BookletChart™

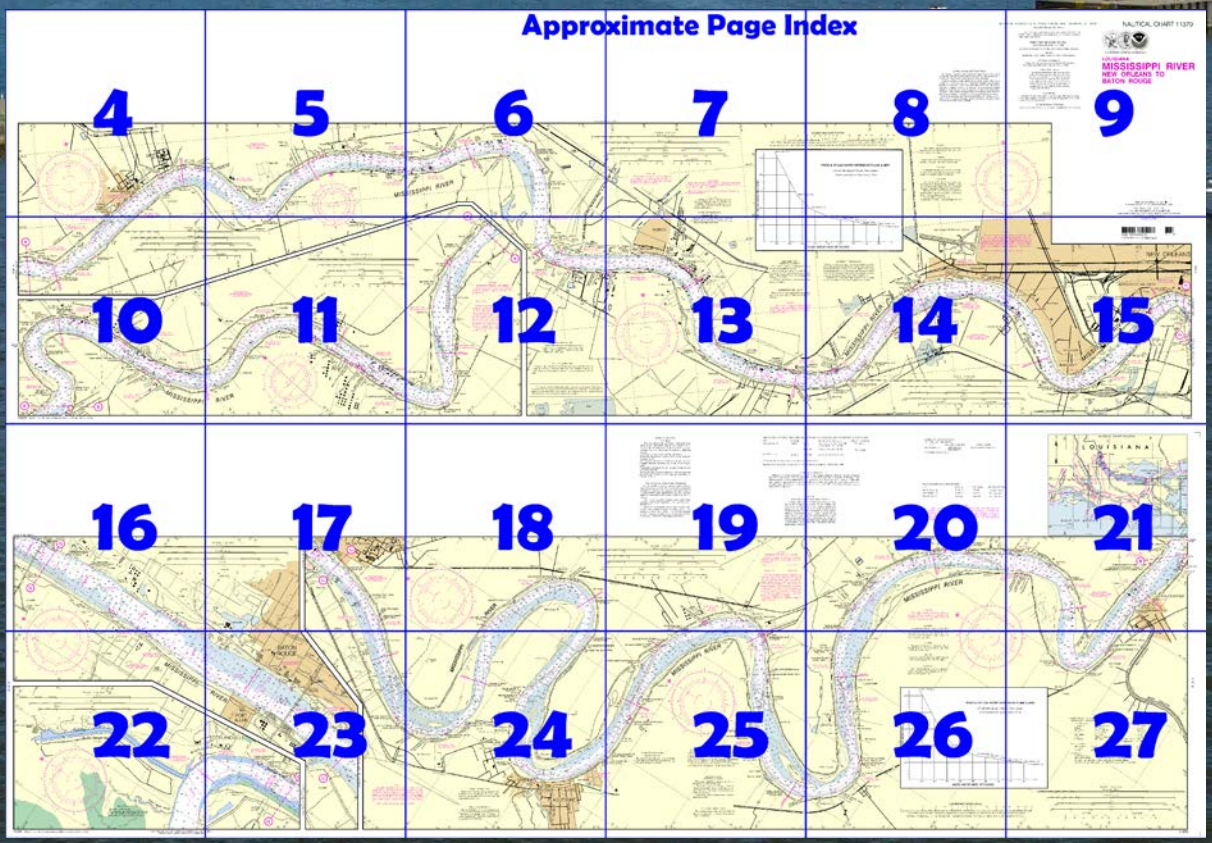
Mississippi River – New Orleans to Baton Rouge

NOAA Chart 11370

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.

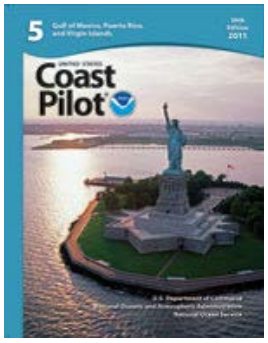
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=11370



[Coast Pilot 5, Chapter 9 excerpts]
Small-craft facilities. Most small-craft facilities are on the canals inside the locks from the river, at Chef Menteur, or at the Municipal Yacht Basin and Orleans Marina at the yacht harbor, 4.6 miles W of the Inner Harbor Navigation Canal, on Lake Pontchartrain. Covered and open berths with electricity for over 800 craft up to 100 feet long are available at the yacht harbor. Two yacht clubs, several boatyards, and service wharves in the yacht harbor have gasoline, diesel fuel, water, ice, provisions, marine supplies, and ramps. Fuel, water, and supplies are also available on the Inner Harbor Navigation Canal, Harvey Canal, and on the Algiers Alternate Route of the Intracoastal Waterway.
Above New Orleans, the Mississippi River is used by oceangoing vessels to Baton Rouge, about 135 miles above Canal Street.
The **Bonnet Carre Floodway** is on the N side of the river 127.9 miles AHP. When the spillway is in operation due to high stages of the river, all vessels are directed to steer a course sufficiently close to the S bank to avoid possible crosscurrents or draw resulting from water being diverted through the spillway and flowing toward and into Lake Pontchartrain.
Dangers.–Logs and other floating debris are likely to be encountered in the river at all times. Operators of small craft are advised to maintain a sharp lookout. Night travel by small craft is not recommended because of the hazard of floating obstructions.
Ferries.–Vehicular ferries cross the river at Reserve, 138.0 miles AHP; White Castle, 191.2 miles AHP; and Plaquemine, 207.7 miles AHP.
Bridges.–High-level highway bridges with a minimum clearance of 125 feet cross the river above New Orleans at Luling, 121.8 miles AHP; Wallace, 146.1 miles AHP; Union, 167.4 miles AHP; and Baton Rouge, 229 miles AHP.
Cables.–Overhead power cables with a minimum clearance of 149 feet cross the river at Nine Mile Point, 103.6 miles AHP; 1 mile above the Huey P. Long Bridge at Bridge City, 107.2 miles AHP; Montz, 129.1 and 129.6 miles AHP; Point Pleasant, 201.5 miles AHP; Lukeville, 224 miles AHP; and Baton Rouge, 232.8 miles AHP.
Anchorages.–Anchorages are at Baton Rouge on the W bank of the river below the Port Allen Locks and in midriver immediately below and above the U.S. Interstate 10 bridge. Temporary anchorages may be prescribed by the Commander, Eighth Coast Guard District and published in the Local Notice to Mariners. (See **110.1 and 110.195**, chapter 2, for anchorage limits and regulations.)
Dangers.–Mariners departing Greater Baton Rouge Port Commission Dock No. 2 are advised to use extreme caution when turning vessels downstream. Strong currents associated with high water have caused vessels departing this facility to be set down upon the fender system of the Interstate Route 10 fixed highway bridge causing extensive damages. The New Orleans-Baton Rouge Steamship Pilots report that currents in excess of 7 knots have been observed. Mariners should consider moving vessels well above or below the bridge before turning downstream.
Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)
Baton Rouge is a **customs port of entry.**
Caution.–The outflow channels are not navigation channels. A flashing amber light on the S point of each of the outflow channels indicates when the control structures are in operation. Very dangerous currents exist at the sites, especially during the high water season. Vessels transiting this reach of the Mississippi are cautioned to navigate within the buoyed navigation channel to avoid possible crosscurrents and being drawn down into the control structures.
The upper Old River control structure, at mile 314.5 AHP, is within a **safety zone.** (See **165.1 through 165.7, 165.20 through 165.25, and 165.802**, chapter 2, for limits and regulations.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Table of Selected Chart Notes

CAUTION

Mariners are warned that logs and other floating debris are constant dangers to navigation. Night travel by small craft is not recommended because of the hazard of floating obstructions.

NOTE B

Numerous uncharted mooring buoys exist in the vicinity of the Huey P. Long Bridge.

WARNING

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

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

CAUTION

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

CAUTION

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

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

BATON ROUGE HARBOR

The project depth is 12 feet.

The controlling depth is published in Navigation Bulletins issued periodically by the New Orleans District Corps of Engineers, New Orleans, LA.

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.

MISSISSIPPI RIVER
CROSSING CHANNELS

The project depth for crossing channels is 45 feet for a width of 500 feet.

The controlling depths are published in Navigation Bulletins issued periodically by the New Orleans District Corps of Engineers, New Orleans, Louisiana.

Crossing channel may be marked by buoys during low water.

CAUTION

Mariners are warned that logs and other floating debris are constant dangers to navigation. Night travel by small craft is not recommended because of the hazard of floating obstructions.

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

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

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.

TIDAL INFORMATION

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

MISSISSIPPI RIVER LIGHTS

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

CAUTION

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

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 0.702" northward and 0.342" westward to agree with this chart.

MISSISSIPPI RIVER
CROSSING CHANNELS

The project depth for crossing channels is 45 feet for a width of 500 feet.

The controlling depths are published in Navigation Bulletins issued periodically by the New Orleans District Corps of Engineers, New Orleans, Louisiana.

Crossing channel may be marked by buoys during low water.

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) o(Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

MISSISSIPPI RIVER LIGHTS

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

CAUTION

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

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.

MISSISSIPPI RIVER BUOYS

Due to frequently changing river stages and river currents, which often necessitate the repositioning, discontinuance, and establishment of floating aids to navigation, many buoys maintained by the U.S. Coast Guard are not shown on this chart, with the exception of the Huey P. Long Bridge approach buoys and the Lighted Wreck Buoy "WR4" at Mile 115.4.

Consult the U.S. Coast Guard Light List (Vol IV, Gulf of Mexico) and the Local Notice to Mariners, for additional information.

OVERHEAD CLEARANCES

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

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."

MISSISSIPPI RIVER BUOYS

Due to frequently changing river stages and river currents, which often necessitate the repositioning, discontinuance, and establishment of floating aids to navigation, many buoys maintained by the U.S. Coast Guard are not shown on this chart, with the exception of the Huey P. Long Bridge approach buoys and the Lighted Wreck Buoy "WR4" at Mile 115.4.

Consult the U.S. Coast Guard Light List (Vol IV, Gulf of Mexico) and the Local Notice to Mariners, for additional information.

CAUTION

WARNINGS 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.

HEIGHTS

Heights are in feet. Contour elevations refer to mean sea level.

DISTANCES

Statute Mile distances above Head of Passes are indicated at five mile intervals, one mile intervals on the Baton Rouge extension, and are indicated thus:

Tables for converting Statute Miles to International Nautical Miles are given in Coast Pilot 5.

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.

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.

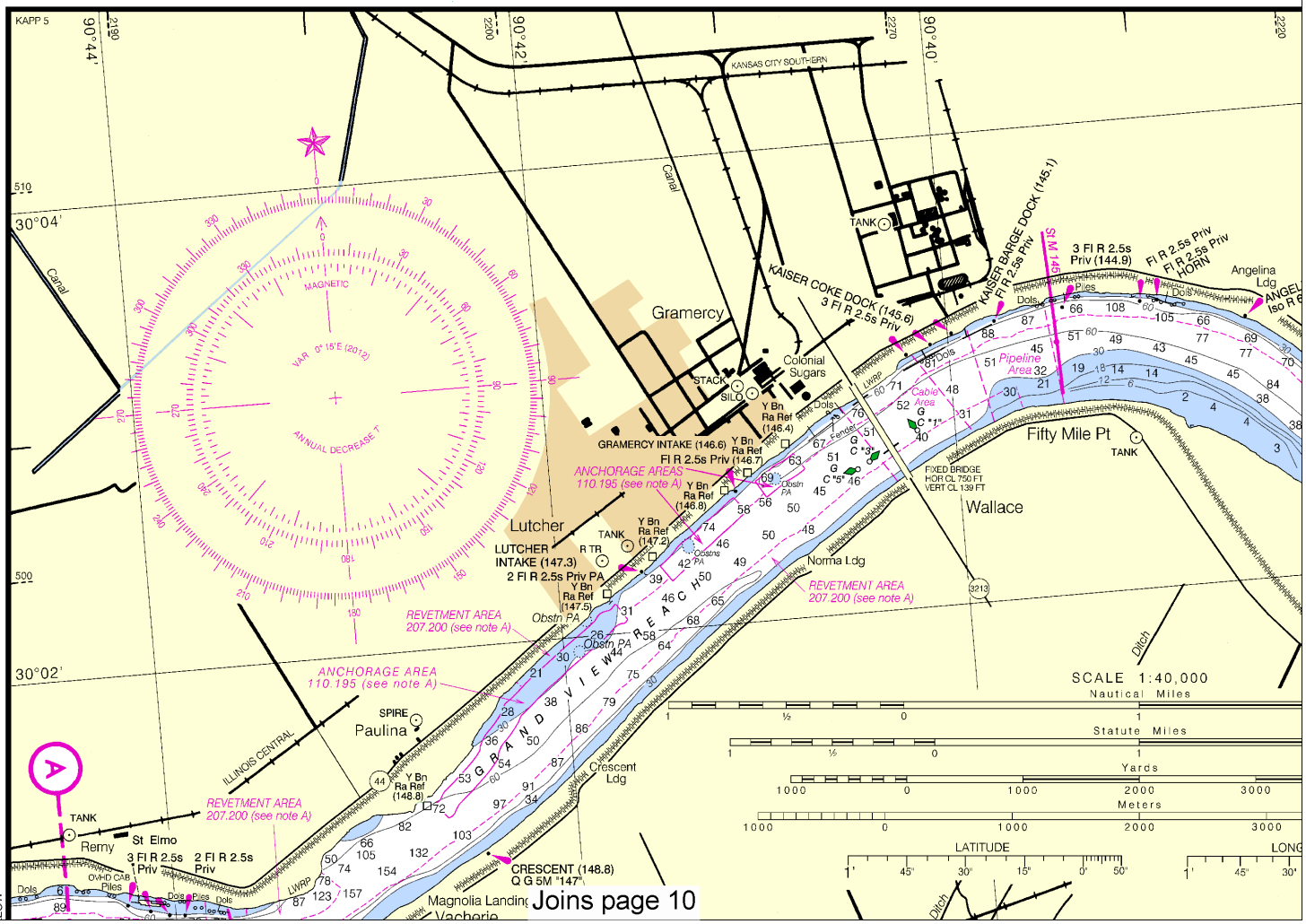
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

MERCATOR PROJECTION AT SCALE 1:40,000 AND 1:20,000 AT LAT. 30°00'

SOUNDINGS IN FEET

Soundings are in feet and refer to a Low Water Reference Plane (LWRP), related to Mean Sea Level, established by the Corps of Engineers. (See Profile for elevations)

North American Datum of 1983
(World Geodetic System of 1984)



