BookletChart™

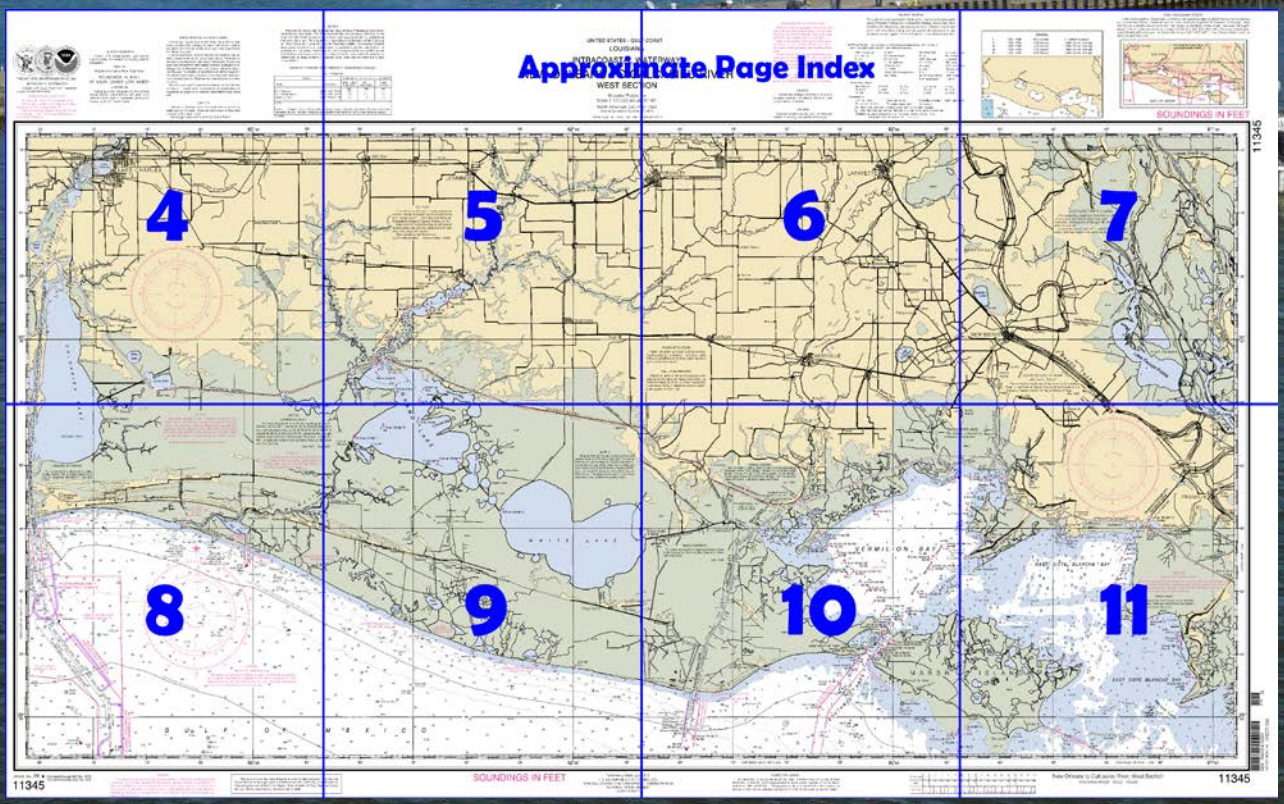
Intracoastal Waterway – New Orleans to Calcasieu River, West Section

NOAA Chart 11345

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*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

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.

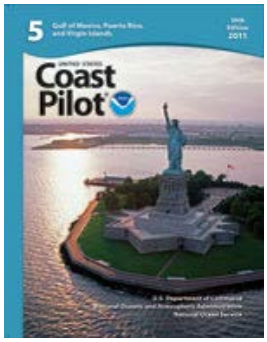
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11345



