

BookletChart™



Intracoastal Waterway – New Orleans to Calcasieu River – East Section

NOAA Chart 11352

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.

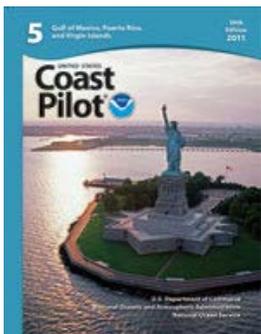
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11352>



(Selected Excerpts from Coast Pilot)

Barataria Waterway, extends in a N direction from the Gulf for about 34 miles through Barataria Bay to an intersection with the Intracoastal Waterway at the towns of Barataria and Lafitte.

Vessels should approach Barataria Waterway and Bay through Barataria Pass Safety Fairway. (See 166.100 through 166.200, chapter 2.)

Belle Pass (29°05.1'N., 90°13.5'W.), about 12 miles SW of Caminada Pass, is the

entrance from the Gulf of Mexico to Bayou Lafourche and Pass Fourchon. The dredged channel through the pass is marked by a 011.1° lighted range, buoys, and lights, and the approach by a lighted

bell buoy. The old entrance channel between the jetties close E of the dredged channel is closed by a dam.

Vessels should approach Bayou Lafourche and Pass Fourchon Through the Belle Pass Safety Fairway. (See 166.100 through 166.200, chapter 2.)

Pontoon bridges.—Do not attempt to pass through the bridges until they are fully opened and the cables are dropped to the bottom.

Dangers.—There are numerous oil well structures in and about Timbalier and Terrebonne Bays. Privately marked channels lead from Cat Island Pass to Bayou Terrebonne and Bayou Lafourche. Drilling operations are in progress near Caillou Island, **Brush Island**, and East Timbalier Island. Mariners should use the waters in this area only with local knowledge.

Vessels should enter Terrebonne Bay through Cat Island Pass Safety Fairway. (See 166.100 through 166.200, chapter 2.)

Houma Navigation Canal. A pontoon bridge crosses the canal about 20 miles above the entrance. **Do not attempt to pass through the bridge until it is fully opened and the cables are dropped to the bottom.**

Vessels should approach Bayou Grand Caillou through the Bayou Grand Caillou Safety Fairway. (See 166.100 through 166.200, chapter 2.)

Bayou Grand Caillou empties into Caillou Bay 6.5 miles N of Raccoon Point. The entrance is marked by lights. In 1995, the controlling depth in the bayou was 5 feet from the entrance to **Dulac**, about 20 miles above the mouth. The bayou channels are marked by daybeacons and buoys for about 15 miles above the mouth.

Grand Bayou du Large extends between **Caillou Lake** and Caillou Bay. Depths of 5 to 6 feet are off the S entrance, and 3 to 4 feet through a buoyed channel across Caillou Lake to **Grand Pass** connecting with **Bayou du Large** and with **Lake Mechant**. In 1992, a visible wreck was reported in the intersection of Grand Pass and Bayou du Large in about 29°15'54"N., 90°56'10"W. A draft of 3 to 4 feet can be carried up Bayou du Large to **Falgout Canal** and thence into **Lake de Cade**. Lesser drafts can go to **Theriot** and thence to **Lake Theriot** through **Marmande Canal**. Bayou du Large is not navigable N of the public ramp at Theriot. Several overhead power cables cross the bayou S of Theriot; the clearance is 35 feet. Any of the cables can be removed, upon advance notice of 24 hours, for vessels requiring greater clearance. State Route 315 extends S along the E side of the bayou for several miles below Falgout Canal. A boatyard on Bayou du Large, about 5 miles below Falgout Canal, has marine railways that can haul out craft to 65 feet for hull and engine repairs. A marina on the N side of Falgout Canal just W of its junction with Bayou du Large has gasoline, diesel fuel, open and covered berths, ice, launching ramps, and marine supplies.

Oyster Bayou, 13 miles NW of Raccoon Point, connects the Gulf with Fourleague Bay, an arm of Atchafalaya Bay. This bayou affords a protected route for craft 3 to 3½ feet in draft going to Atchafalaya Bay from Caillou Bay or waters to the E.

Atchafalaya Bay is a large indentation in the coast of Louisiana 112 miles W of Southwest Pass, Mississippi River. The bay is about 28 miles long in nearly an E-W direction, averages 7 miles in width, is full of shoals and oyster reefs, and has general depths ranging from 3 to 9 feet. A fringe of reefs partially separates the bay from the Gulf, the E end being known as Point au Fer Shell Reef. The bay is the approach to Lower Atchafalaya River and the Port of Morgan City, with depths of 25 feet or less extending 25 miles off the channel entrance. **Belle Isle**, on the N shore of the bay is 75 feet high and conspicuous for some distance offshore.

