

# BookletChart™



## Intracoastal Waterway – Forked Island to Ellender NOAA Chart 11348

*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

**Approximate Page Index**

4	5	6	7	8	9
10	11	12	13	14	15
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**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://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.

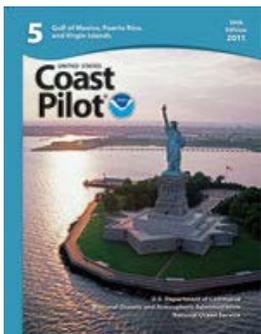
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11348>



**(Selected Excerpts from Coast Pilot)**  
**Mermentau River** empties into the Gulf of Mexico 86 miles W of Atchafalaya Bay Entrance E of Calcasieu Pass. The entrance channel shifts frequently and should be approached with caution. From the Gulf, the Mermentau leads E through **Lower Mud Lake** and Upper Mud Lake, thence N into the SW side of Grand Lake, out of the N end of Grand Lake to the Intracoastal Waterway and continuing on 32 miles through **Lake Arthur** to the head of

navigation at the junction of **Bayou Nezpique** and **Bayou des Cannes**, where the river is formed.

**Grand Lake**, a summer resort on the NE side of Calcasieu Lake, has numerous private piers.

**Hackberry**, on the NW side of the lake, is an oil drilling center. Both towns have highway connections to Lake Charles.

**Calcasieu River and Channel.** N of Calcasieu Pass, the ship channel cuts across points of land along the W side of Calcasieu Lake to a junction with the Calcasieu River at **Choupique Island**. The channel is straight and well-marked by lights and lighted ranges.

The Intracoastal Waterway crosses the ship channel at the N end of Choupique Island, at the mouth of the **River**, and continues W through **Choupique Cutoff**. N of the intersection with the Intracoastal Waterway, **Industrial Canal** leads NE to a turning basin. From the junction with Industrial Canal, the ship channel follows the natural channel of Calcasieu River to the N side of **Moss Lake**, thence bypassing the river through a landcut about 1 mile long to the W bend of the river just above Haymark Terminal, thence in the natural channel to Rose Bluff, thence through **Rose Bluff Cutoff** and continuing on the same course through a cut across the S end of **Coon Island**; thence, the E or right fork for about 1.5 miles to the port wharves at Port of Lake Charles. Deep water is along midchannel but, unlike most rivers, the deeper water often favors the points rather than the bends.

**Calcasieu Landing** is on the W bank of the Calcasieu River just N of its junction with Choupique Cutoff. A shipyard here has two 2,000-ton floating drydocks which can handle ships up to 200 feet and barges up to 300 feet long and 55 feet wide with drafts of 14 feet for general repairs. A marine railway at the shipyard can handle vessels up to 200 feet. The yard builds tugs, crew boats, and barges up to 200 feet. There are metal, joiner, machine, and welding shops, a floating crane that can handle craft to 60 tons, and tank cleaning facilities. A fuel dock adjoins the shipyard. Diesel fuel is available on a 24-hour basis at the dock or in midstream by barge. The fuel facility monitors VHF-FM channels 13 and 16 continuously.

**Vessels should approach Freshwater Bayou from the Gulf through Freshwater Bayou Safety Fairway.** (See 166.100 through 166.200, chapter 2.)

**Bayou Plaquemine Brule.** 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.** (See 117.1 through 117.59 and 117.489, chapter 2, for drawbridge regulations.)

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

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

# Table of Selected Chart Notes

**CALCASIEU CHANNEL**  
The project depth is 40 feet to Lake Charles Harbor. For controlling depths see charts 11339 and 11347.

**CAUTION**  
Uncharted obstructions and stumps, some submerged, have been reported to exist in Lake Arthur.

**HEIGHTS**  
Heights in feet above Mean High Water.

Mercator Projection  
Scale 1:40,000 at 29°50'  
North American Datum of 1983  
(World Geodetic System 1984)  
**SOUNDINGS IN FEET**  
AT MEAN LOWER LOW WATER

**INTRACOASTAL WATERWAY**  
Project Depths  
12 feet Carrabelle, FL to Brownsville, TX.  
The 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 the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ————  
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

**CABLE FERRY**  
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

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

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

**CAUTION**  
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
----- Pipeline Area -----  
----- Cable Area -----  
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location) ○ (Approximate location)

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

**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.

**CAUTION**  
In the dry summer months navigation in the lakes may be hampered by the lowering of the water level due to irrigation operations.

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**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 Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.752" northward and 0.518" westward to agree with this chart.

**CAUTION**  
Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

**CAUTION**  
**Gas and Oil Well Structures**  
Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

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Covered wells may be marked by lighted or unlighted buoys.

**CAUTION**  
**Gas and Oil Well Structures**  
Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

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

**CAUTION**  
**Gas and Oil Well Structures**  
Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

**INTRACOASTAL WATERWAY**  
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**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location) ○ (Approximate location)

**CABLE FERRY**  
Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area. Wooded

**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.

**MERMENTAU RIVER**  
The controlling depth was 9½ feet from the GIWW through Lake Arthur to the junction of Bayous Nezpique and Des Cannes. Apr. 1997

**CAUTION**  
Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

**MERMENTAU RIVER**  
The controlling depth was 9½ feet from the GIWW through Lake Arthur to the junction of Bayous Nezpique and Des Cannes. Apr. 1997

**INLAND WATERWAY**  
The controlling depth from Schooner Bayou Canal to the Mermentau River via White Lake and Grand Lake was 4 feet. Mar. 1996

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The controlling depth from Schooner Bayou Canal to the Mermentau River via White Lake and Grand Lake was 4 feet. Mar. 1996

**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.

**CAUTION**  
**WARNINGS CONCERNING LARGE VESSELS**  
The 'Rules of the Road' state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

**COLREGS: International Regulations for Preventing Collisions at Sea, 1972.**  
Demarcation lines are shown thus: -----

**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.

# NAUTICAL CHART 11348

## INTRACOASTAL WATERWAY



THE NATION'S CHARTMAKER SINCE 1807

# LOUISIANA

# FORKED ISLAND TO

# ELLENDER

## Including the Mermentau River, Grand Lake, and White Lake

**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.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 5 for important supplemental information.

**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](http://nauticalcharts.noaa.gov).

**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 Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.752" northward and 0.518" westward to agree with this chart.

**TIDAL INFORMATION**  
Predicted times for high and low tide at the Mermentau River entrance may be obtained by subtracting 1 hour and 54 minutes for high water and 59 minutes for low water from the times listed for Galveston, Texas in the tide table.  
In the Intracoastal Waterway, between Forked Island and Ellender, the periodic tide is negligible.

**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.

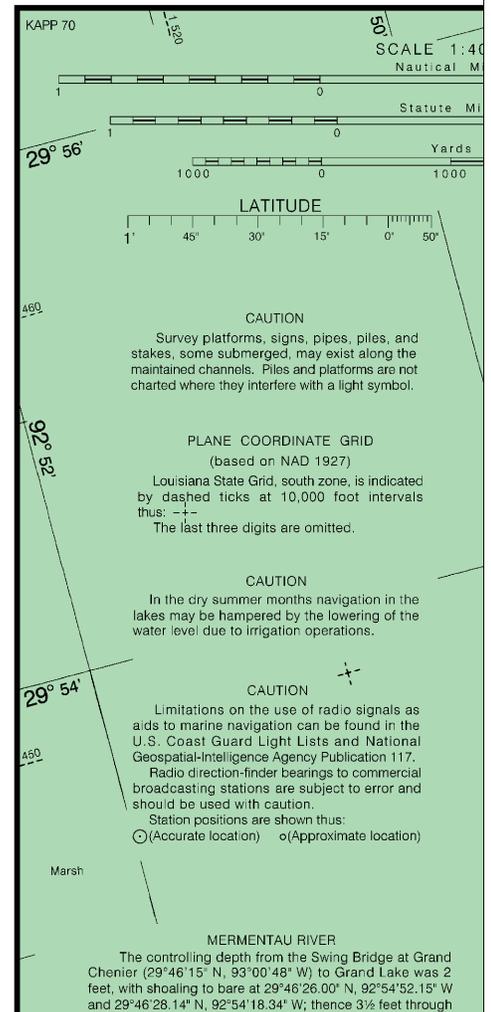
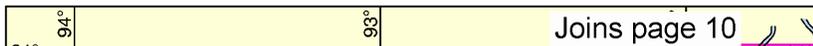
Chart 11348 22nd Ed., May /08 ■  
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U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

Mercator Projection  
Scale 1:40,000 at 29°50'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER  
HEIGHTS  
Heights in feet above Mean High Water.

NAUTICAL CHART DIAGRAM



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



**BREVIACTIONS** (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	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bld boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
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: - - - - -

**MARINE WEATHER FORECASTS  
 NATIONAL WEATHER SERVICE**

CITY	TELEPHONE NUMBERS	OFFICE HOURS
Lake Charles, LA	(337) 477-5285 *(337) 439-0000	24 hours daily

\*Recording (24 hours daily)

**NOAA WEATHER RADIO BROADCASTS**

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Galveston, TX	KHB-40	162.55	24 hours daily
Lake Charles, LA	KHB-42	162.40	24 hours daily
Baton Rouge, LA	KHB-46	162.40	24 hours daily
Lafayette, LA	WXK-80	162.55	24 hours daily

**BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS  
 BY MARINE RADIOTELEPHONE STATIONS**

CITY	STATION	FREQ.	BROADCAST TIMES-CST	SPECIAL WARNING
Galveston, TX	NOY	2670 kHz	4:45, 6:45, & 10:45 AM & 4:45 PM	* On receipt
Galveston, TX	"	157.10 MHz	4:45, 6:45, & 10:45 AM & 4:45 PM	
Pecan Island, LA	"	157.10 MHz	4:45, 6:45, & 10:45 AM & 4:45 PM	
Cameron, LA	"	157.10 MHz	4:45, 6:45, & 10:45 AM & 4:45 PM	
Sabine, TX	"	2670 kHz	4:45, 6:45, & 10:45 AM & 4:45 PM	
Sabine, TX	"	157.10 MHz	4:45, 6:45, & 10:45 AM & 4:45 PM	
Morgans Point, TX	"	157.10 MHz	4:45, 6:45, & 10:45 AM & 4:45 PM	
Freeport, TX	"	157.10 MHz	4:45, 6:45, & 10:45 AM & 4:45 PM	

\*Preceded by announcement on 2182 kHz and 156.8 MHz  
 Broadcast one hour later during Daylight Saving Time  
 Distress calls for small craft are made on 2182 kHz or  
 channel 16 (156.80 MHz) VHF.

NOAA and its partner  
 and critical corrections.  
 Editions are available 5-8  
 about Print-on-Demand  
 help@NauticalCharts.  
 help@OceanGrafix.com.

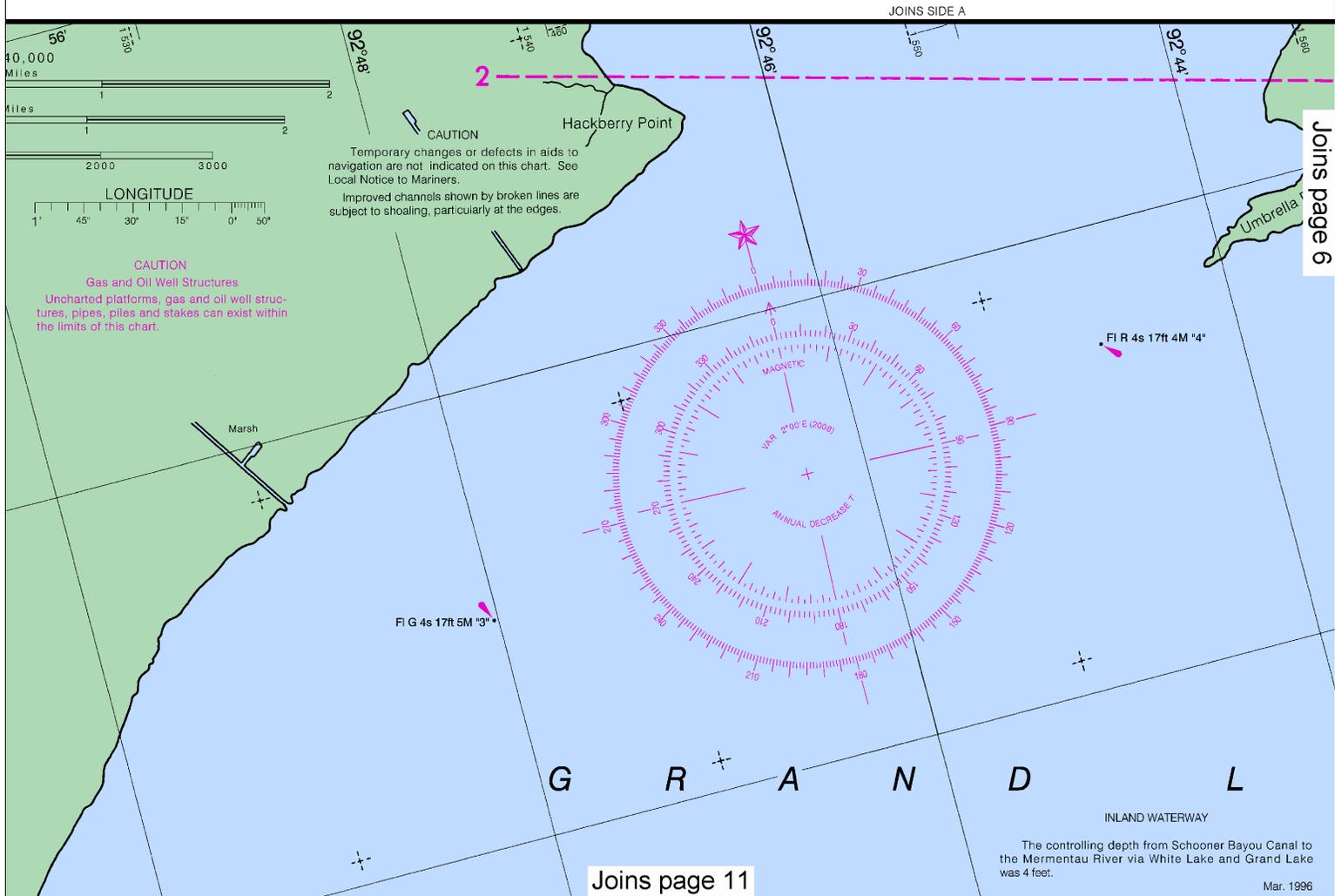
Additional

**PUBLIC BOATING INSTRUCTION PROGRAMS**

The United States Power Squadrons (USPS) and U.S. 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 Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593



Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:53333. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.





