

HARVEST

Tom Collier

&

Captain Chris Holley

Master 1600 Ton, Towing Unlimited, 3m Unlimited

MOON

2024 REGATTA

SILVER



BRONZE



GOLD SPONSORS



Safely Navigating Houston and Port Aransas Ship Channels



SILVER

Hayes Rigging

BroCoTec
Your IT Partner

Pelican
Insurance Agency

THE INSURANCE NAVIGATORS
Kevin E. Severance
Insurance Agency
"Discover the Difference"

Faron Daigle
Real Estate Broker

BRONZE

MARINA BAY HARBOR
MARINA

LITTLE YACHT SALES
LYS

MARINEMAX

SEA LAKE
YACHTS

BLACKBURN
MARINE

GOLD SPONSORS

BAY ACCESS
SAILING FOUNDATION

SEABROOK

ENCORE
DREDGING PARTNERS

BACARDÍ

Parkway

BLACKBURN
MARINE

Safely Navigating Offshore



SILVER



Kevin E. Severance
Insurance Agency

"Discover the Difference"



BRONZE



GOLD SPONSORS



Places to Abandon the Race

SILVER

Hayes Rigging

BroCoTec
Your IT Partner

Pelican
Insurance Agency

THE INSURANCE NAVIGATORS
Kevin E. Severance
Insurance Agency
"Discover the Difference"

Faron Daigle
Real Estate Broker

BRONZE

MARINA BAY HARBOR
MARINA

LITTLE YACHT SALES
LYS

MARINEMAX

SEA LAKE
YACHTS

BLACKBURN
MARINE

GOLD SPONSORS

BAY ACCESS
SAILING FOUNDATION

SEABROOK

ENCORE
DREDGING PARTNERS

BACARDÍ

Parkway

BLACKBURN
MARINE

The Trip Home & Safely Navigating the ICW As A Small Vessel

SILVER



BRONZE



GOLD SPONSORS





U.S. Department
of Homeland Security
**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District 8 GULF

Week: 34/22

6TH DISTRICT LOCAL NOTICE TO MARINERS
GULF OF MEXICO
Econfina River, FL to the Rio Grande, TX
LIGHT LIST VOLUME IV
NOTICE NUMBER 34/22
August 24, 2022

References: COMDT PUB P16592-4, Vol. IV, 2022 Edition and Coast Pilot 5.
Both publications, along with corrections, are available for download at:
<https://nauticalcharts.noaa.gov/publications/coast-pilot/index.html>
https://www.navcen.uscg.gov/pdf/light.lists/LightList_V4_2022.pdf

COAST GUARD DISTRICT 8, WATERWAYS, (504) 671-2327, 7:00 a.m. until 3:30 p.m. (CST)
NIS WATCHSTANDER PHONE: (703) 313-5900, 24-HOURS A DAY
INTERNET ADDRESS: <https://www.uscga.uscg.gov>

www.navcen.uscg.gov/local-notices-to-mariners

A through H	I through O	P through Z
ADRIFT - Buoy Adrift	I - Interrupted	PRIV - Private Aid
AICW - Atlantic Intracoastal Waterway	ICW - Intracoastal Waterway	Q - Quick
AI - Alternating	IMCH - Improper Characteristic	R - Red
B - Buoy	INL - Inlet	RACON - Radar Transponder Beacon
BKW - Breakwater	INOP - Not Operating	Ra ref - Radar reflector
bl - Blast	INT - Intensity	RBN - Radio Beacon
BNM - Broadcast Notice to Mariner	ISL - Islet	REBUILT - Aid Rebuilt
bu - Blue	Iso - Isophase	RECOVERED - Aid Recovered
C - Canadian	kHz - Kilohertz	RED - Red Buoy
CHAN - Channel	LAT - Latitude	REFL - Reflective
CGD - Coast Guard District	LB - Lighted Buoy	RRL - Range Rear Light
C/O - Cut Off	LBB - Lighted Bell Buoy	RELIGHTED - Aid Relit
CONT - Contour	LHB - Lighted Horn Buoy	RELGC - Relocated
CRK - Creek	LCB - Lighted Gong Buoy	RESET ON STATION - Aid Reset on Station
CONST - Construction	LONG - Longitude	RFL - Range Front Light
DAYMK/Daymk - Daymark	LNM - Local Notice to Mariners	RTV - River
DBN/Dbn - Daybeacon	LT - Light	RRASS - Remote Radio Activated Sound Signal
DBD/DAYBD - Dayboard	LT CONT - Light Continuous	s - seconds
DEFAC - Defaced	LTR - Letter	SEC - Section
DEST - Destroyed	LWB - Lighted Whistle Buoy	SHL - Shoaling
DISCON - Discontinued	LWP - Left Watching Properly	si - silent
DMGD/DAMGD - Damaged	MHz - Megahertz	SIG - Signal
ec - eclipse	MISS/MSNG - Missing	SND - Sound
EST - Established Aid	Mo - Morse Code	SPM - Single Point Mooring Buoy
ev - every	MRAAS - Marine Radio Activated Sound Signal	SS - Sound Signal
EVAL - Evaluation	MSLD - Misdleading	STA - Station
EXT - Extinguished	N/C - Not Charted	STRUCT - Structure
F - Fixed	NGA - National Geospatial-Intelligence Agency	St M - Statute Mile
fl - Flash	No/NUM - Number	TEMP - Temporary Aid Change

SILVER

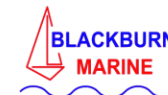


Kevin E. Severance
Insurance Agency

"Discover the Difference"





BRONZE



GOLD SPONSORS



Navigation Center

United States Coast Guard
U.S. Department of Homeland Security

Home Search Nav Rules BNMs LNMs GPS Comms MSI AIS VIVS Ice Patrol Archives

Home / Maritime Safety Information / Local Notices to Mariners / LNMs by CG District Print

Local Notices to Mariners

DISTRICT 8 (Gulf of Mexico) LNMS FOR 2023

LNMs for previous years are located in the [Archives](#).

If you would like to receive notices telling you when we have posted the latest LNMs for this district, please register with our [one-way email service](#).

You will need to download the free [Adobe Acrobat Reader](#) to view these documents.

Download Instructions:

- Place the mouse arrow over the "PDF" next to the desired week.
- Next, click the highlighted "PDF" to open it with Adobe Acrobat Reader, **or**,
- Right click for PC users / Control Click for Apple users, and choose "Save Target As".
- Save the file to your computer and open the file using Adobe Acrobat Reader.

Special Notices

- [LNM_Special_Notice_2019_Use_GPS_Equipment_Indefinite.pdf](#)

September

- [35-23 Weekly Edition \(PDF\)](#)
- [36-23 Weekly Edition \(PDF\)](#)
- [37-23 Weekly Edition \(PDF\) **New!**](#)

Resources ▾

Maritime Safety Information ▾

- Broadcast Notices to Mariners
- Local Notices to Mariners ▾
 - Daily LNM Discrep Temp Chg File
 - LNMs by CG District
 - LNM FAQs
 - LNM Archives
 - USCG Districts

Light Lists ▾

- Automatic Identification System (AIS)
- Maritime Telecomms ▾
- Navigation Rules ▾

SILVER



BRONZE



GOLD SPONSORS



Safely Navigating Houston and Port Aransas Ship Channels



SILVER

Hayes Rigging

BroCoTec
Your IT Partner

Pelican
Insurance Agency

THE INSURANCE NAVIGATORS
Kevin E. Severance
Insurance Agency
"Discover the Difference"

Faron Daigle
Real Estate Broker

BRONZE

MARINA BAY HARBOR
MARINA

LITTLE YACHT SALES
LYS

MARINEMAX

SEA LAKE
YACHTS

BLACKBURN
MARINE

GOLD SPONSORS

BAY ACCESS
SAILING FOUNDATION

SEABROOK

ENCORE
DREDGING PARTNERS

BACARDÍ

Parkway

BLACKBURN
MARINE

Commercial Traffic

SILVER



BRONZE



GOLD SPONSORS



Three Things You Need to Know About Interfering With Commercial Traffic

1. The Law - COLREGS (I.R.P.C.A.S.)
2. The Conditions of the Race
3. Common Sense

SILVER



BRONZE



GOLD SPONSORS



COLREGS

NAVIGATION RULES

U.S. Department
Of Homeland Security
**United States
Coast Guard**



NAVIGATION RULES
INTERNATIONAL—INLAND



—INLAND—
Steering and Sailing Rules

RULE 9
Narrow Channels

(a)

(i) A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.

(ii) Notwithstanding paragraph (a)(i) and Rule 14(a), a power-driven vessel operating in narrow channels or fairways on the Great Lakes, Western Rivers, or waters specified by the Secretary, and proceeding downbound with a following current shall have the right-of-way over an upbound vessel, shall propose the manner and place of passage, and shall initiate the maneuvering signals prescribed by Rule 34(a)(i), as appropriate. The vessel proceeding upbound against the current shall hold as necessary to permit safe passing.

(b) A vessel of less than 20 meters in length or a sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway.

(c) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.

(d) A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within that channel or fairway. The latter vessel shall use the danger signal prescribed

(b) A vessel of less than 20 meters in length or a sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway.

(f) A vessel nearing a bend or an area of a narrow channel or fairway where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in Rule 34(e).

(g) Every vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.

21

SILVER



BRONZE



GOLD SPONSORS



COLREGS

—INLAND—
Steering and Sailing Rules

RULE 18
Responsibilities Between Vessels
Except where Rules 9, 10, and 13 otherwise require:

(a) A power-driven vessel underway shall keep out of the way of:

- (i) a vessel not under command;
- (ii) a vessel restricted in her ability to maneuver;
- (iii) a vessel engaged in fishing; and
- (iv) a sailing vessel.

(b) A sailing vessel underway shall keep out of the way of:

- (i) a vessel not under command;
- (ii) a vessel restricted in her ability to maneuver; and
- (iii) a vessel engaged in fishing.

(c) A vessel engaged in fishing when underway shall, so far as possible, keep out of the way of:

- (i) a vessel not under command; and
- (ii) a vessel restricted in her ability to maneuver.

(d) A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, she shall comply with the Rules of this Part.

—INTERNATIONAL—
Steering and Sailing Rules

RULE 18
Responsibilities Between Vessels
Except where Rules 9, 10 and 13 otherwise require:

(a) A power-driven vessel underway shall keep out of the way of:

- (i) a vessel not under command;
- (ii) a vessel restricted in her ability to maneuver;
- (iii) a vessel engaged in fishing;
- (iv) a sailing vessel.

(b) A sailing vessel underway shall keep out of the way of:

- (i) a vessel not under command;
- (ii) a vessel restricted in her ability to maneuver;
- (iii) a vessel engaged in fishing.

(c) A vessel engaged in fishing when underway shall, so far as possible, keep out of the way of:

- (i) a vessel not under command;
- (ii) a vessel restricted in her ability to maneuver.

(d)

- (i) Any vessel other than a vessel not under command or a vessel restricted in her ability to maneuver shall, if the circumstances of the case admit, avoid impeding the safe passage of a vessel constrained by her draft, exhibiting the signals in Rule 28.
- (ii) A vessel constrained by her draft shall navigate with particular caution having full regard to her special condition.

(e) A seaplane on the water shall, in general, keep well clear of all vessels

(b) A sailing vessel underway shall keep out of the way of:

- (i) a vessel not under command;**
- (ii) a vessel restricted in her ability to maneuver;**
- (iii) a vessel engaged in fishing.**

35

34

GOLD SPONSORS



SILVER



BRONZE



LONE STAR HARBOR SAFETY COMMITTEE

Sharing Our Bay...

*“What the Commercial Marine Industry Wants Boaters To Know **Rule 9** of the Unified or Inland Navigation Rules forbids recreational craft (including sailboats) from impeding the transit of vessels that are restricted to a narrow channel. This rule is for your protection and safety. The obligation is on the small boat operator to stay clear of draft-restricted commercial vessels. **This is the LAW. Violators can be assessed a maximum civil penalty of up to \$5000 by the USCG.**”*

SILVER



Kevin E. Severance
Insurance Agency

"Discover the Difference"



BRONZE



GOLD SPONSORS



What defines a NARROW CHANNEL ?

Assume you are in a narrow channel if you are in the:

- ICW
- Corpus Christi Ship Channel
- Houston Ship Channel

SILVER



BRONZE



GOLD SPONSORS



A Condition Of The Race

The Coast Guard - Governing Authority Over Marine Events

NOR – If the Race Committee receives a confirmed report from a disinterested party that a boat interfered with commercial traffic in violation of the I.R.P.C.A.S. while transiting to the race area, while racing, or while transiting to her mooring after finishing, the Race Committee will protest that boat and seek disqualification. ANY BOAT AND SKIPPER SO DISQUALIFIED WILL NOT BE ALLOWED TO ENTER ANY FUTURE HARVEST MOON REGATTA® or LAKEWOOD YACHT CLUB EVENT.

SILVER



BRONZE



GOLD SPONSORS



Common Sense

The Rule of Gross Tonnage



Sailboats average about 15 tons.
These ships are as large as 150,000 tons.

SILVER



Kevin E. Severance
Insurance Agency
"Discover the Difference"



BRONZE



GOLD SPONSORS





SILVER



BRONZE



GOLD SPONSORS





SILVER



BRONZE



GOLD SPONSORS





SILVER

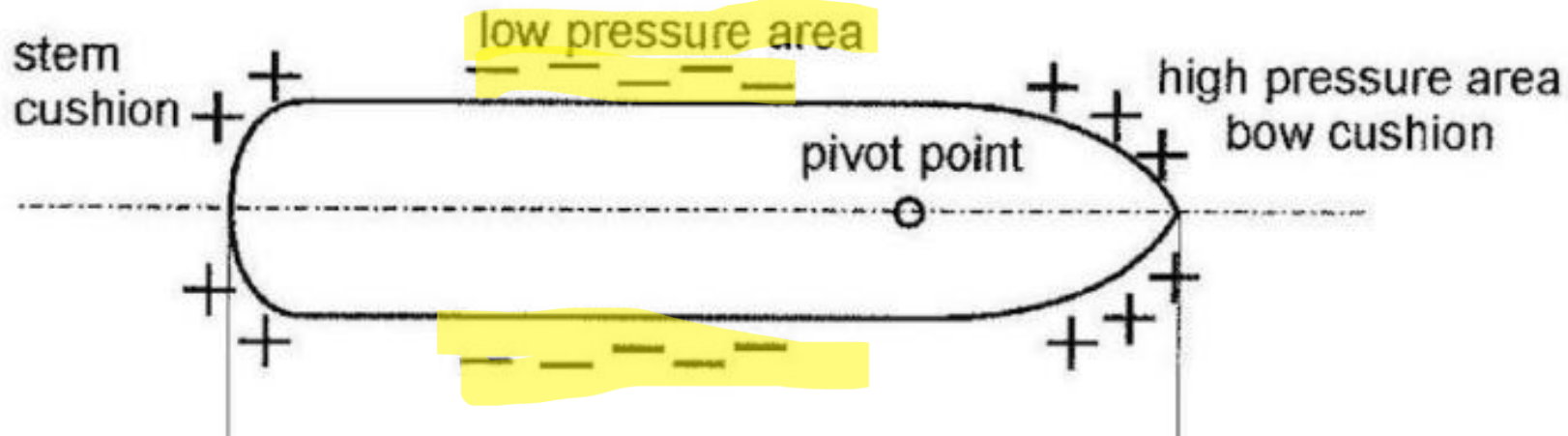


BRONZE



GOLD SPONSORS



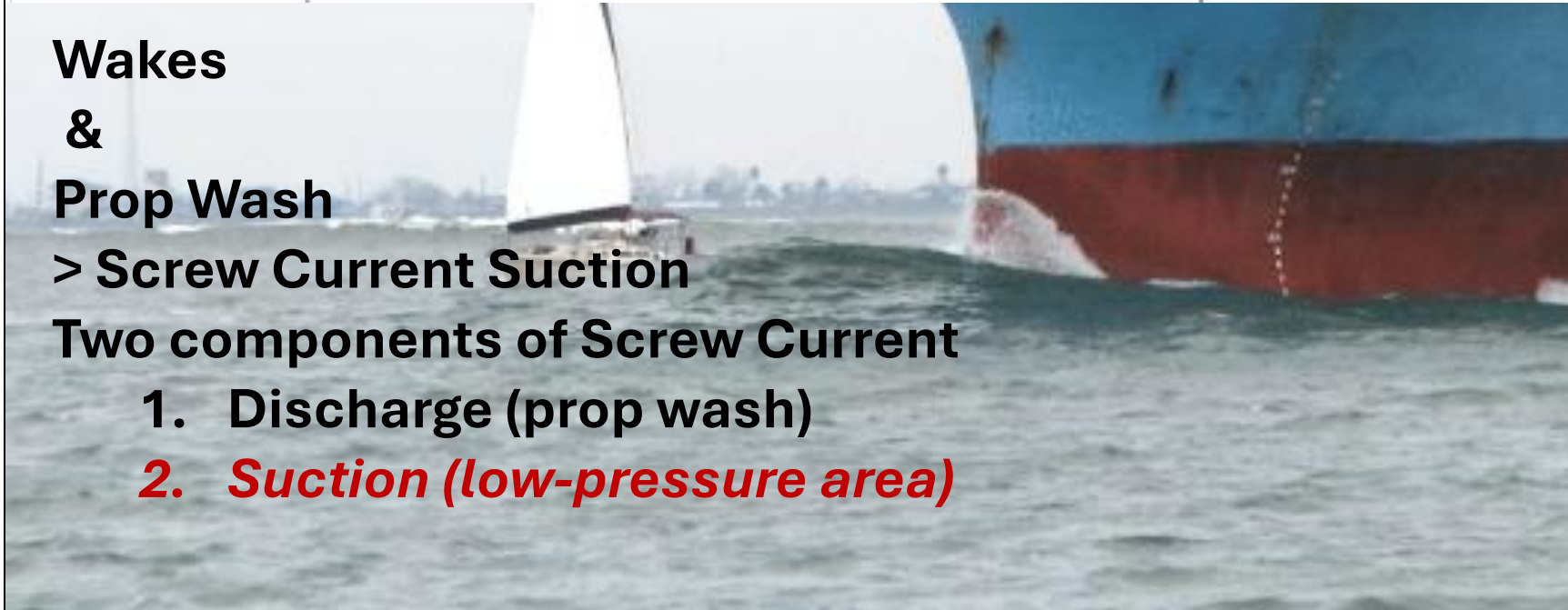


Wakes & Prop Wash

> Screw Current Suction

Two components of Screw Current

1. Discharge (prop wash)
2. *Suction (low-pressure area)*



SILVER



BRONZE



GOLD SPONSORS



COLREGS - Rule 8 - Action to Avoid Collision

(a) Any action taken to avoid collision shall be taken in accordance with Rules 4-19 and shall if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.

