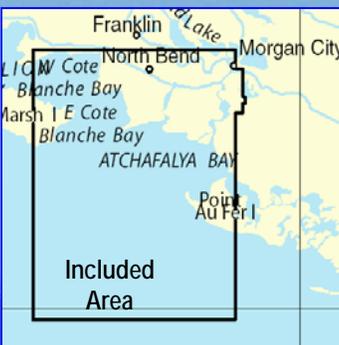


BookletChart™

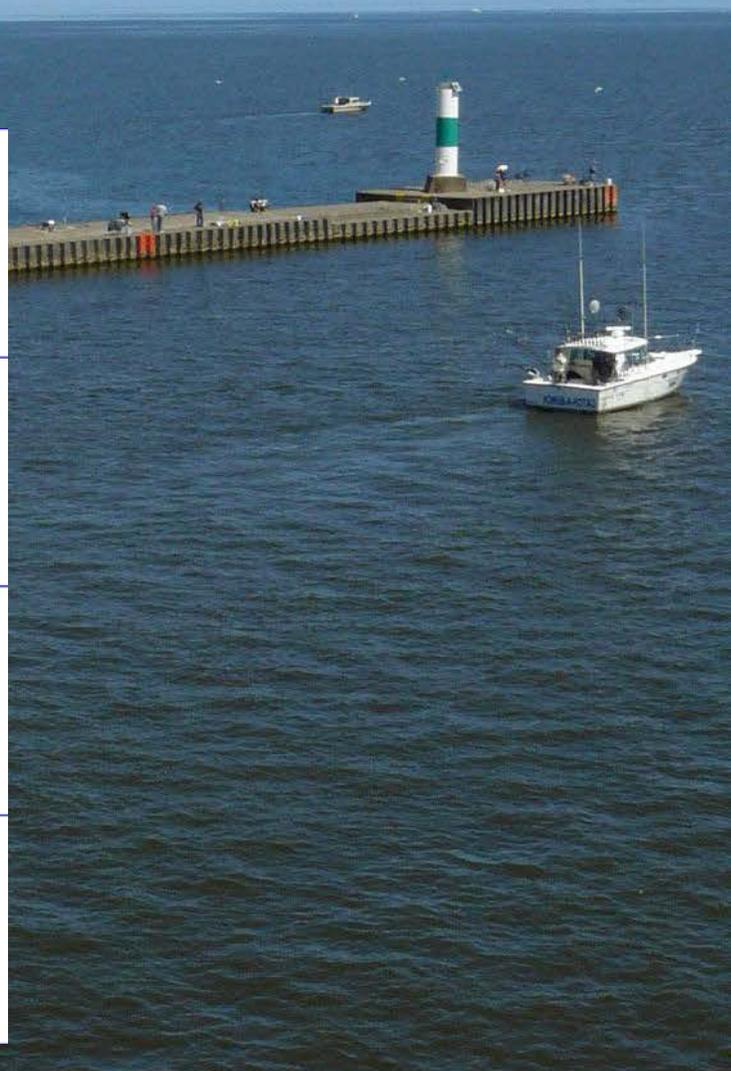
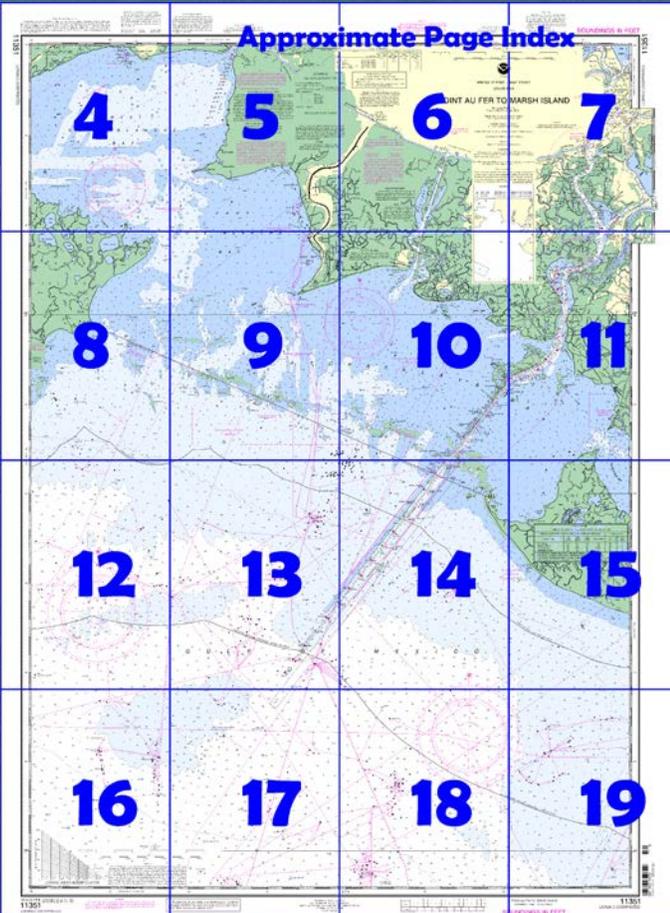


Point au Fer to Marsh Island NOAA Chart 11351

*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.

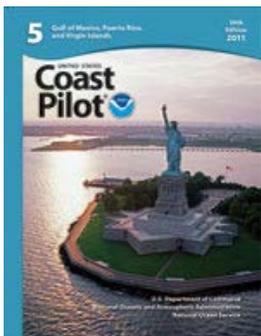
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11351>



(Selected Excerpts from Coast Pilot)

Atchafalaya Bay is a large indentation in the coast of Louisiana 112 miles W of Southwest Pass, Mississippi River. The bay is about 28 miles long in nearly an E-W direction, averages 7 miles in width, is full of shoals and oyster reefs, and has general depths ranging from 3 to 9 feet. A fringe of reefs partially separates the bay from the Gulf, the E end being known as Point au Fer Shell Reef. The bay is the approach to Lower Atchafalaya River and the Port of

Morgan City, with depths of 25 feet or less extending 25 miles off the channel entrance. **Belle Isle**, on the N shore of the bay is 75 feet high

and conspicuous for some distance offshore. Oil well structures and obstructions are throughout the area.

Vessels should enter Atchafalaya Bay through the Atchafalaya Pass Safety Fairway. (See 166.100 through 166.200, chapter 2.)

Currents and freshets.—Freshets occur frequently during May and June, at which times the river overflows its banks and the current has considerable velocity, making it difficult to keep in the channel. During ordinary stages of the river, the current has a velocity of about 0.5 knot. When there are freshets in the rivers, the water in Atchafalaya Bay is quite fresh and that in the Cote Blanche Bays is nearly so. The discolored water coming out of the mouth of the river will be encountered well offshore, the distance depending much upon the direction of the wind.