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

RCC New Orleans

Commander

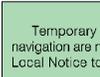
8th CG District

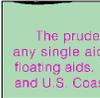
New Orleans, LA

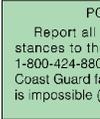
(504) 589-6225

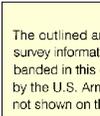
Table of Selected Chart Notes

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

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

 **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.

 **POLLUTION REPORTS**
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

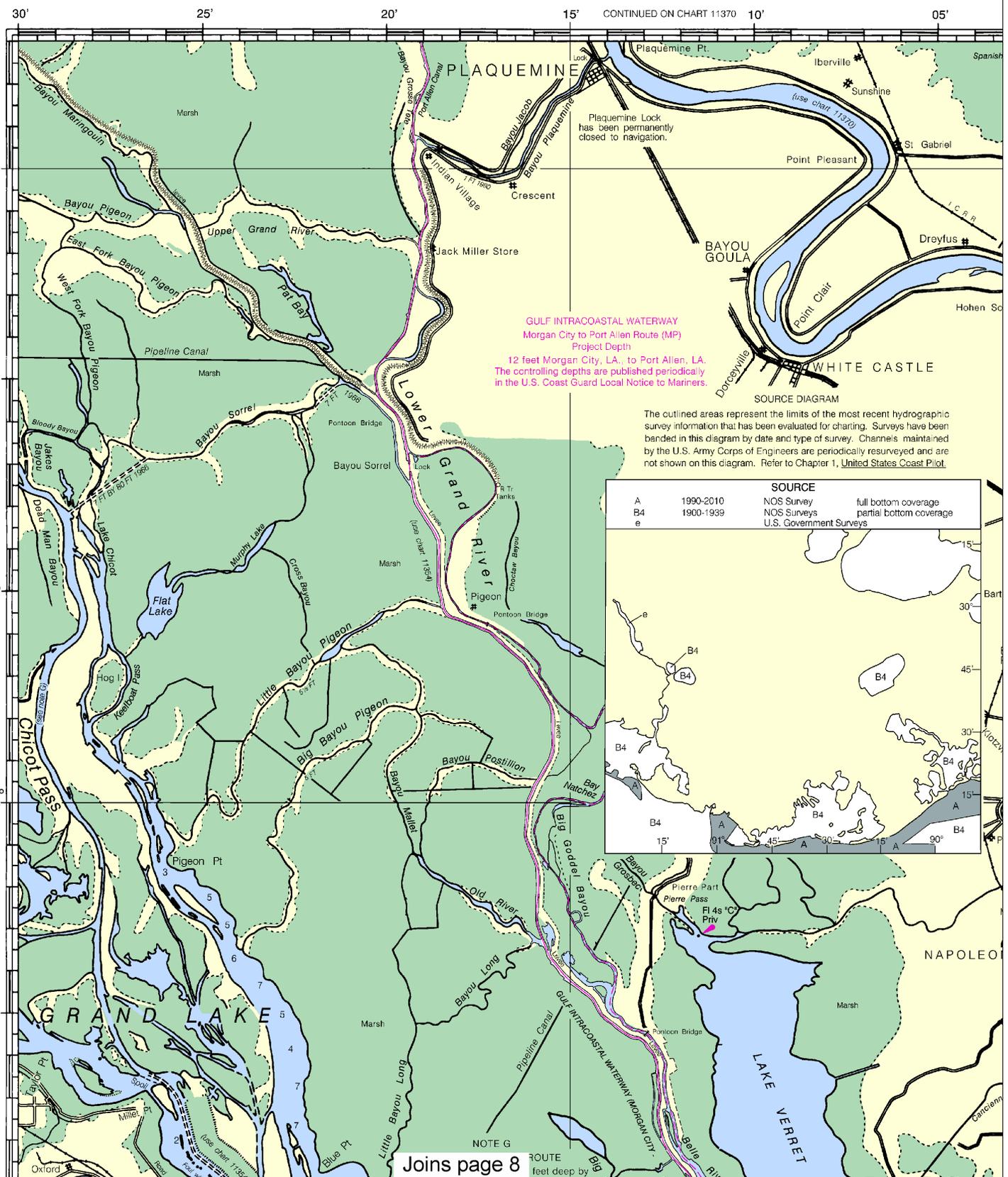
 **SOURCE DIAGRAM**
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOUNDINGS IN FEET

11352

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://ocsddata.nod.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.



GULF INTRACOASTAL WATERWAY
Morgan City to Port Allen Route (MP)
 Project Depth
12 feet Morgan City, LA. to Port Allen, LA.
 The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

SOURCE DIAGRAM
 The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

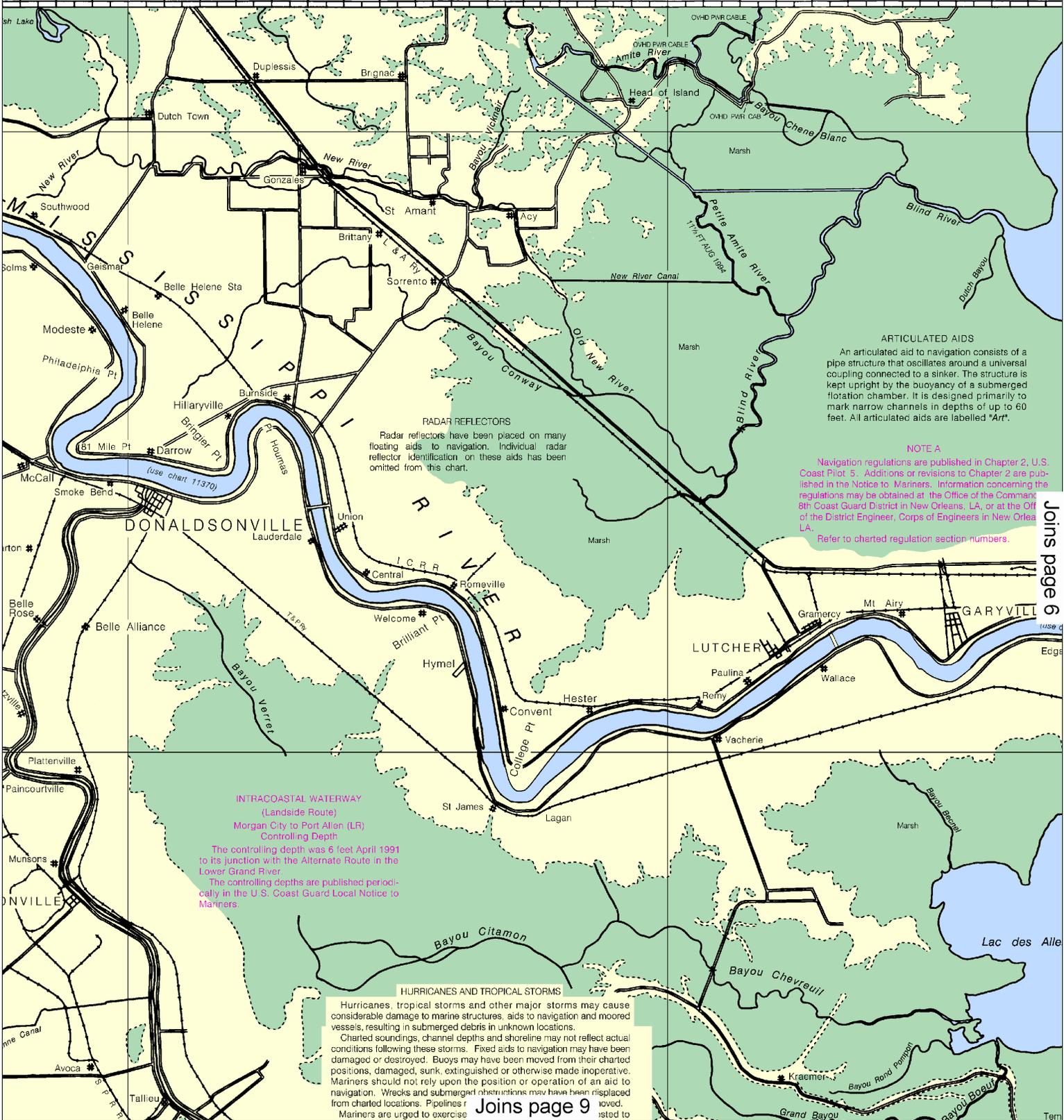
SOURCE		
A	1990-2010	NOS Survey full bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage
e		U.S. Government Surveys