**GALVESTON (Galveston Channel), TEXAS**

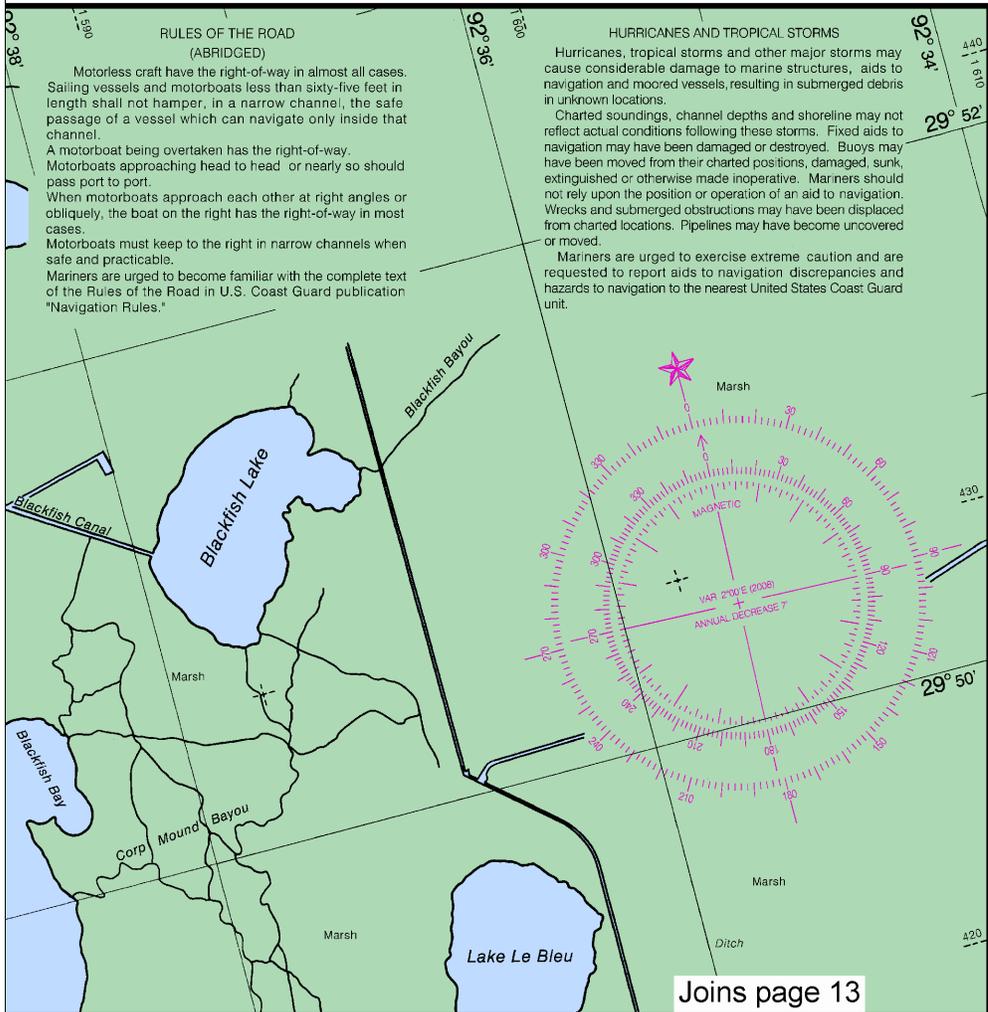
Predicted times and heights of high and low water - Eastern Standard Time. For Daylight Saving time, add 1 hour. To predict local tides, apply the time difference listed in the facility tabulations to these tide predictions.

OCTOBER 2008			NOVEMBER 2008			DECEMBER 2008			JANUARY 2009		
Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.
	h.m.	ft.		h.m.	ft.		h.m.	ft.		h.m.	ft.
1	0943	1.6	16	0232	1.7	1	0146	1.4	16	0020	1.1
W	1259	0.4	Th	1243	0.0	1	1144	1.4	Tu	0354	1.2
1852	1.0	1847	2.1	2351	1.6	21	1061	0.9	18	0249	0.5
2333	1.3	2330	1.7			2339	1.2	21	14	1.2	
2	0337	1.6	17	0233	1.0	2	0156	1.3	17	0225	0.9
Th	1139	0.3	F	1115	-0.1	Su	1213	0.2	M	0241	1.7
1996	1.0	2000	2.1			2222	1.7				
3	0230	1.6	18	0219	1.8	3	0207	1.7	18	1408	0.0
F	0229	1.7	Sa	0233	1.9	M	1300	0.2	Tu	2309	1.5
1271	0.3	1210	0.1								
8199	1.0	8194	0.6								
4	1255	0.3	19	1312	-0.1	4	0212	1.7	19	1524	0.2
Sa	1907	0.0	Tu	1352	0.0	F	1024	0.8	Th	2241	1.2
5	0228	1.6	20	1424	0.1	5	0028	1.6	20	0632	1.1
Su	1349	0.4	M	1449	0.4	W	1449	0.4	Th	1524	1.2
6	0235	1.6	21	0230	1.9	6	0030	1.6	21	0842	0.0
F	0235	1.7	Th	1544	0.2	F	1124	1.2	Sa	1846	0.5
7	0251	1.6	22	0104	1.6	7	0036	1.6	22	0009	1.3
Tu	1905	0.5	F	1707	0.4	F	1657	0.7	Sa	0911	0.3
8	0236	1.6	23	0121	1.7	8	0041	1.5	23	0020	1.3
W	1736	0.5	Th	0729	1.4	Sa	0719	1.0	Su	0743	0.2
9	0220	1.6	24	0134	1.6	9	0045	1.4	24	0027	1.3
Th	1033	0.5	F	1243	1.5	Sa	0711	0.7	M	0827	0.3
10	0214	1.7	25	0145	1.6	10	0047	1.4	25	0029	1.3
F	0881	1.4	Sa	0808	0.9	M	0720	0.4	Tu	0833	0.1
11	0220	1.6	26	0154	1.5	11	0047	1.4	26	0059	0.2
Sa	0850	1.3	Th	0834	0.6	Th	0831	0.1	F	1127	1.0
12	0224	1.6	27	0201	1.5	12	0049	1.5	27	0027	0.3
Su	0929	1.0	M	0901	0.4	W	0939	0.2	Th	1029	0.3
13	0228	1.6	28	0208	1.5	13	0054	1.6	28	0057	0.3
M	0833	0.7	Th	0922	0.4	Th	0922	0.4	F	1840	0.5
14	0220	1.6	29	0206	1.6	14	0101	1.7	29	0101	0.3
Tu	0930	0.4	F	1003	0.5	F	1010	0.5	Sa	1127	1.0
15	0222	1.6	30	0157	1.6	15	0109	1.7	30	0122	1.4
W	0944	0.2	Th	1022	0.1	Sa	1102	0.7	M	1107	0.2
16	0224	1.6	31	0158	1.8	16	0109	1.8	31	0122	1.4
Th	1000	0.1	F	1124	0.2	F	1124	0.2	Sa	1201	1.3

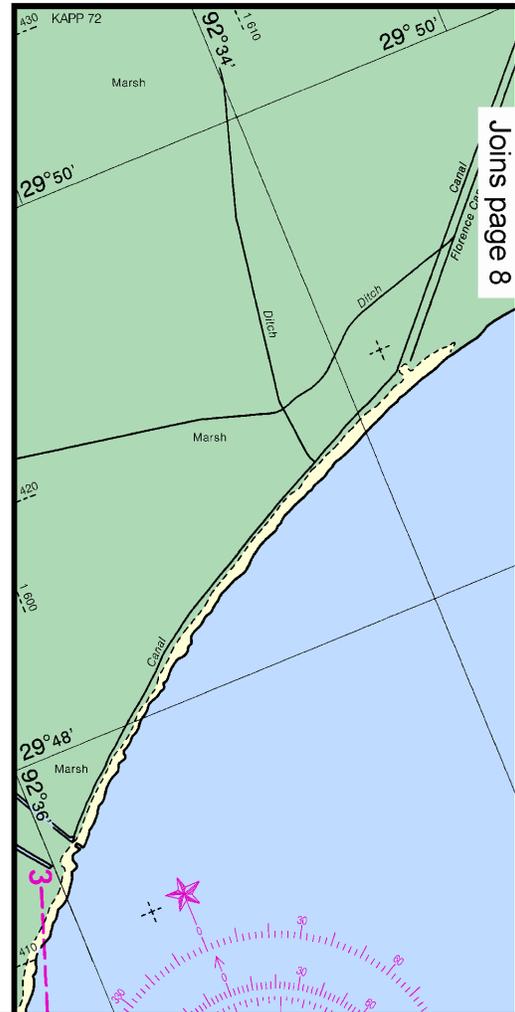
FEBRUARY 2009			MARCH 2009			APRIL 2009			MAY 2009		
Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.
	h.m.	ft.		h.m.	ft.		h.m.	ft.		h.m.	ft.
1	0159	-0.1	16	0232	-0.4	1	0022	-0.2	16	0124	-0.2
Su	1330	1.0	M	1330	1.0	Su	0923	1.0	W	1132	1.5
2	0254	-0.4	17	0435	-0.4	2	0113	-0.3	17	0219	-0.1
M	1801	0.8	Tu	1505	1.0	M	1001	1.0	Th	1324	1.4
3	0239	-0.6	18	0537	-0.4	3	0213	-0.4	18	0325	-0.1
Th	1716	1.0	W	1596	1.1	Th	1332	1.2	F	1319	1.4
4	0501	-0.7	19	0634	-0.4	4	0323	-0.5	19	0439	0.0
Fr	1716	1.0	Th	1633	1.0	Fr	1400	1.2	Sa	1324	1.4
5	0609	-0.9	20	0723	-0.4	5	0440	-0.5	20	0549	0.0
Sa	1909	1.0	F	1648	1.0	Sa	1444	1.3	Su	1512	1.2
6	0709	-1.0	21	0805	-0.4	6	0556	-0.5	21	0646	0.0
Su	1909	1.0	M	1642	1.0	Sa	1519	1.2	Su	1619	1.2
7	0809	-1.0	22	0910	1.0	7	0705	-0.5	22	0730	0.1
Mo	1909	1.0	Th	1641	0.9	Mo	1641	0.9	Tu	1619	1.2
8	0943	-1.1	23	0929	1.0	8	0802	-0.2	23	0849	1.1
Tu	1909	1.0	F	1641	0.9	Su	1641	0.9	W	1619	1.2
9	1043	-1.1	24	0929	1.0	9	0902	-0.4	24	0912	0.2
W	1909	1.0	Th	1641	0.9	M	1641	0.9	Th	1619	1.2
10	1143	-1.1	25	0929	1.0	10	1002	-0.2	25	0912	0.2
Th	1909	1.0	F	1641	0.9	Tu	1641	0.9	W	1619	1.2
11	1243	-1.1	26	0929	1.0	11	1102	-0.2	26	0912	0.2
Fr	1909	1.0	Sa	1641	0.9	W	1641	0.9	Th	1619	1.2
12	1343	-1.1	27	0929	1.0	12	1202	-0.2	27	0912	0.2
Sa	1909	1.0	Su	1641	0.9	Th	1641	0.9	F	1619	1.2
13	1443	-1.1	28	0929	1.0	13	1302	-0.2	28	0912	0.2
Su	1909	1.0	M	1641	0.9	Fr	1641	0.9	Sa	1619	1.2
14	1543	-1.1	29	0929	1.0	14	1402	-0.2	29	0912	0.2
Mo	1909	1.0	Tu	1641	0.9	Sa	1641	0.9	Su	1619	1.2
15	1643	-1.1	30	0929	1.0	15	1502	-0.2	30	0912	0.2
Tu	1909	1.0	W	1641	0.9	Su	1641	0.9	Mo	1619	1.2
16	1743	-1.1	31	0929	1.0	16	1602	-0.2	31	0912	0.2
W	1909	1.0	Th	1641	0.9	M	1641	0.9	Tu	1619	1.2

The meridian 90° W, 0000 is midnight, 1200 is noon. Heights are referred to mean lower low water which is the chart datum of soundings. On coasts when the tide is ebbing, high water lies an appropriate stand of about 7 hours. Predictions are for beginning of stand.

