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
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.


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.


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**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.
G

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

PORT SIDE
ODD NUMBERED AIDS

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

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO
STARBOARD
TOPMOST BAND GREEN
GREEN LIGHT ONLY
COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO
PORT
TOPMOST BAND RED
RED LIGHT ONLY
COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE
EVEN NUMBERED AIDS

RED LIGHT ONLY
FLASHING (2)
FLASHING
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

To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/
SOUNDINGS IN FEET

11343

BEAUMONT

SCALE: 1-40,000 NAUTICAL MILES

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. See Note on page 5.
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 1994 (WGS 94).
Geographic positions referred to the North
American Datum of 1927 must be corrected
an average of 0.786' northward and 0.811' westward
to agree with this chart.

NOTE A
Navigation regulations are published in Chapter 2, U.S.
Coast Pilot. Additions or revisions to Chapter 2 are
published in the Monthly Notices to Mariners. Information
concerning the regulations may be obtained at the Office of the
Commander, Coast Guard District in New Orleans, LA, or at the Office
of the District Engineer, Corps of Engineers in Galveston, TX.
Refer to current 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 mooring facilities, resulting in submerged debris
in unknown locations.

Chartered soundings, channel depths and salinity level records may be used as emergency
ỷnformation. Fixed aids to navigation may have been damaged or destroyed. Bridges may
have been moved from their chartered positions, damaged, sunk, or otherwise moved.
Markings should not be relied upon the position of operation of an aid to navigation.
Wrecks and submerged obstructions may have been displaced from chartered locations.
Pipeline lines may have become uncovered or moved.

Additional information may be obtained from various sources listed below.

NOTE B
The U.S. Coast Guard operates a mandatory Vessel
Traffic Services (VTS) on the Sabine - Naches Waterway and
offshore approaches. Vessel operating procedures,
mandatory participation boundaries, and designated
radio frequencies are published in 33 CFR Part 119,
Markets around consult these sources for applicable rules
and reporting requirements. "Port Arthur Marine" is a full
service VTS, providing a continuous Information Service,
Traffic Organization Services and Navigational Assistance
Services as required.

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at

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.
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been included 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**

US Government Surveys

**SOURCE DIAGRAM**

**CAUTION**

**SUBMARINE PIPELINES AND CABLES**

Charted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be surveyed, and those that were originally surveyed may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to the draft of vessels where pipelines and cables may exist, and when anchoring, docking, or trawling. Covered wells may be marked by lighted or unlighted buoys.

**CAUTION**

This chart has been compiled from the Notice to Mariners (NTM) published weekly by the National Oceanic and Atmospheric Administration. The Notice to Mariners (NTM) issued periodically by the U.S. Coast Guard, contain the latest data shown in the lower left-hand corner. Chart updates connected from Notice to Mariners published after the date shown in the lower left-hand corner are available at [notice.to.mariners.noaa.gov](http://www.notice.to.mariners.noaa.gov). NOAA encourages users to submit inquiries, corrections, or comments about this chart at [http://www.nauticalcharts.noaa.gov/nsf/feedback.htm](http://www.nauticalcharts.noaa.gov/nsf/feedback.htm).

Use ENC charts for the most up-to-date information. References to other charts may no longer be applicable.

**Note:** Chart grid lines are aligned with true north.

**Printed at reduced scale.**

**SCALE 1:40,000**

**Nautical Miles**

1 2 3

1000 2000 3000 4000 5000 Yards

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.ncdc.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

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.