MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Lake Charles, LA	(337) 477-5285 *(337) 436-0400	24 hours daily

*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
New Orleans, LA	KWB-43	162.55	24 hours daily
Baton Rouge, LA	KWB-48	162.40	24 hours daily
Houma, LA	WXJ-93	162.55	24 hours daily
Lafayette, LA	WXK-80	162.55	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES	SPECIAL WARNING
New Orleans, LA	NMG (WSC9)	2670 kHz	4:35, 6:35,10:35 & 11:00 AM 4:35 & 10:35 AM	On receipt
Grand Isle, LA	NMG-13	157.1 MHz	4:35 & 10:35 AM & 06 PM	On receipt
Berwick, LA	NMG-37	157.1 MHz	4:35 & 10:35 AM & 06 PM	On receipt

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

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated)

ARCO aerobacon	G green	Mo mono cone	R TR radio tower
A alternating	G1 intercept (jam	N nun	Rd floating
Al alum	G2 gas buoy	Nd nun discord	Rn radiobeacon
Bn beacon	LT HO lighthouse	Os scrapping	SC sector
C can	M nautical mile	O orange	St M stake/mtns
Ch channel	MHW mean high water	P pole	Sp spherical
F fixed	MOTU TR microwave tower	R red	W white
R flashing	MU marker	Rc Ref radar reflector	WHG whistle
		R dr. aerobeacon	Y yellow

Bottom characteristics

Bds boulders	Co coral	gr gray	Ox oysters	so soft
Cb coobble	Cy clay	Gr green	Pt peat	st stiff
Cs cha	Gm green	br brown	S sand	sy silty

Miscellaneous
ACTIVE (charted) Obstr obstruction PD positive (buoy/ Submr submerged
DD destroy (buoy) dtd positive depth-sounding Rep reported
Foul fouling, rock, obstruction, or entanglement in the vicinity indicated
Wk wreck Rck rock (over and uncov, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972
Demarcation lines are shown thus: ———

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

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.

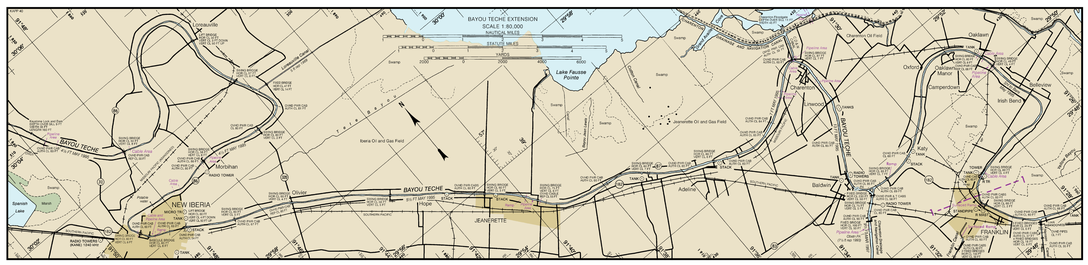
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

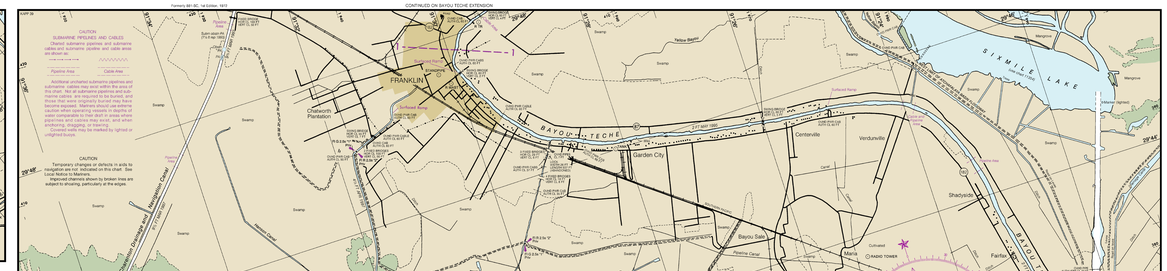
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the Coast Guard District Offices and the Notice to Mariners (LNM) of Mariners (LNM) issued periodically by each U.S. Coast Guard district for the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov

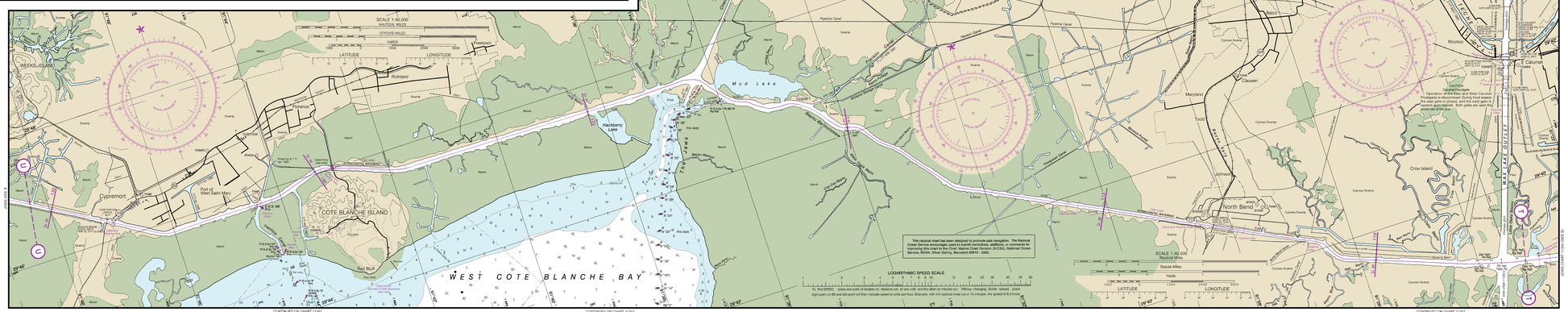
WARNING
The greatest marine will not rely solely on any single aid to navigation, particularly on small craft. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

TIDAL INFORMATION
Predicted times for high and low tides may be obtained in West Cote Blanche Bay (29° 46' - 91° 42') by adding 2 hours 18 minutes to the times listed in the Tide Table for Galveston, Texas. In Vermilion Bay (29° 46' - 91° 58') by adding 3 hour 44 minutes for high water, and 2 hours 32 minutes for low water, to the times listed in the Tide Table for Galveston, Texas.
In the Intracoastal Waterway between Wax Lake Outlet and Forked Island the periodic tide is negligible.

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 World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected in accordance with the Mariner's Guide and 6-60T overlayed to agree with this chart.







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/CG2), 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 42 nautical miles run in 70 minutes, the speed is 10.0 knots.

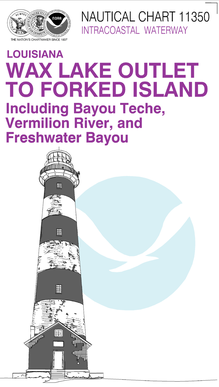
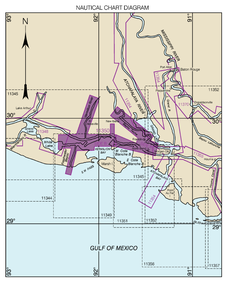


Chart 11350 28th Ed., Jun /12

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

MERCATOR PROJECTION, SCALE 1:40,000 AT LAT. 29°46'
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

NAUTICAL CHART DIAGRAM



INDAR 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.

PLANE COORDINATE GRID
(based on NAD 1927)
Louisiana State Grid, south zone, is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

POLLUTION REPORTS
Report oil 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).

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to aids to navigation, waterways and moored vessels, resulting in changed conditions to deep-draft navigation. 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 or destroyed and other navigational hazards may exist unknown. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced or destroyed and new ones may have been created by these storms. 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.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited clearance is available only in a middle for the entire charted horizontal clearance.

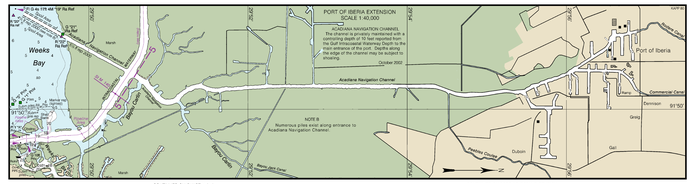
CAUTION
WARPAGE CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may require the entire channel to maneuver. Recreational boats trained at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's backwash and sidewash 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.

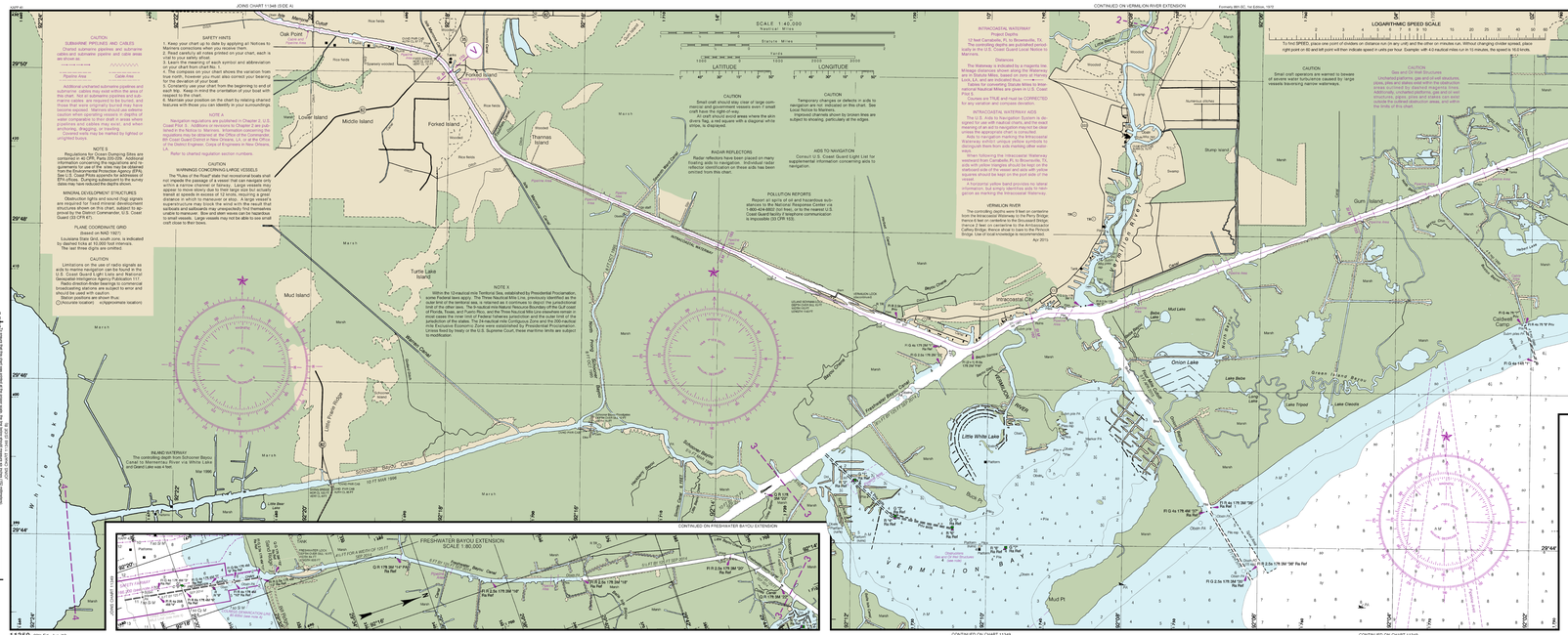
INTRACOASTAL WATERWAY
Project Depths
12 feet Caminada Pt. to Brownsville, TX
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.
Distances
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, 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.

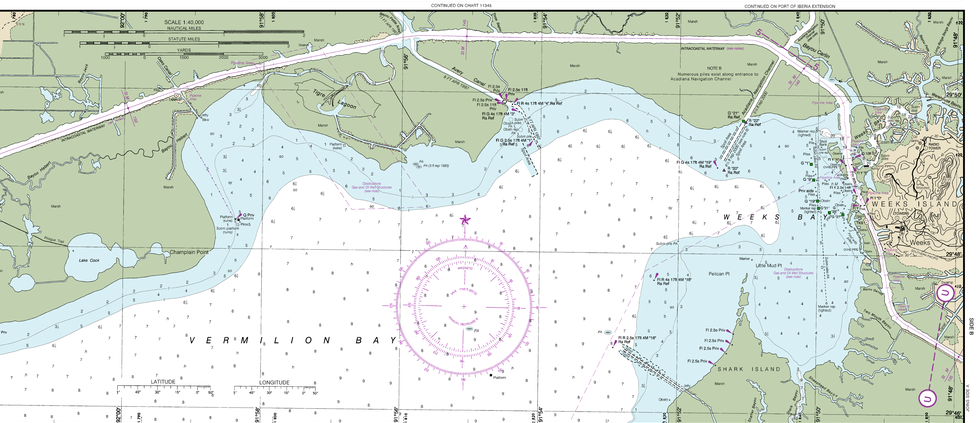
INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact application of the system to inland waters is clear unless the appropriate chart is consulted.
Aids to navigation marking the Intracoastal Waterway have been given the shape of a square to distinguish them from aids marking other waterways.
When following the Intracoastal Waterway eastward from Carrabelle Fl, to Brownsville, TX, aids with yellow triangles should be kept on the port 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.

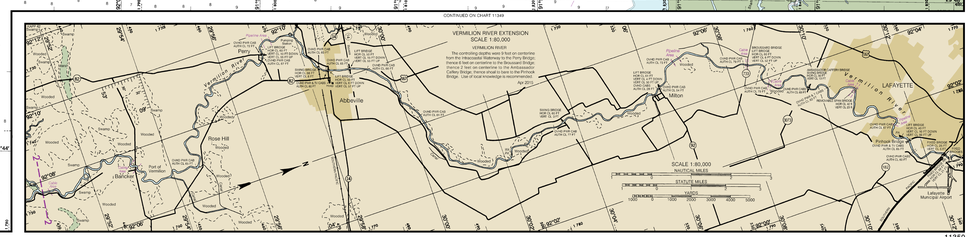
CAUTION
Gas and oil well structures
Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction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

RULES OF THE ROAD
(ABREAST)
Motorless craft have the right-of-way in almost all cases. Sailboats have the right-of-way over motor boats of equal 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 each alter course 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.
Boat operators should become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."









Last Correction: 9/28/2015. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015)

This chart was distributed as a PDF (Portable Document Format). Printing PDFs may alter the chart scale, color, or legibility that may impact suitability for navigation. Printed charts provided by NOAA certified Print on Demand (POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod