

BookletChart™



Intracoastal Waterway – Forked Island to Ellender

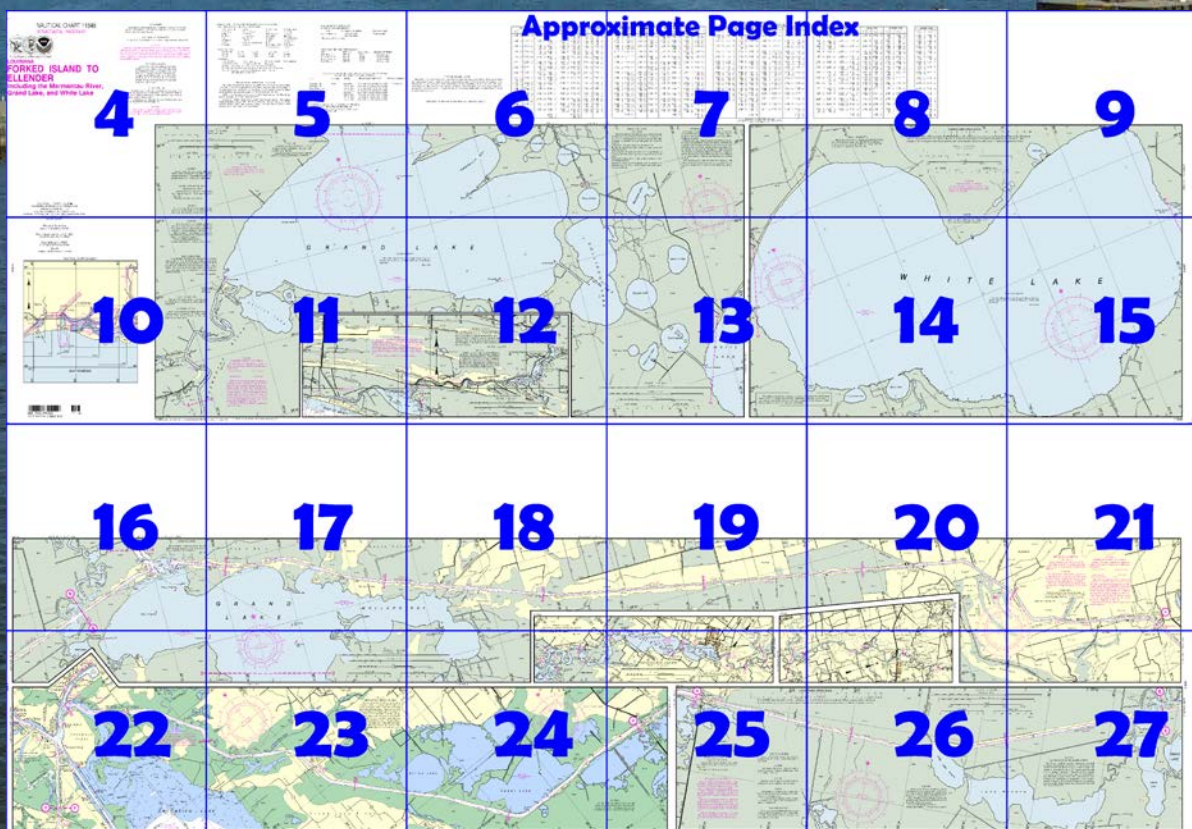
NOAA Chart 11348

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/ncd/searchbychart.php?chart=11348>



(Selected Excerpts from Coast Pilot)

Mermentau River empties into the Gulf of Mexico 86 miles W of Atchafalaya Bay Entrance E of Calcasieu Pass. The entrance channel shifts frequently and should be approached with caution. From the Gulf, the Mermentau leads E through **Lower Mud Lake** and Upper Mud Lake, thence N into the SW side of Grand Lake, out of the N end of Grand Lake to the Intracoastal Waterway and continuing on 32 miles through **Lake Arthur** to the head of

navigation at the junction of **Bayou Nezpique** and **Bayou des Cannes**, where the river is formed.

Grand Lake, a summer resort on the NE side of Calcasieu Lake, has numerous private piers.

Hackberry, on the NW side of the lake, is an oil drilling center. Both towns have highway connections to Lake Charles.

Calcasieu River and Channel. N of Calcasieu Pass, the ship channel cuts across points of land along the W side of Calcasieu Lake to a junction with the Calcasieu River at **Choupique Island**. The channel is straight and well-marked by lights and lighted ranges.

The Intracoastal Waterway crosses the ship channel at the N end of Choupique Island, at the mouth of the **River**, and continues W through **Choupique Cutoff**. N of the intersection with the Intracoastal Waterway, **Industrial Canal** leads NE to a turning basin. From the junction with Industrial Canal, the ship channel follows the natural channel of Calcasieu River to the N side of **Moss Lake**, thence bypassing the river through a landcut about 1 mile long to the W bend of the river just above Haymark Terminal, thence in the natural channel to Rose Bluff, thence through **Rose Bluff Cutoff** and continuing on the same course through a cut across the S end of **Coon Island**; thence, the E or right fork for about 1.5 miles to the port wharves at Port of Lake Charles. Deep water is along midchannel but, unlike most rivers, the deeper water often favors the points rather than the bends.

Calcasieu Landing is on the W bank of the Calcasieu River just N of its junction with Choupique Cutoff. A shipyard here has two 2,000-ton floating drydocks which can handle ships up to 200 feet and barges up to 300 feet long and 55 feet wide with drafts of 14 feet for general repairs. A marine railway at the shipyard can handle vessels up to 200 feet. The yard builds tugs, crew boats, and barges up to 200 feet. There are metal, joiner, machine, and welding shops, a floating crane that can handle craft to 60 tons, and tank cleaning facilities. A fuel dock adjoins the shipyard. Diesel fuel is available on a 24-hour basis at the dock or in midstream by barge. The fuel facility monitors VHF-FM channels 13 and 16 continuously.

Vessels should approach Freshwater Bayou from the Gulf through Freshwater Bayou Safety Fairway. (See 166.100 through 166.200, chapter 2.)

Bayou Plaquemine Brule. 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.** (See 117.1 through 117.59 and 117.489, chapter 2, for drawbridge regulations.)

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

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

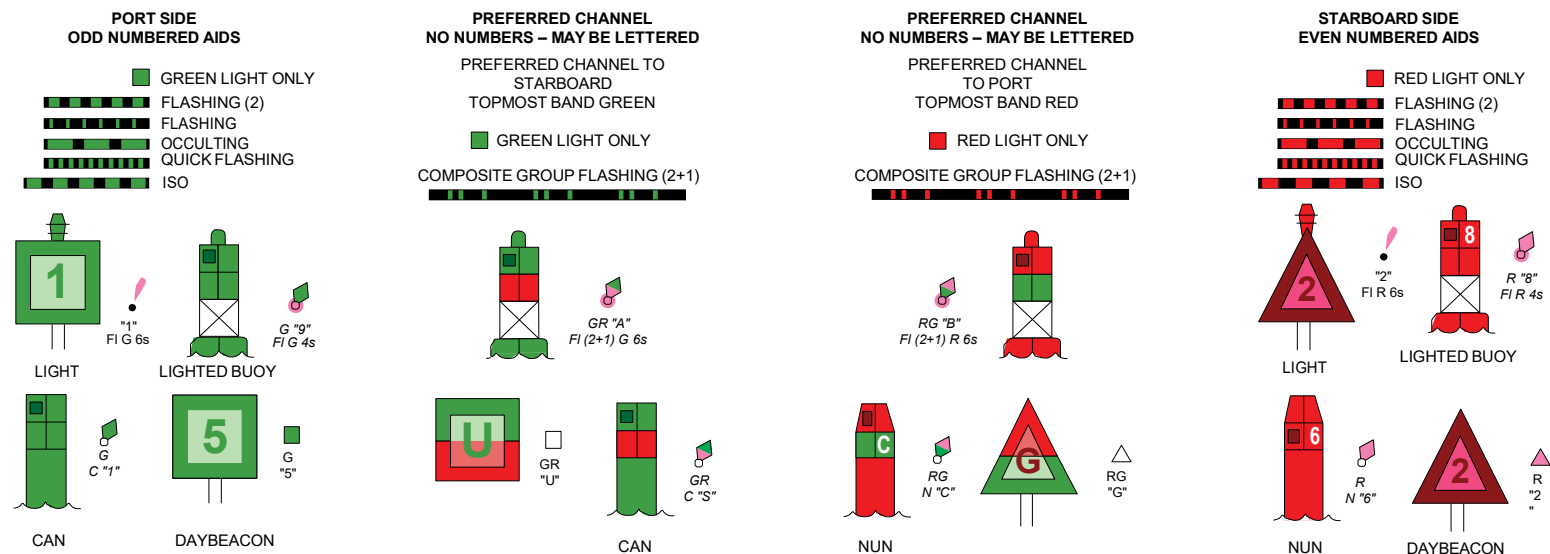
Navigation Manager Regions



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>



NAUTICAL CHART 11348

INTRACOASTAL WATERWAY

LOUISIANA

FORKED ISLAND TO ELLENDER

Including the Mermentau River, Grand Lake, and White Lake

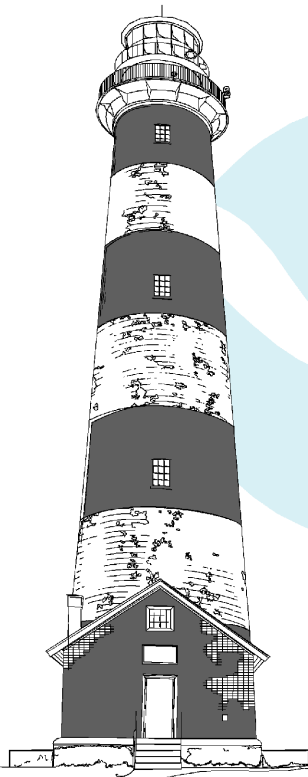


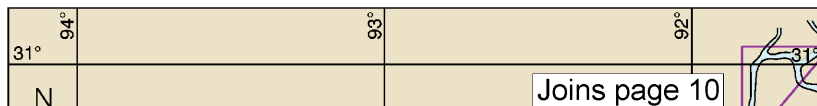
Chart 11348 23rd Ed., Apr. /13 ■
Corrected through NM Apr. 06/13, LNM Mar. 26/13
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Mercator Projection
Scale 1:40,000 at 29°50'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
HEIGHTS
Heights in feet above Mean High Water.

NAUTICAL CHART DIAGRAM



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.

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.

