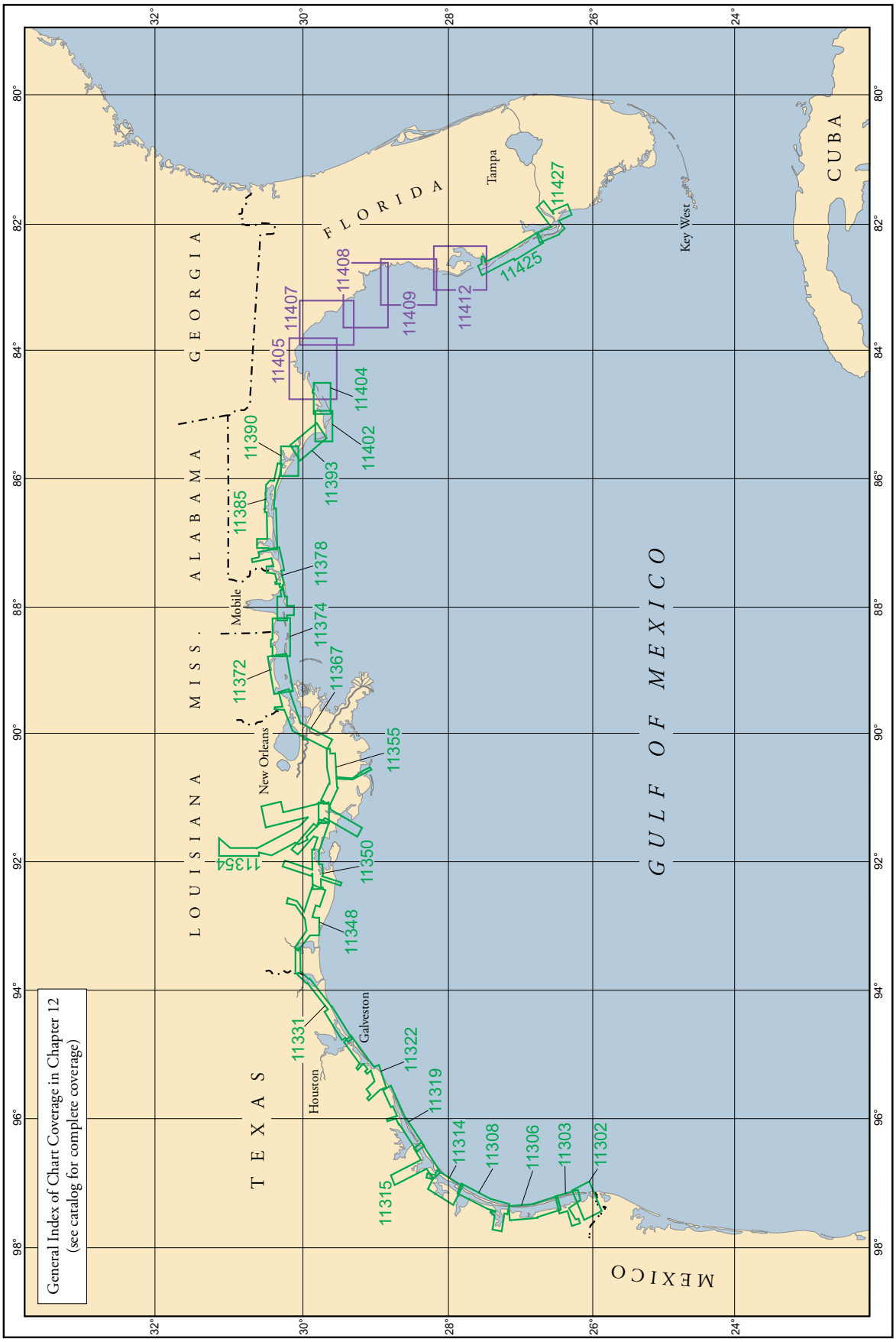
General Index of Chart Coverage in Chapter 12
(see catalog for complete coverage)
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Intracoastal Waterway

(1) This chapter describes the **Intracoastal Waterway**, a toll-free "canal", from Caloosahatchee River, FL, to Brownsville, TX. The waterway except for a 140-mile stretch, Anclote River to Carrabelle, FL, is a protected route inside the W coast of Florida and behind the Gulf Coast. The waterway is discussed in two sections: Caloosahatchee River to Anclote River, a distance of 150 statute miles; and Carrabelle to Brownsville, a distance of 1,059 statute miles. The outside route is described in chapter 5.

(2) Also discussed in this chapter are the alternate routes of the Intracoastal Waterway: Algiers Alternate Route; Landside Route; Morgan City-Port Allen Alternate Route; and Atchafalaya River Route.

(3) Supervision of the Intracoastal Waterway's construction, maintenance, and operation is divided among four U.S. Army Engineer Districts: Jacksonville, Mobile, New Orleans, and Galveston. (See Appendix A for addresses.)

Mileage

(4) The first section of the waterway is zeroed in 26°30.6'N., 82°01.1'W., near the mouth of the Caloosahatchee River at its junction with Okeechobee Waterway.

(5) **Distances along the Intracoastal Waterway are in statute miles to facilitate reference to the small-craft charts; all other distances are in nautical miles. Mileage conversion tables are in Appendix B.**

Channels

(6) The Federal project for the Intracoastal Waterway, Caloosahatchee River to Anclote River, provides for a channel 9 feet deep and 100 feet wide. Although effort is made to maintain the project depth, the channels may shoal several feet in places between maintenance dredgings. (See Local Notice to Mariners and latest editions of charts for controlling depths.) Additional information can be obtained from the U.S. Army District Engineers offices. (See Appendix A for addresses.)

(7) The Coast Guard advises vessels exercise particular caution in areas where the waterway intersects major shipping channels. Situations resulting in collisions, groundings, and close quarters passing have been reported in the intersections by both shallow and deep-draft vessels. The Coast Guard has requested vessels make a **SECURITE** call on VHF-FM channel 13 prior to crossing deep-draft shipping channels, particularly during periods of restricted visibility.

Bridges

(8) Minimum overhead clearance of fixed bridges in this section of the waterway is 48 feet at **Mile 533.1**. Minimum horizontal clearance is 51 feet at the swing bridge at **Mile 63.0.**

(9) General drawbridge regulations and opening signals for bridges over this section of the waterway are given in **117.1 through 117.49**, chapter 2. Special drawbridge regulations for certain bridges that supplement the general regulations are referenced with the area description of the waterway.

Overhead cables

(10) Minimum clearance of overhead cables crossing this section of the waterway is 61 feet at **Mile 533.1**.

Cable ferries

(11) Cable ferries still cross the Intracoastal Waterway at several places.

(12) **Note:** Generally, the cables are suspended during crossings and dropped to the bottom when the ferries dock. However, since operating procedures may differ in some cases, mariners are advised to exercise extreme caution and seek local knowledge. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

Aids to navigation

(13) Intracoastal Waterway aids have characteristic yellow markings that distinguish them from aids to navigation marking other waters. (See U.S. Coast Guard Light Lists or Chart 1, Nautical Chart Symbols and Abbreviations, for illustrations of special markings.)

Chart 11427

(14) From near the mouth of the Caloosahatchee River, the waterway crosses San Carlos Bay and enters Pine Island Sound, between Pine Island and Sanibel Island.

(15) Strong cross currents are encountered in San Carlos Bay especially during ebb of spring tides between Pine Island Sound Daybeacon 2A and Daybeacon 8.

(16) **J. N. "Ding" Darling National Wildlife Refuge** is on Sanibel Island.

(17) **Pine Island Sound**, between Pine Island and the outer islands, is the main thoroughfare between San Carlos Bay and Charlotte Harbor. Numerous small islands, keys, for the most part uninhabited, and shoals abound in the sound. Some of the islands are part of

the **Pine Island National Wildlife Refuge**. The waterway through the sound is marked by lights and daybeacons.

(18) **Pine Island**, between Pine Island Sound and Matlacha Pass, is about 13 miles long and about 2.5 miles wide at the N end. There are a number of seasonal and year-round settlements on the island.

(19) **St. James City** is a small fishing and residential community on the S end of Pine Island, opposite **Mile 4.0.** A 5-ton hoist and a marine railway that can handle craft to 30 feet for hull and engine repairs are available.

(20) There are several marinas and fish camps on **Monroe Canal** and **Henley Canal** at St. James City where berths with electricity, gasoline, diesel fuel, water, ice, and some marine supplies can be obtained. The entrance channel to **Long Cutoff** leads to the canals. In 1982, the reported midchannel controlling depth was 6 feet. In 1987, a reported centerline controlling depth of 3 feet was in Monroe Canal. A road leads from St. James City to the N end of Pine Island and connects with a road across Little Pine Island and Matlacha Pass to Fort Myers and Cape Coral.

(21) At **Mile 8.0**, an overhead power cable with a clearance of 95 feet over the waterway crosses Pine Island Sound.

(22) Opposite **Mile 10.0, Blind Pass**, which separates Sanibel Island from Captiva Island, enters Wulfert Channel and Pine Island Sound. Wulfert Channel is marked by private daybeacons. Blind Pass is described in chapter 4.

(23) **Captiva** is a village on **Captiva Island**, W of **Mile 12.1** about 3 miles N of Blind Pass. Gasoline, water, ice, diesel fuel, pump-out, and some marine supplies are available in Captiva. The approach channel, marked by a light and daybeacons, had a reported depth of 6.0 feet in 2012.

(24) At **Mile 13.7**, a privately dredged and marked channel leads W from the waterway to a marina near the N end of Captiva Island. In 2007, 6 feet was reported available in the channel. The marina has berths with electricity, gasoline, diesel fuel, water, ice, a pump-out station, and marine supplies.

(25) **Redfish Pass**, W of **Mile 14.5**, separating Captiva Island and North Captiva Island is described in chapter 4. A marked channel on the E side of Captiva Island provides access to a marina. Gasoline, diesel fuel, pump-out, electricity, water, ice, and marine supplies are available. In 2007, 6 feet was reported in the approach and alongside.

(26) **Captiva Pass**, W of **Mile 18.0**, separating North Captiva Island and Cayo Costa is described in chapter 4. Fair anchorage is available for small boats in **Safety Harbor**, which is 0.5 mile S of Captiva Pass on the inner side of North Captiva Island. The depth inside the harbor is about 5 feet, but only small craft drawing less than 3 feet can enter. The channel into the harbor is marked by private daybeacons, but local knowledge is advised. The holding ground is good, and the anchorage is well protected from all directions.

(27) At **Mile 21.5**, a privately marked channel leads to piers and a restaurant at Cabbage Key. The piers can accommodate boats to 75 feet.

(28) **Useppa Island**, near the N end of Pine Island Sound E of **Mile 21.5**, has a natural small-boat basin on its NW side. A privately marked channel leads to the basin; local knowledge is advised. The island is a private resort development with docking facilities for members only.

(29) **Cayo Costa** is an island on the S side of the entrance to Charlotte Harbor. A state park is on the island. **Pelican Bay**, on the NE side of the island, affords well protected anchorage in depths of 4 to 7 feet. The entrance to Pelican Bay is through **Pelican Pass**, about 1 mile SSE from the N end of the island; the controlling depth is about 5 feet. A small circular basin at the N end of the bay affords excellent protection to small craft, but the entrance is reported almost filled in and is difficult to navigate.

(30) At **Mile 22.6**, a channel marked by daybeacons and a light leads E from the waterway, N of Useppa Island, and thence NE to Charlotte Harbor in the vicinity of **Bokeelia Island**.

Charts 11427, 11426

(31) **Bokeelia** is a small settlement on **Bokeelia Island**, at the N end of Pine Island on the S side of Charlotte Harbor. Drafts up to about 5 feet can be taken to the wharf at Bokeelia. Several small marinas at Bokeelia, in **Back Bay**, can provide berths, gasoline, water, and ice. Launching ramps are available. A forklift can haul out craft to 30 feet for hull and engine repairs or storage. On the W side of Bokeelia Island, a privately marked channel leads from Charlotte Harbor through **Jug Creek** to Back Bay. In 1982, the reported controlling depth through Jug Creek was 3 feet. A fixed highway bridge with a horizontal clearance of 28 feet and a vertical clearance of 10 feet connects Bokeelia Island with Pine Island E of Back Bay.

(32) At **Mile 25.6**, the waterway enters Charlotte Harbor.

(33) **Boca Grande**, the entrance from the Gulf of Mexico to Charlotte Harbor, Port Boca Grande, and Charlotte Harbor and its tributaries, Peace and Myakka Rivers, are discussed in chapter 4.

Chart 11425

Anchorages

(34) Small vessels can anchor almost anywhere in Charlotte Harbor. Good depths for small craft can be found close inshore between Port Boca Grande and Boca Grande. Small craft also can use the lagoon at Boca Grande.

(35) At **Mile 26.60**, the waterway passes Port Boca Grande.

(36) **Boca Grande**, W of **Mile 28.6**, has marinas, boatyards, and a yacht basin. Berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station, launching ramps, and engine repairs are available.

(37) **Boca Grande Bayou**, a landlocked lagoon that provides shelter for small craft, can be entered from the waterway opposite **Mile 28.3**. The channel is marked by daybeacons, lights, and a private lighted range. In 1982, the channel had a reported controlling depth of 6 feet. Boca Grande Bayou can also be entered at **Mile 29.4** by a privately dredged channel and a landcut. In 1986, 4 feet was reported available in the channel. In 1999, the channel was reported no longer being maintained. The bayou is crossed by two fixed highway bridges with a least channel width of 28 feet and a least clearance of 13 feet. Entry to the bayou from N is possible through a partially, privately marked channel.

(38) Harbor Drive Waterway leads W from Boca Grande Bayou near its S entrance.

(39) At about **Mile 30.0,** the waterway enters **Gasparilla Sound** which extends N from Charlotte Harbor for about 5 miles between **Gasparilla Island** and the mainland. **Island Bay National Wildlife Refuge** is about 2.2 miles E of the waterway.

(40) At **Mile 34.0,** a privately dredged channel leads NE from the waterway to a small-boat basin and the mouth of **Coral Creek**. The channel is marked by private daybeacons. In 2005, the reported approach and alongside depth was 7 feet. State Route 771 highway bridge crosses the creek about 0.1 mile above the mouth and has a 12-foot fixed span with a clearance of 8½ feet. A fixed, abandoned railroad bridge trestle has a clearance for small skiffs only. **Placida** is a small village at the S end of the highway bridge.

(41) The small-boat basin contains a marina and a seafood shipping plant. Berthing, electricity, gasoline, diesel fuel, water, ice, marine supplies, a launching ramp, open and covered storage are available. A 70-ton lift for hull, engine and electronic repairs is available.

(42) At **Mile 34.1**, an abandoned railroad bridge, that is used as a fishing pier, crosses Gasparilla Sound from Placida to the N end of Gasparilla Island. There are three openings. The N opening over the waterway has a horizontal clearance of 90 feet, the middle opening has a swing bridge locked in the open position and a horizontal clearance of 40, and the S opening has a horizontal clearance of 10 feet and vertical clearance of 5 feet at center. A highway causeway, close NW of and parallel with the abandoned railroad bridge, has three openings; a swing span with a clearance of 9 feet over the waterway, the middle opening over the main channel from Gasparilla Pass has a 48-foot fixed span with a clearance of 15 feet, and the SW opening has a 48-foot fixed span with a clearance of 7 feet at center. The bridgetender monitors VHF-FM channel 9. (See **117.1 through 117.59 and 117.287(a-1)**, chapter 2, for drawbridge regulations.) An overhead power cable on the NW side of the causeway has clearances of 35 and 27 feet at the middle and SW spans, respectively.

(43) A marina, between the bridges, has a surfaced launching ramp, gasoline, diesel fuel, pump-out station, electricity, water, ice, and marine supplies. In 2005, the marked channel to the marina had a reported approach depth of 6 feet.

(44) **Gasparilla Pass** between Gasparilla Island and Little Gasparilla Island is discussed in chapter 4.

(45) At **Mile 34.3**, the waterway enters **Placida Harbor**. Good small-boat anchorage is available inside the N point of Gasparilla Pass between Little Gasparilla Island and **Bird Key.**

(46) At **Mile 36.6**, overhead power and telephone cables with minimum clearances of 81 feet cross the waterway.

(47) At **Mile 37.4**, the waterway enters **The Cutoff**, a narrow shallow pass joining Placida Harbor with Lemon Bay. Small-craft facilities E of the waterway at **Miles 38.7 and 38.4** have berths, electricity, gasoline, diesel fuel, water, ice, wet and dry storage, pump-out station, and marine supplies. A 50-ton lift is available for making hull, engine, and electronic repairs. In 2002, depths of 6 feet were reported in the approach channels and basins at the facilities.

(48) **Lemon Bay** is a shallow lagoon that extends 15 miles NW behind the barrier beach from the head of Placida Harbor to Alligator Creek. There are numerous marinas and service facilities along both sides of Lemon Bay between The Cutoff and Alligator Creek. (See the small-craft facilities tabulation on chart 11425 for services and supplies available.)

(49) **Stump Pass**, near the S end of Lemon Bay SW of **Mile 41.0**, is discussed in chapter 4.

(50) **Rock (Ainger) Creek** is about 2 miles N of Stump Pass on the E side of Lemon Bay NE of **Mile 42.8**. A highway bridge with a 27-foot fixed span and a clearance of 9 feet crosses the creek about 0.4 mile above the mouth. Marinas on either side of the creek just below the bridge have berths, electricity, water, gasoline, launching ramps, and a 15-ton forklift. A privately marked channel with a reported depth of 3 feet in 2005, leads to the facilities. Craft to 22 feet can be handled on trailers for engine repairs.

(51) At **Mile 43.5**, about 15 miles NW from Boca Grande, State Route 776 highway bridge, with a bascule span with a clearance of 26 feet at the center, crosses the waterway from the mainland to **Manasota Key** and Englewood Beach.

(52) **Englewood Beach** is on the W side of the bay just S of the bridge.

(53) **Redfish Cove** is on the E side of the bay at the N end of State Route 776 highway bridge.

(54) **Englewood** is on the E side of the bay about 1.5 miles N of State Route 776 highway bridge. A boat basin and marina are here. In 2005, the reported approach depth to the marina was 4.0 feet. Gasoline, diesel fuel, electricity, water, ice, storage, marine supplies, hull, engine, and electronic repairs are available; lift to 50 tons.

(55) At **Manasota**, **Mile 49.9**, a bascule highway bridge with a clearance of 26 feet at the center crosses the waterway. An overhead power cable at the bridge has a clearance of 88 feet.

(56) At **Mile 52.0,** about 300 yards SE of the entrance to Alligator Creek, a small passenger ferry crosses Lemon Bay.

(57) At **Mile 52.6**, the waterway enters a 5.1-mile landcut that leads into Roberts Bay at Venice.

(58) At **Mile 54.9**, U.S. Route 41 highway bascule bridge, with a clearance of 25 feet at the center, crosses the landcut of the waterway.

