Upper Galveston Bay – Houston Ship Channel
NOAA Chart 11327

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

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.

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=11377

[Selected Excerpts from Coast Pilot]

Galveston Bay is a large, irregularly shaped shallow body of water on the coast of Texas, about 285 miles W from Southwest Pass and 690 miles NW from Dry Tortugas. The bay is about 30 miles long in a general NNE and SSW direction, about 17 miles wide at its widest part, and has general depths of 7 to 9 feet. About midway of its length it is nearly divided into parts by Red Fish Bar, a chain of small islets and shoals, through which the Houston Ship Channel has been dredged. N of Red Fish Bar the bay is known as the Upper Bay and S as the Lower Bay. The NE end of the upper bay is Trinity Bay.

Galveston Entrance, the approach to Galveston Bay, lies between two converging stone-rubble jetties about 4 miles long and 1.3 miles apart at the outer ends. From deep water in the Gulf, the N jetty extends to Bolivar Peninsula and the S jetty extends to the N end of Galveston Island. Mariners should be alert to the possibility of strong cross-currents in the Galveston Bay Entrance Channel; caution is advised.

Vessel Traffic Service Houston–Galveston became mandatory 13 October 1994. Detailed information on VTS Houston/ Galveston’s operating requirements, designated frequencies, precautionary areas, and mandatory reporting points can be found in CFR Chapter 2 Part 161 Vessel Traffic Management, tables 161.12, 161.35(b), and 161.35(c). Mariners should obtain the latest edition of the U.S. Coast Guard’s Houston/Galveston Vessel Traffic Service User’s Manual, available from the Commanding Officer, U.S. Coast Guard Vessel Traffic Houston/ Galveston, 9640 Clinton Drive, Houston, TX 77029. Website: www.uscg.mil/VTSHouston

Anchorages.–Vessels may anchor off the bar in the Galveston Entrance Anchorages just inshore of the intersection of the Galveston Safety Fairway with the Coastwise Fairway. (See 166.100 through 166.200, chapter 2, for limits and regulations.) Small craft anchoring in the designated areas should find the shoaler water so as to leave the deeper areas clear for larger vessels.

Dangers.–A considerable number of unmarked dangerous wrecks exist in the approaches to Galveston Bay Entrance. A spoil bank is S of the Outer Bar Channel, and an extensive shoal area is S of the channel between the jetties. Heald Bank and the offshore oil well structures are the principal hazards. Vessels navigating in the Houston Ship Channel from Bolivar Roads to Morgans Point are cautioned about the heavy breakers which result from the bow wakes of tankers and other large merchant vessels in the channel.

Dangers.–Texas City Channel–A sunken wreck covered 10 feet is off the entrance to North Slip. The channel from Galveston Bay to Clear Lake is reported to be highly congested with light commercial and pleasure-craft traffic, especially on weekends; a speed limit of 5 miles per hour is posted. The Coast Guard advises vessels exercise particular caution where the channel intersects the Intracoastal Waterway, about 6.6 miles above the entrance jetties and just below Lighted Buoys 25 and 26. 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 channel 13 prior to crossing the Intracoastal Waterway, particularly during periods of restricted visibility.

Moses Lake, a shallow lagoon S of Dickinson Bay, is used as a harbor of refuge by many small craft during hurricane warnings. There are several marinas, small-craft launching ramps, and fish camps on a slip on the S side of the entrance to Dollar Bay. Gasoline, diesel fuel, ice, and provisions are available.

N of Bolivar Peninsula, spoil banks on both sides of the channel extend N to Red Fish Bar. About 1.5 miles below Red Fish Bar, a narrow channel marked at the entrance by Daybeacon 1, exits Houston Ship Channel to the W, leading to Dickinson Bayou. Along the NE side of Houston Ship Channel N of Red Fish Bar, several openings through the spoil bank permit passage into the NE portions of Galveston Bay.

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
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 1:33333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
UNITED STATES - GULF COAST
TEXAS

UPPER GALVESTON BAY

HOUSTON SHIP CHANNEL
DOLLAR PT TO ATKINSON I

Mercator Projection
Scale 1:25,000 at Lat. 29° 28'
North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
Additional information can be obtained at nauticalcharts.noaa.gov.
For Symbols and Abbreviations see Chart No. 1.