Lower Atchafalaya River flows S into the NE corner of Atchafalaya Bay; it is the outlet for an extensive system of S Louisiana lakes and bayous known as the Atchafalaya navigation system, an inside passage to the Mississippi River about 180 miles above New Orleans.

The Lower Atchafalaya River leads N from Atchafalaya Bay through Berwick Bay, thence W through Berwick Lock, and joins Bayou Teche 8 miles above the Berwick Lock near Patterson. The section of the river from Atchafalaya Bay to Berwick Lock has a crooked channel with depths from 21 to 113 feet over widths from 300 to 600 yards; the deepest water is generally in midstream.

The part of the Lower Atchafalaya River route from Mile 122 to mile 113 and from Berwick Lock northwest 1 mile into Bayou Teche is within the area of the Berwick Bay Vessel Traffic Service (VTS).

Bayou Shaffer is a passage branching NE to Bayou Boeuf from Sweetbay Lake in the Lower Atchafalaya River. An overhead power cable with a clearance of 113 feet crosses Bayou Shaffer near the junction with Bayou Boeuf. The bayou serves as a cutoff for vessels bound E from Atchafalaya Bay to the Intracoastal Waterway. In 1994, the controlling depth was 5½ feet.

That part of Bayou Shaffer for 1 mile below the junction with Bayou Boeuf is within the area of the Berwick Bay Vessel Traffic Service (VTS). (Berwick Bay VTS is discussed later in this chapter.)

Vessels should approach Southwest Pass through the prescribed Safety Fairway. (See 166.100 through 166.200, chapter 2.)

Southwest Pass extends between the W end of Marsh Island and the mainland and is the entrance to Vermilion Bay from the Gulf. The pass is marked by lights and daybeacons, and the approach channel across the bar is marked by lights. In 1994, the controlling depth across the bar and through the pass was 6½ feet. Although not difficult to enter, the pass may be difficult to recognize and local assistance is advised.

Point au Fer Reef Light (29°22'18"N., 91°23'06"W.), 44 feet above the water and shown from a square green daymark on a skeleton tower on a concrete platform at **Eugene Island** on the W side of the dredged channel, and an abandoned lighthouse on Southwest Reef are the only conspicuous objects in the **Point au Fer Shell Reef** area. A seasonal fog signal is at the light.

Lower Atchafalaya River flows S into the NE corner of Atchafalaya Bay; it is the outlet for an extensive system of S Louisiana lakes and bayous known as the Atchafalaya navigation system, an inside passage to the Mississippi River about 180 miles above New Orleans.

Little Wax Bayou, which branches W from the Lower Atchafalaya about 13.5 miles above the mouth, is part of the Intracoastal Waterway and is described later in this chapter.

**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

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use 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>

11351

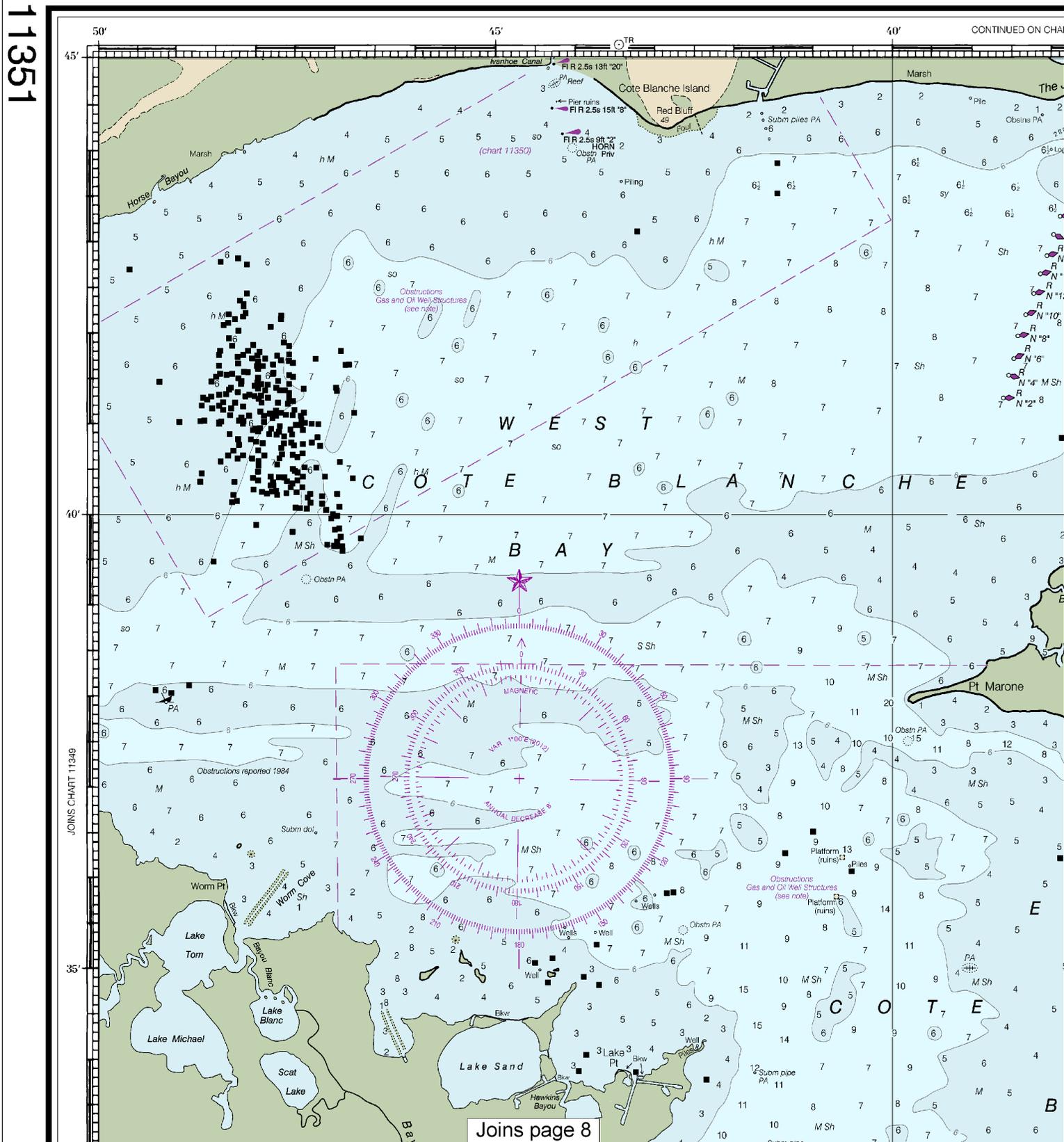
NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Morgan City, LA	KIH-23	162.475 MHz
Lafayette, LA	WXK-80	162.550 MHz

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 0.77' northward and 0.39' westward to agree with this chart.

