

BookletChart™

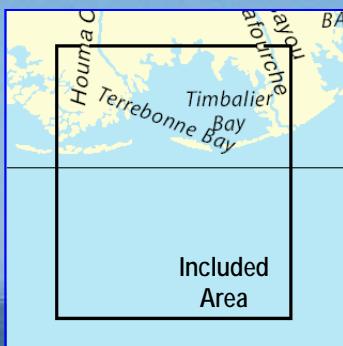
Timbalier and Terrebonne Bays

NOAA Chart 11357

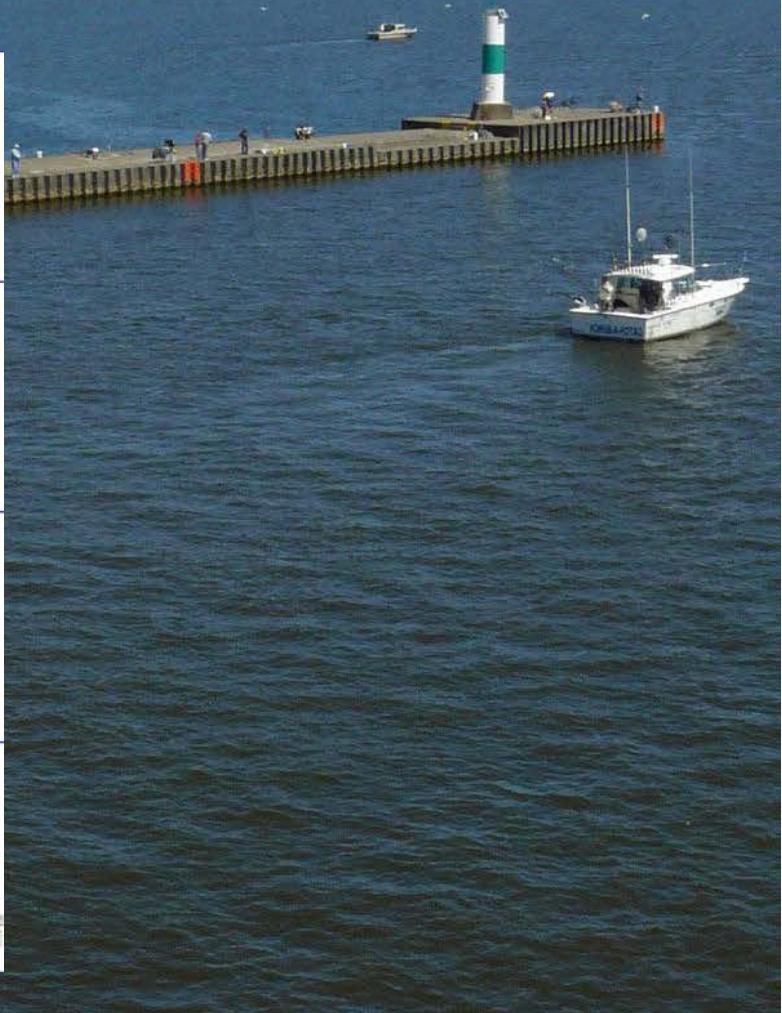
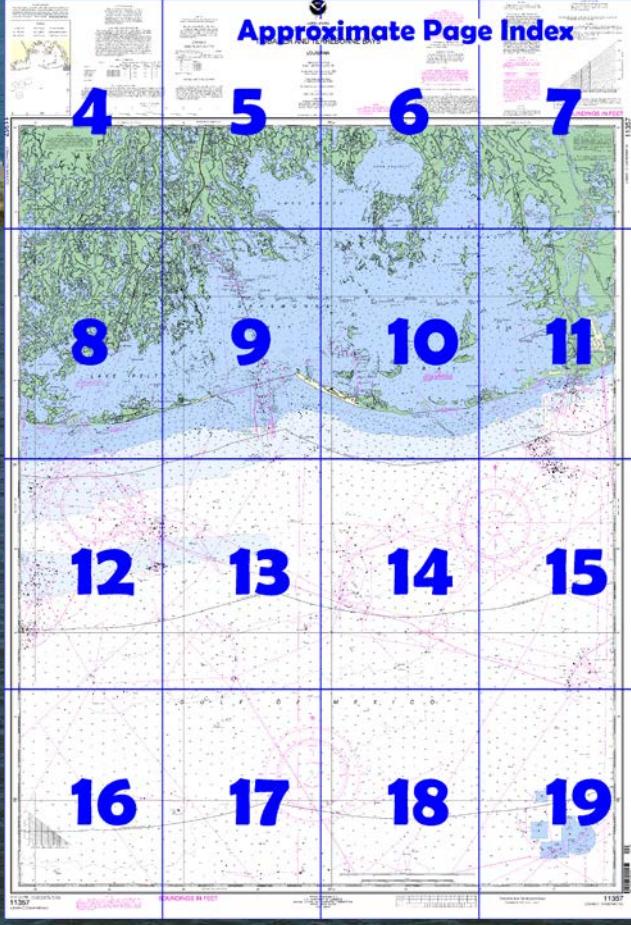


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



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

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

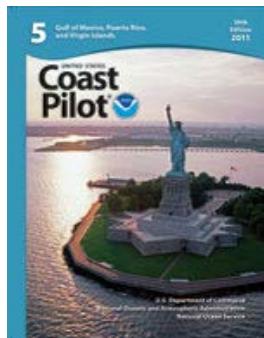
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=113_57



[Selected Excerpts from Coast Pilot]
Bayou Lafourche, formerly an outlet of the Mississippi River at Donaldsonville, 70 miles above Canal Street, New Orleans, is blocked off from the river by a levee. A privately marked channel leads across **Little Lake** to, thence through **Rosa Bay** to Lake Raccourci. **Deep Bayou** and **Bayou Blue** also connect Little Lake with Lake Raccourci.
Greys Canal, 3 miles S of Leeville, with a connecting channel through Bayou Blue, offers the deepest and most used route from Bayou Lafourche to Lake Raccourci and Timbalier Bay. On a favorable tide, about 8 feet can be

taken through the channel; the best water is reportedly found in midchannel. Bayou Blue also joins Little Lake.

Havoline Canal, 6 miles S of Leeville, is a privately dredged canal that extends from Bayou Lafourche into Timbalier Bay.

Timbalier Bay and **Terrebonne Bay** are large shoal-water bays separated from the Gulf by a chain of low sand islands. These waters are accessible from the Gulf through several passes having depths of 4 to 14 feet; however, the depths in Timbalier and Terrebonne Bays range from 4 to 9 feet.

Lake Barre, N of Terrebonne Bay, has general depths of 4 to 6 feet.

(Lake Barre) Pass provides a passage marked by a light into Bayou Terrebonne and to **Lake la Graisse** at the NW end of Terrebonne Bay.

Pass Barre connects with Terrebonne Bay, and several passages at the NE corner of the bay lead to Lake Felicity.

Old Lady Lake is a shoal body of water between Lake Raccourci and Lake Barre and S of Lake Felicity. Numerous passages connect with these lakes and with Timbalier Bay.

Lake Felicity, with depths of 5 to 6 feet, is N of Old Lady Lake. Many bayous and passes connect with adjacent bays and lakes. Most of the bayous to the E and N of Lake Felicity are used as oyster bedding grounds and, accordingly, contain numerous oyster reefs. Blue lead to Little Lake, and **Grand Pass Felicity** leads to Lake Felicity.

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

Mooring to the bulkheads in the vicinity of the intersection of Bayou Lafourche and the Intracoastal Waterway is **prohibited**.

Pontoon bridges.—The pontoon bridges that cross Bayou Lafourche at Galliano, 5.5 miles above Galliano, and at Valentine are operated by cables that are suspended just above the water when the bridges are being opened or closed. The cables are dropped to the bottom when the bridges are in the fully opened or closed position. The pontoon bridge at Larose just E of the junction with the Intracoastal Waterway is operated by cables that are suspended just above or below 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 these bridges. **Do not attempt to pass through the bridges until they are fully opened and the cables are dropped to the bottom.**

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

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

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

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

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

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.

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 0.82° northward and 0.31° westward to agree with this chart.

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.

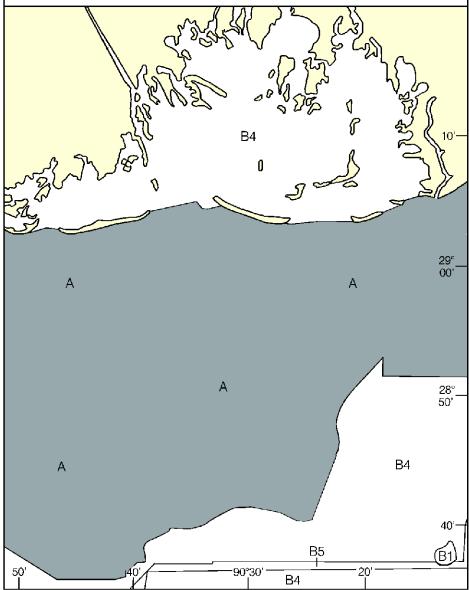
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

TIDAL INFORMATION

NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
Timballer Island	(29°05'N 90°32'W)	1.2	---	---
Pelican Timballer Bay	(29°08'N 90°25'W)	1.2	---	---
Wine Island	(29°05'N 90°37'W)	1.3	---	---
Caillou Boca	(29°04'N 90°49'W)	1.4	---	---

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

(May 2012)



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.

