

BookletChart™



Intracoastal Waterway – New Orleans to Calcasieu River – East Section

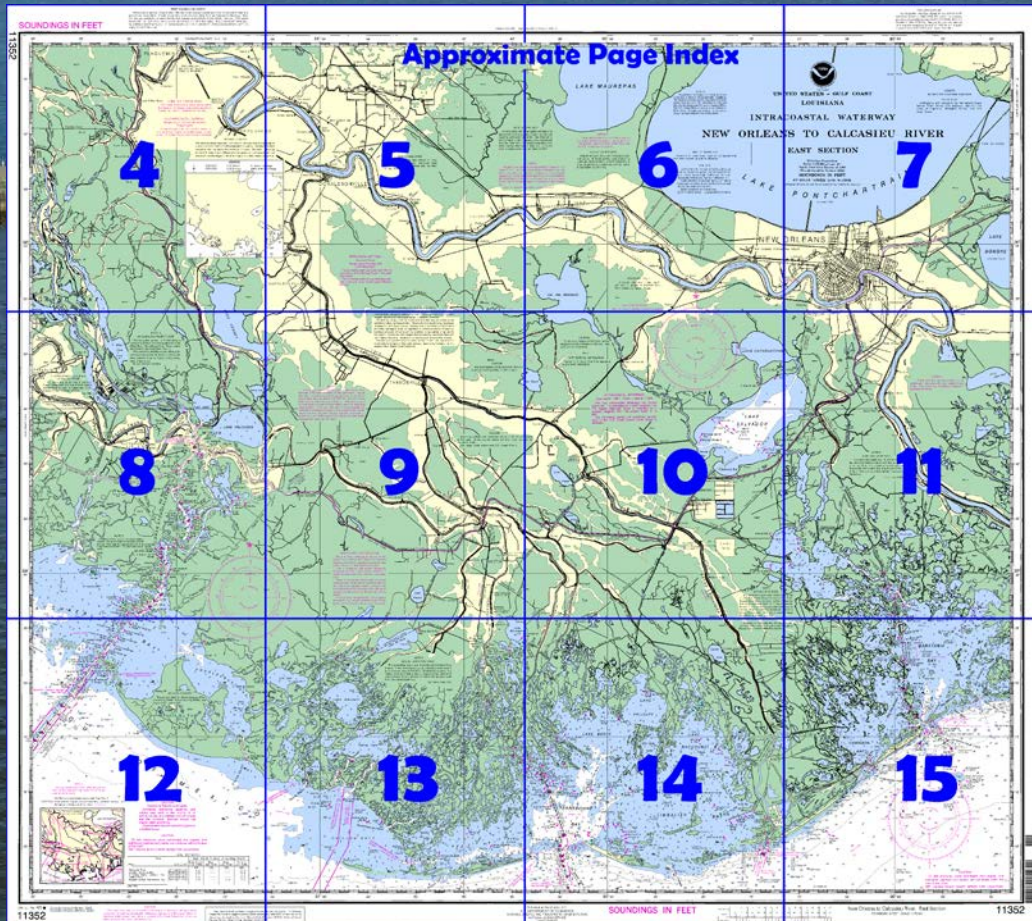
NOAA Chart 11352

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.

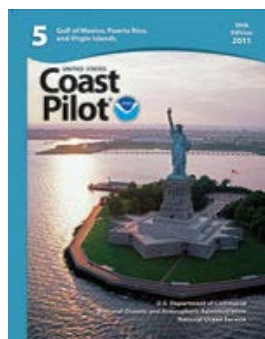
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11352>



(Selected Excerpts from Coast Pilot)

Barataria Waterway, extends in a N direction from the Gulf for about 34 miles through Barataria Bay to an intersection with the Intracoastal Waterway at the towns of Barataria and Lafitte.

Vessels should approach Barataria Waterway and Bay through Barataria Pass Safety Fairway. (See 166.100 through 166.200, chapter 2.)

Belle Pass (29°05.1'N., 90°13.5'W.), about 12 miles SW of Caminada Pass, is the

entrance from the Gulf of Mexico to Bayou Lafourche and Pass Fourchon. The dredged channel through the pass is marked by a 011.1° lighted range, buoys, and lights, and the approach by a lighted

bell buoy. The old entrance channel between the jetties close E of the dredged channel is closed by a dam.

Vessels should approach Bayou Lafourche and Pass Fourchon Through the Belle Pass Safety Fairway. (See 166.100 through 166.200, chapter 2.)

Pontoon bridges.—Do not attempt to pass through the bridges until they are fully opened and the cables are dropped to the bottom.

Dangers.—There are numerous oil well structures in and about Timbalier and Terrebonne Bays. Privately marked channels lead from Cat Island Pass to Bayou Terrebonne and Bayou Lafourche. Drilling operations are in progress near Caillou Island, **Brush Island**, and East Timbalier Island. Mariners should use the waters in this area only with local knowledge.

Vessels should enter Terrebonne Bay through Cat Island Pass Safety Fairway. (See 166.100 through 166.200, chapter 2.)

Houma Navigation Canal. A pontoon bridge crosses the canal about 20 miles above the entrance. **Do not attempt to pass through the bridge until it is fully opened and the cables are dropped to the bottom.**

Vessels should approach Bayou Grand Caillou through the Bayou Grand Caillou Safety Fairway. (See 166.100 through 166.200, chapter 2.)