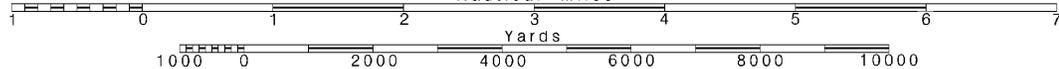


Joins page 8

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



4

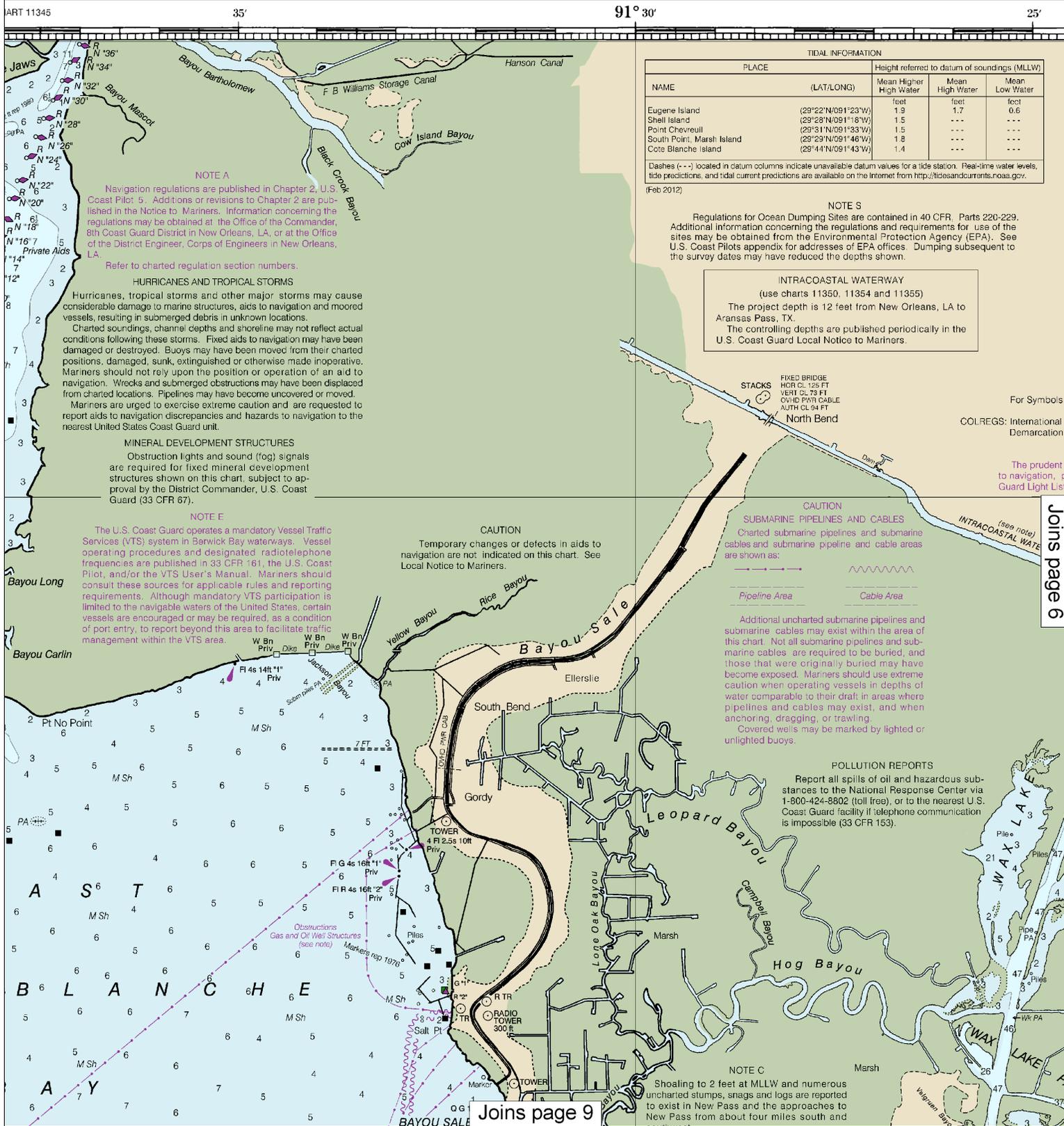
Note: Chart grid lines are aligned with true north.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Formerly C&GS 1276, 1st Ed., Mar. 1933 C-1939-509 KAPP 63

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Uncharted pipes, pile areas or additional structure outside the limits



TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Eugene Island	(29°22'N/091°23'W)	feet 1.9	feet 1.7	feet 0.6
Shell Island	(29°23'N/091°18'W)	1.5	---	---
Point Chevreuil	(29°31'N/091°33'W)	1.5	---	---
South Point Marsh Island	(29°29'N/091°48'W)	1.8	---	---
Cote Blanche Island	(29°44'N/091°43'W)	1.4	---	---

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov/>. (Feb 2012)

INTRACOASTAL WATERWAY
(use charts 11350, 11354 and 11355)
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.

