

# BookletChart™

## Calcasieu River and Lake

NOAA Chart 11347



*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

Approximate Page Index					
4	5	6	7	8	9
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22	23	24	25	26	27

**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.

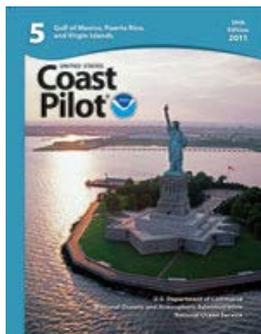
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11347>



#### (Selected Excerpts from Coast Pilot)

**Calcasieu Pass**, the outlet of Calcasieu Lake, is about 98 miles W of Atchafalaya Bay entrance and 78 miles E of Galveston entrance. It is the first and only deep-draft channel W of the Mississippi River and E of Sabine Pass.

**Vessels should approach Calcasieu Pass through the prescribed Safety Fairways.** (See 166.100 through 166.200, chapter 2.)

Vessels arriving at the bar should give a Security call on VHF-FM channel 13, 30

minutes before entering the jetties.

**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. 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.

**Monkey Island** (29°47.0'N., 93°20.8'W.). This area is used extensively by the fishing and offshore exploration industries. 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. A **regulated navigation area** has been established in Calcasieu River from the Calcasieu jetties to and including the Port of Lake Charles. (See 165.1 through 165.13 and 165.807, chapter 2, for limits/regulations.)

**Anchorage.**—**Large vessels should anchor in Calcasieu Pass Fairway Anchorage, E of the safety fairway.** (See 166.100 through 166.20, chapter 2.)

**Dangers.**—Seaward of the jetties, a moderate to strong current sweeps across the channel, normally setting in a W direction; however, strong W winds will cause a current reversal; mariners should exercise caution and be on the alert. Numerous collisions have occurred at the entrance to the jetties due to this set across the channel. Meeting or overtaking situations near the entrance should be avoided. A mud slush lying on the bottom, approximately 6 feet above the hard surface, frequently will be found in the channel seaward of the jetties and at various places above the pass. This material can hardly be detected by the leadline. A 1- to 4-foot layer of soupy material, some 8 to 10 feet above the hard bottom and 20 to 23 feet below the surface, occasionally is encountered in the same localities.

**Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

**Vessels approaching the passes and entrances to the ports, or bound along the Gulf Coast between Calcasieu Pass and Brazos Santiago, should proceed in the charted shipping Safety Fairways.** (See 166.100 through 166.200, chapter 2.)

**Pilotage, Calcasieu River Waterway (enroute to Lake Charles).**—State pilotage is compulsory for all foreign vessels and U.S. vessels under register in foreign trade. U.S. vessels over 1,600 tons in coastwise trade must have on board a pilot licensed by the Federal Government. Vessels that must use the buoyed channel due to draft constraints must embark the pilot in an area where there is sufficient water depth outside of the buoyed channel in order to provide a safe lee for pilot boarding and must have the pilot on board prior to entering the buoyed channel.

### 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.

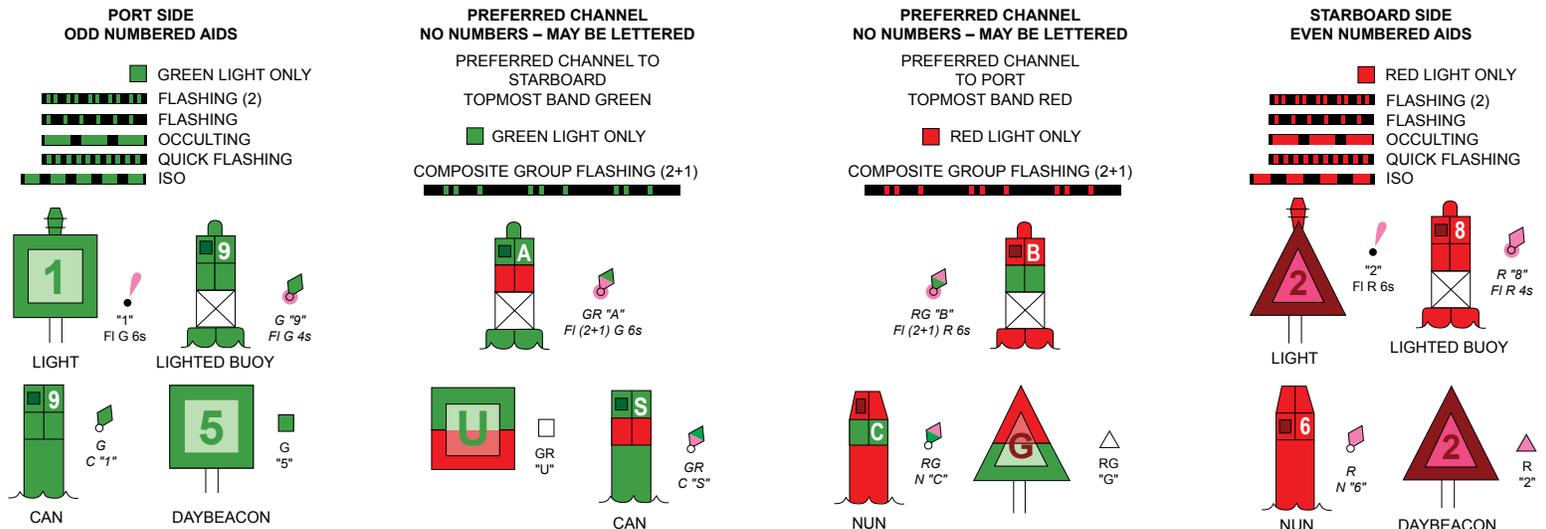
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

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

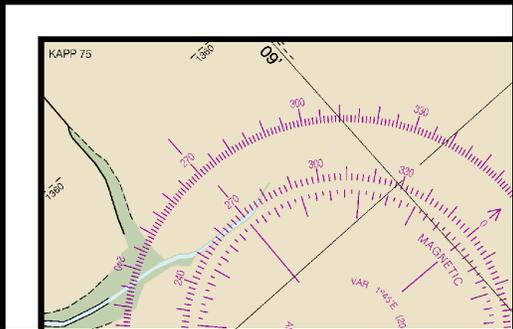
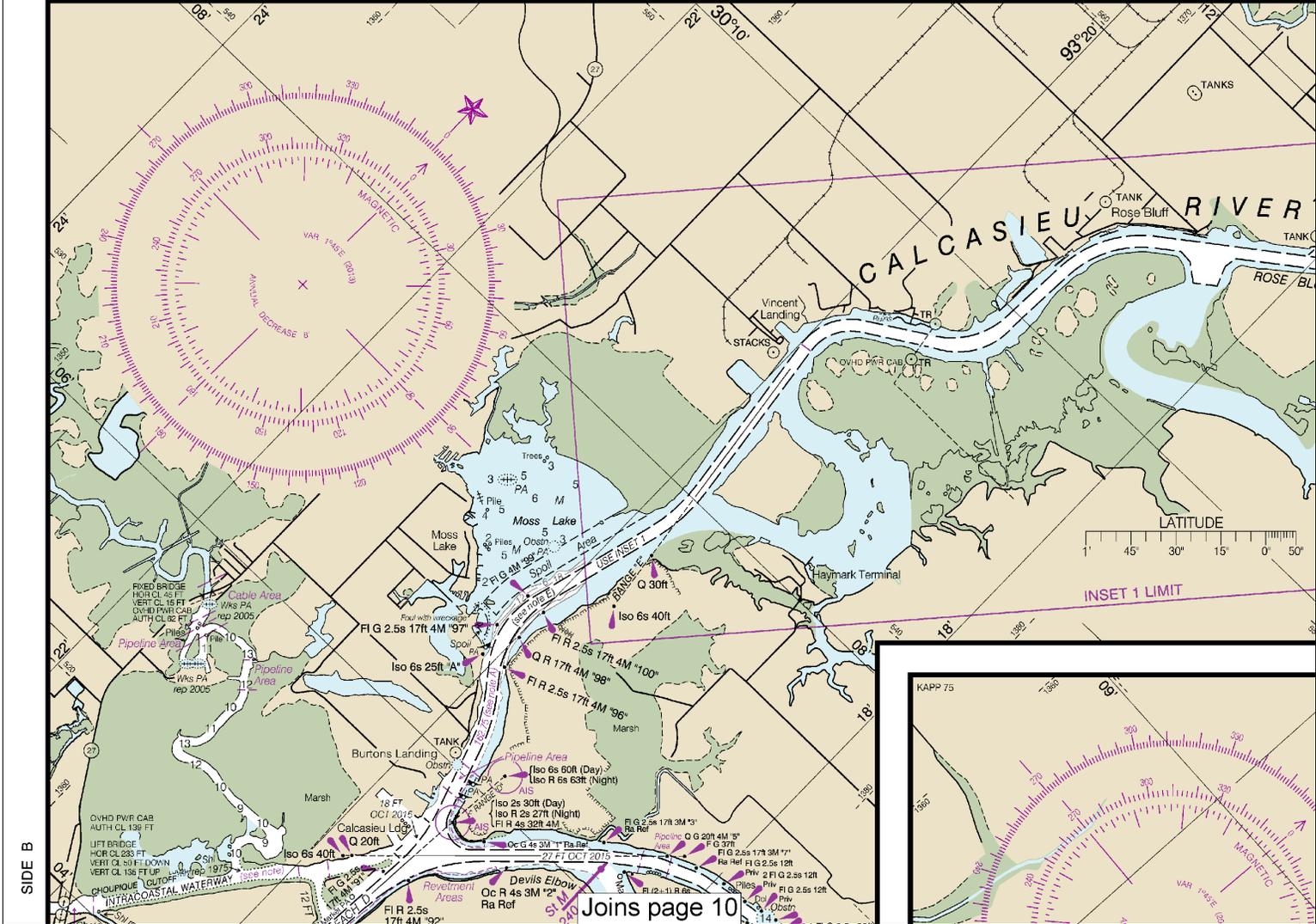
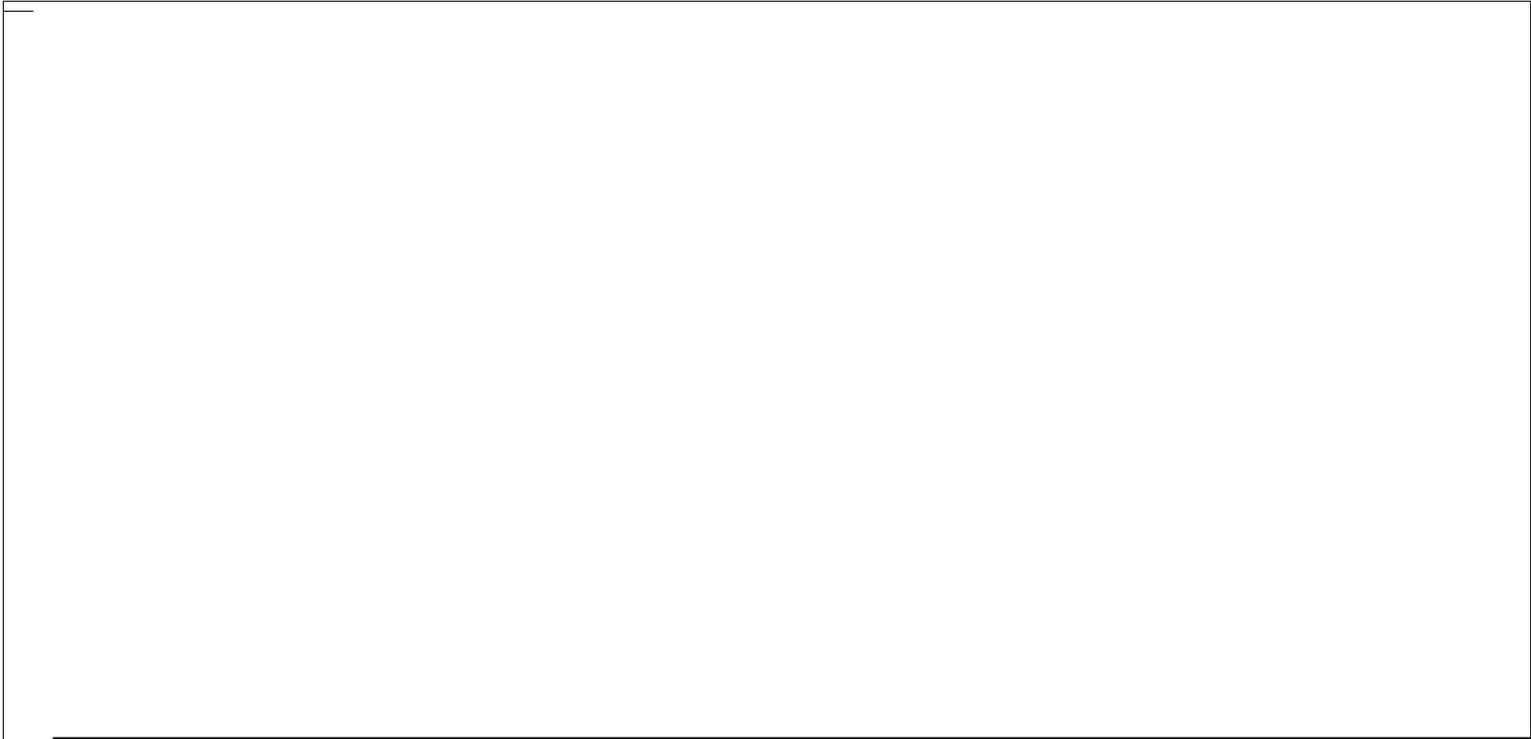
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## 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>



