

BookletChart™



Intracoastal Waterway – New Orleans to Calcasieu River, West Section

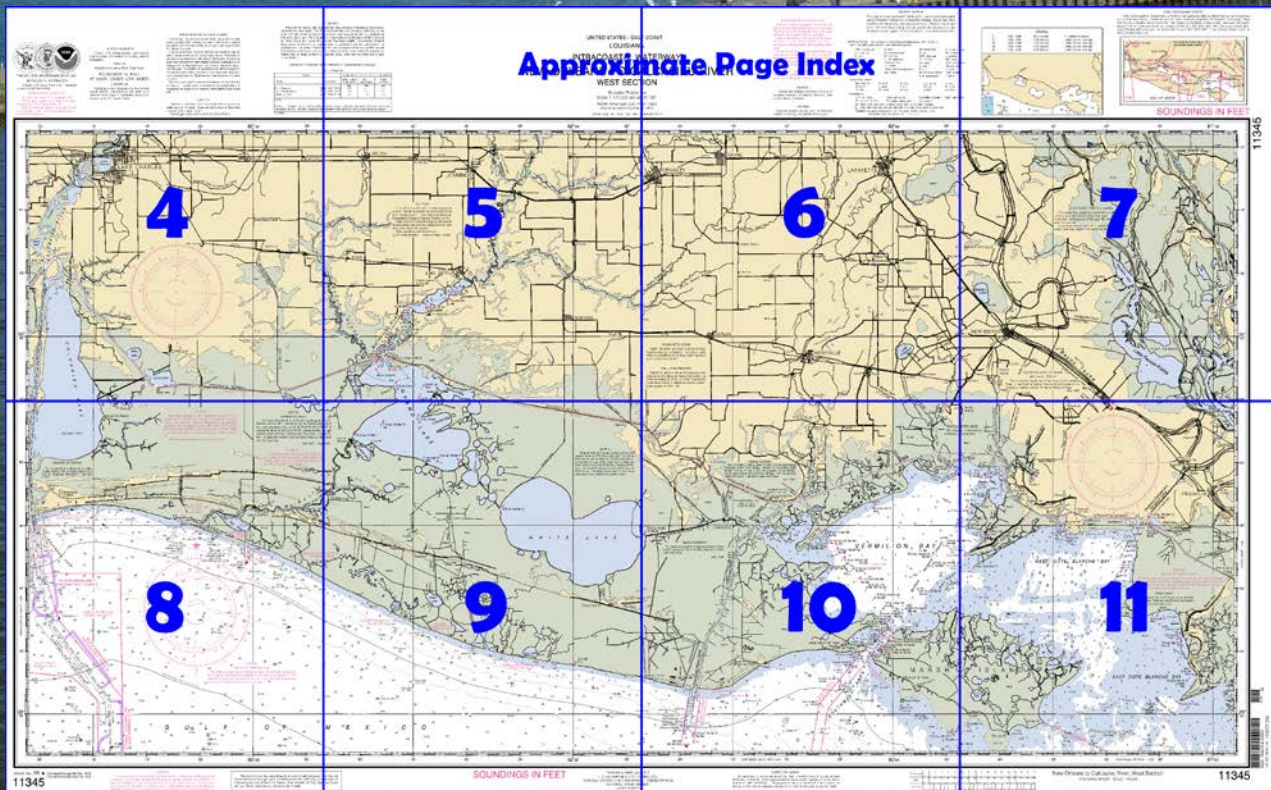
NOAA Chart 11345

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.

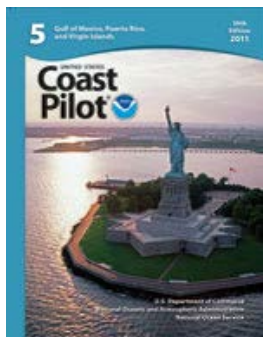
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11345>



(Selected Excerpts from Coast Pilot)
Vessels should approach Southwest Pass through the prescribed Safety Fairway. (See 166.100 through 166.200, chapter 2.)
Sunken wrecks have been reported in the safety fairway in about 29°32'N., 92°05'W. and in about 29°28.5'N., 92°06.7'W. Caution is advised in these areas.
Vessels should approach Freshwater Bayou from the Gulf through Freshwater Bayou Safety Fairway. (See 166.100 through 166.200, chapter 2.)