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Timbalier Island	(29°05'N/90°32'W)	1.2	---	---
Pelican Timbalier Bay	(29°08'N/90°25'W)	1.2	---	---
Wine Island	(29°05'N/90°37'W)	1.3	---	---
Caillou Boca	(29°04'N/90°48'W)	1.4	---	---

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

(May 2012)

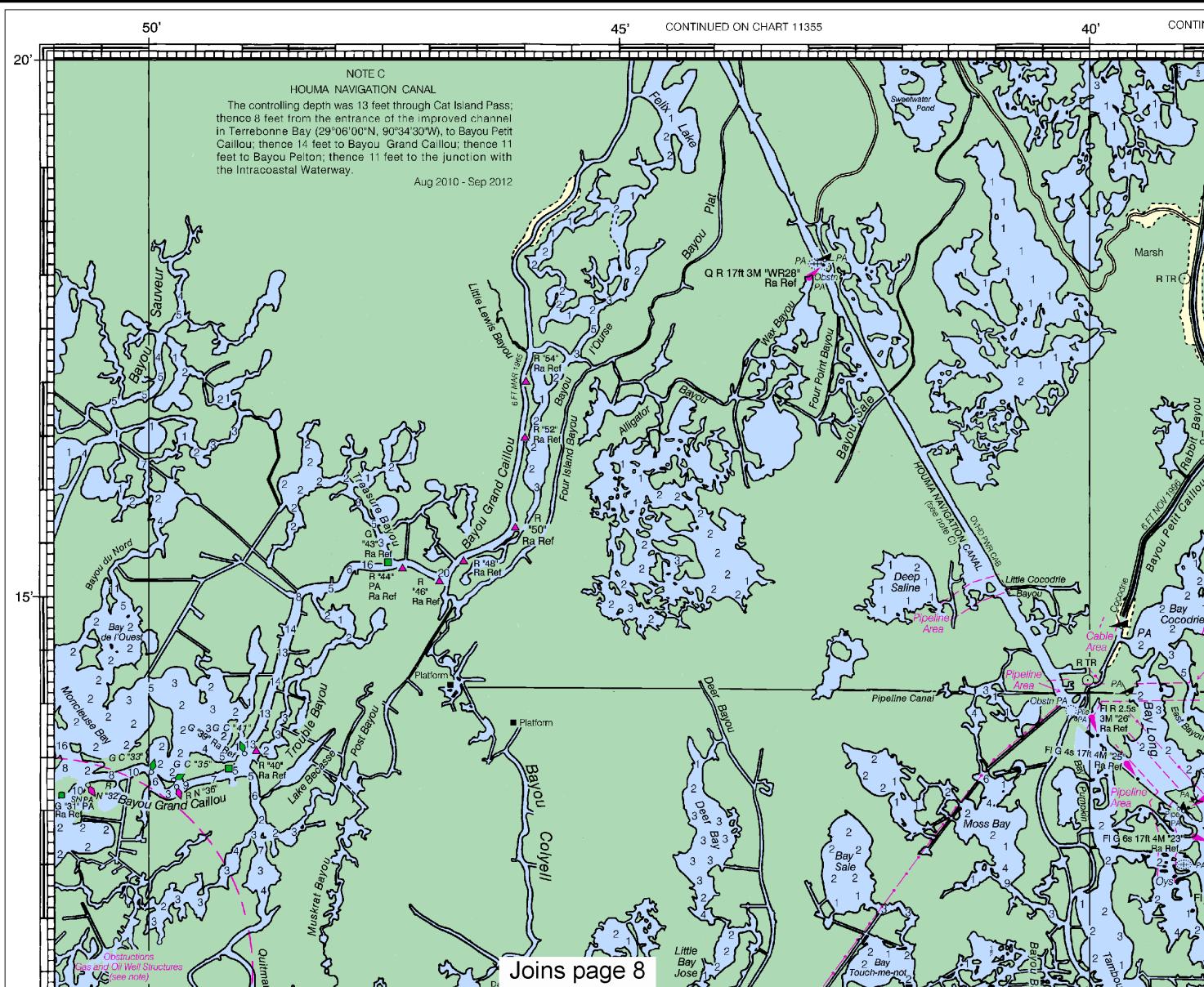
PRINT-ON-DEMAND CHARTS

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

SCALE 1:80,000
Nautical Miles



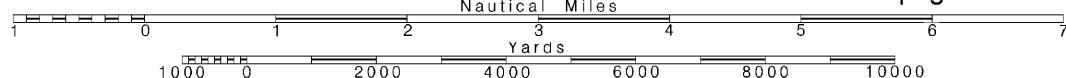
11357



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.



See Note on page 5.

TIMBALIER AND TERREBONNE BAYS

Mercator Projection
Scale 1:80,000 at Lat 29° 00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

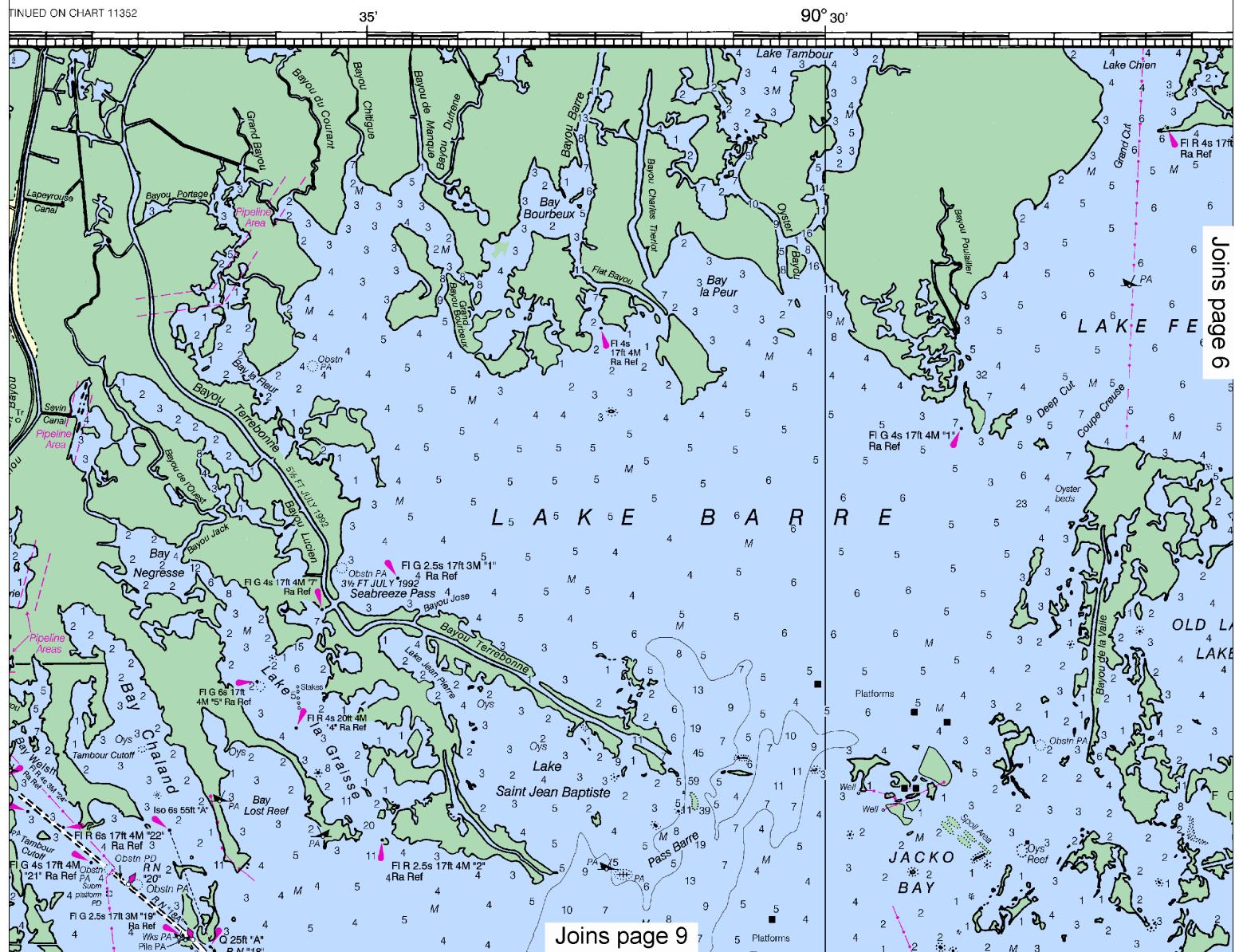
Heights in feet above Mean High Water.

AUTHORITIES

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

Formerly C&GS 1274, 1st ED., July 1938 C-1936-466, KAPP 61

CONTINUED ON CHART 11352



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

TIMBALIER AND TERREBONNE BAYS

SUPPLEMENT
Consult U.S. Co
supplemental info

POLLUTI

Report all spills o
stances to the Nati
1-800-424-8802 (toll
Coast Guard facility if
is impossible (33 CFR

Navigation regulations
Coast Pilot 5. Additions o
lished in the Notice to Mar
regulations may be obtained
8th Coast Guard District in
of the District Engineer, Cor
LA.

Refer to charted regul

Additional information can b

Within the 12-nautical mile Territor
some Federal laws apply. The Three
outer limit of the territorial sea, is reta
limit of the other laws. The 9-nautica
of Florida, Texas, and Puerto Rico, ar
most cases the inner limit of Federa
jurisdiction of the states. The 24-na
mile Exclusive Economic Zone we
Unless fixed by treaty or the U.S. Su
to modification.

