

# BookletChart™



## New Orleans Harbor – Chalmette Slip to Southport

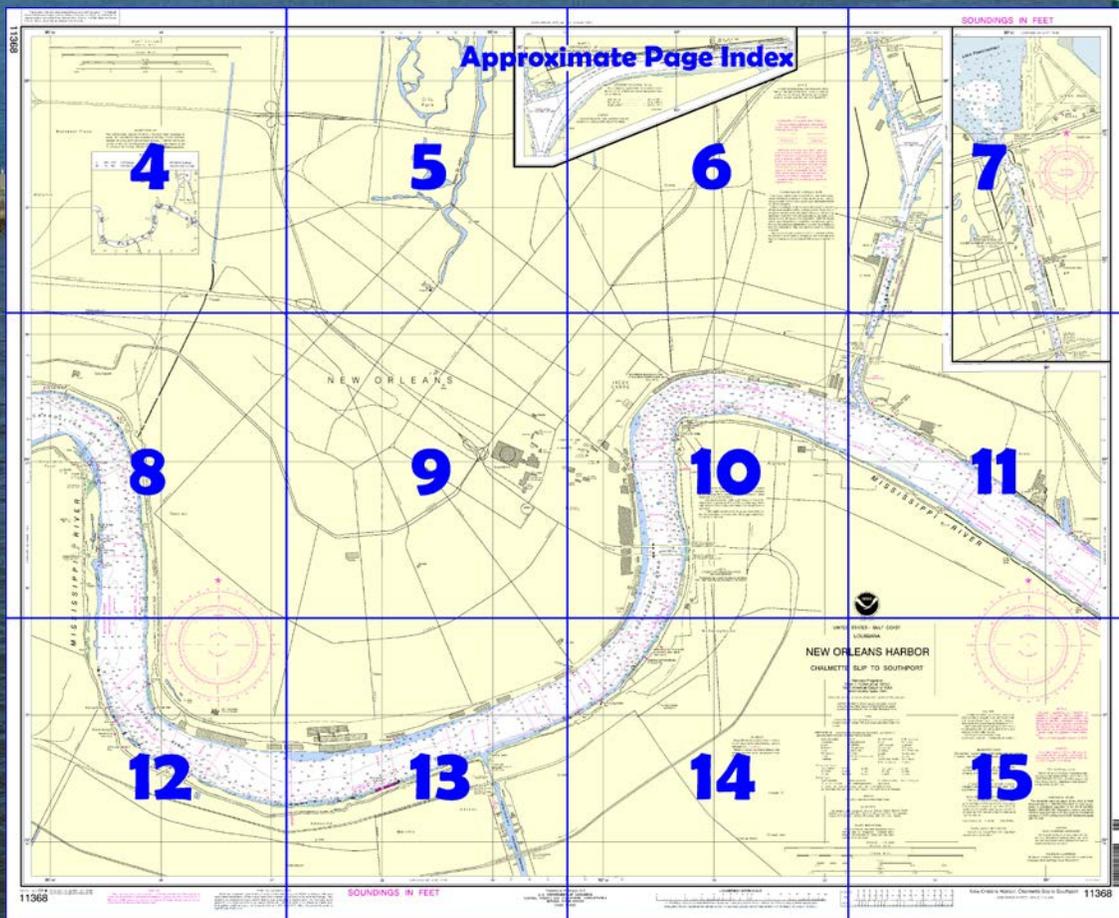
NOAA Chart 11368

*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](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.

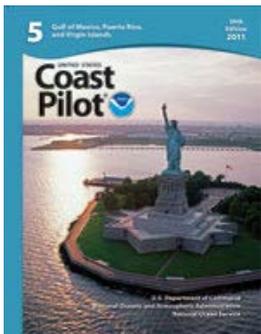
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11368>



**[Coast Pilot 5, Chapter 9 excerpts]**  
**Mississippi River** empties into the N central part of the Gulf of Mexico through a number of mouths or passes which, taken together, form the delta of the river. The river and its tributaries form the largest network of navigable waters in the world. The two principal passes, South Pass and Southwest Pass, are about 1,600 nautical miles from New York, 500 nautical miles from Key West, 300 nautical miles E of Galveston, and 440 nautical miles E of

Corpus Christi. The river is the access to the Ports of New Orleans and Baton Rouge, and the numerous cities in the central part of the United States located in the Mississippi River Valley and along its tributaries, the

Ohio, Missouri, Red, Tennessee, and other rivers flowing into it. From the mouth, at the entrance to Southwest Pass, it is about 1,840 miles to Minneapolis, 1,960 miles to Pittsburgh, 1,680 miles to Knoxville, and 1,530 miles to Chicago via the Illinois Waterway.

**Algiers Alternate Route** and **Algiers Lock**, on the S side of the river about 88.4 miles AHP, connect the Mississippi River with an extensive network of inland waterways W of New Orleans. The route is an alternate route of the Intracoastal Waterway leading W of New Orleans, used by ship service boats and the other by the refinery company

**Caution.**—A submerged drainage line is reported crossing the Inner Harbor Navigation Canal just S of the Florida Avenue bridge; maximum permissible draft over the line is 30 feet.

A total of eight bridges cross the canal between the Mississippi River and Lake Pontchartrain. The St. Claude Avenue highway bridge at the S end of the navigation lock has a bascule span with a clearance of zero feet. The North Claiborne Avenue (Seeber) highway bridge, about 0.2 mile N of the lock, has a vertical lift span with a clearance of 40 feet down and 156 feet up. About 1 mile N of the lock, the combination Florida Avenue and Southern Railway vertical lift bridge has a clearance of zero feet down and 156 feet up. An overhead power cable crossing close N of the bridge has a clearance of 166 feet. The combination Gentilly Road highway and Seaboard System Railroad (L&N) bridge, 2.8 miles N of the lock, has a bascule span with a clearance of zero feet. The U.S. Interstate Route 10 highway bridge close N of Gentilly Road bridge has a fixed span with a clearance of 120 feet for the middle 200 feet and 115 feet elsewhere. An overhead power cable crossing close N of this bridge has a clearance of 136 feet. Chef Menteur Highway (U.S. Route 90) bridge, 3 miles N of the lock, has a vertical lift span with clearances of 50 feet down and 120 feet up. The combination Seabrook Highway and Southern Railway Bridge across the N entrance of the canal, about 4.7 miles N of the lock, has a bascule span with a clearance of 1 foot. A highway bascule bridge with a clearance of 44 feet at the center crosses the canal close N of the Seabrook Highway and Southern Railroad Bridge. (See **117.1 through 117.59 and 117.459**, chapter 2, for drawbridge regulations.)

Bridgetenders of the following bridges monitor VHF-FM channel 16 and work on channel 13:

- St. Claude Avenue, WG-401;
- Florida Avenue, WUG-409;
- Gentilly Road, KZV-719;
- U.S. Route 90, KRS-864; and
- Seabrook Highway, KZV-819.