SIDE B

Joins page 10

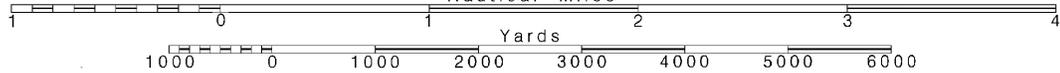
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.



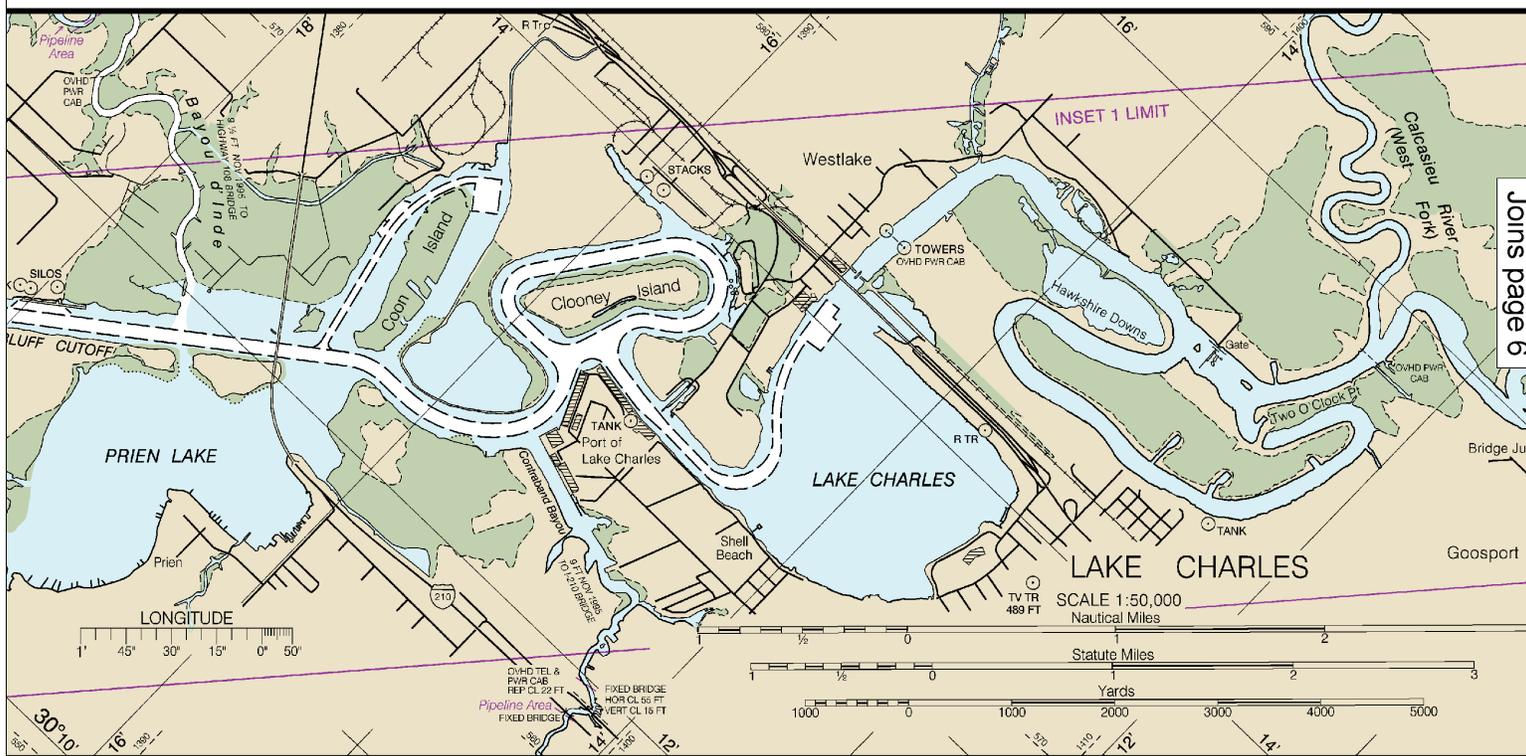
Small craft open of severe water t vessels traversing

CORPS OF E  
The sounding  
Lower Low Water.  
navigation projects  
dashed black limit  
these projects an  
Engineers datum  
This datum has be  
below MLLW at Ca  
Ship Channel Re  
MLLW at Calcasie  
C and D and at  
estimated uncer  
0.15 feet.

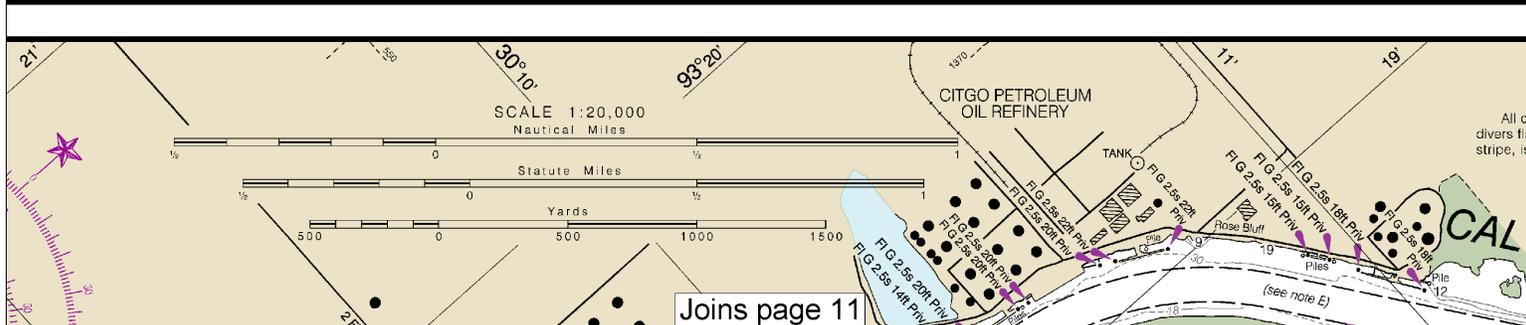
TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)			
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Calcasieu Pass	(29°47'N/93°21'W)	feet 2.0	feet 1.8	feet 0.5

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal currents are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Apr 2013)



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All or divers fla stripe, is

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:66666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.







**MARINE WEATHER FORECASTS  
NATIONAL WEATHER SERVICE**

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

\*Recording (24 hours daily)

**NOAA WEATHER RADIO BROADCASTS**

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Lake Charles, LA	KHB-42	162.40	24 hours daily
Beaumont, TX	WXK-28	162.475	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	

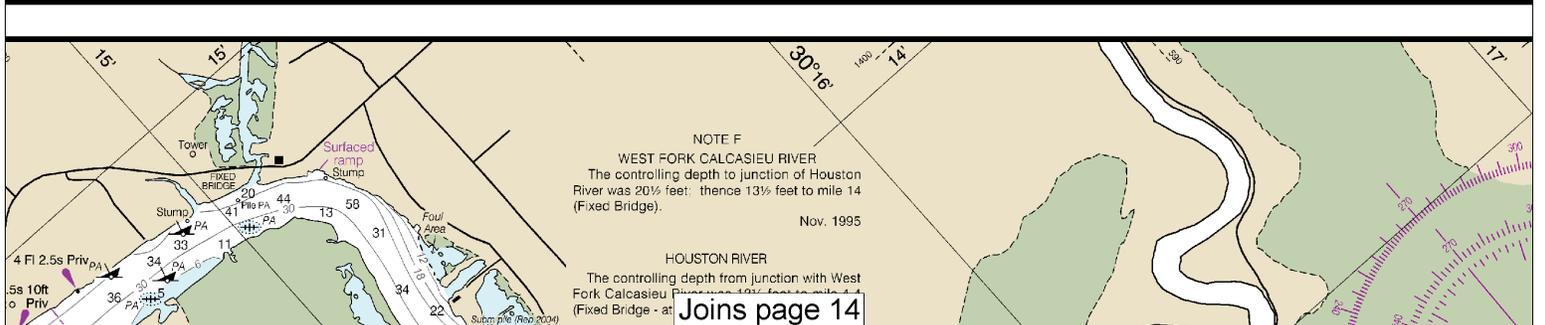
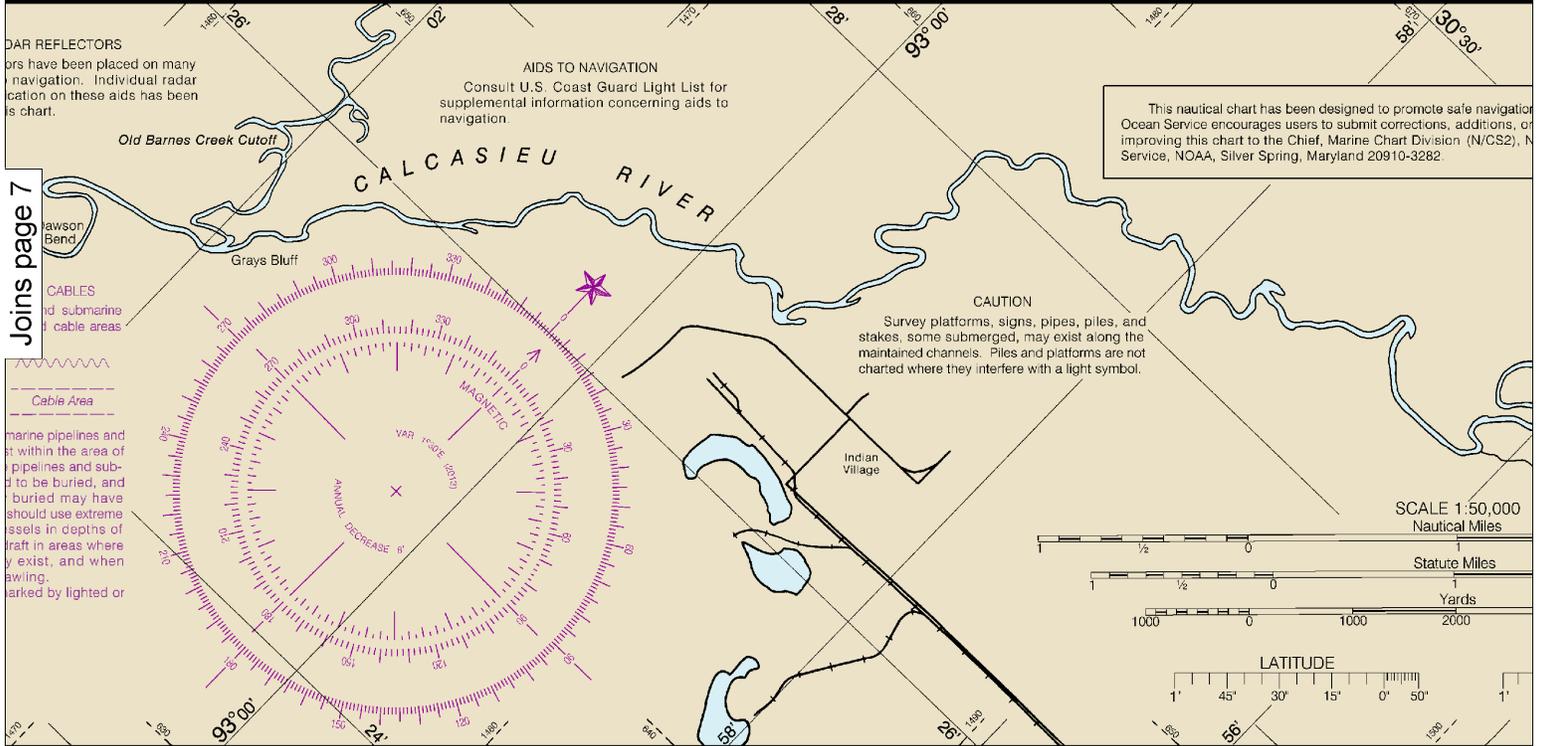
\*Preceded by announcement on 2182 kHz and 156.8 MHz

