

BookletChart™

Lakes Pontchartrain and Maurepas

NOAA Chart 11369

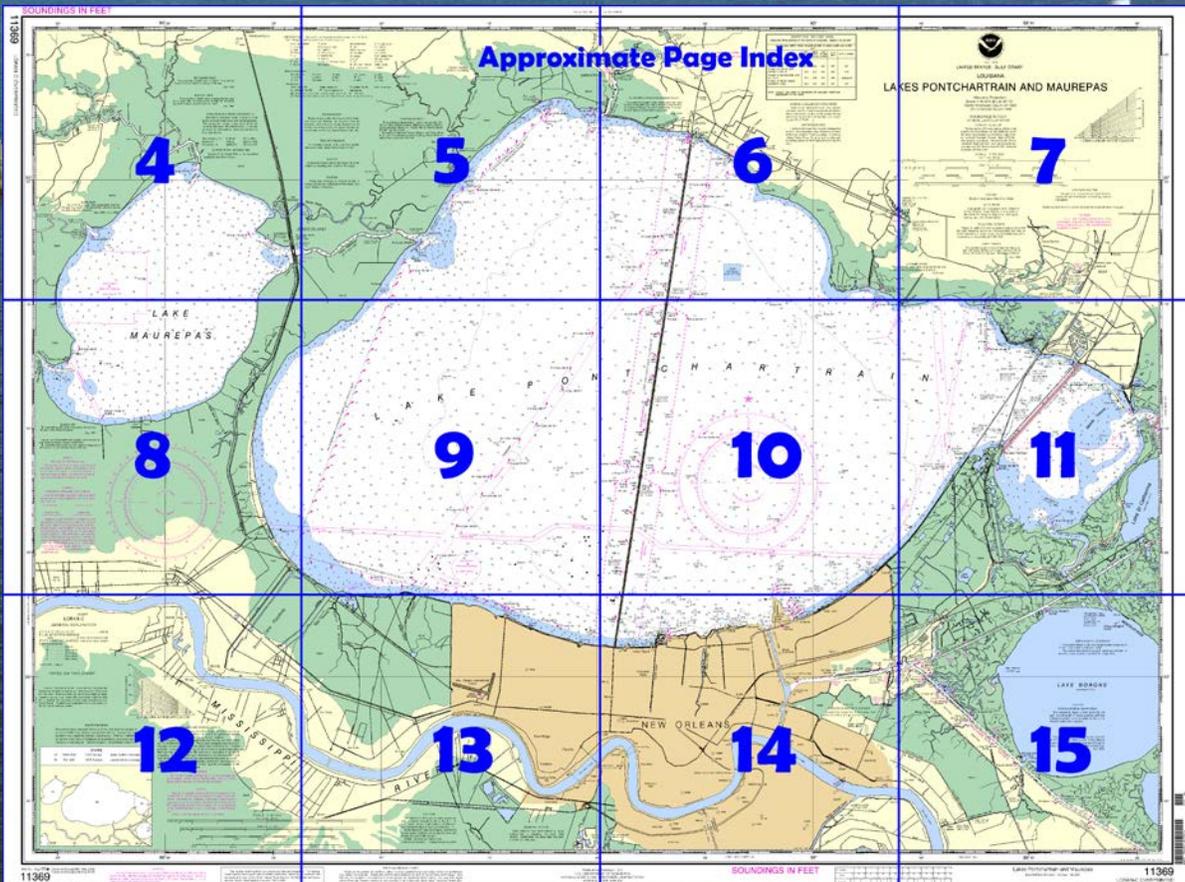


A reduced-scale NOAA nautical chart for small boaters

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.

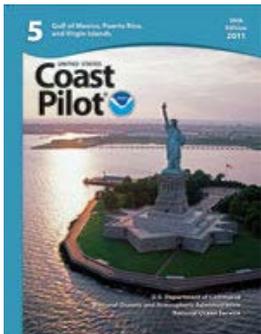
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=11369>.



(Selected Excerpts from Coast Pilot)

Bayou Bienvenue empties into the W side of Lake Borgne about 5 miles SW of Chef Menteur Pass. The bayou connects Lake Borgne with the Mississippi River-Gulf Outlet Canal, and thence leads W for about 6.3 miles. In 1996, the controlling depths were 5½ feet across the lake bar, thence 4½ feet to the Mississippi River-Gulf Outlet Canal and to State Route 47 highway bridge about 2 miles W. The bridge has a 17-foot fixed channel span with a clearance of 3

feet. An overhead power cable with an unknown height is immediately W of the bridge. Another overhead power cable with a clearance of 60 feet crosses the bayou about 1 mile W of the Mississippi River-Gulf

Outlet Canal. In 2009, Bayou Bienvenue was reported to be completely closed to mariners due to construction of a vertical lift gate approximately 0.25 mile E of the Mississippi River-Gulf Outlet. The lift gate has a design clearance of 35 feet and is scheduled to be completed in May 2012.