(59) At **Mile 56.6**, Venice Avenue highway bascule bridge has a clearance of 30 feet at the center. (See **117.1 through 117.59 and 117.287(a-2)**, chapter 2, for drawbridge regulations.) At **Mile 56.9**, U.S. Route 41 highway bascule bridge, with a clearance of 30 feet at the center, crosses the waterway. (See **117.1 through 117.59 and 117.287(b)**, chapter 2, for drawbridge regulations.)

(60) A marina, on the W side of the landcut just N of the highway bridge, at **Mile 55.1**, has berths, electricity, gasoline, diesel fuel, ice, pump-out station, marine supplies, and water. Hull and engine repairs can be made. In 2006, 10 feet was reported in the approach and alongside.

(61) **Venice Inlet**, about 26 miles NW from Port Boca Grande, is described in chapter 4.

(62) The city of **Venice** and the towns of **Nokomis** and **Laurel** are on the shores of the three small bays, **Roberts Bay, Dona Bay**, and **Lyons Bay**, inside and to the E of Venice Inlet. A water tank and several large apartment buildings are prominent. In 1982, reported drafts of about 2 to 5 feet could be taken to the landings at these towns. The channel in Lyons Bay is marked by private daybeacons.

Manatees

(63) A caution zone for the protection of manatees is in Venice Inlet and Roberts, Dona, and Lyons Bays. (See Manatees, chapter 3.)

(64) Several marinas are at Venice Inlet and on Roberts, Dona, and Lyons Bays. (See the small-craft facilities tabulation on chart 11425 for services and supplies available.)

(65) The waterway continues N from Venice Inlet through **Blackburn Bay, Dryman Bay, Little Sarasota Bay, Roberts Bay, Sarasota Bay**, and **Anna Maria** Sound to the lower part of Tampa Bay. These connecting bodies of water are separated from the Gulf by a line of narrow keys.

Currents

(66) In Venice Inlet the average velocity is about 1 knot. At the bridge at the S end of Blackburn Bay, the current floods to the N and ebbs to the S with an average velocity of about 0.8 knot. At Blackburn Point Bridge at the S end of Little Sarasota Bay, the current floods SSE with an average velocity of 1.4 knots and ebbs N with an average velocity of 0.7 knot. One day's observation off the bridge at the N end of Little Sarasota Bay showed very weak currents. In Sarasota Bay at the entrance to Roberts Bay, the currents average only 0.3 knot. At the bridge off Golden Gate Point the average velocity at strength is about 0.4 knot. In Anna Maria Sound off Cortez, the flood currents set to the NNW and average about 0.6 knot; the ebb current is weak. (See the Tidal Current Tables for predictions.)

(67) A highway bridge crossing **Casey Thorofare**, at **Mile 59.3**, at the S end of Blackburn Bay has a bascule span with a clearance of 14 feet at the center. A marina, south of the bridge, on the east side of the waterway has gasoline, diesel fuel, dry storage, water, ice, marine supplies and a 20-ton lift. Hull, engine and electronic repairs can be made.

(68) At **Mile 63.0**, the **Blackburn Point** highway bridge crosses the waterway. The bridge has a swing span with a clearance of 9 feet. Near the E end of the bridge are several small-craft facilities. Berths with electricity, gasoline, water, ice, and storage are available. A boatyard has an 80-ton marine lift. Hull, engine, and electronic repairs can be made.

(69) **Midnight Pass**, W of **Mile 65.0** (described in chapter 4), is reported closed to navigation.

(70) **Osprey** is a small settlement on the E side of Little Sarasota Bay. A marina is near the S end of Siesta Key just N of Midnight Pass. Gasoline, diesel fuel, water, ice, wet and dry storage, and a 10-ton lift are available. Hull, engine and electronic repairs can be made. In 2001, the reported controlling depth to the marina was 5 feet.

(71) A marina is at the head of a long slip on the E side of Little Sarasota Bay at **Mile 67.2**. The channel to the slip is marked by private daybeacons and, in 2002, was reported to have an approach depth of 4 feet. Gasoline is available. A lift can handle crafts to 23 feet for storage and engine repairs.

(72) At **Stickney Point, Mile 68.6**, at the N end of Little Sarasota Bay, State Route 72 twin bascule highway bridge with a clearance of 18 feet at the center crosses the waterway. Two marinas are at the W end of the bridge. Gasoline, water, ice, dry storage and marine supplies are available. A 9-ton lift is available for hull, engine, and electronic repairs.

(73) At the N end of **Roberts Bay, Mile 71.8**, State Route 789 bascule highway bridge with a clearance of 25 feet at the center crosses the waterway from the mainland to the N end of Siesta Key. (See **117.1 through 117.59** and **117.287(b-1)**, chapter 2, for drawbridge regulations.)

(74) **Big Sarasota Pass**, an inlet from the Gulf of Mexico to the S end of Sarasota Bay between Siesta Key and Lido Key, is described in chapter 4.

(75) The **Ringling Causeway**, **Mile 73.6**, crossing Sarasota Bay from Sarasota to **Lido Key** via **Bird Key, Coon Key,** and **St. Armands Key**, has a fixed span over the waterway with a clearance of 65 feet. In 2006, submerged rocks marked by unlighted buoys were reported in the

vicinity of the center span of the bridge; caution is advised. Over the channel between Bird Key and Coon Key there is a 46-foot fixed span with a clearance of 10 feet. The causeway continues W between Coon Key and St. Armands Key. Two fixed highway bridges connect St. Armands Key with the N and S ends of Lido Key. The N bridge has a 27-foot span with a clearance of 7 feet; overhead power and telephone cables on each side of the bridge have a clearance of 19 feet. The S bridge has a 33-foot span with a clearance of 6 feet. Overhead power cables on the E side of the bridge have a clearance of 25 feet. There is a marina at **City Island** at the NE end of Lido Key where berths, gasoline, water, ice, and marine supplies are available. A 4-ton forklift can haul out craft to 27 feet for hull and engine repairs.

(76) **Sarasota**, on the E shore of Sarasota Bay at the S end, is a year-round community and winter resort. The Sarasota-Bradenton Airport is N of the city; rail, bus, and highways connect with points in Florida and other states. The town has several hospitals. A number of tall buildings, water tanks, and radio towers show prominently from offshore.

(77) Sarasota has several marinas, boatyards, and yacht basins. A large marina is in the bight just E of **Golden Gate Point**. At **Mile 73.3**, a dredged channel leads NE from the waterway to a turning basin at the marina. In 2007, 8 feet was reported in the approach and in the turning basin.

Small-craft facilities

(78) The small-craft facilities in Sarasota can provide berths with electricity, gasoline, diesel fuel, water, ice, storage, pump-out station and launching ramps.

(79) **Hudson Bayou**, about 0.6 mile SE of Golden Gate Point, provides excellent shelter for small craft. The channel into the bayou had a reported controlling depth of 5 feet in 1982. The highway bridge over Hudson Bayou, 0.2 mile above the mouth, has a 28-foot fixed span with a clearance of 9½ feet. The overhead power cable at the bridge has a clearance of 65 feet. A highway bridge, 0.4 mile above the mouth, has a 39-foot fixed span with a clearance of 8 feet.

(80) **New Pass**, an inlet from the Gulf of Mexico into Sarasota Bay, between Lido Key and Longboat Key is described in chapter 4.

(81) At **Mile 74.4**, a dredged channel leads E from the waterway across Sarasota Bay to a turning basin at Payne Terminal and is described in chapter 4. The basin at Payne Terminal has a Coast Guard Auxiliary berth.

(82) **Whitaker Bayou**, about 0.5 mile N of Payne Terminal, provides excellent shelter for small craft. In 2001, the entrance to the bayou had a reported controlling depth of about 4 feet; thence in 2001, 3 feet was reported in the bayou. A highway bridge over the bayou has a 32-foot fixed span with a clearance of 7 feet. A boatyard near the head of Whitaker Bayou has water and a marine railway that can handle craft to 70 tons or 60 feet; hull, engine and electronic repairs can be made.

(83) At **Mile 78.1**, a channel marked by private daybeacons leads from Sarasota Bay to a marina basin about 0.3 mile S of **Bishops Point**. Berths with gasoline, diesel fuel, pump-out, electricity, water, ice, marine supplies, and wet storage are available. Engine and electronic repairs can be made. In 2007, 5.5 feet was reported alongside.

(84) **Bowlees Creek** empties into Sarasota Bay NE of **Mile 79.0.** A privately marked channel with a reported approach depth of 5 feet in 2006, leads to a few marinas. Berths with electricity, gasoline, diesel fuel, water, ice, pump-out station, wet storage, and marine supplies are available. U.S. Route 41 fixed highway bridge and a fixed pipeline bridge cross Bowlees Creek about 0.5 mile above its mouth. Each has a horizontal clearance of 27 feet and a vertical clearance of 10 feet. An overhead power cable close W of the highway bridge has a clearance of 27 feet. On the E side of the bridge, a boatyard has dry storage and a 5-ton lift available.

(85) About 0.4 mile NW of the entrance to Bowlees Creek, a privately dredged channel marked by private daybeacons and a lighted range leads to a basin of a yacht club and boatyard. In 2004, the reported approach and alongside depth was 5.0 feet. Gasoline, water, ice, dry storage and marine supplies are available. Hull, engine and electronic repairs can be made; lift to 20 tons. A fish haven is about 0.5 mile W of the channel entrance.

(86) **Buttonwood Harbor**, on Longboat Key in Sarasota Bay, is SW of **Mile 79.9**. A privately dredged channel marked by private daybeacons leads to the harbor. A branch channel, also privately dredged and marked, leads NW to a private resort about 0.4 mile NW of Buttonwood Harbor. In 1995, a reported depth of 5 feet could be carried to Buttonwood Harbor.

(87) The town of **Longboat Key** is composed of the entire island of Longboat Key.

(88) **Longbeach**, the N part of the town of Longboat Key on the S side of Longboat Pass, is a fishing and resort town. About 1.5 miles SE of the pass SW of **Mile 83.7**, a privately marked channel with a reported depth of 3 feet in 2007 leads to a boat basin where gasoline, diesel fuel, pump-out, electricity, water, ice, marine supplies, a 14-ton lift, and engine repairs are available.

(89) **Longboat Pass**, W of **Mile 85.4** between Longboat Key and **Anna Maria Island**, is described in chapter 4.

(90) At **Mile 87.2,** State Route 684 highway bridge crosses the waterway from **Bradenton Beach**, near the S end of Anna Maria Island, to Cortez on the mainland. The bridge has a bascule span with a clearance of 22 feet at the center. (See **117.1 through 117.59** and **117.287(d)(1)**, chapter 2, for drawbridge regulations.) A marina is at the W end and just S of the bridge. Berths with electricity, gasoline, diesel fuel, pump-out station, dry storage, water, ice, and marine supplies are available. Hull, engine, and electronic repairs can be made; lift to 77 tons. In 2010, the reported approach and alongside depth was 6 feet. **Cortez Coast Guard Station** is near the

E end of the bridge. There are several fish wharves at the E end of the bridge at which party fishing boats moor.

Small-craft facilities

(91) Numerous small-craft facilities are at Cortez. (See the small-craft facilities tabulation on chart 11425 for services and supplies available.)

(92) At **Mile 89.2**, State Route 64 highway bridge crosses the waterway at the S end of Anna Maria Sound from Anna Maria Island to Perico Island and then to the mainland. The bridge has a bascule span over the waterway with a clearance of 24 feet at the center. (See **117.1 through 117.59** and **117.287(d)(2)**, chapter 2, for drawbridge regulations.) The highway continues E on a bridge over **Perico Bayou** and a causeway and bridge over the N end of **Palma Sola Bay** to the mainland. These two bridges have 46-foot fixed spans with clearance of 10 feet. A marina on Perico Island, close N of the highway bridge over Anna Maria Sound, has berths, water, ice, wet and dry storage, marine supplies and a 7-ton forklift. Hull, engine, and electronic repairs can be made.

(93) **Anna Maria** is a small village at the N end of Anna Maria Island. Several marinas and boatyards are on Anna Maria Island N of the State Route 64 highway bridge. (See the small-craft facilities tabulation on chart 11425 for services and supplies available.)

Charts 11425, 11415, 11416, 11411

(94) The waterway continues N through Anna Maria Sound and enters Tampa Bay at **Mile 92.0**. Anna Maria Sound is marked at its N end by **Anna Maria Sound Light 1** (27°32'03"N., 82°42'48"W.), 12 feet above the water and shown from a dolphin with a square green daymark.

Charts 11415, 11416, 11411

(95) The waterway continues across lower Tampa Bay to the main ship channel at **Mile 97.8,** thence NE to **Mile 102.8,** thence N in the St. Petersburg Channel to **Mile 106.0,** thence W in the dredged channel, close S of Pinellas Peninsula and into Boca Ciega Bay at **Mile 110.8**.

(96) Small craft can also use the dredged **Sunshine Skyway Channel** which extends parallel with and about 600 yards W of the Sunshine Skyway bridge between **Mile 97.8** and **Mile 110.8**. The channel is marked by lights and daybeacons. In 2008, the controlling depth was 5.9 feet with shoaling to 3.9 feet in about 27°38'14"N., 82°40'26"W.

(97) **Boca Ciega Bay** extends 13 miles NW from the lower part of Tampa Bay. New channels have been dredged at several places in the bay. Several of the small keys have been filled in to form large islands, and bridges link many of the keys.

(98) **Sunshine Skyway Park** is a State recreational area along the skyway E of the channel.

(99) Tidal currents in Boca Ciega Bay seldom exceed 0.5 knot. (See Tidal Current Tables for daily predictions at several locations in these waters.)

(100) At **Mile 110.5,** the fixed span of the **Sunshine Skyway** (Interstate 275) cross the waterway; the span has a clearance of 65 feet.

(101) **Maximo Point**, opposite **Mile 110.5**, the SW extremity of Pinellas Peninsula, is at the N end of the Sunshine Skyway Causeway. A small-boat basin has gasoline, a launching ramp and marine supplies; hull, engine and electronic repairs can be made. In 2006, the reported approach depth was 3 feet.

(102) On Maximo Point, E of the skyway, there is a large prominent apartment hotel and motel which has a boat basin where berths with electricity, wet and dry storage, water and ice are available. In 2006, the reported alongside depth was 4 feet.

(103) **Cats Point Channel** extends N from the waterway at **Mile 110.8**, thence NW along the landfill W of Cats Point, and thence across the upper part of Boca Ciega Bay, and rejoins the waterway at **Mile 115.7**. In 1988, the centerline controlling depth in the dredged channel was 6 feet. The channel is marked by lights and daybeacons.

(104) **Frenchman Creek** is on the E side of Boca Ciega Bay about 0.3 mile N of Maximo Point. The twin fixed spans of the Sunshine Skyway with horizontal clearances of 26 feet and vertical clearances of 20 feet cross the creek.

(105) **Cats Point** is on the E side of Boca Ciega Bay, 1.1 miles N of Maximo Point. A highway bridge of the Pinellas Bayway crossing Cats Point Channel at Cats Point has a 40-foot fixed span with a clearance of 18 feet. A large marina is in the lagoons close N of Cats Point. Gasoline, diesel fuel, water, ice, marine supplies, wet and dry storage, pump-out station, and berths with electricity are available. A 55-ton lift is available for hull and engine repairs. In 2006, 13 feet was reported in the approach channel with 8 feet alongside.

(106) **Pinellas Bayway**, a complex system of highways and causeways (State Routes 679 and 682) crossing Boca Ciega Bay, links Pinellas Peninsula at Cats Point to St. Petersburg Beach and Tierra Verde, Cabbage Key, and other keys S of it, including Mullet Key. Clearances of the various bridges of the bayway are given with the description of the various channels which they cross.

(107) State Route 682 highway bridge (Structure B) of the bayway crossing the channel between two sections of landfill W of Cats Point has a 47-foot fixed span with a clearance of 11 feet.

(108) At **Mile 113.0**, Pinellas Bayway State Route 679 (Structure E) bridge crosses the main channel of the waterway from Tierra Verde to the landfill N of it and has a bascule span with a clearance of 25 feet at the center. (See **117.1 through 117.59** and **117.287(d)(4)**, chapter 2, for drawbridge regulations.) A marina is on

the SW side of the bridge. Gasoline, diesel fuel, pump-out, water, marine supplies, wet and dry storage, berths, and a launching ramp are available. In 2011, 8 feet was reported alongside.

(109) Bunces Pass, Pass-a-Grille Channel, Tierra Verde, Vina del Mar, and St. Petersburg Beach are discussed in chapter 5.

(110) At **Mile 114.0**, a bascule highway (State Route 682/Structure C) bridge of the Pinellas Bayway was under construction in 2012; upon completion, it will be replaced with a high-level fixed bridge.bridge.

(111) **Gulfport** is a city on the N shore of Boca Ciega Bay, opposite **Mile 116.0.**

(112) **Clam Bayou** is on the E side of the city. A privately marked **035°** lighted range and daybeacons mark a dredged cut leading into the bayou and the Gulfport City Marina in the basin close W of the bayou. In 2006, depths were reported to be 6 feet in the channel and 5 feet in the basin. A **harbormaster** who assigns berths is at the marina and can be reached by telephone (727–893–1071). A no wake **speed limit** is enforced in the basin. Gasoline, diesel fuel, water, ice, electricity, pump-out, marine supplies, a launching ramp, and transient berths are available.

(113) At **Mile 117.3**, the **Corey Causeway** (State Route 693) crosses Boca Ciega Bay from St. Petersburg Beach to the mainland at South Pasadena. The bascule span of the causeway crosses the waterway with a clearance of 23 feet. (See **117.1 through 117.59** and **117.287(f)**, chapter 2, for drawbridge regulations.) Fixed spans crossing two minor channels to the NE have a least width of 43 feet and clearances of 6 feet.

(114) **Blind Pass**, a shallow pass from the Gulf to Boca Ciega Bay, is discussed in chapter 5.

(115) The waterway continues N passing South Causeway Isles, Paradise Island, Isle of Palms, and Capri Isle which are land filled residential areas with numerous lagoons and private berths at waterfront homesites.

(116) **Treasure Island Causeway**, at **Mile 119.0**, crosses Boca Ciega Bay from Treasure Island via Paradise Island and South Causeway Isles to the mainland at St. Petersburg. The causeway has a bascule span over the waterway with a clearance of 21 feet. The bridgetender monitors VHF-FM channel 9; call signs WQZ–67 or KZU-970. (See **117.1 through 117.59** and **117.287(k)**, chapter 2, for drawbridge regulations.) The E and W openings, between the mainland and South Causeway Isles and between Paradise and Treasure Islands, have fixed spans with center clearances of 4 and 5 feet, respectively. An overhead power cable of unknown clearance crosses between the mainland and South Causeway Isles.

Chart 11411

(117) At **Mile 121.5**, the channel from **Johns Pass**, discussed in chapter 5, junctions with the waterway.