(b) Any alteration of course and/or speed to avoid collision shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar; a succession of small alterations of course and/or speed should be avoided.

(c) If there is sufficient sea room, alteration of course alone may be the most effective action to avoid a close-quarters situation provided that it is made in good time, is substantial and does not result in another close-quarters situation.

(d) Action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance. The effectiveness of the action shall be carefully checked until the other vessel is finally past and clear.



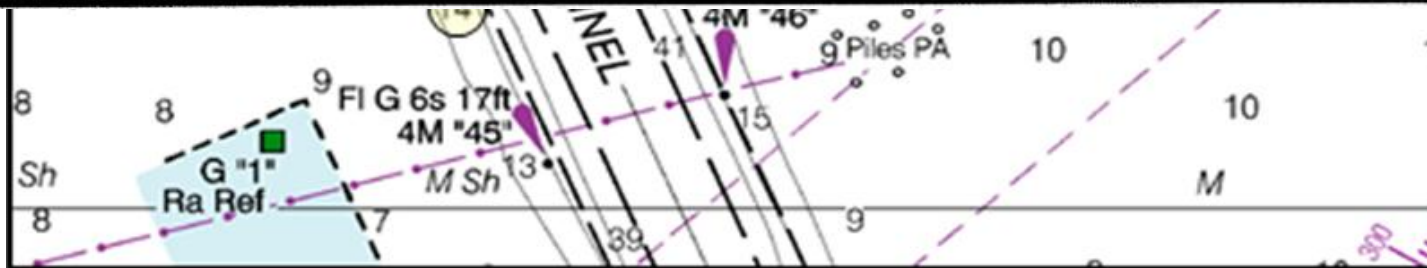
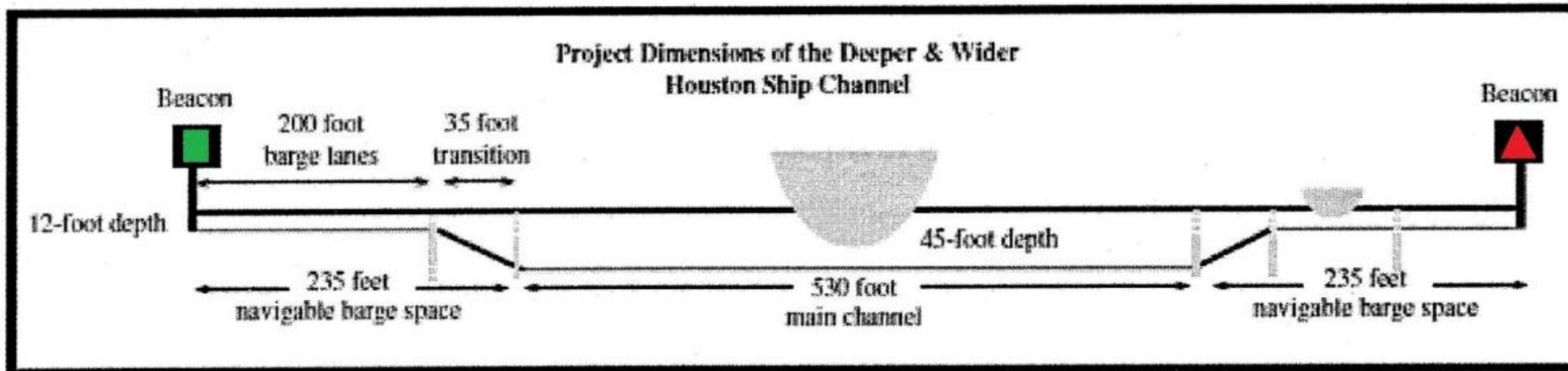
BRONZE



GOLD SPONSORS



Houston Ship Channel



SILVER



BRONZE



GOLD SPONSORS



HSC Dredging

Dredge C R McCaskill

C R MCCASKILL
Dredging or UW ops

Details Track Add Photo Add to fleet

Destination not available
ETA: -

Speed:	Course:	Draught:
0.0 kn	273.1°	-

Status: Under way
Last report: Sep 11, 2024 17:01 UTC

Bayport, United States (USA)
ATD: Jul 31, 19:23 UTC (42 days ago)

PORT CALLS

WEATHER

VESSEL PARTICULARS

Gross Tonnage:	Built:	IMO:
-	-	-
Deadweight:	Size:	MMSI:
-	70 / 19m	367529860

SILVER



BRONZE

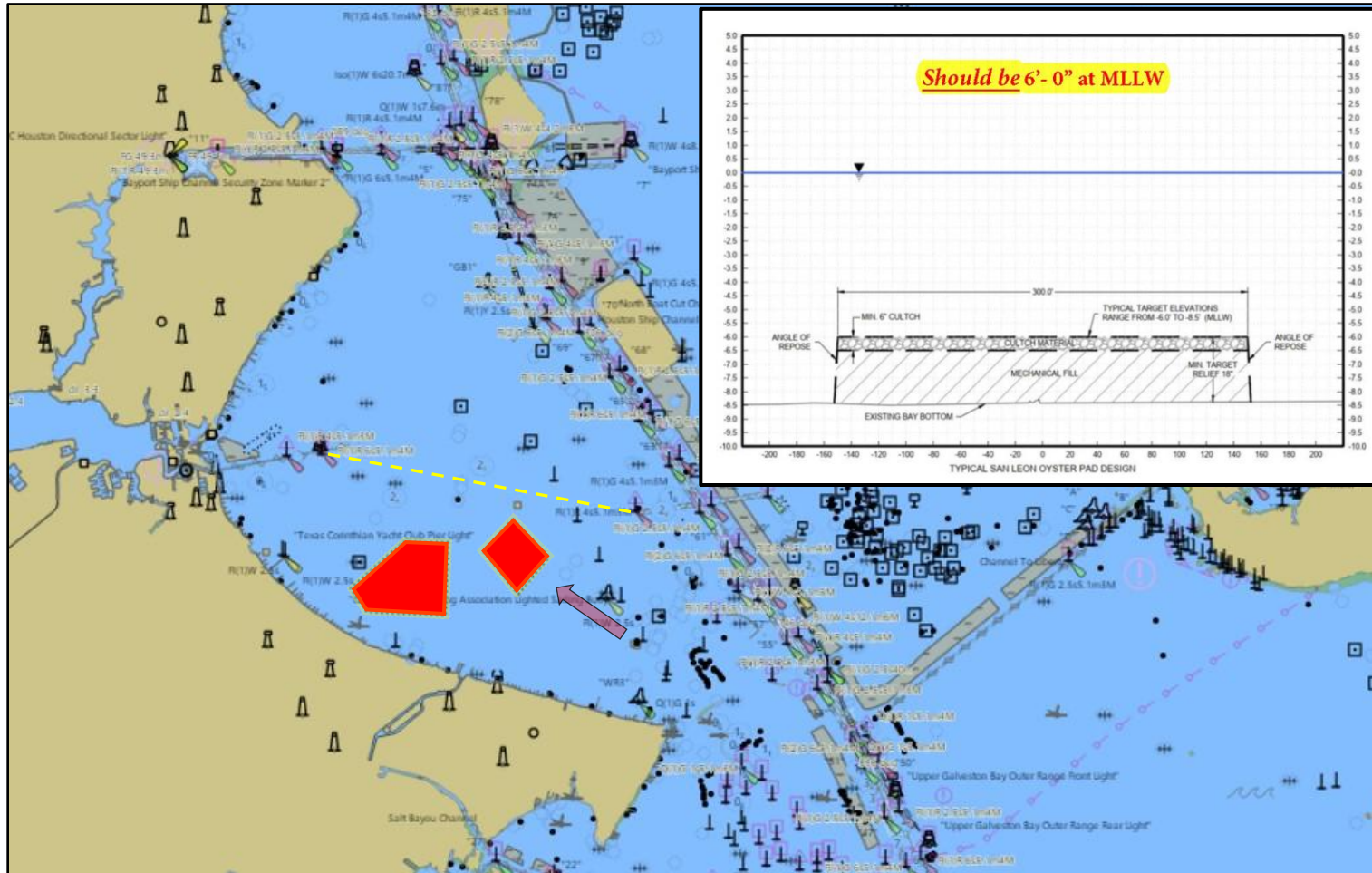


GOLD SPONSORS



Houston Ship Channel

New Oyster Reefs



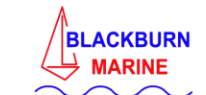
SILVER



BRONZE



GOLD SPONSORS



Safely Navigating Offshore



SILVER



Faron Daigle
Real Estate Broker

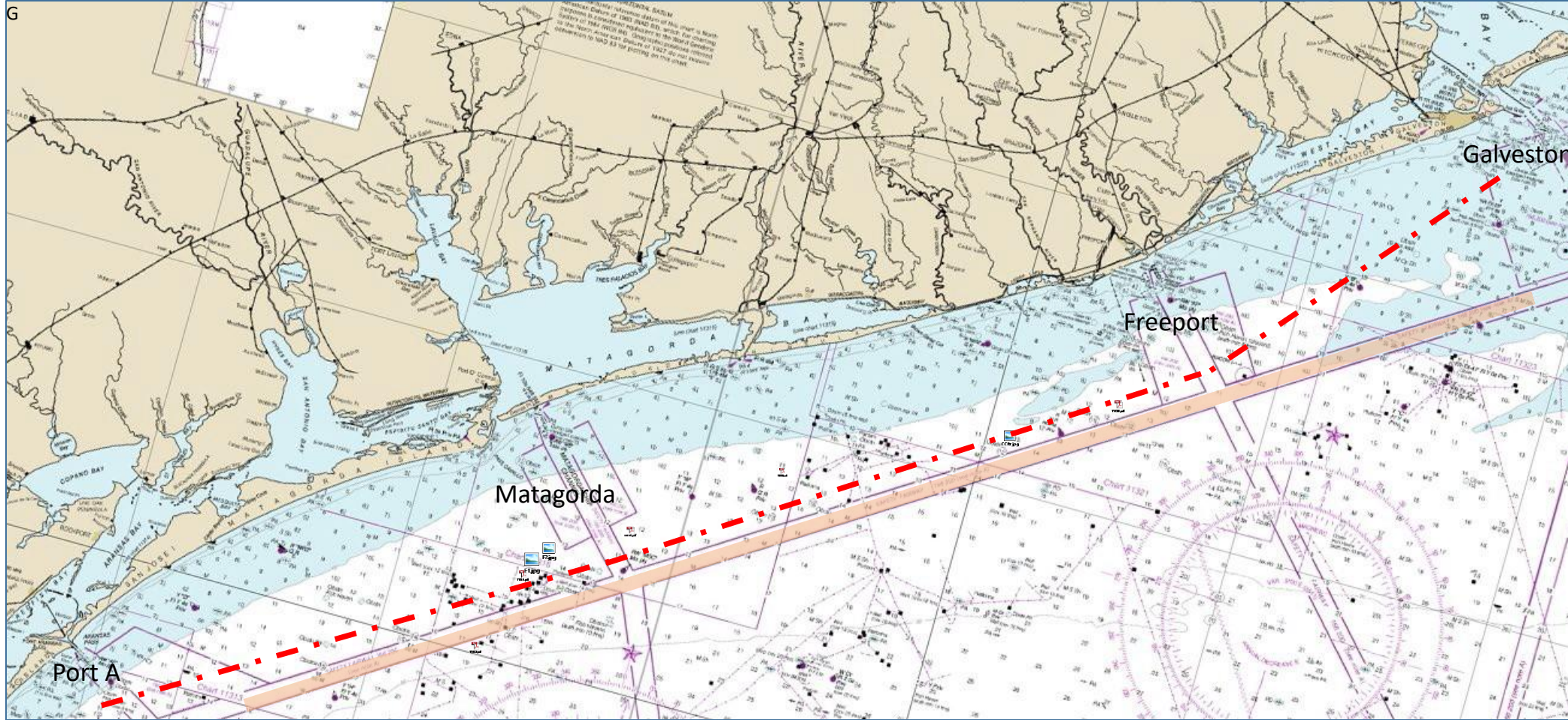
BRONZE



GOLD SPONSORS



THE RACE COURSE



SILVER



BRONZE



GOLD SPONSORS



Rigs



SILVER



BRONZE



GOLD SPONSORS



Shrimp Boats

SILVER



BRONZE



• Shrimp Boats Trawling

S.I.- 1.12 Operating at night: The rules of Part 2 of the R.R.S. are replaced by the International Regulations for Preventing Collisions at Sea (I.R.P.C.A.S.) between sunset and sunrise.

COLREGS - Rule 18 - Responsibilities Between Vessels:

- (b) A sailing vessel underway shall keep out of the way of:
 - (i) a vessel not under command;
 - (ii) a vessel restricted in her ability to maneuver;
 - (iii) a vessel engaged in fishing.

