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
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 are Nautical Charts?

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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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11349

(Selected Excerpts from Coast Pilot)

Vessels should approach Southwest Pass through the prescribed Safety Fairway. (See 166.100 through 166.200, chapter 2.) Sunken wrecks have been reported in the safety fairway in about 29°32'N., 92°05'W. and in about 29°28.5'N., 92°06.7'W. Caution is advised in these areas. Vessels should approach Freshwater Bayou from the Gulf through Freshwater Bayou Safety Fairway. (See 166.100 through 166.200, chapter 2.)

Marsh Island, on the S side of Vermilion Bay and W of Atchafalaya Bay, is low and marshy. The entire Gulf shore of the island is foul; numerous oyster reefs, some of which uncover at low water, extend for about 4.5 miles off the S point of the island. The foul area should not be entered without local knowledge. Shell Keys, a low group of small islands 3 miles SSW of Mound Point, the southernmost point of Marsh Island, are only about 2 feet high.

Trinity Shoal lies about 25 miles S of Southwest Pass, Vermilion Bay, and 60 miles 285° from Ship Shoal Daybeacon. The shoal is about 20 miles long in a WSW and ENE direction, and has depths of 11 to 18 feet. It is fairly steep-to on its S side, the 5- and 10-fathom curves being distant only about 1 and 5 miles, respectively. In calm weather Trinity Shoal is discernible by a difference in the color of the water, and in stormy weather by a choppy sea. Because of its greater depth, the sea does not break as heavily on Trinity Shoal as it does on Ship Shoal.

(Southwest Pass) extends between the W end of Marsh Island and the mainland and is the entrance to Vermilion Bay from the Gulf. The pass is marked by lights and daybeacons, and the approach channel across the bar is marked by lights. In September 1994, the controlling depth across the bar and through the pass was 6½ feet. Although not difficult to enter, the pass may be difficult to recognize and local assistance is advised.

West Cote Blanche Bay and Vermilion Bay together make up a large body of water extending WNW from the NW side of Atchafalaya Bay, and are separated from the Gulf by Marsh Island. This water area is about 32 miles long and 5 to 15 miles wide, and depths averaging of 5 to 9 feet. With the exception of Cote Blanche Island, Weeks Island, and Avery Island, the shores of these bays and Marsh Island are low and marshy. In recent years there has been extensive oil exploration in the bays offshore from Burns off South Bend in East Cote Blanche Bay, along the NW shore in West Cote Blanche Bay, and on Dry Reef.

Cypremort Point, on the E side of Vermilion Bay and NW side of West Cote Blanche Bay, is the site of a summer resort. Several private canals, on which are homes and private docks, have been dredged into the banks on the N side of the point. Gasoline, diesel fuel, ice, and a launching ramp are available at a fuel facility on the point. The canals and the channel leading to the fuel facility had reported controlling depths of about 3 feet in July 1982. Private mooring slips are available. State Route 319 connects the point with the town of Cypremort.

Weeks Island, 171 feet high, is E of Weeks Bay, the NE extension of Vermilion Bay. The Intracoastal Waterway passes close along the W side of the island. Several storage tanks and the mine buildings make prominent landmarks from the bays; salt is mined on the island. There are rail and highway connections to Balwin on Bayou Teche. A large oil field is on the N side of Weeks Island.

Bayou Petite Anse leads from the Intracoastal Waterway N for about 5.3 miles to a fixed highway bridge at the N end of Avery Island. In April 1997, the controlling depth was 11 feet to the junction with Bayou Carlin, thence 4 feet to the highway bridge. Daybeacons mark the channel.

Vermilion River, also known as Bayou Vermilion and so marked at the bridge crossings, flows from the N and crosses the Intracoastal Waterway and enters Vermilion Bay through Four Mile Cutoff (Vermilion River Cutoff).
To make suggestions, ask questions, or report a problem with a chart, go to [https://www.nauticalcharts.noaa.gov/customer-service/assist/](https://www.nauticalcharts.noaa.gov/customer-service/assist/).

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](http://www.navcen.uscg.gov).
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for drafting. Surveys have been conducted in this area by class 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 for further details.

SURVEYS
A 1990-1991 NOS Surveys full bottom coverage
B2 1970-1989 NOS Surveys partial bottom coverage
B4 1990-1999 NOS Surveys partial bottom coverage
B5 Pre-1990 NOS Surveys partial bottom coverage

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 160 nautical miles for stations at high elevations.
- Lake Charles, LA KLB-47 162.405 MHz
- Morgan City, LA KNA-23 162.475 MHz
- Lake Charles, LA WXX-20 162.555 MHz

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

POLUTION 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 150).

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

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

INLAND WATERWAY
The controlling depth from Schooner Bayou Canal to the Mermemblau River via White Lake and Grand Lake was 4 feet. Mar. 1996

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and soundings (flg) 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).

UNITED STATES - GULF COAST LOUISIANA
VERMILION B AND APPROACHES
Mercator Projection
Scale 1:80,000 at Lat 29°29' North American Datum of 1983
World Geodetic System 1984
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
Additional information can be obtained at nauticalcharts.nos.noaa.gov.
For Symbols and Abbreviations see Chart No. 1.
C O L E B E S: International Regulations for Preventing Collisions at Sea, 1972
Diminution lines are shown thus: ------

Note: Chart grid lines are aligned with true north.
Printed at reduced scale. SCALE 1:80,000 Nautical Miles
See Note on page 5.
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Note: Chart grid lines are aligned with true north.
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/

Quick References

- Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
- Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
- Chart and chart related inquiries and comments — http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
- Tides and Currents — http://tidesandcurrents.noaa.gov
- National Data Buoy Center — http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/
- National Hurricane Center — http://www.nhc.noaa.gov/
- Pacific Tsunami Warning Center — http://ptwc.weather.gov/
- Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm

For the latest news from Coast Survey, follow @NOAAdcharts

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.