

# BookletChart™



## Intracoastal Waterway – Catahoula Bay to Wax Lake Outlet

NOAA Chart 11355

*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

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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.

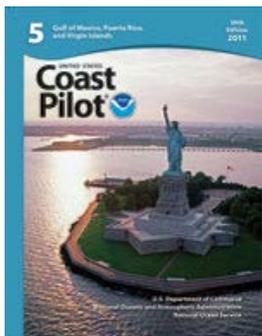
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11355>



**[Selected Excerpts from Coast Pilot]**

**Bayou Teche** is a navigable waterway in S Louisiana parallel to and 35 miles W of the Mississippi River, meandering NW for about 93 miles from its junction with **Lower Atchafalaya River**, about 8 miles W of **Berwick Lock**, to its sources in St. Landry Parish. The lock has a length of 300 feet, width of 45 feet, and depth over the sill of 9 feet at mean low water. The lockmaster monitors VHF-FM channel 13. The lock operates from 0600 to 2200 daily.

A dredged channel leads from Berwick Lock W through the Lower Atchafalaya River and Bayou Teche to Arnaudville, a distance of about 100 miles. In 1995, the controlling depths were 3½ feet to the flood-

gates at the junction with Wax Lake Outlet, thence 2 feet to the first highway bridge at Franklin, thence shoaling to bare to the Charenton Drainage and Navigation Canal, thence 7 feet to the bridge at Jeanerette, thence 5½ feet to New Iberia, thence 4½ feet to Keystone Lock and Dam, thence 5½ feet to Breaux Bridge; thence, in 1993, 6 feet to Arnaudville.

**Garden City**, 18.5 miles above Berwick Lock, is the site of a large lumber mill. An overhead power cable about 20 miles above the lock has a clearance of 66 feet.

**Hanson Canal** is 20.2 miles above Berwick Lock; little used for navigation, it leads S from Bayou Teche at Garden City, turns W, and enters and follows **Bayou Portage** to the **Intracoastal Waterway** in **Bayou Bartholomew**. In 1982, it was reported that the canal was used only by small outboard boats and local knowledge was recommended. Near the junction of Hanson Canal and Bayou Teche are the remains of an abandoned lock; seven fixed bridges with minimum widths of 18 feet and clearances of 6 feet; overhead pipelines with clearances of 7 feet, and overhead power cables with clearances of 35 feet.

**Houma Navigation Canal** extends in a NW direction from **Cat Island Pass** for about 8 miles across **Terrebonne Bay**, thence in a landcut in a N direction for about 23 miles to an intersection with the Intracoastal Waterway about 1 mile below **Houma**. The canal is maintained by the Corps of Engineers. In 2010, the controlling depth was 5 feet. The channel is well marked.

**Bayou Petit Caillou** crosses the canal about 9.8 miles above the entrance, and **Bayou Grand Caillou** crosses about 17.5 miles above the entrance. No other major waterways cross the canal. A pontoon bridge crosses the canal about 20 miles above the entrance. 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. The bridgetender monitors VHF-FM channel 13. State Route 661 highway bridge crossing the canal about 0.2 mile below the Intracoastal Waterway has a swing span with a clearance of 1 foot. (See **117.1 through 117.59** and **117.455**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 13; call sign, WDT-573.

**Berwick Bay** is the section of the Lower Atchafalaya from Morgan City N to Sixmile Lake. Morgan City is on the E side of the bay and Berwick on the W side. 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.**

**Vessel Traffic Service, Berwick Bay**, is operated by the U.S. Coast Guard to enhance the safety of navigation in the Berwick Bay area and consists of a communications network, vessel reporting points, and a Vessel Traffic Center (VTC).

**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

**CAUTION**  
Hydrography from the surveys of 1934

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

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

**CAUTION**  
Fixed and floating obstructions, some submerged, may exist within the magenta lined bridge construction area. Mariners are advised to proceed with caution.

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

**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.

**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**  
Strong currents from Wax Lake Outlet are reported to set vessels in the waterway to the south.

**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.

**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.

**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**NOTE**  
**Calumet Floodgates**  
The operation of the East and West Calumet Floodgates is discontinued. During flood season the East gate is closed, and the West gate is opened upon request. Both gates are open the remainder of the year.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
  
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**  
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.

**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.

**TIDAL INFORMATION**  
Near real time water level data, predictions and weather data are available via 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.

**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.

**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.

**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)

**ABBREVIATIONS**  
For Symbols and Abbreviations see Chart No. 1

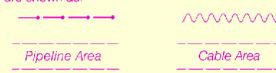
**CAUTION**  
**Gas and Oil Well Structures**  
Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the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

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.

**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.

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

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
  
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**  
**WARNING 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.

**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).

**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.

**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."

**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.

**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 0.782' northward and 0.342' westward to agree with this chart.

**MERCATOR PROJECTION, SCALE 1:40,000 AT LAT. 29° 40'**  
**SOUNDINGS IN FEET AT MEAN LOWER LOW WATER**  
North American Datum of 1983  
(World Geodetic System 1984)

**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.

**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:

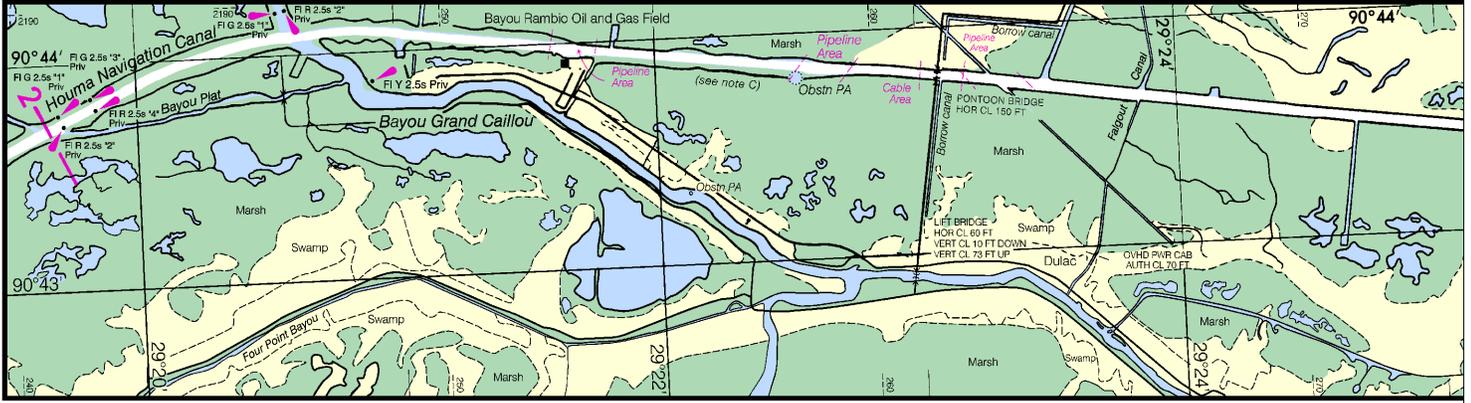
USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 866-367-8777

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 20533

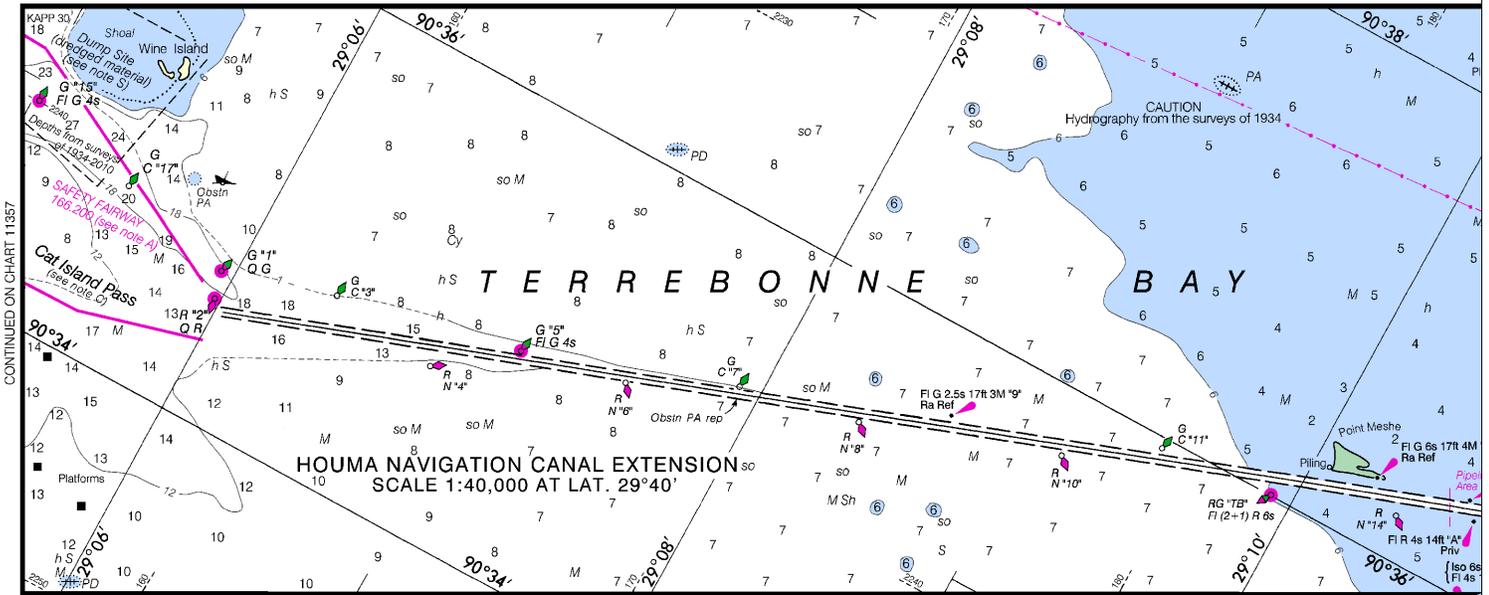
HOUMA NAV

The controlling depth was thence 8 feet from the entrance in Terrebonne Bay (29°06'0" Callout); thence 14 feet to Bayou Pelton; thence the Intracoastal Waterway.

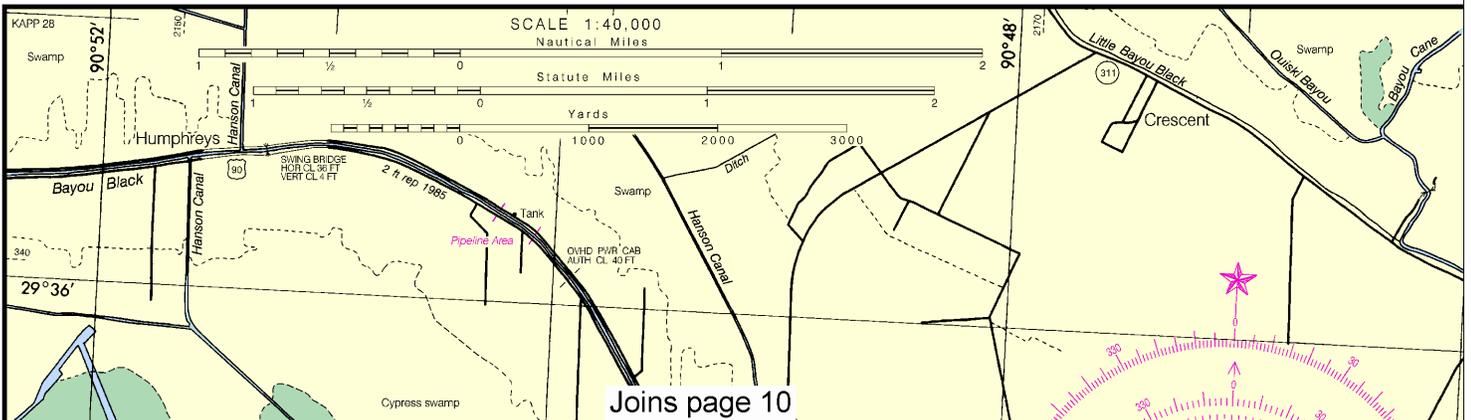
KAPP 29 CONTINUED ON CHART 11352



CONTINUED ON CHART 11352



CONTINUED ON CHART 11357



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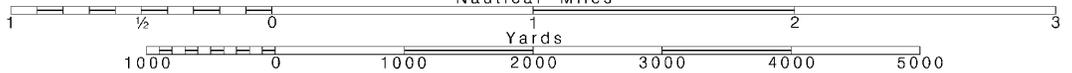
**4**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