(118) **Long Bayou**, an arm of Boca Ciega Bay opposite Johns Pass, extends in a N direction for about 3 miles to a dam which forms **Lake Seminole**. Private daybeacons mark the bayou. Twin fixed highway bridges with clearances of 20 feet cross the bayou about 1 mile above the mouth. An overhead power cable at the bridge has a clearance of 34 feet. Close N of the highway bridge is a pedestrian fixed bridge with a horizontal clearance of 32 feet and a vertical clearance of 12 feet. A marina, south of the bridge and on the E side of the bayou has electricity and water available. A marina north of the bridge on the W side of the bayou has gasoline, pump-out, electricity, water, and ice available.

(119) **Cross Bayou**, with a shoal area across its mouth, enters Long Bayou just above the railroad bridge. An overhead power cable with a clearance of 31 feet crosses the mouth of Cross Bayou and continues across Long Bayou. **Cross Bayou Canal** (see chart 11412), principally a drainage ditch, connects Old Tampa Bay with Cross Bayou.

(120) The waterway continues through the N part of Boca Ciega Bay between Sand Key and the mainland.

(121) At **Mile 122.8, Welch (Madeira Beach) Causeway** crosses Boca Ciega Bay from Sand Key to the mainland. The causeway has a bascule span over the waterway which has a clearance of 25 feet at the center. (See **117.1 through 117.59** and **117.287(h)**, chapter 2, for drawbridge regulations.) The shallow cove just E of the mainland end of the causeway has been dredged to form a small boat basin adjacent to the Veterans Hospital. A depth of about 4 feet can be taken into the basin. Just S of the causeway, a channel with a reported controlling depth of 8 feet in 2006, leads to the municipal marina at Madeira Beach. Gasoline, diesel fuel, a pump-out station, water, ice, marine supplies, a launching ramp, and berths with electricity are available. Another basin at the NE end of the causeway on the mainland, with a reported depth of 4 feet, has a marina for the private use of residents of a nearby condominium apartment complex.

(122) **The Narrows**, entered at **Mile 125.5,** connecting the NW end of Boca Ciega Bay with the S end of Clearwater Harbor, is about 4.5 miles long. On the W side of The Narrows near the S end are rocks that are covered at high water; to avoid them mariners should favor the E bank.

(123) At **Mile 126.0**, State Route 694 highway bascule bridge has a clearance of 20 feet. The bridgetender monitors VHF-FM channel 9; call sign WHV-751.

(124) Berths, electricity, gasoline, diesel fuel, water, ice, wet and dry storage, pump-out station, lifts to 30-tons, and hull, engine and radio repairs are available at several marinas along The Narrows opposite **Indian Rocks Beach** at **Mile 128.8.**

(125) At **Mile 129.3**, State Route 688 highway bridge has a bascule span with a least clearance of 21 feet crossing the waterway from the mainland to Indian Rocks Beach on Sand Key.

(126) At **Mile 130.0**, the waterway enters Clearwater Harbor.

(127) **Clearwater Harbor** extends about 7 miles N from the Narrows to St. Joseph Sound and has an average width of about a mile. The harbor is mostly shoal, except for the waterway and the natural channels varying in depth from 5 to 14 feet. The several channels in the harbor should be followed closely as some sections are quite crooked.

(128) At **Mile 131.8**, the Belleair Causeway crosses the harbor from Sand Key to the mainland. The causeway has a fixed span over the waterway with a clearance of 75 feet. **Belleair**, about 1 mile N of the mainland end of the causeway, has a large hotel with a private yacht basin into which a draft of about 4 feet can be taken. The stack at the hotel is conspicuous.

(129) In 1972, pilings of a former pier, exposed at near low water, were reported in the vicinity of **Mile 134.2** between the E edge of the waterway and Belleview Island; mariners are advised to exercise caution in this area.

(130) At **Mile 135.5**, the dredged channel through Clearwater Pass, discussed in chapter 5, junctions with the waterway.

(131) **Clearwater**, the county seat of Pinellas County on the E shore of Clearwater Harbor opposite Clearwater Pass, is principally a winter resort, but has considerable industry in electric and electronic manufacturing. There are many prominent features including a large white apartment hotel near the N end of Clearwater Beach Island, a tall water tank near the middle of the island, a large hotel on the island on the N side of the Clearwater Memorial Causeway, a prominent hotel in Clearwater, several tall radio towers, and several prominent buildings. The city has three hospitals. The city is served by bus and truck lines. The St. Petersburg-Clearwater International Airport is about 7 miles SE of the city. A Coast Guard air station is at the airport.

Currents

(132) The tidal current at Clearwater in the vicinity of the Clearwater Memorial Causeway is about 0.4 knot.

(133) At **Mile 135.9**, Causeway Channel, marked by daybeacons, leads W from the waterway to a junction with a dredged channel thence to a turning basin at the W end of Clearwater Memorial Causeway. The dredged channel with which it junctions is the branch channel leading N from the dredged channel through Clearwater Pass and is described in chapter 5.

(134) The city of Clearwater operates the City Pier and Municipal Marina at the turning basin. The marina can provide berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, wet storage, and marine supplies. The **harbormaster** has his office at the marina and assigns the berths. He can be reached by telephone (813–462–6954) or VHF-FM channel 16 (156.80 MHz) for marine information or berthing instructions. The Clearwater Police Boat is based at the Municipal Marina. The Clearwater Coast Guard Station is on the E side of Sand Key about 1 mile S of Clearwater Pass.

(135) **Mandalay Channel** leads N from the Clearwater Municipal Marina turning basin. Daybeacons mark the critical spots in the channel. The fixed bridge crossing the channel at the W end of Clearwater Memorial Causeway just N of the Clearwater Municipal Marina turning basin has a clearance of 14 feet at its center.

Small-craft facilities

(136) Other small-craft facilities in the Clearwater area are located at the part of Clearwater Beach Island, along the S side of the island N of Clearwater Memorial Causeway, and at Clearwater proper. Berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, launching ramp, wet and dry storage and marine supplies are available; hull, engine are electronic repairs can be made. At Clearwater just E of **Mile 136.6**, a 60-ton mobile hoist can handle craft up to 70 feet.

(137) Local guides can be hired as pilots.

(138) At **Mile 136.0**, the **Clearwater (Garden) Memorial Causeway** crosses Clearwater Harbor from Clearwater Beach to Clearwater; the fixed bridge over the waterway has a clearance of 74 feet.

(139) A ferry dock is located about 0.2 mile north of the bascule bridge. The ferry operates daily.

(140) At **Mile 136.4**, a channel marked by daybeacons leads NW to a junction with Mandalay Channel thence to Dunedin Pass. In 1982, the pass, marked by daybeacons and private buoys, had a reported controlling depth of 2 feet. The buoys are frequently shifted to mark the best water.

(141) The waterway through the harbor passes close alongshore off Clearwater and continues N into St. Joseph Sound.

(142) **Dunedin**, E of **Mile 139.0**, is a resort town on the E shore of St. Joseph Sound, about 3 miles N of Clearwater. Several large apartment buildings and two tanks are conspicuous. The town has a hospital and railway connections.

(143) The Dunedin Municipal Marina, E of **Mile 139.3**, is in a basin protected by two moles. It has a commercial fish pier and berths with electricity for about 180 boats. A surfaced launching ramp, pump-out station and water are available. A motel is on the N mole, and a boat club is on the S mole. In 2006, the reported approach depth was 5 feet with 4 feet alongside. The entrance to the basin is marked by private daybeacons. A **harbormaster** is in attendance and assigns berths; he can be reached by telephone (813–738–1909).

(144) A privately dredged channel leads into **Seven Mouth Creek**, to a basin on the NE side of Caladesi Island W of **Mile 141.1.** In 2006, the channel had a reported depth of 4 feet. It is marked by a private light and daybeacons. The basin and island are part of the **Caladesi Island State Park**. A ferry operates daily between the island and **Honeymoon Island Recreation Area.**

(145) At **Mile 141.8**, a marked channel leads eastward from the waterway to a marina. Gasoline, diesel fuel, pump-out, water, ice, wet and dry storage, electricity, marine supplies, and a lift to 10 tons are available. Hull, engine, and electronic repairs can be made. In 2006, the reported approach depth was 6 feet.

(146) At **Mile 141.9**, the Dunedin Causeway (State Route 586) crosses St. Joseph Sound from the mainland to **Honeymoon Island**. A highway bridge in the causeway has a bascule span with a clearance of 24 feet over the waterway. The bridgetender monitors VHF-FM channel 9; call sign WHV-750. A fixed bridge in the causeway near the W end has a 45-foot fixed span with a clearance of 11 feet. An overhead power cable on the N side of this bridge has a clearance of 28 feet.

(147) **Hurricane Pass**, to the W of the causeway, is discussed in chapter 5.

(148) **Minnow Creek** is on the E shore of St. Joseph Sound E of **Mile 142.3**. A privately dredged channel leads from the waterway to basins in **Smith Bayou** at the mouth of the creek. In 1992, the reported controlling depth in the channel was 5 feet. The channel is marked by private daybeacons. There are several marinas in the basins, which in 2004 had a reported depth of 3 feet. There are forklifts and a marine railway; hull, engine, and electronic repairs can be made. Gasoline, water, ice, marine supplies, pump-out station, wet and dry storage, launching ramps and covered berths with electricity are available.

(149) At **Mile 143.4,** a dredged channel leads E from the waterway to the pier of a small marina at **Ozona.** In 1985, the centerline controlling depth was 2½ feet in the channel with 5 feet reported alongside the pier. The channel is marked by a light and daybeacons. Hull, engine and electronic repairs can be made; lift to 4 tons is available.

(150) A **boiling spring** is close to shore just SE of **Crystal Beach**, E of **Mile 144.4.** The boiling water is visible above the surrounding waters in calm weather. Depths of 14 to 20 feet were available.

(151) A launching ramp is near the end of a municipally owned causeway on the E side of St. Joseph Sound E of **Mile 148.8**. Another causeway about 0.6 mile to the N is part of the Fred H. Howard County Park.

(152) At **Mile 150.0**, the dredged channel of this first section of the Intracoastal Waterway ends.

(153) From Anclote River N there is no inside route until the E terminus of the second section of the waterway is reached at Carrabelle, FL, about 140 miles to the NNW. Boats sailing outside may find refuge during bad weather by entering the Withlacoochee River, about 75 miles N of Clearwater, Cedar Keys Harbor, about 95 miles N of Clearwater, the Steinhatchee River, the Crystal River, the Homosassa River, or Horseshoe Cove; all of which are described in chapter 5.

Mileage

(154) The second section of the waterway is zeroed at **Harvey Lock**, New Orleans, and measured **eastward (E)** or **westward (W)** along the waterway. Alternate Routes of the Intracoastal Waterway are zeroed to take off from the basic route and are given letter designations such as **A.A.** (Algiers Alternate Route), **L.R.** (Landside Route), **M.P.** (Morgan City-Port Allen Alternate Route), and **A.R.** (Atchafalaya River Route).

(155) **Distances along the Intracoastal Waterway are in statute miles to facilitate reference to the small-craft charts; all other distances are in nautical miles. A mileage conversion table is in Appendix B.**

Channels

(156) The Federal project for the Intracoastal Waterway Carrabelle, FL, to Brownsville, TX, provides for a channel 12 feet deep with a minimum width of 125 feet. Although effort is made to maintain the project depth, the channel may shoal several feet in places between maintenance dredging. (See Local Notice to Mariners for controlling depths.) Additional information can be obtained from the U.S. Army District Engineers offices. (See Appendix A for addresses.)

Bridges

(157) Minimum overhead clearances of fixed bridges in this section of the Intracoastal Waterway are 48 feet at **Mile 533.0W** and 50 feet at **Miles 361.4E, 295.4E, 284.6E, 223.1E** and **206.7E.** Minimum horizontal clearance of bridge openings (basic route) is 75 feet.

(158) General drawbridge regulations and opening signals for bridges over this section of the Intracoastal Waterway are given in **117.1 through 117.49**, chapter 2. Special drawbridge regulations for certain bridges that supplement the general regulations are referenced with the area description of the waterway.

Overhead cables

(159) Minimum clearance of overhead cables crossing this section of the Intracoastal Waterway is 61 feet at **Mile 533.0W.** Several others have clearances of 71 to 76 feet.

Locks

(160) Minimum lock lengths are 415 feet at lock **Mile 0.0** (Harvey); 640 feet (626 feet usable) at lock **Mile 6.5E** (Inner Harbor Navigation); and 797 feet (760 feet usable) at lock **A.A. Mile 0.0** (Algiers). Minimum lock widths along the main route of the waterway are 75 feet, and along the alternate routes 56 feet at Bayou Sorrel Lock at **M.P. Mile 36.4**, Morgan City-Port Allen Alternate Route. Minimum depth over the sill is 12 feet at **Mile 0.0** (Harvey) and 11 feet at the Old River Navigation Canal Lock, **A.R. Mile 0.0**, Atchafalaya River Route. The 415-foot Harvey Lock can be avoided by detouring through the 760-foot Algiers Lock in the Alternate Route. (See **162.75, 207.180, and 207.187**, chapter

2, for regulations governing use, administration, and navigation of locks and floodgates.)

Cable ferries

(161) Cable ferries still cross the Intracoastal Waterway at several places.

(162) **Note:** Generally, the cables are suspended during crossings and dropped to the bottom when the ferries dock; however, since operating procedures may differ in some cases, mariners are advised to exercise extreme caution and seek local knowledge. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

Aids to navigation

(163) Intracoastal Waterway aids have characteristic yellow markings that distinguish them from aids to navigation marking other waters. (See U.S. Coast Guard Light Lists or Chart 1, Nautical Chart Symbols and Abbreviations, for illustrations of special markings.)

Chart 11404

(164) The improved part of the waterway begins at 29°47.5'N., 84°40.4'W., in Carrabelle Ship Channel at **Mile 376.2E.** Waterway depths are available to Carrabelle, 3.7 miles to the N and to the open waters of the Gulf, 3.3 miles to the S. (See chapter 6.)

(165) From Carrabelle channel, the well-marked waterway route is SW for 20.6 miles through **St. George Sound** to 29°39.9'N., 84°58.1'W., in **Apalachicola Bay**, thence N by W for 4.2 miles to Apalachicola.

(166) At **Mile 361.4E**, State Route GIA highway causeway extends from **Cat Point** on the mainland to St. George Island. The fixed span over the waterway has a clearance of 65 feet. The fixed span over the auxiliary channel 0.8 mile S of Cat Point has a clearance of 25 feet. An overhead power cable close E of the causeway has a clearance of 40 feet over most of the 3.5 miles between the point and the island, but is submerged at the waterway.

Chart 11402

(167) **Apalachicola**, Mile 351.4E, is on the W side of the entrance to **Apalachicola River**. The town has several small-craft facilities. (See the small-craft facilities tabulation on chart 11402 for services and supplies available, and chapter 6 for additional information about Apalachicola.)

(168) **John Gorrie Memorial Bridge** is a 4.2-mile E-W combination of highway bridges and causeways (U.S. 98/U.S. 319) over the entrances to East Bay and Apalachicola River. The fixed span over the river at **Mile 351.4E** has a clearance of 65 feet; the overhead power cable 100 yards N of the bridge has a clearance of 84 feet.

(169) The railroad bridge over Apalachicola River at **Mile 347.0E** has a swing span with a clearance of 11 feet. Extreme care is advised in the vicinity of the bridge. Two marinas are at the head of small bayous 0.8 and 0.6 mile SE of the railroad bridge. The southeasternmost facility is accessible through two channels with reported controlling depths of 3½ feet in 1982, while the other is accessible through a channel with a reported controlling depth of 5 feet. Gasoline, water, ice, limited marine supplies, berths, outboard motor repairs, and a launching ramp are available at each facility.

(170) The waterway leaves Apalachicola River at **Mile 345.6E** and proceeds through Jackson River to **Lake Wimico**, which is entered at **Mile 340.7E**.

Chart 11393

(171) The waterway leaves Lake Wimico at **Mile 335.3E** through **Searcy Creek** and a long landcut. An overhead power cable with a clearance of 95 feet crosses the waterway at **Mile 331.7E**. A submerged freshwater siphon is at **Mile 329.5E.**

(172) State Route 71 highway bridge over the waterway at **White City**, **Mile 329.3E**, has a fixed span with a clearance of 65 feet. Berths, gasoline, electricity, water, a launching ramp, and some supplies are available on the N side of the waterway at White City.

(173) At **Mile 327.7E, Gulf County Canal** extends SW for about 5 miles to Port St. Joe, where fuel and supplies can be obtained. (See chapter 6 for more complete information.) The canal has a Federal project depth of 12 feet. (See Local Notice to Mariners and latest edition of charts for controlling depths.) Two overhead power cables, which cross the canal about 3.5 miles SW of the junction with the waterway, have clearances of 85 feet. A fixed highway bridge with a clearance of 75 feet crosses the canal at the entrance of St. Joseph Bay. An overhead power cable at the bridge has a clearance of 85 feet.

(174) At **Mile 318.9E**, an overhead power cable with a clearance of 85 feet crosses the waterway.

(175) At **Overstreet**, **Mile 315.4E**, State Route 386 fixed highway bridge, with a clearance of 65 feet, crosses the waterway. Gasoline in cans, water, and groceries are available at a store near the W end of the bridge. A launching ramp is just S of the bridge.

(176) N of Overstreet, the waterway follows a cut in **Wetappo Creek** for a short distance then enters **East Bay** of St. Andrew Bay at **Mile 312.1E**. The channel through the bay is well marked with lights and buoys.

Chart 11390

(177) U.S. Route 98 highway bridge (Dupont Bridge) crossing East Bay at **Mile 295.4E** has a fixed span with a clearance of 50 feet over the waterway channel. The swing span, pivot piers, and the four spans of the old highway bridge about 200 yards E have been removed; the ends of the bridge remain and are used as fishing

piers. At **Mile 293.7E**, an overhead power cable with a clearance of 85 feet crosses the waterway.

(178) **Panama City**, at **Mile 292.3E**, is on the N side of St. Andrew Bay.

(179) Several marinas are along the E and W side of Watson Bayou, and a municipal yacht basin is on the NW side of the entrance to Massalina Bayou at **Mile 290.4E**. (See the small-craft facilities tabulation on chart 11390 for services and supplies available, and chapter 6 for additional information about Panama City.)

(180) Opposite **Mile 285.3E**, a dredged channel leads from the waterway in **Alligator Bayou**. In 1983, the reported controlling depth was 20 feet to Light 4; thence in 1991, the controlling depth was 9½ feet to the end of the bayou. The channel is marked by a lighted range and lights. **Panama City Coast Guard Station** is on the SE side of the basin. The bayou is within a **restricted area**. (See **334.760**, chapter 2, for limits and regulations.)

