BookletChart™

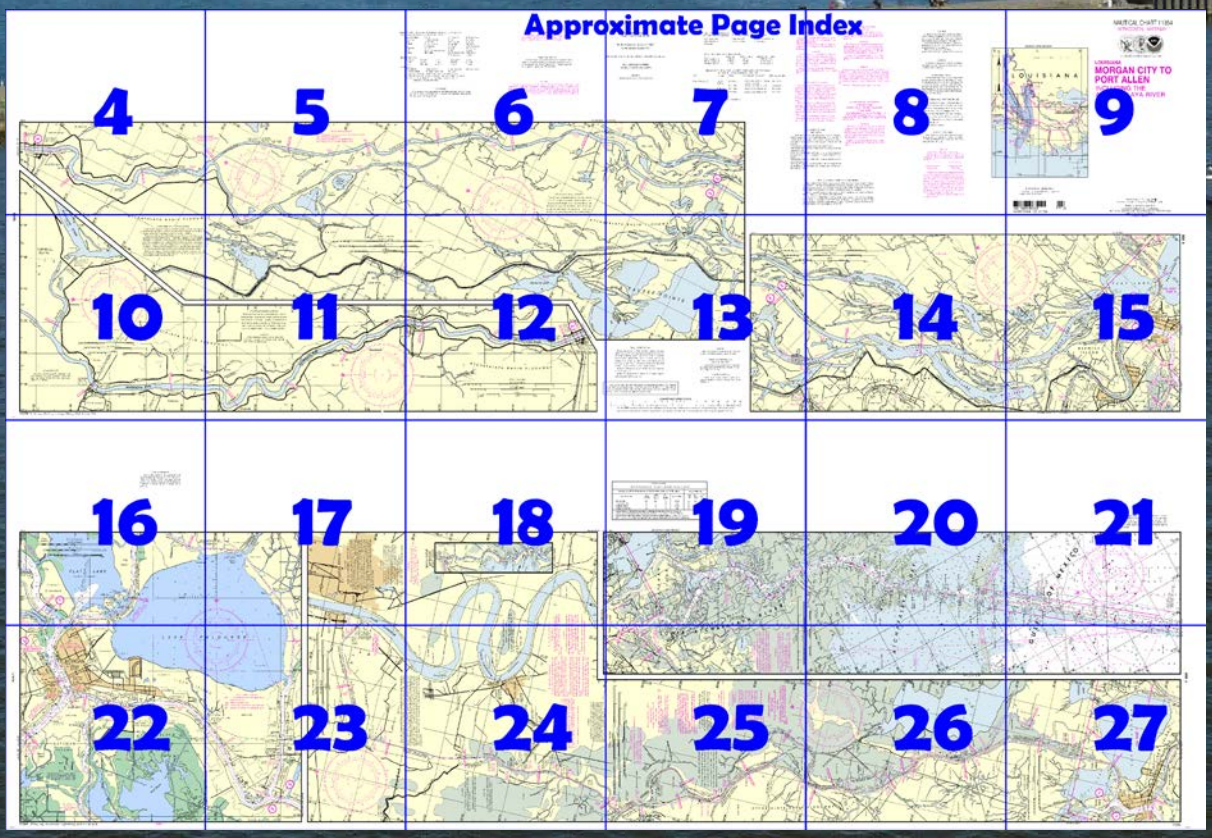
Intracoastal Waterway – Morgan City to Port Allen

NOAA Chart 11354

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.

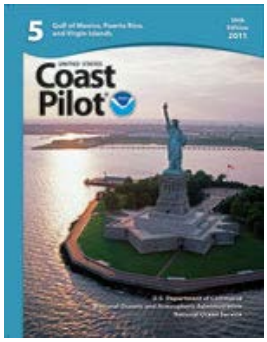
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=11354



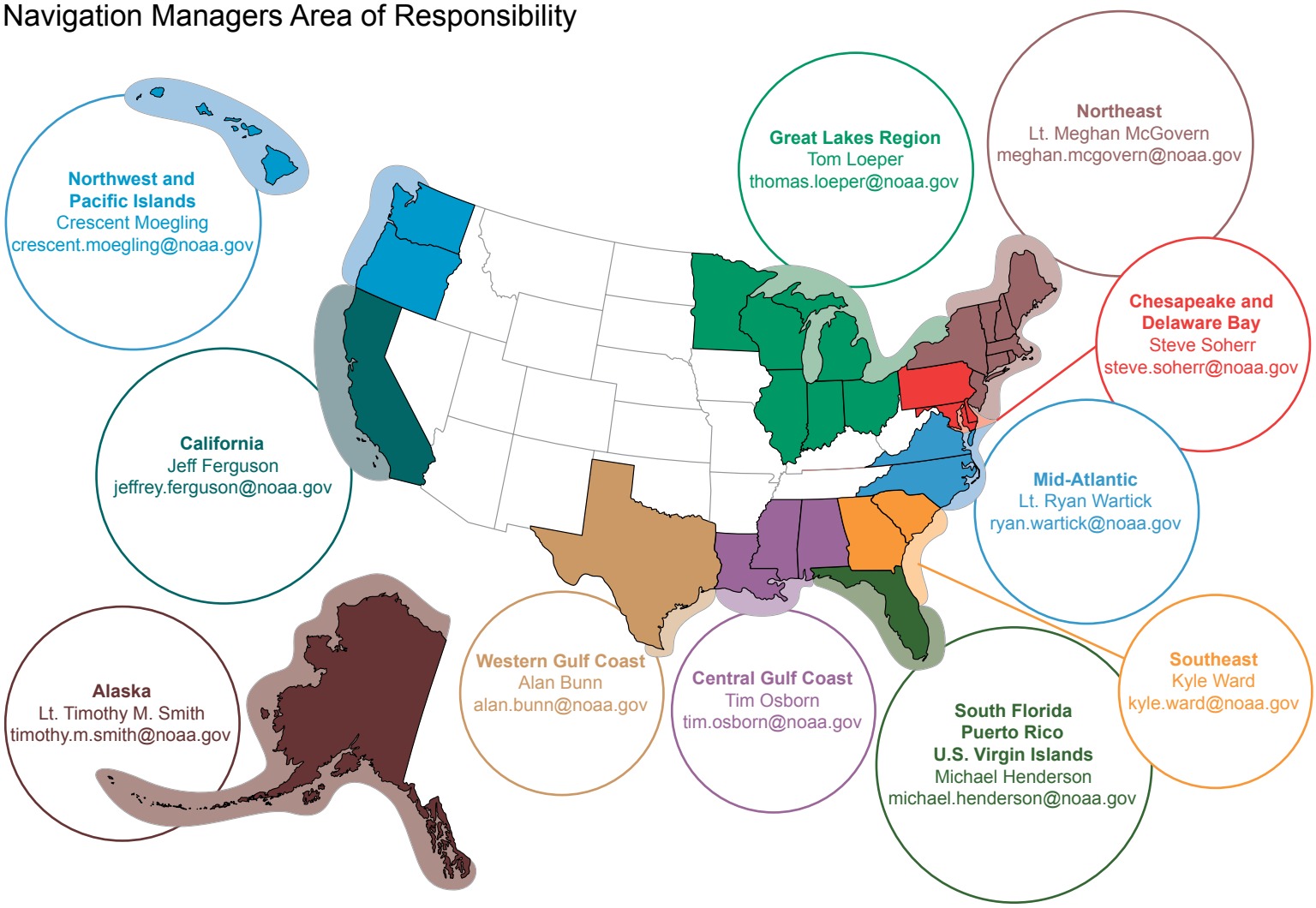
[Selected Excerpts from Coast Pilot]
Atchafalaya Bay is a large indentation in the coast of Louisiana 112 miles W of Southwest Pass, Mississippi River. The bay is 28 miles long in an E-W direction, averages 7 miles in width, is full of shoals and oyster reefs, and has general depths ranging from 3 to 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. Vessels navigating the bay usually draw 3 to 10 feet.

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 **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.
The abandoned lighthouse, 6.5 miles W of Point au Fer Reef Light, is a black, square, pyramidal tower and prominent when approaching close inshore from the W. on the N shore of the bay N of Point au Fer Reef Light, is 75 feet high and conspicuous for some distance offshore. Oil well structures and obstructions are throughout the area.
Deer Island, on the E side of the Lower Atchafalaya River entrance, can be approached through a short dredged channel just SW of the island. The entrance is marked by a daybeacon. The channel has a reported depth of 4 feet.
Fog is most frequent during January, February, and March. S winds bring it in, and N winds clear it away.
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.
Dangers.–Logs and other floating debris are likely to be encountered in the river at all times. Operators of small craft are advised to maintain a sharp lookout. Night travel by small craft is not recommended because of the hazard of floating obstructions.
Ferries.–Vehicular ferries cross the river at Reserve, 138.0 miles AHP; White Castle, 191.2 miles AHP; and Plaquemine, 207.7 miles AHP.
Vessels should enter Atchafalaya Bay through the Atchafalaya Pass Safety Fairway. (See **166.100 through 166.200**, chapter 2.)
That 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). (Berwick Bay VTS is discussed later in this chapter.)
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. Three bridges across Berwick Bay link Morgan City and Berwick. The Southern Pacific railroad vertical lift bridge has a clearance of 4 feet down and 73 feet up. The bridgetender monitors VHF-FM channel 13; call sign KW-4440. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.) U.S. 90 fixed highway bridges, about 400 and 500 yards above the railroad bridge, have clearances of 73 feet and 50 feet, respectively. A lighted approach danger range is shown from the W abutments of the fixed bridges. The range is visible only to downbound vessels and is designed to mark the W boundary of the suggested downbound course for approaching the bridges. **The range is not designed to be steered on. Mariners are cautioned not to rely solely on the range to safely navigate through the bridges.**
Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

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

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

Navigation Managers Area of Responsibility

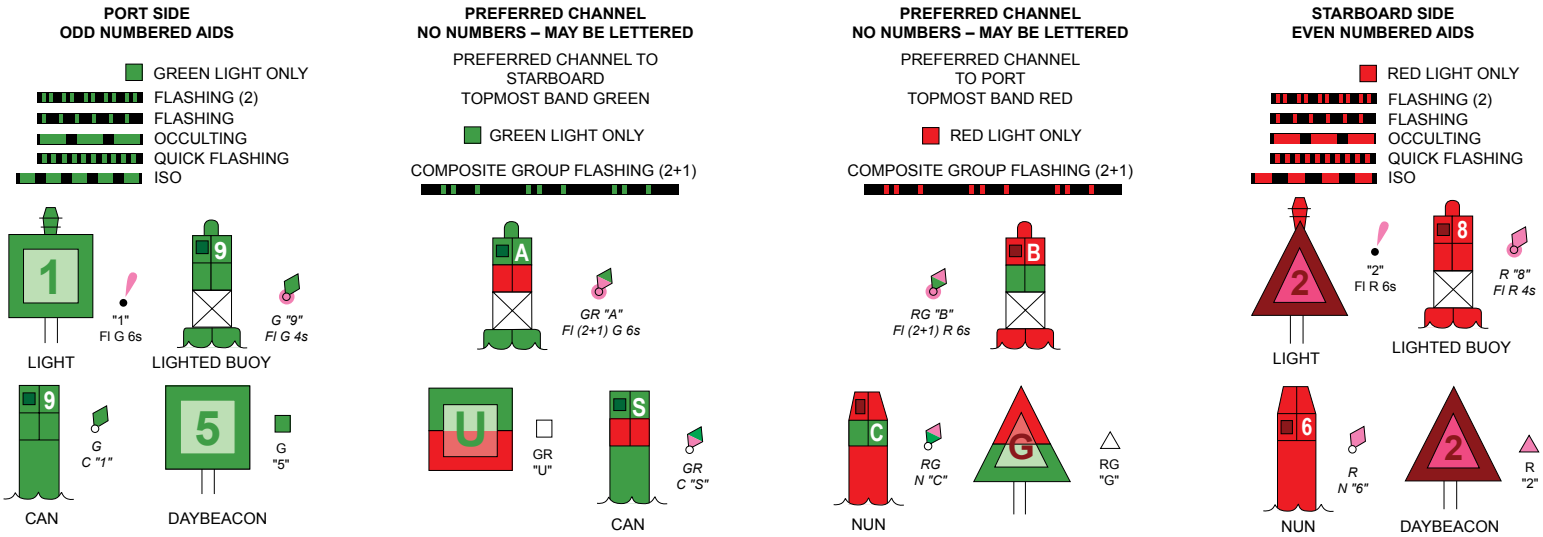


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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

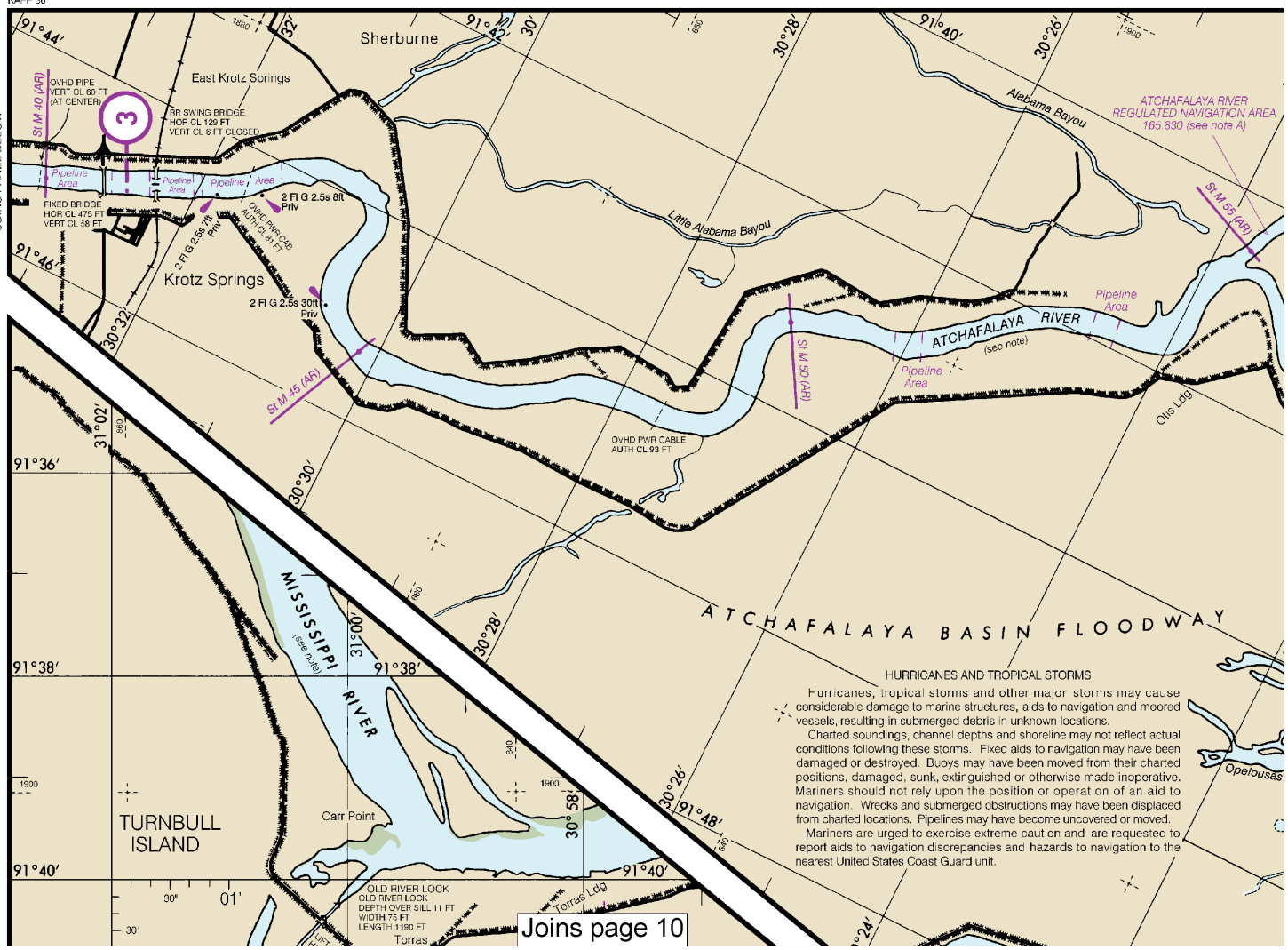


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.
These volumes are available online at *http://www.navcen.uscg.gov*