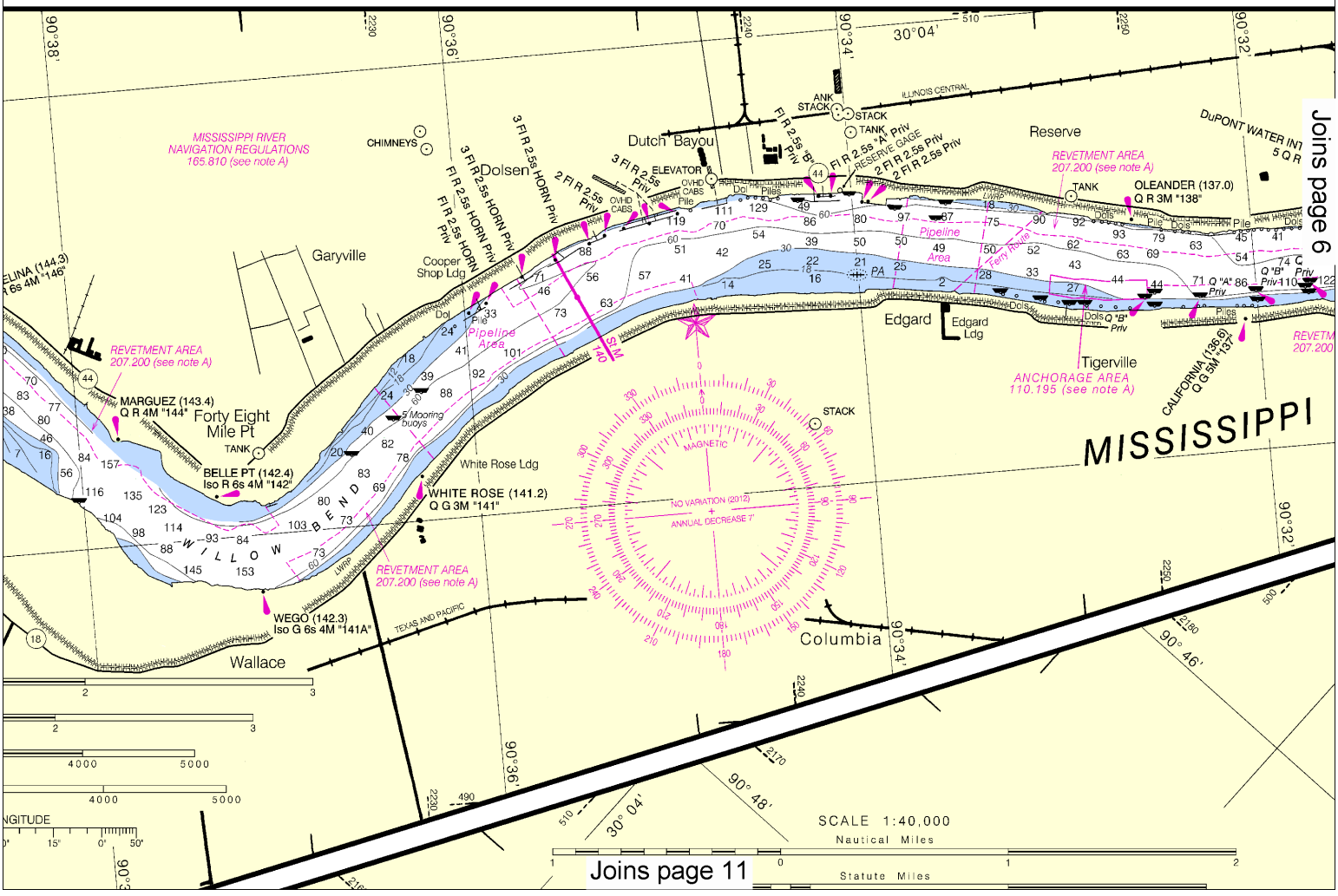
4

Note: Chart grid lines are aligned with true north.

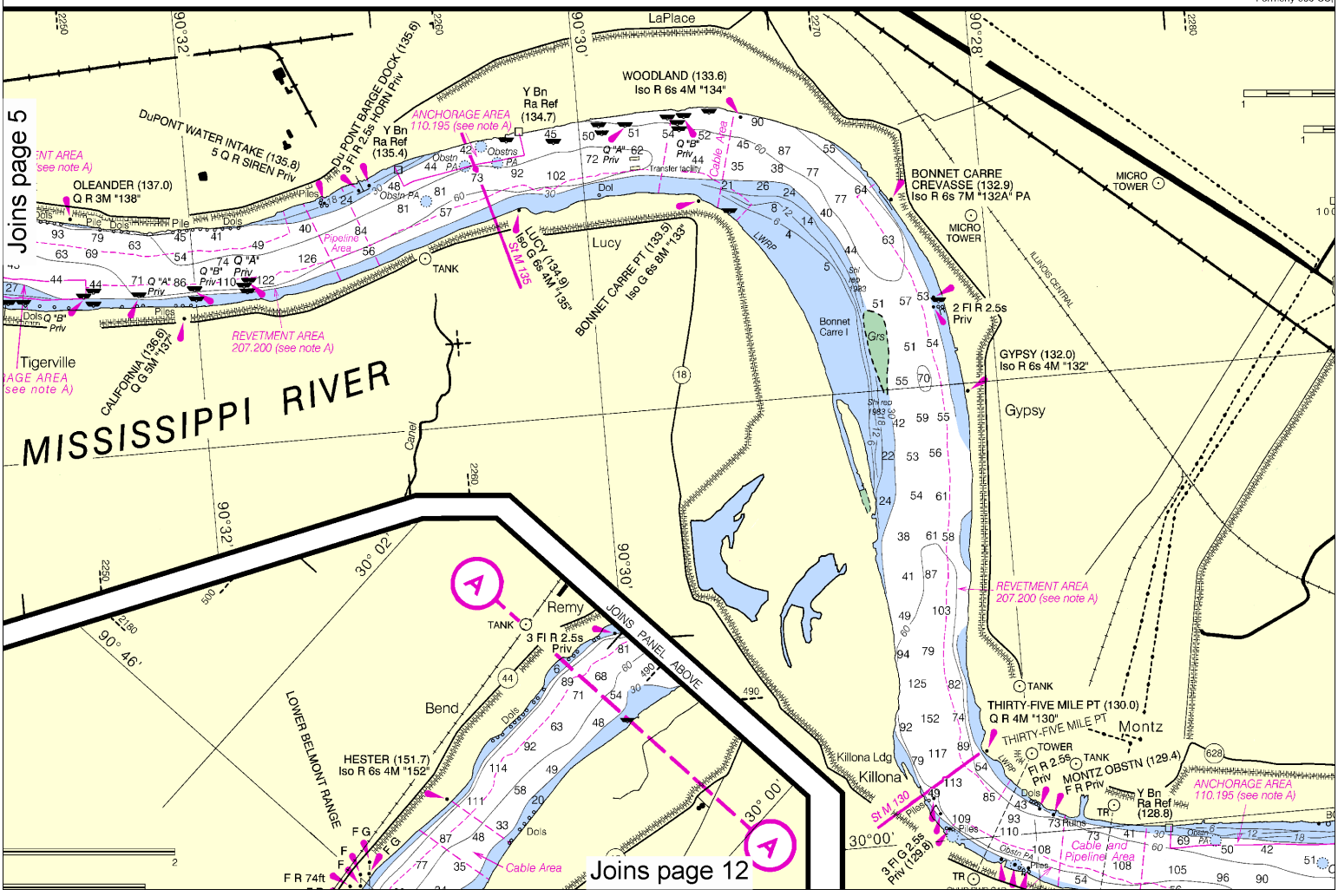
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



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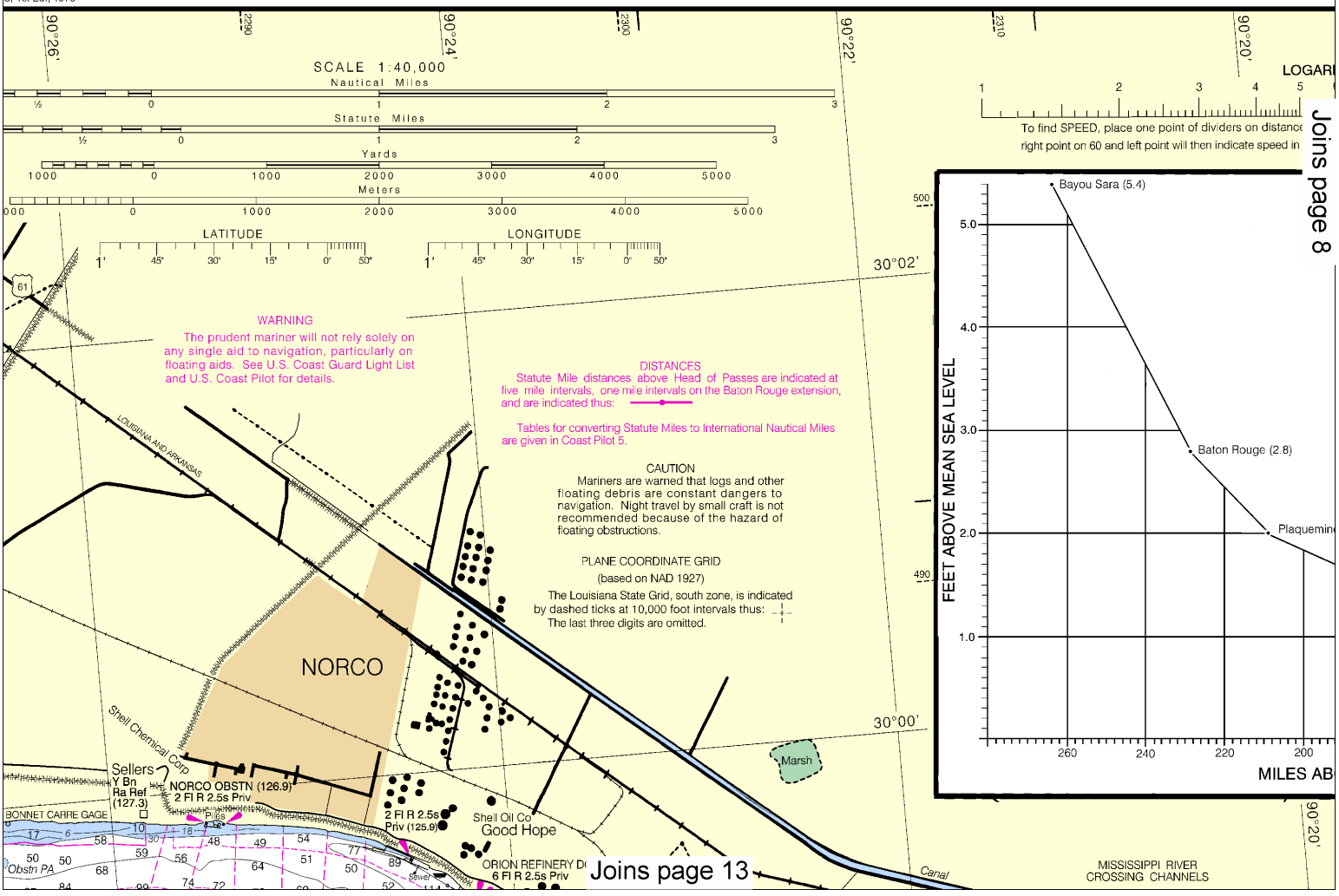
Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500



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This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4912 12/8/2012,
Canadian Coast Guard Notice to Mariners: n/a.

TIDAL INFORMATION

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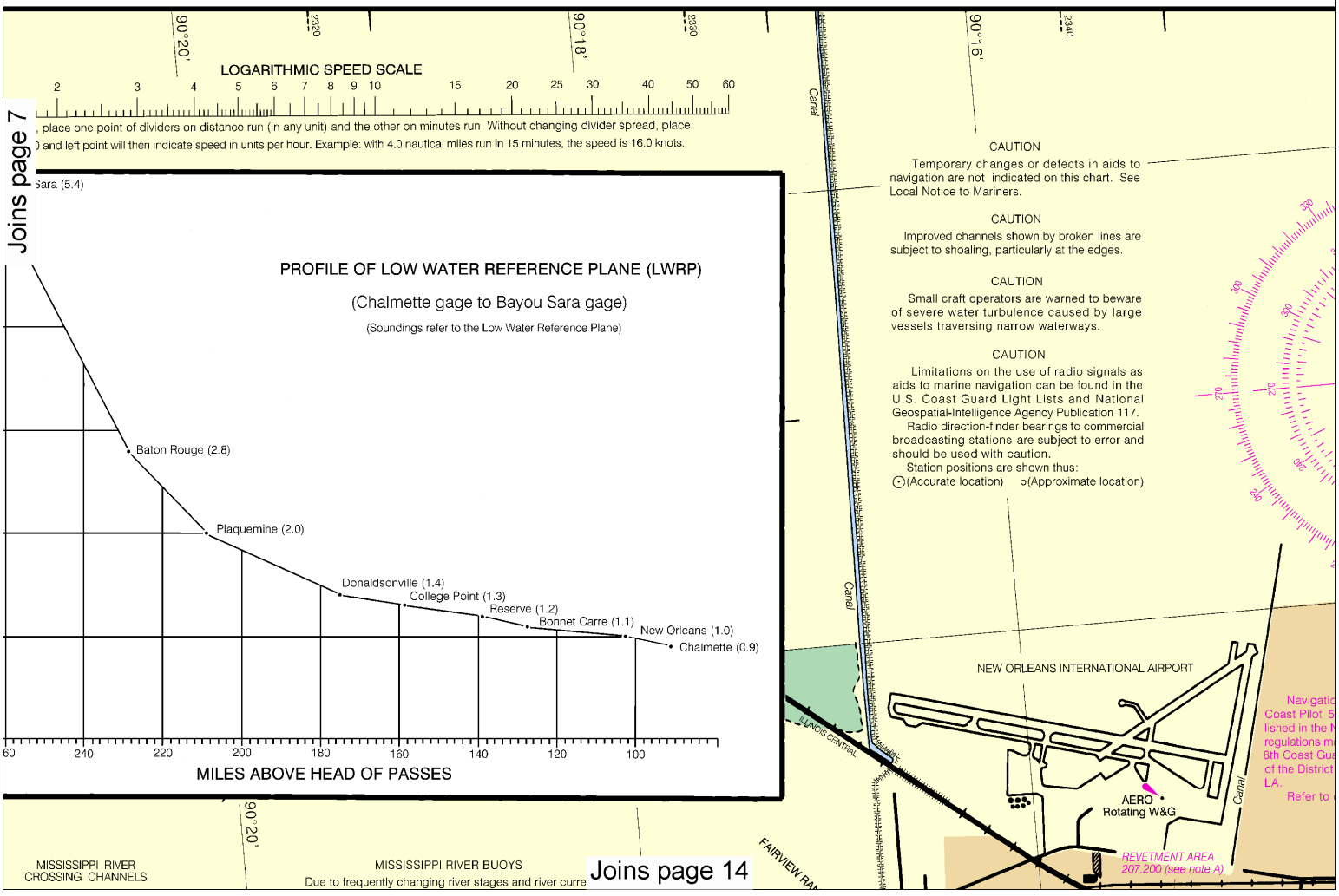

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Yards
500 0 500 1000 1500 2000 2500

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MERCATOR PROJECTION AT SCALE 1:40,000 AND 1:20,000 AT LAT. 30°00'

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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.