(Selected Excerpts from Coast Pilot)
Vessels should approach Southwest Pass through the prescribed Safety Fairway. (See **166.100 through 166.200,** chapter 2.) Sunken wrecks have been reported in the safety fairway in about 29°32'N., 92°05'W. and in about 29°28.5'N., 92°06.7'W. Caution is advised in these areas.
Vessels should approach Freshwater Bayou from the Gulf through Freshwater Bayou Safety Fairway. (See **166.100 through 166.200**, chapter 2.)
A ferry crosses the bayou SW of **Egan.** The Southern Pacific railroad bridge crossing the bayou N of **Midland** has a swing span with a clearance of 5 feet. (See **117.1 through 117.59 and 117.489,** chapter 2, for drawbridge regulations.) A pontoon bridge crosses the bayou N of **Estherwood.** The bridge is operated by cables that are suspended just above the water when the bridge is being opened or closed. The cables are dropped to the bottom when the bridge is in the fully open position, but remain suspended while the bridge is fully closed. Extreme caution is advised in the area of the bridge. **Do not attempt to pass through the bridge until it is fully opened and the cables are dropped to the bottom.** Overhead cables crossing the bayou have a least clearance of 50 feet.
Vessels should approach Calcasieu Pass through the prescribed Safety Fairways. (See **166.100 through 166.200,** chapter 2.)
Areas of Particular Concern.–Three areas in the Calcasieu River are considered to be particularly troublesome. These areas are listed in order of ascension when proceeding from sea.
Entrance to Calcasieu Jetties (29°44.7'N., 93°20.5'W.). This area has been the site of many collisions and near misses due to strong cross-currents that may run across the entrance. Vessels should avoid meeting situations, particularly with ships or tows, within one-quarter mile North or South of Lights 41 and 42 at the entrance to the jetties.
Monkey Island (29°47.0'N., 93°20.8'W.). This area is used extensively by the fishing and offshore exploration industries. Numerous fishing and offshore exploration boats are homeported in this area. Vessels transiting this area may require speed reduction to reduce wake.
Intracoastal Waterway (30°05.5'N., 93°19.5'W.). This represents the point at which this waterway crosses the Calcasieu River Channel. This water is extensively used by tows. The situation is further complicated by an LNG facility located on the **Industrial Canal** which is serviced by deep-draft vessels. Tows intending to cross or enter the main river channel from the Intracoastal Waterway should give a Security call on VHF-FM channel 13, 30 minutes prior to entry and adjust speed so as to enter the river when the channel is clear. Every effort, including holding, should be made to avoid unduly restricting full-powered vessels, and allow them to clear this area when either inbound or outbound. LNG vessels frequently transit the area between the Calcasieu Intersection and the entrance to the Industrial Canal at Devil's Elbow. These vessels have a moving safety zone in effect around them when in transit. E and W bound vessels and tows should be prepared to stop and hold their vessel either W of the Calcasieu Intersection or E of Devil's Elbow if requested to by the U.S. Coast Guard or the pilot on board an LNG ship.
Lake Arthur, a town on the NW side of Lake Arthur 13 miles above the Intracoastal Waterway, has highway and rail connections to Lake Charles. A depth of about 6 feet can be taken to the city pier at Lake Arthur.
Mermentau, 16 miles above Lake Arthur, is a rice milling center that has railroad and highway connections with New Orleans and Lake Charles.
Port of Jennings, on the W side of Mermentau River just below the railroad bridge, has slips with barge loading facilities, open storage areas for oil-well pipe casings and supplies, and rail facilities.
Jennings, about 4 miles W of the port, is the center of natural gas production in SW Louisiana.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Table of Selected Chart Notes

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.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to charted regulation section numbers.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Point Chevreuil	(29°31'N/091°33'W)	1.5	- - -	- - -
West Cote Blanche Bay	(29°44'N/091°43'W)	1.4	- - -	- - -
Calcasieu Pass	(29°47'N/093°21'W)	2.0	1.8	0.5

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Mar 2012)

THE NATION'S CHARTMAKER SINCE 1807

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

INTRACOASTAL WATERWAY

Route is indicated by a magenta line.
The project depth is 12 feet from New Orleans, LA to Aransas Pass, TX.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HEIGHTS

Heights in feet above Mean High Water.

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION

Numerous bridges and overhead cables cross the waterways of this area. Some are not shown on this chart because of the small scale.

See larger scale charts and U.S. Coast Pilot 5.

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Unless fixed by treaty or the U.S. Supreme Court
to modification.

Additional information can be obtained

TIDAL INFORMATIO

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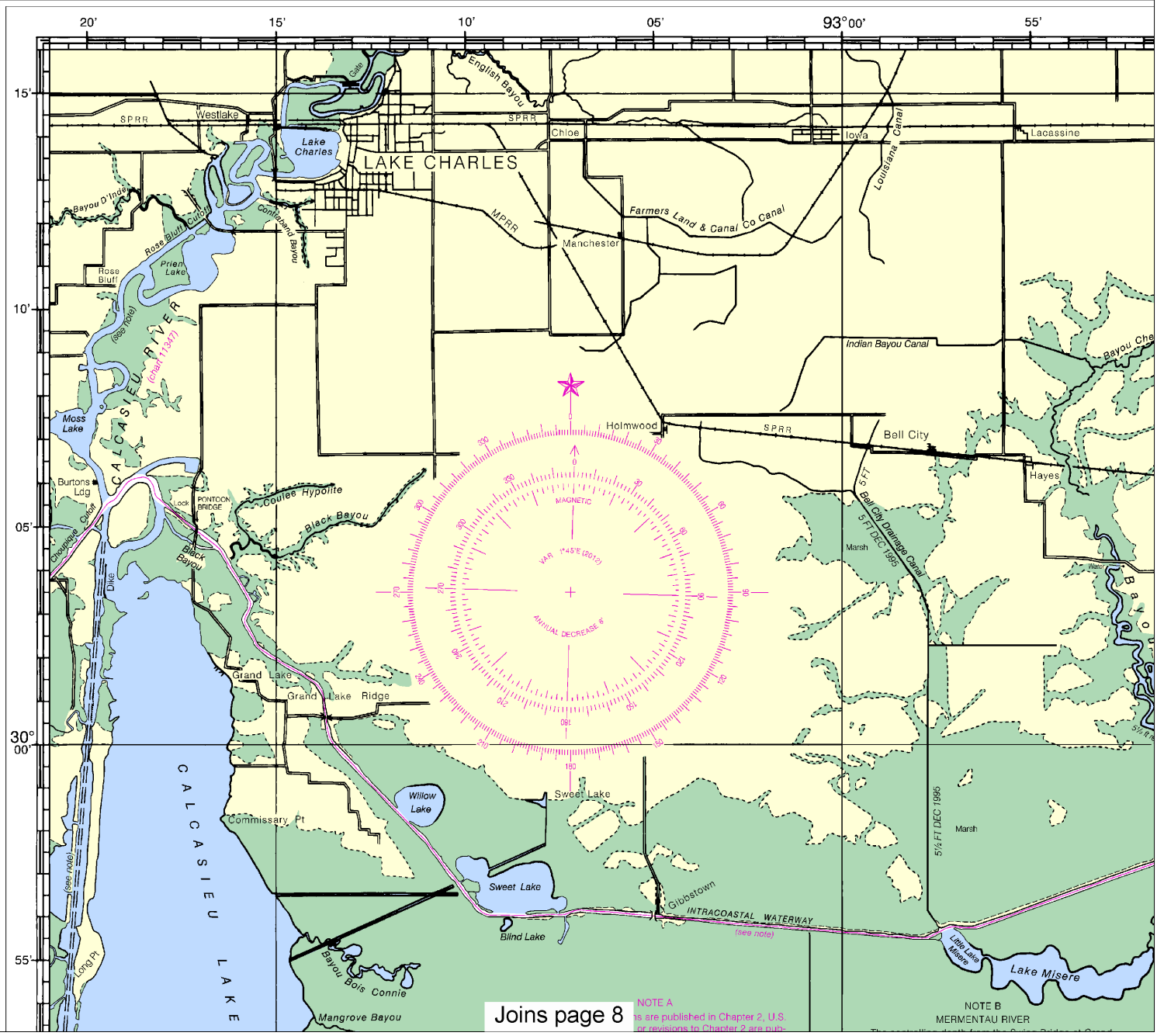
(Mar 2012)



Joins page 8

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Note: Chart grid lines are aligned with true north.

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Contiguous Zone and the 200-nautical
shed by Presidential Proclamation.
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d at nauticalcharts.noaa.gov.

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	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
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N)	2.0	1.8	0.5

tum values for a tide station. Real-time water levels,
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UNITED STATES - GULF COAST

LOUISIANA

INTRACOASTAL WATERWA

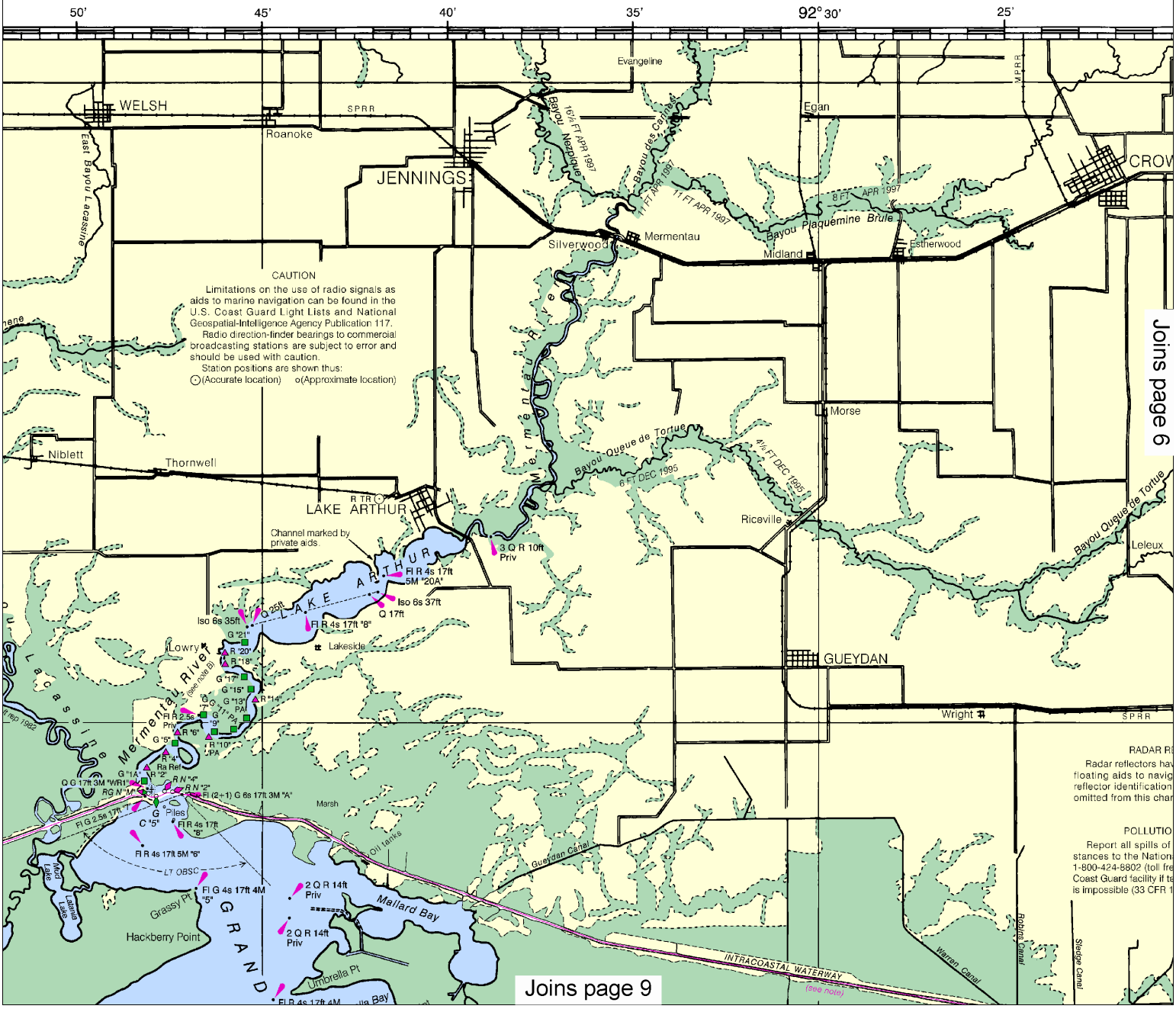
NEW ORLEANS TO CALCAS

WEST SECTION

Mercator Projection
Scale 1:175,000 at Lat. 30° 00'