**Anchorage.**—General, quarantine, and emergency anchorages are on the W side of the river at New Orleans. (See **110.1 and 110.195**, chapter 2, for limits and regulations.) Vessels may also take anchorage as directed by the Coast Guard District Commander.

**Dangers.**—Submerged revetments are located on the river bottom on both sides in the port area; anchorage is prohibited in these areas. (See **207.200**, chapter 2, and chart 11368 for revetment areas and regulations.)

**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

Corrected through NM Jan. 21/12  
Corrected through LNM Jan. 10/12

## DISTANCES

Statute Mile distances above Head of Passes are indicated at five mile intervals, and are indicated thus: Tables for converting Statute Miles to International Nautical Miles are given in Coast Pilot 5.

## HEIGHTS

Heights in feet above Mean High Water.

**Mercator Projection**  
Scale 1: 15,000 at Lat. 29° 57'  
North American Datum of 1983  
(World Geodetic System 1984)

## 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.

## 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.

## NOTE D

### CRESCENT CITY CONNECTION FIXED HIGHWAY BRIDGES

Fixed green lights mark the channel centerline. Red Lights mark the outside edges of the channel.

## CAUTION

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

## 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 0.723' northward and 0.256' westward to agree with this chart.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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

## POLLUTION REPORTS

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

## CAUTION

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

## 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)

## NOTE D

### CRESENT CITY CONNECTION FIXED HIGHWAY BRIDGES

Fixed green lights mark the channel centerline. Red Lights mark the outside edges of the channel.

## MISSISSIPPI RIVER

The number in parentheses at the lighted aids are distances in statute miles above Head of Passes.

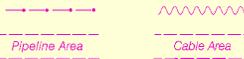
## Calling-in Points

Vessel Traffic Services calling-in point, arrow indicates direction of vessel movement. Mandatory calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 5 and U.S. Notice to Mariners.

## 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.

## NOTE E

Depths along the wharves are not charted because of continuous silting and repeated dredging in the waterfront area.

## GIWW - MISSISSIPPI RIVER GULF OUTLET

The controlling depths from the intersection with the G. I. W. W., to the Inner Harbor Navigation Canal are as follows:

Left quarter.....22 ft x 125 ft  
Middle half.....25 ft x 250 ft  
Right quarter.....27 ft x 125 ft

July 2012

## NOTE B

A submerged drainage line crosses the Inner Harbor Navigation Canal on the south side of the Florida Ave Bridge. Maximum permissible draft of vessels over the line is 30 feet M.S.L.

DEPTHS IN FEET at Mean Lower Low Water except in the Mississippi River above the Head of Passes where soundings are referred to the Low Water Reference Plane.

## NOTE F

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.

## OVERHEAD CLEARANCES

Bridge and overhead clearances are in feet and refer to the Mississippi River 1927 High Water Plane (HWP).

## 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.

## 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 C

### TRAFFIC LIGHTS

For details of operation of U.S. Coast Guard Marine Safety Office, New Orleans maintained Traffic Control Lights in the Mississippi River, consult the Coast Pilot and U.S. Coast Guard List of Lights Volume IV.

Governor Nicholls Traffic Light shows FI R or G 5s, Gretna Traffic Light shows FI R or G 5s, and Westwego Traffic Light shows QR or G only when Traffic Control Lights are in operation.

Traffic Lights operate when the gauge reads 8 feet on the rise and cease to operate when the gauge reads 9 feet on the fall of the river.

## TIDES

At New Orleans, the diurnal range of the tide during low river stages averages 0.6 feet. There is no periodic tide at high river stages.

## AUTHORITIES

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

## 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.

## SOURCE DIAGRAM

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

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

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

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

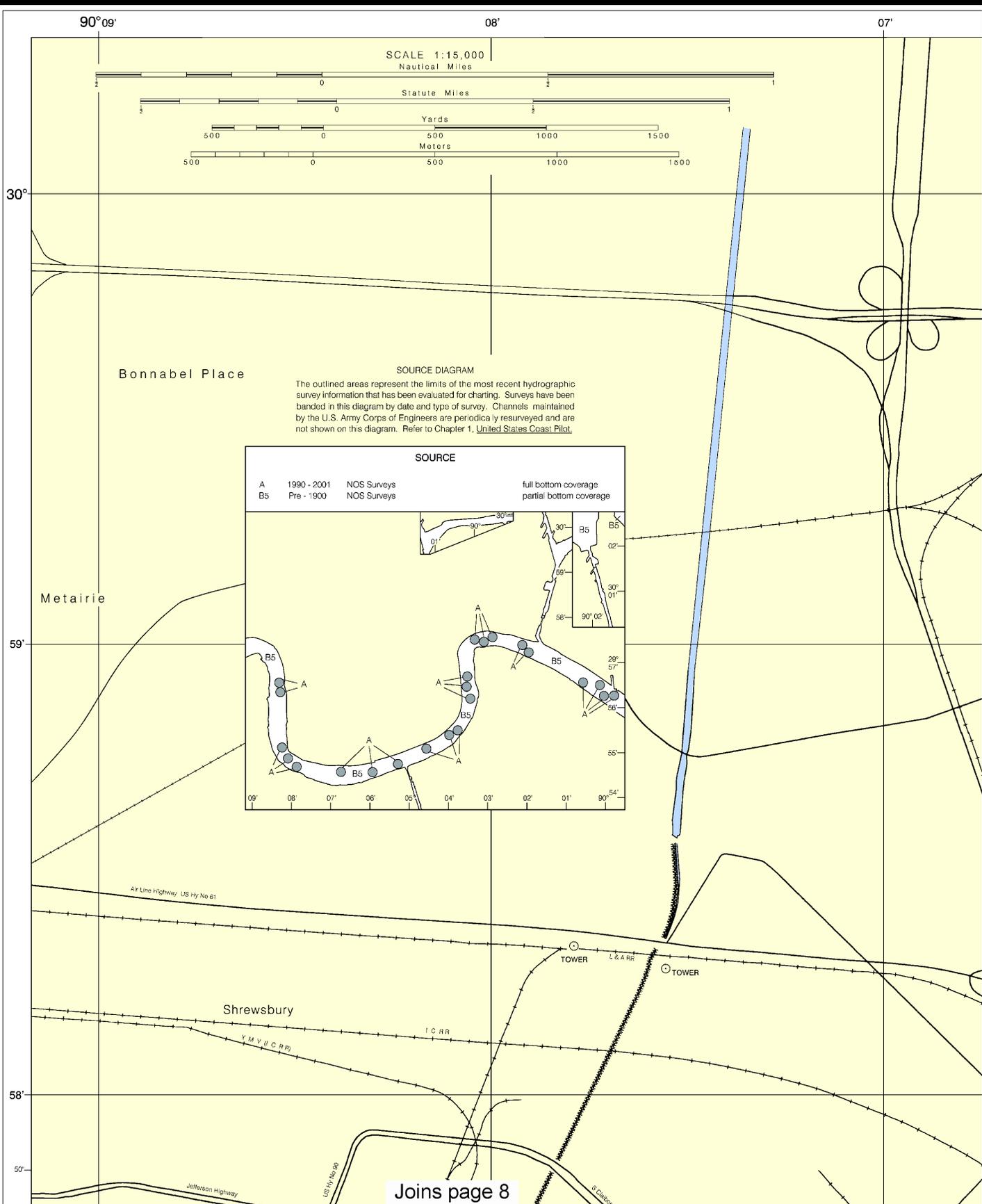
### Bottom characteristics:

Bds boulders	Co coral	gy gray	Cys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

### Miscellaneous:

AUTH authorized	Obsn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

11368



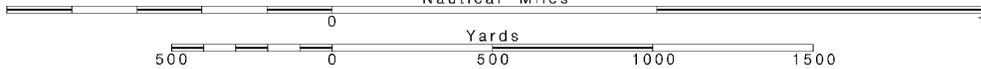
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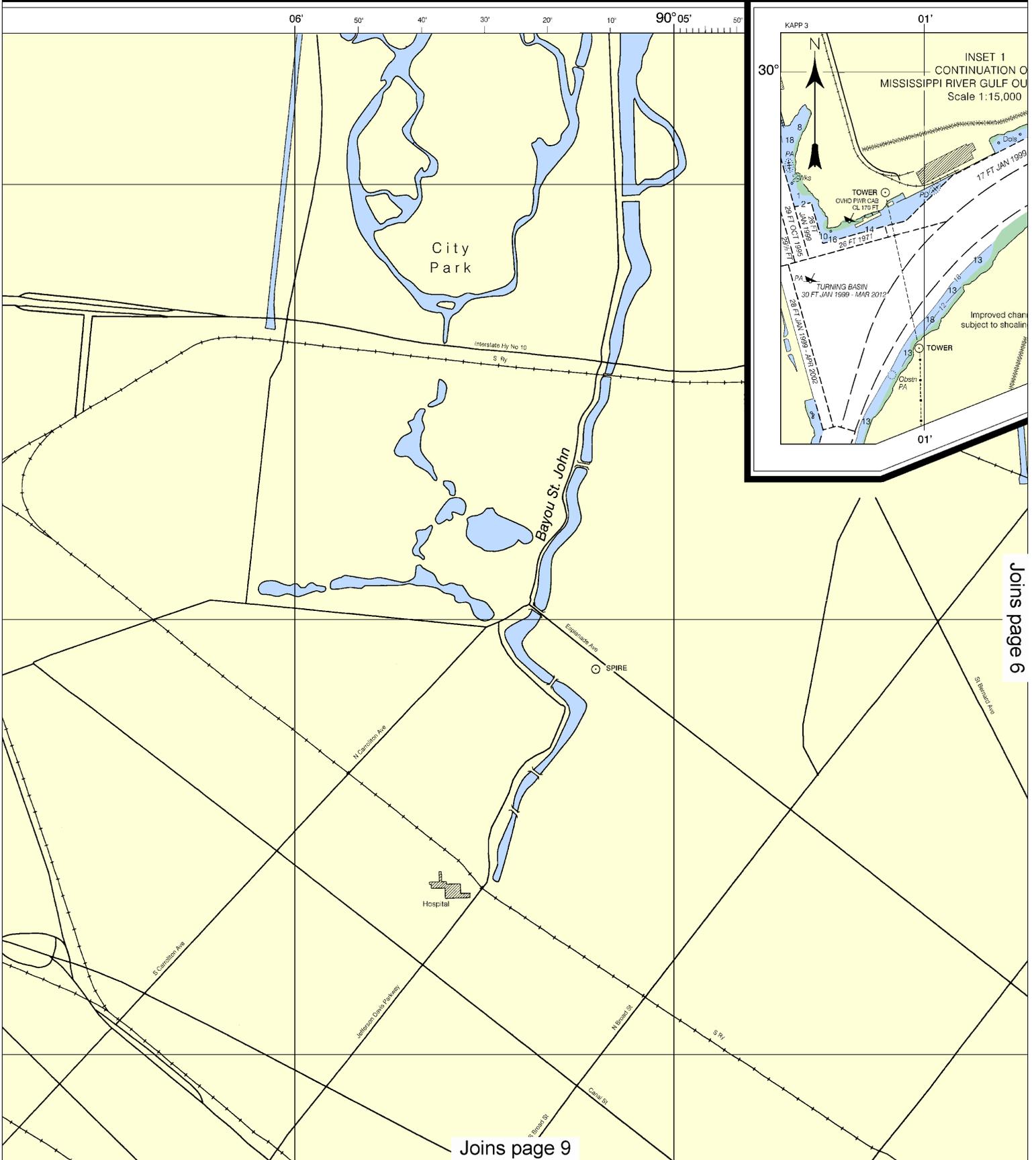
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.



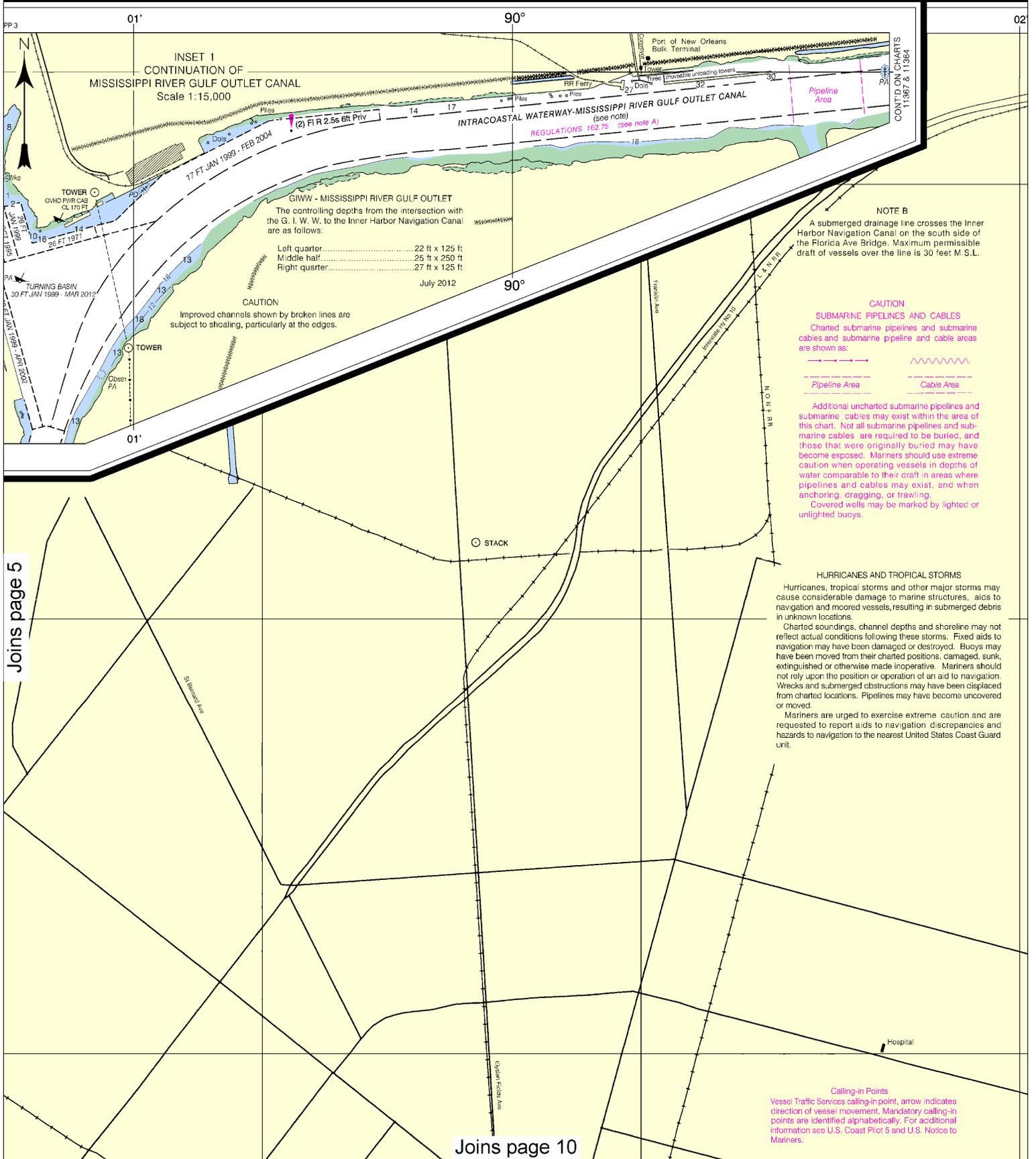


Joins page 6

Joins page 9

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:21429. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





Note: Chart grid lines are aligned with true north.

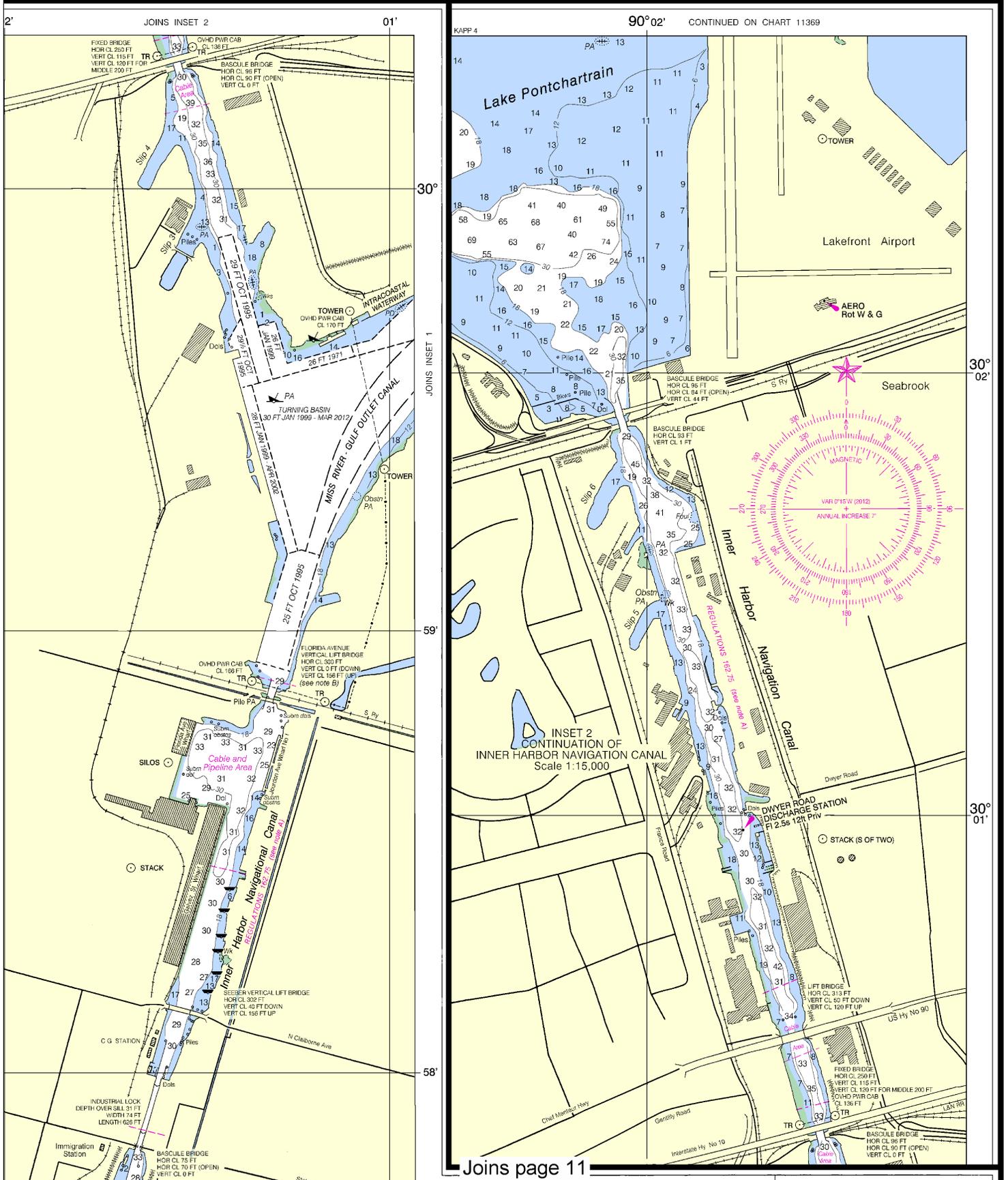
Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.