SUPPLEMENTAL INFORMATION

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

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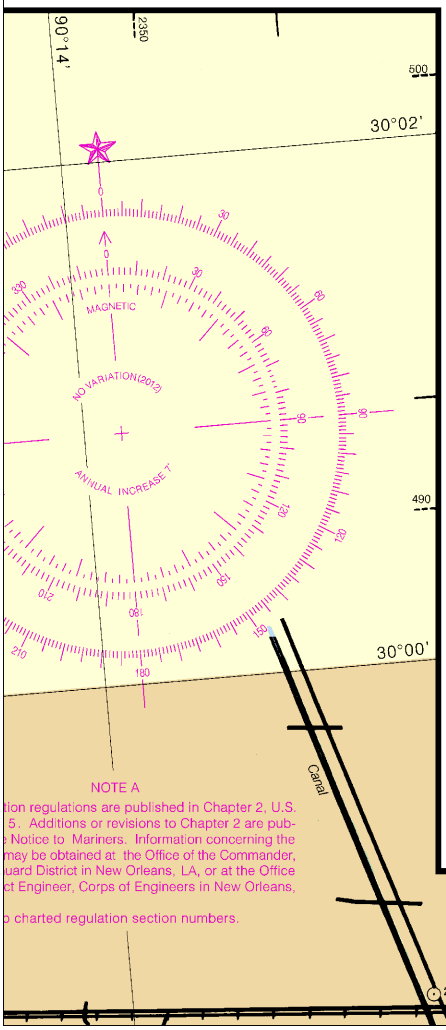
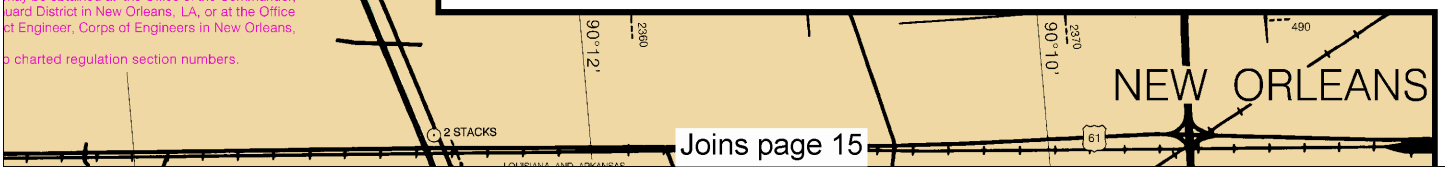


NOTE A

ion regulations are published in Chapter 2, U.S. 5. Additions or revisions to Chapter 2 are pub- Notice to Mariners. Information concerning the may be obtained at the Office of the Commander, uard District in New Orleans, LA, or at the Office ct Engineer, Corps of Engineers in New Orleans,

charted regulation section numbers.



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THE NATION'S CHARTMAKER SINCE 1807

NAUTICAL CHART 11370

INTRACOASTAL WATERWAY

LOUISIANA

MISSISSIPPI RIVER

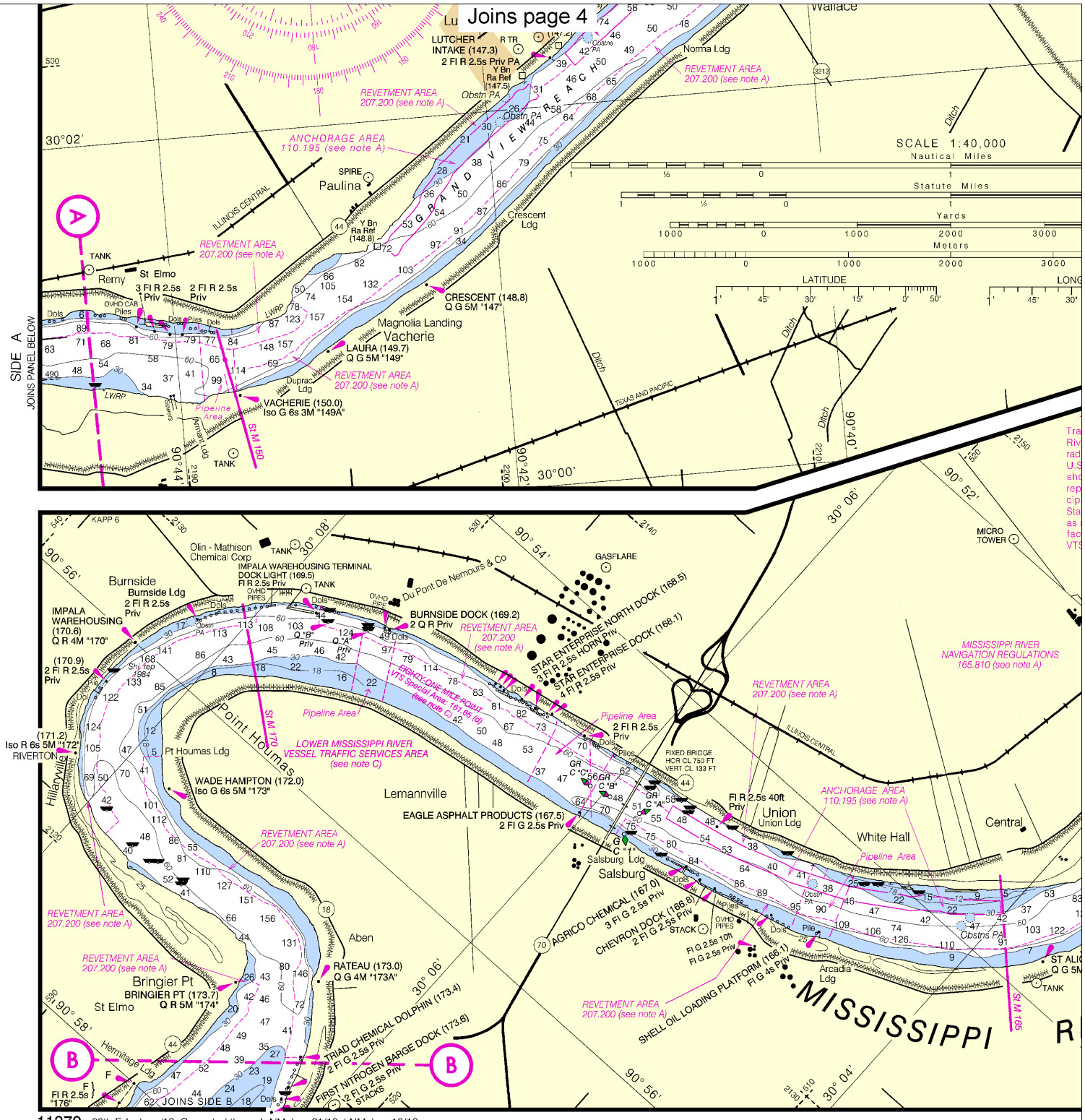
NEW ORLEANS TO BATON ROUGE

Chart 11370 28th Ed., Jan. /12 ■
Corrected through NM Jan. 21/12, LNM Jan. 10/12

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

NSN 7642014010233
NGA REFERENCE NO. 11XHA11370

ED.NO. 28



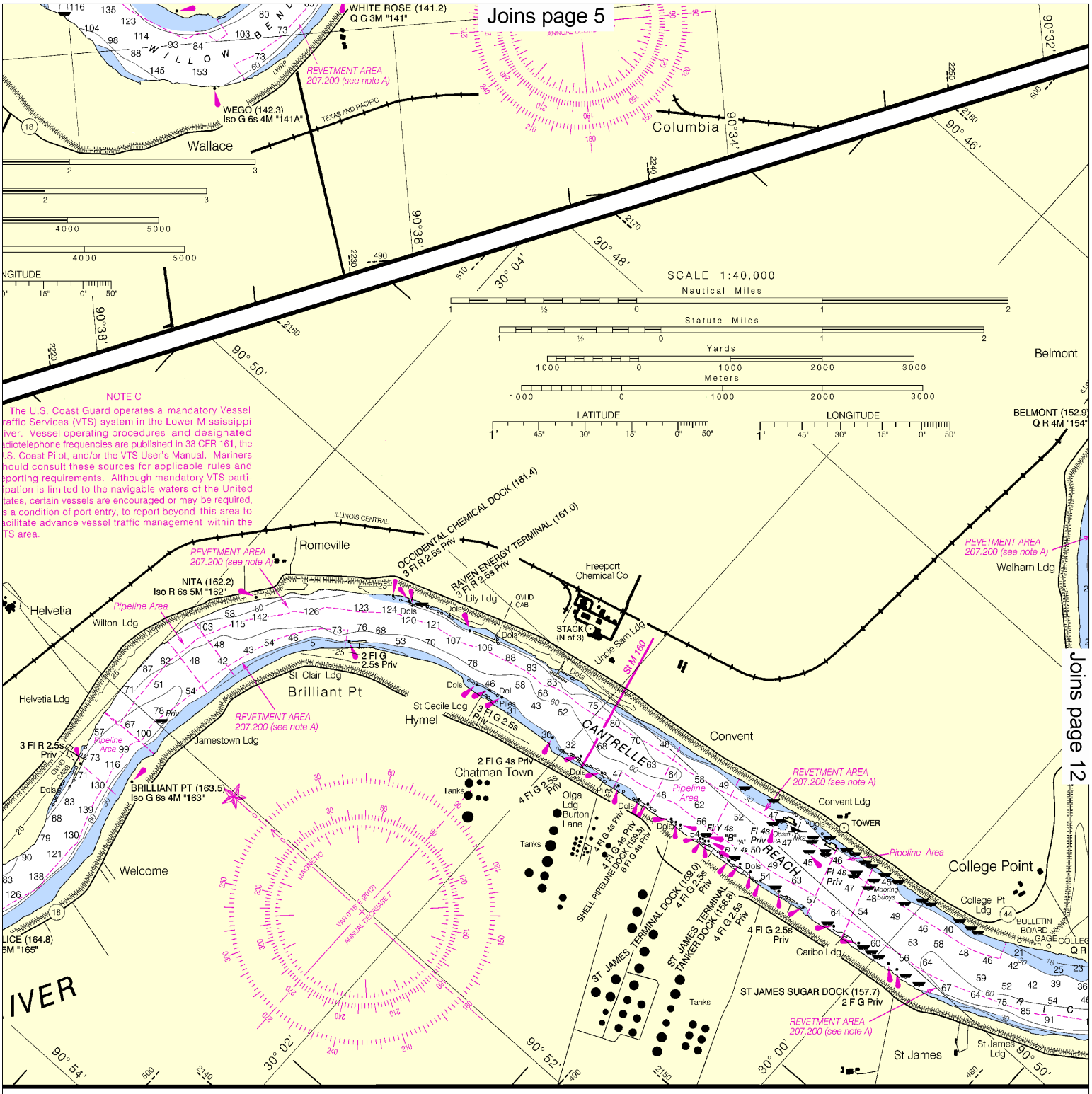
11370 28th Ed., Jan. /12; Corrected through NM Jan. 21/12, LNM Jan. 10/12

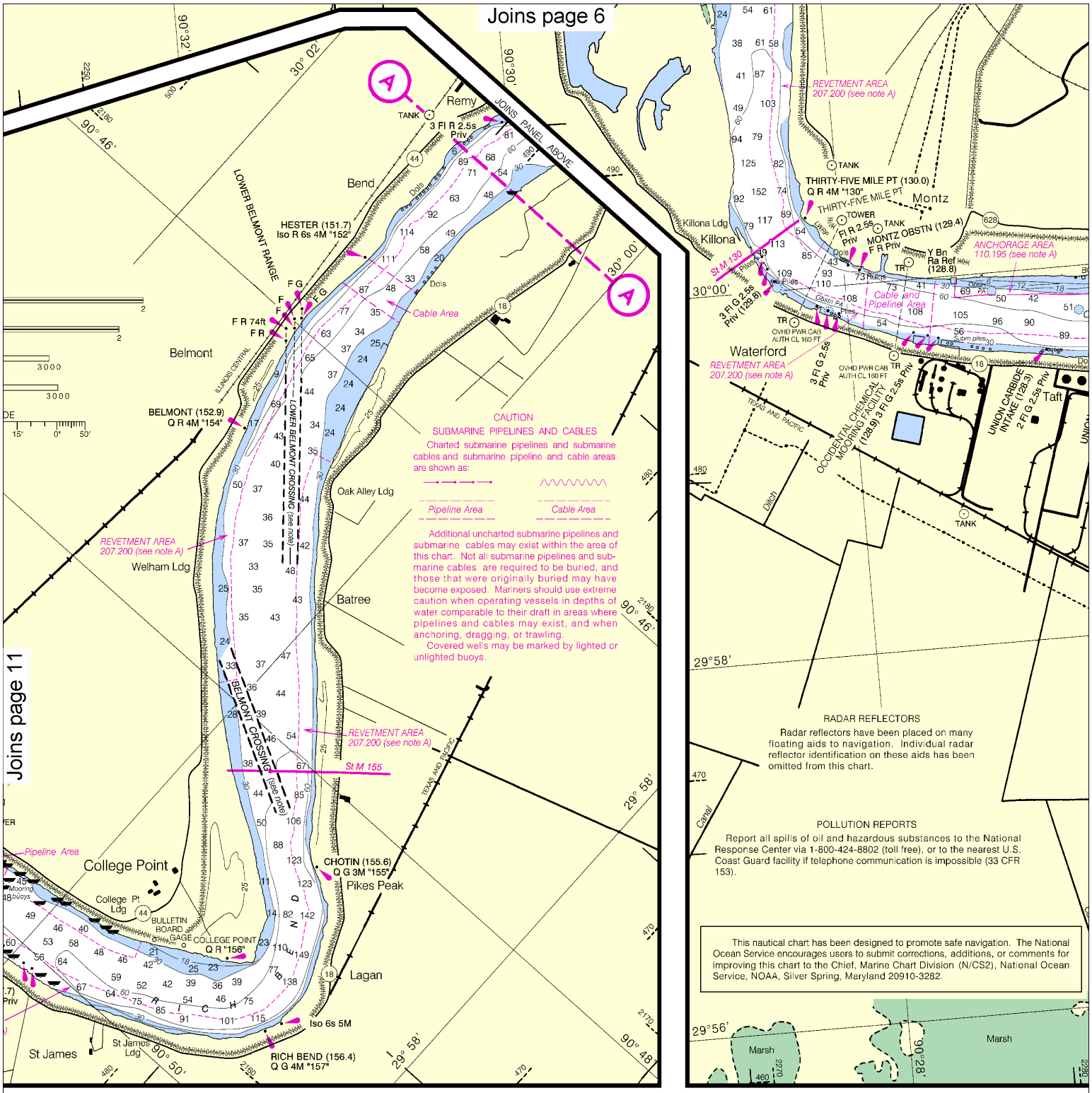
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500


Joins page 5
WHITE ROSE (141.2)
Q G 3M "141"
REVETMENT AREA
207.200 (see note A)
WEGO (142.3)
Iso G 6s 4M "141A"
Wallace
Columbia
SCALE 1:40,000
Nautical Miles
Statute Miles
Yards
Meters
LATITUDE
LONGITUDE
Belmont
BELMONT (152.9)
Q R 4M "154"
NOTE C
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.
ILLINOIS CENTRAL
Romeville
OCCIDENTAL CHEMICAL DOCK (161.4)
3 Fl R 2.5s Priv
RAVEN ENERGY TERMINAL (161.0)
3 Fl R 2.5s Priv
Freeport Chemical Co
STACK (N of 3)
Lily Ldg
Uncle Sam Ldg
NITA (162.2)
Iso R 6s 5M "162"
Helvetia
Wilton Ldg
Pipeline Area
2 Fl G 2.5s Priv
St Clair Ldg
Brilliant Pt
Helvetia Ldg
Jamestown Ldg
St Cecile Ldg
Hymel
CANTRELLE
Convent
Welham Ldg
3 Fl R 2.5s Priv
BRILLIANT PT (163.5)
Iso G 6s 4M "163"
2 Fl G 4s Priv
Chatman Town
4 Fl G 2.5s Priv
Olga Ldg
Burton Lane
Tanks
Convent Ldg
TOWER
REACH
Fl Y 4s "B"
Fl 4s Priv
Obstn Wks
Pipeline Area
College Point
College Pt Ldg
BULLETIN BOARD
GAGE COLLEGE
Welcome
SHELL PIPELINE DOCK (159.8)
6 Fl G 4s Priv
ST JAMES TERMINAL DOCK (159.0)
4 Fl G 2.5s Priv
ST JAMES TERMINAL TANKER DOCK (158.8)
4 Fl G 2.5s Priv
Caribo Ldg
ST JAMES SUGAR DOCK (157.7)
2 F G Priv
St James
St James Ldg
Joins page 12
Joins page 17

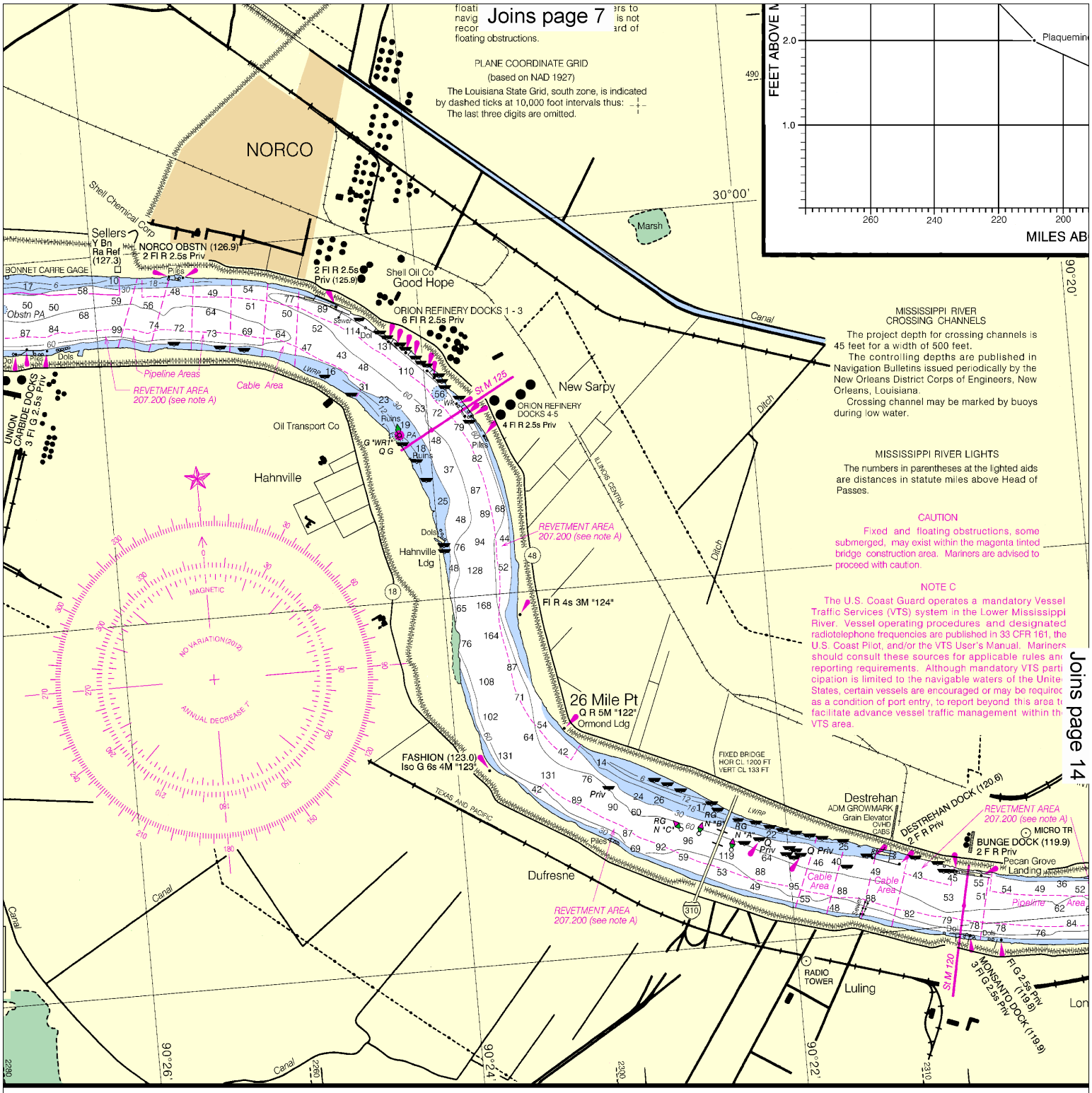


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500



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

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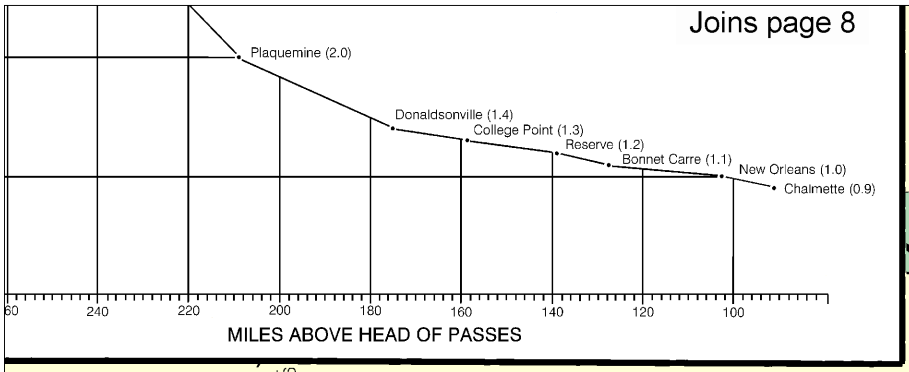
BROADCASTS OF MARINE WEATHER FORECASTS AND WAR

CITY	STATION	kHz	BI
New Orleans, LA	NMG	2670	4
			3
		157.1 MHz	4
Grand Isle, LA	NMG-15	157.1 MHz	4

Joins page 8



MISSISSIPPI RIVER CROSSING CHANNELS

project depth for crossing channels is for a width of 500 feet. controlling depths are published in on Bulletins issued periodically by the eans District Corps of Engineers, New , Louisiana. sing channel may be marked by buoys ow water.

MISSISSIPPI RIVER LIGHTS

umbers in parentheses at the lighted aids tances in statute miles above Head of

CAUTION

ixed and floating obstructions, some ged, may exist within the magenta tinted construction area. Mariners are advised to with caution.

NOTE C

Coast Guard operates a mandatory Vessel ces (VTS) system in the Lower Mississippi el operating procedures and designated e frequencies are published in 33 CFR 161, the lot and/or the VTS User's Manual. Mariners ese sources for applicable rules and ents. Although mandatory VTS parti- to the navigable waters of the United els are encouraged or may be required, ort entry, to report beyond this area to vessel traffic management within the

MISSISSIPPI RIVER BUOYS

Due to frequently changing river stages and river currents, which often necessitate the repositioning, discontinuance, and establishment of floating aids to navigation, many buoys maintained by the U.S. Coast Guard are not shown on this chart, with the exception of the Huey P. Long Bridge approach buoys and the Lighted Wreck Buoy "WR4" at Mile 115.4.

Consult the U.S. Coast Guard Light List (Vol IV, Gulf of Mexico) and the Local Notice to Mariners, for additional information.

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.

Joins page 13

Joins page 20

OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

	STATION	kHz	BROADCAST TIMES-CST	SPECIAL WARNING
LA	NMG	2670	4:35, 6:35, 10:35 & 11:50 AM 3:50 4:35 PM & 11:50 PM	*On receipt
		157.1 MHz	4:50 & 10:50 AM 4:50 PM	*On receipt
	NMG-15	157.1 MHz	4:35 & 10:35 AM 4:35 PM	

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.-

*Recording (24 hours daily)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500

Joins page 9

Chart 11370 28th Ed., Jan. /12 ■
Corrected through NM Jan. 21/12, LNM Jan. 10/12

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

NSN 7642014010233
NGA REFERENCE NO. 11XHA11370
ED. NO. 28

NOTE A

tion regulations are published in Chapter 2, U.S. 5. Additions or revisions to Chapter 2 are pub- Notice to Mariners. Information concerning the may be obtained at the Office of the Commander, uard District in New Orleans, LA, or at the Office ct Engineer, Corps of Engineers in New Orleans,

o charted regulation section numbers.

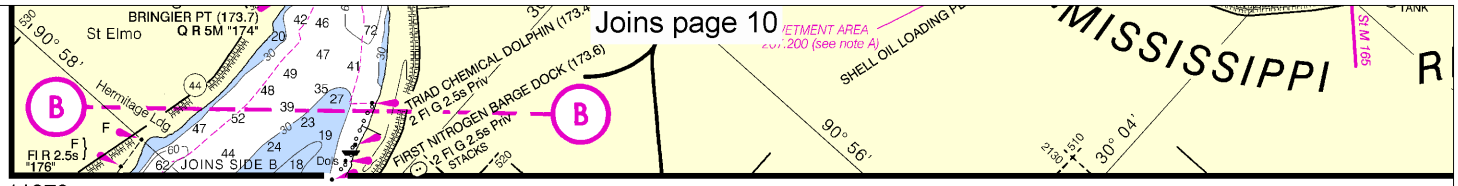
NEW ORLEANS
JEFFERSON HEIGHTS
HARAHAN
Oak Manor
River Ridge
Twelve Mile Pt
Bridge City
Nine Mile Pt
Southport
Avondale
Waggaman
Marsh
MISSISSIPPI RIVER
CARROLLTON BEND
2 STACKS
LOUISIANA AND ARKANSAS
ILLINOIS CENTRAL
Canal
Cable Area
Pipeline Area
REVETMENT AREA 207.200 (see note A)
SOUTHPORT (104.7) Iso R 6s 7M "104"
JEFFERSON INTAKE (105.1) 10 Fl R 2.5s HORN Priv
3 Fl R 2.5s Priv
Fl R 6s HORN Priv Q R 5M "112"
Q R 5M "110"
4 Fl G 2.5s Priv
5 Mooring buoys
6 Mooring buoys
NOTE B
Numerous uncharted mooring buoys exist in the vicinity of the Huey P. Long Bridge.
HUEY P LONG Bridge under construction (see note)
OVHD TEL CAB AUTH CL 133 FT
OVHD PWR CAB AUTH CL 176 FT
OVHD PWR CAB AUTH CL 155 FT
OVHD PWR CAB CL 149 FT
MICRO TOWER
4 STACKS
Avondale Shipyards Inc
American Liberty Oil Co
Exxon Oil and Refining Co
TEXAS AND PACIFIC
SOUTHERN PACIFIC
WAGGAMAN (109.1) Iso G 6s 5M "109"
RADIO TOWER
St M 105
St M 110
30°00'
29°58'
29°56'
90°12'
90°10'
90°14'
90°08'
90°06'

SIDE A
JOINS CHART 11367
CONTINUED ON CHART 11368

11370

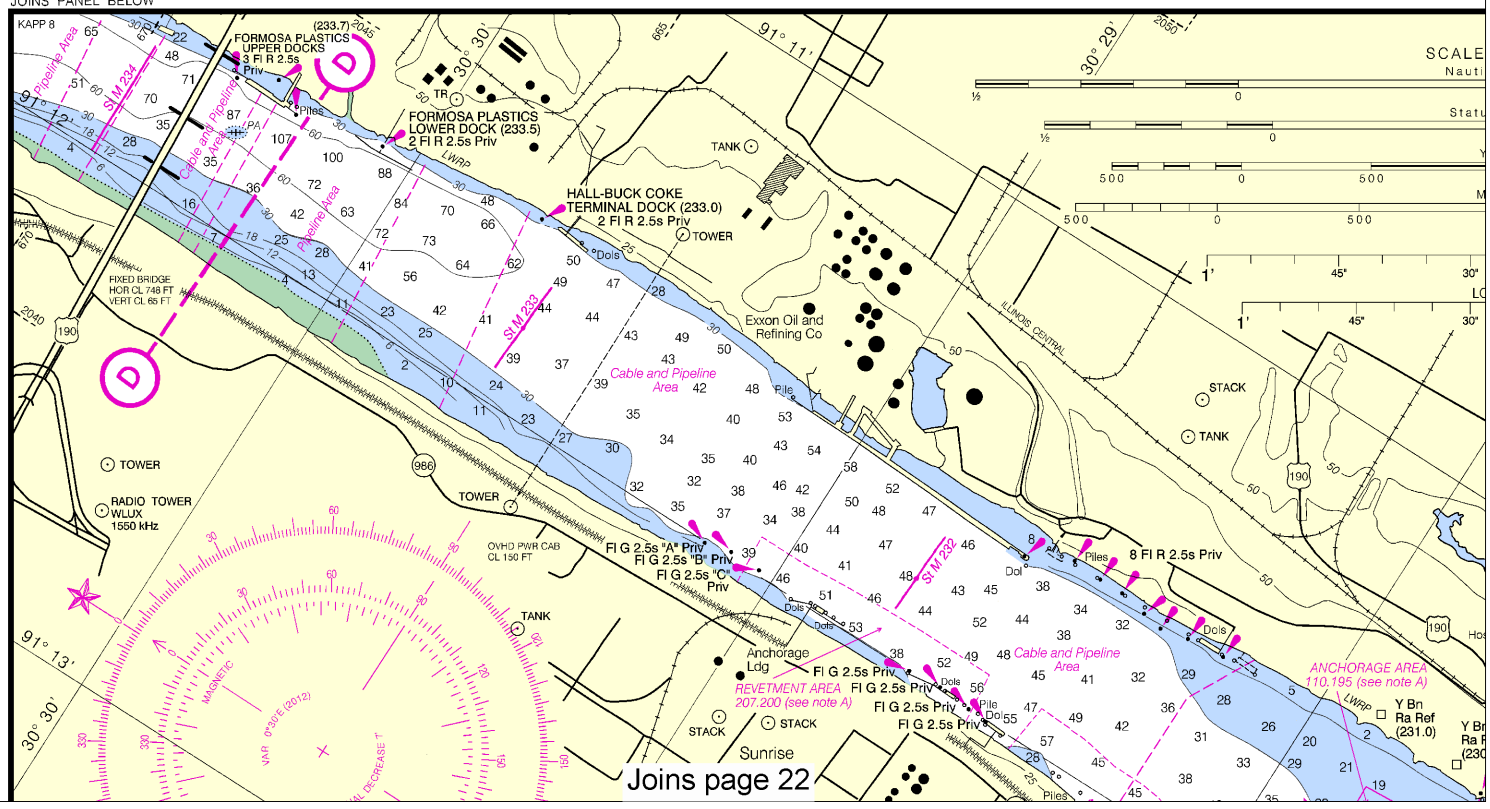
NAUTICAL CHART DIAGRAM
LOUISIANA
92°
91°
90°

Joins page 21



11370 28th Ed., Jan. /12; Corrected through NM Jan. 21/12, LNM Jan. 10/12

JOINS PANEL BELOW

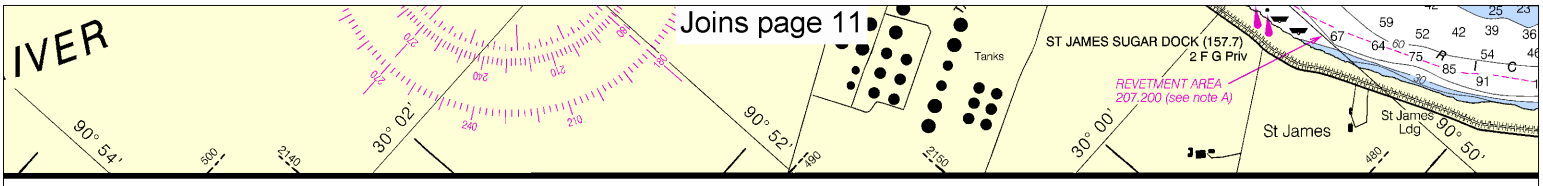


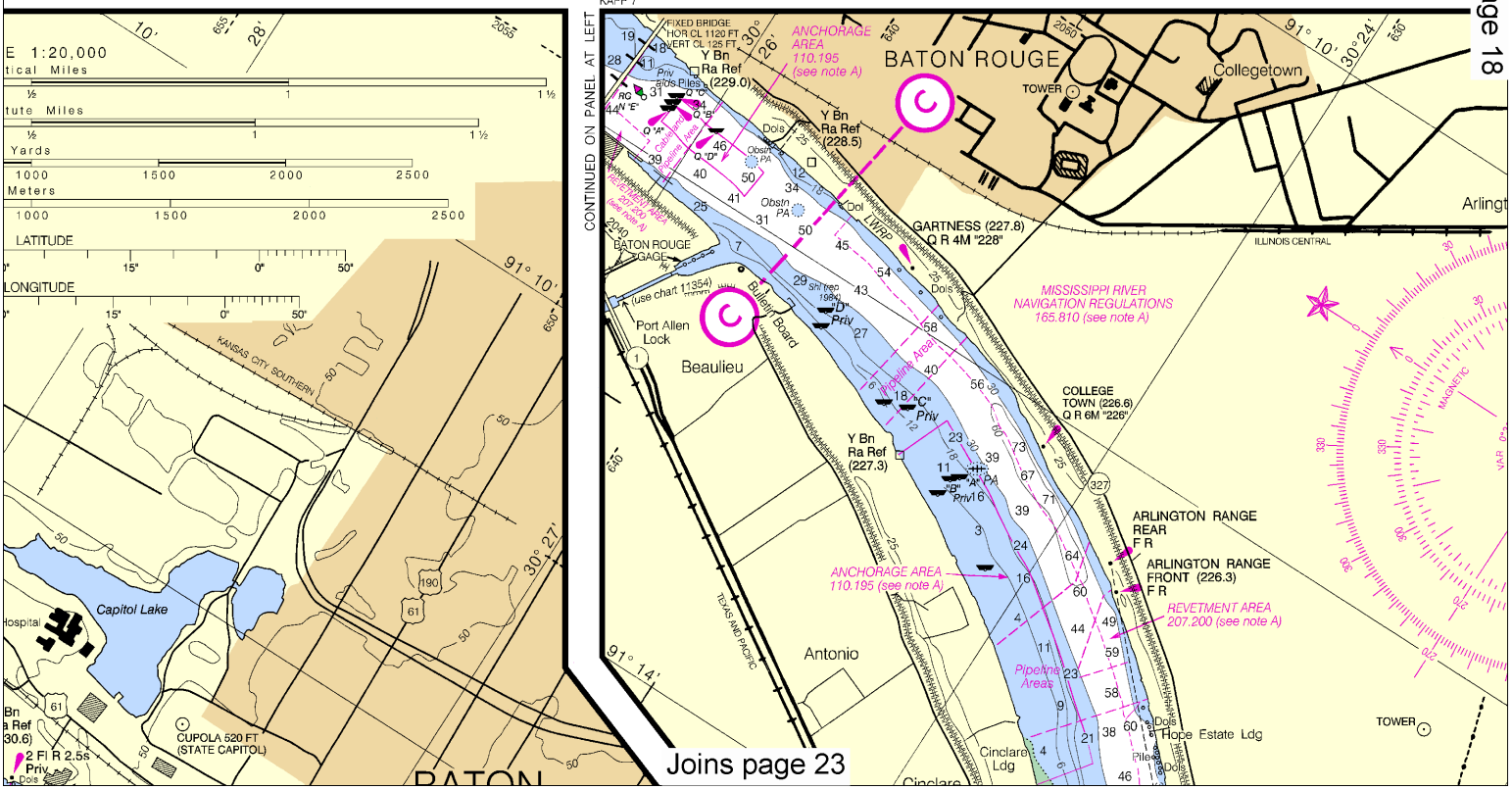
Note: Chart grid lines are aligned with true north.

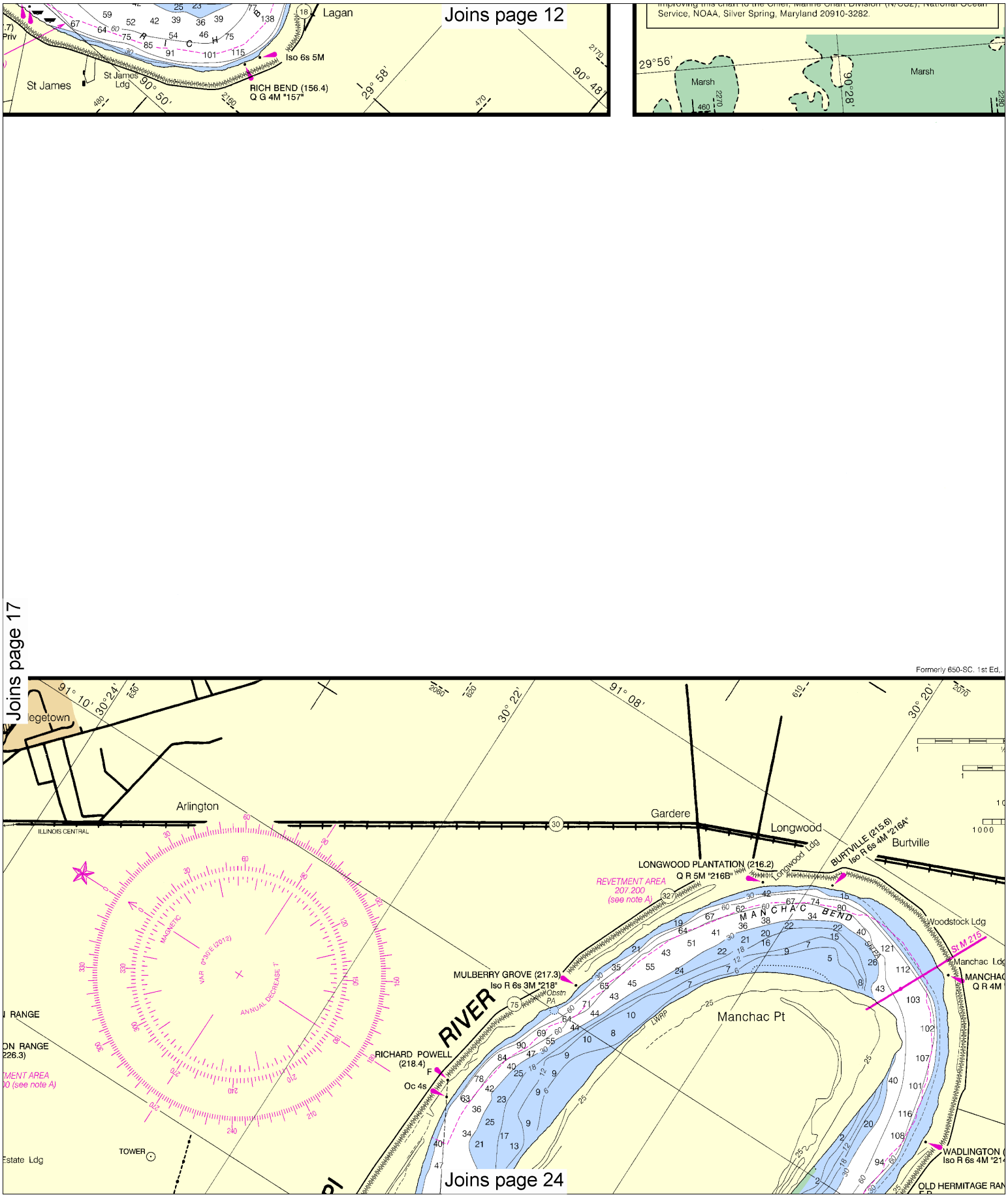
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 11
ST JAMES SUGAR DOCK (157.7)
2 F G Priv
REVETMENT AREA
207.200 (see note A)
St James
St James Ldg
Tanks
90° 54'
30° 02'
90° 52'
30° 00'
90° 50'


CONTINUED ON PANEL AT LEFT
KAPP 7
Joins page 18
Joins page 23
BATON ROUGE
Collegetown
TOWER
ANCHORAGE AREA
110.195 (see note A)
Y Bn
Ra Ref
(229.0)
Y Bn
Ra Ref
(228.5)
Y Bn
Ra Ref
(227.3)
GARTNESS (227.8)
Q R 4M "228"
COLLEGE
TOWN (226.6)
Q R 6M "226"
ILLINOIS CENTRAL
MISSISSIPPI RIVER
NAVIGATION REGULATIONS
165.810 (see note A)
Port Allen
Lock
Beaulieu
Bulliard Board
Pipeline Area
ARLINGTON RANGE
REAR
F R
ARLINGTON RANGE
FRONT (226.3)
F R
REVETMENT AREA
207.200 (see note A)
ANCHORAGE AREA
110.195 (see note A)
Antonio
TEXAS AND PACIFIC
Hope Estate Ldg
Cinclare
Ldg
Arlingt
91° 10'
30° 24'
91° 14'
30° 27'
LATITUDE
LONGITUDE
Capitol Lake
CUPOLA 520 FT
(STATE CAPITOL)
2 Fl R 2.5s
Priv
KANSAS CITY SOUTHERN



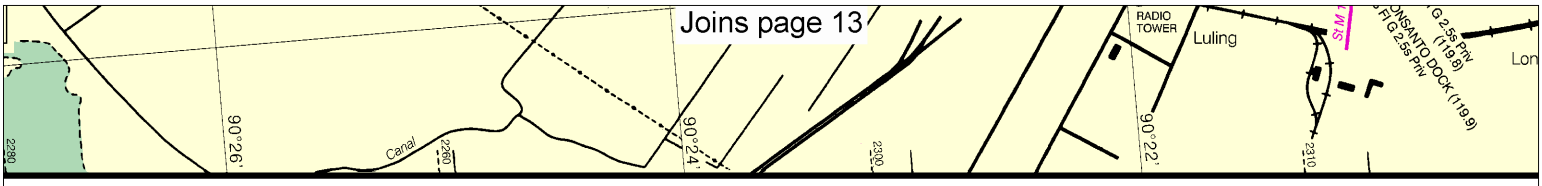
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500



RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

BROADCASTS OF MARINE WEATHER FORECASTS AND WAR

CITY	STATION	kHz	B
New Orleans, LA	NMG	2670	4 3
		157.1 MHz	4
Grand Isle, LA	NMG-15	157.1 MHz	4

* Preceded by announcement on 2182 kHz and 156.8 MHz

Distress calls for small craft are made on 2182 kHz or chan

PRINT-ON-DEMAND C

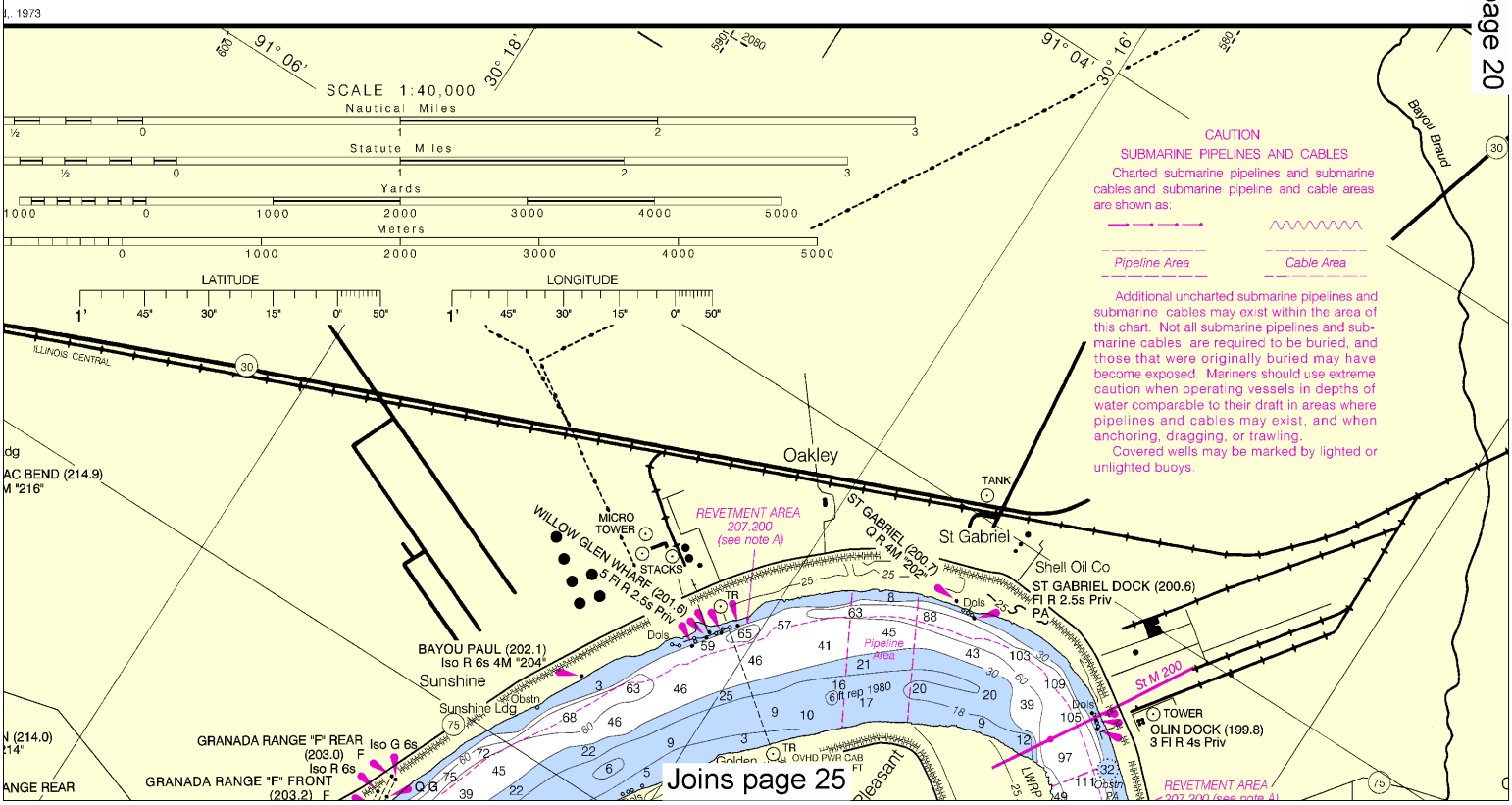
NOAA and its partner, OceanGrafix, offer this chart upd and critical corrections. Charts are printed when ordere Editions are available 2-8 weeks before their release as tr about Print-on-Demand charts or contact NOAA at http:// OceanGrafix at 1-877-56CHART or http://www.oceangraf

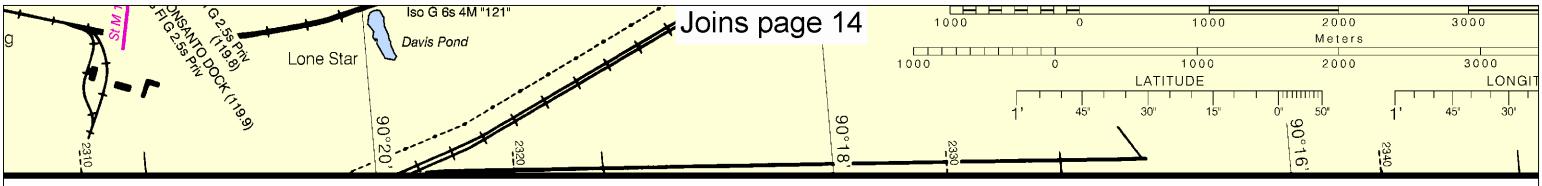
CAUTION

WARNINGS CONCERNING LARGE

The "Rules of the Road" state that recre not impede the passage of a vessel that within a narrow channel or fairway. La appear to move slowly due to their large transit at speeds in excess of 12 knots, distance in which to maneuver or stop. superstructure may block the wind wi sailboats and sailboards may unexpected unable to maneuver. Bow and stern to small vessels. Large vessels may craft close to their bows.

Joins page 20





OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

	STATION	kHz	BROADCAST TIMES-CST	SPECIAL WARNING
LA	NMG	2670	4:35, 6:35, 10:35 & 11:50 AM 3:50 4:35 PM & 11:50 PM	*On receipt
		157.1 MHz	4:50 & 10:50 AM 4:50 PM	*On receipt
	NMG-15	157.1 MHz	4:35 & 10:35 AM 4:35 PM	

announcement on 2182 kHz and 156.8 MHz

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

PRINT-ON-DEMAND CHARTS

A and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners al corrections. Charts are printed when ordered using Print-on-Demand technology. New are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent nt-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or afix at 1-877-56CHART or http://www.oceangrafix.com.

CAUTION

WARNINGS 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.

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.-

*Recording (24 hours daily)

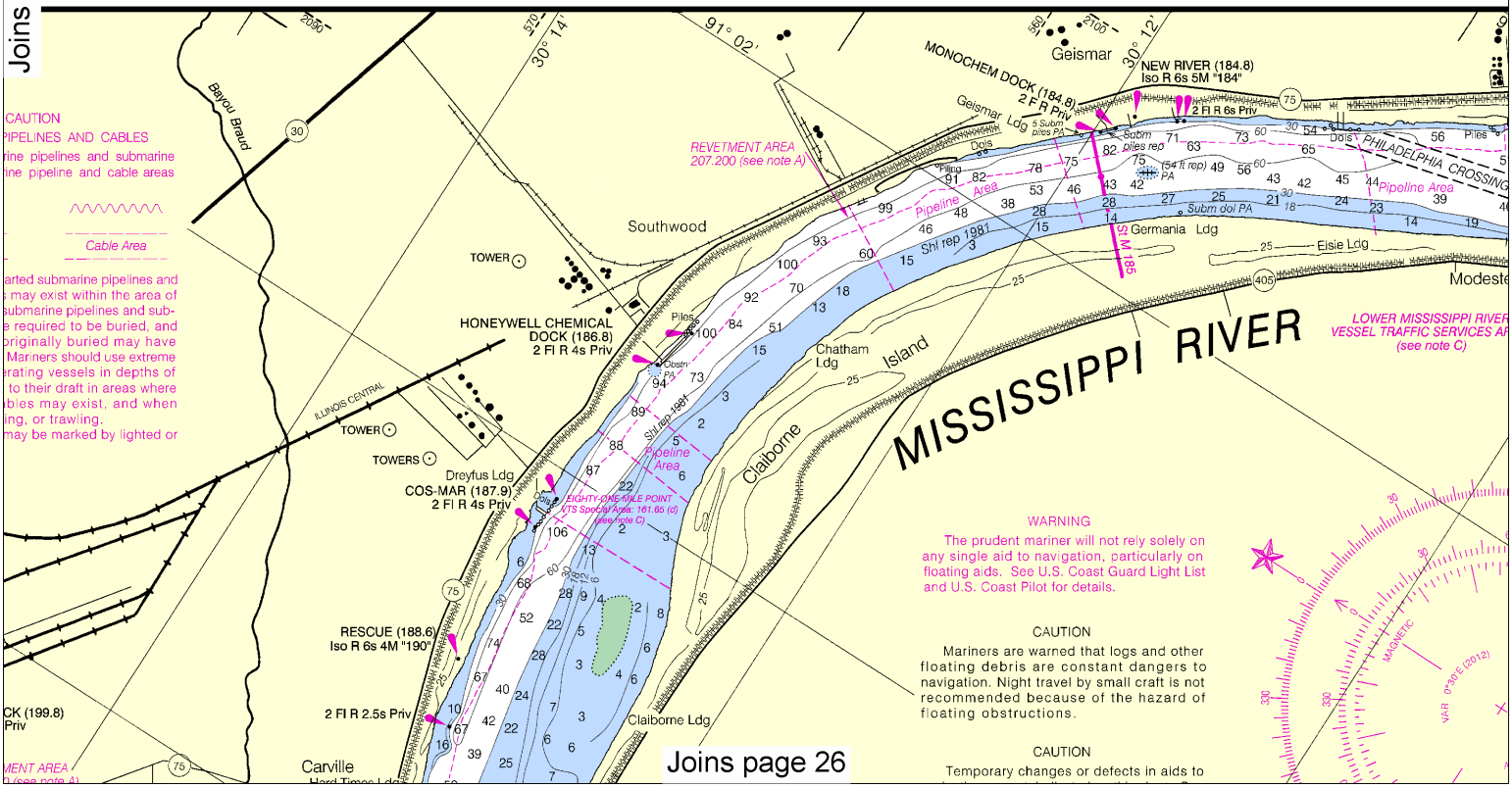
NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BRO
New Orleans, LA	KHB-43	162.550	24
Baton Rogue, LA	KHB-46	162.400	24
Morgan City, LA	KIH-23	162.475	24

CAUTION

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

Joins page 19



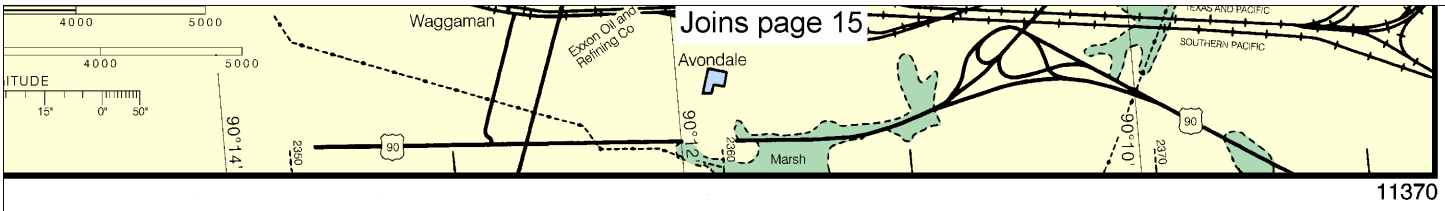
Joins page 26

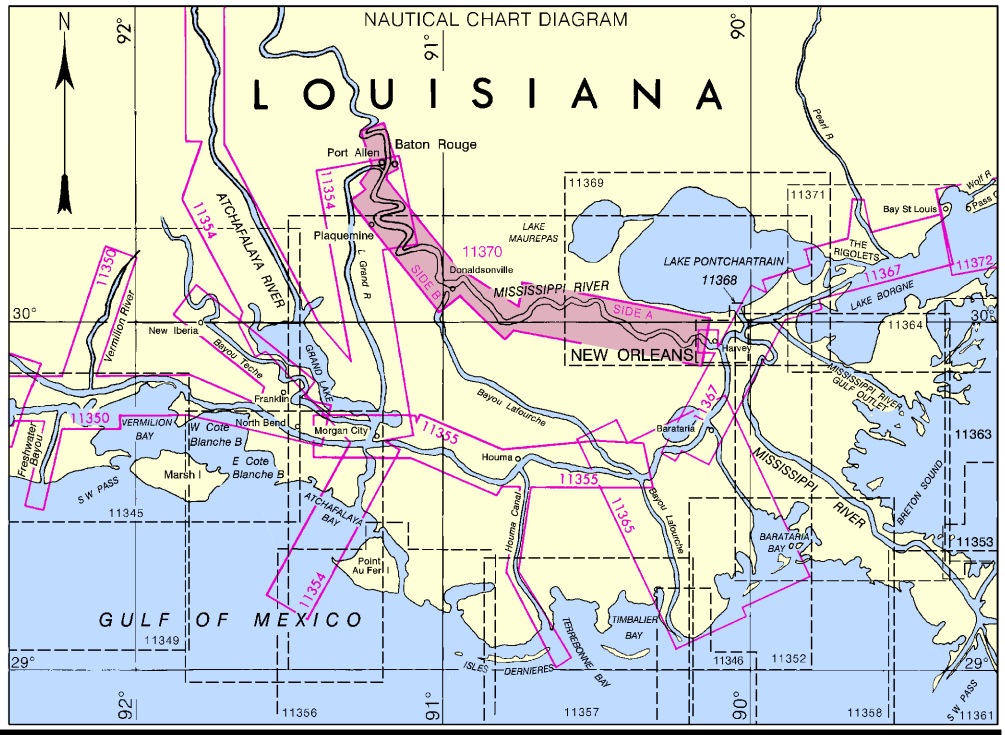
Note: Chart grid lines are aligned with true north.

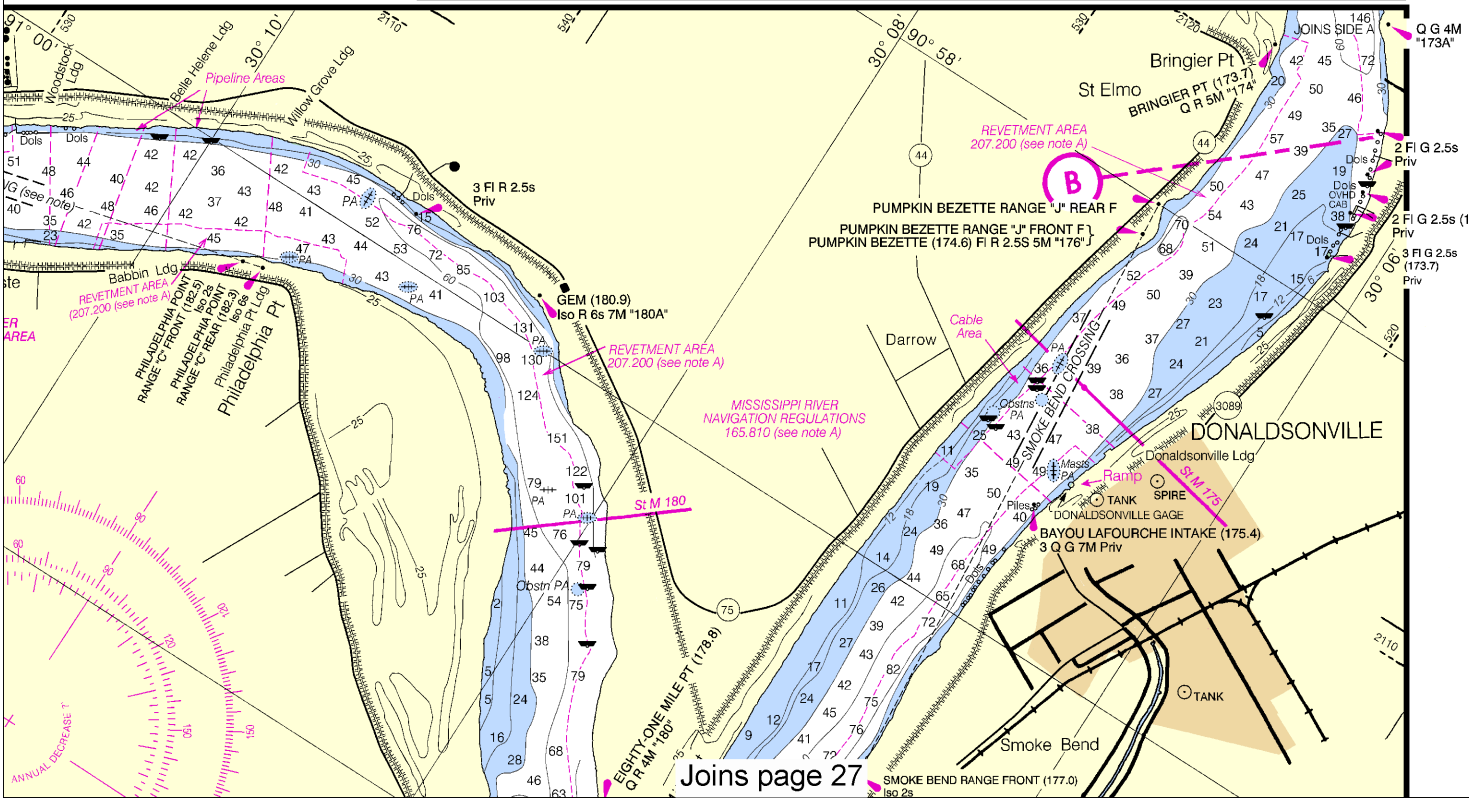
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

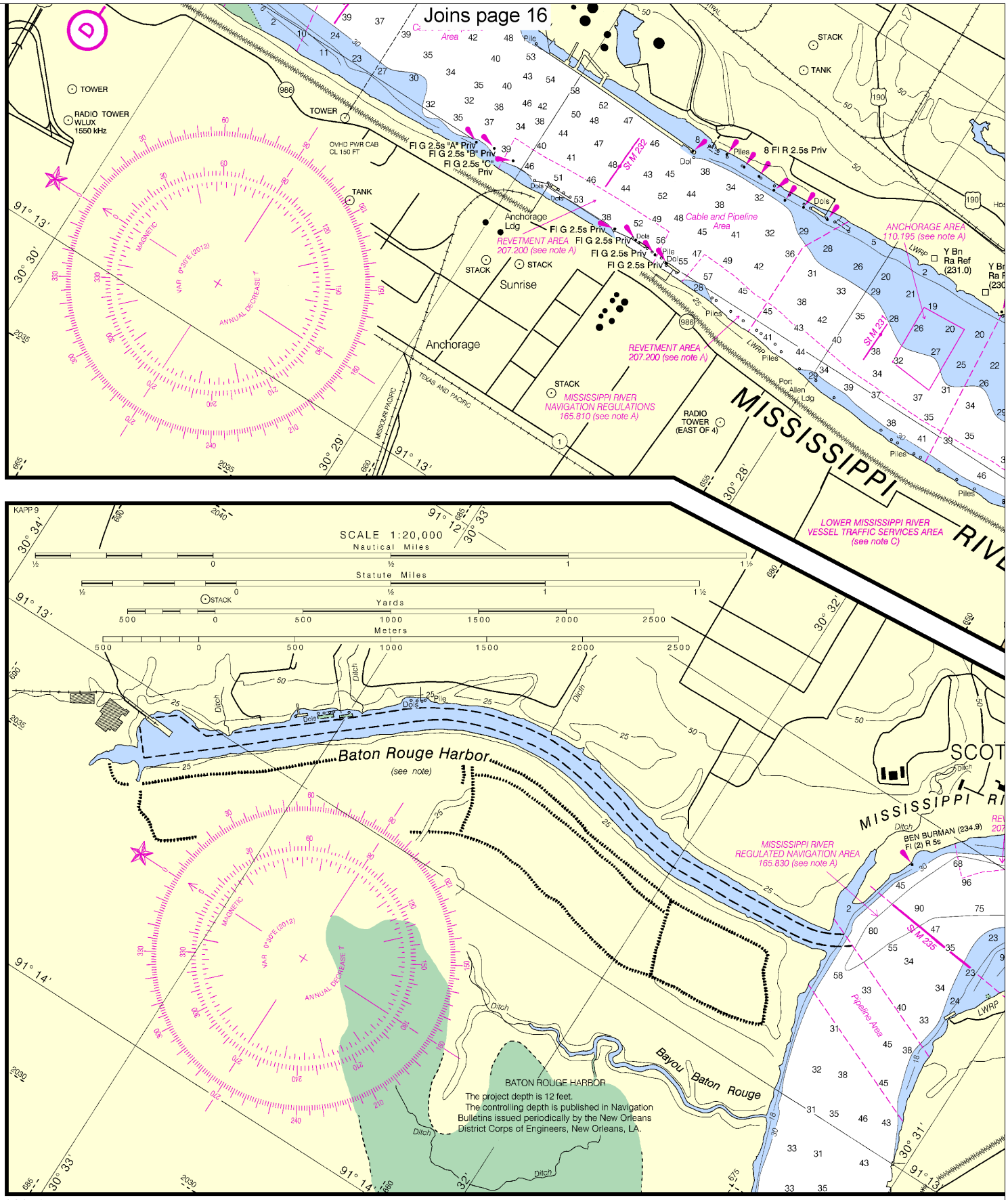
Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 15
Waggaman
Avondale
Exxon Oil and Refining Co
TEXAS AND PACIFIC
SOUTHERN PACIFIC
Marsh
90°14'
90°10'
11370


NAUTICAL CHART DIAGRAM
LOUISIANA
Port Allen
Baton Rouge
Plaquemine
Donaldsonville
MISSISSIPPI RIVER
LAKE MAUREPAS
LAKE PONTCHARTRAIN
11368
LAKE BORGNE
NEW ORLEANS
Harvey
Bay St Louis
THE RIGOLETS
ATCHAFALAYA RIVER
Grand R
New Iberia
Bayou Teche
GRAND LAKE
Franklin
Bayou Lafourche
Morgan City
VERMILION BAY
W Cote Blanche B
E Cote Blanche B
Marsh I
Freshwater Bayou
S W PASS
ATCHAFALAYA BAY
Point Au Fer I
Houma
Houma Canal
Barataria
BARATARIA BAY
MISSISSIPPI RIVER GULF OUTLET
BRETON SOUND
MISSISSIPPI RIVER
TIMBALIER BAY
TERREBONNE BAY
ISLES DERNIERES
GULF OF MEXICO
11345
11349
11350
11354
11355
11357
11358
11359
11361
11363
11365
11367
11369
11371
11372
11346
11352
11353
11356
SIDE A
SIDE B
30°
29°
92°
91°
90°


Joins page 27
Pipeline Areas
Belle Helene Ldg
Willow Grove Ldg
Woodstock Ldg
Babbin Ldg
Philadelphia Pt
Philadelphia Pt Ldg
PHILADELPHIA POINT RANGE "C" FRONT (182.5) Iso 6s
PHILADELPHIA POINT RANGE "C" REAR (182.9) Iso 6s
REVETMENT AREA (207.200 (see note A)
3 Fl R 2.5s Priv
GEM (180.9) Iso R 6s 7M "180A"
St M 180
Obstn PA
EIGHTY-ONE MILE PT (178.8) Q R 4M "180"
Bringier Pt
St Elmo
BRINGIER PT (173.7) Q R 5M "174"
REVETMENT AREA 207.200 (see note A)
PUMPKIN BEZETTE RANGE "J" REAR F
PUMPKIN BEZETTE RANGE "J" FRONT F
PUMPKIN BEZETTE (174.6) Fl R 2.5S 5M "176" J
Q G 4M "173A"
2 Fl G 2.5s Priv
2 Fl G 2.5s (173.6) Priv
3 Fl G 2.5s (173.7) Priv
Darrow
Cable Area
MISSISSIPPI RIVER NAVIGATION REGULATIONS 165.810 (see note A)
SMOKE BEND CROSSING
DONALDSONVILLE
Donaldsonville Ldg
Ramp
SPIRE
TANK
DONALDSONVILLE GAGE
BAYOU LAFOURCHE INTAKE (175.4) 3 Q G 7M Priv
St M 175
Smoke Bend
SMOKE BEND RANGE FRONT (177.0) Iso 2s
30° 08'
90° 58'
30° 10'
91° 00'
30° 06'



11370 28th Ed., Jan. /12; Corrected through NM Jan. 21/12, LNM Jan. 10/12

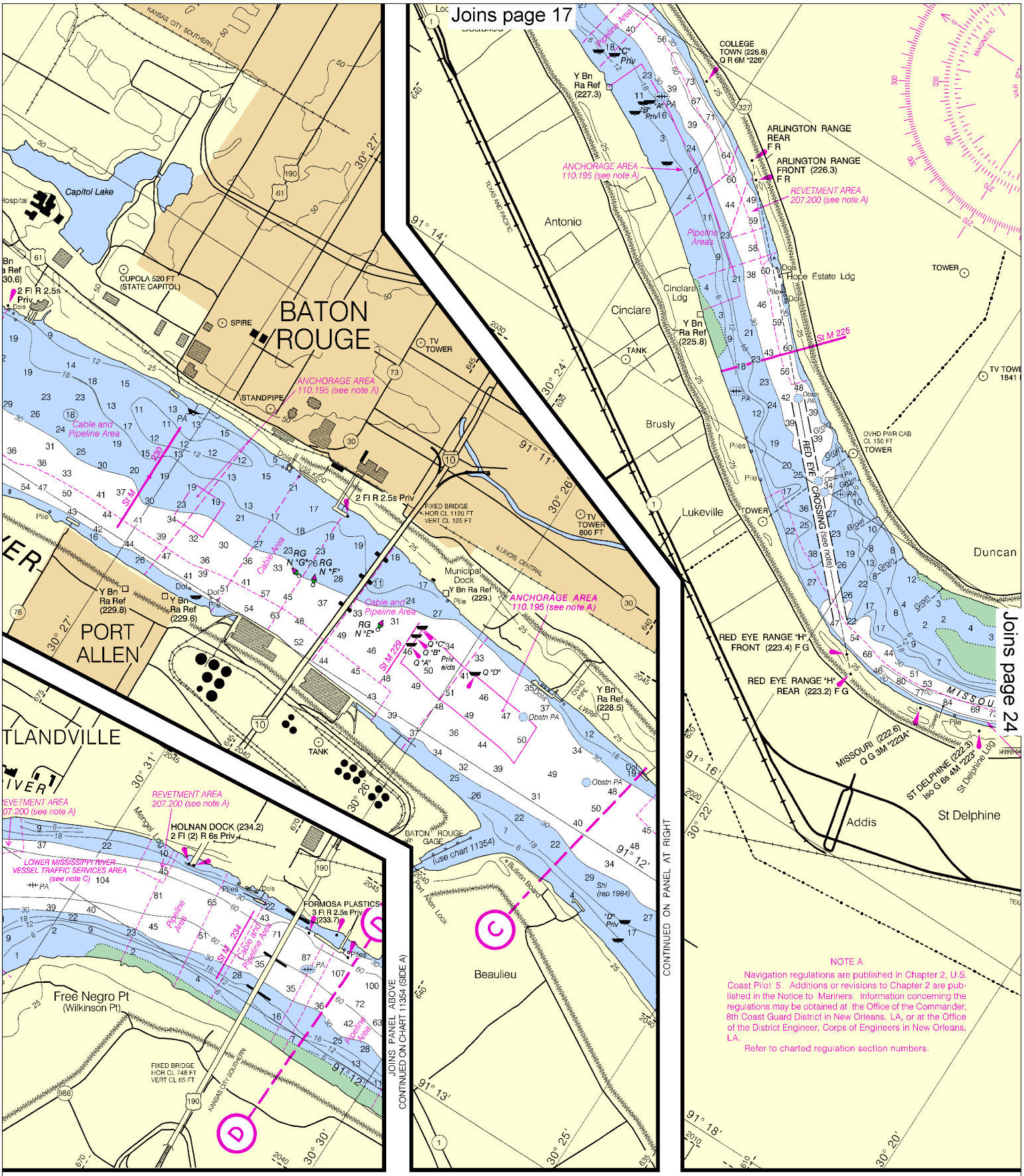
CONTINUED ON U.S. ARMY, CORPS OF ENGINEERS, FLOOD CONTROL AND NAVIGATION MAPS OF THE MISSISSIPPI RIVER

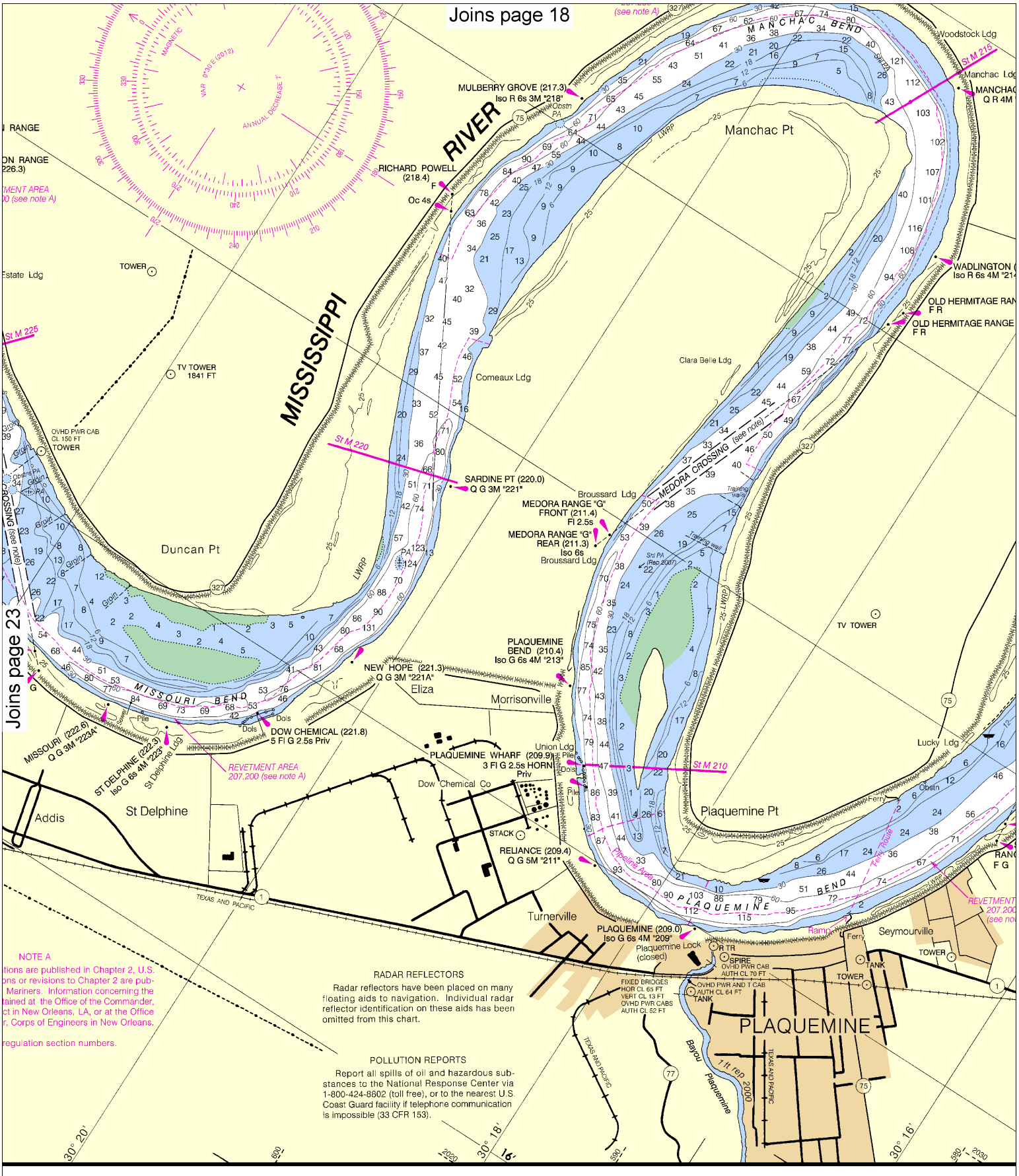
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 17
Joins page 24
BATON ROUGE
PORT ALLEN
Capitol Lake
CUPOLA 520 FT (STATE CAPITOL)
SPIRE
TV TOWER
STANDPIPE
ANCHORAGE AREA 110.195 (see note A)
Cable and Pipeline Area
2 Fl R 2.5s Priv
FIXED BRIDGE HOR CL 1120 FT VERT CL 125 FT
TV TOWER 800 FT
ILLINOIS CENTRAL
Municipal Dock
Y Bn Ra Ref (229.)
Y Bn Ra Ref (229.8)
Y Bn Ra Ref (229.6)
Y Bn Ra Ref (228.5)
St M 223
St M 225
St M 234
RG N "G"26
RG N "F"
RG N "E"
Q "A"
Q "B"
Q "C"
Q "D"
Priv aids
TANK
OVHD PIPE LWRP
Obstn PA
BATON ROUGE GAGE (use chart 11354)
Bulletin Board
Port Allen Lock
Shl (rep 1984)
"D" Priv
HOLNAN DOCK (234.2) 2 Fl (2) R 6s Priv
REVETMENT AREA 207.200 (see note A)
Mengel Ldg
LOWER MISSISSIPPI RIVER VESSEL TRAFFIC SERVICES AREA (see note C)
FORMOSA PLASTICS 3 Fl R 2.5s Priv (233.7)
Pipeline Area
Cable and Pipeline Area
FIXED BRIDGE HOR CL 748 FT VERT CL 65 FT
KANSAS CITY SOUTHERN
Free Negro Pt (Wilkinson Pt)
Beaulieu
Antonio
Cinclare
Cinclare Ldg
Brusly
Lukeville
Duncan
Addis
St Delphine
TEXAS AND PACIFIC
COLLEGE TOWN (226.6) Q R 6M "226"
Y Bn Ra Ref (227.3)
ARLINGTON RANGE REAR F R
ARLINGTON RANGE FRONT (226.3) F R
REVETMENT AREA 207.200 (see note A)
Hope Estate Ldg
Y Bn Ra Ref (225.8)
OVHD PWR CAB CL 150 FT
RED EYE CROSSING (See note)
RED EYE RANGE "H" FRONT (223.4) F G
RED EYE RANGE "H" REAR (223.2) F G
MISSOURI (222.6) Q G 3M "223A"
ST DELPHINE (222.3) Iso G 6s 4M "223"
St Delphine Ldg
JOINS PANEL ABOVE
CONTINUED ON CHART 11354 (SIDE A)
CONTINUED ON PANEL AT RIGHT
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.
Refer to charted regulation section numbers.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

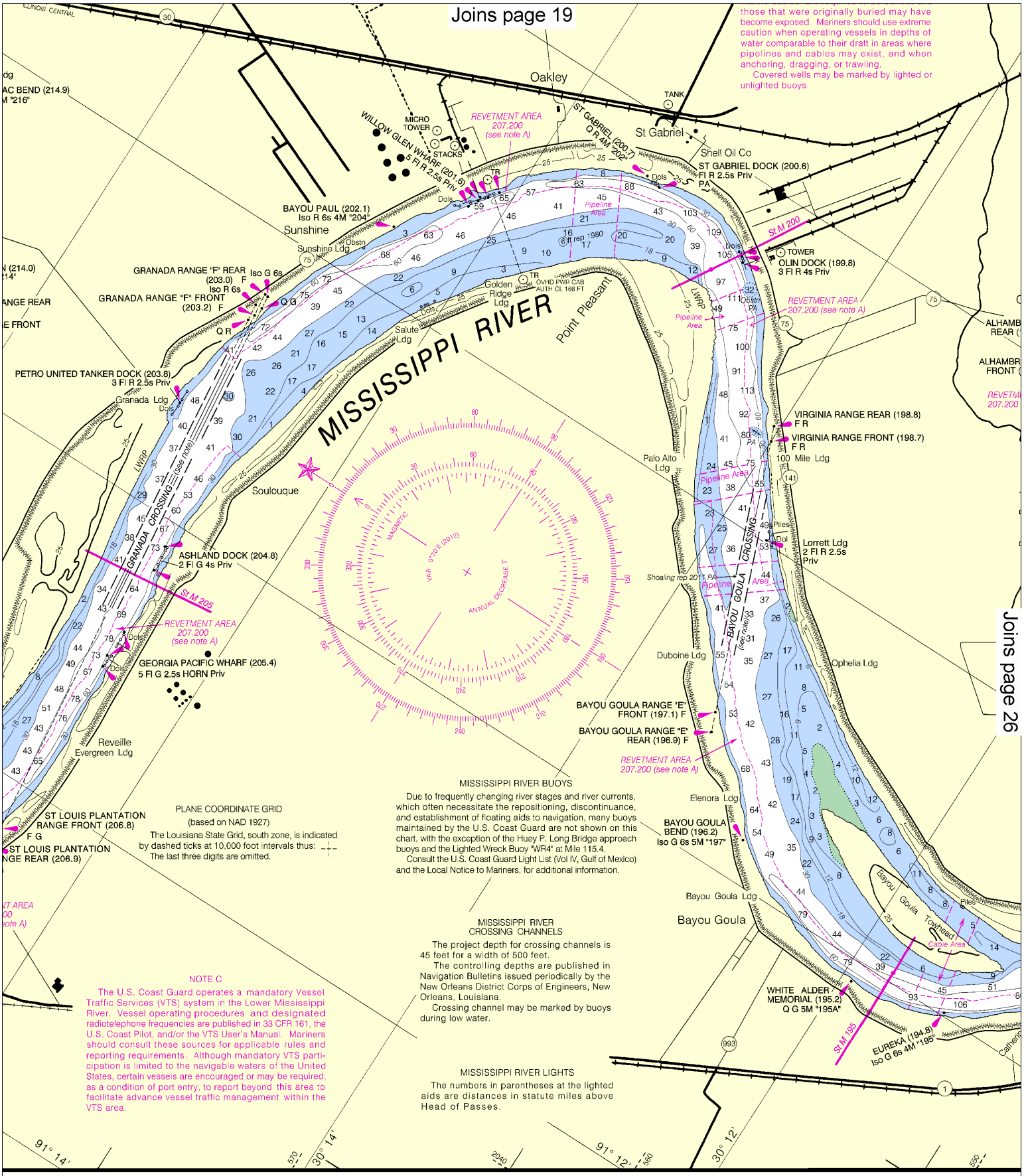
Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

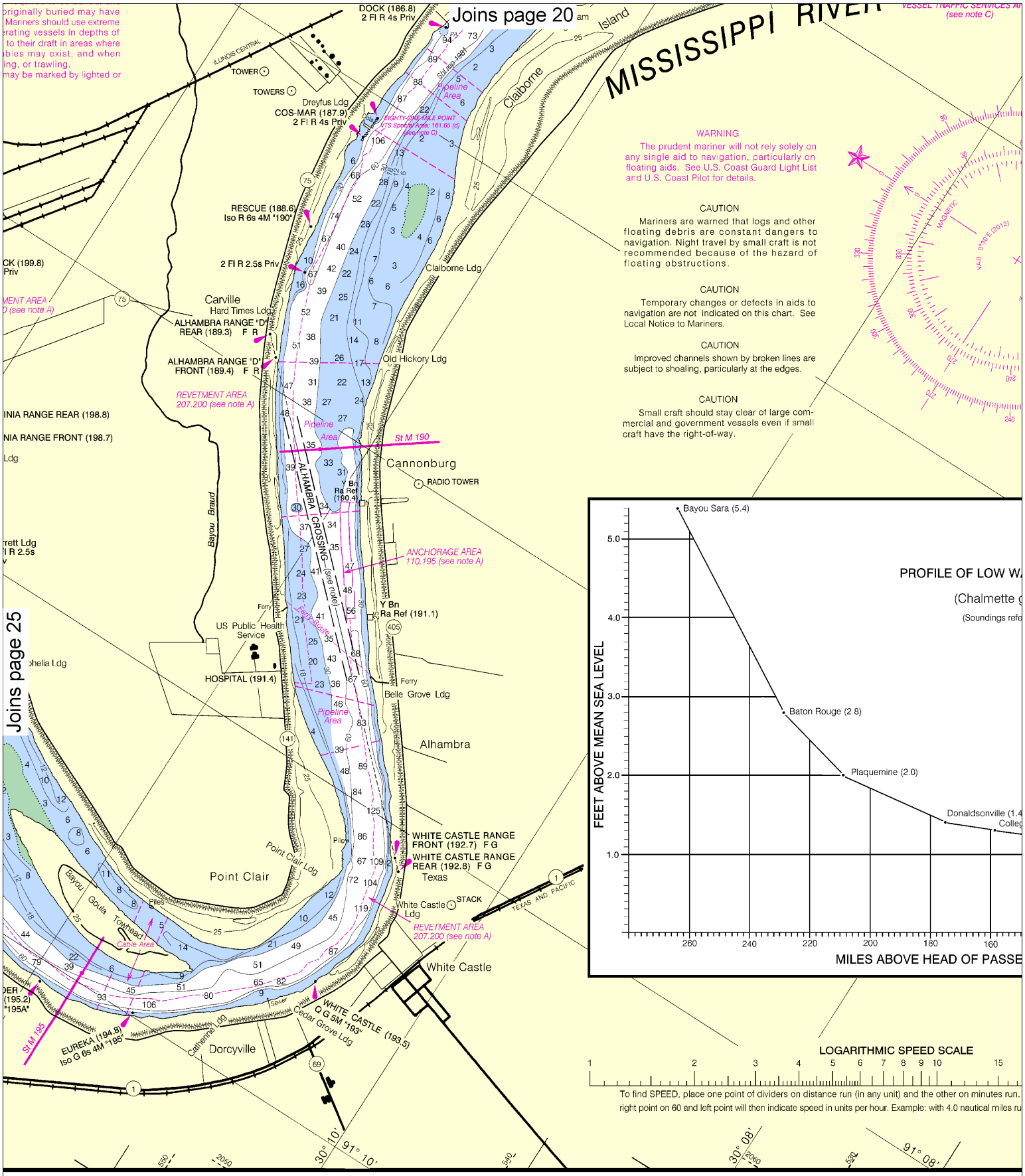
Joins page 19

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.



Joins page 26

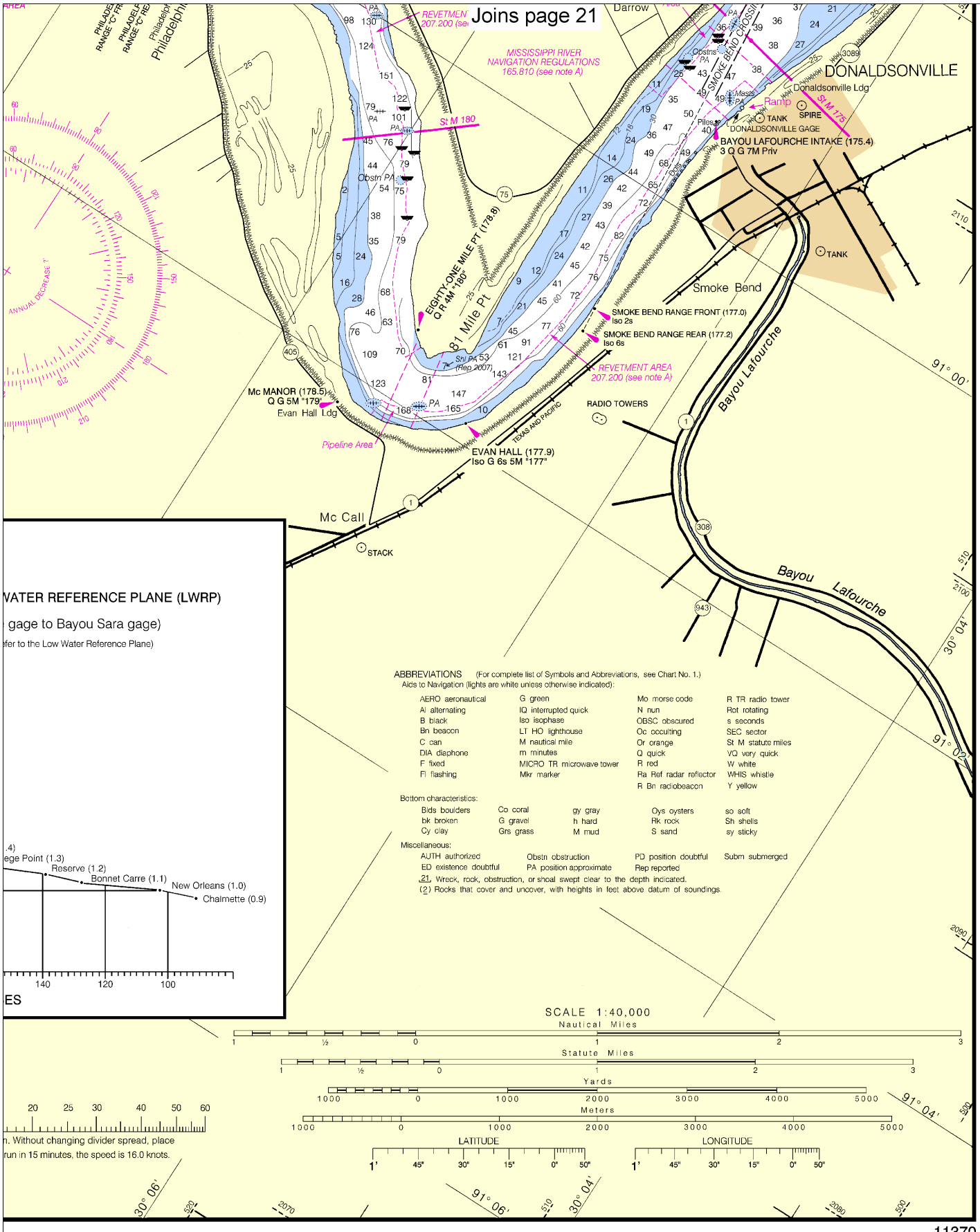


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500



VATER REFERENCE PLANE (LWRP)

gage to Bayou Sara gage)

fer to the Low Water Reference Plane)

.4)
ege Point (1.3)
Reserve (1.2)
Bonnet Carre (1.1)
New Orleans (1.0)
Chalmette (0.9)
140 120 100
ES

20 25 30 40 50 60
n. Without changing divider spread, place
run in 15 minutes, the speed is 16.0 knots.

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 HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

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

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21, 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

SCALE 1:40,000

Nautical Miles
1 ½ 0 1 2 3

Statute Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

Meters
1000 0 1000 2000 3000 4000 5000

LATITUDE
1' 45" 30" 15" 0" 50"

LONGITUDE
1' 45" 30" 15" 0" 50"

11370

SIDE B

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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/NOAAChartViewer.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 Hurrican 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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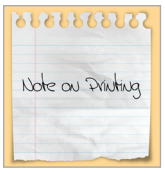

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