GOLD SPONSORS



Daytime



SILVER



BRONZE



GOLD SPONSORS



Offshore at Night



SILVER



BRONZE



GOLD SPONSORS



Offshore at Night



SILVER



BRONZE



GOLD SPONSORS



Offshore at Night



SILVER



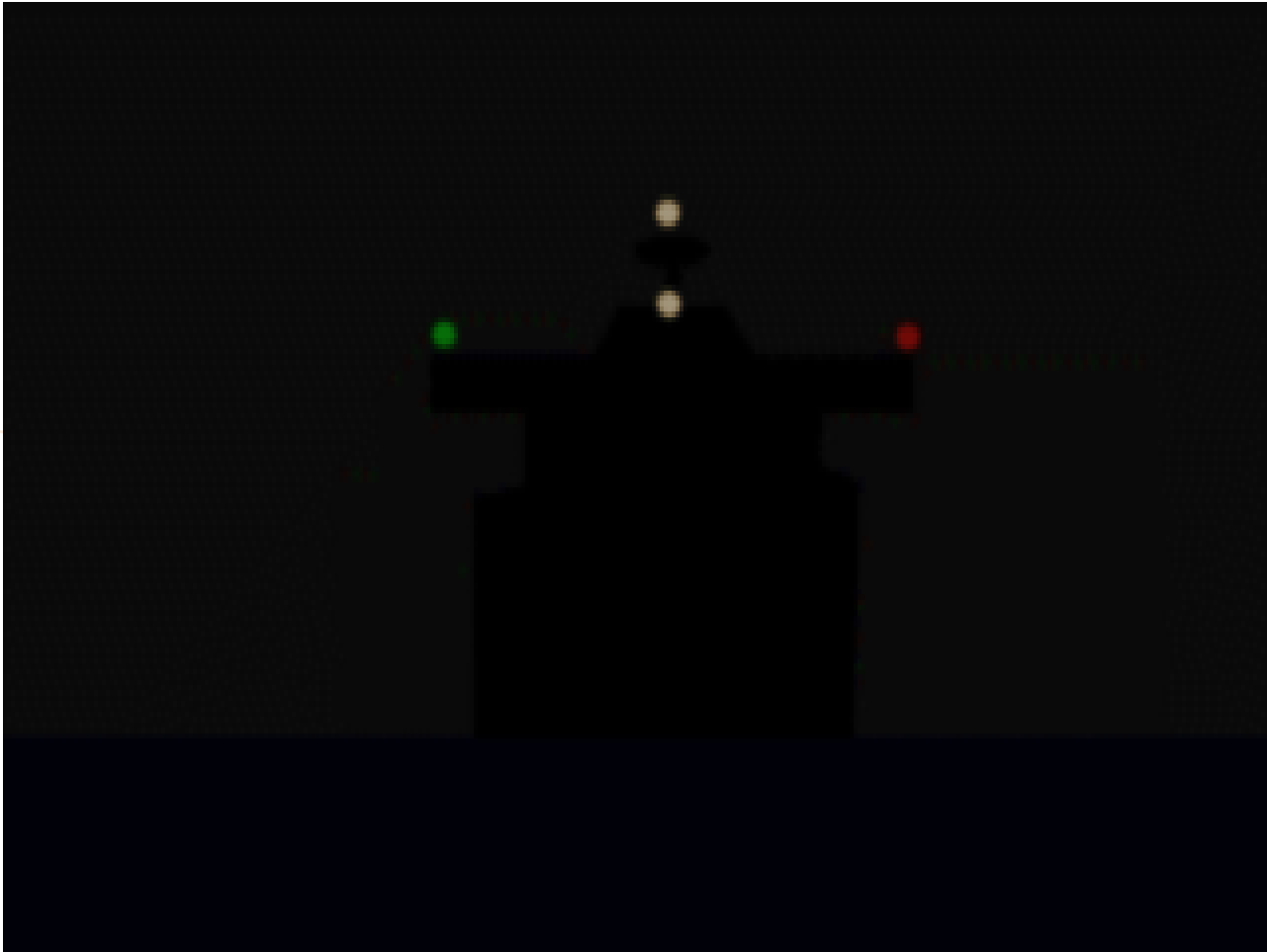
BRONZE



GOLD SPONSORS



Offshore at Night



SILVER



BRONZE

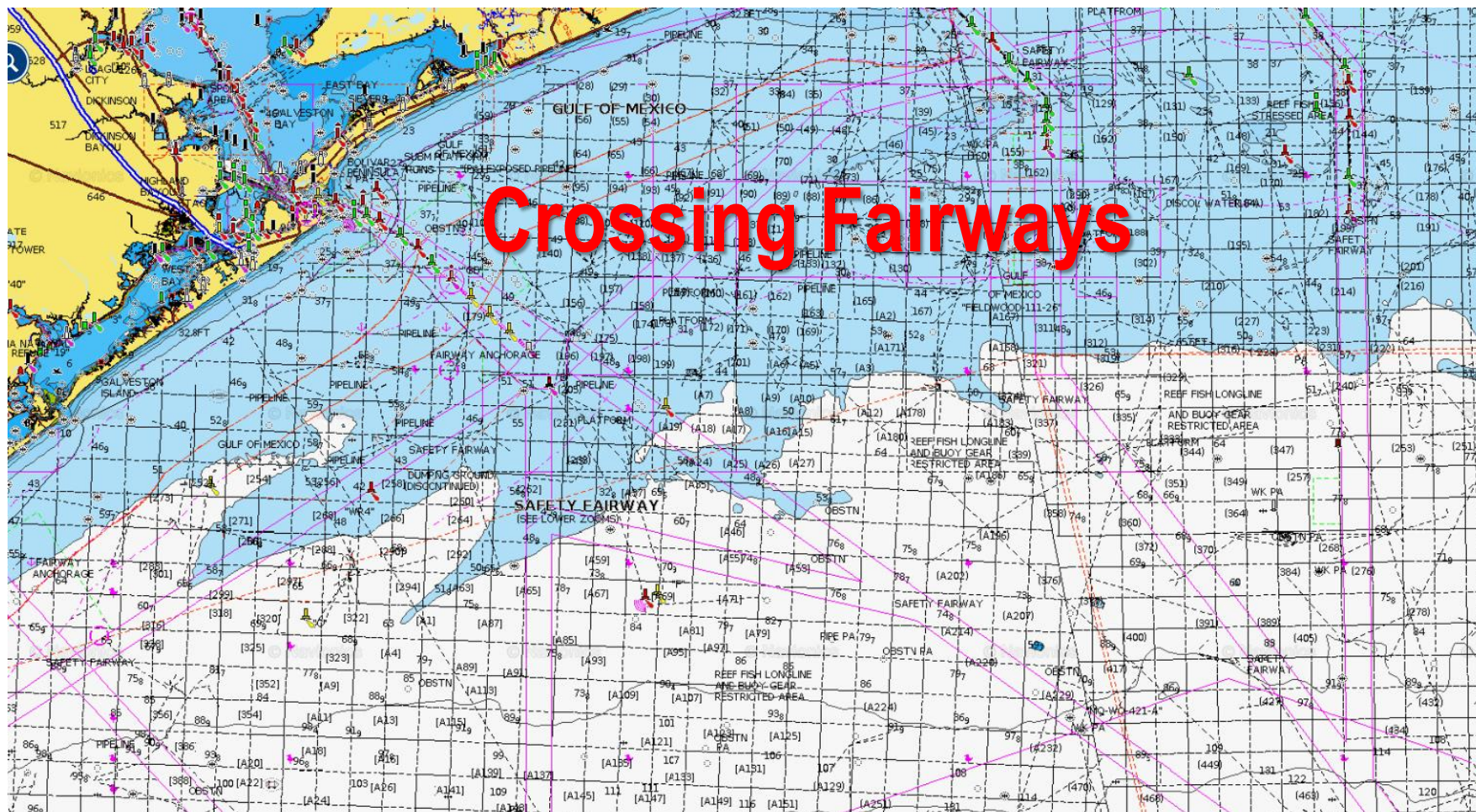


GOLD SPONSORS



SAFETY FAIRWAYS

Chart View



SILVER



BRONZE

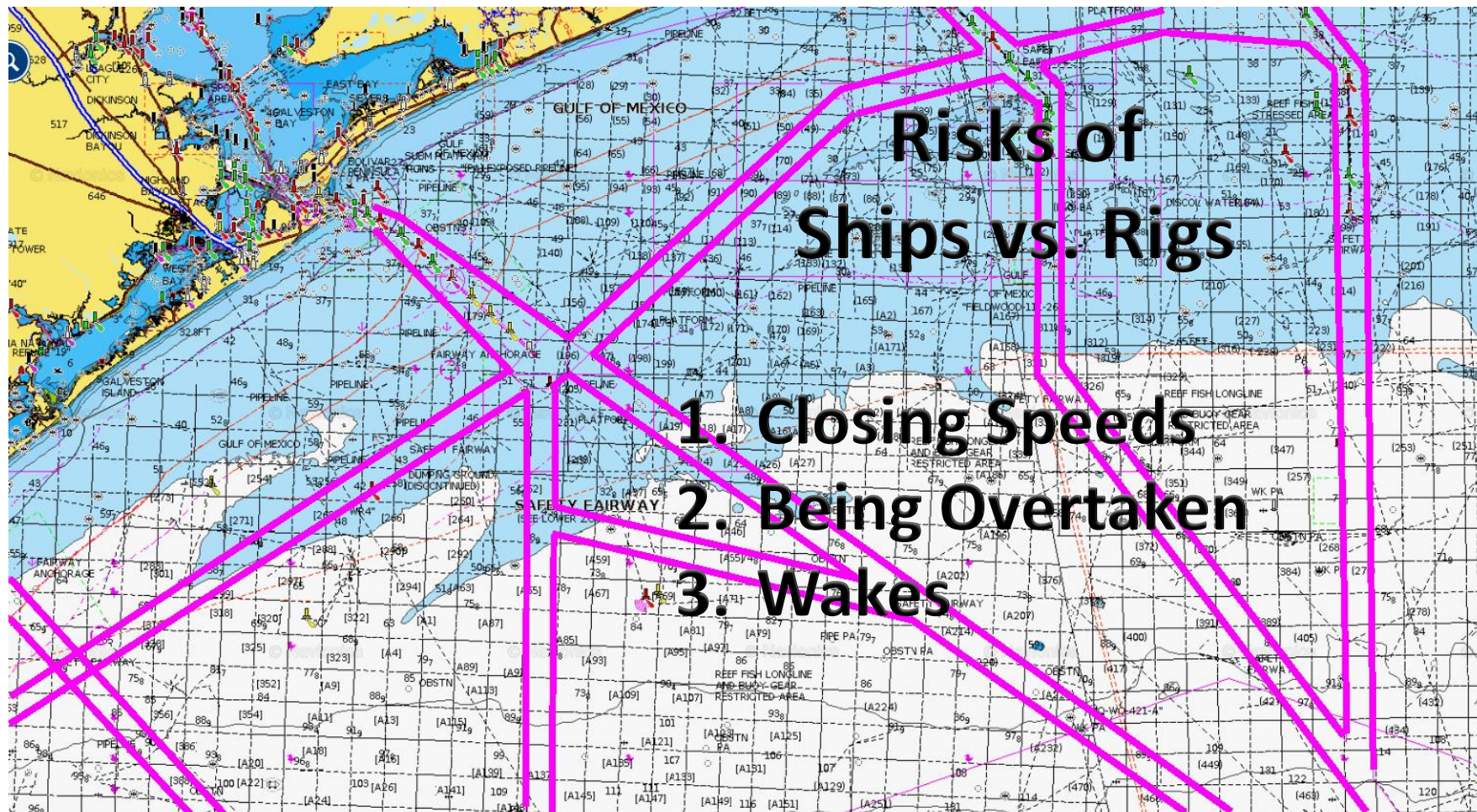


GOLD SPONSORS



SAFETY FAIRWAYS

Highlighted View



SILVER



BRONZE



Places to Abandon the Race

SILVER

Hayes Rigging

BroCoTec
Your IT Partner

Pelican
Insurance Agency

THE INSURANCE NAVIGATORS
Kevin E. Severance
Insurance Agency
"Discover the Difference"

Faron Daigle
Real Estate Broker

BRONZE

MARINA BAY HARBOR
MARINA

LITTLE YACHT SALES
LYS

MARINE MAX

SEA LAKE
YACHTS

BLACKBURN
MARINE

GOLD SPONSORS

BAY ACCESS
SAILING FOUNDATION

SEABROOK

ENCORE
DREDGING PARTNERS

BACARDÍ

Parkway

BLACKBURN
MARINE

Safe Places to Get Inshore

By Distance From the Start

1. 34nm – Freeport Jetties
2. 96nm – Matagorda Jetties (Port O'Connor)
 - 62nm from Freeport
3. 147nm - Port Aransas Jetties
 - 51nm from Matagorda

SILVER



BRONZE



GOLD SPONSORS



- Never more that about 30nm from a place to get inshore.
- These are all well lighted and navigable at night.
- Remember the closest place may be behind you.
- Sailing conditions should play a bigger part in your decision than distance.
- Watch your depth – Important navigational tool.

GOLD SPONSORS



SILVER



BRONZE



FREEPORT ENTRY



SILVER



BRONZE



GOLD SPONSORS



FREEPORT ENTRY



SILVER



BRONZE

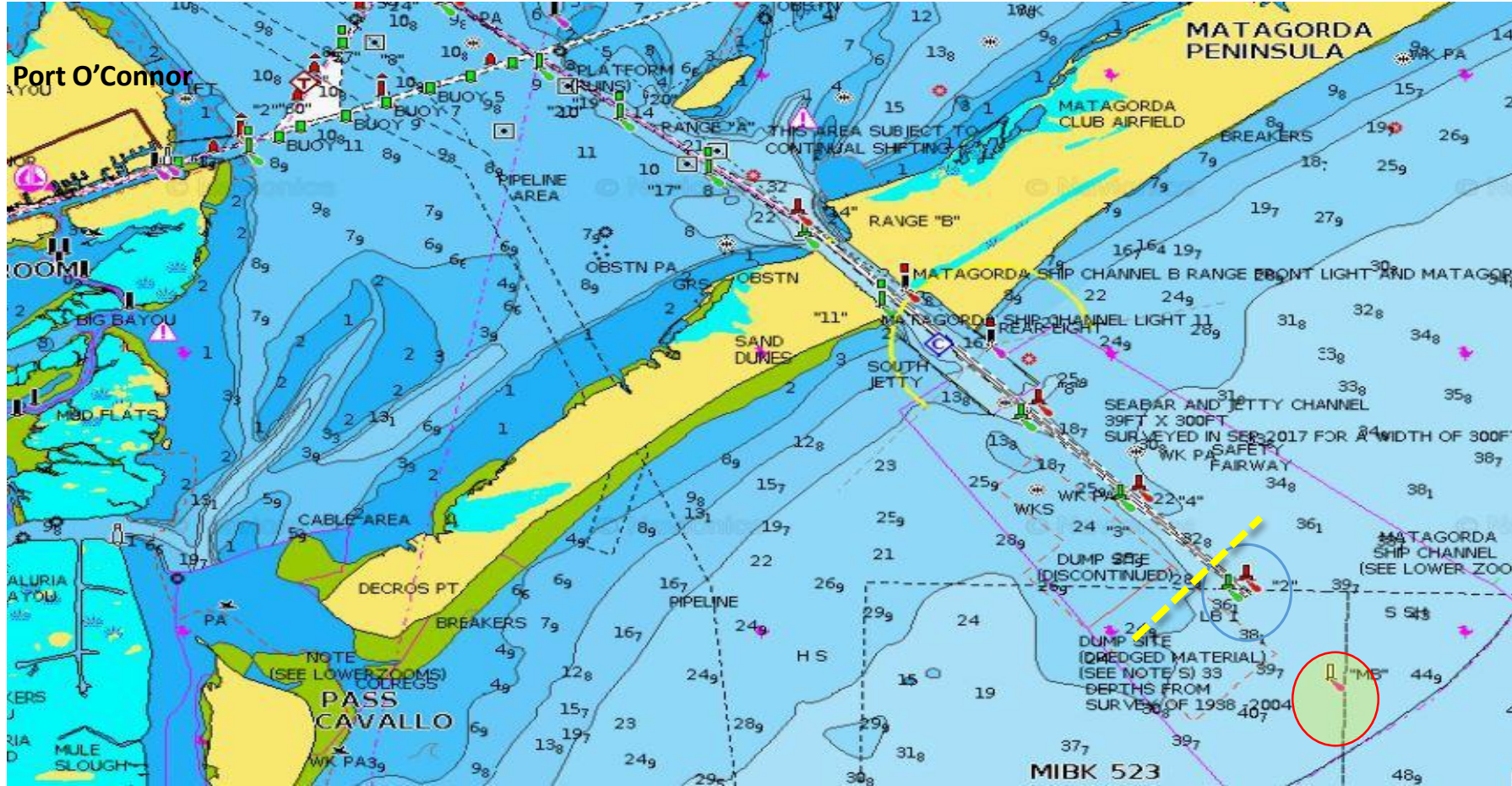


GOLD SPONSORS



MATAGORDA ENTRY

Chart View



SILVER



BRONZE



GOLD SPONSORS



Matagorda Jetty's



SILVER



BRONZE

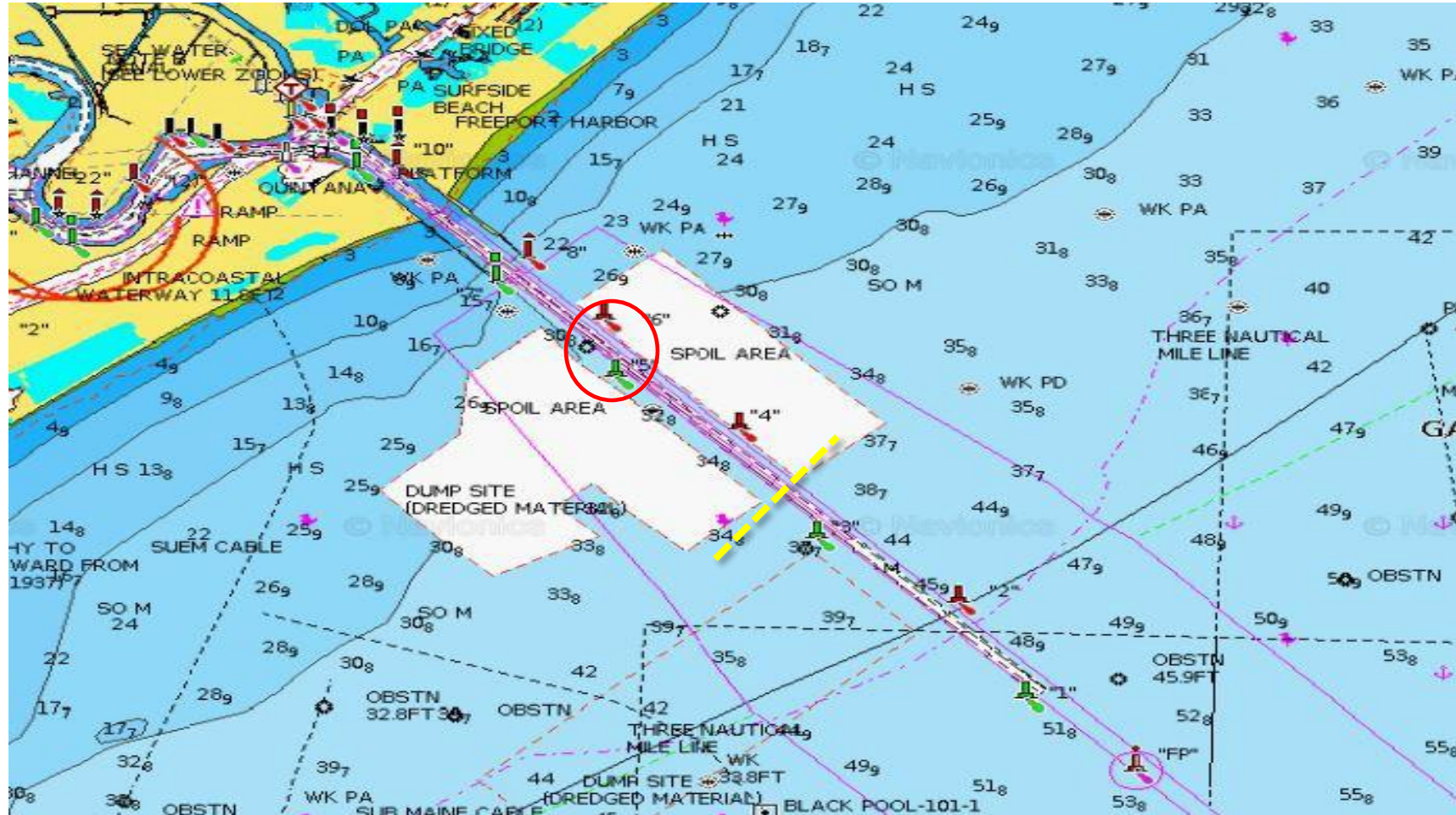


GOLD SPONSORS



PORT ARANSAS ENTRY

Chart View



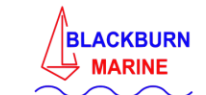
SILVER



BRONZE



GOLD SPONSORS



PORT ARANSAS ENTRY



SILVER



BRONZE



GOLD SPONSORS



Port A. - Commercial Traffic

- For pilots on large, deep-draft, wide-body tankers, the primary concern is being properly positioned to make a controlled turn at the intersection. This is required to counter the effects of the flood and ebb tides which can be as strong as 3 knots along with the wind effect.
- The ships need the centerline of the channel to successfully meet and pass, so the best location for a sailing vessel in a traffic situation is to be well on the Green or Red side of the channel.



