SOUNDINGS IN FEET

11352

Formerly C&GS 1050 1st Ed., Oct. 1939 C-1939-001 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.

THE NATION'S CHARTMAKER SINCE 1807
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.

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 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.

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:
⊙(Accurate location) ○(Approximate location)

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).

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.

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.

GULF INTRACOASTAL WATERWAY
Morgan City to Port Allen Route (MP)
Project Depth
12 feet Morgan City, LA., to Port Allen, LA.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

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 Survey	full bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
e		U.S. Government Surveys	

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

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.

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 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 in port entry, to report beyond this area to facilitate traffic management within the VTS area.

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 westward 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 controlling depth was 13 feet through Cat Island Pass; thence 12 feet from the entrance of the improved channel in Terrebonne Bay (29°06'00"N 90°34'30"W), to Bayou Petit Caillou; thence 12 feet to Bayou Grand Caillou; thence 10 feet for a mid-width of 75 feet with 7 feet in the outside quarters to Bayou Pelton; thence 12 feet for a mid-width of 75 feet with 6 feet in the outside quarters to the junction with the Intracoastal Waterway. This waterway is subject to shoaling, particularly at the edges.
May - Dec 2015

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)	Mean Higher High Water (feet)	Mean High Water (feet)	Mean Low Water (feet)
Barataria Pass	(29°16'N/089°57'W)	Min 1.2	---	---
Mamilla, Barataria Bay	(29°26'N/089°59'W)	1.0	---	---
Timbalier Island, Timbalier	(29°05'N/090°07'W)	1.4	---	---
Caillou Boca	(29°04'N/090°46'W)	1.4	---	---
Eugene Island, Atchafalaya Bay	(29°20'N/091°13'W)	1.9	1.7	0.6

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.
(Jun 2012)

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 unless they interfere with a light symbol.

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

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