(181) The waterway continues through St. Andrew Bay and its NW arm, **West Bay**. **Hathaway Bridge** (U.S. Route 98), at **Mile 284.6E**, has a fixed span clearance of 65 feet; part of the old highway bridge just S of the bridge remains in ruins. There are marinas near either end of the bridge at which gasoline and diesel fuel are available. A 60-ton mobile hoist and berths are available at the marinas on the E side of the bridge. An overhead power cable suspended from two lighted towers N of the bridge has a clearance of 85 feet at the main channel, and 45 feet on the SE and SW sides of the towers.

(182) **North Bay** extends in a NE direction from **Mile 282.4E.** The controlling depths are 12 feet to the bridge at **Lynn Haven**, 5 miles above the waterway, and thence 4½ feet to a dam, 2 miles above the bridge; oyster bars in the middle of the bay with 5 to 6 feet of water over them should be avoided. State Route 77 highway bridge over the bay at Lynn Haven has a fixed span with a clearance of 18 feet. An overhead power cable with a clearance of 34 feet crosses the bay about 200 yards S of the dam. Several bayous along North Bay afford anchorage for small craft.

(183) A channel with a reported depth of about 13 feet leads from the bay into Alligator Bayou to the basin at the Gulf Electric Power Plant. Overhead power cables crossing North Bay about 0.5 mile E of Alligator Bayou have a clearance of 45 feet. The transmission towers in the bay are reported to be unlighted and present a hazard to small craft at night.

(184) **Fannin Bayou** is on the N side of North Bay opposite Lynn Haven. Channels marked by daybeacons lead through the bayou and its W, N, and E arms. The town of **Southport** is at the head of the N arm.

(185) A marina in the dredged basin on the W side of **Mill Point** at the N end of the bridge has water, ice, limited berths and marine supplies, and a launching ramp.

(186) A State park is E of the S end of the bridge. Launching ramps are available in the park. Gasoline in cans and limited marine supplies are available in Lynn Haven.

(187) From West Bay the waterway enters **West Bay Creek**, at **Mile 273.0E**. An overhead power cable across the waterway at **Mile 272.9E** has a clearance of 70 feet. State Route 79 fixed highway bridge over the waterway at Westbay, **Mile 271.8E**, has a clearance of 65 feet. A gasoline station is on the highway near the bridge, and there are limited transient berths with water and electricity available at a fish pier on the SE side of the bridge. A boat ramp is on the SE side of the pier.

Chart 11385

(188) From West Bay Creek, the waterway follows a long landcut and enters **Choctawhatchee Bay** at **Mile 253.5E**. An overhead power cable crossing the waterway at **Mile 269.2E** has a clearance of 100 feet.

(189) An overhead power cable at **Mile 254.8E** has a clearance of 70 feet.

(190) The channel through the shallow E end of Choctawhatchee Bay is marked with lights and buoys, but the route through the remainder of the bay is in open water with depths greater than 12 feet and only occasional lights marking the shoal areas on the S side. The U. S. Route 331 - State Route 83 causeway crossing the bay at **Mile 250.4E** has a fixed span over the waterway channel; with a clearance of 65 feet.

(191) A fixed highway bridge with a clearance of 64 feet crosses the waterway at **Mile 234.2**. A marina is on the southeast side of the bridge with a reported approach depth of 6 feet through a marked channel.

(192) The entrance to Choctawhatchee Bay from the Gulf is at **Mile 228.0E**. The bay and its tributaries are described in chapter 6.

(193) The waterway leaves Choctawhatchee Bay at **Mile 223.4E** and proceeds W for 33 miles through **The Narrows** and **Santa Rosa Sound** to Pensacola Bay. The E part of the route is through a well-marked dredged channel; the W part is through open water with depths greater than 12 feet and marked by occasional lights and buoys. **Restricted areas** in The Narrows and Santa Rosa Sound extend from **Mile 218.9E** to **Mile 204.4E**. (See **334.710 and 334.730**, chapter 2, for limits and regulations.)

(194) U.S. Route 98 highway bridge over The Narrows at **Mile 223.1E** has a fixed span with a clearance of 49 feet. There are several small-craft facilities along The Narrows in the vicinity of and W of the bridge. (See the small-craft facilities tabulation on chart 11385 for services and supplies available.)

(195) **Fort Walton Beach** on the N side of The Narrows at **Mile 222.2E** has complete repair facilities; fuel and marine supplies are available. A mobile hoist is available at Shalimar. (See chapter 6 for more complete information on the facility at Shalimar.) State Route 87 highway **Navarre Causeway**, over Santa Rosa Sound at **Mile 206.7E** has a fixed channel span clearance of 50 feet over the waterway.

Chart 11378

(196) State Route 399 highway bridge over the W end of Santa Rosa Sound, at **Mile 189.1E**, has twin fixed spans with clearances of 65 feet. Immediately E of the fixed bridges, the center span of a former bascule bridge has been removed to a depth of 9½ feet within the channel. The remainder of the bridge is used as fishing piers. Gasoline, diesel fuel, pump-out, water, ice, marine supplies, and berths are available at marinas on **Little Sabine Bay** at Pensacola Beach at the S end of the bridge. In 1999, 5 feet was reported in the marked channel leading from the waterway. The channel is marked by private daybeacons. A yacht club close E of the N end of the bridge has berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, wet and dry storage and a 15-ton forklift available.

(197) Mariners are **prohibited** from anchoring or mooring vessels in Little Sabine Bay after Santa Rosa Island has been placed under a hurricane watch condition or a more serious hurricane alert. Vessels in the bay must be moved within 24 hours of any hurricane watch or warning.

(198) At **Mile 182.9E**, a 4.1-mile route leads about NNE through deep water in **Pensacola Bay** to **Pensacola**. The city has complete supply and repair facilities. (See chapter 6 for more complete information.)

(199) From Pensacola Bay, the waterway passes through a landcut at **Mile 179.0E** into **Big Lagoon**. At the W end of the land cut, a channel marked by private daybeacons leads N to a marina inside Sherman Cove. A marina is on the N shore W of **Trout Point**, **Mile 177.0E**. Gasoline, diesel fuel, water, ice, launching ramps, marine supplies, pump-out station, wet and dry storage, and berths with water and electricity are available. A mobile hoist can haul out craft to 25 tons for hull repairs.

(200) **Pensacola Coast Guard Station** is about 1 mile E of Pensacola Light.

(201) State Route 292 highway bridge over the W end of the lagoon at **Mile 171.8E** has a fixed span with a clearance of 73 feet.

(202) **Perdido Key** is a summer resort S of the bridge. A marina is on the S bank of the waterway about 0.7 mile W of the bridge. Gasoline, diesel fuel, water, ice, a pump-out station, launching ramp, wet and dry storage and berths with electricity are available. A forklift to 17 tons is available for engine repairs. In 2012, 6 feet was reported alongside the berths.

(203) From **Mile 166.8E**, the well-marked waterway extends through the lower part of **Perdido Bay**, thence through **Arnica Bay**, **Bay La Launch**, and **Wolf Bay**. The Florida-Alabama boundary follows the waterway between **Miles 167.4E** and **169.9E**. (Perdido Bay and its tributaries are described in chapter 6.)

(204) A submerged wreck is at **Mile 165.9E** in about 30°19'03"N., 87°31'00"W.

(205) In 1982, shoaling to 3 feet was reported to extend about 0.1 mile S from Pensacola-Mobile Light 60 off **Ross Point** at **Mile 165.9E.**

(206) A marina is at a small-boat basin on the S side of the waterway in Arnica Bay at **Mile 165.1E**. Berths with water and electricity, gasoline, diesel fuel, ice, pump-out and marine supplies are available. In 2010, 8 feet was reported alongside. **Roberts Bayou**, locally known as Pirates Cove, empties into the N side of Arnica Bay.

(207) At **Mile 162.8**, on the N Side of waterway, a privately marked channel leads to a marina. Gasoline, diesel fuel, pump-out, berths, dry and wet storage, lifts to 99 tons, and marine supplies are available. In 2011, 10 feet was available in the approach and alongside.

(208) From the W end of Wolf Bay at **Mile 160.0E**, the waterway extends through a long landcut to and through **Oyster Bay** and enters **Bon Secour Bay** at **Mile 151.0E**.

(209) A fixed highway bridge with a clearance of 73 feet crosses the waterway at **Mile 158.7**. Just E of the bridge, on the S side of the waterway is a marina with berths, gasoline, diesel fuel, electricity, water, ice, marine supplies, wet storage, and pump-out. In 2010, 8 feet was reported in the approach and alongside.

(210) The twin fixed spans of the State Route 59 highway bridge cross the cut at **Mile 154.9E** and have a clearance of 73 feet. The overhead power cables in the vicinity of **Mile 154.6E** have clearances of 93 feet. Gasoline, diesel fuel, pump-out, water, engine and electronic repairs are available at the marina near the bridge.

(211) The village of **Gulf Shores** is 0.7 mile S of the bridge. The Dixie Graves Highway extends W from Gulf Shores to Fort Morgan on Mobile Point.

(212) The 22.5-mile route of the waterway across the lower part of Bon Secour Bay and **Mobile Bay** is through a well-marked dredged channel, except inside the entrance to Mobile Bay from the Gulf where general depths are greater than 12 feet.

(213) **Mobile Bay Channel** crosses the waterway at **Mile 133.6E**; **Mobile** is 25.2 miles N. The Coast Guard has requested vessels transiting the waterway make a **SECURITE** call on VHF-FM channel 13 prior to crossing Mobile Bay Channel, particularly during periods of restricted visibility. Chapter 7 describes Mobile Bay and its tributaries.

(214) From Mobile Bay, the waterway goes through **Pass aux Herons** to the open water of Mississippi Sound. Dauphin Island Bridge across the waterway at **Mile 127.8E** has a fixed span with a clearance of 83 feet. An overhead power cable on the W side of the bridge has a clearance of 93 feet over the waterway. The current velocity is 1.3 knots through Pass aux Herons. It has been reported, however, that greater velocities may be experienced when the wind is SE to E on an ebb tide, or when the wind is SW to NW on a flood tide. With these conditions, Pass aux Herons Buoys 14, 15, and 17 may be towed under. Berthing and repair facilities, supplies, and fuel are available at the town of Dauphin Island.

Charts 11374, 11372, 11373

(215) The waterway leaves Pass aux Herons Channel at **Mile 119.1E** and enters the open water of Mississippi Sound, which has general depths greater than 12 feet until up to Marianne Channel, **Mile 58.1E** at the W end of the sound.

(216) If bound for **Bayou La Batre**, depart the waterway at the light marking the W end of Pass aux Herons Channel, **Mile 119.1E**, and proceed on a NNW course for about 4.3 miles to Bayou La Batre Light 1, marking the entrance to the dredged channel, thence through the marked channel for about 6 miles to the town. Supply and repair facilities are available. (See chapter 7 for more complete information.)

(217) The entrance to Mississippi Sound from the Gulf through **Petit Bois Pass** is 2 miles S of **Mile 115.4E**. A wreck and two obstructions have been reported between the Intracoastal Waterway and the N entrance to the pass. The Alabama-Mississippi boundary crosses the waterway at **Mile 112.0E.**

(218) At **Mile 104.2E**, the waterway crosses the deep ship channel in Mississippi Sound between Horn Island Pass and **Pascagoula.** The Coast Guard has requested vessels transiting the waterway make a **SECURITE** call on VHF-FM channel 13 prior to crossing the shipping channel, particularly during periods of restricted visibility. The channel to Pascagoula extends N for 1.9 miles, thence NW for 5.8 miles to the turning basin. Berthing and repair facilities, supplies, gasoline, and diesel fuel are available. (See chapter 7 for more complete information.)

(219) Lights at **Miles 98.1E** and **95.9E** mark turning points in the waterway route. At **Mile 89.3E,** a light, 3.4 miles S of low and rounded **Bellefontaine Point,** marks the waterway route.

(220) At **Mile 87.5E**, a dredged channel leads N and NW for 9.4 miles to **Biloxi.** (See chapter 7.)

Chart 11372

(221) At **Mile 81.0E,** a light, 2.6 miles N of Ship Island, marks the waterway through Mississippi Sound. From the light a N by W course in depths of 15 to 10 feet for 4.7 miles leads to a marked channel which continues N and E for 3.2 miles to Biloxi. A NW course from the light for 6.4 miles leads to a large yacht basin at **Beauvoir.** Berthing and repair facilities, marine supplies, gasoline, and diesel fuel are available. (See chapter 7 for more complete information.)

(222) At **Mile 72.8E**, the waterway crosses the deep **Gulfport Channel** between Ship Island Pass and Gulfport. The channel to Gulfport extends NW for 6.0 miles to the ship basin. Small-boat basins are on both sides of the ship basin. Berthing and repair facilities, marine supplies, gasoline, and diesel fuel are available. (See chapter 7 for more complete information.)

(223) At **Mile 65.3E,** the waterway rounds a lighted buoy in Mississippi Sound and turns sharply to the SW. If bound for **Pass Christian Harbor**, depart the lighted buoy on a WNW course and proceed 5.4 miles through depths of 13 to 7 feet to the entrance to the municipal boat basin at the town of **Pass Christian**. (See chapter 7 for more complete information.)

(224) From **Mile 65.3E,** the SW reach proceeds through natural depths and through dredged **Marianne Channel** to **Mile 53.9E;** thence the route is W through dredged **Grand Island Channel**, to natural depths exceeding 12 feet at **Mile 47.9E** in the E approach to Grand Island Pass.

Chart 11367

(225) The **Mississippi-Louisiana boundary** follows the waterway W through **St. Joe (Grand Island) Pass** to **Mile 40.6E**, then turns sharply from the waterway and follows the channel to **Pearl River**.

(226) From **Mile 40.6E**, the waterway continues W through dredged cuts and crosses the **Lake Borgne** end of The Rigolets at **Mile 35.0E**. **The Rigolets** (see chapter 7) is a comparatively deep passage that connects Lake Borgne with **Lake Pontchartrain,** several miles to the W.

(227) From The Rigolets, the waterway route is SW through nearly 23 miles of **Rigolets-New Orleans Cut**. Pilots should be on the alert for cross currents at waterway crossings of passes and bayous. **Chef Menteur Pass** (see chapter 7), which is crossed at **Mile 22.9E**, is specially noted for such currents; the pass is another deep link between Lake Borgne and Lake Pontchartrain.

(228) At **Mile 15.0E, Michoud Canal** extends N from the waterway for 1.5 miles to the town of **Michoud**, which has rail connections. A Federal project provides for a depth of 36 feet in the canal and in that part of the Intracoastal Waterway connecting the canal with the Mississippi River-Gulf Outlet Canal at **Mile 14.0E.** (See Local Notice to Mariners and latest editions of the charts for controlling depths.)

(229) **Michoud Slip**, the basin at the National Aeronautics and Space Administration George C. Marshall Space Flight Center is on the N side of the waterway at **Mile 13.5E**. In 1995, the slip had a centerline controlling depth of 22 feet to the lower end of the wharf, thence 18 feet to the upper end. An overhead power cable with a clearance of 170 feet crosses the waterway close W of the basin. This is the approximate turning point from the E-W reach to SE reach of the deep **Mississippi River-Gulf Outlet Canal** (see chapter 8.) The waterway continues W through the canal to **Mile 13.0E** where it is crossed by a fixed highway bridge with a clearance of 138 feet.

(230) **The Intracoastal Waterway, from Mile 13.5E at the junction with the Mississippi River-Gulf Outlet Canal W to Mile 0.2E at the junction with Harvey Canal**

No. 1, is within the area of the New Orleans Vessel Traffic Service (VTS). (See chapter 8 for details of the New Orleans VTS.)

(231) The Port of New Orleans Bulk Materials Handling Plant is on the N bank of the waterway at **Mile 9.7E**.

(232) The overhead power cable over the waterway at **Mile 8.2E** has a clearance of 170 feet. The waterway enters the deep **Inner Harbor Navigation Canal (Industrial Canal)** of New Orleans at **Mile 7.5E** and proceeds S through the canal to Mississippi River. (See chapter 8 for more complete information.)

(233) The combination Southern Railway and Florida Avenue highway bridge over Inner Harbor Navigation Canal at **Mile 7.5E** has a bascule span with a clearance of zero feet. The bridgetender monitors VHF-FM channel 16 and works on channels 12 and 13; call sign WUG-409. The overhead power cable on the N side of the bridge has a clearance of 166 feet.

(234) Repair yards on the E side of the canal at **Mile 7.0E** have a 110-foot marine railway, a 150-ton vertical boat lift, and several floating drydocks with capacities to 2,160 tons. The largest is 180 feet long, 58 feet wide, and has 16 feet over the blocks. Cranes to 50 tons are available.

(235) The North Claiborne Avenue (Seeber) highway bridge over the canal at **Mile 6.7E** has a lift span with a clearance of 40 feet down and 156 feet up.

(236) **Inner Harbor Navigation Canal Lock (Industrial Lock)**, at **Mile 6.5E**, is 640 feet long (626 feet usable), 75 feet wide (74 feet usable), with 31½ feet over the sills, and handles lifts up to 17 feet. The lockmaster can be contacted on VHF-FM channels 14 or 16 or by telephone (504–945–2157). Red and green traffic lights are at each end of the lock. Vessels should enter the lock only on the green light.

(237) The St. Claude Avenue highway bridge over the canal at **Mile 6.2E** at the end of the lock has a bascule span with a clearance of zero feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign WG-401.

(238) The Intracoastal Waterway leaves Inner Harbor Navigation Canal and enters **Mississippi River**, at **Mile 5.8E**. The basic route follows the **New Orleans** waterfront upriver to **Canal Street**, **Mile 3.6E**, which is 82.4 miles above the river's Head of Passes. (See chapter 8 for description of New Orleans.) Most of the city's small-craft facilities are behind canal locks or at West End Park on Lake Pontchartrain. (See chapter 7 for more complete information on these facilities.)

(239) From Canal Street, the waterway continues up Mississippi River and passes under the high fixed bridges at **Mile 2.7E**. At **Harvey,** on the S side of Mississippi River, 3.6 miles above Canal Street, the route leaves the river and proceeds S through **Harvey Canal No. 1**.

(240) **Harvey Lock**, at **Mile 0.0**, is 425 feet long and 75 feet wide, has 12 feet over the sills, and handles lifts to 20 feet. The lockmaster continuously monitors VHF-FM channel 14. The railroad bridge over the canal at **Mile 0.1W** has a bascule span with a clearance of 9 feet. The overhead power cable on the N side of the bridge has a clearance of 90 feet. The State Route 18 highway bridge at **Mile 0.1W** has a bascule span with a clearance of 7 feet. At **Mile 0.8W,** twin fixed highway bridges with a clearance of 95 feet cross the canal.

(241) Supplies and services at Harvey include berthage, gasoline, diesel fuel, water, ice, and marine supplies. Harvey shipyards can handle vessels up to 420 feet, and the machine shops can repair gasoline and diesel engines.

