

BookletChart™

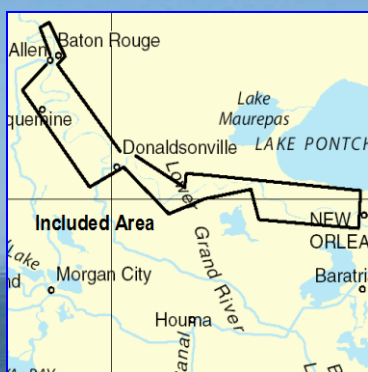


Mississippi River – New Orleans to Baton Rouge

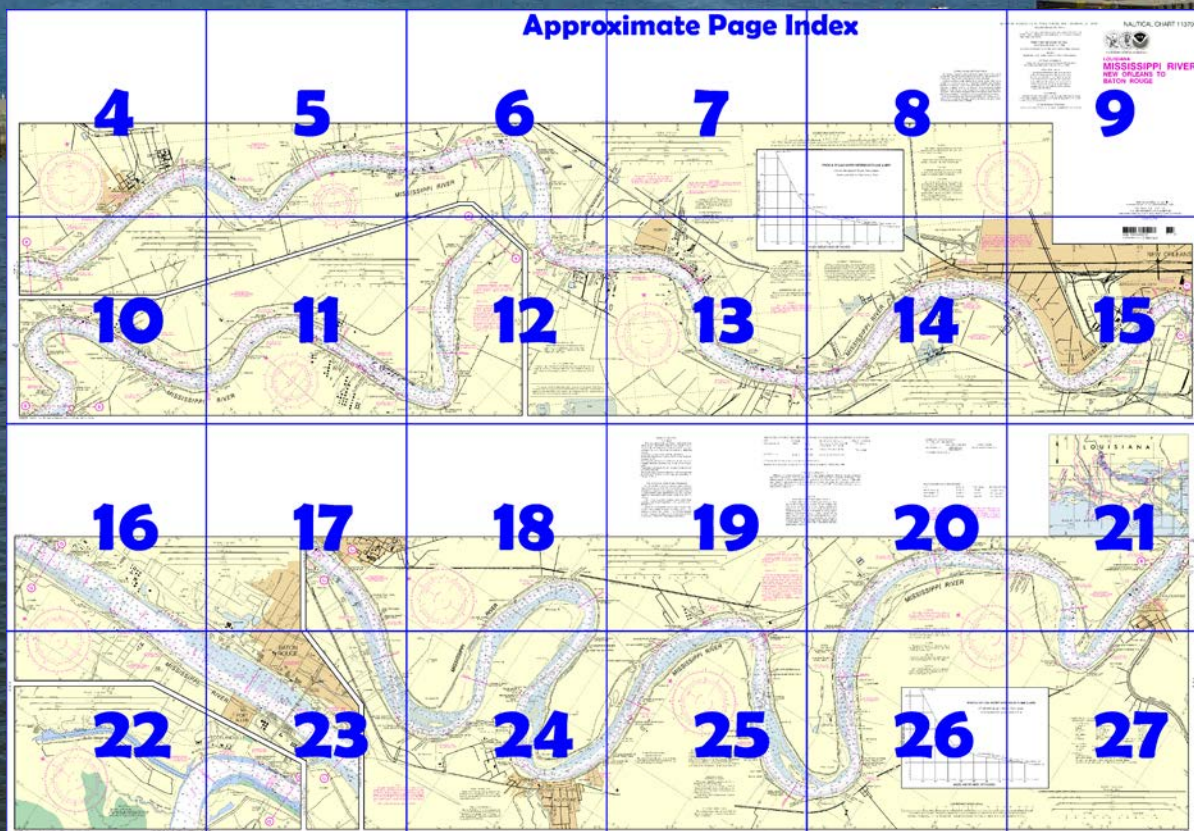
NOAA Chart 11370

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.

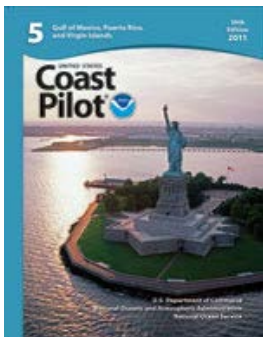
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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.

Anchorage.—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

Navigation Manager Regions



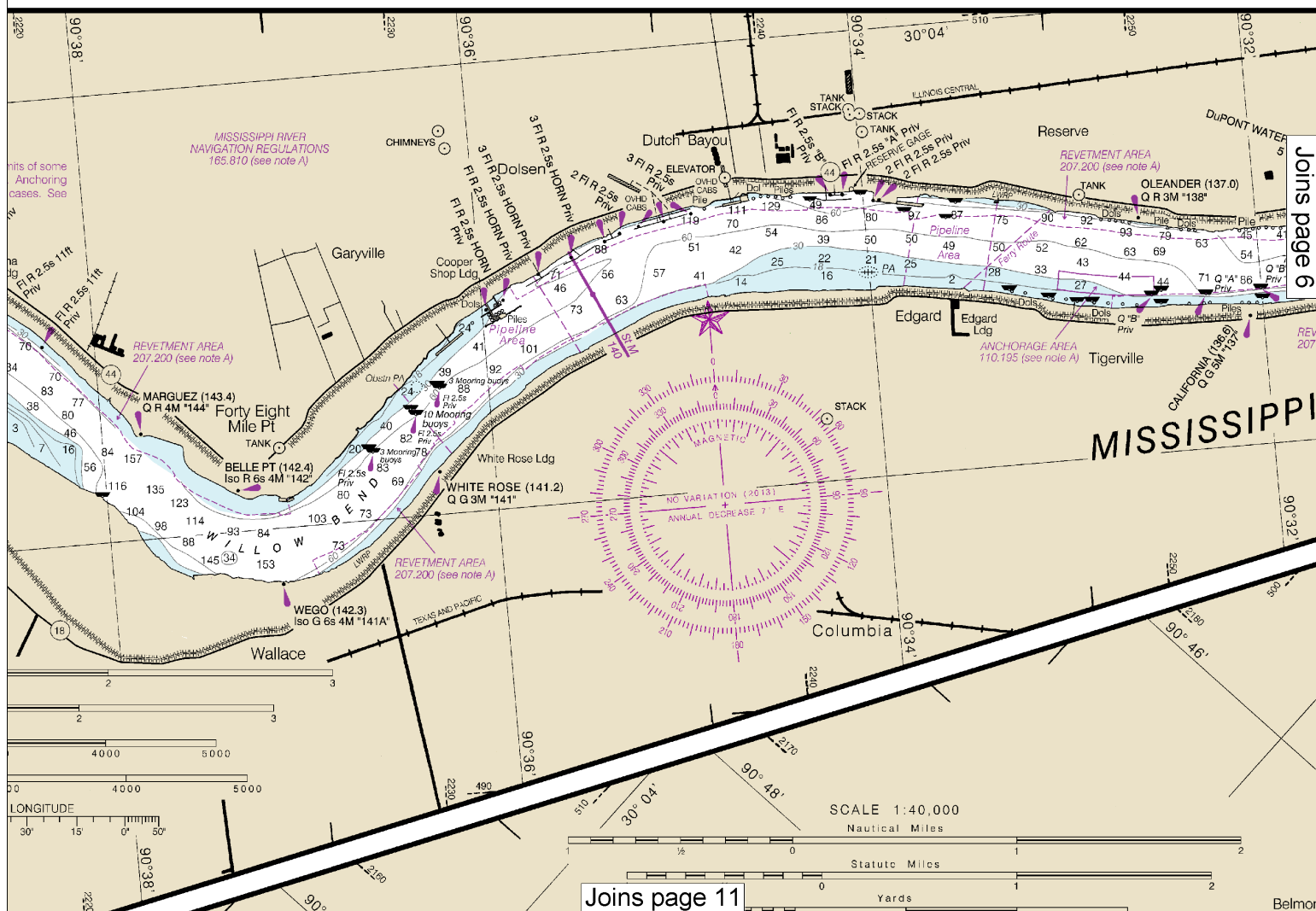
To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

Lateral System As Seen Entering From Seaward

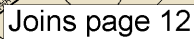
on navigable waters except Western Rivers



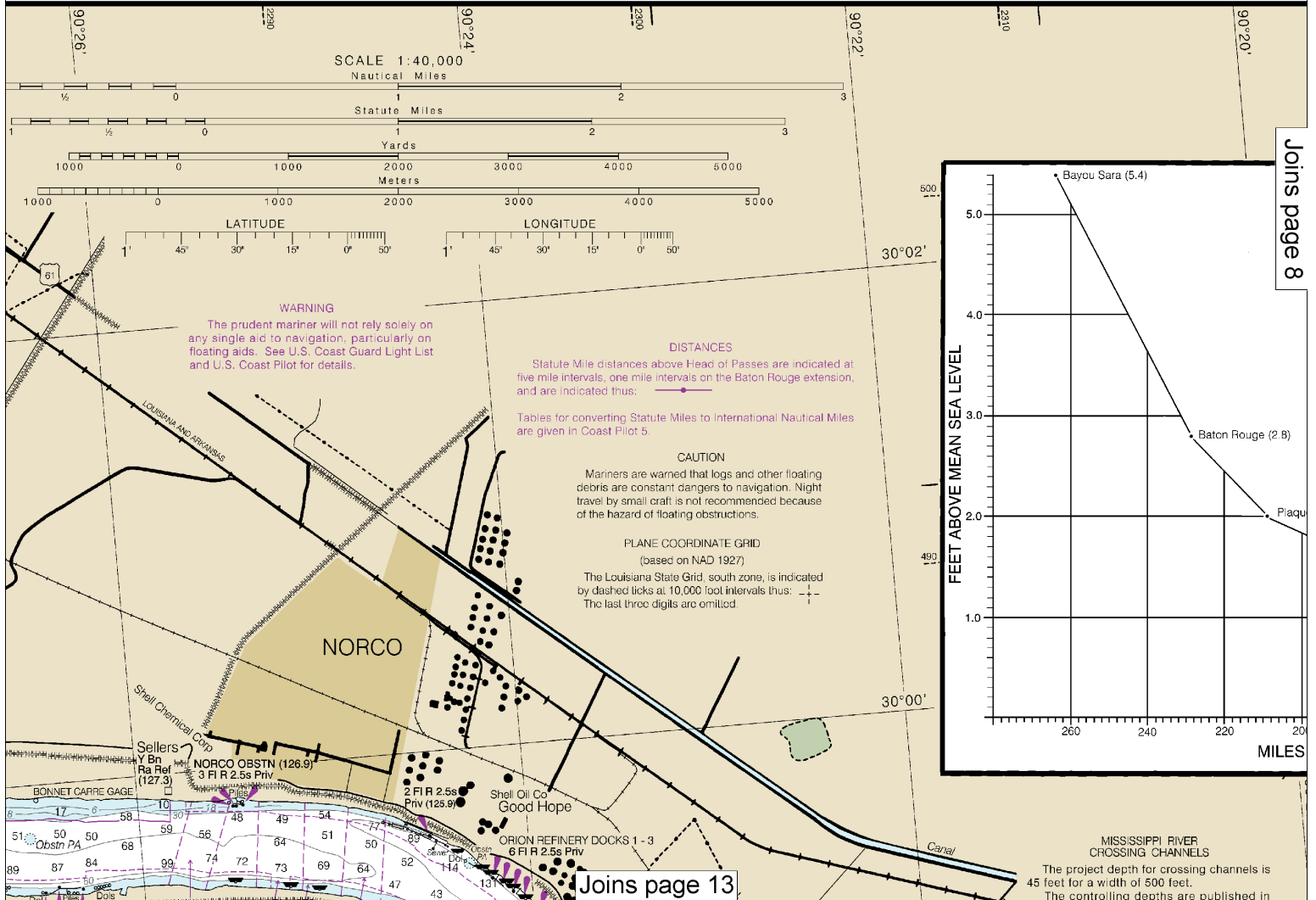
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>



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.



650-SC, 1st Ed., 1973



This is the Last Edition of this chart. It will be canceled on Jan 3, 2024
29th Ed., Sep. 2013. Last Correction: 12/18/2023. Cleared through:
LNM: 5123 (12/19/2023), NM: 5223 (12/30/2023)

AND NAVIGATION MAPS OF

7

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.

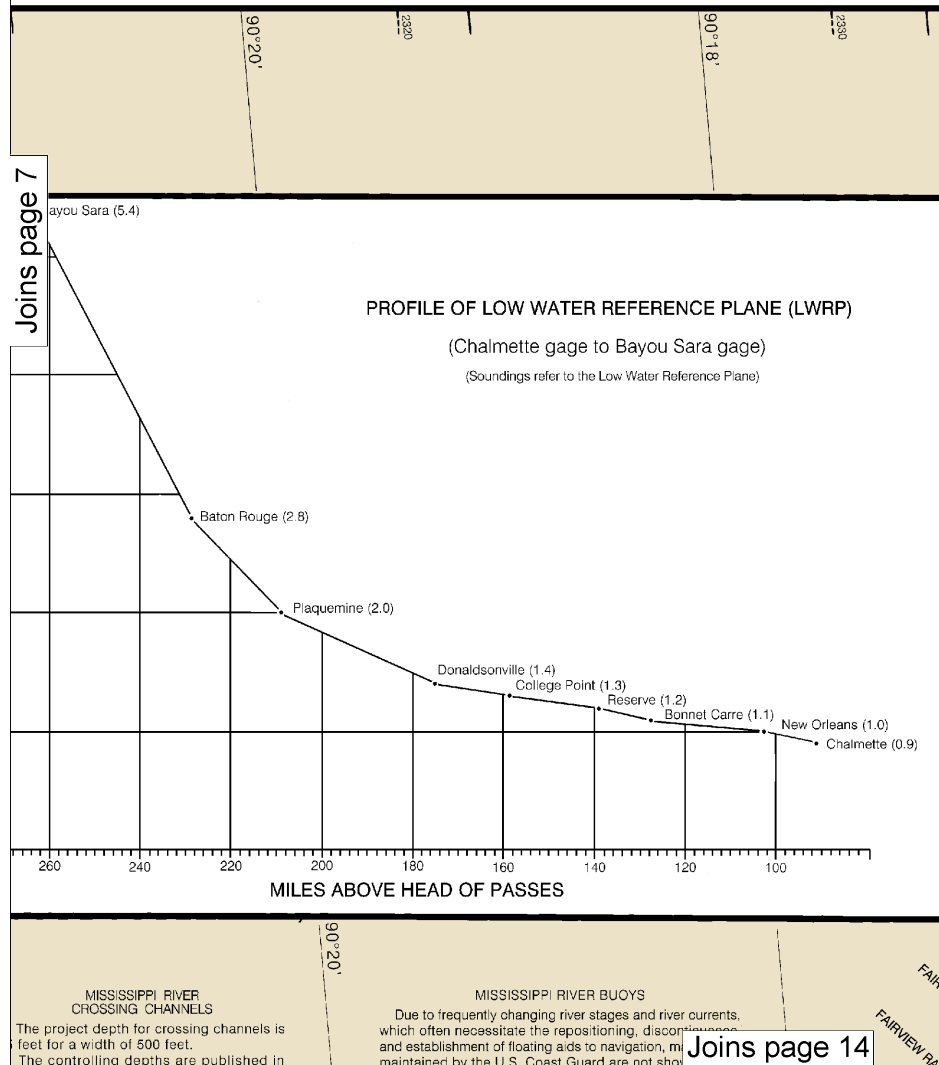
HURRICANES AND TROPICAL STORMS

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 in error following these storms. Fixed aids to navigation may be damaged or destroyed. Buoys may have been moved from their original positions, damaged, sunk, extinguished or otherwise made unusable. Mariners should not rely upon the position or operation of aids to navigation. Wrecks and submerged obstructions may have been moved from charted locations. Pipelines may have become uncovered. Mariners are urged to exercise extreme caution and to report aids to navigation discrepancies and hazards to the nearest United States Coast Guard unit.

PROFILE OF LOW WATER REFERENCE PLANE (LWRP)

(Chalmette gage to Bayou Sara gage)

(Soundings refer to the Low Water Reference Plane)



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

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

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

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)

NEW ORLEANS INTERNATIONAL AIRPORT

AERO • Rotating W&G

REVIEW AREA 207,200 (see note A)

KENNER

MISSISSIPPI RIVER CROSSING CHANNELS

The project depth for crossing channels is 10 feet for a width of 500 feet. The controlling depths are published in the chart.

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, the positions maintained by the U.S. Coast Guard are not shown.

Joins page 14

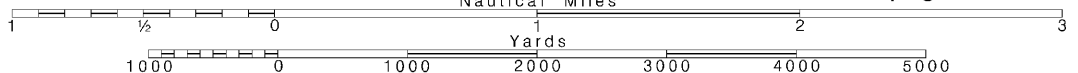
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

8

Note: Chart grid lines are aligned with true north.



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)

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

HEIGHTS

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

OVERHEAD CLEARANCES

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

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.

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

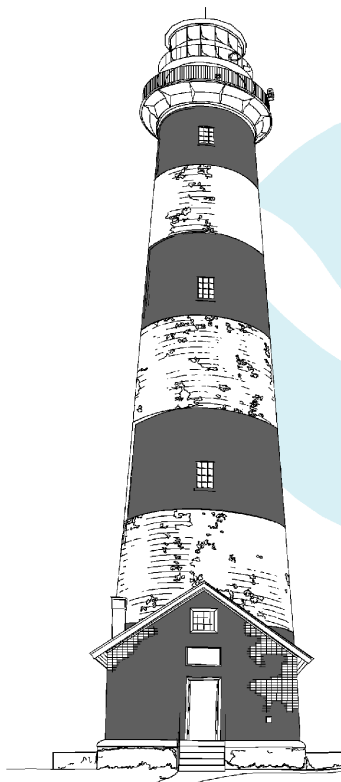
Consult U.S. Coast Pilot 5 for important supplemental information.