Mercator Projection
Scale 1:80,000 at Lat 29° 00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

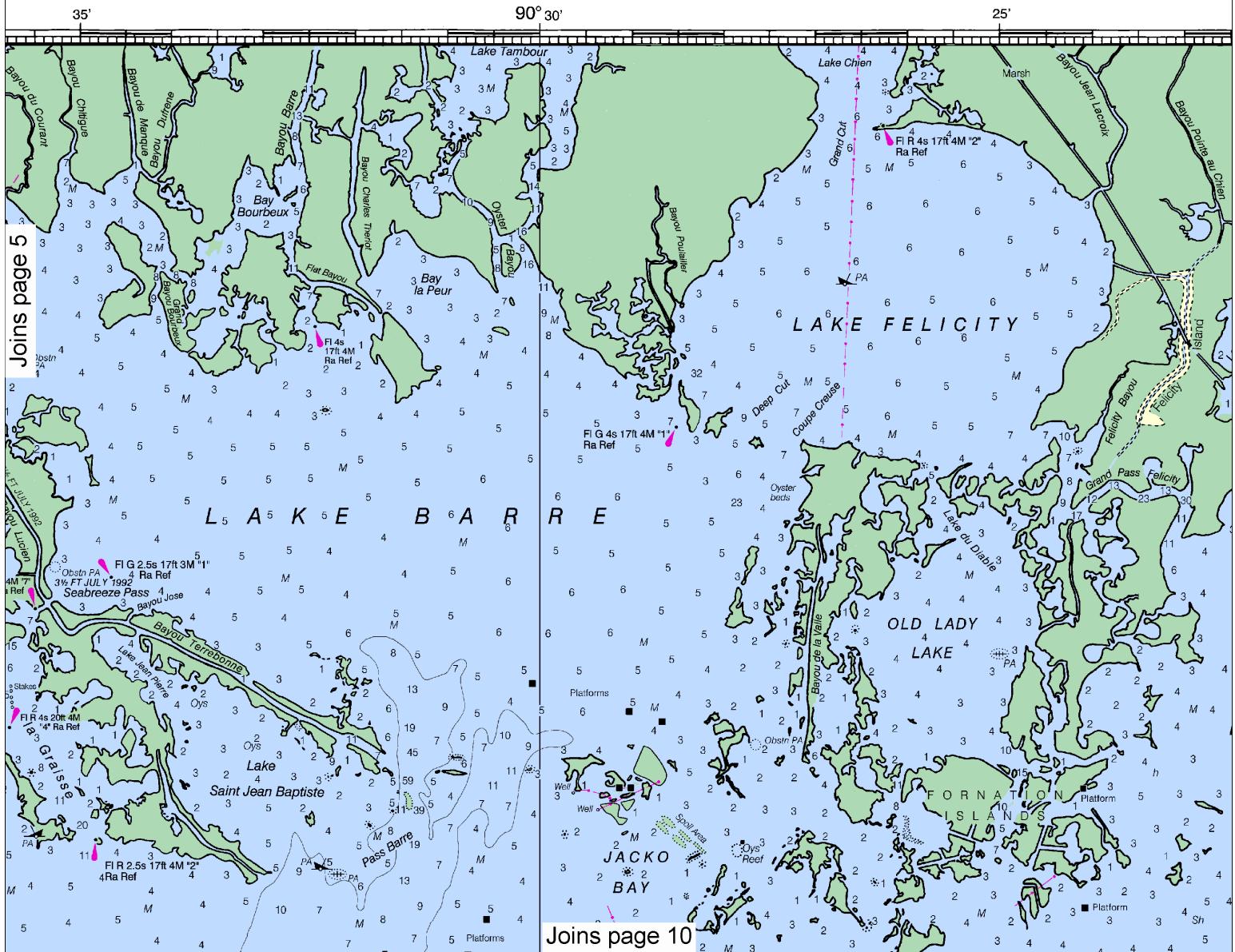
HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

Formerly C&GS 1274, 1st ED., July 1938 C-1936-466, KAPP 61



Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

6

Note: Chart grid
lines are aligned
with true north.

NITAL INFORMATION
Coast Pilot 5 for important
information.

TION REPORTS
s of oil and hazardous sub-
sional Response Center via
ll free), or to the nearest U.S.
f telephone communication
FR 153).

NOTE A

is are published in Chapter 2, U.S.
or revisions to Chapter 2 are pub-
iners. Information concerning the
ed at the Office of the Commander,
in New Orleans, LA, or at the Office
of Engineers in New Orleans,
ulation section numbers.

be obtained at nauticalcharts.noaa.gov.

NOTE X
orial Sea, established by Presidential Proclamation,
ee Nautical Mile Line, previously identified as the
tained as it continues to depict the jurisdictional
a mile Natural Resource Boundary off the Gulf coast
and the Three Nautical Mile Line elsewhere remain in
ral fisheries jurisdiction and the outer limit of the
a nautical mile Contiguous Zone and the 200-nautical
were established by Presidential Proclamation.
Supreme Court, these maritime limits are subject

Regulations for Ocean Dumping Sites are
contained in 40 CFR, Parts 220-229. Additional
information concerning the regulations and re-
quirements 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.

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 sub-
marine 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.

NOTE E

CAUTION

Severe tidal rips have been reported through
the channel under the Leesville Bridge, which at
times makes control of vessels difficult.

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.

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

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.

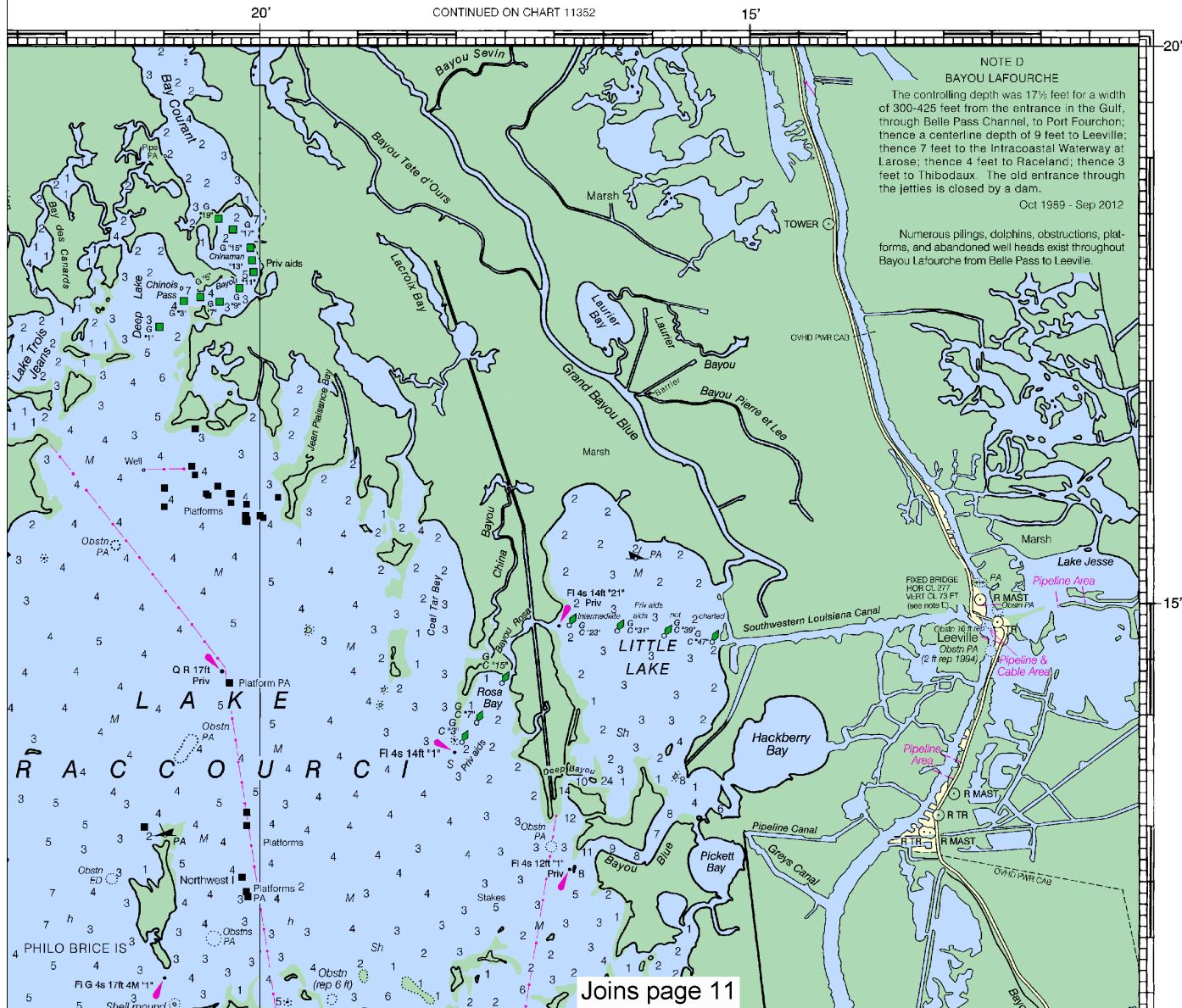
Radio direction-finder bearings to commercial broadcasting stations are
subject to error and should be used with caution.

Station positions are shown thus:
○(Accurate location) ◊(Approximate location)

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.

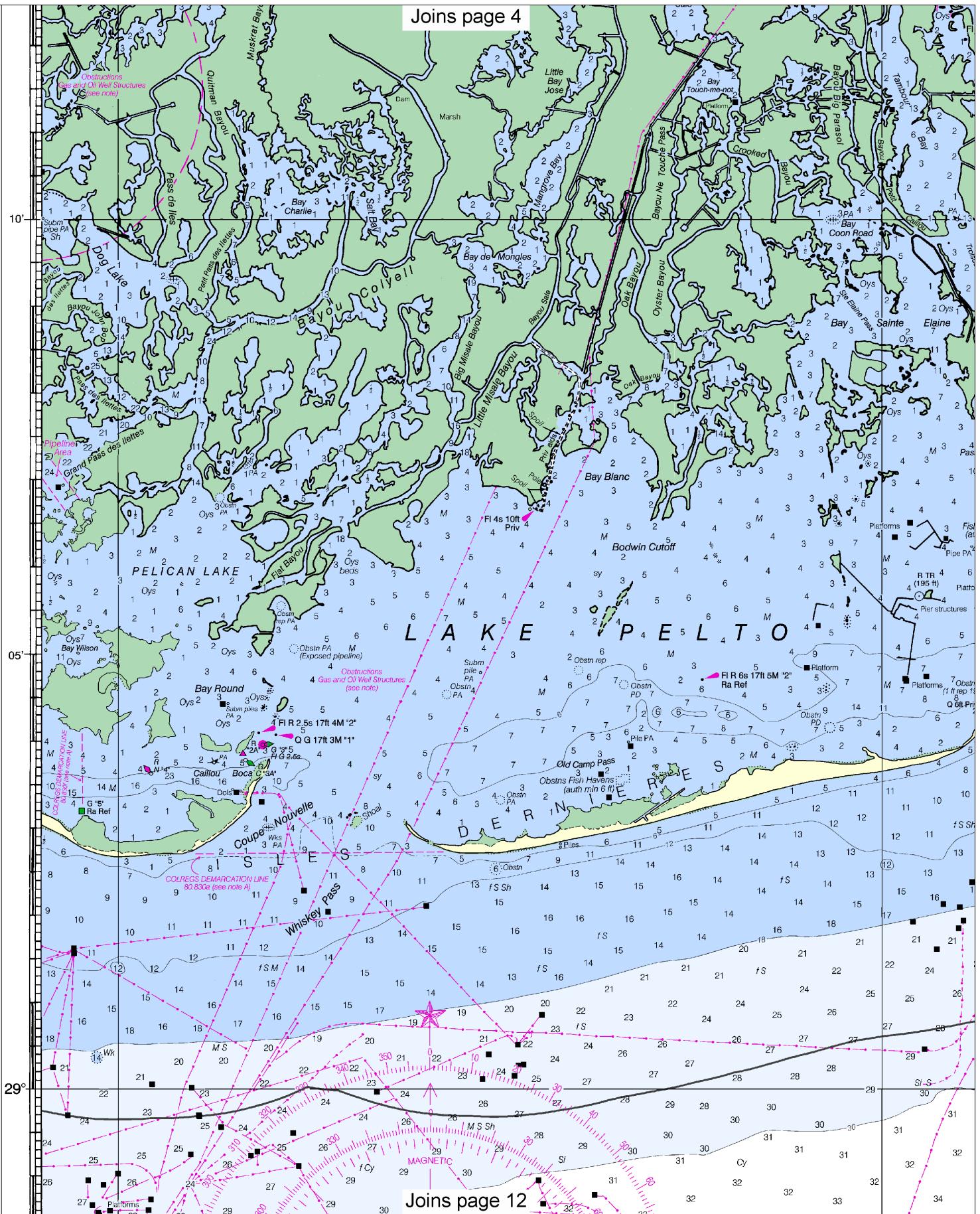
11357

SOUNDINGS IN FEET



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

Joins page 4



Joins page 12

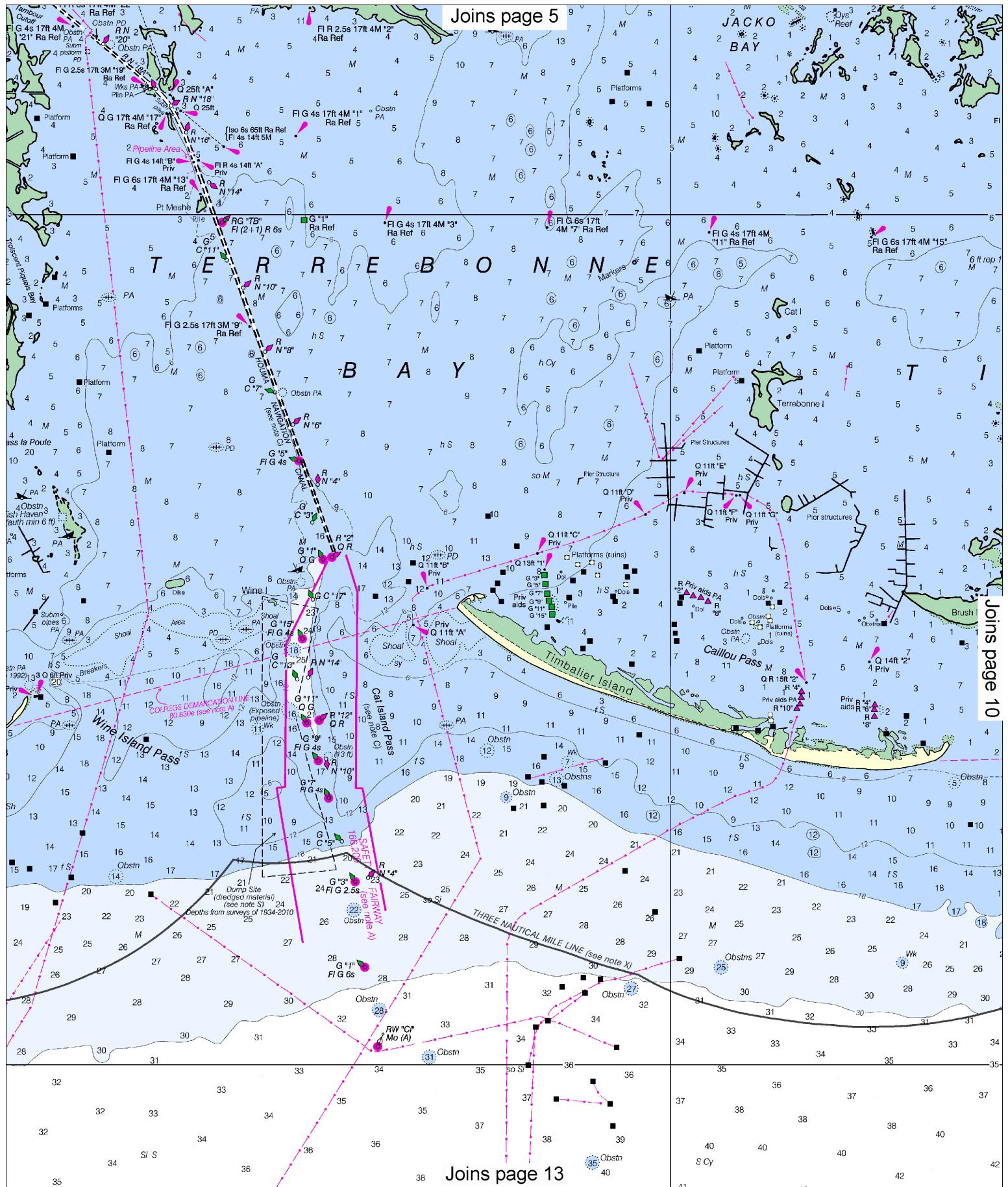
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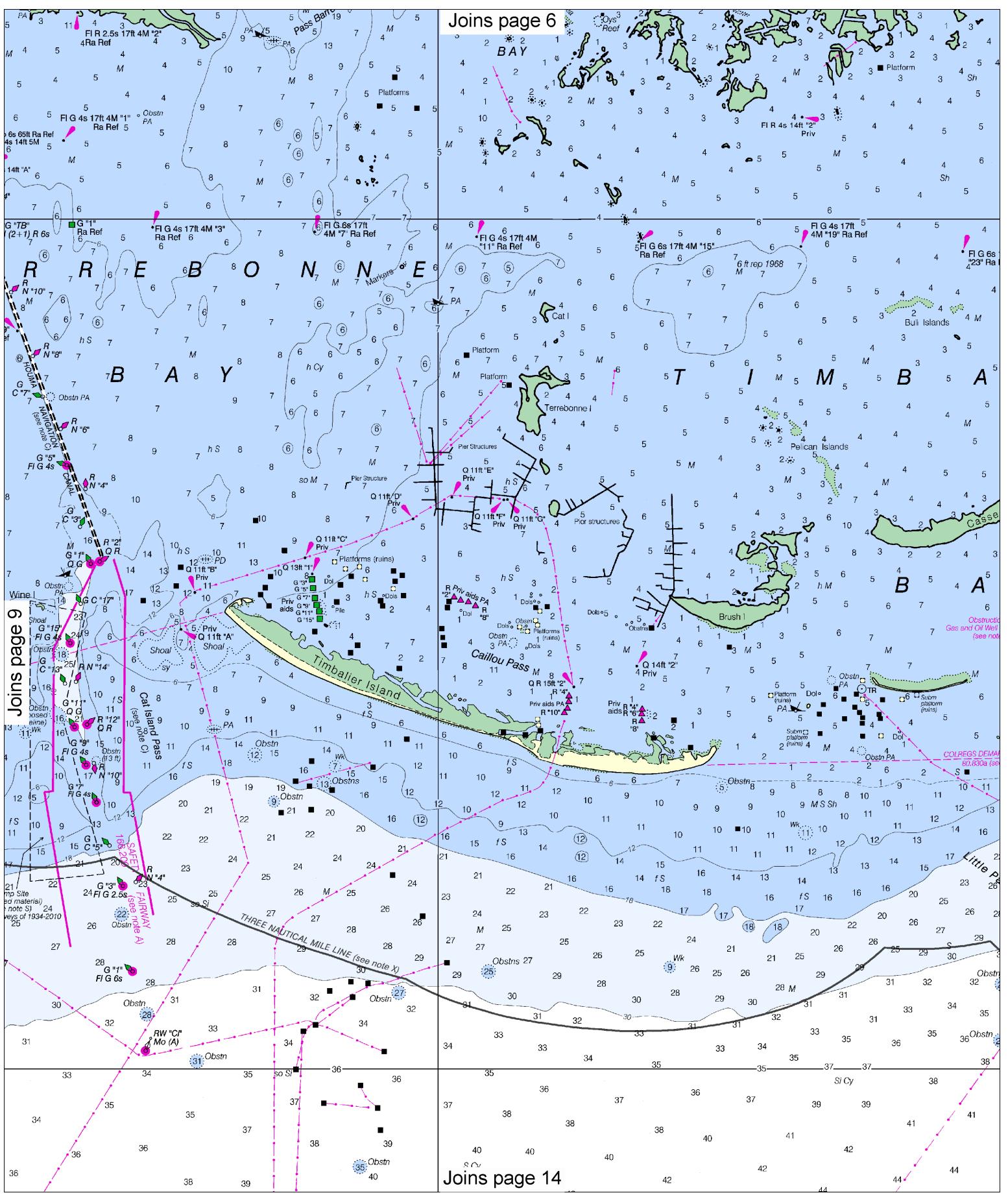
SCALE 1:80,000
Nautical Miles

See Note on page 5.



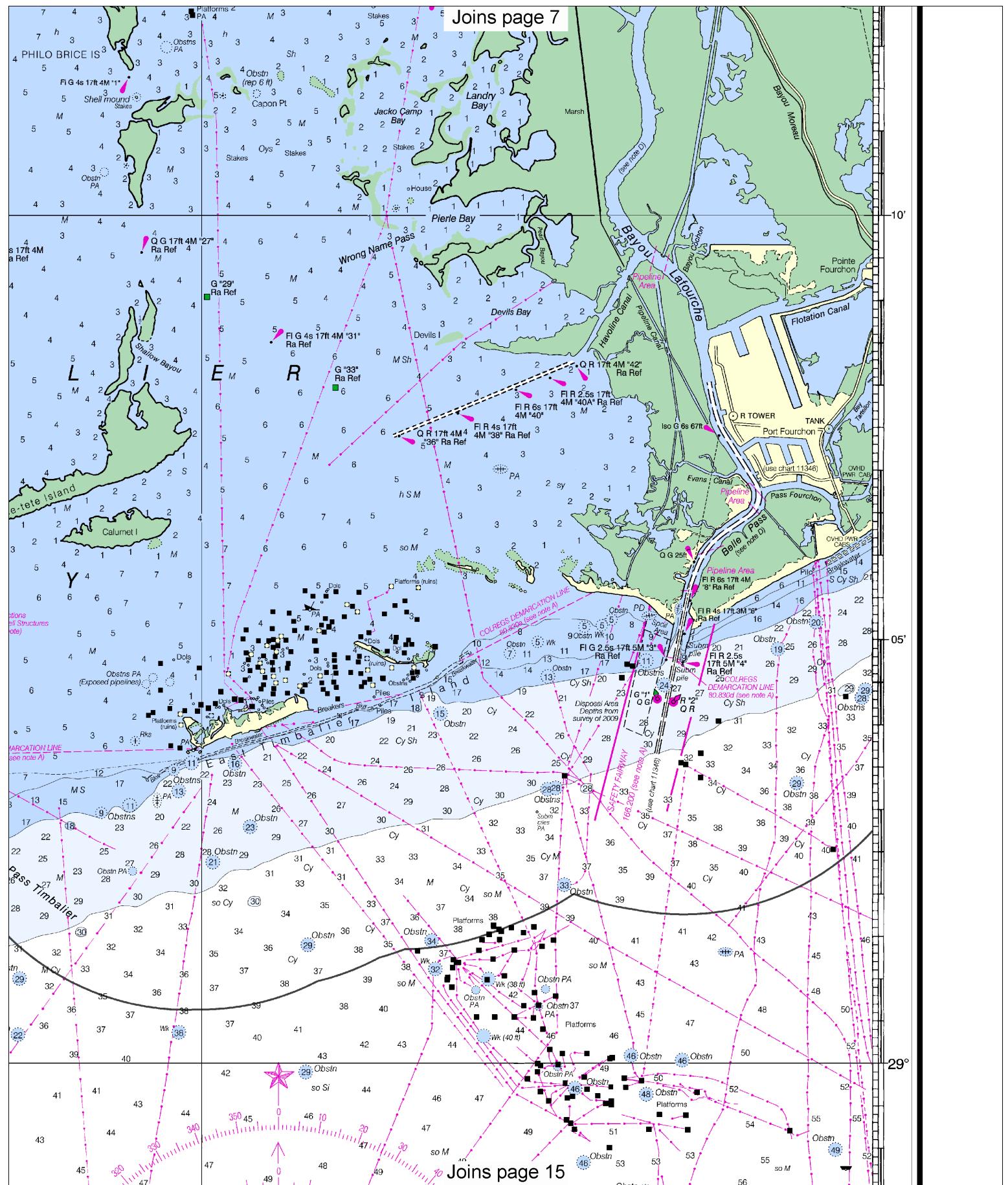
Joins page 5





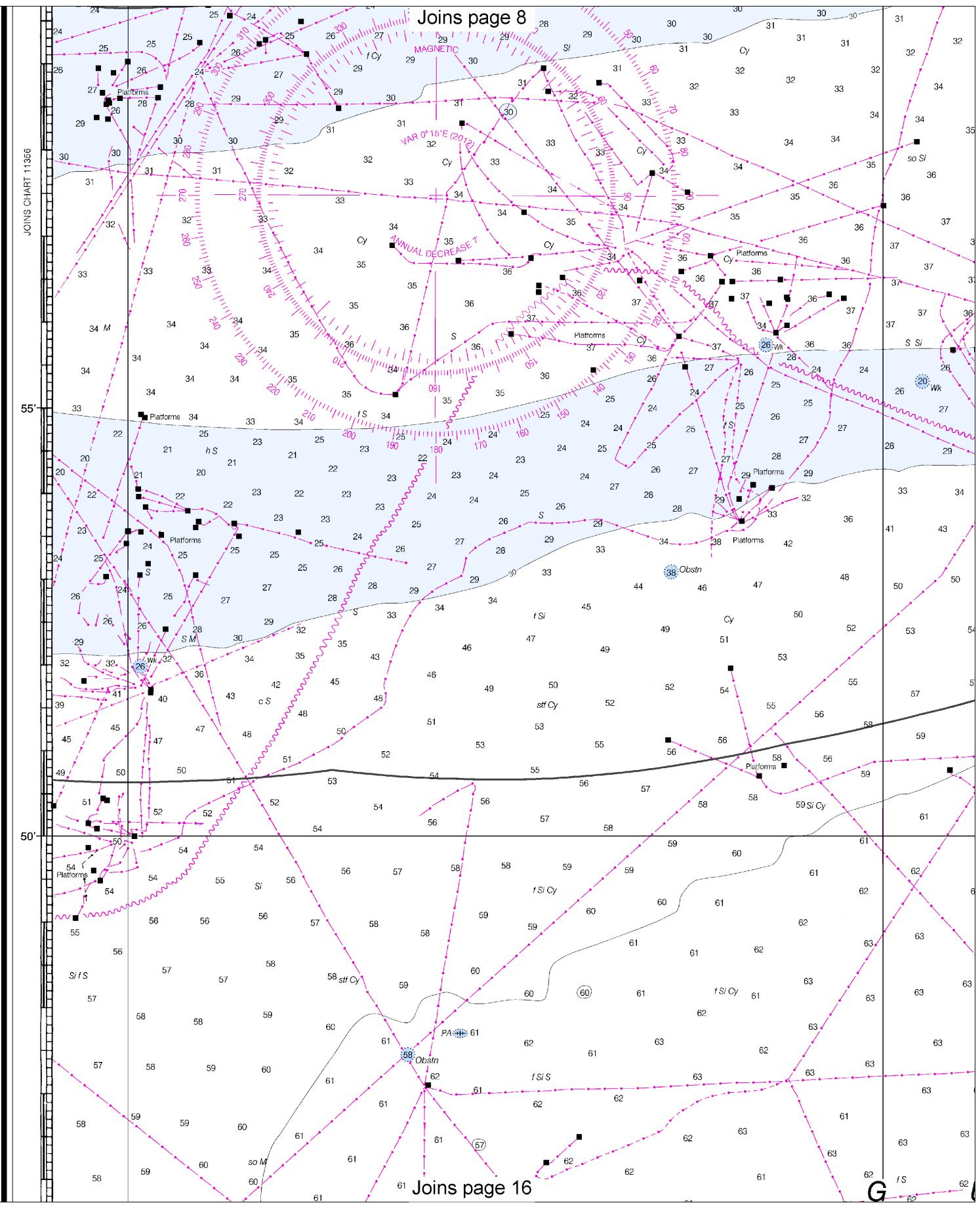
10

Note: Chart grid lines are aligned with true north.



JOINS CHART 11356

Joins page 8



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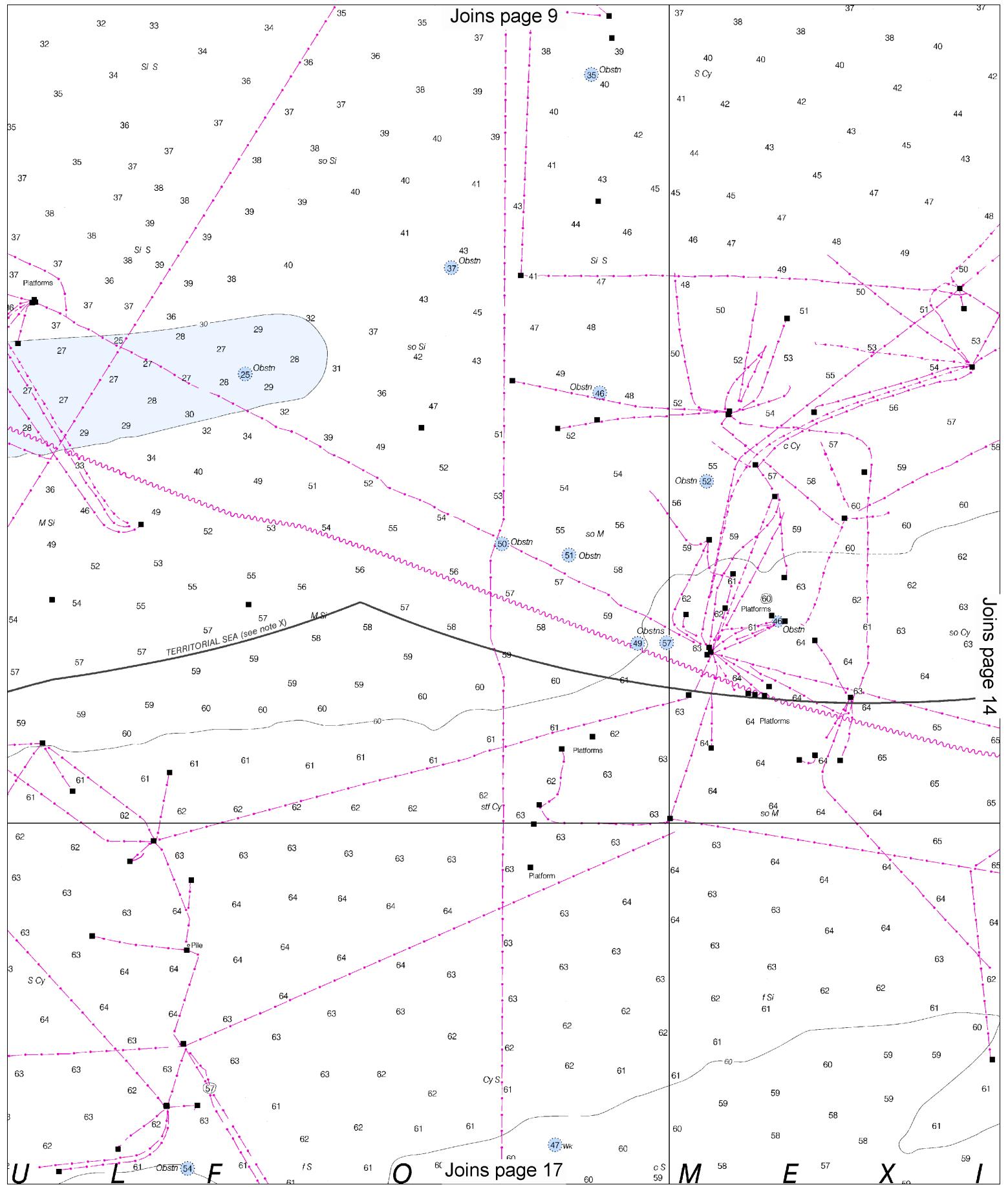
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

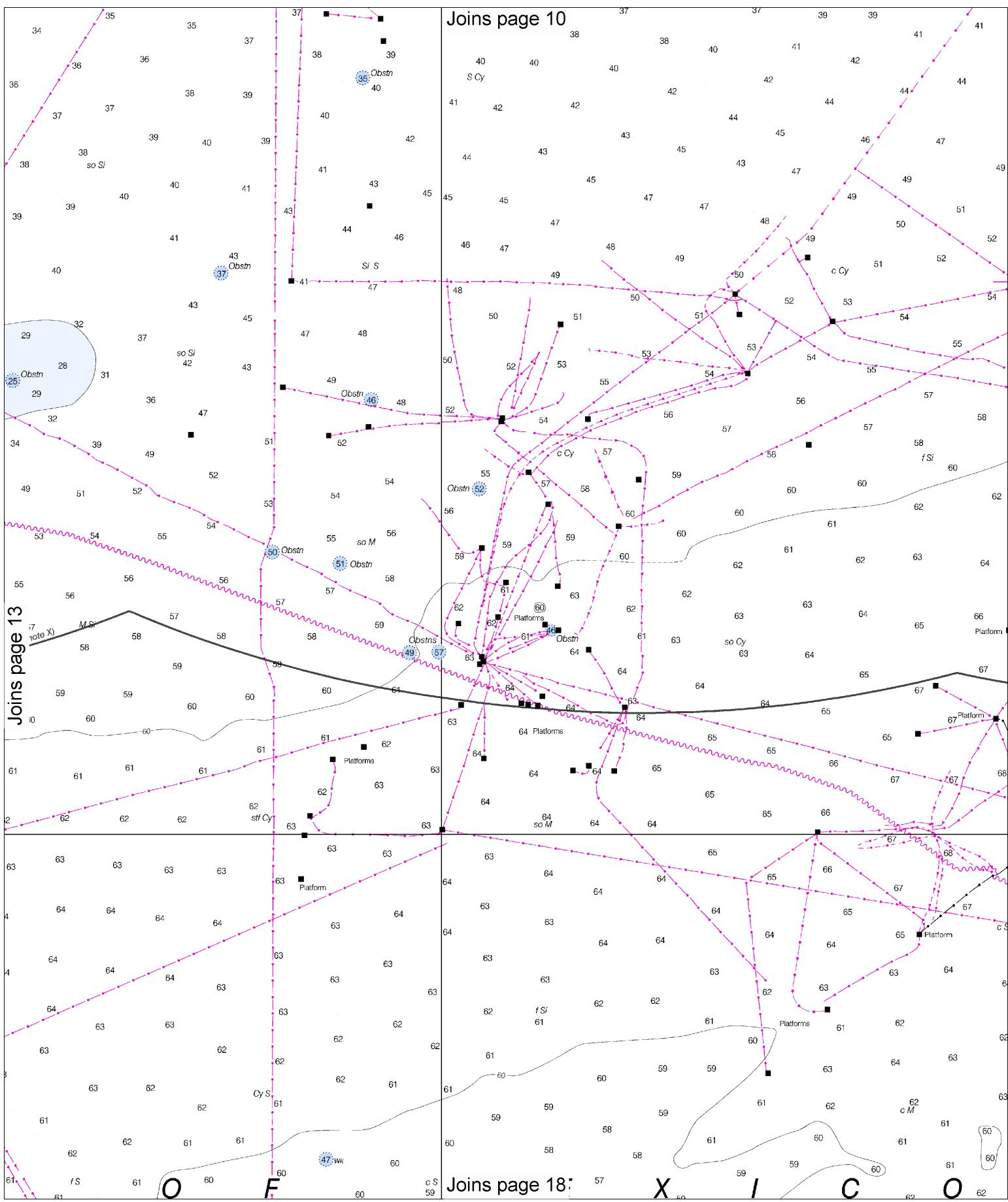
SCALE 1:80,000
Nautical Miles
Yards

See Note on page 5.

