

# BookletChart™



## Intracoastal Waterway – Catahoula Bay to Wax Lake Outlet

NOAA Chart 11355

*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					
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**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.

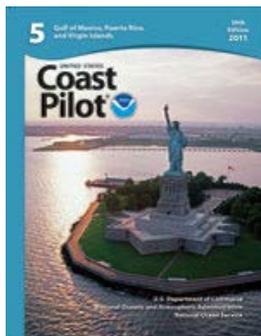
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11355>



#### [Selected Excerpts from Coast Pilot]

**Bayou Teche** is a navigable waterway in S Louisiana parallel to and 35 miles W of the Mississippi River, meandering NW for about 93 miles from its junction with **Lower Atchafalaya River**, about 8 miles W of **Berwick Lock**, to its sources in St. Landry Parish. The lock has a length of 300 feet, width of 45 feet, and depth over the sill of 9 feet at mean low water. The lockmaster monitors VHF-FM channel 13. The lock operates from 0600 to 2200 daily.

A dredged channel leads from Berwick Lock W through the Lower Atchafalaya River and Bayou Teche to Arnaudville, a distance of about 100 miles. In 1995, the controlling depths were 3½ feet to the flood-

gates at the junction with Wax Lake Outlet, thence 2 feet to the first highway bridge at Franklin, thence shoaling to bare to the Charenton Drainage and Navigation Canal, thence 7 feet to the bridge at Jeanerette, thence 5½ feet to New Iberia, thence 4½ feet to Keystone Lock and Dam, thence 5½ feet to Breaux Bridge; thence, in 1993, 6 feet to Arnaudville.

**Garden City**, 18.5 miles above Berwick Lock, is the site of a large lumber mill. An overhead power cable about 20 miles above the lock has a clearance of 66 feet.

**Hanson Canal** is 20.2 miles above Berwick Lock; little used for navigation, it leads S from Bayou Teche at Garden City, turns W, and enters and follows **Bayou Portage** to the **Intracoastal Waterway** in **Bayou Bartholomew**. In 1982, it was reported that the canal was used only by small outboard boats and local knowledge was recommended. Near the junction of Hanson Canal and Bayou Teche are the remains of an abandoned lock; seven fixed bridges with minimum widths of 18 feet and clearances of 6 feet; overhead pipelines with clearances of 7 feet, and overhead power cables with clearances of 35 feet.

**Houma Navigation Canal** extends in a NW direction from **Cat Island Pass** for about 8 miles across **Terrebonne Bay**, thence in a landcut in a N direction for about 23 miles to an intersection with the Intracoastal Waterway about 1 mile below **Houma**. The canal is maintained by the Corps of Engineers. In 2010, the controlling depth was 5 feet. The channel is well marked.

**Bayou Petit Caillou** crosses the canal about 9.8 miles above the entrance, and **Bayou Grand Caillou** crosses about 17.5 miles above the entrance. No other major waterways cross the canal. A pontoon bridge crosses the canal about 20 miles above the entrance. The bridge is operated by cables that are suspended just above the water when the bridge is being opened or closed. The cables are dropped to the bottom when the bridge is in the fully open position, but remain suspended while the bridge is fully closed. Extreme caution is advised in the area of the bridge. Do not attempt to pass through the bridge until it is fully opened and the cables are dropped to the bottom. The bridgetender monitors VHF-FM channel 13. State Route 661 highway bridge crossing the canal about 0.2 mile below the Intracoastal Waterway has a swing span with a clearance of 1 foot. (See **117.1 through 117.59** and **117.455**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 13; call sign, WDT-573.

**Berwick Bay** is the section of the Lower Atchafalaya from Morgan City N to Sixmile Lake. Morgan City is on the E side of the bay and Berwick on the W side. 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.**

**Vessel Traffic Service, Berwick Bay**, is operated by the U.S. Coast Guard to enhance the safety of navigation in the Berwick Bay area and consists of a communications network, vessel reporting points, and a Vessel Traffic Center (VTC).

### 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

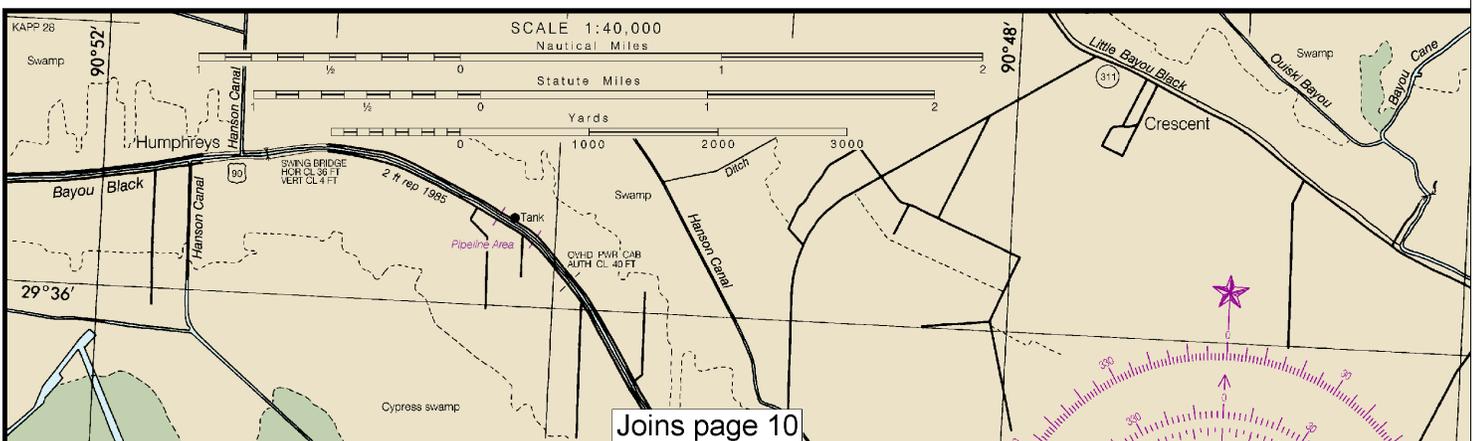
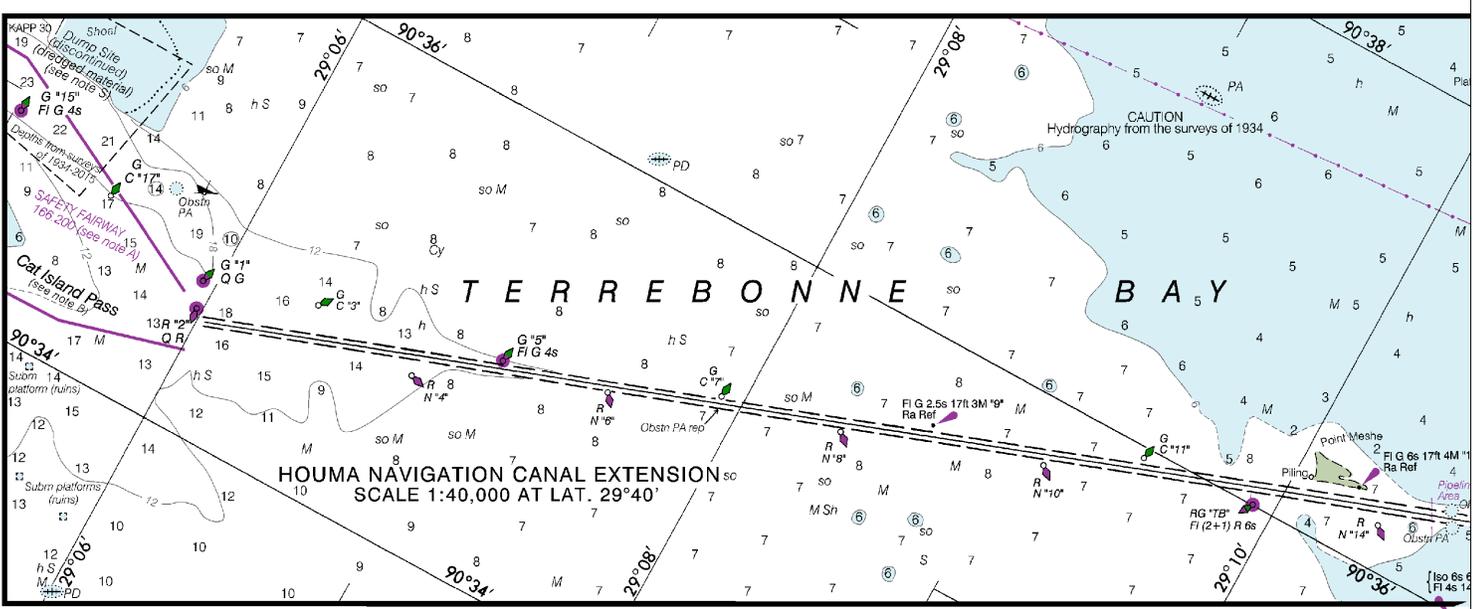
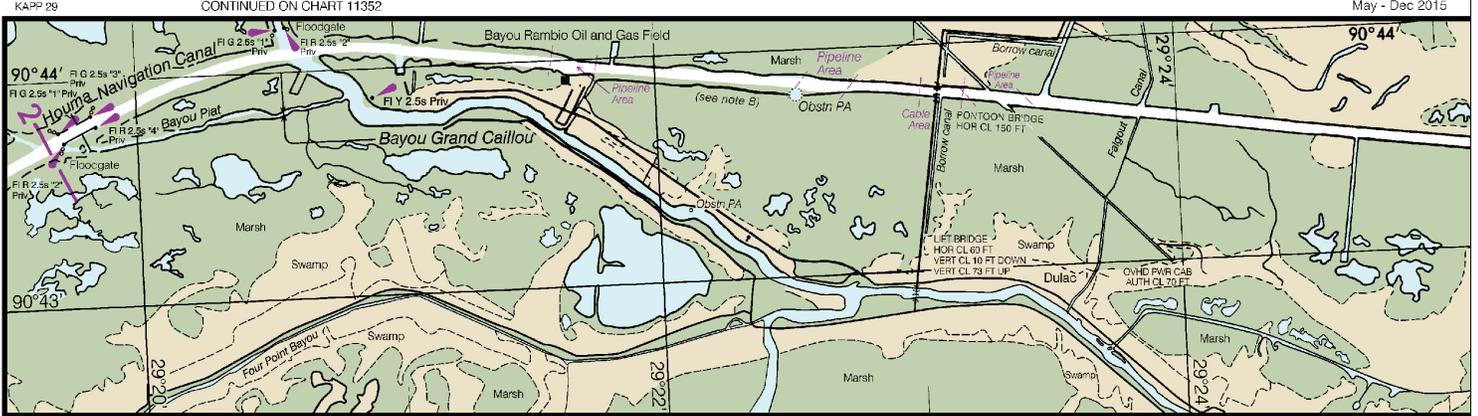


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

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

**PUBLIC BOATING INSTRUCTION PROGRAMS**  
 The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boaters, 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

**NOTE B**  
**HOUMA NAVIGATION CANAL**  
 The controlling depth was 13 feet through Cat Island Pass; thence 12 feet from the entrance of the improved channel in Terrebonne Bay (29°06'00"N 90°34'30"W), to Bayou Petit Caillou; thence 12 feet to Bayou Grand Caillou; thence 10 feet for a mid-width of 75 feet with 7 feet in the outside quarters to Bayou Pelton; thence 12 feet for a mid-width of 75 feet with 6 feet in the outside quarters to the junction with the Intracoastal Waterway. This waterway is subject to shoaling, particularly at the edges.



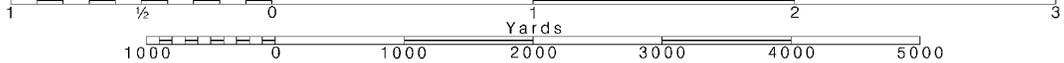
**4**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.



HURRICAN

Hurricanes, tropical cause considerable navigation and more in unknown locations. Charted soundings, reflect actual condition navigation may have been moved from extinguished or other not rely upon the position. Wrecks and submerged from charted locations or moved. Mariners are urged requested to report hazards to navigation unit.

