BookletChart™

Barataria Bay and Approaches
NOAA Chart 11358

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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11358

[Selected Excerpts from Coast Pilot]
Vessels should approach the Empire Waterway from the Gulf through the Empire Safety Fairway. (See 166.100 through 166.200, chapter 2.)
Vessels should approach Bastian Bay and Grand Bayou from the Gulf through Grand Bayou Pass Safety Fairway. (See 166.100 through 166.200, chapter 2.)
Vessels should approach Barataria Waterway and Bay through Barataria Pass Safety Fairway. (See 166.100 through

The Louisiana Offshore Oil Port (LOOP) is a deepwater marine terminal in the Gulf of Mexico about 19 miles S of Caminada Pass. The terminal comprises an offshore pumping platform complex (PPC) and three single-point moorings (SPMs) about 1.3 miles E, SE, and S of the pumping platform complex. The pumping platform complex, marked by private lights and equipped with two fog signals, consists of a control platform connected by a walkway bridge to a pumping platform. A racon is at the pumping platform.

The LOOP site is within a deepwater port safety zone approached through a 78-mile-long safety fairway. The entrance to the safety zone from the safety fairway is marked by private lighted buoys. The PPC and each SPM is within an area to be avoided. An anchorage area, marked by private lighted buoys, is in the NE part of the safety zone E of the PPC and SPMs. (See 150.301 through 150.345 and 150.900 through 150.940, chapter 2, for limits and regulations.) The LOOP Vessel Traffic Supervisor, in addition to VHF-FM channels 10 and 74, monitors channel 16; voice call LOOP RADAR.

Caution.—Heavy runoff from the Mississippi River may cause strong W currents, often in excess of 2 knots, in the vicinity of LOOP. These currents may sometimes be recognized by the difference in color caused by the sediment in the runoff water.

Bayou Cook, emptying into the N end of Bastian Bay, leads to Adams Bay and thence through Doullut Canal, which connects with the Mississippi River. The shallow depths across the S portion of Bastian Bay limit this route to about 2 feet on a favorable tide.

Chaland Pass is a shallow, unfrequented pass 3 miles W of Bastian Bay.

Quatre Bayou Pass, 5.5 miles E of Barataria Bay Light, is the approach to Bay Ronquille, Cat Bay, and Lake Grande Ecaillé.

Barataria Bay is a large marsh-fringed, shallow lake, separated from the Gulf by two low, narrow sand islands known as Grand Terre Islands. The bay has general depths of 4 to 6 feet and is frequented chiefly by oilmen, fishermen, and oystermen, who use launches of 3 to 4 feet in draft.

Barataria Waterway, extends in a N direction from the Gulf for about 34 miles through Barataria Bay to an intersection with the Intracoastal Waterway at the towns of Barataria and Lafitte.

Barataria Pass is the main entrance to Barataria Bay. A jetty, marked off its outer end by a private light, extends SE from the E tip of Grand Isle on the W side of the pass.

(Former routes N through Grand Bayou, Little Lake, Turtle Bay, Harvey Cutoff and Bayou Rigolettes are little used as shoaling has occurred.

Wilkinson Canal enters Barataria Bay about 1.5 miles E of Bayou St. Denis.

Grand Isle, the only town on Barataria Bay, is in the center of a long, narrow island of the same name.

Bay des Ilettes, Bay Joyeux, Bay Tambour, and Caminada Bay are on the W side of Barataria Bay from which they are partially separated by low, marshy islands.

Caminada Pass, about 7 miles SW of Barataria Bay, connects Caminada Bay with the Gulf. The pass is little used, as every storm shifts the entrance channel.
Lateral System As Seen Entering From Seaward

don 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
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.

Channel sounding, channel depths and shoal areas 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 inoperable.

Mariners should not rely upon the position or existence of aids to navigation. Weeds and submerged obstructions may have been displaced from charted locations. Riprap may have been removed 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 U.S. Coast Guard Station.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Mile Limit Line, previously identified as the outer limit of the Territorial Sea, is recognized as it continues to depict the jurisdictional limits of the coastal State. The territorial limit as determined by the respective States remains in most cases the inner limit of Federal territorial jurisdiction and the outer limit of the jurisdiction of the States. The 3-mile limit of the Continental Shelf 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.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center 1-800-424-8802 (old line), or to the nearest Coast Guard Facility if telephone contact is impossible (33 CFR 155).

MINERAL DEVELOPMENT STRUCTURE

Obstructions lights and sound (vessels) are required for fixed mineral development structures shown on this chart, subject to the approval of the District Commander, U.S. Coast Guard (33 CFR 67).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) for charting purposes. The datum is considered as a part of the World Geodetic System 1984 (WGS 84) geographic coordinate system. The American Datum of 1927 must be corrected to agree with this chart.

SOUNDINGS IN FEET

AT MEAN LOWER LOW WATER

Mercator Projection

Scale 1:80,000 at Lat. 29°08' North American Datum of 1983

(World Geodetic System 1984)

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This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
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.

**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 — 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.naco.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

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