# SOUNDINGS IN FEET

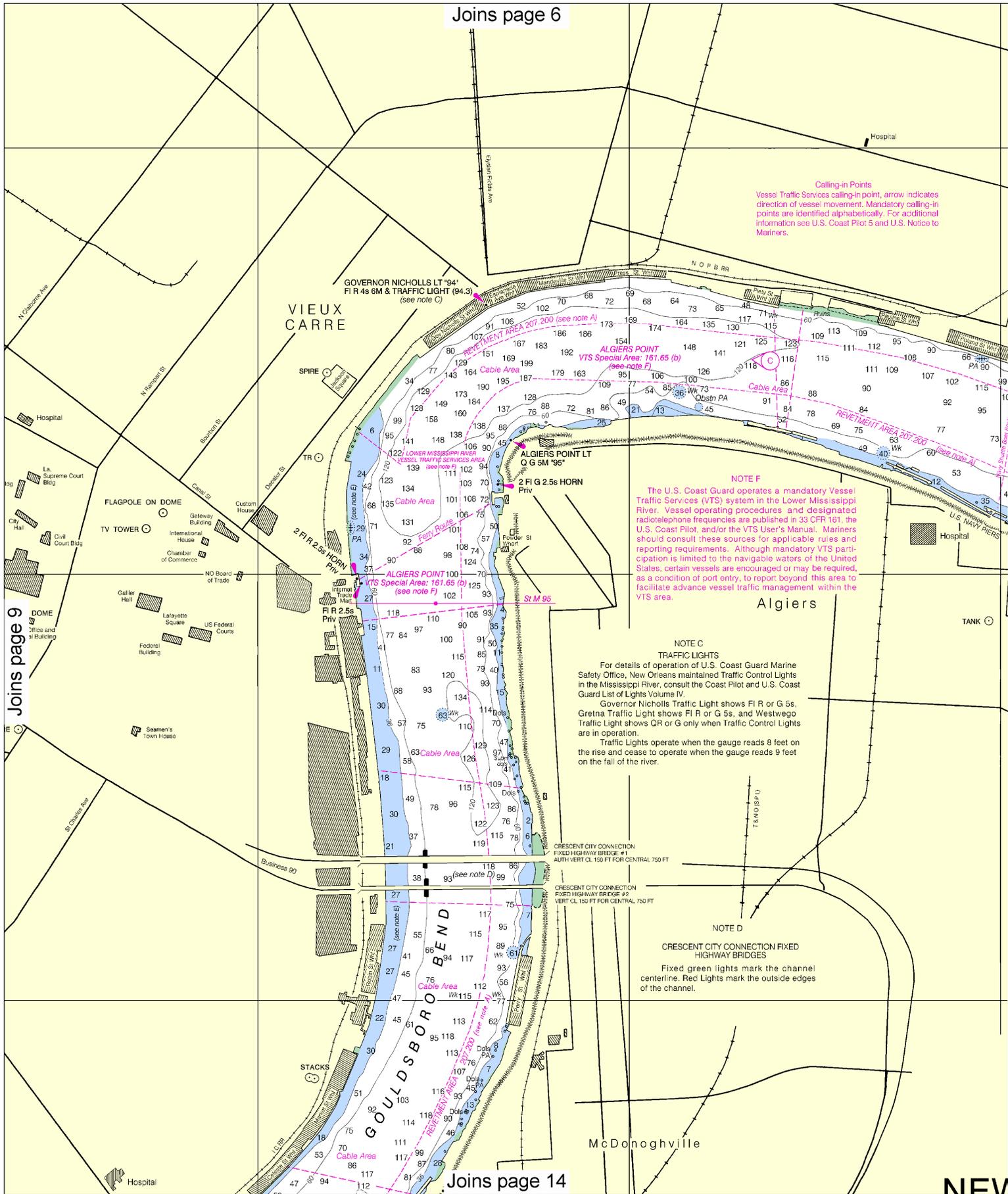


This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012, NGA Weekly Notice to Mariners: 4812 12/1/2012, Canadian Coast Guard Notice to Mariners: n/a.









**Calling-in Points**  
 Vessel Traffic Services calling-in point, arrow indicates direction of vessel movement. Mandatory calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 5 and U.S. Notice to Mariners.

**NOTE F**  
 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.

**NOTE C**  
**TRAFFIC LIGHTS**  
 For details of operation of U.S. Coast Guard Marine Safety Office, New Orleans maintained Traffic Control Lights in the Mississippi River, consult the Coast Pilot and U.S. Coast Guard List of Lights Volume IV.  
 Governor Nicholls Traffic Light shows FI R or G Ss, Gretna Traffic Light shows FI R or G Ss, and Westwego Traffic Light shows QR or G only when Traffic Control Lights are in operation.  
 Traffic Lights operate when the gauge reads 8 feet on the rise and cease to operate when the gauge reads 9 feet on the fall of the river.

**NOTE D**  
**CRESCENT CITY CONNECTION FIXED HIGHWAY BRIDGES**  
 Fixed green lights mark the channel centerline. Red Lights mark the outside edges of the channel.

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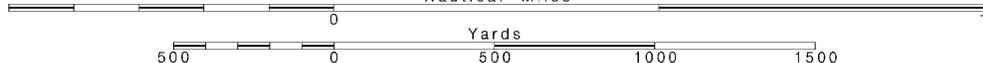
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Note: Chart grid lines are aligned with true north.

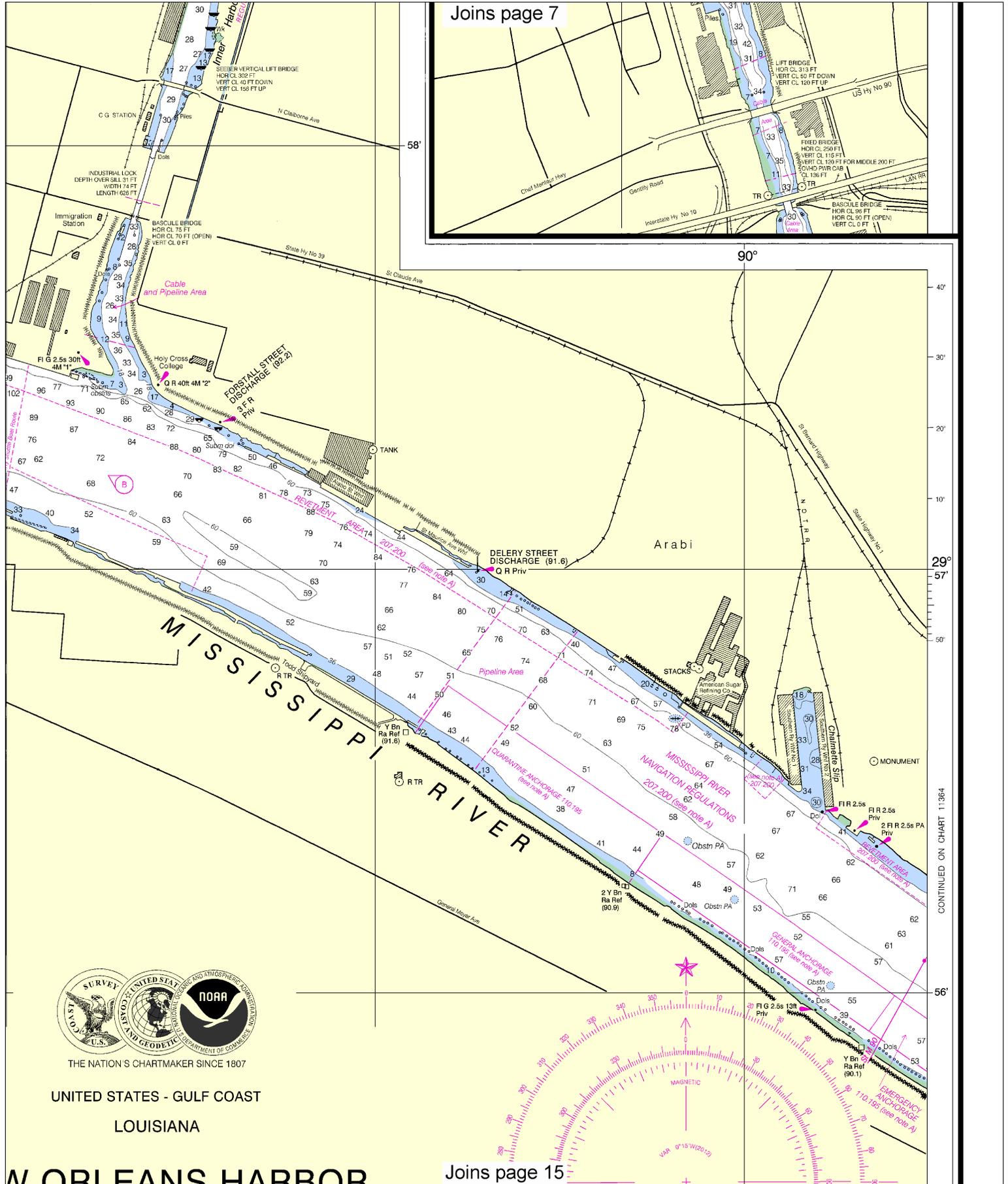
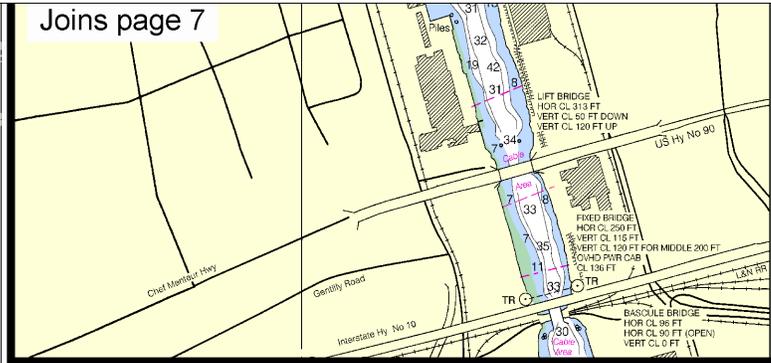
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SCALE 1:15,000  
Nautical Miles

See Note on page 5.



Joins page 7

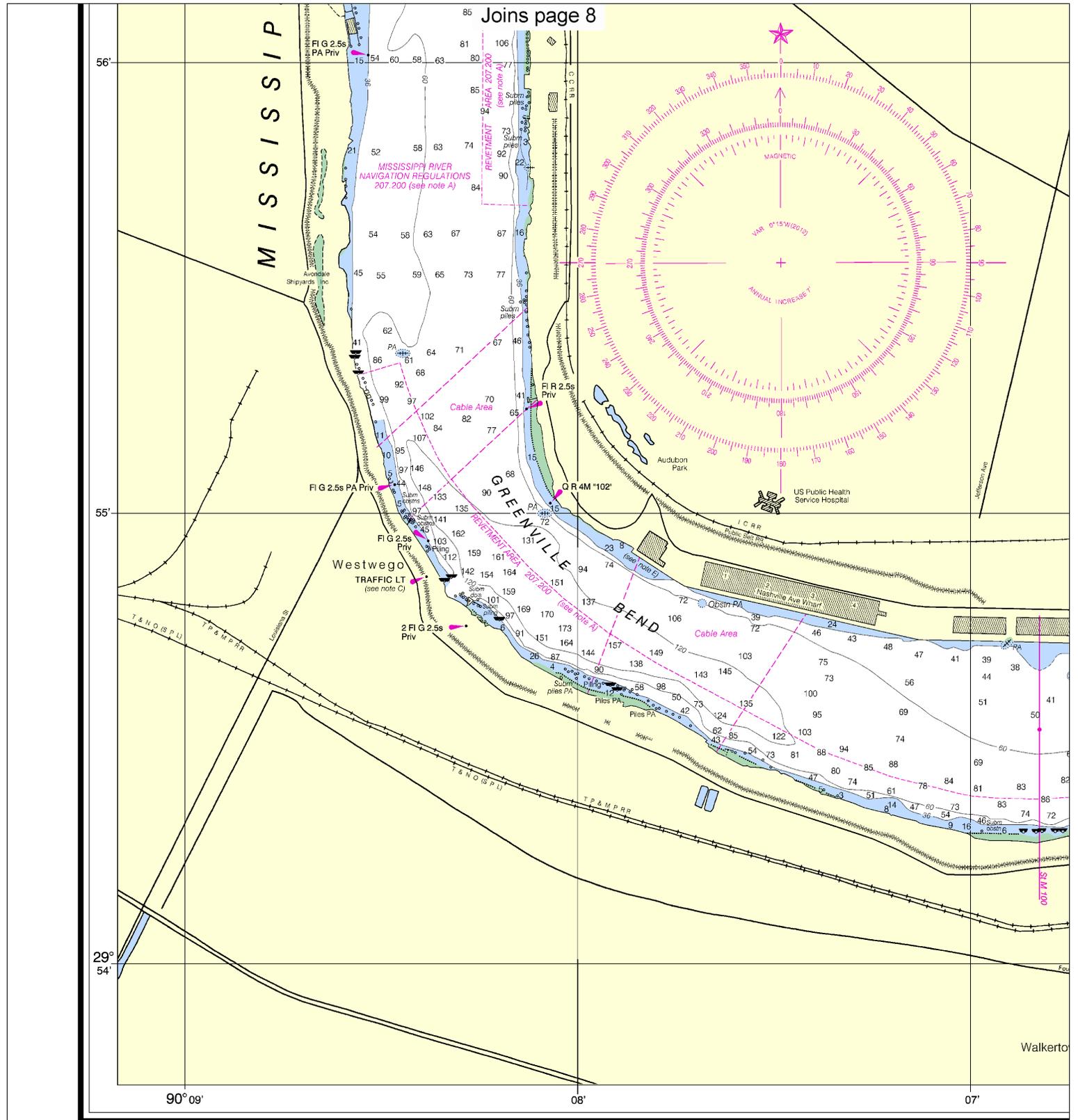


UNITED STATES - GULF COAST  
LOUISIANA

MOBILE BAY

Joins page 15

CONTINUED ON CHART 11364



Joins page 8

25th Ed., Jan. / 12 ■ Corrected through NM Jan. 21/12  
 Corrected through LNM Jan. 10/12

**11368**

**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 Notices to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**PRINT-ON-DEMAND CHARTS**

NOAA and its partner, OceanGrafix, offer this chart updated weekly by and critical corrections. Charts are printed when ordered using Print-on-Demand Editions are available 2-8 weeks before their release as traditional NOAA about Print-on-Demand charts or contact NOAA at <http://ocedata.nce.dn> OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

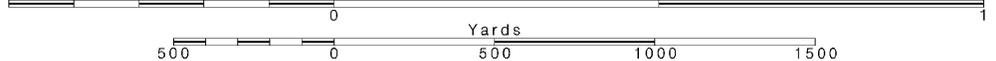
**12**

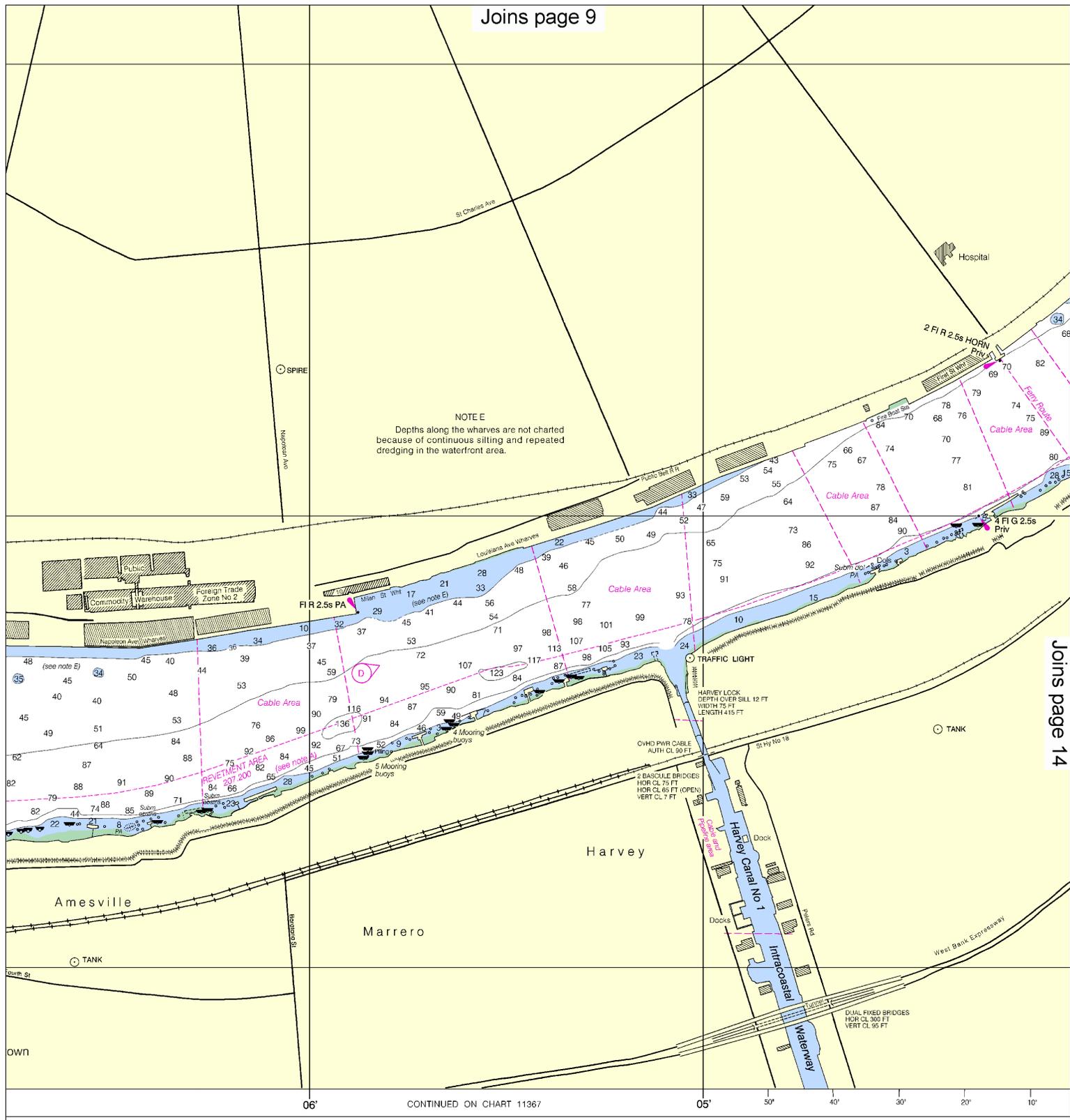
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
 Nautical Miles

See Note on page 5.