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

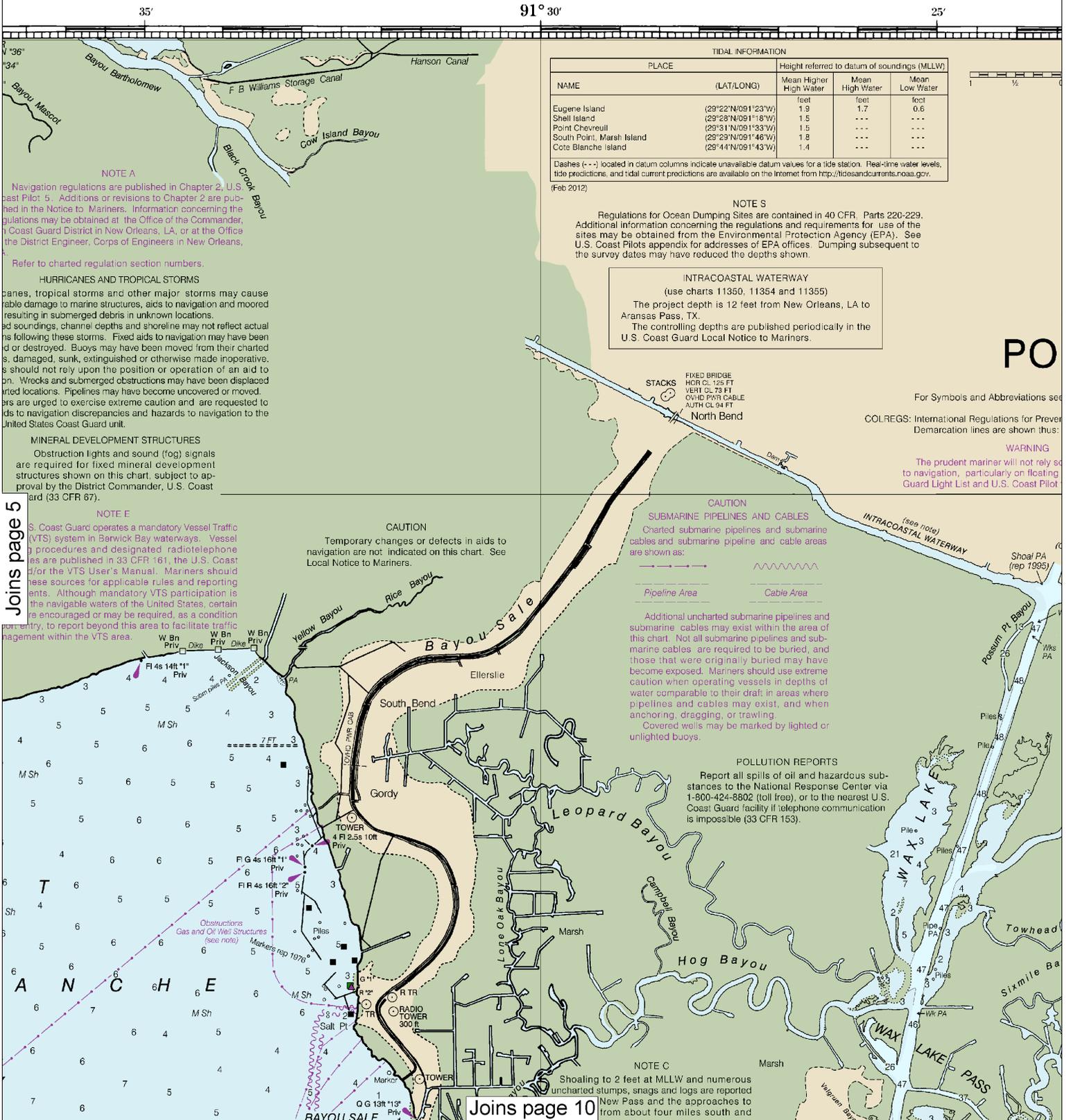


TO NAVIGATION
Coast Guard Light List for
information concerning aids to

Formerly C&GS 1276, 1st Ed., Mar. 1933 C-1939-509 KAPP 63

RADAR REFLECTORS
Radar reflectors have been placed on many
floating aids to navigation. Individual radar
reflector identification on these aids has been
omitted from this chart.

CAUTION
Gas and Oil Well Structures
Uncharted platforms, gas and
pipes, piles and stakes exist with
areas outlined by dashed lines.
Additionally, uncharted platforms,
structures, pipes, piles and stakes
outside the outlined obstruction
are within the limits of this chart.



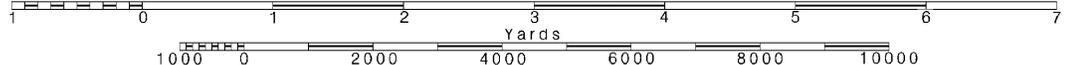
Joins page 5

Joins page 10

Printed at reduced scale.

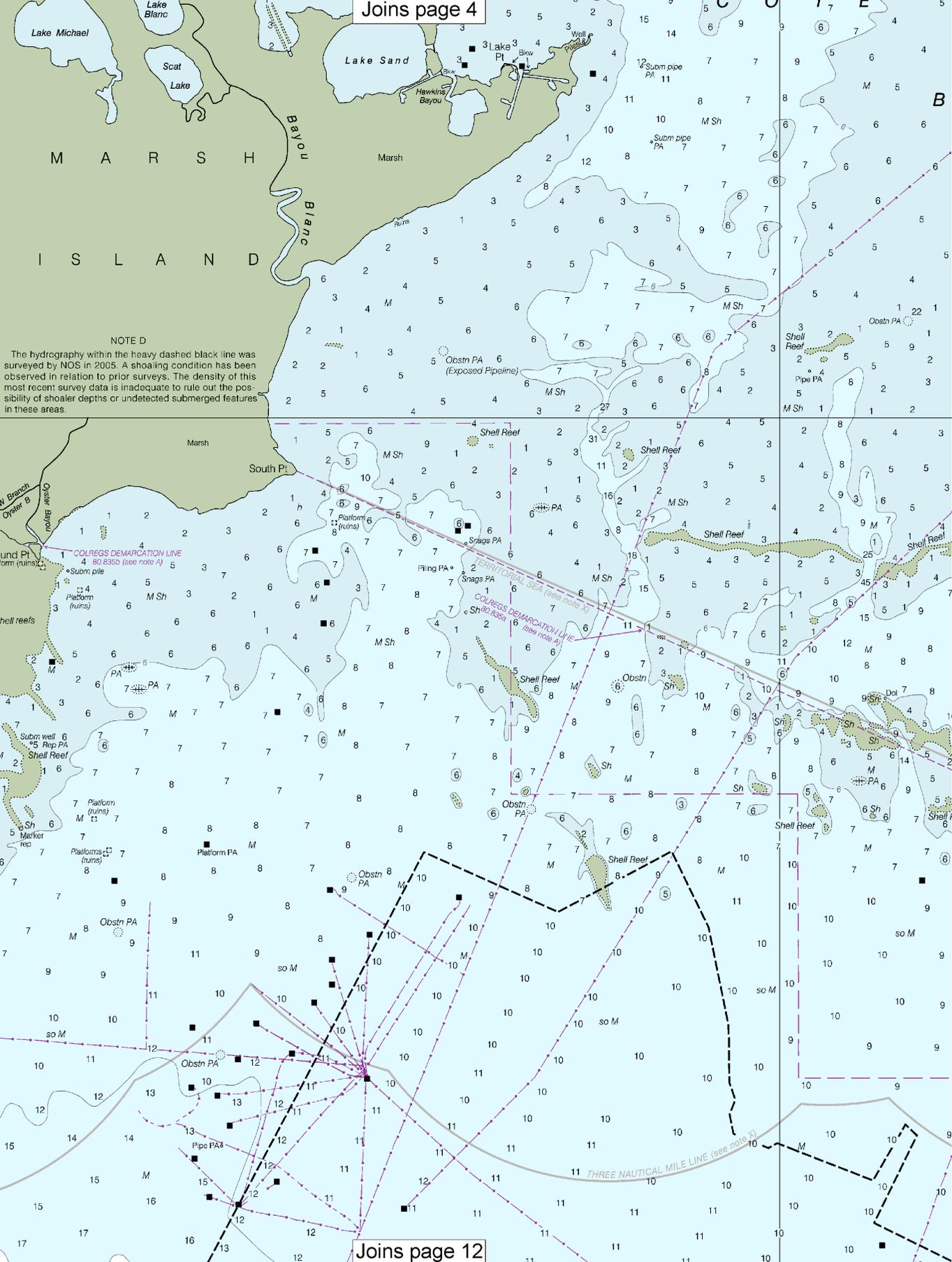
SCALE 1:80,000
Nautical Miles

See Note on page 5.



