Lakes Ponchartrain and Maurepas

Chart 11369

BookletChart

Commemorative Edition – April, 2012

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- Complete, reduced scale nautical chart
- Print at home for free
- Convenient size
- Up to date with Notices to Mariners
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker

United States – Gulf Coast

LOUISIANA

Lakes Ponchartrain and Maurepas

2012–2015

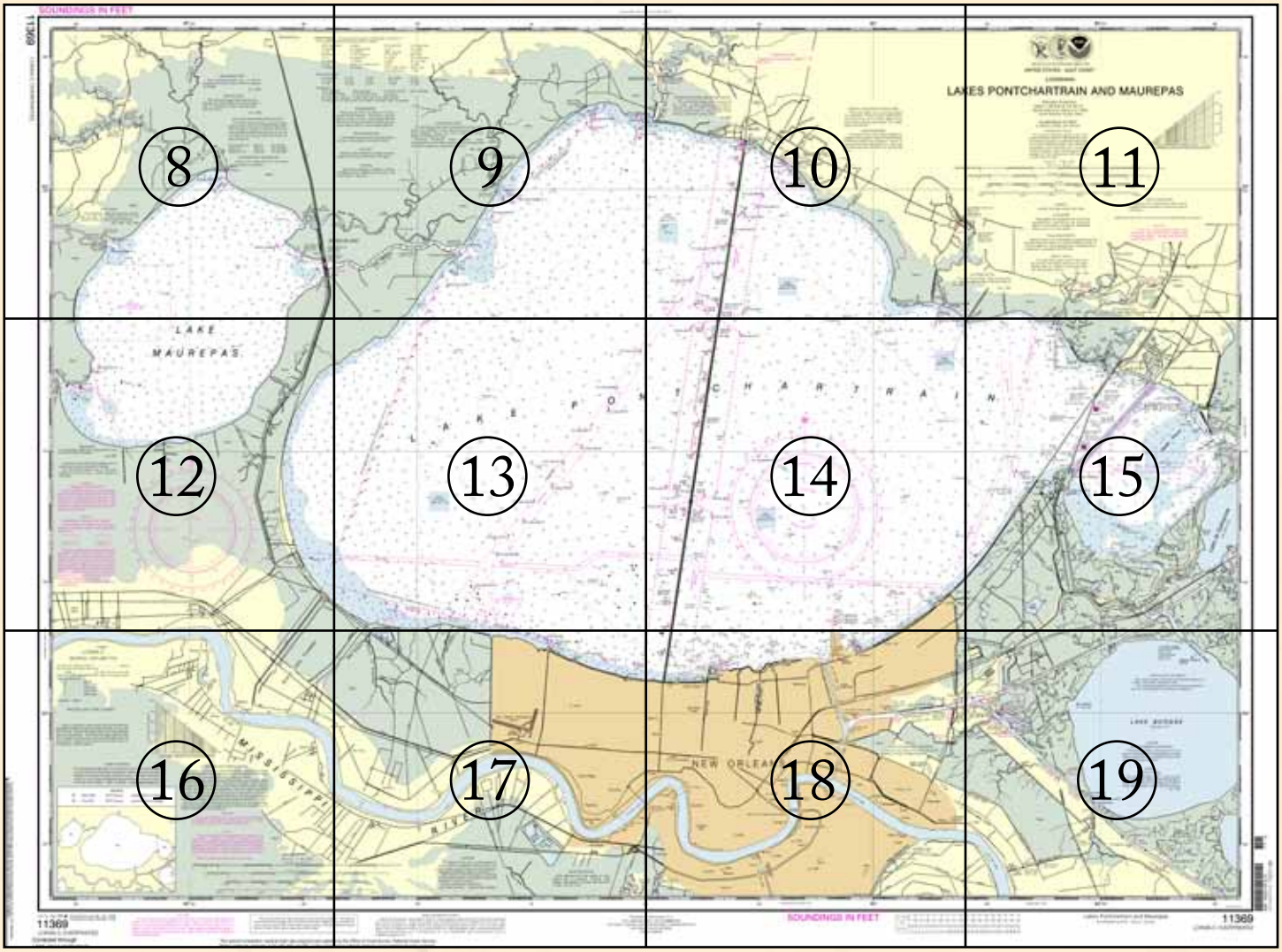
"Our Flag Was Still There"

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 restricted and spectator areas, 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/.

The chart on the cover is a military map of Loisiana compiled at the U.S. Coast Survey Office, 1863, NOAA's predecessor organization.



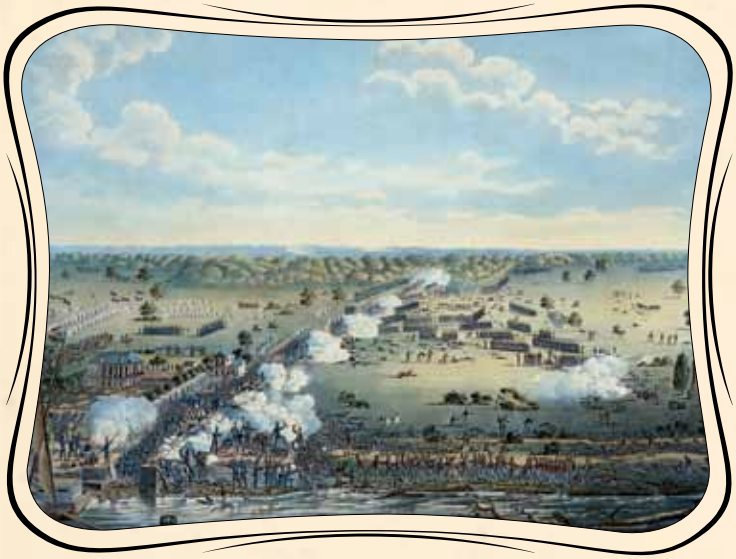
New Orleans, the United States Navy, and the War of 1812

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.

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

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 Bienvenu 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 14th, 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 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.

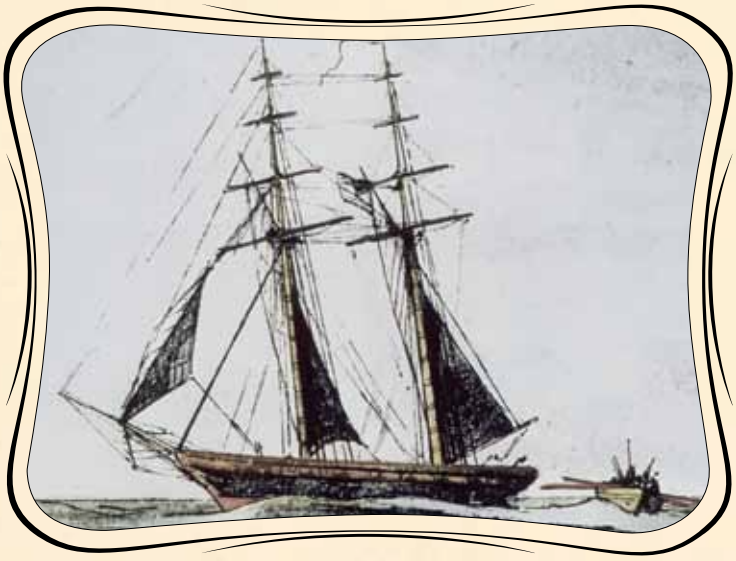
On January 8, a British frontal assault against the American forces met an unwavering defense. That defense inflicted disproportionate British casualties and saved the city.

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.

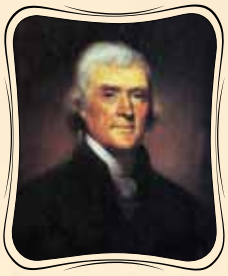


Coast Survey sounding schooner *Experiment* was in service from 1835 to 1839.

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.

Over 1,500 historical maps and charts from Louisiana are online for your exploration, at nauticalcharts.noaa.gov/history

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

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

Special commemorative charts and posters: www.nauticalcharts.noaa.gov/WarOf1812/

Event calendars and websites: www.ourflagwasstillthere.org/events.html

nowCoast marine observations: nowcoast.noaa.gov

Marine weather forecasts: www.nws.noaa.gov/om/marine/home.htm

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

Buoy observations: 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, or on Facebook at www.facebook.com/usnoaagov. 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

What are nautical charts?

Nautical charts are a fundamental tool of marine navigation. The 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.

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 for a list of chart agents. This BookletChart does not fulfill chart carriage requirements forregulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

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, chapters 7 and 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.)

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.

Lake Borgne, theWextension of Mississippi Sound is partly separated from Mississippi Sound by **Grassy Island**, **Half Moon (Grand) Island**, and **Le Petit Pass Island** and their outlying shoals.

The Rigolets is a deep passage 7 miles long and about 0.4 mile wide connecting Lake Borgne and Lake Pontchartrain.

Lake St. Catherine can be reached through Fort Pike Canal or through a natural unmarked channel in **Sawmill Pass**. The lake has numerous oil well structures.

Chef Menteur Pass, a connecting passage between Lake Borgne and Lake Pontchartrain, is located about 10 miles SW of The Rigolets.

Lake Pontchartrain, roughly elliptical in shape, is 36 miles long, 22 miles wide at the widest part, 10 to 16 feet deep, and lies N of the Mississippi River at New Orleans. The lake connects with the Mississippi River through the Inner Harbor Navigation Canal; with Lake Borgne through The Rigolets and Chef Menteur Pass; and with Lake Maurepas through Pass Manchac and North Pass.

Three causeways cross the E end of Lake Pontchartrain. U.S. Interstate Route 10 highway causeway, about 3.5 miles W of The Rigolets and crossing between **Pointe aux Herbes** and **Howze Beach**, has a bridge with a fixed span over the navigation channel about 1.2 miles from its NE end with a clearance of 65 feet. In 2006, a replacement fixed highway bridge with a design clearance of 73 feet was under construction close E of the existing bridge. U.S. Route 11 highway causeway, W of U.S. Interstate Route 10 highway causeway and crossing from Pointe aux Herbes to **North Shore**, has two bascule bridges; one, about 1 mile SWof North Shore, has a clearance of 13 feet; the other, about 0.4 mile NE of Pointe aux Herbes, has a clearance of 12 feet. The N span is equipped with a radiotelephone. The bridgetender can be contacted on VHF-FM channel 13; call sign, KMC-226. The overhead power cable justWof this bridge has a clearance of 94 feet. The Southern Railway causeway, W of U.S. Route 11 highway causeway and crossing between **South Point** and North Shore, has a bascule bridge about 1 mile SW of North Shore.

Bayou Bonfouca, which empties into Lake Pontchartrain 3 miles NW of the Southern Railway causeway N swing bridge, is the approach to the town of Slidell.

Lacombe Bayou empties into Lake Pontchartrain 4.5 miles W of Bayou Bonfouca.

Mandeville is a summer resort on the N shore of Lake Pontchartrain 20 miles N of New Orleans.

Tchefuncta River flows into Lake Pontchartrain about 21 miles N of New Orleans.

Madisonville, a town 1.5 miles up Tchefuncta River, has berths at public landings above and below the W side of the bridge.

Tangipahoa River is a narrow stream flowing into Lake Pontchartrain 6 miles SW of Tchefuncta River.

Pass Manchac is a passage 5.5 miles long connecting Lake Pontchartrain with Lake Maurepas.

Table of Selected Chart Notes

Corrected through NM : Sep. 26/09
Corrected through LNM Sep. 15/09

HEIGHTS

Heights in feet above Mean High Water

SUPPLEMENTAL INFORMATION

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

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

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 buried lines 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.

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.

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 0.718" northward and 0.269" westward to agree with this chart.

NOTE D

PARIS ROAD BRIDGE CLEARANCE

Consult U.S. Coast Pilot 5 for further information on vertical bridge clearance.

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.

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

TIDAL INFORMATION

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

CAUTION

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

CAUTION

Gas and Oil Well Structures

Unmarked platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, unchartedl platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

PROHIBITED AREA

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

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.

AIDS TO NAVIGATION

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

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.

NOTE B

VIOLET CANAL

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

CAUTION

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

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

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).

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.

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).

WARNING

The greatest 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.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL
7980 ..... 79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 7980-X

RATES ON THIS CHART

7980-X 7980-Y

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

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

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.

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 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.

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

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Ro rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bldr boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Submrg submerged
ED existence doubtful	PA position approximate	Rep reported	

ZZ Wreck, rock, obstruction, or kelp swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

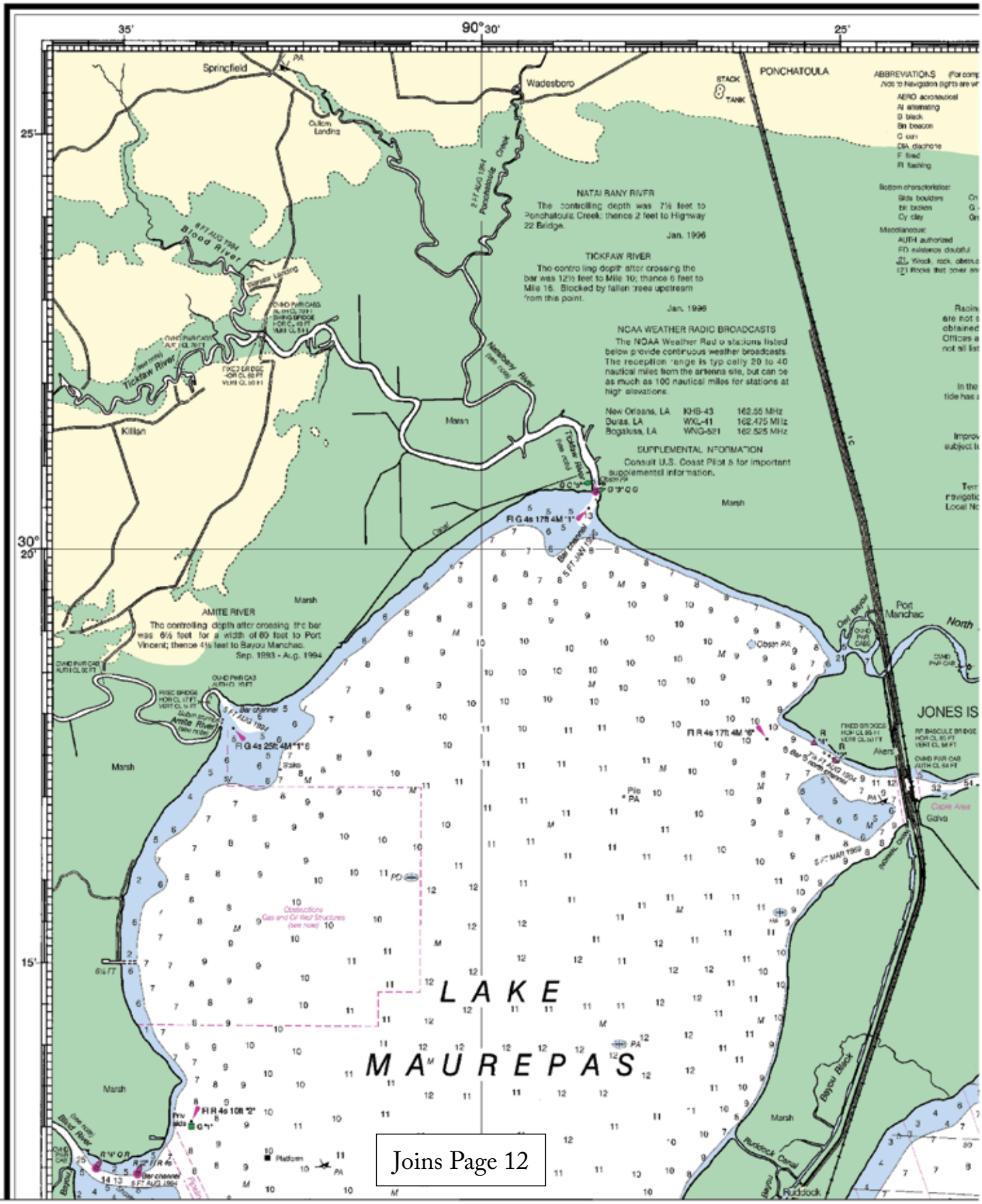
PRINT-ON-DEMAND CHARTS

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 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

SOUNDINGS IN FEET

11369

LORAN-C OVERPRINTED



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See Note on Page 9

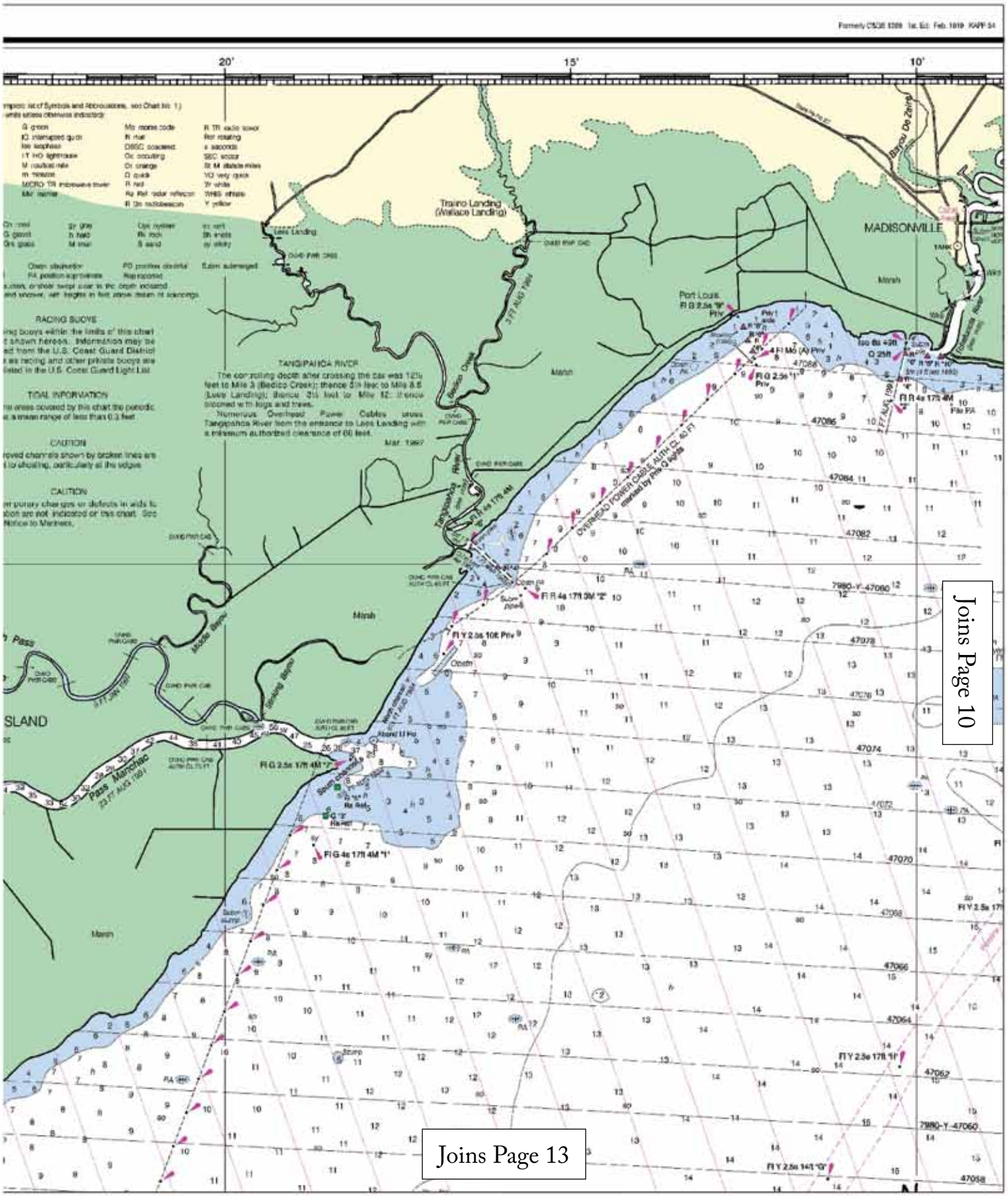
Nautical Miles

1 0 1 2 3 4 5 6 7

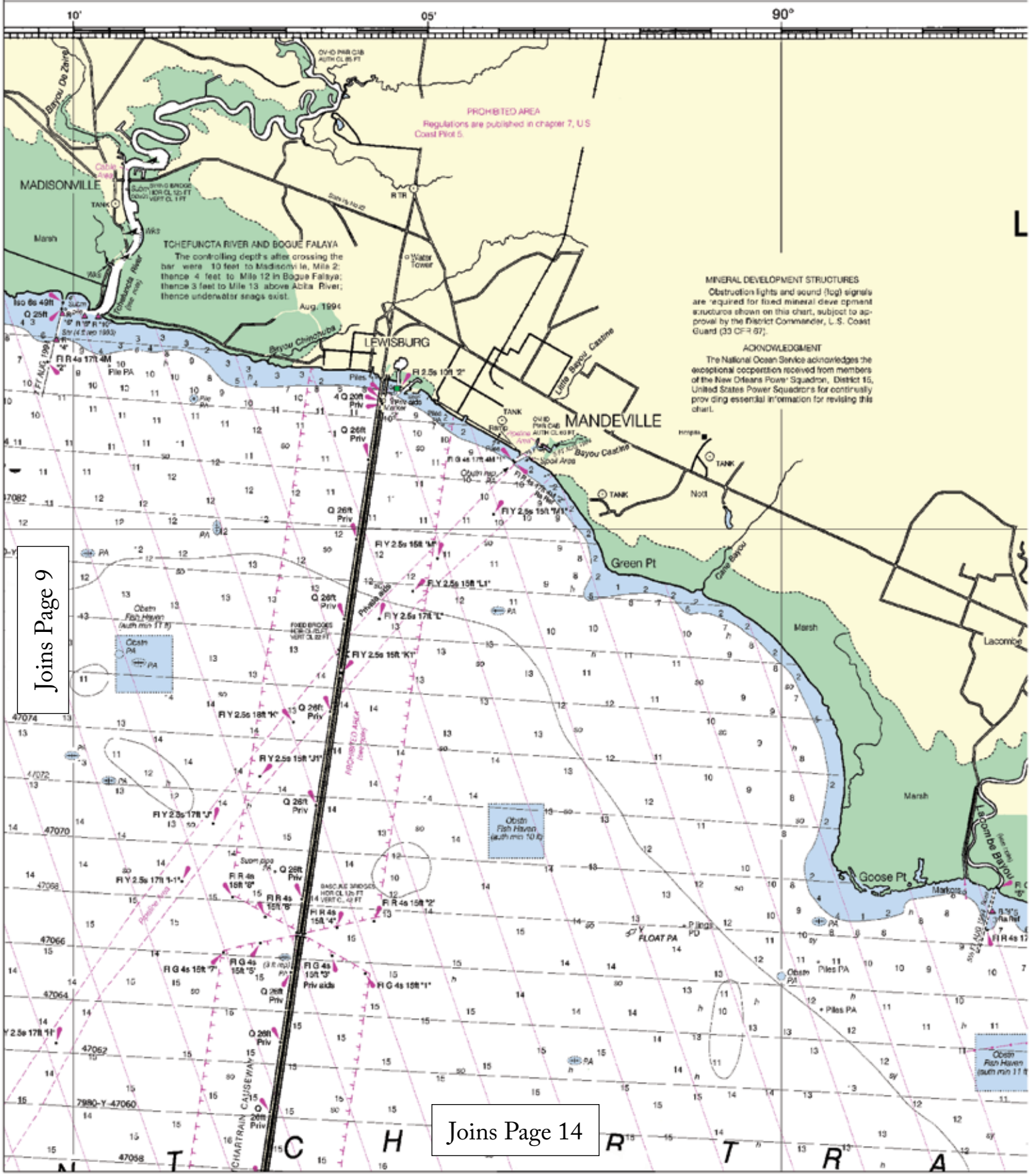
Yards

1000 0 2000 4000 6000 8000 10000

North



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:114286. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



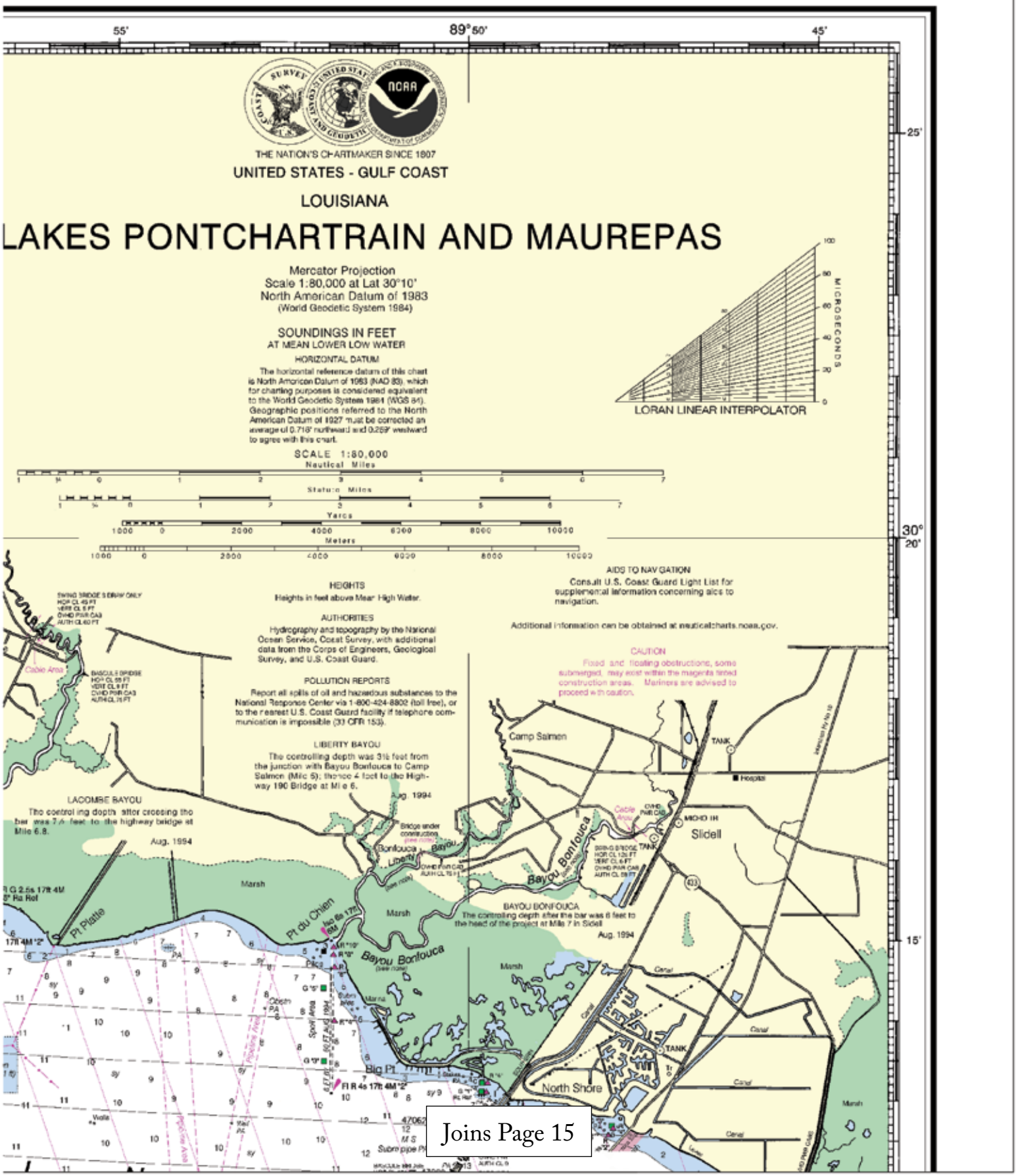
Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on Page 9

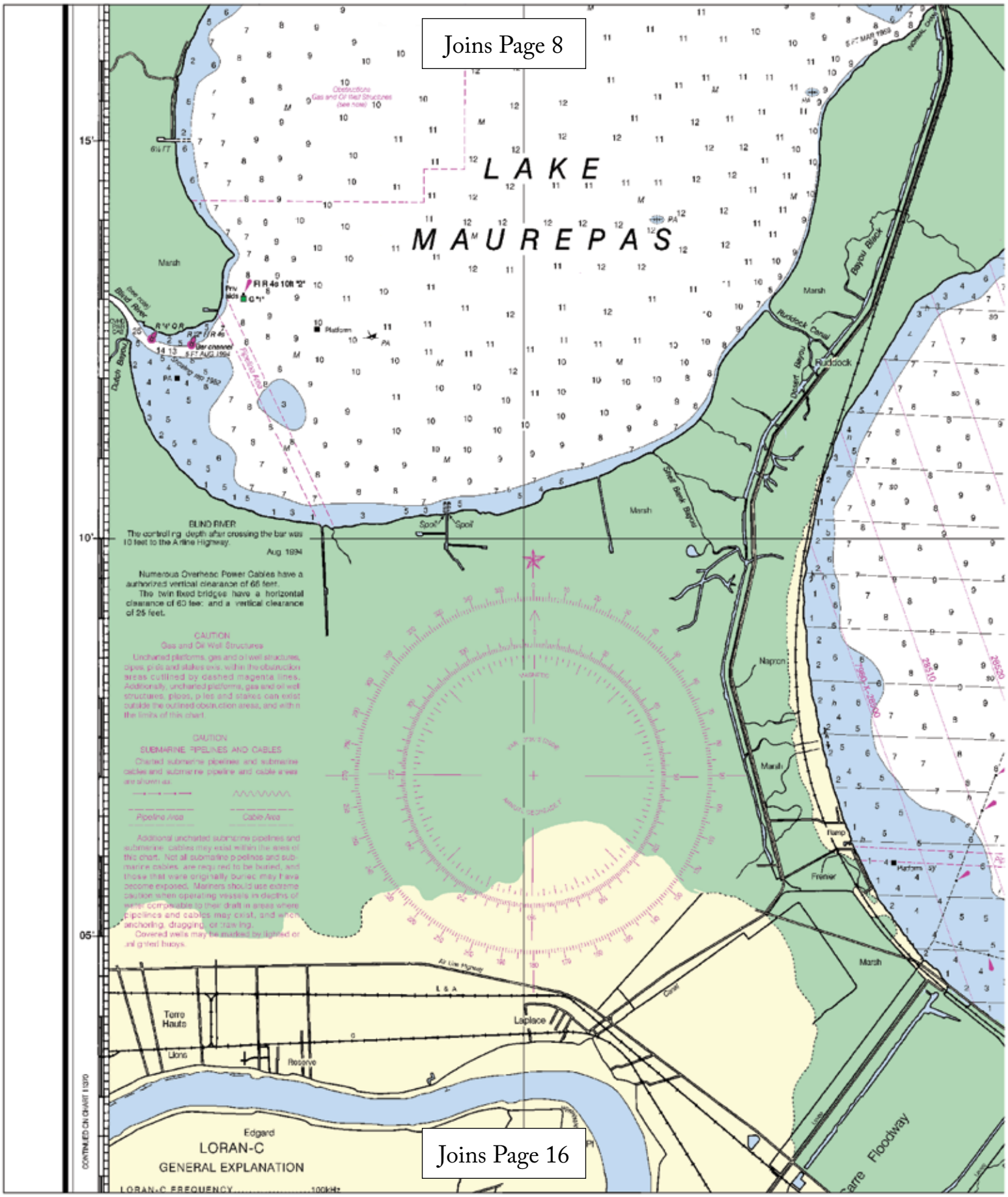
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

North



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 .



North

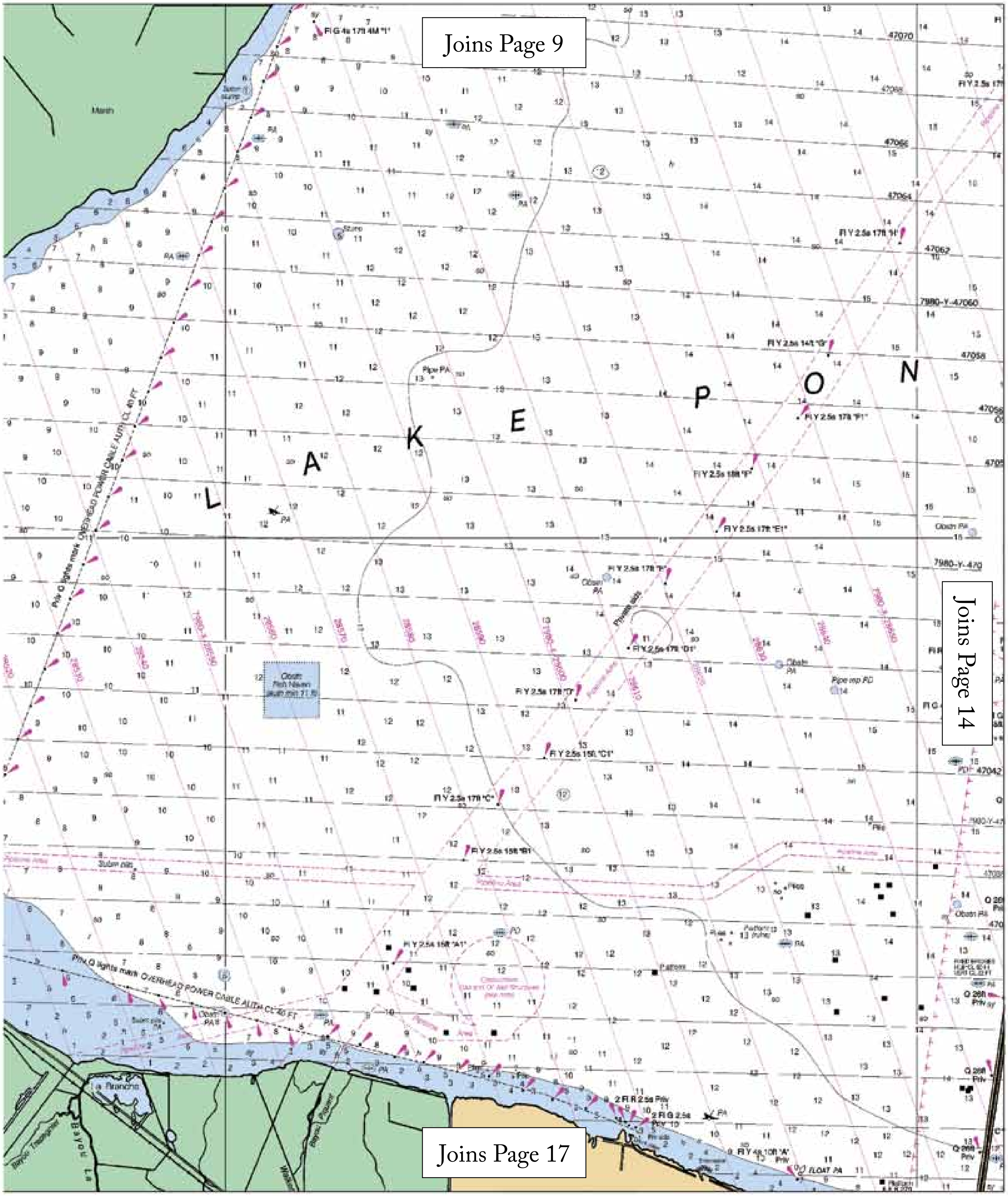
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles 1 0 1 2 3 4 5 6 7

Yards 1000 0 2000 4000 6000 8000 10000

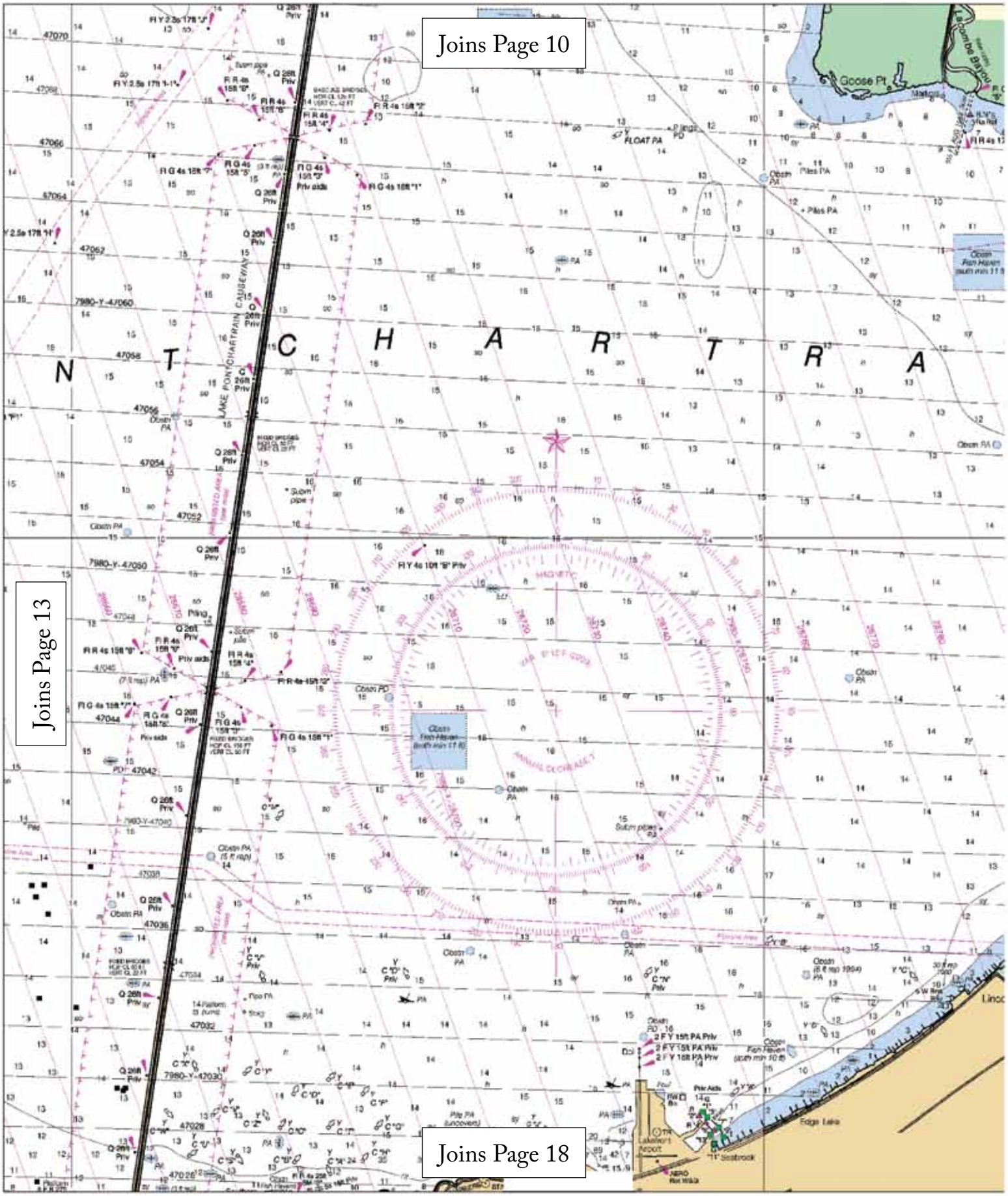
See Note on Page 9

Joins Page 9



Joins Page 14

Joins Page 17



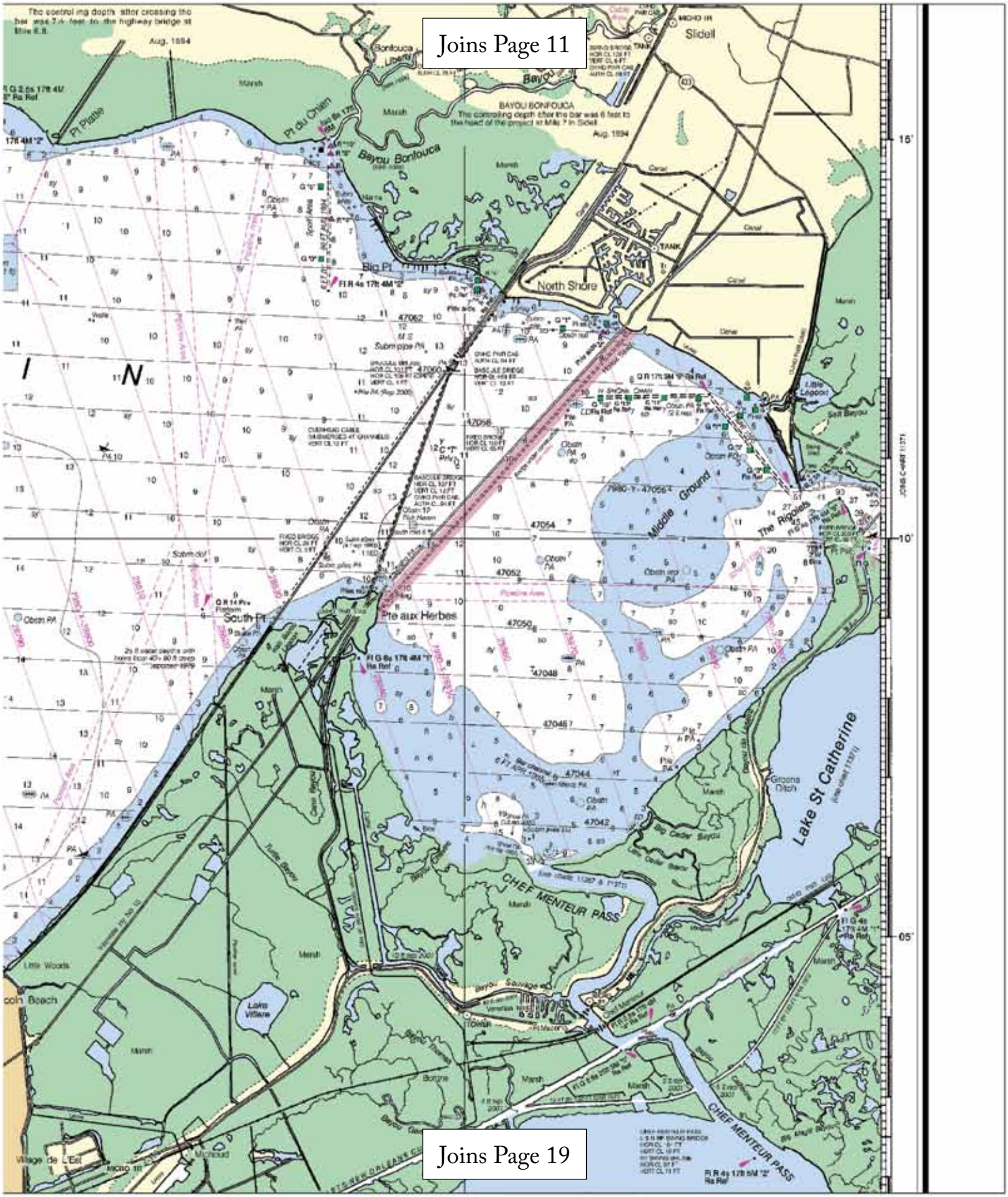
North

Printed at reduced scale. ~~SCALE 1:80,000~~

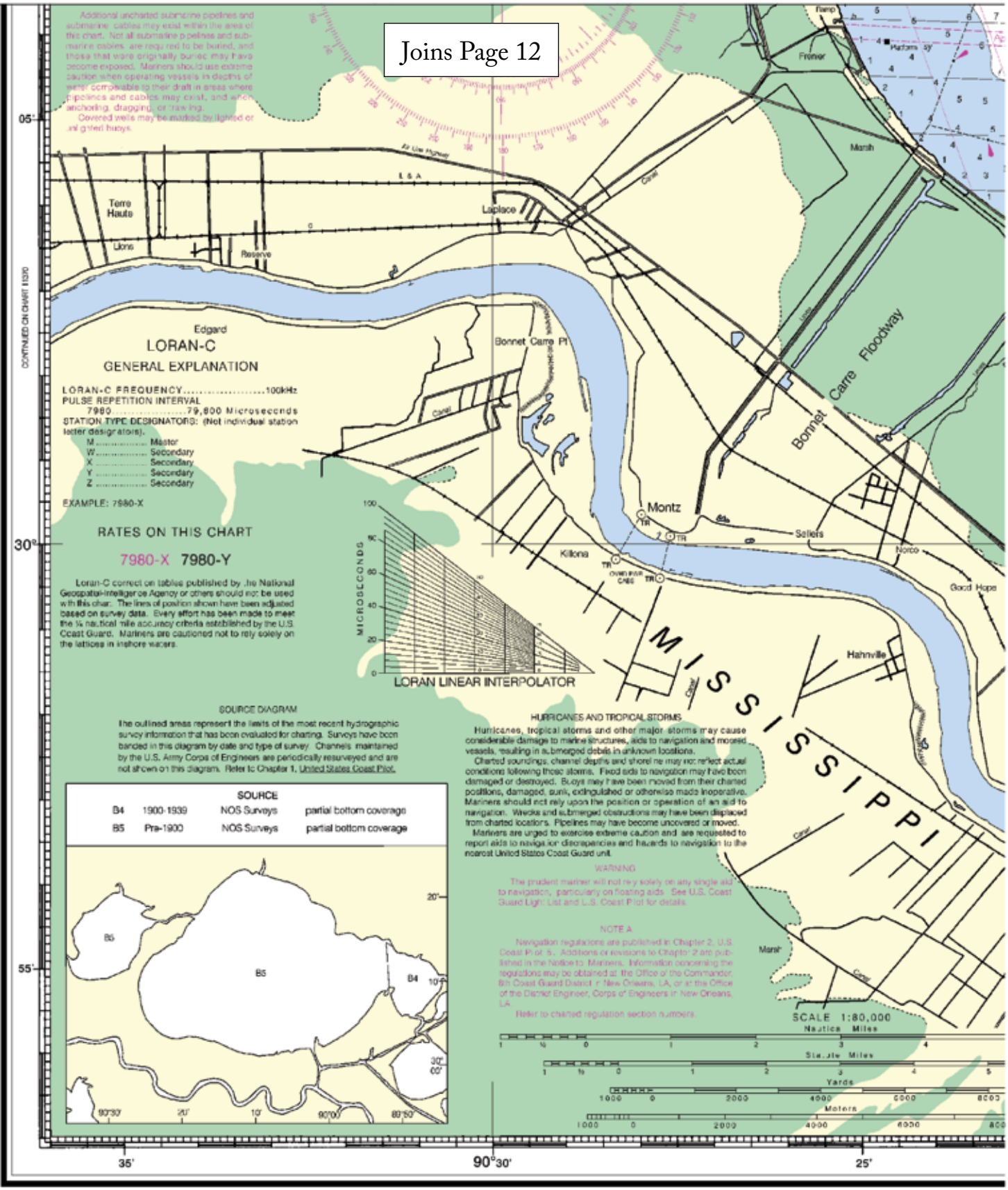
Nautical Miles

Yards

See Note on Page 9


Joins Page 11
Joins Page 19
Bayou Bonfouca
Big Pt
North Shore
Middle Ground
The Riggels
Pte aux Herbes
South Pt
Lake St Catherine
CHEF MENTEUR PASS
Slidell
Pt Platte
Pt du Chien
Lake Villars
Little Woods
Village de L'Est
Michoud
Groons Ditch
Big Cedar Bayou
Bayou Sauvage
Turtle Bayou
Marsh
Canal
Obstn PA
47062
47060
47058
47056
47054
47052
47050
47048
47046
47044
47042
15'
10'
05'

Joins Page 12



47th Ed., Sep./09 ■ Corrected through NM Sep. 26/09
Corrected through LNM Sep. 15/09

11369

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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.

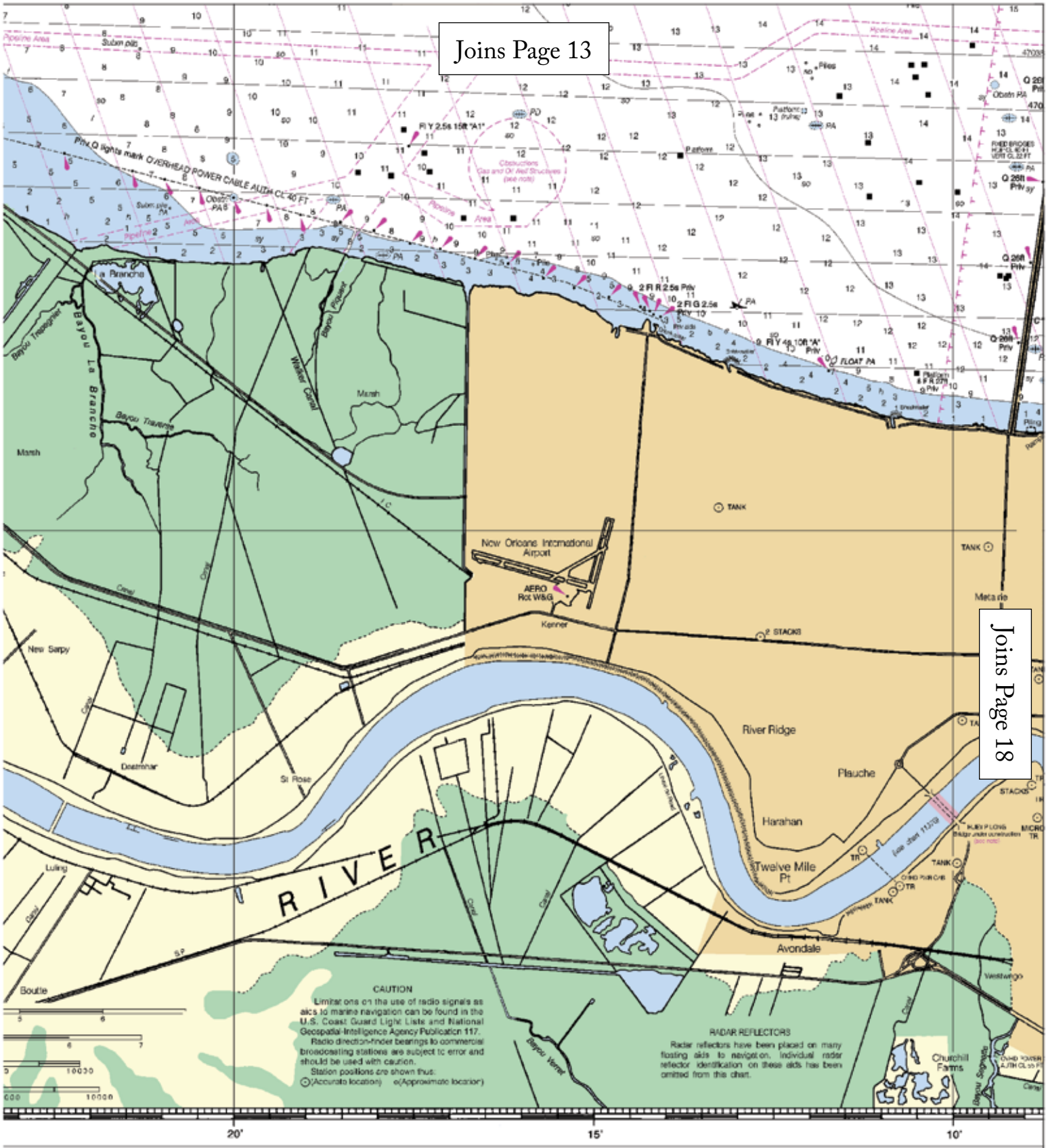
North

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on Page 9



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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. Now Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-5RCHART, http://OceanGrafix.com, or help@OceanGrafix.com.

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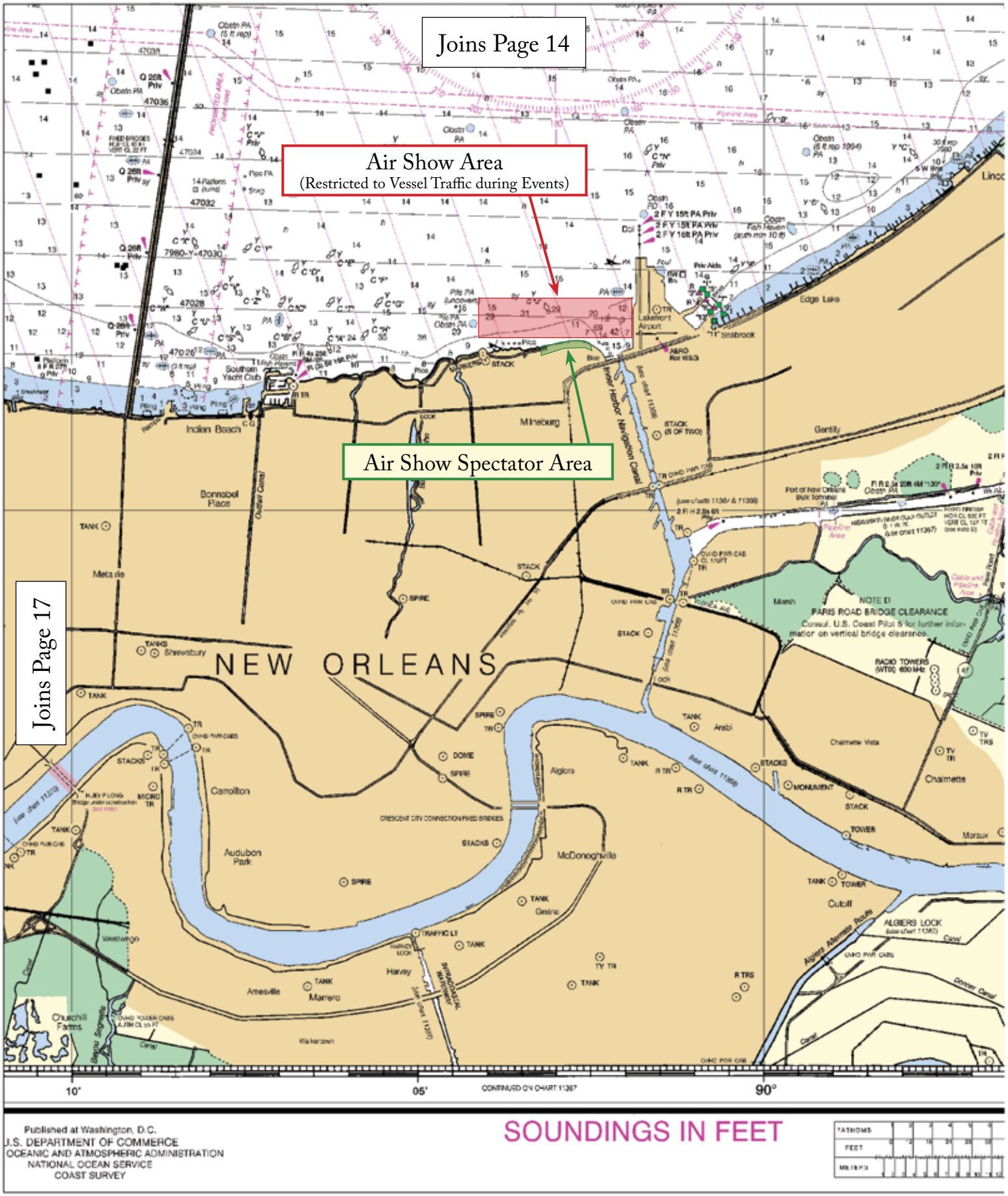
COAST SURVEY



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NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

FATHOMS
FEET
METERS

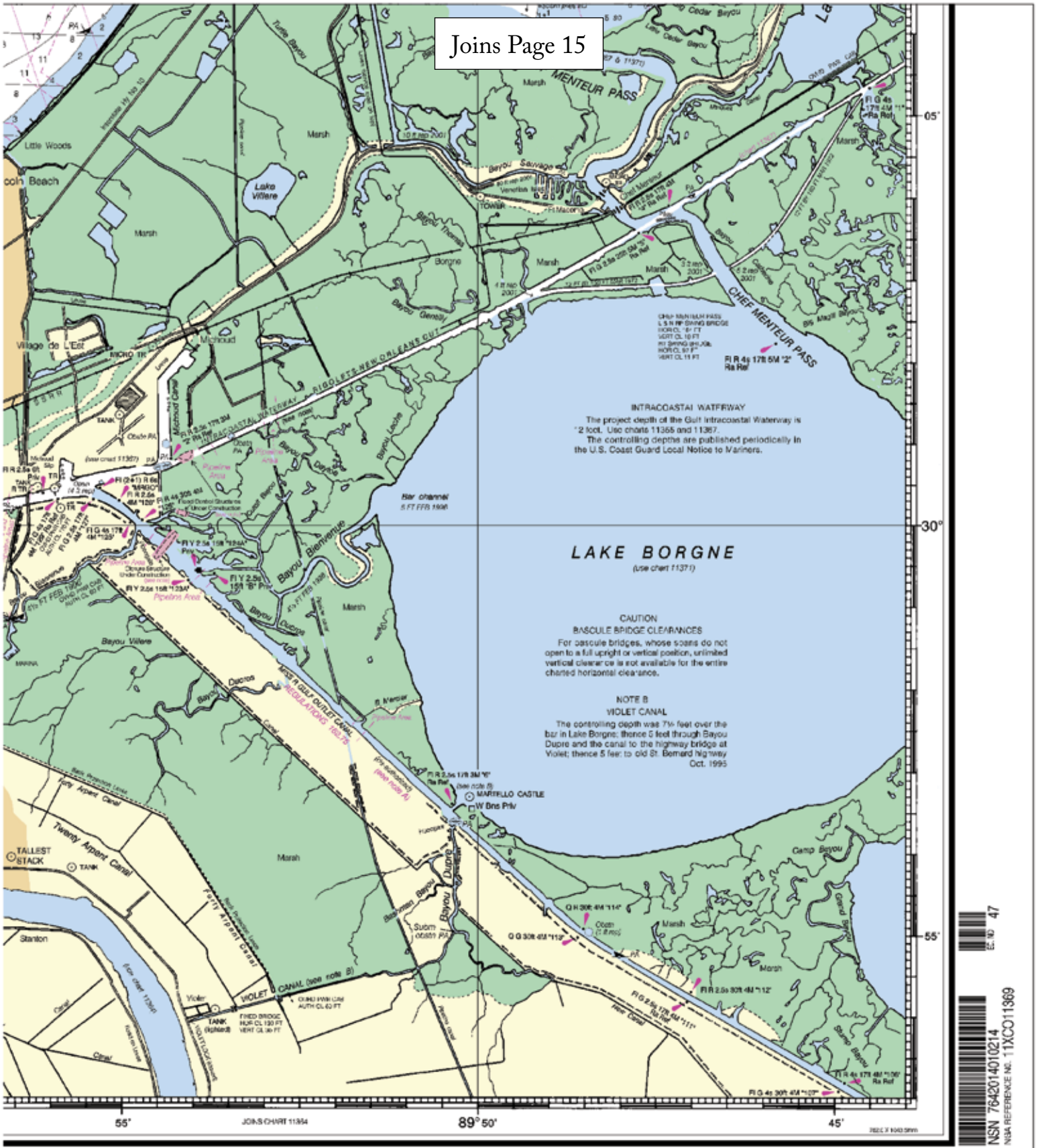
Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on Page 9

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

North



Lakes Pontchartrain and Maurepas

SOUNDINGS IN FEET - SCALE 1:80,000

11369

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NSN 7642014010214
NIMA REFERENCE NO. 11XCO11369

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

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

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Official BookletCharts™ – BookletCharts™ 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

Official PocketCharts™ – PocketCharts™ 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 ⅓ 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® – 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

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

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

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www.nos.noaa.gov