BookletChart™

Calcasieu River and Approaches
NOAA Chart 11339

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
-Compiled by NOAA’s Office of Coast Survey, the nation’s chartmaker
What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America’s commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated 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. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.


(Selected Excerpts from Coast Pilot)

Calcasieu Pass, the outlet of Calcasieu Lake, is about 98 miles W of Atchafalaya Bay entrance and 78 miles E of Galveston entrance. It is the first and only deep-draft channel W of the Mississippi River and E of Sabine Pass.

Prominent features.—In the vicinity of Calcasieu Pass are the range and jetties and, at night, the occulting red obstruction lights on the many radio towers in the area.

A regulated navigation area has been established in Calcasieu River from the Calcasieu jetties to and including the Port of Lake Charles. (See 165.1 through 165.13 and 165.807, chapter 2, for limits and regulations.)

The Trunkline liquified natural gas facility on Industrial Canal is within a safety zone. Additionally, the waters surrounding non-gasfree LNG carriers transiting Calcasieu River are a safety zone. (See 165.7, 165.20, 165.23, and 165.805, chapter 2, for limits and regulations.)

Channels.—The Calcasieu entrance has been improved by jetties and a deepwater channel. The jetties extend seaward from the shoreline for about 1.1 miles and are mostly above normal high tide. A Federal project provides for a channel 42 feet deep across the outer bar from that depth in the Gulf to the entrance jetties, thence 40 feet through the jetties, thence to and in the Industrial Canal and turning basin N of Choupique Island, thence to the Port of Lake Charles wharves, and thence 35 feet to the Interstate Route 10/U.S. Route 90 highway bridge. (See Notice to Mariners and latest editions of charts for controlling depths.) The channel is marked by lighted buoys and lights.

Anchorages.—Large vessels should anchor in Calcasieu Pass Fairway Anchorage, E of the safety fairway. (See 166.100 through 166.200, chapter 2.) Vessels up to 12 feet in draft can obtain excellent anchorage in the bend in the river at Cameron. While waiting for daylight or fog to lift, ships can anchor out of the fairway anywhere in Calcasieu River. No anchorages exist in the landcuts, and ships entering cuts are expected to complete passage. Deep-draft vessels normally anchor 2 to 3 miles SE of the Pilot Boarding Station No. 4, being cognizant to avoid charted pipelines.

Dangers.—Seaward of the jetties, a moderate to strong current sweeps across the channel, normally setting in a W direction; however, strong W winds will cause a current reversal; mariners should exercise caution and be on the alert. Numerous collisions have occurred at the entrance to the jetties due to this set across the channel. Meeting or overtaking situations near the entrance should be avoided. A mud slush lying on the bottom, approximately 6 feet above the hard surface, frequently will be found in the channel seaward of the jetties and at various places above the pass. This material can hardly be detected by the leadline. A 1- to 4-foot layer of soupy material, some 8 to 10 feet above the hard bottom and 20 to 23 feet below the surface, occasionally is encountered in the same localities.

Spoil banks of undetermined depth exist on the W side of the entrance channel and outer channel except within a mile N and S of Calcasieu Channel Lighted Buoy 29, which area, the Lake Charles Pilots report, has been left clear for Pilot Station No. 1. Mariners are advised to avoid navigating across the spoil banks, because the actual depths may be considerably less than the charted depths.

In 1981, a submerged obstruction was reported in the fairway anchorage W of the safety fairway in about 29°37.3′N, 93°27.7′W.

Currents.—At Cameron Berthage, electricity, gasoline, diesel fuel, water, ice, wet storage, marine supplies, a 30-ton hoist for hull, engine and electronic repairs, and reported depths to 8 feet are available in facilities across the river from the Port of Lake Charles, NE of Berths 1, 2, and 3. Facilities on Contraband Bayou provide berthage, electricity, gasoline, diesel fuel, water, ice, pump-out station, launching ramp, dry storage, marine supplies, and a 30-ton hoist for vessels to 80 feet for hull, engine and electronic repairs. Good anchorage is available in the lake in depths of 8 to 10 feet. A marina off the Calcasieu River, about 0.9 mile N of Lake Charles, has gasoline, launching ramp, water and ice.
NOAA’s navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers. To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry. To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward on navigable waters except Western Rivers

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<th>PORT SIDE</th>
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For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at http://www.navcen.uscg.gov.
NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 25 to 45 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Lake Charles, LA
KMBT-42 162.400 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1963 (NAD 63), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geodetic data is referenced to the North American Datum of 1927, which must be corrected on average of 2.770 northward and 1.052 westward to agree with this chart.

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 Geodetic Intelligence Agency Publication 117. Radio stations whose bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown as:

- Actual location
- Approximate location

RADAR REFLECTIONS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on those aids has been omitted from this chart.

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

CHARTED PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and their pipeline and cable areas are shown:

- Submarine pipelines
- Submarine cables

Additional uncharted submarine pipelines and submarine cables may exist within the areas of this chart. Not all submarine pipelines and submarine cables are required to be shown, and those that were originally buried may have been exposed. Mariners should exercise caution when crossing 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 and U.S. Coast Guard.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot. 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 Commandant, U.S. Coast Guard, New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers, New Orleans, LA.

Refer to chart regulations section numbers.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms, and other major storms may cause considerable damage to marine structures, and to navigation and proceed vessels, resulting in a changed draft in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixes aids to navigation may have been destroyed or damaged. Buoys may have been moved from their charted positions, damaged, sunk, or shoaled in places where they were not required. Mariner should not rely upon the position or existence of any aids to navigation.

Wrecks and submerged obstructions may have been deposited 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.
Joins page 4

The project depth for the channel is 12 feet.

Joins page 12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

Scale: 1:50,000

See Note on page 5.
CAUTION

WARNING CONCERNING LARGE VESSELS

The 'Rules of the Road' state that recreational boats shall not impede the passage of a vessel that can navigate only with a narrow channel or fairway. Large vessels may appear to move slowly due to their size but actually travel at speeds in excess of 12 knots, requiring a greater distance in which to maneuver or stop. A large vessel's superstructure may block the wind, and the result may be pushing a vessel to seek an alternative course. Large vessels may not be able to see small craft close to their bows.
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.

**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 Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

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

**Quick References**

- Nautical chart related products and information — [http://www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)
- Chart updates (LNMs and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — [http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm](http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm)
- Tides and Currents — [http://tidesandcurrents.noaa.gov](http://tidesandcurrents.noaa.gov)
- Contact Us — [http://www.nauticalcharts.noaa.gov/staff/contact.htm](http://www.nauticalcharts.noaa.gov/staff/contact.htm)

For the latest news from Coast Survey, follow @NOAAcharts

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA’s Office of Coast Survey
The Nation’s Chartmaker