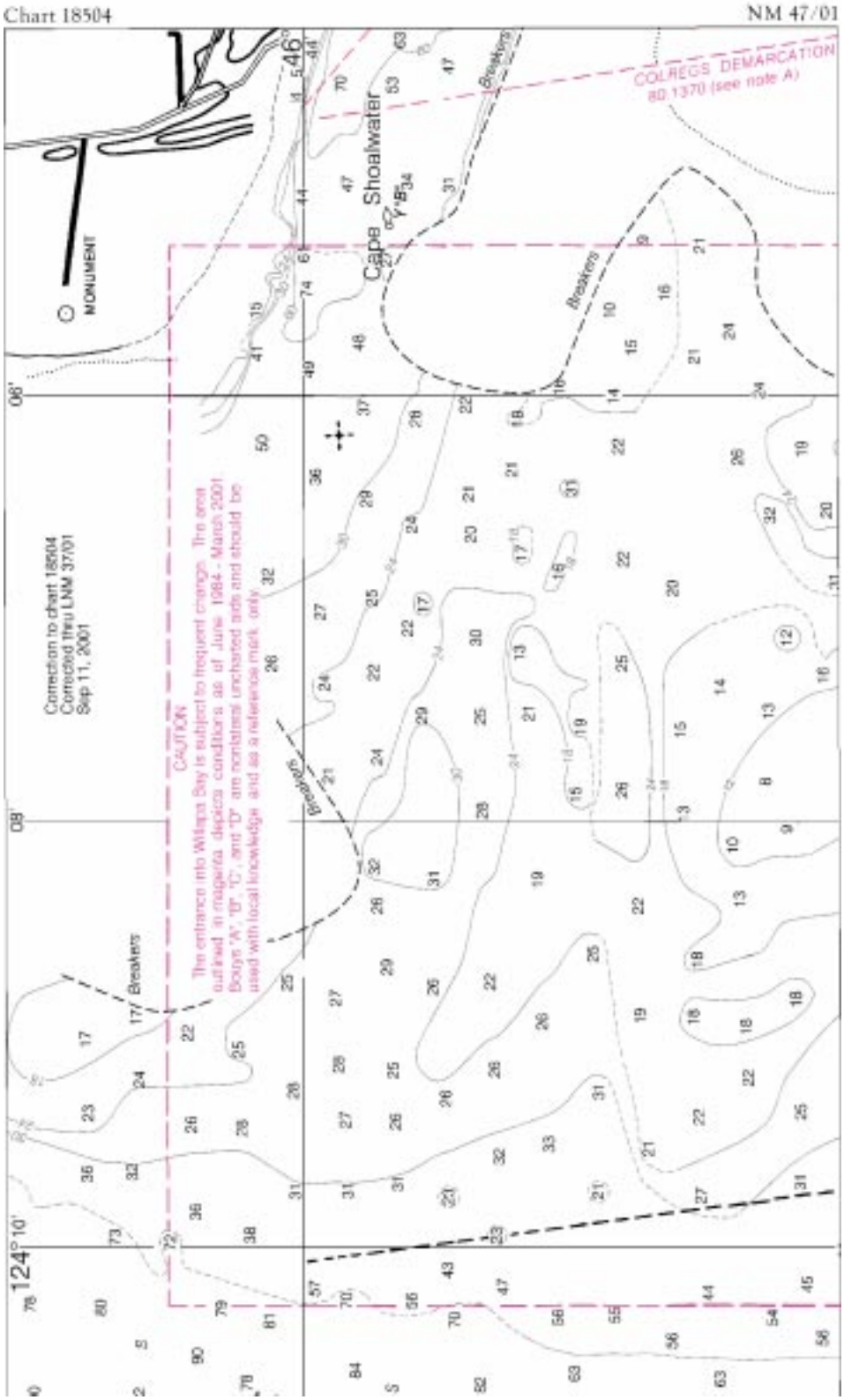
Chart 18504
NM 47/01
MONUMENT
Cape Shoalwater
Breakers
COLREGS DEMARCATION
80.1370 (see note A)
Correction to chart 18504
Corrected thru LNM 37/01
Sep 11, 2001
CAUTION
The entrance into Willapa Bay is subject to frequent change. The area outlined in magenta depicts conditions as of June 1984 - March 2001. Buoys "A", "B", "C", and "D" are nonlatest uncharted aids and should be used with local knowledge and as a reference mark only.
124°10'
08'
06'