HURRICANES AND TROPICAL STORMS:
Hurricanes and tropical storms disturb objects on the sea floor and cause considerable damage to offshore structures, aids to navigation and moored vessels resulting in extensive drilling rig collapse, fishing vessels may become uncoupled or moved due to the force of storm surge. Aids to navigation may not be reliable immediately following such storms. 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.

TELEDIVERSITY

NAME
Eagle Point, Galveston Bay, Texas

LATITUDINAL

NAME
52° 27'48"N 095° 23'50"W

HEIGHT REFERRED TO Datum of soundings (MVEWA)

NAME
High Water
Low Water
High Water
Low Water

Eagle Point, Galveston Bay, Texas

DASHED LINES LOCATED IN WATER INDICATE UNREACHABLE DIAMETER VALUE FOR A DIRECTIONAL RULE. Valid time limits, tide predictions, and tidal current predictions are available on this internet through http://tidesandcurrents.noaa.gov

HOUSTON SHIP CHANNEL DEPTHS

NAME OF CHANNEL
CLAYTON ISLAND现有

PROJECTED MAXIMUM DRAW (FORT)
40

CAUTION:
USACE conducts hydrographic surveys to monitor navigation conditions. These surveys are not intended to detect underwater hazards. Uncharted features hazardous to navigation are not expected but may exist in least charted areas.

CAUTION:
Navigation regulations are published in Chapter 2, U.S. Coast Pilot. Abridgments or equivalents to Chapter 3 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commandant, 6th Coast Guard District in New Orleans, Louisiana, or at the Office of the District Commandant, U.S. Coast Guard, Galveston, Texas. Refer to charted regulations in the chart.

WARRANTY:
The prudent mariner will not rely solely on any single aid to navigation, particularly on topographic aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AUTONOMOUS HYDROGRAPHY AND TOPOGRAPHY

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.

POLUTION 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 (SOP 150).

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.

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Galveston Bay Power
### ZOC CATEGORIES (Refer to Chapter 1, United States Coast Pilot)

<table>
<thead>
<tr>
<th>ZOC</th>
<th>DATE</th>
<th>POSITION ACCURACY</th>
<th>DEPTH ACCURACY</th>
<th>SHARING SHARE COURAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A 2</td>
<td>2013</td>
<td>± 65 ft.</td>
<td>± 3 ft.</td>
<td>All significant underwater features, as marked on chart.</td>
</tr>
<tr>
<td>B</td>
<td>1985</td>
<td>± 104 ft.</td>
<td>± 3 ft.</td>
<td>Uncharted features not shown on chart.</td>
</tr>
<tr>
<td>C</td>
<td></td>
<td>± 104 ft.</td>
<td>± 3 ft.</td>
<td>Depth soundings may be expected.</td>
</tr>
<tr>
<td>U</td>
<td>Unassessed</td>
<td>-</td>
<td>-</td>
<td>The quality of the bathymetric data has not yet been assessed.</td>
</tr>
</tbody>
</table>

### CAUTION

- **RACING BUOYS:** Racing buoys within the limits of this chart are not shown herein. Information may be obtained from the U.S. Coast Guard District Offices for racing and other private buoys that are not listed in the U.S. Coast Guard Light List.

### SUPPLEMENTAL INFORMATION

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

### CAUTION

- **Sewer lines, cables, pipes, and platforms:** Some sewer lines, cables, pipes, and platforms may be present near the main areas of interest. These are not shown on the chart.

### NOTE D

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Houston, Galveston, and Texas City waterways. Vessel operating procedures and designated radio telephone frequencies are published in 33 CFR 100. Chapter 2 U.S. Coast Pilot and in the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. "Houston Traffic" is a full service VTS providing continuous information service. Traffic Organization Services are required, and Navigation Assistance Services upon request.

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**11327**

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


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**Note:** Chart grid lines are aligned with true north.
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.ncd.noaa.gov/идисcrepancy.aspx?frompage=ContactUs
- Chart updates (LN;M 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
- 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

For the latest news from Coast Survey, follow @NOAAcharts

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.