

BookletChart™



Barataria Bay and Approaches

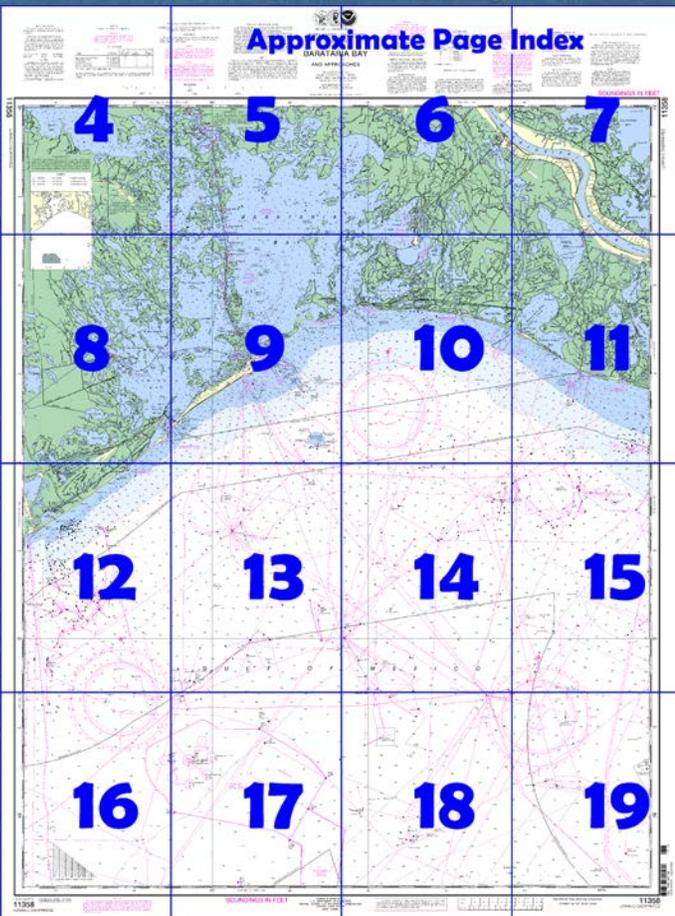
NOAA Chart 11358

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.

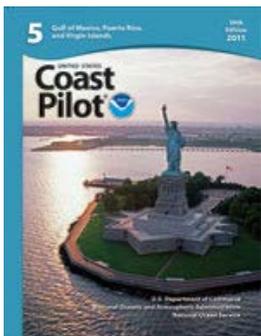
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11358>



[Selected Excerpts from Coast Pilot]
Vessels should approach the Empire Waterway from the Gulf through the Empire Safety Fairway. (See 166.100 through 166.200, chapter 2.)
Vessels should approach Bastian Bay and Grand Bayou from the Gulf through Grand Bayou Pass Safety Fairway. (See 166.100 through 166.200, chapter 2.)
Vessels should approach Barataria Waterway and Bay through Barataria Pass Safety Fairway. (See 166.100 through

166.200, chapter 2.)

The **Louisiana Offshore Oil Port (LOOP)** is a deepwater marine terminal in the Gulf of Mexico about 19 miles S of Caminada Pass. The terminal

comprises an offshore pumping platform complex (PPC) and three single-point moorings (SPMs) about 1.3 miles E, SE, and S of the pumping platform complex. The pumping platform complex, marked by private lights and equipped with two fog signals, consists of a control platform connected by a walkway bridge to a pumping platform. A racon is at the pumping platform.

The LOOP site is within a **deepwater port safety zone** approached through a 78-mile-long **safety fairway**. The entrance to the safety zone from the safety fairway is marked by private lighted buoys. The PPC and each SPM is within an **area to be avoided**. An anchorage area, marked by private lighted buoys, is in the NE part of the safety zone E of the PPC and SPMs. (See **150.301 through 150.345 and 150.900 through 150.940**, chapter 2, for limits and regulations.) The LOOP Vessel Traffic Supervisor, in addition to VHF-FM channels 10 and 74, monitors channel 16; voice call LOOP RADAR.

Caution.—Heavy runoff from the Mississippi River may cause strong W currents, often in excess of 2 knots, in the vicinity of LOOP. These currents may sometimes be recognized by the difference in color caused by the sediment in the runoff water.

Bayou Cook, emptying into the N end of Bastian Bay, leads to Adams Bay and thence through Doullut Canal, which connects with the Mississippi River. The shallow depths across the S portion of Bastian Bay limit this route to about 2 feet on a favorable tide.

Chaland Pass is a shallow, unfrequented pass 3 miles W of Bastian Bay. **Quatre Bayou** Pass, 5.5 miles E of Barataria Bay Light, is the approach to Bay Ronquille, Cat Bay, and Lake Grande Ecaille.

Barataria Bay is a large marsh-fringed, shallow lake, separated from the Gulf by two low, narrow sand islands known as Grand Terre Islands. The bay has general depths of 4 to 6 feet and is frequented chiefly by oilmen, fishermen, and oystermen, who use launches of 3 to 4 feet in draft.

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

Barataria Pass is the main entrance to Barataria Bay. A jetty, marked off its outer end by a private light, extends SE from the E tip of Grand Isle on the W side of the pass.

(Former routes N through Grand Bayou, Little Lake, Turtle Bay, Harvey Cutoff and Bayou Rigolettes are little used as shoaling has occurred.

Wilkinson Canal enters Barataria Bay about 1.5 miles E of Bayou St. Denis.

Grand Isle, the only town on Barataria Bay, is in the center of a long, narrow island of the same name.

Bay des Ilettes, Bay Joyeux, Bay Tambour, and Caminada Bay are on the W side of Barataria Bay from which they are partially separated by low, marshy islands.

Caminada Pass, about 7 miles SW of Barataria Bay, connects Caminada Bay with the Gulf. The pass is little used, as every storm shifts the entrance channel.

**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

HEIGHTS

Heights in feet above Mean High Water.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New Orleans, LA	KHB-43	162.550 MHz
Buras, LA	WXL-41	162.475 MHz

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)

AIDS TO NAVIGATION

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

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Empire Jetty, Mississippi Delta	(29°16' N/89°37' W)	1.3	---	---
Quatre Bayous Pass	(29°19' N/89°51' W)	1.3	---	---
Barataria Pass	(29°16' N/89°57' W)	1.2	---	---
Manilla, Baratarie Bay	(29°26' N/89°59' W)	1.0	---	---
East Point, (Grand Isle)	(29°16' N/89°57' W)	1.1	1.1	0.0

NOTE: Tide is chiefly diurnal at all the above locations.

Dashes (-) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Jun 2012)

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

NOAA WEATHER RADIO BROADCASTS
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Station positions are shown thus:

○ (Accurate location) ◦ (Approximate location)

HEIGHTS
Heights in feet above Mean High Water.

NOTE D
Anchoring in the vicinity of the LOOP marine pipelines must be avoided. Anchoring near these submerged lines may result in damage to the anchor or pipelines.

TIDAL INFORMATION				
PLACE	NAME	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Empire Jetty, Mississippi Delta	(29°15' N/89°37' W)	1.3	---	---
Quatre Bayous Pass	(29°19' N/89°51' W)	1.3	---	---
Barataria Pass	(29°16' N/89°57' W)	1.2	---	---
Manilla, Baratarie Bay	(29°26' N/89°59' W)	1.0	---	---
East Point (Grand Isle)	(29°16' N/89°57' W)	1.1	1.1	0.0

NOTE: Tide is chiefly diurnal at all the above locations.

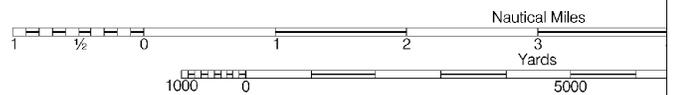
Dashes (-) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Jun 2012)

For Symbols and Abbreviations see Chart No. 1
COLREGS: International Regulations for Preventing Collision
Demarcation lines are shown thus: ---

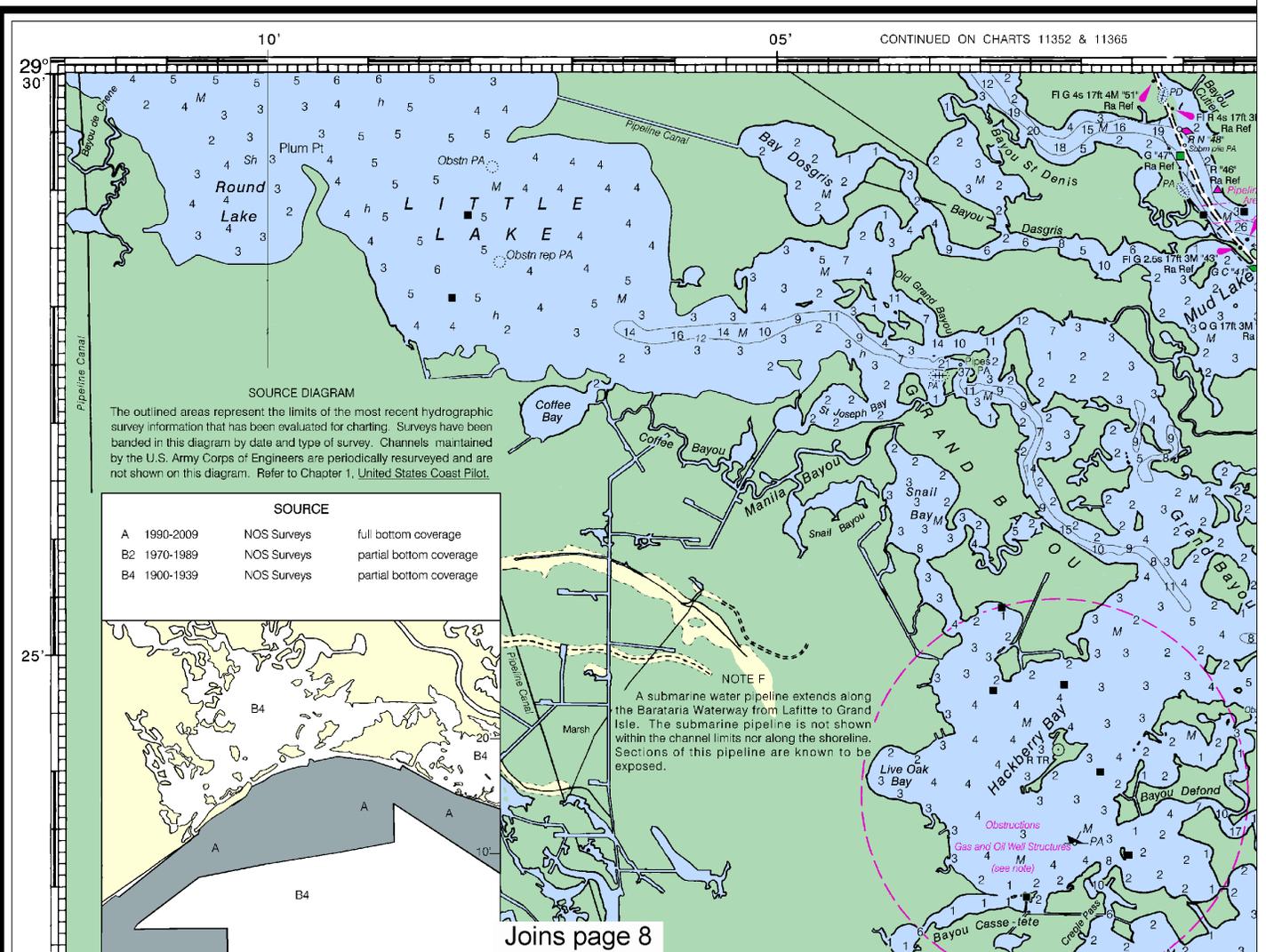
AUTHORITIES
Hydrography and topography by the National Ocean Survey, with additional data from the Corps of Engineers Survey, and U.S. Coast Guard.

NOTE C
The PRECAUTIONARY AREA/LOOP SAFETY ZONE regulated area. Clearance procedures for conduct of operations within this zone are found CFR 150, SUBPART C. These regulations should be reviewed prior to attempting a transit of this area.

NOTE A
Navigation regulations are published in Chapter Coast Pilot 5. Additions or revisions to Chapter 2 published in the Notice to Mariners. Information concerning regulations may be obtained at the Office of the 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.



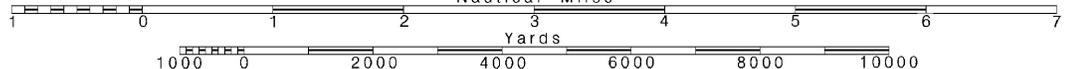
11358



Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



4

Note: Chart grid lines are aligned with true north.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

LOUISIANA

BARATARIA BAY

AND APPROACHES

Mercator Projection
Scale 1:80,000 at Lat. 29°08'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Formerly C&GS 1273, 1st Ed., Jan. 1937 C-1937-464 KAPP 60

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

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

NOTE 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 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.

POLLUTION REPORT

Report all spills of oil and hydrocarbons to the National Response Center at 1-800-424-8802 (toll free), or to the Coast Guard facility if telephone contact is impossible (33 CFR 153).

MINERAL DEVELOPMENT STATEMENTS

Obstruction lights and soundings are required for fixed mineral structures shown on this chart, as provided by the District Commanding Officer (33 CFR 67).

HORIZONTAL DATUM

The horizontal reference datum is North American Datum of 1983 for charting purposes is considered to be the World Geodetic System 1984. Geographic positions referred to on this chart are based on the American Datum of 1927 must be corrected by an average of 0.800' northward and 0.100' eastward to agree with this chart.

1
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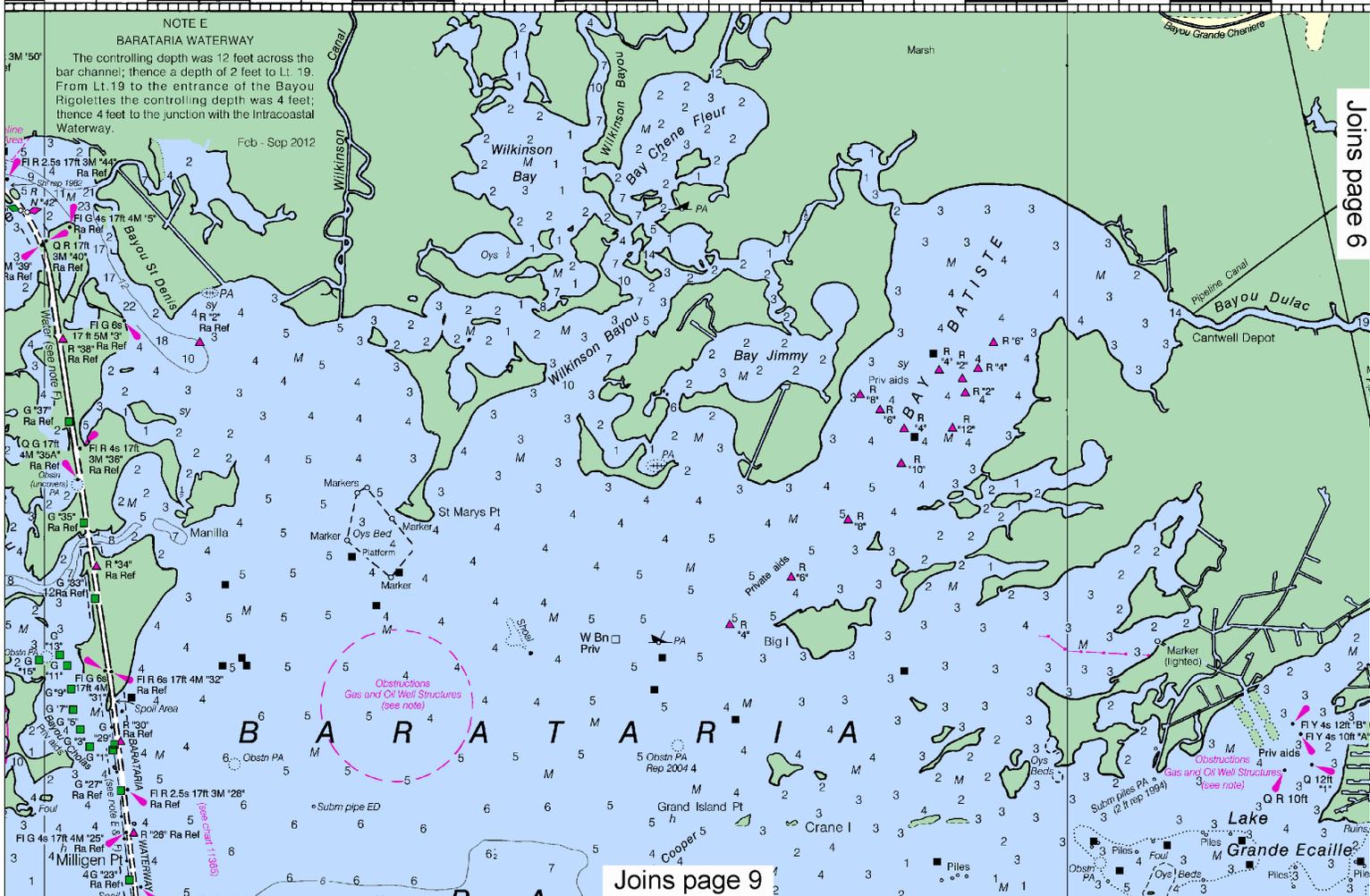
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Joins page 9