**CAUTION  
WARNINGS CONCERNING LARGE VESSELS**

The 'Rules of the Road' state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

**ACKNOWLEDGMENT**

The National Ocean Service acknowledges the exceptional cooperation received from members of the Lake Charles Power Squadron, District 21, United States Power Squadrons, in continually providing essential information for revising this chart.





# NAUTICAL CHART 11347 INTRACOASTAL WATERWAY

## LOUISIANA CALCASIEU RIVER AND LAKE

### 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 0.756" northward and 0.552" westward to agree with this chart.

### 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	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc 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:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

### Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

2L 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: - - - - -

### FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

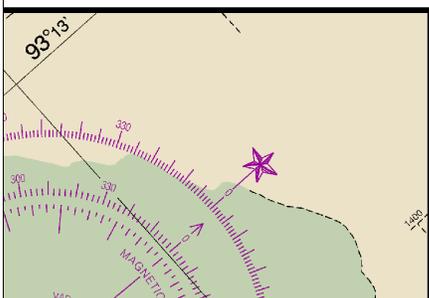
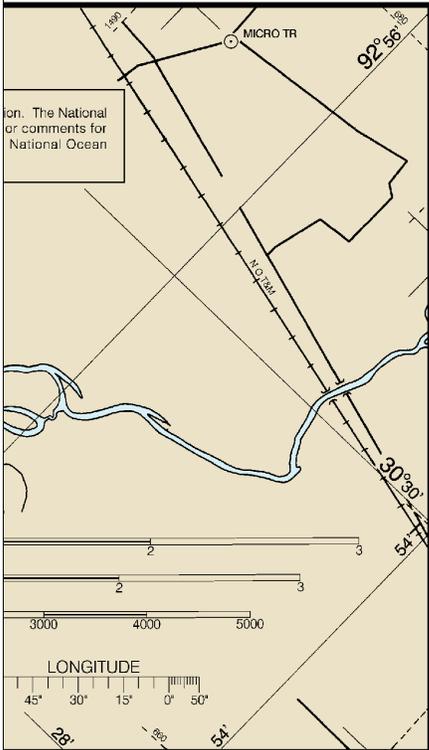


Chart 11347 40th Ed., May /13

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

MERCATOR PROJECTION, SCALE 1:50,000 AT LAT 30°06'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

### HEIGHTS

Heights in feet above Mean High Water.

### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

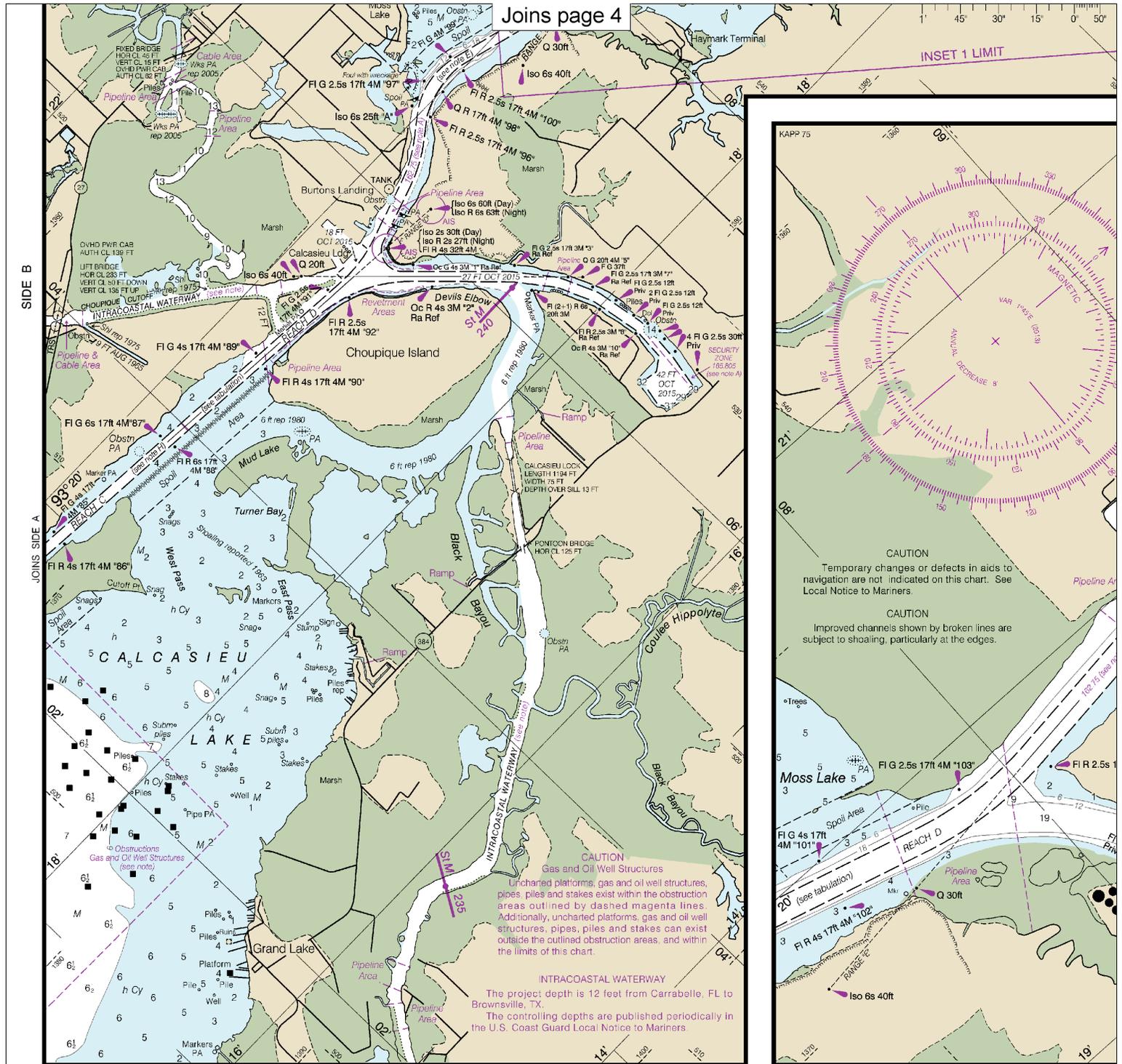
### SUPPLEMENTAL INFORMATION

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

CAUTION

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SIDE B



Joins page 4

INSET 1 LIMIT

SIDE B

JOINS SIDE A

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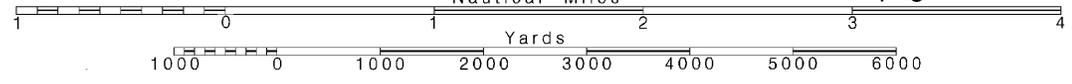
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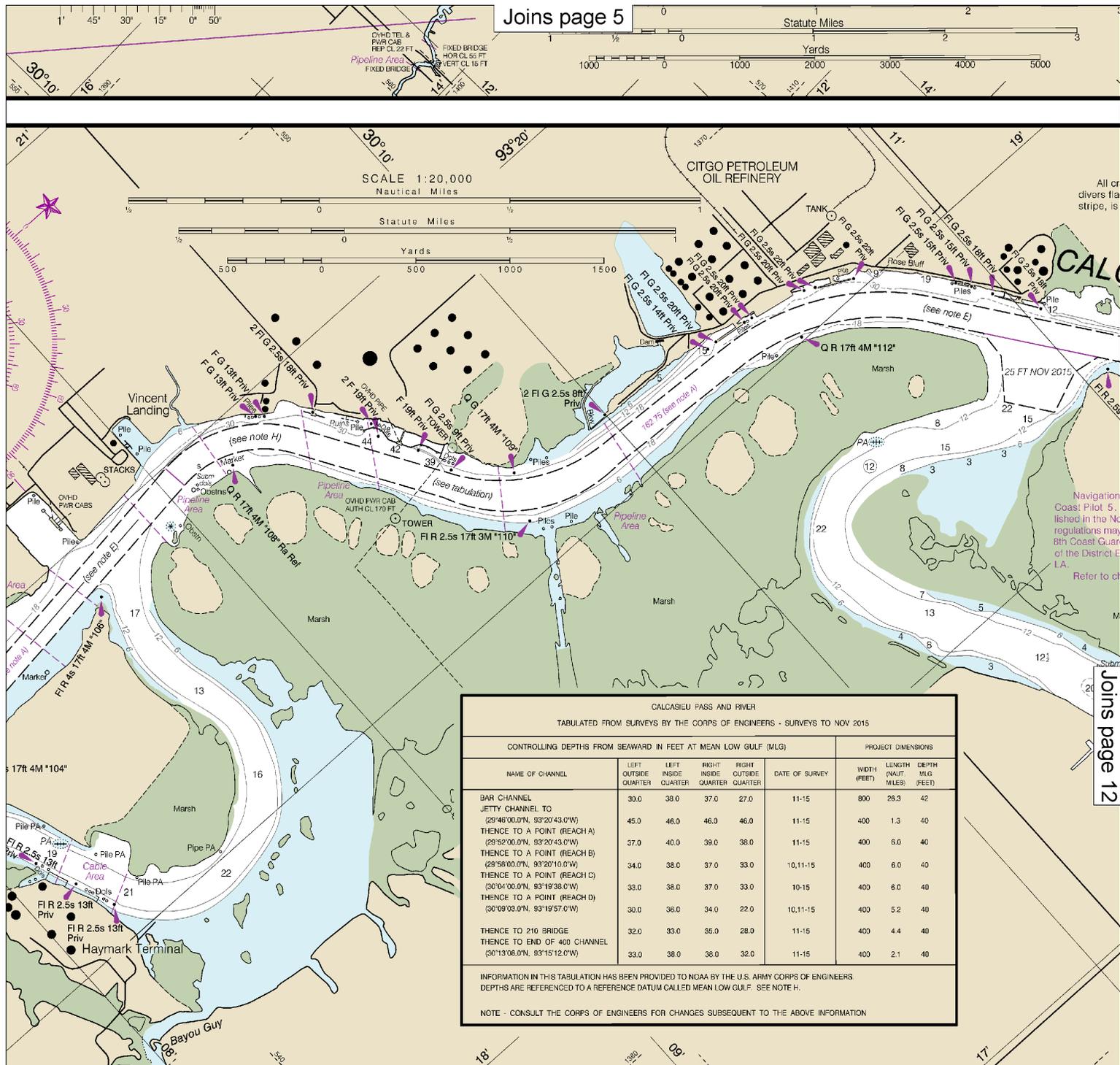
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.