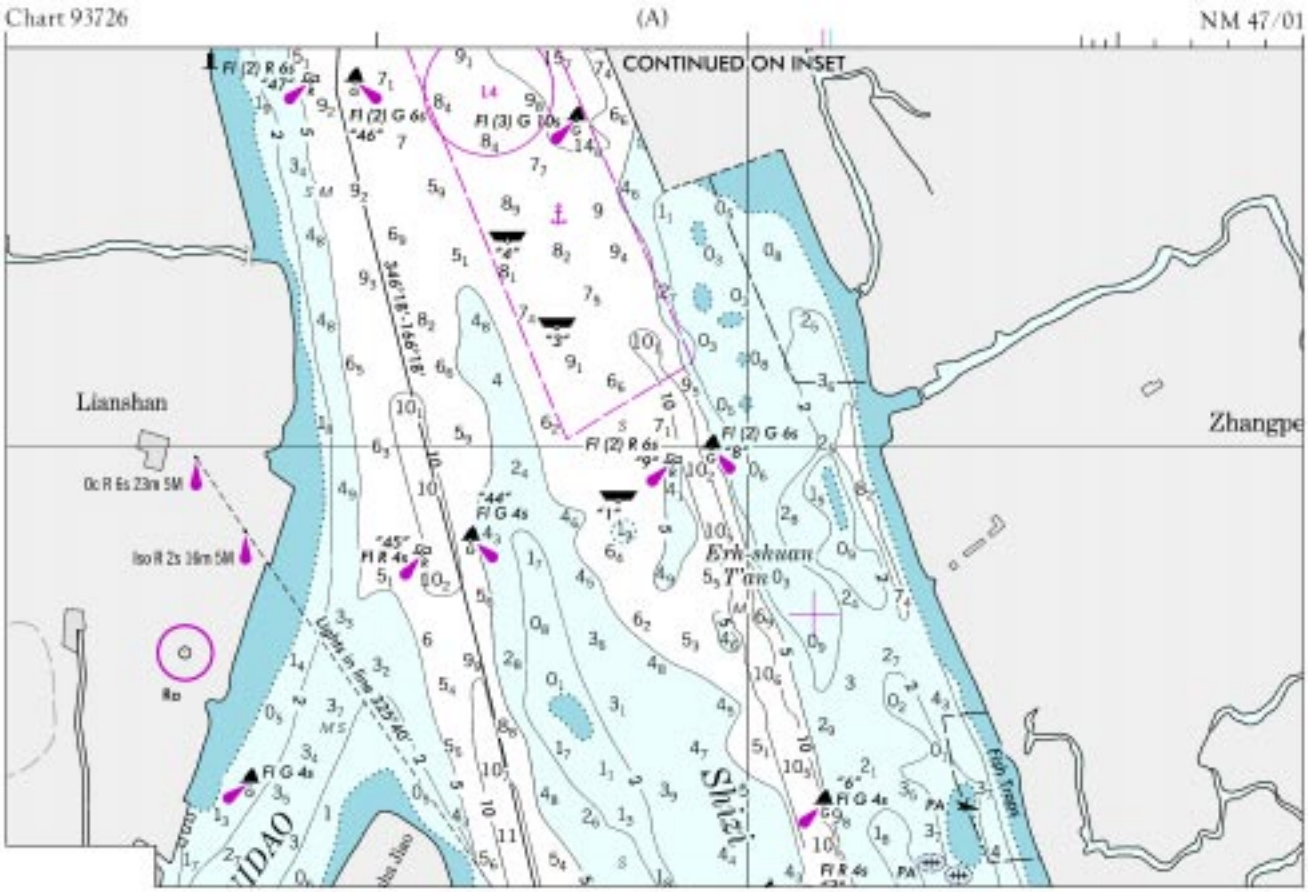
Chart 93726
(A)
NM 47/01
CONTINUED ON INSET
Lianshan
Zhangpe
Erh-shuan T'an
Shizi
Fish Trap
Oc R 6s 23m 5M
Iso R 2s 16m 5M
Fl (2) R 6s
Fl (2) G 6s
Fl (3) G 10s
Fl G 4s
Fl R 4s
346°18'-166°18'
Lights in line 325°40'