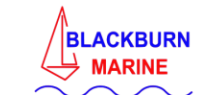
SILVER



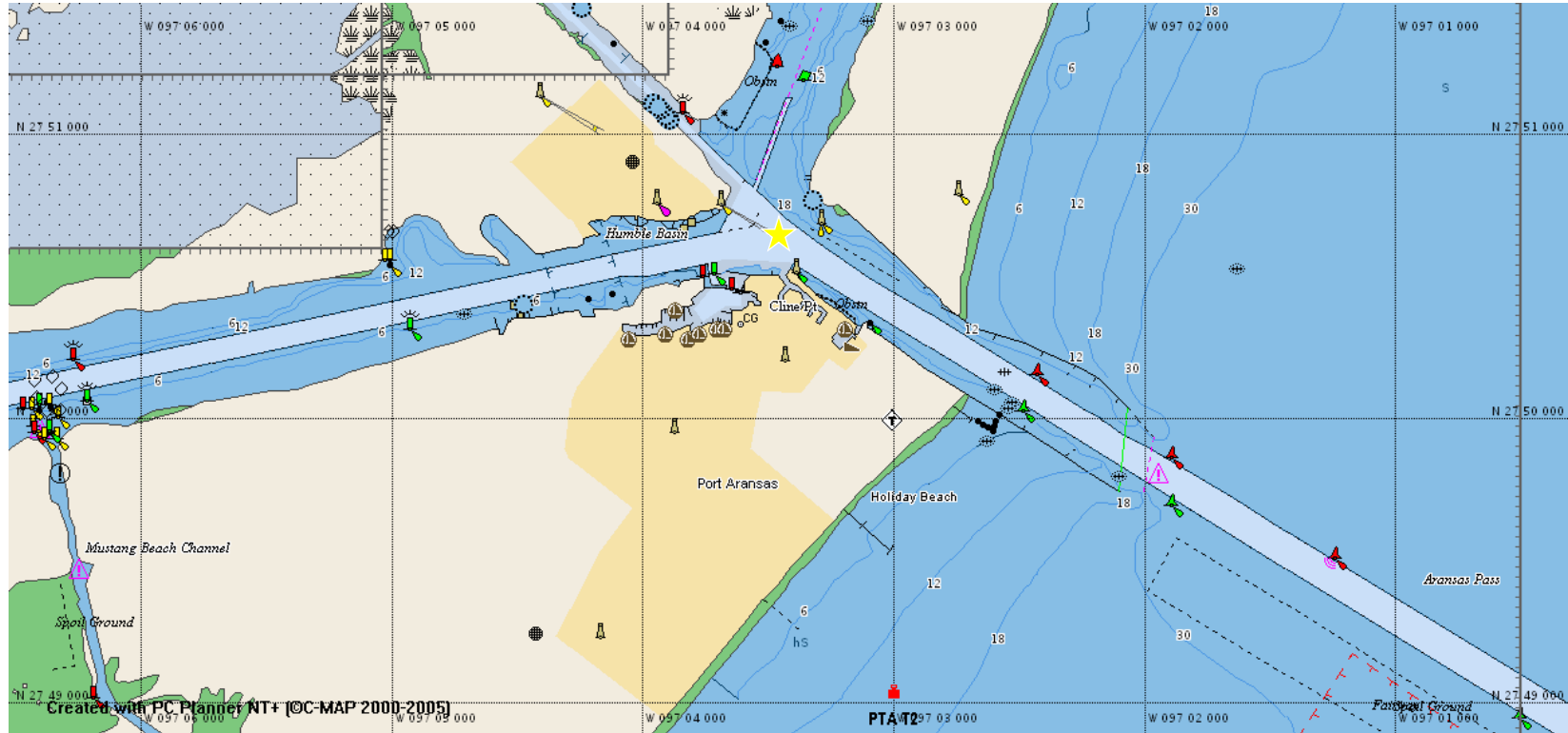
BRONZE



GOLD SPONSORS



Ship Traffic and the “Harbor Island Intersection”



SILVER



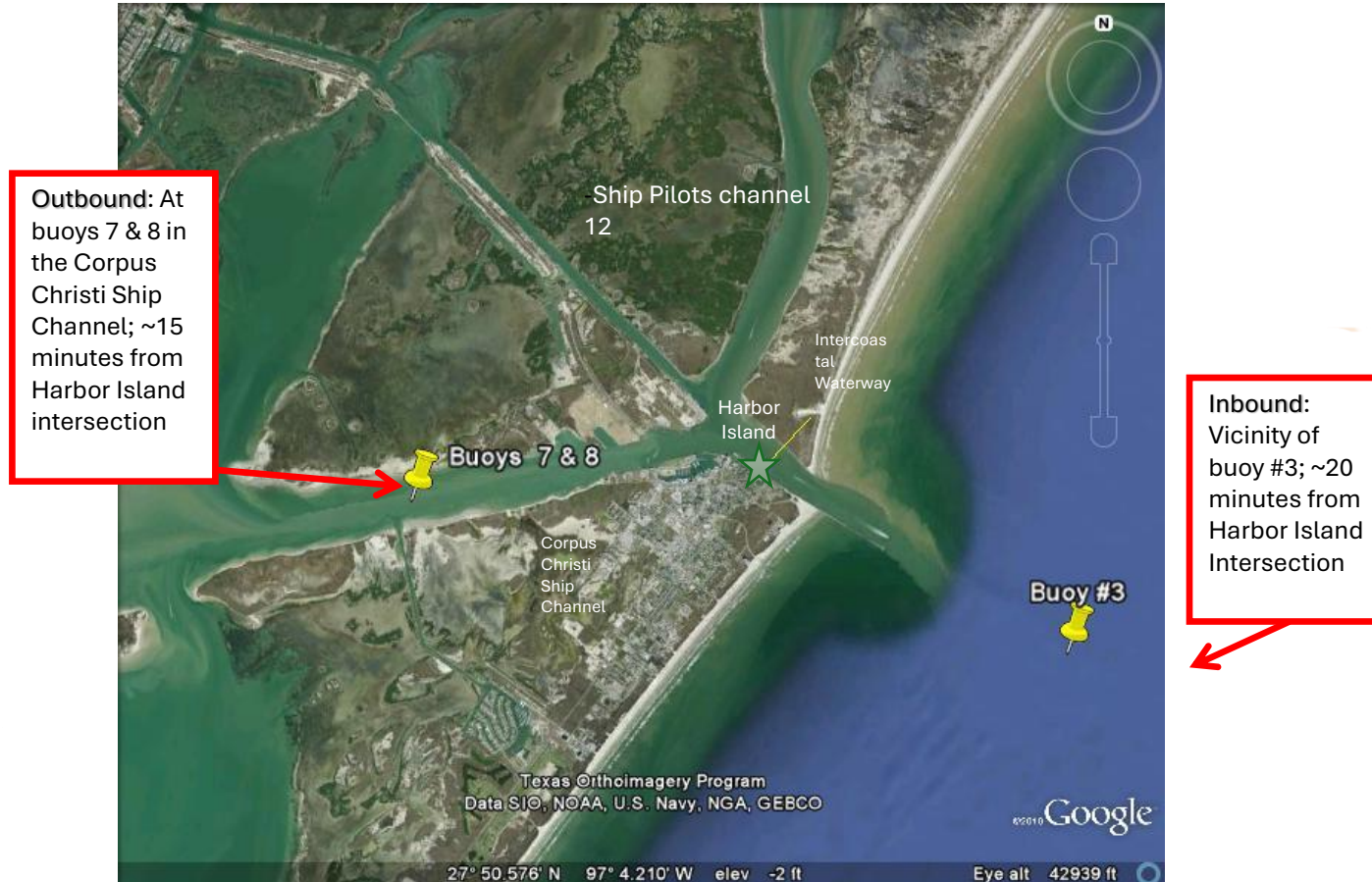
BRONZE



GOLD SPONSORS



Security Notification Calls From Pilots



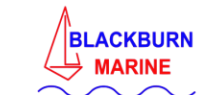
SILVER



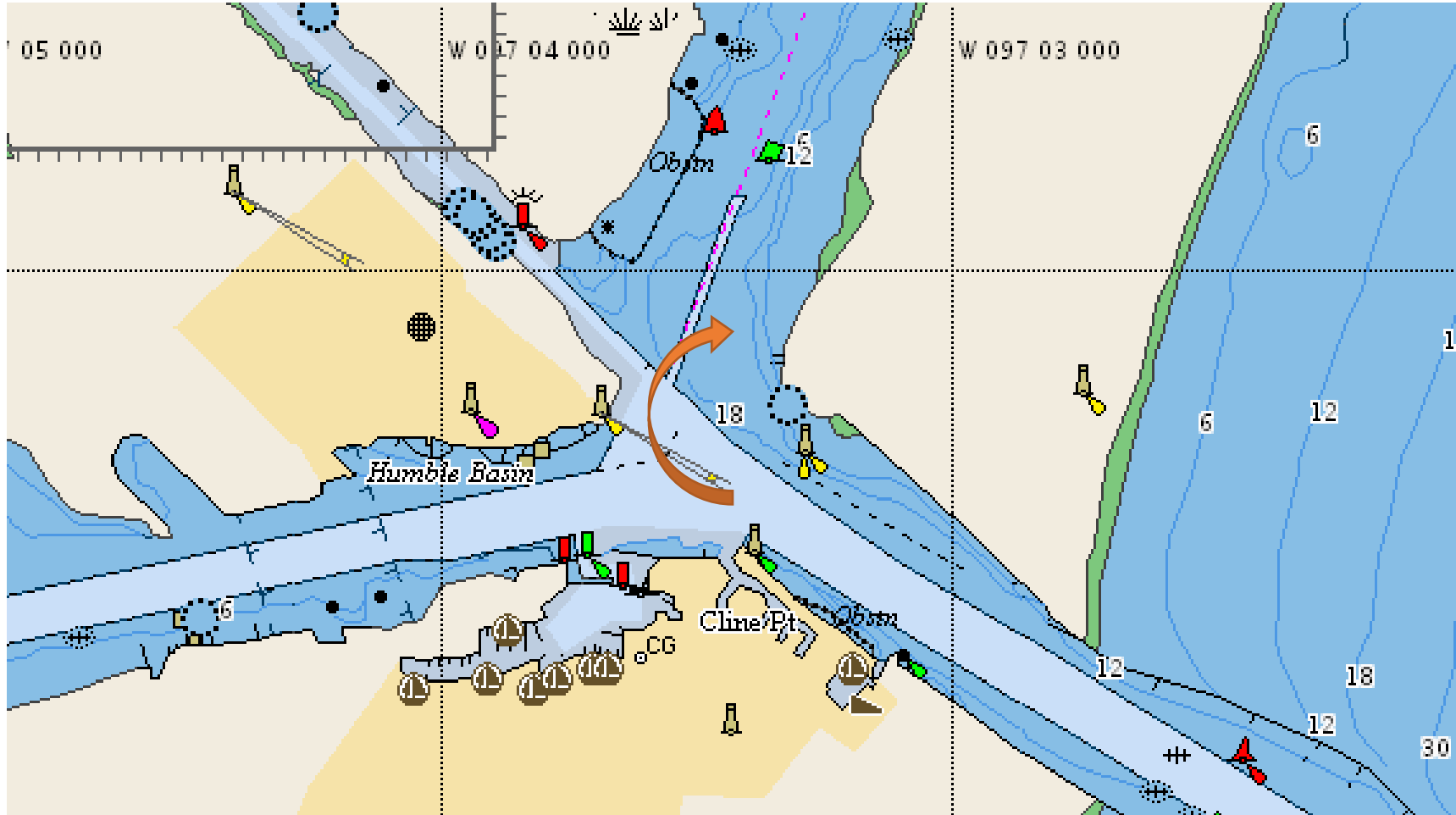
BRONZE



GOLD SPONSORS



Last.....



SILVER



BRONZE



GOLD SPONSORS



Docking in Port Aransas

City Marina is Very Full & Construction is Complete.

1. Approximately 100 yards from the Marina entrance hail the Harbor Master on Channel 73 for dock and slip assignment..
2. They will ask the name of your boat, your length, and your draft.
3. Docking assignments will be on a first-come basis based on your boat.
4. Boats must be prepared to raft up against other boats.
5. Have your fenders on the starboard side and your dock lines out & ready.
6. There will be volunteers from the committee to help you tie up.
7. Follow the instructions of the Docking Committee Members.

SILVER



BRONZE



GOLD SPONSORS



SILVER



BRONZE



GOLD SPONSORS



Docking Committee

Be patient with these guys.....

They are volunteers there to help you!