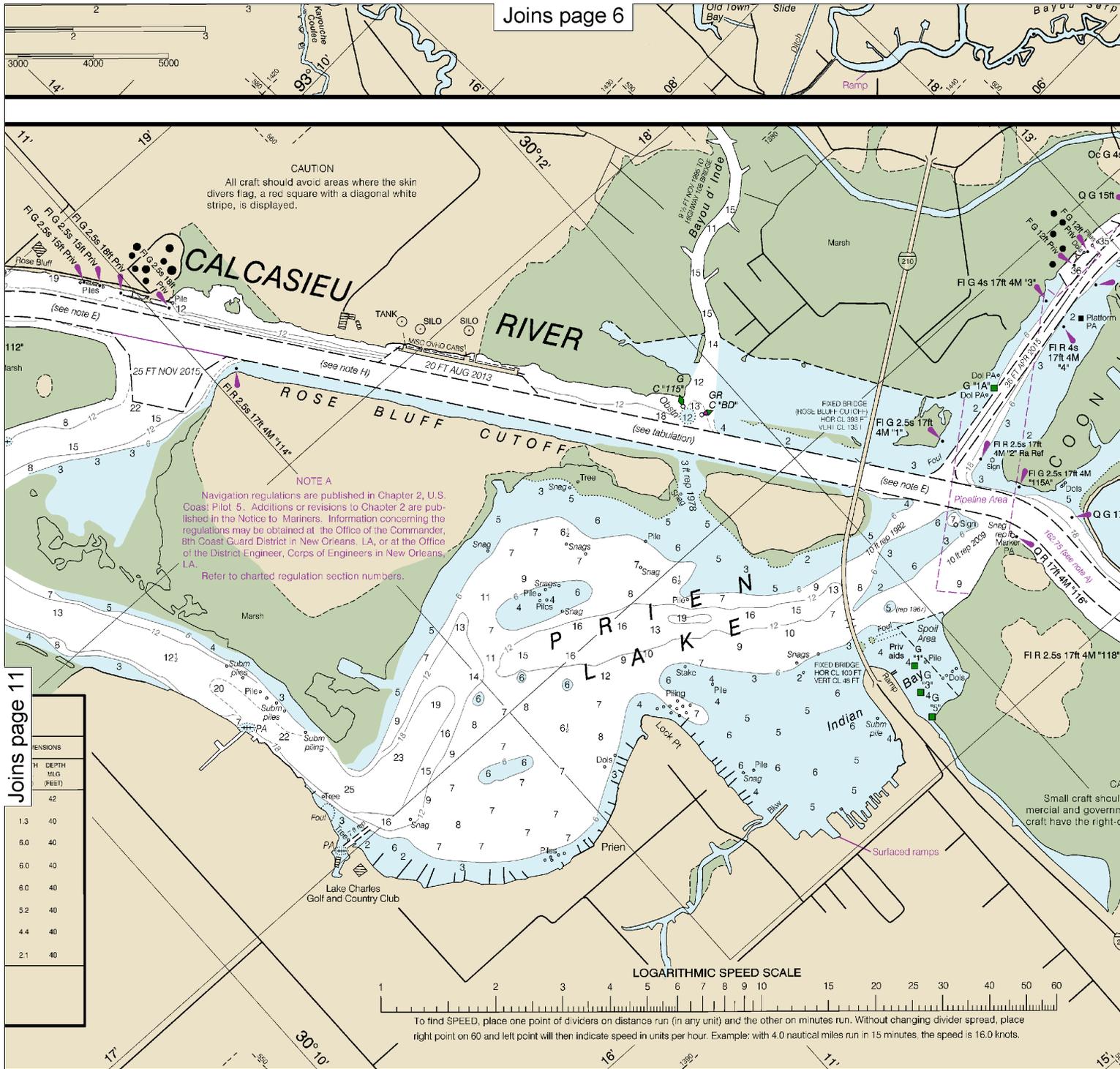
CALCASIEU PASS AND RIVER  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2015

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW GULF (MLG)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
BAR CHANNEL	30.0	38.0	37.0	27.0	11-15	800	28.3	42
JETTY CHANNEL TO (29°48'00.0"N, 93°20'43.0"W)	45.0	46.0	46.0	46.0	11-15	400	1.3	40
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	6.0	40
THENCE TO A POINT (REACH B) (29°58'00.0"N, 93°20'10.0"W)	34.0	38.0	37.0	33.0	10,11-15	400	6.0	40
THENCE TO A POINT (REACH C) (30°04'00.0"N, 93°19'38.0"W)	33.0	38.0	37.0	33.0	10-15	400	6.0	40
THENCE TO A POINT (REACH D) (30°09'03.0"N, 93°19'57.0"W)	30.0	36.0	34.0	22.0	10,11-15	400	5.2	40
THENCE TO 210 BRIDGE	32.0	33.0	35.0	28.0	11-15	400	4.4	40
THENCE TO END OF 400' CHANNEL (30°13'08.0"N, 93°15'12.0"W)	33.0	38.0	36.0	32.0	11-15	400	2.1	40

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 H.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

INSET 1



Joins page 11

DEPTH (FEET)	DEPTH (METERS)
42	1.3
40	6.0
40	6.0
40	6.0
40	5.2
40	4.4
40	2.1

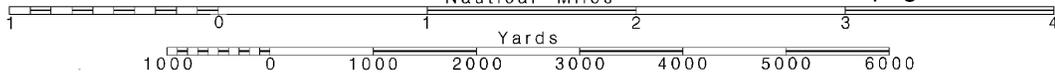
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

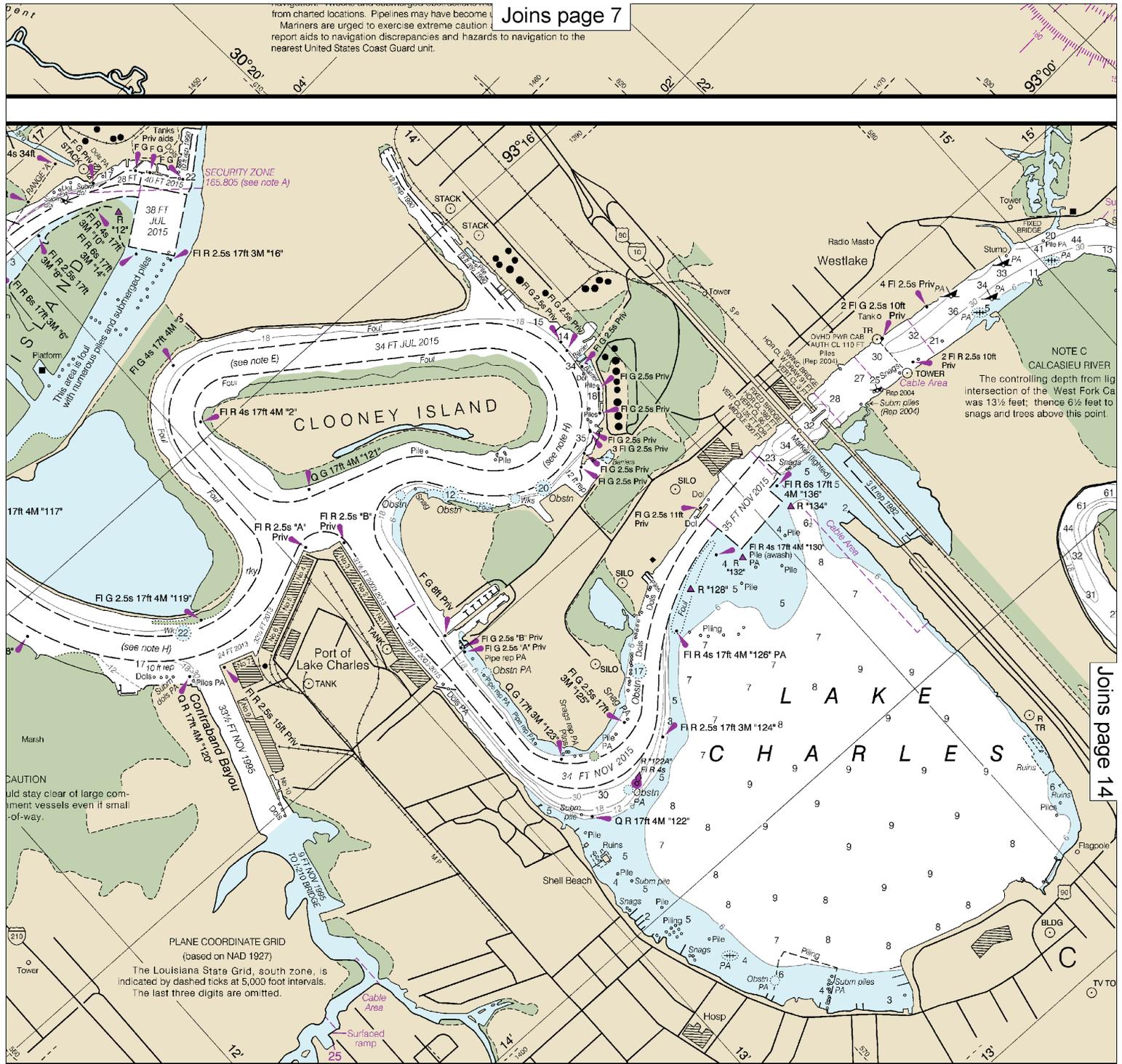
SCALE 1:50,000  
Nautical Miles

See Note on page 5.



from charted locations. Pipelines may have become  
 Mariners are urged to exercise extreme caution  
 report aids to navigation on discrepancies and hazards to navigation to the  
 nearest United States Coast Guard unit.

