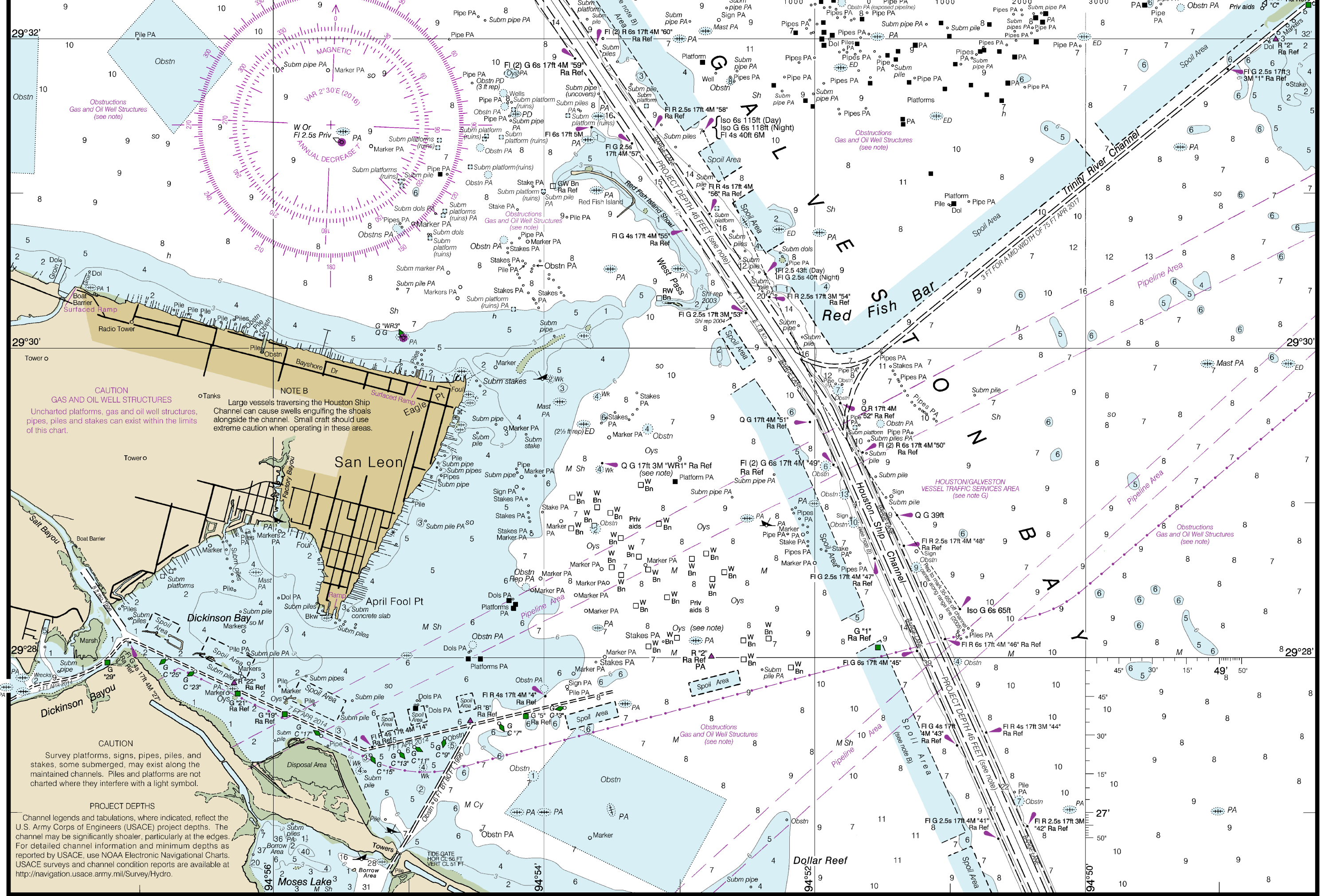
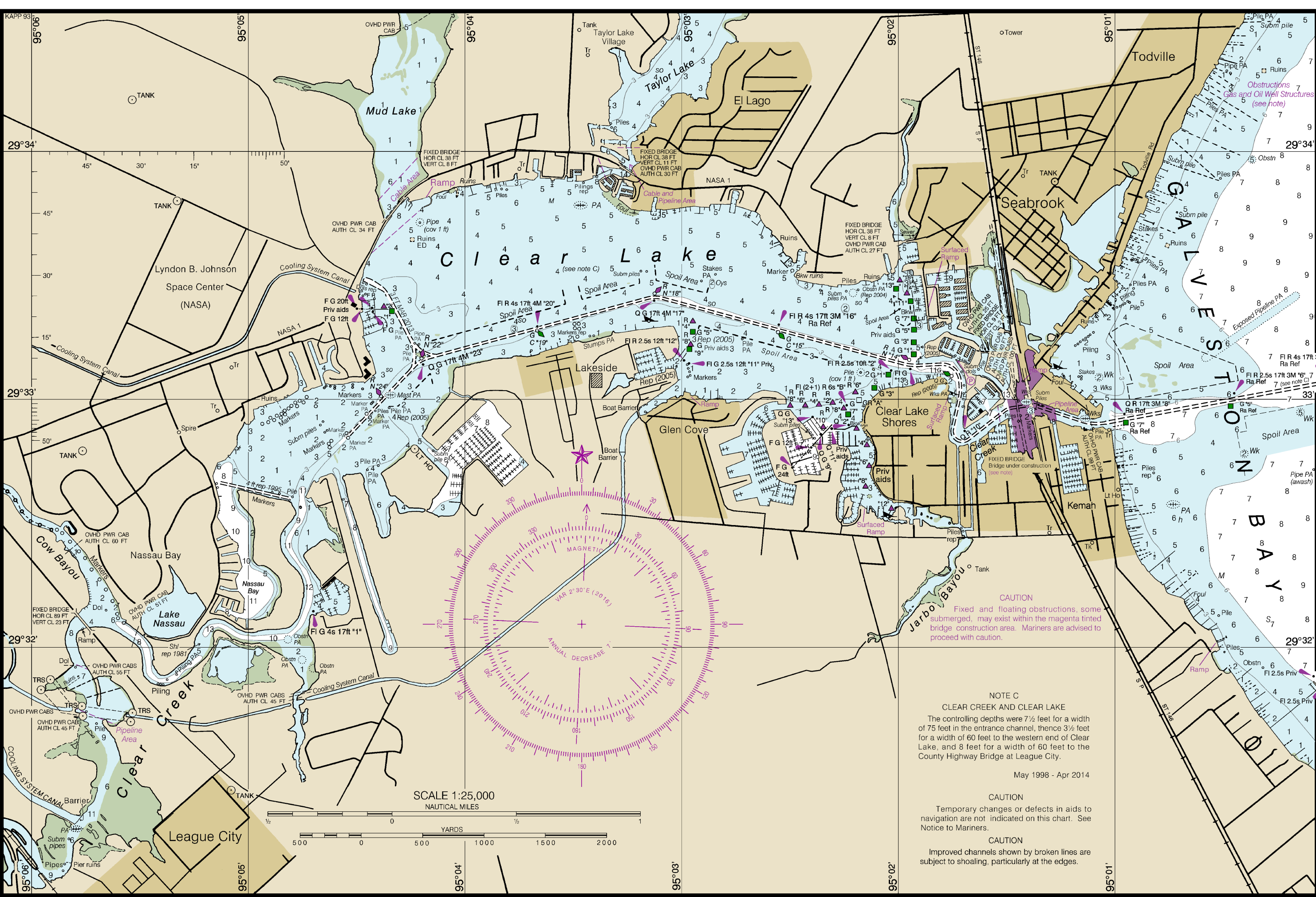