Bayou Grand Caillou empties into Caillou Bay 6.5 miles N of Racoon Point. The entrance is marked by lights. In 1995, the controlling depth in the bayou was 5 feet from the entrance to **Dulac**, about 20 miles above the mouth. The bayou channels are marked by daybeacons and buoys for about 15 miles above the mouth.

Grand Bayou du Large extends between **Caillou Lake** and Caillou Bay. Depths of 5 to 6 feet are off the S entrance, and 3 to 4 feet through a buoyed channel across Caillou Lake to **Grand Pass** connecting with **Bayou du Large** and with **Lake Mechant**. In 1992, a visible wreck was reported in the intersection of Grand Pass and Bayou du Large in about 29°15'54"N., 90°56'10"W. A draft of 3 to 4 feet can be carried up Bayou du Large to **Falgout Canal** and thence into **Lake de Cade**. Lesser drafts can go to **Theriot** and thence to **Lake Theriot** through **Marmande Canal**. Bayou du Large is not navigable N of the public ramp at Theriot. Several overhead power cables cross the bayou S of Theriot; the clearance is 35 feet. Any of the cables can be removed, upon advance notice of 24 hours, for vessels requiring greater clearance. State Route 315 extends S along the E side of the bayou for several miles below Falgout Canal. A boatyard on Bayou du Large, about 5 miles below Falgout Canal, has marine railways that can haul out craft to 65 feet for hull and engine repairs. A marina on the N side of Falgout Canal just W of its junction with Bayou du Large has gasoline, diesel fuel, open and covered berths, ice, launching ramps, and marine supplies.

Oyster Bayou, 13 miles NW of Racoon Point, connects the Gulf with Fourleague Bay, an arm of Atchafalaya Bay. This bayou affords a protected route for craft 3 to 3½ feet in draft going to Atchafalaya Bay from Caillou Bay or waters to the E.

Atchafalaya Bay is a large indentation in the coast of Louisiana 112 miles W of Southwest Pass, Mississippi River. The bay is about 28 miles long in nearly an E-W direction, averages 7 miles in width, is full of shoals and oyster reefs, and has general depths ranging from 3 to 9 feet. A fringe of reefs partially separates the bay from the Gulf, the E end being known as Point au Fer Shell Reef. The bay is the approach to Lower Atchafalaya River and the Port of Morgan City, with depths of 25 feet or less extending 25 miles off the channel entrance. **Belle Isle**, on the N shore of the bay is 75 feet high and conspicuous for some distance offshore.

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

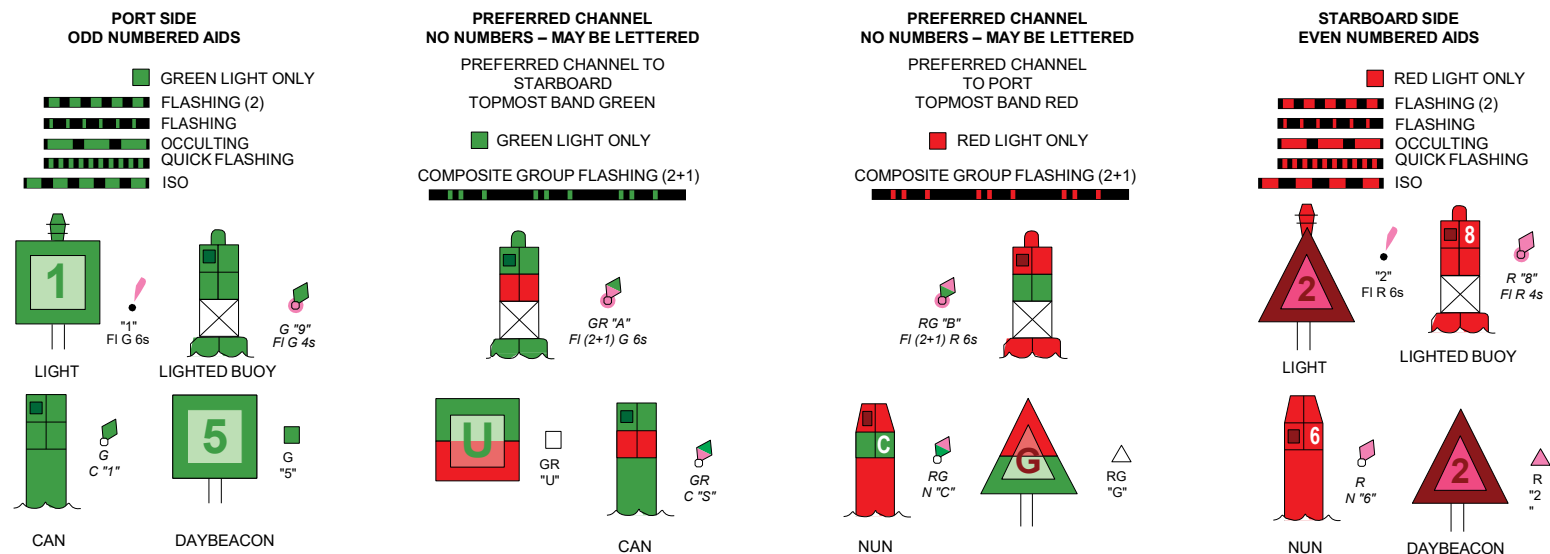
Navigation Manager Regions



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

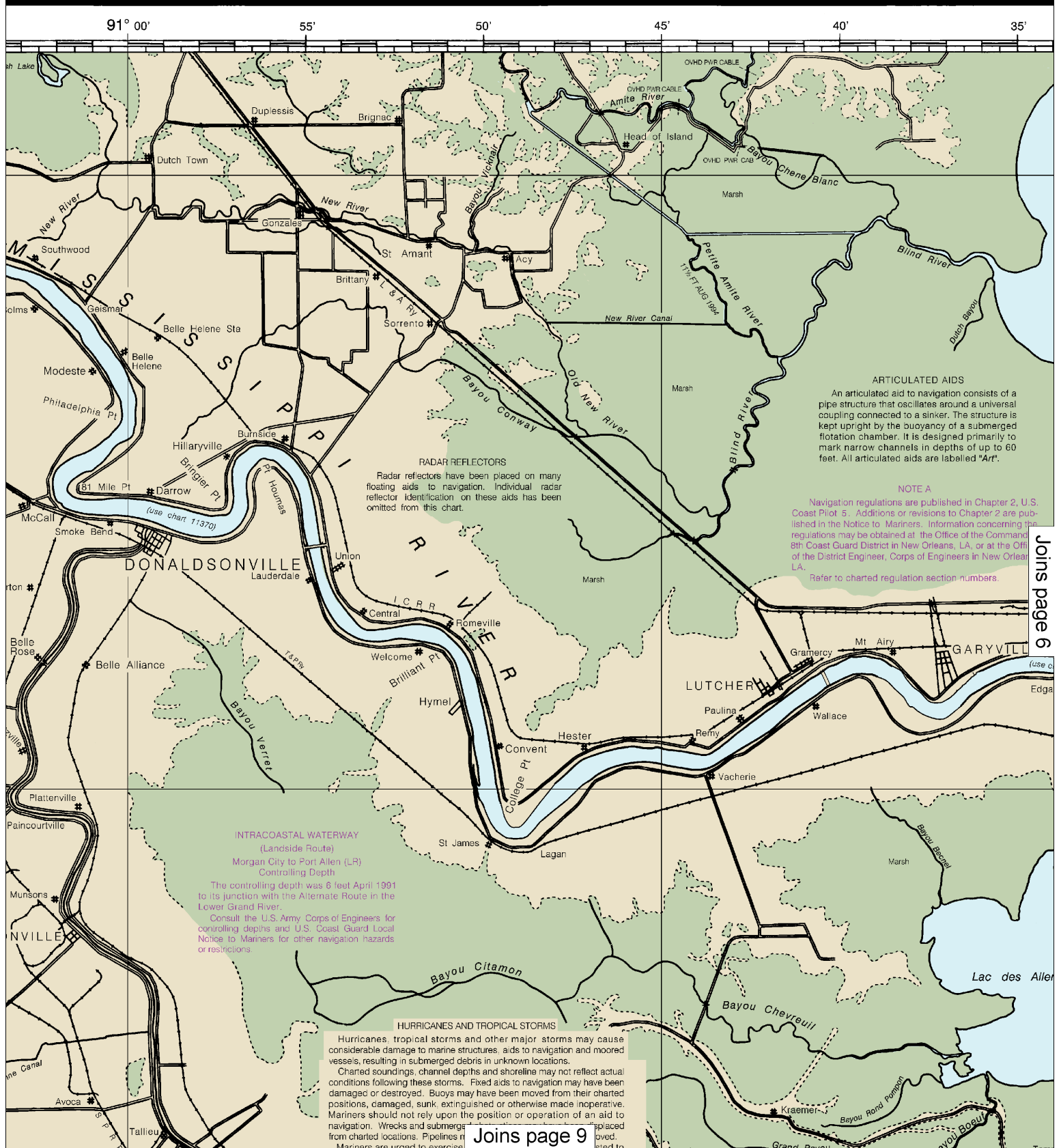


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

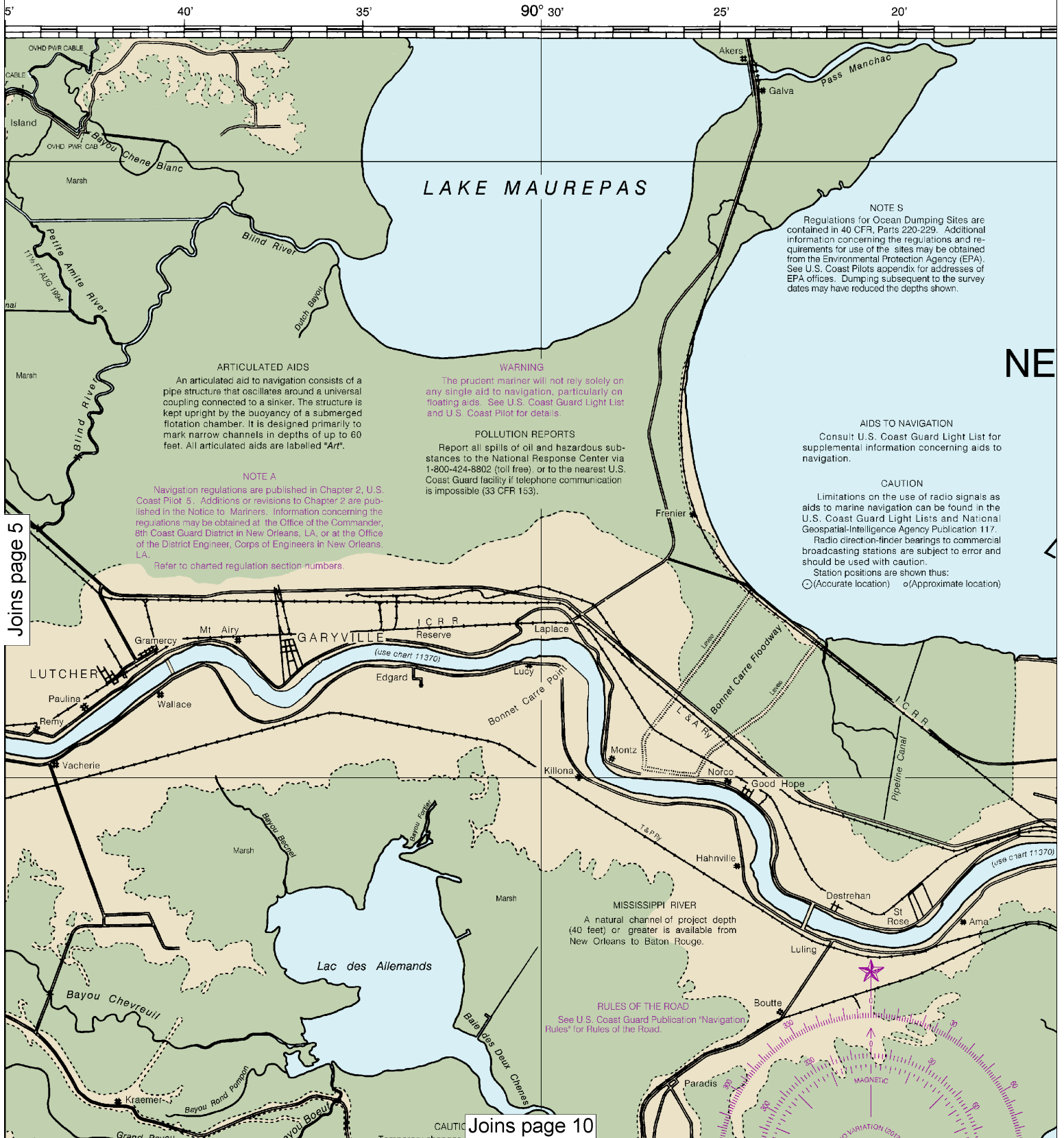
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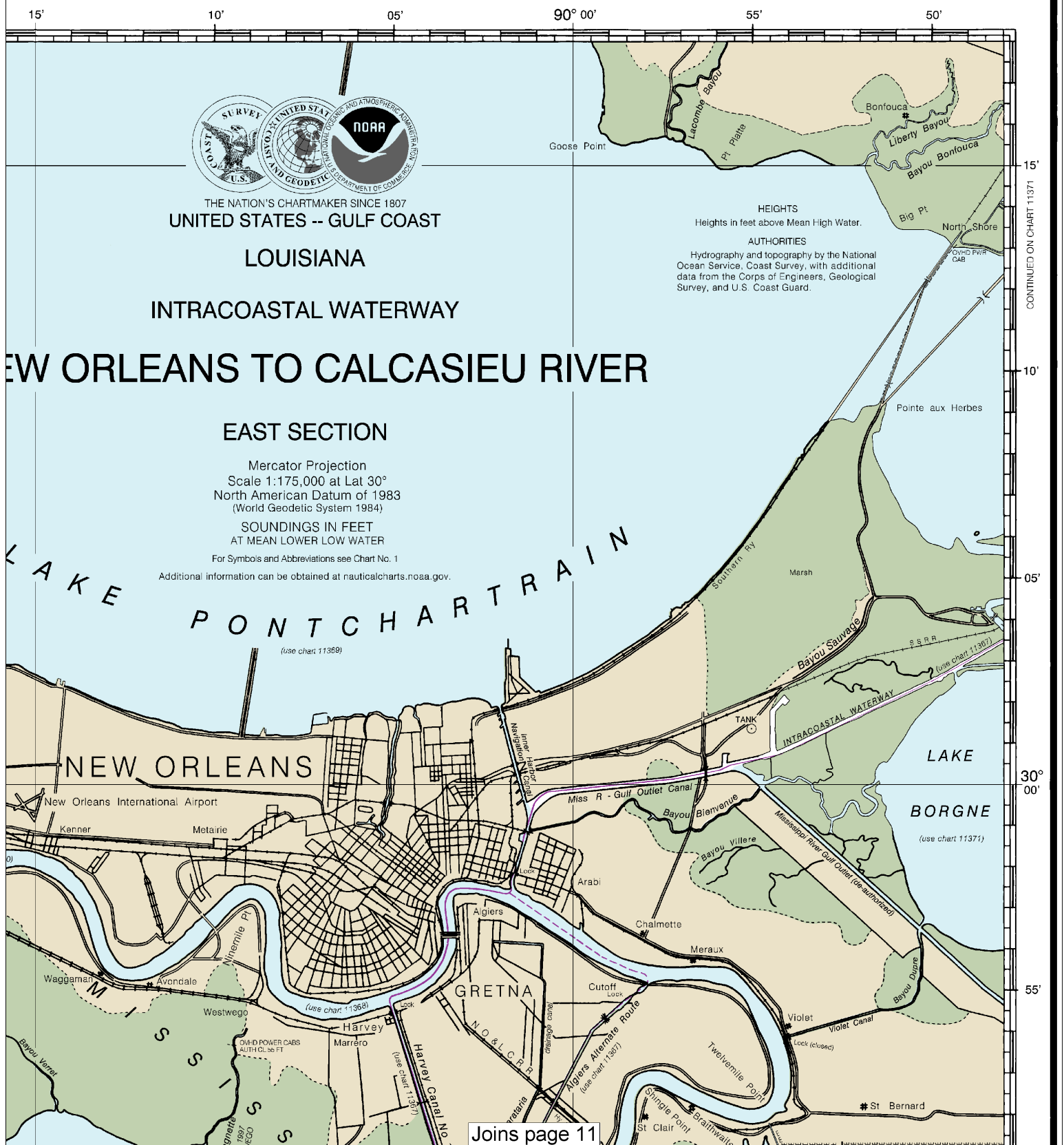
Note: Chart grid lines are aligned with true north.



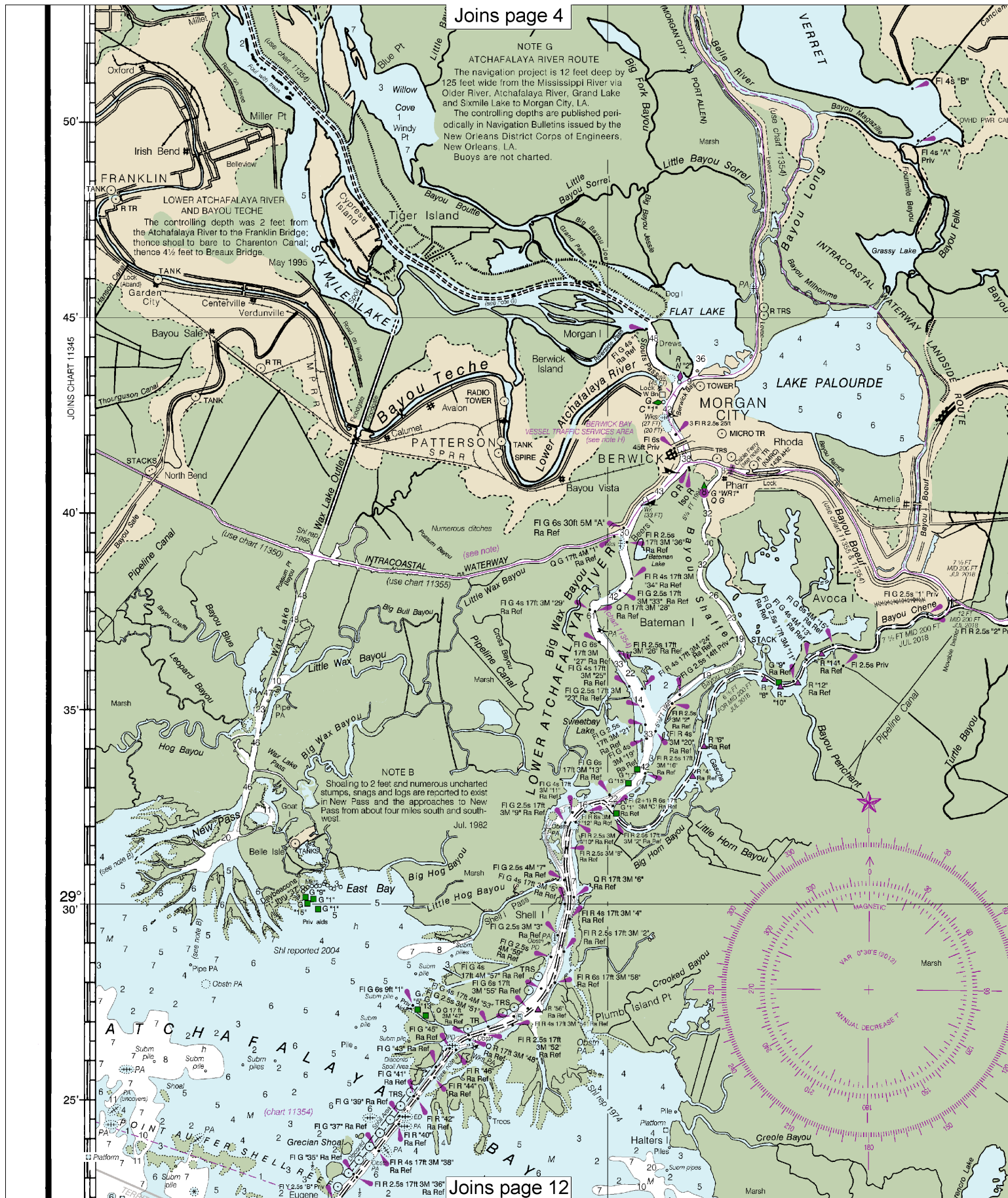
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:233333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

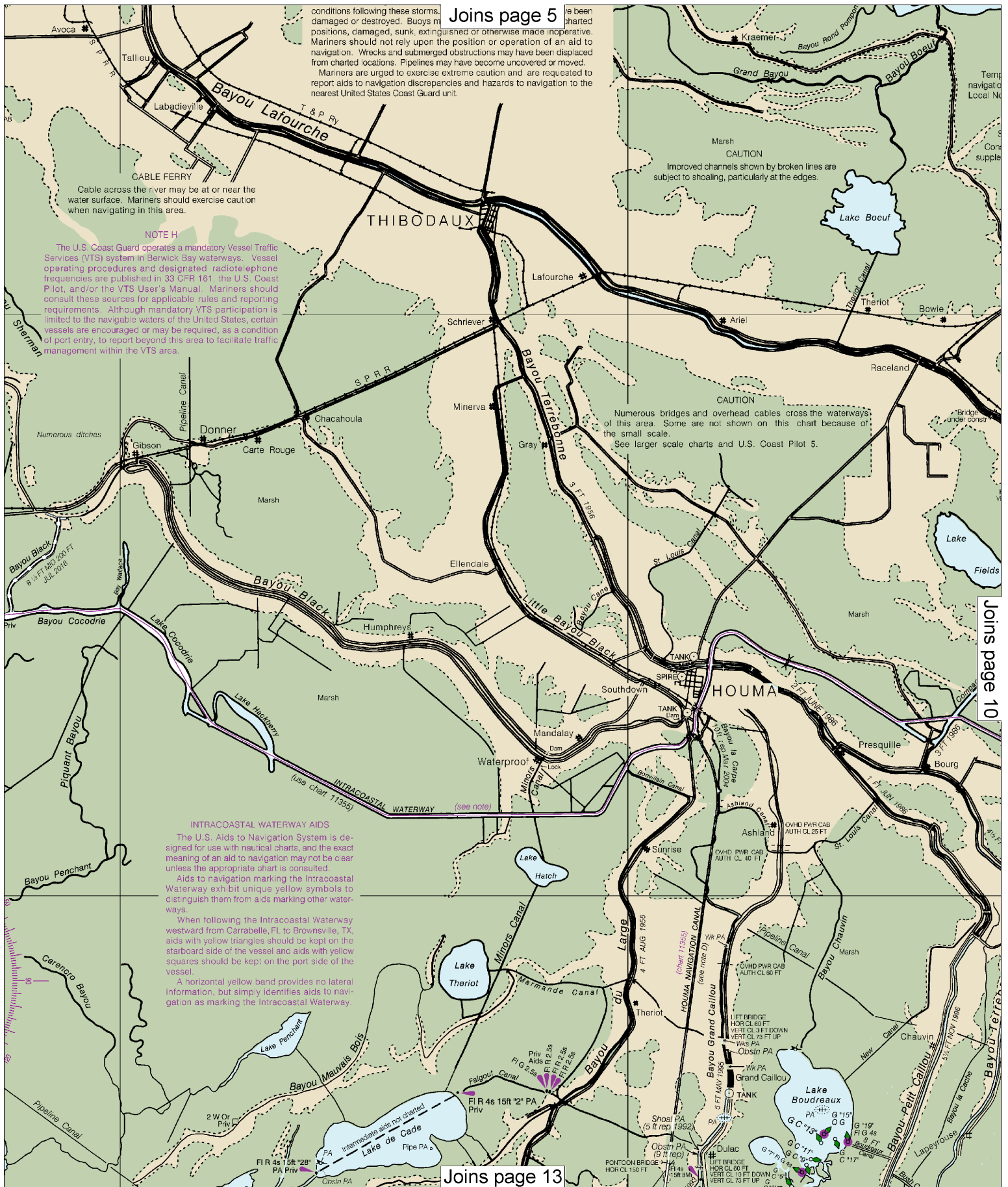


The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.



This is the Last Edition of this chart. It will be canceled on Oct 2, 2024.
42nd Ed., Jul. 2012. Last Correction: 6/10/2024. Cleared through:
LNM: 2324 (6/4/2024), NM: 2424 (6/15/2024)





conditions following these storms, damaged or destroyed. Buoys may have been 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.

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have been charted

NOTE H

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in Berwick Bay waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 181, 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 traffic management within the VTS area.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

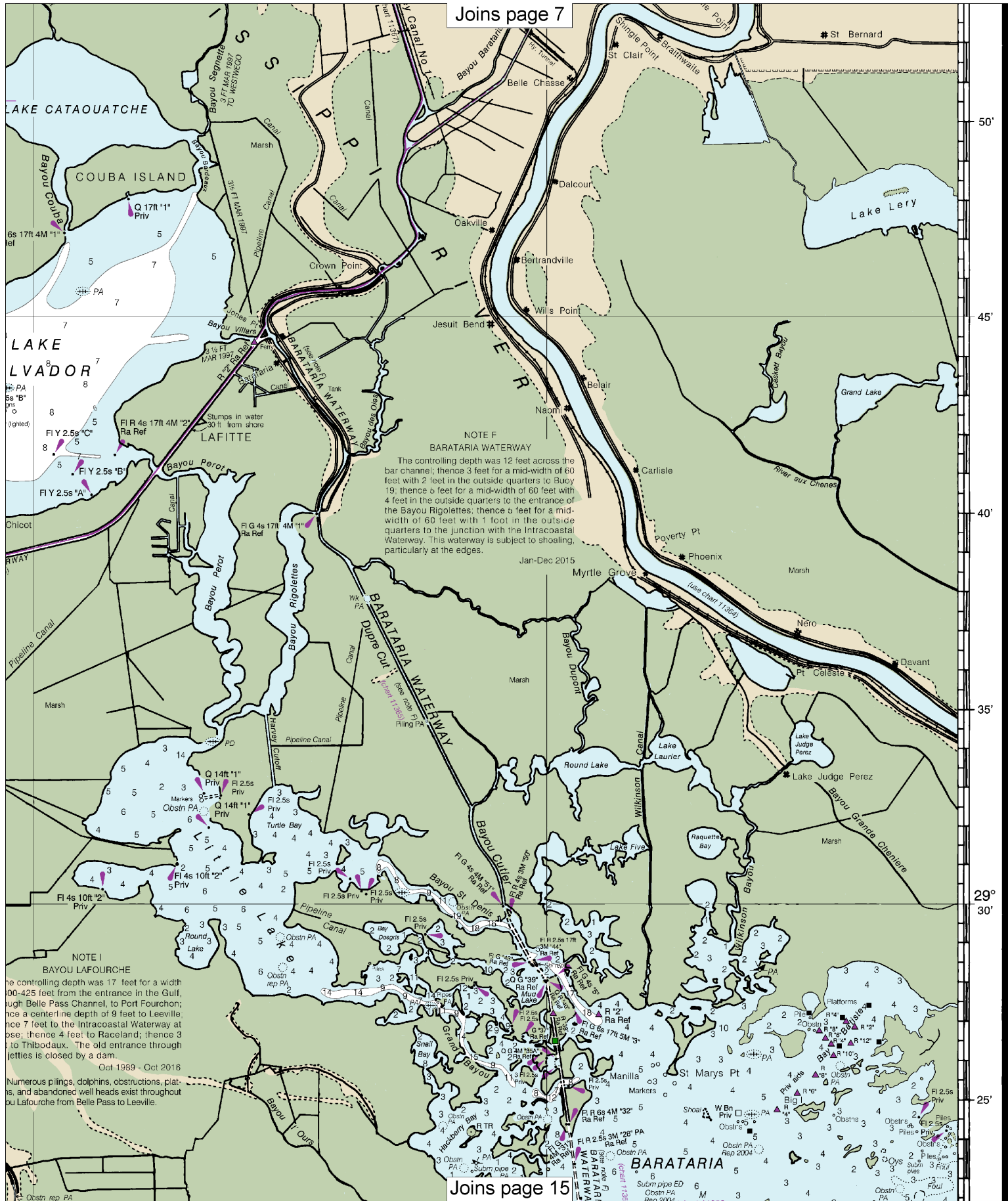
When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

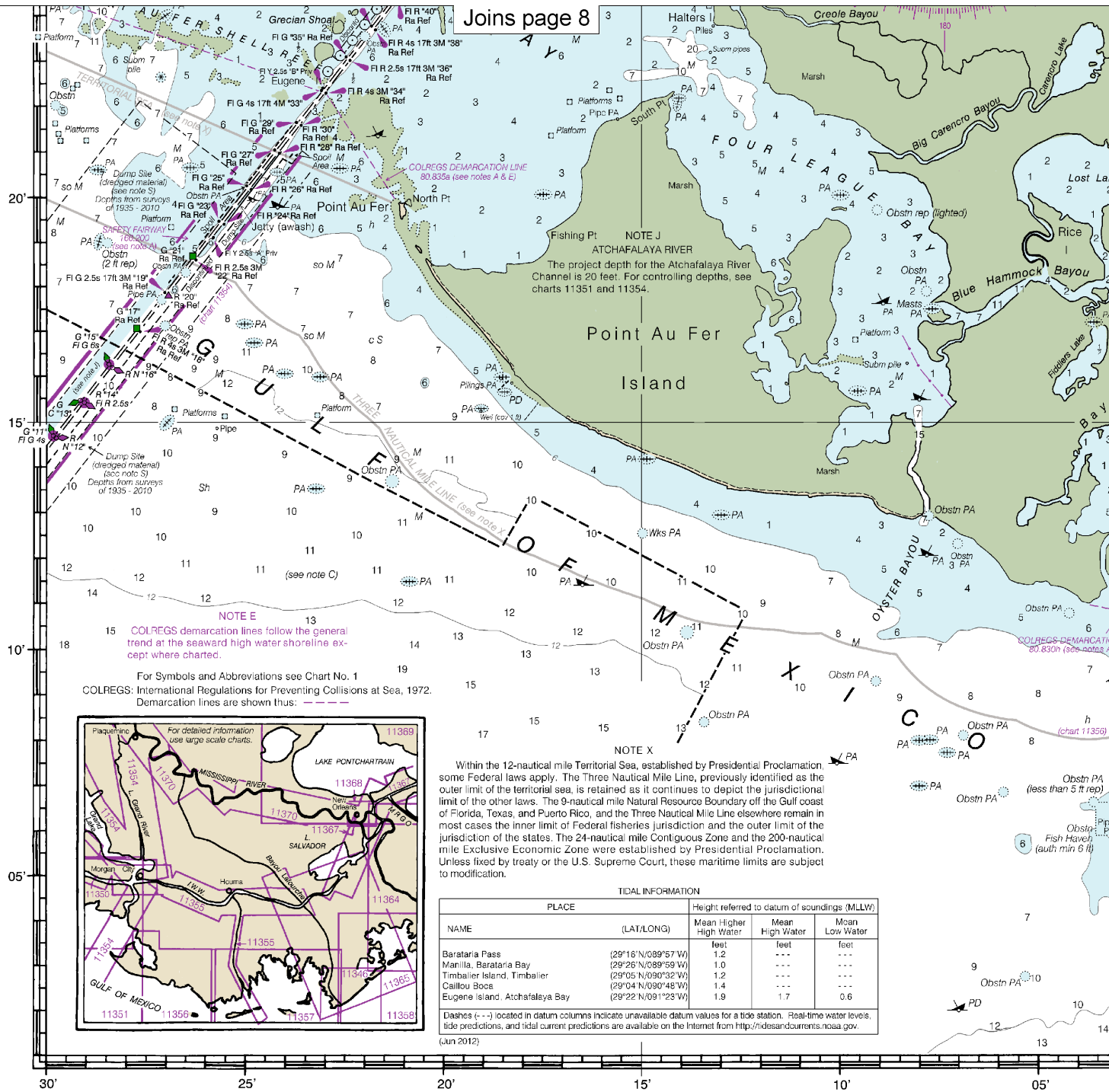
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

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.

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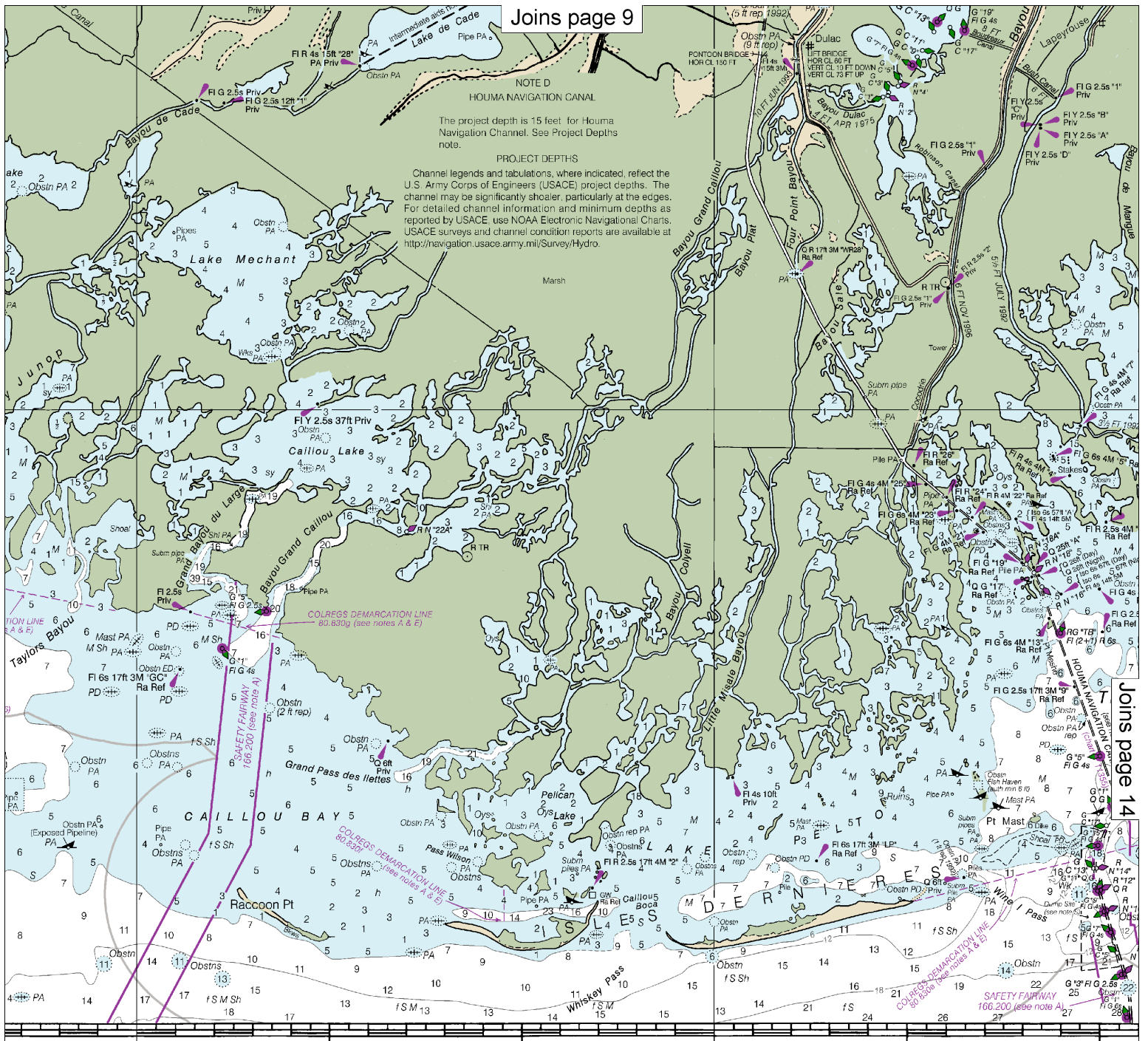
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected 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, and/or improving this chart to the Chief, Marine Chart Division (N/CS Service, NOAA, Silver Spring, Maryland 20910-3282).

This is the Last Edition of this chart. It will be canceled on Oct 2, 2024
42nd Ed., Jul. 2012. Last Correction: 6/10/2024. Cleared through:
LNM: 2324 (6/4/2024), NM: 2424 (6/15/2024)

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Note: Chart grid lines are aligned with true north.



SOUNDINGS IN FEET

FATHOMS	1	2
FEET	6	12
METERS	1	2



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

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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
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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/
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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.