

# BookletChart™

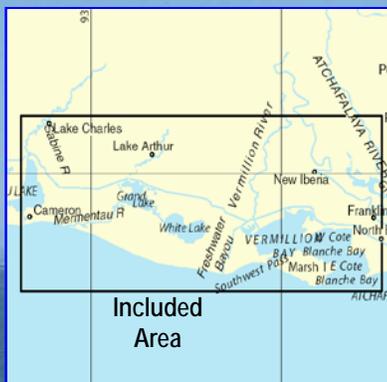


## Intracoastal Waterway – New Orleans to Calcasieu River, West Section

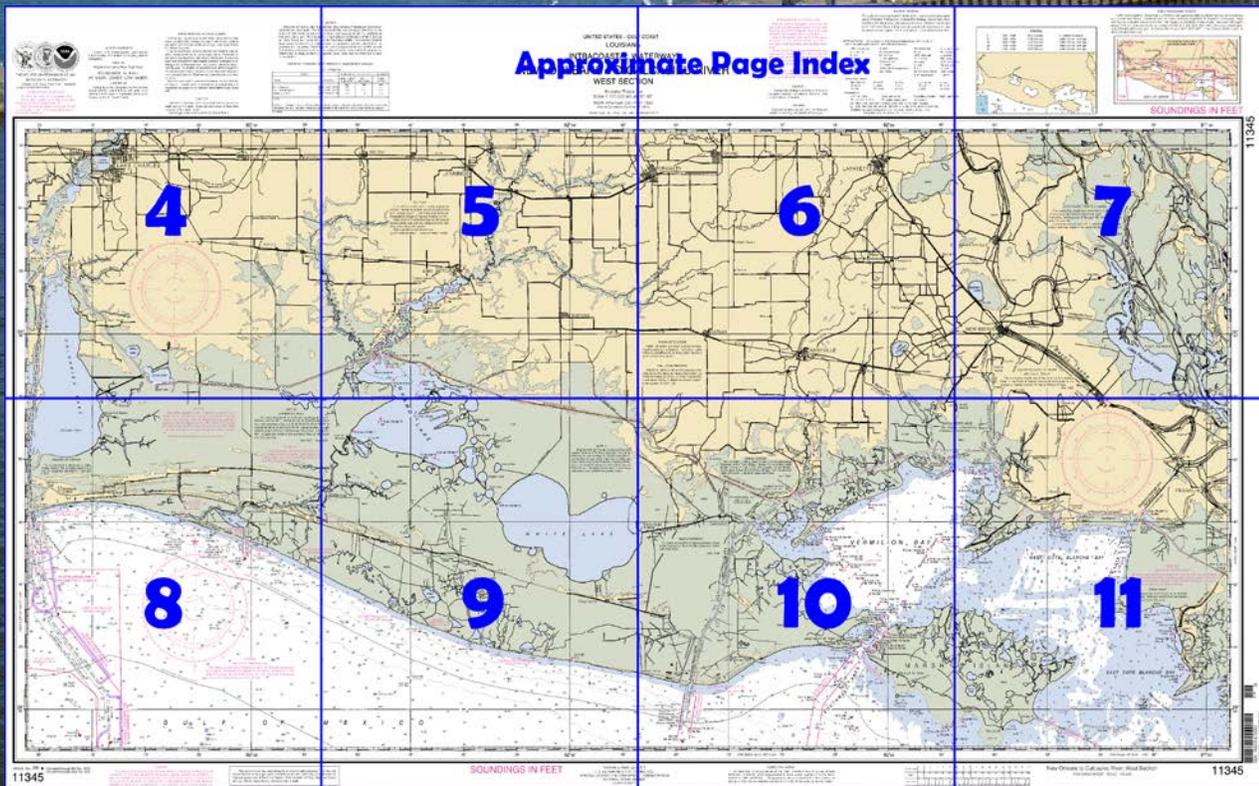
NOAA Chart 11345

*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](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.

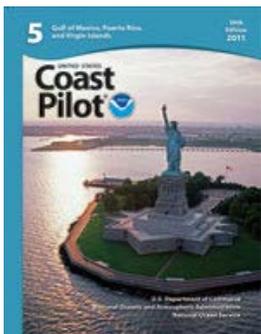
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=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 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>



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

**INTRACOASTAL WATERWAY**  
 Route is indicated by a magenta line.  
 The project depth is 12 feet from New Orleans, LA to Aransas Pass, TX.  
 The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

**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.

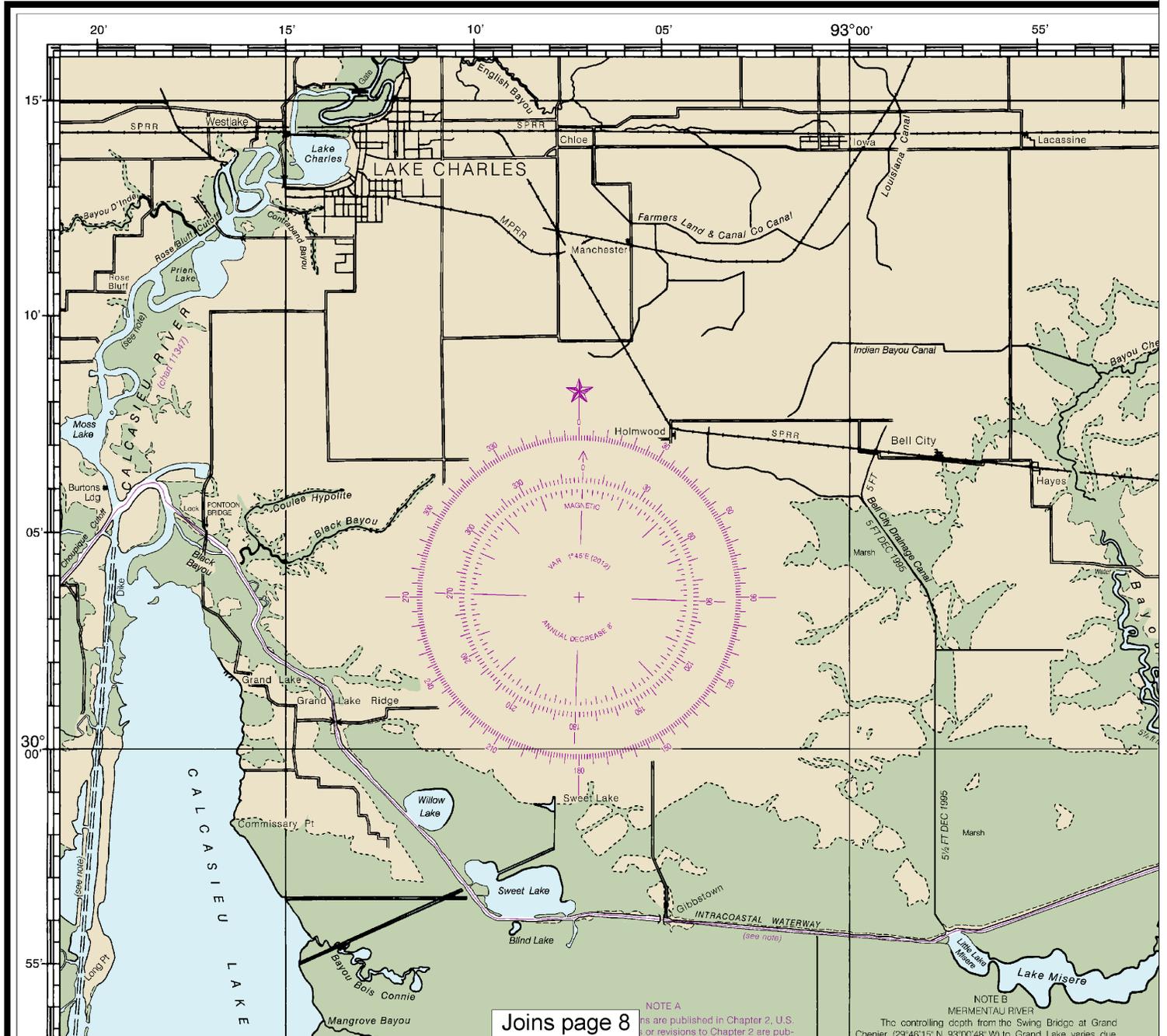
See larger scale charts and U.S. Coast Pilot 5.

**NOTE X**  
 Within the 12-nautical mile Territorial Sea, certain Federal laws apply. The Three Nautical Mile Outer Limit of the territorial sea, is retained as it is the limit of the other laws. The 9-nautical mile Natural Resource Outer Limit, Florida, Texas, and Puerto Rico, and the Three Nautical Mile Exclusive Economic Zone were established by the U.S. Supreme Court in 1988. Unless fixed by treaty or the U.S. Supreme Court to modification.

Additional information can be obtained

TIDAL INFORMATION	
NAME	PLACE (LAT/LONG)
Point Chevreuil	(29°31'N/091°13'W)
West Cote Blanche Bay	(29°44'N/091°43'W)
Calcasieu Pass	(29°47'N/091°21'W)

Dashes [- -] located in datum columns indicate unavailable datum tide predictions, and tidal current predictions are available on the (Mar 2012)



Joins page 8

**NOTE A**  
 Charts are published in Chapter 2, U.S. Coast Pilot 5, or revisions to Chapter 2 are published in the U.S. Coast Pilot 5 Local Notice to Mariners.

