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.
CAUTION
Gas and Oil Well Structures
Numerous unlighted gas and oil well structures, pipes, piles, and skiffs exist within the area covered by this chart. Many are not charted. Uncharted structures may exist outside the obstruction area.
Submerged Pipelines and Cables
Additional unlighted submarine oil and gas pipelines and submarine cables may exist within the area of this chart. Mariners should exercise caution when anchoring, dragging or trawling.
Covered wells may be marked by lighted or unlighted buoys.
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.
Hurricane and Nonwinter Anchorages
Uncharted hurricane and wildlife harassing devices and structures such as fish traps, pound nets, crab pots, stakes, and fishing reefs, exist and may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.
INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
When following the Intracoastal Waterway westward from Carrabelle, Florida, to Brownsville, Texas, all nun buoys, yellow triangles should be kept on the starboard hand (returning) and aids with yellow squares should be kept on the port side of the vessel.
A horizontal yellow band provides no lateral significance and simply identifies the aid to navigation as marking the Intracoastal Waterway.
INTRACOASTAL WATERWAY
Project Depths
12' feet Corpus Christi, Pky to Brownsville, Texas
Controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.
Distances
The Waterway is indicated by a magenta line. Mileage distances shown along waterway are in Statute Miles, based on zero at Harvey Locks, Louisiana, at Mile 0.
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.
Channel limits shown by broken lines are subject to shoaling, particularly at the edges.
CAUTION
Sailes, piles and platforms, some submerged, may exist between charted piling and platforms along the maintained channels.
Piles and platforms are not shown where they interfere with a light symbol.
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 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots
SCALE 1:40,000
NAUTICAL MILES
STATUTE MILES
YARDS
LATITUDE
LONGITUDE
ARANSAS PASS
REDFISH BAY
Morris and Cummings Cut
South Bay
Corpus Christi Bayou
HARBOR ISLAND
Mooring Beach Channel
The channel to Mooring Beach is marked by numerous unlighted privately maintained red and green daybeacons. Only entrance aids are charted.
MUSTANG ISLAND
Port Aransas
ARANSAS BAY
SAN JOSE ISLAND
Copano Village
LIVE OAK PENINSULA
ROCKPORT
Fulton
Harbor Oil
Little Bay
Aransas Bay Entrance Channel
Obstructions
Wells and Pipelines
LAMAR PENINSULA
Lamar
Mariner Harbor
ST CHARLES BAY
East Pocket
BLACKJACK PENINSULA
Dunham Bay
CARLOS BAY
Third Chain of Islands
Area subject to inundation
Aransas Bay Entrance Channel
Aransas Bay Entrance Channel Range
Aransas Bay Entrance Channel Range Rear
Aransas Bay Entrance Channel Range Front
Aransas Bay Entrance Channel Range Rear Light
Aransas Bay Entrance Channel Range Front Light