

# BookletChart™

## Vermilion Bay and Approaches

NOAA Chart 11349

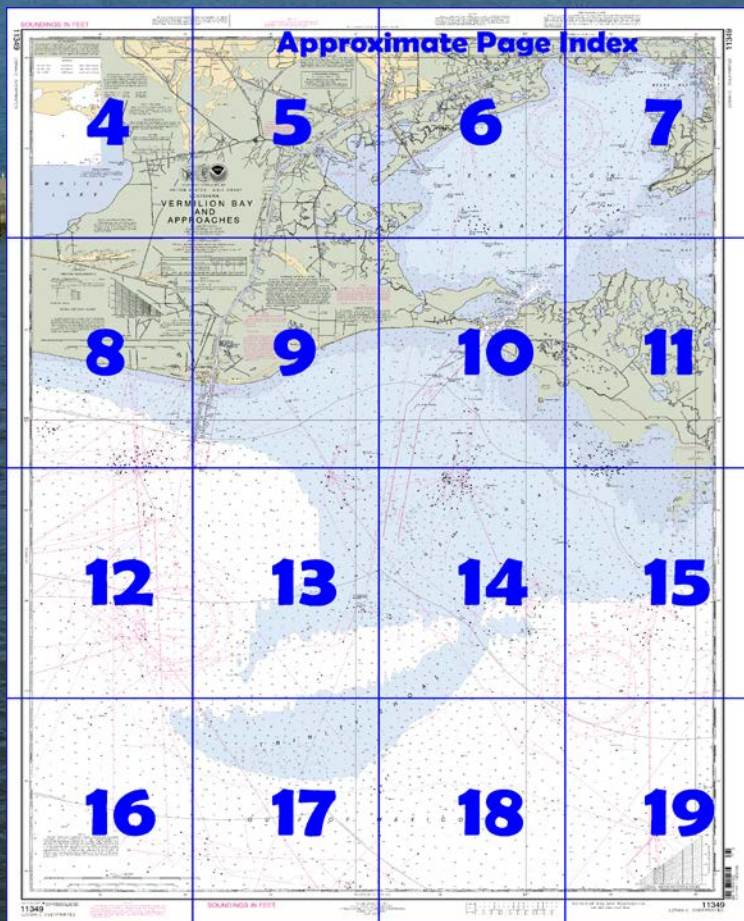


*A reduced-scale NOAA nautical chart for small boaters*

*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



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### 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.

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**).

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans	Commander	
	8th CG District	(504) 589-6225
	New Orleans, LA	



# Navigation Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

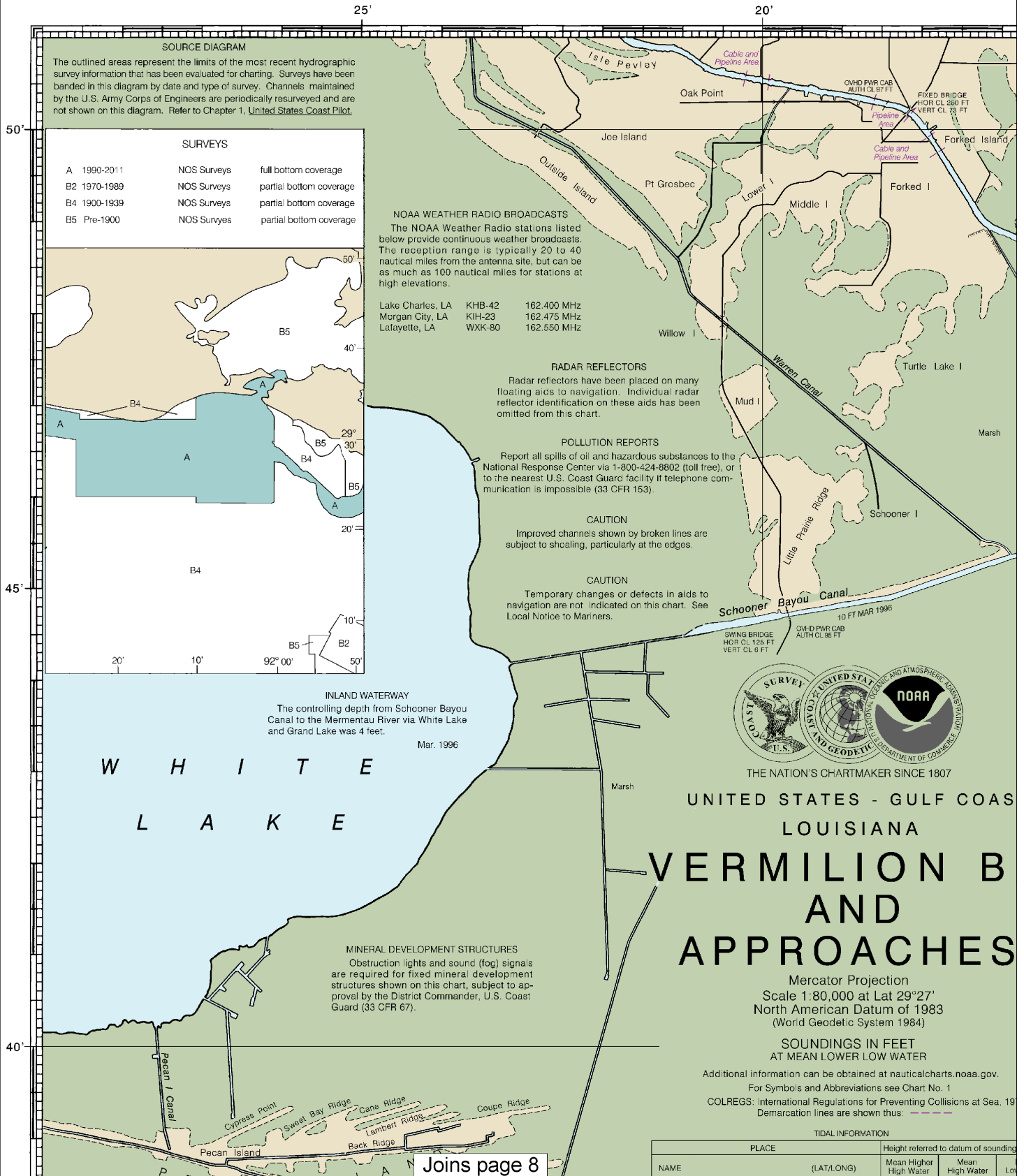
## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



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>

11349

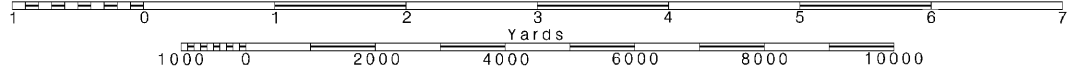


Joins page 8

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

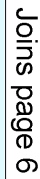
See Note on page 5.