6

Note: Chart grid lines are aligned with true north.



NOTE D
 The hydrography within the heavy dashed black line was surveyed by NOS in 2005. A shoaling condition has been observed in relation to prior surveys. The density of this most recent survey data is inadequate to rule out the possibility of shallower depths or undetected submerged features in these areas.

29° 30'

25'

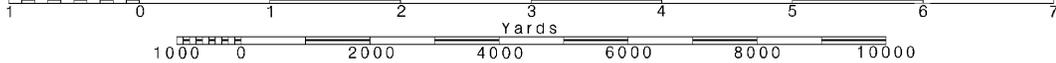
JOINS CHART 11349

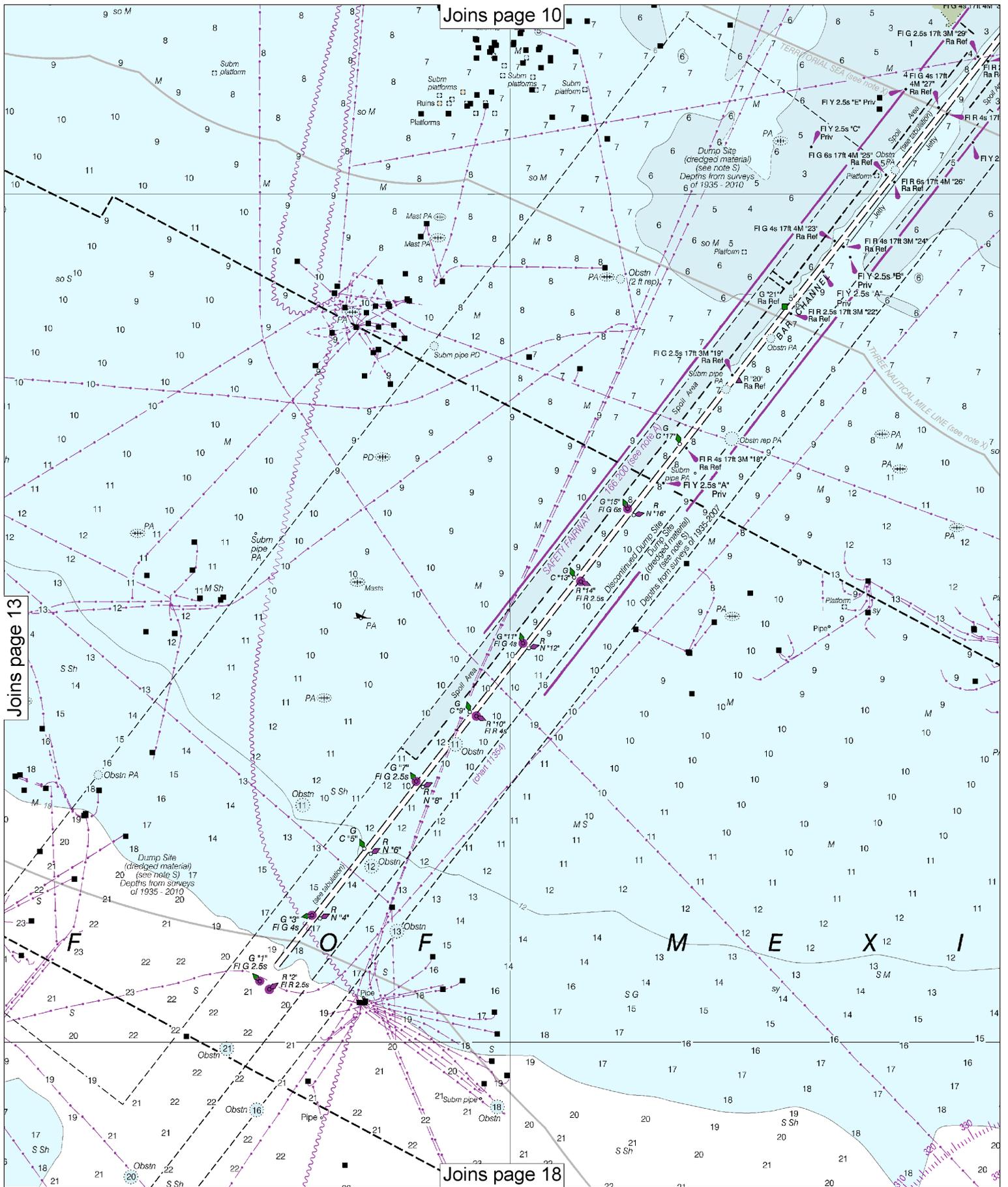


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000

See Note on page 5.





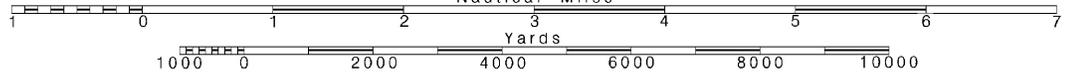
14

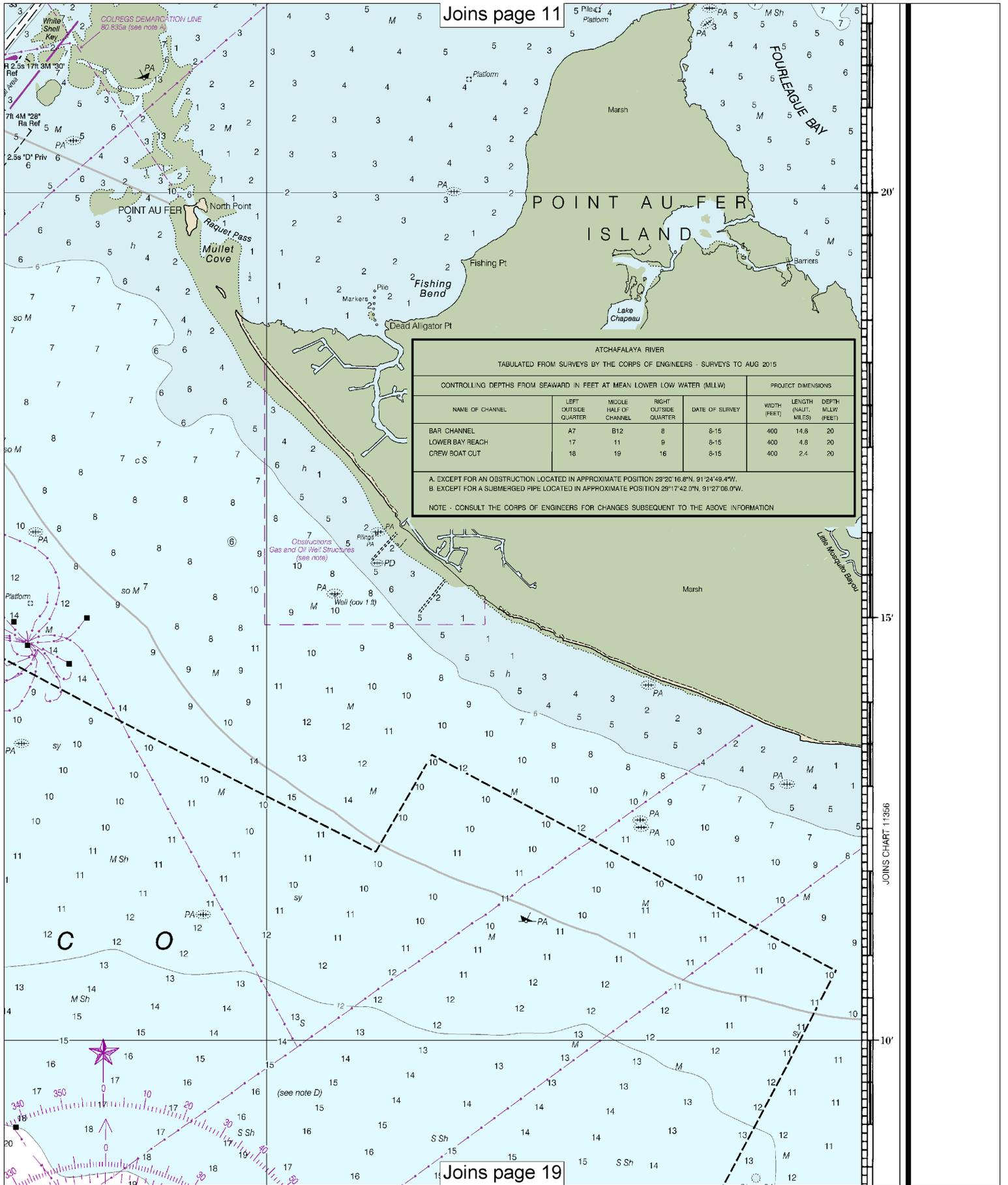
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

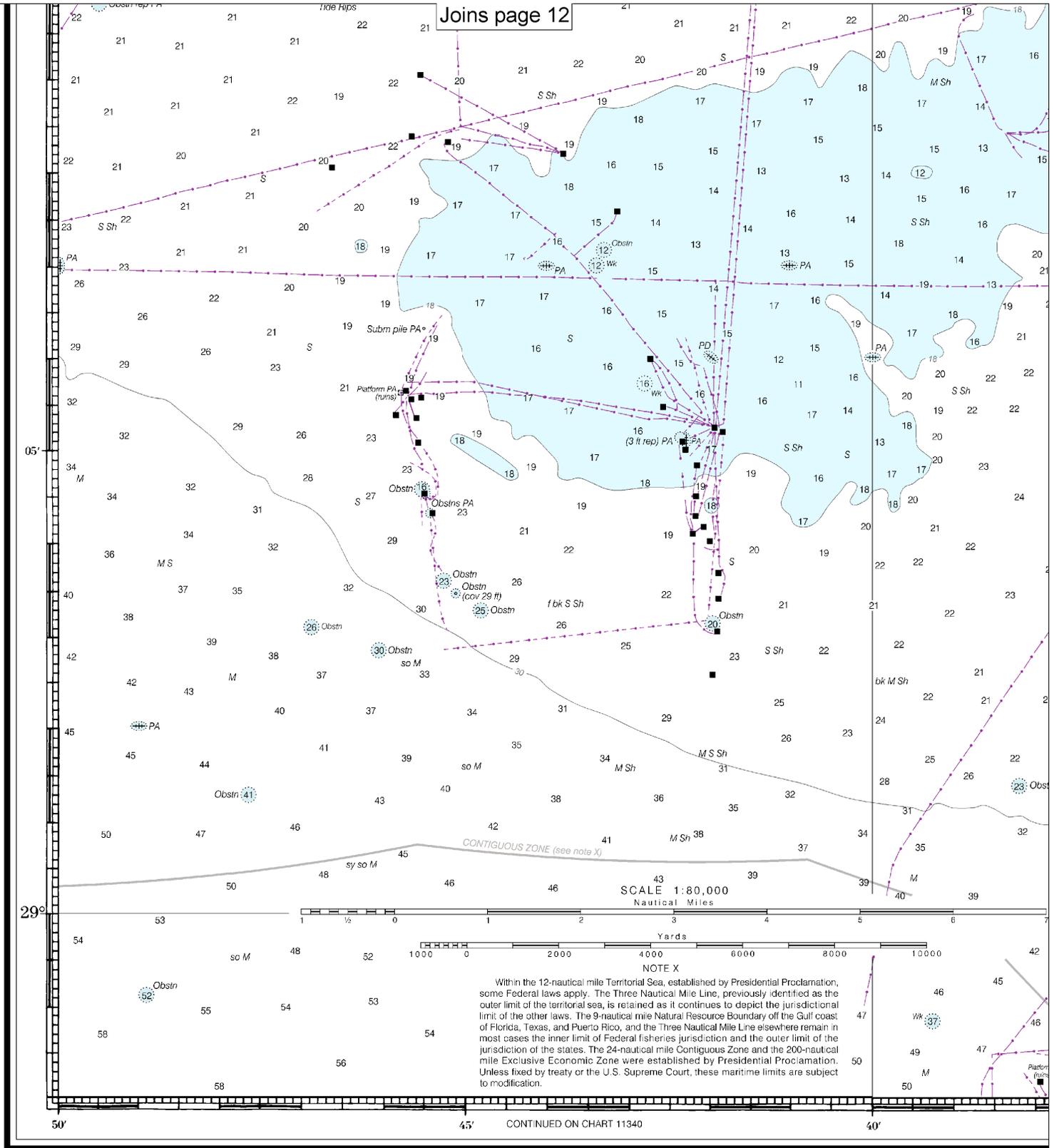
SCALE 1:80,000
Nautical Miles

See Note on page 5.





JOINS CHART 11356



11351

43rd Ed., Mar. 2012. Last Correction: 12/5/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4416 (10/29/2016)

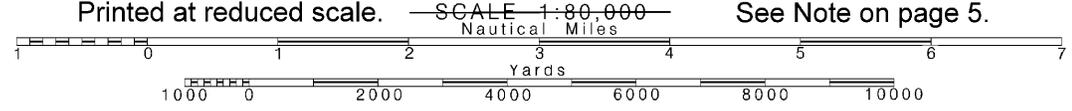
CAUTION

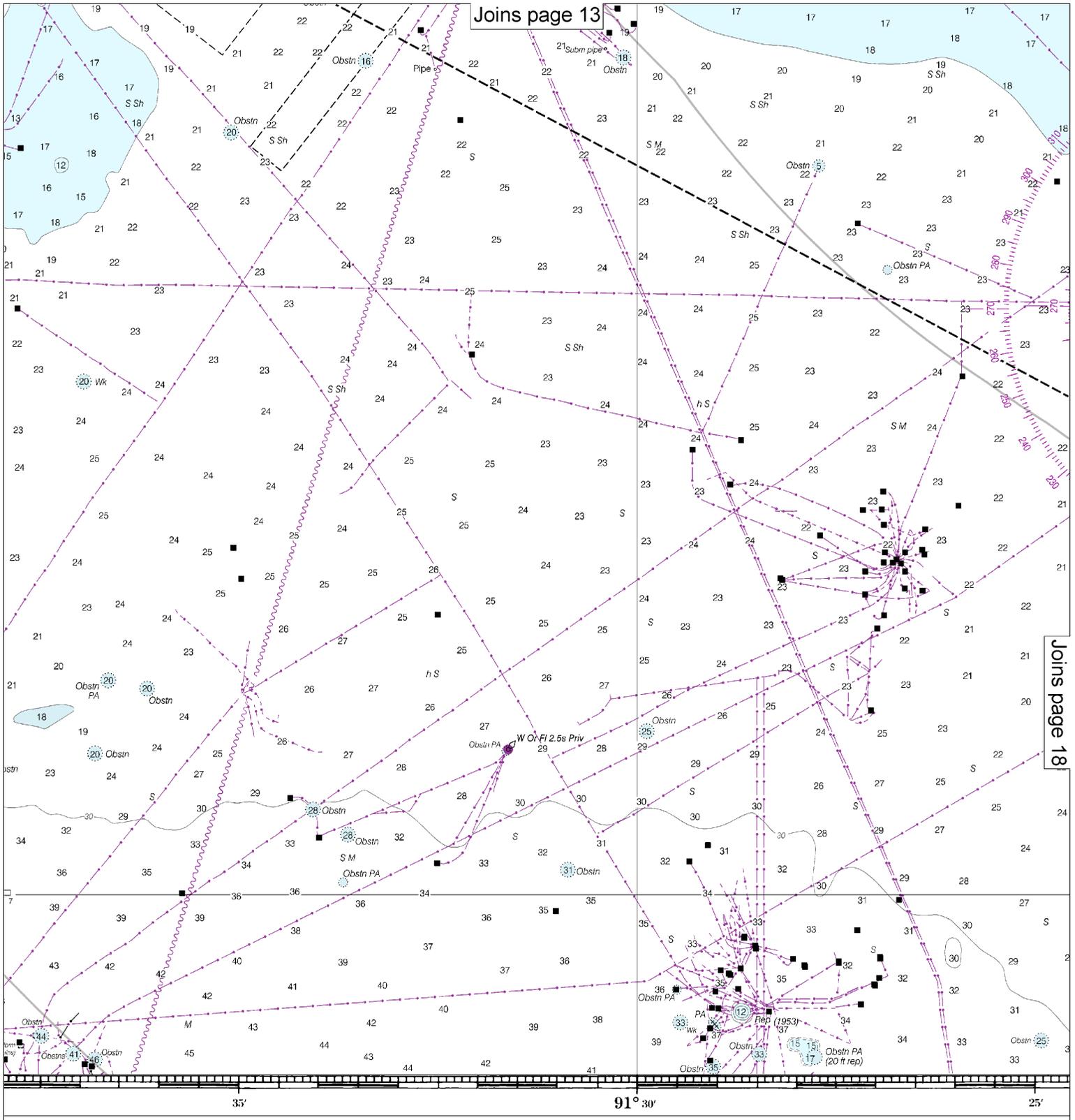
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice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

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, improving this chart to the Chief, Marine Chart Division (N/CS2) Service, NOAA, Silver Spring, Maryland 20910-3282.

16

Note: Chart grid lines are aligned with true north.

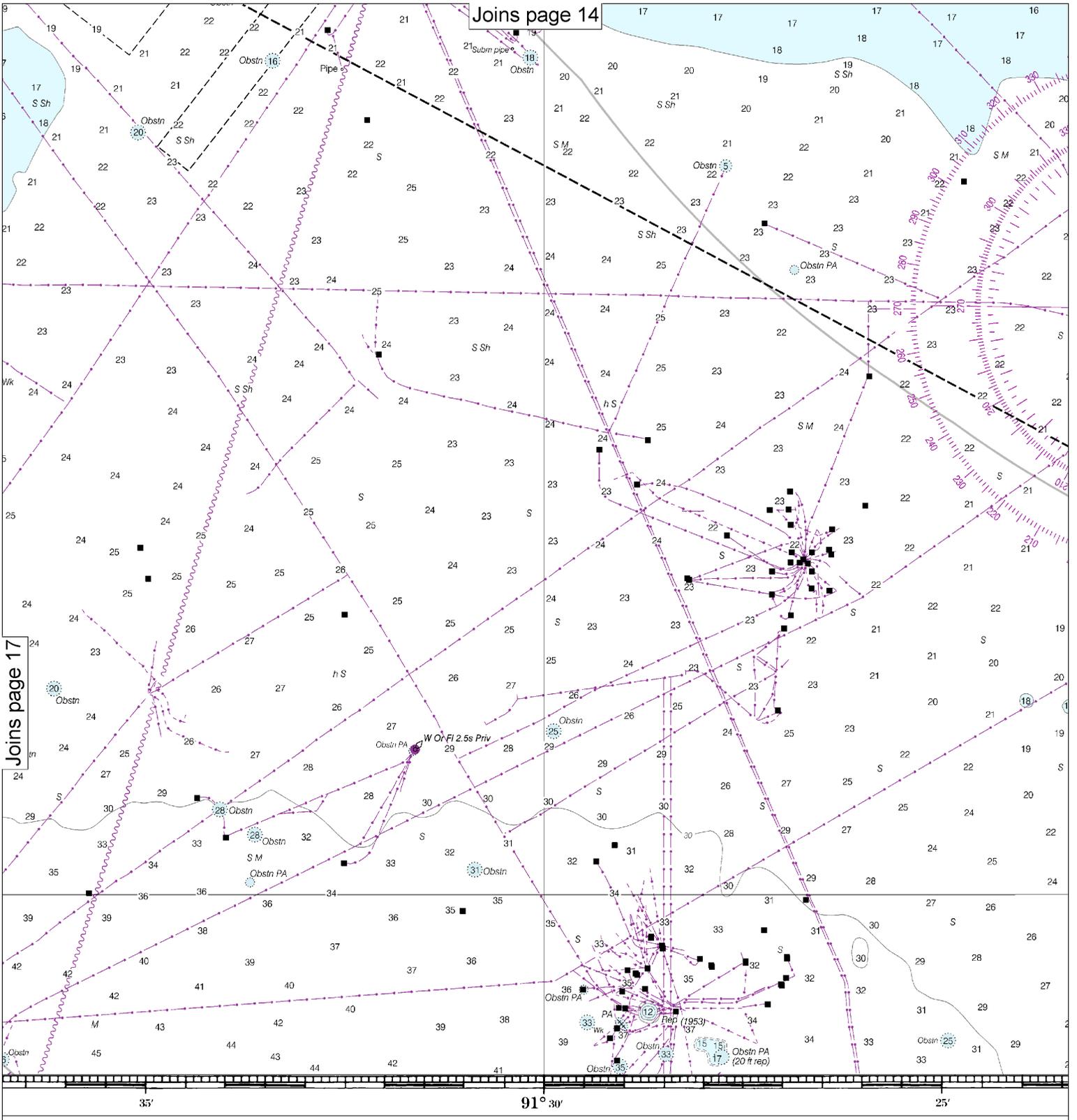




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2), National Ocean

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

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



Joins page 17

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 NATIONAL OCEAN SERVICE
 COAST SURVEY

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

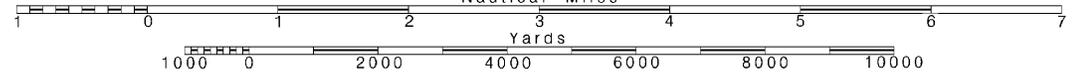
FATHOMS	1	2
FEET	6	12
METERS	1	3

18

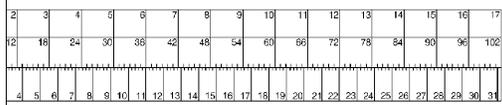
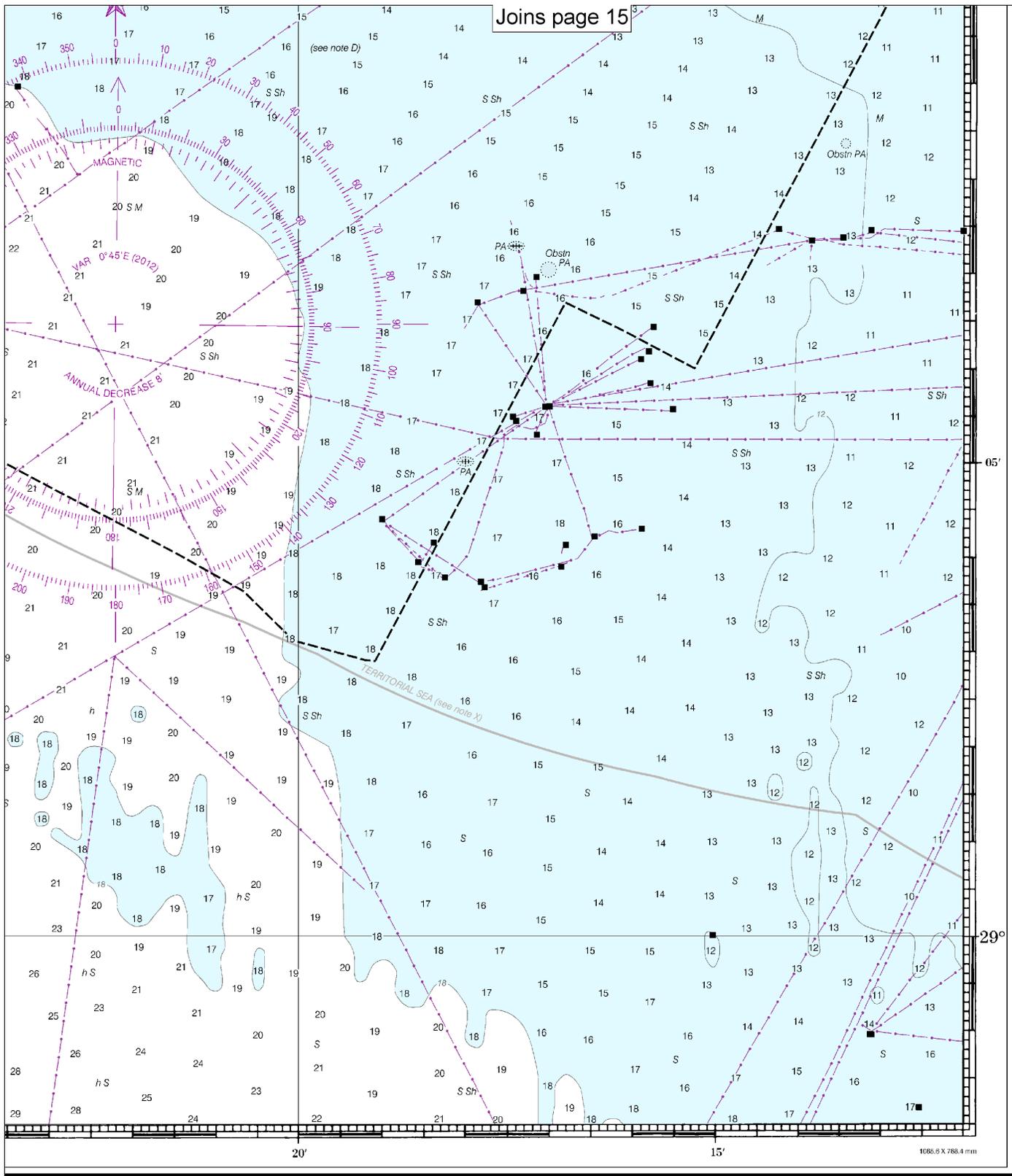
Note: Chart grid lines are aligned with true north.

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

See Note on page 5.



Joins page 15



Point au Fer to Marsh Island
 SOUNDINGS IN FEET - SCALE 1:80,000

11351

SOUNDINGS IN FEET



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>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.