KAPP 36

JOINS PANEL BELOW

SIDE B



Joins page 10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

ABBREVIATIONS (For complete list of Symbols an
Aids to Navigation (lights are white unless otherwise in

AERO aeronautical	G green
Al alternating	IQ interrupted quic
B black	Iso isophase
Bn beacon	LT HO lighthouse
C can	M nautical mile
DIA diaphone	m minutes
F fixed	MICRO TR microw
Fl flashing	Mkr marker

Bottom characteristics:

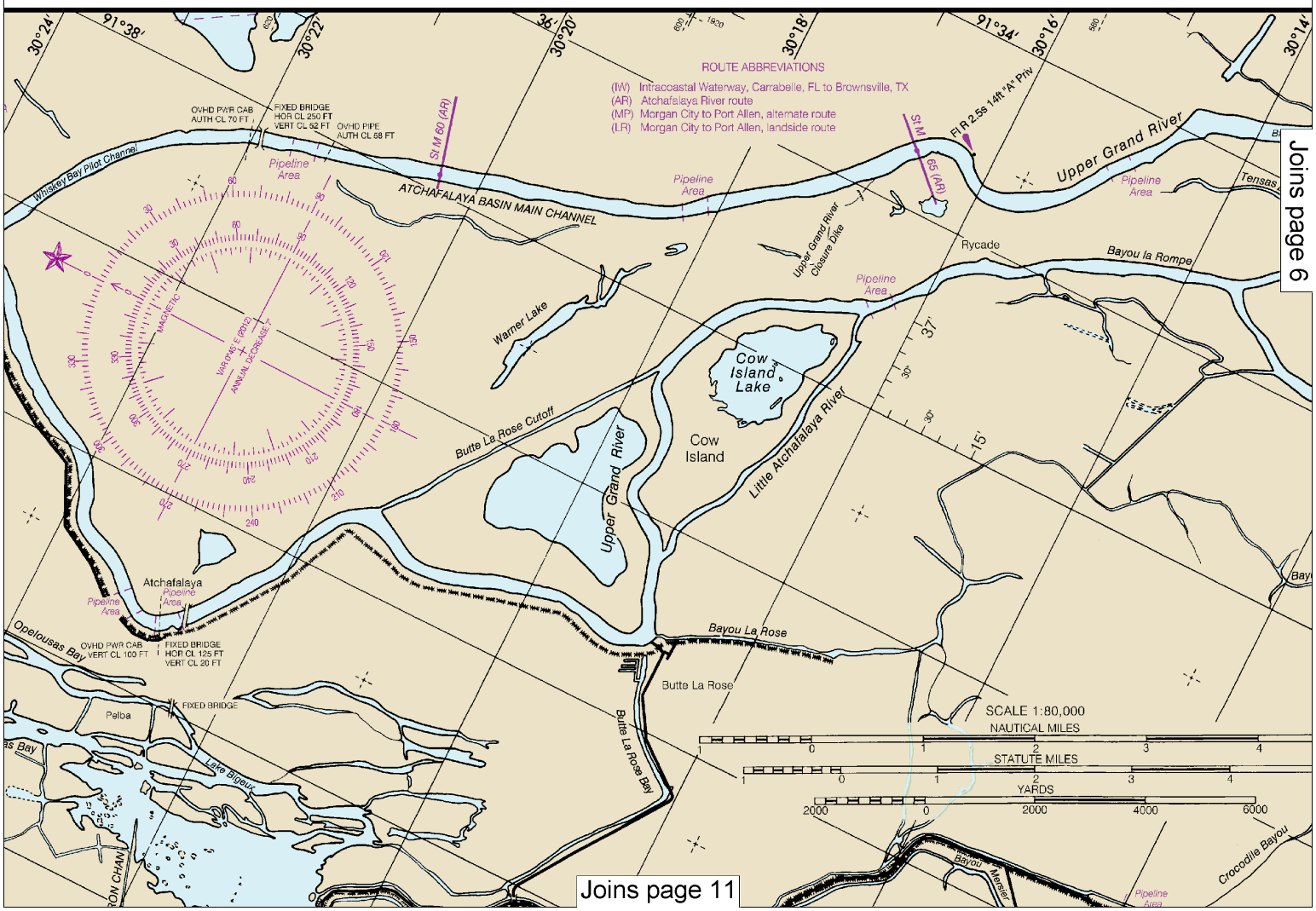
Blds boulders	Co coral	gy
bk broken	G gravel	h h
Cy clay	Grs grass	M

Miscellaneous:

AUTH authorized	Obstn obstructio
ED existence doubtful	PA position appr

21 Wreck, rock, obstruction, or shoal swept
(2) Rocks that cover and uncover, with heigh
COLREGS: International Regulations for Preve
Demarcation lines are shown thus

AUT
Hydrography and topography
Survey, with additional data fron
Survey, and U.S. Coast Guard.



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.

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	Iso 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:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs 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	

21 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: — — — —

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.

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.

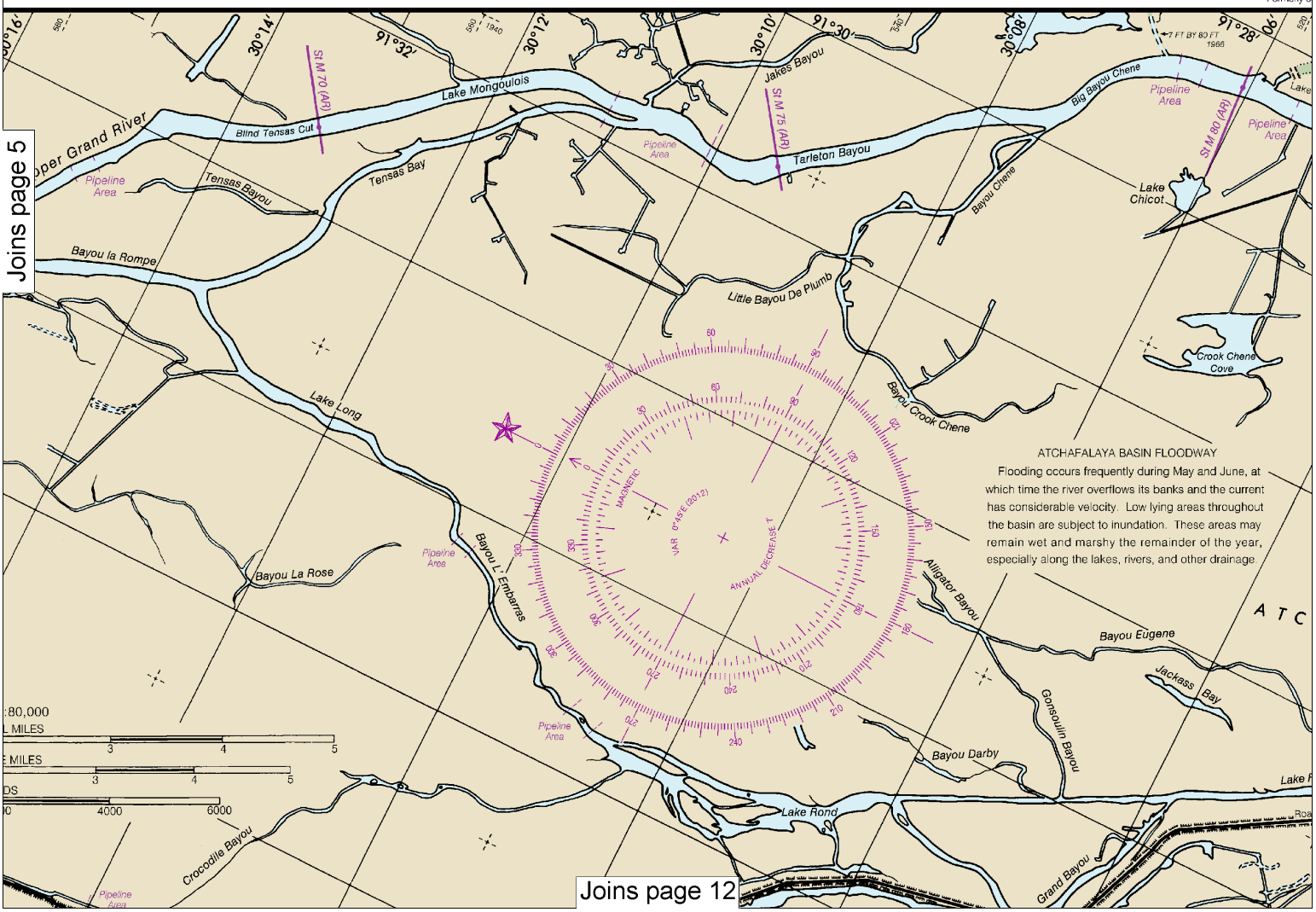
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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.

Formerly 8



Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.

Mercator Projection
Scale 1:80,000 at 29°40'

North American Datum of 1983
(World Geodetic System 1984)

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

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HEIGHTS
Heights in feet above Mean High Water.

MARINE WEATHER FORCASTS

NATIONAL WEATHER SERVICE	TELEPHONE NUMBER	OFFICE HOURS
New Orleans, LA	*(504) 522-7330	8:00 AM - 4:00 PM M - F
Lake Charles, LA	*(337) 477-5285	24 hours daily
*Recorded		

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
New Orleans, LA	KHB-43	162.55	24 hours daily
Baton Rouge, LA	KHB-46	162.40	24 hours daily
Morgan City, LA	KIH-23	162.475	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES-CST	SPECIAL WARNING
New Orleans, LA	NMG (USCG)	2670 kHz	4:35, 6:35, 10:35 & 11:50 AM 4:35 & 11:50 PM	On receipt
		157.1 MHz	4:50 & 10:50 AM 4:50 PM	On receipt
Grand Isle, LA	NMG-15	157.1 MHz	4:35 & 10:35 AM 4:35 PM	On receipt
Berwick, LA	NMG-37	157.1 MHz	4:00 & 10:00 AM 4:00 PM	On receipt

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

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INTRACOAS
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RULE
Motorless craft have
Sailing vessels and mo
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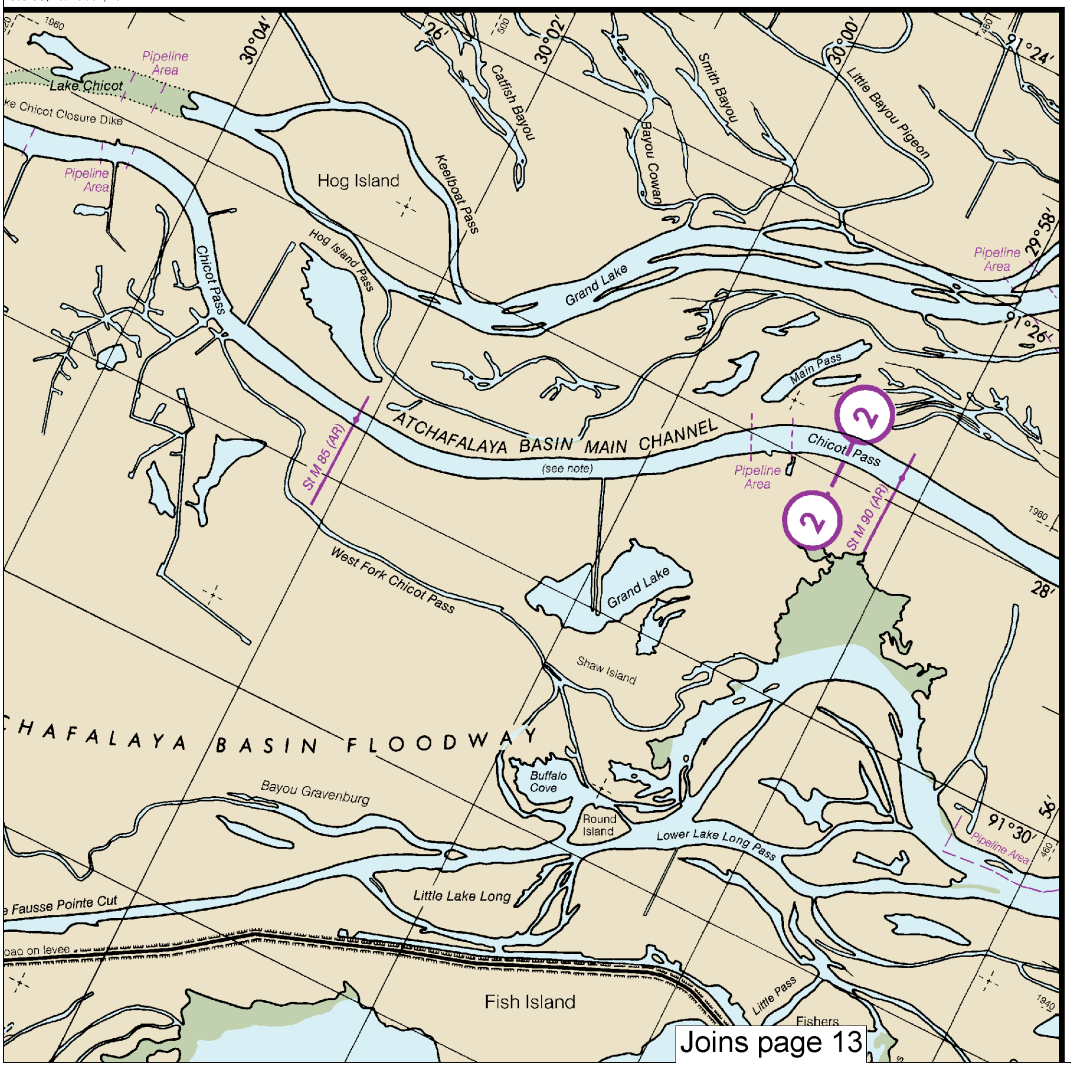
regarding
USPS
Road,
USCG
Federal
800-524-
Second

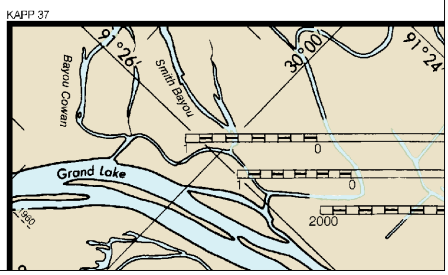
Joins page 8

880-SC, 1st Edition, 1972



Joins page 13

KAPP 37



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

PM M - F

TIMES
daily
daily
daily

S

SPECIAL WARNING

M On receipt

On receipt
On receipt
On receipt

INTRACOASTAL WATERWAY
(Landside Route)
Morgan City to Port Allen (LR)
Controlling Depth

The controlling depth was 7 feet Sept. 1994-Apr 2005 to its junction with the Alternate Route in the Lower Grand River.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a dashed magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at the junction of Bayou Boeuf and the Gulf Intracoastal Waterway and are indicated thus: ——•——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

INTRACOASTAL WATERWAY

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.