Bayou Dupre empties into the SW end of Lake Borgne at **Martello Castle**, about 3.5 miles SSE of Bayou Bienvenue. A dredged channel leads from Lake Borgne into and through Bayou Dupre and **Violet Canal to Violet**. In 1995, the controlling depth was 6 feet over the bar in Lake Borgne and thence 5 feet through Bayou Dupre to the head of the canal at Violet. Bayou Dupree was reported to be closed to all marine traffic until summer 2012. In 2002, unmarked pile clusters were reported in the vicinity of Bayou Dupre Light 1. An overhead power cable with a clearance of 60 feet crosses the canal about 1.2 miles E of Violet. Twin fixed highway bridges with a clearance of 35 feet are about 0.4 mile E of Violet. Petroleum products and fish are the principal commerce on the bayou. Shrimp fishermen report that the canal is difficult to navigate during winter low water. A light and daybeacons mark the entrance to the bayou. A small marina at Violet provides gasoline, berths, water, electricity, ice, and a hoist that can handle small craft to 3 tons.

Bayou Yscloskey empties into the southernmost part of Lake Borgne. A dredged channel leads from Lake Borgne to the mouth of Bayou Yscloskey. In 2007, the controlling depth was 5 feet. The channel is marked by a light and daybeacons. From the mouth of the bayou, the channel is privately maintained for 2 miles to Bayou la Loutre at the settlement of **Yscloskey**. In 2006, the controlling depth was 5 feet to Yscloskey. Overhead power cables crossing Bayou Yscloskey have a minimum clearance of 30 feet. Gasoline, diesel fuel, water, ice, and limited marine supplies are available on the bayou. From Yscloskey, **Bayou la Loutre** flows SE for 25 miles to Eloi Bay (chart 11363). The dredged channel in the bayou is privately maintained from Yscloskey to Hopedale, a small settlement 3 miles SE. In 1997, the controlling depth was 6 feet. The bridge over Bayou la Loutre at Yscloskey has a vertical lift span with a width of 45 feet and clearance of 2 feet down and 53 feet up. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.) An overhead power cable crossing at Hopedale has a clearance of 68 feet. **Hopedale** has several wharves at which gasoline, diesel fuel, water, ice, and marine supplies are available. A small boatyard at Hopedale has a mobile hoist that can haul out craft to 45 tons. Repairs are normally made by the boat owners. From Hopedale, Bayou la Loutre Channel is a Federal project. In 1997, the controlling depths were 5 feet to Bayou St. Malo, thence 5 feet through **Bayou Eloi** and the bar channel to deep water in **Lake Eloi**. Three causeways cross the E end of Lake Pontchartrain. U.S. Interstate Route 10 highway causeway, about 3.5 miles W of The Rigolets and crossing between **Pointe aux Herbes** and **Howze Beach**, has a bridge with a fixed span over the navigation channel about 1.2 miles from its NE end with a clearance of 65 feet. In 2006, a replacement fixed highway bridge with a design clearance of 73 feet was under construction close E of the existing bridge. U.S. Route 11 highway causeway, W of U.S. Interstate Route 10 highway causeway and crossing from Pointe aux Herbes to **North Shore**, has two bascule bridges; one, about 1 mile SW of North Shore, has a clearance of 13 feet; the other, about 0.4 mile NE of Pointe aux Herbes, has a clearance of 12 feet. The N span is equipped with a radiotelephone.

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>

55°

89° 50'

45°



THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - GULF COAST

LOUISIANA

LAKES PONTCHARTRAIN AND MAUREPAS

Mercator Projection
Scale 1:80,000 at Lat 30°10'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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 0.718" northward and 0.259" westward to agree with this chart.

SCALE 1:80,000

Nautical Miles



HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

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).

LIBERTY BAYOU

The controlling depth was 3½ feet from the junction with Bayou Bonfouca to Camp Saimen (Mile 5); thence 4 feet to the Highway 190 Bridge at Mile 6.

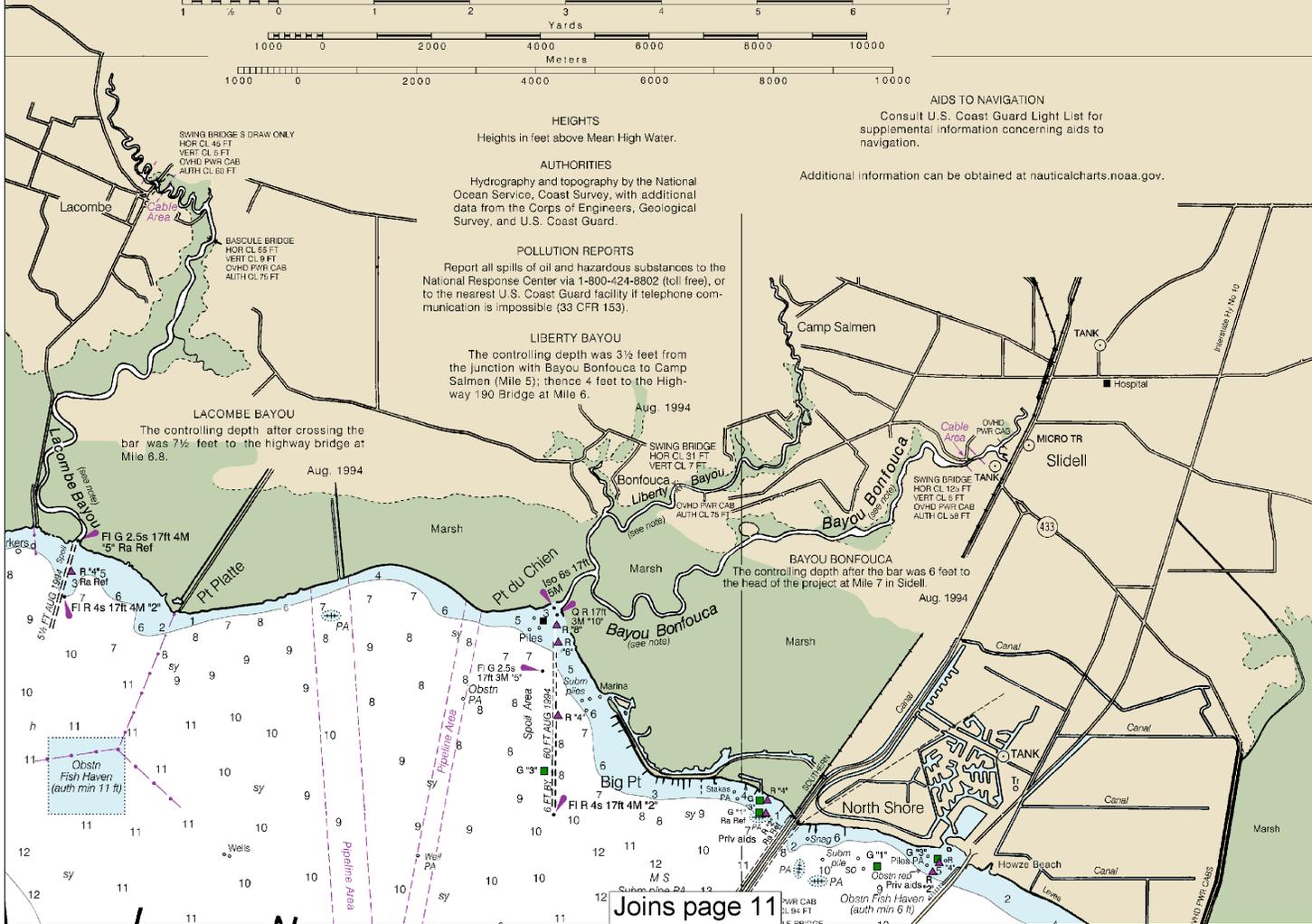
LACOMBE BAYOU

The controlling depth after crossing the bar was 7½ feet to the highway bridge at Mile 8.8.

AIDS TO NAVIGATION

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

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



Joins page 11

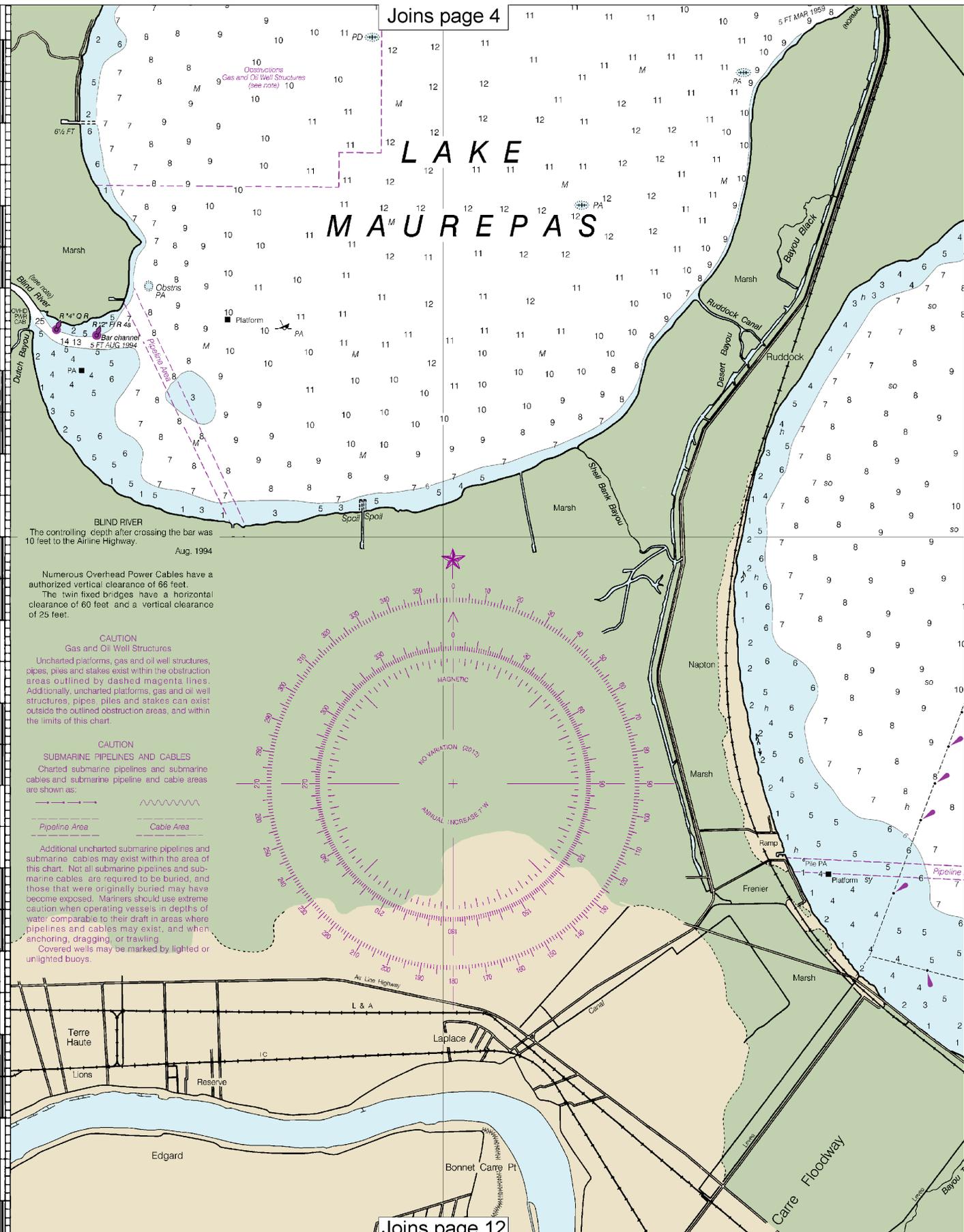
48th Ed., Jun. 2012. Last Correction: 9/23/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4416 (10/29/2016)



Joins page 4

LAKE MAUREPAS

15'
10'
05'



BLIND RIVER
The controlling depth after crossing the bar was 10 feet to the Airline Highway.
Aug. 1994

Numerous Overhead Power Cables have a authorized vertical clearance of 66 feet.
The twin fixed bridges have a horizontal clearance of 60 feet and a vertical clearance of 25 feet.

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.

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.

Joins page 12

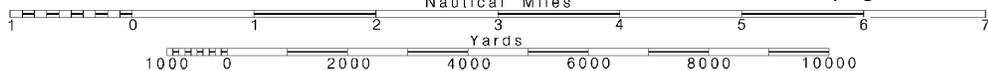


Note: Chart grid lines are aligned with true north.

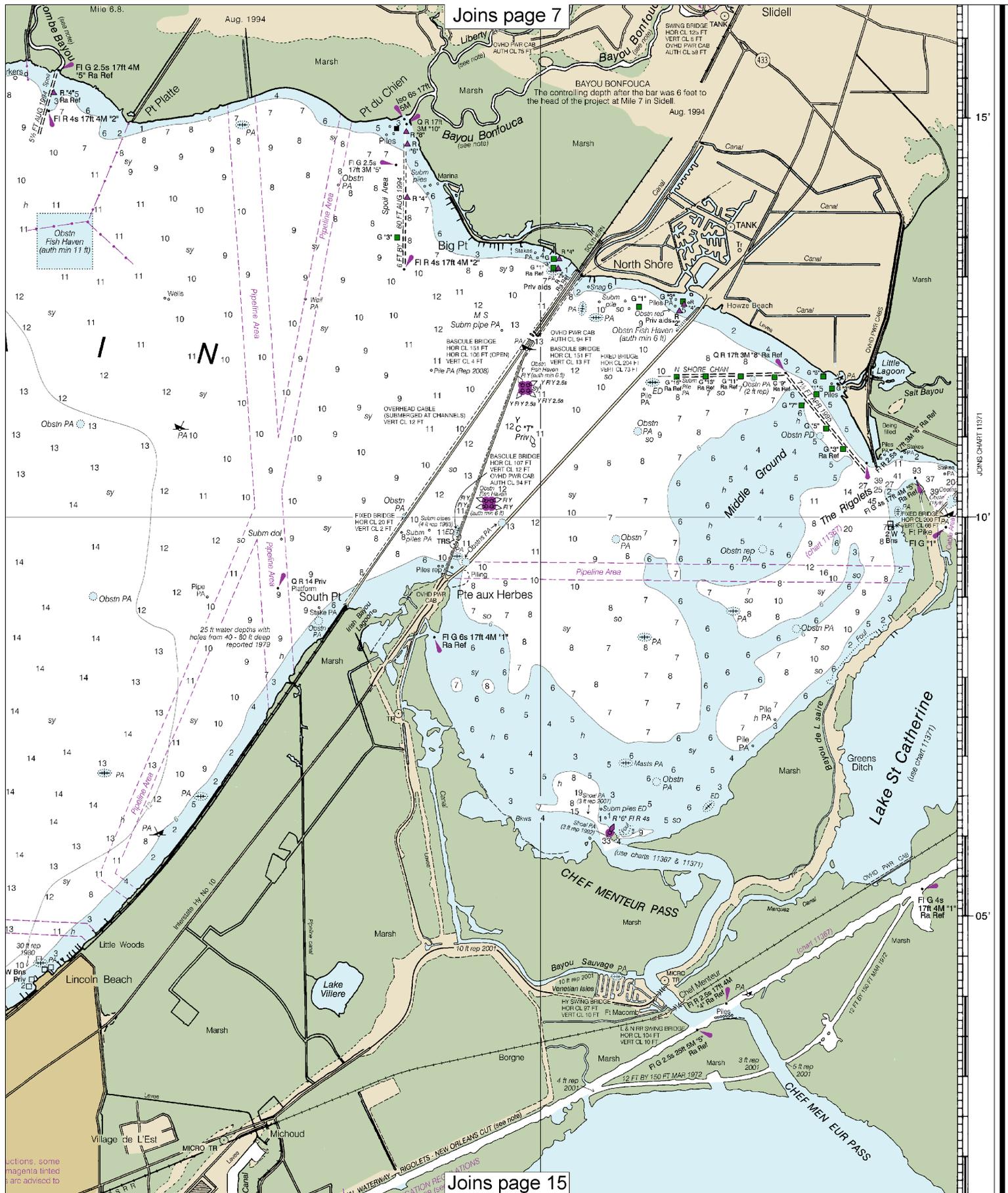
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



CONTINUED ON CHART 11370



Joins page 7

Joins page 15

15'

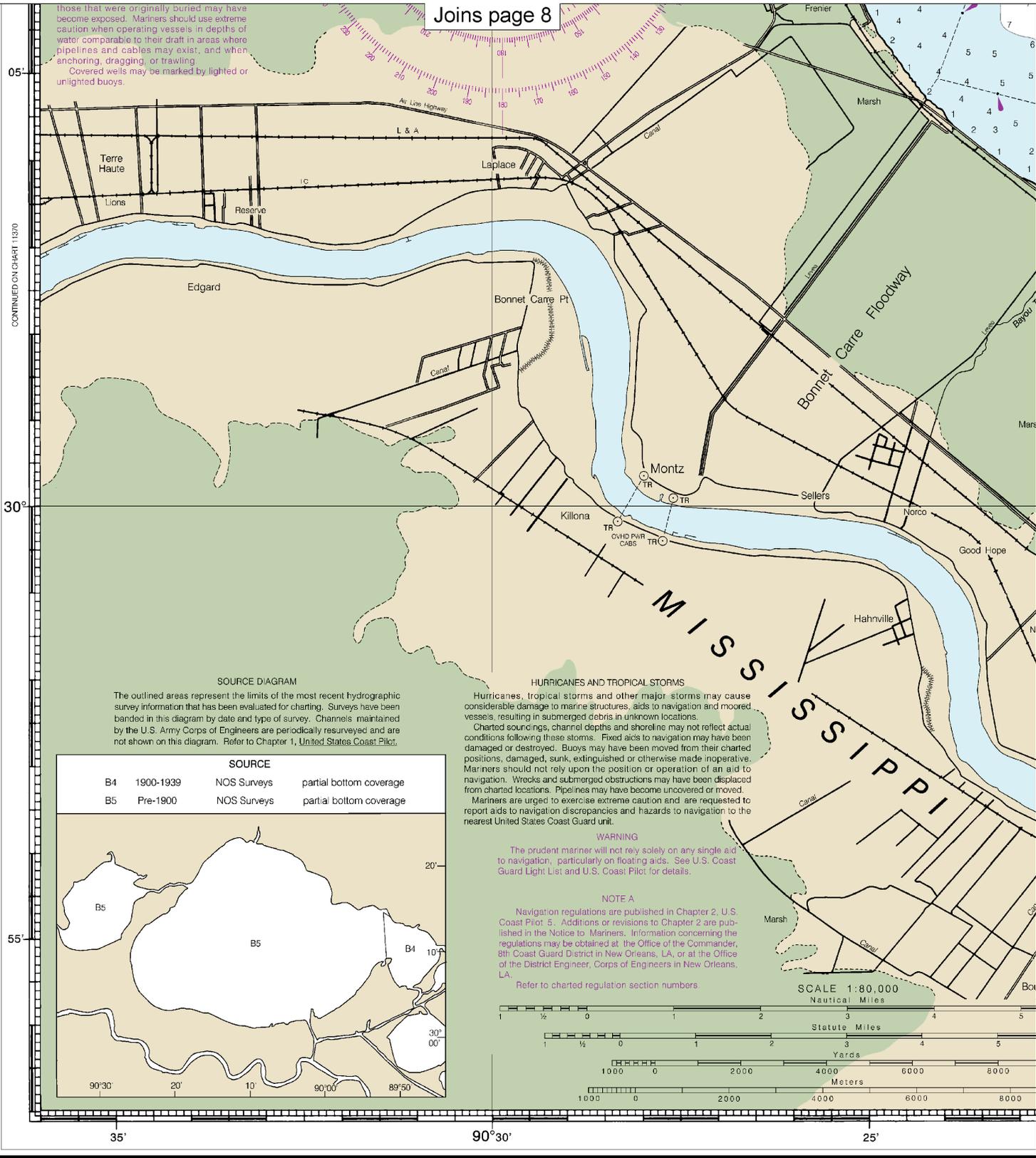
10'

05'

JOINS CHART 11371

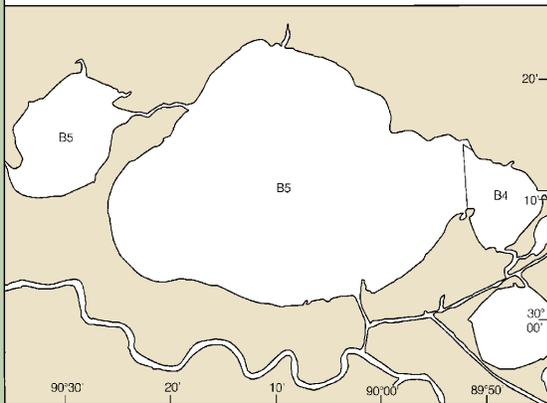
actions, some magenta limited arc advised to

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.



SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

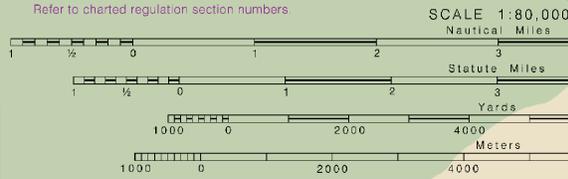
SOURCE			
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



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.

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.

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



11369

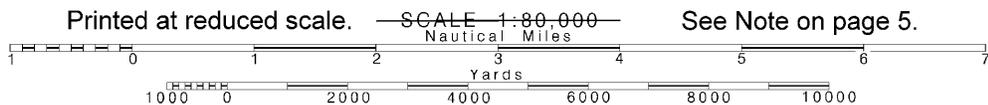
48th Ed., Jun. 2012. Last Correction: 9/23/2016. Cleared through: LNM: 4816 (11/29/2016), NM: 4416 (10/29/2016)

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

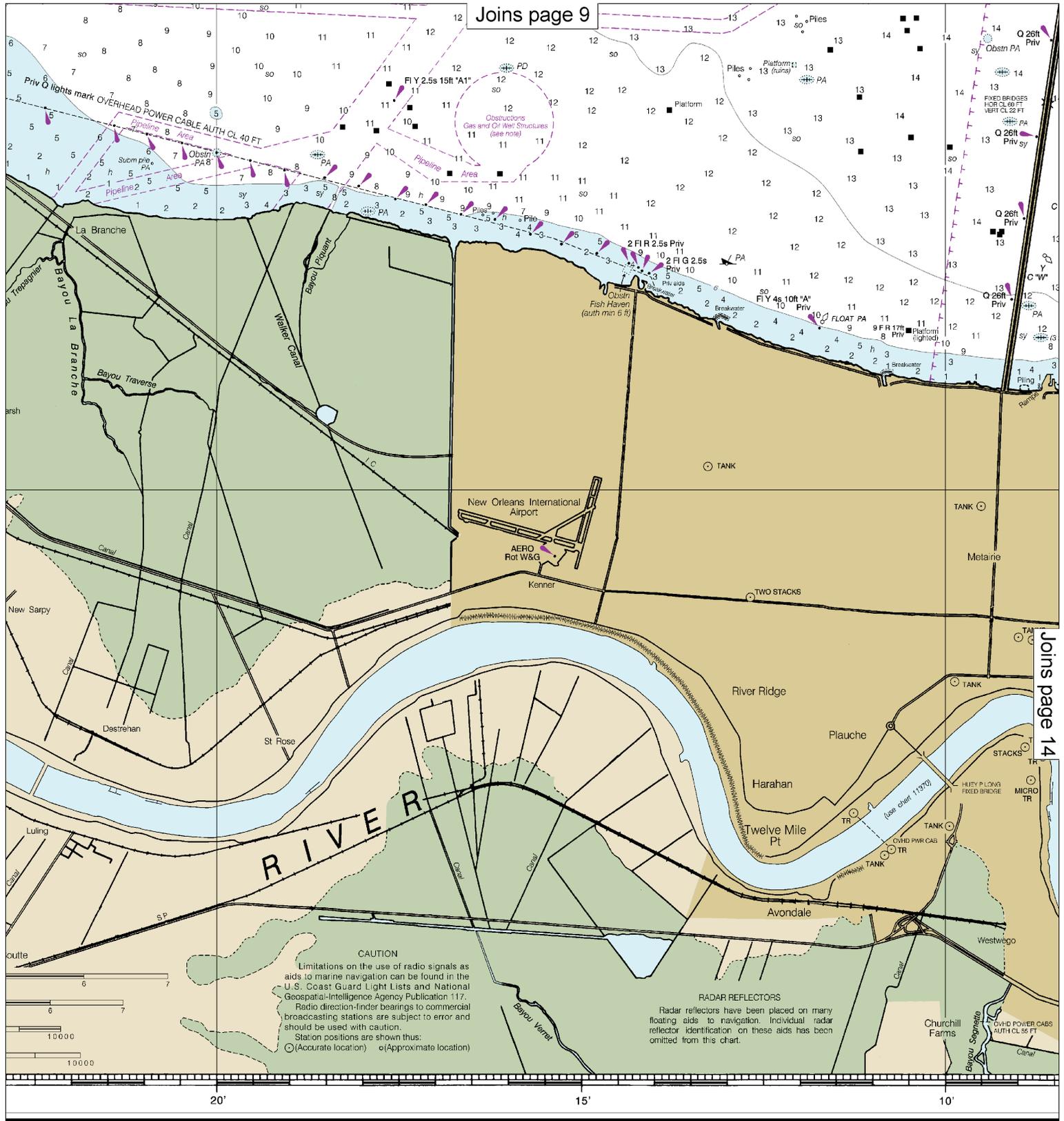
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

12

Note: Chart grid lines are aligned with true north.



See Note on page 5.

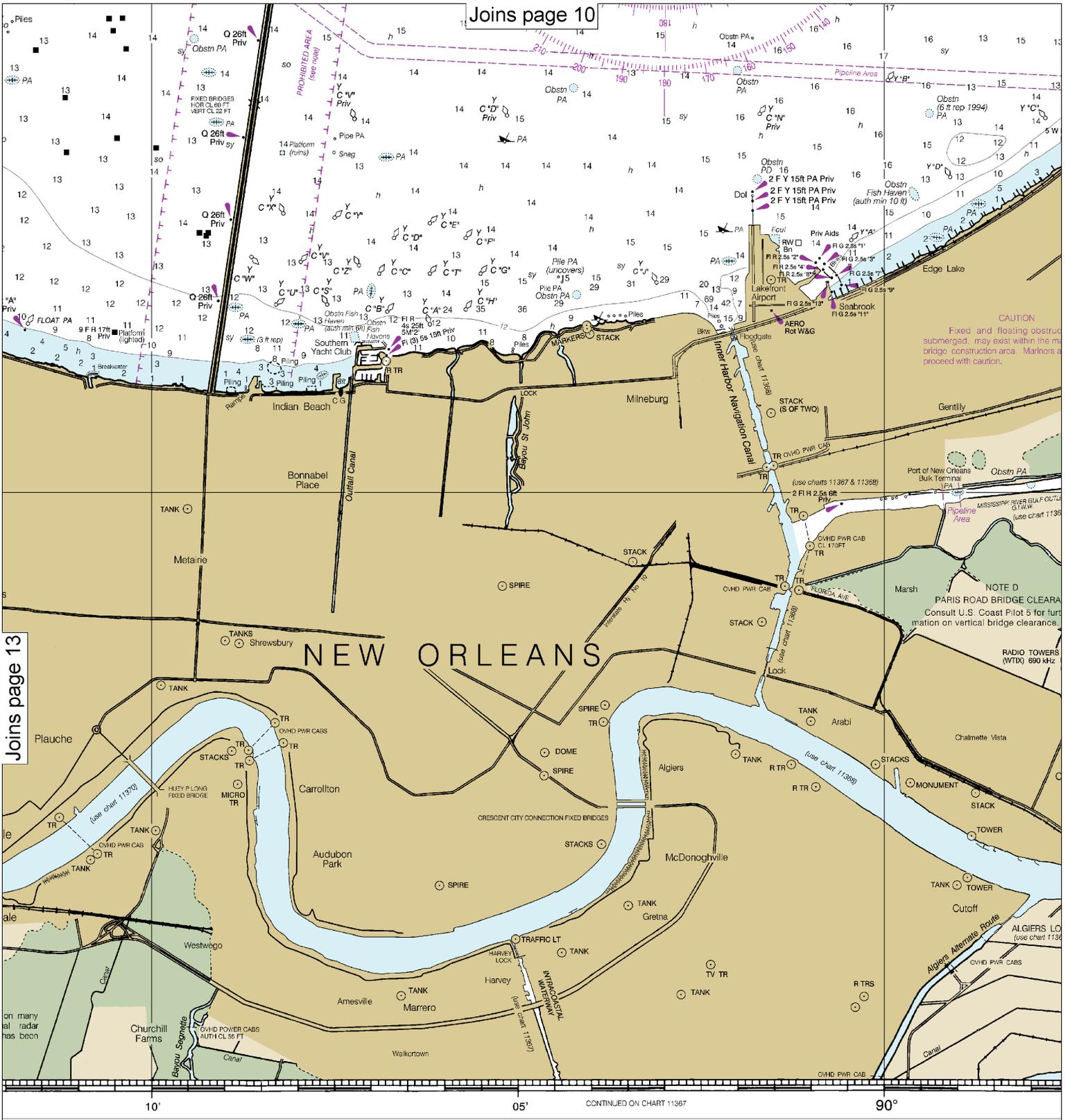


CAUTION
 Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
 Station positions are shown thus:
 (o) (Accurate location) (o) (Approximate location)

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.

nal for an

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



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

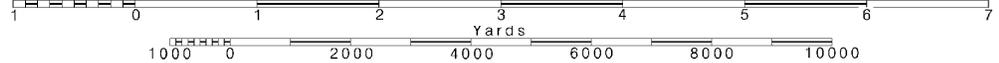
SOUNDINGS IN FEET

FATHOMS	1	2	3	4	5	6	7	8	9	10
FEET	6	12	18	24	30	36	42	48	54	60
METERS	1	2	3	4	5	6	7	8	9	10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000

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
- 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.