HORIZONTAL DATUM

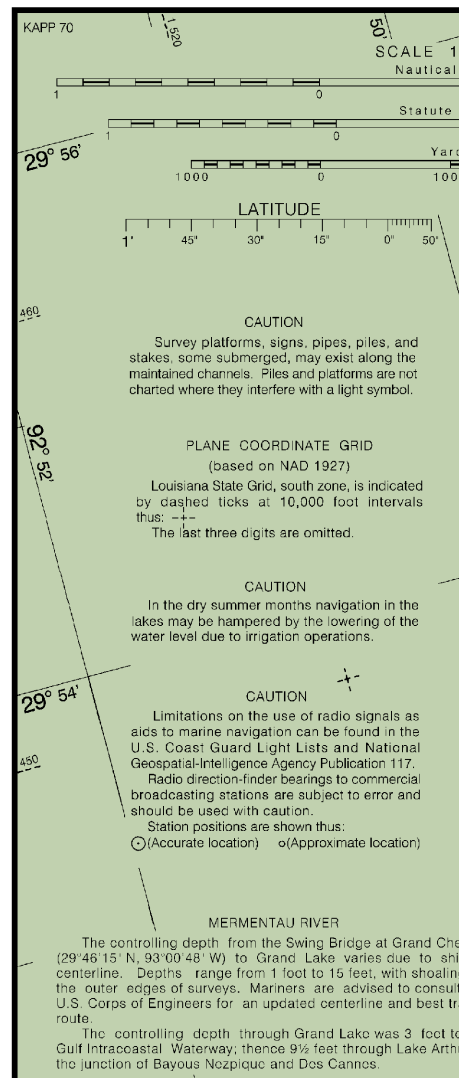
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.752" northward and 0.518" westward to agree with 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.

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.



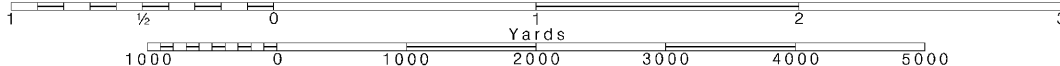
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



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	Cc 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	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: - - - - -

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

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBERS	OFFICE HOURS
Lake Charles, LA	(337) 477-5285 *(337) 439-0000	24 hours daily

*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Galveston, TX	KHB-40	162.55	24 hours daily
Lake Charles, LA	KHB-42	162.40	24 hours daily
Baton Rouge, LA	KHB-46	162.40	24 hours daily
Lafayette, LA	WXK-80	162.55	24 hours daily

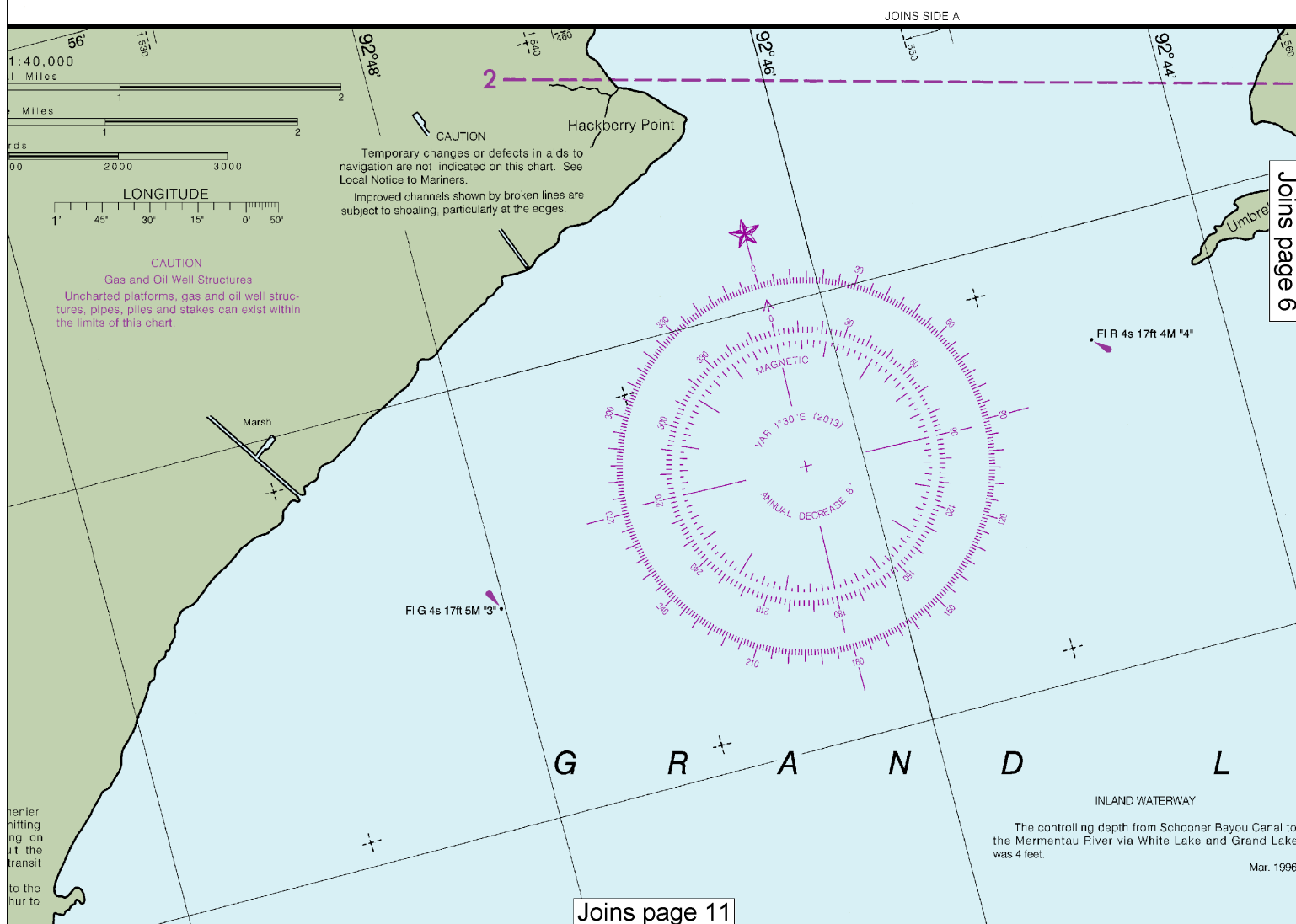
BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES-CST	SPECIAL WARNING
Galveston, TX	NOY	2670 kHz	4:45, 6:45, & 10:45 AM & 4:45 PM	* On receipt
Galveston, TX	"	157.10 MHz	4:45, 6:45, & 10:45 AM & 4:45 PM	
Pecan Island, LA	"	157.10 MHz	4:45, 6:45, & 10:45 AM & 4:45 PM	
Cameron, LA	"	157.10 MHz	4:45, 6:45, & 10:45 AM & 4:45 PM	
Sabine, TX	"	2670 kHz	4:45, 6:45, & 10:45 AM & 4:45 PM	
Sabine, TX	"	157.10 MHz	4:45, 6:45, & 10:45 AM & 4:45 PM	
Morgans Point, TX	"	157.10 MHz	4:45, 6:45, & 10:45 AM & 4:45 PM	
Freeport, TX	"	157.10 MHz	4:45, 6:45, & 10:45 AM & 4:45 PM	

*Preceded by announcement on 2162 kHz and 156.8 MHz

Broadcast one hour later during Daylight Saving Time

Distress calls for small craft are made on 2162 kHz or channel 16 (156.80 MHz) VHF.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

OURS
daily

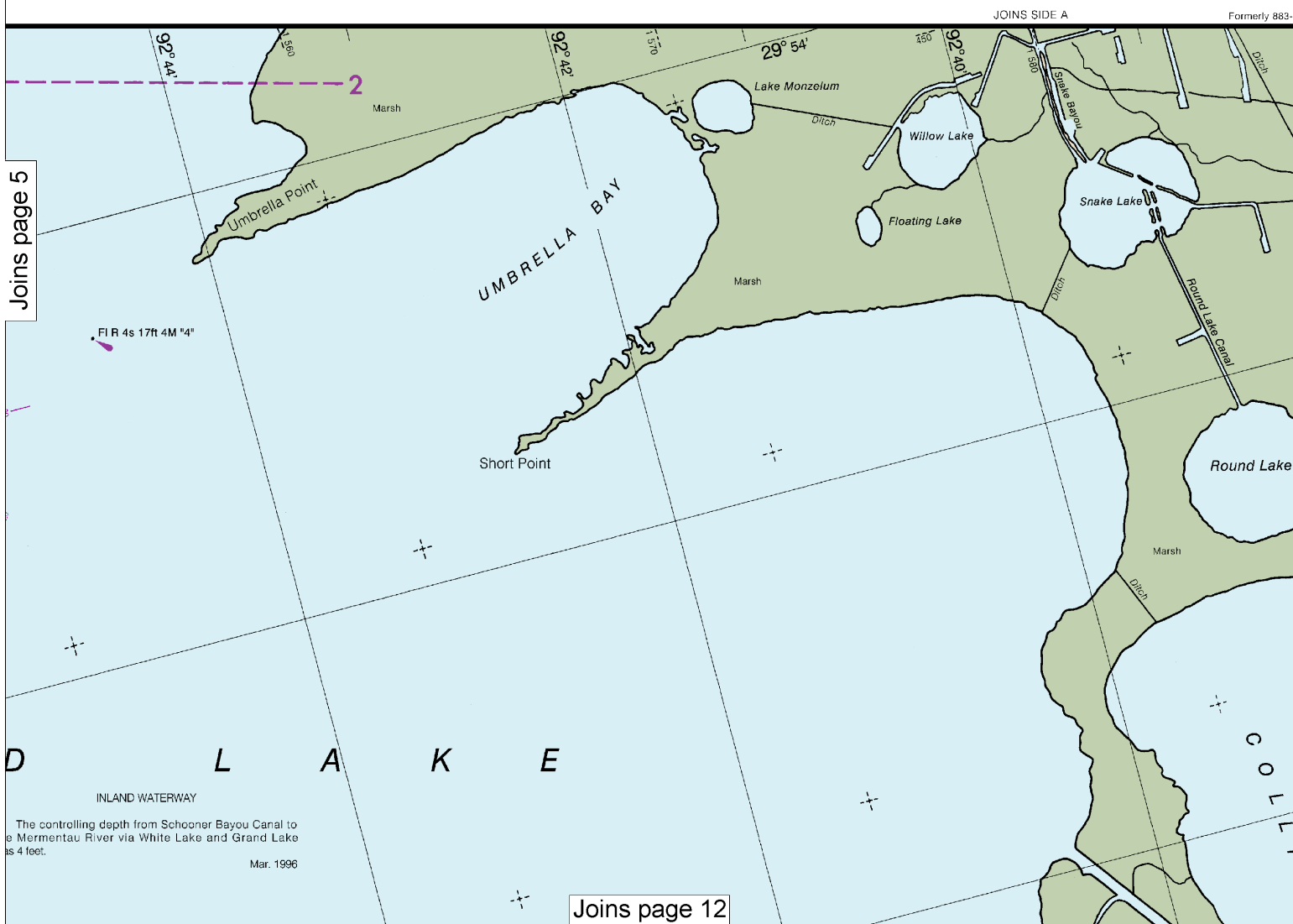
CAST TIMES
urs daily
urs daily
urs daily
urs daily