RULES OF THE ROAD
(ABRIDGED)

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

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

INTRACOASTAL WATERWAY
Project Depths

12 feet Carrabelle, FL to Brownsville, TX.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at the junction with the Gulf Intracoastal Waterway at Morgan City and are indicated thus: ——•——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

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.

INTRACOASTAL WATERWAY
(Alternate Route)
Morgan City to Port Allen Route (MP)
Project Depth

12 feet Morgan City, LA, to Port Allen, LA

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a dashed magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at the junction of Bayou Boeuf and the Gulf Intracoastal Waterway and are indicated thus: ——•——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

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

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 0.711" northward and 0.396" eastward to agree with this chart.

ATCHAFALAYA RIVER ROUTE (AR)

The navigation project is 12 feet deep by 125 feet wide from the Mississippi River via Old River, Atchafalaya River, Grand Lake and Sixmile Lake to Morgan City, LA.

The controlling depths are published periodically in Navigation Bulletins issued by the New Orleans District Corps of Engineers, New Orleans, LA.

Buoys are not charted.

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
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

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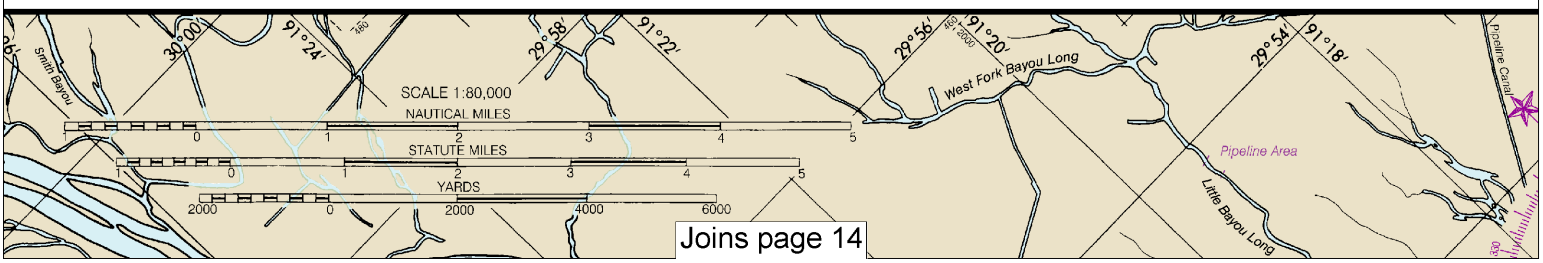


Joins page 14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

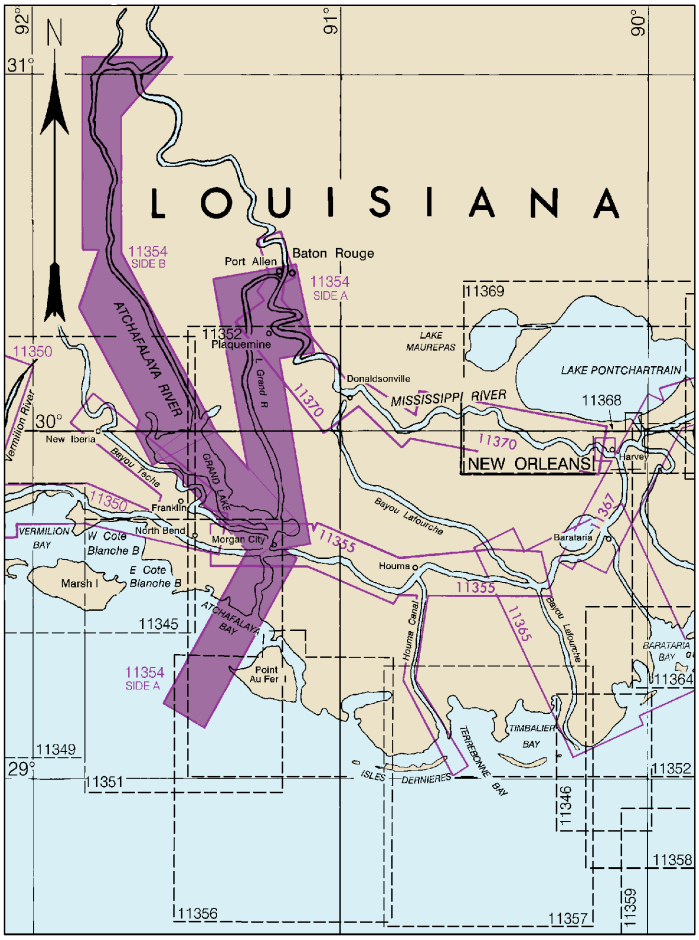
Yards
1000 0 2000 4000 6000 8000 10000

THE NATION'S CHARTMAKER SINCE 1807

NAUTICAL CHART 11354
INTRACOASTAL WATERWAY

LOUISIANA
MORGAN CITY TO PORT ALLEN
INCLUDING THE ATCHAFALAYA RIVER

NAUTICAL CHART DIAGRAM



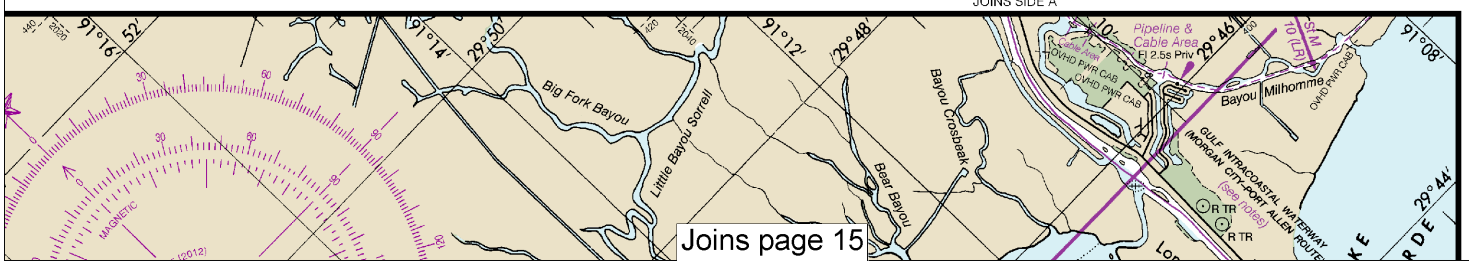
SUPPLEMENTAL INFORMATION

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

Chart 11354 28th Ed., Jul./12

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

JOINS SIDE A



Joins page 15

SIDE B

SIDE B

Joins page 4

11354 28th Ed., Jul./12

Joins page 16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

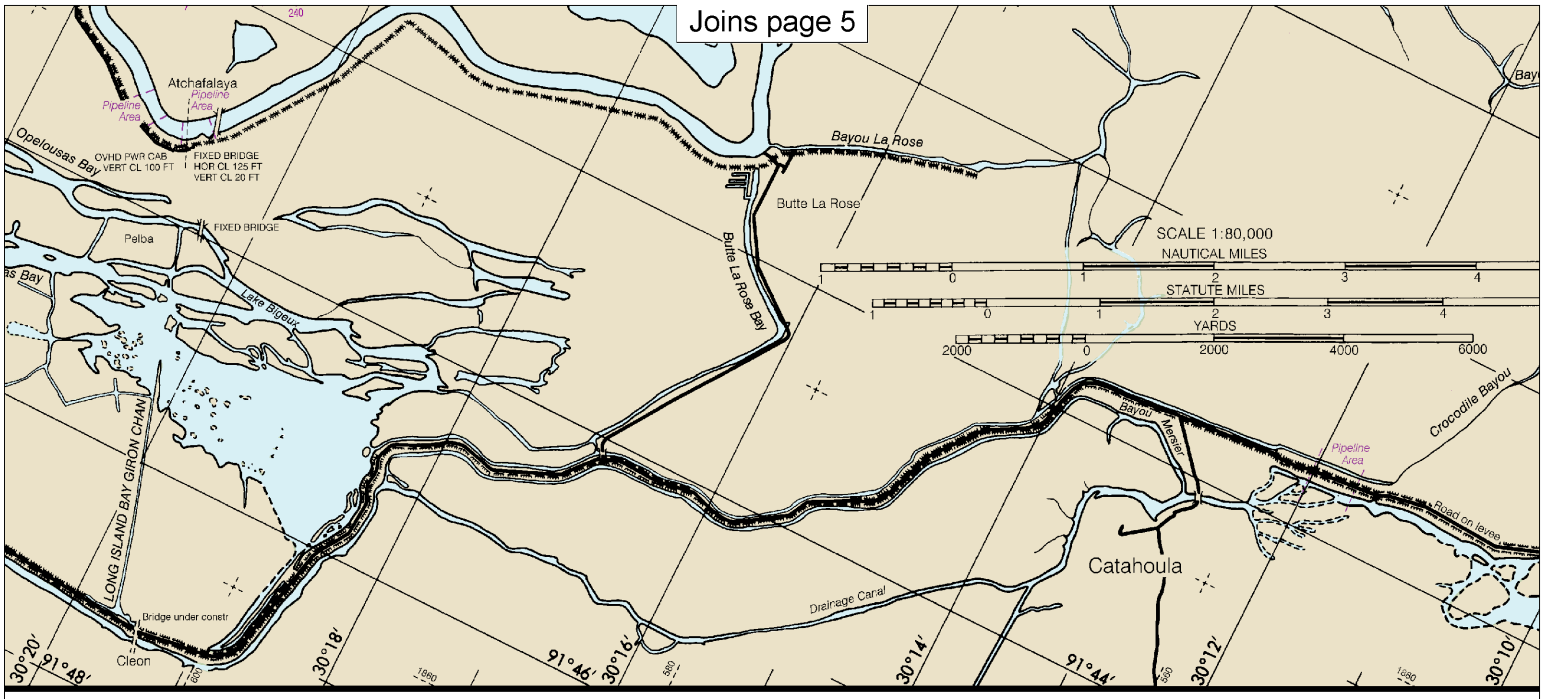
Nautical Miles

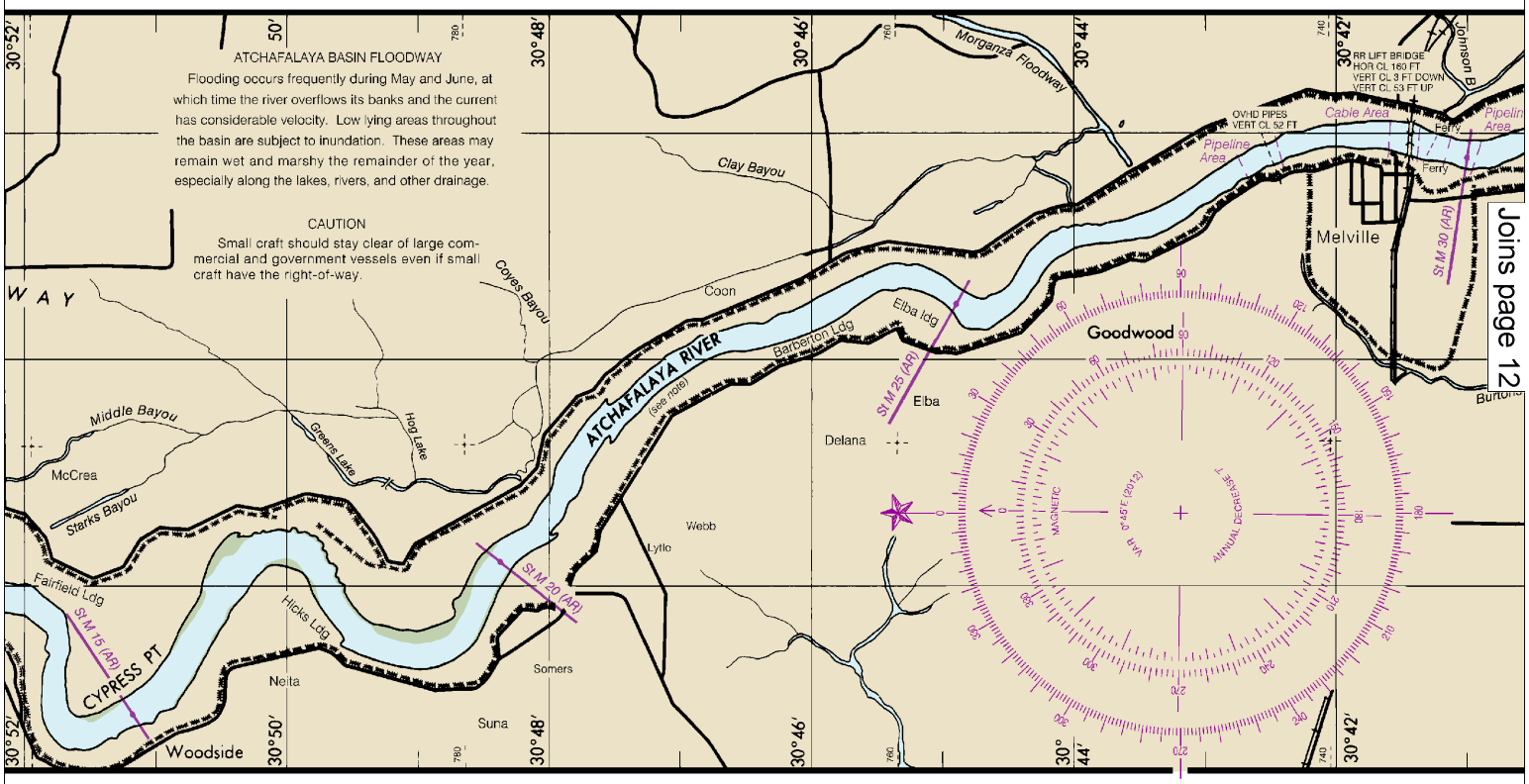
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

Joins page 5





Joins page 12

Joins page 17

Joins page 6

the basin are subject to inundation. These areas may remain wet and marshy the remainder of the year, especially along the lakes, rivers, and other drainage.