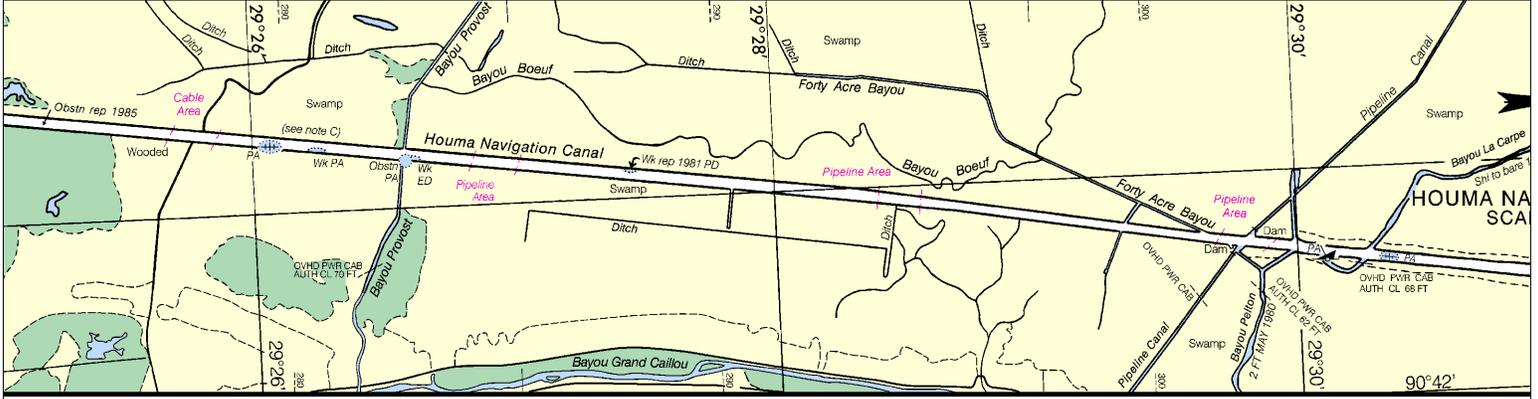
NOTE C  
 NAVIGATION CANAL  
 is 13 feet through Cat Island Pass;  
 entrance of the improved channel  
 1°00'N, 90°34'30"W, to Bayou Petit  
 Bayou Grand Caillou; thence 11  
 feet to the junction with  
 Bayou Grand Caillou.

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.

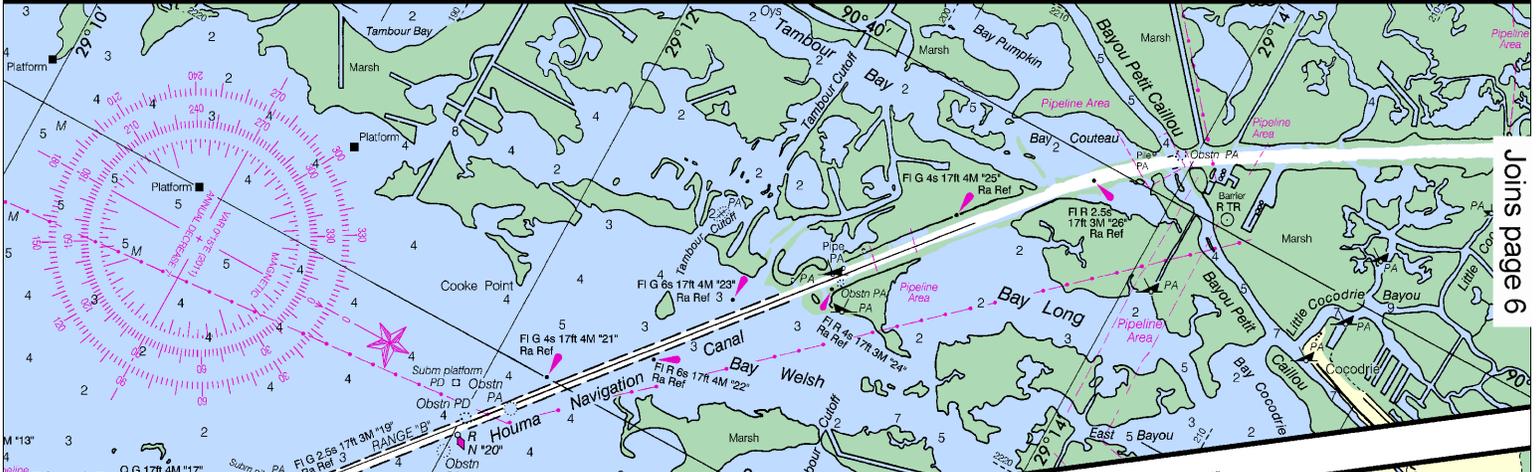
HURRICANE  
 Hurricanes, tropical storms and typhoons  
 cause considerable damage to navigation  
 aids and moorings in unknown locations.  
 Charted soundings and depths  
 reflect actual conditions at the time of  
 publication. Changes in depth  
 due to shifting sandbars or other  
 causes may have been moved from  
 their original locations or not  
 reported. Wrecks and submerged  
 obstructions are shown from  
 charted locations or  
 estimated from  
 mariners' reports.  
 Mariners are urged to report  
 hazards to navigation  
 to the Hydrographic Office.

Aug-2010 - Sep 2012

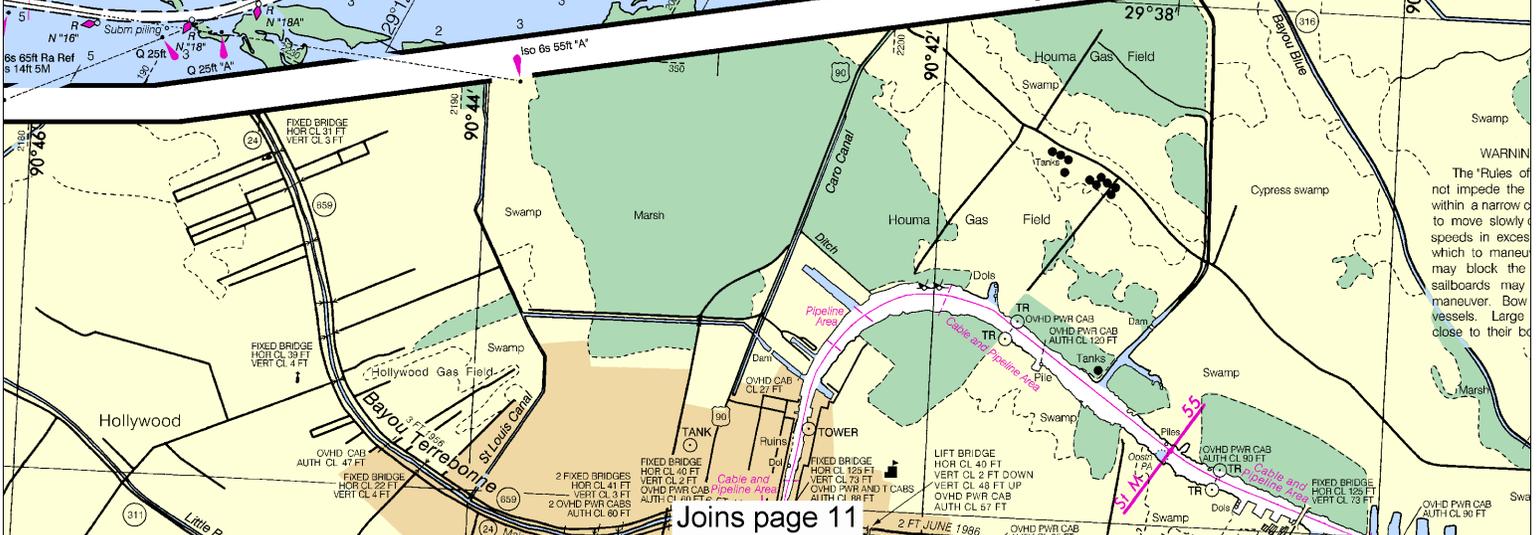
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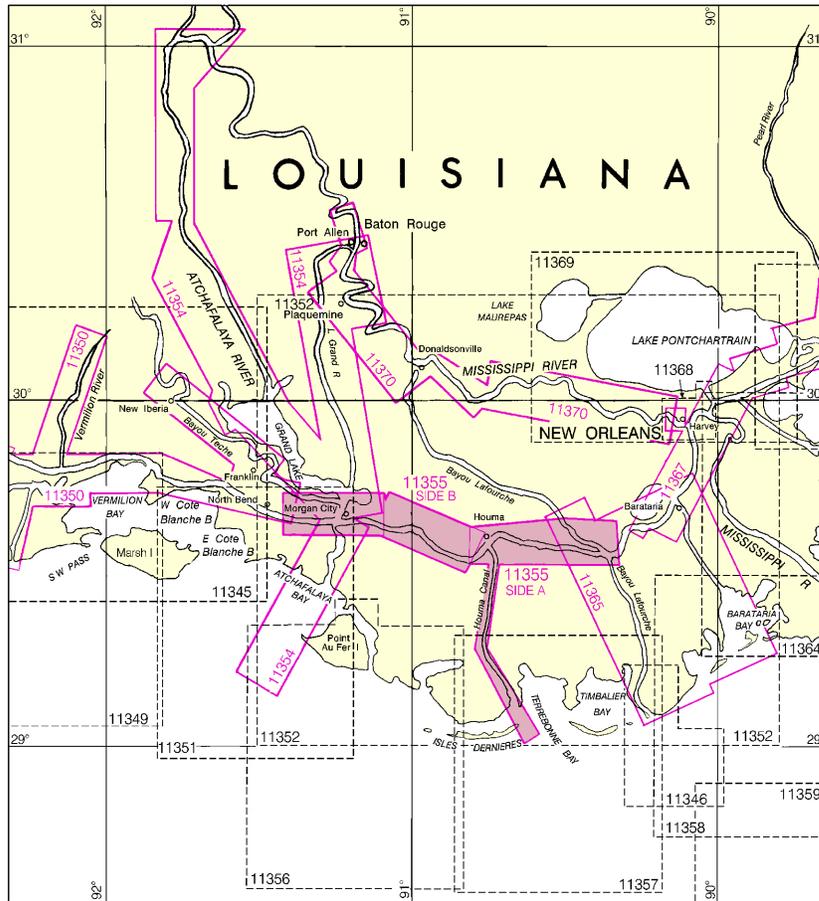
Joins page 6

WARNING  
 The Rules of the Road require vessels to  
 not impede the passage of larger vessels  
 within a narrow channel. Excessive  
 speeds in excess of 10 knots may  
 block the maneuvering of smaller  
 vessels. Bow thrusters should be  
 used close to their bow.

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.



NAUTICAL CHART DIAGRAM



MARINE WEATHER F  
NATIONAL WEATHER  
CITY  
New Orleans, LA

\*Recording (24 hour

NOAA WEATHER P  
CITY  
New Orleans, LA  
Baton Rouge, LA  
Morgan City, LA

BROADCASTS OF MARINE  
CITY

New Orleans, LA

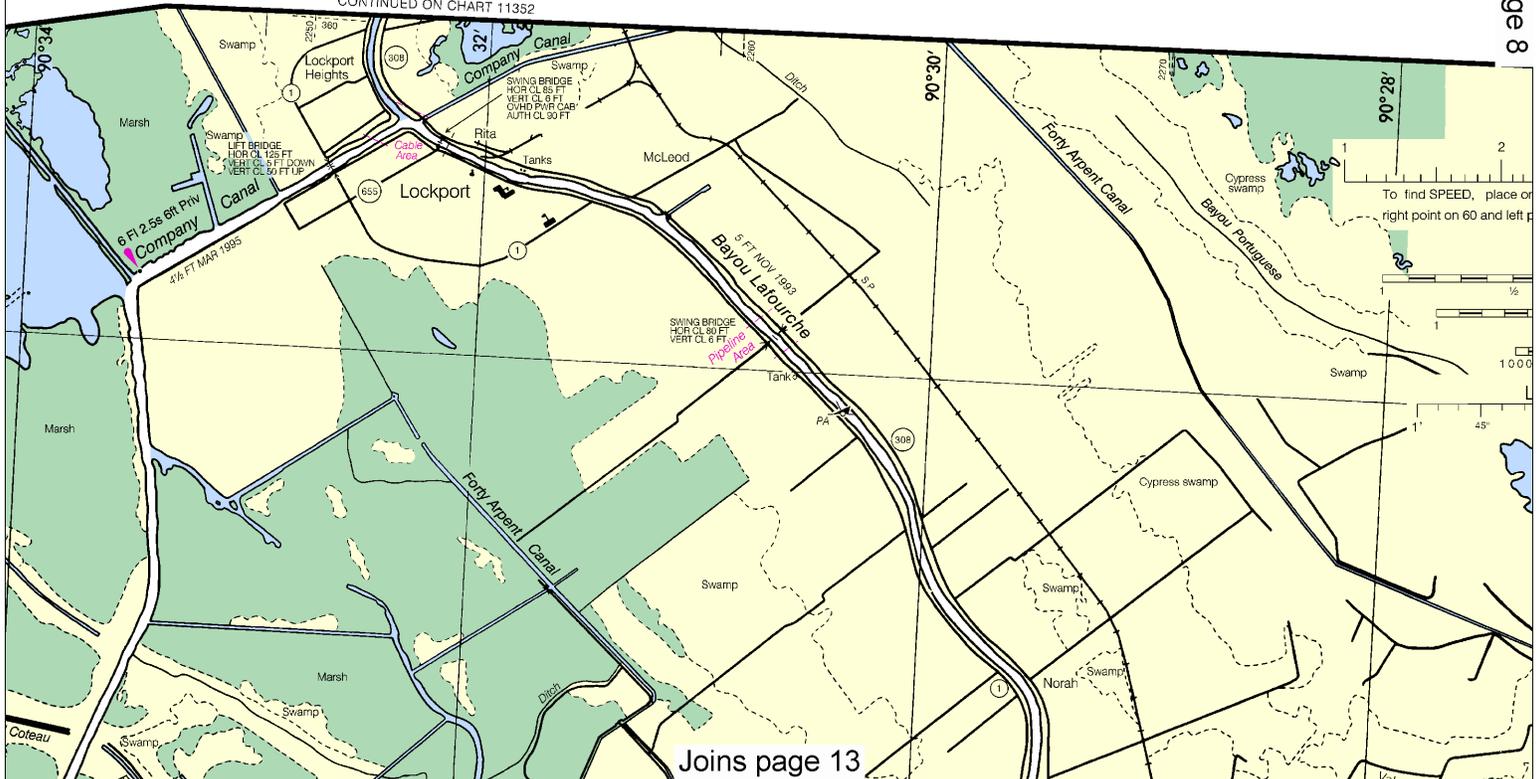
Grand Isle, LA

Berwick, LA

Distress calls for small craft  
channel 16 (156.8 MHz) V

Joins page 8

CONTINUED ON CHART 11352



Joins page 13

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

**HEIGHTS**

Heights in feet above Mean High Water.