Note: Chart grid lines are aligned with true north.

4

Regulations for Ocean Dumping  
Additional information concerning  
sites may be obtained from the  
U.S. Coast Pilots appendix for ad-  
ditional information. The survey dates may have reduced



# 5

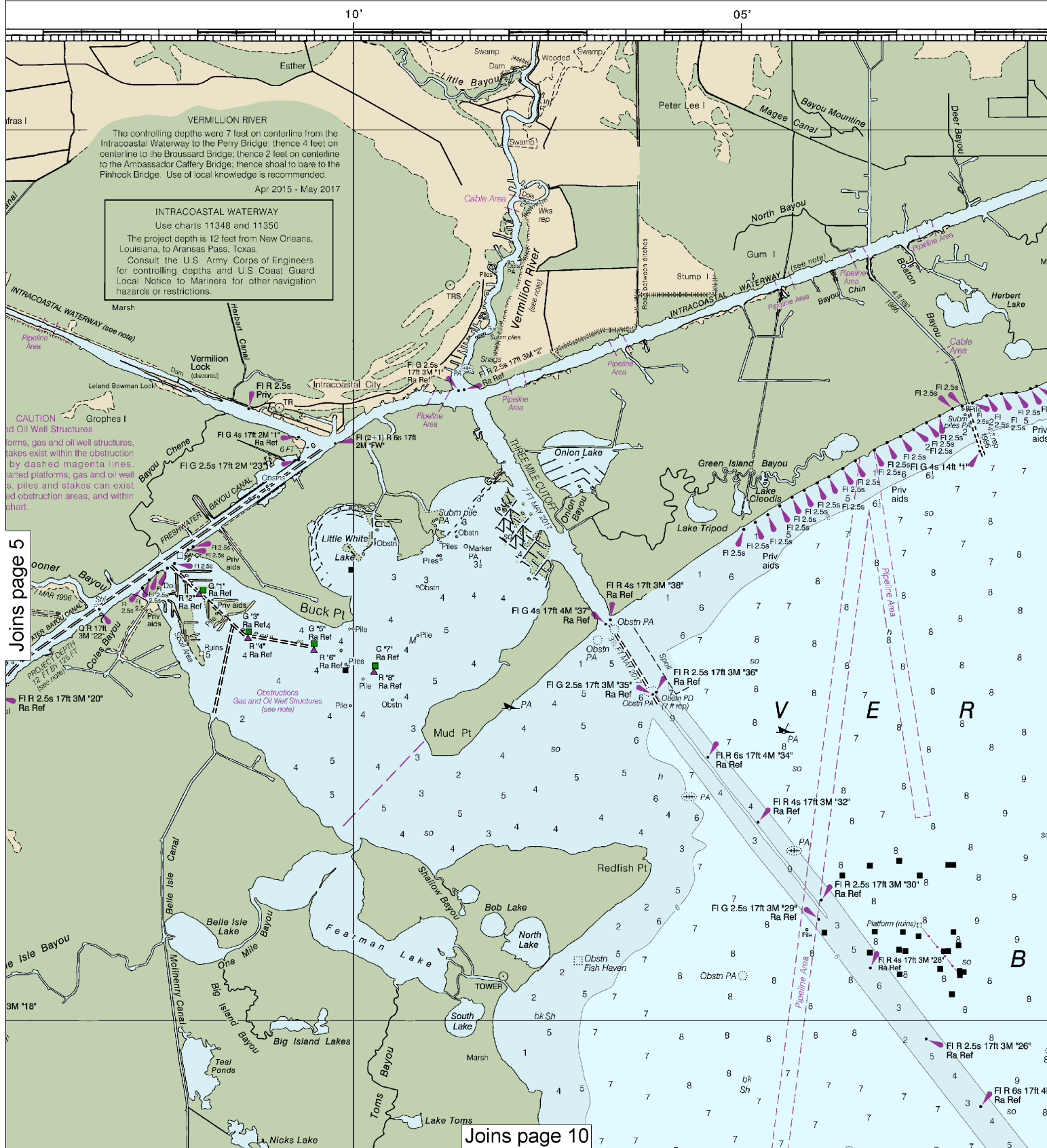
# WARNING

Mariner will not rely solely on any single aid particularly on floating aids. See U.S. Coast and U.S. Coast Pilot for details.

Formerly C&GS 1277, 1st Ed., Nov 1921 C-1938-488 KAPP 64

# NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-2. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.



Joins page 5

Joins page 10

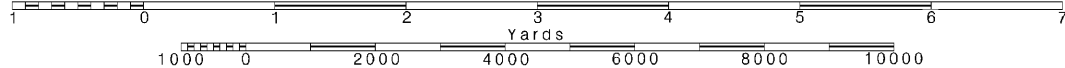
6

Note: Chart grid lines are aligned with true north.

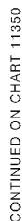
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.







Joins page 11

# SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.  
For Symbols and Abbreviations see Chart No. 1  
COLREGS: International Regulations for Preventing Collisions at Sea, 1972  
Demarcation lines are shown thus: ---

## TIDAL INFORMATION

NAME	PLACE	Height referred to datum of sounding	Mean Higher High Water	Mean High Water	Low
Southwest Pass	(29°35' N/92°02' W)	feet	1.6	---	---
Weeks Bay	(29°48' N/91°50' W)	feet	1.5	---	---

NOTE: Tide is chiefly diurnal.

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water level predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Jan 2014)

## 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.

## AIDS TO NAVIGATION

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

## SUPPLEMENTAL INFORMATION

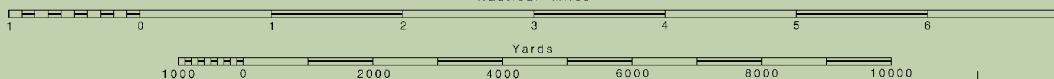
Consult U.S. Coast Pilot 5 for important supplemental information.

## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

SCALE 1:80,000

Nautical Miles

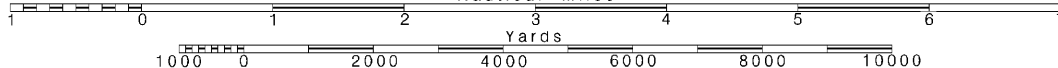


## HEIGHTS

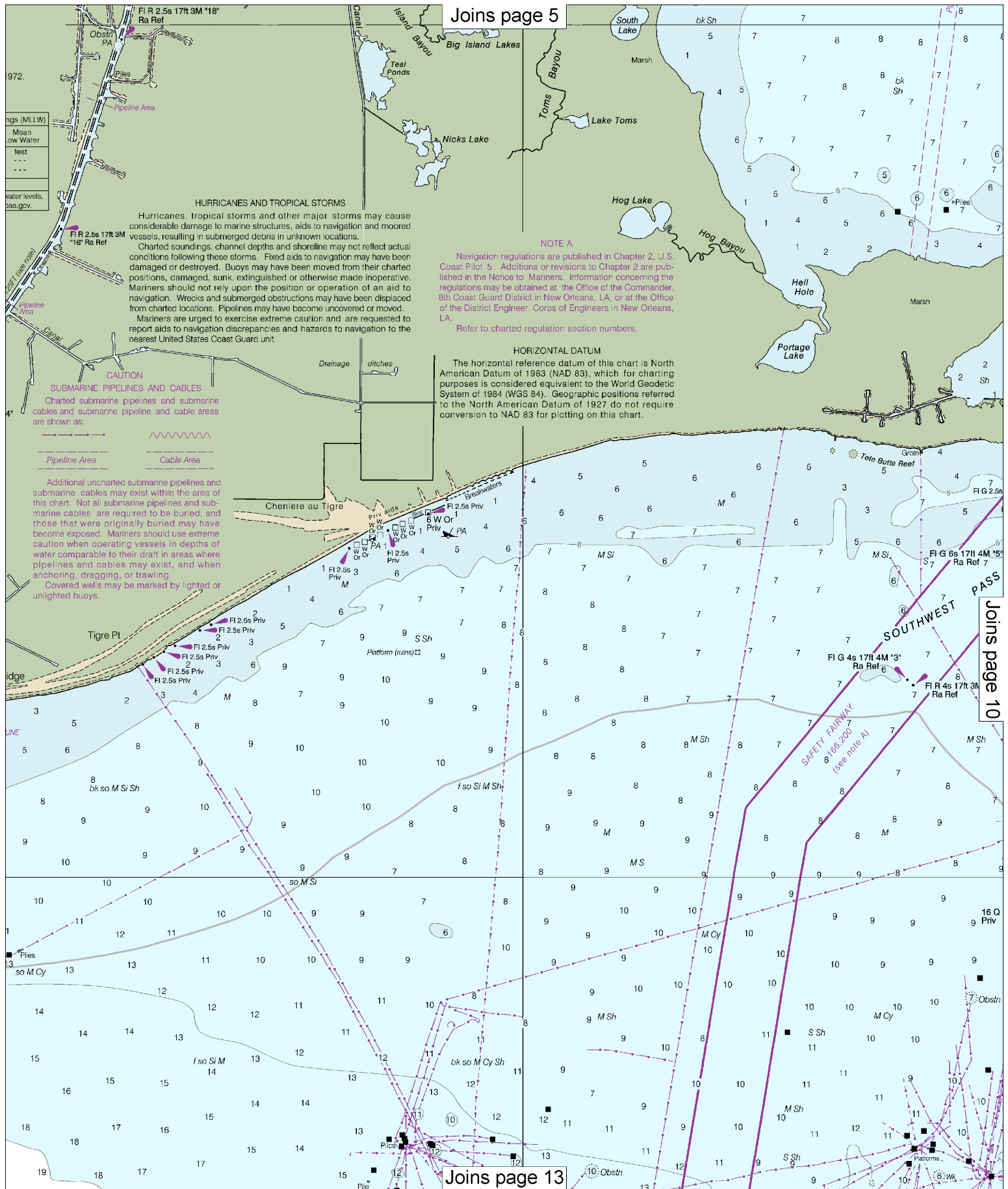
Heights in feet above Mean High Water.

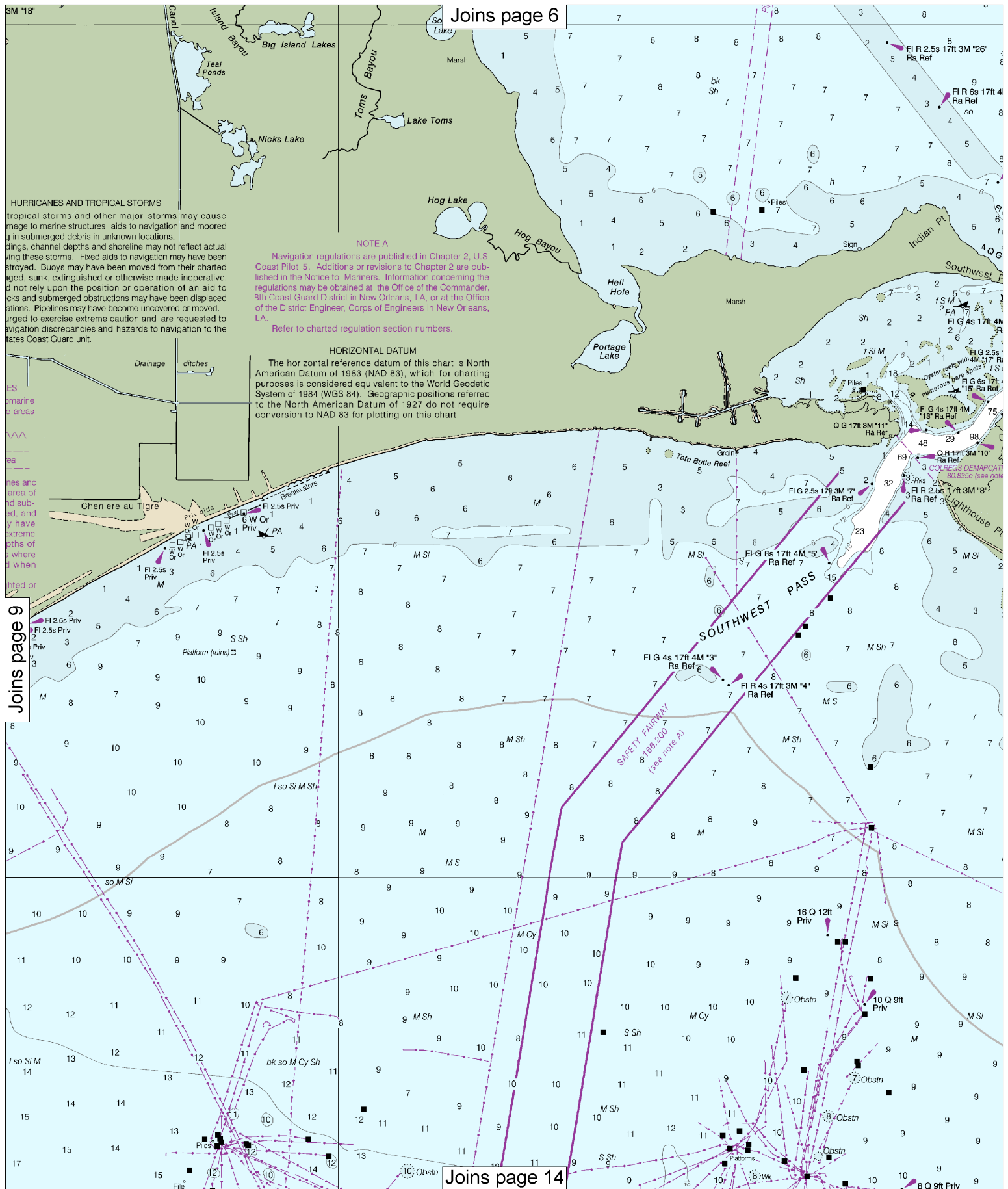
## PROJECT DEPTHS

Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoaler, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, use NOAA Electronic Navigational Charts. USACE surveys and channel condition reports are available at <http://navigation.usace.army.mil/Survey/Hydro>.









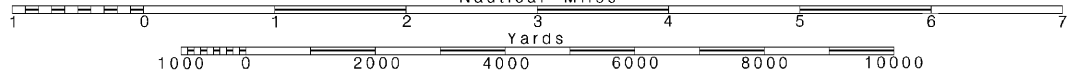
10

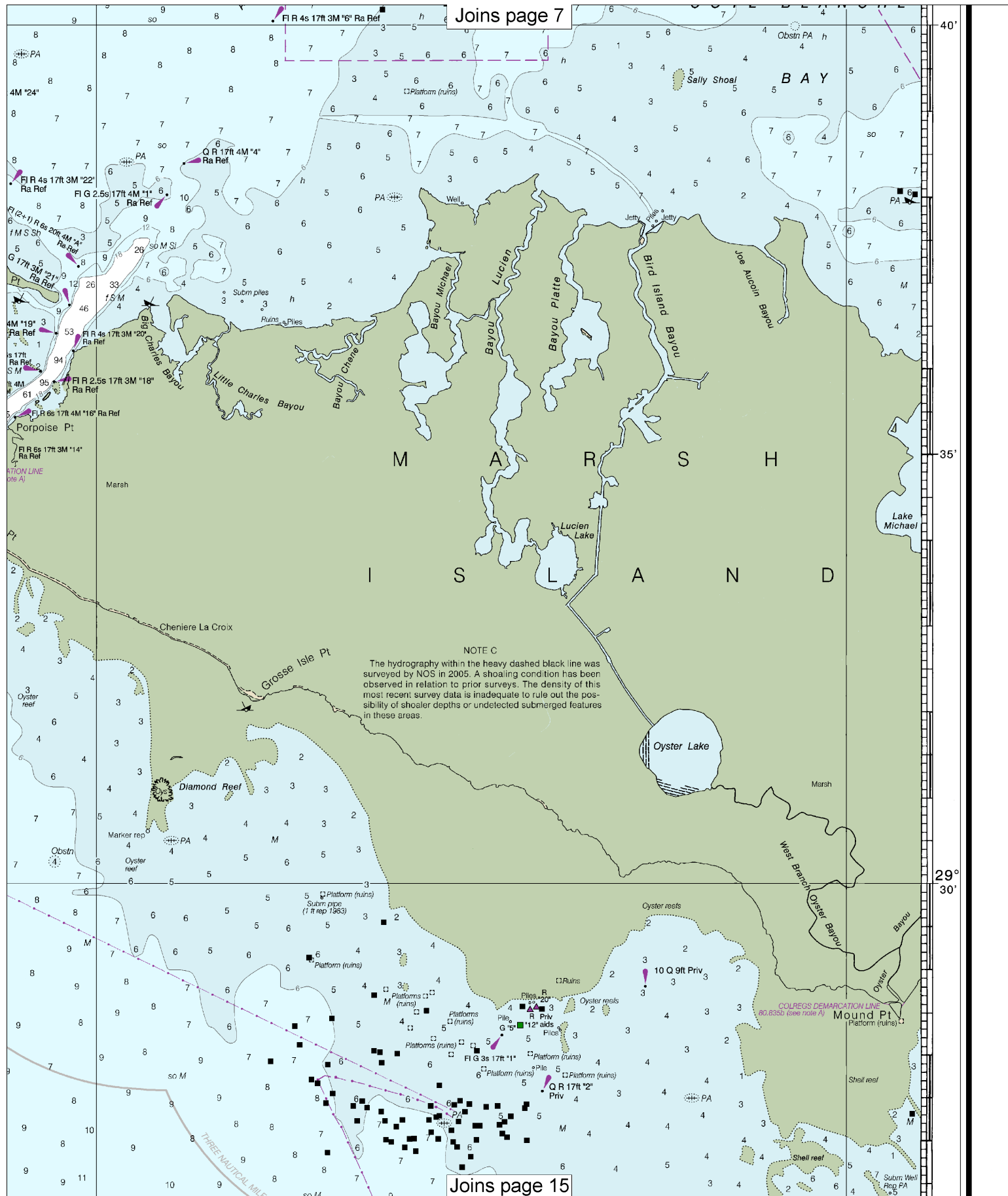
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

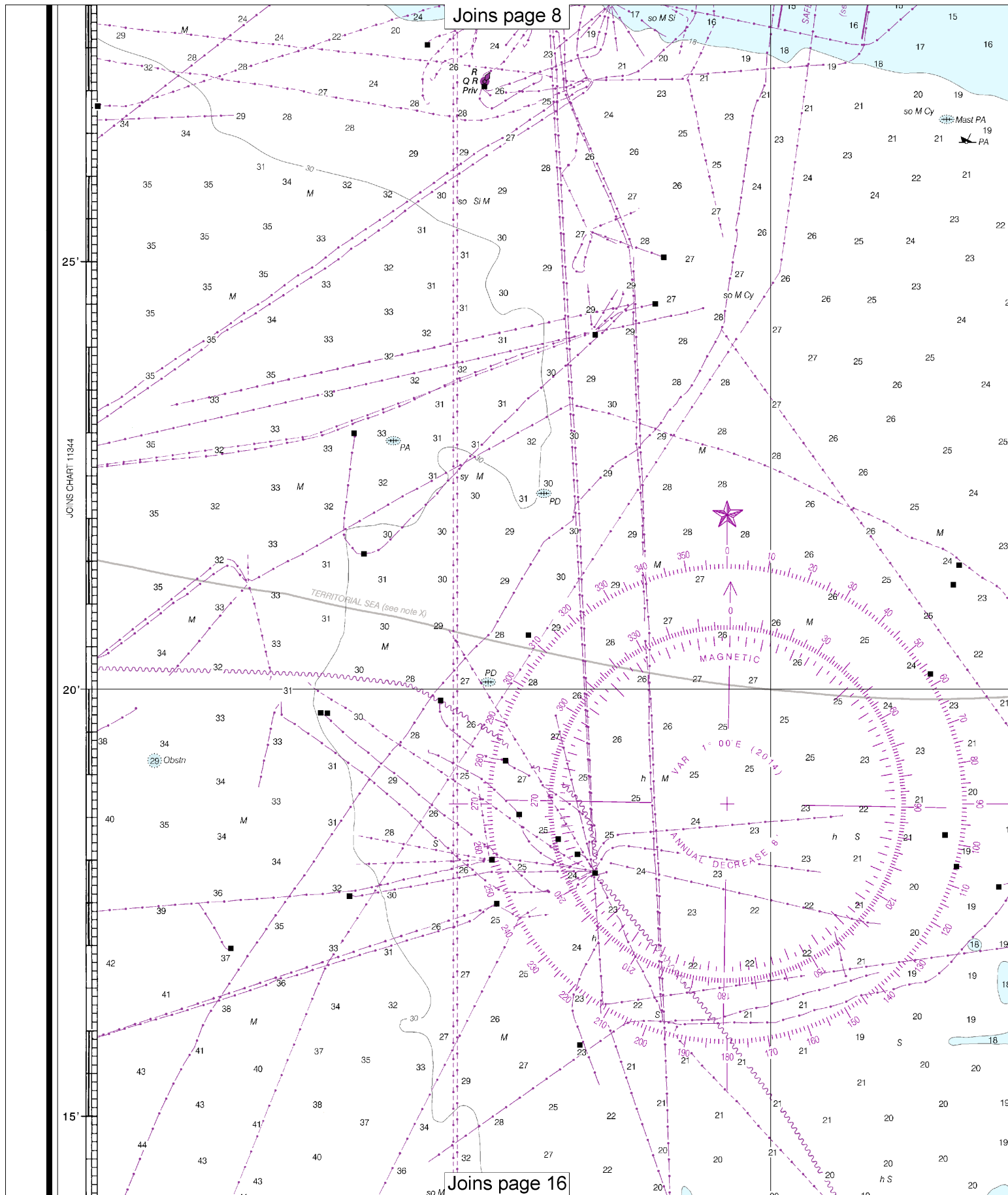
SCALE 1:80,000  
Nautical Miles

See Note on page 5.









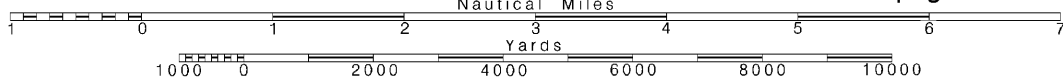
12

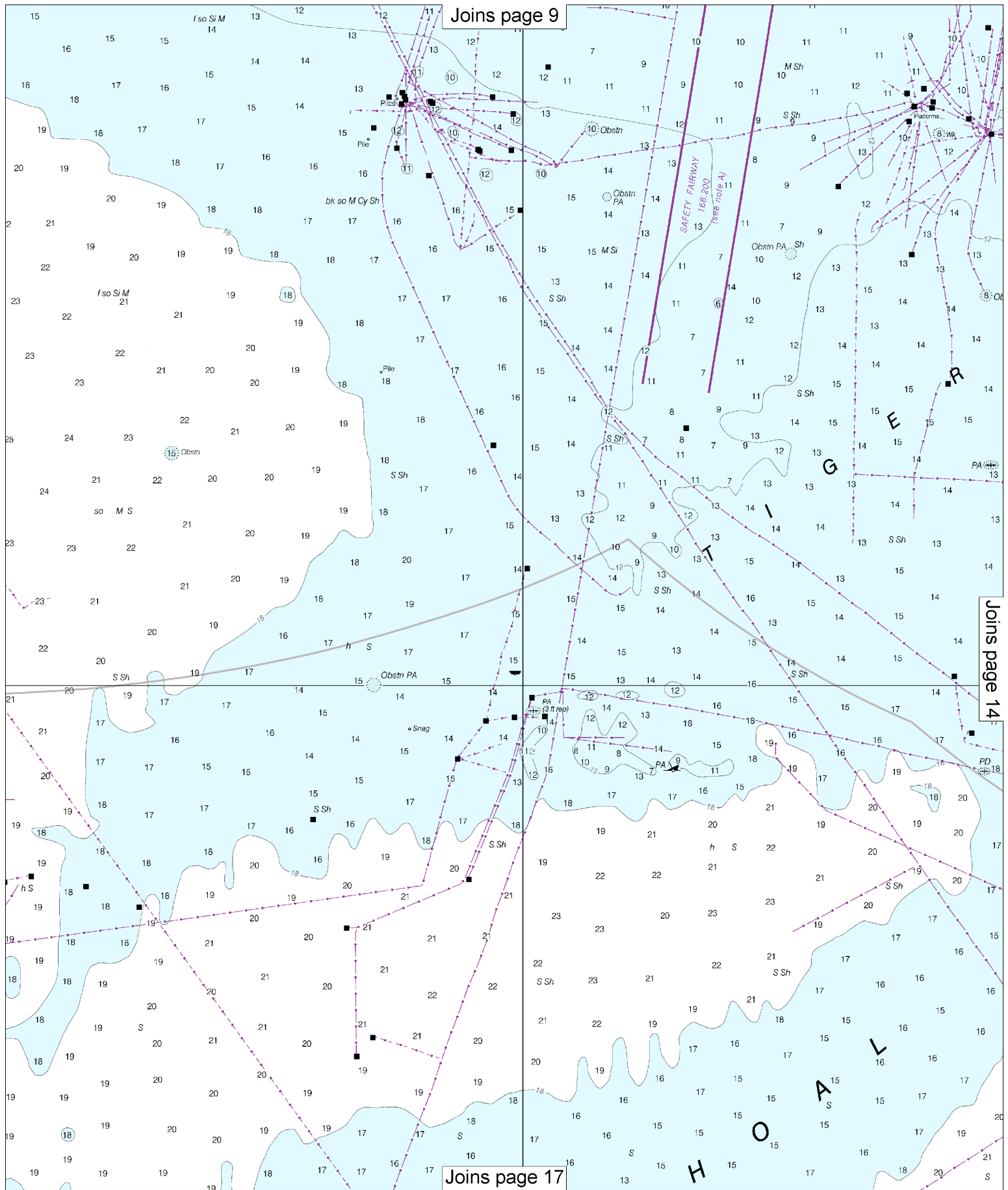
Note: Chart grid lines are aligned with true north.

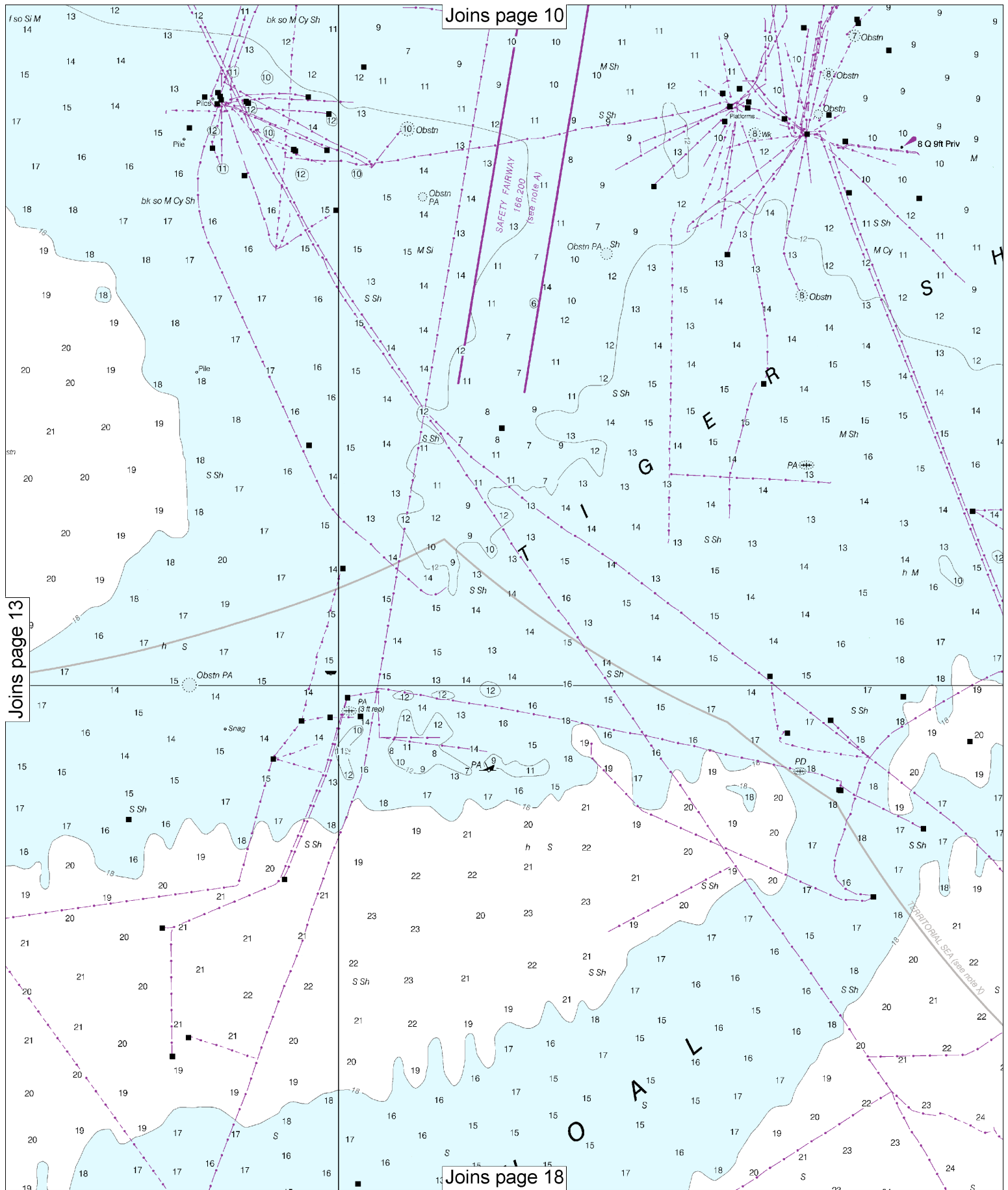
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.







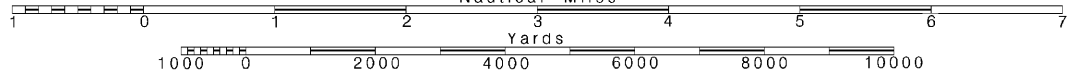
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

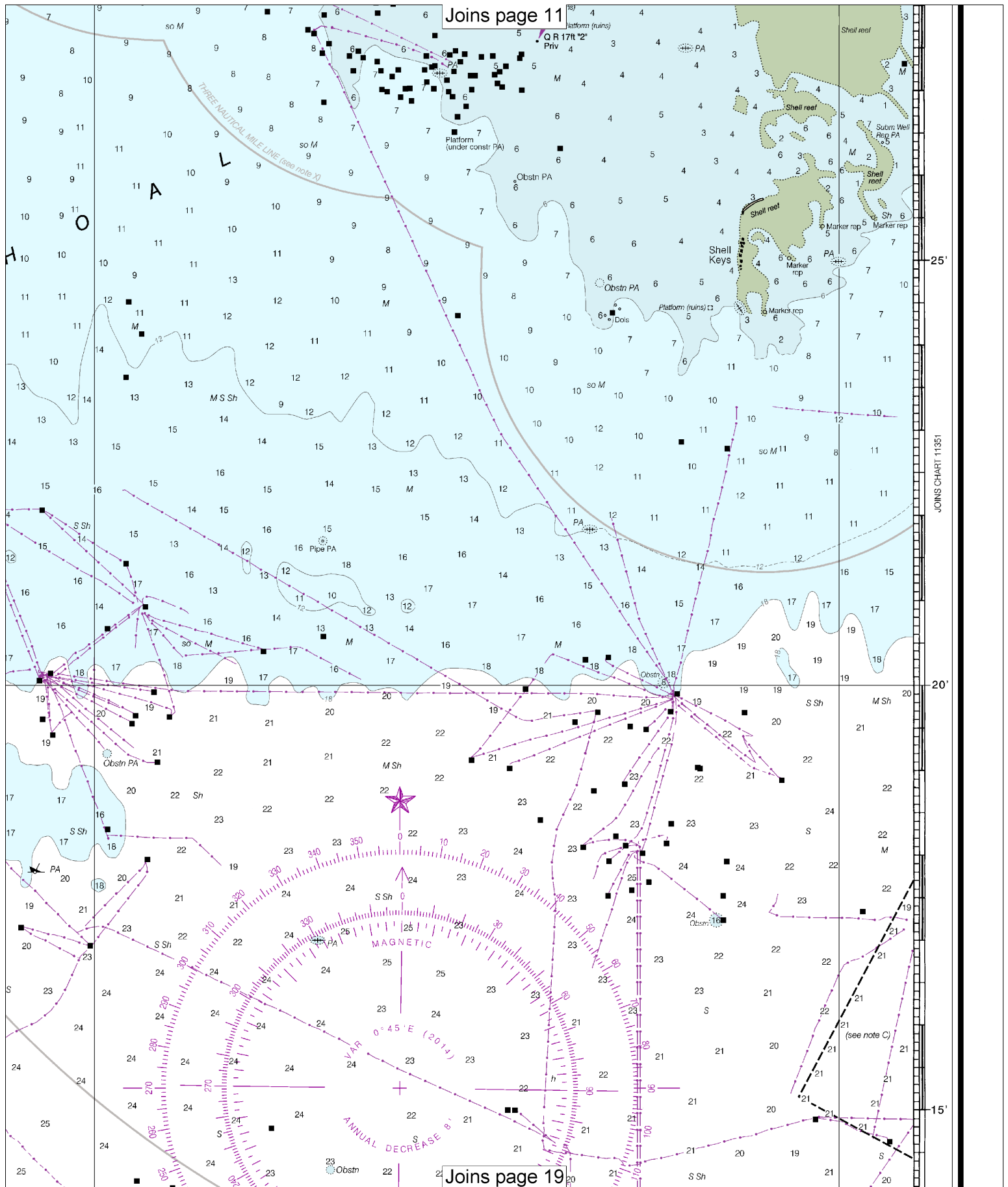
SCALE 1:80,000  
Nautical Miles

See Note on page 5.

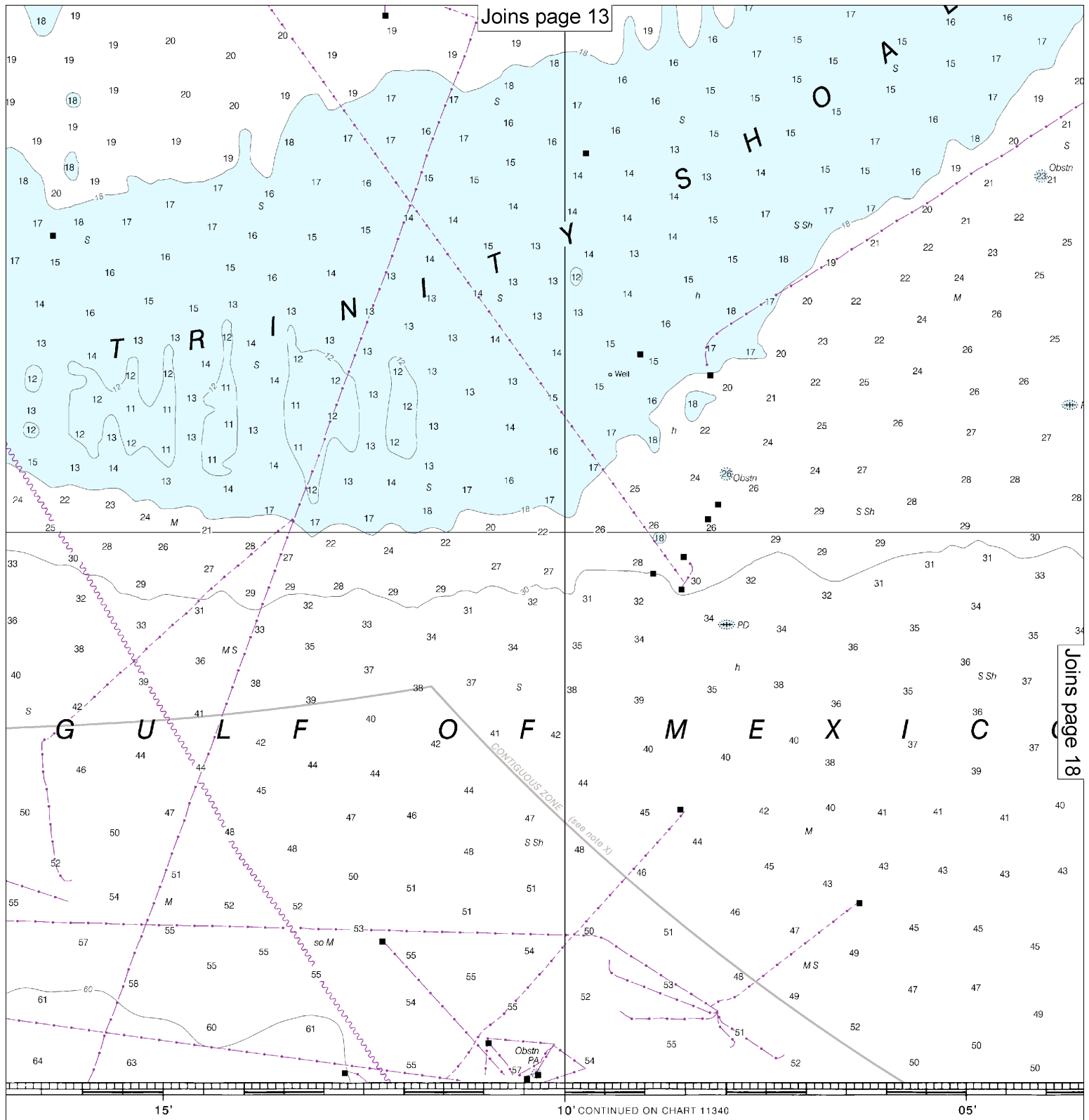




Joins page 19



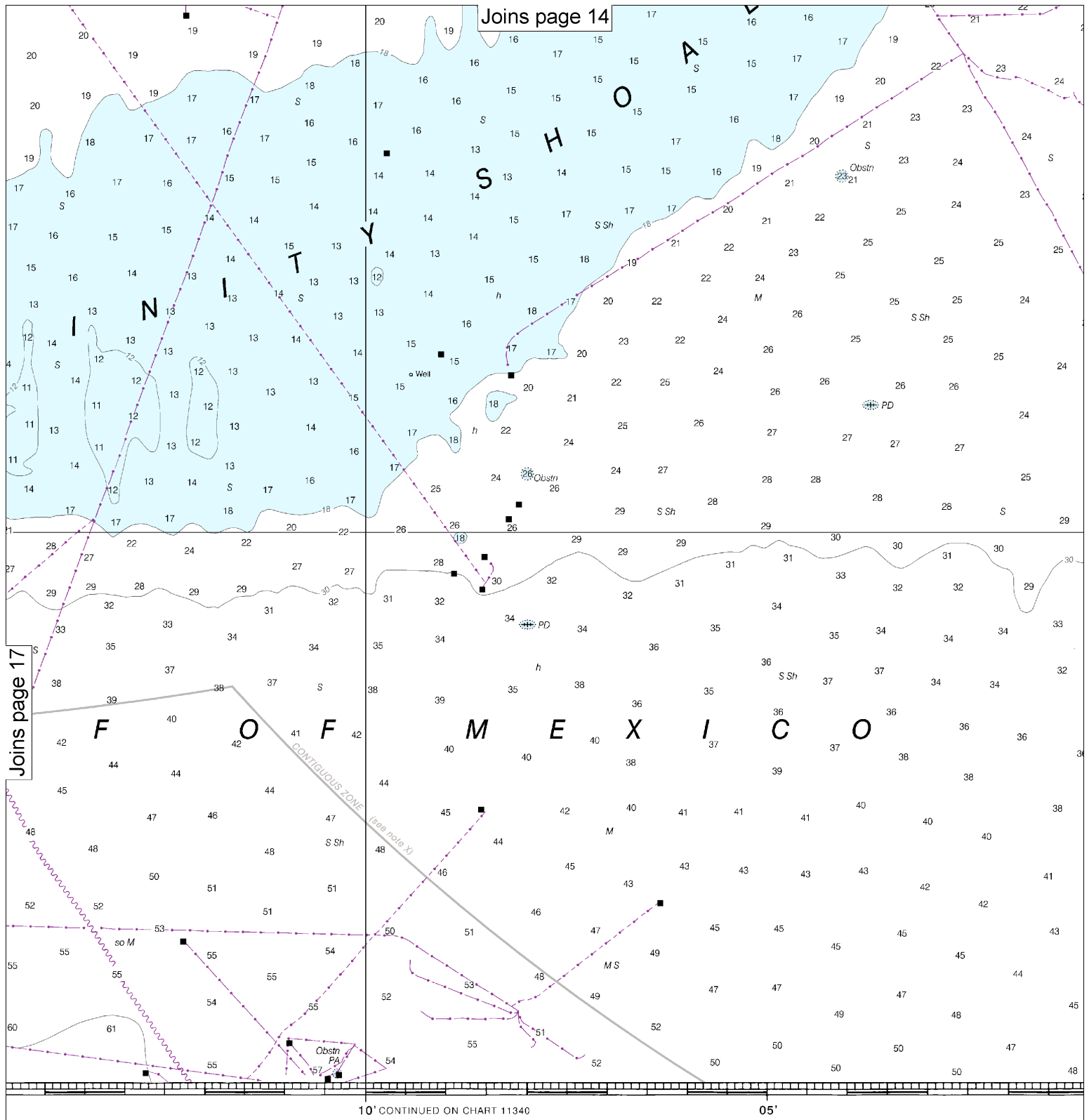




**SOUNDINGS IN FEET**

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





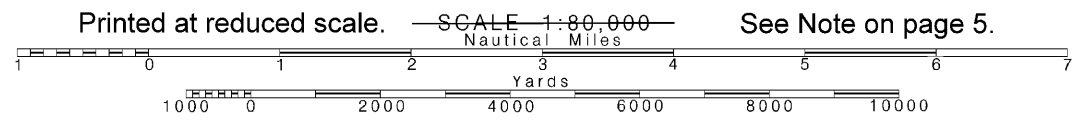
INGS IN FEET

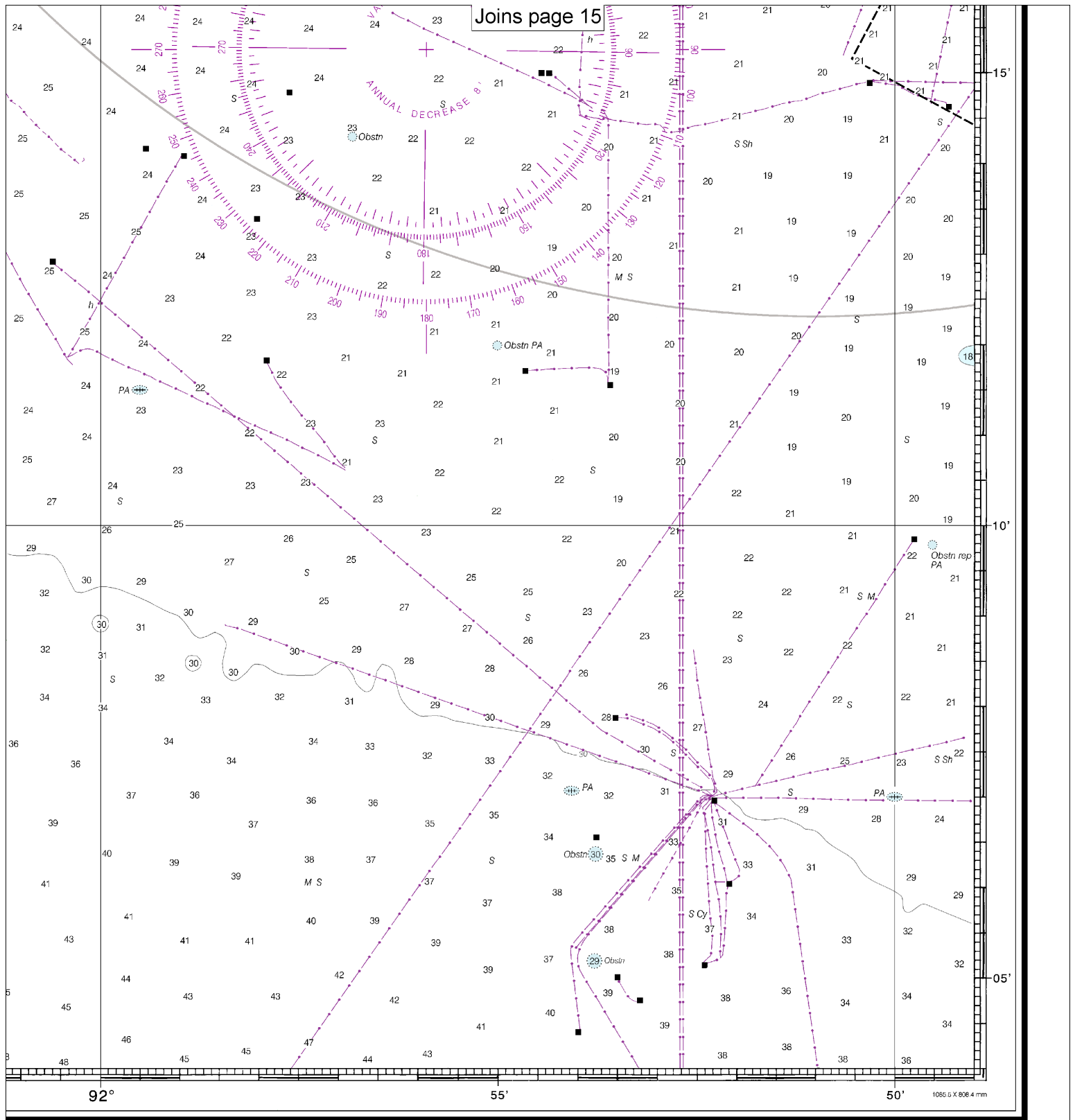
Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1	2
FEET	6	12
METERS	1	2

18

Note: Chart grid lines are aligned with true north.





Vermilion Bay and Approaches  
SOUNDINGS IN FEET - SCALE 1:80,000

11349

3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
5	6	7	8	9	10	11	12	13	14	15	16	17	18	19



## 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.

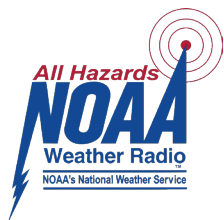
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**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.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**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	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— 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.