

BookletChart™



Intracoastal Waterway – Morgan City to Port Allen

NOAA Chart 11354

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
16	17	18	19	20	21
22	23	24	25	26	27

**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.

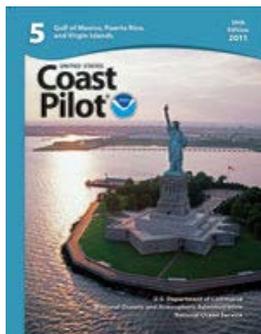
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11354>



[Selected Excerpts from Coast Pilot]
Atchafalaya Bay is a large indentation in the coast of Louisiana 112 miles W of Southwest Pass, Mississippi River. The bay is 28 miles long in 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. Vessels navigating the bay usually draw 3 to 10 feet.

Point au Fer Reef Light (29°22'18"N., 91°23'06"W.), 44 feet above the water and shown from a square green daymark on a skeleton tower on a concrete platform at **Island** on the W side of the dredged channel, and an abandoned lighthouse on Southwest Reef are the only conspicuous objects in the **Point au Fer Shell Reef** area. A seasonal fog signal is at the light.

The abandoned lighthouse, 6.5 miles W of Point au Fer Reef Light, is a black, square, pyramidal tower and prominent when approaching close inshore from the W. on the N shore of the bay N of Point au Fer Reef Light, is 75 feet high and conspicuous for some distance offshore. Oil well structures and obstructions are throughout the area.

Deer Island, on the E side of the Lower Atchafalaya River entrance, can be approached through a short dredged channel just SW of the island. The entrance is marked by a daybeacon. The channel has a reported depth of 4 feet.

Fog is most frequent during January, February, and March. S winds bring it in, and N winds clear it away.

Lower Atchafalaya River flows S into the NE corner of Atchafalaya Bay; it is the outlet for an extensive system of S Louisiana lakes and bayous known as the Atchafalaya navigation system, an inside passage to the Mississippi River about 180 miles above New Orleans.

The Lower Atchafalaya River leads N from Atchafalaya Bay through Berwick Bay, thence W through Berwick Lock, and joins Bayou Teche 8 miles above the Berwick Lock near Patterson. The section of the river from Atchafalaya Bay to Berwick Lock has a crooked channel with depths from 21 to 113 feet over widths from 300 to 600 yards; the deepest water is generally in midstream.

Dangers.—Logs and other floating debris are likely to be encountered in the river at all times. Operators of small craft are advised to maintain a sharp lookout. Night travel by small craft is not recommended because of the hazard of floating obstructions.

Ferries.—Vehicular ferries cross the river at Reserve, 138.0 miles AHP; White Castle, 191.2 miles AHP; and Plaquemine, 207.7 miles AHP.

Vessels should enter Atchafalaya Bay through the Atchafalaya Pass Safety Fairway. (See 166.100 through 166.200, chapter 2.)

That part of the Lower Atchafalaya River route from Mile 122 to mile 113 and from Berwick Lock northwest 1 mile into Bayou Teche is within the area of the Berwick Bay Vessel Traffic Service (VTS). (Berwick Bay VTS is discussed later in this chapter.)

That part of Bayou Shaffer for 1 mile below the junction with Bayou Boeuf is within the area of the Berwick Bay Vessel Traffic Service (VTS).

Berwick Bay. Three bridges across Berwick Bay link Morgan City and Berwick. The Southern Pacific railroad vertical lift bridge has a clearance of 4 feet down and 73 feet up. The bridgetender monitors VHF-FM channel 13; call sign KW-4440. (See 117.1 through 117.49, chapter 2, for drawbridge regulations.) U.S. 90 fixed highway bridges, about 400 and 500 yards above the railroad bridge, have clearances of 73 feet and 50 feet, respectively. A lighted approach danger range is shown from the W abutments of the fixed bridges. The range is visible only to downbound vessels and is designed to mark the W boundary of the suggested downbound course for approaching the bridges. **The range is not designed to be steered on. Mariners are cautioned not to rely solely on the range to safely navigate through the bridges.**

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

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

NOTE
The Berwick Lock monitors VHF-FM Channel 12 and operates from 0600-2200 daily during flood season. The gates are open the remainder of the year.

HEIGHTS
Heights in feet above Mean High Water.

INTRACOASTAL WATERWAY
(Alternate Route)
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.

ROUTE ABBREVIATIONS
(IW) Intracoastal Waterway, Carrabelle, FL to Brownsville, TX.
(AR) Atchafalaya River route.
(MP) Morgan City to Port Allen, alternate route.
(LR) Morgan City to Port Allen landside route.

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

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

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

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.

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.

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.

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
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)

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.
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

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 0.711" northward and 0.396" eastward to agree with this chart.

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

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.

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.

INTRACOASTAL WATERWAY
(Landside Route)
Morgan City to Port Allen (LR)
Controlling Depth
The controlling depth was 7 feet Sept. 1994-Apr 2005 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.
Distances
The Waterway is indicated by a dashed magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at the junction of Bayou Boeuf and the Gulf Intracoastal Waterway and are indicated thus: —●—
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

INTRACOASTAL WATERWAY
(Alternate Route)
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.
Distances
The Waterway is indicated by a dashed magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at the junction of Bayou Boeuf and the Gulf Intracoastal Waterway and are indicated thus: —●—
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

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 the junction with the Gulf Intracoastal Waterway at Morgan City and are indicated thus: —●—
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

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.

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.

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.

INTRACOASTAL WATERWAY
(Landside Route)
Morgan City to Port Allen (LR)
Controlling Depth
The controlling depth was 7 feet Sept. 1994-Apr 2005 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.
Distances
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at the junction of Bayou Boeuf and the Gulf Intracoastal Waterway and are indicated thus: —●—
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

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.

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)

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

KAPP 36



JOINS PANEL BELOW

SIDE B

Joins page 10

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.

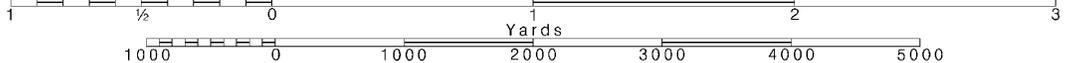
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



ABBREVIATIONS (For complete list, see Chart 1)

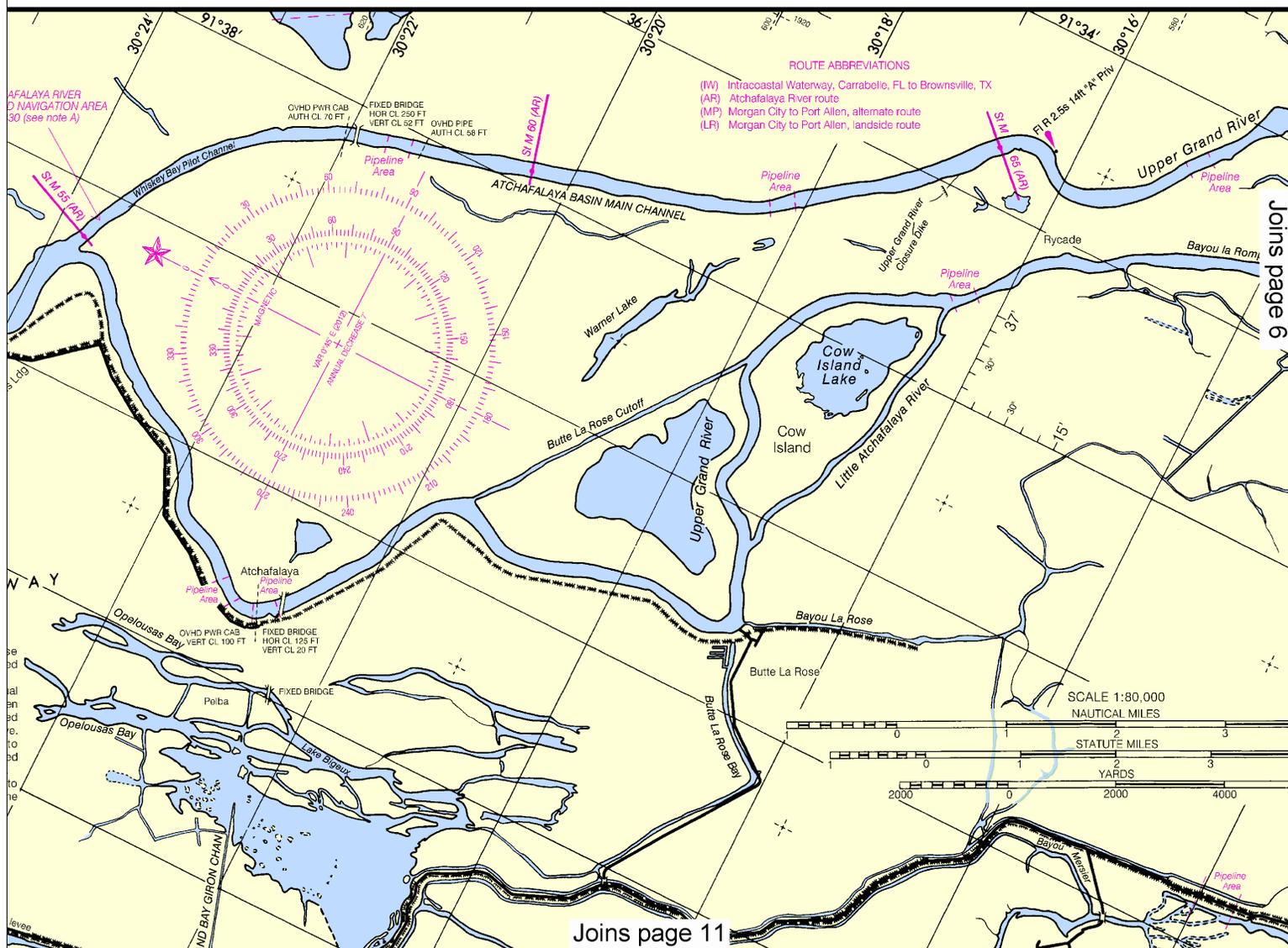
Aids to Navigation (lights are white unless otherwise noted)

AERO aeronautical
 Al alternating
 B black
 Bn beacon
 C can
 DIA diaphone
 F fixed
 Fl flashing

Bottom characteristics:
 Bds boulders
 bk broken
 Cy clay
 G G
 S S

Miscellaneous:
 AUTH authorized
 ED existence doubtful
 2L Wreck, rock, obstruction
 (2) Rocks that cover at low tide
 COLREGS: International Regulations for Preventing Collisions at Sea
 Demarcator

Hydrographic Survey, with
 Survey, and



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.



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

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

AERC aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	Isc isophase	OBSC 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 rec	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds 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	
ZL Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(?) Rocks that cover and uncover, with heights in text above datum of soundings.			
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.