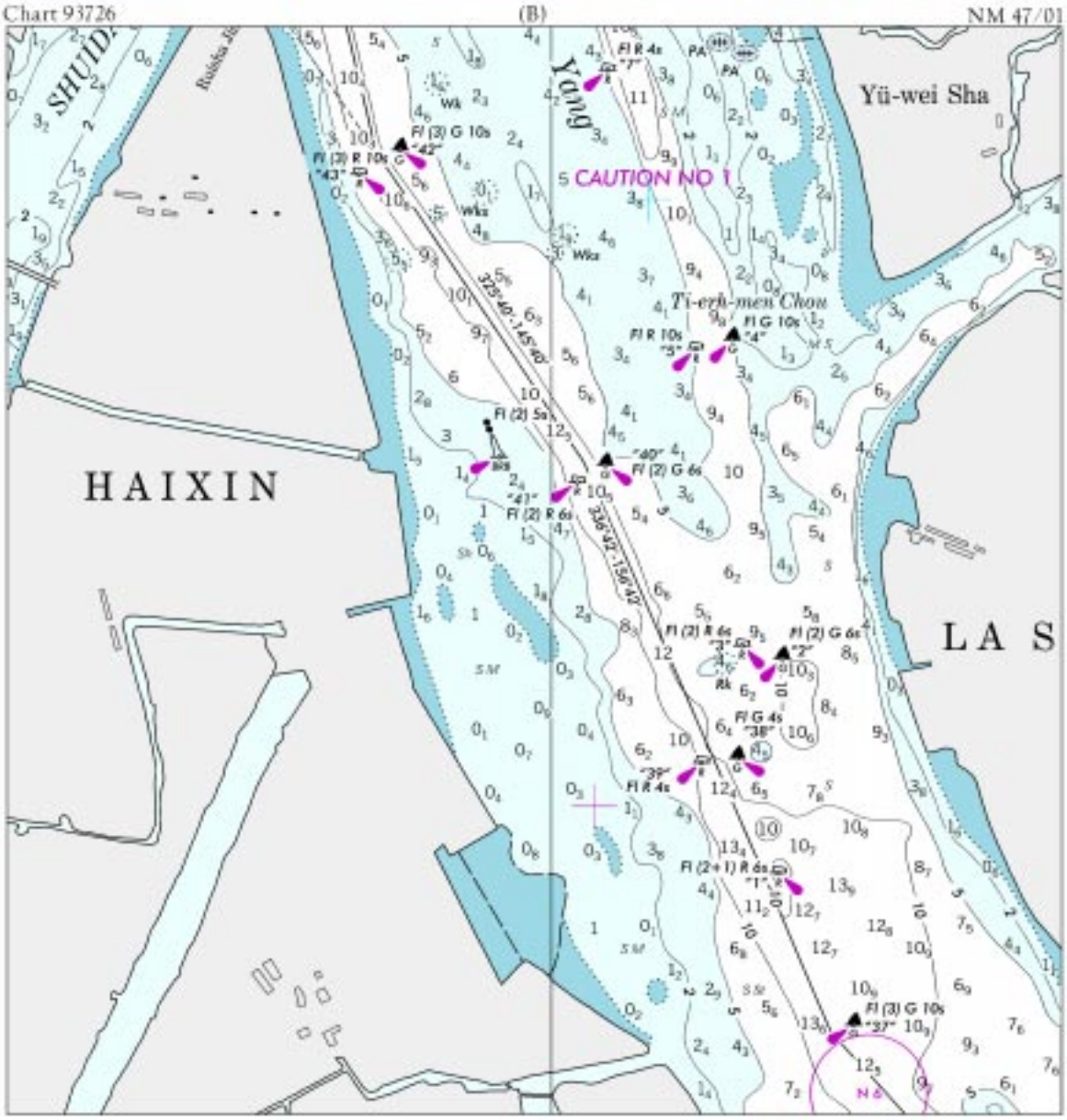
Chart 93726
(B)
NM 47/01
SHUIDI
Yü-wei Sha
Yang
CAUTION NO 1
Ti-erh-men Chou
HAIXIN
LA S

