island.

Vessels should approach Aransas Pass through the prescribed Safety Fairways. (See 166.100 through 166.200, chapter 2.) Note: The Aransas Pass Safety Fairway, the SE approach to Aransas Pass, consists of partially divided parallel shipping fairways instead of a single fairway. These parallel fairways are not a traffic separation scheme. However, in the interest of vessel traffic safety, the use of the NE lane for inbound (298°) traffic and the SW lane for outbound (118°) traffic recommended. A safety zone has been established around loaded liquified petroleum gas (LPG) vessels transiting Corpus Christi Channel between the outer end of Aransas Pass jetties and Port of Corpus Christi Oil Dock No. 10, including La Quinta Channel. (See 165.1 through 165.8, 165.20, 165.23, and 165.808, chapter 2, for limits and regulations.)

Channels.—The entrance channel through Aransas Pass is protected by jetties. A Federal project provides for an outer bar channel, 47 to 45 feet deep; a jetty channel, 45 feet deep; and an inner basin at Harbor Island with a depth of 45 feet. The Coast Guard advises vessels to exercise particular caution where the channel intersects the alternate route of the Intracoastal Waterway at Lydia Ann Channel, about 1.6 miles above the entrance jetties, and where Corpus Christi Channel intersects the Intracoastal Waterway main route, about 7.1 miles above Lydia Ann Channel. Situations resulting in collisions, groundings, and close quarters passing have been reported by both shallow and deep-draft vessels. The Coast Guard has requested vessels make a SECURITE call on VHF-FM channels 12 and 13 prior to crossing the Intracoastal Waterway, particularly during periods of restricted visibility.

Anchorage.—Vessels should anchor off Aransas Pass in the Aransas Pass Fairway Anchorages. (See 166.100 through 166.200, chapter 2.) A special anchorage is in Corpus Christi Bay. (See 110.1 and 110.75, chapter 2, for limits and regulations.)

Currents.—The currents at times have velocities exceeding 2.5 knots in Aransas Pass; they are greatly influenced by winds. Predictions may be obtained from the Tidal Current Tables. It is reported that the currents outside Aransas Pass are variable. Southbound currents when reinforced by northerly winds have produced a drift that has been reported as high as four knots across the mouth of the jetties. Winds from any E direction make a rough bar and raise the water inside as much as 2 feet above normal. Winds from any W direction have an opposite tendency. A sudden shift of the wind from S to N makes an especially rough bar for a short time. During summer months, S winds prevail, becoming moderate to fresh in the afternoon.

Harbor Island is at the head of Aransas Pass. Large oil-handling plants with berths are on the SE end of the island (see Wharves, Corpus Christi). A dredged turning basin is E of the berths along the N side of the ship channel. State Route 361 causeway begins at the ferry landing and crosses Morris and Cummings Cut and Redfish Bay, and leads to the town of Aransas Pass on the mainland.

From the Inner Basin off Harbor Island, a dredged channel leads NW for about 10.7 miles and intersects with the Intracoastal Waterway and turning basin just off the town of Aransas Pass, with a connecting channel leading into Conn Brown Harbor. (See Notice to Mariners and latest editions of the charts for controlling depths.)

U.S. Coast Guard Rescue Coordination Center

24 hour Regional Contact for Emergencies

RCC New Orleans Commander
8th CG District (504) 589-6225
New Orleans, LA
NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation.

For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers.

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward
on navigable waters except Western Rivers

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For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at http://www.navcen.uscg.gov
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
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 151).
Note: Chart grid lines are aligned with true north.
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CAUTION

SUBMARINE PIPELINES AND CABLES
Ch Canada submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as

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. Where anchoring, dragging, or treading Covered wires may be marked by lighted or unlighted buoys.

SOURCE

A 1990-2005 NOS Surveys full bottom coverage
B1 1980-1994 NOS Surveys partial bottom coverage
B2 1970-1989 NOS Surveys partial bottom coverage
B4 1980-1999 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 plotted in this diagram by class and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically reassessed and are not shown on this diagram. Refer to Chapter 1, United States Coast 110, for details.

11307

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.

Use NOAA electronic navigational charts for the most up-to-date information.


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 See Note on page 5.
VHF Marine Radio channels for use on the waterways:
Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

http://www.nws.noaa.gov/nwr/

**Quick References**

Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Chart and chart related inquiries and comments — http://ocsdata.nceo.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents — http://tidesandcurrents.noaa.gov
Marine Forecasts — http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center — http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/
National Hurricane Center — http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center — http://ptwc.weather.gov/
Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA’s Office of Coast Survey
The Nation’s Chartmaker