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

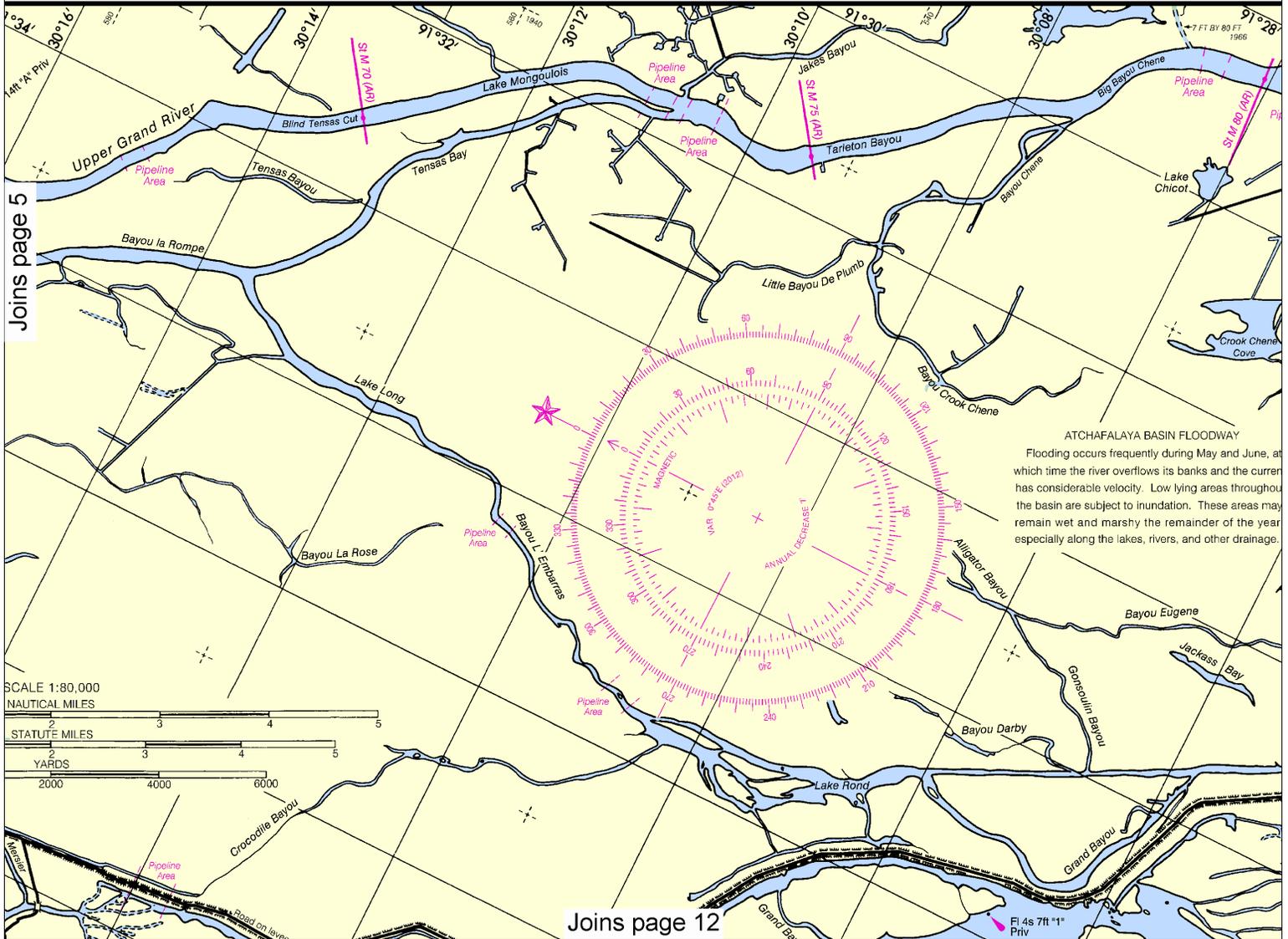
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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.

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



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.



Mercator Projection
Scale 1:80,000 at 29°40'

North American Datum of 1983
(World Geodetic System 1984)

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

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HEIGHTS
Heights in feet above Mean High Water.

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE
New Orleans, LA
Lake Charles, LA
*Recorded

TELEPHONE NUMBER OFFICE HOURS
*(504) 522-7330 8:00 AM - 4:00 PM M - F
*(337) 477-5285 24 hours daily

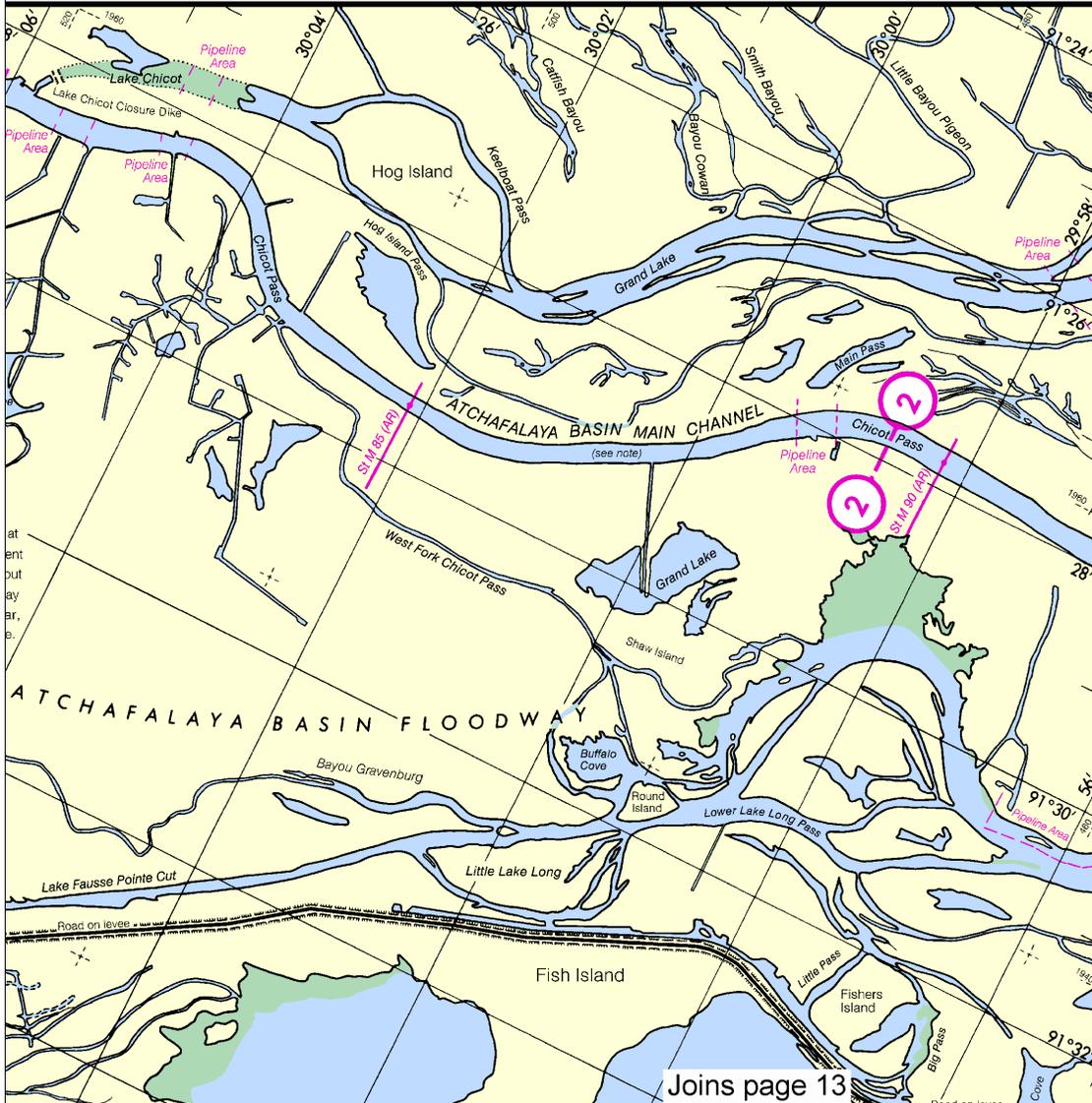
NOAA WEATHER RADIO BROADCASTS
CITY STATION FREQ. (MHz) BROADCAST TIMES
New Orleans, LA KHB-43 162.55 24 hours daily
Baton Rouge, LA KHB-46 162.40 24 hours daily
Morgan City, LA KIH-23 162.475 24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS

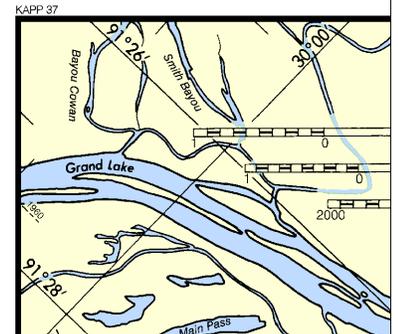
CITY	STATION	FREQ.	BROADCAST TIMES-CST	SPECIAL WARNING	
New Orleans, LA	NMG	2670 kHz	4:35, 6:35, 10:35 & 11:50 AM	On receipt	
	(USCG)		4:35 & 11:50 PM		
Grand Isle, LA	NMG-15	157.1 MHz	4:50 & 10:50 AM	4:50 PM	On receipt
		4:35 & 10:35 AM	4:35 PM	On receipt	
Berwick, LA	NMG-37	157.1 MHz	4:00 & 10:00 AM	4:00 PM	On receipt

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

Formerly 880-SC, 1st Edition, 1972



Joins page 13



The con
Apr 2005
in the Low
The con
ically in t
Mariners

The W
magenta
along th
based on
and the
indicated

Tables
national
Pilot 5.

IN

The U.S.
signed for
meaning of
unless the
Aids to
Waterway
distinguish
ways.

When fo
westward
ads with y
starboard
squares s
vessel.

A horiz
information
gation as

Motorless
Sailing vesse
length shall
passage of a
channel.
Motorboats t
Motorboats ap
pass port to p
When r
oblique
cases.
Motorbo
safe an
Mariner:
of the F
"Naviga

Joins page 8

PM M - F
 TIMES
 daily
 daily
 BS
 SPECIAL WARNING

M On receipt:
 On receipt
 On receipt
 On receipt

Joins page 7

INTRACOASTAL WATERWAY
 (Landside Route)
 Morgan City to Port Allen (LR)
 Controlling Depth
 The controlling depth was 7 feet Sept. 1994-Apr 2005 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.
 Distances
 The Waterway is indicated by a dashed magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at the junction of Bayou Boeuf and the Gulf Intracoastal Waterway and are indicated thus: —●—
 Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

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 the junction with the Gulf Intracoastal Waterway at Morgan City and are indicated thus: —●—
 Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

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.

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 0.711" northward and 0.396" eastward to agree with 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.

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.

INTRACOASTAL WATERWAY
 (Alternate Route)
 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.
 Distances
 The Waterway is indicated by a dashed magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at the junction of Bayou Boeuf and the Gulf Intracoastal Waterway and are indicated thus: —●—
 Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

ATCHAFALAYA RIVER ROUTE (AR)
 The navigation project is 12 feet deep by 125 feet wide from the Mississippi River via Old River, Atchafalaya River, Grand Lake and Sixmile Lake to Morgan City, LA.
 The controlling depths are published periodically in Navigation Bulletins issued by the New Orleans District Corps of Engineers, New Orleans, LA.
 Buoys are not charted.