**ABBREVIATIONS**

For Symbols and Abbreviations see Chart No. 1

**MARINE WEATHER FORECASTS  
NATIONAL WEATHER SERVICE**

CITY	TELEPHONE NUMBERS	OFFICE HOURS
New Orleans, LA	(504) 522-7330 *(504) 465-9215	8:00 AM-4:00 PM (Mon.-Fri.)

\*Recording (24 hours daily)

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

**NOAA WEATHER RADIO BROADCASTS**

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
New Orleans, LA	KHB-43	162.550	24 hours daily
Baton Rouge, LA	KHB-46	162.400	24 hours daily
Morgan City, LA	KIH-23	162.475	24 hours daily

**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.

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

CITY	STATION	FREQ.	BROADCAST TIMES-CST	SPECIAL WARNING
New Orleans, LA	NMG (USCG)	2670 kHz	4:35, 6:35, 10:35 & 11:50 AM 4:35 & 11:50 PM	On receipt
Grand Isle, LA	NMG-15	157.1 MHz	4:50 & 10:50 AM 4:50 PM	On receipt
Berwick, LA	NMG-17	157.1 MHz	4:35, 10:35 AM 4:35 PM	On receipt

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

**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 0.782' northward and 0.342' westward to agree with this chart.

**TIDAL INFORMATION**

Near real time water level data, predictions and weather data are available via 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.

**SUPPLEMENTAL INFORMATION**

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

**NOTE A**

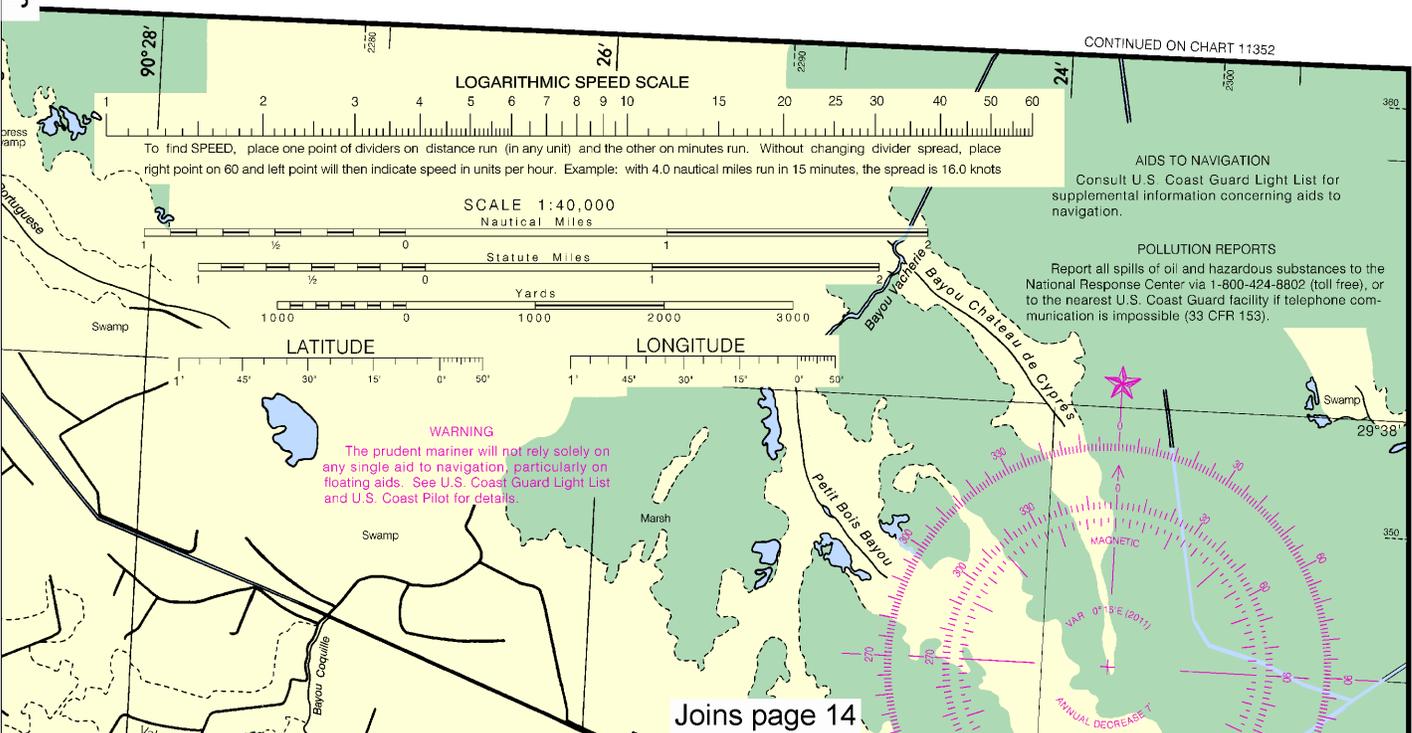
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the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

Refer to charted regulation section numbers.

**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).

Joins page 7



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 1:40,000 AT LAT. 29° 40'  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
North American Datum of 1983  
(World Geodetic System 1984)



NAUTICAL CHART  
11355  
INTRACOASTAL  
WATERWAY

**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.

**PLANE COORDINATE GRID**  
(based on NAD 1927)  
The Louisiana State Grid south zone is indicated on this chart by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

# LOUISIANA CATAHOULA BAY TO WAX LAKE OUTLET INCLUDING THE HOUMA NAVIGATION CANAL



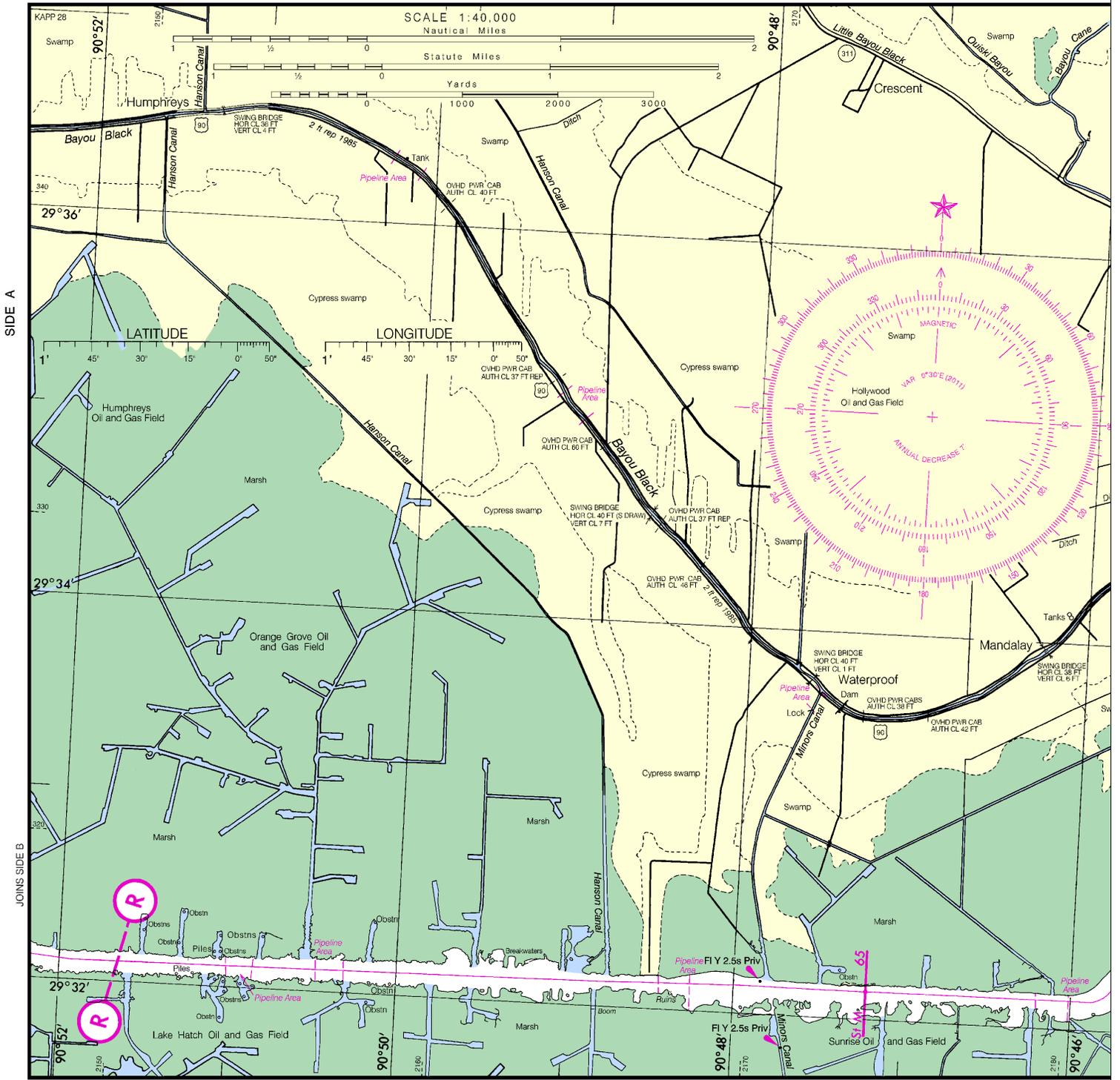
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ED. NO. 29

NGA REFERENCE NO. 11XHA11355

Chart 11355 29th Ed., May/11 ■  
Corrected through NM May 07/11, LNM Apr. 26/11  
Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY  
Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).



