SOUNDINGS IN FEET

11352

Formerly C&GS 1050. 1st Ed., Oct. 1939 C-1939-501 KAPP 46

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

CONTINUED ON CHART 11370

CONTINUED ON CHART 11371

JONES CHART 11345

UNITED STATES – GULF COAST

LOUISIANA

INTRACOASTAL WATERWAY

NEW ORLEANS TO CALCASIEU RIVER

EAST SECTION

Mercator Projection
Scale 1:175,000 at Lat 30°
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

THE NATION'S CHARTMAKER SINCE 1807

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.

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulated dumping of material in these areas 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.

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

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:
(A)Accurate location) a)Approximate location)

GULF INTRACOASTAL WATERWAY
Morgan City to Port Allen Route (MP)
Project Depth
12 feet, Morgan City, LA., to Port Allen, LA.
Consult the U. S. Army Corps of Engineers for controlling depths and U.S. Coast Guard Local Notice to Mariners for other navigation hazards or restrictions.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been bended 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	1990-2014	NOS Survey	full bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
e		U.S. Government Surveys	

ARTICULATED AIDS
An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled "Art".

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.

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.

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.

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).

INTRACOASTAL WATERWAY
(Lansdale Route)
Morgan City to Port Allen (LR)
Controlling Depth
The controlling depth was 6 feet April 1991 to its junction with the Alternate Route in the Lower Grand River.
Consult the U.S. Army Corps of Engineers for controlling depths and U.S. Coast Guard Local Notice to Mariners for other navigation hazards or restrictions.

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.

NOTE G
ATCHAFALAYA RIVER ROUTE
The navigation project is 12 feet deep by 125 feet wide from the Mississippi River via Older River, Atchafalaya River, Grand Lake and Six Mile Lake to Morgan City, LA.
The controlling depths are published periodically in Navigation Bulletins issued by the New Orleans District Corps of Engineers, New Orleans, LA.
Buoys are not charted.

LOWER ATCHAFALAYA RIVER AND BAYOU TECHE
The controlling depth was 2 feet from the Atchafalaya River to the Franklin Bridge; thence shoal to 8 feet to Charenton Canal; thence 4½ feet to Brisaux Bridge.
May 1995

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

NOTE H
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in Service 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 to port entry, to report beyond this area to facilitate traffic management within the VTS area.

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

CAUTION
Numerous bridges and overhead cables cross the waterways of this area. Some are not shown on this chart because of the small scale.
See larger scale charts and U.S. Coast Pilot 5.

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols 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 starboard 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.

NOTE D
HOUMA NAVIGATION CANAL
The project depth is 15 feet for Houma Navigation Channel. See Project Depths note.

PROJECT DEPTHS
Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoaler, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, see NOAA Electronic Navigational Charts. USACE surveys and channel condition reports are available at http://navigation.usace.army.mil/Survey/Hydro.

NOTE J
ATCHAFALAYA RIVER
The project depth for the Atchafalaya River Channel is 20 feet. For controlling depths, see charts 11351 and 11354.

MISSISSIPPI RIVER
A natural channel of project depth (40 feet) or greater is available from New Orleans to Baton Rouge.

RULES OF THE ROAD
See U.S. Coast Guard Publication "Navigation Rules" for Rules of the Road.

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

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

INTRACOASTAL WATERWAY
(Use charts 11367, 11355, 11354 & 11350)
The Gulf Intracoastal Waterway via Harvey Canal No. 1 is indicated by a solid magenta line. The Algiers Alternate Route is indicated by a dashed magenta line. The project depth is 12 feet.
Consult the U.S. Army Corps of Engineers for controlling depths and U.S. Coast Guard Local Notice to Mariners for other navigation hazards or restrictions.

NOTE F
BARATARIA WATERWAY
The controlling depth was 12 feet across the bar channel; thence 3 feet for a mid-width of 60 feet with 2 feet in the outside quarters to Buoy 19; thence 5 feet for a mid-width of 60 feet with 4 feet in the outside quarters to the entrance of the Bayou Rigolettes; thence 5 feet for a mid-width of 60 feet with 1 foot in the outside quarters to the junction with the Intracoastal Waterway. This waterway is subject to shoaling, particularly at the edges.
Jan-Dec 2015

NOTE I
BAYOU LAFOURCHE
The controlling depth was 17 feet for a width of 300-425 feet from the entrance in the Gulf, through Belle Pass Channel, to Port Fourchon; thence a centerline depth of 9 feet to Leeville; thence 7 feet to the Intracoastal Waterway at Larose; thence 4 feet to Raceland; thence 3 feet to Thibodaux. The old entrance through the jetties is closed by a dam.
Oct 1969 - Oct 2016
Numerous pilings, dolphins, obstructions, platforms, and abandoned well heads exist throughout Bayou Lafourche from Belle Pass to Leeville.

NOTE B
Shoaling to 2 feet 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.
Jul. 1982

COLREGS DEMARCATION LINE
80.855n (see notes A & E)

COLREGS DEMARCATION LINE
80.850n (see notes A & E)

NOTE E
COLREGS demarcation lines follow the general trend at the seaward high water shoreline except where charted.
For Symbols and Abbreviations see Chart No. 1
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ~~~~

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.

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
Barataria Pass	(29°16'N/089°57'W)	1.2	---	---
Marrilla, Barataria Bay	(29°26'N/089°59'W)	1.0	---	---
Timbalier Island, Timbalier	(29°05'N/090°53'W)	1.2	---	---
Caillou Boca	(29°04'N/090°42'W)	1.2	---	---
Eugene Island, Atchafalaya Bay	(29°22'N/091°23'W)	1.9	1.7	0.6

Datums (---) not published 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.

Last Updated: Jun 2012

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/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOTE C
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.

CAUTION
Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

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

SOUNDINGS IN FEET

FATHOMS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
FEET	0	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60
METERS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

New Orleans to Calcasieu River, East Section
SOUNDINGS IN FEET - SCALE 1:175,000

11352

This is the Last Edition of this chart. It will be canceled on Oct 2, 2024.

42nd Ed., Jul. 2012. Last Correction: 3/11/2024. Cleared through:
LNM: 1224 (3/19/2024). NM: 1424 (4/6/2024)

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.

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