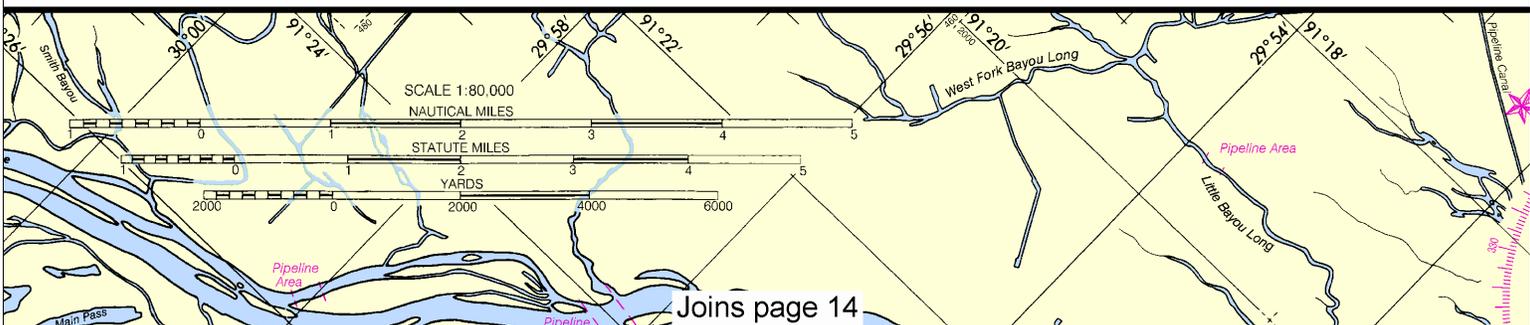
RADAR REFLECTORS
 Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
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.

RULES OF THE ROAD
 (ABRIDGED)
 Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
 A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port.
 When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
 Motorboats must keep to the right in narrow channels when safe and practicable.
 Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

PUBLIC BOATING INSTRUCTION PROGRAMS
 The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, 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-OCC), 2100 Second Street, SW, Washington, DC 20593



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

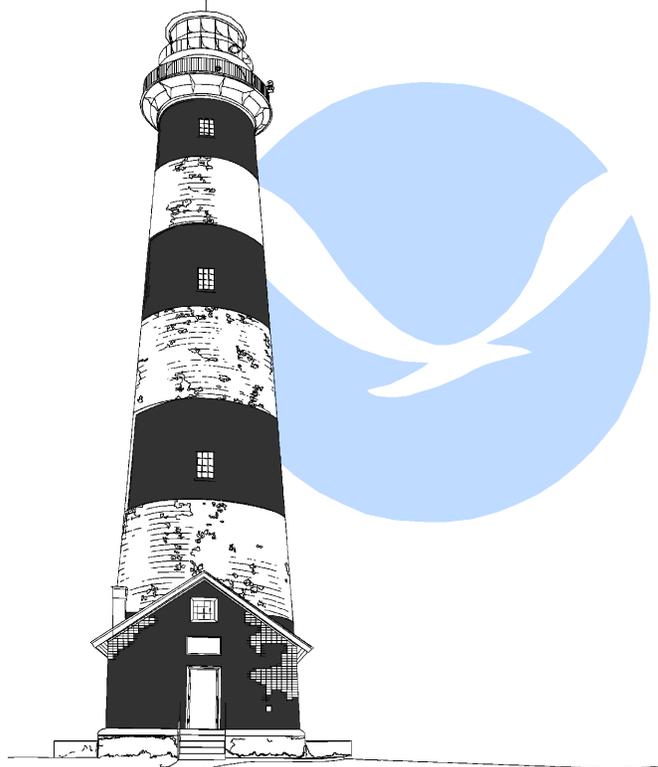
See Note on page 5.





LOUISIANA MORGAN CITY TO PORT ALLEN INCLUDING THE ATCHAFALAYA RIVER

NAUTICAL CHART DIAGRAM



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



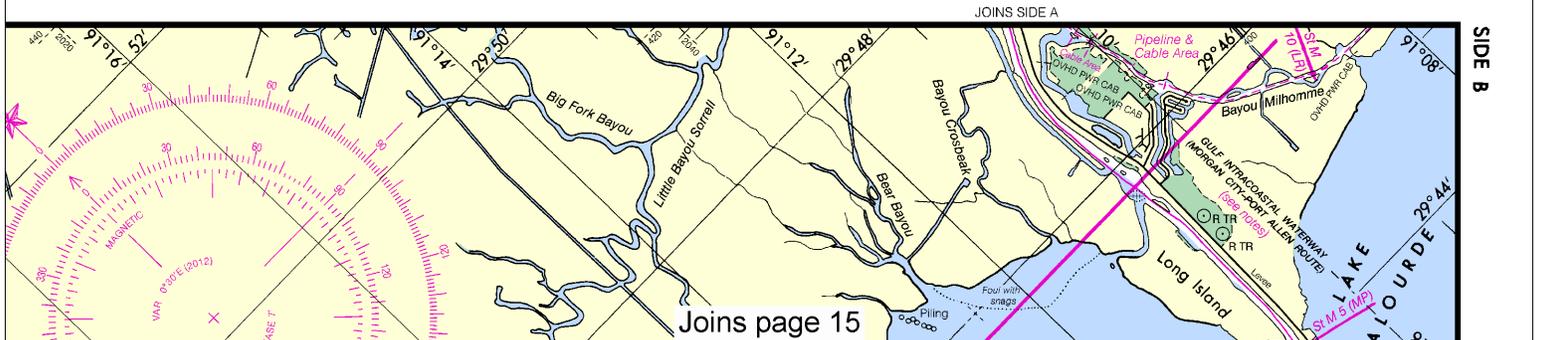
NSN 7642014010229
NGA REFERENCE NO. 11XHA11354