Joins page 8 ROUTE feet deep by

4

Note: Chart grid lines are aligned with true north.

91° 00' 55' 50' 45' 40' 35'



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.

ARTICULATED AIDS
 An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled "Art".

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 Commandant, 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.

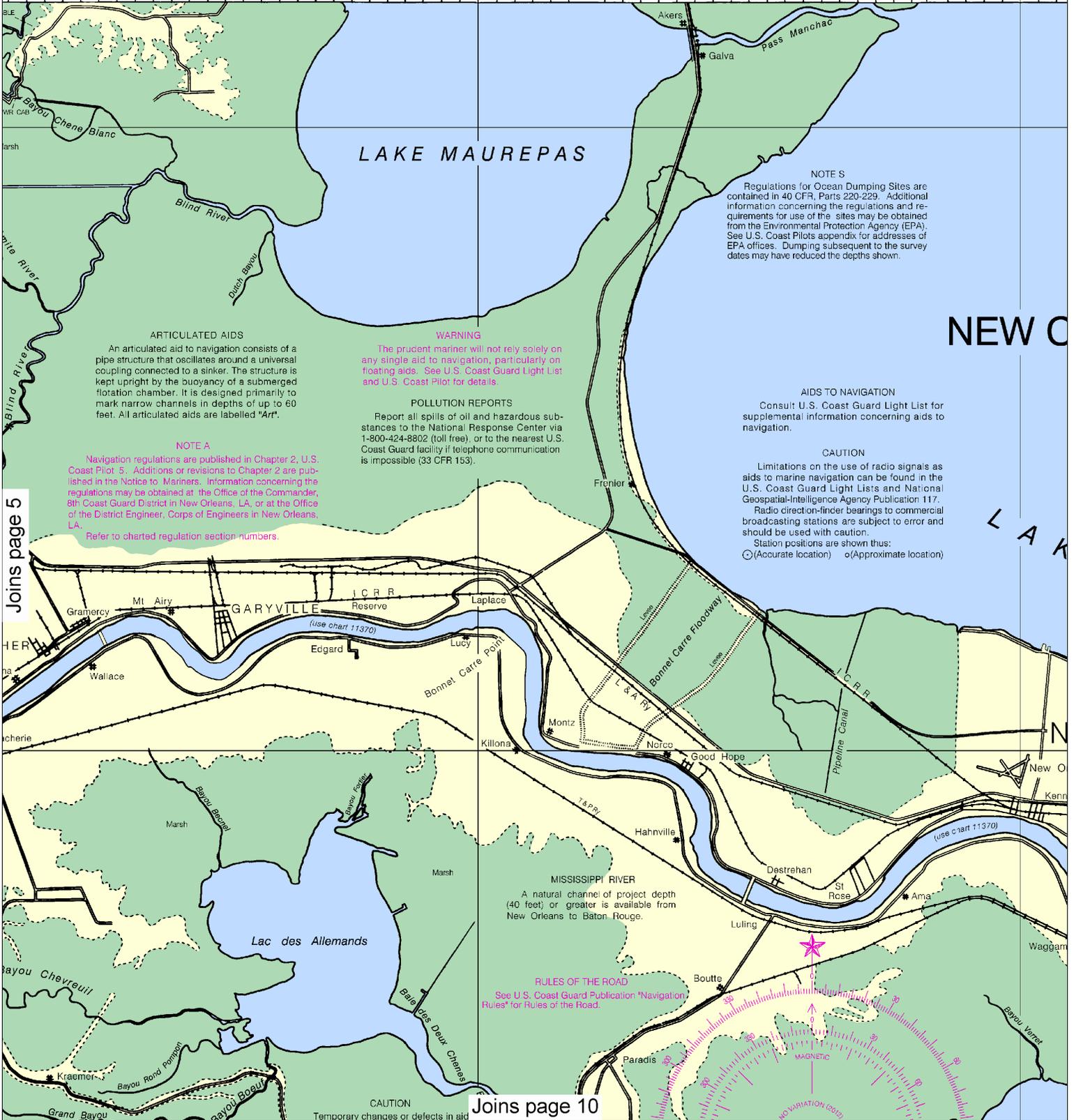
INTRACOASTAL WATERWAY
 (Landside Route)
 Morgan City to Port Allen (LR)
 Controlling Depth
 The controlling depth was 6 feet April 1991 to its junction with the Alternate Route in the Lower Grand River.
 The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

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 been moved.
 Mariners are urged to exercise caution.

