NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

| | | | |
|---|---|---|---|
| Morgan City, LA | KIH-23 | 162.475 MHz |
| Lafayette, LA | WXK-80 | 162.550 MHz |

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 0.77'4" northward and 0.397" westward to agree with this chart.

AIDS TO NAVIGATION

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

Formerly C&GS 1276, 1st Ed., Mar. 1939 C-1939-509 KAPP 63

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

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.

SUPPLEMENTAL INFORMATION

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

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)

SOUNDINGS IN FEET

11351

CONTINUED ON CHART 11345

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.

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.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

NOTE E

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in Berwick Bay waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

CAUTION

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

TIDAL INFORMATION

| PLACE NAME | (LAT/LONG) | Height referred to datum of soundings (MLLW) Mean Higher High Water | Mean High Water | Mean Low Water |
|---|---|---|---|---|
| | | feet | feet | feet |
| Eugene Island | (29°22'N/091°23'W) | 1.9 | 1.7 | 0.6 |
| Shell Island | (29°28'N/091°18'W) | 1.5 | - - - | - - - |
| Point Chevreuil | (29°31'N/091°33'W) | 1.5 | - - - | - - - |
| South Point, Marsh Island | (29°23'N/091°46'W) | 1.8 | - - - | - - - |
| Cote Blanche Island | (29°44'N/091°43'W) | 1.4 | - - - | - - - |

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

(Feb 2012)

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.

INTRACOASTAL WATERWAY

(use charts 11350, 11354 and 11355)

The project depth is 12 feet from New Orleans, LA to Aransas Pass, TX.

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

SCALE 1:80,000

Nautical Miles

Yards

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

LOUISIANA

# POINT AU FER TO MARSH ISLAND

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus: — — —

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.

Mercator Projection

Scale 1:80,000 at Lat. 29°21'

North American Datum of 1983

(World Geodetic System of 1984)

SOUNDINGS IN FEET

AT MEAN LOWER LOW WATER

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.

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

| | | | |
|---|---|---|---|
| A | 1990-2010 | NOS Surveys | full bottom coverage |
| B1 | 1990-2006 | NOS Surveys | partial bottom coverage |
| B2 | 1970-1989 | NOS Surveys | partial bottom coverage |
| B4 | 1900-1939 | NOS Surveys | partial bottom coverage |
| B5 | Pre-1900 | NOS Surveys | partial bottom coverage |

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

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.

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).

NOTE C

Shoaling to 2 feet at MLLW and numerous uncharted stumps, snags and logs are reported to exist in New Pass and the approaches to New Pass from about four miles south and southwest.

July 1982

NOTE D

The hydrography within the heavy dashed black line was surveyed by NOS in 2005. A shoaling condition has been observed in relation to prior surveys. The density of this most recent survey data is inadequate to rule out the possibility of shoaler depths or undetected submerged features in these areas.

ATCHAFALAYA RIVER

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

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

A. EXCEPT FOR AN OBSTRUCTION LOCATED IN APPROXIMATE POSITION 29°20'16.8"N, 91°24'49.4"W.
B. EXCEPT FOR A SUBMERGED PIPE LOCATED IN APPROXIMATE POSITION 29°17'42.0"N, 91°27'06.0"W.

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

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

CONTINUED ON CHART 11340

11351

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

43rd Ed., Mar. 2012. Last Correction: 12/5/2016. Cleared through: LNM: 4816 (11/29/2016), NM: 4416 (10/29/2016)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).

If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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

CAUTION

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

| FATHOMS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FEET | 6 | 12 | 18 | 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 |

Point au Fer to Marsh Island

SOUNDINGS IN FEET - SCALE 1:80,000

11351

SOUNDINGS IN FEET

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