

# BookletChart™

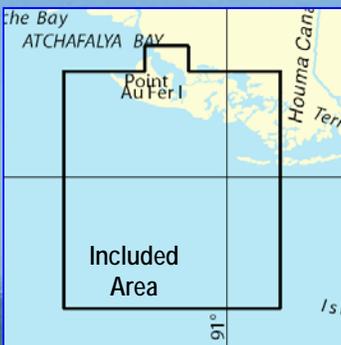
## Isles Dernieres to Point au Fer

NOAA Chart 11356

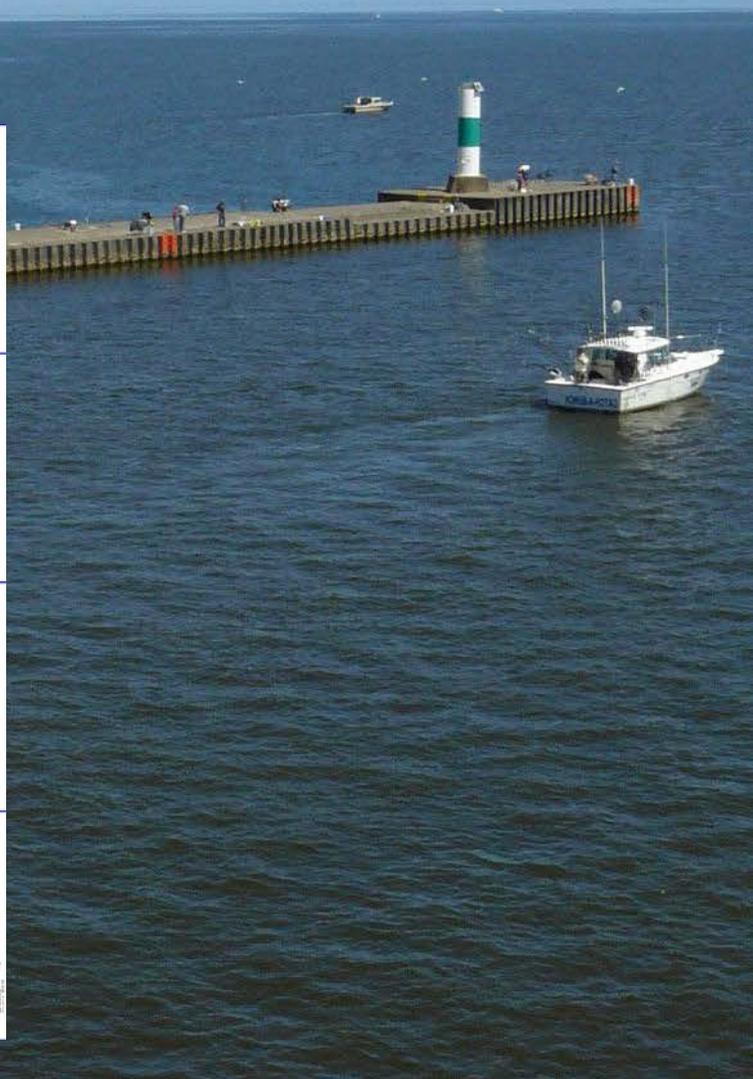
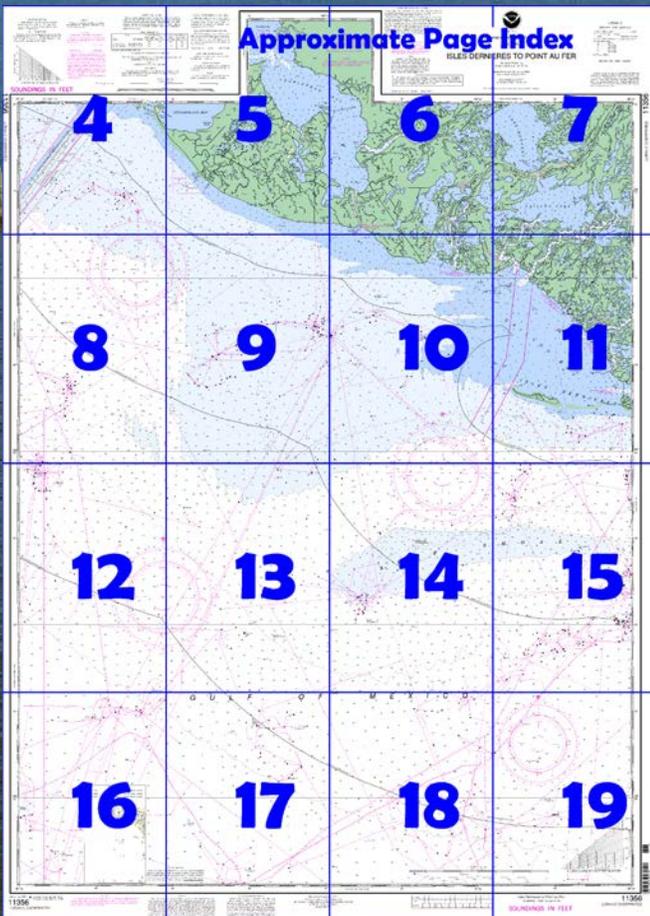


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

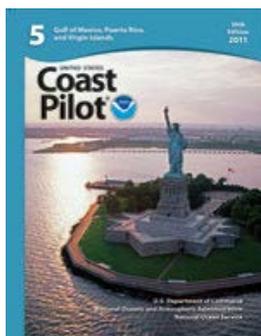
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11356>



#### [Selected Excerpts from Coast Pilot]

**Bayou Lafourche**, formerly an outlet of the Mississippi River at Donaldsonville, 70 miles above Canal Street, New Orleans, is blocked off from the river by a levee.

A privately marked channel leads across **Little Lake** to, thence through **Rosa Bay** to Lake Raccourci. **Deep Bayou** and **Bayou Blue** also connect Little Lake with **Lake Raccourci**.

**Greys Canal**, 3 miles S of Leeville, with a connecting channel through Bayou Blue,

offers the deepest and most used route from Bayou Lafourche to Lake Raccourci and Timbalier Bay. On a favorable tide, about 8 feet can be

taken through the channel; the best water is reportedly found in midchannel. Bayou Blue also joins Little Lake.

**Havoline Canal**, 6 miles S of Leeville, is a privately dredged canal that extends from Bayou Lafourche into Timbalier Bay.

**Timbalier Bay** and **Terrebonne Bay** are large shoal-water bays separated from the Gulf by a chain of low sand islands. These waters are accessible from the Gulf through several passes having depths of 4 to 14 feet; however, the depths in Timbalier and Terrebonne Bays range from 4 to 9 feet.

**Lake Barre**, N of Terrebonne Bay, has general depths of 4 to 6 feet.

**(Lake Barre) Pass** provides a passage marked by a light into Bayou Terrebonne and to **Lake la Graise** at the NW end of Terrebonne Bay.

**Pass Barre** connects with Terrebonne Bay, and several passages at the NE corner of the bay lead to Lake Felicity.

**Old Lady Lake** is a shoal body of water between Lake Raccourci and Lake Barre and S of Lake Felicity. Numerous passages connect with these lakes and with Timbalier Bay.

**Lake Felicity**, with depths of 5 to 6 feet, is N of Old Lady Lake. Many bayous and passes connect with adjacent bays and lakes. Most of the bayous to the E and N of Lake Felicity are used as oyster bedding grounds and, accordingly, contain numerous oyster reefs. Blue lead to Little Lake, and **Grand Pass Felicity** leads to Lake Felicity.

**Vessels should approach Bayou Lafourche and Pass Fourchon through the Belle Pass Safety Fairway.** (See 166.100 through 166.200, chapter 2.)

Mooring to the bulkheads in the vicinity of the intersection of Bayou Lafourche and the Intracoastal Waterway is **prohibited**.

**Pontoon bridges.**—The pontoon bridges that cross Bayou Lafourche at Galliano, 5.5 miles above Galliano, and at Valentine are operated by cables that are suspended just above the water when the bridges are being opened or closed. The cables are dropped to the bottom when the bridges are in the fully opened or closed position. The pontoon bridge at Larose just E of the junction with the Intracoastal Waterway is operated by cables that are suspended just above or below 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 these bridges. **Do not attempt to pass through the bridges until they are fully opened and the cables are dropped to the bottom.**

**Dangers.**—There are numerous oil well structures in and about Timbalier and Terrebonne Bays. Privately marked channels lead from Cat Island Pass to Bayou Terrebonne and Bayou Lafourche. Drilling operations are in progress near Caillou Island, **Brush Island**, and East Timbalier Island. Mariners should use the waters in this area only with local knowledge. **Vessels should enter Terrebonne Bay through Cat Island Pass Safety Fairway.** (See 166.100 through 166.200, chapter 2.)