11355 29th Ed., May/11; Corrected through NM May 07/11, LNM Apr. 26/11

CONT

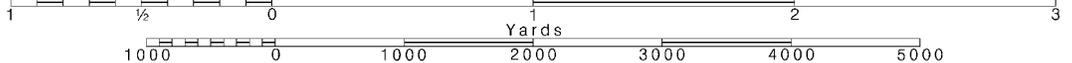


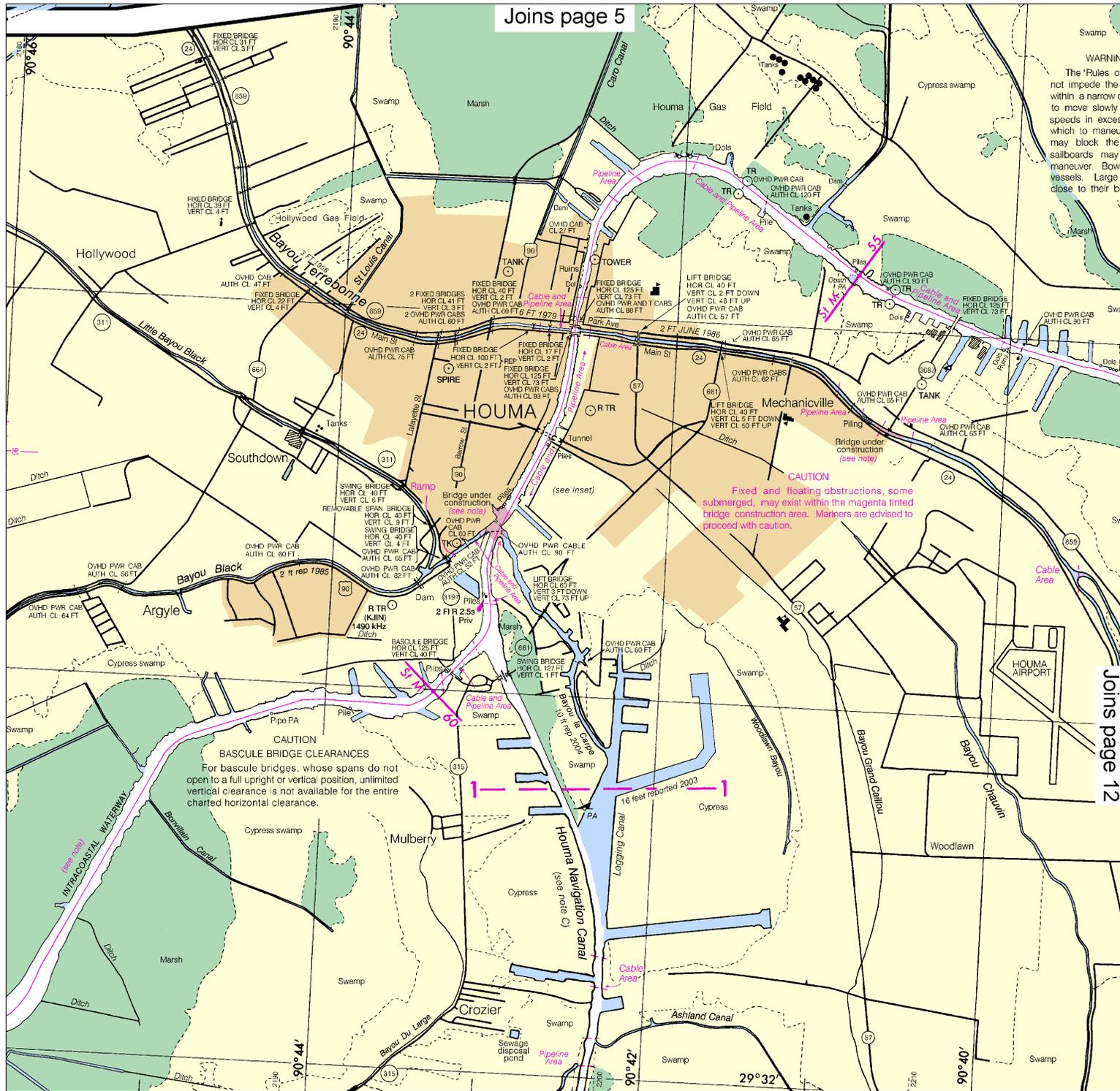
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.





WARNING  
The Rules of the Road require vessels to move slowly in excess of 5 knots which to maneuver may block the sailboards may maneuver. Bow vessels. Large vessels close to their bow.

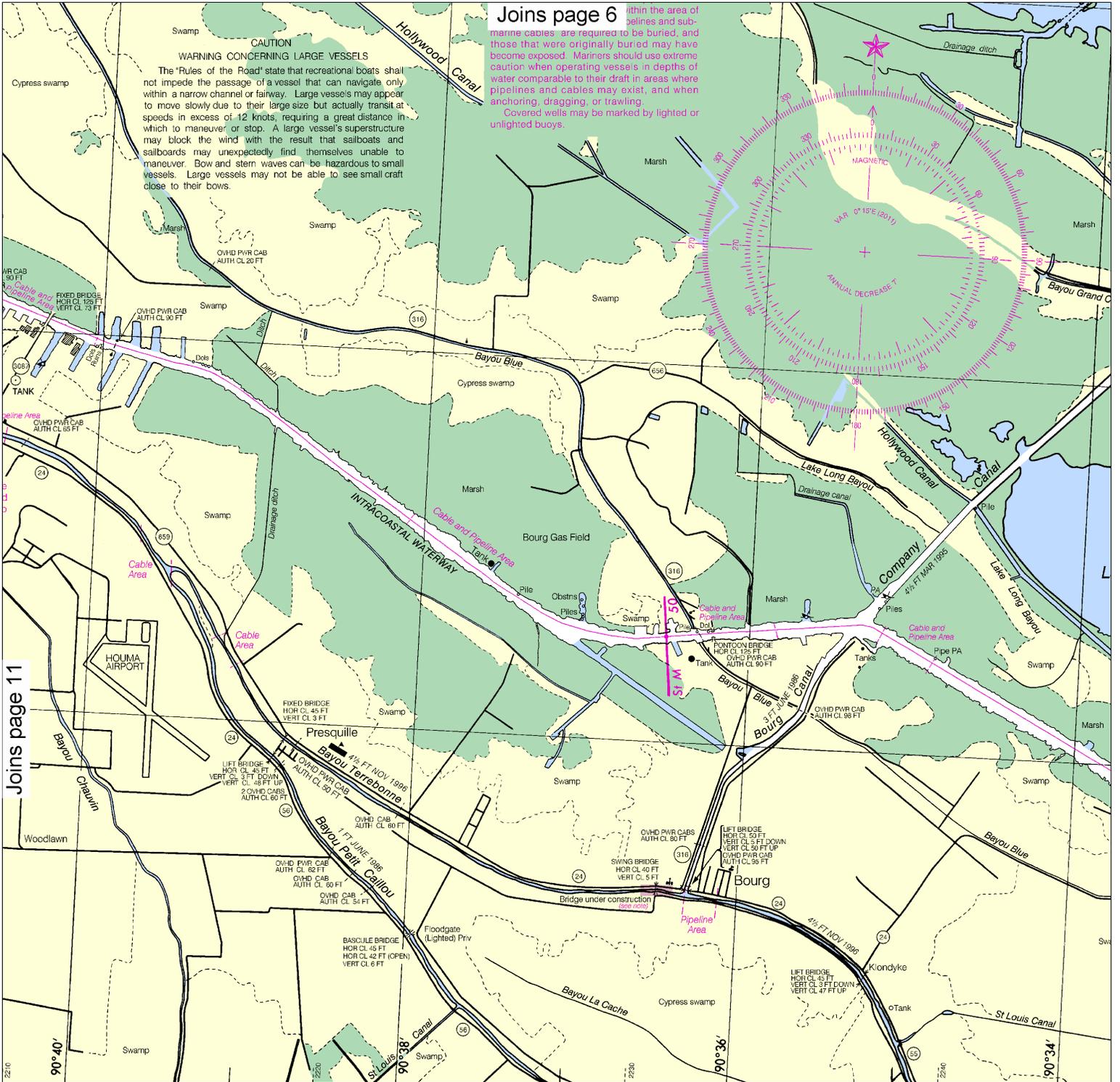
CONTINUED ON CHART 11352

JOINS HOUMA NAVIGATION CANAL EXTENSION

Joins page 6

Within the area of 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**  
**WARNING 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.



Joins page 11

Joins page 18

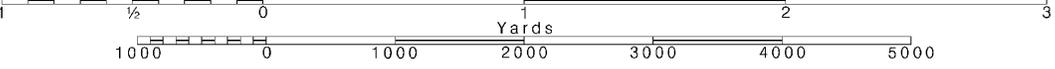
12

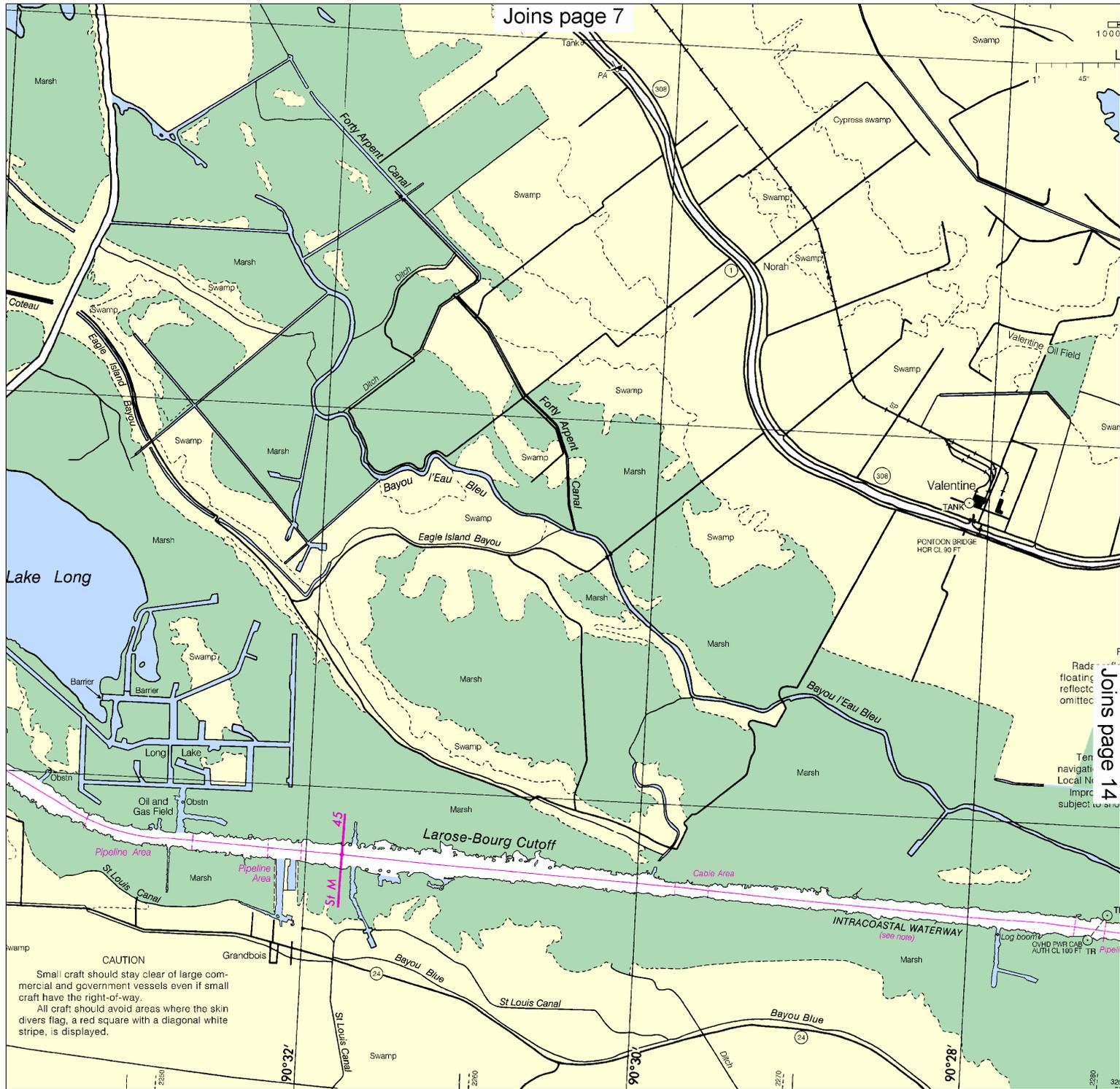
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

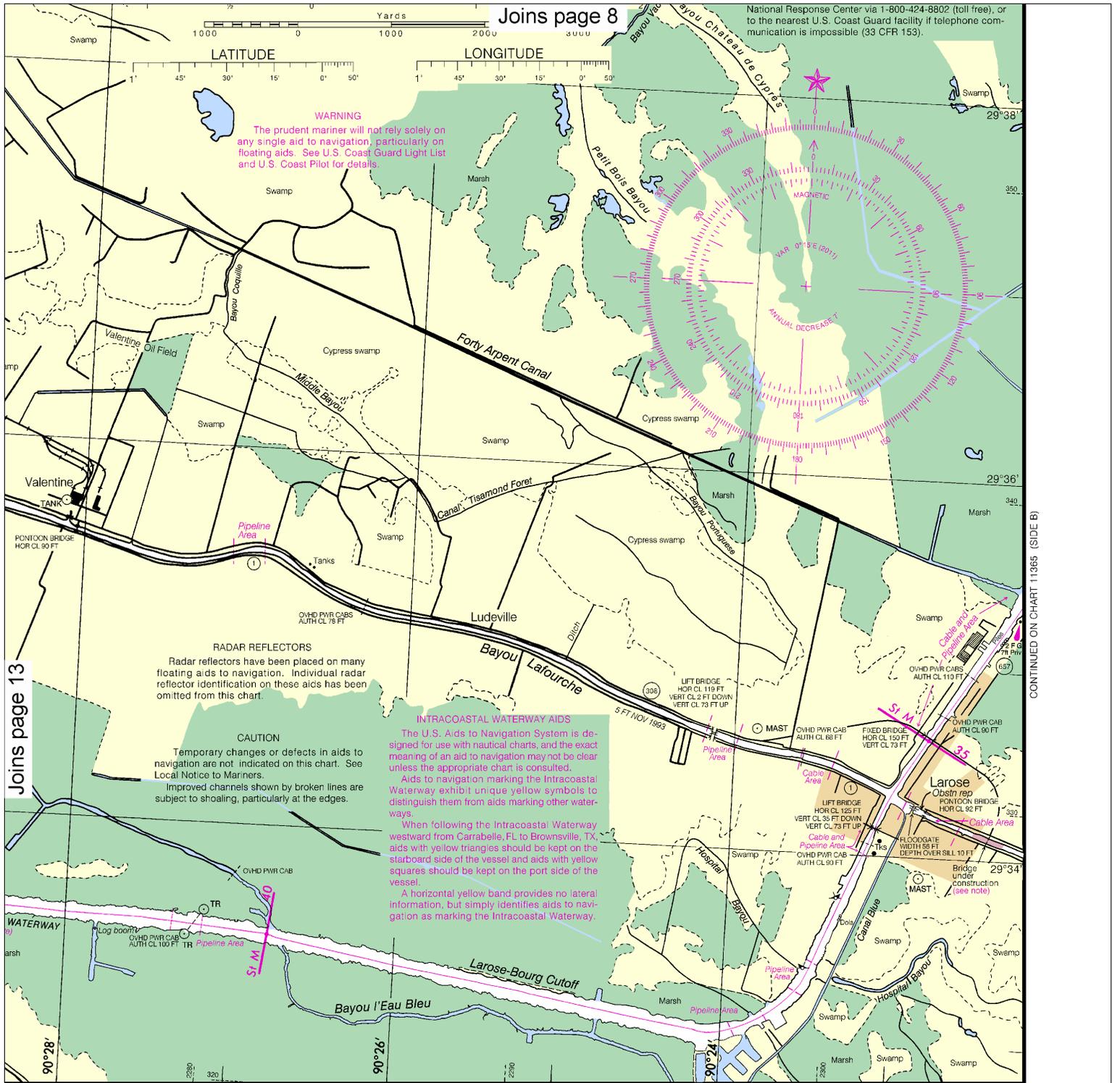
See Note on page 5.





Joins page 14  
 Rates floating reflect omitted  
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CONTINUED ON CHART 11352



Joins page 13

Joins page 20

**14**

Note: Chart grid lines are aligned with true north.

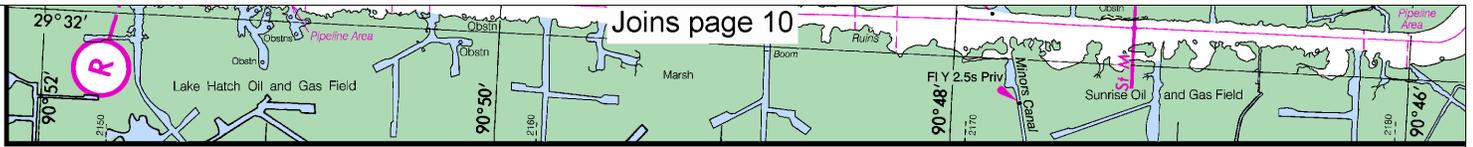
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

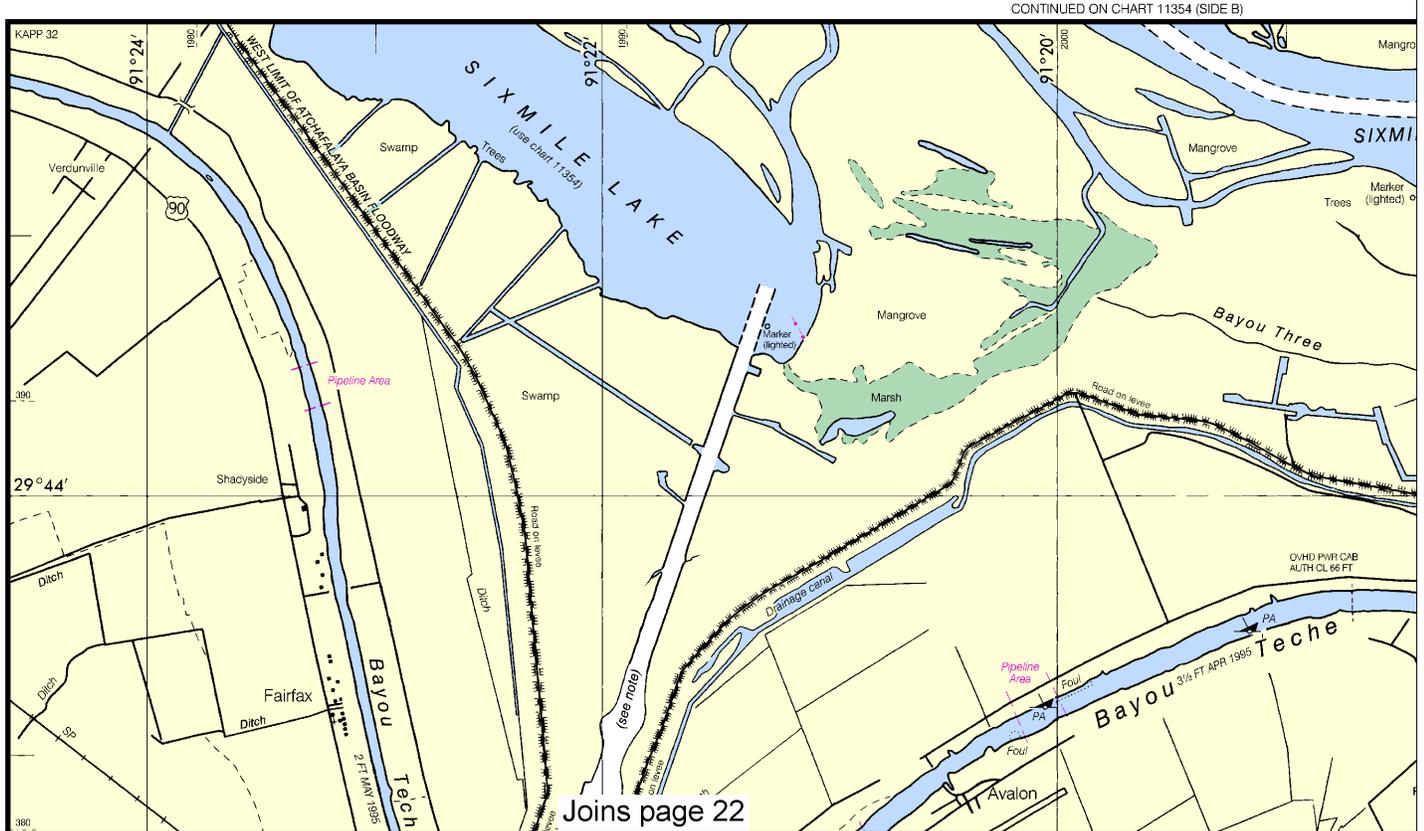






11355 29th Ed., May/11; Corrected through NM May 07/11, LNM Apr. 26/11

CONTI



CONTINUED ON CHART 11354 (SIDE B)

Joins page 22

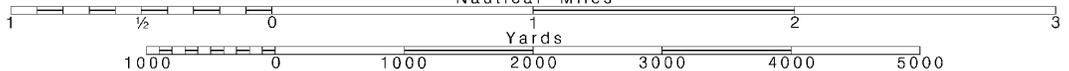
16

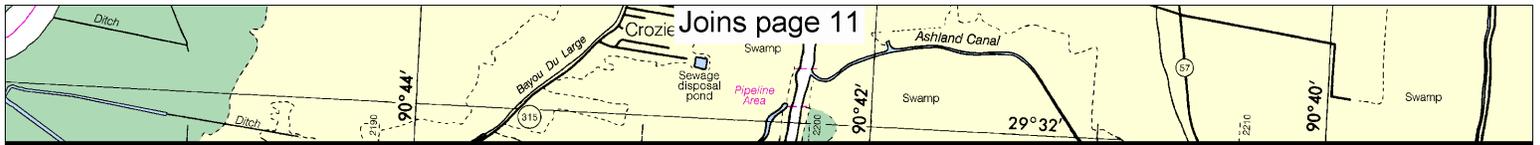
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

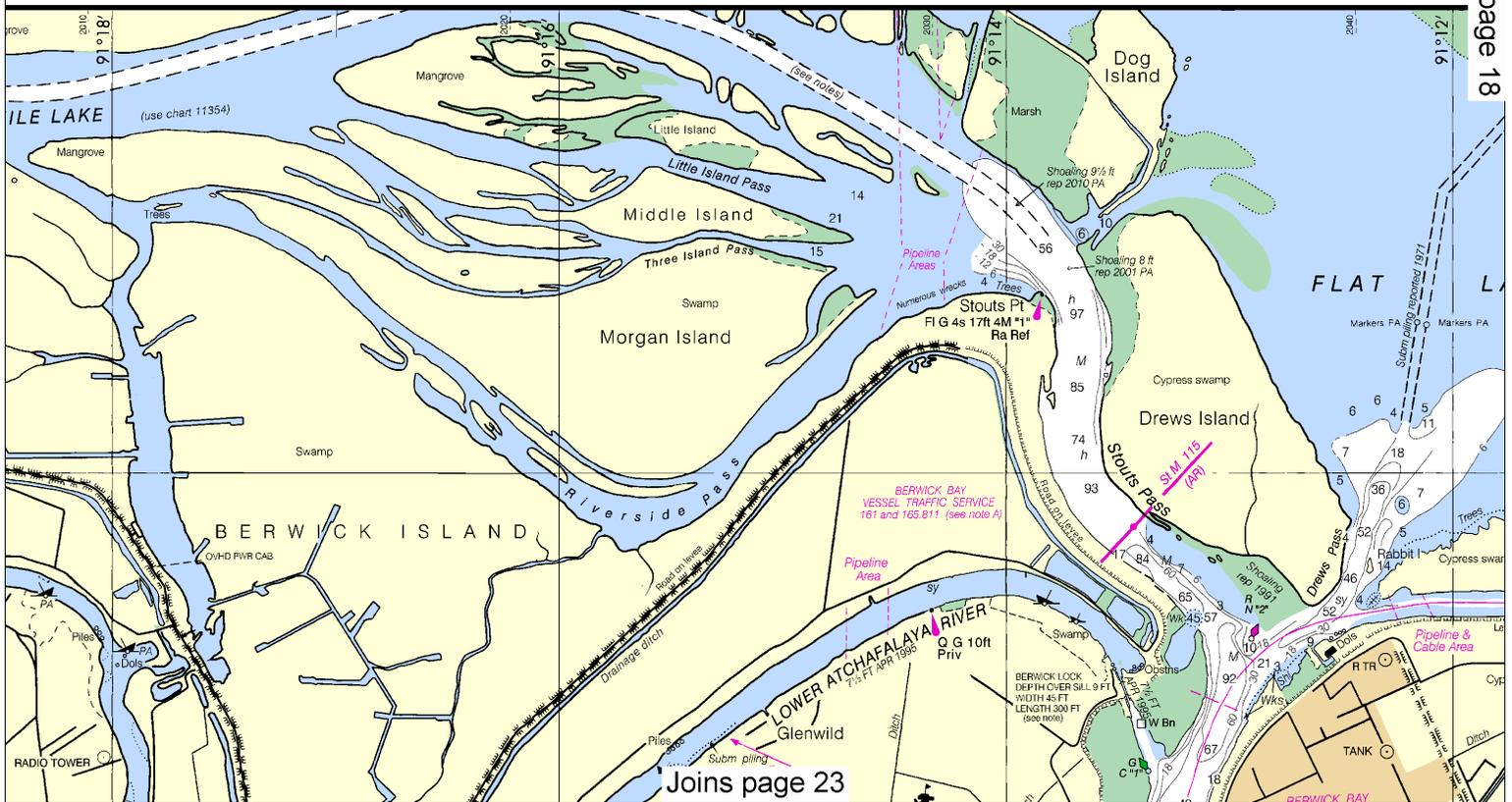
See Note on page 5.