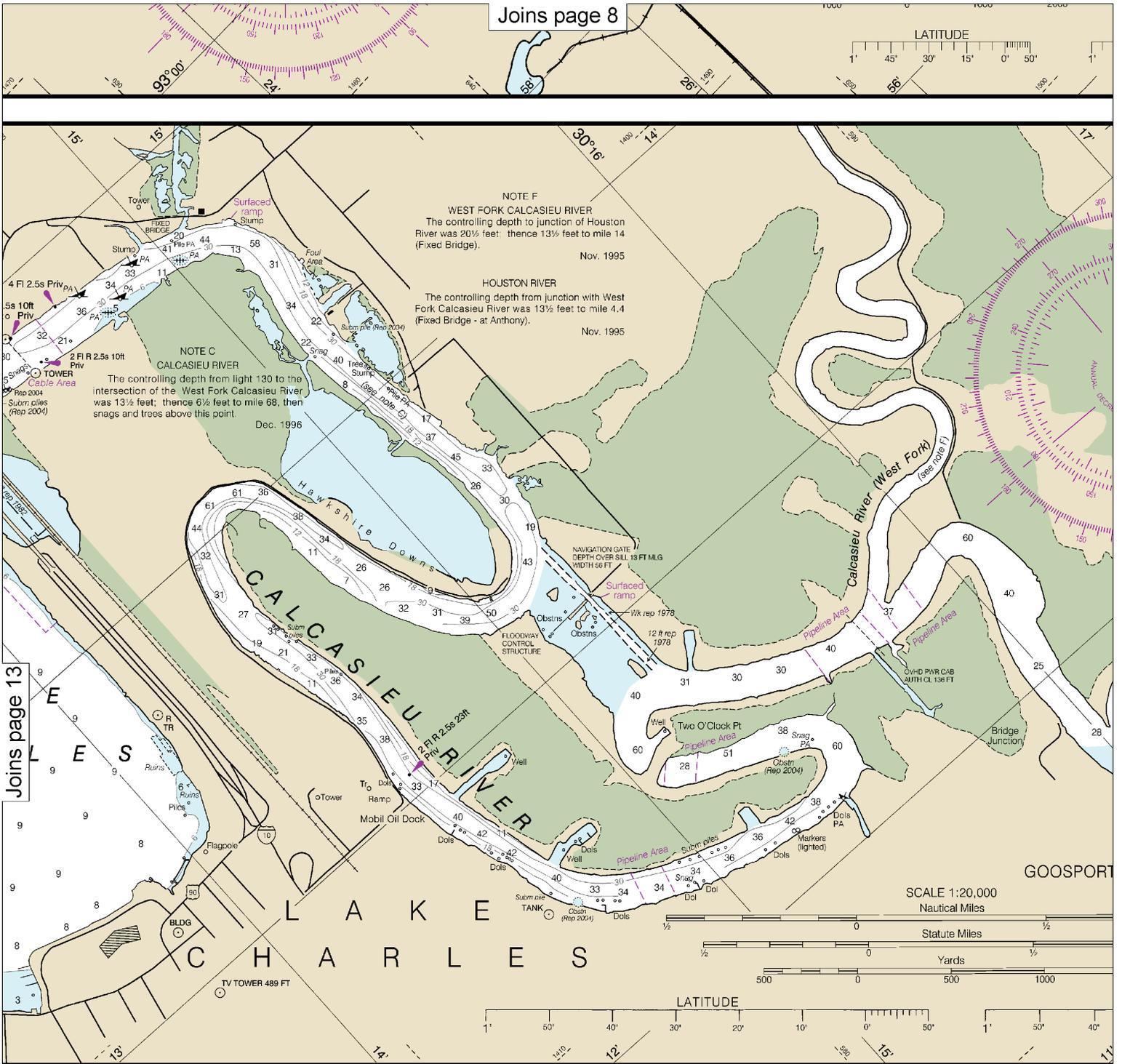
Joins page 7



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Joins page 19

Joins page 8



Joins page 13

Joins page 20

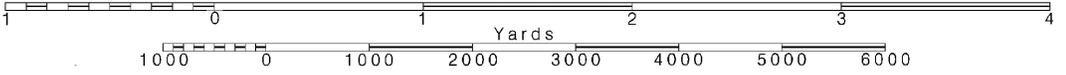
14

Note: Chart grid lines are aligned with true north.

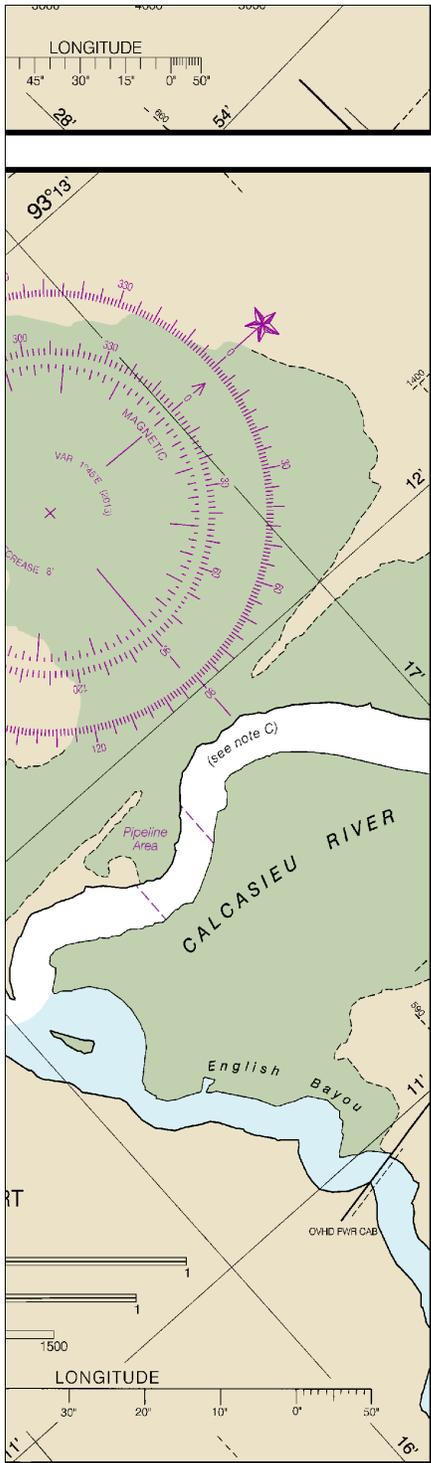
Printed at reduced scale.

SCALE 1:50,000 Nautical Miles

See Note on page 5.



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U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

MERCATOR PROJECTION, SCALE 1:50,000 AT LAT 30°06'  
 North American Datum of 1983  
 (World Geodetic System 1984)  
 SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

HEIGHTS  
 Heights in feet above Mean High Water.

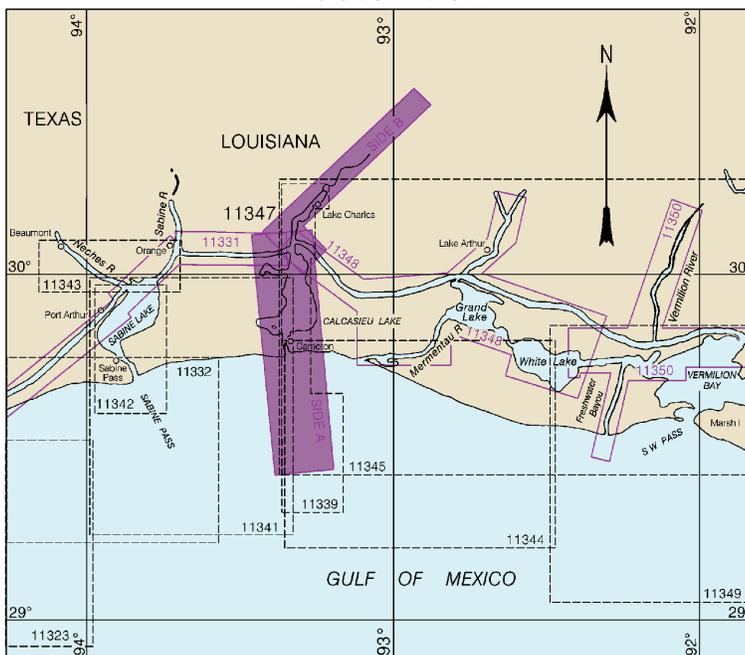
AUTHORITIES  
 Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

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

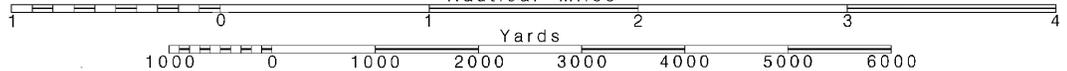
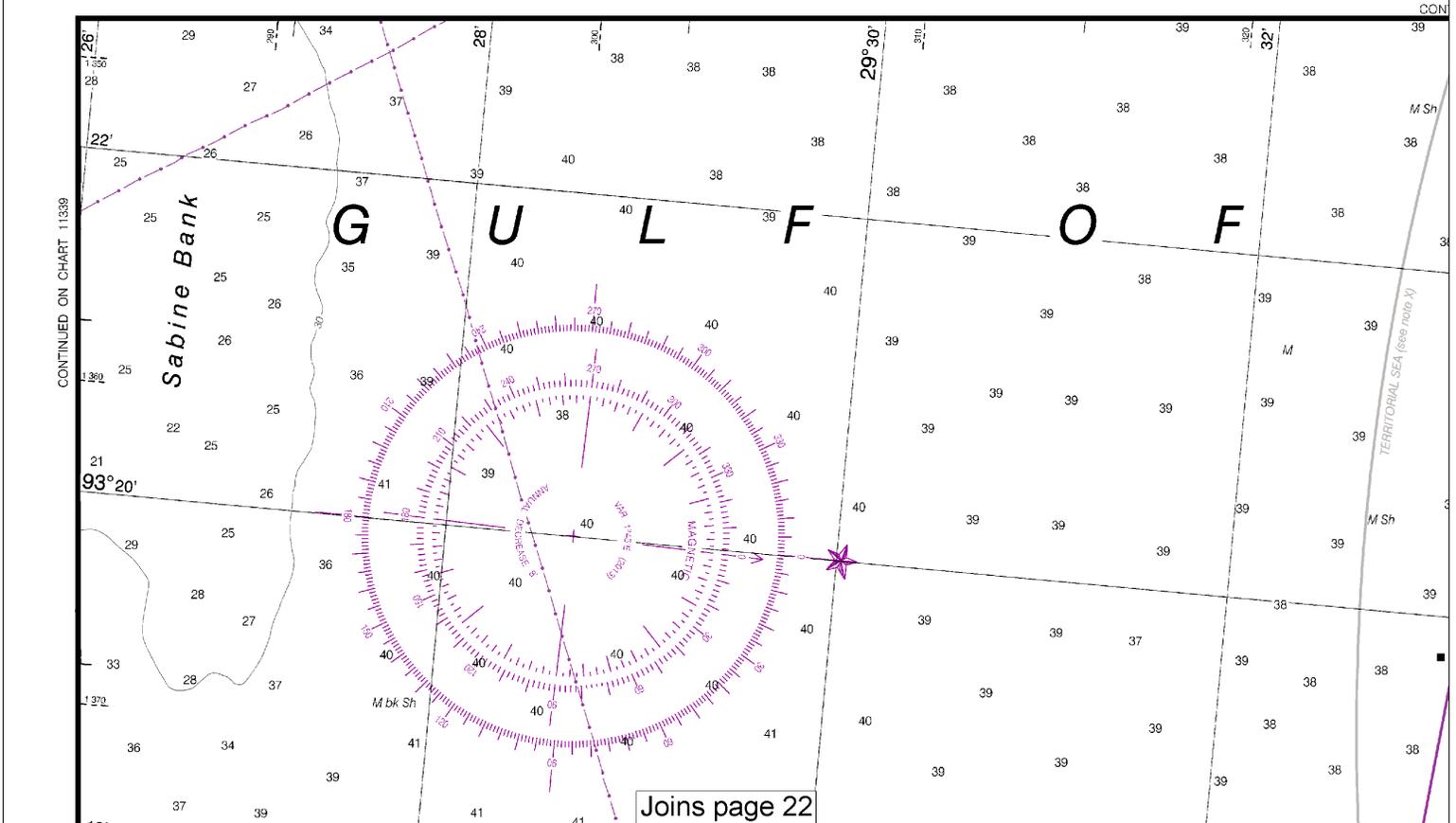
CAUTION  
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

