

BookletChart™

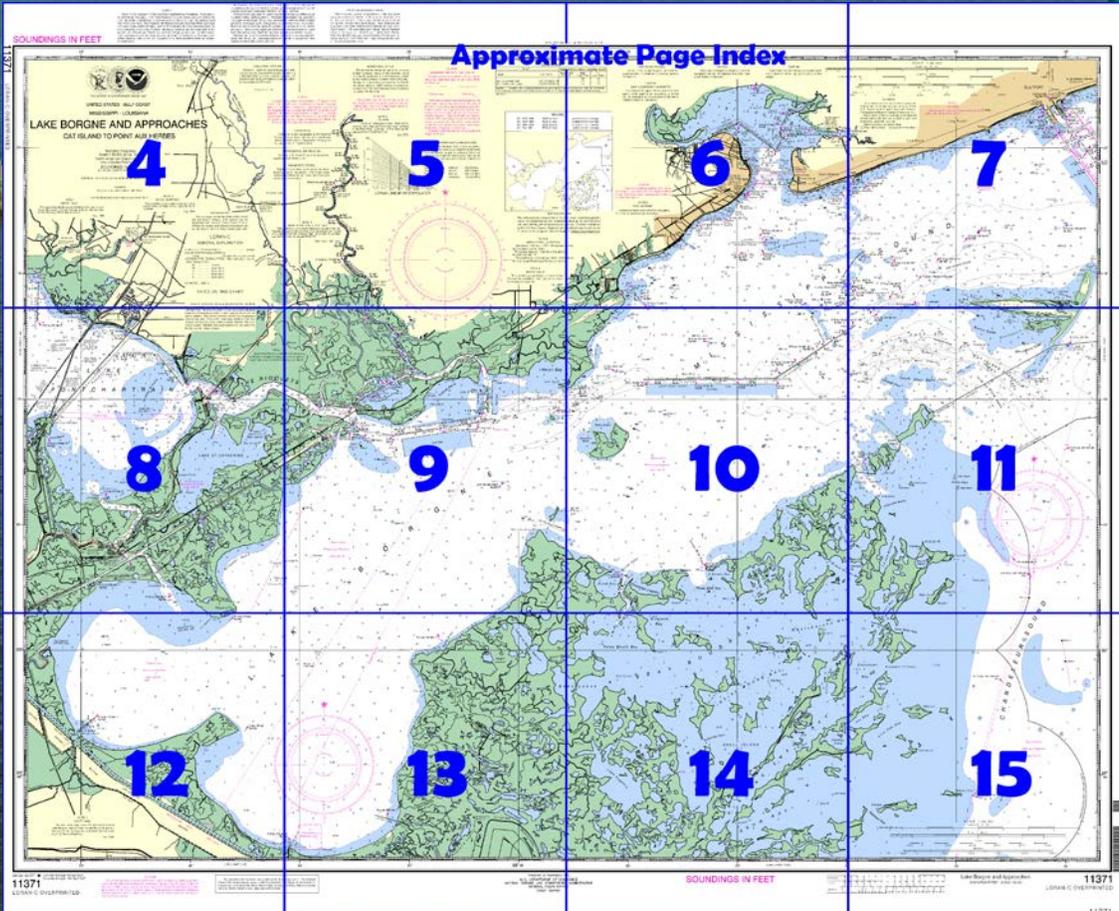


Lake Borgne and Approaches – Cat Island to Point aux Herbes NOAA Chart 11371

*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.

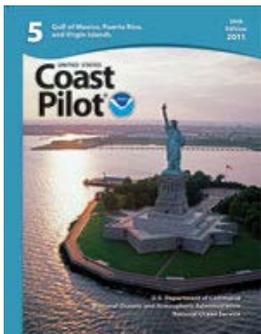
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11371>



[Coast Pilot 5, Chapter 9 excerpts]

Cat Island Channel has a depth of 12 feet, but leads to lesser depths in the sound. The passage is little used, except by small local craft; the chart is the best guide.

Pass Marianne is an alternate passage through the shoals extending across the W end of Mississippi Sound; natural depths are 7 to 18 feet. The pass is frequently used by tugs and barges. Caution should be exercised when navigating this channel as it is subject to change.

St. Louis Bay. Depths in the bay vary from 4 to 7 feet and decrease gradually toward the shore. The bottom is soft.

Bayou Portage is used by small craft as a harbor of refuge during minor storms.

Wolf River. A dredged entrance channel leads N from Bayou Portage Channel to the mouth of the river. The depth was 3 feet. The channel is marked by a daybeacon and lights.

De Lisle has a fish camp at which berths and ice are available. A natural launching ramp and gasoline are available nearby. The depth from the Wolf River to the yard was 5½ feet; local knowledge is advised.

Jourdan River. A dredged channel leads W in St. Louis Bay for 1.7 miles to the mouth of the river. The depth was 3.5 feet (4.7 feet at midchannel). The channel is marked by a light and daybeacons.

Watts Bayou. The depth was 5 feet; local knowledge is advised.

Edwards Bayou. The unmarked channel leading to the marina a mile above the mouth had a depth of about 6 feet. Berths, gasoline, diesel fuel, water, ice, a launching ramp, and marine supplies are available.

Bay St. Louis. A depth of 7 feet can be carried to within 0.3 mile of the town. The city has a hospital and several clinics.

Bayou Caddy. The channel is marked by lights and daybeacons to the mouth of the bayou. The depth was 4.4 feet (5.7 feet at midchannel) to the turning basin just inside the mouth, thence 8.0 feet in the turning basin, thence 6.0 feet in the head of the project. Diesel fuel, water, and ice are available at the fuel dock. Berths, gasoline, marine supplies, a launching ramp are available at the marina.

Lake Borgne is partly separated from Mississippi Sound by **Grassy Island, Half Moon Island, and Le Petit Pass Island.** Between the islands and shoals are several navigable passages including St. Joe and Le Petit Passes. Lake Borgne is 6 to 10 feet in depth. Charted and uncharted obstructions are in the lake; caution is advised. The tidal currents through St. Joe Pass have velocities exceeding 1.5 knots at times. A channel leads from the mouth of **West Pearl River** to **Bogalusa** three locks are each 65 feet wide and 310 feet long, with 10 feet over the sill. The depths were 10 feet above the entrance, and thence 4 feet to Bogalusa. 5 miles above the junction of East Mouth and West Mouth there is a vertical lift bridge with a clearance of 10 feet down and 50 feet up. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KTD-552. Near the town of **Pearl River** there are three bridges; the first two are the twin fixed spans of the Interstate Route 59 with clearance of 35 feet. 200 yards upstream, the Southern Railroad bridge has a clearance of 7 feet..

Currents are very irregular and greatly influenced by winds. They set with great velocity through The Rigolets at times, and especially through the draws of the bridges. Velocities of 2.5 knots off Rigolets Light 5 and 3.8 knots at the railroad bridge have been observed. At the railroad bridge westerly currents set WSW onto the fender on the SW side of the draw, and easterly currents set E by N onto the fender on the NE side. The current has an average velocity of 0.6 knot.

The bridge should not be approached closely until the draw is opened, and then only with caution.

**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 Mar. 10/12
Corrected through LNM Mar. 06/12

HEIGHTS
Heights in feet above Mean High Water

NOTE G
BAYOU BONFOUCA
The controlling depth after crossing the bar was 6 feet to the head of the project at mile 6 in Slidell.
Aug 1994

Mercator Projection
Scale 1:80,000 at Lat. 30°08'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOTE H
PASS MARIANNE
Caution should be exercised when navigating this channel as it is subject to change.

NOTE L
PASS CHRISTIAN HARBOR
The controlling depth in the entrance channel was 7 feet, thence 5½ feet in the harbor.
Aug 2009 - Feb 2011

NOTE E
BAYOU CADDY
The controlling depth from Lt 1 to Lt 5 was 6 feet for a width of 100 feet; thence 5 feet for a width of 80 feet to 1800' upstream of beacon 5; thence 4½ feet for a width of 60 feet to 600' upstream of the turning basin.
Jul 2011

NOTE J
West Pearl River is marked with numerous uncharted, unlighted buoys which are periodically relocated to meet changing conditions.

CAUTION
Gas and Oil Well Structures
Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

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).

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

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

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

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 K
CAUTION
Numerous submerged wrecks, obstructions, stumps, piles, logs and trees have been reported in the Pearl River upstream of the Highway 90 bridge (30°14'22"N/89°36'52"W).
July 2002

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

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

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

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.

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

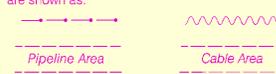
NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New Orleans, LA	KHB-43	162.55 MHz
Gulfport, MS	KIH-21	162.40 MHz
Buras, LA	WXL-41	162.475 MHz
Bogalusa, LA	WNG-521	162.525 MHz

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.

For Symbols and Abbreviations see Chart No. 1

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 0.718" northward and 0.222" westward to agree with this chart.

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 D
VIOLET CANAL
The controlling depth was 7 feet over the bar in Lake Borgne; thence 5 feet through Bayou Dupre and the canal to the highway bridge at Violet; thence 5 feet to old St. Bernard highway.
Jun 2007

NOTE B
INTRACOASTAL WATERWAY
Use charts 11367 and 11372. All channel markers are not shown on this chart.
The project depth is 12 feet from Carrabelle, FL to Brownsville, TX.
The controlling depths are published periodically in the U.S. Coast Guard Local Notices to Mariners.

NOTE I
LIBERTY BAYOU
The controlling depth was 3½ feet from the junction with Bayou Bonfouca to Camp Salmen (mile 5), thence 4 feet to the Highway 190 bridge at mile 6.
Aug 1994

NOTE F
PEARL RIVER AND LITTLE LAKE
The controlling depth in the improved channel from the Rigolets through Little Lake Pass was reported to be 12 feet for a width of 150 feet; thence 3 feet for a width of 150 feet up the Pearl River to latitude 30°21'10".
Mar 1972 - Jan 1976

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.

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.

TIDAL INFORMATION				
PLACE	HEIGHT REFERRED TO DATUM OF SOUNDINGS (MLLW)	HEIGHT REFERRED TO DATUM OF SOUNDINGS (MLLW)		
		MEAN HIGHER HIGH WATER	MEAN HIGH WATER	MEAN LOW WATER
Cat Island (West Point)	(30°14'N/089°07'W)	feet 1.6	feet 1.5	feet 0.1
Shell Beach, Lake Borgne	(29°52'N/089°40'W)	feet 1.4	feet 1.4	feet 0.1

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/>.
(Feb 2012)

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms can cause considerable damage to marine structures, aids to navigation, vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may be damaged or destroyed. Buoy positions may have been moved, damaged or destroyed. Mariners should not rely upon the position or operation of navigation aids following these storms. Fixed aids to navigation, buoys, wrecks and submerged obstructions may not be in their charted locations. Pipelines may have become uncharted. Mariners are urged to exercise extreme caution and report aids to navigation discrepancies and hazards to the nearest United States Coast Guard unit.

SOUNDINGS IN FEET

11371



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST
MISSISSIPPI - LOUISIANA

LAKE BORGNE AND APPROACHES
CAT ISLAND TO POINT AUX HERBES

Mercator Projection
Scale 1:80,000 at Lat. 30°08'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water

NOTE I
LIBERTY BAYOU

The controlling depth was 3 1/2 feet from the junction with Bayou Bonfouca to Camp Salmen (mile 5), thence 4 feet to the Highway 190 bridge at mile 6.

NOTE G
BAYOU BONFOUCA

The controlling depth after crossing the bar was 6 feet to the head of the project at mile 6 in Slidell.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

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

POLLUTION REPORTS

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

Wooded swamp

Navigation regulations published in Coast Pilot 5. Additional regulations may be found in the 8th Coast Guard District Office in Mobile, AL. Refer to charted.

Hydrographic Office Service data from the U.S. Coast and Geodetic Survey, and U.S. Navy Hydrographic Office.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Guard District Office for supplemental information.

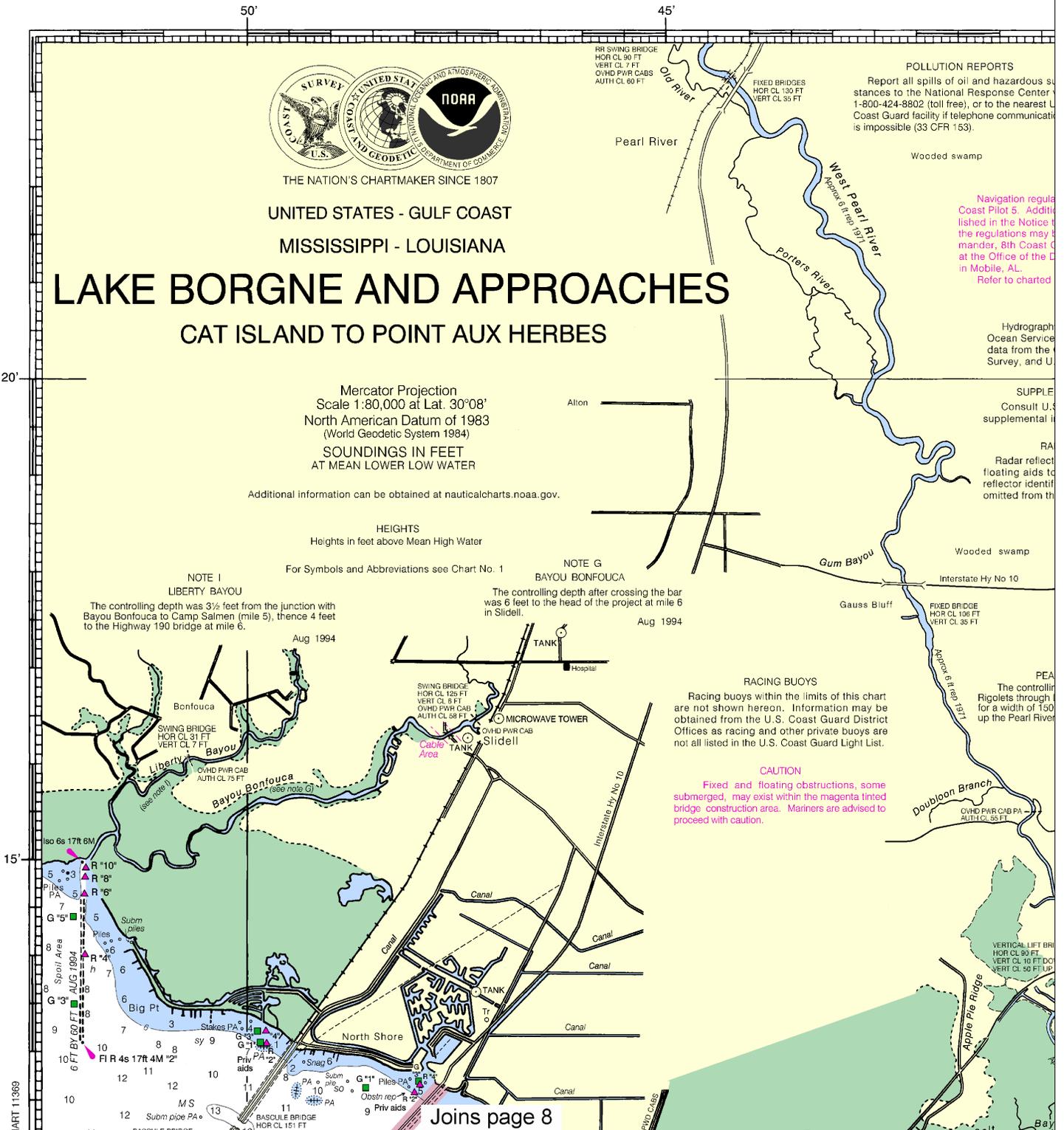
RADIOAIDED NAVIGATION
Radar reflectors on floating aids to navigation are identified by their number. Reflectors omitted from this chart are identified by their number.

Wooded swamp

PEARL RIVER
The controlling depth for a width of 150 feet up the Pearl River is 6 feet.

DOUBLOON BRANCH
The controlling depth for a width of 150 feet up the Doublon Branch is 6 feet.

VERTICAL LIFT BRIDGE
HOR CL 90 FT
VERT CL 10 FT DO
VERT CL 50 FT UP



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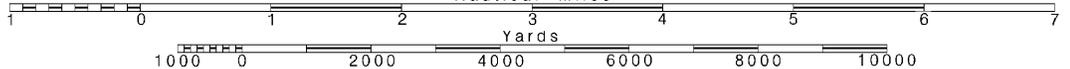
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



RMS storms may cause navigation and moored cautions. may not reflect actual location may have been changed from their charted location made inoperative. location of an aid to have been displaced uncovered or moved. and are requested to navigation to the

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsdta.nocd.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

Formerly C&GS 1268, 1st Ed., July 1919 C



HORIZONTAL DATUM
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CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
--- Pipeline Area --- Cable Area

TIDAL INFORMATION

PLACE	Height referred to
NAME (LAT/LONG)	Mean Higher High Water
Cat Island (West Point) (30°14'N/089°07'W)	feet 1.6
Shell Beach, Lake Borgne (29°52'N/089°40'W)	feet 1.4

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov> (Feb 2012)

NOTE A
Notations are published in Chapter 2, U.S. Notices to Mariners or revisions to Chapter 2 are published in Notices to Mariners. Information concerning this chart may be obtained at the Office of the Commanding Officer, U.S. Coast Guard District in New Orleans, LA or District Engineer, Corps of Engineers.

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.

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.

AUTHORITIES
Hydrography and topography by the National Oceanic and Atmospheric Administration, U.S. Coast Survey, with additional data by the U.S. Army Corps of Engineers, Geological Survey, and U.S. Coast Guard.

ADDITIONAL INFORMATION
U.S. Coast Pilot 5 for important information.

RADAR REFLECTORS
Radar reflectors have been placed on many aids to navigation. Individual radar reflector information on these aids has been added to this chart.

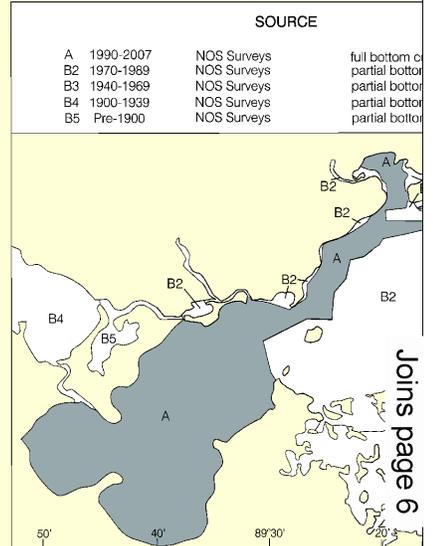
NOTE F
Channeling depths in the improved channel from the Little Lake Pass was reported to be 12 feet for a width of 150 feet; thence 3 feet for a width of 100 feet; thence 3 feet for a width of 150 feet to latitude 30°21'10".

Mar 1972 - Jan 1976



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	162.55 MHz
Gulfport, MS	KIH-21	162.40 MHz
Buras, LA	WXL-41	162.475 MHz
Bogalusa, LA	WNG-521	162.525 MHz



SOURCE DIAGRAM
The outlined areas represent the limits of the most recent survey information that has been evaluated for charting. Survey information in this diagram by date and type of survey. Changes by the U.S. Army Corps of Engineers are periodically resurveyed but not shown on this diagram. Refer to Chapter 1, United States Coast Pilot for details.

NOTE B
INTRACOASTAL WATERWAY
Use charts 11367 and 11372. All channel markers are not shown on this chart. The project depth is 12 feet from Carrabelle, FL to Brownsville, TX. The controlling depths are published periodically in the U.S. Coast Guard Local Notices to Mariners.

NOTE E
BAYOU CADDY
The controlling depth from Lt 1 to Lt 5 was 6 feet for a width of 100 feet; thence 5 feet for a width of 80 feet to 1800' upstream of beacon 5; thence 4 1/2 feet for a width of 60 feet to 600' upstream of the turning basin.

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.



25'

20'

TIDAL INFORMATION

(LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
(30°14' N/089°07' W)	feet 1.6	feet 1.5	feet 0.1
(29°52' N/089°40' W)	feet 1.4	feet 1.4	feet 0.1

date unavailable datum values for a tide station. Real-time water levels are available on the internet from <http://tidesandcurrents.noaa.gov>.

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

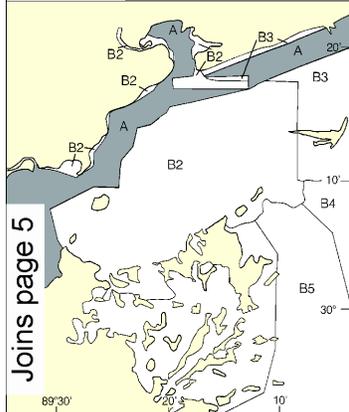
CAUTION
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CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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.

SOURCE

Surveys full bottom coverage
Surveys partial bottom coverage
Surveys partial bottom coverage
Surveys partial bottom coverage
Surveys partial bottom coverage



Joins page 5

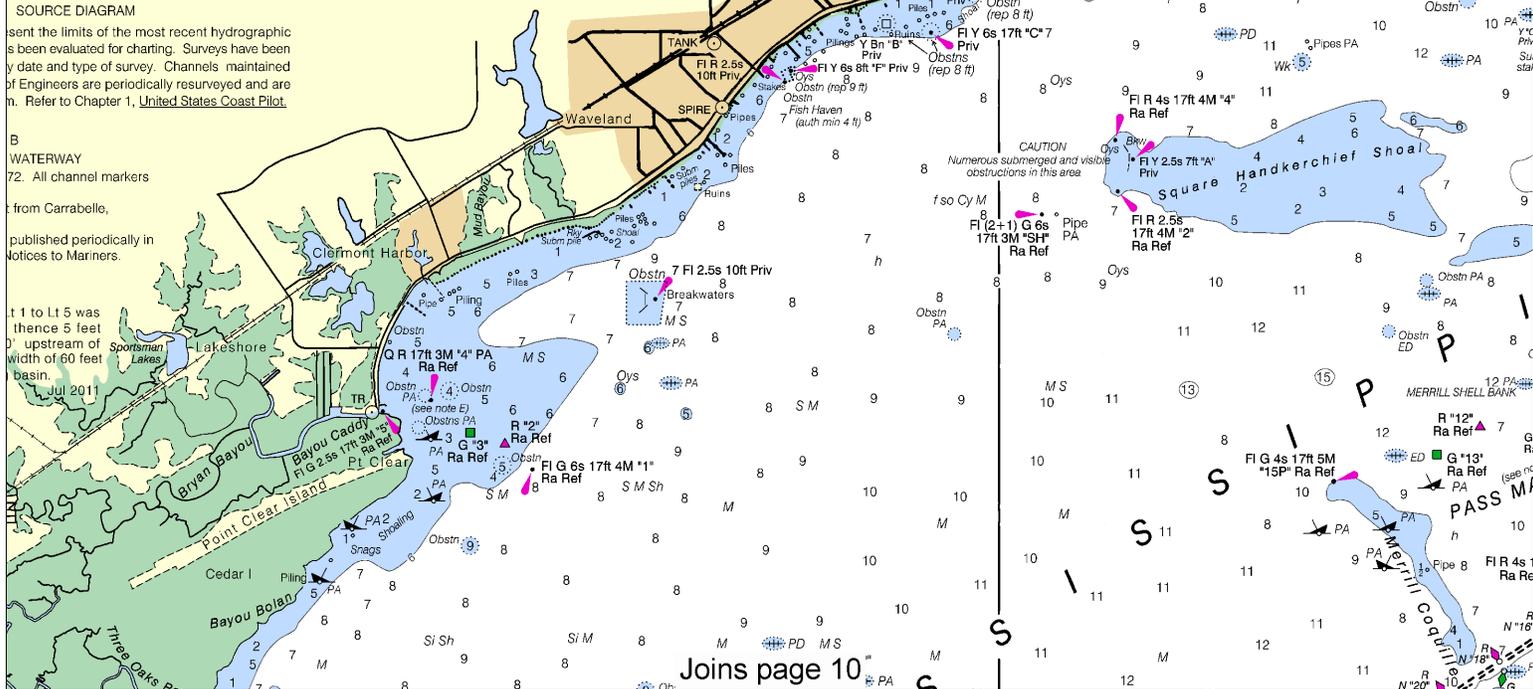
SOURCE DIAGRAM

sent the limits of the most recent hydrographic surveys have been evaluated for charting. Surveys have been by date and type of survey. Channels maintained by Engineers are periodically resurveyed and are h. Refer to Chapter 1, United States Coast Pilot.

WATERWAY

72. All channel markers from Carrabelle, published periodically in Notices to Mariners.

t 1 to Lt 5 was thence 5 feet upstream of width of 60 feet basin.

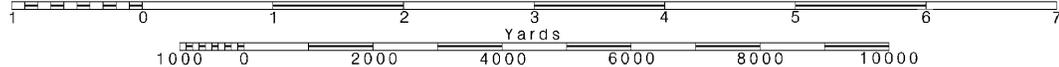


Joins page 10

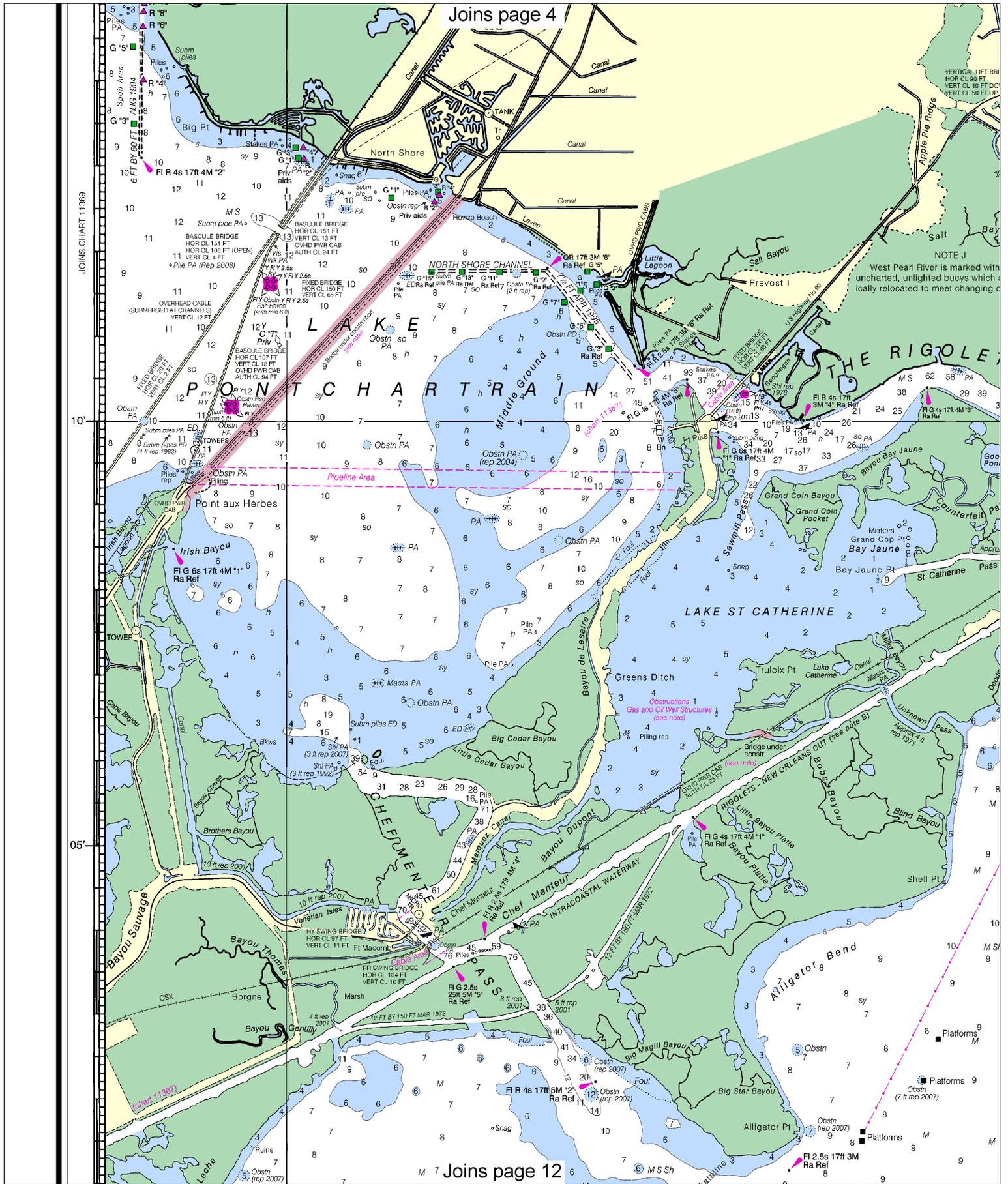
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.



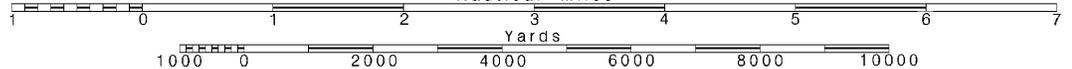
8

Note: Chart grid lines are aligned with true north.

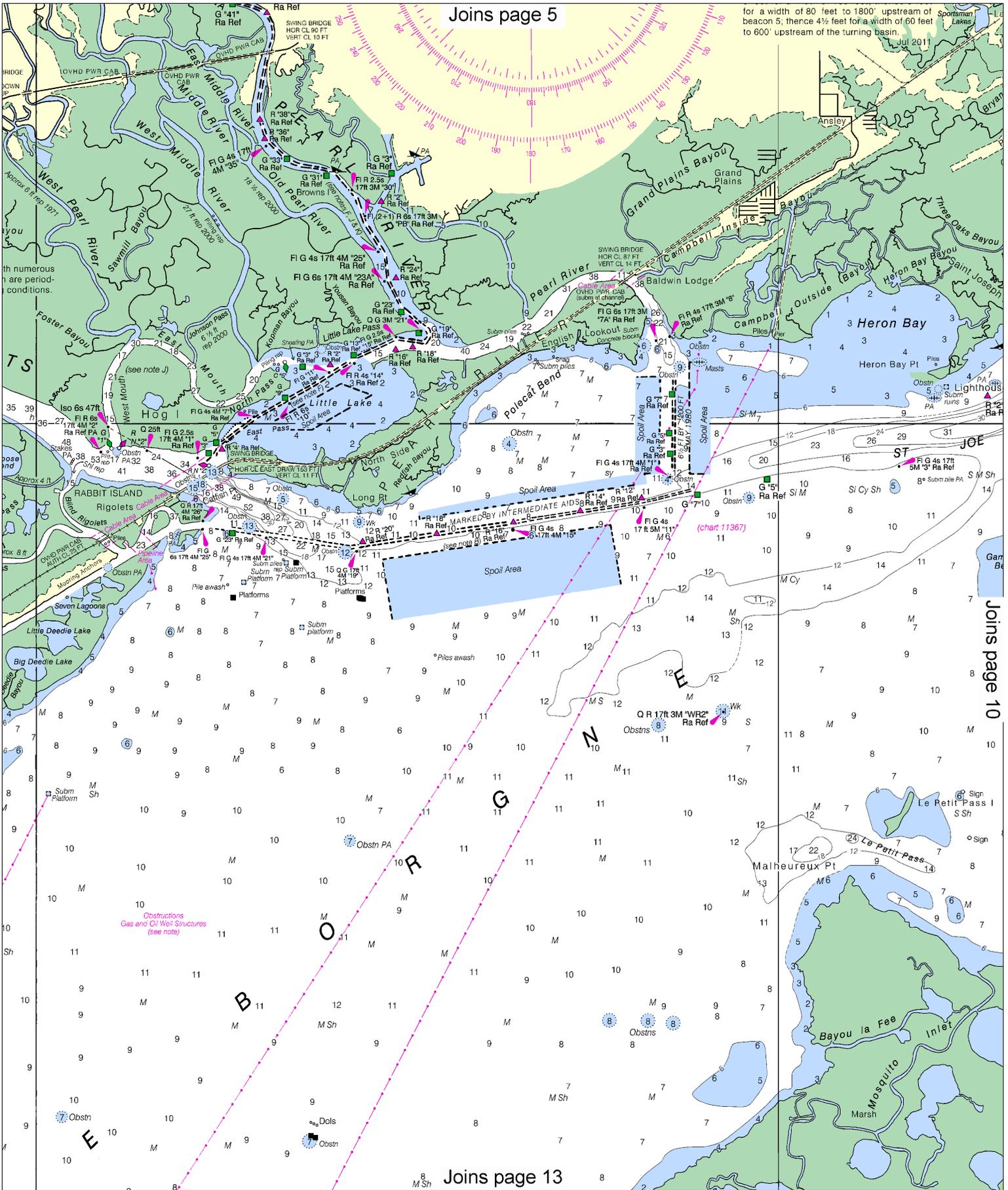
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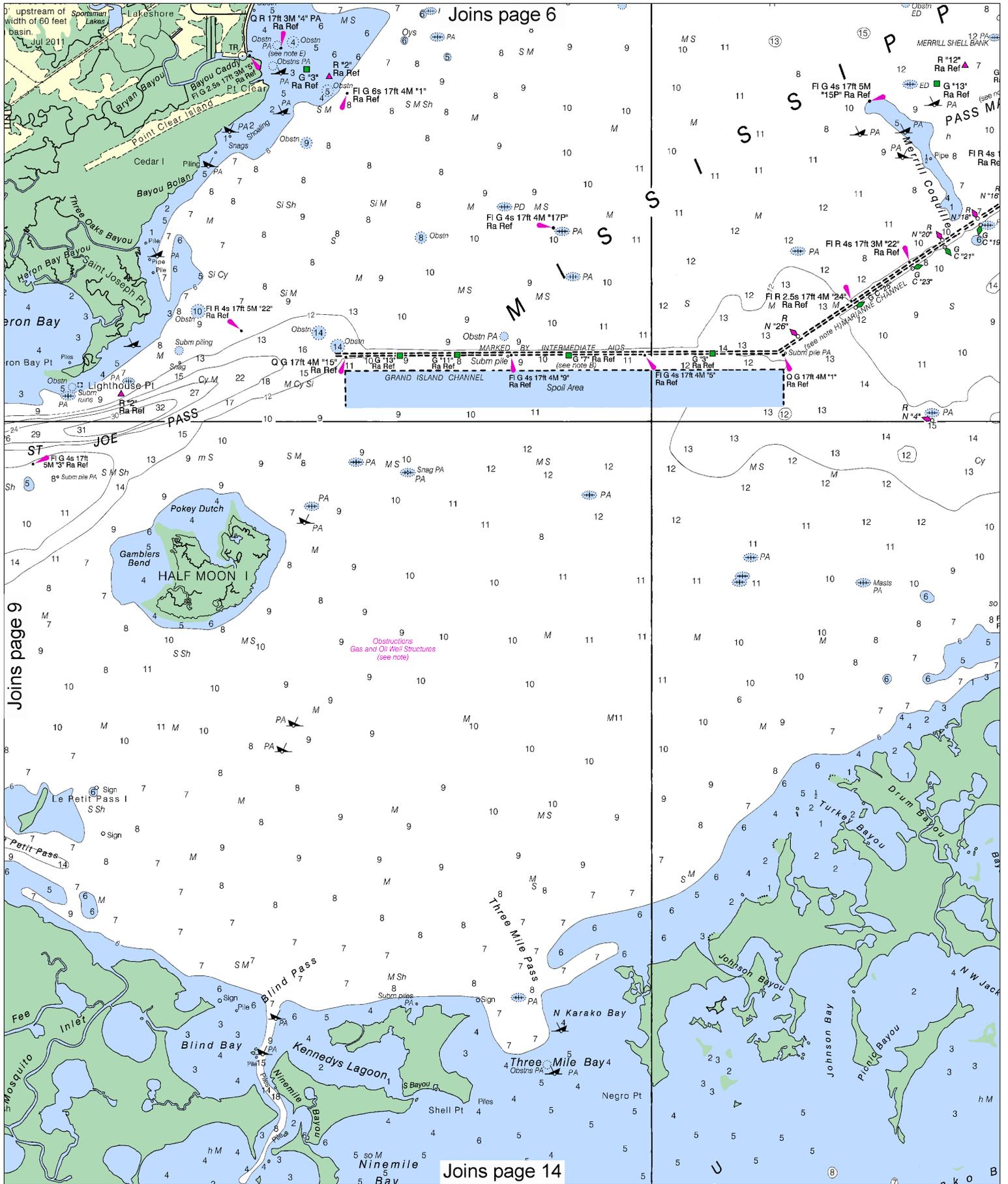
SCALE 1:80,000
Nautical Miles

See Note on page 5.



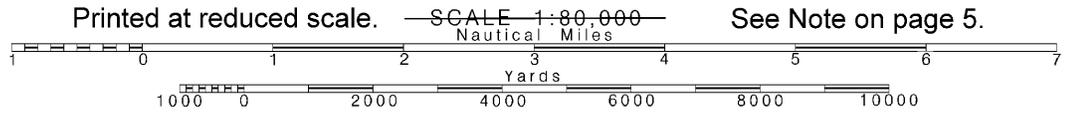
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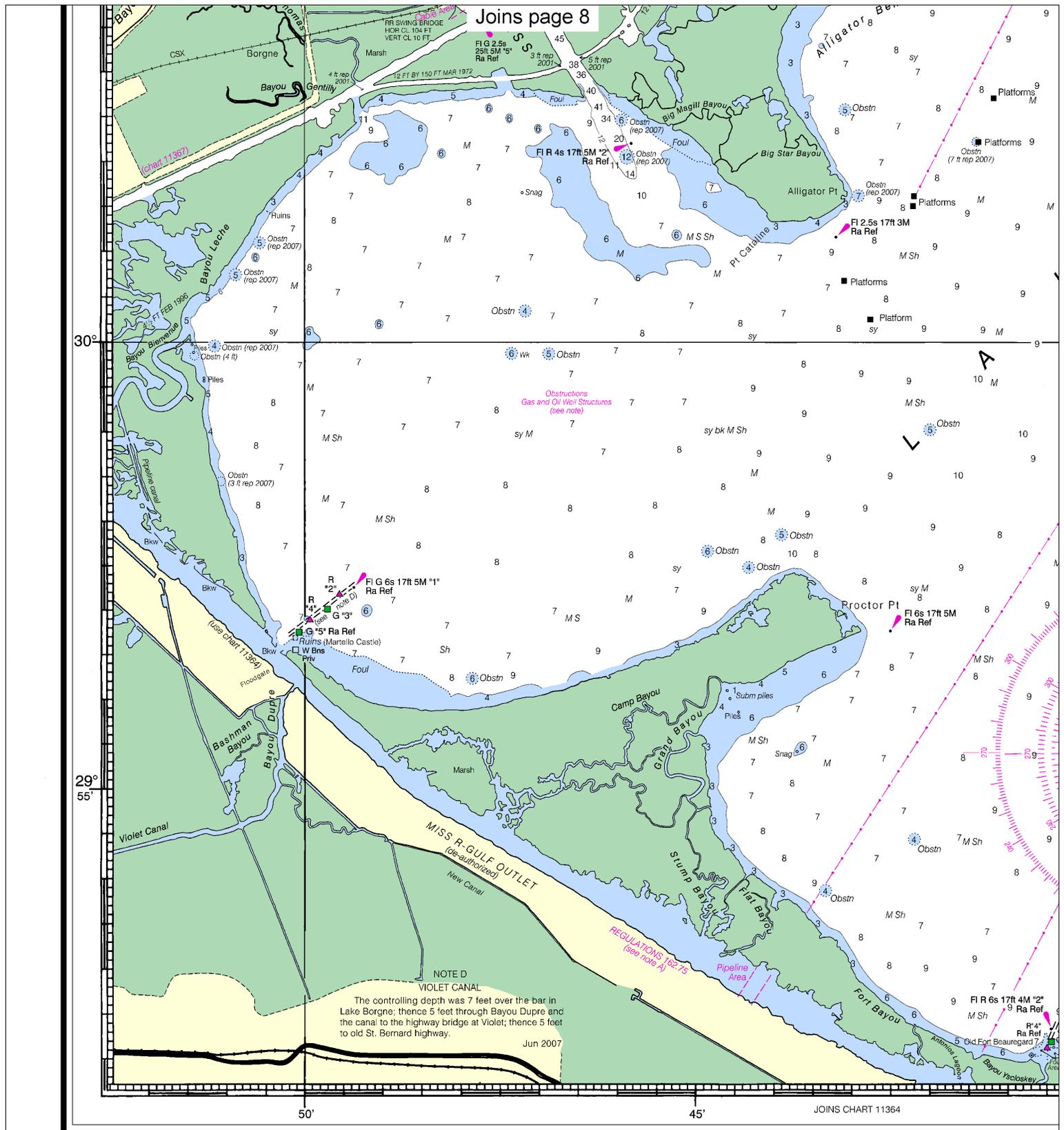




10

Note: Chart grid lines are aligned with true north.





Joins page 8

JOINS CHART 11364

40th Ed., Mar/12 ■ Corrected through NM Mar. 10/12
 Corrected through LNM Mar. 06/12

11371

CAUTION

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

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additional improving this chart to the Chief, Marine Chart Division (N/CS Service, NOAA, Silver Spring, Maryland 20910-3282).

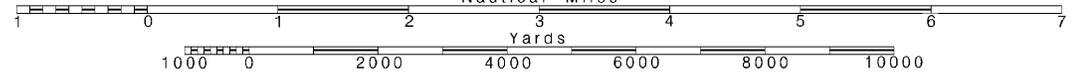
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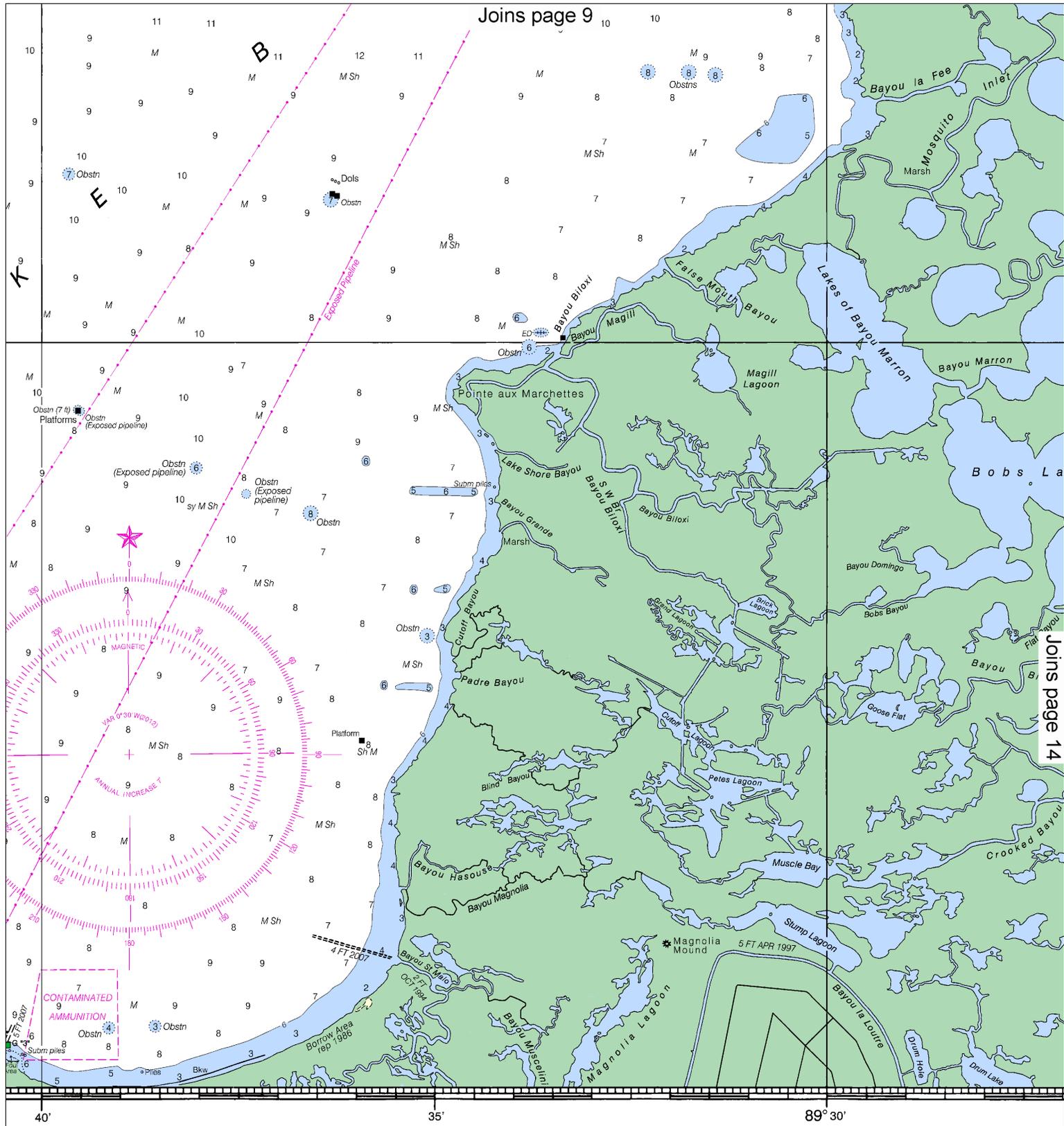
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
 Nautical Miles

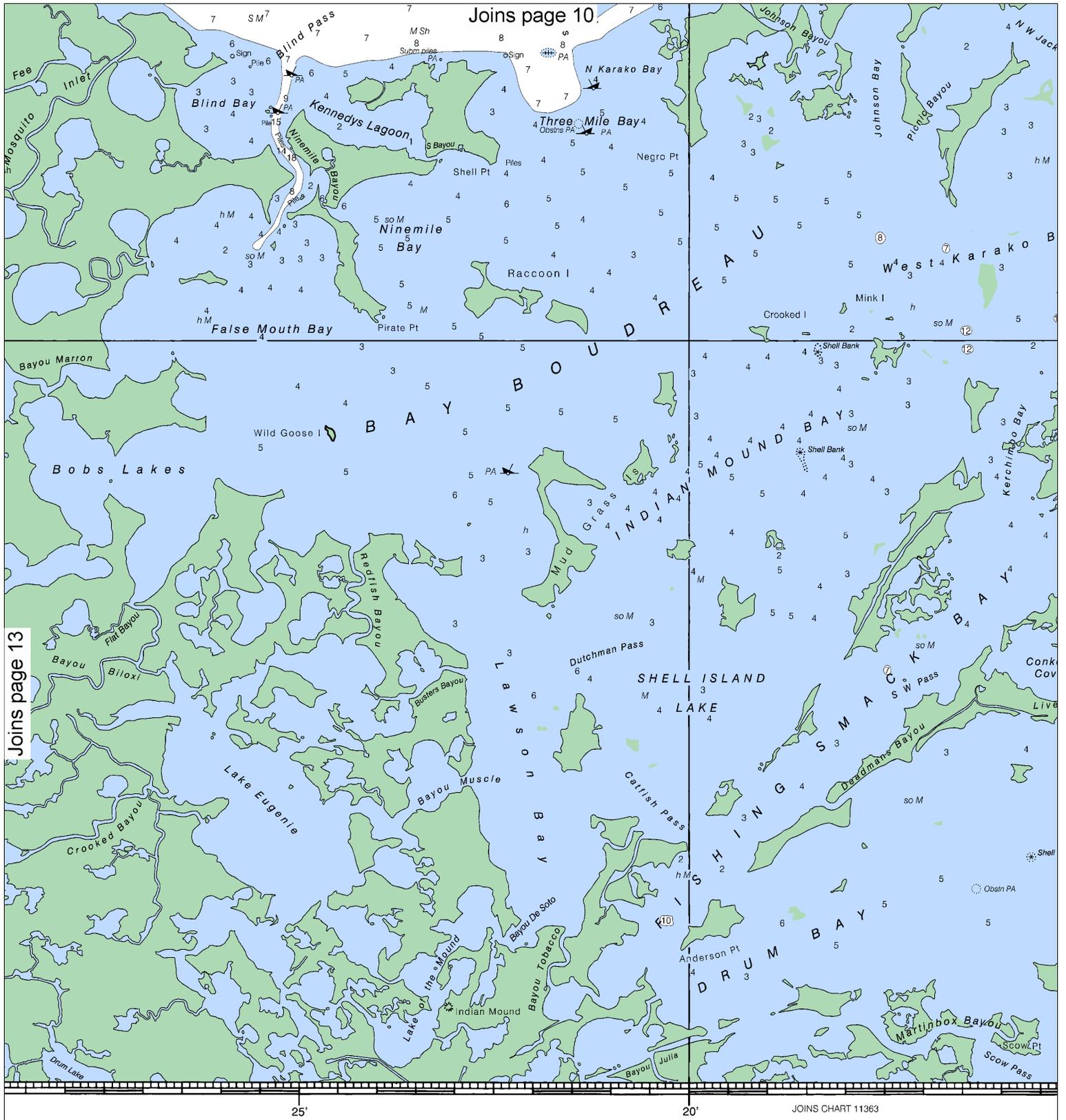
See Note on page 5.





igation. The National
ons, or comments for
S2), National Ocean

Published at Washington, D. C.
U. S. DEPARTMENT OF COMMERCE
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COAST SURVEY



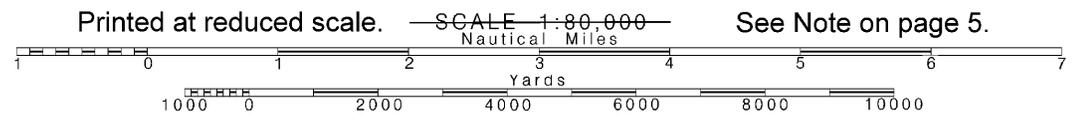
Washington, D. C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL SYSTEM OF SEA BOUNDARIES
 HYDROGRAPHIC SURVEY

SOUNDINGS IN FEET

FATHOMS
FEET
METERS

14

Note: Chart grid lines are aligned with true north.





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/>

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- 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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NOAA's Office of Coast Survey



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