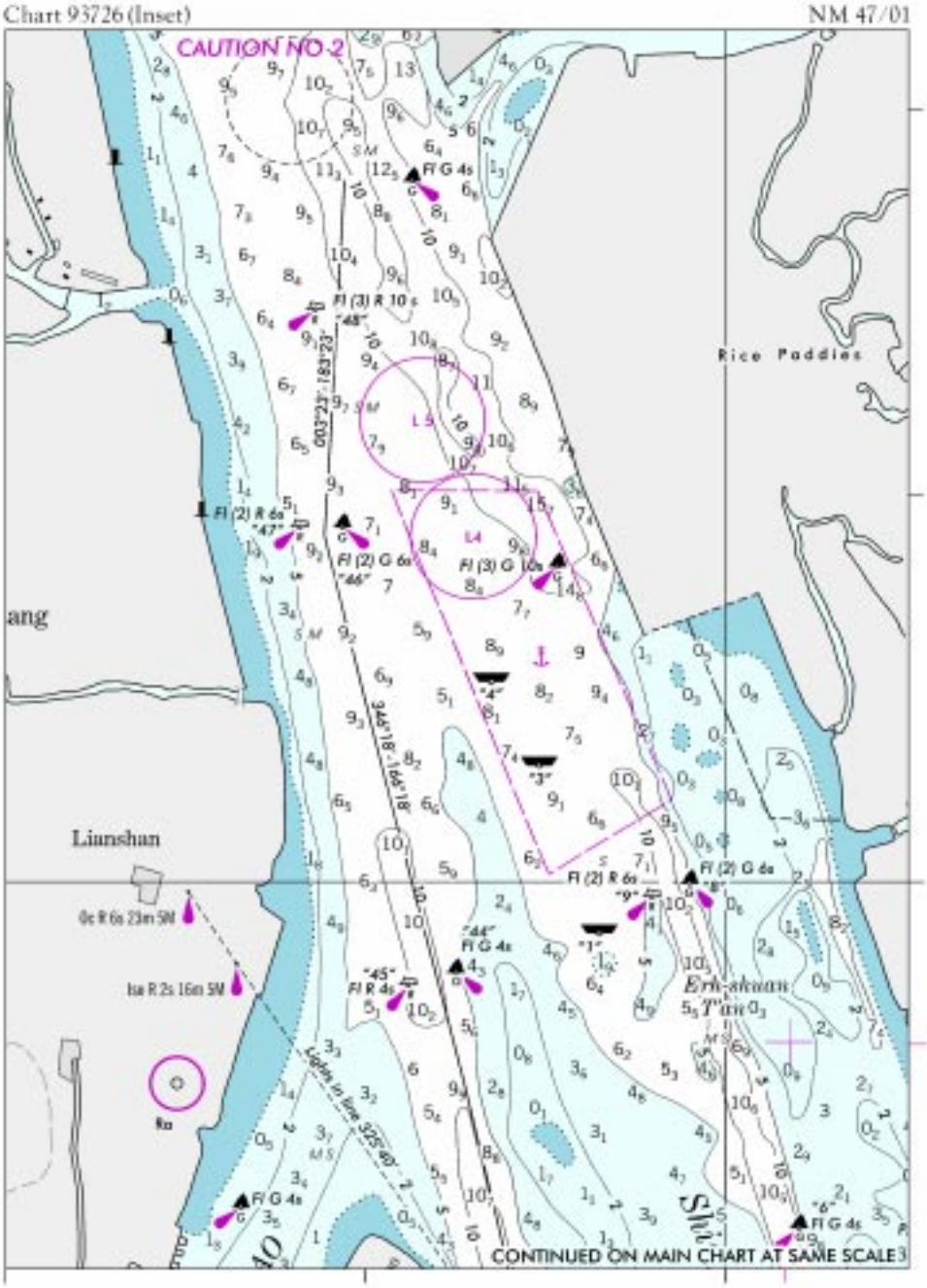
Chart 93726 (Inset)
NM 47/01
CAUTION NO 2
Rice Paddies
Lianshan
Erh-shuan T'an
Fl G 4s
Fl (3) R 10 s
Fl (2) R 6s
Fl (2) G 6s
Fl (3) G 10s
Fl R 4s
Lights in line 325°40'
CONTINUED ON MAIN CHART AT SAME SCALE