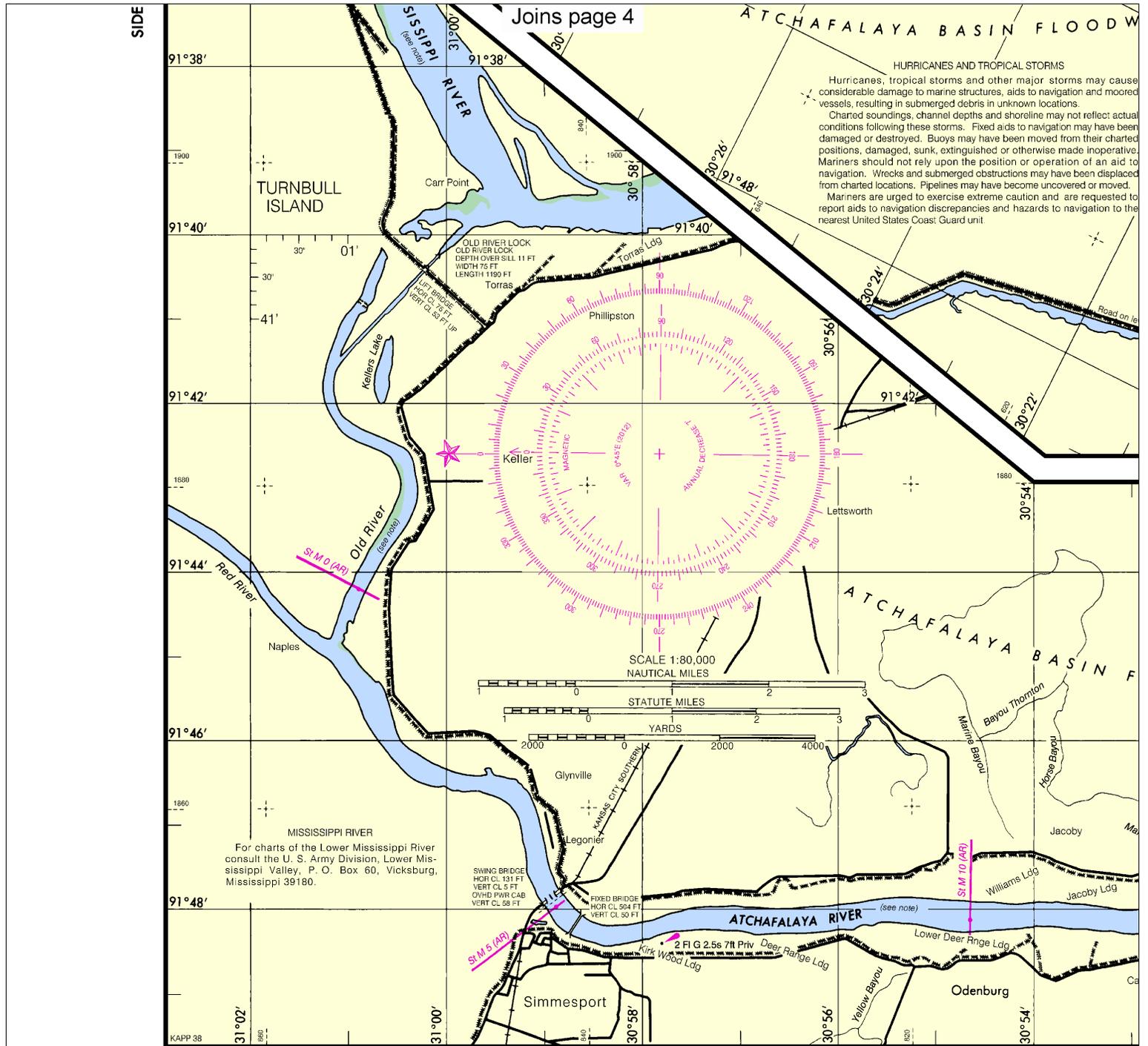


ED. NO. 28

Chart 11354 28th Ed., Jul./12 ■
Corrected through NM Jul. 28/12, LNM Jul. 17/12

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





11354 28th Ed., Jul/12; Corrected through NM Jul. 28/12, LNM Jul. 17/12

Joins page 16

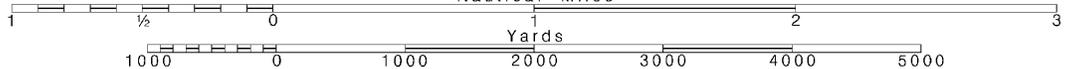
10

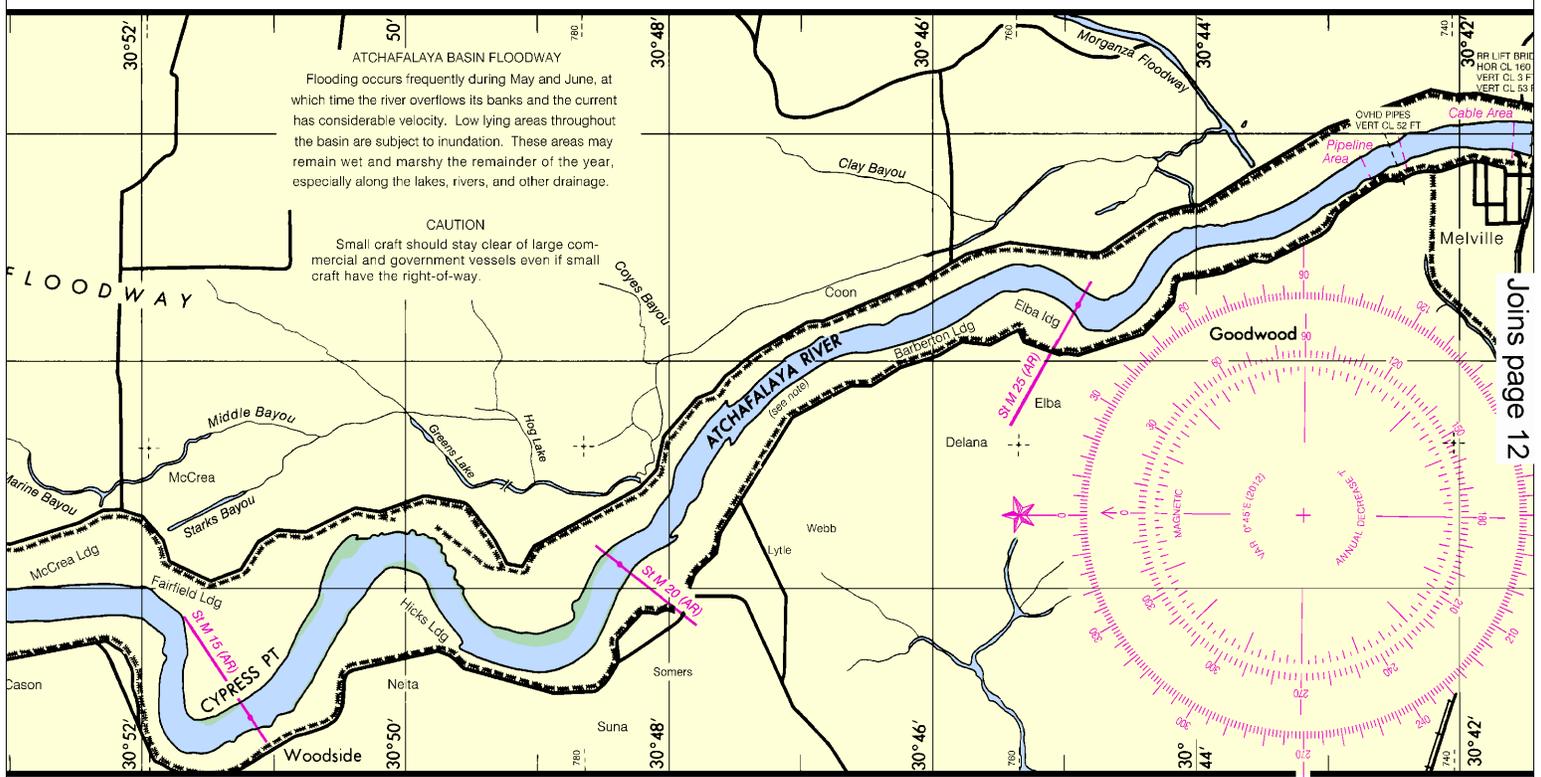
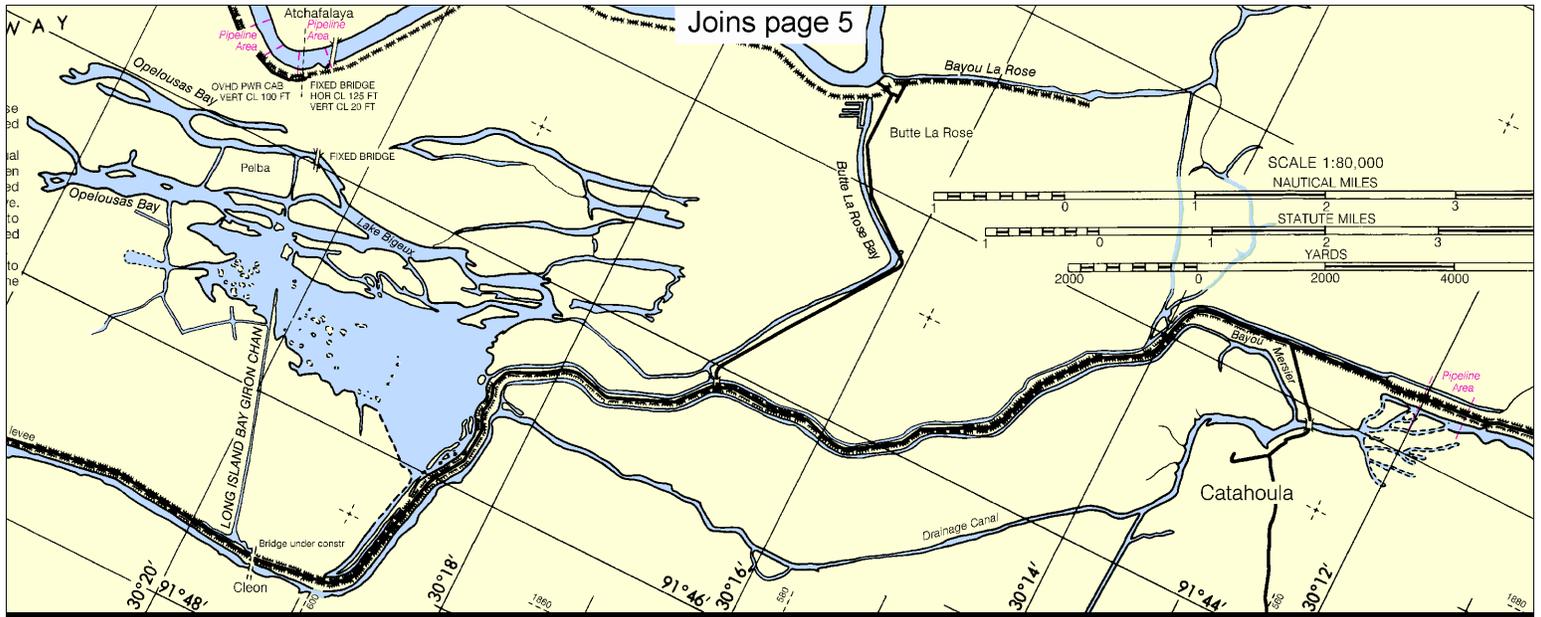
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

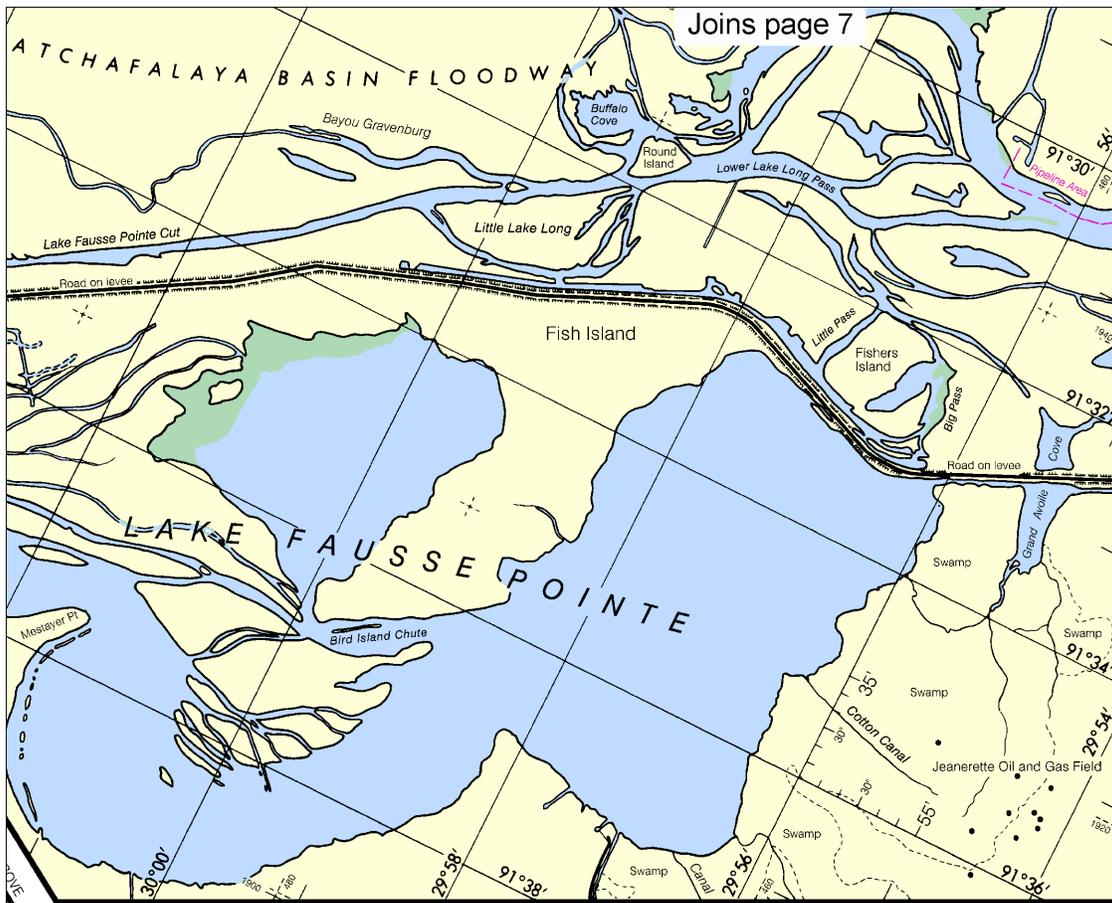
SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 17



EDGE CLOSED
91°46'
1660
91°48'

TIDAL INFORMATION

Predicted times for high and low tides at Eugene Island (29°22'-91°23') may be obtained by subtracting 25 minutes for high water and 2 hours and 3 minutes for low water; and at Shell Island (29°28'-91°18') by adding 54 minutes for high water and subtracting 39 minutes for low water, to the times listed in the Galveston, Texas tide table (see inside cover).

Between Morgan City and Port Allen the periodic tide is negligible.

In the Atchafalaya River there are no tidal observations north of Morgan City.

CAUTION

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

PLANE COORDINATE GRID

(based on NAD 1927)

Louisiana State Grid, south zone, is indicated on this chart at 20,000 foot intervals. The last three digits are omitted.