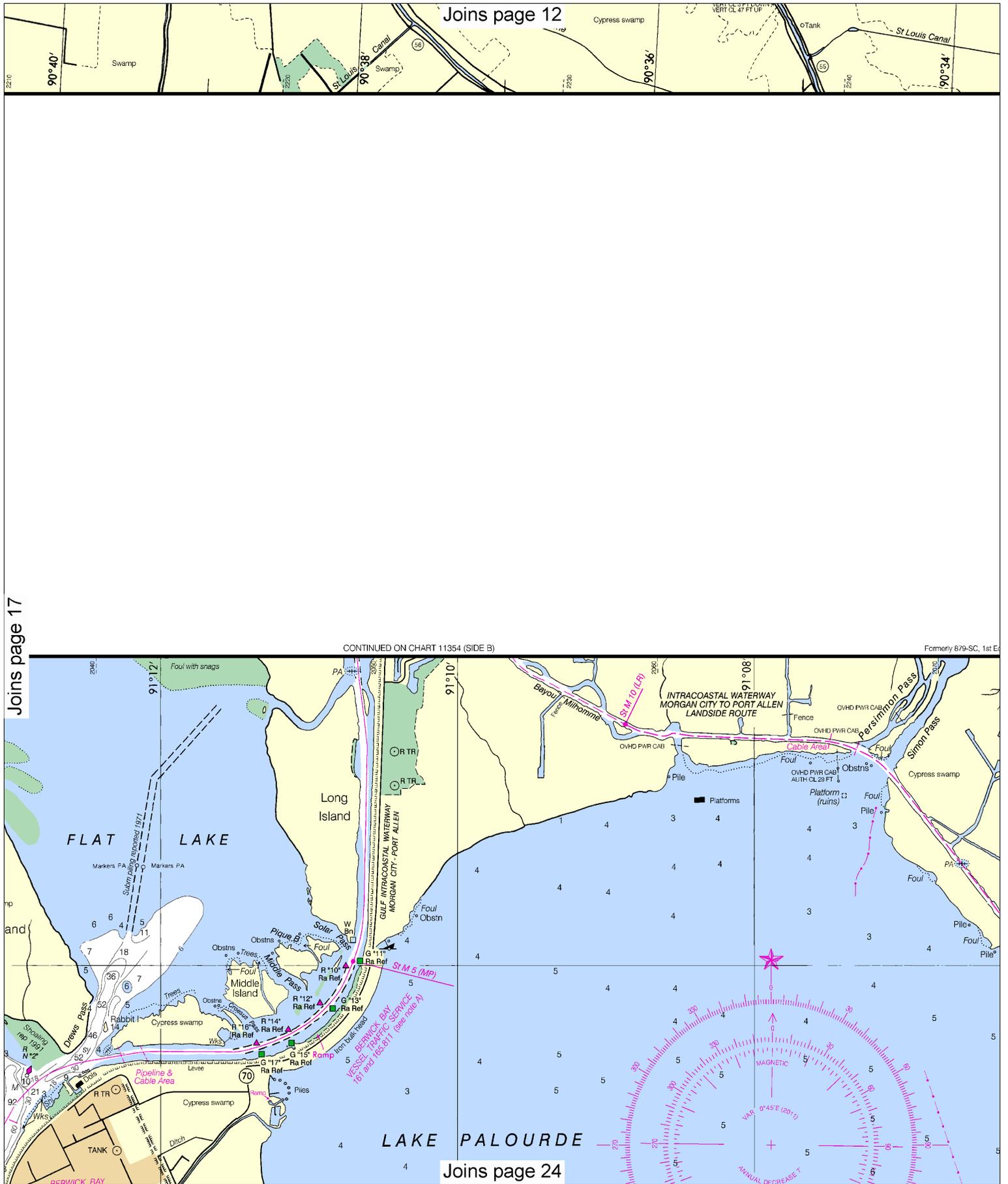


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JOINS HOUMA NAVIGATION CANAL EXTENSION



Joins page 23



Joins page 17

Joins page 12

CONTINUED ON CHART 11354 (SIDE B)

Formerly 879-SC, 1st Ed.

Joins page 24

**18**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

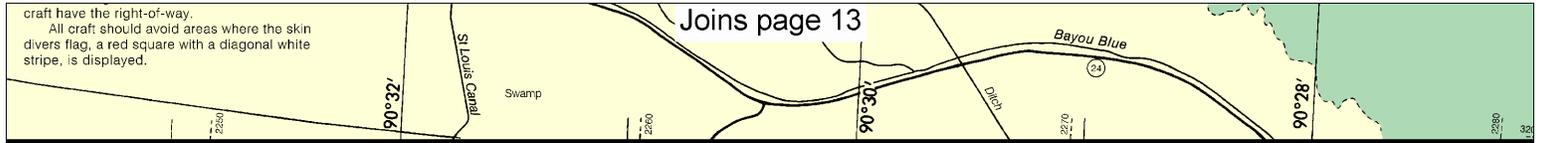
SCALE 1:40,000  
Nautical Miles

See Note on page 5.



craft have the right-of-way.  
 All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

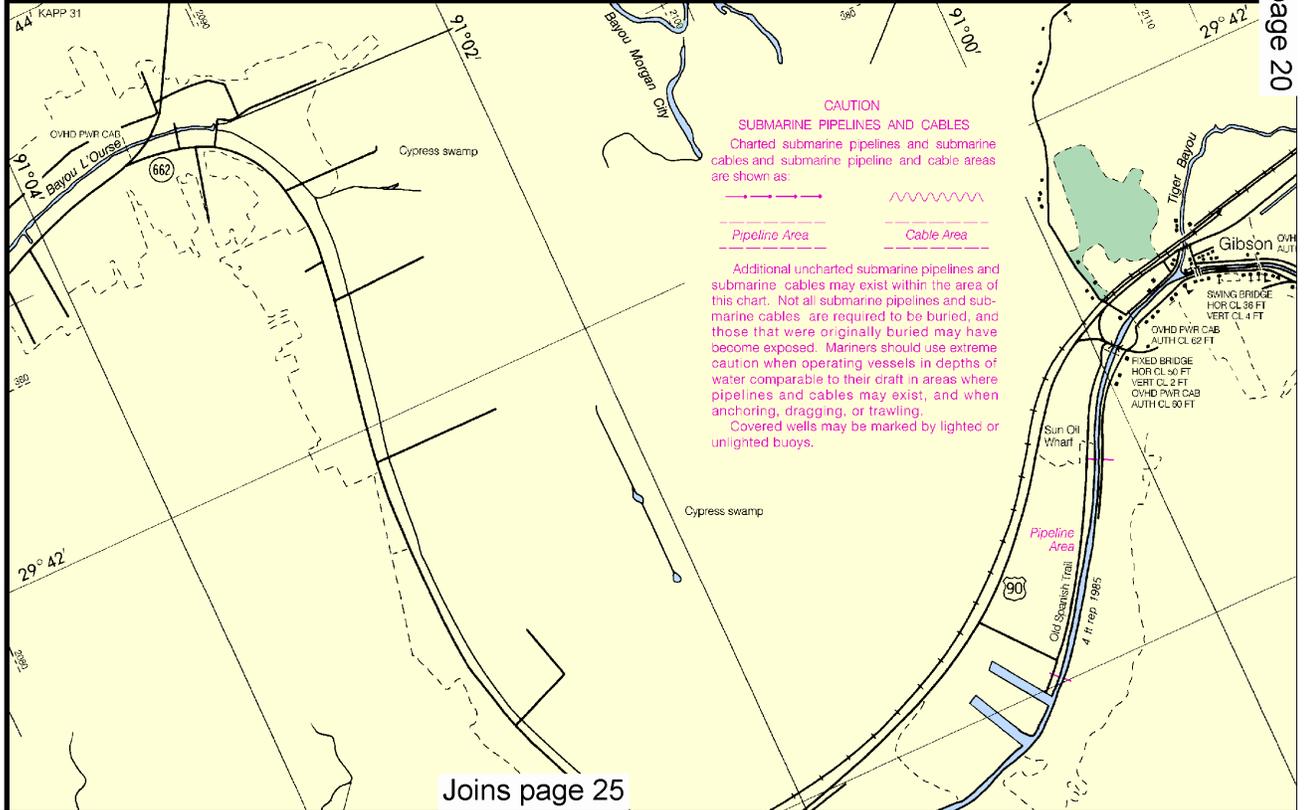
Joins page 13



CONTINUED ON CHART 11352

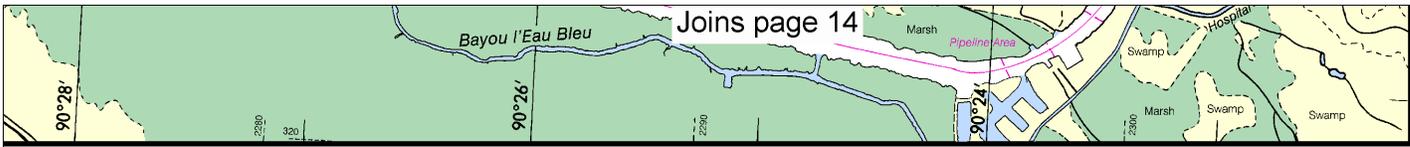
Edition, 1972

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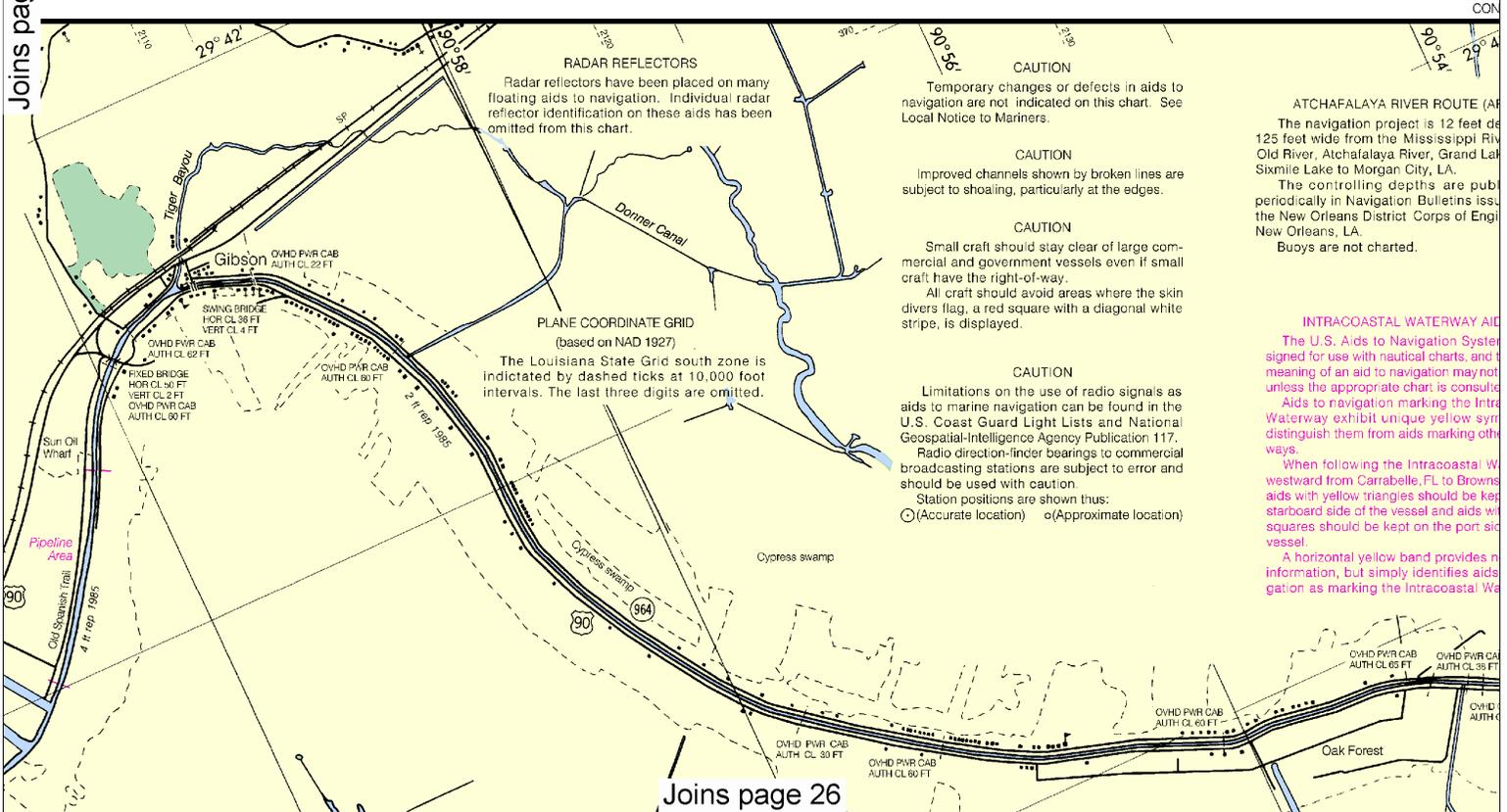
Joins page 25

Joins page 20



CONTINUED ON CHART 11365 (SIDE B)

Joins page 19



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

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

**CAUTION**  
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.  
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

**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)

**ATCHAFALAYA RIVER ROUTE (AF)**  
The navigation project is 12 feet deep, 125 feet wide from the Mississippi River Old River, Atchafalaya River, Grand Lake 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.

**INTRACOASTAL WATERWAY AID**  
The U.S. Aids to Navigation System is designed for use with nautical charts, and the meaning of an aid to navigation may not be the same as the meaning of an aid to navigation marking the Intracoastal Waterway. 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 Browns Bay, FL, 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 information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

**PLANE COORDINATE GRID**  
(based on NAD 1927)  
The Louisiana State Grid south zone is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

Joins page 26

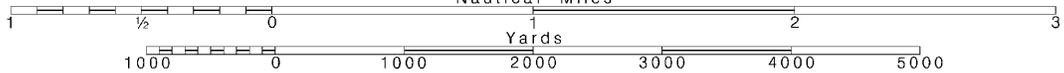
**20**

Note: Chart grid lines are aligned with true north.