**Houma Navigation Canal.**—A pontoon bridge crosses the canal about 20 miles above the entrance. **Do not attempt to pass through the bridge until it is fully opened and the cables are dropped to the bottom.** **Vessels should approach Bayou Grand Caillou through the Bayou Grand Caillou Safety Fairway.** (See 166.100 through 166.200, chapter 2.)

### 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>



DEVELOPMENT STRUCTURES

Lights and sound (fog) signals or fixed mineral development on this chart, subject to district Commander, U.S. Coast 67).

OTHER RADIO BROADCASTS

Weather Radio station listed continuous weather broadcasts. range is typically 20 to 40 om the antenna site, but can be 0 nautical miles for stations at

KIH-23 162.475 MHz

MENTAL INFORMATION

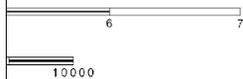
S. Coast Pilot 5 for important information.

DS TO NAVIGATION

S. Coast Guard Light List for information concerning aids to

CAUTION

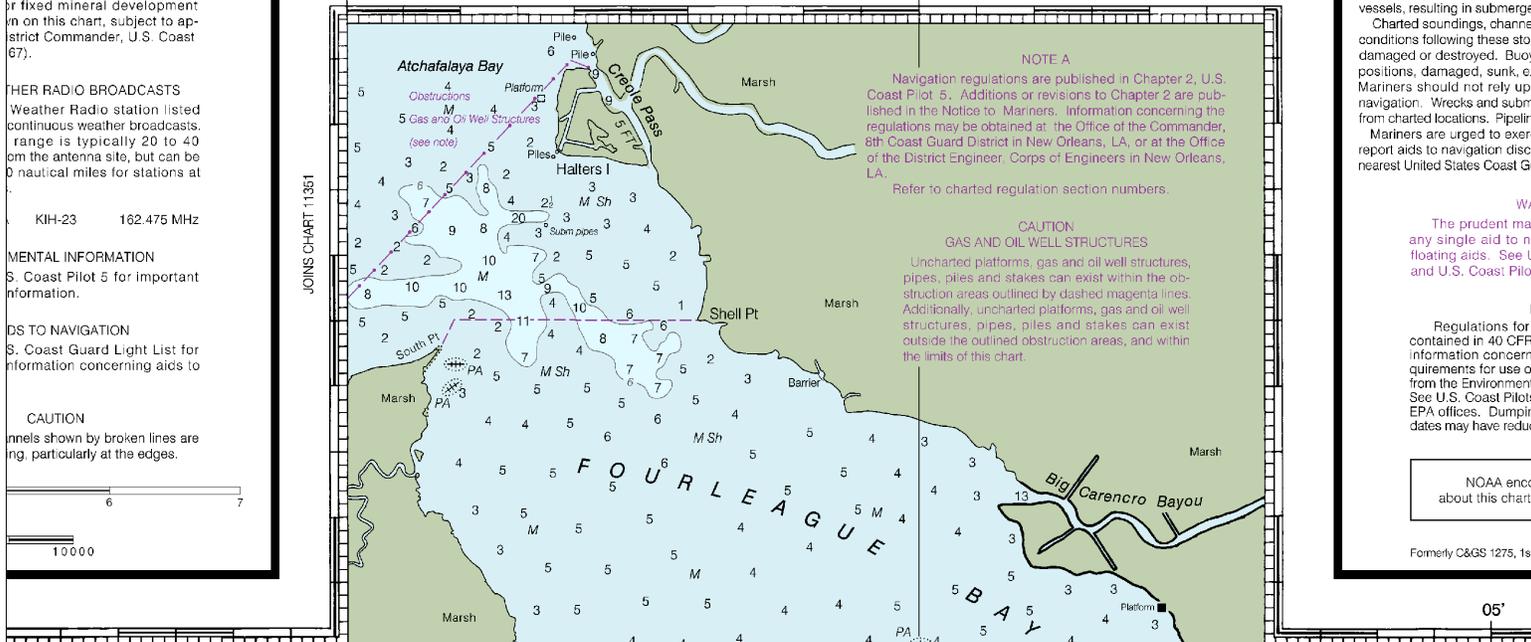
annels shown by broken lines are ng, particularly at the edges.



15'

91°10'

JOINS CHART 11361



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 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.

HURRICANE

Hurricanes, tropical storms, and other severe weather systems can cause considerable damage to marine vessels, resulting in submerged wrecks, resulting in submerged wrecks. Charted soundings, channel conditions following these storms may be damaged or destroyed. Buoy positions, damaged, sunk, or missing. Mariners should not rely upon navigation. Wrecks and obstructions from charted locations. Pipelines. Mariners are urged to extend report aids to navigation districts nearest United States Coast Guard.

WA

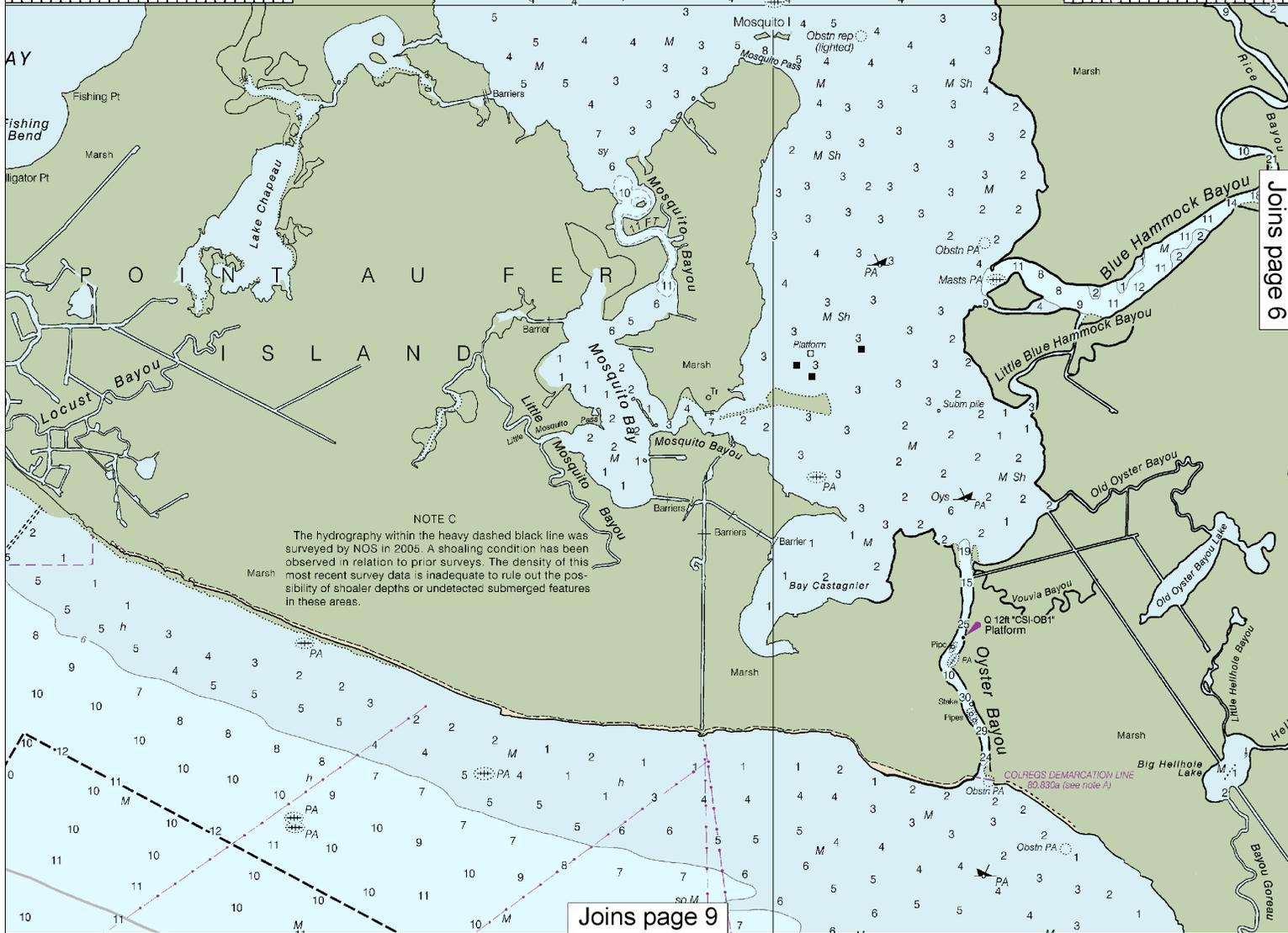
The prudent mariner should use any single aid to navigation, including floating aids. See U.S. Coast Pilot and U.S. Coast Pilot.