Joins page 6

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.





UNITED STATES - GULF COAST

LOUISIANA

BARATARIA BAY

AND APPROACHES

Mercator Projection
Scale 1:80,000 at Lat. 29°08'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Formerly C&GS 1273, 1st Ed., Jan. 1937 C-1937-464 KAPP 60

TYPICAL STORMS
Other major storms may cause
changes, aids to navigation and moored
at unknown locations.
The shoreline may not reflect actual
depths, aids to navigation may have been
moved from their charted
positions or otherwise made inoperative.
The position or operation of an aid to
navigation may have been displaced
and become uncovered or moved.
The caution and are requested to
avoid hazards to navigation to the

Established by Presidential Proclamation,
the 3-Mile Line, previously identified as the
Continental Shelf Resource Boundary off the Gulf coast
of Louisiana. The Nautical Mile Line elsewhere remain in
the jurisdiction and the outer limit of the
Contiguous Zone and the 200-nautical
miles established by Presidential Proclamation.
However, these maritime limits are subject

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).

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).

HORIZONTAL DATUM

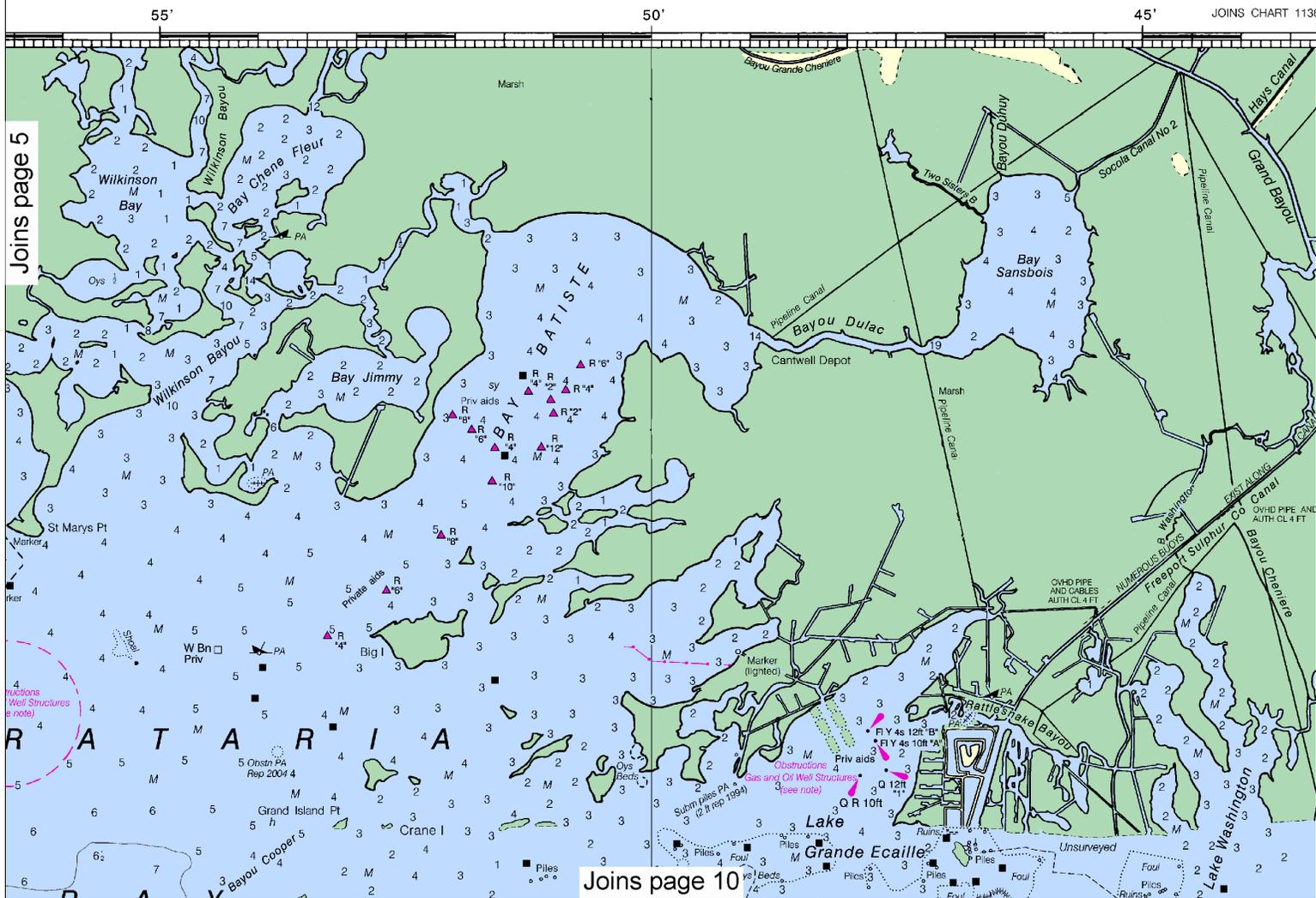
The horizontal reference datum of this chart
is North American Datum of 1983 (NAD 83), which
for charting purposes is considered equivalent
to the World Geodetic System 1984 (WGS 84).
Geographic positions referred to the North
American Datum of 1927 must be corrected an
average of 0.800" northward and 0.248" westward
to agree with this chart.

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

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

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

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



Joins page 5

Joins page 10

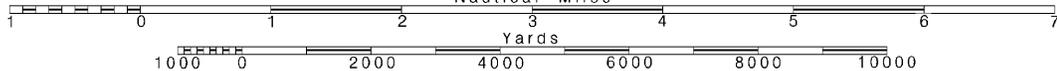


Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



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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.

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

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.