1972



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Joins page 8

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013, NGA Weekly Notice to Mariners: 0513 2/2/2013, Canadian Coast Guard Notice to Mariners: n/a.

7

Time add 1 hour predictions.

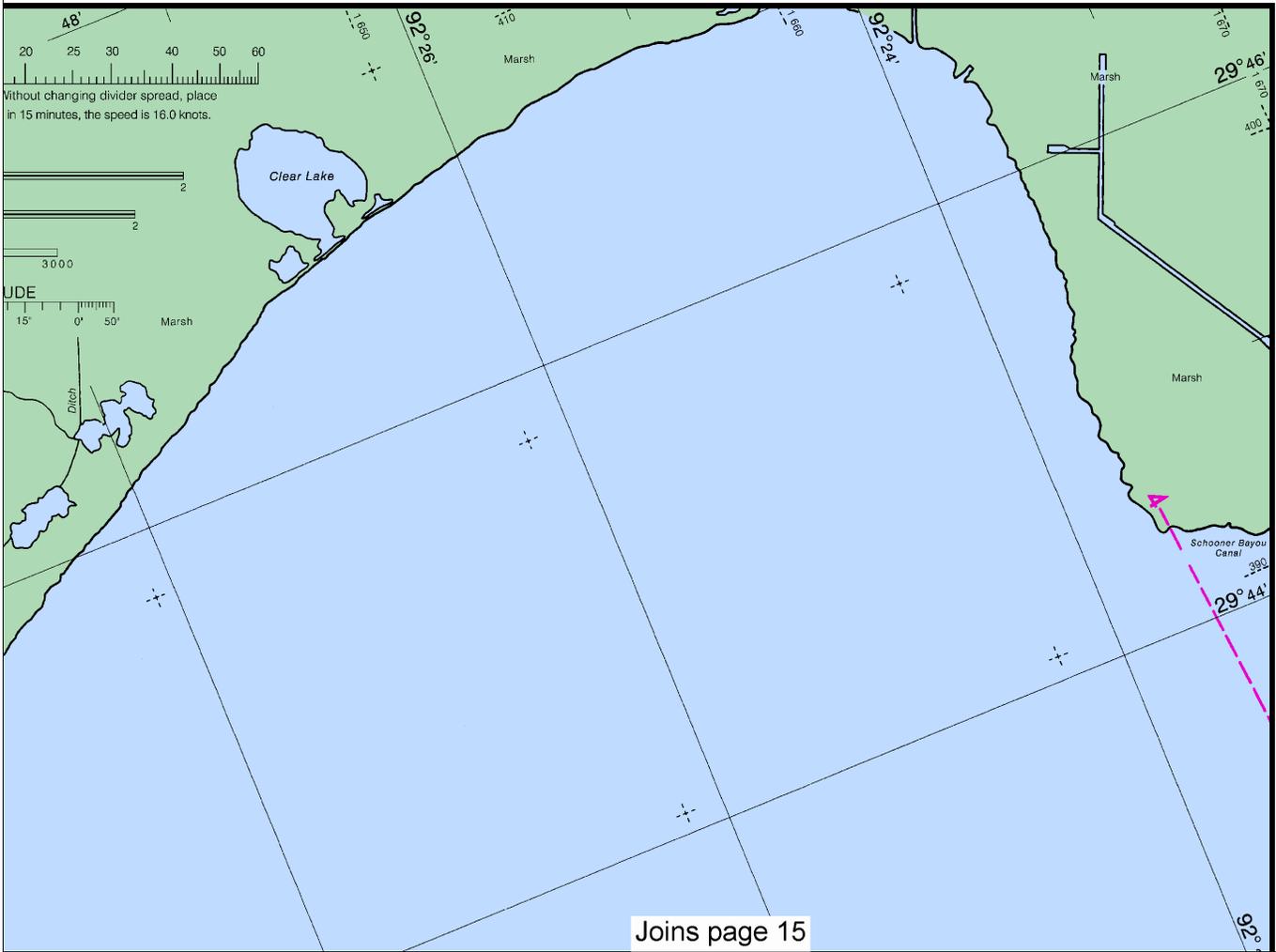
MAY 2009					
Day	Time	HT.	Day		
Day	Time	HT.	Day		
1	0246	0.0	15	0212	0.3
2	1140	1.5	16	1117	1.4
3	2 0426	0.2	17	0936	0.5
4	1212	1.4	18	1136	1.3
5	1838	1.1	19	1029	0.6
6	2224	1.2	20	1135	1.0
7	0331	0.5	21	0941	0.7
8	1233	1.4	22	1149	1.3
9	1851	0.5	23	1051	0.7
10	0029	1.3	24	0932	1.1
11	0852	0.7	25	0930	0.9
12	1250	1.3	26	1154	1.2
13	1851	0.5	27	1155	1.2
14	0029	1.3	28	1016	1.3
15	0852	0.9	29	0959	1.0
16	1354	1.3	30	1155	1.2
17	2002	0.3	31	1010	0.2
18	0318	1.6	1	0259	1.5
19	1019	1.1	2	0825	1.3
20	1315	1.3	3	1150	1.3
21	1852	0.4	4	1039	1.0
22	0038	0.0	5	1039	1.0
23	0416	1.7	6	0939	1.7
24	1019	1.2	7	1035	1.3
25	1329	1.3	8	1151	1.3
26	1852	0.4	9	1039	1.3
27	0031	1.0	10	0959	1.7
28	0759	1.7	11	1123	1.3
29	1329	1.3	12	1039	1.3
30	1852	0.4	13	1152	1.3
31	0031	1.0	14	1039	1.3
1	0759	1.7	15	1152	1.3
2	1329	1.3	16	1039	1.3
3	1852	0.4	17	1152	1.3
4	0031	1.0	18	1039	1.3
5	0759	1.7	19	1152	1.3
6	1329	1.3	20	1039	1.3
7	1852	0.4	21	1152	1.3
8	0031	1.0	22	1039	1.3
9	0759	1.7	23	1152	1.3
10	1329	1.3	24	1039	1.3
11	1852	0.4	25	1152	1.3
12	0031	1.0	26	1039	1.3
13	0759	1.7	27	1152	1.3
14	1329	1.3	28	1039	1.3
15	1852	0.4	29	1152	1.3
16	0031	1.0	30	1039	1.3
17	0759	1.7	31	1152	1.3
18	1329	1.3			
19	1852	0.4			
20	0031	1.0			
21	0759	1.7			
22	1329	1.3			
23	1852	0.4			
24	0031	1.0			
25	0759	1.7			
26	1329	1.3			
27	1852	0.4			
28	0031	1.0			
29	0759	1.7			
30	1329	1.3			
31	1852	0.4			
32	0031	1.0			
33	0759	1.7			
34	1329	1.3			
35	1852	0.4			
36	0031	1.0			
37	0759	1.7			
38	1329	1.3			
39	1852	0.4			
40	0031	1.0			
41	0759	1.7			
42	1329	1.3			
43	1852	0.4			
44	0031	1.0			
45	0759	1.7			
46	1329	1.3			
47	1852	0.4			
48	0031	1.0			
49	0759	1.7			
50	1329	1.3			
51	1852	0.4			
52	0031	1.0			
53	0759	1.7			
54	1329	1.3			
55	1852	0.4			
56	0031	1.0			
57	0759	1.7			
58	1329	1.3			
59	1852	0.4			
60	0031	1.0			

JUNE 2009					
Day	Time	HT.	Day		
Day	Time	HT.	Day		
1	0514	0.8	16	0240	0.7
2	1188	1.3	17	1020	1.1
3	1838	0.3	18	1123	1.2
4	0136	1.2	19	0953	0.9
5	0852	1.0	20	1123	1.2
6	1504	0.0	21	0953	0.9
7	0200	1.4	22	1123	1.2
8	0852	1.0	23	0953	0.9
9	1504	0.0	24	1123	1.2
10	0200	1.4	25	0953	0.9
11	0852	1.0	26	1123	1.2
12	1504	0.0	27	0953	0.9
13	0200	1.4	28	1123	1.2
14	0852	1.0	29	0953	0.9
15	1504	0.0	30	1123	1.2
16	0200	1.4	31	0953	0.9
17	0852	1.0			
18	1504	0.0			
19	0200	1.4			
20	0852	1.0			
21	1504	0.0			
22	0200	1.4			
23	0852	1.0			
24	1504	0.0			
25	0200	1.4			
26	0852	1.0			
27	1504	0.0			
28	0200	1.4			
29	0852	1.0			
30	1504	0.0			
31	0200	1.4			

JULY 2009					
Day	Time	HT.	Day		
Day	Time	HT.	Day		
1	0230	1.3	16	0559	1.2
2	0831	0.4	17	1205	0.5
3	1432	0.0	18	0246	1.3
4	0033	1.4	19	0831	0.5
5	0634	1.4	20	1432	0.0
6	1235	0.0	21	0033	1.4
7	1836	0.0	22	0634	1.4
8	0033	1.4	23	1235	0.0
9	0634	1.4	24	1836	0.0
10	1235	0.0	25	0033	1.4
11	1836	0.0	26	0634	1.4
12	0033	1.4	27	1235	0.0
13	0634	1.4	28	1836	0.0
14	1235	0.0	29	0033	1.4
15	1836	0.0	30	0634	1.4
16	0033	1.4	31	1235	0.0
17	0634	1.4			
18	1235	0.0			
19	1836	0.0			
20	0033	1.4			
21	0634	1.4			
22	1235	0.0			
23	1836	0.0			
24	0033	1.4			
25	0634	1.4			
26	1235	0.0			
27	1836	0.0			
28	0033	1.4			
29	0634	1.4			
30	1235	0.0			
31	1836	0.0			

AUGUST 2009					
Day	Time	HT.	Day		
Day	Time	HT.	Day		
1	0424	1.5	16	0334	1.6
2	1025	0.3	17	0935	1.6
3	1626	0.0	18	0536	1.6
4	0227	1.5	19	1137	1.6
5	0828	0.3	20	0738	1.6
6	1429	0.0	21	1339	1.6
7	0030	1.5	22	0940	1.6
8	0631	0.3	23	1541	1.6
9	1232	0.0	24	0142	1.6
10	1833	0.0	25	0743	1.6
11	0034	1.5	26	1344	1.6
12	0635	0.3	27	0945	1.6
13	1236	0.0	28	1546	1.6
14	1837	0.0	29	0147	1.6
15	0038	1.5	30	0748	1.6
16	0639	0.3	31	1349	1.6
17	1240	0.0			
18	1841	0.0			
19	0042	1.5			
20	0643	0.3			
21	1244	0.0			
22	1845	0.0			
23	0046	1.5			
24	0647	0.3			
25	1248	0.0			
26	1849	0.0			
27	0050	1.5			
28	0651	0.3			
29	1252	0.0			
30	1853	0.0			
31	0054	1.5			

SEPTEMBER 2009					
Day	Time	HT.	Day		
Day	Time	HT.	Day		
1	0423	1.5	16	0333	1.6
2	1024	0.3	17	0934	1.6
3	1625	0.0	18	0535	1.6
4	0226	1.5	19	1136	1.6
5	0827	0.3	20	0737	1.6
6	1428	0.0	21	1338	1.6
7	0029	1.5	22	0939	1.6
8	0630	0.3	23	1540	1.6
9	1231	0.0	24	0141	1.6
10	1832	0.0	25	0742	1.6
11	0033	1.5	26	1343	1.6
12	0634	0.3	27	0944	1.6
13	1235	0.0	28	1545	1.6
14	1836	0.0	29	0146	1.6
15	0037	1.5	30	0747	1.6
16	0638	0.3	31	1348	1.6
17	1239	0.0			
18	1840	0.0			
19	0041	1.5			
20	0642	0.3			
21	1243	0.0			
22	1844	0.0			
23	0045	1.5			
24	0646	0.3			
25	1247	0.0			
26	1848	0.0			
27	0049	1.5			



Mercator Projection  
 Scale 1:40,000 at 29°50'

North American Datum of 1983  
 (World Geodetic System 1984)

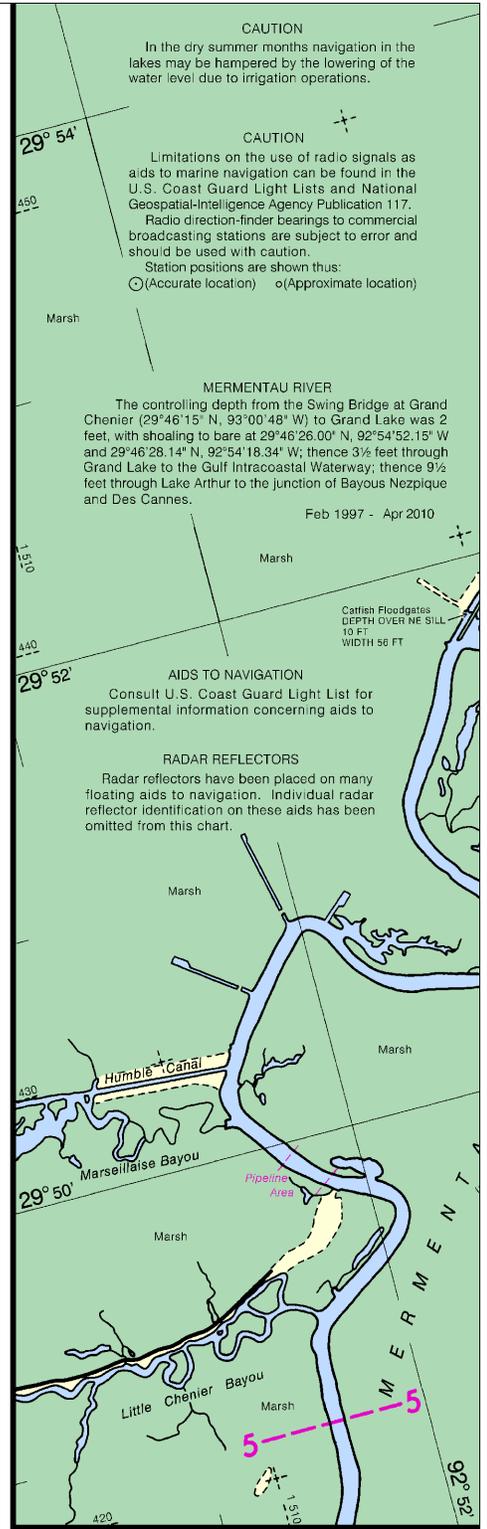
SOUNDINGS IN FEET  
 AT MEAN LOWER LOW WATER  
 HEIGHTS  
 Heights in feet above Mean High Water.

NAUTICAL CHART DIAGRAM



NSN 7642014010222  
 NGA REFERENCE NO. 11XHA11348

ED. NO. 22



11348 22nd Ed., May /08; Corrected through NM May 31/08, LNM M...

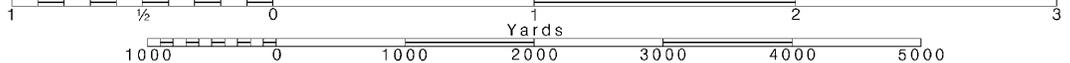


Note: Chart grid lines are aligned with true north.

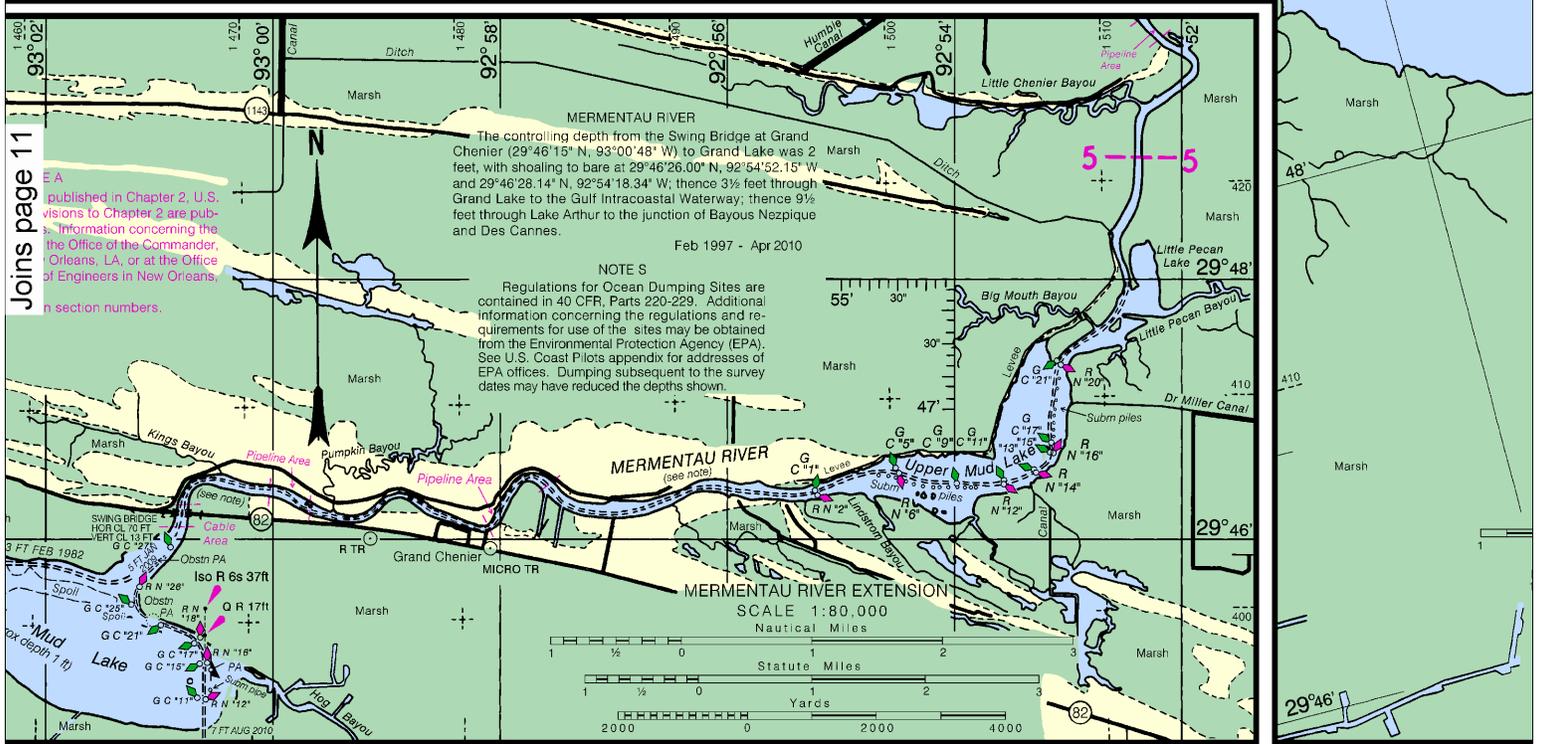
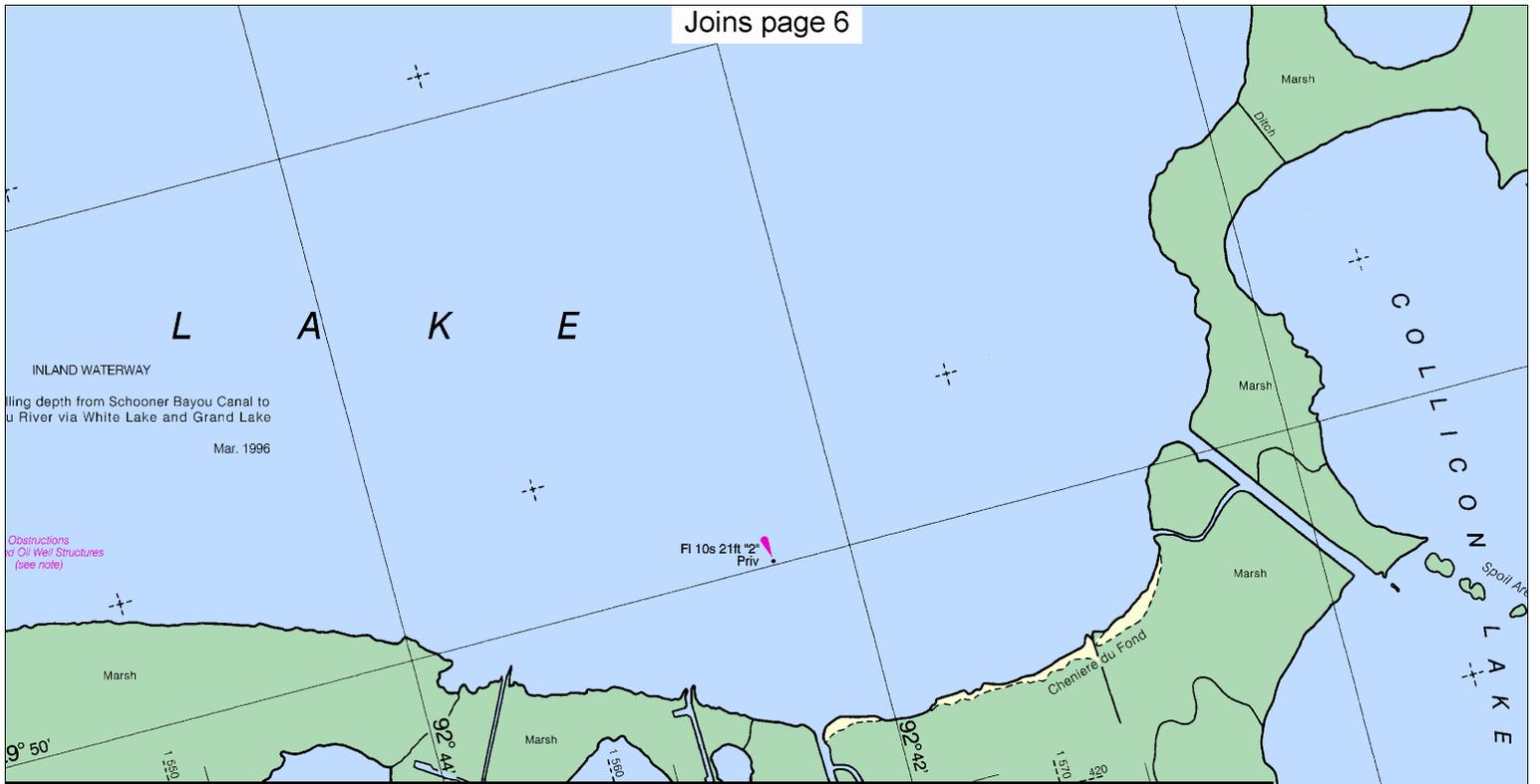
Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.







Joins page 11  
 E A published in Chapter 2, U.S. Sions to Chapter 2 are pub- Information concerning the Office of the Commander, Orleans, LA, or at the Office of Engineers in New Orleans. n section numbers.

JOINS CHART 11344

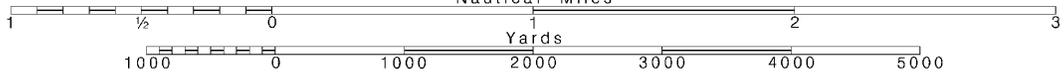
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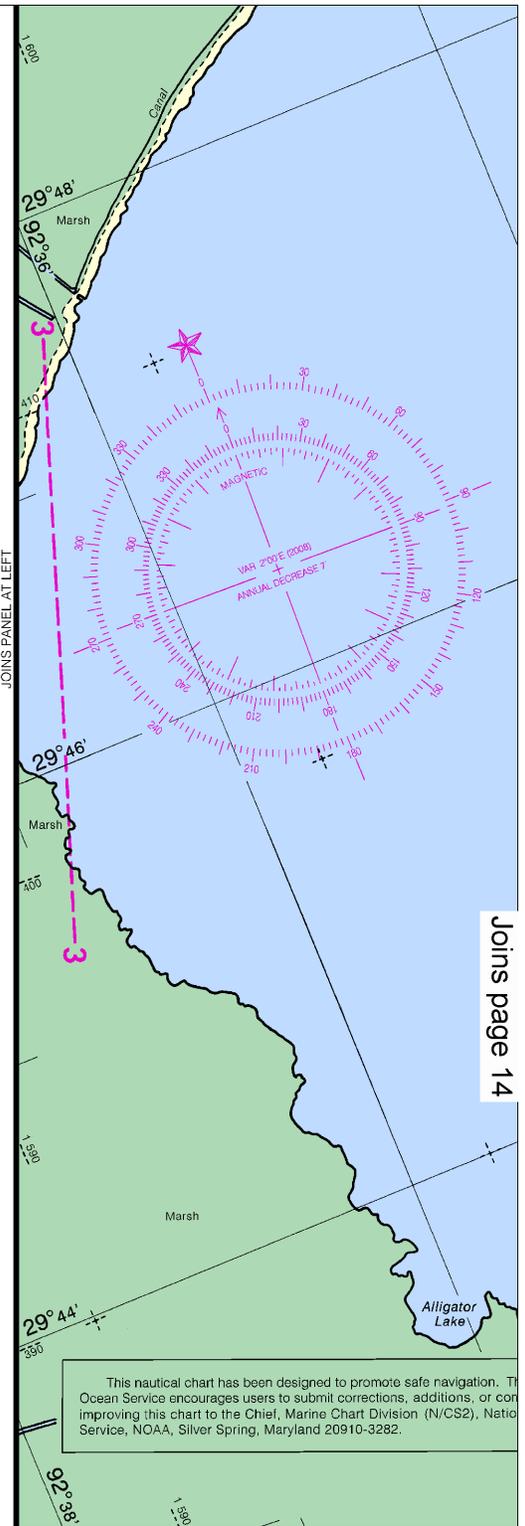
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.