SIDE B

NAUTICAL CHART DIAGRAM



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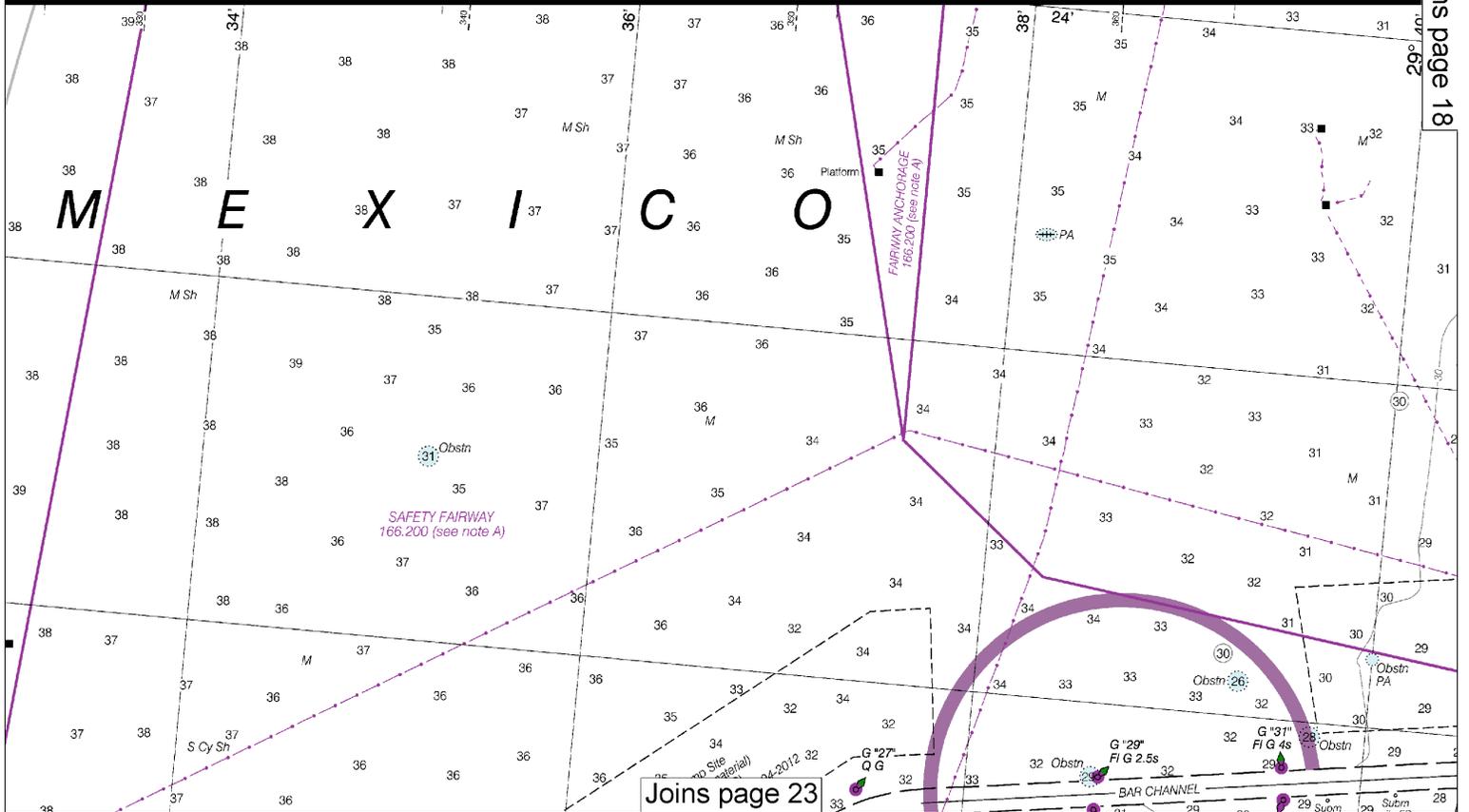


Bayou Guy

INSET 1

CONTINUED ON CHART 11341

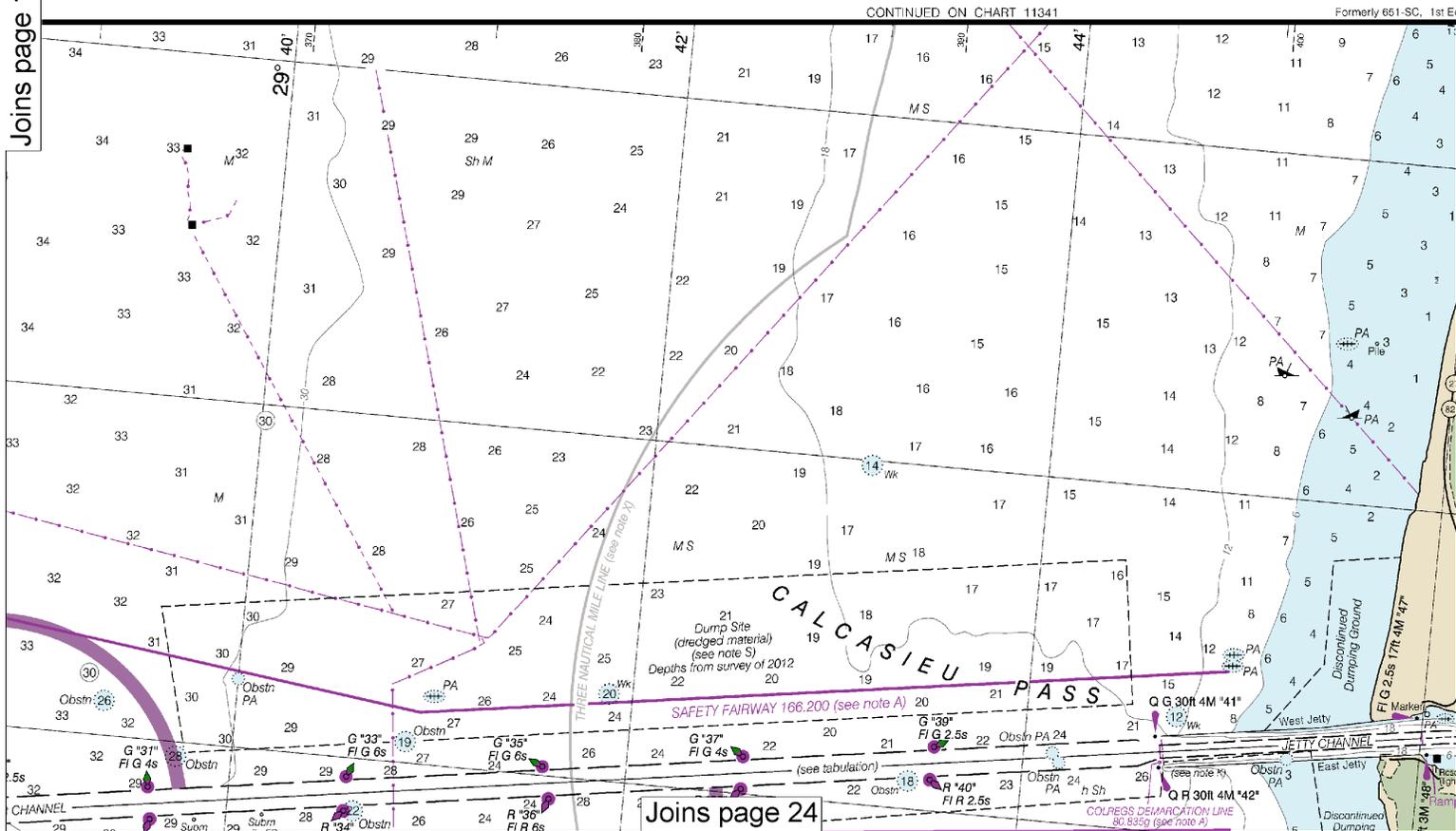
Joins page 18



Joins page 23

To find SPEED, place distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

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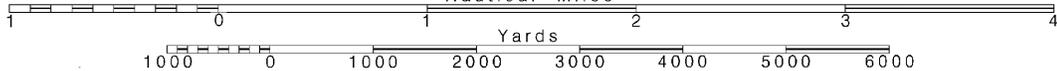
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

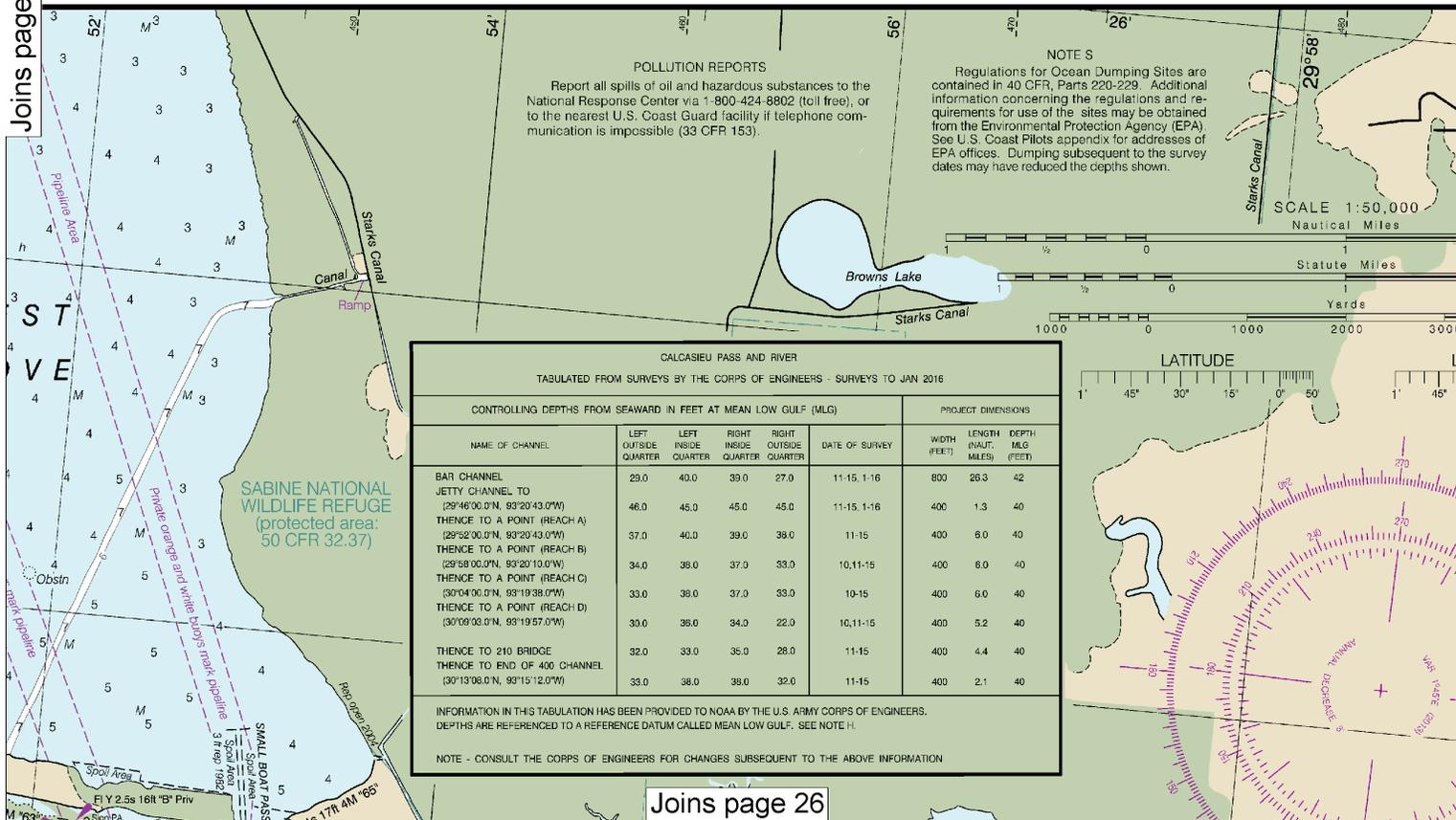
See Note on page 5.







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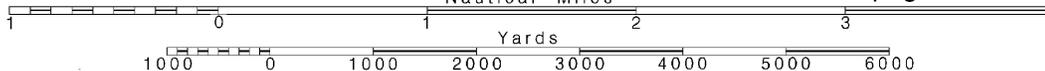


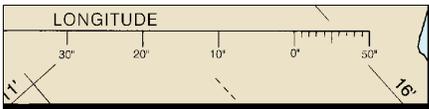
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Printed at reduced scale.