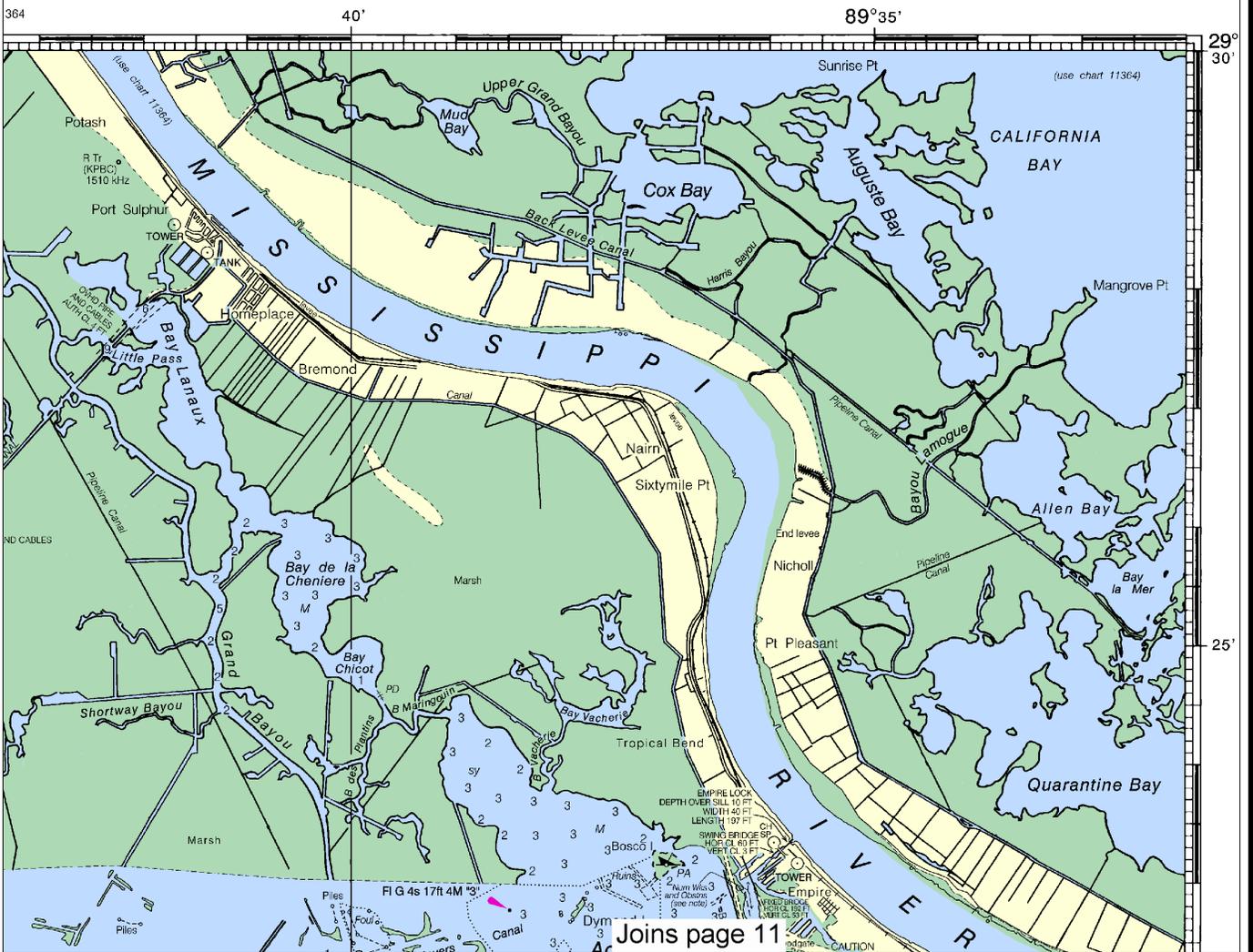
ARTICULATED AIDS
 An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet.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

Additional information can be obtained 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/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

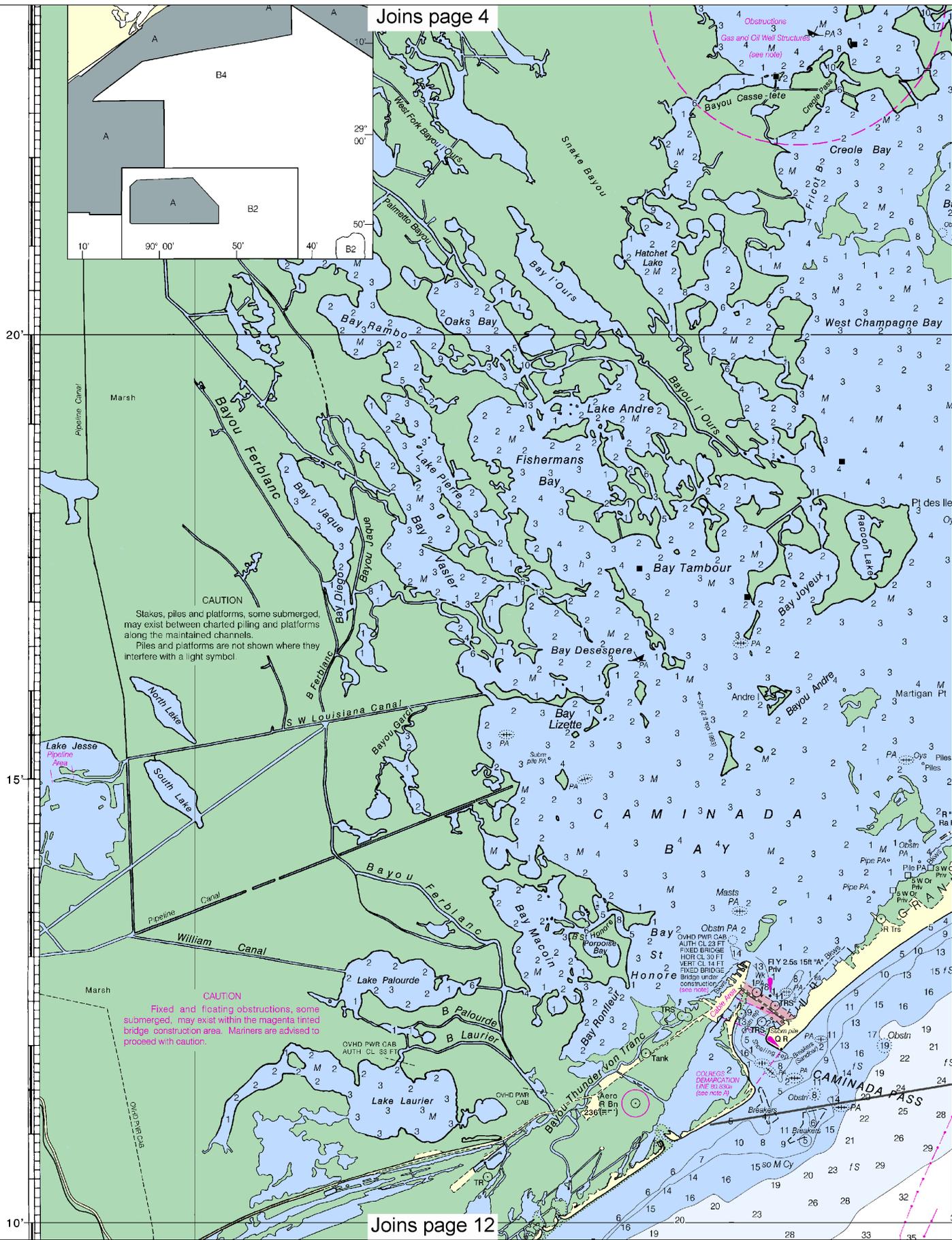
NOTE B
 The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Lower Mississippi River. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources 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.