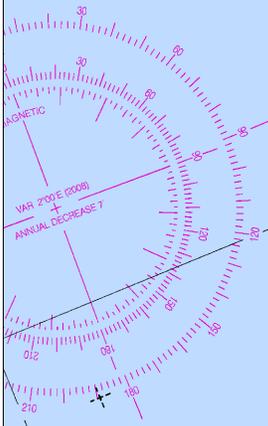




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Joins page 8

CAUTION  
In the dry summer months navigation in the lakes may be hampered by the lowering of the water level due to irrigation operations.



W H I T E

Obstructions  
Gas and Oil Well Structures  
(see note)

Joins page 13

as been designed to promote safe navigation. The National  
es users to submit corrections, additions, or comments for  
he Chief, Marine Chart Division (N/CS2), National Ocean  
pring, Maryland 20910-3282.

Alligator Lake

Grande Volle Lake

Bear Lake

Floating Turf Bayou

92° 36'

Long Island Ditch

29° 42'

92° 34'

92° 32'

Joins page 20

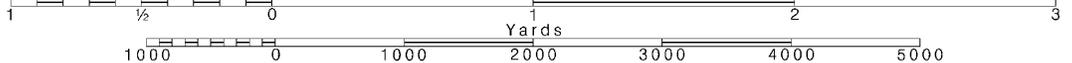
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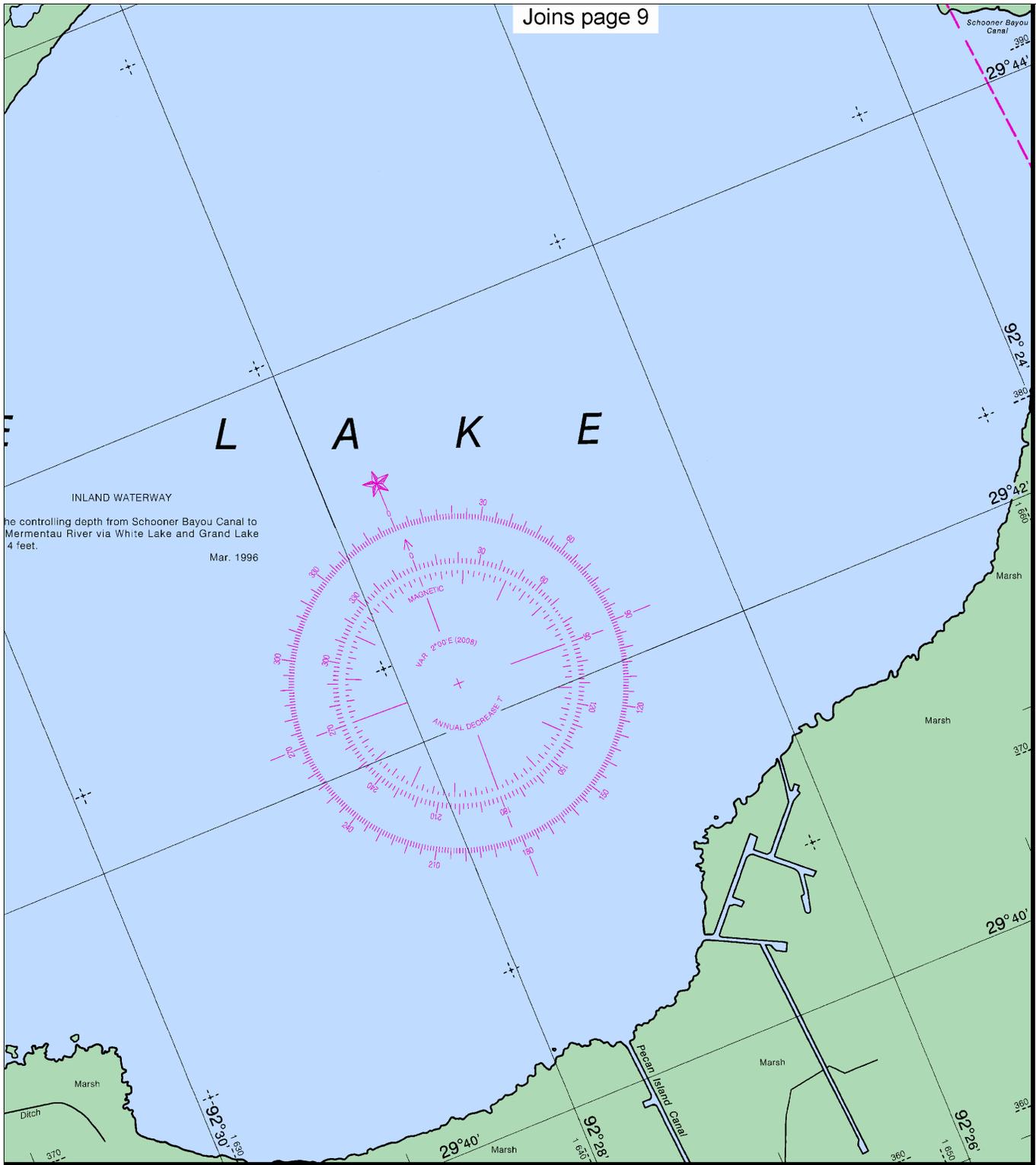
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



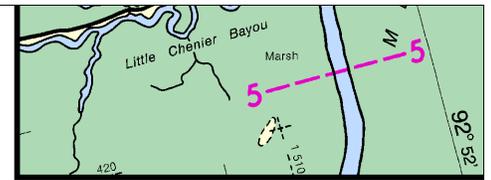


SIDE B

11348

NSN 7642014010222  
NGA REFERENCE NO. 11XHA11348

ED. NO. 22



11348 22nd Ed., May /08; Corrected through NM May 31/08, LNM M



16

Note: Chart grid lines are aligned with true north.

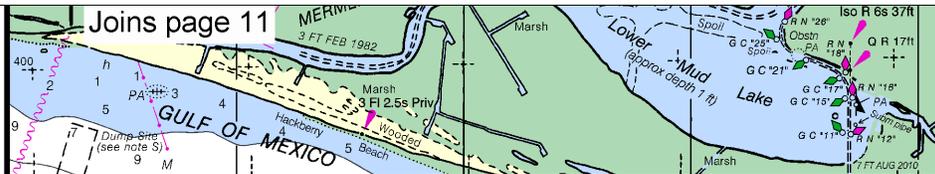
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Nautical Miles

See Note on page 5.



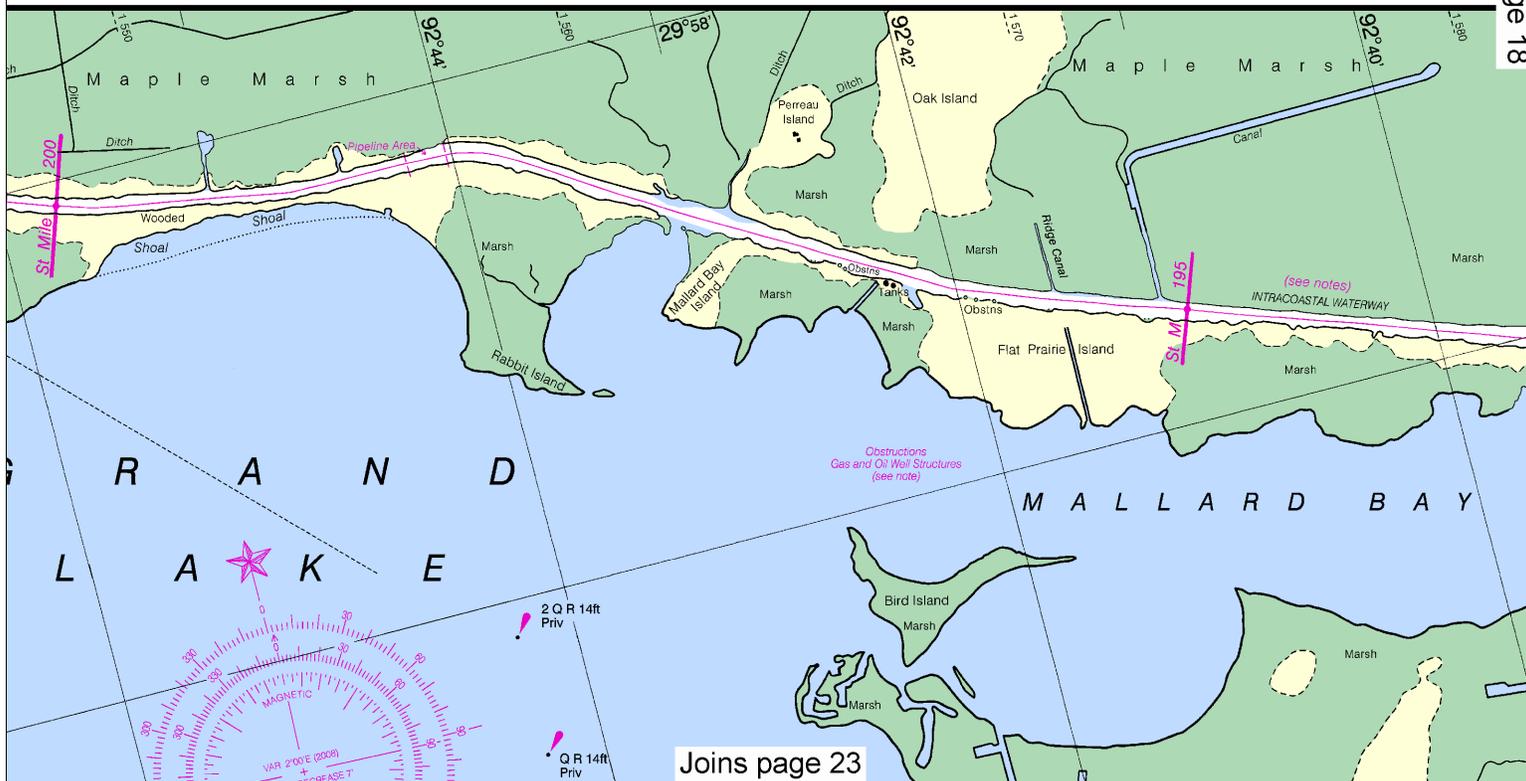
caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

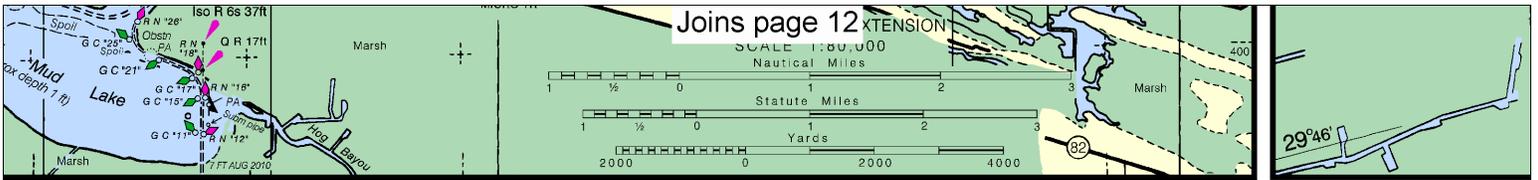


May 27/08 CONTINUED ON MERMENTAU RIVER EXTENSION

JOINS CHART 11344

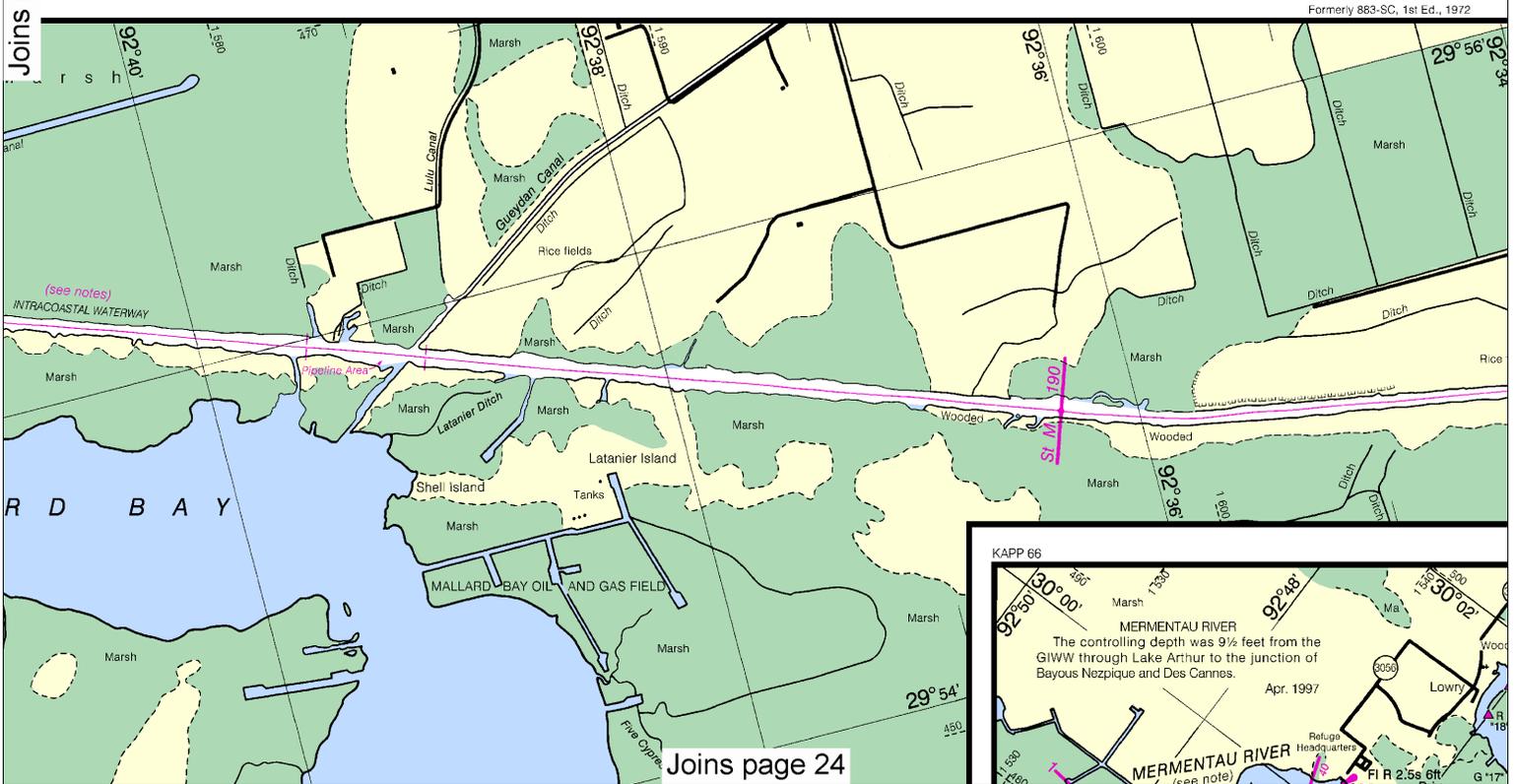
Joins page 18





JOINS CHART 11344

Joins page 17



Joins page 24

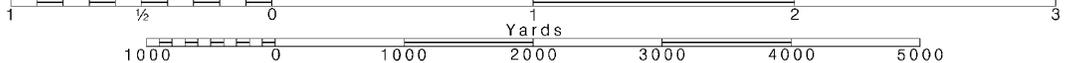
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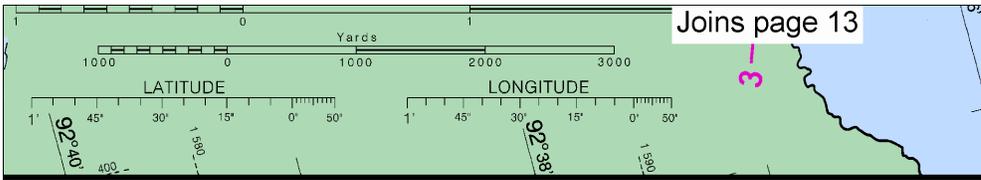
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



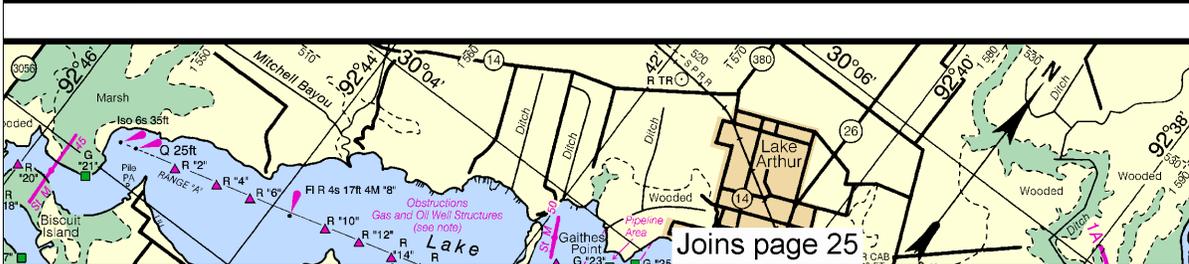
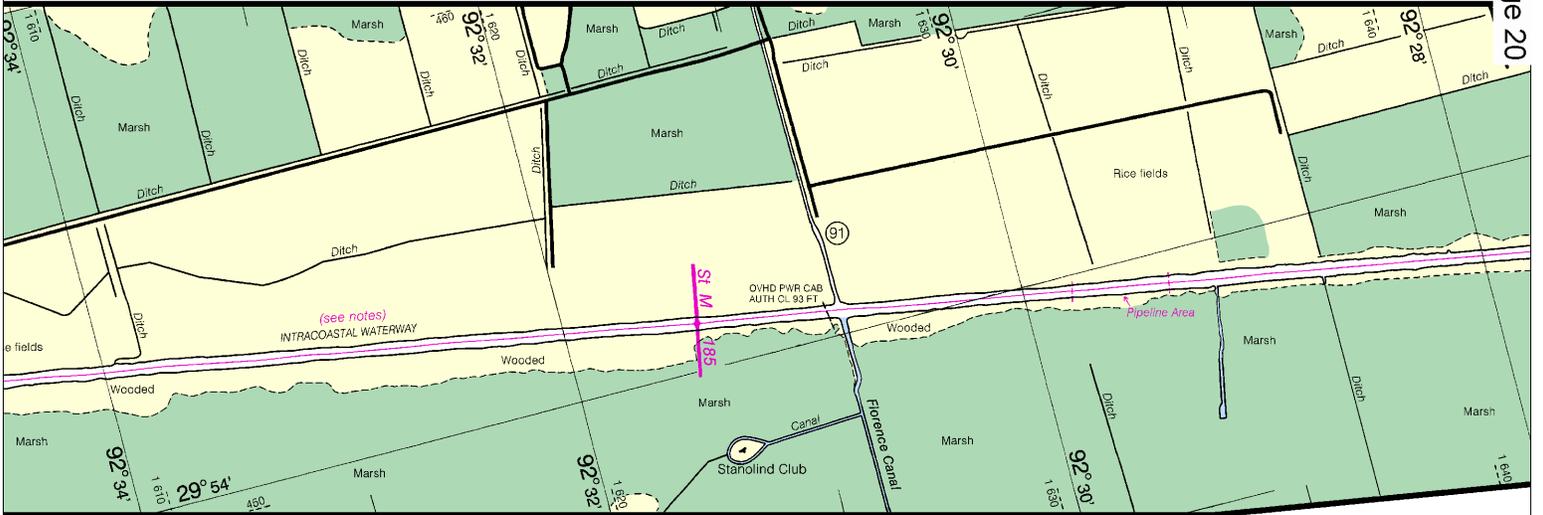


Joins page 13

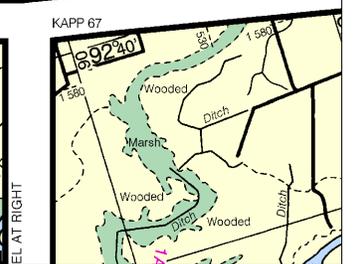
This nautical chart has been designed to promote safe navigation. The Ocean Service encourages users to submit corrections, additions, or corrections to this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

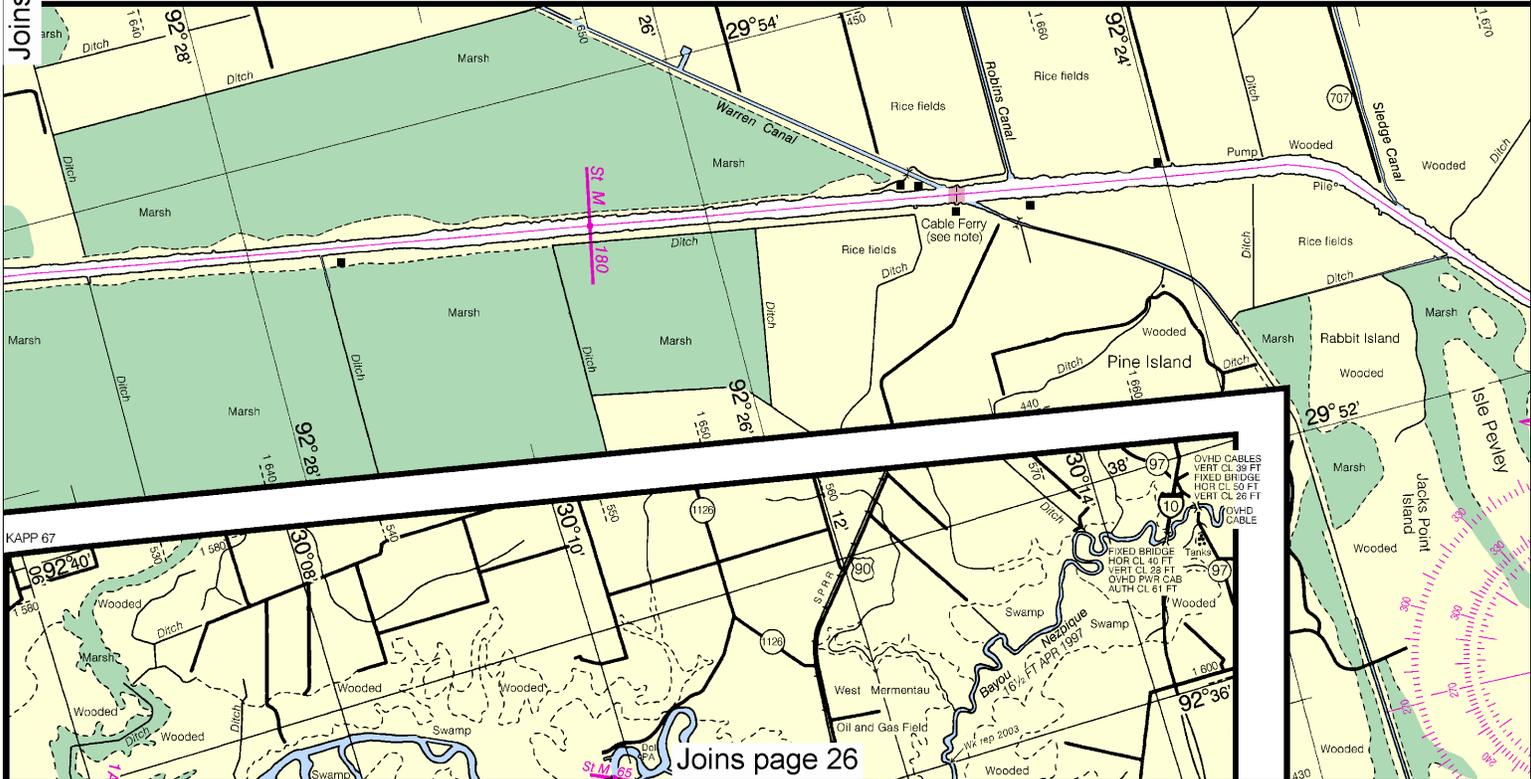
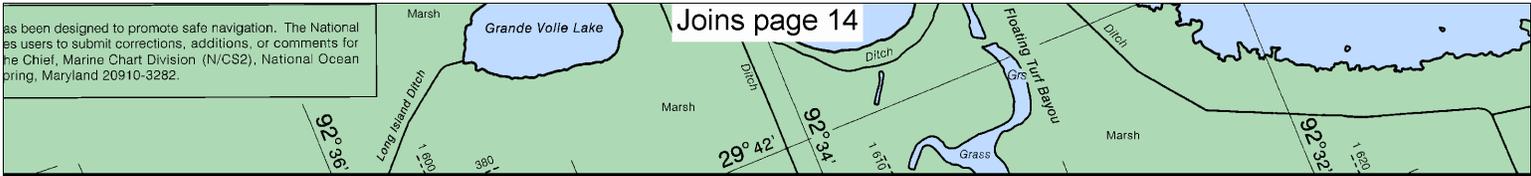


Joins page 20.