SILVER



BRONZE



GOLD SPONSORS





The Trip Home

SILVER

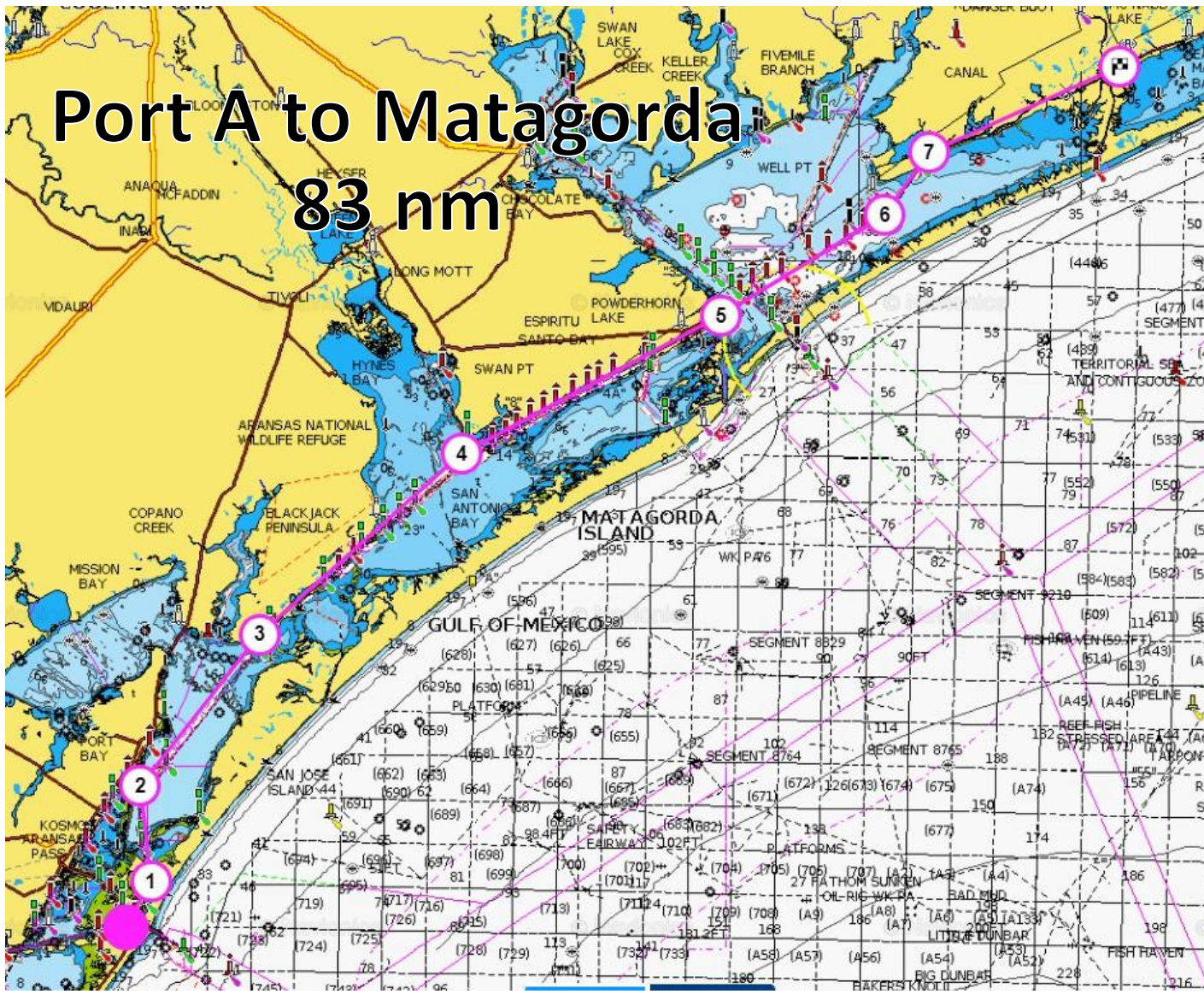


BRONZE



GOLD SPONSORS





Port A to Matagorda

83 nm

SILVER



BRONZE



GOLD SPONSORS





Matagorda Marina

Restaurant

Transient Slips

SILVER



BRONZE

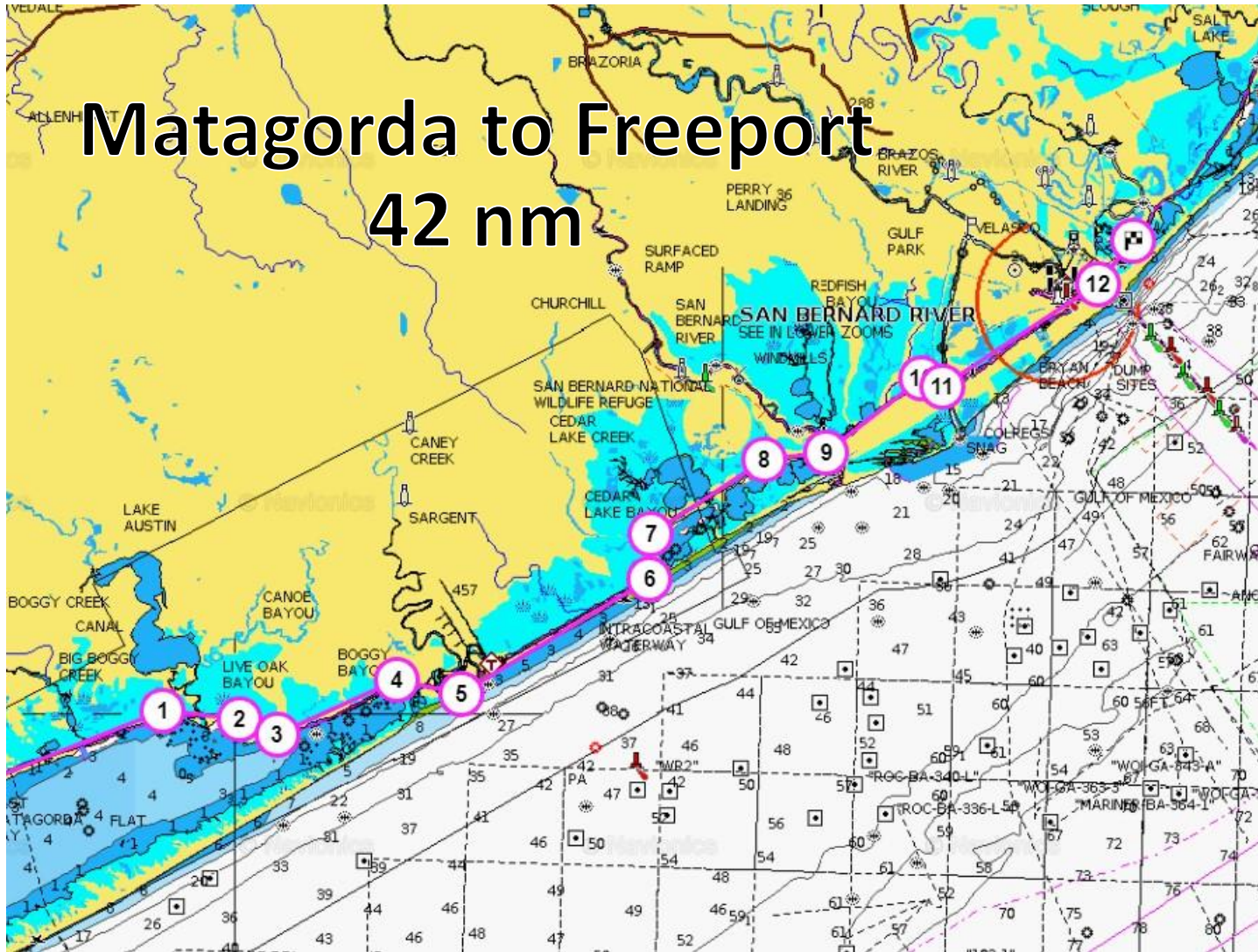


GOLD SPONSORS



SM 440





Matagorda to Freeport 42 nm

SILVER



BRONZE



GOLD SPONSORS



SILVER

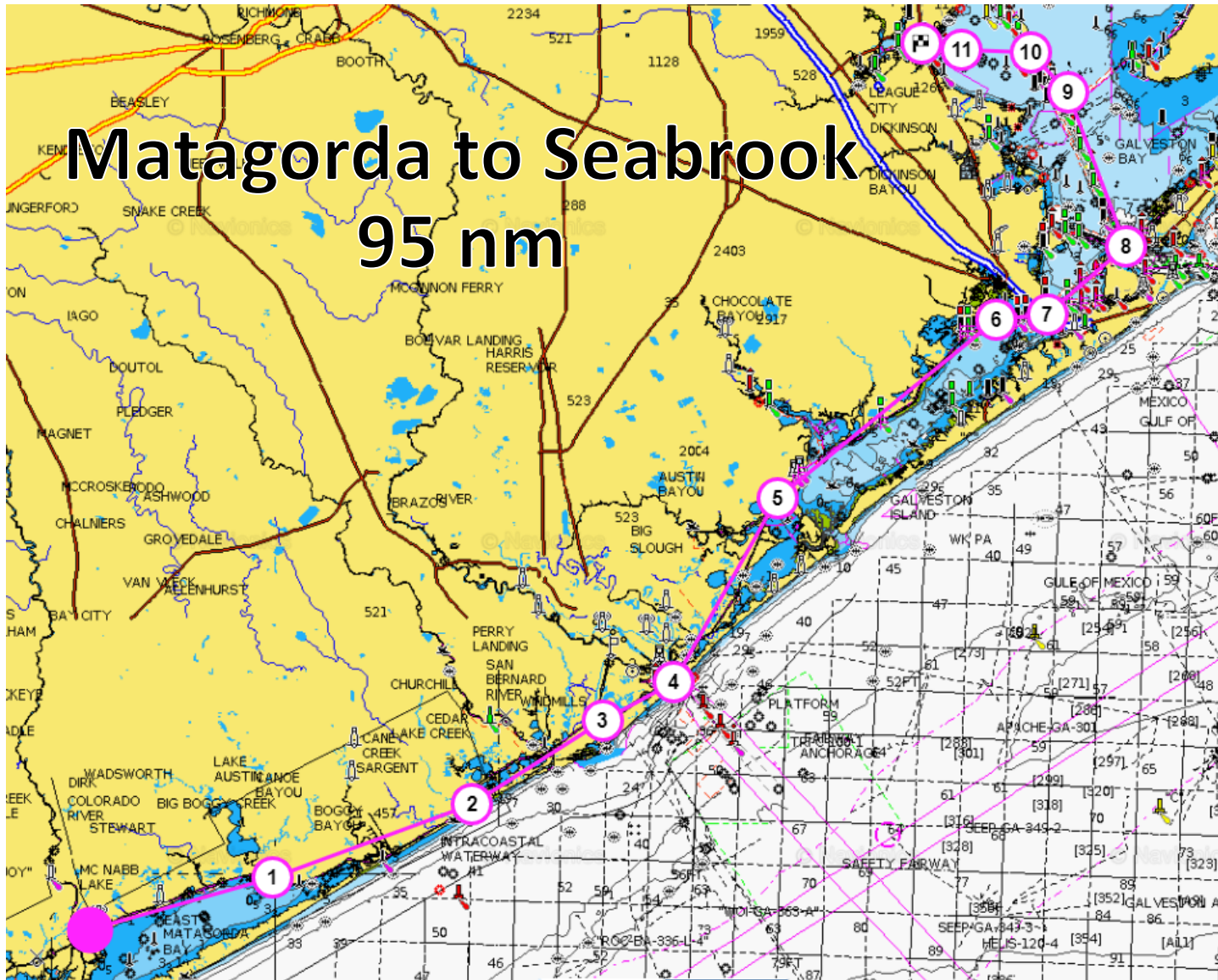


BRONZE



GOLD SPONSORS





SILVER

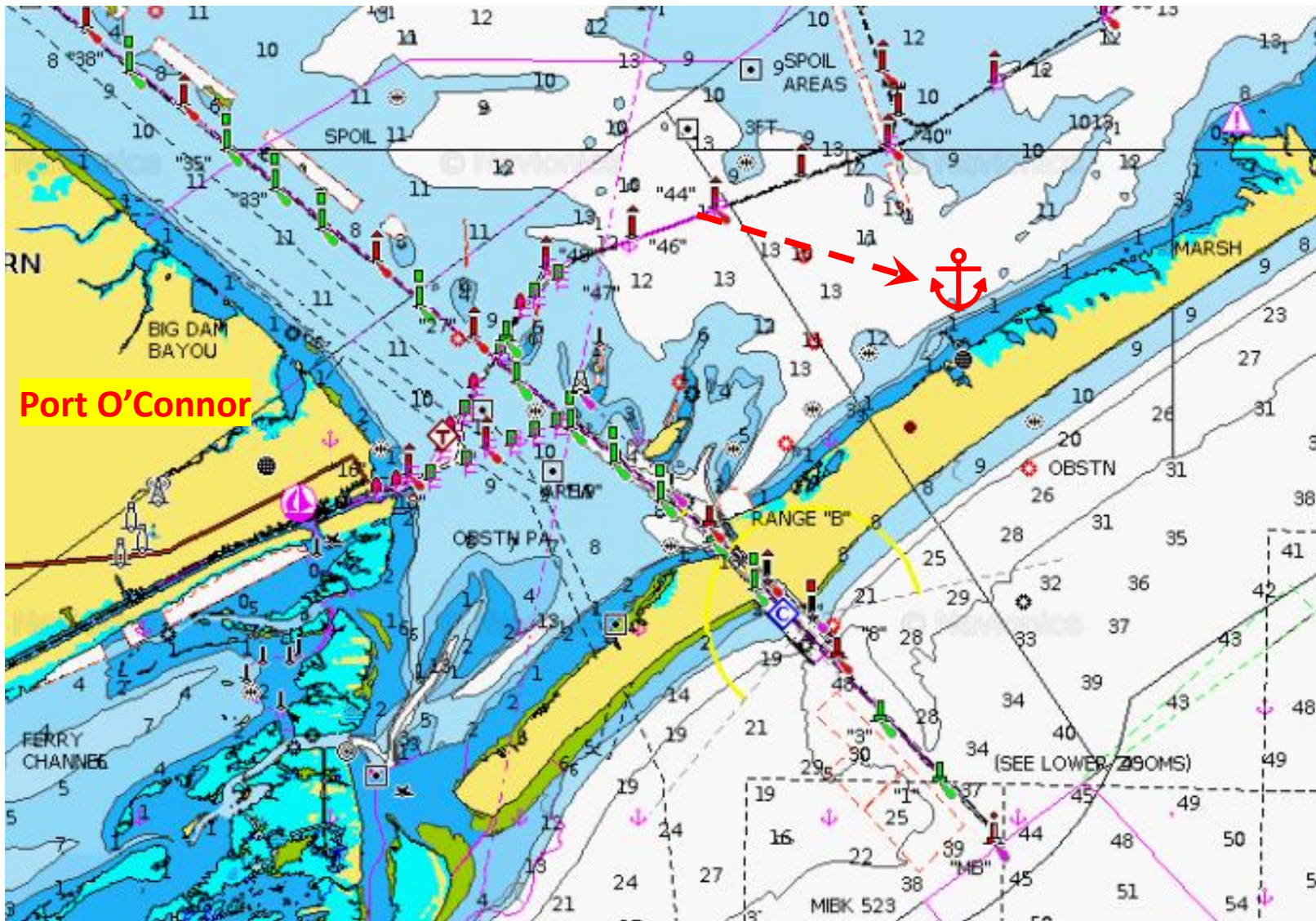


BRONZE



GOLD SPONSORS





SILVER



BRONZE



GOLD SPONSORS



SILVER



BRONZE



Safely Navigating the ICW As A Small Vessel

Captain Chris Holley

Master 1600 Ton, Towing Unlimited, 3m Unlimited

GOLD SPONSORS



Who I Am

- ▶ My qualifications
 - ▶ Sailed since 1998 starting on dinghys
 - ▶ Sea Scouts
 - ▶ Texas A&M Galveston
 - ▶ 3Mate Unlimited tonnage, 100 Ton Master
 - ▶ Maritime Transportation B.S.
 - ▶ Tug Captain with Kirby since 2008
 - ▶ 1600 Ton Inland Master, Master Towing Unlimited (Inland, Great Lakes, Western Rivers)

SILVER

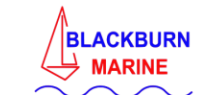
Hayes Rigging



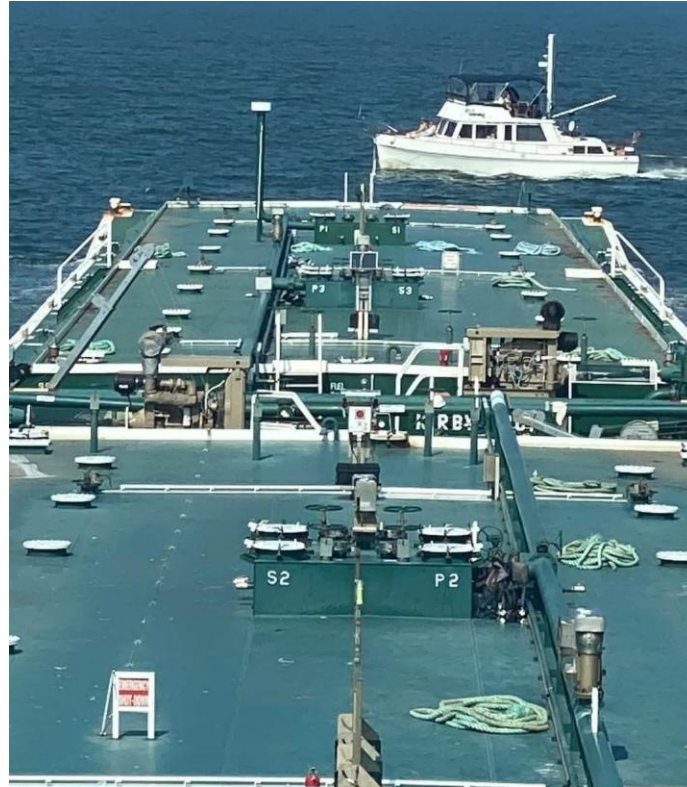
BRONZE



GOLD SPONSORS



This is Dave, Don't be Dave



GOLD SPONSORS

BAY ACCESS
SAILING FOUNDATION



SILVER



Kevin E. Severance
Insurance Agency

"Discover the Difference"

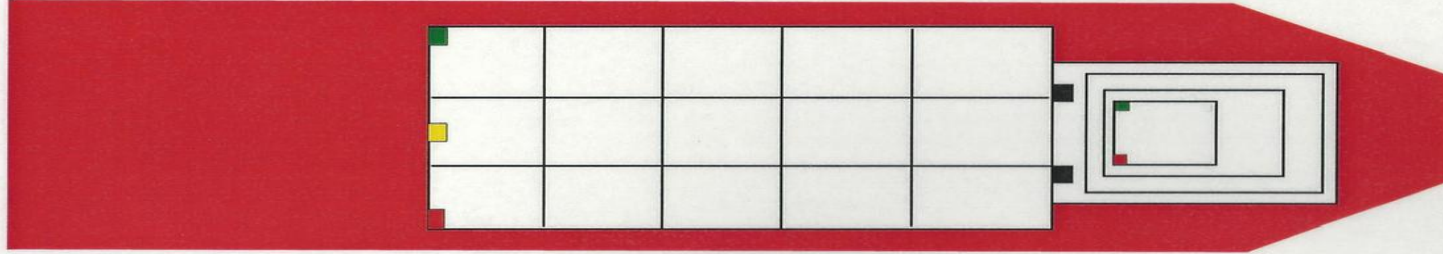


BRONZE

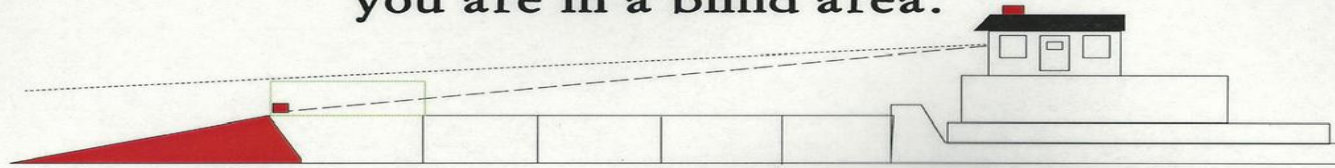


The Blind Spots

RED AREAS SHOW THE BLIND SPOTS
THAT EXIST AROUND BARGES AND TOWS



If you cannot see the Pilot House windows,
you are in a blind area.



BLIND AREA AHEAD OF BARGES

GOLD SPONSORS

BAY ACCESS
SAILING FOUNDATION



SILVER



BRONZE



Rules of the Road

- ▶ 9 (b) A vessel of less than 20 METERS IN LENGTH or a SAILING VESSEL shall not impede the passage of a vessel
 - ◁ which ▷ ◁◁ that ▷▷ can safely navigate only within a narrow channel or fairway.
- ▶ (g) Any vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.
- ▶ Long story short, Keep clear in the ditch or channels.

GOLD SPONSORS

How does this apply?

- ▶ The tug and barge is a very large vessel
 - ▶ Each barge can weigh over 3000 tons
- ▶ This all means that we don't stop quickly, generally count two tow lengths to stop.
- ▶ Fiberglass is a lot weaker than a steel barge. Don't let the look of the barge fool you, an empty barge (lots out of the water) only drafts 2 feet, a loaded barge is 10 feet draft. We normally want you to windward.

GOLD SPONSORS

Watching The Radio

- ▶ Every commercial vessel on the water is required to have and monitor a radio at all times.
 - ▶ Recreational vessels are not held to this requirement, but it is a best practice.
- ▶ What channels to monitor along the way
 - ▶ Corpus Harbor Master – 12
 - ▶ Watches for the CC Ship Channel to Lydia Ann Channel
 - ▶ Corpus to Pelican Cut – 16
 - ▶ The whole waterway watches 16 and transfers to a working channel for conversation, however passing arrangements can quickly be made here
 - ▶ VTS Houston 05, 11, 12, 21a
 - ▶ Lowe bay will watch 12, and can be periodically checked for traffic updates.
 - ▶ Houston Ship Channel – 13
 - ▶ Operating in the channel you will operate on 13, nobody monitors 16 as they are exempted in the VTS zone.
 - ▶ Galveston Bay - 16

GOLD SPONSORS

Mileboards on the Intracoastal are marked with sign boards every 5 miles.

The new boards are smaller, but have a reflective back ground and can be used to tell the Tug captain where you are at quickly and easily.