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40' 35' 90° 30' 25' 20' 15'



LAKE MAUREPAS

NOTE S
 Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

ARTICULATED AIDS
 An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled "Art".

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.

POLLUTION REPORTS
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 Refer to charted regulation section numbers.

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

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)

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Note: Chart grid lines are aligned with true north.

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 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.

10' 05' 90° 00' 55' 50'



THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES -- GULF COAST

LOUISIANA

INTRACOASTAL WATERWAY

NEW ORLEANS TO CALCASIEU RIVER

EAST SECTION

Mercator Projection
Scale 1:175,000 at Lat 30°
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

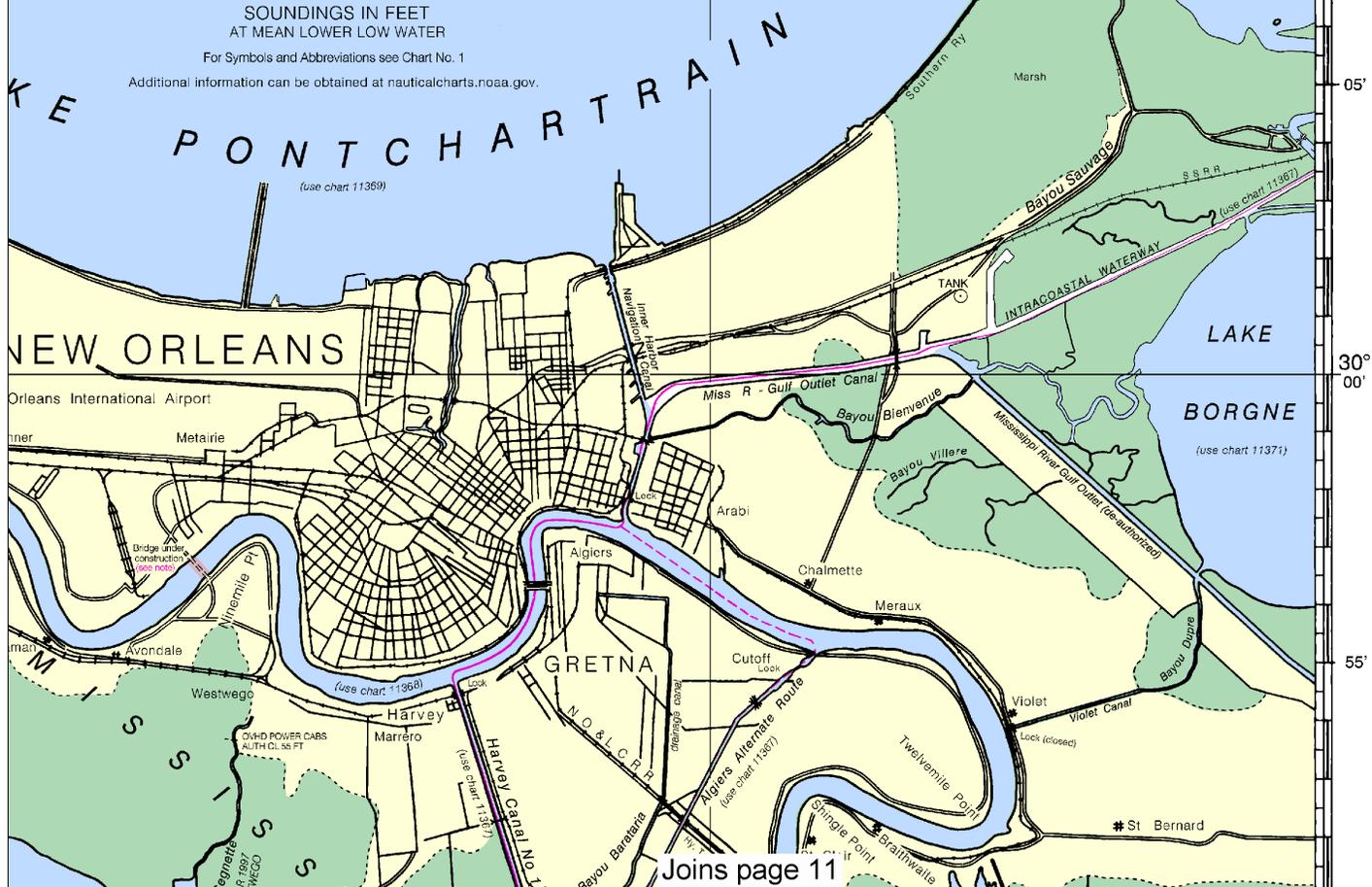
For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High 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.

CONTINUED ON CHART 11371



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This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0613 2/5/2013,
NGA Weekly Notice to Mariners: 0713 2/16/2013,
Canadian Coast Guard Notice to Mariners: n/a.



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 H

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in Derwick Bay waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

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

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.

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.

See U.S. Coast Guard Publication "Navigation Rules" for RULES of the Road.