Regulations for use of information contained in 40 CFR information concerning requirements for use of information from the Environment. See U.S. Coast Pilot EPA offices. Dumping dates may have reduced.

NOAA enclosure about this chart.

Formerly C&GS 1275, 1st

05'



NOTE C

The hydrography within the heavy dashed black line was surveyed by NOS in 2006. 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 9

Joins page 6

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.







THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

LOUISIANA

# ISLES DERNIERES TO POINT AU FER

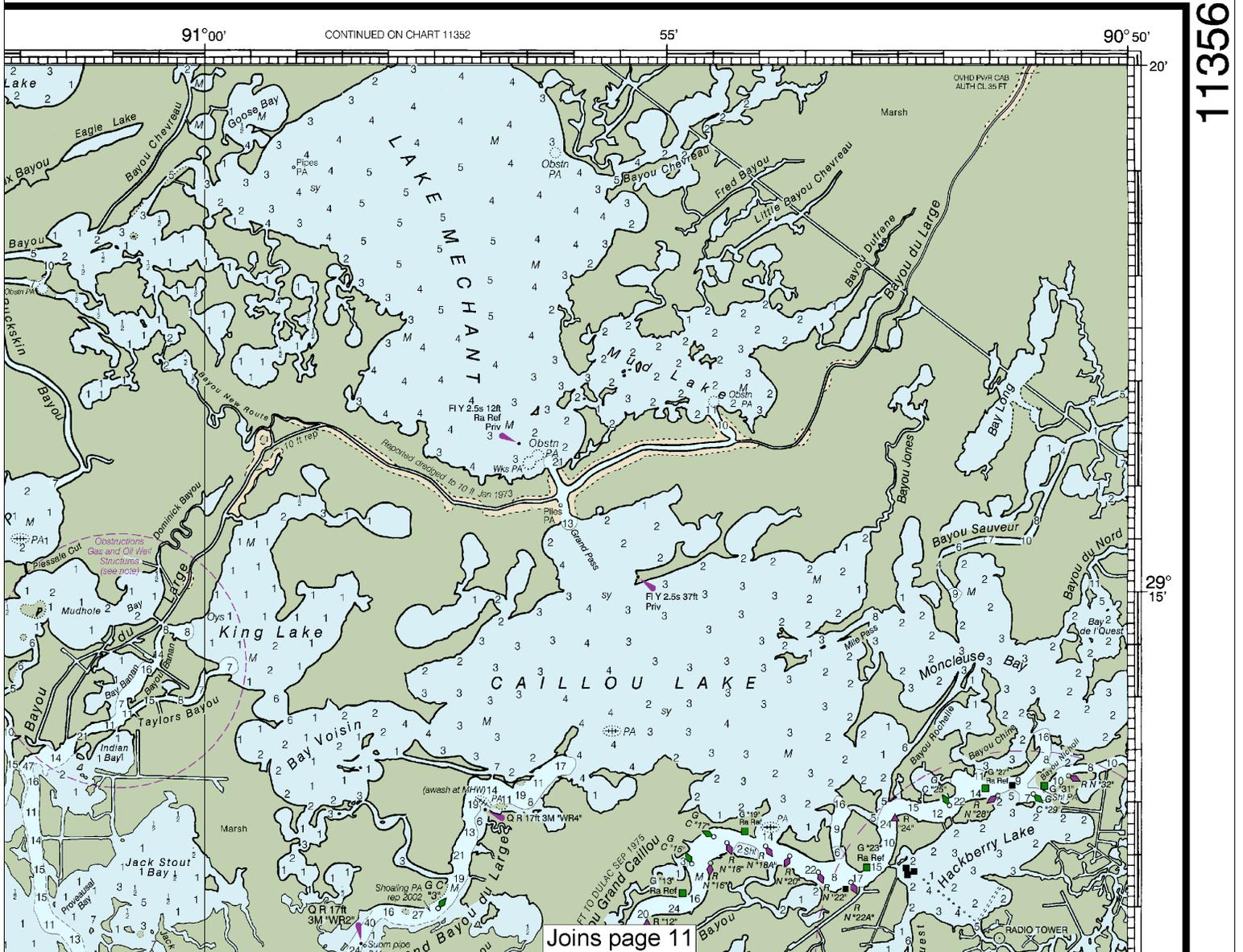
Mercator Projection  
Scale 1:80,000 at Lat 29° 00'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

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

or comments  
fact.htm.

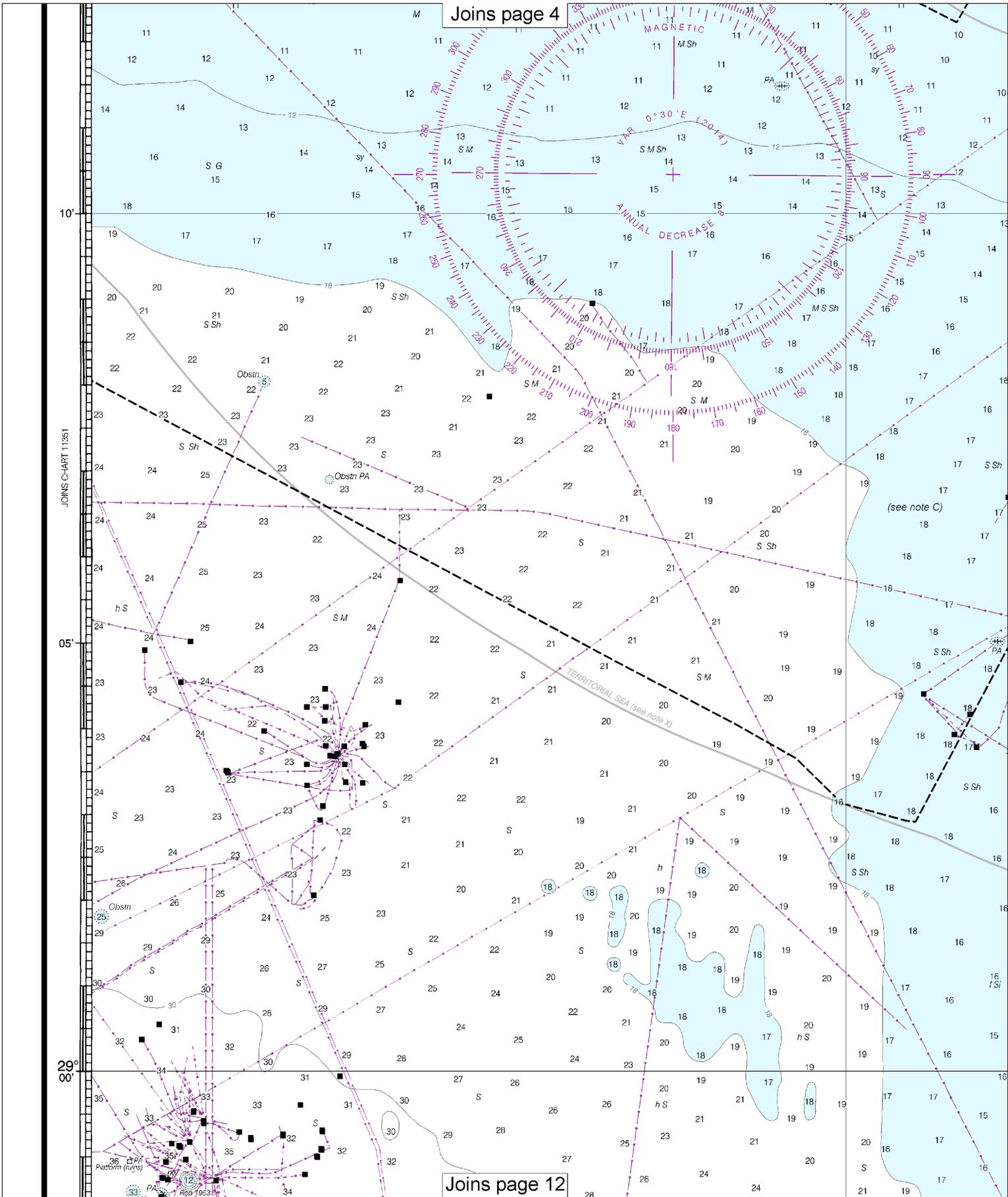


11356

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

to modification.

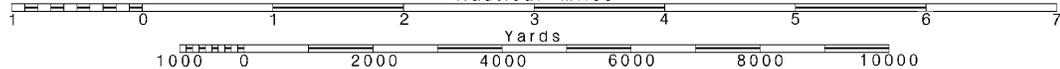
7



Printed at reduced scale.

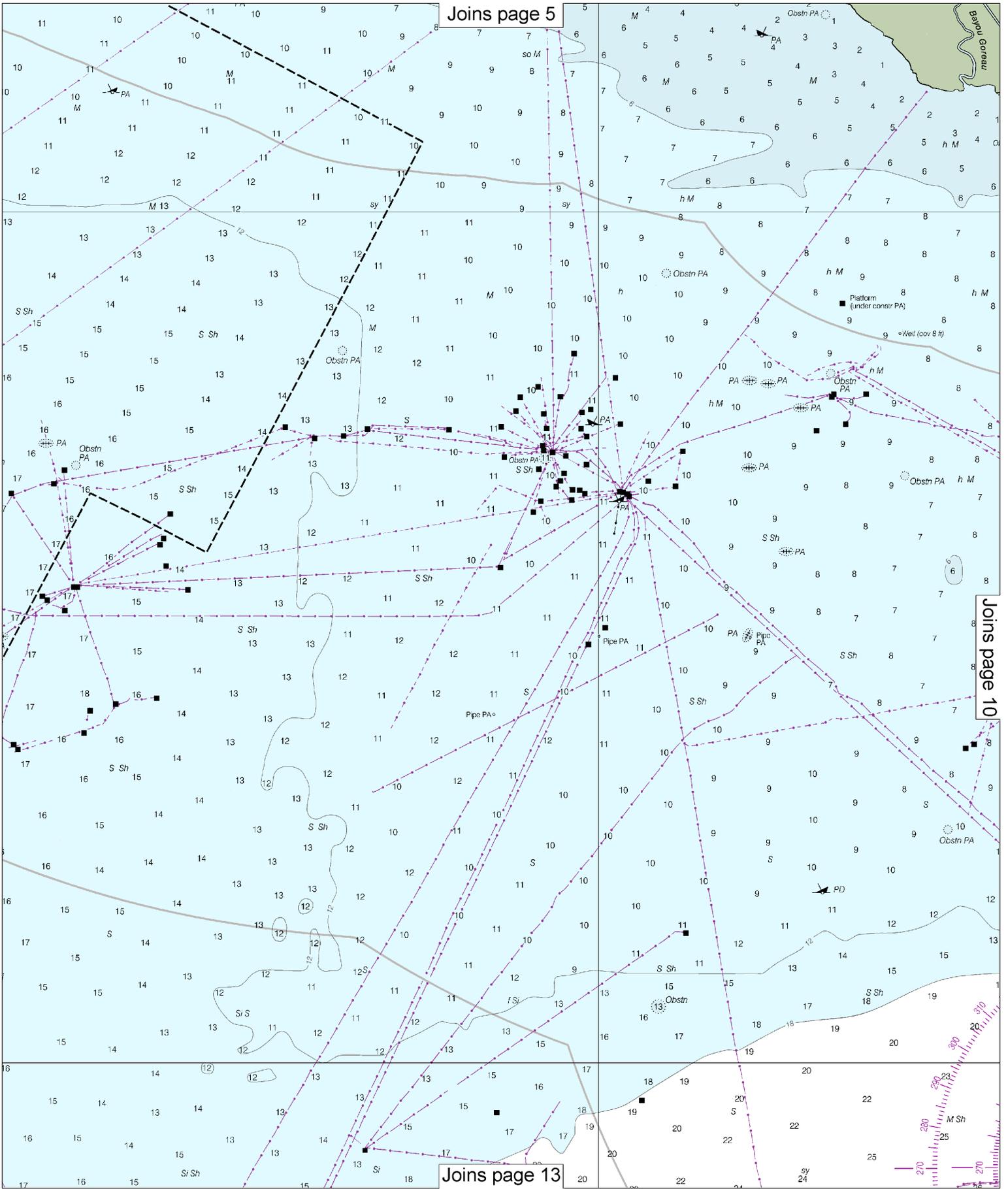
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Nautical Miles

See Note on page 5.



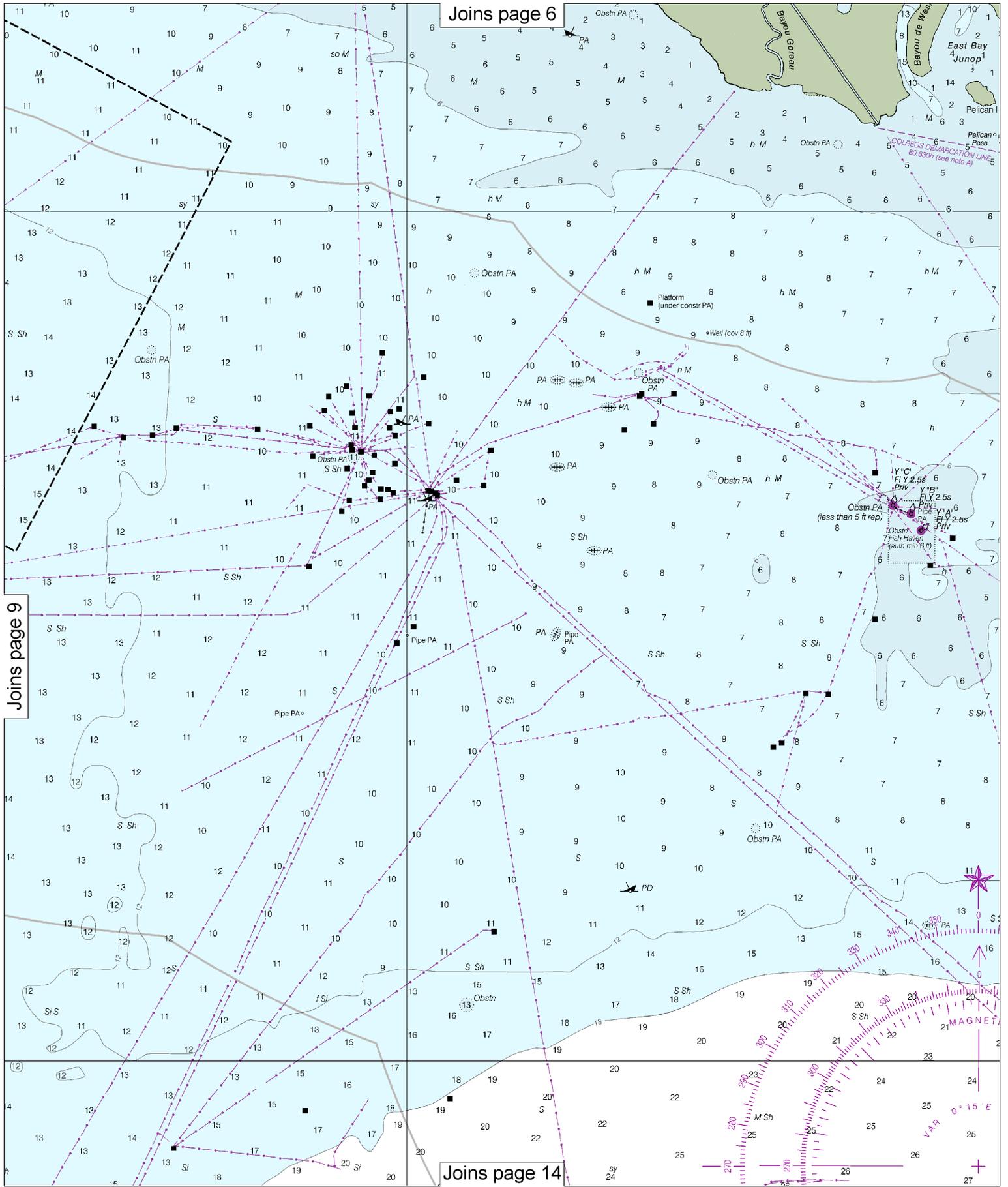
Note: Chart grid lines are aligned with true north.

Joins page 5



Joins page 10

Joins page 13



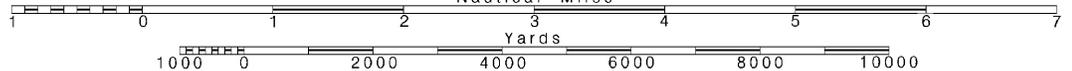
**10**

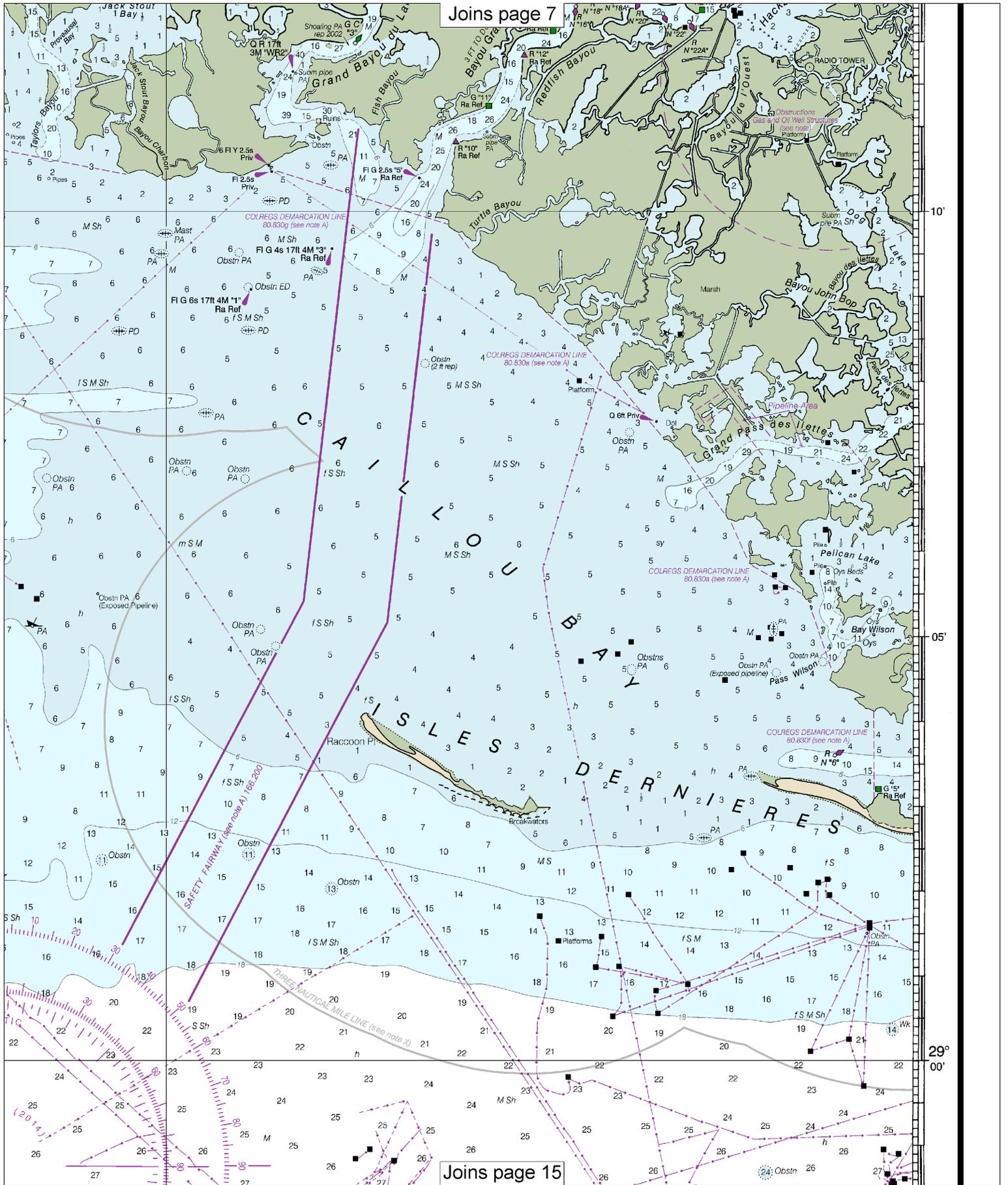
Note: Chart grid lines are aligned with true north.

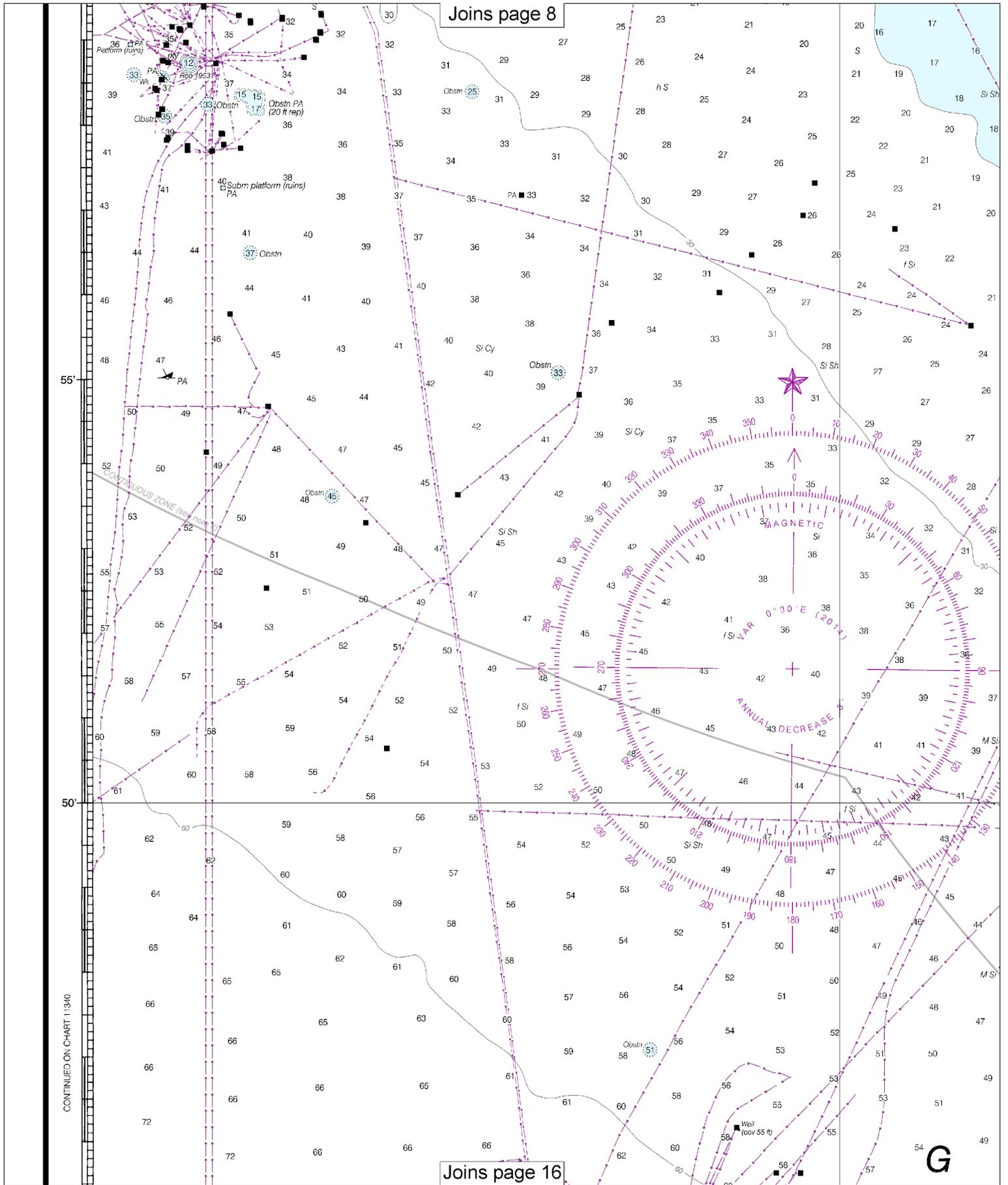
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SCALE 1:80,000  
Nautical Miles

See Note on page 5.







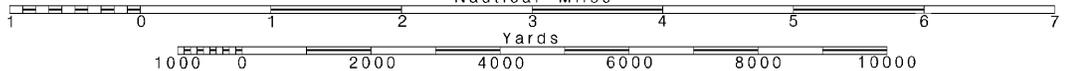
**12**

Note: Chart grid lines are aligned with true north.

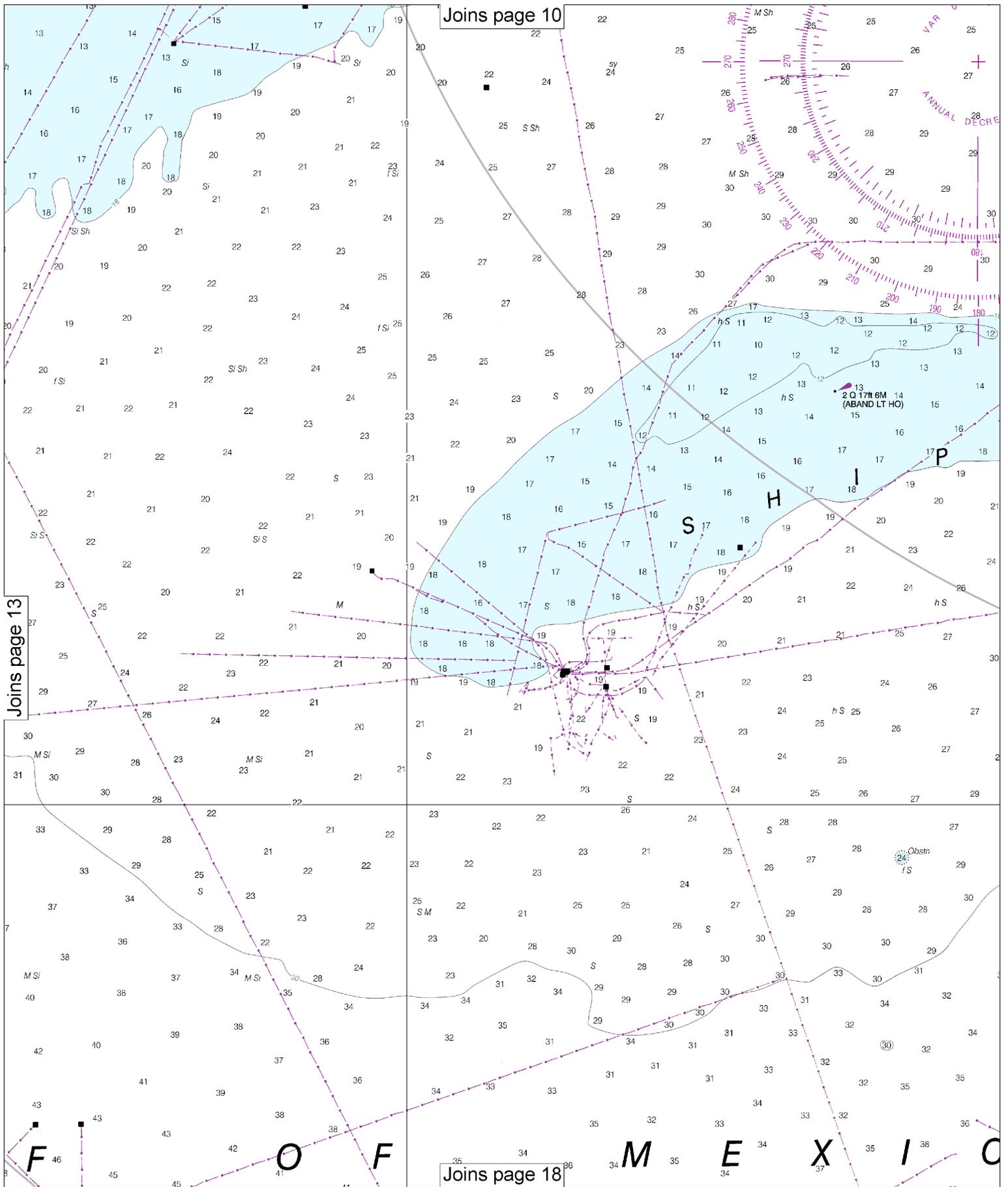
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





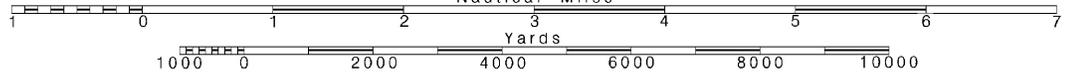


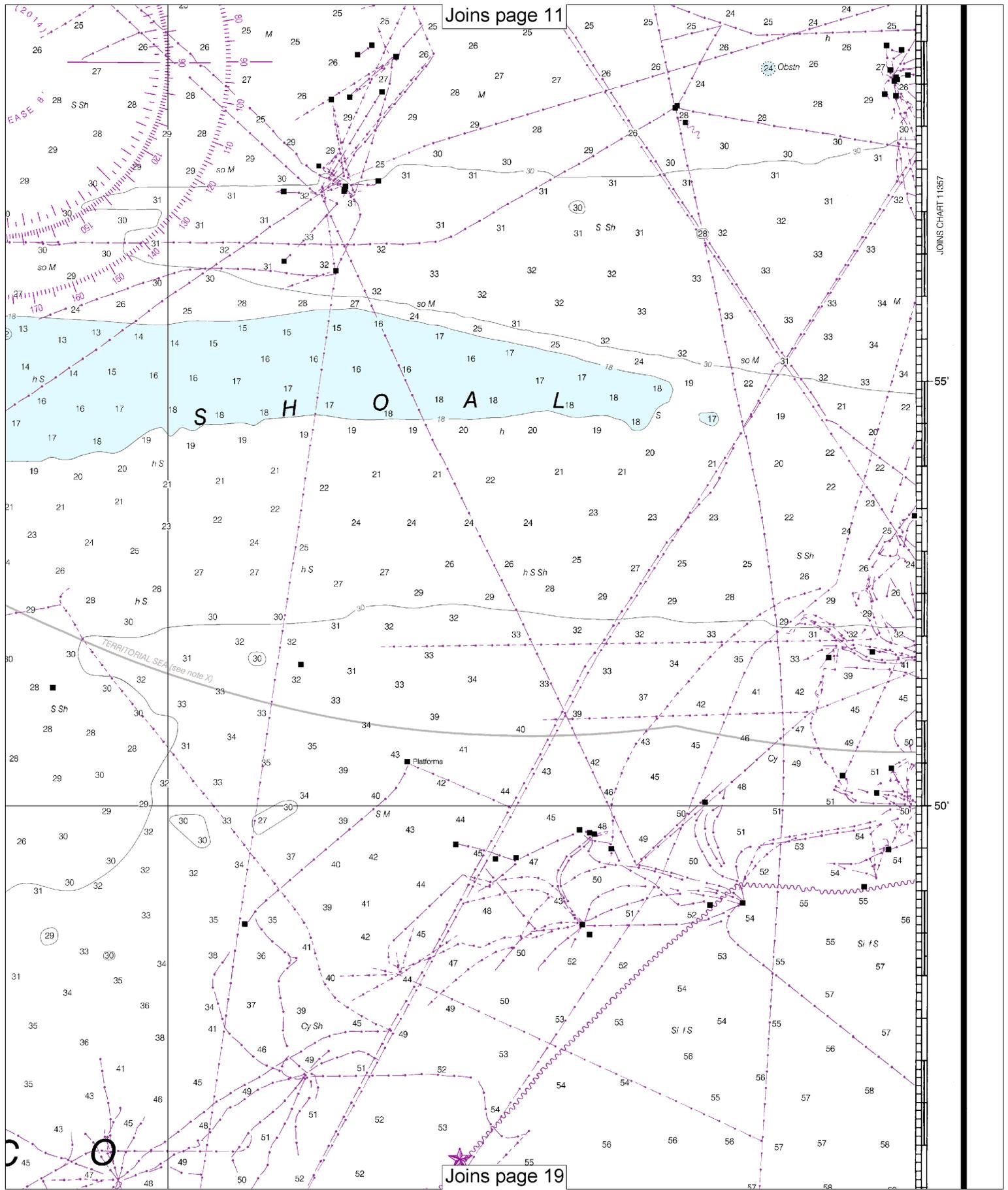
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.



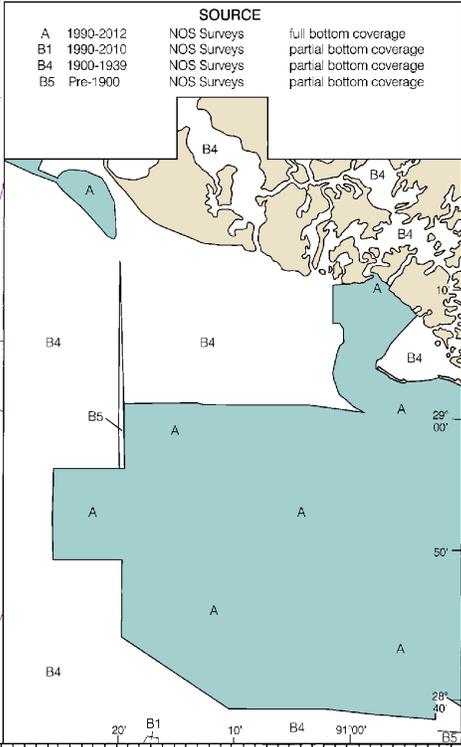
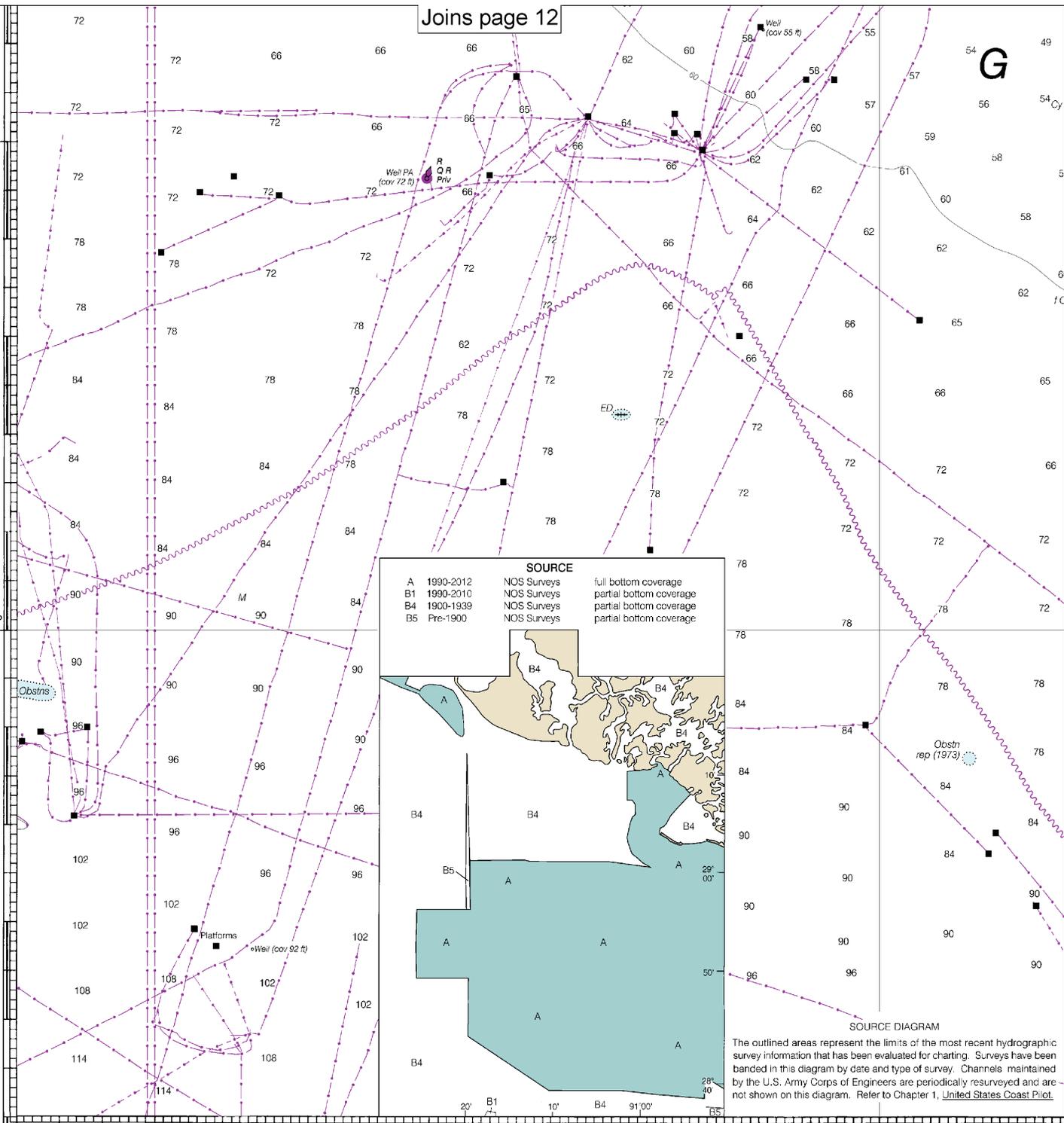


Joins page 12

G

45'

28° 40'



41st Ed., Jul. 2014

11356

**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).

**NOTE X**

Within the 12-nautical mile Territorial Sea, established by President some Federal laws apply. The Three Nautical Mile Line, previously outer limit of the territorial sea, is retained as it continues to depict limit of the other laws. The 9-nautical mile Natural Resource Boundary of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line in most cases the inner limit of Federal fisheries jurisdiction and the jurisdiction of the states. The 24-nautical mile Contiguous Zone and mile Exclusive Economic Zone were established by President. Unless fixed by treaty or the U.S. Supreme Court, these maritime to modification.

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

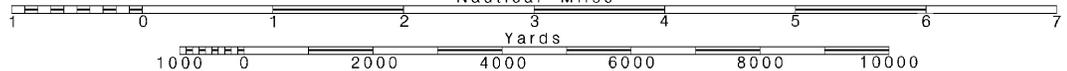
16

Note: Chart grid lines are aligned with true north.

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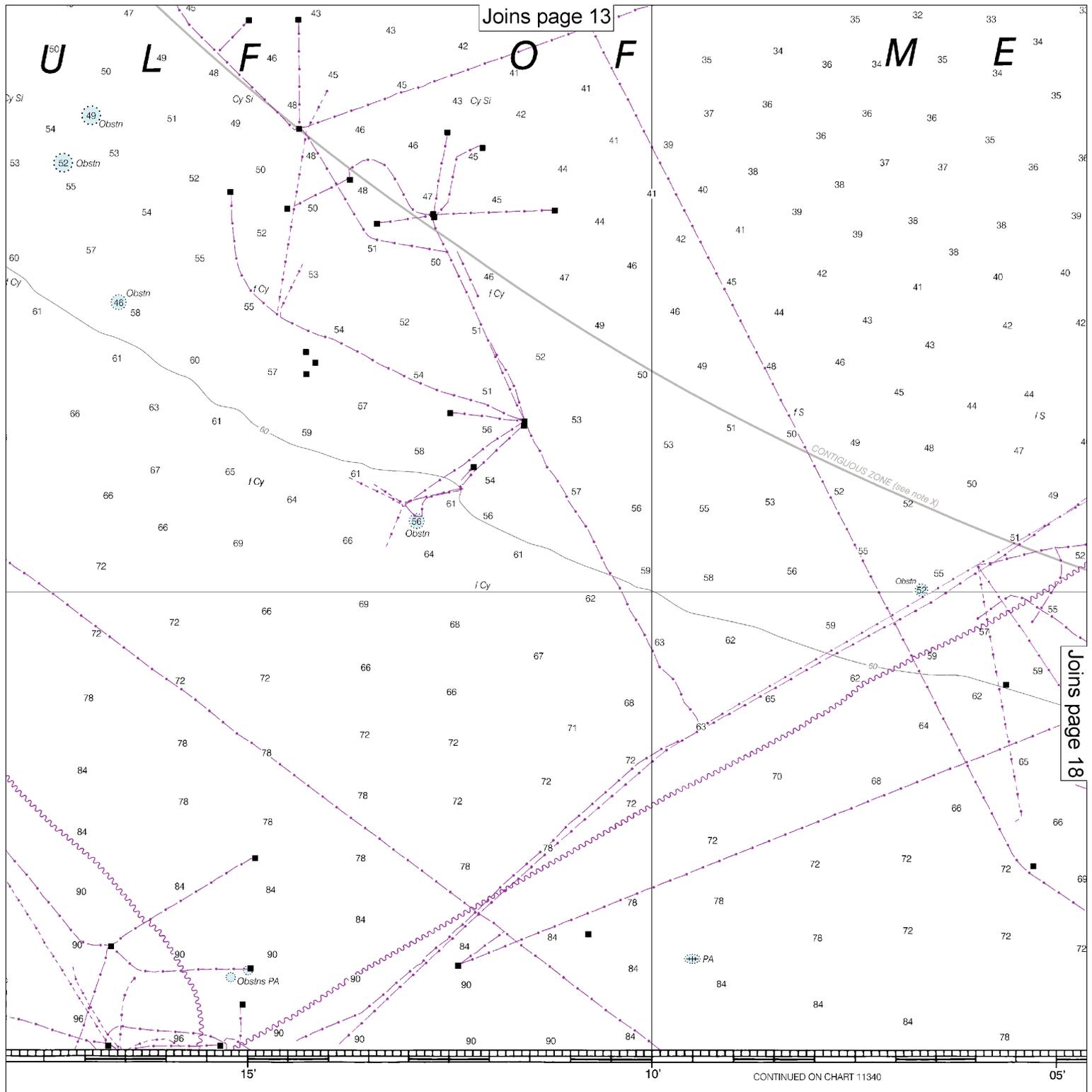
SCALE 1:80,000  
Nautical Miles

See Note on page 5.



Joins page 13

U L F O F M E

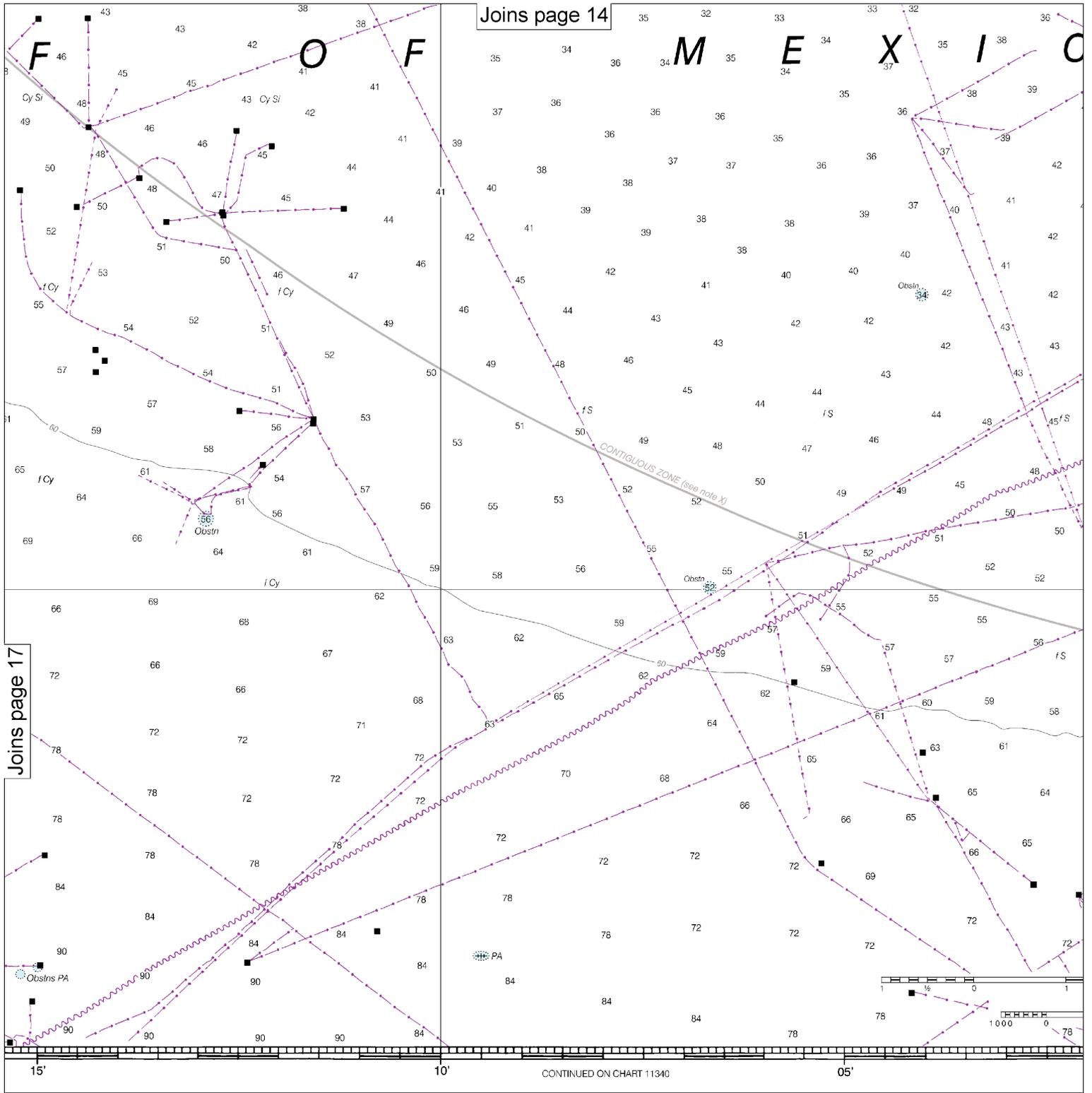


Joins page 18

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 b limits are subject

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

SOUNDINGS



**18**

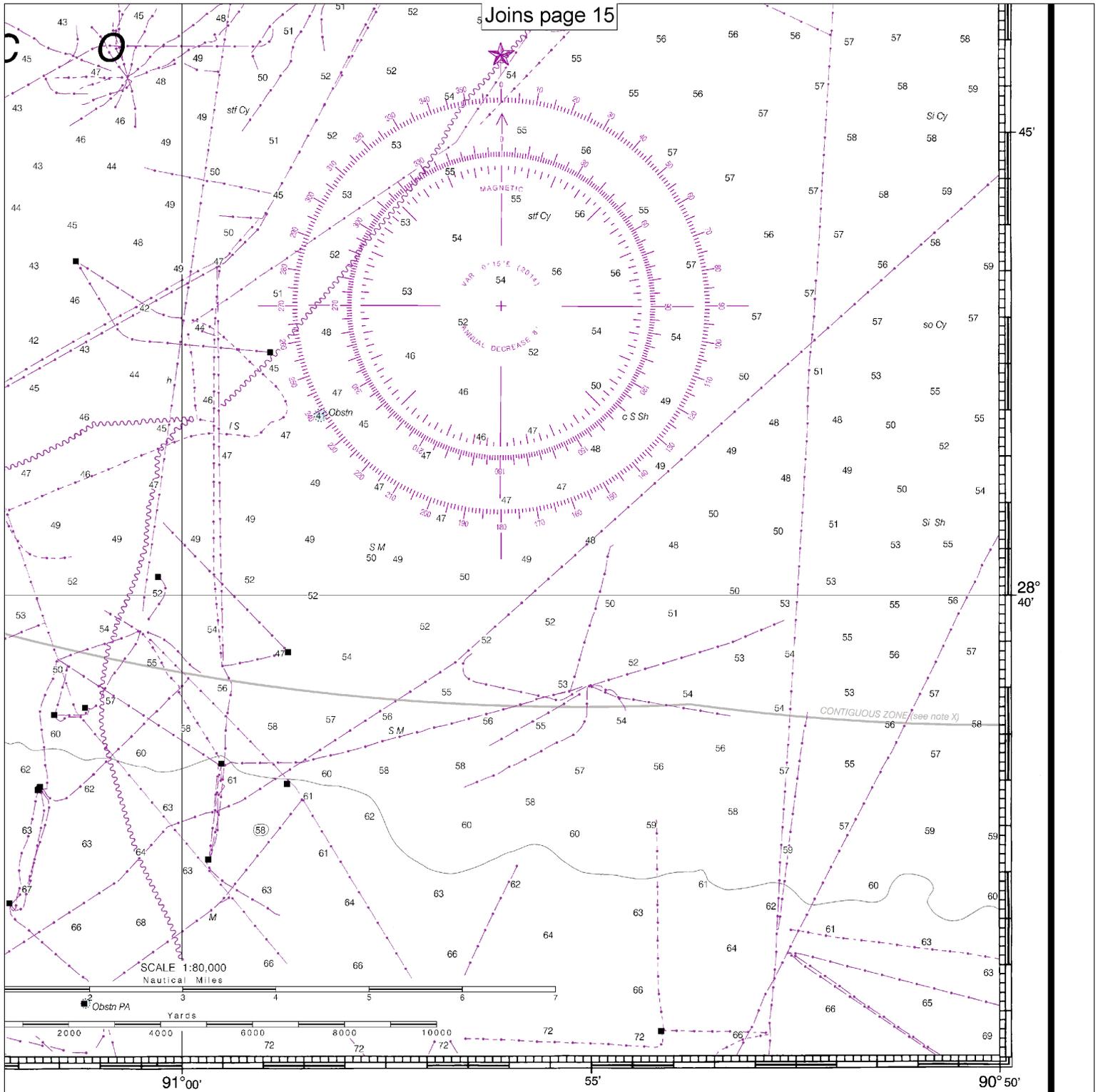
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	0	12	19	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Isles Dernieres to Point au Fer  
SOUNDINGS IN FEET - SCALE 1:80,000

11356



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.