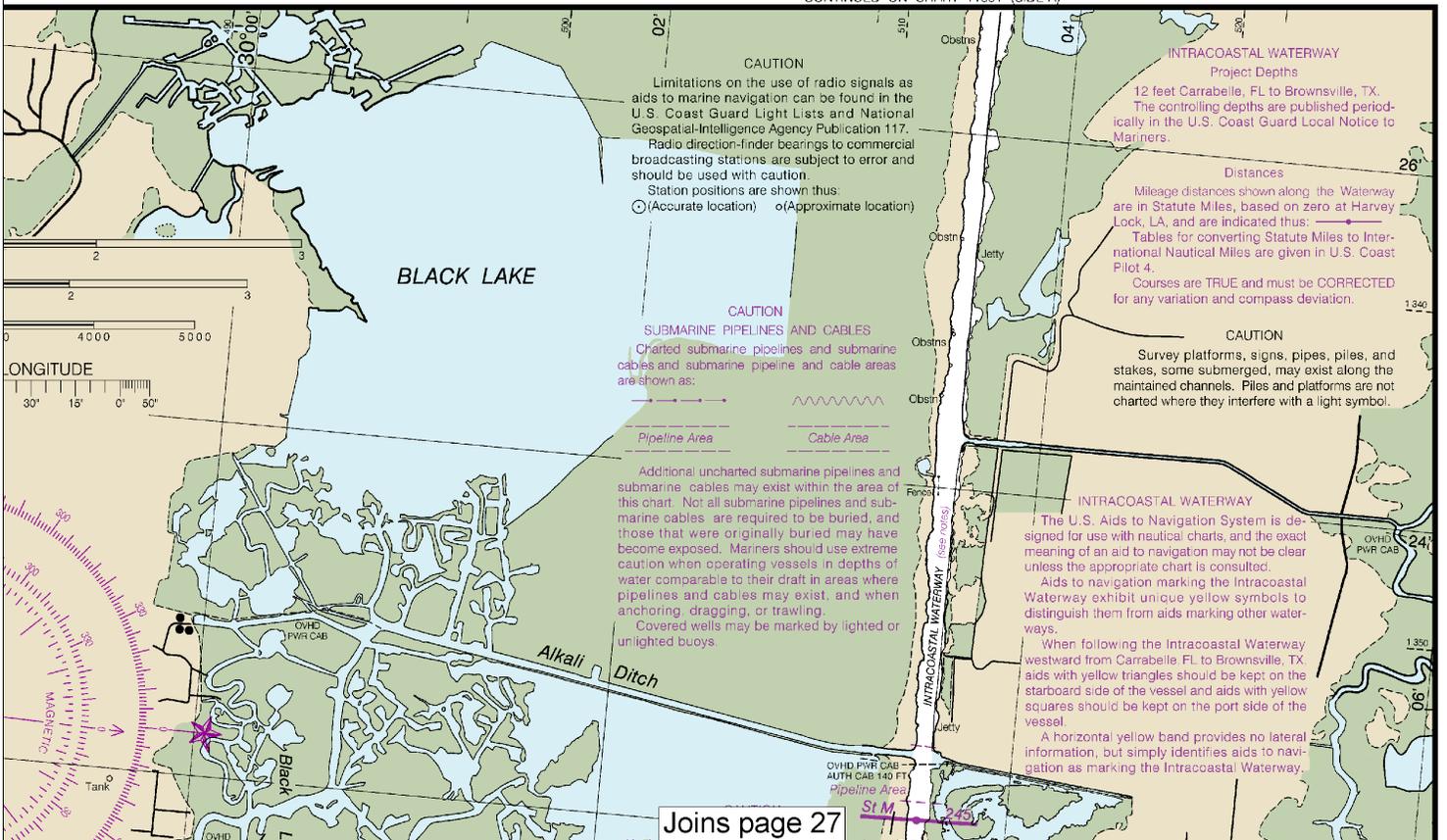
SCALE 1:50,000 Nautical Miles

See Note on page 5.





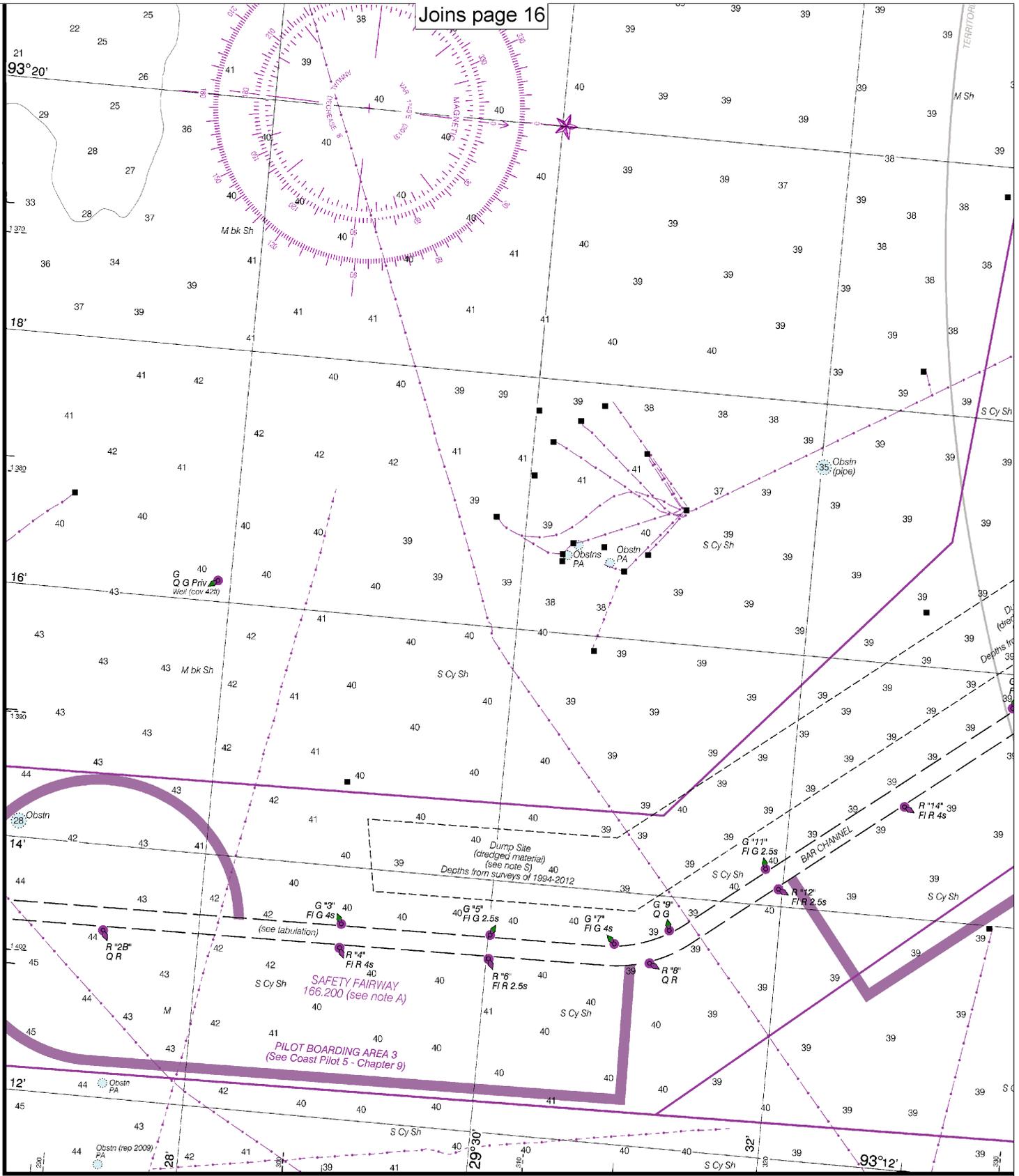
CONTINUED ON CHART 11331 (SIDE A)



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SIDE A

CONTINUED ON CHART 11039



11347 40th Ed., May/13

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

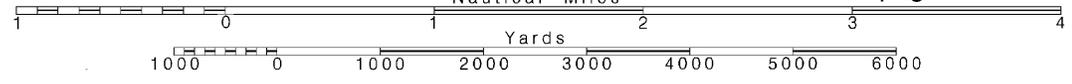
22

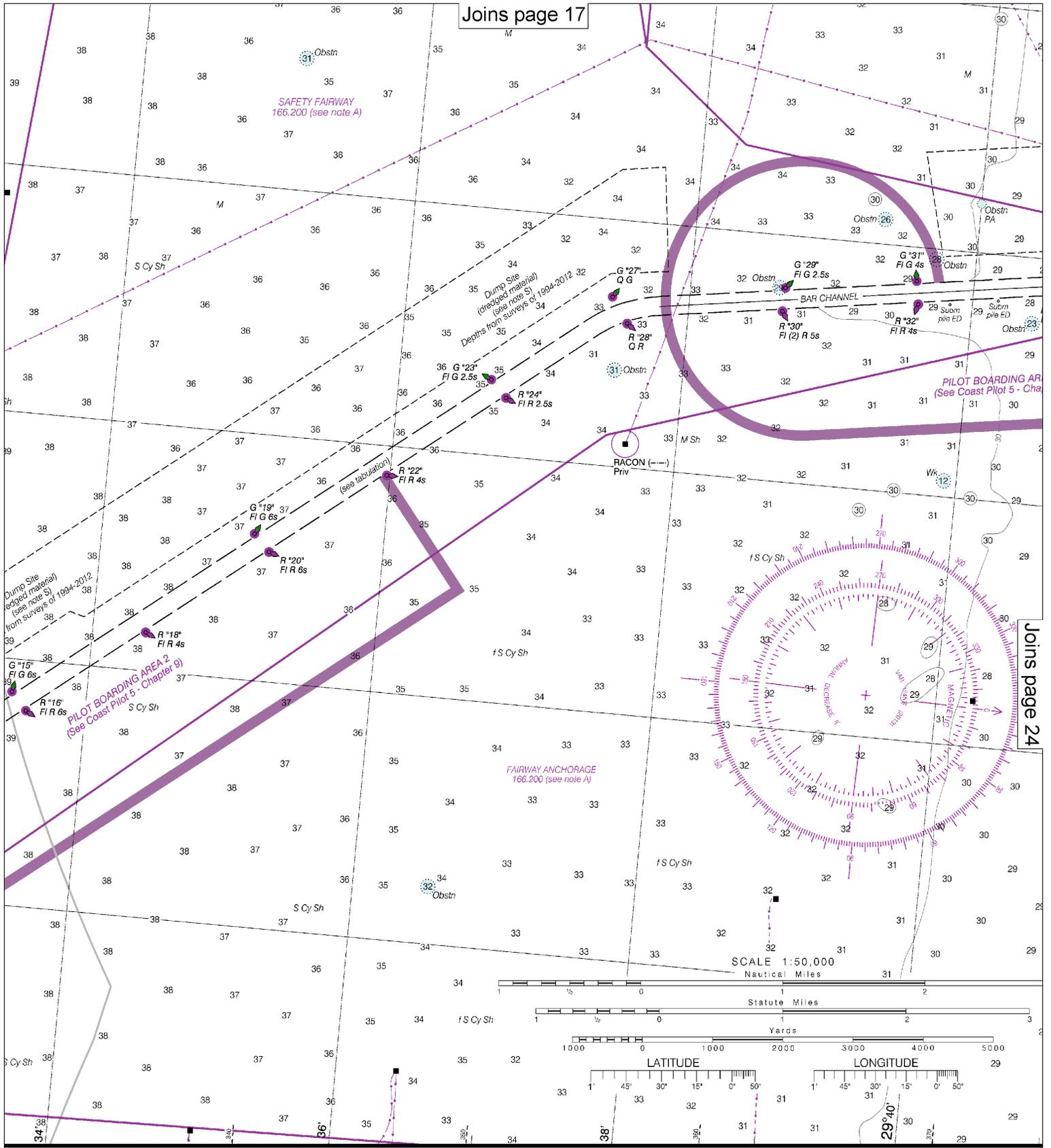
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.