**NOTE B**  
 MERMENEAU RIVER  
 The controlling depth from the Swing Bridge at Grand Chenier (29°46'15" N, 93°00'48" W) to Grand Lake varies due

4

Note: Chart grid lines are aligned with true north.

established by Presidential Proclamation, the 3-Mile Line, previously identified as the 3-Mile Line, continues to depict the jurisdictional boundary of the United States off the Gulf coast. The 3-Mile Nautical Mile Line elsewhere remain in effect and the outer limit of the Contiguous Zone and the 200-nautical mile limit established by Presidential Proclamation. For these maritime limits are subject to change.

For more information, visit [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**CONVERSION**

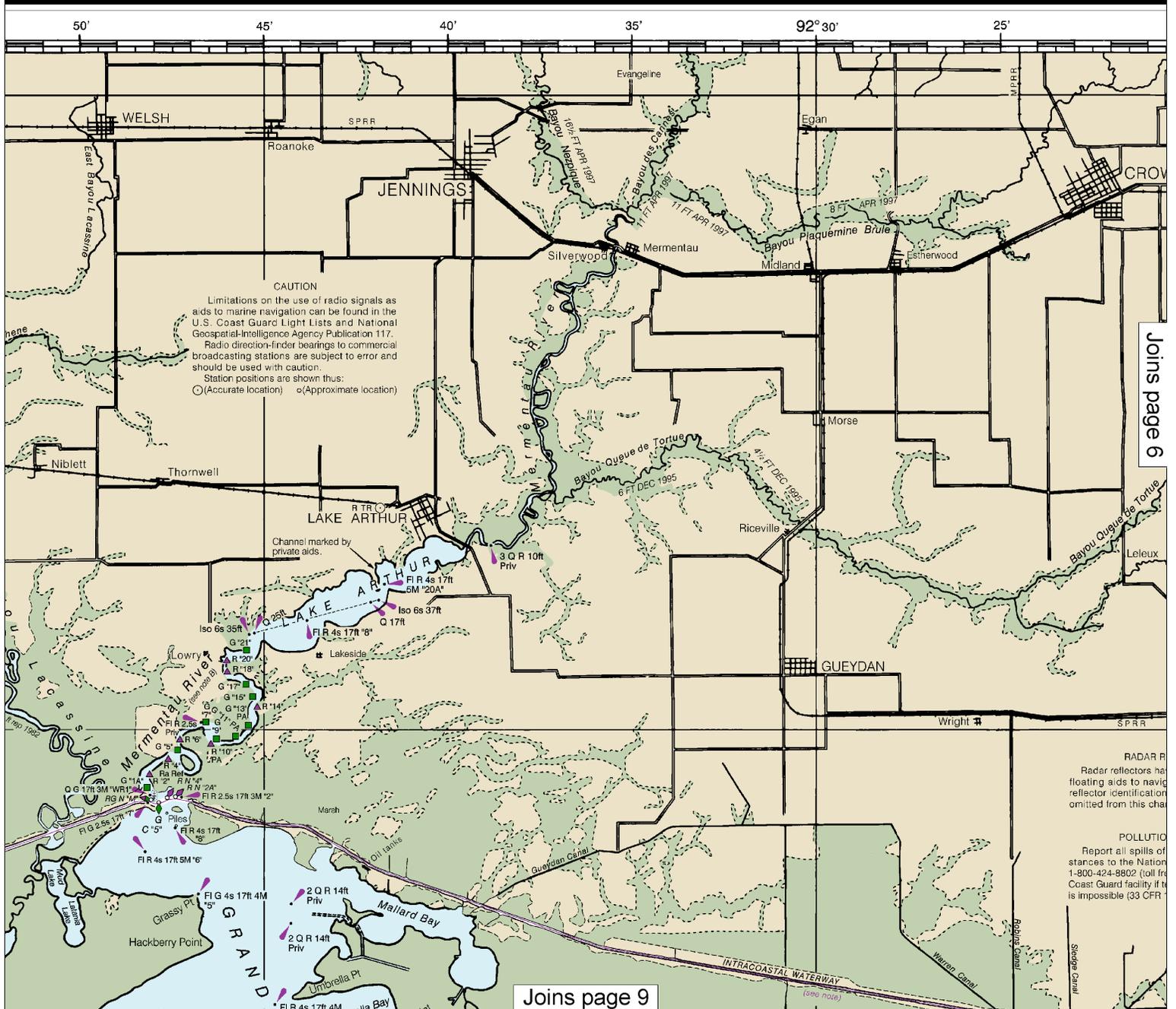
	Mean Higher High Water	Mean High Water	Mean Low Water
feet	---	---	---
m	1.5	1.4	2.0
m	---	1.8	0.5

For more information, visit [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

UNITED STATES - GULF COAST  
 LOUISIANA  
 INTRACOASTAL WATERWAY  
 NEW ORLEANS TO CALCASIEU  
 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



Joins page 6

Joins page 9

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.