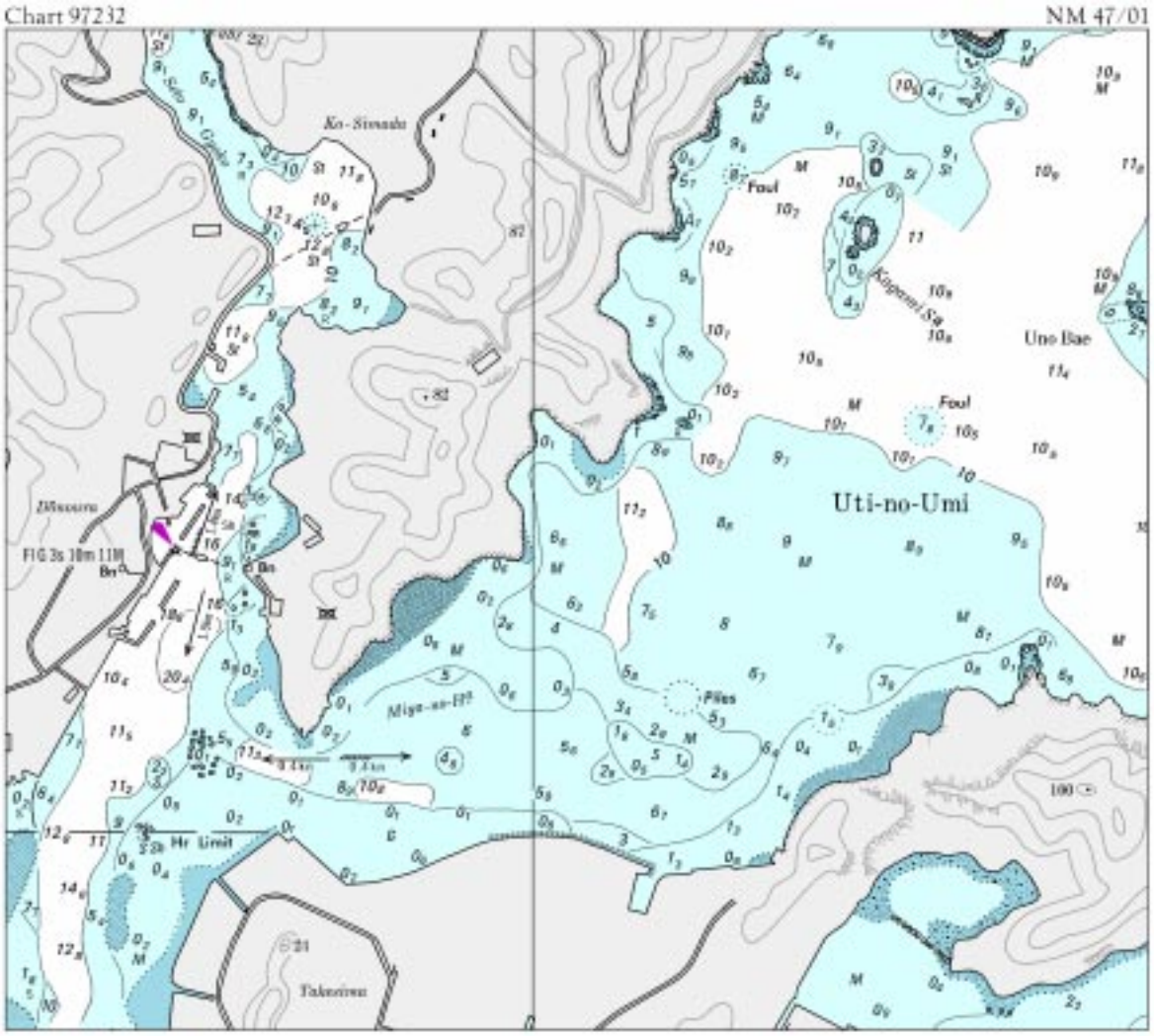
Chart 97232
NM 47/01
Ko-Simada
Uno Bae
Uti-no-Umi
Foul
Piles
Hr Limit
Takesima

Chart 11301 NM 47/01

BROWNSVILLE AND PORT ISABEL HARBORS CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2001

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BRAZOS SANTIAGO PASS:							
ENTRANCE CHANNEL	44.0	44.0	44.0	1-01	300	1.9	44
JETTY CHANNEL	46.0	46.0	46.0	1-01	300-400	1.9	42
LAGUNA MADRE CHANNEL	44.0	44.0	44.0	6-00	250	2.2	42
BROWNSVILLE SHIP CHANNEL:							
JUNCTION BASIN TO BOCA CHICA PASSING BASIN	44.0	44.0	44.0	6-00	250	3.4	42
BOCA CHICA PASSING BASIN TO GOOSE I. PASSING BASIN	44.0	44.0	44.0	6-00	250	4.5	42
GOOSE I. PASSING BASIN TO BROWNSVILLE TURNING BASIN	44.0	44.0	44.0	6-00	300	2.8	42
BROWNSVILLE TURNING BASIN	35.0	36.0	35.0	3-00	500-1200	1.9	42-36
PORT ISABEL CHANNEL:							
JUNCTION TO TURNING BASIN (INCLUDING WIDENER AT JUNCTION)	38.0	38.0	38.0	12-00	200	1.2	36
PORT ISABEL TURNING BASIN	38.0	38.0	38.0	12-00	1000	0.2	36
CUT OFF CHANNEL	38.0	38.0	38.0	12-00	200	0.7	36