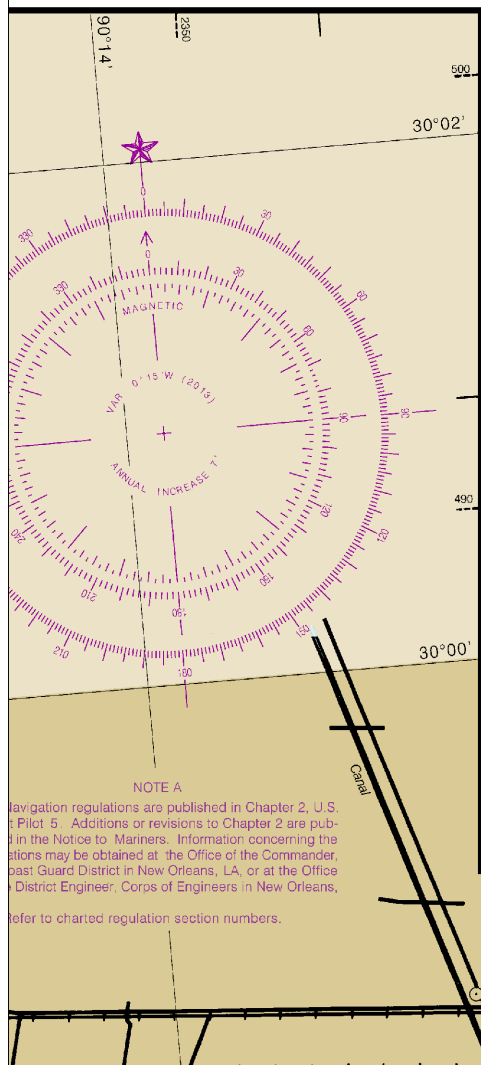
THE NATION'S CHARTMAKER SINCE 1807

NAUTICAL CHART 11370 INTRACOASTAL WATERWAY

LOUISIANA MISSISSIPPI RIVER NEW ORLEANS TO BATON ROUGE

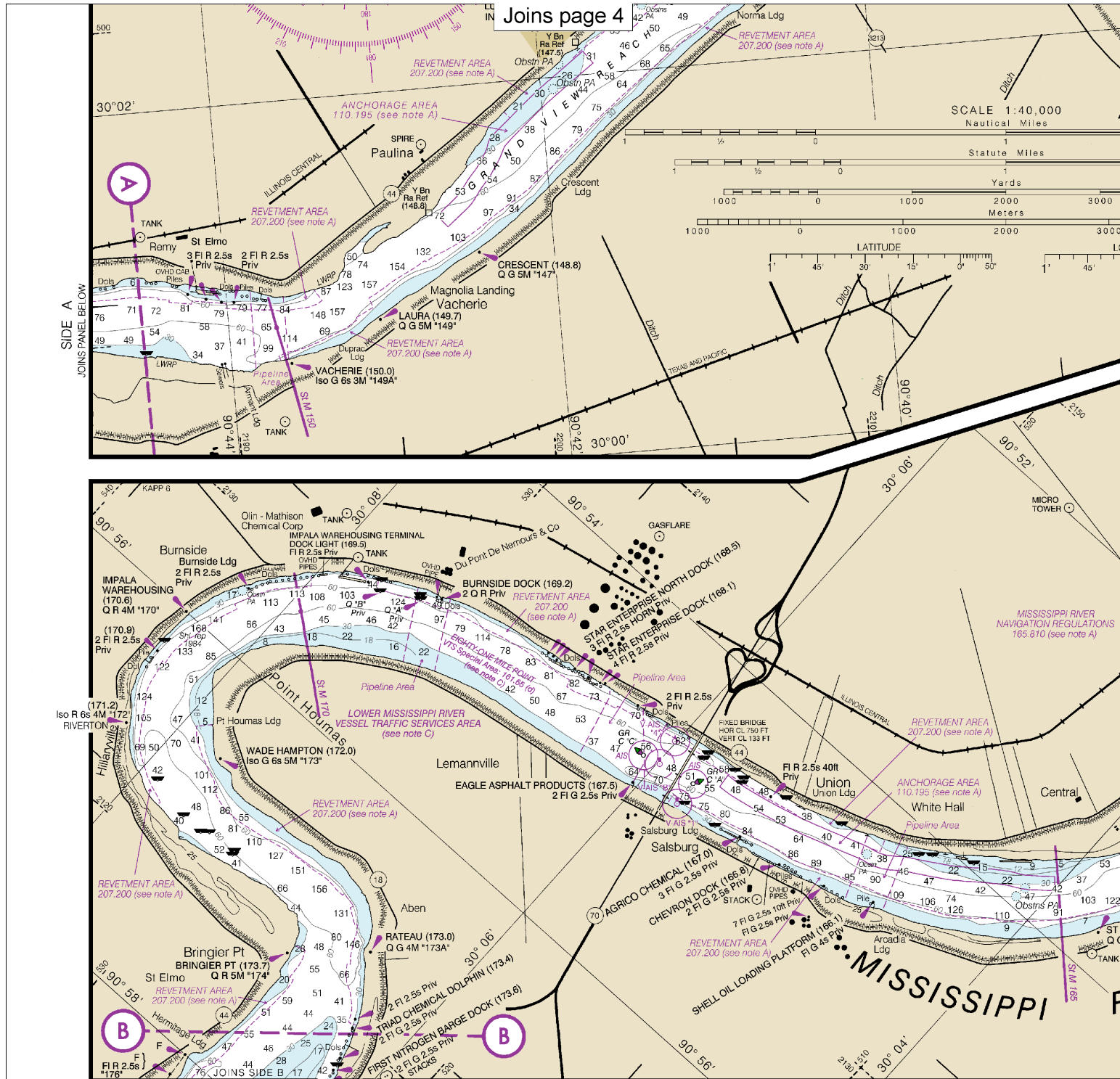


Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

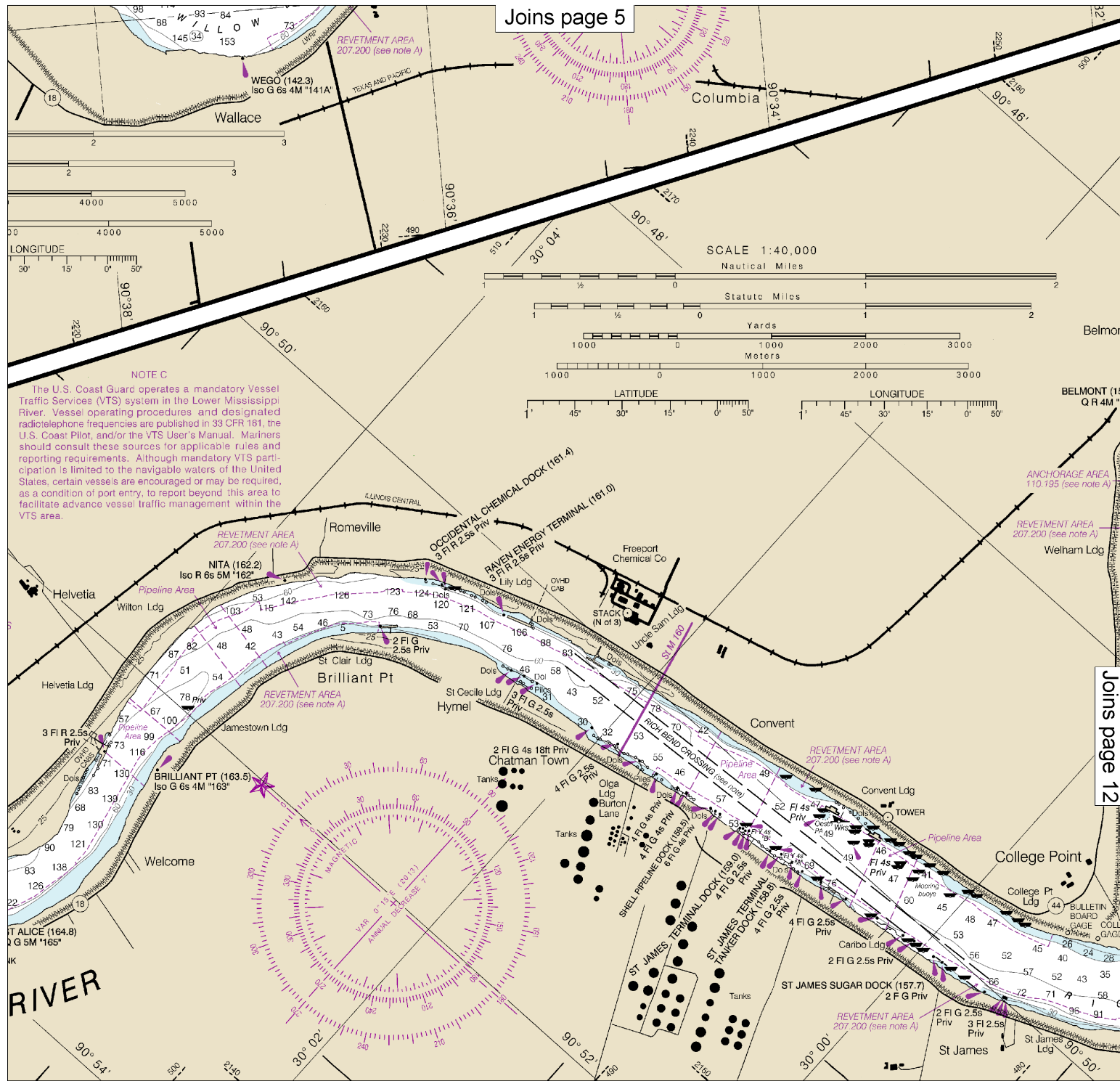


Joins page 15

SIDE



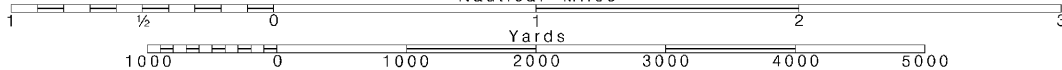
Joins page 5

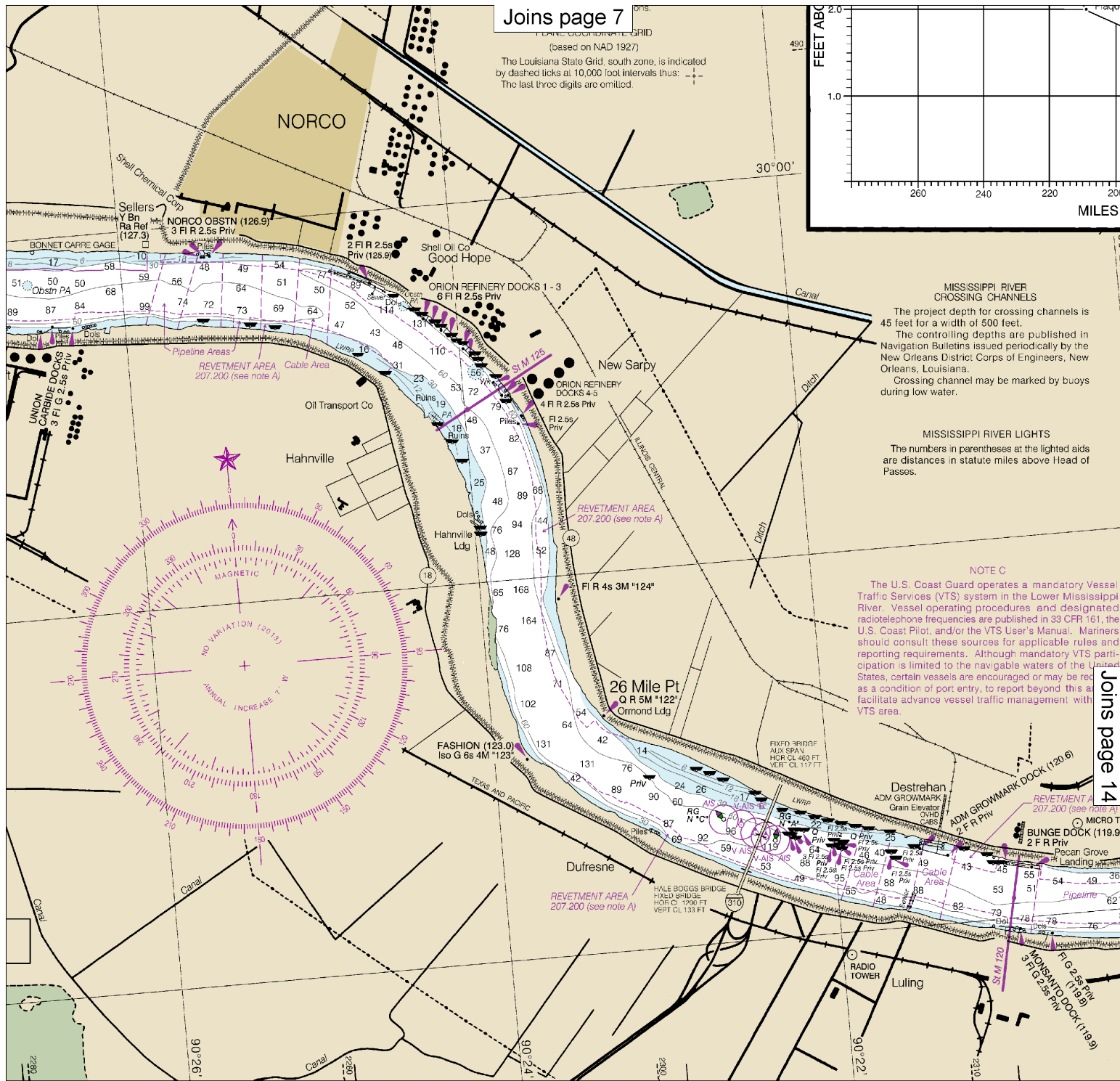


Joins page 12

Joins page 17

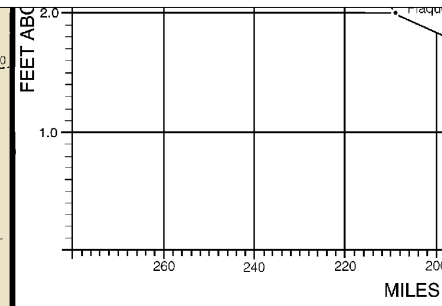
See Note on page 5.





Joins page 7

PLANE COORDINATE GRID
(based on NAD 1927)
The Louisiana State Grid, south zone, is indicated
by dashed ticks at 10,000 foot intervals thus:
The last three digits are omitted.



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.

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

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 with VTS area.

Joins page 14

RULES OF THE ROAD (ABRIDGED)

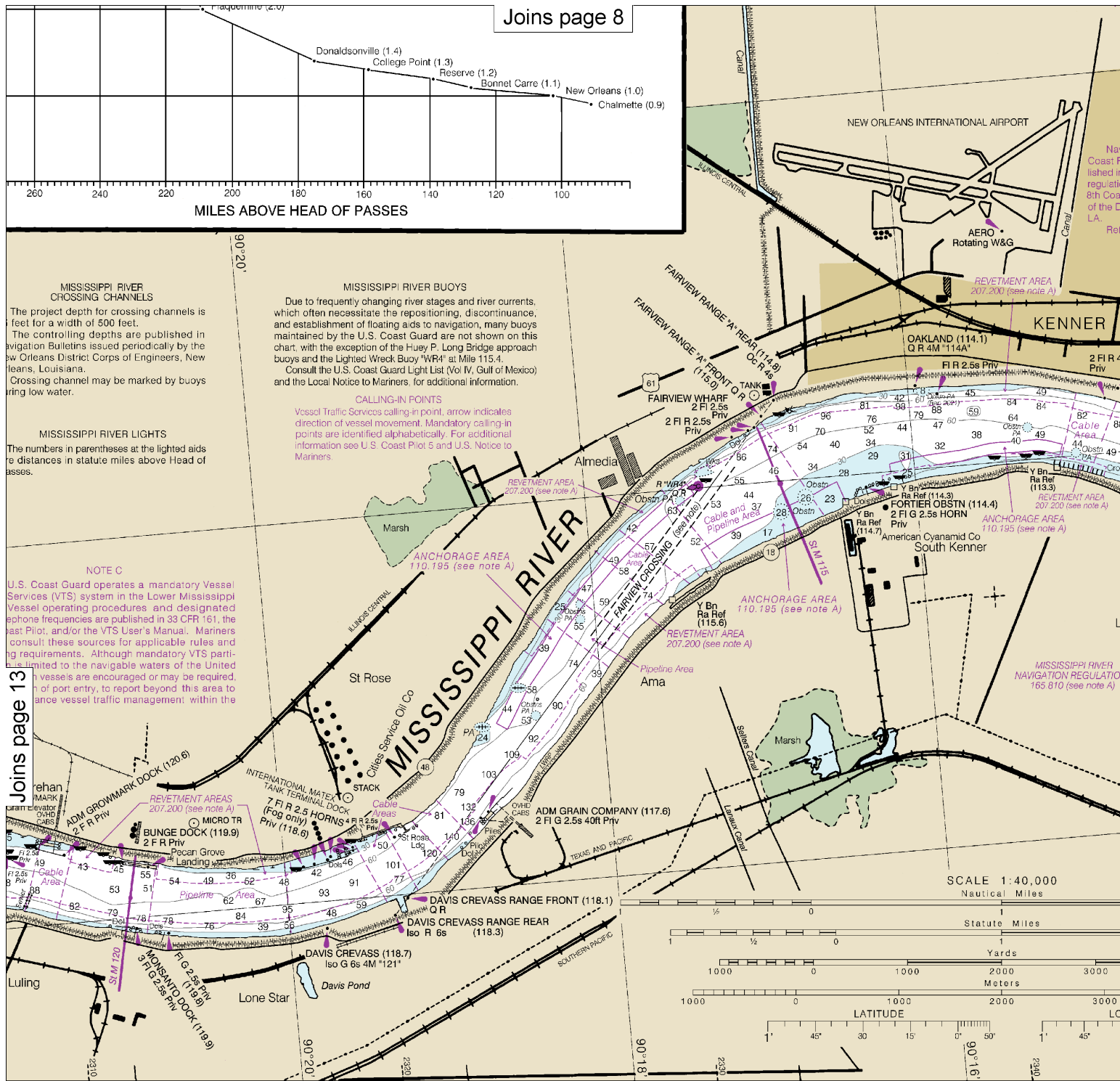
Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching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

Joins page 19

BROADCASTS OF MARINE WEATHER FORECASTS AND

CITY	STATION	KHz
New Orleans, LA	NMG	2670
		157.1 MHz
Grand Isle, LA	NMG-15	157.1 MHz

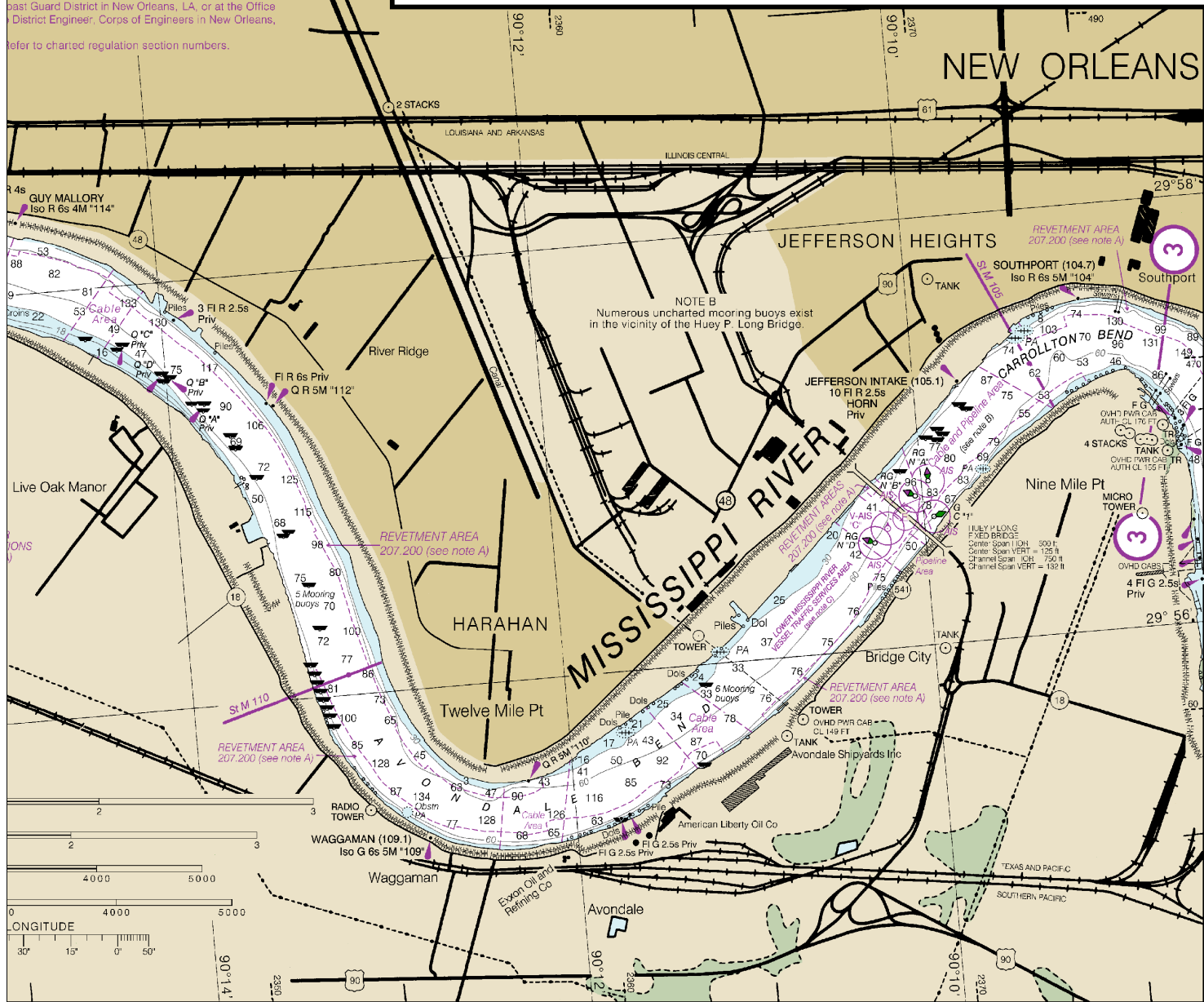
* Preceded by announcement on 2182 KHz and 156.8 M



LISTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS			
STATION	KHz	BROADCAST TIMES-CST	SPECIAL WARNING
ans, 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
e, LA	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 8:00 AM-4:00 PM
(504) 465-9215
*Recording (24 hours daily)

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 regulations may be obtained at the Office of the Commander, 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.



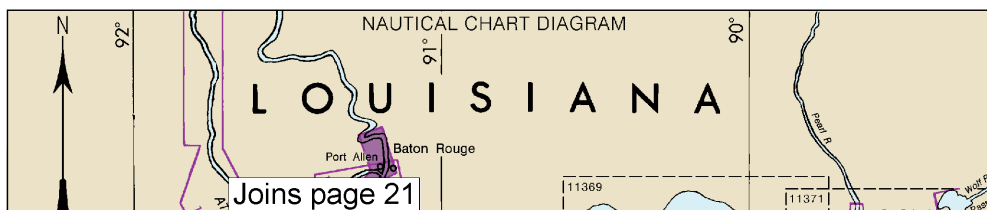
SIDE A

JOINS CHART 11367

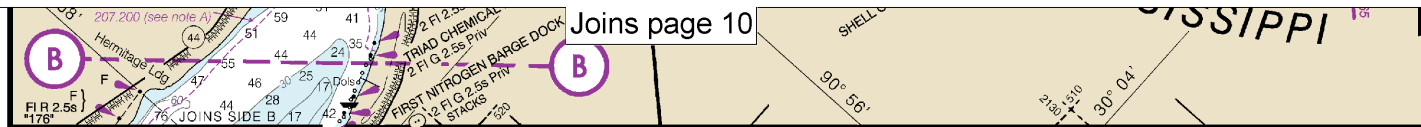
CONTINUED ON CHART 11368

11370

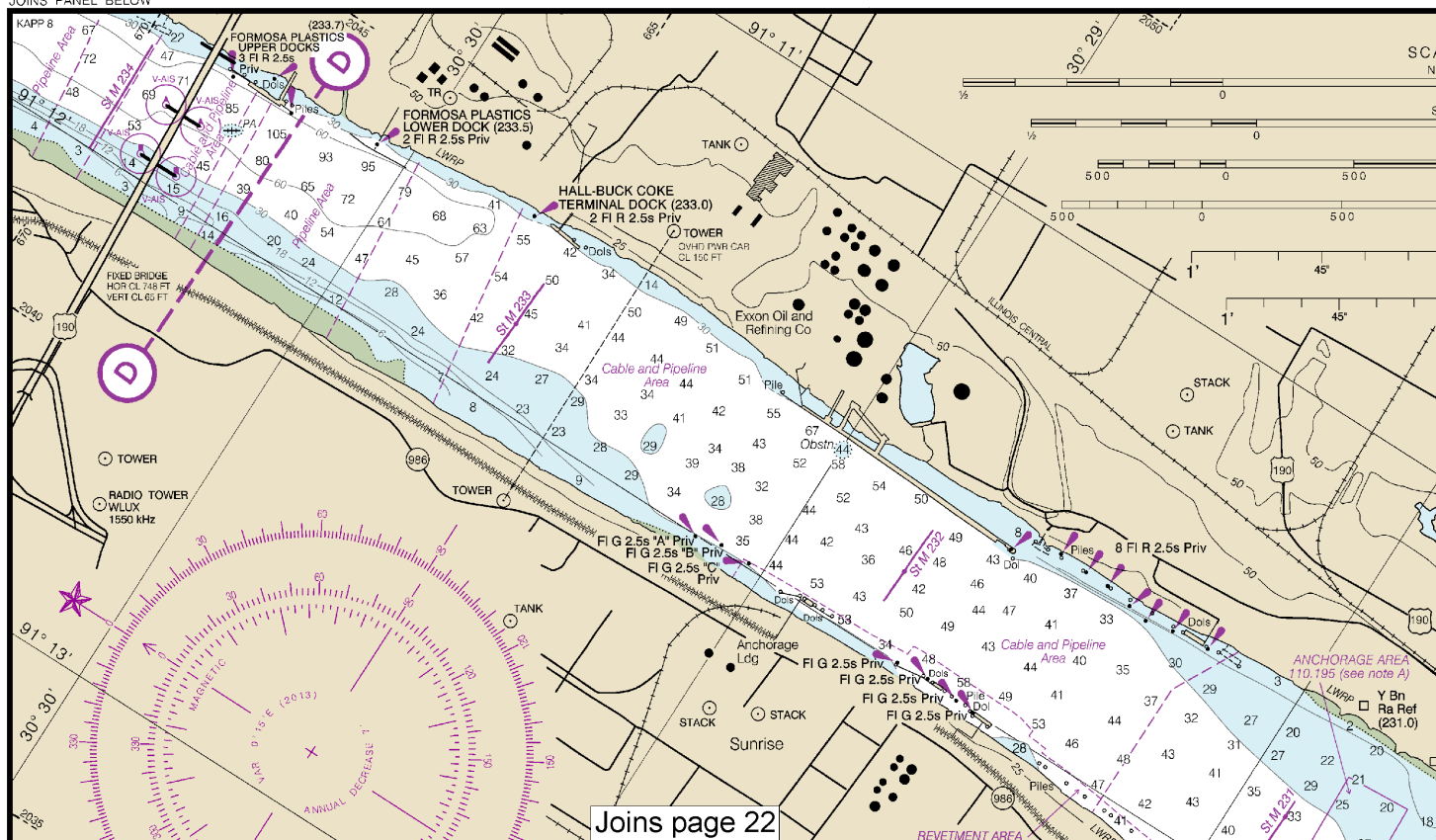
OURS
1 (Mon.-Fri.)



Joins page 21



JOINS PANEL BELOW



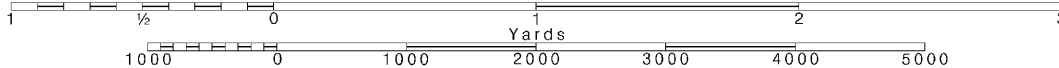
16

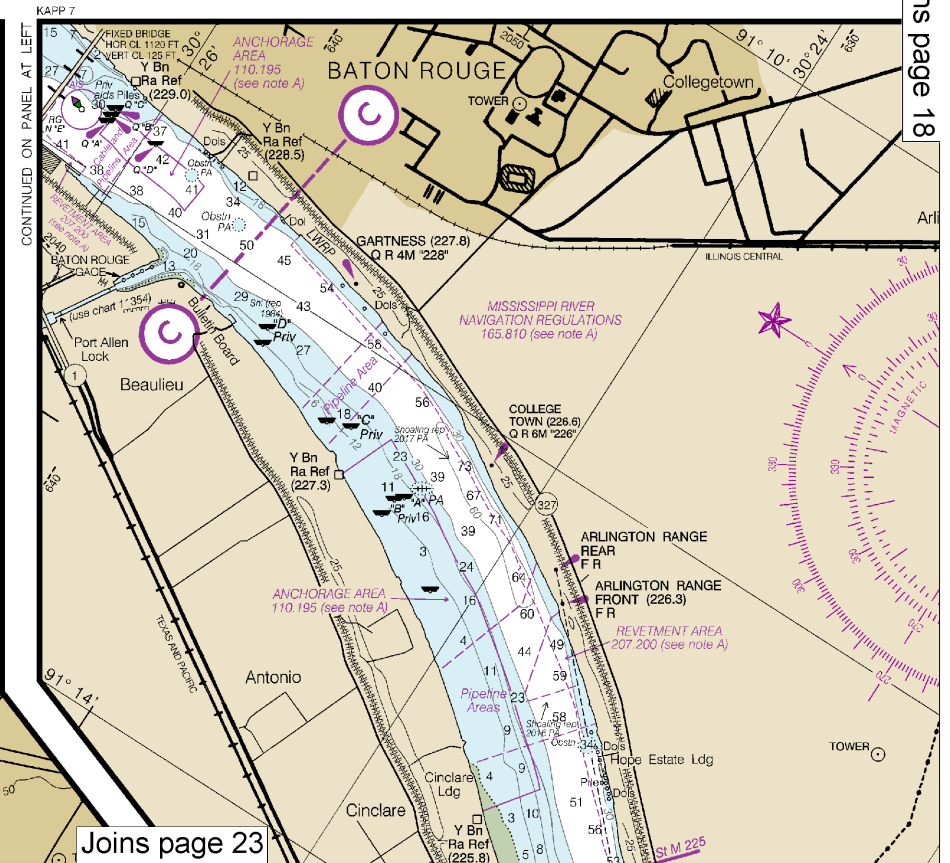
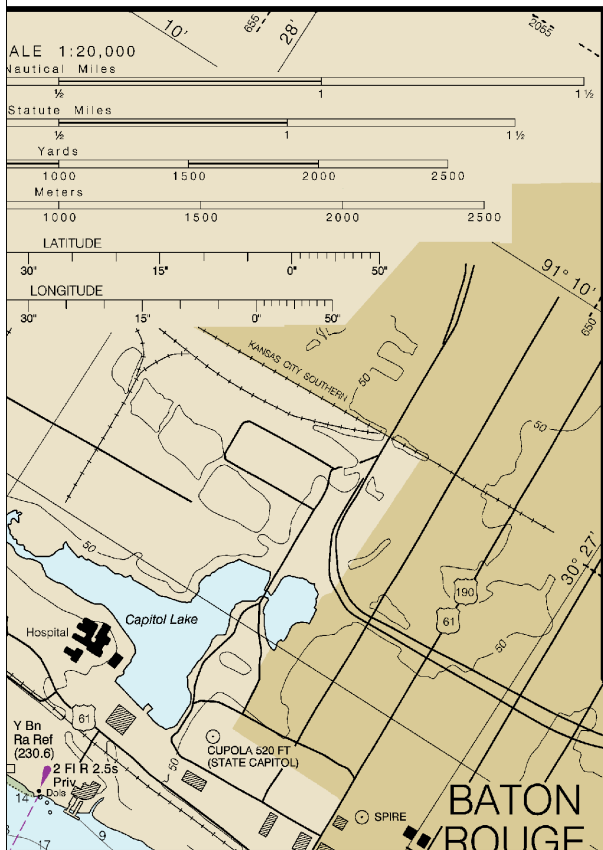
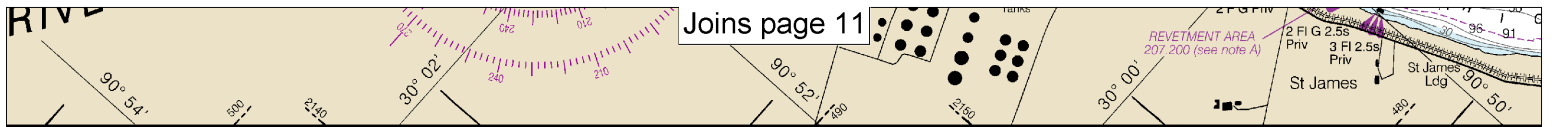
Note: Chart grid lines are aligned with true north.

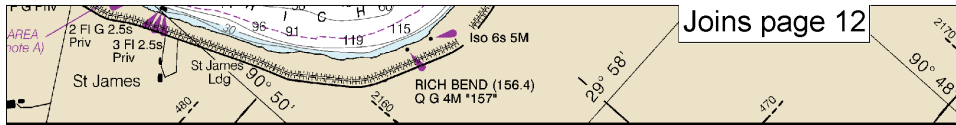
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

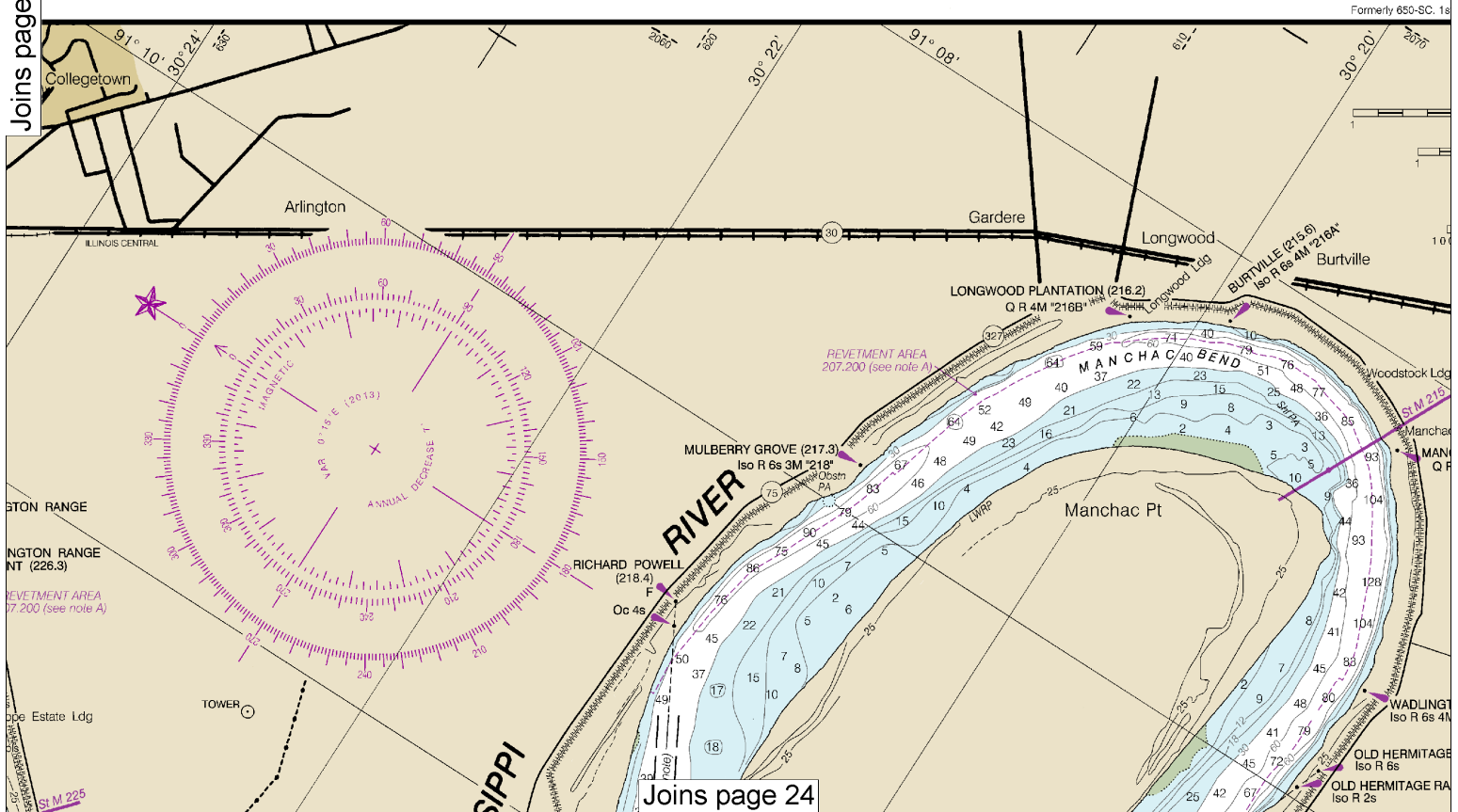






Joins page 12

Joins page 17



Joins page 24

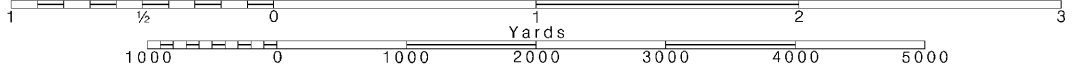
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



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

CITY	STATION	KHz
New Orleans, LA	NMG	2670
		157.1 MHz
Grand Isle, LA	NMG-15	157.1 MHz

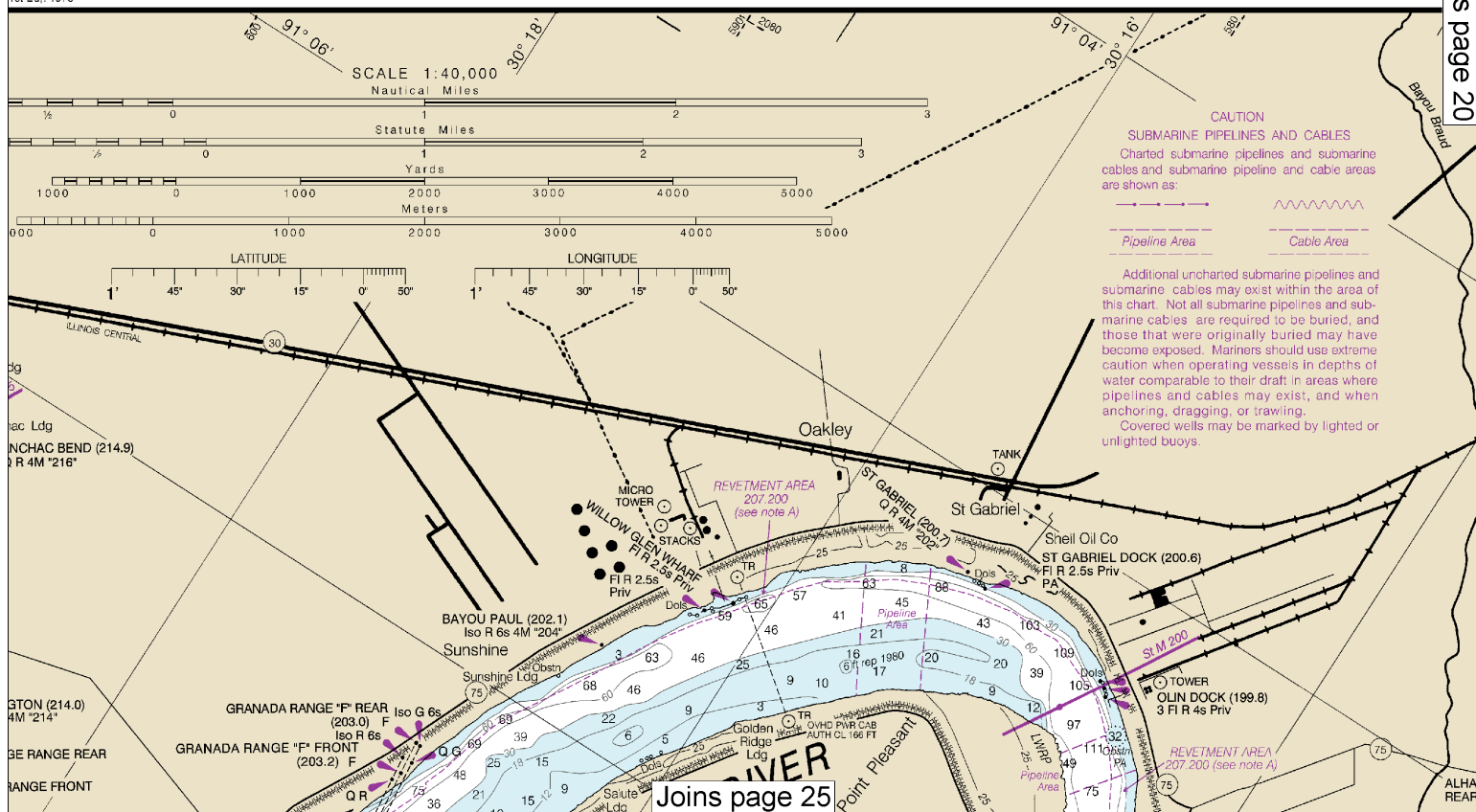
* Preceded by announcement on 2182 kHz and 156.8 MHz

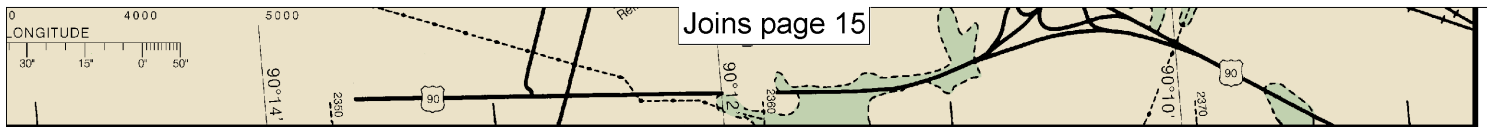
Distress calls for small craft are made on 2182 kHz or on VHF Channel 16

CAUTION WARNINGS CONCERNING L

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

1st Ed., 1973



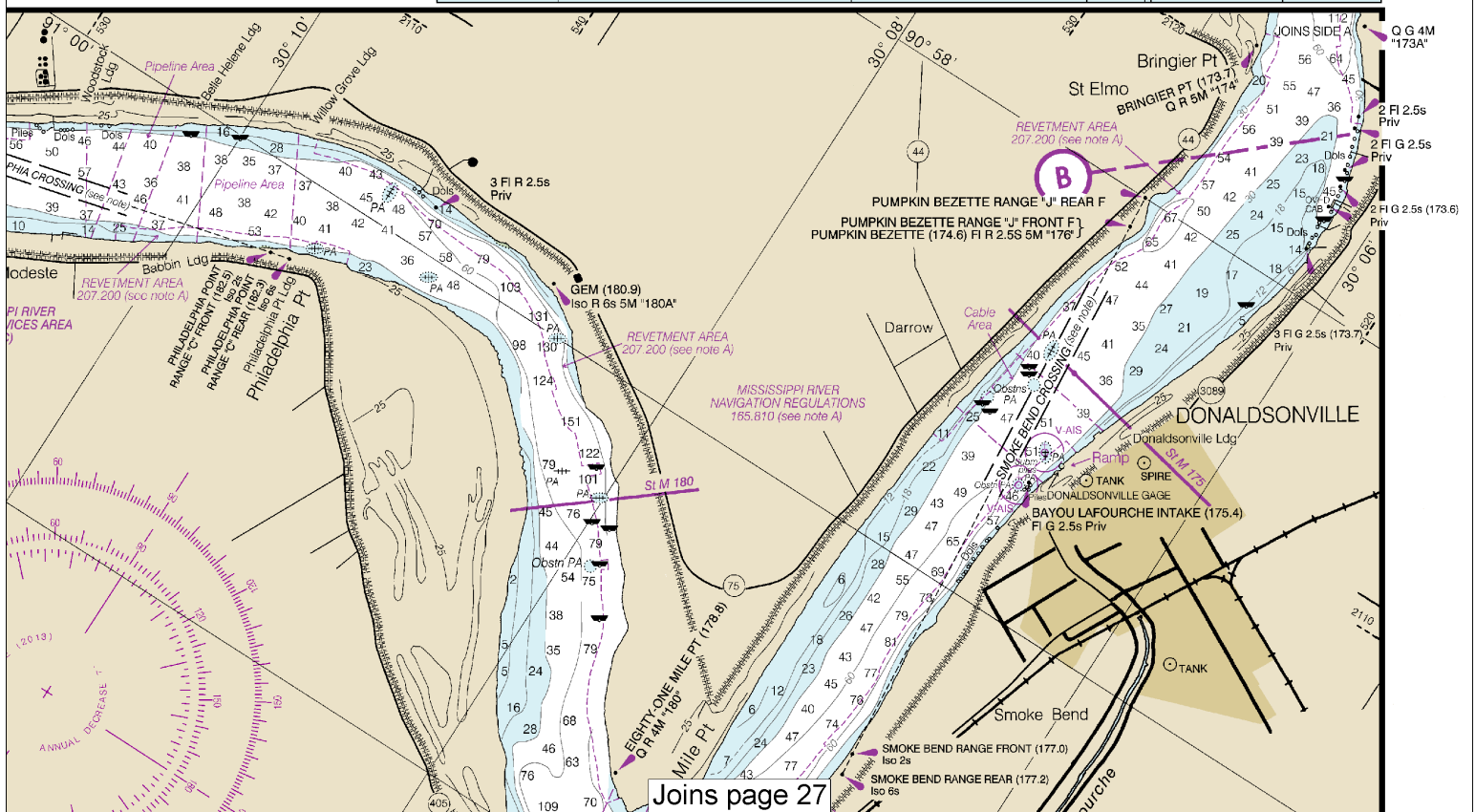
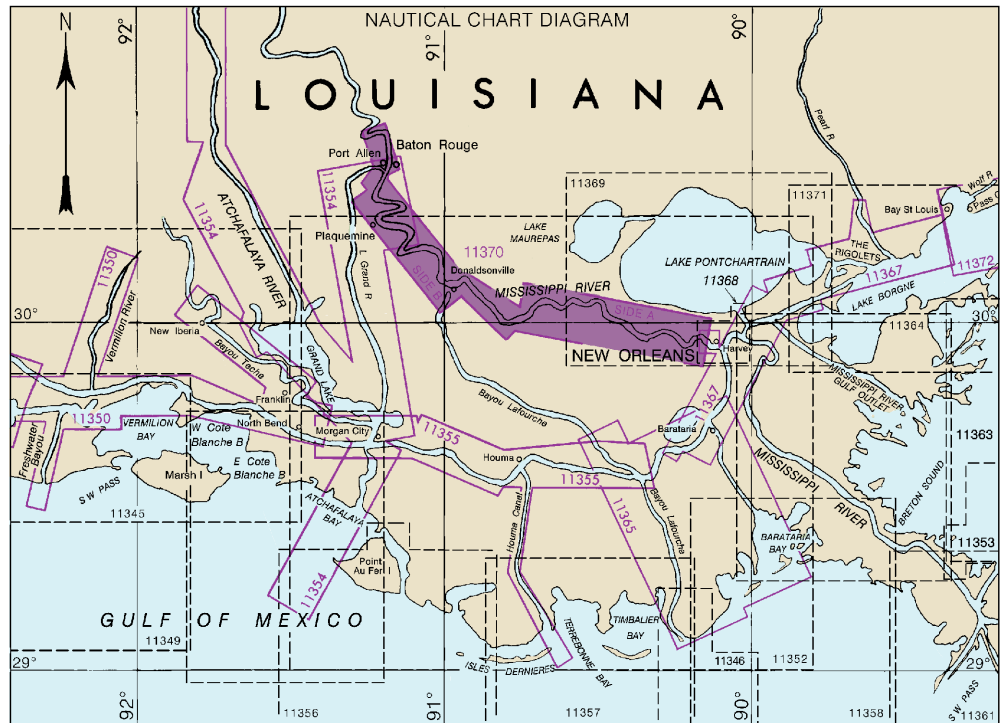


11370

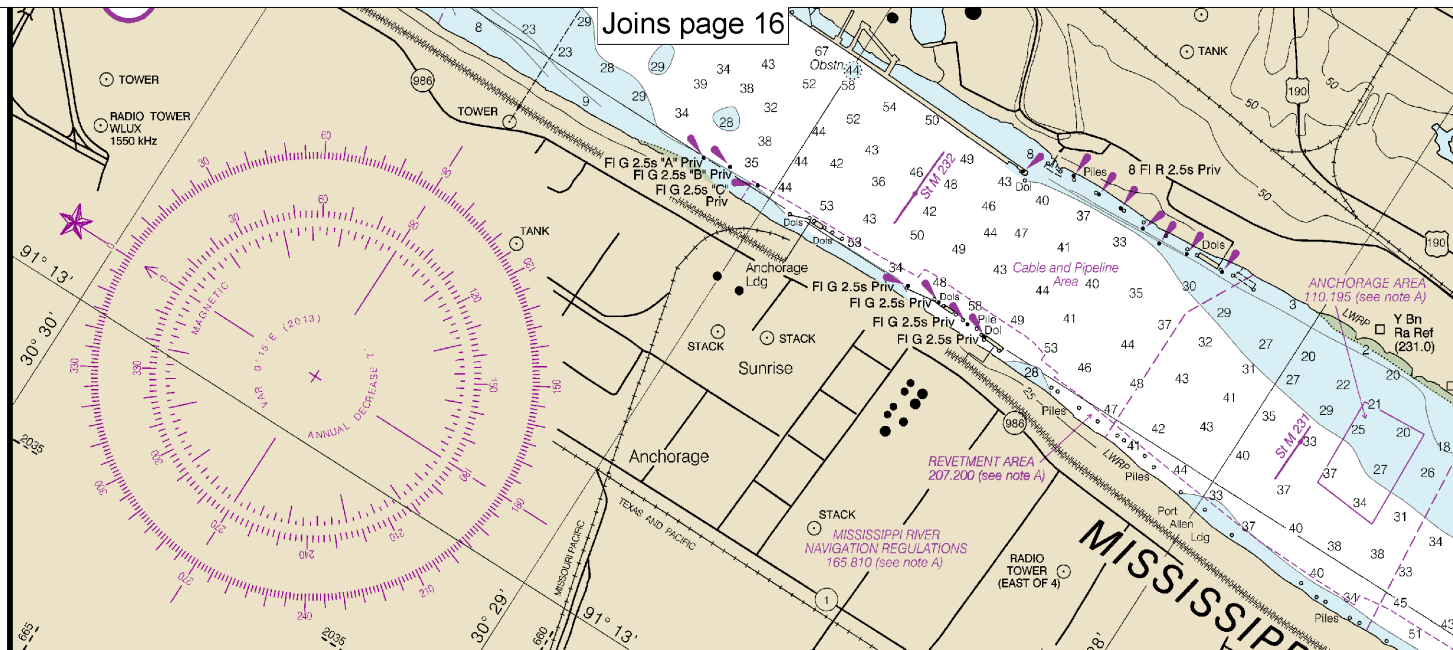
OURS
1 (Mon.-Fri.)

BROADCAST TIMES
24 hours daily
24 hours daily
24 hours daily

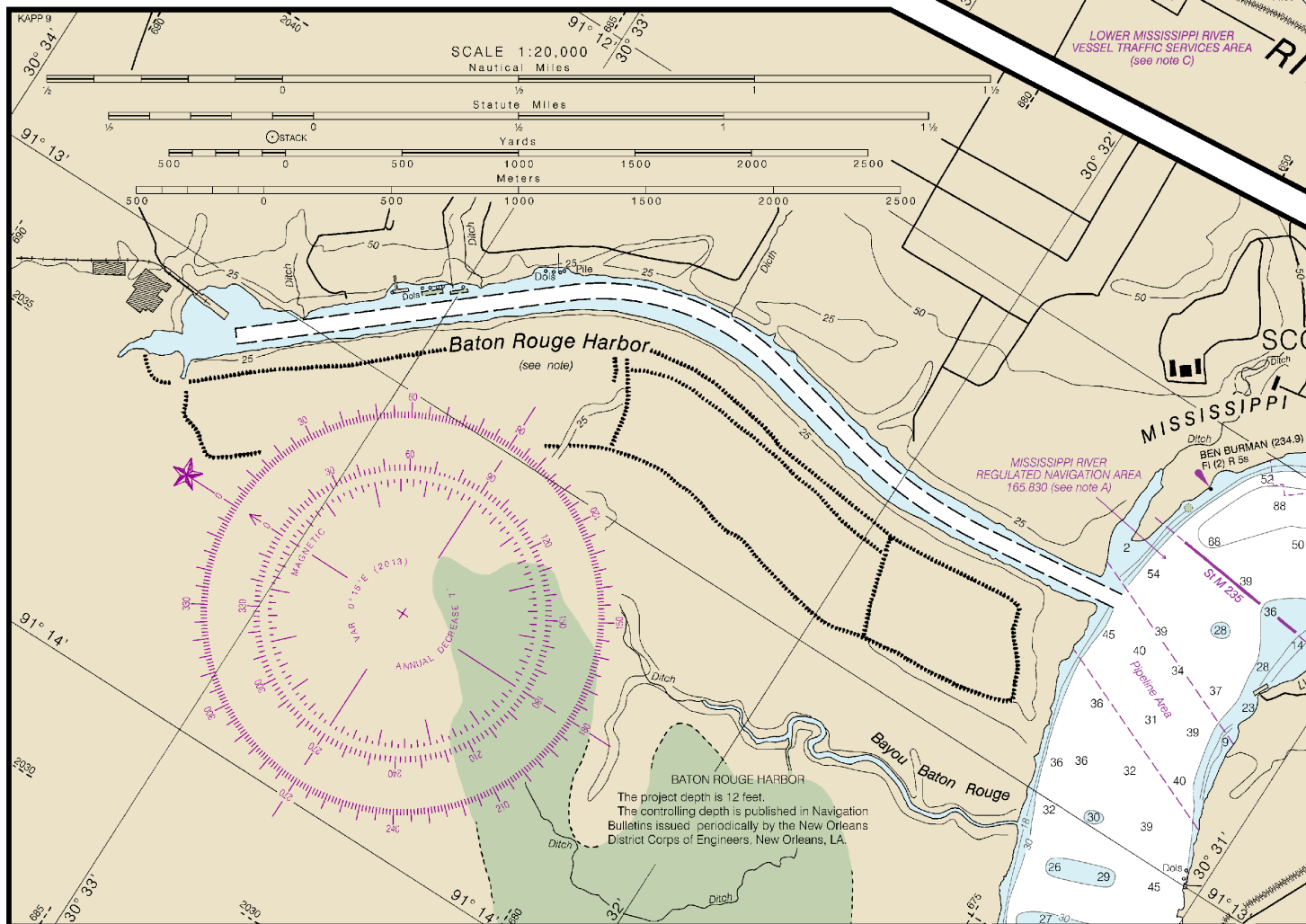
(NM) published
Local Notice to
district to the
ed from Notice to
are available at



Joins page 16



SIDE B



11370

This is the Last Edition of this chart. It will be canceled on Jan 3, 2024
29th Ed., Sep. 2013. Last Correction: 12/18/2023. Cleared through:
LNM: 5123 (12/19/2023), NM: 5223 (12/30/2023)

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

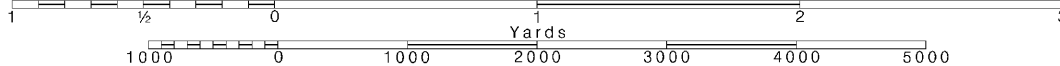
22

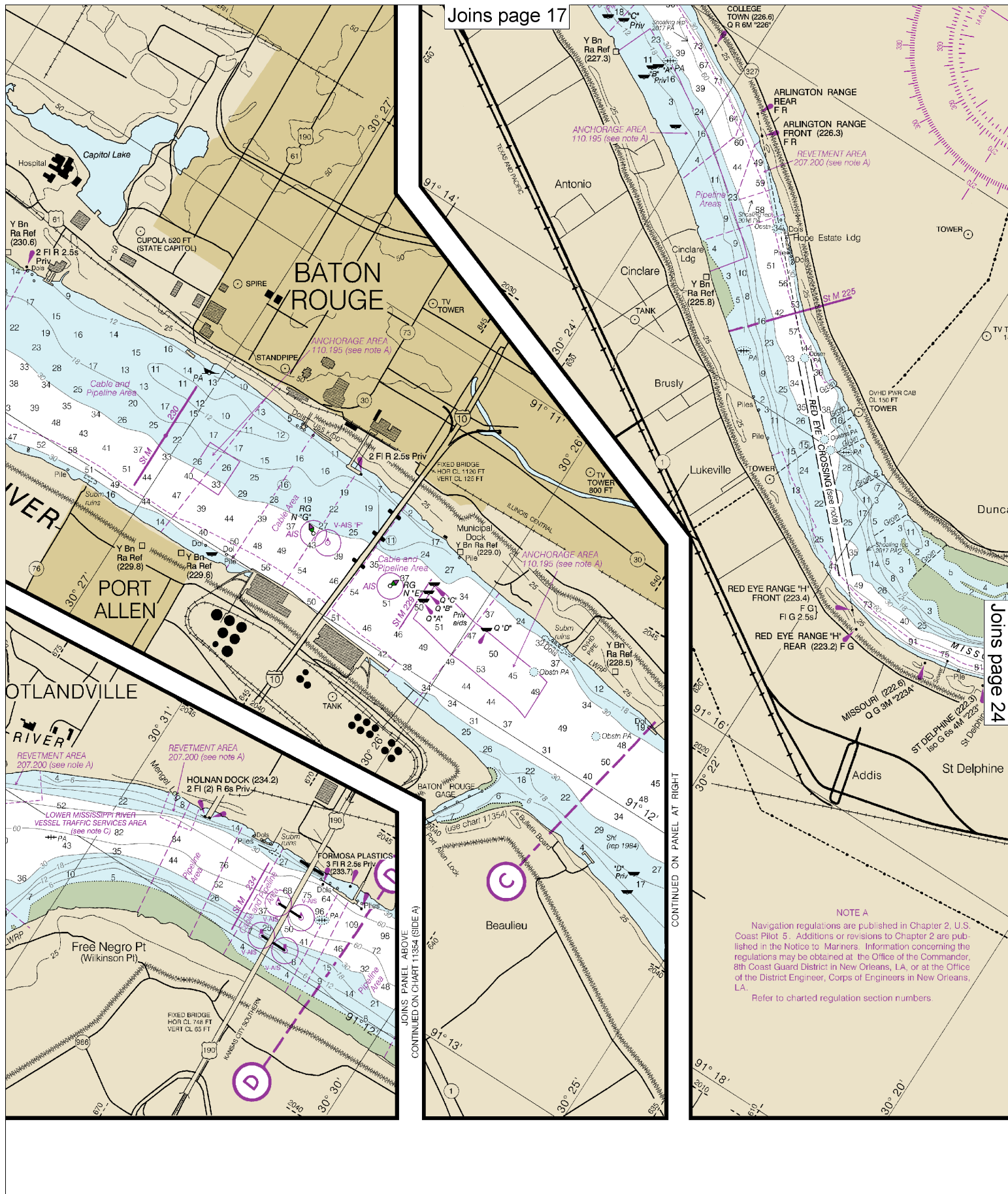
Note: Chart grid
lines are aligned
with true north.

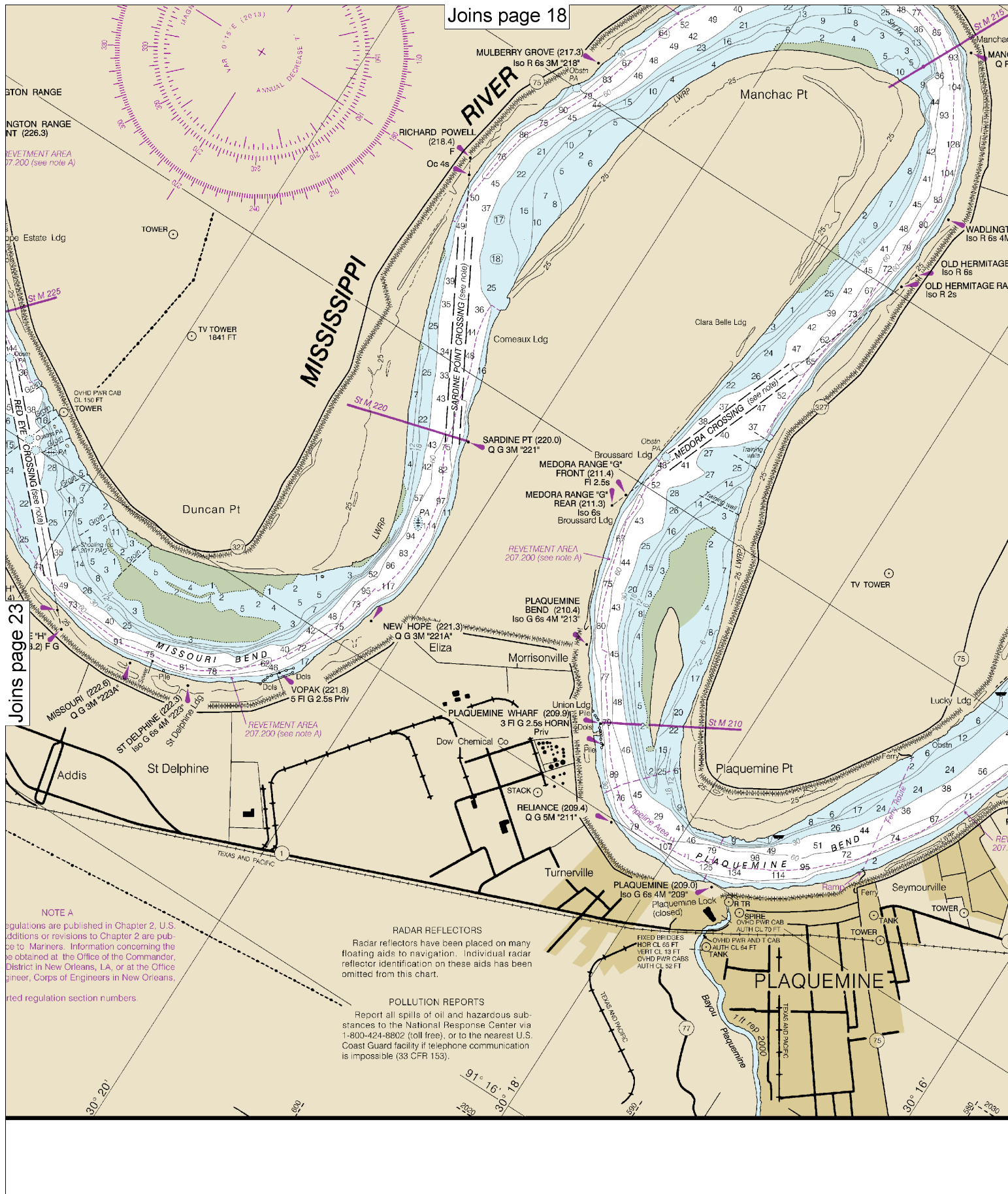
Printed at reduced scale.

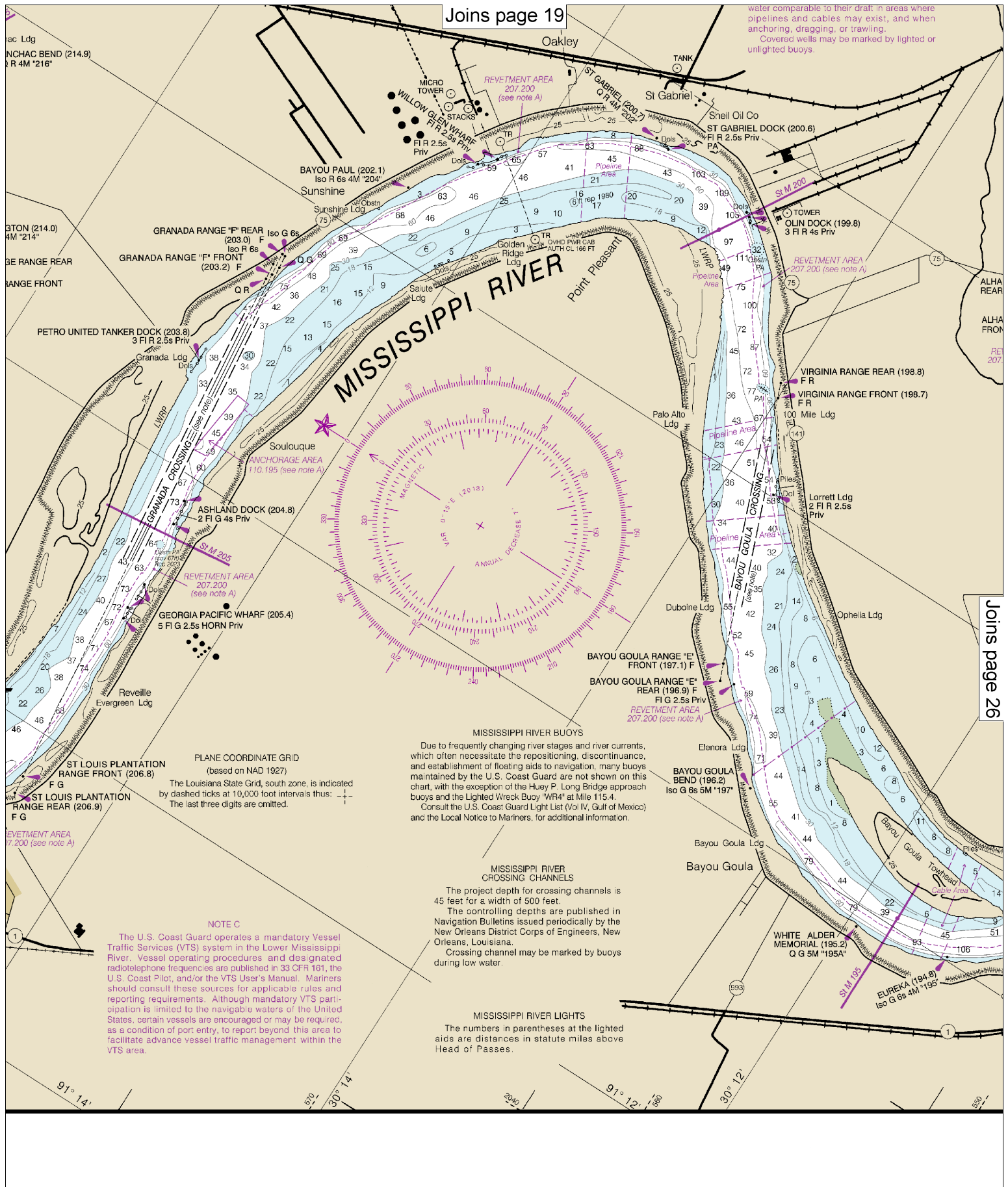
SCALE 1:40,000
Nautical Miles

See Note on page 5.









Joins page 25

Joins page 20

WARNING

CAUTION

CAUTION

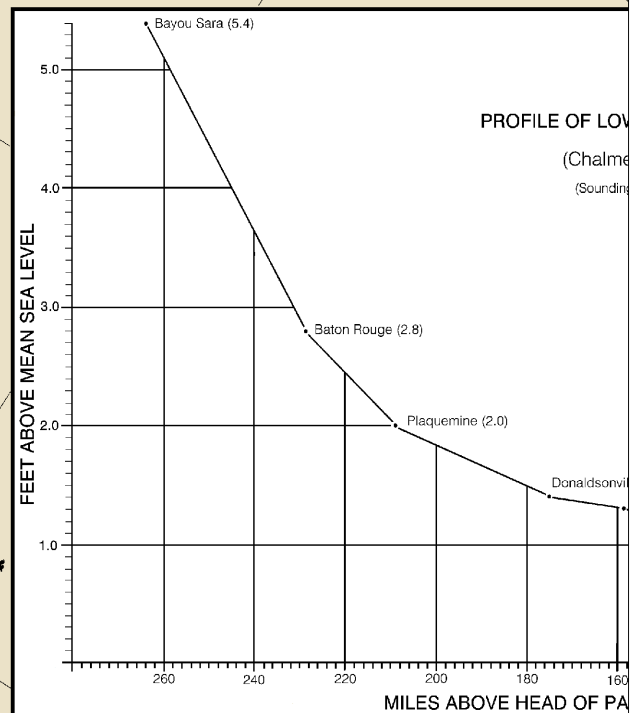
CAUTION

CAUTION

PROFILE OF LOW

(Chalme

(Sounding

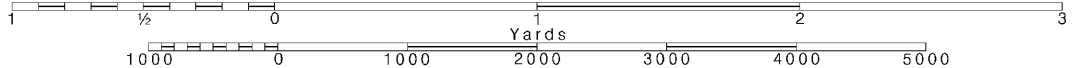


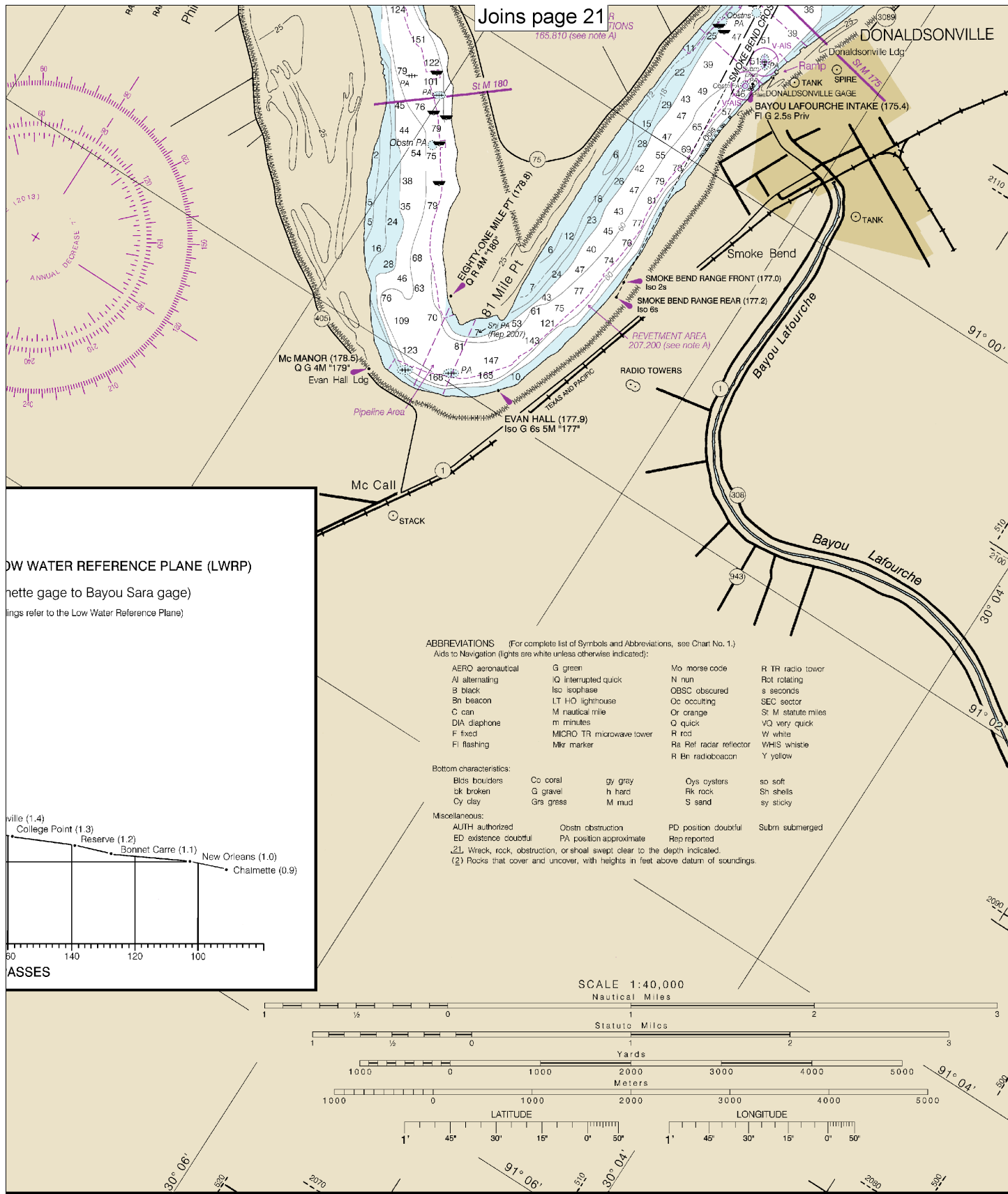
26

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.





11370



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/>

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.