INGS

SPECIAL WARNING

45 PM * On receipt
45 PM
45 PM
45 PM
45 PM
45 PM
45 PM

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



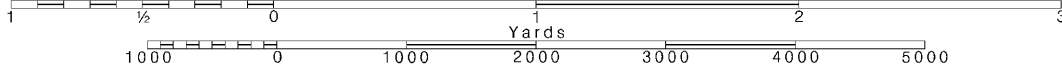
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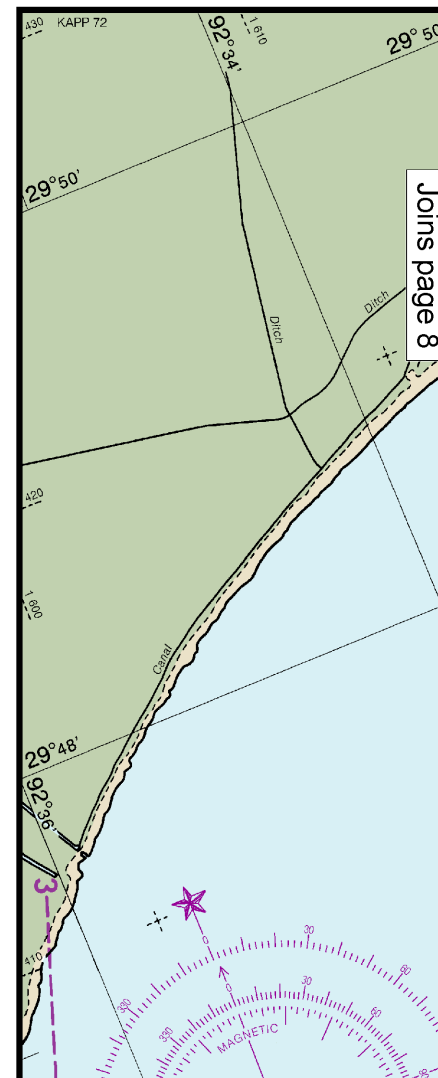
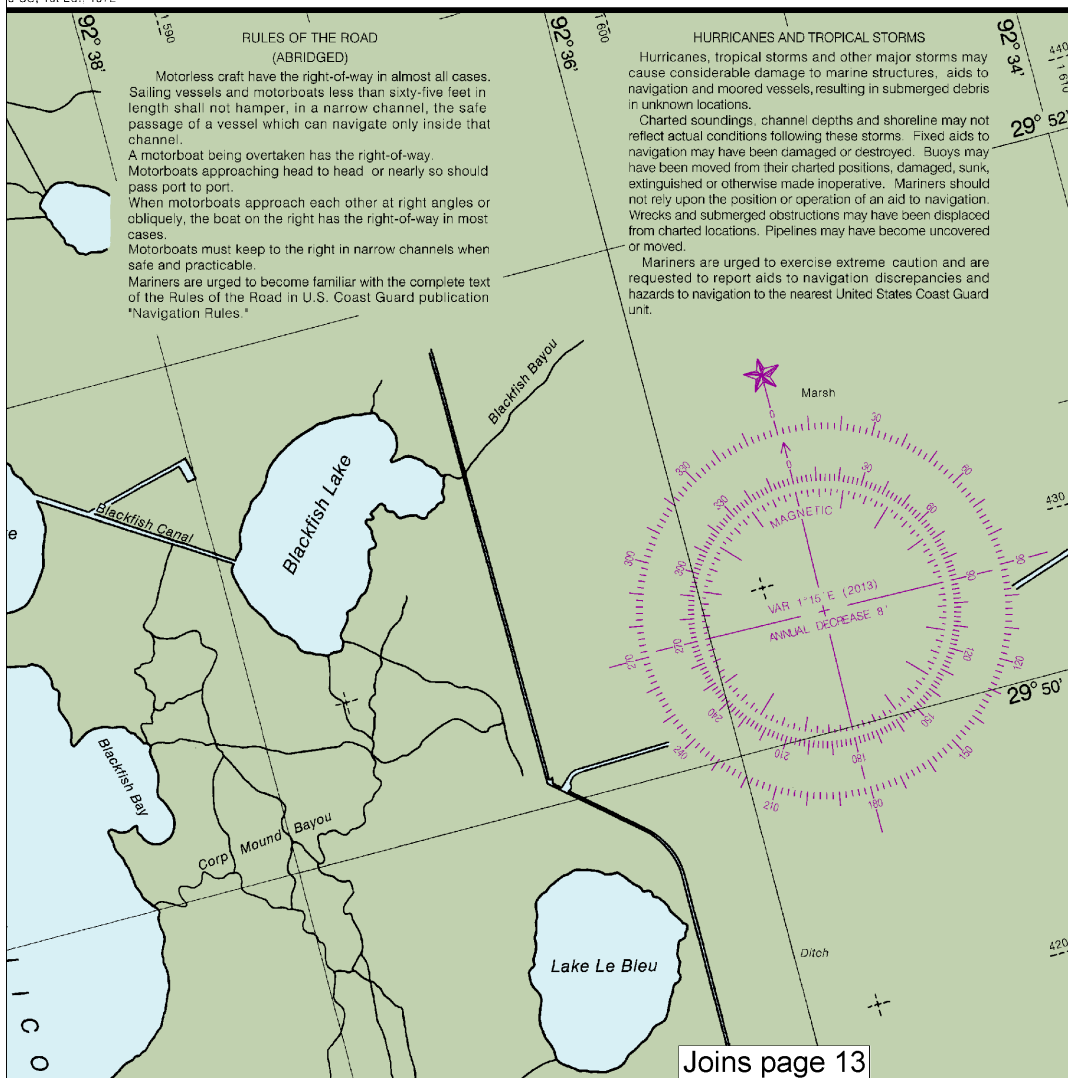
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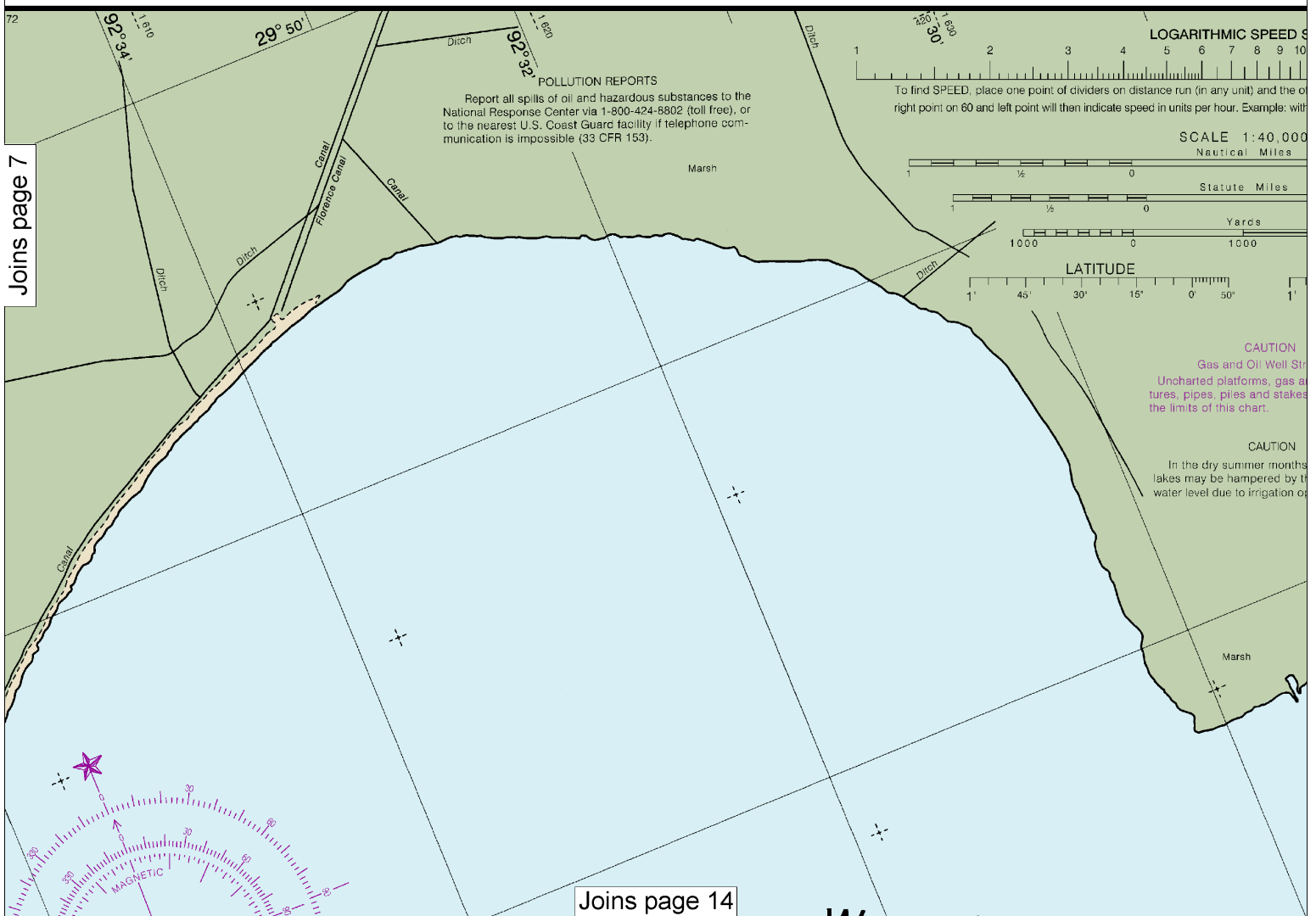
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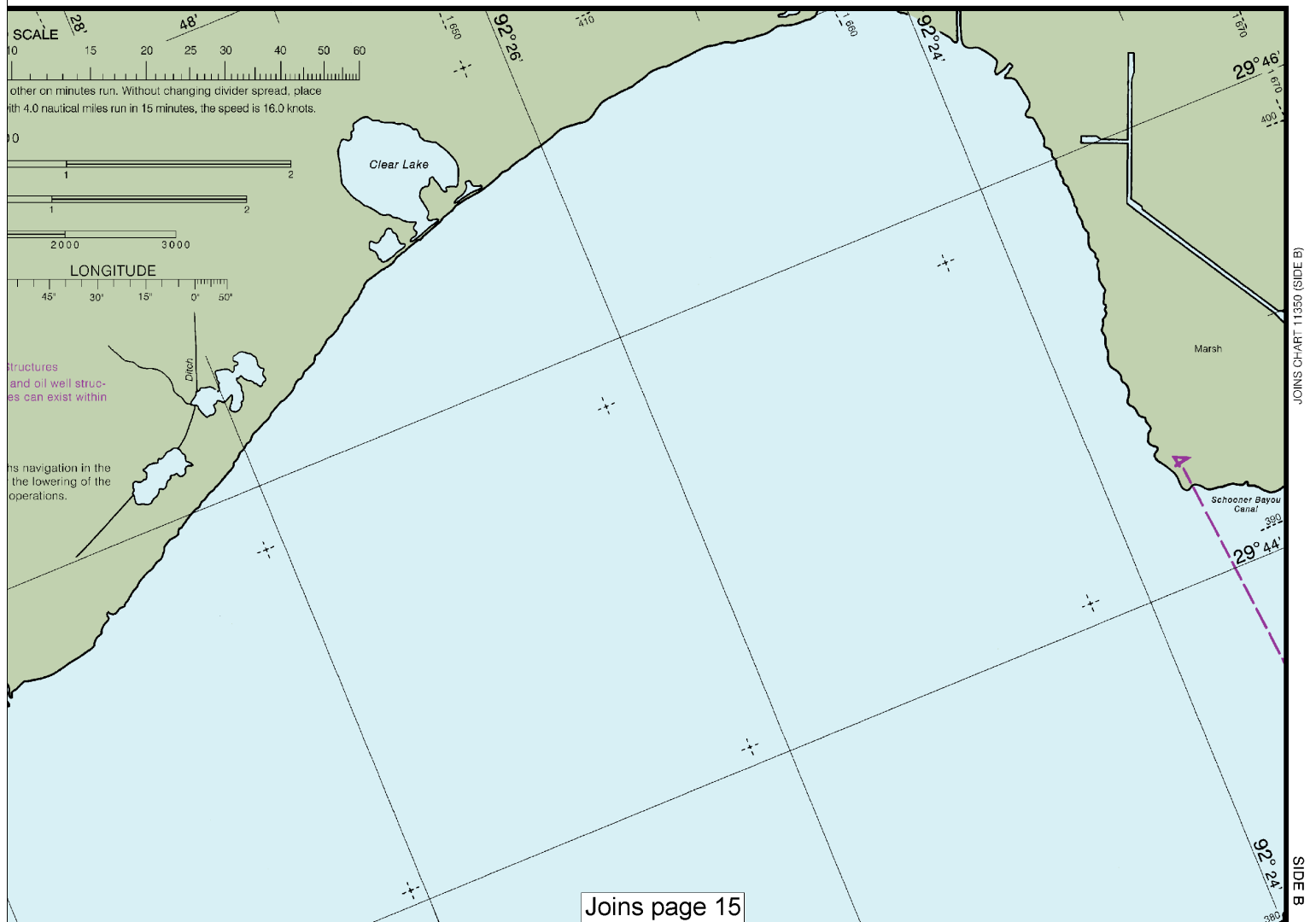
SCALE 1:40,000
Nautical Miles