AIDS TO NAVIGATION

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

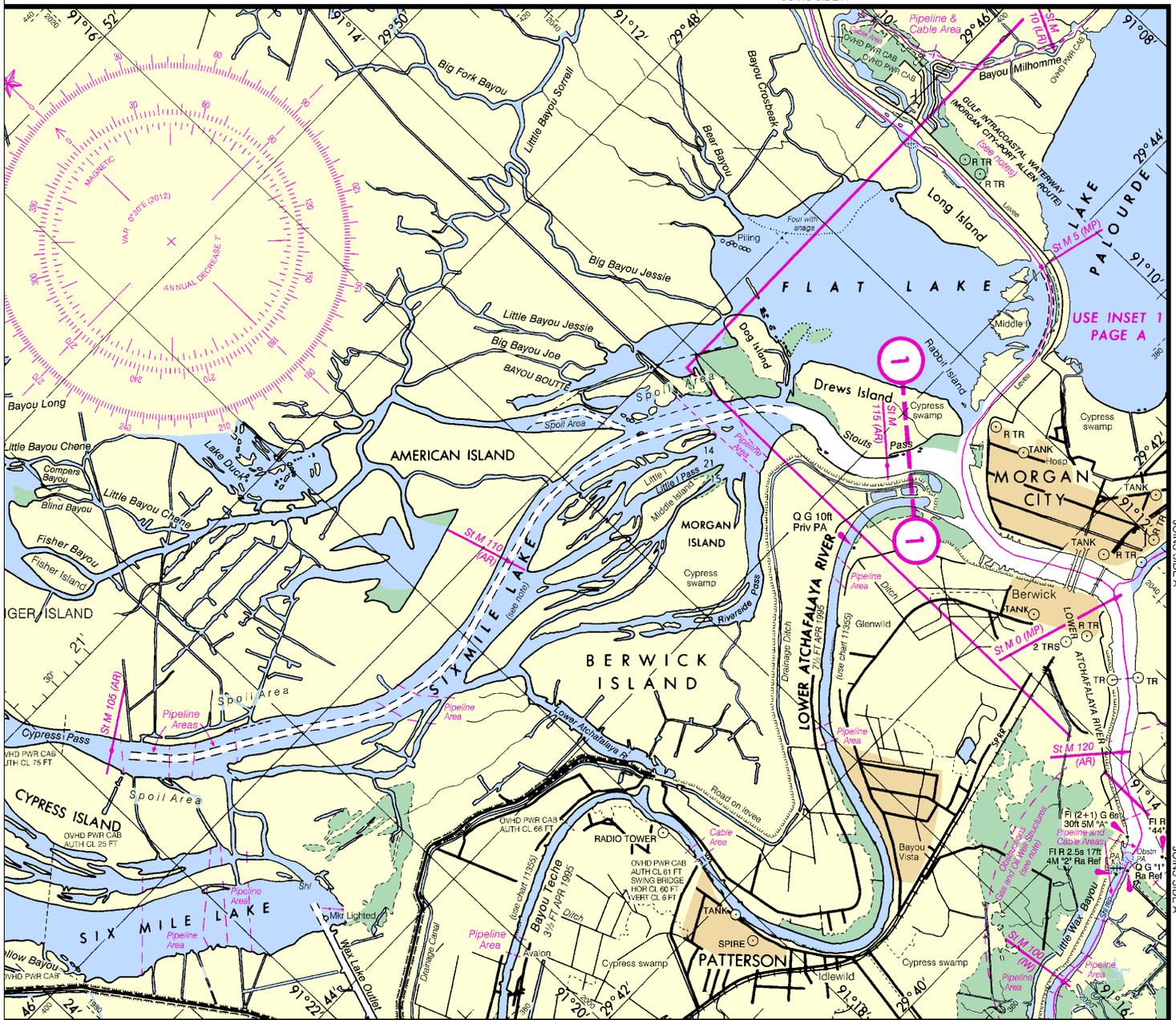
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

LOGARITHMIC SPEED SCALE



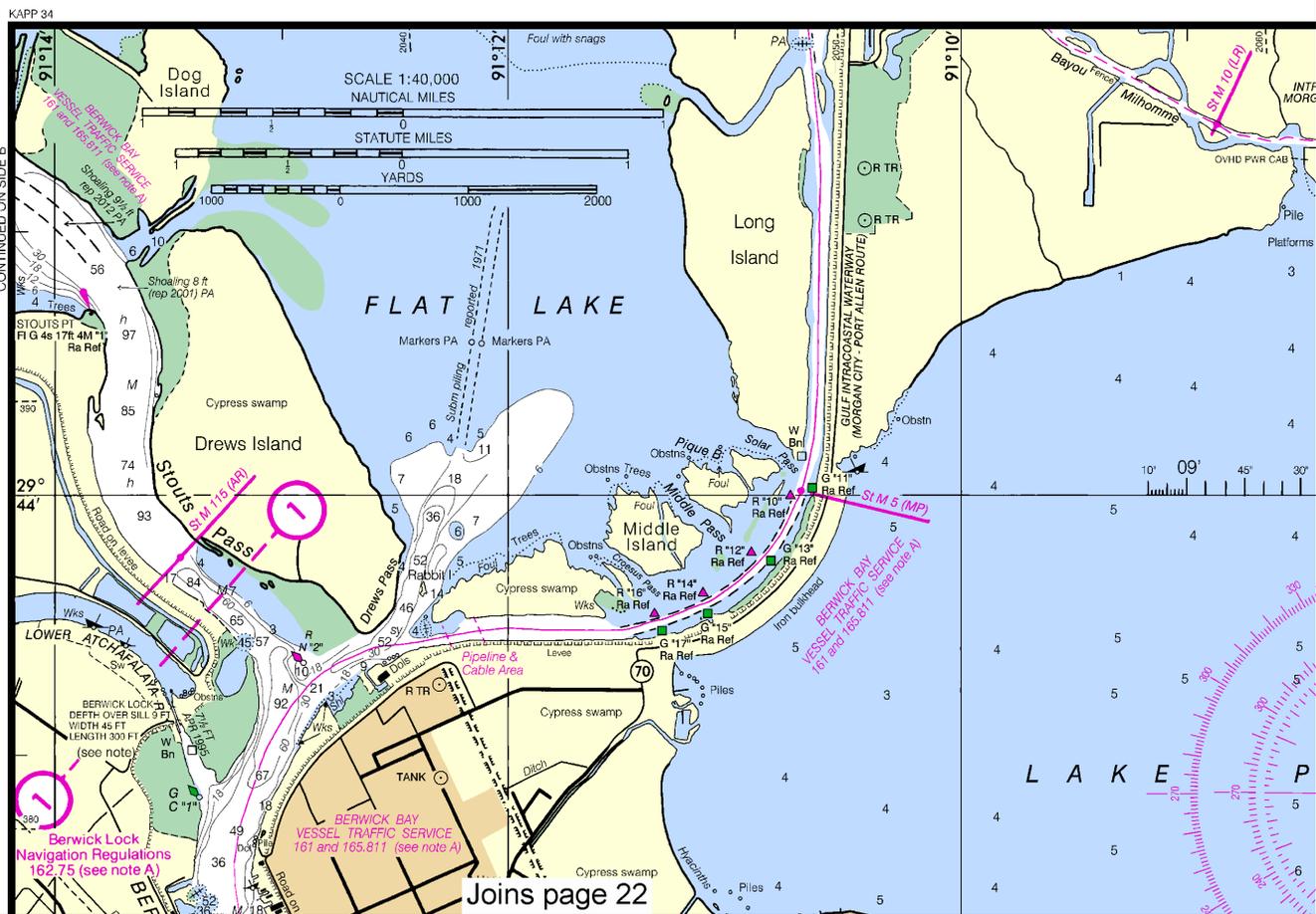
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Joins page 19



CONTINUED ON CHART 11350 (SIDE A)

TIDAL INFORMATION
 Near real time water level data, predictions and weather data are available via the internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

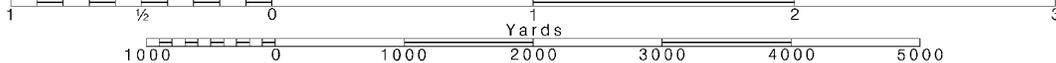


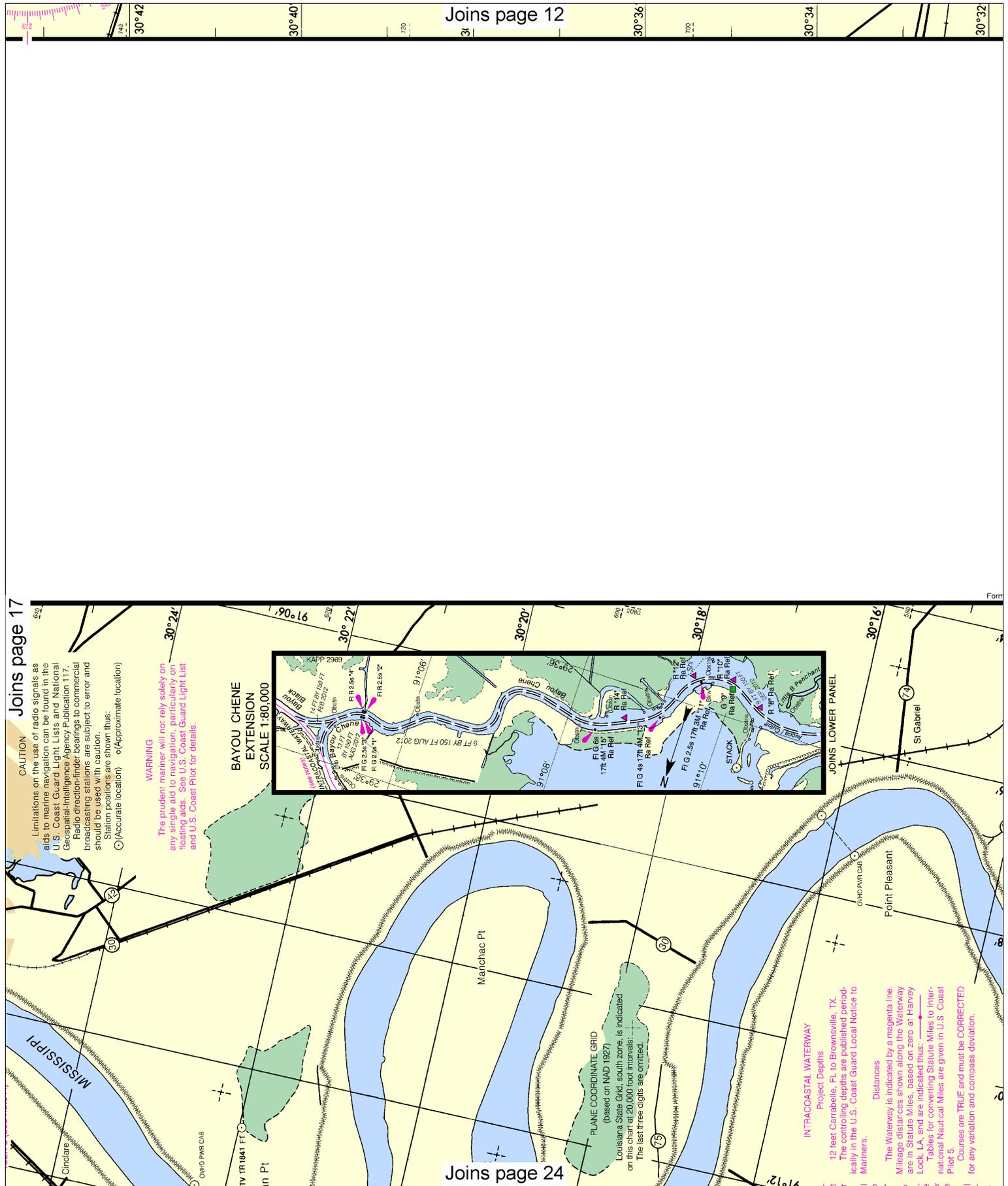
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





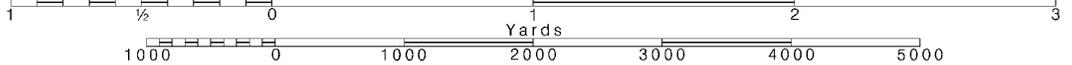
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

