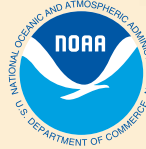




# United States – Gulf Coast LOUISIANA NEW ORLEANS HARBOR



2012–2015  
"Our Flag Was Still There"

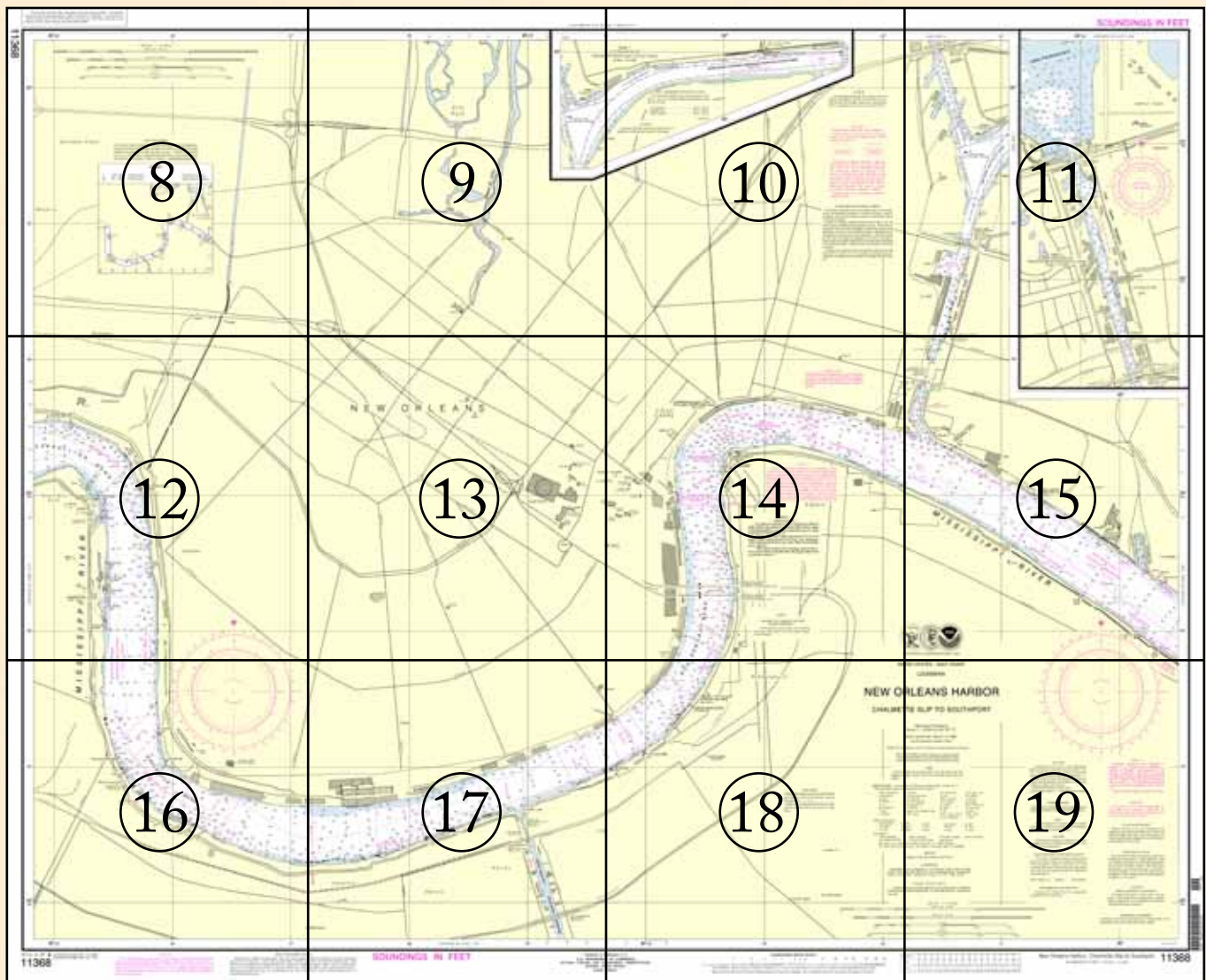
NOAA is proud to join with the nation's ports, the U.S. Navy, and OpSail, to celebrate the bicentennial of the War of 1812, a pivotal time in our nation's history.

This special commemorative BookletChart, which adds an event berthing area, historical background, and images to NOAA's regular BookletChart, can be downloaded for printing on any home printer.

For the latest information, please check in regularly at [nauticalcharts.noaa.gov/WarOf1812/](http://nauticalcharts.noaa.gov/WarOf1812/).



The chart on the cover is Coast Chart No. 195, Mississippi River from Grand Prairie to New Orleans, issued March 1884 by the U.S. Coast and Geodetic Survey, NOAA's predecessor organization. The topography and hydrography were done by C. H. Boyd between 1871 and 1875.





## New Orleans, the United States Navy, and the War of 1812

Despite the crucial importance of the Mississippi River for exporting American produce, the Department of the Navy largely neglected the U.S. naval station at New Orleans during the first two years of the War of 1812. Captain John Shaw considered the dozen gunboats and three brigs under his command in 1812 inadequate to protect the city from a potential British assault, but the most he could get from the Secretary of the Navy was permission to build a floating battery to help block the Mississippi Delta's major channel. Hurricanes, Indians, pirates, and the Spanish concerned the station more than the British – until the anticipated British attack finally became reality late in 1814.

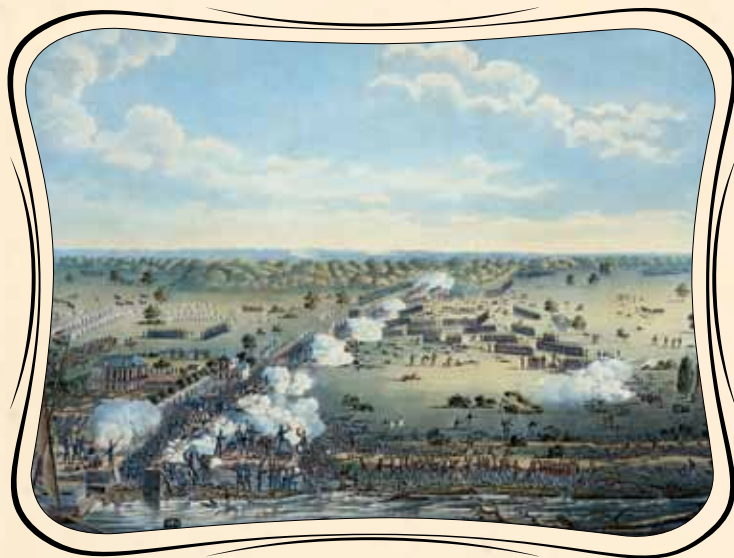
In the meantime, the naval station participated in two significant armed actions. In April 1813, Shaw sent naval forces to escort troop transports and blockade Mobile Bay during the U.S. Army's successful campaign to capture Mobile, in Spanish West Florida. In September 1814, forces from the New Orleans station, now under the command of Master Commandant Daniel T. Patterson, attacked and broke up the base used by pirates and smugglers in Barataria Bay, on the southern coast of Louisiana.

From the beginning of the war, the British recognized the importance of New Orleans, but they weren't ready to launch an operation until late in 1814. They chose to land troops at Bayou Bienvenue at the west end of Lake Borgne, 15 miles from New Orleans.

Because of the shallowness of the lake, they had to anchor their fleet 60 miles away from the landing place and transport the troops in boats of shallow draft. Before debarking any troops, however, they had to defeat the American gunboat flotilla defending the lake's passage. On December 12, the launches, barges, and pinnaces of the British fleet rowed into Lake Borgne in search of the American gunboats. The battle, fought on the 14<sup>th</sup>, ended in the capture of five American gunboats and a sloop, and the burning of a schooner to prevent its capture. Despite this initial victory for the British, the battle served to delay the invasion, giving the American land forces more time to prepare a defense.



The Battle of Lake Borgne ended in the capture of five American gunboats in December 1814. (U.S. Naval Academy Museum)



The Battle of New Orleans was the last major battle in the War of 1812. (Navy Art Collection, Naval History & Heritage Command)

On the morning of December 23, the British landed and advanced to within seven miles of the city of New Orleans, on a road that paralleled the Mississippi River. That night, American troops under General Andrew Jackson, supported by the U.S. Navy schooner *Carolina* and the ship *Louisiana* in the river, attacked the enemy force. The Americans then retreated two miles and set up a defensive line behind a shallow canal. The British destroyed *Carolina* with heated shot fired from a shore battery and forced *Louisiana* to retire. Sailors and Marines under Patterson fought in Jackson's lines and on the eastern side of the Mississippi River, and manned a battery on the western side that flanked the British forces attacking the main American lines.

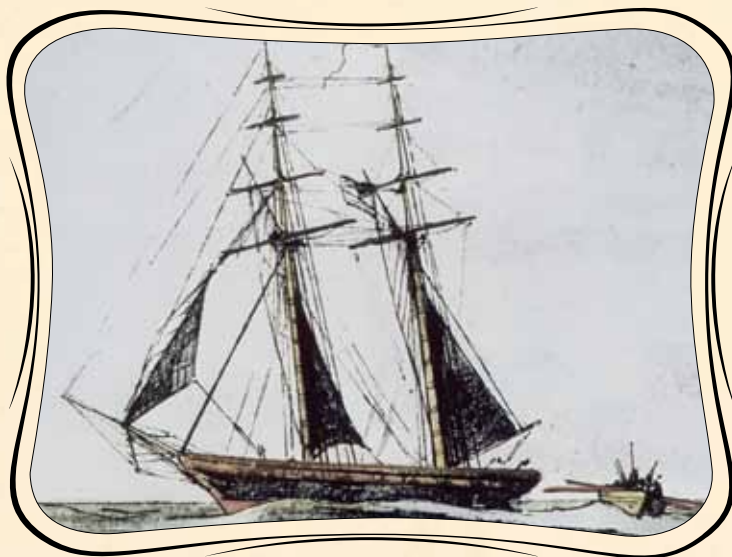
On January 8, a British frontal assault against the American forces met an unwavering defense. That defense inflicted disproportionate British casualties and saved the city.

## Louisiana and the U.S. Coast Survey

In 1807, losing ships to accidents in U.S. coastal waters was a common occurrence. The young nation needed nautical charts, so President Thomas Jefferson signed a law authorizing the Survey of the Coast, to measure water depths, triangulate locations, and produce the nation's navigational charts.

The new agency experienced some growing pains in the early years. Ferdinand Hassler, who was eventually to become the agency's first superintendent, went to England to collect scientific instruments and was unable to return through the duration of the War of 1812.

After Hassler returned, he started work on a survey of New York Harbor in 1817, but Congress stepped in to suspend the work because of tensions between civilian and military control of the agency. After several years under the control of the U.S. Army, the Survey of the Coast was re-established in 1832, and President Andrew Jackson appointed Hassler as Superintendent.



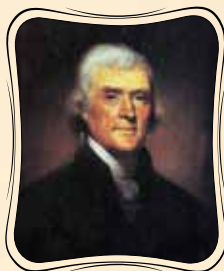
Coast Survey sounding schooner *Experiment* was in service from 1835 to 1839.

The first field team of Coast Surveyors came to Louisiana in 1844, to size up the requirements for establishing the shoreline. By the next year, Coast Survey assistant F.H. Gerdes (who was to do invaluable work in Louisiana for the Union during the Civil War) was leading the effort to map the Louisiana coastline. Lieutenant Commanding Carlile P. Patterson, a future head of Coast Survey, sailed the schooner *PHOENIX* from New York to the Gulf, and started recording the tides and currents, to prepare for the first nautical charts of Louisiana waters. Patterson conducted the nation's first hydrographic surveys in the Gulf of Mexico.





# NOAA's Navigation Services serve American communities coast to coast



*President Thomas Jefferson* founded the U.S. Coast Survey in 1807 and tasked it with creating charts of the nation's coastal waters so America's young shipping industry could thrive. Today, America's coastal waters remain as central to the nation's prosperity as they were 200 years ago, and NOAA's Coast Survey is still making the nation's charts.

The nation's economy depends on a robust and reliable marine transportation system. From America's agricultural communities – whose farm exports reached a record \$136.3 billion in 2011 – to the 13 million people with jobs that rely on commercial ports, to the 10 million Americans who take a cruise every year, businesses and families everywhere rely on a safe, efficient, and dependable marine transportation system. The ships and ports that are charged with the safe transport of people and products, in turn, rely on the critical informational infrastructure and services provided by NOAA's Navigation Services.



## Stay safe with NOAA nautical charts

Recreational boaters, unlike commercial mariners, are not required to carry nautical charts. As coastal waterways grow more crowded, however, smart boaters use the latest nautical charts, updated by NOAA with the precision and accuracy that mariners rely on. Obtaining the latest chart is easier than ever. It can be as easy as clicking a link.

[www.nauticalcharts.noaa.gov/staff/charts.htm](http://www.nauticalcharts.noaa.gov/staff/charts.htm)

## Plan for fun and safety at the Bicentennial War of 1812 events

Special commemorative charts and posters: [www.nauticalcharts.noaa.gov/WarOf1812/](http://www.nauticalcharts.noaa.gov/WarOf1812/)

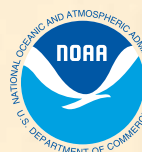
Event calendars and websites: [www.ourflagwasstillthere.org/events.html](http://www.ourflagwasstillthere.org/events.html)

nowCoast marine observations: [nowcoast.noaa.gov](http://nowcoast.noaa.gov)

Marine weather forecasts: [www.nws.noaa.gov/om/marine/home.htm](http://www.nws.noaa.gov/om/marine/home.htm)

Tides and Currents: <http://www.ourflagwasstillthere.org/events.html>

Buoy observations: [www.ndbc.noaa.gov](http://www.ndbc.noaa.gov)



2012-2015  
"Our Flag Was Still There"

NOAA's mission is to understand and predict changes in the Earth's environment, from the depths of the ocean to the surface of the sun, and to conserve and manage our coastal and marine resources.

Visit us online at [www.noaa.gov](http://www.noaa.gov), or on Facebook at [www.facebook.com/usnoaa.gov](http://www.facebook.com/usnoaa.gov).

Follow NOAA's Office of Coast Survey on Twitter @nauticalcharts.

This BookletChart is published by  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
nauticalcharts.noaa.gov

### Q What are nautical charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, and other aids to navigation. The information promotes safe and efficient navigation.

Chart carriage is mandatory on the commercial ships that carry goods to and from America's shores. They are also used on every Navy and Coast Guard ship, fishing boats, and passenger vessels. Smart recreational boaters also carry nautical charts.

### Q What is a BookletChart?

The BookletChart helps recreational boaters locate themselves on water. It has been reduced in scale for convenience, but otherwise contains all the information

of the full-scale nautical chart. (This special commemorative edition also contains event and historical information not available on full-scale charts.) The bar scales are reduced, but accurately measure distances. (See the note at the bottom of page X for the reduction in scale applied to this chart. Whenever possible, use the official full-scale NOAA nautical chart for navigation. Check your local marine store, or go to [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov) for a list of chart agents. This BookletChart does not fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Q Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial-Intelligence Agency Weekly Notice to Mariners and, where applicable, the Canadian Coast Guard Notice to Mariners. NOAA has made additional chart corrections in advance of their publication in a Notice to Mariners. Coast Pilot excerpts are not updated from the time of publication.

---

## Excerpts from U.S. Coast Pilot 5, chapter 8

**Mississippi River** empties into the N central part of the Gulf of Mexico through a number of mouths or passes which, taken together, form the delta of the river. The river and its tributaries form the largest network of navigable waters in the world. The two principal passes, South Pass and Southwest Pass, are about 1,600 nautical miles from New York, 500 nautical miles from Key West, 300 nautical miles E of Galveston, and 440 nautical miles E of Corpus Christi. The river is the access to the Ports of New Orleans and Baton Rouge, and the numerous cities in the central part of the United States located in the Mississippi River Valley and along its tributaries, the Ohio, Missouri, Red, Tennessee, and other rivers flowing into it. From the mouth, at the entrance to Southwest Pass, it is about 1,840 miles to Minneapolis, 1,960 miles to Pittsburgh, 1,680 miles to Knoxville, and 1,530 miles to Chicago via the Illinois Waterway. (See the publication "Distances Between United States Ports" for more detailed information.)

**Algiers Alternate Route** and **Algiers Lock**, on the W bank of the river about 88.4 miles AHP, connect the Mississippi River with an extensive network of inland waterways W of New Orleans. The route is an alternate route of the Intracoastal Waterway leading W of New Orleans. (See chapter 12 for description of canal and lock.)

**Chalmette Slip** indents the E bank of the river at about 90.7 miles AHP. Chalmette National Monument, a tall white obelisk, is conspicuous close E of the slip. Berthing for deep-draft cargo vessels is available on the N and S sides of the slip. (See Wharves under Port of New Orleans for description.)

**Arabi**, a suburb of New Orleans, is on the side bank of the river just upriver of Chalmette. A deep-draft wharf and a smaller wharf are at a large sugar refinery. Tate and Lyle North American Sugar: one wharf is used by ship service boats and the other by the refinery company. (See Wharves under Port of New Orleans for description.)

Just upriver of the sugar refinery wharf, at the Port Ship Service boat wharf

about 91.0 miles AHP, is the landing for the pilot boat. The upriver pilots board vessels off the landing in the section of the river known as **The Point**. Here vessels bound for destinations above New Orleans discharge the river pilot and take on board the New Orleans-Baton Rouge Steamship Pilot, or upriver pilot. Launch service is also available from Belle Chasse Marine Transport at the St. Maurice Street Wharf about 91.7 miles AHP.

On the W bank of the river opposite Chalmette and Arabi at **Algiers** are barge moorings, towing company wharves, the large floating drydocks of a large ship repair firm, the U.S. Naval Station, and other towing company wharves and barge moorings.

The **Port of New Orleans** is one of the largest ports in the United States. It is located on both sides of the Mississippi River with its lower limit about 80.6 miles AHP, and its upper limit about 115 miles AHP. The limits of the port encompass the parish of Orleans and the river frontage of the parishes of St. Bernard and Jefferson.

The city of **New Orleans** is the major commercial area within the port limits. It is one of the largest cities on the Gulf and is a natural gateway to and from the vast central and S portions of the nation, and particularly to the entire Mississippi Valley with which it is connected by numerous inland water routes.

Abreast of New Orleans on the opposite bank of the river are **Algiers**, which is part of the city of New Orleans, **McDonoghville**, **Gretna**, **Harvey**, **Marrero**, and **Westwego**. Algiers and Gretna are connected with New Orleans by ferries operated by the Mississippi River Bridge Authority and the Crescent City Connection Division, Bridges and Marine Administration.

The **Inner Harbor Navigation Canal (Industrial Canal)** offers a deepwater connection between Mississippi River and Lake Pontchartrain, a distance of about 5.8 miles.


**Harvey Canal** is opposite New Orleans about 98.2 miles AHP. The canal and locks connect the Mississippi River with an extensive network of inland waterways SW of New Orleans. The canal is the route of the Intracoastal Waterway.



# Table of Selected Chart Notes

Corrected through NM Jul. 28/07  
Corrected through LNM Jul.17/07

## DISTANCES

Statute Mile distances above Head of Passes are indicated at five mile intervals, and are indicated thus:  Tables for converting Statute Miles to International Nautical Miles are given in Coast Pilot 5.

## HEIGHTS

Heights in feet above Mean High Water

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notices 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.

Mercator Projection  
Scale 1: 15,000 at Lat. 29° 57'  
North American Datum of 1983  
(World Geodetic System 1984)

## 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.

## 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.

## CAUTION

**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipelines and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. 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 areas where pipelines and cables may exist, and when anchoring, dragging or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

## CAUTION

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

## CAUTION

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

## 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 0.723' northward and 0.256' westward to agree with this chart.

## SUPPLEMENTAL INFORMATION

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

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-6802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## NOTE D

### CRESENT CITY CONNECTION FIXED HIGHWAY BRIDGES

Fixed green lights mark the channel centerline. Red Lights mark the outside edges of the channel.

## NOTE

Depths along the wharves are not charted because of continuous siltation and repeated dredging in the waterfront area.

## 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)

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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 KH-B-43 162.55 Mhz

## MISSISSIPPI RIVER

The number in parentheses at the right indicates the distance in statute miles above Head of Passes.

## Calling-in Points

Vessel Traffic Services calling-in points, arrow indicates direction of vessel movement. Mandatory calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 5 and U.S. Notices to Mariners.

## GWV - MISSISSIPPI RIVER GULF OUTLET

The controlling depths from the intersection with the G. I. W. W. to the Inner Harbor Navigation Canal are as follows:

Left quarter.....23 ft x 125 ft  
Middle half.....27 ft x 250 ft  
Right quarter.....28 ft x 125 ft

April 2011

DEPTHS IN FEET at Mean Lower Low Water except in the Mississippi River above the Head of Passes where soundings are referred to the Low Water Reference Plane.

## NOTE F

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Lower Mississippi River. Vessel operating procedures and designated radio-telephone 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 or multiple advance vessel traffic management within the VTS area.

*Aliniere*

## 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.

## OVERHEAD CLEARANCES

Bridge and overhead clearances are in feet and refer to the Mississippi River 1927 High Water Plane (HWP).

## NOTE C

### TRAFFIC LIGHTS

For details of operation of U.S. Coast Guard Marine Safety Office, New Orleans maintained Traffic Control Lights in the Mississippi River, consult the Coast Pilot and U.S. Coast Guard List of Lights Volume IV.

Governor Nicholls Traffic Light shows FI R or G 5s, Gretna Traffic Lights shows FI R or G 5s, and Westwego Traffic Light shows QR or G only when Traffic Control Lights are in operation. Traffic Lights operate when the gauge reads 8 feet on the rise and cease to operate when the gauge reads 9 feet on the fall of the river.

## TIDES

At New Orleans, the diurnal range of the tide during low river stages averages 0.8 feet. There is no periodic tide at high river stages.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Mississippi River Commission, 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.

## 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 Notices to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://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 (NCGSD), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

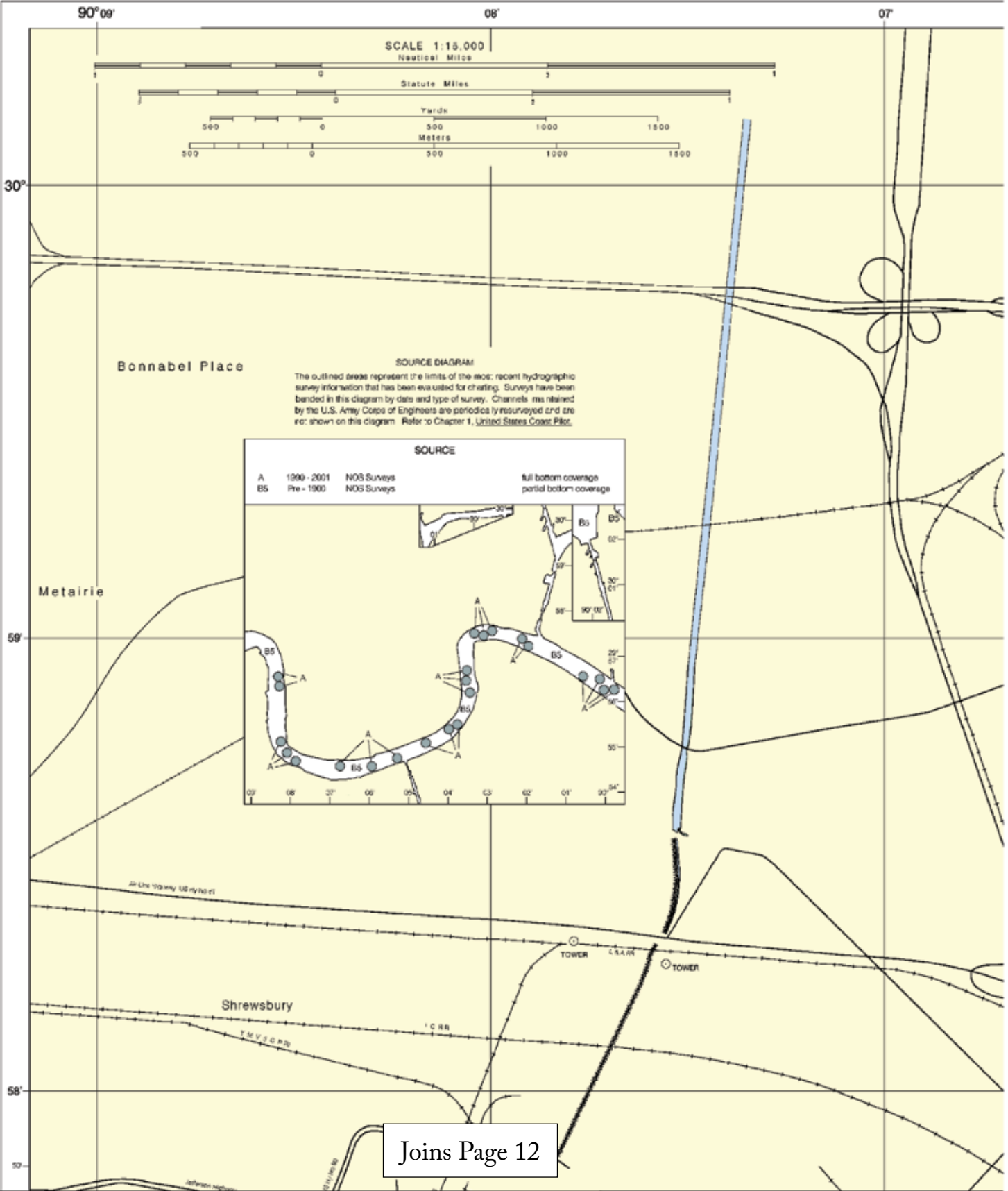
Aids to Navigation (lights are white unless otherwise indicated)			
ALPO alternatalc	G green	Mn Morse code	R TR radio tower
AJ alternating	IG interrupted quick	N run	Rd rotating
B back	is unlighted	OC obscured	s seconds
Bn beacon	LT LD light house	OC occulting	SEC sector
C can	M nautical mile	O orange	St M statute miles
DA dolphin	n minutes	Q quick	VO very quick
F fixed	MOHO TR microwave tower	R red	W white
H flashing	Mr marker	Ra Ref radio reflector	WRB white
		R in radio beacon	Y yellow
Bottom characteristics			
Sbk shallow	Gr gravel	Sr silt	Sv soft
bc broken	G gravel	T hard	Sh shells
C clay	Gr grass	AI mud	Sg sticky
Miscellaneous			
AUTH authorized	Calm obstruction	FD position doubtful	Subm submerged
ED evidence doubtful	HA position approximate	Rep reported	
ZL wreck, rock, obstruction, or other object close to the depth indicated.			
Ⓢ Rocks that cover and uncover, with heights in feet above datum of soundings.			

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 3-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4663, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

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.

11368



8



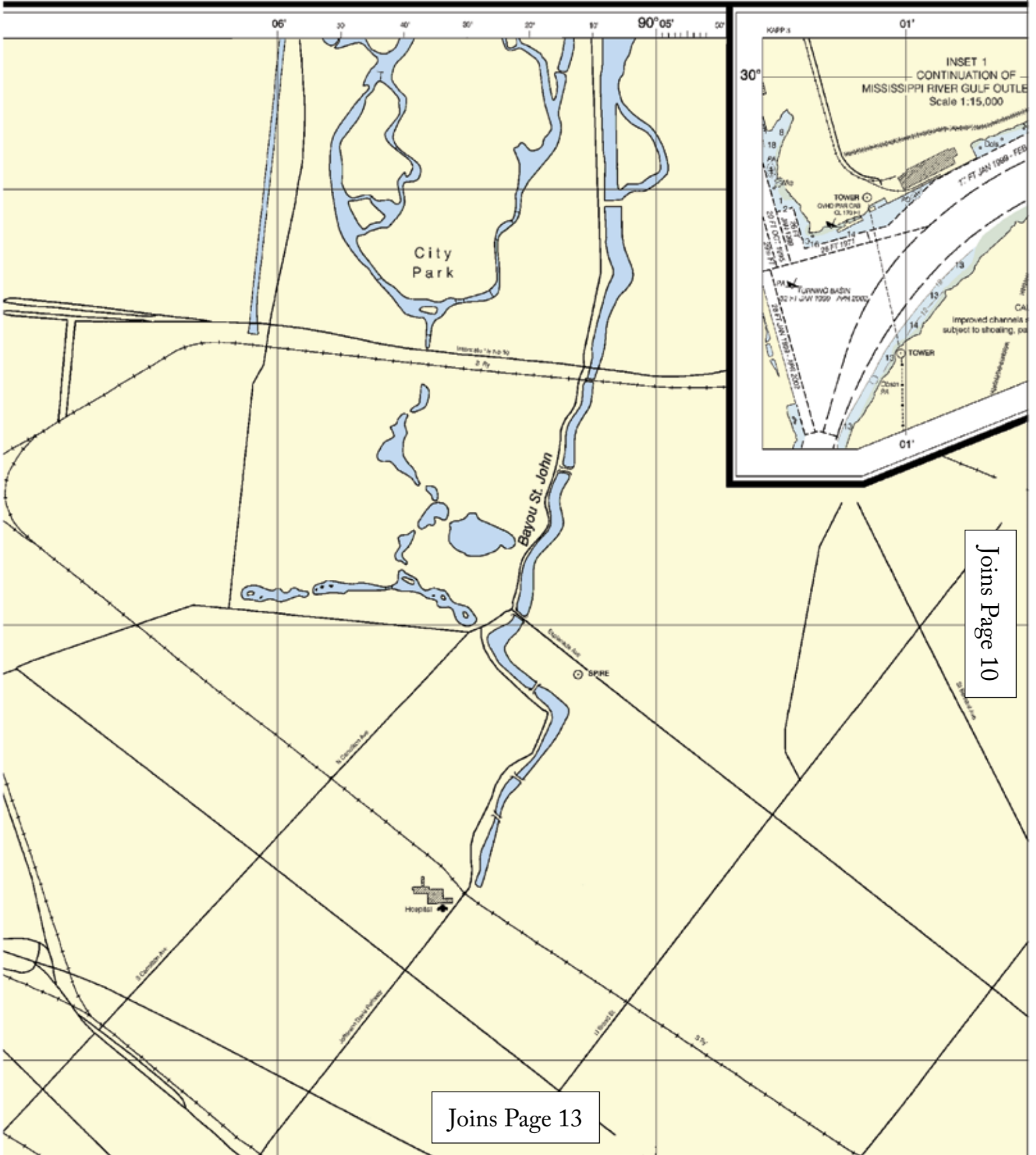
Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on Page 9



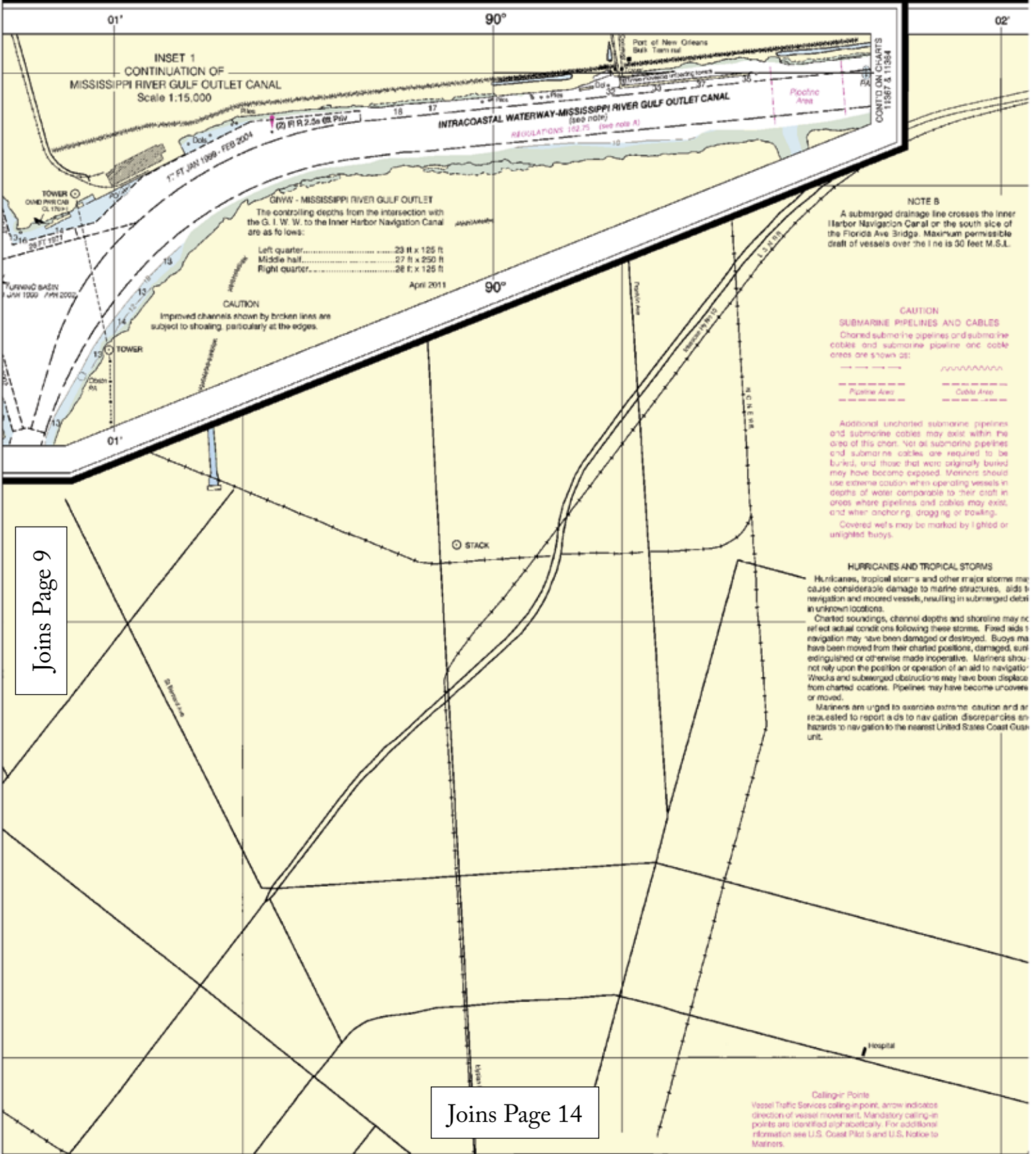




Joins Page 10

Joins Page 13

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:21429. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

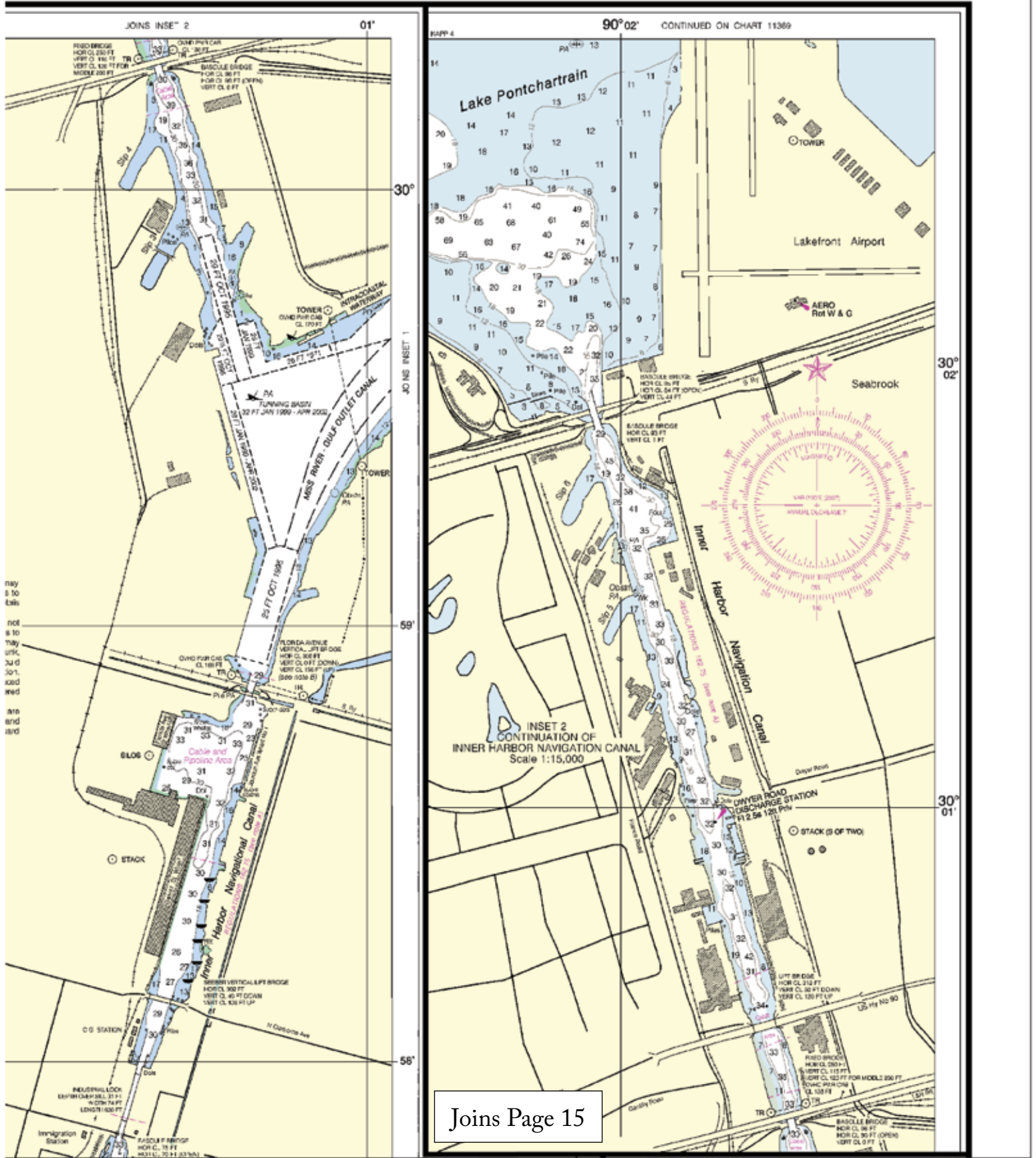


10





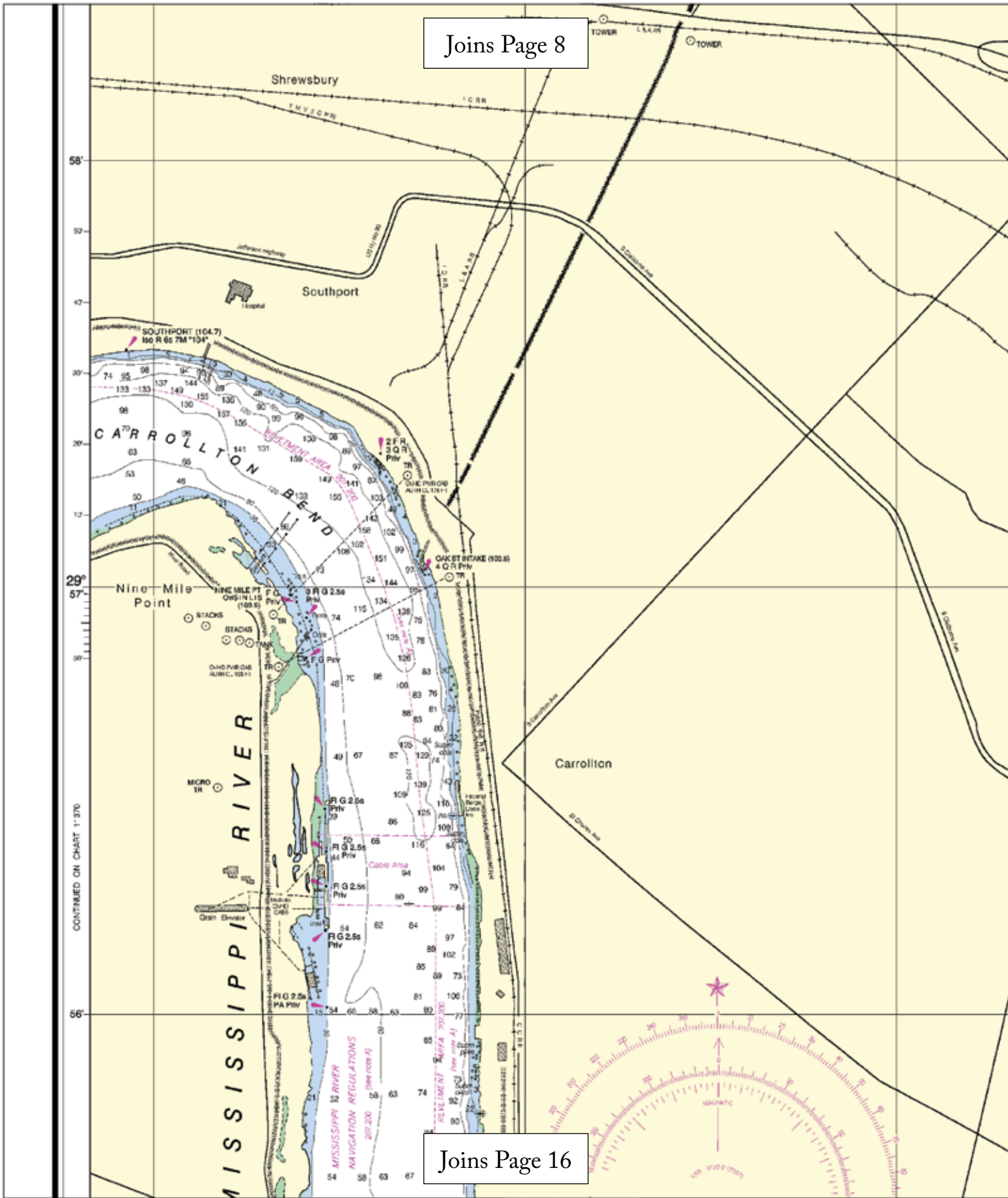
# SOUNDINGS IN FEET



Joins Page 15

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 4811 11/29/2011,  
 NGA Weekly Notice to Mariners: 5011 12/10/2011,  
 Canadian Coast Guard Notice to Mariners: n/a .

Joins Page 8



Joins Page 16

12



Printed at reduced scale. SCALE 1:15,000 See Note on Page 9







Joins Page 10

Participating Ships Berthing Area

VIEUX CARRE

Calling Points  
Vessel Traffic Services calling-in point, arrow indicates direction of vessel movement. Mandatory calling-in points are identified with asterisks. For additional information see U.S. Coast Pilot 9 and U.S. Notice to Mariners.

NOTE F  
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Lower Mississippi River. 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 advanced vessel traffic management within the VTS area.

NOTE C  
TRAFFIC LIGHTS  
For details of operation of U.S. Coast Guard Marine Safety Office, New Orleans maintained Traffic Control Lights in the Mississippi River consult the Coast Pilot and U.S. Coast Guard List of Lights Volume IV.  
Governor Nicholls Traffic Light shows FI R or G 5s, Gretna Traffic Lights shows FI R or G 5s, and Westwego Traffic Light shows QR or G only when Traffic Control Lights are in operation.  
Traffic Lights operate when the gauge reads 8 feet on the rise and cease to operate when the gauge reads 9 feet on the fall of the river.

NOTE D  
CRESCENT CITY CONNECTION FIXED HIGHWAY BRIDGES  
Fixed green lights mark the channel centerline. Red lights mark the outside edges of the channel.

Joins Page 18

Joins Page 13

14





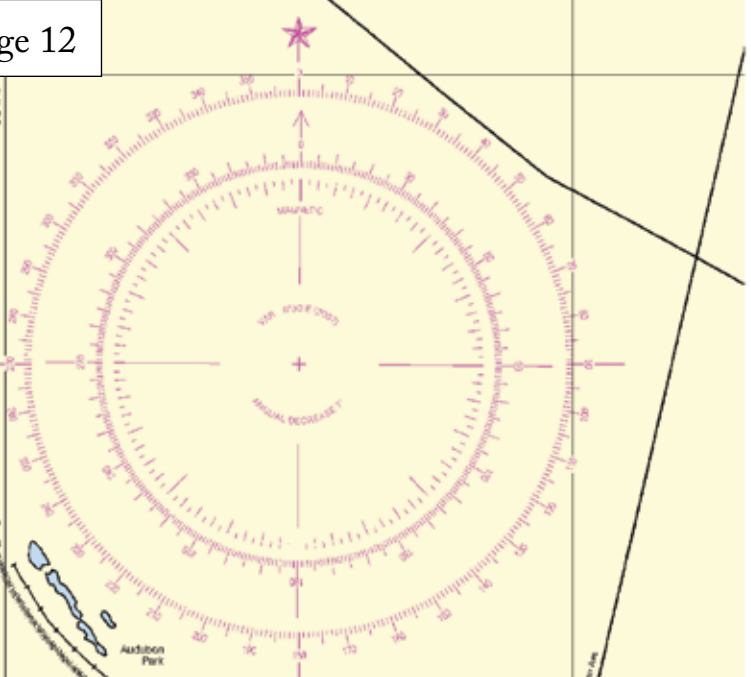


Joins Page 12

MISSISSIPPI

MISSISSIPPI RIVER  
NAVIGATION REGULATIONS  
207.200 (see note A)

GREENVILLE  
BEND



Westwego  
TRAFFIC LT  
(see note C)

US Public Health  
Service Hospital

Walkertown

24th Ed., Jul./07 ■ Corrected through NM Jul. 28/07  
Corrected through LNM Jul. 17/07

11368

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](http://nauticalcharts.noaa.gov).

PRINT ON DEMAND CHARTS  
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA and critical corrections. Charts are printed when ordered using Print-on-Demand Editions are available 3-6 weeks before their release as traditional NOAA charts about Print-on-Demand charts or contact NOAA at 1-800-524-4663, [http://help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://he.p@OceanGrafix.com>.

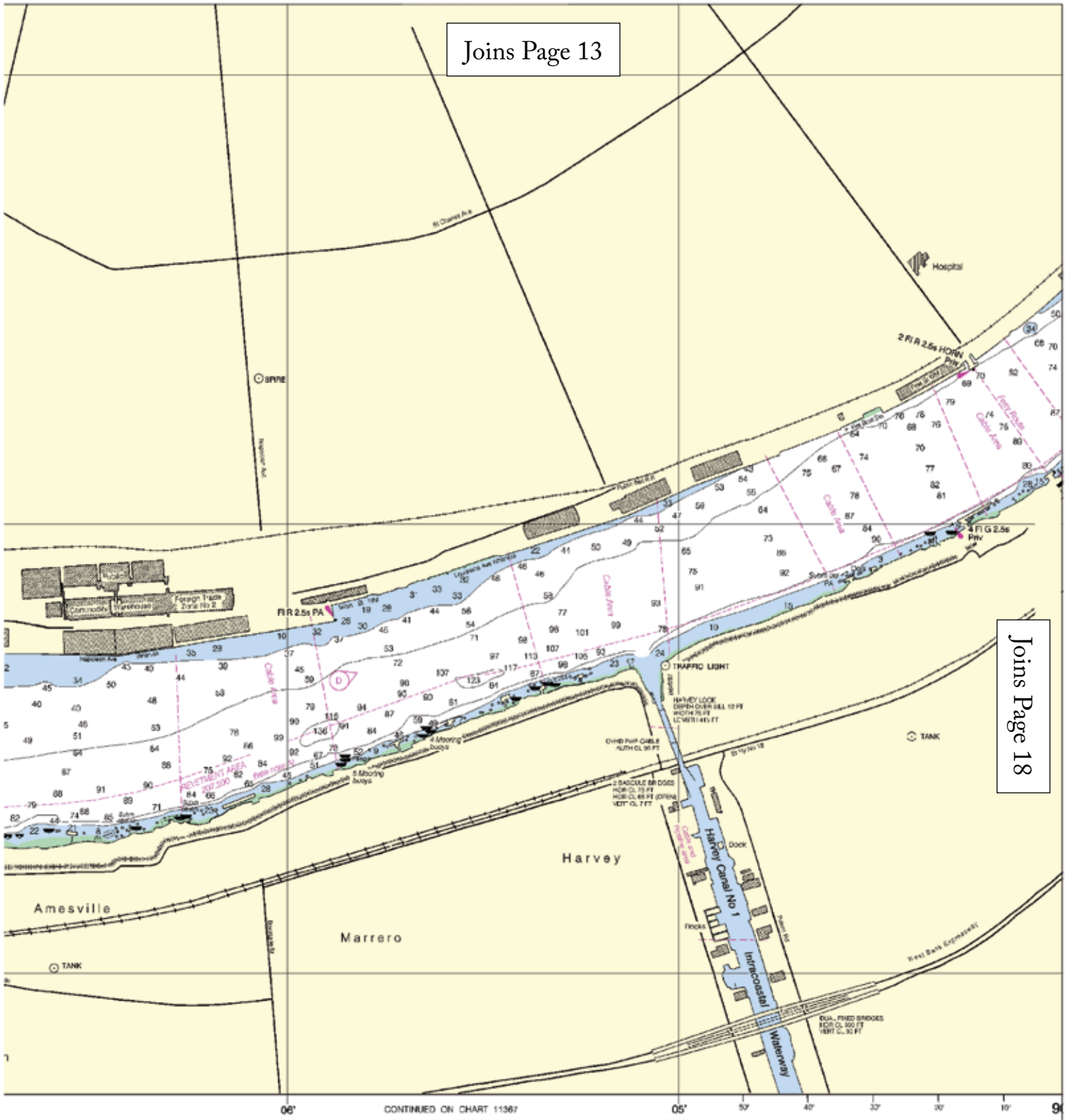
16



Printed at reduced scale. SCALE 1:15,000 See Note on Page 9

Joins Page 13

Joins Page 18



# SOUNDINGS IN FEET

DM for Notices to Mariners  
 Jeppard technology. New  
 charts. Ask your chart agent  
 http://NauticalCharts.gov,  
 http://OceanGrafix.com, or

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



Joins Page 14

NOTE D  
CORRENT CITY CONNECTION FIXED  
HIGHWAY BRIDGES  
Fixed green light marks like channels  
center line. Red Lights mark the outside  
edges of the channel.

NEW  
CHAL

McDonoghville

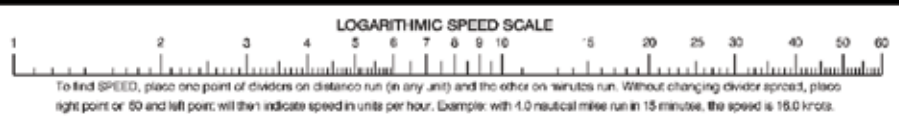


- ABBREVIATIONS  
Aids to Navigation
- AERO aeron
  - Ai alternating
  - B black
  - Bn beacon
  - C can
  - DM daymark
  - F fixed
  - F flashing
- Bottom character
- Bs bubble
  - ck broken
  - Cy clay
- Miscellaneous
- AUTH auth
  - ED estacod
  - SL Stack
  - (2) Rocks

DISTANCES  
Statute Mile distances above Head of Passes  
are indicated at five mile intervals, and are  
indicated thus: ————  
Tables for converting Statute Miles to Inter-  
national Nautical Miles are given in Coast  
Pilot 5.

Joins Page 17

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



18





# EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

## Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."

5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.

6. Release transmit button.

7. Wait for 10 seconds — If no response Repeat MAYDAY call.

## HAVE ALL PERSONS PUT ON LIFE JACKETS!

**Mobile Phones** — Call 911 for water rescue.

Coast Guard Group New Orleans 504-846-6162

Coast Guard Station New Orleans 504-846-6181

Coast Guard Atlantic Area Cmd 757-398-6390

**NOAA Weather Radio (MHz)** — 162.400, 162.425, 162.450, 162.475, 162.500, 162.525, 162.550

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

# NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.oceangrafix.com](http://www.oceangrafix.com)

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-references digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be

downloaded from NOAA for free and printed from [www.nauticalcharts.noaa.gov/bookletcharts](http://www.nauticalcharts.noaa.gov/bookletcharts)

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side and safety, boating and educational information on the reverse. they can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are nine text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. [www.nauticalcharts.noaa.gov/viewer](http://www.nauticalcharts.noaa.gov/viewer)

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. [www.nauticalcharts.noaa.gov/mcd/ccatalogs.htm](http://www.nauticalcharts.noaa.gov/mcd/ccatalogs.htm)

## Internet Sites

[www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)

[www.noaa.gov](http://www.noaa.gov)

[www.tidesandcurrents.noaa.gov](http://www.tidesandcurrents.noaa.gov)

[www.nos.noaa.gov](http://www.nos.noaa.gov)