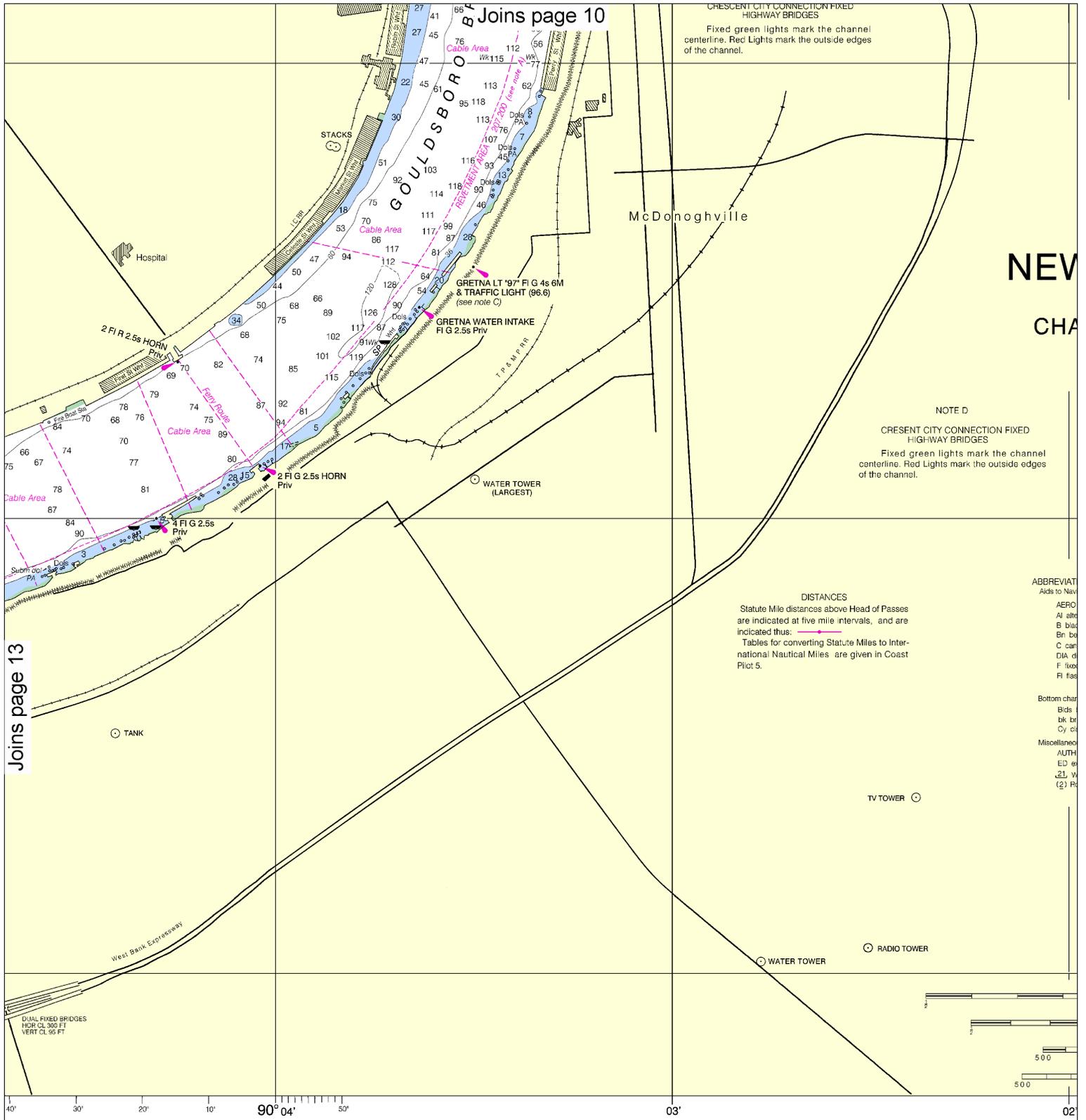


NOTE E  
 Depths along the wharves are not charted because of continuous silting and repeated dredging in the waterfront area.

by NOAA for Notices to Mariners on-Demand technology. New A charts. Ask your chart agent noaa.gov/idrs/inquiry.aspx, or

# SOUNDINGS IN FEET

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



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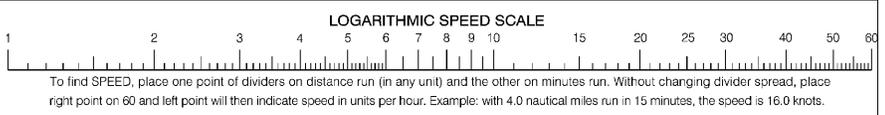
CRESCENT CITY CONNECTION FIXED HIGHWAY BRIDGES  
Fixed green lights mark the channel centerline. Red Lights mark the outside edges of the channel.

NOTE D  
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DISTANCES  
Statute Mile distances above Head of Passes are indicated at five mile intervals, and are indicated thus: Tables for converting Statute Miles to International Nautical Miles are given in Coast Pilot 5.

ABBREVIATIONS  
Aids to Navigation  
AERO  
Al alt  
B bed  
Bn bn  
C can  
DIA dia  
F fixed  
Fl flashing  
Bottom chart  
Bids  
Dk bk  
Cy cy  
Miscellaneous  
AUTH  
ED ed  
L L  
(2) R

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



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:15,000 Nautical Miles See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST  
LOUISIANA

# NEW ORLEANS HARBOR

## CHALMETTE SLIP TO SOUTHPORT

Mercator Projection  
Scale 1: 15,000 at Lat. 29° 57'  
North American Datum of 1983  
(World Geodetic System 1984)

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

DEPTHS IN FEET at Mean Lower Low Water except in the Mississippi River above the Head of Passes where soundings are referred to the Low Water Reference Plane.

### TIDES

At New Orleans, the diurnal range of the tide during low river stages averages 0.8 feet. There is no periodic tide at high river stages.

NOTATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Navigation lights are white unless otherwise indicated:

AO aeronautical	G green	Mo morse code	R TR radio tower
alt	IQ interrupted quick	N nun	Rot rotating
back	ISO isophase	OBSC obscured	s seconds
beacon	LT HC lighthouse	OC occulting	SEC sector
buoy	M nautical mile	OR orange	St M statute miles
diaphone	m minutes	Q quick	VQ very quick
fixed	MICRO TR microwave tower	R red	W white
flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

characteristics:	Co coral	gy gray	Oys oysters	so soft
broken	G gravel	n hard	Rk rock	Sh shells
clay	Grs grass	M mud	S sand	sy sticky

status:	Obstr obstruction	PD position doubtful	Subm submerged
existence doubtful	PA position approximate	Rep reported	

Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
Rocks that cover and uncover, with heights in feet above datum of soundings.

### HEIGHTS

Heights in feet above Mean High Water.

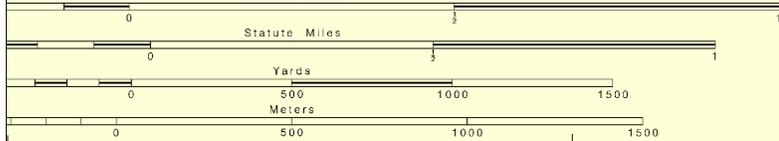
### AUTHORITIES

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

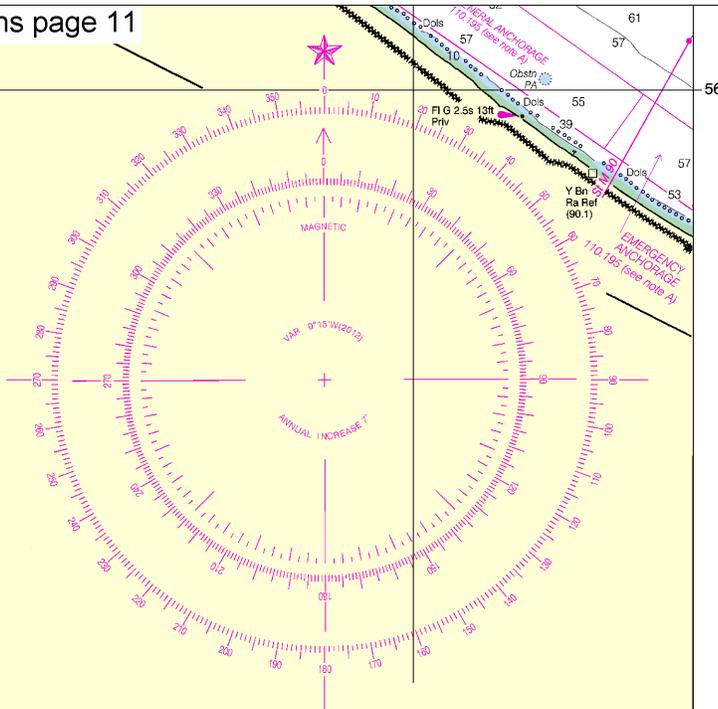
### RADAR REFLECTORS

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

SCALE 1:15,000  
Nautical Miles



Joins page 11



### 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)

### MISSISSIPPI RIVER

The number in parentheses at the lighted aids are distances in statute miles above Head of Passes.

### CAUTION

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### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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

### 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.

### WARNING

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

### POLLUTION REPORTS

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

### 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 0.723" northward and 0.256" westward to agree with this chart.

### 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.

#### OVERHEAD CLEARANCES

Bridge and overhead clearances are in feet and refer to the Mississippi River 1927 High Water Plane (HWP).

29° 54'

8150 X 10389 mm

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

New Orleans Harbor, Chalmette Slip to Southport

11368

SOUNDINGS IN FEET - SCALE 1:15,000



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>



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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.