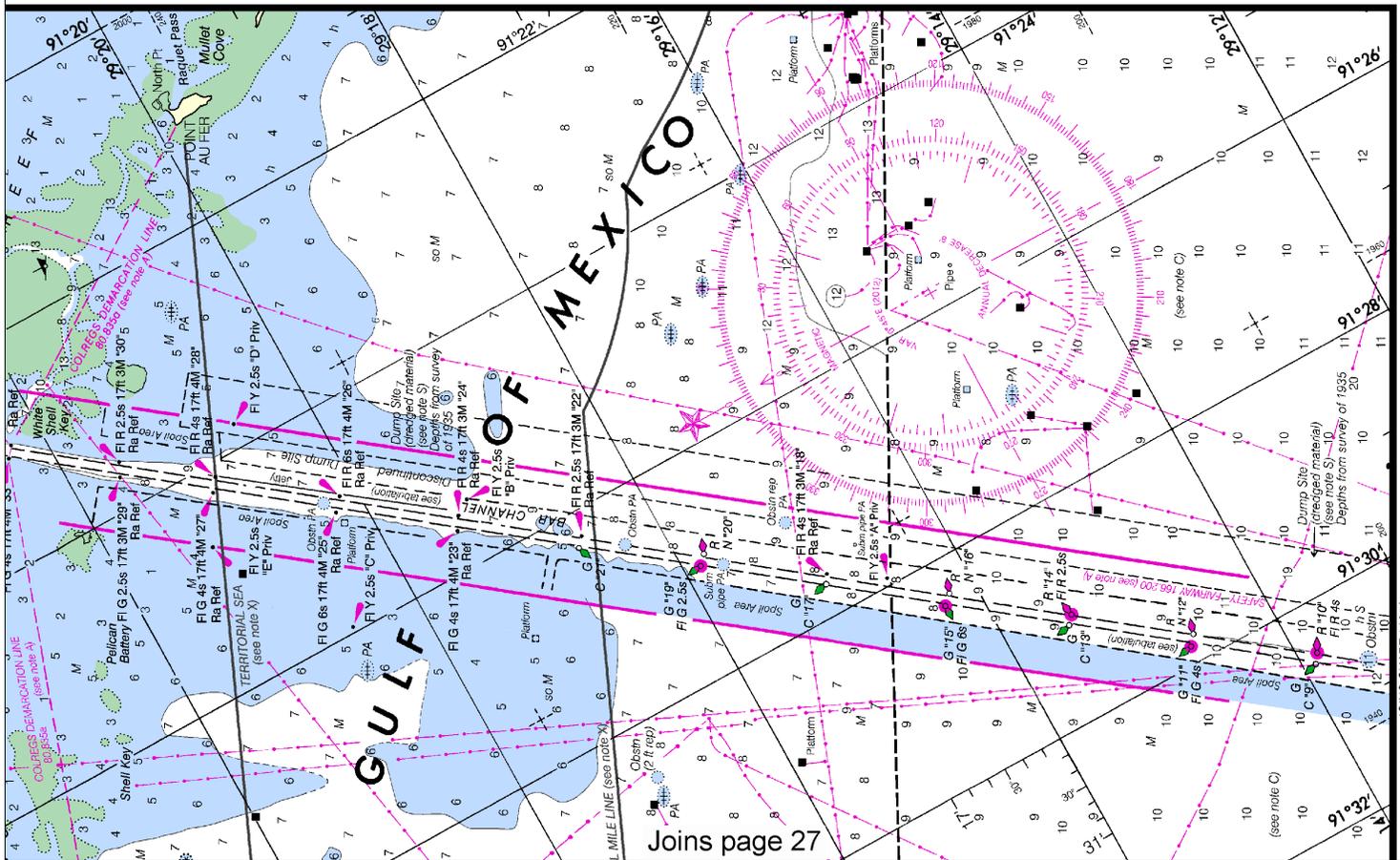
See Note on page 5.



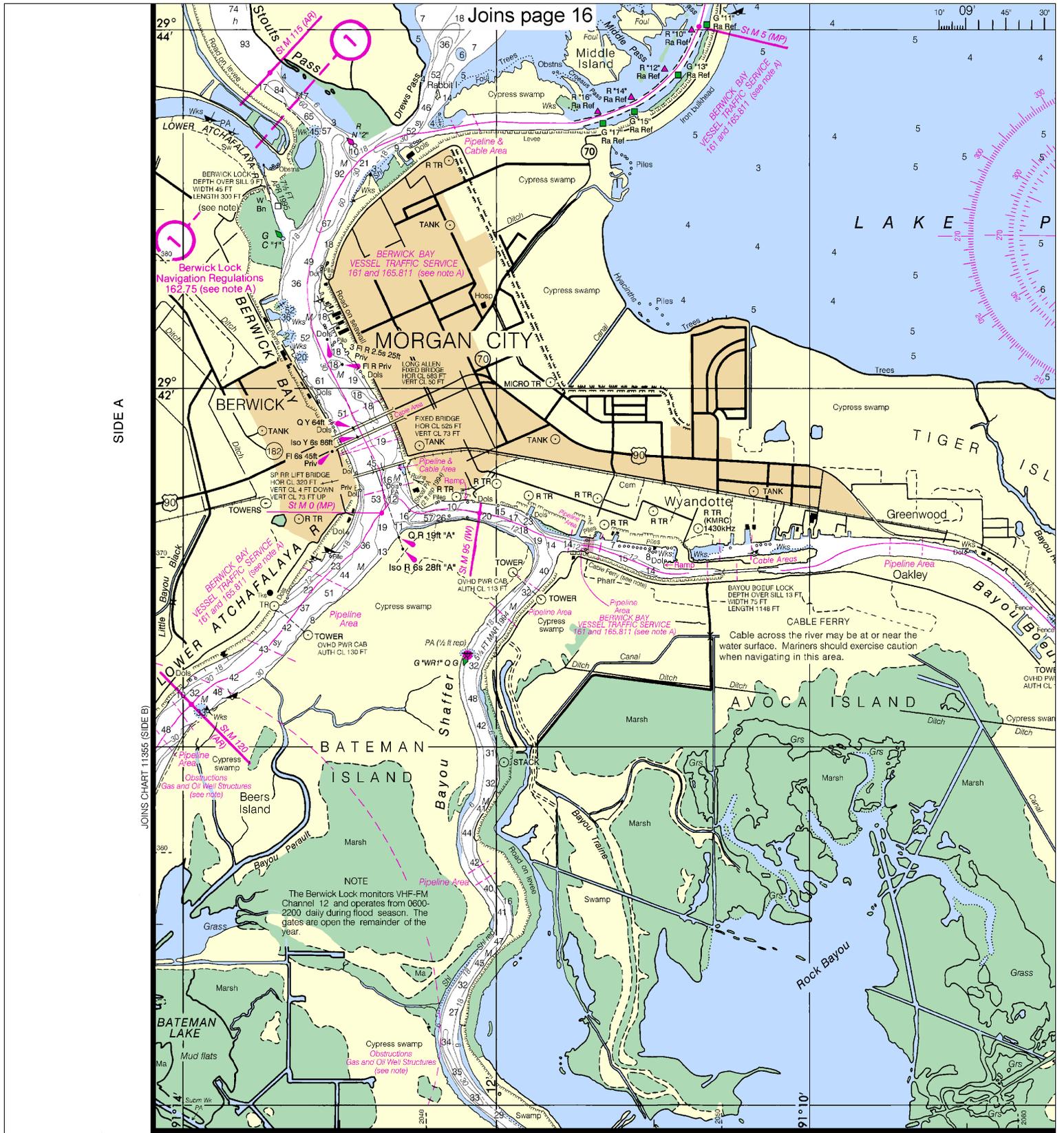
CONTINUED ON CHART 11350 (SIDE A)

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.



JOINS CHART 11351



SIDE A

JOINS CHART 11355 (SIDE B)

Joins page 16

NOTE
The Berwick Lock monitors VHF-FM Channel 12 and operates from 0600-2200 daily during flood season. The gates are open the remainder of the year.

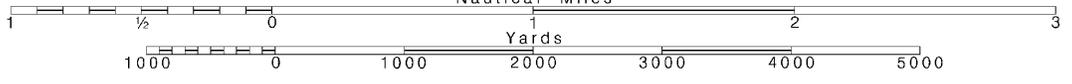
22

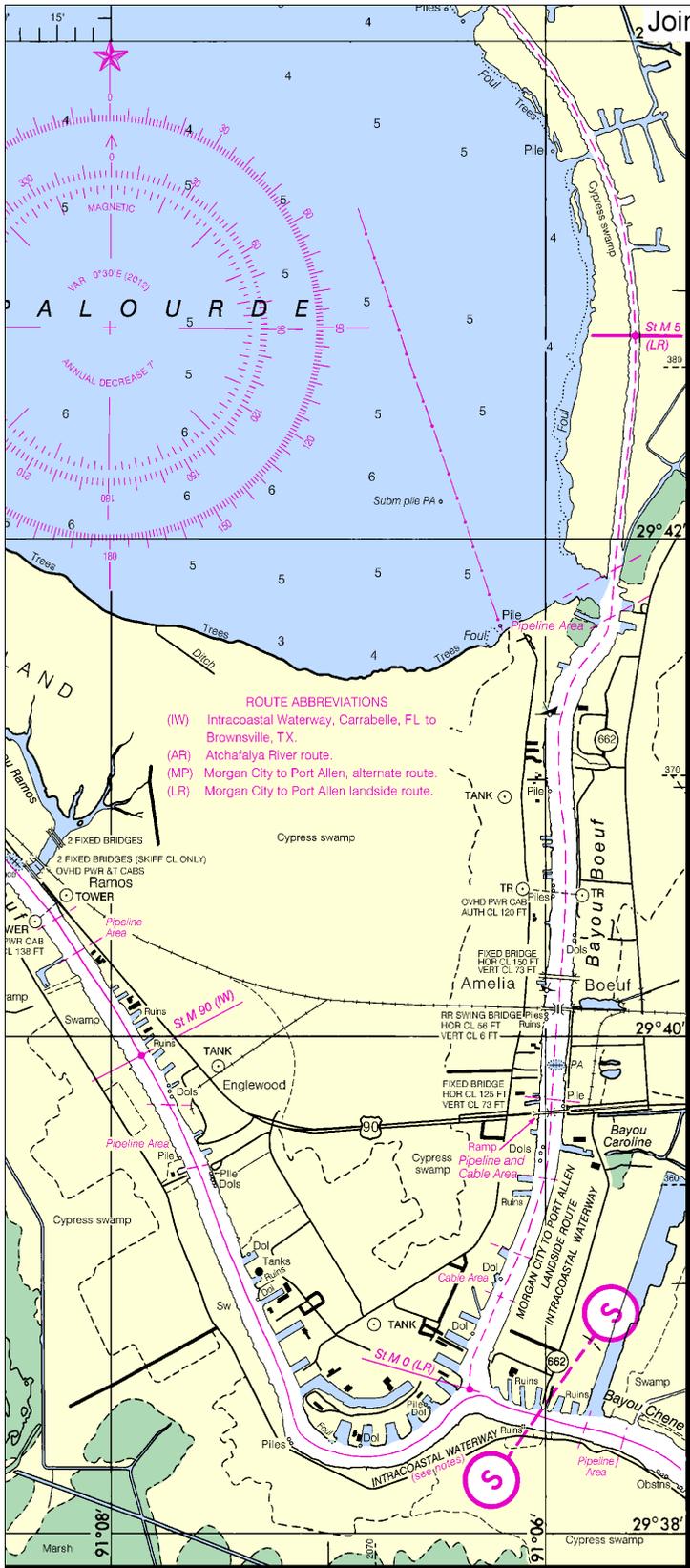
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

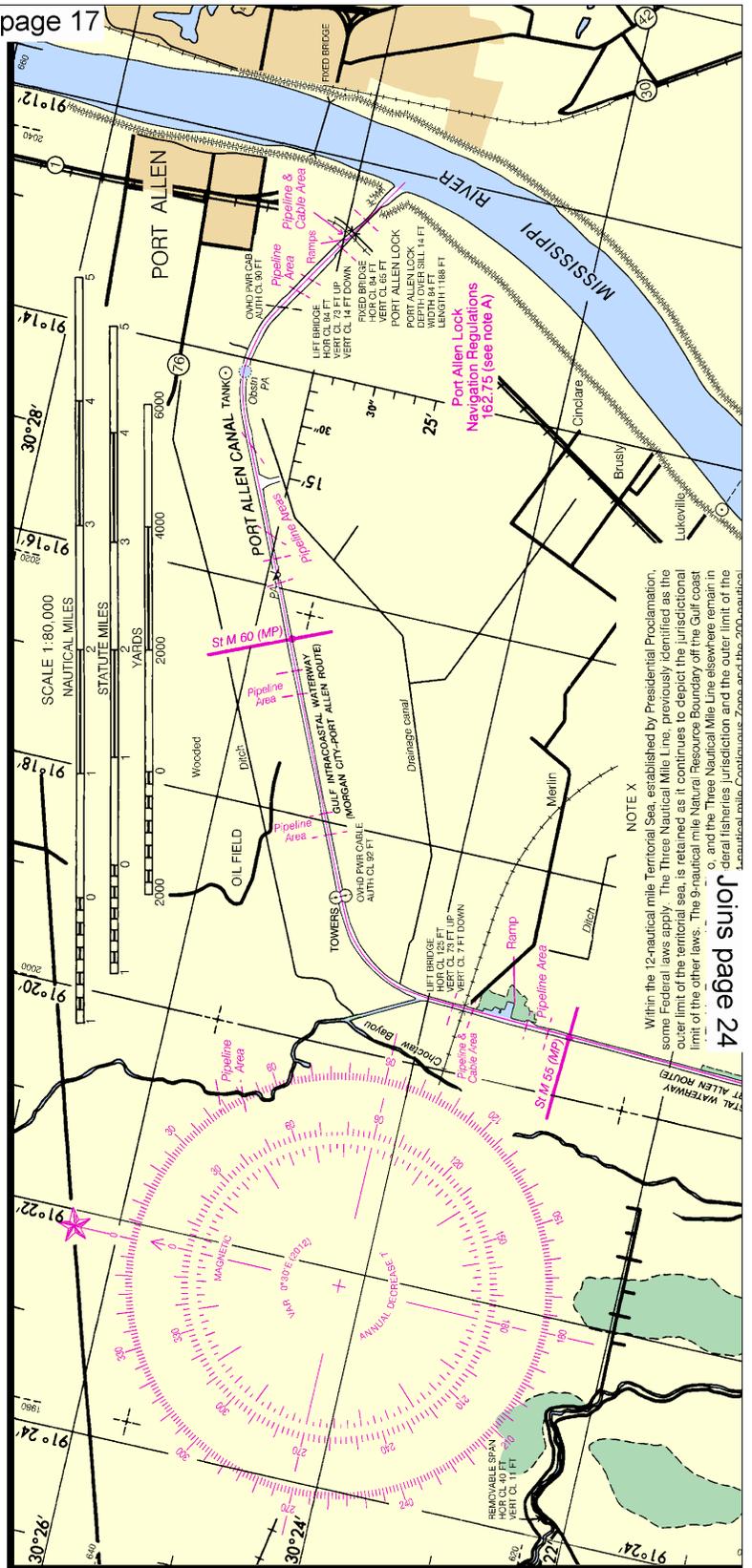
SCALE 1:40,000
Nautical Miles

See Note on page 5.

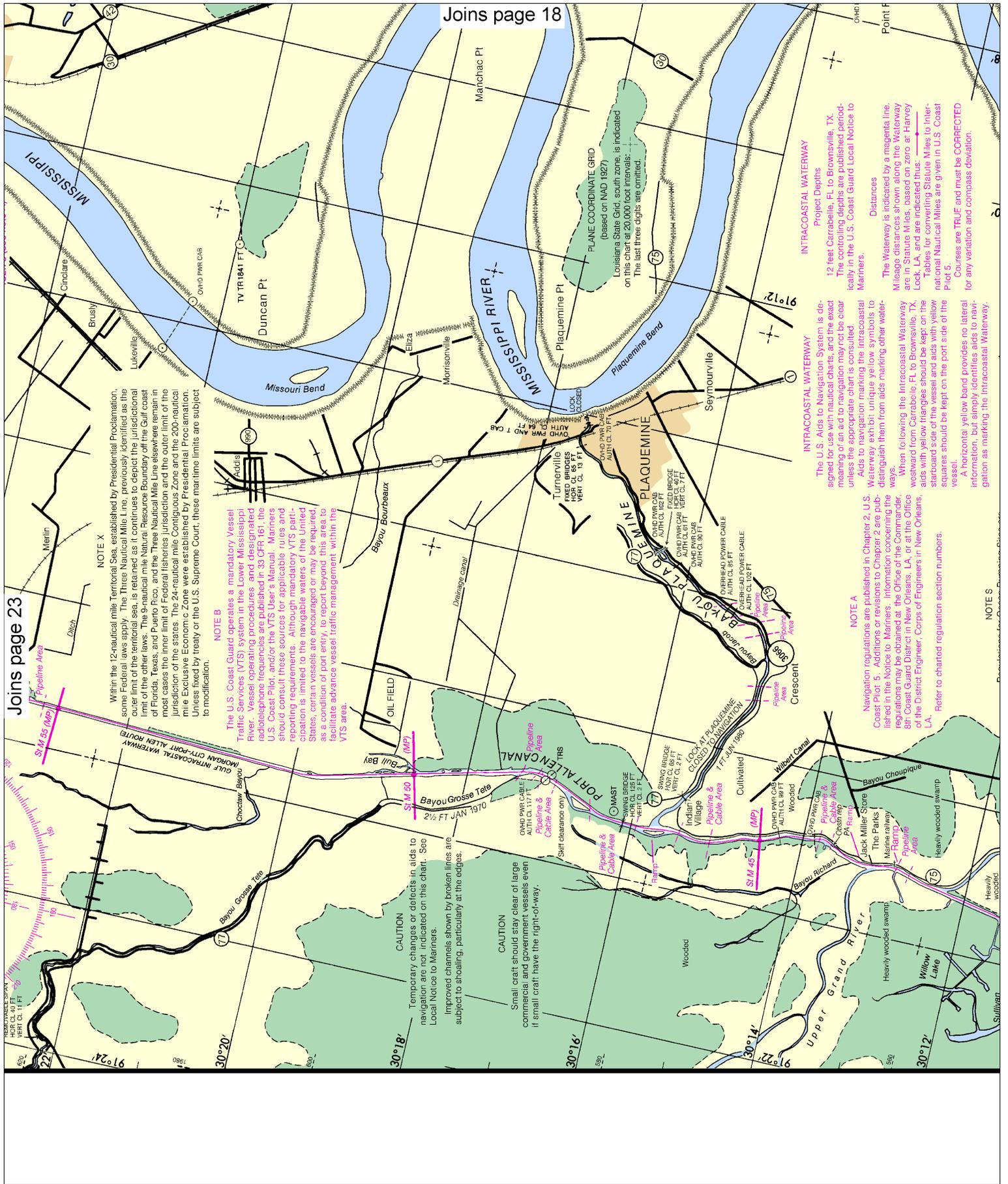




JOINS CHART 11365 (SIDE B)



Joins page 24



Joins page 18

Joins page 23

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 the 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.

NOTE B

The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) system in the Lower Mississippi River. 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 advance vessel traffic management within the VTS area.

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.

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. Distances shown in this Tables for Inland Navigation Statute Miles to Inland National Nautical Miles are given in U.S. Coast Pilot 5.
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

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.

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, 6th 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.