# UNITED STATES - GULF COAST LOUISIANA INTRACOASTAL WATERWAY CHANNELS TO CALCASIEU RIVER 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 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.

**SOURCE DIAGRAM**  
The outlined areas represent the limits of the most survey information that has been evaluated for charting banded in this diagram by date and type of survey by the U.S. Army Corps of Engineers are periodically shown on this diagram. Refer to Chapter 1, Unit

**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo moor
Al alternating	IO interrupted quick	N nun
B black	leo isophase	OESC ob
Bn beacon	LT HO lighthouse	Co coral
C can	M nautical milc	Cr coral
DIA diaphone	m minutes	Q quick
F fixed	MICRO TR microwave tower	R red
Fl flashing	Mkr marker	Ra ref r
		R Bn rad

**Bottom characteristics:**

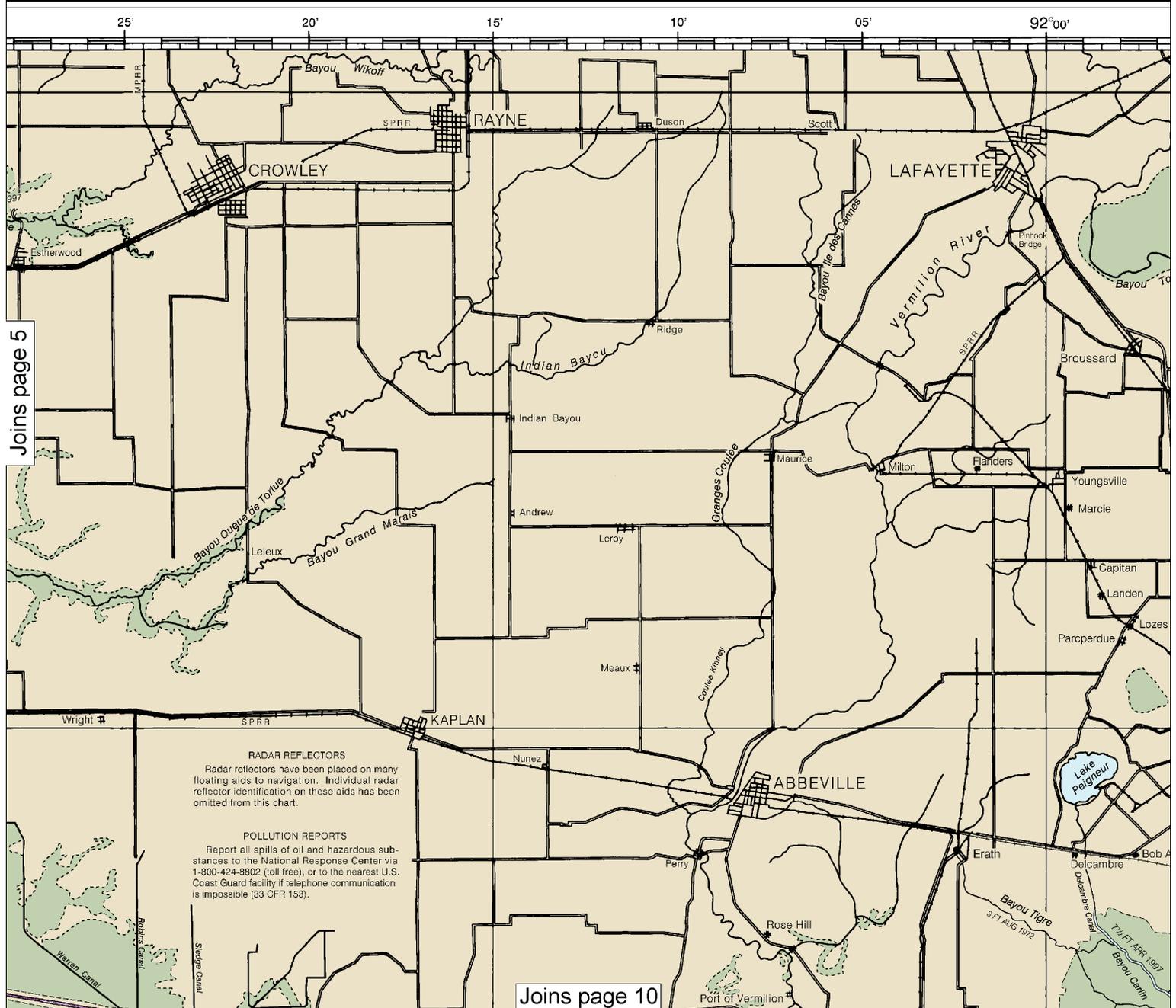
Bds boulders	Co coral	gy gray	Cys
bk broken	G gravel	h hard	Rk rd
Cy clay	Grs grass	M mud	S sa