North American Datum of 1983
(World Geodetic System of 1984)

Formerly C&GS 1051, 1st Ed., Oct. 1939 C- 1939-502 KAPP 47



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:250000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

STATES - GULF COAST
LOUISIANA
ASTAL WATERWAY
TO CALCASIEU RIVER
EST SECTION

Mercator Projection
1:175,000 at Lat. 30° 00'
American Datum of 1983
ld Geodetic System of 1984)

S 1051, 1st Ed., Oct. 1939 C- 1939-502 KAPP 47

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, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hyd survey information that has been evaluated for charting. Surveys h banded in this diagram by date and type of survey. Channels m by the U.S. Army Corps of Engineers are periodically resurveye not shown on this diagram. Refer to Chapter 1, United States Co

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code
Al alternating	IQ interrupted quick	N nun
B black	Iso isophase	OBSC obscured
Bn beacon	LT HO lighthouse	Oc occulting
C can	M nautical mile	Or orange
DIA diaphone	m minutes	Q quick
F fixed	MICRO TR microwave tower	R red
Fl flashing	Mkr marker	Ra Ref radar reflector
		R Bn radiobeacon

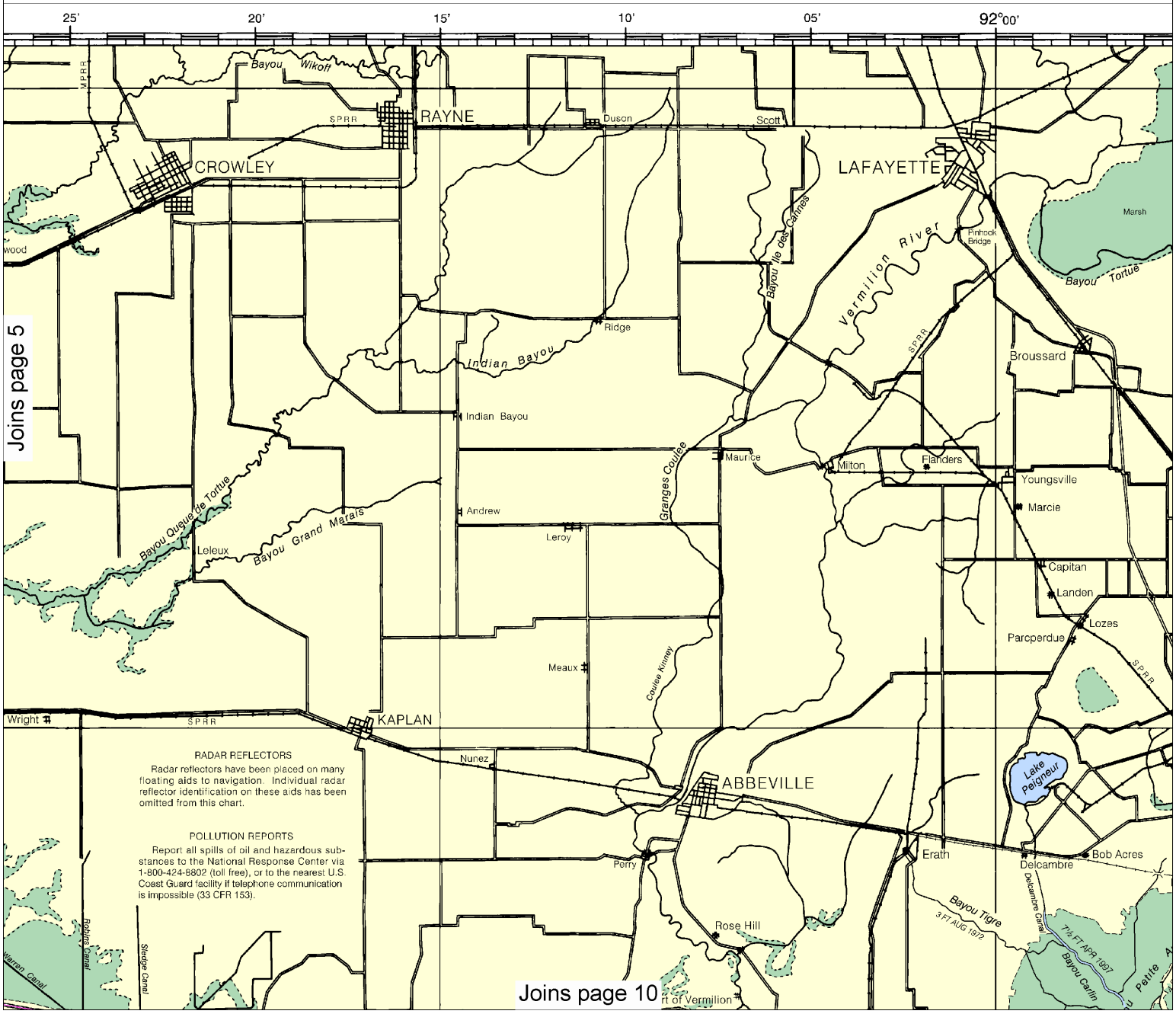
Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful
ED existence doubtful	PA position approximate	Rep reported

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —



6

Note: Chart grid lines are aligned with true north.

ydrographic
s have been
maintained
ved and are
Coast Pilot.

R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
or WHIS whistle
Y yellow

so soft
Sh shells
sy sticky

Subm submerged

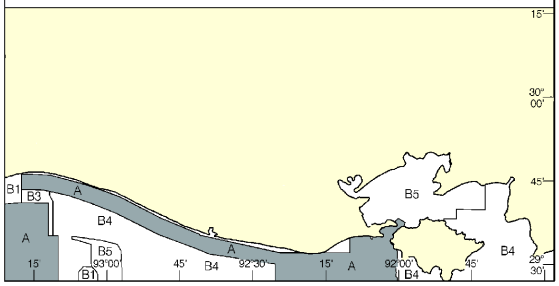
gs.

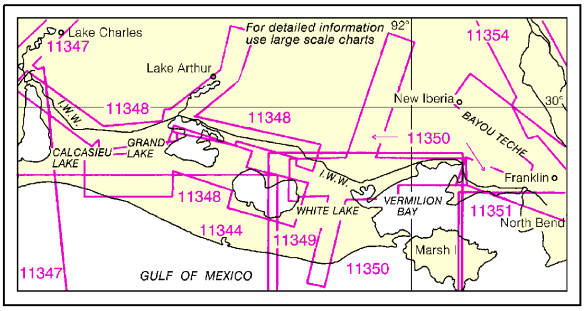
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.

SOURCE

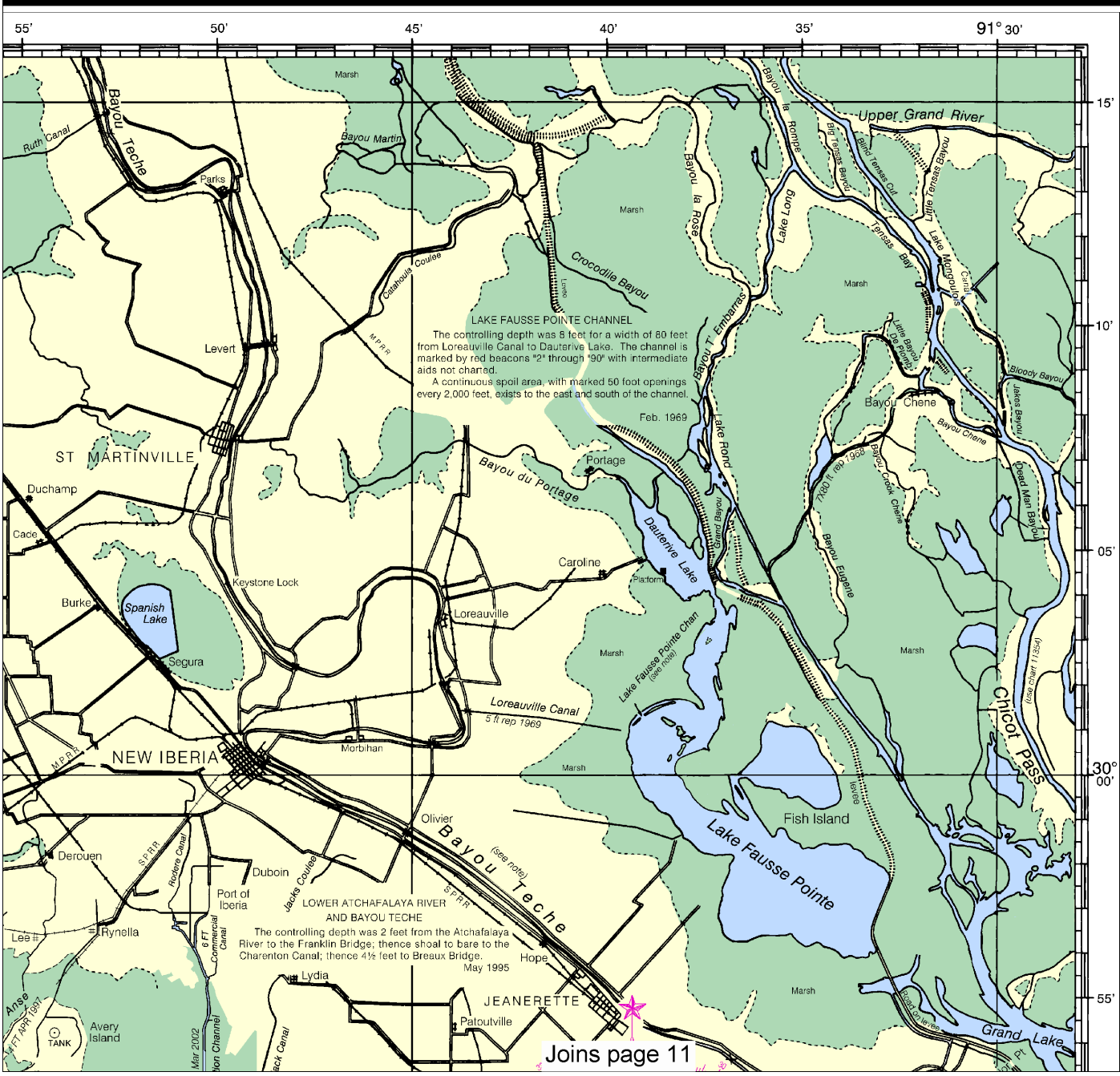
A	1990 - 2009	NOS Surveys	full bottom coverage
B1	1990 - 2009	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage
B5	1900 - 1939	NOS Surveys	partial bottom coverage