Bayou La Rose
Bayou L'Embarras
Alligator Bayou
Bayou Eugene
Jackass Bay
Gonsoulin Bayou
Bayou Darby
Lake Rond
Crocodile Bayou
Grand Bayou
Dauterive Lake
Fl 4s 7ft "1" Priv
Eagle Pt
Pipeline Area
Road on levee
Mestayer Pt
30°10′
91°42′
30°08′
30°06′
30°04′
30°02′

Joins page 11

RR LIFT BRIDGE
HOR CL 160 FT
VERT CL 3 FT DOWN
VERT CL 53 FT UP
OVHD PIPES
VERT CL 52 FT
Cable Area
Pipeline Area
Ferry
Johnson B
Melville
Mussel Bayou
St M 30 (AR)
St M 35 (AR)
St M 40 (AR)
ATCHAFALAYA RIVER
(see note)
Keith Lake
Burtons Lake
Three Mile Bayou
Two Mile Bayou
Krotz Springs
OVHD PIPE
VERT CL 60 FT
(AT CENTER)
FIXED BRIDGE
HOR CL 475 FT
VERT CL 58 FT
RR SWING BRIDGE
HOR CL 129 FT
VERT CL 8 FT CLOSED
JOINS PANEL ABOVE
ATCHAFALAYA BASIN FLOODWAY
Purle
Bayou Petite Prairie
Second Lake
SCALE 1:80,000
NAUTICAL MILES
STATUTE MILES
YARDS
30°42′
30°40′
30°38′
30°36′
30°34′
30°32′
91°44′
91°46′
91°48′

Joins page 18

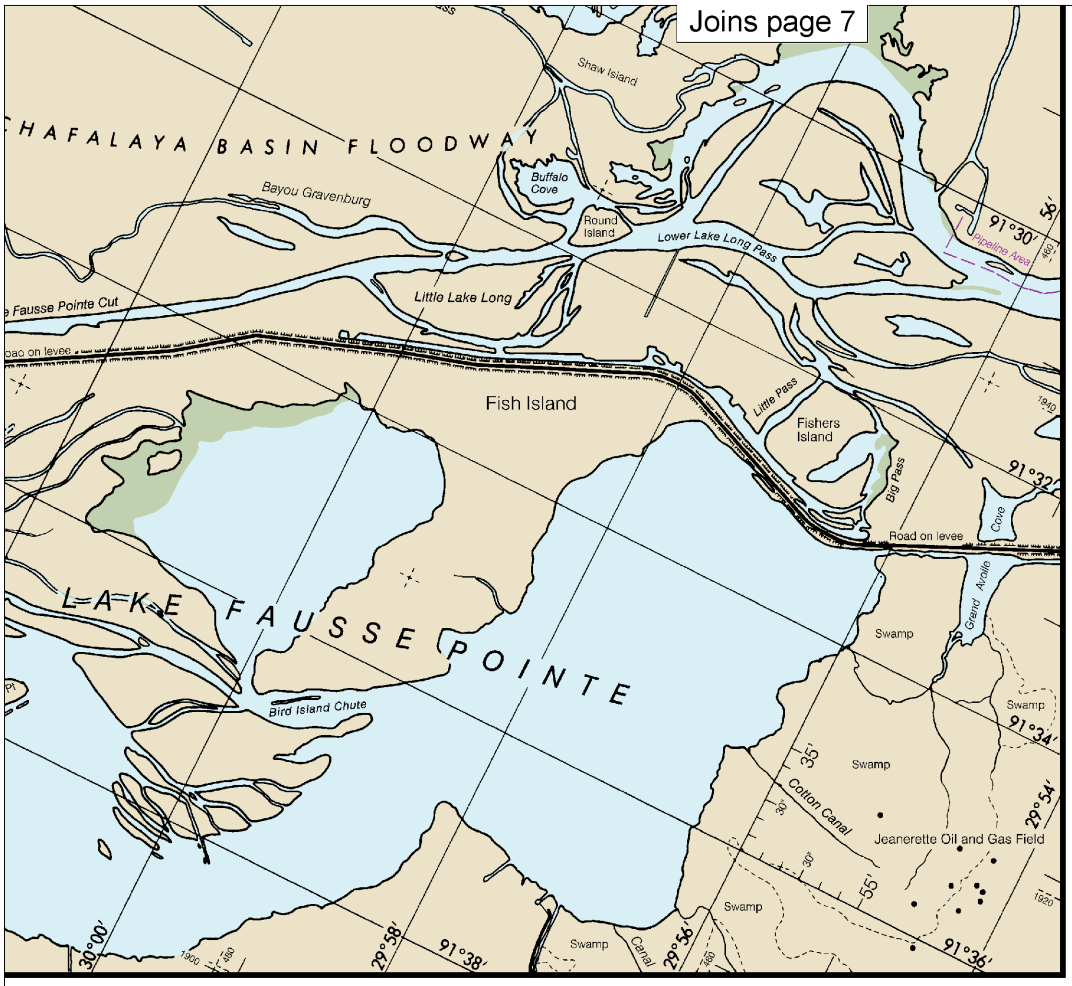
Note: Chart grid lines are aligned with true north.

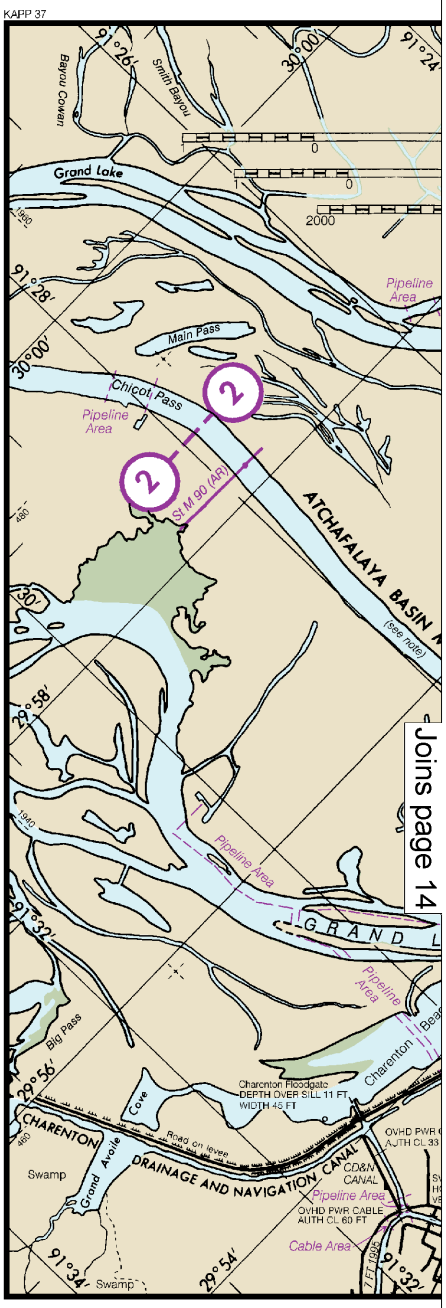
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

Yards

Joins page 7





Joins page 14

TIDAL INFORMATION

Predicted times for high and low tides at Eugene Island (29°22'-91°23') may be obtained by subtracting 25 minutes for high water and 2 hours and 3 minutes for low water; and at Shell Island (29°28'- 91°18') by adding 54 minutes for high water and subtracting 39 minutes for low water, to the times listed in the Galveston, Texas tide table (see inside cover).

Between Morgan City and Port Allen the periodic tide is negligible.

In the Atchafalaya River there are no tidal observations north of Morgan City.

CAUTION

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

PLANE COORDINATE GRID

(based on NAD 1927)

Louisiana State Grid, south zone, is indicated on this chart at 20,000 foot intervals: ++
The last three digits are omitted.

AIDS TO NAVIGATION

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

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/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

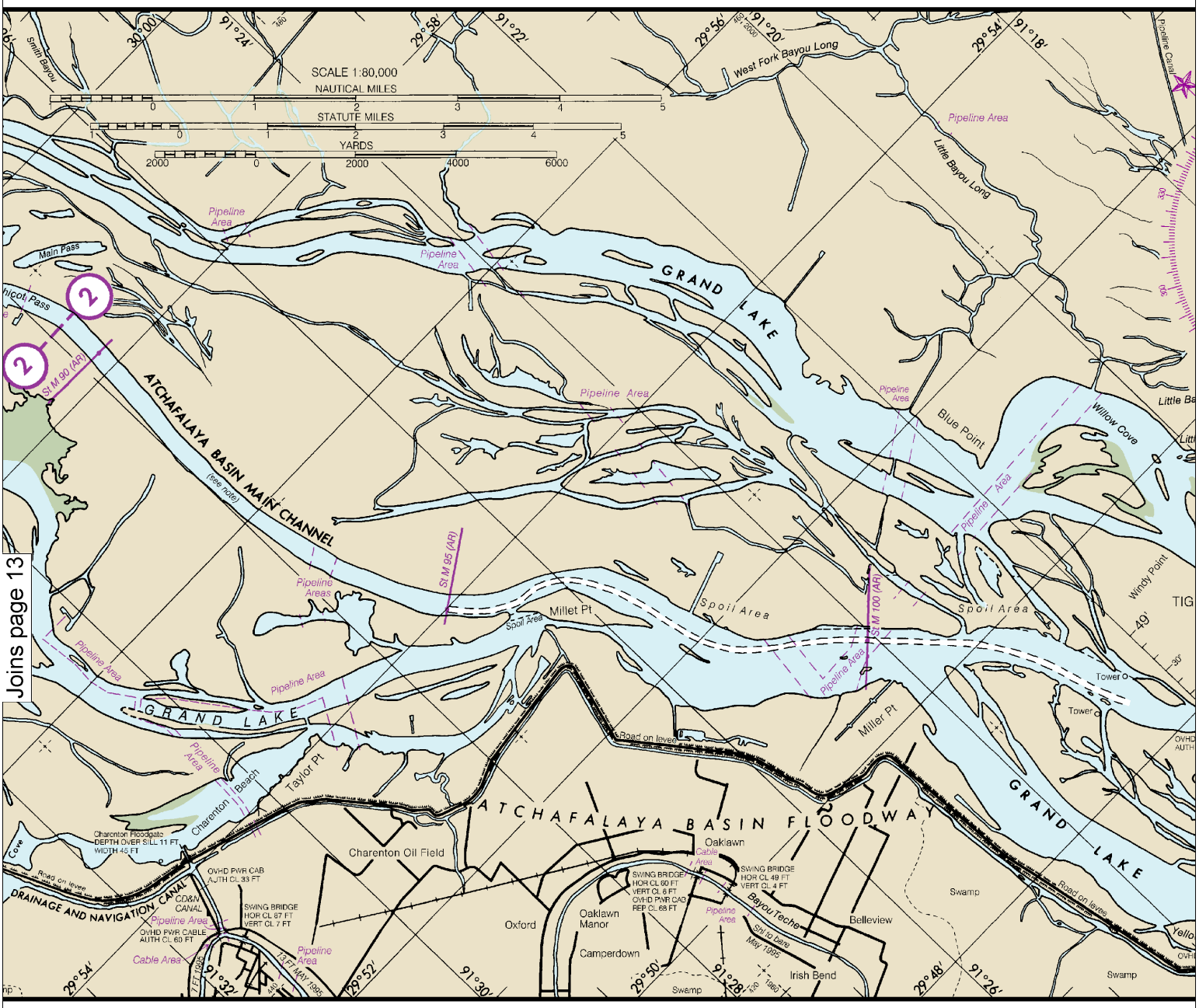
LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on 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.

Joins page 19

Joins page 8

Joins page 13



Joins page 20

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

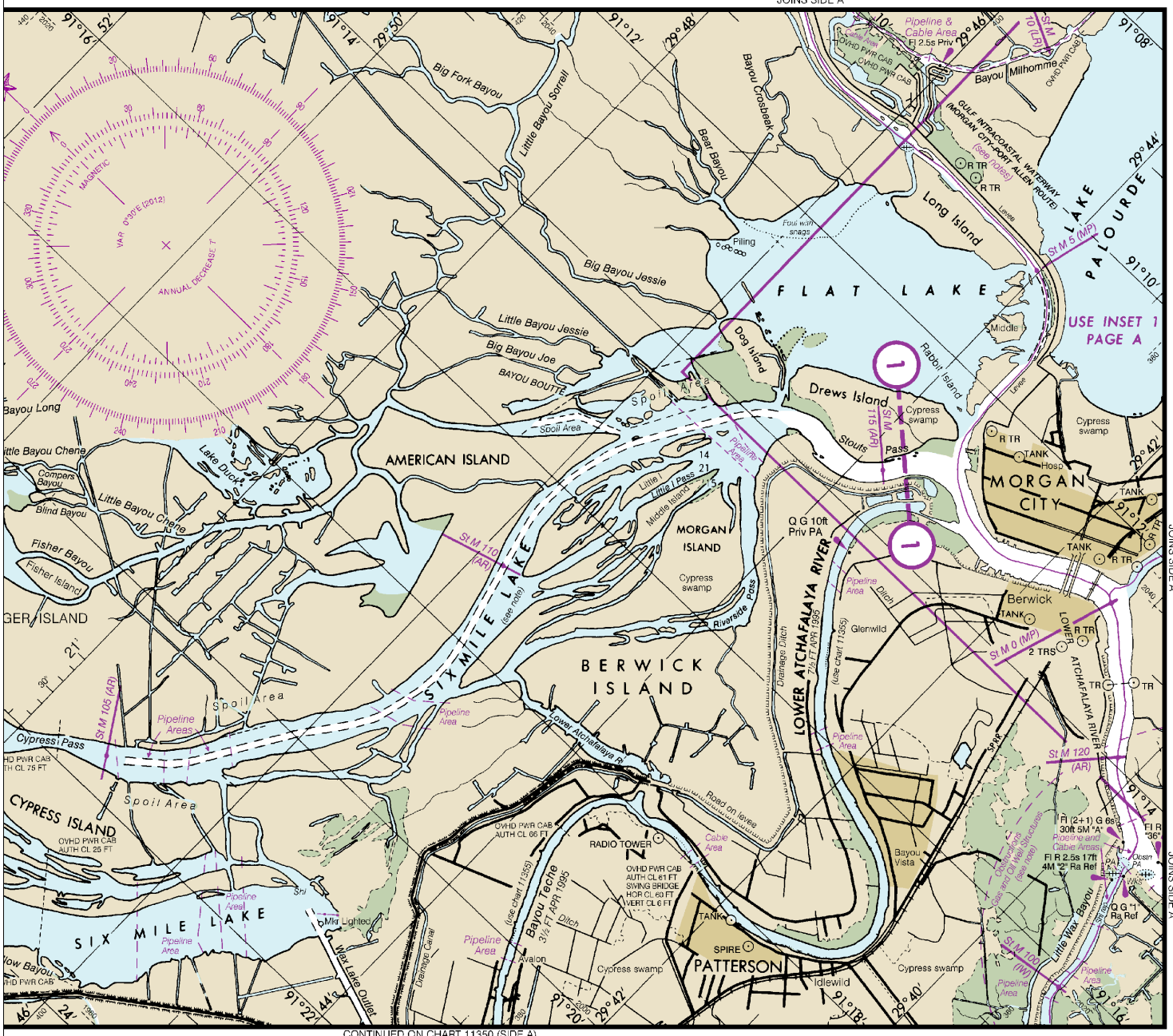
Nautical Miles 1 0 1 2 3 4 5 6 7

Yards 1000 0 2000 4000 6000 8000 10000

Joins page 9

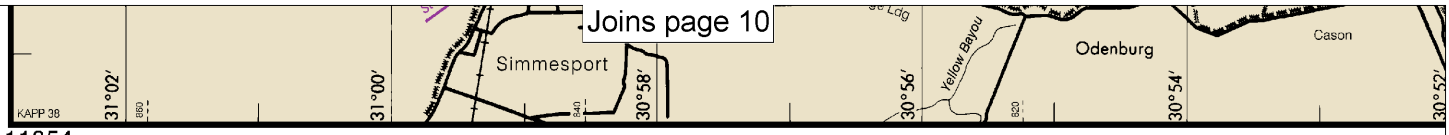
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