Joins page 25





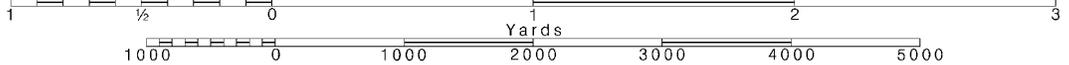
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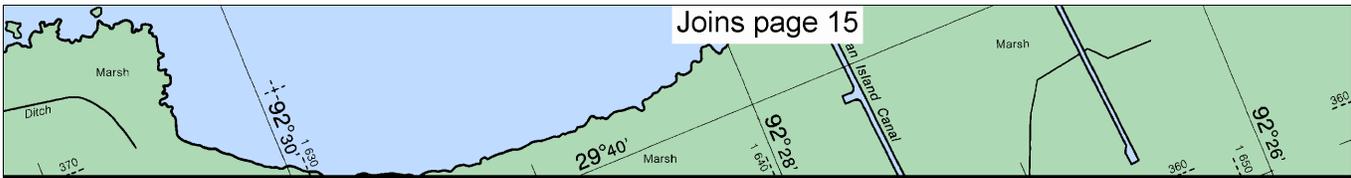
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

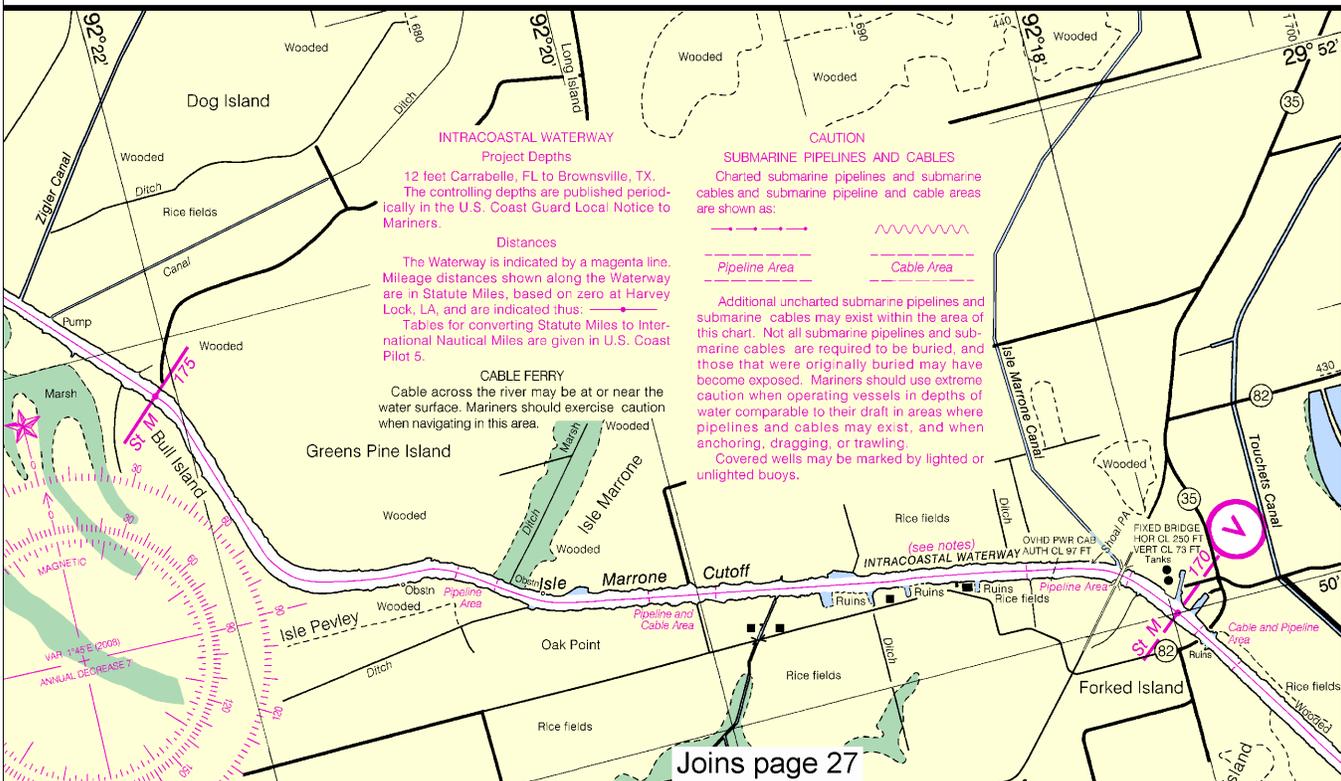
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Nautical Miles

See Note on page 5.