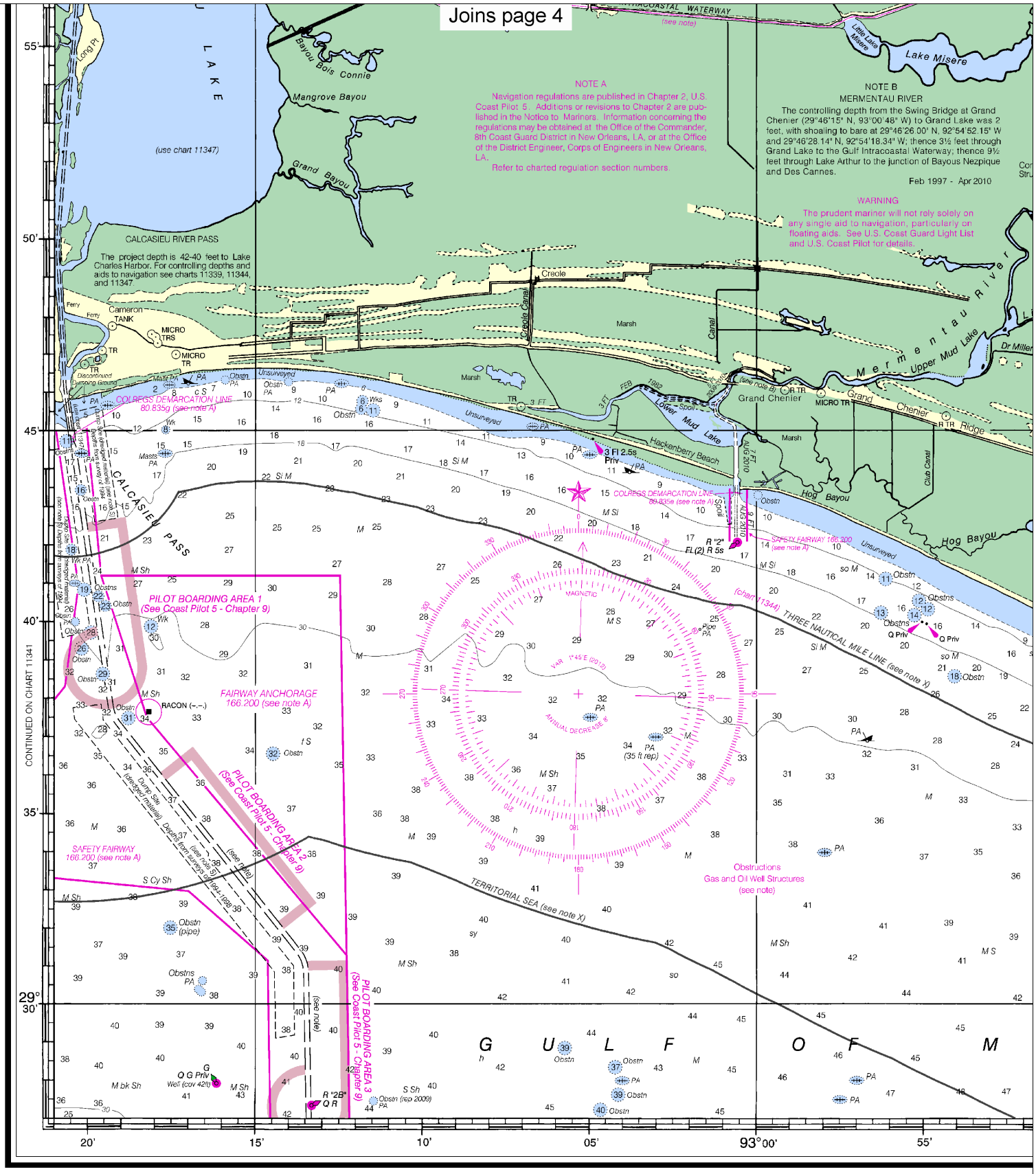


SOUNDINGS IN FEET

11345



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 5112 12/18/2012,
NGA Weekly Notice to Mariners: 5212 12/29/2012,
Canadian Coast Guard Notice to Mariners: n/a.



35th Ed., Apr. /12 ■ Corrected through NM Apr. 7/12
Corrected through LNM Mar. 27/12