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

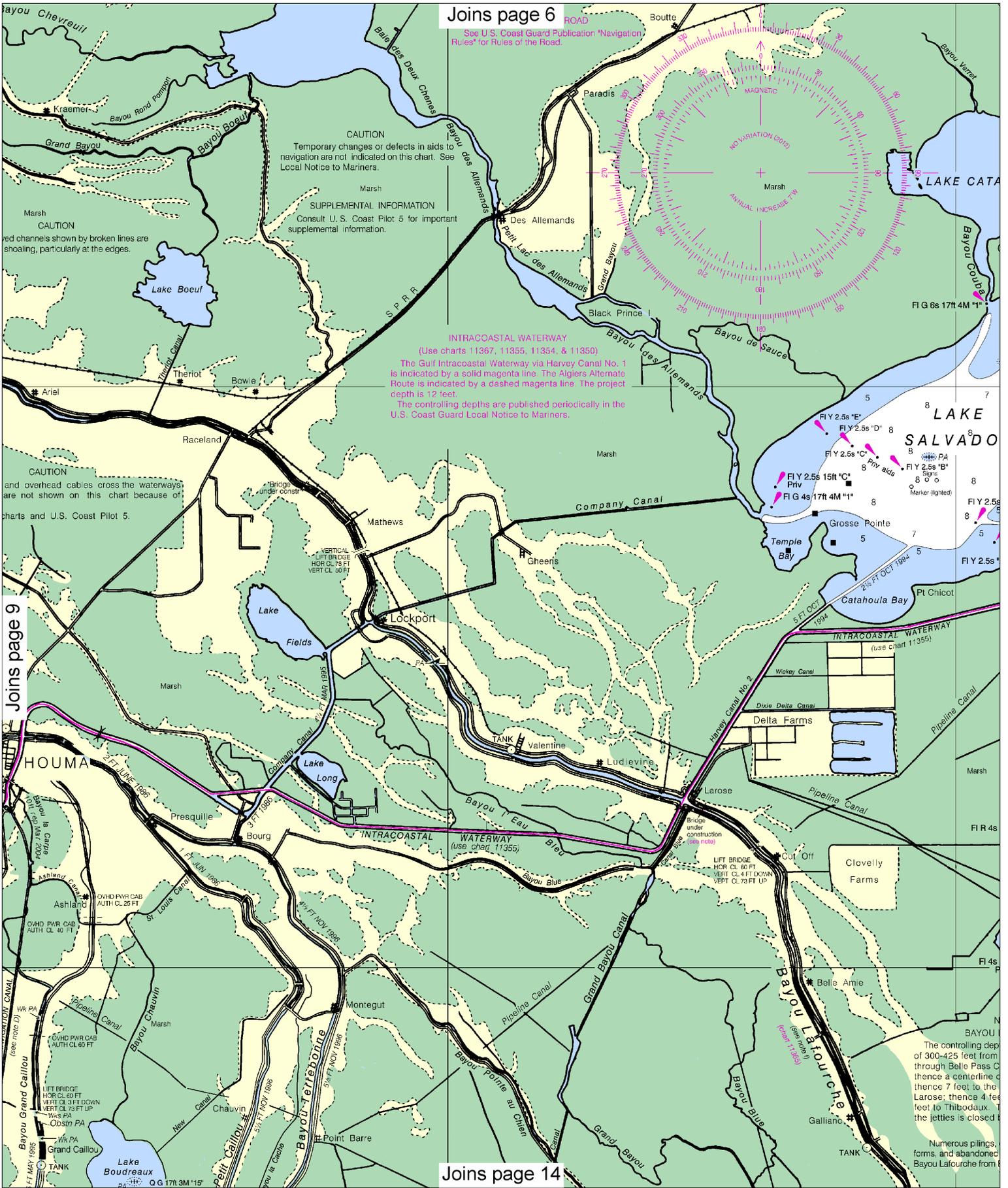
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION
Shoaling channels shown by broken lines are shoaling, particularly at the edges.