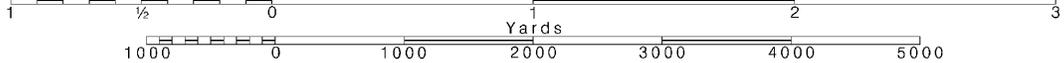
NOTE S

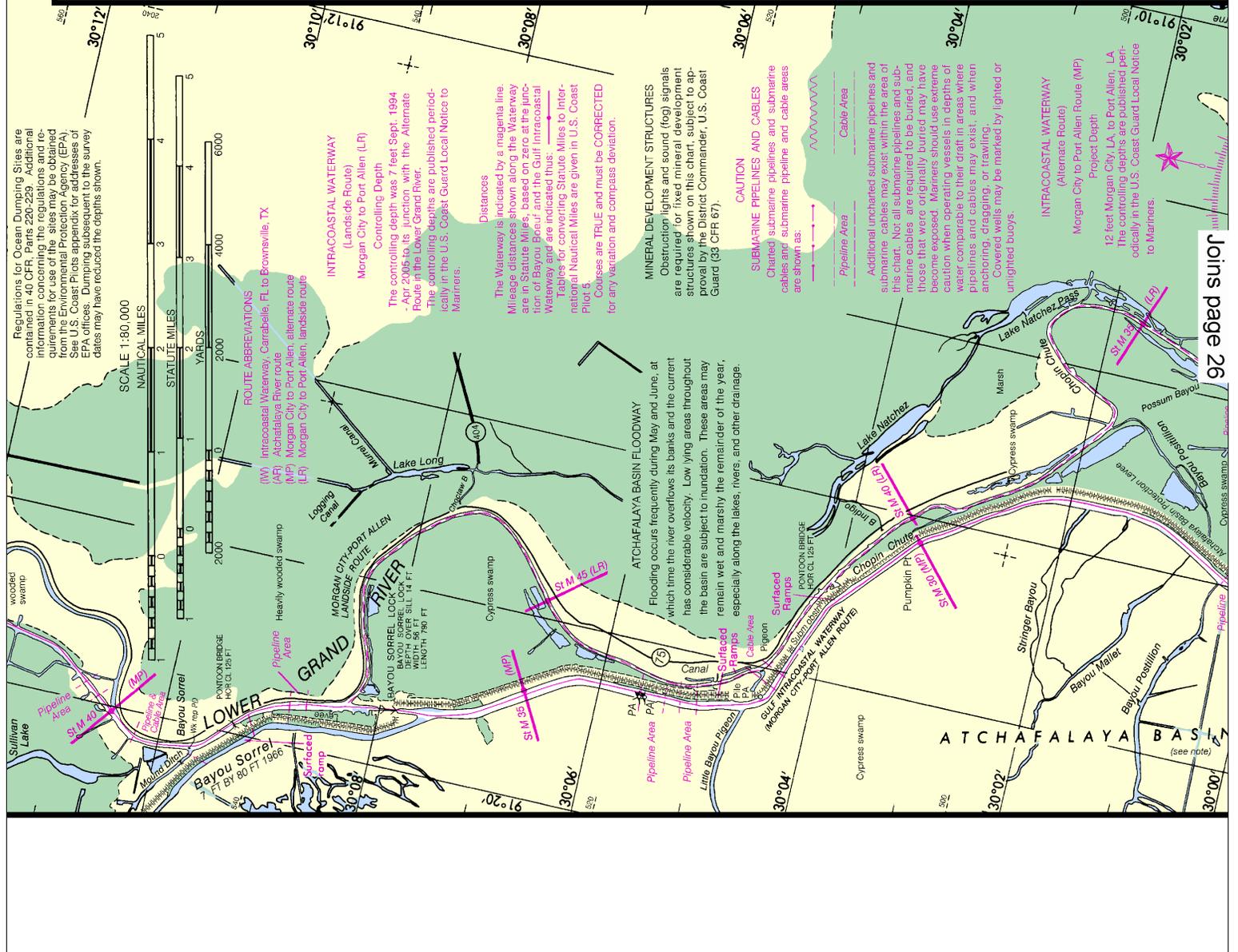
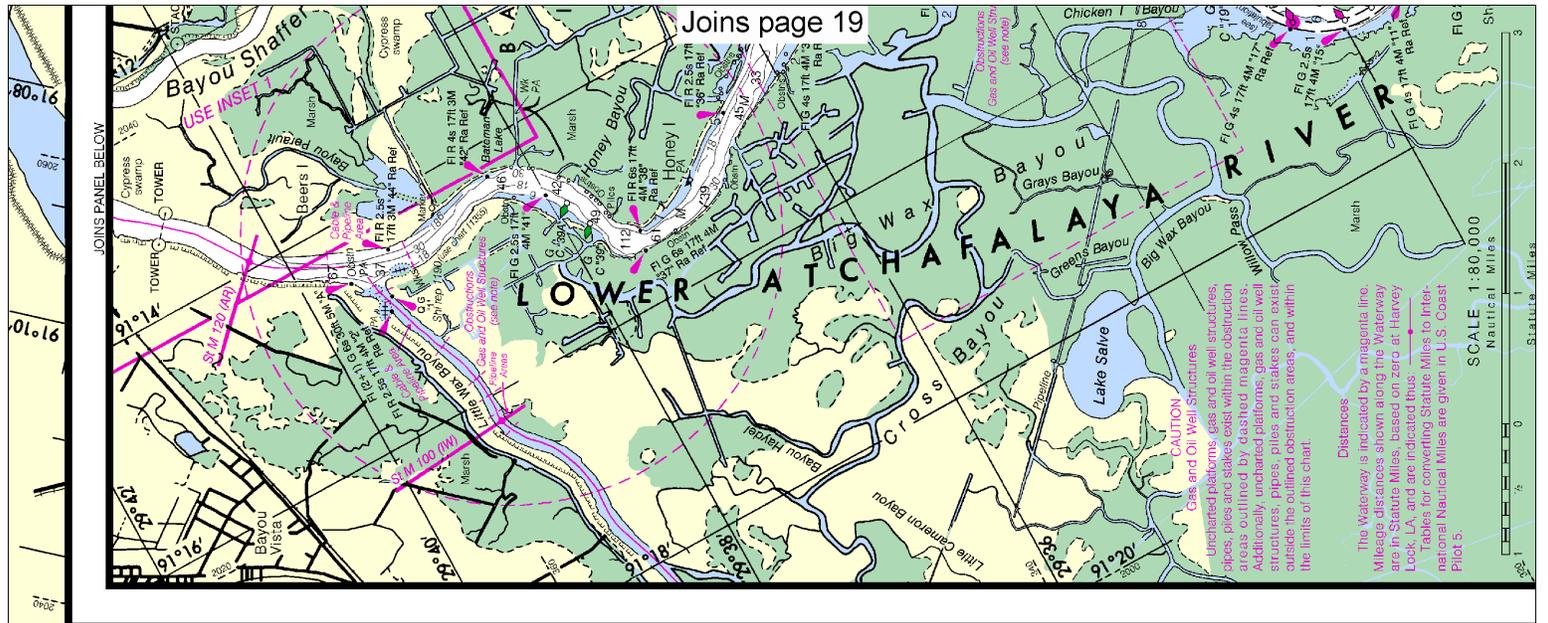
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

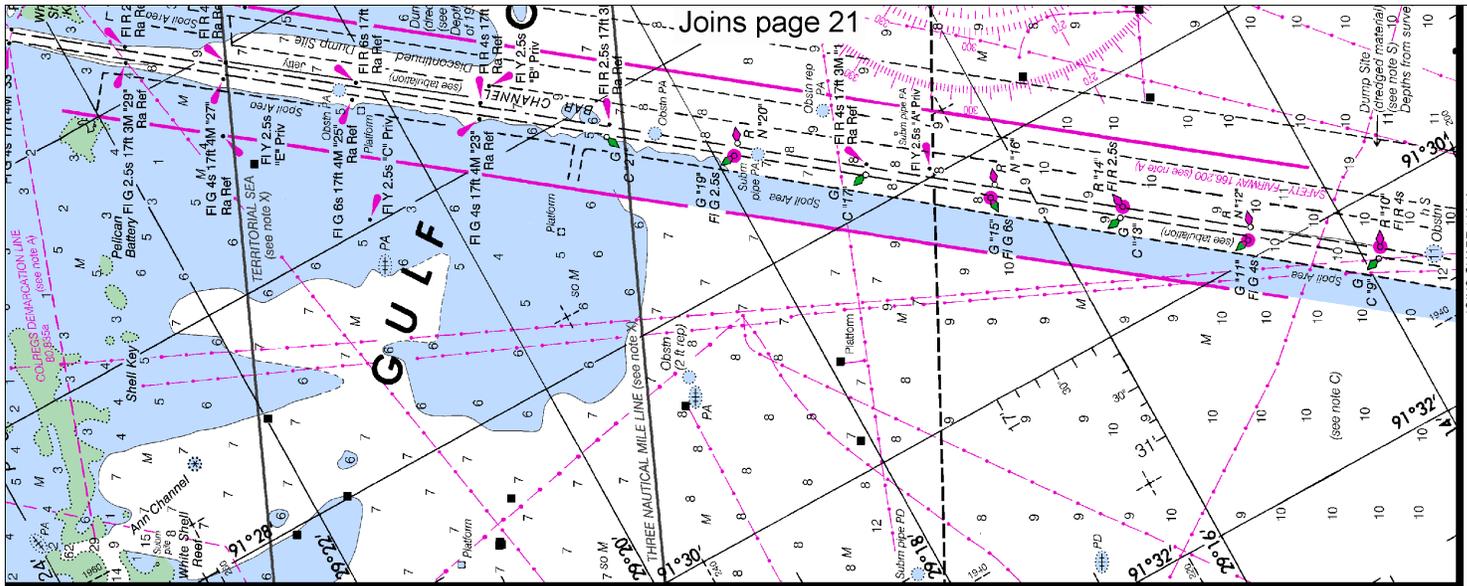
SCALE 1:40,000
Nautical Miles

See Note on page 5.



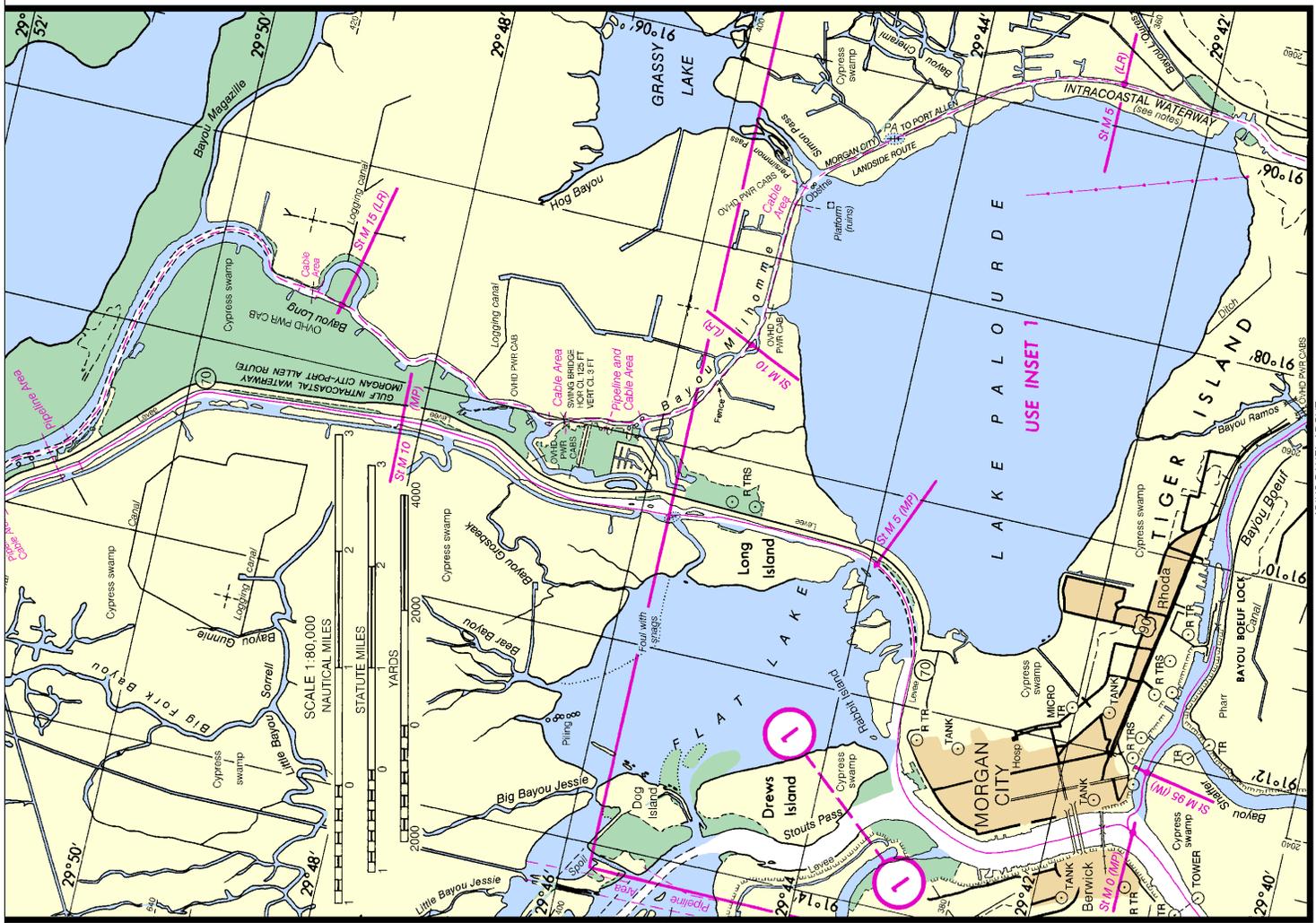


Joins page 26



Joins page 21

JOINS CHART 11351

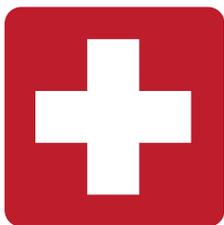


JOINS SIDE B

11354

JOINS PANEL ABOVE

SIDE A



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.