SOUNDINGS IN FEET



11358

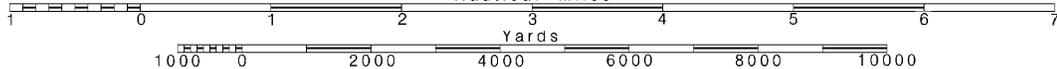




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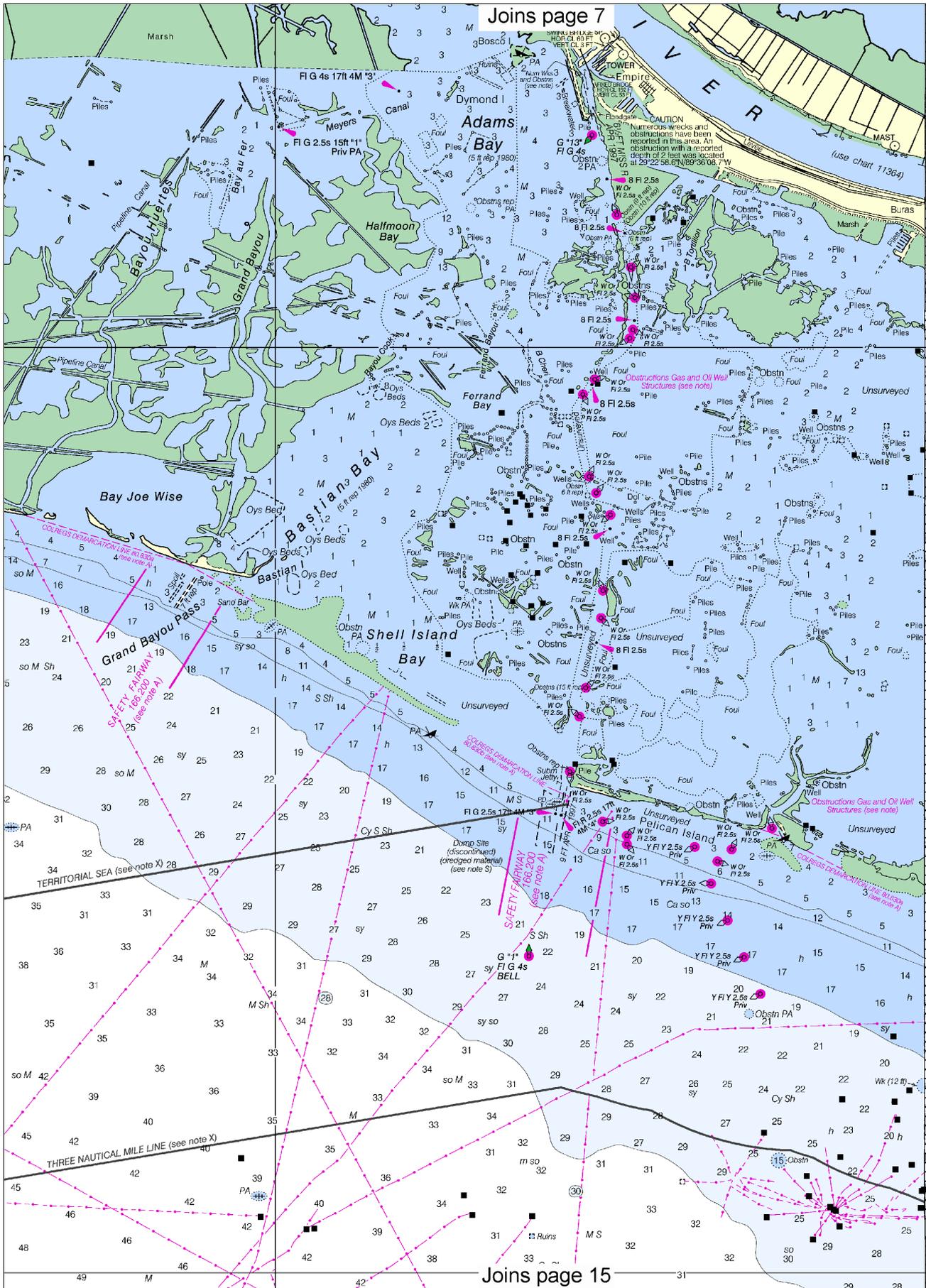
SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

Joins page 7



JOINS CHART 11364

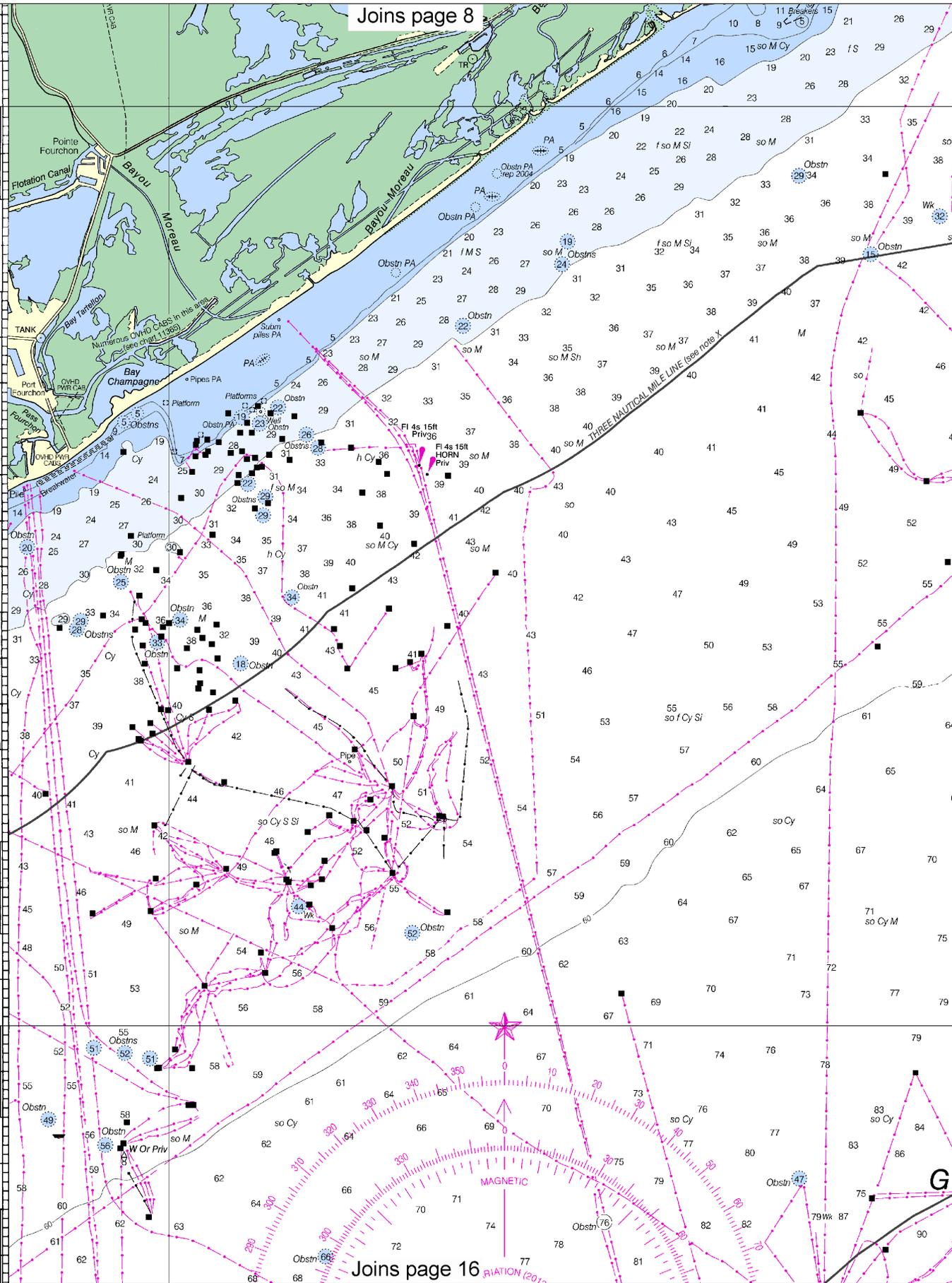
Joins page 15

10'

05'

29'