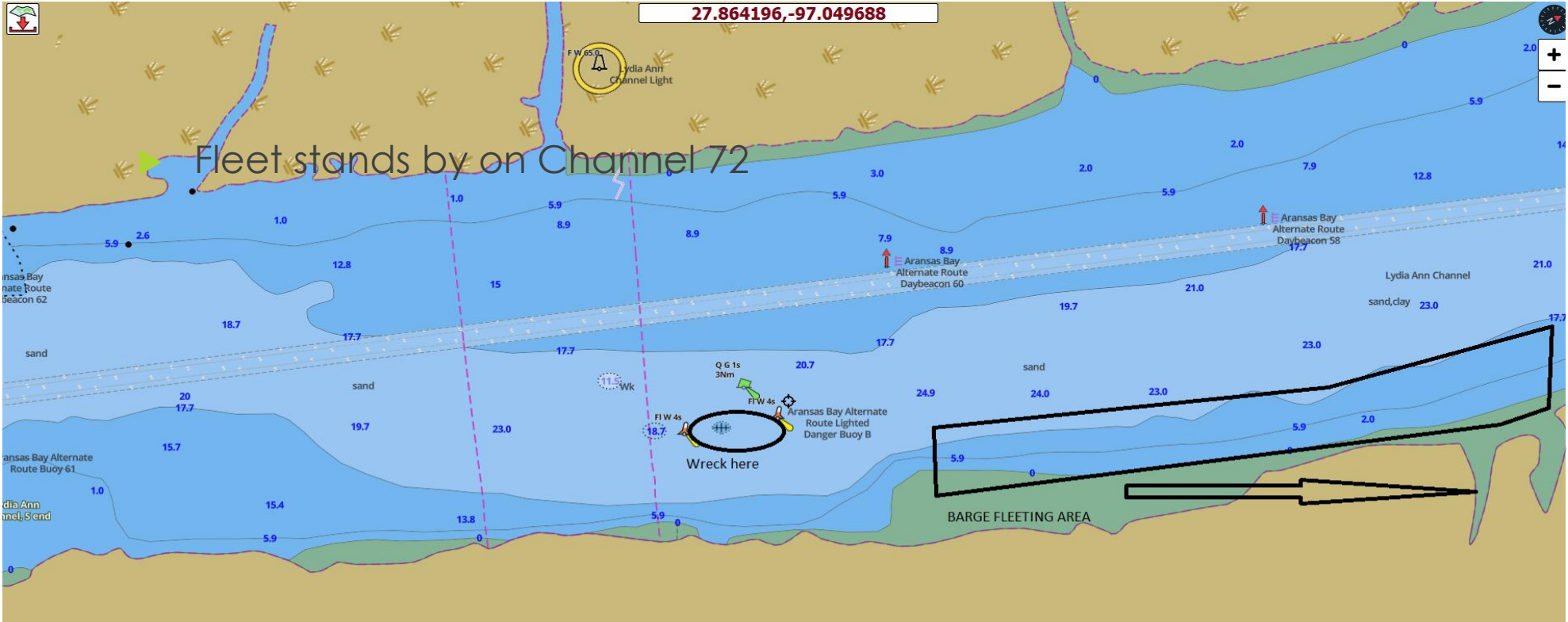




BRONZE



Lydia Ann Channel



GOLD SPONSORS



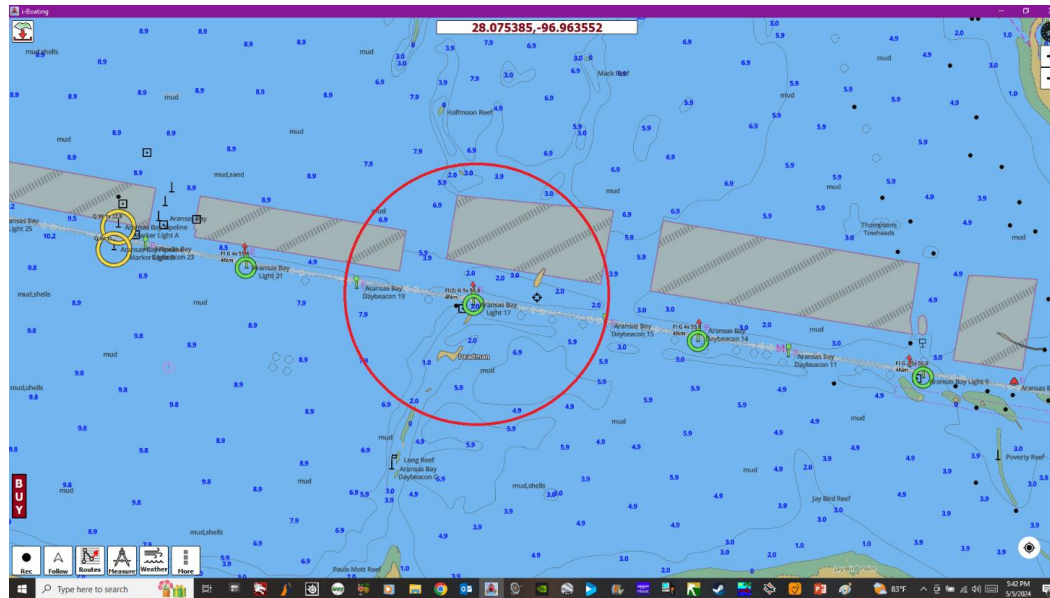


BRONZE

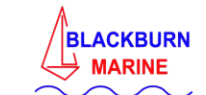


Aransas Bay

- ▶ Aransas bay to San Antonio Bay, watch for Deadman Reef. Between this and SA Bay is Rattlesnake, a series of wiggles after Sundown Bay, do not meet in this area



GOLD SPONSORS



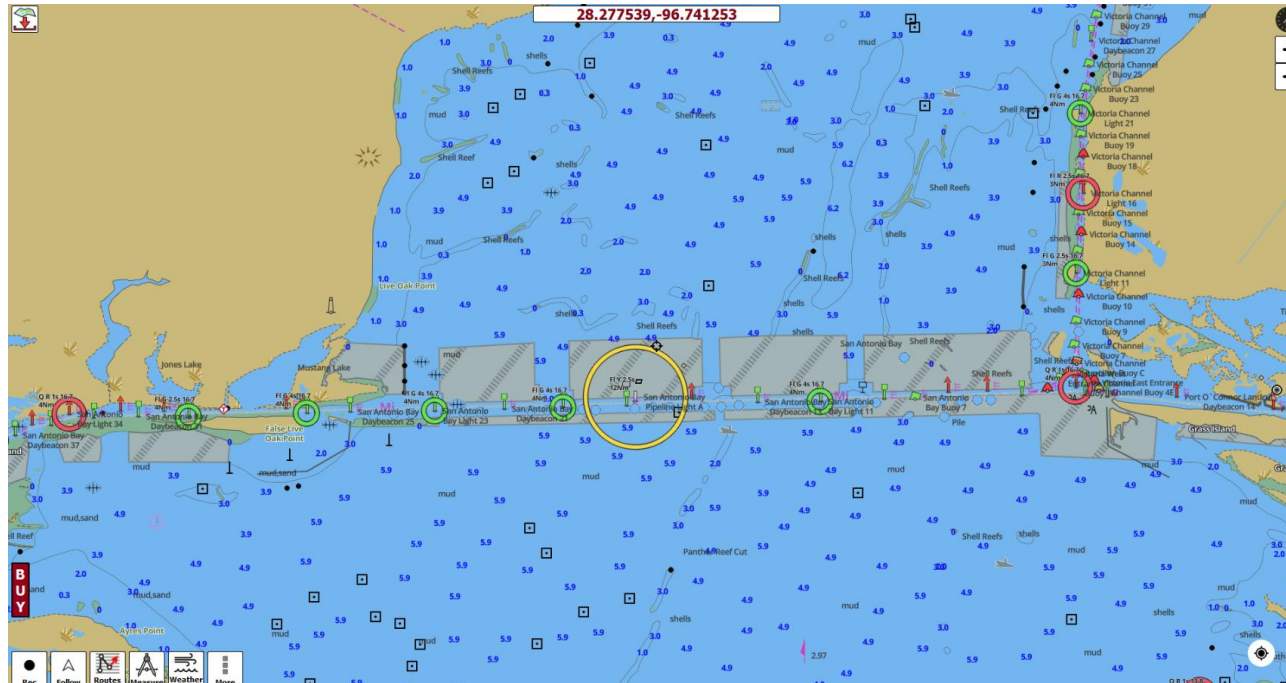


BRONZE

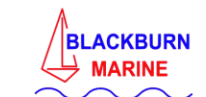


San Antonio Bay

- ▶ This is a 10 mile stretch that is very narrow and prone to shoaling on the red side. Use caution when meeting empty tows in here



GOLD SPONSORS

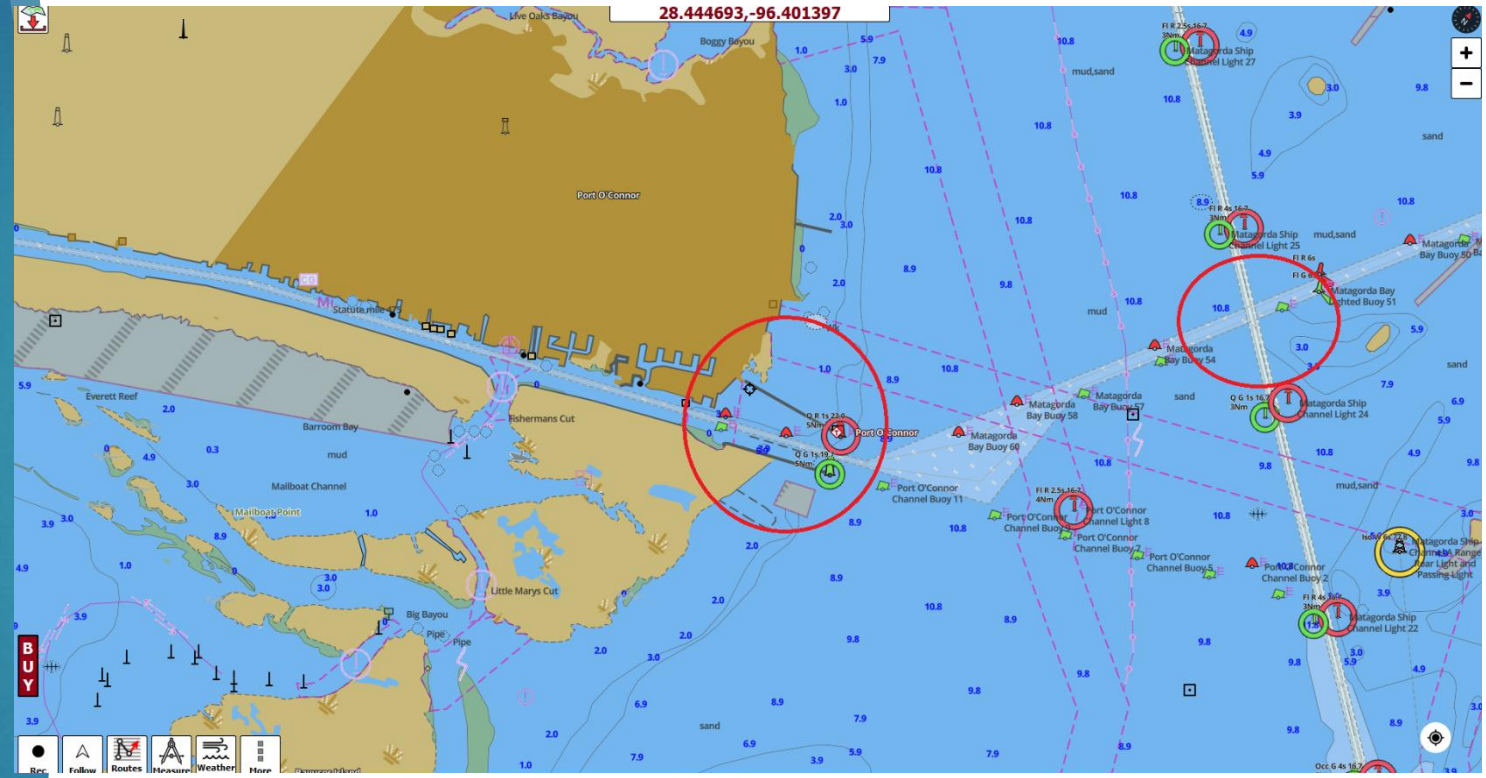


Port O'Connor

When coming out of SA Bay, you have another 20 miles to Port O'Connor, there is no safe harbor between the two. Do not try to land at Charlies Fish Camp, he will run you off. Watch the currents at Airforce Channel as you cross it.

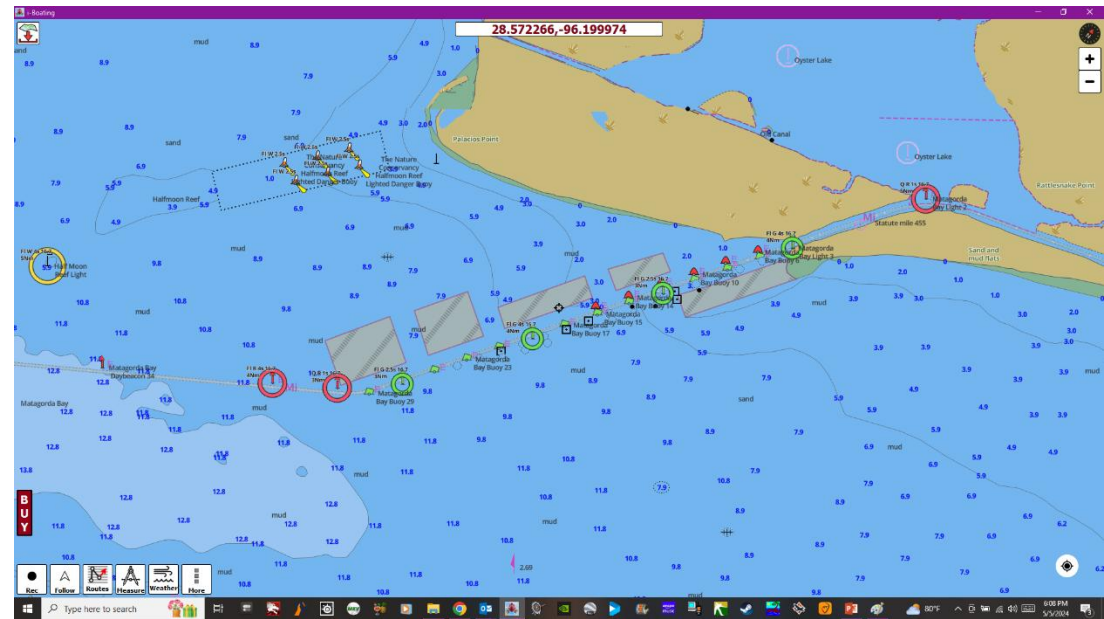
Coming out of Port O'Connor you have safe anchorage near Matagorda Island on the south of the bay. DO NOT TRY TO TAKE THE OLD SOUTH CHANNEL.

Here you can choose to go out and around or through the locks.



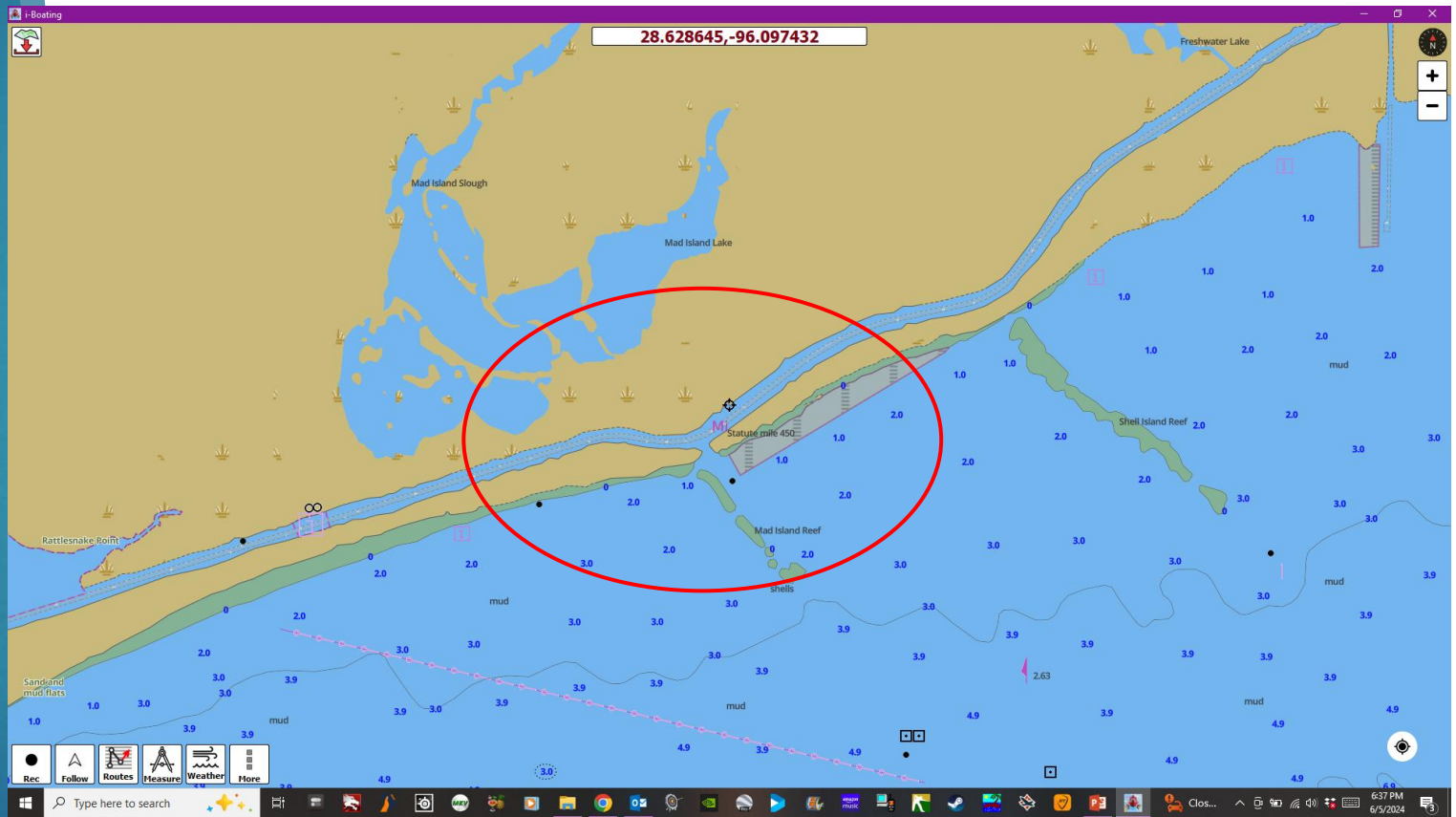
Matagorda Buoy Line

This 4 mile stretch of Matagorda Bay can be kind of tricky. There is good water in the middle but it does shoal on both sides with lots of soft mud. The buoys are rarely in position but give a good enough representation with the reds tending to be off station to the north, and the greens slightly encroaching on the channel from the south. Meeting loads here is OK, but empties depending on the conditions will be up to the tug skippers.