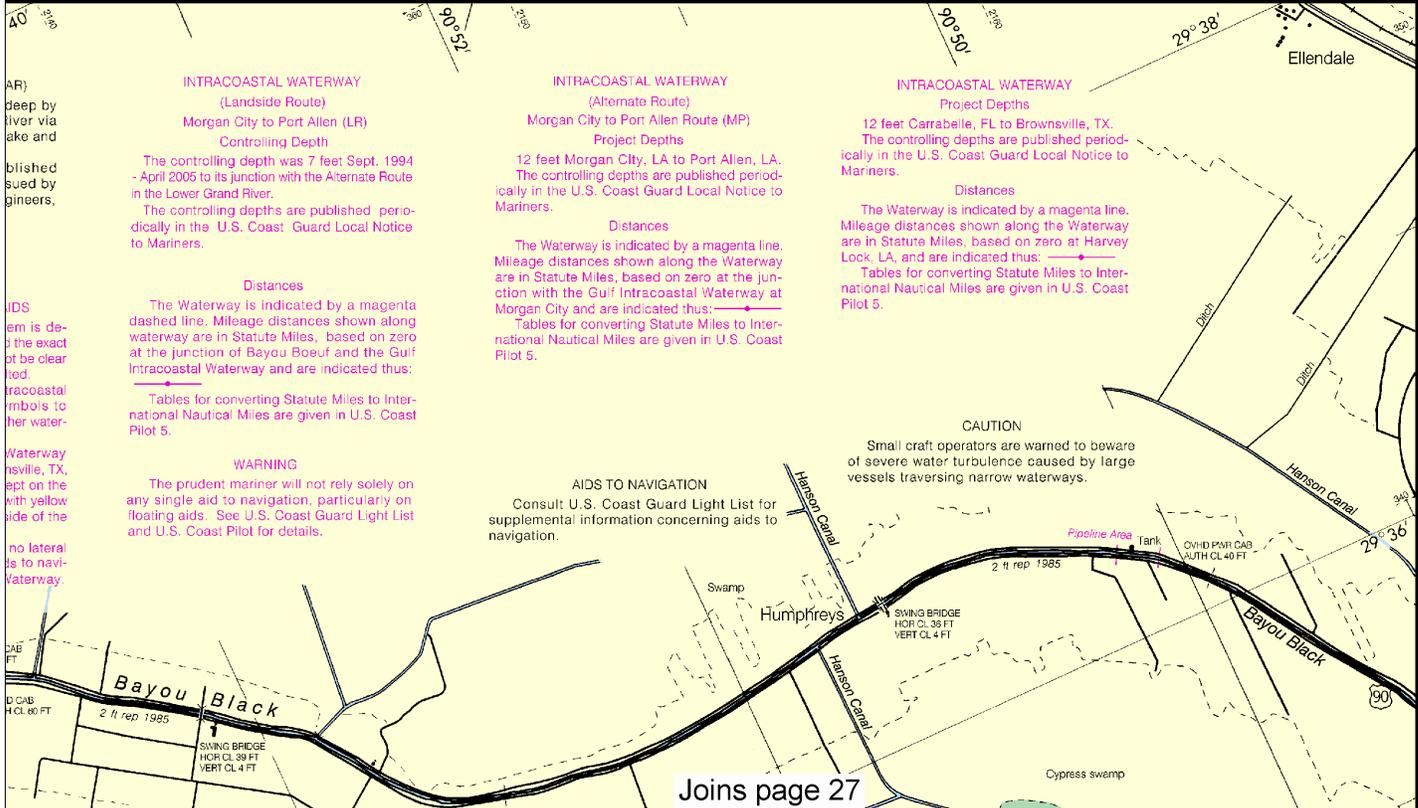
Printed at reduced scale.

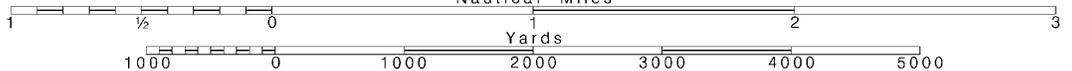
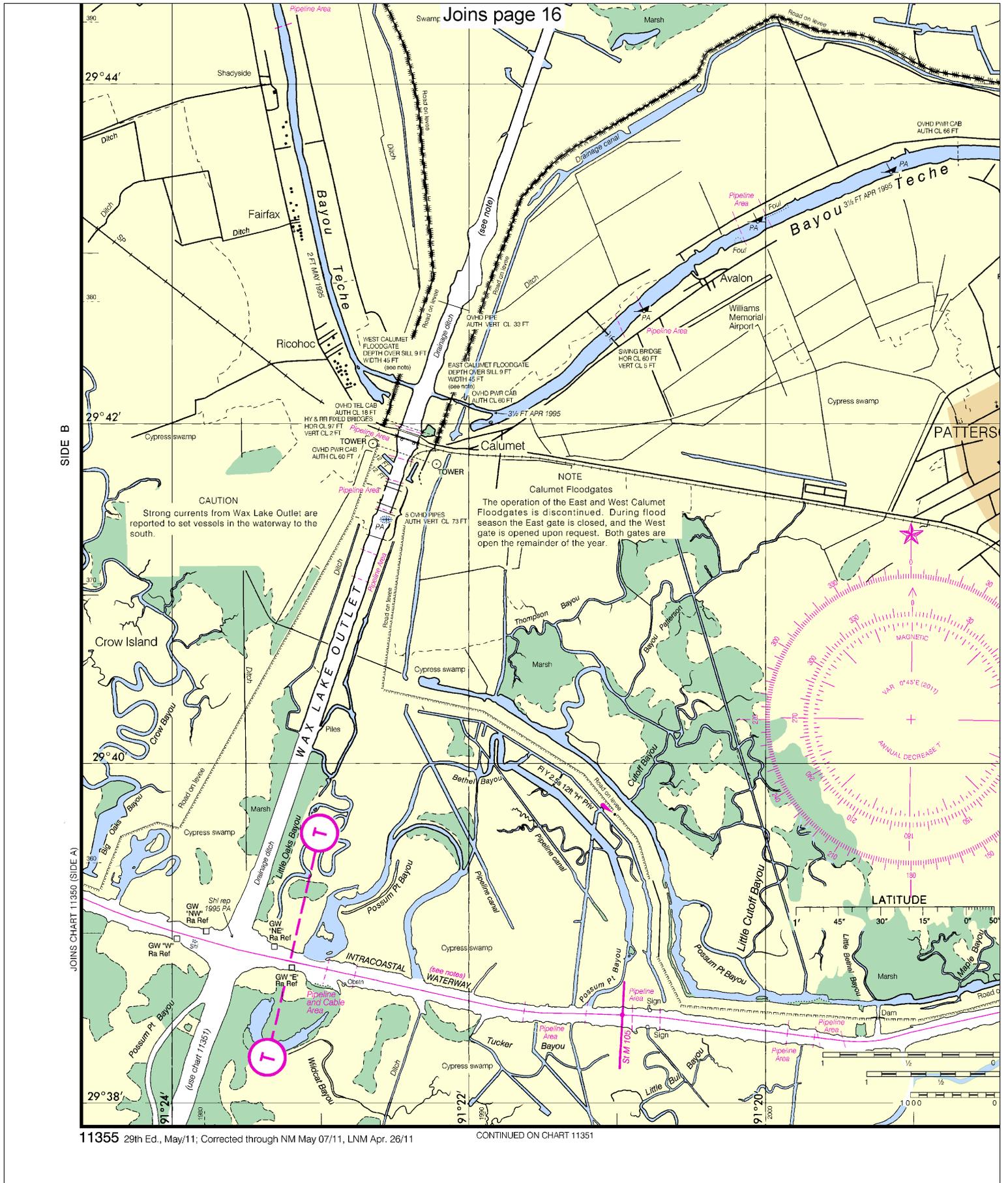
SCALE 1:40,000  
Nautical Miles

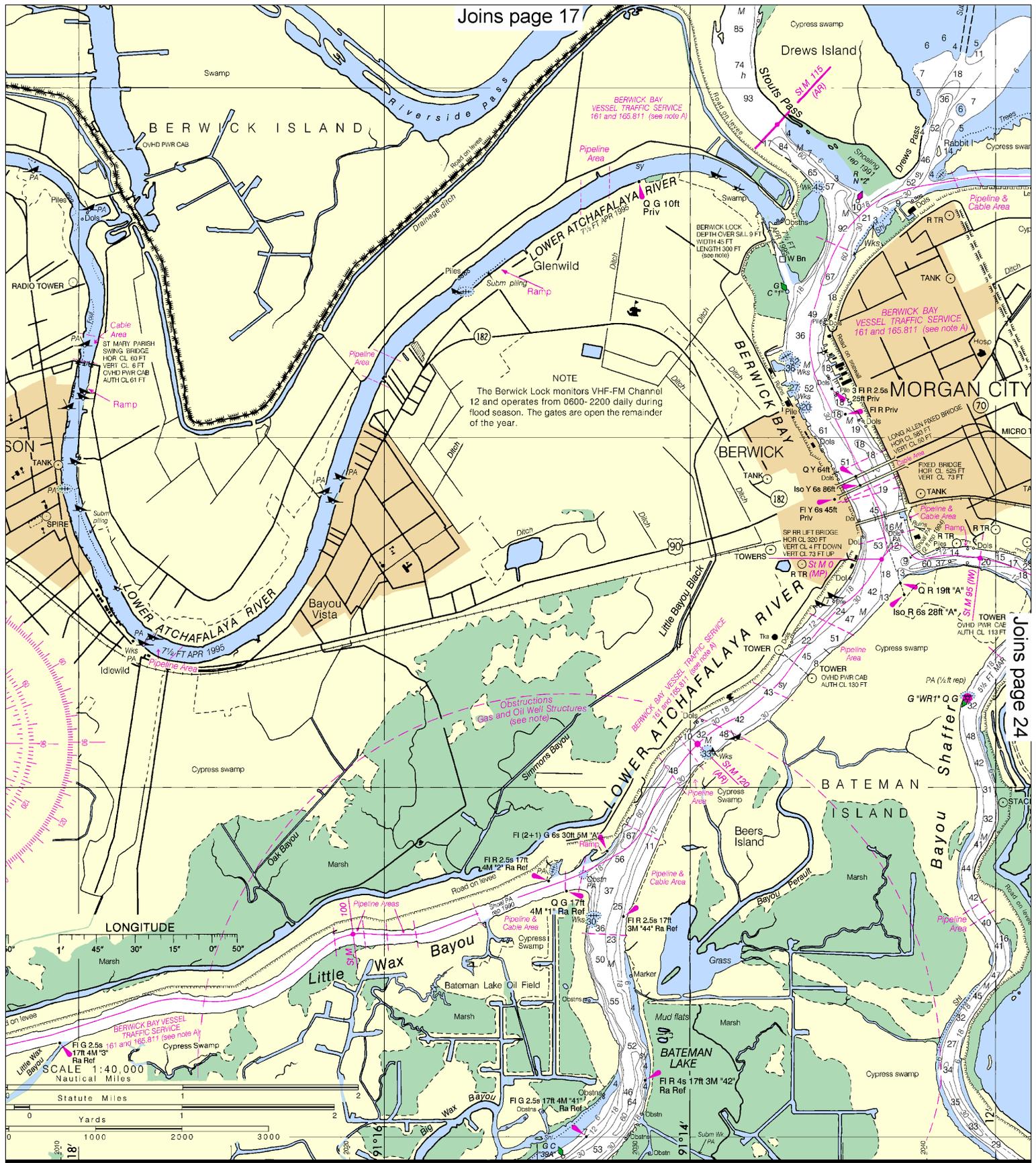
See Note on page 5.