A ferry crosses the bayou SW of **Egan**. The Southern Pacific railroad bridge crossing the bayou N of **Midland** has a swing span with a clearance of 5 feet. (See 117.1 through 117.59 and 117.489, chapter 2,

for drawbridge regulations.) A pontoon bridge crosses the bayou N of **Estherwood**. The bridge is operated by cables that are suspended just above the water when the bridge is being opened or closed. The cables are dropped to the bottom when the bridge is in the fully open position, but remain suspended while the bridge is fully closed. Extreme caution is advised in the area of the bridge. **Do not attempt to pass through the bridge until it is fully opened and the cables are dropped to the bottom.** Overhead cables crossing the bayou have a least clearance of 50 feet.

Vessels should approach Calcasieu Pass through the prescribed Safety Fairways. (See 166.100 through 166.200, chapter 2.)

Areas of Particular Concern.—Three areas in the Calcasieu River are considered to be particularly troublesome. These areas are listed in order of ascension when proceeding from sea.

Entrance to Calcasieu Jetties (29°44.7'N., 93°20.5'W.). This area has been the site of many collisions and near misses due to strong cross-currents that may run across the entrance. Vessels should avoid meeting situations, particularly with ships or tows, within one-quarter mile North or South of Lights 41 and 42 at the entrance to the jetties.

Monkey Island (29°47.0'N., 93°20.8'W.). This area is used extensively by the fishing and offshore exploration industries. Numerous fishing and offshore exploration boats are homeported in this area. Vessels transiting this area may require speed reduction to reduce wake.

Intracoastal Waterway (30°05.5'N., 93°19.5'W.). This represents the point at which this waterway crosses the Calcasieu River Channel. This water is extensively used by tows. The situation is further complicated by an LNG facility located on the **Industrial Canal** which is serviced by deep-draft vessels. Tows intending to cross or enter the main river channel from the Intracoastal Waterway should give a Security call on VHF-FM channel 13, 30 minutes prior to entry and adjust speed so as to enter the river when the channel is clear. Every effort, including holding, should be made to avoid unduly restricting full-powered vessels, and allow them to clear this area when either inbound or outbound. LNG vessels frequently transit the area between the Calcasieu Intersection and the entrance to the Industrial Canal at Devil's Elbow. These vessels have a moving safety zone in effect around them when in transit. E and W bound vessels and tows should be prepared to stop and hold their vessel either W of the Calcasieu Intersection or E of Devil's Elbow if requested to by the U.S. Coast Guard or the pilot on board an LNG ship. Lake Arthur, a town on the NW side of Lake Arthur 13 miles above the Intracoastal Waterway, has highway and rail connections to Lake Charles. A depth of about 6 feet can be taken to the city pier at Lake Arthur.

Mermentau, 16 miles above Lake Arthur, is a rice milling center that has railroad and highway connections with New Orleans and Lake Charles. Port of Jennings, on the W side of Mermentau River just below the railroad bridge, has slips with barge loading facilities, open storage areas for oil-well pipe casings and supplies, and rail facilities. Jennings, about 4 miles W of the port, is the center of natural gas production in SW Louisiana.

**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

Navigation Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>



THE NATION'S CHARTMAKER SINCE 1807
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important
supplemental information.

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

HEIGHTS
Heights in feet above Mean High Water.

**SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER**

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

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.

CAUTION

Numerous bridges and overhead cables cross the
waterways of this area. Some are not shown on this chart
because of the small scale.