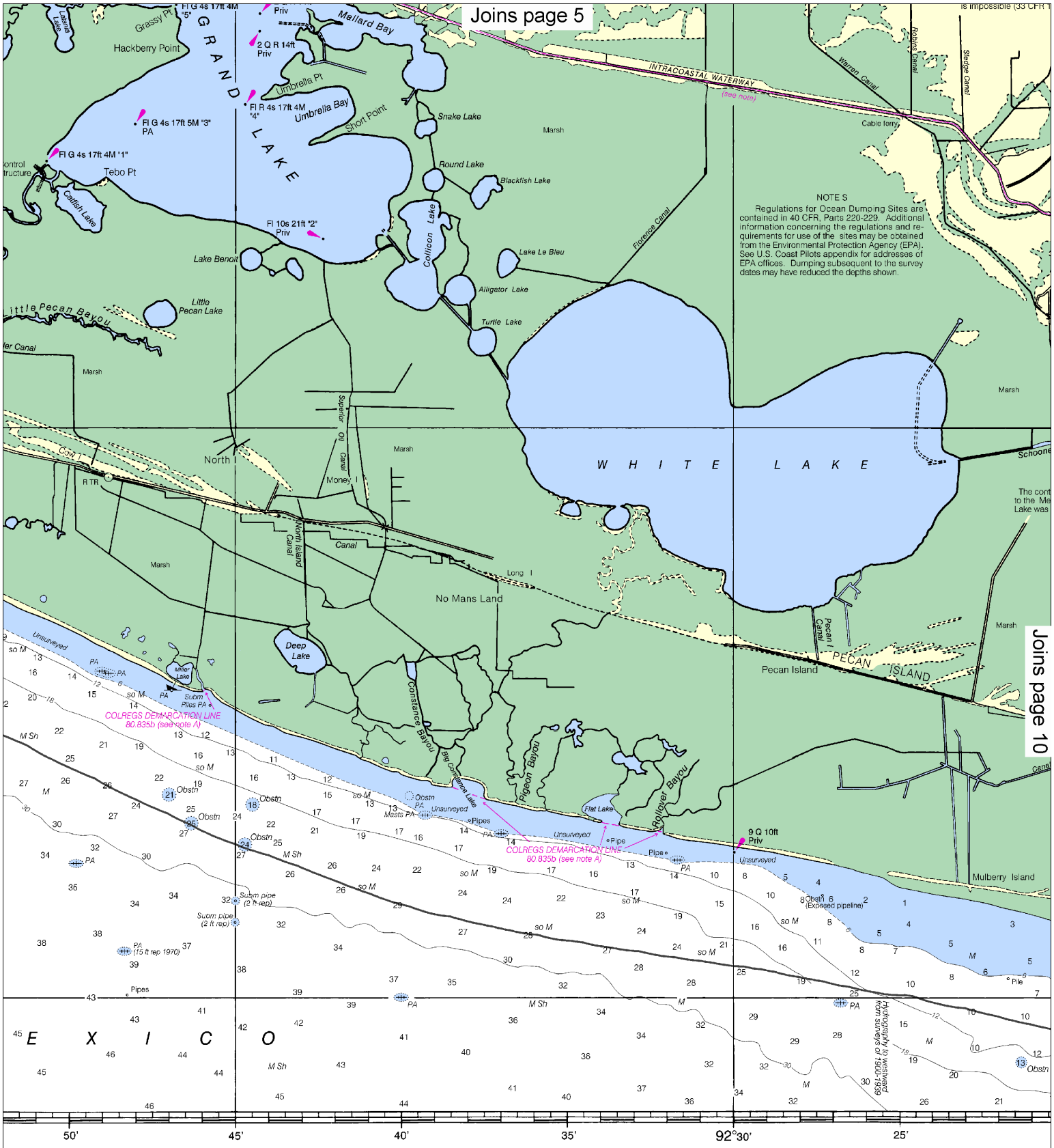
11345

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Note: Chart grid lines are aligned with true north.



SOUNDINGS IN FEET

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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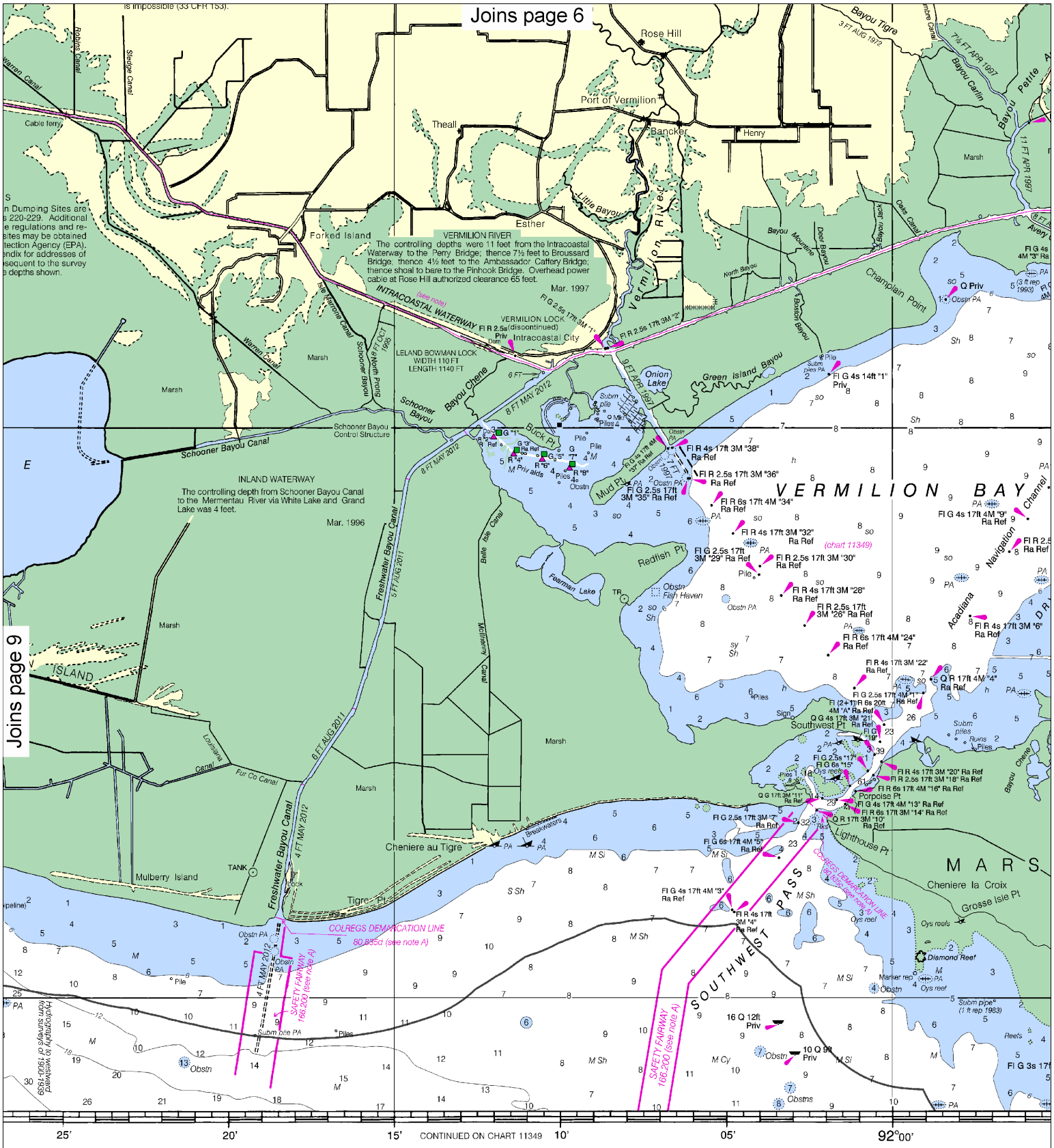