(242) The overhead power cable over Harvey Canal No. 1, at **Mile 1.8W**, has a clearance of 135 feet. At **Mile 2.8W,** the Lapalco Boulevard highway bascule bridge with a clearance of 45 feet crosses the canal. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign DTR-859. (See **117.1 through 117.59 and 117.451(a)**, chapter 2, for drawbridge regulations.) The overhead power cable at **Mile 4.1W** has a clearance of 124 feet. The waterway continues S and enters Bayou Barataria at **Mile 6.5W**.

(243) The **Algiers Alternate Route (A.A.)** is zeroed at **Algiers Lock (A.A. Mile 0.0)** where the basic Intracoastal Waterway route enters the Mississippi. The alternate route swings downriver, departs the river about 6 miles below Canal Street, and continues SW through a land-cut with the same project dimensions as the basic route.

(244) Algiers Lock, at **Mile 0.0,** is 797 feet long (760 feet usable), 75 feet wide, 13 feet over the sills, and handles lifts up to 18 feet. The overhead power cable crossing the lock has a clearance of 126 feet. The State Route 407 highway bridge over the route at **A.A. Mile 1.0** has a fixed span with a clearance of 100 feet. The overhead power cable on the SW side of the bridge has a clearance of 112 feet.

(245) The Missouri Pacific Railroad bridge at **A.A. Mile 3.7** has a lift span with clearance of 2 feet down and 100 feet up; the overhead power cables SW and NE of the bridge have clearances of 120 feet. State Route 23 highway lift bridge is adjacent to the SW side of the railroad bridge; clearances are 40 feet down and 100 feet up. The bridgetender of the highway bridge monitors on VHF-FM channel 13; call sign WDT-572. (See **117.1 through 117.59** and **117.451(b-1)(b-2)**, chapter 2, for drawbridge regulations.)

(246) The overhead power cable over the waterway at **A.A. Mile 8.4** has a clearance of 117 feet. The alternate route enters Bayou Barataria and rejoins the basic route at **A.A. Mile 8.9,** which coincides with **Mile 6.5W**.

(247) From **Mile 6.5W**, the waterway continues S and W for several miles through **Bayou Barataria.** At **Mile 10.1W**, an overhead power cable with a clearance of 99 feet crosses the waterway. At **Mile 10.6W** is the town of **Crown Point.** The fixed highway bridge over the waterway at **Mile 11.9W** has a clearance of 73 feet.

(248) The waterway departs Bayou Barataria at **Mile 14.6W** and crosses **Bayou Villars** at **Mile 15.1W.** From the crossing, Bayou Villars extends 1.0 mile W to **Lake**

Salvador, which has depths of 5 to 7 feet, and 0.4 mile E to a junction with Bayou Barataria at the town of Lafitte. In 1997, the controlling depth in Bayou Villars was 3½ feet. An overhead power cable crossing Bayou Villars close W of the waterway has a clearance of 185 feet. A 20-mile chain of bayous and canals winds SE from Lafitte to **Barataria Bay.** (See chapter 9 for bridges, overhead cables, and controlling depth.) **Lafitte** (see also chart 11365) has several shipyards that can handle vessels up to 80 feet; gasoline, diesel fuel, water, ice, and marine supplies are available.

(249) At **Mile 20.0W**, the waterway crosses **Bayou Perot** (see also chart 11365) which is another passage from the lakes on the SE to Lake Salvador on the W. An overhead power cable crossing the mouth of the bayou has a clearance of 60 feet. An overhead power cable at **Mile 23.0W** has a clearance of 191 feet.

Charts 11355, 11365

(250) The waterway enters **Harvey Canal No. 2** at **Mile 29.3W,** which is 1.2 miles from the canal's Lake Salvador terminus, and proceeds SW in the canal to Larose.

(251) The overhead power cables over the waterway at **Miles 34.6W** and **34.8W** have minimum clearances of 90 feet. A fixed highway bridge at **Mile 35.2** has a clearance of 73 feet.

(252) At **Mile 35.4W**, the waterway crosses **Bayou Lafourche** which is described in chapter 9. On the NE side of the crossing is **Larose.** Boatyards in the vicinity have a 1,500-ton floating drydock and other facilities for handling craft to 60 feet; gasoline, diesel fuel, water, ice, and marine supplies are available. Pontoon drawbridges cross Bayou Lafourche E and W of the waterway at Larose. (See chapter 9 for operating details.)

(253) The waterway W from Larose is through the **Larose-Bourg Cutoff**. State Route 1 highway bridge over the cutoff at **Mile 35.6W** has a lift span with clearance of 35 feet down and 73 feet up. The bridgetender monitors VHF-FM channel 13; call sign KTD-550. The overhead power cable 0.1 mile S of the bridge has a clearance of 90 feet.

(254) At **Mile 40.4W,** an overhead power cable with a clearance of 100 feet crosses the waterway.

(255) At **Mile 48.8W**, the cutoff crosses **Company Canal** which connects **Bourg** on Bayou Terrebonne, with Lockport on Bayou Lafourche. (See chapter 9.) A repair yard is on the S side of the waterway at Company Canal. A 3,000-ton floating drydock can handle vessels to 240 feet long, 86 feet wide, and 12-foot draft; complete hull and engine repairs can be made to steel vessels. Cranes to 150 tons are available. At **Mile 49.8W,** State Route 316 pontoon highway bridge crosses the waterway. The bridge is operated by cables that are suspended just above the water when the bridge is being opened or closed. The cables are dropped to the bottom when the bridge is in the fully open position, but remain suspended while the bridge is fully closed. Warning signs are posted on the upstream and downstream ends of the bridge fender system. Extreme caution is advised in the area of the bridge. **Do not attempt to pass through the bridge until it is fully opened and the cables are dropped to the bottom.** The bridgetender monitors VHF-FM channel 13; call sign KJA-544. An overhead power cable on the W side of the bridge has a clearance of 90 feet.

(256) A fixed highway bridge with a clearance of 73 feet crosses the waterway at **Mile 54.4W.**

(257) The overhead power cables over the waterway at **Miles 53.9W, 54.7W, 55.7W** and **55.6W** have a minimum clearance of 88 feet. The route swings sharply S and crosses an E-W reach of **Bayou Terrebonne** at **Mile 57.5W**; the bayou is described in chapter 9. The Park Avenue highway bridge on the N side of the crossing has a a fixed span with a clearance of 73 feet. The Main Street highway bridge on the S side of the crossing has a fixed span with a clearance of 73 feet.

(258) In the SW angle of the Terrebonne-Intracoastal Waterway crossing is the town of **Houma** (Mile 57.6W) which is the seat of Terrebonne Parish. Houma is an industrial and agricultural town which is also a petroleum center and a base for commercial fishing. The town has good rail freight and highway connections, a sugar mill, seafood processing, and cold-storage facilities. The Houma shipyard can handle craft up to 225 feet and boatyards can handle craft up to 60 feet, and there are facilities for engine repairs.

(259) The Southern Pacific Railroad bridge over the waterway at **Mile 58.9W** has a vertical lift span with clearances of 70 feet up and 4 feet down.

(260) **Houma Canal** branches W from the waterway immediately S of the Southern Pacific Railroad bridge and extends for 0.4 mile to the confluence of Bayou Black and Little Bayou Black. U.S. Route 90 highway bridge across the canal has a 40-foot swing span with a clearance of 4 feet. (See **117.1 through 117.59** and **117.453**, chapter 2, for drawbridge regulations.)

(261) **Bayou Black** extends W from Houma Canal for about 24 miles to a junction with the Intracoastal Waterway at Mile 83.7W. Dams block the bayou close W and 4.0 miles W of Houma Canal. This section of the bayou has been declared nonnavigable waters. In 1985, the bayou had reported depths of 2 to 4 feet from the W dam to **Gibson**, thence 4 feet to the turning basin about 2.6 miles SW of Gibson; and thence in 2010, the midchannel controlling depth was 10 feet from the turning basin to the W junction of the bayou with the Intracoastal Waterway. The minimum channel width of the swing bridges crossing the bayou is about 36 feet and the minimum clearance about 1 foot. U.S. Route 90 highway bridge crossing the bayou at Gibson does not open for the passage of vessels; clearance of 2 feet. (See **117.1 through 117.59** and **117.425**, chapter 2, for drawbridge regulations.) The numerous overhead power cables crossing the bayou have a minimum clearance of 30 feet. An overhead television cable crossing the

bayou at Gibson has a clearance of 22 feet. Bayou Black has very little traffic and navigation can be difficult at times because of the many vessels that are moored in the bayou.

(262) U.S. Route 90 runs along the E bank of the bayou and crosses over to the W bank at **Gibson**, then continues on to Morgan City. A large shipyard on a basin off the bayou about 3 miles S of Gibson builds barges, crew boats, and offshore oil well structures.

(263) The overhead power cable over the waterway at **Mile 59.0W** has a clearance of 90 feet.

(264) The overhead power cable over the waterway at **Mile 59.7W** has a clearance of 108 feet. State Route 315 bascule highway bridge with a clearance of 40 feet is 0.1 mile SW of the power cable at **Mile 59.8W.** The bridgetender monitors VHF-FM channel 13; call sign KTD-548. (See **117.1 through 117.59** and **117.451**, chapter 2, for drawbridge regulations.)

(265) The waterway continues W through landcuts to **Mile 73.7W,** where it crosses the SE part of **Lake Hackberry**; the remains of hyacinth booms are on both sides of the lake crossing.

(266) The waterway enters narrow **Lake Cocodrie** at **Mile 76.9W** and departs the lake at **Mile 80.4W**; the channel through the lake is well marked. The next link is **Bayou Cocodrie**; winding Bayou Black, previously described, comes down from the N to join Bayou Cocodrie at **Mile 83.7W**.

(267) Bayou Cocodrie joins the N loop of **Bayou Chene**, which in turn joins **Bayou Boeuf** at Mile 87.2W; this is also **L.R. Mile 0.0** of the **Landside Route**, a lesser channel that winds N through Bayou Boeuf and other waterways for 43 miles to a junction with the latter-described Morgan City-Port Allen Alternate Route.

(268) The Landside Route is no longer maintained. (See Local Notice to Mariners for controlling depths.) U.S. Route 90 highway bridge over Bayou Boeuf at **L.R. Mile 1.3** has a fixed span with a clearance of 73 feet. The Southern Pacific Railroad bridge over the bayou at **L.R. Mile 1.9** has a swing span with a clearance of 6 feet. A fixed bridge at **L.R. Mile 2.0** has a clearance of 73 feet. The overhead power cable 0.35 mile N of the fixed bridge has a clearance of 120 feet. Bayou Boeuf has several oil company marine terminals and shipyards that build supply vessels, barges, and offshore oil-well structures. A boat ramp is on the W side of Bayou at the highway bridge.

Chart 11354

(269) The Landside Route proceeds N through landcuts and through **Bayou Milhomme**. Continuing N, the route is through **Bayou Long** and **Belle River** to **L.R. Mile 23.8** where State Route 70 pontoon bridge crosses the waterway. (See **117.1 through 117.59**, and **117.424**, chapter 2, for drawbridge regulations.)

(270) The next passages are **Big Goddel Bayou**, **Little Goddel Bayou**, **Bay Natchez**, and **Chopin Chute**. State Route 997 pontoon bridge crosses Chopin Chute at **L.R. Mile 41.3.** (See **117.1 through 117.59** and **117.478**, chapter 2, for drawbridge regulations.) The Landside Route then follows a section of **Lower Grand River** and merges with the basic Morgan City-Port Allen Alternate Route at **L.R. Mile 49.2 (M.P. Mile 36.9)**.

Pontoon bridges

(271) The pontoon bridges that cross the Landside Route are operated by cables that are suspended just above the water when the bridges are being opened or closed. The cables are dropped to the bottom when the bridges are in the fully open position, but remain suspended while the bridges are fully closed. Extreme caution is advised in the area of the bridges. **Do not attempt to pass through the bridges until they are fully opened and the cables are dropped to the bottom.**

Chart 11355

(272) Returning to the main Intracoastal Waterway, the route W and NW from **Mile 87.2W** is through the W reach of Bayou Boeuf. The overhead power cable over Bayou Boeuf at **Mile 90.8W** has a clearance of 138 feet.

(273) **That part of Intracoastal Waterway from Mile 93.0W to Mile 102.0W is within the area of the Berwick Bay Vessel Traffic Service (VTS). See Vessel Traffic Service, Berwick Bay (indexed as such) chapter 9, for a discussion of the VTS and other additional information.**

(274) **Bayou Boeuf Lock**, at **Mile 93.0W**, is 1,156 feet long (1,148 feet usable), 75 feet wide, 13 feet over the sills, and handles lifts up to 11 feet. Daybeacons and red and green traffic lights are at each end of the lock. VHF-FM channels 13 and 16 are monitored continuously at the lock.

Cable ferry

(275) A cable ferry crosses Bayou Boeuf at **Mile 94.3W.** Flashing white lights on each bank mark the ferry crossing. The ferry is equipped with navigational lights and a flashing red warning light and operates between the hours of 0530 and 2230 daily. When the ferry is underway, the unmarked cables extend about 2 feet above the water's surface, and are dropped to the bottom when not underway. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

(276) Deep **Bayou Shaffer** branches S from **Mile 94.5W**. (See chapter 9 for more complete information.)

(277) At **Mile 95.5W** the westernmost reach of Bayou Boeuf joins **Lower Atchafalaya River**, which is an important outlet to the Gulf. (See chapter 9.) Narrow **Berwick Bay**, a link in the Atchafalaya River System, extends N from the junction for about 2 miles. On the NE side of the junction is the port of **Morgan City (Mile 95.5W)**.

See Morgan City (indexed as such), chapter 9 for port facilities, service, supplies, and repairs.

Chart 11354

(278) **Mile 95.7W** is **M.P. Mile 0.0** of the **Morgan City-Port Allen Alternate Route** and **A.R. Mile 113.3** of the **Atchafalaya River Route,** both of which wind N to outlets on the Mississippi River near and above Baton Rouge. Both of the alternate routes have the same project dimensions as the basic Intracoastal Waterway. (See Local Notice to Mariners for controlling depths.)

(279) **That part of the Morgan City-Port Allen Alternate Route from M.P. Mile 0.0 to M.P. Mile 5.0 is within the area of the Berwick Bay Vessel Traffic Service (VTS). (See chapter 9 for a discussion of the Berwick Bay Vessel Traffic Service and other additional information.)**

(280) At **M.P. Mile 0.3**, the Southern Pacific vertical lift railroad bridge crosses the bay; clearances are 4 feet down and 73 feet up. The bridgetender monitors VHF-FM channel 13; call sign KW-4440. U.S. Route 90 fixed highway bridges at **M.P. Miles 0.5 and 0.6** have clearances of 73 and 50 feet, respectively.

(281) A lighted approach danger range is shown from the W abutment of the fixed bridges. The range is visible only to downbound vessels and is designed to mark the W boundary of the suggested downbound course for approaching the bridges. **The range is not designed to be steered on. Mariners are cautioned not to rely solely on the range to safely navigate through the bridges.**

(282) The bridgetender of the Southern Pacific Railroad bridge is available on VHF-FM channels 13 and 16 for information regarding the lift span and marine traffic in the vicinity of the bridge.

(283) At **M.P. Mile 1.9**, the Lower Atchafalaya River branches W and joins **Bayou Teche** (Chart 11350) 8 miles from Berwick Bay. (See chapter 9 for depths, locks, bridges, overhead cables, and facilities.)

(284) At **M.P. Mile 2.4 (A.R. Mile 115.7)**, the two alternate routes separate. The Morgan City-Port Allen Alternate Route turns sharply to the E, then follows winding courses N through landcuts and bayous.

(285) **Bayou Sorrel Lock**, at **M.P. Mile 36.4**, is 800 feet long (790 feet usable) and 56 feet wide, has 14 feet over the sills, and handles lifts to 21 feet. Red and green traffic lights and daybeacons are at each end of the lock. The lockmaster monitors VHF-FM channels 12 and 14.

(286) The Landside Route, described previously, comes in from the SE and merges with the Morgan City-Port Allen Route at **M.P. Mile 36.9 (L.R. Mile 49.2)** in Lower Grand River. At **M.P. Mile 37.6**, a pontoon bridge crosses the bayou. The bridge is operated by cables that are suspended just above the water when the bridge is being opened or closed. The cables are dropped to the bottom when the bridge is in the fully open position, but remain suspended while the bridge is fully closed. The approaches to the bridge are marked by signs. The bridgetender monitors VHF-FM channel 13. Extreme caution is advised in the area of the bridge. **Do not attempt to pass through the bridge until it is fully opened and the cables are dropped to the bottom.**

(287) The M.P. route continues N through landcuts and bayous. **Jack Miller Store** is on the E side of the waterway at **M.P. Mile 43.6**, and **Indian Village** is on the same side at **M.P. Mile 46.0**. A shipyard is on the E side of the waterway just below Jack Miller Store. A marine railway at the yard can haul out craft to 60 feet long for complete hull and engine repairs. Cranes to 100 tons are available. An overhead power cable with a clearance of 99 feet crosses the route at **M.P. Mile 44.8**.

(288) **Bayou Plaquemine** branches E from **M.P. Mile 46.5** and leads for 6.6 miles to **Plaquemine**, which is on the W bank of the Mississippi River 98 miles above Canal Street, New Orleans. State Route 3066 (spur) swing bridge at Indian Village with a clearance of 2 feet crosses the bayou about 0.6 mile E of its junction with Morgan City-Port Allen Alternate Route. (See **117.1 through 117.59** and **117.487 (a)**, chapter 2, for drawbridge regulations.) In 2000, the bayou had a controlling depth of 1 foot. **Plaquemine Lock**, formerly the N terminus of the Morgan City-Port Allen Alternate Route, is permanently closed, and three fixed bridges 0.2 mile W of the lock have a least clearance of 13 feet, thence about 1.6 miles W of the fixed bridges is a fixed bridge with a least clearance of 7 feet; the overhead power cables over the bayou have a least clearance of 61 feet. (See **117.1 through 117.59** and **117.487(b)**, chapter 2, for drawbridge regulations.) It is advised that prior to navigating the bayou information concerning depths and local conditions be obtained from local authorities.

(289) From **M.P. Mile 46.5**, the Morgan City-Port Allen Alternate Route continues N through parts of Bayou Grosse Tete and through the landcuts of the **Port Allen Canal**. State Route 77 highway bridge over the waterway at **M.P. Mile 47.1** has a swing span with a clearance of 2 feet. An overhead power cable with a clearance of 117 feet crosses the waterway at **M.P. Mile 48.3**.

(290) The Missouri Pacific Railroad bridge over Port Allen Canal at **M.P. Mile 56.0** has a lift span with clearances of 7 feet down and 73 feet up. The bridgetender monitors VHF-FM channel 13; call sign KVY-656. A shipyard on the E side of the canal just below the railroad bridge has a 2,500-ton floating drydock capable of handling vessels for general repairs.