DETERMINATION OF WIND SPEED FROM SEA CONDITIONS				
Wind Speed (m/s)	Wind Direction	Sea Conditions	Wind Force (Beaufort)	Possible Wave Height (m)
0-1	Calm	No swell and mirror-like	0	0
1-3	Light air	Small ripples without foam crests	1	1
3-4	Light breeze	Small, short, wavelets; crests have a glassy appearance and do not break	2	1
4-6	Gentle breeze	White, frothy, crests; some crests begin to break; glass of appearance obscured by white foam crests	3	2
6-11	Moderate breeze	Small waves, becoming longer; fairly frequent white foam crests	4	4
12-17	Fresh breeze	Medium waves, becoming longer; white foam crests; many white foam crests; there may be some spray	5	6
18-23	Strong breeze	Large waves begin to break; white foam crests are more widespread; overboard there may be a white foam line	6	10
23-27	Neer gale	Sea rises up a degree to form from breaking waves begins to be blown in streaks along the direction of the wind; spray is moderate	7	14
27-34	Gale	Medium to large waves of greater length; edges of crests begin to topple; foam is blown in well-defined streaks along the direction of the wind	8	18

RULES OF THE ROAD
(ADDITION)

Motorcraft must have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

SAFETY HINTS

1. Keep your chart: up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating observed distances with those you can identify in your

CAUTION
SUBMARINE PIPELINES AND CABLES

2. With three feet of

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.

NOTATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Navigation lights are white unless otherwise indicated:

ATC: automatic	U: green	M: Morse code
A: astern	U: interrupted flash	N: not
B: black	B: blue	Obs: observed
On beacon	LT: hq light	O: counting
C: can	M: mutual fire	O: orange
Ch: chopline	MC: micro	R: red
E: east	MICRO TR: microwave tower	Rd: red
F: flashing	M: mark	Rd Refl: red refl.
		R: radio beacon

Abbreviations:

Co: canal	Gr: grey	O: open
D: danger	H: high	S: system

PUBLIC BOATING INSTRUCTION PROGRAM
The United States Power Squadrons (USPS)

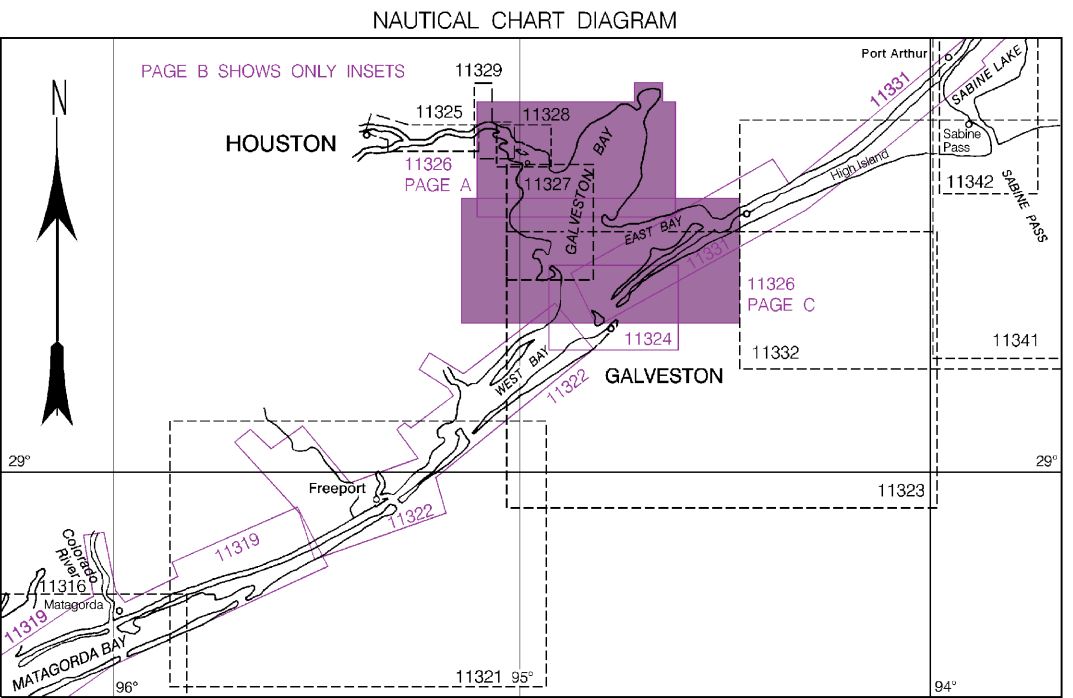
Coast Guard Auxiliary (USCGAUX), national organizations of boaters, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Head-Quarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-267-8727

USCGAUX - COMMANDER (CIX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1124, 600 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USPS Headquarters, College of the Chuv Coast Guard, USCGC, 2100 Second Street, SW, Washington, DC 20529

Osteo obstruction

This nautical chart has been designed to promote safe navigational practices. The U.S. Coast Guard encourages users to submit corrections, additional information, and suggestions for improving this chart to the Chief, Marine Chart Division (NCS2) at the U.S. Coast Guard, 1674 Rte. 1, Silver Spring, Maryland 20910-3282.



TEAM INFORMATION	
NAME	
DATE	

NAME	COUL	(LATE)ONG	Mean High Water	Mean Low Water
Port Belvoir, TX		(02/27/2004)*19	1.4	3.2
Texas City, Turning Basin, Galveston Bay, TX		(02/27/2004)*19	1.4	3.2
Exile Bay, Galveston Bay, TX		(02/27/2004)*19	1.1	1.1
Mermaid Pier, Portcharles Canal, Galveston Bay, TX		(04/17/2004)*20	3	1.2
Port Belvoir, Texas City, TX		(02/27/2004)*19	1.4	3.2
Galveston East Bay, Galveston Bay, TX		(04/17/2004)*20	1.2	-
Galveston West Pier, Galveston Channel, TX		(02/27/2004)*19	1.4	3.2
Galveston Pressure Pier, TX		(01/17/2004)*18	2.0	1.9
Lynchburg Landing, San Jacinto River, TX		(04/16/2004)*20	1.5	1.4

NOTE: Small Chart Chart

Notes: 1 - Based on a surface current observation available at least twice a day for a tide station. Need more water levels, and/or tide gauge information, or availability of the latest tide gauge information, or availability of the latest tide gauge information, or availability of the latest tide gauge information.

(Page 29 of 30)