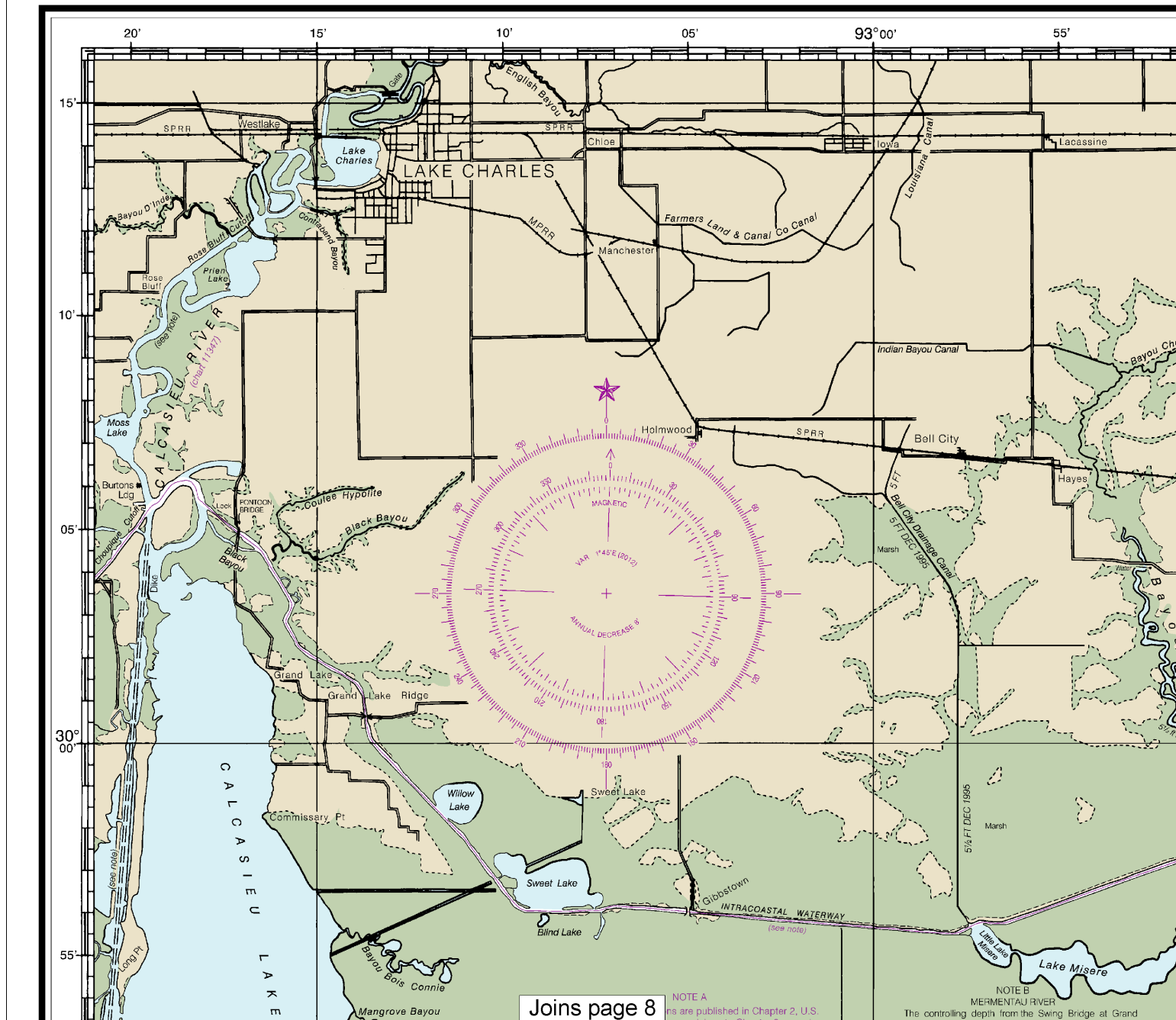
See larger scale charts and U.S. Coast Pilot 5.

NOTE X

Within the 12-nautical mile Territorial Sea, estab-
lished by Federal laws apply. The Three Nautical Mile
outer limit of the territorial sea, is retained as it is
limit of the other laws. The 9-nautical mile Natural
Boundary of Florida, Texas, and Puerto Rico, and the Three
Nautical Mile inner limit of Federal fisheries jur-
isdiction of the states. The 24-nautical mile Con-
tinental Shelf Exclusive Economic Zone were estab-
lished by treaty or the U.S. Supreme Court
to modification.

Additional information can be obtained

TIDAL INFORMATION	
PLACE	
NAME	(LAT/LONG)
Point Chevreuil	(29°31' N/091°33' W)
West Cote Blanche Bay	(29°44' N/091°43' W)
Calcasieu Pass	(29°47' N/093°21' W)
Dashes (- -) located in datum columns indicate unavailable datum tidal predictions, and tidal current predictions are available on the (Mar 2012)	



ed at nauticalcharts.noaa.gov.

ATION

	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
	feet	feet	feet
W ₁	1.5	---	---
W ₂	1.4	---	---
W ₃	2.0	1.8	0.5

datum values for a tide station. Real-time water levels, be Internet from <https://tidesandcurrents.noaa.gov>

datum values for a tide station. Real-time water levels, the Internet from <http://tidesandcurrents.noaa.gov>.

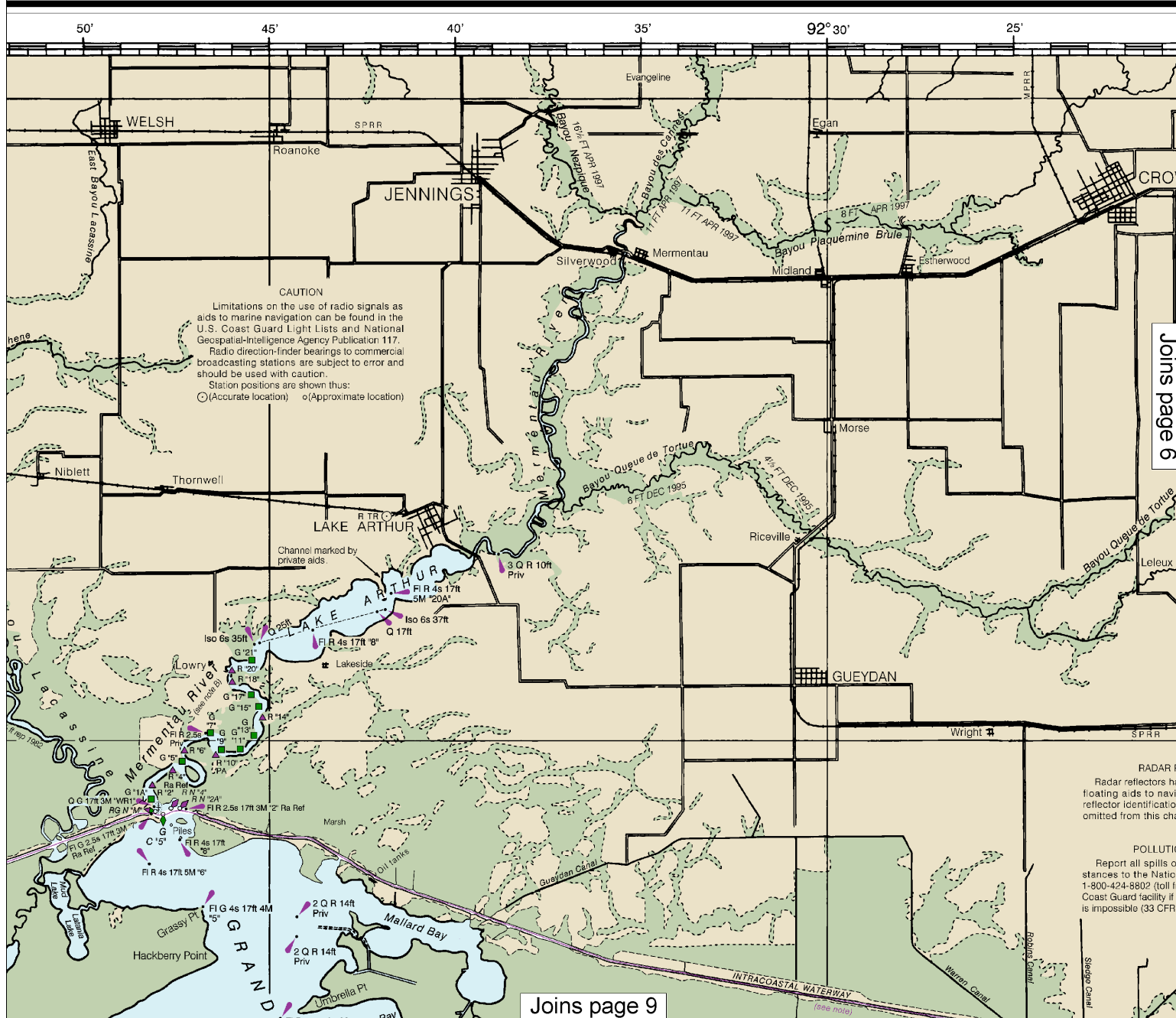
NEW ORLEANS TO CALCAS WEST SECTION

Mercator Projection
Scale 1:175,000 at Lat. 30° 00'
North American Datum of 1983
(World Geodetic System of 1984)

Formerly C&GS 1051 1st Ed. Oct. 1939 C-1939-502 KAPP 47

INTRACOASTAL WATERWAY

Route is indicated by a magenta line.
The project depth is 12 feet from New Orleans, LA to Aransas Pass, TX.
Consult the U.S. Army Corps of Engineers for controlling depths and U.S. Coast Guard Local Notice to Mariners for other navigation hazards or restrictions.



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:250000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

5

LAKE COASTAL WATERWAY BRIDGES TO CALCASIEU RIVER WEST SECTION

Formerly C&GS 1051, 1st Ed., Oct. 1939 C-1939-502 KAPP 47

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

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

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

The outlined areas represent the limits of the most survey information that has been evaluated for charting. The areas outlined in this diagram by date and type of survey. The areas outlined by the U.S. Army Corps of Engineers are periodical surveys. Areas not shown on this diagram. Refer to Chapter 1, Unit 1.