(291) Port Allen Canal turns NE at **M.P. Mile 56.9**. An overhead power cable at **M.P. Mile 57.5** has a clearance of 92 feet. The canal turns again at **M.P. Mile 62.5** and heads SE to Port Allen Lock. The overhead power cable over the canal at **M.P. Mile 63.0** has a clearance of 90 feet. The Missouri Pacific Railroad bridge over the canal at **M.P. Mile 64.0** has a lift span with clearances of 14 feet down and 73 feet up. The bridgetender monitors VHF-FM channel 13; call sign KVY-657. State Route 1 highway bridge on the SE side of the railroad bridge has a fixed span with a clearance of 65 feet.

(292) **Port Allen Lock**, at **M.P. Mile 64.2**, is 1,198 feet long (1,188 feet usable) and 84 feet wide, has 13 feet over the sills, and handles lifts to 47 feet. The lockmaster can be contacted on VHF-FM channel 14. Red and green traffic lights and daybeacons are at each end of the lock. Vessels entering the lock should wait for the green signal. The lock is the Mississippi gateway of the Morgan City-Port Allen Alternate Route and is on the W side of the river 115 miles above Canal Street, New Orleans.

Charts 11354, 11352

(293) Getting back to Berwick Bay, the **Atchafalaya River Route** turns sharply to the NW at **A.R. Mile 115.7 (M.P. Mile 2.4)** and follows improved channels through **Stouts Pass** and **Sixmile Lake**, then winds N to **A.R. Mile 0.0**, which is at **Barbre Landing** 0.5 mile E of the confluence of **Atchafalaya River**, **Red River**, and Old River.

(294) From **A.R. Mile 0.0,** the route leads for 5.2 miles E in Old River Canal and Old River Lock to a junction with Mississippi River which is 181 miles up the Mississippi from Canal Street, New Orleans, and 64 miles above Baton Rouge.

(295) **Old River** is a 6-mile-long stream which formerly connected the Mississippi River with the Red and Atchafalaya Rivers. A dam about 1.0 mile from its E entrance prevents the Mississippi from flowing uncontrolled into the Atchafalaya Basin. An outflow channel with a control structure on the W bank of the Mississippi about 9.5 miles upriver regulates and controls the flow into the Red River.

(296) **Caution:** The outflow channel is not a navigation channel. A flashing amber light on the S point of the channel indicates that the control structure is in operation. Very dangerous currents exist in the area, especially during the high-water season. When in the vicinity of the structure, mariners are advised to steer as close to the E bank as safety permits to avoid dangerous crosscurrents and from being drawn into the structure.

(297) The Old River control structure is within a **safety zone**. (See **165.1 through 165.7**, **165.20 through 165.25**, and **165.802**, chapter 2, for limits and regulations.)

(298) **Old River Navigation Canal and Lock** was built to bypass the dam and permit navigation between the Mississippi, Red, and Atchafalaya Rivers. The Federal project provides for a dredged channel 12 feet deep and about 2 miles long from the Mississippi to Old River about 1.4 miles W of the dam, thence 12 feet to the junction at **Barbre Landing** with the Red and Atchafalaya Rivers at **A.R. Mile 0.0**. The lock is 1,200 feet long (1,190 feet usable), 75 feet wide, with 11 feet over the sill. A highway bridge over the lock has a lift span with a clearance of 53 feet up and zero feet down.

(299) **Atchafalaya River Route** flows S into the Gulf of Mexico from its confluence with Red and Old Rivers at **A.R. Mile 0.5**. The 101.5-mile section, the confluence to Morgan City, has a Federal project depth of 12 feet. The controlling depths are published periodically in Navigation Bulletins issued by the New Orleans District Corps of Engineers, New Orleans, LA

(300) **That part of the Atchafalaya River Route from A.R. Mile 113.0 to A.R. Mile 122.0 is within the area of the Berwick Bay Vessel Traffic Service (VTS). See Vessel Traffic Service, Berwick Bay (indexed as such) chapter 9, for a discussion of the VTS and other additional information.** Commerce on the river is in shell, logs, petroleum products, liquid sulfur, alcohol, industrial chemicals, fertilizer, sugar, and molasses.

(301) The minimum clearance of the overhead power cables and pipelines is 51 feet and of a fixed highway bridge 40 feet at high water stage.

(302) The Kansas City Southern railroad bridge crossing the river at **Simmesport** at **A.R. Mile 4.9** has a swing span with a clearance of 5 feet. A fixed highway bridge at **A.R. Mile 5.3** has a clearance of 50 feet.

(303) Two aerial gas pipelines crossing at **A.R. Mile 28.2** have a clearance of 52 feet.

(304) The Missouri Pacific Railroad bridge at **Melville** on the W bank at **A.R. Mile 29.5** has a vertical lift span with clearances of 3 feet down and 53 feet up. The bridgetender monitors VHF-FM channel 13; call sign KUF-701.

(305) In 1982, hazardous currents were reported in the vicinity and just N of the bridge.

(306) A vehicular ferry, operating from 0500 to 2300, crosses the river just S of Melville at **A.R. Mile 29.7**.

(307) U.S. Route 190 highway bridges at **Krotz Springs** on the W bank at **A.R. Mile 40.5** have fixed spans with a least clearance of 40 feet. An overhead telephone cable at the bridges has a clearance of 51 feet. An overhead pipeline with a clearance of 60 feet at the center crosses the river just N of the highway bridges.

(308) The Missouri Pacific Railroad bridge at **A.R. Mile 41.5** has a swing span with a clearance of 6 feet. An overhead power cable crosses on the bridge. The bridgetender monitors VHF-FM channel 13; call sign KUF-702. A shipyard just S of the bridge has a marine railway that can haul out craft to 65 feet for complete repairs.

(309) At **A.R. Mile 58.0**, an overhead power cable with a clearance of 70 feet crosses the waterway. At **A.R. Mile 58.1**, a fixed highway bridge with a clearance of 52 feet crosses the waterway, and at **A.R. Mile 58.8**, an overhead pipeline with a clearance of 58 feet crosses the waterway. At **A.R. Mile 104.5**, an overhead power cable with a clearance of 75 feet crosses the waterway.

(310) At Morgan City, U.S. Route 90 highway bridge at **A.R. Mile 117.4 (M.P. Mile 0.6)** has two fixed spans with clearances of 50 and 73 feet. The Southern Pacific Railroad bridge 1.3 mile S of the highway bridge has a vertical lift with a clearance of 4 feet down and 73 feet up.

Chart 11355

(311) Returning to Morgan City and the basic route, the Intracoastal Waterway continues SW in Lower Atchafalaya River. The overhead power cable over the river at **Mile 96.5W** has a clearance of 130 feet.

(312) The waterway departs Lower Atchafalaya River at **Mile 98.2W** and proceeds W in **Little Wax Bayou.** The river entrance to the bayou is marked by a light. The route leaves Little Wax Bayou at **Mile 102.0W** and continues W through a landcut that crosses several other bayous. The bayou sides of most crossings may have remains of hyacinth booms.

Chart 11350

(313) At **Mile 107.7W,** the waterway crosses **Wax Lake** which is a deep drainage ditch. The alternate **North Channel** and **South Channel** at the crossing are no longer maintained. Strong currents from Wax Lake Outlet are reported to set vessels in the waterway to the S.

(314) The settlement of **North Bend** is at **Mile 113.0W** on the N side of the waterway. State Route 317 highway bridge over the waterway at North Bend has a fixed span with a clearance of 73 feet. The overhead power cables at the bridge have a clearance of 94 feet.

(315) The waterway continues in a cut to **Bayou Bartholomew,** where a cutoff at **Mile 120.8W** leads N through Franklin Canal to Bayou Teche. (See chapter 9 for more complete information.)

(316) At **Miles 121.4W** and **122.6W,** the remains of hyacinth booms block the entrances to **Mud Lake.**

(317) At **Mile 122.9W,** the waterway is crossed by a cut which leads SW through The Jaws to West Cote Blanche Bay (see chapter 9) and NE for 5.5 miles through Charenton Canal to Bayou Teche, 0.5 mile below **Baldwin.**

(318) **Charenton Drainage and Navigation Canal** (see also chart 11345) had, in 1997, a controlling depth of 9½ feet to Bayou Teche. The canal is crossed at the upper end by a railroad bridge with a swing span clearance of 5 feet and a highway bridge with a fixed span clearance of 50 feet; cables over the canal have clearances greater than 50 feet. Dual fixed highway bridges with a clearance of 50 feet cross the canal about 1.1 miles S of the junction with Bayou Teche.

Cable ferry

(319) At **Mile 129.7W,** the waterway is crossed by a cable ferry to Cote Blanche Island. Unlighted signs, labeled "Cable Ferry 1,000 Feet," mark the E and W approaches to the ferry crossing. The privately owned ferry, with a 23-passenger capacity, operates 24 hours, daily. The ferry is equipped with navigational lights and monitors VHF-FM channel 16. When the ferry is underway, the unmarked cables are at or just below the water's surface, and are dropped to the bottom when not underway. Towboat operators are cautioned not to pass too soon after the ferry crosses so as to avoid damaging the cables. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

(320) The **Port of West Saint Mary,** on the N side of the waterway at about **Mile 132.3W**, is a T-shaped channel with a reported controlling depth of 13 feet in 1998. The channel and port are under the supervision of the Board of Directors of the West Saint Mary Port, Harbor, and Terminal District.

(321) State Route 319 highway bridge over the waterway at **Cypremort**, **Mile 134.0W**, has a bascule span with a vertical clearance of 73 feet. (See **117.1 through 117.59, and 117.451**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 13; call sign KDT-551. The overhead power cable about 0.1 mile E of the bridge has a clearance of 90 feet.

(322) **Weeks,** on the E side of the waterway at **Mile 137.2W,** is the site of the largest salt mine in Louisiana. Just N of the village, at **Mile 138.6W, Vermilion Bay** is entered through Weeks Bayou; the route N to Port of New Iberia is at **Mile 140.4W** through a cut to **Bayou Jack Canal. (**See chapter 9 for more complete information.)

(323) At **Mile 145.8W,** the waterway is crossed by **Bayou Petite Anse** leading N through connecting canals to Avery Island and Delcambre; Avery Canal connects with the bayou S of the waterway to provide a passage to Vermilion Bay. (See chapter 9 for more complete information.)

(324) Between **Miles 159.0W** and **160.2W,** the waterway passes through a cut in Vermilion River. At **Mile 159.0W,** Vermilion River Cutoff leads SE to Vermilion Bay. Tows using the waterway should use extreme caution because of strong currents in Vermilion River. During flood stages, loaded westbound tows should not attempt to cross the river without assistance. Eastbound tows should hold close to the N bank well before entering the river until past the junction.

(325) Repair facilities are available at **Perry** and **Abbeville,** 19 to 21 miles N of the waterway on Vermilion River. Gasoline is available at Abbeville. (See chapter 9 for more complete information.)

(326) **Intracoastal City,** on the N side of the waterway at **Mile 160.0W,** is a base for oil-field exploration and development with boatyards and marinas with several boat slips having depths of 7 feet. Available supplies include gasoline, diesel fuel, water, ice, and some marine supplies. (See chapter 9 for more complete information.) State Route 333 highway leads to the settlement.

(327) At Mile **161.0W, Freshwater Bayou Canal** leads SW from the waterway to the Gulf or to White Lake through connecting canals. (See chapter 9 for more complete information.)

(328) **Leland Bowman Lock**, **Mile 163.0W**, replacing Vermilion Lock, has a usable length of 1,140 feet, width of 110 feet, and a depth of 15 feet over the sills. The lockmaster can be contacted on VHF-FM channel 14 for locking instructions or information. Red and green traffic lights and a revolving red and green disk are at

each end of the lock. Vessels should enter the lock only on a green signal.

Chart 11348

(329) A fixed highway bridge with a clearance of 73 feet crosses the waterway N of **Forked Island** at **Mile 170.3W.** An oil company slip and wharves are about 0.3 mile E of the bridge. An overhead power cable with a clearance of 97 feet crosses at **Mile 170.6W.**

Cable ferry

(330) A cable ferry crosses the Intracoastal Waterway at **Mile 178.4W.** The ferry carries passengers and vehicles and operates during daylight hours. White signs with red lettering, labeled "Warning, Cable Ferry Crossing," are 2,000, 1,000, and 200 feet on each side of the ferry crossing. The ferry shows no special lights or signals while underway. The unmarked ferry guide cables extend above the water surface when the ferry is underway and are dropped to the bottom when the ferry is docked at its landings. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

(331) An overhead power cable over the waterway at **Mile 184.4W,** W of Florence Canal, has a clearance of 93 feet.

(332) A marine fuel and supply facility, at **Mile 193.2W,** monitors VHF-FM channel 16 continuously. Gasoline, diesel fuel, and groceries are available at the facility's pier, which had a reported depth of 12 feet alongside in 1982. Welding equipment is available for above-the-waterline repairs. Diesel fuel by barge in midstream and a 250-hp tug are also available.

(333) The waterway crosses **Mermentau River** between **Miles 201.6W** and **202.5W** and continues W in a land-cut. The Mermentau River is navigable for more than 32 miles N of the crossing. S of the waterway, the river leads through Grand Lake to the Gulf. (See chapter 9 for more complete information.)

(334) **Bayou Lacassine** (see also chart 11345) crosses the waterway at **Mile 205.1W.** N of the crossing, the bayou had a reported centerline controlling depth of 6 feet in 1982, for about 15 miles to Hayes. Many of the bends have been cut through to provide a shorter route. A highway bridge over Bayou Lacassine, about 3 miles S of Hayes, has a swing span with a clearance of 5 feet. (See **117.1 through 117.59 and 117.461**, chapter 2, for drawbridge regulations.) S of the waterway, Bayou Lacassine flows through **Mud Lake** into Grand Lake.

(335) At **Miles 211.5W** and **212.7W,** a canal on the S side of the waterway leads to **Little Lake Misere,** thence E through **The Narrows** to **Lake Misere** and **Bayou Misere** to Mud Lake. The waterway arcs to the N in this section. **Bell City Drainage Canal** crosses the waterway at **Mile 212.3W**.

(336) A fixed highway bridge with a clearance of 73 feet crosses the waterway at **Gibbstown**, **Mile 219.8W**. An overhead power cable 0.1 mile E of the bridge has a reported clearance of 82 feet.

(337) At **Mile 221.9W,** an overhead power cable with a clearance of 219 feet crosses the waterway.

(338) The loading docks and tanks of an oil company are on the N side of the waterway at **Mile 223.3W**; a cut here leads to **Sweet Lake.**

(339) A pontoon bridge crosses the waterway at **Grand Lake Ridge, Mile 231.5W;** the overhead power cables on the S side of the crossing have a reported least clearance of 90 feet. A loading dock is near the crossing. Another pontoon bridge crosses the waterway at **Mile 238.0W.** The bridges are operated by cables that are suspended just above the water when the bridges are being opened or closed. The cables are dropped to the bottom when the bridges are in the fully open position, but remain suspended while the bridges are fully closed. Warning signs mark the approaches to both bridge. The bridgetenders of the pontoon bridges monitor VHF-FM channel 13; call signs KJA-560 and WXY-918, respectively. Extreme caution is advised in the vicinity of these bridges. **Do not attempt to pass through the bridges until they are fully opened and the cables are dropped to the bottom.**

(340) **Calcasieu Lock**, **Mile 238.2W**, is 1,206 feet long (1,194 feet usable), 75 feet wide, 13 feet over the sills, and handles lifts to 4 feet. Red and green lights and daybeacons are at either end of the lock. Vessels should wait for the green signal before entering the lock. The lockmaster can be contacted on VHF-FM channel 14. The lock prevents saltwater from entering rice fields to the E.

(341) The waterway enters **Calcasieu River** at **Mile 239.2W** and continues N around a bend in the river across deep Calcasieu Channel to Choupique Cutoff. Vessels and tows are advised to use caution at the junctions. A fuel dock, at which diesel fuel is available by barge, and a shipyard with two 2,000-ton floating drydocks are at Calcasieu Landing on the W side of the Calcasieu Landing on the W side of the Calcasieu River just N of its junction with Choupique Cutoff. The fuel dock monitors VHF-FM channel 16 continuously. (See chapter 9 for more complete information on Calcasieu River.)

(342) **The Intracoastal Waterway, from Mile 239.0W in Calcasieu River to Mile 241.4W at the entrance to Choupique Information Service (VTIS). See Vessel Traffic Information Service, Lake Charles (indexed as such) chapter 9.**

(343) **Lake Charles** (chart 11347), 9.8 miles up Calcasieu River from the waterway junction at **Mile 241.2W,** has numerous boat landings along the shore of Lake Charles. Good anchorage in depths of 8 to 10 feet is available in the lake. Berthing and repair facilities, marine supplies, gasoline, and diesel fuel are available. (See chapter 9 for more complete information.)

Chart 11331

(344) From **Mile 241.2W,** the waterway passes through Choupique Cutoff and the long landcut **Lake Charles Deepwater Channel** for 24 miles to the Sabine River at Orange.

(345) **Bayou Choupique** (see also chart 11348) is part of the waterway between **Miles 241.8W** and **242.4W.** The 12-foot deep exit leads to Calcasieu Channel while the W exit passes through marshland for many miles. The controlling depth in the W branch is about 8 feet to the highway bridge 2.5 miles above the junction; the bridge has a 45-foot fixed span with a clearance of 15 feet. An overhead power cable just E of the bridge has a clearance of 62 feet.

(346) At **Mile 243.3W, Old Canal** leads E to the Calcasieu Channel. In 1982, the reported controlling depth was 9 feet.

(347) At **Mile 243.8W,** State Route 27 highway vertical lift bridge with a clearance of 50 feet down and 135 feet up crosses the waterway. The bridgetender monitors VHF-FM channel 13; call sign KTD-558. (See **117.1 through 117.59 and 117.451**, chapter 2, for drawbridge regulations.) An overhead power cable with a clearance of 139 feet is about 50 yards SW of the bridge.

(348) At **Mile 245.3W**, an overhead power cable across the waterway has a clearance of 140 feet.

(349) A **cable ferry** and overhead power cable cross the waterway at **Mile 254.1. DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.** The power cable has a clearance of 93 feet.

(350) **Vinton Canal** crosses the Intracoastal Waterway at **Mile 258.4W.** In 1995, the canal had a controlling depth of 4½ feet to a point about 4.0 miles N of waterway, thence 5½ feet about 0.5 mile below the bridge, about 7.3 miles N of the junction with the waterway. An overhead power cable with a clearance of 58 feet crosses the canal just N of the junction. The canal connects with **Black Bayou** S of the waterway.

(351) An overhead power cable with a clearance of 151 feet crosses the waterway at **Mile 260.1W.**

(352) At **Mile 264.8W,** the waterway enters **Sabine River** and continues around the S bend of the river to the deep ship channel. The Coast Guard has requested vessels transiting the waterway make a **SECURITE** call on VHF-FM channel 13 prior to entering Sabine River, particularly during periods of restricted visibility.

(353) **Orange,** 0.9 mile up the Sabine River Ship Channel from the waterway junction at **Mile 266.0W,** has repair facilities, marine supplies, and gasoline. (See chapter 10 for more complete information.)

(354) From **Mile 266.0W,** the waterway continues for 22 miles down the Sabine River Ship Channel and the Sabine-Neches Canal to a junction with Port Arthur Canal at Port Arthur. The Coast Guard has requested vessels transiting the waterway make a **SECURITE** call on VHF-FM channel 13 prior to entering Neches River, particularly during periods of restricted visibility.

(355) **Adams Bayou,** at **Mile 266.8W,** and **Cow Bayou,** at **Mile 269.5W,** both on the N side of the waterway, are described in chapter 10. An overhead power cable with a clearance of 172 feet crosses the waterway at **Mile 267.8W.**

(356) At **Mile 276.5W,** a 15.9-mile channel leads up the **Neches River** to the port facilities at **Beaumont.** (See chapter 10 for more complete information.)

(357) **Port Arthur,** between **Miles 279.8W** and **288.5W** (junction with Port Arthur Canal), has complete repair facilities, marine supplies, gasoline, and diesel fuel at places along the Sabine-Neches Canal. (See chapter 10 for more complete information.)

(358) A fixed highway bridge across the waterway at **Mile 286.3W** has a clearance of 136 feet.

(359) **Taylor Bayou** extends 1.6 miles N from **Mile 288.5W** to a point where it is obstructed by a barrier. This portion of the bayou is the site of many of the deep-draft facilities at Port Arthur and is described in chapter 10.

(360) The upper reaches of Taylor Bayou can be reached through **Taylor Bayou Outfall Canal** at **Mile 290.3W** which leads N from the waterway to a junction with Taylor Bayou about 2.6 miles above the waterway. In 1982, the outfall canal had a reported controlling depth of 13 feet. Taylor Bayou has depths of about 4 feet for about 29 miles above its junction with the outfall canal.

Cable ferry

(361) A cable ferry crosses the outfall canal about 2.2 miles above its junction with the Intracoastal Waterway. Warning signs are posted 0.5 mile on either side of the ferry crossing. The privately owned ferry carries company personnel and vehicles and operates 24 hours daily. The ferry shows navigational lights, and when underway the unmarked cables are above the water's surface. When not underway, the cables are dropped to the bottom. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

(362) A removable span bridge with a clearance of 5 feet is about 0.25 mile N of the cable ferry.

(363) A navigation lock, 200 feet long, 30 feet wide and with a depth of 10 feet over the sills is on Taylor Bayou about 0.9 mile above the junction with the outfall canal. (See **207.185**, chapter 2, for regulations.) Above the lock the bayou is crossed by fixed bridges with a least channel width of 13 feet and clearances of 32 feet and by overhead power cables with a least clearance of 20 feet.

(364) The waterway leaves the Sabine-Neches Canal at **Mile 288.6W** and continues for about 61 miles through a landcut to Galveston Bay.

(365) State Route 87 highway bridge across the waterway at **Mile 288.8W** has a fixed span with a clearance of 73 feet. The overhead power cable W of the bridge has a clearance of 125 feet.

(366) A small-boat basin on the S side of the waterway at **Mile 288.9W** has berthing facilities for craft drawing up to 5 feet. Berths, electricity, water, and a 15-ton portable lift are available; hull repairs can be made.

(367) A spillway at **Mile 292.4W** contains **Shell Lake** and other lakes S of the waterway. Floodgates on the S side of the waterway at **Mile 305.4W** contain **Star Lake.**

(368) At **Mile 314.1W,** dirt ramps of a cattle crossing are on either side of the waterway.

(369) A fixed highway bridge over the waterway at **Mile 319.3W** has a fixed span with a clearance of 73 feet. Overhead power cables E and W of the highway bridge have clearances of 83 and 110 feet, respectively.

(370) An oil loading terminal is in a slip on the N side of the waterway just E of the highway bridge. **High Island,** on the highway 1.5 miles S of the waterway, is an oil-producing center with numerous oil wells, but has no facilities for passing craft. A landing for shallow-draft boats is at **Mile 321.3W.** At **Mile 322.3W,** an overhead power cable has a clearance of 93 feet.

(371) The waterway passes through two marked cuts in the SE part of shallow **East Bay** between **Miles 325.7W** and **329.7W.** Berthing facilities for shallow-draft boats are in slips on each side of the waterway. The waterway through Rollover Bay is narrow and experiences strong currents and wind effects. Mariners should take into consideration the available horsepower, size and configuration of tow, and make every attempt to verify existing and forecasted conditions at the bay well prior to transiting this area.

(372) An oil-loading terminal is at **Mile 333.2W** on the SE side of the waterway. The waterway continues SW to Port Bolivar and Galveston Bay. Basins along this part of the waterway have several marinas where the berths with electricity, gasoline, diesel fuel, water, ice, wet and dry storage, launching ramps, and marine supplies can be obtained. A marina at **Mile 342.9W**, on the SE side of the waterway can accommodate craft drawing up to 5 feet, and has facilities for handling craft up to 55 feet for hull and engine repairs. A channel leading from Galveston Bay through **Sievers Cove** to the waterway, about **Mile 343.2W**, is marked on both sides by piles. In 1982, 4 feet was reported available in the channel. The waterway through Seivers Cove is narrow and experiences strong currents and wind effects from north winds. Mariners should take into consideration the available horsepower, size and configuration of tow, and make every attempt to verify existing and forecasted conditions at the bay well prior to transiting this area.

Charts 11326, 11324, 11331, 11322

(373) **Port Bolivar** is at **Mile 348.3W** on the SE side of the waterway and is near the SW end of **Bolivar Peninsula.** Gasoline, diesel fuel, and water, and ice are available at some of the town landings.

(374) The waterway leaves the Bolivar cut and enters **Galveston Bay** at **Mile 349.3W.** The direct route bypasses Galveston and proceeds SW through the lower part of the bay. **Houston Ship Channel** is crossed at **Mile 350.2W.** The Coast Guard has requested vessels transiting the waterway make a **SECURITE** call on VHF-FM channel 13 prior to crossing Houston Ship Channel, particularly during periods of restricted visibility. Vessel Traffic Service Houston-Galveston recommends west bound tows avoid meeting east bound tows between Bolivar Peninsula Buoy 15 and Buoy 20 due to strong currents and shoaling at the entrance to Bolivar.

(375) The port of **Houston** is 43 miles to the NW. (See Chapter 10.) An alternate route for vessels transiting between the Intracoastal Waterway and the Houston Ship Channel is marked from Bolivar Peninsula Buoy 20 to Houston Ship Channel Light 28. The direction of traffic movement is not regulated. However, in order to reduce congestion, Houston Traffic requests that this route be used for northbound-only traffic. Southbound traffic is requested to proceed south to Houston Ship Channel Lighted Buoy 26, and then turn east to Bolivar Point.

(376) Ebb currents near Houston Ship Channel Lighted Buoy 26 and eastward toward the Bolivar area make the turn difficult, especially during winter months with north winds present; caution is advised. Mariners should verify current and wind conditions prior to transiting this area. Vessels attempting to transit this area during these conditions should consider available horsepower and utilization of assist vessels to prevent grounding on the south side of the channel in the vicinity of Bolivar Peninsula Light 19A.

(377) Houston Traffic also requests that all vessels proceeding northbound in the alternate route conduct a securite broadcast of their intentions prior to entering in the Houston Ship Channel. Mariners should verify the status of the alternate route aids to navigation at the Intracoastal Waterway/Bolivar Peninsula intersection prior to transiting this area; caution is advised. The channel to Texas City is crossed at **Mile 350.8W**; the port is 5 miles to the WNW. (See chapter 10 for more complete information.)

(378) There is a dry storage marina on the end of the Texas City Dike, about 0.6 mile NW of the junction with Texas City Channel. Gasoline, diesel fuel, water, ice, and marine supplies are available. A depth of 6 feet was reported alongside the fuel dock and in the approach channel in 1982.

(379) The basic route of the waterway continues SW through dredged cuts to the bridges that separate Galveston Bay from West Bay. The waterway cuts through the NW tip of Pelican Island at **Mile 351.5**. This area known as Pelican Cut is relatively narrow. The cut has several moorings buoys reported north of the channel to foster navigation safety; waiting weather prior to crossing or entering Houston Ship Channel or transiting Galveston bridges. Tows using these mooring buoys may further reduce the available navigable water. Mariners should

use caution and make every attempt to determine the available sea room at the cut prior to transiting.

(380) An alternate route of the waterway at **Mile 349.3W** swings S in **Bolivar Roads** then SW in Galveston Channel. The port of Galveston at **Mile 353.5W** is on the S side of **Galveston Channel**. (See chapter 10 for port facilities, services, supplies, and repairs.) The **Pelican Island** railroad-highway bridge over Galveston Channel at **Mile 356.0W** has a bascule span with a clearance of 13 feet. **Caution:** The open bascule span overhangs the channel above a vertical clearance of 75 feet. The bridgetender monitors VHF-FM channel 16 and works and channel 13; call sign KYH-532. (See **117.1 through 117.59 and 11766**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 13. An overhead power cable close E of the bridge has a clearance of 85 feet. The alternate route leaves the port's deep water at the bridge and proceeds W in dredged cuts to rejoin the waterway at **Mile 356.4W.**

(381) The rail-highway bridge over the waterway at **Mile 357.2W** has a bascule span with a clearance of 7 feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KUF-652. The overhead power cable on the SW side of the bridge has a clearance of 99 feet. In 2010, a vertical lift bridge was under construction with a design clearance of 8 feet in the closed position and 73 feet in the open position; upon completion, it will replace the bascule span. The fixed bridge at **Mile 357.3** has a clearance of 73 feet.

(382) W of the bridges, a marked channel leads SE from **Mile 357.7W** to **Offatts Bayou** which is one of the principal bases for Galveston pleasure and fishing craft. (See chapter 10 for channel depths, services, supplies, and repairs.)

Chart 11322

(383) The waterway continues W through dredged cuts between **North Deer Island** and **Tiki Island** in the NE part of West Bay. At **Mile 362.8W,** the waterway enters a 12-mile cut which is never more than 0.2 mile behind the NW shore of West Bay.

(384) At **Mile 374.7W,** the waterway leaves the landcut and crosses the mouth of Chocolate Bay at the NW end of West Bay through a buoyed channel with range lights at each end. Marked channels to **Chocolate Bay** lead N from the waterway at **Miles 375.7W** and **376.3W**.

(385) San Luis Pass and tributaries to the W part of West Bay are described in chapter 10.

(386) From **Mile 377.9W,** the waterway enters a landcut which passes through and across shallow bays, bayous, and rivers for 33 miles to **Mile 411.3W** at the NW end of Cedar Lakes.

(387) **Oyster Creek,** emptying into the waterway at **Mile 392.2W,** about 2.5 miles NE of Brazosport, is a stream of no importance used as a storm refuge by small craft. An overhead power cable with a minimum clearance of 78 feet crosses the creek about 2.3 miles above the mouth. In 1999, a reported depth of 8 feet could be carried to State Route 523 highway bridge about 3.5 miles about the mouth.

(388) The highway bridge across the waterway at **Mile 393.8W** has a fixed span with a clearance of 73 feet. The overhead power cable on the W side of the bridge has a clearance of 97 feet.

(389) There are numerous marinas and boatyards along the waterway between the entrance to Oyster Creek and the Freeport Entrance Channel.

(390) An overhead telephone cable with a clearance of 74 feet crosses the waterway at **Mile 394.8W.** In 1984, the cable was reported to have been removed.

(391) At **Mile 394.8W,** the private canal on the N side of the waterway is closed to the public by a gate across the entrance.

(392) The town of **Freeport** is 2 miles up Old Brazos River from the waterway junction at **Mile 395.1W**. (See chapter 11 for more complete information.)

(393) State Route 1495 highway bridge crosses at **Mile 397.6W** and has a fixed span with a clearance of 73 feet.

(394) The waterway crosses the **Brazos River** at **Mile 400.8W.** The 75-foot-wide floodgates on both sides of the river control waterway traffic when crossing conditions are hazardous because of strong current velocities. (See **162.75, 207.180, and 207.187**, chapter 2, for regulations governing the use, administration, and navigation of the floodgates; local information is issued by the Galveston District Engineer, Corps of Engineers.)

(395) The lockmasters monitor VHF-FM channel 13 continuously and may be reached by telephone (East Gate, 409–233–1251; West Gate, 409–233–5161). Mooring piles are on both sides of the waterway on the canal sides of the floodgates for the mooring of vessels when the floodgates are closed or when tows are limited. Red and green traffic lights and daymarks are at both ends of the floodgates. Heavy rains cause strong outgoing currents and eddies in the waterway between the east and west floodgates. Mariners should use caution and consider available horsepower, size and configuration of tow, vessel traffic, and the availability of sea room in order to obtain proper alignment into the floodgates prior to transiting the area. (Brazos River is described in chapter 11.)

(396) The waterway crosses **San Bernard River** at **Mile 405.0W.** Operators of small craft are advised to be on the lookout for logs and floating debris in the waterway between Brazos River and San Bernard River. (San Bernard River is described in chapter 11.)

Chart 11319

(397) The waterway continues in a landcut from the N side of Cedar Lakes to **Mile 420.5W** where it follows a cut along the N shores of shallow East Matagorda Bay and Matagorda Bay for 35 miles, thence across the open

waters of Matagorda Bay to Port O'Connor. Prolonged E winds will create a difference in water level between East Matagorda Bay and Matagorda Bay, thus causing strong W currents in the waterway.

(398) The overhead power cable over the waterway at **Mile 417.9W** has a clearance of 73 feet. Farm Road 457 pontoon drawbridge crosses at **Mile 418.0W.** The bridge is opened or closed by cables that are attached to the N shore of the waterway. The cables remain suspended just above or below the water at all times, but cross the navigable channel only when the bridge is in the closed position. A hinged apron at the S end of the bridge can be opened to provide a 13-foot-wide small-boat channel. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KQU-644.

(399) An overhead power cable on the W side of the bridge has a clearance of 94 feet. Ice and limited berths are available at a small marina just W of the bridge. Depths of about 2 feet were reported alongside the facility in 1982.

(400) The entrance to **Caney Creek** at **Mile 419.9W** was reported closed in 1982. The creek can be entered through **Caney Creek Cutoff.** The cutoff crosses the waterway through a 0.5-mile canal leading to **East Matagorda Bay** at Mile **420.4W.** In 1982, shoaling was reported at the junction of Caney Creek and Caney Creek Cutoff. Above the junction, a depth of about 2 feet can be taken up the creek to a bridge 25 miles above the waterway. The fixed highway bridge 9 miles above the waterway and 2 miles below **Sargent,** has a 28-foot fixed span with a clearance of 10 feet. Several fish camps along the creek have gasoline and launching ramps.

(401) **Live Oak Bayou** crosses the waterway at **Mile 427.8W** and empties into East Matagorda Bay. There is a fish camp on the bayou about 1.0 mile above the crossing at which gasoline, water, ice, and a launching ramp are available. It is accessible by small outboards only.

(402) There is an abandoned boat basin and bulkhead at **Gulf** on the N side of the waterway at **Mile 435.7W.** A channel opposite Gulf leads S from the waterway into East Matagorda Bay. This channel had a reported controlling depth of about 7 feet in 1982, with shoaler depths in the bay.

(403) An oil-loading terminal is on the N side of the waterway at **Mile 438.6W.** A harbor on the N side of the waterway at **Mile 440.0W** has berths, electricity, gasoline, diesel fuel, launching ramps, pump-out station, wet storage, water, ice and marine supplies.

(404) The overhead power cable over the waterway at **Mile 440.7W** has a clearance of 71 feet. Farm Road 2031 fixed highway bridg crosses at **Mile 440.7W** and has a clearance of 73 feet.

(405) **Matagorda,** a small fishing and oystering fleet base, is on the N side of the waterway at **Mile 440.7W**. Gasoline, water, ice, a launching ramp and limited marine supplies are available. A depth of 5 feet is reported alongside.

(406) The **Colorado River By-Pass Channel**, at **Mile 440.8** leads SW for 0.5 mile and joins the Colorado River. In 2011, the midchannel controlling depth was 6.5 feet.

(407) **Colorado River Locks**, at **Miles 441.1W** and **441.8W,** are 1,200 feet long, 75 feet wide, with 15 feet over the sills. The locks control the waterway traffic when crossing conditions are hazardous because of strong current velocities. (See **162.75, 207.180, and 207.187**, chapter 2, for regulations governing use, administration, and navigation of floodgates and locks; local information is issued by the Galveston District Engineer, Corps of Engineers.)

(408) The lockmaster may be contacted by telephone (409–863–7842) or radiotelephone. The lockmaster monitors VHF-FM channels 13 and 16 continuously. Red and green traffic lights and daymarks are at each end of the lock. Mooring piles are on both sides of the waterway on the canal sides of the locks for mooring vessels when the locks are closed or when tows are limited. Strong outgoing currents and eddies can develop in the waterway between the east and west locks. Mariners should use caution and consider available horsepower, size and configuration of tow, vessel traffic, and the availability of sea room in order to obtain proper alignment into the locks prior to transiting the area.

(409) **Colorado River** crosses the waterway at **Mile 441.5W** and enters the Gulf through a 5.8-mile flood discharge channel in the isthmus separating East Matagorda Bay and Matagorda Bay. In 2011, the midchannel controlling depth was 5 feet to the Intracoastal Waterway. The Gulf entrance to the flood discharge channel is marked by lights at the outer ends of the jetties. The entrance is subject to frequent change; caution and local knowledge are advised. The E side of the river has fish camps where gasoline, diesel fuel, water, ice. launching ramps, marine supplies and berths with electricity are available.

(410) A dredged channel leads N from the Intracoastal Waterway for 13.5 miles to a turning basin at the Port of Bay City Barge Terminal. In 2011, the controlling depth was 3.5 feet (5 feet at midchannel) with 6.5 to 9 feet available in the basin. The head of navigation in the river is just above the turning basin. The channel is marked by daybeacons as far as the turning basin.

(411) Overhead power cables crossing the Colorado River just above its junction with the waterway and 5.1 miles above the junction have a least clearance of 66 feet.

(412) Another overhead power cable with a clearance of 74 feet crosses the river about 6 miles above the junction. An overhead cable car immediately N of the overhead cable has a clearance of 75 feet. A private ferry crosses the river just N of the cable car. The ferry carries vehicles.

(413) On the E side of the river, a small-craft facility, just N of the ferry, has gasoline, diesel fuel by truck, water, berths with electricity, and a launching ramp. Pilings from a former bridge are reported about 1 mile N of

the ferry landing. A fixed highway bridge about 8 miles above the waterway has a least clearance of 53 feet. Overhead power cables just above and about 0.9 mile above the bascule bridge have clearances of 76 feet and 75 feet, respectively. Boat operators should be on the lookout for logs and floating debris in the river and discharge channel.

(414) **Port of Bay City Barge Terminal Wharf,** in a basin on the E side of the river 13.5 miles above the mouth, is 200 feet long with a concrete apron and a transit shed with 32,000 square feet of storage space. The wharf has a barge loading ramp and oil handling pipe connection on a lower level below the main wharf apron. A private petroleum wharf is also in the basin. In 1982, depths of 9 feet were reported alongside the facilities. The Port of Bay City Authority of Matagorda County Navigation District No. 2 is in charge of operations.

(415) **Bay City,** the county seat of Matagorda County, is about 7 miles N of the terminal. It is a center for cattle, cotton, rice, petroleum, natural gas, sulfur, and petrochemicals. The Union Pacific, Southern Pacific, and Burlington Northern and Santa Fe Railroads, and an interstate busline serve the city. Two main State highways pass through the city. Bay City has an inflatable dam in the river which is inflated during the growing season to impound water for irrigation purposes.

(416) At **Mile 455.6W,** the waterway enters the open waters of **Matagorda Bay** through a well-marked channel and continues across the bay for 19 miles to Port O'Connor. All traffic is recommended to use the Alternate Route north of the waterway when crossing Matagorda Bay due to shoaling. Traffic should use extreme caution when crossing the Matagorda Ship Channel due to strong currents. Openings are provided through the spoil banks on the N side of the waterway for passage in depths of 4 to 10 feet through the open waters of the bay to Tres Palacios Bay and Lavaca Bay; however, marked channels lead to Tres Palacios Bay and Lavaca Bay at **Miles 466.1W** and **470.9W,** respectively. (See chapter 11 for more complete information.)

(417) Emergency moorings have been established on the S side of the landcut S of Oyster Lake to enable vessels and tows to tie up when it becomes unsafe to proceed through the open waters of Matagorda Bay. These facilities are for temporary use only, and at all other times the fairway must be kept open.

(418) At **Mile 470.9W,** the waterway crosses the Matagorda Ship Channel. Small craft should not anchor in the area between the waterway and the entrance to the landcut through Matagorda Peninsula due to the turbulence reported in the waters in the area.

Charts 11319, 11315

(419) The entrance channel to Port O'Connor is between jetties with lights off their outer ends at the SW end of Matagorda Bay. Berthing facilities, gasoline, diesel fuel, and marine supplies are available. (See chapter 11.)

(420) From Port O'Connor, the waterway passes through a cut along the N shore of Espiritu Santo Bay for about 18 miles to San Antonio Bay.

(421) At **Mile 478.5W, Ferry Channel,** a marked channel across Espiritu Santo Bay, leads to a fish and wildlife reserve at a former military base on Matagorda Island. (See chapter 11 for more complete information.)

(422) Gasoline and a launching ramp are available at a small-boat basin on the N side of the waterway at **Mile 485.2W.** In 1982, a depth of 2 feet was reported alongside the fuel dock.

Chart 11315

(423) At **Mile 491.8W,** the waterway enters the open waters of shallow **San Antonio Bay** through a well-marked channel. Marked channels lead N from **Miles 491.8W** and **492.5W** to **Seadrift** and other places in the bay. (See chapter 11 for more complete information.)

(424) At **Mile 500.0W,** the waterway leaves San Antonio Bay and passes through landcuts and channels in shallow bays for about 11 miles to Aransas Bay. The channel is marked by lights and buoys. The **Aransas National Wildlife Refuge** is on the N side of the waterway at the E end of the landcut. With a prevailing S wind, vessels may be set into the shallow depths of the bays through this section of the waterway. Mariners are advised to keep in the channel and favor the aids on the S side.

Chart 11314

(425) At **Mile 511.1W,** the waterway enters the open waters of **Aransas Bay** and continues across the bay in a well-marked channel. Marked openings in the spoil banks on the NW side of the waterway provide passage in depths of 3 to 12 feet to Rockport and other places in Aransas Bay. (See chapter 11 for more complete information.)

(426) At **Mile 522.7W,** an alternate route of the waterway continues SW and S through Lydia Ann Channel to Aransas Pass. The main route of the waterway swings W and follows a cut along the NW shore of Redfish Bay to Corpus Christi Bay.

(427) **Rockport,** 1.5 miles NW of **Mile 524.0W,** has berthing and facilities, and marine supplies. (See chapter 11 for more complete information.)

(428) Boat operators are advised to stay in the waterway channel throughout the cut in Redfish Bay to avoid rock formations that may project from the channel slopes.

(429) **Cove Harbor**, **Mile 525.6W**, is a commercial basin off the waterway about 2.5 miles S of Rockport Harbor. The basin is used by craft engaged in the oil and fishing industries. There are two slips in the basin and berths along the bulkhead of the basin and in the slip. In 2001, 8.0 feet was reported in the entrance; thence in 2000, 7

to 13 feet was in the basin. Launching ramps are available.

(430) **Palm Harbor**, **Mile 527.5W**, is a yacht basin in a dredged slip 0.3 mile long off the waterway about 1.5 miles SSW of Cove Harbor. A depth of 6 feet was reported in the basin and entrance channel in 2002. Gasoline, berths, electricity, water, ice, launching ramp, dry storage and marine supplies are available at the basin.

(431) At **Mile 532.9W,** the waterway crosses Aransas Channel which leads W to the town of **Aransas Pass** and E to the Gulf through Aransas Pass.

Small-craft facilities

(432) Several small-craft facilities are at the town. (See the small-craft facilities tabulation on chart 11314 for services and supplies available, and chapter 11 for additional information about the town of Aransas Pass.)

(433) The fixed highway bridge across the waterway at **Mile 533.1W** has a clearance of 48 feet. Overhead power cables just SSW of the bridge have a clearance of 61 feet.

(434) At **Mile 534.0W,** the waterway is crossed by a dredged channel; NW of the waterway, the channel leads to a small-boat basin at the town of Aransas Pass. The channel S leads through Redfish Bay to Corpus Christi Bay.

(435) At **Mile 535.3W**, a boatyard on the NW side of the waterway has a 170-ton vertical lift and can make hull and engine repairs.

Chart 11308

(436) At **Mile 539.5W,** the waterway crosses Corpus Christi Channel. The Coast Guard has requested vessels transiting the waterway make a **SECURITE** call on VHF-FM channel 13 prior to crossing Corpus Christi Channel, particularly during periods of restricted visibility.

(437) **Corpus Christi** (charts 11309, 11311), 11 miles W of **Mile 539.5W,** has complete berthing and repair facilities, gasoline, diesel fuel, and marine supplies. Corpus Christi and other places in Corpus Christi Bay are described in chapter 11.

(438) From the junction with Corpus Christi Channel **(Mile 539.5W),** the waterway continues S through a landcut and dredged channel to **Mile 545.4W** in Corpus Christi Bay. Strong currents may be encountered in this cut. From **Mile 545.4W,** the waterway crosses the open water of Corpus Christi Bay in a S direction in depths of 12 feet to Laguna Madre. The channel is marked by lights and daybeacons.

(439) At **Mile 547.6W,** the waterway enters Land Cut and continues through a well-marked channel that extends for about 120 miles through shallow **Laguna Madre** to Port Isabel.

(440) An overhead power cable crossing the waterway at **Mile 550.9W** has a clearance of 93 feet.

(441) John F. Kennedy Causeway, extending across Laguna Madre, has a fixed bridge over the waterway with a clearance of 73 feet at **Mile 552.7W**. Another opening in the causeway, 1.8 miles to the W, has a fixed span with a clearance of 9 feet. An overhead power cable crossing the waterway on the N side of the causeway at **Mile 552.7W** has a clearance of 91 feet.

Small-craft facilities

(442) Several small-craft facilities are in the area. (See the small-craft facilities tabulation on chart 11308 for services and supplies available.)

(443) Between **Miles 552.1W** and **562.0W**, on both sides of the waterway, are numerous marked and unmarked private channels which lead through an area obstructed by oil wells and pipelines to private petroleum facilities.

Charts 11308, 11306

(444) **Baffin Bay**, extending W from **Mile 579.5W**, is a commercial and sport fishing area, and the site of oil exploration and drilling. A marked private natural channel with reported depths of 2 feet in 1982, extends W up Baffin Bay for about 14 miles to a small-craft facility at Riviera Beach on the N side of the entrance to Laguna Salada. Minor services and a launching ramp are available at the facility. Strangers are advised to keep in the marked channel because of the many sunken rocks and other obstructions in the bay. A privately marked natural channel with reported depths of 6 feet in 1982, extends 4 miles farther up Laguna Salada to a boat basin and boatyard. The boatyard that builds boats can handle craft up to 50 feet or 20 tons using a large trailer for hull and engine repairs. Gasoline, diesel fuel, water, electricity, and a launching ramp are available during daylight.

(445) Between **Miles 587.6W** and **611.9W**, the waterway passes through **Land Cut**, a long cut in the sand and mud of Laguna Madre. In this stretch, private short oil company side channels extend on either side of the waterway.

Charts 11306, 11303

(446) **Port Mansfield**, 1 mile W of **Mile 629.8W**, has berths, gasoline, diesel fuel, and limited marine supplies. (See chapter 11 for more complete information.)

(447) At **Miles 643.9W** and **644.5W, Arroyo Colorado Cutoff** leads W from the waterway and joins Arroyo Colorado to form a route to **Rio Hondo** and **Port Harlingen**. (See chapter 11 for more complete information.)

Chart 11302

(448) At **Mile 665.1W** the fixed span of the causeway crossing the waterway has a clearance of 73 feet.

(449) At the S end of Laguna Madre at **Mile 665.9W,** the waterway enters a reverse curve cut between Port Isabel

and **Long Island**, and joins deep Brownsville Ship Channel at **Mile 668.4W.** (See chapter 11 for more complete information.)

(450) The pontoon drawbridge across the waterway at **Mile 666.0W** connects Port Isabel with Long Island. The bridge is operated by cables that are suspended above the surface of the water when the bridge is being opened or closed. The cables are dropped to the bottom when the bridge is fully opened or closed. The cables are not marked. Extreme caution should be exercised in the area of the bridge. **Do not attempt to pass through the bridge until it is fully opened and the cables are dropped to the bottom.** The bridgetender monitors VHF-FM channel 12. (see **117.1 through 117.59 and 117.968**, chapter 2 for drawbridge regulations.)

(451) **Port Isabel**, **Mile 666.4W**, has several small-craft facilities. (See the small-craft facilities tabulation on chart 11302 for services and supplies available, and chapter 11 for additional information about Port Isabel.)

(452) From **Mile 668.4W**, the waterway follows the Brownsville Ship Channel for 13 miles to Port Brownsville.

(453) **Port Brownsville**, at **Mile 681.8W**, the W terminus of the Intracoastal Waterway, and the city of **Brownsville**, 5 miles WSW of the port, are described in chapter 11.

TIDAL INFORMATION					
Chart	Station	LAT/LONG	Mean Higher High Water*	Mean High Water*	Mean Low Water*
11302	Padre Island (south end)	26°04'N/97°09'W	1.5	1.4	0.2
11302	Port Isabel, Laguna Madre	26°04'N/97°13'W	1.4	1.3	0.2
11314	Aransas Pass, Channel	27°50'N/97°03'W	1.4	--	--
11324	Port Bolivar	29°22'N/94°47'W	1.4	1.3	0.2
11324	Texas City, Turning Basin, Galveston Bay	29°23'N/94°53'W	1.4	1.3	0.5
11324	Galveston (Pier 21), Galveston Channel	29°19'N/94°48'W	1.4	1.3	0.3
11326	Eagle Point, Galveston Bay	29°29'N/94°55'W	1.1	1.1	0.1
11326	Morgans Point, Barbours Cut, Galveston Bay	29°41'N/94°59'W	1.3	1.2	0.1
11326	Point Barrow, Trinity Bay	29°44'N/94°50'W	1.1	--	--
11326	Gilchrist, East Bay Galveston Bay	29°31'N/94°29'W	1.2	--	--
11326	Galveston Pleasure Pier	29°17'N/94°47'W	2.0	1.9	0.4
11326	Lynchburg landing, San Jacinto River	29°46'N/95°05'W	1.5	1.4	0.2
11352	Barataria Pass, La.	29°16'N/89°57'W	1.2	--	--
11352	Caillou Boca	29°04'N/90°48'W	1.4	--	--
11352	Eugene Island, Atchafalaya Bay	29°22'N/91°23'W	1.9	1.7	0.6
11365	Manilla, Barataria Bay	29°26'N/89°59'W	1.0	--	--
11365	Caminada Pass (bridge)	29°13'N/90°02'W	1.0	1.0	--
11365	Timbalier Island, Timbalier Bay	29°05'N/90°32'W	1.2	--	--
11365	East Point (Grand Isle)	29°16'N/89°57'W	1.1	1.1	0.0
11372	Biloxi (Cadet Point), Biloxi Bay	30°23'N/88°51'W	1.8	1.7	0.1
11372	Cat Island, Mississippi Sound	30°14'N/89°07'W	1.6	1.5	0.1
11372	St. Louis Bay entrance (Bay Waveland YC)	30°20'N/89°20'W	1.7	1.6	0.1
11372	Ship Island, Mississippi Sound	30°13'N/88°58'W	1.7	1.6	0.1
11372	Gulfport Harbor, Mississippi Sound	30°22'N/89°05'W	1.6	1.6	0.2
11372	Hollingsworth Point, Davis Bayou	30°23'N/88°46'W	1.8	1.7	0.1
11372	Pass Christian Yacht Club, Mississippi Sound	30°19'N/89°15'W	1.7	1.6	0.1
11374	Dauphin Island	30°15'N/88°05'W	1.2	1.2	0.0
11374	Bayou La Batre, Mississippi Sound	30°22'N/88°16'W	1.5	--	--
11374	Pascagoula Point, MIssissippi Sound	30°20'N/88°32'W	1.5	1.4	0.1
11374	Horn Island, Mississippi Sound	30°14'N/88°40'W	1.6	1.5	0.1
11378	Warrington, 2 mi. south of, Pensacola Bay	30°21'N/87°16'W	1.3	--	--
11378	Mobile Point (Fort Morgan)	30°14'N/88°01'W	1.2	--	--
11378	Bon Secour, Bon Secour River	30°18'N/87°44'W	1.6	--	--
11378	Fishing Bend, Santa Rosa Sound	30°20'N/87°08'W	1.4	--	--
11378	Lora Point, Escambia Bay, Pensacola Bay	30°31'N/87°10'W	1.5	--	--
11378	Pensacola, Pensacola Bay	30°24'N/87°13'W	1.3	1.2	0.0
11378	Pensacola Bay entrance	30°20'N/87°19'W	1.1	--	--
11378	Blue Angels Park, Perdido Bay	30°23'N/87°26'W	0.7	0.7	--
11378	Alabama Point, Perdido Pass	30°17'N/87°33'W	0.9	0.8	0.0
11378	Millview, Perdido Bay	30°25'N/87°21'W	0.8	0.8	--
11378	Gulf Shores, ICWW	30°16'N/87°41'W	1.1	1.1	0.1
11390	Liard Bayou, East Bay, St. Andrew Bay	30°07'N/85°32'W	1.5	1.4	0.1
11390	Parker, St. Andrew Bay	30°08'N/85°37'W	1.5	--	--
11390	Lynn Haven, North Bay, St. Andrew Bay	30°15'N/85°39'W	1.5	1.4	0.1
11390	Panama City, St. Andrew Bay	30°09'N/85°40'W	1.3	1.3	0.1
11390	St. Andrew Bay, Channel entrance	30°08'N/85°44'W	1.3	1.3	0.1
11390	West Bay Creek, West Bay, St. Andrew Bay	30°18'N/85°52'W	1.5	1.4	0.1
11393	Port St. Joe, St. Joseph Bay	29°49'N/85°19'W	1.6	1.4	0.2
11393	Wetappo Creek, East Bay, St. Andrew Bay	30°02'N/85°24'W	1.4	--	--
11393	Farmdale, East Bay, St. Andrew Bay	30°01'N/85°28'W	1.6	1.4	0.1
11402	Apalachicola, Apalachicola Bay	29°44'N/84°59'W	1.6	1.5	0.4
11402	West Pass, Apalachicola Bay	29°38'N/85°06'W	1.4	1.3	0.5
11404	Carrabelle, Carrabelle River, St. George Sound	29°51'N/84°40'W	2.6	2.4	0.8
11404	St. George Island, Sikes Cut	29°37'N/84°58'W	1.6	1.5	0.5

11415	Mullet Key Channel (Skyway), Tampa Bay	27°37'N/82°44'W	2.1	1.8	0.3
11415	Anna Maria Key, Bradenton Beach	27°30'N/82°43'W	2.3	2.0	0.5
11415	Bradenton, Manatee River, Tampa Bay	27°30'N/82°34'W	2.3	1.9	0.4
11415	Egmont Key, Egmont Channel, Tampa Bay	27°36'N/82°46'W	2.2	1.9	0.4
11415	Point Pinellas, Tampa Bay	27°42'N/82°38'W	2.0	1.6	0.4
11415	Gulfport	27°44'N/82°42'W	2.3	1.9	0.4
11415	St. Petersburg, Tampa Bay	27°46'N/82°37'W	2.3	2.0	0.4
11416	Shell Point, Tampa Bay	27°43'N/82°29'W	2.1	1.8	0.3
11416	Davis Island, Hillsborough Bay, Tampa Bay	27°55'N/82°27'W	2.6	2.3	0.5
11416	Safety Harbor, Old Tampa Bay	27°59'N/82°41'W	2.8	2.4	0.5
11425	Port Boca Grande, Charlotte Harbor	26°43'N/82°15'W	1.7	1.4	0.4
11425	Placida, Gasparilla Sound	26°50'N/82°16'W	1.6	1.3	0.3
11425	Venice Inlet (0.7 mi north of, inside)	27°07'N/82°28'W	2.1	1.7	0.4
11425	Sarasota, Sarasota Bay	27°20'N/82°33'W	2.1	1.7	0.4
11425	Redfish Point, Manatee River	27°32'N/82°29'W	2.2	1.8	0.4
11425	Englewood, Lemon Bay	26°56'N/82°21'W	1.6	1.3	0.3
11425	Port Manatee, Tampa Bay	27°38'N/82°33'W	2.2	1.9	0.4
11426	Pt. Ybel, San Carlos Bay entrance, Gulf Coast	26°27'N/82°01'W	2.6	2.3	0.5
11426	Punta Gorda, Charlotte Harbor, Gulf of Mexico	26°56'N/82°04'W	1.9	1.5	0.3

* Heights in feet referred to datum of sounding MLLW.
Real-time water levels, tide predictions, and tidal current predictions are available on the internet from http://tidesandcurrents.noaa.gov.
To determine mean tide range subtract Mean Low Water from Mean High Water.
Data as of April 2012