**Miscellaneous:**

AUTH authorized	Obstr obstruction	PD positk
ED existence doubtful	PA position approximate	Rep report
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: - - - - -		

**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.



Joins page 5

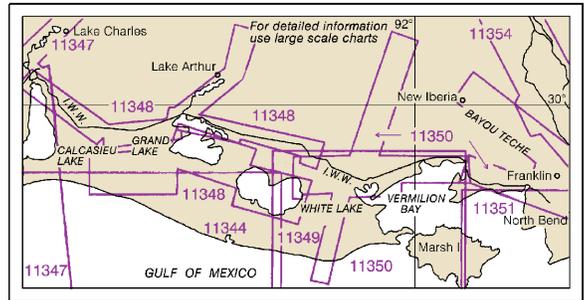
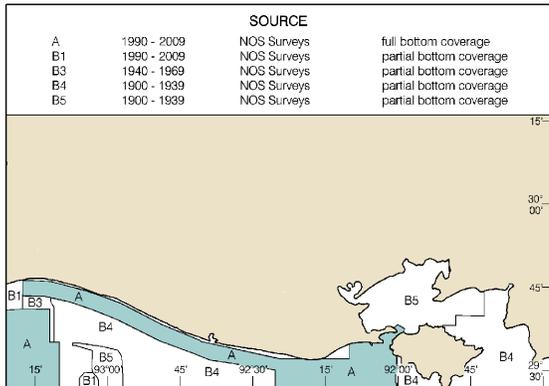
Joins page 10



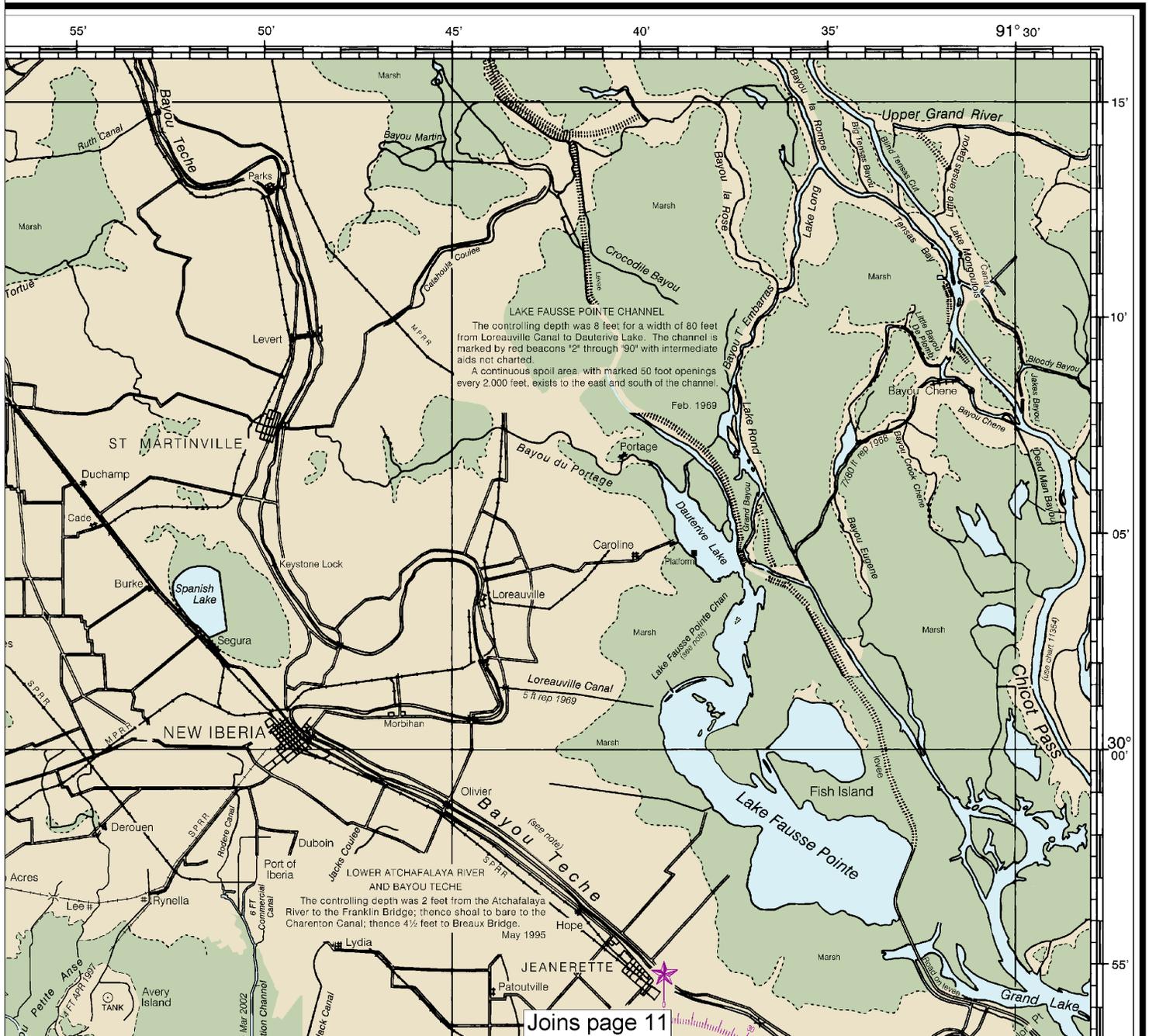
Note: Chart grid lines are aligned with true north.