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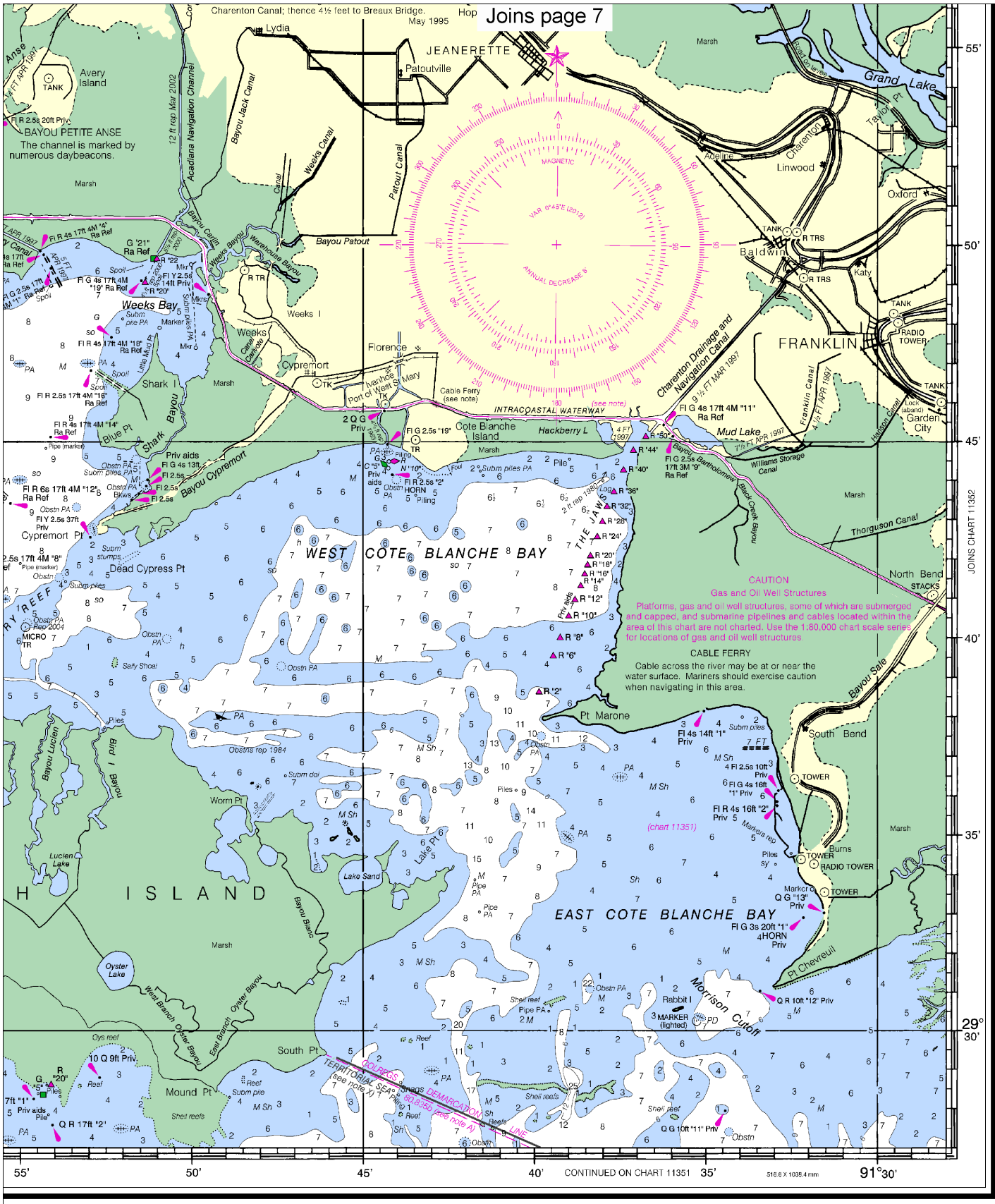
DEPARTMENT OF COMMERCE
ANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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 System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

FATHOMS	1	2	3	
FEET	6	12	18	
METERS	1 2 3 4 5 6			

Note: Chart grid lines are aligned with true north.



New Orleans to Calcasieu River, West Section

SOUNDINGS IN FEET - SCALE 1:175,000

11345

EI. NO. 35

NSN 7642014010207

NGA REFERENCE NO. 11XCO11345

11

EMERGENCY INFORMATION

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.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio — NOAA's National Weather Service

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**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.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 Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@nauticalcharts**

Note on Printing

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.

NOAA's Office of Coast Survey — The Nation's Chartmaker