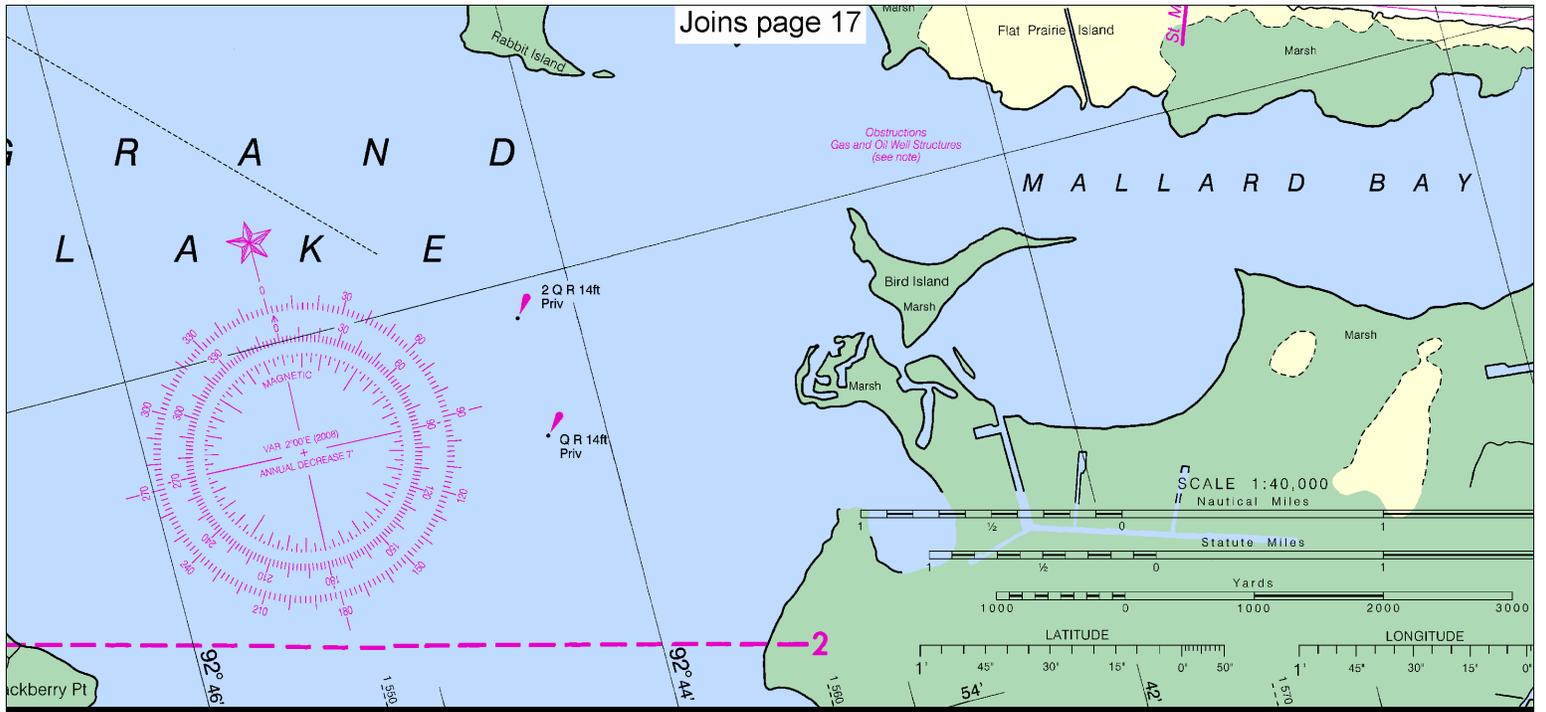


11348

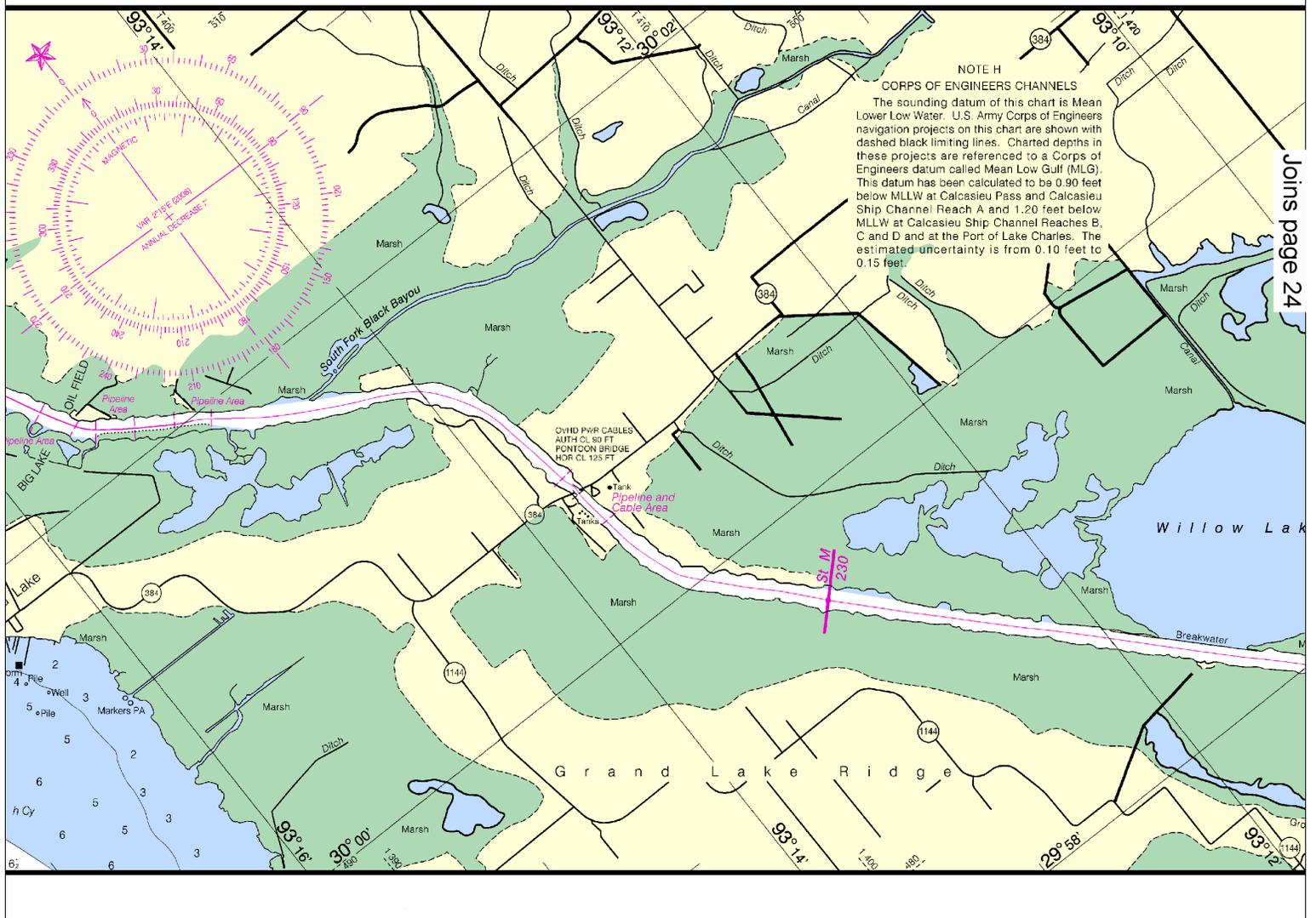




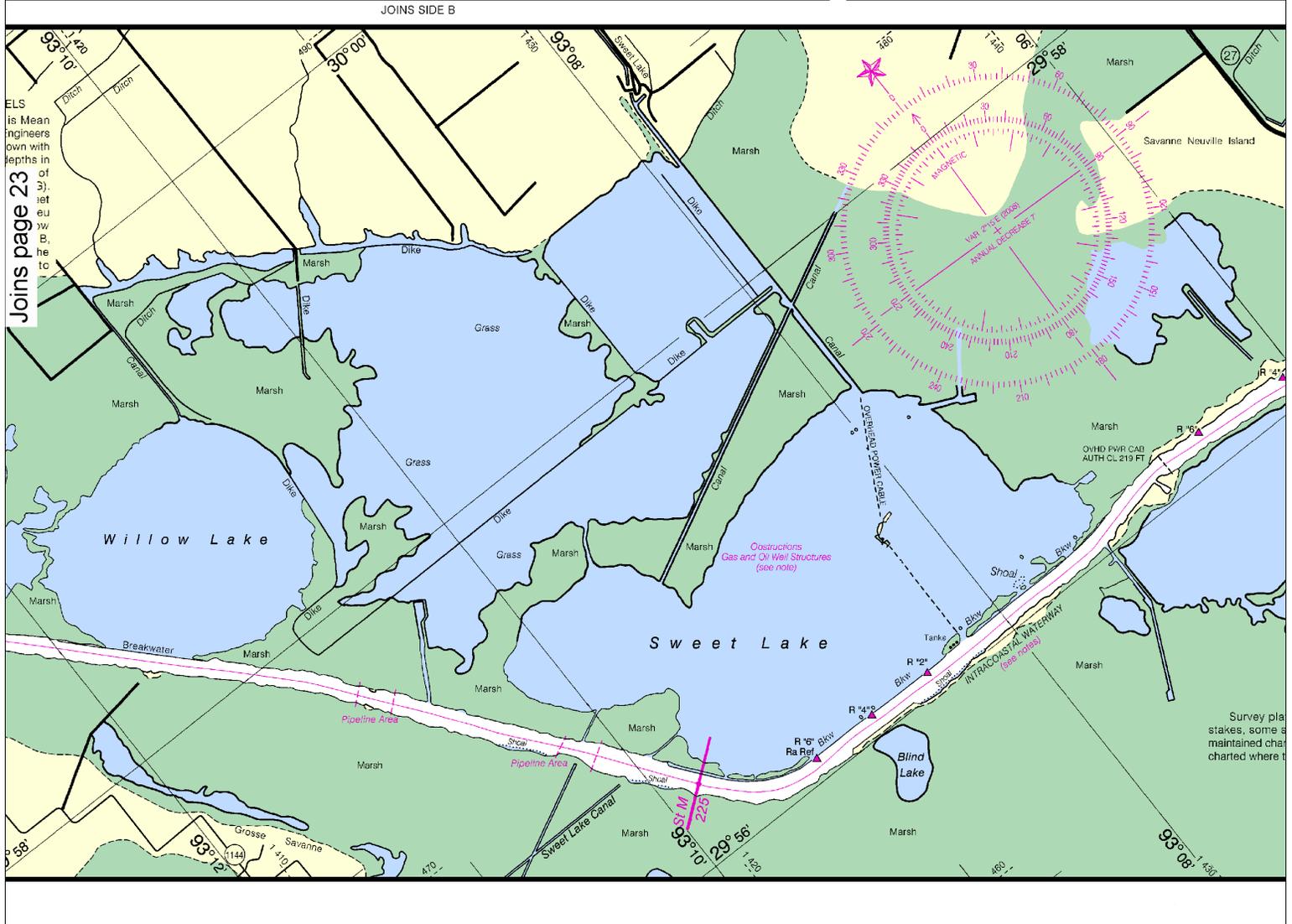
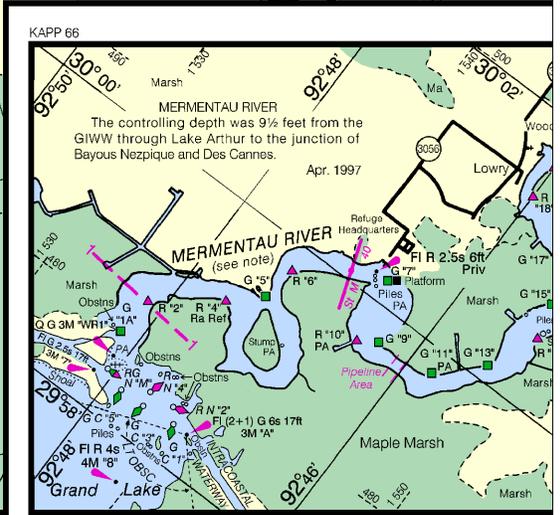
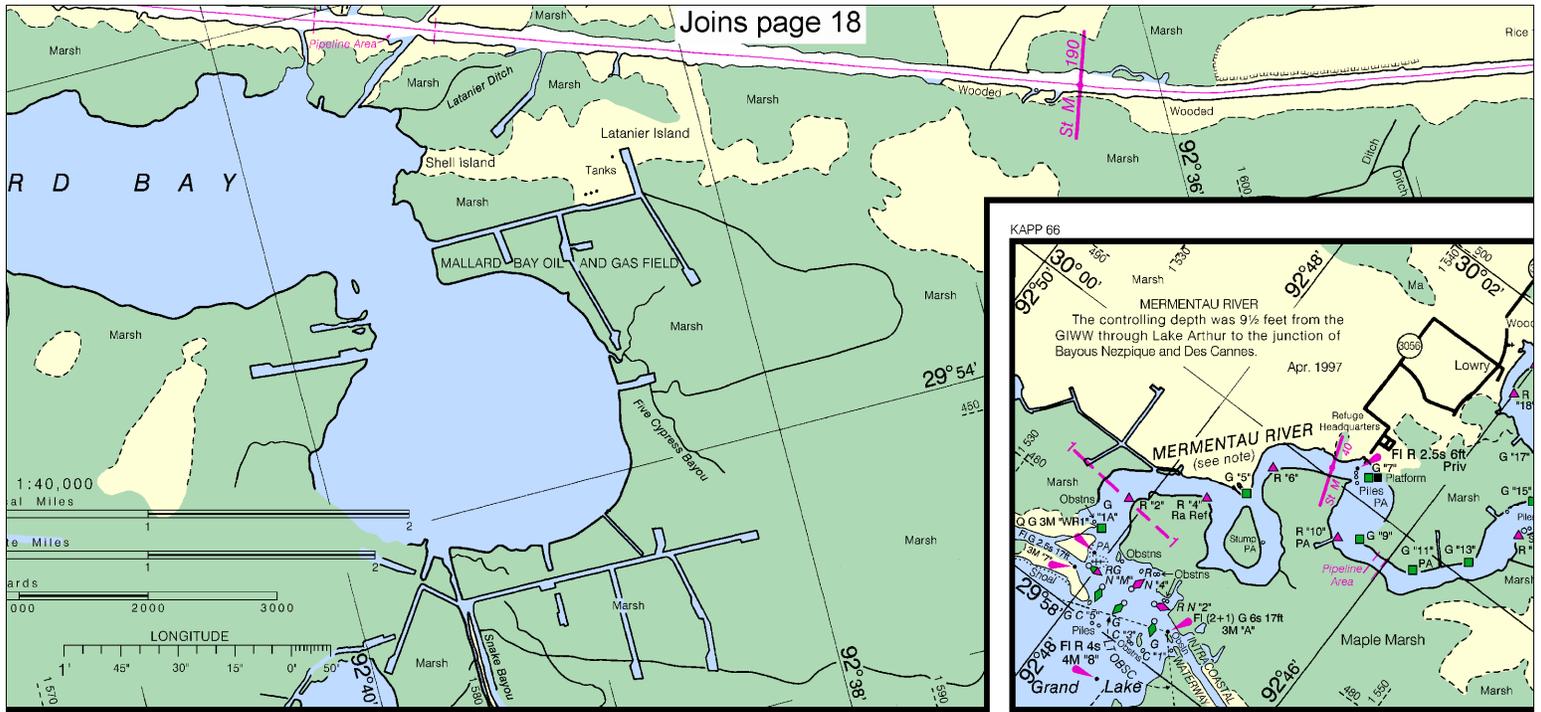
Joins page 17



JOINS SIDE B



Joins page 24

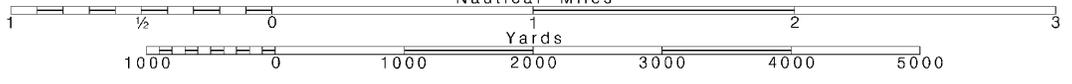


Note: Chart grid lines are aligned with true north.

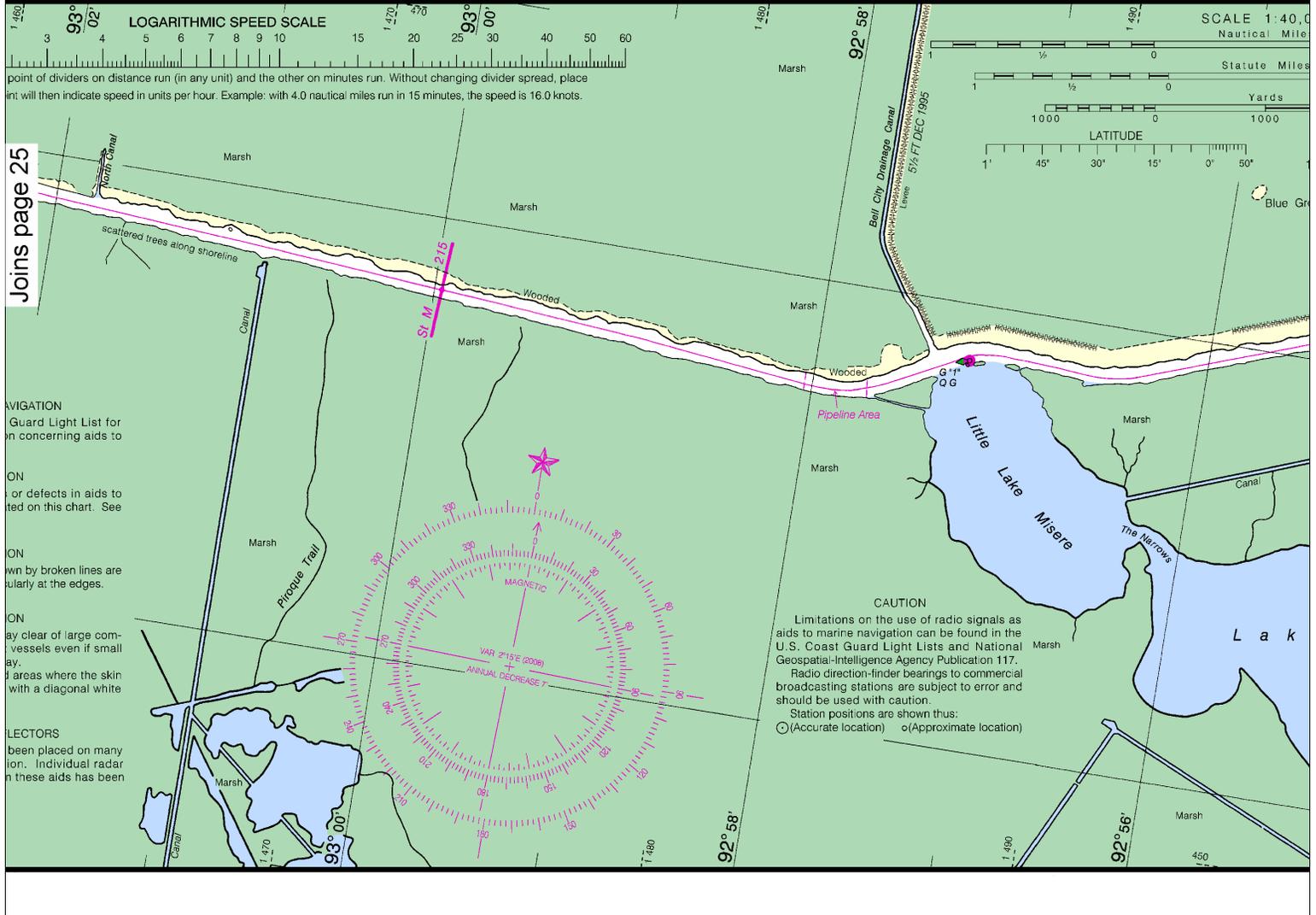
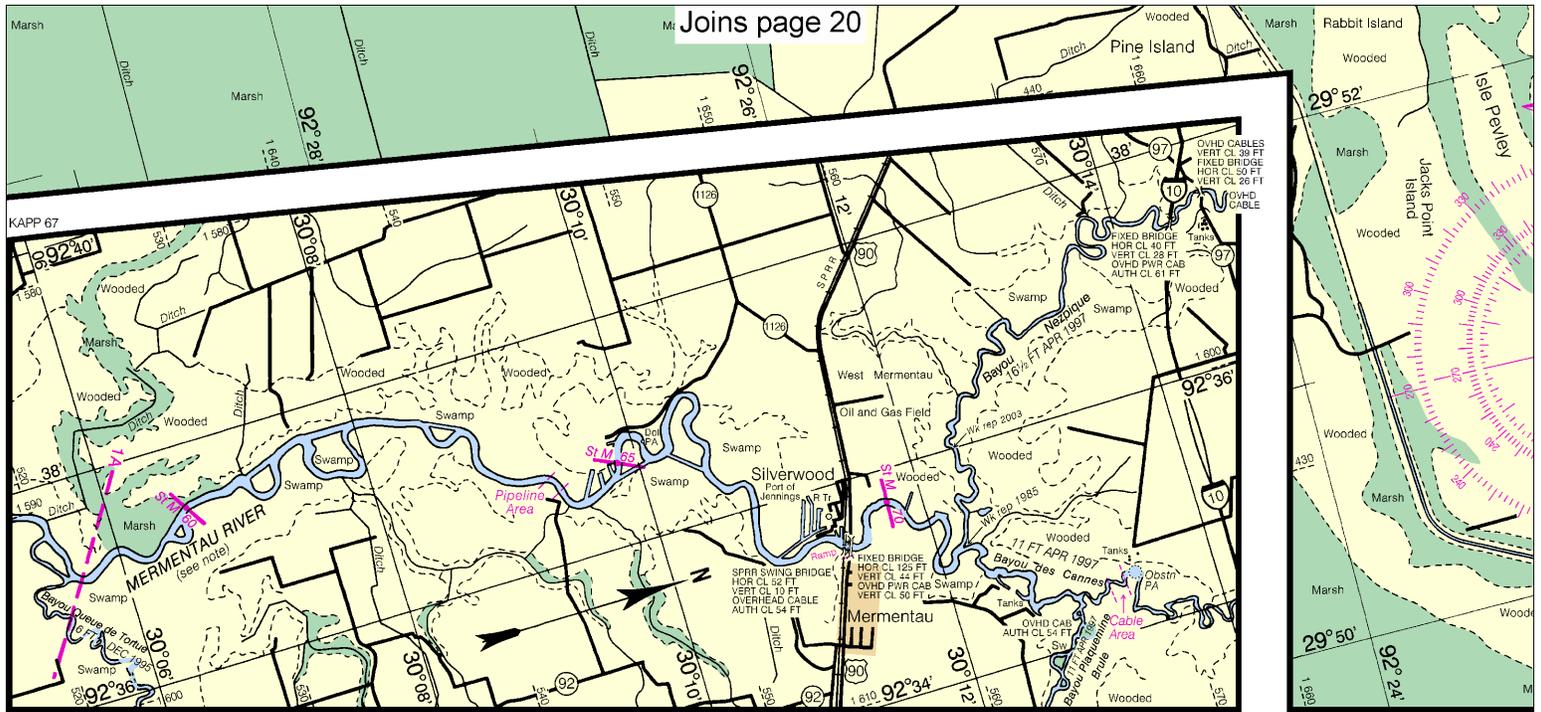
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







Note: Chart grid lines are aligned with true north.

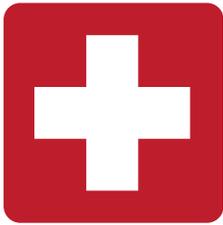
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







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!**



**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/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](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 Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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