BookletChart™

Sabine and Neches Rivers
NOAA Chart 11343

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

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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.

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=11343

[Selected Excerpts from Coast Pilot]
Neches River empties into Sabine Lake from the NW and extends in a ship canal 18.5 miles to Beaumont. A Federal project provides for a 40-foot channel to a 34-foot turning basin at Beaumont, thence 30 feet to the Bethlehem Shipyards. (See Notice to Mariners and latest editions of charts for controlling depths.) Lights, lighted ranges, and buoys mark the river. On the W side, at the turn from the Sabine-Neches Canal into the Neches River, there are several basins in which are a marine service wharf, a small-vessel fueling wharf, and a boat club. The marine service wharf repairs small vessels and barges and operates a tank cleaning service.

A marina is on the long canal just W of the S end of State Route 87 highway bridge. Gasoline and berths are available. In July 1982, reported depths of about 5 feet could be carried to the marina.

Port Neches, on the Neches River 5 miles above the mouth, is an important oil refining and chemical center. Petroleum products, asphalt, and roofing material are exported. Port Neches has several private oil handling terminals, a layup berth maintained by a ship repair firm that does above-the-waterline hull and engine repairs, and a wharf and ramp at which gasoline and water are available. The private oil handling terminals are discussed later in this chapter under Wharves, Beaumont. The marsh island N of McFadden Bend Cutoff has been dredged away except for a strip 300 feet wide. The dredged area forms an anchorage for decommissioned ships under jurisdiction of the U.S. Maritime Administration and has a controlling depth of 18 feet. Above Beaumont, a depth of about 10 feet can be carried for about 12 miles upriver, but there is no commerce in this section and probably many snags obstruct the channel.

Beaumont, on Neches River 18.5 miles above Sabine Lake and 43 miles from the Gulf, is the largest city in E Texas, and the home of Lamar University. Petroleum, petrochemical, and shipbuilding and repair are the principal industries.

Anchorages.—There are no anchorages at Beaumont; only emergency anchorage is permitted in Neches River. Vessels may tie up to the banks of the river for a limited period provided permission is obtained from the Corps of Engineers. There is temporary anchorage in 29 feet in the bends of the old river below Port Neches and W of the cutoff about a mile above McFadden Bend Cutoff. There is little swinging room. A barge assembly basin, 2,200 feet long and 350 feet wide for the temporary mooring of barges of tows, is in the bend of the former channel close N of Deer Bayou. Moorings spaced about 175 feet apart on concrete deadmen are on the NE side of the basin.

Sabine River empties into Sabine Lake from the N. Orange is a city of some commercial importance on the river about 8 miles above Sabine Lake, and 36 miles from the Gulf. The city is on the main coastal highway between Lake Charles and Beaumont.

Anchorages.—Orange—There are no anchorage areas for commercial vessels in the port. Vessels may tie up along the bank of the river for limited periods if permission is obtained from the Corps of Engineers.

Currents.—Currents in the Sabine River are about 2.5 knots during high stages.

Harbor regulations.—A restricted area for vessels of a Navy reserve center has been established at Orange. (See 334.790, chapter 2, for limits and regulations.)

Cow Bayou flows into Sabine River about 4 miles above Sabine Lake. A dredged channel leads from the Sabine River to a turning basin at the highway bridge at Orangefield. In October 2001, the channel controlling depth was 5.0 feet (9.0 feet at midchannel); thence in June 2001, 5.3 to 7.0 feet was available in the basin with shoaling to 2.0 feet in the left outside quarter. In 1996, a draft of 4.5 feet could be carried for about 15 miles above the basin.

Adams Bayou empties into Sabine River 2 miles above Cow Bayou. A dredged channel leads from the Sabine River to the first fixed highway bridge. In October 2001, the controlling depth was 6.0 feet. The highway bridge has a fixed span with a clearance of 11 feet. Just below the bridge is a shipyard with a 100-ton floating drydock that can handle vessels up to 70 feet for general repairs.

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

PORT SIDE
ODD NUMBERED AIDS

- GREEN LIGHT ONLY FLAShING (2)
- OCCULTING QUICK FLASHING ISO

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO STARBOARD TOPMOST BAND GREEN

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO PORT TOPMOST BAND RED

STARBOARD SIDE
EVEN NUMBERED AIDS

- RED LIGHT ONLY FLAShING (2)
- OCCULTING QUICK FLASHING ISO

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
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geodetic positions referred to the North American Datum of 1927 must be corrected an average of 0.776' northward and 0.811' westward to agree with this chart.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot. Additional regulations are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commandant, U.S. 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.

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.
Channeled soundings, charted depths, and altitudes may not reflect safe conditions following these storms. Rigid aids to navigation may have been damaged or destroyed. Boats may have been moved from their charted positions, damaged, or otherwise made inoperative. Mariners should not rely upon the position or operation of any aid to navigation. Wrecks and submerged objects 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 and obstructions and hazards to navigation to the nearest United States Coast Guard unit.

Mercator Projection
Scale 1:40,000 at Lat. 30°
North American Datum of 1983

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
Additional information may be obtained at navigational aids.

RESERVE FLEET (see note A)

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57142. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
NOTE E
As transiting the Intracoastal Waterway, U.S. Coast Guard Channel 16 prior to entering the Neches River, Sabine River, and Port Neches, be aware of shoaling in the vicinity of Port Arthur, CA. Proceed with caution.

PROJECT COVER:
Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) active project. The channel may be significantly altered, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, see NOAA Electronic Navigational Charts (ENC) maps and channel position reports available at http://www.nauticalcharts.noaa.gov.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes in water depths as seen on this chart may not be indicated on this chart. See local Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS
The National Weather Service stations listed below provide continuous weather broadcasts. The reception range is typically 70 to 80 miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Lake Charles, LA
KLB42
165.400 MHz

Beaumont, TX
WXW26
162.475 MHz

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

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot for important supplementary information.

TIQHS
There is practically no periodic tide. The rise and fall of the water depends upon meteorological conditions.

Joins page 11

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

SABINE AND NECHES RIVER

Mercator Projection
Scale 1:40,000 at Lat. 30°02'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nautical charts.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY
unte United States - Gulf Coast

Texas - Louisiana

Neche and Neches Rivers

Mercator Projection
Scale 1:40,000 at Lat. 30°02'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

Published at Washington, D.C.
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service
Coast Survey

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

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.

Distress Call Procedures
• Make sure radio is on.
• Select Channel 16.
• Press/Hold the transmit button.
• Clearly say: “MAYDAY, MAYDAY, MAYDAY.”
• Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
• Release transmit button.
• Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

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/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

twitter — 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.

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