See Note on page 5.









Mercator Projection
Scale 1:40,000 at 29°50'

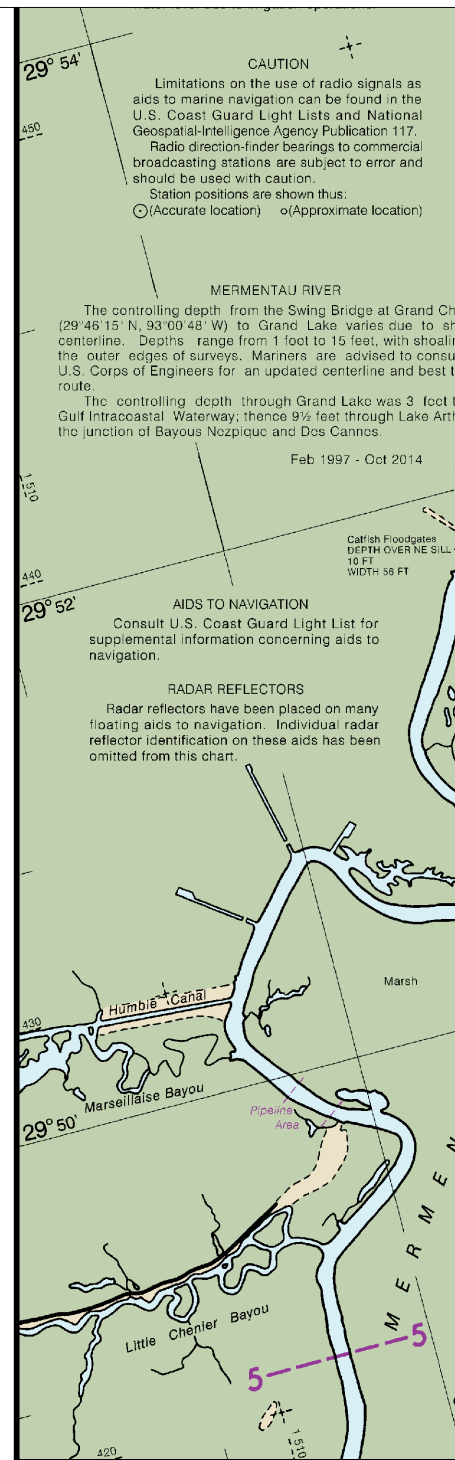
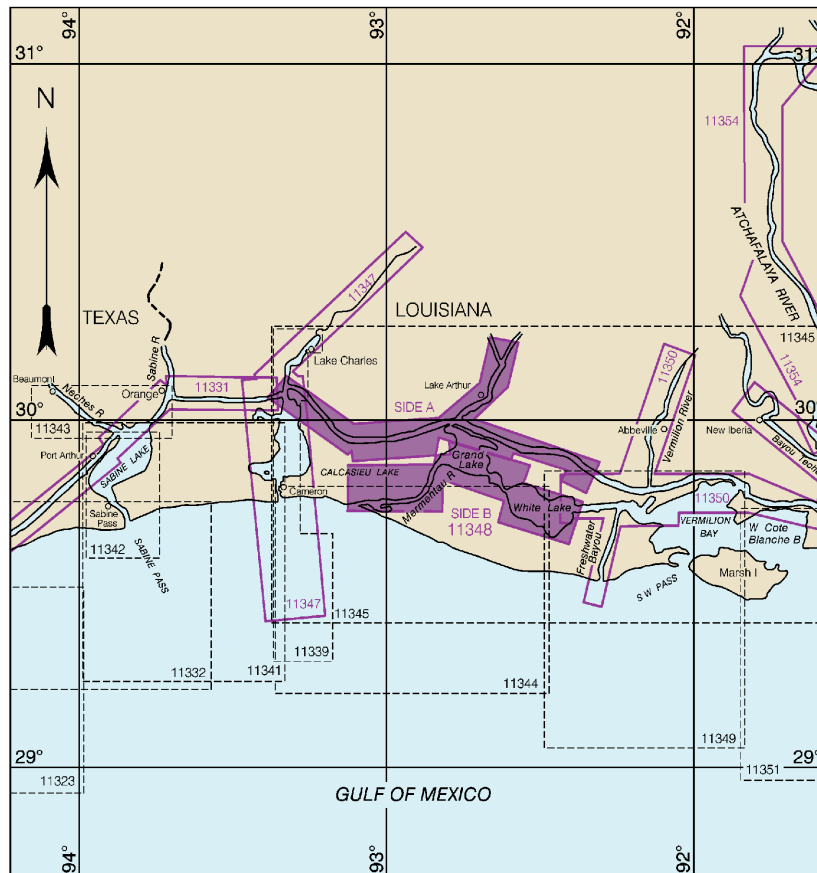
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

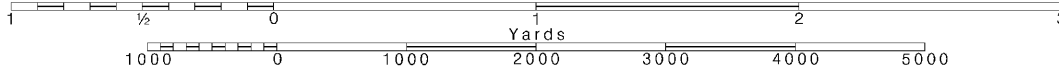
HEIGHTS
Heights in feet above Mean High Water.

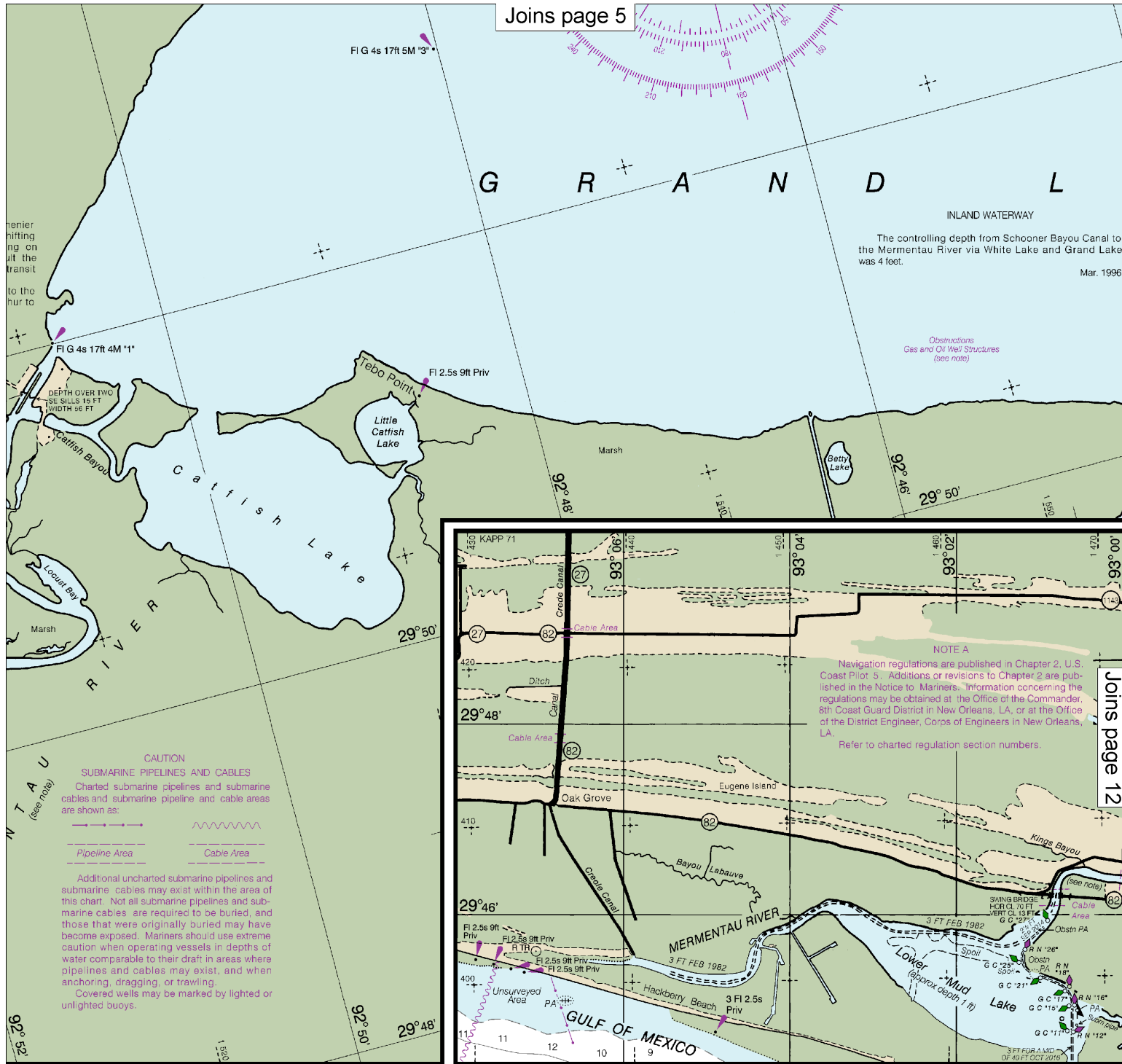
NAUTICAL CHART DIAGRAM

SIDE B



11348

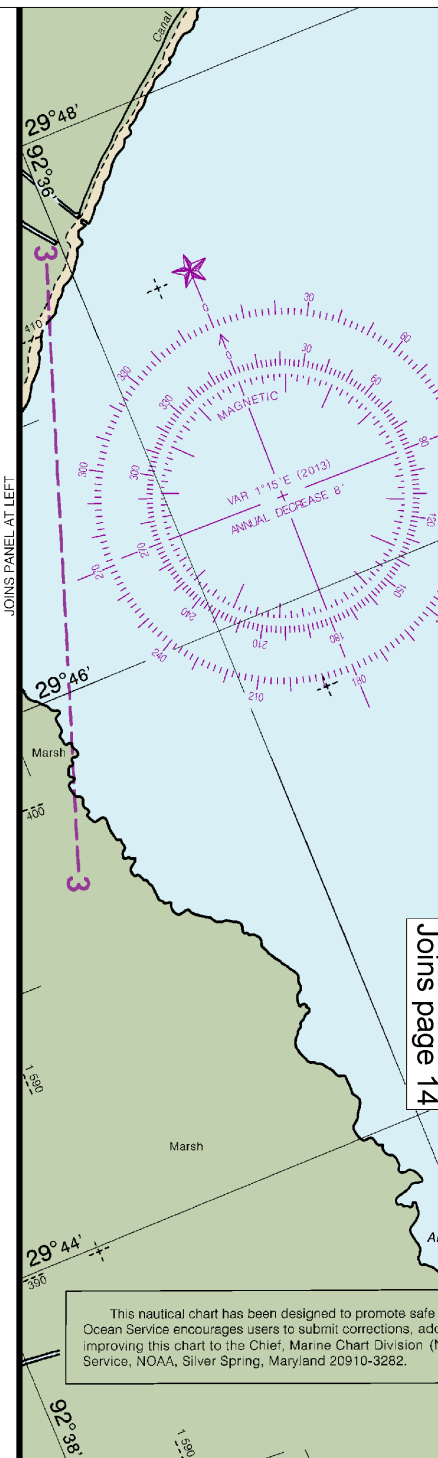


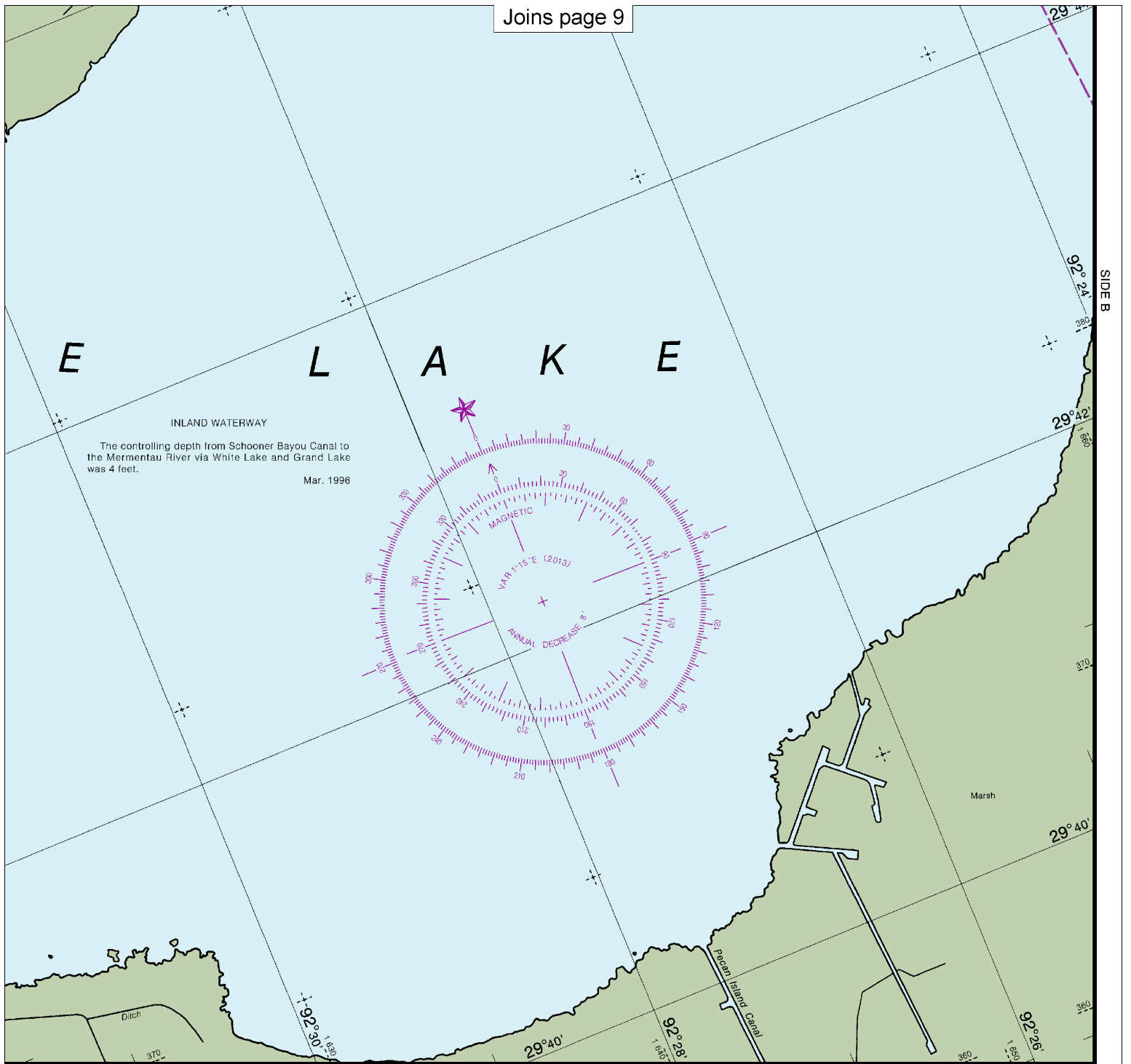


Joins page 12

CONTINUED ON MERMENTAU RIVER EXTENSION

JOINS CHART 11344

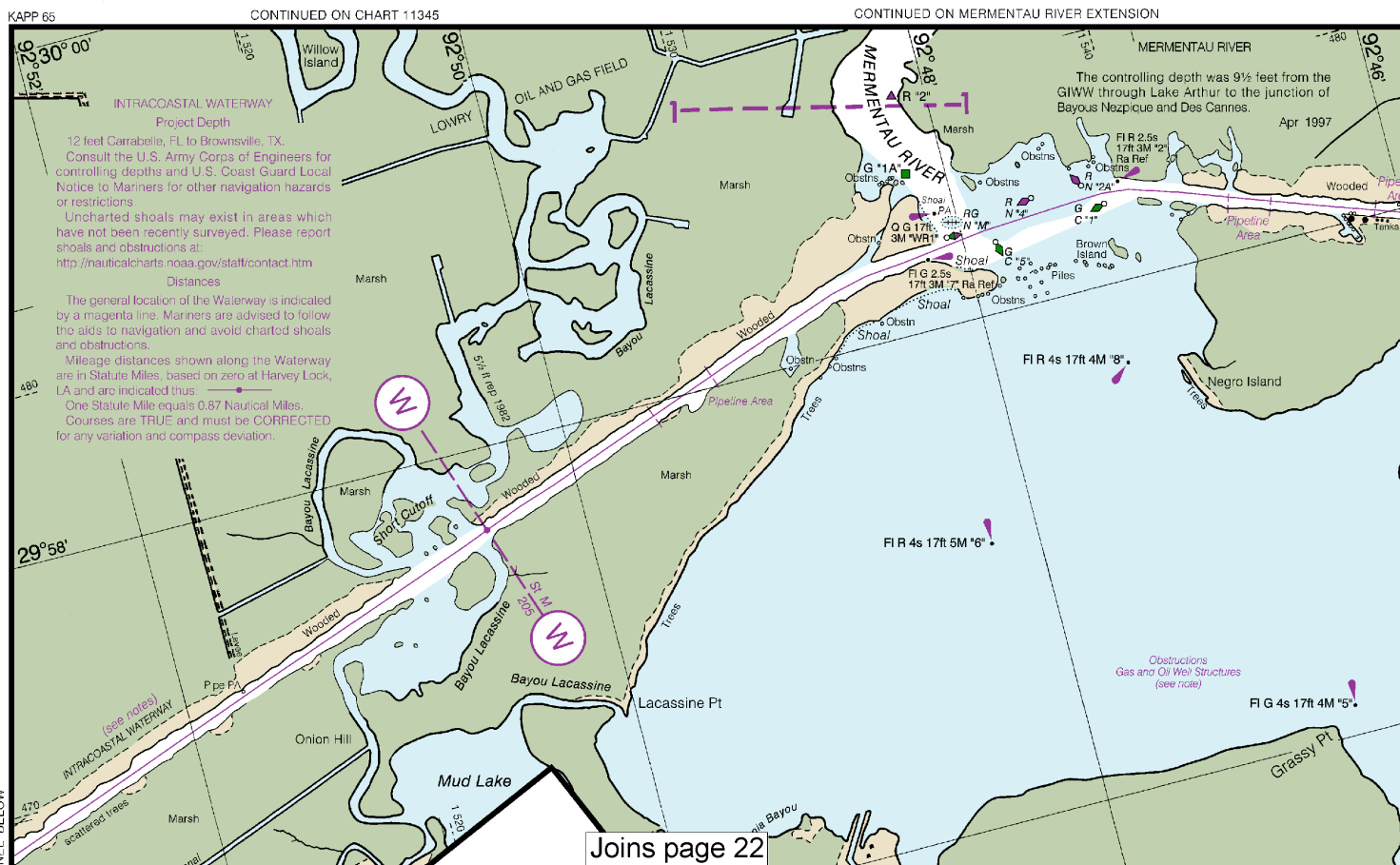




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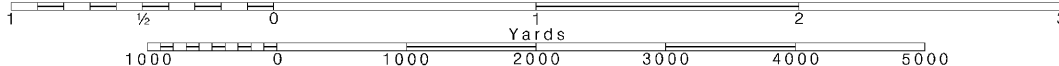
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

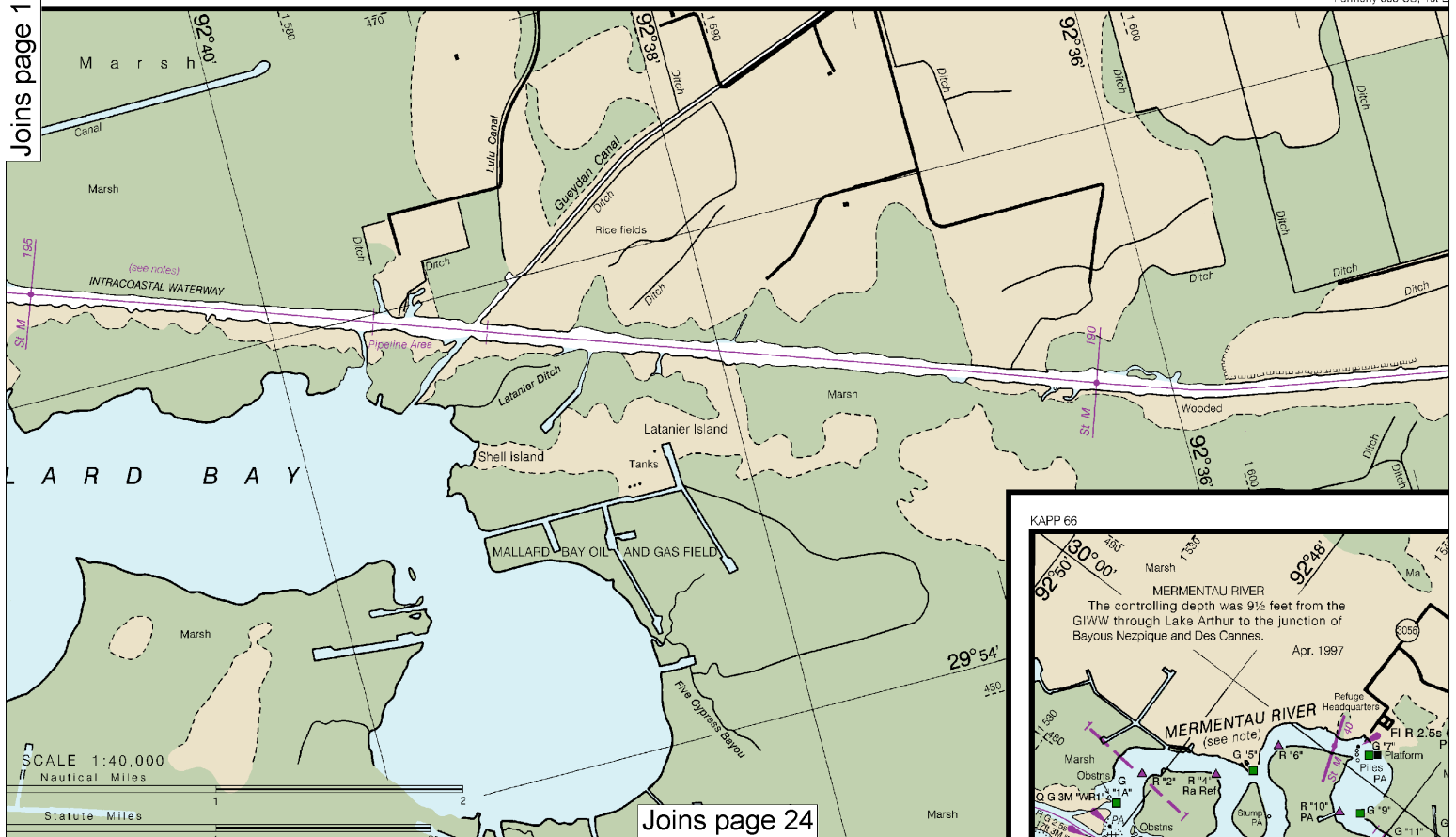






JOINS CHART 11344

Joins page 17



Joins page 24

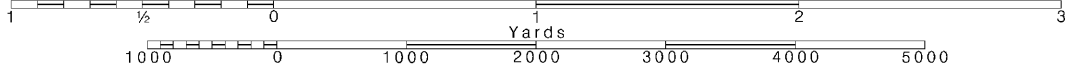
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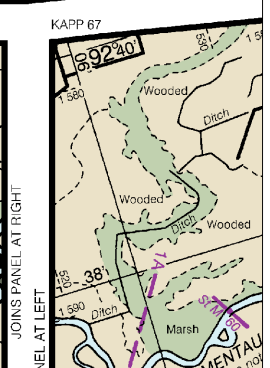
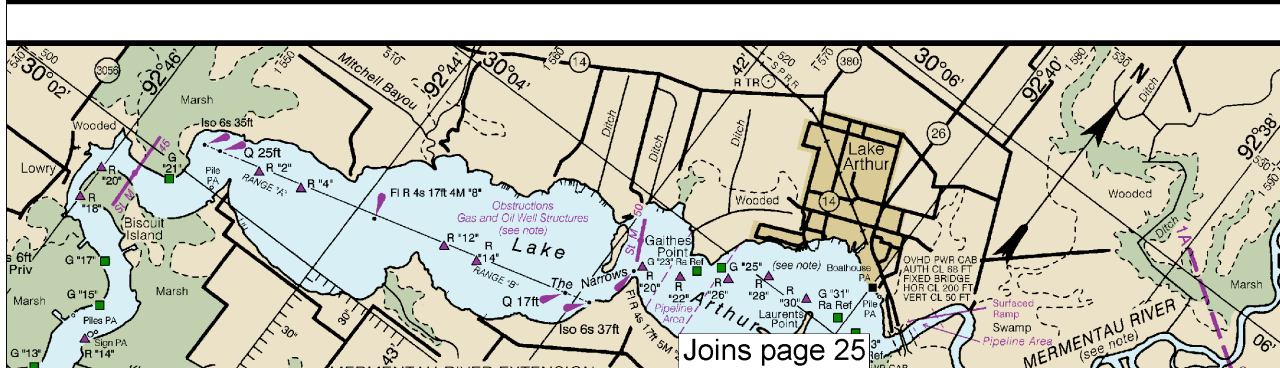
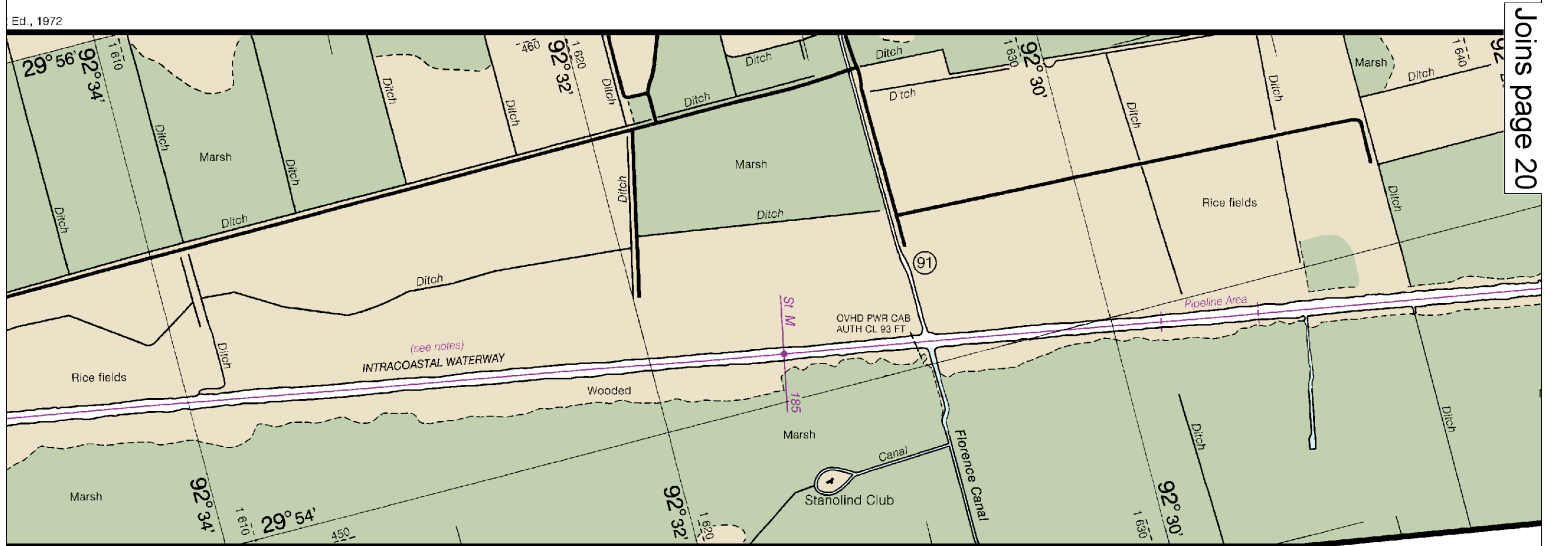
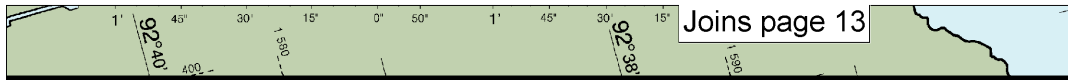
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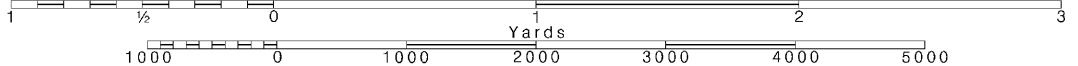
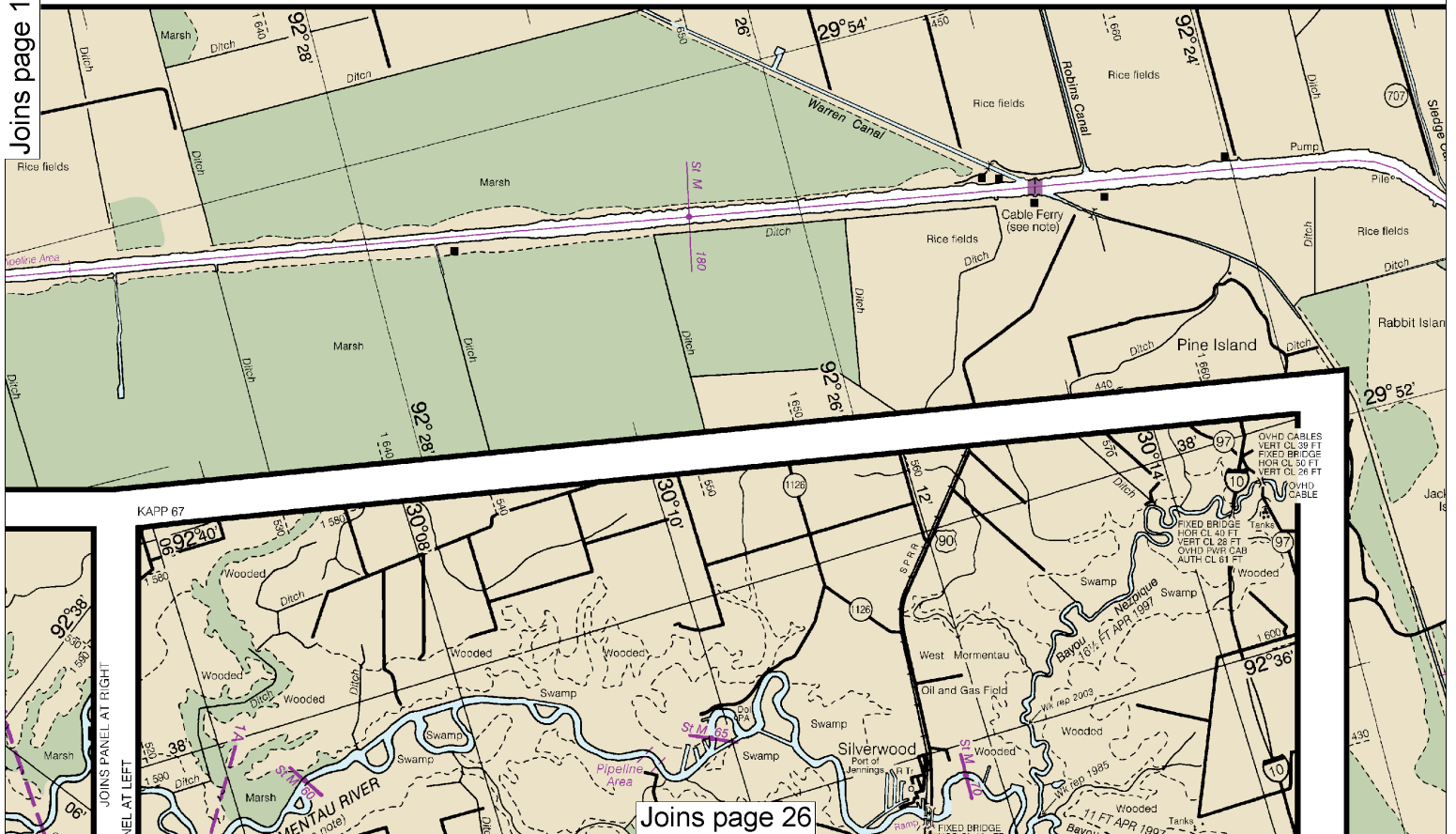
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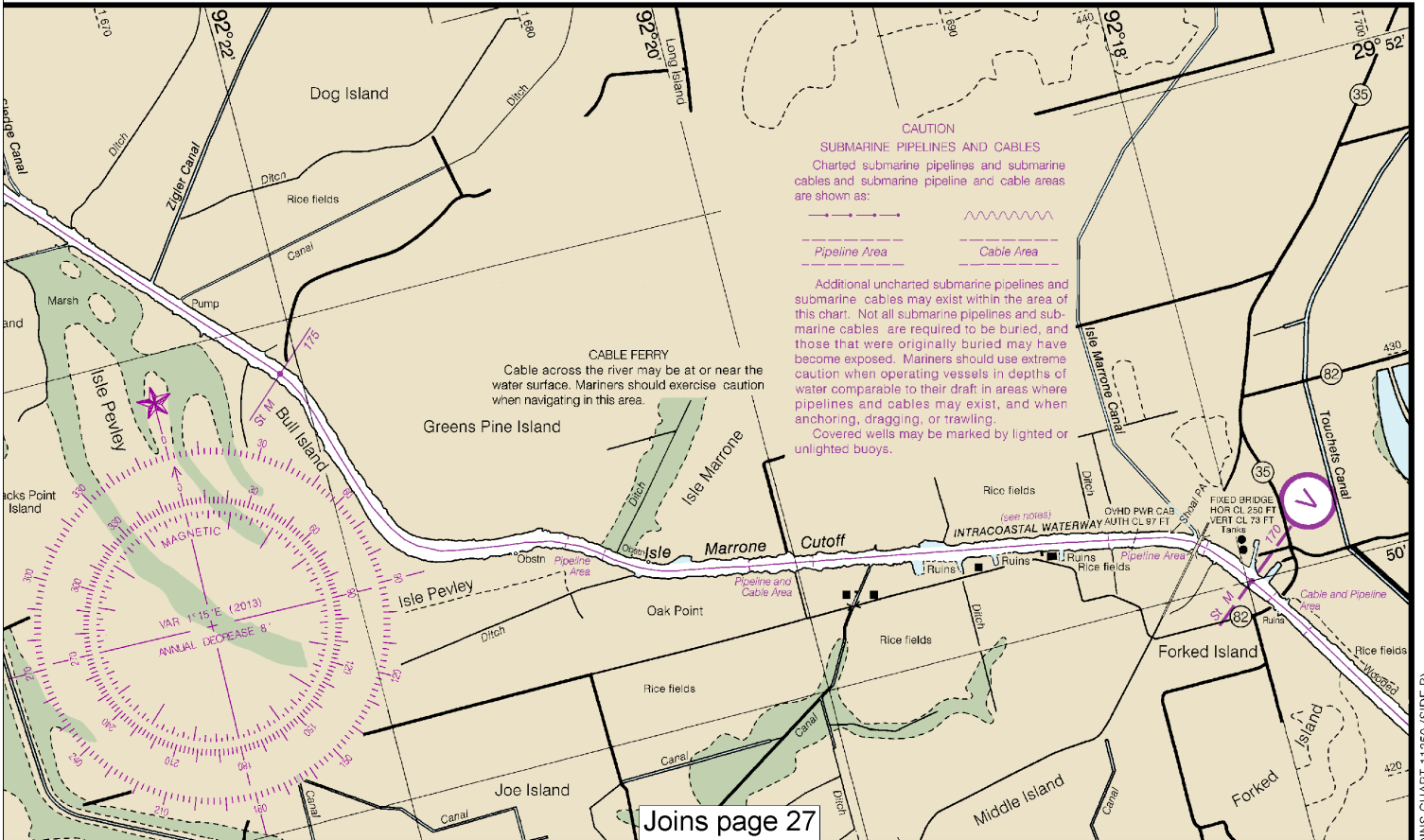
SCALE 1:40,000
Nautical Miles

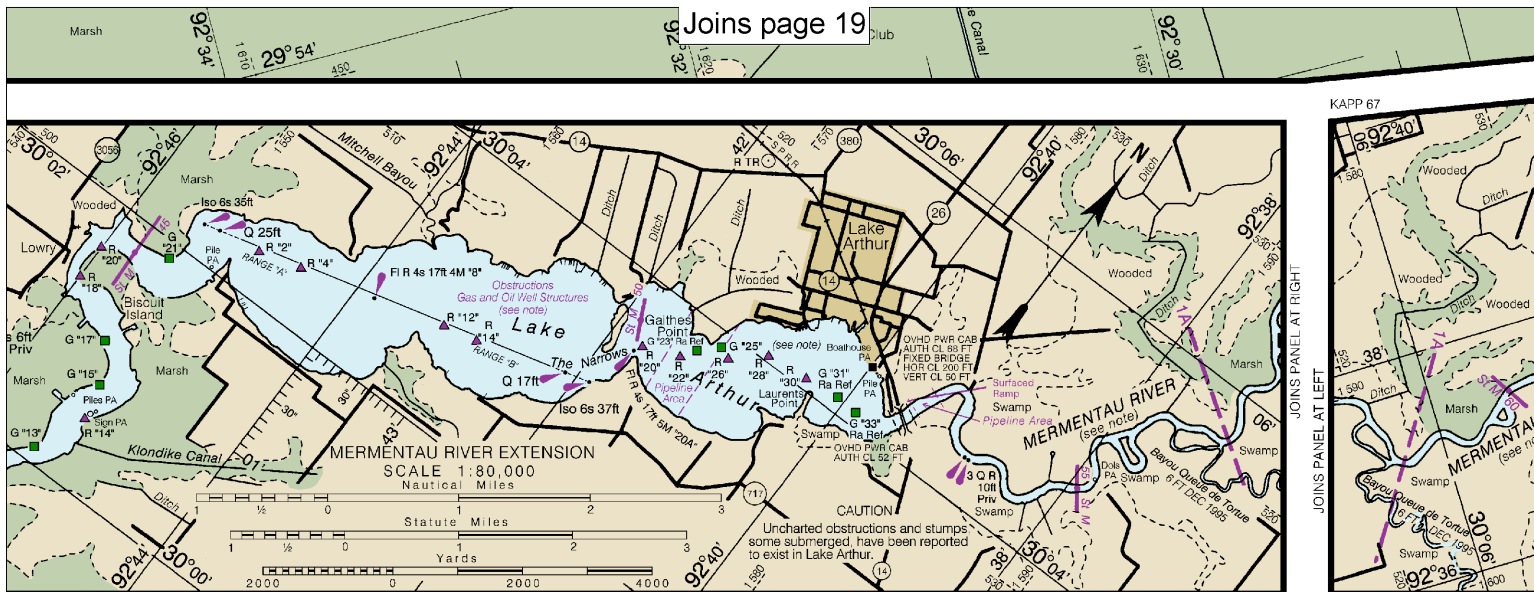
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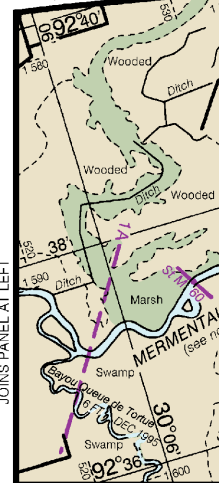






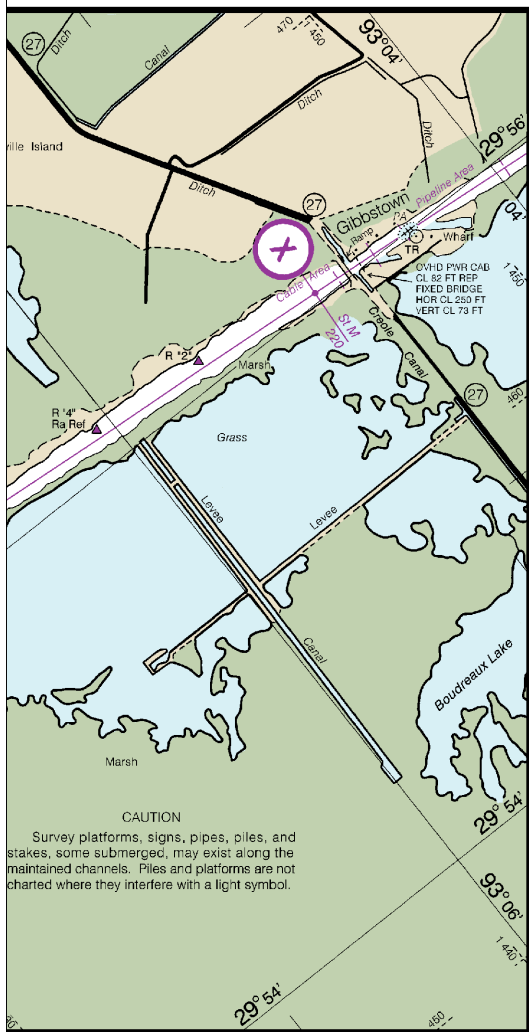


KAPP 67



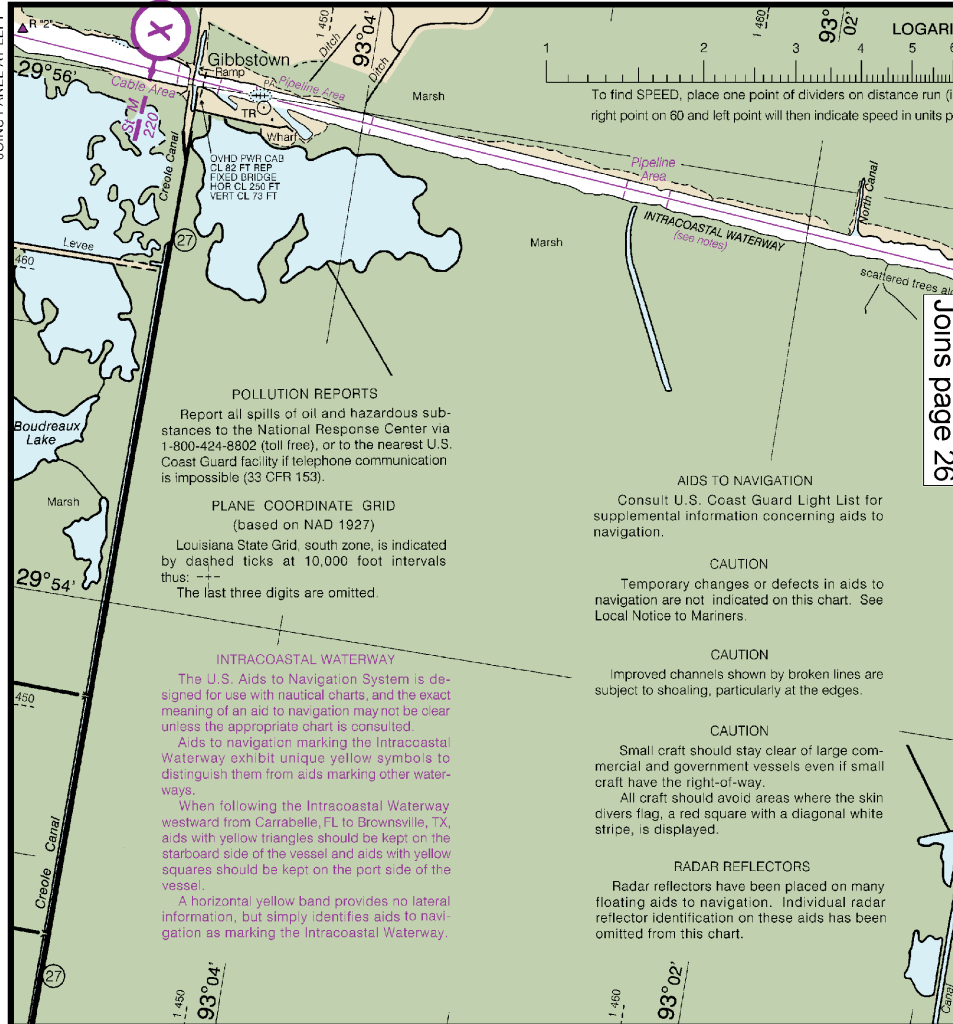
JOINS PANEL AT LEFT

JOINS PANEL AT RIGHT

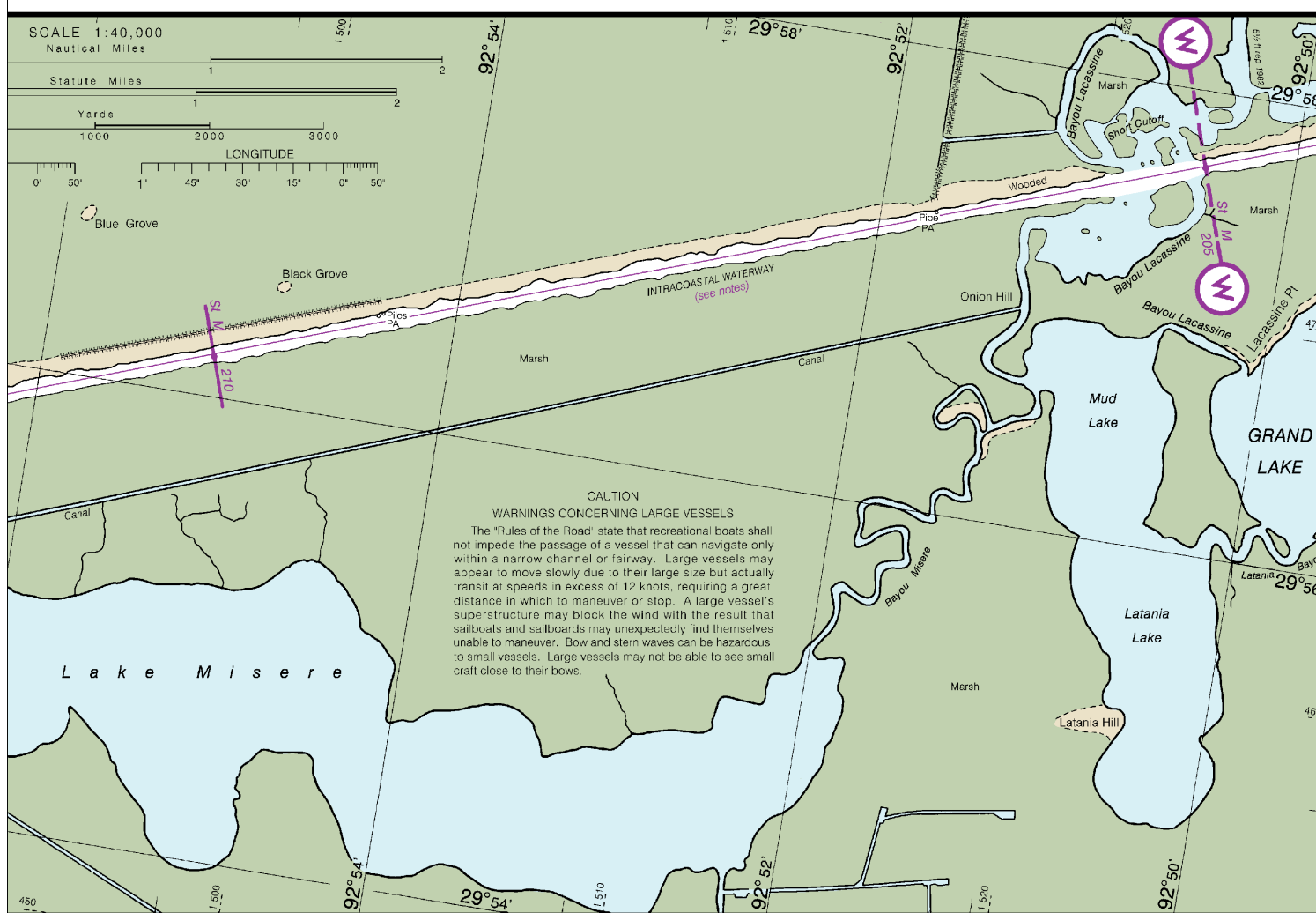
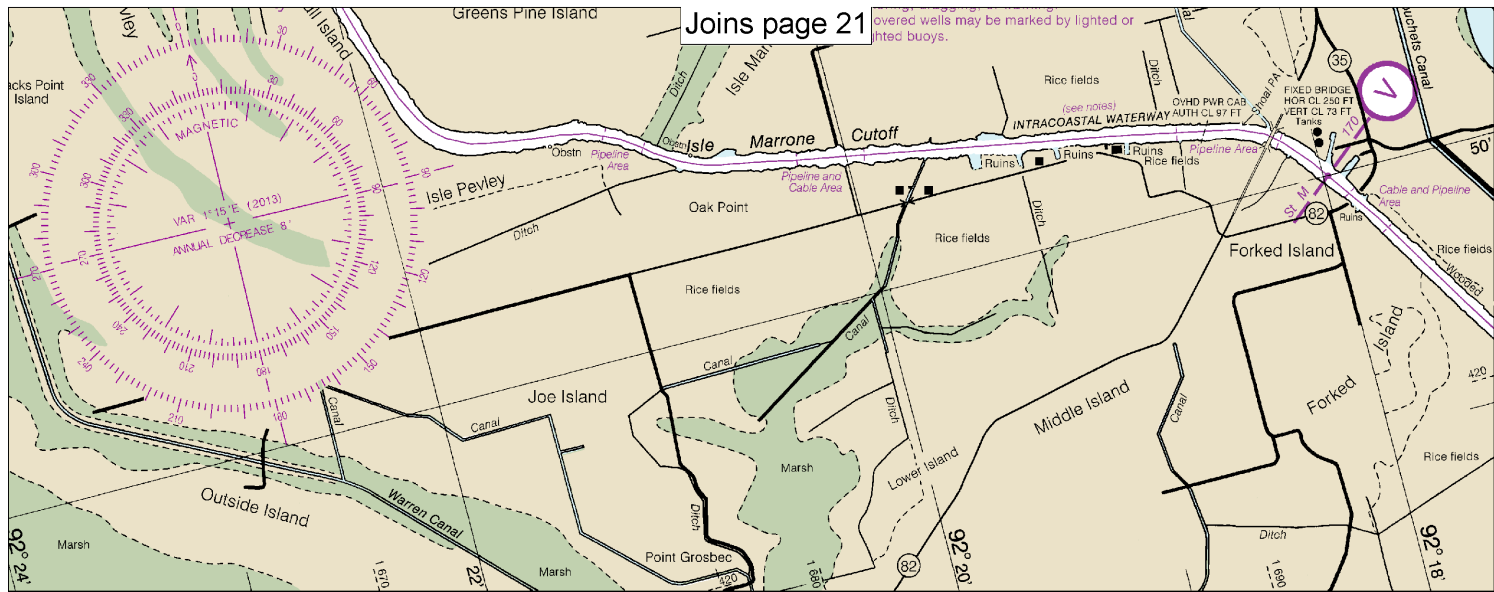


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KAPP 69



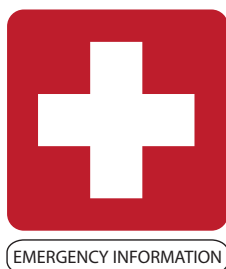
Joins page 26



JOINS CHART 11350 (SIDE B)

SIDE A
JOINS PANEL ABOVE

11348



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.



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/>

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!

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



— For the latest news from Coast Survey, follow **@NOAAcharts**



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.