AERO aeronautical	G green	Mo mors
AI alternating	IQ interrupted quick	N nun
B black	ISO isophase	OBSC ob
Bn beacon	LT HO lighthouse	OC oculu
C can	M nautical mile	OR orang
DIA diaphone	M minutes	Q quick
F fixed	MICRO TR microwave tower	R red
FI flashing	Mkr marker	Ra Ref r

Blds boulders	Co coral	gy gray	Oys
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand

Miscellaneous:

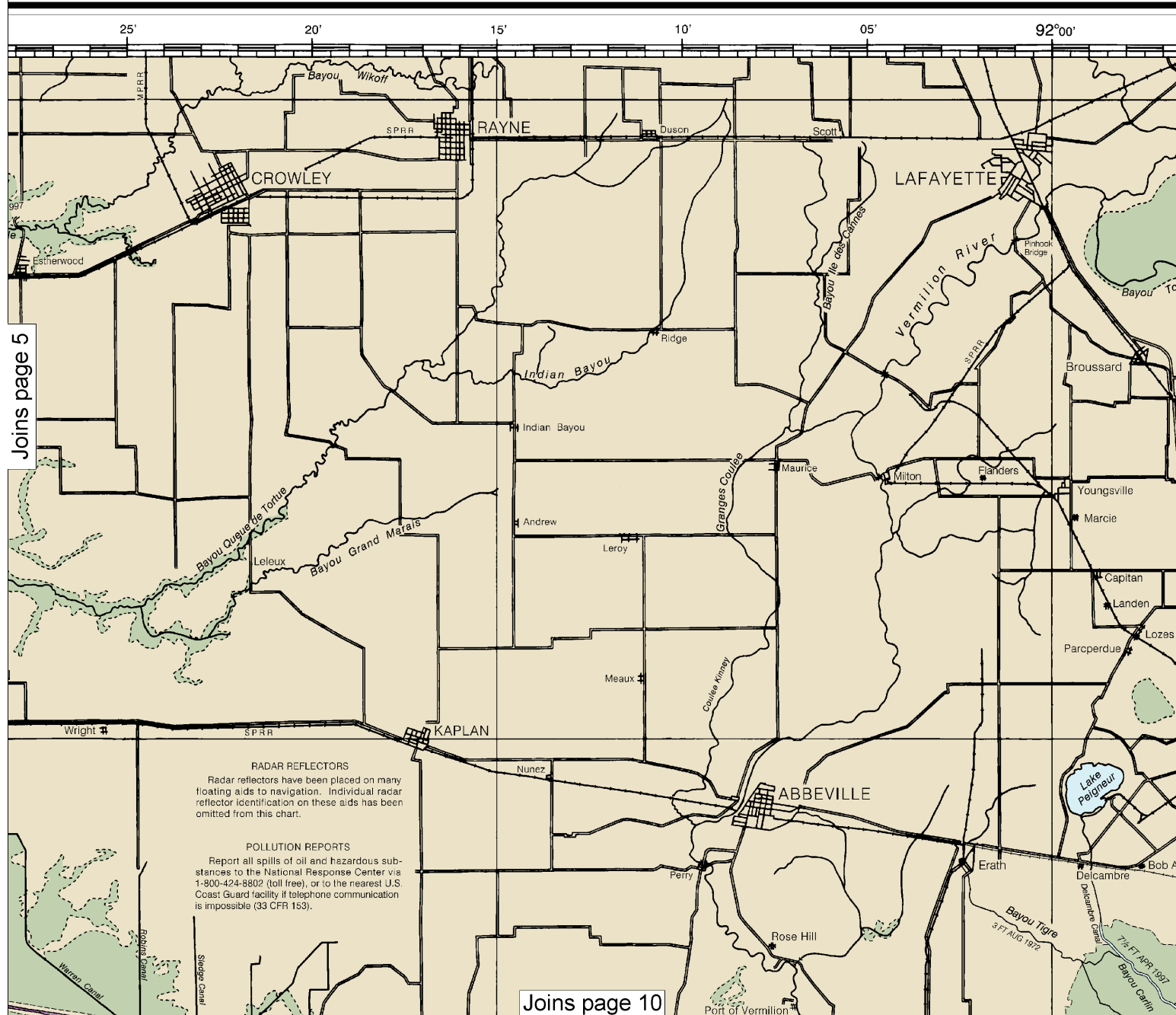
AUTH authorized	Obstr obstruction	PD positive
ED existence doubtful	PA position approximate	Rep report

21. Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum.

COLREGS: International Regulations for Preventing Collisions at Sea.

Demarcation lines are shown thus: ---

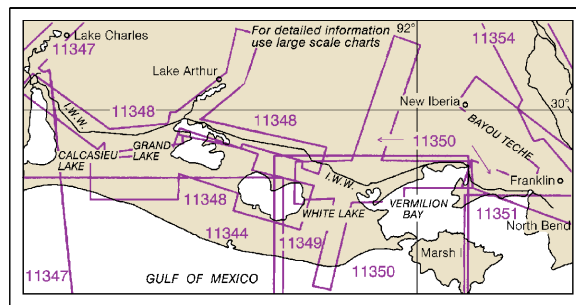
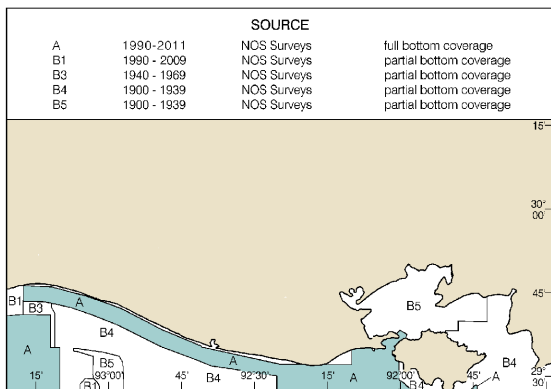


most recent hydrographic
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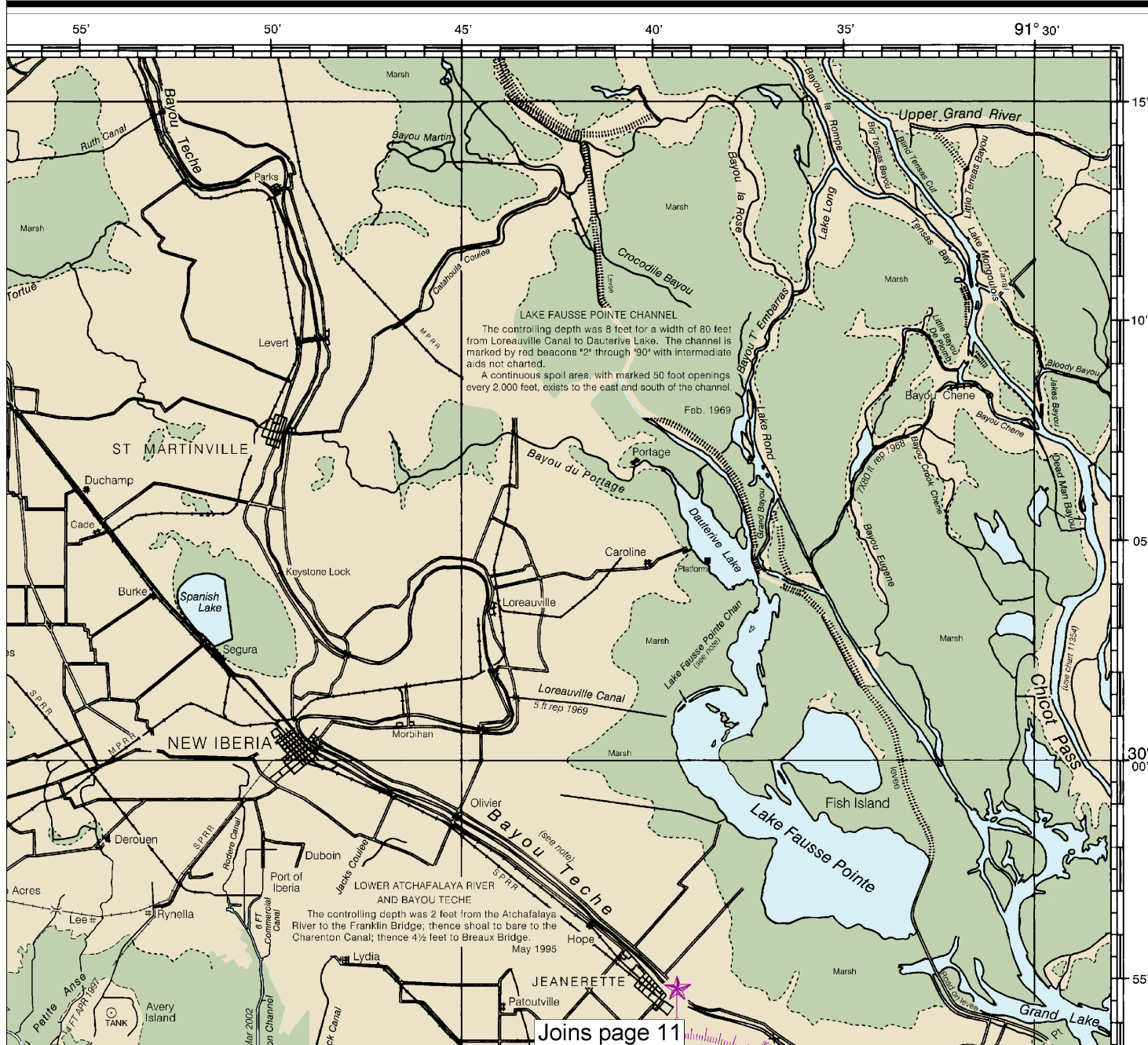
Chart No. 1.)

orse code R TR radio tower
 Rot rotating
 obscured a seconds
 buting SEC sector
 nge St M statute miles
 k VQ very quick
 W white
 r radar reflector
 radiobeacon WHIS whistle
 Y yellow

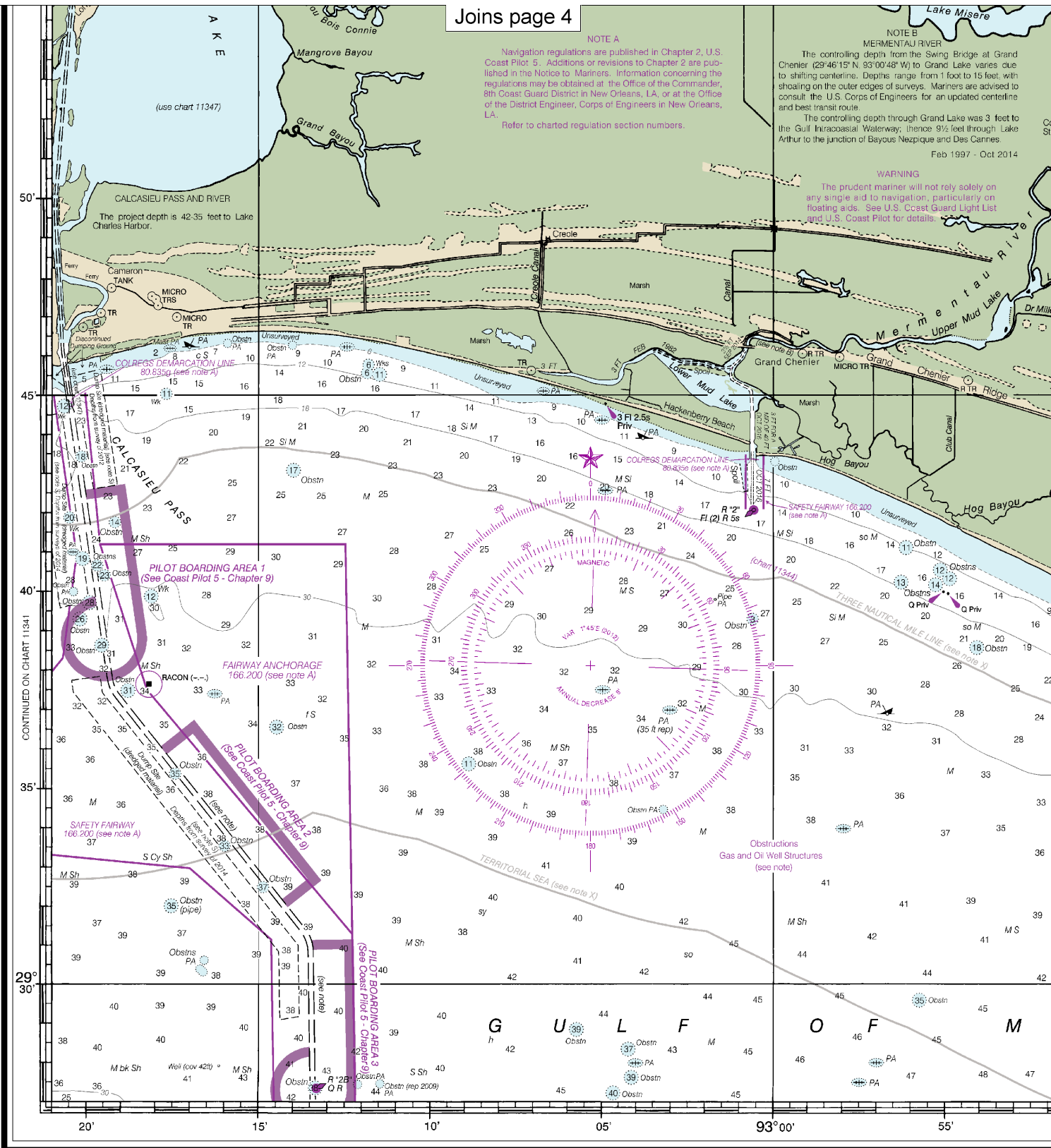
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SOUNDINGS IN FEET