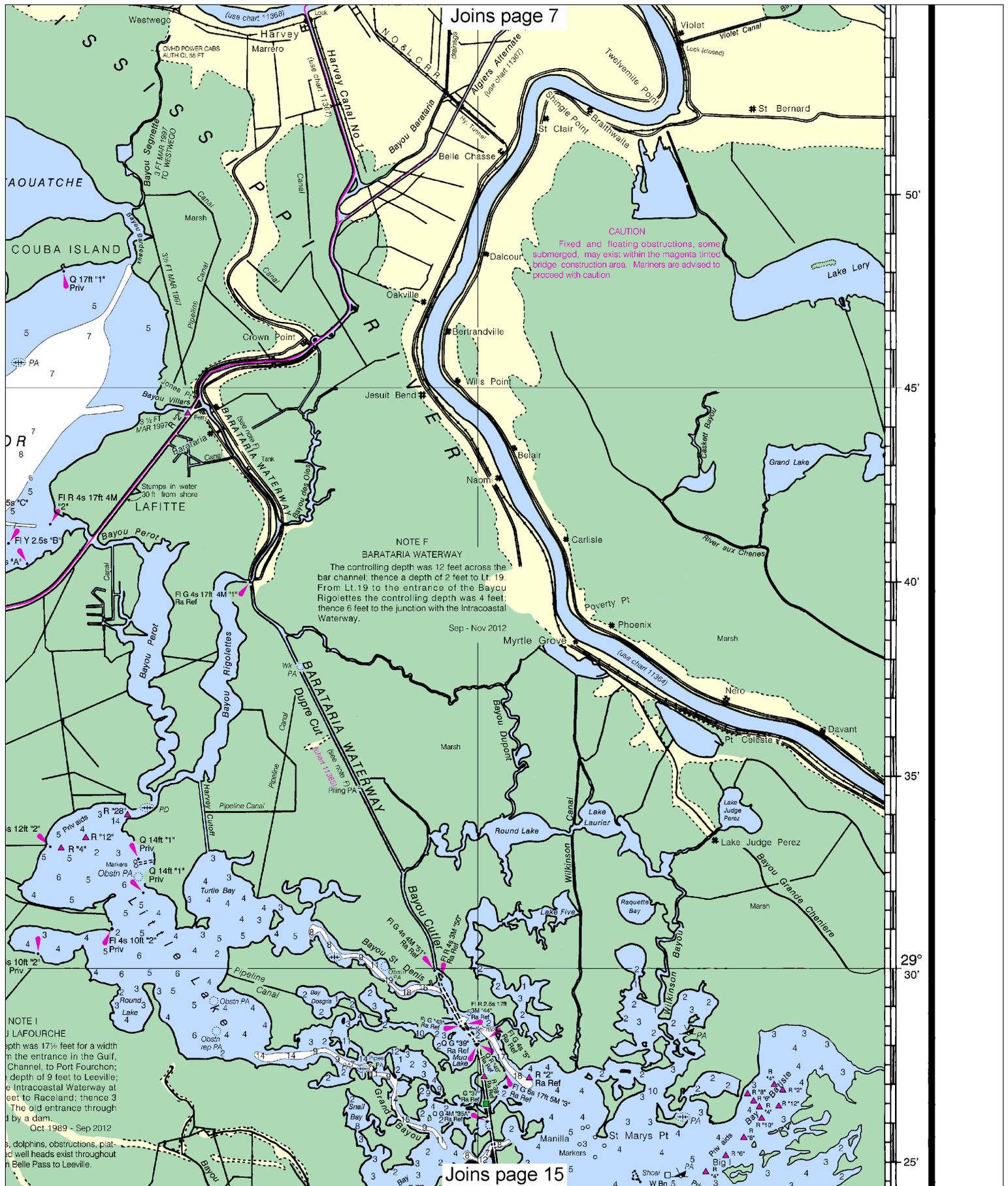
CAUTION
Underground and overhead cables cross the waterways are not shown on this chart because of space limitations. See charts and U.S. Coast Pilot 5.

INTRACOASTAL WATERWAY
(Use charts 11367, 11355, 11354, & 11350)
The Gulf Intracoastal Waterway via Harvey Canal No. 1 is indicated by a solid magenta line. The Algiers Alternate Route is indicated by a dashed magenta line. The project depth is 12 feet.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

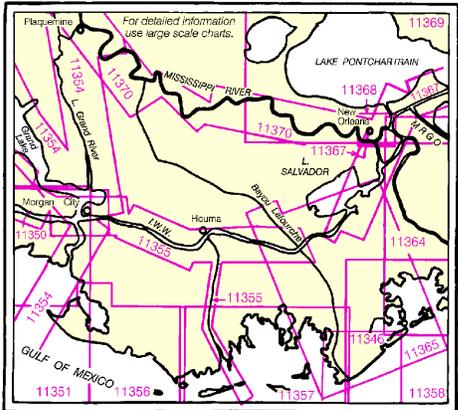
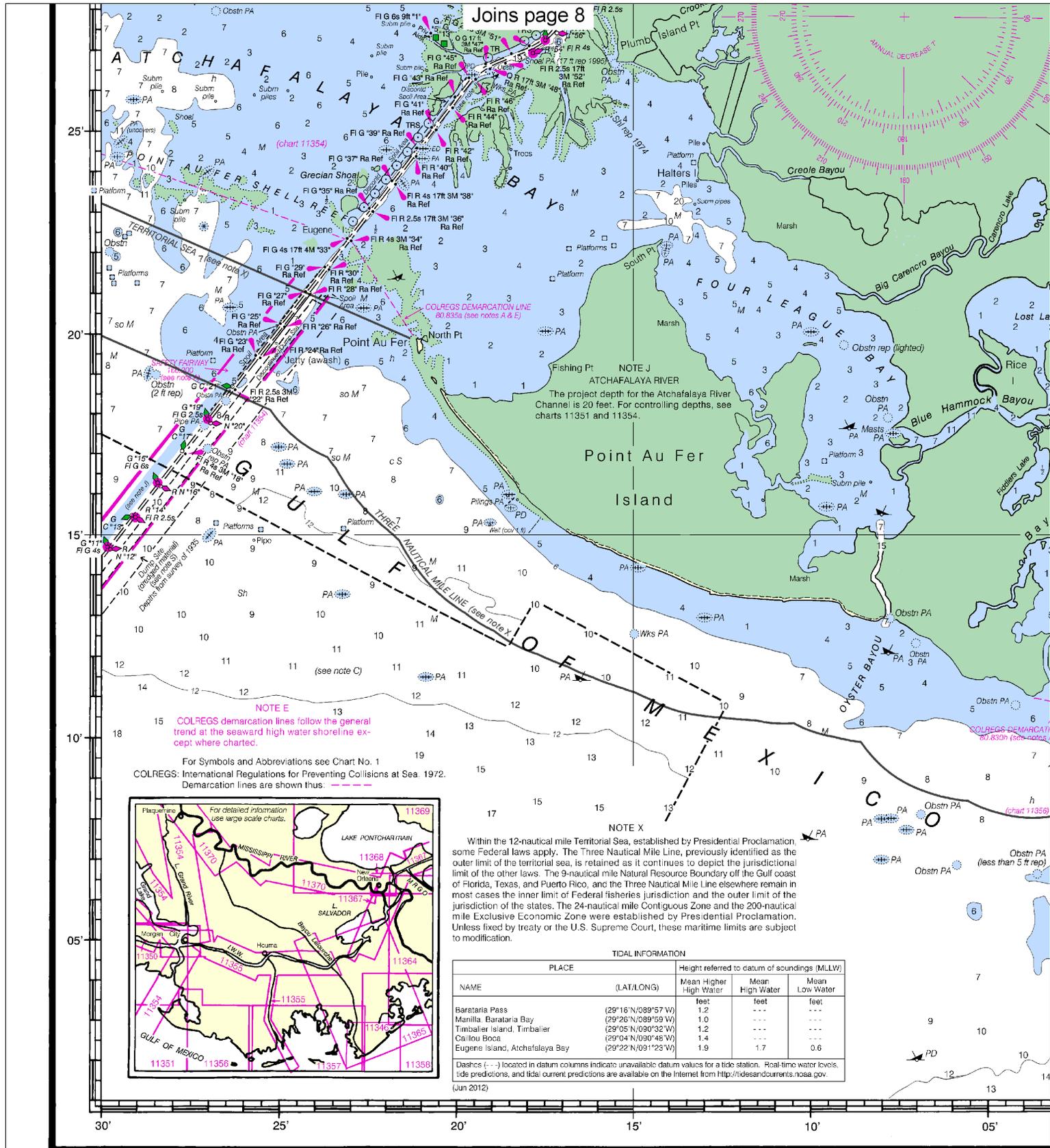
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Note: Chart grid lines are aligned with true north.