450 Mile Bend

Between Matagorda Bay and Colorado Locks is the 450 Mile Bend. Under no circumstances are you to meet a tow between the 451 and the 449. There is also a false point that shallows very quickly on the inside of the bend

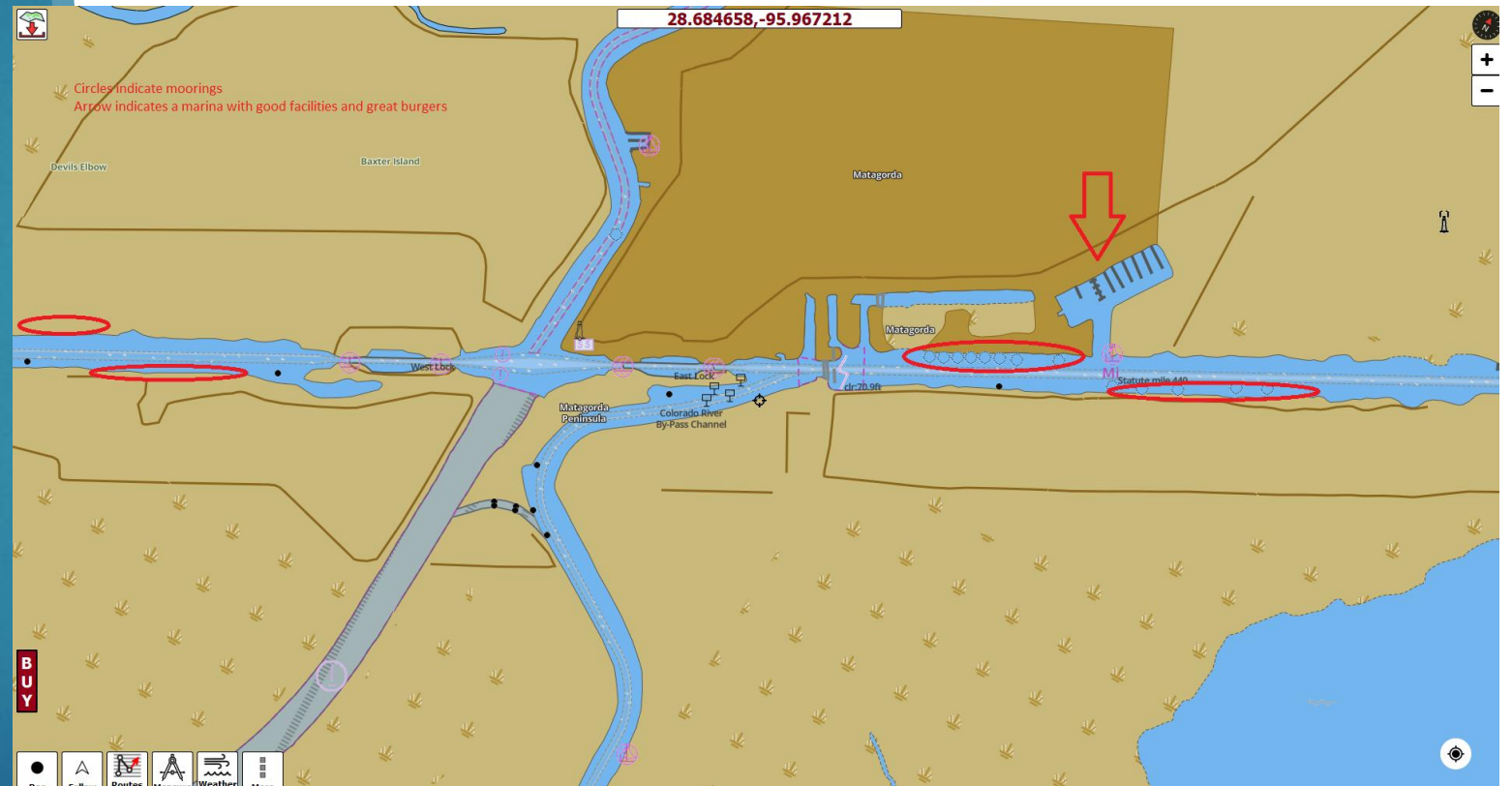


Colorado River Locks

This is a HIGH HAZARD AREA. Use extreme caution here especially when tows are present. The Lockmaster stands by on Channel 13. Contact him as "Colorado 412." He will give directions.

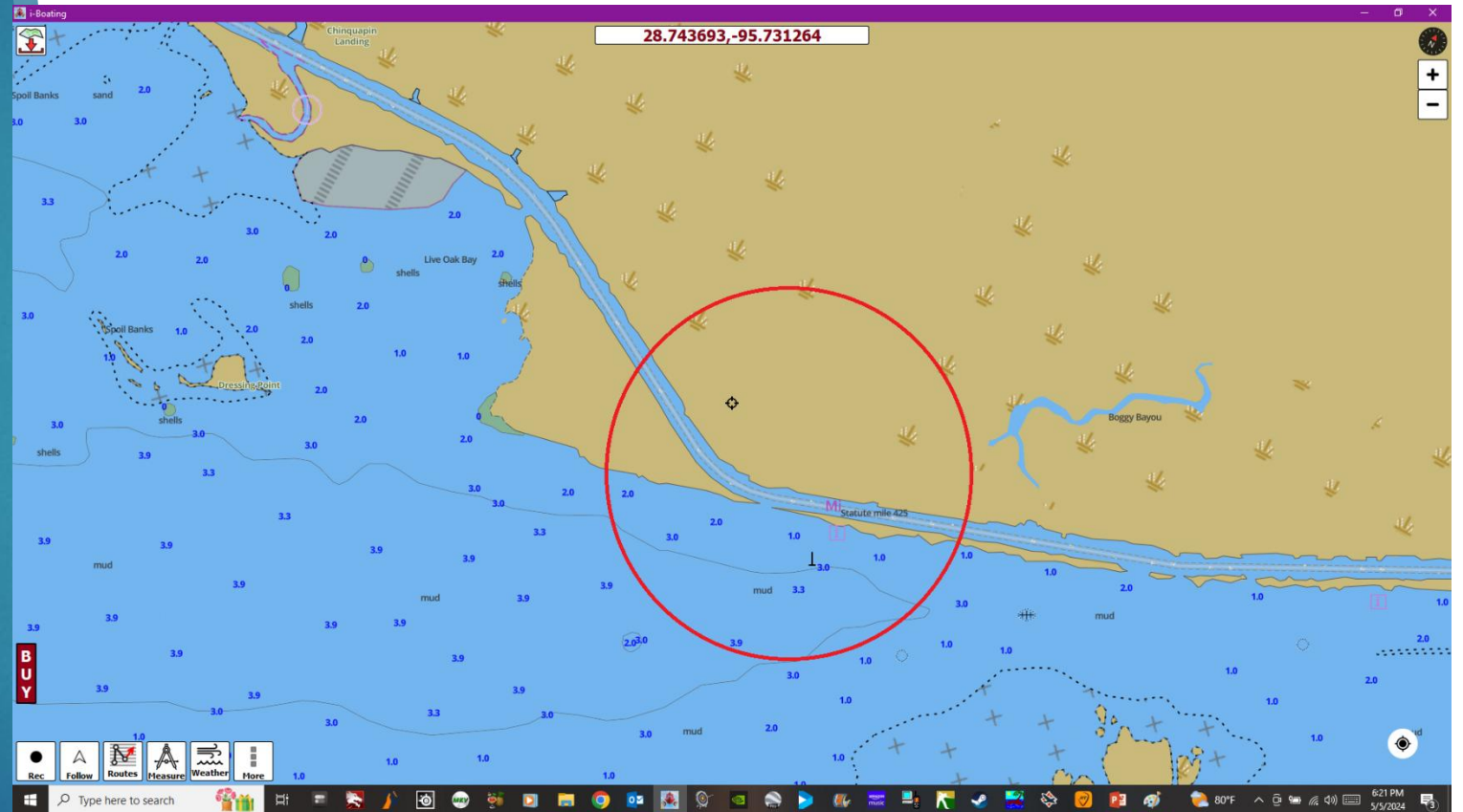
Both sides of the river will have an eddie working on a falling tide on the north bank of the forebays, and the east river gate is inoperable so you will have to push whatever tide you are facing or you will ride it.

Matagorda Harbor is a great stopping point, and is 18-24 Hours from Corpus.



425 Bend

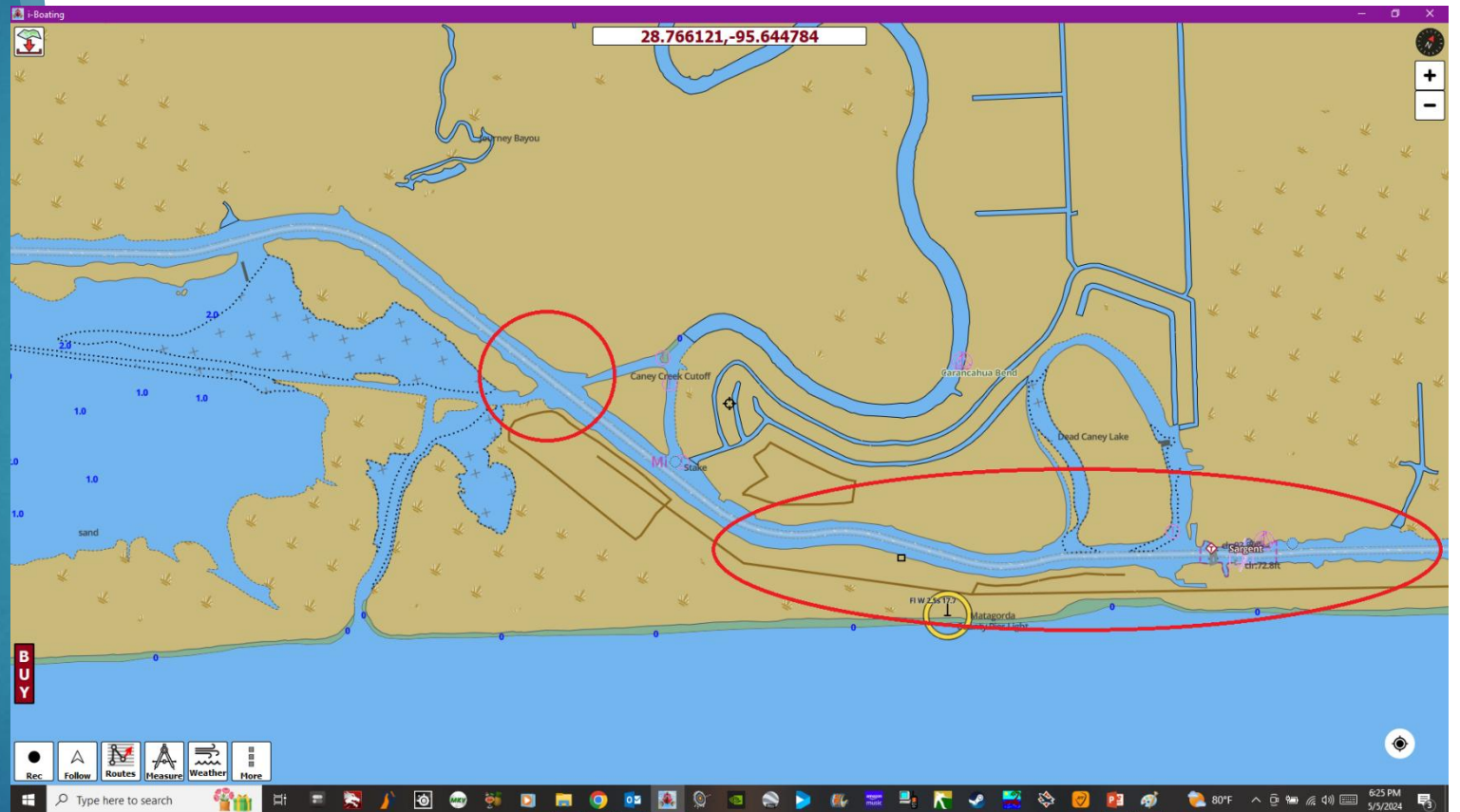
A little more than half way from Colorado River Locks to Brazos Locks is another very tight bend. This is the 425 Mile Bend, treat it like the 450, and under no circumstances meet any tows here. It is washed out on the south side and the current can run through here and try to drag you out or push you to the point to some degree, although not drastically.



Caney Creek Area

From the 421 mile board to the 417 mile board is Sargent, Texas. This area has the Caney Creek running through it. The cut known by the locals as Mitchell Cut can run very strong and has been know to sweep tows out of it. It is very deep. The ICW on the east side of the cut is known to shoal on both sides so stick to the middle.

From the bridge to the 417 is the camps, and can be a tighter area to meet but is doable.

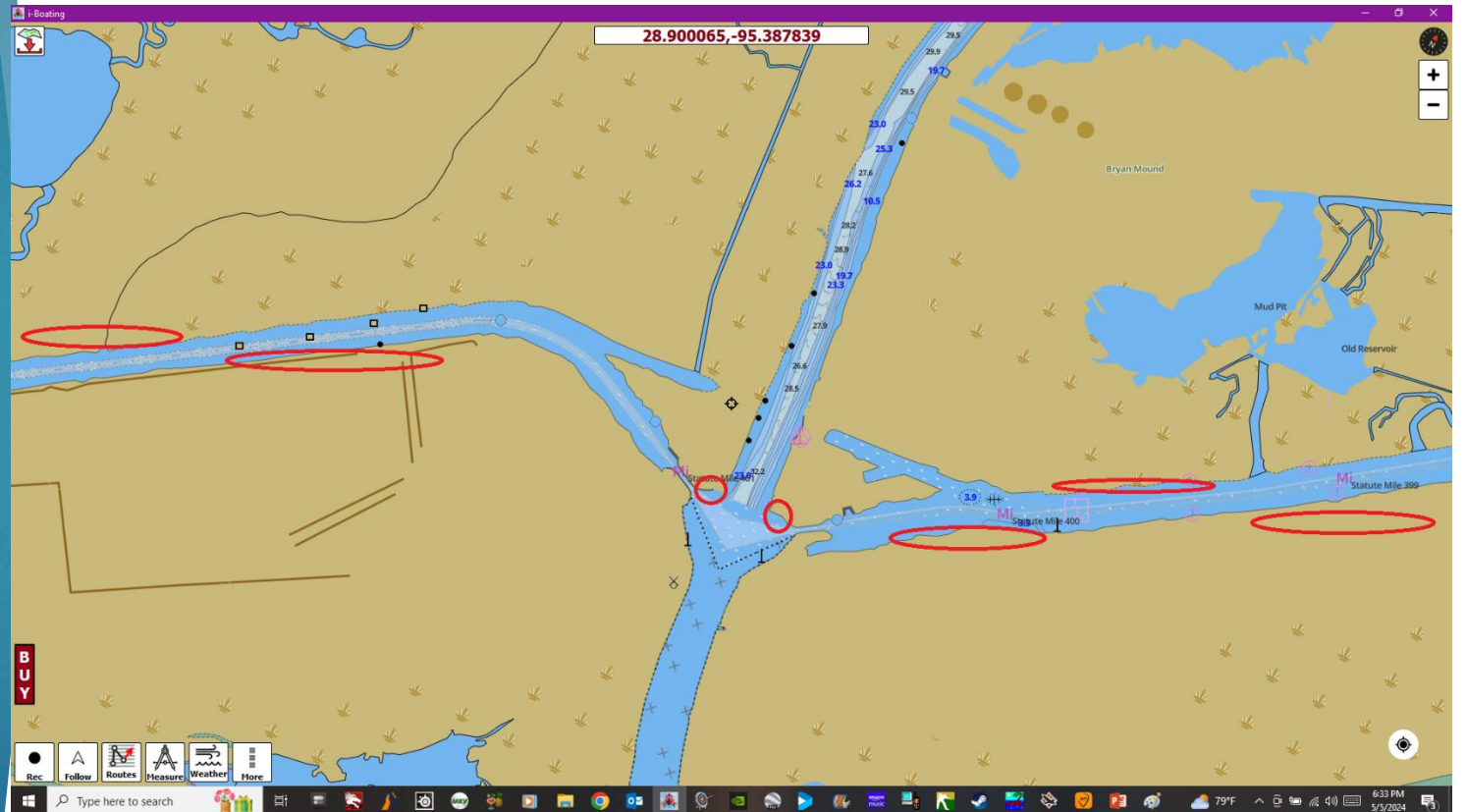


Brazos Floodgates

Brazos is by far the most challenging area of the whole western canal system, reach the Lockmaster on ch.13 "Brazos 411."

Not only is it narrow with high current velocity, but it is very congested at most times. The west gate is badly damaged, on both walls and can damage a boat, if one gets out of shape.

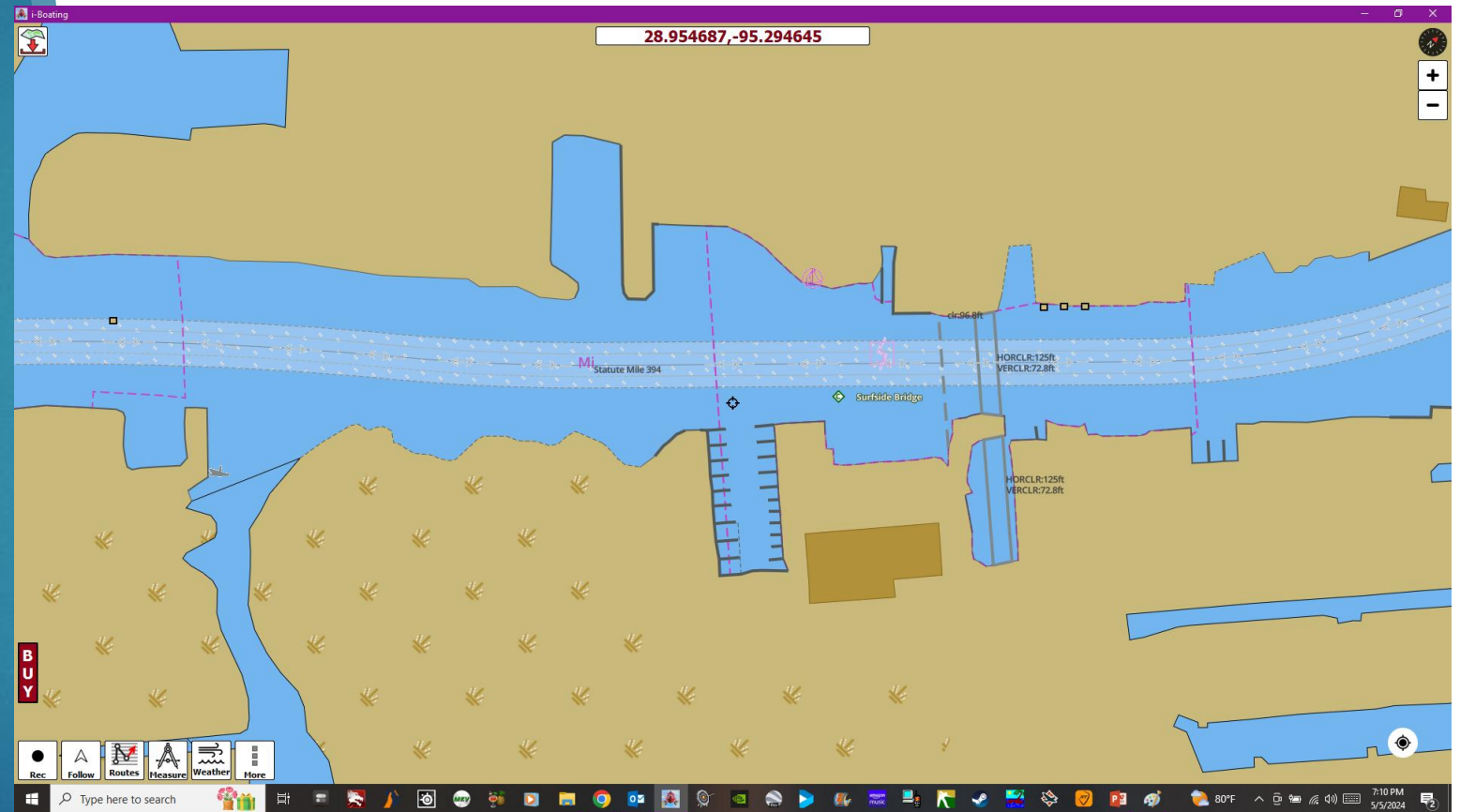
There is an eddie works on both sides and the west gate is completely inoperable and massively damaged.



Freeport Harbor

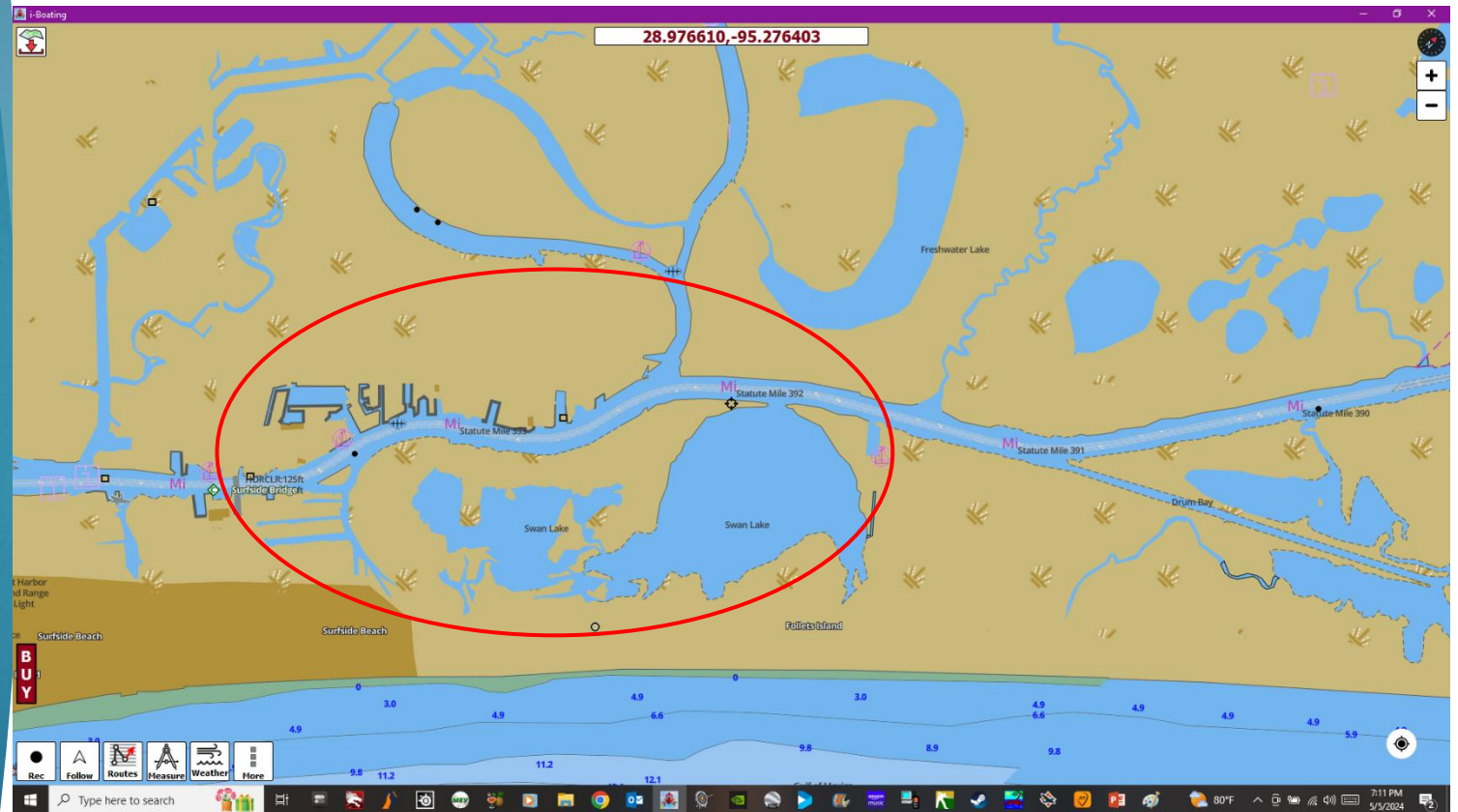
There is safe harbor inside Freeport harbor, by turning up the Freeport ship channel and going around to old river inside the flood barrier, or going to Surfside marina.

I recommend Surfside Marina, as they are directly on the canal just before you get to the Surfside Bridge. Just beware when coming into their marina that the current runs perpendicular to their location. Make your approach upstream.



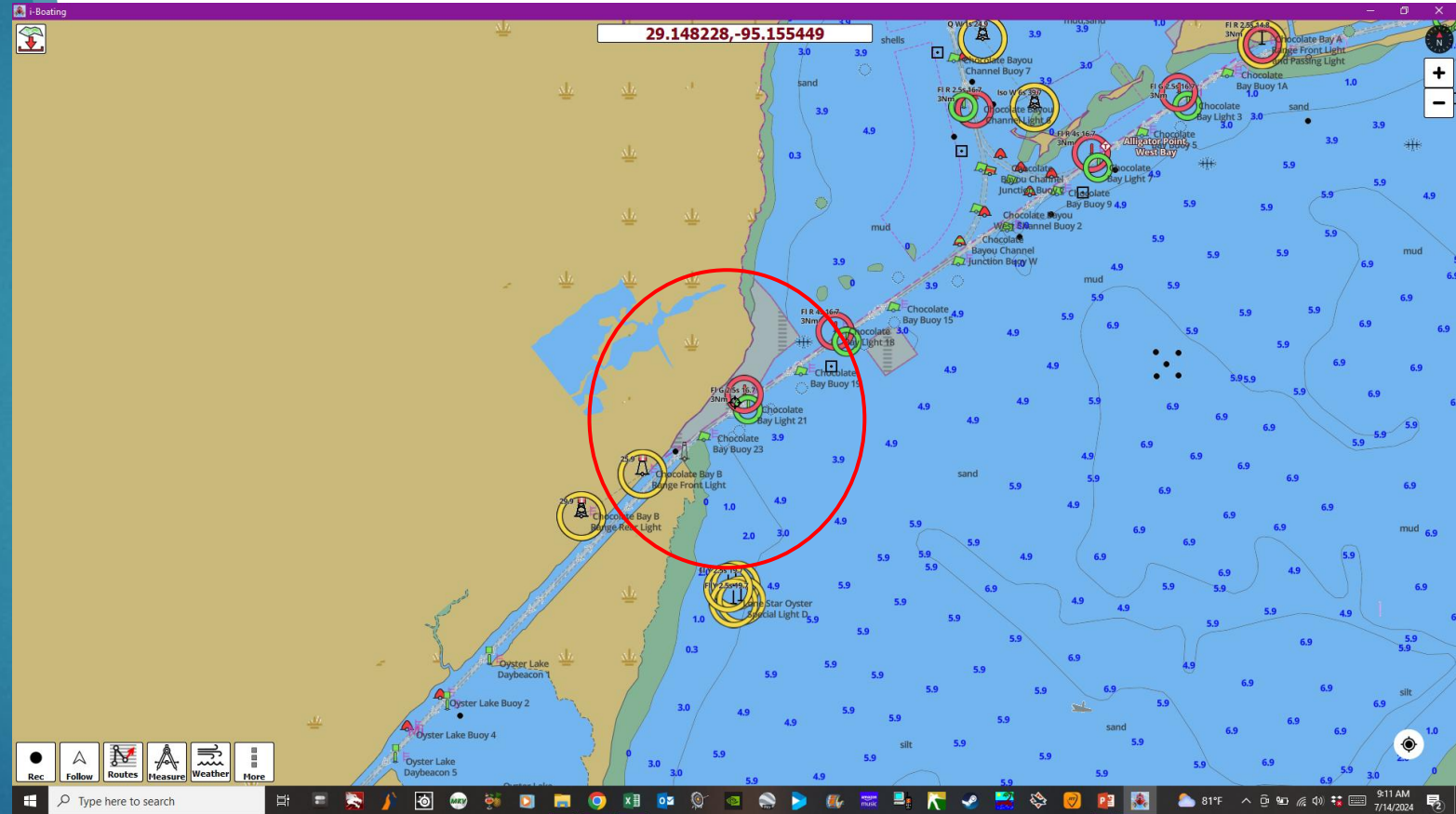
Freeport Wiggles

This couple mile stretch of water is narrow and turning, the tows can meet in here but it greatly reduces stress if we don't. We can meet pleasure traffic in here if the pleasure traffic gives plenty of room. As a point of safety call on channel 16 prior to crossing under the Surfside Bridge to check for traffic around the 391 Mile Bend and to make your presence known.



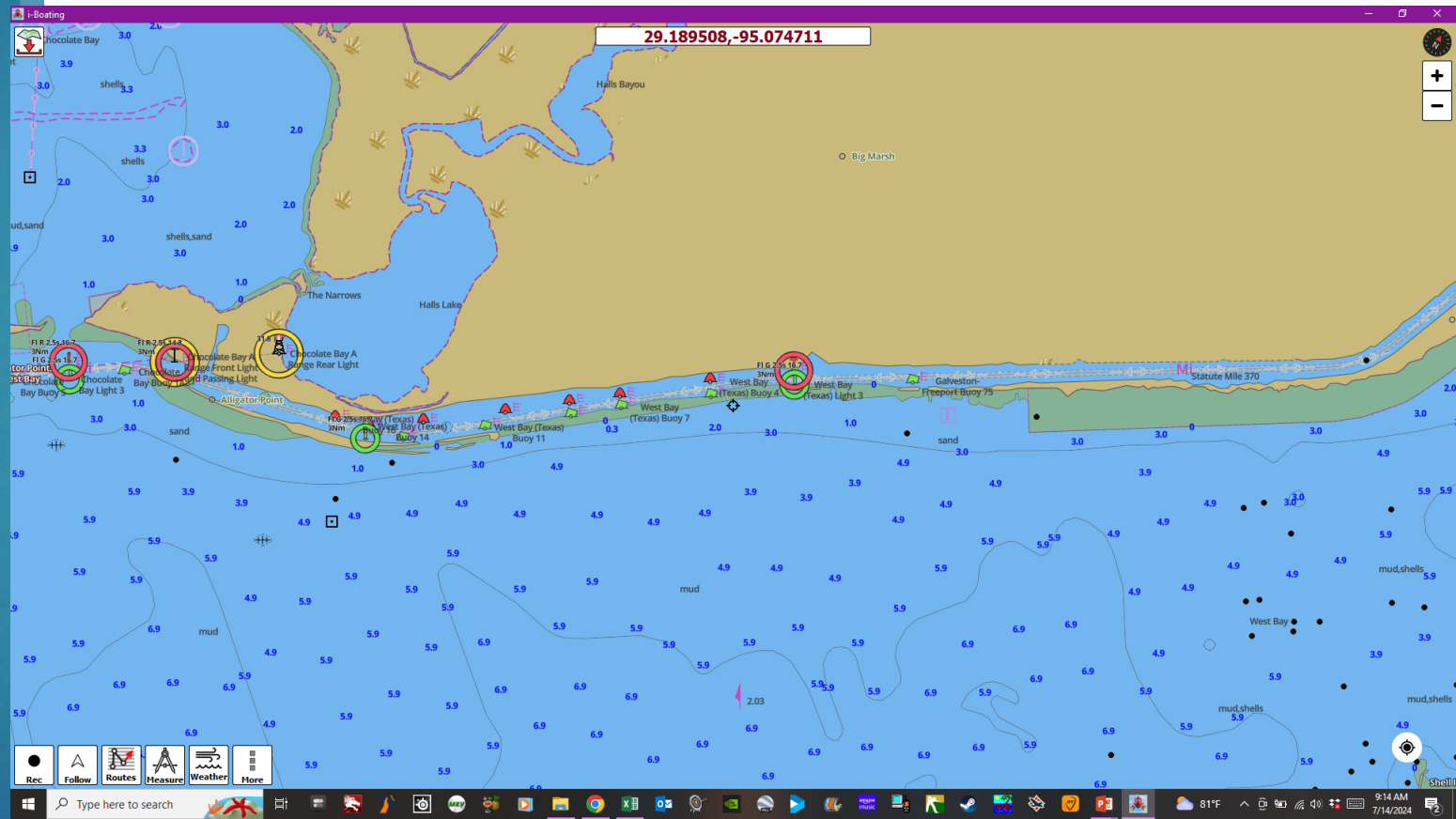
Chocolate Bay

Chocolate bay is abreast of San Louis Pass. It shoals badly on the greens, on the west side of the bay. Use caution coming out into the bay from here headed to Houston.



Washout

The washout is located between Chocolate Bay and the 370, the buoys are rarely in place and it is a good idea to put your position on air before you enter this area to check for commercial traffic.

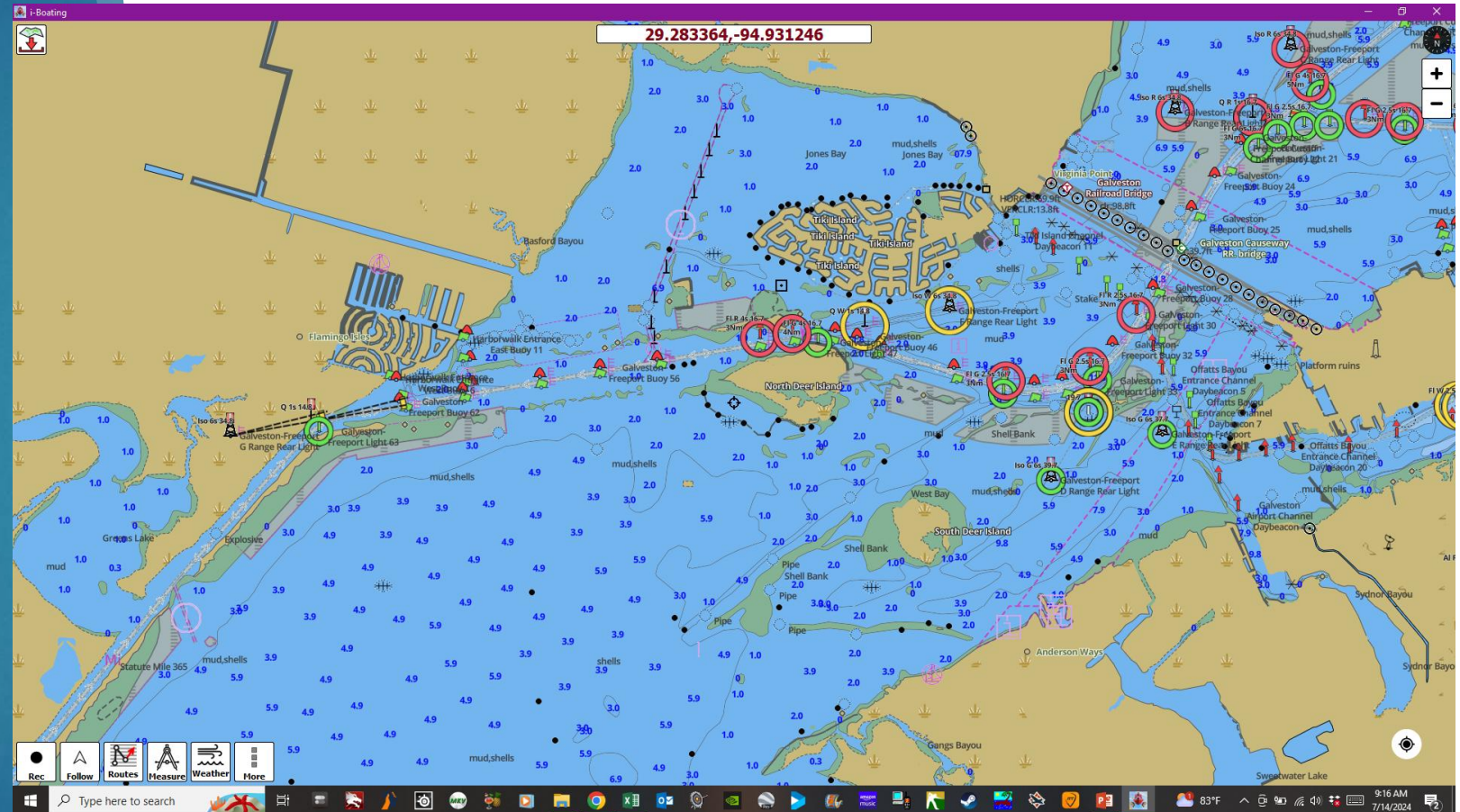


West Bay and Galveston Causeway

This area is straight forward, except that West Bay is narrow, we can meet here, just listen well to the instructions from the tug.

The Galveston Railroad Bridge monitors channel 16, and passes traffic on 09, he opens to 73 feet just like any other bridge on the Texas coast.

DO NOT MEET IN THE BRIDGE.



Situation	One Whistle	Two Whistles
Meeting		
Overtaking		

SILVER



BRONZE



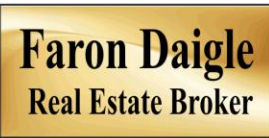
GOLD SPONSORS



HARVEST MOON[®] 2024 REGATTA

Questions ?

SILVER



BRONZE



GOLD SPONSORS