TIDAL INFORMATION

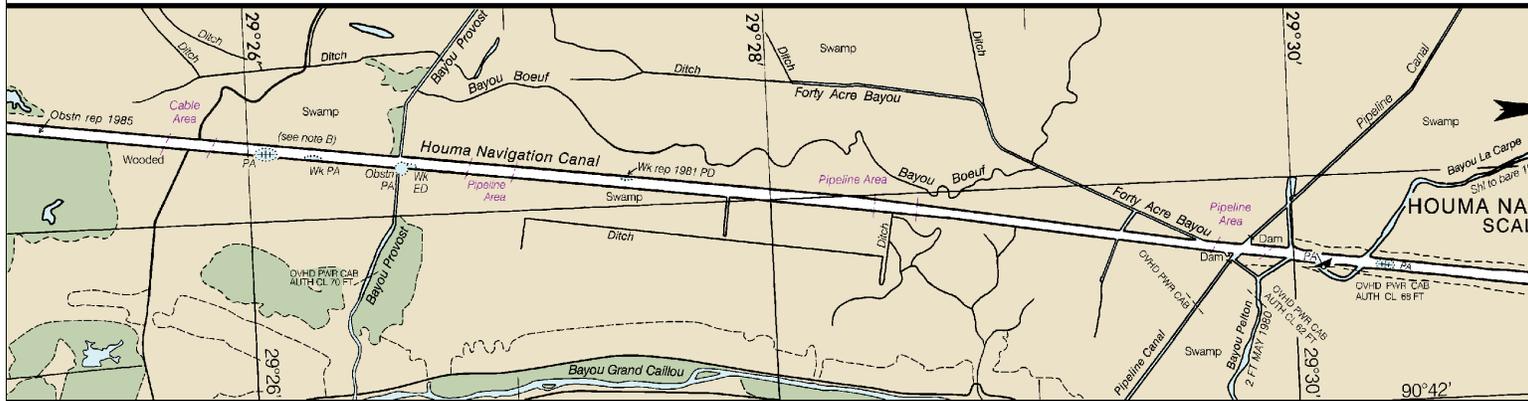
PLACE	NAME (LA/LONG)	Height referred to datum of soundings (M.L.W)		
		Mean High Water	Mean High Water	Mean Low Water
Timbalier Island, Timbalier Bay	(29°05' N/090°32' W)	1.2	---	---
Wine Island, Terrebonne Bay	(29°05' N/090°37' W)	1.3	---	---

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>. (Jun 2016)

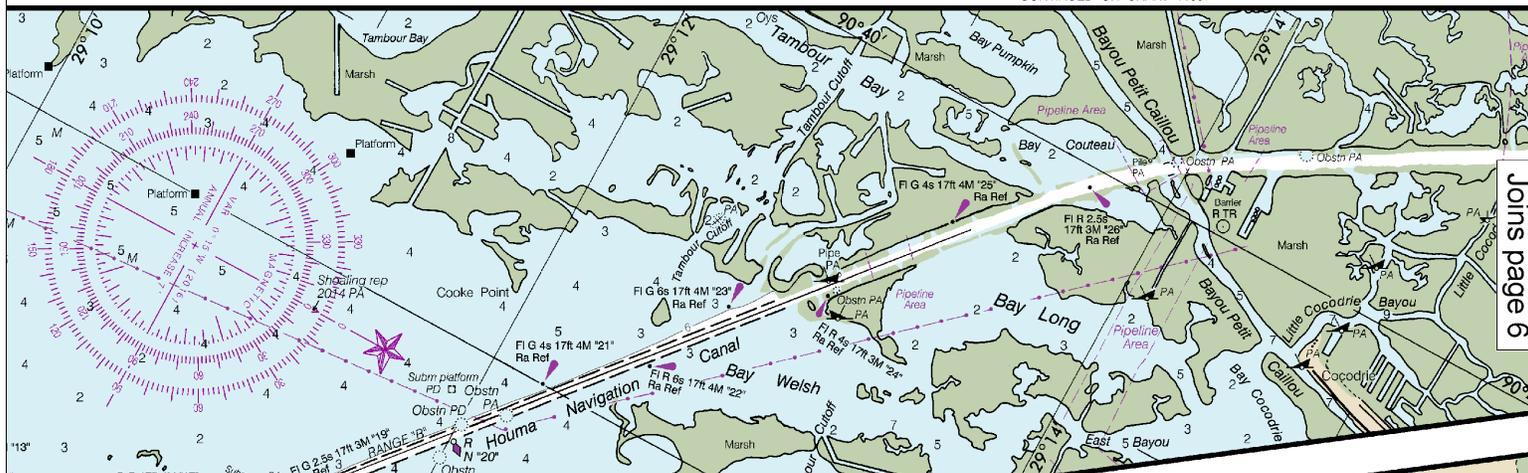
CAUTION  
GAS AND OIL WELL STRUCTURES

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can 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.

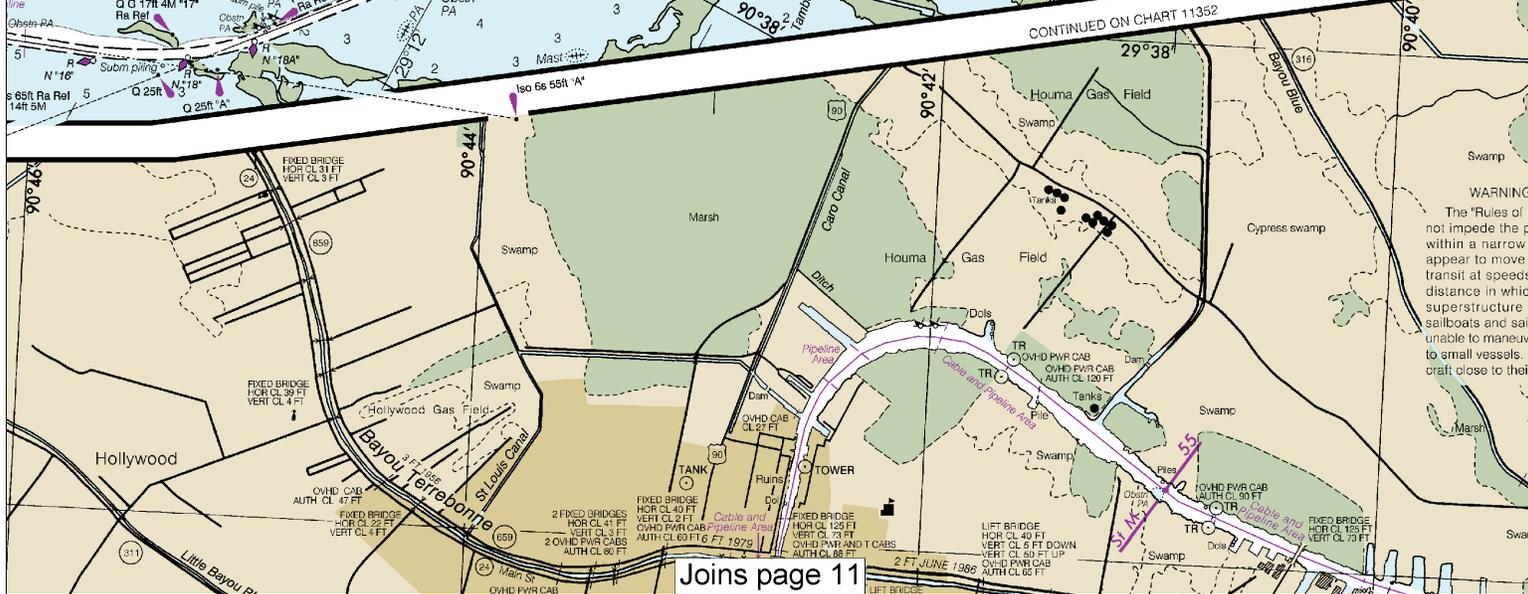
CONTINUED ON CHART 11352



CONTINUED ON CHART 11357



CONTINUED ON CHART 11352



Joins page 6

WARNING  
The "Rules of L... not impede the p... within a narrow d... appear to move e... transit at speeds e... distance in whic... superstructure r... sailboats and sa... unable to maneu... to small vessels... craft close to their

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



**HURRICANES AND TROPICAL STORMS**

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

**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.

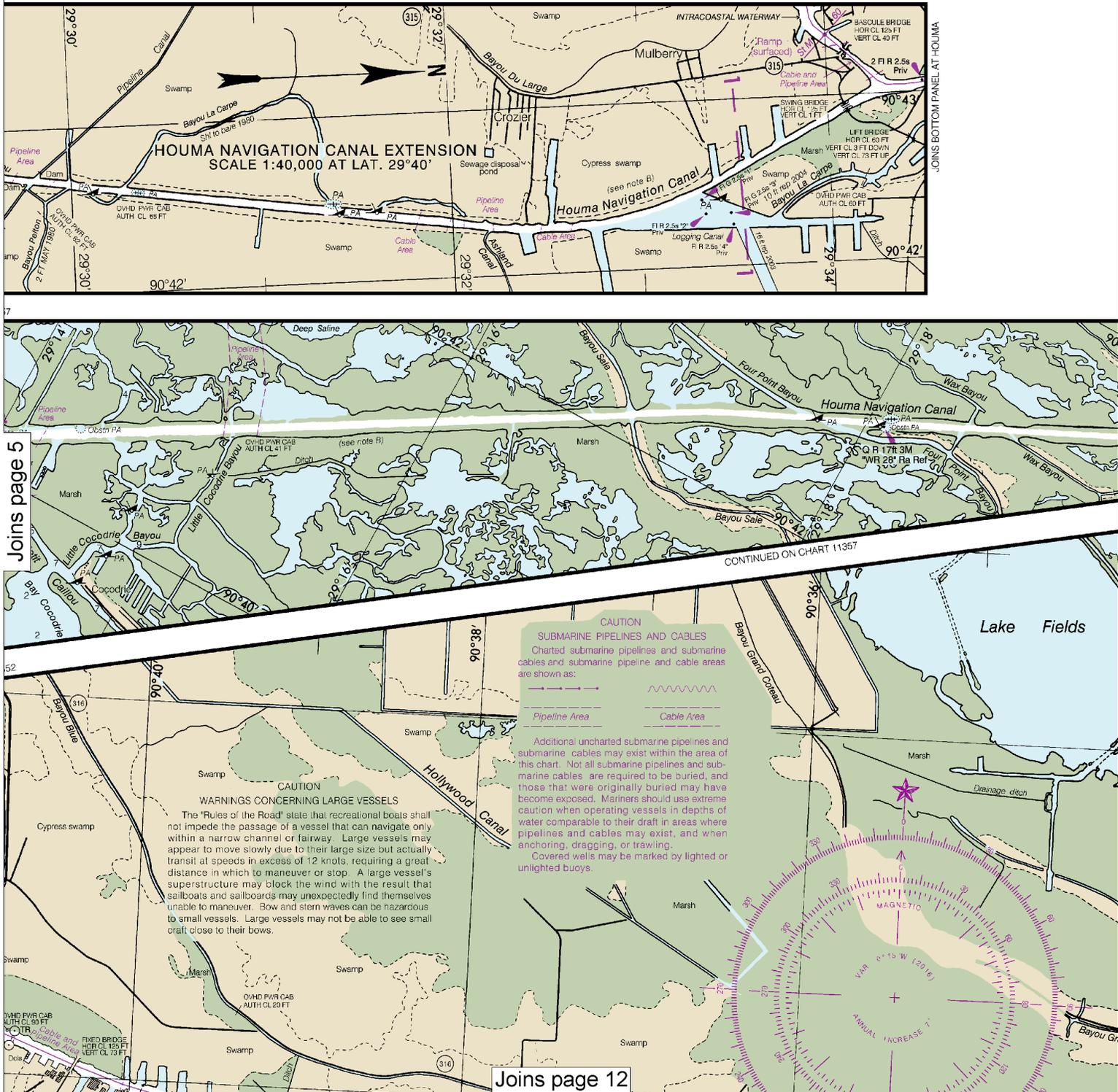
Motorboats approaching head to head or nearly so should pass port to port.