CONTINUED ON CHART 11852





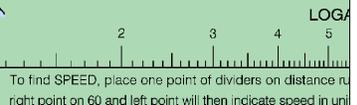
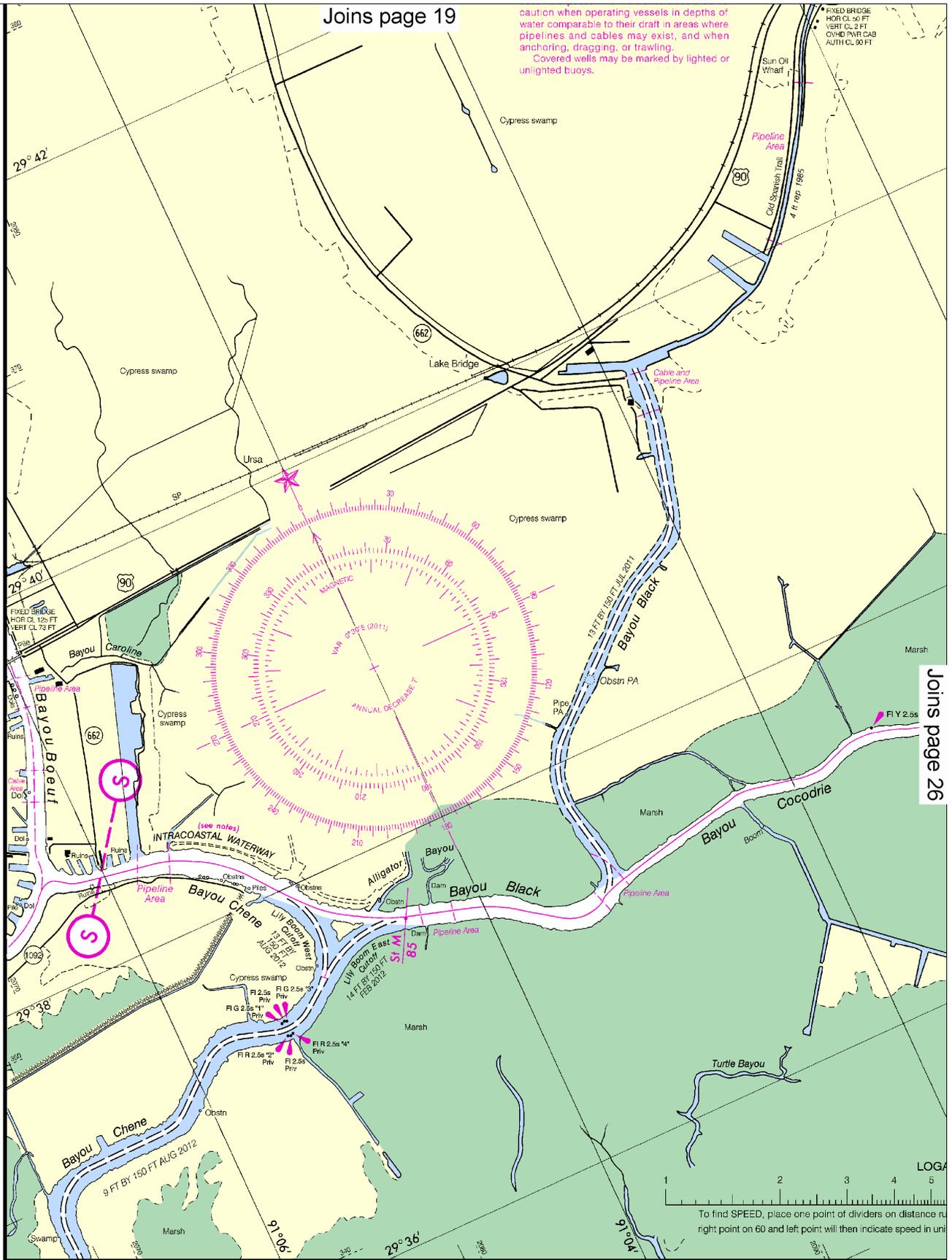
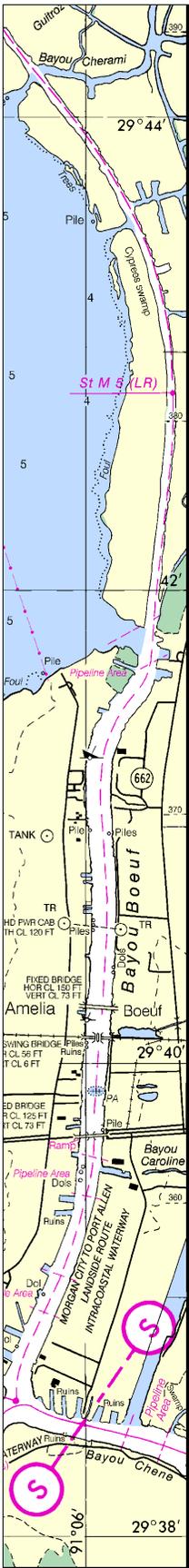


NOTE  
The Berwick Lock monitors VHF-FM Channel 12 and operates from 0600-2200 daily during flood season. The gates are open the remainder of the year.

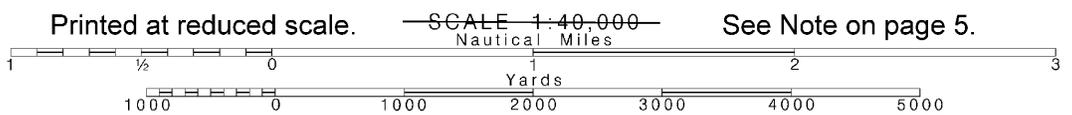
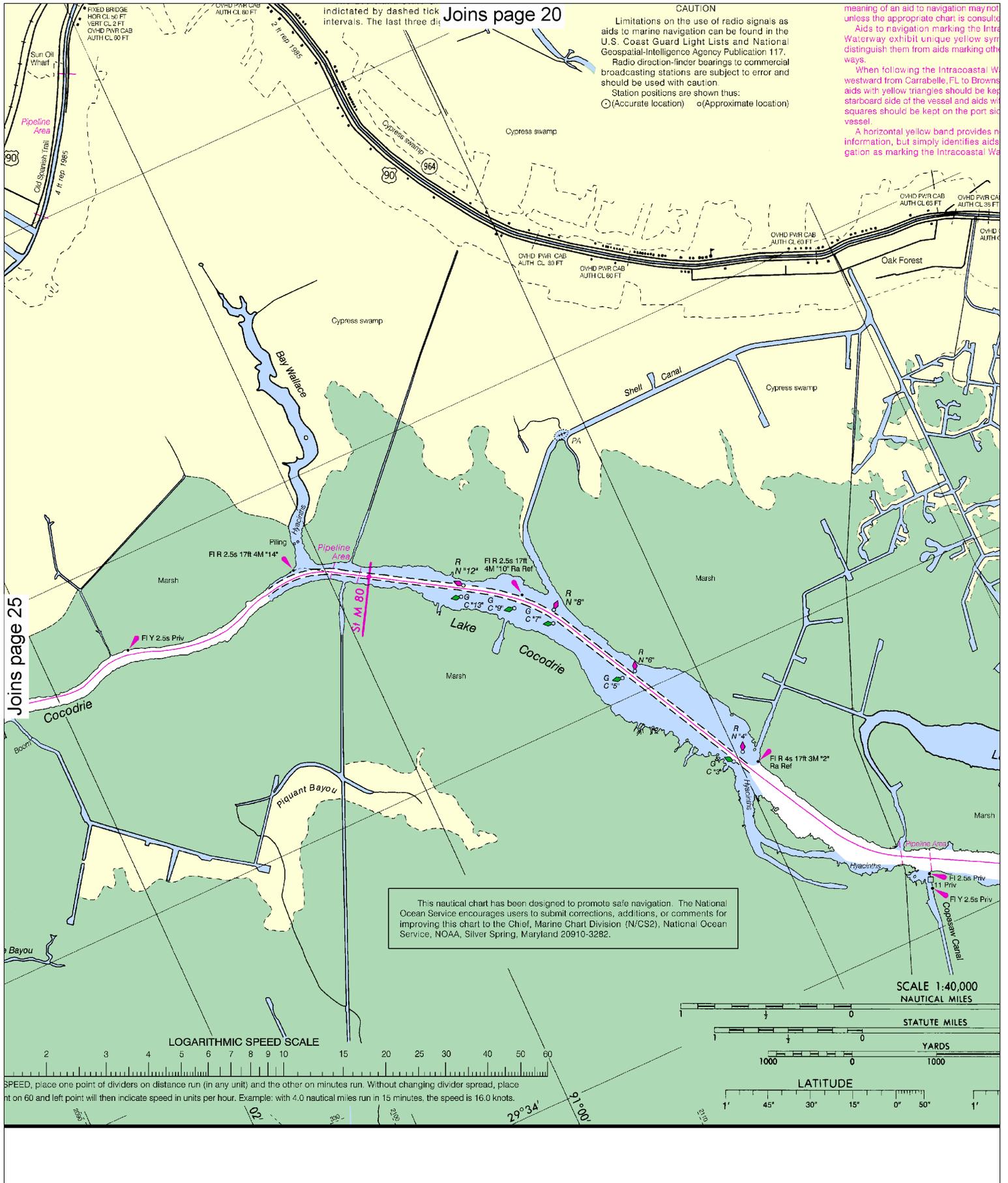
CONTINUED ON CHART 11354 (SIDE A)



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



CONTINUED ON CHART 11352



It be clear red.

Waterway nsville, TX, ept on the with yellow side of the

no lateral is to navi- Waterway

at the junction of Bayou Boeur 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.

**WARNING**

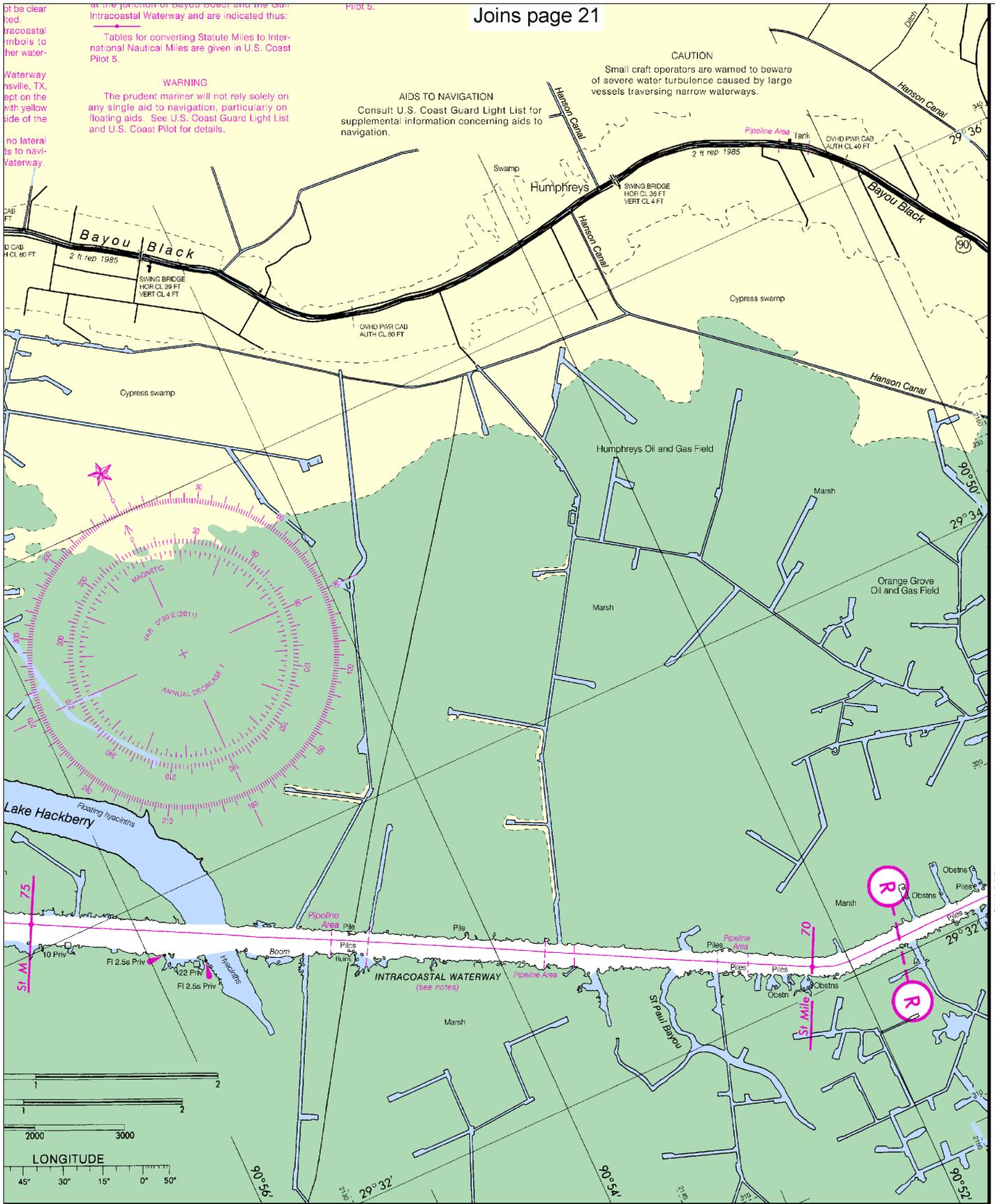
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**AIDS TO NAVIGATION**

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

**CAUTION**

Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

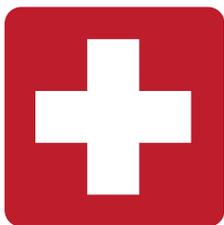


SIDE B

JOINS SIDE A

CONTINUED ON CHART 11352

11355



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>



— 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.