JOINS SIDE A



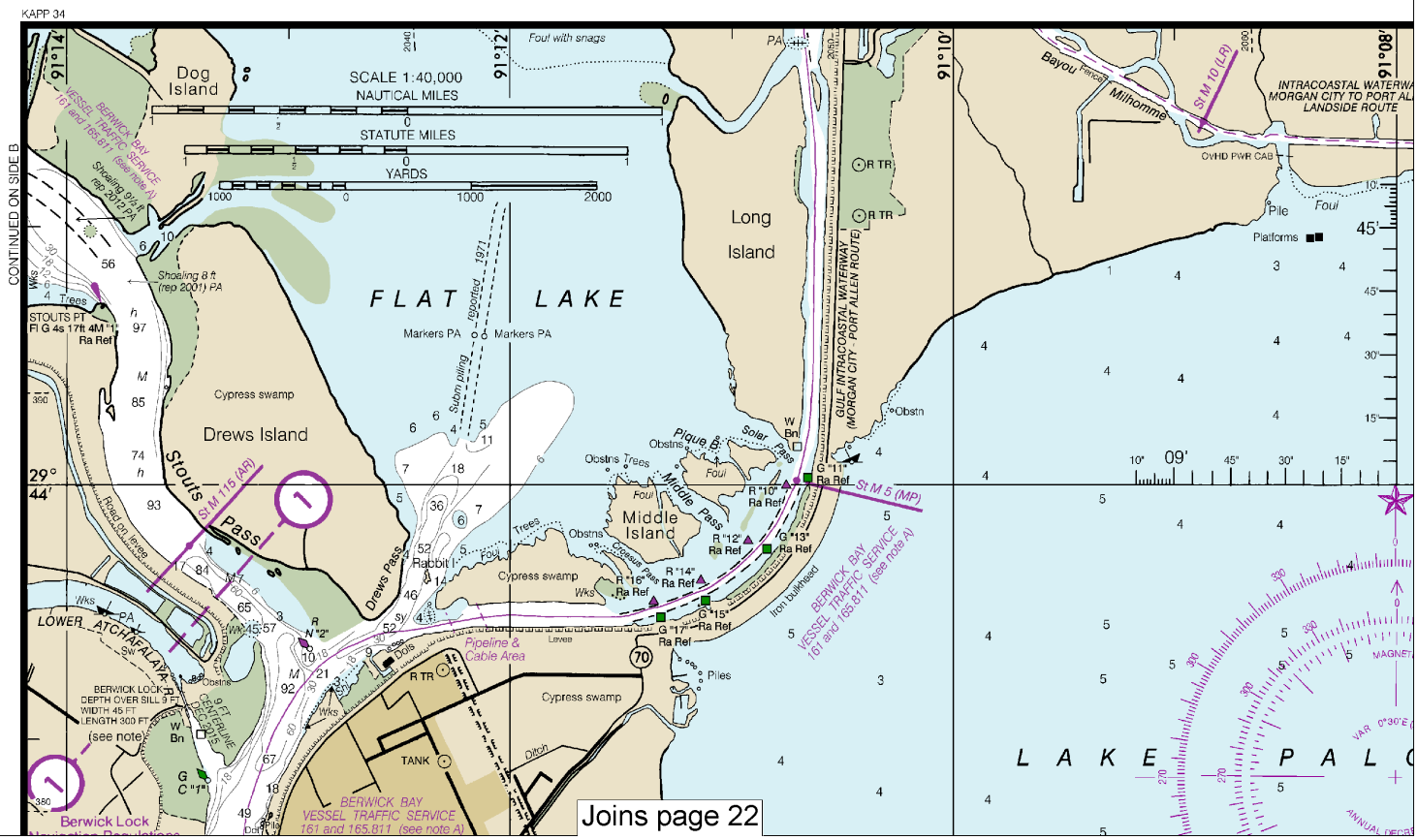
CONTINUED ON CHART 11350 (SIDE A)

Joins page 21



TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via the internet at http://tidesandcurrents.noaa.gov. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

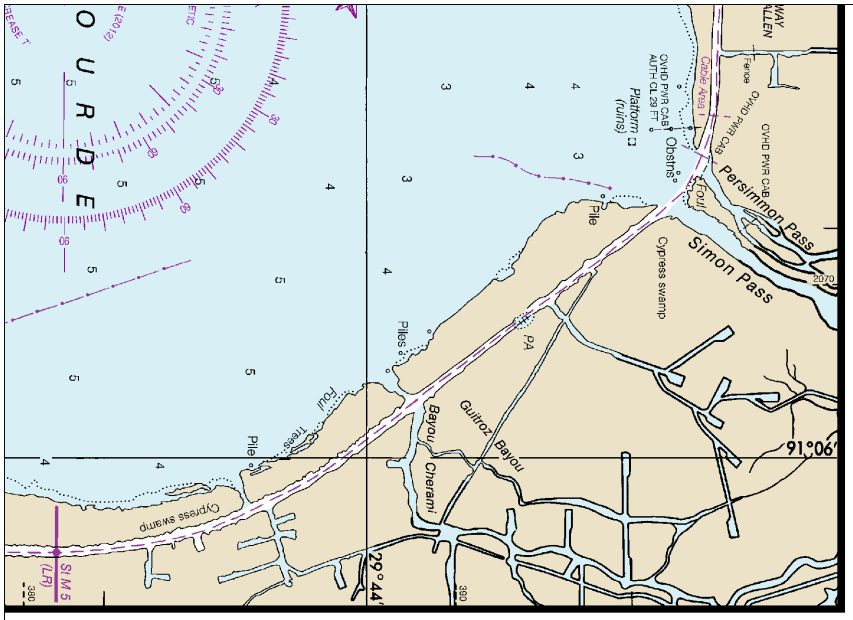


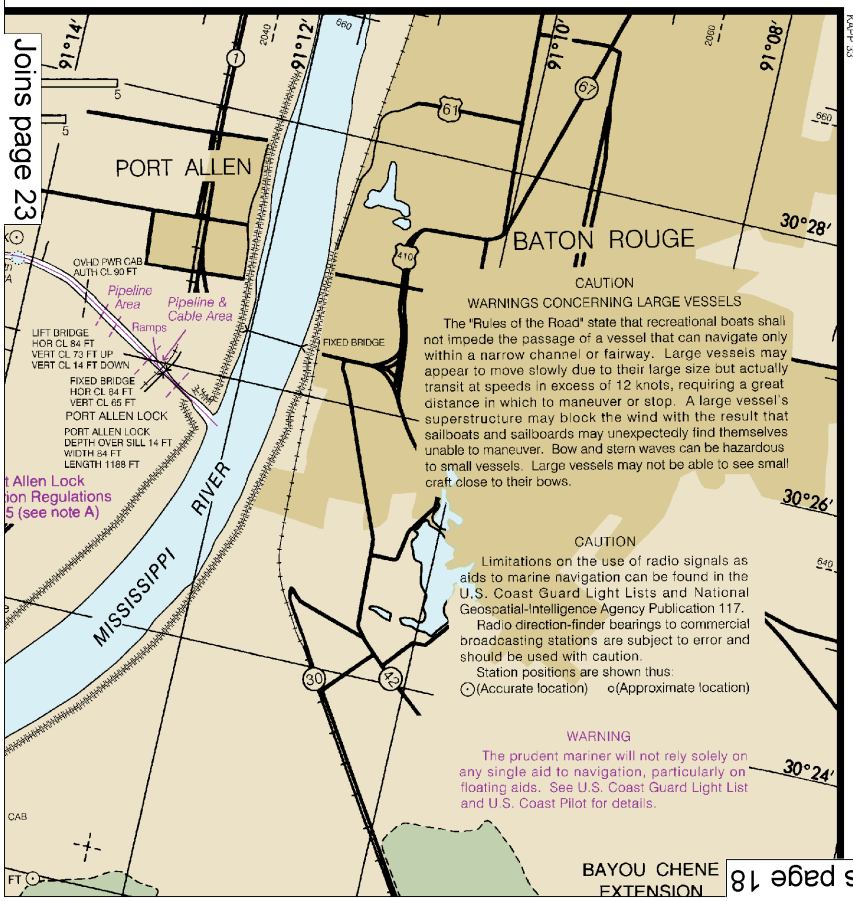
Note: Chart grid lines are aligned with true north.

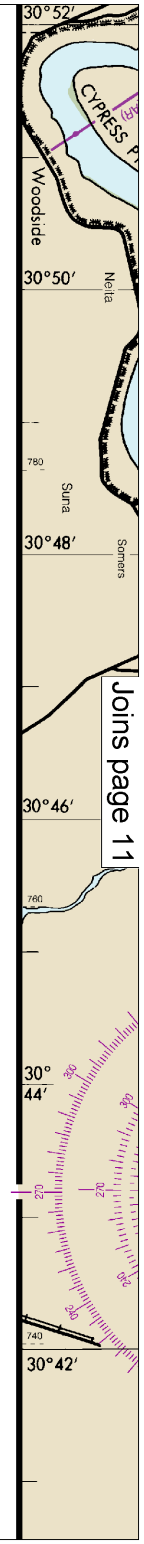
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

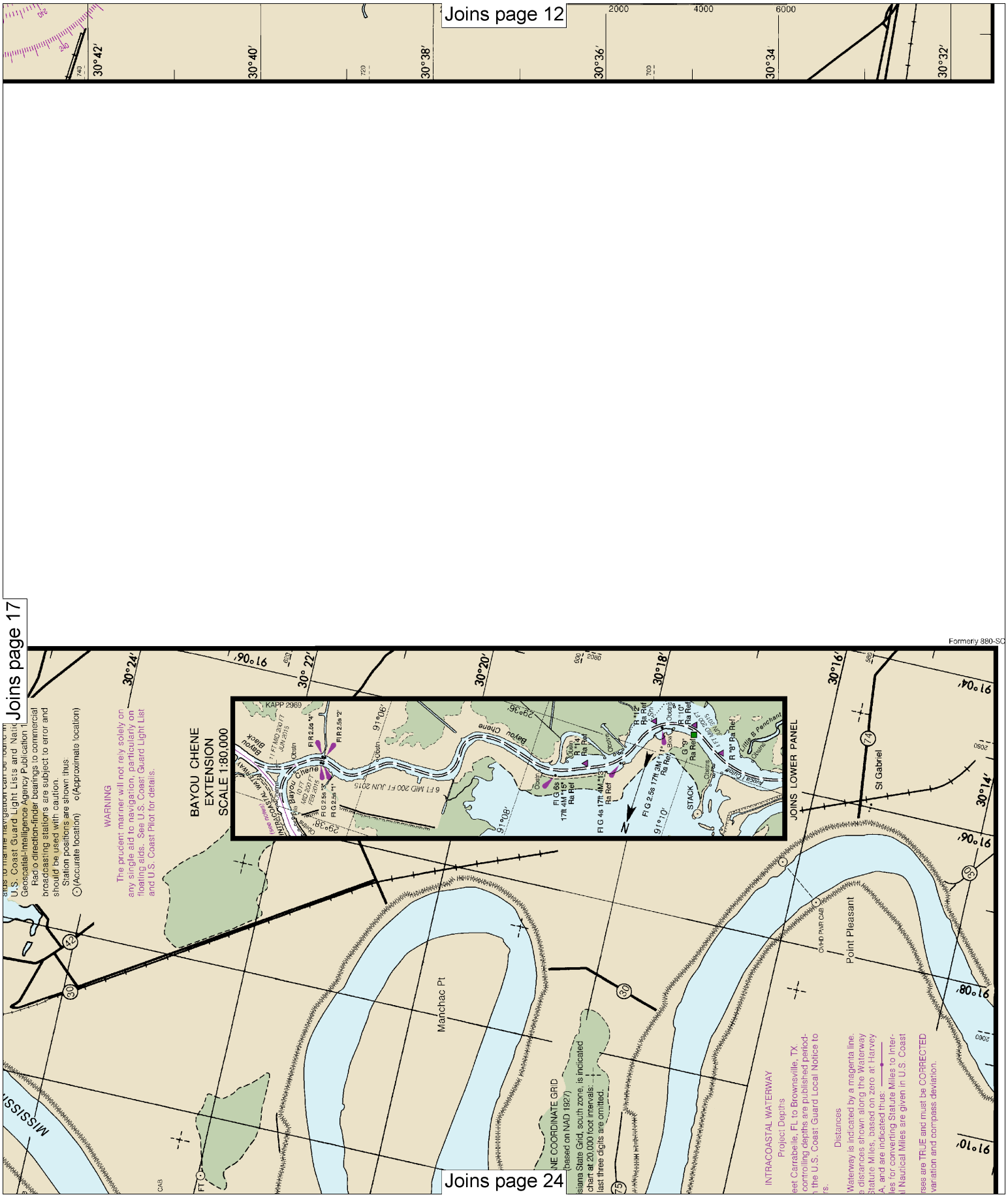
Yards: 1000 0 2000 4000 6000 8000 10000


Simon Pass
Parsimmon Pass
Cypress swamp
Platform (ruins)
Obstns
Pile
Trees
Foul
Bayou Cherami
Guitroz Bayou
PA
Pilos
91°06′
29°44′
SIM 5 (LR)


Joins page 23
PORT ALLEN
BATON ROUGE
MISSISSIPPI RIVER
OVHD PWR CAB AUTH CL 90 FT
Pipeline Area
Pipeline & Cable Area
Ramps
LIFT BRIDGE
HOR CL 84 FT
VERT CL 73 FT UP
VERT CL 14 FT DOWN
FIXED BRIDGE
HOR CL 84 FT
VERT CL 65 FT
PORT ALLEN LOCK
PORT ALLEN LOCK
DEPTH OVER SILL 14 FT
WIDTH 84 FT
LENGTH 1188 FT
FIXED BRIDGE
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.
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
(Accurate location) (Approximate location)
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.
30°28′
30°26′
30°24′
91°16′
91°10′
91°08′
BAYOU CHENE EXTENSION
Joins page 18


Joins page 11
CYPRESS
Woodside
Nelta
Suna
Somers
30°52′
30°50′
30°48′
30°46′
30°44′
30°42′

Joins page 12



18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

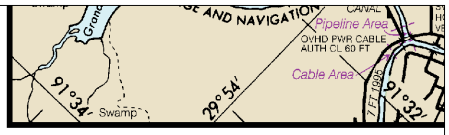
See Note on page 5.

Joins page 13

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on 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.



ATCHAFALAYA RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BAR CHANNEL	A7	B12	8	8-15	400	14.6	20
LOWER BAY REACH	17	11	9	8-15	400	4.8	20
CREW BOAT CUT	18	19	16	8-15	400	2.4	20

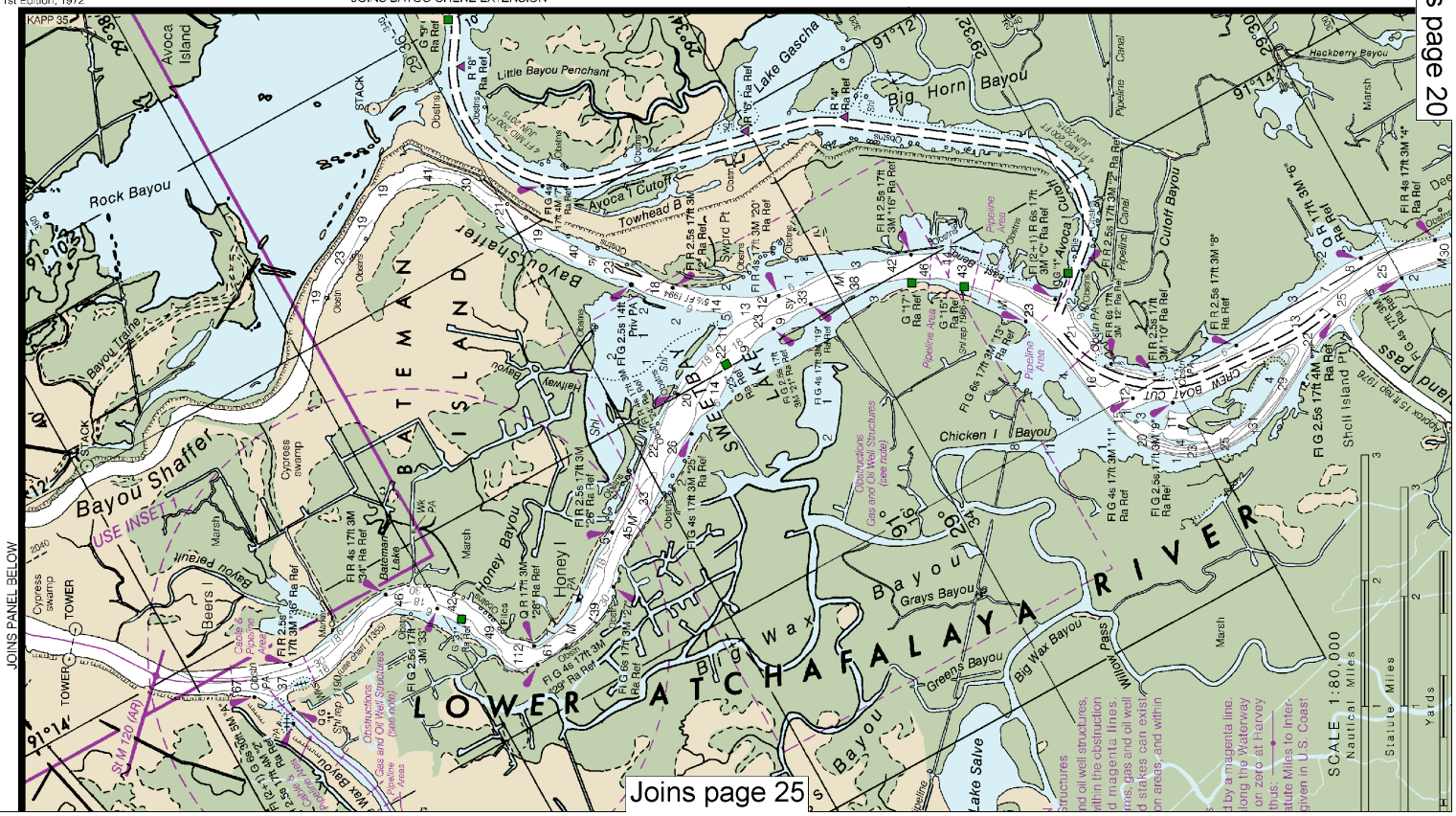
A. EXCEPT FOR AN OBSTRUCTION LOCATED IN APPROXIMATE POSITION 29°20'16.8"N, 91°24'49.4"W.
B. EXCEPT FOR A SUBMERGED PIPE LOCATED IN APPROXIMATE POSITION 29°17'42.0"N, 91°27'08.0"W.

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

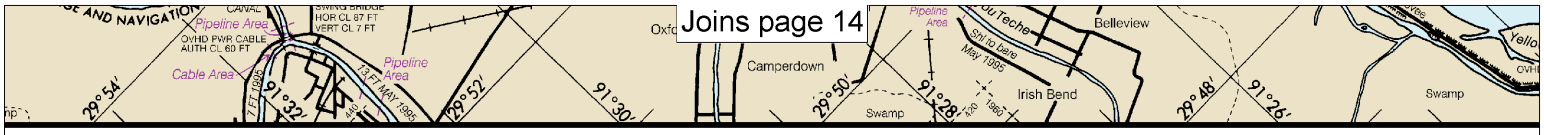
Joins page 20

SC, 1st Edition, 1972

JOINS BAYOU CHENE EXTENSION

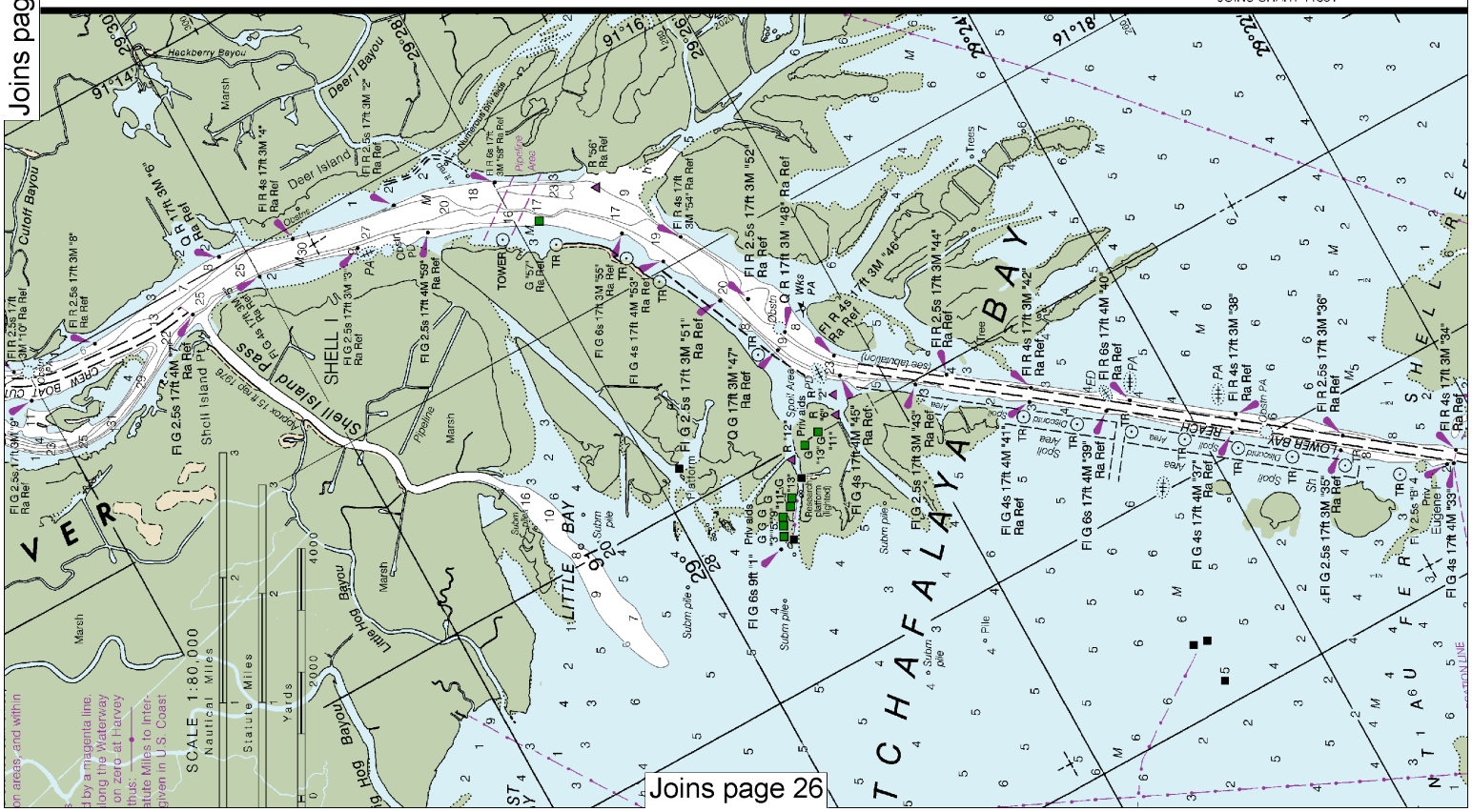


Joins page 25



Joins page 19

JOINS CHART 11351



Joins page 26

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

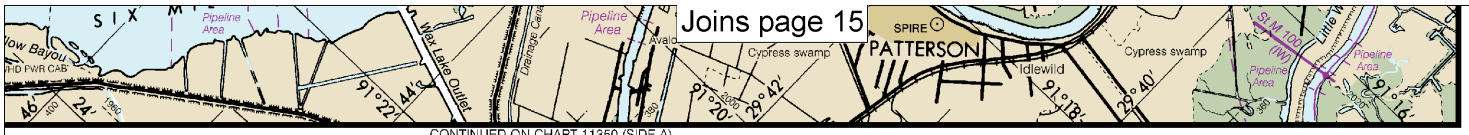
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

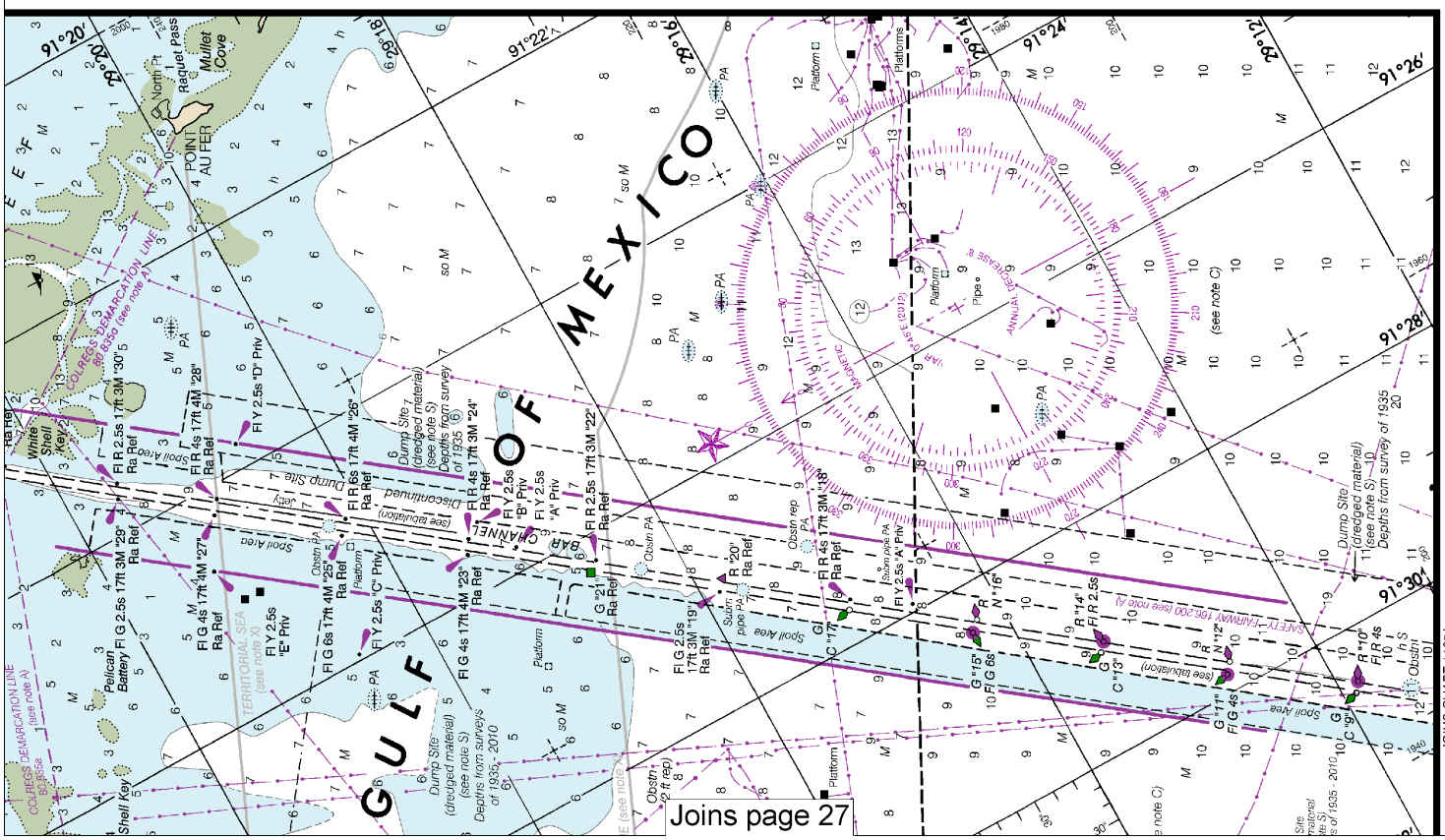
Note: Chart grid lines are aligned with true north.



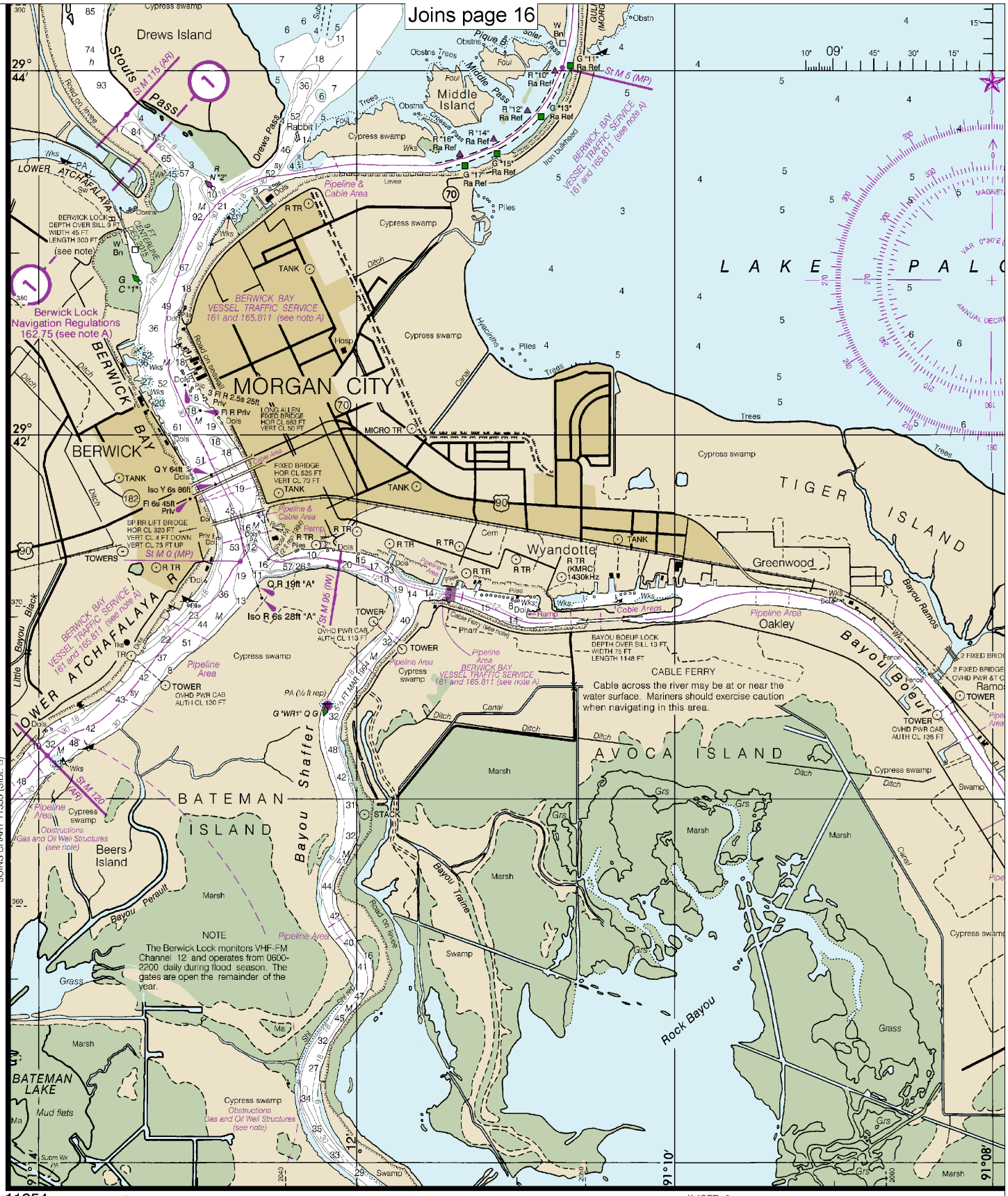
CONTINUED ON CHART 11350 (SIDE A)

NOTE C

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 shoaler depths or undetected submerged features in these areas.



Joins page 27



11354 28th Ed., Jul. /12

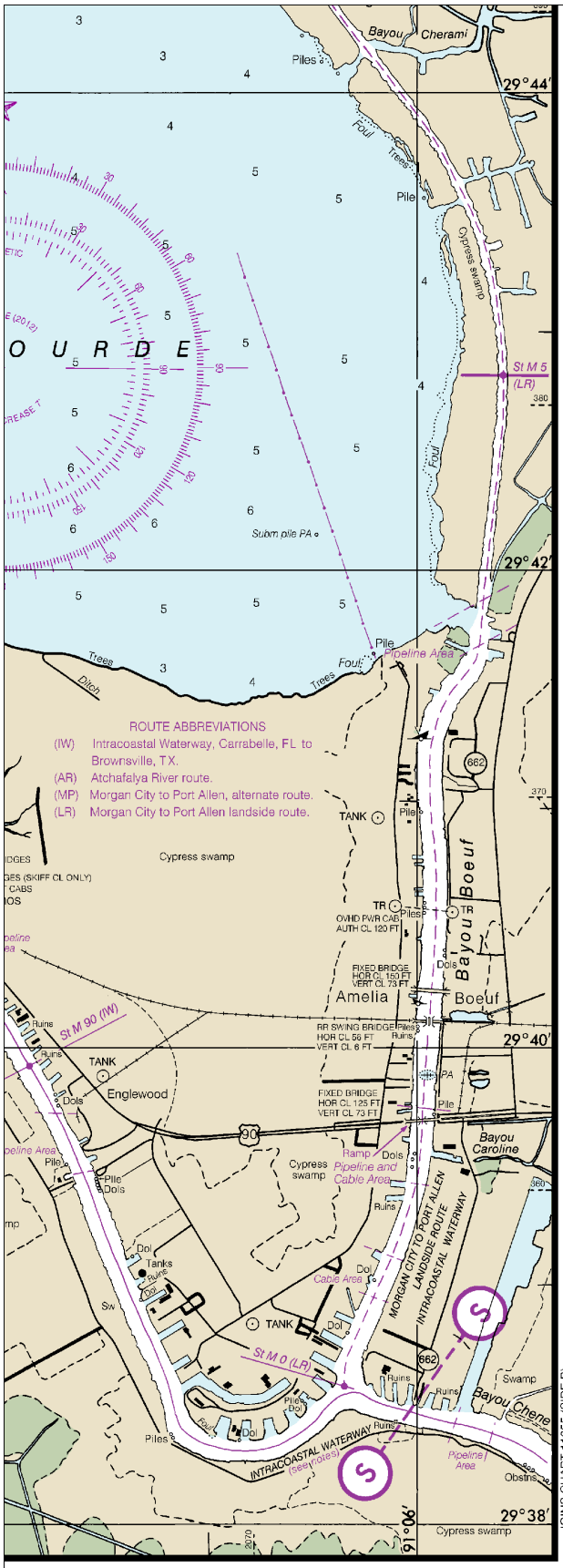
Last Correction: 11/14/2016. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

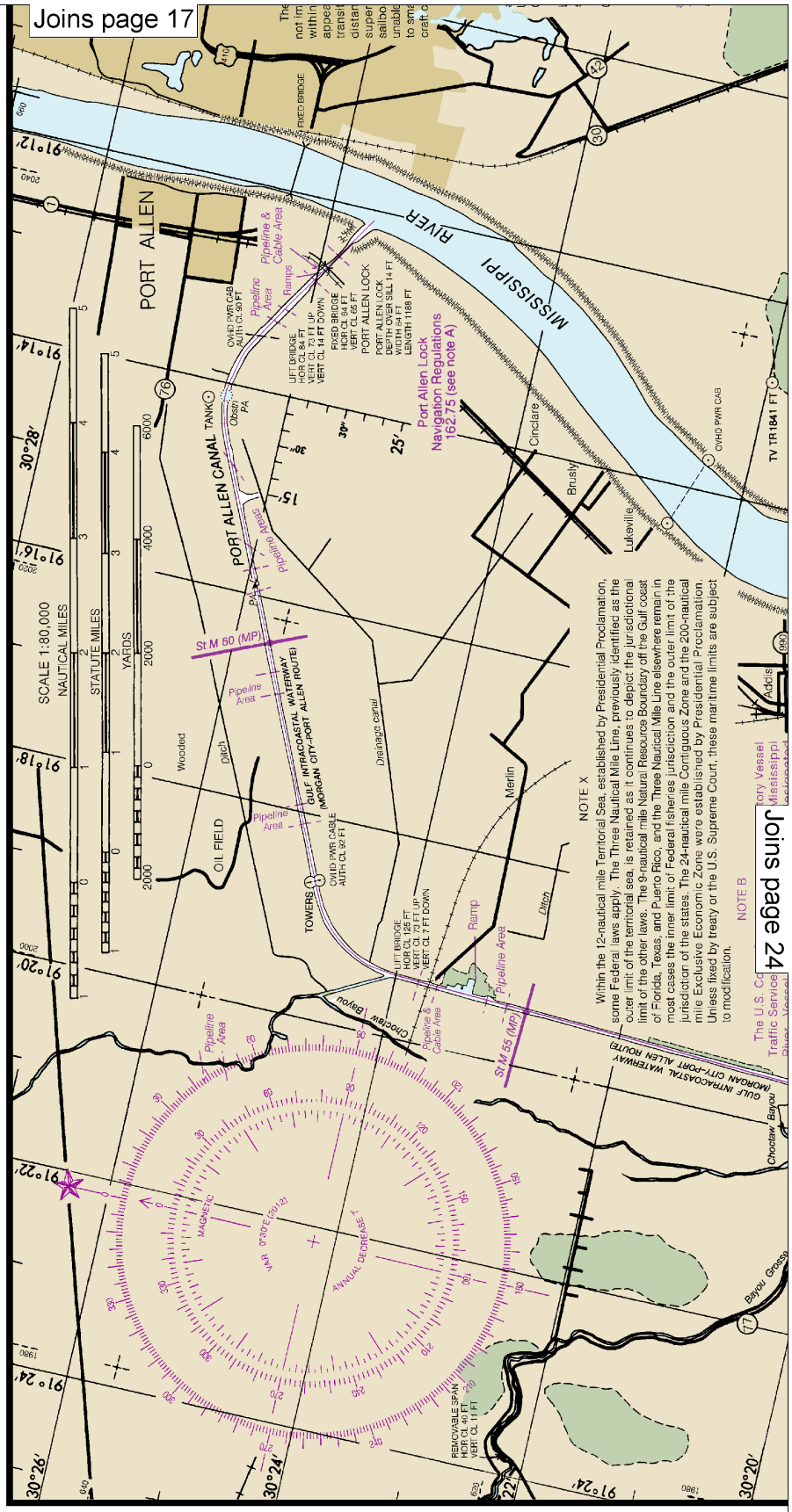
Yards: 1000 0 2000 4000 6000 8000 10000



JOINS CHART 11355 (SIDE B)

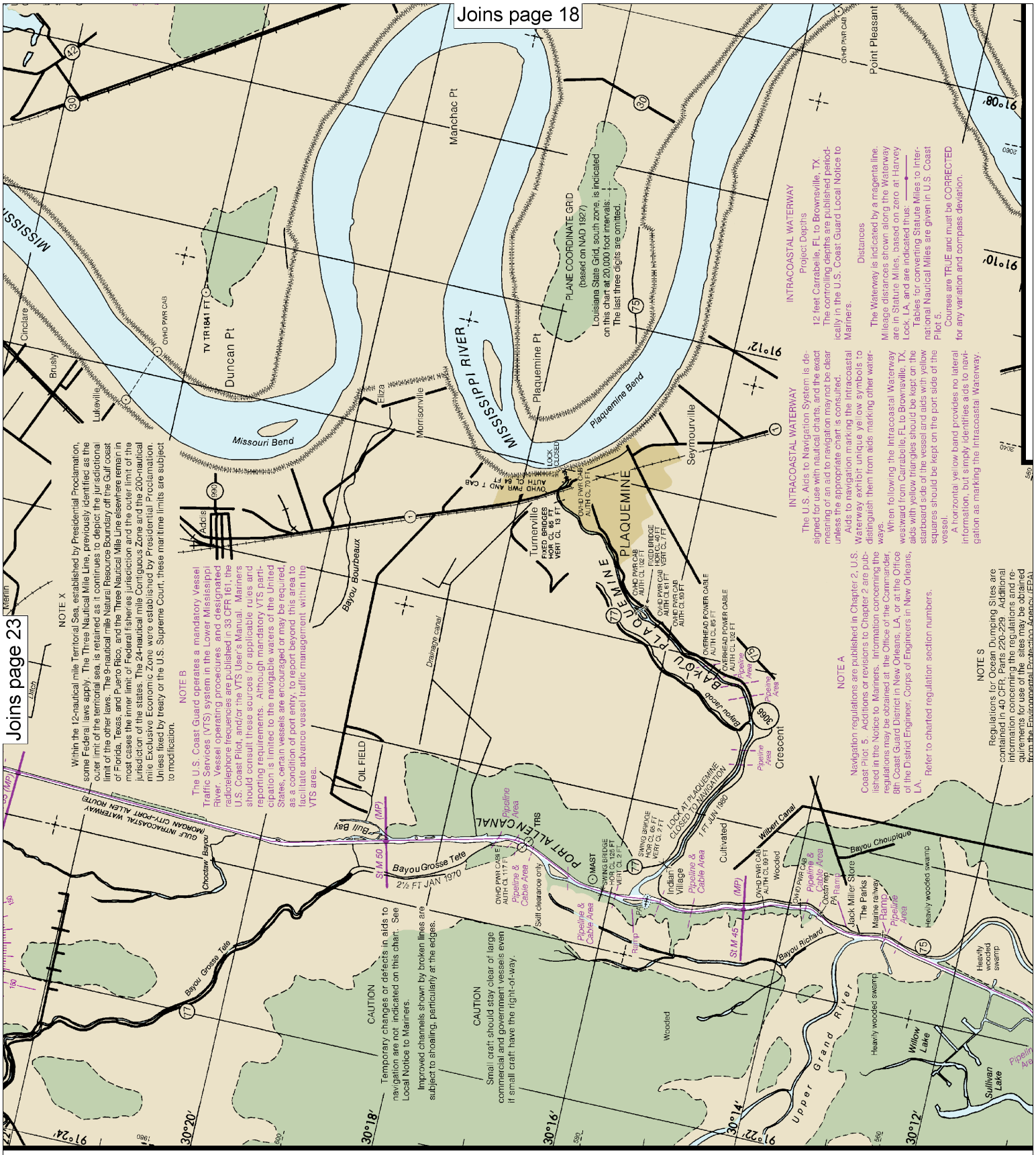
Joins page 17

Joins page 24



Joins page 18

Joins page 23



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

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.

SCALE 1:80,000

NAUTICAL MILES

STATUTE MILES

YARDS

ROUTE ABBREVIATIONS

(IW) Intracoastal Waterway, Carrabelle, FL to Brownsville, TX
(AR) Atchafalaya River route
(MP) Morgan City to Port Allen, alternate route
(LR) Morgan City to Port Allen, landside route

INTRACOASTAL WATERWAY
(Landside Route)
Morgan City to Port Allen (LR)
Controlling Depth

The controlling depth was 7 feet Sept. 1994 - Apr 2005 to its junction with the Alternate Route in the Lower Grand River.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at the junction of Bayou Boeuf and the Gulf Intracoastal Waterway and are indicated thus: —●—

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

ATCHAFALAYA BASIN FLOODWAY

Flooding occurs frequently during May and June, at which time the river overflows its banks and the current has considerable velocity. Low lying areas throughout the basin are subject to inundation. These areas may remain wet and marshy the remainder of the year, especially along the lakes, rivers, and other drainage.

MINERAL DEVELOPMENT STRUCTURES

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).

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

INTRACOASTAL WATERWAY
(Alternate Route)
Morgan City to Port Allen Route (MP)
Project Depth

12 feet Morgan City, LA, to Port Allen, LA
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Joins page 26

JOINS PANEL BELOW

CAUTION
Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: —●—

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

SCALE 1:80,000

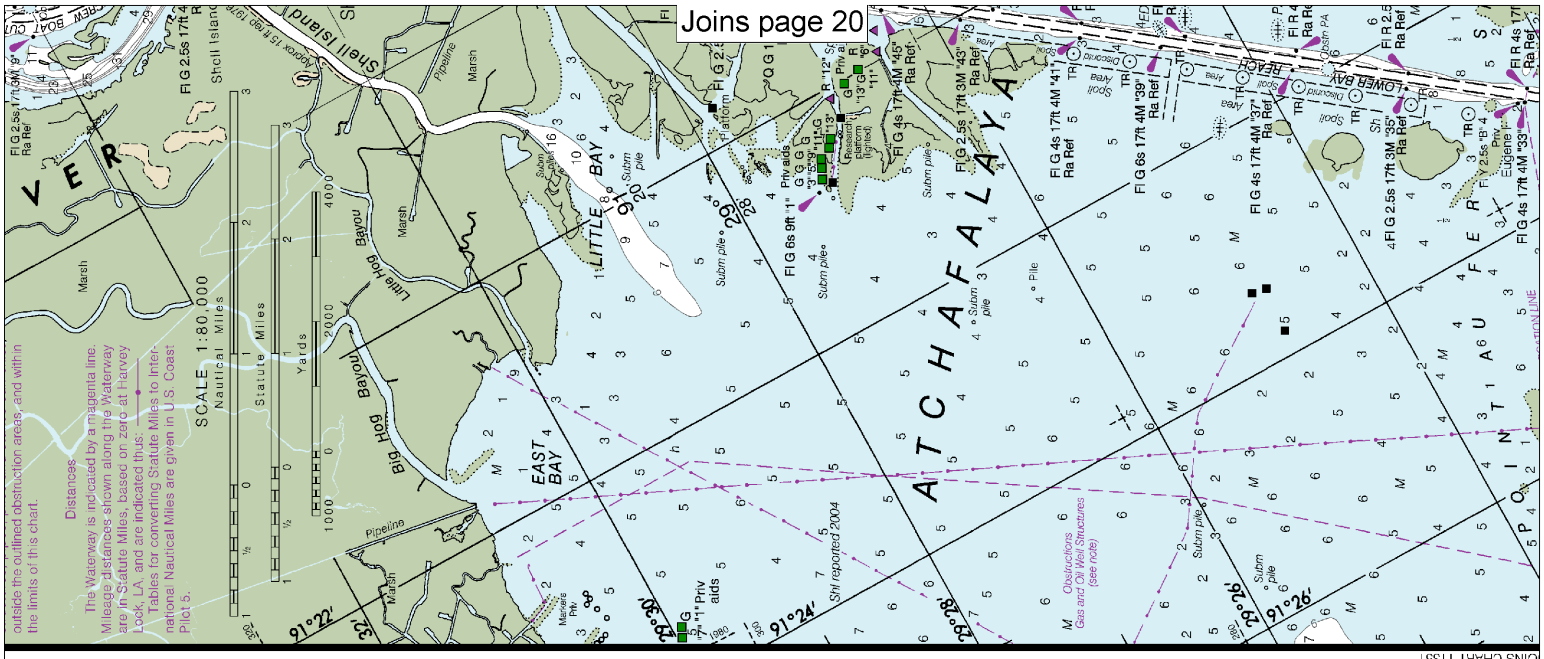
Nautical Miles

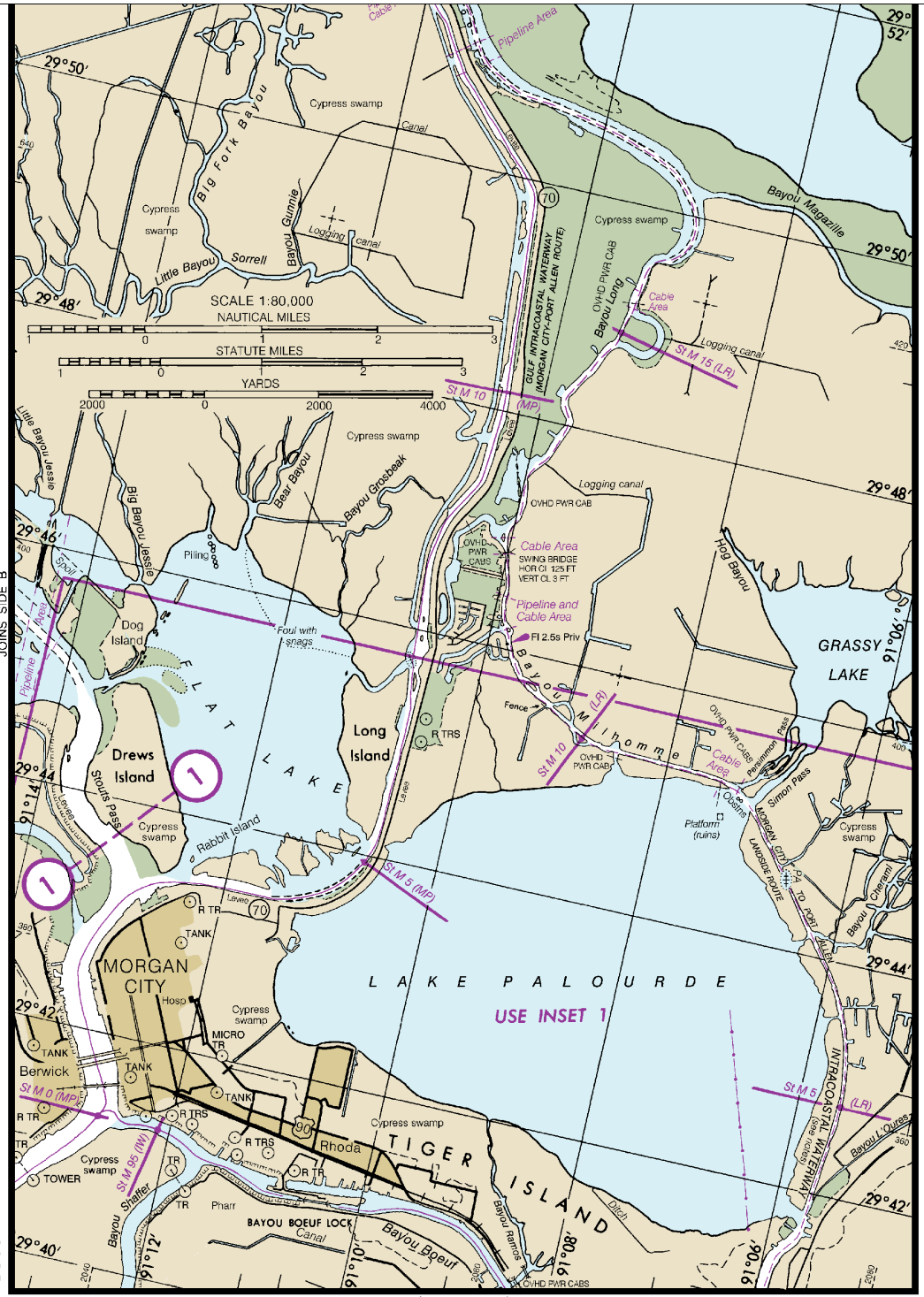
Statute Miles

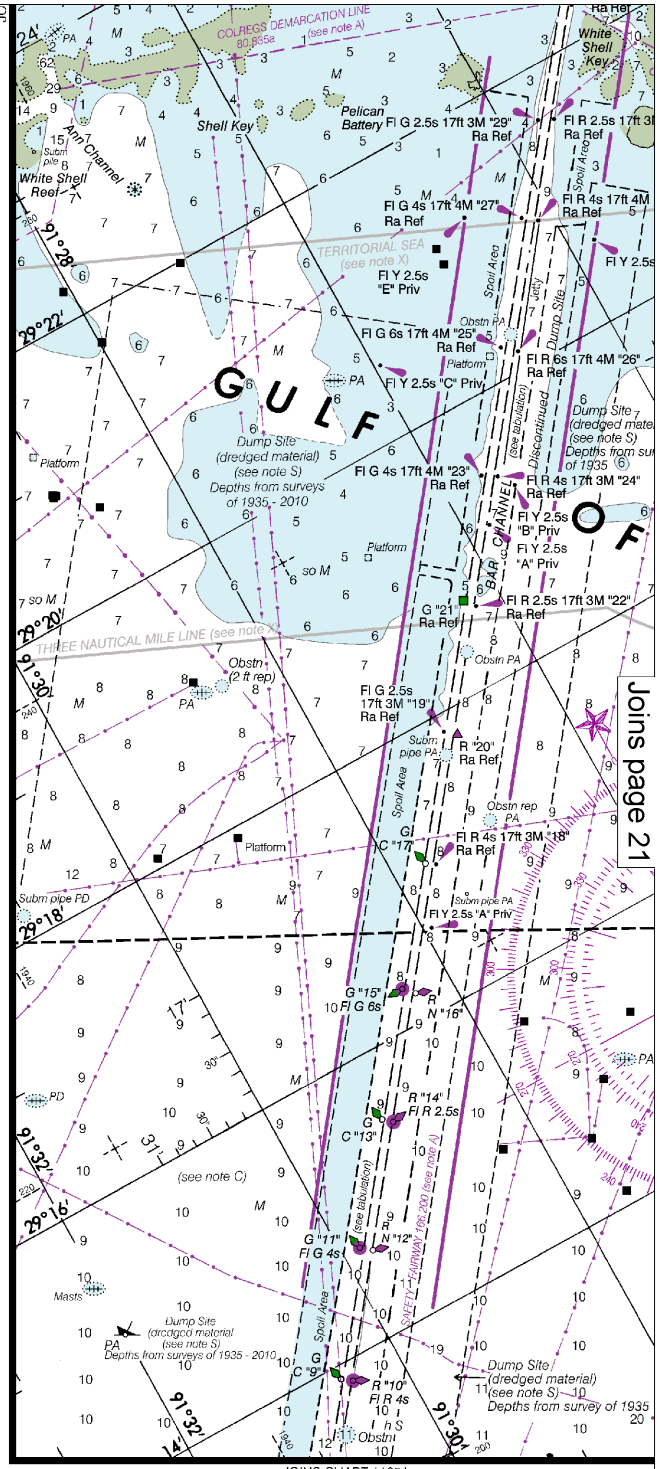
Yards

Joins page 19

Joins page 20


SCALE 1:80,000
Nautical Miles
Statute Miles
Yards
Distances
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.
outside the outlined obstruction areas, and within the limits of this chart.
Shell Island
Little Hog Bayou
Big Hog Bayou
LITTLE BAY
EAST BAY
ATCHAFALAYA
LOWER BAY
Obstructions Gas and Oil Well Structures (see note)
Shl reported 2004
Pipeline
Marsh
Subm pile
Pile
Priv aids
Fl G 6s 9ft "1"
Fl G 4s 17ft 4M "41"
Fl G 6s 17ft 4M "39"
Fl G 4s 17ft 4M "37"
Fl G 4s 17ft 4M "35"
Fl G 4s 17ft 4M "33"
Fl G 2.5s 17ft 3M "43"
Fl G 2.5s 17ft 3M "35"
Fl G 2.5s 17ft 4M "45"
Fl G 2.5s 17ft 4M "41"
Fl G 2.5s 17ft 4M "39"
Fl G 2.5s 17ft 4M "37"
Fl G 2.5s 17ft 4M "35"
Fl G 2.5s 17ft 4M "33"
Ra Ref
Eugene Isl
Spoil Area
Discharge Area
Obstrn PA
Fl G 2.5s 17ft 4M "9"
Fl G 2.5s 17ft 4M "13"
Fl G 2.5s 17ft 4M "11"
Fl G 2.5s 17ft 4M "7"
Fl G 2.5s 17ft 4M "5"
Fl G 2.5s 17ft 4M "3"
Fl G 2.5s 17ft 4M "1"


SCALE 1:80,000
NAUTICAL MILES
STATUTE MILES
YARDS
LAKE PALOURDE
USE INSET 1
TIGER ISLAND
GRASSY LAKE
FLAT LAKE
MORGAN CITY
Berwick
Drews Island
Long Island
Dog Island
Rabbit Island
Big Fork Bayou
Little Bayou Sorrell
Bayou Guinnie
Bayou Magazille
Bayou Long
Bayou Grosbeak
Bear Bayou
Big Bayou Jessie
Little Bayou Jessie
Hog Bayou
Bayou Chenard
Bayou L'Ours
Bayou Boeuf
Bayou Shaffer
Bayou Ramos
Simon Pass
Shouts Pass
Cypress swamp
Logging canal
Pipeline Area
Cable Area
Pipeline and Cable Area
GULF INTRACOASTAL WATERWAY (MORGAN CITY-PORT ALLEN ROUTE)
INTRACOASTAL WATERWAY
BAYOU BOEUF LOCK
JOINS SIDE B
JOINS PANEL ABOVE
11354


GULF OF
Shell Key
White Shell Reef
Pelican Battery
Arm Channel
COLREGS DEMARCATION LINE
TERRITORIAL SEA (see note X)
THREE NAUTICAL MILE LINE (see note)
Dump Site (dredged material) (see note S) Depths from surveys of 1935 - 2010
Dump Site (dredged material) (see note S) Depths from surveys of 1935
BAR CHANNEL
Joins page 21
JOINS CHART 11351

SIDE A

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@NOAAcharts**

Note on Printing

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.

NOAA's Office of Coast Survey — The Nation's Chartmaker