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

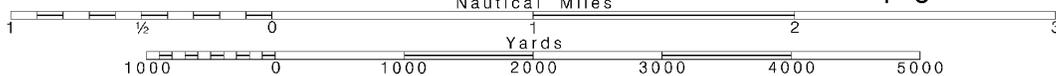
Motorboats must keep to the right in narrow channels when safe and practicable.

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

Formerly 879-SC, 1st Edition 1972



Note: Chart grid lines are aligned with true north.



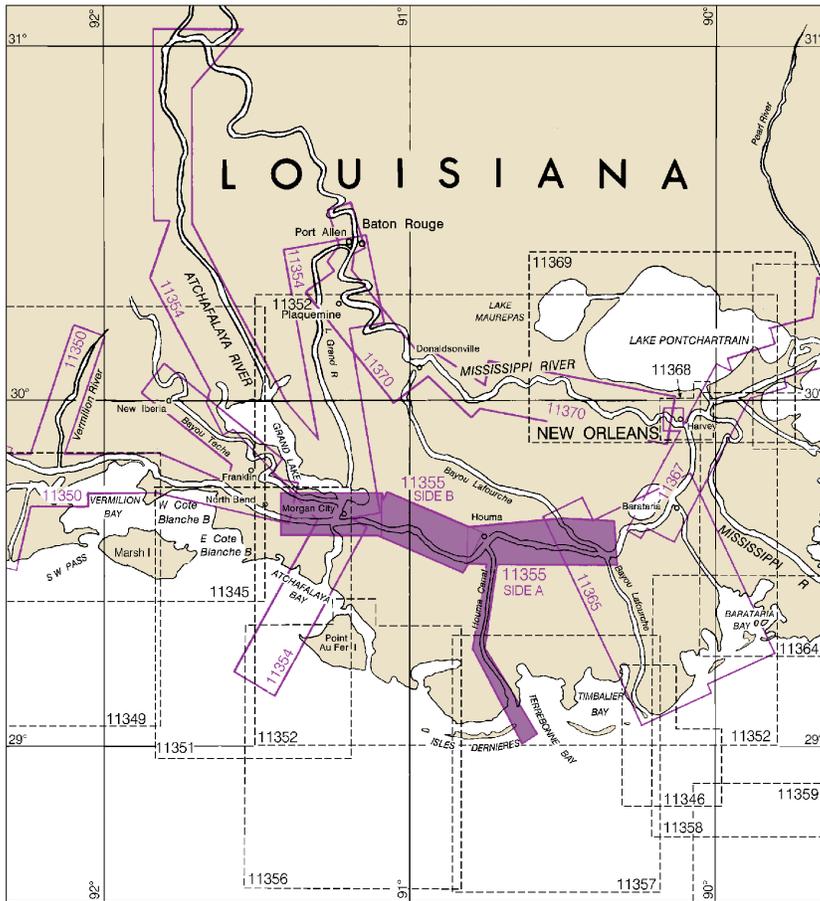
Joins page 5

Joins page 12

JOINS BOTTOM PANEL AT HOUMA

CONTINUED ON CHART 11357

NAUTICAL CHART DIAGRAM



MARINE WEATH  
NATIONAL WEAT  
CITY  
New Orleans, L  
\*Recording (24

NOAA WEATH  
CITY  
New Orleans, L  
Baton Rouge, L  
Morgan City, L

BROADCASTS OF MA  
CITY

New Orleans, LA

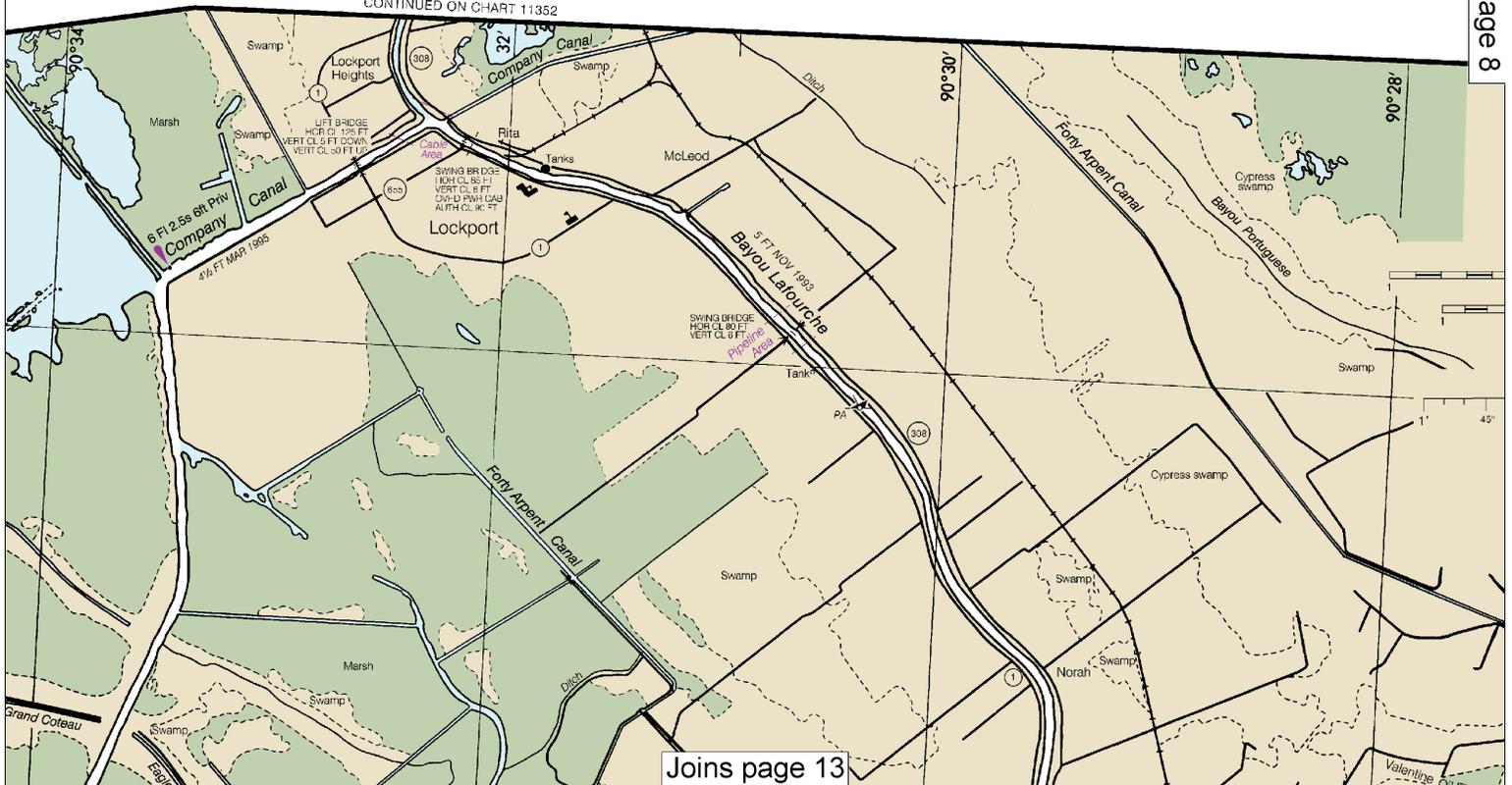
Grand Isle, LA

Berwick, LA

Distress calls for sma  
channel 16 (156.80 M

Joins page 8

CONTINUED ON CHART 11352



Joins page 13

55 31st Ed. Jul. 2016  
Last Correction: 10/7/2016. Cleared through:  
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

CONTINUED ON CHART 11351

7

**HEIGHTS**  
Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

**MARINE WEATHER FORECASTS  
NATIONAL WEATHER SERVICE**

CITY	TELEPHONE NUMBERS	OFFICE HOURS
New Orleans, LA	(504) 522-7330 *(504) 465-9215	8:00 AM-4:00 PM (Mon.-Fri.)

\*Recording (24 hours daily)

**NOAA WEATHER RADIO BROADCASTS**

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
New Orleans, LA	KHB-43	162.550	24 hours daily
Baton Rouge, LA	KHB-46	162.400	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	On receipt
			4:35 & 11:50 PM	
Grand Isle, LA	NMG-15	157.1 MHz	4:50 & 10:50 AM 4:50 PM	On receipt
			4:35, 10:35 AM 4:35 PM	
Berwick, LA	NMG-17	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.

**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.

**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.

**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 0.782" northward and 0.342' westward to agree with this chart.

**SUPPLEMENTAL INFORMATION**

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

**NOTE A**

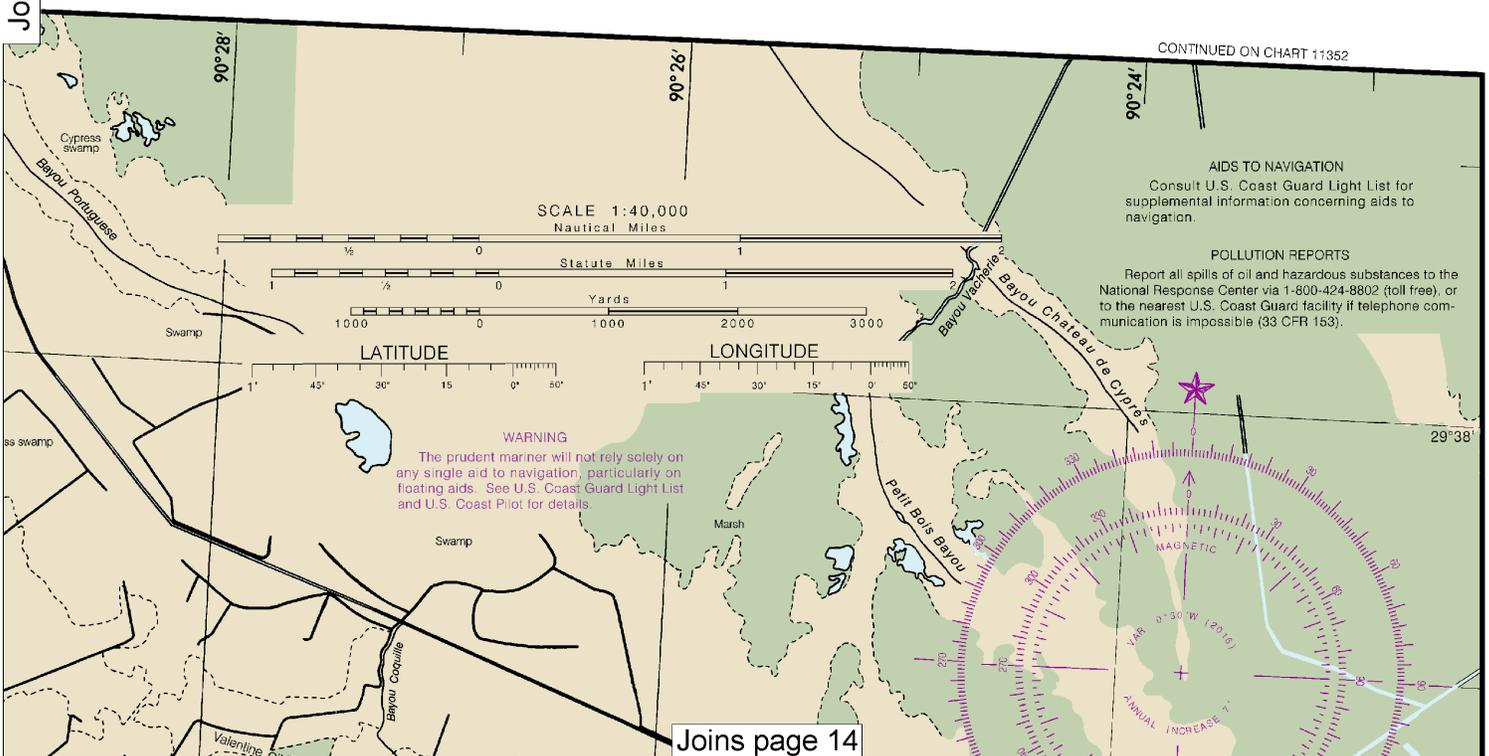
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to charted regulation section numbers.

**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).

Joins page 7

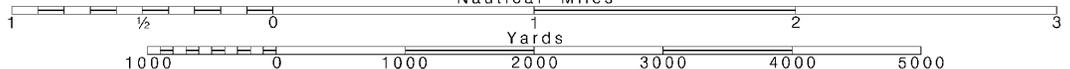


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

**SCALE 1:40,000**  
Nautical Miles

See Note on page 5.