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NAME	PLACE (LAT/LONG)	TIDAL INFORMATION		
		Mean Higher High Water	Mean High Water	Mean Low Water
Barataria Pass	(29°16'N/089°57'W)	1.2	---	---
Mamilla, Barataria Bay	(29°26'N/089°59'W)	1.0	---	---
Timbalier Island, Timbalier	(29°05'N/090°32'W)	1.2	---	---
Caillou Boca	(29°04'N/090°48'W)	1.4	---	---
Eugene Island, Atchafalaya Bay	(29°22'N/091°23'W)	1.9	1.7	0.6

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>. (Jun 2012)

42nd Ed., Jul. / 12 ■ Corrected through NM, Jul. 28/12
Corrected through LNM Jul. 17/12

11352

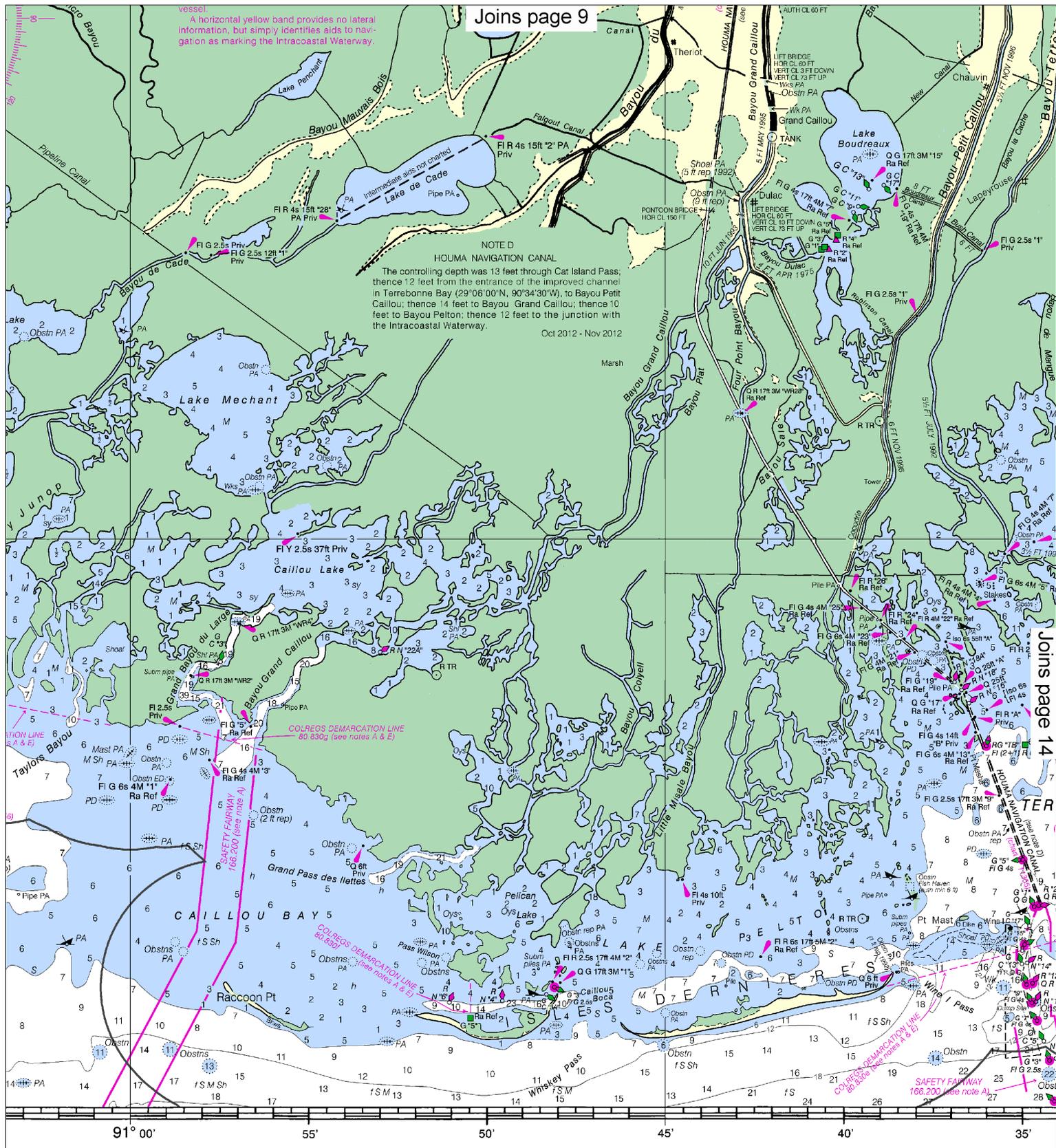
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected 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. Ocean Service encourages users to submit corrections, additional information, or comments to the Chief, Marine Chart Division (N/CSD), Silver Spring, Maryland 20910-3282.

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Note: Chart grid lines are aligned with true north.

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



NOTE D
HOUUMA NAVIGATION CANAL
The controlling depth was 13 feet through Cat Island Pass; thence 12 feet from the entrance of the improved channel in Terrebonne Bay (29°06'00"N, 90°34'30"W), to Bayou Petit Caillou; thence 14 feet to Bayou Grand Caillou; thence 10 feet to Bayou Pelton; thence 12 feet to the junction with the Intracoastal Waterway.
Oct 2012 - Nov 2012

navigation. The National Ocean Service (NOS), National Ocean Service, or comments for the National Ocean Service (NOS), National Ocean Service.

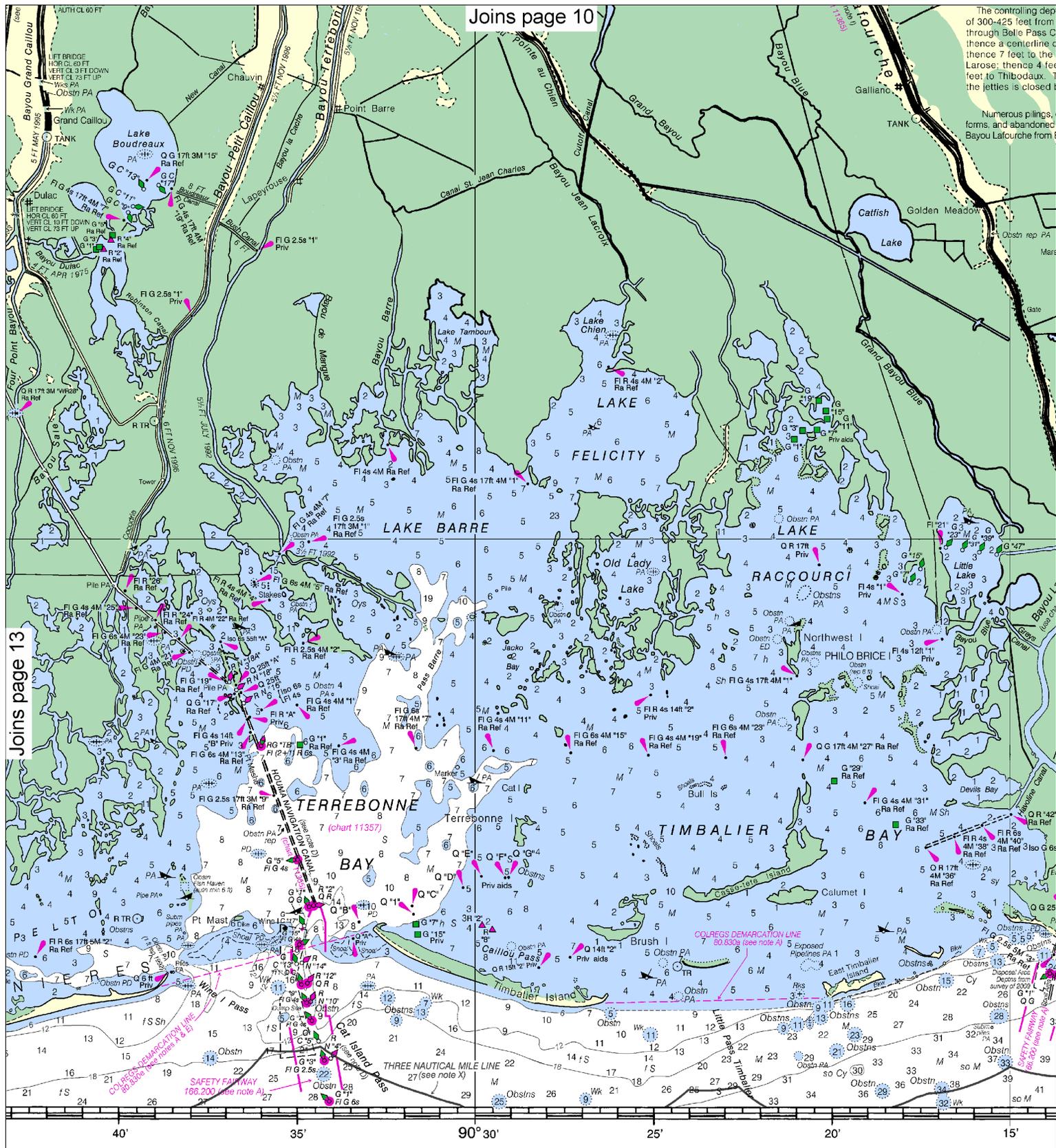
NOTE C
The hydrography within the heavy dashed black line was surveyed by NOS in 2005. A shoaling condition has been observed in relation to prior surveys. The density of this most recent survey data is inadequate to rule out the possibility of shallower depths or undetected submerged features in these areas.

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.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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The controlling dept of 300-425 feet through Belle Pass C thence a centerline of thence 7 feet to the Larose; thence 4 feet to Thibodaux. The jetties is closed t
Numerous pilings, forms, and abandoned Bayou Lafourche from



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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

FATHOMS	1	2	3	4	5
FEET	6	12	18	24	30
METERS	1	3	4	5	6

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Note: Chart grid lines are aligned with true north.



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
- 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>



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



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