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11344 NM 47/01

CALCASIEU PASS AND RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2001

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BAR CHANNEL	28.0	35.0	37.0	21.0	7-01; 9-01	800	19.1	42
JETTY CHANNEL TO (29°46'00.0"N, 93°20'40.0"W)	31.0	44.0	47.0	48.0	6-01	400	1.4	40
THENCE TO A POINT (29°52'00.0"N, 93°20'43.0"W)	22.0	38.0	40.0	36.0	7-01; 9-01	400	6.0	40

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11347 (Side A) NM 47/01

CALCASIEU PASS AND RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2001

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BAR CHANNEL	28.0	35.0	37.0	21.0	7-01; 9-01	800	19.1	42
JETTY CHANNEL TO (29°46'00.0"N, 93°20'40.0"W)	31.0	44.0	47.0	48.0	6-01	400	1.4	40
THENCE TO A POINT (29°52'00.0"N, 93°20'43.0"W)	22.0	38.0	40.0	36.0	7-01; 9-01	400	6.0	40
THENCE TO A POINT (29°58'00.0"N, 93°20'10.0"W)	29.0	36.0	38.0	33.0	6-01	400	6.0	40
THENCE TO A POINT (A) (30°04'00.0"N, 93°19'38.0"W)	32.0	37.0	36.0	25.0	7-01	400	6.0	40
THENCE TO A POINT (B) (30°09'00.0"N, 93°19'58.0"W)	36.0	38.0	40.0	35.0	7-01	400	5.0	40
THENCE TO 210 BRIDGE	37.0	40.0	34.0	37.0	7-01	400	4.4	40
THENCE TO END OF 400 CHANNEL (30°13'09.0"N, 93°15'08.0"W)	38.0	40.0	40.0	38.0	7-01	400	2.0	40

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11347 (Side B) NM 47/01

CALCASIEU PASS AND RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2001

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BAR CHANNEL	28.0	35.0	37.0	21.0	7-01; 9-01	800	19.1	42
JETTY CHANNEL TO (29°46'00.0"N, 93°20'40.0"W)	31.0	44.0	47.0	48.0	6-01	400	1.4	40
THENCE TO A POINT (29°52'00.0"N, 93°20'43.0"W)	22.0	38.0	40.0	36.0	7-01; 9-01	400	6.0	40
THENCE TO A POINT (29°58'00.0"N, 93°20'10.0"W)	29.0	36.0	38.0	33.0	6-01	400	6.0	40
THENCE TO A POINT (A) (30°04'00.0"N, 93°19'38.0"W)	32.0	37.0	36.0	25.0	7-01	400	6.0	40
THENCE TO A POINT (B) (30°09'00.0"N, 93°19'58.0"W)	36.0	38.0	40.0	35.0	7-01	400	5.0	40
THENCE TO 210 BRIDGE	37.0	40.0	34.0	37.0	7-01	400	4.4	40
THENCE TO END OF 400 CHANNEL (30°13'09.0"N, 93°15'08.0"W)	38.0	40.0	40.0	38.0	7-01	400	2.0	40

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 14815 NM 47/01

ROCHESTER HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS APR 2001

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH LWD (FEET)
ENTRANCE TO BEGINNING OF JETTIES	20.1	21.8	22.1	4-01	300	0.91	24
BEGINNING OF JETTIES TO END OF JETTIES	19.8	20.2	20.0	4-01	200	0.57	23
END OF JETTIES TO RR BRIDGE	14.6	18.8	21.4	4-01	200-400	0.27	23
TURNING BASIN	A10.9	12.6	17.3	4-01	140-25	0.04	23
RR BRIDGE TO 200 FT N OF BUOY "2" AT 43°14'04"N 077°37'02"W	17.0	19.6	17.3	4-01	150-225	1.44	21
200 FT N OF BUOY "2" AT 43°14'04"N 077°37'02"W TO PT AT 43°13'50"N 077°36'57"W	19.9	17.3	17.1	4-01	150-525	0.30	21
PT AT 43°13'50"N 077°36'57"W TO END OF PROJECT	11.4	12.5	11.2	4-01	150	0.51	21

A. SHOALING TO 9.0 FEET IN LEFT HALF OF QUARTER

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION