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11369

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 0 1 2 3 4
Statute Miles 0 1 2 3 4 5 6
Yards 0 1000 2000 4000 6000 8000 10000
Meters 0 1000 2000 4000 6000 8000 10000

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the New Orleans Power Squadron, District 15, United States Power Squadrons for continually providing essential information for revising this chart.

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).

ADS 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.

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

AERO aeronautical
Al alternating
Bn beacon
Bn beacon
C can
Dik, Dir, Dirphone
F fixed
Fl flashing
G green
Gp group
Int interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
Or orange
Q quick
R red
Ra Ref radar reflector
Ra Trans radar transponder
W white
WHIS whistle
Y yellow

Bottom characteristics:
Bk boulders
Bk broken
Cy clay
Co coral
G gravel
Grs grass
gr gray
h hard
M mud
Oys oysters
Pk rock
S sand
sc soft
Sh shells
sy sticky
Subm submerged

Miscellaneous:
AUTH authorized
ED existence doubtful
PD position doubtful
Rep reported
Obstn obstruction
PA position approximate
Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
Rocks that cover and uncover, with heights in feet above datum of soundings.

NATALBANY RIVER
The controlling depth was 7½ feet to Ponchatoula Creek; thence 2 feet to Highway 22 Bridge.
Jan. 1996

TICKFAW RIVER
The controlling depth after crossing the bar was 12½ feet to Mile 10; thence 6 feet to Mile 16. Blocked by fallen trees upstream from this point.
Jan. 1996

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.

New Orleans, LA	KHB-43	162.55 MHz
Buras, La.	WXL-41	162.475 MHz
Bogalusa, LA	WNG-521	162.525 MHz

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

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

TIDAL INFORMATION
In the areas covered by this chart the periodic tide has a mean range of less than 0.3 feet.

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

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

AMITE RIVER
The controlling depth after crossing the bar was 6½ feet for a width of 60 feet to Port Vincent; thence 4 ½ feet to Bayou Manchac.
Sep. 1993 - Aug. 1994

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 navigating vessels in depths of 40 feet or less, especially in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

TANGIPAHOA RIVER
The controlling depth after crossing the bar was 12½ feet to Mile 3 (Bedico Creek); thence 5½ feet to Mile 8.5 (Lees Landing); thence 3½ feet to Mile 12; thence blocked with logs and trees.
Numerous Overhead Power Cables cross Tangipahoa River from the entrance to Lees Landing with a minimum authorized clearance of 60 feet.
Mar. 1997

TCHEFUNCTA RIVER AND BOGUE FALAYA
The controlling depths after crossing the bar were -10 feet to Madisonville, Mile 2; thence 4 feet to Mile 12 in Bogue Falaya; thence 3 feet to Mile 13 above Abita River; thence underwater snags exist.
Aug. 1994

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).

PROHIBITED AREA
Regulations are published in chapter 7, U.S. Coast Pilot 5.

LIBERTY BAYOU
The controlling depth was 3½ feet from the junction with Bayou Bonfouca to Camp Salmen (Mile 5); thence 4 feet to the Highway 190 Bridge at Mile 6.
Aug. 1994

LACOMBE BAYOU
The controlling depth after crossing the bar was 7½ feet to the highway bridge at Mile 6.8.
Aug. 1994

BAYOU BONFOUCA
The controlling depth after the bar was 6 feet to the head of the project at Mile 7 in Slidell.
Aug. 1994

INTRACOASTAL WATERWAY
The project depth of the Gulf Intracoastal Waterway is 12 feet. Use charts 11355 and 11367.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta lined bridge construction area. Mariners are advised to proceed with caution.

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

NOTE D
PARIS ROAD BRIDGE CLEARANCE
Consult U.S. Coast Pilot 5 for further information on vertical bridge clearance.

NOTE B
VIOLET CANAL
The controlling depth was 7½ feet over the bar in Lake Borgne; thence 5 feet though Bayou Dupre and the canal to the highway bridge at Violet; thence 5 feet to old St. Bernard highway
Oct. 1995

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 inclide 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, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
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.

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)

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.

CONTINUED ON CHART 11367

JOINS CHART 11364

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Last Correction: 9/23/2016. Cleared through:
LNM: 4016 (10/4/2016), NM: 4316 (10/22/2016)

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 for 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.

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