CONTINUED ON CHART 11346



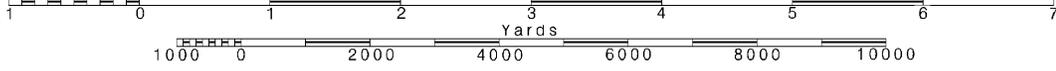
12

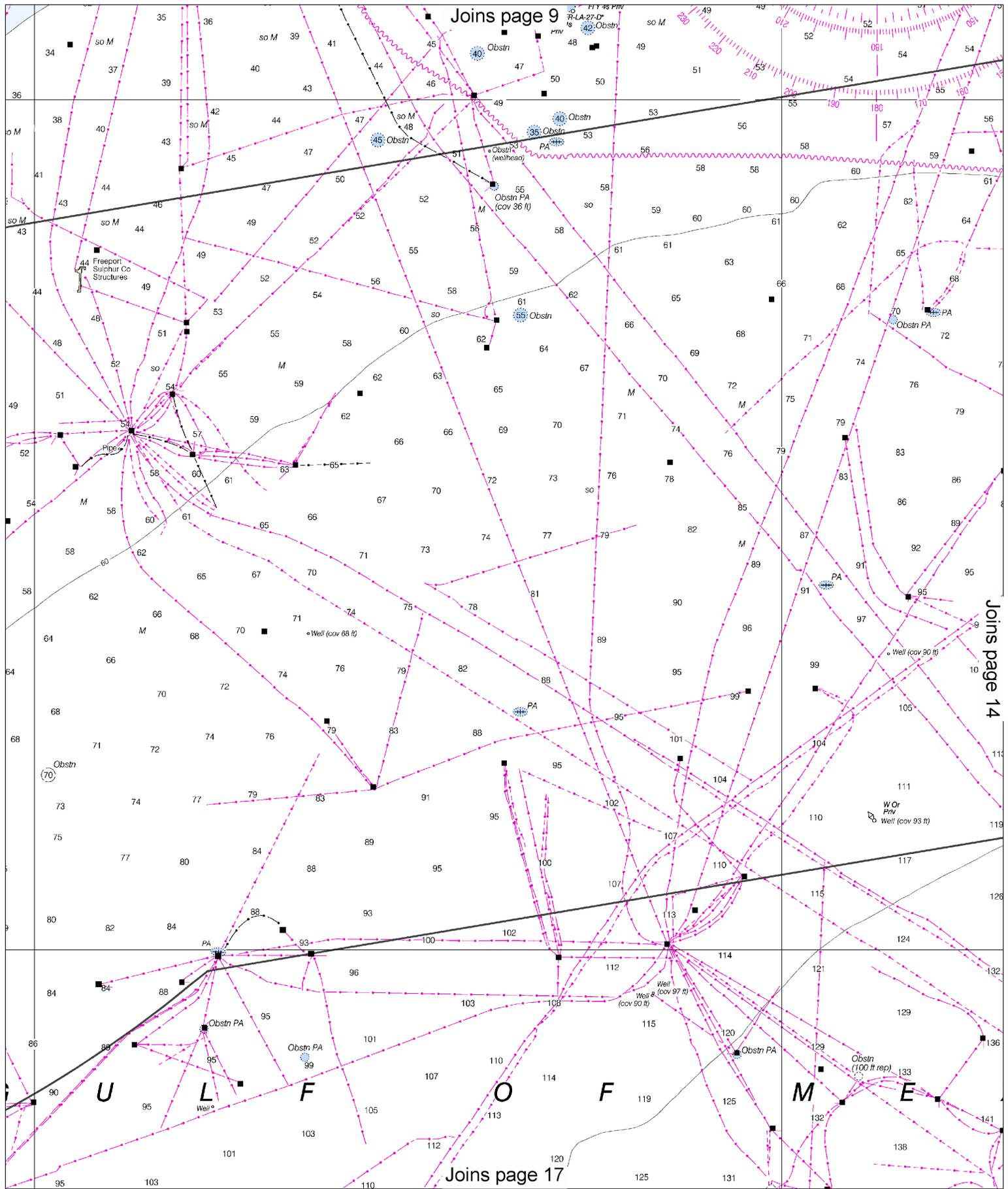
Note: Chart grid lines are aligned with true north.

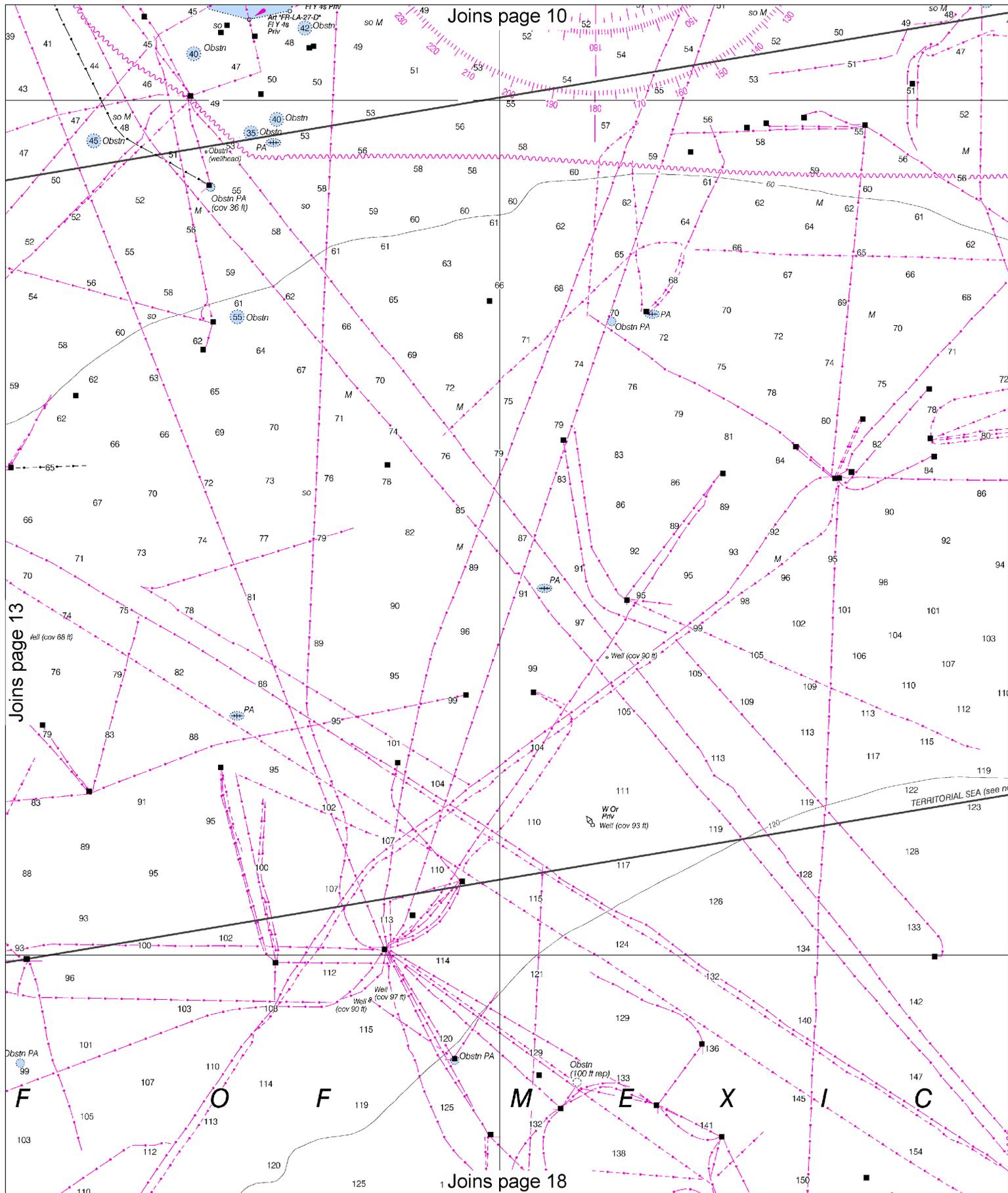
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.







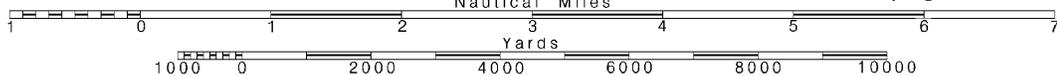
14

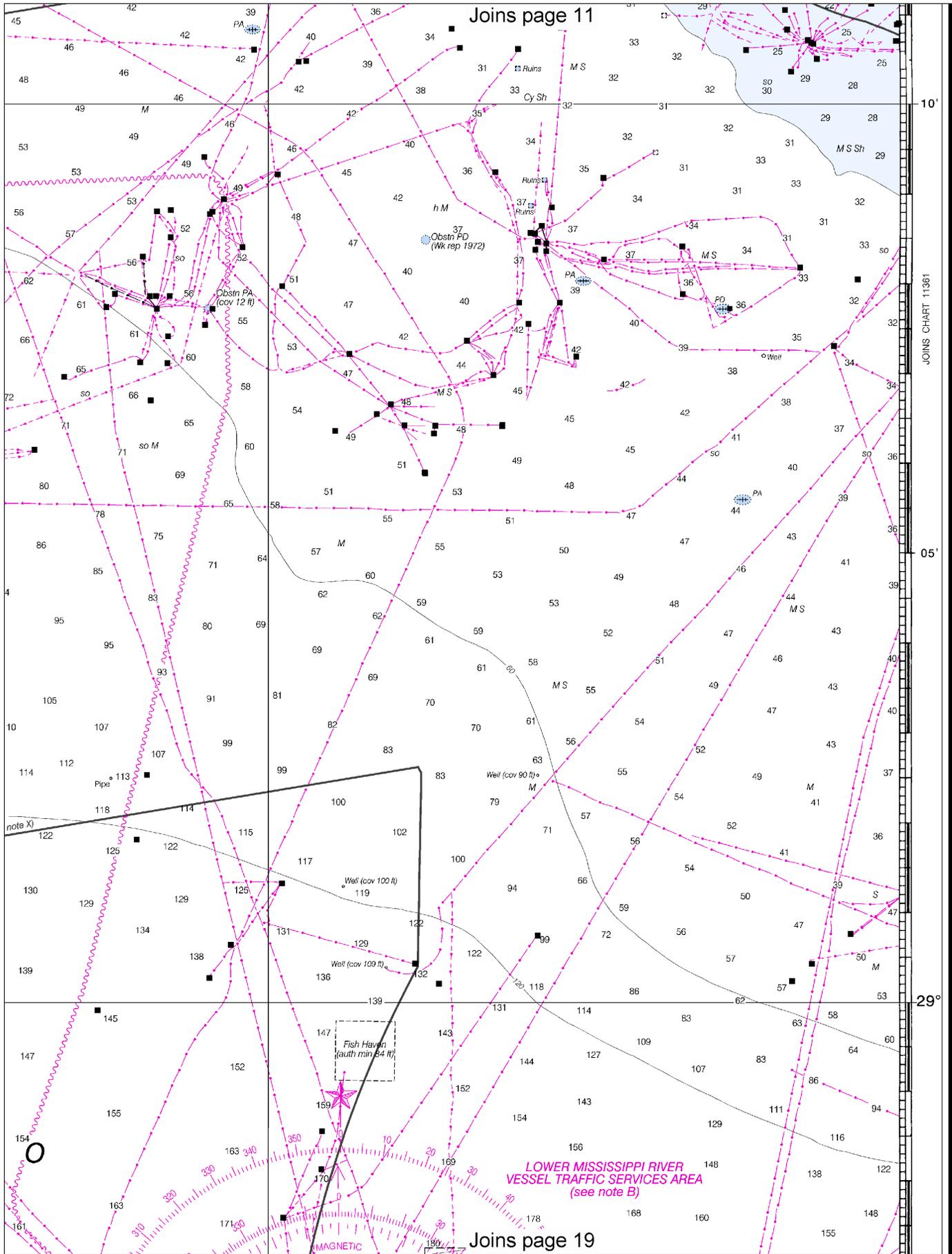
Note: Chart grid lines are aligned with true north.

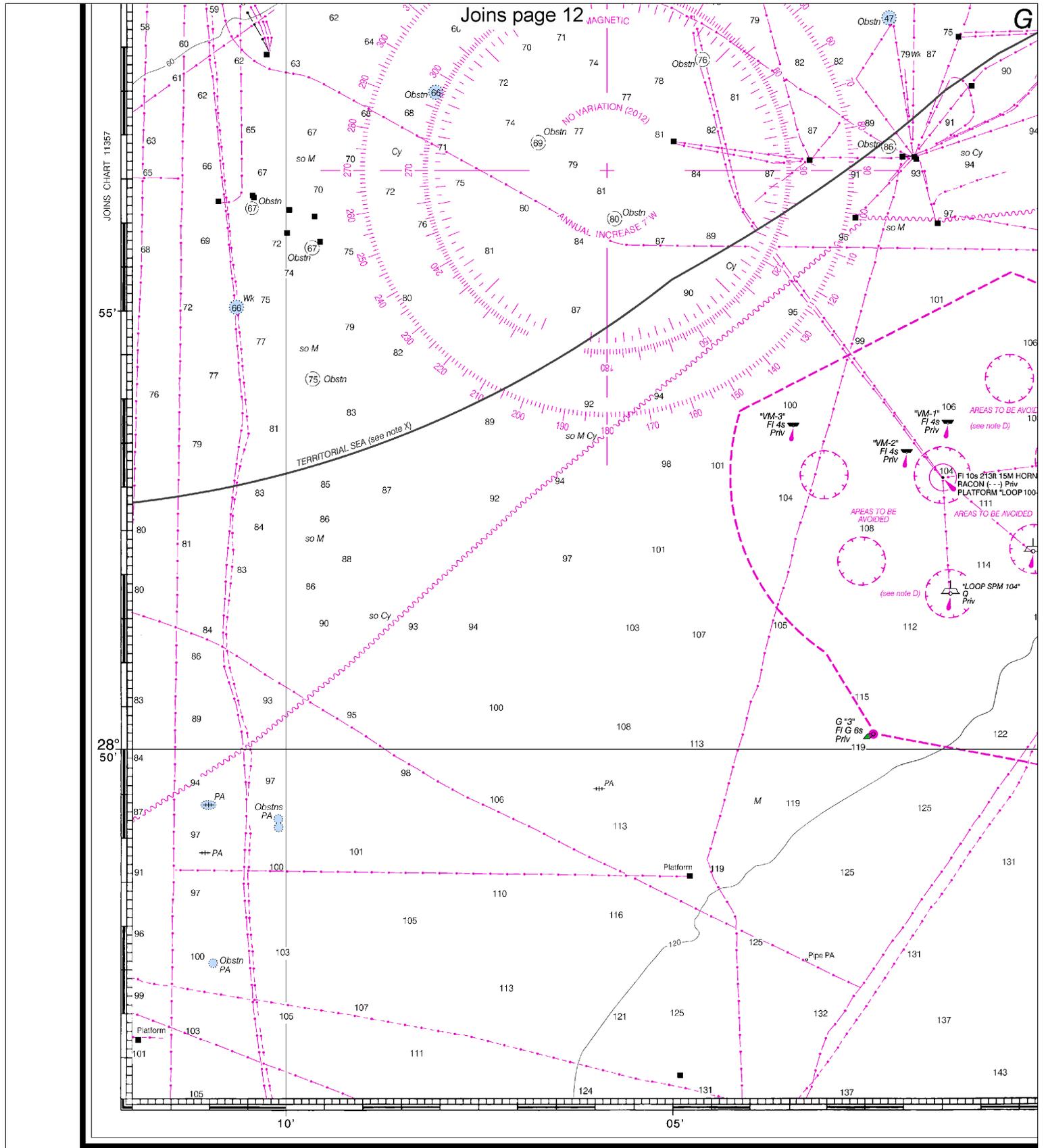
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





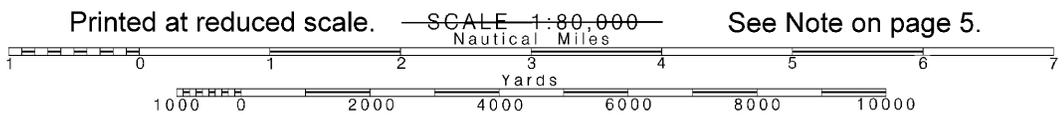


57th Ed., Jul /12 ■ Corrected through NM Jul 07/12
 11358 Corrected through LNM Jun 26/12

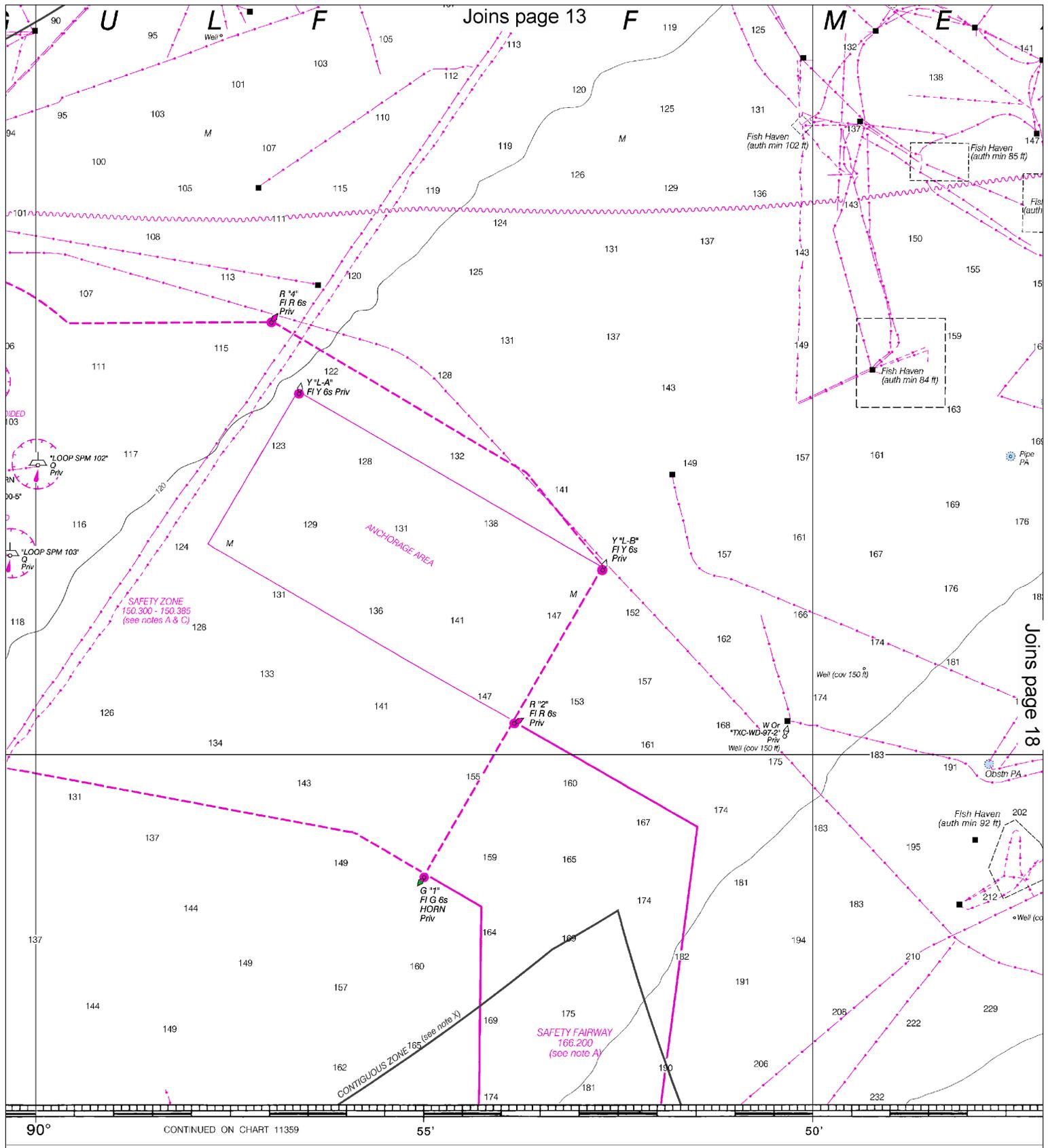
CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [www.navy.mil/publications](#)

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Note: Chart grid lines are aligned with true north.



See Note on page 5.



Joins page 13

Joins page 18

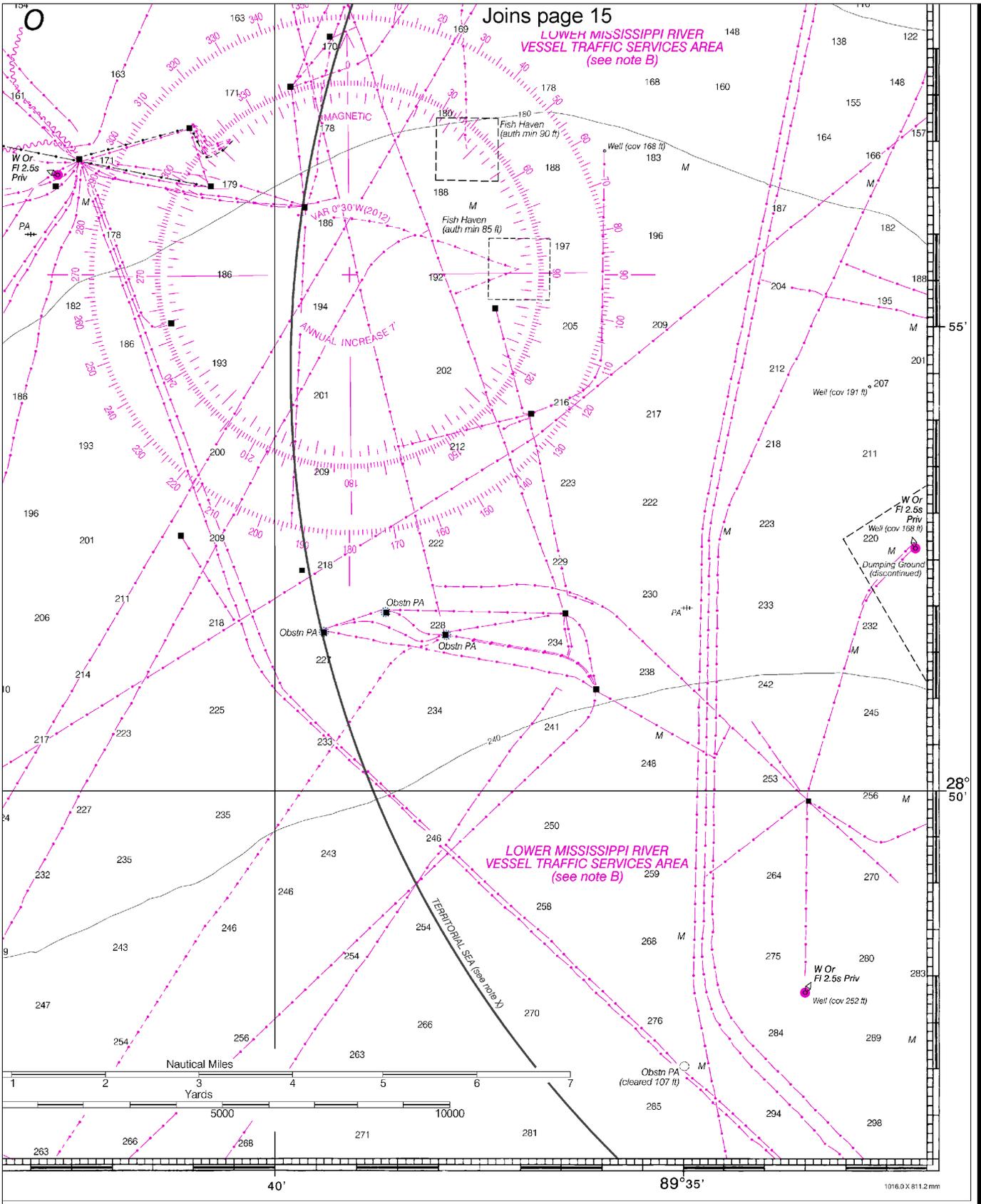
SOUNDINGS IN FEET

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

This nautical chart has been designed to provide the best possible information for the user. The Ocean Service encourages users to submit corrections to improve this chart to the Chief, Marine Chart Service, NOAA, Silver Spring, Maryland 20910.

Joins page 15

LOWER MISSISSIPPI RIVER
VESSEL TRAFFIC SERVICES AREA
(see note B)

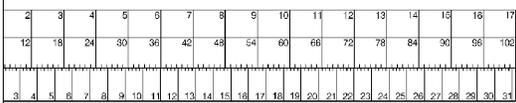


ED. NO. 57

NSN 7642014010188
NGA REFERENCE NO. 11BCO11358

Barataria Bay and Approaches
SOUNDINGS IN FEET - SCALE 1:80,000

11358





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>



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