MERCATOR PROJECTION, SCALE 1:40,000 AT LAT. 29° 40'  
 SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
 North American Datum of 1983  
 (World Geodetic System 1984)



NAUTICAL CHART  
 11355  
 INTRACOASTAL  
 WATERWAY

# LOUISIANA CATAHOULA BAY TO WAX LAKE OUTLET INCLUDING THE HOUMA NAVIGATION CANAL

**INTRACOASTAL WATERWAY**

**Project Depth**

12 feet Carrabelle, FL to Brownsville, TX.  
 The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners. Uncharted shoals may exist in areas which have not been recently surveyed. Please report shoals and obstructions at:  
<http://nauticalcharts.noaa.gov/staff/contact.htm>

**Distances**

The general location of the Waterway is indicated by a magenta line. Mariners are advised to follow the aids to navigation and avoid charted shoals and obstructions.

Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA and are indicated thus: —●—

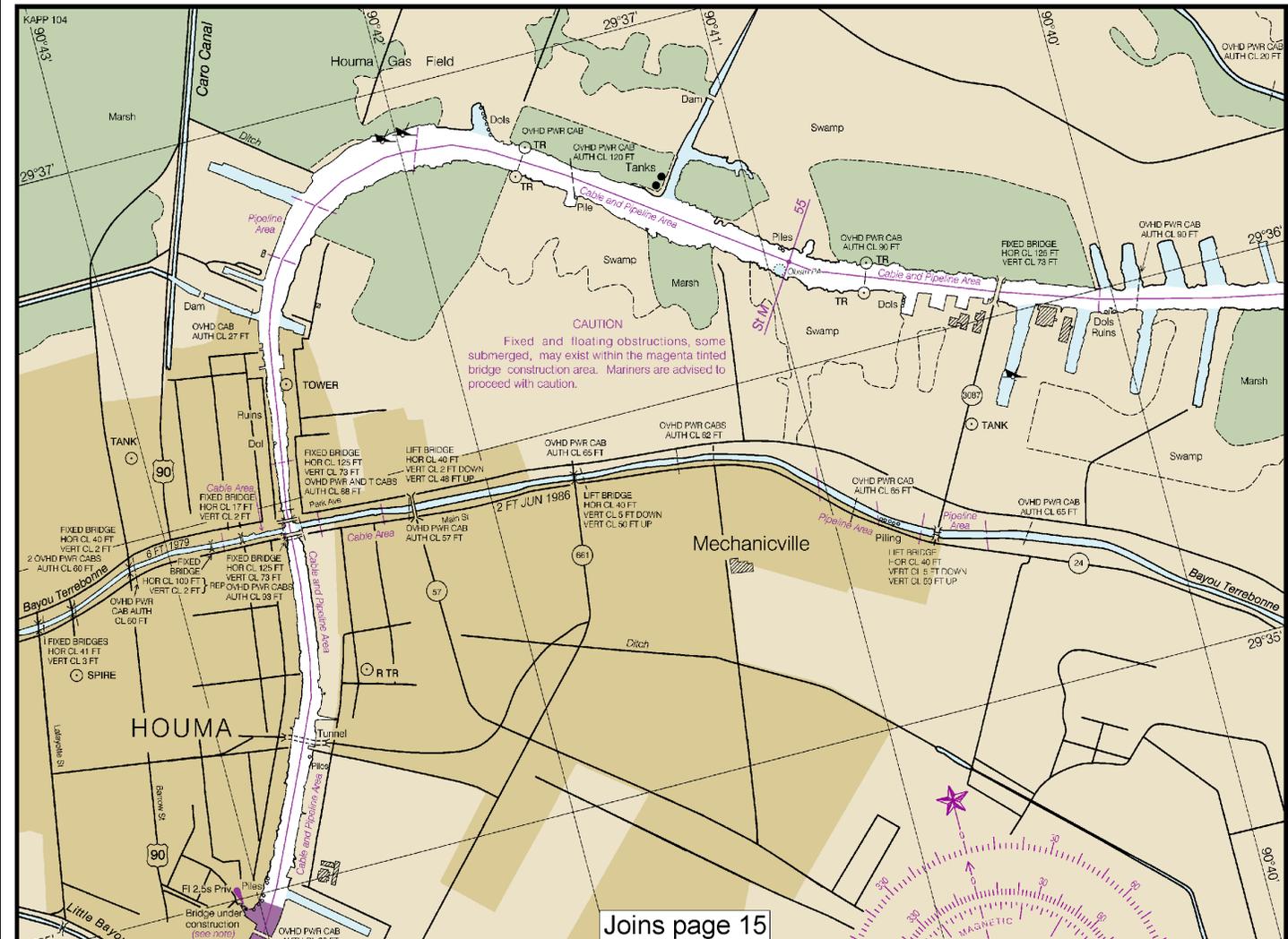
One Statute Mile equals 0.87 Nautical Miles.  
 Courses are TRUE and must be CORRECTED for any variation and compass deviation.

Chart 11355 31st Ed., Jul. 2016

Published at Washington, D.C.

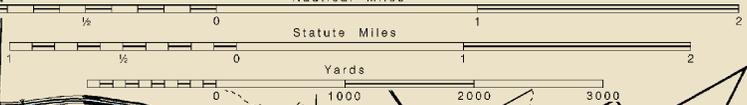
U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

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



SIDE

SCALE 1:40,000  
Nautical Miles



SIDE A

JOINS SIDE B



11355 31st Ed., Jul. 2016

CONTIN

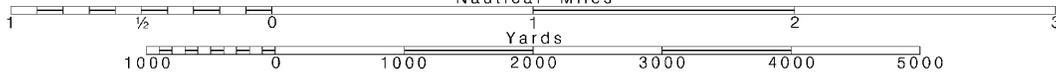


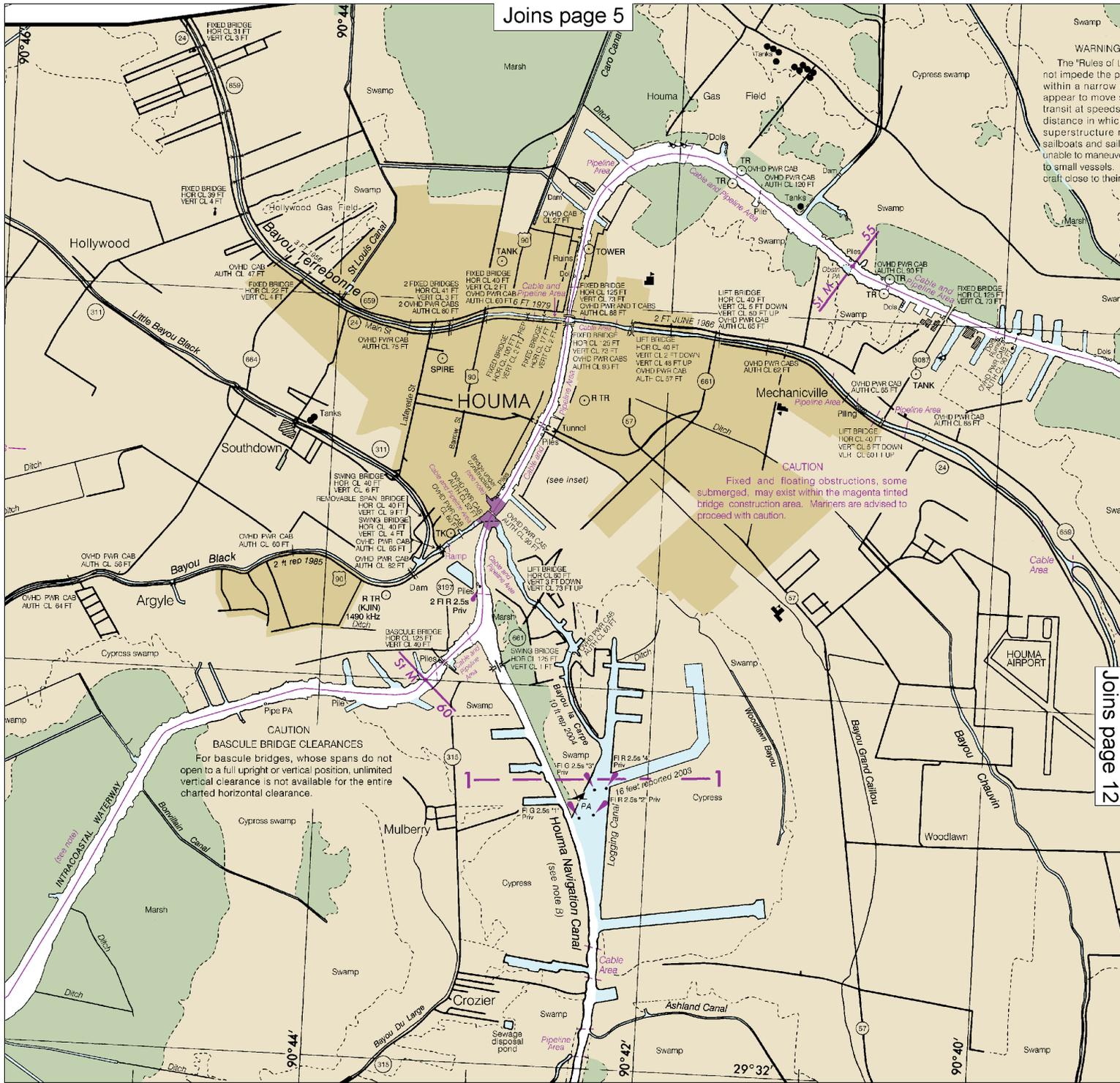
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





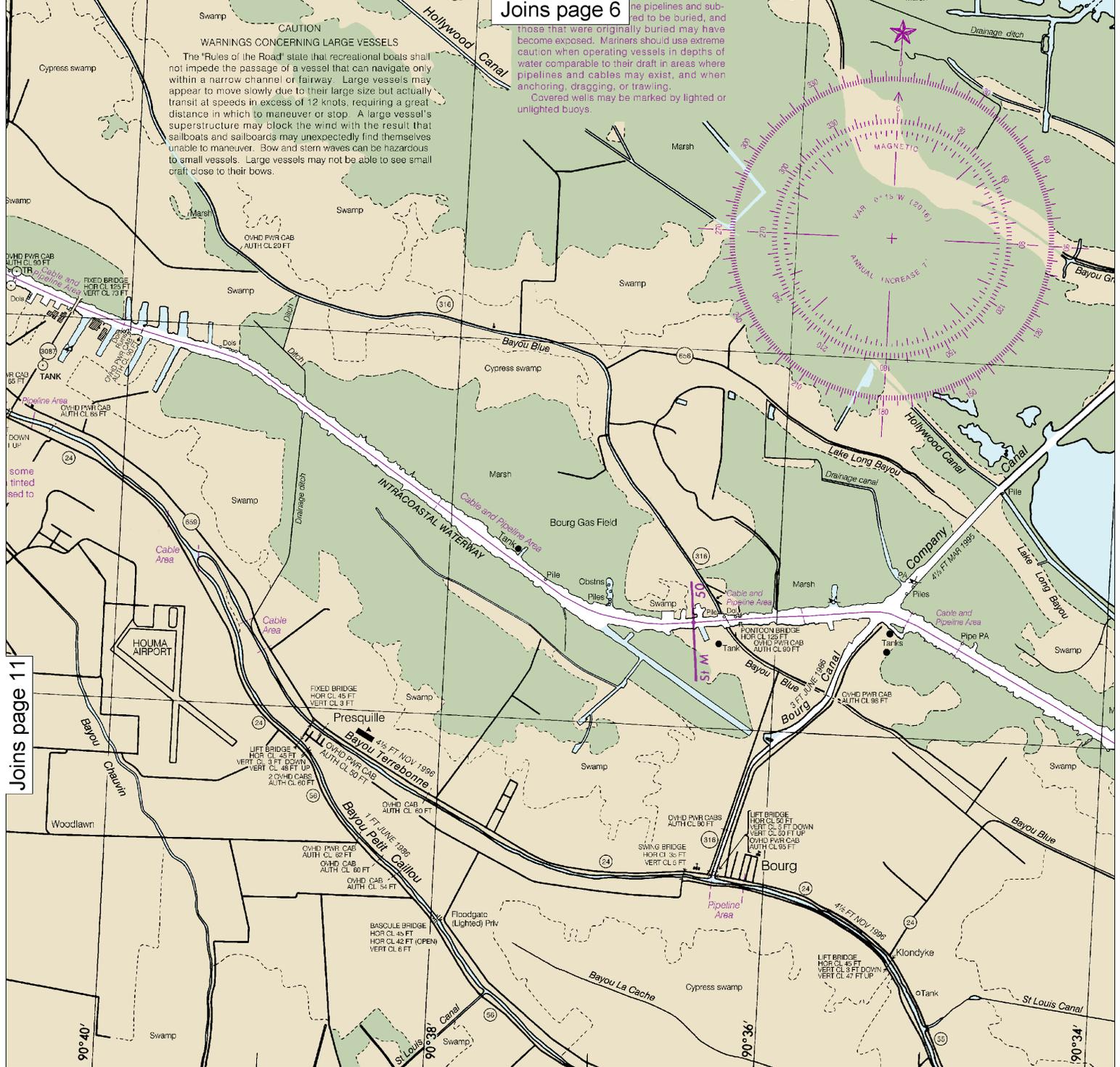
CONTINUED ON CHART 11352

JOINS HOUMA NAVIGATION CANAL EXTENSION

Joins page 6

the pipelines 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.

**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.



Joins page 11

Joins page 18

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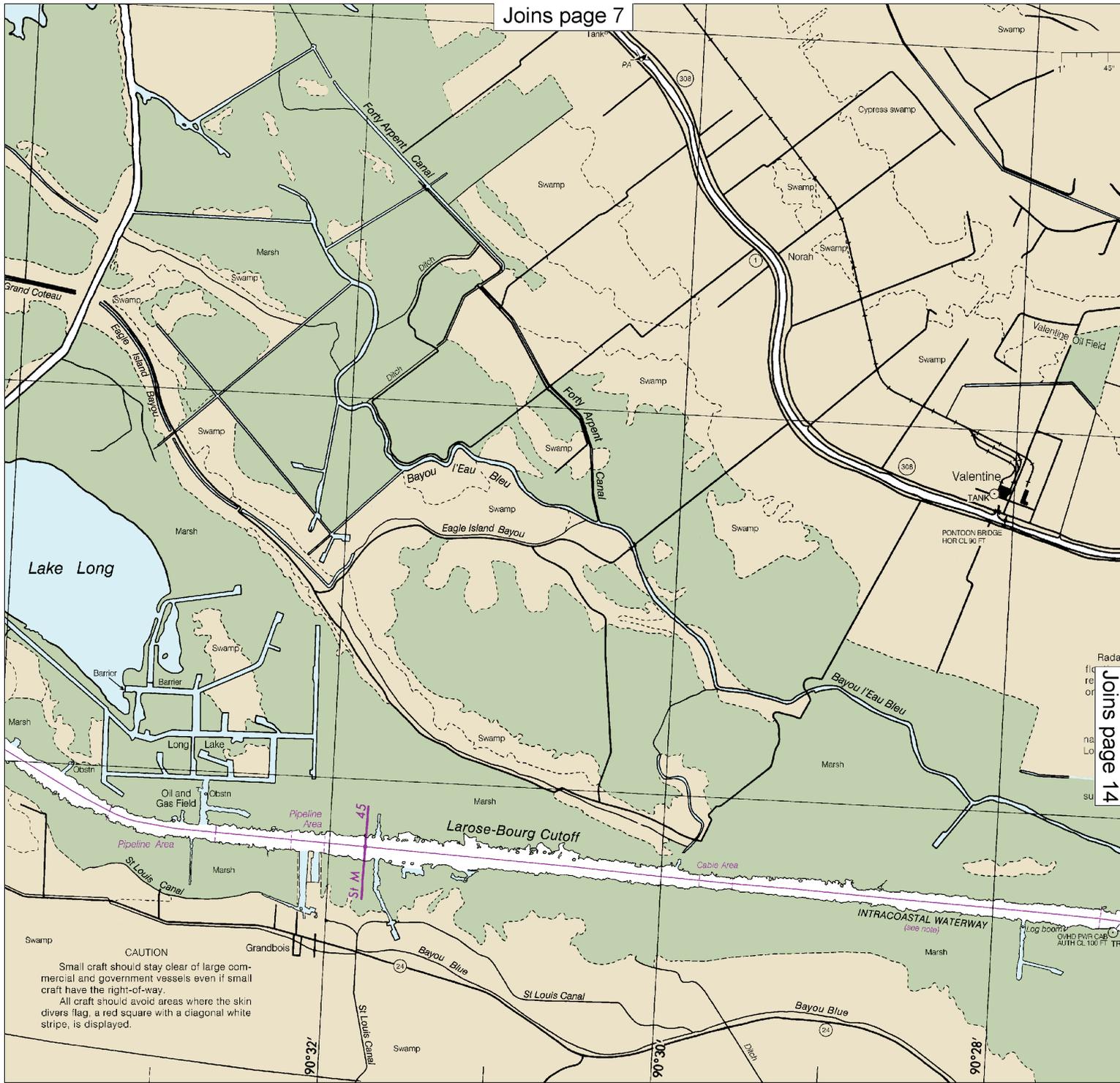
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

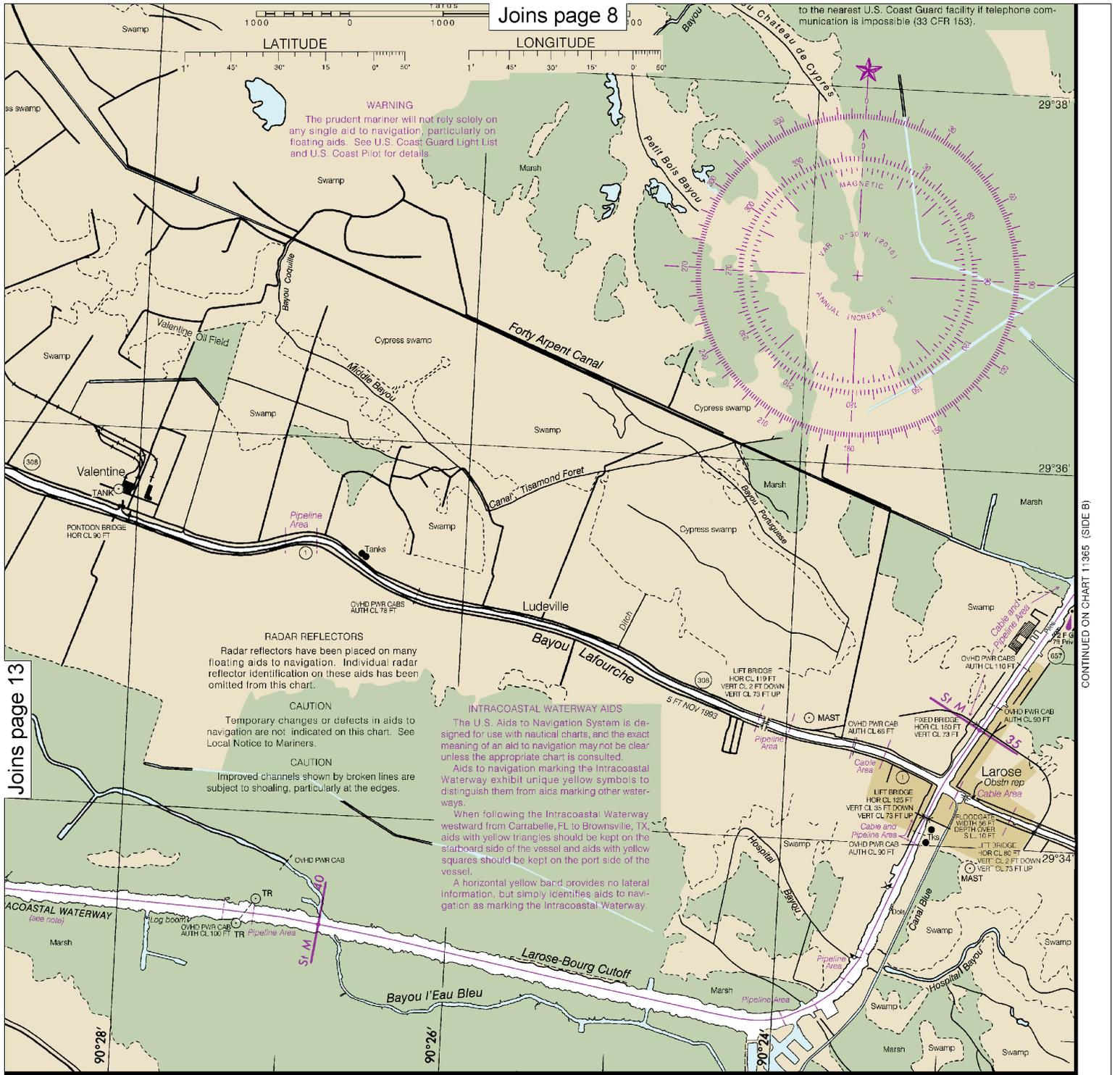




Joins page 14

**CAUTION**  
 Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.  
 All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CONTINUED ON CHART 11352

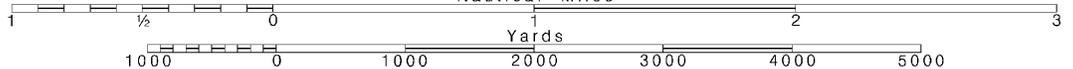


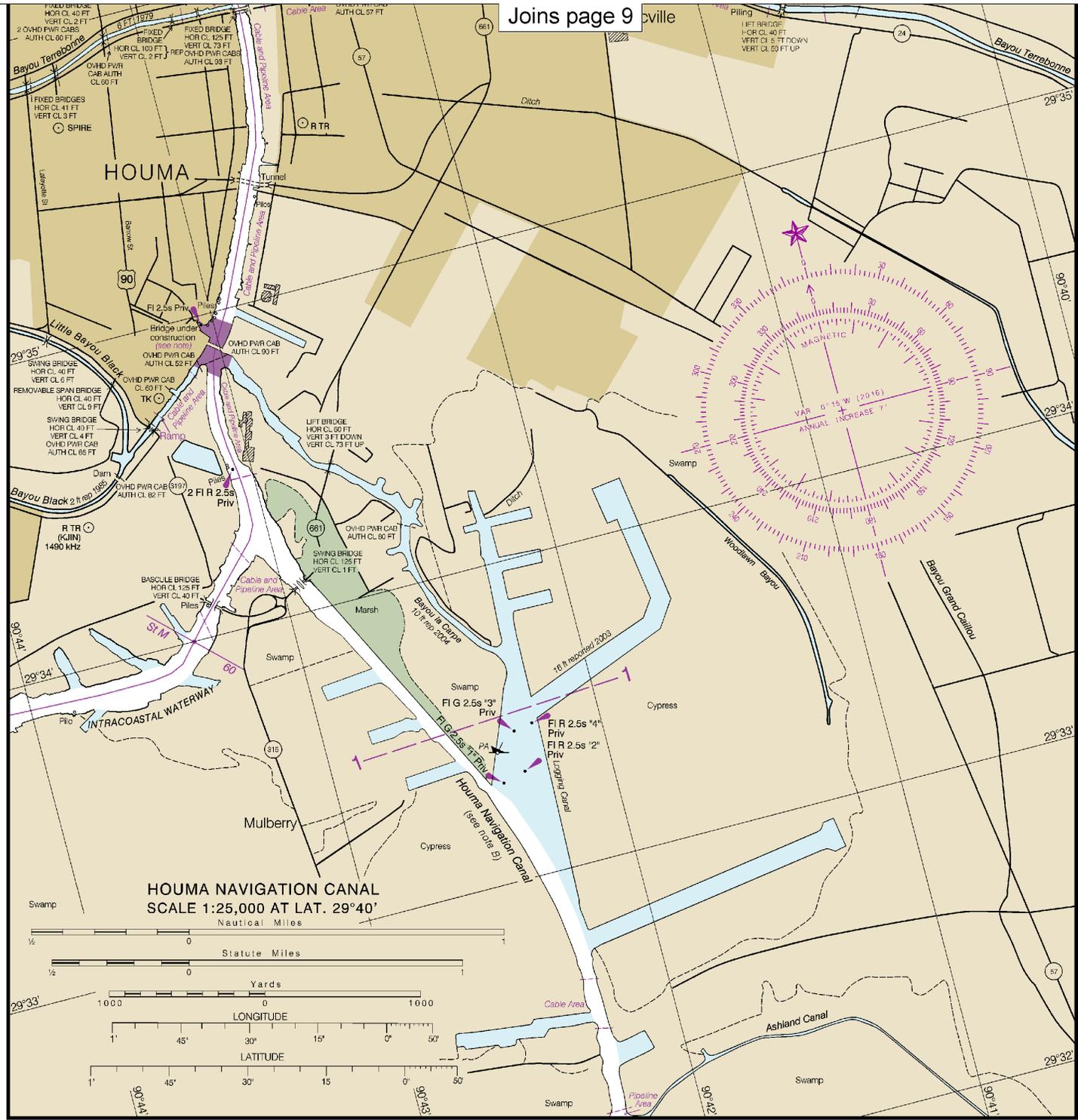
Note: Chart grid lines are aligned with true north.

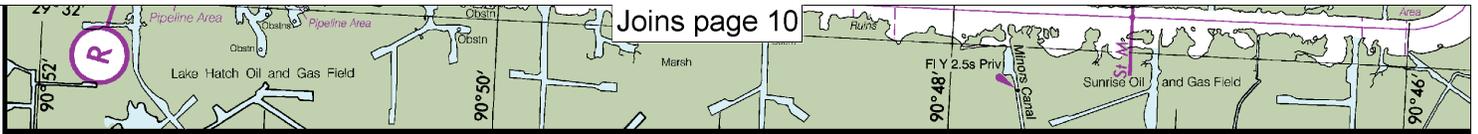
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

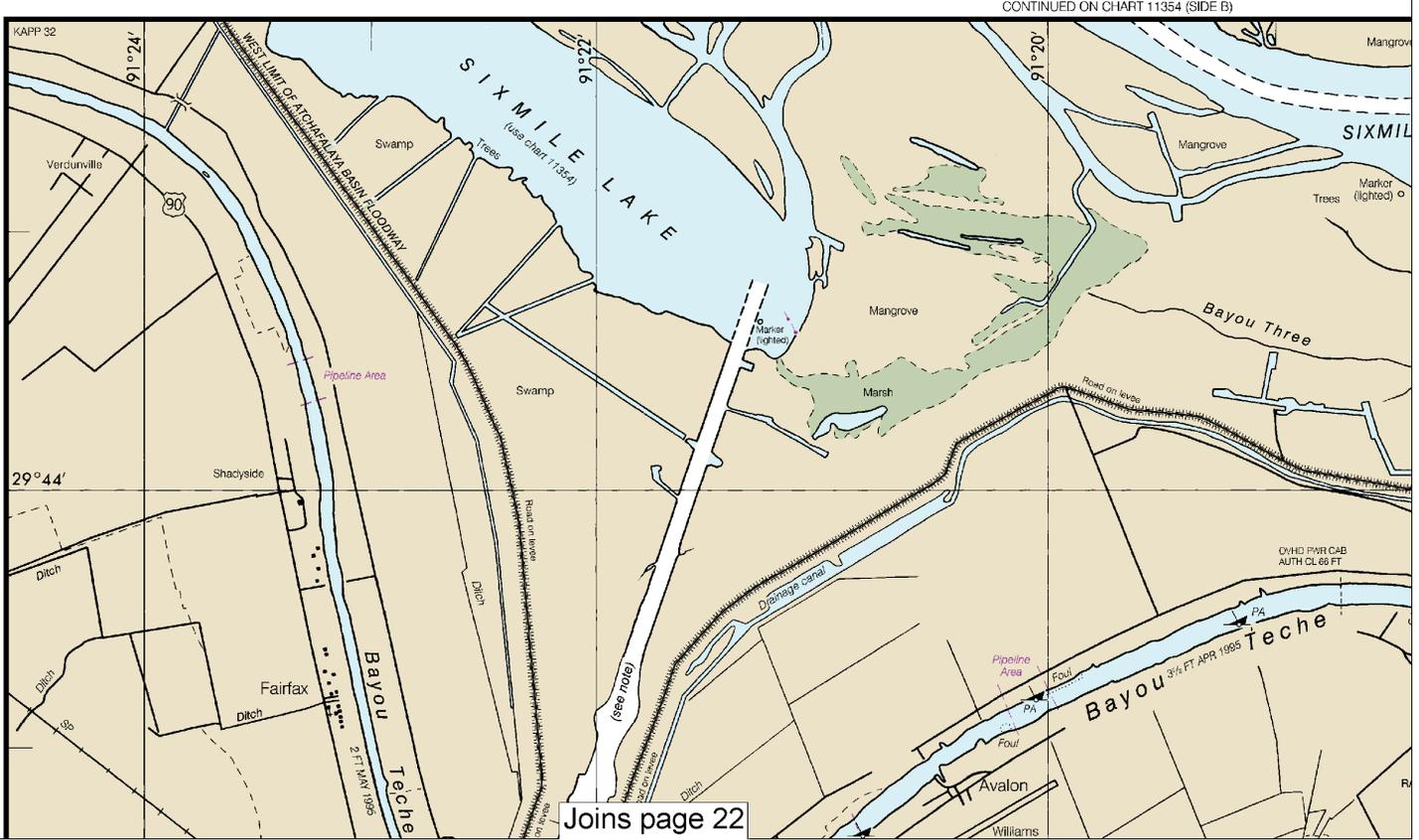






11355 31st Ed., Jul. 2016

CONTIN



CONTINUED ON CHART 11354 (SIDE B)

Joins page 22

**16**

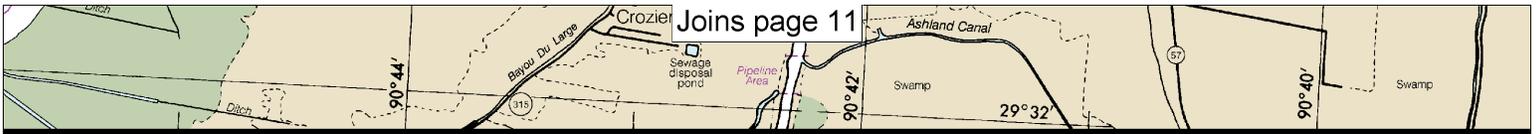
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

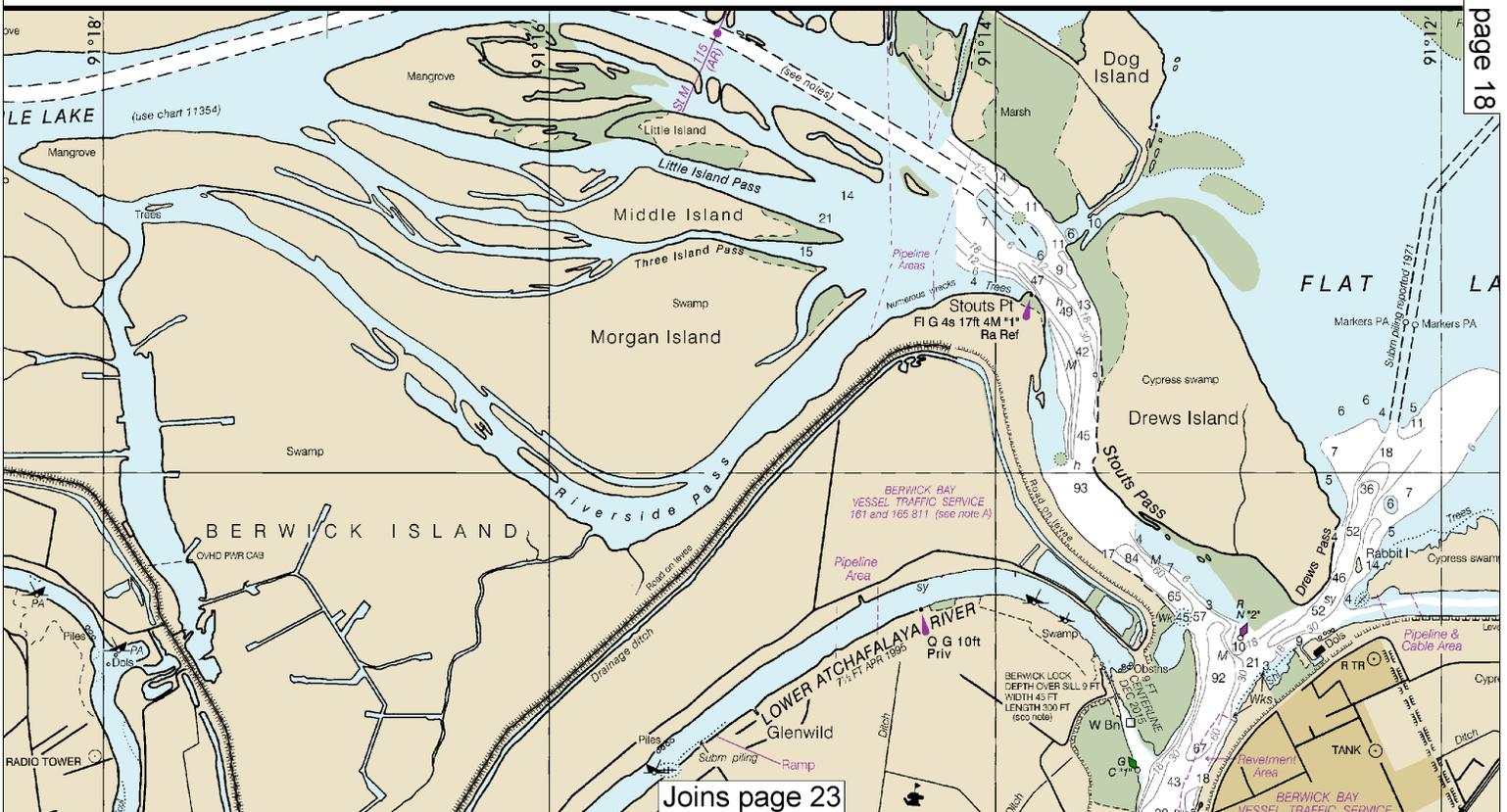
See Note on page 5.





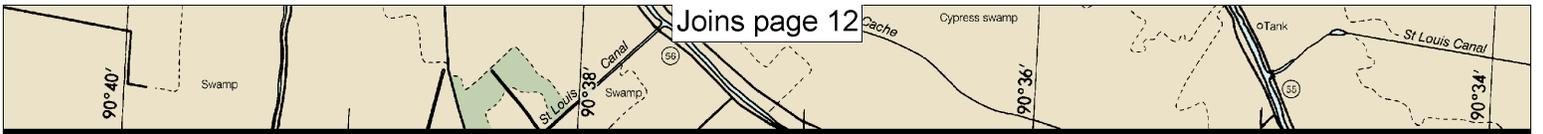
INUED ON CHART 11352

JOINS HOUMA NAVIGATION CANAL EXTENSION



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Joins page 23

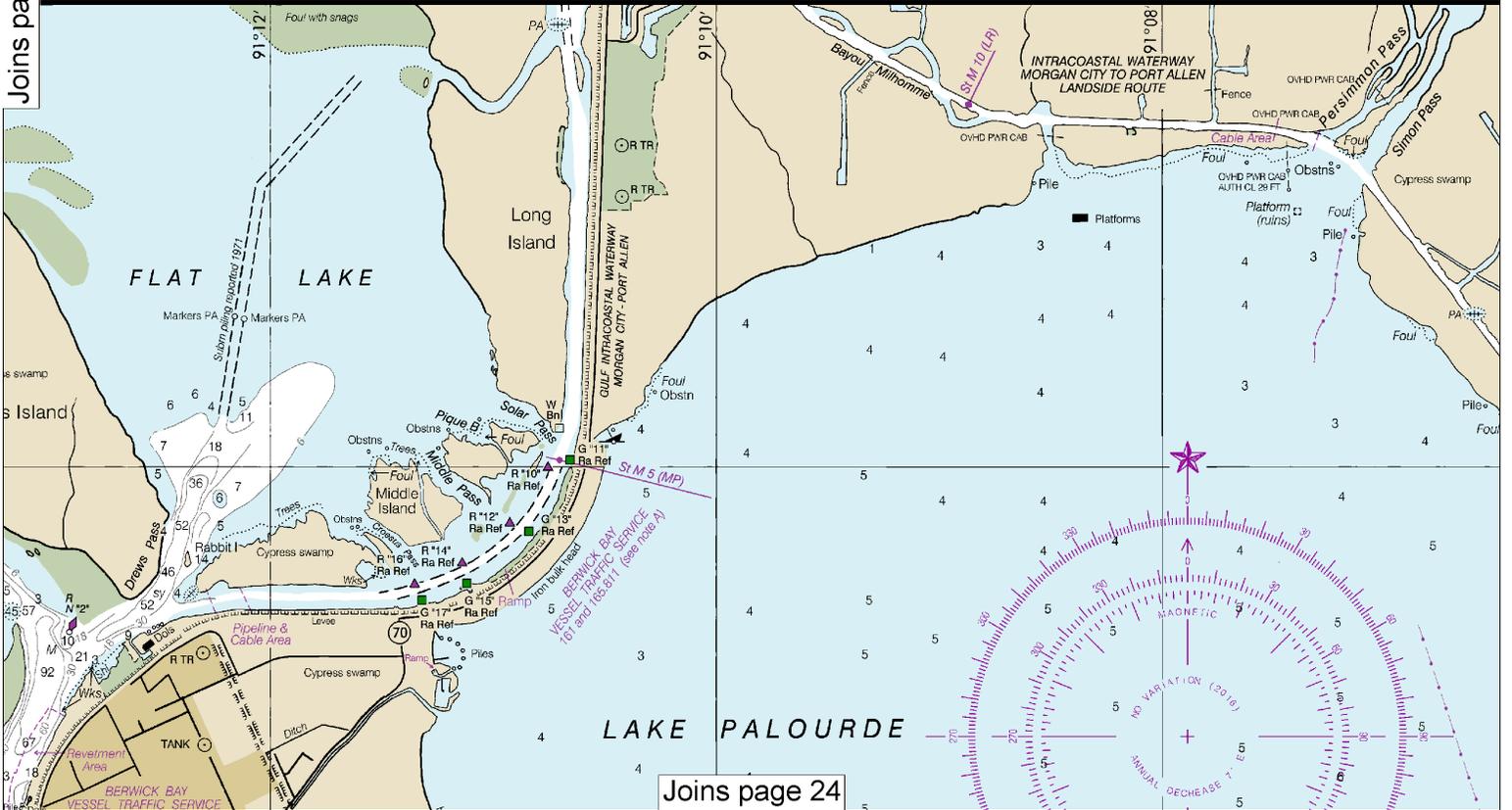


Joins page 12

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CONTINUED ON CHART 11354 (SIDE B)

Formerly 879-SC



Joins page 24

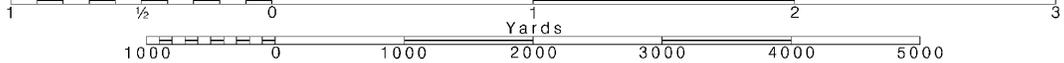
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

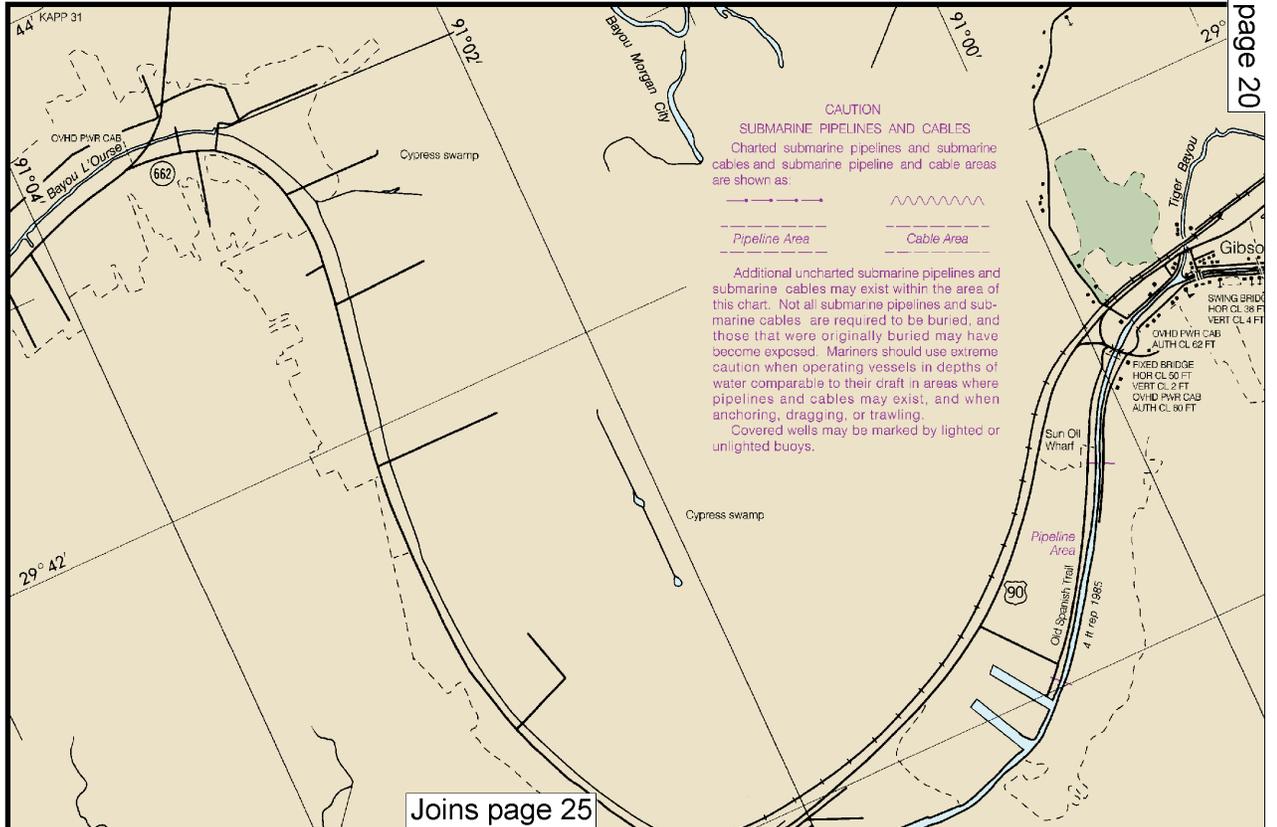
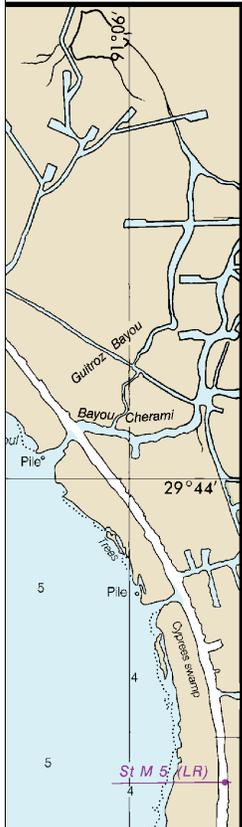
Joins page 13



CONTINUED ON CHART 11352

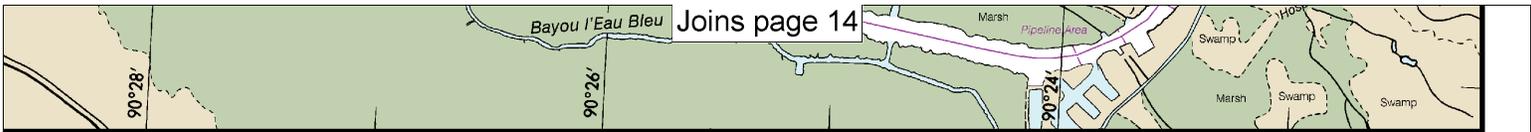
1st Edition, 1972

CONTINUED ON CHART 11352



Joins page 25

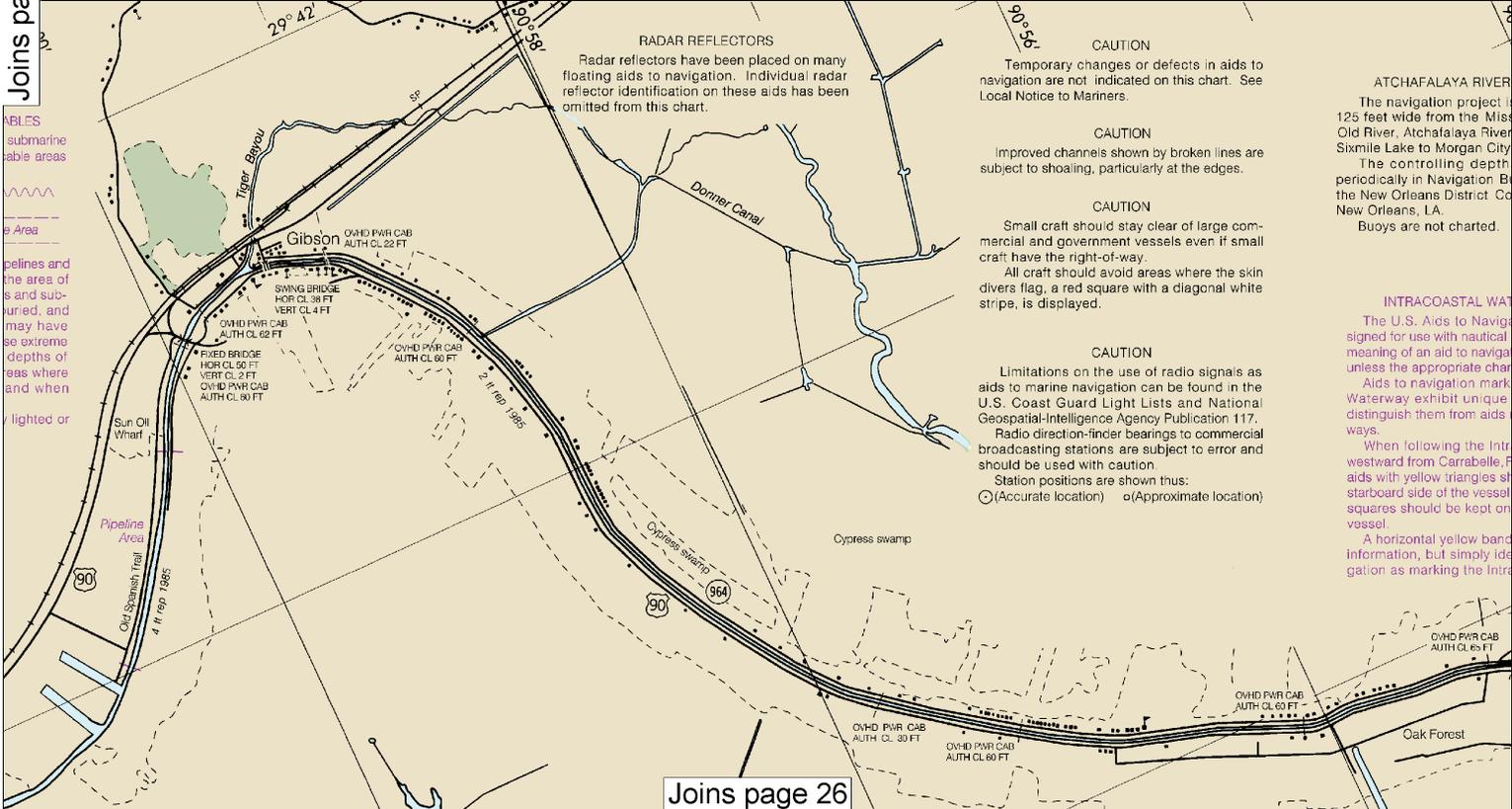
Joins page 20



CONTINUED ON CHART 11365 (SIDE B)

Joins page 19

ABLES submarine cable areas  
 Area  
 pipelines and the area of is and sun-uried, and may have so extreme depths of eas where and when  
 lighted or



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

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

**CAUTION**  
 Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.  
 All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

**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)

**ATCHAFALAYA RIVER**  
 The navigation project is 125 feet wide from the Mississippi Old River, Atchafalaya River Sixmile Lake to Morgan City. The controlling depth periodically in Navigation B the New Orleans District Cd New Orleans, LA.  
 Buoys are not charted.

**INTRACOASTAL WATERWAY**  
 The U.S. Aids to Navigation signed for use with nautical meaning of an aid to navigation unless the appropriate chart. Aids to navigation mark Waterway exhibit unique distinguish them from aids-ways.  
 When following the Intracoastal Waterway westward from Carrabelle, Florida aids with yellow triangles shall be kept on the starboard side of the vessel. A horizontal yellow band shall be kept on the starboard side of the vessel. A horizontal yellow band shall be kept on the starboard side of the vessel. A horizontal yellow band shall be kept on the starboard side of the vessel.

Joins page 26

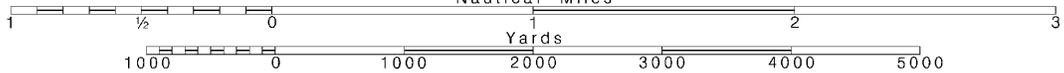
**20**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.









CONTINUED ON CHART 11354 (SIDE A)



Joins page 23

CONTINUED ON CHART 11354 (SIDE A)

CONTINUED ON CHART 11352

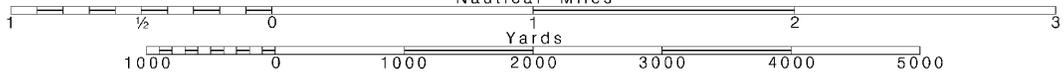
24

Note: Chart grid lines are aligned with true north.

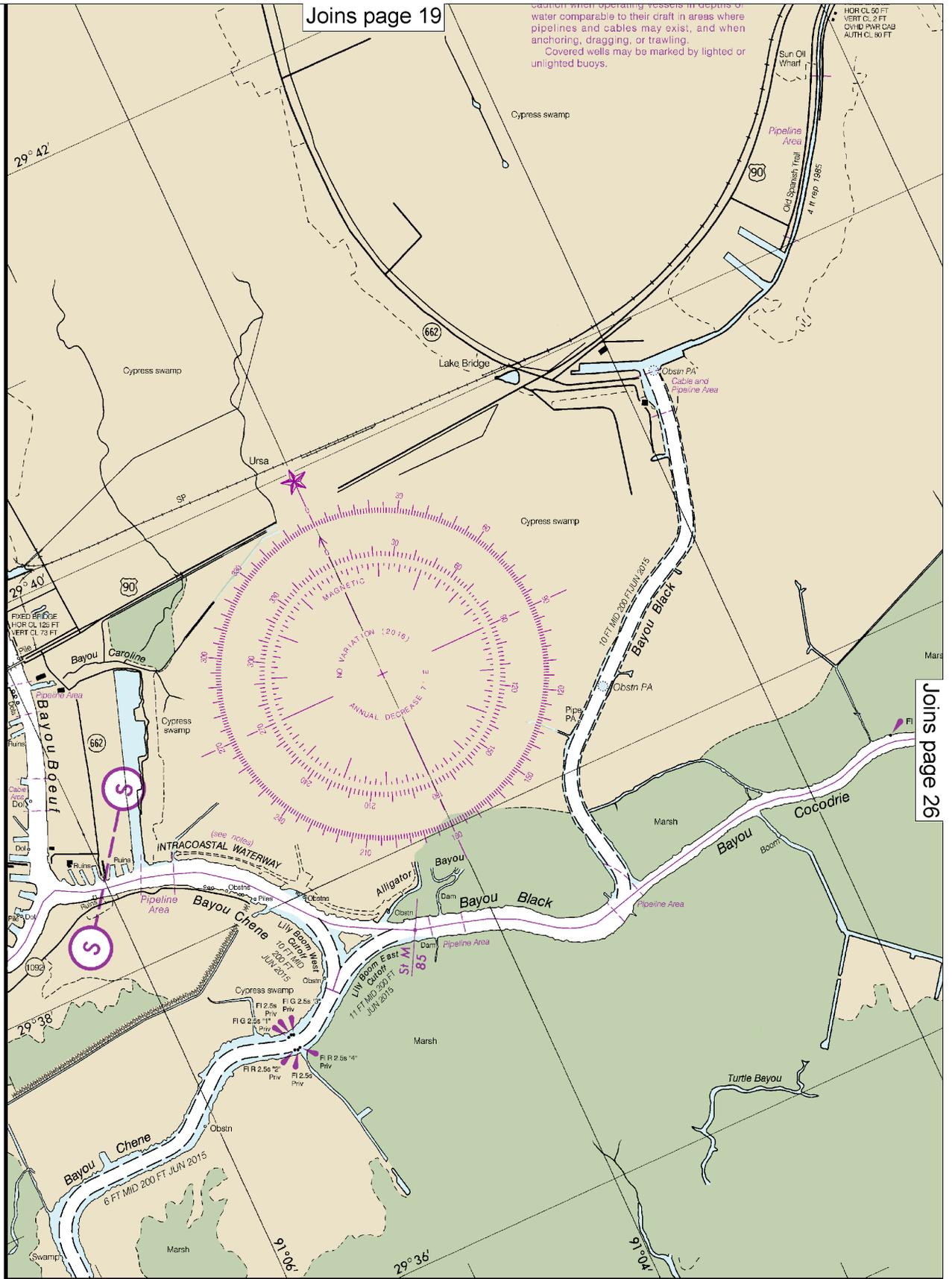
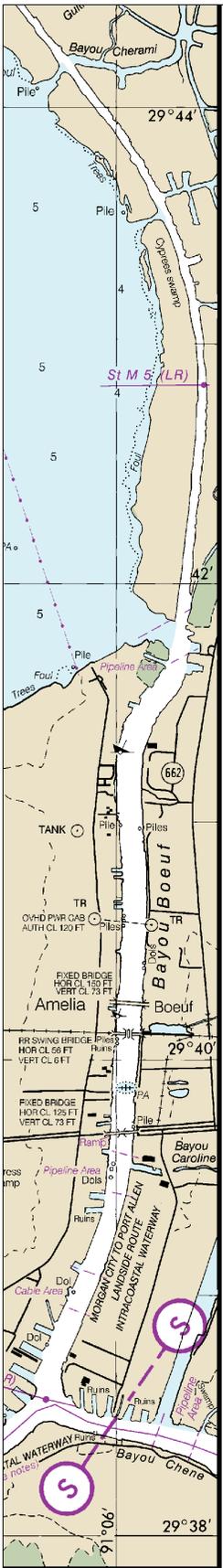
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

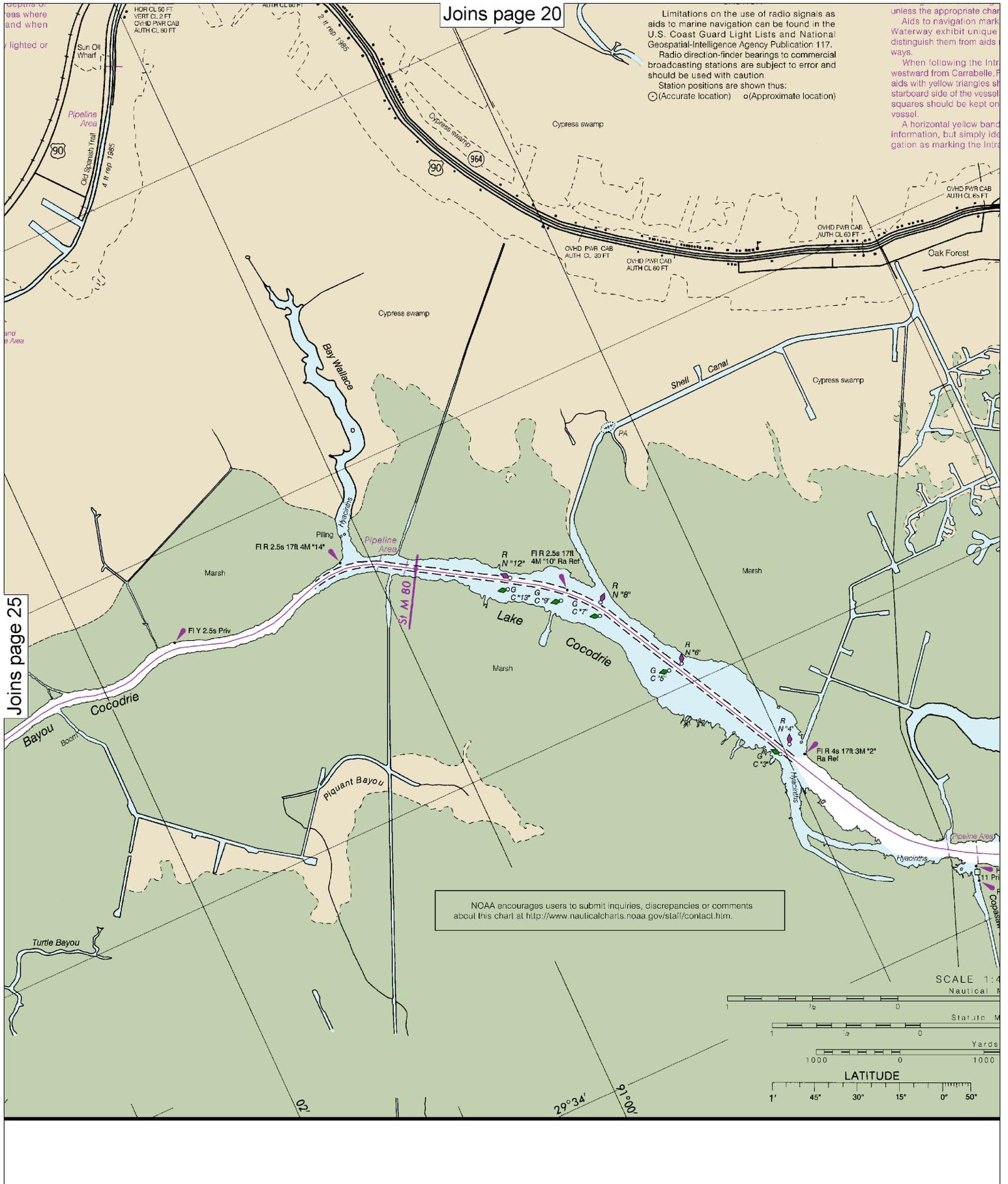
See Note on page 5.



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.



CONTINUED ON CHART 11352



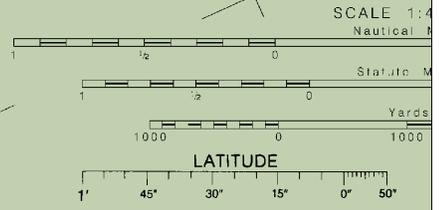
Joins page 20

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)

unless the appropriate chart is used. Aids to navigation mark Waterway exhibit unique distinguishing them from aids to navigation. When following the Intracoastal Waterway westward from Carrabelle, Florida, aids with yellow triangles starboard side of the vessel and aids with red squares should be kept on the starboard side of the vessel. A horizontal yellow band on the chart indicates information, but simply identify it as marking the Intracoastal Waterway.

Joins page 25

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.



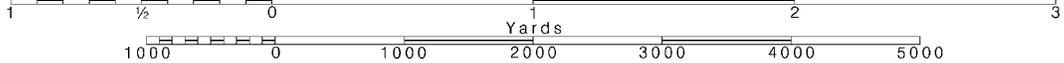
**26**

Note: Chart grid lines are aligned with true north.

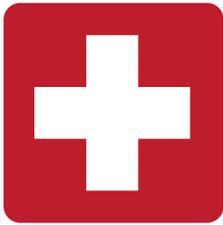
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







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.

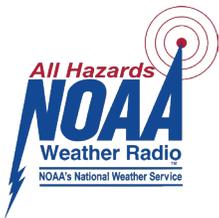
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**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.