Most recent hydrographic  
 sounding. Surveys have been  
 conducted. Channels maintained  
 and are fully resurveyed and are  
 listed in the United States Coast Pilot.

Chart No. 1;  
 Morse code  
 obscured  
 cutting  
 depth  
 k  
 f  
 radar reflector  
 radiobeacon  
 is oysters  
 rock  
 sand  
 position doubtful  
 ported  
 indicated.  
 sum of soundings.  
 a, 1972.



## SOUNDINGS IN FEET



11345

Joins page 11

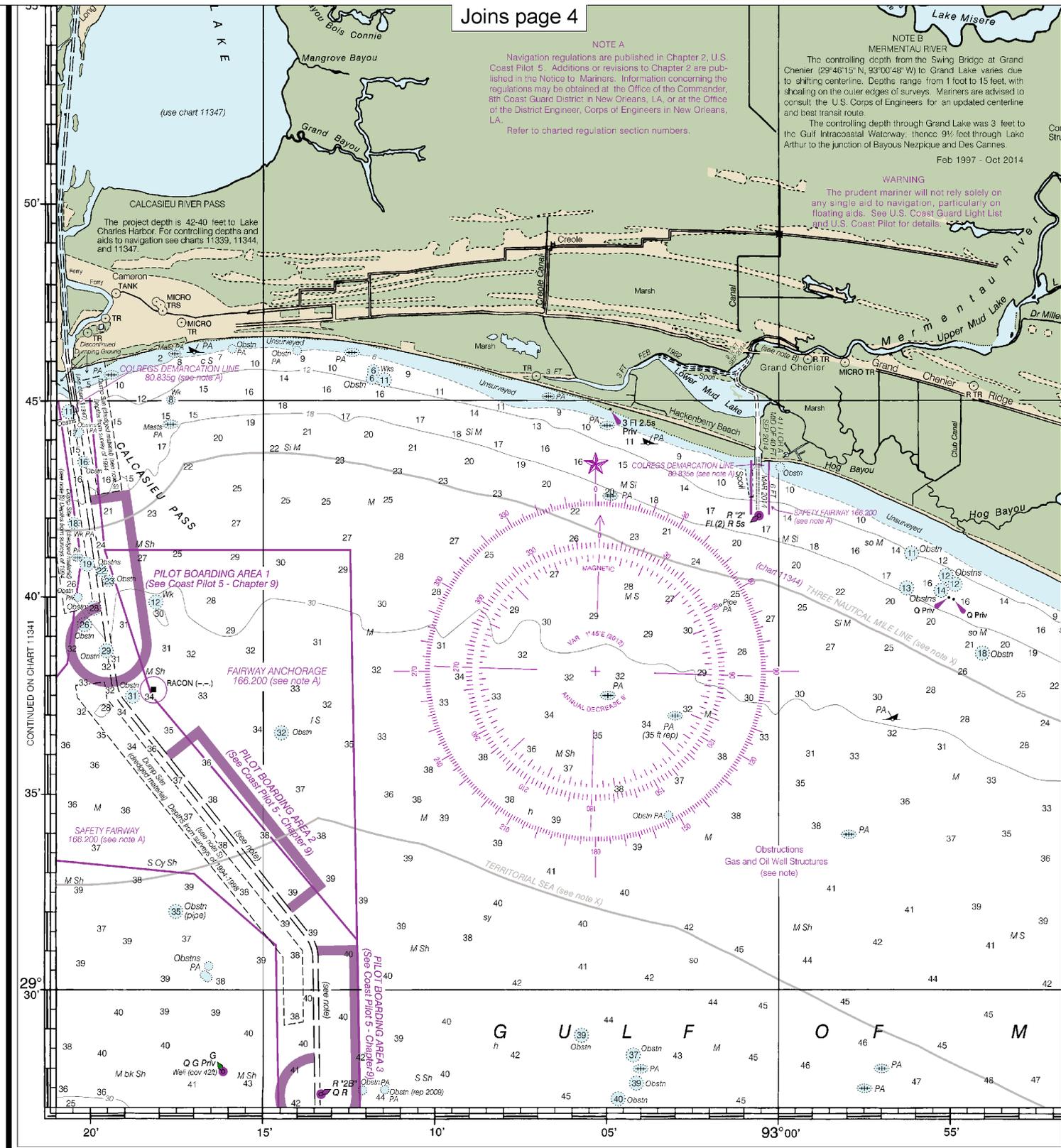
Last Correction: 11/2/2016. Cleared through:  
 LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)



**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 the regulations may be obtained at the Office of the Commander, 8th 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.

**NOTE B**  
 MERMENEAU 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 3 feet to the Gulf Intracoastal Waterway; thence 9 1/2 feet through Lake Arthur to the junction of Bayou Nezpique and Des Cannes.  
 Feb 1997 - Oct 2014

**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.



35th Ed., Apr. /12  
**11345**

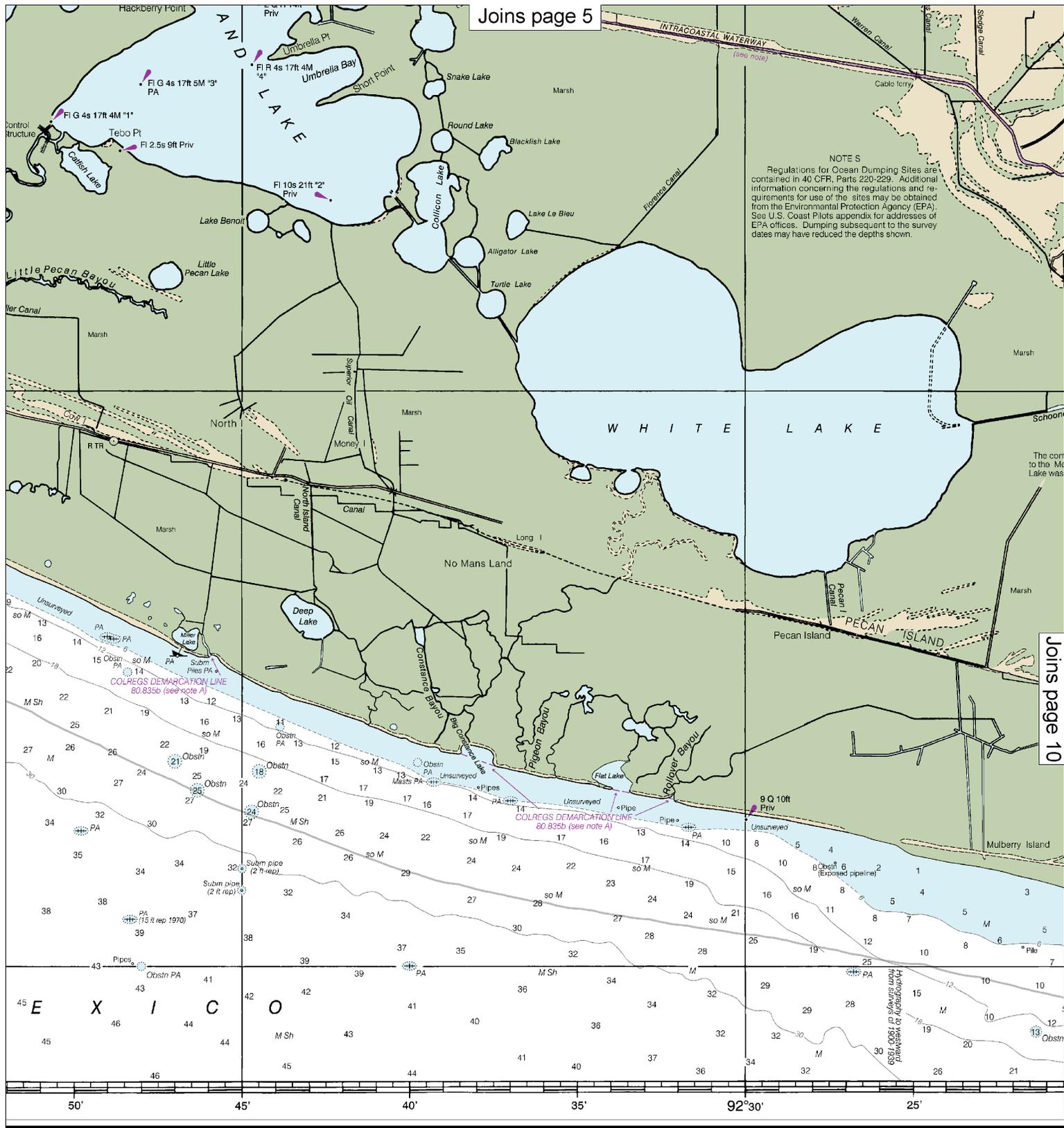
Last Correction: 11/2/2016. Cleared through:  
 LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

**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).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



Note: Chart grid lines are aligned with true north.

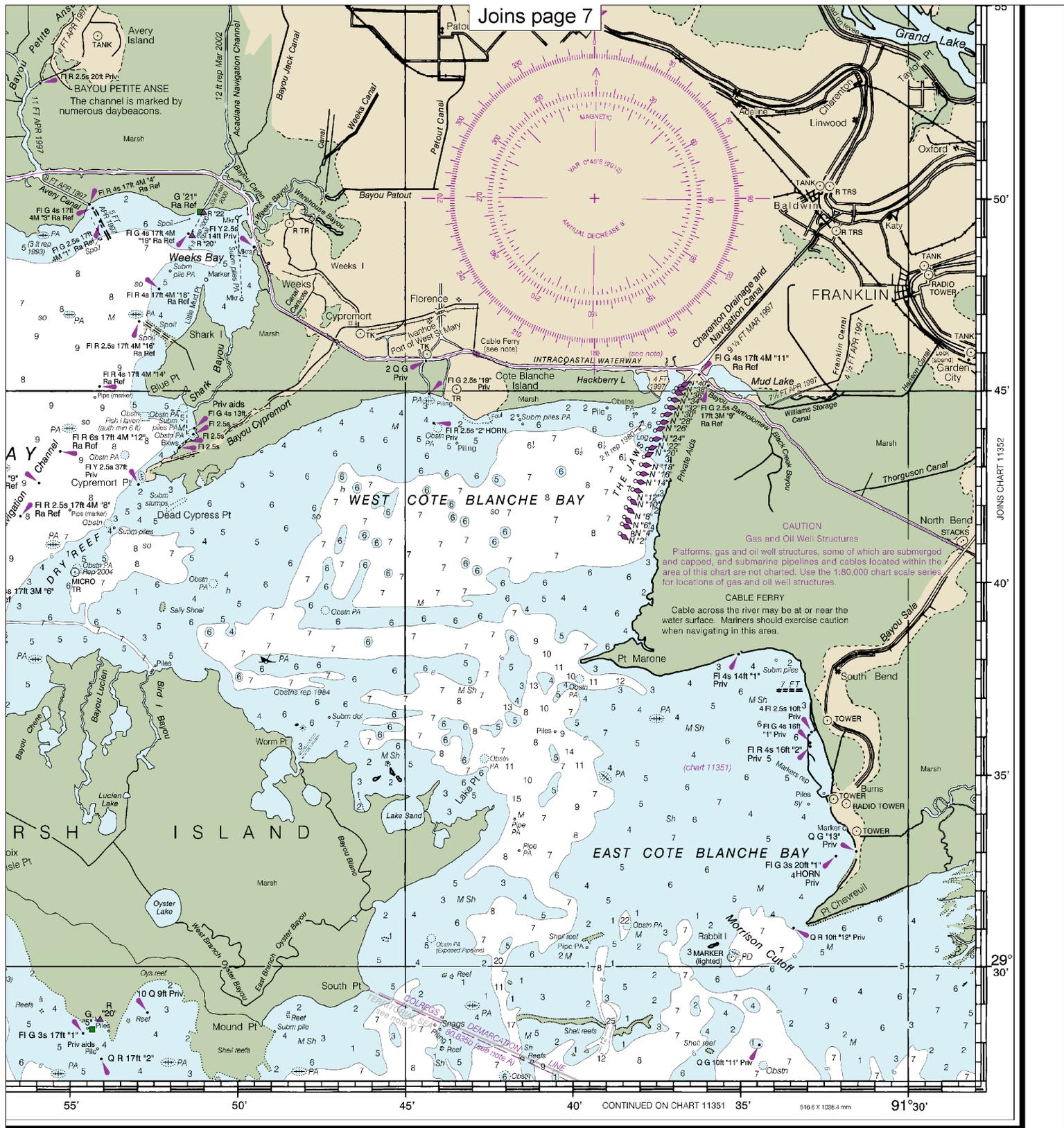


**NOTE S**  
 Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices.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

**SOUNDINGS IN FEET**

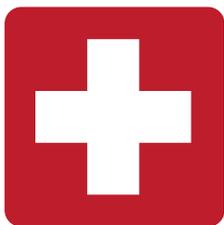
Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY





New Orleans to Calcasieu River, West Section  
SOUNDINGS IN FEET - SCALE 1:175,000

11345



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.