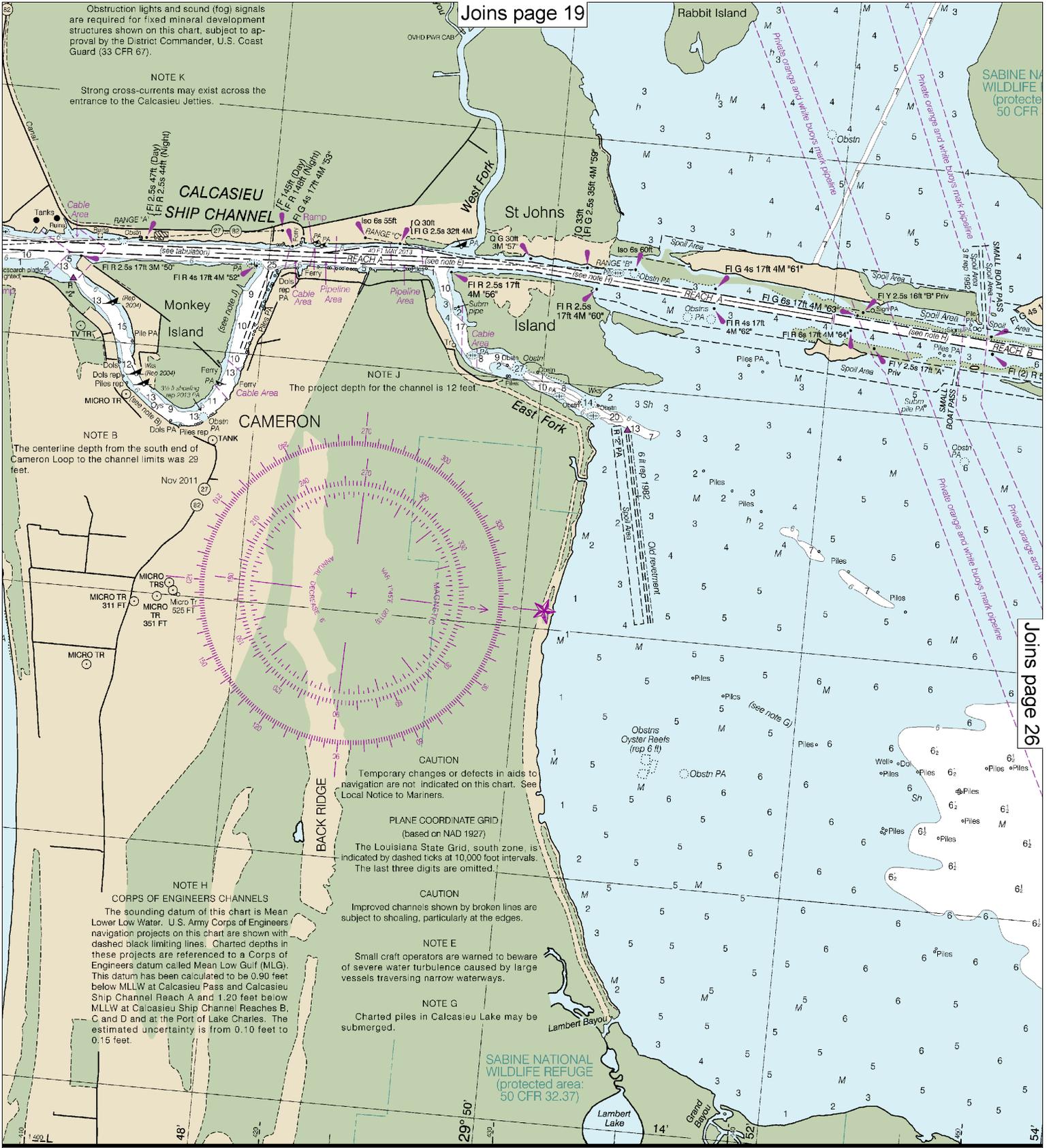
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CONTINUED ON CHART 11339



Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

NOTE K  
Strong cross-currents may exist across the entrance to the Calcasieu Jetties.



NOTE B  
The centerline depth from the south end of Cameron Loop to the channel limits was 29 feet.  
Nov 2011

NOTE H  
**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.

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

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

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

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

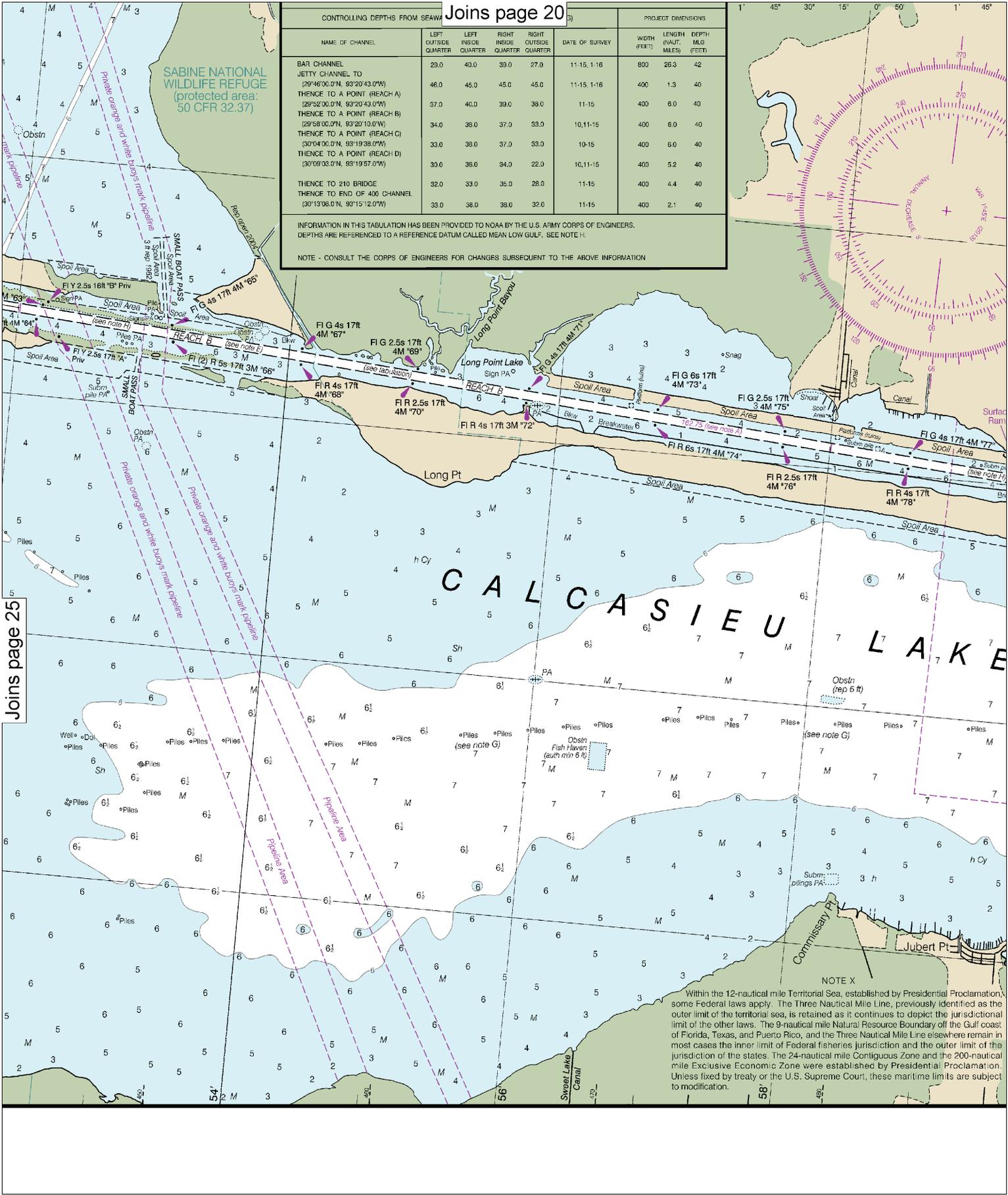
NOTE G  
Charted piles in Calcasieu Lake may be submerged.

SABINE NATIONAL WILDLIFE REFUGE  
(protected area: 50 CFR 32.37)

CONTROLLING DEPTHS FROM SEAWARD					PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
BAR CHANNEL	29.0	40.0	39.0	27.0	11-15, 1-16	800	26.3	42
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	1.3	40
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	6.0	40
THENCE TO A POINT (REACH B) (29°58'00.0"N, 93°20'10.0"W)	34.0	38.0	37.0	33.0	10,11-15	400	6.0	40
THENCE TO A POINT (REACH C) (30°04'00.0"N, 93°19'38.0"W)	33.0	38.0	37.0	33.0	10-15	400	6.0	40
THENCE TO A POINT (REACH D) (30°09'03.0"N, 93°19'57.0"W)	30.0	36.0	34.0	22.0	10,11-15	400	5.2	40
THENCE TO 210 BRIDGE	32.0	33.0	35.0	28.0	11-15	400	4.4	40
THENCE TO END OF 400 CHANNEL (30°13'08.0"N, 93°15'12.0"W)	33.0	38.0	38.0	32.0	11-15	400	2.1	40

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 H.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



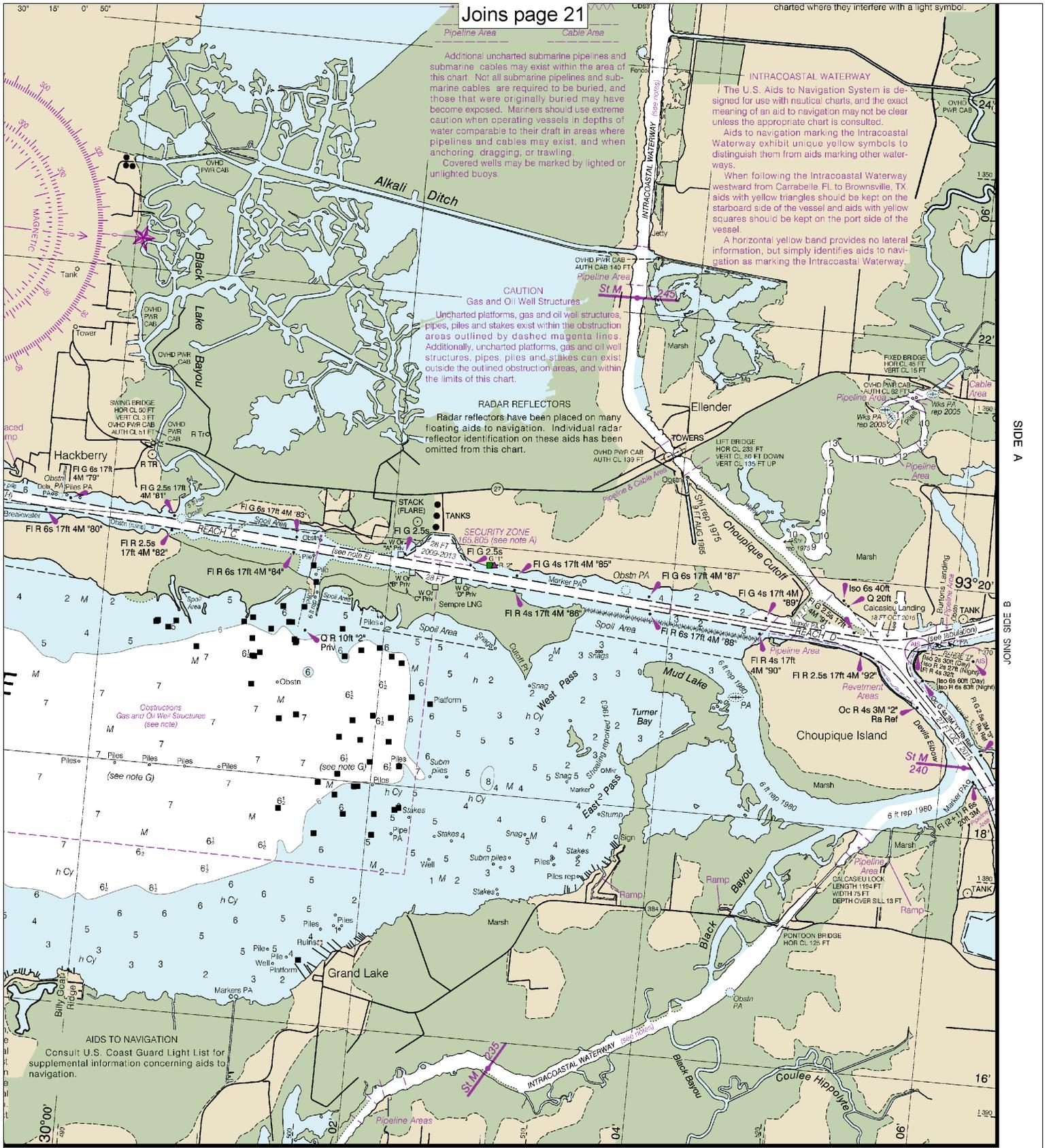
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NOTE X  
 Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to 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.

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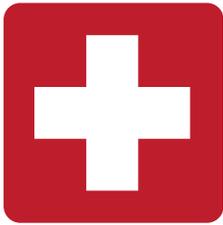
Note: Chart grid lines are aligned with true north.





CONTINUED ON CHART 11348 (SIDE A)

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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.