Joins page 9

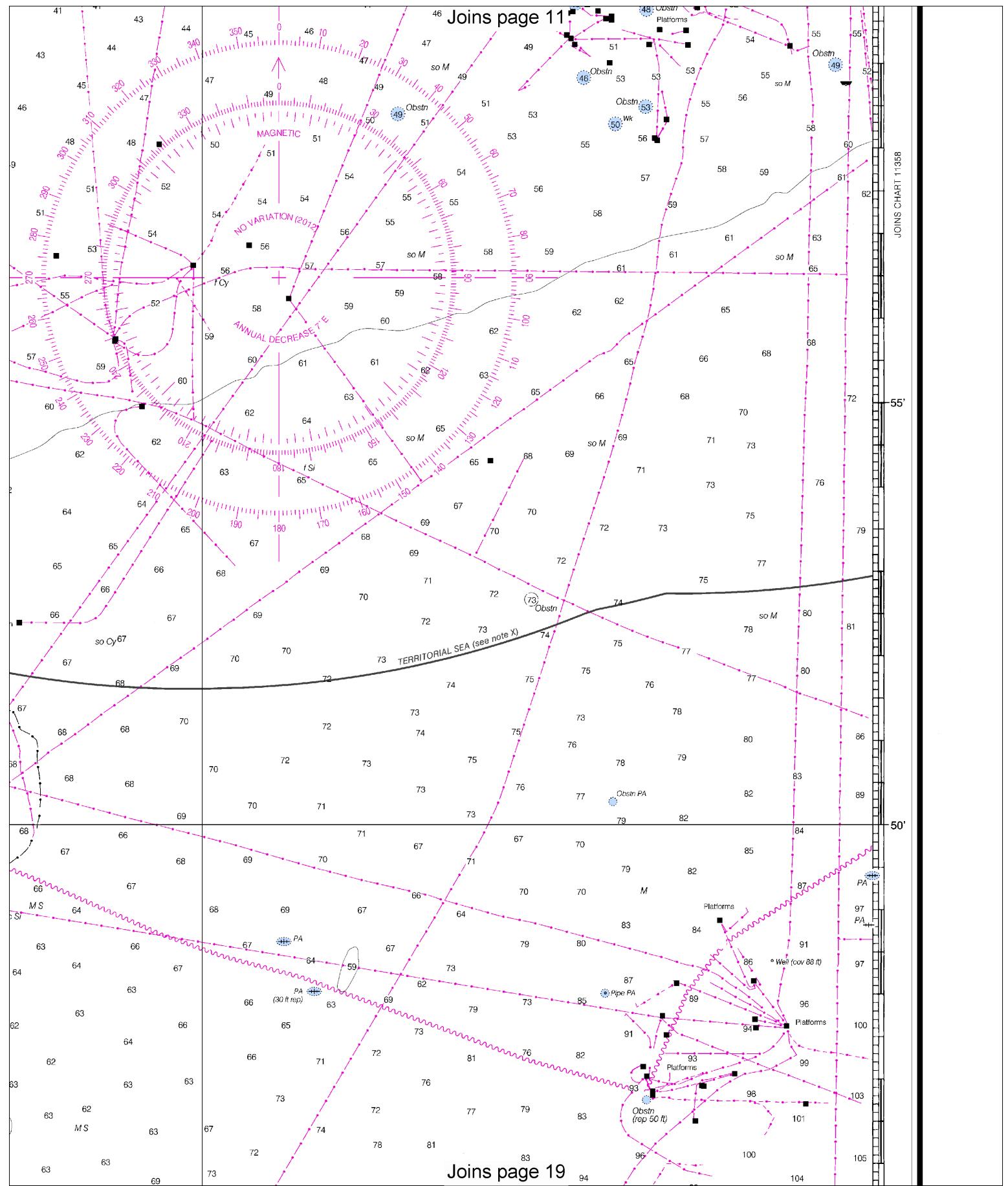


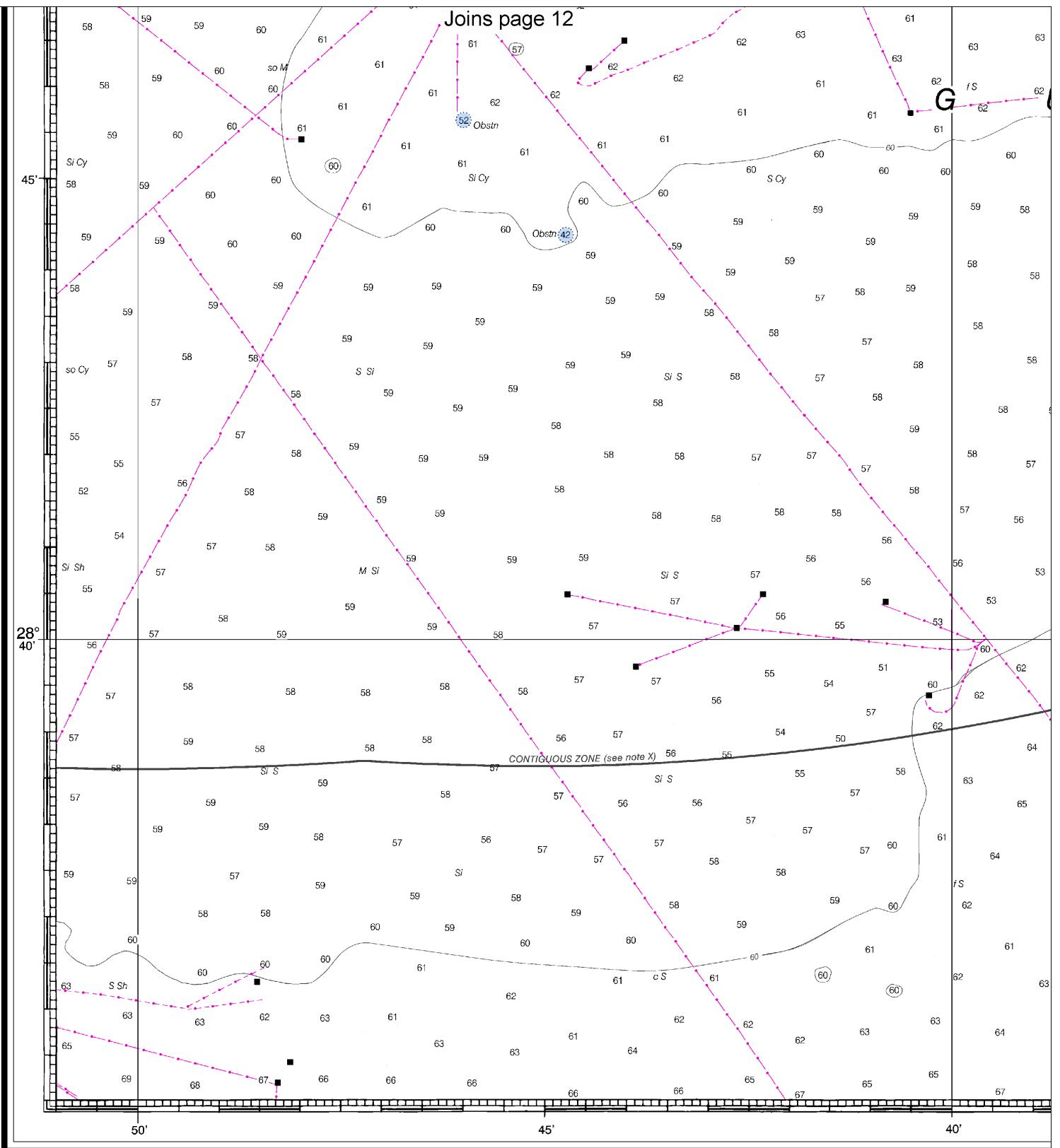
Joins page 14



14

Note: Chart grid lines are aligned with true north.





42nd Ed., May/12 ■ Corrected through NM, May 26/12
Corrected through LNM May 22/12

11357

CAUTION

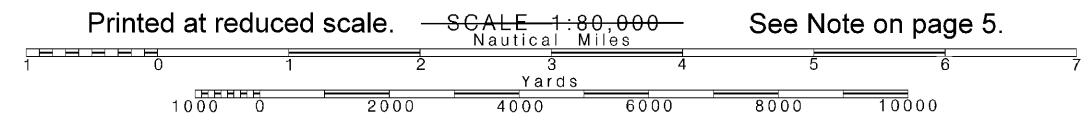
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice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

SOUNDINGS IN

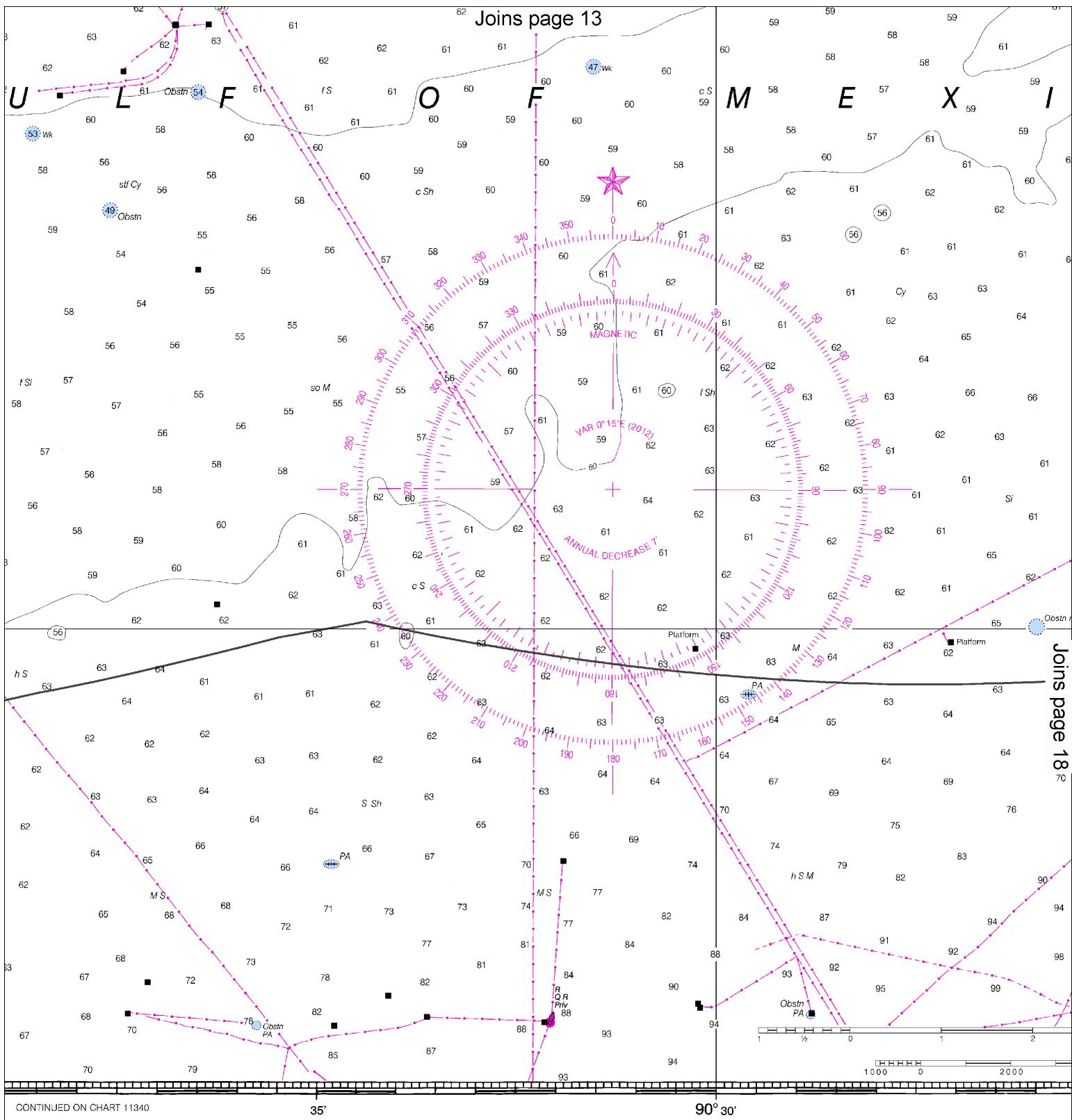
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

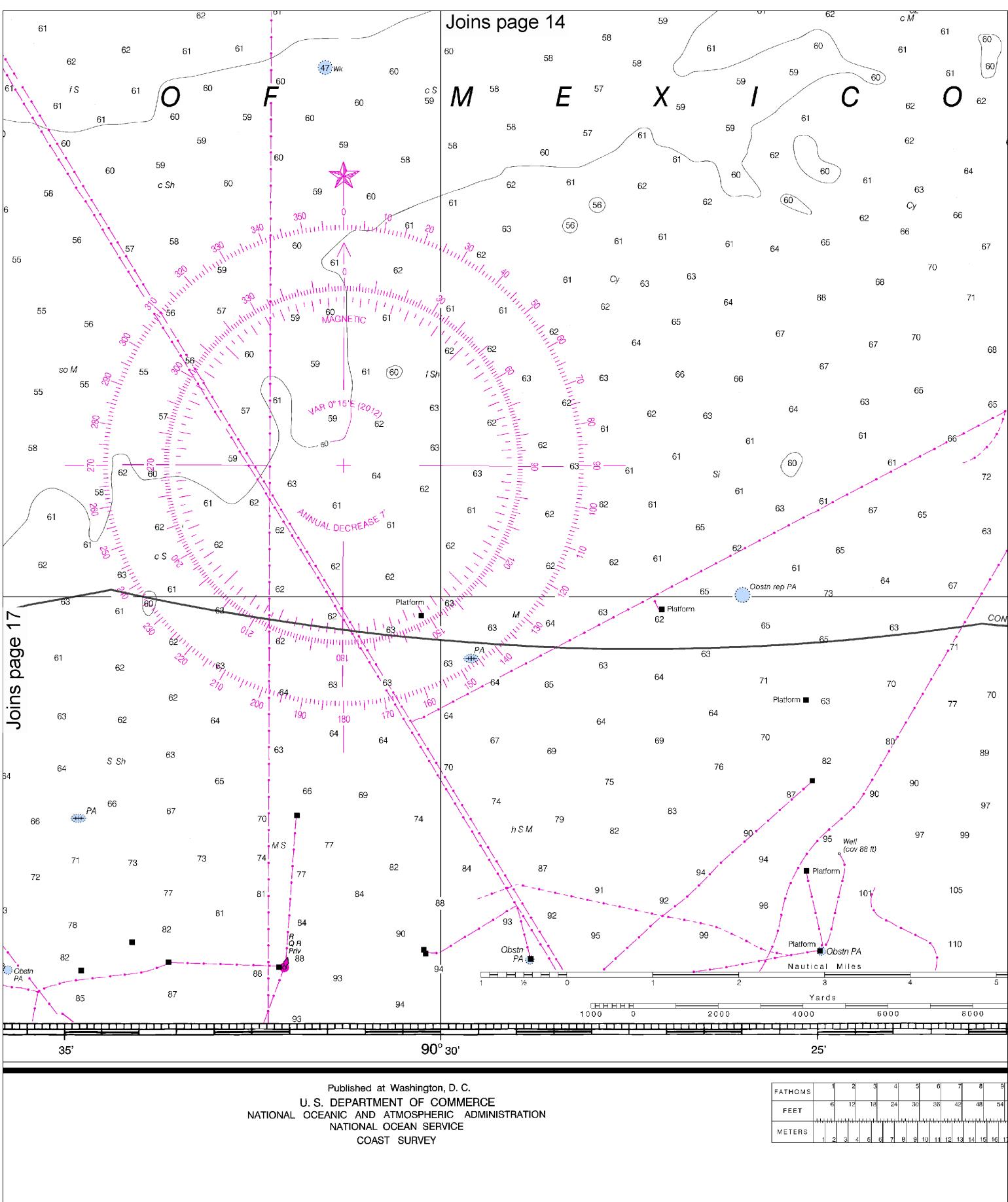


See Note on page 5.



J FEET

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



18

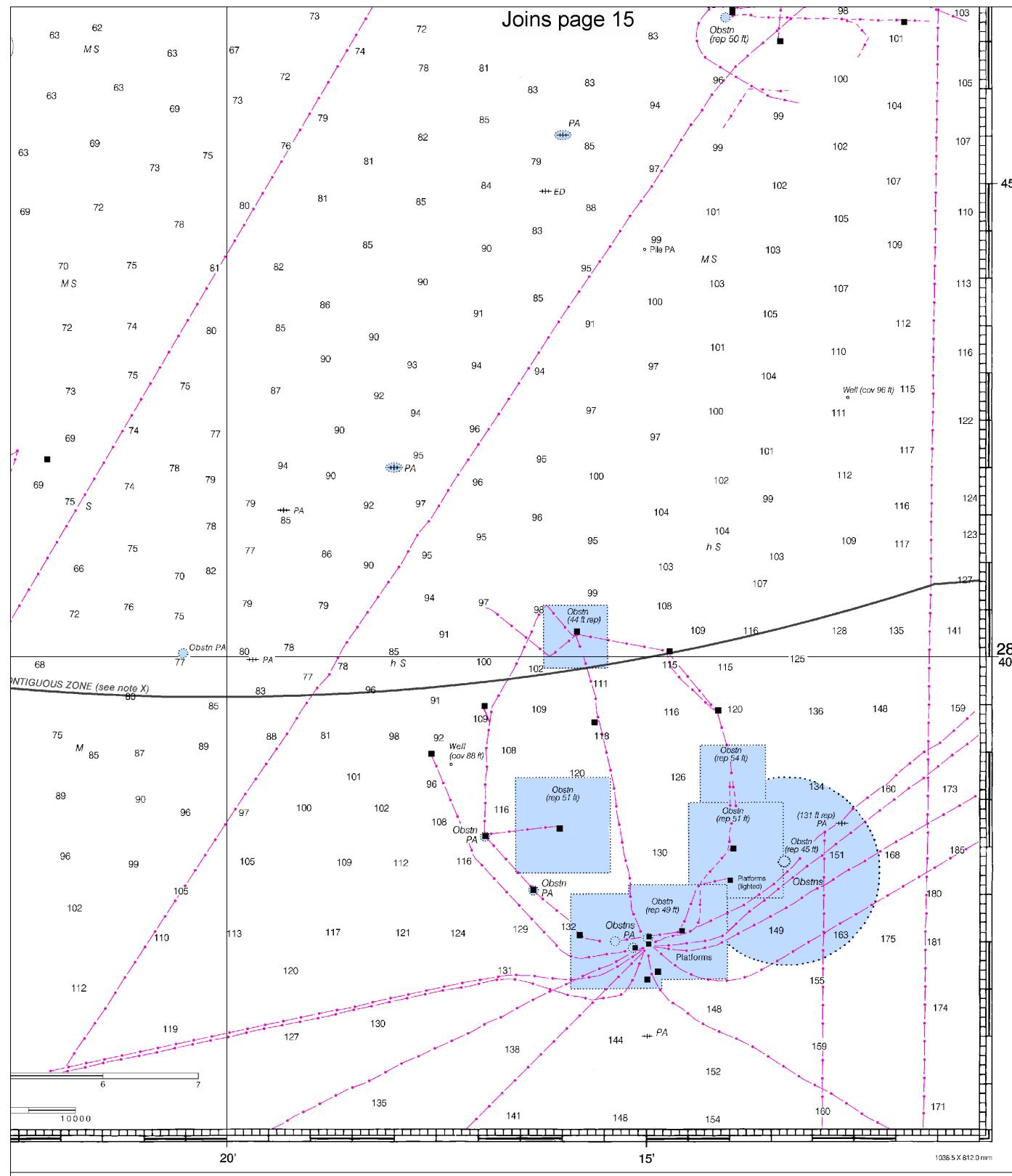
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles
Yards

See Note on page 5.

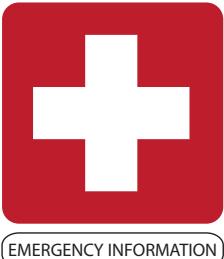
Joins page 15



ED NO. 42

NSN 7642014010182
NGA REFERENCE NO. 11BC011357

19



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/NOAACharterViewer.html
Report a chart discrepancy	— http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	— http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	— http://tidesandcurrents.noaa.gov
Marine Forecasts	— http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	— http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	— http://www.nowcoast.noaa.gov/
National Weather Service	— http://www.weather.gov/
National Hurricane Center	— http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	— http://ptwc.weather.gov/
Contact Us	— http://www.nauticalcharts.noaa.gov/staff/contact.htm



For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker