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=11366

[Coast Pilot 5, Chapter 9 excerpts]

Mississippi Sound extends 70 miles W of Mobile Bay between a chain of narrow, low, sand islands and the mainland, providing a sheltered route for the Intracoastal Waterway from Mobile to New Orleans. Chanderleaur Sound and Breton Sound lie S of Mississippi Sound and N of the Mississippi River Delta; no clear line of demarcation lies between them—Chandeleur is the N of the two sounds.

Chandeleur Islands, forming the E boundary of Chandeleur Sound, comprise a narrow, crescent-shaped chain of low islands starting 10 miles S of Ship Island and continuing in a general S-by-W direction for a distance of 20 miles. SW from these islands are Curlew Island, Grand Gosier Islands, and Breton Islands. The Breton Islands mark the E limit of Breton Sound. Chandeleur Sound offers smoother water than the passage E of the islands to shallow-draft vessels bound from Mississippi Sound to Mississippi River.

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.) New Orleans can also be reached by the more direct deep-draft route through the Mississippi River-Gulf Outlet Canal, about 30 miles N of South Pass. The outlet canal extends from deepwater in the Gulf to the junction with the Inner Harbor Navigation Canal at New Orleans.

The numerous oil well structures in East Bay, some of which extend about 3 miles SE of a line between the jetties at South and Southwest Passes, are also prominent. From the delta of the Mississippi River to Sabine Pass, a distance of 250 miles, the coast has a general W trend with several deep indentations or bays somewhat separated from the Gulf by chains of long narrow islands.

Anchorage.--Vessels should anchor in the South Pass Anchorage, NE of South Pass Light. (See 166.100 through 166.200, chapter 2.)

Shipping Safety Fairways.--Vessels should approach the Mississippi River-Gulf Outlet Canal, Southwest Pass and South Pass (Mississippi River) through the prescribed Safety Fairways. (See 166.100 through 166.200, chapter 2.)

Caution.--The Coast Guard advises that because of constantly changing river stages mariners should carefully review and validate the most height data to assure adequate clearance under the bridges and overhead cables on the Lower Mississippi River. It is recommended that maximum vessel height be determined for various drafts and trim of the vessel and be kept readily available on the bridge of the vessel. Bridge clearance data for various river stages can be obtained from the Coast Guard.

Anchorage.--Vessels should anchor in Southwest Pass Anchorage SE of the entrance to Southwest Pass, South Pass Anchorage NE of the entrance to South Pass, or in the Mississippi River-Gulf Outlet Canal Fairway Anchorages E and N of Mississippi River-Gulf Outlet Approach Lighted Bell Buoy 2. (See 166.100 through 166.200, chapter 2.)
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

PORT SIDE
ODD NUMBERED AIDS

GREEN LIGHT ONLY
FLAShING (2)
FLASHING
OCCULTING
QUICK FLASHING
ISO

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CENTRAL GULF COAST
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SOUTHWEST FLORIDA
Puerto Rico
U.S. Virgin Islands
Vacant Contact Central Gulf Coast or Southeast Navigation Managers

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO STARBOARD
TOPMOST BAND GREEN
GREEN LIGHT ONLY
COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO PORT
TOPMOST BAND RED
RED LIGHT ONLY
COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE
EVEN NUMBERED AIDS

RED LIGHT ONLY
FLAShING (2)
FLASHING
OCCULTING
QUICK FLASHING
ISO

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These volumes are available online at http://www.navcen.uscg.gov

For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

UNITED STATES - GULF COAST
LOUISIANA - MISSISSIPPI

APPROACHES TO MISSISSIPPI RIVER

Mercator Projection
Scale 1:250,000 at Lat 33° 15' North

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

HEIGHTS
Heights in feet above Mean Low Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geodetic Survey, and U.S. Coast Guard.

(additional information for charting)
See 1:80,000 series and large scale harbor charts for aids marking maintained channels.

RADAR REFLECTORS
Radar reflectors have been placed on many channel markers. Individual radar reflector identification on these aids has been omitted from this chart.

FOLLOWING REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free) or the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 151). Additional information concerning the regulations and requirements for use of this site may be obtained from the Environmental Protection Agency (EPA) office. Pumping of the substances at the site may have reduced the depth shown.

CAUTION
Strong, variable direction currents due to Mississippi River outfall may be encountered within the limits of the chart.

CAUTION
Gas and Oil Well Structures. Platforms, gas and oil well structures, some of which are submerged and capped, and submarine pipelines and cables are charted only where evidence of the indicated chart limits of the 1:80,000 series scale charts and Long Beach Park chart 11589.

ARTIFICIAL AID
An artificial aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a skimmer. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to collect marine debris in channels.

Note: Chart grid lines are aligned with true north.

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THE NATION'S CHARTMAKER SINCE 1807

NOAA ENCOURAGES READERS TO SUBMIT INQUIRIES, DISCREPANCIES OR COMMENTS ABOUT THIS CHART TO http://www.nauvucharts.noaa.gov/customerconcern

The outlined areas represent the survey information that has been bonded in this diagram by date at the U.S. Army Corps of Engineers.

4
Note: Chart grid lines are aligned with true north.
SUPPLEMENTAL INFORMATION

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on
flying aids. See U.S. Coast Guard Light List
and U.S. Coast Pilot for details.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine
cables are shown as:

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 marked, and
those that were originally laid but not may have
become exposed. Mariners should use extreme
care when operating vessels in depths of
water comparable to their draft in areas where
pipelines and cables may exist, and when
anchoring, mooring, or tending.

COVERED WELLS may be marked by light or
unlighted buoy.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (hog) signals are
required for fixed mineral development
structures shown on this chart, subject to app

CAUTION

Temporary changes or corrections in aids to
navigation are noted on this chart. See Local Notice to Mariners.

NOTE A

The PRECAUTIONARY AREALOOP SAFETY ZONE is a restricted area. Vessel
clearance procedures for entry and exit of operations within this
zone are found in 33 CFR 192, SUBPART C.

These regulations should be reviewed prior
to attempting a transit of this area.

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Gas and Oil Well Structures

Platforms, gas and oil well structures, some
of which are submerged and capped, and
submarine pipelines and cables are charted
only where jurisdiction of the indicated chart
limits of the 1-80,000 scale section charts and
Louisiana Waterway Pilot chart 11353

ARTICULATED AIDS

An articulated aid to navigation consists of a
pipe structure that oscillates around a universal
coupling connected to a skimmer. The structure is
kept upright by the buoyancy of a submerged
rotation chamber. It is designed primarily to
mark narrow channels in depths of up to 65
feet. All articulated aids are labelled "ART".

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Note: Chart grid
lines are aligned
with true north.
Note: Chart grid lines are aligned with true north.
Note: Chart grid lines are aligned with true north.
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11366

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.

Use NOAA electronic navigational charts for the most up-to-date information.


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/nrrc.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
Marine Forecasts — http://www.nws.noaa.gov/om/marine/home.htm
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 @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