11345

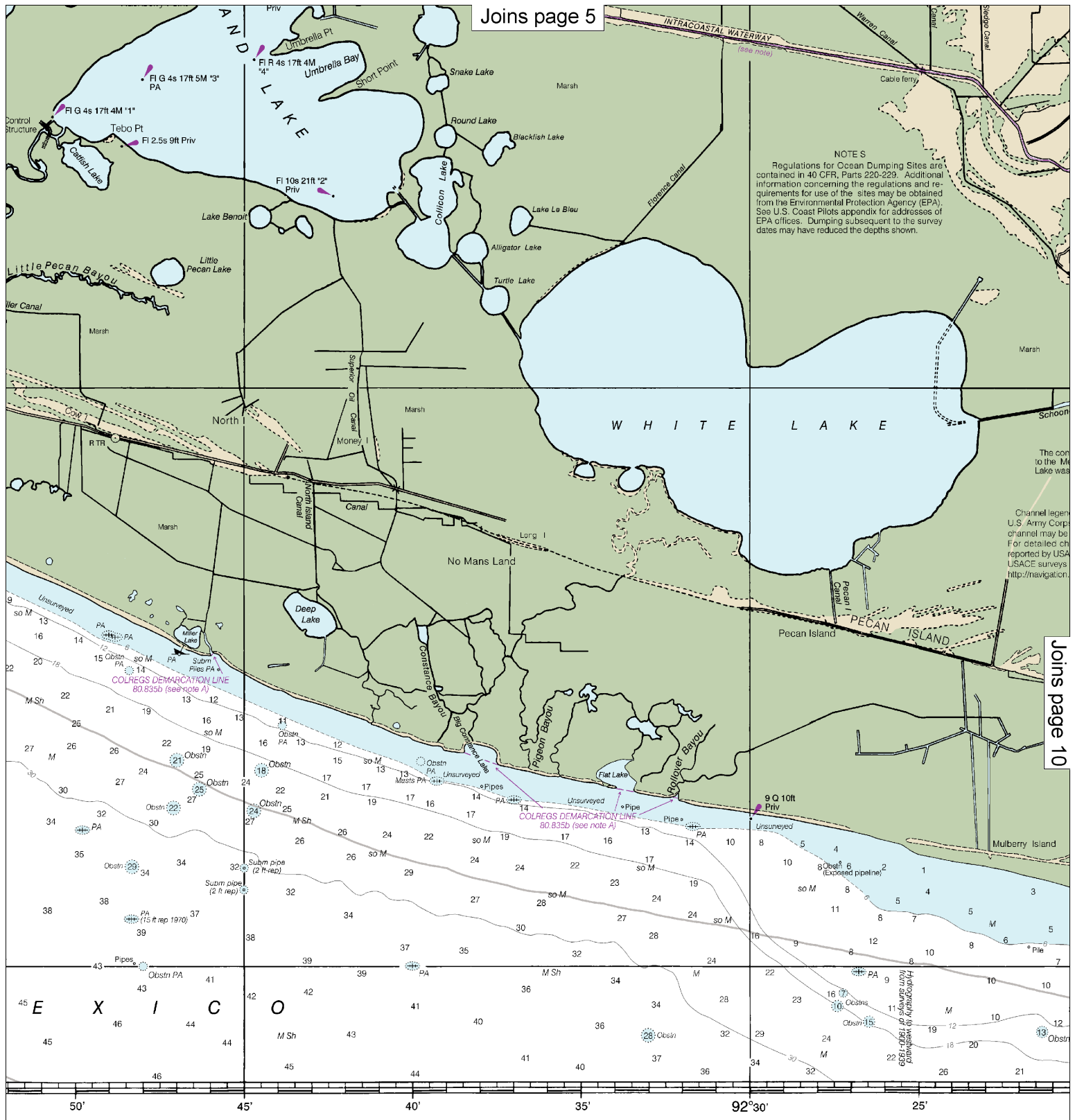


11345

This is the Last Edition of this chart. It will be canceled on Oct 2, 2024
36th Ed., Nov. 2020. Last Correction: 4/8/2024. Cleared through:
LNM: 2124 (5/21/2024), NM: 2224 (6/1/2024)



Note: Chart grid lines are aligned with true north.



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

SOUNDINGS IN FEET

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

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

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 System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

FATHOMS	
FEET	11
METERS	20



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



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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.