

# BookletChart™

## Rollover Bayou to Calcasieu Pass

NOAA Chart 11344

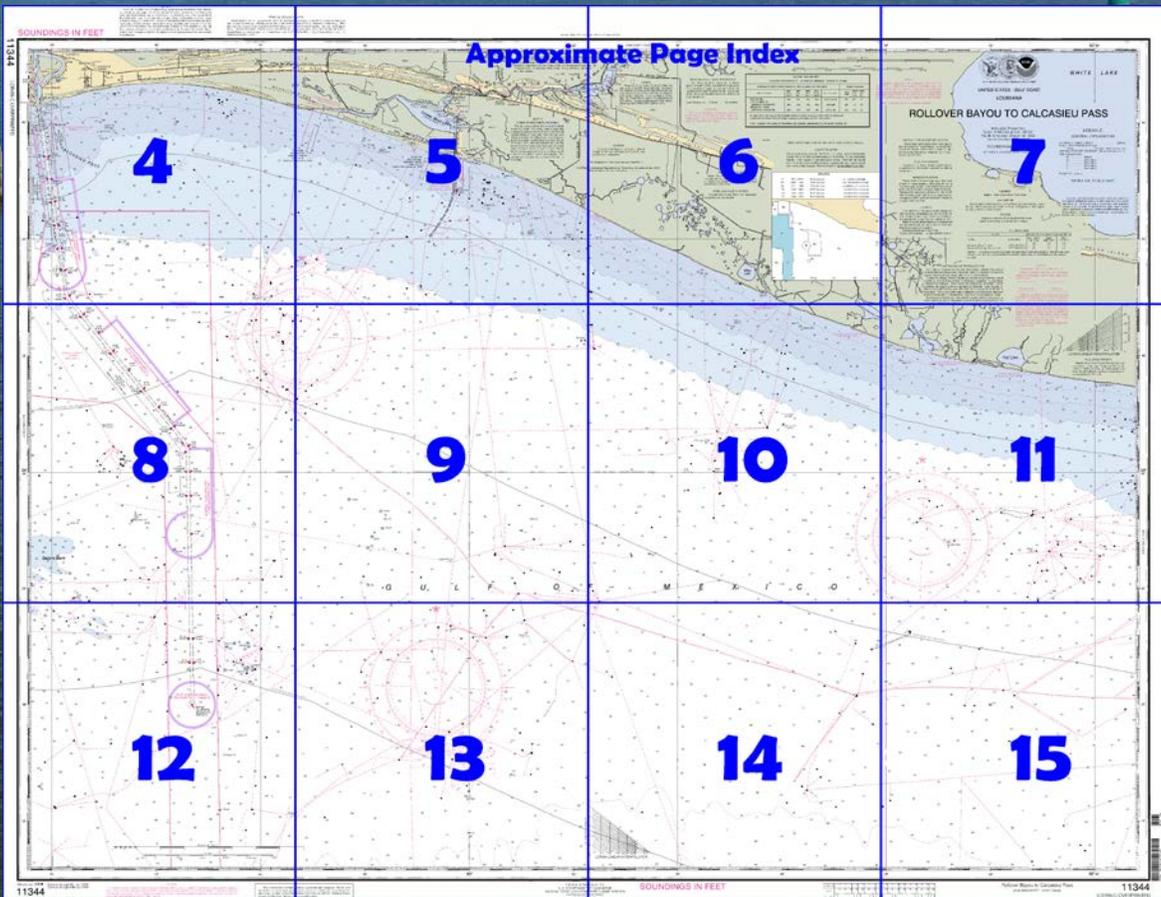


*A reduced-scale NOAA nautical chart for small boaters*

*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](http://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.

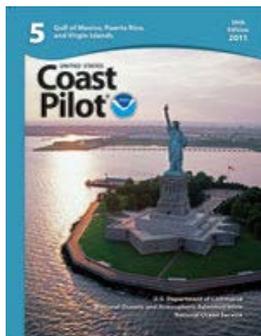
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11344>



**[Coast Pilot 5, Chapter 9 excerpts]**  
**White Lake** is 12 miles long and 6 miles wide, and has depths of 4 feet or more over a mud bottom. The E and W entrances to the lake are marked by lights, both aids being on the N side of the channel. The course across the lake passes about 0.5 mile off the point in the middle of the N shore of the lake. Channel is not marked. Approach the E entrance with the line of the Schooner Bayou Canal in range ahead. The channel is narrow, and the spoil bank on the S side is marked by stakes. At the W end of the lake, pass about 10 to 15 yards S of the light just off the canal entrance.

**Pecan Island**, S of White Lake, is a long, wooded ridge about 10 feet high. **Island**, a village on the S end of **Pecan Island Canal** has a few stores with limited supplies. Gasoline may be obtained by portage.

**Pecan Island Canal**, a dredged channel, leads S from White Lake to Pecan Island. In July 1982, the reported controlling depth across the bar was 1 foot.

**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.

The preferred entrance to Mermentau River is through **Mermentau River Navigation Channel**, a jettied entrance and landcut about 6 miles SSE of the natural entrance to Lower Mud Lake. The marked channel leads N to join the natural channel at the upper end of Lower Mud Lake. Vessels should approach the jettied entrance to Lower Mud Lake from the Gulf through Lower Mud Lake Safety Fairway.

In 1982, the controlling depth was 3 feet through the natural entrance to the upper end of Lower Mud Lake.

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.

**Creole Canal** leads NW from the Mermentau River, about 1.3 miles above its entrance. A launching ramp, ice, and gasoline are available at a grocery store at the head of the canal. A reported depth of 3 feet could be carried to the facility in September 1972. Several oil company supply bases are near the State Route 82 highway bridge. Diesel fuel is available at a fuel dock on the E side of the canal about 0.3 mile below the bridge. **Grand Chenier**, a small settlement on the E side of the river between Lower and Upper Mud Lakes, has a highway connection to Lake Charles. Gasoline, water, and limited quantities of provisions are available in the village.

**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.

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

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

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

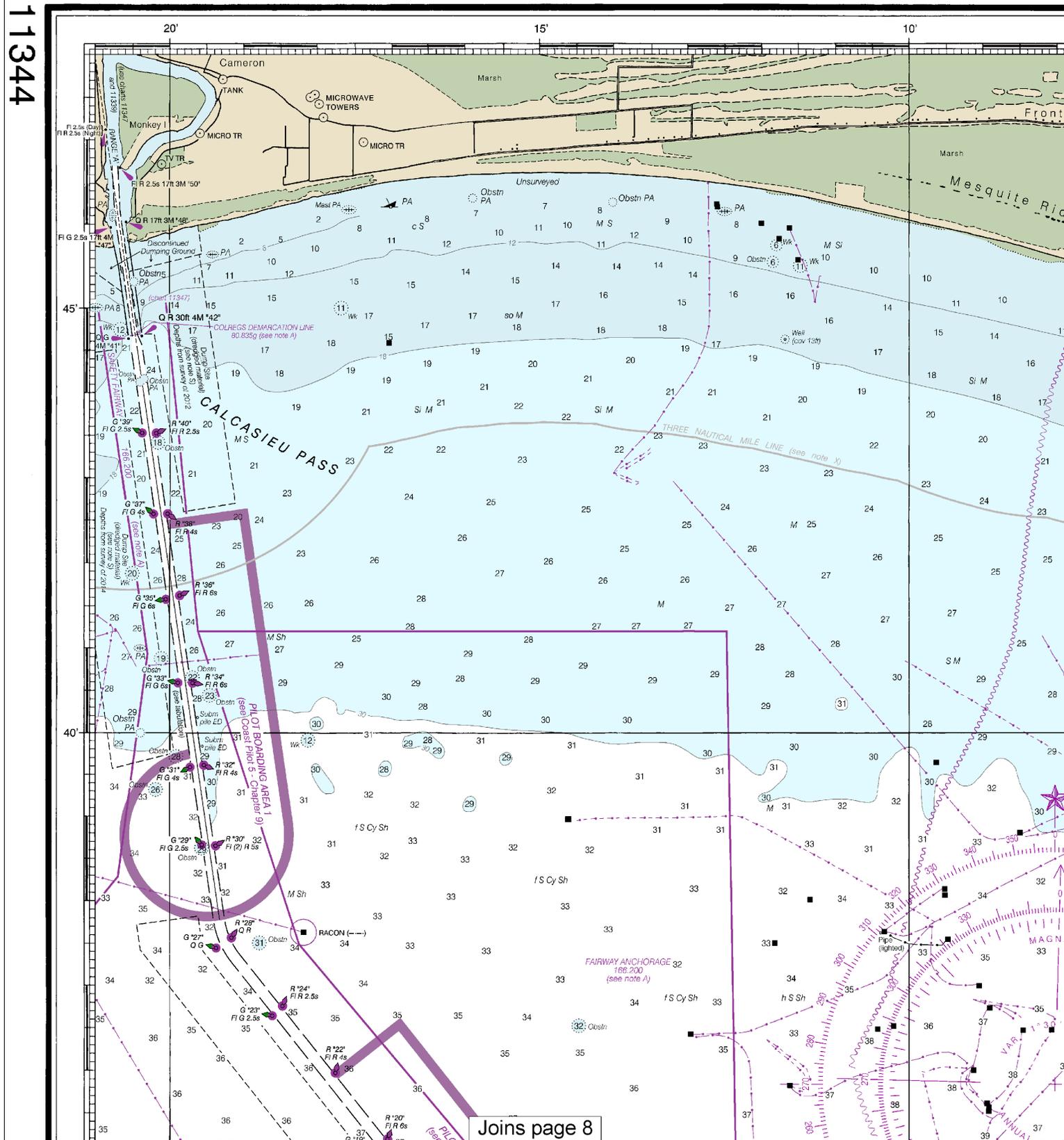


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

NOTE X  
 Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

# SOUNDINGS IN FEET

11344



Joins page 8

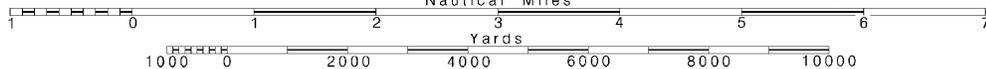
4

Note: Chart grid lines are aligned with true north.

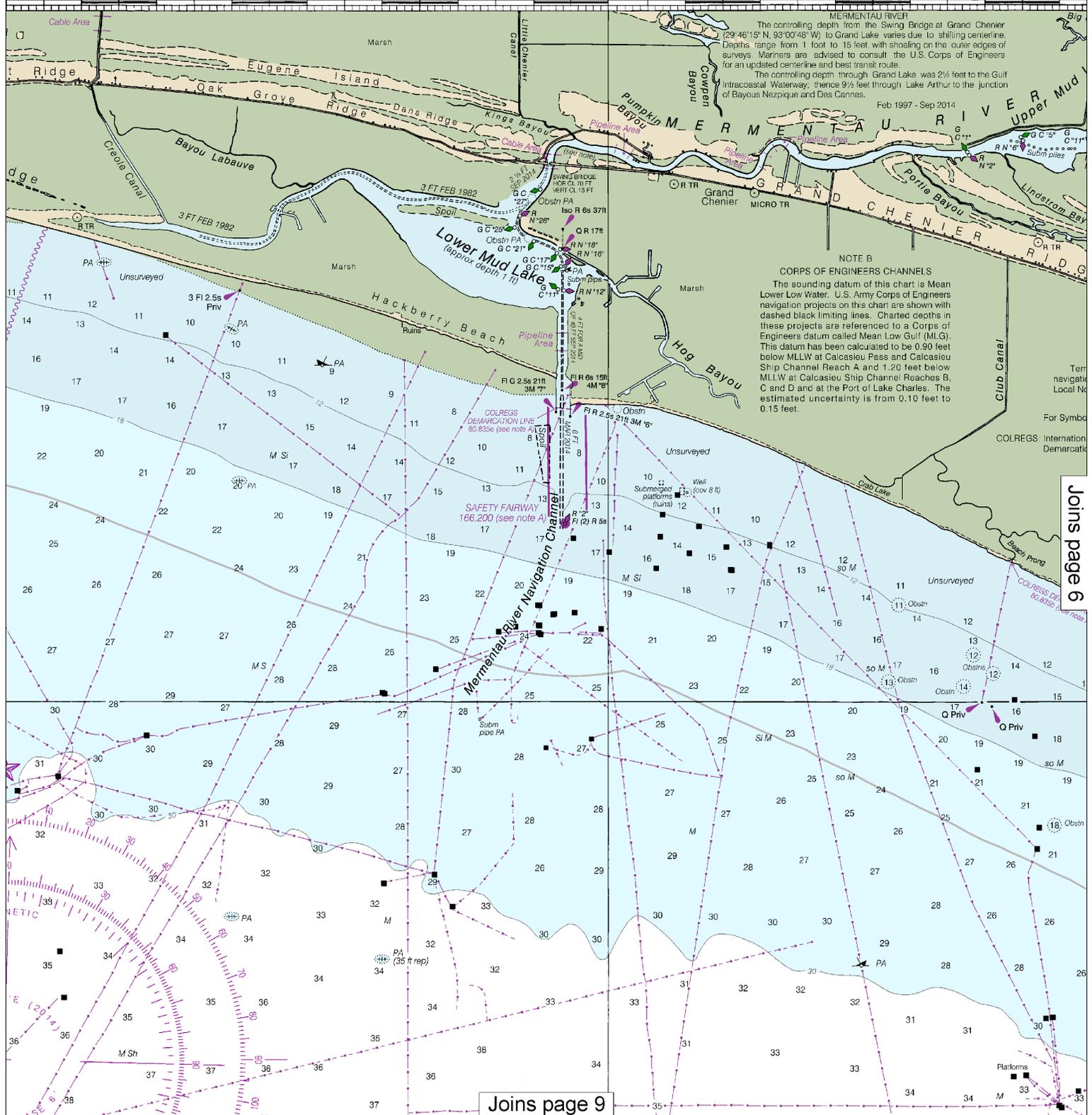
Printed at reduced scale.

SCALE 1:80,000  
 Nautical Miles

See Note on page 5.



05° 93° 55°



MERMENTAU RIVER  
 The controlling depth from the Swing Bridge at Grand Chenier (29°46'15" N, 93°00'48" W) to Grand Lake varies due to shifting centerline. Depths range from 1 foot to 15 feet with shoaling on the outer edges of surveys. Mariners are advised to consult the U.S. Corps of Engineers for an updated centerline and best transit route.  
 The controlling depth through Grand Lake was 2½ feet to the Gulf Intracoastal Waterway; thence 9½ feet through Lake Arthur to the junction of Bayous Nezpique and Des Cannes.  
 Feb 1997 - Sep 2014

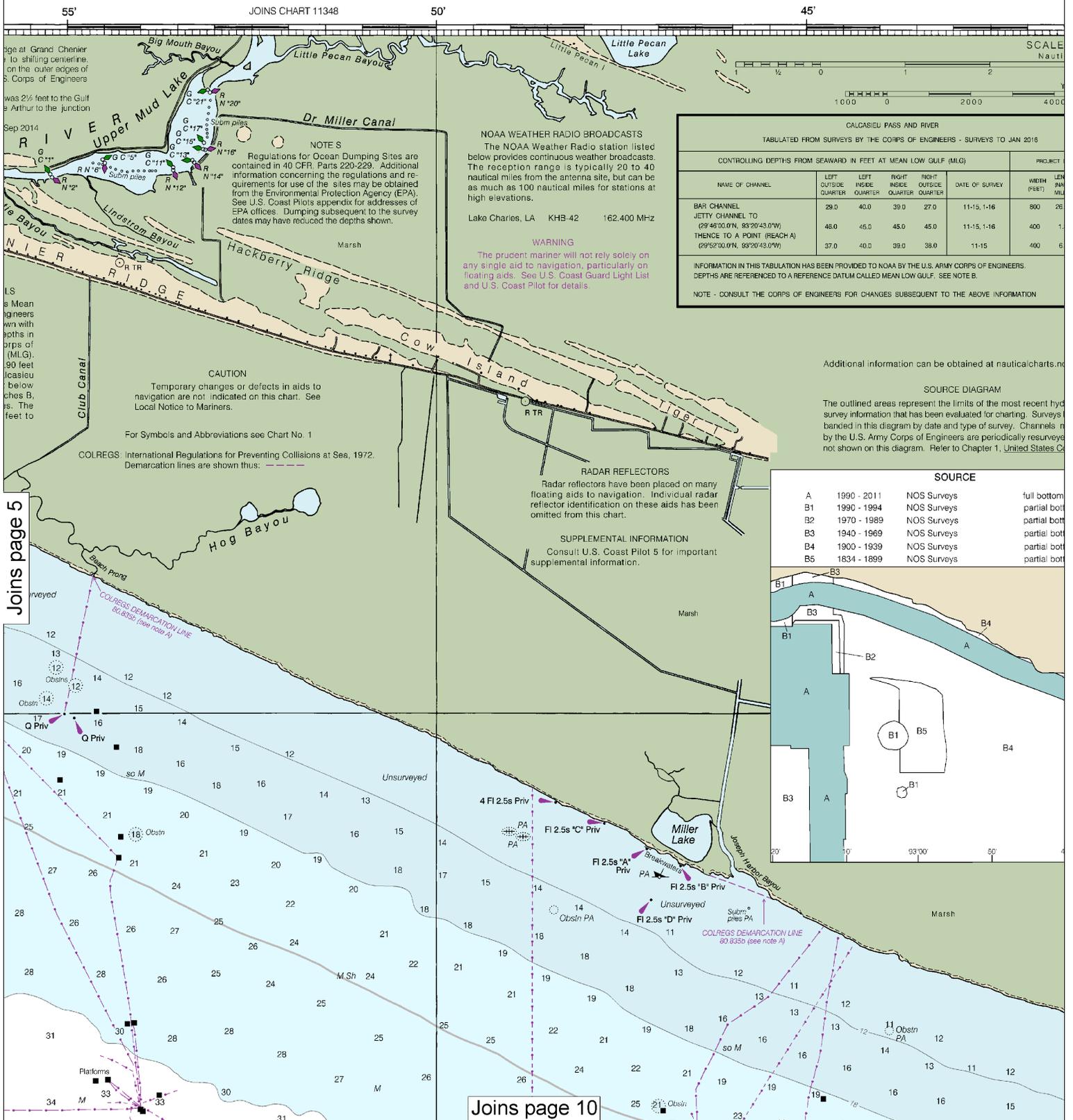
**NOTE B**  
**CORPS OF ENGINEERS CHANNELS**  
 The sounding datum of this chart is Mean Lower Low Water. U.S. Army Corps of Engineers navigation projects on this chart are shown with dashed black limiting lines. Charted depths in these projects are referenced to a Corps of Engineers datum called Mean Low Gulf (MLG). This datum has been calculated to be 0.90 feet below MLLW at Calcasieu Pass and Calcasieu Ship Channel Reach A and 1.20 feet below MLLW at Calcasieu Ship Channel Reaches B, C and D and at the Port of Lake Charles. The estimated uncertainty is from 0.10 feet to 0.15 feet.

Joins page 9

Joins page 6

This BookletChart was reduced to 70% of the original chart scale.  
 The new scale is 1:114285. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





Joins page 5

Joins page 10

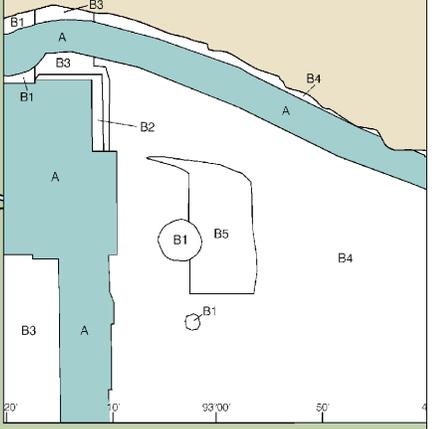
**CALCASIEU PASS AND RIVER**  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2016

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW GULF (MLG)				DATE OF SURVEY	PROJECT
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		
BAR CHANNEL	29.0	40.0	39.0	27.0	11-15, 1-16	800 26
JETTY CHANNEL TO (29°46'00.0"N, 93°20'43.0"W)	46.0	45.0	45.0	45.0	11-15, 1-16	400 11
THENCE TO A POINT (REACH A) (29°52'00.0"N, 93°20'43.0"W)	37.0	40.0	39.0	38.0	11-15	400 6

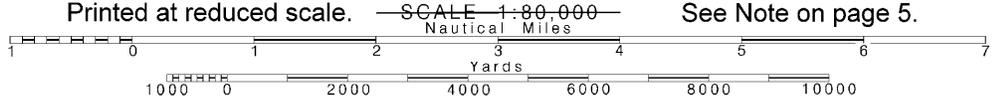
INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A REFERENCE DATUM CALLED MEAN LOW GULF. SEE NOTE B.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

**SOURCE**

A	1990 - 2011	NOS Surveys	full bottom
B1	1990 - 1994	NOS Surveys	partial bottom
B2	1970 - 1989	NOS Surveys	partial bottom
B3	1940 - 1969	NOS Surveys	partial bottom
B4	1900 - 1939	NOS Surveys	partial bottom
B5	1834 - 1899	NOS Surveys	partial bottom

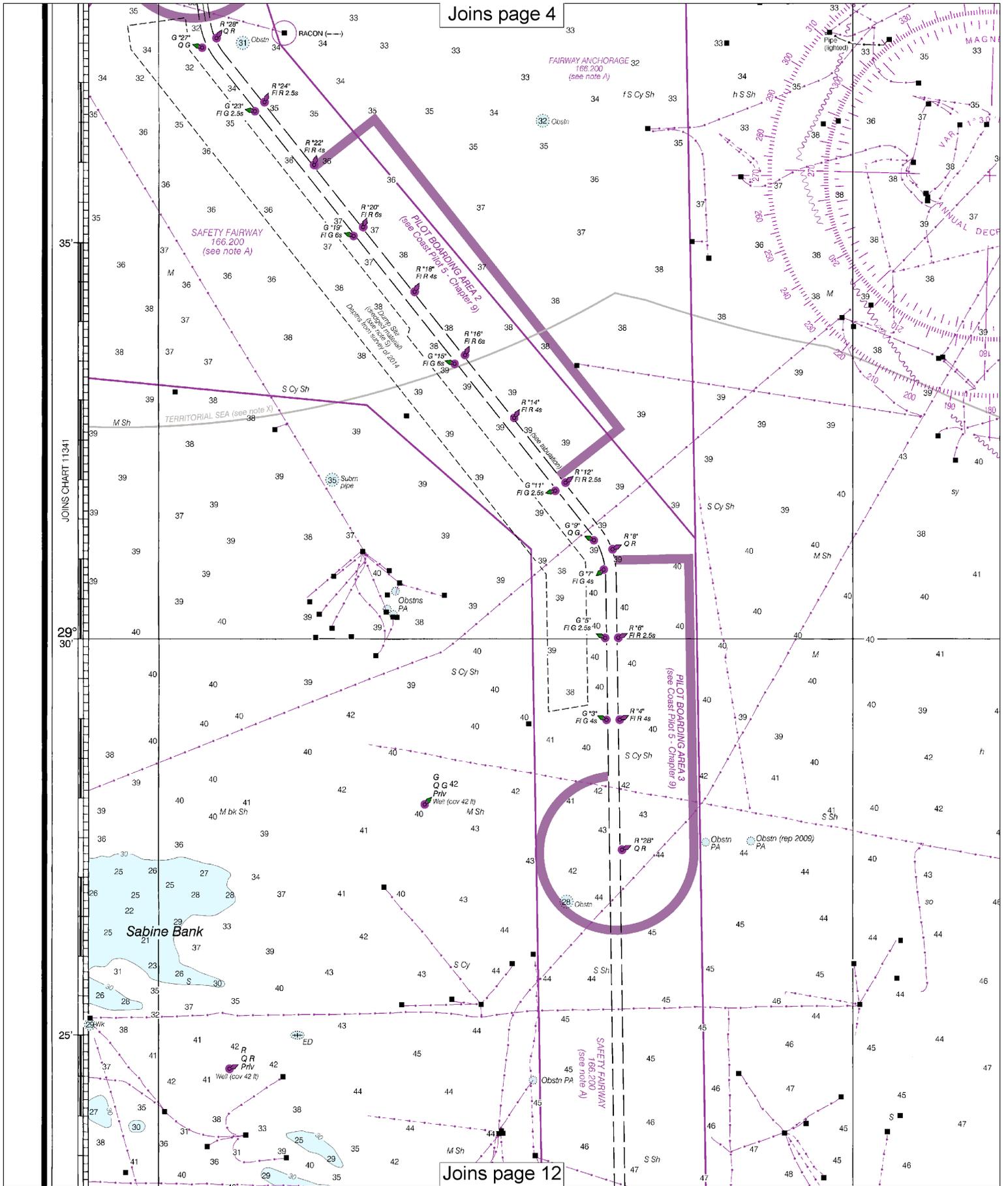


Note: Chart grid lines are aligned with true north.



See Note on page 5.

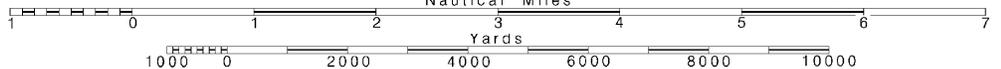


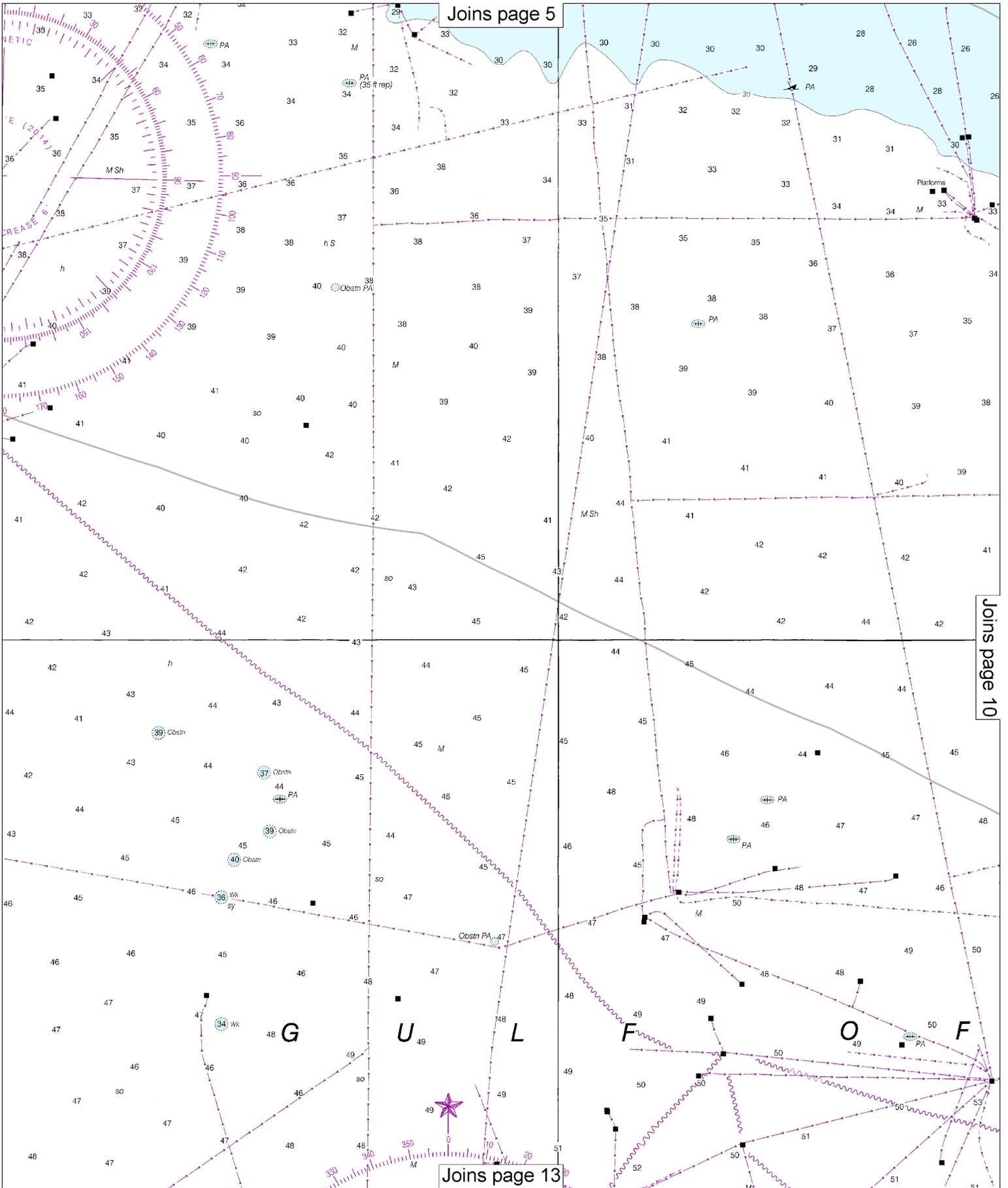


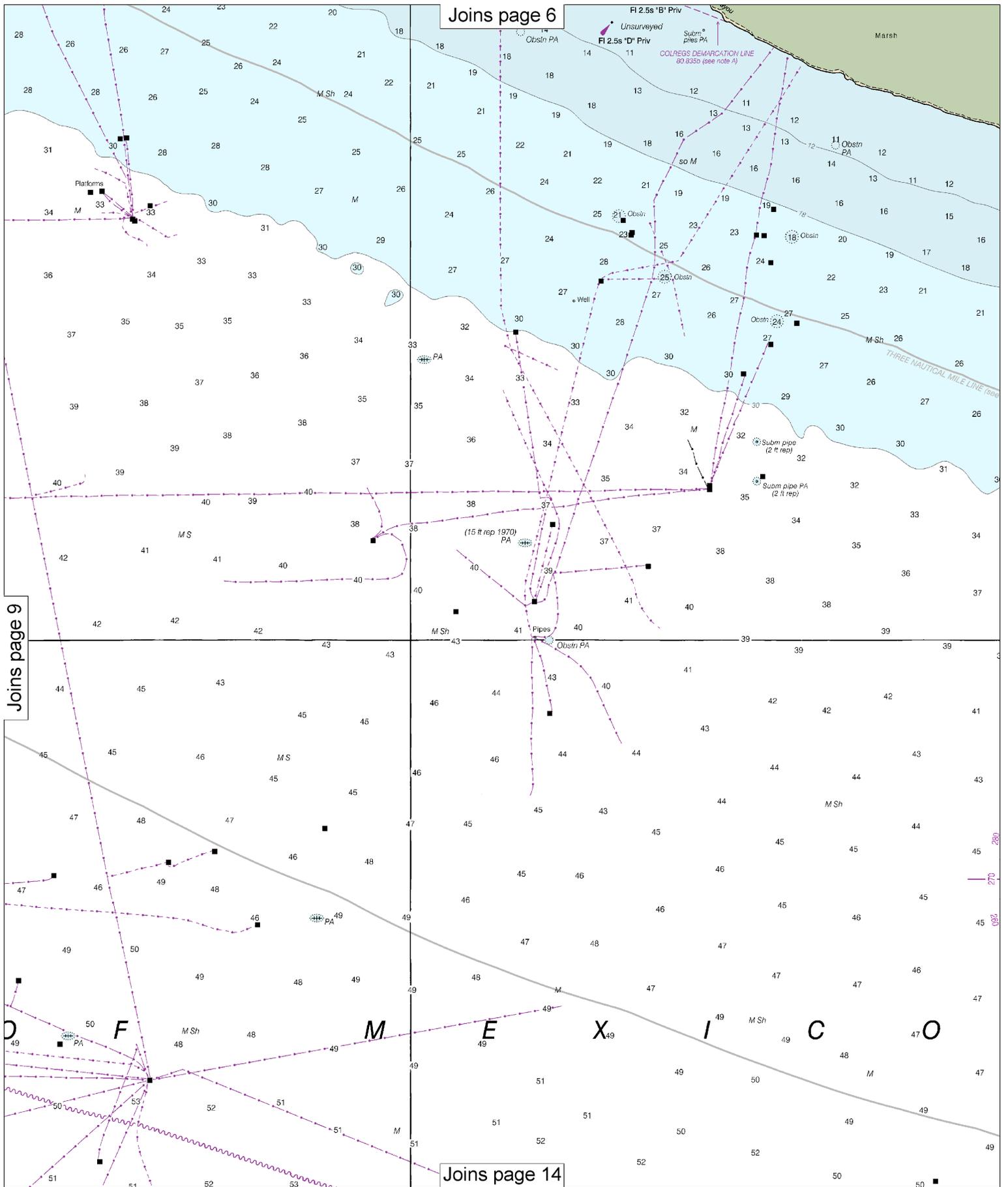
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.







Joins page 9

Joins page 6

Joins page 14

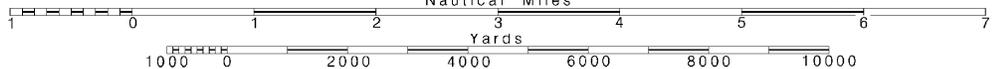
**10**

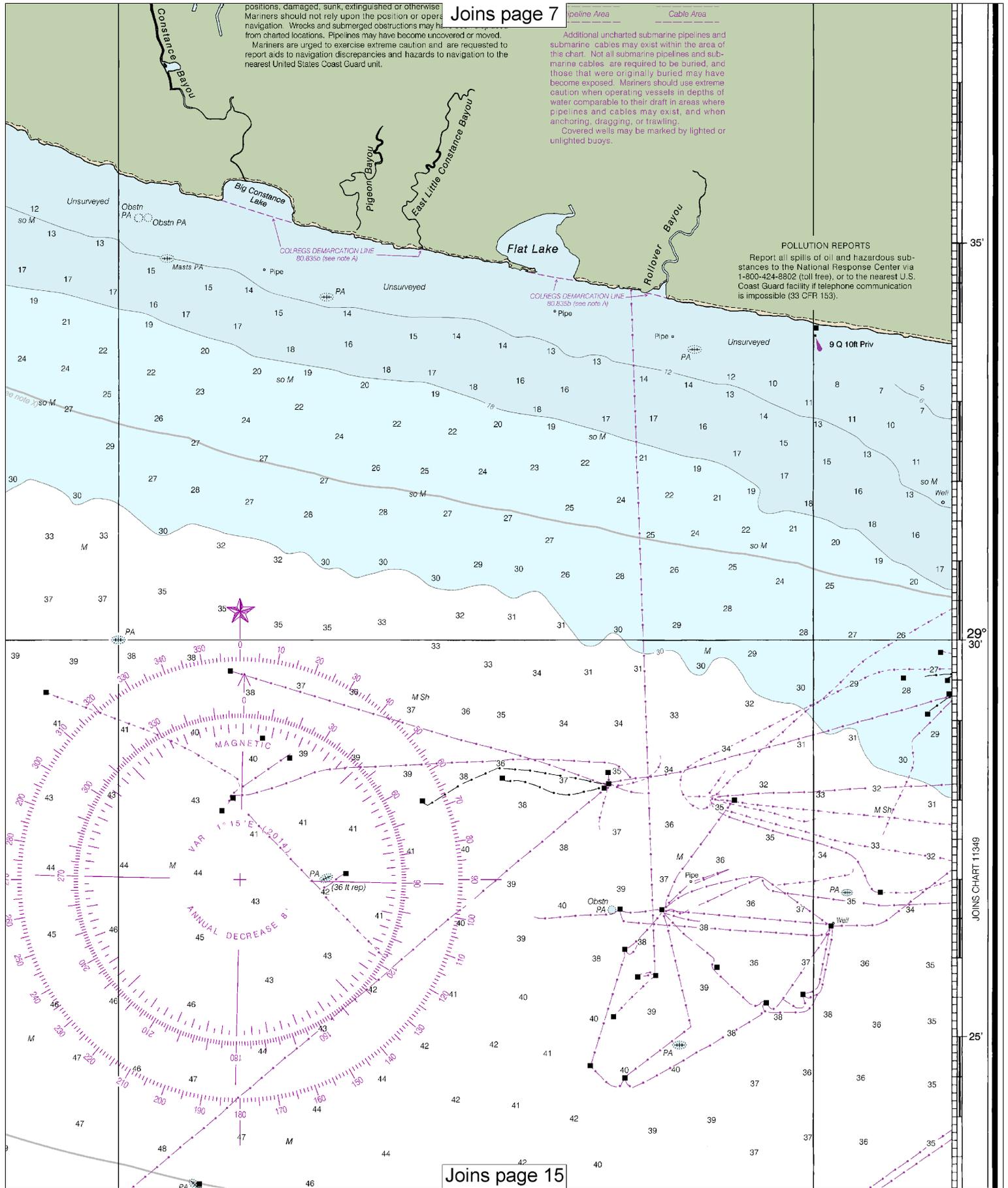
Note: Chart grid lines are aligned with true north.

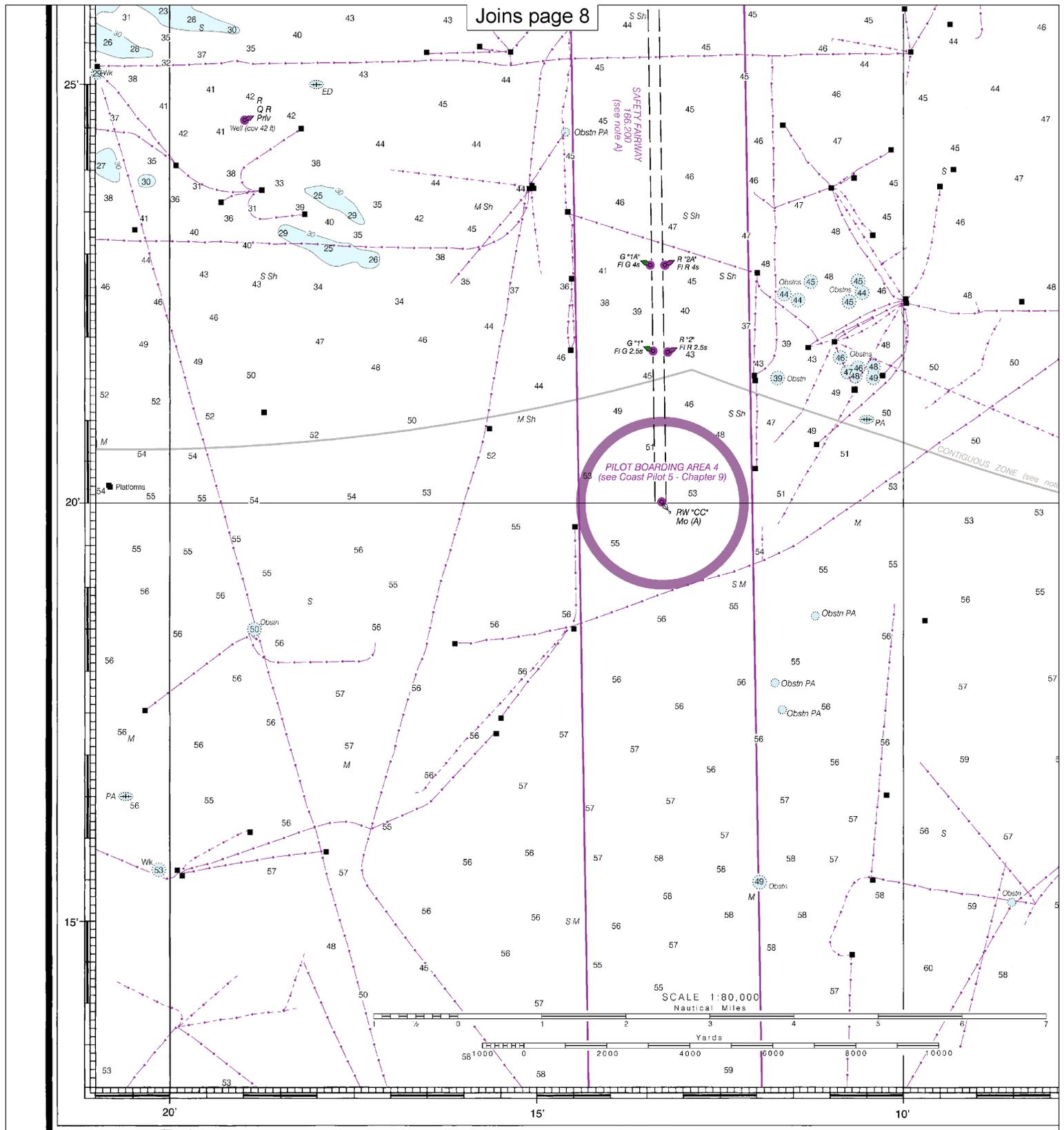
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.







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40th Ed., Aug. 2014

**11344**

Last Correction: 11/14/2016. Cleared through:  
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

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](http://nauticalcharts.noaa.gov).

NOAA encourages users to submit inquiries about this chart at <http://www.nauticalcharts.gov>

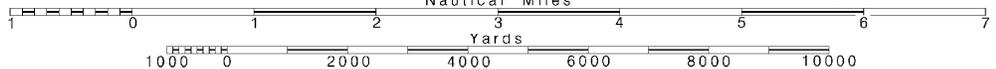
**12**

Note: Chart grid lines are aligned with true north.

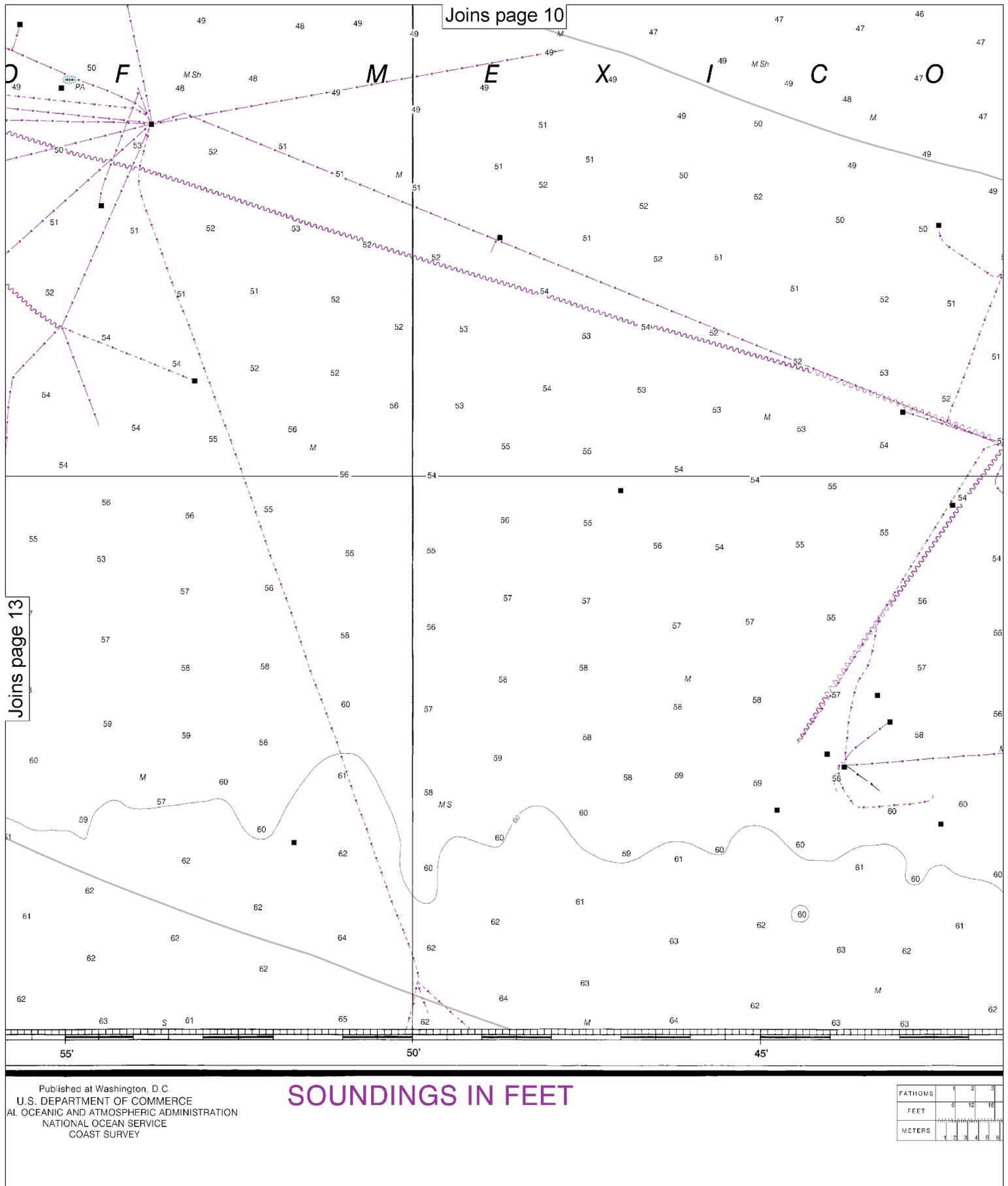
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.

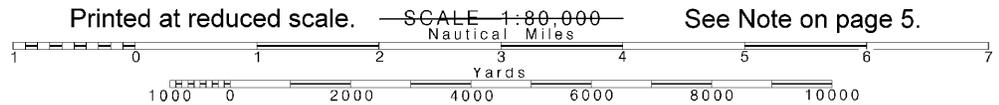


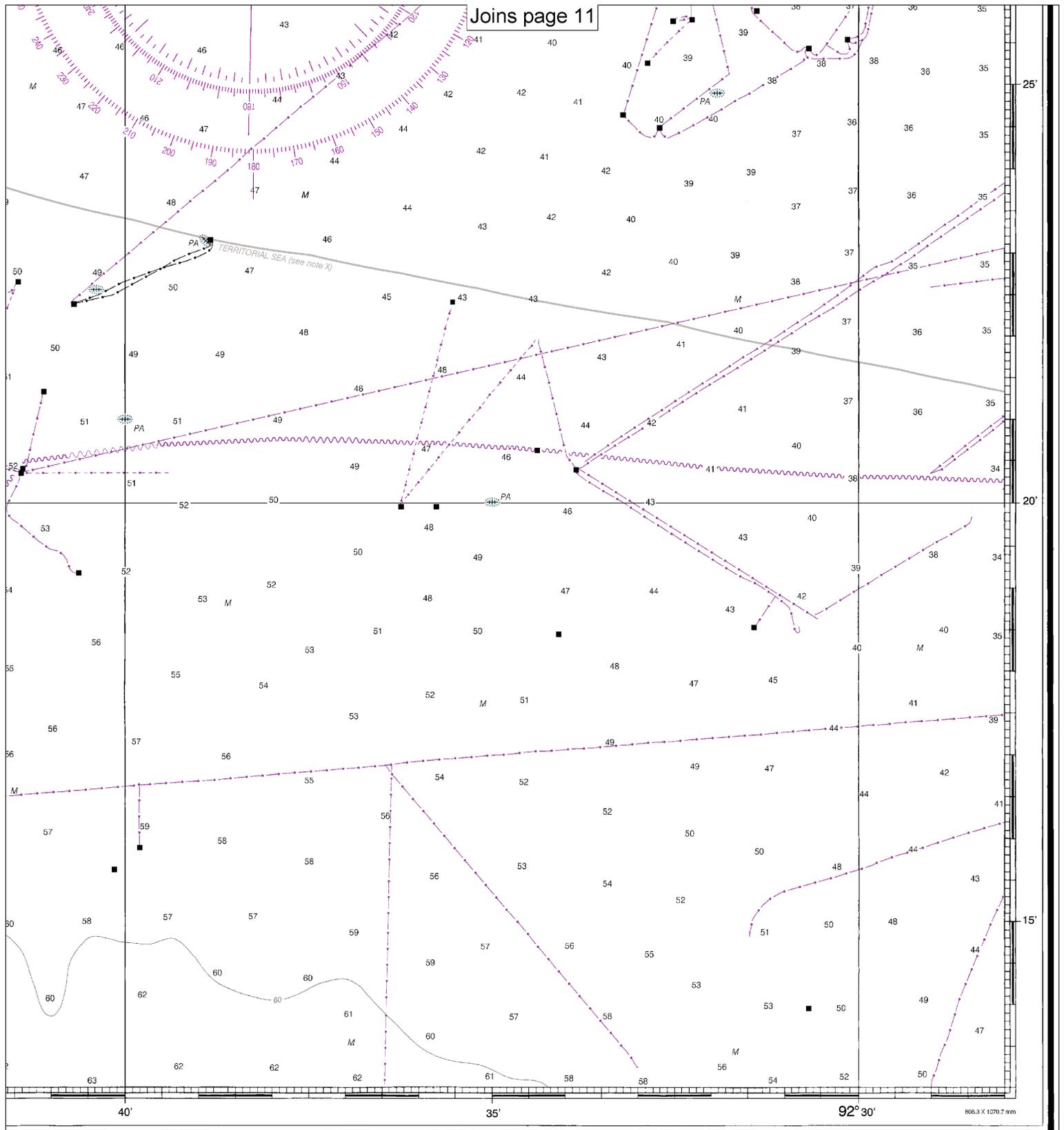




**14**

Note: Chart grid lines are aligned with true north.





4	5	6	7	8	9	10	11	12	13	14	15	16	17
24	30	36	42	48	54	60	66	72	78	84	90	96	102
8	7	6	5	4	3	2	1	0	1	2	3	4	5

Rollover Bayou to Calcasieu Pass  
SOUNDINGS IN FEET - SCALE 1:80,000

11344



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](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.